

F.A.I. ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	(06-4HB-1D)	BUREAU	32	1
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
D-92-042-05			1/33	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS**

**PLANS FOR PROPOSED
FEDERAL AID HIGHWAY**

**F.A.I. (I-80)
SECTION (06-4HB-1) D
PROJECT NO. BHI-080-2(063)55
BUREAU COUNTY
C-92-036-06**

RANGE 9 EAST, 4th PRINCIPAL MERIDIAN

INDEX OF SHEETS

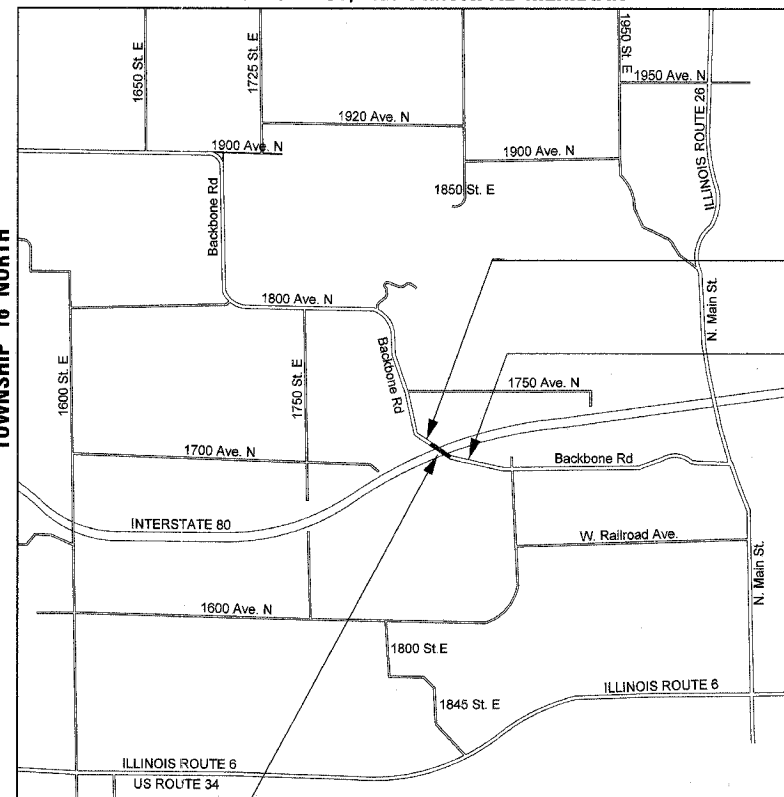
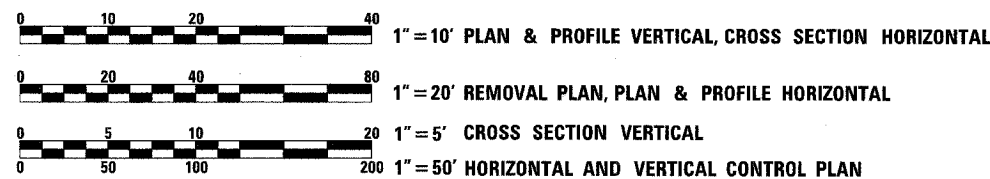
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- 29 DISTRICT 2 STANDARDS 29.2 & 38.4
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TRAFFIC DATA

EXISTING ADT (2006) 1550
PROPOSED ADT (2026) 1950
SPEED LIMIT 55 MPH

FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZE PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

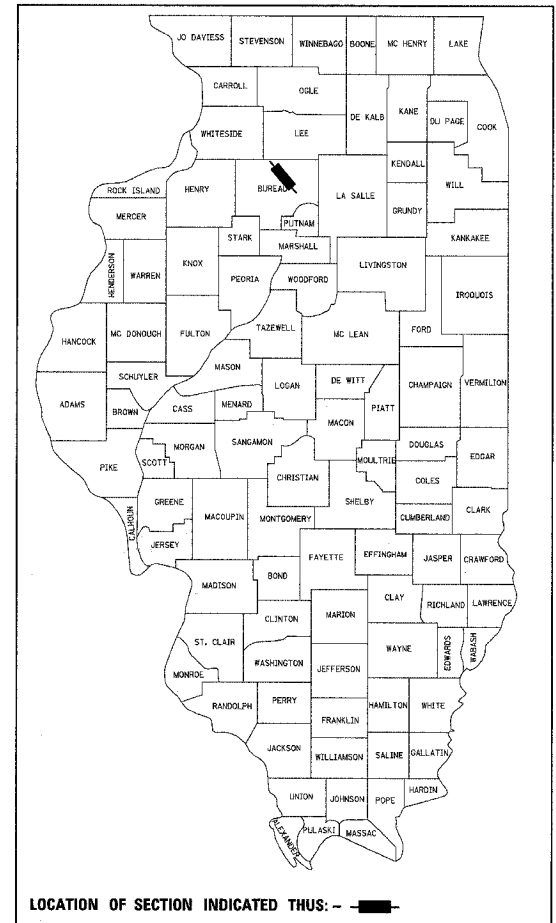
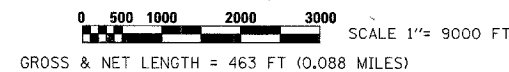
SCALES:



BEGIN PROJECT STA. 97+82.00

END PROJECT STA. 102+45.00

LOCATION MAP



LOCATION OF SECTION INDICATED THUS: --

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS**

SUBMITTED FEB 9 20 06
Gregory L. Mow
DEPUTY DIRECTOR OF HIGHWAYS, REGION 2 ENGINEER
March 24, 2006
Mike Hines
ENGINEER OF DESIGN AND ENVIRONMENT
March 24, 20 06
Milton R. Sees
DIRECTOR, DIVISION OF HIGHWAYS

DISTRICT 2, DIXON, IL

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THE STATE OF ILLINOIS**

**J.U.L.I.E. JOINT UTILITY LOCATION INFORMATION
FOR EXCAVATION 1-800-892-0123**

SECTION (06-4HB-1)D
S.N. EXISTING & PROPOSED
006-0116 (STA. 2889+07.63 F.A.I. 80)
REMOVE EXISTING 6 1/2" CONCRETE DECK
AND REPLACE WITH 7 1/2" CONCRETE
DECK

**PRINCETON TOWNSHIP SECTION 6
CONTRACT NO. 64A82**

GRAEF, ANHALT, SCHLOEMER & ASSOCIATES, INC.
ENGINEERS & SCIENTISTS
8501 W. Higgins Road, Suite 280
Chicago, Illinois 60631
(773) 399-0112

PROJECT ENGINEER: ROBERT WAGNER

SENIOR SQUAD LEADER: MICHAEL A. YUSEF (815) 284-5354

CONSULTANT: GRAEF, ANHALT, SCHLOEMER AND ASSOCIATES, INC.
JOHN A. ZERFAS (773) 399-0112

F.A.I. ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	(06-4HB-1)D	BUREAU	32	2
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

80% FED
20% STATE

ITEM NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY QUANTITY 1000	BRIDGE QUANTITY X771-2A
20200100	EARTH EXCAVATION	CU YD	63	63	
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	66	66	
20700220	POROUS GRANULAR EMBANKMENT	CU YD	44		44
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	85	85	
25100630	EROSION CONTROL BLANKET	SQ YD	85	85	
28000400	PERIMETER EROSION BARRIER	FOOT	222	222	
28100107	STONE RIPRAP, CLASS A4	SQ YD	67		67
28200200	FILTER FABRIC	SQ YD	67		67
31100910	SUB-BASE GRANULAR MATERIAL, TYPE A 12"	SQ YD	289	289	
44000007	BITUMINOUS SURFACE REMOVAL 2"	SQ YD	274	274	
44000100	PAVEMENT REMOVAL	SQ YD	166	166	
48101200	AGGREGATE SHOULDERS, TYPE B	TON	10	10	
48202400	BITUMINOUS SHOULDERS SUPERPAVE 6"	SQ YD	136	136	
50102400	CONCRETE REMOVAL	CU YD	2.6		2.6
50104720	REMOVAL OF EXISTING CONCRETE DECK	EACH	1		1
50200100	STRUCTURE EXCAVATION	CU YD	54		54
50300225	CONCRETE STRUCTURE	CU YD	16		16
50300255	CONCRETE SUPERSTRUCTURE	CU YD	286		286
50300260	BRIDGE DECK GROOVING	SQ YD	807		807
50300300	PROTECTIVE COAT	SQ YD	1,139		1,139
50500505	STUD SHEAR CONNECTORS	EACH	3,990		3,990
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	75,160		75,160
51500100	NAME PLATES	EACH	2		2
60600605	CONCRETE CURB, TYPE B	FOOT	120	120	

SUMMARY OF QUANTITIES

80% FED
20% STATE

ITEM NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY QUANTITY 1000	BRIDGE QUANTITY X771-2A
* 63000000	STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	86	86	
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
63200310	GUARDRAIL REMOVAL	FOOT	247	247	
66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	2	2	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	4	4	
67100100	MOBILIZATION	L SUM	1	1	
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1	1	
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	3,704	3,704	
78200410	GUARDRAIL MARKER, TYPE A	EACH	4	4	
X0323830	DRAINAGE SCUPPERS, DS-11	EACH	4		4
X4066414	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50	TON	66	66	
X4066614	BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N50	TON	91	91	
X4066765	LEVELING BINDER (MACHINE METHOD), SUPERPAVE N50	TON	22	22	
X7013015	TRAFFIC CONTROL FOR ROAD CLOSURE	L SUM	1	1	
X7015000	CHANGEABLE MESSAGE SIGN	CAL MO	6	6	
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
Z0047300	PROTECTIVE SHIELD	SQ YD	379		379

* SPECIALITY ITEM

EARTHWORK SUMMARY

EARTH EXCAVATION	63 CU YD
STRUCTURE EXCAVATION	54 CU YD
REMOVAL & DISPOSAL OF UNSUITABLE MATERIAL	66 CU YD
EMBANKMENT	13 CU YD

QUANTITY FOR "REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL" IS BASED ON A 1 FOOT DEPTH IN AREAS OF EXCAVATION OUTSIDE OF EXISTING PAVED AREAS.

TOTAL SUITABLE EXCAVATION	117 CU YD
LESS 25% SHRINKAGE	29 CU YD
DIFFERENCE	88 CU YD
EMBANKMENT	13 CU YD
EXCESS EXCAVATION	75 CU YD

ILLINOIS DEPARTMENT OF TRANSPORTATION
BACKBONE ROAD OVER I-80
BRIDGE REHABILITATION
SUMMARY OF QUANTITIES
& EARTHWORK SUMMARY

DATE: 2/01/06

GRAEF, ANHALT, SCHLOEMER & ASSOCIATES, INC.
CHICAGO, ILLINOIS

F.A.I. ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	(06-4HB-1D)	BUREAU	32	3
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES

- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT PERMISSION FROM THE DEPARTMENT.
- THE REMOVAL OF BITUMINOUS SURFACING NOT ON A FLEXIBLE TYPE BASE REMOVED IN CONJUNCTION WITH THE BASE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR PAVEMENT REMOVAL. THE REMOVAL OF BITUMINOUS SURFACING ON A RIGID TYPE BASE REMOVED IN CONJUNCTION WITH THE BASE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR PAVEMENT REMOVAL.
- ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER LISTED ON THE INDEX OF SHEETS OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.
- THE WEIGHT OF BITUMINOUS CONCRETE SURFACE COURSE USED IN CALCULATING QUANTITIES IS BASED ON 112 POUNDS PER INCH OF THICKNESS PER SQUARE YARD.
- THE FINAL TOP 100MM (FOUR INCHES) OF SOIL IN ANY RIGHT-OF-WAY AREA DISTRIBUTED BY THE CONTRACTOR MUST BE CAPABLE OF SUPPORTING VEGETATION. THE SOIL MUST BE FROM THE A HORIZON (ZERO TO 2' DEEP) OF SOIL PROFILES OF LOCAL SOILS.
- THE CONTRACTOR SHALL SEED ALL DISTURBED AREAS WITHIN THE PROJECT LIMITS. SEEDING CLASS 2A SHALL BE USED. THIS WORK WILL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC METER (CUBIC YARD) FOR EARTH EXCAVATION.
- FERTILIZER SHALL BE APPLIED TO ALL DISTRIBUTED AREAS AND INCORPORATED INTO THE SEEDBED PRIOR TO SEEDING OR PLACEMENT OF SOD AT THE RATE SPECIFIED IN SECTIONS 250 AND 252 OF THE STANDARD SPECIFICATIONS. THIS WORK SHALL BE INCLUDED IN THE EARTH EXCAVATION
- PREVIOUSLY PUGMILLED STOCKPILES OF "TYPE A" OLDER THAN 1 MONTH WILL NOT BE APPROVED FOR USE UNTIL A MOISTURE CHECK IS RUN TO VERIFY MOISTURE CONTENT. MATERIAL SHIPPED TO PROJECTS WITHOUT BEING TESTED WILL NOT BE ACCEPTED.
- EXCEPT FOR THE TOP 75 MM (3"), ALL AGGREGATE BASES AND SUBBASES 300 MM (12") IN THICKNESS SHALL BE CONSTRUCTED OF AGGREGATE GRADATION CA-2. IF THE SPECIFIED THICKNESS EXCEEDS 300 MM (12"), THE BASES OR SUBBASES SHALL BE CONSTRUCTED OF TOPSIZE 150 MM (6") BREAKER-RUN CRUSHED STONE WITH 70% TO 90% BY WEIGHT, PASSING THE 4" SIEVE AND 15% TO 40% BY WEIGHT, PASSING THE 50 MM (2") SIZE SIEVE, EXCEPT FOR THE TOP 75 MM (3"). THE BREAKER-RUN CRUSHED STONE SHALL BE REASONABLY UNIFORMLY GRADED FROM COARSE TO FINE AND BE TAKEN FROM QUARRY LEDGE CAPABLE OF PRODUCING CLASS "D" QUALITY AGGREGATE. THE TOP 75 MM (3") SHALL BE GRADATION CA-6 OR CA-10 REGARDLESS OF THICKNESS. THE WATER NECESSARY TO ACHIEVE COMPACTION IN ALL BUT THE TOP 75 MM (3") LAYER MAY BE ADDED AFTER THE SUBBASE OR BASE COURSE IS PLACED ON THE GRADE.
- ON FULL DEPTH PAVEMENT, SHOULDER WIDTHS OF 1.8 M (6 FT) OR LESS MAYBE PLACED, AT THE CONTRACTOR'S OPTION, SIMULTANEOUSLY WITH THE ADJACENT TRAFFIC LANE FOR BOTH THE BINDER AND SURFACE COURSES, PROVIDED THE CROSS SLOPE OF BOTH THE PAVEMENT AND SHOULDER CAN BE SATISFACTORILY OBTAINED. THE SHOULDER WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE METER (SQUARE YARD) FOR BITUMINOUS SHOULDER OF THE THICKNESS SPECIFIED ON THE PLANS.
- BITUMINOUS PRIME COAT SHALL BE PLACED IN ACCORDANCE WITH SECTION 406 OF THE STANDARD SPECIFICATIONS. THE COST OF THE PRIME COAT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER METRIC TON (TON) FOR LEVELING BINDER (MACHINE METHOD) OR BITUMINOUS CONCRETE SURFACE COURSE OF THE TYPE SPECIFIED.
- THIS STRUCTURE WILL RETAIN THE SAME NUMBER 006-0116
- THE CONTRACTOR SHALL SUBMIT FOUR COPIES OF THE REQUIRED SHOP DRAWINGS FOR REVIEW AND APPROVAL TO THE BUREAU OF BRIDGES AND STRUCTURES, 2003 SOUTH DIRKSEN PARKWAY, SPRINGFIELD, IL 62764. AFTER APPROVAL OF INITIAL SUBMITTAL, THE CONTRACTOR SHALL SUBMIT ONE SET OF SHOP DRAWINGS TO ERIC HARM, ENGINEER OF MATERIALS, 126 EAST ASH STREET, SPRINGFIELD, IL 62706, AND EIGHT (8) SHEETS OF SHOP DRAWINGS TO BE DISTRIBUTED TO:

DISTRICT 2 DISTRICT ENGINEER (1)
 FABRICATOR (1)
 CONTRACTOR (2)
 RESIDENT ENGINEER (2)
 DISTRICT 2 BUREAU OF MATERIALS (2)

- PAVEMENT MARKING SHALL BE DONE ACCORDING TO STANDARD 780001, EXCEPT AS FOLLOWS:
 - ALL WORDS, SUCH AS ONLY, SHALL BE 2.4 M (8 FEET) HIGH.
 - ALL NON-FREEWAY ARROWS SHALL BE THE LARGE SIZE.
 - THE DISTANCE BETWEEN YELLOW NO-PASSING LINES SHALL BE 200 MM (8"), NOT 180 MM (7") AS SHOWN IN THE DETAIL OF TYPICAL LANE AND EDGE LINES.
- PERMANENT SURVEY MARKERS, TYPE II, SHALL BE SET AT INTERVALS OF 1.6 KM (1 MILE) OR AS DIRECTED BY THE ENGINEER. BRIDGE OR CULVERT PROJECTS SHALL HAVE TWO SURVEY MARKERS PLACED NEAR THE STRUCTURE. ESTIMATED: 2 EACH.
- PERMANENT SURVEY MARKERS, TYPE II SHALL BE CAST-IN-PLACE AS SHOWN ON HIGHWAY STANDARD 667101.
- THE CONTRACTOR SHALL PLACE A PERMANENT SURVEY MARKER, TYPE II, USING THE USGS TABLE PROVIDED AT THE LOCATION DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A DESCRIPTION OF LOCATION, ELEVATION, AND COORDINATES FOR EACH PERMANENT SURVEY MARKER. THE ENGINEER SHALL SUBMIT THIS INFORMATION TO THE SURVEY CREW.
- REMOVAL AND RE-ERECTION OF THE FENCE (FOR CONSTRUCTION OF THE WINGWALLS) WILL BE INCLUDED IN THE COST OF THE REMOVAL OF EXISTING CONCRETE DECK
- THE CONTRACTOR SHALL REMOVE AND PROTECT ALL EXISTING THRIE BEAM GUARDRAIL AND DELIVER TO THE LANGLY MAINTENANCE YARD (IL RTE 40/I-80). PLEASE CONTACT ALEX PATELLI - MAINTENANCE FIELD TECHNICIAN WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION AT (815) 875-2287 FOR DELIVERY INSTRUCTIONS. COST OF THIS WORK TO BE INCLUDED IN THE COST OF REMOVAL OF EXISTING CONCRETE DECK.

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY DURING CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. A MINIMUM OF 48 HOURS ADVANCE NOTICE IS REQUIRED FOR NON-EMERGENCY WORK. THE JULIE NUMBER IS 800-892-0123. THE FOLLOWING LISTED UTILITIES LOCATED WITHIN PROJECT LIMITS OR IMMEDIATELY ADJACENT TO THE PROJECT CONSTRUCTION LIMITS ARE MEMBERS OF JULIE:

VERIZON AMEREN IP NICOR GAS CO.

- THE APPLICABLE PORTIONS OF ARTICLE 105.07 OF THE STANDARD SPECIFICATION SHALL APPLY EXCEPT FOR THE FOLLOWING: THE CONTRACTOR SHALL BE RESPONSIBLE TO LOCATE THE VERTICAL DEPTHS OF THE UNDERGROUND UTILITIES WHICH MAY INTERFERE WITH CONSTRUCTION OPERATIONS. THIS WORK WILL NOT BE MEASURED OR PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICE FOR THE ITEM OF CONSTRUCTION INVOLVED. PER SB 699 (90 DAY UTILITY RELOCATION LAW), ONCE RIGHT-OF-WAY IS CLEAR TO AWARD THE PROJECT, A NOTICE WILL BE SENT TO THE UTILITY COMPANIES INSTRUCTING THEM TO HAVE THEIR FACILITIES RELOCATED WITHIN 90 DAYS. ESTIMATED DATE RELOCATION COMPLETE = LETTING DATE + 135 DAYS.
- CADD DATA WILL BE AVAILABLE TO CONTRACTORS AND CONSULTANTS WORKING ON THIS PROJECT. THIS INFORMATION WILL BE PROVIDED UPON REQUEST AS MICROSTATION CADD FILES AND GEOPAK COORDINATE GEOMETRY FILES ONLY. IF DATA IS REQUIRED IN OTHER FORMATS IT WILL BE YOUR RESPONSIBILITY TO MAKE THOSE CONVERSIONS. IF ANY DISCREPANCY OR INCONSISTENCY ARISES BETWEEN THE ELECTRONIC DATA AND THE INFORMATION ON THE HARD COPY, THE INFORMATION ON THE HARD COPY SHOULD BE USED. CONTACT THE DISTRICT'S PROJECT ENGINEER TO REQUEST THESE FILES.
- THE CONTRACTOR SHALL CONTACT THE BUREAU COUNTY ENGINEER - JEFF PEACOCK AT (815) 875-4477 FOR SETUP AND PLACEMENT OF TWO CHANGEABLE MESSAGE SIGNS. THE ADDRESS FOR THE BUREAU COUNTY ENGINEER IS: RTE. 34 E, PRINCETON, IL. 61356.
- THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

BITUMINOUS MIXTURE REQUIREMENTS						
OPERATION	ITEM	AC TYPE	VOIDS	MAX RAP %	MIX TYPE	20 YEAR ESAL
ROADWAY RECONSTRUCT. (FULL-DEPTH)	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50	PG 58-22	3% @ 50 GYR	15%	IL 9.5 OR 12.5	0.01
	BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N50	PG 58-22	3% @ 50 GYR	25%	IL 19.0	
ROADWAY RESURFACING	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50	PG 58-22	3% @ 50 GYR	15%	IL 9.5 OR 12.5	0.01
	LEVELING BINDER (MACHINE METHOD), SUPERPAVE, N50	PG 58-22	3% @ 50 GYR	25%	IL 9.5	
BITUMINOUS SHOULDER	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50	PG 58-22	3% @ 50 GYR	15%	IL 9.5 OR 12.5	0.01
	BITUMINOUS SHOULDER, SUPERPAVE, 6"	PG 58-22	2% @ 30 GYR	50%	BAM	

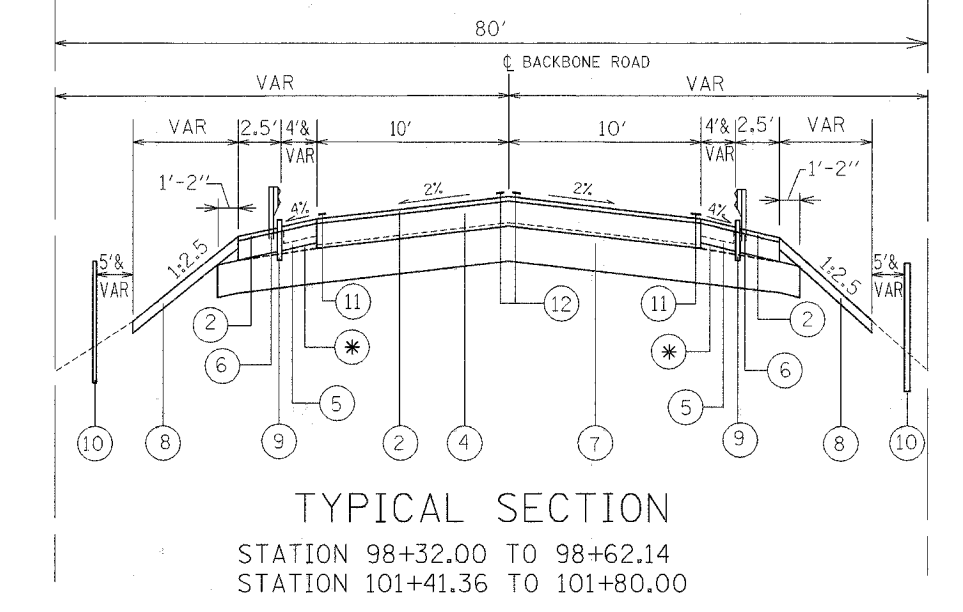
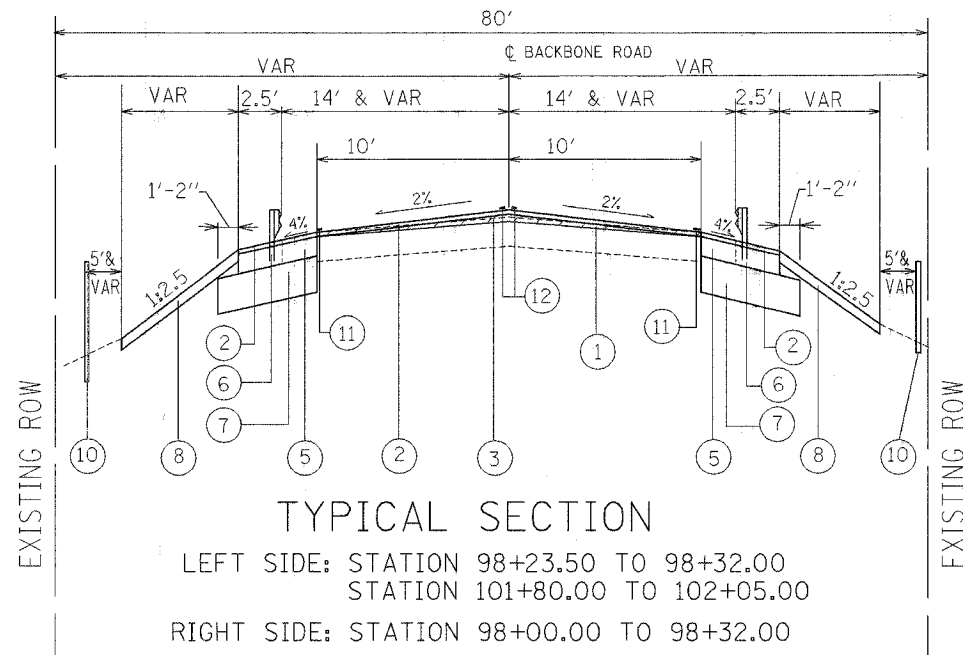
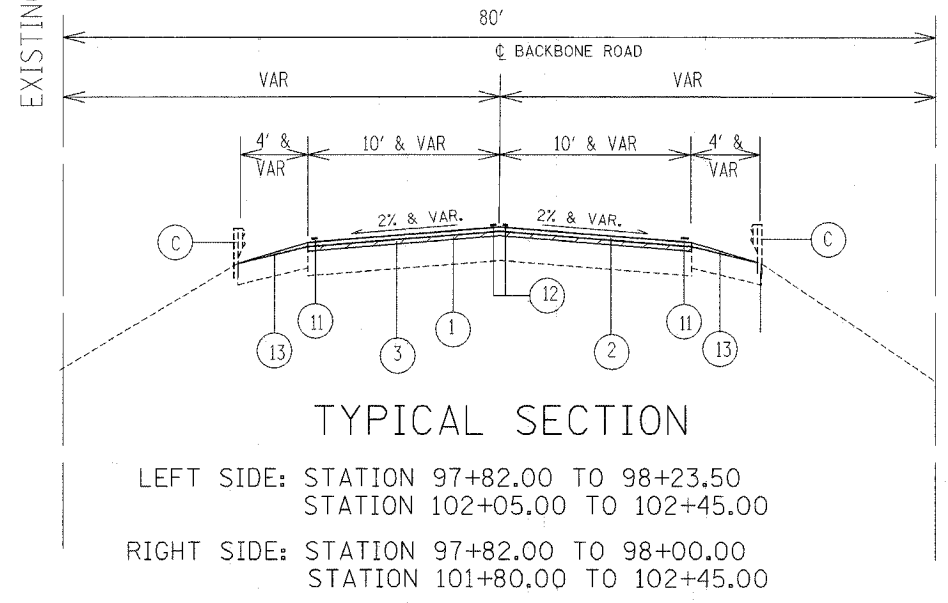
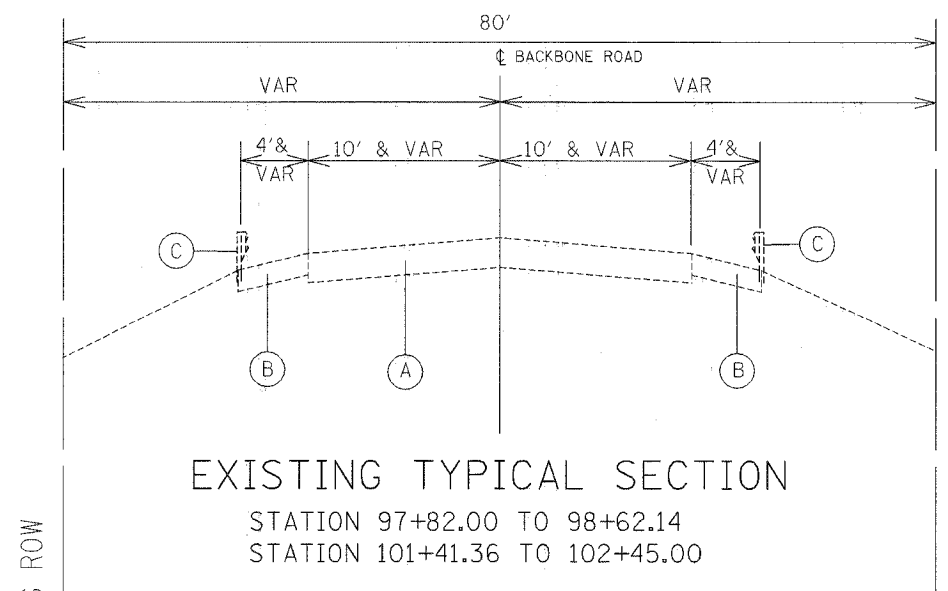
** IF RAP OPTION IS SELECTED, THE ASPHALT CEMENT GRADE MAY NEED TO BE ADJUSTED. THIS WILL BE DETERMINED BY THE MATERIALS ENGINEER.

