11-16-07 Letting, Item 006

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	1

D-93-034-06
P-92-065-05

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

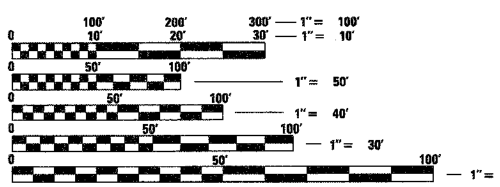
IL ROUTE 89 (S. MAIN AVE.) OVER F.A.I. ROUTE 80
SECTION 06-8HBR
PROJECT NO. ACIM - 080-3 (126) 070
BUREAU COUNTY

C - 93 - 050 - 06

PAVEMENT REHABILITATION AND STRUCTURE REPLACEMENT

INDEX OF SHEETS
****

SHEET NO.	DESCRIPTION
1	COVER SHEET, INDEX OF SHEETS
2	GENERAL NOTES, AND HIGHWAY STANDARDS
3 - 4	SUMMARY OF QUANTITIES
5	TYPICAL SECTIONS
6 - 14	SCHEDULE OF QUANTITIES
15 - 16	ALIGNMENT, TIES, AND BENCHMARKS
17 - 23	REMOVAL PLAN
24 - 36	PLAN AND PROFILE SHEETS
37 - 38	MAINTENANCE OF TRAFFIC TYPICAL SECTIONS
39 - 53	MAINTENANCE OF TRAFFIC
54 - 60	LANDSCAPING AND EROSION CONTROL PLANS
61 - 62	SIGNING SCHEDULE
63 - 71	PAVEMENT MARKING AND SIGNING PLANS
72 - 93	STRUCTURAL SHEETS
94 - 112	EXISTING STRUCTURAL PLANS (FOR REFERENCE ONLY)
113	ROADWAY DETAILS
114 - 124	DISTRICT DETAILS
125 - 165	CROSS SECTIONS

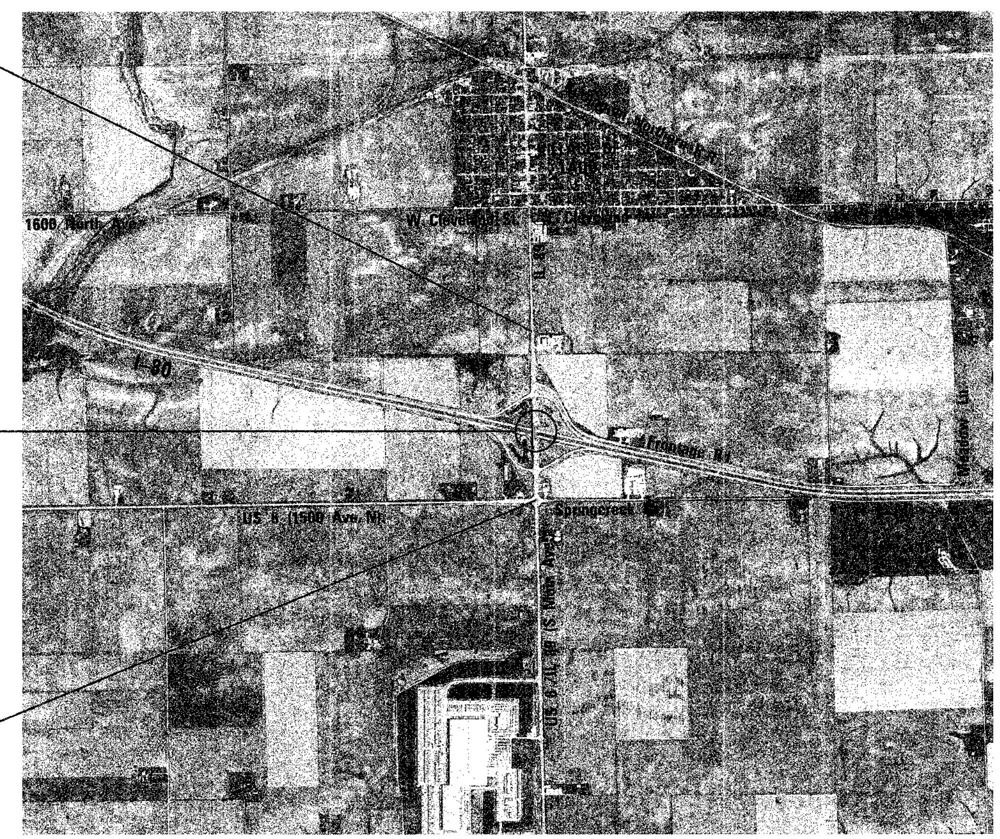


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

PROJECT ENDS
IL 89 OVER I-80
STA. 262 + 58.0

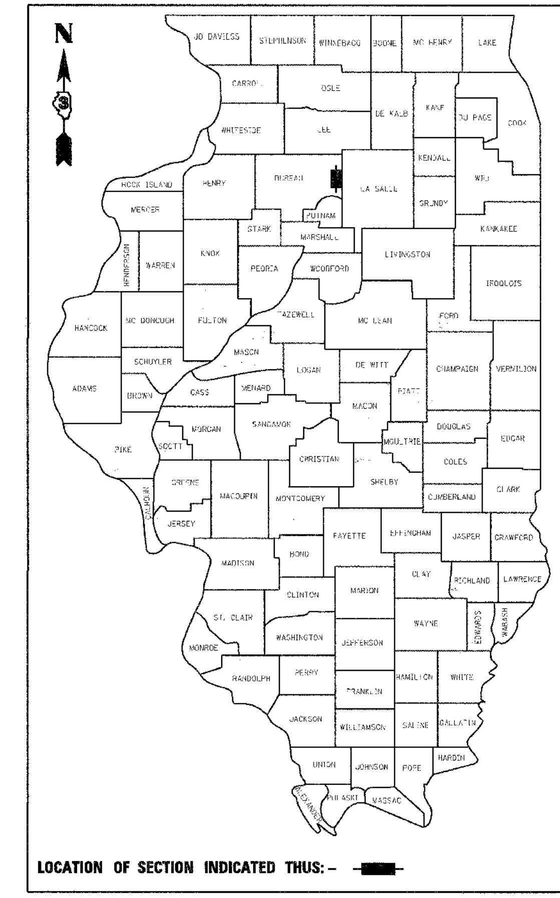
STRUCTURE NUMBER
EX SN 006-0108 (NB)
EX SN 006-0109 (SB)
PR SN 006-0178

PROJECT BEGINS
IL 89 OVER I-80
STA. 228 + 59.0



LOCATION MAP

GROSS LENGTH = 3,399 FT. = 0.64 MI.
NET LENGTH = 3,399 FT. = 0.64 MI.



LOCATION OF SECTION INDICATED THUS: -

POSTED SPEED LIMIT = 55 MPH
DESIGN SPEED = 55 MPH

NORTH OF I-80
2008 ADT = 5,100
2028 ADT = 6,800

SOUTH OF I-80
2008 ADT = 7,200
2028 ADT = 10,200

MICROFILMED ____________
REEL NUMBER ____________
AWARDED ____________
RESIDENT ENGINEER ____________
AS BUILT CHANGES WERE MADE
ON THE FOLLOWING SHEETS ____________

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

DISTRICT 3 NO. (815) 434-6131

PROJECT ENGINEER: JOE KANNEL
UNIT CHIEF: PAT BRABOY
TOWNSHIP: HALL

CONTRACT NO. 66641

PLOT DATE = 8/9/2007
FILE NAME = G:\PROJECT\2054089.002\CADD\89CS01.rds
PLOT SCALE = 5000.00 ' / IN.
PLOT TIME = 6:43:24 AM

LICENSED PROFESSIONAL ENGINEER
THOMAS M. HEIN
062-053199
STATE OF ILLINOIS

[illegible]
THOMAS M. HEIN, P. E.
IL. LIC. NO. 062-053199
EXP 11-30-2007
DATE 8-09-2007

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 8-15-07 20 07

[illegible]
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

October 12, 20 07
Eric E. Harm /KD
Interim **ENGINEER OF DESIGN AND ENVIRONMENT**

October 12, 20 07
Milton R. Sees, P.E. /KD
DIRECTOR OF HIGHWAYS/CHIEF ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	2
STA.	TO STA.			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES

GENERAL NOTES - MISCELLANEOUS

1. THE THICKNESS OF HMA SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA IS PLACED.

2. THE HMA SURFACE OF ALL MAILBOX TURNOUTS, PRIVATE ENTRANCES, COMMERCIAL ENTRANCES, AND SIDE ROADS SHALL BE MADE NEATLY, IN A WORKMANLIKE MANNER, AND SHALL ACCURATELY CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. IF REQUIRED BY THE ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SAW CUT THE HMA SURFACE TO CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. THIS WORK SHALL BE INCLUDED IN THE COST OF THE HMA SURFACE.

3. THE BASE COURSE WIDENING SHALL BE CARRIED THROUGH ALL ENTRANCES, SIDE ROADS, AND MAILBOX TURNOUTS. EXCEPTIONS WILL BE SHOWN ON THE PLANS.

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

5. BEFORE ORDERING PIPE CULVERTS OR PIPE DRAINS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR EXACT LENGTHS.

6. THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS.

7. FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRED A MINIMUM OF FOUR SAND BAGS PER BARRICADE.

8. SEEDING SHALL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDED WILL BE DETERMINED BY THE ENGINEER.

9. ONLY THOSE TREES DESIGNATED BY THE ENGINEER OR LISTED IN THE TREE REMOVAL SCHEDULE SHALL BE REMOVED. THE CONTRACTOR SHALL PROTECT ALL REMAINING TREES FROM DAMAGE DUE TO HIS OPERATIONS.

10. SHORT TERM PAVEMENT MARKING SHALL BE USED TO OUTLINE EXIT AND ENTRANCE RAMPS FOR THE PRIME COAT APPLICATION AND EACH RESURFACING LIFT.

11. ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

12. ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER SHOWN IN THE LIST OF STANDARDS INCLUDED IN THESE PLANS.

13. THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES.
    - GRANULAR MATERIALS: 2.05 TONS / CUYD
    - BITUMINOUS MAT PRIME COAT: 0.08 GAL/SQYD
    - AGGREGATE PRIME COAT: 0.002 TONS/SQ YD
    - HMA RESURFACING: 112 LBS/SQ YD/IN
    - SHORT TERM PAVEMENT MARKING: 10 FT/100 FT OF APPLICATION
    - MIX FOR CRACKS, JTS & FLGWYS: 0.0003 TONS/SQ YD
    - LEVEL BINDER (HAND METHOD): 0.0005 TONS/SQ YD
    - SUPPLEMENTAL WATERING: 3 GAL/SQ YD/ APP
    - CALCIUM CHLORIDE: 2 LB/SQ YD/ APP
    - TEMPORARY DITCH CHECKS: 5 TONS AGGREGATE

14. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE PRESENCE OF DEPARTMENT-OWNED UNDERGROUND ELECTRICAL CABLE WITHIN THE LIMITS OF THE PROPOSED IMPROVEMENT. THE CONTRACTOR SHALL REQUEST THE ILLINOIS DEPARTMENT OF TRANSPORTATION IN OTTAWA (815-434-8417) TO LOCATE THE UNDERGROUND FACILITIES, PROVIDING A MINIMUM OF 72 HOURS NOTICE. THE DEPARTMENT IS NOT A MEMBER OF THE JOINT UTILITY LOCATING INFORMATION FOR EXCAVATORS (JULIE) SYSTEM.

15. ALL DAMAGE TO DEPARTMENT OWNED UNDERGROUND FACILITIES, CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE SATISFACTION OF THE DEPARTMENT AT THE CONTRACTOR'S EXPENSE. THIS SHALL INCLUDE AL TEMPORARY REPAIRS REQUIRED TO KEEP THE FACILITY OPERATIONAL WHILE MATERIAL IS BEING OBTAINED TO MAKE PERMANENT REPAIRS. SPLICING OF ELECTRIC CABLE SHALL NOT BE ALLOWED. ELECTRIC CABLE SHALL BE REPLACED FROM POLE TO POLE OR CONTROLLER.

16. THE WORK REQUIRED TO CONNECT ANY SEWER TO AN EXISTING DRAINAGE STRUCTURE OR PIPE WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE BID FOR THE SEWER ITEMS.

17. MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:

    AMEREA
    340 RACCUGLIA DR.
    LASALLE, IL 61301

    INSIGHT COMMUNICATIONS
    4450 KISHWAUKEE ST.
    ROCKFORD, IL 61109

    VERIZON
    112 WEST ELM ST.
    SYCAMORE, IL 60178

    VILLAGE OF LADD
    121 N. MAIN ST.
    LADD, IL 61329

18. NON-MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:

COMMITMENTS:

1. ENVIRONMENTAL COORDINATION
2. STRUCTURAL STATUS AND VERTICAL FORM
3. NPDES PERMIT

HIGHWAY STANDARDS

HIGHWAY STANDARDS

280001-03 TEMPORARY EROSION CONTROL SYSTEMS

353001-03 PCC BASE COURSE WITH HMA CONCRETE BINDER AND SURFACE COURSES

420001-06 PAVEMENT JOINTS

420401-05 BRIDGE APPROACH PAVEMENT

482001-01 HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT

482006-02 HMA SHOULDER ADJACENT TO RIGID PAVEMENT

482011-02 HMA SHLD. STRIPS / SHLDS. WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS

515001-02 NAME PLATE FOR BRIDGES

542301-01 PRECAST REINFORCED CONCRETE FLARED END SECTION

542401 METAL END SECTION FOR PIPE CULVERTS

601101 CONCRETE HEADWALL FOR PIPE DRAIN

606001-03 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

606301-03 PC CONCRETE ISLANDS AND MEDIANS

606306-02 CORRUGATED PC CONCRETE MEDIANS

609006-03 BRIDGE APPROACH PAVEMENT (DRAIN DETAIL)

630001-07 STEEL PLATE BEAM GUARDRAIL

630201-04 PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL

630301-04 SHOULDER WIDENING FOR TYPE 1(SPECIAL) GUARDRAIL TERMINALS

631031-06 TRAFFIC BARRIER TERMINAL, TYPE 6

635001 DELINEATORS

635006-02 REFLECTOR AND TERMINAL MARKER PLACEMENT

635011-01 REFLECTOR MARKER AND MOUNTING DETAILS

667101 PERMANENT SURVEY MARKERS

701101-01 OFF-RD OPERATIONS, MULTILANE, 4.5m (15') to 600 mm (24") FROM PAVEMENT EDGE

701306-01 LANE CLOSURE, 2L, 2W SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS GREATER THAN OR EQUAL TO 45 MPH

701326-02 LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS GREATER THAN OR EQUAL TO 45 MPH

701400-02 APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY

701401-03 LANE CLOSURE, FREEWAY/EXPRESSWAY

701406-04 LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY

701411-03 LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS GREATER THAN OR EQUAL TO 45 MPH

701502-01 URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE

701701-04 URBAN LANE CLOSURE, MULTILANE INTERSECTION

704001-03 TEMPORARY CONCRETE BARRIER

780001-01 TYPICAL PAVEMENT MARKINGS

781001-02 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

PREPARED BY: _____
DISTRICT STUDIES & PLANS ENGINEER

DATE: 8-15-07

EXAMINED BY: _____
DISTRICT CONSTRUCTION ENGINEER

_____
DISTRICT MATERIALS ENGINEER

_____
DISTRICT OPERATIONS ENGINEER

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80
GENERAL NOTES
AND HIGHWAY STANDARDS

SCALE: VERT.
HORIZ.
DATE 08/10/07

DRAWN BY CADD
CHECKED BY TMH

PLOT DATE = 8/9/2007
FILE NAME = g:\proj-mst\2005489_802\cadd\SHGN01-ds
PLOT SCALE = 50.00 ' / IN.
PLOT TIME = 9:53:24 AM

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	3
STA.	TO STA.			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY ** 1000	BRIDGE ** X271-2A
X0325873	TRAFFIC CONTROL INTERSTATE	L SUM	1.0	1.0	0.0
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	47	47	0
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	19	19	0
20101100	TREE TRUNK PROTECTION	EACH	5	5	0
20200100	EARTH EXCAVATION	CU YD	5,973	5,973	0
20400800	FURNISHED EXCAVATION	CU YD	5,952	5,952	0
20700220	POROUS GRANULAR EMBANKMENT	CU YD	39	0	39
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	168	0	168
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	20,542	20,542	0
⚠ 25000210	SEEDING, CLASS 2A	ACRE	3.2	3.2	0.0
⚠ 25000300	SEEDING, CLASS 3	ACRE	1.4	1.4	0.0
⚠ 25000312	SEEDING, CLASS 4A	ACRE	1.3	1.3	0.0
⚠ 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	525	525	0
⚠ 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	525	525	0
⚠ 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	525	525	0
⚠ 25100115	MULCH, METHOD 2	ACRE	3.2	3.2	0.0
⚠ 25100630	EROSION CONTROL BLANKET	SQ YD	6,681	6,681	0
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	138	138	0
28000300	TEMPORARY DITCH CHECKS	EACH	19	19	0
28000400	PERIMETER EROSION BARRIER	FOOT	4,244	4,244	0
28000500	INLET AND PIPE PROTECTION	EACH	10	10	0
35400500	PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 10"	SQ YD	3,480	3,480	0
35501308	HOT-MIX ASPHALT BASE COURSE, 6"	SQ YD	59	59	0
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	244	244	0
35501323	HOT-MIX ASPHALT BASE COURSE, 9 3/4"	SQ YD	1,957	1,957	0
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	6,589	6,589	0
40600300	AGGREGATE (PRIME COAT)	TON	15	15	0
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	3,745	3,745	0
40600895	CONSTRUCTING TEST STRIP	EACH	1	1	0
40600990	TEMPORARY RAMP	SQ YD	251	251	0
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	2,046	2,046	0
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	26	26	0
42001165	BRIDGE APPROACH PAVEMENT	SQ YD	413	413	0
42001300	PROTECTIVE COAT	SQ YD	1,497	1,497	0

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY ** 1000	BRIDGE ** X271-2A
44000100	PAVEMENT REMOVAL	SQ YD	2,301	2,301	0
44000161	HOT-MIX ASPHALT SURFACE REMOVAL, 3"	SQ YD	16,574	16,574	0
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	3,614	3,614	0
44000700	APPROACH SLAB REMOVAL	SQ YD	290	290	0
44003100	MEDIAN REMOVAL	SQ FT	1,886	1,886	0
44003800	MEDIAN SURFACE REMOVAL	SQ FT	21,385	21,385	0
44004250	PAVED SHOULDER REMOVAL	SQ YD	6,784	6,784	0
48101200	AGGREGATE SHOULDERS, TYPE B	TON	319	319	0
48203023	HOT-MIX ASPHALT SHOULDERS, 6 1/2"	SQ YD	3,141	3,141	0
48203033	HOT-MIX ASPHALT SHOULDERS, 9"	SQ YD	2,181	2,181	0
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	2	0	2
50104400	CONCRETE HEADWALL REMOVAL	EACH	1	1	0
50105200	REMOVE EXISTING CULVERTS	EACH	1	1	0
50157300	PROTECTIVE SHIELD	SQ YD	754	0	754
50200100	STRUCTURE EXCAVATION	CU YD	933	0	933
50300225	CONCRETE STRUCTURES	CU YD	236	0	236
50300255	CONCRETE SUPERSTRUCTURE	CU YD	480	0	480
50300260	BRIDGE DECK GROOVING	SQ YD	1,431	0	1,431
50300280	CONCRETE ENCASEMENT	CU YD	13	0	13
50300300	PROTECTIVE COAT	SQ YD	1,658	0	1,658
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1.0	0.0	1.0
50500505	STUD SHEAR CONNECTORS	EACH	3,840	0	3,840
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	144,730	0	144,730
50800515	BAR SPLICERS	EACH	1,028	0	1,028
51100100	SLOPE WALL 4 INCH	SQ YD	708	0	708
51201600	FURNISHING STEEL PILES HP12X53	FOOT	1,524	0	1,524
51202305	DRIVING PILES	FOOT	1,524	0	1,524
51203600	TEST PILE STEEL HP12X53	EACH	2	0	2
51205200	TEMPORARY SHEET PILING	SQ FT	328	0	328
51500100	NAME PLATES	EACH	1	0	1
52100520	ANCHOR BOLTS, 1"	EACH	32	0	32
52100530	ANCHOR BOLTS, 1 1/4"	EACH	32	0	32
54200439	PIPE CULVERTS, TYPE 1 RCCP 24"	FOOT	16	16	0
54200640	PIPE CULVERTS, TYPE 1, CORRUGATED STEEL OR ALUMINUM CULVERT PIPE 15"	FOOT	383	383	0

⚠ SPECIALTY ITEMS

** 10% STATE / 90% FEDERAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

SUMMARY OF QUANTITIES

SCALE: VERT. NONE
HORIZ. NONE
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

PLOT DATE = 8/20/2007
FILE NAME = c:\projects\2251889.882\CADD\895A01.dgn
PLOT SCALE = 50.88 ' / IN.
PLOT TIME = 11:24:14 AM

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	4
STA.	TO STA.			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY ** 1000	BRIDGE ** X271-2A
54200649	PIPE CULVERTS, TYPE 1, CORRUGATED STEEL OR ALUMINUM CULVERT PIPE 24"	FOOT	114	114	0
54213447	END SECTIONS 12"	EACH	4	4	0
54213450	END SECTIONS 15"	EACH	4	4	0
54213459	END SECTIONS 24"	EACH	5	5	0
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	2	2	0
54246205	INLET BOX, STANDARD 542526	EACH	1	1	0
54248510	CONCRETE COLLAR	CU YD	2	2	0
58700300	CONCRETE SEALER	SQ FT	1,923	0	1,923
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	176	0	176
60100945	PIPE DRAINS 12"	FOOT	211	211	0
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	126	0	126
60624600	CORRUGATED MEDIAN	SQ FT	860	860	0
60625800	ISLAND PAVEMENT (SPECIAL)	SQ YD	2,592	2,592	0
60900315	TYPE D INLET BOX, STANDARD 609006	EACH	4	4	0
60900515	CONCRETE THRUST BLOCKS	EACH	4	4	0
◬* 63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	825	825	0
◬* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	0
◬* 63100167	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	EACH	4	4	0
63200310	GUARDRAIL REMOVAL	FOOT	2,612	2,612	0
63200400	CABLE ROAD GUARD REMOVAL	FOOT	92	92	0
63600105	CABLE ROAD GUARD, SINGLE STRAND	FOOT	77	77	0
66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	125	125	0
◬* 66900450	SPECIAL WASTE PLANS AND REPORT	L SUM	1.0	1.0	0.0
66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1	0
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	9	9	0
67100100	MOBILIZATION	L SUM	1.0	1.0	0.0
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1.0	1.0	0.0
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1.0	1.0	0.0
70103700	TRAFFIC CONTROL COMPLETE	L SUM	1.0	1.0	0.0
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	9	9	0
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	18	18	0
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	62	62	0
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	27,291	27,291	0
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	375	375	0

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY ** 1000	BRIDGE ** X271-2A
◬* 70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	1,098	1,098	0
70400100	TEMPORARY CONCRETE BARRIER	FOOT	2,706	2,706	0
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	576	576	0
◬* 72000100	SIGN PANEL - TYPE 1	SQ FT	40	40	0
72400710	RELOCATE SIGN PANEL - TYPE 1	SQ FT	286	286	0
72400720	RELOCATE SIGN PANEL - TYPE 2	SQ FT	15	15	0
◬* 72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	95	95	0
◬* 73000100	WOOD SIGN SUPPORT	FOOT	654	654	0
73400100	CONCRETE FOUNDATIONS	CU YD	3	3	0
73502000	RELOCATE GROUND-MOUNTED SIGN SUPPORT	EACH	4	4	0
73700200	REMOVE CONCRETE FOUNDATION - GROUND MOUNT	EACH	4	4	0
◬* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	312	312	0
◬* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	13,064	13,064	0
◬* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	130	130	0
◬* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	3,569	3,569	0
◬* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1,424	1,424	0
◬* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	172	172	0
◬* 78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	574	574	0
◬* 78005140	EPOXY PAVEMENT MARKING - LINE 8"	FOOT	132	132	0
◬* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	42	42	0
◬* 78200420	GUARDRAIL MARKERS, TYPE B	EACH	19	19	0
◬* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	0
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	33	33	0
X0322054	REMOVAL OF PRECAST FLARED END SECTION	EACH	2	2	0
X0322946	REMOVE CONCRETE BOX CULVERT END SECTION	EACH	1	1	0
X4020500	AGGREGATE SURFACE COURSE, TYPE B 6"	SQ YD	56	56	0
Z0001050	AGGREGATE SUBGRADE 12"	SQ YD	4,502	4,502	0
	[illegible]		[illegible]	[illegible]	[illegible]
Z0030150	IMPACT ATTENUATORS (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2	0
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2	0
Z0030280	IMPACT ATTENUATORS, TEMPORARY (SEVERE USE,NARROW), TEST LEVEL 3	EACH	4	4	0
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2	0
Z0032900	LAND SECTION MARKERS	EACH	1	1	0

◬* SPECIALTY ITEMS

** 10% STATE / 90% FEDERAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

SUMMARY OF QUANTITIES

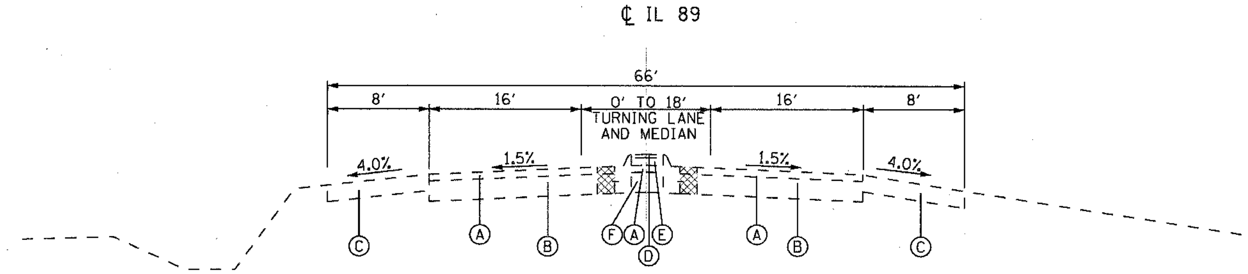
SCALE: VERT. NONE
HORIZ. NONE
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

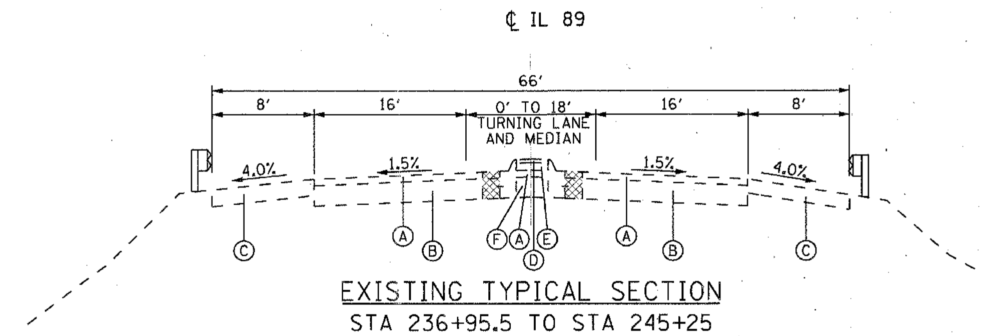
ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	5
STA.	TO STA.			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



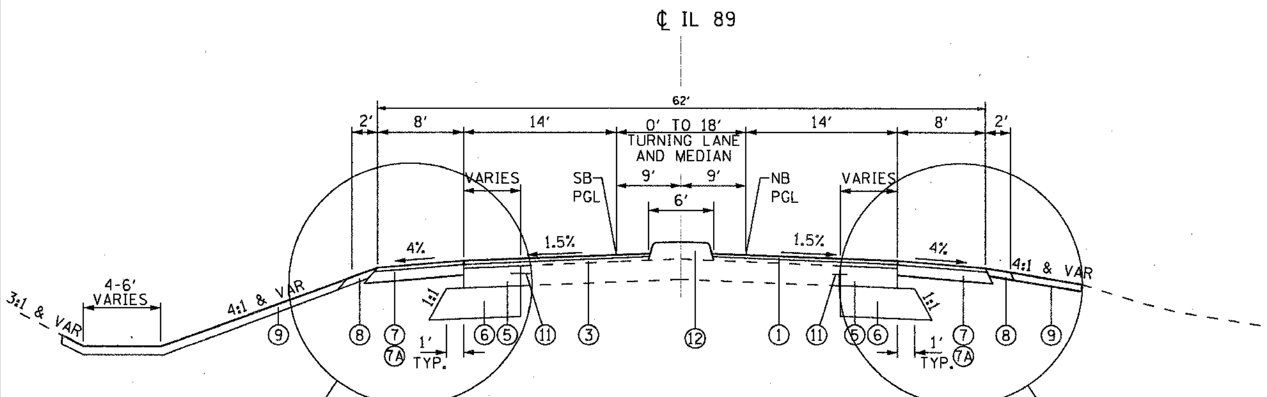
EXISTING TYPICAL SECTION
STA 228+59.0 TO STA 236+95.55
STA 245+25 TO STA 262+58



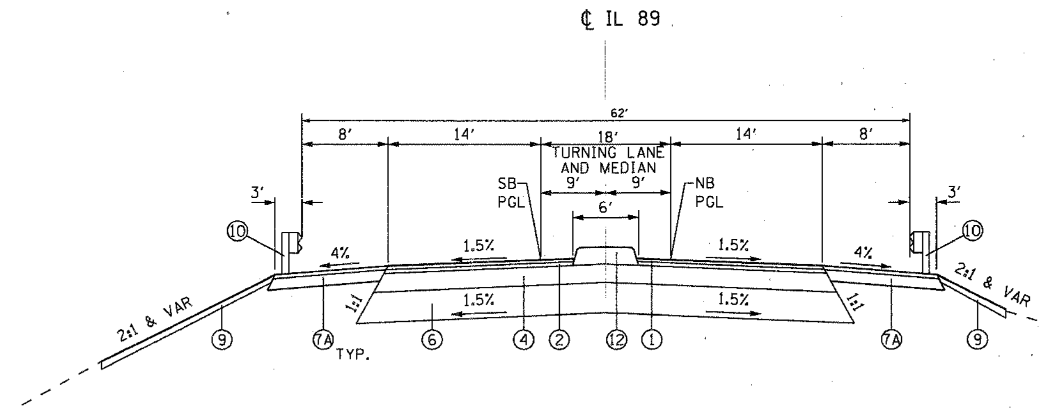
EXISTING TYPICAL SECTION
STA 236+95.5 TO STA 245+25
BRIDGE OMISSION STA 239+69.52 TO STA 241+84.09

EXISTING LEGEND

- (A) BITUMINOUS CONCRETE (+/- 3″)
- (B) PCC PAVEMENT (+/- 10″)
- (C) BITUMINOUS SHOULDERS (8″)
- (D) BITUMINOUS SURFACE (2″)
- (E) AGGREGATE BASE COURSE (4″)
- (F) BITUMINOUS BASE COURSE (5″)



PROPOSED TYPICAL SECTION
STA 228+59.0 TO STA 238+39.5
STA 243+14.1 TO STA 262+58



PROPOSED TYPICAL SECTION
STA 238+39.5 TO STA 243+14.1
BRIDGE OMISSION STA 239+69.52 TO STA 241+84.09

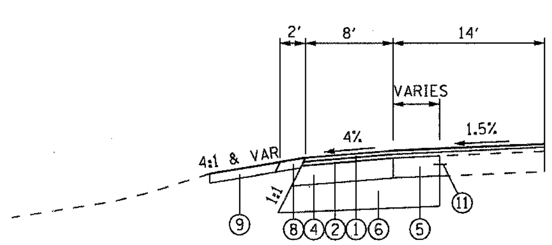
PROPOSED LEGEND

- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 1½″
- (2) LEVELING BINDER (MACHINE METHOD), N70, 1½″
- (3) LEVELING BINDER (MACHINE METHOD), N70, VARIES 0-11″
- (4) HOT-MIX ASPHALT BASE COURSE, 9¾″
- (5) PCC BASE COURSE WIDENING, 10″
- (6) AGGREGATE SUBGRADE 12″
- (7) HOT-MIX ASPHALT SHOULDERS, 6½″
- (7A) HOT-MIX ASPHALT SHOULDERS, 9″
- (8) AGGREGATE SHOULDERS, TYPE B, (4″)
- (9) TOPSOIL FURNISH & PLACE, 4″
- (10) STEEL PLATE BEAM GUARDRAIL, TYPE A
- (11) TIE-BARS (SEE NOTE)
- (12) ISLAND PAVEMENT, SPECIAL (SEE ROADWAY DETAIL SHEET 113)

DITCH SECTIONS:
STA 229+42.8 TO STA 233+57.5 LEFT
STA 253+20.7 TO STA 257+91.5 LEFT
STA 255+21.0 TO STA 262+84.0 RIGHT

HMA SHOULDERS, 9″:
STA 234+55.2 TO STA 239+47.1 LEFT
STA 242+21.6 TO STA 246+77.8 LEFT
STA 234+72.1 TO STA 239+32.0 RIGHT
STA 242+06.5 TO STA 246+96.9 RIGHT

NOTE:
TIE BARS IN PAVEMENT OR BETWEEN PAVEMENT AND OTHER NEW/OR EXISTING PCC APPURTENANCES WILL BE MEASURED IN ACCORDANCE WITH ARTICLE 508.07 OF THE STANDARD SPECIFICATIONS. TIE BARS SHALL BE TYPE NO. 8, 30 IN. IN LENGTH AT 30 IN. CENTERS, EPOXY COATED.



DETAIL A
FULL DEPTH SHOULDERS
STA 232+70 TO STA 234+62
STA 246+88 TO STA 251+00

	SUPERPAVE SHOULDER TOP LIFT	SUPERPAVE LEVEL BINDER	SUPERPAVE SURFACE	SUPERPAVE SURFACE INCIDENTAL	SUPERPAVE BASE COURSE	SUPERPAVE SHOULDERS
PG GRADE	PG64-22	PG64-22	PG64-22	PG64-22	PG58-22	PG64-22
MAX % RAP ALLOWABLE**	10%***	15%***	10%***	15%	25%	25%
DESIGN AIR VOIDS	4.0% @ N70	4.0% @ N70	4.0% @ N70	4.0% @ N50	3.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION	IL 12.5 OR IL 9.5	IL 9.5	IL 12.5 OR IL 9.5	IL 12.5 OR IL 9.5	IL 19.0	IL 19.0
FRICTION AGGREGATE	MIXTURE D		MIXTURE D	MIXTURE C		
DENSITY CONTROL METHOD	*	SATISFACTION OF THE ENGINEER	CORRELATION		CORES/ NUCLEAR	*

* MATERIAL SHALL BE COMPACTED TO 93-97 PERCENT OF THE MAXIMUM THEORETICAL DENSITY, EXCEPT THAT THE BOTTOM LIFT SHALL BE COMPACTED TO A MINIMUM OF 92.0 PERCENT. THE MAXIMUM THEORETICAL DENSITY SHALL BE DETERMINED FROM THE MOVING AVERAGE AS SPECIFIED IN THE QC/QA SPECIFICATION.

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

*** SEE RAP SPECIAL PROVISION

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

TYPICAL SECTIONS

SCALE: VERT. NONE
HORIZ. NONE
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

PLOT DATE = 8/9/2007
FILE NAME = g:\project\2054089.002\cadd\89TYP01.rds
PLOT SCALE = 1.000 ' / IN.
PLOT TIME = 10:23:53 AM

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	6
STA.	TO STA.			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

20100110 TREE REMOVAL (6 TO 15 UNITS DIAMETER)

STATION	OFFSET(FT)	UNIT
SHEET # STA 226+00 TO STA 232+00		
230+90.97	77.7 LT	12.0
SHEET # STA 238+00 TO STA 244+00		
239+47.07	62.9 LT	6.0
239+58.88	65.3 LT	7.0
240+04.84	65.4 LT	7.0
240+09.55	58.4 LT	7.0
SHEET # STA 244+00 TO STA 248+50		
245+30.00	51.5 LT	8.0
	TOTAL =	47

20100210 TREE REMOVAL (OVER 15 UNITS DIAMETER)

STATION	OFFSET(FT)	UNIT
STA 238+00 TO STA 244+00		
242+71.1	56.8 RT	19.0
	TOTAL =	19

20101100 TREE TRUNK PROTECTION

STATION	OFFSET(FT)	EACH
SHEET # STA 244+00 TO STA 248+50		
244+64.6	115.3 RT	1.0
SHEET # STA 248+50 TO STA 254+50		
249+86.0	124.0 RT	1.0
250+04.7	87.5 RT	1.0
250+07.8	89.3 RT	1.0
250+10.4	95.9 RT	1.0
	TOTAL =	5

21101615 TOPSOIL FURNISH AND PLACE, 4"

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	SQ YD
FROM CROSS SECTIONS (LEFT SIDE)					
228+59.0	0.0	-	229+00.0	11.9	27.1
229+00.0	11.9	-	229+50.0	36.8	135.3
229+50.0	36.8	-	230+00.0	39.7	212.5
230+00.0	39.7	-	230+50.0	41.8	226.4
230+50.0	41.8	-	231+00.0	46.0	243.9
231+00.0	46.0	-	231+50.0	50.1	266.9
231+50.0	50.1	-	232+00.0	50.2	278.6
232+00.0	50.2	-	232+50.0	54.4	290.6
232+50.0	54.4	-	233+00.0	66.4	335.6
233+00.0	66.4	-	233+50.0	2.5	191.4
233+50.0	2.5	-	234+50.0	47.0	275.0
234+50.0	47.0	-	235+00.0	47.8	263.3
235+00.0	47.8	-	235+50.0	53.6	281.7
235+50.0	53.6	-	236+00.0	59.3	313.6
236+00.0	59.3	-	236+50.0	60.0	331.4
236+50.0	60.0	-	237+00.0	60.8	335.6
237+00.0	60.8	-	237+50.0	62.3	341.9
237+50.0	62.3	-	238+00.0	45.9	300.6
238+00.0	45.9	-	238+50.0	45.2	253.1
238+50.0	45.2	-	239+00.0	44.0	247.8
239+00.0	44.0	-	239+35.7	44.1	174.5
BRIDGE OMISSION					
242+22.3	47.0	-	242+50.0	45.7	142.8
242+50.0	45.7	-	243+00.0	45.1	252.2
243+00.0	45.1	-	243+50.0	44.7	249.4
243+50.0	44.7	-	244+00.0	43.6	245.3
244+00.0	43.6	-	244+50.0	46.4	250.0
244+50.0	46.4	-	245+00.0	42.6	247.2
245+00.0	42.6	-	245+50.0	48.0	251.7
245+50.0	48.0	-	246+00.0	66.4	317.8
246+00.0	66.4	-	246+50.0	65.5	366.4
246+50.0	65.5	-	247+00.0	20.8	239.7
247+00.0	20.8	-	248+00.0	13.0	187.8
248+00.0	13.0	-	248+50.0	24.0	102.8
248+50.0	24.0	-	249+00.0	30.4	151.1
249+00.0	30.4	-	249+50.0	31.1	170.8
249+50.0	31.1	-	250+00.0	31.6	174.2
250+00.0	31.6	-	250+50.0	32.1	176.9
250+50.0	32.1	-	251+00.0	31.1	175.6
251+00.0	31.1	-	251+50.0	30.3	170.6
251+50.0	30.3	-	252+00.0	29.5	166.1
252+00.0	29.5	-	252+50.0	28.9	162.2
252+50.0	28.9	-	253+00.0	28.0	158.1
253+00.0	28.0	-	253+50.0	27.5	154.2
253+50.0	27.5	-	254+00.0	27.2	151.9
254+00.0	27.2	-	254+50.0	22.7	138.6
254+50.0	22.7	-	255+00.0	19.1	116.1
255+00.0	19.1	-	255+50.0	22.7	116.1
255+50.0	22.7	-	256+00.0	22.7	126.1
256+00.0	22.7	-	256+50.0	22.9	126.7
256+50.0	22.9	-	257+00.0	20.9	121.7
257+00.0	20.9	-	257+50.0	19.0	110.8
257+50.0	19.0	-	258+00.0	13.3	89.7
258+00.0	13.3	-	258+50.0	11.0	67.5
258+50.0	11.0	-	259+00.0	8.2	53.3
259+00.0	8.2	-	259+50.0	9.2	48.3
259+50.0	9.2	-	260+00.0	13.5	63.1
260+00.0	13.5	-	260+50.0	17.4	85.8
260+50.0	17.4	-	261+00.0	16.2	93.3
261+00.0	16.2	-	261+50.0	12.7	80.3
261+50.0	12.7	-	262+00.0	12.3	69.4
262+00.0	12.3	-	262+50.1	12.9	70.1
FROM CROSS SECTIONS (RIGHT SIDE)					
228+59.0	0.0	-	229+00.0	6.8	15.5
229+00.0	6.8	-	229+50.0	11.5	50.8
229+50.0	11.5	-	230+00.0	0.0	31.9
230+00.0	0.0	-	230+50.0	14.7	40.8
230+50.0	14.7	-	231+00.0	11.2	71.9
231+00.0	11.2	-	231+50.0	5.6	46.7
231+50.0	5.6	-	232+00.0	5.8	31.7
232+00.0	5.8	-	232+50.0	5.6	31.7
232+50.0	5.6	-	233+00.0	5.1	29.7
233+00.0	5.1	-	233+50.0	4.4	26.4
233+50.0	4.4	-	234+50.0	3.3	42.8
234+50.0	3.3	-	235+00.0	2.6	16.4
235+00.0	2.6	-	235+50.0	6.3	24.7
235+50.0	6.3	-	236+00.0	8.7	41.7
236+00.0	8.7	-	236+50.0	8.7	48.3
236+50.0	8.7	-	237+00.0	9.0	49.2
237+00.0	9.0	-	237+50.0	9.4	51.1
237+50.0	9.4	-	238+00.0	9.9	53.6
238+00.0	9.9	-	238+50.0	9.7	54.4
238+50.0	9.7	-	239+00.0	47.2	158.1
239+00.0	47.2	-	239+35.7	49.5	191.6
BRIDGE OMISSION					
242+22.3	55.9	-	242+50.0	54.2	169.6
242+50.0	54.2	-	243+00.0	54.1	300.8
243+00.0	54.1	-	243+50.0	55.6	304.7
243+50.0	55.6	-	244+00.0	83.2	385.6
244+00.0	83.2	-	244+50.0	83.3	462.5
244+50.0	83.3	-	245+00.0	80.6	455.3
245+00.0	80.6	-	245+50.0	77.8	440.0
245+50.0	77.8	-	246+00.0	75.3	425.3
246+00.0	75.3	-	246+50.0	72.3	410.0
246+50.0	72.3	-	247+00.0	57.3	360.0
247+00.0	57.3	-	248+00.0	17.9	417.8
248+00.0	17.9	-	248+50.0	29.1	130.6
248+50.0	29.1	-	249+00.0	51.7	224.4
249+00.0	51.7	-	249+50.0	0.0	143.6
249+50.0	0.0	-	250+00.0	11.0	30.6
250+00.0	11.0	-	250+50.0	7.1	50.3
250+50.0	7.1	-	251+00.0	8.7	43.9
251+00.0	8.7	-	251+50.0	8.8	48.6
251+50.0	8.8	-	252+00.0	8.9	49.2
252+00.0	8.9	-	252+50.0	9.1	50.0
252+50.0	9.1	-	253+00.0	8.8	49.7
253+00.0	8.8	-	253+50.0	8.2	47.2
253+50.0	8.2	-	254+00.0	7.7	44.2
254+00.0	7.7	-	254+50.0	7.1	41.1
254+50.0	7.1	-	255+00.0	10.0	47.5
255+00.0	10.0	-	255+50.0	26.6	101.7
255+50.0	26.6	-	256+00.0	0.0	73.9
256+00.0	0.0	-	256+50.0	0.0	0.0
256+50.0	0.0	-	257+00.0	24.7	68.6
257+00.0	24.7	-	257+50.0	31.2	155.3
257+50.0	31.2	-	258+00.0	27.8	163.9
258+00.0	27.8	-	258+50.0	31.8	165.6
258+50.0	31.8	-	259+00.0	0.0	88.3
259+00.0	0.0	-	259+50.0	29.6	82.2
259+50.0	29.6	-	260+00.0	25.8	153.9
260+00.0	25.8	-	260+50.0	22.2	133.3
260+50.0	22.2	-	261+00.0	17.9	111.4
261+00.0	17.9	-	261+50.0	14.7	90.6
261+50.0	14.7	-	262+00.0	13.5	78.3
262+00.0	13.5	-	262+50.1	14.8	78.7
I-80					
3701+00.0	32.7	-	3701+50.0	38.0	196.4
3701+50.0	38.0	-	3702+00.0	31.0	191.7
3702+00.0	31.0	-	3702+50.0	50.8	227.2
3702+50.0	50.8	-	3703+00.0	49.5	278.6
3703+00.0	49.5	-	3703+50.0	55.8	292.5
				TOTAL =	20,542

25000210 SEEDING, CLASS 2A

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	ACRE
SHEET # STA 228+00 TO STA 232+00					
228+90.3	100.2 LT	-	233+57.8	139.0 LT	0.34
228+84.0	75.9 RT	-	229+76.2	48.6 RT	0.03
230+13.8	49.6 RT	-	231+10.8	49.8 RT	0.03
231+45.6	49.7 RT	-	234+36.3	231.3 RT	0.09
SHEET # STA 232+00 TO STA 238+00					
234+50.4	119.3 LT	-	238+00.0	61.0 LT	0.28
234+96.4	196.5 RT	-	237+25.1	55.1 RT	0.20
SHEET # STA 238+00 TO STA 244+00					
240+90.8	174.8 LT	-	240+21.8	108.2 RT	0.37
243+75.5	72.9 RT	-	247+08.9	126.4 RT	0.34
SHEET # STA 244+00 TO STA 248+50					
245+50.8	33.0 LT	-	246+63.2	219.2 LT	0.20
246+91.0	234.9 LT	-	254+73.5	37.2 LT	0.44
247+80.7	139.0 RT	-	248+99.2	183.0 RT	0.17
SHEET # STA 248+50 TO STA 254+50					
249+52.1	204.5 RT	-	255+99.7	37.7 RT	0.29
SHEET # STA 254+50 TO STA 260+50					
255+01.3	37.3 LT	-	262+54.5	26.8 LT	0.15
256+47.0	41.0 RT	-	258+76.8	39.4 RT	0.15
258+91.8	41.5 RT	-	262+57.8	28.7 RT	0.10
				TOTAL =	3.2

25000300 SEEDING, CLASS 3

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	ACRE
SHEET # STA 232+00 TO STA 238+00					
234+99.9	80.0 LT	-	240+17.4	71.7 LT	0.42
237+25.1	55.1 RT	-	239+79.9	84.6 RT	0.23
SHEET # STA 238+00 TO STA 244+00					
241+77.0	75.8 LT	-	246+51.2	97.0 LT	0.46
241+59.2	81.5 RT	-	243+75.6	100.7 RT	0.27
				TOTAL =	1.4

25000312 SEEDING, CLASS 4A

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	ACRE
SHEET # STA 226+00 TO STA 232+00					
228+98.4	82.3 LT	-	233+43.9	142.0 LT	0.23
SHEET # STA 232+00 TO STA 238+00					
234+50.4	119.3 LT	-	236+00.6	91.5 LT	0.09
SHEET # STA 238+00 TO STA 244+00					
241+77.0	75.8 LT	-	245+99.4	98.0 LT	0.09
241+83.2	83.7 RT	-	247+08.9	126.4 RT	0.35
SHEET # STA 244+00 TO STA 248+50					
245+99.4	98.0 LT	-	246+54.3	214.0 LT	0.11
SHEET # STA 248+50 TO STA 254+50					
252+49.8	62.3 LT	-	254+72.0	51.8 LT	0.04
253+72.4	53.6 RT	-	256+10.2	59.2 RT	0.06
SHEET # STA 254+50 TO STA 260+50					
255+01.8	51.1 LT	-	262+51.3	32.8 LT	0.14
256+40.0	59.3 RT	-	258+79.1	47.3 RT	0.10
258+91.3	47.1 RT	-	262+57.8	33.0 RT	0.06
				TOTAL =	1.3

25000400 NITROGEN FERTILIZER NUTRIENT

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	POUND
RATE = 90.0 POUND / ACRE					
AMOUNT OF SEEDING, CLASS 2A					285.8
AMOUNT OF SEEDING, CLASS 3					124.2
AMOUNT OF SEEDING, CLASS 4A					114.6
				TOTAL =	525

25000500 PHOSPHORUS FERTILIZER NUTRIENT

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	POUND
RATE = 90.0 POUND / ACRE					
AMOUNT OF SEEDING, CLASS 2A					285.8
AMOUNT OF SEEDING, CLASS 3					124.2
AMOUNT OF SEEDING, CLASS 4A					114.6
				TOTAL =	525

25000600 POTASSIUM FERTILIZER NUTRIENT

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	POUND
RATE = 90.0 POUND / ACRE					
AMOUNT OF SEEDING, CLASS 2A					285.8
AMOUNT OF SEEDING, CLASS 3					124.2
AMOUNT OF SEEDING, CLASS 4A					114.6
				TOTAL =	525

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

SCHEDULE OF QUANTITIES

SCALE: VERT. NONE
HORIZ. NONE
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	7
STA.		TO STA.		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

25100115 MULCH, METHOD 2

STATION			STATION	WIDTH(FT)	ACRE
228+90.3	100.2 LT	-	233+91.9	131.9 LT	0.34
234+25.8	124.0 LT	-	238+00.0	61.0 LT	0.28
245+50.8	33.0 LT	-	246+63.2	219.2 LT	0.20
246+91.0	234.9 LT	-	254+73.5	37.2 LT	0.44
255+01.3	37.3 LT	-	262+54.5	26.8 LT	0.15
241+18.0	168.7 LT	-	240+49.2	113.4 RT	0.37
228+84.0	75.9 RT	-	229+76.2	48.6 RT	0.03
230+13.8	48.6 RT	-	231+10.8	48.8 RT	0.03
231+45.6	48.8 RT	-	234+36.9	230.8 RT	0.09
234+95.5	196.9 RT	-	237+25.3	54.1 RT	0.20
243+75.5	72.9 RT	-	247+09.1	125.4 RT	0.34
247+80.0	138.8 RT	-	249+00.0	183.8 RT	0.17
249+51.2	204.0 RT	-	255+99.7	37.7 RT	0.29
256+47.0	41.0 RT	-	258+76.8	39.4 RT	0.15
258+91.8	41.5 RT	-	262+57.8	28.7 RT	0.10
				TOTAL =	3.2

25100630 EROSION CONTROL BLANKET

STATION	OFFSET(FT)		STATION	OFFSET(FT)	SQ YD
234+99.9	80.0 LT	-	240+16.2	70.8 LT	2,049.5
241+77.5	74.8 LT	-	246+51.2	97.0 LT	2,232.6
237+25.3	54.1 RT	-	239+79.2	83.6 RT	1,113.7
241+60.0	80.6 RT	-	243+75.6	100.7 RT	1,284.9
				TOTAL =	6,681

28000300 TEMPORARY DITCH CHECKS

STATION	OFFSET(FT)	EACH
SHEET # STA 226+00 TO STA 232+00		
229+50.0	68.0 LT	1.0
SHEET # STA 232+00 TO STA 238+00		
233+00.0	89.6 LT	1.0
SHEET # STA 248+50 TO STA 254+50		
253+60.0	57.6 LT	1.0
SHEET # STA 254+50 TO STA 260+50		
254+60.0	46.7 LT	1.0
255+50.0	49.8 LT	1.0
256+00.0	48.1 LT	1.0
256+40.0	46.6 LT	1.0
256+80.0	45.2 LT	1.0
257+25.0	43.5 LT	1.0
258+00.0	39.2 LT	1.0
255+80.0	49.3 RT	1.0
257+00.0	48.5 RT	1.0
257+50.0	48.4 RT	1.0
258+00.0	48.1 RT	1.0
258+60.0	43.3 RT	1.0
259+50.0	46.3 RT	1.0
260+10.0	44.5 RT	1.0
SHEET # STA 260+50 TO STA 262+58		
261+50.0	35.2 LT	1.0
261+50.0	37.1 RT	1.0
	TOTAL =	19

28000400 PERIMETER EROSION BARRIER

STATION	OFFSET(FT)		STATION	OFFSET(FT)	FOOT
234+37.5	122.8 LT	-	236+00.6	91.5 LT	166.1
236+00.6	91.5 LT	-	237+50.6	93.6 LT	150.0
237+50.6	93.6 LT	-	240+17.4	71.7 LT	267.7
241+77.0	75.8 LT	-	245+99.4	98.0 LT	423.0
245+99.4	98.0 LT	-	246+54.3	214.0 LT	128.3
247+03.9	242.3 LT	-	247+98.5	78.8 LT	188.9
247+98.5	78.8 LT	-	248+50.1	62.7 LT	54.1
248+50.1	62.7 LT	-	250+49.7	64.9 LT	199.6
250+49.7	64.9 LT	-	252+49.6	62.3 LT	199.9
230+13.8	49.6 RT	-	231+10.8	49.8 RT	97.0
231+45.6	49.7 RT	-	232+93.2	49.4 RT	147.6
232+93.2	49.4 RT	-	233+53.9	73.9 RT	65.5
233+53.9	73.9 RT	-	234+19.3	202.6 RT	144.4
234+19.3	202.6 RT	-	234+36.3	231.3 RT	33.4
234+96.4	196.5 RT	-	234+52.9	86.0 RT	118.8
234+52.9	86.0 RT	-	235+61.0	44.0 RT	116.0
235+61.0	44.0 RT	-	237+25.1	55.1 RT	164.5
237+25.1	55.1 RT	-	238+82.0	76.8 RT	158.4
238+82.0	76.8 RT	-	239+79.9	84.6 RT	98.2
241+59.2	81.5 RT	-	244+00.4	116.9 RT	243.8
244+00.4	116.9 RT	-	246+48.3	104.6 RT	248.2
246+48.3	104.6 RT	-	247+08.9	126.4 RT	64.4
247+80.7	139.0 RT	-	248+20.1	71.2 RT	78.4
248+20.1	71.2 RT	-	248+89.1	79.2 RT	69.5
248+89.1	79.2 RT	-	248+99.2	183.0 RT	104.3
249+52.1	204.5 RT	-	250+47.2	42.1 RT	188.2
250+47.2	42.1 RT	-	253+72.4	53.6 RT	325.4
				TOTAL =	4,244

28000500 INLET AND PIPE PROTECTION

STATION	OFFSET(FT)	EACH
SHEET # STA 226+00 TO STA 232+00		
229+43.5	55.2 RT	1.0
229+63.1	55.9 RT	1.0
231+64.2	67.2 RT	1.0
SHEET # STA 238+00 TO STA 244+00		
239+76.5	71.8 RT	1.0
SHEET # STA 244+00 TO STA 248+50		
246+71.6	120.0 RT	1.0
SHEET # STA 248+50 TO STA 254+50		
248+96.6	119.8 RT	1.0
SHEET # STA 254+50 TO STA 260+50		
254+71.2	41.5 LT	1.0
255+93.3	45.7 RT	1.0
258+68.9	43.4 RT	1.0
SHEET # STA 260+50 TO STA 262+58		
261+71.9	27.7 RT	1.0
	TOTAL =	10

35400500 PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 10"

STATION	WIDTH(FT)		STATION	WIDTH(FT)	SQ YD
SHEET # STA 228+59 TO STA 232+00					
PROPOSED LEFT TURN BAY					
228+90.8	16.8	-	232+00.0	16.0	563.5
WEST PAVEMENT					
229+74.1	11.2	-	232+00.0	11.2	280.4
SHEET # STA 232+00 TO STA 238+00					
PROPOSED MEDIAN					
232+00.0	16.0	-	233+79.4	16.0	318.9
233+79.4	16.0	-	234+29.0	5.6	76.8
WEST PAVEMENT SOUTH OF RAMP					
232+00.0	11.2	-	232+78.9	11.1	97.5
232+78.9	11.1	-	233+82.7	2.5	72.5
WEST PAVEMENT NORTH OF RAMP					
234+15.5	2.8	-	234+15.5	0.0	21.2
SHEET # STA 244+00 TO STA 250+00					
WEST PAVEMENT SOUTH OF RAMP					
246+89.4	1.5	-	247+19.5	2.4	11.3
EAST PAVEMENT SOUTH OF RAMP					
247+09.3	4.1	-	247+39.0	1.3	30.7
EAST PAVEMENT NORTH OF RAMP					
247+68.2	1.1	-	248+09.4	0.0	6.2
248+33.5	0.0	-	249+34.9	5.0	111.9
PROPOSED PAVEMENT AT EXISTING MEDIAN					
247+20.8	5.6	-	247+70.5	18.0	78.2
247+70.5	18.0	-	248+27.8	18.0	114.6
248+27.8	18.0	-	249+34.6	6.4	192.9
249+91.1	4.7	-	250+00.0	11.6	8.9
EAST PAVEMENT NORTH OF FRONTAGE ROAD					
249+65.1	1.0	-	250+00.0	8.0	35.2
SHEET # STA 250+00 TO STA 256+00					
PROPOSED LEFT TURN BAY					
250+00.0	11.6	-	251+39.4	15.6	256.8
251+39.4	15.6	-	252+54.7	14.7	193.9
252+54.7	14.7	-	254+01.0	3.0	124.9
WEST PAVEMENT					
252+45.5	1.0	-	256+00.0	5.9	153.8
EAST PAVEMENT					
250+00.0	9.8	-	250+71.9	1.0	52.3
252+98.2	1.0	-	256+00.0	6.5	111.0
SHEET # STA 256+00 TO STA 262+00					
WEST PAVEMENT					
256+00.0	5.9	-	258+79.3	1.0	117.1
EAST PAVMENT					
256+00.0	6.5	-	261+90.7	1.0	322.9
SHEET # STA 110+23.4 TO STA 110+75					
NORTH SIDE OF EB EXIT RAMP					
110+23.4	1.1	-	110+75.0	2.6	10.9
SOUTH SIDE OF EB EXIT RAMP					
110+25.1	1.0	-	110+75.0	2.4	8.9
SHEET # STA 98+50 TO STA 100+10					
SOUTH SIDE OF WB ENTRANCE RAMP					
98+50.0	1.0	-	100+10.0	2.4	37.7
SHEET # STA 74+75 TO STA 74+25.9					
NORTH SIDE OF WB EXIT RAMP					
74+54.8	1.0	-	74+75.0	1.0	2.3
SOUTH SIDE OF WB EXIT RAMP					
74+25.9	1.0	-	74+75.0	3.5	9.0
SHEET # STA 70+90 TO STA 72+00					
NORTH SIDE OF FRONTAGE ROAD					
70+90.0	0.9	-	71+54.8	1.0	10.6
SOUTH SIDE OF FRONTAGE ROAD					
70+90.0	4.8	-	72+00.0	1.1	47.2
				TOTAL =	3,480

35501308 HOT-MIX ASPHALT BASE COURSE, 6"

STATION	WIDTH(FT)		STATION	WIDTH(FT)	SQ YD
SHEET # STA 228+59 TO STA 232+00					
EAST DRIVEWAY					
230+97.0	0.0	-	231+10.8	12.1	9.3
231+10.8	12.1	-	231+45.6	9.7	42.1
231+45.6	9.7	-	231+60.3	0.0	7.9
				TOTAL =	59

35501316 HOT-MIX ASPHALT BASE COURSE, 8"

STATION	WIDTH(FT)		STATION	WIDTH(FT)	SQ YD
SHEET # STA 228+59 TO STA 232+00					
EAST DRIVEWAY					
229+46.9	0.0	-	229+76.1	20.2	18.1
229+76.1	20.2	-	230+13.8	18.9	81.9
230+13.8	0.0	-	230+28.0	0.0	5.9
SHEET # STA 256+00 TO STA 262+00					
EAST DRIVEWAY					
255+80.1	0.0	-	256+10.2	28.8	21.7
256+10.2	28.8	-	256+40.0	29.1	95.9
256+40.0	29.1	-	256+69.6	0.0	20.9
				TOTAL =	244

35501323 HOT-MIX ASPHALT BASE COURSE, 9 3/4"

STATION	WIDTH(FT)		STATION	WIDTH(FT)	SQ YD
SHEET # STA 232+00 TO STA 238+00					
232+70.4	6.0	-	234+02.2	8.6	118.2
234+18.9	5.1	-	234+55.2	8.0	57.0
232+70.4	6.0	-	234+00.1	6.0	102.4
234+40.8	6.0	-	234+72.1	8.0	89.5
EXTRA BOX/1:1 SLOPE EXCESS WEDGE SECTION					
(168 FT X (3 IN + (.5 X 9 3/4 IN))) / 9					12.3
(111 FT X (3 IN + (.5 X 9 3/4 IN))) / 9					8.1
(157 FT X (3 IN + (.5 X 9 3/4 IN))) / 9					11.4
(125 FT X (3 IN + (.5 X 9 3/4 IN))) / 9					9.1
SHEET # STA 238+00 TO STA 244+00					
238+39.5	26.0	-	239+42.0	26.0	296.1
238+39.5	14.0	-	239+35.6	14.0	149.5
242+18.0	14.0	-	243+14.1	14.0	149.5
242+11.7	26.0	-	243+14.1	26.0	295.8
SHEET # STA 244+00 TO STA 248+50					
246+77.8	8.0	-	247+10.3	6.0	87.8
247+59.5	8.0	-	248+99.0	8.0	144.2
246+96.9	8.0	-	247+33.2	4.6	59.0
247+48.5	8.5	-	249+30.3	4.4	202.7
EXTRA BOX/1:1 SLOPE EXCESS WEDGE SECTION					
(122 FT X (3 IN + (.5 X 9 3/4 IN))) / 9					8.9
(158 FT X (3 IN + (.5 X 9 3/4 IN))) / 9					11.5
(116 FT X (3 IN + (.5 X 9 3/4 IN))) / 9					8.5
(233 FT X (3 IN + (.5 X 9 3/4 IN))) / 9					17.0
SHEET # STA 248+50 TO STA 254+50					
249+66.8	4.3	-	250+98.8	8.0	92.5
EXTRA BOX/1:1 SLOPE EXCESS WEDGE SECTION					
(153 FT X (3 IN + (.5 X 9 3/4 IN))) / 9					11.2
1:1 SLOPE EXCESS WEDGE ON WEST SIDE SOUTH OF BRIDGE					
0.5 (106 FT X 9 3/4 IN) / 9					4.8
1:1 SLOPE EXCESS WEDGE ON EAST SIDE SOUTH OF BRIDGE					
0.5 (95 FT X 9 3/4 IN) / 9					4.3
1:1 SLOPE EXCESS WEDGE ON WEST SIDE NORTH OF BRIDGE					
0.5 (95 FT X 9 3/4 IN) / 9					1.3
1:1 SLOPE EXCESS WEDGE ON EAST SIDE SOUTH OF BRIDGE					
0.5 (106 FT X 9 3/4 IN) / 9					4.8
				TOTAL =	1,957

40600100 BITUMINOUS MATERIALS (PRIME COAT)

STATION	OFFSET(FT)	GALLON
NOMINAL QUANTITY (0.08 GAL / SY)		
		6,588.6
	TOTAL =	6,589

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

SCHEDULE OF QUANTITIES

SCALE: VERT. NONE
HORIZ. NONE
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	8
STA.	TO STA.			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

40600300 AGGREGATE (PRIME COAT)

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	TON
RATE = 0.002 TONS / SQ YD					
NOMINAL QUANTITY					14.9
				TOTAL =	15

40600635 LEVELING BINDER (MACHINE METHOD), N70

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	TON
RATE = 112.0 POUND / SQ YD / INCH					
DEPTH = 1.5 INCH					
SHEET # STA 228+59 TO STA 232+00					
WEST SIDE					
228+59.0	77.0	-	232+00.0	30.0	128.1
EAST SIDE					
228+59.0	54.8	-	232+00.0	26.0	92.7
SHEET # STA 232+00 TO STA 238+00					
WEST SIDE					
232+00.0	29.7	-	238+00.0	23.0	163.5
FULL DEPTH SHOULDERS					
232+70.3	6.0	-	233+79.4	6.0	7.1
234+27.6	6.0	-	234+55.2	6.0	2.8
EAST SIDE					
232+00.0	26.0	-	238+00.0	14.0	159.8
FULL DEPTH SHOULDERS					
232+70.3	6.0	-	233+84.5	6.0	6.8
234+27.6	6.0	-	234+72.1	6.0	2.7
SHEET # STA 238+00 TO STA 244+00					
WEST SIDE SOUTH OF BRIDGE					
238+00.0	23.0	-	239+39.5	23.0	30.6
EAST SIDE SOUTH OF BRIDGE					
238+00.0	14.0	-	239+39.5	14.0	17.7
WEST SIDE NORTH OF BRIDGE					
242+14.1	14.0	-	244+00.0	14.0	23.8
EAST SIDE NORTH OF BRIDGE					
242+14.1	23.0	-	244+00.0	23.0	40.5
SHEET # STA 244+00 TO STA 250+00					
WEST SIDE					
244+00.0	14.0	-	250+00.0	23.0	149.8
FULL DEPTH SHOULDERS					
246+77.8	8.0	-	246+87.8	8.0	0.7
246+87.8	6.0	-	247+23.7	6.0	2.5
247+62.7	8.0	-	248+99.0	8.0	11.6
EAST SIDE					
244+00.0	23.0	-	250+00.0	42.3	202.5
FULL DEPTH SHOULDERS					
246+96.9	8.0	-	247+08.7	8.0	0.9
247+08.7	4.0	-	247+36.3	4.0	2.3
247+59.0	8.0	-	249+31.6	4.0	13.4
249+66.7	4.0	-	250+00.0	5.0	2.3
SHEET # STA 250+00 TO STA 256+00					
WEST SIDE					
250+00.0	23.0	-	256+00.0	15.7	101.7
EAST SIDE					
250+00.0	42.3	-	256+00.0	14.0	92.0
FULL DEPTH SHOULDERS					
250+00.0	5.0	-	250+98.8	8.0	5.5
SHEET # STA 256+00 TO STA 262+00					
WEST SIDE					
256+00.0	15.7	-	262+00.0	12.7	76.4
EAST SIDE					
256+00.0	14.0	-	262+00.0	12.3	81.3
SHEET # STA 262+00 TO STA 262+58					
WEST SIDE					
262+00.0	12.7	-	262+58.0	12.0	7.1
EAST SIDE					
262+00.0	12.3	-	262+58.0	12.0	6.6
SHEET # STA 106+00 TO STA 111+50					
110+75.0	40.0	-	110+25.1	17.0	12.0
FULL DEPTH SHOULDERS					
110+25.1	8.0	-	110+47.8	6.0	1.5
110+47.8	6.0	-	110+75.0	6.0	1.5
110+25.1	4.0	-	110+75.0	4.0	1.9
SHEET # STA 51+00 TO 57+00					
52+00.0	59.0	-	53+50.0	16.0	34.7
FULL DEPTH SHOULDERS					
52+00.0	6.0	-	52+26.8	6.0	1.5
52+00.0	6.0	-	52+71.8	6.0	4.7
SHEET # STA 98+50 TO STA 101+00					
110+10	58.0	-	98+50.0	15.5	36.9
FULL DEPTH SHOULDERS					
99+45.2	6.0	-	100+10.0	6.0	3.6
100+03.3	8.0	-	100+10.0	8.0	0.5
SHEET # STA 74+75 TO STA 71+00					
74+75.0	35.0	-	74+27.0	16.0	10.4
FULL DEPTH SHOULDERS					
74+25.9	4.6	-	74+45.0	4.0	0.8
74+45.0	4.0	-	74+75.0	4.0	1.1
74+27.0	8.5	-	74+47.4	8.0	1.6
74+47.4	8.0	-	74+75.0	8.0	2.1
SHEET # STA 70+90 TO STA 72+00					
70+90.0	36.0	-	72+00.0	24.0	28.3
1:1 SLOPE EXCESS WEDGE - WEST SIDE SOUTH OF BRIDGE					
0.5 X (1197 FT X 1.5 IN)					0.7
1:1 SLOPE EXCESS WEDGE - EAST SIDE SOUTH OF BRIDGE					
0.5 X (1363 FT X 1.5 IN)					0.8
1:1 SLOPE EXCESS WEDGE - WEST SIDE NORTH OF BRIDGE					
0.5 X (2367 FT X 1.5 IN)					11.0
1:1 SLOPE EXCESS WEDGE - EAST SIDE NORTH OF BRIDGE					
0.5 X (2410 FT X 1.5 IN)					11.2
FROM CROSS SECTION SCHEDULE					2,146.0
				TOTAL =	3,745

40600990 TEMPORARY RAMP

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	SQ YD
SHEET STA 226+00 TO STA 232+00					
SPRINGCREEK DRIVE					
227+99.0	114.0	-	228+09.0	114.0	126.7
SHEET STA 232+00 TO STA 238+00					
EB EXIT RAMP					
109+63.4	17.0	-	109+73.4	17.0	18.9
EB ENTRANCE RAMP					
53+50.0	16.0	-	53+60.0	16.0	17.8
SHEET STA 244+00 TO STA 248+50					
WB ENTRANCE RAMP					
97+90.0	15.0	-	98+00.0	15.0	16.7
WB EXIT RAMP					
73+67.6	16.0	-	73+77.6	16.0	17.8
SHEET STA 248+50 TO STA 254+50					
FRONTAGE ROAD					
72+00.0	22.0	-	72+10.0	22.0	24.4
SHEET STA 260+50 TO STA 266+50					
END OF IMPROVEMENTS					
262+58.0	26.0	-	262+68.0	26.0	28.9
				TOTAL =	251

