

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	[(06-5)HBR-1,VBR;(06-6)]RS-3&I	BUREAU	248	1
		ILLINOIS	CONTRACT NO. 66686	

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

**PROPOSED
HIGHWAY PLANS**

FAP ROUTE 80 (I-80)

SECTION [(06-5)HBR-1,VBR;(06-6)]RS-3&I

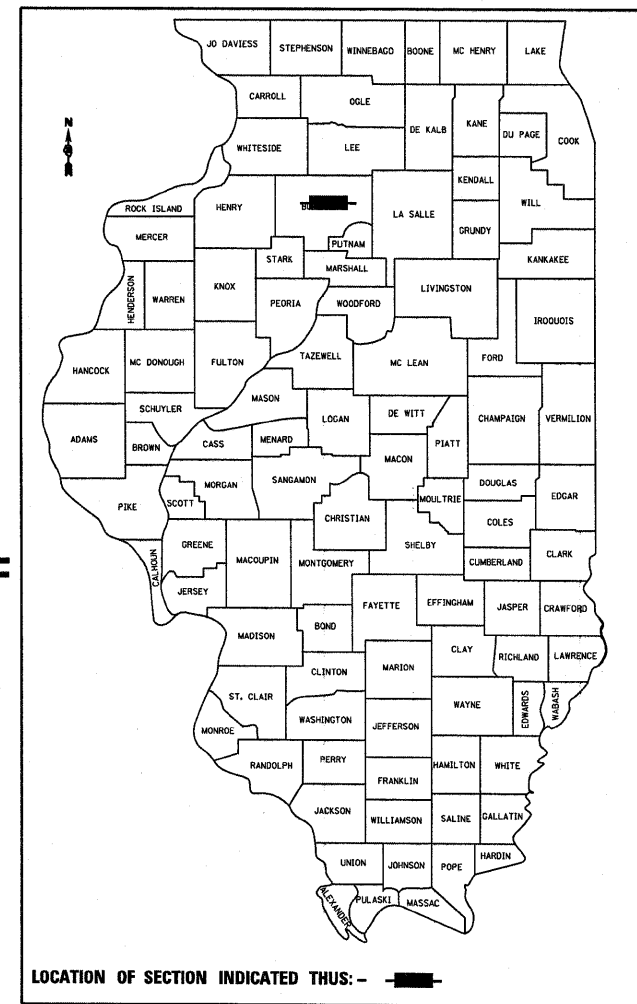
PROJECT: *IM-BRI-BHI-080-2(067)057*

**TYPE of IMPROVEMENT: SUPERSTRUCTURE
REPLACEMENT AND BRIDGE REPL.,RECONST.,RESURF
BUREAU COUNTY**

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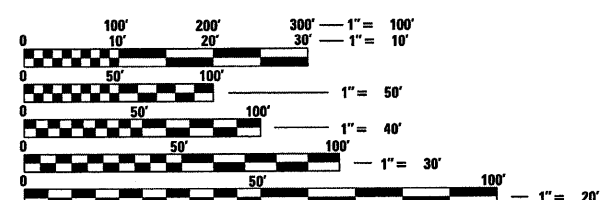
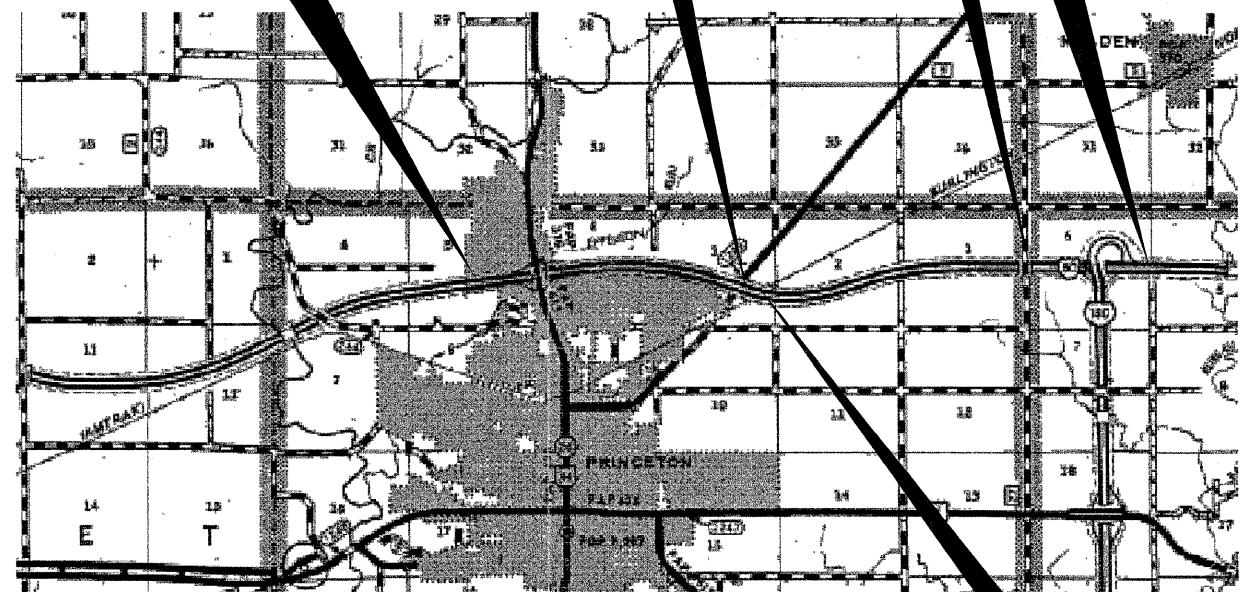
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LOCATION OF SECTION INDICATED THUS: - [shaded area] -

**PROJECT BEGIN
STA 1080 + 00**

**PROJECT END
STA 1405 + 64**



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

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

**PROJECT ENGINEER: J.KANNEL
PROJECT MANAGER: P.BRABOY**

CONTRACT NO. 66686

NET LENGTH = GROSS LENGTH = 32,564 FT. = 6.17 MILE

STRUCTURE REPLACEMENT
EXISTING SN#006-0022 EB
PROPOSED SN#006-0176 EB
EXISTING SN#006-0023 WB
PROPOSED SN#006-0177 WB

FUNCTIONAL CLASSIFICATION: INTERSTATE
2009 ADT = 17100 VPD
PV = 56.1% SU = 3.5% MU = 40.4%

PAVEMENT DESIGN DESIGNATION
3235(22) INTERSTATE 81.37(PCC-20)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED Sept 19 20 11
Eric Thurlbeck
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

October 14 20 11
Scott E. Stitt P.E.
acting ENGINEER OF DESIGN AND ENVIRONMENT

October 14 20 11
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS**

GENERAL NOTES
(Revised May 13, 2009)

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.

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

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

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

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

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

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.

THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR INCHES IN AREAS TO BE SEEDING OR SODDED. THE VEGETATION SUSTAINING SOIL REQUIRED WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

ON EXISTING PAVEMENT WHICH MAY BE SUPERELEVATED, THE NEW HMA PAVEMENT SHALL BE BUILT WITH THE SAME SUPERELEVATION UNLESS NEW SUPERELEVATION RATES ARE GIVEN ON THE PLANS.

ALL ELEVATIONS REFERRING TO U.S.G.S. MEAN SEA LEVEL DATUM.

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.

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 OR THE COPY INCLUDED IN THESE PLANS.

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

GRANULAR MATERIALS	2.05	TONS / CU YD
BIT MATERIALS (PRIME COAT)	0.08	GAL / SQ YD
POLYMERIZED BIT MATERIALS (PRIME COAT)	0.10	GAL / SQ YD
FOR ADDITIONAL HMA LIFTS "FOG COAT"	0.08(POLY) 0.05 OTH.	GAL / SQ YD
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
TEMPORARY DITCH CHECKS	5	TONS AGGREGATE

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.

THE CONTRACTOR SHALL CONTACT JULIE AT LEAST 48 HOURS PRIOR TO EXCAVATION TO DETERMINE WHICH UTILITIES ARE IN THE AREA.

COMMITMENTS:

- ENVIRONMENTAL COORDINATION
- VERTICAL CLEARANCE FORMS
- COMMITMENT TO PLACE PERIMETER EROSION BARRIER AT APPROX STA 3092+00 TO STA 3097+00 (LT) TO PROTECT POND WETLAND FROM CONTAMINATION
- STORM WATER POLLUTION PREVENTION PLAN
- NOTICE OF INTENT FORM

STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-05	TEMPORARY EROSION CONTROL SYSTEMS
420001-07	PAVEMENT JOINTS
420401-08	BRIDGE APPROACH PAVEMENT CONNECTOR
421001-02	BAR REINFORCEMENT FOR CRC PAVEMENT
421101-08	24' (7.2 m) CRC PAVEMENT (WITH WIDE FLANGE BEAM TERMINAL JOINT)
442101-07	CLASS B PATCHES
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
483001-04	PCC SHOULDER
515001-03	NAME PLATE FOR BRIDGES
542401-01	METAL END SECTION FOR PIPE CULVERTS
601001-04	SUB-SURFACE DRAINS
601101-01	CONCRETE HEADWALL FOR PIPE DRAINS
610001-05	SHOULDER INLET WITH CURB
630001-09	STEEL PLATE BEAM GUARDRAIL
630201-06	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-05	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-07	TRAFFIC BARRIER TERMINAL, TYPE 2
631031-09	TRAFFIC BARRIER TERMINAL, TYPE 6
631032-06	TRAFFIC BARRIER TERMINAL, TYPE 6A
635001-01	DELINEATORS
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
642001-01	SHOULDER RUMBLE STRIPS
665001-02	WOVEN WIRE FENCE
666001-01	RIGHT-OF-WAY MARKERS
701201-04	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS • 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701411-07	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP FOR SPEEDS • 45 MPH
701901-01	TRAFFIC CONTROL DEVICES
704001-06	TEMPORARY CONCRETE BARRIER
720011-01	METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
780001-02	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

