06-12-2026 LETTING ITEM 064

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-3HB)BR	BUREAU	50	1
	ILLINOIS	CONTRACT NO. 66N45		

SHEET INDEX

FAI 80 (I-80)
FUNCTIONAL CLASSIFICATION
INTERSTATE
2026 ADT = 19,845
P.V. = 77.1% S.U. = 18.5% M.U. = 4.4%

CH 8
FUNCTIONAL CLASSIFICATION
MAJOR COLLECTOR
2020 ADT = 700
2046 ADT = 882
P.V. = 88.6% S.U. = 4.3% M.U. = 7.1%

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED HIGHWAY PLANS

FAI ROUTE 80 (I-80)
SECTION (06-3HB)BR
PROJECT NHPP-NP9A(889)
BRIDGE REHABILITATION
BUREAU COUNTY

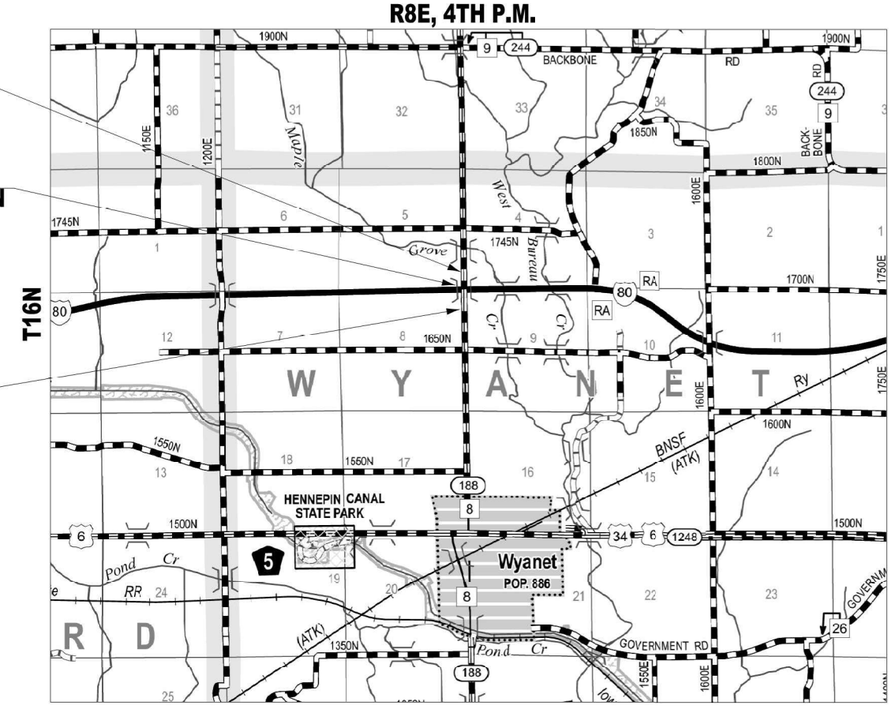
C-93-116-24

R8E, 4TH P.M.

BEGIN IMPROVEMENT
STA 17+94.50

BRIDGE REHABILITATION
EXIST SN 006-0112

END IMPROVEMENT
STA 22+09.16

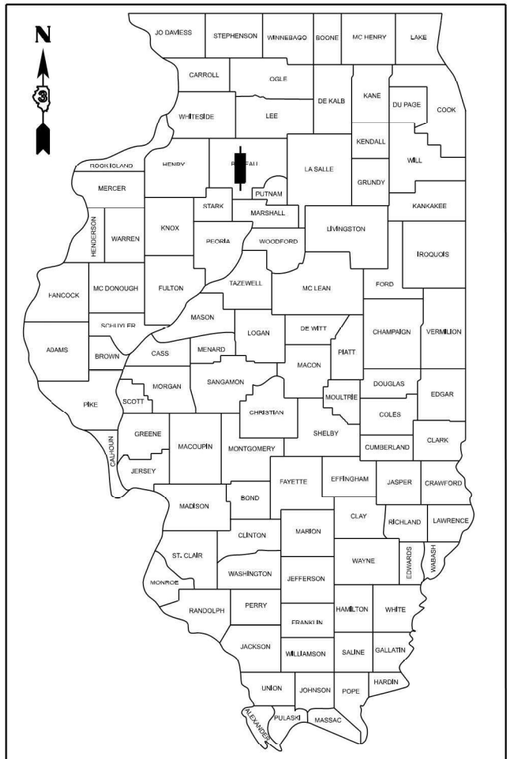


LOCATION MAP

GROSS LENGTH = 414.66 FT. = 0.079 MILE
NET LENGTH = 414.66 FT. = 0.079 MILE

NOT TO SCALE

D-93-078-24



LOCATION OF SECTION INDICATED THUS: ▪

100' 200' 300' — 1"= 100'
10' 20' 30' — 1"= 10'
50' 100' — 1"= 50'
50' 100' — 1"= 40'
50' 100' — 1"= 30'
50' 100' — 1"= 20'

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

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT ENGINEER: DAVID ALEXANDER, PE
SQUAD LEADER: DARCY MITCHELL

CONTRACT NO. 66N45

design firm no. 184001036
whks
engineers + planners + land surveyors

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED March 19, 20 26
Trista Thompson TMS
REGIONAL ENGINEER

May 8 20 26
ENGINEER OF DESIGN AND ENVIRONMENT

May 8 20 26
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

LICENSED PROFESSIONAL ENGINEER
LINDSEY N. JONES
062-065661
STATE OF ILLINOIS

Lindsey N Jones 2/21/2026
EXPIRES: 11/30/2027
SHEETS: 1-23; 44-49

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HIGHWAY STANDARDS

000001-09	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420001-11	PAVEMENT JOINTS
420401-13	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
420701-03	PAVEMENT WELDED WIRE REINFORCEMENT
482011-03	HMA SHOULDER STRIPS/SHOULDERS WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
515001-04	NAME PLATE FOR BRIDGES
601101-02	CONCRETE HEADWALL FOR PIPE UNDERDRAIN
630001-13	STEEL PLATE BEAM GUARDRAIL
631031-18	TRAFFIC BARRIER TERMINAL, TYPE 6
643001-03	SAND MODULE IMPACT ATTENUATORS
667101-02	PERMANENT SURVEY MARKERS
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
701106-02	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 M) AWAY
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701401-13	LANE CLOSURE, FREEWAY/EXPRESSWAY
701428-01	TRAFFIC CONTROL, SETUP AND REMOVAL, FREEWAY/EXPRESSWAY
701901-11	TRAFFIC CONTROL DEVICES
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
BLR 21-9	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

MIX DESIGN TABLE

HMA MIXTURE REQUIREMENT TABLE		
LOCATIONS:	ENTIRE PROJECT	ENTIRE PROJECT
MIXTURE USE(S):	HMA BINDER	HMA SURFACE
BINDER GRADE (PG):	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION: (MIXTURE GRADATION)	IL 19.0	IL 9.5
FRICTION AGGREGATE:		MIXTURE C
MIXTURE WEIGHT:	112.0 LB/SY/IN	112.0 LB/SY/IN
QUALITY MANAGEMENT PROGRAM:	QCQA	QCQA
SUBLOT SIZE:	N/A	N/A
DENSITY TEST METHOD:	CORES/NUCLEAR	CORES/NUCLEAR
MATERIAL TRANSFER DEVICE (REQUIRED):	NO	NO

	MAINLINE		SHOULDER
1 1/2"	SURFACE COURSE	1 1/2"	SURFACE COURSE
	TACK COAT		TACK COAT
2 3/4"	BINDER COURSE	2 1/4"	BINDER COURSE
	TACK COAT		TACK COAT
		2 1/4"	BINDER COURSE

GENERAL NOTES

1. EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.

2. THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR INCHES (100 MILLIMETERS) IN AREAS TO BE SEEDED OR SODDED. THE VEGETATION SUSTAINING SOIL REQUIRED WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF FURNISHED EXCAVATION.

3. ADDITIONAL CONSTRUCTION PROJECTS MAY BE UNDER CONTRACT WITHIN OR NEAR THE LIMITS OF THIS PROJECT WHEN IT IS IN FORCE. THE CONTRACTOR FOR THIS PROJECT SHALL COOPERATE WITH THE CONTRACTORS ON THE OTHER PROJECTS ACCORDING TO ARTICLE 105.08 OF THE STANDARD SPECIFICATIONS. CONTRACTS ANTICIPATED TO BE IN THE VICINITY OF THIS CONTRACT ARE: 66K71

4. THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

   GRANULAR MATERIALS = 2.05 TONS / CU YD
   HMA RESURFACING = 112 LBS / SQ YD / IN

5. ALL DAMAGE TO DEPARTMENT OWNED UNDERGROUND FACILITIES, CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AND AT NO EXPENSE TO THE DEPARTMENT. THIS SHALL INCLUDE ALL TEMPORARY REPAIRS REQUIRED TO KEEP THE FACILITY OPERATIONAL WHILE MATERIAL IS BEING OBTAINED TO MAKE PERMANENT REPAIRS. SPLICING OF ELECTRIC CABLE WILL NOT BE ALLOWED. ELECTRIC CABLE SHALL BE REPLACED FROM POLE TO POLE OR CONTROLLER.

6. MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:
   AMEREN ILLINOIS
   FRONTIER COMMUNICATIONS

7. NON-MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:
   NONE

COMMITMENTS

1. TREES THREE (3) INCHES IN DIAMETER AT BREAST HEIGHT SHALL NOT BE CLEARED FROM APRIL 1ST THROUGH SEPTEMBER 30TH OF ANY GIVEN YEAR.

2. THE BRIDGE BAT ASSESSMENT EXPIRES TWO YEARS AFTER COMPLETION. A VALID ASSESSMENT IS REQUIRED PRIOR TO PERFORMING ANY WORK UNDER THE EXISTING BRIDGE DECK SURFACE. THE LAST ASSESSMENT WAS PERFORMED ON: AUGUST 31, 2023
   THE CONTRACTOR SHALL BE RESPONSIBLE FOR PERFORMING A BRIDGE BAT ASSESSMENT UTILIZING THE U.S. FISH AND WILDLIFE SERVICE'S CURRENT BRIDGE/STRUCTURE BAT ASSESSMENT FORM IF THE PRIOR ASSESSMENT EXPIRES PRIOR TO THE COMPLETION OF CONSTRUCTION. COST OF THE ASSESSMENT WILL NOT BE MEASURED FOR PAYMENT, BUT SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE
AS BUILT INFORMATION

SUPERVISING CONSTRUCTION FIELD ENGINEER

RESIDENT ENGINEER / TECHNICIAN

START & END DATES OF CONSTRUCTION:

INSPECTORS:

MODEL: GEN-1 [Sheet]
FILE NAME: C:\SP\WHKS & CO\Jobs-Spring - Projects\IDOT D-3\9712.00 D-3 On-Call\9712.18 CH 8 over I-80 Bridge Replacement\CADD\10.12\CADD Data\Sheets\D36N45-sht-genmote.dgn

design firm no. 184001036 whks engineers + planners + land surveyors

USER NAME = skoontz	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 1/20/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES, COMMITMENTS, AND MIX DESIGN

SCALE: 1"=50' | SHEET 1 OF 1 SHEETS | STA. | TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-3HB)BR	BUREAU	50	2
		CONTRACT NO. 66N45		
	ILLINOIS FED. AID PROJECT			

CONSTR. CODE
NHPP
90% FED / 10% STATE
BRIDGE
0013
S.N. 006-0112

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	95	95
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	89	89
20200100	EARTH EXCAVATION	CU YD	30	30
20200600	EXCAVATING AND GRADING EXISTING SHOULDER	UNIT	3	3
20400800	FURNISHED EXCAVATION	CU YD	275	275
21400100	GRADING AND SHAPING DITCHES	FOOT	650	650
25000210	SEEDING, CLASS 2A	ACRE	1	1
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	72	72
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	72	72
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	72	72
25100115	MULCH, METHOD 2	ACRE	0.5	0.5
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	79	79
28000305	TEMPORARY DITCH CHECKS	FOOT	188	188
28000400	PERIMETER EROSION BARRIER	FOOT	997	997

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whks
engineers + planners + land surveyors

USER NAME = ljones	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -
PLOT DATE = 2/24/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: 1"=50' | SHEET 1 OF 7 SHEETS | STA. | TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-3HB)BR	BUREAU	50	3
		CONTRACT NO. 66N45		
	ILLINOIS	FED. AID PROJECT		

				CONSTR. CODE
				NHPP
				90% FED / 10% STATE
				BRIDGE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0013
				S.N. 006-0112
*28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	1987	1987
28100105	STONE RIPRAP, CLASS A3	SQ YD	520	520
28200200	FILTER FABRIC	SQ YD	520	520
31101000	SUBBASE GRANULAR MATERIAL, TYPE B	TON	22	22
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	388	388
40600370	LONGITUDINAL JOINT SEALANT	FOOT	160	160
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	304	304
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	44	44
40604050	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50	TON	28	28
42000070	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	SQ YD	64	64
44000100	PAVEMENT REMOVAL	SQ YD	202	202
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	29	29
50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	1	1
50102400	CONCRETE REMOVAL	CU YD	13.3	13.3

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whks
engineers + planners + land surveyors

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: 1"=50' | SHEET 2 OF 7 SHEETS | STA. | TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-3HB)BR	BUREAU	50	4
		CONTRACT NO. 66N45		
	ILLINOIS	FED. AID PROJECT		

CONSTR. CODE
NHPP
90% FED / 10% STATE
BRIDGE
0013
S.N. 006-0112

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	
50104650	SLOPE WALL REMOVAL	SQ YD	321	321
50157300	PROTECTIVE SHIELD	SQ YD	483	483
50200100	STRUCTURE EXCAVATION	CU YD	21	21
50300100	FLOOR DRAINS	EACH	8	8
50300225	CONCRETE STRUCTURES	CU YD	33.6	33.6
50300255	CONCRETE SUPERSTRUCTURE	CU YD	254.7	254.7
50300260	BRIDGE DECK GROOVING	SQ YD	855	855
50300300	PROTECTIVE COAT	SQ YD	1077	1077
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	83.4	83.4
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1
50500505	STUD SHEAR CONNECTORS	EACH	4185	4185
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	101090	101090
51500100	NAME PLATES	EACH	2	2
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	20	20

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	DRAWN -	REVISED -
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -
PLOT DATE = 2/24/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: 1"=50' | SHEET 3 OF 7 SHEETS | STA. | TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-3HB)BR	BUREAU	50	5
		CONTRACT NO. 66N45		
	ILLINOIS FED. AID PROJECT			

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE NHPP 90% FED / 10% STATE BRIDGE 0013 S.N. 006-0112
	52100510	ANCHOR BOLTS, 3/4"	EACH	10	10
	52100520	ANCHOR BOLTS, 1"	EACH	40	40
*	53212754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	15.5	15.5
	58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	40	40
	58700300	CONCRETE SEALER	SQ FT	79	79
	59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	28	28
	60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	4	4
	60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	95	95
*	63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	350	350
*	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4
	63200310	GUARDRAIL REMOVAL	FOOT	559	559
	64300450	IMPACT ATTENUATORS (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2
	64301090	ATTENUATOR BASE	SQ YD	50	50

*= SPECIALTY ITEM

MODEL: SOQ-1 [Sheet]
FILE NAME: C:\SP\WHKS & CO\Jobs-Spring - Projects\IDOT D-3\9712.00 D-3 On-Call\9712.18 CH 8 over I-80 Bridge Replacement\CADD\10.12\CADD Data\Sheets\D366N45-sht-SOQ.dgn

design firm no. 184001036 whks engineers + planners + land surveyors

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	DRAWN -	REVISED -
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -
PLOT DATE = 2/24/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: 1"=50' | SHEET 4 OF 7 SHEETS | STA. | TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-3HB)BR	BUREAU	50	6
		CONTRACT NO. 66N45		
		ILLINOIS | FED. AID PROJECT		

REV. 4/29/26 REV. 4/20/26

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE NHPP 90% FED / 10% STATE BRIDGE 0013 S.N. 006-0112
*	66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1
*	66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1
*	66901006	REGULATED SUBSTANCES MONITORING	CAL DA	10	10
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	5	5
	67100100	MOBILIZATION	L SUM	1	1
	70100205	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	EACH	2	2
	70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	16	16
	70107025	CHANGEABLE MESSAGE SIGN	CAL DA	28	28
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	38	38
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	13	13
*	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	3319	3319
*	78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	11	11
*	78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	8	8

*= SPECIALTY ITEM

MODEL: SOQ-5 [Sheet]
FILE NAME: C:\SP\WHKS & CO\Jobs-Spring - Projects\IDOT D-3\97712.00 D-3 On-Call\97712.18 CH 8 over I-80 Bridge Replacement\CADD10.12\CADD Data\Sheets\D366N45-sht-SOQ.dgn

design firm no. 184001036 whks engineers + planners + land surveyors

USER NAME = tjones	DESIGNED -	REVISED -
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PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -
PLOT DATE = 2/24/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: 1"=50' | SHEET 5 OF 7 SHEETS | STA. | TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-3HB)BR	BUREAU	50	7
		CONTRACT NO. 66N45		
	ILLINOIS FED. AID PROJECT			

REV. 4/29/26 REV. 4/20/26

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE NHPP 90% FED / 10% STATE BRIDGE 0013 S.N. 006-0112
X0325748	ACRYLIC COATING	SQ YD	117	117
X0325749	FIBER WRAP	SQ FT	1055	1055
X5080530	BAR TERMINATORS	EACH	594	594
X5230174	DRAINAGE SCUPPERS, DS-11	EACH	8	8
X6430120	REMOVE IMPACT ATTENUATORS, NO SALVAGE	EACH	2	2
X6670106	FURNISH PERMANENT SURVEY MARKERS	EACH	1	1
X7010118	TEMPORARY RUMBLE STRIPS (SPECIAL)	EACH	8	8
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1
X7010239	CHANGEABLE MESSAGE SIGN (SPECIAL)	CAL WK	28	28
X7011800	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21	L SUM	1	1
*X7011852	REAL-TIME TRAFFIC CONTROL SYSTEM	CAL WK	8	8
X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	42	42
*X8570002	SMART TRAFFIC MONITORING SYSTEM	CAL WK	4	4
*X8570004	SMART TRAFFIC MONITORING DEVICE	CAL WK	4	4

*= SPECIALTY ITEM

CONSTR. CODE
NHPP
90% FED / 10% STATE
BRIDGE
0013
S.N. 006-0112

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1

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whks
engineers + planners + land surveyors

USER NAME = tjones	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -
PLOT DATE = 2/24/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

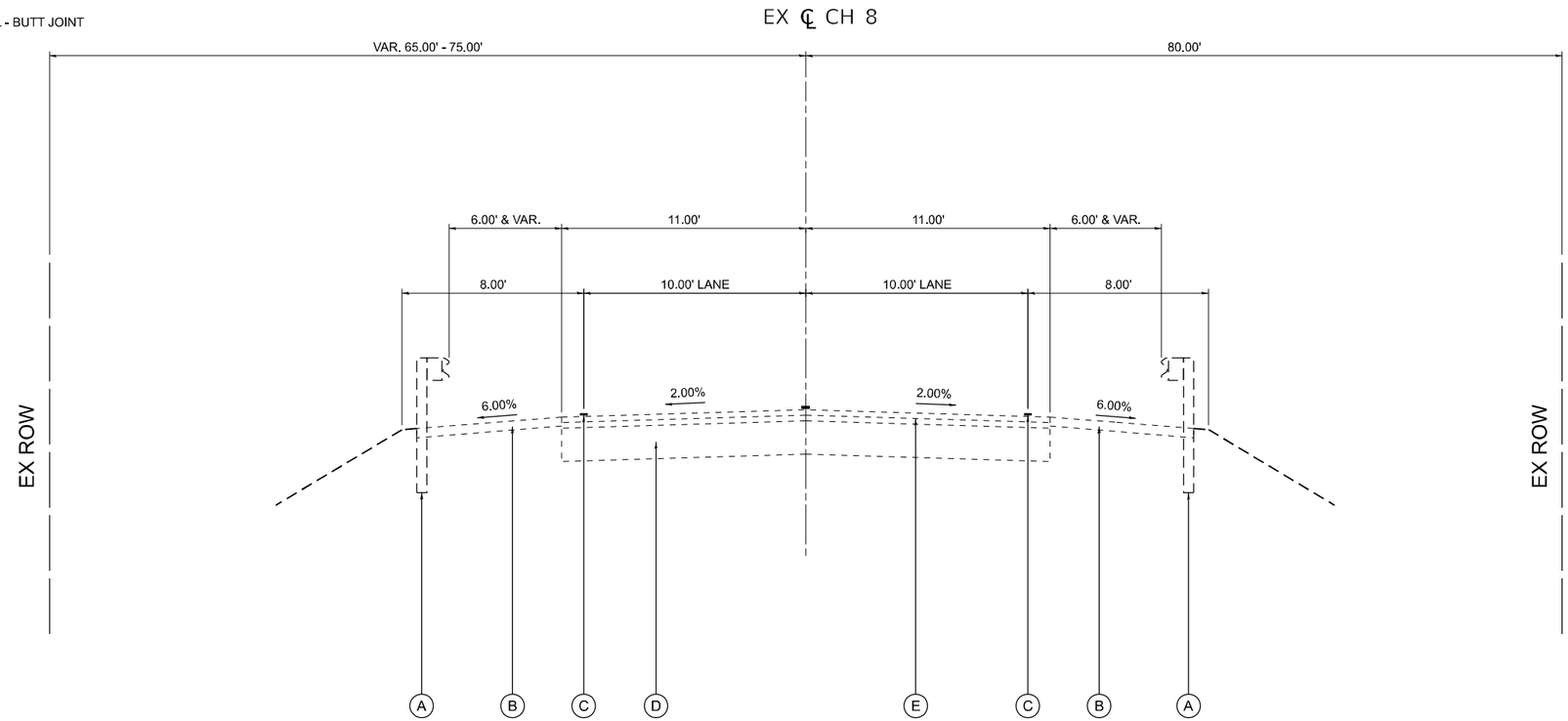
SCALE: 1"=50' | SHEET 7 OF 7 SHEETS | STA. | TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-3HB)BR	BUREAU	50	9
		CONTRACT NO. 66N45		
	ILLINOIS FED. AID PROJECT			

REV. 4/20/26

LEGEND - EXISTING

- (A) EX GUARDRAIL
- (B) EX AGGREGATE SHOULDER
- (C) EX PAVEMENT MARKING
- (D) EX AGGREGATE BASE 8"
- (E) EX HMA PAVEMENT 5"
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- PAVEMENT REMOVAL
- EXCAVATING AND GRADING EXISTING SHOULDER



TYPICAL SECTION 1 - EXISTING

LT:	RT:
STA. 17+55.17 TO 17+94.50	STA. 17+55.17 TO 17+94.50
STA. 22+09.16 TO 22+60.98	STA. 22+09.16 TO 22+60.98

MODEL: TYP-1 [Sheet]
FILE NAME: C:\SP\WHKS & CO\Jobs-Spring - Projects\IDOT D-3\9712.00 D-3 On-Call\9712.18 CH 8 over I-80 Bridge Replacement\CADD\10.12\CADD Data\Sheets\D366N45-sht-typical-10scale.dgn

design firm no. 184001036 whks engineers + planners + land surveyors

USER NAME = skoontz	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -
PLOT DATE = 1/21/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

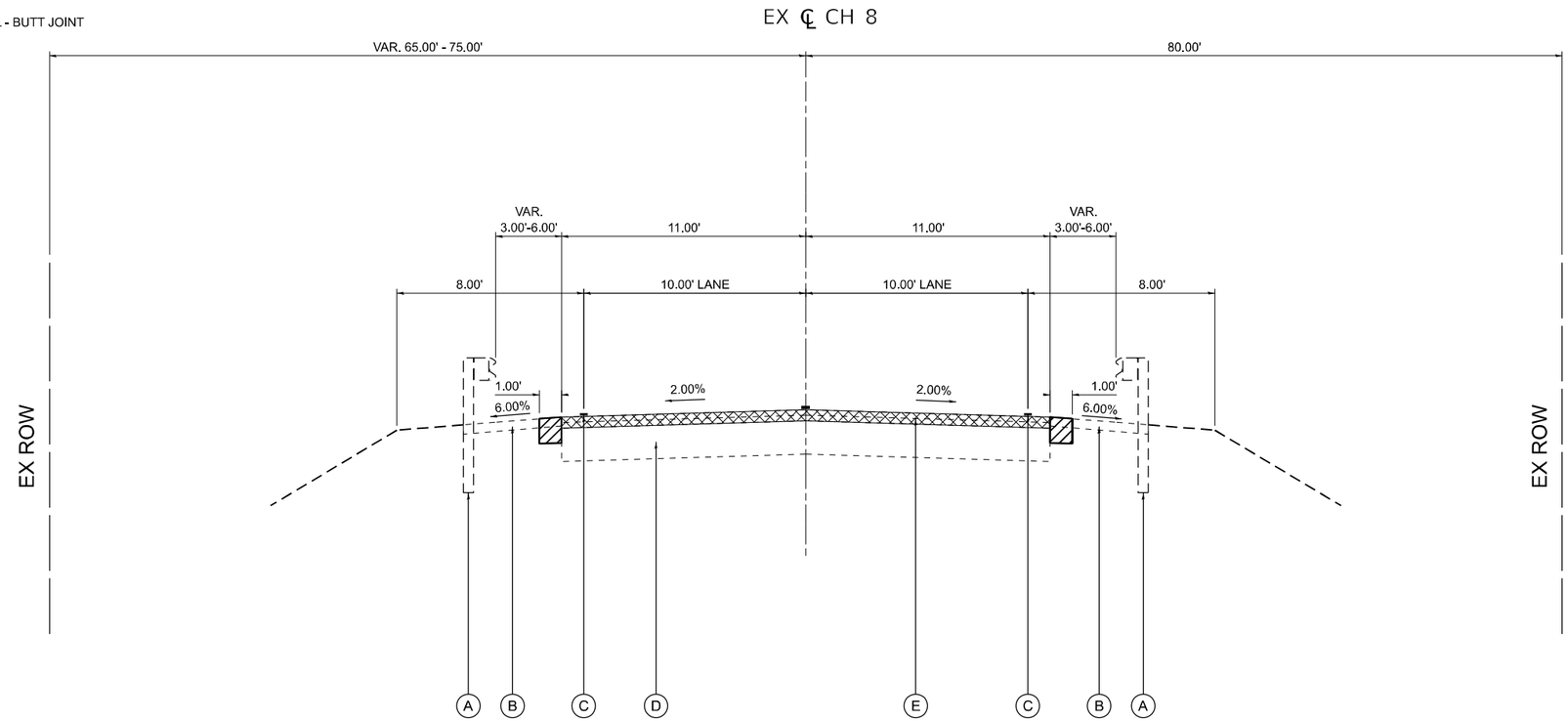
TYPICAL SECTIONS

SCALE: 1"=10' | SHEET 1 OF 6 SHEETS | STA. | TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-3HB)BR	BUREAU	50	10
		CONTRACT NO. 66N45		
	ILLINOIS FED. AID PROJECT			

LEGEND - EXISTING

- (A) EX GUARDRAIL
- (B) EX AGGREGATE SHOULDER
- (C) EX PAVEMENT MARKING
- (D) EX AGGREGATE BASE 8"
- (E) EX HMA PAVEMENT 5"
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- PAVEMENT REMOVAL
- EXCAVATING AND GRADING EXISTING SHOULDER



TYPICAL SECTION 2 - EXISTING

STA. 17+94.50 TO 18+54.50
STA. 21+49.16 TO 22+09.16

MODEL: TYP-2 [Sheet]
FILE NAME: C:\SP\WHKS & CO\Jobs-Spring - Projects\IDOT D-3\9712.00 D-3 On-Call\9712.18 CH 8 over I-80 Bridge Replacement\CADD\10.12\CADD Data\Sheets\D366N45-sht-typical-10scale.dgn

design firm no. 184001036 whks engineers + planners + land surveyors

USER NAME = tjones	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -
PLOT DATE = 2/24/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

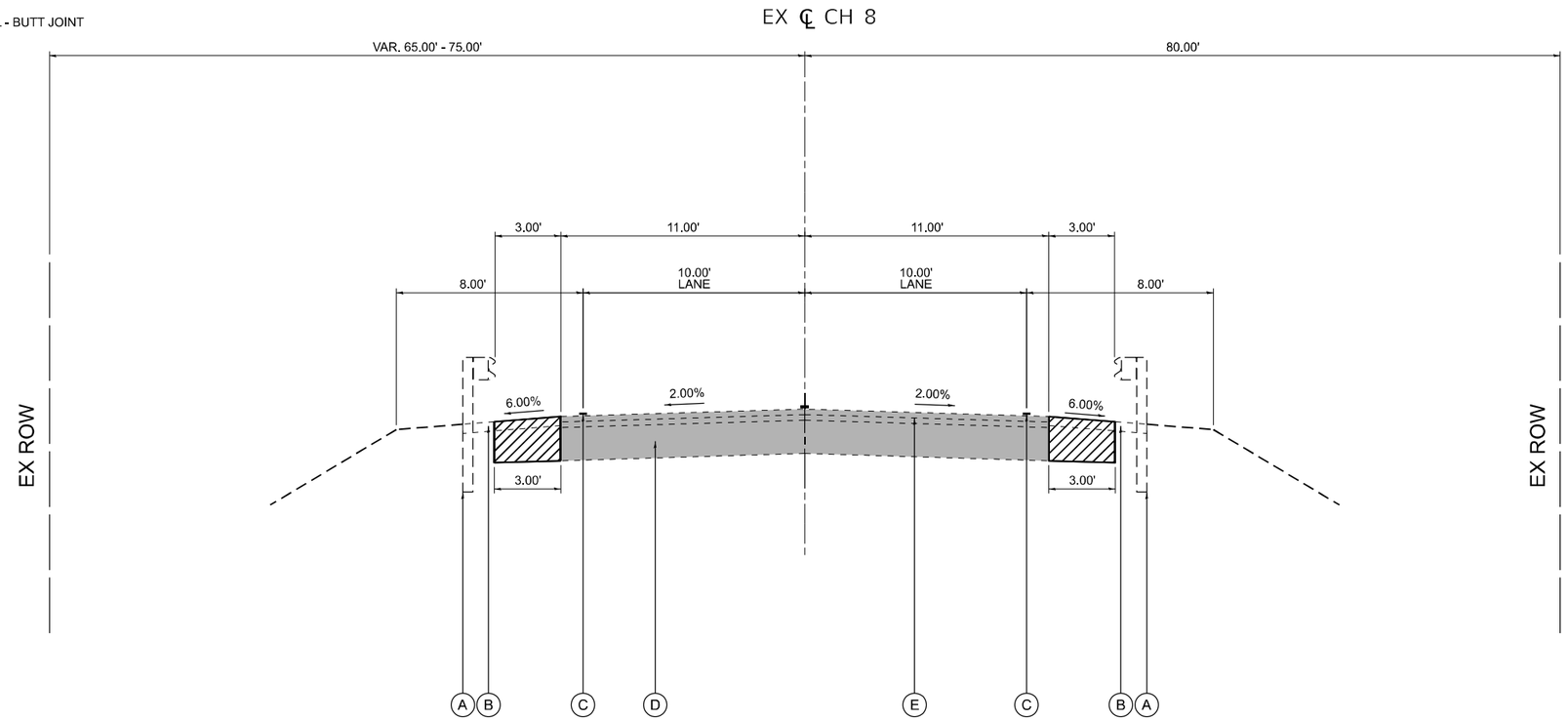
TYPICAL SECTIONS

SCALE: 1"=10' | SHEET 2 OF 6 SHEETS | STA. | TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-3HB)BR	BUREAU	50	11
		CONTRACT NO. 66N45		
	ILLINOIS FED. AID PROJECT			

LEGEND - EXISTING

- (A) EX GUARDRAIL
- (B) EX AGGREGATE SHOULDER
- (C) EX PAVEMENT MARKING
- (D) EX AGGREGATE BASE 8"
- (E) EX HMA PAVEMENT 5"
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- PAVEMENT REMOVAL
- EXCAVATING AND GRADING EXISTING SHOULDER



TYPICAL SECTION 3 - EXISTING

STA. 18+54.50 TO 18+64.50
BRIDGE STA. 18+64.50 TO 21+39.16
STA. 21+39.16 TO 21+49.16

MODEL: TYP-3 [Sheet]
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design firm no. 184001036 — whks engineers + planners + land surveyors

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	DRAWN -	REVISED -
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -
PLOT DATE = 2/24/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