HIGHWAY STANDARDS

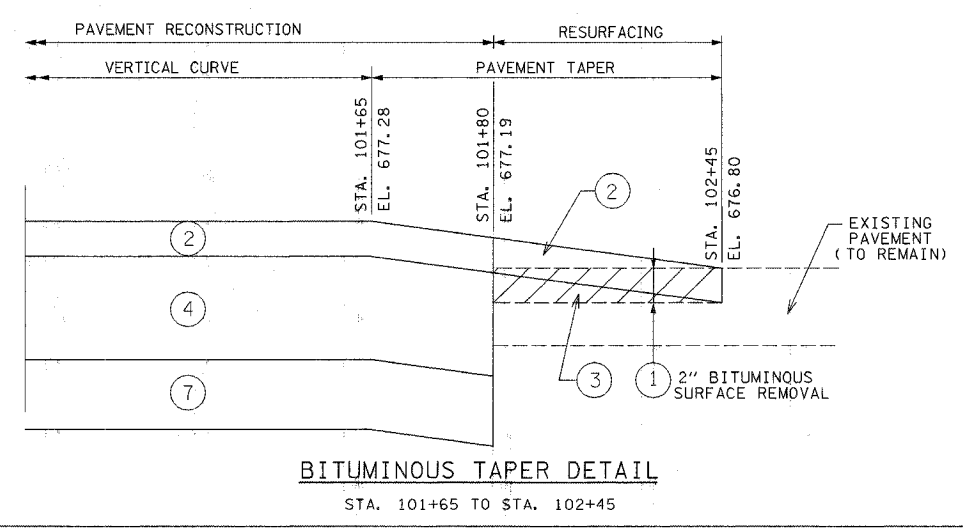
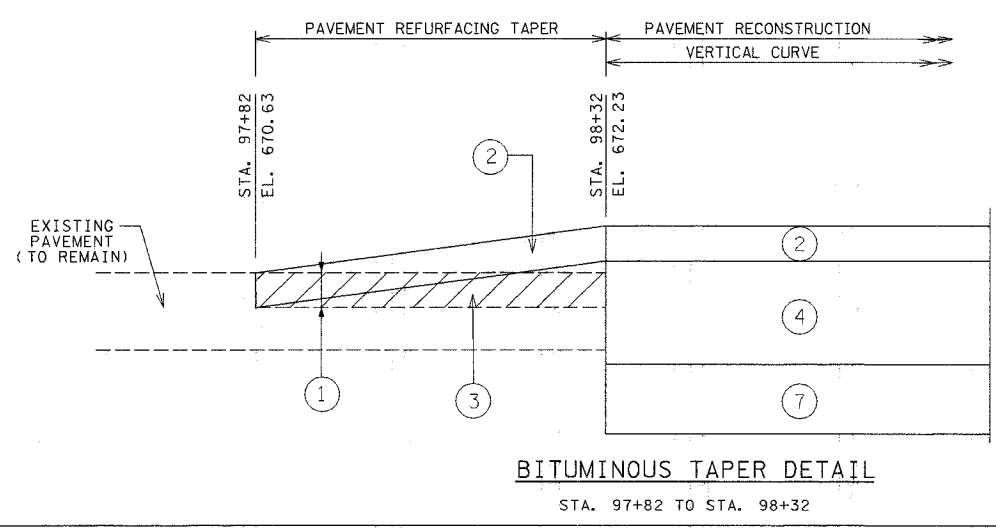
STANDARD NUMBER	DESCRIPTION
00001-04	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001001	AREAS OF REINFORCING BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-02	TEMPORARY EROSION CONTROL SYSTEMS
515001-02	NAME PLATE FOR BRIDGES
606001-02	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
630001-06	STEEL PLATE BEAM GUARDRAIL
631031-05	REFLECTOR AND TERMINAL MARKER PLACEMENT
635006-02	REFLECTOR MARKER AND MOUNTING DETAILS
635011-01	TRAFFIC BARRIER TERMINAL, TYPE 6
667101	PERMANENT SURVEY MARKERS
701101-01	OFF-ROAD OPERATIONS, MULTILANE 4.5m (15') TO 600mm (24") FROM PAVEMENT EDGE
701106-01	OFF ROAD OPERATIONS, MULTILANE, MORE THAN 4.5m (15') AWAY
701301-02	LANE CLOSURE, 2L, 2W, SHORT TERM OPERATIONS
701400-02	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701406-04	LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY
702001-06	TRAFFIC CONTROL DEVICES
780001-01	TYPICAL PAVEMENT MARKINGS

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAS 244 (BACKBONE ROAD)
 BRIDGE REHABILITATION
 GENERAL NOTES, HIGHWAY STANDARDS
 & BITUMINOUS MIXTURE TABLE
 DATE: 2/17/06
 GRAEF, ANHALT, SCHLOEMER & ASSOCIATES, INC.
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	(06-4HB-1)D	BUREAU	32	4
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



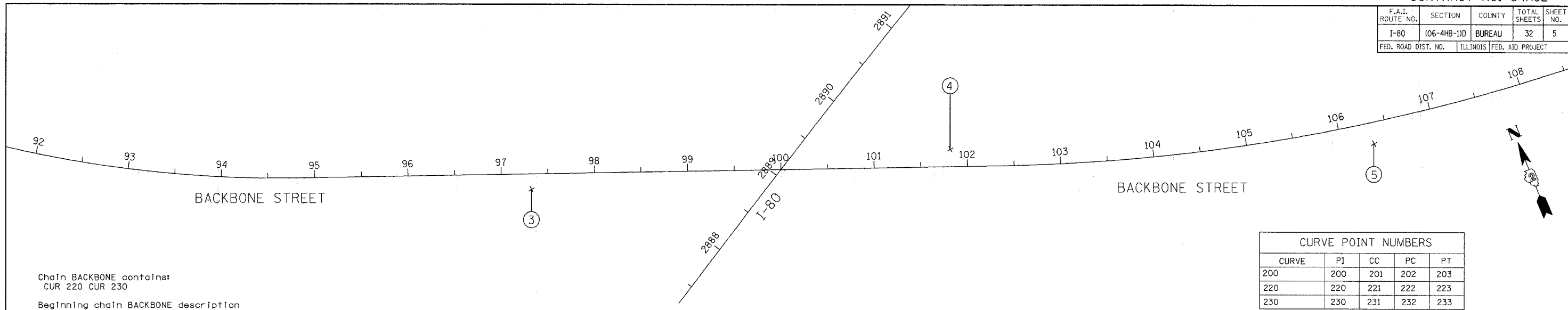
- EXISTING
- (A) BITUMINOUS PAVEMENT, 12"
 - (B) AGGREGATE SHOULDER
 - (C) GUARDRAIL
- PROPOSED
- (1) BITUMINOUS SURFACE REMOVAL 2"
 - (2) 2"-BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50, (112#/SQ YD/INCH)
 - (3) LEVELING BINDER (MACHINE METHOD), SUPERPAVE, N50 (112#/SQ YD/INCH)
 - (4) 10 1/2" - BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N50, 112#/SQ YD/INCH
 - (5) BITUMINOUS SHOULDERS SUPERPAVE 6" 112#/SQ YD/INCH
 - (6) STEEL PLATE BEAM GUARDRAIL, TYPE A OR TRAFFIC BARRIER TERMINAL, TYPE 6
 - (7) SUB-BASE GRANULAR MATERIAL, TYPE A 12"
 - (8) TOPSOIL FURNISH AND PLACE, 4" CLASS 2A SEEDING, FERTILIZER & EROSION CONTROL BLANKET
 - (9) CONCRETE CURB, TYPE B (CURB HEIGHT D=5")
 - (10) PERIMETER EROSION BARRIER
 - (11) PAINT PAVEMENT MARKING - LINE 4" (WHITE EDGE LINE) (2 COATS)
 - (12) PAINT PAVEMENT MARKING - LINE 4" (DOUBLE YELLOW CENTERLINE @ 8" C-C) (2 COATS)
 - (13) AGGREGATE SHOULDERS, TYPE B
 - * AGGREGATE WEDGE SHALL BE INCIDENTAL TO (7) (CA6 OR CA10)



REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION FAS 244 (BACKBONE ROAD) BRIDGE REHABILITATION TYPICAL SECTIONS
NAME	DATE	

SCALE: VERT. N.T.S.
HORIZ. N.T.S.
DATE 2/07/06
DRAWN BY EUB
CHECKED BY RJS

F.A.I. ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	106-4HB-1D	BUREAU	32	5
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



Chain BACKBONE contains:
CUR 220 CUR 230

Beginning chain BACKBONE description
=====

Curve Data

Curve 220
P. I. Station 93+31.03 N 1,722,934.19 E 2,478,080.39
Delta = 13° 41' 48" (LT)
Degree = 4° 26' 56"
Tangent = 154.67
Length = 307.86
Radius = 1,287.84
External = 9.25
Long Chord = 307.13
Mid. Ord. = 9.19
P. C. Station 91+76.36 N 1,723,037.56 E 2,477,965.35
P. T. Station 94+84.22 N 1,722,861.00 E 2,478,216.65
C. C. Station 93+30.59 N 1,723,995.51 E 2,478,826.08
Back = S 48° 03' 35" E
Ahead = S 61° 45' 23" E
Chord Bear = S 54° 54' 29" E

Course from PT 220 to PC 230 S 61° 45' 23" E Dist 751.10

Curve Data

Curve 230
P. I. Station 105+91.68 N 1,722,336.93 E 2,479,192.26
Delta = 19° 47' 27" (LT)
Degree = 2° 48' 17"
Tangent = 356.35
Length = 705.61
Radius = 2,042.78
External = 30.85
Long Chord = 702.10
Mid. Ord. = 30.39
P. C. Station 102+35.33 N 1,722,505.56 E 2,478,878.33
P. T. Station 109+40.93 N 1,722,284.55 E 2,479,544.74
C. C. Station 106+38.43 N 1,724,305.14 E 2,479,845.01
Back = S 61° 45' 23" E
Ahead = S 81° 32' 50" E
Chord Bear = S 71° 39' 07" E

Ending chain BACKBONE description
=====

Chain I80 contains:
CUR 200

Beginning chain I80 description
=====

Curve Data

Curve 200
Features: PROW
P. I. Station 2899+28.56 N 1,723,167.77 E 2,479,535.83
Delta = 20° 11' 13" (RT)
Degree = 0° 26' 03"
Tangent = 2,348.44
Length = 4,648.19
Radius = 13,192.84
External = 207.39
Long Chord = 4,624.19
Mid. Ord. = 204.18
P. C. Station 2875+80.12 N 1,722,037.71 E 2,477,477.16
P. T. Station 2922+28.31 N 1,723,518.00 E 2,481,858.01
C. C. Station 2900+04.21 N 1,710,472.69 E 2,483,825.52
Back = N 61° 14' 11" E
Ahead = N 81° 25' 24" E
Chord Bear = N 71° 19' 47" E

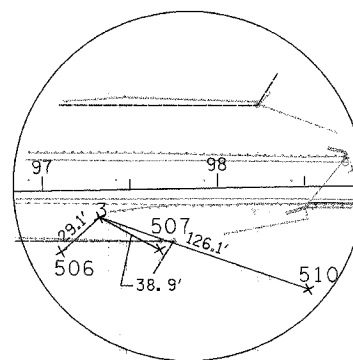
Ending chain I80 description
=====

POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
1067	1722697.57	2478450.22	667.00	BACKBONE	97+67.33	33.44 RT	CONCRETE MONUMENT WITH BRASS CAP
1323	1722554.03	2478910.39	670.51	BACKBONE	102+40.79	57.86 LT	CONCRETE ROW MONUMENT

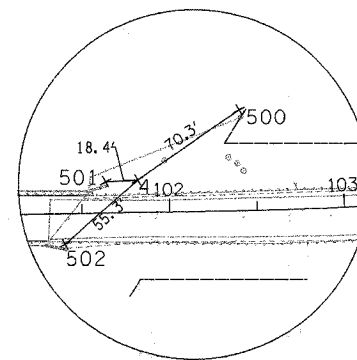
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
1099	1722738.45	2478535.38	670.57	BACKBONE	98+23.01	42.87 LT	CONCRETE ROW MONUMENT
1066	1722692.86	2478456.55	668.76	BACKBONE	97+75.13	34.59 RT	CONCRETE ROW MONUMENT
1323	1722554.03	2478910.39	670.51	BACKBONE	102+40.79	57.86 LT	CONCRETE ROW MONUMENT

POINT	CHAIN	STATION	OFFSET	DESCRIPTION
500	BACKBONE	102+40.85	57.69 LT	ROW MARKER
501	BACKBONE	101+63.84	17.92 LT	TOP OF WINGWALL
502	BACKBONE	101+40.05	17.12 RT	TOP OF WINGWALL
503	BACKBONE	107+33.17	18.10 RT	GUARDPOST
504	BACKBONE	105+90.71	94.69 RT	FENCE POST
505	BACKBONE	105+81.45	138.31 RT	POWER POLE W/ TRANSFORMER
506	BACKBONE	97+10.35	35.34 RT	POWER POLE W/ TRANSFORMER
507	BACKBONE	97+66.51	35.09 RT	FENCE POST
510	BACKBONE	98+51.13	59.10 RT	HEADWALL

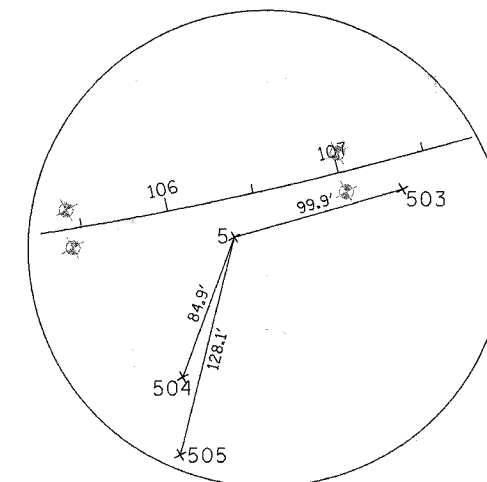
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
3	1722729.10	2478427.54	669.00	BACKBONE	97+32.43	16.40 RT	REBAR WITH CAP
4	1722547.25	2478840.36	676.91	BACKBONE	101+82.15	18.76 LT	REBAR WITH CAP
5	1722330.57	2479239.37	673.31	BACKBONE	106+34.35	22.58 RT	REBAR WITH CAP



HORIZONTAL CONTROL POINT NO. 3



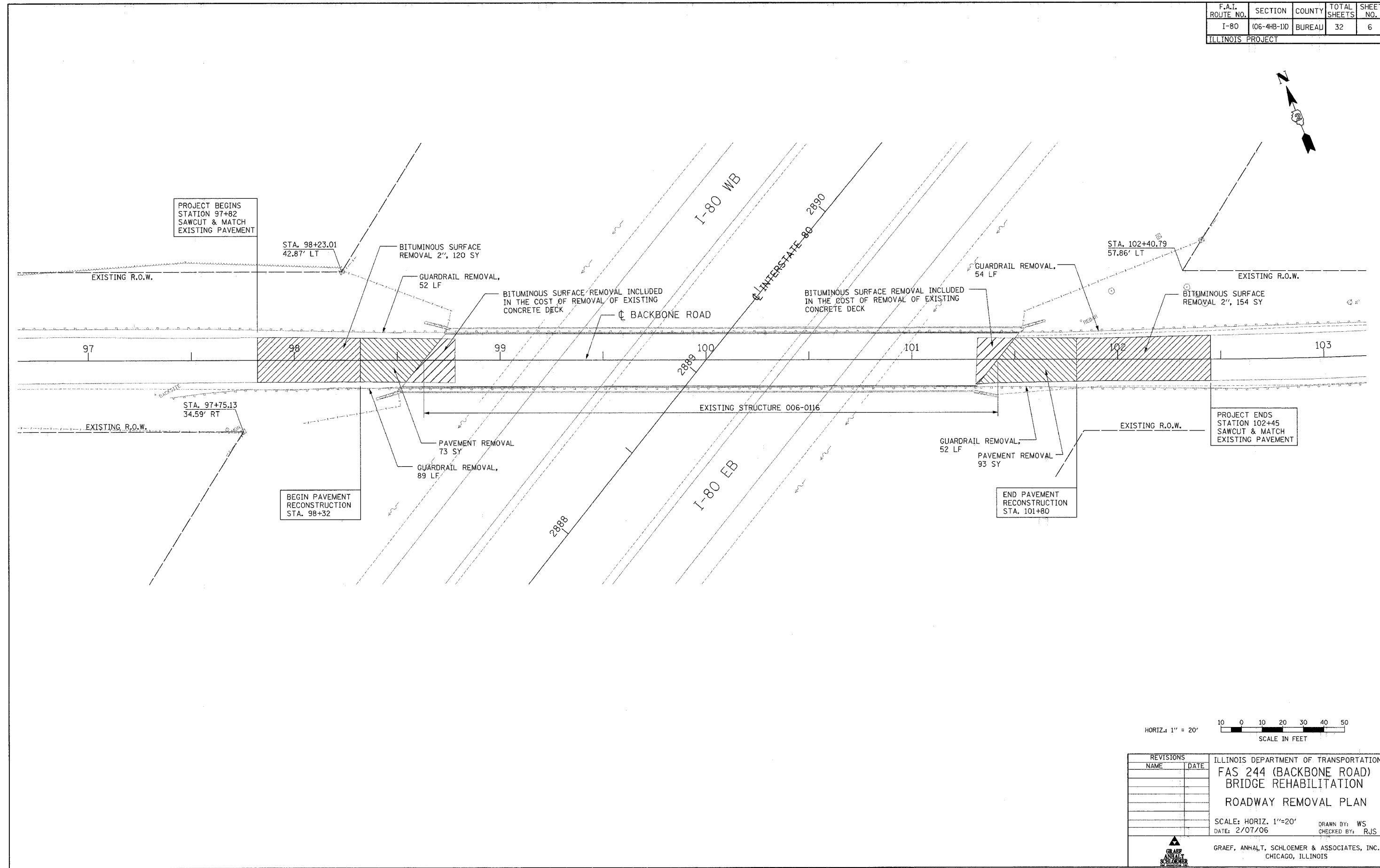
HORIZONTAL CONTROL POINT NO. 4



HORIZONTAL CONTROL POINT NO. 5

ILLINOIS DEPARTMENT OF TRANSPORTATION
BACKBONE ROAD OVER I-80
BRIDGE REHABILITATION
EXISTING HORIZONTAL AND
VERTICAL CONTROL
DATE: 2/07/06 SCALE: HORIZ. 1"=50'
GRAEF, ANHALT, SCHLOEMER & ASSOCIATES, INC.
CHICAGO, ILLINOIS

F.A.I. ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	106-4HB-1D	BUREAU	32	6
ILLINOIS PROJECT				



REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION FAS 244 (BACKBONE ROAD) BRIDGE REHABILITATION ROADWAY REMOVAL PLAN
NAME	DATE	

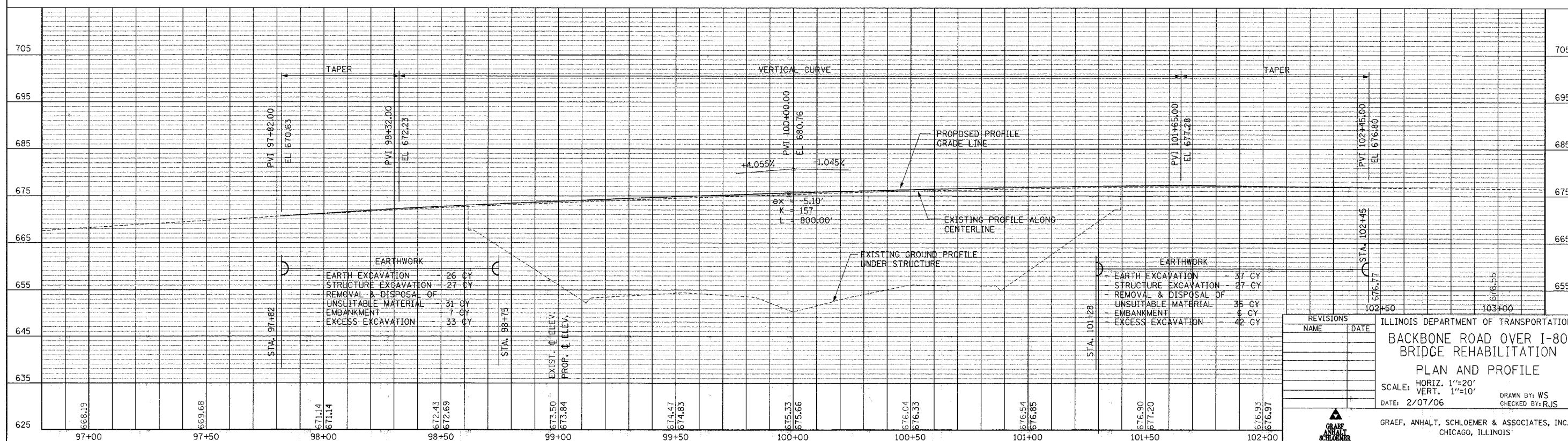
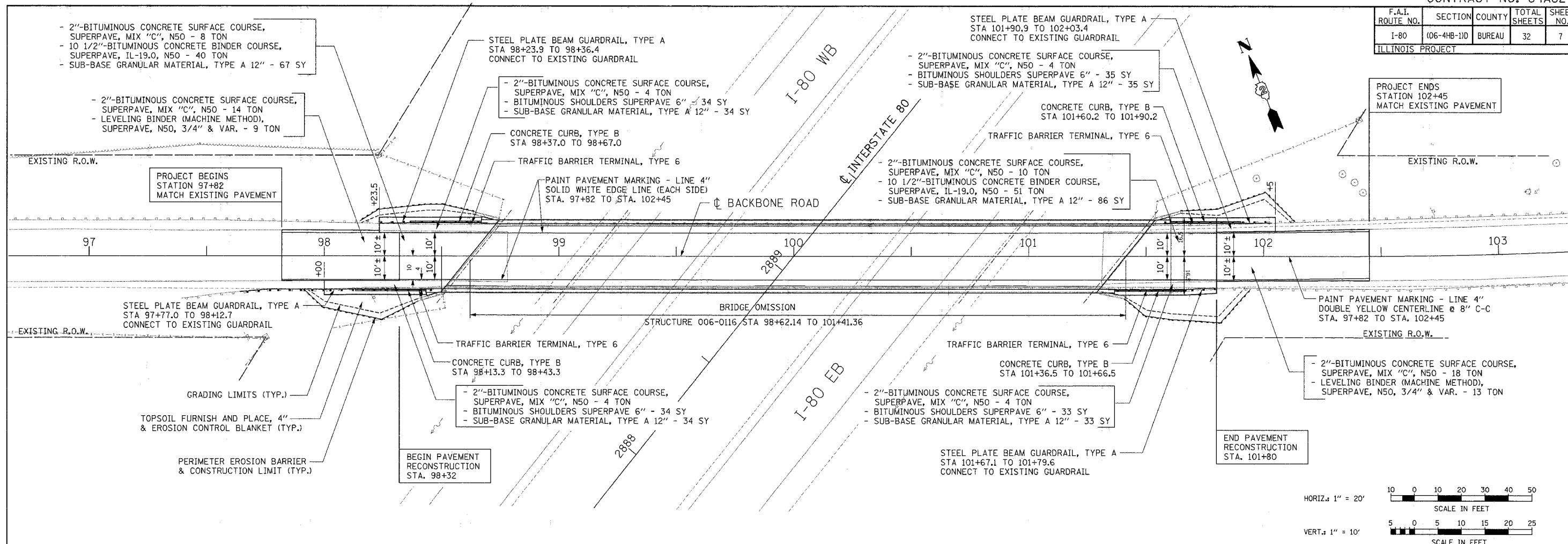
SCALE: HORIZ. 1"=20'
DATE: 2/07/06

DRAWN BY: WS
CHECKED BY: RJS

GRAEF, ANHALT, SCHLOEMER & ASSOCIATES, INC.
CHICAGO, ILLINOIS

F.A.I. ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	106-4HB-1D	BUREAU	32	7

ILLINOIS PROJECT



REVISIONS	NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

BACKBONE ROAD OVER I-80 BRIDGE REHABILITATION

PLAN AND PROFILE

SCALE: HORIZ. 1"=20'
VERT. 1"=10'

DATE: 2/07/06

DRAWN BY: WS
CHECKED BY: RJS

GRAEF, ANHALT, SCHLOEMER & ASSOCIATES, INC.
CHICAGO, ILLINOIS

F.A.I. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	06-4HB-1D	BUREAU	32	8
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT				
SHEET 1 OF 12				

Bench Mark:

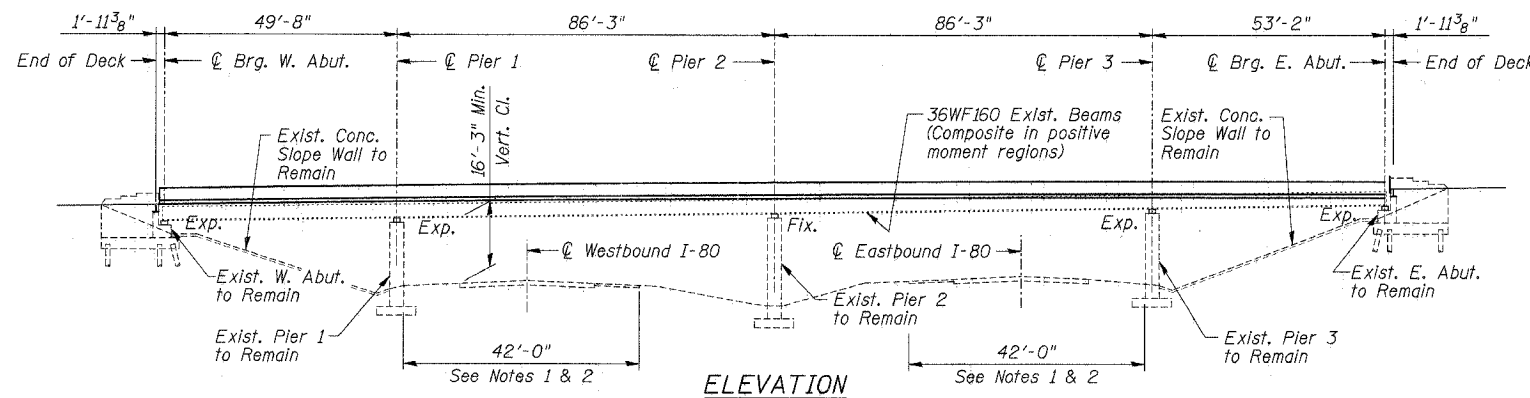
TBM 2 Station 97+67.34, 33.44' Rt. Elev. 667.18
Concrete Monument with Brass Cap marked F 192,
1959 Coast & Geodetic Survey Witness Monument,
31.0' southeast of the last wood post of north end of
guardrail; 7.9' west of concrete right of way post.

Existing Structure:

No. 006-0116, Built as F.A.S. 244 (Backbone Rd.)
grade separation over I-80 in 1963.
Consists of 4 spans of continuous non-composite
wide flange beams, 280'-6" Bk. to Bk. Abutments,
31'-8" Out to Out, 6 1/2" thick concrete deck. Supported
on pile bent abutments & 3 piers.

Backbone Rd. will be closed during construction.
Detour will not be provided.

Salvage existing protective shielding.



LOADING HS20

DESIGN SPECIFICATIONS
2002 AASHTO

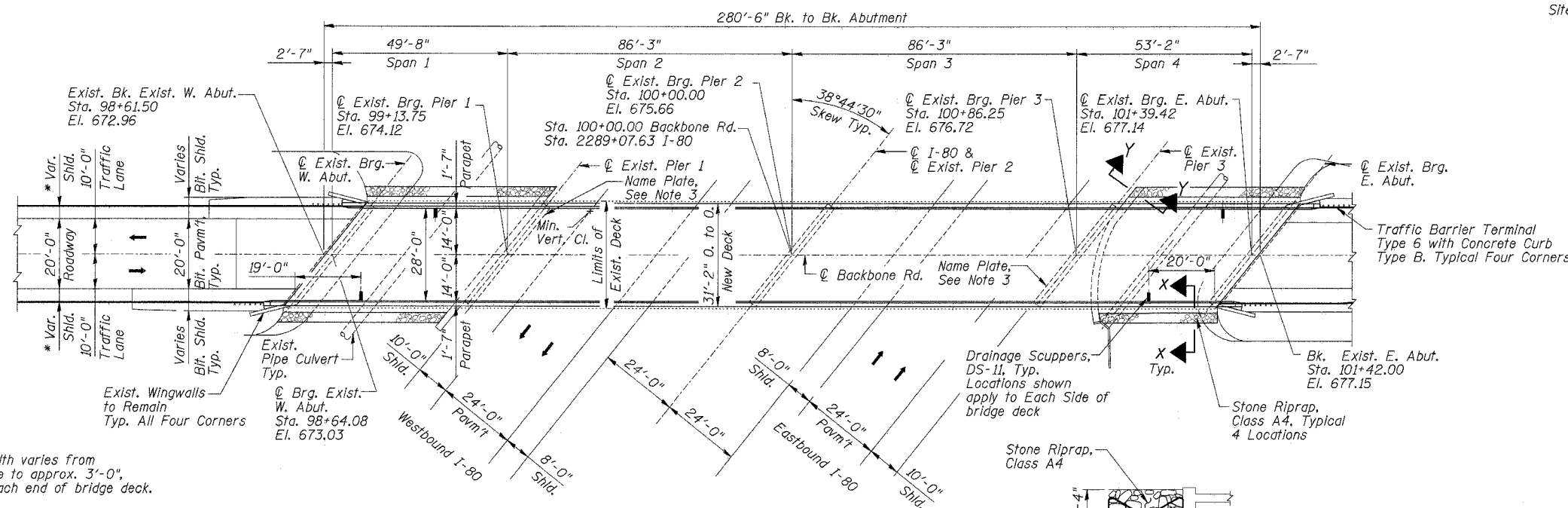
DESIGN STRESSES

FIELD UNITS

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Proposed reinforcement)
 $f_y = 40,000$ psi (Exst. reinforcement)
 $f_y = 36,000$ psi (Exst. structural steel)

SEISMIC DATA

Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.04g
Site Coefficient (S) = 1.0



* Shoulder width varies from
4'-0" @ bridge to approx. 3'-0",
at 30' from each end of bridge deck.

SCOPE OF WORK

1. Remove existing deck.
2. Install stud shear connectors in positive moment areas of existing beam lines.
3. Replace Deck.
4. Modify Wingwalls

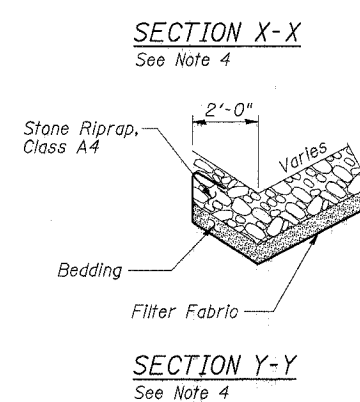
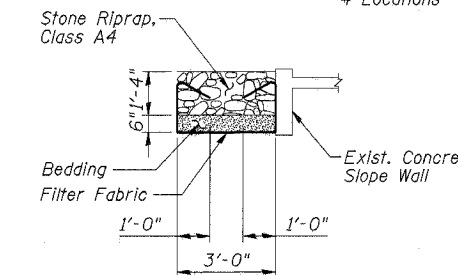
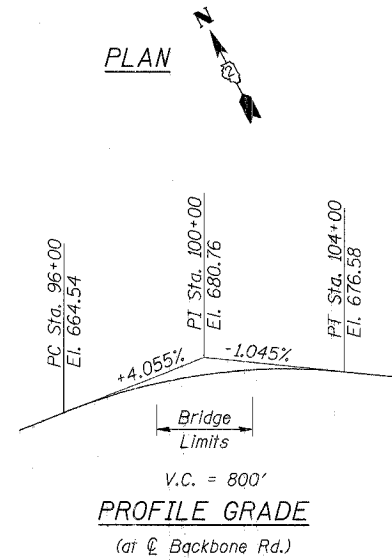
NOTES

1. Limits of protective shielding shown in the elevation view are at right angles to ϕ of I-80.
2. Remove existing protective shielding and replace with suitable protective shielding prior to deck removal. The removed existing protective shielding shall be delivered to the Illinois Department of Transportation - at West Yard on 4th Street in Dixon, IL. Please contact Bob Everly for the Illinois Department of Transportation at (815) 284-5406 for delivery instructions. Cost of removal shall be included with Protective Shield.
3. Provide new Name Plates directly above existing name plates. Fasten to existing piers by means of four brass or bronze bolts with countersunk heads.
4. The cost of the excavation for the riprap and bedding shall be included with Stone Riprap, Class A4.

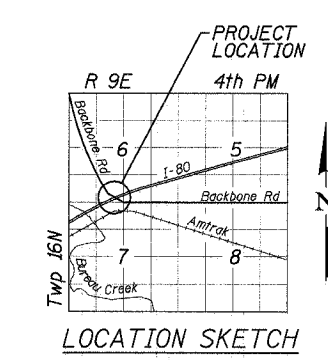
STATION 2289+07.63
REBUILT 200... BY
STATE OF ILLINOIS
F.A.I. RT. 80 SEC. (06-4HB-1D)
LOADING HS20
STR. NO. 006-0116

NAME PLATE
See Std. 515001

DESIGNED	D.F.W.
CHECKED	J.A.Z.
DRAWN	E.B.
CHECKED	D.F.W.



APPROVED
FOR STRUCTURAL ADEQUACY ONLY
Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES



GENERAL PLAN
BACKBONE ROAD OVER I-80
F.A.I. ROUTE 80
SECTION (06-4HB-1D)
BUREAU COUNTY
STATION 2289+07.63 (F.A.I. 80)
S.N. 006-0116
DATE: 2/07/06
GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC
CHICAGO ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1-80	106-4HB-11D	BUREAU	32	9
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT				

GENERAL NOTES

Field welding of construction accessories will not be permitted to beams or girders.

Reinforcement bars shall conform to the requirements of AASHTO M31 or M322 Grade 60.

Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Prior to pouring the new concrete deck, all loose rust, loose mill scale, and other potentially detrimental foreign material shall be removed from the surfaces of the beams or girders in contact with concrete. The cost of this work will be included in the pay item covering removal of existing concrete. All heavy rust and other tightly adhered potentially detrimental foreign matter shall also be removed from the surfaces of the beams and girder in contact with concrete. Tightly adhered paint may remain unless otherwise noted. This removal shall be accomplished by methods that will not damage the steel. The cost of this work will be paid for according to Article 109.04. All existing construction accessories welded to the top flange over the piers between the quarter points of the beams or girders shall be removed. The remaining weld shall be ground smooth and inspected for cracks using magnetic particle testing. Any cracks that cannot be removed by grinding approximately 1/4-inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of this work will be paid for according to Article 109.04.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

All construction joints shall be bonded.