PREPARED BY: Dr. Prancher
DISTRICT STUDIES & PLANS ENGINEER

DATE: 9/16/11

EXAMINED BY: Hubert J. Gray
DISTRICT CONSTRUCTION ENGINEER

Wayne Phillips
DISTRICT MATERIALS ENGINEER

Bruce A. Washburn
DISTRICT OPERATIONS ENGINEER

FILE NAME =	USER NAME = braboypc	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pv_work\pwsdot\braboypc\d0212731\036686-sht-coover.dgn	DRAWN -	REVISED -	80			(106-5)HBR-1.VBR;106-6)RS-3&I	BUREAU	249	2	
PLOT SCALE = 50.0000' / 1".	CHECKED -	REVISED -	CONTRACT NO. 66686							
PLOT DATE = 9/16/2011	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
SCALE: _____ SHEET NO. ____ OF ____ SHEETS STA. _____ TO STA. _____										

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QTY	CONSTRUCTION TYPE CODE				
				RURAL RDWY	URBAN RDWY	006-0020 006-0021 RURAL	006-0131 RURAL	006-0176 006-0177 RURAL
				0004	0004	0011	0014	0013
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	541	541				
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	204	204				
20101000	TEMPORARY FENCE	FOOT	500	500				
20200100	EARTH EXCAVATION	CU YD	1769	1769				
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	12720	12720				
20400800	FURNISHED EXCAVATION	CU YD	50500	50500				
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	32343	32343				
25000300	SEEDING, CLASS 3	ACRE	16.25	16.25				
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	1373	1373				
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	1373	1373				
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	1373	1373				
25100115	MULCH METHOD 2	ACRE	16.25	16.25				
25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	73784	73784				
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	1525	1525				
28000305	TEMPORARY DITCH CHECKS	FOOT	2333	2333				
28000400	PERIMETER EROSION BARRIER	FOOT	18277	18277				
28000500	INLET AND PIPE PROTECTION	EACH	8	8				
28100107	STONE RIPRAP, CLASS A4	SQ YD	33	33				
28200200	FILTER FABRIC	SQ YD	33	33				
31100500	SUBBASE GRANULAR MATERIAL, TYPE A 6"	SQ YD	521	521				
31100910	SUBBASE GRANULAR MATERIAL, TYPE A 12"	SQ YD	453	453				
31102100	SUB-BASE GRANULAR MATERIAL, TYPE C 4"	SQ YD	12578	12578				
31200100	STABILIZED SUBBASE 4"	SQ YD	17531	17531				
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	34339	17838	16501			
40600115	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	GALLON	2831	2831.0				
40600300	AGGREGATE (PRIME COAT)	TON	484	269	215			
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	43	23	20			
40600745	POLYMERIZED LEVELING BINDER (HAND METHOD), N90	TON	87	44	43			
40600845	POLYMERIZED LEVELING BINDER (MACHINE METHOD), N90	TON	502	502				
40600895	CONSTRUCTING TEST STRIP	EACH	14	14				
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	2992	1496	1496			
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	3400	1700	1700			
40600990	TEMPORARY RAMP	SQ YD	192	96	96			
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	1132	1132				
40603243	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FG, N90	TON	25297	15162	10135			

* SPECIALTY ITEMS

FILE NAME =	USER NAME = braboygo	DESIGNED -	REVISED -
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		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	[106-5]HBR-1,VBR(06-6)RS-3&I	BUREAU	249	3
CONTRACT NO. 66686			ILLINOIS FED. AID PROJECT	

90% FED / 10% STATE

ACIM ACBRI ACBHI

SUMMARY OF QUANTITIES								
CODE NO	ITEM	UNIT	TOTAL QTY	CONSTRUCTION TYPE CODE				
				RURAL RDWY	URBAN RDWY	006-0020 006-0021 RURAL	006-0131 RURAL	006-0176 006-0177 RURAL
				0004	0004	0011	0014	0013
40603510	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	7706	3994	3712			
40603545	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N60	TON	17681	9688	7993			
42001200	PAVEMENT FABRIC	SQ YD	54	27	27			
42001300	PROTECTIVE COAT	SQ YD	32080	32080				
42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SQ YD	1067	1067				
42100300	CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 10"	SQ YD	15398	15398				
42100615	PAVEMENT REINFORCEMENT	SQ YD	17531	17531				
42101020	WIDE FLANGE BEAM TERMINAL JOINT COMPLETE 24"	EACH	4	4				
44000100	PAVEMENT REMOVAL	SQ YD	13824	13824				
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	8431	8431				
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	159223	81375	77848			
44000161	HOT-MIX ASPHALT SURFACE REMOVAL, 3"	SQ YD	5191	5191				
44000186	HOT-MIX ASPHALT SURFACE REMOVAL, 9"	SQ YD	10786	9384	1402			
44004250	PAVED SHOULDER REMOVAL	SQ YD	8888	8888				
44201055	CLASS B PATCHES, TYPE II, 17 INCH	SQ YD	134	99	35			
44201057	CLASS B PATCHES, TYPE III, 17 INCH	SQ YD	48	32	16			
44201053	CLASS B PATCHES, TYPE IV, 17 INCH	SQ YD	54	27	27			
44201299	DOWEL BARS 1 1/2"	EA	360	240	120			
44213200	SAW CUTS	FOOT	996	664	332			
44213204	TIE BARS 3/4"	EACH	40	20	20			
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	13435	13435				
48101200	AGGREGATE SHOULDERS, TYPE B	TON	5716	4411	1305			
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	1610	1610				
48203030	HOT-MIX ASPHALT SHOULDERS, 8 1/4"	SQ YD	774	774				
48203033	HOT-MIX ASPHALT SHOULDERS, 9"	SQ YD	10786	9384	1402			
48300500	PORTLAND CEMENT CONCRETE SHOULDERS 10"	SQ YD	14384	14384				
50100300	REMOVAL OF EXISTING STRUCTURES NO. 1	EACH	1					1
50100400	REMOVAL OF EXISTING STRUCTURES NO. 2	EACH	1					1
50101700	REMOVAL OF EXISTING SUPERSTRUCTURES NO. 1	EACH	1			1		
50101800	REMOVAL OF EXISTING SUPERSTRUCTURES NO. 2	EACH	1			1		
50102400	CONCRETE REMOVAL	CU YD	140.4			140.4		
50157300	PROTECTIVE SHIELD	SQ YD	1134			502		632
50200100	STRUCTURE EXCAVATION	CU YD	2120.4			597.4		1523
50300225	CONCRETE STRUCTURES	CU YD	907.9			273.1		634.8
50300255	CONCRETE SUPERSTRUCTURE	CU YD	1808.2			693		1115.2
50300280	BRIDGE DECK GROOVING	SQ YD	4682			1664		3018
50300280	CONCRETE ENCASEMENT	CU YD	20					20

* SPECIALTY ITEMS

SUMMARY OF QUANTITIES									
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				0004	0004	0011	0014	0013	
50300300	PROTECTIVE COAT	SQ YD	5722			2044		3678	
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1			0.18		0.82	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	532110			190110		342000	
50500505	STUD SHEAR CONNECTORS	EACH	18096			7488		10608	
50800515	BAR SPLICERS	EACH	340			160		180	
50900200	STEEL RAILING, TYPE 2399	FOOT	443				443		
51100100	SLOPE WALL 4 INCH	SQ YD	1147			962		185	
51201800	FURNISHING STEEL PILES HP14X73	FOOT	6184			100		6084	
51202305	DRIVING PILES	FOOT	6184			100		6084	
51203800	TEST PILE STEEL HP14X73	EACH	8					8	
51500100	NAME PLATES	EACH	4			2		2	
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	36			36			
52100520	ANCHOR BOLTS, 1"	EACH	48					48	
52100530	ANCHOR BOLTS, 1 1/4"	EACH	120			72		48	
52100540	ANCHOR BOLTS, 1 1/2"	EACH	24			24			
54215547	METAL END SECTIONS 12"	EACH	6	6					
58700300	CONCRETE SEALER	SQ FT	3400			3400			
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	402			188		214	
60100080	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	28	28					
60100945	PIPE DRAINS 12"	FOOT	206	206					
X6013600	PIPE UNDERDRAINS 4" (MODIFIED)	FOOT	13268	13268					
60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	575	575					
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	638			274		364	
60900515	CONCRETE THRUST BLOCKS	EACH	6	6					
61000115	TYPE E INLET BOX, STANDARD 610001	EACH	6	6					
* 63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A 6 FT. POSTS	FOOT	10440	10440.0					
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	10	10					
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	25	25					
* 63100087	TRAFFIC BARRIER TERMINAL, TYPE 6A	EACH	4	4					
* 63100167	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	EACH	21	21					
* 63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	3	3					
* X6310214	TRAFFIC BARRIER TERMINAL, TYPE 6 (SPECIAL)	EACH	1	1					
63200310	GUARDRAIL REMOVAL	FOOT	11616	11616					
63500105	DELINEATORS	EACH	225	140	85				

* SPECIALTY ITEMS

90% FED. / 10% STATE

ACIM ACBAI ACBHI

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QTY	CONSTRUCTION TYPE CODE				
				RURAL RDWY	URBAN RDWY	006-0020 006-0021 RURAL	006-0131 RURAL	006-0176 006-0177 RURAL
				0004	0004	0011	0014	0013
64200105	SHOULDER RUMBLE STRIP	FOOT	128845	78805	50040			
66201120	CONCRETE SHOULDER CURB	FOOT	90	90				
66500105	WOVEN WIRE FENCE, 4'	FOOT	1136	1136				
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	20	10	10			
67100100	MOBILIZATION	L SUM	1	0.5	0.5			
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	8	4	4			
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1				
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	300	150	150			
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	30	15	15			
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	9560	5927	3633			
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	138596	85930	52666			
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	16372	10151	6221			
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	2800	1400	1400			
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	43373	37133	6240			
70400100	TEMPORARY CONCRETE BARRIER	FOOT	30164	25709	4455			
70500100	TEMPORARY STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	780	780				
* 78004230	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 6"	FOOT	16372	10117	6255			
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1617	991	626			
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	28	28				
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	116	110				
* 78200510	BARRIER WALL MARKERS, TYPE A	EACH	32	32				
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	20	20				
78300100	PAVEMENT MARKING REMOVAL	SQ FT	23839	20693	3146			
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	1617	991	626			
Z0034105	MATERIAL TRANSFER DEVICE	TON	51815	51815				
Z0077003	REMOVE WOOD POST	EACH	24	24				
X0324159	WHITEWASHING FOR CONCRETE PAVEMENT	SQ YD	17531	17531				
X0326208	ALTERNATE ROUTE SIGNING	L SUM	1	0.5	0.5			
X3410103	REMOVE TEMPORARY LIGHTING SYSTEM	L SUM	1	0.5	0.5			
X0326867	RADAR SPEED TRAILER	CAL MO	26	13	13			