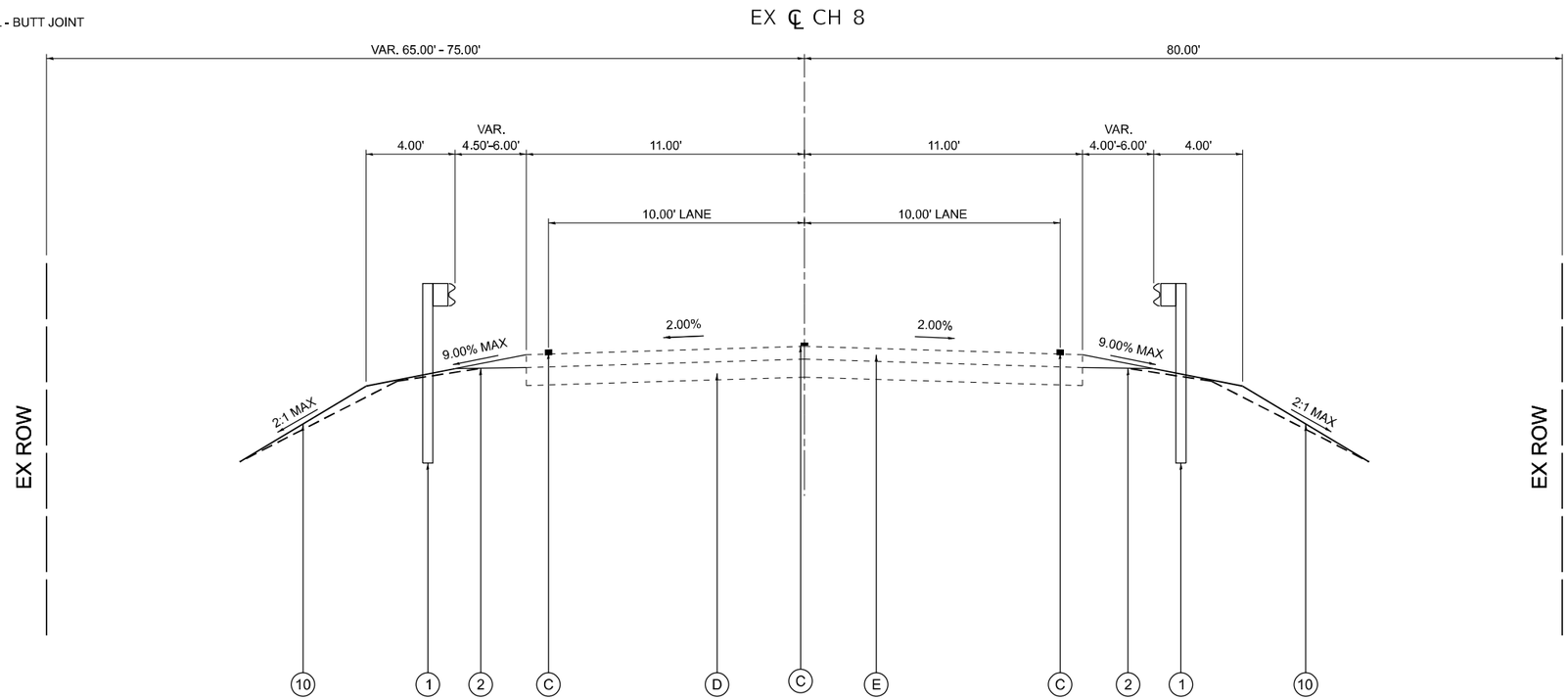
TYPICAL SECTIONS

SCALE: 1"=10' | SHEET 3 OF 6 SHEETS | STA. | TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-3HB)BR	BUREAU	50	12
		CONTRACT NO. 66N45		
	ILLINOIS FED. AID PROJECT			

LEGEND - EXISTING

- (A) EX GUARDRAIL
- (B) EX AGGREGATE SHOULDER
- (C) EX PAVEMENT MARKING
- (D) EX AGGREGATE BASE 8"
- (E) EX HMA PAVEMENT 5"
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- PAVEMENT REMOVAL
- EXCAVATING AND GRADING EXISTING SHOULDER



LEGEND - PROPOSED

1. STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
2. AGGREGATE WEDGE SHOULDER, TYPE B
3. HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (4½")
4. MODIFIED URETHANE PAVEMENT MARKING - LINE 4", SOLID, WHITE
5. HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50 (1½")
6. EXISTING PAVEMENT
7. MODIFIED URETHANE PAVEMENT MARKING - LINE 4", SOLID, DOUBLE YELLOW
8. LONGITUDINAL JOINT SEALANT
9. HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (2¼")
10. FINISHED GRADE - SEE DETAIL FOR TYPICAL BENCHING DETAIL FOR EMBANKMENT
11. TRAFFIC BARRIER TERMINAL, TYPE 6
12. PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
13. SUBBASE GRANULAR MATERIAL, TYPE B (8 INCH)

TYPICAL SECTION 4 - PROPOSED

LT:	RT:
STA. 17+55.17 TO 17+94.50	STA. 17+80.15 TO 17+94.50
STA. 22+09.16 TO 22+60.98	STA. 22+09.16 TO 22+60.98

MODEL: TYP-4 [Sheet]
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design firm no. 184001036 whks engineers + planners + land surveyors

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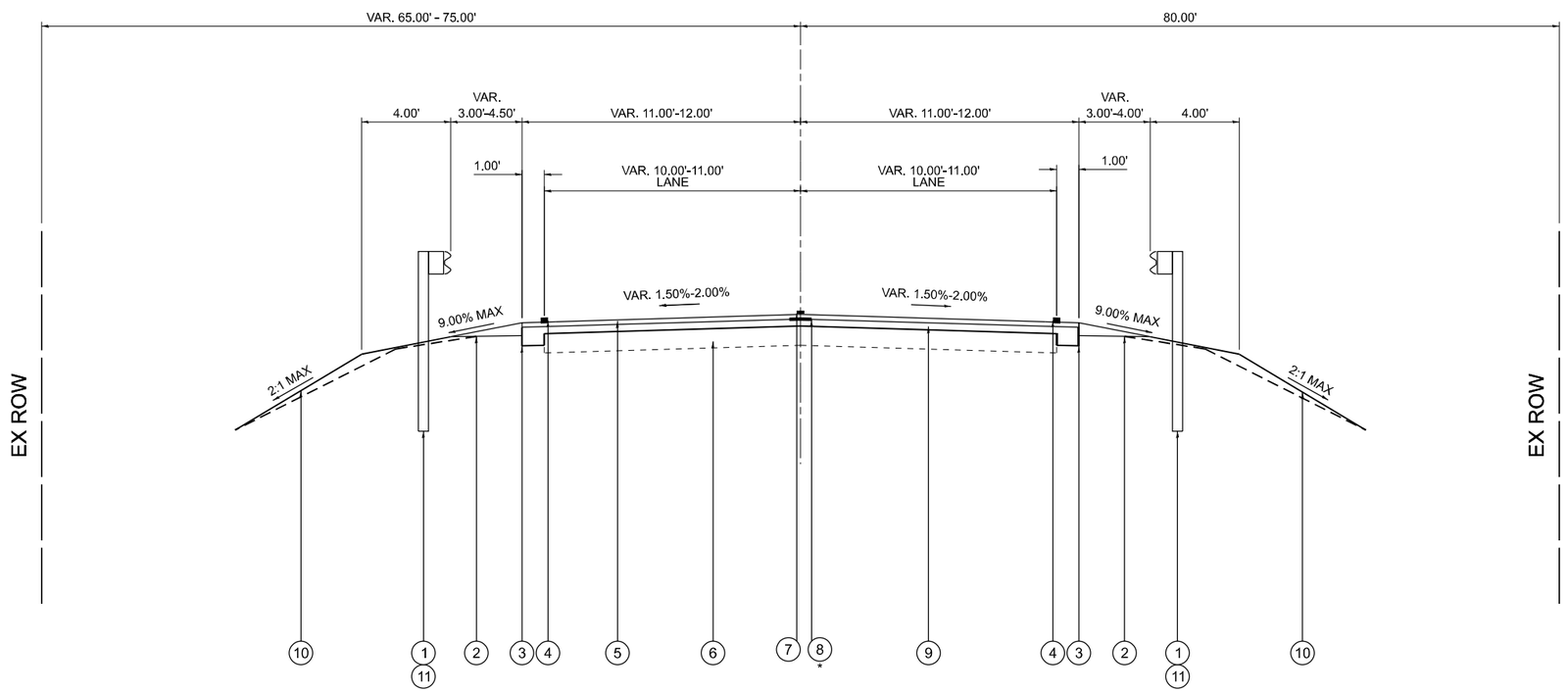
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -	
PLOT DATE = 2/24/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: 1"=10' | SHEET 4 OF 6 SHEETS | STA. | TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-3HB)BR	BUREAU	50	13
		CONTRACT NO. 66N45		
	ILLINOIS FED. AID PROJECT			



LEGEND - PROPOSED

1. STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
2. AGGREGATE WEDGE SHOULDER, TYPE B
3. HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (4½")
4. MODIFIED URETHANE PAVEMENT MARKING - LINE 4", SOLID, WHITE
5. HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50 (1½")
6. EXISTING PAVEMENT
7. MODIFIED URETHANE PAVEMENT MARKING - LINE 4", SOLID, DOUBLE YELLOW
8. LONGITUDINAL JOINT SEALANT
9. HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (2¼")
10. FINISHED GRADE - SEE DETAIL FOR TYPICAL BENCHING DETAIL FOR EMBANKMENT
11. TRAFFIC BARRIER TERMINAL, TYPE 6
12. PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
13. SUBBASE GRANULAR MATERIAL, TYPE B (8 INCH)

* LONGITUDINAL JOINT SEALANT SHALL BE PLACED UNDER THE SURFACE LIFT WITHIN THE LIMITS OF THE RESURFACING

TYPICAL SECTION 5 - PROPOSED

STA. 17+94.50 TO 18+54.50
STA. 21+49.16 TO 22+09.16

MODEL: TYP-5 [Sheet]
FILE NAME: C:\SP\WHKS & CO\Jobs-Spring - Projects\IDOT D-3\9712.00 D-3 On-Call\9712.18 CH 8 over I-80 Bridge Replacement\CADD\10.12\CADD Data\Sheets\D366N45-sht-typical-10scale.dgn

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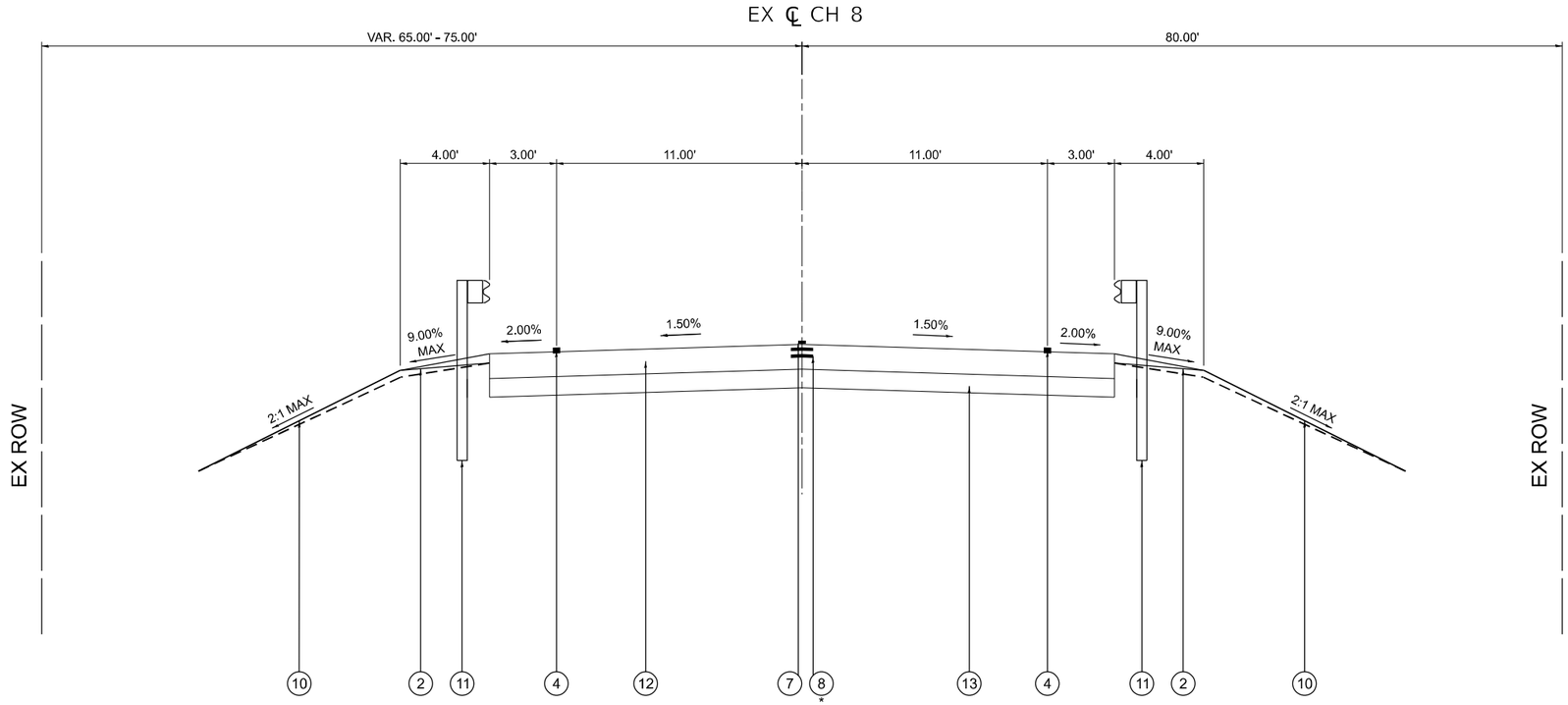
PLOT DATE = 2/24/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: 1"=10' | SHEET 5 OF 6 SHEETS | STA. | TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-3HB)BR	BUREAU	50	14
		CONTRACT NO. 66N45		
	ILLINOIS	FED. AID PROJECT		



LEGEND - PROPOSED

1. STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
2. AGGREGATE WEDGE SHOULDER, TYPE B
3. HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (4½")
4. MODIFIED URETHANE PAVEMENT MARKING - LINE 4", SOLID, WHITE
5. HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50 (1½")
6. EXISTING PAVEMENT
7. MODIFIED URETHANE PAVEMENT MARKING - LINE 4", SOLID, DOUBLE YELLOW
8. LONGITUDINAL JOINT SEALANT
9. HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (2¼")
10. FINISHED GRADE - SEE DETAIL FOR TYPICAL BENCHING DETAIL FOR EMBANKMENT
11. TRAFFIC BARRIER TERMINAL, TYPE 6
12. PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
13. SUBBASE GRANULAR MATERIAL, TYPE B (8 INCH)

* LONGITUDINAL JOINT SEALANT SHALL BE PLACED UNDER THE SURFACE LIFT AND UNDER THE TOP BINDER LIFT WITHIN THE LIMITS OF THE PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB

TYPICAL SECTION 6 - PROPOSED

STA. 18+54.50 TO 18+64.50
BRIDGE STA. 18+64.50 TO 21+39.16
STA. 21+39.16 TO 21+49.16

MODEL: TYP-6 [Sheet]
FILE NAME: C:\SP\WHKS & CO\Jobs-Spring - Projects\IDOT D-3\9712.00 D-3 On-Call\9712.18 CH 8 over I-80 Bridge Replacement\CADD\10.12\CADD Data\Sheets\D366N45-sht-typical-10scale.dgn

design firm no. 184001036 whks engineers + planners + land surveyors

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PLOT DATE = 2/24/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: 1"=10' | SHEET 6 OF 6 SHEETS | STA. | TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-3HB)BR	BUREAU	50	15
		CONTRACT NO. 66N45		
	ILLINOIS FED. AID PROJECT			

MAINLINE PAVEMENT SCHEDULE

START STATION	END STATION	LENGTH FOOT	EXCAVATING AND GRADING EXISTING SHOULDER UNIT	SUBBASE GRANULAR MATERIAL, TYPE B TON	BITUMINOUS MATERIALS (TACK COAT) POUND	LONGITUDINAL JOINT SEALANT FOOT	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT SQ YD	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 TON	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50 TON	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB SQ YD	PAVEMENT REMOVAL SQ YD	AGGREGATE WEDGE SHOULDER, TYPE B TON
CH 8												
17+55.17	18+64.50	109.33	1.2	11	194	80	152	22	14	32	26	11
18+64.50	18+93.88	29.38	0.2								76	2
BRIDGE												
21+09.66	21+39.16	29.50	0.2								75	2
21+39.16	22+60.98	121.82	1.2	11	194	80	152	22	14	32	25	14
		TOTAL	3	22	388	160	304	44	28	64	202	29

EARTHWORK SCHEDULE

FOR INFORMATION ONLY

START STATION	END STATION	EARTH EXCAVATION CU YD	EXCAVATION TO BE USED IN EMBANKMENT (ADJUSTED FOR SHRINKAGE) (EXC. X 0.75) CU YD	EMBANKMENT (FILL) CU YD	EARTHWORK BALANCE WASTE (+) AND SHORTAGE (-) CU YD	FURNISHED EXCAVATION CU YD
CH 8						
17+55.17	18+94.50	5		85	-85	85
21+09.16	22+60.98	10		190	-190	190
I-80						
ATTENUATOR BASE		15				
	TOTAL	30		275	-275	275

EARTH EXCAVATION SHRINKAGE FACTOR = 25%

GUARDRAIL SCHEDULE

START STATION	END STATION		STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS FOOT	TRAFFIC BARRIER TERMINAL, TYPE 6 EACH	GUARDRAIL REMOVAL FOOT	GUARDRAIL REFLECTORS, TYPE A EACH	BARRIER WALL REFLECTORS, TYPE C EACH	REMOVE IMPACT ATTENUATORS, NO SALVAGE EACH	IMPACT ATTENUATORS (NON-REDIRECTIVE), TEST LEVEL 3 EACH	ATTENUATOR BASE SQ YD
		LT/RT								
CH 8										
17+55.17	18+42.60	LT	87.5		88	2				
18+42.60	18+94.50	LT		1	52	1				
17+80.15	18+42.60	RT	62.5		63	1				
18+42.60	18+94.50	RT		1	52	1				
BRIDGE							8			
21+09.16	21+61.06	LT		1	52	1				
21+61.06	22+60.98	LT	100		100	2				
21+09.16	21+61.06	RT		1	52	1				
21+61.06	22+60.98	RT	100		100	2				
I-80										
745+35.38	745+65.53	MED						1	1	25
745+83.72	746+13.90	MED						1	1	25
		TOTAL	350	4	559	11	8	2	2	50

TREE REMOVAL SCHEDULE

START STATION	OFFSET FOOT	LT/RT	TREE REMOVAL (6 TO 15 UNITS DIAMETER) UNIT	TREE REMOVAL (OVER 15 UNITS DIAMETER) UNIT
CH 8				
17+66.01	47.00'	LT	10	
17+67.48	41.00'	LT		16
17+70.55	48.00'	LT	6	
17+73.15	44.00'	LT		22
18+08.19	53.00'	LT	8	
18+08.19	53.00'	LT	8	
18+08.19	53.00'	LT	10	
18+94.91	54.00'	LT	14	
18+49.56	50.00'	RT	14	
21+74.45	35.00'	LT	7	
21+74.45	35.00'	LT	6	
21+10.00	54.00'	RT		18
21+13.80	40.00'	RT		17
21+15.92	52.00'	RT	6	
21+74.18	39.00'	RT		16
21+74.19	39.00'	RT	6	
	TOTAL		95	89

MODEL: SCH-1 [Sheet]
FILE NAME: C:\SP\WHKS & CO\Jobs-Spring - Projects\IDOT D-3\9712.00 D-3 On-Call\9712.18 CH 8 over I-80 Bridge Replacement\CADD\10.12\CADD Data\Sheets\D366N45-sch-schedule.dgn

design firm no. 184001036 — whks engineers + planners + land surveyors

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PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: 1"=50' | SHEET 1 OF 2 SHEETS | STA. | TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-3HB)BR	BUREAU	50	16
		CONTRACT NO. 66N45		
	ILLINOIS	FED. AID PROJECT		

PAVEMENT MARKING SCHEDULE

START STATION	END STATION	LT/RT	FOOT	MODIFIED URETHANE PAVEMENT MARKING - LINE 4" WHITE FOOT	MODIFIED URETHANE PAVEMENT MARKING - LINE 4" YELLOW FOOT	SHORT TERM PAVEMENT MARKING FOOT	SHORT TERM PAVEMENT MARKING REMOVAL SQ FT
CH 8							
17+94.50	22+09.16	LT	414.66	830			
17+94.50	22+09.16	RT	414.66	830			
17+94.50	22+09.16	CENTER	414.66		1659	38	13
			SUB-TOTAL	1660	1659		
			TOTAL	3319		38	13

MAINTENANCE OF TRAFFIC SCHEDULE

START STATION	END STATION	TEMPORARY INFORMATION SIGNING SQ FT	TEMPORARY RUMBLE STRIPS (SPECIAL) EACH
CH 8		42	
I-80			8
TOTAL		42	8

DRAINAGE SCHEDULE

LOCATION	CONCRETE HEADWALLS FOR PIPE DRAINS EACH
SOUTH ABUTMENT	2
NORTH ABUTMENT	2
TOTAL	4

PERMANENT SURVEY MARKER SCHEDULE

MONUMENT NUMBER	DESCRIPTION	APPROXIMATE LOCATION	EXISTING MONUMENT TYPE	PROPOSED MONUMENT TYPE	MONUMENT RECORD TO BE RECORDED	FURNISH PERMANENT SURVEY MARKERS EACH
080003	SE CORNER SECTION 5, T16N, R8E, 4TH PM	NEAR CENTER OF BRIDGE	CHISELED CROSS	CUT CROSS	YES	1

NOTE: FOR BIDDING PURPOSES NO CONTRACTED LAND SURVEYING SERVICES WILL BE REQUIRED.

IDOT PLATS AND PLANS WILL PREPARE AND RECORD THE REQUIRED MONUMENT RECORD.

TRAFFIC CONTROL SHALL BE PROVIDED BY THE CONTRACTOR FOR THE ENGINEER TO INSTALL ALL MONUMENT TYPES.

RESPONSIBILITY:

1) ENGINEER TO COORDINATE WITH IDOT PLATS AND PLANS STAFF TO RE-ESTABLISH MONUMENT (PAY ITEM REQUIRED ACCORDING TO THE SPECIAL PROVISION "FURNISH PERMANENT SURVEY MARKER")

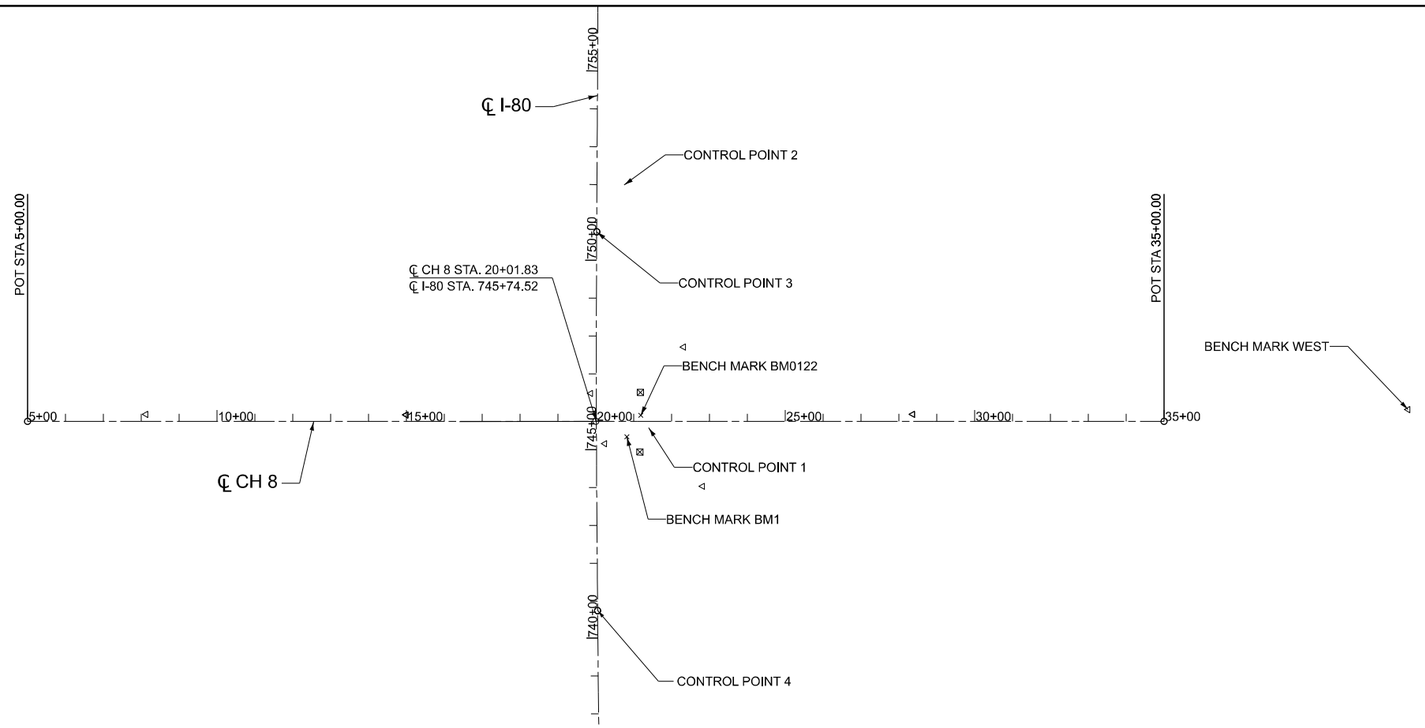
2) IDOT PLATS AND PLANS TO RE-ESTABLISH MONUMENT

EROSION CONTROL AND SEEDING SCHEDULE

START STATION	END STATION	OFFSET LT/RT	LENGTH FOOT	GRADING AND SHAPING DITCHES FOOT	SEEDING, CLASS 2A ACRE	NITROGEN FERTILIZER NUTRIENT POUND	PHOSPHORUS FERTILIZER NUTRIENT POUND	POTASSIUM FERTILIZER NUTRIENT POUND	MULCH, METHOD 2 ACRE	TEMPORARY EROSION CONTROL SEEDING POUND	TEMPORARY EROSION CONTROL BLANKET SQ YD	TEMPORARY DITCH CHECKS FOOT	PERIMETER EROSION BARRIER FOOT	STONE RIPRAP, CLASS A3 SQ YD	FILTER FABRIC SQ YD
CH 8															
17+55.00	19+35.00	LT	180.00		0.10	9	9	9		10	478		243	37	37
17+55.00	19+35.00	RT	180.00		0.10	9	9	9		10	460		227	39	39
BRIDGE															
20+70.00	22+61.00	LT	191.00		0.09	9	9	9		10	442		249	38	38
20+70.00	22+61.00	RT	191.00		0.13	12	12	12		13	607		278	38	38
I-80															
742+00.00	747+00.00	MEDIAN	500.00	500	0.24	22	22	22	0.25	24		143			
746+25.00	747+75.00	RT	150.00	150	0.11	11	11	11	0.25	12		45			
					SEE NOTE										
			TOTAL	650	1.00	72	72	72	0.5	79	1987	188	997	152	152

NOTE: SEEDING ROUNDED UP TO NEAREST 0.25 ACRE.

CH8			
POINT TYPE	STATION	NORTHING	EASTING
PI	5+00.00	1723974.449	2455331.633
PI	20+01.83	1722472.776	2455353.369
PI	35+00.00	1720974.763	2455375.052



BENCH MARK BM1

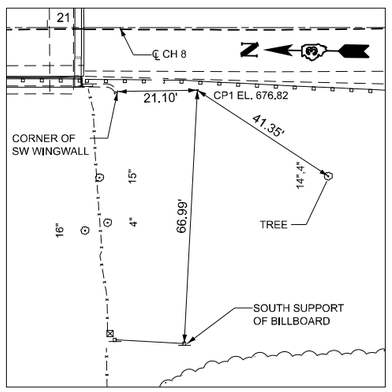
CUT "□"
TOP NE CORNER OF HEADWALL FRAME OF CULVERT
NEAR WEST END OF SOUTH PIER
STA. 20+82.03
OFFSET 40.53' RT
N 1722392.000
E 2455314.000
ELEV. 657.03

BENCH MARK BM0122

CUT "□"
SW CORNER OF SE WINGWALL SN 006-0112
STA. 21+18.85
OFFSET 15.94' LT
N 1722356.000
E 2455371.000
ELEV. 677.99

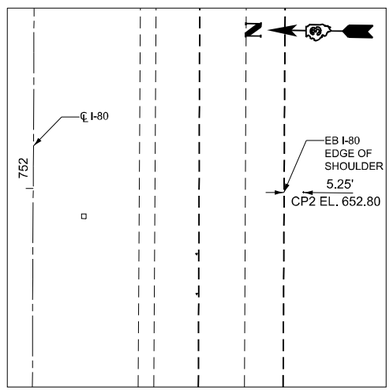
BENCH MARK WEST

BRASS DISC SET IN CONCRETE
NGS STATION MONUMENT PID MF 1083
STA. 41+44.15
OFFSET 644.90' LT
N 1720331.130
E 2455415.515
ELEV. 656.22



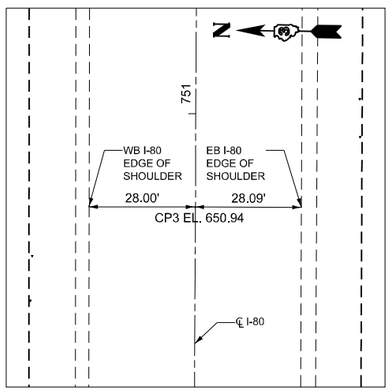
CONTROL POINT 1 (CP1)

#5 REBAR WITH CAP
NEAR SW WINGWALL SN 006-0112
STA. 21+39.65
OFFSET 16.52' RT
N 1722334.736
E 2455338.841
ELEV. 676.82



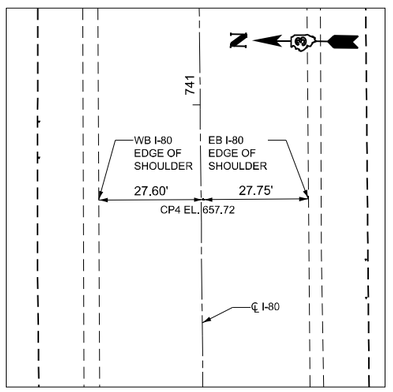
CONTROL POINT 2 (CP2)

#5 REBAR WITH CAP
IN EB SHOULDER
STA. 20+74.43
OFFSET 623.79' LT
N 1722409.214
E 2455978.147
ELEV. 652.80



CONTROL POINT 3 (CP3)

METAL RIVET IN CONCRETE
IN MEDIAN
STA. 20+02.34
OFFSET 500.24' LT
N 1722479.508
E 2455853.563
ELEV. 650.94



CONTROL POINT 4 (CP4)

METAL RIVET IN CONCRETE
IN MEDIAN
STA. 20+05.35
OFFSET 499.57' RT
N 1722462.023
E 2454853.904
ELEV. 657.72

MODEL: ATB [Sheet]
FILE NAME: C:\SP\WHKS & CO\Jobs-Spring - Projects\IDOT D-3\9712.00 D-3 On-Call\9712.18 CH 8 over I-80 Bridge Replacement\CADD\10.12\CADD Data\Sheets\D366N45-sht-ATB.dgn

design firm no. 184001036 whks engineers + planners + land surveyors

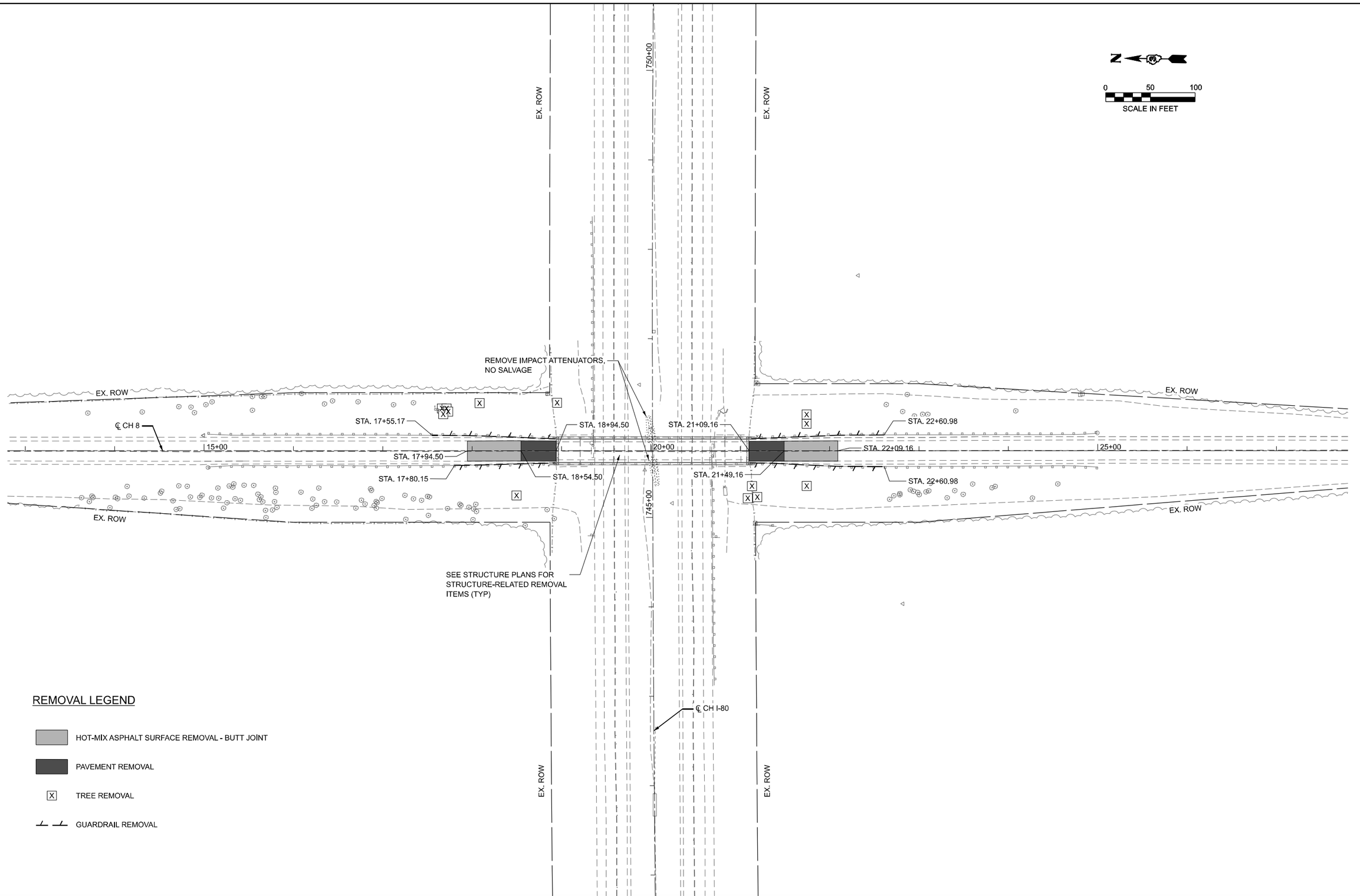
USER NAME = skoontz	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -	
PLOT DATE = 1/19/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES, AND BENCHMARKS

SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-3HB)BR	BUREAU	50	18
		CONTRACT NO. 66N45		
	ILLINOIS	FED. AID PROJECT		



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design firm no. 184001036
whks
engineers + planners + land surveyors

USER NAME = skoontz	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -	
PLOT DATE = 1/19/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

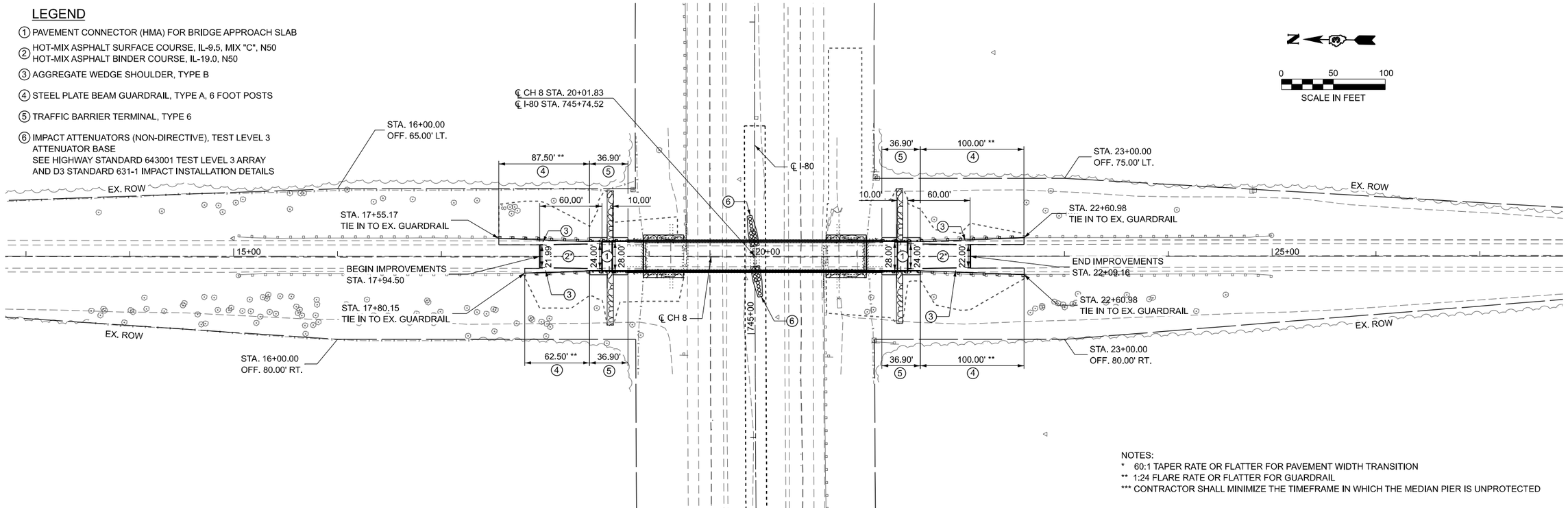
REMOVAL PLAN

SCALE: 1"=50' | SHEET 1 OF 1 SHEETS | STA. 12+80.00 | TO STA. 27+80.00

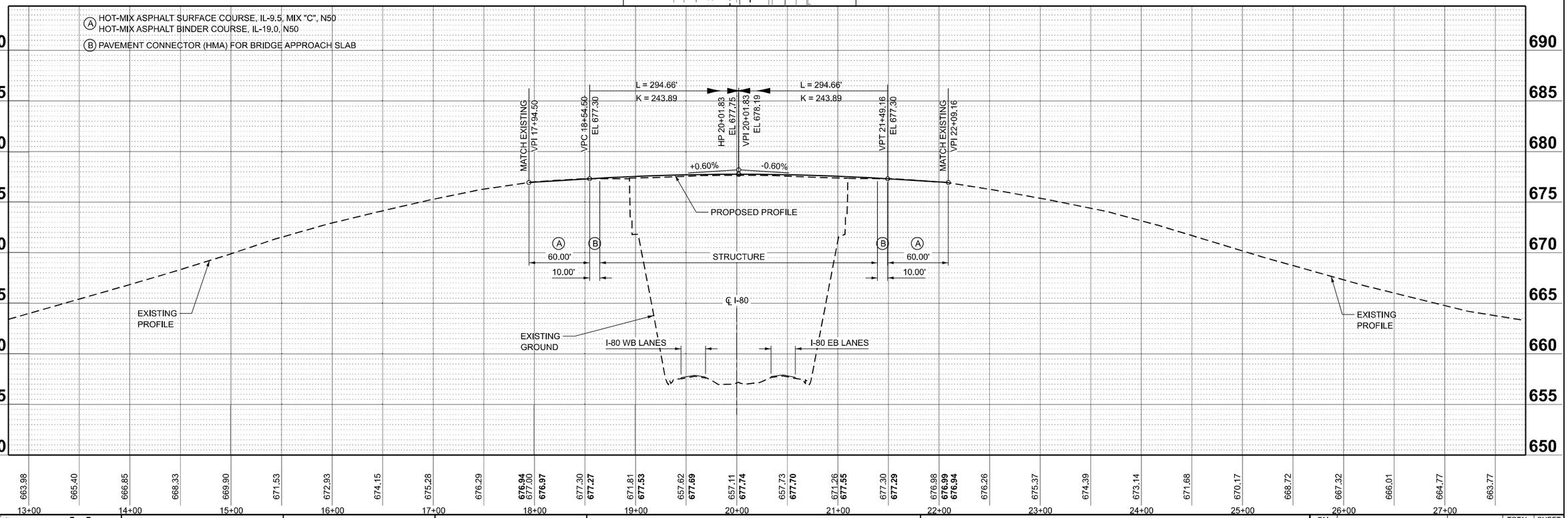
FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-3HB)BR	BUREAU	50	19
		CONTRACT NO. 66N45		
	ILLINOIS	FED. AID PROJECT		

LEGEND

1. PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
2. HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50
   HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50
3. AGGREGATE WEDGE SHOULDER, TYPE B
4. STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
5. TRAFFIC BARRIER TERMINAL, TYPE 6
6. IMPACT ATTENUATORS (NON-DIRECTIVE), TEST LEVEL 3
   ATTENUATOR BASE
   SEE HIGHWAY STANDARD 643001 TEST LEVEL 3 ARRAY
   AND D3 STANDARD 631-1 IMPACT INSTALLATION DETAILS



NOTES:
* 60:1 TAPER RATE OR FLATTER FOR PAVEMENT WIDTH TRANSITION
** 1:24 FLARE RATE OR FLATTER FOR GUARDRAIL
*** CONTRACTOR SHALL MINIMIZE THE TIMEFRAME IN WHICH THE MEDIAN PIER IS UNPROTECTED



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design firm no. 184001036 whks engineers + planners + land surveyors

USER NAME = skoontz	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
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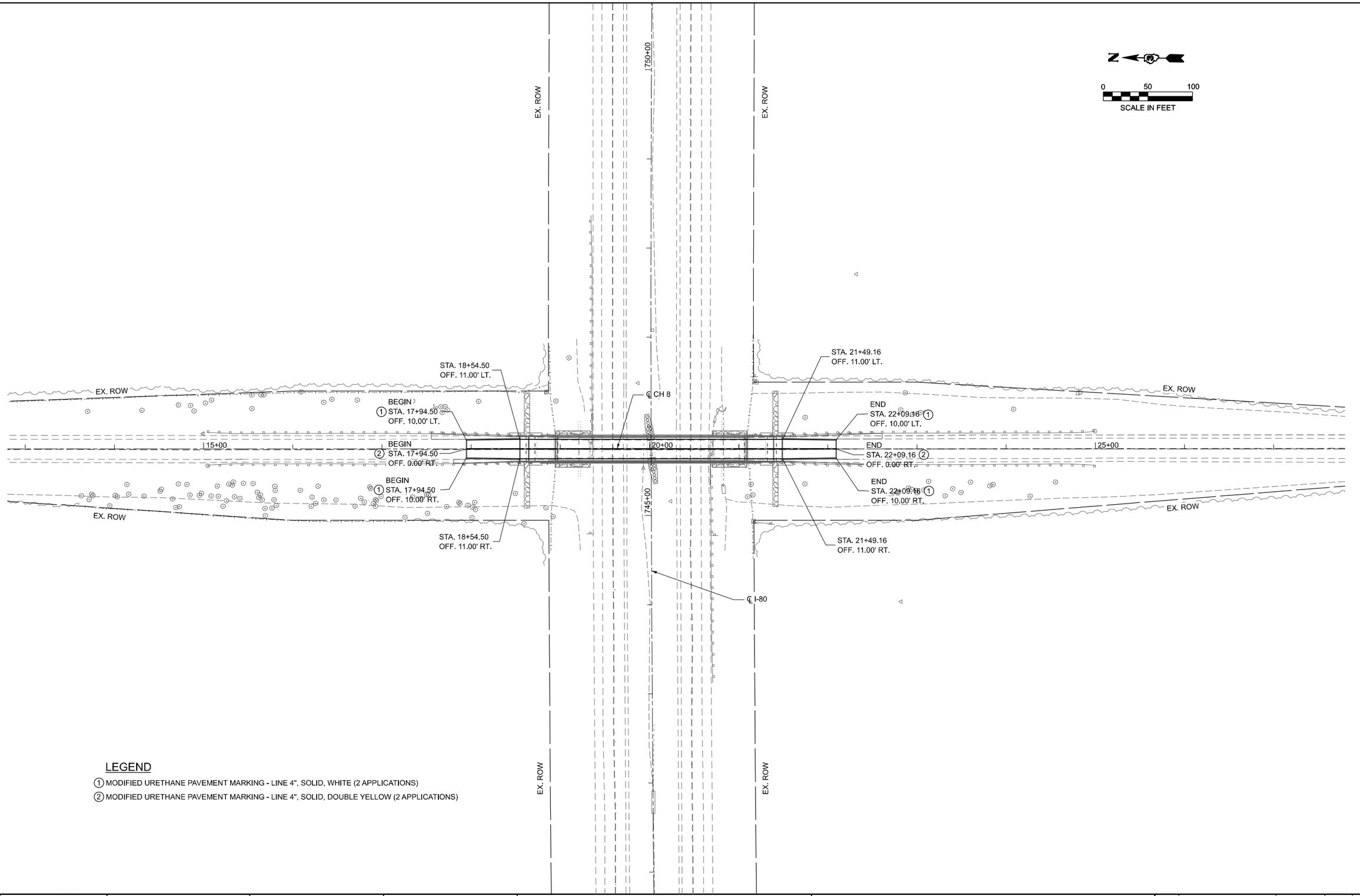
PLOT DATE = 1/22/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE

SCALE: 1"=50' | SHEET 1 OF 1 SHEETS | STA. 12+80.00 | TO STA. 27+80.00

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-3HB)BR	BUREAU	50	20
		CONTRACT NO. 66N45		
	ILLINOIS FED. AID PROJECT			



LEGEND

1 MODIFIED URETHANE PAVEMENT MARKING - LINE 4", SOLID, WHITE (2 APPLICATIONS)

2 MODIFIED URETHANE PAVEMENT MARKING - LINE 4", SOLID, DOUBLE YELLOW (2 APPLICATIONS)

MODEL: PMK - Plan 1 [Sheet]
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design firm no. 184001036 — whks engineers + planners + land surveyors

USER NAME = tjones	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -	
PLOT DATE = 2/24/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

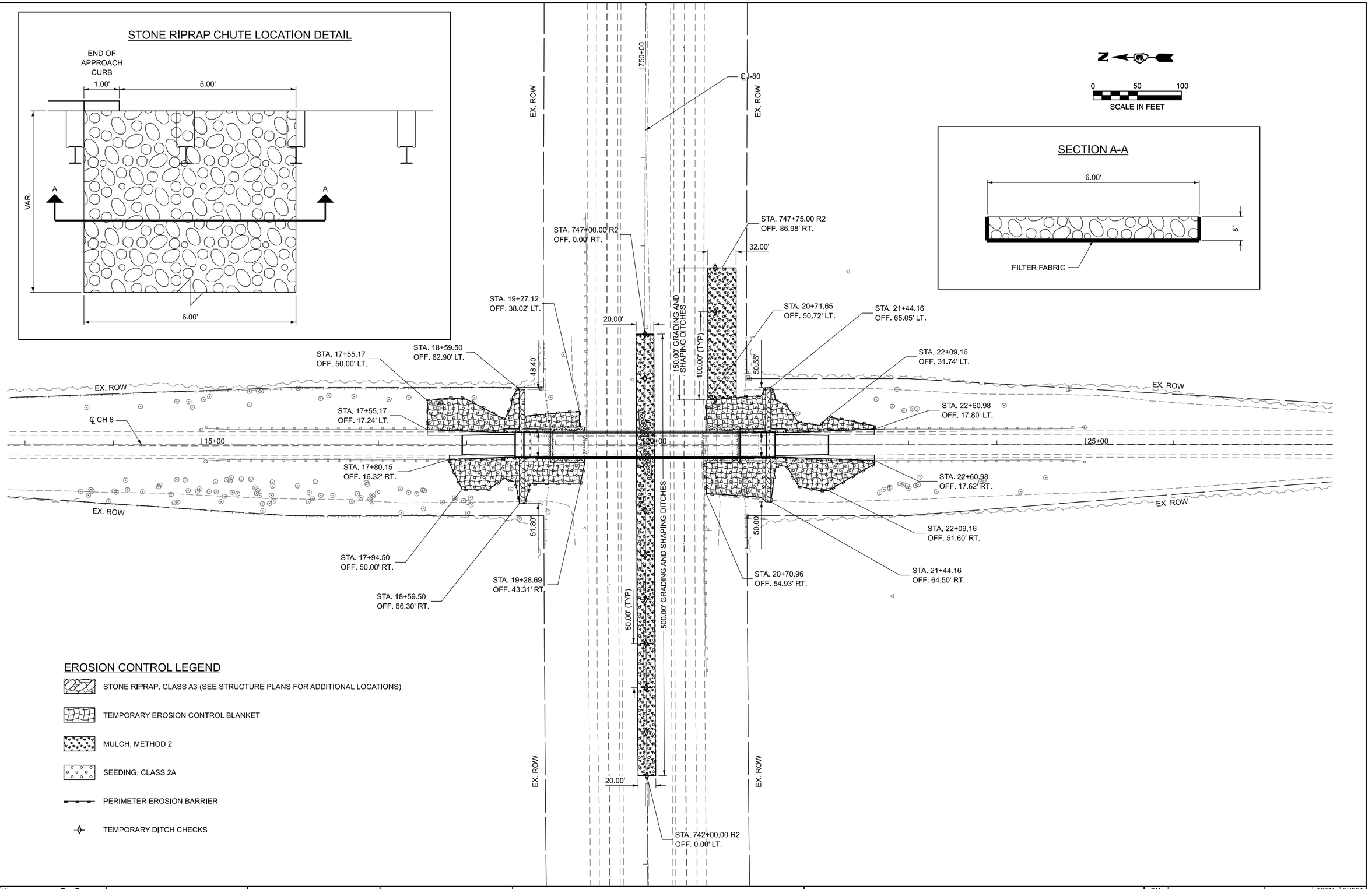
PAVEMENT MARKING PLAN

SCALE: 1"=50' | SHEET 1 OF 1 SHEETS | STA. 12+80.00 TO STA. 27+80.00

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-3HB)BR	BUREAU	50	21
		CONTRACT NO. 66N45		
	ILLINOIS	FED. AID PROJECT		

STONE RIPRAP CHUTE LOCATION DETAIL

SECTION A-A



EROSION CONTROL LEGEND

- STONE RIPRAP, CLASS A3 (SEE STRUCTURE PLANS FOR ADDITIONAL LOCATIONS)
- TEMPORARY EROSION CONTROL BLANKET
- MULCH, METHOD 2
- SEEDING, CLASS 2A
- PERIMETER EROSION BARRIER
- TEMPORARY DITCH CHECKS

MODEL: Erosion - Plan 1 [Sheet]
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design firm no. 184001036 — whks engineers + planners + land surveyors

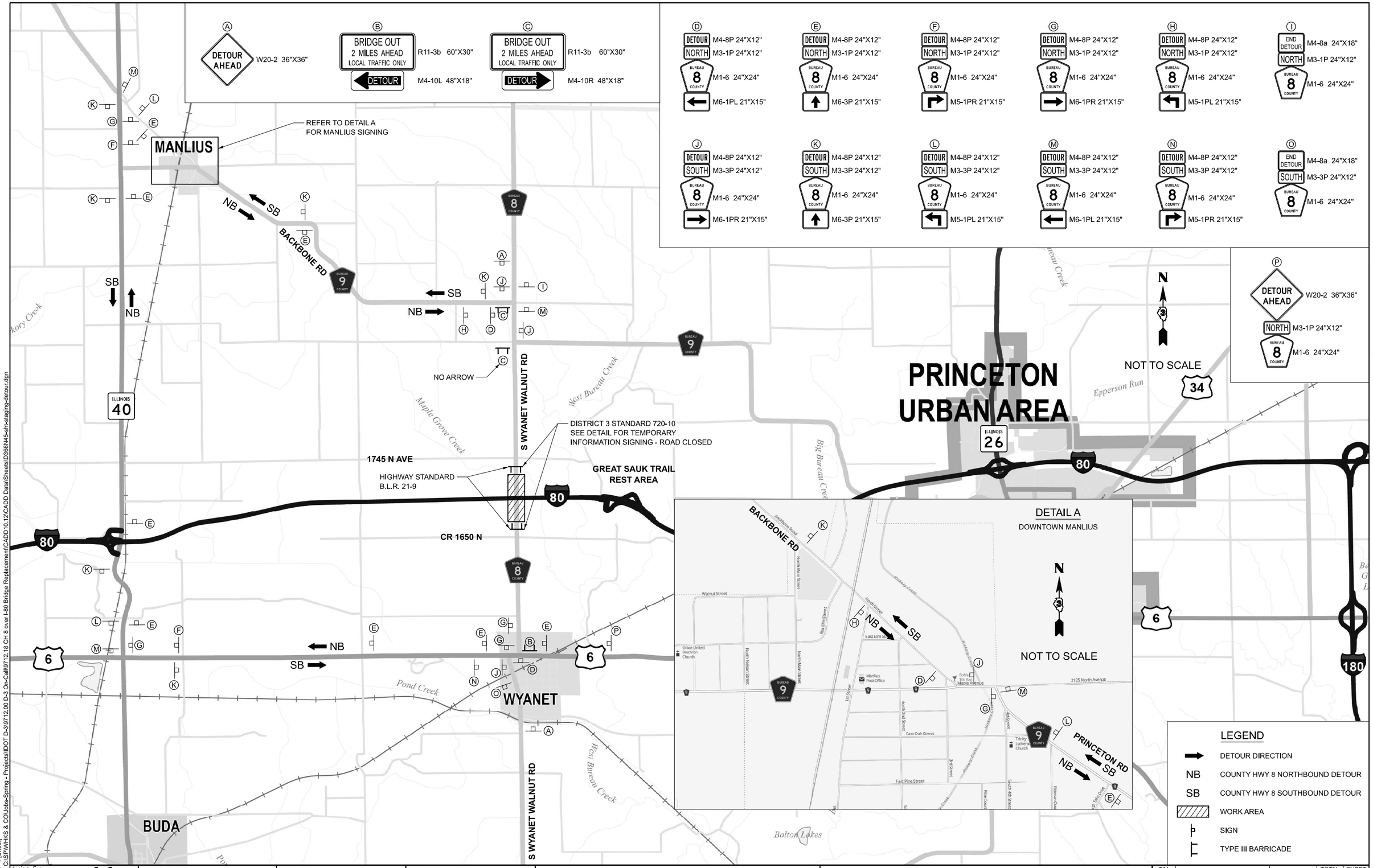
USER NAME = skoontz	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -	
PLOT DATE = 1/19/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL AND SEEDING PLAN

SCALE: 1"=50' | SHEET 1 OF 1 SHEETS | STA. 12+80.00 TO STA. 27+80.00

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-3HB)BR	BUREAU	50	22
		CONTRACT NO. 66N45		
	ILLINOIS	FED. AID PROJECT		



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design firm no. 184001036
whks
engineers + planners + land surveyors

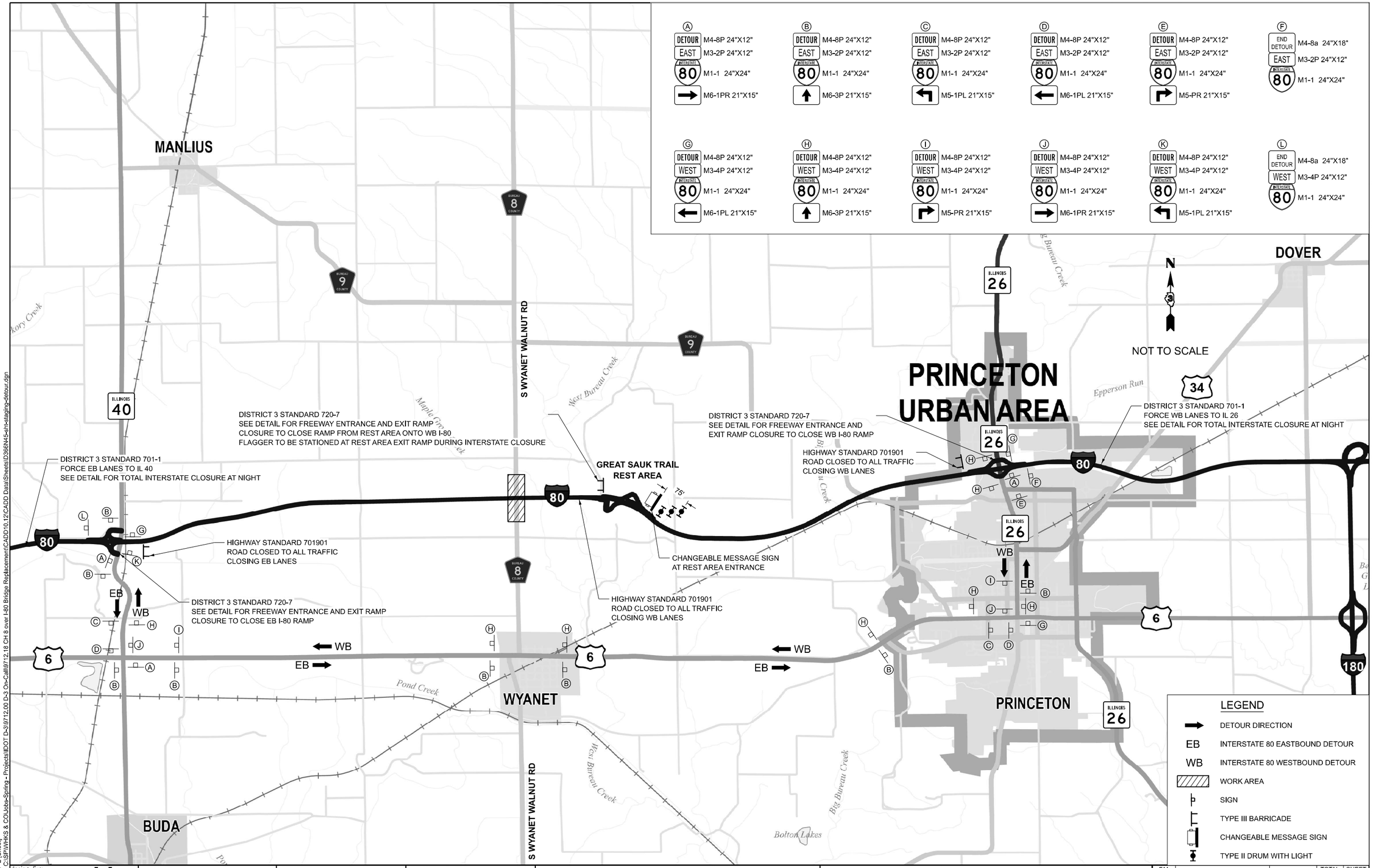
USER NAME = skoontz	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED -	REVISED -	
PLOT DATE = 3/17/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR PLANS - COUNTY HIGHWAY 8 ROAD CLOSURE

SCALE: 1"=10' | SHEET 1 OF 2 SHEETS | STA. | TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-3HB)BR	BUREAU	50	23
		CONTRACT NO. 66N45		
	ILLINOIS FED. AID PROJECT			



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design firm no. 184001036
whks engineers + planners + land surveyors

USER NAME = skoontz	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 1/20/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR PLANS - INTERSTATE 80 ROAD CLOSURE

SCALE: 1"=10' | SHEET 2 OF 2 SHEETS | STA. | TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-3HB)BR	BUREAU	50	24

CONTRACT NO. 66N45
ILLINOIS | FED. AID PROJECT

Benchmark: BM 0112 - Cut square on top of southwest corner of the southeast wingwall of SN 006-0112. Sta. 21+18.80, 16.56' left, Elev. 677.987.

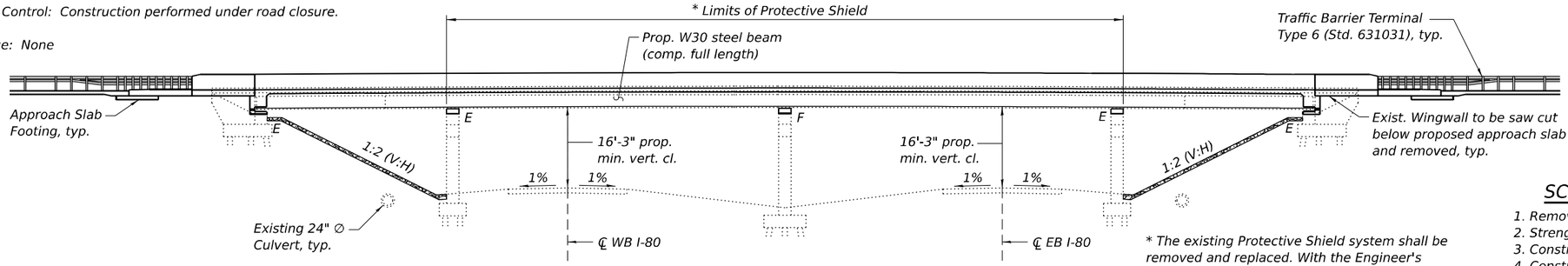
Existing Structure: SN 006-0112, built in 1963 as FAI Rte. 80, Section 06-3HB-1 at Sta. 745+74.52. The bridge rail was updated in 1982 and the pin and link assembly pins were replaced in 1997. The structure is a four-span bridge with a steel rolled beam non-composite superstructure supported on stub abutments and hammerhead piers. The abutments are founded on concrete piles, while the piers are founded on creosoted timber piles. Welded cover plates are present on the beams and pin and links are present in the outer spans. The bridge measures 216'-8" back-to-back abutments, 31'-8" out to out, with no skew.

Traffic Control: Construction performed under road closure.

Salvage: None

BYPASS FLOWRATE FROM BRIDGE LIMITS (END OF APPROACH SLAB) TO ROADWAY

	NW Curbline	SW Curbline	NE Curbline	SE Curbline
Q(C.F.S.)	0.129	0.129	0.129	0.129

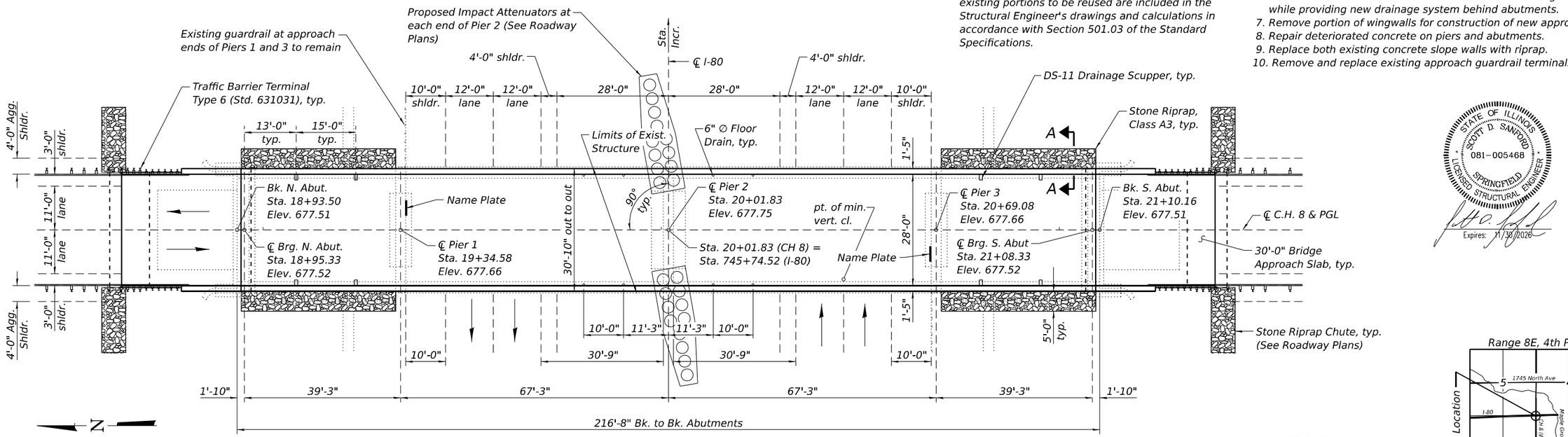


ELEVATION

* The existing Protective Shield system shall be removed and replaced. WIth the Engineer's approval, the existing Protective Shield, or portions thereof, may be salvaged and reused provided any existing portions to be reused are included in the Structural Engineer's drawings and calculations in accordance with Section 501.03 of the Standard Specifications.

SCOPE OF WORK

1. Remove existing superstructure and bearings.
2. Strengthen all existing pier cap overhangs with fiber wraps.
3. Construct new pier and abutment cap extensions.
4. Construct new composite superstructure on new bearings.
5. Remove approach pavements and replace with bridge approach slabs.
6. Remove abutment backwalls and convert to semi-intergral abutments, while providing new drainage system behind abutments.
7. Remove portion of wingwalls for construction of new approach slabs.
8. Repair deteriorated concrete on piers and abutments.
9. Replace both existing concrete slope walls with riprap.
10. Remove and replace existing approach guardrail terminals.



PLAN

DESIGN SPECIFICATIONS

(New Construction)
2024 AASHTO LRFD Bridge Design Specifications, 10th Edition

(Existing Construction)
2002 AASHTO Standard Specifications for Highway Bridge, 17th Edition

2006 Seismic Retrofitting Manual for Highway Structures: Part 1 - Bridges (FHWA-HRT-06-032)

DESIGN STRESSES

FIELD UNITS (NEW CONSTRUCTION)
f 'c = 4,000 psi (Superstructure)
f 'c = 3,500 psi (Substructure)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)

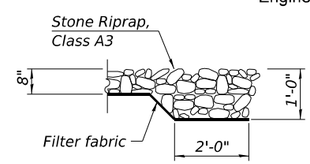
FIELD UNITS (EXISTING CONSTRUCTION)
fc = 1,400 psi (Substructure)
fs = 20,000 psi (Reinforcement)

LOADING HL-93

Allow 25#/sq. ft. for future wearing surface.

SEISMIC DATA

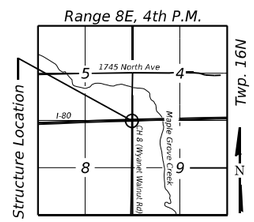
2023 AASHTO Seismic Hazard
Seismic Retrofit Category (SRC) = A
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.108g
Soil Site Class = D
Performance Level = PL 1
Latitude = 41.394643°N Longitude = 89.587944°W



SECTION A-A

STATE OF ILLINOIS
SCOTT D. SANFORD
081-005468
LICENSED STRUCTURAL ENGINEER
SPRINGFIELD
Expires: 11/30/2026

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures



LOCATION SKETCH

GENERAL PLAN AND ELEVATION
COUNTY HIGHWAY 8 OVER I-80
FAI RTE. 80 - SEC. (06-3HB)BR
BUREAU COUNTY
STATION 20+01.83
STRUCTURE NO. 006-0112

design firm no. 184001036 — whks engineers + planners + land surveyors

USER NAME	= dashley	DESIGNED -	B.F.	REVISED -	
		CHECKED -	J.O.	REVISED -	
PLOT SCALE	= 0.2 '/' / in.	DRAWN -	D.A.	REVISED -	
PLOT DATE	= 2/24/2026	CHECKED -	S.S.	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 006-0112
SHEET 1 OF 20 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-3HB) BR	BUREAU	50	25
		CONTRACT NO. 66N45		
		ILLINOIS	FED. AID PROJECT	

MODEL: 01
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2/24/2026 11:36:00 AM

GENERAL NOTES

Calculated weight of Structural Steel = 134,420 lbs. (Grade 50) and 12,310 lbs. (Grade 36).