Removal and disposal or salvage of all existing bridge rails, guardrails, handrails, posts and connecting hardware will not be measured or paid for separately, but shall be considered as included in the bid price for "Removal of Existing Concrete Deck".

Field painting of structural steel shall be done under a separate painting contract.

The contractor shall test the welds at the end of the existing cover plates for cracks after removal of the existing concrete deck. Dye penetrant, magnetic particle testing, or other approved testing methods shall be performed by personnel approved by the Engineer. Any discovered cracks shall be reported to the Bureau of Bridges and Structures for further disposition. The cost of testing is included with "Removal of Existing Concrete Deck". Any necessary repairs will be paid for according to Article 109.04 of the standard specifications.

TOTAL BILL OF MATERIAL

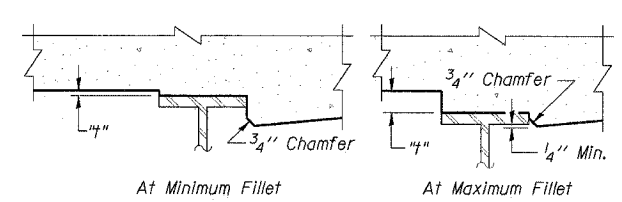
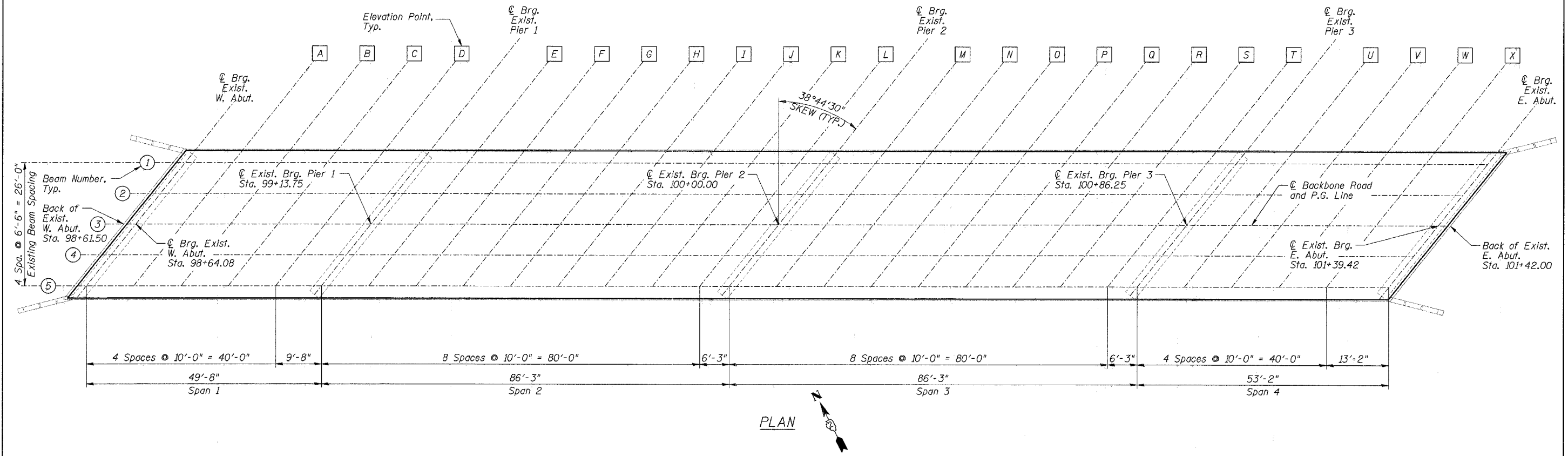
ITEMS	UNITS	SUPER-STRUCTURE	SUB-STRUCTURE	TOTAL
Porous Granular Embankment	CU YD	---	44	44
Stone Riprap, Class A4	SQ YD	---	67	67
Filter Fabric	SQ YD	---	67	67
Concrete Removal	CU YD	---	2.6	2.6
Removal of Existing Concrete Deck	EACH	1	---	1
Structure Excavation	CU YD	---	54	54
Concrete Structures	CU YD	---	16	16
Concrete Superstructure	CU YD	286	---	286
Bridge Deck Grooving	SQ YD	807	---	807
Protective Coat	SQ YD	1,139	---	1,139
Stud Shear Connectors	EACH	3,990	---	3,990
Reinforcement Bars, Epoxy Coated	LB	73,800	1,360	75,160
Name Plates	EACH	---	2	2
Drainage Scuppers, DS-II	EACH	4	---	4
Protective Shield	SQ YD	379	---	379

INDEX OF SHEETS

1. GENERAL PLAN
2. GENERAL NOTES & TOTAL BILL OF MATERIAL
3. TOP OF SLAB ELEVATION LAYOUT
4. TOP OF SLAB ELEVATIONS
5. SUPERSTRUCTURE
6. SUPERSTRUCTURE DETAILS I
7. SUPERSTRUCTURE DETAILS II
8. DRAINAGE SCUPPERS, DS-II
9. STRUCTURAL STEEL FRAMING PLAN
10. STRUCTURAL STEEL ELEVATION
11. WEST ABUTMENT PLAN & DETAILS
12. EAST ABUTMENT PLAN & DETAILS

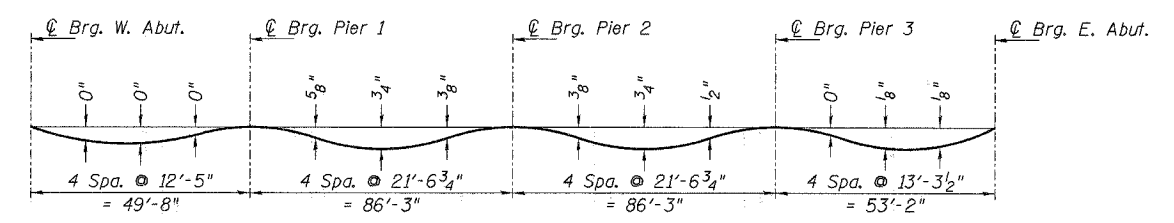
DESIGNED	D.F.W.
CHECKED	J.A.Z.
DRAWN	B.S.S.
CHECKED	D.F.W.

GENERAL NOTES & TOTAL
BILL OF MATERIAL
BACKBONE ROAD OVER I-80
F.A.I. ROUTE 80
SECTION (06-4HB-11D)
BUREAU COUNTY
STATION 2289+07.63 (F.A.I. 80)
S.N. 006-0116
DATE: 2/07/06
GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC
CHICAGO ILLINOIS



To determine "f": After all of the existing concrete deck have been removed, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheet 4 of 12, minus slab thickness, equals the fillet heights "f" above top flange of beams.

FILLET HEIGHTS



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)
 Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheet 4 of 12

DESIGNED	D.F.W.
CHECKED	J.A.Z.
DRAWN	B.S.S.
CHECKED	D.F.W.

TOP OF SLAB ELEVATION LAYOUT
 BACKBONE ROAD OVER I-80
 F.A.I. ROUTE 80
 SECTION (06-4HB-1D)
 BUREAU COUNTY
 STATION 2289+07.63 (F.A.I. 80)
 S.N. 006-0116
 DATE: JANUARY 30, 2006
 GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC
 CHICAGO ILLINOIS

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BEAM 1

BEAM 2

BEAM 3 & P.G.L.

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. Abut.	98+71.930	-13.000	672.95	672.95	BK. W. Abut.	98+66.715	-6.500	672.96	672.96	BK. W. Abut.	98+61.500	0.000	672.96	672.96	BK. W. Abut.	98+56.285	6.500	672.71	672.71
CL. BRG. W. Abut.	98+74.510	-13.000	673.01	673.01	CL. BRG. W. Abut.	98+69.295	-6.500	673.02	673.02	CL. BRG. W. Abut.	98+64.080	0.000	673.03	673.03	CL. BRG. W. Abut.	98+58.865	6.500	672.77	672.77
A	98+84.510	-13.000	673.24	673.24	A	98+79.295	-6.500	673.25	673.25	A	98+74.080	0.000	673.26	673.26	A	98+68.865	6.500	673.01	673.01
B	98+94.510	-13.000	673.46	673.46	B	98+89.295	-6.500	673.47	673.47	B	98+84.080	0.000	673.49	673.49	B	98+78.865	6.500	673.24	673.24
C	99+04.510	-13.000	673.67	673.67	C	98+99.295	-6.500	673.69	673.69	C	98+94.080	0.000	673.71	673.71	C	98+88.865	6.500	673.46	673.46
D	99+14.510	-13.000	673.88	673.88	D	99+09.295	-6.500	673.90	673.90	D	99+04.080	0.000	673.92	673.92	D	98+98.865	6.500	673.68	673.68
CL. BRG. PIER 1	99+24.180	-13.000	674.08	674.08	CL. BRG. PIER 1	99+18.965	-6.500	674.10	674.10	CL. BRG. PIER 1	99+13.750	0.000	674.12	674.12	CL. BRG. PIER 1	99+08.535	6.500	673.89	673.89
E	99+34.180	-13.000	674.27	674.29	E	99+28.965	-6.500	674.30	674.32	E	99+23.750	0.000	674.33	674.34	E	99+18.535	6.500	674.09	674.11
F	99+44.180	-13.000	674.46	674.50	F	99+38.965	-6.500	674.49	674.53	F	99+33.750	0.000	674.52	674.56	F	99+28.535	6.500	674.29	674.33
G	99+54.180	-13.000	674.64	674.70	G	99+48.965	-6.500	674.68	674.73	G	99+43.750	0.000	674.71	674.77	G	99+38.535	6.500	674.48	674.54
H	99+64.180	-13.000	674.82	674.88	H	99+58.965	-6.500	674.86	674.92	H	99+53.750	0.000	674.90	674.96	H	99+48.535	6.500	674.67	674.73
I	99+74.180	-13.000	674.99	675.05	I	99+68.965	-6.500	675.03	675.09	I	99+63.750	0.000	675.07	675.13	I	99+58.535	6.500	674.85	674.91
J	99+84.180	-13.000	675.15	675.20	J	99+78.965	-6.500	675.20	675.24	J	99+73.750	0.000	675.24	675.29	J	99+68.535	6.500	675.02	675.07
K	99+94.180	-13.000	675.31	675.33	K	99+88.965	-6.500	675.36	675.38	K	99+83.750	0.000	675.41	675.43	K	99+78.535	6.500	675.19	675.21
L	100+04.180	-13.000	675.46	675.47	L	99+98.965	-6.500	675.51	675.52	L	99+93.750	0.000	675.56	675.57	L	99+88.535	6.500	675.35	675.36
CL. BRG. PIER 2	100+10.430	-13.000	675.55	675.55	CL. BRG. PIER 2	100+05.215	-6.500	675.61	675.61	CL. BRG. PIER 2	100+00.000	0.000	675.66	675.66	CL. BRG. PIER 2	99+94.785	6.500	675.45	675.45
M	100+20.430	-13.000	675.69	675.70	M	100+15.215	-6.500	675.75	675.76	M	100+10.000	0.000	675.81	675.82	M	100+04.785	6.500	675.60	675.61
N	100+30.430	-13.000	675.83	675.86	N	100+25.215	-6.500	675.89	675.92	N	100+20.000	0.000	675.95	675.98	N	100+14.785	6.500	675.75	675.77
O	100+40.430	-13.000	675.96	676.00	O	100+35.215	-6.500	676.02	676.07	O	100+30.000	0.000	676.08	676.13	O	100+24.785	6.500	675.88	675.93
P	100+50.430	-13.000	676.08	676.14	P	100+45.215	-6.500	676.15	676.20	P	100+40.000	0.000	676.21	676.27	P	100+34.785	6.500	676.01	676.07
Q	100+60.430	-13.000	676.19	676.25	Q	100+55.215	-6.500	676.26	676.32	Q	100+50.000	0.000	676.33	676.39	Q	100+44.785	6.500	676.14	676.20
R	100+70.430	-13.000	676.30	676.35	R	100+65.215	-6.500	676.38	676.42	R	100+60.000	0.000	676.45	676.50	R	100+54.785	6.500	676.26	676.31
S	100+80.430	-13.000	676.40	676.43	S	100+75.215	-6.500	676.48	676.51	S	100+70.000	0.000	676.56	676.59	S	100+64.785	6.500	676.37	676.40
T	100+90.430	-13.000	676.50	676.51	T	100+85.215	-6.500	676.58	676.59	T	100+80.000	0.000	676.66	676.67	T	100+74.785	6.500	676.48	676.49
CL. BRG. PIER 3	100+96.680	-13.000	676.56	676.56	CL. BRG. PIER 3	100+91.465	-6.500	676.64	676.64	CL. BRG. PIER 3	100+86.250	0.000	676.72	676.72	CL. BRG. PIER 3	100+81.035	6.500	676.54	676.54
U	101+06.680	-13.000	676.64	676.64	U	101+01.465	-6.500	676.73	676.73	U	100+96.250	0.000	676.81	676.81	U	100+91.035	6.500	676.64	676.63
V	101+16.680	-13.000	676.72	676.73	V	101+11.465	-6.500	676.81	676.82	V	101+06.250	0.000	676.90	676.90	V	101+01.035	6.500	676.73	676.73
W	101+26.680	-13.000	676.80	676.80	W	101+21.465	-6.500	676.89	676.90	W	101+16.250	0.000	676.98	676.99	W	101+11.035	6.500	676.81	676.82
X	101+36.680	-13.000	676.86	676.87	X	101+31.465	-6.500	676.96	676.97	X	101+26.250	0.000	677.05	677.06	X	101+21.035	6.500	676.88	676.89
CL. BRG. E. Abut.	101+49.850	-13.000	676.94	676.94	CL. BRG. E. Abut.	101+44.635	-6.500	677.04	677.04	CL. BRG. E. Abut.	101+39.420	0.000	677.14	677.14	CL. BRG. E. Abut.	101+34.205	6.500	676.98	676.98
BK. E. Abut.	101+52.430	-13.000	676.95	676.95	BK. E. Abut.	101+47.215	-6.500	677.05	677.05	BK. E. Abut.	101+42.000	0.000	677.15	677.15	BK. E. Abut.	101+36.785	6.500	676.99	676.99

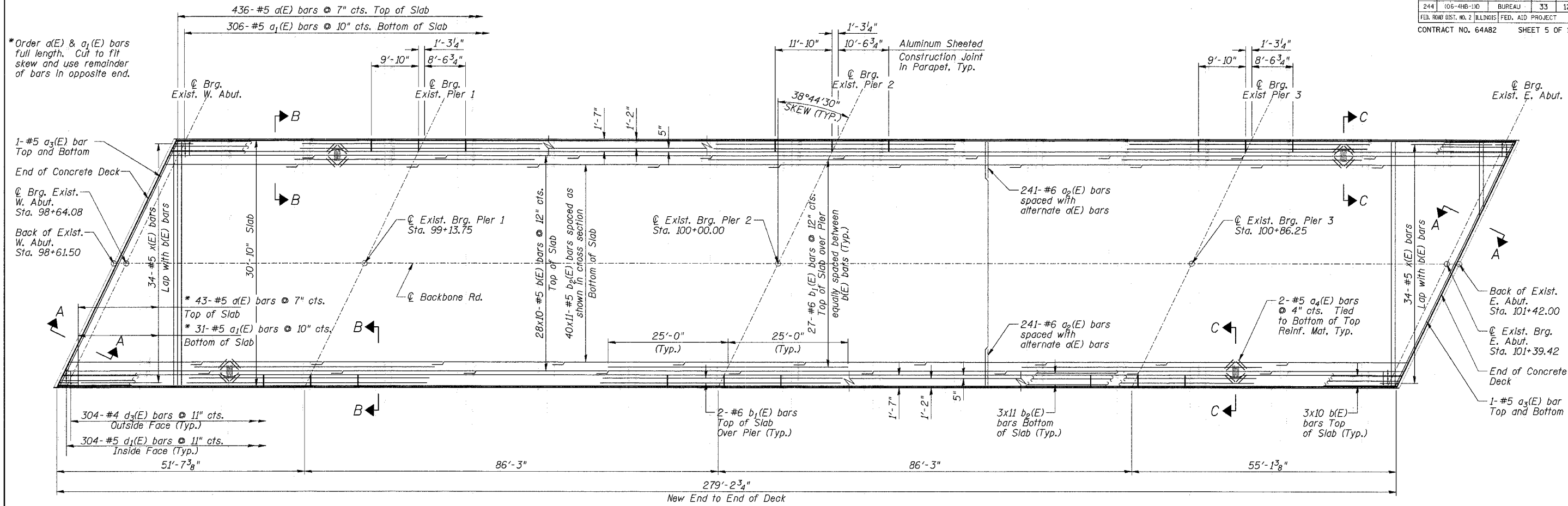
BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. Abut.	98+51.070	13.000	672.45	672.45
CL. BRG. W. Abut.	98+53.650	13.000	672.51	672.51
A	98+63.650	13.000	672.76	672.76
B	98+73.650	13.000	672.99	672.99
C	98+83.650	13.000	673.22	673.22
D	98+93.650	13.000	673.44	673.44
CL. BRG. PIER 1	99+03.320	13.000	673.65	673.65
E	99+13.320	13.000	673.86	673.87
F	99+23.320	13.000	674.06	674.10
G	99+33.320	13.000	674.25	674.31
H	99+43.320	13.000	674.44	674.51
I	99+53.320	13.000	674.63	674.69
J	99+63.320	13.000	674.81	674.85
K	99+73.320	13.000	674.98	675.00
L	99+83.320	13.000	675.14	675.14
CL. BRG. PIER 2	99+89.570	13.000	675.24	675.24
M	99+99.570	13.000	675.39	675.40
N	100+09.570	13.000	675.54	675.57
O	100+19.570	13.000	675.68	675.73
P	100+29.570	13.000	675.82	675.88
Q	100+39.570	13.000	675.95	676.01
R	100+49.570	13.000	676.07	676.12
S	100+59.570	13.000	676.18	676.21
T	100+69.570	13.000	676.29	676.30
CL. BRG. PIER 3	100+75.820	13.000	676.36	676.36
U	100+85.820	13.000	676.46	676.45
V	100+95.820	13.000	676.55	676.55
W	101+05.820	13.000	676.64	676.64
X	101+15.820	13.000	676.72	676.72
CL. BRG. E. Abut.	101+28.990	13.000	676.81	676.81
BK. E. Abut.	101+31.570	13.000	676.83	676.83

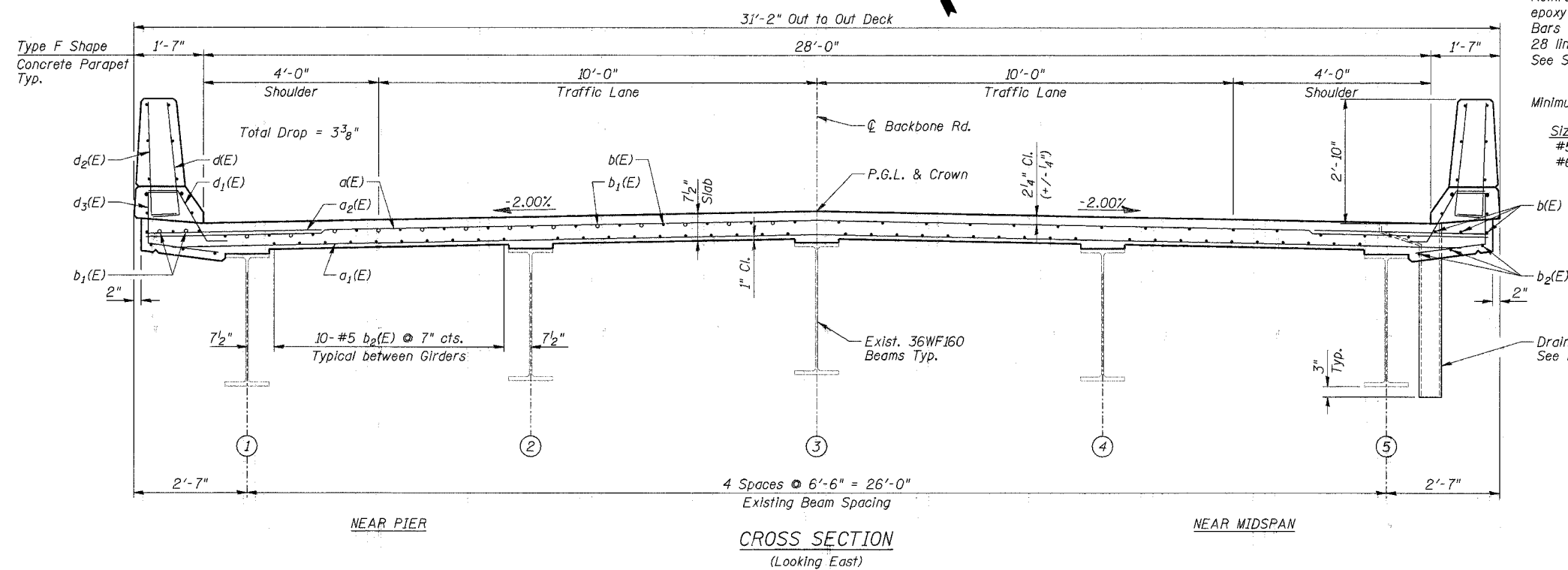
DESIGNED	D.F.W.
CHECKED	J.A.Z.
DRAWN	B.S.S.
CHECKED	D.F.W.

TOP OF SLAB ELEVATIONS
 BACKBONE ROAD OVER I-80
 F.A.I. ROUTE 80
 SECTION 106-4HB-110
 BUREAU COUNTY
 STATION 2289+07.63 (F.A.I. 80)
 S.N. 006-0116
 DATE: JANUARY 30, 2006
 GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC
 CHICAGO ILLINOIS

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DECK PLAN



Notes:
 See Sheet 7 of 12 for superstructure details and Bill of Material.
 Reinforcement bars designated (E) shall be epoxy coated.
 Bars indicated thus 28 x 11-#5 etc. indicates 28 lines of bars with 11 lengths per line.
 See Sheet 7 of 12 for Sections A-A, B-B and C-C.

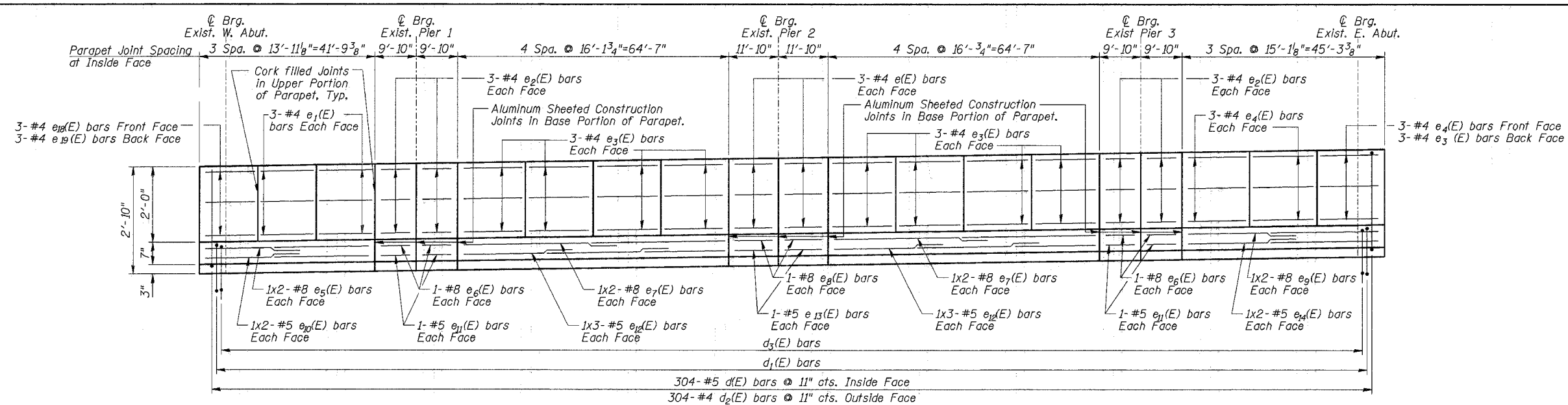
Minimum Lap Length:

Size	Lap
#5	2'-2"
#6	2'-7"

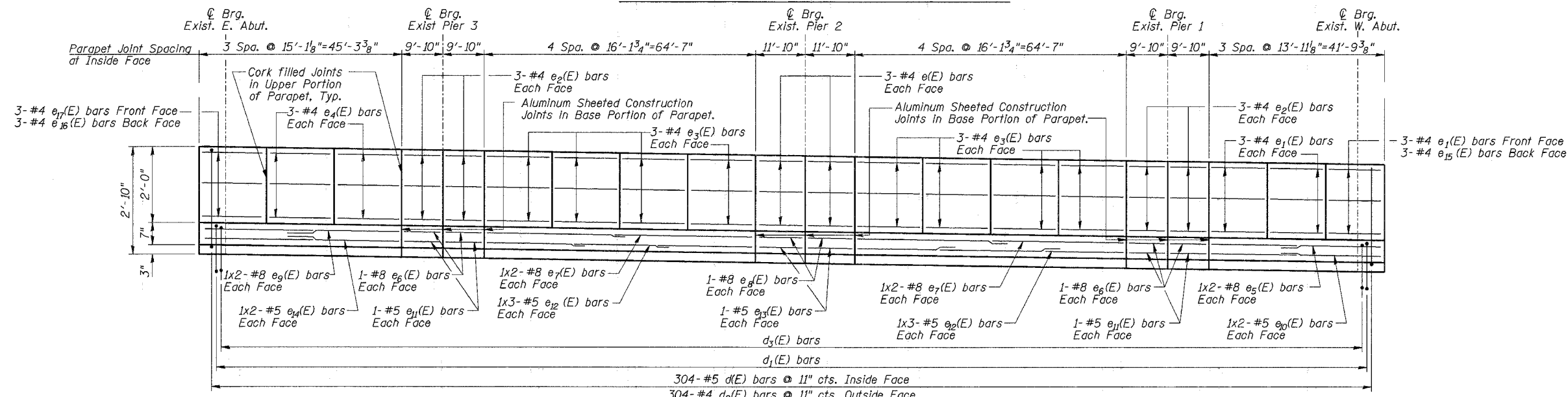
DESIGNED	D.F.W.
CHECKED	J.A.Z.
DRAWN	B.S.S.
CHECKED	D.F.W.

SUPERSTRUCTURE
 BACKBONE ROAD OVER I-80
 F.A.I. ROUTE 80
 SECTION (06-4HB-11D)
 BUREAU COUNTY
 STATION 2289+07.63 (F.A.I. 80)
 S.N. 006-0116
 DATE: JANUARY 30, 2006
 GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC
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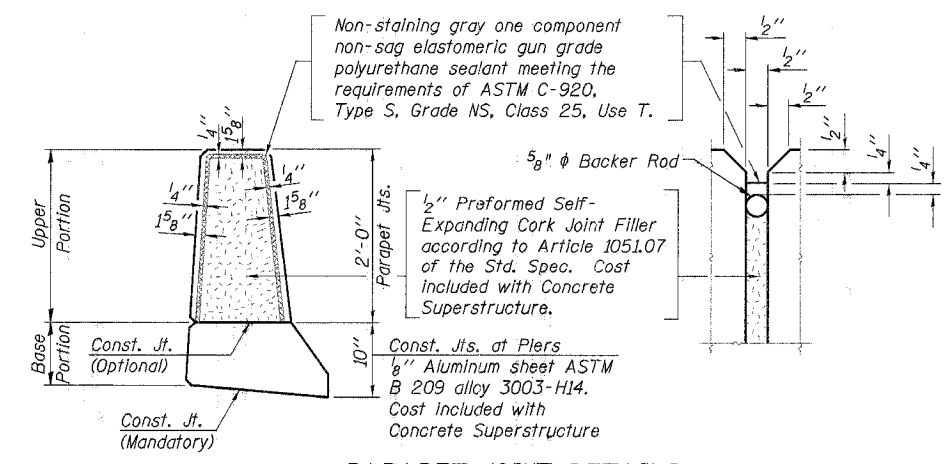
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INSIDE FACE OF NORTH PARAPET ELEVATION



INSIDE FACE OF SOUTH PARAPET ELEVATION



PARAPET JOINT DETAILS

Notes:
 See Sheet 7 of 12 for superstructure details and Bill of Material.
 Reinforcement bars designated (E) shall be epoxy coated.
 Bars indicated thus 28 x 11-#5 etc. indicates 28 lines of bars with 11 lengths per line.

Minimum Lap Length:

Size	Lap
#4	1'-8"
#5	2'-2"
#6	2'-7"
#7	3'-5"
#8	4'-6"

DESIGNED	D.F.W.
CHECKED	J.A.Z.
DRAWN	B.S.S.
CHECKED	D.F.W.