* SPECIALTY ITEMS

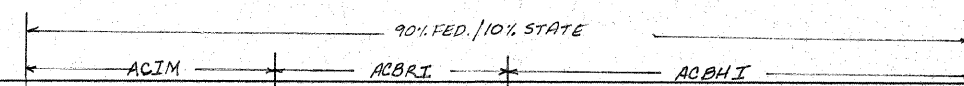
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		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: _____ SHEET NO. ___ OF ___ SHEETS STA. _____ TO STA. _____

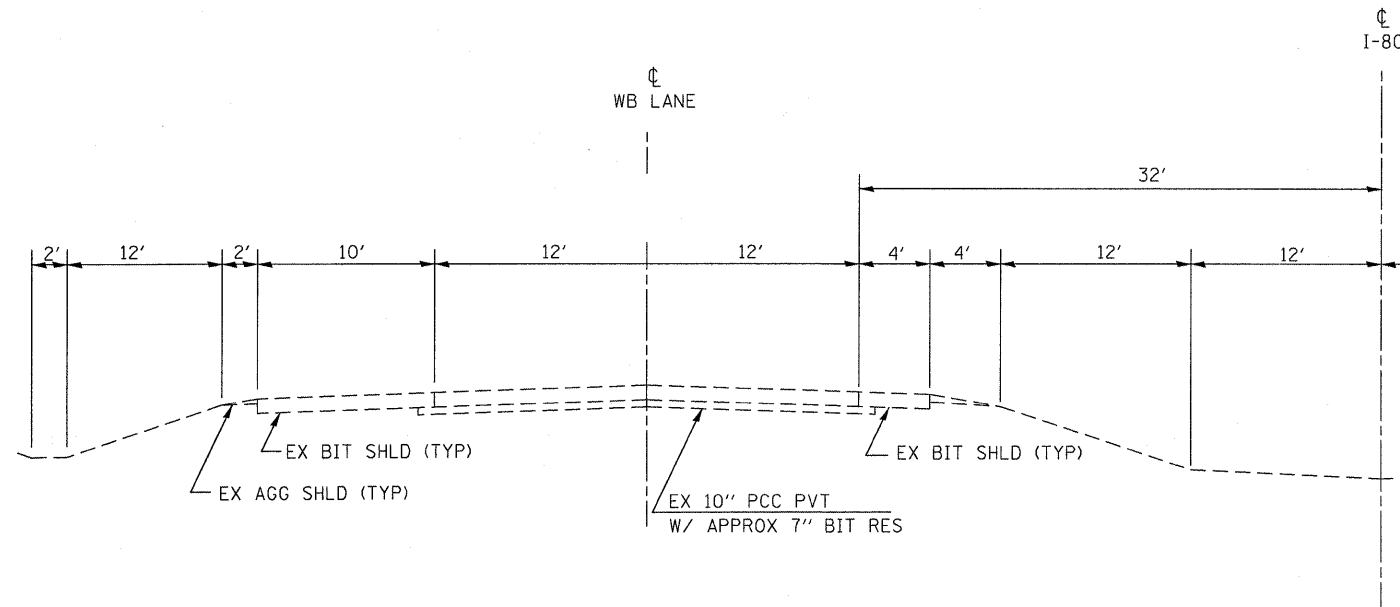
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	[106-5]HR-1.VBR(106-6)RS-3&I	BUREAU	249	6
CONTRACT NO. 66686			ILLINOIS FED. AID PROJECT	



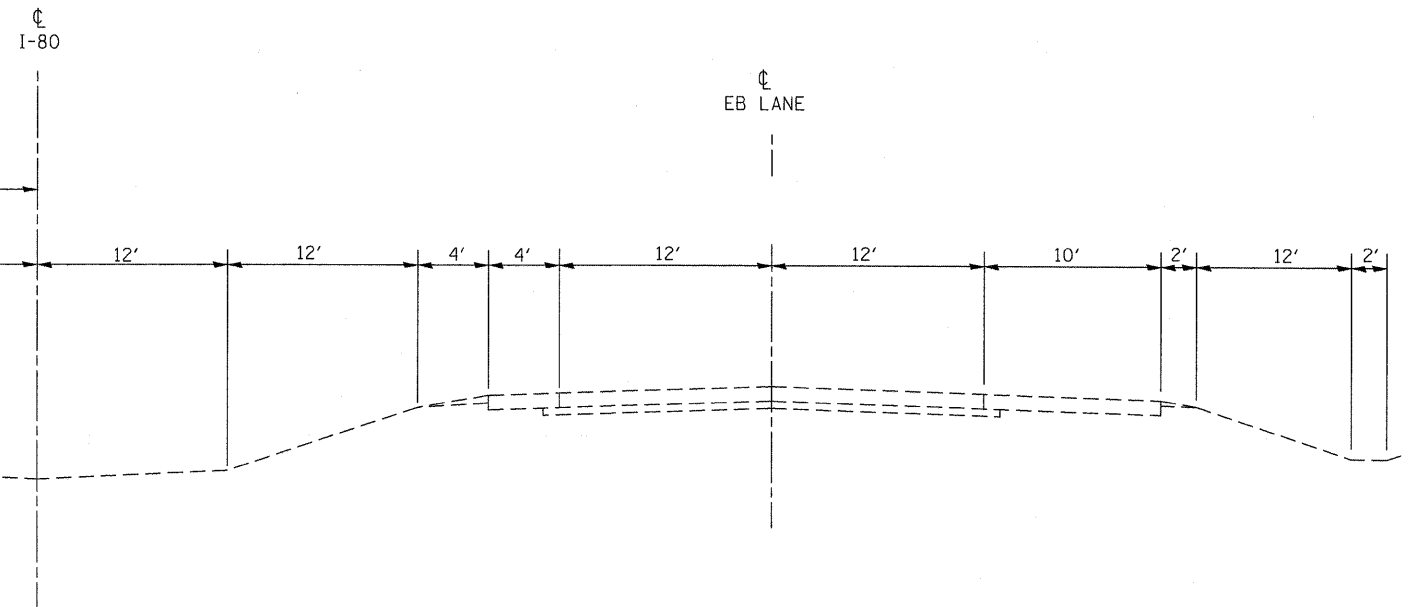
SUMMARY OF QUANTITIES					CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	TOTAL QTY	RURAL RDWY	URBAN RDWY	006-0020 006-0021 RURAL	006-0131 RURAL	006-0176 006-0177 RURAL	
				0004	0004	0011	0014	0013	
X0326880	MESSAGE BOARD VEHICLE DRIVER	HOUR	1600	800	800				
X0326907	PORTABLE, VEHICLE MOUNTED, CHANGEABLE MESSAGE SIGN	CAL MO	13	6	7				
X2070304	POROUS GRANULAR EMBANKMENT (SPECIAL)	CU. YD.	654.4			246.4		408	
X6350010	DELINEATOR REMOVAL	EACH	225	140	85				
X6380205	TEMPORARY MODULAR GLARE SCREEN	FOOT	30164	25709	4455				
X6650202	WOVEN WIRE FENCE REMOVAL	FOOT	1040	1040					
X7010216	TRAFFIC CONTROL AND PROTECTION, SPECIAL	L SUM	1	0.5	0.5				
X7010805	TRAFFIC CONTROL AND PROTECTION, STANDARD. 701401(SPECIAL)	LSUM	1	0.5	0.5				
X7030030	WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4 INCH	FOOT	123097	106809	16288				
X7800610	URETHANE PAVEMENT MARKING - LINE 4"	FOOT	138596	80935	57661				
X7800640	URETHANE PAVEMENT MARKING - LINE 8"	FOOT	2800	1400	1400				
* X7830070	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	138596	80935	57661				
* X7830076	GROOVING FOR RECESSED PAVEMENT MARKING 9"	FOOT	2800	1400	1400				
* X8410102	TEMPORARY LIGHTING SYSTEM	L SUM	1	0.5	0.5				
* X8410118	MAINTAINANCE OF TEMPORARY LIGHTING SYSTEM	L SUM	1	0.5	0.5				
Z0001050	AGGREGATE SUBGRADE 12"	SQ. YD.	31487	31487					
Z0004552	APPROACH SLAB REMOVAL	SQ YD	739	739					
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	0.5	0.5				
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	3714	3714					
X5080600	MECHANICAL SPLICERS	EACH	144			144			
Z0021400	EXPANSION JOINT (SPECIAL)	FOOT	96	96					
Z0077800	WOOD POST	EACH	24	24					
64300450	IMPACT ATTENUATORS (NON-REDIRECTIVE), TEST LEVEL 3	EACH	20	20					
Z0040530	PIPE UNDERDRAIN REMOVAL	FOOT	10703	10703					
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1					
Z0085704	BITUMINOUS COATED AGGREGATE SLOPEWALL 6"	SQ YD	2123					2123	
Z0073002	TEMPORARY SOIL RETENTION SYSTEM	SQ. FT.	506					506	