No field welding is permitted except as specified in the contract documents.

Fasteners shall be ASTM F 3125 Grade A325 Type 1, mechanically galvanized bolts in painted areas. Bolts $\frac{7}{8}$ in. diameter, holes $1\frac{5}{16}$ in. diameter, unless otherwise noted.

Reinforcement bars designated (E) shall be epoxy coated.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

Concrete Sealer shall be applied to the designated areas of the beam seats at Piers 1-3 excluding fiber wrap areas. The Concrete Sealer shall be a "film forming" type for horizontal surfaces.

Plan dimensions and details relative to the existing structure have been taken from existing plans are subject to nominal construction variations. The Contactor shall field verify existing dimensions and details affecting new construction 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 scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

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

The existing bearings contain lead plates. The Contractor shall take precautions to deal with the presence of lead on this project.

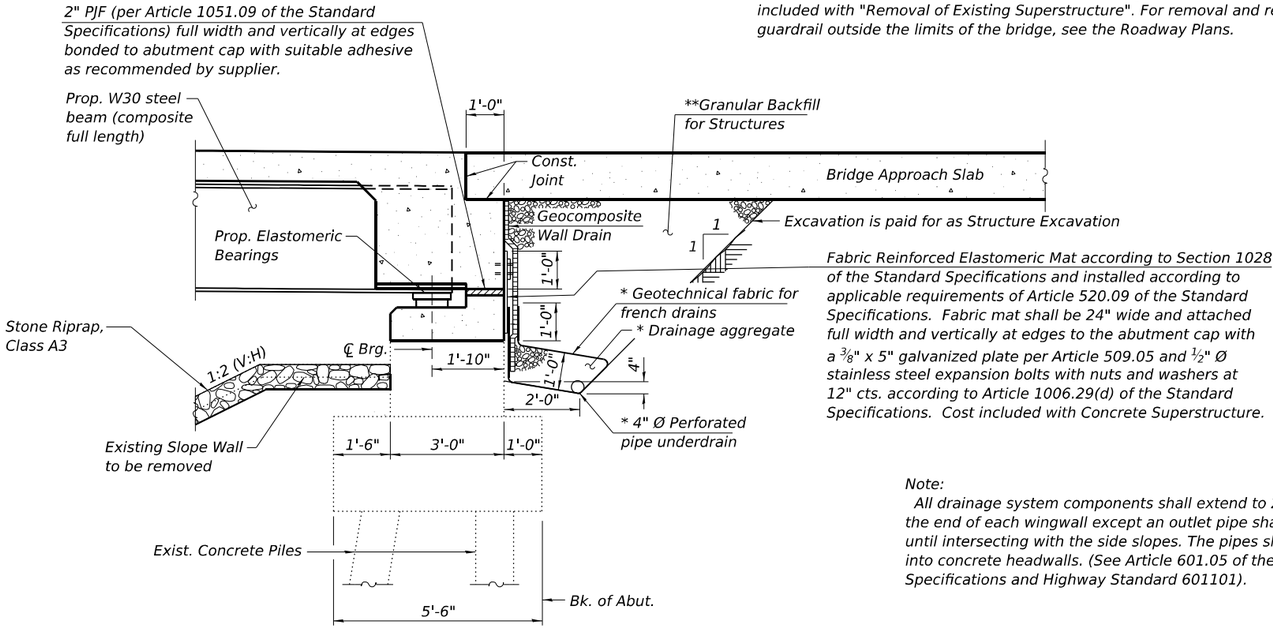
The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Interstate Green, Munsell No. 7.5G 4/8.

INDEX OF SHEETS

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A3	Sq. Yd.		368	368
Filter Fabric	Sq. Yd.		368	368
Removal of Existing Superstructures	Each	1		1
Concrete Removal	Cu. Yd.		13.3	13.3
Slope Wall Removal	Sq. Yd.		321	321
Protective Shield	Sq. Yd.	483		483
Structure Excavation	Cu. Yd.		21	21
Floor Drains	Each	8		8
Concrete Structures	Cu. Yd.		33.6	33.6
Concrete Superstructure	Cu. Yd.	254.7		254.7
Bridge Deck Grooving	Sq. Yd.	855		855
Protective Coat	Sq. Yd.	1,077		1,077
Concrete Superstructure (Approach Slab)	Cu. Yd.	83.4		83.4
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	4,185		4,185
Reinforcement Bars, Epoxy Coated	Pound	98,710	2,380	101,090
Name Plates	Each		2	2
Elastomeric Bearing Assembly, Type I	Each	20		20
Anchor Bolts, 3/4"	Each		10	10
Anchor Bolts, 1"	Each		40	40
Structural Repair of Concrete (Depth Equal to or Less than 5 inches)	Sq. Ft.		16	16
Granular Backfill for Structures	Cu. Yd.		40	40
Concrete Sealer	Sq. Ft.		79	79
Geocomposite Wall Drain	Sq. Yd.		28	28
Pipe Underdrains for Structures 4"	Foot		95	95
Acrylic Coating	Sq. Yd.		117	117
Fiber Wrap	Sq. Ft.		1,055	1,055
Bar Terminators	Each	594		594
Drainage Scuppers, DS-11	Each	8		8

Note: Removal of the existing bridge rail and steel guardrail within the limits of the bridge is included with "Removal of Existing Superstructure". For removal and reconstruction of the steel guardrail outside the limits of the bridge, see the Roadway Plans.



SECTION THRU SEMI-INTEGRAL ABUTMENT

(South Abutment shown; North Abutment similar)

* Included in the cost of Pipe Underdrains for Structures.

** Granular Backfill for Structures according to Section 586 of the Standard Spedifications except the course aggregate shall be CA 7, CA 11, or CA 14, and shall be compacted according to Article 205.06 of the Standard Spedifications.

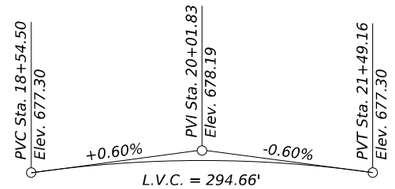
Note:
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

STA. 20+01.83
REBUILT 202_ BY
STATE OF ILLINOIS
FAI Rt. 80 Sec. (06-3HB)BR
LOADING HL-93
STR. NO. 006-0112

NAME PLATE

See Std. 515001

Note:
New Name Plates shall be located adjacent to the existing Name Plates on Piers 1 and 3. Cost included with Name Plates.

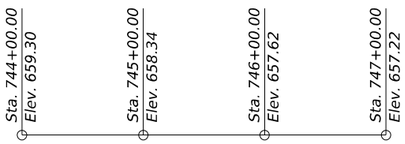


COUNTY HIGHWAY 8 PROFILE GRADE

(along ℄ roadway)

EB I-80 PROFILE GRADE

(along ℄ EB lanes)



WB I-80 PROFILE GRADE

(along ℄ WB lanes)

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. N. Abut.	18+93.50	-12.50	677.31	677.31
CL Brg. N. Abut.	18+95.33	-12.50	677.32	677.32
A	19+05.33	-12.50	677.36	677.37
B	19+15.33	-12.50	677.40	677.40
C	19+25.33	-12.50	677.43	677.43
CL Brg. Pier 1	19+34.58	-12.50	677.46	677.46
D	19+44.58	-12.50	677.49	677.50
E	19+54.58	-12.50	677.51	677.55
F	19+64.58	-12.50	677.52	677.57
G	19+74.58	-12.50	677.54	677.58
H	19+84.58	-12.50	677.55	677.57
I	19+94.58	-12.50	677.55	677.56
CL Brg. Pier 2	20+01.83	-12.50	677.55	677.55
J	20+11.83	-12.50	677.55	677.56
K	20+21.83	-12.50	677.54	677.58
L	20+31.83	-12.50	677.53	677.58
M	20+41.83	-12.50	677.52	677.57
N	20+51.83	-12.50	677.50	677.54
O	20+61.83	-12.50	677.48	677.49
CL Brg. Pier 3	20+69.08	-12.50	677.46	677.46
P	20+79.08	-12.50	677.43	677.43
Q	20+89.08	-12.50	677.40	677.40
R	20+99.08	-12.50	677.36	677.36
CL Brg. S. Abut.	21+08.33	-12.50	677.32	677.32
Bk. S. Abut.	21+10.16	-12.50	677.31	677.31

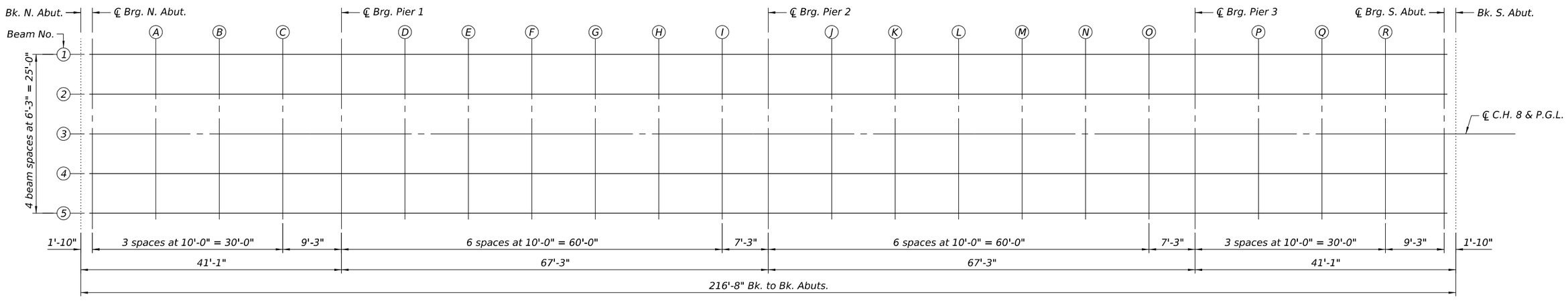
BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. N. Abut.	18+93.50	-6.25	677.42	677.42
CL Brg. N. Abut.	18+95.33	-6.25	677.42	677.42
A	19+05.33	-6.25	677.46	677.47
B	19+15.33	-6.25	677.50	677.50
C	19+25.33	-6.25	677.54	677.53
CL Brg. Pier 1	19+34.58	-6.25	677.56	677.56
D	19+44.58	-6.25	677.59	677.61
E	19+54.58	-6.25	677.61	677.65
F	19+64.58	-6.25	677.63	677.67
G	19+74.58	-6.25	677.64	677.68
H	19+84.58	-6.25	677.65	677.67
I	19+94.58	-6.25	677.65	677.66
CL Brg. Pier 2	20+01.83	-6.25	677.65	677.65
J	20+11.83	-6.25	677.65	677.66
K	20+21.83	-6.25	677.65	677.68
L	20+31.83	-6.25	677.64	677.68
M	20+41.83	-6.25	677.62	677.67
N	20+51.83	-6.25	677.60	677.64
O	20+61.83	-6.25	677.58	677.59
CL Brg. Pier 3	20+69.08	-6.25	677.56	677.56
P	20+79.08	-6.25	677.53	677.53
Q	20+89.08	-6.25	677.50	677.50
R	20+99.08	-6.25	677.46	677.47
CL Brg. S. Abut.	21+08.33	-6.25	677.42	677.42
Bk. S. Abut.	21+10.16	-6.25	677.42	677.42

℄ C.H. 8 & P.G.L. & BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. N. Abut.	18+93.50	0.00	677.51	677.51
CL Brg. N. Abut.	18+95.33	0.00	677.52	677.52
A	19+05.33	0.00	677.56	677.56
B	19+15.33	0.00	677.60	677.60
C	19+25.33	0.00	677.63	677.63
CL Brg. Pier 1	19+34.58	0.00	677.66	677.66
D	19+44.58	0.00	677.68	677.70
E	19+54.58	0.00	677.70	677.74
F	19+64.58	0.00	677.72	677.77
G	19+74.58	0.00	677.73	677.78
H	19+84.58	0.00	677.74	677.77
I	19+94.58	0.00	677.75	677.75
CL Brg. Pier 2	20+01.83	0.00	677.75	677.75
J	20+11.83	0.00	677.75	677.76
K	20+21.83	0.00	677.74	677.77
L	20+31.83	0.00	677.73	677.78
M	20+41.83	0.00	677.72	677.76
N	20+51.83	0.00	677.70	677.73
O	20+61.83	0.00	677.67	677.69
CL Brg. Pier 3	20+69.08	0.00	677.66	677.66
P	20+79.08	0.00	677.63	677.62
Q	20+89.08	0.00	677.59	677.60
R	20+99.08	0.00	677.56	677.56
CL Brg. S. Abut.	21+08.33	0.00	677.52	677.52
Bk. S. Abut.	21+10.16	0.00	677.51	677.51

N



PLAN

MODEL: 03
FILE NAME: C:\SP\WHKS & CO.Jobs\Spring - 9712.18 CH 8 over I-80 Bridge Replacement\CADD\0.12\CADD Data\Bridge\0060112+2036R45-Sheets.dgn

design firm no. 184001036 — whks engineers + planners + land surveyors	USER NAME = dashley	DESIGNED - B.F.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		CHECKED - J.O.	REVISED -	
	PLOT SCALE = 0.2 '/' / in.	DRAWN - D.A.	REVISED -	
	PLOT DATE = 2/24/2026	CHECKED - S.S.	REVISED -	

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 006-0112
SHEET 3 OF 20 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-3HB) BR	BUREAU	50	27
		CONTRACT NO. 66N45		
	ILLINOIS	FED. AID PROJECT		

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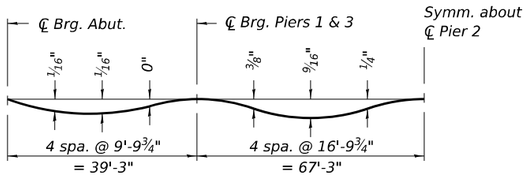
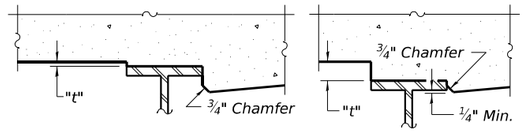


DEAD LOAD DEFLECTION DIAGRAM

(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 3 of 20 and here.



At Minimum Fillet *At Maximum Fillet*

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on sheet 3 of 20. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheet 3 of 20 and here, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. N. Abut.	18+93.50	6.25	677.42	677.42
CL Brg. N. Abut.	18+95.33	6.25	677.42	677.42
A	19+05.33	6.25	677.46	677.47
B	19+15.33	6.25	677.50	677.50
C	19+25.33	6.25	677.54	677.53
CL Brg. Pier 1	19+34.58	6.25	677.56	677.56
D	19+44.58	6.25	677.59	677.61
E	19+54.58	6.25	677.61	677.65
F	19+64.58	6.25	677.63	677.67
G	19+74.58	6.25	677.64	677.68
H	19+84.58	6.25	677.65	677.67
I	19+94.58	6.25	677.65	677.66
CL Brg. Pier 2	20+01.83	6.25	677.65	677.65
J	20+11.83	6.25	677.65	677.66
K	20+21.83	6.25	677.65	677.68
L	20+31.83	6.25	677.64	677.68
M	20+41.83	6.25	677.62	677.67
N	20+51.83	6.25	677.60	677.64
O	20+61.83	6.25	677.58	677.59
CL Brg. Pier 3	20+69.08	6.25	677.56	677.56
P	20+79.08	6.25	677.53	677.53
Q	20+89.08	6.25	677.50	677.50
R	20+99.08	6.25	677.46	677.47
CL Brg. S. Abut.	21+08.33	6.25	677.42	677.42
Bk. S. Abut.	21+10.16	6.25	677.42	677.42

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. N. Abut.	18+93.50	12.50	677.31	677.31
CL Brg. N. Abut.	18+95.33	12.50	677.32	677.32
A	19+05.33	12.50	677.36	677.37
B	19+15.33	12.50	677.40	677.40
C	19+25.33	12.50	677.43	677.43
CL Brg. Pier 1	19+34.58	12.50	677.46	677.46
D	19+44.58	12.50	677.49	677.50
E	19+54.58	12.50	677.51	677.55
F	19+64.58	12.50	677.52	677.57
G	19+74.58	12.50	677.54	677.58
H	19+84.58	12.50	677.55	677.57
I	19+94.58	12.50	677.55	677.56
CL Brg. Pier 2	20+01.83	12.50	677.55	677.55
J	20+11.83	12.50	677.55	677.56
K	20+21.83	12.50	677.54	677.58
L	20+31.83	12.50	677.53	677.58
M	20+41.83	12.50	677.52	677.57
N	20+51.83	12.50	677.50	677.54
O	20+61.83	12.50	677.48	677.49
CL Brg. Pier 3	20+69.08	12.50	677.46	677.46
P	20+79.08	12.50	677.43	677.43
Q	20+89.08	12.50	677.40	677.40
R	20+99.08	12.50	677.36	677.36
CL Brg. S. Abut.	21+08.33	12.50	677.32	677.32
Bk. S. Abut.	21+10.16	12.50	677.31	677.31

E-S

4-4-2025

design firm no. 184001036 — whks engineers + planners + land surveyors

USER NAME = dashley	DESIGNED - B.F.	REVISED -	
	CHECKED - J.O.	REVISED -	
PLOT SCALE = 0.2 '' / in.	DRAWN - D.A.	REVISED -	
PLOT DATE = 2/24/2026	CHECKED - S.S.	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 006-0112
SHEET 4 OF 20 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-3HB) BR	BUREAU	50	28
		CONTRACT NO. 66N45		
	ILLINOIS	FED. AID PROJECT		

INSIDE FACE OF EAST PARAPET

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Pav't	18+64.50	-14.00	677.14
A1	18+74.50	-14.00	677.19
A2	18+84.50	-14.00	677.24
S. End of N. Appr. Pav't	18+94.50	-14.00	677.29

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Pav't	18+64.50	-11.00	677.20
A1	18+74.50	-11.00	677.25
A2	18+84.50	-11.00	677.30
S. End of N. Appr. Pav't	18+94.50	-11.00	677.35

℄ ROADWAY AND P.G.

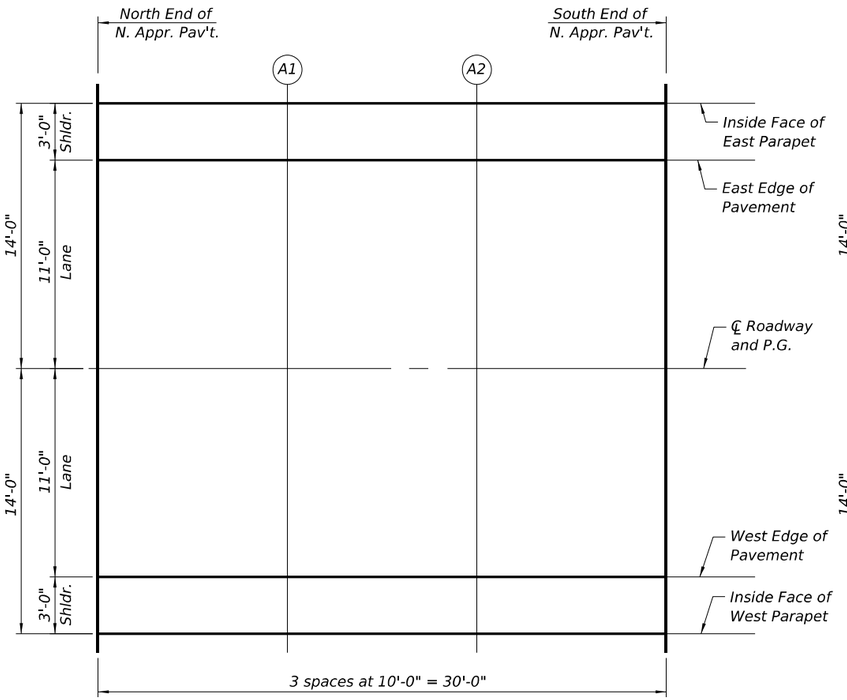
Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Pav't	18+64.50	0.00	677.36
A1	18+74.50	0.00	677.42
A2	18+84.50	0.00	677.47
S. End of N. Appr. Pav't	18+94.50	0.00	677.51

WEST EDGE OF PAVEMENT

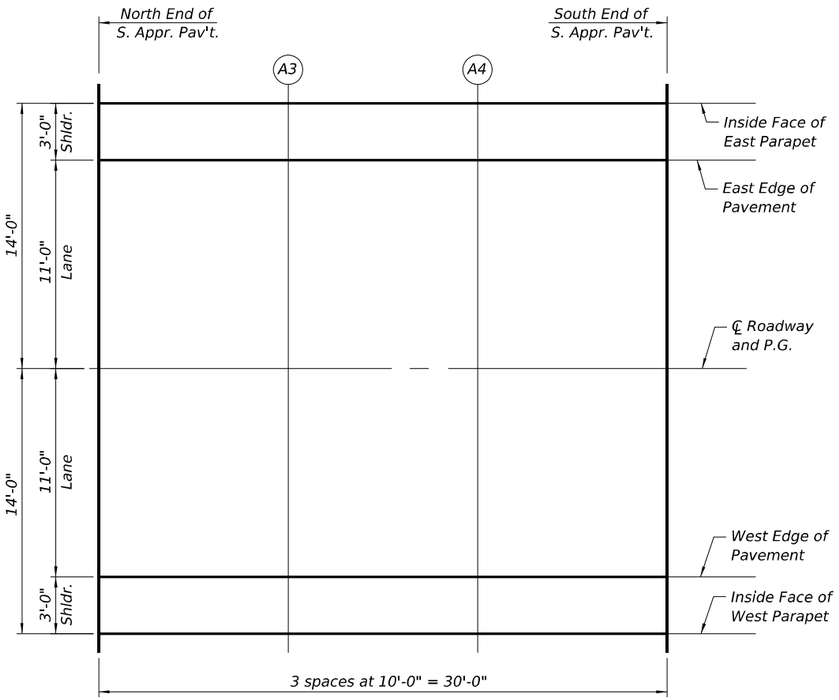
Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Pav't	18+64.50	11.00	677.20
A1	18+74.50	11.00	677.25
A2	18+84.50	11.00	677.30
S. End of N. Appr. Pav't	18+94.50	11.00	677.35

INSIDE FACE OF WEST PARAPET

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Pav't	18+64.50	14.00	677.14
A1	18+74.50	14.00	677.19
A2	18+84.50	14.00	677.24
S. End of N. Appr. Pav't	18+94.50	14.00	677.29



PLAN
(North Approach)



PLAN
(South Approach)

INSIDE FACE OF EAST PARAPET

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Pav't	21+09.16	-14.00	677.29
A3	21+19.16	-14.00	677.24
A4	21+29.16	-14.00	677.19
N. End of S. Appr. Pav't	21+39.16	-14.00	677.14

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Pav't	21+09.16	-11.00	677.35
A3	21+19.16	-11.00	677.30
A4	21+29.16	-11.00	677.25
N. End of S. Appr. Pav't	21+39.16	-11.00	677.20

℄ ROADWAY AND P.G.

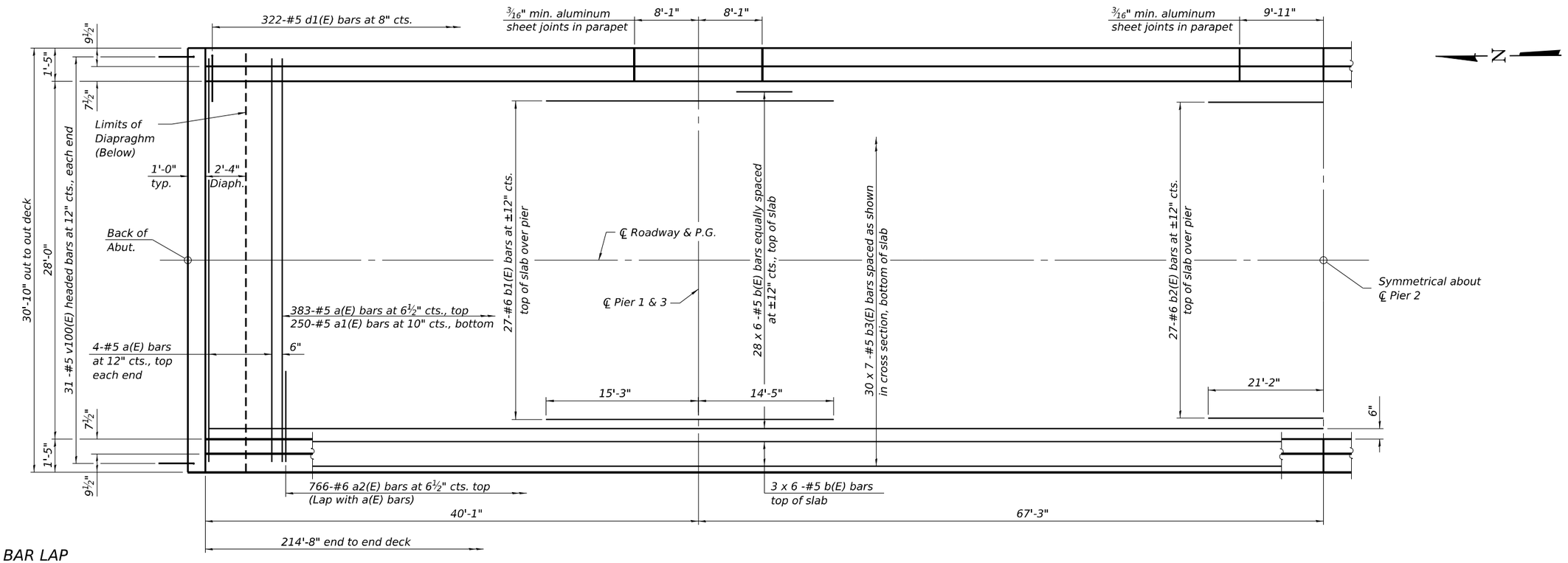
Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Pav't	21+09.16	0.00	677.51
A3	21+19.16	0.00	677.47
A4	21+29.16	0.00	677.42
N. End of S. Appr. Pav't	21+39.16	0.00	677.36

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Pav't	21+09.16	11.00	677.35
A3	21+19.16	11.00	677.30
A4	21+29.16	11.00	677.25
N. End of S. Appr. Pav't	21+39.16	11.00	677.20

INSIDE FACE OF WEST PARAPET

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Pav't	21+09.16	14.00	677.29
A3	21+19.16	14.00	677.24
A4	21+29.16	14.00	677.19
N. End of S. Appr. Pav't	21+39.16	14.00	677.14

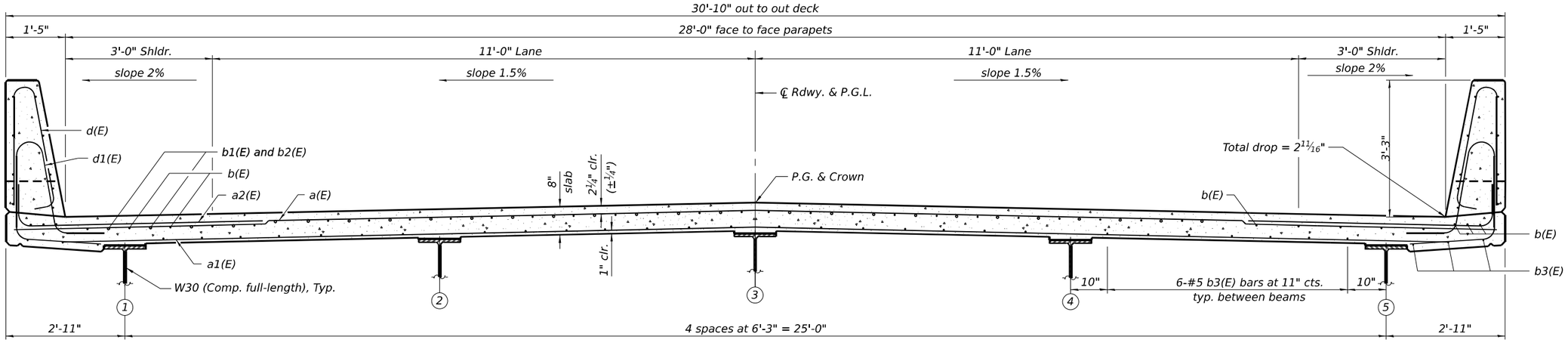


PARTIAL PLAN

MINIMUM BAR LAP

#5 bar = 3'-10"

Notes:
See sheet 7 of 20 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.



NEAR PIER NEAR MIDSPAN

CROSS SECTION

(Looking South)

SI-SB-2-0 4-4-2025

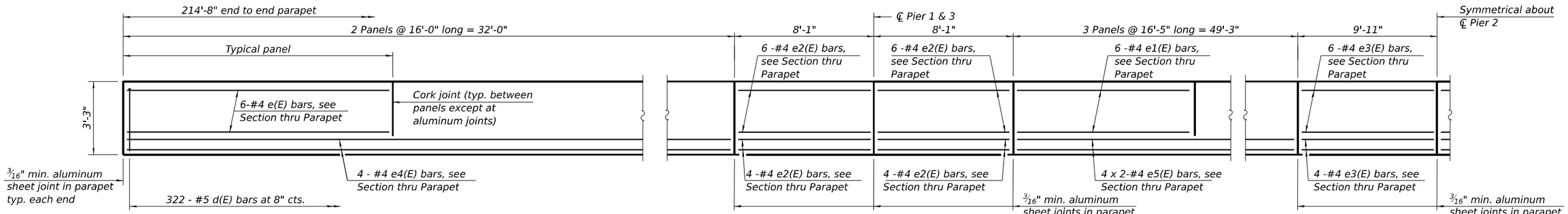
MODEL: 06
FILE NAME: C:\SP\WHKS & CO\Jobs\Spring - 9712-18 CH 8 over I-80 Bridge Replacement\CADD\10.12\CADD Data\Bridge\006112-D36N45-Sheets.dgn

2/24/2026 11:36:02 AM

design firm no. 184-001036 — whks engineers + planners + land surveyors	USER NAME = dashley	DESIGNED - B.F.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		CHECKED - J.O.	REVISED -	
	PLOT SCALE = 0.2 '/ in.	DRAWN - D.A.	REVISED -	
	PLOT DATE = 2/24/2026	CHECKED - S.S.	REVISED -	

SUPERSTRUCTURE
STRUCTURE NO. 006-0112
SHEET 6 OF 20 SHEETS

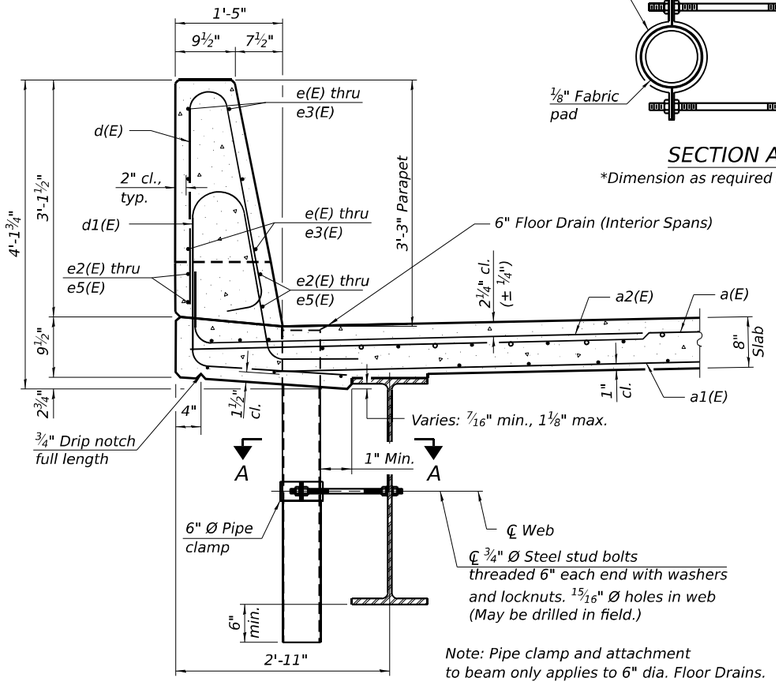
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-3HB) BR	BUREAU	50	30
		CONTRACT NO. 66N45		
		ILLINOIS	FED. AID PROJECT	



INSIDE ELEVATION OF PARAPET

MINIMUM BAR LAP

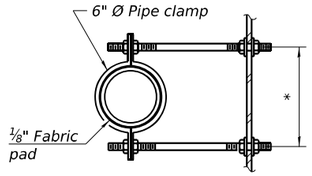
#4 bar = 2'-2"



Note: Pipe clamp and attachment to beam only applies to 6" dia. Floor Drains.