SUPERSTRUCTURE DETAILS I
 BACKBONE ROAD OVER I-80
 F.A.I. ROUTE 80
 SECTION 106-4HB-1D
 BUREAU COUNTY
 STATION 2289+07.63 (F.A.I. 80)
 S.N. 006-0116
 DATE: JANUARY 30, 2006
 GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC
 CHICAGO ILLINOIS

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**SUPERSTRUCTURE
BILL OF MATERIAL**

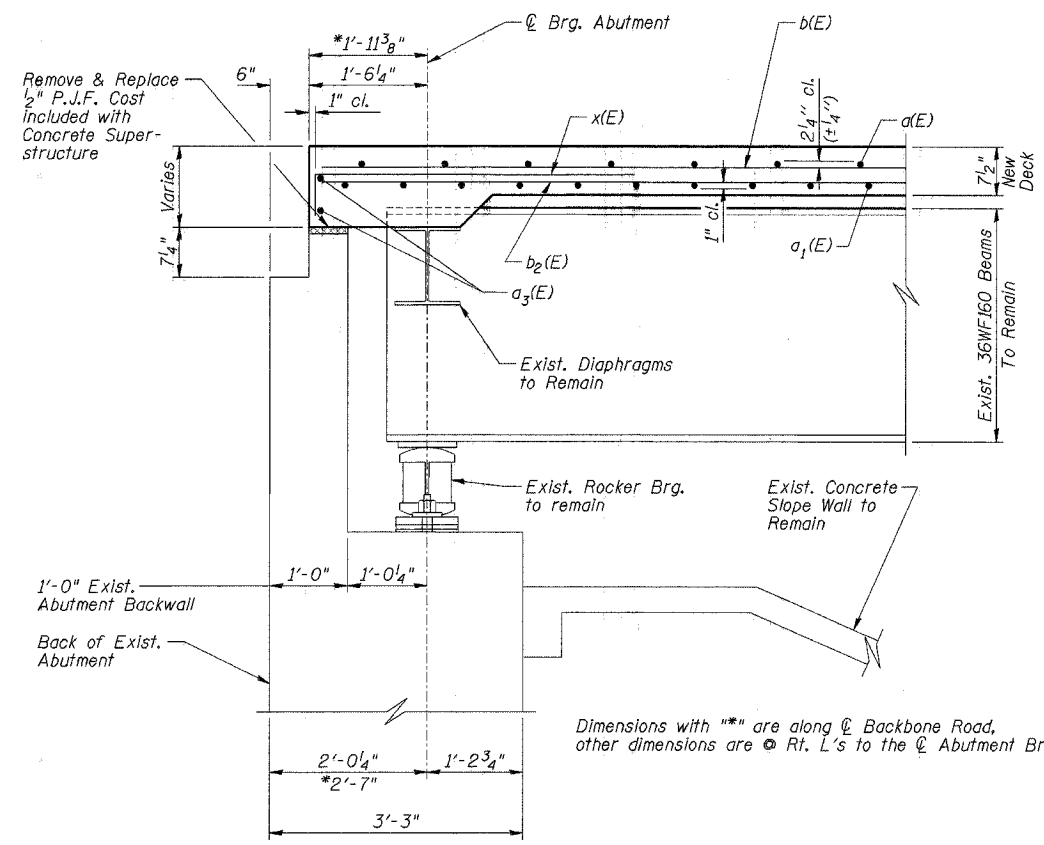
Bar	No.	Size	Length	Shape
a(E)	479	#5	30'-7"	—
a ₁ (E)	337	#5	28'-11"	—
a ₂ (E)	482	#6	4'-6"	—
a ₃ (E)	4	#5	39'-2"	—
a ₄ (E)	32	#5	1'-6"	—
b(E)	340	#5	29'-11"	—
b ₁ (E)	93	#6	50'-0"	—
b ₂ (E)	506	#5	27'-4"	—
d(E)	608	#5	3'-0"	—
d ₁ (E)	608	#5	2'-5"	—
d ₂ (E)	608	#4	3'-0"	—
d ₃ (E)	608	#4	3'-4"	—
e(E)	24	#4	11'-7"	—
e ₁ (E)	27	#4	13'-7"	—
e ₂ (E)	48	#4	9'-7"	—
e ₃ (E)	99	#4	15'-10"	—
e ₄ (E)	27	#4	14'-10"	—
e ₅ (E)	8	#8	23'-1"	—
e ₆ (E)	16	#8	9'-7"	—
e ₇ (E)	16	#8	34'-5"	—
e ₈ (E)	8	#8	11'-7"	—
e ₉ (E)	8	#8	25'-7"	—
e ₁₀ (E)	8	#5	21'-11"	—
e ₁₁ (E)	16	#5	9'-7"	—
e ₁₂ (E)	24	#5	22'-11"	—
e ₁₃ (E)	8	#5	11'-7"	—
e ₁₄ (E)	8	#5	24'-3"	—
e ₁₅ (E)	3	#4	14'-7"	—
e ₁₆ (E)	3	#4	13'-10"	—
e ₁₇ (E)	3	#4	14'-3"	—
e ₁₈ (E)	3	#4	13'-0"	—
e ₁₉ (E)	3	#4	12'-6"	—
x(E)	68	#5	4'-1"	—

Concrete Superstructure	Cu. Yd.	286
Bridge Deck Grooving	Sq. Yd.	807
Protective Coat	Sq. Yd.	1,139
Reinforcement Bars, Epoxy Coated	Pound	73,800

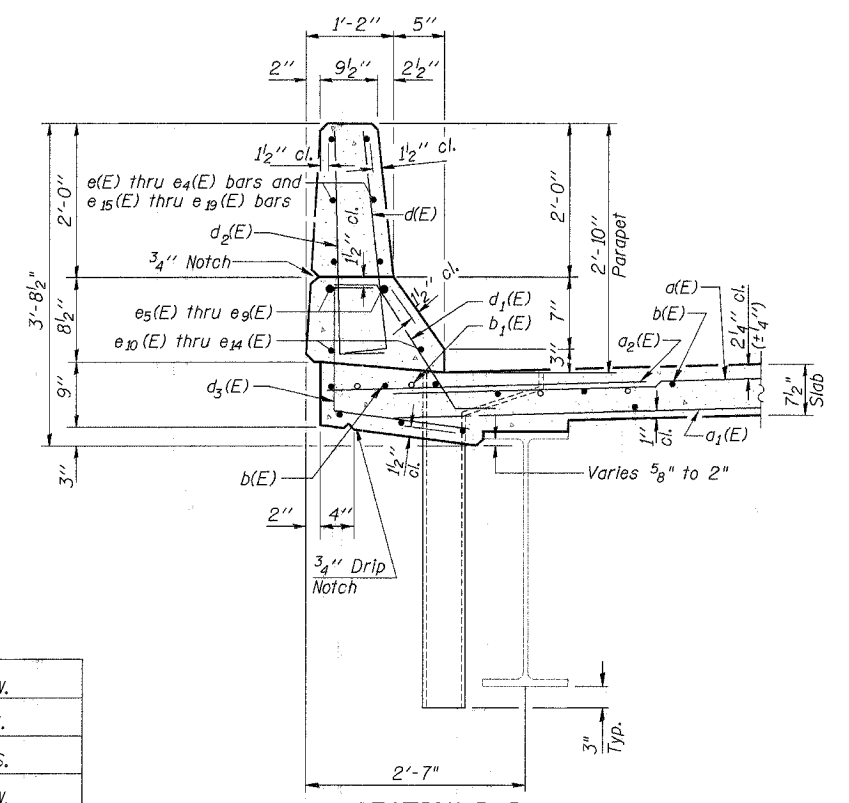
Reinforcement bars designated (E) shall be epoxy coated.

Bars indicated thus 28 x 10-#5 etc. indicates 28 lines of bars with 10 lengths per line.

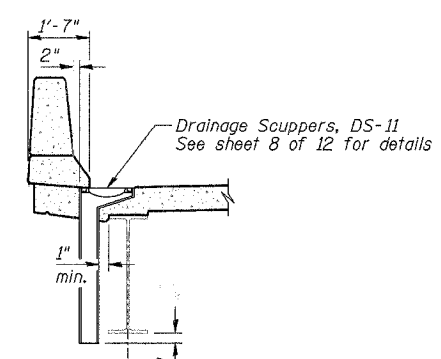
SUPERSTRUCTURE DETAILS II
BACKBONE ROAD OVER I-80
F.A.I. ROUTE 80
SECTION (06-4HB-1D)
BUREAU COUNTY
STATION 2289+07.63 (F.A.I. 80)
S.N. 006-0116
 DATE: JANUARY 30, 2006
 GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC
 CHICAGO ILLINOIS



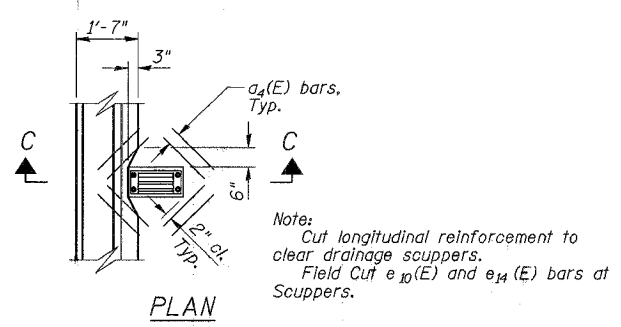
SECTION A-A



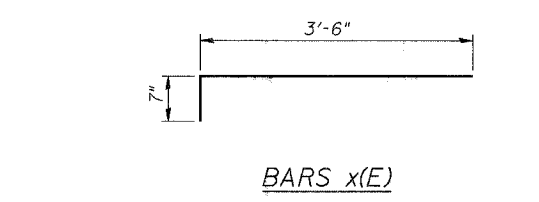
SECTION B-B



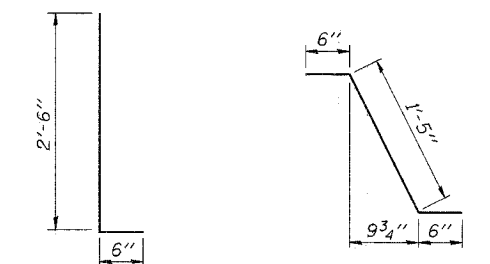
SECTION C-C



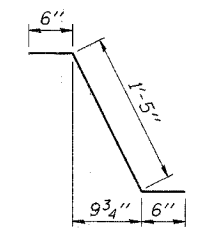
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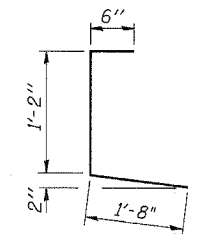
BARS x(E)



BARS d(E) & d2(E)



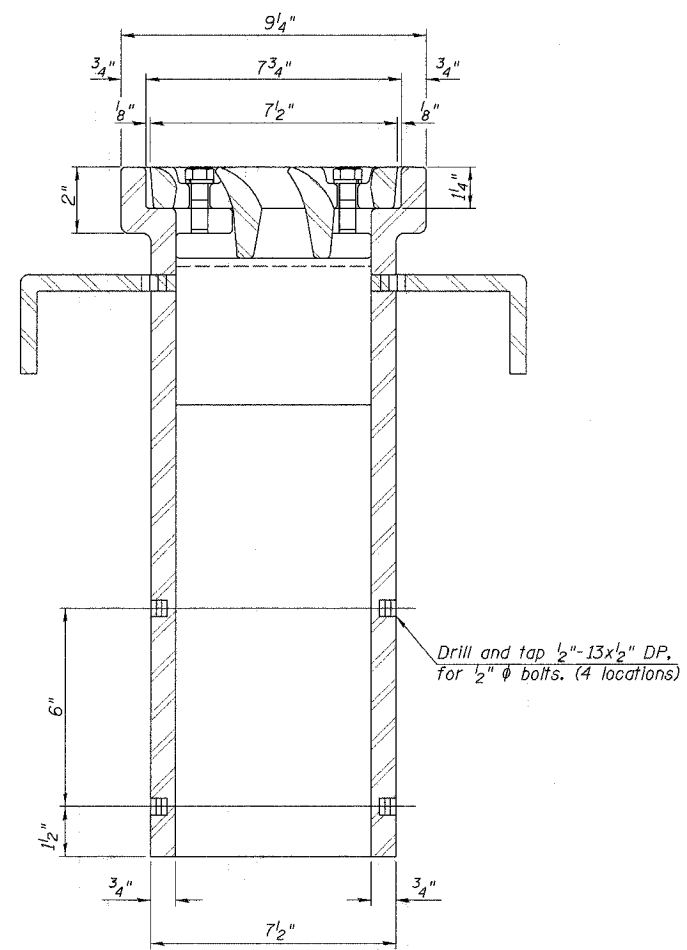
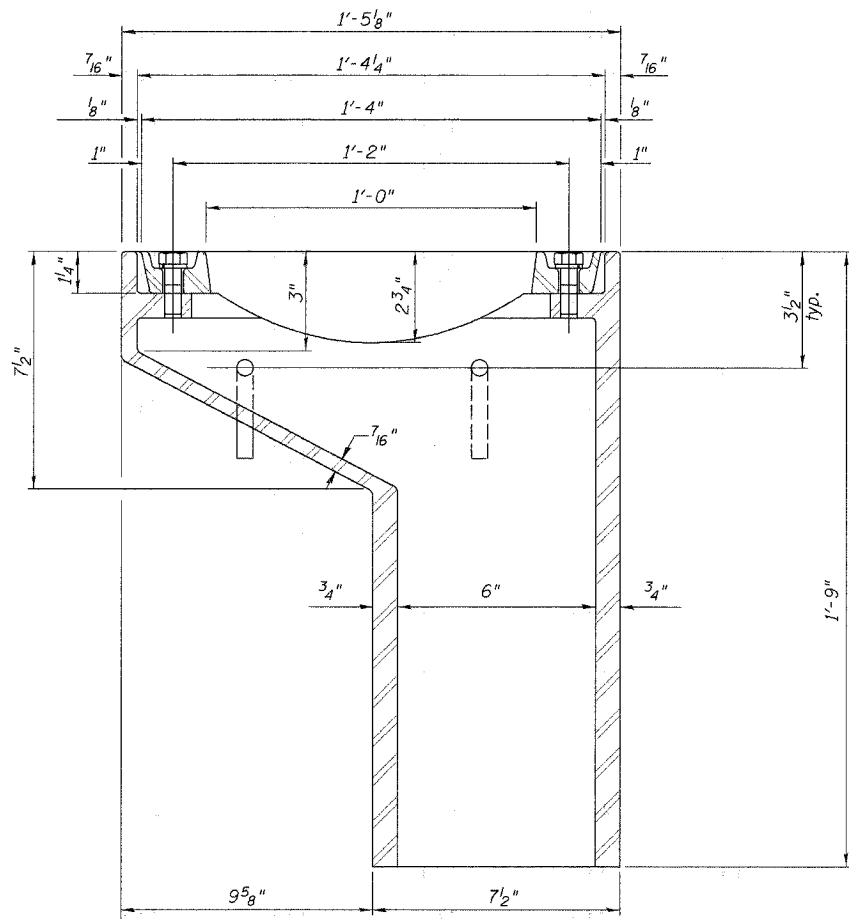
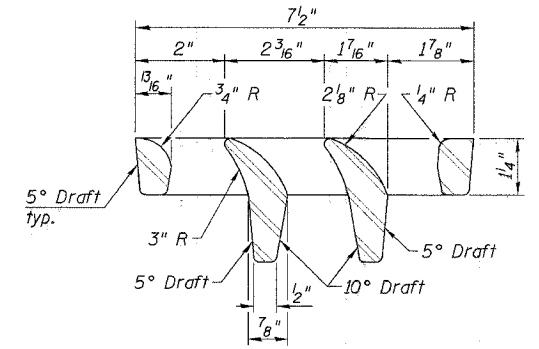
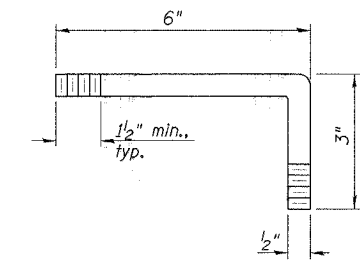
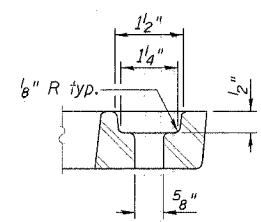
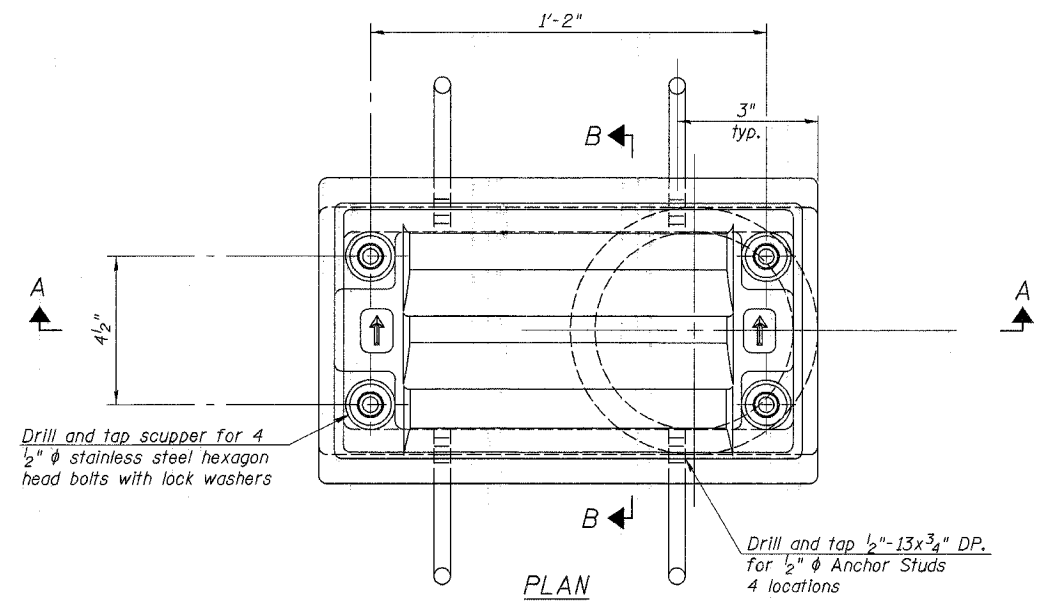
BAR d1(E)



BAR d3(E)

DESIGNED	D.F.W.
CHECKED	J.A.Z.
DRAWN	B.S.S.
CHECKED	D.F.W.

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Notes: All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.
Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.
The grate, frame and downspout shall be galvanized according to AASHTO M 111 and ASTM A 385. Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.
Structural steel weldments of equal sections and of the same configuration may be substituted for cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.
The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.
Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scuppers, DS-11.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scuppers, DS-11	Each	4

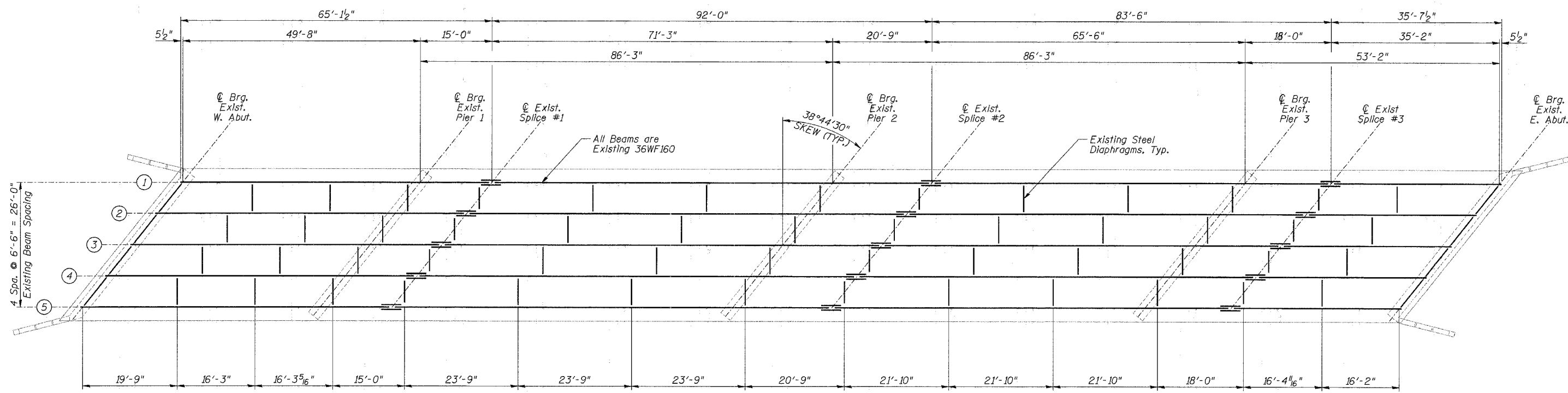
DESIGNED	D.F.W.
CHECKED	J.A.Z.
DRAWN	B.S.S.
CHECKED	D.F.W.

See sheet 7 of 13 for scupper location relative to parapet.

8-11-02

DRAINAGE SCUPPERS, DS-11
BACKBONE ROAD OVER I-80
F.A.I. ROUTE 80
SECTION (06-4HB-1D)
BUREAU COUNTY
STATION 2289+07.63 (F.A.I. 80)
S.N. 006-0116
DATE: JANUARY 30, 2006
GRAF, ANHALT, SCHLOEMER & ASSOCIATES INC
CHICAGO ILLINOIS

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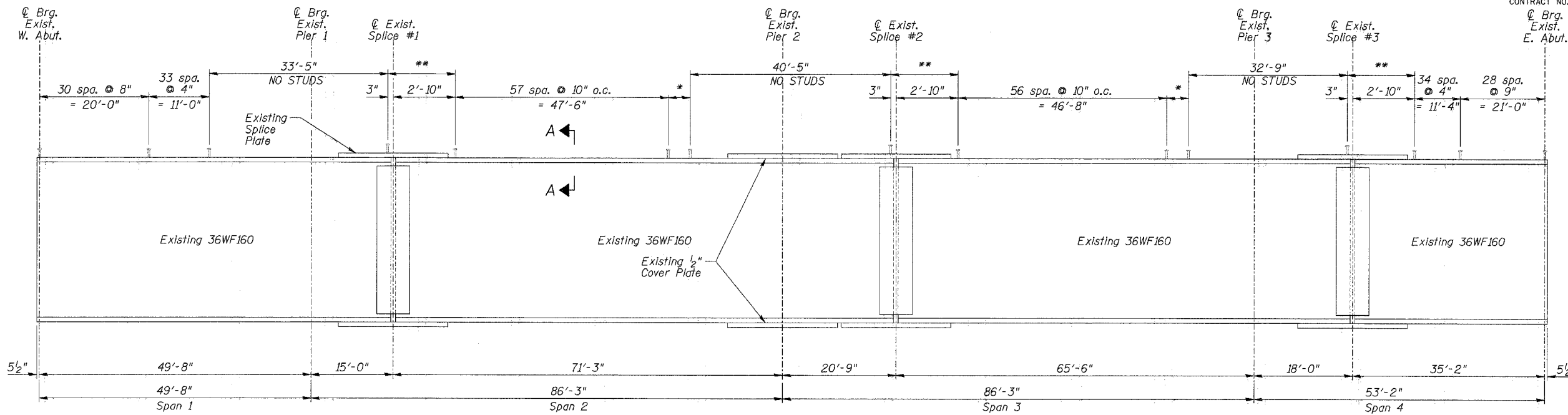


EXISTING STRUCTURAL STEEL LAYOUT

DESIGNED	D.F.W.
CHECKED	J.A.Z.
DRAWN	B.S.S.
CHECKED	D.F.W.

STRUCTURAL STEEL FRAMING PLAN
 BACKBONE ROAD OVER I-80
 F.A.I. ROUTE 80
 SECTION (06-4HB-1D)
 BUREAU COUNTY
 STATION 2289+07.63 (F.A.I. 80)
 S.N. 006-0116
 DATE: JANUARY 30, 2006
 GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC
 CHICAGO ILLINOIS

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TYPICAL BEAM ELEVATION

* 3 spa. @ 4" o.c. = 1'-0"

** See Top Plan of Splice Plate Detail

	0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.5 Sp. 3	Pier 3	0.6 Sp. 4
I_s (in ⁴)	9739	9739	9736	13416	9736	9736	9736
I_c (n) (in ⁴)	25039	-	25039	-	25039	-	25039
I_c (3n) (in ⁴)	17932	-	17392	-	17392	-	17392
S_s (in ³)	541	541	541	725	541	541	541
S_c (n) (in ³)	794	-	794	-	794	-	794
S_c (3n) (in ³)	709	-	709	-	709	-	709
ρ (k/ft.)	0.845	1.025	0.845	1.025	0.845	1.025	0.845
M_R (k)	88	459	275	703	269	471	119
s_p (k/ft.)	0.180	-	0.180	-	0.180	-	0.180
M_{sR} (k)	24	-	73	-	72	-	30
M_t (k)	312	270	535	370	537	275	344
M (Imp) (k)	89	70	127	88	127	71	96
$S_3[M_t + M(imp)]$ (k)	668	567	1103	763	1107	577	733
M_a (k)	1018	1333	1888	1907	1886	1362	1151
M_u (k)	3078	-	2574	-	2575	-	2426
f_s non-comp (k.s.i.)	1.95	10.15	6.08	12.65	5.96	10.43	2.64
f_s comp (k.s.i.)	0.40	-	1.23	-	1.21	-	0.52
f_s (k + Imp) (k.s.i.)	10.14	12.55	16.70	12.62	16.77	12.77	11.11
f_s (Overload) (k.s.i.)	12.49	22.70	24.61	25.27	23.94	23.20	14.27
f_s (Total) (k.s.i.)	-	29.51	-	32.85	-	30.16	-
VR (k)	49.6	-	45.8	-	43.3	-	49.6

* Compact, Braced Section

** Non-Compact Section

	W. Abut.	Pier 1	Pier 2	Pier 3	E. Abut.
R_R (k)	15.5	74.3	91.8	75.8	17.7
R_L (k)	33.4	45.3	51.3	45.8	34.0
$Imp.$ (k)	9.6	11.8	12.2	11.8	9.5
R (Total) (k)	58.5	131.4	155.3	133.4	61.2

I_s and S_s are the moment of inertia and section modulus of the steel section used in computing f_s (Total & Overload).

$I_{c(n)}$ and $S_{c(n)}$ are the moment of inertia and section modulus of the composite section used in computing stresses due to Live Load.

$I_{c(3n)}$ and $S_{c(3n)}$ are the moment of inertia and section modulus of the composite section used in computing stresses due to superimposed dead loads.

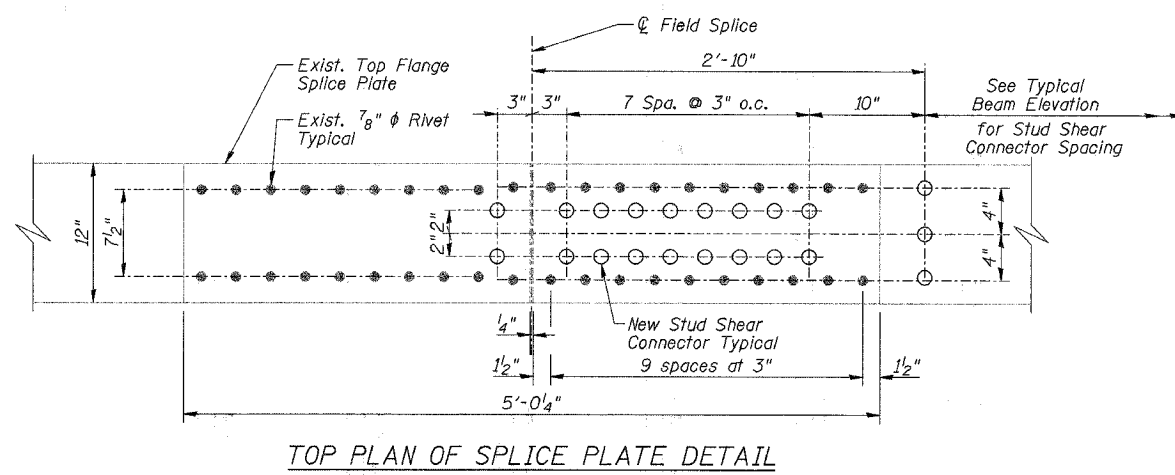
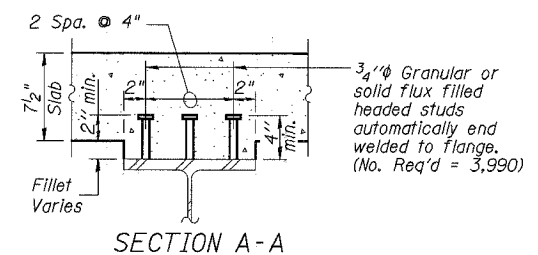
VR is the maximum Live Load + Impact shear range in span.

M_a (Applied Moment) = $1.3IM_R + M_{sR} + S_3(M_t + M(imp))$.

The Plastic Moment capacity (M_u) is computed according to AASHTO 10.48.1 and 10.50.1.1.

f_s (Overload) is the sum of the stresses due to $M_R + M_{sR} + S_3(M_t + M(imp))$.

f_s (Total) (Non-compact section) is the sum of the stresses due to $1.3IM_R + M_{sR} + S_3(M_t + M(imp))$.



DESIGNED	D.F.W.
CHECKED	J.A.Z.
DRAWN	B.S.S.
CHECKED	D.F.W.

STRUCTURAL STEEL ELEVATION

BACKBONE ROAD OVER I-80

F.A.I. ROUTE 80

SECTION (06-4HB-11D)

BUREAU COUNTY

STATION 2289+07.63 (F.A.I. 80)

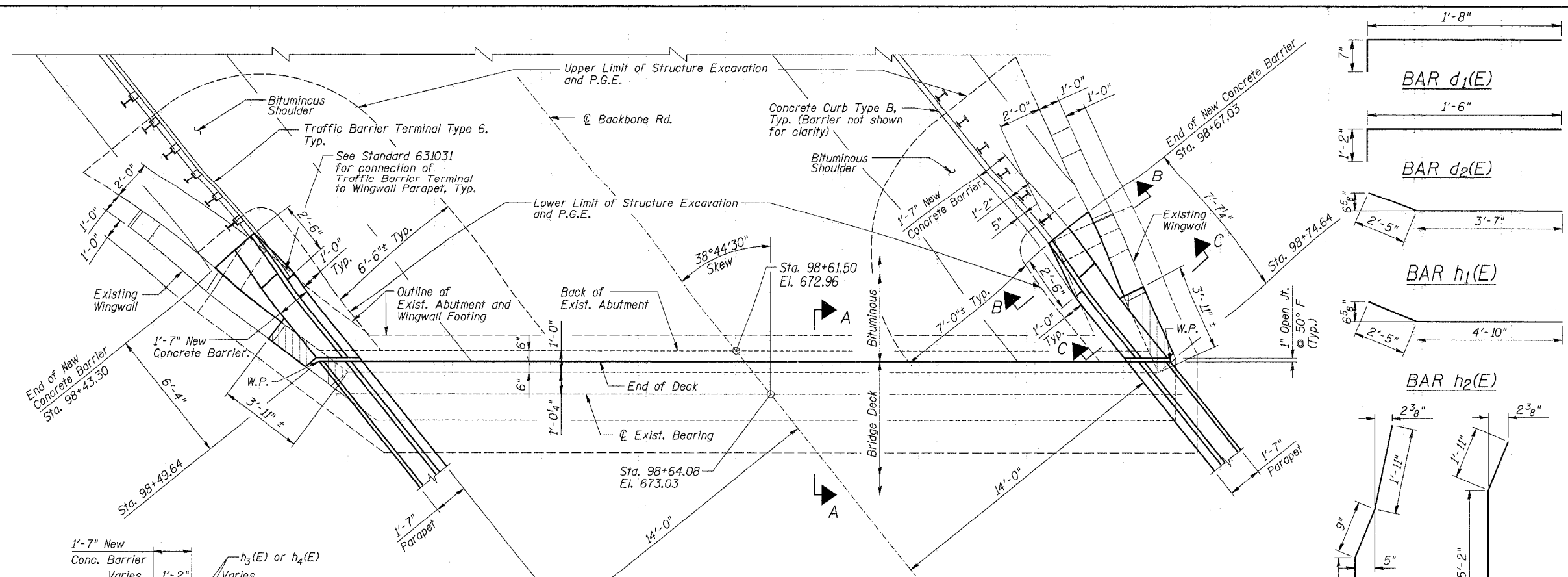
S.N. 006-0116

DATE: JANUARY 30, 2006

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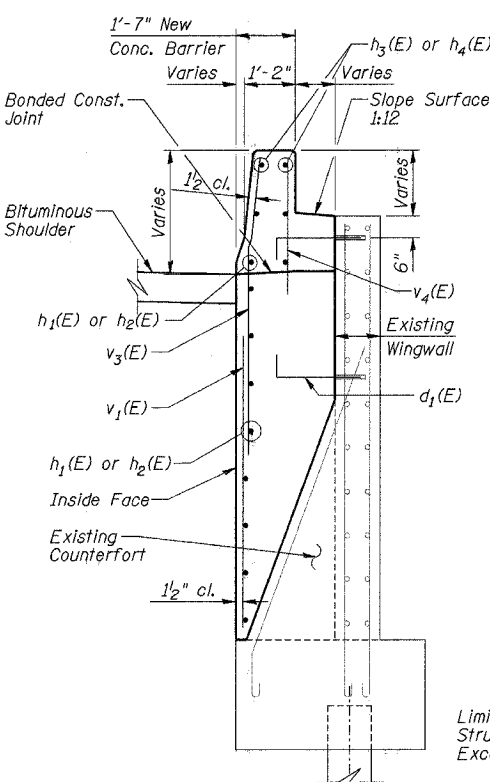
**WEST ABUTMENT
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
$d_1(E)$	36	#5	2'-3"	—
$d_2(E)$	10	#5	2'-8"	—
$h_1(E)$	9	#4	6'-0"	—
$h_2(E)$	9	#4	7'-3"	—
$h_3(E)$	5	#4	6'-0"	—
$h_4(E)$	5	#4	7'-3"	—
$v_1(E)$	16	#6	6'-0"	—
$v_2(E)$	10	#6	7'-2"	—
$v_3(E)$	6	#6	7'-1"	—
$v_4(E)$	16	#6	5'-3"	—

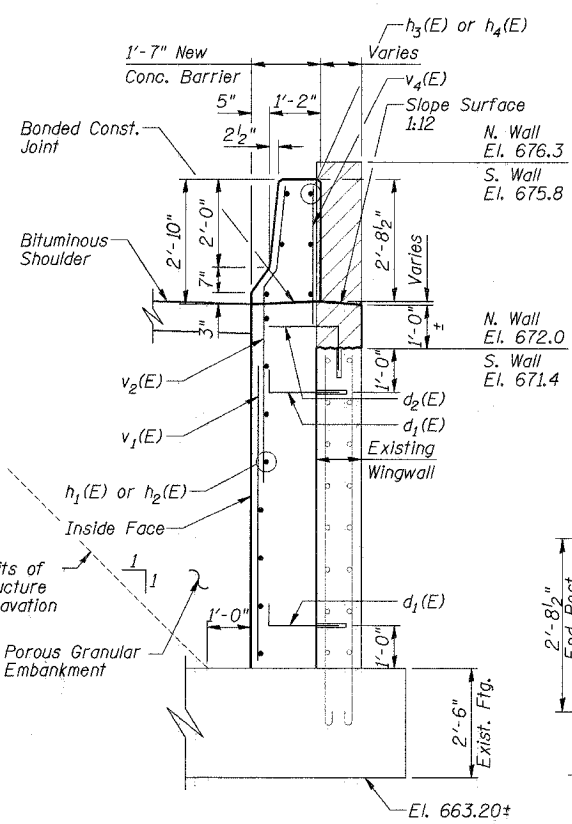
Porous Granular Embankment	Cu. Yd.	22
Concrete Removal	Cu. Yd.	1.3
Structure Excavation	Cu. Yd.	27
Concrete Structures	Cu. Yd.	8
Reinforcement Bars, Epoxy Coated	Pound	680

Reinforcement bars designated (E) shall be epoxy coated.