* SPECIALTY ITEMS

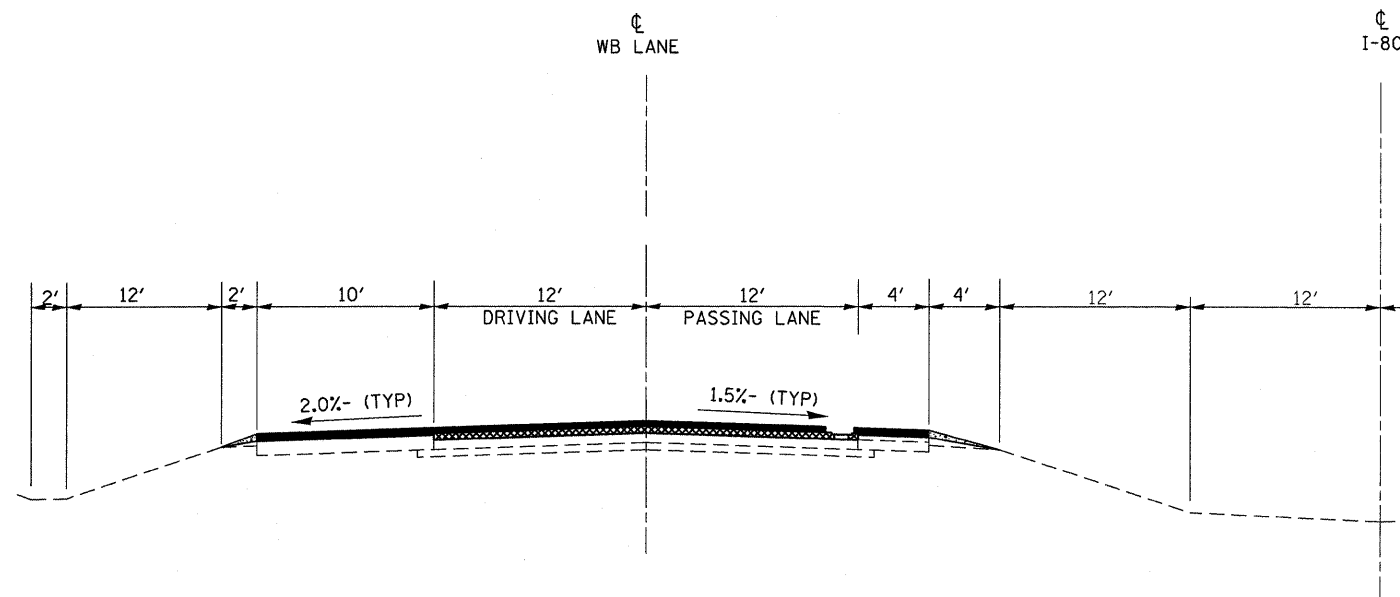
EXISTING
TYPICAL SECTION



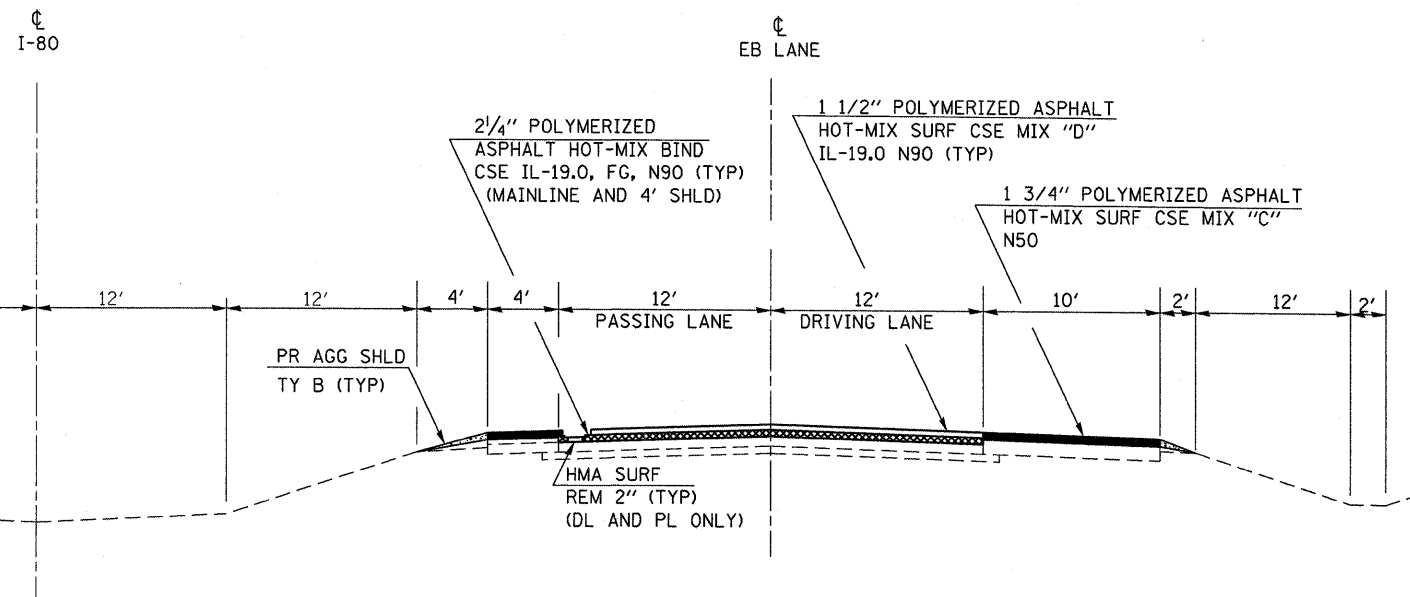
EXISTING
TYPICAL SECTION



PROPOSED
TYPICAL SECTION



PROPOSED
TYPICAL SECTION



NOTE ON STATIONING:
THE ALIGNMENT AND TIE SHEETS SHOW THE OLD STATIONING ALONG I-80. ALL THE BRIDGE PLANS AND THE ROADWAY WORK NEAR THE BRIDGE PLANS WERE DEVELOPED USING THIS OLD STATIONING, WHILE THE REST OF THE ROADWAY IS USING CURRENT STATIONING. THE AREA OF INTEREST ON THIS PROJECT WHICH USED THE OLD STATIONING AND IT'S CORRESPONDING NEW STATIONING ARE AS FOLLOWS:

STA 1205+10.17 TO STA 1264+20.17(NEW) STA 3055+50 TO STA 3114+60(OLD)

SEE PLANS SHEETS FOR CLARITY

**STA 1080+00 TO 1205+10.17 AND
STA 1264+20.17 TO 1405+64**

FILE NAME =	USER NAME = brcbaypc	DESIGNED -	REVISD -
ca\pwwork\pwwork\brbaypc\0212731\036686-shd-cover.dgn		DRAWN -	REVISD -
PLOT SCALE = 50.0550' / in.		CHECKED -	REVISD -
PLOT DATE = 9/18/2011		DATE -	REVISD -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