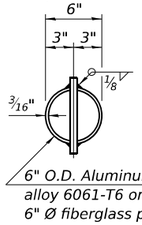
SECTION THRU PARAPET

(Showing Floor Drain, Scupper similar)



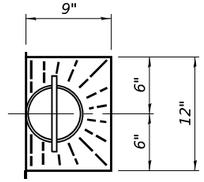
SECTION A-A

*Dimension as required by pipe clamp

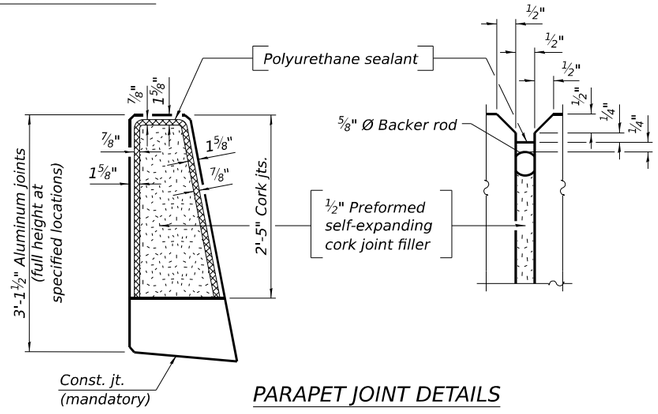


TOP PLAN

(Showing aluminum tube)



TOP PLAN



PARAPET JOINT DETAILS

Notes:

Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.

The exterior surfaces of the floor drains shall be painted according to Article 506 with the finish coat as specified. The exterior surfaces of the drains shall be cleaned according to the Society of Protective Coating's Spec. SSPC-SP1 prior to painting.

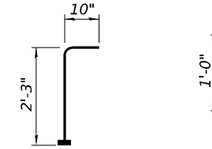
The top portion of aluminum floor drains shall be coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete.

The clamping device shall be galvanized according to AASHTO M 232. Cost of clamping device included with Floor Drains.

The 3/16" min. aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

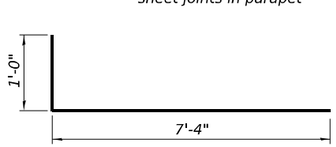
The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

Bar terminators, paid for separately. See Total Bill of Material.

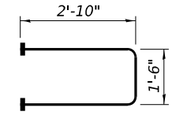


BAR v100(E)

(Headed. 62- #5 Bar terminators)



BAR a2(E)



BAR s10(E)

(Headed 104-#5 Bar terminators)

BAR m11(E)

(Headed 32-#6 Bar terminators)

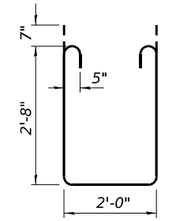
BAR m15(E)

(Headed 16-#6 Bar terminators)

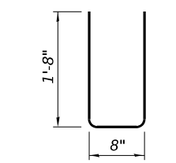
SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	391	#5	30'-6"	
a1(E)	250	#5	29'-2"	
a2(E)	766	#6	8'-4"	
a3(E)	64	#5	2'-0"	
b(E)	204	#5	38'-11"	
b1(E)	54	#6	29'-8"	
b2(E)	27	#6	42'-4"	
b3(E)	210	#5	33'-11"	
d(E)	644	#5	6'-5"	
d1(E)	644	#5	8'-3"	
e(E)	48	#4	15'-8"	
e1(E)	72	#4	16'-1"	
e2(E)	80	#4	7'-9"	
e3(E)	40	#4	9'-7"	
e4(E)	16	#4	31'-8"	
e5(E)	32	#4	25'-7"	
m10(E)	10	#6	30'-6"	
m11(E)	16	#6	5'-10"	
m12(E)	16	#6	5'-10"	
m13(E)	4	#4	30'-6"	
m14(E)	8	#6	2'-7"	
m15(E)	8	#6	2'-7"	
s10(E)	52	#5	7'-2"	
s11(E)	52	#5	8'-6"	
u10(E)	52	#4	4'-0"	
v100(E)	62	#5	3'-1"	
Reinforcement Bars, Epoxy Coated			Lbs.	64,210
Concrete Superstructure			Cu. Yds.	246.9

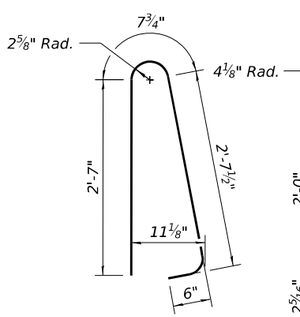
Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.



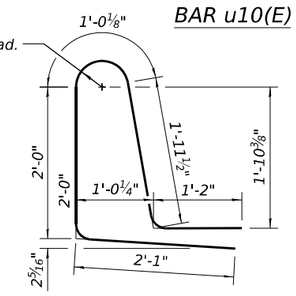
BAR s11(E)



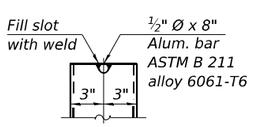
BAR u10(E)



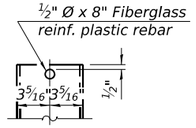
BAR d(E)



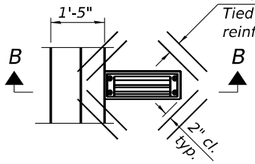
BAR d1(E)



ALUMINUM TUBE



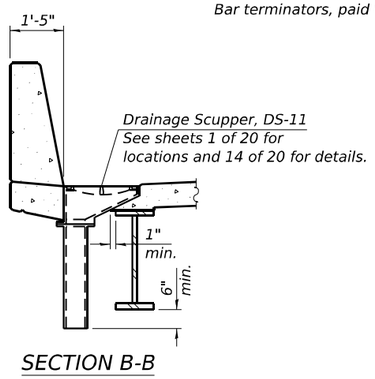
FIBERGLASS PIPE



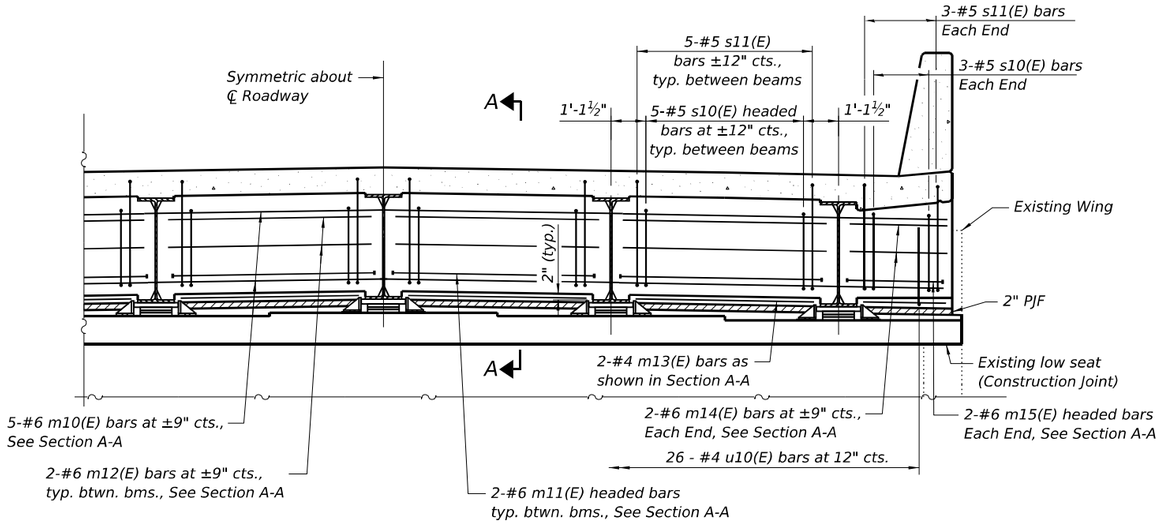
PLAN AT DS-11 SCUPPER

Note:

Cut longitudinal reinforcement to clear drainage scuppers.

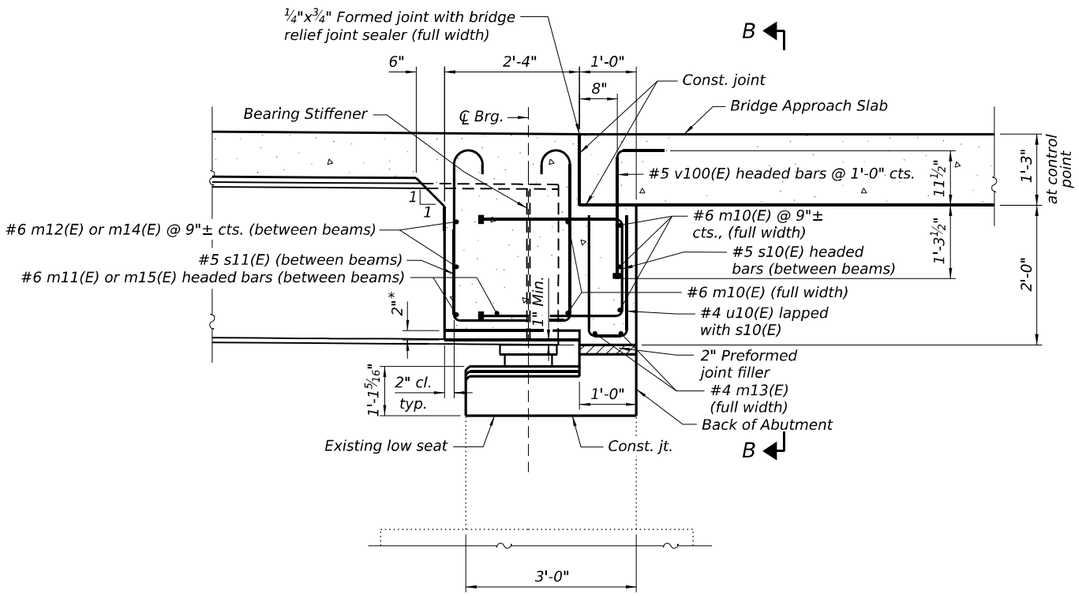


SECTION B-B



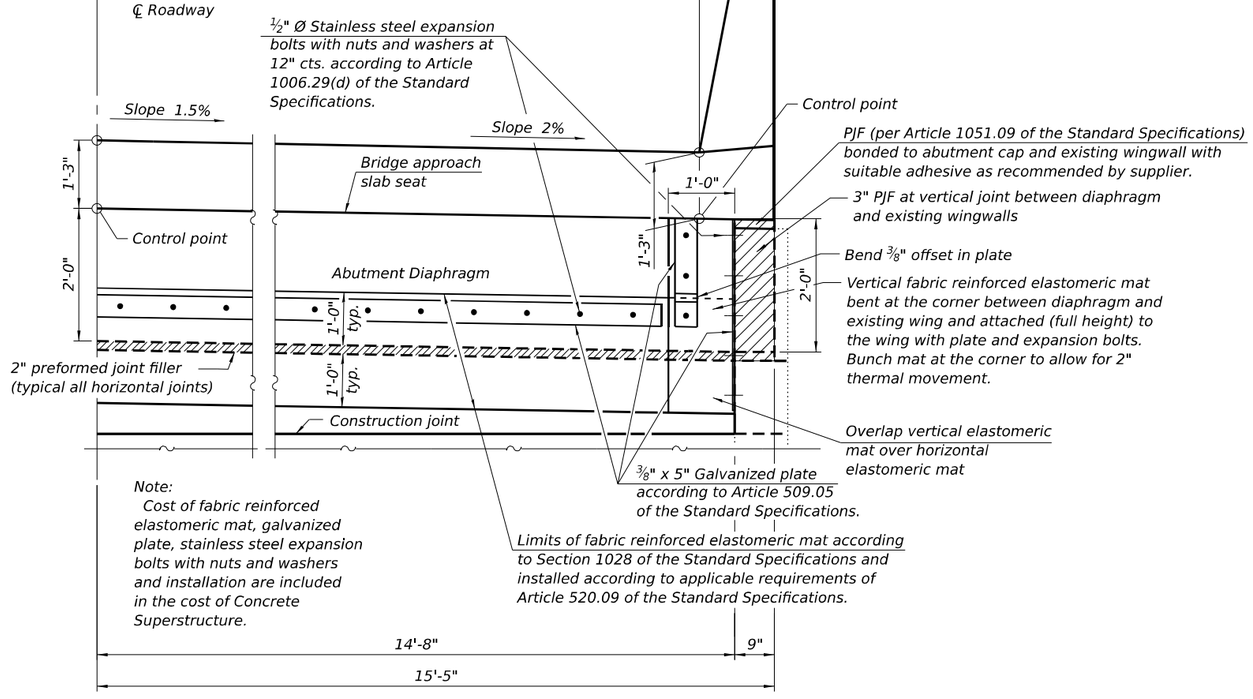
DIAPHRAGM AT ABUTMENT

(North Abutment Looking North)
(South Abutment Looking South)



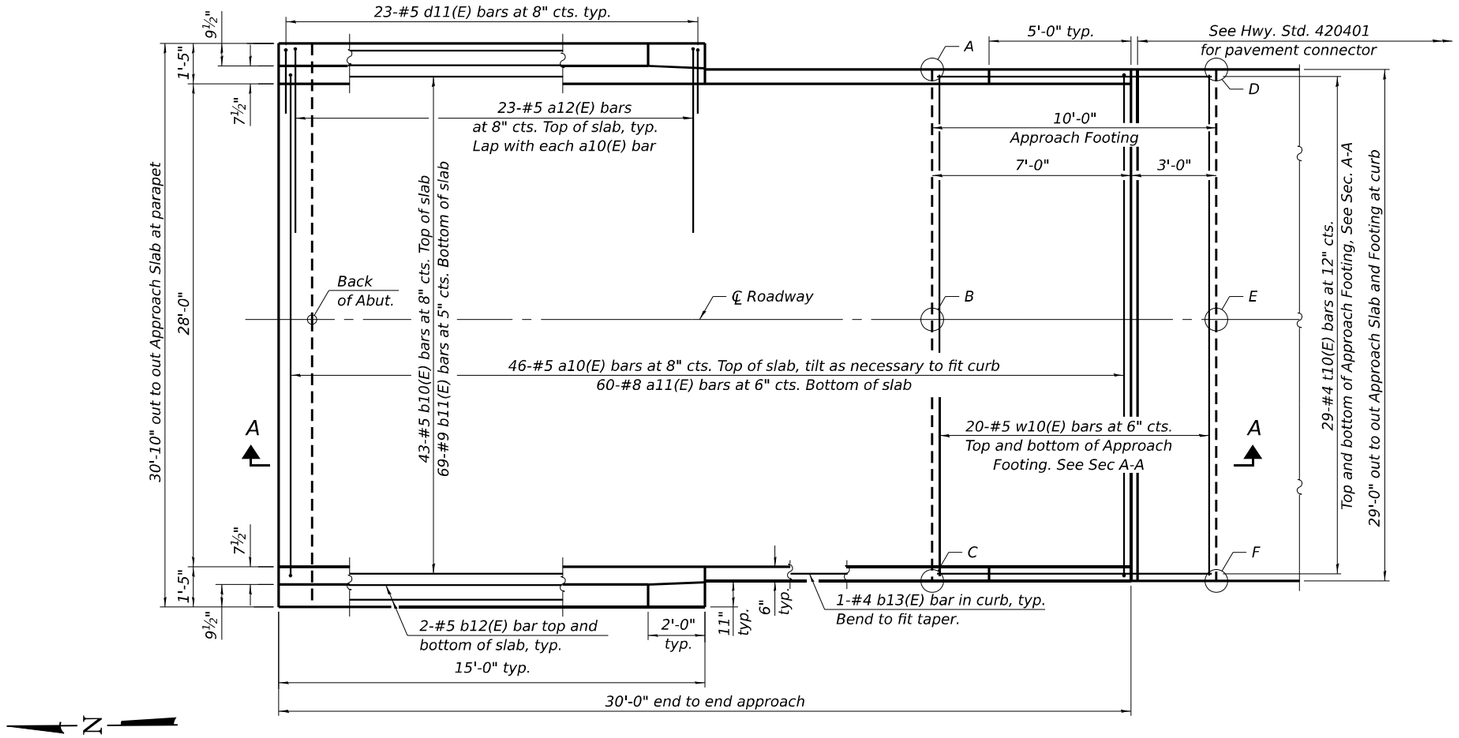
SECTION A-A

* Diaphragm concrete within beam flange drops to top of bottom flange.



VIEW B-B

Notes:
See sheet 7 of 20 for superstructure details and Bill of Material.
The approach slab seat shall have a constant slope determined from the control points shown.

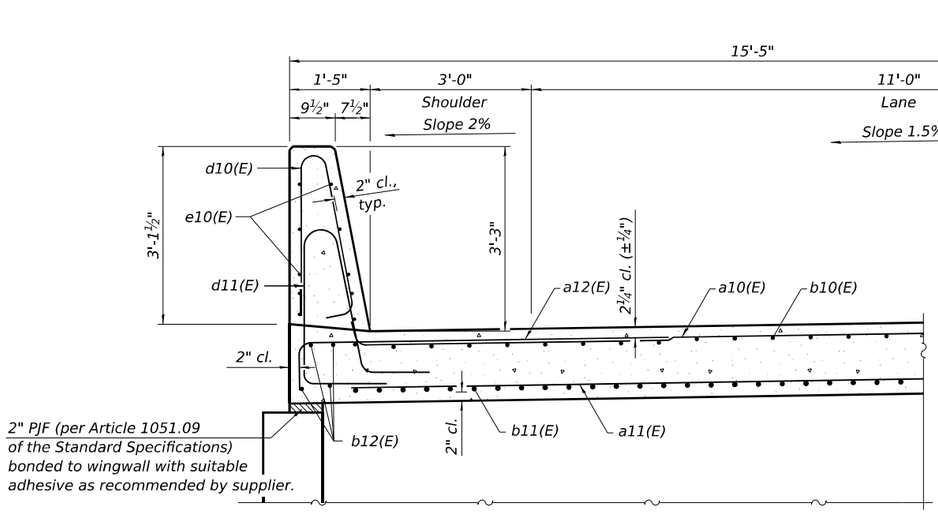


PLAN

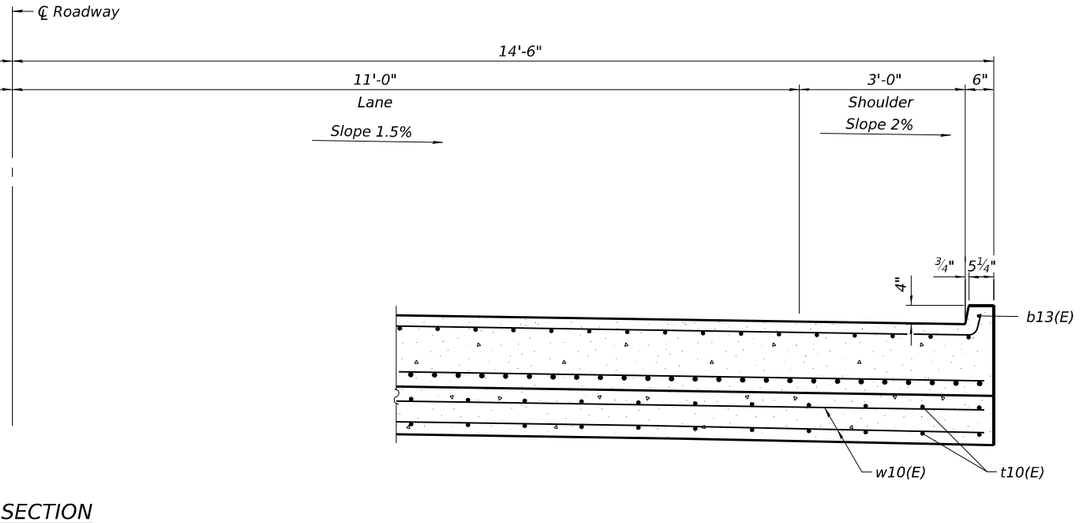
(South approach slab shown; North approach slab similar by 180° rotation)

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

North Approach			South Approach		
Point/ Location	Top	Bottom	Point/ Location	Top	Bottom
A	675.92	675.08	A	675.92	675.08
B	676.15	675.32	B	676.15	675.32
C	675.92	675.08	C	675.92	675.08
D	675.86	675.03	D	675.86	675.03
E	676.10	675.26	E	676.10	675.26
F	675.86	675.03	F	675.86	675.03



NEAR ABUTMENT



CROSS SECTION

(Looking South)

AT APPROACH FOOTING

BAIA-CIP-39CS-0

4-4-2025

(Sheet 1 of 2)

design firm no. 184001036 — whks engineers + planners + land surveyors

USER NAME = dashley	DESIGNED - B.F.	REVISED -	
	CHECKED - J.O.	REVISED -	
PLOT SCALE = 0.2 '-' / in.	DRAWN - D.A.	REVISED -	
PLOT DATE = 2/24/2026	CHECKED - S.S.	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 006-0112

SHEET 9 OF 20 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-3HB) BR	BUREAU	50	33
		CONTRACT NO. 66N45		
	ILLINOIS	FED. AID PROJECT		

MODEL: 09
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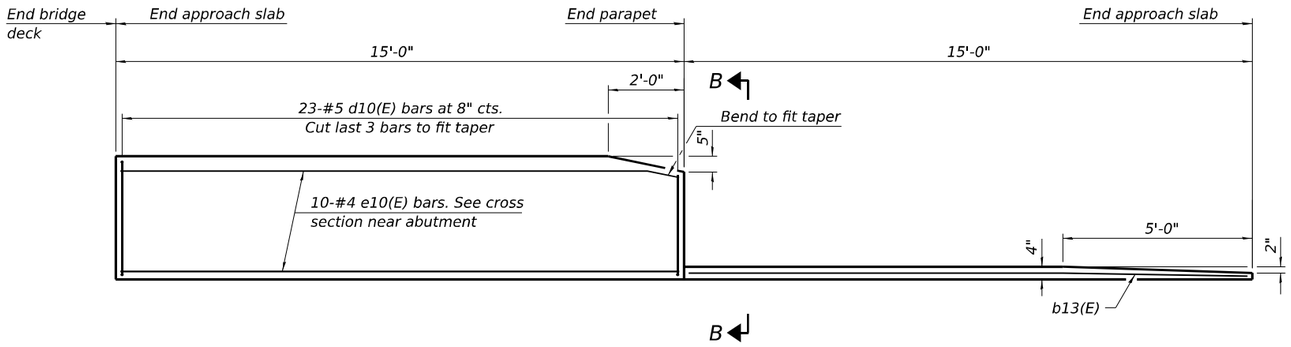
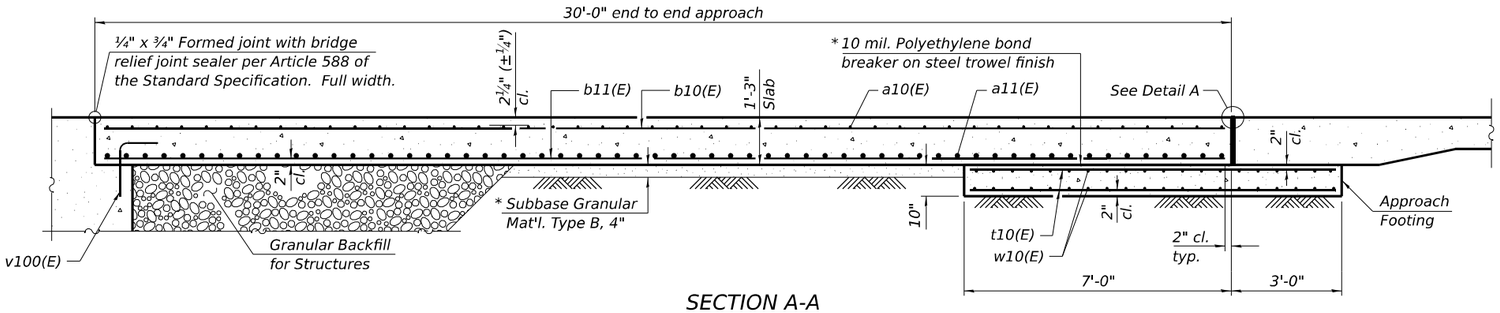
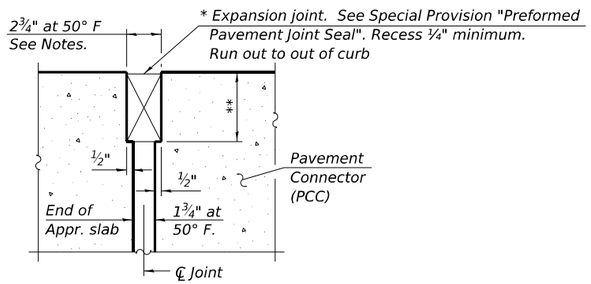


INSIDE ELEVATION OF PARAPET AND CURB

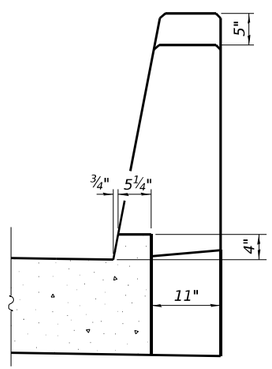


SECTION A-A



DETAIL A

* Cost included with Concrete Superstructure (Approach Slab).



VIEW B-B

Notes:

The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.

Parapet concrete shall be paid for as Concrete Superstructure.

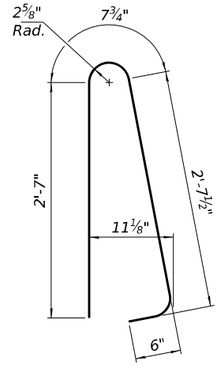
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).

Approach footing concrete shall be paid for as Concrete Structures.

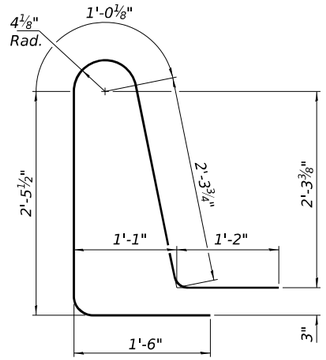
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

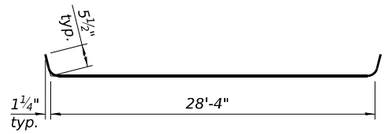
For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 20.



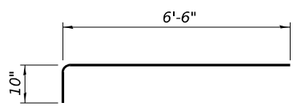
BAR d10(E)



BAR d11(E)



BAR a10(E)



BAR a12(E)

TWO APPROACHES BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	92	#5	29'-3"	
a11(E)	120	#8	28'-8"	
a12(E)	92	#5	7'-4"	
b10(E)	86	#5	29'-8"	
b11(E)	138	#9	29'-8"	
b12(E)	16	#5	14'-8"	
b13(E)	4	#4	14'-8"	
d10(E)	92	#5	6'-5"	
d11(E)	92	#5	8'-6"	
e10(E)	40	#4	14'-8"	
t10(E)	116	#4	9'-8"	
w10(E)	80	#5	28'-8"	
Concrete Superstructure			Cu. Yd.	7.8
Concrete Superstructure (Approach Slab)			Cu. Yd.	83.4
Concrete Structures			Cu. Yd.	17.9
Reinforcement Bars, Epoxy Coated			Pound	34,500

BAIA-CIP-39CS-0 4-4-2025

design firm no. 184.001036 whks engineers + planners + land surveyors

USER NAME = dashley		DESIGNED - B.F.		REVISED -	
		CHECKED - J.O.		REVISED -	
PLOT SCALE = 0.2 '=' / in.		DRAWN - D.A.		REVISED -	
PLOT DATE = 2/24/2026		CHECKED - S.S.		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 006-0112

SHEET 10 OF 20 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-3HB) BR	BUREAU	50	34
		CONTRACT NO. 66N45		
	ILLINOIS FED. AID PROJECT			

MODEL: 10
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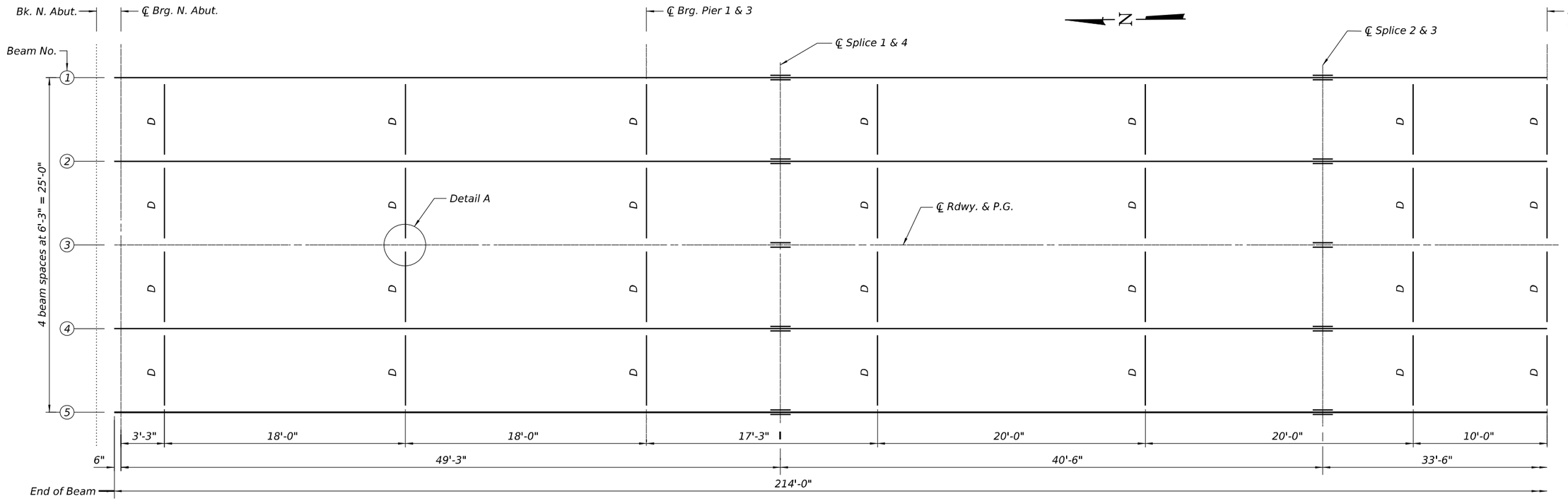
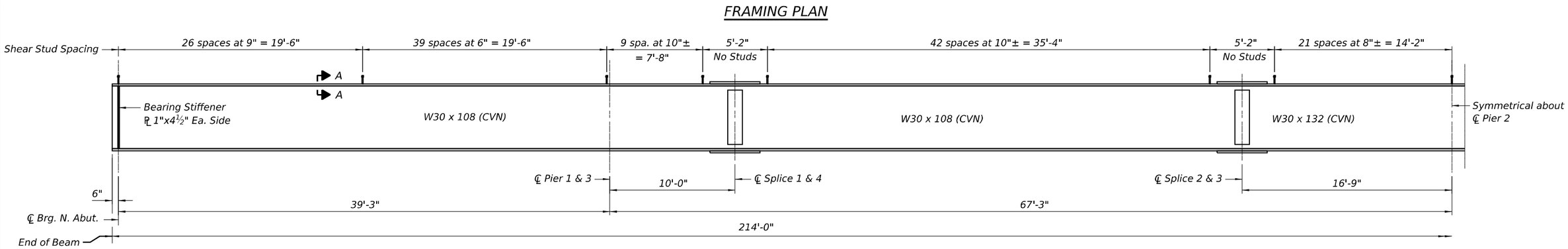
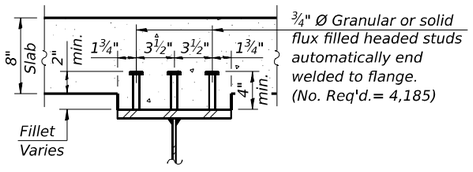


FRAMING PLAN



BEAM ELEVATION



SECTION A-A

TOP OF BEAM ELEVATIONS
(for fabrication only)

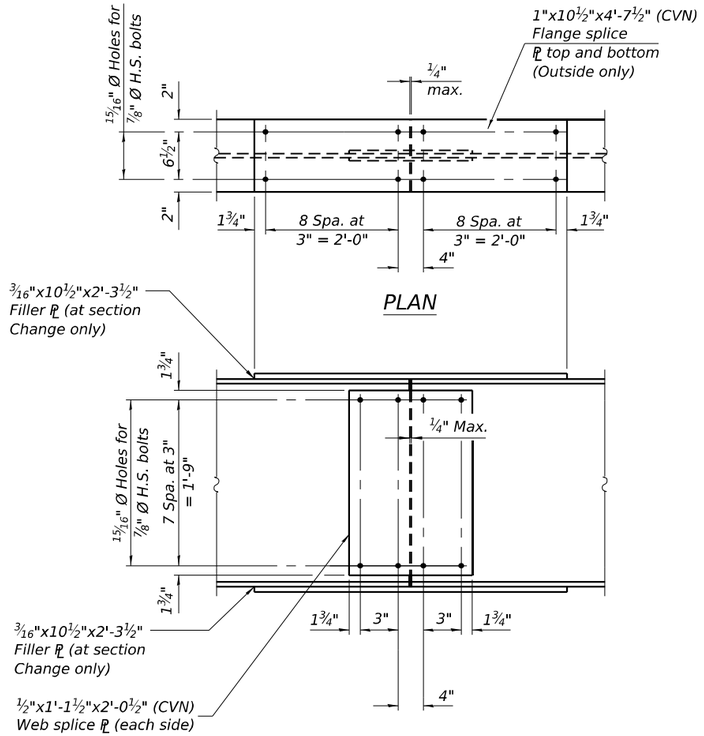
	℄ Brg. N. Abut.	℄ Brg. Pier 1	℄ Splice 1	℄ Splice 2	℄ Brg. Pier 2	℄ Splice 3	℄ Splice 4	℄ Brg. Pier 3	℄ Brg. S. Abut.
Beam 1	676.56	676.70	676.71	676.78	676.80	676.78	676.71	676.70	676.56
Beam 2	676.66	676.80	676.81	676.88	676.90	676.88	676.81	676.80	676.66
Beam 3	676.75	676.89	676.90	676.97	676.99	676.97	676.90	676.89	676.75
Beam 4	676.66	676.80	676.81	676.88	676.90	676.88	676.81	676.80	676.66
Beam 5	676.56	676.70	676.71	676.78	676.80	676.78	676.71	676.70	676.56

Notes:
All beams shall be AASHTO M270 Grade 50.
All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor bolts.
Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirements, Zone 2.
See sheet 12 of 20 for Diaphragm and Splice Details.
See sheet 15 of 20 for Anchor Bolt Placement at abutments.

design firm no. 184.001036
whks engineers + planners + land surveyors

USER NAME = dashley	DESIGNED - B.F.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STRUCTURAL STEEL STRUCTURE NO. 006-0112
	CHECKED - J.O.	REVISED -		
PLOT SCALE = 0.2 '/ in.	DRAWN - D.A.	REVISED -		
PLOT DATE = 5/1/2026	CHECKED - S.S.	REVISED -		SHEET 11 OF 20 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-3HB) BR	BUREAU	50	35
		CONTRACT NO. 66N45		
	ILLINOIS	FED. AID PROJECT		

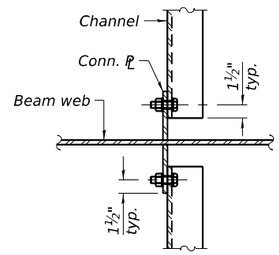


ELEVATION

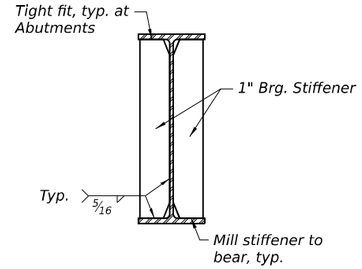
SPLICE DETAIL

(20 Required)

Notes:
All splice plates, except fill plates, shall be AASHTO M270 Grade 50.
All splices are symmetrical about ℄ splice
Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirements, Zone 2

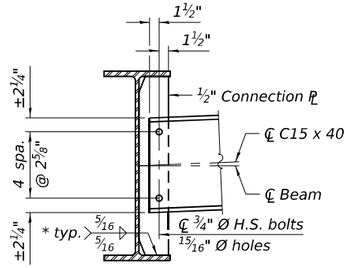


DETAIL A



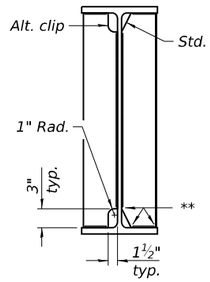
Bearing Stiffener

20 Required (2 at Each Beam End)



INTERIOR DIAPHRAGM

* 3 sides of each connection ℄.
D (52 Required)



WELD LIMITS AND CLIP DETAILS

** Stop welds ¼" (±⅛") from edges as shown.
Typical.

Notes:
All connection and stiffener plates shall be AASHTO M270 Grade 50.
Two hardened washers required for each set of oversized holes.
Alternate channels of equal depth and larger weight are permitted to facilitate material acquisition. Alternate channels, if utilized, shall be provided at no additional cost to the Department.