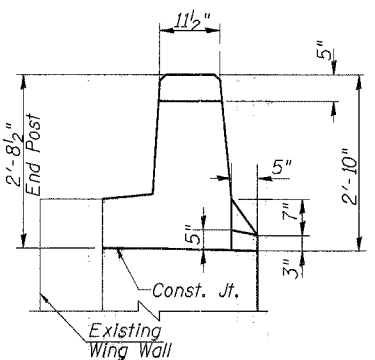
WEST ABUTMENT PLAN



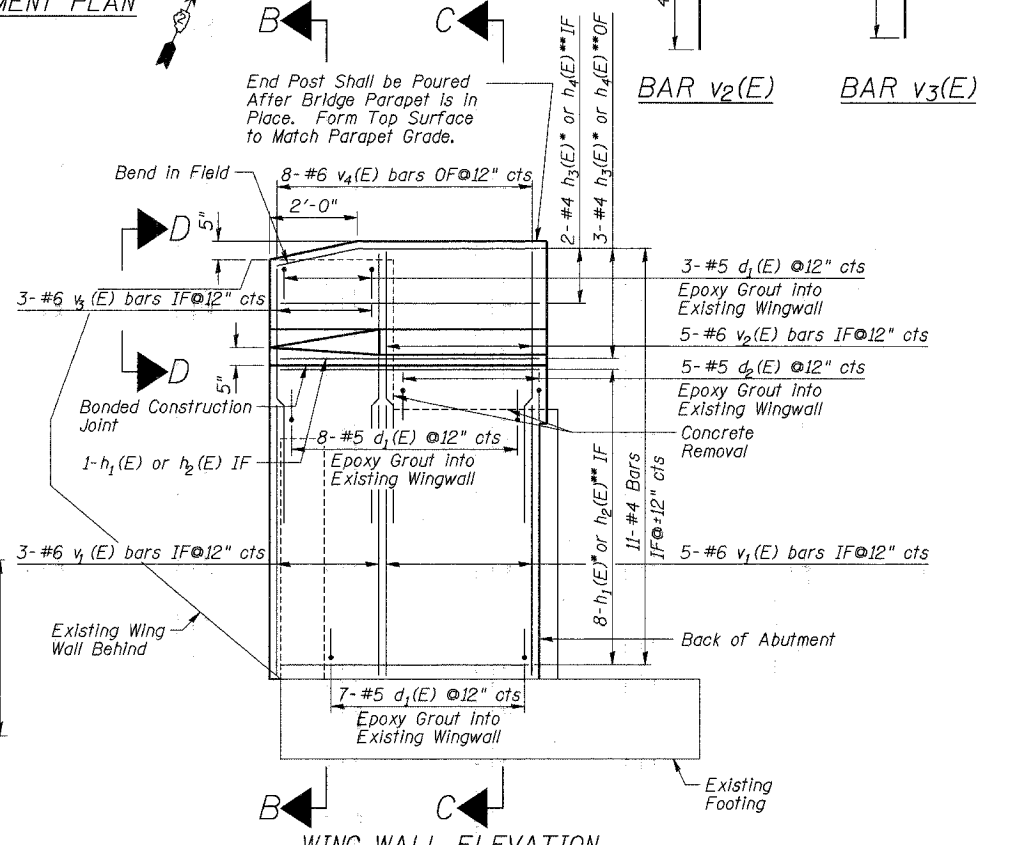
SECTION B-B



SECTION C-C



VIEW D-D



WING WALL ELEVATION

Inside Face of North Wall Shown.
South Wall Opposite Hand

Notes:

- Epoxy Grout $d_1(E)$ and $d_2(E)$ bars in $7/8"$ Diameter x 8" Minimum Drilled Holes According to Sec. 584 of Standard Specifications.
- IF = Inside Face
OF = Outside Face
- Horizontal Projections not Shown for Clarity.
- Quantity of Concrete in End Post included with Superstructure on Sheet 7 of 12.
- See Sheet 7 of 12 for Section A-A.

* North Wall
** South Wall

LEGEND

Portion of Exst. Wingwall to be removed. Quantity included with Concrete Removal.

WEST ABUTMENT PLAN & DETAILS
BACKBONE ROAD OVER I-80
F.A.I. ROUTE 80
SECTION (06-4HB-1D)
BUREAU COUNTY
STATION 2289+07.63 (F.A.I. 80)
S.N. 006-0116
DATE: JANUARY 30, 2006

GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC
CHICAGO ILLINOIS

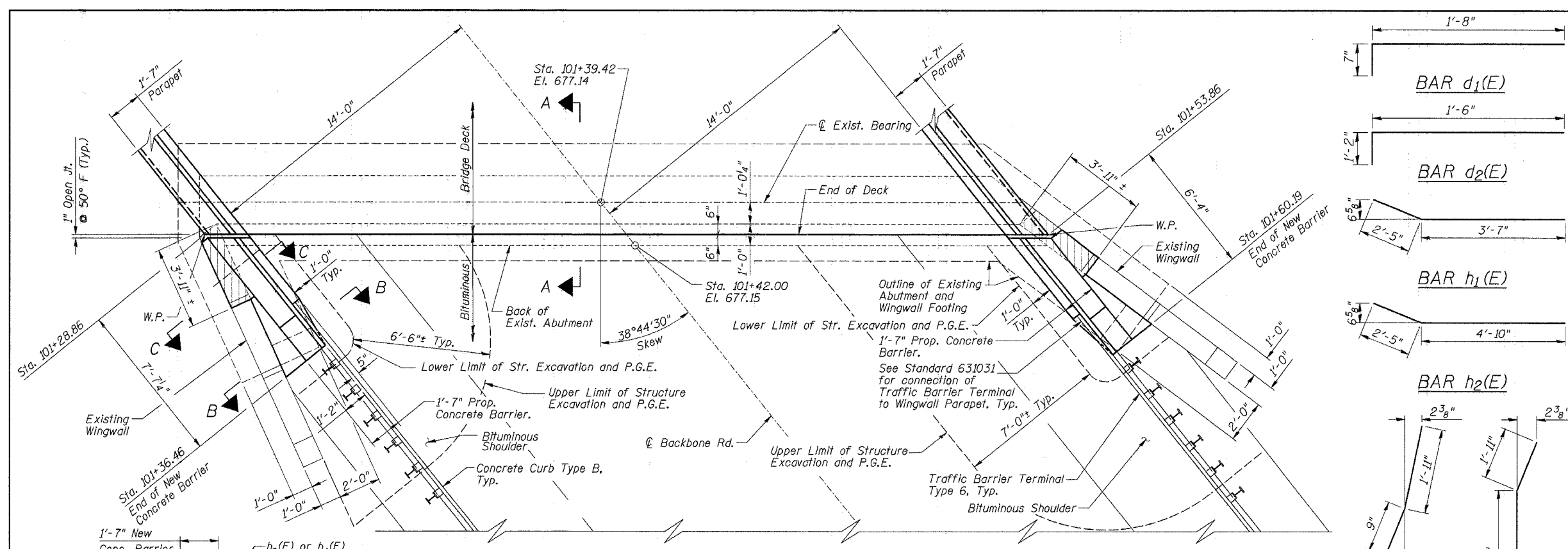
95200401420014014-06 Vias Structural Final I-30-06 V014-06-struct.dgn 02/08/2006 12:07 PM

DESIGNED	D.F.W.
CHECKED	J.A.Z.
DRAWN	T.J.L.
CHECKED	D.F.W.

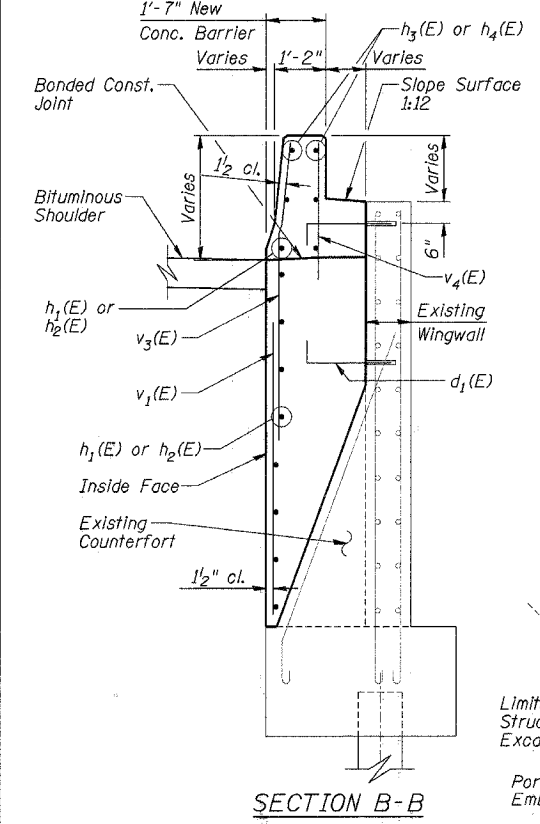
EAST ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$d_1(E)$	36	#5	2'-3"	—
$d_2(E)$	10	#5	2'-8"	—
$h_1(E)$	9	#4	6'-0"	—
$h_2(E)$	9	#4	7'-3"	—
$h_3(E)$	5	#4	6'-0"	—
$h_4(E)$	5	#4	7'-3"	—
$v_1(E)$	16	#6	6'-0"	—
$v_2(E)$	10	#6	7'-2"	—
$v_3(E)$	6	#6	7'-1"	—
$v_4(E)$	16	#6	5'-3"	—
Porous Granular Embankment		Cu. Yd.	22	
Concrete Removal		Cu. Yd.	1.3	
Structure Excavation		Cu. Yd.	27	
Concrete Structures		Cu. Yd.	8	
Reinforcement Bars, Epoxy Coated		Pound	680	

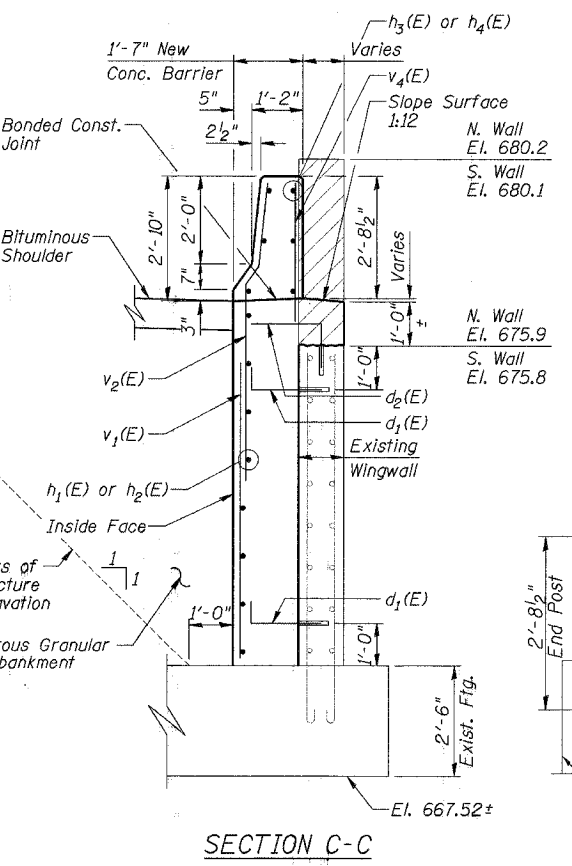
Reinforcement bars designated (E) shall be epoxy coated.



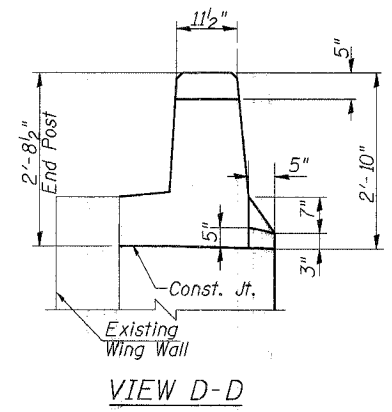
EAST ABUTMENT PLAN



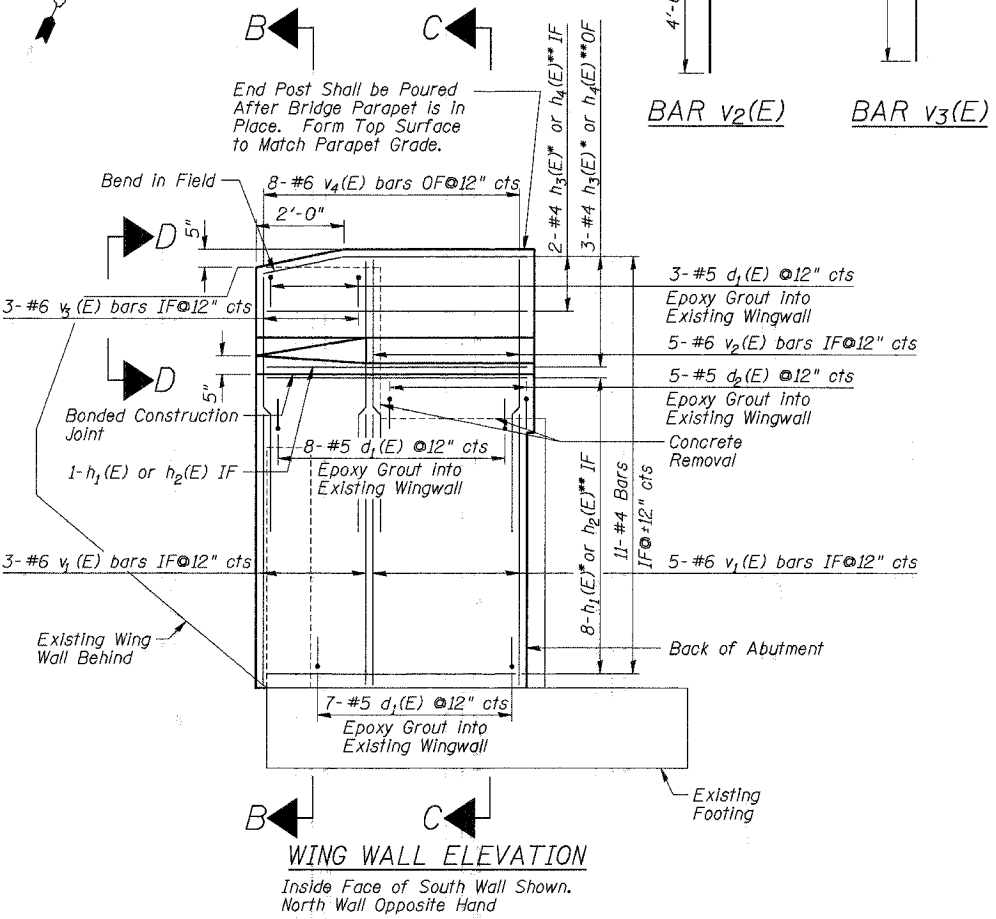
SECTION B-B



SECTION C-C



VIEW D-D



WING WALL ELEVATION

- Notes:
- Epoxy Grout $d_1(E)$ and $d_2(E)$ bars in 7/8" Diameter x 8" Minimum Drilled Holes According to Sec. 584 of Standard Specifications.
 - IF = Inside Face
OF = Outside Face
 - Horizontal Projections not Shown for Clarity.
 - Quantity of Concrete in End Post Included with Superstructure on Sheet 7 of 12.
 - See Sheet 7 of 12 for Section A-A.
 - * North Wall
 - ** South Wall

LEGEND

Portion of Exist. Wingwall to be removed. Quantity Included with Concrete Removal.

EAST ABUTMENT PLAN & DETAILS
BACKBONE ROAD OVER I-80
F.A.I. ROUTE 80
SECTION 106-4HB-11D
BUREAU COUNTY
STATION 2289+07.63 (F.A.I. 80)
S.N. 006-0116
DATE: JANUARY 30, 2006
GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC
CHICAGO ILLINOIS

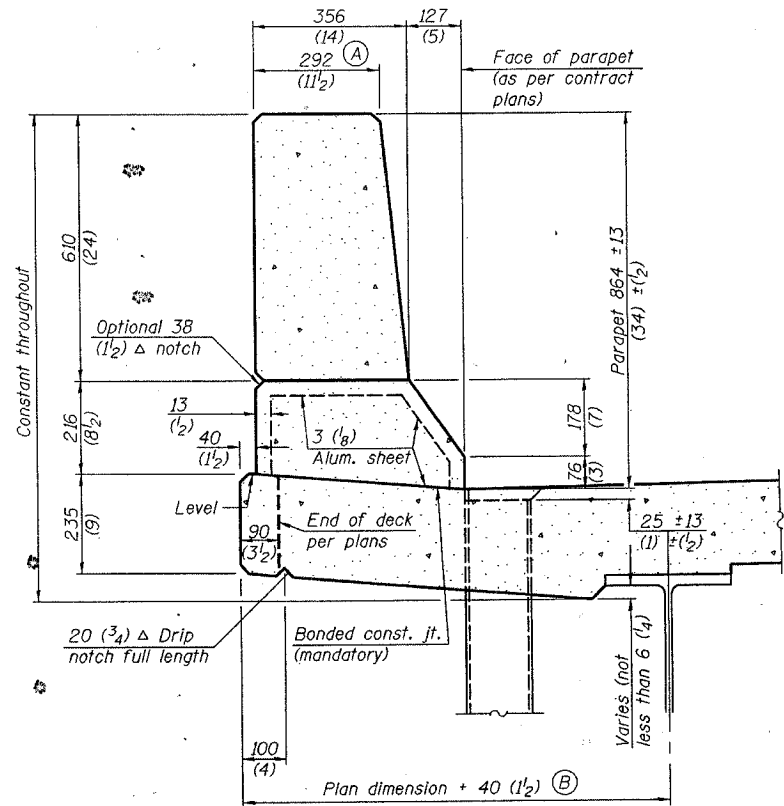
DESIGNED	D.F.W.
CHECKED	J.A.Z.
DRAWN	T.J.L.
CHECKED	D.F.W.

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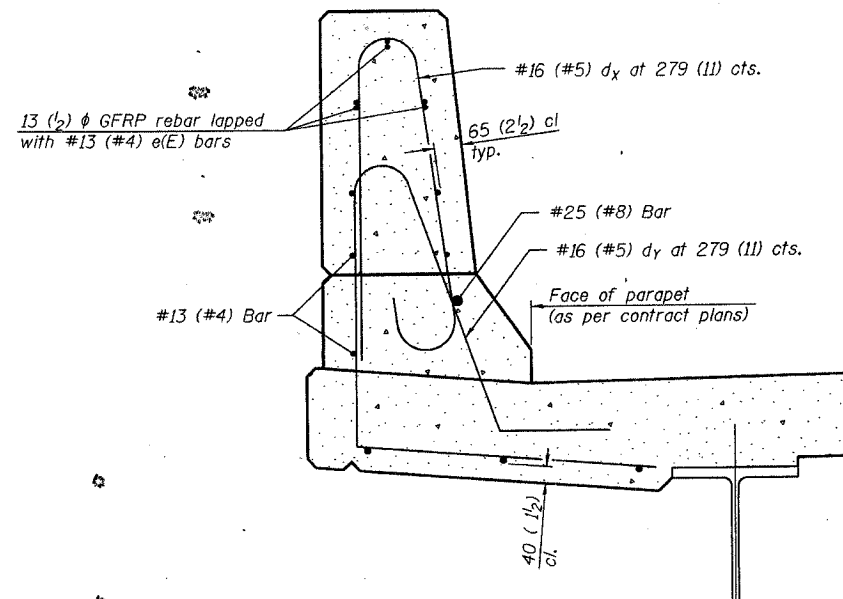
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	64482	BUREAU	32	19A
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		SHEETS

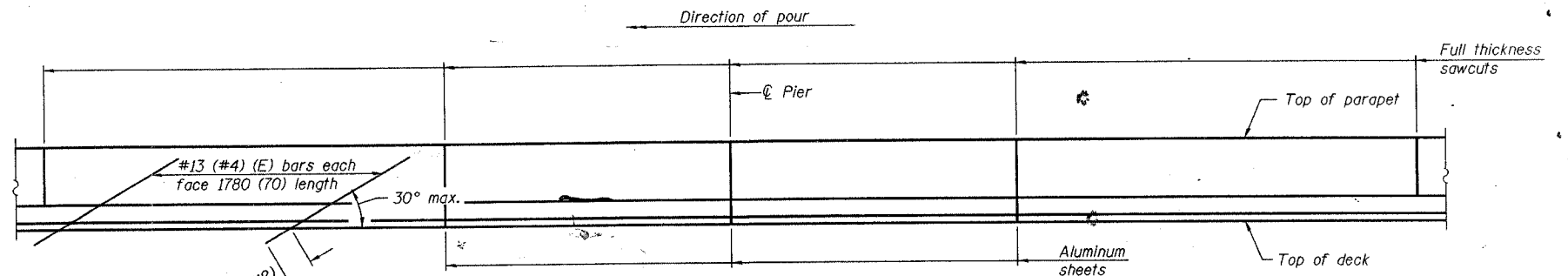
Contract # 64482



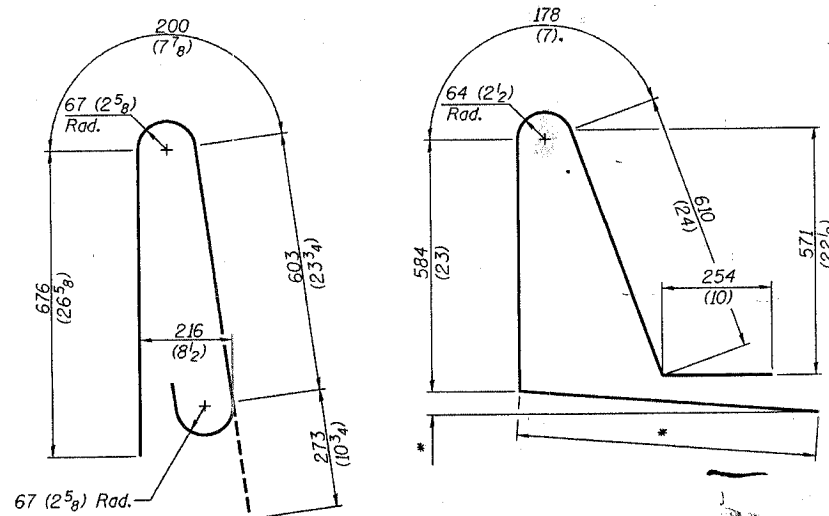
SECTION
(Showing dimensions)



SECTION
(Showing required reinforcement)

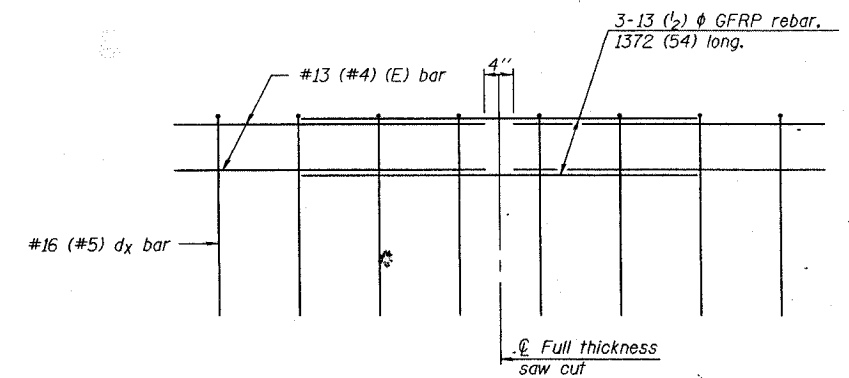


ELEVATION
(Showing parapet joints and typical stiffening reinforcement between joints)



BAR dx(e)

BAR dy(e)
* Per contract plans



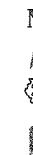
GFRP REBAR STIFFENING DETAIL
(Place as shown in parapet section)

GENERAL NOTES

All dimensions shall remain the same as shown on contract plans, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B = 0.0422 m³/m (0.165 cu. yds./ft.) of parapet. Place aluminum sheet in curb portion at and near piers. Full thickness saw cut at all other locations. Adjust/add joint locations to maintain 3 to 6 meter (10 to 20 foot) spacing.

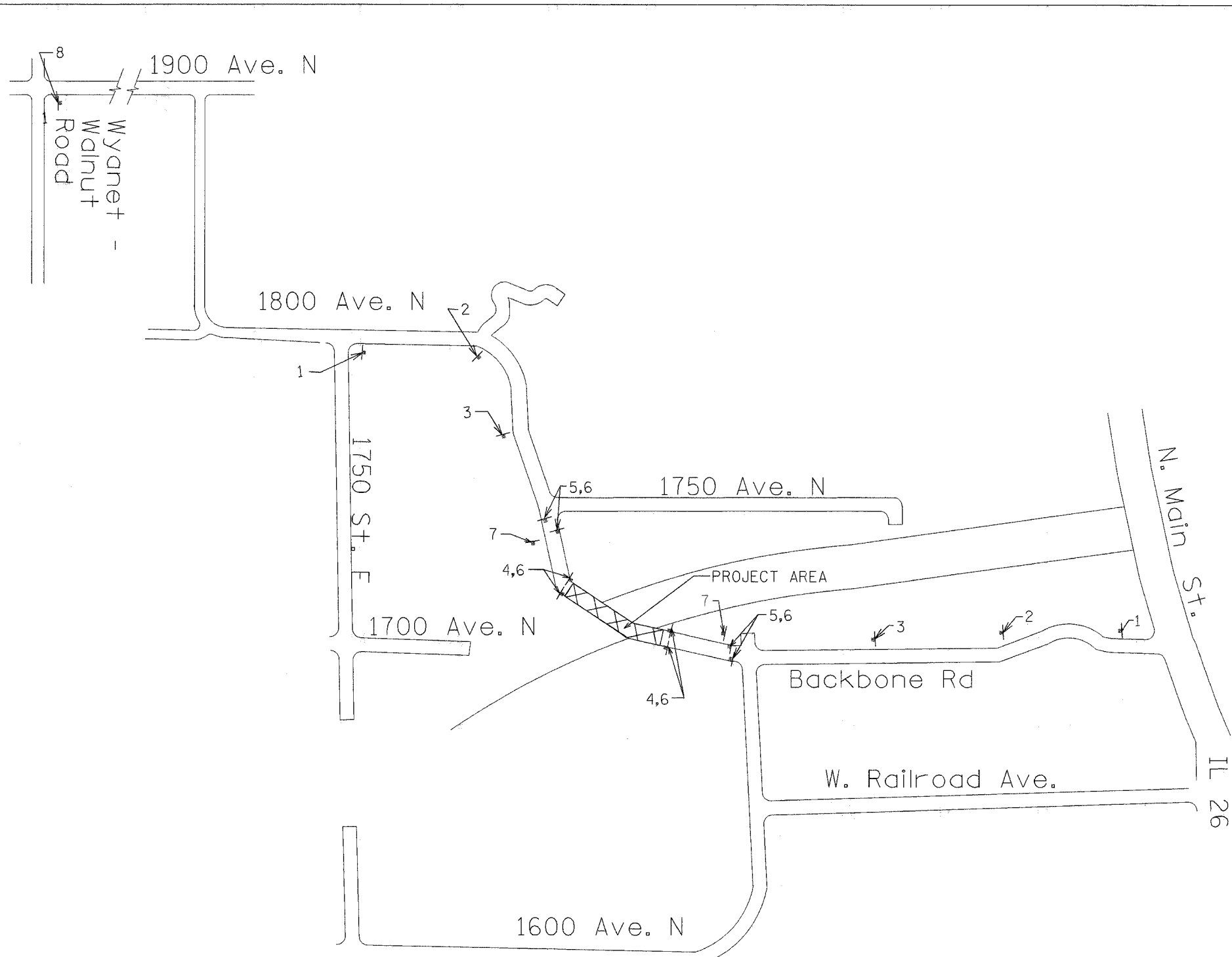
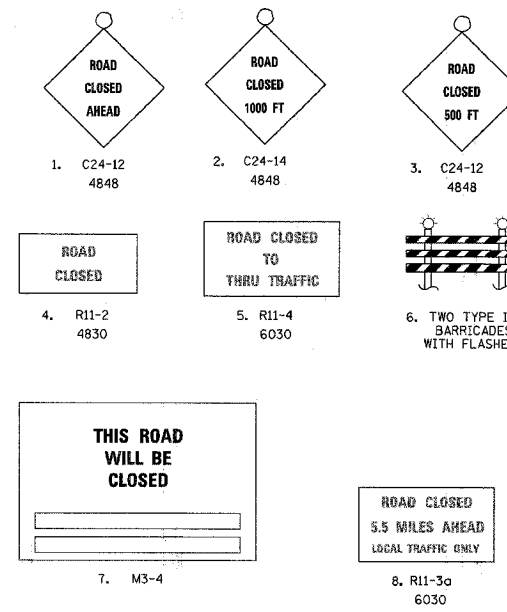
**CONCRETE PARAPET
SLIPFORMING OPTION**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	06-48B-1	BUREAU	32	20
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



MAINTENANCE OF TRAFFIC

1. THE DEPARTMENT SHALL BE NOTIFIED 72 HOURS PRIOR TO ROAD CLOSURE AND IMMEDIATELY AFTER THE ROAD HAS BEEN REOPENED.
2. BUREAU COUNTY SHALL BE NOTIFIED AT LEAST TWO WEEKS PRIOR TO CLOSING THE ROAD.
3. THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE ALL TEMPORARY SIGN SUPPORTS. AFTER REMOVING THE SUPPORTS, THE CONTRACTOR SHALL FILL HOLES (IF ANY) AND RESTORE THE GROUND TO ITS ORIGINAL CONDITION AND ELEVATION. PLACING OF GRAVEL, SOD, OR SEED SHALL BE INCLUDED IN THE UNIT BID PRICE FOR "TRAFFIC CONTROL FOR ROAD CLOSURE".
4. ALL SIGNS, SUPPORTS AND POSITIONING SHALL BE IN ACCORDANCE WITH THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
5. ALL WARNING SIGNS IN TEMPORARY TRAFFIC CONTROL ZONES SHALL HAVE A BLACK LEGEND ON AN ORANGE BACKGROUND, UNLESS OTHERWISE NOTED.
6. EACH TYPE III BARRICADE SHALL BE EQUIPPED WITH TWO FLASHING AMBER LIGHTS.
7. FOR STABILIZATION, ALL TYPE III BARRICADES SHALL HAVE A MINIMUM OF FOUR (4) SANDBAGS PER BARRICADE (ONE PER LEG).
8. THE CONTRACTOR SHALL ERECT SIGN NO. 7 AT LEAST 2 WEEKS IN ADVANCE OF THE CLOSURE.
9. ALL ENTRANCES ON THE CLOSED PORTION OF BACKBONE ROAD MUST BE OPEN FOR TRAFFIC DURING THE ENTIRE CONSTRUCTION PERIOD.
10. THE WORK SHALL BE PAID FOR AT THE LUMP SUM PRICE FOR "TRAFFIC CONTROL FOR ROAD CLOSURE"
11. TRAFFIC CONTROL FOR WORK ALONG I-80 WILL BE PERFORMED IN ACCORDANCE WITH HIGHWAY STANDARDS 701400 AND 701406-04. THE WORK WILL BE PAID FOR AS "TRAFFIC CONTROL AND PROTECTION, STANDARD 701406".
12. THE CONTRACTOR SHALL CONTACT THE BUREAU COUNTY ENGINEER - JEFF PEACOCK AT (815) 875-4477 FOR SETUP AND PLACEMENT OF TWO CHANGEABLE MESSAGE SIGNS. THE ADDRESS FOR THE BUREAU COUNTY ENGINEER IS: ROUTE 34 EAST PRINCETON, ILLINOIS 61356



LEGEND
 PROJECT AREA
 CLOSURE SIGN

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**FAS 244 (BACKBONE ROAD)
 BRIDGE REHABILITATION
 MAINTENANCE OF TRAFFIC**

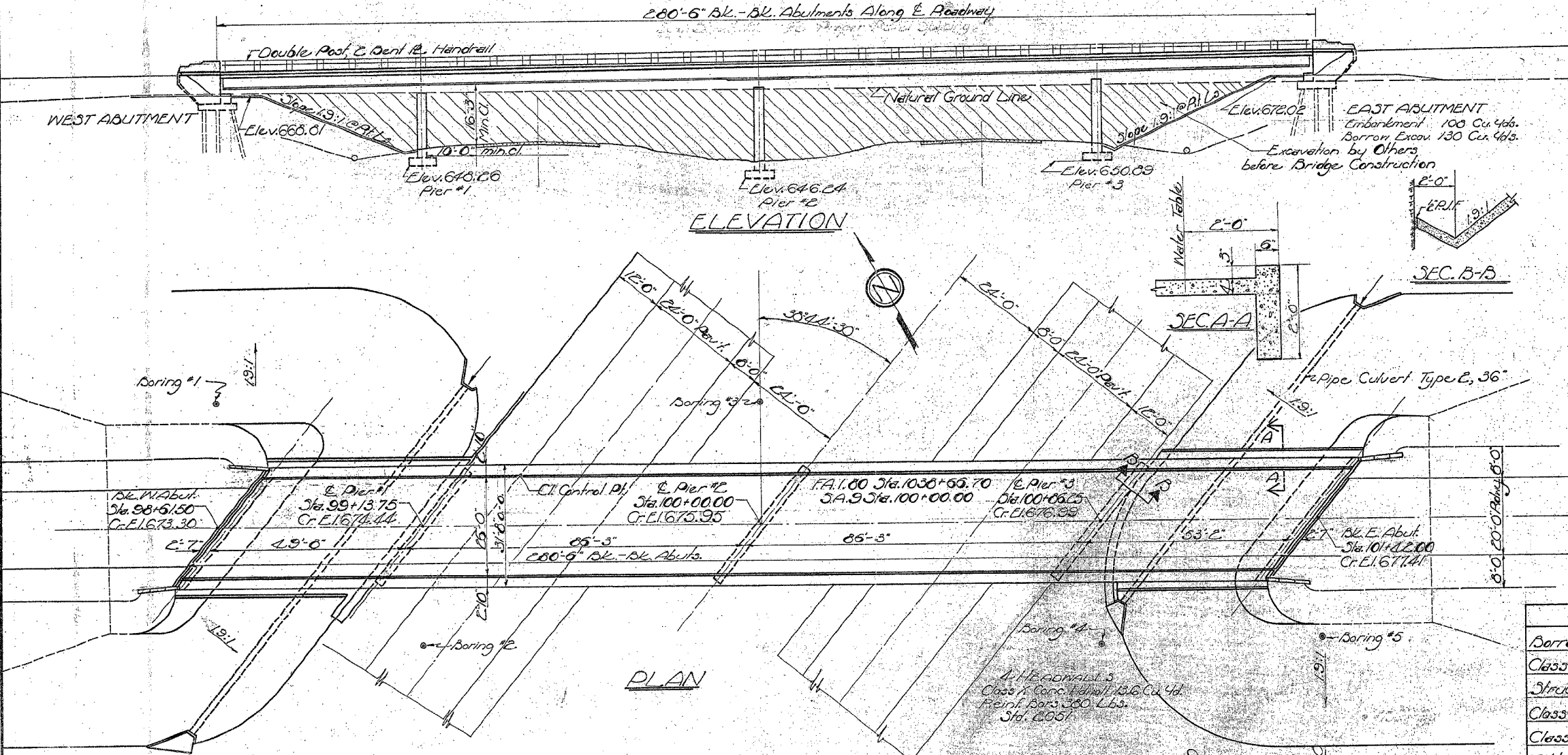
SCALE: VERT. NONE
 HORIZ. NONE
 DATE 2/07/06
 DRAWN BY AR
 CHECKED BY RJS

D.M. No. 2.0 Concrete Monument Opposite Sta. 1038+4.5
 165' Southeast of Centerline L.O. 3' North of Centerline
 of Paved Road in the East-West Fence Line.
 No Existing Structure.