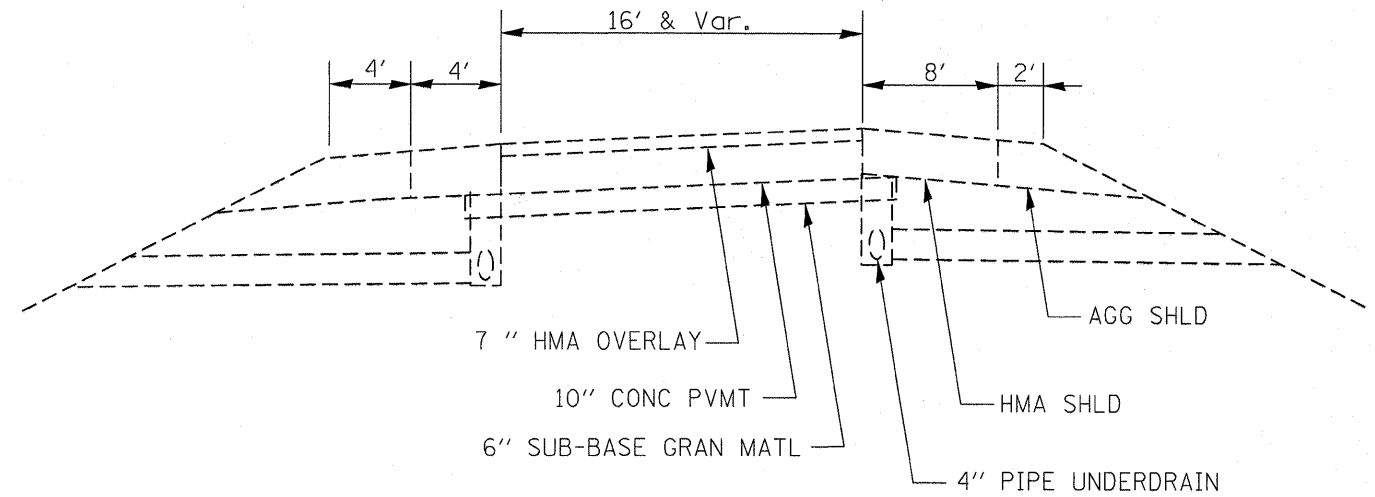
TYPICAL SECTIONS

SCALE: _____ SHEET NO. _____ OF _____ SHEETS STA. _____ TO STA. _____

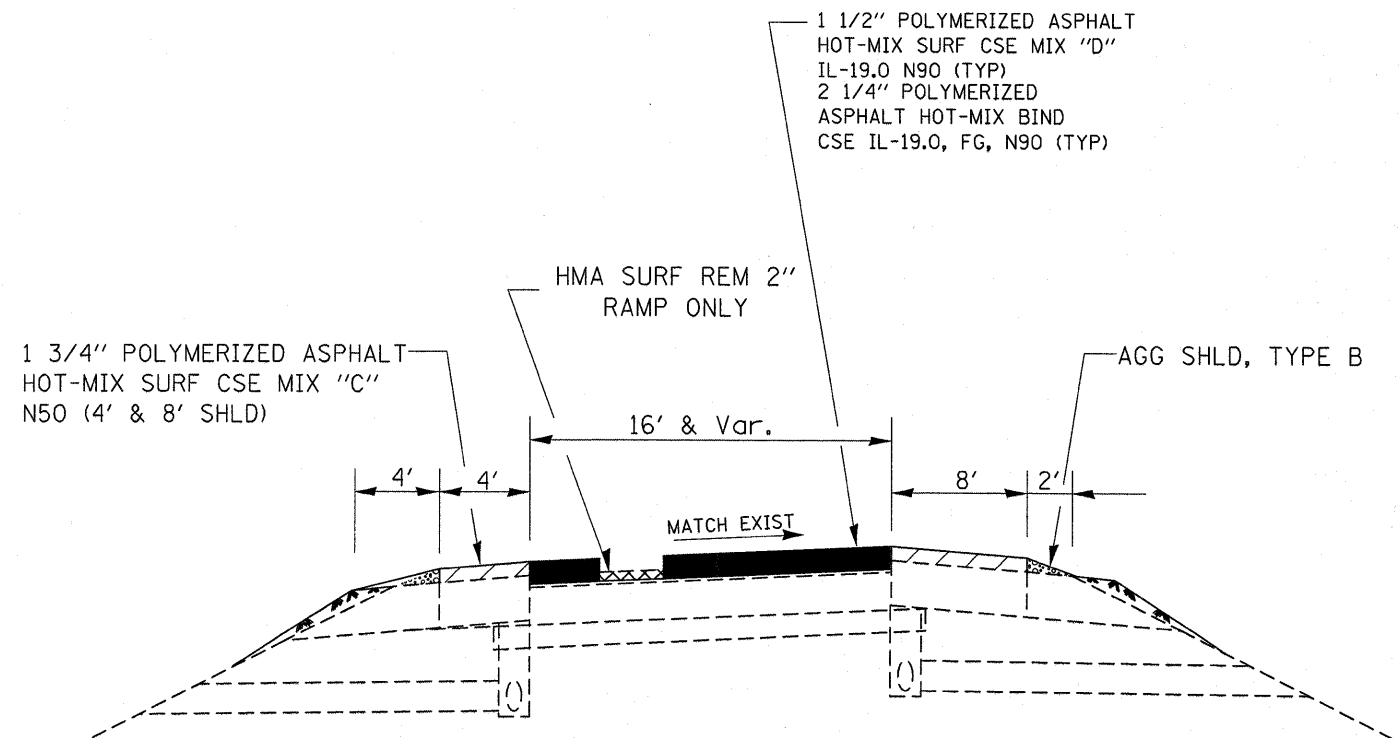
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(106-5)HBR-1.VBR(106-6)RS-3&I	BUREAU	249	8
CONTRACT NO. 66686			ILLINOIS FED. AID PROJECT	

MIXTURES TABLE				
	HMA SURFACE (MAINLINE AND 4' SHLD)	HMA BINDER FOR MAINLINE	HMA SHOULDER 10' SHOULDER (TOP 1-3/4')	HMA SHOULDER FOR SPBGR STABILIZATION
PG GRADE	SBS PG-70-22	SBS PG-70-22	SBS PG-70-22	PG-58-22
DESIGN AIR VOIDS	4.0% @ N90	4.0% @N90	4.0% @ N50	2.0% @ N30
MIXTURE COMPOSITION	IL 9.5	IL 19.0 FG		IL 19.0
FRICTION AGGREGATE	MIXTURE D		MIXTURE C	
DENSITY TEST METHOD	CORRELATION	CORRELATION	CORRELATION	SATISFACTION OF ENGINEER

THIS TABLE PERTAINS TO THE HMA QUANTITIES FROM STA 1080+00 TO STA 1205+10.17 AND FROM STA 1264+20.17 TO STA 1405+64. FOR THE OTHER HMA QUANTITIES BETWEEN THESE STATIONS, SEE THE MIX TABLES ON OTHER TYPICAL SECTION SHEET, EXCEPT ALL BINDER COURSE ON THIS PROJECT SHALL BE FINE GRADED

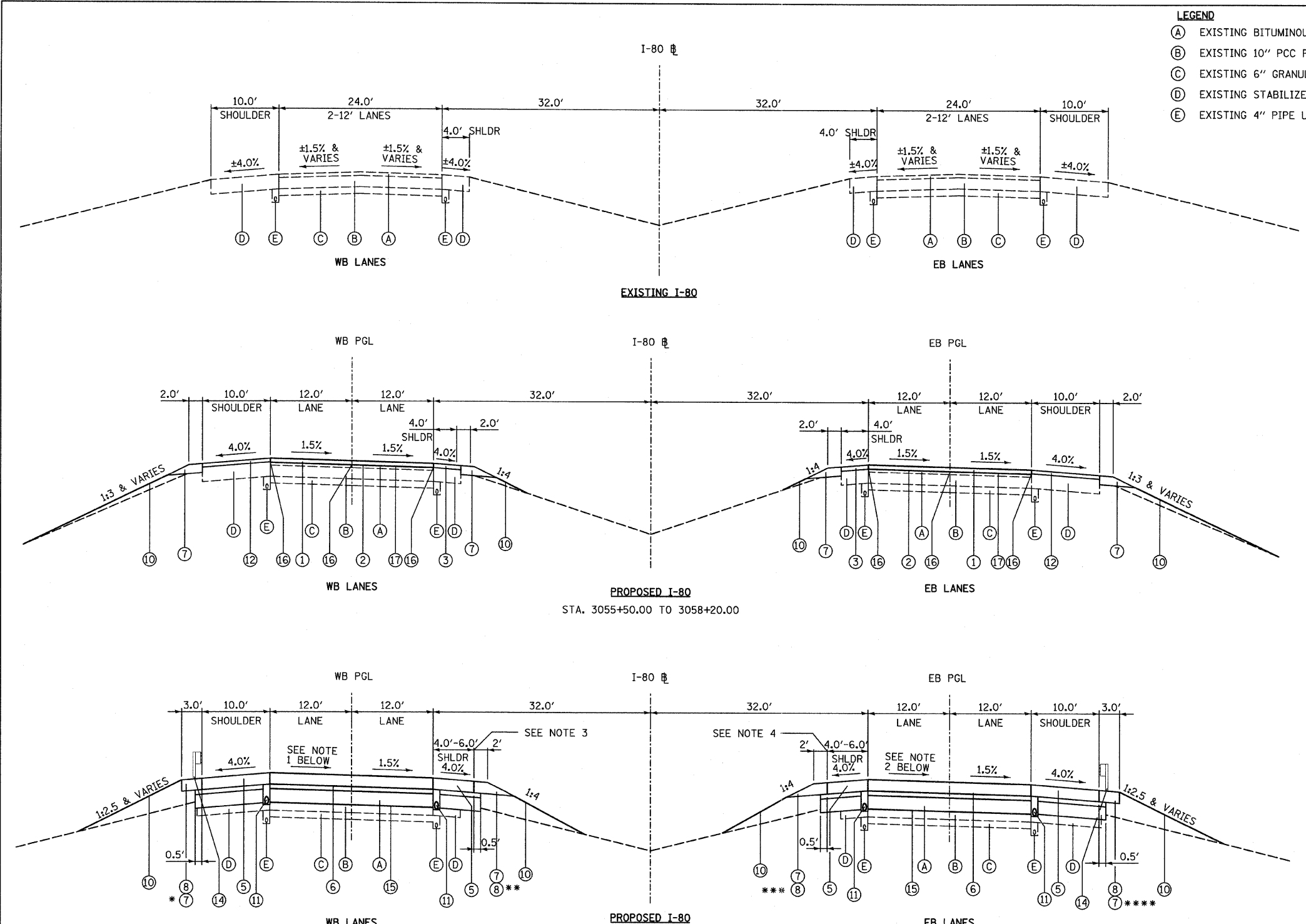


**EXISTING TYPICAL SECTION
IL 26 RAMPS**



**PROPOSED TYPICAL SECTION
IL 26 RAMPS**

FILE NAME =	USER NAME = monallysr	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS	F.A. SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
os\pw_work\p\d\monallysr\d\212731\0366686-sht-cover.dgn	DESIGNED -	REVISED -	80			(106-5)HBR-1,VBR,(106-6)JRS-3&I	BUREAU	249	9
PLOT SCALE = 50.1113' / in.	CHECKED -	REVISED -	CONTRACT NO. 66686						
PLOT DATE = 9/19/2011	DATE -	REVISED -	ILLINOIS FED. AID PROJECT						



- LEGEND**
- (A) EXISTING BITUMINOUS OVERLAYS ±3"
 - (B) EXISTING 10" PCC PAVEMENT
 - (C) EXISTING 6" GRANULAR SUB-BASE
 - (D) EXISTING STABILIZED SHOULDERS
 - (E) EXISTING 4" PIPE UNDERDRAIN