40603340 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	TON
RATE = 112.0 POUND / SQ YD / INCH					
DEPTH = 1.5 INCH					
SHEET # STA 228+59 TO STA 232+00					
WEST SIDE					
228+59.0	77.0	-	232+00.0	30.0	128.1
EAST SIDE					
228+59.0	54.8	-	232+00.0	26.0	92.7
SHEET # STA 232+00 TO STA 238+00					
WEST SIDE					
232+00.0	29.7	-	238+00.0	23.0	163.5
FULL DEPTH SHOULDERS					
232+70.3	6.0	-	233+79.4	6.0	7.1
234+27.6	6.0	-	234+55.2	6.0	2.8
EAST SIDE					
232+00.0	26.0	-	238+00.0	14.0	159.8
FULL DEPTH SHOULDERS					
232+70.3	6.0	-	233+84.5	6.0	6.8
234+27.6	6.0	-	234+72.1	6.0	2.7
SHEET # STA 238+00 TO STA 244+00					
WEST SIDE SOUTH OF BRIDGE					
238+00.0	23.0	-	239+39.5	23.0	30.6
EAST SIDE SOUTH OF BRIDGE					
238+00.0	14.0	-	239+39.5	14.0	17.7
WEST SIDE NORTH OF BRIDGE					
242+14.1	14.0	-	244+00.0	14.0	23.8
EAST SIDE NORTH OF BRIDGE					
242+14.1	23.0	-	244+00.0	23.0	40.5
SHEET # STA 244+00 TO STA 250+00					
WEST SIDE					
244+00.0	14.0	-	250+00.0	23.0	149.8
FULL DEPTH SHOULDERS					
246+77.8	8.0	-	246+87.8	8.0	0.7
246+87.8	6.0	-	247+23.7	6.0	2.5
247+62.7	8.0	-	248+99.0	8.0	11.6
EAST SIDE					
244+00.0	23.0	-	250+00.0	42.3	202.5
FULL DEPTH SHOULDERS					
246+96.9	8.0	-	247+08.7	8.0	0.9
247+08.7	4.0	-	247+36.3	4.0	2.3
247+59.0	8.0	-	249+31.6	4.0	13.4
249+66.7	4.0	-	250+00.0	5.0	2.3
SHEET # STA 250+00 TO STA 256+00					
WEST SIDE					
250+00.0	23.0	-	256+00.0	15.7	101.7
EAST SIDE					
250+00.0	42.3	-	256+00.0	14.0	92.0
FULL DEPTH SHOULDERS					
250+00.0	5.0	-	250+98.8	8.0	5.5
SHEET # STA 256+00 TO STA 262+00					
WEST SIDE					
256+00.0	15.7	-	262+00.0	12.7	76.4
EAST SIDE					
256+00.0	14.0	-	262+00.0	12.3	81.3
SHEET # STA 262+00 TO STA 262+58					
WEST SIDE					
262+00.0	12.7	-	262+58.0	12.0	7.1
EAST SIDE					
262+00.0	12.3	-	262+58.0	12.0	6.6
SHEET # STA 106+00 TO STA 111+50					
110+75.0	40.0	-	110+25.1	17.0	12.0
FULL DEPTH SHOULDERS					
110+25.1	8.0	-	110+47.8	6.0	1.5
110+47.8	6.0	-	110+75.0	6.0	1.5
110+25.1	4.0	-	110+75.0	4.0	1.9
SHEET # STA 51+00 TO 57+00					
52+00.0	59.0	-	53+50.0	16.0	34.7
FULL DEPTH SHOULDERS					
52+00.0	6.0	-	52+26.8	6.0	1.5
52+00.0	6.0	-	52+71.8	6.0	4.7
SHEET # STA 98+50 TO STA 101+00					
110+10	58.0	-	98+50.0	15.5	36.9
FULL DEPTH SHOULDERS					
99+45.2	6.0	-	100+10.0	6.0	3.6
100+03.3	8.0	-	100+10.0	8.0	0.5
SHEET # STA 74+75 TO STA 71+00					
74+75.0	35.0	-	74+27.0	16.0	10.4
FULL DEPTH SHOULDERS					
74+25.9	4.6	-	74+45.0	4.0	0.8
74+45.0	4.0	-	74+75.0	4.0	1.1
74+27.0	8.5	-	74+47.4	8.0	1.6
74+47.4	8.0	-	74+75.0	8.0	2.1
SHEET # STA 70+90 TO STA 72+00					
70+90.0	36.0	-	72+00.0	24.0	28.3
1:1 SLOPE EXCESS WEDGE - WEST SIDE SOUTH OF BRIDGE					
0.5 X (1197 FT X 1.5 IN)					0.7
1:1 SLOPE EXCESS WEDGE - EAST SIDE SOUTH OF BRIDGE					
0.5 X (1363 FT X 1.5 IN)					0.8
1:1 SLOPE EXCESS WEDGE - WEST SIDE NORTH OF BRIDGE					
0.5 X (2367 FT X 1.5 IN)					11.0
1:1 SLOPE EXCESS WEDGE - EAST SIDE NORTH OF BRIDGE					
0.5 X (2410 FT X 1.5 IN)					11.2
FULL DEPTH SHOULDERS					
246+77.8	8.0	-	246+87.8	8.0	0.7
246+87.8	6.0	-	247+23.7	6.0	2.5
247+62.7	8.0	-	248+99.0	8.0	11.6
HMA SHOULDERS 6.5"					263.8
HMA SHOULDERS 9"					183.2
				TOTAL =	2,046

40800050 INCIDENTAL HMA SURFACING

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	TON
RATE = 112.0 POUND / SQ YD / INCH					
DEPTH = 1.5 INCH					
SHEET # STA 228+59 TO STA 232+00					
EAST DRIVEWAY					
229+46.9	0.0	-	229+76.1	20.2	1.5
229+76.1	20.2	-	230+13.8	18.9	6.9
230+13.8	18.9	-	230+28.0	0.0	0.5
SHEET # STA 228+59 TO STA 232+00					
EAST DRIVEWAY					
230+97.0	0.0	-	231+10.8	12.1	0.8
231+10.8	12.1	-	231+45.6	9.7	3.5
231+45.6	9.7	-	231+60.3	0.0	0.7
SHEET # STA 256+00 TO STA 262+00					
EAST DRIVEWAY					
255+80.1	0.0	-	256+10.2	28.8	1.8
256+10.2	28.8	-	256+40.0	29.1	8.1
256+40.0	29.1	-	256+69.6	0.0	1.8
				TOTAL =	26

42001165 BRIDGE APPROACH PAVEMENT

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	SQ YD
SHEET STA 238+00 TO STA 244+00					
SOUTH END OF BRIDGE					
239+39.5	62.0	-	239+69.5	62.0	206.7
NORTH END OF BRIDGE					
241+84.1	62.0	-	242+14.1	62.0	206.7
				TOTAL =	413

42001300 PROTECTIVE COAT

SURFACE DESCRIPTION	SQ YD
APPROACH SLABS	413.4
ISLAND PAVEMENT SPECIAL	989.7
CORRUGATED MEDIAN	94.3
TOTAL =	1,497

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

SCHEDULE OF QUANTITIES

SCALE: VERT. NONE
HORIZ. NONE
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	9
STA.		TO STA.		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

44000100 PAVEMENT REMOVAL

STATION	WIDTH(FT)		STATION	WIDTH(FT)	SQ YD
SHEET STA 226+00 TO STA 232+00					
WEST EDGE OF SB LANES					
228+80.7	0.0	-	229+18.8	4.0	17.5
229+18.8	4.0	-	229+71.3	0.0	19.3
CENTER MEDIAN(WEST)					
228+84.5	7.3	-	229+21.9	0.0	11.4
CENTER MEDIAN(EAST)					
228+84.5	9.5	-	229+22.6	0.0	13.8
EAST EDGE OF NB LANES					
229+51.6	0.0	-	231+45.3	3.0	70.4
231+45.3	3.0	-	232+00.0	3.0	19.5
SHEET STA 232+00 TO STA 238+00					
EAST EDGE OF NB LANES(SOUTH OF EB ENTRANCE RAMP)					
232+00.0	3.0	-	232+23.9	4.0	9.2
232+23.9	4.0	-	233+99.6	0.0	56.2
MEDIAN (SOUTH OF EB ENTRANCE RAMP)					
232+23.9	0.0	-	233+26.9	1.0	17.4
233+26.9	1.0	-	234+26.2	0.0	18.9
ISLAND AT EB EXIT RAMP					
233+55.1	2.0	-	233+67.2	10.3	8.3
233+67.2	6.7	-	233+92.1	0.0	14.1
233+67.2	1.8	-	234+01.8	0.5	4.5
NORTH EDGE OF EB ENTRANCE RAMP					
53+50.0	0.0	-	53+02.2	1.0	2.7
53+02.2	1.0	-	52+14.8	3.0	19.2
52+14.8	3.0	-	53+31.8	2.0	12.9
WEST EDGE OF SB LANES (NORTH OF EXIT RAMP)					
234+44.6	0.6	-	237+78.4	0.9	29.4
237+78.4	0.9	-	238+00.0	0.9	2.2
MEDIAN (NORTH OF EB ENTRANCE RAMP)					
235+18.7	6.0	-	235+24.4	6.0	3.8
235+24.4	3.7	-	235+86.5	1.0	12.5
235+86.5	1.0	-	236+95.5	1.0	20.3
235+24.4	1.9	-	235+79.8	0.0	2.2
EAST EDGE OF NB LANES (NORTH OF EB ENTRANCE RAMP)					
234+62.1	2.0	-	235+42.6	2.9	18.1
235+42.6	2.9	-	236+62.9	3.0	39.5
236+62.9	3.0	-	237+81.8	3.1	40.8
237+81.8	3.1	-	238+00.0	3.1	6.3
SHEET STA 238+00 TO STA 244+00					
WEST EDGE OF SB LANES (RESURFACE SOUTH OF I-80)					
238+00.0	1.0	-	238+39.5	1.0	4.2
EAST EDGE OF NB LANES (RESURFACE SOUTH OF I-80)					
238+00.0	3.1	-	238+39.5	3.1	13.5
SB LANES (RECONSTRUCTION SOUTH OF I-80)					
238+39.5	20.0	-	239+36.0	16.8	192.1
NB LANES (RECONSTRUCTION SOUTH OF I-80)					
238+39.5	16.6	-	239+32.2	16.6	167.9
SB LANES (RECONSTRUCTION NORTH OF I-80)					
242+21.0	16.0	-	243+14.1	16.0	162.0
NB LANES (RECONSTRUCTION NORTH OF I-80)					
242+17.0	16.2	-	243+14.1	19.0	184.7
WEST EDGE OF SB LANES (RESURFACE NORTH OF I-80)					
243+14.1	0.7	-	244+00.0	0.7	6.8
EAST EDGE OF NB LANES (RESURFACE NORTH OF I-80)					
243+14.1	2.1	-	244+00.0	2.1	19.6
SHEET STA 244+00 TO STA 248+50					
WEST EDGE OF SB LANES (SOUTH OF WB ENTRANCE RAMP)					
244+00.0	1.1	-	246+89.4	1.1	35.9
EAST EDGE OF NB LANES (SOUTH OF WB EXIT RAMP)					
244+00.0	1.9	-	247+06.9	2.9	82.9
MEDIAN (SOUTH OF WB ENTRANCE RAMP)					
245+25.0	1.1	-	245+84.6	1.2	7.3
245+84.6	1.2	-	246+33.4	6.0	11.3
ISLAND AT WB EXIT RAMP					
247+50.3	2.0	-	247+52.6	7.7	1.3
247+52.6	4.0	-	247+84.1	4.5	14.9
247+52.6	1.1	-	247+61.5	1.2	3.1
247+61.5	1.5	-	247+84.1	2.6	6.4
247+84.1	9.6	-	247+93.9	2.0	6.3
MEDIAN (NORTH OF WB ENTRANCE RAMP)					
247+20.7	6.0	-	247+30.8	1.2	5.3
247+30.8	1.2	-	248+50.0	0.5	11.7
247+30.8	1.0	-	248+50.0	0.8	12.3
WEST EDGE OF SB LANES (NORTH OF WB ENTRANCE RAMP)					
247+51.5	0.0	-	248+50.0	1.3	28.6
SHEET STA 248+50 TO STA 254+50					
WEST EDGE OF SB LANES					
248+50.0	2.4	-	251+97.5	0.6	59.5
MEDIAN (WEST SIDE OF NB LANES)					
251+88.1	1.5	-	253+99.7	3.1	53.8
MEDIAN (EAST SIDE OF SB LANES)					
252+54.7	0.2	-	253+19.4	8.7	32.1
253+19.4	8.7	-	253+99.7	11.0	88.0
MEDIAN					
253+99.7	17.6	-	254+50.0	17.1	97.1
SHEET STA 254+50 TO STA 260+50					
MEDIAN					
254+50.0	17.1	-	256+91.3	9.0	349.1
256+91.3	9.0	-	257+74.2	3.9	59.3
256+91.3	2.0	-	257+74.2	3.6	25.6
257+74.2	7.4	-	259+05.5	2.0	68.2
				TOTAL =	2,301

44000161 HOT-MIX ASPHALT SURFACE REMOVAL, 3"

STATION	WIDTH(FT)		STATION	WIDTH(FT)	SQ YD
NORTHBOUND (EAST SIDE)					
SHEET STA 226+00 TO STA 232+00					
NORTHBOUND					
INTERSECTION					355.8
229+51.6	18.0	-	229+85.9	13.3	59.7
229+85.9	13.3	-	231+45.3	26.5	352.7
231+45.3	25.6	-	232+00.0	25.6	155.3
SOUTHBOUND					
INTERSECTION					566.2
229+74.2	16.4	-	232+00.0	16.4	411.4
CENTER OF IL-89					
228+59.0	18.2	-	228+84.6	18.2	51.8
228+84.6	18.2	-	232+00.0	16.8	613.3
SHEET STA 232+00 TO STA 238+00					
NORTHBOUND					
232+00.0	25.6	-	232+78.8	25.6	223.8
232+78.8	25.6	-	233+99.6	99.7	654.5
233+99.6	99.7	-	234+28.7	82.9	295.2
234+28.7	82.9	-	234+62.1	14.0	131.0
234+62.1	14.0	-	238+00.0	13.4	514.4
EB ENTRANCE RAMP					
52+25.9	33.6	-	52+63.8	21.0	108.6
52+63.8	21.0	-	53+50.0	16.0	176.9
SOUTHBOUND					
232+00.0	16.5	-	232+78.8	14.6	136.2
INTERSECTION					712.5
234+44.6	14.0	-	238+00.0	14.0	552.6
EB EXIT RAMP					
110+23.4	17.0	-	110+61.4	23.0	78.0
LANES IN CENTER OF IL-89					
232+00.0	16.8	-	232+42.3	18.0	80.8
232+42.3	18.0	-	234+29.0	18.0	373.4
234+29.0	18.0	-	235+18.7	18.0	179.4
235+18.7	12.0	-	236+95.5	12.0	235.7
236+95.5	13.3	-	238+00.0	8.0	131.5
SHEET STA 238+00 TO STA 244+00					
NORTHBOUND (SOUTH OF I-80)					
238+00.0	13.5	-	238+39.5	13.6	59.4
SOUTHBOUND (SOUTH OF I-80)					
238+00.0	22.1	-	238+39.5	18.7	89.3
NORTHBOUND (NORTH OF I-80)					
243+14.1	16.9	-	244+00.0	23.8	194.2
SOUTHBOUND (NORTH OF I-80)					
243+14.1	14.0	-	244+00.0	14.0	133.6
SHEET STA 244+00 TO STA 248+50					
NORTHBOUND					
244+00.0	23.5	-	244+26.9	25.2	72.7
244+26.9	25.5	-	246+33.4	26.6	598.3
246+33.4	14.0	-	247+06.9	14.0	114.4
247+06.9	16.6	-	247+14.6	16.7	14.2
NORTHBOUND LANES INCLUDING WB EXIT RAMP					
247+14.6	16.7	-	248+50.0	20.4	774.8
SOUTHBOUND					
244+00.0	14.0	-	246+33.4	14.0	362.9
246+33.4	14.0	-	246+91.4	14.2	90.8
SOUTHBOUND AND WB ENTRANCE RAMP					
246+91.4	14.2	-	248+50.0	19.2	1,005.5
WB ENTRANCE RAMP					
98+50.0	14.9	-	99+67.3	20.9	233.5
CENTER OF IL-89 (SOUTH OF WB EXIT RAMP)					
246+33.4	18.0	-	247+20.7	18.0	174.6
247+20.7	18.0	-	249+34.6	6.4	380.4
SHEET STA 248+50 TO 254+50					
NORTHBOUND					
248+50.0	20.4	-	248+53.1	18.8	6.8
248+53.1	15.7	-	248+81.1	15.8	48.9
248+81.1	23.3	-	250+11.8	15.3	623.0
250+11.8	15.3	-	251+88.1	15.2	299.6
251+88.1	15.2	-	254+50.0	11.6	390.1
FRONTAGE ROAD					
70+94.5	22.9	-	72+00.0	22.5	266.2
SOUTHBOUND					
248+50.0	18.5	-	248+89.0	14.4	71.3
248+89.0	14.0	-	250+22.1	14.0	207.0
250+22.1	14.6	-	252+54.7	18.5	428.1
252+54.7	18.5	-	253+19.4	12.4	111.2
253+19.4	12.0	-	254+50.0	8.5	148.8
CENTER OF IL-89					
249+34.5	18.0	-	254+01.0	3.1	561.5
SHEET STA 254+50 TO STA 260+50					
NORTHBOUND					
254+50.0	10.5	-	256+91.3	6.1	221.9
256+91.3	6.0	-	259+05.5	7.7	162.5
SOUTHBOUND					
254+50.0	9.3	-	256+91.3	12.1	263.8
256+91.3	10.0	-	259+05.5	15.0	297.9
NORTHBOUND, SOUTHBOUND AND CENTER OF I-89					
259+05.5	26.0	-	260+50.0	26.0	417.7
SHEET STA 260+50 TO STA 266+50					
NORTHBOUND AND SOUTHBOUND					
260+50.0	25.9	-	262+58.0	25.9	598.6
				TOTAL =	16,574

44000500 COMBINATION CURB AND GUTTER REMOVAL

STATION	OFFSET(FT)		STATION	OFFSET(FT)	FOOT
SHEET STA 226+00 TO STA 232+00					
NORTHBOUND SIDE OF MEDIAN					
228+91.0	9.5 RT	-	229+21.9	9.5 RT	30.9
229+21.9	9.5 RT	-	232+00.0	9.5 RT	278.1
SOUTHBOUND SIDE OF MEDIAN					
228+91.0	7.3 LT	-	229+21.9	7.3 LT	30.9
229+21.9	7.3 LT	-	232+00.0	7.4 LT	278.1
CENTER MEDIAN					
228+91.0	9.5 RT	-	228+91.0	7.3 LT	16.8
SHEET STA 232+00 TO STA 238+00					
NORTHBOUND (SOUTH OF EB ENTRANCE RAMP)					
232+00.0	9.5 RT	-	234+29.0	9.2 RT	229.0
SOUTHBOUND (SOUTH OF EB EXIT RAMP)					
232+00.0	7.4 LT	-	234+29.0	7.1 LT	229.0
EDGE OF MEDIAN(SOUTH OF EB EXIT RAMP)					
234+29.0	9.2 RT	-	234+29.0	7.1 LT	16.3
NORTHBOUND (NORTH OF EB ENTRANCE RAMP)					
236+84.6	8.4 RT	-	238+00.0	9.5 RT	115.4
SOUTHBOUND (NORTH OF EB EXIT RAMP)					
236+84.6	4.7 RT	-	238+00.0	1.0 LT	115.5
SHEET STA 238+00 TO STA 244+00					
NORTHBOUND (SOUTH OF IL-89)					
238+00.0	9.5 RT	-	239+62.4	9.0 RT	162.4
SOUTHBOUND (NORTH OF IL-89)					
238+00.0	1.3 LT	-	238+89.2	7.2 LT	89.4
238+89.2	7.2 LT	-	239+66.1	7.3 LT	76.9
NORTHBOUND (NORTH OF IL-89)					
241+86.9	9.3 RT	-	242+78.5	8.9 RT	91.6
242+78.5	8.9 RT	-	244+00.0	0.8 LT	121.9
SOUTHBOUND (SOUTH OF IL-89)					
241+91.1	7.5 LT	-	244+00.0	7.8 LT	208.9
SHEET STA 244+00 TO STA 248+50					
NORTHBOUND (SOUTH OF WB EXIT RAMP)					
244+00.0	0.5 LT	-	244+26.9	3.3 LT	27.0
SOUTHBOUND (SOUTH OF WB EXIT RAMP)					
244+26.9	7.6 LT	-	246+30.9	6.9 LT	204.0
EDGE OF MEDIAN (SOUTH OF WB EXIT RAMP)					
246+30.9	3.3 LT	-	246+30.9	6.9 LT	3.6
NORTHBOUND (NORTH OF WB EXIT RAMP)					
247+26.8	8.4 RT	-	248+50.0	8.5 RT	123.2
SOUTHBOUND (NORTH OF WB EXIT RAMP)					
247+26.8	8.1 LT	-	248+50.0	8.2 LT	123.2
EDGE OF MEDIAN (NORTH OF WB EXIT RAMP)					
247+26.8	8.4 RT	-	247+26.8	8.1 LT	16.5
SHEET STA 248+50 TO STA 254+50					
NORTHBOUND (SOUTH OF FRONTAGE ROAD)					
248+50.0	8.5 RT	-	249+34.5	8.6 RT	84.5
SOUTHBOUND (SOUTH OF FRONTAGE ROAD)					
248+50.0	8.2 LT	-	249+34.5	8.4 LT	84.5
EDGE OF MEDIAN (SOUTH OF FRONTAGE ROAD)					
249+34.5	8.6 RT	-	249+34.5	8.4 LT	17.0
NORTHBOUND (NORTH OF FRONTAGE ROAD)					
249+91.7	9.0 RT	-	251+70.2	9.0 RT	178.5
251+70.2	9.0 RT	-	254+01.0	5.9 RT	230.9
SOUTHBOUND (NORTH OF FRONTAGE ROAD)					
249+91.7	8.4 LT	-	251+08.5	7.8 LT	116.8
251+08.5	7.8 LT	-	254+01.0	2.8 RT	292.7
SOUTH EDGE OF MEDIAN (NORTH OF FRONTAGE ROAD)					
249+91.7	9.0 RT	-	249+91.7	8.4 LT	17.4
NORTH EDGE OF MEDIAN (NORTH OF FRONTAGE ROAD)					
254+01.0	5.9 RT	-	254+01.0	2.8 RT	3.1
				TOTAL =	3,614

44000700 APPROACH SLAB REMOVAL

STATION	WIDTH(FT)		STATION	WIDTH(FT)	SQ YD
SHEET STA 238+00 TO STA 244+00					
NORTHBOUND (SOUTH OF IL-89)					
239+32.2	21.0	-	239+62.3	21.1	70.3
SOUTHBOUND (SOUTH OF IL-89)					
239+36.0	21.7	-	239+66.0	21.7	72.3
NORTHBOUND (NORTH OF IL-89)					
241+86.9	22.1	-	242+17.0	22.0	73.8
SOUTHBOUND (NORTH OF IL-89)					
241+91.1	22.5	-	242+21.0	21.6	73.1
				TOTAL =	290

44003100 MEDIAN REMOVAL

STATION	WIDTH(FT)		STATION	WIDTH(FT)	SQ FT
SHEET STA 232+00 TO STA 238+00					
ISLAND AT EB EXIT RAMP					
233+73.6	5.0	-	233+91.5	20.1	224.9
233+91.5	20.1	-	233+99.9	3.2	98.1
MEDIAN NORTH OF EB EXIT RAMP					
235+30.4	2.9	-	236+84.6	4.0	532.1
SHEET STA 244+00 TO STA 248+50					
MEDIAN SOUTH OF WB EXIT RAMP					
244+26.9	5.0	-	246+24.3	2.8	777.6
ISLAND AT WB EXIT RAMP					
247+55.0	4.5	-	247+60.9	17.0	63.4
247+60.9	17.0	-	247+78.5	4.5	189.6
				TOTAL =	1,886

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

SCHEDULE OF QUANTITIES

SCALE: VERT. NONE
HORIZ. NONE
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	10
STA.		TO STA.		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

44004250 PAVED SHOULDER REMOVAL

STATION	WIDTH(FT)		STATION	WIDTH(FT)	SQ YD
SHEET STA 226+00 TO STA 232+00					
NORTHBOUND					
228+75.0	10.3	-	229+51.6	10.0	91.5
229+51.6	10.0	-	230+12.0	9.2	64.3
230+12.0	9.2	-	231+06.8	4.1	69.7
231+06.8	4.1	-	232+00.0	4.9	46.7
DRIVEWAYS ALONG NORTHBOUND LANES					
229+65.1	11.5	-	230+12.0	10.5	50.8
231+06.8	7.4	-	231+47.7	6.6	29.0
SOUTHBOUND					
228+80.7	0.0	-	229+74.2	0.0	67.2
229+74.2	9.6	-	232+00.0	7.8	218.8
SHEET STA 232+00 TO STA 238+00					
NORTHBOUND					
232+00.0	4.4	-	232+93.3	4.1	43.9
232+93.3	4.1	-	233+99.6	5.7	64.8
234+31.2	6.9	-	234+62.1	10.1	46.8
234+62.1	10.0	-	238+00.0	6.6	311.8
SOUTH SIDE OF EB ENTRANCE RAMP					
52+25.9	5.6	-	52+61.4	6.6	24.0
52+61.4	7.0	-	53+50.0	8.1	74.5
NORTH SIDE OF EB ENTRANCE RAMP					
52+25.9	6.4	-	52+61.4	6.1	24.7
52+61.4	5.9	-	53+50.0	4.7	52.0
SOUTHBOUND					
232+00.0	7.8	-	232+78.2	9.2	74.0
232+78.2	9.2	-	233+93.8	8.4	129.6
234+13.6	4.6	-	234+44.6	7.8	51.5
234+44.6	8.3	-	238+00.0	8.3	327.0
SOUTH SIDE OF EB EXIT RAMP					
110+23.4	8.0	-	110+56.4	7.8	29.0
NORTH SIDE OF EB EXIT RAMP					
110+23.4	4.6	-	110+56.4	5.5	18.5
SHEET STA 238+00 TO 244+00					
NORTHBOUND (SOUTH OF I-80)					
238+00.0	6.8	-	239+26.3	4.3	77.9
SOUTHBOUND (SOUTH OF I-80)					
238+00.0	8.0	-	239+41.9	5.0	102.7
NORTHBOUND (NORTH OF I-80)					
242+11.8	4.9	-	244+00.0	7.4	128.5
SOUTHBOUND (NORTH OF I-80)					
242+26.1	5.0	-	244+00.0	7.1	117.1
SHEET STA 244+00 TO STA 248+50					
NORTHBOUND					
244+00.0	8.2	-	247+06.9	8.2	279.1
247+06.9	8.2	-	247+33.2	5.0	46.1
247+48.4	9.0	-	248+50.0	8.1	119.7
SOUTHBOUND					
244+00.0	6.7	-	246+89.4	10.0	266.9
246+89.4	10.0	-	247+16.3	5.7	74.3
247+34.9	9.6	-	248+50.0	10.2	130.1
SOUTH SIDE OF WB ENTRANCE RAMP					
98+50.0	4.2	-	99+56.2	7.2	67.2
NORTH SIDE OF WB ENTRANCE RAMP					
98+50.0	7.6	-	99+56.2	8.8	97.0
SHEET STA 248+50 TO 254+50					
NORTHBOUND					
248+50.0	8.7	-	248+53.4	9.4	3.5
248+53.4	12.2	-	248+81.1	8.0	31.0
248+81.1	0.8	-	249+36.0	3.8	48.2
249+64.3	7.4	-	250+76.2	11.2	192.0
250+76.2	11.0	-	254+50.0	13.0	560.0
SOUTH SIDE OF FRONTAGE ROAD					
70+93.4	8.3	-	72+00.0	7.0	90.6
NORTH SIDE OF FRONTAGE ROAD					
70+93.4	6.0	-	72+00.0	3.5	56.0
SOUTHBOUND					
248+50.0	11.0	-	248+89.0	10.1	50.3
248+89.0	9.9	-	248+96.1	12.0	8.6
248+96.1	12.0	-	254+50.0	12.6	852.9
SHEET STA 254+50 TO STA 260+50					
NORTHBOUND					
254+50.0	12.8	-	256+91.3	7.5	306.6
256+91.3	7.5	-	260+50.0	4.7	221.6
DRIVEWAYS ALONG NORTHBOUND LANES					
255+90.7	0.0	-	256+61.0	0.0	156.2
258+74.7	0.0	-	259+02.9	0.0	36.1
SOUTHBOUND					
254+50.0	12.6	-	256+91.3	6.1	251.2
256+91.3	6.1	-	259+05.5	7.3	181.2
259+05.5	7.3	-	260+50.0	5.5	102.7
SHEET STA 260+50 TO 266+50					
NORTHBOUND					
260+50.0	5.5	-	262+58.0	4.0	109.4
SOUTHBOUND					
260+50.0	5.7	-	262+58.0	3.8	109.3
				TOTAL =	6,784

48101200 AGGREGATE SHOULDERS, TYPE B

STATION	WIDTH(FT)		STATION	WIDTH(FT)	TON
RATE = 2.05 TONS / CU YD					
DEPTH = 4.0 INCH					
SHEET # STA 228+59 TO STA 232+00					
WEST SIDE					
228+59.0	2.0	-	232+00.0	2.0	17.0
EAST SIDE					
228+59.0	2.0	-	232+00.0	2.0	10.7
SHEET # STA 232+00 TO STA 238+00					
WEST SIDE (INCLUDING EB EXIT RAMP)					
232+00.0	2.0	-	238+00.0	2.0	33.9
EAST SIDE (INCLUDING EB ENTRANCE RAMP)					
232+00.0	2.0	-	238+00.0	2.0	30.3
SHEET # STA 244+00 TO STA 250+00					
WEST SIDE (INCLUDING WB ENTRANCE RAMP)					
244+00.0	2.0	-	250+00.0	2.0	36.8
EAST SIDE (INCLUDING WB EXIT RAMP AND FRONTAGE ROAD)					
244+00.0	2.0	-	250+00.0	2.0	45.2
SHEET # STA 250+00 TO STA 256+00					
WEST SIDE					
250+00.0	2.0	-	256+00.0	2.0	30.4
EAST SIDE					
250+00.0	2.0	-	256+00.0	2.0	29.9
SHEET # STA 256+00 TO STA 262+00					
WEST SIDE					
256+00.0	2.0	-	262+00.0	2.0	30.4
EAST SIDE					
256+00.0	2.0	-	262+00.0	2.0	25.1
SHEET # STA 262+00 TO STA 262+58					
WEST SIDE					
262+00.0	2.0	-	262+58.0	2.0	2.9
EAST SIDE					
262+00.0	2.0	-	262+58.0	2.0	2.9
1:1 SLOPE EXCESS WEDGE - WEST SIDE - STA 228+59 TO STA 262+58					12.6
1:1 SLOPE EXCESS WEDGE - EAST SIDE - STA 228+59 TO STA 262+58					10.8
				TOTAL =	319

48203023 HOT-MIX ASPHALT SHOULDERS, 6 1/2"

STATION	WIDTH(FT)		STATION	WIDTH(FT)	SQ YD
SHEET # STA 228+59 TO STA 232+00					
WEST SIDE					
228+80.6	6.0	-	232+00.0	6.0	227.4
EAST SIDE					
228+76.0	4.0	-	231+45.3	4.0	119.7
231+45.3	4.0	-	231+73.4	6.0	15.6
231+73.4	0.0	-	232+00.0	6.0	8.9
SHEET # STA 232+00 TO STA 238+00					
WEST SIDE					
232+00.0	6.0	-	232+70.3	6.0	46.9
EAST SIDE					
232+00.0	6.0	-	232+70.3	6.0	46.8
SHEET # STA 244+00 TO STA 250+00					
WEST SIDE					
248+99.0	8.0	-	250+00.0	8.0	89.8
SHEET # STA 250+00 TO STA 256+00					
WEST SIDE					
250+00.0	8.0	-	256+00.0	8.0	533.3
EAST SIDE					
250+98.8	8.0	-	256+00.0	8.0	445.5
SHEET # STA 256+00 TO STA 262+00					
WEST SIDE					
256+00.0	8.0	-	262+00.0	8.0	530.0
EAST SIDE					
256+00.0	8.0	-	262+00.0	8.0	521.1
SHEET # STA 262+00 TO STA 262+58					
WEST SIDE					
262+00.0	6.6	-	262+57.9	4.6	35.8
EAST SIDE					
262+00.0	5.9	-	262+57.9	4.3	32.8
SHEET # STA 52+00 TO STA 53+50					
EB ENTRANCE RAMP, NORTH SIDE					
52+71.8	6.0	-	53+50.0	4.7	46.5
EB ENTRANCE RAMP, SOUTH SIDE					
52+26.8	6.0	-	53+50.0	8.5	99.2
SHEET # STA 98+50 TO STA 100+10					
WB ENTRANCE RAMP, NORTH SIDE					
98+50.0	8.1	-	100+03.3	7.9	135.8
WB ENTRANCE RAMP, SOUTH SIDE					
98+50.0	4.4	-	99+45.2	6.0	54.8
SHEET # STA 70+90 TO STA 72+00					
FRONTAGE ROAD, NORTH SIDE					
70+85.7	4.3	-	72+00.0	4.0	52.4
FRONTAGE ROAD, SOUTH SIDE					
70+90.0	10.3	-	72+00.0	4.0	98.2
				TOTAL =	3,141

48203033 HOT-MIX ASPHALT SHOULDERS, 9"

STATION	WIDTH(FT)		STATION	WIDTH(FT)	SQ YD
SHEET # STA 232+00 TO STA 238+00					
WEST SIDE					
234+55.2	8.0	-	237+72.5	8.0	282.0
237+72.5	8.0	-	238+00.0	12.0	30.6
EAST SIDE					
234+72.1	8.0	-	235+43.7	11.5	77.6
235+43.7	11.5	-	238+00.0	11.5	327.5
SHEET # STA 232+00 TO STA 238+00					
WEST SIDE, SOUTH OF I-80					
238+00.0	12.0	-	239+77.2	11.5	200.0
EAST SIDE, SOUTH OF I-80					
238+00.0	11.5	-	239+61.6	11.5	180.2
WEST SIDE, NORTH OF I-80					
241+91.8	11.5	-	244+00.0	11.5	239.5
EAST SIDE, NORTH OF I-80					
241+76.4	11.5	-	244+00.0	12.0	258.8
SHEET # STA 244+00 TO STA 250+00					
WEST SIDE					
244+00.0	11.5	-	245+59.9	11.5	204.3
245+59.9	11.5	-	245+83.9	8.0	26.0
245+83.9	8.0	-	246+77.8	8.0	83.5
EAST SIDE					
244+00.0	12.0	-	244+31.1	8.0	34.6
244+31.1	8.0	-	246+96.9	8.0	236.3
				TOTAL =	2,181

50104400 CONCRETE HEADWALL REMOVAL

STATION	OFFSET(FT)	EACH
SHEET STA 238+00 TO STA 244+00		
HEADWALL EAST OF IL-89, SOUTH OF I-80		
239+77.1	70.3 RT	1.0
	TOTAL =	1

50105200 REMOVE EXISTING CULVERTS

STATION	OFFSET(FT)	EACH
SHEET STA 238+00 TO STA 244+00		
PIPE CULVERT REMOVED ALONG I-80		
3702+28.8	7.2 LT - 3703+24.6 5.9 RT	1.0
	TOTAL =	1

54200439 PIPE CULVERTS, TYPE 1 RCCP 24"

STATION	OFFSET(FT)		STATION	OFFSET(FT)	FOOT
SHEET # STA 228+59 TO STA 232+00					
WEST END					
229+44.1	61.2 LT	-	229+44.1	53.2 LT	8.0
229+39.7	61.1 LT	-	229+39.8	53.1 LT	8.0
				TOTAL =	16

54200640 PIPE CULVERTS, TYPE 1, CORRUGATED STEEL OR ALUMINUM

STATION	OFFSET(FT)		STATION	OFFSET(FT)	FOOT
SHEET # STA 3699+50 TO STA 3705+50					
I-80 CULVERT PIPE					
3700+00.0	5.1 RT	-	3703+83.1	7.6 RT	383.1
				TOTAL =	383

54200649 PIPE CULVERTS, TYPE 1, CORRUGATED STEEL OR ALUMINUM

STATION	OFFSET(FT)		STATION	OFFSET(FT)	FOOT
SHEET # STA 238+00 TO STA 244+00					
WEST OF IL-89					
240+07.8	44.8 LT	-	240+08.5	52.6 LT	7.8
EAST OF IL-89					
239+75.1	78.0 RT	-	239+77.1	70.3 RT	8.0
REMARKS					
SHEET # STA 256+00 TO STA 262+00					
EAST DRIVEWAY					
255+95.9	45.7 RT	-	256+56.2	45.0 RT	60.3
EAST DRIVEWAY					
258+69.9	43.6 RT	-	259+07.7	43.3 RT	37.8
				TOTAL =	114

54213447 END SECTIONS 12"

STATION	OFFSET(FT)	EACH
SHEET # STA 238+00 TO STA 244+00		
239+35.4	80.1 RT	1.0
239+73.8	72.0 LT	1.0
241+77.6	81.5 RT	1.0
242+17.1	75.5 LT	1.0
	TOTAL =	4

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

SCHEDULE OF QUANTITIES

SCALE: VERT. NONE
HORIZ. NONE
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	11
STA.	TO STA.			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

54213450 END SECTIONS 15"

STATION	OFFSET(FT)	EACH
SHEET # STA 250+00 TO STA 265+00		
254+70.1	41.8 LT	1.0
255+04.3	40.3 LT	1.0
SHEET # STA 3699+50 TO STA 3705+50		
3701+00.0	5.1 LT	1.0
3703+83.1	7.6 RT	1.0
	TOTAL =	4

54213459 END SECTIONS 24"

STATION	OFFSET(FT)	EACH
SHEET # STA 238+00 TO STA 244+00		
239+75.1	78.0 RT	1.0
SHEET # STA 250+00 TO STA 256+00		
255+95.9	45.7 RT	1.0
SHEET # STA 256+00 TO STA 262+00		
256+56.2	45.0 RT	1.0
258+69.9	43.6 RT	1.0
259+07.7	43.3 RT	1.0
	TOTAL =	5

54213669 PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"

STATION	OFFSET(FT)	EACH
SHEET # STA 228+59 TO STA 232+00		
229+39.7	61.1 LT	1.0
229+44.1	61.2 LT	1.0
	TOTAL =	2

54246205 INLET BOX, STANDARD 542526

STATION	OFFSET(FT)	EACH
SHEET # STA 238+00 TO STA 244+00		
240+09.9	56.0 LT	1.0
	TOTAL =	1

54248510 CONCRETE COLLAR

STATION	CUT/FILL(SF)	-	STATION	CUT/FILL(SF)	CU YD
SEE DISTRICT DETAIL 542-3 SCHEDULE					2.0
				TOTAL =	2

60100945 PIPE DRAINS 12"

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
SHEET # STA 238+00 TO STA 244+00					
239+35.4	80.1 RT	-	239+47.9	31.5 RT	56.0
239+63.4	31.5 LT	-	239+73.8	72.0 LT	46.7
241+77.6	81.5 RT	-	241+90.4	31.5 RT	57.8
242+05.8	31.5 LT	-	242+17.1	75.5 LT	50.8
				TOTAL =	211

60624600 CORRUGATED MEDIAN

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	SQ FT
SHEET # STA 256+00 TO STA 262+00					
256+91.3	2.0	-	257+69.9	3.4	208.7
257+69.9	7.7	-	259+05.6	2.0	651.4
				TOTAL =	860

60625800 ISLAND PAVEMENT (SPECIAL)

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	SQ YD
SHEET # STA 228+59 TO STA 232+00					
228+84.6	4.5	-	230+87.3	4.5	101.4
230+87.3	2.3	-	232+00.0	12.2	90.7
SHEET # STA 232+00 TO STA 238+00					
233+55.2	2.0	-	233+89.7	26.1	53.9
233+89.7	26.1	-	234+01.8	2.0	18.9
232+00.0	14.5	-	232+12.3	18.0	22.2
232+12.3	18.0	-	233+79.4	18.0	334.2
233+79.4	18.0	-	234+27.6	6.0	64.3
235+18.7	3.9	-	235+70.7	6.0	28.7
235+70.7	6.0	-	238+00.0	6.0	152.9
SHEET # STA 238+00 TO STA 244+00					
238+00.0	6.0	-	239+69.5	6.0	113.0
241+84.1	6.0	-	244+00.0	6.0	143.9
SHEET # STA 244+00 TO STA 250+00					
244+00.0	6.0	-	245+81.4	6.0	120.9
245+81.4	6.0	-	246+33.4	3.9	28.7
247+22.3	3.0	-	247+60.0	18.0	44.0
247+60.0	18.0	-	248+40.0	18.0	160.0
248+40.0	18.0	-	249+12.2	6.0	96.3
247+50.3	2.0	-	247+61.2	24.6	16.1
247+61.2	24.6	-	247+93.9	2.0	48.3
SHEET # STA 250+00 TO STA 256+00					
250+22.2	4.5	-	251+39.4	4.5	58.6
251+39.4	4.5	-	253+19.4	18.0	225.0
253+19.4	18.0	-	256+00.0	13.2	486.4
SHEET # STA 256+00 TO STA 262+00					
256+00.0	13.2	-	256+91.3	9.0	112.6
256+91.3	9.0	-	257+76.5	6.0	71.0
				TOTAL =	2,592

60900315 TYPE D INLET BOX, STANDARD 609006

STATION	OFFSET(FT)	EACH
SHEET # STA 238+00 TO STA 244+00		
239+47.8	28.4 RT	1.0
239+63.2	28.6 LT	1.0
241+90.4	28.4 RT	1.0
242+05.7	28.6 LT	1.0
	TOTAL =	4

60900515 CONCRETE THRUST BLOCKS

STATION	OFFSET(FT)	EACH
SHEET # STA 238+00 TO STA 244+00		
239+35.4	80.1 RT	1.0
239+73.8	72.0 LT	1.0
241+77.6	81.5 RT	1.0
242+17.1	75.5 LT	1.0
	TOTAL =	4

63000000 STEEL PLATE BEAM GUARD RAIL, TYPE A

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
SHEET # STA 232+00 TO STA 238+00					
235+93.7	31.5 RT	-	238+00.0	31.5 RT	206.3
SHEET # STA 238+00 TO STA 244+00					
238+00.0	31.5 RT	-	239+18.7	31.5 RT	118.7
238+46.5	31.5 LT	-	239+34.0	31.5 LT	87.5
242+19.6	31.5 RT	-	243+57.1	31.5 RT	137.5
242+34.9	31.5 LT	-	244+00.0	31.5 LT	165.1
SHEET # STA 244+00 TO STA 250+00					
244+00.0	31.5 LT	-	245+09.9	31.5 LT	109.9
				TOTAL =	825

63100085 TRAFFIC BARRIER TERMINAL, TYPE 6

STATION	OFFSET(FT)	EACH
SHEET # STA 238+00 TO STA 244+00		
239+77.2	31.5 LT	1.0
239+61.9	31.5 RT	1.0
241+76.4	31.5 RT	1.0
241+91.8	31.5 LT	1.0
	TOTAL =	4

63100167 TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)

STATION	OFFSET(FT)	EACH
SHEET # STA 232+00 TO STA 238+00		
235+43.7	32.5 RT	1.0
237+96.5	32.5 LT	1.0
SHEET # STA 244+00 TO STA 250+00		
244+07.1	32.5 RT	1.0
245+59.9	32.5 LT	1.0
	TOTAL =	4

63200310 GUARDRAIL REMOVAL

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
SHEET STA 232+00 TO STA 238+00					
GUARDRAIL (EAST OF IL-89)					
235+24.0	37.2 RT	-	238+00.0	32.9 RT	276.0
GUARDRAIL (WEST OF IL-89)					
237+49.1	36.4 LT	-	238+00.0	32.6 LT	51.0
SHEET STA 238+00 TO STA 244+00					
GUARDRAIL (EAST OF IL-89, SOUTH OF I-80)					
238+00.0	32.9 RT	-	239+63.4	30.9 RT	163.4
GUARDRAIL (WEST OF IL-89, SOUTH OF I-80)					
238+00.0	33.6 LT	-	239+75.3	28.9 LT	175.4
GUARDRAIL (CENTER MEDIAN OF IL-89, SOUTH OF I-80)					
238+42.3	4.1 RT	-	239+69.1	6.9 RT	126.8
GUARDRAIL (EAST OF IL-89, NORTH OF I-80)					
241+88.2	30.5 RT	-	244+00.0	33.1 RT	211.8
GUARDRAIL (WEST OF IL-89, NORTH OF I-80)					
241+90.4	29.2 LT	-	244+00.0	31.4 LT	209.6
GUARDRAIL (CENTER MEDIAN OF IL-89, NORTH OF I-80)					
242+00.0	6.2 LT	-	243+10.5	1.2 LT	110.6
GUARDRAIL (SOUTH OF I-80, WEST OF IL-89)					
3700+18.3	70.4 RT	-	3702+51.9	65.2 RT	233.7
3701+84.2	2.4 RT	-	3703+04.1	7.4 RT	120.0
GUARDRAIL (NORTH OF I-80, EAST OF IL-89)					
3702+86.5	65.8 LT	-	3705+20.1	72.1 LT	233.7
3702+30.5	7.2 LT	-	3703+57.7	1.9 LT	127.3
SHEET STA 244+00 TO STA 248+50					
GUARDRAIL (EAST OF IL-89)					
244+00.0	33.7 RT	-	246+79.5	35.1 RT	279.5
GUARDRAIL (WEST OF IL-89)					
244+00.0	30.9 LT	-	246+93.0	34.3 LT	293.0
				TOTAL =	2,612

63200400 CABLE ROAD GUARD REMOVAL

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
FRONTAGE ROAD					
249+32.3	98.1 RT	-	249+06.8	186.7 RT	92.2
				TOTAL =	92

63600105 CABLE ROAD GUARD, SINGLE STRAND

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
FRONTAGE ROAD					
70+93.2	30.2 RT	-	71+29.4	22.0 RT	37.1
71+29.4	22.0 RT	-	71+69.5	18.7 RT	40.2
				TOTAL =	77

70300210 TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS

STATION	OFFSET	-	STATION	OFFSET	SQ FT
MOT STAGE 1 LEFT TURN ARROWS					
235+09.2	11.3 LT	-	235+14.0	16.4 LT	15.6
246+61.5	12.2 LT	-	246+66.4	17.5 LT	15.6
MOT STAGE 2 LEFT TURN ARROWS					
234+86.0	13.4 RT	-	234+90.9	8.4 RT	15.6
246+90.7	16.7 RT	-	246+95.6	11.4 RT	15.6
				TOTAL =	62

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

SCHEDULE OF QUANTITIES

SCALE: VERT. NONE
HORIZ. NONE
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	12
STA.	TO STA.			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

70300220 TEMPORARY PAVEMENT MARKING - LINE 4"

STATION	OFFSET(FT)		STATION	OFFSET(FT)	FOOT
MOT STAGE 1					
EDGE OF CONSTRUCTION (WHITE LINES)					
231+55.0	23.6 LT	-	232+80.0	28.5 LT	125.1
232+80.0	28.5 LT	-	234+01.2	129.5 LT	170.4
234+19.8	125.6 LT	-	234+33.9	30.5 LT	99.3
234+33.9	30.5 LT	-	235+40.0	30.5 LT	106.1
234+80.0	19.4 LT	-	235+18.0	19.4 LT	38.0
235+40.0	30.5 LT	-	239+61.9	28.5 LT	421.9
239+61.9	28.5 LT	-	242+40.1	28.5 LT	278.2
242+40.1	28.5 LT	-	243+70.0	28.5 LT	129.9
243+70.0	28.5 LT	-	246+40.0	30.5 LT	270.0
246+40.0	30.5 LT	-	246+85.7	30.5 LT	45.7
246+85.7	30.5 LT	-	247+10.2	136.1 LT	118.2
247+04.9	191.5 LT	-	247+59.6	97.2 LT	108.8
247+59.6	97.2 LT	-	249+00.0	30.5 LT	161.8
249+00.0	30.5 LT	-	251+10.0	24.6 LT	210.1
251+10.0	24.6 LT	-	253+20.2	21.3 LT	210.3
253+20.2	21.3 LT	-	255+73.7	15.5 LT	255.9
255+73.7	15.5 LT	-	258+34.5	14.4 LT	260.8
258+34.5	14.4 LT	-	262+58.0	13.6 LT	423.4
246+62.0	8.5 LT	-	246+80.0	8.5 LT	18.0
247+60.2	56.8 RT	-	247+44.5	18.3 RT	41.6
247+44.5	18.3 RT	-	247+53.8	4.5 RT	19.6
247+53.8	4.5 RT	-	248+00.9	4.5 RT	47.1
248+00.9	4.5 RT	-	248+07.0	22.4 RT	24.9
248+07.0	22.4 RT	-	247+64.0	55.5 RT	54.2
228+96.7	50.4 RT	-	229+39.2	23.3 RT	51.8
229+39.2	23.3 RT	-	232+66.5	10.0 RT	327.6
232+66.5	10.0 RT	-	234+00.1	109.8 RT	180.5
234+32.2	121.5 RT	-	235+12.4	3.4 RT	167.8
235+12.4	3.4 RT	-	237+69.1	5.1 LT	256.8
237+69.1	5.1 LT	-	238+08.9	8.1 LT	39.9
238+08.9	8.1 LT	-	243+69.6	6.5 LT	560.8
243+69.6	6.5 LT	-	244+41.5	4.1 LT	71.9
244+41.5	4.1 LT	-	246+39.6	2.5 RT	198.3
246+39.6	2.5 RT	-	247+35.4	110.8 RT	165.8
247+55.4	113.7 RT	-	248+65.5	25.6 RT	145.8
248+65.5	25.6 RT	-	249+34.4	55.2 RT	79.8
249+34.4	55.2 RT	-	249+32.5	130.5 RT	75.3
249+55.2	130.7 RT	-	250+50.1	6.6 RT	163.9
250+50.1	6.6 RT	-	255+00.0	18.9 RT	450.1
255+00.0	18.9 RT	-	255+52.8	18.4 RT	52.8
256+77.4	17.2 RT	-	258+66.9	15.4 RT	189.4
259+07.9	15.0 RT	-	261+58.0	12.3 RT	250.1
261+58.0	12.3 RT	-	262+58.1	12.4 RT	100.1
LANE DIVISIONS (YELLOW LINES)					
228+89.9	7.4 LT	-	231+52.3	7.4 LT	262.3
231+52.3	7.4 LT	-	232+83.8	17.5 LT	131.9
232+83.8	17.5 LT	-	234+00.0	17.5 LT	116.2
234+00.0	17.5 LT	-	234+00.0	6.5 LT	11.0
234+00.0	6.5 LT	-	228+90.6	11.5 RT	509.7
234+80.0	8.5 LT	-	235+18.0	8.5 LT	38.0
235+18.0	8.5 LT	-	235+39.9	19.5 LT	24.5
235+39.9	19.5 LT	-	237+36.6	18.0 LT	196.7
237+36.6	18.0 LT	-	238+09.9	17.5 LT	73.4
238+09.9	17.5 LT	-	237+36.7	15.1 LT	73.3
237+36.7	15.1 LT	-	235+40.0	8.5 LT	196.8
235+40.0	8.5 LT	-	235+18.0	8.5 LT	22.0
DOUBLE YELLOW LINES					
238+10.0	18.0 LT	-	243+70.0	18.0 LT	560.0
238+10.0	17.0 LT	-	243+70.0	17.0 LT	560.0
234+80.0	9.0 LT	-	235+18.0	9.0 LT	38.0
234+80.0	8.0 LT	-	235+18.0	8.0 LT	38.0
235+18.0	9.0 LT	-	235+93.0	18.0 LT	75.5
235+18.0	8.0 LT	-	235+93.0	17.0 LT	75.5
243+70.0	17.5 LT	-	244+90.2	18.4 LT	120.2
244+90.2	18.4 LT	-	246+40.0	19.5 LT	149.8
246+40.0	19.5 LT	-	246+80.0	19.5 LT	40.0
243+70.0	17.5 LT	-	244+90.6	13.5 LT	120.7
244+90.6	13.5 LT	-	246+40.0	8.5 LT	149.5
246+40.0	8.5 LT	-	246+62.0	19.5 LT	24.6
247+46.1	8.5 LT	-	247+46.1	19.5 LT	11.0
247+46.1	19.5 LT	-	248+99.7	19.5 LT	153.6
248+99.7	19.5 LT	-	249+46.8	18.2 LT	47.1
247+46.1	8.5 LT	-	249+00.3	8.5 LT	154.2
249+00.3	8.5 LT	-	249+46.8	7.2 LT	46.5
249+00.0	2.5 RT	-	249+46.8	3.8 LT	46.8
250+14.0	16.3 LT	-	251+09.4	13.6 LT	95.7
251+09.4	13.6 LT	-	253+19.4	9.0 LT	209.8
253+19.4	9.0 LT	-	255+00.0	0.0 RT	180.8
250+14.0	5.4 LT	-	255+00.3	7.9 RT	486.5
DOUBLE YELLOW LINES					
255+00.0	0.5 LT	-	262+58.0	0.4 LT	758.0
255+00.0	0.5 RT	-	262+58.0	0.6 RT	758.0
MOT STAGE 2					
EDGE OF CONSTRUCTION (WHITE LINES)					
229+74.1	22.1 LT	-	232+53.4	12.9 LT	279.4
232+53.4	12.9 LT	-	233+97.6	118.7 LT	192.7
234+19.9	125.5 LT	-	234+67.5	6.0 LT	136.4
234+67.5	6.0 LT	-	235+95.4	6.0 LT	127.9
235+95.4	6.0 LT	-	237+79.1	2.3 RT	183.9
237+79.1	2.3 RT	-	238+62.2	6.0 RT	83.2
238+62.2	6.0 RT	-	244+32.1	6.0 RT	569.9
244+32.1	6.0 RT	-	244+54.5	4.9 RT	22.4
244+54.5	4.9 RT	-	246+67.7	5.1 LT	213.4
246+67.7	5.1 LT	-	247+13.1	130.6 LT	148.5
247+50.3	113.8 LT	-	248+45.7	5.0 LT	146.1
248+45.7	5.0 LT	-	249+67.0	5.0 LT	121.4
249+67.0	5.0 LT	-	254+50.0	17.4 LT	483.1
254+50.0	17.4 LT	-	255+95.5	14.4 LT	145.5
255+95.5	14.4 LT	-	258+57.2	13.4 LT	260.9
258+57.2	13.4 LT	-	262+57.9	13.8 LT	401.6
234+80.0	6.0 RT	-	235+15.5	6.0 RT	35.5
229+26.1	33.6 RT	-	299+99.7	20.5 RT	75.2
299+99.7	20.5 RT	-	232+89.7	27.5 RT	290.1
232+89.7	27.5 RT	-	233+93.3	97.0 RT	128.9
234+40.9	138.3 RT	-	234+54.5	30.0 RT	117.0
234+54.5	30.0 RT	-	235+40.8	30.0 RT	86.3
235+40.8	30.0 RT	-	244+32.3	30.0 RT	891.5
244+32.3	30.0 RT	-	247+07.7	30.0 RT	275.4
247+07.7	30.0 RT	-	247+35.4	110.8 RT	88.5
247+55.4	113.7 RT	-	248+50.0	28.3 RT	131.4
248+50.0	28.3 RT	-	248+82.6	27.8 RT	32.6
248+82.6	27.8 RT	-	249+41.5	90.0 RT	93.7
249+64.0	94.4 RT	-	250+24.0	25.2 RT	98.6
250+24.0	25.2 RT	-	255+61.0	17.7 RT	537.1
256+80.4	14.3 RT	-	258+68.3	12.8 RT	187.9
259+07.5	12.8 RT	-	262+57.9	12.3 RT	350.5
246+82.0	18.0 RT	-	247+00.0	18.0 RT	18.0
LANE DIVISIONS (YELLOW LINES)					
228+89.7	7.0 LT	-	229+94.9	10.4 LT	105.3
229+94.9	10.4 LT	-	232+53.0	1.9 LT	258.3
232+53.0	1.9 LT	-	234+00.0	2.9 RT	147.1
234+00.0	2.9 RT	-	234+00.0	16.5 RT	13.6
234+00.0	16.5 RT	-	232+90.0	16.5 RT	110.0
232+90.0	16.5 RT	-	230+00.0	9.5 RT	290.1
228+89.7	7.0 LT	-	229+15.3	10.1 RT	30.8
230+00.0	9.5 RT	-	229+14.3	10.1 RT	85.7
229+14.3	10.1 RT	-	228+89.7	7.0 LT	33.2
234+80.0	18.0 RT	-	235+15.5	18.0 RT	35.5
235+15.5	18.0 RT	-	235+39.0	6.0 RT	26.4
235+39.0	6.0 RT	-	235+95.5	6.0 RT	56.1
235+95.5	6.0 RT	-	237+78.6	14.3 RT	183.7
237+78.6	14.3 RT	-	238+61.7	18.0 RT	83.2
238+61.7	18.0 RT	-	237+78.6	18.0 RT	83.4
237+78.6	18.0 RT	-	235+15.5	18.0 RT	263.1
DOUBLE YELLOW LINES					
234+80.0	18.0 RT	-	235+15.5	18.0 RT	35.5
234+80.0	17.0 RT	-	235+15.5	17.0 RT	35.5
235+15.5	18.0 RT	-	235+90.5	12.0 RT	75.2
235+15.5	17.0 RT	-	235+90.5	12.0 RT	75.2
238+62.0	17.5 RT	-	244+32.2	17.5 RT	570.3
238+62.0	18.5 RT	-	244+32.2	18.5 RT	570.3
244+32.4	18.0 RT	-	244+87.2	15.4 RT	54.8
244+87.2	15.4 RT	-	246+86.9	6.0 RT	200.0
246+86.9	6.0 RT	-	247+00.0	6.0 RT	13.7
244+32.4	18.0 RT	-	244+87.3	18.0 RT	54.9
244+87.3	18.0 RT	-	246+62.3	18.0 RT	175.1
246+62.3	18.0 RT	-	246+86.3	6.0 RT	26.8
247+47.2	17.4 RT	-	247+47.2	6.0 RT	11.4
247+47.2	6.0 RT	-	249+33.9	6.0 RT	186.7
247+47.2	17.4 RT	-	249+34.1	15.8 RT	186.9
249+90.6	5.4 RT	-	254+50.3	6.4 LT	459.9
254+50.3	6.4 LT	-	256+30.3	0.0 RT	180.1
256+30.3	0.0 RT	-	250+49.8	13.8 RT	580.6
250+49.8	13.8 RT	-	249+90.8	14.8 RT	59.1
DOUBLE YELLOW LINES					
256+30.3	0.5 LT	-	262+57.9	0.5 LT	627.7
256+30.3	0.5 RT	-	262+57.9	0.5 RT	627.7
				TOTAL =	27,291

70400100 TEMPORARY CONCRETE BARRIER

STATION	OFFSET(FT)		STATION	OFFSET(FT)	FOOT
MOT STAGE 1					
237+36.7	0.5 LT	-	238+08.7	6.5 LT	72.2
238+08.7	6.5 LT	-	243+69.4	6.5 LT	560.7
243+69.4	6.5 LT	-	244+41.4	0.5 LT	72.2
MOT I80					
3700+00.0	58.4 LT	-	3704+00.0	58.4 LT	400.0
3704+00.0	58.4 LT	-	3705+00.0	66.0 LT	100.3
3700+00.0	26.5 LT	-	3705+00.0	26.5 LT	500.0
3700+00.0	26.5 RT	-	3705+00.0	26.5 RT	500.0
3700+00.0	66.0 RT	-	3701+00.0	57.3 RT	100.4
3701+00.0	57.3 RT	-	3705+00.0	57.3 RT	400.0
				TOTAL =	2,706

70400200 RELOCATE TEMPORARY CONCRETE BARRIER

STATION	OFFSET(FT)		STATION	OFFSET(FT)	FOOT
MOT STAGE 2					
238+56.1	3.9 RT	-	244+32.3	3.9 RT	576.2
				TOTAL =	576

78100100 RAISED REFLECTIVE PAVEMENT MARKER

STATION	OFFSET(FT)	EACH
229+26.0	21.7 LT	1.0
229+66.0	21.7 LT	1.0
230+06.0	21.7 LT	1.0
230+46.0	21.7 LT	1.0
230+86.0	21.7 LT	1.0
228+86.0	9.6 LT	1.0
229+26.0	9.6 LT	1.0
229+66.0	9.6 LT	1.0
230+06.0	9.6 LT	1.0
230+46.0	9.6 LT	1.0
230+86.0	9.6 LT	1.0
231+47.5	22.0 RT	1.0
231+87.5	22.0 RT	1.0
232+27.5	22.0 RT	1.0
232+67.5	22.0 RT	1.0
233+07.5	22.0 RT	1.0
233+47.5	22.0 RT	1.0
235+22.7	10.2 LT	1.0
235+62.7	10.2 LT	1.0
236+02.7	10.2 LT	1.0
236+42.7	10.2 LT	1.0
236+82.7	10.2 LT	1.0
237+22.7	10.2 LT	1.0
237+62.7	10.2 LT	1.0
238+02.7	10.2 LT	1.0
238+42.7	10.2 LT	1.0
238+82.7	10.2 LT	1.0
239+22.7	10.2 LT	1.0
242+08.3	10.6 RT	1.0
242+48.3	10.6 RT	1.0
242+88.3	10.6 RT	1.0
243+28.3	10.6 RT	1.0
243+68.3	10.6 RT	1.0
244+08.3	10.6 RT	1.0
244+48.3	10.6 RT	1.0
244+88.3	10.6 RT	1.0
245+28.3	10.6 RT	1.0
245+68.3	10.6 RT	1.0
246+08.3	10.6 RT	1.0
250+26.8	10.2 LT	1.0
250+66.8	10.2 LT	1.0
251+06.8	10.2 LT	1.0
	TOTAL =	42

78200420 GUARDRAIL MARKERS, TYPE B

STATION	OFFSET(FT)	EACH
SHEET # STA 232+00 TO STA 238+00		
235+93.7	31.5 RT	1.0
236+73.7	31.5 RT	1.0
237+53.7	31.5 RT	1.0
SHEET # STA 238+00 TO STA 244+00		
238+33.7	31.5 RT	1.0
239+13.7	31.5 RT	1.0
239+93.7	31.5 RT	1.0
240+73.7	31.5 RT	1.0
241+53.7	31.5 RT	1.0
242+33.7	31.5 RT	1.0
243+13.7	31.5 RT	1.0
238+69.9	31.5 LT	1.0
239+49.9	31.5 LT	1.0
240+29.9	31.5 LT	1.0
241+09.9	31.5 LT	1.0
241+89.9	31.5 LT	1.0
242+69.9	31.5 LT	1.0
243+49.9	31.5 LT	1.0
SHEET # STA 244+00 TO STA 250+00		
244+29.9	31.5 LT	1.0
245+09.9	31.5 LT	1.0
	TOTAL =	19

78201000 TERMINAL MARKER - DIRECT APPLIED

STATION	OFFSET(FT)	EACH
SHEET # STA 232+00 TO STA 238+00		
235+43.7	32.5 RT	1.0
237+96.5	32.5 LT	1.0
SHEET # STA 244+00 TO STA 250+00		
244+07.1	32.5 RT	1.0
245+59.9	32.5 LT	1.0
	TOTAL =	4

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

SCHEDULE OF QUANTITIES

SCALE: VERT. NONE
HORIZ. NONE
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	13
STA.	TO STA.			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

X0322054 REMOVAL OF PRECAST FLARED END SECTION

STATION	OFFSET(FT)	EACH
SHEET STA 226+00 TO STA 232+00		
FLARED END SECTION WEST OF IL-89		
229+40.5	52.6 LT	1.0
229+44.9	52.5 LT	1.0
	TOTAL =	2

X0322946 REMOVE CONCRETE BOX CULVERT END SECTION

STATION	OFFSET(FT)	EACH
SHEET STA 238+00 TO STA 244+00		
CONCRETE BOX CULVERT END SECTION (WEST OF IL-89)		
240+08.5	48.2 LT	1.0
	TOTAL =	1

Z0030150 IMPACT ATTENUATORS (NON-REDIRECTIVE), TEST LEVEL 3

STATION	OFFSET(FT)	EACH
SHEET # STA 3699+50 TO STA 3705+50		
3702+35.0	0.0 RT	1.0
3704+00.0	0.0 RT	1.0
	TOTAL =	2

Z0030250 IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST

STATION	OFFSET(FT)	EACH
MOT I80		
3705+08.4	66.2 LT	1.0
3699+91.2	65.5 RT	1.0
	TOTAL =	2

Z0030280 IMPACT ATTENUATORS, TEMPORARY (SEVERE USE, NARROW),

STATION	OFFSET(FT)	EACH
MOT STAGE 1		
237+32.7	0.4 LT	1.0
244+45.4	0.5 LT	1.0
MOT I80		
3705+08.6	27.0 LT	1.0
3699+91.3	26.8 RT	1.0
	TOTAL =	4

Z0030350 IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST

STATION	OFFSET(FT)	EACH
MOT STAGE 2		
238+48.7	3.7 RT	1.0
244+37.4	3.9 RT	1.0
	TOTAL =	2

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

SCHEDULE OF QUANTITIES

SCALE: VERT. NONE
HORIZ. NONE
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	14
STA.	TO STA.			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

LOCATION			EARTH EXCAVATION (CU YD)			EXCAVATION TO BE USED IN EMBANKMENT (ADJUSTED FOR SHRINKAGE OF 15%)			FURNISHED EXCAVATION (CU YD)			EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)			LEVELING BINDER OVER NOMINAL 1 1/2 IN (TON)		
STA. TO STA.			PRE-STAGE	STAGE 1	STAGE 2	PRE-STAGE	STAGE 1	STAGE 2	PRE-STAGE	STAGE 1	STAGE 2	PRE-STAGE	STAGE 1	STAGE 2	PRE-STAGE	STAGE 1	STAGE 2
228+59	-	229+00	23.6	1.3	2.2	20.0	1.1	1.9	0.0	0.7	5.7	20.0	0.3	-3.8	9.76	9.76	0.00
229+00	-	229+50	64.5	7.6	13.6	54.8	6.5	11.6	0.0	1.1	23.6	54.8	5.3	-12.0	25.82	25.82	0.00
229+50	-	230+00	70.0	6.1	40.3	59.5	5.2	34.3	0.0	0.2	39.4	59.5	4.9	-5.1	22.68	22.68	0.00
230+00	-	230+50	68.2	6.1	59.8	58.0	5.2	50.8	0.0	1.1	56.0	58.0	4.1	-5.2	17.26	17.26	0.00
230+50	-	231+00	67.4	9.5	62.1	57.3	8.1	52.8	0.0	2.1	69.8	57.3	6.1	-17.0	16.10	16.10	0.00
231+00	-	231+50	67.1	5.7	64.0	57.0	4.9	54.4	0.0	1.6	99.7	57.0	3.3	-45.3	15.80	15.80	0.00
231+50	-	232+00	83.4	3.9	63.4	70.9	3.4	53.9	0.0	1.9	136.6	70.9	1.4	-82.7	17.08	17.08	0.00
232+00	-	232+50	101.1	3.7	64.1	86.0	3.1	54.4	0.0	2.1	156.6	86.0	1.0	-102.2	18.13	18.13	0.00
232+50	-	233+00	84.7	12.6	70.7	72.0	10.7	60.1	0.0	1.0	158.6	72.0	9.7	-98.5	17.35	17.35	0.00
233+00	-	233+50	65.6	22.8	60.8	55.7	19.4	51.7	0.0	0.8	75.4	55.7	18.6	-23.8	16.95	16.95	0.00
233+50	-	234+50	88.9	43.8	109.1	75.5	37.2	92.8	0.0	4.9	99.8	75.5	32.3	-7.0	17.67	17.67	0.00
234+50	-	235+00	13.8	12.0	49.2	11.7	10.2	41.8	0.0	2.6	131.6	11.7	7.6	-89.8	0.00	0.00	0.00
235+00	-	235+50	3.2	8.0	37.0	2.7	6.8	31.4	0.0	0.7	191.9	2.7	6.1	-160.5	0.00	6.82	0.00
235+50	-	236+00	3.5	14.3	40.8	3.0	12.1	34.7	0.0	0.0	263.2	3.0	12.1	-228.5	0.00	14.30	0.00
236+00	-	236+50	3.5	17.8	41.6	3.0	15.1	35.4	0.0	0.0	341.2	3.0	15.1	-305.9	0.00	15.18	0.00
236+50	-	237+00	13.0	16.9	39.6	11.0	14.3	33.7	0.0	0.0	400.0	11.0	14.3	-366.4	0.00	15.38	0.00
237+00	-	237+50	26.0	14.0	38.9	22.1	11.9	33.0	0.0	1.5	467.4	22.1	10.4	-434.3	0.00	60.82	28.06
237+50	-	238+00	36.9	10.1	34.9	31.4	8.6	29.6	0.0	7.3	318.8	31.4	1.3	-289.1	0.00	106.74	75.84
238+00	-	238+50	37.8	7.0	30.9	32.2	6.0	26.3	0.0	18.5	105.7	32.2	-12.5	-79.4	16.70	61.97	68.08
238+50	-	239+00	34.4	18.7	31.2	29.2	15.9	26.5	0.0	45.1	71.9	29.2	-29.2	-45.4	33.15	16.73	46.55
239+00	-	239+36	26.2	22.3	22.5	22.3	18.9	19.2	0.0	53.8	39.1	22.3	-34.9	-20.0	23.54	11.86	41.94
BRIDGE OMISSION			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.00	0.00
242+22.27	-	242+50	20.7	20.6	20.1	17.6	17.5	17.1	0.0	40.5	45.2	17.6	-23.0	-28.1	17.84	9.07	31.69
242+50	-	243+00	36.1	35.0	34.4	30.7	29.7	29.2	0.0	78.8	72.7	30.7	-49.0	-43.4	31.24	16.13	49.79
243+00	-	243+50	41.3	34.5	32.3	35.1	29.4	27.5	0.0	115.8	53.6	35.1	-86.5	-26.1	21.53	105.81	85.64
243+50	-	244+00	41.6	42.7	31.9	35.4	36.3	27.1	0.0	443.2	61.8	35.4	-406.9	-34.7	10.47	137.04	107.41
244+00	-	244+50	29.8	50.2	30.6	25.3	42.7	26.0	0.0	798.4	62.1	25.3	-755.8	-36.1	7.20	61.05	60.50
244+50	-	245+00	25.1	49.3	29.7	21.3	41.9	25.3	0.0	819.4	40.4	21.3	-777.5	-15.2	5.96	33.59	19.53
245+00	-	245+50	25.7	49.6	33.0	21.8	42.1	28.1	0.0	752.0	100.0	21.8	-709.9	-71.9	6.27	14.87	2.58
245+50	-	246+00	23.3	48.5	38.8	19.8	41.2	33.0	0.0	685.7	351.9	19.8	-644.5	-318.9	5.92	5.92	0.00
246+00	-	246+50	10.7	45.8	41.0	9.1	38.9	34.9	0.0	616.6	537.6	9.1	-577.7	-502.7	2.84	2.84	0.00
246+50	-	247+00	0.7	56.8	41.8	0.6	48.3	35.5	0.0	365.0	267.1	0.6	-316.7	-231.6	0.00	0.00	0.00
247+00	-	248+00	62.5	129.1	94.9	53.1	109.8	80.7	0.0	150.9	4.9	53.1	-41.1	75.8	11.49	11.49	0.00
248+00	-	248+50	64.7	66.2	59.9	55.0	56.3	50.9	0.0	2.6	0.4	55.0	53.8	50.5	11.10	11.10	0.00
248+50	-	249+00	67.0	61.5	50.2	56.9	52.3	42.6	0.0	82.0	2.5	56.9	-29.8	40.1	11.35	11.35	0.00
249+00	-	249+50	34.1	25.2	22.0	29.0	21.4	18.7	0.0	79.5	4.9	29.0	-58.1	13.8	5.99	5.99	0.00
249+50	-	250+00	23.7	26.2	20.7	20.1	22.2	17.6	0.0	3.0	5.7	20.1	19.2	11.9	5.49	5.54	0.00
250+00	-	250+50	56.9	39.4	27.4	48.4	33.5	23.3	0.0	4.7	6.3	48.4	28.7	17.0	13.79	13.85	0.00
250+50	-	251+00	65.4	14.9	25.5	55.6	12.7	21.6	0.0	4.0	7.7	55.6	8.7	13.9	13.00	13.00	0.00
251+00	-	251+50	60.5	3.0	25.4	51.5	2.6	21.6	0.0	5.5	8.6	51.5	-2.9	13.0	8.39	8.39	0.00
251+50	-	252+00	55.9	2.4	24.6	47.5	2.1	20.9	0.0	6.8	8.3	47.5	-4.7	12.6	9.48	9.48	0.00
252+00	-	252+50	49.9	2.7	25.4	42.4	2.3	21.6	0.0	7.8	7.7	42.4	-5.5	13.9	12.04	12.04	0.00
252+50	-	253+00	40.7	5.3	23.7	34.6	4.5	20.2	0.0	8.9	19.8	34.6	-4.4	0.4	10.89	10.89	0.00
253+00	-	253+50	30.0	8.1	23.4	25.5	6.9	19.9	0.0	9.4	26.8	25.5	-2.5	-6.9	8.13	8.13	0.00
253+50	-	254+00	17.7	9.7	30.1	15.1	8.2	25.6	0.0	8.8	21.4	15.1	-0.6	4.2	6.13	6.13	0.00
254+00	-	254+50	5.5	13.3	31.9	4.6	11.3	27.1	0.0	7.2	24.7	4.6	4.1	2.4	2.65	2.65	0.00
254+50	-	255+00	0.0	18.0	29.9	0.0	15.3	25.4	0.0	6.8	30.6	0.0	8.5	-5.2	0.00	0.00	0.00
255+00	-	255+50	0.0	33.9	34.3	0.0	28.9	29.2	0.0	13.0	33.9	0.0	15.8	-4.7	0.00	0.00	0.00
255+50	-	256+00	0.0	45.4	38.5	0.0	38.6	32.7	0.0	18.7	30.4	0.0	19.9	2.4	0.00	0.00	0.00
256+00	-	256+50	0.0	35.5	38.8	0.0	30.1	32.9	0.0	12.5	23.6	0.0	17.6	9.3	0.00	0.00	0.00
256+50	-	257+00	0.0	43.9	38.0	0.0	37.3	32.3	0.0	18.0	19.7	0.0	19.3	12.6	0.00	0.00	0.00
257+00	-	257+50	0.0	69.8	33.4	0.0	59.3	28.4	0.0	33.4	16.4	0.0	25.9	12.0	0.00	0.00	0.00
257+50	-	258+00	0.0	90.4	26.2	0.0	76.8	22.3	0.0	36.9	14.7	0.0	39.9	7.6	0.00	0.00	0.00
258+00	-	258+50	0.0	88.0	18.8	0.0	74.8	16.0	0.0	38.5	8.8	0.0	36.3	7.2	0.00	0.00	0.00
258+50	-	259+00	0.0	55.3	11.6	0.0	47.0	9.8	0.0	22.8	1.5	0.0	24.2	8.3	0.00	0.00	0.00
259+00	-	259+50	0.0	46.2	7.8	0.0	39.3	6.6	0.0	27.6	1.0	0.0	11.6	5.6	0.00	0.00	0.00
259+50	-	260+00	0.0	48.9	8.9	0.0	41.6	7.6	0.0	49.9	2.1	0.0	-8.3	5.5	0.00	0.00	0.00
260+00	-	260+50	0.0	37.1	11.1	0.0	31.5	9.4	0.0	45.5	11.3	0.0	-14.0	-1.9	0.00	0.00	0.00
260+50	-	261+00	0.0	27.4	11.9	0.0	23.3	10.1	0.0	38.1	22.3	0.0	-14.8	-12.3	0.00	0.00	0.00
261+00	-	261+50	0.0	19.4	10.7	0.0	16.5	9.1	0.0	30.9	23.8	0.0	-14.4	-14.7	0.00	0.00	0.00
261+50	-	262+00	0.0	13.5	9.5	0.0	11.5	8.1	0.0	23.6	21.4	0.0	-12.1	-13.3	0.00	0.00	0.00
262+00	-	262+50	0.0	10.7	9.0	0.0	9.1	7.7	0.0	17.3	17.1	0.0	-8.2	-9.4	0.00	0.00	0.00
TOTALS			1,871.9	1,787.8	2,133.8	1,591.1	1,519.6	1,813.7	0.0	5,677.2	5,273.0	1,591.1	-4,157.5	-3,459.3	507.18	1,020.74	617.60