INTERIOR BEAM MOMENT TABLE					
		0.3 Sp. 1 or 0.7 Sp. 4	Pier 1 or Pier 3	0.5 Sp. 2 or 0.5 Sp. 3	Pier 2
I_s	(in^4)	4393	4393	4393	5670
I_c (n)	(in^4)	12693	———	12693	———
I_c (3n)	(in^4)	9628	———	9628	———
I_c (cr)	(in^4)	———	6188	———	7569
S_s	(in^3)	295	295	295	374
S_c (n)	(in^3)	447	———	447	———
S_c (3n)	(in^3)	408	———	408	———
S_c (cr)	(in^3)	———	345	———	427
S_x	(in^3)	437	359	421	446
DC1	(k/')	0.81	0.81	0.81	0.83
M_{DC1}	('k)	59	223	153	355
DC2	(k/')	0.22	0.22	0.22	0.22
M_{DC2}	('k)	16	62	43	95
DW	(k/')	0.14	0.14	0.14	0.14
M_{DW}	('k)	11	41	28	62
LLDF		0.588	0.544	0.512	0.521
$M_{Ł+IM}$	('k)	361	478	475	577
$f_ł$ (Strength I)	(ksi)	———	———	———	———
$M_u + {}^1/_3 f_ł S_x$	('k)	741	1253	1118	1665
$\Phi_f M_n$	('k)	2369	1764	2279	2280
f_s DC1	(ksi)	2.4	9.1	6.2	11.4
f_s DC2	(ksi)	0.5	2.2	1.3	2.7
f_s DW	(ksi)	0.3	1.4	0.8	1.7
f_s (Ł+IM)	(ksi)	9.7	16.6	12.8	16.2
$f_ł$ (Service II)	(ksi)	———	———	———	———
$f_s + {}^{f_ł}/_2$ (Service II)	(ksi)	15.8	34.2	24.9	36.9
Service II Resistance	(ksi)	47.5	47.5	47.5	47.5
$f_s + {}^{f_ł}/_3$ (Strength I)	(ksi)	———	———	———	———
$\Phi_f F_n$	(ksi)	———	———	———	———
V_f	(k)	21	27	23	25

BEAM REACTION TABLE				
		Abuts.	Pier 1 or Pier 3	Pier 2
LLDF		0.689	0.689	0.689
OCF		———	———	———
R_{DC1}	(k)	34.4	45.2	57.1
R_{DC2}	(k)	2.6	12.6	15.5
R_{DW}	(k)	3.6	8.2	10
$R_Ł$	(k)	44.6	90.4	95.3
R_{Im}	(k)	11.9	20.3	20.5
R_{Total} (Strength I)(Impact)	(k)	150.5	278.2	308.3
R_{Total} (Strength I)(No Impact)	(k)	129.7	242.7	272.5

Note:
Abutment reactions include dead load and live load from approach slab and concrete diaphragm.

I_s , S_s : *Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in.⁴ and in.³).*

I_c (n), S_c (n): *Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in.⁴ and in.³).*

I_c (3n), S_c (3n): *Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.⁴ and in.³).*

I_c (cr), S_c (cr): *Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in.⁴ and in.³).*

S_x : *Section modulus about the major axis of a section to the controlling flange, tension or compression, taken as yield moment with respect to the controlling flange over the yield strength of the controlling flange (in.³).*

DC1: *Un-factored non-composite dead load (kips/ft.).*

M_{DC1}: *Un-factored moment due to non-composite dead load (kip-ft.).*

DC2: *Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).*

M_{DC2}: *Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).*

DW: *Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).*

M_{DW} : *Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).*

LLDF: *Live Load Distribution Factor for moment and shear computed according to Article 4.6.2.2 and further IDOT provisions.*

$M_{Ł+IM}$: *Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).*

M_u : *Strength I load combination of factored design moments (kip-ft.).*
1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 $M_{Ł+IM}$

$f_ł$: *Factored calculated flange lateral bending stress as calculated using Article 6.10.1.6 and as further simplified by IDOT provisions (ksi).*

$\Phi_f M_n$: *Factored nominal flexural resistance of the section determined as specified in Article 6.10.7.1 or A6 as applicable (kip-ft.).*

f_s DC1: *Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).*
M_{DC1} / S_s

f_s DC2: *Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).*
M_{DC2} / S_c (3n) or M_{DC2} / S_c (cr) as applicable.

f_s DW: *Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).*
M_{DW} / S_c (3n) or M_{DW} / S_c (cr) as applicable.

f_s (Ł+ IM): *Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).*
$M_{Ł+IM}$/ S_c (n) or $M_{Ł+IM}$/ S_c (cr) as applicable.

$f_s + f_ł / 2$ (Service II): *Sum of stresses as computed below (ksi).*
f_s DC1 + f_s DC2 + f_s DW + 1.3 f_s (Ł+ IM) + $f_ł$ /2

Service II Resistance: *Composite (0.95$R_h F_{yf}$) or noncomposite (0.80$R_h F_{yf}$) stress capacity according to Article 6.10.4.2 (ksi).*

$f_s + f_ł / 3$ (Strength I): *Sum of stresses as computed below on non-compact sections (ksi).*
1.25 (f_s DC1 + f_s DC2) + 1.5 f_s DW + 1.75 f_s (Ł+ IM) + $f_ł$ /3

$\Phi_f F_n$: *Factored nominal flexural resistance of the section as specified in Article 6.10.7.2 or 6.10.8 as applicable (ksi).*

V_f : *Maximum factored shear range in span computed according to Article 6.10.10.*

OCF: *Obtuse Correction Factor according to Article 4.6.2.2.3c or as further simplified by IDOT provisions.*

R_{DC1}: *Un-factored reaction due to non-composite dead load (kip).*

R_{DC2}: *Un-factored reaction due to long-term composite (superimposed excluding future wearing surface) dead load (kip).*

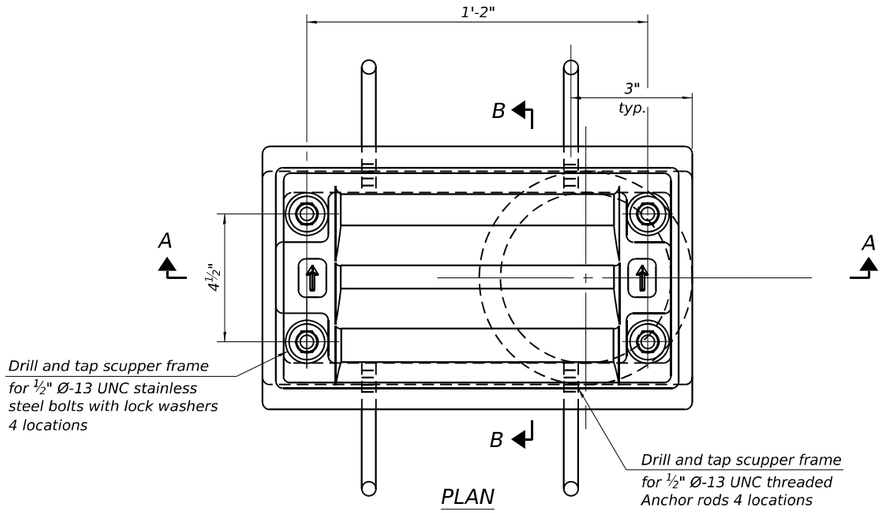
R_{DW} : *Un-factored reaction due to long-term composite (superimposed future wearing surface only) dead load (kip).*

$R_Ł$: *Un-factored live load reaction (kip).*

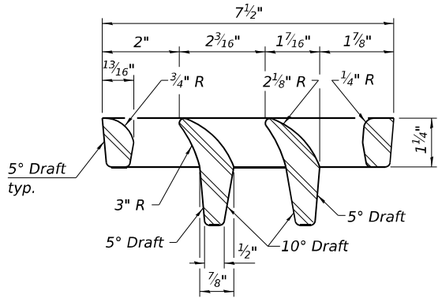
R_{IM} : *Un-factored dynamic load allowance (impact) (kip).*

R_{Total} (Strength I)(Impact): *Strength I load combination of factored design reactions (kip).*
1.25 (R_{DC1} + R_{DC2}) + 1.5R_{DW} + 1.75 ($R_Ł$ + R_{IM})

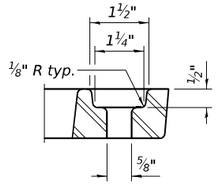
R_{Total} (Strength I)(No Impact): *Strength I load combination of factored design reactions, not including dynamic load allowance (Impact) (kip).*
1.25 (R_{DC1} + R_{DC2}) + 1.5R_{DW} + 1.75 ($R_Ł$)



PLAN



VANE GRATE DETAIL



GRATE BOLT HOLE DETAIL

Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 35B and AASHTO M306.

Bolts, anchor rods, nuts and washers shall be according to ASTM A307 and shall be galvanized according to AASHTO M232. As an alternate stainless steel may be used.

Stainless steel hardware shall be 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 the cast iron scupper frames and downspouts; however, the scupper grates shall remain cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.

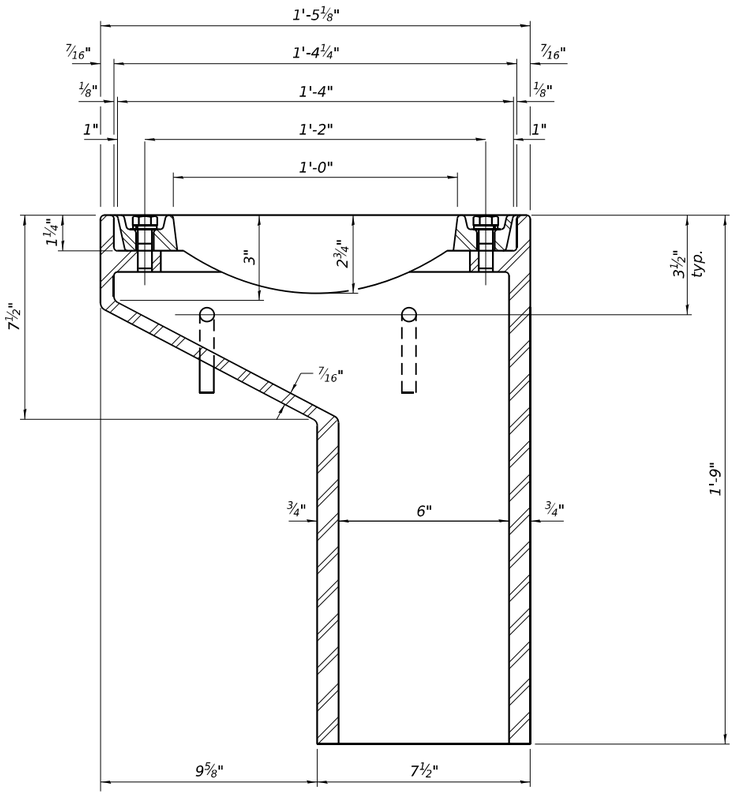
Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111.

As an alternate, fiberglass may be used for downspouts according to ASTM D2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. in lieu of the cast iron or structural steel.

Exterior surfaces of downspouts and exterior exposed surfaces of the scupper frame below deck shall be treated as specified on sheet 7 of 20.

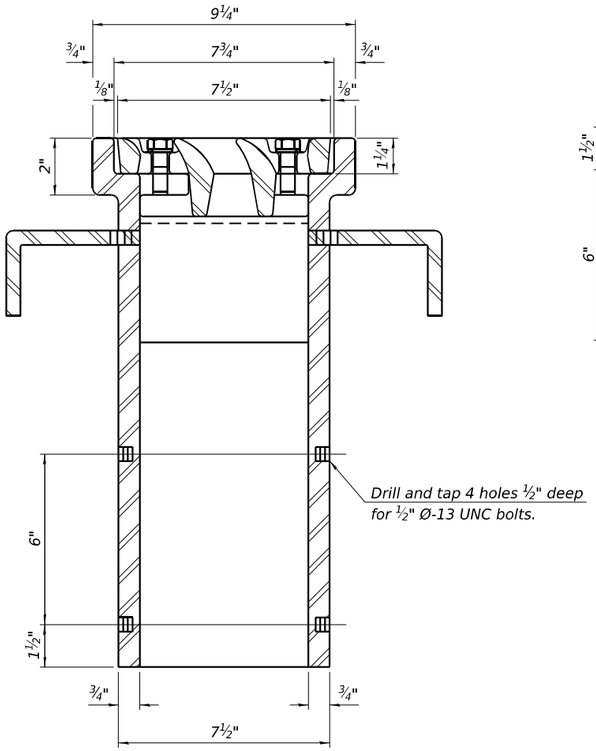
The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

Cost of the grate, frame, downspout, anchor rods, nuts and washers including complete installation of the scupper shall be paid for at the contract unit price for Drainage Scuppers, DS-11.

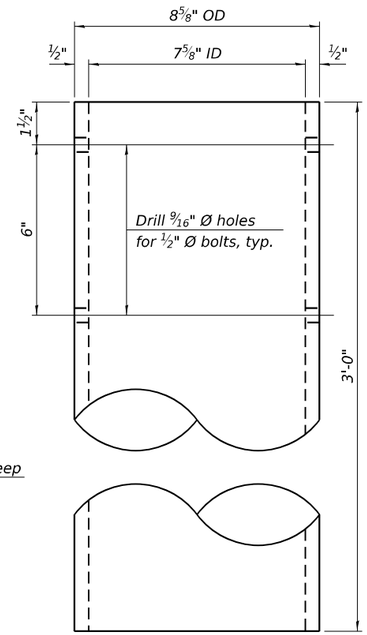


SECTION A-A

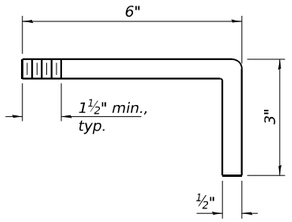
See sheet 7 of 20 for scupper location relative to parapet.



SECTION B-B



DOWNSPOUT



ANCHOR ROD DETAIL

BILL OF MATERIAL

Item	Unit	Quantity
Drainage Scuppers, DS-11	Each	8

DS-11 4-4-2025

design firm no. 184-001036 — whks engineers + planners + land surveyors

USER NAME = dashley		DESIGNED - B.F.		REVISED -	
		CHECKED - J.O.		REVISED -	
PLOT SCALE = 0.2 '/ in.		DRAWN - D.A.		REVISED -	
PLOT DATE = 2/24/2026		CHECKED - S.S.		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPERS, DS-11
STRUCTURE NO. 006-0112
SHEET 14 OF 20 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-3HB) BR	BUREAU	50	38
		CONTRACT NO. 66N45		
		ILLINOIS FED. AID PROJECT		

MODEL: 14
FILE NAME: C:\SP\WHKS & CO\Jobs\Spring - 9712.18 CH 8 over I-80 Bridge Replacement\CADD\10.12\CADD Data\Bridge\006012\2-D\66N45-Sheets.dgn

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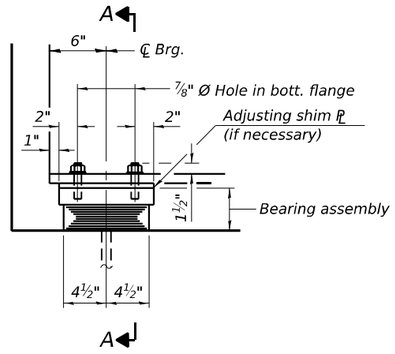
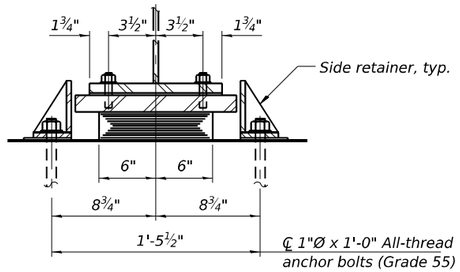


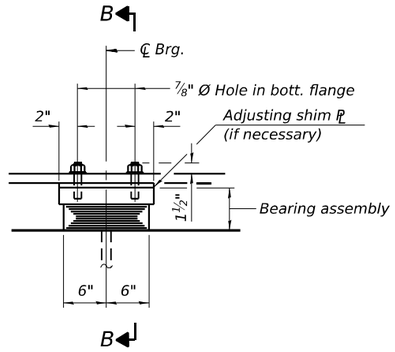
ELEVATION AT ABUT.



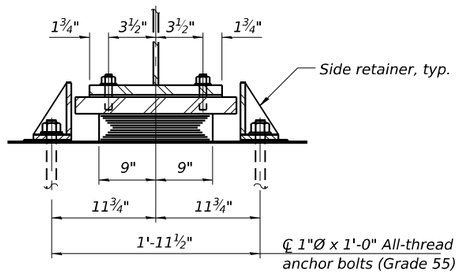
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG. AT ABUTMENTS

(10 Required)



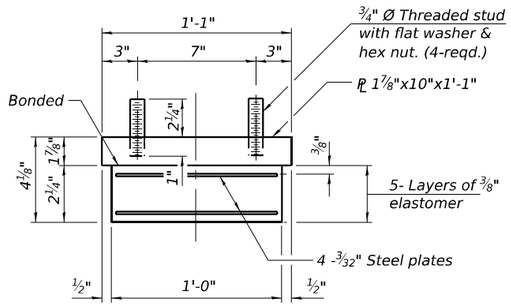
ELEVATION AT PIERS 1 & 3



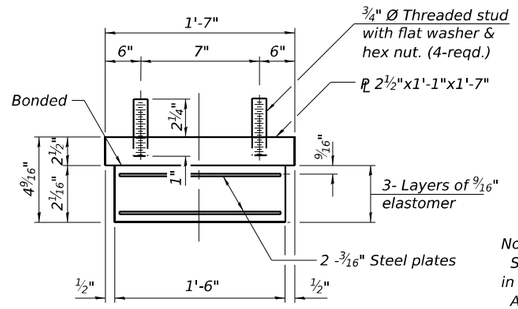
SECTION B-B

TYPE I ELASTOMERIC EXP. BRG. AT PIERS 1 & 3

(10 Required)

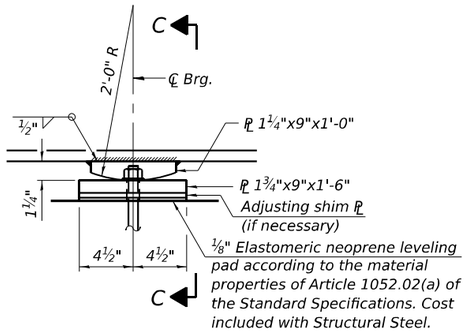


BEARING ASSEMBLY AT ABUTMENTS

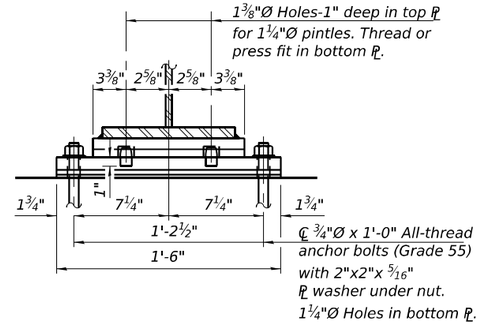


BEARING ASSEMBLY AT PIERS 1 & 3

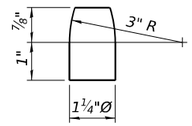
Note:
Shim plates shall not be placed under bearing assembly.



ELEVATION AT PIER 2



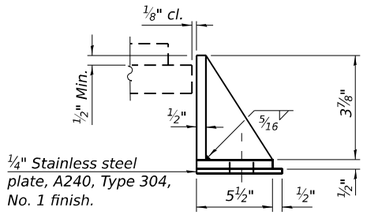
SECTION C-C

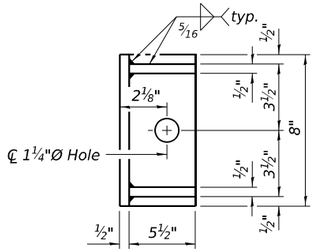


PINTLE

FIXED BEARING AT PIER 2

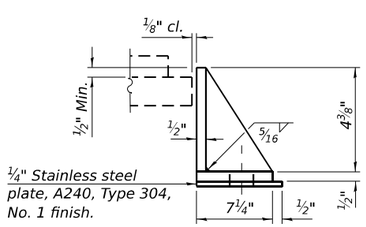
(5 Required)

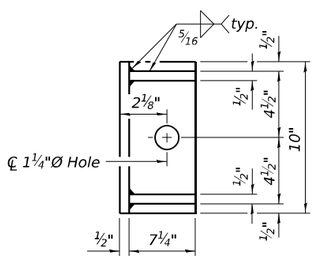




SIDE RETAINER AT ABUTMENTS

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.





SIDE RETAINER AT PIERS 1 & 3

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

Notes:
Side retainers and stainless steel plates shall be included in the cost of Elastomeric Bearing Assembly,Type I.
Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
The structural steel plates of the expansion bearing assemblies and fixed bearing plates and pintles shall conform to the requirements of AASHTO M270 Grade 50.
Two ⅛ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	20
Anchor Bolts, 1"	Each	40
Anchor Bolts, ¾"	Each	10

I-2E-1

5/15/2023

design firm no. 184001036
whks engineers + planners + land surveyors

USER NAME = dashley	DESIGNED - B.F.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BEARING DETAILS STRUCTURE NO. 006-0112
	CHECKED - J.O.	REVISED -		
PLOT SCALE = 0.2 '' / in.	DRAWN - D.A.	REVISED -		SHEET 15 OF 20 SHEETS
PLOT DATE = 2/24/2026	CHECKED - S.S.	REVISED -		

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-3HB) BR	BUREAU	50	39
		CONTRACT NO. 66N45		
	ILLINOIS FED. AID PROJECT			

MODEL: 15
FILE NAME: C:\SP\WHKS & CO.Jobs\Spring - 9712.16 CH 6 over I-80 Bridge Rpl\Accomm\CADD\10.12\CADD Data\Bridge\006012-02\366N45-Sheets.dgn

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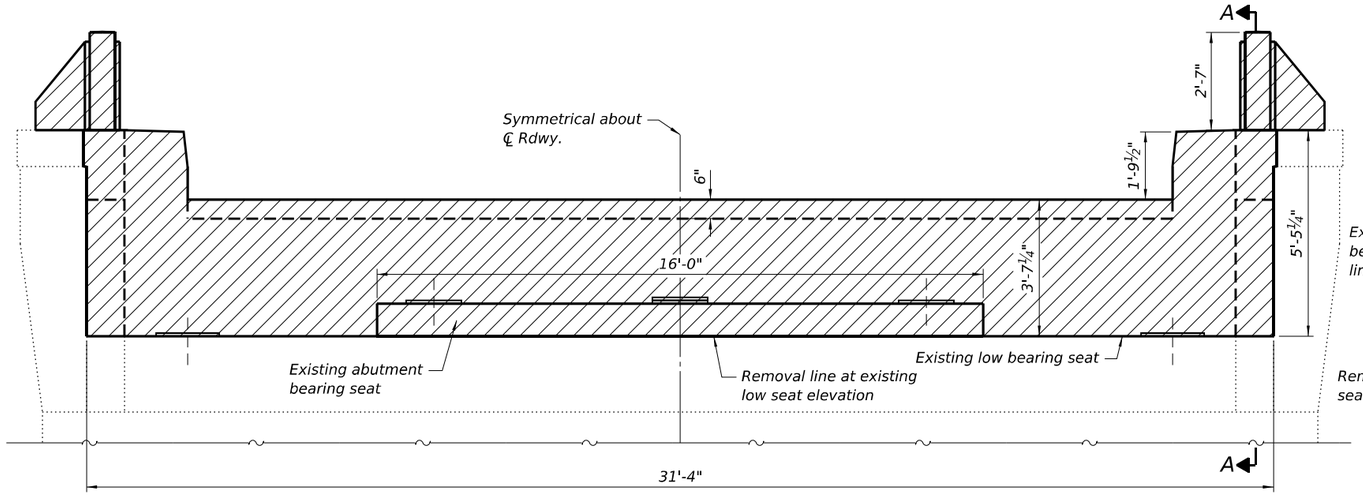
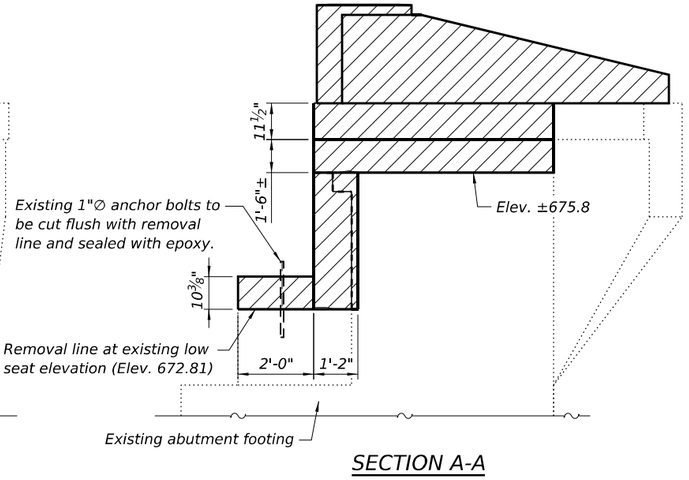
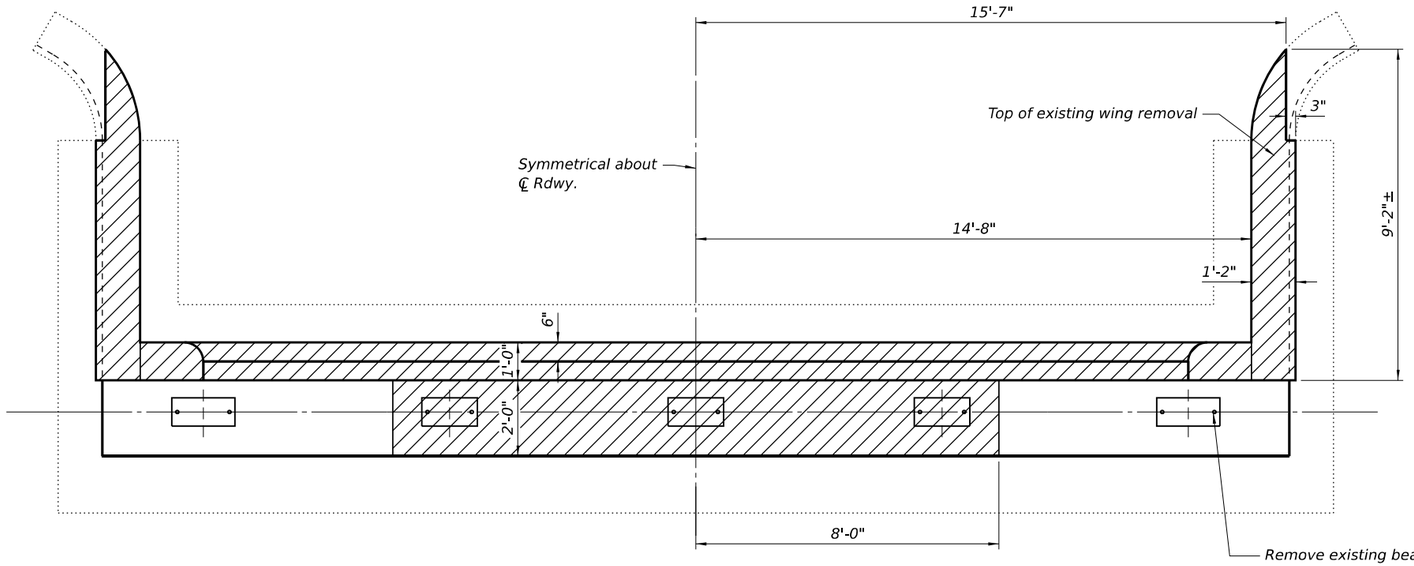


ABUTMENT ELEVATION

(Looking North - N. Abut.)
(Looking South - S. Abut.)

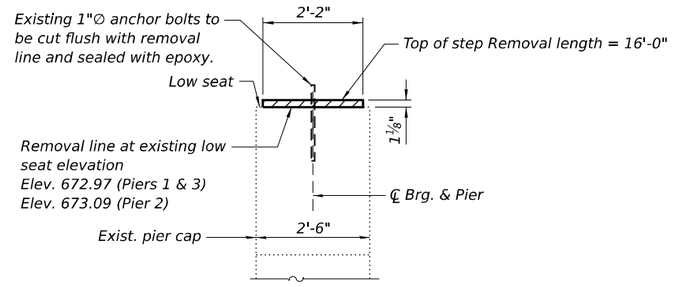


SECTION A-A



PLAN OF ABUTMENT

(Existing bridge rails not shown for clarity)



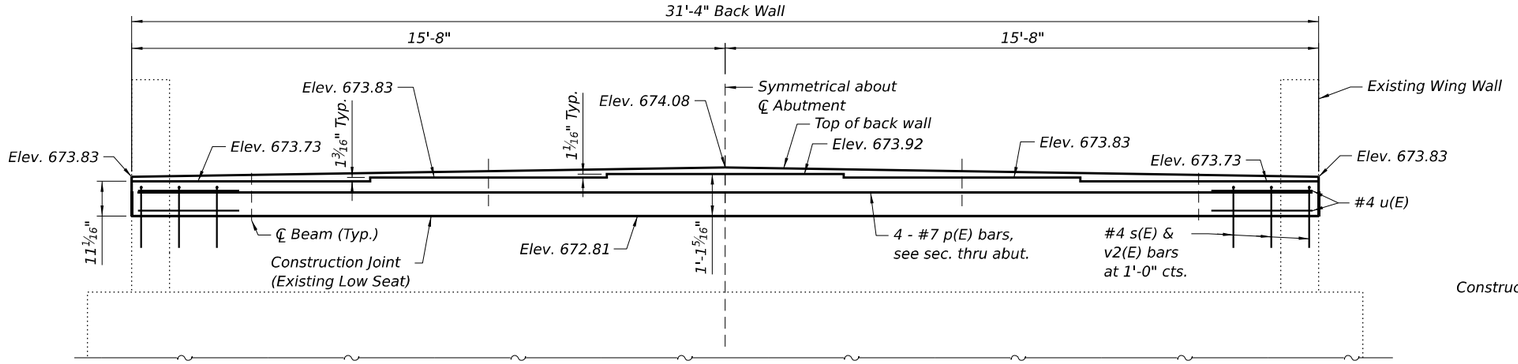
SECTION THRU PIERS

(Existing beam and bearing assembly not shown)

BILL OF MATERIALS

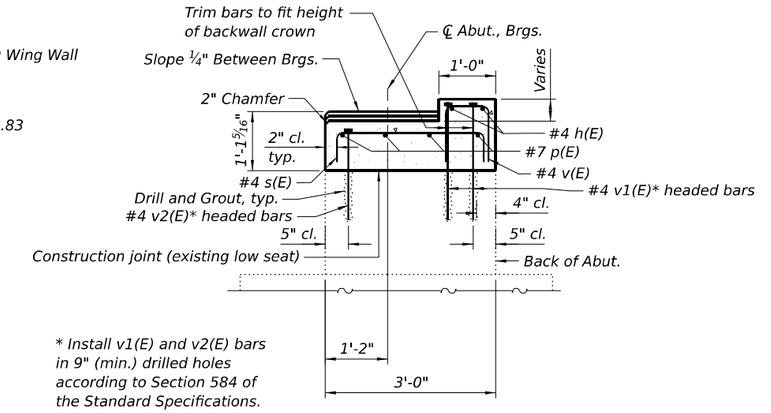
ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	13.3

Notes:
Hatched areas indicate Concrete Removal.
Existing reinforcement not incorporated into new construction shall be cut off flush and sealed with epoxy. Cost included with Concrete Removal.