- (1) MAINLINE RESURFACING, 3¾" INCLUDES:
1½" OR 3" HOT-MIX ASPHALT SURFACE REMOVAL
1½" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90
2¼" POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19, N90
- (2) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19, N90 (IN SUPERELEVATION CORRECTION SECTION) (VARIABLE DEPTH, 2¼" MIN.) (VARIES 2¼" TO 15½")
- (3) INSIDE SHOULDER RESURFACING, 3¾" INCLUDES:
1½" OR 3" HOT-MIX ASPHALT SURFACE REMOVAL (AS REQUIRED IN SUPERELEVATION SECTION)
1½" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90
2¼" POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19, N90
- (4) FULL-DEPTH HOT-MIX ASPHALT SHOULDERS INCLUDES:
1½" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90
2¼" POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19, N90
8¼" HMA SHOULDERS (BINDER COURSE, IL-19, N70)
6" SUBBASE GRANULAR MATERIAL, TYPE A OR 12" SUBBASE GRANULAR MATERIAL, TYPE A (IN SUPERELEVATED HIGH SIDE)
- (5) FULL-DEPTH CONCRETE SHOULDERS INCLUDES:
10" PORTLAND CEMENT CONCRETE SHOULDERS
4" SUBBASE GRANULAR MATERIAL, TYPE C
12" AGGREGATE SUBGRADE
- (6) FULL-DEPTH CRPCC, BRIDGE APPROACH PAVEMENT CONNECTOR, AND WIDE FLANGE BEAM TERMINAL JOINT COMPLETE 24" INCLUDES:
10" CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT
10" PAVEMENT REINFORCEMENT
WHITEWASHING FOR CONCRETE PAVEMENT
4" STABILIZED SUBBASE - HOT-MIX ASPHALT
12" AGGREGATE SUBGRADE
- (7) AGGREGATE SHOULDERS, TYPE B 10"
- (8) GUARDRAIL STABILIZATION INCLUDES:
10" PORTLAND CEMENT CONCRETE SHOULDERS
- (9) GUARDRAIL STABILIZATION INCLUDES:
6" HOT-MIX ASPHALT SHOULDERS
- (10) PROPOSED SIDE SLOPE RESTORATION INCLUDES: EMBANKMENT WITH TOPSOIL, SEEDING, CLASS 3, AND HEAVY DUTY EROSION CONTROL BLANKET
- (11) PIPE UNDERDRAIN 4" (MODIFIED) (SEE DETAIL BELOW)
- (12) OUTSIDE SHOULDER RESURFACING, 2¼" INCLUDES:
2¼" HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50
- (13) OUTSIDE SHOULDER RESURFACING, 3¾" IN SUPERELEVATED SECTION INCLUDES:
1½" HOT-MIX ASPHALT SURFACE REMOVAL (AS REQUIRED IN SUPERELEVATION SECTION)
1½" HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50
2¼" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70
- (14) PROPOSED STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS
- (15) GEOTECHNICAL FABRIC (PLACED UNDER ALL AGGREGATE SUBGRADE, 12" AND PIPE UNDERDRAIN 4" (MODIFIED))
- (16) STRIP REFLECTIVE CRACK CONTROL TREATMENT
- (17) POLYMERIZED LEVELING BINDER (AS REQUIRED, VARIABLE DEPTH, ¾" MIN)

NOTE 1: 1.50% RT: STA. 3058+20.00 TO 3061+51.00
VARIABLE 1.50% RT TO 0.00%: STA. 3061+51.00 TO 3061+96.00
VARIABLE 0.00% TO 1.50% LT: STA. 3062+96.00 TO 3062+41.00
1.50% LT: STA. 3062+41.00 TO 3072+50.00

NOTE 3: PCC SHOULDER TAPER: STA. 3058+20.00 TO 3059+20.00
4.0' TO 6.0'

* AGGREGATE SHOULDERS, TYPE B 10"
10" PORTLAND CEMENT CONCRETE SHOULDERS
STA. 3058+20.00 TO 3066+82.45
STA. 3066+82.45 TO 3072+50.00

** AGGREGATE SHOULDERS, TYPE B 10"
10" PORTLAND CEMENT CONCRETE SHOULDERS
STA. 3058+20.00 TO 3069+04.07
STA. 3069+04.07 TO 3072+50.00

STA. 3058+20.00 TO 3072+50.00

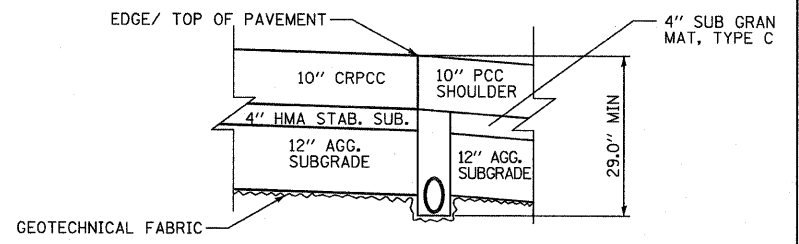
BRIDGE OMISSION:
EASTBOUND: STA. 3069+50.92 TO 3070+87.79
WESTBOUND: STA. 3069+85.15 TO 3071+22.01

NOTE 2: 1.50% RT: STA. 3058+20.00 TO 3061+51.00
VARIABLE 1.50% RT TO 0.00%: STA. 3061+51.00 TO 3061+96.00
VARIABLE 0.00% TO 1.50% LT: STA. 3062+96.00 TO 3062+41.00
1.50% LT: STA. 3062+41.00 TO 3072+50.00

NOTE 4: PCC SHOULDER TAPER: STA. 3058+20.00 TO 3059+20.00
4.0' TO 6.0'

*** AGGREGATE SHOULDERS, TYPE B 10"
10" PORTLAND CEMENT CONCRETE SHOULDERS
AGGREGATE SHOULDERS, TYPE B 10"
STA. 3058+20.00 TO 3064+74.96
STA. 3064+74.96 TO 3071+68.87
STA. 3071+68.87 TO 3072+50.00

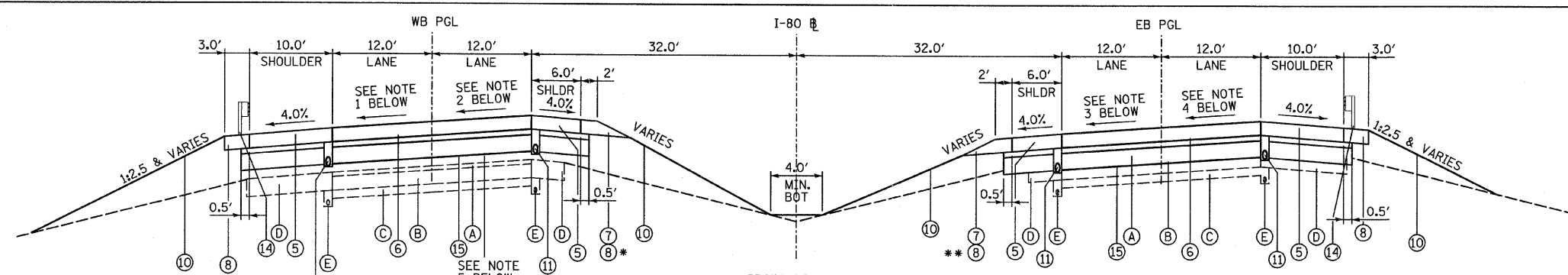
**** AGGREGATE SHOULDERS, TYPE B 10"
10" PORTLAND CEMENT CONCRETE SHOULDERS
STA. 3058+20.00 TO 3064+21.58
STA. 3064+21.58 TO 3072+50.00



TYPICAL PIPE UNDERDRAIN 4" (MODIFIED) INSTALLATION DETAIL
SEE STATE STANDARD 601001 AND DISTRICT 3 SPECIAL PROVISION 6E FOR ADDITIONAL INFORMATION.

TYLIN INTERNATIONAL USER NAME = PLOT SCALE = PLOT DATE =	DESIGNED - CAC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.I. ROUTE 80 (I-80) EXISTING AND PROPOSED TYPICAL SECTIONS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - CAC	REVISED -		80	[(06-5)HBR-1, VBR(06-6)JRS-3&I]	BUREAU	249	10			
	CHECKED - JDF	REVISED -		SCALE: NONE SHEET NO. 1 OF 3 SHEETS STA. TO STA.			CONTRACT NO. 66686				
	DATE - 9/7/2011	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

6-3805 PM 9/14/2011



WB LANES

NOTE 1: 1.50% LT; VARIABLE 1.50% LT TO 3.33% LT; 3.33% LT; STA. 3072+50.00 TO 3074+77.00
 STA. 3074+77.00 TO 3075+83.00
 STA. 3075+83.00 TO 3096+95.00

NOTE 2: 1.50% LT; VARIABLE 1.50% RT TO 0.00%; VARIABLE 0.00% TO 1.50% LT; VARIABLE 1.50% LT TO 3.33% LT; 3.33% LT; STA. 3072+50.00 TO 3073+89.00
 STA. 3073+89.00 TO 3074+33.00
 STA. 3074+33.00 TO 3074+77.00
 STA. 3074+77.00 TO 3075+83.00
 STA. 3075+83.00 TO 3096+95.00

* 10" PORTLAND CEMENT CONCRETE SHOULDERS, AGGREGATE SHOULDERS, TYPE B 10"
 STA. 3072+50.00 TO 3075+90.55
 STA. 3075+90.55 TO 3078+77.96
 STA. 3078+77.96 TO 3087+04.90
 STA. 3087+04.90 TO 3096+95.00

NOTE 5: PAVEMENT REMOVAL STA. 3072+50.00 TO 3074+72.58
 BREAK EXISTING PAVEMENT PER SECTION 205 OF THE STANDARD SPECIFICATIONS STA. 3074+72.58 TO 3091+07.71
 PAVEMENT REMOVAL STA. 3091+07.71 TO 3096+95.00

PROPOSED I-80

EASTBOUND: STA. 3072+50.00 TO 3096+45.00
WESTBOUND: STA. 3072+50.00 TO 3096+95.00

BRIDGE OMISSION:
EASTBOUND: STA. 3078+65.03 TO 3081+38.86
WESTBOUND: STA. 3079+62.12 TO 3082+40.19

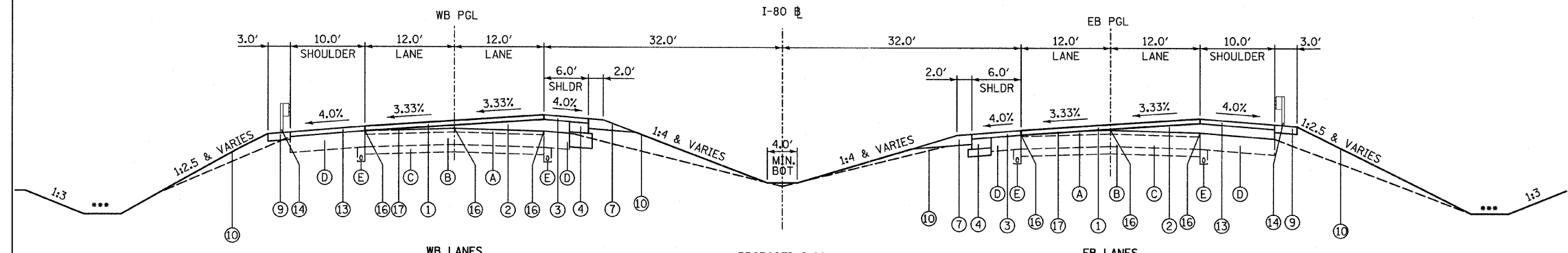
EB LANES

NOTE 3: 1.50% LT; VARIABLE 1.50% LT TO 3.33% LT; 3.33% LT; STA. 3072+50.00 TO 3074+77.00
 STA. 3074+77.00 TO 3075+83.00
 STA. 3075+83.00 TO 3096+95.00