LOCATION I 80			EARTH EXCAVATION (CU YD)	FURNISHED EXCAVATION (CU YD)
STA. TO STA.				
3701+00	-	3701+50	20.4	23.5
3701+50	-	3702+00	44.8	16.2
3702+00	-	3702+50	18.3	25.9
3702+50	-	3703+00	39.0	12.9
3703+00	-	3703+50	57.1	0.0
3703+50	-			0.0
TOTALS			**179.6**	**78.6**

	PRE-STAGE	STAGE 1	STAGE 2	I-80	TOTAL
EARTH EXCAVATION (CU YD)	1,871.9	1,787.8	2,133.8	179.6	5,973.1
EARTH EXCAVATION ADJUSTED FOR SHRINKAGE 15% (CU YD)	1,591.1	1,519.6	1,813.7	152.7	5,077.1
FURNISHED EXCAVATION (CU YD)	0.0	5,677.2	5,273.0	78.6	11,028.7
FURNISHED EXCAVATION MINUS ADJ EARTH EXCAVATION (CU YD)	-1,591.1	4,157.5	3,459.3	-74.1	5,951.6
LEVELING BINDER (TON) (112 LBS / SY/ IN)	507.2	1,020.7	617.6	0.0	2,145.5

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

SCHEDULE OF QUANTITIES

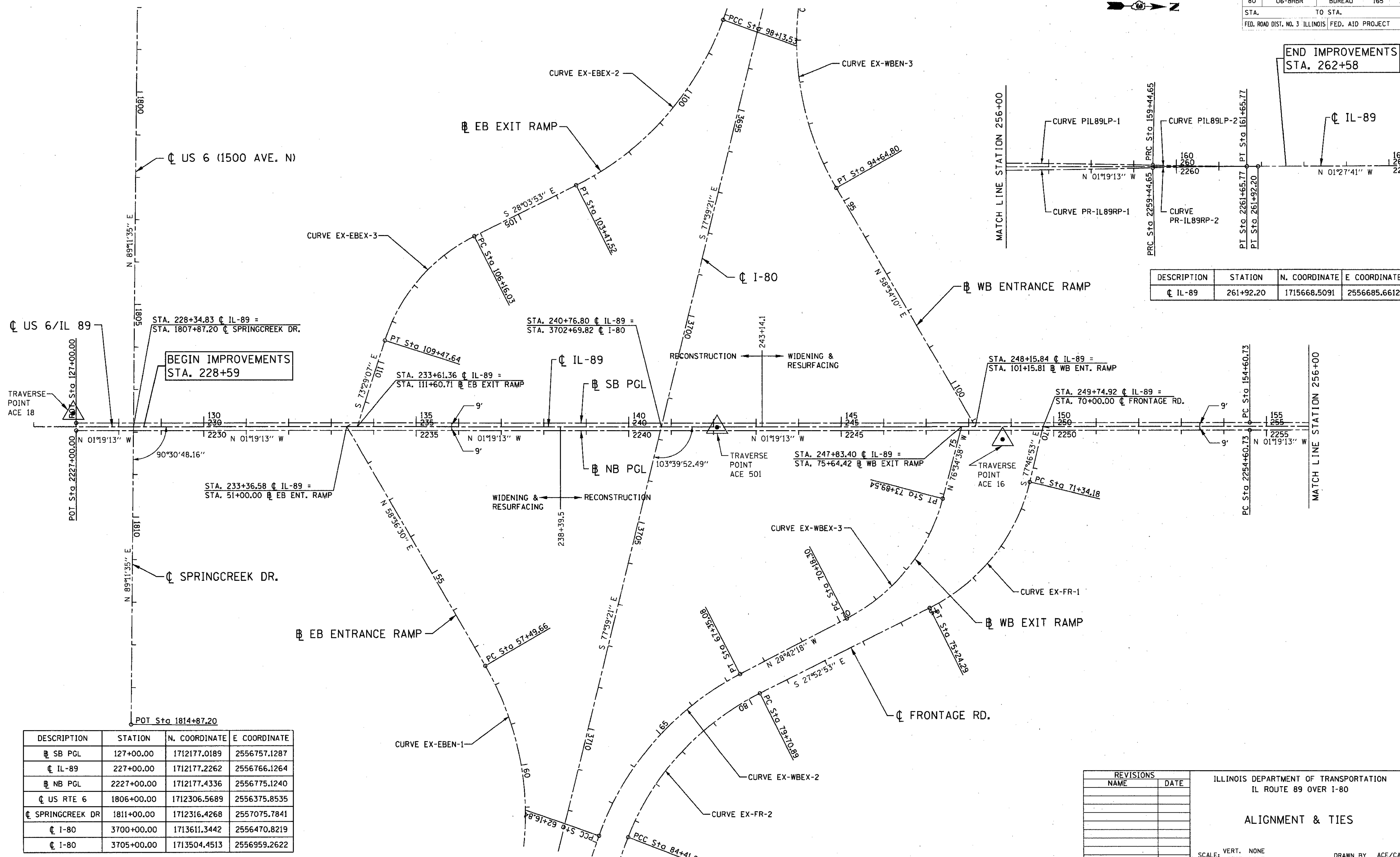
SCALE: VERT. NONE
HORIZ. NONE
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	15
STA.		TO STA.		
FED. ROAD DIST. NO. 3 ILLINOIS	FED. AID PROJECT			



DESCRIPTION	STATION	N. COORDINATE	E COORDINATE
℄ IL-89	261+92.20	1715668.5091	2556685.6612

DESCRIPTION	STATION	N. COORDINATE	E COORDINATE
℄ SB PGL	127+00.00	1712177.0189	2556757.1287
℄ IL-89	227+00.00	1712177.2262	2556766.1264
℄ NB PGL	2227+00.00	1712177.4336	2556775.1240
℄ US RTE 6	1806+00.00	1712306.5689	2556375.8535
℄ SPRINGCREEK DR	1811+00.00	1712316.4268	2557075.7841
℄ I-80	3700+00.00	1713611.3442	2556470.8219
℄ I-80	3705+00.00	1713504.4513	2556959.2622

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

ALIGNMENT & TIES

SCALE: VERT. NONE HORIZ. NONE
DATE: 08/10/07
DRAWN BY ACE/CAD
CHECKED BY TMH

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	16
STA.	TO STA.			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

HORIZONTAL CURVE DATA

CURVE EX-WBEX-2

PROP. CURVE EX-WBEX-2
PI STA. = 64+89.29
N = 1713512.8626
E = 2557442.2923
Δ = 43° 18′ 30″ (RT)
D = 8° 21′ 24″
R = 686.23′
T = 272.45′
L = 518.24′
E = 52.11′
S.E. RUN = N/A
P.C. STA = 62+16.84
N = 1713428.7317
E = 2557701.4264
P.T. STA = 67+35.08
N = 1713751.8286
E = 2557311.4348

CURVE EX-WBEX-3

PROP. CURVE EX-WBEX-3
PI STA. = 72+15.94
N = 1714173.5947
E = 2557080.4761
Δ = 47° 52′ 19″ (LT)
D = 12° 53′ 43″
R = 445.25′
T = 197.64′
L = 371.24′
E = 41.90′
S.E. RUN = N/A
P.C. STA = 70+18.30
N = 1714000.2404
E = 2557175.4048
P.T. STA = 73+89.54
N = 1714219.4751
E = 2556888.2311

CURVE EX-FR-1

PROP. CURVE EX-FR-1
PI STA. = 73+43.01
N = 1714378.9481
E = 2557048.9467
Δ = 49° 53′ 59″ (RT)
D = 12° 47′ 28″
R = 448.87′
T = 208.83′
L = 390.11′
E = 46.20′
S.E. RUN = N/A
P.C. STA = 71+34.18
N = 1714423.1461
E = 2556844.8450
P.T. STA = 75+24.29
N = 1714194.3576
E = 2557146.6061

CURVE EX-FR-2

PROP. CURVE EX-FR-2
PI STA. = 82+17.85
N = 1713581.3074
E = 2557470.9463
Δ = 42° 12′ 05″ (LT)
D = 8° 57′ 42″
R = 640.00′
T = 246.96′
L = 470.91′
E = 46.00′
S.E. RUN = N/A
P.C. STA = 79+70.89
N = 1713799.6031
E = 2557355.4548
P.T. STA = 84+41.80
N = 1713497.1765
E = 2557703.1387

CURVE PR-IL89RP-1

PROP. CURVE PR-IL89-1
PI STA. = 2257+02.70
N = 1715179.3406
E = 2556705.9377
Δ = 1° 24′ 29″ (LT)
D = 0° 17′ 27″
R = 19,692.05′
T = 241.97′
L = 483.92′
E = 1.49′
S.E. RUN = N/A
P.C. STA = 2254+60.73
N = 1714937.4331
E = 2556711.5131
P.T. STA = 2259+44.65
N = 17154210380
E = 2556694.4199

CURVE PR-IL89RP-2

PROP. CURVE PR-IL89-2
PI STA. = 2260+55.21
N = 1715531.4765
E = 2556689.1571
Δ = 1° 16′ 01″ (RT)
D = 0° 34′ 23″
R = 10,000.00′
T = 110.56′
L = 221.12′
E = 0.61′
S.E. RUN = N/A
P.C. STA = 2259+44.65
N = 1715421.0380
E = 2556694.4199
P.T. STA = 2261+65.77
N = 1715642.0043
E = 2556686.3374

CURVE PIL89LP-1

PROP. CURVE PIL89LP-1
PI STA. = 157+02.70
N = 1715178.9258
E = 2556687.9425
Δ = 1° 24′ 29″ (RT)
D = 0° 17′ 27″
R = 19,692.05′
T = 241.97′
L = 483.92′
E = 1.49′
S.E. RUN = N/A
P.C. STA = 154+60.73
N = 1714937.0184
E = 2556693.5178
P.T. STA = 159+44.65
N = 1715420.8972
E = 2556688.3129

CURVE PIL89LP-2

PROP. CURVE PIL89LP-2
PI STA. = 160+55.22
N = 1715531.4609
E = 2556688.4822
Δ = 1° 16′ 01″ (LT)
D = 0° 34′ 23″
R = 10,000.00′
T = 110.56′
L = 221.12′
E = 0.61′
S.E. RUN = N/A
P.C. STA = 159+44.65
N = 1715420.8972
E = 2556688.3129
P.T. STA = 161+65.77
N = 1715642.0013
E = 2556686.2069

CURVE EX-EBEX-2

PROP. CURVE EX-EBEX-2
PI STA. = 100+94.33
N = 1713588.4358
E = 2556037.3687
Δ = 43° 26′ 22″ (RT)
D = 8° 08′ 05″
R = 704.92′
T = 280.80′
L = 533.99′
E = 53.87′
S.E. RUN = N/A
P.C. STA = 98+13.53
N = 1713677.5168
E = 2555771.0713
P.T. STA = 103+47.52
N = 1713340.6514
E = 2556169.4769

CURVE EX-EBEX-3

PROP. CURVE EX-EBEX-3
PI STA. = 107+91.52
N = 1712948.8646
E = 2556378.3611
Δ = 45° 25′ 14″ (LT)
D = 13° 41′ 50″
R = 419.30′
T = 175.48′
L = 331.60′
E = 35.24′
S.E. RUN = N/A
P.C. STA = 106+16.03
N = 1713103.7156
E = 2556295.8011
P.T. STA = 109+47.64
N = 1712898.9807
E = 2556546.6066

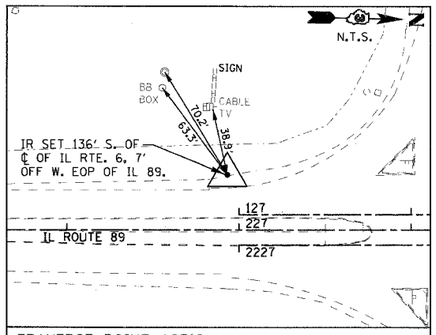
CURVE EX-WBEN-3

PROP. CURVE EX-WBEN-3
PI STA. = 92+18.78
N = 1713811.0513
E = 2555929.5759
Δ = 42° 59′ 08″ (LT)
D = 8° 17′ 38″
R = 691.42′
T = 272.26′
L = 518.28′
E = 51.67′
S.E. RUN = N/A
P.C. STA = 89+46.52
N = 1713865.5866
E = 2555662.8384
P.T. STA = 94+64.80
N = 1713953.0224
E = 2556161.8844

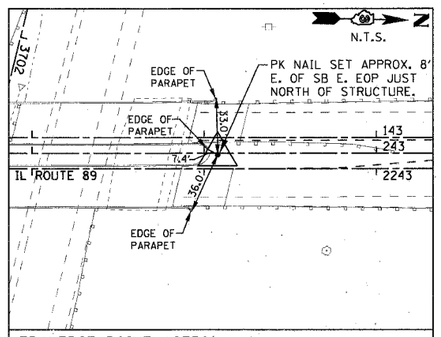
CURVE EX-EBEN-1

PROP. CURVE EX-EBEN-1
PI STA. = 60+25.10
N = 1713295.5089
E = 2557541.1537
Δ = 42° 56′ 02″ (RT)
D = 8° 10′ 48″
R = 700.44′
T = 275.44′
L = 524.86′
E = 52.21′
S.E. RUN = N/A
P.C. STA = 57+49.66
N = 1713152.0349
E = 2557306.0284
P.T. STA = 62+74.53
N = 1713240.3954
E = 2557811.0263

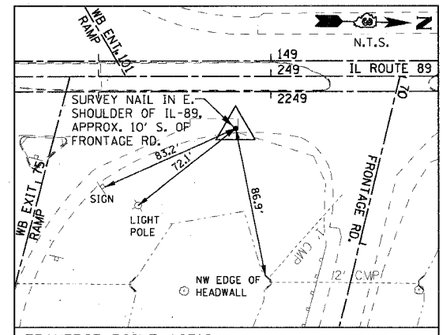
DESCRIPTION	STATION	N. COORDINATE	E COORDINATE
℄ SB PGL	127+00.00	1712177.0189	2556757.1287
℄ IL-89	227+00.00	1712177.2262	2556766.1264
℄ NB PGL	2227+00.00	1712177.4336	2556775.1240
℄ US RTE 6	1806+00.00	1712306.5689	2556375.8535
℄ SPRINGCREEK DR	1811+00.00	1712316.4268	2557075.7841
℄ I-80	3700+00.00	1713611.3442	2556470.8219
℄ I-80	3705+00.00	1713504.4513	2556959.2622



TRAVERSE POINT ACE18
N 1712169.6950
E 2556734.3560
STA 226+93.20, OFFSET 31.94′ LT

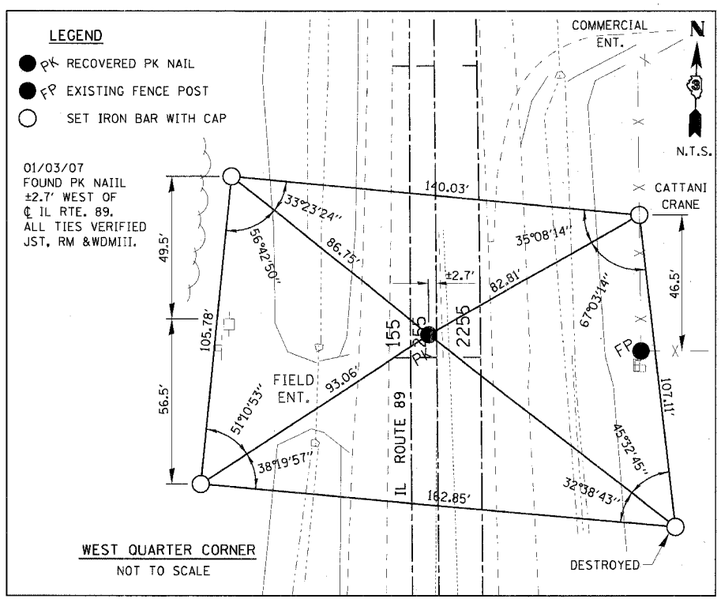


TRAVERSE POINT ACE501
N 1713684.7752
E 2556732.2491
STA 242+07.93, OFFSET 0.87′ RT



TRAVERSE POINT ACE16
N 1714356.9450
E 2556746.4090
STA 248+79.60, OFFSET 30.51′ RT

TRAVERSE TIE POINT DIAGRAMS
NOT TO SCALE



MONUMENT DIAGRAM
NOT TO SCALE

BENCHMARK INFORMATION					
POINT	N. COORDINATE	E COORDINATE	STATION	OFFSET	ELEVATION
BM#1	1713440.4800	2556744.8120	239+63.41	7.7983 RT	679.04
DESCRIPTION:	CUT BOX AT SOUTH END OF WEST CONCRETE PARAPET WALL OF NORTHBOUND IL ROUTE 89 OVER I-80				

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

ALIGNMENT & TIES

SCALE: VERT. NONE
HORIZ. NONE
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

PLOT DATE = 8/9/2007
FILE NAME = c:\projects\2064893.002\cadd\SPALN02.dis
PLOT SCALE = 100.00 ' / IN.
PLOT TIME = 10:24:31 AM

ENTRAN

CONTRACT NO. 66641

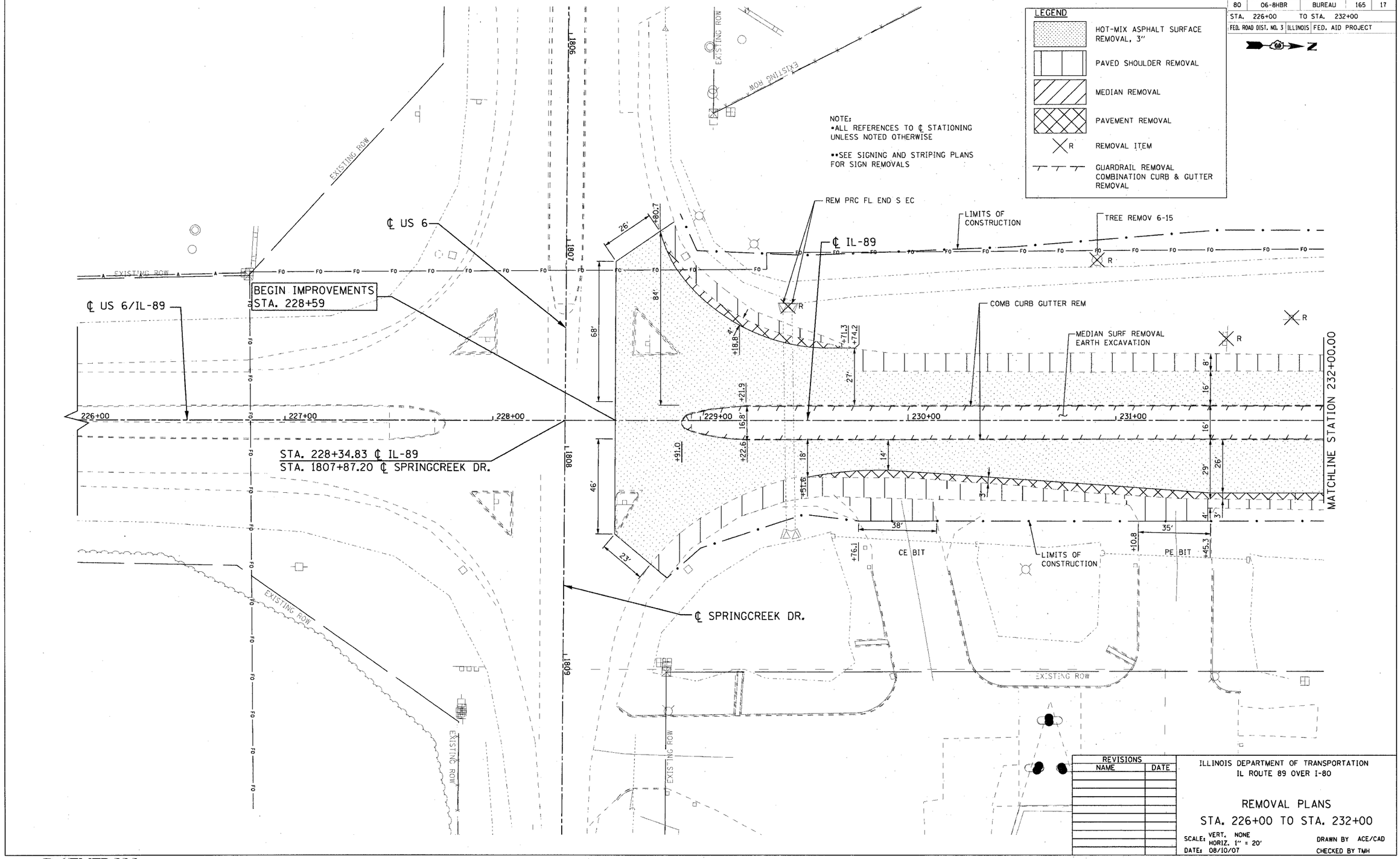
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	17
STA. 226+00	TO STA. 232+00			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

LEGEND

- HOT-MIX ASPHALT SURFACE REMOVAL, 3"
- PAVED SHOULDER REMOVAL
- MEDIAN REMOVAL
- PAVEMENT REMOVAL
- R — REMOVAL ITEM
- GUARDRAIL REMOVAL COMBINATION CURB & GUTTER REMOVAL

NOTE:
•ALL REFERENCES TO ℄ STATIONING UNLESS NOTED OTHERWISE

••SEE SIGNING AND STRIPING PLANS FOR SIGN REMOVALS



REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

REMOVAL PLANS
STA. 226+00 TO STA. 232+00

SCALE: VERT. NONE
HORIZ. 1" = 20'
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

PLOT DATE = 8/9/2007
FILE NAME = c:\projects\205480\R_802\cadd\SR89dl1.dgn
PLOT SCALE = 20.00 ' / IN.
USER NAME = 2pamid

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	18
STA. 232+00	TO STA. 238+00			
FED. ROAD DIST. NO. 3	ILLINOIS FED. AID PROJECT			

LEGEND
- HOT-MIX ASPHALT SURFACE REMOVAL, 3"
- PAVED SHOULDER REMOVAL
- MEDIAN REMOVAL
- PAVEMENT REMOVAL
- R REMOVAL ITEM
- GUARDRAIL REMOVAL
- COMBINATION CURB & GUTTER REMOVAL

℄ EB EXIT RAMP
STA. 233+61.36 ℄ IL-89
STA. 111+60.71 ℄ EB EXIT RAMP
STA. 233+36.58 ℄ IL-89
STA. 51+00.00 ℄ EB ENT. RAMP
℄ EB ENTRANCE RAMP
℄ IL-89
EARTH EXCAVATION
LIMITS OF CONSTRUCTION
COMB CURB GUTTER REM
GUARDRAIL REMOV
MEDIAN SURF REMOVAL
MATCHLINE STATION 232+00.00
MATCHLINE STATION 238+00.00
EXISTING ROW

NOTE:
- ALL REFERENCES TO ℄ STATIONING UNLESS NOTED OTHERWISE
- **SEE SIGNING AND STRIPING PLANS FOR SIGN REMOVALS

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

REMOVAL PLANS
STA. 232+00 TO STA. 238+00

SCALE: VERT. NONE
HORIZ. 1" = 20'
DATE: 08/10/07
DRAWN BY ACE/CAD
CHECKED BY TMH

PLOT DATE = 8/9/2007
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PLOT SCALE = 20.00 ' / IN.
USER NAME = 2pierrid

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	19
STA. 238+00	TO STA. 244+00			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

LEGEND

- HOT-MIX ASPHALT SURFACE REMOVAL, 3"
- PAVED SHOULDER REMOVAL
- MEDIAN REMOVAL
- PAVEMENT REMOVAL
- R — REMOVAL ITEM
- GUARDRAIL REMOVAL COMBINATION CURB & GUTTER REMOVAL

RESURFACE | RECONSTRUCT

STA. 240+76.80 ℄ IL-89
STA. 3702+69.82 ℄ I-80

RECONSTRUCT | RESURFACE

MATCHLINE STATION 238+00.00

MATCHLINE STATION 244+00.00

GUARDRAIL REMOV
TREE REMOV 6-15
LIMITS OF CONSTRUCTION
MEDIAN SURF REMOVAL EARTH EXCAVATION
REM C BOX CUL END SEC
℄ I-80
℄ IL-89
APPROACH SLAB REM
REM EXIST CULVERTS
CONC HDWL REM
COMB CURB GUTTER REM
SEE BRIDGE PLANS FOR STRUCTURE REMOVAL
TREE REMOVAL OVER 15 UNITS DIAMETER

NOTE:
•ALL REFERENCES TO ℄ STATIONING UNLESS NOTED OTHERWISE

••SEE SIGNING AND STRIPING PLANS FOR SIGN REMOVALS

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

REMOVAL PLANS
STA. 238+00 TO STA. 244+00

SCALE: VERT. NONE
HORIZ. 1" = 20'
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

PLOT DATE = 8/9/2007
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PLOT SCALE = 20.0000 ' / IN.
USER NAME = 2aamid

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	20
STA. 244+00	TO STA. 248+50			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

NOTE:
•ALL REFERENCES TO ℄ STATIONING UNLESS NOTED OTHERWISE

••SEE SIGNING AND STRIPING PLANS FOR SIGN REMOVALS

LEGEND

- HOT-MIX ASPHALT SURFACE REMOVAL, 3"
- PAVED SHOULDER REMOVAL
- MEDIAN REMOVAL
- PAVEMENT REMOVAL
- R — REMOVAL ITEM
- GUARDRAIL REMOVAL
- COMBINATION CURB & GUTTER REMOVAL

LIMITS OF CONSTRUCTION

EXISTING ROW

STA. 247+83.40 ℄ IL-89
STA. 75+64.42 ℄ WB EXIT RAMP

STA. 248+15.84 ℄ IL-89
STA. 101+15.81 ℄ WB ENT. RAMP

℄ WB ENTRANCE RAMP

℄ IL-89

TREE REMOV 6-15

GUARDRAIL REMOV

COMB CURB GUTTER REM

MATCHLINE STATION 244+00.00

MATCHLINE STATION 248+50.00

244+00 | 245+00 | 246+00 | 247+00 | 248+00

MEDIAN SURF REMOVAL
EARTH EXCAVATION

GUARDRAIL REMOV

EARTH EXCAVATION

LIMITS OF CONSTRUCTION

℄ WB EXIT RAMP

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

REMOVAL PLANS
STA. 244+00 TO STA. 248+50

SCALE: VERT. NONE
HORIZ. 1" = 20'
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

PLOT DATE = 8/31/2007
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PLOT SCALE = 20.00 '/ IN.
USER NAME = 2samrid

ENTRAN

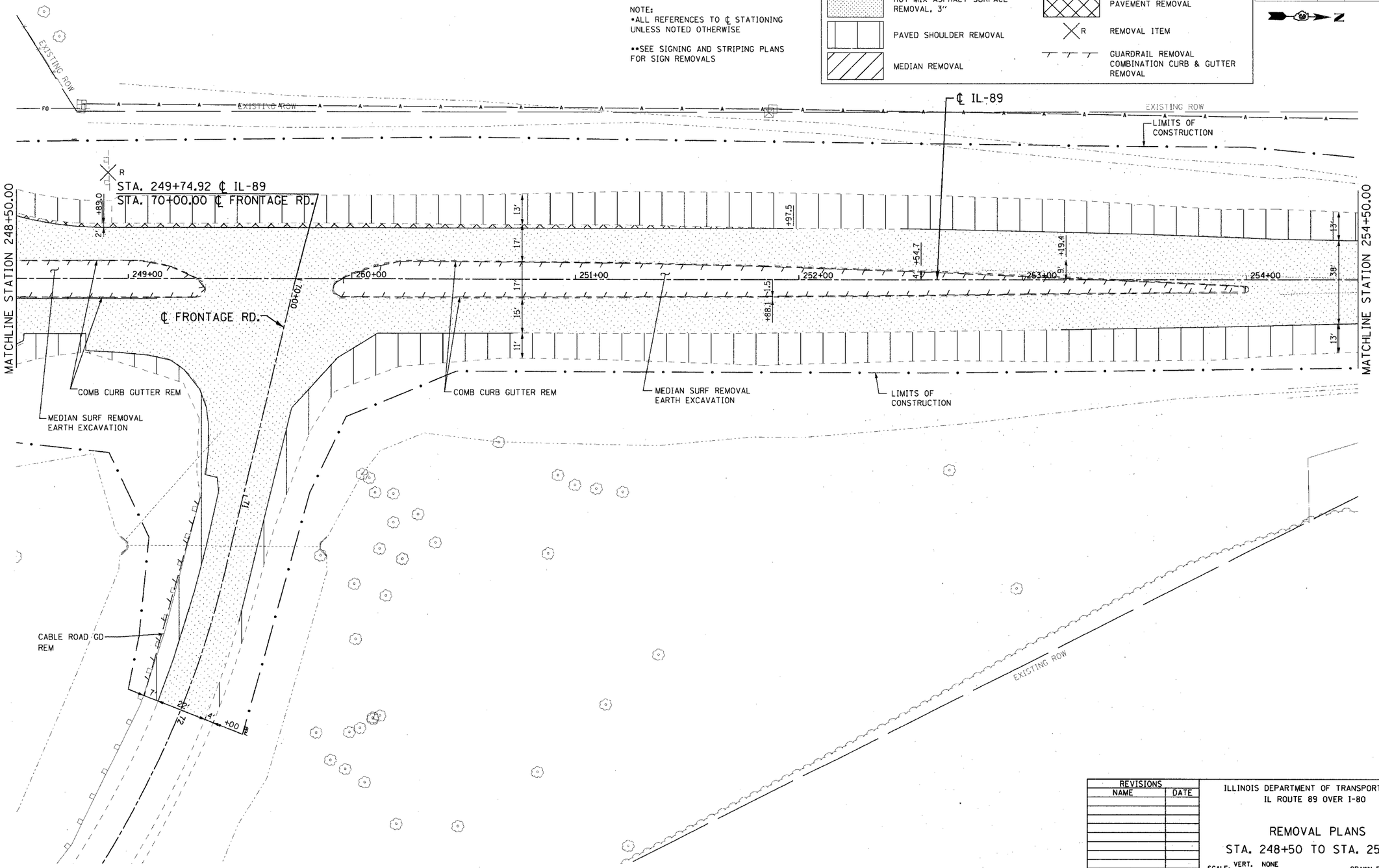
CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	21
STA. 248+50	TO STA. 254+50			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

NOTE:
•ALL REFERENCES TO ℄ STATIONING UNLESS NOTED OTHERWISE

••SEE SIGNING AND STRIPING PLANS FOR SIGN REMOVALS

LEGEND
- HOT-MIX ASPHALT SURFACE REMOVAL, 3"
- PAVED SHOULDER REMOVAL
- MEDIAN REMOVAL
- PAVEMENT REMOVAL
- R REMOVAL ITEM
- GUARDRAIL REMOVAL COMBINATION CURB & GUTTER REMOVAL



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USER NAME = 2pierrid

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

REMOVAL PLANS
STA. 248+50 TO STA. 254+50

SCALE: VERT. NONE
HORIZ. 1" = 20'
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	22
STA. 254+50	TO STA. 260+50			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

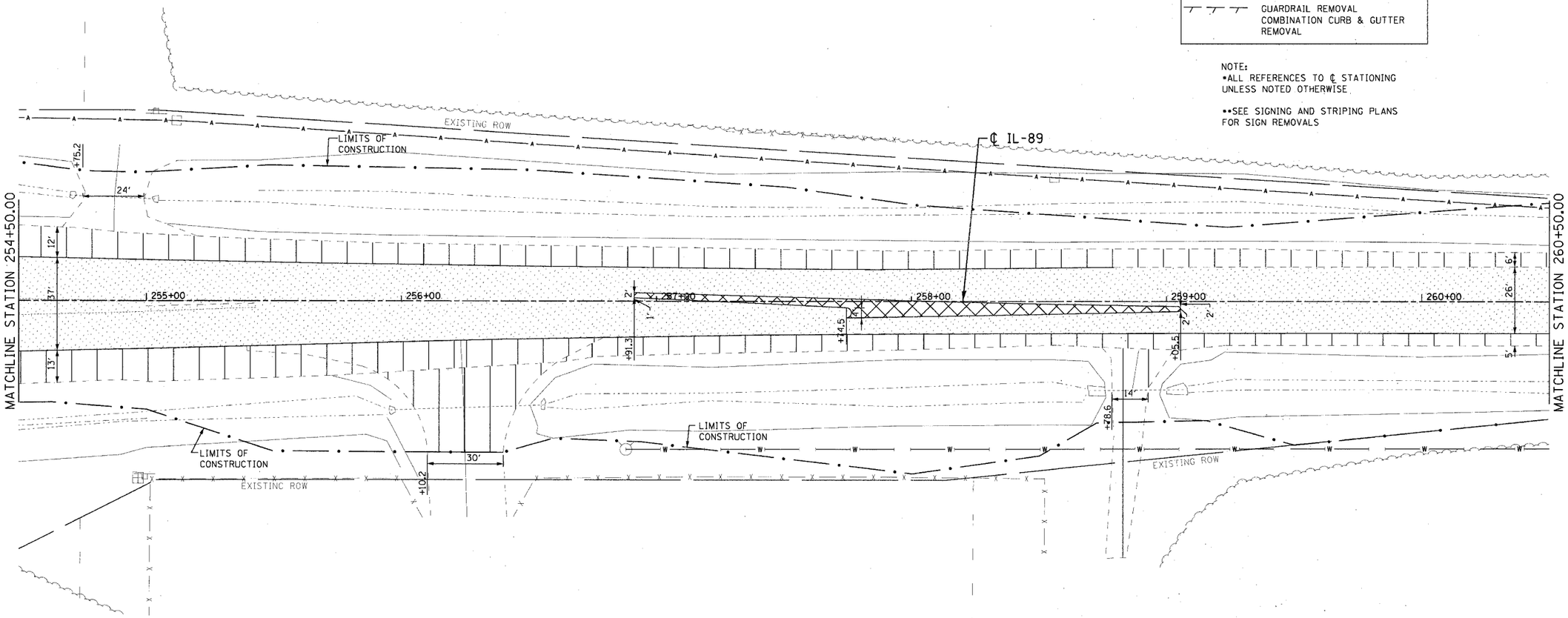
N

LEGEND

- HOT-MIX ASPHALT SURFACE REMOVAL, 3"
- PAVED SHOULDER REMOVAL
- MEDIAN REMOVAL
- PAVEMENT REMOVAL
- R — REMOVAL ITEM
- GUARDRAIL REMOVAL
  COMBINATION CURB & GUTTER REMOVAL

NOTE:
*ALL REFERENCES TO ℄ STATIONING UNLESS NOTED OTHERWISE.

**SEE SIGNING AND STRIPING PLANS FOR SIGN REMOVALS



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

REMOVAL PLANS
STA. 254+50 TO STA. 260+50

SCALE: VERT. NONE
HORIZ. 1" = 20'
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

PLOT DATE = 8/9/2007
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PLOT SCALE = 20.0000 ' / IN.
USER NAME = 2pierrid

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	23
STA. 260+50	TO STA. 266+50			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

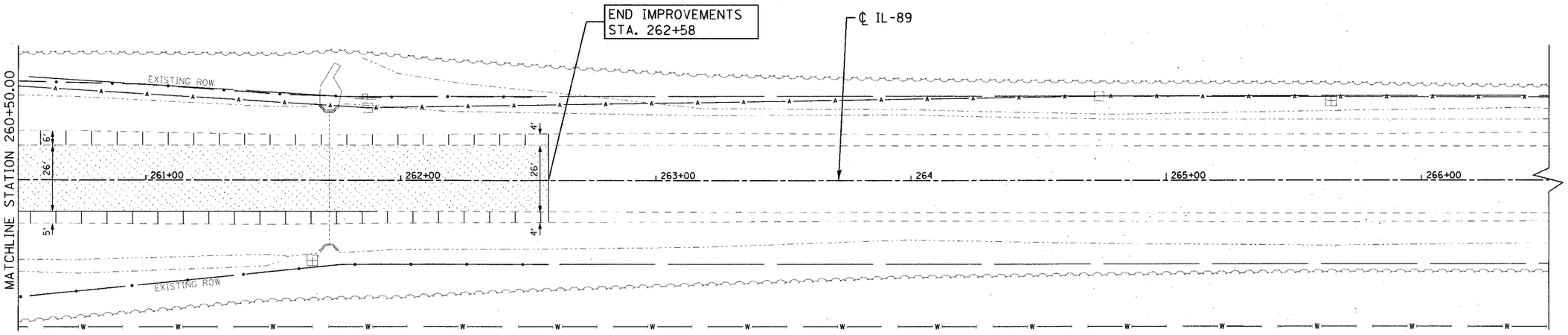
LEGEND

- HOT-MIX ASPHALT SURFACE REMOVAL, 3"
- PAVED SHOULDER REMOVAL
- MEDIAN REMOVAL
- PAVEMENT REMOVAL
- R — REMOVAL ITEM
- GUARDRAIL REMOVAL
  COMBINATION CURB & GUTTER REMOVAL

N

NOTE:
•ALL REFERENCES TO ℄ STATIONING UNLESS NOTED OTHERWISE

••SEE SIGNING AND STRIPING PLANS FOR SIGN REMOVALS



REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

REMOVAL PLANS

STA. 260+50 TO STA. 266+50

SCALE: VERT. NONE
HORIZ. 1" = 20'
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

PLOT DATE = 8/9/2007
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PLOT SCALE = 20.00 ' / IN.
USER NAME = 2pierid

ENTRAN

CONTRACT NO. 66641

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	24
STA. 228+59	TO STA. 232+00			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

BEGIN IMPROVEMENTS
IL-89 OVER I-80
STA. 228+59.00

℄ US 6

℄ US 6/IL-89

EXISTING ROW

STA. 228+34.83 ℄ IL-89
STA. 1807+87.20 ℄ SPRINGCREEK DR.

℄ IL-89

PRC FLAR END SEC 24

LIMITS OF CONSTRUCTION

AGGREGATE SHLDS B
HMA SHOULDERS 6½
HMA SC "D" N70
LEV BIND MM N70

HMA SC "D" N70
LEV BIND MM N70
PCC BASE CSE W 10
AGG SUBGRADE 12

P CUL 1 RCCP 24

ISLAND PAVEMENT SPL
PCC BASE CSE W 10
AGG SUBGRADE 12

INCIDENTAL HMA SURF 1 1/2
HMA BASE CSE 8

INCIDENTAL HMA SURF 1 1/2
HMA BASE CSE 6

℄ SPRINGCREEK DR.

MATCHLINE STATION 232+00

*ALL REFERENCES TO ℄ STATIONING UNLESS NOTED OTHERWISE.

EXISTING IL 89 ℄
PROPOSED NB/SB PGL
MATCH EXISTING
LEFT DITCH
+0.30%

	226+00	226+50	227+00	227+50	228+00	228+50	229+00	229+50	230+00	230+50	231+00	231+50	232+00
EXISTING IL 89 ℄	657.82	657.91	658.00	658.02	657.74	657.81	657.77	658.48	658.03	658.79	658.51	659.29	659.14	659.91	659.86	660.68	660.80	661.80	661.89	662.93
PROPOSED NB/SB PGL	657.82					657.67		657.86		658.19	652.78	658.83		659.47		660.26		661.35		662.43
LEFT DITCH										652.70		652.85	652.93	653.00	653.08	653.15	653.23	653.30	653.38	653.45

PLOT DATE = 8/9/2007
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USER NAME = jquenzel

ENTRAN

IL 89 PLAN AND PROFILE PLANS

CONTRACT NO. 66641

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS NO.
80	06-8HBR	BUREAU	165 25
STA. 232+00	TO STA. 238+00		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT	

LIMITS OF CONSTRUCTION

℄ EB EXIT RAMP

MATCHLINE STATION 110+75

AGGREGATE SHLDS B

STA. 233+61.36 ℄ IL-89
STA. 111+60.71 ℄ EB EXIT RAMP

120'R

105'R

ISLAND PAVEMENT SPL
HMA SC "D" N70
LEV BIND MM N70
PCC BASE CSE W 10
AGG SUBGRADE 12

HMA SHOULDERS 6½

HMA SC "D" N70
LEV BIND MM N70
PCC BASE CSE W 10
AGG SUBGRADE 12

HMA SHOULDERS 9

℄ IL-89

AGGREGATE SHLDS B

HMA SC "D" N70
LEV BIND MM N70

MATCHLINE STATION 232+00

232+00 233+00 234+00 235+00 236+00 237+00

1' STUB

100'R

3'R

2'R

ISLAND PAVEMENT SPL
PCC BASE CSE W 10
AGG SUBGRADE 12

STA. 233+36.58 ℄ IL-89
STA. 51+00.00 ℄ EB ENT. RAMP

150'R

90'R

HMA SHOULDERS 6½

AGGREGATE SHLDS B

LIMITS OF CONSTRUCTION

℄ EB ENTRANCE RAMP

MATCHLINE STATION 52+00

LIMITS OF CONSTRUCTION

TR BAR TRM TI SPL TAN

AGGREGATE SHLDS B

SPBGR TY A

HMA SHOULDERS 9

ISLAND PAVEMENT SPL
PCC BASE CSE W 10
AGG SUBGRADE 12

MATCHLINE STATION 238+00

FULL DEPTH SHOULDERS
HMA SC "D" N70
LEV BIND MM N70
HMA BSE CSE 9¾
AGG SUBGRADE 12

*ALL REFERENCES TO ℄ STATIONING UNLESS NOTED OTHERWISE.

PROPOSED NB/SB PGL

EXISTING IL 89 ℄

+26.80 EL. 674.32

MATCHLINE STATION 232+00

MATCHLINE STATION 238+00

+0.30%

LEFT DITCH

+0.30%

LEFT DITCH

680 670 660 650 640

	232+00	232+50	233+00	233+50	234+00	234+50	235+00	235+50	236+00	236+50	237+00	237+50	238+00
EXISTING IL 89 ℄	662.93	663.01	664.07	664.27	665.35	665.62	666.55	666.93	667.96	668.23	668.88	669.44	670.06
PROPOSED NB/SB PGL	662.43	663.53	663.59	663.68	664.95	665.62	666.28	666.93	667.59	668.23	668.87	669.44	670.02
	653.45	653.53	653.60	653.68	653.75	665.62	666.55	666.93	667.96	668.23	668.88	669.44	670.06
													670.02

	670.57	671.22	671.58	672.15	672.47	673.04	673.32	673.85	674.29	674.49	675.28	675.32
EXISTING IL 89 ℄		671.12		672.03		672.90		673.75		674.80		675.73
PROPOSED NB/SB PGL												

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USER NAME = zpierrid

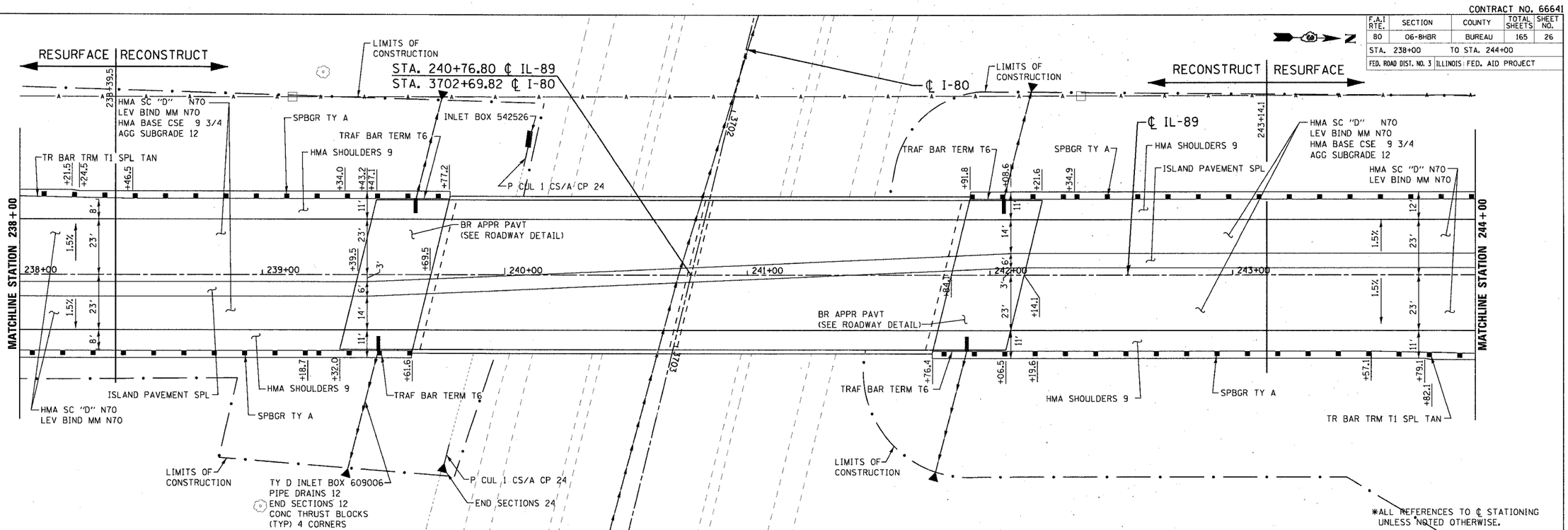
ENTRAN

IL 89 PLAN AND PROFILE PLANS

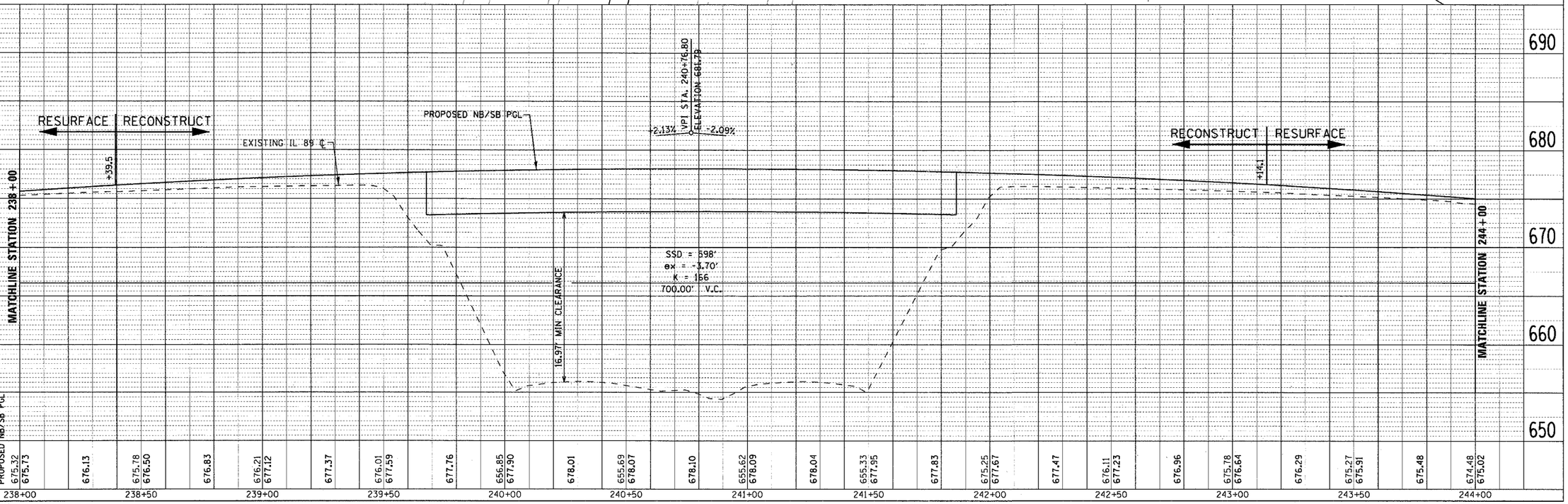
CONTRACT NO. 66641

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	26
STA. 238+00	TO STA. 244+00			
FED. ROAD DIST. NO. 3	ILLINOIS FED. AID PROJECT			

PLAN — SURVEYED / DRAWN / ALIGNMENT CHECKED / ALL DIMENSIONS ARE HORIZONTAL UNLESS NOTED / NOTE BOOK NO. / STA. 238+00 TO STA. 244+00 / BY / DATE



PROFILE — SURVEYED / DRAWN / GRADES CHECKED / STA. PT. IS AT / NOTE BOOK / NO. / STATIONS CHKD / BY / DATE



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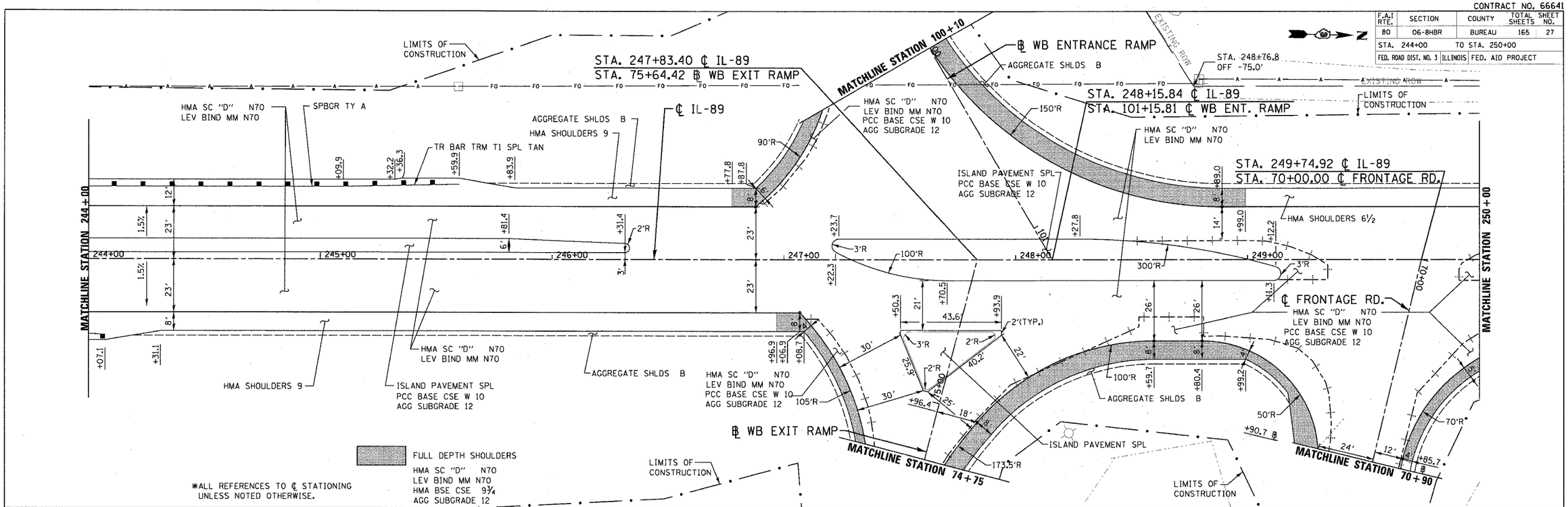
USER NAME = 2pamid

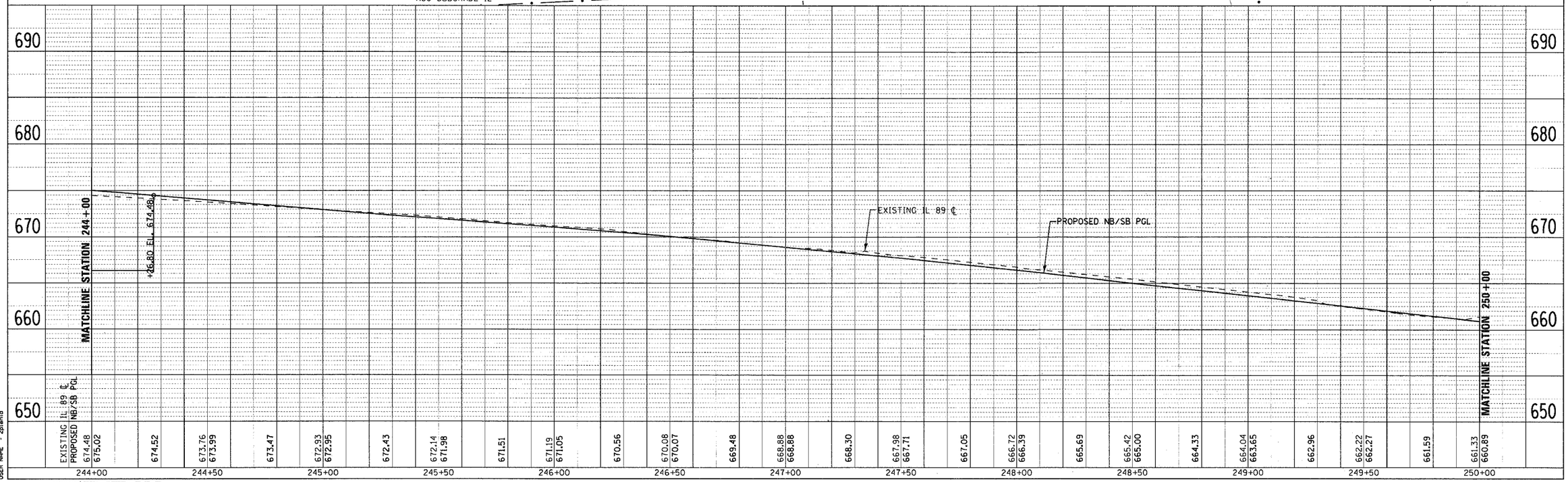
ENTRAN

IL 89 PLAN AND PROFILE PLANS

CONTRACT NO. 66641

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	27
STA. 244+00		TO STA. 250+00		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		





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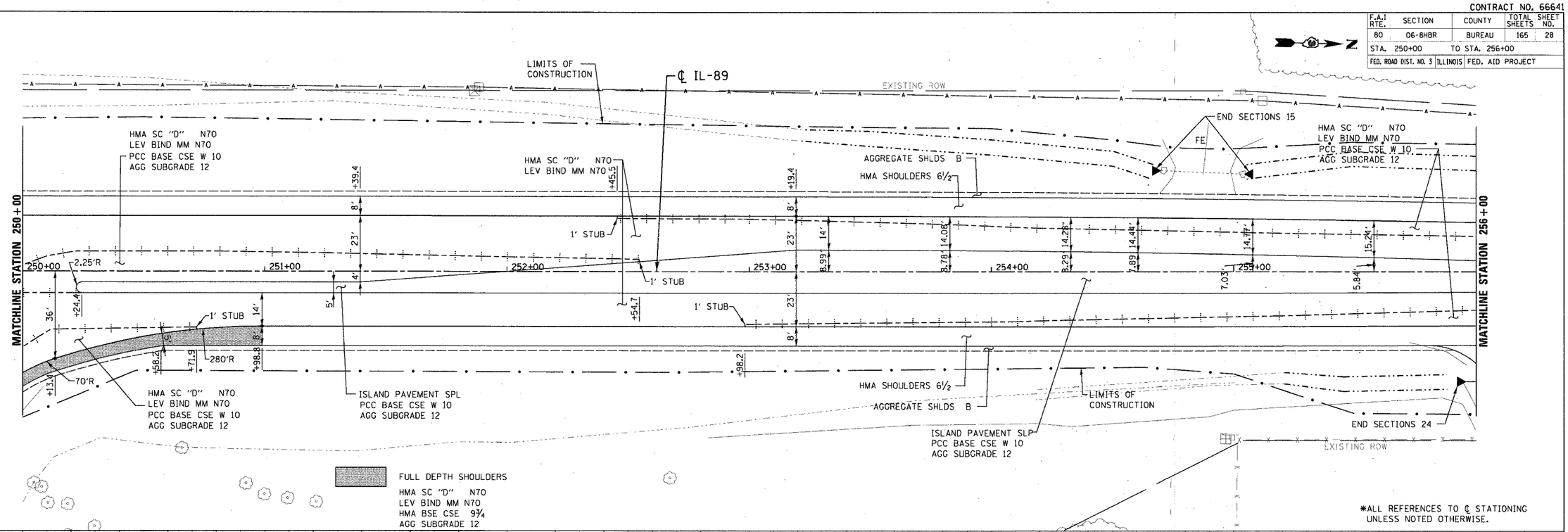
PLOT SCALE = 20.000 '/ IN.
USER NAME = 2pamid

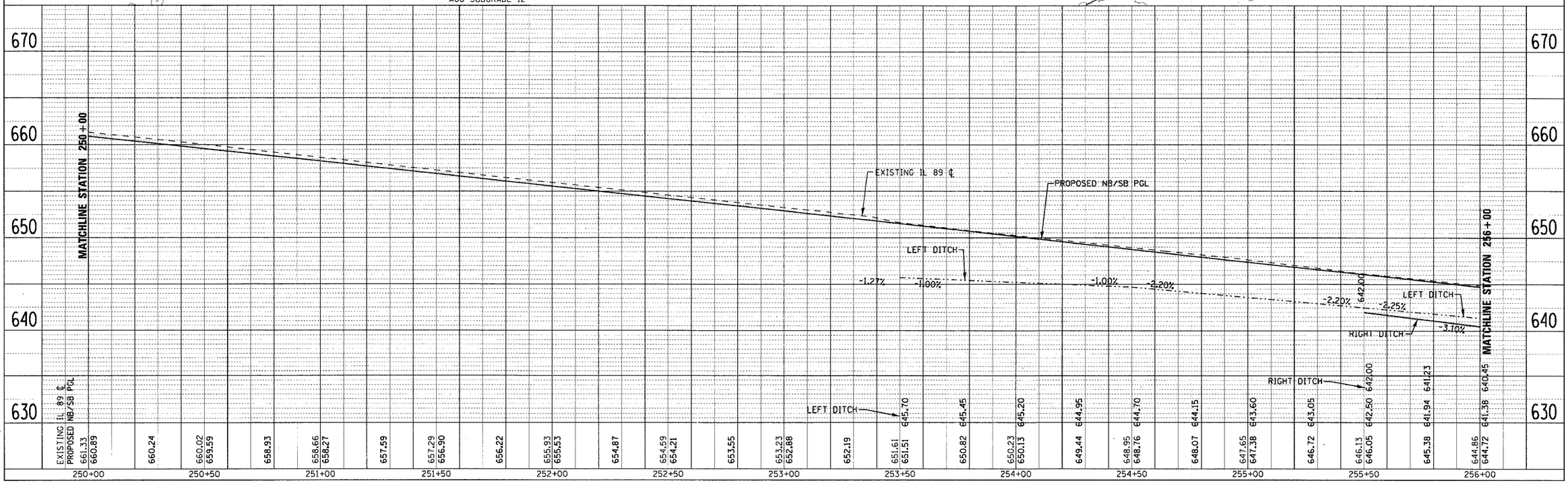
ENTRAN

IL 89 PLAN AND PROFILE PLANS

CONTRACT NO. 66641

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS	NO.
80	06-8HBR	BUREAU	165	28
STA. 250+00		TO STA. 256+00		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		





ENTRAN

IL 89 PLAN AND PROFILE PLANS

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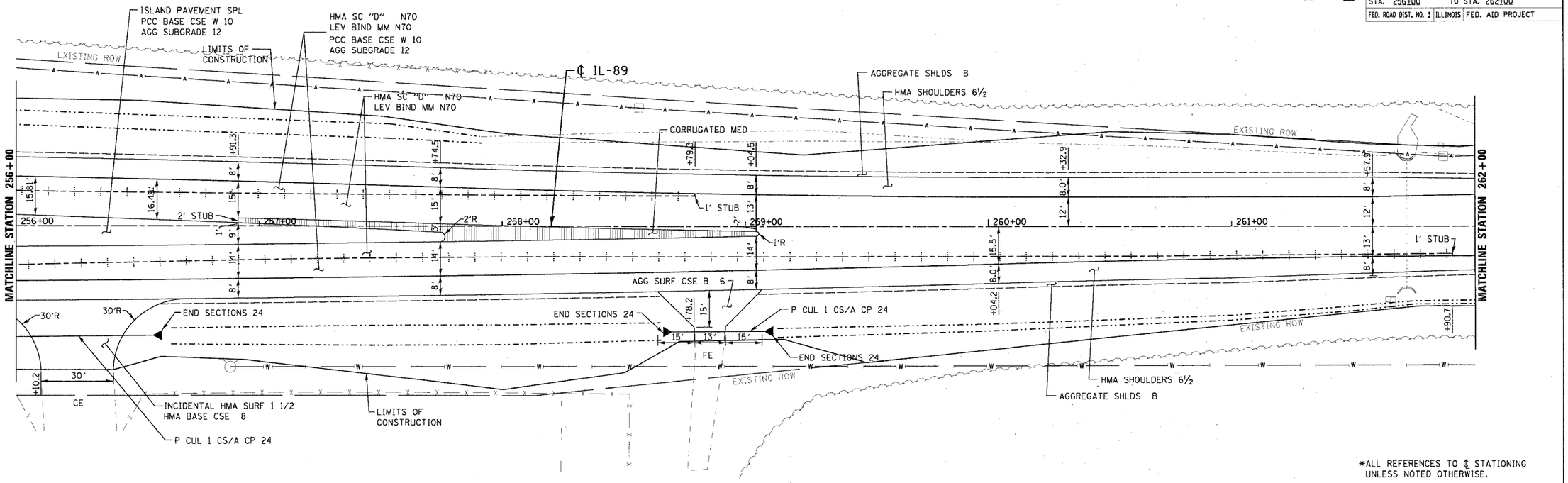
USER NAME = 2pamrd

CONTRACT NO. 66641

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	29
STA. 256+00		TO STA. 262+00		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

N

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
GRADES CHECKED
NOTE BOOK
NO.
STA. NO. RE
STA. NO. RE INDICATES D-HD
BY
DATE



*ALL REFERENCES TO ℄ STATIONING UNLESS NOTED OTHERWISE.

PROFILE
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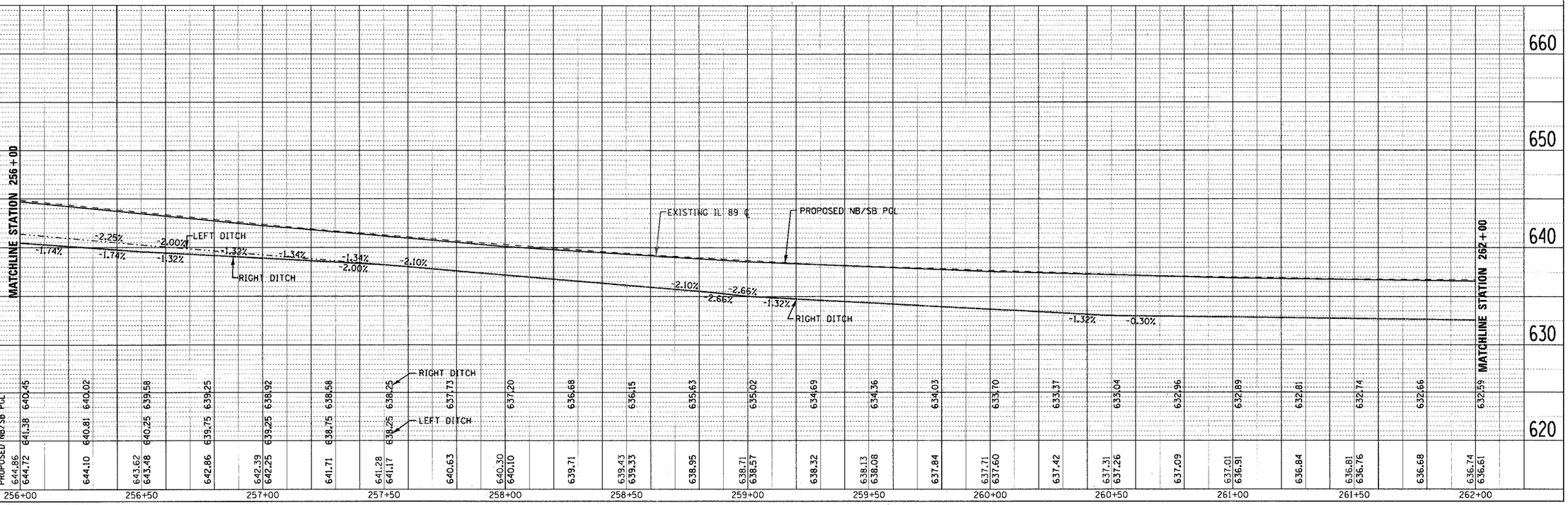
PLOTTED
GRADES CHECKED
NOTE BOOK
NO.
STA. NO. RE
STA. NO. RE INDICATES D-HD
BY
DATE



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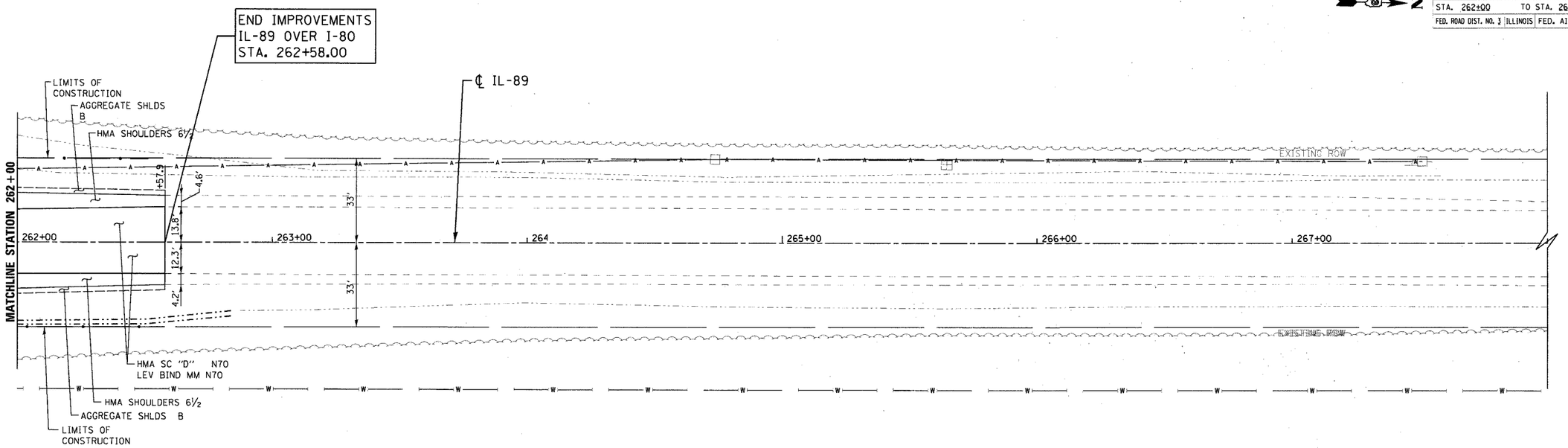
ENTRAN

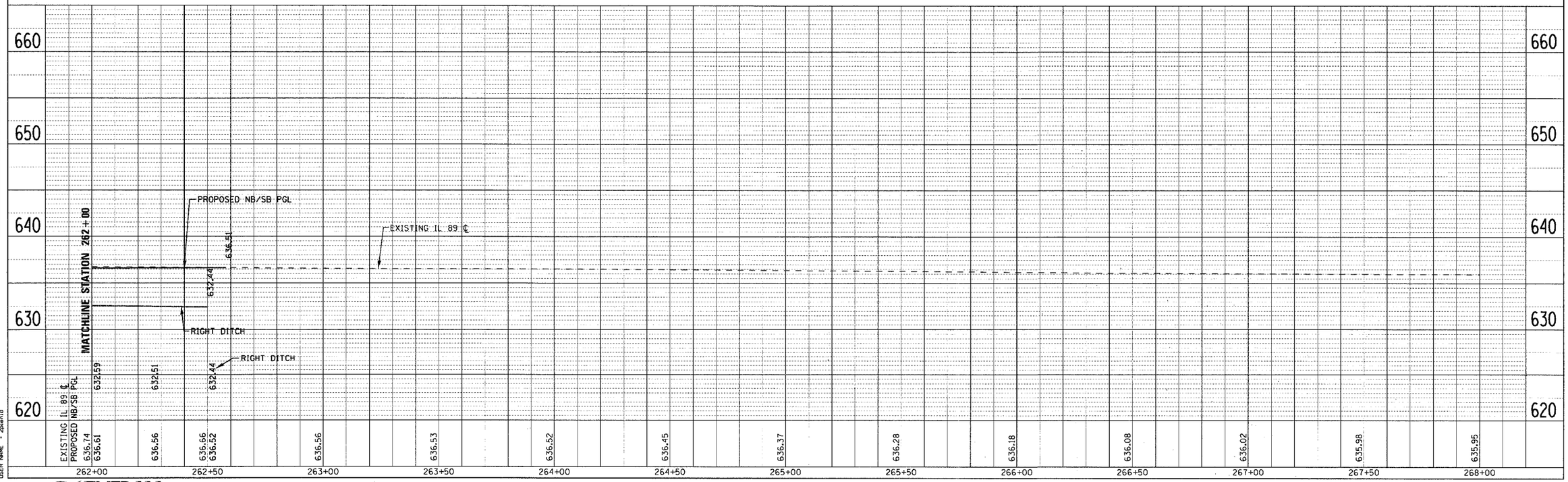
IL 89 PLAN AND PROFILE PLANS

CONTRACT NO. 66641

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	30
STA. 262+00		TO STA. 262+58		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



*ALL REFERENCES TO ℄ STATIONING UNLESS NOTED OTHERWISE.