STATE OF ILLINOIS
 DEPARTMENT OF PUBLIC WORKS & BUILDINGS
 DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 244	(06-4HB-1)D	BUREAU	33	21
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT: I-80-2(21)51		

SHEET NO. 1
 // SHEETS



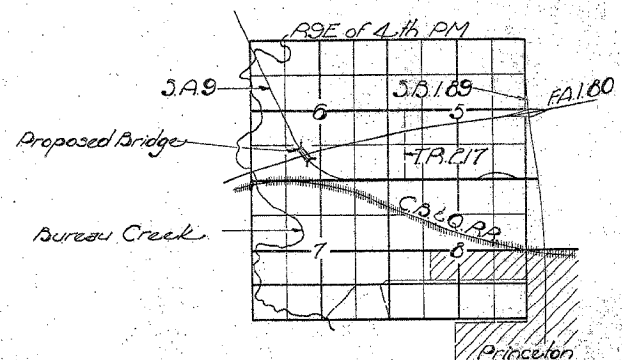
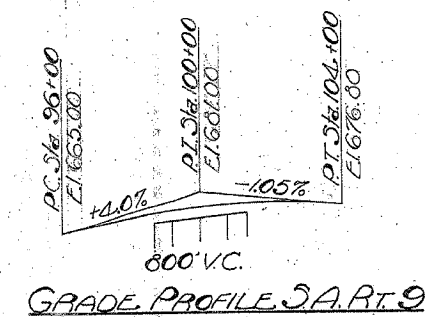
GENERAL NOTES

Class X Concrete shall be used throughout.
 Coarse aggregate used in wingwalls shall be free of chert, flint, limonite, lignite and soft sandstone.
 The concrete floor slab shall be finished in accordance with Article 5119 of the Standard Specifications.
 Slope wall shall be reinforced with welded wire fabric 6" x 6" mesh, #4 wires, weighing 56# per 100 sq. ft.
 Rivets 2" φ, open holes 3/8" φ, unless noted.
 All Structural Steel shall conform to the A.S.T.M. Specifications A-36.
 All rollers, bolsters, bearing plates, lead plates, pinles and anchor bolts shall be fabricated and set in accordance with Article 5115 of the Standard Specifications and are included in quantity of Structural Steel. Est'd Weight = 7670 lbs.
 Anchor bolts shall be set before riveting diaphragms over supports.
 All steel handrail posts shall be vertical.
 Except as otherwise provided, all structural steel shall receive one shop coat of red lead paint and two field coats of aluminum paint. See Articles 55.1 to 55.5 inclusive of the Standard Specifications.
 All paint shall be furnished and applied by the Contractor.
 All steel plates and beams for which cover shall be provided shall conform to the Specifications for Structural Steel Reinforcing A.S.T.M. Specifications A-36.
 The Contractor shall drive 2 test piles in permanent locations as directed by the Engineer before ordering the remainder of piles. One concrete test pile of West Abut. and one concrete test pile of East Abut.

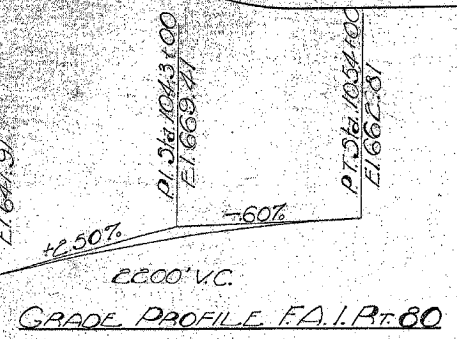
* FOR INFORMATION ONLY

TOTAL BILL OF MATERIALS

ITEM	UNIT	SUPER	SUB	TOTAL
Borrow Excavation	Cu Yd.			130
Class A Exc. for Structures	Cu Yd.			200
Structural Steel	Pound	260 720		260 720
Class X Conc. Headwall	Cu Yd.			13.6
Class X Concrete	Cu Yd.	233.3	253.4	486.7
Metal Handrail	Lin. Ft.	556		556
Reinforcement Bars	Pound	43,780	27,270	71,050
Concrete Piles	Lin. Ft.			400
Test Piles (Concrete)	Each			2
Name Plates	Each			2
Pipe Culvert Type E, 36"	Lin. Ft.			226
Slope Wall	Sq. Yd.			470



LOCATION SKETCH
 STATION 1038+66.70
 BUILT 196 BY
 STATE OF ILLINOIS
 F.A.I.R.T.80 ~ SEC. 06-4HB-1
 FA. PROJ. I-80-2(21)
 LOADING H15-31C
 NAME PLATE



DESIGN STRESSES
 f_s = 20,000 psi. Reinf.
 f_s = 18,000 psi. Struct.
 f_c = 1,400 psi. Super & Sub.
 v_c = 75 psi. Flgs.
 n = 10
 LOADING H15-31C-44

GENERAL PLAN & ELEVATION
 PROJECT I-80-2(21)51
 J.A.R.T. 9 OVER F.A.I.R.T. 80
 F.A.I.R.T. 80 ~ SEC. 06-4HB-1
 BUREAU COUNTY
 STA. 1038+66.70 (F.A.I.)

DESIGNED: W. Abmill
 CHECKED: R. Kowal
 DRAWN: W.L. Jacobs
 CHECKED: EK.

EXAMINED: H.G. Beermann
 PASSED: C.H. Smith
 APPROVED: R.H. Cartmeyer

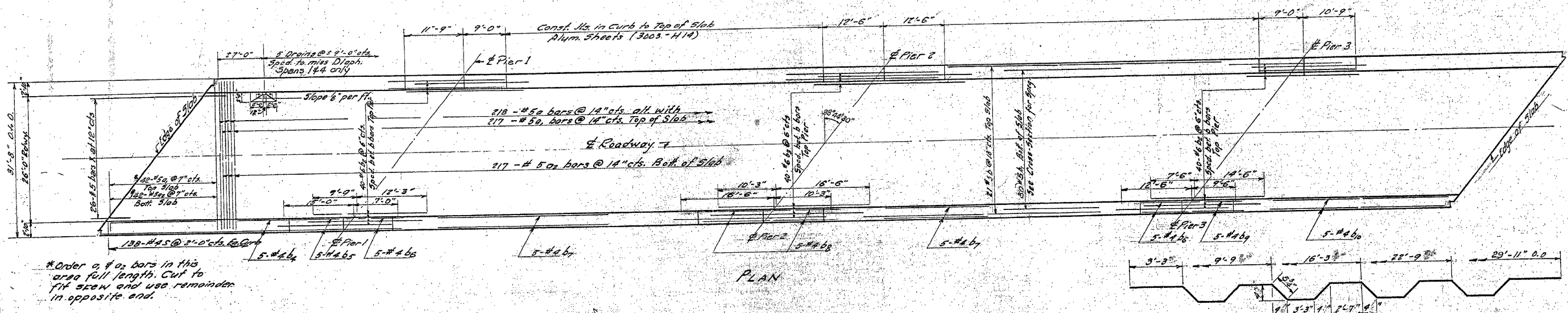
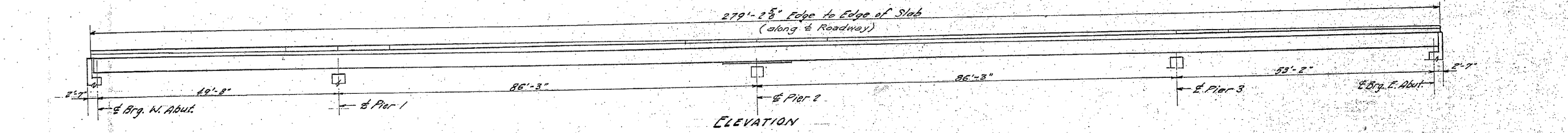
FEB 18 1961

Revised 11/63: IN GENERAL, NOTES added note for A-36 steel.

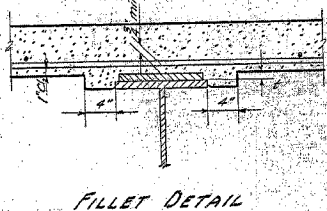
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 244	(06-4HB-1)D	BUREAU	33	22
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 22
OF SHEETS

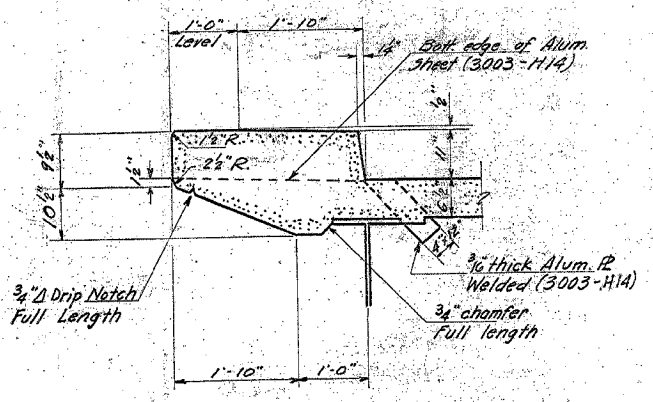


*Order a #5a bars in this area full length. Cut to fit skew and use remainder in opposite end.

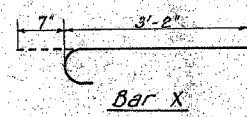
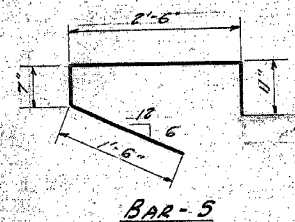
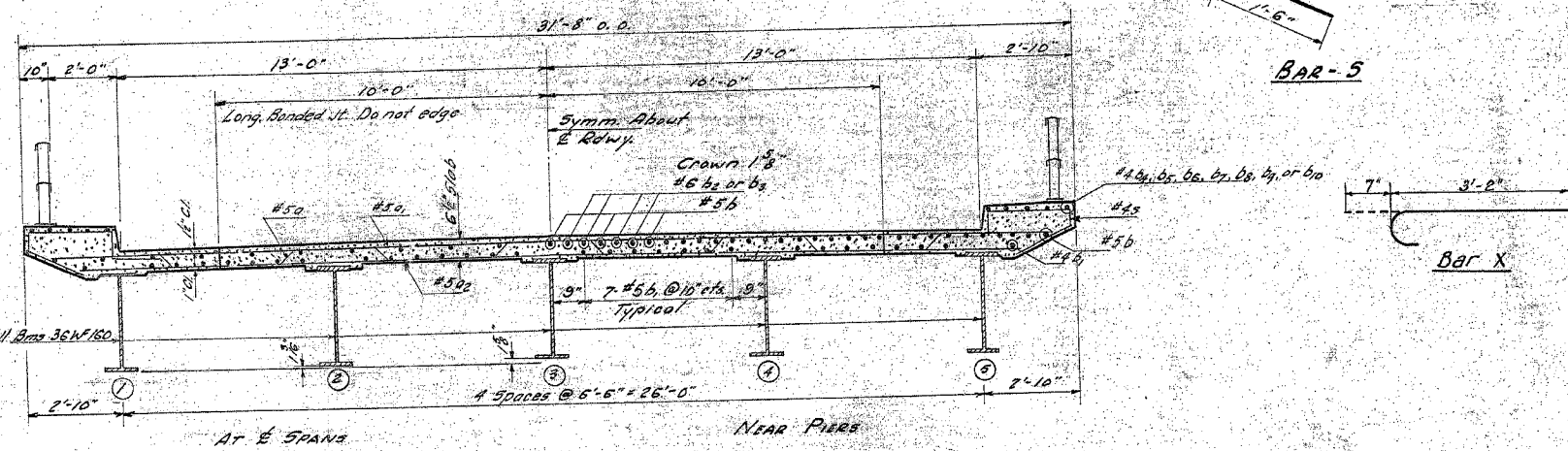


METHOD OF DETERMINING FILLET HEIGHTS "c"

After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at the 3/8" pins shown on Sheet 3. These elevations subtracted from the theoretical Grade Elevations Adjusted for Dead Load Deflection shown on Sheet 3, minus floor thickness equals the fillet heights above top of beams.



Note: Provide Drains at End Spans only
Cost of drains and alum. sheets incidental



BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
a	218	#5	31'-8"	~
o	259	#5	30'-0"	~
oc	259	#5	28'-0"	~
x	52	#5	3'-9"	~
b	189	#5	32'-0"	~
b ₁	300	#5	29'-0"	~
b ₂	80	#6	22'-0"	~
b ₃	40	#6	26'-9"	~
b ₄	20	#4	20'-5"	~
b ₅	10	#4	11'-5"	~
b ₆	20	#4	8'-9"	~
b ₇	60	#4	22'-0"	~
b ₈	20	#4	12'-3"	~
b ₉	10	#4	10'-5"	~
b ₁₀	20	#4	22'-3"	~
s	276	#4	15'-6"	~
Class X Concrete Cu Yds.				233.9
Reinforcement Bars Lbs.				43,700
Structural Steel Lbs.				260,720

DESIGNED: D. Gibbrell
CHECKED: R. Kowal
DRAWN: J. B. Brown
CHECKED: R.K.

EXAMINED: W.G. Baumman
PASSED: E. Howard
APPROVED: R.K. Baumman

FEB 18 1961

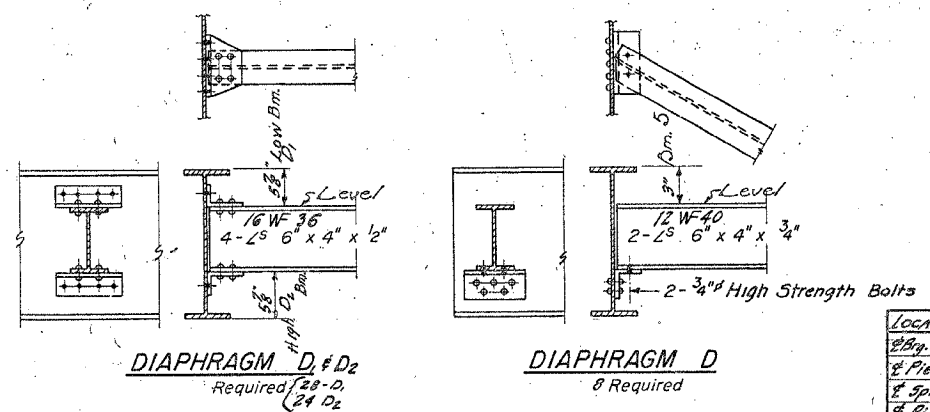
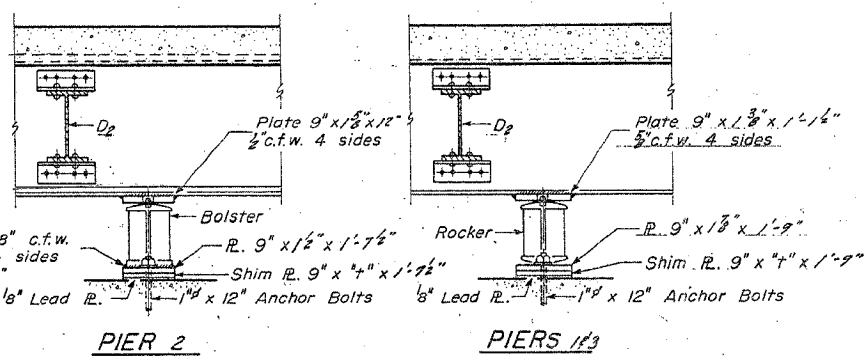
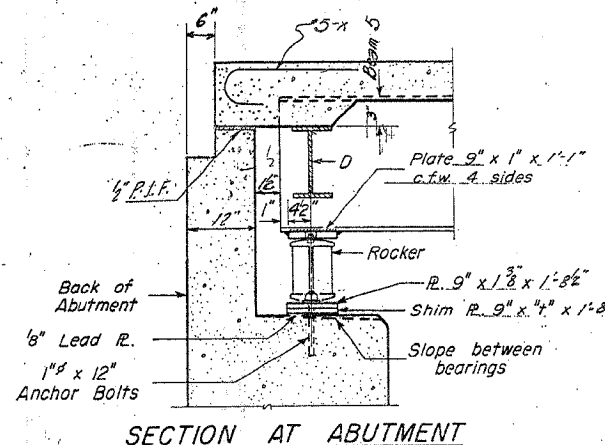
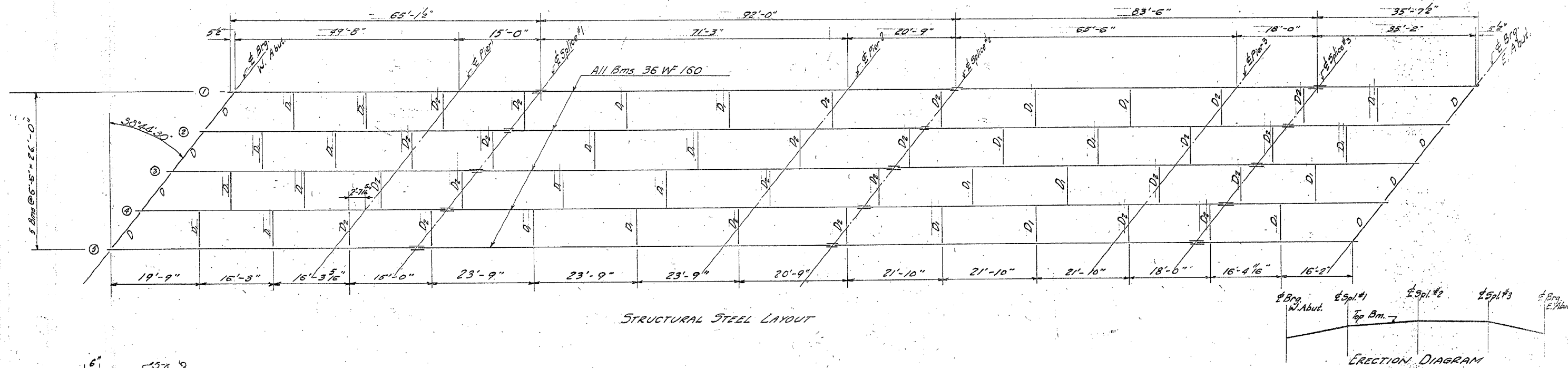
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
ENGINEER OF DESIGN
CHIEF HIGHWAY ENGINEER

* FOR INFORMATION ONLY

SUPERSTRUCTURE
F.A.I. Rt. 80 SEC. 06-4HB-1
BUREAU COUNTY
STA. 1038 + 66.70 (F.A.I.)

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
FAS 244	(06-4HB-1)D	BUREAU	33	23	17 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			



ELEVATION TOP OF BEAMS

LOCATION	Bm #1	Bm #2	Bm #3	Bm #4	Bm #5
E Brg. W. Abut.	672.93	672.91	672.82	672.66	672.44
E Pier 1	673.89	673.89	673.82	673.68	673.47
E Splice 1	674.18	674.18	674.12	673.98	673.78
E Pier 2	675.30	675.32	675.28	675.17	674.99
E Splice 2	675.63	675.66	675.62	675.52	675.35
E Pier 3	676.29	676.34	676.33	676.25	676.10
E Splice 3	676.47	676.53	676.53	676.45	676.30
E Brg. E. Abut.	676.75	676.85	676.85	676.78	676.65

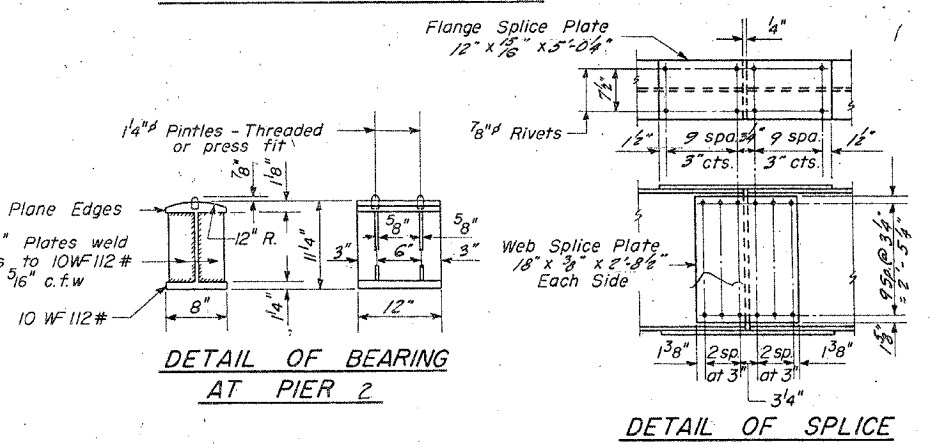
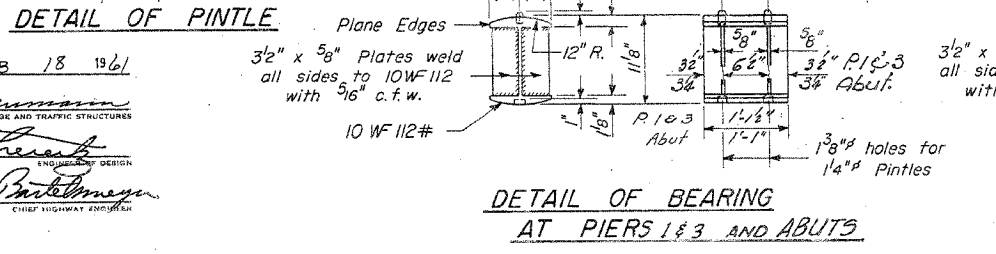
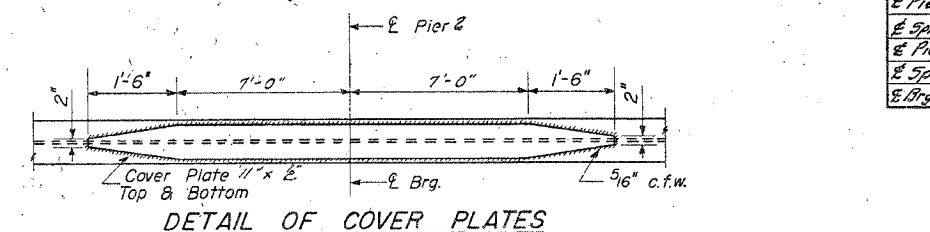
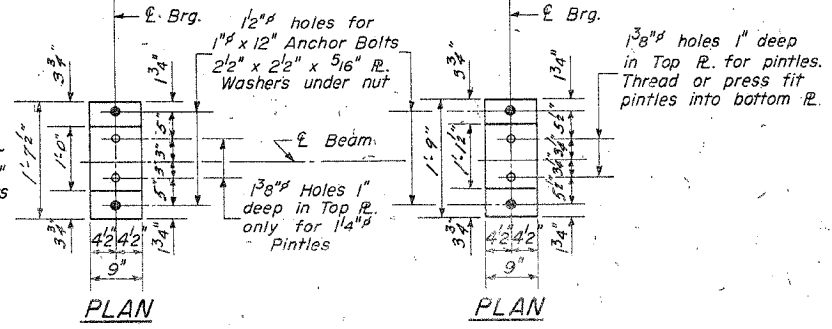
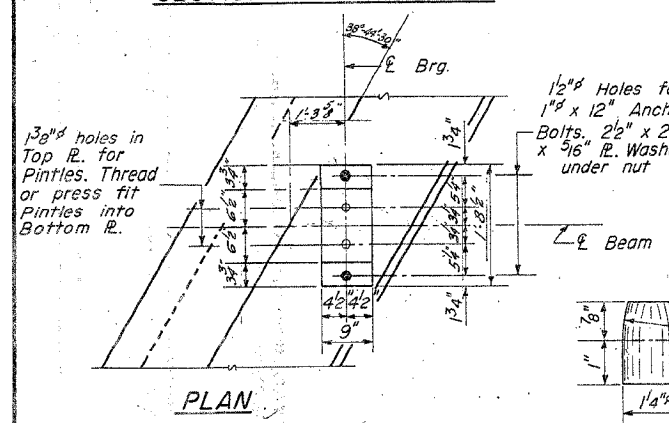


TABLE OF "t" DIMENSIONS

LOCATION	Bm #1	Bm #2	Bm #3	Bm #4	Bm #5
E Brg. W. Abut.	4"	-	-	-	-
E Pier 1	3"	7"	-	-	-
E Pier 2	4"	6"	-	-	-
E Pier 3	-	5"	6"	6"	-
E Brg. E. Abut.	-	8"	7"	8"	-

DESIGNED *Abutment*

CHECKED *R. Koyed*

DRAWN *W. A. Sausaman*

CHECKED *EL*

EXAMINED *M. G. Baumann*

PASSED *E. J. ...*

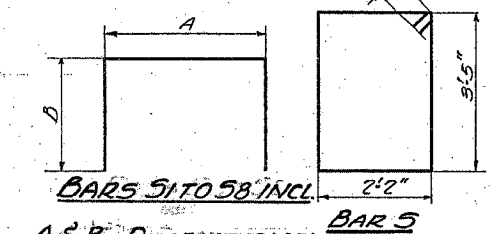
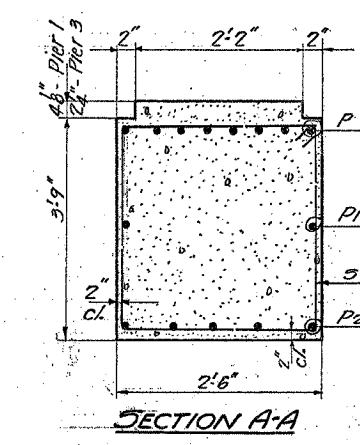
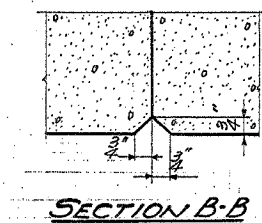
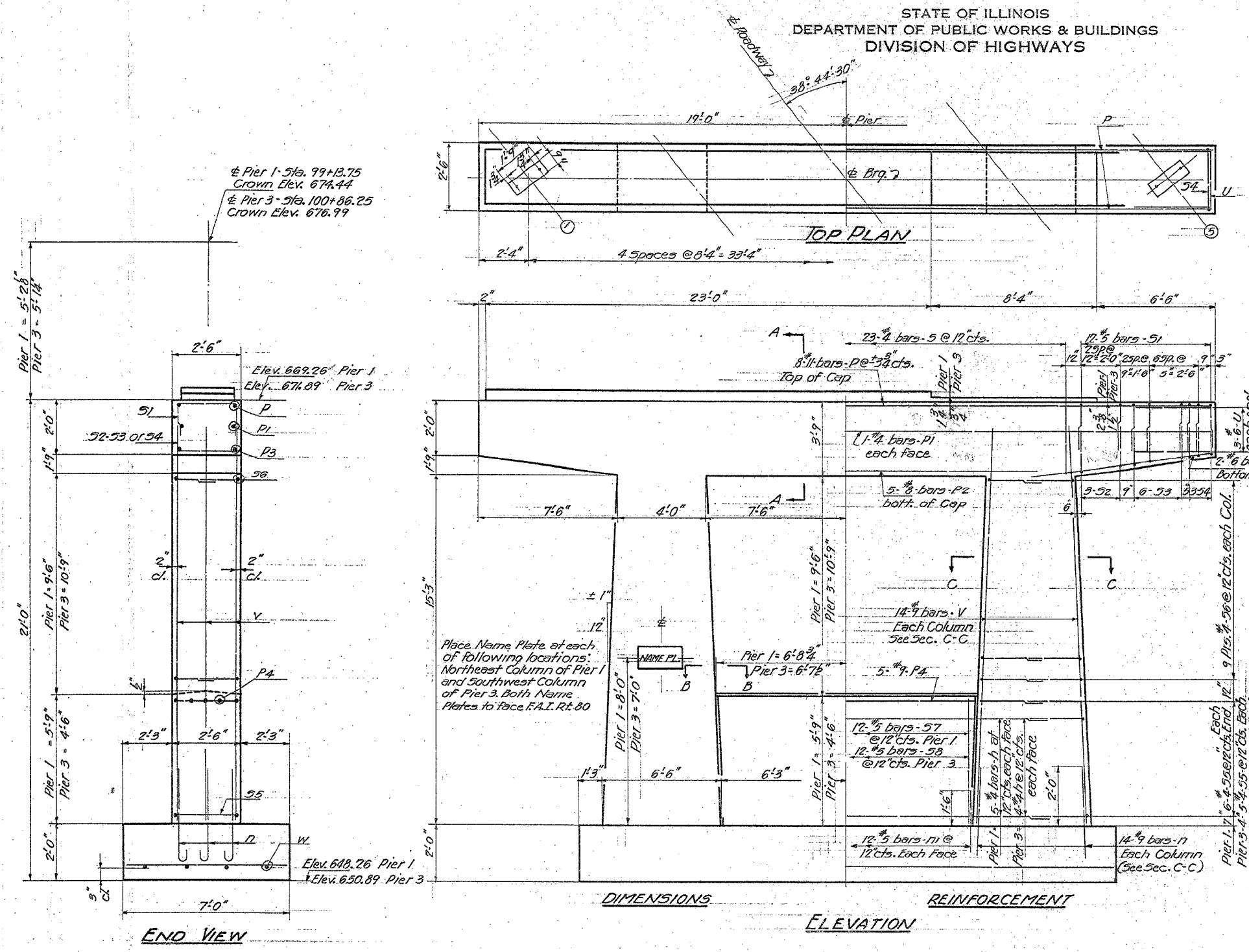
APPROVED *R. L. ...*

FEB 18 1961

*** FOR INFORMATION ONLY**

STEEL LAYOUT & BEARING DETAILS
F.A.I. RT. 80 SEC. 06-4HB-1
BUREAU COUNTY 4
STATION 1038+56.70 (F.A.I.)