NOTE 4: 1.50% LT; VARIABLE 1.50% RT TO 0.00%; VARIABLE 0.00% TO 1.50% LT; VARIABLE 1.50% LT TO 3.33% LT; 3.33% LT; STA. 3072+50.00 TO 3073+89.00
 STA. 3073+89.00 TO 3074+33.00
 STA. 3074+33.00 TO 3074+77.00
 STA. 3074+77.00 TO 3075+83.00
 STA. 3075+83.00 TO 3096+95.00

** AGGREGATE SHOULDERS, TYPE B 10"
 10" PORTLAND CEMENT CONCRETE SHOULDERS, AGGREGATE SHOULDERS, TYPE B 10"
 STA. 3072+50.00 TO 3074+01.91
 STA. 3074+01.91 TO 3082+22.54
 STA. 3082+22.54 TO 3096+95.00

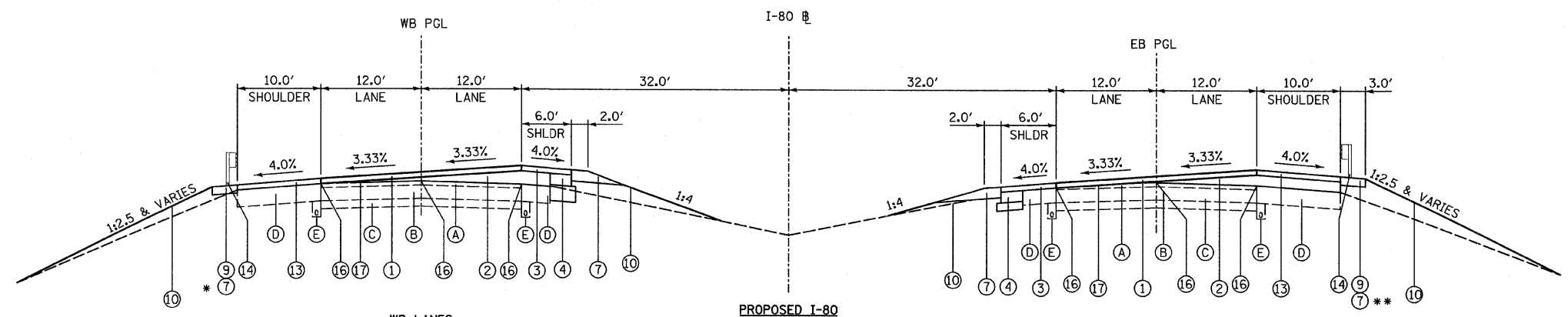
- LEGEND**
- (A) EXISTING BITUMINOUS OVERLAYS ±3"
 - (B) EXISTING 10" PCC PAVEMENT
 - (C) EXISTING 6" GRANULAR SUB-BASE
 - (D) EXISTING STABILIZED SHOULDERS
 - (E) EXISTING 4" PIPE UNDERDRAIN
 - (1) MAINLINE RESURFACING, 3 3/4" INCLUDES: 1/2" OR 3" HOT-MIX ASPHALT SURFACE REMOVAL 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90 2/4" POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19, N90
 - (2) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19, N90 (IN SUPERELEVATION CORRECTION SECTION) (VARIABLE DEPTH, 2/4" MIN.) (VARIES 2/4" TO ±15/2")
 - (3) INSIDE SHOULDER RESURFACING, 3 3/4" INCLUDES: 1/2" OR 3" HOT-MIX ASPHALT SURFACE REMOVAL (AS REQUIRED IN SUPERELEVATION SECTION) 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90 2/4" POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19, N90
 - (4) FULL-DEPTH HOT-MIX ASPHALT SHOULDERS INCLUDES: 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90 2/4" POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19, N90 8/4" HMA SHOULDERS (BINDER COURSE, IL-19, N70) 6" SUBBASE GRANULAR MATERIAL, TYPE A OR 12" SUBBASE GRANULAR MATERIAL, TYPE A (IN SUPERELEVATED HIGH SIDE)
 - (5) FULL-DEPTH CONCRETE SHOULDERS INCLUDES: 10" PORTLAND CEMENT CONCRETE SHOULDERS 4" SUBBASE GRANULAR MATERIAL, TYPE C 12" AGGREGATE SUBGRADE
 - (6) FULL-DEPTH CRPCC, BRIDGE APPROACH PAVEMENT CONNECTOR, AND WIDE FLANGE BEAM TERMINAL JOINT COMPLETE 24" INCLUDES: 10" CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 10" PAVEMENT REINFORCEMENT WHITEWASHING FOR CONCRETE PAVEMENT 4" STABILIZED SUBBASE - HOT-MIX ASPHALT 12" AGGREGATE SUBGRADE
 - (7) AGGREGATE SHOULDERS, TYPE B 10"
 - (8) GUARDRAIL STABILIZATION INCLUDES: 10" PORTLAND CEMENT CONCRETE SHOULDERS
 - (9) GUARDRAIL STABILIZATION INCLUDES: 6" HOT-MIX ASPHALT SHOULDERS
 - (10) PROPOSED SIDE SLOPE RESTORATION INCLUDES: EMBANKMENT WITH TOPSOIL, SEEDING, CLASS 3, AND HEAVY DUTY EROSION CONTROL BLANKET
 - (11) PIPE UNDERDRAIN 4" (MODIFIED)
 - (12) OUTSIDE SHOULDER RESURFACING, 2/4" INCLUDES: 2/4" HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50
 - (13) OUTSIDE SHOULDER RESURFACING, 3 3/4" IN SUPERELEVATED SECTION INCLUDES: 1/2" HOT-MIX ASPHALT SURFACE REMOVAL (AS REQUIRED IN SUPERELEVATION SECTION) 1/2" HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 2/4" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70
 - (14) PROPOSED STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS
 - (15) GEOTECHNICAL FABRIC (PLACED UNDER ALL AGGREGATE SUBGRADE, 12" AND PIPE UNDERDRAIN 4" (MODIFIED))
 - (16) STRIP REFLECTIVE CRACK CONTROL TREATMENT
 - (17) POLYMERIZED LEVELING BINDER (AS REQUIRED, VARIABLE DEPTH, 3/4" MIN)



*** WESTBOUND PROPOSED OUTSIDE DITCH FROM STA. 3083+24.91 TO STA. 3095+00.00
 EASTBOUND PROPOSED OUTSIDE DITCH FROM STA. 3081+24.91 TO STA. 3097+24.91

PROPOSED I-80

EASTBOUND: STA. 3096+45.00 TO 3098+50.00
WESTBOUND: STA. 3096+95.00 TO 3098+50.00



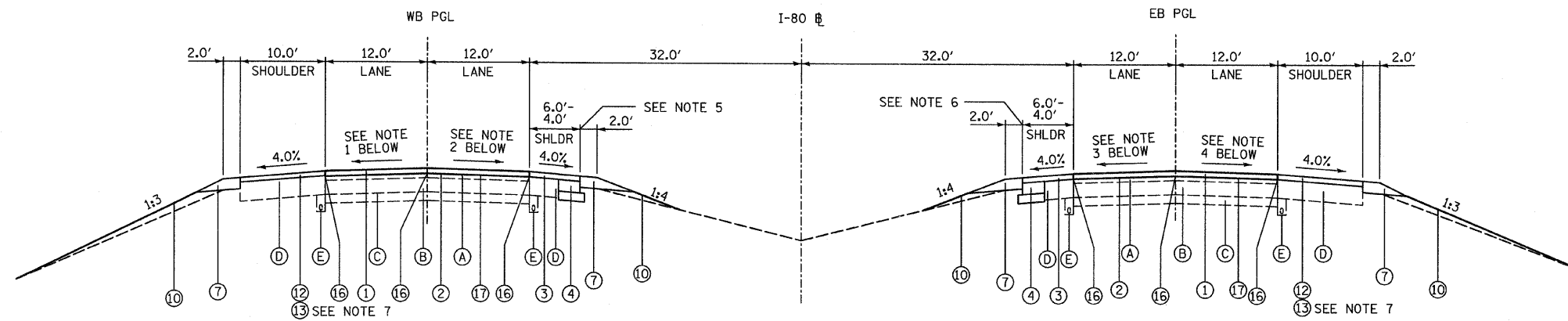
* 6" HOT-MIX ASPHALT SHOULDERS, AGGREGATE SHOULDERS, TYPE B 10"
 STA. 3098+50.00 TO 3102+84.40
 STA. 3102+84.40 TO 3111+36.00

PROPOSED I-80

STA. 3098+50.00 TO 3111+36.00

** 6" HOT-MIX ASPHALT SHOULDERS, AGGREGATE SHOULDERS, TYPE B 10"
 STA. 3098+50.00 TO 3101+61.80
 STA. 3101+61.80 TO 3111+36.00

TYLIN INTERNATIONAL	USER NAME =	DESIGNED - CAC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.I. ROUTE 80 (I-80)			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	DRAWN - CAC	REVISED -		EXISTING AND PROPOSED TYPICAL SECTIONS			80	K06-5HBR-1.VBR(06-6)JRS-3&I	BUREAU	249	11
	PLOT DATE =	CHECKED - JDF	REVISED -		SCALE: NONE SHEET NO. 2 OF 3 SHEETS STA. TO STA.			CONTRACT NO. 66686				
		DATE - 9/7/2011	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							