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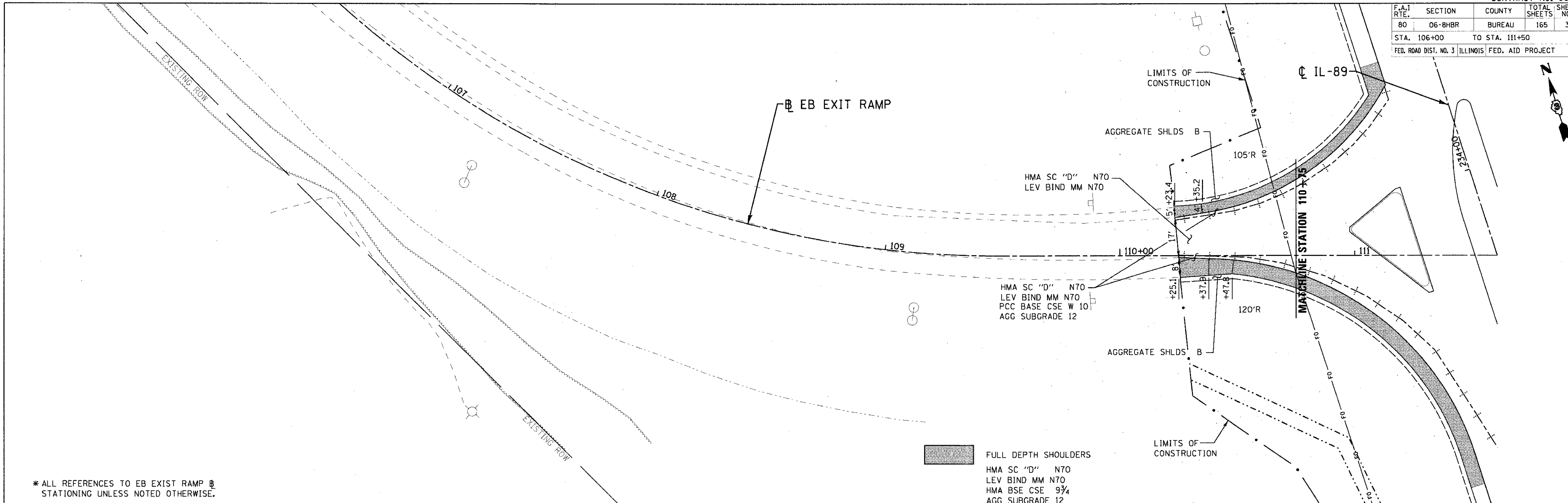
USER NAME = 2penrod

ENTRAN

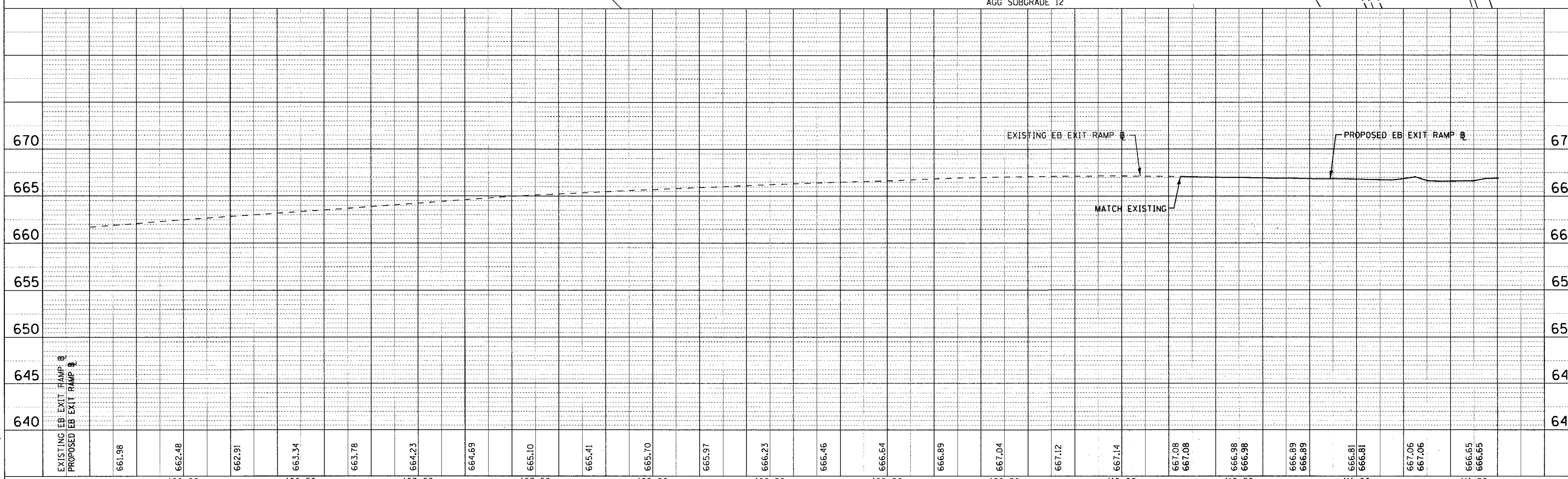
IL 89 PLAN AND PROFILE PLANS

CONTRACT NO. 66641

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	31
STA. 106+00	TO STA. 111+50			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



* ALL REFERENCES TO EB EXIST RAMP ℄ STATIONING UNLESS NOTED OTHERWISE.



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PROFILE: NOTE BOOK NO. ___ SURVEYED / PLOTTED / GRADES CHECKED / B.M. NOTED / STRUCTURE NOTAT'NS CH'KD | BY | DATE

PLOT DATE = 8/9/2007
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USER NAME = 2piend

ENTRAN

EB EXIT RAMP PLAN AND PROFILE PLANS

CONTRACT NO. 66641

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	32
STA. 51+00	TO STA. 57+00			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
CROSS SECTIONS CHECKED
NOTE BOOK
NO.
DATE
BY

℄ IL-89

234+00

6'

+62.1

LIMITS OF CONSTRUCTION

90'R

AGGREGATE SHLDS B

HMA SHOULDERS 6½

HMA SC "D" N70
LEV BIND MM N70

℄ EB ENTRANCE RAMP

+71.8

+50.0

20.8'

6'

4.7'

16'

8.5'

51

52

53

54

55+00

56

MATCHLINE STATION 52+00

+26.8

6'

150'R

LIMITS OF CONSTRUCTION

HMA SHOULDERS 6½

AGGREGATE SHLDS B

EXISTING ROW

EXISTING ROW

ROW

FULL DEPTH SHOULDERS

HMA SC "D" N70
LEV BIND MM N70
HMA BSE CSE 9¾
AGG SUBGRADE 12

* ALL REFERENCES TO EB ENTRANCE RAMP ℄ STATIONING UNLESS NOTED OTHERWISE.

PROFILE
SURVEYED
PLOTTED
CROSS SECTIONS CHECKED
NOTE BOOK
NO.
DATE
BY
STRUCTURE NO(S) AND OPNG

PROPOSED EB ENTRANCE RAMP ℄

EXISTING EB ENTRANCE RAMP ℄

MATCH EXISTING

670
665
660
655
650
645
640

	51+00	51+50	52+00	52+50	53+00	53+50	54+00	54+50	55+00	55+50	56+00	56+50	57+00
EXISTING EB ENTRANCE RAMP ℄	666.24	666.07	666.11	666.04	665.98	665.94	665.82	665.65	665.45	665.26	665.06	664.90	664.76	664.61	664.46	664.30	664.13	663.93	663.69	663.44	663.19	662.89	662.59	662.28	661.93
PROPOSED EB ENTRANCE RAMP ℄	666.24	666.07	666.11	666.04	665.98	665.94	665.82	665.65	665.45	665.26	665.06														

PLOT DATE = 8/4/2007
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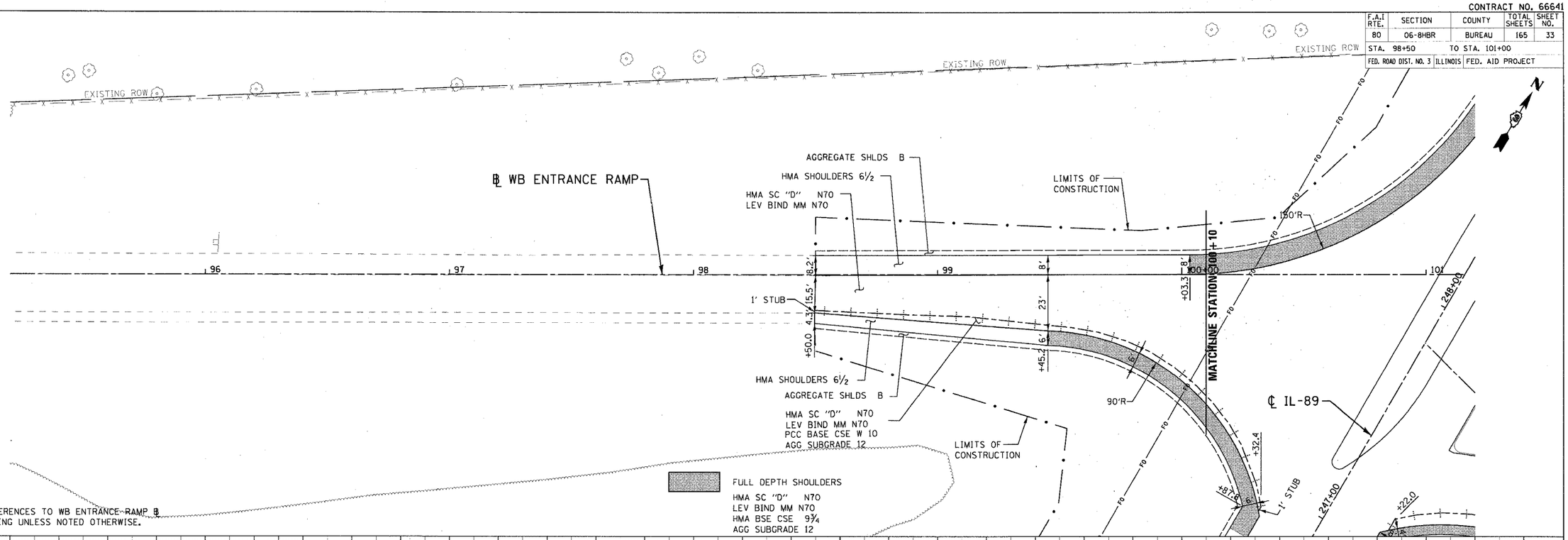
USER NAME = 2pannd

ENTRAN

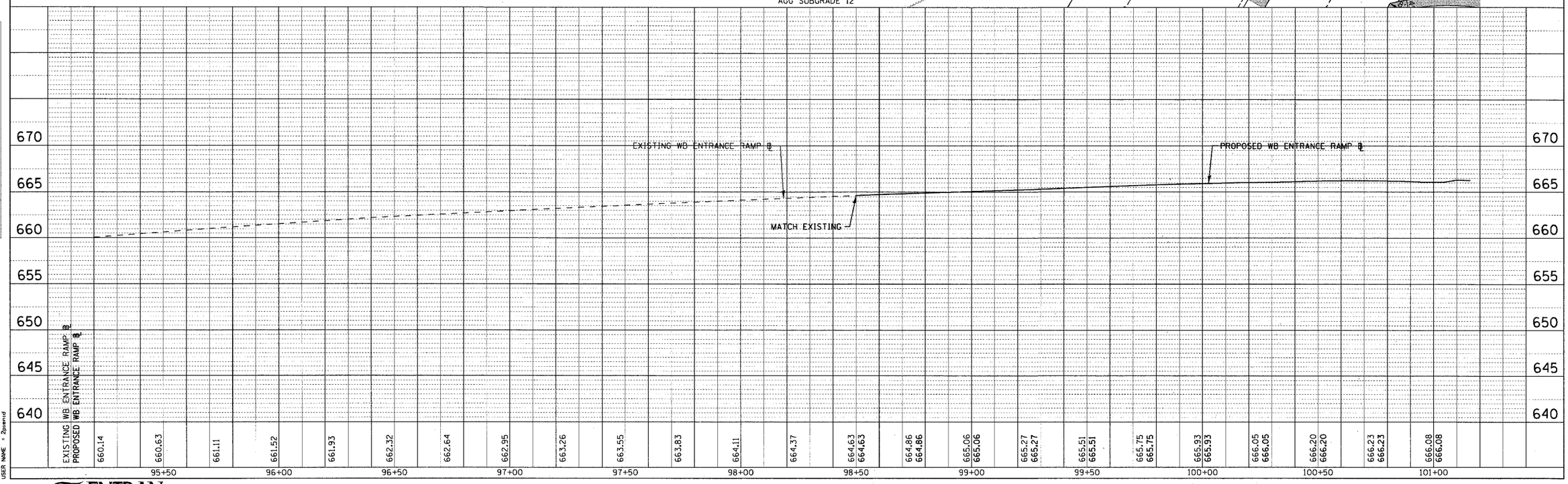
EB ENTRANCE RAMP PLAN AND PROFILE PLANS

CONTRACT NO. 66641

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	33
STA. 98+50		TO STA. 101+00		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



* ALL REFERENCES TO WB ENTRANCE RAMP ℄ STATIONING UNLESS NOTED OTHERWISE.



ENTRAN

WB ENTRANCE RAMP PLAN AND PROFILE PLANS

PLAN: SURVEYED, PLOTTED, NO. OF PLANS, NOTE BOOK, NO., BY, DATE, CADD FILE NAME

PROFILE: SURVEYED, PLOTTED, NOTE BOOK, NO., BY, DATE, CHARTS CHECKED, ALIGNMENT, STRUCTURE NO'S/ANG. CRKD

PLOT DATE = 8/9/2007
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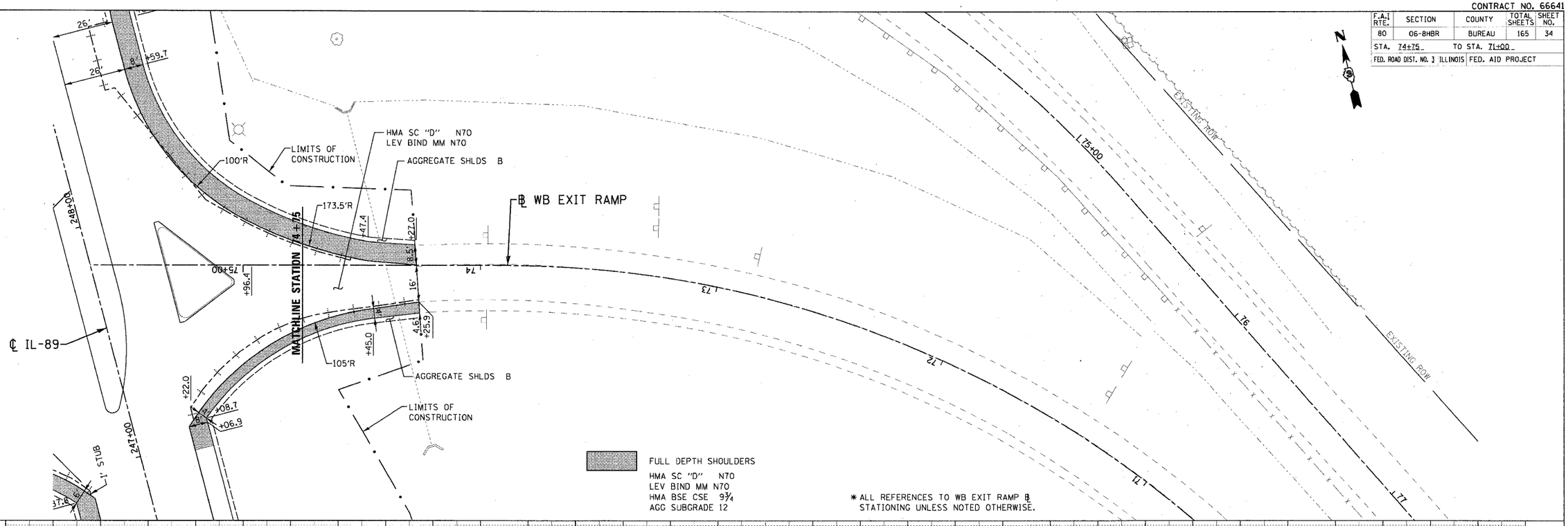
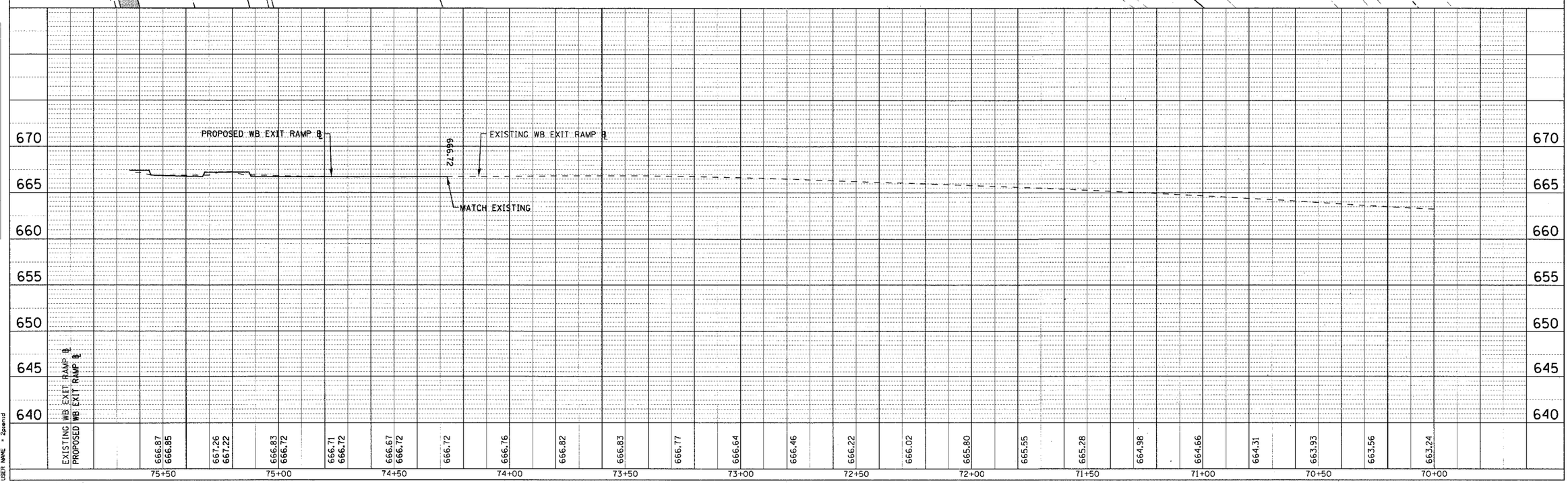
USER NAME = jsmand

CONTRACT NO. 66641

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	34
STA. 74+75		TO STA. 71+00		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		





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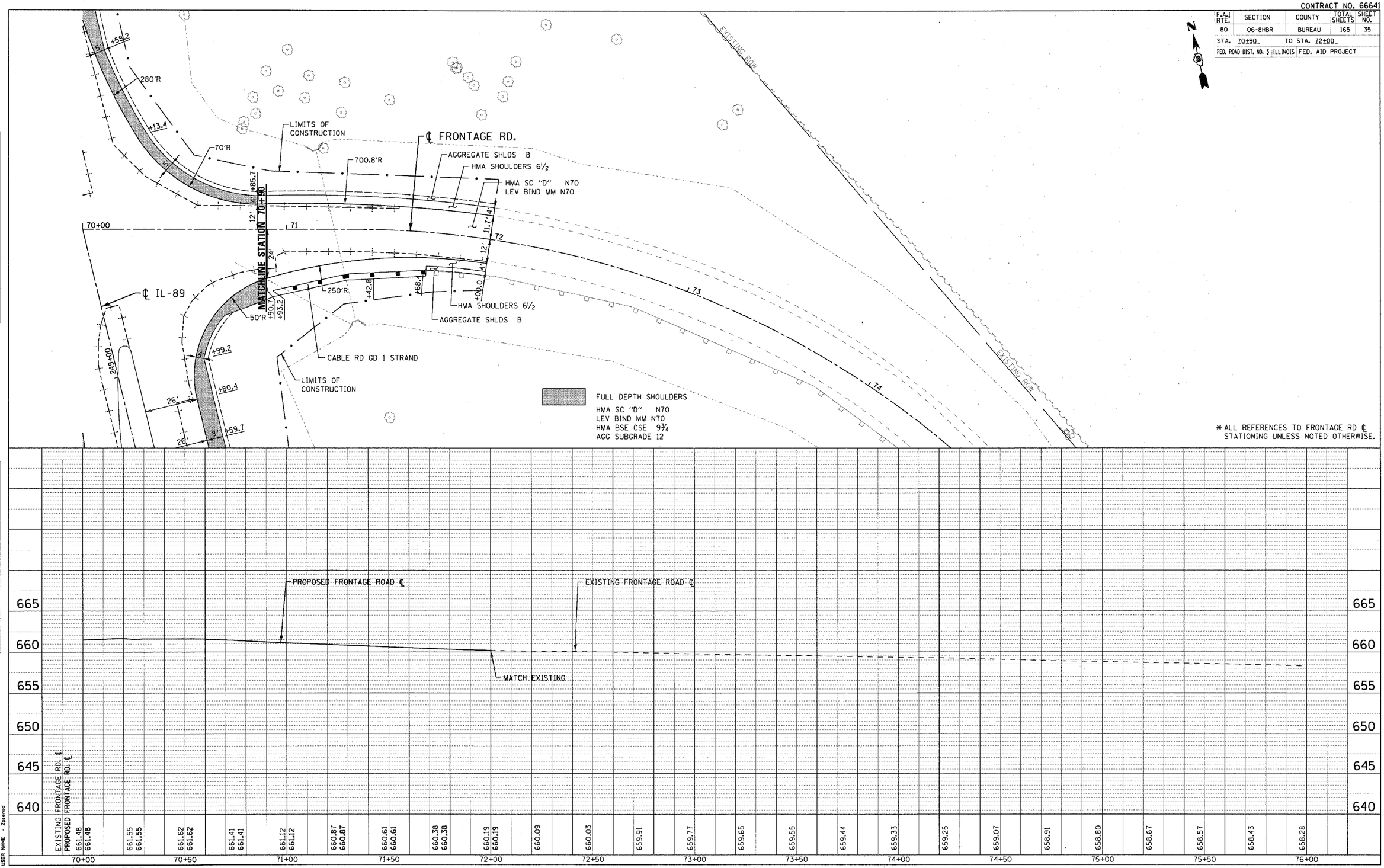
PLOT SCALE = 20.000 '/ IN.
USER NAME = 2asmid

ENTRAN

WB EXIT RAMP PLAN AND PROFILE PLANS

CONTRACT NO. 66641

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	35
STA. 70+90	TO STA. 72+00			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



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PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, DATUM, NOTE BOOK, NO., STRUCTURE NO'S ADD'D, CK'KD, BY, DATE

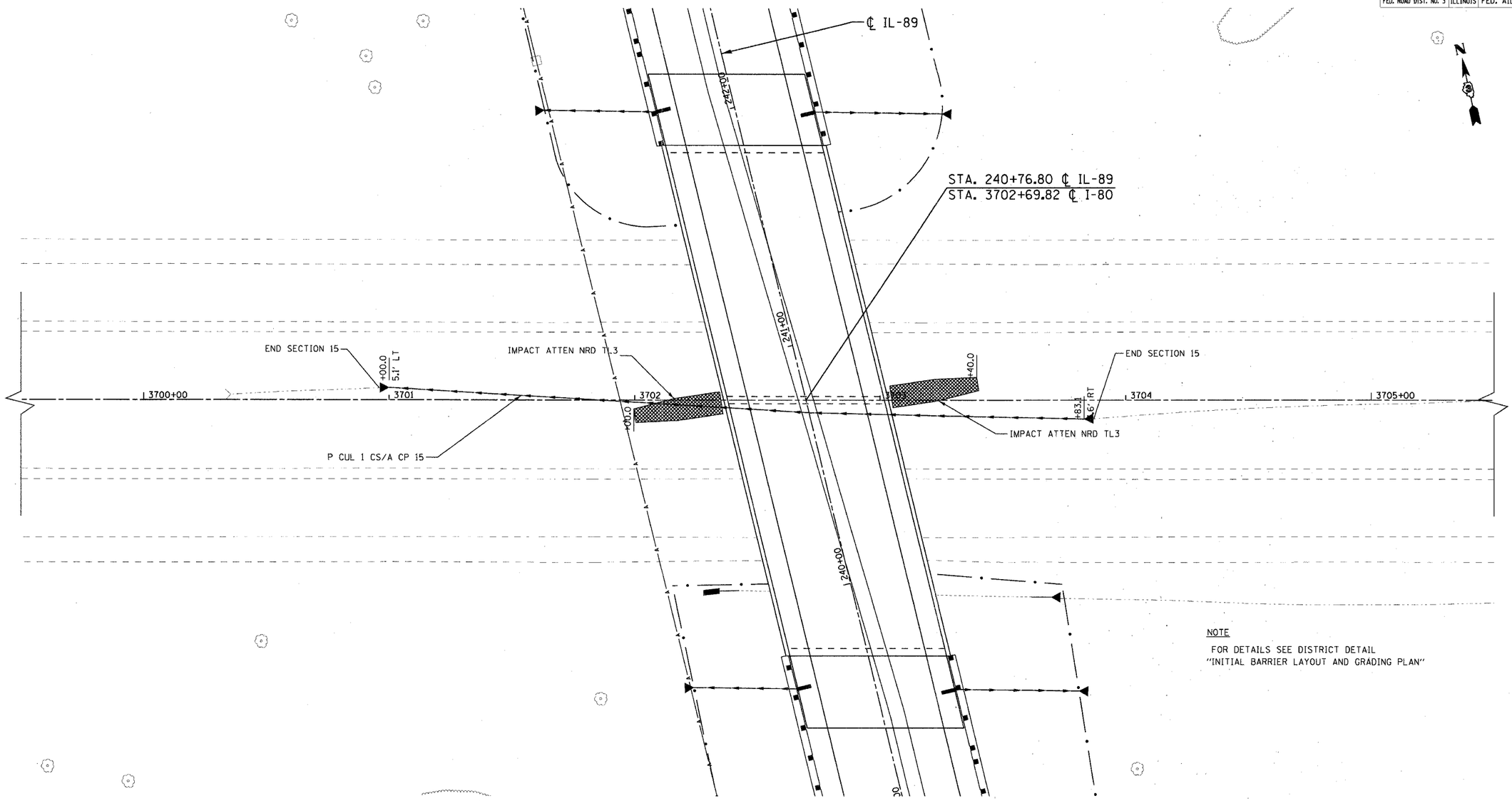
PLOT DATE = 8/4/2007
FILE NAME = c:\projects\126408\9.002\cadd\SPR12.rda
PLOT SCALE = 20.00 ' / IN.
USER NAME = 2psenid

ENTRAN

FRONTAGE ROAD PLAN AND PROFILE PLANS

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	36
STA. 3699+50.00		TO STA. 3705+50.00		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



NOTE

FOR DETAILS SEE DISTRICT DETAIL
"INITIAL BARRIER LAYOUT AND GRADING PLAN"

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

PROPOSED PLAN

INTERSTATE 80

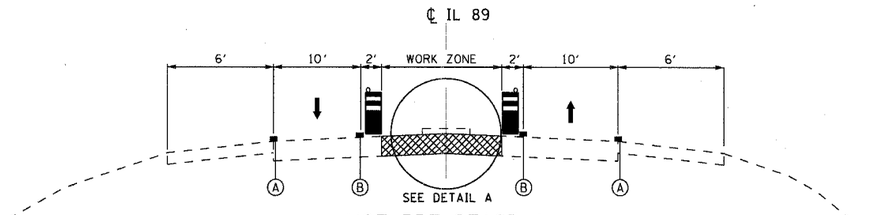
SCALE: VERT. NONE
HORIZ. NONE
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

ENTRAN

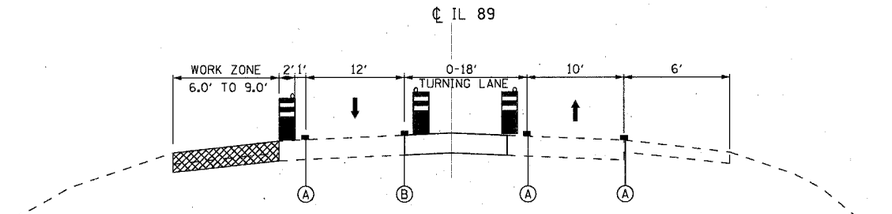
CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	37
STA.	TO STA.			
FED. ROAD DIST. NO. 3 ILLINOIS	FED. AID PROJECT			



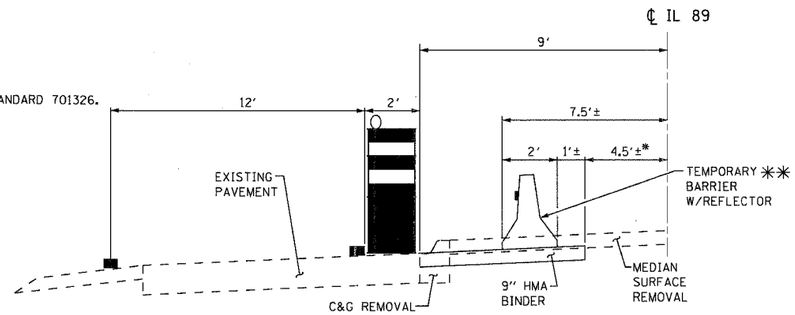
MOT PRE-STAGE A
STA 228+50 TO STA 262+60

1. REMOVE MEDIAN CURB & GUTTER, MEDIAN, AND PAVEMENT MARKING LINES.
2. INSTALL 9" HMA BINDER, PAID FOR AS "HMA SHOULDERS 9" TO HANDLE TRAFFIC IN STAGE 1 AND STAGE 2.
3. SIGNING AND BARRICADING IN ACCORDANCE WITH STANDARDS 701502 AND 701701.
4. TO BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION, STANDARD 701326.



MOT PRE-STAGE B
STA 228+50 TO STA 262+60

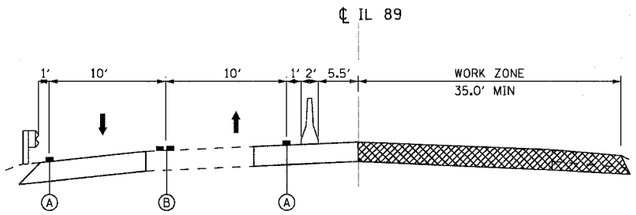
1. REMOVE SOUTHBOUND OUTSIDE SHOULDER AND GUARDRAIL.
2. INSTALL 9" HMA BINDER, PAID FOR AS "HMA SHOULDERS 9" TO HANDLE TRAFFIC IN STAGE 1.
3. SIGNING AND BARRICADING IN ACCORDANCE WITH STANDARDS 701326 AND 701502
4. TO BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION, STANDARD 701326.



DETAIL A

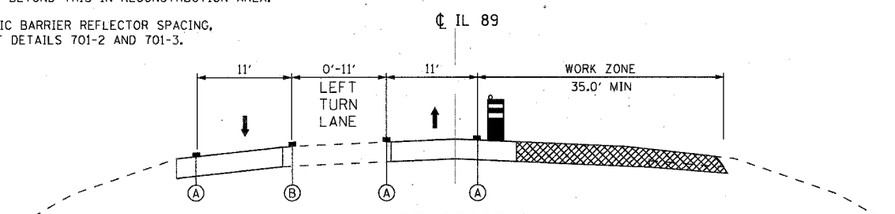
* TEMPORARY PAVEMENT SHOULD NOT BE CONSTRUCTED BEYOND THIS IN RECONSTRUCTION AREA.

** FOR PRISMATIC BARRIER REFLECTOR SPACING, SEE DISTRICT DETAILS 701-2 AND 701-3.



MOT STAGE 1
STA 238+10 TO STA 243+70
(LOOKING NORTH)

1. REMOVE AND REPLACE THE NORTHBOUND STRUCTURE.
2. REMOVE THE PAVEMENT ON EACH SIDE OF THE BRIDGE AND ANY CONFLICTING PAVEMENT MARKING LINES.
3. INSTALL THE BASE AND BINDER COURSES AND OUTSIDE SHOULDER.
4. TO BE PAID FOR AS TRAFFIC CONTROL COMPLETE.



MOT STAGE 1
STA 228+60 TO STA 238+10
STA 243+70 TO STA 255+00
(LOOKING NORTH)

1. REMOVE AND REPLACE THE NORTHBOUND STRUCTURE.
2. REMOVE THE PAVEMENT ON EACH SIDE OF THE BRIDGE.
3. INSTALL THE BASE AND BINDER COURSES AND OUTSIDE SHOULDER.
4. TO BE PAID FOR AS TRAFFIC CONTROL COMPLETE.

MOT LEGEND

- (A) TEMPORARY PAVEMENT MARKING - LINE 4", WHITE (70300220)
- (B) TEMPORARY PAVEMENT MARKING - LINE 4", YELLOW (70300220)
- (C) PAVEMENT MARKING TAPE, TYPE III 4", WHITE (70300520) (ON APPROACH SLAB AND BRIDGE ONLY)
- (D) PAVEMENT MARKING TAPE, TYPE III 4", YELLOW (70300520) (ON APPROACH SLAB AND BRIDGE ONLY)

* NOTE: STAGES 1, 2, AND 3 - SIGNING AND FLAGGERS SHALL BE IN ACCORDANCE WITH STATE STANDARD 701326 WHEN THE CONTRACTOR'S OPERATIONS ENCROACH INTO THE OPEN.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS

SCALE: VERT. NONE
HORIZ. NONE
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

PLOT DATE = 8/9/2007
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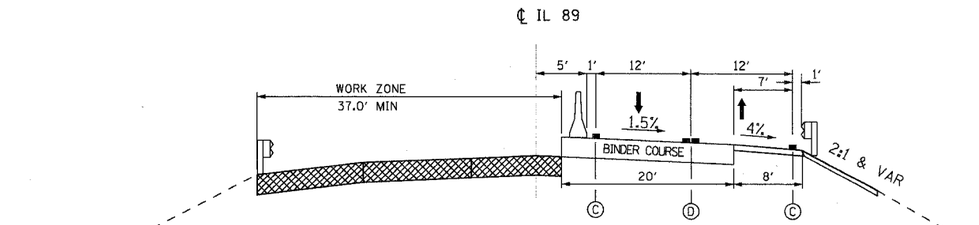
PLOT TIME = 10:26:36 AM

ENTRAN

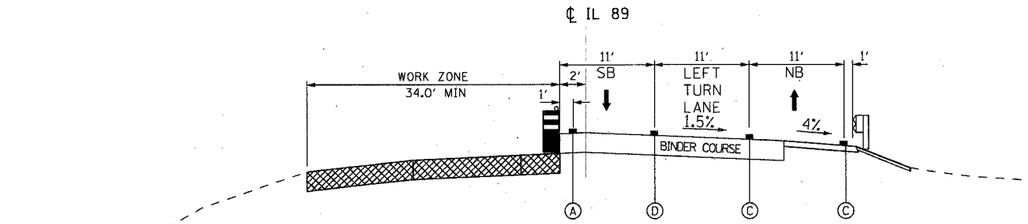
CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	38
STA.		TO STA.		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



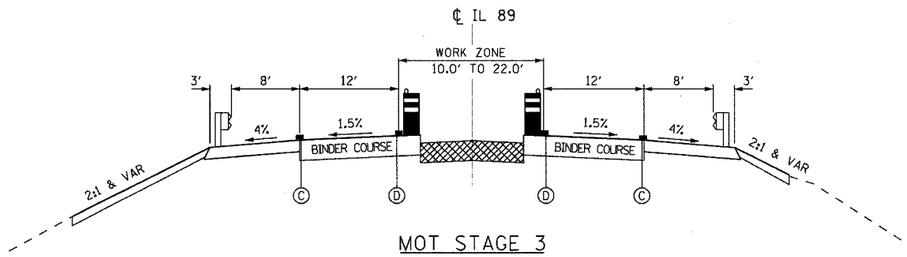
MOT STAGE 2
STA 238+40 TO STA 243+60
(LOOKING NORTH)

1. REMOVE AND REPLACE THE SOUTHBOUND STRUCTURE.
2. REMOVE THE PAVEMENT ON EACH SIDE OF THE BRIDGE.
3. INSTALL THE BASE AND BINDER COURSES AND OUTSIDE SHOULDER.
4. TO BE PAID FOR AS TRAFFIC CONTROL COMPLETE.



MOT STAGE 2
STA 229+20 TO STA 238+40
STA 243+60 TO STA 254+50
(LOOKING NORTH)

1. REMOVE AND REPLACE THE SOUTHBOUND STRUCTURE.
2. REMOVE THE PAVEMENT ON EACH SIDE OF THE BRIDGE.
3. INSTALL THE BASE AND BINDER COURSES AND OUTSIDE SHOULDER.
4. TO BE PAID FOR AS TRAFFIC CONTROL COMPLETE.



MOT STAGE 3
STA 228+50 TO STA 262+60

1. MILL EACH END OF PROJECT.
2. INSTALL NEW MEDIAN.
3. TO BE PAID FOR AS TRAFFIC CONTROL COMPLETE.

MOT STAGE 4
STA 228+50 TO STA 262+60

1. PLACE SURFACE BETWEEN PROJECT LIMITS.
2. MOT ACCORDING TO STATE STANDARD 701306
3. TO BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION, STANDARD 701306.

MOT LEGEND

(A) TEMPORARY PAVEMENT MARKING - LINE 4", WHITE (70300220)
(B) TEMPORARY PAVEMENT MARKING - LINE 4", YELLOW (70300220)
(C) PAVEMENT MARKING TAPE, TYPE III 4", WHITE (70300520) (ON APPROACH SLAB AND BRIDGE ONLY)
(D) PAVEMENT MARKING TAPE, TYPE III 4", YELLOW (70300520) (ON APPROACH SLAB AND BRIDGE ONLY)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS

SCALE: VERT. NONE
HORIZ. NONE
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	39
STA. 226+00	TO STA. 232+00			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

LEGEND

- CONSTRUCTION ZONE
- DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHTS
- TRAFFIC DIRECTION
- TEMPORARY CONCRETE BARRIER WALL
- STEEL PLATE BEAM GUARDRAIL, TYPE A
- TYPE III BARRICADE
- PAVEMENT PLACED IN PRE-STAGES

ROAD CONSTRUCTION AHEAD
STA. 1806+00

END CONSTRUCTION
C20-2
STA. 227+00

EXISTING ROW

℄ US 6

℄ US 6/IL-89

BEGIN IMPROVEMENTS
STA. 228+59

TEMP PVT MK LINE 12, WHITE

℄ IL-89

TEMP PVT MK LINE 4, YELLOW

TEMP PVT MK LINE 4, WHITE

226+00 227+00 228+00 229+00 230+00 231+00

+21.9 16' +55.0 +52.3 16'

+90.6 14' +39.2 25' (TYP.)

MATCHLINE STATION 232+00.00

1806 1807 1808 1809

℄ SPRINGCREEK DR.

500'

STA. 222+39

START OF WORK
STA. 227+39

30 MPH

ROAD CONSTRUCTION AHEAD
STA. 1810+00

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80
MAINTENANCE OF TRAFFIC
STAGE 1
STA. 226+00 TO STA. 232+00

SCALE: VERT. NONE
HORIZ. 1" = 20'
DATE: 08/10/07

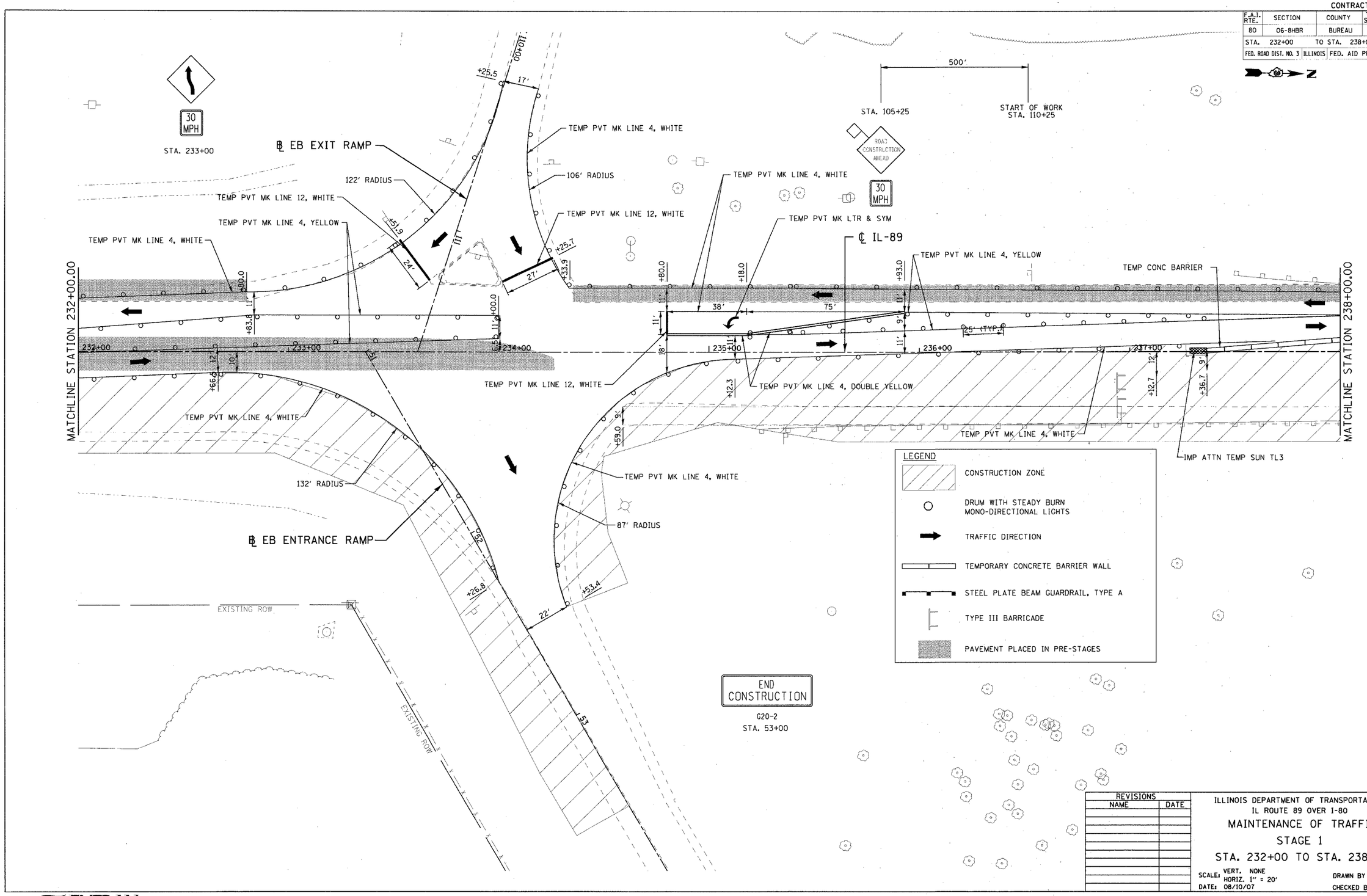
DRAWN BY ACE/CAD
CHECKED BY TMH

PLOT DATE = 8/9/2007
FILE NAME = e:\projects\x2854089.882\cadd\89MT181.dgn
PLOT SCALE = 20.00 ' / IN.
USER NAME = 2pamrd

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	40
STA. 232+00	TO STA. 238+00			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80
MAINTENANCE OF TRAFFIC
STAGE 1
STA. 232+00 TO STA. 238+00

SCALE: VERT. NONE
HORIZ. 1" = 20'
DATE: 08/10/07

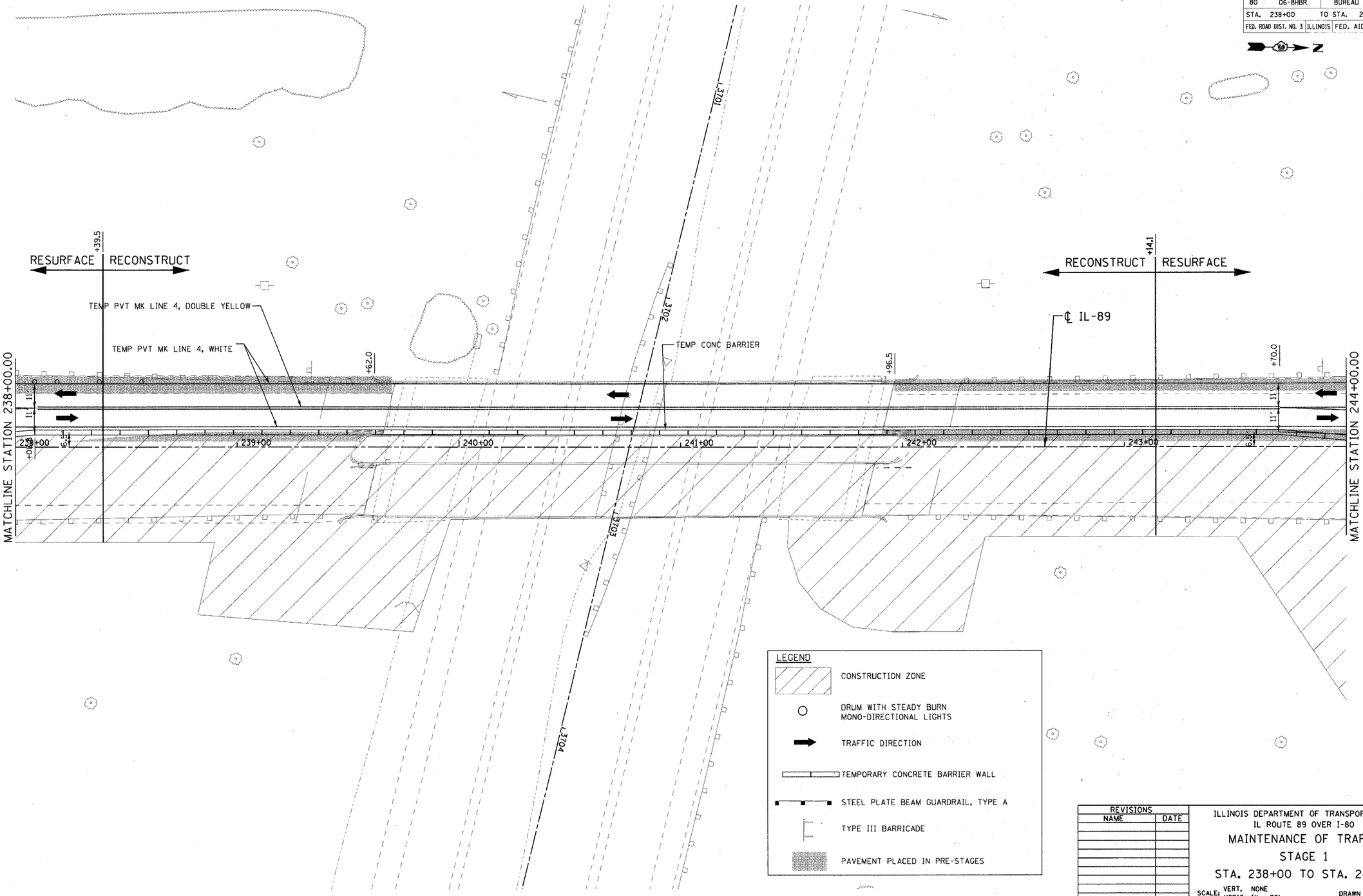
DRAWN BY ACE/CAD
CHECKED BY TMH

PLOT DATE = 8/15/2007
FILE NAME = c:\projects\20654889.002\cadd\659m1102.dgn
PLOT SCALE = 20.00 '/ IN.
USER NAME = 2pamid

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	41
STA. 238+00	TO STA. 244+00			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



LEGEND

- CONSTRUCTION ZONE
- DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHTS
- TRAFFIC DIRECTION
- TEMPORARY CONCRETE BARRIER WALL
- STEEL PLATE BEAM GUARDRAIL, TYPE A
- TYPE III BARRICADE
- PAVEMENT PLACED IN PRE-STAGES

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

MAINTENANCE OF TRAFFIC
STAGE 1
STA. 238+00 TO STA. 244+00

SCALE: VERT. NONE
HORIZ. 1" = 20'
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

PLOT DATE = 8/9/2007
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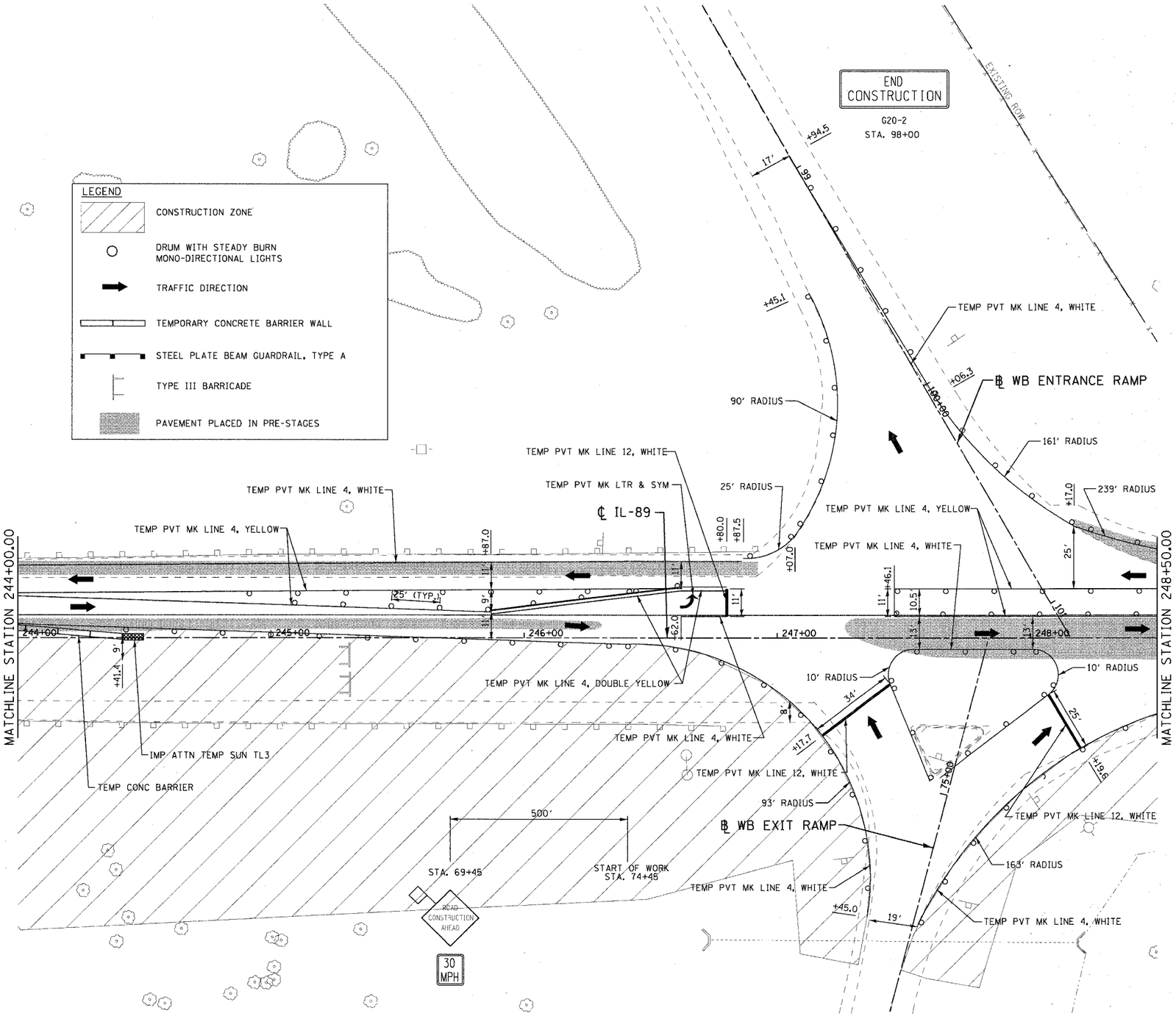
USER NAME = 2pamid

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	42
STA. 244+00		TO STA. 248+50		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



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USER NAME = 2plend

ENTRAN

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80
MAINTENANCE OF TRAFFIC
STAGE 1
STA. 244+00 TO STA. 248+50

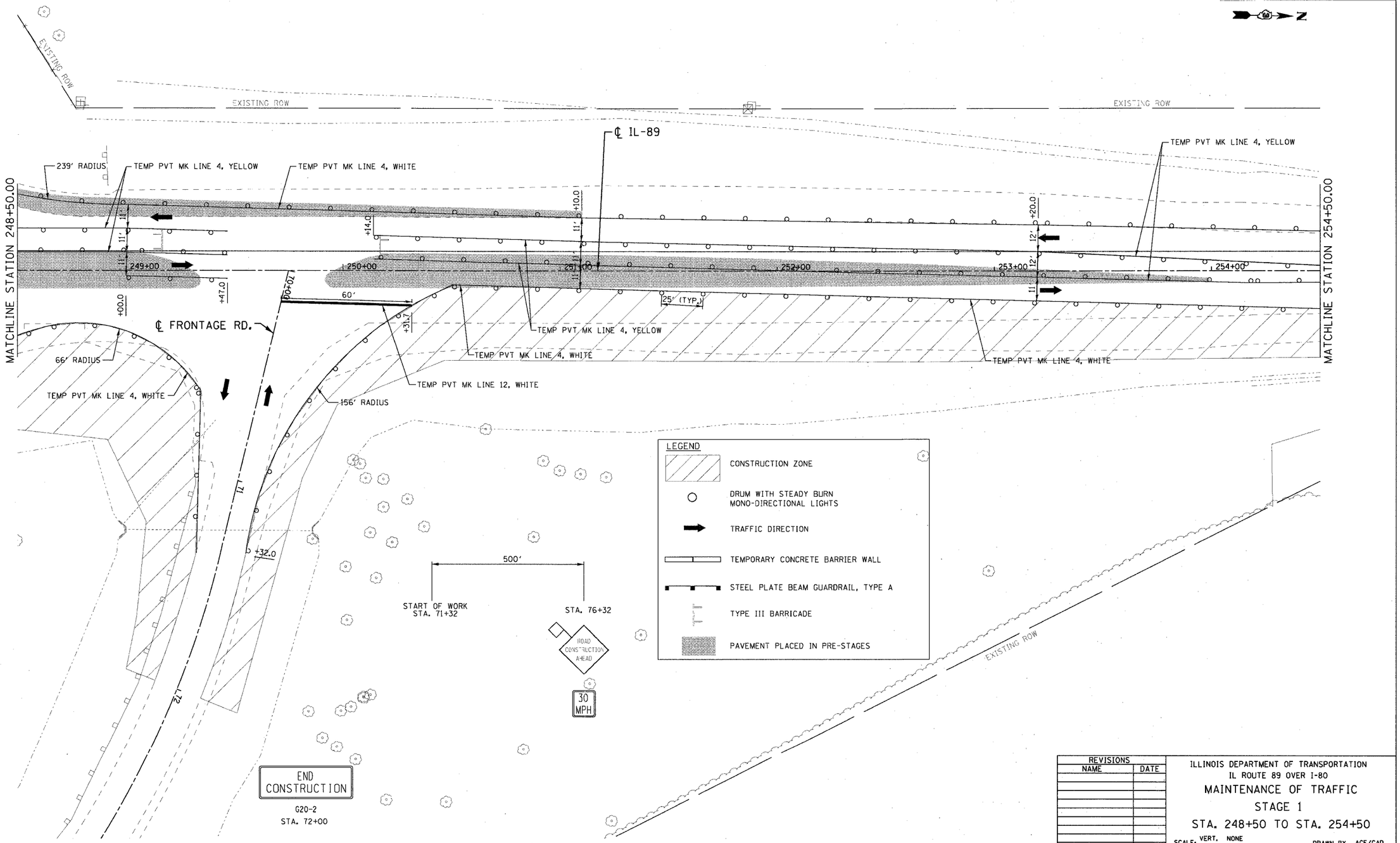
SCALE: VERT. NONE
HORIZ. 1" = 20'
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	43
STA. 248+50	TO STA. 254+50			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

N



REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

MAINTENANCE OF TRAFFIC
STAGE 1
STA. 248+50 TO STA. 254+50

SCALE: VERT. NONE
HORIZ. 1" = 20'
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

PLOT DATE = 8/9/2007
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PLOT SCALE = 20.0000 '/ IN.
USER NAME = zpsmid

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS NO.
80	06-8HBR	BUREAU	165 44
STA. 254+50		TO STA. 260+50	
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT	

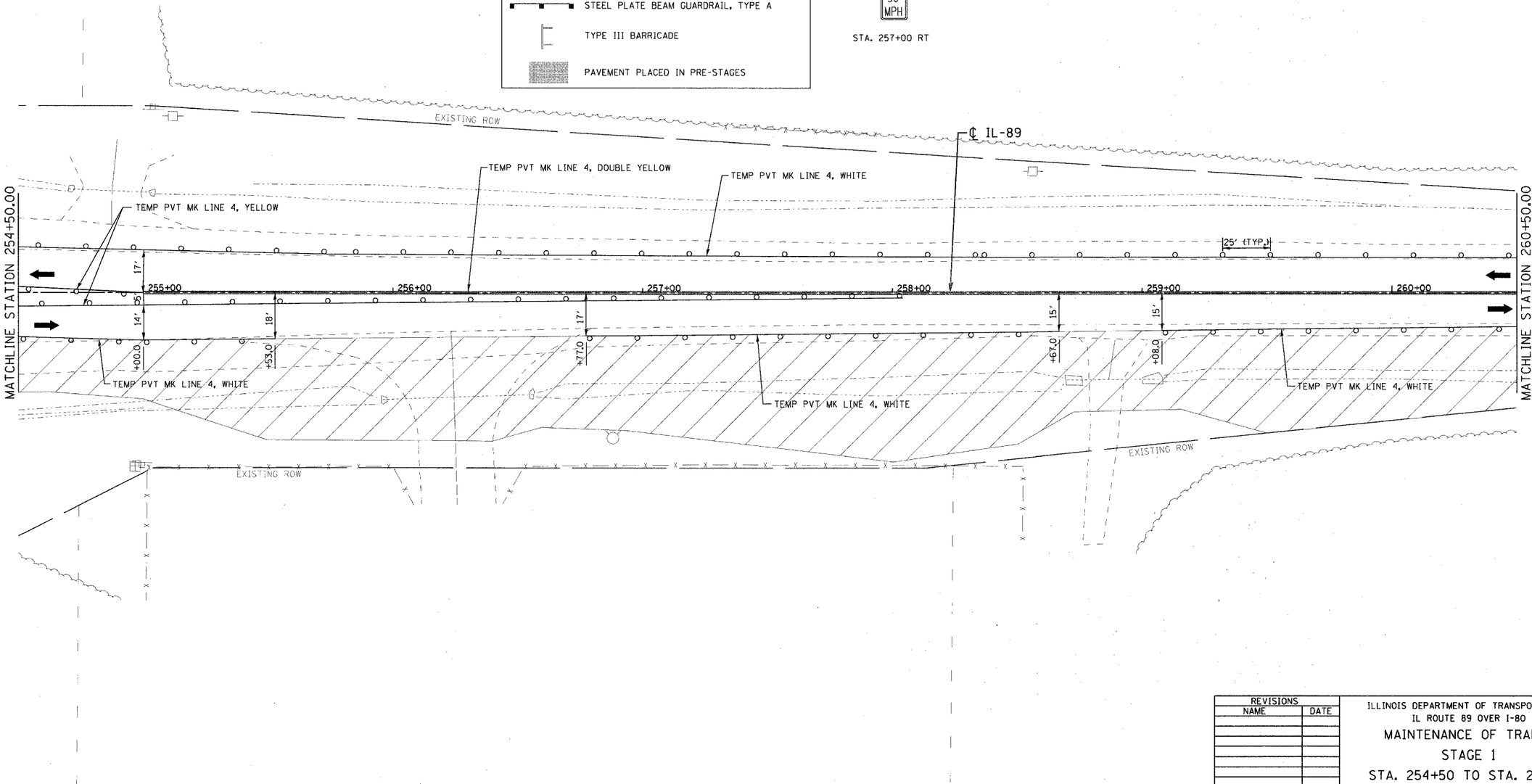
N

LEGEND

- CONSTRUCTION ZONE
- DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHTS
- TRAFFIC DIRECTION
- TEMPORARY CONCRETE BARRIER WALL
- STEEL PLATE BEAM GUARDRAIL, TYPE A
- TYPE III BARRICADE
- PAVEMENT PLACED IN PRE-STAGES

30 MPH

STA. 257+00 RT



REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

MAINTENANCE OF TRAFFIC

STAGE 1

STA. 254+50 TO STA. 260+50

SCALE: VERT. NONE
HORIZ. 1" = 20'

DATE: 08/10/07

DRAWN BY ACE/CAD

CHECKED BY TMH

ENTRAN

PLOT DATE = 8/9/2007
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USER NAME = 2planid

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	45
STA.	260+50	TO STA.	266+50	
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

N

LEGEND

- CONSTRUCTION ZONE
- DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHTS
- TRAFFIC DIRECTION
- TEMPORARY CONCRETE BARRIER WALL
- STEEL PLATE BEAM GUARDRAIL, TYPE A
- TYPE III BARRICADE
- PAVEMENT PLACED IN PRE-STAGES

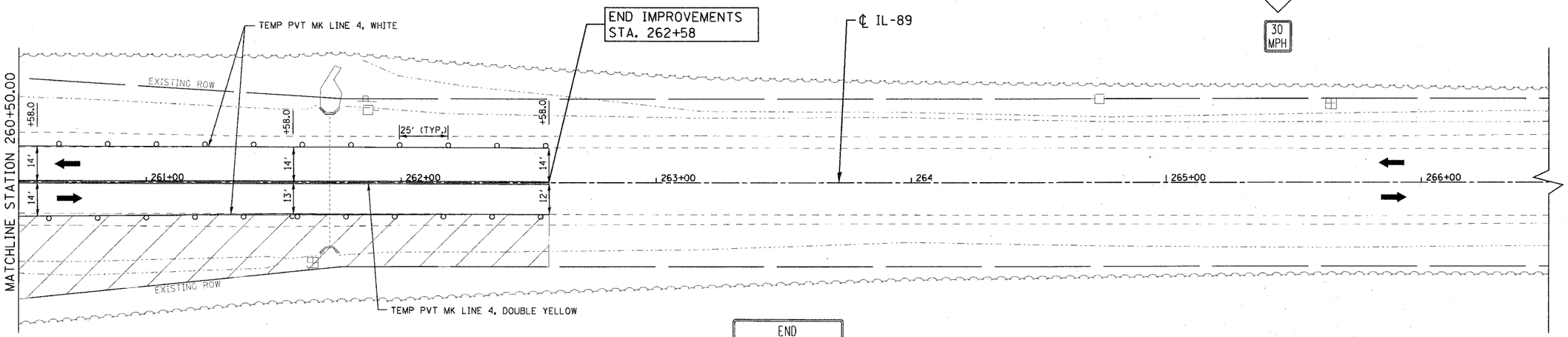
500'

START OF WORK
STA. 262+58

STA. 267+58

ROAD CONSTRUCTION AHEAD

30 MPH



END CONSTRUCTION

G20-2
STA. 264+00

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

MAINTENANCE OF TRAFFIC
STAGE 1
STA. 260+50 TO STA. 266+50

SCALE: VERT. NONE
HORIZ. 1" = 20'
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

PLOT DATE = 8/9/2007
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USER NAME = 2pamad

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	46
STA. 226+00	TO STA. 232+00			
FED. ROAD DIST. NO. 3 ILLINOIS	FED. AID PROJECT			

LEGEND

- CONSTRUCTION ZONE
- DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHTS
- TRAFFIC DIRECTION
- TEMPORARY CONCRETE BARRIER WALL
- STEEL PLATE BEAM GUARDRAIL, TYPE A
- TYPE III BARRICADE

ROAD CONSTRUCTION AHEAD

STA. 1806+00

END CONSTRUCTION
G20-2
STA. 227+00

EXISTING ROW

℄ US 6

℄ US 6/IL-89

BEGIN IMPROVEMENTS
STA. 228+59

1806

1807

1808

1809

TEMP PVT MK LINE 12, WHITE

℄ IL-89

TEMP PVT MK LINE 4, WHITE

TEMP PVT MK LINE 4, YELLOW

+74.0

+95.0

+20.0

+89.7

226+00 227+00 228+00 229+00 230+00 231+00

25' R

+15.3

218' R

11'

25' (TYP.)

+26.1

+00.0

MATCHLINE STATION 232+00.00

TEMP PVT MK LINE 4, YELLOW

TEMP PVT MK LINE 4, WHITE

℄ SPRINGCREEK DR.