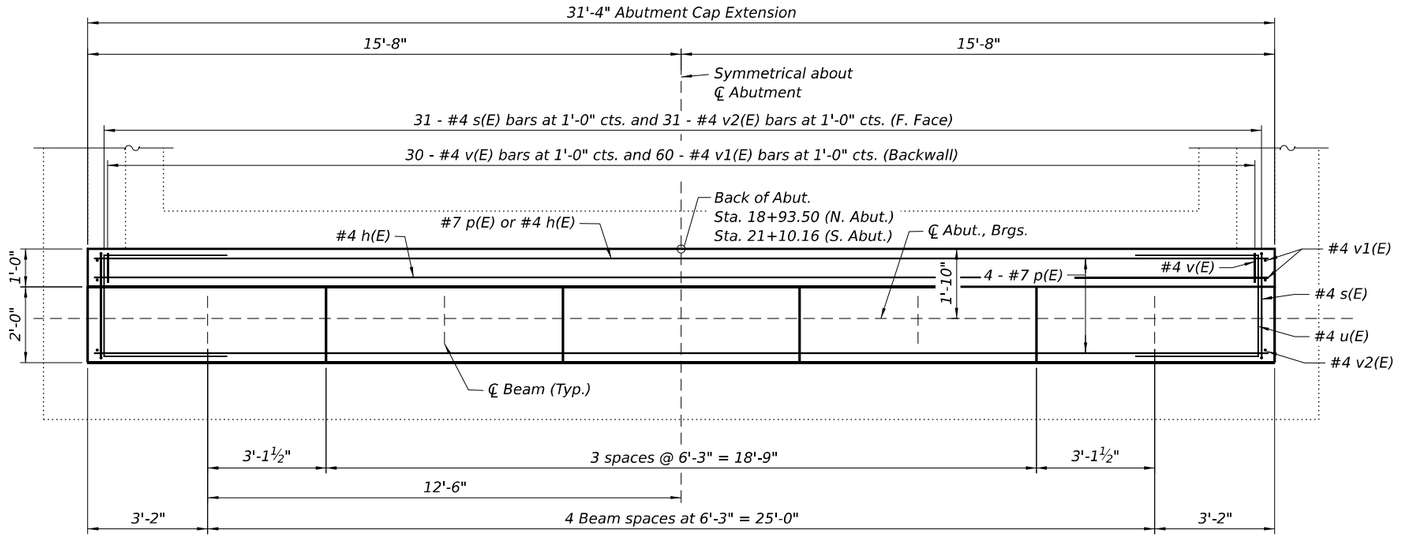
ABUTMENT ELEVATION

(Looking North - N. Abut.)
(Looking South - S. Abut.)
(Beams and Deck not shown)

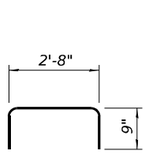


* Install v1(E) and v2(E) bars in 9" (min.) drilled holes according to Section 584 of the Standard Specifications.

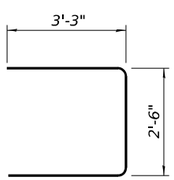
SEC. THRU ABUT.



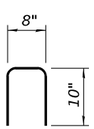
ABUTMENT PLAN



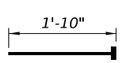
BAR s(E)



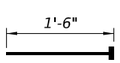
BAR u(E)



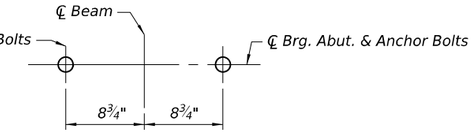
BAR v(E)



BAR v1(E)
(Headed 60-#4 Bar terminators)



BAR v2(E)
(Headed 31-#4 Bar terminators)



ANCHOR BOLT LAYOUT

NORTH ABUTMENT BILL OF MATERIAL

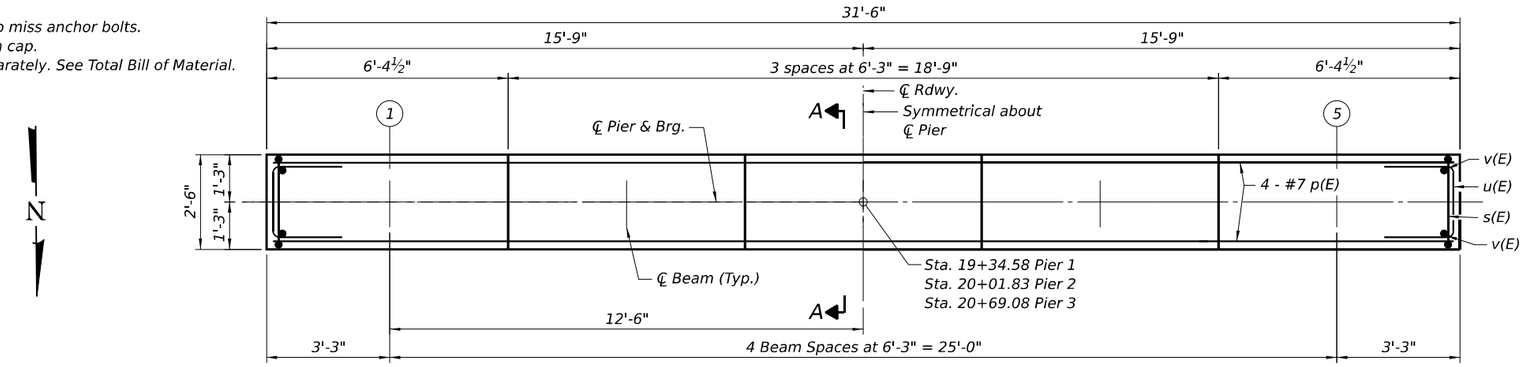
Bar	No.	Size	Length	Shape
h(E)	2	#4	31'-0"	
p(E)	4	#7	31'-0"	
s(E)	31	#4	4'-2"	
u(E)	4	#4	9'-0"	
v(E)	30	#4	2'-4"	
v1(E)	60	#4	1'-10"	
v2(E)	31	#4	1'-6"	
Structure Excavation		Cu. Yd.	30	
Concrete Structures		Cu. Yd.	3.7	
Reinforcement Bars, Epoxy Coated		Pound	560	

SOUTH ABUTMENT BILL OF MATERIAL

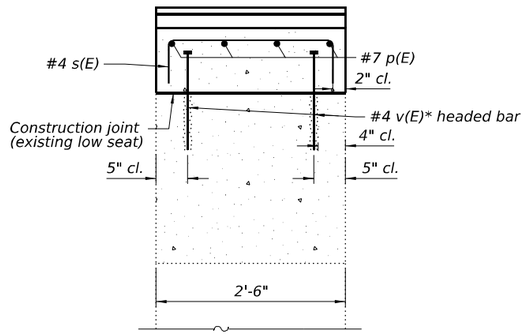
Bar	No.	Size	Length	Shape
h(E)	2	#4	31'-0"	
p(E)	4	#7	31'-0"	
s(E)	31	#4	4'-2"	
u(E)	4	#4	9'-0"	
v(E)	30	#4	2'-4"	
v1(E)	60	#4	1'-10"	
v2(E)	31	#4	1'-6"	
Structure Excavation		Cu. Yd.	30	
Concrete Structures		Cu. Yd.	3.7	
Reinforcement Bars, Epoxy Coated		Pound	560	

Notes:
Space reinforcement in abutment cap to miss anchor bolts.
Pour steps monolithically with cap extension and backwall.
Bar Terminators, paid for separately. See Total Bill of Material.

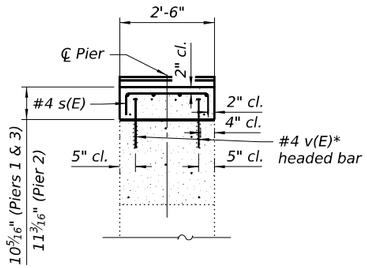
Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
Bar Terminators, paid for separately. See Total Bill of Material.



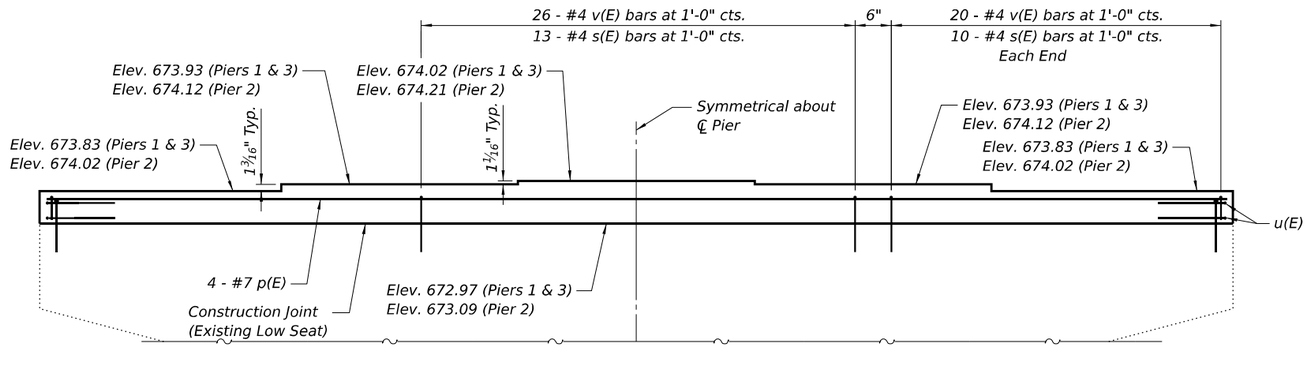
PIER TOP PLAN



SECTION A-A

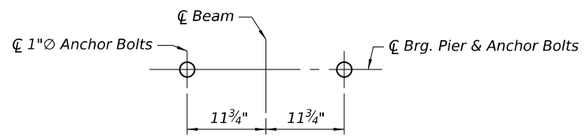


END VIEW

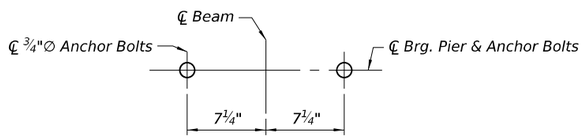


PIER ELEVATION

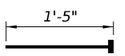
*Install v(E) bars in 9" (min.) drilled holes according to Section 584 of the Standard Specifications.



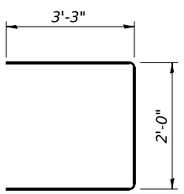
ANCHOR BOLT LAYOUT - PIERS 1 & 3



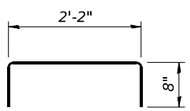
ANCHOR BOLT LAYOUT - PIER 2



BAR v(E)
(Headed 66-#4 Bar terminators)



BAR u(E)



BAR s(E)

ONE PIER
BILL OF MATERIALS - PIER 1

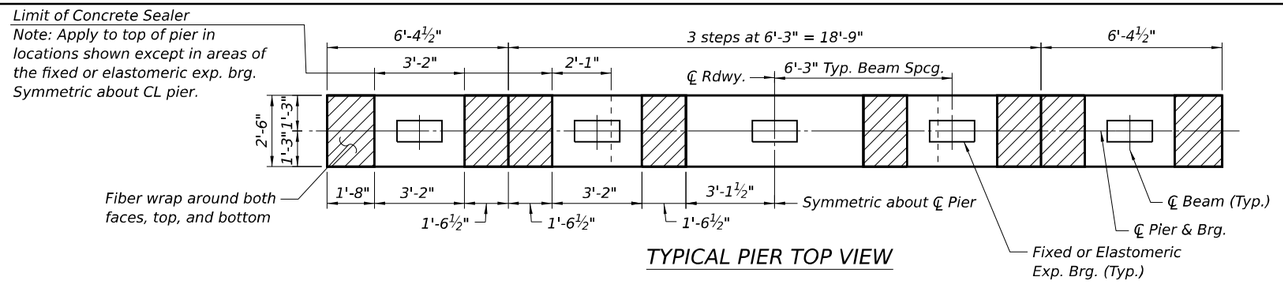
Bar	No.	Size	Length	Shape
p(E)	4	#7	31'-2"	
s(E)	33	#4	3'-6"	
u(E)	4	#4	8'-6"	
v(E)	66	#4	1'-5"	
Concrete Structures			Cu. Yd.	2.7
Reinforcement Bars, Epoxy Coated			Lbs.	420

ONE PIER
BILL OF MATERIALS - PIER 2

Bar	No.	Size	Length	Shape
p(E)	4	#7	31'-2"	
s(E)	33	#4	3'-6"	
u(E)	4	#4	8'-6"	
v(E)	66	#4	1'-5"	
Concrete Structures			Cu. Yd.	2.7
Reinforcement Bars, Epoxy Coated			Lbs.	420

ONE PIER
BILL OF MATERIALS - PIER 3

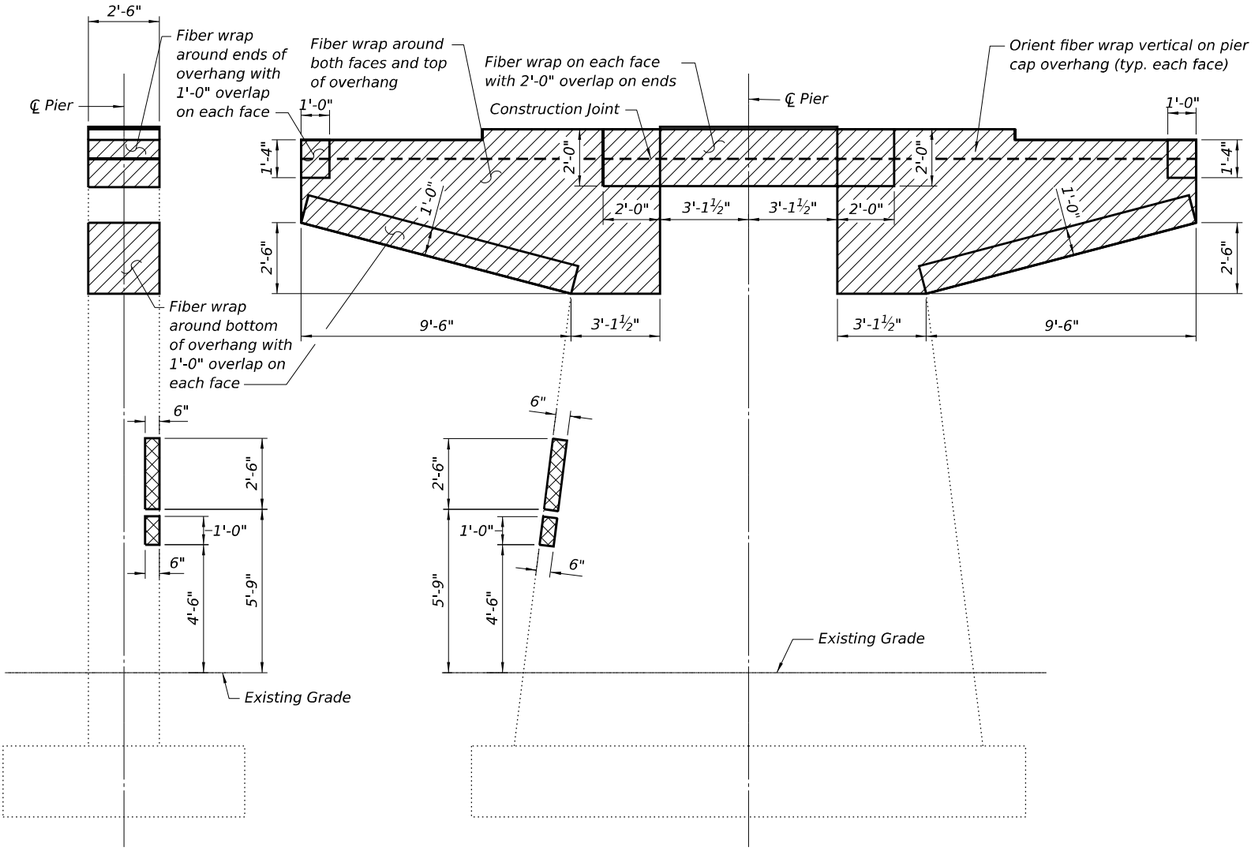
Bar	No.	Size	Length	Shape
p(E)	4	#7	31'-2"	
s(E)	33	#4	3'-6"	
u(E)	4	#4	8'-6"	
v(E)	66	#4	1'-5"	
Concrete Structures			Cu. Yd.	2.7
Reinforcement Bars, Epoxy Coated			Lbs.	420



TYPICAL PIER TOP VIEW

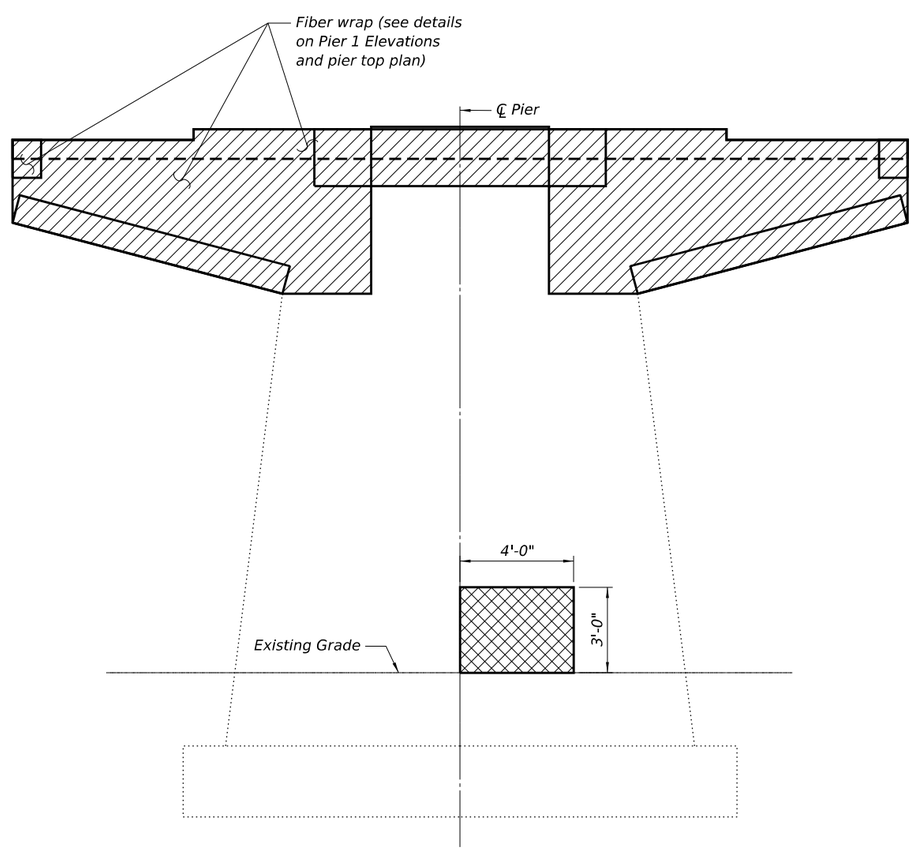
PIER 1 END ELEVATION

(Looking East)
(Fiber wrap similar for piers 2 and 3)



PIER 1 ELEVATION

(Looking North)
(Fiber wrap similar for piers 2 and 3)



PIER 3 ELEVATION

(Looking South)

ALL PIERS
BILL OF MATERIALS

ITEM	UNIT	QUANTITY
Fiber Wrap	Sq. Ft.	1,055
Acrylic Coating	Sq. Yd.	117
Structural Repair of Concrete (Depth Equal to or Less than 5")	Sq. Ft.	16
Concrete Sealer	Sq. Ft.	79

Notes:

Apply one-ply fiber wrap as shown with fibers oriented horizontally, except as noted.

Fiber wrap shall be applied after all concrete repairs are completed and prior to setting new beams on the pier cap.

Acrylic coating shall be applied to all surfaces of fiber wrap. Two coats shall be applied.

The existing concrete surface shall be cleaned and prepared in accordance with the Special Provision for "Fiber Wrap".

Structural Repair of Concrete is not applicable at Pier 2 based on available information at time of plan preparation.

Fiber wrap, acrylic coating, and concrete sealer shall be applied to Pier 2, similar to the details shown on Pier 1.

LEGEND

Structural Repair of Concrete, (Depth Equal to or Less than 5")

Fiber Wrap

design firm no. 184001036
whks engineers + planners + land surveyors

USER NAME = dashley	DESIGNED - B.F.	REVISED -	
	CHECKED - J.O.	REVISED -	
PLOT SCALE = 0.2 '/ in.	DRAWN - D.A.	REVISED -	
PLOT DATE = 2/24/2026	CHECKED - S.S.	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER REPAIR
STRUCTURE NO. 006-0112
SHEET 19 OF 20 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-3HB) BR	BUREAU	50	43
		CONTRACT NO. 66N45		
	ILLINOIS	FED. AID PROJECT		

MODEL: 19
FILE NAME: C:\SP\WHKS & CO.\Jobs\Spring - 9712.18 CH 8 over I-80 Bridge Replacement\CADD\10.12\CADD Data\Bridge\0009112-D366N45-Sheets.dgn
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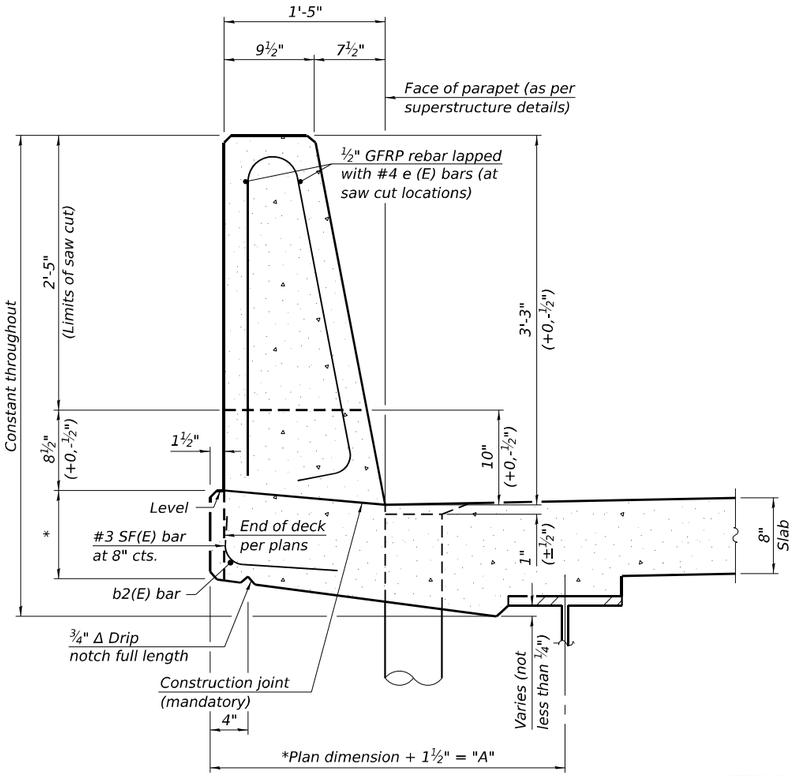
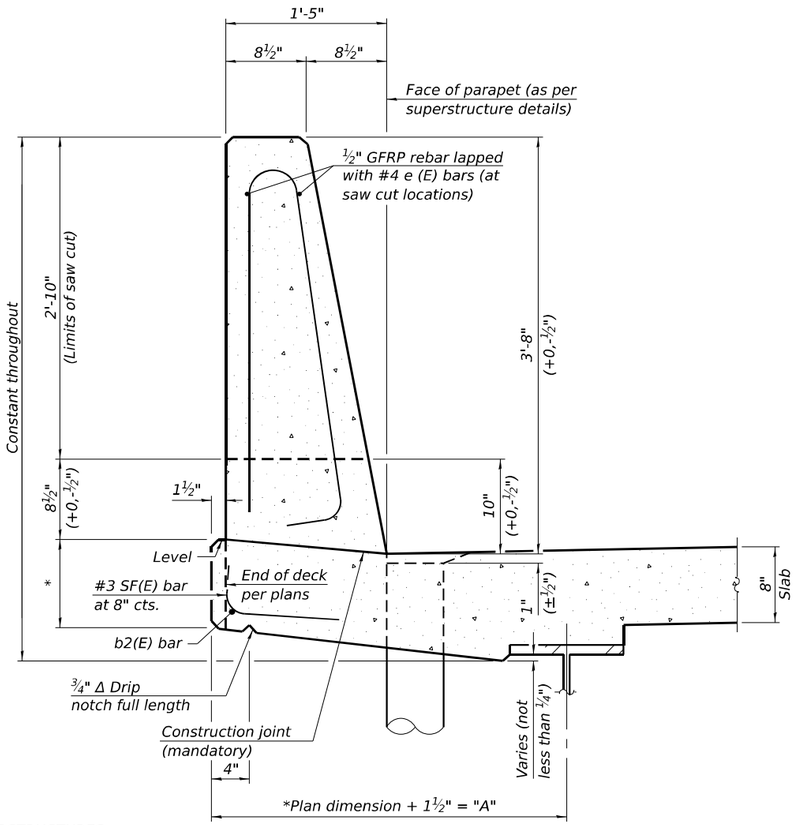


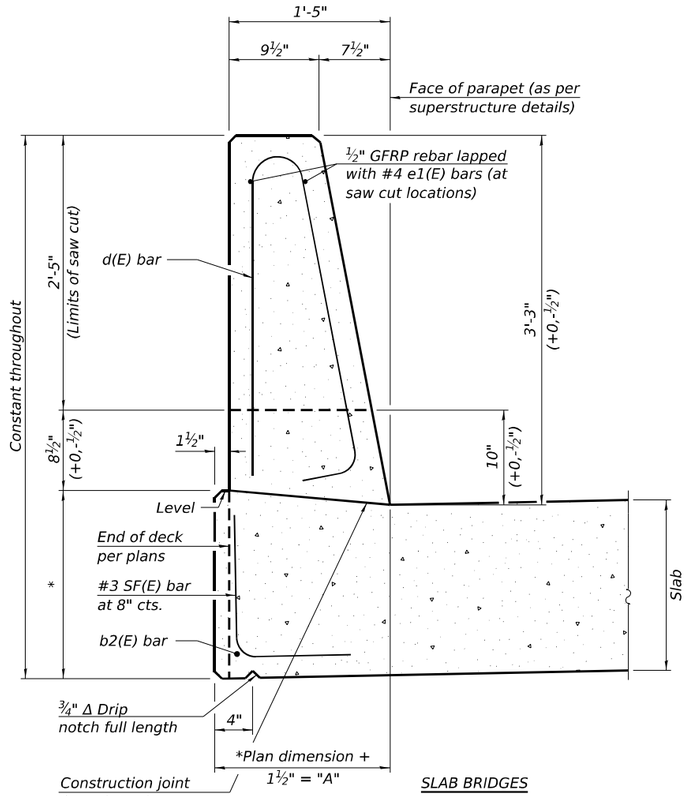
39" CONSTANT-SLOPE PARAPET SECTION

(Showing dimensions, d(E), and ½" Ø GFRP rebar)



44" CONSTANT-SLOPE PARAPET SECTION

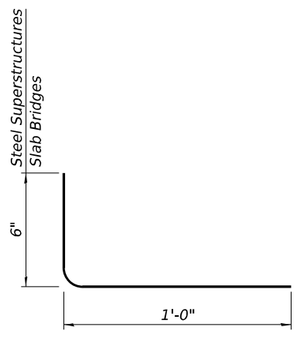
(Showing dimensions, d(E), and ½" Ø GFRP rebar)



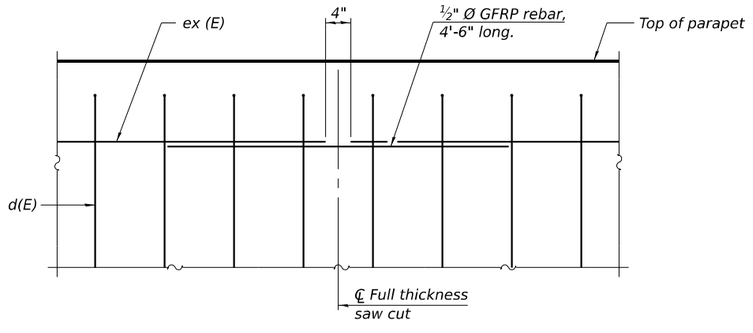
39" CONSTANT-SLOPE PARAPET SECTION

(Showing dimensions, d(E), and ½" Ø GFRP rebar)

*See Superstructure Details.



SF(E) BAR



DETAIL - GFRP REBAR STIFFENING ELEVATION

(Place as shown in parapet section at each parapet joint location.)

Notes:

All dimensions shall remain the same as shown on superstructure details, except dimension "A" which is to be revised as shown.
Additional concrete needed to revise dimension "A" (39" and 44" parapets): Steel Superstructures: 0.00348 cu. yds./ft.
Place full depth aluminum sheets as shown on superstructure details.
Replace all cork joint filler locations with a full thickness saw cut.
Steel and slab superstructures shown. Other superstructure types similar.

STEEL SUPERSTRUCTURES

SLAB BRIDGES

SFP 39-44

10/27/2023

design firm no. 184001036 — whks engineers + planners + land surveyors

USER NAME = dashley	DESIGNED - B.F.	REVISED -	
	CHECKED - J.O.	REVISED -	
PLOT SCALE = 0.2 '/ in.	DRAWN - D.A.	REVISED -	
PLOT DATE = 2/24/2026	CHECKED - S.S.	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO.

SHEET 20 OF 20 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-3HB) BR	BUREAU	50	44
		CONTRACT NO. 66N45		
	ILLINOIS	FED. AID PROJECT		

MODEL: 20
FILE NAME: C:\SP\WHKS & CO\Jobs\Spring - 9712.18 CH 8 over I-80 Bridge Replacement\CADD\10.12\CADD Data\Bridge\0069112\2D\66N45-Sheets.dgn

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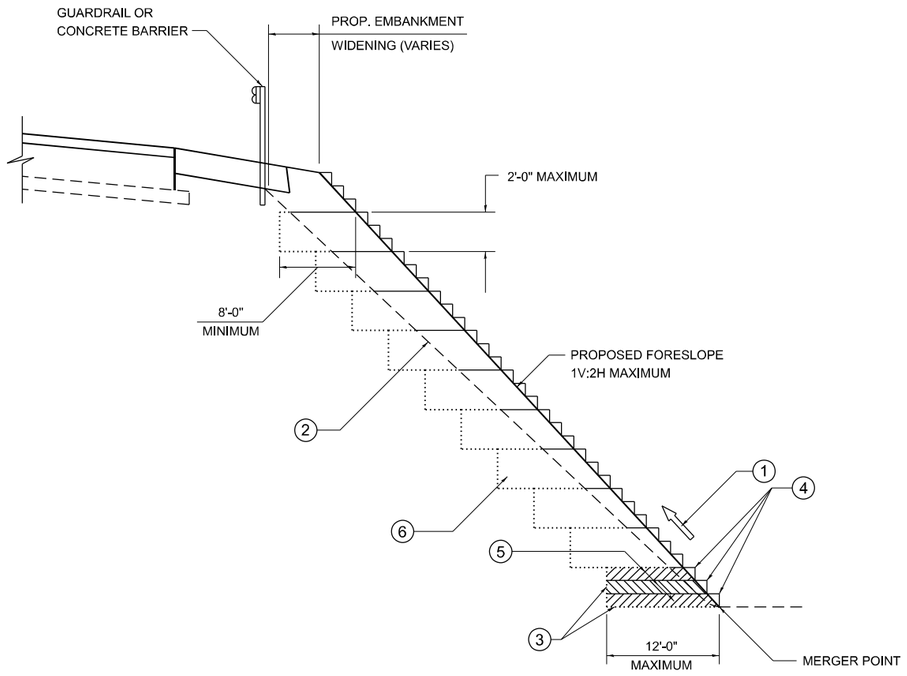


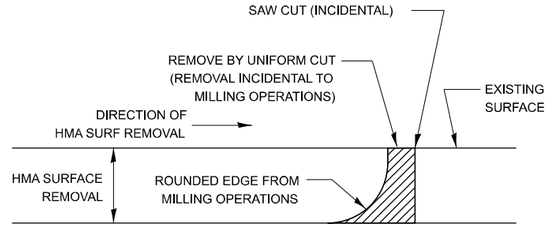
TYPICAL BENCHING DETAIL FOR EMBANKMENT

NOTES:

1. CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION.
2. EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.03 OF THE STANDARD SPECIFICATIONS.
3. BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP.
4. TRIM TO FINAL SLOPE.
5. EQUAL 8-INCH LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.05 OF THE STANDARD SPECIFICATIONS.
6. EXCAVATION OF BENCH CUTS WITHIN EXISTING EMBANKMENT WILL BE INCLUDED IN THE COST OF FURNISHED EXCAVATION.
7. SLOPES SHALL BE BENCHED ACCORDING TO THIS DETAIL WHEN THE SLOPE IS STEEPER THAN 1V:4H AND THE HEIGHT IS GREATER THAN 5'.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.