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS



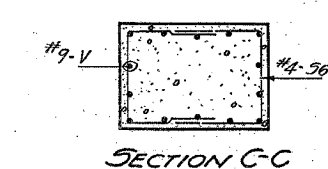
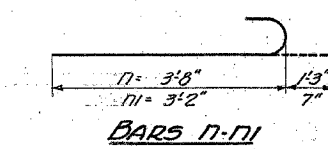
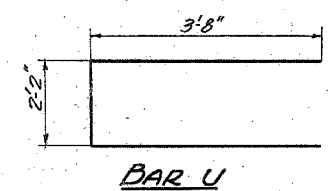
A & B DIMENSIONS

BAR	A	B
51	2'2"	1'9"
52	2'2"	2'8"
53	2'2"	2'0"
54	2'2"	1'4"
55	2'2"	4'0"
56	2'2"	3'6"
57	2'2"	5'7"
58	2'2"	4'4"

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
H	18	#4	2'0"	
I	56	#9	4'11"	
II	48	#5	3'9"	
P	16	#11	3'9"	
P1	8	#4	1'9"	
P2	10	#8	2'0"	
P3	8	#6	8'9"	
P4	10	#9	2'0"	
S	46	#4	12'0"	
51	48	#5	5'8"	
52	12	#5	7'6"	
53	24	#5	6'2"	
54	12	#5	4'10"	
55	22	#4	10'2"	
56	72	#4	9'2"	
57	12	#5	13'4"	
58	12	#5	10'10"	
U	12	#6	9'8"	
V	56	#9	16'9"	
T	56	#5	8'9"	
W	8	#5	2'1'9"	

Class-2 Concrete 100 lbs. 96.0
Reinforcement Bars 1 lb. 11.920

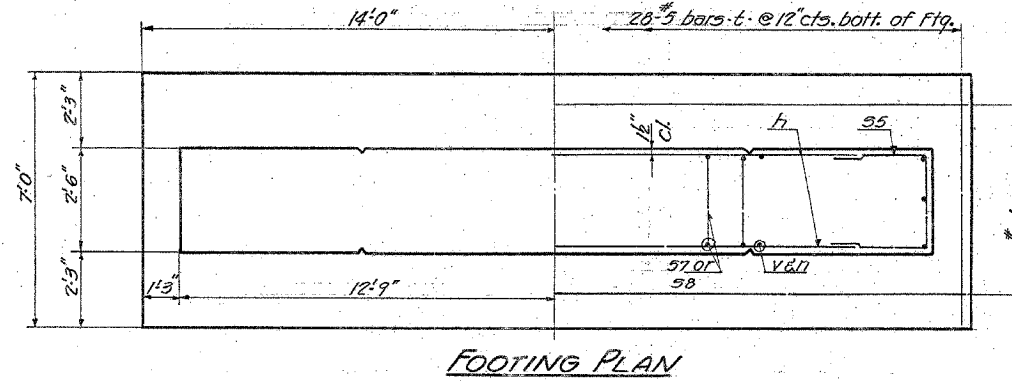


Note: All edges shall have standard 3/4 chamfer, except footing

Max. Footing Pressure 1.8 Tons/sq'

DESIGNED	<i>[Signature]</i>
CHECKED	<i>[Signature]</i>
DRAWN	<i>[Signature]</i>
CHECKED	<i>[Signature]</i>

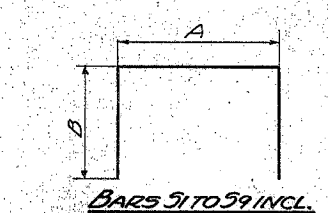
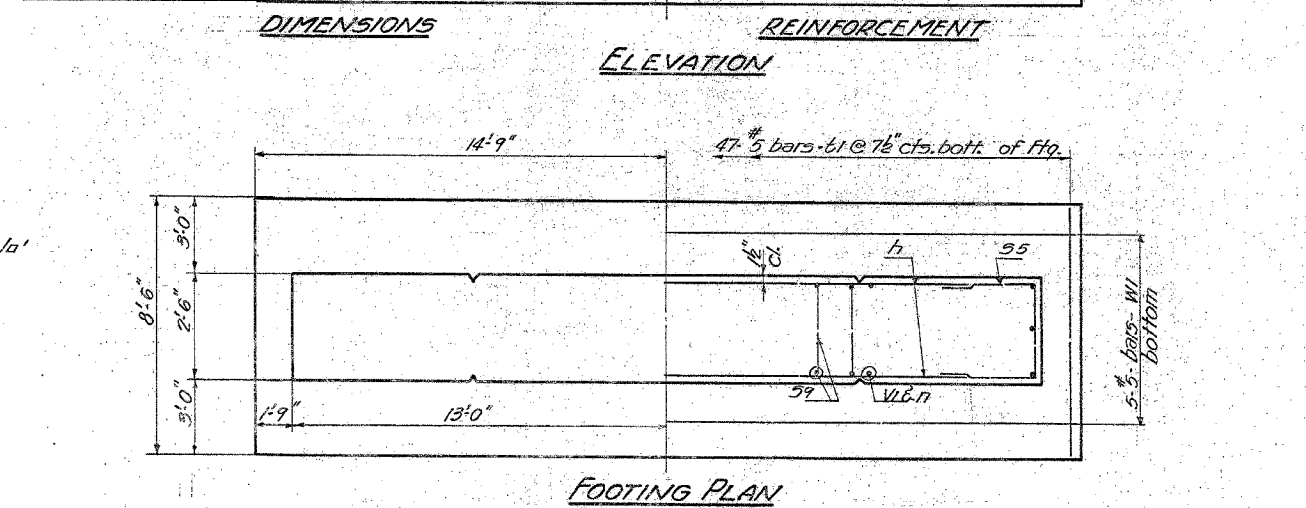
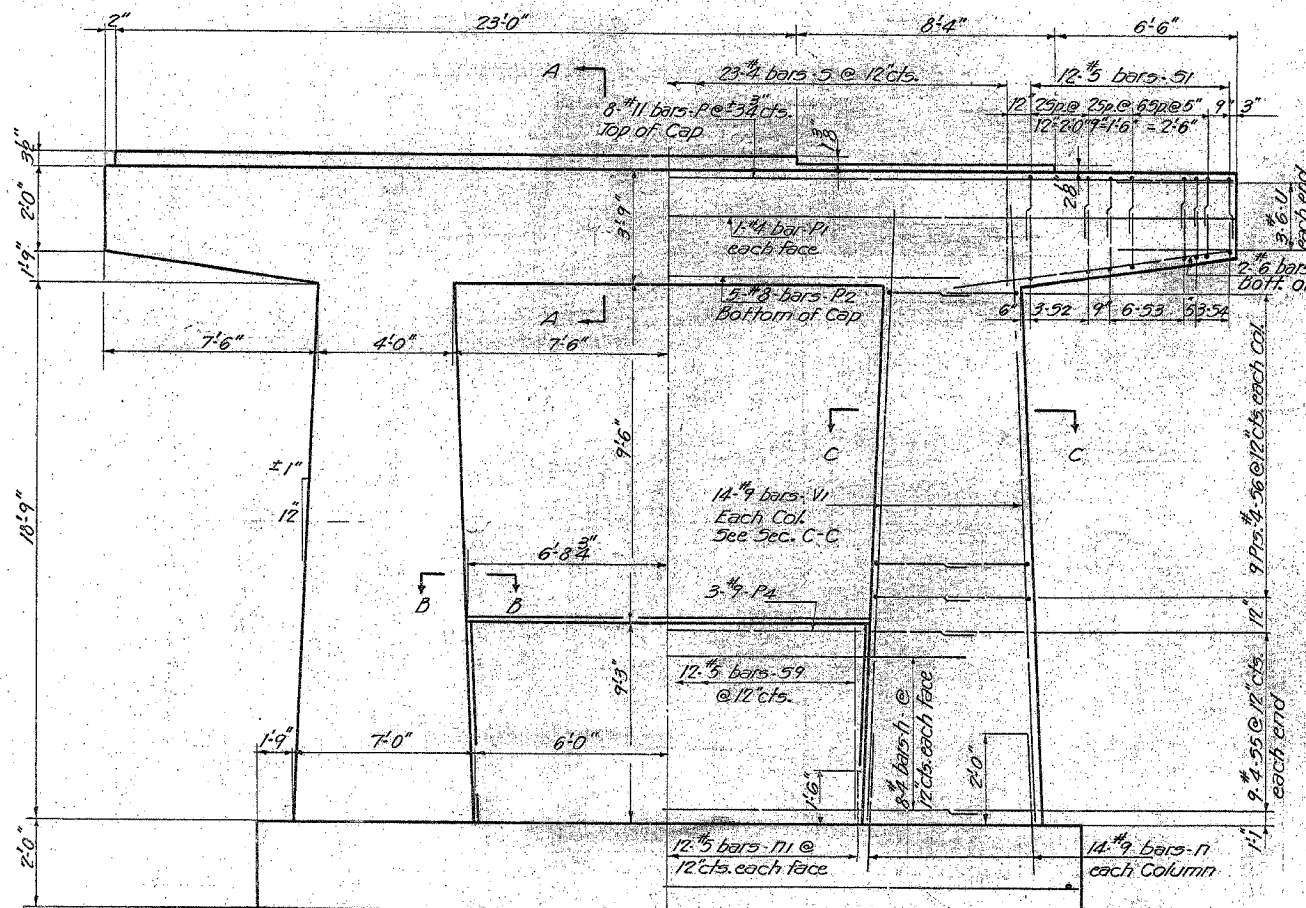
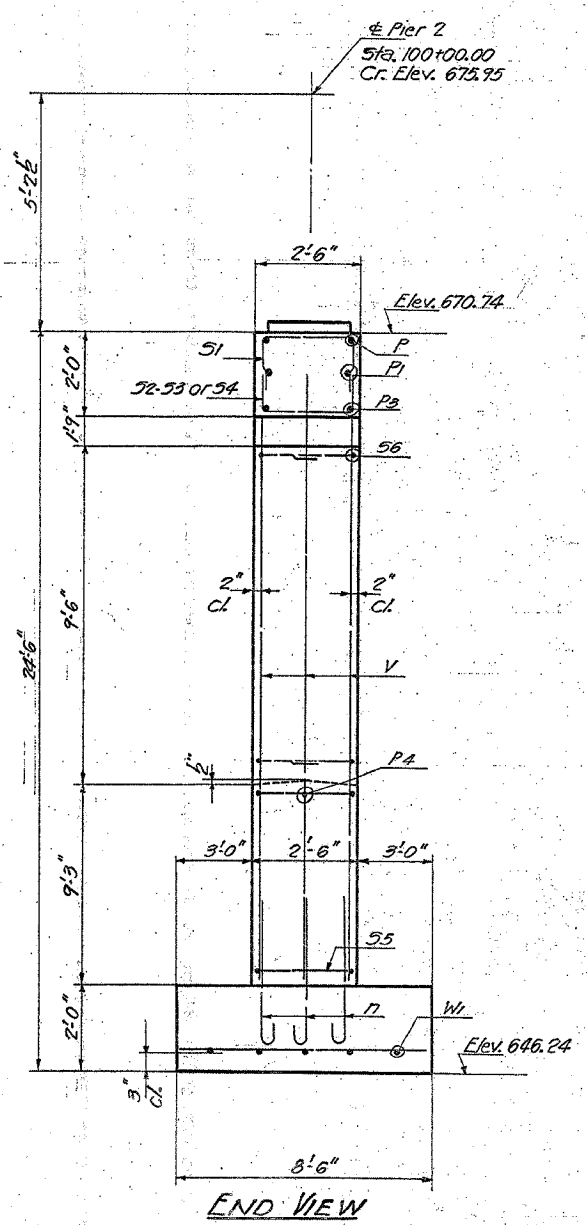
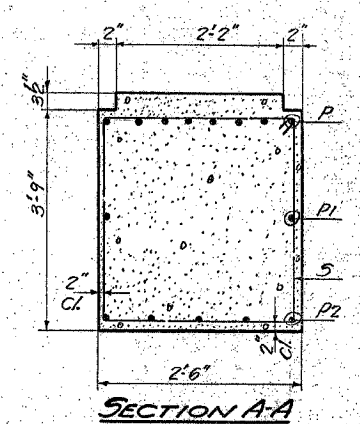
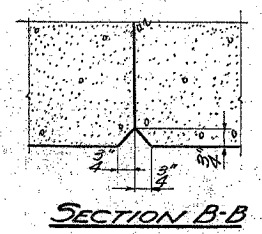
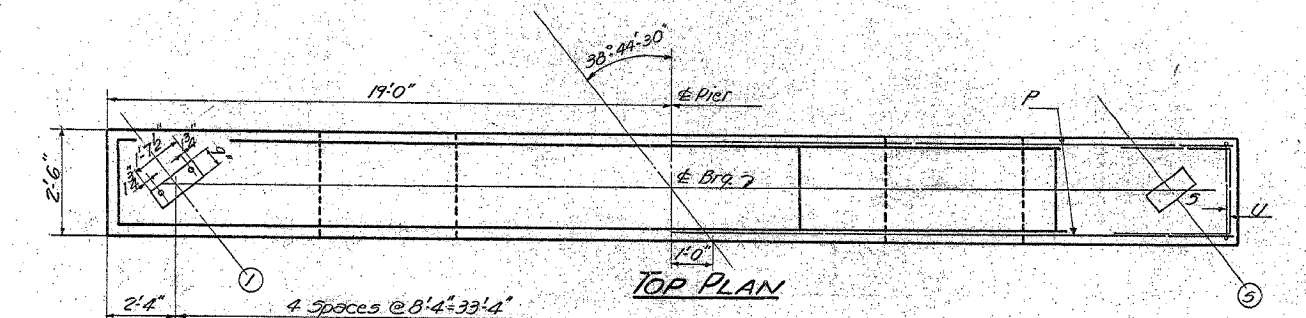
EXAMINED	<i>[Signature]</i>	FEB 18 1961
PASSED	<i>[Signature]</i>	
APPROVED	<i>[Signature]</i>	



* FOR INFORMATION ONLY

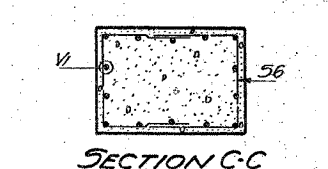
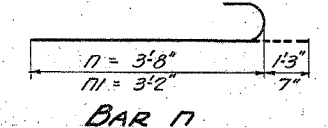
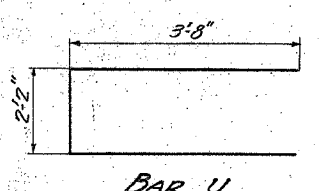
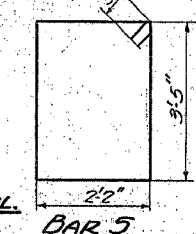
PIERS 1 & 3
F.A.I. Rt. 80 - SEC. 06-41B-1
BUREAU COUNTY
STATION 1038+66.70

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS



A&B DIMENSIONS

BAR	A	B
S1	2'-2"	1'-9"
S2	2'-2"	2'-8"
S3	2'-2"	2'-0"
S4	2'-2"	1'-4"
S5	2'-2"	4'-0"
S6	2'-2"	3'-6"
S9	2'-2"	4'-0"



BILL OF MATERIAL

BAR	No.	SIZE	LENGTH	SHAPE
h	16	#4	2'-10"	
n	28	#9	4'-11"	
m	24	#5	3'-9"	
P	8	#11	37'-9"	
P1	4	#4	19'-3"	
P2	5	#8	21'-0"	
P3	4	#6	8'-9"	
P4	3	#9	21'-0"	
S	23	#4	12'-0"	
S1	24	#5	8'-8"	
S2	6	#5	7'-6"	
S3	12	#5	6'-2"	
S4	6	#5	4'-10"	
S5	18	#4	10'-2"	
S6	36	#4	9'-2"	
S9	12	#5	20'-2"	
U	6	#6	9'-6"	
V1	28	#9	20'-0"	
V2	47	#5	8'-3"	
W1	5	#5	29'-0"	

Class-X-Concrete Cu Yds. 61.2
Reinforcement Bars Lbs. 6,810

Note: All edges shall have standard 3/4 chamfer, except footing.

Max. Hq. Pressure 2.6 Tons/ft²

DESIGNED	<i>W. A. Bismell</i>	EXAMINED	<i>W. G. Bannan</i>
CHECKED	<i>R. Kowal</i>	PASSED	<i>W. A. Bismell</i>
DRAWN	<i>M. Miller</i>	APPROVED	<i>R. R. Pantelone</i>
CHECKED	<i>E. K.</i>		

FEB 18 1961

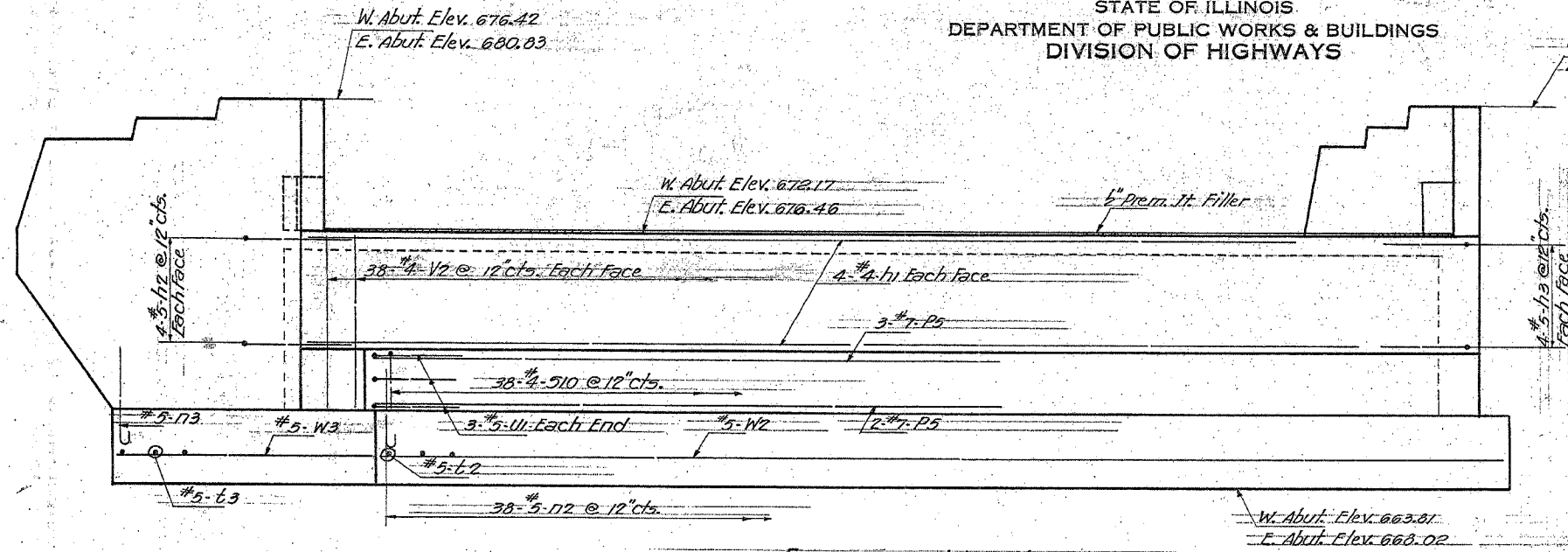
* FOR INFORMATION ONLY

PIER 2
F.A.I. RTE. 80-500-06-4HB-1
BUREAU COUNTY
STATION 1038+66.70

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

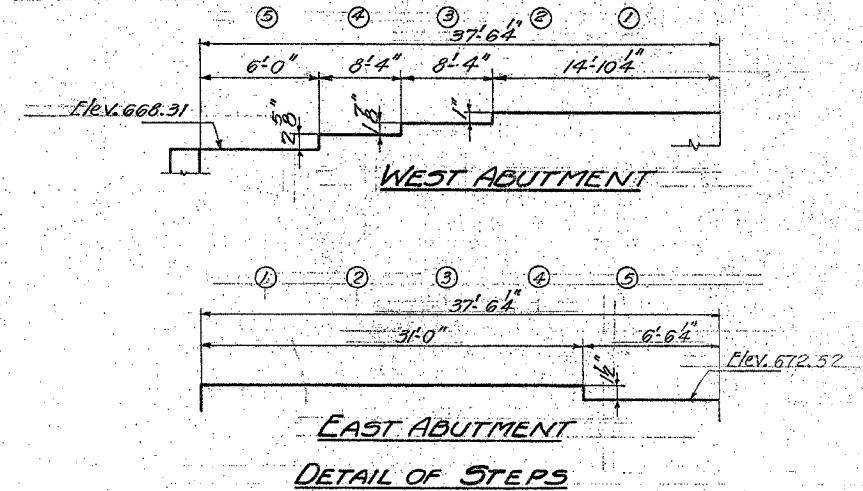
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 244	(06-4HB-1)D	BUREAU	33	26
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

SHEET NO. 7
OF SHEETS

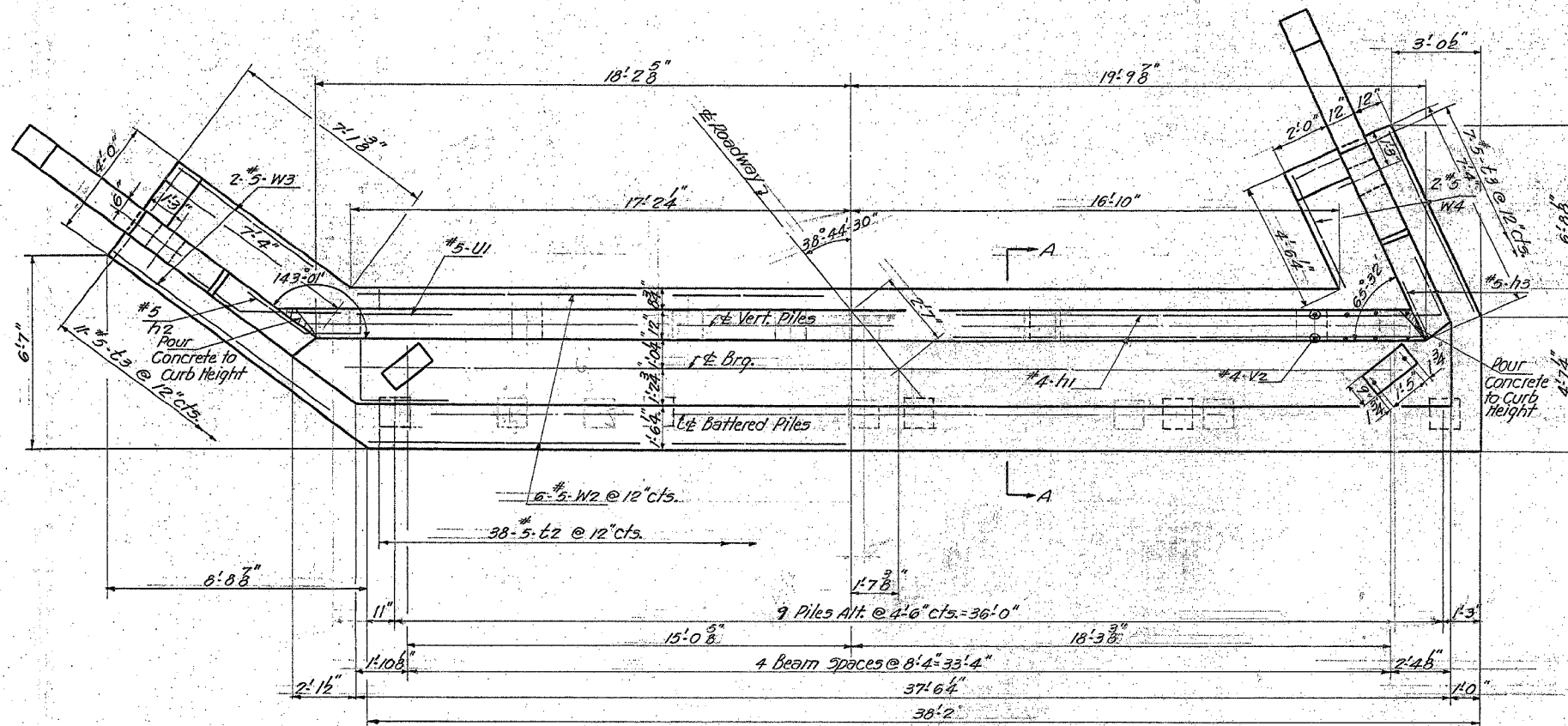


ELEVATION - WEST ABUTMENT

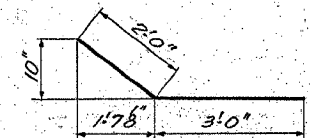
East Abutment Opposite Hand



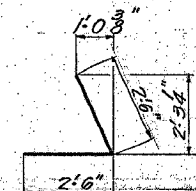
DETAIL OF STEPS



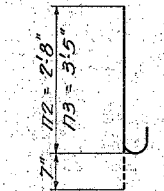
PLAN



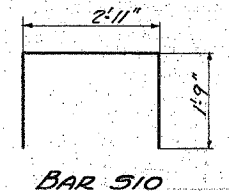
BAR h2



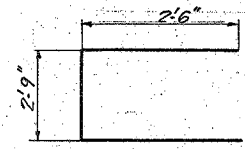
BAR h3



BARS n2-n3



BAR s10



BAR u1

BILL OF MATERIAL
Two Abutments

BAR No.	SIZE	LENGTH	SHAPE
h1	#4	19'-6"	
h2	#5	5'-0"	
h3	#5	5'-0"	
n2	#5	3'-3"	
n3	#5	4'-0"	
p5	#7	37'-3"	
s10	#4	6'-5"	
t2	#5	5'-5"	
t3	#5	3'-9"	
u1	#5	7'-9"	
v2	#4	5'-0"	
w2	#5	19'-6"	
w3	#5	10'-5"	
w4	#5	6'-6"	

Class-X Concrete	Cu. Yds.	76.2
Reinforcement Bars	Lbs.	8,330
Concrete Piles	Lin. Ft.	400
Test Piles, Concrete	Each	2

* FOR INFORMATION ONLY

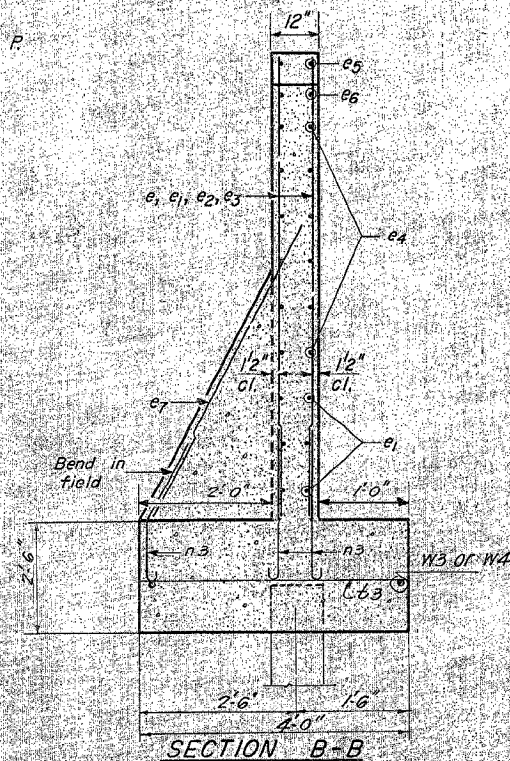
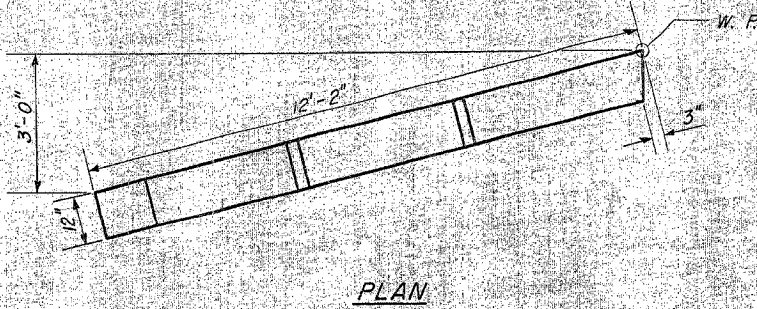
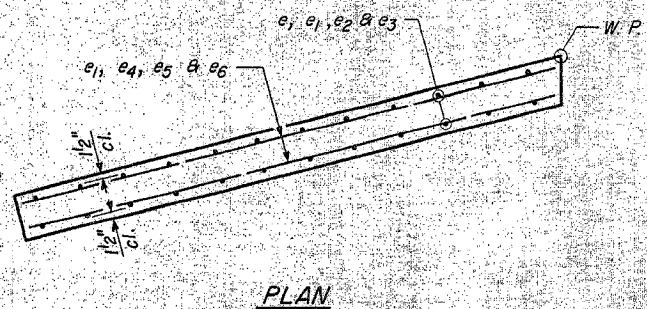
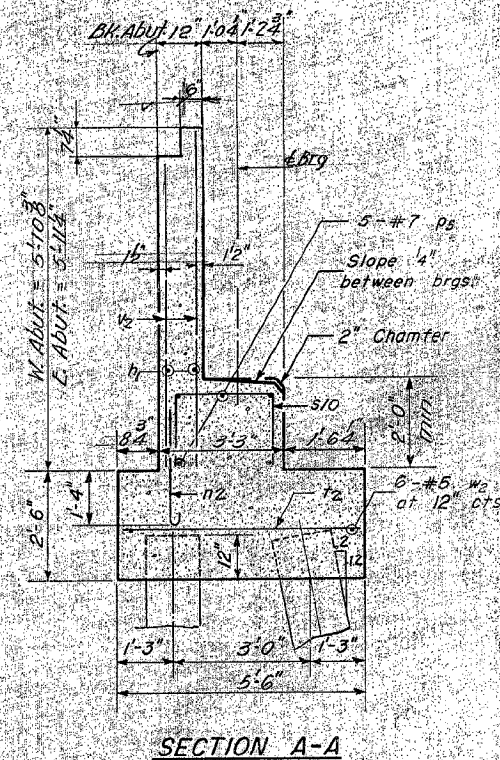
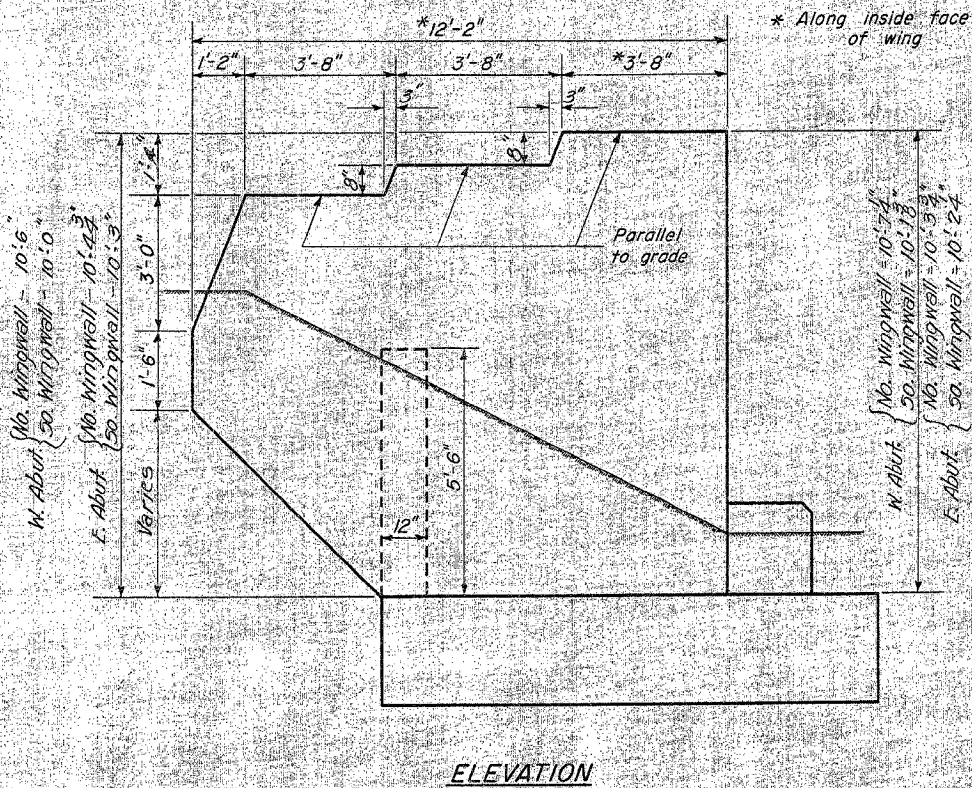
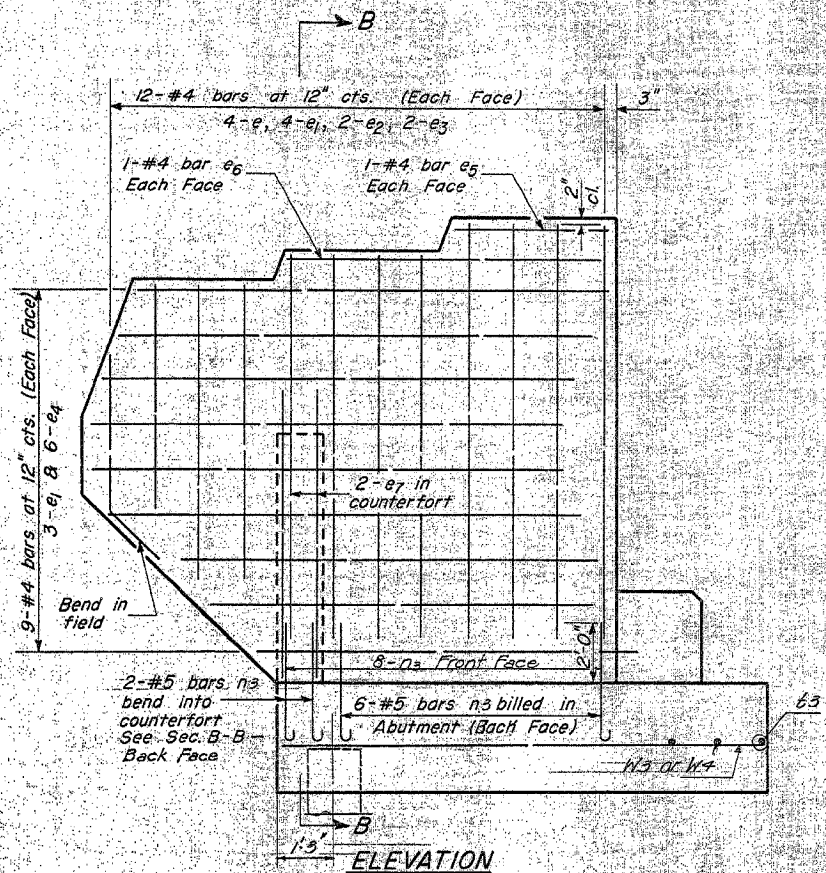
PILE DATA