EXISTING ROW

500'

STA. 222+39

START OF WORK
STA. 227+39

ROAD CONSTRUCTION AHEAD

30 MPH

STA. 1810+00

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

MAINTENANCE OF TRAFFIC
STAGE 2
STA. 226+00 TO STA. 232+00

SCALE: VERT. NONE
HORIZ. 1" = 20'
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

ENTRAN

PLOT DATE = 8/9/2007
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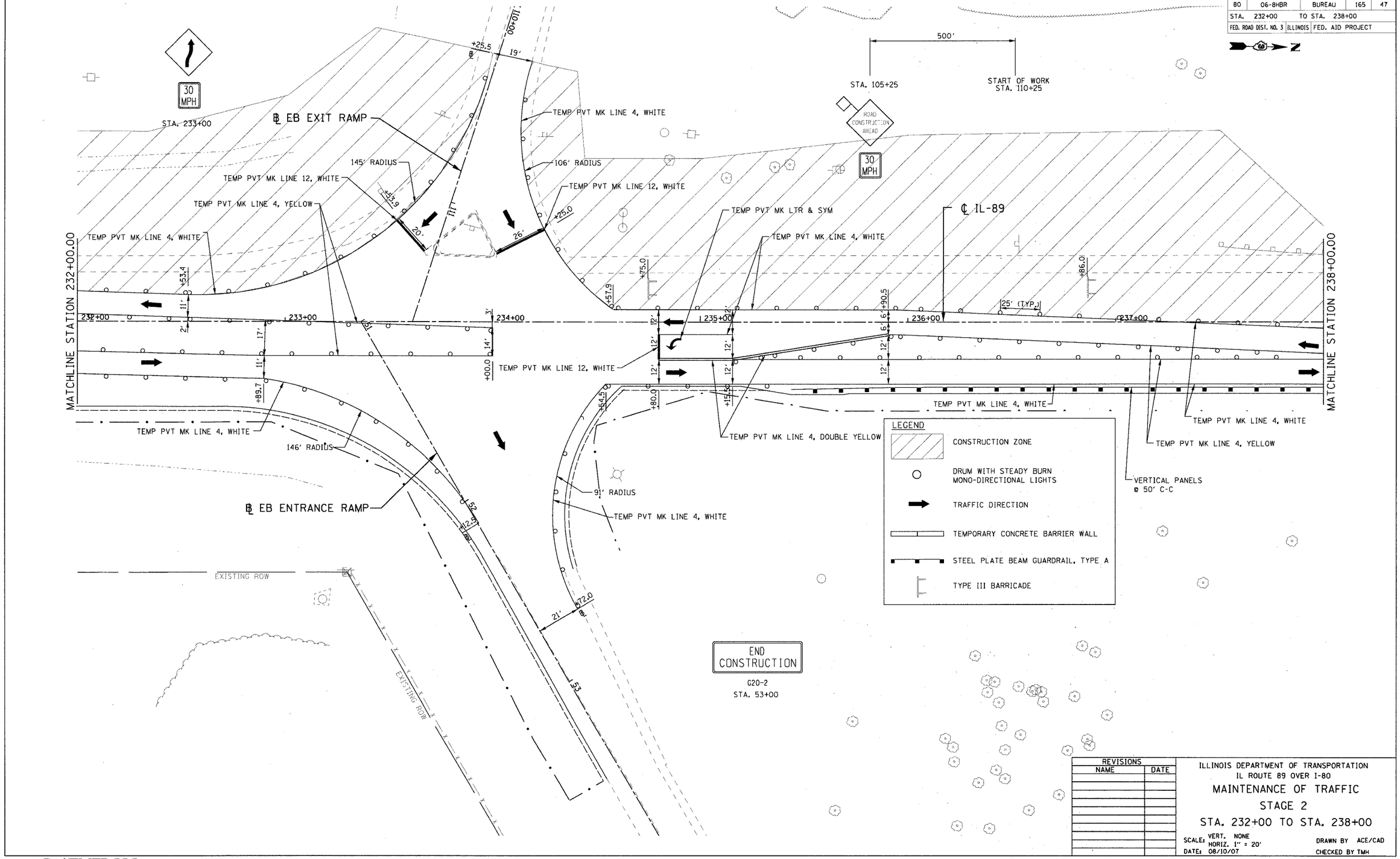
PLOT SCALE = 20.00 ' / IN.
USER NAME = zpsend

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	47
STA. 232+00	TO STA. 238+00			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

MAINTENANCE OF TRAFFIC
STAGE 2
STA. 232+00 TO STA. 238+00

SCALE: VERT. NONE
HORIZ. 1" = 20'
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

PLOT DATE = 8/10/2007
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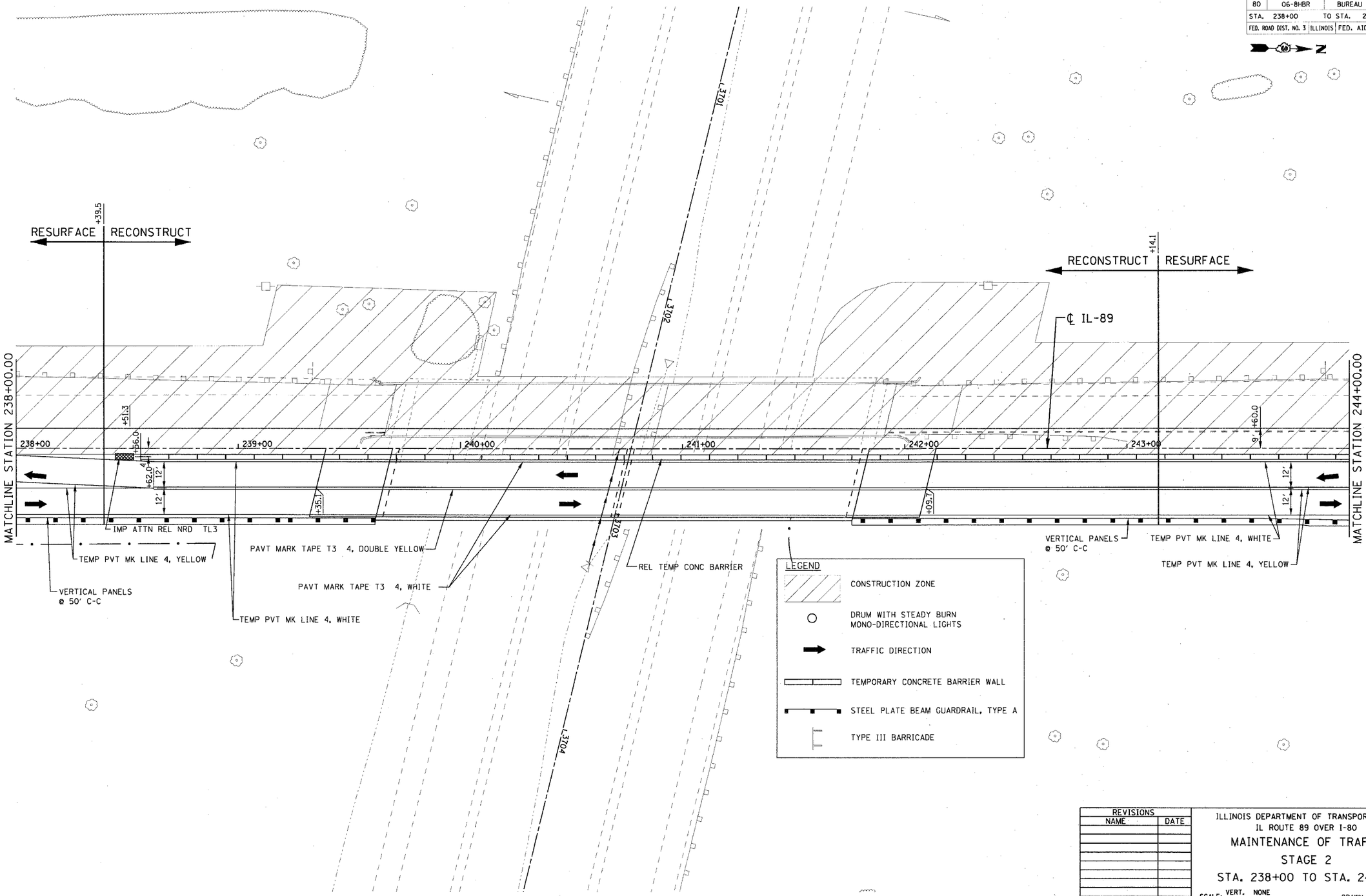
USER NAME = 2plend

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	48
STA. 238+00	TO STA. 244+00			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

N



LEGEND

- CONSTRUCTION ZONE
- DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHTS
- TRAFFIC DIRECTION
- TEMPORARY CONCRETE BARRIER WALL
- STEEL PLATE BEAM GUARDRAIL, TYPE A
- TYPE III BARRICADE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

MAINTENANCE OF TRAFFIC
STAGE 2
STA. 238+00 TO STA. 244+00

SCALE: VERT. NONE
HORIZ. 1" = 20'
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

PLOT DATE = 8/7/2007
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USER NAME = 2pramid

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	49
STA. 244+00	TO STA. 248+50			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

N

LEGEND

- CONSTRUCTION ZONE
- DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHTS
- TRAFFIC DIRECTION
- TEMPORARY CONCRETE BARRIER WALL
- STEEL PLATE BEAM GUARDRAIL, TYPE A
- TYPE III BARRICADE

END CONSTRUCTION
G20-2
STA. 98+00

EXISTING ROW

℄ WB ENTRANCE RAMP

℄ IL-89

℄ WB EXIT RAMP

MATCHLINE STATION 244+00.00

MATCHLINE STATION 248+50.00

REL TEMP CONC BARRIER

TEMP PVT MK LINE 4, WHITE

TEMP PVT MK LINE 12, WHITE

TEMP PVT MK LTR & SYM

TEMP PVT MK LINE 4, YELLOW (70300220)

TEMP PVT MK LINE 4, DOUBLE YELLOW

IMP ATTN REL NRD TL3

94' RADIUS

307' RADIUS

152' RADIUS

93' RADIUS

244+00 245+00 246+00 247+00 248+00

25' (TYP.)

+32.0 +73.0 +00.0 +07.0 +82.0 +47.2 +45.7 +51.3 +84.5 +21.1 +55.0 +38.3

99 101 100+00 75+00

21' 34' 24' 20'

500'

STA. 69+45

START OF WORK STA. 74+45

ROAD CONSTRUCTION AHEAD

30 MPH

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

MAINTENANCE OF TRAFFIC
STAGE 2
STA. 244+00 TO STA. 248+50

SCALE: VERT. NONE
HORIZ. 1" = 20'
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

PLOT DATE = 8/9/2007
FILE NAME = s:\pw\projects\2004089.002\cadd\SHT1264.dgn
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USER NAME = Zplemid

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	50
STA. 248+50		TO STA. 254+50		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

N

EXISTING ROW

EXISTING ROW

EXISTING ROW

℄ IL-89

MATCHLINE STATION 248+50.00

MATCHLINE STATION 254+50.00

TEMP PVT MK LINE 4, YELLOW

TEMP PVT MK LINE 4, WHITE

TEMP PVT MK LINE 4, WHITE

TEMP PVT MK LINE 4, YELLOW

249+00

250+00

251+00

252+00

253+00

254+00

25' (TYP.)

11'

6'

10'

28'

12'

10' +33.9

10' +90.6

10' +56.5

11'

+120.00

+82.6

+96.0

+24.0

+46.2

11'

6'

4'

15'

℄ FRONTAGE RD.

32'

66' RADIUS

TEMP PVT MK LINE 4, WHITE

TEMP PVT MK LINE 4, YELLOW

TEMP PVT MK LINE 4, WHITE

TEMP PVT MK LINE 12, WHITE

74' RADIUS

23'

+84.3

12'

12'

500'

START OF WORK
STA. 71+32

STA. 76+32

ROAD CONSTRUCTION AHEAD

30 MPH

END CONSTRUCTION

G20-2

STA. 72+00

EXISTING ROW

LEGEND

- CONSTRUCTION ZONE
- DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHTS
- TRAFFIC DIRECTION
- TEMPORARY CONCRETE BARRIER WALL
- STEEL PLATE BEAM GUARDRAIL, TYPE A
- TYPE III BARRICADE

PLOT DATE = 8/9/2007
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USER NAME = 2pownid

ENTRAN

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

MAINTENANCE OF TRAFFIC
STAGE 2
STA. 248+50 TO STA. 254+50

SCALE: VERT. NONE
HORIZ. 1" = 20'
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	51
STA. 254+50		TO STA. 260+50		
FED. ROAD DIST. NO. 3 ILLINOIS		FED. AID PROJECT		

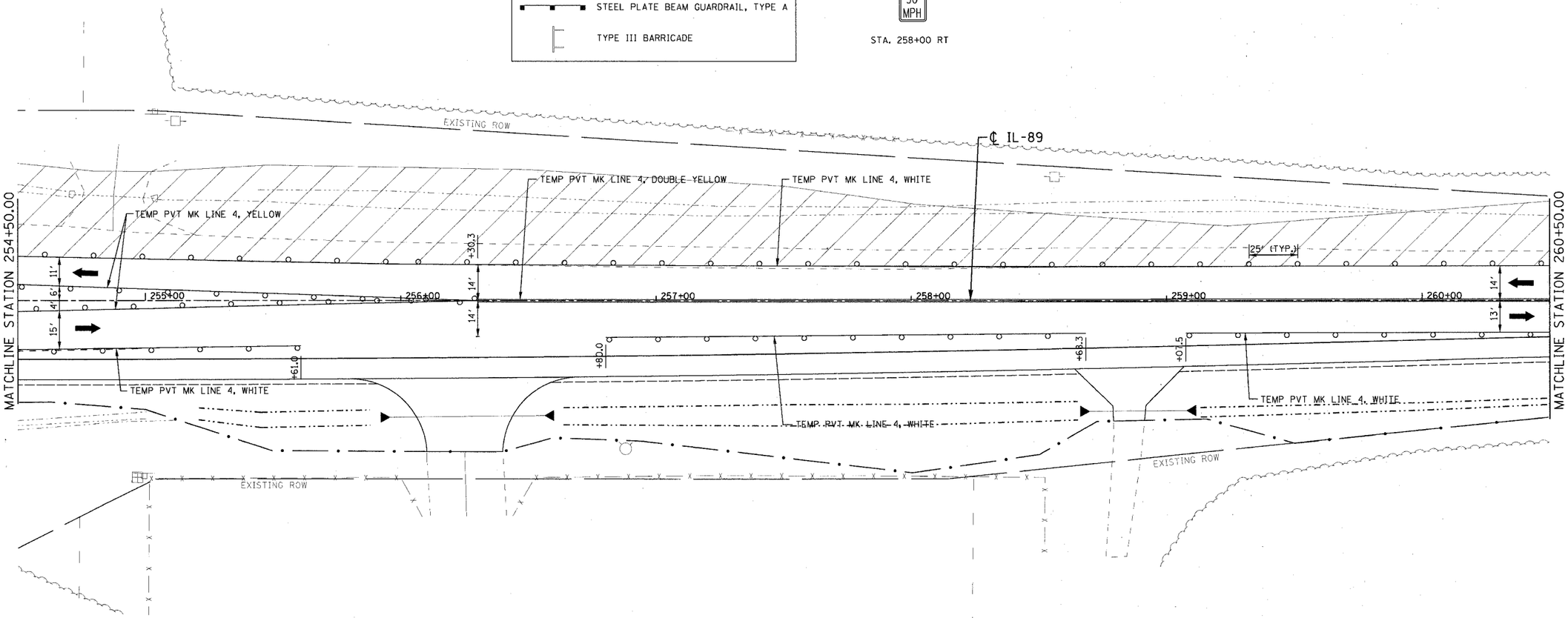
N

LEGEND

- CONSTRUCTION ZONE
- DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHTS
- TRAFFIC DIRECTION
- TEMPORARY CONCRETE BARRIER WALL
- STEEL PLATE BEAM GUARDRAIL, TYPE A
- TYPE III BARRICADE

30 MPH

STA. 258+00 RT



REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

MAINTENANCE OF TRAFFIC

STAGE 2

STA. 254+50 TO STA. 260+50

SCALE: VERT. NONE
HORIZ. 1" = 20'

DATE: 08/10/07

DRAWN BY ACE/CAD

CHECKED BY TMH

PLOT DATE = 8/9/2007
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USER NAME = zpierce

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	52
STA. 260+50	TO STA. 266+50			
FED. ROAD DIST. NO. 3	ILLINOIS FED. AID PROJECT			

N

LEGEND

- CONSTRUCTION ZONE
- DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHTS
- TRAFFIC DIRECTION
- TEMPORARY CONCRETE BARRIER WALL
- STEEL PLATE BEAM GUARDRAIL, TYPE A
- TYPE III BARRICADE

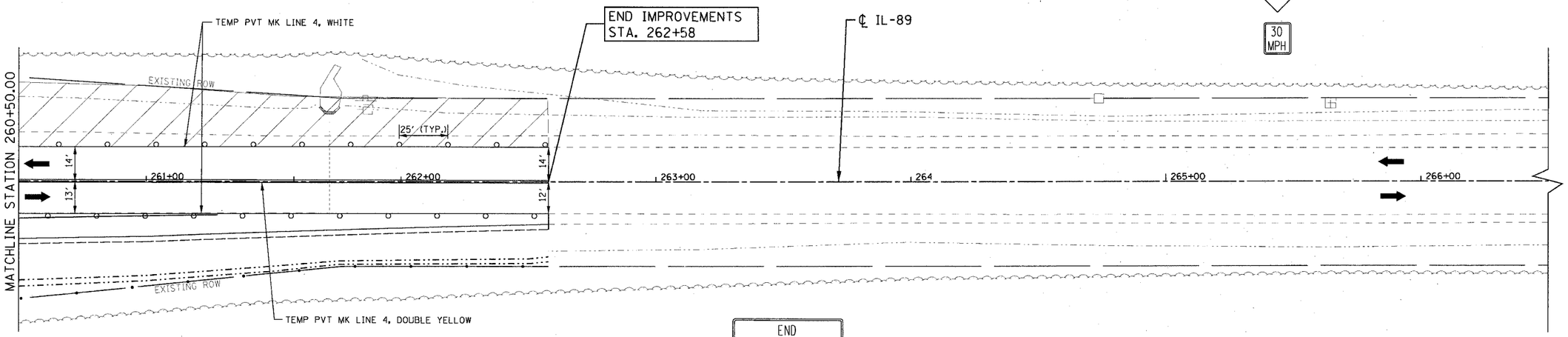
500'

START OF WORK
STA. 262+58

STA. 267+58

ROAD CONSTRUCTION AHEAD

30 MPH



END CONSTRUCTION

G20-2

STA. 264+00

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

MAINTENANCE OF TRAFFIC
STAGE 2
STA. 260+50 TO STA. 266+50

SCALE: VERT. NONE
HORIZ. 1" = 20'
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

PLOT DATE = 8/9/2007
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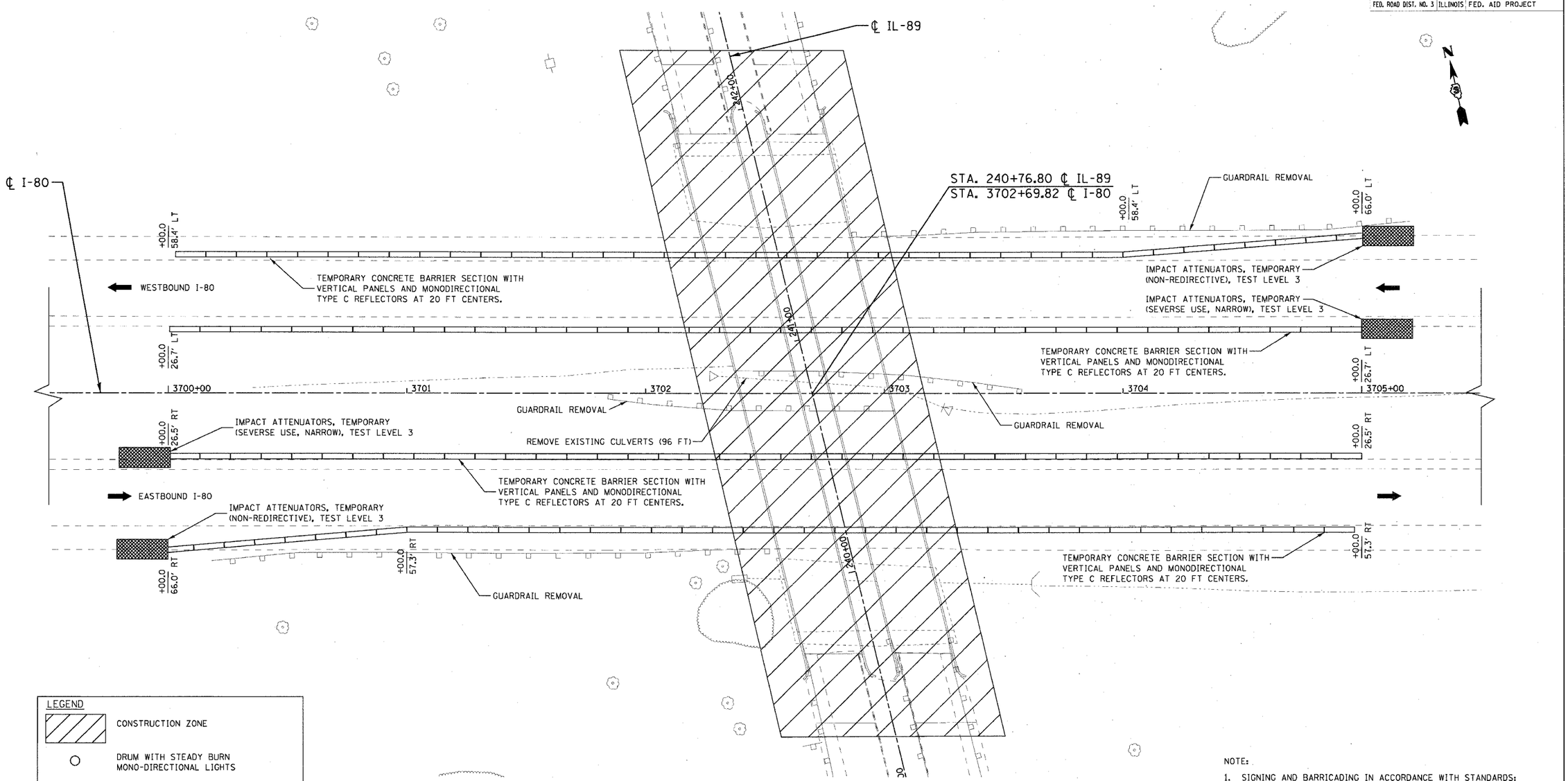
PLOT SCALE = 20.00 ' / IN.
USER NAME = 2pamid

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	53
STA. 3699+50.00	TO STA. 3705+50.00			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



LEGEND

- CONSTRUCTION ZONE
- DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHTS
- TRAFFIC DIRECTION
- TEMPORARY CONCRETE BARRIER WALL
- TYPE III BARRICADE

NOTE:

1. SIGNING AND BARRICADING IN ACCORDANCE WITH STANDARDS: 701101, 701400, 701406, DIST STND 701-1
2. TO BE PAID FOR AS TRAFFIC CONTROL INTERSTATE

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80
MAINTENANCE OF TRAFFIC
INTERSTATE 80

SCALE: VERT. NONE
HORIZ. 1" = 20'
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

PLOT DATE = 8/9/2007
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PLOT SCALE = 20.00 '/ IN.
USER NAME = 2psenid

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	54
STA. 226+00	TO STA. 232+00			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

N

LEGEND

- SEEDING, CLASS 2A WITH MULCH, METHOD 2
- SEEDING, CLASS 4A
- EROSION CONTROL BLANKET AND SEEDING, CLASS 3
- LIMITS OF LANDSCAPING
- PERIMETER EROSION BARRIER
- INLET AND PIPE PROTECTION
- TEMPORARY DITCH CHECK
- TEMPORARY TREE PROTECTION

EXISTING ROW

℄ US 6

BEGIN IMPROVEMENTS
STA. 228+59

℄ US 6/IL-89

℄ SPRINGCREEK DR.

1806

1807

1808

1809

226+00 227+00 228+00 229+00 230+00 231+00

℄ IL-89

MATCHLINE STATION 232+00.00

STA 228+90.3
100.2 LT

STA 228+98.4
82.3 LT

STA 229+20.3
67.2 LT

STA 229+37.2
60.7 LT

STA 229+50.0
68.0 LT

STA 231+49.4
92.0 LT

STA 228+84.0
75.9 RT

STA 229+43.5
55.2 RT

STA 229+50.0
45.3 RT

STA 229+63.1
55.9 RT

STA 229+76.2
48.6 RT

STA 230+13.8
49.6 RT

STA 231+10.8
49.8 RT

STA 231+45.6
49.7 RT

STA 231+64.2
67.2 RT

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

LANDSCAPING AND EROSION CONTROL
STA. 226+00 TO STA. 232+00

SCALE: VERT. NONE
HORIZ. 1" = 20'
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

PLOT DATE = 8/9/2007
FILE NAME = sht\proj_prt\205408\802\cadd\DRL501.dgn
PLOT SCALE = 2000 / IN.
USER NAME = 2pensid

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	55
STA. 232+00		TO STA. 238+00		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

STA 233+43.9
142.0 LT

STA 233+57.8
139.0 LT

STA 233+06.4
83.6 LT

STA 233+00.0
89.6 LT

STA 232+34.4
91.8 LT

℄ EB EXIT RAMP

STA 234+37.5
122.8 LT

STA 234+50.4
119.3 LT

STA 234+55.5
61.0 LT

STA 234+99.9
80.0 LT

STA 235+00.0
61.0 LT

STA 236+00.6
91.5 LT

STA 237+50.6
93.6 LT

MATCHLINE STATION 232+00.00

MATCHLINE STATION 238+00.00

℄ IL-89

232+00 | 233+00 | 234+00 | 235+00 | 236+00 | 237+00

151

℄ EB ENTRANCE RAMP

152

153

STA 232+93.2
49.4 RT

EXISTING ROW

STA 233+53.9
73.9 RT

EXISTING ROW

STA 234+19.3
202.6 RT

STA 234+36.3
231.3 RT

STA 235+61.0
44.0 RT

STA 234+52.9
86.0 RT

STA 234+96.4
196.5 RT

STA 237+25.1
55.1 RT

LEGEND

- SEEDING, CLASS 2A WITH MULCH, METHOD 2
- SEEDING, CLASS 4A
- EROSION CONTROL BLANKET AND SEEDING, CLASS 3
- LIMITS OF LANDSCAPING
- PERIMETER EROSION BARRIER
- INLET AND PIPE PROTECTION
- TEMPORARY DITCH CHECK
- TEMPORARY TREE PROTECTION

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

LANDSCAPING AND EROSION CONTROL
STA. 232+00 TO STA. 238+00

SCALE: VERT. NONE
HORIZ. 1" = 20'
DATE: 08/10/07

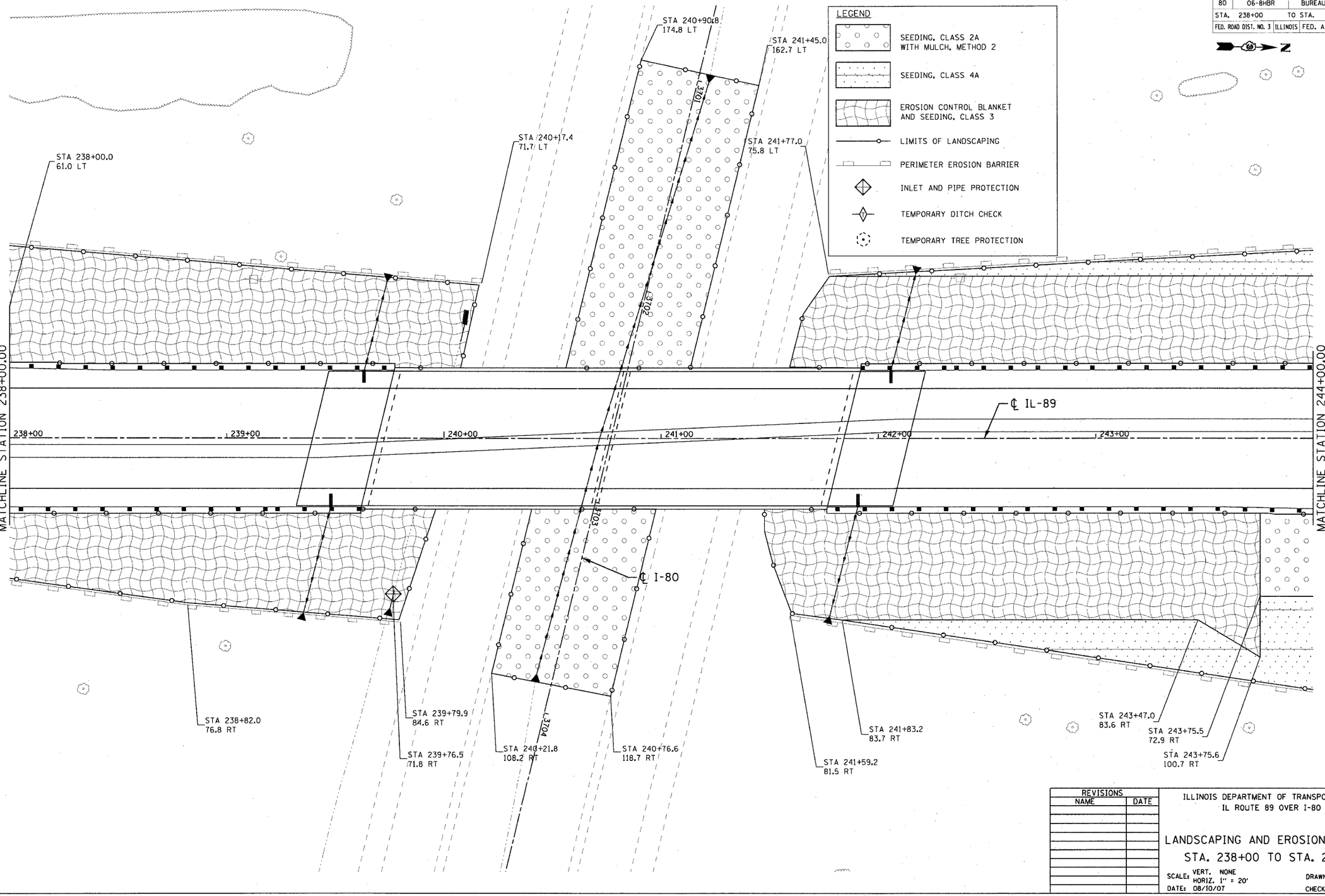
DRAWN BY ACE/CAD
CHECKED BY TMH

PLOT DATE = 8/9/2007
FILE NAME = c:\projects\2054089.002\cadd\BPLS02.dgn
PLOT SCALE = 20.00 '/ IN.
USER NAME = 2plamud

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	56
STA. 238+00	TO STA. 244+00			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

LANDSCAPING AND EROSION CONTROL
STA. 238+00 TO STA. 244+00

SCALE: VERT. NONE
HORIZ. 1" = 20'
DATE: 08/10/07

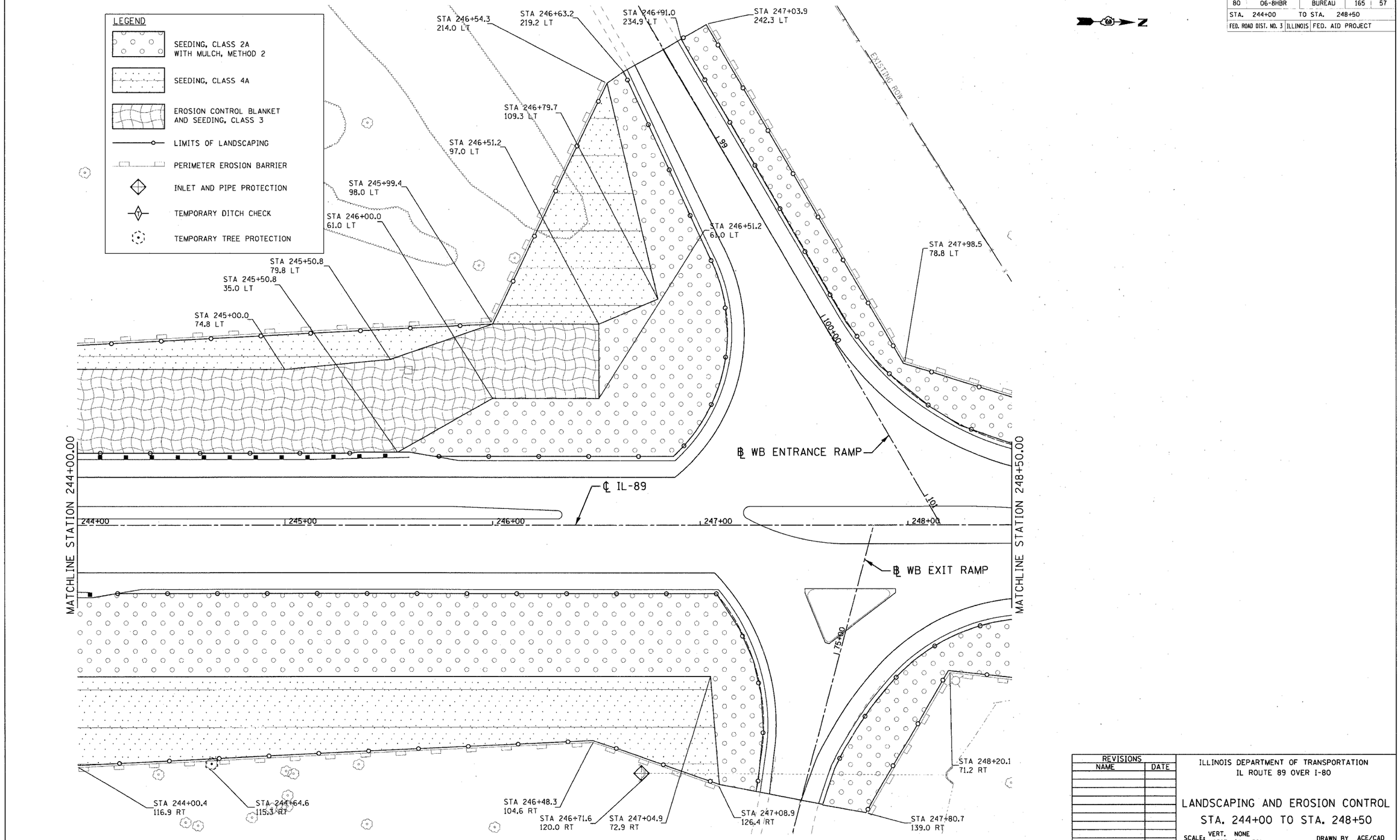
DRAWN BY ACE/CAD
CHECKED BY TMH

PLOT DATE = 8/9/2007
PLOT NAME = c:\projects\...\285d089.882\sesd\PNL803.dgn
PLOT SCALE = 20.0000 ' / IN.
USER NAME = 2pamid

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	57
STA. 244+00	TO STA. 248+50			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

LANDSCAPING AND EROSION CONTROL
STA. 244+00 TO STA. 248+50

SCALE: VERT. NONE
HORIZ. 1" = 20'
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

PLOT DATE = 8/9/2007
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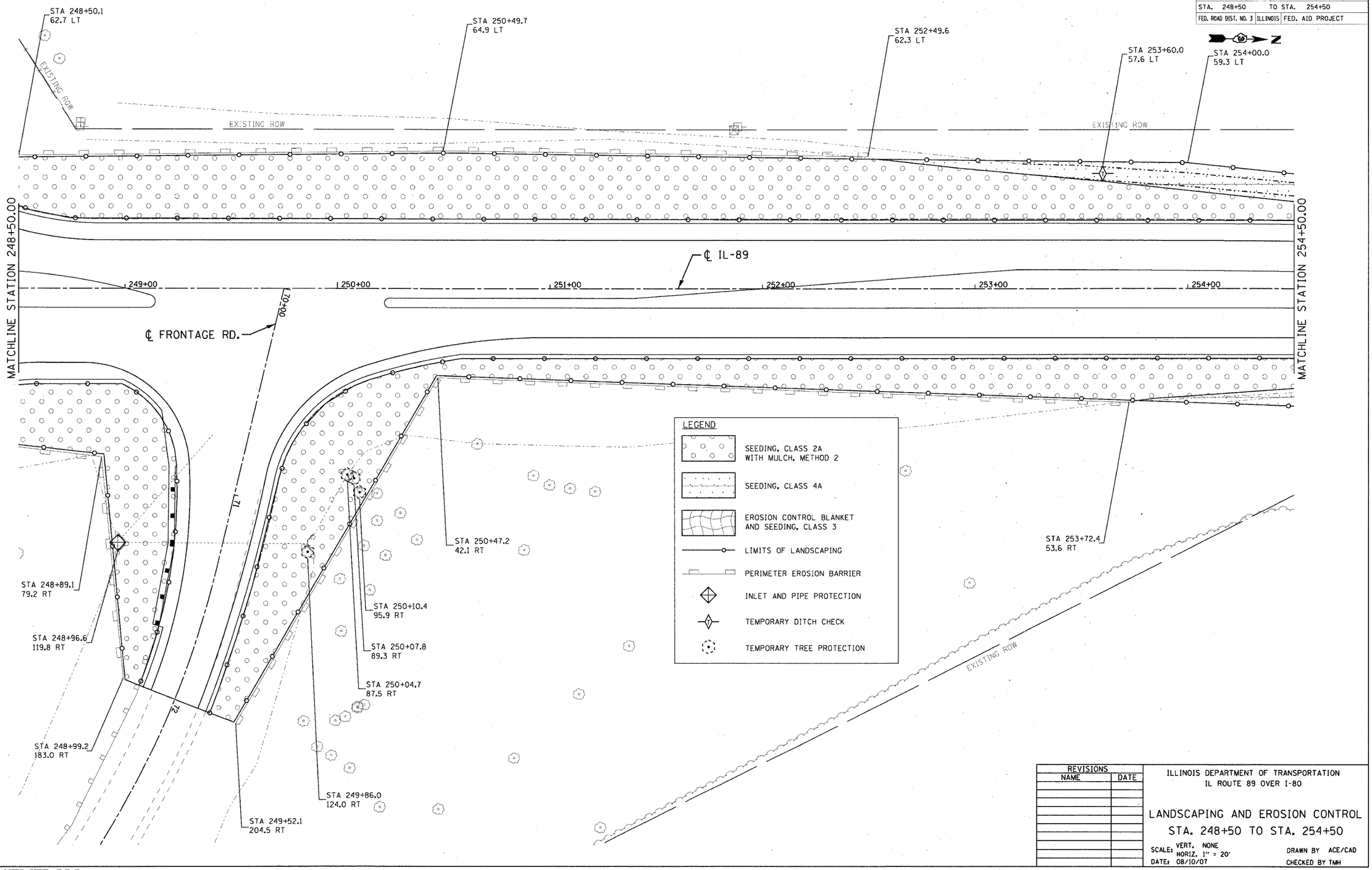
PLOT SCALE = 20.00 ' / IN.
USER NAME = 2planid

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	58
STA. 248+50		TO STA. 254+50		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



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PLOT SCALE = 20.0000 ' / IN.
USER NAME = 2pierrid

ENTRAN

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

LANDSCAPING AND EROSION CONTROL
STA. 248+50 TO STA. 254+50

SCALE: VERT. NONE
HORIZ. 1" = 20'
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	59
STA. 254+50	TO STA. 260+50			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

N

LEGEND

- SEEDING, CLASS 2A WITH MULCH, METHOD 2
- SEEDING, CLASS 4A
- EROSION CONTROL BLANKET AND SEEDING, CLASS 3
- LIMITS OF LANDSCAPING
- PERIMETER EROSION BARRIER
- INLET AND PIPE PROTECTION
- TEMPORARY DITCH CHECK
- TEMPORARY TREE PROTECTION

MATCHLINE STATION 254+50.00

STA 254+60.0
46.7 LT

STA 254+71.2
41.5 LT

STA 254+72.0
51.8 LT

STA 254+73.5
37.2 LT

STA 255+01.8
51.1 LT

STA 255+01.3
37.3 LT

STA 255+48.2
53.5 LT

STA 255+50.0
49.8 LT

STA 255+50.1
43.4 LT

STA 256+00.0
48.1 LT

STA 256+40.0
46.6 LT

STA 256+60.3
51.2 LT

STA 256+80.0
45.2 LT

STA 257+25.0
43.5 LT

EXISTING ROW

STA 257+50.9
45.3 LT

STA 258+00.0
39.2 LT

STA 258+10.5
33.8 LT

STA 259+37.9
35.0 LT

255+00 256+00 257+00 258+00 259+00 260+00

℄ IL-89

EXISTING ROW

STA 255+22.2
41.9 RT

STA 255+49.6
58.8 RT

STA 255+80.0
49.3 RT

STA 255+88.3
41.9 RT

STA 255+93.3
45.7 RT

STA 255+99.7
37.7 RT

STA 256+10.2
59.2 RT

STA 256+40.0
59.3 RT

STA 256+47.0
41.0 RT

STA 256+59.6
53.8 RT

STA 257+00.0
48.5 RT

STA 257+50.0
48.4 RT

STA 258+00.0
48.1 RT

STA 258+00.4
67.6 RT

STA 258+50.2
60.5 RT

STA 258+60.0
43.3 RT

STA 258+68.9
43.4 RT

STA 258+72.7
47.5 RT

STA 258+76.8
39.4 RT

STA 258+79.1
47.3 RT

EXISTING ROW

STA 258+91.8
41.5 RT

STA 258+91.3
47.1 RT

STA 259+15.6
46.6 RT

STA 259+50.0
46.3 RT

STA 259+50.1
56.2 RT

STA 260+10.0
44.5 RT

MATCHLINE STATION 260+50.00

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

LANDSCAPING AND EROSION CONTROL
STA. 254+50 TO STA. 260+50

SCALE: VERT. NONE
HORIZ. 1" = 20'
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

PLOT DATE = 9/9/2007
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PLOT SCALE = 20.0000 ' / IN.
USER NAME = 2planid

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	60
STA. 260+50	TO STA. 266+50			
FED. ROAD DIST. NO. 3 ILLINOIS	FED. AID PROJECT			

N

LEGEND

- SEEDING, CLASS 2A WITH MULCH, METHOD 2
- SEEDING, CLASS 4A
- EROSION CONTROL BLANKET AND SEEDING, CLASS 3
- LIMITS OF LANDSCAPING
- PERIMETER EROSION BARRIER
- INLET AND PIPE PROTECTION
- TEMPORARY DITCH CHECK
- TEMPORARY TREE PROTECTION

MATCHLINE STATION 260+50.00

STA 261+00.0
37.8 LT

STA 261+50.0
35.2 LT

STA 261+59.1
33.6 LT

STA 261+83.1
32.9 LT

STA 261+84.3
29.5 LT

STA 262+17.8
27.0 LT

STA 262+51.3
32.8 LT

STA 262+54.5
26.8 LT

END IMPROVEMENTS
STA. 262+58

EXISTING ROW

℄ IL-89

261+00 | 262+00 | 263+00 | 264 | 265+00 | 266+00

EXISTING ROW

STA 261+77.5
30.2 RT

STA 261+76.8
33.0 RT

STA 261+71.9
27.7 RT

STA 260+98.3
36.5 RT

STA 262+57.8
28.7 RT

STA 262+57.8
33.0 RT

STA 261+50.0
37.1 RT

PLOT DATE = 8/9/2007
FILE NAME = c:\projects\x2054869.802\cadd\PNL507.dgn
PLOT SCALE = 20.00 '/ IN.
USER NAME = 2psand

ENTRAN

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

LANDSCAPING AND EROSION CONTROL
STA. 260+50 TO STA. 266+50

SCALE: VERT. NONE
HORIZ. 1" = 20'
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	61
STA.	TO STA.			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

SIGNING SCHEDULE - GROUND MOUNTED SIGNS

			SIGN PANELS										TELESCOPING STEEL SIGN SUPPORT				WOOD SIGN SUPPORT						
SIGN NO.	STATION	LT/RT	"AA" (L.F.)	"BB" (L.F.)	WIDTH (L.F.)	DEPTH (L.F.)			72000100 SIGN PANEL T1 (SQ. FT.)	72400710 RELOC SIGN PANEL T1 (SQ. FT.)	72400720 RELOC SIGN PANEL T2 (SQ. FT.)	72400730 RELOC SIGN PANEL T3 (SQ. FT.)	P1 (L.F.)	P2 (L.F.)	P3 (L.F.)	72800100 PAY LENGTH (L.F.)	P1 (L.F.)	P2 (L.F.)	P3 (L.F.)	73000100 PAY LENGTH (L.F.)	73400100 CONC FOUNDATION (CU.YD.)	73502000 REL GR-MT SIN SUPPORT (EACH)	73700200 REM CONC FDN-GR MT (EACH)
TS-1A	228+89	RT	N/A	7.5	2.50	2.50				6.25			13.3			16.3							
TS-1B					1.50	0.50				0.75													
TS-1C					2.00	2.50				5.00													
TS-2	234+20	RT	N/A	7.5	2.00	2.50				5.00			10.3			13.3							
TS-3	235+51	RT	N/A	7.5	2.00	2.50				5.00			10.3			13.3							
TS-4	246+18	LT	N/A	7.5	2.00	2.50				5.00			10.3			13.3							
TS-5	249+04	RT	4.70	4.0	2.00	2.50				5.00			6.8			11.8							
TS-6	250+32	RT	N/A	7.5	2.00	2.50				5.00			10.3			13.3							
TS-7	257+66	RT	N/A	7.5	2.00	2.50				5.00			10.3			13.3							
WP-1A	228+80	LT	N/A	7.5	2.50	2.50				6.25							15.0			15.0			
WP-1B					1.50	0.50			0.75														
WP-2A	228+65	RT	N/A	7.5	2.50	2.50				6.25							15.0			15.0			
WP-2B					1.50	0.50				0.75													
WP-3A	228+78	LT	N/A	7.5	2.50	2.50			6.25								15.0			15.0			
WP-3B					1.50	0.50			0.75														
WP-4A	229+03	LT	10.20	7.0	2.50	2.50				6.25							15.8			15.8			
WP-4B					1.50	0.50			0.75														
WP-5A	228+99	RT	11.10	7.0	2.50	2.50				6.25							15.7			15.7			
WP-5B					1.50	0.50			0.75														
WP-6A	229+65	RT	17.50	7.0	2.50	2.50				6.25							16.5			16.5			
WP-6B					3.00	1.50				4.50													
WP-7A	230+19	RT	12.96	7.0	2.00	0.83			1.67								15.5			15.5			
WP-7B					2.00	2.00			4.00														
WP-8A	230+83	RT	21.88	7.0	1.75	1.25				2.19							16.8			16.8			
WP-8B					2.00	2.00				4.00													
WP-9A	231+54	LT	17.70	7.0	5.00	3.00					15.00						19.4	19.4		38.8			
WP-9B					5.00	1.50				7.50													
WP-10A	232+54	LT	13.11	7.0	2.00	0.83				1.67							16.5			16.5			
WP-10B					2.00	2.00				4.00													
WP-11A	110+92	RT	13.10	7.0	2.50	2.50				6.25							22.9			22.9			
WP-11B					3.00	1.00				3.00													
WP-12	110+59	RT	13.43	7.0	2.50	2.50				6.25							20.9			20.9			
WP-13A	233+89	LT	N/A	7.5	3.00	1.00				3.00							16.5			16.5			
WP-13B					3.00	1.00				3.00													
WP-13C					2.50	2.50				6.25													
WP-14	110+53	LT	14.10	7.0	2.50	2.50				6.25							19.3			19.3			
WP-15A	110+80	LT	13.47	7.0	3.00	1.00				3.00							22.2			22.2			
WP-15B					2.50	2.50				6.25													
WP-16A	234+74	RT	14.50	13.3	2.00	0.83			1.67								15.7			15.7			
WP-16B					2.00	2.00			4.00														
WP-16C					1.50	0.83			1.25														
WP-17A	235+36	RT	17.40	7.0	2.00	0.83				1.67							18.0			18.0			
WP-17B					2.00	2.00				4.00													
WP-17C					2.00	1.50				3.00													
WP-17D					2.00	0.83				1.67													
WP-17E					2.00	2.00				4.00													
WP-17F					2.00	1.50				3.00													
WP-18A	236+53	LT	17.10	7.0	2.00	0.83				1.67							18.0			18.0			
WP-18B					2.00	2.00				4.00													
WP-18C					2.00	1.50				3.00													
WP-18D					2.00	0.83				1.67													
WP-18E					2.00	2.00				4.00													
WP-18F					2.00	1.50				3.00													
WP-19A	239+31	LT	18.64	7.0	1.75	1.25				2.19							19.9			19.9			
WP-19B					2.00	2.00				4.00													
WP-20A	243+88	LT	18.50	7.0	2.00	0.83				1.67							20.5			20.5			
WP-20B					2.00	2.00				4.00													
WP-20C					1.50	0.83				1.25													
WP-21A	246+31	LT	15.40	7.0	2.00	0.83			1.67								16.1			16.1			
WP-21B					2.00	2.00			4.00														
WP-22A	246+64	LT	14.50	7.0	2.00	0.83			1.67								16.2			16.2			
WP-22B					2.00	2.00			4.00														

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

PAVEMENT MARKING AND SIGNING

SCALE: VERT. NONE
HORIZ. 1" = 20'
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

PLOT DATE = 8/29/2007
FILE NAME = c:\projects\2054869.002\cadd\DPGS81.dgn
PLOT SCALE = 1.000 '/ IN.
USER NAME = zpierud

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	62
STA.	TO STA.			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

SIGNING SCHEDULE - GROUND MOUNTED SIGNS

			SIGN PANELS										TELESCOPING STEEL SIGN SUPPORT				WOOD SIGN SUPPORT						
SIGN NO.	STATION	LT/RT	"AA" (L.F.)	"BB" (L.F.)	WIDTH (L.F.)	DEPTH (L.F.)			72000100 SIGN PANEL T1 (SQ. FT.)	72400710 RELOC SIGN PANEL T1 (SQ. FT.)	72400720 RELOC SIGN PANEL T2 (SQ. FT.)	72400730 RELOC SIGN PANEL T3 (SQ. FT.)	P1 (L.F.)	P2 (L.F.)	P3 (L.F.)	72800100 PAY LENGTH (L.F.)	P1 (L.F.)	P2 (L.F.)	P3 (L.F.)	73000100 PAY LENGTH (L.F.)	73400100 CONC FOUNDATION (CU.YD.)	73502000 REL GR-MT SIN SUPPORT (EACH)	73700200 REM CONC FDN-GR MT (EACH)
WP-22C					1.50	0.83			1.25														
WP-23A	74+92	LT	14.70	7.0	3.00	1.00				3.00							19.7			19.7			
WP-23B					2.50	2.50				6.25													
WP-24	74+65	LT	13.50	7.0	2.50	2.50				6.25							23.7			23.7			
WP-25A	247+64	RT	N/A	7.5	3.00	1.00				3.00							16.5			16.5			
WP-25B					3.00	1.00				3.00													
WP-25C					2.50	2.50				6.25													
WP-26	74+67	RT	15.90	7.0	2.50	2.50				6.25							17.8			17.8			
WP-27A	74+99	RT	16.40	7.0	3.00	1.00				3.00							19.3			19.3			
WP-27B					2.50	2.50				6.25													
WP-28A	248+21	LT	16.45	7.0	2.50	3.50				8.75							19.5			19.5			
WP-28B					1.00	1.00				1.00													
WP-29A	248+78	RT	13.10	7.0	2.00	1.50				3.00							15.5			15.5			
WP-29B					1.50	0.83				1.25													
WP-30A	71+51	RT	13.10	7.0	2.50	2.50				6.25							19.0			19.0			
WP-30B					2.00	1.50				3.00													
WP-31A	70+63	LT	13.60	7.0	2.50	2.50				6.25							19.0			19.0			
WP-31B					2.50	2.00				5.00													
WP-32A	250+11	LT	15.20	7.0	2.00	1.50				3.00							16.2			16.2			
WP-32B					1.50	0.83				1.25													
WP-33A	250+77	RT	14.50	7.0	2.00	0.83			1.67								17.0			17.0			
WP-33B					2.00	2.00			4.00														
WP-34A	255+38	LT	15.20	7.0	1.75	1.25				2.19							16.9			16.9			
WP-34B					2.00	2.00				4.00													
WP-35	261+15	RT	14.80	7.0	3.00	3.00				9.00							26.4			26.4			
GM-1	229+46	RT																					
GM-2	234+63	LT																			1.4	2.0	2.0
GM-3	246+64	RT																			1.4	2.0	2.0
GM-4	248+91	LT																					
TOTALS									40.10	286.09	15.00	0.00				94.6				653.3	2.8	4.0	4.0

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

PAVEMENT MARKING AND SIGNING

SCALE: VERT. NONE
HORIZ. 1" = 20'
DATE: 08/10/07

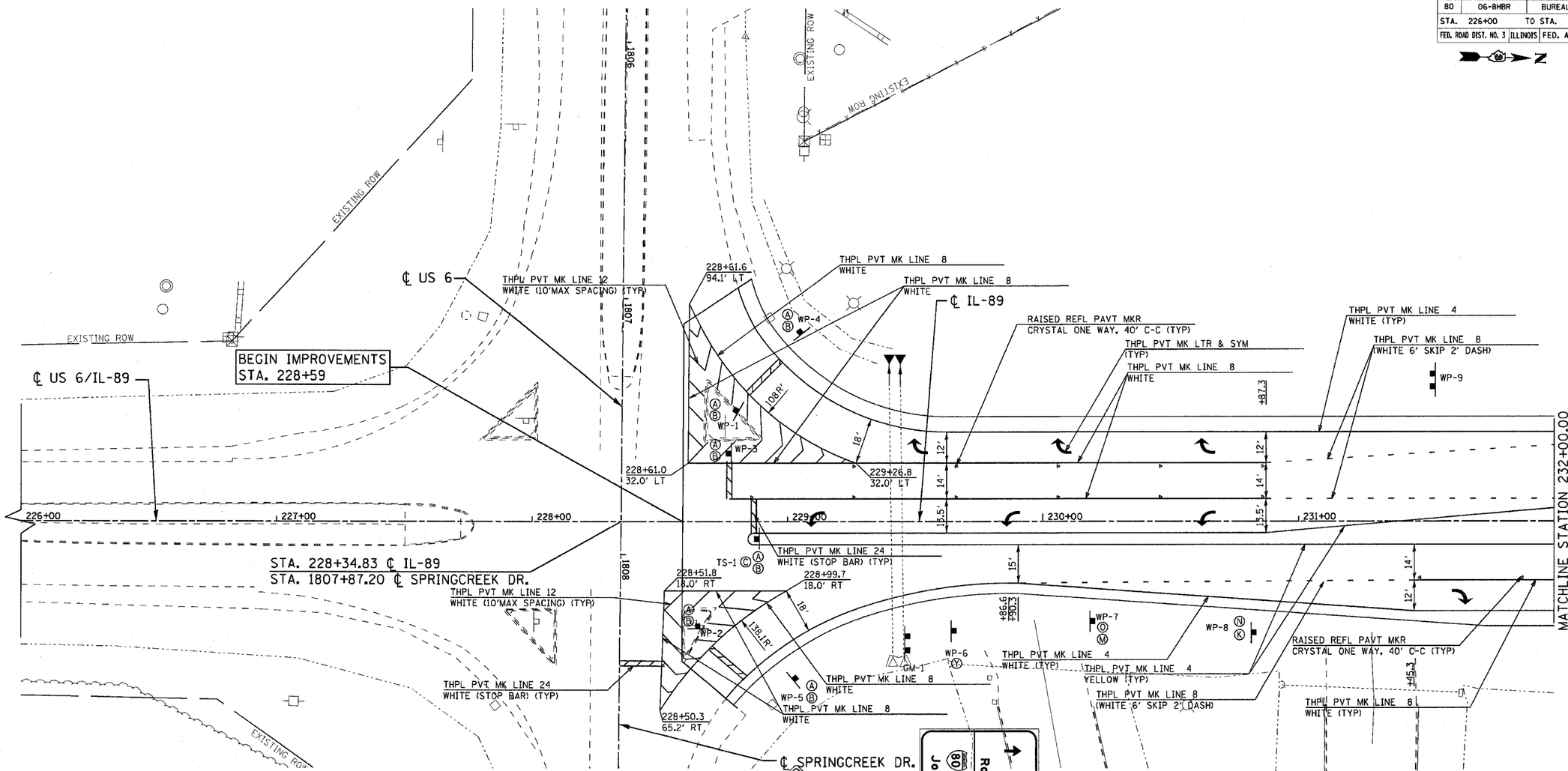
DRAWN BY ACE/CAD
CHECKED BY TMH

PLOT DATE = 8/20/2007
FILE NAME = g:\proj_iec\2004089.002\cadd\89SSIL.dgn
PLOT SCALE = 1.000 '/ IN.
USER NAME = Zplumb

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	63
STA. 226+00	TO STA. 232+00			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



Ⓐ R1-1 30" x 30" STOP
Ⓑ R1-4 18" x 6" ALL WAY
Ⓒ R4-7 24" x 30"
Ⓓ R5-1 30" x 30" DO NOT ENTER
Ⓔ R6-1 36" x 12" ONE WAY
Ⓕ R6-1 36" x 12" ONE WAY
Ⓖ R6-3 30" x 24" DIVIDED HIGHWAY
Ⓗ R8-3a 24" x 24"
Ⓘ W6-1 36" x 36"
Ⓙ W14-1 30" x 30" DEAD END
Ⓚ M1-1 24" x 24" 80
Ⓛ M1-4 24" x 24" 6
Ⓜ M1-5 24" x 24" ILLINOIS 89

Ⓝ M2-1 21" x 15" JCT
Ⓞ M3-1 24" x 10" NORTH
Ⓟ M3-2 24" x 10" EAST
Ⓠ M3-3 24" x 10" SOUTH
Ⓡ M3-4 24" x 10" WEST
Ⓢ M5-1 24" x 18"
Ⓣ M6-1 18" x 10"
Ⓤ M6-1 18" x 10"
Ⓥ M6-3 24" x 18"
Ⓦ FRONTAGE ROAD ENTRANCE 24" x 18"
Ⓧ USE PROHIBITED BY MOTOR DRIVEN CYCLES FARM IMPLEMENTS PEDESTRIANS NON-MOTORIZED TRAFFIC BUCKLE UP!
Ⓨ ADOPT A HIGHWAY / KEEP ILLINOIS CLEAN

NOTE: SEE SIGNING SCHEDULE FOR PAY ITEMS AND LOCATIONS.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

PAVEMENT MARKING AND SIGNING
STA. 226+00 TO STA. 232+00

SCALE: VERT. NONE
HORIZ. 1" = 20'
DATE: 08/10/07

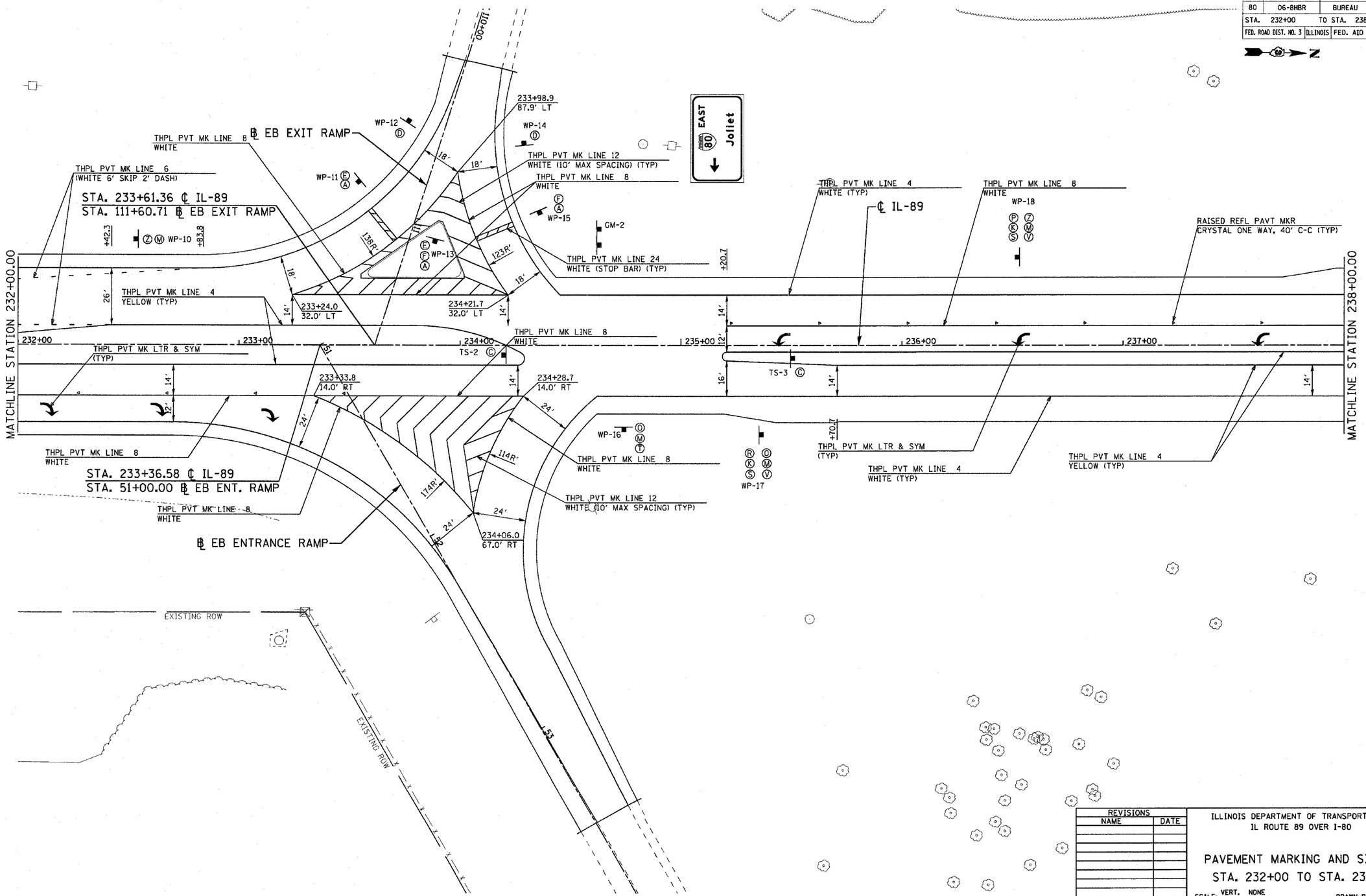
DRAWN BY ACE/CAD
CHECKED BY TMH

PLOT DATE = 8/28/2007
FILE NAME = g:\proj_prct\2054895.002\cadd\5915902.rda
PLOT SCALE = 20.00 ' / IN.
USER NAME = ajwood

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	64
STA. 232+00	TO STA. 238+00			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

PAVEMENT MARKING AND SIGNING
STA. 232+00 TO STA. 238+00

SCALE: VERT. NONE
HORIZ. 1" = 20'
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

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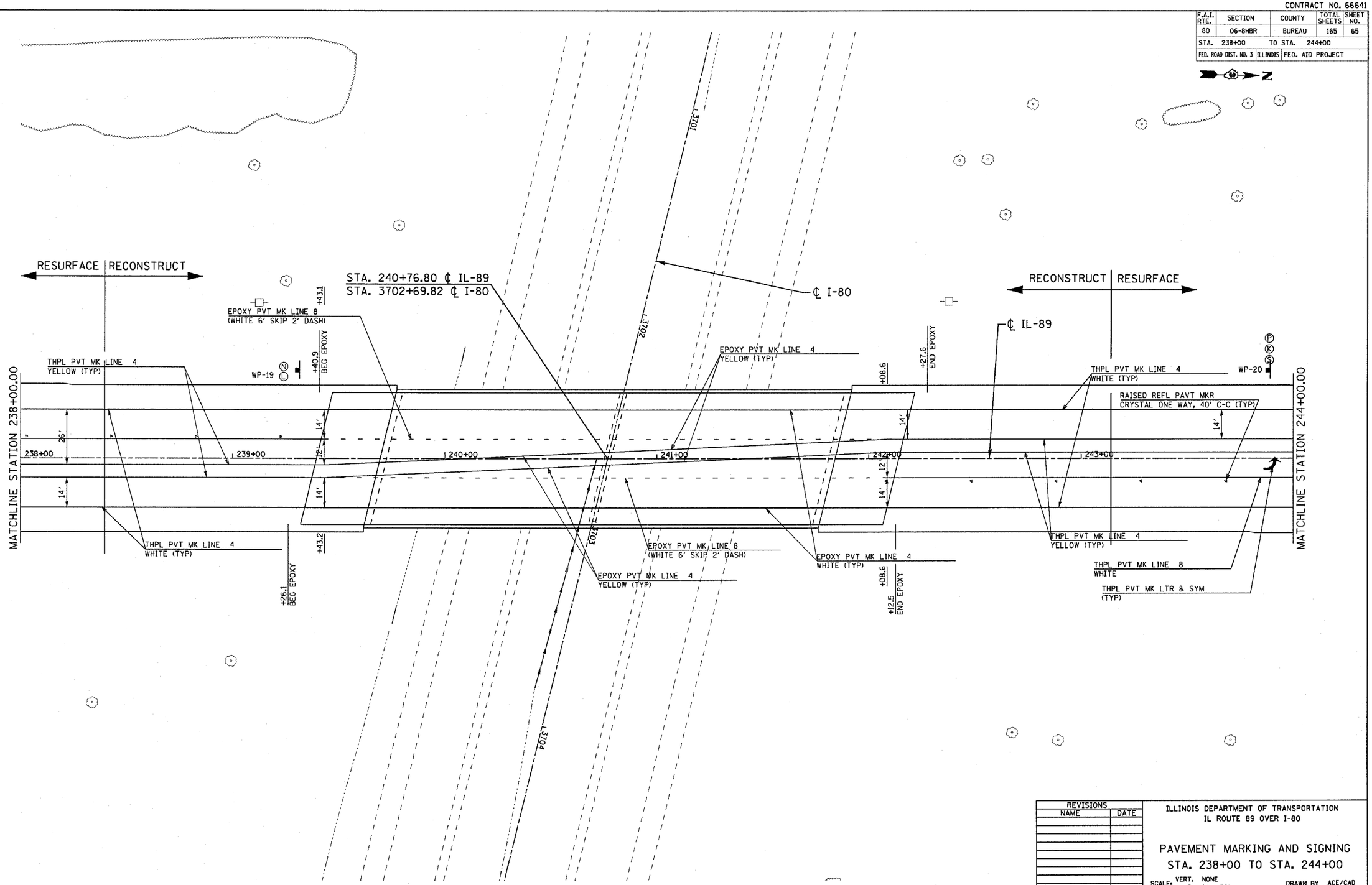
USER NAME = zpowell

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	65
STA. 238+00	TO STA. 244+00			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

PAVEMENT MARKING AND SIGNING
STA. 238+00 TO STA. 244+00

SCALE: VERT. NONE
HORIZ. 1" = 20'
DATE: 08/10/07
DRAWN BY ACE/CAD
CHECKED BY TMH

PLOT DATE = 8/28/2007
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USER NAME = dpowell

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	66
STA. 244+00	TO STA. 248+50			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

N

IL 89

EXISTING ROW

STA. 247+83.40 ℄ IL-89
STA. 75+64.42 ℄ WB EXIT RAMP

STA. 248+15.84 ℄ IL-89
STA. 101+15.81 ℄ WB ENT. RAMP

℄ WB ENTRANCE RAMP

℄ WB EXIT RAMP

MATCHLINE STATION 244+00.00

MATCHLINE STATION 248+50.00

THPL PVT MK LINE 4
WHITE (TYP)

THPL PVT MK LINE 4
YELLOW (TYP)

THPL PVT MK LINE 8
WHITE

THPL PVT MK LINE 12
WHITE (10' MAX SPACING) (TYP)

THPL PVT MK LTR & SYM
(TYP)

RAISED REFL PAVT MKR
CRYSTAL ONE WAY, 40' C-C (TYP)

THPL PVT MK LINE
LINE 24
WHITE (STOP BAR)
(TYP)

THPL PVT MK LINE 6
(WHITE 6' SKIP 2' DASH)

WP-21 (Z) (M)

WP-22 (Z) (M) (T)

WP-23 (F) (A)

WP-24 (D)

WP-25 (E) (F) (A)

WP-26 (D)

WP-27 (E) (A)

WP-28 (X) (H)

TS-4 (C)

GM-3

244+00 | 245+00 | 246+00 | 247+00 | 248+00

247+44.1
85.8' LT

247+21.2
32.0' LT

248+00.8
32.0' LT

247+30.4
14.0' RT

248+22.5
14.0' RT

247+53.7
74.1' RT

+81.4 | +31.4

100+00

174R' | 114R' | 123R' | 118R' | 75+00

24' | 18' | 14' | 12'

80 WEST
Moline - Rock Island

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

PAVEMENT MARKING AND SIGNING
STA. 244+00 TO STA. 248+50

SCALE: VERT. NONE
HORIZ. 1" = 20'
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TWH

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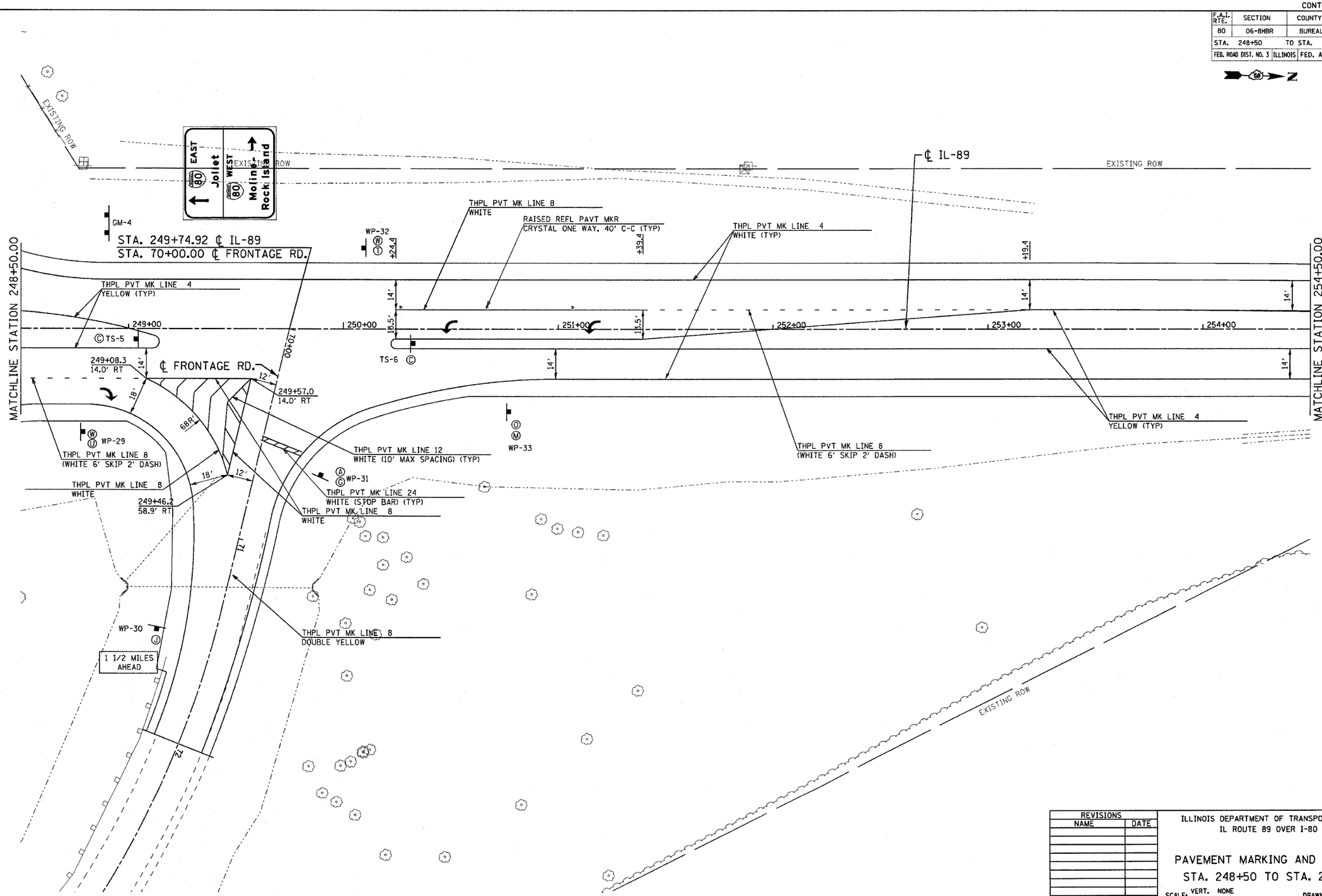
ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	67
STA. 248+50	TO STA. 254+50			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

PAVEMENT MARKING AND SIGNING
STA. 248+50 TO STA. 254+50

SCALE: VERT. NONE
HORIZ. 1" = 20'
DATE: 08/10/07

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CHECKED BY TMH

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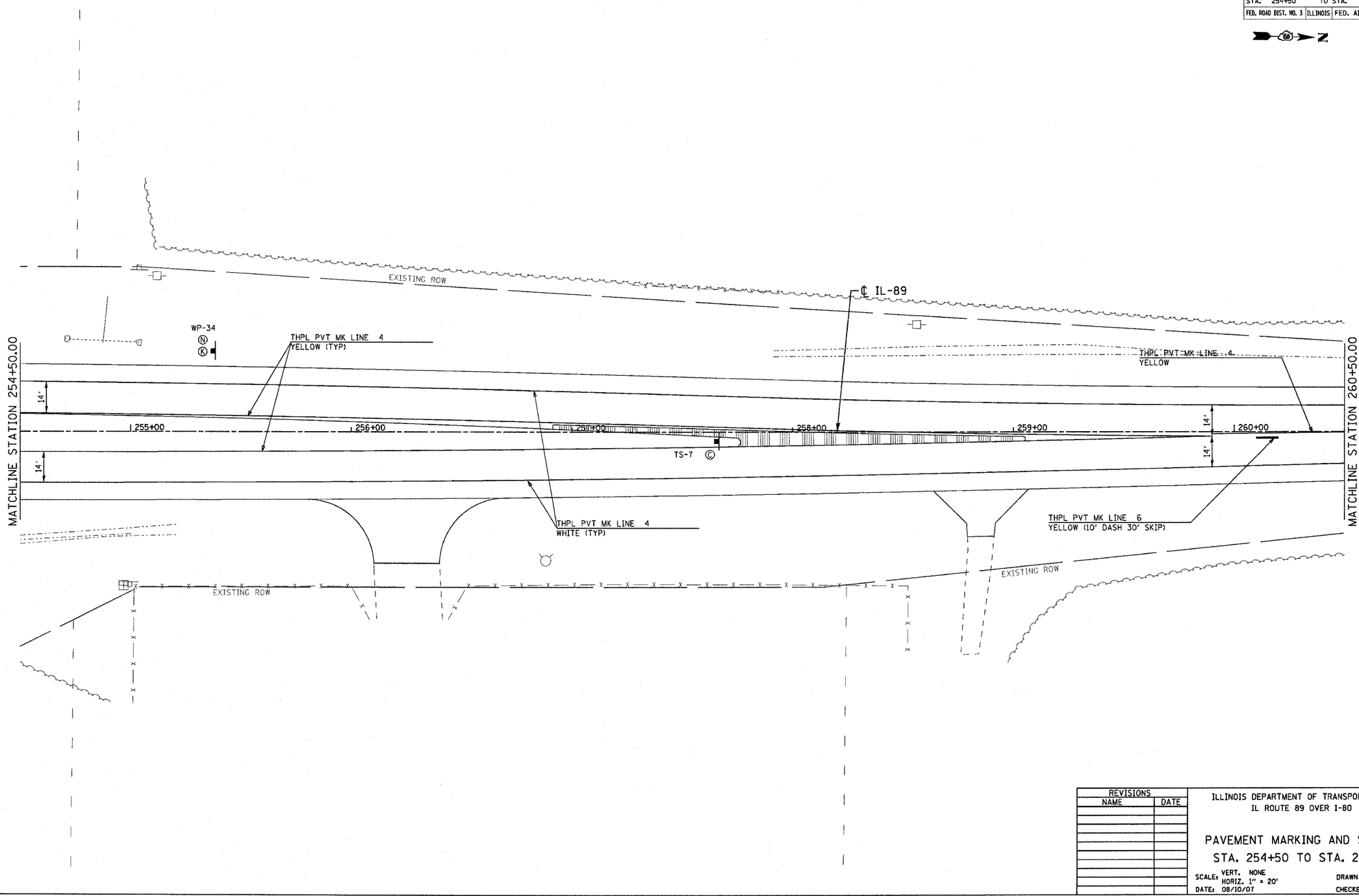
ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	68
STA. 254+50	TO STA. 260+50			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

N



REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

PAVEMENT MARKING AND SIGNING
STA. 254+50 TO STA. 260+50

SCALE: VERT. NONE
HORIZ. 1" = 20'
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

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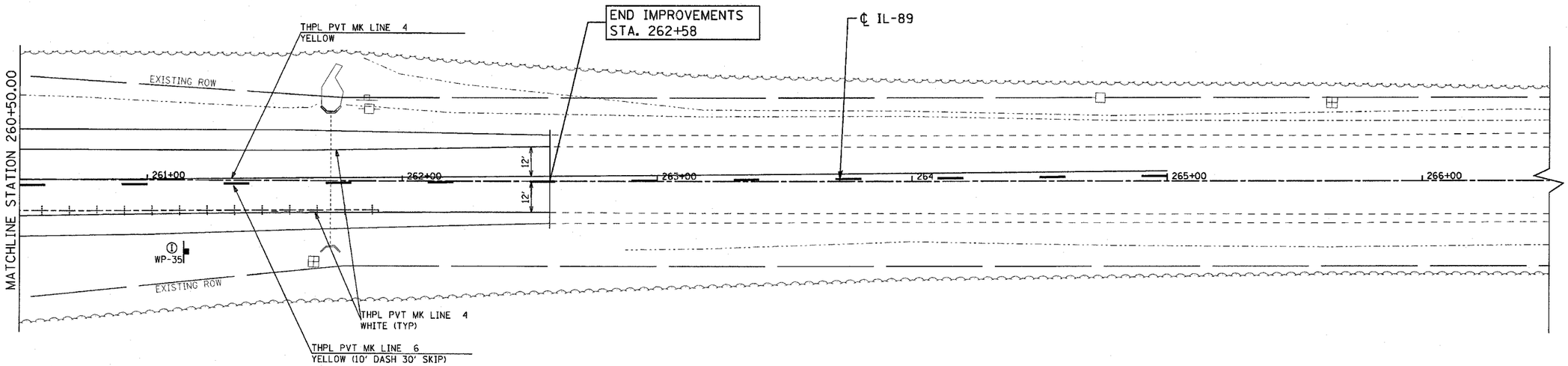
USER NAME = ptsmrd

ENTRAN

CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-8HBR	BUREAU	165	69
STA. 260+50	TO STA. 266+50			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

N



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

PAVEMENT MARKING AND SIGNING
STA. 260+50 TO STA. 266+50

SCALE: VERT. NONE
HORIZ. 1" = 20'
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

PLOT DATE = 9/20/2007
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CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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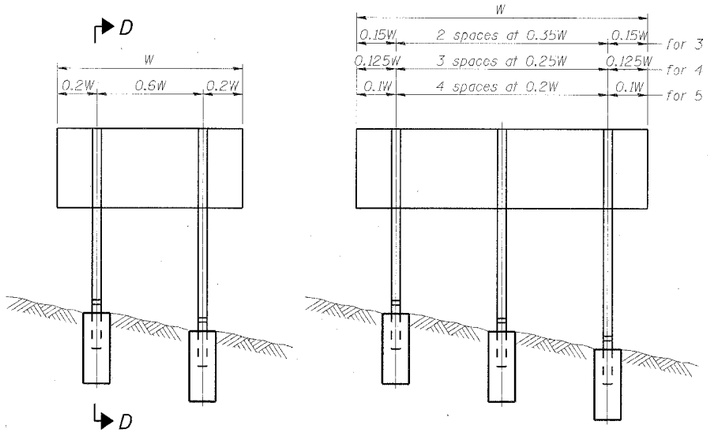
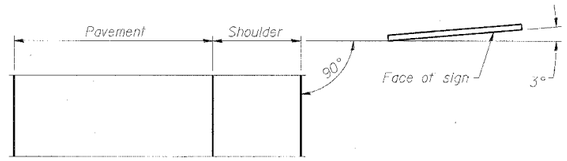
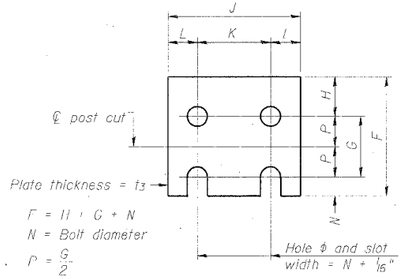
STA.	TO STA.			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



ELEVATION

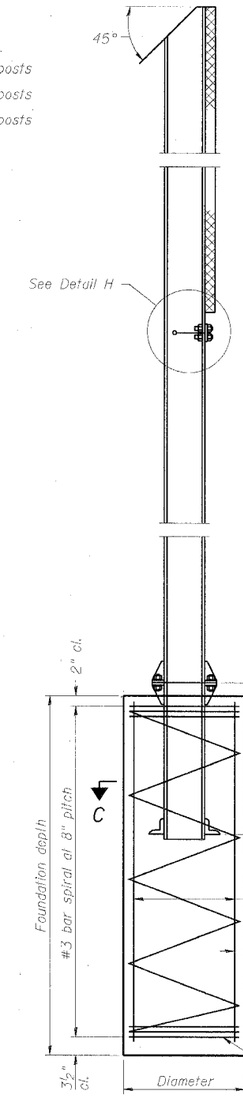


LOCATION SKETCH

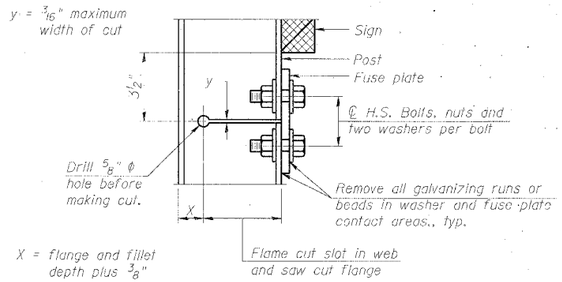


FUSE PLATE DETAIL
(Install with notches down.)