205-4

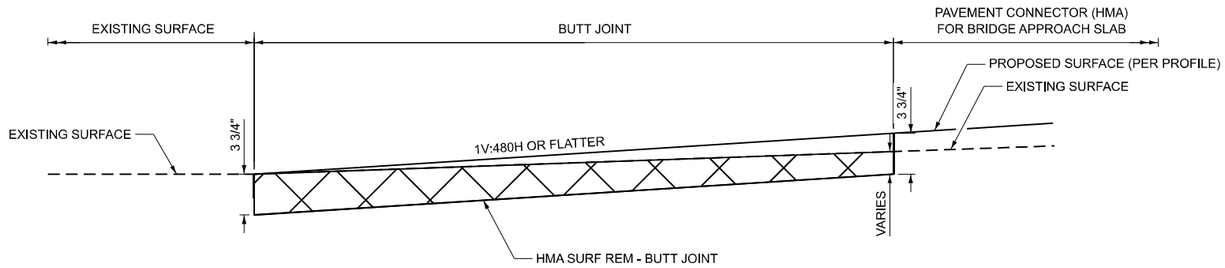


NOTE:

WHEN MILLING OPERATIONS PRODUCE A ROUNDED EDGE, THEN A SAW CUT SHALL BE USED TO MANUFACTURE A PERPENDICULAR EDGE AS SHOWN IN THE DETAIL. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE USE OF THIS DETAIL

HMA BUTT JOINT SAW CUTS

406-8



BUTT JOINT - NON INTERSTATE 3 3/4" OVERLAY

MODEL: 205-4 [Sheet]
FILE NAME: C:\SP\WHKS & CO\Jobs-Spring - Projects\IDOT D-3\9712.00 D-3 On-Call\9712.18 CH 8 over I-80 Bridge Replacement\CADD\10.12\CADD Data\Sheets\D366N45-sht-details.dgn

design firm no. 184001036 whks engineers + planners + land surveyors

USER NAME = skoontz	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -	
PLOT DATE = 1/19/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS

SCALE: | SHEET 1 OF 6 SHEETS | STA. | TO STA.

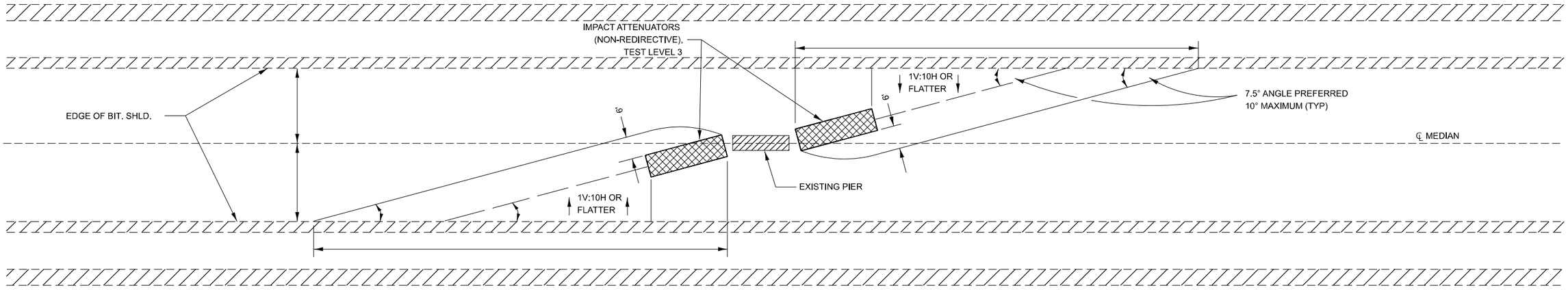
FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-3HB)BR	BUREAU	50	45
		CONTRACT NO. 66N45		
	ILLINOIS FED. AID PROJECT			

GENERAL NOTES

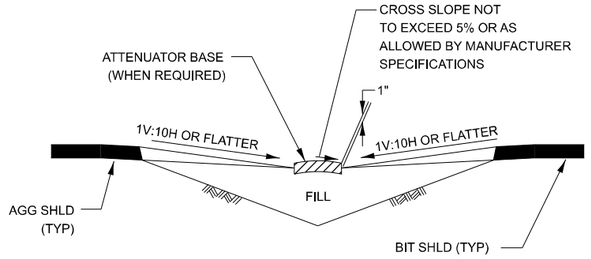
1. THE 10:1 SLOPE CONTROLS NOSE OF ATTENUATOR BASE ELEVATION.

2. ATTENUATOR BASE GRADE PARALLELS EDGE OF PAVEMENT GRADE.

3. SLOPE ADJACENT TO ATTENUATOR BASE SHALL BE 10:1 OR FLATTER.



IMPACT ATTENUATOR LAYOUT AND GRADING PLAN



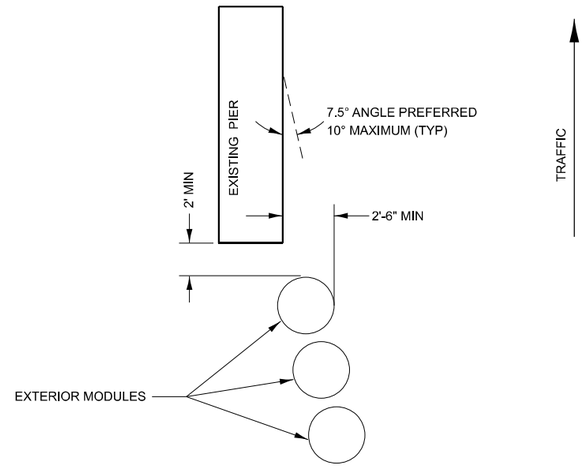
SECTION A - A

NOTE:

ATTENUATOR BASE SHALL BE PER MANUFACTURER SPECIFICATIONS EXCEPT SAND MODULE SYSTEMS SHALL HAVE THE FOLLOWING ADDITIONAL REQUIREMENTS:

1. ATTENUATOR BASE SHALL PROVIDE A 1' BUFFER ALONG THE SIDES AND FRONT OF THE ARRAY.

2. SAND MODULE SYSTEMS SHALL BE PLACED ON A HMA OR CONCRETE BASE.



TYPICAL EXTERIOR MODULE LAYOUT

631-1

MODEL: 631-1 [Sheet]
FILE NAME: C:\SP\WHKS & CO\Jobs-Spring - Projects\IDOT D-3\9712.00 D-3 On-Call\9712.18 CH 8 over I-80 Bridge Replacement\CADD\12.12\CADD Data\Sheets\D366N45-sh1-details.dgn

design firm no. 184001036 whks engineers + planners + land surveyors

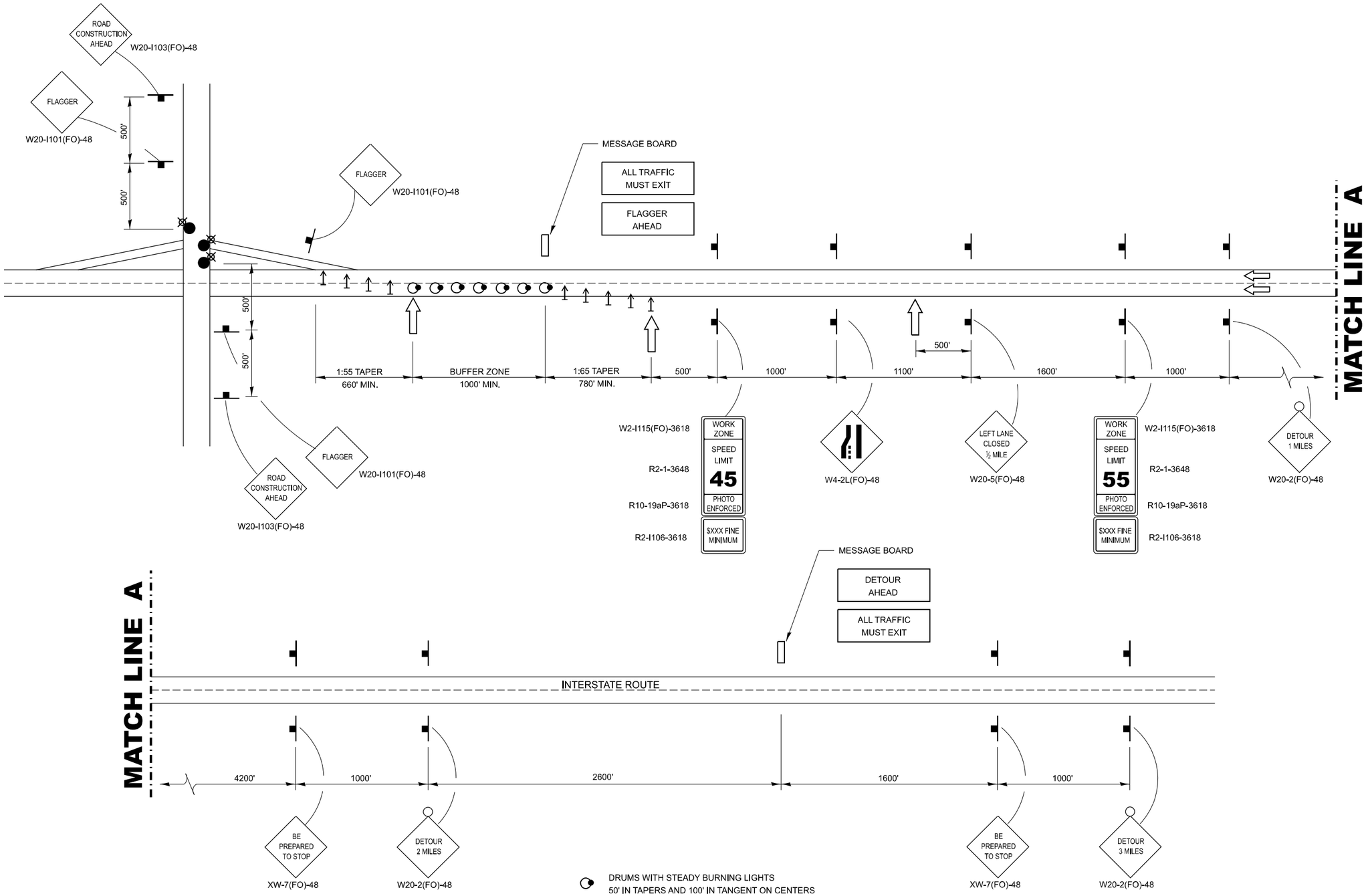
USER NAME = tjones	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -
PLOT DATE = 2/24/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS

SCALE: | SHEET 2 OF 6 SHEETS | STA. | TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-3HB)BR	BUREAU	50	46
		CONTRACT NO. 66N45		
	ILLINOIS FED. AID PROJECT			



FREEWAY NIGHTTIME CLOSURE DETAIL

701-1

MODEL: 701-1 [Sheet]
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design firm no. 184001036 whks engineers + planners + land surveyors

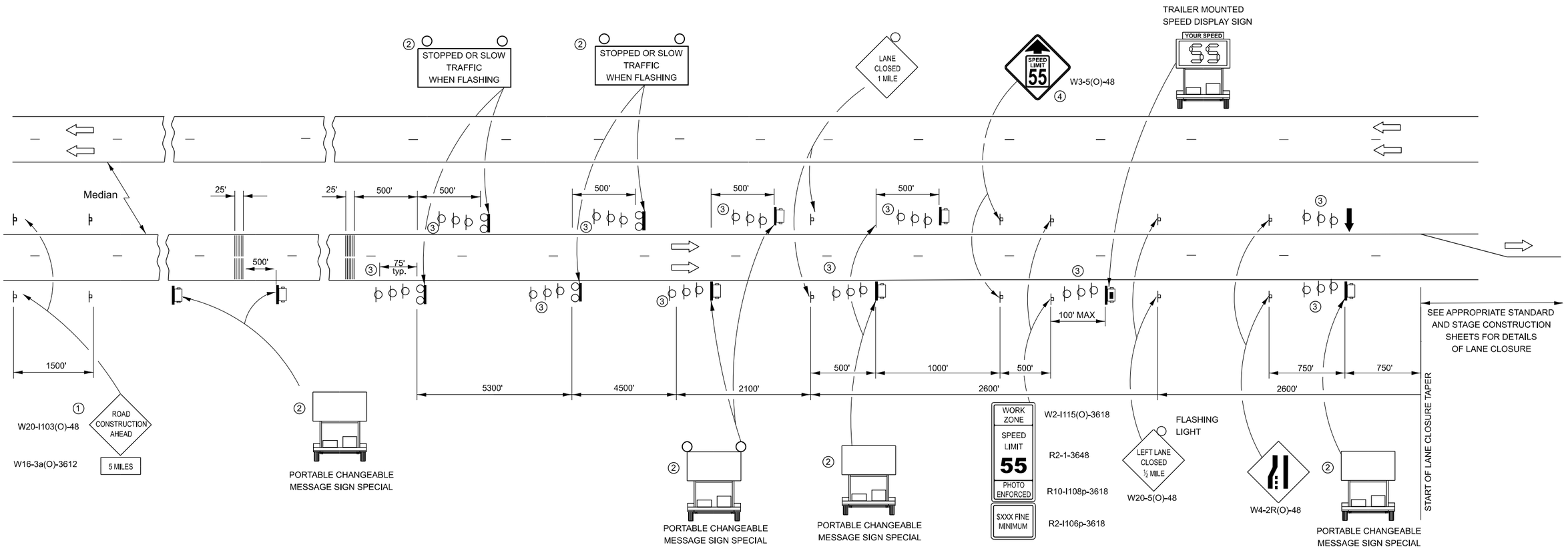
USER NAME = tjones	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 2/24/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS

SCALE: | SHEET 3 OF 6 SHEETS | STA. | TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-3HB)BR	BUREAU	50	47
		CONTRACT NO. 66N45		
		ILLINOIS	FED. AID PROJECT	



NOTES:

① THE ROAD CONSTRUCTION AHEAD SIGN SHALL BE LOCATED 5 MILES IN ADVANCE OF THE PROJECT LIMITS.

② UNIT TO BE PAID FOR SEPARATELY. TO BE PLACED OUTSIDE OF EXISTING PAVED SHOULDER. ANY REQUIRED EARTHWORK INCLUDED IN THE COST OF THE UNIT.

③ THREE, TYPE II BARRICADES, DRUMS, OR VERTICAL BARRICADES AT 25' CENTERS.

④ THIS SIGN SHALL ONLY BE USED IF THE EXISTING SPEED LIMIT IS GREATHER THAN 65 MPH.

⑤ WHEN SHOWN, PORTABLE CHANGEABLE MESSAGE SIGN SPECIAL SHALL HAVE EQUIVALENT FLASHING BEACONS AS REAL TIME TRAFFIC CONTROL SIGNING. COST INCLUDED IN PORTABLE CHANGEABLE MESSAGE SIGN SPECIAL.

LEGEND:

- ARROW BOARD
- PORTABLE CHANGEABLE MESSAGE SIGN SPECIAL (PCMS)
- SIGN
- REAL-TIME TRAFFIC CONTROL SIGNING
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT.
- SPEED DISPLAY TRAILER
- TEMPORARY RUMBLE STRIPS

GENERAL NOTE:

THIS STANDARD IS USED WHERE A LANE CLOSURE IS IN PLACE LONGER THAN ONE CONSECUTIVE WEEK OR INCLUDING A WEEKEND OR HOLIDAY AS DESCRIBED IN KEEPING ROADS OPEN TO TRAFFIC.

THE FIRST TWO SIGNS ARE STATIONARY. THE OTHER SIGNS, ARROWBOARDS AND MESSAGE BOARDS SHALL BE MOVED AS NECESSARY TO MAINTAIN THE REQUIRED DISTANCE FROM THE START OF THE LANE CLOSURE TAPER(S).

SEE SPECIAL PROVISIONS FOR SMART TRAFFIC MONITORING SYSTEM, PORTABLE CHANGEABLE MESSAGE SIGN SPECIAL AND CONTROL OF WORK.

THIS DETAIL APPLIES TO APPROACHES TO THE WORK ZONE IN BOTH DIRECTIONS.

WHEN THE RIGHT LANE IS CLOSED, RIGHT LANE CLOSED SIGNS SHALL BE SUBSTITUTED FOR LEFT LANE CLOSED SIGNS.

WHEN EXISTING SIGNS, POLES, AND OTHER ITEMS CONFLICT WITH LOCATING THE EQUIPMENT SHOWN, THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER TO DECONFLICT EQUIPMENT PLACEMENT.

ALL ORANGE SIGN SHEETING SHALL BE FLOURESCENT ORANGE MATERIAL.

SMART WORK ZONE DETAIL 701-12

MODEL: 701-12 [Sheet]
FILE NAME: C:\SP\WHKS & CO\Jobs-Spring - Projects\IDOT D-3\9712.00 D-3 On-Call\9712.18 CH 8 over I-80 Bridge Replacement\CADD\10.12\CADD Data\Sheets\D366N45-sht-details.dgn

design firm no. 184001036 whks engineers + planners + land surveyors

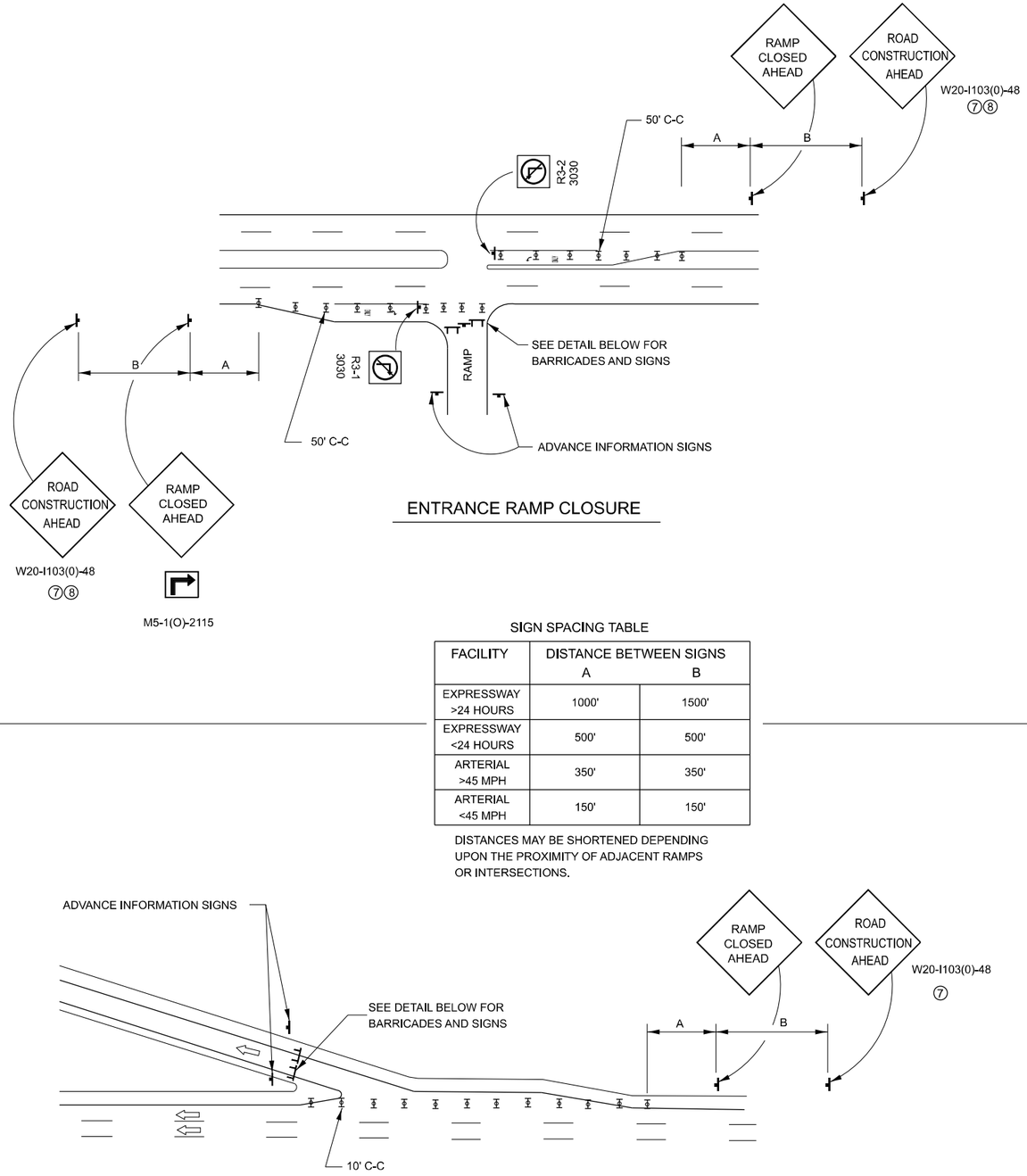
USER NAME = tjones	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 2/24/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS

SCALE: | SHEET 4 OF 6 SHEETS | STA. | TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-3HB)BR	BUREAU	50	48
		CONTRACT NO. 66N45		
	ILLINOIS	FED. AID PROJECT		



ENTRANCE RAMP CLOSURE

SIGN SPACING TABLE

FACILITY	DISTANCE BETWEEN SIGNS A	DISTANCE BETWEEN SIGNS B
EXPRESSWAY >24 HOURS	1000'	1500'
EXPRESSWAY <24 HOURS	500'	500'
ARTERIAL >45 MPH	350'	350'
ARTERIAL <45 MPH	150'	150'

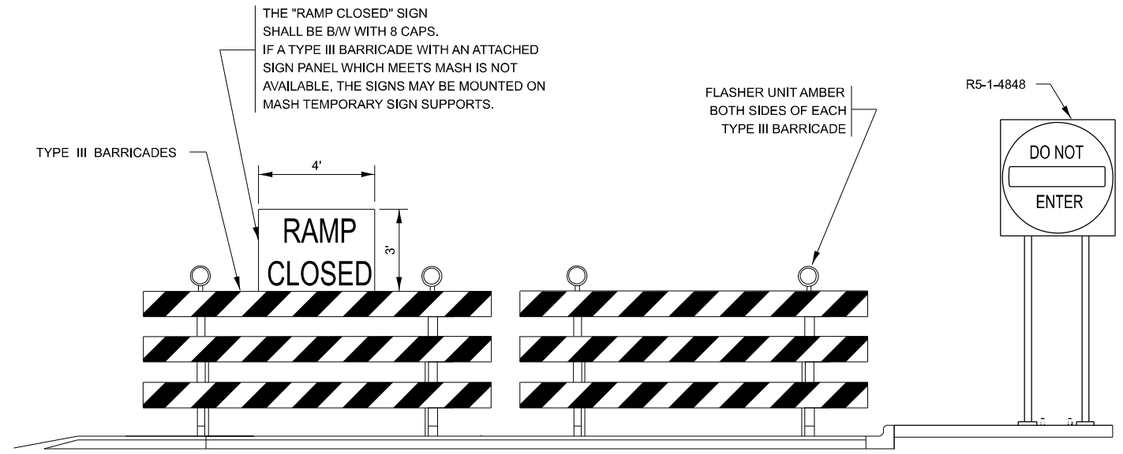
DISTANCES MAY BE SHORTENED DEPENDING UPON THE PROXIMITY OF ADJACENT RAMPS OR INTERSECTIONS.

EXIT RAMP CLOSURE

SYMBOLS

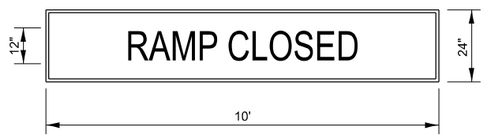
DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHT

TYPE III BARRICADE WITH FLASHING LIGHT



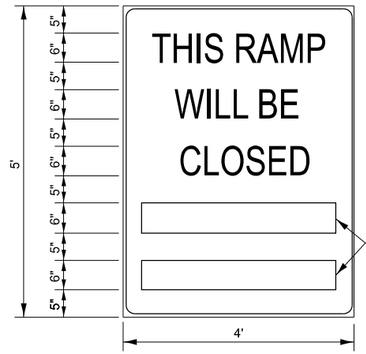
DETAIL FOR REQUIRED BARRICADES & SIGNS

RAMP CLOSURE ADVANCE WARNING SIGN



BLACK LEGEND ON FLUORESCENT ORANGE REFLECTORIZED BACKGROUND
1" BORDER
THESE SIGNS ARE REQUIRED ON ALL THE EXIST GUIDE SIGNS FOR THE CLOSED EXIT RAMPS

RAMP CLOSURE ADVANCE INFORMATION SIGN



BLACK LEGEND ON WHITE REFLECTORIZED BACKGROUND

½" BORDER

THESE BLANK AREAS SHALL BE FILLED WITH THE DATES AND THE TIME THAT THE RAMP WILL BE CLOSED.

THESE SIGNS ARE REQUIRED ON BOTH SIDES OF THE RAMP, MINIMUM OF 1 WEEK IN ADVANCE OF THE CLOSURE.

GENERAL NOTES:

1. STEADY BURN LIGHTS WILL NOT BE REQUIRED FOR DAY OPERATIONS.
2. A FLAGGER SHALL BE POSITIONED AT EACH CLOSED RAMP THAT IS OPEN TO CONSTRUCTION VEHICLES.
3. ALL ROUTE MARKERS AND SIGN ASSEMBLIES WHICH DIRECT MOTORISTS TO A CLOSED ENTRANCE RAMP SHALL BE COVERED.
4. THE SIGNING AND BARRICADING WHICH IS REQUIRED BY THIS DETAIL SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).
5. AUTHORIZATION FROM THE DISTRICT'S BUREAU OF OPERATIONS IS REQUIRED FOR ALL RAMP CLOSURES.
6. THE RAMP CLOSURE ADVANCE INFORMATION SIGNS SHALL BE ERECTED IF THE CLOSURE TIME EXCEEDS TWENTY- FOUR 24 HOURS. ADDITIONAL ADVANCE WARNING SIGNS ON EXIT GUIDE SIGNING WILL BE REQUIRED FOR EXIT RAMP CLOSURES THAT EXCEED TWENTY FOUR 24 HOURS IN LENGTH.
7. ROAD CONSTRUCTION AHEAD SIGNS MAY BE OMITTED WHEN THIS DETAIL IS USED IN CONJUNCTION WITH OTHER TRAFFIC CONTROL THAT ALREADY INCLUDES A ROAD CONSTRUCTION AHEAD SIGN.
8. ARTERIAL ROAD CONSTRUCTION AHEAD SIGNS MAY BE OMITTED ON CLOSURES LESS THAN 24 HOURS IN DURATION.

FREEWAY ENTRANCE AND EXIT RAMP CLOSURE DETAIL

720-7

MODEL: 720-7 [Sheet]
FILE NAME: C:\SP\WHKS & CO\Jobs\Spring - Projects\IDOT D-3\9712.00 D-3 On-Call\9712.18 CH 8 over I-80 Bridge Replacement\CADD\10.12\CADD Data\Sheets\D36N45-sht-details.dgn

design firm no. 184001036
whks engineers + planners + land surveyors

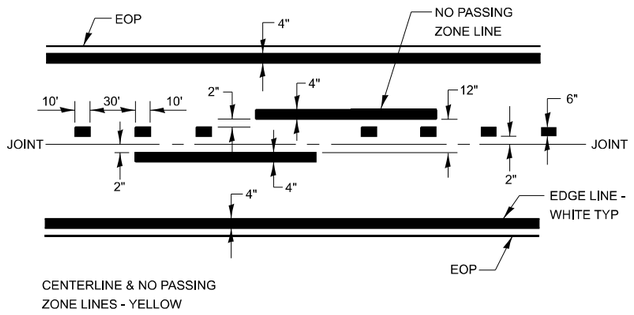
USER NAME = tjones	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -	
PLOT DATE = 2/24/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS

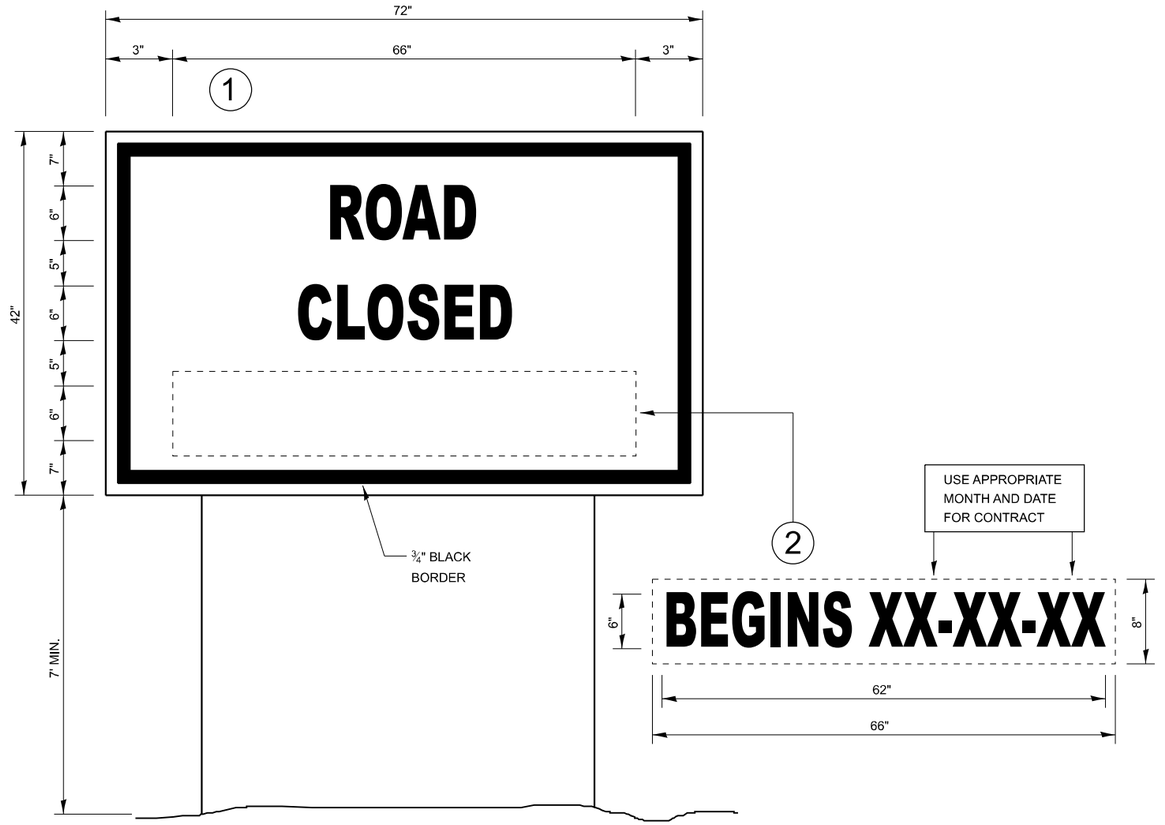
SCALE: | SHEET 5 OF 6 SHEETS | STA. | TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-3HB)BR	BUREAU	50	49
		CONTRACT NO. 66N45		
	ILLINOIS	FED. AID PROJECT		



PAVEMENT MARKING

780-8

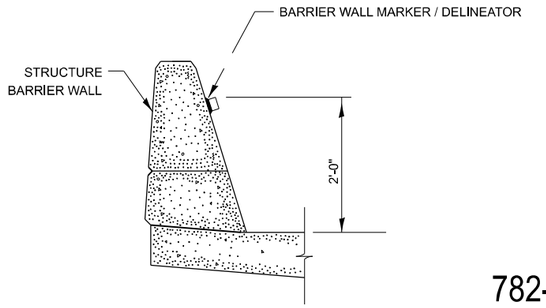


TEMPORARY INFORMATION SIGNING

NOTES:

1. USE 6" D BLACK LETTERING ON FLUORESCENT ORANGE BACKGROUND.
2. ERECT SIGNS AT LOCATIONS IN ADVANCE OF THE "ROAD CONSTRUCTION AHEAD" SIGNS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② A MINIMUM OF ONE WEEK PRIOR TO THE START OF THE ROAD CLOSURE.
4. REMOVE PANEL ② ON THAT DATE.
5. SEE SPECIAL PROVISION "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. WILL BE PAID FOR PER SQ FT AS "TEMPORARY INFORMATION SIGNING". EACH SIGN = 21 SQ FT AND THE DATE PANEL ② WILL NOT BE MEASURED SEPARATELY FOR PAYMENT.

720-10



782-4

BARRIER WALL MARKER