Type	Concrete
Capacity	25 Tons
Estimated Length	20 Ft.
No. Req'd.	22 (2 Abutments)

DESIGNED	<i>Q. A. Brownell</i>	FEB 18 1961
CHECKED	<i>R. Kowal</i>	EXAMINED <i>W. E. Baumann</i>
DRAWN	<i>M. Miller</i>	PASSED <i>E. J. ...</i>
CHECKED	<i>R. K.</i>	APPROVED <i>R. R. Bateman</i>

ABUTMENTS
F.A.I. Rt. 80-5ec. 4 HB-1
BUREAU COUNTY
STATION 1038+66.70

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS



FOUR END POSTS
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
e	32	#4	9'-3"	—
e ₁	56	#4	8'-6"	—
e ₂	16	#4	6'-6"	—
e ₃	16	#4	5'-0"	—
e ₄	48	#4	10'-6"	—
e ₅	8	#4	3'-5"	—
e ₆	8	#4	7'-0"	—
e ₇	8	#5	7'-0"	—

Wingwall Concrete included in Abutment Bill of Materials
Reinforcement bars for 4 Wingwalls (1080 lbs) included in Abutment Bill of Materials

* FOR INFORMATION ONLY

WINGWALL DETAILS
F.A.I. RT. 80-566-06-475-1
BUREAU COUNTY
STATION 1038+66.70

DESIGNED *W. A. Sausaman*
CHECKED *R. Kowal*
DRAWN *W. A. Sausaman*
CHECKED *W. A. Sausaman*

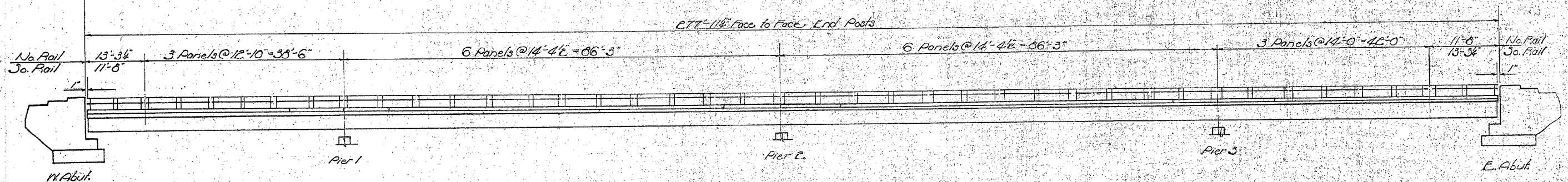
EXAMINED *W. G. Benson*
PASSED *W. G. Benson*
APPROVED *R. K. Burtch*

FEB 18 1961

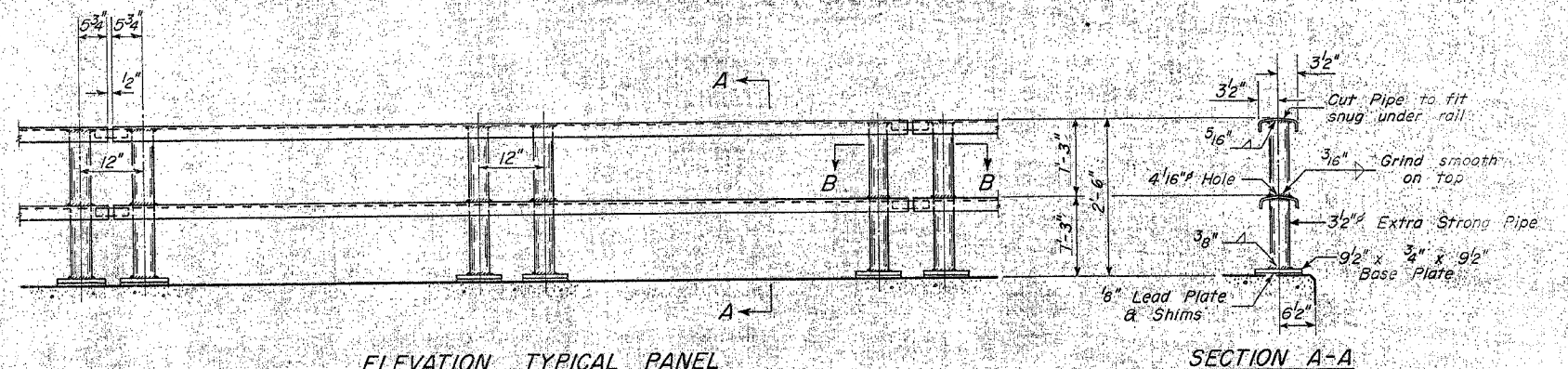
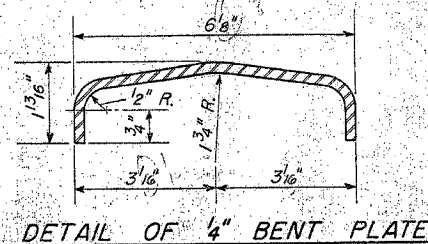
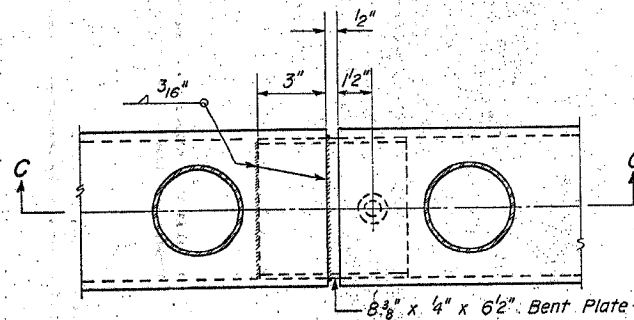
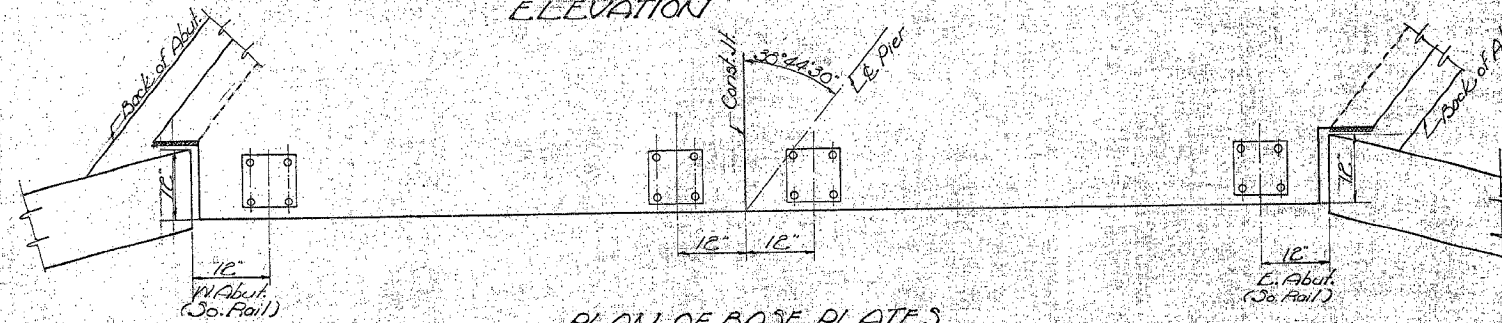
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 244	(06-4HB-1)D	BUREAU	33	28
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 5
14 SHEETS

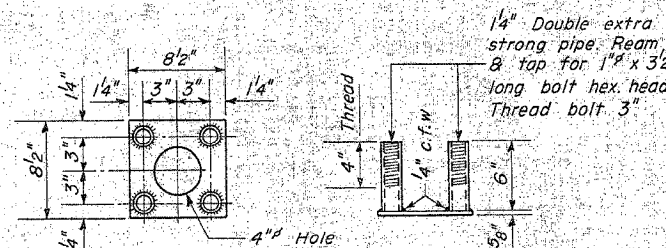
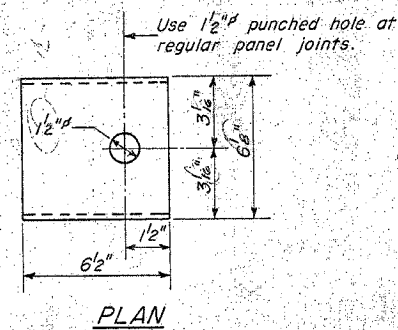
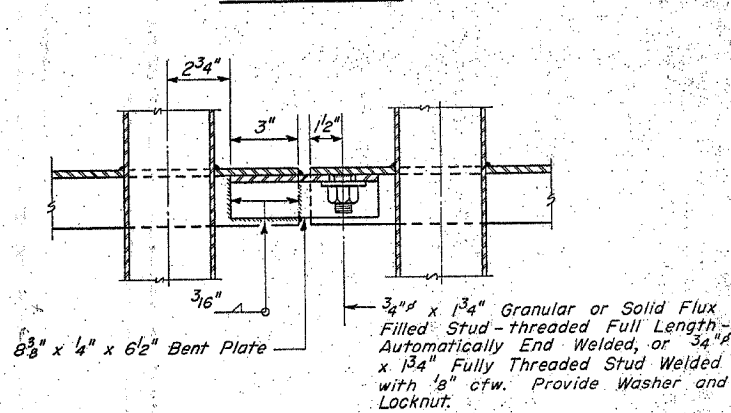


ELEVATION



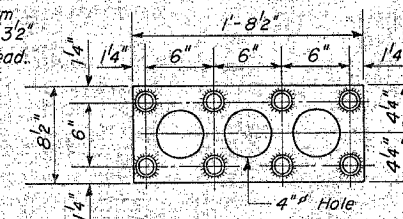
ELEVATION TYPICAL PANEL

SECTION A-A



ANCHOR DEVICE

END VIEW



ANCHOR DEVICE

GENERAL NOTES

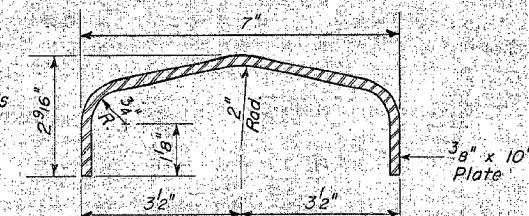
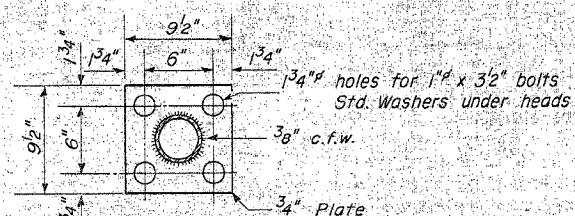
After erection all Bolts and Washers shall be spot painted with one coat of red lead and two coats of aluminum paint.

Provide 1-1/8" and 2-1/16" Shims for 50% of the Posts.

BILL OF MATERIAL

Item	Unit	Quantity
Metal Handrail	Lin. Ft.	556

* FOR INFORMATION ONLY



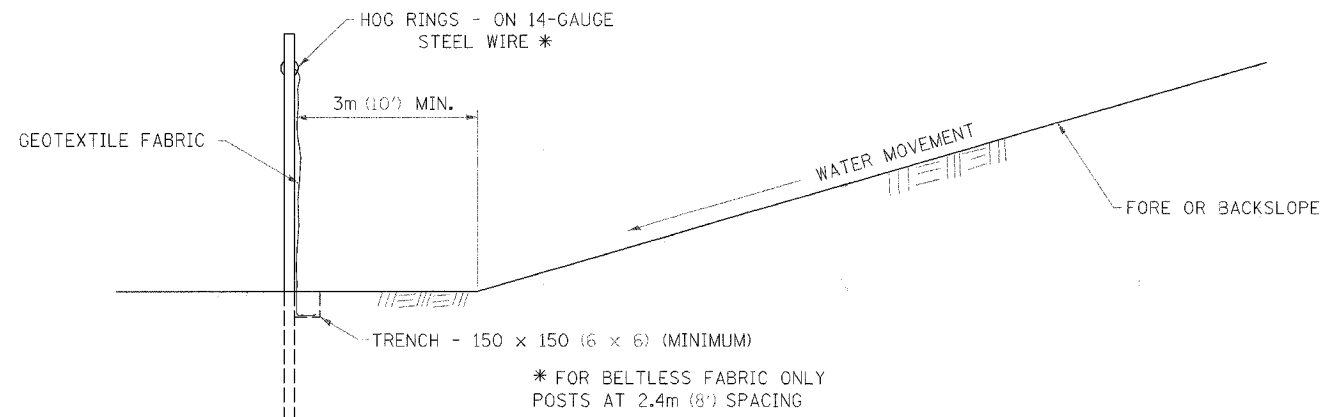
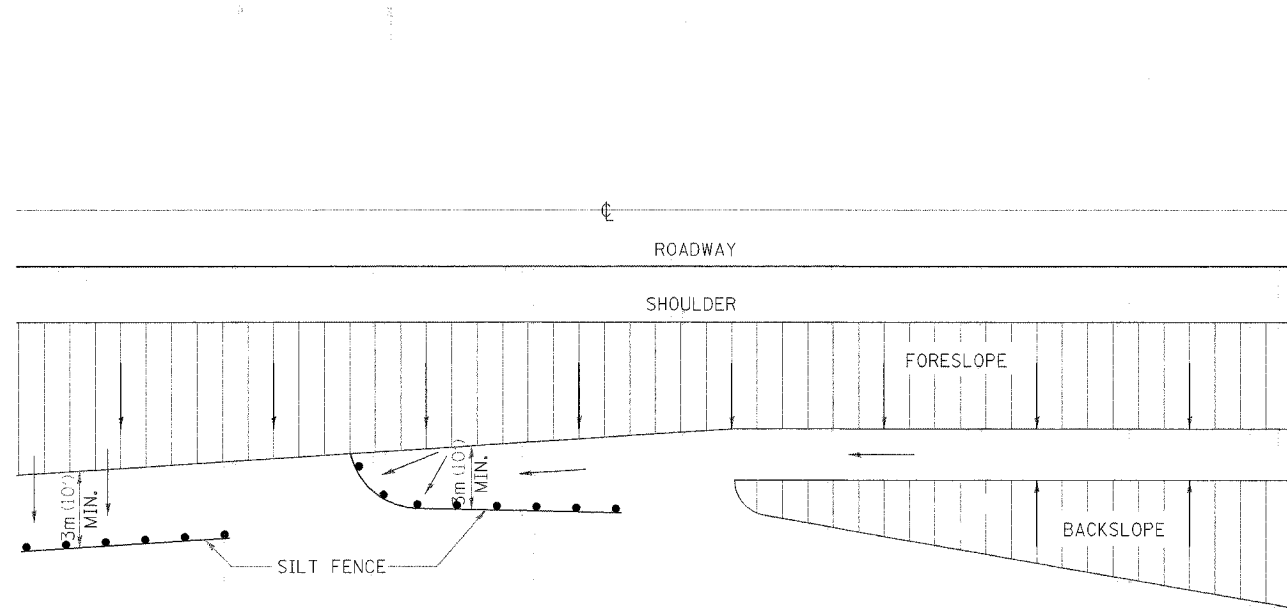
DETAIL OF RAIL

HANRAIL DETAILS
F.A.I. RT. 80 - SEC. 06-4HB-1
BUREAU COUNTY 4
STA. 1038+66.70 (F.A.I.)

DESIGNED	W. A. Jacobs	EXAMINED	FEB 18 1961 W. A. Jacobs
CHECKED	R. K. Sausaman	PASSED	R. K. Sausaman
DRAWN	W. A. Jacobs	APPROVED	R. K. Sausaman
CHECKED	R. K.		

F.A.I. RT.:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	(06-4HB-1)Q	BUREAU	32	29
STA.	TO STA.			
FED. ROAD DIST. NO.	(ILLINOIS)	FED. AID PROJECT		

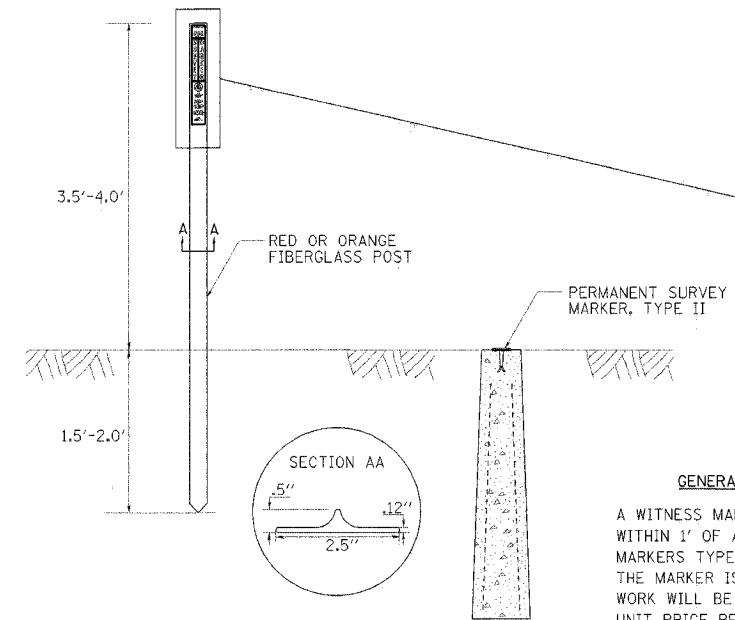
EROSION CONTROL DETAILS FOR SILT FENCE



DETAILS OF SILT FENCE

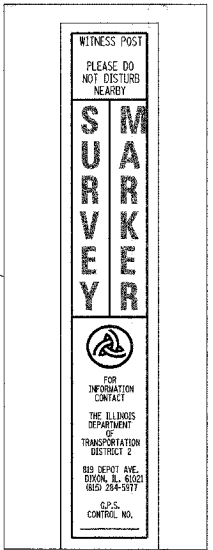
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

WITNESS MARKER FOR PERMANENT SURVEY MARKERS TYPE II



GENERAL NOTES

A WITNESS MARKER SHALL BE INSTALLED WITHIN 1' OF ALL PERMANENT SURVEY MARKERS TYPE II EXCEPT IN AREAS WHERE THE MARKER IS IN THE SIDEWALK. THIS WORK WILL BE INCLUDED TO THE CONTRACT UNIT PRICE PER EACH FOR PERMANENT SURVEY MARKERS, TYPE II.



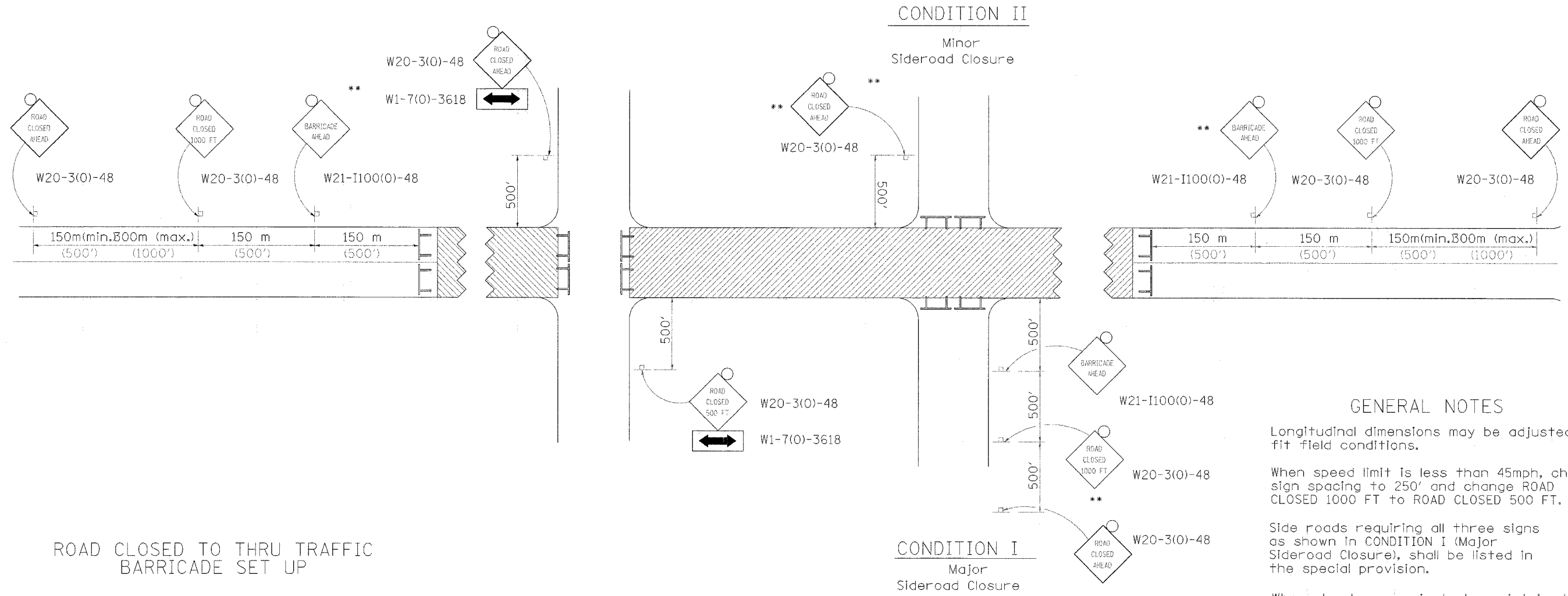
WITNESS MARKER FOR PERMANENT SURVEY MARKERS TYPE II 38.4

REVISED 1-31-00

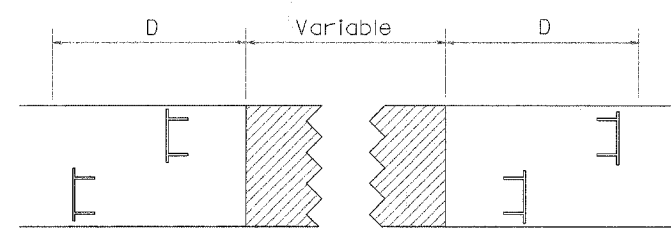
PLOT DATE = 2/8/2005
FILE NAME = #FILEL4
DRAWING NO. = #REF4
REFERENCE = #REF4

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	(96-40B-1)D	BUREAU	32	30
STA. _____ TO STA. _____				
FED. ROAD DIST. NO. _____		ILLINOIS	FED. AID PROJECT	

TRAFFIC CONTROL FOR ROAD CLOSURE






ROAD CLOSED TO THRU TRAFFIC BARRICADE SET UP



Type III Barricades and R11-4-4830 signs shall be as shown in "Road Closed To All Thru Traffic" detail on Highway Standard 702001. If the distance "D" exceeds 600 m (2000') an additional set of barricades and R11-4-4830 shall be placed at each end of the work area.

SYMBOLS

-  Work area
-  Type III Barricade with Flashers
-  Sign with flashing light

GENERAL NOTES

Longitudinal dimensions may be adjusted to fit field conditions.

When speed limit is less than 45mph, change sign spacing to 250' and change ROAD CLOSED 1000 FT to ROAD CLOSED 500 FT.

Side roads requiring all three signs as shown in CONDITION I (Major Sideroad Closure), shall be listed in the special provision.

** Where local access is to be maintained, barricades are to be set up as shown in Road Closed to thru traffic.

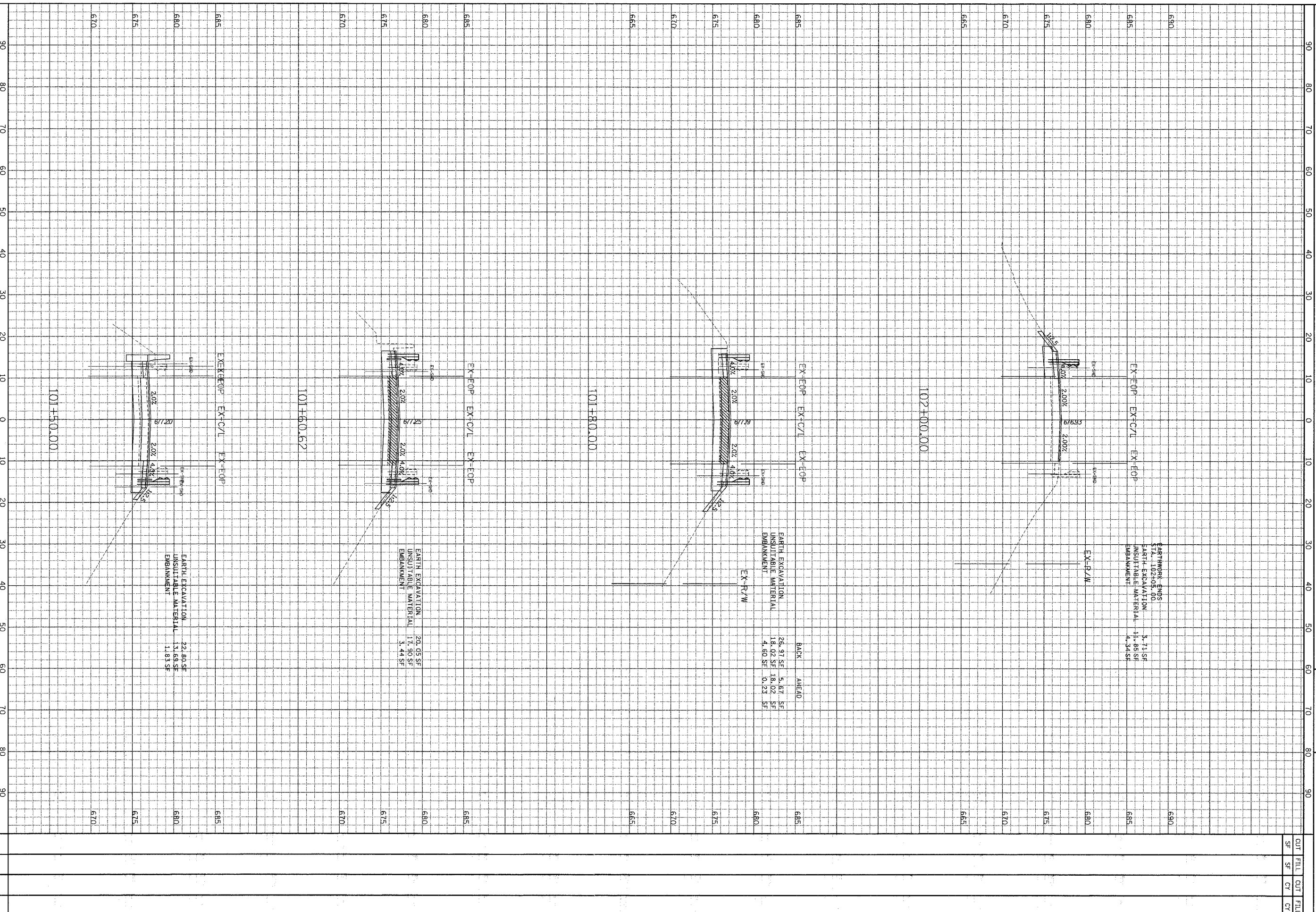
Type III Barricades and R11-2-4830 signs shall be as shown in "Road Closed To All Traffic" detail on Highway Standard 702001.

All dimensions are in millimeters (inches) unless otherwise shown.

TYPICAL APPLICATION FOR ROAD CLOSURE

DATE = 2/10/2006
 FILE NAME = #FILES#
 PLOT SCALE = #SCALE#
 REFERENCE = #REF#

FAJ REL	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-80	(06-4H-1D)	BUREAU	32	32
STA.	+	TO STA.	+	+
ILLINOIS				



EX-EOP EX-C/L EX-EOP
 EX-R/LW
 EARTHWORK ENDS
 STA. 102+00.00
 EARTH EXCAVATION
 UNSUITABLE MATERIAL
 EMBANKMENT
 5.71 SF
 13.85 SF
 4.34 SF

EX-EOP EX-C/L EX-EOP
 EX-R/W
 EARTH EXCAVATION
 UNSUITABLE MATERIAL
 EMBANKMENT
 BACK AHEAD
 26.97 SF 5.67 SF
 18.02 SF 18.02 SF
 4.80 SF 0.23 SF

EX-EOP EX-C/L EX-EOP
 EX-R/W
 EARTH EXCAVATION
 UNSUITABLE MATERIAL
 EMBANKMENT
 20.05 SF
 17.90 SF
 3.44 SF

EX-EOP EX-C/L EX-EOP
 EX-R/LW
 EARTH EXCAVATION
 UNSUITABLE MATERIAL
 EMBANKMENT
 22.80 SF
 13.69 SF
 1.83 SF

GRAFF, ANALI, SCHUMER & ASSOCIATES, INC.
 CONSULTING ENGINEERS AND LAND SURVEYORS
 8501 N. Higgins Road, Suite 200
 Chicago, IL 60631-3940
 (773) 394-0127

BACKBONE ROAD OVER I-80
 BRIDGE REHABILITATION

CUT	FILL	CUT	FILL
SF	SF	CY	CY