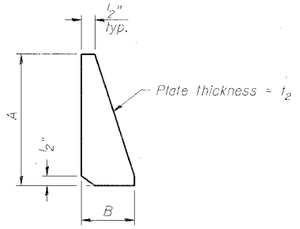
FUSE PLATE DATA		
N = Bolt Diameter	G	H
1/2"	2"	1 1/8"
5/8"	2 1/4"	1 1/4"
3/4"	2 1/2"	1 3/8"
7/8"	2 3/4"	1 1/2"
1"	3"	1 5/8"
1 1/8"	3 1/4"	1 3/4"



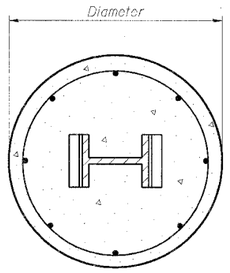
SECTION D-D



DETAIL H



STIFFENER PLATE DETAIL
(See table for dimensions.)



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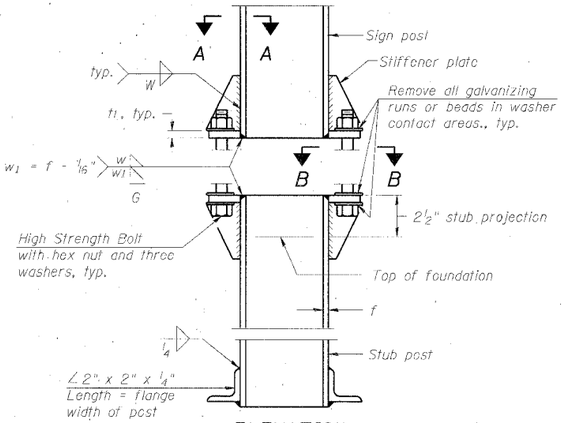
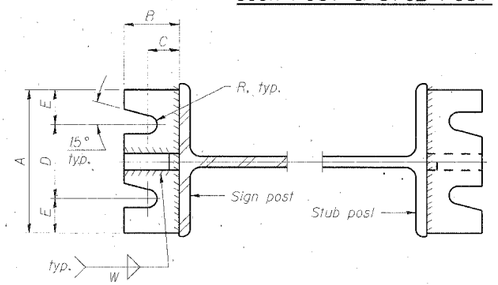
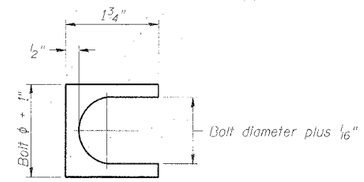


ELEVATION
SIGN POST & STUB POST



SECTION A-A SECTION B-B



SHIM DETAIL

Furnish two 0.01" thick and two 0.03" thick stainless steel or brass (ASTM B36) shims per post.

GENERAL NOTES

Posts shall be plumbed by using shims with post-to-stub post connection bolts snug tight only. Final tightening of all High Strength Bolts shall be in accordance with Article 727.05 and threads at the junction of the bolt and nut shall be burred or center punched to prevent the nut from loosening.

LOADING: 80 m.p.h. wind with 30% gust factor, normal to sign.

DESIGN STRESSES:
Structural steel - 20,000 p.s.i.
Reinforcing steel - 20,000 p.s.i.
Concrete - 1,400 p.s.i.
Footing soil pressure - 2,000 p.s.f.

After fabrication, the post, fuse plate and upper 6", min. of the stub post shall be hot-dip galvanized in accordance with AASHTO M111. All bolts, nuts and washers shall be hot-dip galvanized in accordance with AASHTO M232.

Work this sheet with Base Sheet BAW-A-2.

NUMBER	REVISION	DATE

BREAK-AWAY WIDE FLANGE STEEL SIGN POST DETAILS

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

PAVEMENT MARKING AND SIGNING

SCALE: VERT. NONE
HORIZ. 1" = 20'
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

(Sheet 1 of 2)

BAW-A-1 7/01/2006

ENTRAN

PLOT DATE = 9/19/2007
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USER NAME = zpsamid

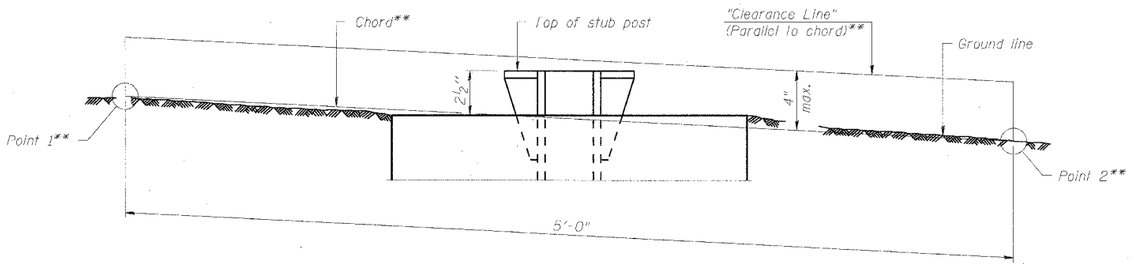
CONTRACT NO. 66641

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-BHBR	BUREAU	165	71
STA.	TO STA.			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

POST	CONCRETE FOUNDATION TABLE								POST TO STUB POST CONNECTION DATA										FUSE PLATE DATA			
	Foundation			Reinforcement				Stub Post														
	Diameter	*Minimum Depth	Concrete (1) cu. yds.)	Vertical Bars Length	Bar Spirals Diameter	Bar Spirals Length	lbs. (2)	Length	Bolt Size	A	B	C	D	E	t1	t2	R	W	J	K	L	t3
W6x9	2'-0"	6'-0"	0.70	5'-9"	1'-8½"	79' 0"	78	2'-3"	⅝" x 3¼"	6"	2¼"	1¼"	3½"	1¼"	¾"	½"	11/32"	¼"	4"	2¼"	⅞"	¼"
W6x15	2'-0"	6'-0"	0.70	5'-9"	1'-8½"	79'-0"	78	2'-6"	⅝" x 3¼"	6"	2¼"	1¼"	3½"	1¼"	¾"	½"	11/32"	¼"	6"	3½"	1¼"	⅜"
W8x18	2'-0"	6'-0"	0.70	5'-9"	1'-8½"	79' 0"	78	2'-6"	¾" x 3¾"	6"	2½"	1⅜"	3¼"	1⅜"	1"	½"	13/32"	5/16"	5¼"	2¾"	1¼"	½"
W10x22	2'-6"	6'-6"	1.18	6'-3"	2'-2½"	105'-0"	92	3'-0"	¾" x 3¾"	6"	2½"	1⅜"	3¼"	1⅜"	1"	½"	13/32"	5/16"	5¾"	2¾"	1½"	½"
W10x26	2'-6"	7'-0"	1.27	6'-9"	2'-2½"	112'-0"	98	3'-0"	⅞" x 4"	7"	2¾"	1½"	4"	1½"	1"	¾"	15/32"	⅜"	5¾"	2¾"	1½"	⅝"
W12x26	2'-6"	7'-9"	1.41	7'-6"	2'-2½"	119'-0"	107	3' 0"	⅞" x 4"	7"	2¾"	1½"	4"	1½"	1"	¾"	15/32"	⅜"	6½"	3½"	1½"	⅝"
W14x30	3'-0"	7'-3"	1.90	7'-0"	2'-8½"	145'-0"	113	3'-0"	⅞" x 4"	7"	2¾"	1½"	4"	1½"	1"	¾"	15/32"	⅜"	6¾"	3½"	1⅝"	½"
W14x38	3'-0"	8'-0"	2.09	7'-9"	2'-8½"	153'-0"	122	3'-6"	1" x 4½"	7½"	3"	1¾"	4"	1¾"	1¼"	¾"	17/32"	⅜"	6¾"	3½"	1⅝"	½"
W16x45	3'-0"	8'-6"	2.23	8'-3"	2'-8½"	162'-0"	130	3'-6"	1" x 4½"	7½"	3"	1¾"	4"	1¾"	1¼"	¾"	17/32"	⅜"	7"	3½"	1¾"	½"

*Dimensional changes required for varying site conditions shall be approved by the Engineer.

POST	FUSE PLATE BOLT SIZE — Sign Depth												
	4'-0"	5'-0"	6'-0"	7'-0"	8'-0"	9'-0"	10'-0"	11'-0"	12'-0"	13'-0"	14'-0"	15'-0"	16'-0"
W6x9	½" x 1½"	½" x 1½"	½" x 1½"	⅝" x 1¾"	⅝" x 1¾"	⅝" x 1¾"	—	—	—	—	—	—	—
W6x15	½" x 1¾"	½" x 1¾"	⅝" x 2"	⅝" x 2"	¾" x 2"	¾" x 2"	¾" x 2"	¾" x 2"	⅛" x 2"	⅛" x 2"	—	—	—
W8x18	½" x 1¾"	½" x 1¾"	½" x 1¾"	⅝" x 2"	⅝" x 2"	¾" x 2"	¾" x 2"	⅞" x 2¼"	⅞" x 2¼"	⅞" x 2¼"	⅞" x 2¼"	⅞" x 2¼"	⅞" x 2¼"
W10x22	½" x 2"	½" x 2"	½" x 2"	⅝" x 2"	⅝" x 2"	¾" x 2¼"	¾" x 2¼"	⅞" x 2¼"	⅞" x 2¼"	⅞" x 2½"	1" x 2½"	1" x 2¾"	1" x 2¾"
W10x26	½" x 2"	½" x 2"	½" x 2"	⅝" x 2¼"	⅝" x 2¼"	¾" x 2½"	¾" x 2½"	⅞" x 2½"	⅞" x 2½"	1" x 2¾"	1" x 2¾"	1" x 2¼"	1⅛" x 3"
W12x26	—	—	—	—	—	⅝" x 2¼"	—	—	⅞" x 2½"	⅞" x 2½"	1" x 2½"	1" x 2¾"	1" x 2¾"
W14x30	½" x 2"	½" x 2"	½" x 2"	½" x 2"	½" x 2"	⅝" x 2"	¾" x 2¼"	¾" x 2¼"	¾" x 2¼"	⅞" x 2½"	1" x 2½"	1" x 2¾"	1" x 2¾"
W14x38	—	½" x 2"	½" x 2"	½" x 2"	½" x 2"	⅝" x 2¼"	¾" x 2¼"	¾" x 2¼"	¾" x 2½"	⅞" x 2½"	⅞" x 2½"	1" x 2¾"	1" x 2¾"
W16x45	—	—	—	½" x 2"	½" x 2"	⅝" x 2¼"	⅝" x 2¼"	¾" x 2¼"	¾" x 2½"	¾" x 2½"	⅞" x 2½"	⅞" x 2½"	1" x 2¾"



ELEVATION
GROUND LINE & STUB POST

** For all "Point 1" and "Point 2" locations, "Clearance Line" must be at or above top of stub post.

(1) Quantity includes all concrete necessary for one foundation.

(2) Includes reinforcement bars and spiral hooping for one foundation.

NUMBER	REVISION	DATE

BAW-A-2 7/01/2006

BREAK-AWAY WIDE FLANGE STEEL SIGN POST TABLES

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
IL ROUTE 89 OVER I-80

PAVEMENT MARKING AND SIGNING

SCALE: VERT. NONE
HORIZ. 1" = 20'
DATE: 08/10/07

DRAWN BY ACE/CAD
CHECKED BY TMH

(Sheet 2 of 2)

PLOT DATE = 8/9/2007
FILE NAME = g:\projects\2054089.002\cadd\955S90-rds
PLOT SCALE = 1.0000 ' / IN.
USER NAME = 2biemid

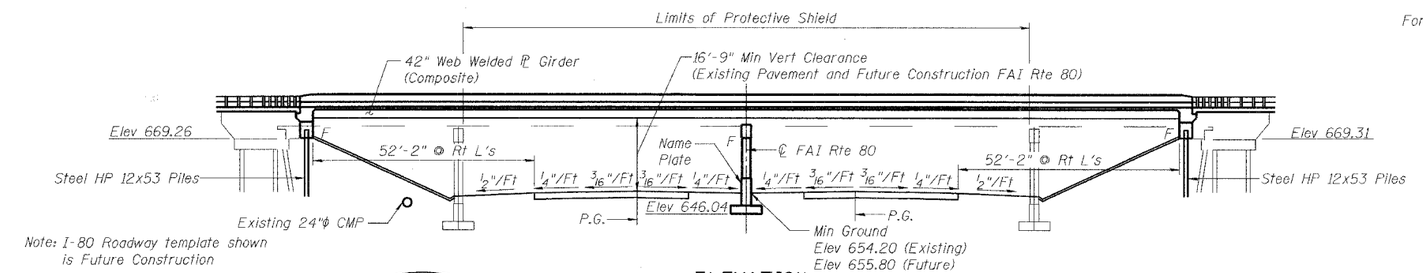
ENTRAN

Benchmark: Cut box at S. end of W. conc. parapet wall of North bound IL Rte. 89 over I-80. Elev = 679.04

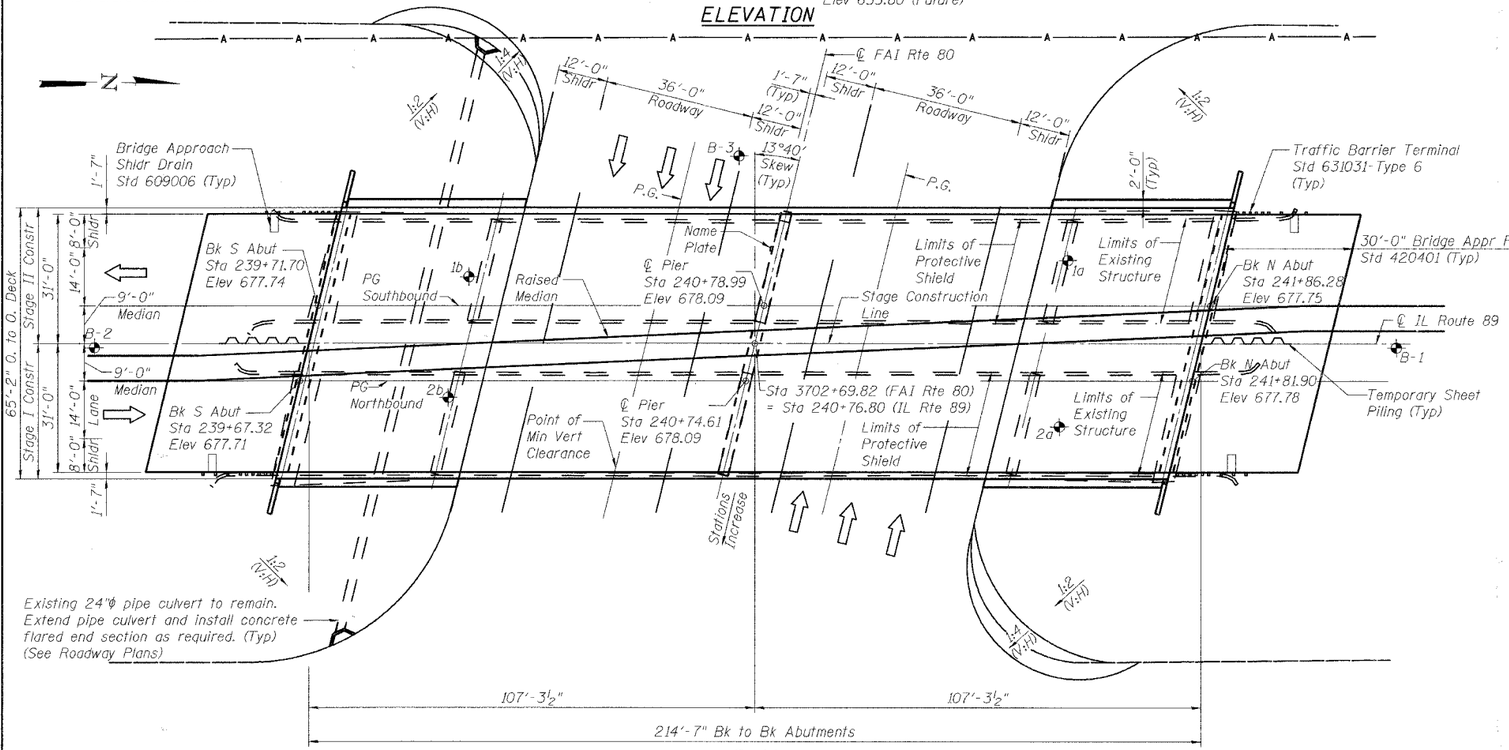
Existing Structures: SN006-0108 & SN006-0109 were originally built as IL Route 89 over FAI Rte 80, Section 06-8HB in 1960. The bridges were rehabilitated in 1986 & new stainless steel hinge pins were installed in 1999. The existing bridges are four span bridges, 225'-2" long by 24'-6" wide. The deck is supported by wide flange steel beams, continuous over hammerhead piers and hinged 24' from the open abutments on a 13°-43' skew angle. Existing structures to be removed and replaced utilizing stage construction.

Salvage: None.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ELEVATION



PLAN

DESIGNED	BPS
CHECKED	BHS
DRAWN	RRG
CHECKED	GSP

PLOT DATE = 7/30/2007
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PLOT SCALE = N/A
USER NAME = zzsayers

ENTRAN

NO GRADING OR EXCAVATING LOCATIONS

(See Special Provisions)

BORING	STATION	OFFSET
1660-1a	241+52	20' Lt
1660-1b	240+08	16' Lt
1660-2a	241+50	20' Rt
1660-2b	240+03	13' Rt

LEGEND

F - Fixed Bearing
- Soil Boring
A — Existing Aerial Line

LICENSED STRUCTURAL ENGINEER
BRAD H. SAYERS
081-006267
CHICAGO
ILLINOIS
STATE OF ILLINOIS

For Sheets 1 to 15 and 19 to 22

BRAD H. SAYERS, S.E.
IL. LIC. NO. 081-006267
EXP 10-30-08
DATE 8-10-07

LICENSED STRUCTURAL ENGINEER
MICHAEL T. HALEY
081-005991
CHICAGO
ILLINOIS
STATE OF ILLINOIS

For Sheets 16 to 18

MICHAEL T. HALEY, S.E.
IL. LIC. NO. 081-005991
EXP 11-30-08
DATE 8-10-07

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	06 - 8HBR	BUREAU	165	72
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT=		

SHEET NO. 1
22 SHEETS

Contract # 66641

LOADING HS20-44

Allow 50 psf for future wearing surface.

DESIGN STRESSES

f'_c = 3,500 psi
f_y = 60,000 psi (Reinforcement)
f_y = 50,000 psi (M270 Gr 50 Structural Steel)

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges

SEISMIC DATA

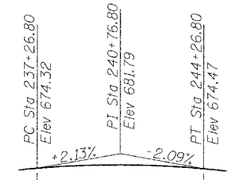
Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.04g
Site Coefficient (S) = 1.0

STATION 3702+69.82
BUILT 200_ BY
STATE OF ILLINOIS
F.A.I. ROUTE 80 SEC. 06-8HBR
LOADING HS20 & ALT.
STR. NO. 006-0178

NAME PLATE

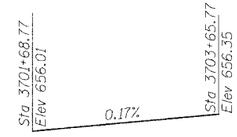
See Std 515001

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



PROFILE GRADE IL ROUTE 89

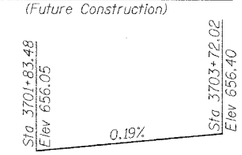
(Along Profile Grade)



**PROFILE GRADE I-80 (WB)

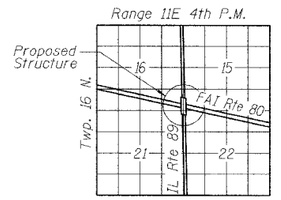
(Future Construction)

**Note: The Profile Grade for Future Construction is assumed to equal the profile at the existing ℄ I-80 (EB) and ℄ I-80 (WB), respectively.



**PROFILE GRADE I-80 (EB)

(Future Construction)



LOCATION SKETCH

GENERAL PLAN

IL ROUTE 89 OVER
FAI ROUTE 80 (I-80)
SECTION 06-8HBR
BUREAU COUNTY
STATION 3702+69.82
STRUCTURE NO. 006-0178

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	06 - 8HBR	BUREAU	165	73
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 2
22 SHEETS

Contract # 66641

GENERAL NOTES

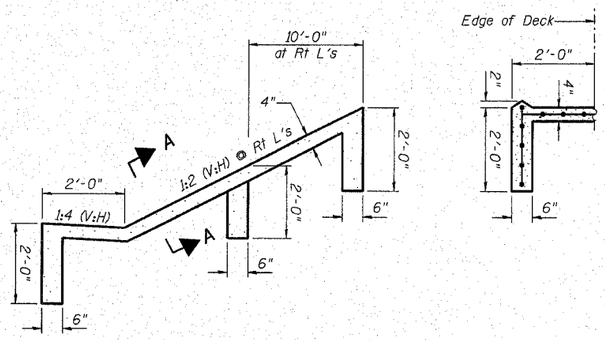
1. Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts $^{7}/_{8}$ in. ϕ, holes $^{15}/_{16}$ in. ϕ, unless otherwise noted.
2. Calculated weight of Structural Steel (M270, Grade 50) = 339,190 lbs. Calculated weight of Structural Steel (M270, Grade 36) = 41,930 lbs.
3. No field welding is permitted except as specified in the contract documents.
4. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60 (IL Modified). See Special Provisions.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. If the Contractor elects to use cantilever forming brackets on the exterior girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and the first interior girder at each of these additional bracket locations.
7. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $^{1}/_{8}$ in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
8. Concrete Sealer shall be applied to the exposed surface areas of the Pier.
9. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
10. 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 coat for the exterior and the bottom flange of the fascia girders shall be Interstate Green, Munsell No 7.5G 4/8. See Special Provisions for "Cleaning and Painting New Metal Structures".
11. The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
12. The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.
13. The Steel H-piles shall be according to AASHTO M270 Grade 50.

INDEX OF SHEETS

S-1 General Plan
S-2 General Notes, Index of Sheets and Total Bill of Material
S-3 Stage Construction Details
S-4 Temporary Concrete Barrier for Stage Construction
S-5 Top of Deck Elevations (1 of 3)
S-6 Top of Deck Elevations (2 of 3)
S-7 Top of Deck Elevations (3 of 3)
S-8 Top of South Approach Slab Elevations
S-9 Top of North Approach Slab Elevations
S-10 Deck Plan
S-11 Superstructure Details (1 of 2)
S-12 Superstructure Details (2 of 2)
S-13 Framing Plan
S-14 Framing Details
S-15 Bearing Details
S-16 South Abutment
S-17 North Abutment
S-18 Pier
S-19 Bar Splicer Assembly Details
S-20 Steel H-Pile Details
S-21 Boring Logs (1 of 2)
S-22 Boring Logs (2 of 2)

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment	Cu yd		39	39
Porous Granular Embankment (Special)	Cu yd		168	168
Removal of Existing Structures	Each			2
Protective Shield	Sq yd	754		754
Structure Excavation	Cu yd		933	933
Concrete Structures	Cu yd		236.3	236.3
Concrete Superstructure	Cu yd	480.4		480.4
Bridge Deck Grooving	Sq yd	1431		1431
Concrete Encasement	Cu yd		12.9	12.9
Protective Coat	Sq yd	1658		1658
Furnishing and Erecting Structural Steel	L Sum	1		1
Stud Shear Connectors	Each	3840		3840
Reinforcement Bars, Epoxy Coated	Pound	115460	29270	144730
Bar Splicers	Each	937	91	1028
Slope Wall 4 Inch	Sq yd		708	708
Furnishing Steel Piles HP12x53	Foot		1524	1524
Driving Piles	Foot		1524	1524
Test Pile Steel HP12x53	Each		2	2
Temporary Sheet Piling	Sq ft		328	328
Name Plates	Each		1	1
Anchor Bolts, 1"	Each		32	32
Anchor Bolts, 1¼"	Each		32	32
Concrete Sealer	Sq ft		1923	1923
Geocomposite Wall Drain	Sq yd		176	176
Pipe Underdrains for Structures 4"	Foot		126	126

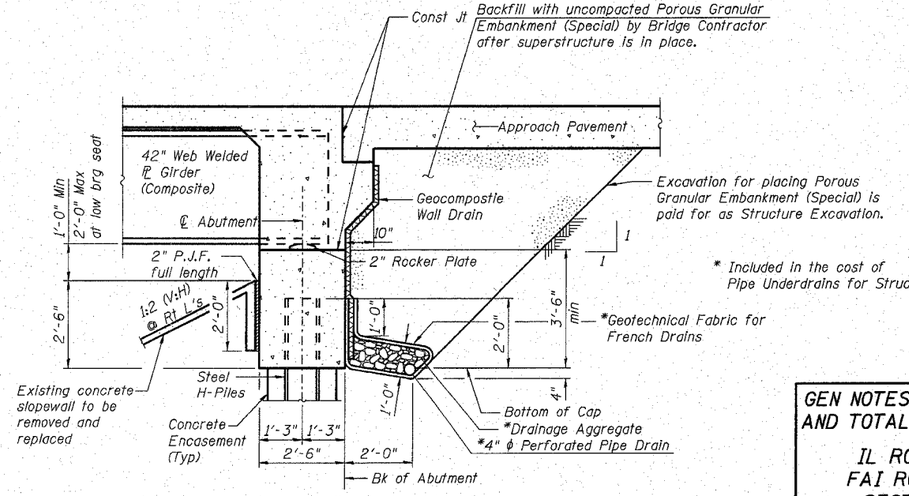


SECTION THRU SLOPEWALL

Slope wall shall be reinforced with welded wire fabric, 6 in. x 6 in. - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.

SECTION A-A

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)



SECTION THRU INTEGRAL ABUTMENT

DESIGNED	BPS
CHECKED	BHS
DRAWN	RRG
CHECKED	GSP

GEN NOTES, INDEX OF SHEETS AND TOTAL BILL OF MATERIAL

IL ROUTE 89 OVER
FAI ROUTE 80 (I-80)
SECTION 06-8HBR
BUREAU COUNTY
STATION 3702+69.82
STRUCTURE NO. 006-0178

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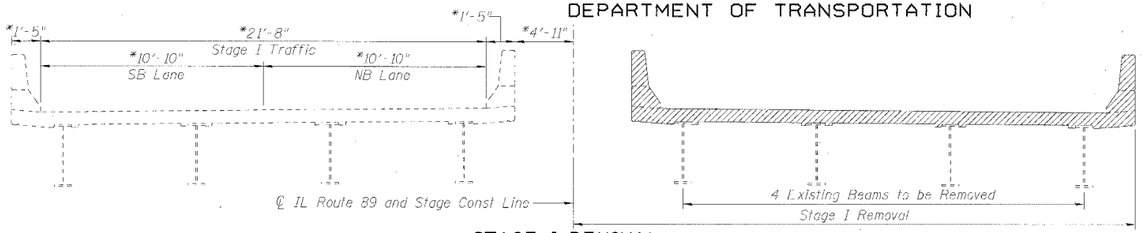
ENTRAN

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	PROJECT NO.
FAI 80	06 - 8HBR	BUREAU	165	74
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

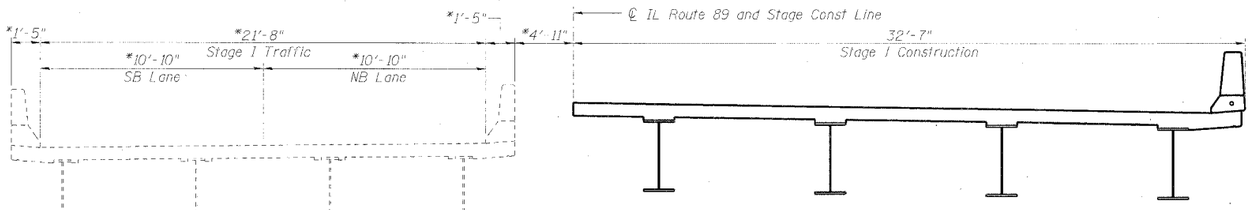
SHEET NO. 3
22 SHEETS

Contract # 66641

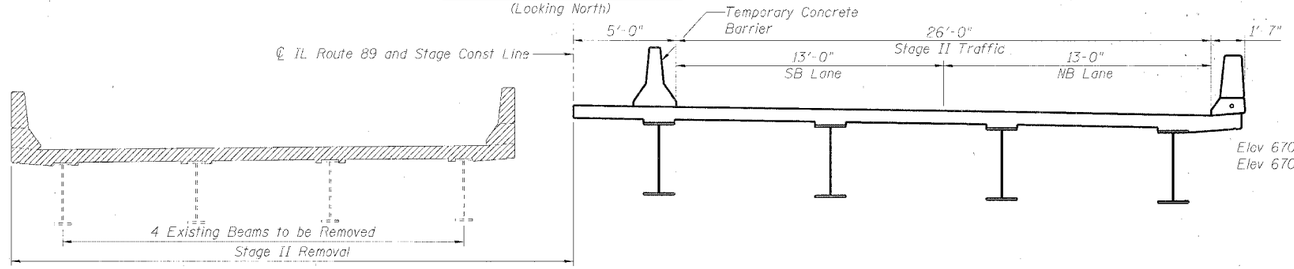
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



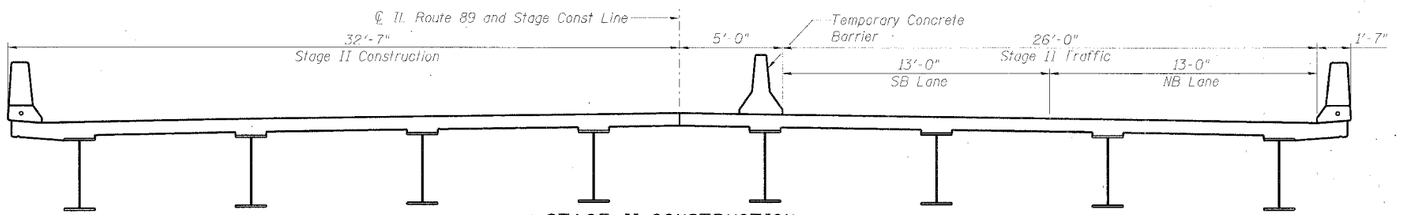
STAGE I REMOVAL
(Looking North)



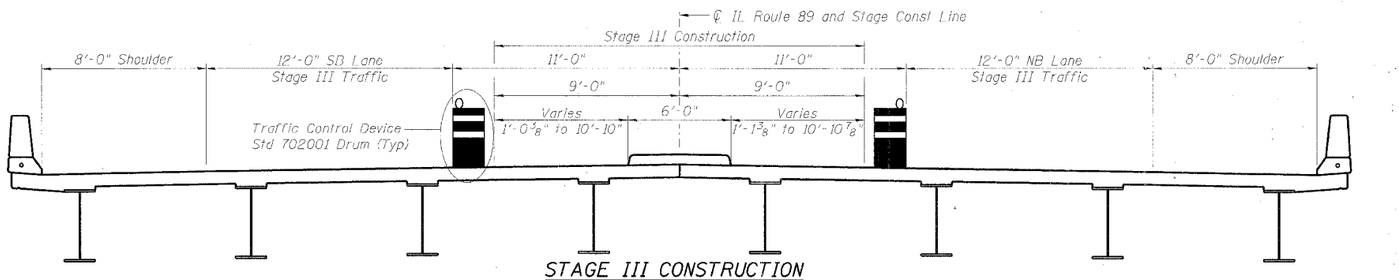
STAGE I CONSTRUCTION
(Looking North)



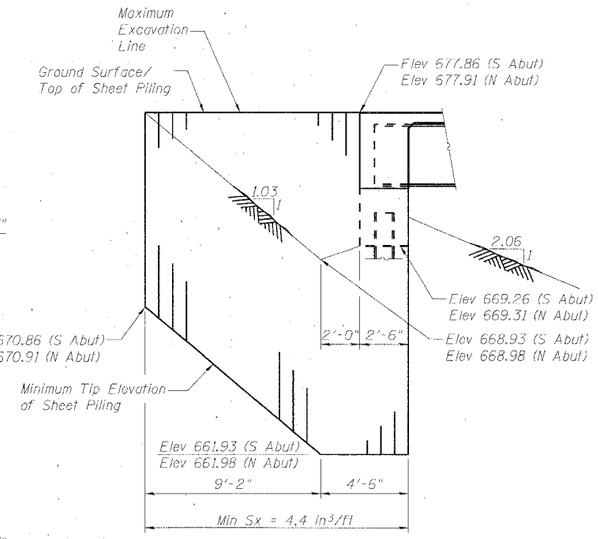
STAGE II REMOVAL
(Looking North)



STAGE II CONSTRUCTION
(Looking North)



STAGE III CONSTRUCTION
(Looking North)



SHEET PILE ELEVATION
(South Abutment shown looking west, North Abutment similar)

Note:
If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

* Plan dimensions relative to existing structures are subject to nominal construction variations.

DESIGNED	BPS
CHECKED	BHS
DRAWN	RRG
CHECKED	GSP

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ENTRAN

STAGE CONSTRUCTION DETAILS

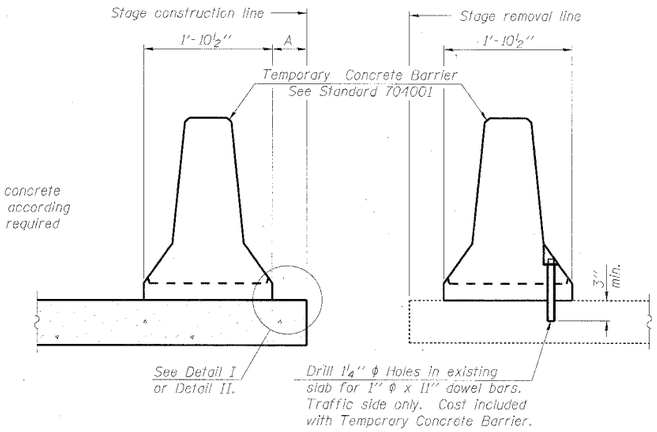
IL ROUTE 89 OVER
FAI ROUTE 80 (I-80)
SECTION 06-8HBR
BUREAU COUNTY
STATION 3702+69.82
STRUCTURE NO. 006-0178

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	06 - 8HBR	BUREAU	155	75
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 4
22 SHEETS

Contract # 66641



When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".

NEW SLAB EXISTING SLAB

SECTIONS THRU SLAB

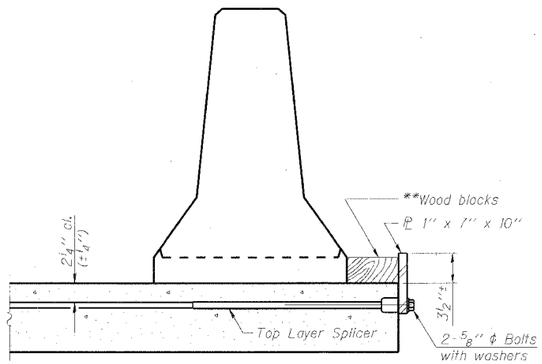
NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel ℄ to the top layer of couplers with 2-⅝" ϕ bolts screwed to coupler at approximate ℄ of each barrier panel.

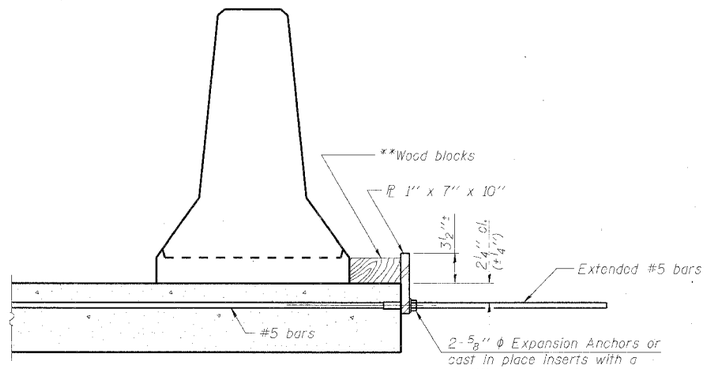
Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel ℄ to the concrete slab with 2-⅝" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ℄ of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier.

The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

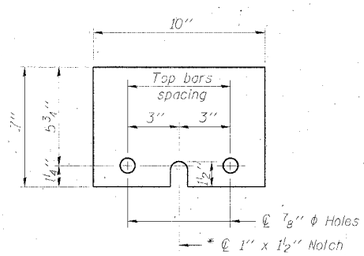


DETAIL I



DETAIL II

** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.



STEEL RETAINER ℄ 1" x 7" x 10"

* Required only with Detail II

DESIGNED	BPS
CHECKED	BHS
DRAWN	RRG
CHECKED	GSP

R-27 11-1-06

ENTRAN

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TEMPORARY CONCRETE
BARRIER FOR STAGE CONSTR

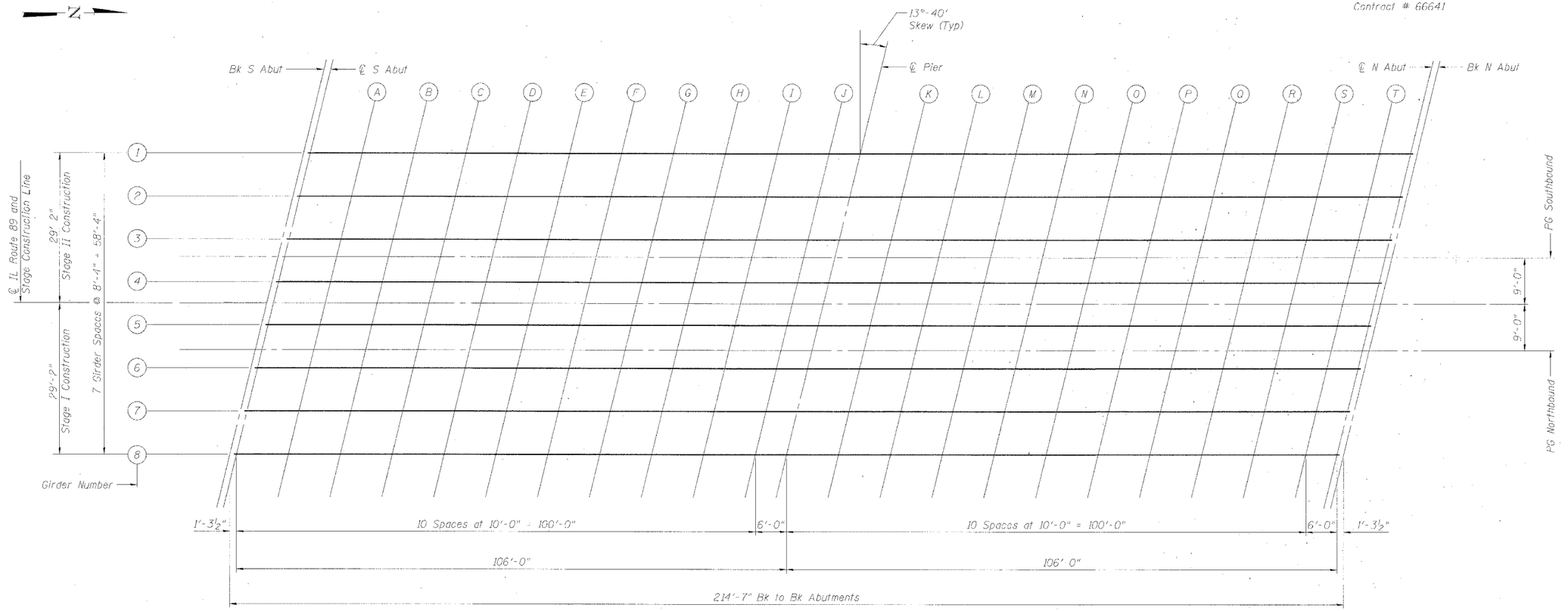
IL ROUTE 89 OVER
FAI ROUTE 80 (I-80)
SECTION 06-8HBR
BUREAU COUNTY
STATION 3702+69.82
STRUCTURE NO. 006-0178

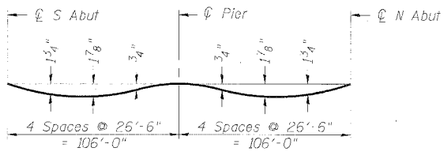
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	06 - 8HBR	BUREAU	165	76
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 5
22 SHEETS

Contract # 66641

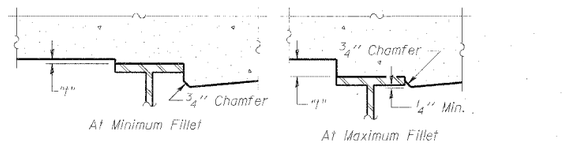




DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not for use in the field if the Engineer is working from "Theoretical Grade Elevations Adjusted for Dead Load Deflection."



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 the plans. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection", shown on the plans, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

DESIGNED	BPS
CHECKED	BHS
DRAWN	RRG
CHECKED	GSP

TOP OF DECK ELEVATIONS
(1 OF 3)

IL ROUTE 89 OVER
FAI ROUTE 80 (I-80)
SECTION 06-8HBR
BUREAU COUNTY
STATION 3702+69.82
STRUCTURE NO. 006-0178

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ENTRAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	06 - 8HBR	BUREAU	165	11
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT -		

SHEET NO. 6
22 SHEETS

Contract # 66641

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S Abut	239+76.61	-29.17	677.42	677.42
℄ S Abut	239+77.89	-29.17	677.43	677.43
A	239+87.89	-29.17	677.49	677.55
B	239+97.89	-29.17	677.54	677.65
C	240+07.89	-29.17	677.59	677.74
D	240+17.89	-29.17	677.63	677.79
E	240+27.89	-29.17	677.66	677.82
F	240+37.89	-29.17	677.69	677.83
G	240+47.89	-29.17	677.71	677.82
H	240+57.89	-29.17	677.73	677.79
I	240+67.89	-29.17	677.74	677.77
J	240+77.89	-29.17	677.75	677.75
℄ Pier	240+83.89	-29.17	677.75	677.75
K	240+93.89	-29.17	677.74	677.75
L	241+03.89	-29.17	677.73	677.77
M	241+13.89	-29.17	677.71	677.79
N	241+23.89	-29.17	677.69	677.81
O	241+33.89	-29.17	677.66	677.81
P	241+43.89	-29.17	677.62	677.79
Q	241+53.89	-29.17	677.58	677.74
R	241+63.89	-29.17	677.53	677.67
S	241+73.89	-29.17	677.48	677.58
T	241+83.89	-29.17	677.42	677.46
℄ N Abut	241+89.89	-29.17	677.38	677.38
Bk N Abut	241+91.18	-29.17	677.37	677.37

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S Abut	239+74.58	-20.83	677.57	677.57
℄ S Abut	239+75.87	-20.83	677.58	677.58
A	239+85.87	-20.83	677.64	677.70
B	239+95.87	-20.83	677.69	677.81
C	240+05.87	-20.83	677.74	677.89
D	240+15.87	-20.83	677.78	677.95
E	240+25.87	-20.83	677.82	677.98
F	240+35.87	-20.83	677.85	677.99
G	240+45.87	-20.83	677.87	677.97
H	240+55.87	-20.83	677.89	677.95
I	240+65.87	-20.83	677.90	677.93
J	240+75.87	-20.83	677.91	677.91
℄ Pier	240+81.87	-20.83	677.91	677.91
K	240+91.87	-20.83	677.90	677.92
L	241+01.87	-20.83	677.89	677.94
M	241+11.87	-20.83	677.88	677.96
N	241+21.87	-20.83	677.86	677.97
O	241+31.87	-20.83	677.83	677.98
P	241+41.87	-20.83	677.79	677.96
Q	241+51.87	-20.83	677.75	677.92
R	241+61.87	-20.83	677.71	677.85
S	241+71.87	-20.83	677.66	677.75
T	241+81.87	-20.83	677.60	677.63
℄ N Abut	241+87.87	-20.83	677.56	677.56
Bk N Abut	241+89.15	-20.83	677.55	677.55

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S Abut	239+72.55	-12.50	677.69	677.69
℄ S Abut	239+73.84	-12.50	677.70	677.70
A	239+83.84	-12.50	677.76	677.82
B	239+93.84	-12.50	677.81	677.93
C	240+03.84	-12.50	677.86	678.01
D	240+13.84	-12.50	677.90	678.07
E	240+23.84	-12.50	677.94	678.10
F	240+33.84	12.50	677.97	678.11
G	240+43.84	-12.50	678.00	678.10
H	240+53.84	-12.50	678.02	678.08
I	240+63.84	-12.50	678.03	678.06
J	240+73.84	-12.50	678.04	678.04
℄ Pier	240+79.84	-12.50	678.04	678.04
K	240+89.84	-12.50	678.04	678.05
L	240+99.84	-12.50	678.03	678.07
M	241+09.84	-12.50	678.01	678.09
N	241+19.84	-12.50	677.99	678.11
O	241+29.84	-12.50	677.96	678.11
P	241+39.84	-12.50	677.93	678.10
Q	241+49.84	-12.50	677.89	678.05
R	241+59.84	-12.50	677.85	677.99
S	241+69.84	-12.50	677.80	677.89
T	241+79.84	-12.50	677.74	677.78
℄ N Abut	241+85.84	-12.50	677.70	677.70
Bk N Abut	241+87.13	-12.50	677.69	677.69

PG SOUTHBOUND

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S Abut	239+71.70	-9.00	677.74	677.74
℄ S Abut	239+72.99	-9.00	677.74	677.74
A	239+82.99	-9.00	677.81	677.87
B	239+92.99	-9.00	677.86	677.98
C	240+02.99	-9.00	677.91	678.06
D	240+12.99	-9.00	677.96	678.12
E	240+22.99	-9.00	677.99	678.15
F	240+32.99	-9.00	678.03	678.16
G	240+42.99	-9.00	678.05	678.15
H	240+52.99	-9.00	678.07	678.13
I	240+62.99	-9.00	678.08	678.11
J	240+72.99	-9.00	678.09	678.10
℄ Pier	240+78.99	-9.00	678.09	678.09
K	240+88.99	-9.00	678.09	678.10
L	240+98.99	-9.00	678.08	678.12
M	241+08.99	-9.00	678.07	678.15
N	241+18.99	-9.00	678.05	678.17
O	241+28.99	-9.00	678.02	678.17
P	241+38.99	-9.00	677.99	678.15
Q	241+48.99	-9.00	677.95	678.11
R	241+58.99	-9.00	677.91	678.04
S	241+68.99	-9.00	677.86	677.95
T	241+78.99	-9.00	677.80	677.84
℄ N Abut	241+84.99	-9.00	677.76	677.76
Bk N Abut	241+86.28	-9.00	677.75	677.75

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S Abut	239+70.53	-4.17	677.80	677.80
℄ S Abut	239+71.81	-4.17	677.81	677.81
A	239+81.81	-4.17	677.88	677.94
B	239+91.81	-4.17	677.93	678.05
C	240+01.81	-4.17	677.98	678.13
D	240+11.81	-4.17	678.03	678.19
E	240+21.81	-4.17	678.06	678.23
F	240+31.81	-4.17	678.10	678.23
G	240+41.81	-4.17	678.12	678.23
H	240+51.81	-4.17	678.14	678.21
I	240+61.81	-4.17	678.16	678.19
J	240+71.81	-4.17	678.17	678.17
℄ Pier	240+77.81	-4.17	678.17	678.17
K	240+87.81	-4.17	678.17	678.18
L	240+97.81	-4.17	678.16	678.20
M	241+07.81	-4.17	678.15	678.22
N	241+17.81	-4.17	678.13	678.24
O	241+27.81	-4.17	678.10	678.25
P	241+37.81	-4.17	678.07	678.23
Q	241+47.81	-4.17	678.03	678.19
R	241+57.81	4.17	677.99	678.13
S	241+67.81	-4.17	677.94	678.03
T	241+77.81	-4.17	677.88	677.92
℄ N Abut	241+83.81	-4.17	677.85	677.85
Bk N Abut	241+85.10	-4.17	677.84	677.84

℄ IL ROUTE 89 AND STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S Abut	239+69.51	0.00	677.86	677.86
℄ S Abut	239+70.80	0.00	677.87	677.87
A	239+80.80	0.00	677.93	678.00
B	239+90.80	0.00	677.99	678.11
C	240+00.80	0.00	678.04	678.19
D	240+10.80	0.00	678.09	678.25
E	240+20.80	0.00	678.13	678.29
F	240+30.80	0.00	678.16	678.30
G	240+40.80	0.00	678.19	678.29
H	240+50.80	0.00	678.21	678.27
I	240+60.80	0.00	678.22	678.25
J	240+70.80	0.00	678.23	678.24
℄ Pier	240+76.80	0.00	678.23	678.23
K	240+86.80	0.00	678.23	678.24
L	240+96.80	0.00	678.23	678.27
M	241+06.80	0.00	678.21	678.29
N	241+16.80	0.00	678.19	678.31
O	241+26.80	0.00	678.17	678.32
P	241+36.80	0.00	678.14	678.30
Q	241+46.80	0.00	678.10	678.26
R	241+56.80	0.00	678.06	678.20
S	241+66.80	0.00	678.01	678.10
T	241+76.80	0.00	677.95	677.99
℄ N Abut	241+82.80	0.00	677.92	677.92
Bk N Abut	241+84.09	0.00	677.91	677.91

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S Abut	239+68.50	4.17	677.79	677.79
℄ S Abut	239+69.79	4.17	677.80	677.80
A	239+79.79	4.17	677.86	677.93
B	239+89.79	4.17	677.92	678.04
C	239+99.79	4.17	677.97	678.12
D	240+09.79	4.17	678.02	678.18
E	240+19.79	4.17	678.06	678.22
F	240+29.79	4.17	678.09	678.23
G	240+39.79	4.17	678.12	678.22
H	240+49.79	4.17	678.14	678.20
I	240+59.79	4.17	678.16	678.18
J	240+69.79	4.17	678.17	678.17
℄ Pier	240+75.79	4.17	678.17	678.17
K	240+85.79	4.17	678.17	678.18
L	240+95.79	4.17	678.16	678.20
M	241+05.79	4.17	678.15	678.23
N	241+15.79	4.17	678.13	678.25
O	241+25.79	4.17	678.11	678.25
P	241+35.79	4.17	678.08	678.24
Q	241+45.79	4.17	678.04	678.20
R	241+55.79	4.17	678.00	678.14
S	241+65.79	4.17	677.95	678.04
T	241+75.79	4.17	677.89	677.93
℄ N Abut	241+81.79	4.17	677.86	677.86
Bk N Abut	241+83.07	4.17	677.85	677.85

DESIGNED	BPS
CHECKED	BHS
DRAWN	RRG
CHECKED	GSP

TOP OF DECK ELEVATIONS
(2 OF 3)

IL ROUTE 89 OVER
FAI ROUTE 80 (I-80)
SECTION 06-8HBR
BUREAU COUNTY
STATION 3702+69.82
STRUCTURE NO. 006-0178

PLOT DATE = 7/30/2007
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USER NAME = 2eyerb

ENTRAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	06 - 8HBR	BUREAU	165	78
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 7
22 SHEETS

Contract # 66641

PG NORTHBOUND

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S Abut	239+67.32	9.00	677.71	677.71
℄ S Abut	239+68.61	9.00	677.72	677.72
A	239+78.61	9.00	677.78	677.84
B	239+88.61	9.00	677.84	677.95
C	239+98.61	9.00	677.89	678.04
D	240+08.61	9.00	677.94	678.10
E	240+18.61	9.00	677.98	678.14
F	240+28.61	9.00	678.01	678.15
G	240+38.61	9.00	678.04	678.14
H	240+48.61	9.00	678.06	678.13
I	240+58.61	9.00	678.08	678.11
J	240+68.61	9.00	678.09	678.09
℄ Pier	240+74.61	9.00	678.09	678.09
K	240+84.61	9.00	678.09	678.10
L	240+94.61	9.00	678.09	678.13
M	241+04.61	9.00	678.08	678.15
N	241+14.61	9.00	678.06	678.17
O	241+24.61	9.00	678.03	678.18
P	241+34.61	9.00	678.00	678.17
Q	241+44.61	9.00	677.97	678.13
R	241+54.61	9.00	677.93	678.06
S	241+64.61	9.00	677.88	677.97
T	241+74.61	9.00	677.82	677.86
℄ N Abut	241+80.61	9.00	677.79	677.79
Bk N Abut	241+81.90	9.00	677.78	677.78

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S Abut	239+66.47	12.50	677.65	677.65
℄ S Abut	239+67.76	12.50	677.66	677.66
A	239+77.76	12.50	677.72	677.78
B	239+87.76	12.50	677.78	677.89
C	239+97.76	12.50	677.83	677.98
D	240+07.76	12.50	677.88	678.04
E	240+17.76	12.50	677.92	678.08
F	240+27.76	12.50	677.95	678.09
G	240+37.76	12.50	677.98	678.09
H	240+47.76	12.50	678.01	678.07
I	240+57.76	12.50	678.02	678.05
J	240+67.76	12.50	678.03	678.04
℄ Pier	240+73.76	12.50	678.04	678.04
K	240+83.76	12.50	678.04	678.05
L	240+93.76	12.50	678.03	678.07
M	241+03.76	12.50	678.02	678.10
N	241+13.76	12.50	678.00	678.12
O	241+23.76	12.50	677.98	678.13
P	241+33.76	12.50	677.95	678.12
Q	241+43.76	12.50	677.92	678.08
R	241+53.76	12.50	677.88	678.01
S	241+63.76	12.50	677.83	677.92
T	241+73.76	12.50	677.77	677.81
℄ N Abut	241+79.76	12.50	677.74	677.74
Bk N Abut	241+81.05	12.50	677.73	677.73

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S Abut	239+64.45	20.83	677.50	677.50
℄ S Abut	239+65.73	20.83	677.51	677.51
A	239+75.73	20.83	677.58	677.64
B	239+85.73	20.83	677.64	677.75
C	239+95.73	20.83	677.69	677.84
D	240+05.73	20.83	677.74	677.91
E	240+15.73	20.83	677.78	677.94
F	240+25.73	20.83	677.82	677.96
G	240+35.73	20.83	677.85	677.95
H	240+45.73	20.83	677.87	677.93
I	240+55.73	20.83	677.89	677.92
J	240+65.73	20.83	677.90	677.91
℄ Pier	240+71.73	20.83	677.91	677.91
K	240+81.73	20.83	677.91	677.92
L	240+91.73	20.83	677.90	677.95
M	241+01.73	20.83	677.89	677.97
N	241+11.73	20.83	677.86	678.00
O	241+21.73	20.83	677.86	678.00
P	241+31.73	20.83	677.83	677.99
Q	241+41.73	20.83	677.79	677.96
R	241+51.73	20.83	677.75	677.89
S	241+61.73	20.83	677.71	677.80
T	241+71.73	20.83	677.66	677.69
℄ N Abut	241+77.73	20.83	677.62	677.62
Bk N Abut	241+79.02	20.83	677.61	677.61

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S Abut	239+62.42	29.17	677.33	677.33
℄ S Abut	239+63.71	29.17	677.33	677.33
A	239+73.71	29.17	677.40	677.46
B	239+83.71	29.17	677.46	677.58
C	239+93.71	29.17	677.52	677.67
D	240+03.71	29.17	677.57	677.73
E	240+13.71	29.17	677.61	677.77
F	240+23.71	29.17	677.65	677.79
G	240+33.71	29.17	677.68	677.78
H	240+43.71	29.17	677.71	677.77
I	240+53.71	29.17	677.72	677.75
J	240+63.71	29.17	677.74	677.74
℄ Pier	240+69.71	29.17	677.74	677.74
K	240+79.71	29.17	677.75	677.76
L	240+89.71	29.17	677.74	677.78
M	240+99.71	29.17	677.73	677.81
N	241+09.71	29.17	677.72	677.84
O	241+19.71	29.17	677.70	677.85
P	241+29.71	29.17	677.67	677.84
Q	241+39.71	29.17	677.64	677.80
R	241+49.71	29.17	677.60	677.74
S	241+59.71	29.17	677.56	677.65
T	241+69.71	29.17	677.50	677.54
℄ N Abut	241+75.71	29.17	677.47	677.47
Bk N Abut	241+76.99	29.17	677.46	677.46

DESIGNED	BPS
CHECKED	BHS
DRAWN	RRG
CHECKED	GSP

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USER NAME = Zaugerb

ENTRAN

TOP OF DECK ELEVATIONS
(3 OF 3)

IL ROUTE 89 OVER
FAI ROUTE 80 (I-80)
SECTION 06-8HBR
BUREAU COUNTY
STATION 3702+69.82
STRUCTURE NO. 006-0178

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	06 8HBR	BUREAU	165	79
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 8
22 SHEETS

Contract # 66641

WEST GUTTER LINE

Location	Station	Offset	Theoretical Grade Elevations
End S Appr Pav't	239+41.05	-31.00	677.17
A	239+57.05	-31.00	677.25
B	239+67.05	31.00	677.32
Bk S Abut	239+77.05	31.00	677.39

PG SOUTHBOUND

Location	Station	Offset	Theoretical Grade Elevations
End S Appr Pav't	239+41.70	-9.00	677.51
A	239+51.70	-9.00	677.59
B	239+61.70	-9.00	677.67
Bk S Abut	239+71.70	-9.00	677.74

PG NORTHBOUND

Location	Station	Offset	Theoretical Grade Elevations
End S Appr Pav't	239+37.32	9.00	677.48
A	239+47.32	9.00	677.56
B	239+57.32	9.00	677.64
Bk S Abut	239+67.32	9.00	677.71

EAST GUTTER LINE

Location	Station	Offset	Theoretical Grade Elevations
End S Appr Pav't	239+31.98	31.00	677.04
A	239+41.98	31.00	677.13
B	239+51.98	31.00	677.21
Bk S Abut	239+61.98	31.00	677.28

WEST SHOULDER LINE

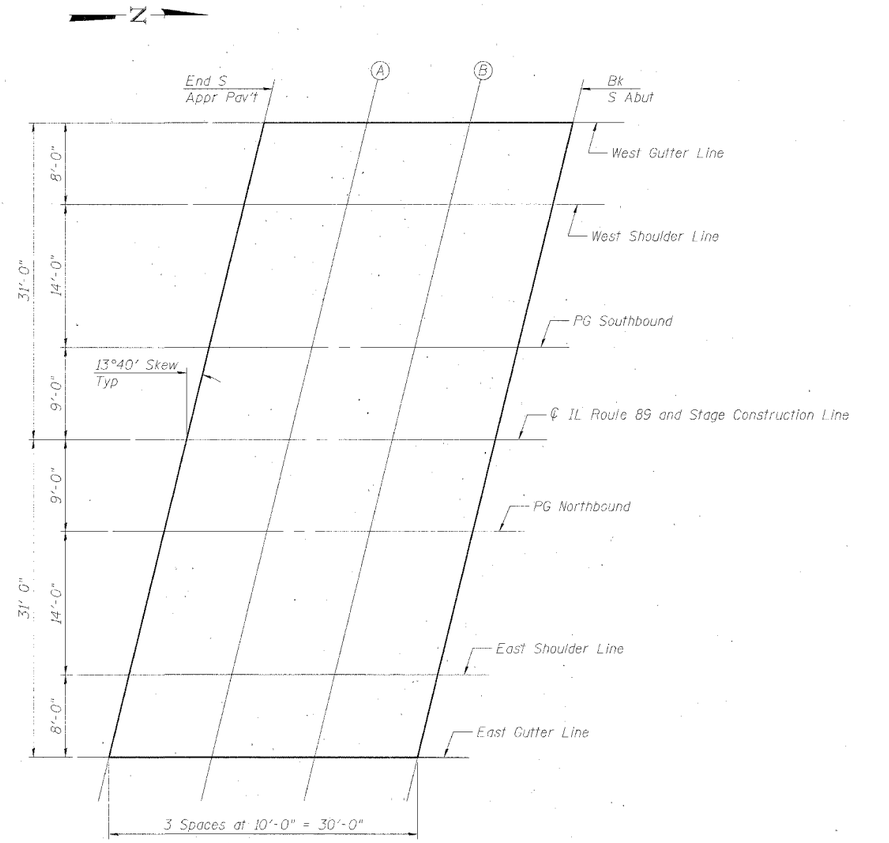
Location	Station	Offset	Theoretical Grade Elevations
End S Appr Pav't	239+45.11	-23.00	677.32
A	239+55.11	-23.00	677.40
B	239+65.11	-23.00	677.47
Bk S Abut	239+75.11	-23.00	677.54

℄ IL ROUTE 89 AND STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
End S Appr Pav't	239+39.51	0.00	677.63
A	239+49.51	0.00	677.72
B	239+59.51	0.00	677.79
Bk S Abut	239+69.51	0.00	677.86

EAST SHOULDER LINE

Location	Station	Offset	Theoretical Grade Elevations
End S Appr Pav't	239+33.92	23.00	677.23
A	239+43.92	23.00	677.31
B	239+53.92	23.00	677.39
Bk S Abut	239+63.92	23.00	677.46



DESIGNED	BPS
CHECKED	BHS
DRAWN	RRG
CHECKED	GSP

TOP OF SOUTH APPROACH SLAB ELEVATIONS

IL ROUTE 89 OVER
FAI ROUTE 80 (I-80)
SECTION 06-8HBR
BUREAU COUNTY
STATION 3702+69.82
STRUCTURE NO. 006-0178

PLOT DATE = 7/30/2007
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ENTRAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	06 - 8HBR	BUREAU	165	80
FED.ROAD DIST. NO. 7	ILLINOIS	FED.AID PROJECT=		

SHEET NO. 9
22 SHEETS

Contract # 66641

WEST GUTTER LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk N Abut	241+91.62	-31.00	677.33
A	242+01.62	-31.00	677.26
B	242+11.62	-31.00	677.19
End N Appr Pav't	242+21.62	-31.00	677.11

PG SOUTHBOUND

Location	Station	Offset	Theoretical Grade Elevations
Bk N Abut	241+86.28	-9.00	677.75
A	241+96.28	9.00	677.69
B	242+06.28	-9.00	677.61
End N Appr Pav't	242+16.28	-9.00	677.54

PG NORTHBOUND

Location	Station	Offset	Theoretical Grade Elevations
Bk N Abut	241+81.90	-9.00	677.78
A	241+91.90	9.00	677.72
B	242+01.90	9.00	677.65
End N Appr Pav't	242+11.90	9.00	677.57

EAST GUTTER LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk N Abut	241+76.55	31.00	677.43
A	241+86.55	31.00	677.37
B	241+96.55	31.00	677.30
End N Appr Pav't	242+06.55	31.00	677.23

WEST SHOULDER LINE

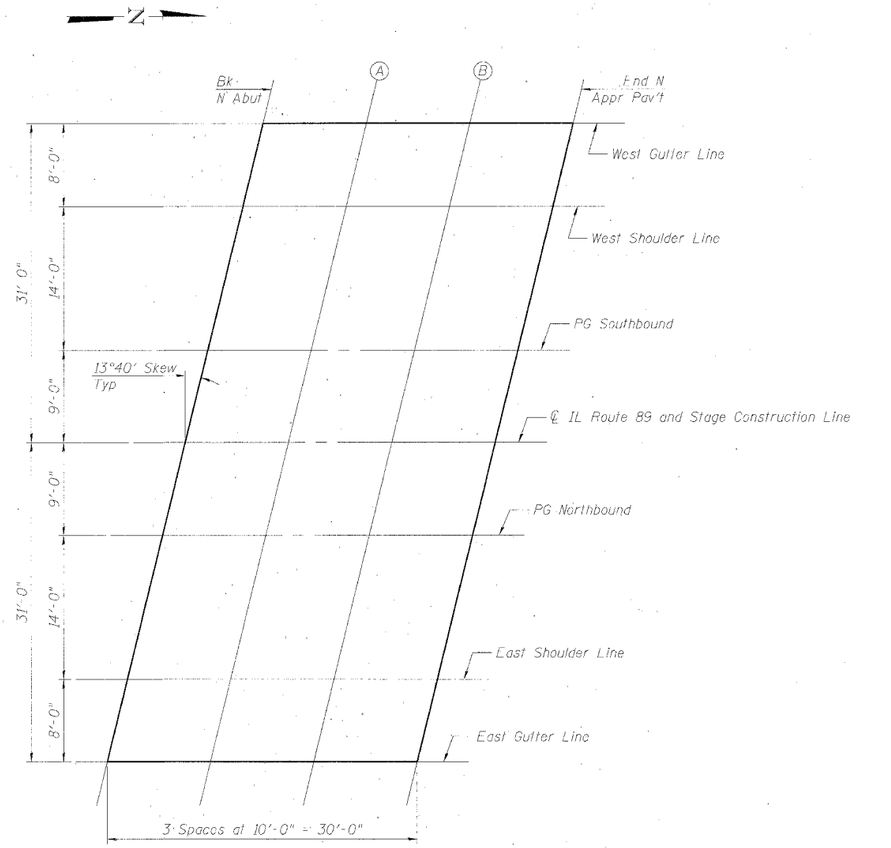
Location	Station	Offset	Theoretical Grade Elevations
Bk N Abut	241+89.68	-23.00	677.51
A	241+99.68	23.00	677.44
B	242+09.68	23.00	677.37
End N Appr Pav't	242+19.68	-23.00	677.29

℄ IL ROUTE 89 AND STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk N Abut	241+84.09	0.00	677.91
A	241+94.09	0.00	677.84
B	242+04.09	0.00	677.77
End N Appr Pav't	242+14.09	0.00	677.69

EAST SHOULDER LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk N Abut	241+78.49	23.00	677.58
A	241+88.49	23.00	677.52
B	241+98.49	23.00	677.45
End N Appr Pav't	242+08.49	23.00	677.38



DESIGNED	BPS
CHECKED	BHS
DRAWN	RRG
CHECKED	GSP

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USER NAME = 2eyerb

ENTRAN

TOP OF NORTH APPROACH SLAB ELEVATIONS

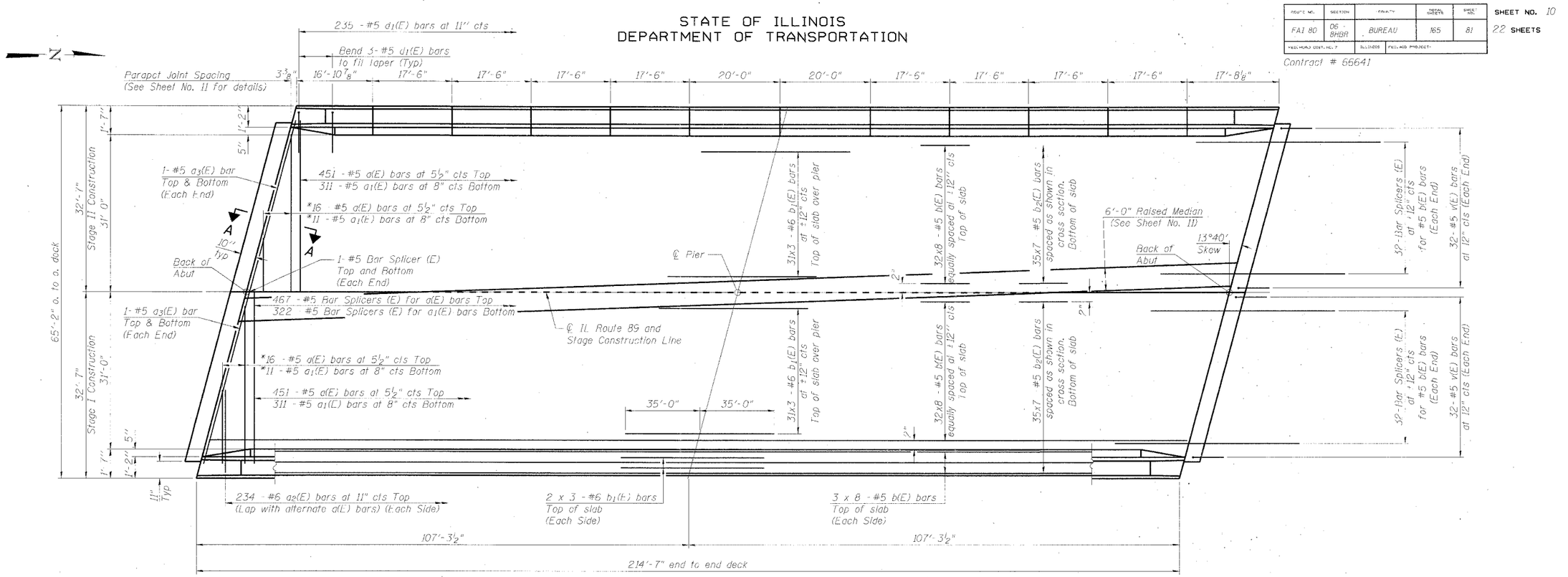
IL ROUTE 89 OVER
FAI ROUTE 80 (I-80)
SECTION 06-8HBR
BUREAU COUNTY
STATION 3702+69.82
STRUCTURE NO. 006-0178

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	06 - 8HBR	BUREAU	165	81
FED.ROAD DIST. NO. 7		ILLINOIS	FED.AID PROJECT-	

SHEET NO. 10
22 SHEETS

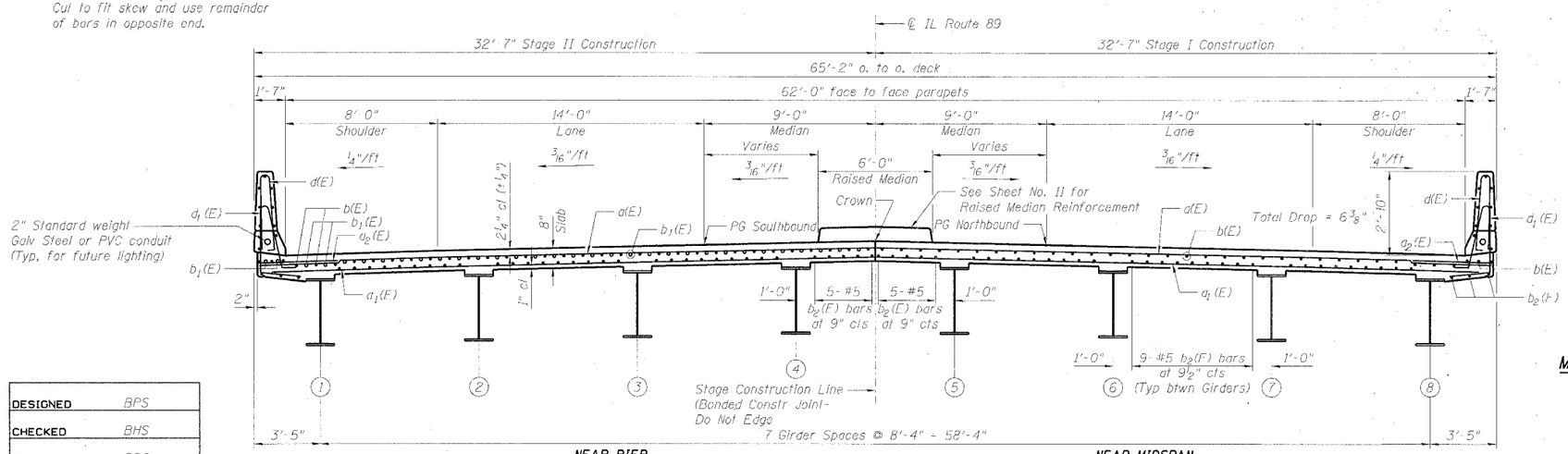
Contract # 66641

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN

* Order d(E) and a_1(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.



CROSS SECTION
(Looking North)

Notes:
See Sheet No. 11 for parapet and median details.
See Sheet No. 12 for diaphragm details, bar diagrams and Bill of Material.
Bars indicated thus 20 x 3-#5 etc indicates 20 lines of bars with 3 lengths per line.

MINIMUM BAR LAPS
#5 = 2'-2"
#6 = 2'-7"

DESIGNED	BPS
CHECKED	BHS
DRAWN	RRG
CHECKED	GSP

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USER NAME = Zaguirb

ENTRAN

DECK PLAN

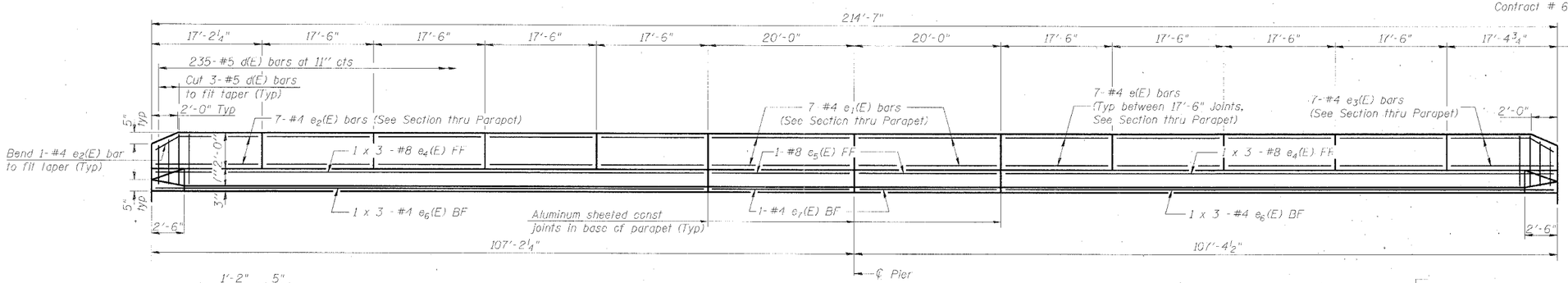
IL ROUTE 89 OVER
FAI ROUTE 80 (I-80)
SECTION 06-8HBR
BUREAU COUNTY
STATION 3702+69.82
STRUCTURE NO. 006-0178

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

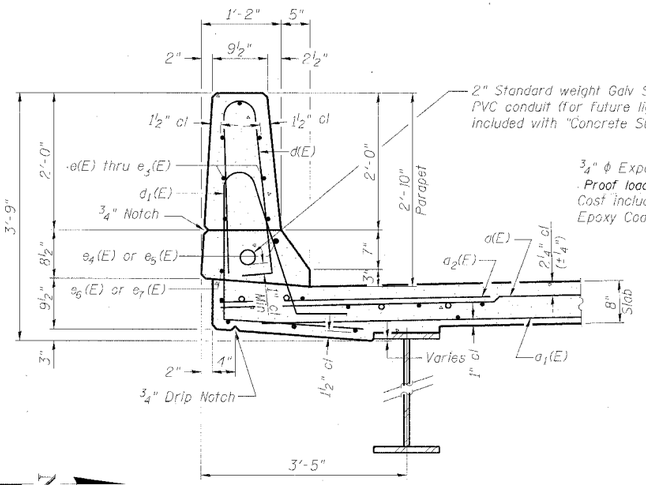
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	06 - 8HBR	BUREAU	165	62
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT=		

SHEET NO. 11
22 SHEETS

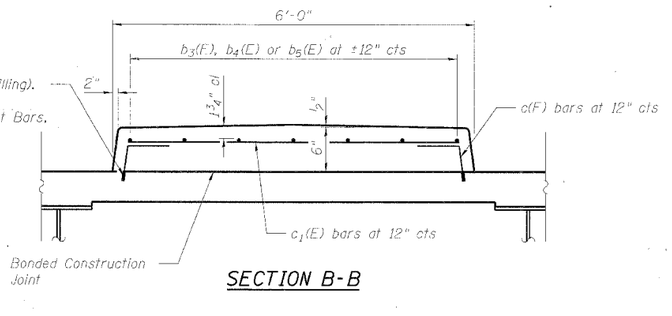
Contract # 66541



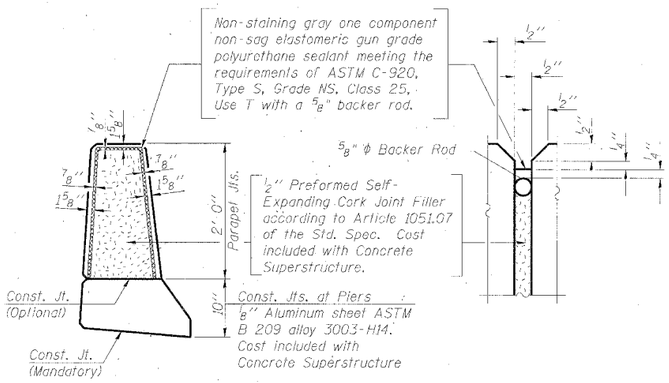
INSIDE ELEVATION OF PARAPET



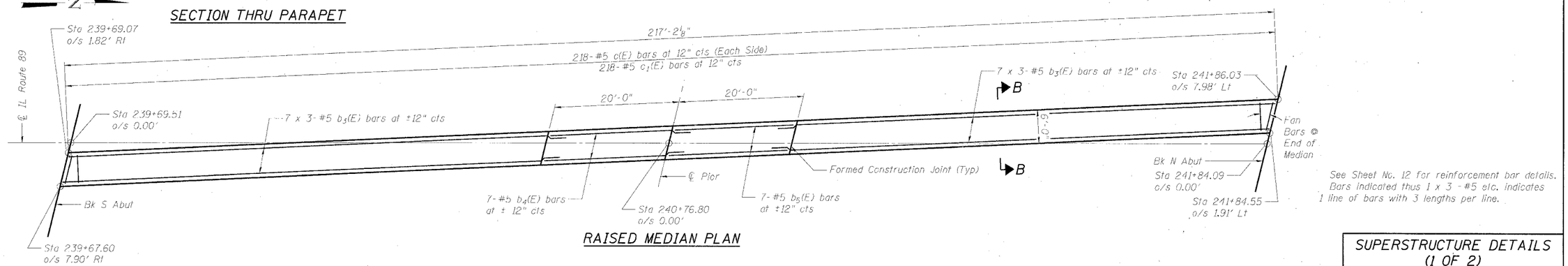
SECTION THRU PARAPET



SECTION B-B



PARAPET JOINT DETAILS



RAISED MEDIAN PLAN

See Sheet No. 12 for reinforcement bar details. Bars indicated thus 1 x 3 - #5 etc. indicates 1 line of bars with 3 lengths per line.

DESIGNED	BPS
CHECKED	BHS
DRAWN	RRG
CHECKED	GSP

MINIMUM BAR LAPS
#4 - 1'-8"
#5 = 2'-2"
#8 = 4'-6"

LEGEND
FF = Front Face
BF = Back Face

SUPERSTRUCTURE DETAILS (1 OF 2)

IL ROUTE 89 OVER
FAI ROUTE 80 (I-80)
SECTION 06-8HBR
BUREAU COUNTY
STATION 3702+69.82
STRUCTURE NO. 006-0178

PLOT DATE = 7/30/2007
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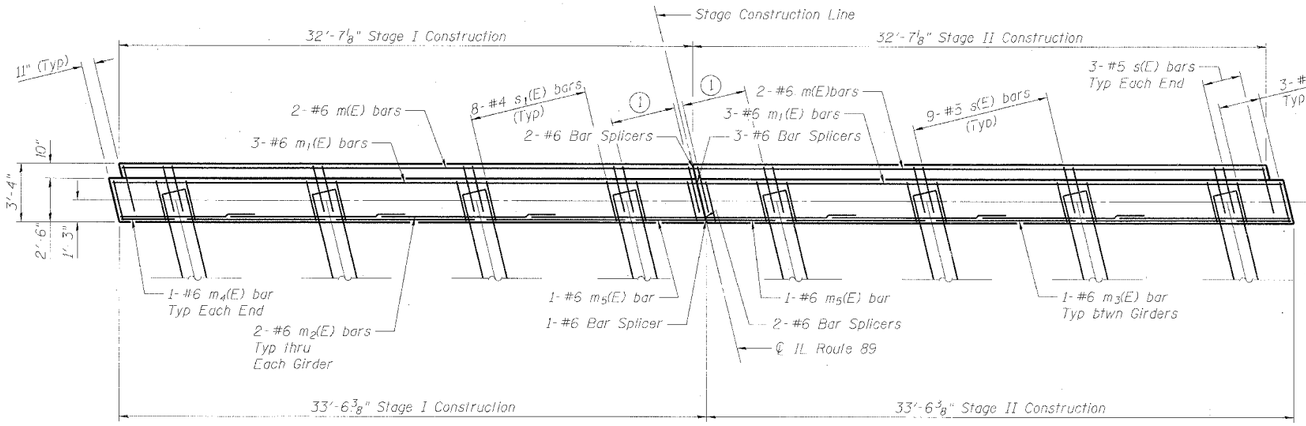
ENTRAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

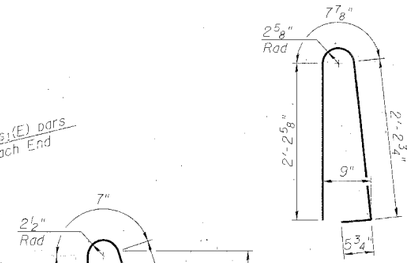
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	06 - 8HBR	BUREAU	165	83
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT -		

SHEET NO. 12
22 SHEETS

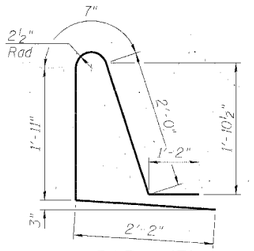
Contract # 66641



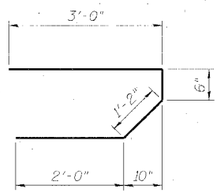
DIAPHRAGM PLAN
(South Abutment shown, North Abutment similar)
(1) 5- #5 s(E) bars, 4- #5 s1(E) bars



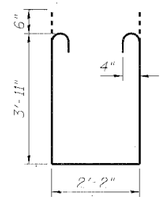
BAR d(E)



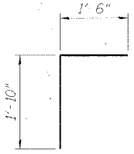
BAR d1(E)



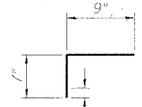
BAR s(E)



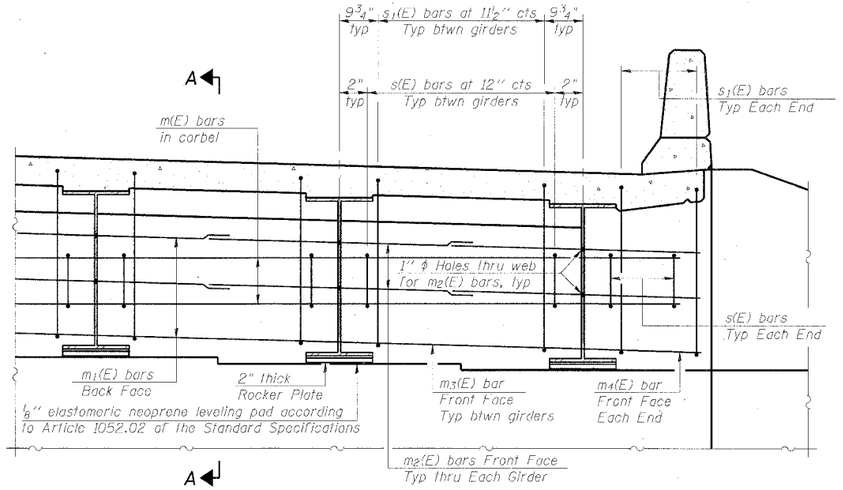
BAR s1(E)



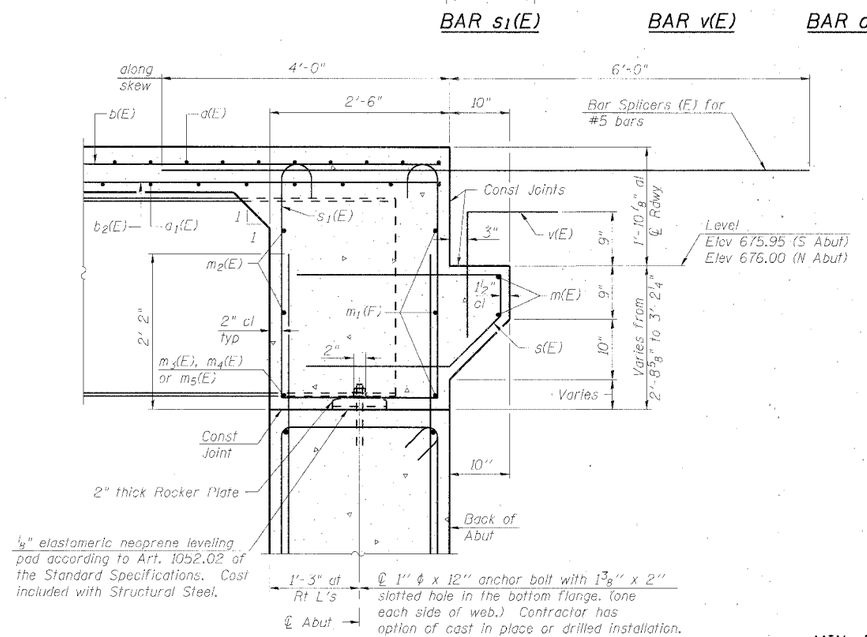
BAR v(E)



BAR c(E)



DIAPHRAGM ELEVATION AT ABUTMENT



SECTION A-A
Dimensions at right angles to abutment, except as shown.

SUPERSTRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	934	#5	32'-1"	
d_1(E)	644	#5	31'-7"	
d_2(E)	468	#6	6'-0"	
d_3(E)	8	#5	33'-0"	
b(E)	560	#5	28'-9"	
b_1(E)	198	#6	25'-1"	
b_2(E)	490	#5	32'-6"	
b_3(E)	42	#5	31'-8"	
b_4(E)	7	#5	22'-0"	
b_5(E)	7	#5	19'-8"	
c(E)	436	#5	1'-4"	
c_1(E)	218	#5	5'-4"	
a(E)	470	#5	5'-1"	
a_1(E)	470	#5	7'-10"	
e(E)	112	#4	17'-2"	
e_1(E)	28	#4	19'-8"	
e_2(E)	14	#4	16'-10"	
e_3(E)	14	#4	17'-0"	
e_4(E)	12	#8	32'-1"	
e_5(E)	4	#8	19'-8"	
e_6(E)	12	#4	30'-6"	
e_7(E)	4	#4	19'-8"	
m(E)	8	#6	32'-3"	
m_1(E)	12	#6	33'-2"	
m_2(E)	32	#6	11'-4"	
m_3(E)	12	#6	8'-2"	
m_4(E)	4	#6	3'-1"	
m_5(E)	4	#6	3'-11"	
s(E)	140	#5	6'-8"	
s_1(E)	124	#4	11'-0"	
v(E)	128	#5	3'-4"	
Reinforcement Bars, Epoxy Coated			Pound	115,460
Concrete Superstructure			Cu Yd	480.4

Notes:
Concrete in diaphragm and median is included with Concrete Superstructure.
The s(E) and s_1(E) bars shall be placed parallel to the girders. Spacing for these bars shall be at right angles to the girders.
Bars indicated thus 1 x 8 - #5 etc. indicates 1 line of bars with 8 lengths per line.

MIN. BAR LAP
#6 bar = 2'-9"

DESIGNED	BPS
CHECKED	BHS
DRAWN	RRG
CHECKED	GSP

SUPERSTRUCTURE DETAILS
(2 OF 2)

IL ROUTE 89 OVER
FAI ROUTE 80 (I-80)
SECTION 06-8HBR
BUREAU COUNTY
STATION 3702+69.82
STRUCTURE NO. 006-0178

PLOT DATE = 7/30/2007
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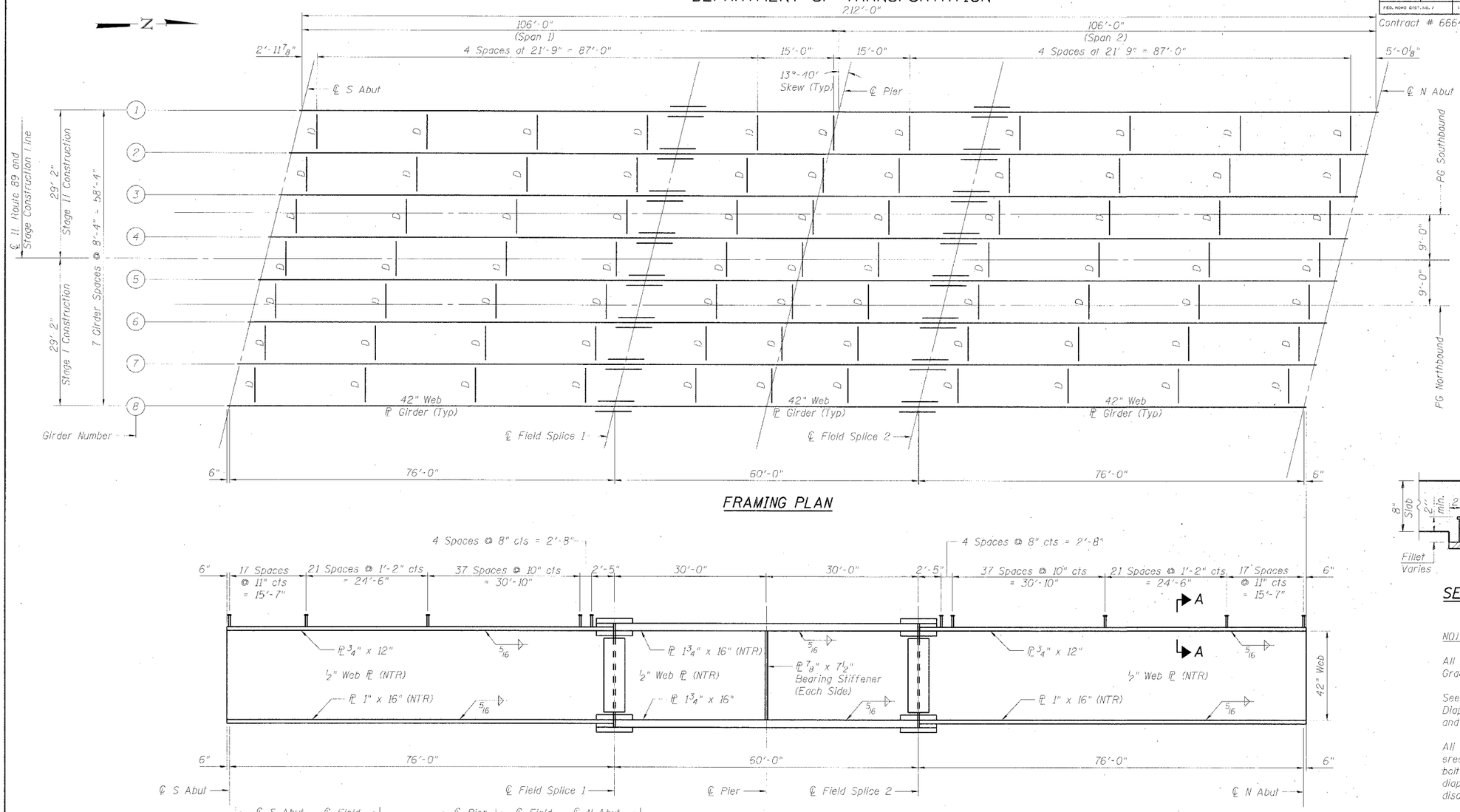
ENTRAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	06 - 8HBR	BUREAU	165	84
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

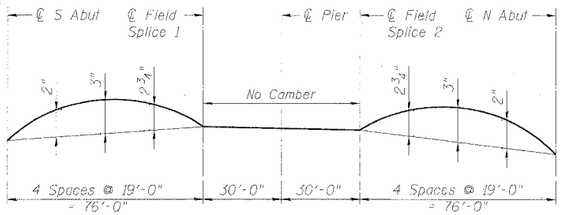
SHEET NO. 13
22 SHEETS

Contract # 66641



FRAMING PLAN

GIRDER ELEVATION



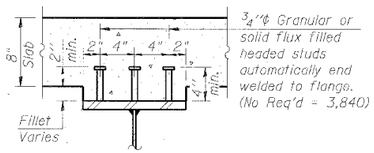
CAMBER DIAGRAM

(Upward Camber is Positive)

TOP OF WEB ELEVATION TABLE

(For Fabrication Use Only)

Girder	℄ S Abut	℄ Field Splice 1	℄ Pier	℄ Field Splice 2	℄ N Abut
1	676.62	676.86	676.86	676.85	676.57
2	676.77	677.02	677.02	677.02	676.75
3	676.88	677.15	677.15	677.15	676.89
4	677.00	677.28	677.28	677.29	677.03
5	676.99	677.27	677.28	677.29	677.05
6	676.84	677.14	677.15	677.16	676.93
7	676.70	677.00	677.02	677.03	676.81
8	676.52	676.84	676.85	676.87	676.66



SECTION A-A

NOTES:

All structural steel shall be AASHTO M 270 Grade 50, unless otherwise noted.

See Sheet No. 14 for Field Splice details, Diaphragm details and Table of Moments and Shears.

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 rods.

Load carrying components designated "N1R" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.

DESIGNED	BPS
CHECKED	BHS
DRAWN	RPG
CHECKED	GSP

FRAMING PLAN

IL ROUTE 89 OVER
FAI ROUTE 80 (I-80)
SECTION 06-8HBR
BUREAU COUNTY
STATION 3702+69.82
STRUCTURE NO. 006-0178

PLOT DATE = 7/30/2007
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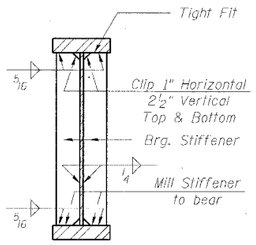
ENTRAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

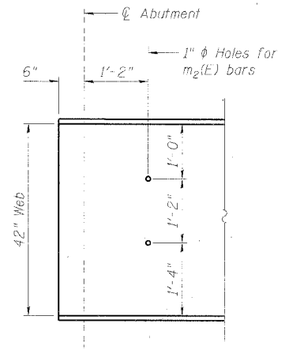
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	06 - 8HBR	BUREAU	165	85
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT=		

SHEET NO. 14
22 SHEETS

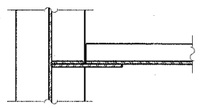
Contract # 66641



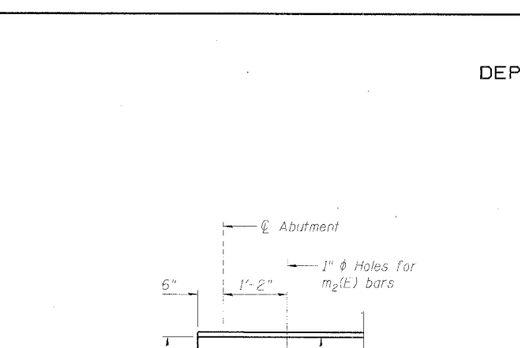
SECTION AT PIER



END OF GIRDER ELEVATION
(at integral abutments)

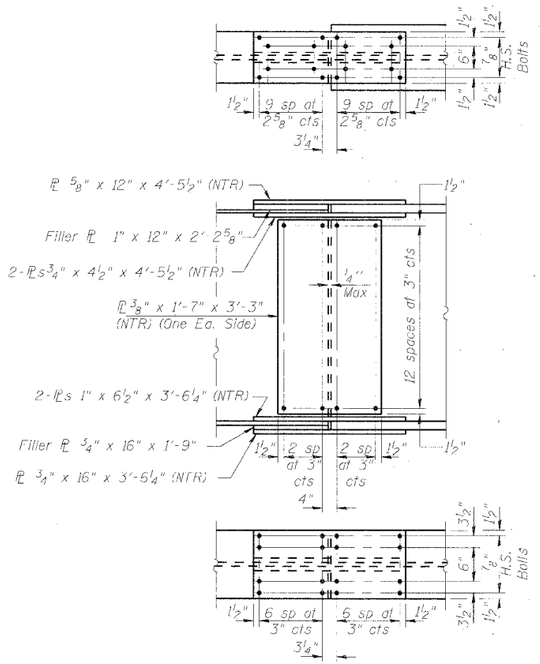


SECTION A-A



DIAPHRAGM D
77 Required

Note:
Two hardened washers required for each set of oversized holes.



FIELD SPLICE DETAIL

INTERIOR GIRDER MOMENT TABLE			
		0.4 Sp. 1 0.5 Sp. 2	Pier
Is	(in⁴)	14097	29898
Ic (n)	(in⁴)	39768	———
Ic (3n)	(in⁴)	29077	———
Ss	(in³)	754	1314
Sc (n)	(in³)	1058	———
Sc (3n)	(in³)	976	———
Z	(in³)	———	1446
℄	(k/ft.)	1.018	1.663
M℄	('k)	664	2571
s℄	(k/ft.)	0.529	———
Ms℄	('k)	414	———
ML	('k)	1022	874
M (Imp)	('k)	221	189
5/3(ML+1)	('k)	2075	1776
Ma	('k)	4100	5651
Mu	('k)	5230	6023
fs℄ non-comp	(k.s.i.)	10.6	23.5
fs℄ (comp)	(k.s.i.)	5.1	———
fs 5/3(4+1)	(k.s.i.)	23.5	16.2
fs (Overload)	(k.s.i.)	39.2	39.7
fs (Total)	(k.s.i.)	———	———
VR	(k)	56.2	———

INTERIOR GIRDER REACTION TABLE			
		Abut	Pier
R℄	(k)	58.2	218.5
RL	(k)	53.3	86.6
Imp.	(k)	11.5	18.7
R (Total)	(k)	123.0	323.8

Is and Ss are the moment of inertia and section modulus of the steel section used in computing fs (Total & Overload).

Ic(n) and Sc(n) are the moment of inertia and section modulus of the composite section used in computing stresses due to live load.

Ic(3n) and Sc(3n) are the moment of inertia and section modulus of the composite section used in computing stresses due to superimposed dead loads. (see AASHTO 10.38).

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

Z is the plastic section modulus used to determine the fully plastic moments in the non-composite areas.

Ma (Applied Moment)=1.3[M℄ + Ms℄ + 5/3(ML + 1)].

Mu is the Full Plastic Moment Capacity for Compact, Braced section.

fs (Overload) is the sum of the stresses due to M℄ + Ms℄ + 5/3(ML + 1).

fs (Total) (Non-compact section) is the sum of the stresses due to 1.3[M℄ + Ms℄ + 5/3(ML + 1)].

DESIGNED	BPS
CHECKED	BHS
DRAWN	RRG
CHECKED	GSP

NOTES:

NTR denotes plates to which notch toughness requirements are applicable.

All splice plate material shall be AASHTO M 270 Grade 50.

All diaphragm, connecting plates, bearing stiffeners and splice filler plates shall be AASHTO M270 Grade 36.

FRAMING DETAILS

IL ROUTE 89 OVER
FAI ROUTE 80 (I-80)
SECTION 06-8HBR
BUREAU COUNTY
STATION 3702+69.82
STRUCTURE NO. 006-0178

PLOT DATE = 7/30/2007
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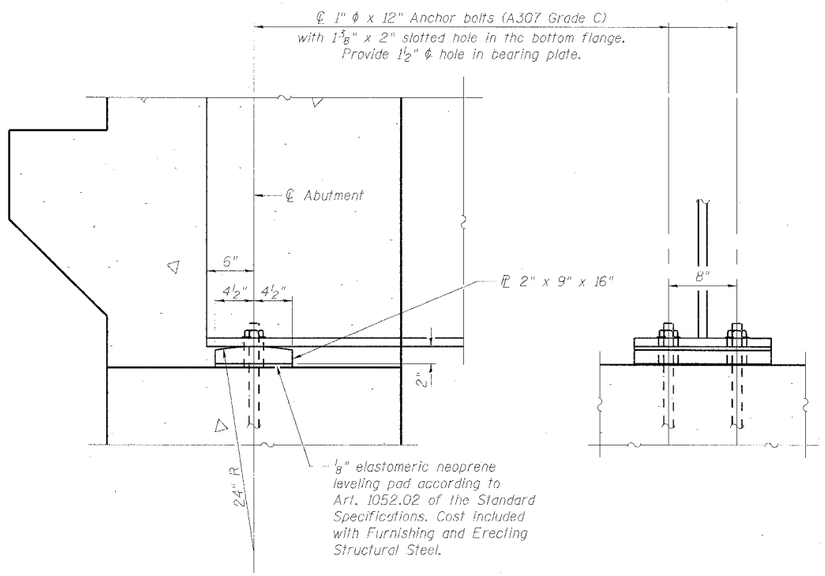
ENTRAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

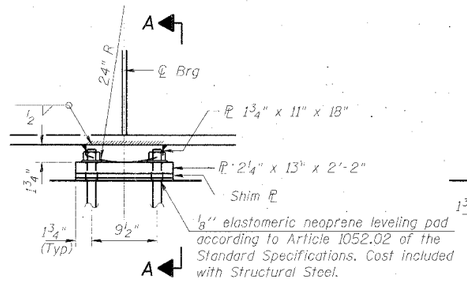
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	06 - 8HBR	BUREAU	165	86
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT -		

SHEET NO. 15
22 SHEETS

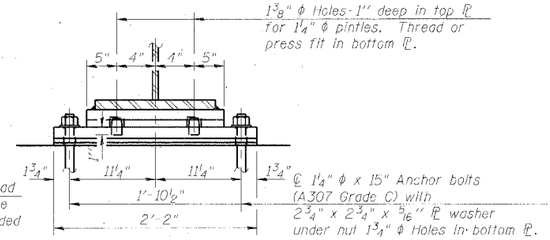
Contract # 66641



INTEGRAL ABUTMENT BEARING

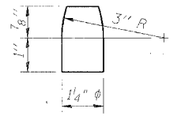


ELEVATION AT PIER



SECTION A-A

FIXED BEARING



PINTLE
(AASHTO M 270, Grade 50)

REQUIRED SHIM PLATE TABLE

Girder	Location	Size (in)	Thickness (in)
4	S Abut	9 x 16	1/8
5	N Abut	9 x 16	1/8

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 1"	Each	32
Anchor Bolts, 1 1/4"	Each	32

Notes:
All bearing plate material shall be AASHTO M270 Grade 50.
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

DESIGNED	BPS
CHECKED	BHS
DRAWN	RRG
CHECKED	GSP

BEARING DETAILS

IL ROUTE 89 OVER
FAI ROUTE 80 (I-80)
SECTION 06-8HBR
BUREAU COUNTY
STATION 3702+69.82
STRUCTURE NO. 006-0178

PLOT DATE = 7/30/2007
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USER NAME = Zwagerb

ENTRAN

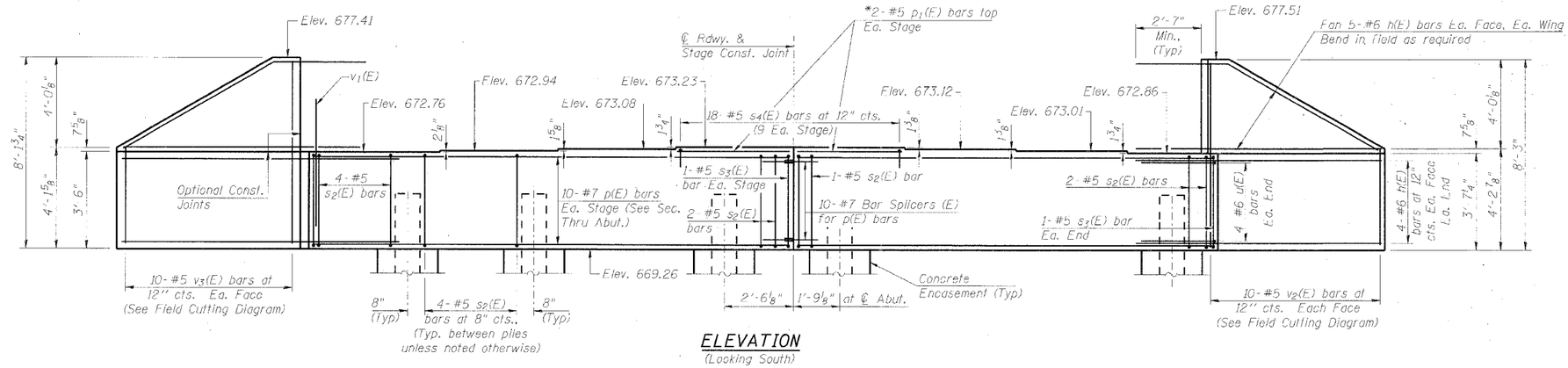
Notes: Pour steps monolithically with cap.
Space reinforcement in cap to miss anchor bolts.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	06 8HBR	BUREAU	165	87
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT:		

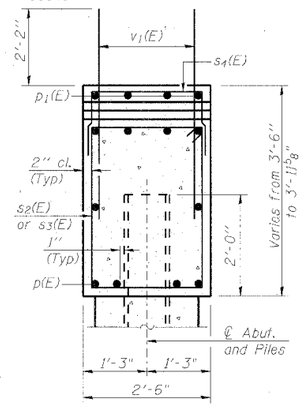
SHEET NO. 16
22 SHEETS

Contract # 66541

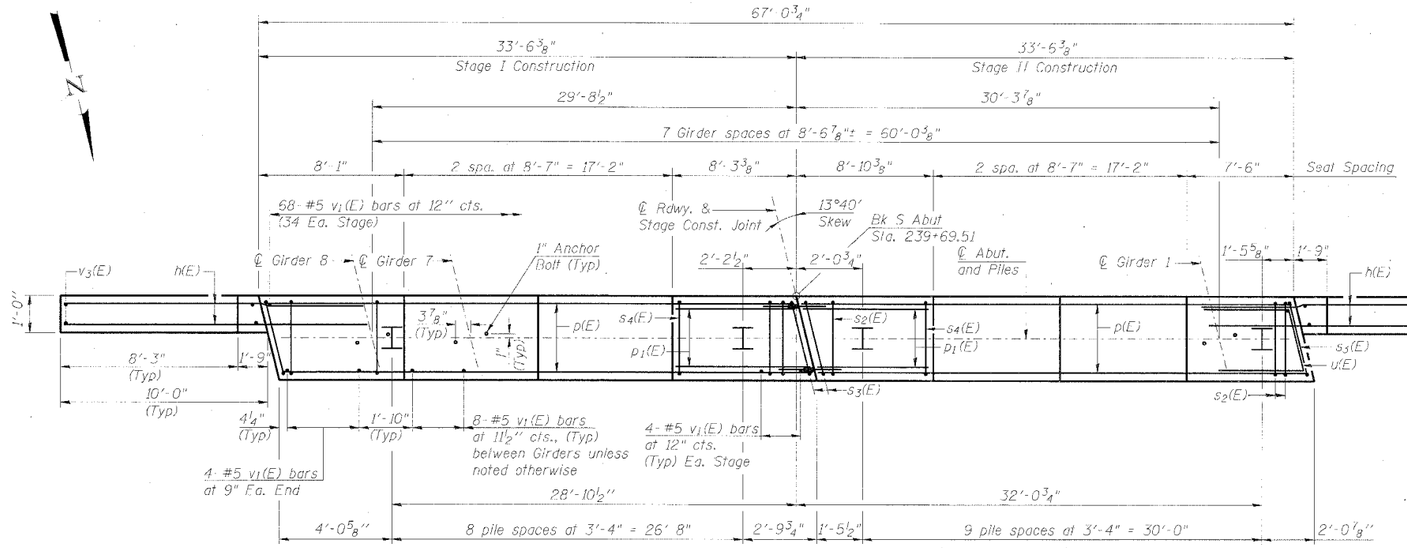


ELEVATION
(Looking South)

*Order p1(E) bars full length. Cut to fit skew and use remainder in opposite face.



SEC. THRU ABUT.
(Dimensions at Ft. L's)



PLAN

MINIMUM BAR LAP
#5 bar = 2'-2"
#6 bar = 2'-7"

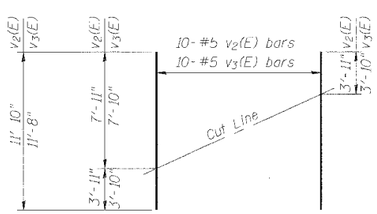
BILL OF MATERIAL
(South Abutment)

Bar	No.	Size	Length	Shape
h(E)	36	#6	12'-6"	
p(E)	20	#7	33'-2"	
p1(E)	4	#5	16'-6"	
s2(E)	77	#5	11'-7"	
s3(E)	4	#5	11'-9"	
s4(E)	18	#5	6'-6"	
u(E)	8	#6	7'-3"	
v1(E)	132	#5	4'-4"	
v2(E)	10	#5	11'-10"	
v3(E)	10	#5	11'-8"	
Structure Excavation		Cu. Yd.	213	
Concrete Structures		Cu. Yd.	28.3	
Porous Granular Embankment (Special)		Cu. Yd.	84	
Geocomposite Wall Drain		Sq. Yd.	88	
Pipe Underdrain for Structures 4"		Foot	63	
Reinforcement Bars, Epoxy Coated		Pound	1,140	
Furnishing Steel Piles HP 12x53		Foot	810	
Driving Piles		Foot	810	
Test Pile Steel HP 12x53		Each	1	
Concrete Encasement		Cu. Yd.	6.6	

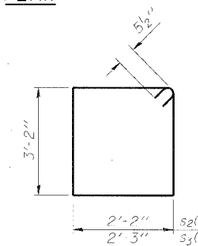
PILE DATA

Type: Steel HP12x53
Nominal Required Bearing: 270 kips
Allowable Resistance Available: 90 kips
Est. Length: 45 Ft.
No. Production Piles: 18
No. Test Piles: 1

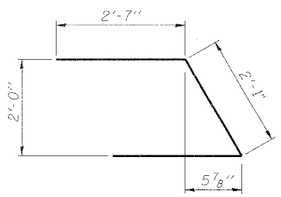
For details of Bar Splicers, see Sheet No. 19.
For details of Piles and Concrete Encasement, see Sheet No. 20.
For details of Integral Abutment Bearing, see Sheet No. 15.
For drainage details, see Section Thru Integral Abutment on Sheet No. 2.



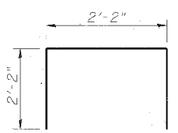
FIELD CUTTING DIAGRAM
Order v2(E) and v3(E) full length. Cut as shown and use remainder of bars in opposite face.



BARS s2(E) & s3(E)



BAR u(E)



BAR s4(E)

DESIGNED	ADB
CHECKED	DLS
DRAWN	ADB
CHECKED	MTH

SOUTH ABUTMENT

IL ROUTE 89 OVER
FAI ROUTE 80 (I-80)
SECTION 06-8HBR
BUREAU COUNTY
STATION 3702+69.82
STRUCTURE NO. 006-0178

PLOT DATE = 7/30/2007
FILE NAME = c:\projects\2004089.002\cadd\IL89BR_ABS.sts
PLOT SCALE = 1.0000
USER NAME = zaguirb

ENTRAN

LIN ENGINEERING, LTD.

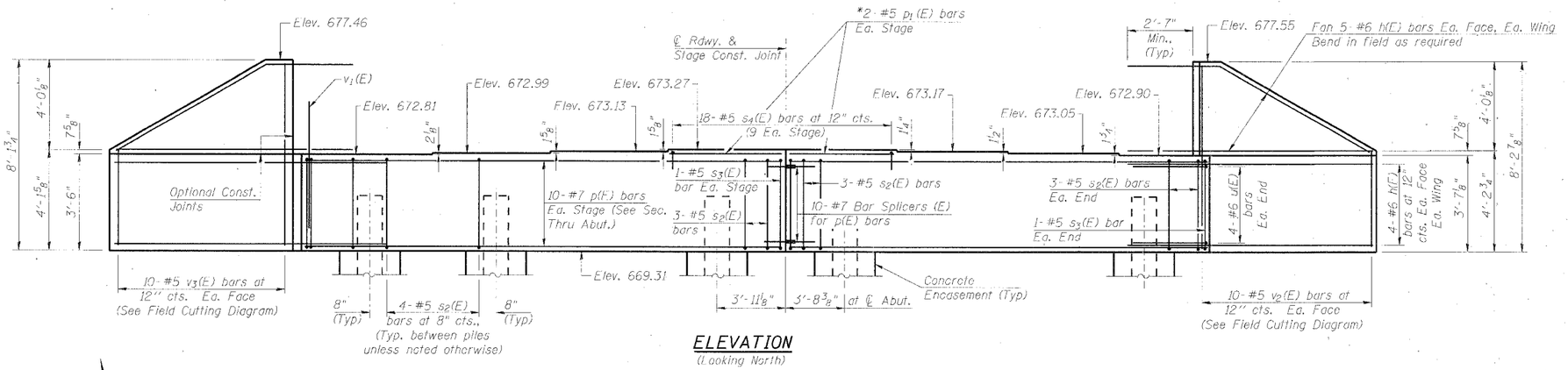
Notes: Pour steps monolithically with cap.
Space reinforcement in cap to miss anchor bolts.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	06 8HBR	BUREAU	165	88
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

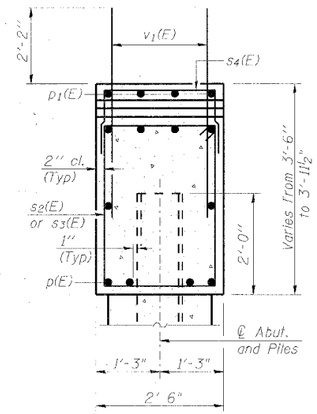
SHEET NO. 17
22 SHEETS

Contract # 66641

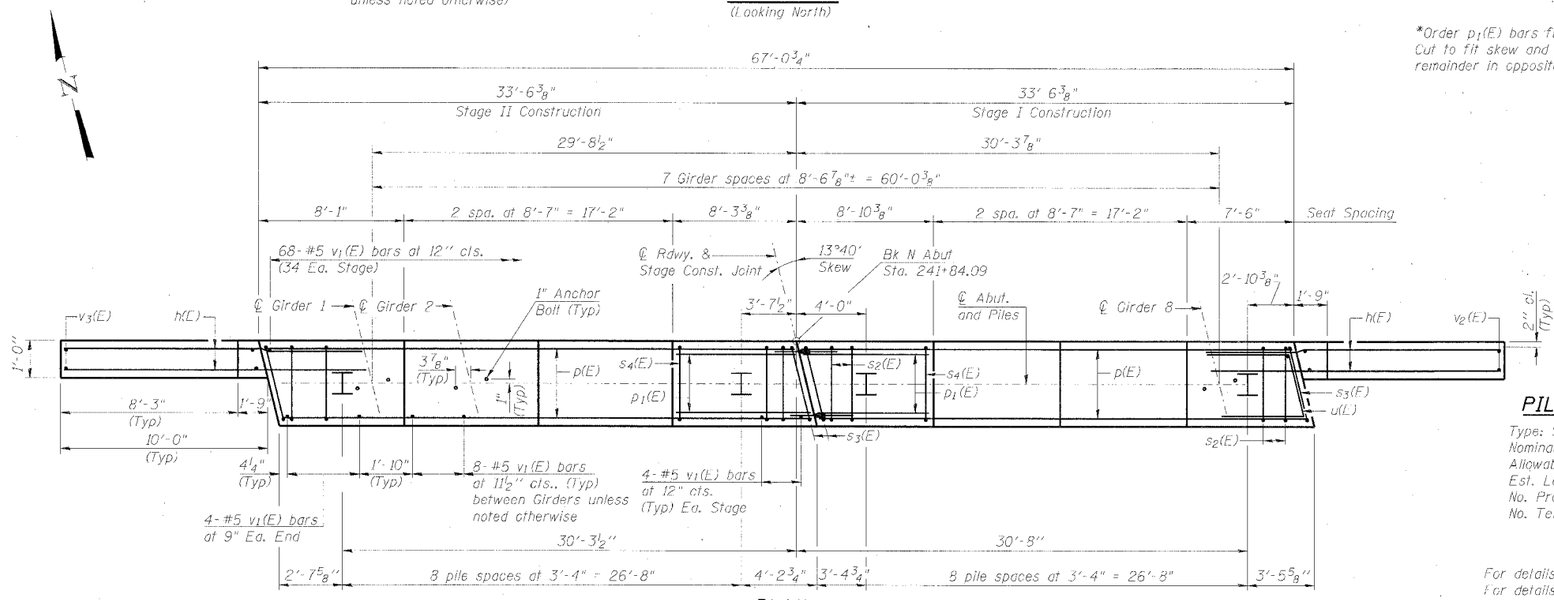


ELEVATION
(Looking North)

*Order $p_1(E)$ bars full length. Cut to fit skew and use remainder in opposite face.



SEC. THRU ABUT.
(Dimensions at Rt. ∠'s)



PLAN

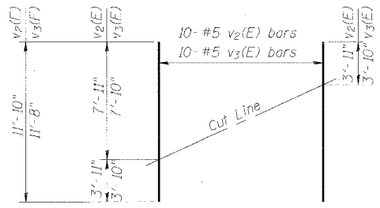
MINIMUM BAR LAP
#5 bar = 2'-2"
#6 bar = 2'-7"

PILE DATA
Type: Steel HP12x53
Nominal Required Bearing: 270 kips
Allowable Resistance Available: 90 kips
Est. Length: 42 Ft.
No. Production Piles: 17
No. Test Piles: 1

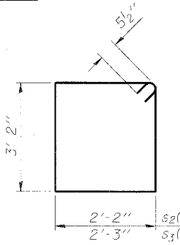
For details of Bar Splicers, see Sheet No. 19.
For details of Piles and Concrete Encasement, see Sheet No. 20.
For details of Integral Abutment Bearing, see Sheet No. 15.
For drainage details, see Section Thru Integral Abutment on Sheet No. 2.

BILL OF MATERIAL
(North Abutment)

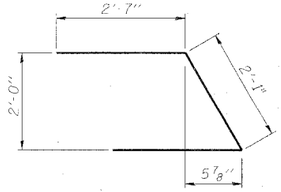
Bar	No.	Size	Length	Shape
h(E)	36	#6	12'-6"	
p(E)	20	#7	33'-2"	
p1(E)	4	#5	16'-6"	
s2(E)	76	#5	11'-7"	
s3(E)	4	#5	11'-9"	
s4(E)	18	#5	5'-6"	
u(E)	8	#6	7'-3"	
v1(E)	132	#5	4'-4"	
v2(E)	10	#5	11'-10"	
v3(E)	10	#5	11'-8"	
Structure Excavation		Cu. Yd.	257	
Concrete Structures		Cu. Yd.	28.3	
Porous Granular Embankment (Special)		Cu. Yd.	84	
Geocomposite Wall Drain		Sq. Yd.	88	
Pipe Underdrain for Structures 4"		Foot	63	
Reinforcement Bars, Epoxy Coated		Pound	4,120	
Furnishing Steel Piles HP 12x53		Foot	714	
Driving Piles		Foot	714	
Test Pile Steel HP 12x53		Each	1	
Concrete Encasement		Cu. Yd.	6.3	



FIELD CUTTING DIAGRAM
Order $v_2(E)$ and $v_3(E)$ full length. Cut as shown and use remainder of bars in opposite face.



BARS $s_2(E)$ & $s_3(E)$



BAR u(E)

BAR $s_4(E)$

DESIGNED	ADB
CHECKED	DLS
DRAWN	ADB
CHECKED	MTH

NORTH ABUTMENT

IL ROUTE 89 OVER
FAI ROUTE 80 (I-80)
SECTION 06-8HBR
BUREAU COUNTY
STATION 3702+69.82
STRUCTURE NO. 006-0178

PLOT DATE = 7/30/2007
FILE NAME = g:\projects\2854889.002\cadd\ILBR89.ABNote
PLOT SCALE = 50.0000
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ENTRAN

LIN ENGINEERING, LTD.

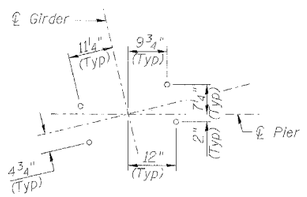
Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

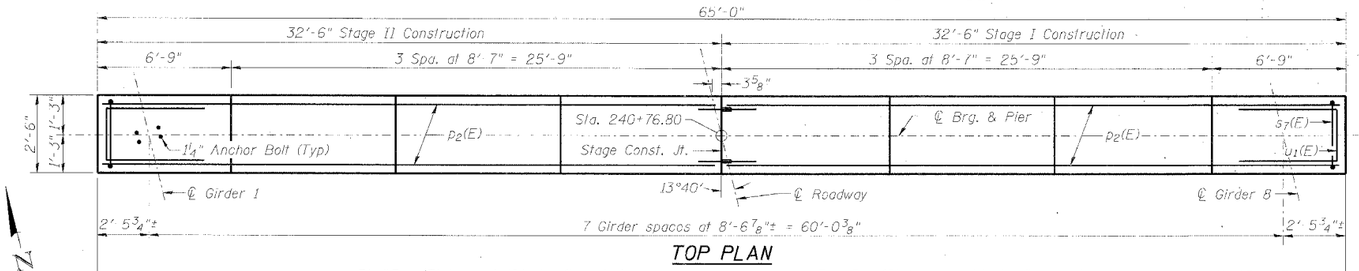
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	06 8HBR	BUREAU	165	89
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT=	

SHEET NO. 18
22 SHEETS

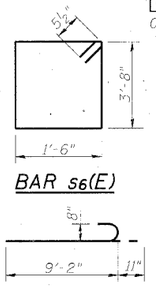
Contract # 66641



ANCHOR BOLT LAYOUT

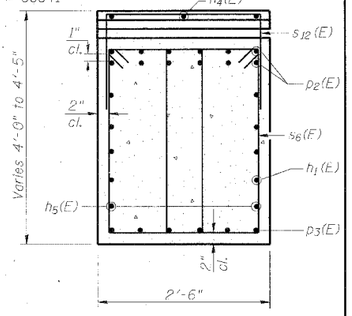


TOP PLAN

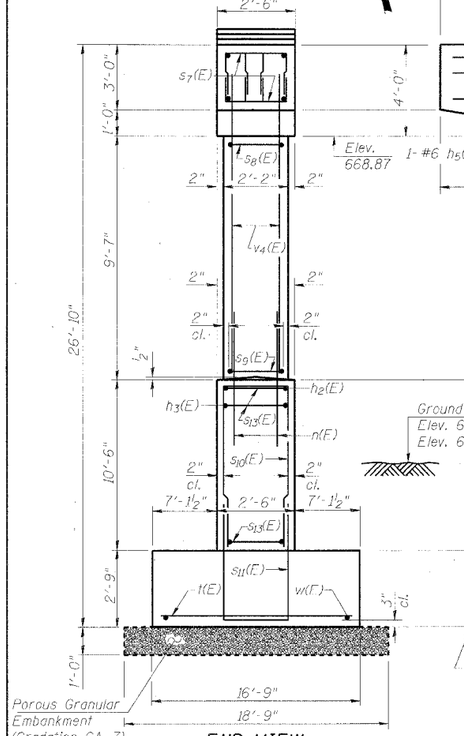


BAR s6(E)

BAR n(E)

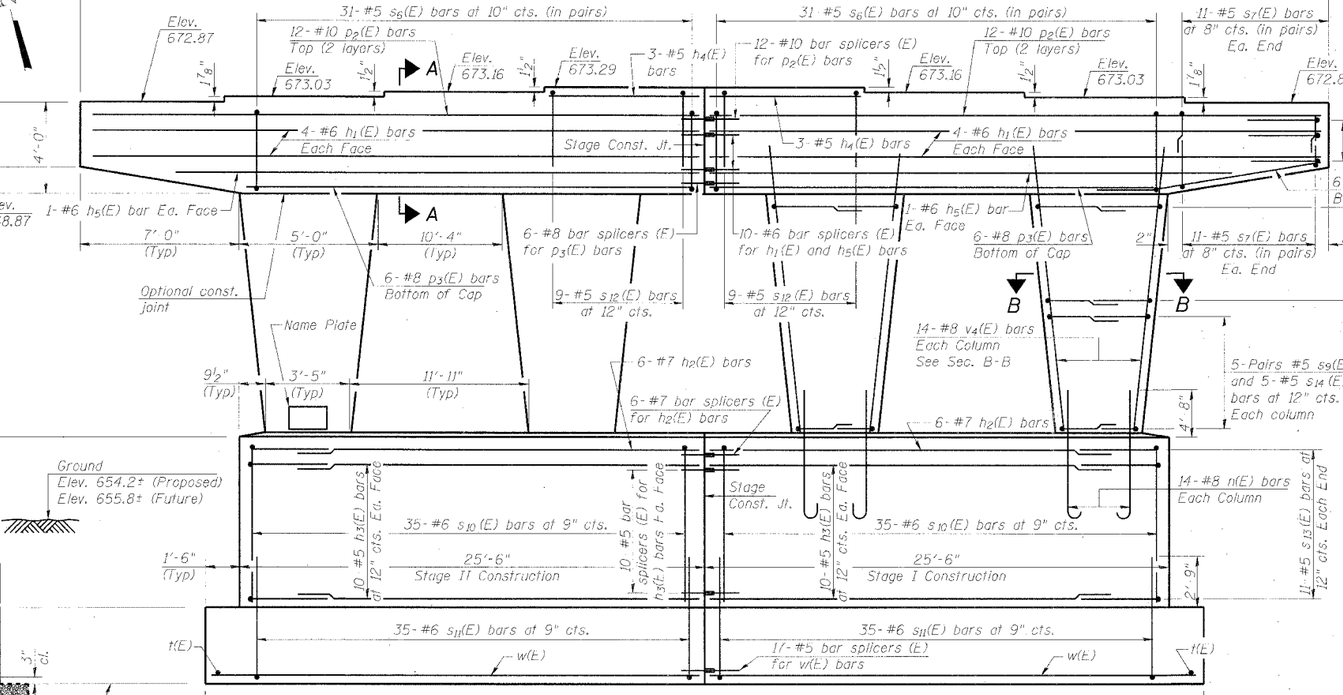


SECTION A-A



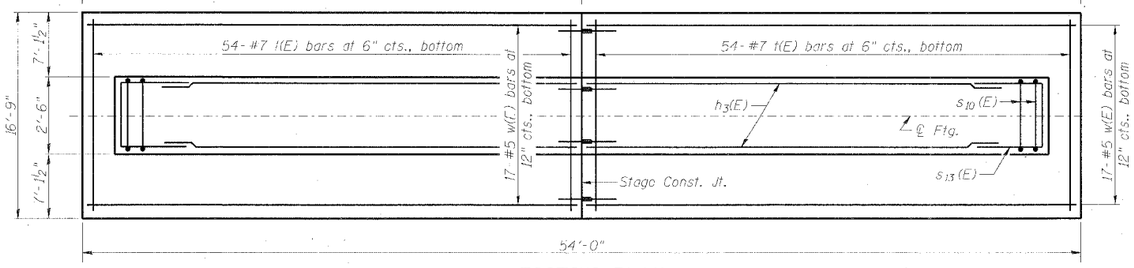
END VIEW

Maximum Applied Soil Bearing Pressure = 4,000 psf

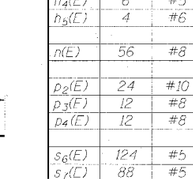


ELEVATION

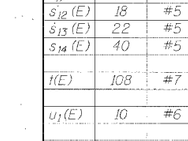
(Looking North)



FOOTING PLAN



BAR u1(E)



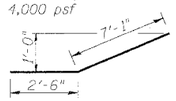
BARS s7(E) thru s13(E)

A & B DIMENSIONS

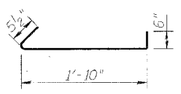
Bar	A	B
s7(E)	1'-6"	2'-11"
s8(E)	1'-10"	3'-5"
s9(E)	1'-10"	3'-1"
s10(E)	2'-2"	10'-2"
s11(E)	2'-2"	5'-3"
s12(E)	2'-2"	2'-2"
s13(E)	2'-0"	2'-2"

MINIMUM BAR LAP

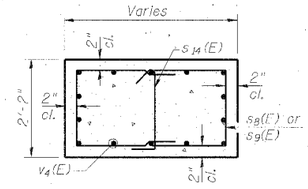
#5 bar = 2'-2"
#6 bar = 2'-7"
#7 bar = 3'-5"
#8 bar = 4'-6"



BAR p4(E)



BAR s14(E)



SECTION B-B

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h1(E)	16	#6	32'-3"	
h2(E)	12	#7	25'-3"	
h3(E)	10	#5	25'-3"	
h4(E)	6	#5	8'-3"	
h5(E)	4	#6	29'-8"	
n(E)	56	#8	10'-1"	
p2(E)	24	#10	32'-3"	
p3(E)	12	#8	25'-3"	
p4(E)	12	#8	9'-7"	
s6(E)	124	#5	11'-3"	
s7(E)	88	#5	7'-4"	
s8(E)	40	#5	8'-8"	
s9(E)	40	#5	8'-0"	
s10(E)	70	#6	22'-6"	
s11(E)	70	#6	12'-8"	
s12(E)	18	#5	6'-6"	
s13(E)	22	#5	6'-4"	
s14(E)	40	#5	2'-10"	
t(E)	108	#7	16'-5"	
u1(E)	10	#6	7'-2"	
v4(E)	56	#8	11' 7"	
w(E)	34	#5	26' 8"	
Structure Excavation		Cu. Yd.	463	
Concrete Structures		Cu. Yd.	179.7	
Reinforcement Bars, Epoxy Coated		Pound	21,010	
Porous Granular Embankment		Cu. Yd.	39	
Concrete Sealer		Sq. Ft.	1,923	

DESIGNED	ADB
CHECKED	DLS
DRAWN	ADB
CHECKED	MTH

PIER

IL ROUTE 89 OVER
FAI ROUTE 80 (I-80)
SECTION 06-8HBR
BUREAU COUNTY
STATION 3702+69.82
STRUCTURE NO. 006-0178

PLOT DATE = 7/30/2007
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ENTRAN

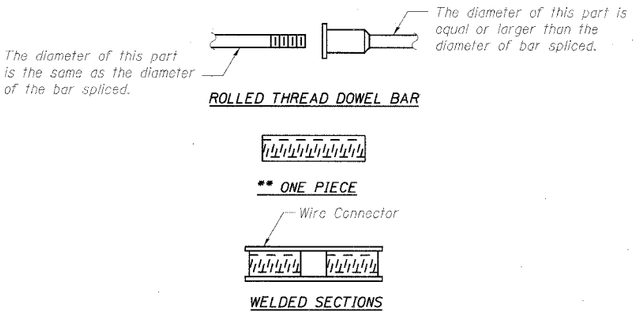
LIN ENGINEERING, LTD.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	06 - 8HBR	BUREAU	165	90
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 19
22 SHEETS

Contract # 66641



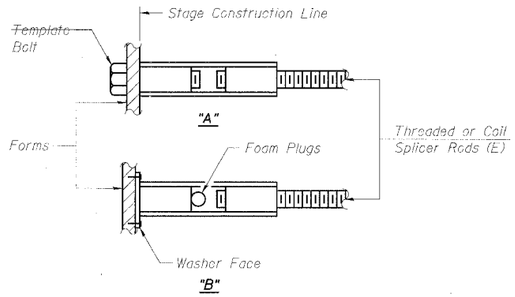
ROLLED THREAD DOWEL BAR

** ONE PIECE

WELDED SECTIONS

BAR SPLICER ASSEMBLY ALTERNATIVES

** Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
(F) : Indicates epoxy coating.

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.

Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.

All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.

Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

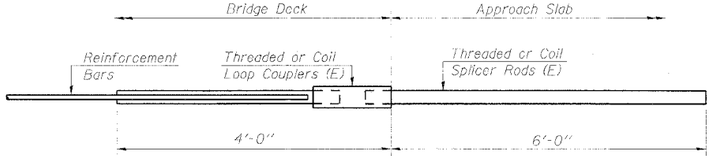
(1) Minimum Capacity (Tension in kips) - $1.25 \times f_y \times A_t$

(2) Minimum *Pull-out Strength (Tension in kips) = $0.66 \times f_y \times A_t$

Where f_y = Yield strength of lapped reinforcement bars in ksi.
A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

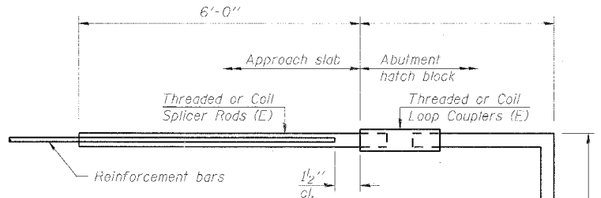
BAR SPLICER ASSEMBLIES

Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	7.9
#5	2'-0"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0	50.3
#11	9'-0"	117.4	61.8



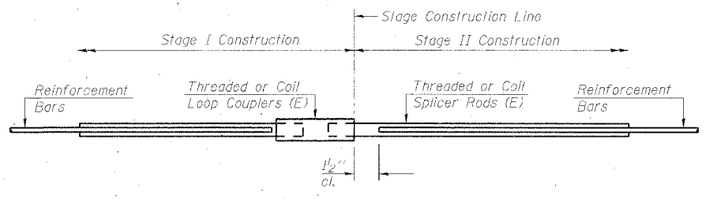
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 128



FOR STUB ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 0



STANDARD

Bar Size	No. Assemblies Required	Location
5	793	Deck
6	8	S Abut Diaphragm
7	10	S Abut
5	37	Pier
6	10	Pier
7	6	Pier
8	6	Pier
10	12	Pier
6	8	N Abut Diaphragm
7	10	N Abut

DESIGNED	BPS
CHECKED	BHS
DRAWN	RRG
CHECKED	GSP

BSD-1 11-1-06

ENTRAN

BAR SPLICER ASSEMBLY DETAILS
IL ROUTE 89 OVER
FAI ROUTE 80 (I-80)
SECTION 06-8HBR
BUREAU COUNTY
STATION 3702+69.82
STRUCTURE NO. 006-0178

PLOT DATE = 7/30/2007
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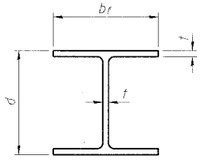
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	06 8HBR	BUREAU	165	91
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT -		

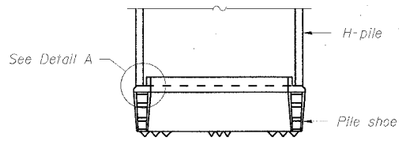
SHEET NO. 20
22 SHEETS

Contract # 66641

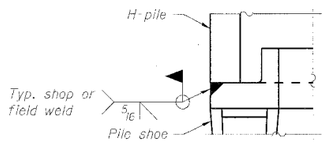


STEEL PILE TABLE

Designation	Depth d	Flange width b_f	Web and Flange thickness t	Encasement diameter A
HP 14x117	$14\frac{1}{4}''$	$14\frac{7}{8}''$	$\frac{13}{16}''$	30''
x102	14''	$14\frac{3}{4}''$	$\frac{11}{16}''$	30''
x89	$13\frac{7}{8}''$	$14\frac{3}{4}''$	$\frac{5}{8}''$	30''
x73	$13\frac{5}{8}''$	$14\frac{5}{8}''$	$\frac{1}{2}''$	30''
HP 12x84	$12\frac{1}{4}''$	$12\frac{1}{4}''$	$\frac{11}{16}''$	24''
x74	$12\frac{1}{8}''$	$12\frac{1}{4}''$	$\frac{5}{8}''$	24''
x63	12''	$12\frac{1}{8}''$	$\frac{1}{2}''$	24''
x53	$11\frac{3}{4}''$	12''	$\frac{7}{16}''$	24''
HP 10x57	10''	$10\frac{1}{4}''$	$\frac{9}{16}''$	24''
x42	$9\frac{3}{4}''$	$10\frac{1}{8}''$	$\frac{7}{16}''$	24''
HP 8x36	8''	$8\frac{1}{8}''$	$\frac{7}{16}''$	18''

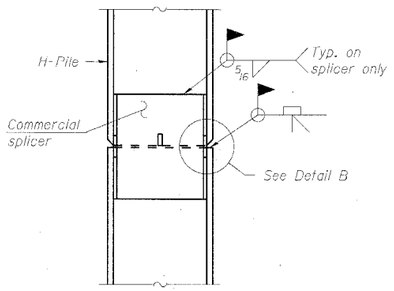


ELEVATION



DETAIL A

H-PILE SHOE ATTACHMENT



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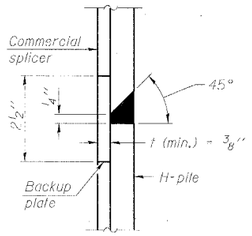
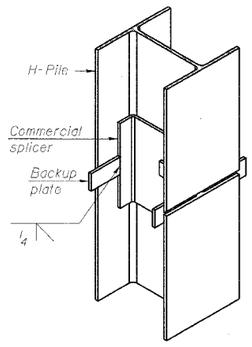
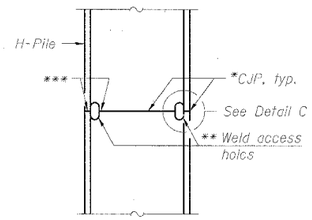


DETAIL "B"

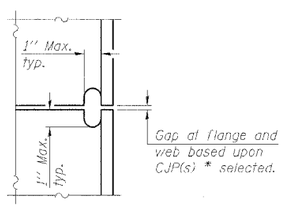


ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE

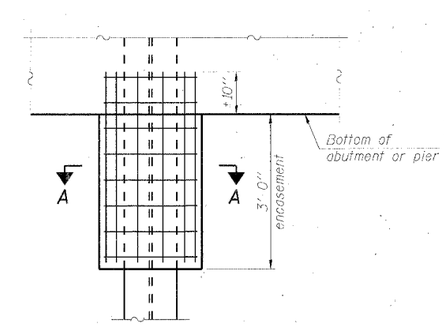


ELEVATION



DETAIL C

COMPLETE PENETRATION WELD SPLICE



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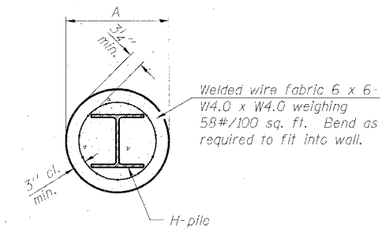
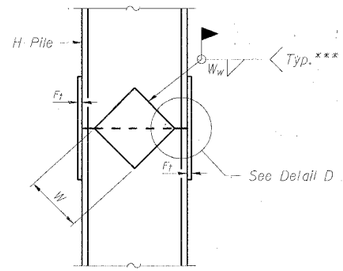


SECTION A-A

Note:
Forms for encasement may be omitted when soil conditions permit.

PILE ENCASEMENT



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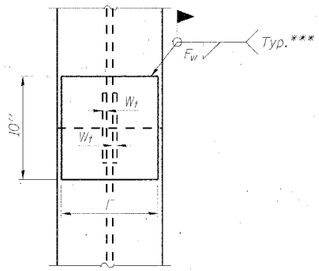
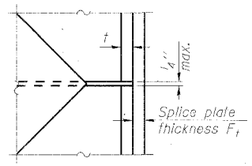


END VIEW



DETAIL D

Designation	F	F_t	F_w	W	W_1	W_w
HP 14x117	$12\frac{1}{2}''$	1''	$\frac{7}{8}''$	$7\frac{3}{4}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
x102	$12\frac{1}{2}''$	$\frac{7}{8}''$	$\frac{3}{4}''$	$7\frac{3}{4}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
x89	$12\frac{1}{2}''$	$\frac{3}{4}''$	$\frac{11}{16}''$	$7\frac{3}{4}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
x73	$12\frac{1}{2}''$	$\frac{5}{8}''$	$\frac{9}{16}''$	$7\frac{3}{4}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
HP 12x84	10''	$\frac{7}{8}''$	$\frac{11}{16}''$	$6\frac{1}{2}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
x74	10''	$\frac{7}{8}''$	$\frac{11}{16}''$	$6\frac{1}{2}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
x63	10''	$\frac{5}{8}''$	$\frac{1}{2}''$	$6\frac{1}{2}''$	$\frac{1}{2}''$	$\frac{3}{8}''$
x53	10''	$\frac{5}{8}''$	$\frac{1}{2}''$	$6\frac{1}{2}''$	$\frac{1}{2}''$	$\frac{3}{8}''$
HP 10x57	8''	$\frac{3}{4}''$	$\frac{9}{16}''$	$5\frac{1}{4}''$	$\frac{1}{2}''$	$\frac{3}{8}''$
x42	8''	$\frac{5}{8}''$	$\frac{9}{16}''$	$5\frac{1}{4}''$	$\frac{1}{2}''$	$\frac{3}{8}''$
HP 8x36	7''	$\frac{5}{8}''$	$\frac{7}{16}''$	$4\frac{1}{4}''$	$\frac{1}{2}''$	$\frac{3}{8}''$

WELDED PLATE FIELD SPLICE

Note:
The steel H piles shall be according to AASHTO M270 Grade 50.

* Use joint conforming to Figure 3.4 in AWS D1.1, Structure Welding Code - Steel.

** Preparation per Fig. 5.2 in AWS D1.1, Structure Welding Code - Steel.

*** Interrupt welds ¼" from end of each pile.

DESIGNED	BPS
CHECKED	BHS
DRAWN	RRG
CHECKED	GSP

F-HP 11-1-06

ENTRAN

PLOT DATE = 7/30/2007
FILE NAME = g:\proj_mct\2854081_002\cadd\ILBRGR_FHP.sts
PLOT SCALE = N/A
USER NAME = Zaguirb

STEEL H-PILE DETAILS

IL ROUTE 89 OVER
FAI ROUTE 80 (I-80)
SECTION 06-8HBR
BUREAU COUNTY
STATION 3702+69.82
STRUCTURE NO. 006-0178

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	06 - 8HBR	BUREAU	165	92
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 21
22 SHEETS

Contract # 66641

Illinois Department of Transportation
Division of Highways
District #3, Ottawa

SOIL BORING LOG

Page 1 of 2

ROUTE FAI 80 DESCRIPTION P92-065-05 IL 89 Bridge over I-80, 3/4 m. S. of Ladd Date 11/14/05 LOGGED BY W. Garza

SECTION 06-8HBR LOCATION Hall Twp. - 15 SW, SEC. , TWP. 16N, RNG. 11E

COUNTY Bureau DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO. 006-0178 Prop.
Station

BORING NO. B-1
Station 242+31
Offset 1.00ft Rt CL
Ground Surface Elev. 676.10 ft

Surface Water Elev. ft
Stream Bed Elev. 78.00 ft

Groundwater Elev.:
First Encounter 628.6 ft ▼
Upon Completion 636.1 ft ▽
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
STIFF gray SILTY CLAY LOAM			1.0 P	23.0
	673.60			
VERY STIFF black LOAM		5		
		6 7	3.3 S	22.0
	672.10			
	-5			
VERY STIFF gray SILTY CLAY LOAM		4		
		7 10	3.3 B	24.0
	669.60			
STIFF gray SANDY LOAM		5		
		6 11	1.9 B	17.0
	667.10			
	-10			
VERY STIFF dark gray SILTY LOAM		4		
		5 6	3.1 S	22.0
	664.60			
STIFF gray SILTY CLAY		3		
		5 8	1.7 P	21.0
	662.10			
	-15			
VERY STIFF gray SILTY CLAY		5		
		5 9	2.1 B	25.0
	659.60			
VERY STIFF dark brown SILTY CLAY LOAM		5		
		7 11	3.9 B	20.0
	657.10			
	-20			
STIFF gray SILTY CLAY LOAM		4		
		6 7	2.0 B	25.0
	654.60			
STIFF gray LOAM		4		
		5 7	1.6 B	17.0
	651.60			
	-25			
VERY STIFF gray/tan LOAM TILL		5		
		6 7	2.9 B	15.0
	649.60			
VERY STIFF tan SILTY CLAY TILL		3		
		5 8	3.3 B	16.0
	647.10			
	-30			
HARD redish brown SANDY LOAM TILL with fine SAND lens		14		
		14 16	5.2 S	11.0
	644.60			
VERY STIFF gray/tan SILT with SAND lens		7		
		8 7	2.1 P	23.0
	641.60			
	-35			
MEDIUM tan/gray dirty SAND & GRAVEL		2		
		6 14		
	639.10			
VERY STIFF gray SILTY CLAY LOAM TILL		5		
		7 10	3.1 B	10.0
	637.10			
	▽-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
District #3, Ottawa

SOIL BORING LOG

Page 2 of 2

ROUTE FAI 80 DESCRIPTION P92-065-05 IL 89 Bridge over I-80, 3/4 m. S. of Ladd Date 11/14/05 LOGGED BY W. Garza

SECTION 06-8HBR LOCATION Hall Twp. - 15 SW, SEC. , TWP. 16N, RNG. 11E

COUNTY Bureau DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO. 006-0178 Prop.
Station

BORING NO. B-1
Station 242+31
Offset 1.00ft Rt CL
Ground Surface Elev. 676.10 ft

Surface Water Elev. ft
Stream Bed Elev. 78.00 ft

Groundwater Elev.:
First Encounter 628.6 ft ▼
Upon Completion 636.1 ft ▽
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
STIFF gray SILTY CLAY LOAM TILL		6		
		7 10	1.8 B	11.0
	634.60			
VERY STIFF gray SILTY CLAY LOAM TILL with SILT lens		9		
		9 14	2.3 B	12.0
	632.10			
	-45			
STIFF gray SILTY CLAY LOAM TILL with SAND lens		7		
		8 9	1.5 B	12.0
	629.60			
STIFF gray SANDY LOAM TILL ▼		4		
		6 9	1.6 B	12.0
	627.10			
	-50			
VERY STIFF gray SANDY LOAM TILL		3		
		6 10	2.3 B	12.0
	624.10			
VERY DENSE gray well-cemented SAND		37		
		100/3"		
	622.10			
	-55			
VERY DENSE gray well-cemented dry SILT		60		
		100/6"		
	619.60			
VERY DENSE gray well-cemented dry SILT		100/6"		
	617.10			
End of Boring	-60			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
District #3, Ottawa

SOIL BORING LOG

Page 1 of 2

ROUTE FAI 80 DESCRIPTION P92-065-05 IL 89 Bridge over I-80, .75 m. S. of Ladd Date 11/29/05 LOGGED BY W. Garza

SECTION 06-8HBR LOCATION Hall Twp. - 15 SW, SEC. , TWP. 16N, RNG. 11E

COUNTY Bureau DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO. 006-0178 Prop.
Station

BORING NO. B-2
Station 238+18
Offset 1.00ft Rt CL
Ground Surface Elev. 676.20 ft

Surface Water Elev. ft
Stream Bed Elev. 78.00 ft

Groundwater Elev.:
First Encounter ft
Upon Completion ft
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
STIFF, asphalt median				
LOOSE, brown/gray SILTY CLAY LOAM			0.9 P	26.0
	673.70			
VERY STIFF dark gray SILTY CLAY LOAM with GRAVEL		5		
		7 10	3.7 B	20.0
	672.20			
	-5			
VERY STIFF dark gray SILTY CLAY LOAM with GRAVEL		4		
		4 5	2.5 B	20.0
	669.70			
VERY STIFF dark gray SILTY CLAY LOAM		4		
		7 11	2.9 B	23.0
	667.20			
	-10			
VERY STIFF dark gray SILTY CLAY LOAM		3		
		4 6	2.3 B	24.0
	664.70			
STIFF dark gray SILTY CLAY LOAM with ORGANICS		4		
		6 9	1.6 B	20.0
	662.20			
	-15			
STIFF dark gray SILTY CLAY LOAM with ORGANICS		2		
		3 5	1.7 B	22.0
	659.70			
VERY STIFF dark gray SILTY CLAY LOAM with GRAVEL		4		
		7 8	2.1 B	18.0
	657.20			
	-20			
VERY STIFF dark gray SILTY CLAY LOAM with ORGANICS, old concrete		4		
		7 100/3"	2.7 B	21.0
	654.70			
VERY STIFF Dark gray SILTY CLAY with fragments of concrete		8		
		24 8	4.0 P	23.0
	652.20			
	-25			
VERY STIFF dark gray SILTY CLAY LOAM with GRAVEL		4		
		6 8	2.2 P	24.0
	649.70			
STIFF dark gray SILTY CLAY LOAM		3		
		3 4	1.7 B	23.0
	646.70			
	-30			
VERY STIFF dark gray SILTY CLAY LOAM TILL		4		
		5 8	2.5 B	16.0
	644.70			
VERY STIFF dark gray SILTY CLAY LOAM TILL		8		
		8 10	3.7 B	11.0
	642.20			
	-35			
STIFF gray SILTY LOAM TILL		2		
		4 8	1.8 B	17.0
	639.70			
STIFF gray SILTY CLAY LOAM TILL		4		
		6 8	2.0 B	10.0
	637.20			
	-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

DESIGNED	BPS
CHECKED	BHS
DRAWN	RRC
CHECKED	GSP

BORING LOGS (1 OF 2)

IL ROUTE 89 OVER
FAI ROUTE 80 (I-80)
SECTION 06-8HBR
BUREAU COUNTY
STATION 3702+69.82
STRUCTURE NO. 006-0178

ENTRAN

PLOT DATE = 7/30/2007
FILE NAME = N:\PROJECTS\265-4089_882\CADD\ILBRGR_BORI.sta
PLOT SCALE = N/A
USER NAME = Zeigumb

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	06 - 8HBR	BUREAU	165	93
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT:		

SHEET NO. 22
22 SHEETS

Contract # 66641

Illinois Department of Transportation
Division of Highways
District #3, Ottawa

SOIL BORING LOG

Page 2 of 2

Date 11/29/05

ROUTE FAI 80 DESCRIPTION P92-065-05 IL 89 Bridge over I-80, .75 m. S. of Ladd LOGGED BY W. Garza

SECTION 06-8HBR LOCATION Hall Twp. - 15 SW, SEC., TWP. 16N, RNG. 11E

COUNTY Bureau DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO. 006-0178 Prop.
Station

BORING NO. B-2
Station 239+18
Offset 1.00ft Rt CL
Ground Surface Elev. 676.20 ft

Surface Water Elev. ft
Stream Bed Elev. 78.00 ft

Groundwater Elev.:
First Encounter ft
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
STIFF gray SILTY LOAM TILL	3		
	4	1.7	13.0
634.70	9	B	
MEDIUM gray SILTY LOAM TILL	3		
	4	0.8	13.0
632.20	6	B	
-45			
STIFF gray SANDY CLAY LOAM	2		
	3	1.2	12.0
629.70	5	B	
STIFF gray SANDY CLAY LOAM TILL	3		
	3	1.3	12.0
627.20	8	B	
-50			
VERY STIFF brown LOAM TILL	4		
	13	3.7	11.0
624.70	30	B	
HARD gray TILL with SAND lens	39		
	44	8.2	9.0
622.20	49	S	
-55			
Wash	44		
VERY DENSE gray well-cemented TILL	100/1"		
619.70			
VERY DENSE gray fine well cemented TILL	32		
	40		
617.20	47		
-60			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
VERY DENSE gray fine well-cemented TILL	100/5"		
614.70			
End of Boring			
-65			
-70			
-75			
-80			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
District #3, Ottawa

SOIL BORING LOG

Page 1 of 2

Date 12/21/05

ROUTE FAI 80 DESCRIPTION P92-065-05 IL 89 Bridge over I-80 LOGGED BY W. Garza

SECTION 06-8HBR LOCATION Hall Twp. - 15 SW, SEC., TWP. 16N, RNG. 11E

COUNTY Bureau DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO.
Station

BORING NO. B-3
Station 240+73
Offset 45.00ft Lt CL
Ground Surface Elev. 655.50 ft

Surface Water Elev. ft
Stream Bed Elev. 78.00 ft

Groundwater Elev.:
First Encounter 621.0 ft ▼
Upon Completion Dry ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
STIFF brown LOAM			
		1.0	18.0
653.50		P	
MEDIUM brown SILTY LOAM	7		
	7	0.8	19.0
652.00	8	P	
STIFF tan SILTY CLAY LOAM	3		
-5			
	3	1.4	25.0
649.50	4	P	
STIFF tan SILTY CLAY LOAM	2		
	4	1.9	16.0
	5	B	
646.50			
VERY STIFF tan SILTY CLAY LOAM TILL	2		
-10			
	4	2.5	15.0
644.50	6	B	
VERY STIFF gray SILTY LOAM TILL with SAND lens	7		
	11	3.1	12.0
642.00	10	P	
STIFF gray SILTY CLAY LOAM TILL	4		
-15			
	6	1.2	13.0
639.50	14	B	
VERY STIFF gray SILTY CLAY TILL	5		
	8	2.7	17.0
637.00	11	B	
-20			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
STIFF gray SILTY CLAY TILL (continued)	8	1.8	13.0
	9	B	
634.00			
VERY STIFF gray SILT	5		
	5	2.4	19.0
631.50	7	S	
-25			
STIFF gray SILTY CLAY LOAM TILL	3		
	4	1.7	13.0
629.50	5	B	
STIFF gray SILTY CLAY LOAM TILL	3		
	3	1.2	13.0
627.00	6	B	
VERY DENSE gray well-cemented SANDY LOAM TILL	3		
-30			
	7	8.2	9.0
624.50	47	B	
VERY DENSE Gray well-cemented SANDY LOAM TILL, dry	35		
	35		
621.50	50		
VERY DENSE gray fine SAND with SILT lens	9		
-35			
	17		
619.50	48		
VERY DENSE gray well-cemented SILT	45		
	100/6"		
616.50			
-40	16		

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
District #3, Ottawa

SOIL BORING LOG

Page 2 of 2

Date 12/21/05

ROUTE FAI 80 DESCRIPTION P92-065-05 IL 89 Bridge over I-80 LOGGED BY W. Garza

SECTION 06-8HBR LOCATION Hall Twp. - 15 SW, SEC., TWP. 16N, RNG. 11E

COUNTY Bureau DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO.
Station

BORING NO. B-3
Station 240+73
Offset 45.00ft Lt CL
Ground Surface Elev. 655.50 ft

Surface Water Elev. ft
Stream Bed Elev. 78.00 ft

Groundwater Elev.:
First Encounter 621.0 ft ▼
Upon Completion Dry ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
VERY STIFF olive-green SILTY CLAY TILL (continued)	10	2.9	22.0
614.50	14	S	
VERY STIFF gray SANDY LOAM TILL	9		
	10	3.7	12.0
612.00	18	B	
-45			
VERY STIFF gray SANDY LOAM TILL	12		
	13	3.1	12.0
609.50	20	B	
VERY DENSE gray well-cemented SANDY LOAM TILL	16		
	38		8.0
607.00	48		
End of Boring			
-50			
-55			
-60			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

DESIGNED	BPS
CHECKED	BHS
DRAWN	RRG
CHECKED	GSP

PLOT DATE = 7/30/2007
FILE NAME = U:\PROJECT\2854089.002\CADD\ILP9SR.BOR2.sts
PLOT SCALE = N/A
PLOT STYLE = 2sqwrb
USER NAME =

ENTRAN

BORING LOGS (2 OF 2)

IL ROUTE 89 OVER
FAI ROUTE 80 (I-80)
SECTION 06-8HBR
BUREAU COUNTY
STATION 3702+69.82
STRUCTURE NO. 006-0178

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	06 - 8HBR	BUREAU	165	94
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT:		

Contract # 66641

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

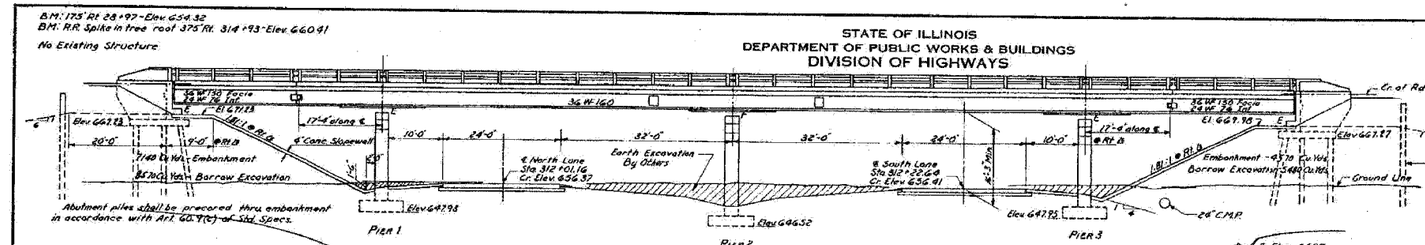
BM: 175' Rt 28+97 - Elev. 654.32
BM: R.R. Spike in tree root 375' Rt. 314+93 - Elev. 660.91

No Existing Structure

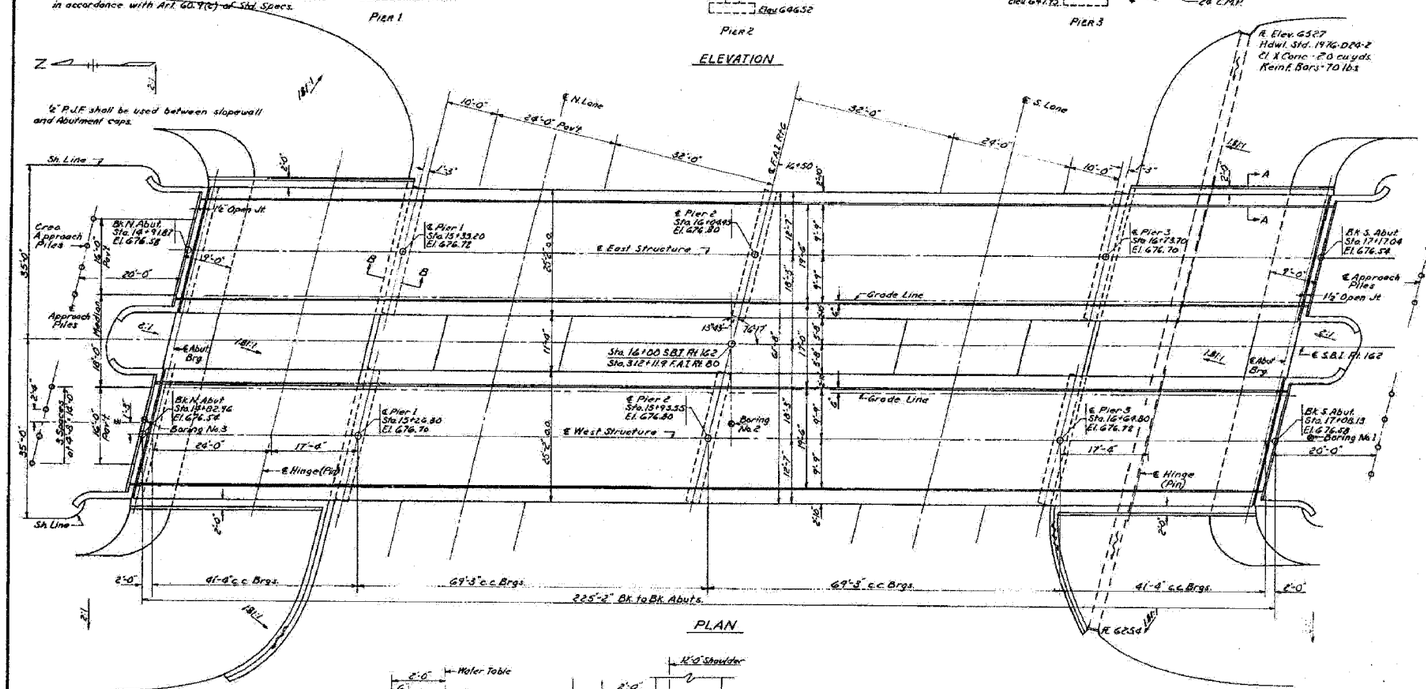
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. Rt. 80	6-BHB	Bureau	21	5
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT:		

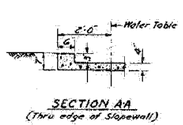
SHEET NO. 1
9 SHEETS

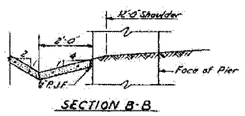


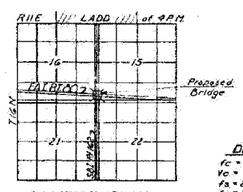
ELEVATION



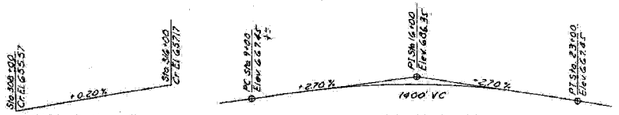
PLAN







LOCATION PLAN



PROFILE F.A.I. RT. 80

PROFILE S.B.I. RT. 162

TOTAL BILL OF MATERIAL

Item	Unit	Super. Str.	Sub. Str.	Total
Class X Concrete	Cu. Yds.	334.5	387.8	722.3
Handrail Concrete	Cu. Yds.	5.8		5.8
Reinforcement Bars	Lbs.	51,340	27,810	79,150
Structural Steel	Lbs.	53,310		53,310
Metal Handrail	Lin. Ft.	892		892
Class A Excavation for Structures	Cu. Yds.		710	710
Borrow Excavation	Cu. Yds.		1400	1400
Slope Wall	Sq. Yds.		660	660
Corrugated Metal Pipe, 24 in.	Lin. Ft.		130	130
Concrete Piles	Lin. Ft.		1318	1318
Test Piles (Concrete)	Each		1	1
Creosoted Timber Piles	Lin. Ft.		480	480
Name Plates	Each			2
Class X Concrete (Headwall)	Cu. Yds.		2	2

GENERAL NOTES

Class X concrete shall be used throughout except in hand rail posts.

Handrail Concrete shall be used in hand rail posts.

The concrete floor slab shall be finished in accordance with Article 512.19 of the Standard Specifications.

Slope wall shall be reinforced with welded wire fabric 6"x6" mesh, #6 wires, weighing 58# per 100 sq. ft.

Layout of concrete gutter may be varied to suit ground conditions in the field, as directed by the Engineer, and is included in quantity of slope wall.

Rivets 4x4, open holes ¾ø", unless noted.

Field connections riveted, unless noted.

All bolsters, rockers, bearing plates, lead plates, pintles, and anchor bolts shall be fabricated and set in accordance with Article 511.15 of the Standard Specifications and are included in quantity of Structural Steel. Wt. = 11,300 Lbs.

Anchor bolts shall be set before riveting diaphragms over supports.

The roadway expansion angles shall be fabricated and erected To fit the crown of roadway and are included in quantity of Structural Steel. Wt = 2,660 Lbs.

Except as otherwise provided, all structural steel shall receive one shop coat of red lead paint and two field coats of aluminum paint. See Articles 561 to 565 inclusive of the Standard Specifications.

All paint shall be furnished and applied by the Contractor.

The Contractor shall drive 1 test Pile (in a permanent location) as directed by the Engineer before ordering or casting remainder of Piles. One test Pile at South Abut, East Structure.

STATION 312+11.9
BUILT 19 BY
STATE OF ILLINOIS
F.A.I. RT. 80 SEC. 6-BHB
F.A. PROJ. I-80-3(X)
LOADING H20-S16

LETTERING FOR NAME PLATE
See Standard 2118

DESIGN STRESSES

f'c = 1400 psi
fv = 75 psi Footings
fs = 20,000 psi Reinforcement
fs = 18,000 psi Structural
n = 10
Maximum soil pressure under pier footings 5.5 20 lb/sq ft.
LOADING H20-S16-44

DESIGNED	Floyd K Faulkner
CHECKED	Joseph J. Rimsey
DRAWN	F.K.J. J.L. Armstrong
CHECKED	J. J. Rimsey
EXAMINED	MAR 23 1959
PASSED	
APPROVED	R.A. Wiesbrook

GENERAL PLAN AND ELEVATION
PROJECT I-80(3)72
F.A.I. RT. 80 SEC. 6-BHB
BUREAU COUNTY
STA. 312+11.90

Revised 1-23-60 Class-X Conc. Quantities R.R.D.

FOR INFORMATION ONLY

EXISTING PLANS - 1959

IL ROUTE 89 OVER
FAI ROUTE 80 (I-80)
SECTION 06-8HBR
BUREAU COUNTY
STATION 3702+69.82
STRUCTURE NO. 006-0178

PLOT DATE = 8/8/2007
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ENTRAN

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	06 - 8HBR	BUREAU	165	95
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

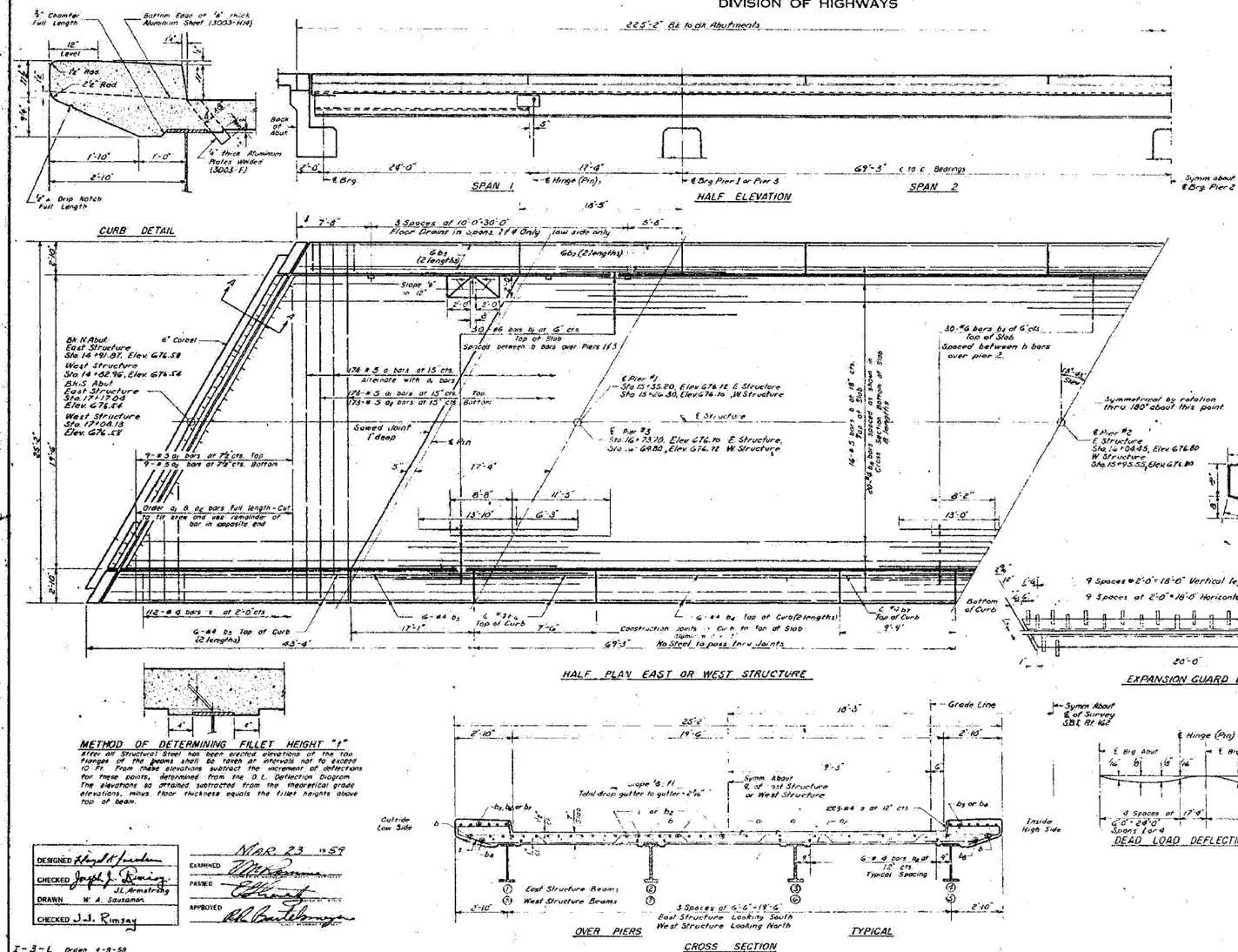
Contract # 66641

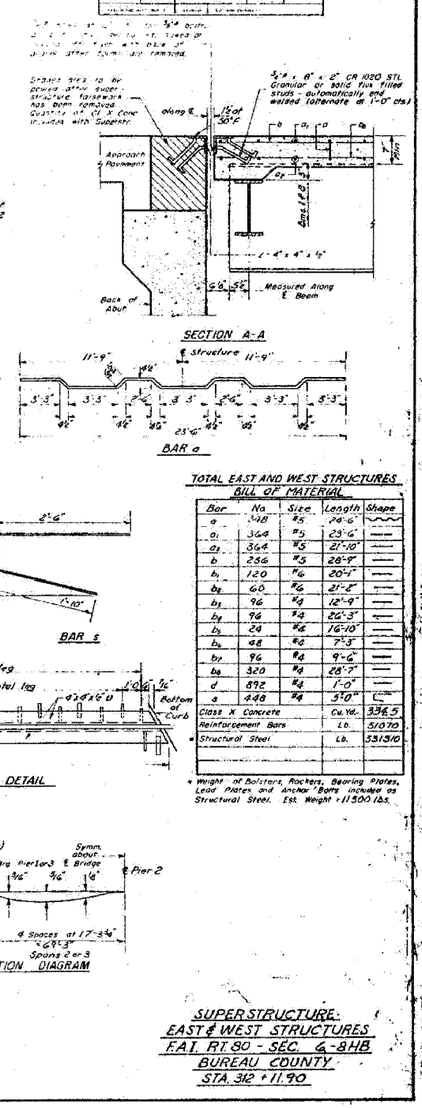
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	6-8HB	BUREAU	21	6

SHEET NO. 2
9 SHEETS





TOTAL EAST AND WEST STRUCTURES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a	348	#5	24'-6"	
a_1	364	#5	23'-6"	
a_2	364	#5	21'-10"	
b	256	#5	28'-9"	
b_1	120	#6	20'-1"	
b_2	60	#6	21'-2"	
b_3	96	#4	12'-9"	
b_4	96	#4	26'-3"	
b_5	24	#6	16'-10"	
b_6	48	#6	7'-3"	
b_7	96	#4	9'-6"	
b_8	320	#4	28'-7"	
d	892	#4	1'-0"	
s	448	#4	3'-0"	
Class X Concrete			Cu.Yd.	336.5
Reinforcement Bars			Lb.	51070
* Structural Steel			Lb.	53130

* Weight of Bolsters, Rockers, Bearing Plates, Lead Plates and Anchor Bolts included as Structural Steel. Est. Weight = 11300 lbs.

METHOD OF DETERMINING FILLET HEIGHT "f"

After all Structural Steel has been erected elevations of the top flanges of the beams shall be taken at intervals not to exceed 10 Ft. From these elevations subtract the increment of deflections for these points, determined from the D. L. Deflection Diagram. The elevations so obtained subtracted from the theoretical grade elevations, minus floor thickness equals the fillet heights above top of beam.

DESIGNED	Lloyd H. Anderson	MAR 23 1959
CHECKED	Joseph J. Rimsay, J.L. Armstrong	EXAMINED
DRAWN	W. A. Sausaman	PASSED
CHECKED	J.J. Rimsay	APPROVED

I-3-L Drawn 4-8-58

Revised 1-28-60. Curb Heights. R.E.D.

SUPERSTRUCTURE:
EAST & WEST STRUCTURES
FAI. RT. 80 - SEC. 6-8HB
BUREAU COUNTY
STA. 312+11.90

EXISTING PLANS - 1959

IL ROUTE 89 OVER
FAI ROUTE 80 (I-80)
SECTION 06-8HBR
BUREAU COUNTY
STATION 3702+69.82
STRUCTURE NO. 006-0178

FOR INFORMATION ONLY

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ENTRAN

ROUTE NO.	SECTION	COUNTY	STATE SHEETS	SHEET NO.
FAI 80	06-8HBR	BUREAU	165	96
FED. ROAD DIST. NO. 7	IL.	FED. AID PROJECT		

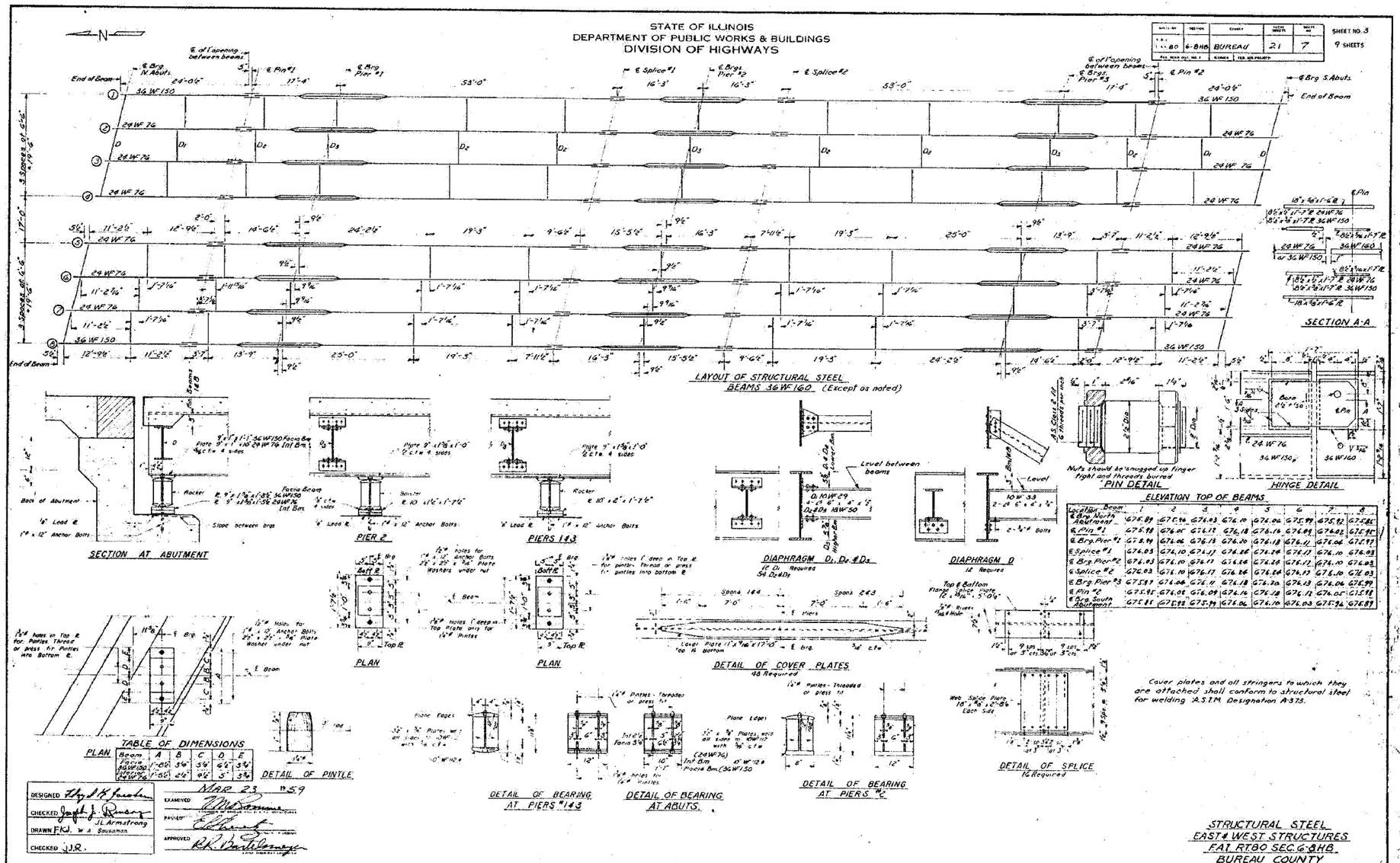
Contract # 66641

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

ROUTE NO.	SECTION	COUNTY	STATE SHEETS	SHEET NO.
F.A.I. 80	6-8HB	BUREAU	21	7
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 3
9 SHEETS



ELEVATION TOP OF BEAMS

Location / Beam	1	2	3	4	5	6	7	8
℄ Brg. North Abutment	676.89	676.94	676.93	676.90	676.84	675.99	675.92	675.86
℄ Pin #1	675.98	676.04	676.13	676.18	676.14	676.09	676.02	675.97
℄ Brg. Pier #1	675.99	676.06	676.13	676.20	676.18	676.11	676.06	676.02
℄ Splice #1	676.03	676.10	676.17	676.23	676.20	676.17	676.10	676.08
℄ Brg. Pier #2	676.03	676.10	676.17	676.23	676.20	676.17	676.10	676.08
℄ Splice #2	676.03	676.10	676.17	676.23	676.20	676.17	676.10	676.08
℄ Brg. Pier #3	675.99	676.06	676.11	676.18	676.20	676.13	676.06	676.02
℄ Pin #2	675.98	676.05	676.09	676.14	676.18	676.12	676.07	675.98
℄ Brg. South Abutment	676.89	676.93	676.94	676.90	676.84	676.00	675.93	676.89

TABLE OF DIMENSIONS

Beam	A	B	C	D	E
16" Fascia 36 WF 150	1'-0½"	3'-6"	3'-6"	6'-6"	3'-6"
16" Fascia 36 WF 160	1'-0½"	2'-6"	9'-6"	3'-0"	3'-6"

DESIGNED	Thy S.K. Saunders
CHECKED	Joseph J. Ruscz
DRAWN	F.K.J. W. A. Sausaman
CHECKED	J.L. Armstrong
	J.J.R.

MAR 23 1959

EXAMINED
PAY-LD
APPROVED

I-2-L DRAWN 5-15-57

STRUCTURAL STEEL
EAST & WEST STRUCTURES
FAI. RT 80 SEC. 6-8HB.
BUREAU COUNTY
STA 312+11.90

EXISTING PLANS - 1959

IL ROUTE 89 OVER
FAI ROUTE 80 (I-80)
SECTION 06-8HBR
BUREAU COUNTY
STATION 3702+69.82
STRUCTURE NO. 006-0178

FOR INFORMATION ONLY

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ENTRAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	06 - 8HBR	BUREAU	165	97
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT -		

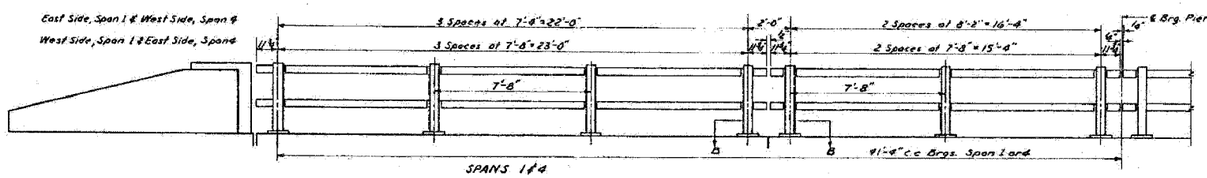
Contract # 66641

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

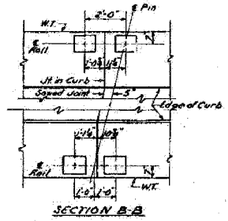
I-80	6-8HB	BUREAU	21	8

SHEET NO. 4
9 SHEETS

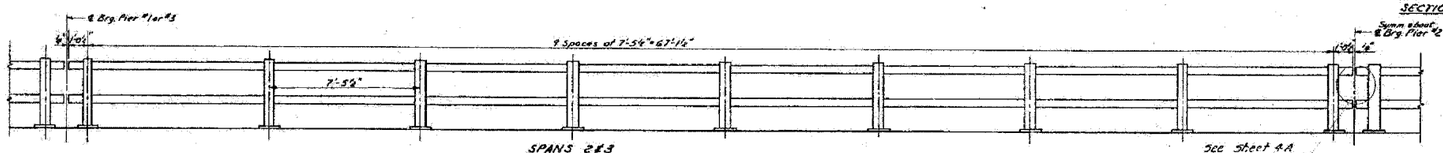
East Side, Span 1 & West Side, Span 4
West Side, Span 1 & East Side, Span 4



SPANS 1 & 4



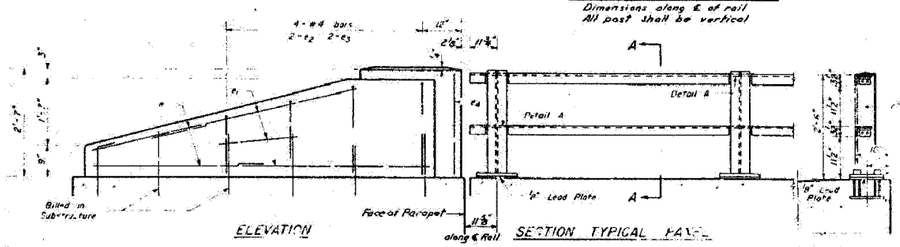
SECTION B-B



SPANS 2 & 3

ELEVATION OF HANDRAIL
Dimensions along ℄ of rail
All post shall be vertical

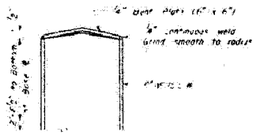
See Sheet 4A for conn. detail



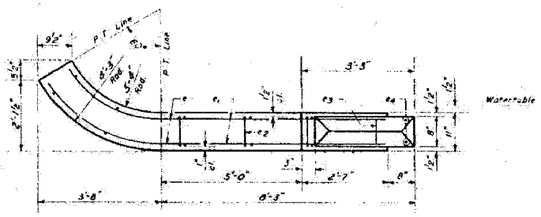
ELEVATION

SECTION TYPICAL RAIL

SECTION A-A



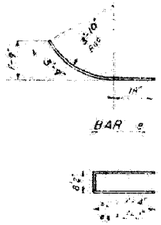
CAP DETAIL



PLAN - END POST

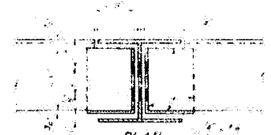
BILL OF REINFORCEMENT

Bar	No.	Size	Length	Shape
e	32	#4	5'-3"	
e1	98	#4	7'-6"	
e2	16	#4	3'-4"	
e3	16	#4	5'-11"	
e4	16	#4	2'-7"	

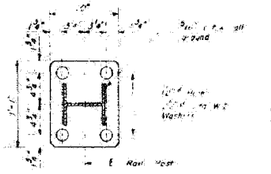


BAR e

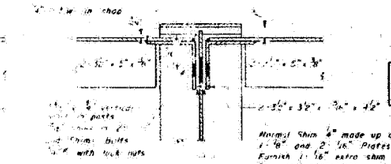
BAR e2 or e3

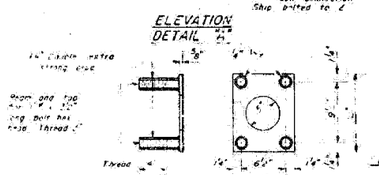


PLAN
DETAIL "A"



RAIL POST
BASE PLATE
10" x ¾" x 1'-1"





ELEVATION
DETAIL "B"

ANCHOR DETAILS
Plate 9" x 14" x 1'-0"
Ship with 1¼" x 32" Bolts & Washers in place

BILL OF MATERIAL

Handrail - Galvanized	Cu. Yd.	5.8
Reinforcement Bars	Lbs.	470
Metal Handrail	Lin. Ft.	992

GENERAL NOTES
All End Posts shall be Handrail Concrete.
All Bolts, Nuts and Washers shall be Hot Dipped Galvanized.

METAL HANDRAIL DETAIL
EAST & WEST STRUCTURES
FAI RT 80 SEC. 6-8 HB
BUREAU COUNTY
STA 312 + 11.90

DESIGNED Floyd H. Jones
CHECKED Joseph J. Ramsey
DRAWN W. A. Sautoma
CHECKED J.J.R.

MAR. 23 '59

R-5 Rev 8-14-58 9-26-58 10-2-58 10-11-58

Note deleted 1-23-60 R.R.D.

FOR INFORMATION ONLY

EXISTING PLANS - 1959

IL ROUTE 89 OVER
FAI ROUTE 80 (I-80)
SECTION 06-8HBR
BUREAU COUNTY
STATION 3702+69.82
STRUCTURE NO. 006-0178

PLOT DATE = 8/8/2007
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ENTRAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

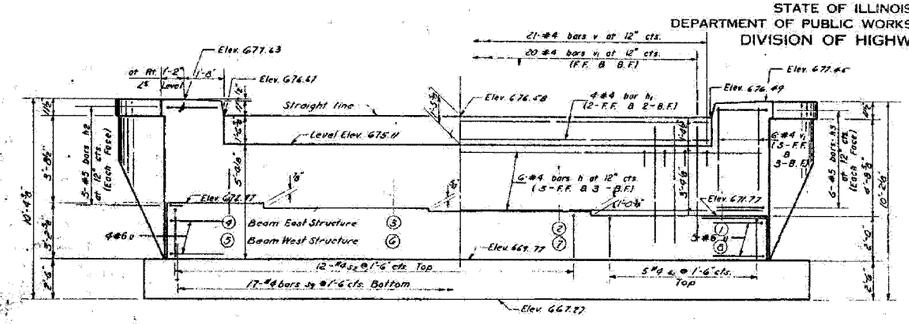
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	06 - 8HBR	BUREAU	165	98
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Contract # 66641

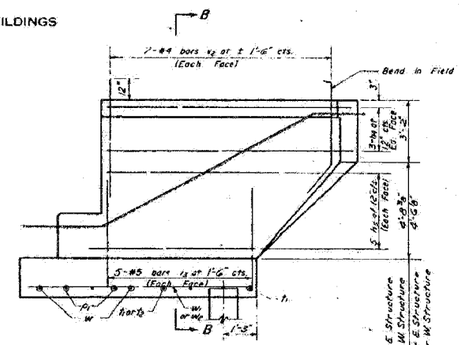
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. RTE 80	06-8HBR	BUREAU	21	9
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 5
OF SHEETS

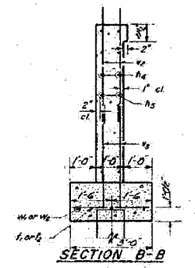


ELEVATION
at Right Angles to E Rdwy.
North Abut - East Structure - Looking North
South Abut - West Structure - Looking South



SIDE ELEVATION

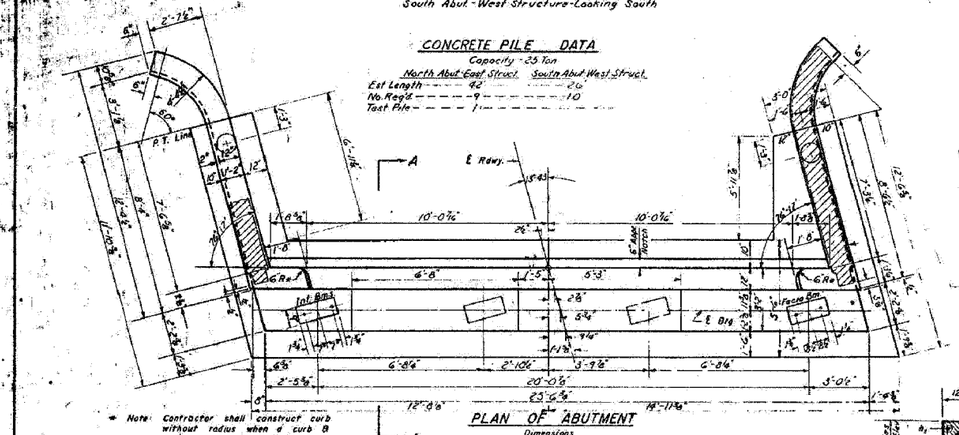
NW Corner E. Structure
SE Corner W. Structure
NE Corner E. Structure
SW Corner W. Structure



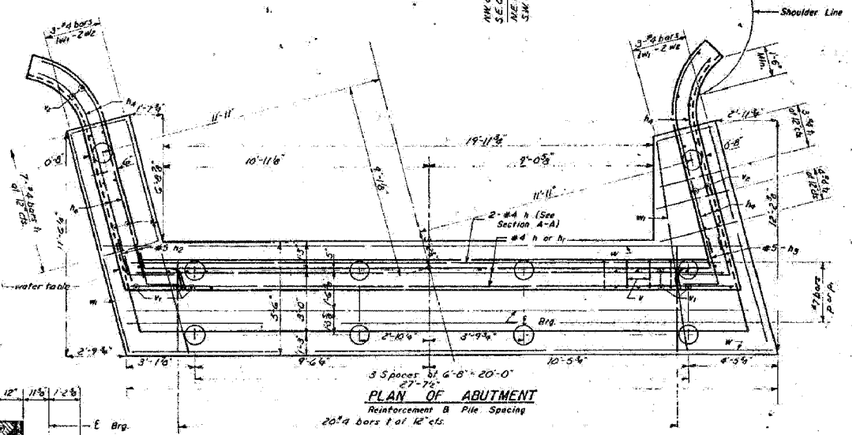
SECTION B-B

CONCRETE PILE DATA
Capacity - 25 Ton

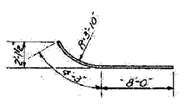
	North Abut-East Struct.	South Abut-West Struct.
Est Length	42'	26'
No. Req'd	9	10
Test Pile	1	



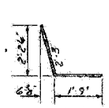
PLAN OF ABUTMENT
Dimensions



PLAN OF ABUTMENT
Reinforcement & Pile Spacing
20-#4 bars t at 12" cts.

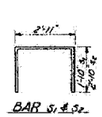


BAR h4



BAR h2

BAR v

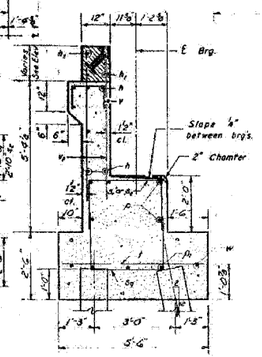


BAR s1 & s2

BAR h3

BAR u

BAR s3



SECTION A-A

TWO ABUTMENTS
BILL OF REINFORCEMENT

Bar	No.	Size	Length	Shape	Bar	No.	Size	Length	Shape
h	16	#4	25'-0"		l	90	#4	3'-3"	
h1	8	#4	19'-9"		l1	20	#4	2'-9"	
h2	20	#5	9'-0"		l2	8	#4	3'-6"	
h3	24	#5	4'-0"		u	14	#6	8'-6"	
h4	24	#5	12'-3"						
h5	40	#5	8'-10"		v	42	#4	2'-9"	
					s1	104	#4	6'-2"	
p	10	#7	25'-3"		s2	56	#4	6'-4"	
p1	6	#7	27'-5"		s3	40	#5	3'-6"	
s	10	#4	6'-7"		w	9	#4	27'-5"	
s1	24	#4	6'-7"		w1	6	#4	11'-3"	
s2	36	#4	7'-11"		w2	8	#4	11'-10"	

TWO ABUTMENTS
BILL OF MATERIAL

Item	Unit	Quantity
Class 'X' Concrete	Cu. Yd.	71.3
Reinforcement Bars	Lb.	3570
Concrete Piles	Lin. Ft.	638
Test Pile	Ea.	1

NORTH ABUTMENT
EAST STRUCTURE
& SOUTH ABUTMENT
WEST STRUCTURE
FAI. RT. 80 SEC. 6-8 HB
BUREAU COUNTY
STA 312+11.90

DESIGNED	Floyd K. Fowler	MAR 23 1959
CHECKED	Joseph J. Ramsey	
DRAWN	W. A. Sausaman	
CHECKED	J.R.	
EXAMINED		
PASSED		
APPROVED		

A-3-L Drawn 5-20-58 Rev. 9-26-58

Revised 1.23.60 - Curb Hights R.R.O.

FOR INFORMATION ONLY

EXISTING PLANS - 1959

IL ROUTE 89 OVER
FAI ROUTE 80 (I-80)
SECTION 06-8HBR
BUREAU COUNTY
STATION 3702+69.82
STRUCTURE NO. 006-0178

PLOT DATE = 8/8/2007
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PLOT SCALE = 1.0000
USER NAME = 2eagarb

ENTRAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

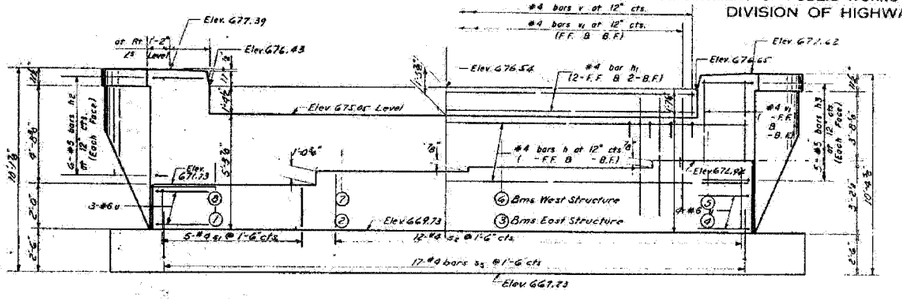
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	06 - 8HBR	BUREAU	165	99
FED. ROAD PROJ. NO. ?	ILLINOIS	FED. AID PROJECT ?		

Contract # 66641

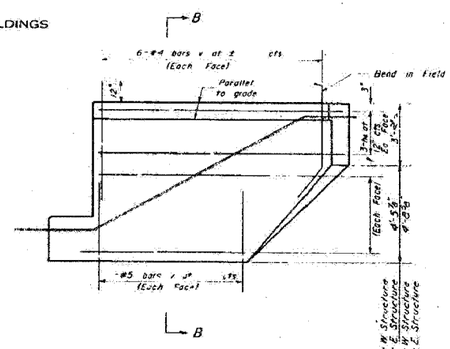
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

F.A. 80	6-8HB	BUREAU	21	10

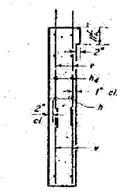
SHEET NO 6
9 SHEETS



ELEVATION
At Right Angles to E. Rdwy.
North Abut. - West Structure - Looking North
South Abut - East Structure - Looking South



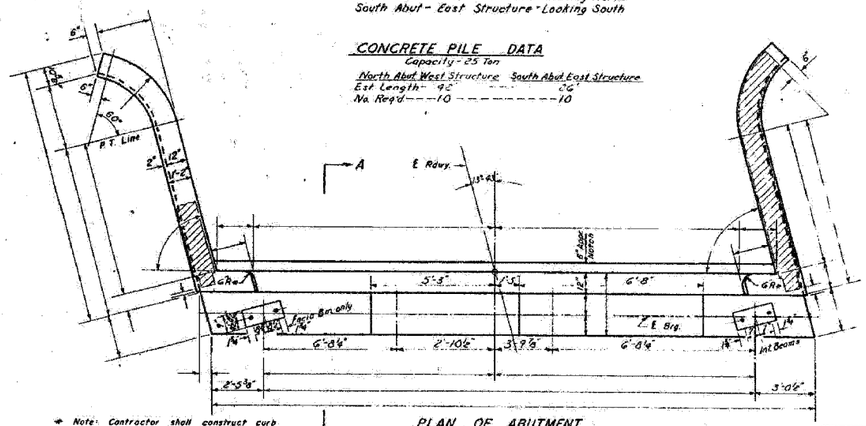
SIDE ELEVATION



SECTION B-B

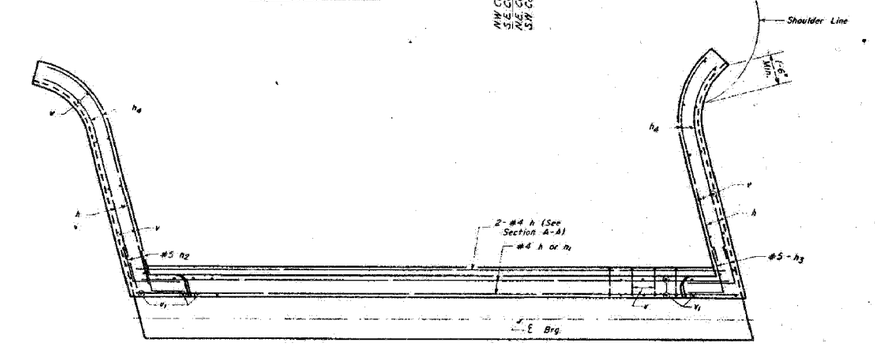
CONCRETE PILE DATA
Capacity - 25 Ton

	North Abut West Structure	South Abut East Structure
Est Length	92'	92'
No. Reqd	10	10

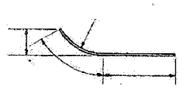


* Note: Contractor shall construct curb without radius when a curb & gutter are used on bridge approaches (See road plans).

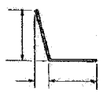
PLAN OF ABUTMENT
Dimensions



PLAN OF ABUTMENT
Reinforcement & Pile Spacing



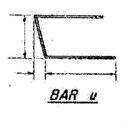
BAR h4



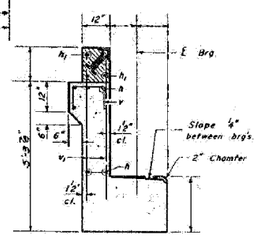
BAR h2

BAR v

BAR h3



BAR u



SECTION A-A

SEE SHEET No. 5 FOR ALL DIMENSIONS AND DETAILS NOT SHOWN ON THIS SHEET.

TWO ABUTMENTS
BILL OF REINFORCEMENT

Bar	No.	Size	Length	Shape	Bar	No.	Size	Length	Shape
h		#4							
h1	8	#4							
h2		#5							
h3		#5							
h4		#5							
					v		#4	2'-9"	
					v1		#4		
Reinforcement Bars identical with those shown on sheet 5.									

TWO ABUTMENTS
BILL OF MATERIAL

Item	Unit	Quantity
Class X Concrete	Cu. Yd.	71.3
Reinforcement Bars	Lb.	3870
Concrete Piles	Lin. Ft	680

NORTH ABUTMENT
WEST STRUCTURE
& SOUTH ABUTMENT
EAST STRUCTURE
FAI RT 80 - SEC. 6-8HB
BUREAU COUNTY
STA. 312+11.90

DESIGNED	Floyd Hamilton	MAR 23 19 59
CHECKED	Joseph Rivers	EXAMINED
DRAWN	W.A. Savanack, J.L. Armstrong	PASSED
CHECKED	JJR	APPROVED

A-3-L Drawn 5-20-58 Rev. 9-26-59

Revised 1-23-60 Curb Heights R.R.D.

EXISTING PLANS - 1959

IL ROUTE 89 OVER
FAI ROUTE 80 (I-80)
SECTION 06-8HBR
BUREAU COUNTY
STATION 3702+69.82
STRUCTURE NO. 006-0178

FOR INFORMATION ONLY

PLOT DATE = 8/8/2007
FILE NAME = c:\projects\1289-08r9...892\c1400\ILB9_axis1959_06.dgn
PLOT SCALE = 1.000
USER NAME = Designer

ENTRAN

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	06 - 8HBR	BUREAU	165	100
FED. ROAD DIST. NO. 9		ILLINOIS	FED. AID PROJECT -	

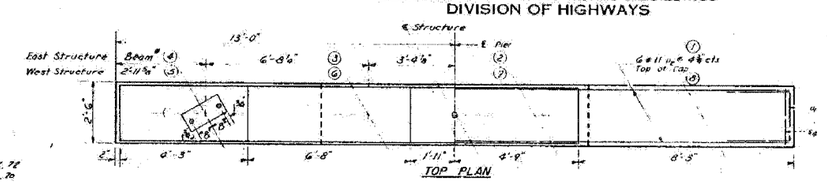
Contract # 66641

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

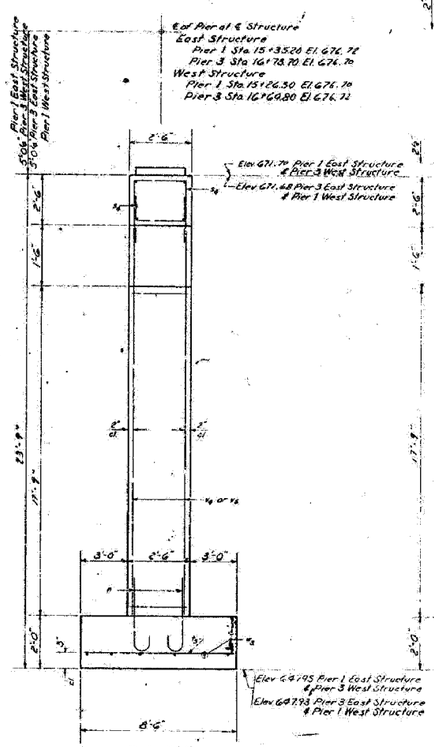
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	6-8HB	BUREAU	21	11
FED. ROAD DIST. NO. 9	ILLINOIS	FED. AID PROJECT -		

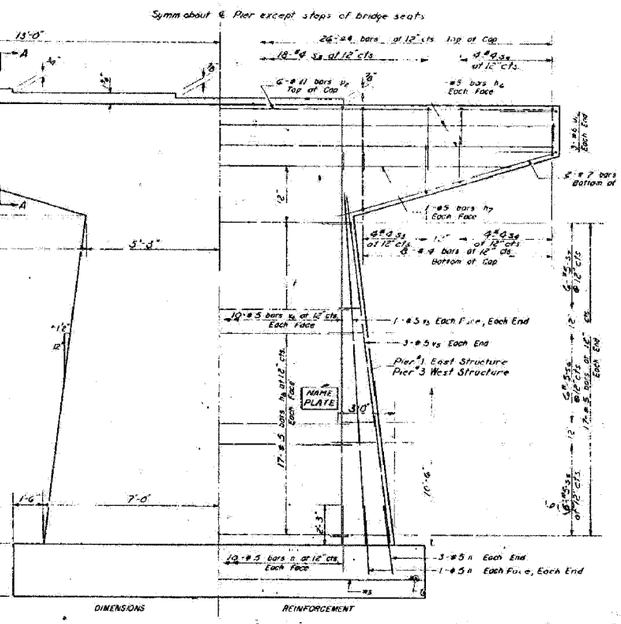
SHEET NO. 7
9 SHEETS



TOP PLAN

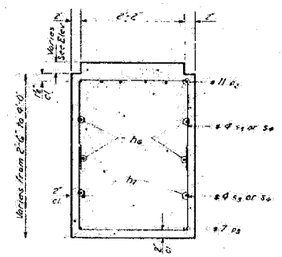


END VIEW

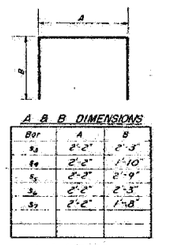


DIMENSIONS REINFORCEMENT

Note: All edges shall have standard ¾" chamfers except footings



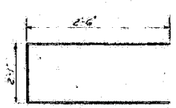
SECTION A-A



A B B DIMENSIONS

Bar	A	B
s3	2'-2"	2'-3"
s4	2'-2"	1'-10"
s5	2'-2"	2'-9"
s6	2'-2"	2'-3"
s7	2'-2"	1'-8"

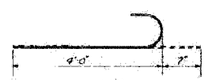
"s" BARS



u1 BAR

4 PIERS
BILL OF MATERIAL

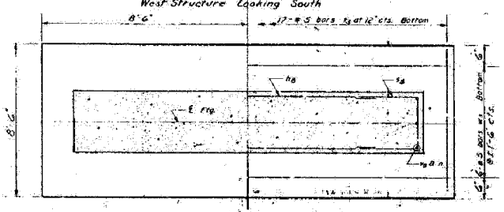
Bar	No.	Size	Length	Shape
h8	16	#5	25'-8"	—
h7	8	#5	17'-2"	—
h6	164	#5	10'-2"	—
n	120	#5	4'-7"	⊃
u2	28	#11	25'-8"	—
u1	16	#7	9'-0"	—
s1	100	#9	6'-8"	⊓
s2	44	#9	5'-10"	⊓
s3	88	#5	7'-8"	⊓
s4	48	#5	6'-8"	⊓
s5	48	#5	5'-6"	⊓
s7	68	#5	8'-3"	—
s6	24	#6	7'-1"	⊓
s8	80	#5	10'-3"	—
s9	40	#5	18'-3"	—
s10	28	#5	16'-9"	—
Class K Concrete			Cu.Yd.	157.7
Reinforcement Bars			Lb.	11470



n BAR

Place a Name Plate on north face, west end Pier 3, West Structure and on south face, east end Pier 1, East Structure.

ELEVATIONS
East Structure Looking North
West Structure Looking South



FOOTING PLAN

DESIGNED	Lloyd H. Fowler	MAR. 23 11.59
CHECKED	Joseph J. Ruwing	EXAMINED
DRAWN	W.A. Sauerman, J.L. Armstrong	PASSED
CHECKED	J.J.R.	APPROVED

P-2 DRAWN 4-9-57

EXPANSION PIERS 1 & 3
EAST & WEST STRUCTURES
FAI RT 80 SEC 6-8HB
BUREAU COUNTY
STA. 312+11.90

EXISTING PLANS - 1959

IL ROUTE 89 OVER
FAI ROUTE 80 (I-80)
SECTION 06-8HBR
BUREAU COUNTY
STATION 3702+69.82
STRUCTURE NO. 006-0178

FOR INFORMATION ONLY

PLOT DATE = 8/8/2007
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USER NAME = 2eugerb

ENTRAN