WB LANES
NOTE 1: 3.33% LT: STA. 3111+36.00 TO 3112+42.00
 VARIABLE 3.33% LT TO 1.50% LT: STA. 3112+42.00 TO 3114+60.00
NOTE 2: VARIABLE 3.33% LT TO 1.50%: STA. 3111+36.00 TO 3112+42.00
 VARIABLE 1.50% LT TO 0.00%: STA. 3112+42.00 TO 3112+86.00
 VARIABLE 0.00% TO 1.50% RT: STA. 3112+86.00 TO 3113+30.00
 1.50% RT: STA. 3113+30.00 TO 3114+60.00
NOTE 5: HMA SHOULDER TAPER: STA. 3113+60.00 TO 3114+60.00
 6.0' TO 4.0'
NOTE 7: FOR SUPERELEVATED SECTION: STA. 3111+36.00 STA. 3112+86.00

PROPOSED I-80
 STA. 3111+36.00 TO 3114+60.00

EB LANES
NOTE 3: 3.33% LT: STA. 3111+36.00 TO 3112+42.00
 VARIABLE 3.33% LT TO 1.50% LT: STA. 3112+42.00 TO 3114+60.00
NOTE 4: VARIABLE 3.33% LT TO 1.50%: STA. 3111+36.00 TO 3112+42.00
 VARIABLE 1.50% LT TO 0.00%: STA. 3112+42.00 TO 3112+86.00
 VARIABLE 0.00% TO 1.50% RT: STA. 3112+86.00 TO 3113+30.00
 1.50% RT: STA. 3113+30.00 TO 3114+60.00
NOTE 6: HMA SHOULDER TAPER: STA. 3113+60.00 TO 3114+60.00
 6.0' TO 4.0'
NOTE 7: FOR SUPERELEVATED SECTION: STA. 3111+36.00 STA. 3113+50.00

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

	HMA BINDER (MAINLINE)*	HMA SURFACE (MAINLINE)*	STABILIZED SUBBASE	HMA SHOULDERS SURFACE**	HMA SHOULDERS BINDER**	LEVELING BINDER
PG GRADE	SBS PG 70-22	SBS PG 70-22	PG 58-22	PG 64-22	PG 64-22	SBS PG 70-22
DESIGN AIR VOIDS	4.0% @ N90	4.0% @ N90	2.0% @ N30	4.0% @ N50	4.0% @ N70	4.0% @ N90
MIXTURE COMPOSITION	IL 19.0 F 6	IL 9.5	IL 19.0	IL 9.5	IL 19.0	IL 9.5
FRICITION AGGREGATE		MIXTURE D		MIXTURE C		MIXTURE C
DENSITY TEST METHOD	CORES	CORES OR CORRELATION	CORES OR CORRELATION	CORES OR CORRELATION	CORES OR CORRELATION	SATISFACTION OF THE ENGINEER

MATERIAL SHALL BE COMPACTED TO 93.0-97.4 PERCENT OF THE MAXIMUM THEORETICAL DENSITY, EXCEPT THAT WHEN PLACED AS FIRST LIFT ON AN UNIMPROVED SUBGRADE THE MINIMUM PERCENT COMPACTION SHALL BE 92.0 PERCENT. THE MAXIMUM THEORETICAL DENSITY SHALL BE DETERMINED FROM THE MOVING AVERAGE AS SPECIFIED IN THE QC/QA SPECIFICATION.
 * INCLUDES THE INSIDE SHOULDER ALONG BOTH ROADWAYS.
 ** INCLUDES THE OUTSIDE SHOULDER ALONG BOTH ROADWAYS.
 NOTE:
 HMA BINDER (MAINLINE), HMA SURFACE (MAINLINE), AND LEVELING BINDER ARE POLYMERIZED MIXES.

- LEGEND**
- (A) EXISTING BITUMINOUS OVERLAYS ±3"
 - (B) EXISTING 10" PCC PAVEMENT
 - (C) EXISTING 6" GRANULAR SUB-BASE
 - (D) EXISTING STABILIZED SHOULDERS
 - (E) EXISTING 4" PIPE UNDERDRAIN
 - (1) MAINLINE RESURFACING, 3¾"
 INCLUDES:
 1½" OR 3" HOT-MIX ASPHALT SURFACE REMOVAL
 1½" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90
 2¼" POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19, N90
 - (2) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19, N90 (IN SUPERELEVATION CORRECTION SECTION) (VARIABLE DEPTH, 2¼" MIN.) (VARIES 2¼" TO ±15½")
 - (3) INSIDE SHOULDER RESURFACING, 3¾"
 INCLUDES:
 1½" OR 3" HOT-MIX ASPHALT SURFACE REMOVAL (AS REQUIRED IN SUPERELEVATION SECTION)
 1½" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90
 2¼" POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19, N90
 - (4) FULL-DEPTH HOT-MIX ASPHALT SHOULDERS
 INCLUDES:
 1½" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90
 2¼" POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19, N90
 8¼" HMA SHOULDERS (BINDER COURSE, IL-19, N70)
 6" SUBBASE GRANULAR MATERIAL, TYPE A OR 12" SUBBASE GRANULAR MATERIAL, TYPE A (IN SUPERELEVATED HIGH SIDE)
 - (5) FULL-DEPTH CONCRETE SHOULDERS
 INCLUDES:
 10" PORTLAND CEMENT CONCRETE SHOULDERS
 4" SUBBASE GRANULAR MATERIAL, TYPE C
 12" AGGREGATE SUBGRADE
 - (6) FULL-DEPTH CRPCC, BRIDGE APPROACH PAVEMENT CONNECTOR, AND WIDE FLANGE BEAM TERMINAL JOINT COMPLETE 24"
 INCLUDES:
 10" CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT
 10" PAVEMENT REINFORCEMENT
 WHITEWASHING FOR CONCRETE PAVEMENT
 4" STABILIZED SUBBASE - HOT-MIX ASPHALT
 12" AGGREGATE SUBGRADE
 - (7) AGGREGATE SHOULDERS, TYPE B 10"
 - (8) GUARDRAIL STABILIZATION
 INCLUDES:
 10" PORTLAND CEMENT CONCRETE SHOULDERS
 - (9) GUARDRAIL STABILIZATION
 INCLUDES:
 6" HOT-MIX ASPHALT SHOULDERS
 - (10) PROPOSED SIDE SLOPE RESTORATION
 INCLUDES: EMBANKMENT WITH TOPSOIL, SEEDING, CLASS 3, AND HEAVY DUTY EROSION CONTROL BLANKET
 - (11) PIPE UNDERDRAIN 4" (MODIFIED)
 - (12) OUTSIDE SHOULDER RESURFACING, 2¼"
 INCLUDES:
 2¼" HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50
 - (13) OUTSIDE SHOULDER RESURFACING, 3¾"
 IN SUPERELEVATED SECTION INCLUDES:
 1½" HOT-MIX ASPHALT SURFACE REMOVAL (AS REQUIRED IN SUPERELEVATION SECTION)
 1½" HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50
 2¼" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70
 - (14) PROPOSED STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS
 - (15) GEOTECHNICAL FABRIC (PLACED UNDER ALL AGGREGATE SUBGRADE, 12" AND PIPE UNDERDRAIN 4" (MODIFIED))
 - (16) STRIP REFLECTIVE CRACK CONTROL TREATMENT
 - (17) POLYMERIZED LEVELING BINDER (AS REQUIRED, VARIABLE DEPTH, ¾" MIN)

TYLIN INTERNATIONAL	USER NAME =	DESIGNED - CAC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.I. ROUTE 80 (I-80) EXISTING AND PROPOSED TYPICAL SECTIONS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	DRAWN - CAC	REVISED -		80	(K06-5HBR-1.VBR#06-6)RS-3&I	BUREAU	249	2			
	PLOT DATE =	CHECKED - JDF	REVISED -		SCALE: NONE	SHEET NO. 3 OF 3 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 66686		
		DATE - 9/7/2011	REVISED -									

MAINLINE SCHEDULE

	LOCATION			LENGTH FT	HMA SURF	2 1/4" POLY BINDER	1 1/2" POLY SURFACE	1 3/4" POLY SURFACE	1 3/4" POLY SURFACE 4'	BIT MAT'L'S	AGG	TEMP	MIX CRACKS	POLY LEVEL	SHLD RUMBLE	AGG SHLD
	FROM	TO	REM, 2"		MAINLINE	MAINLINE, MIX "D"	10' SHLDR MIX C	SHLDR, MIX "D"	(PR CT)	(PR CT)	RAMP	JTS & FLGWYS	BIND (HM)	STRIP**	TY B	
EASTBOUND	STATIONS	1080+00	1205+10.17	12510.17	SQ YD	TON	TON	TON	TON	GAL	TON	SQ YD	TON	TON	FT	TON
	STATIONS	1284+20.1	1405+64	14143.90	33360.5	4203.4	2802.3	1362.2	544.9	6866.7	105.6	24.0	10.0	16.7	25020.3	541.4
					37717.1	4752.4	3168.2	1540.1	616.0	7763.4	119.4	24.0	11.3	18.9	28287.8	612.1
WESTBOUND	STATIONS	1405+64	1264+20.1	14143.90	37717.1	4752.4	3168.2	1540.1	616.0	7763.4	119.4	24.0	11.3	18.9	28287.8	612.1
	STATIONS	1205+10.17	1080+00	12510.17	33360.5	4203.4	2802.3	1362.2	544.9	6866.7	105.6	24.0	10.0	16.7	25020.3	541.4
	URBAN TOTALS***				66720.9	8659.0	5772.7	2806.2	1122.5	13733.4	211.3	48.0	20.0	33.4	50040.7	1082.8
	RURAL TOTALS***				75434.1	9789.8	6526.6	3172.6	1269.1	15526.9	238.9	48.0	22.6	37.7	56575.6	1224.2
GRAND TOTALS					142155	18449	12299	5979	2392	29260	450	96	43	71	106616	2307

*PLACE 4' MEDIAN SHOULDER AT SAME TIME AS PASSING LANE.
 ** ALL SHOULDER RUMBLE STRIPS SHALL BE PLACED AFTER STAGE II CONSTRUCTION IS COMPLETE
 *** URBAN/RURAL SPLIT IS AS FOLLOWS: URBAN 1080+00 TO STA 1205+10.17-RURAL STA 1205+10.17 TO STA 1405+64

PAVEMENT MARKING SCHEDULE

LOCATION DESCRIPTION	ALIGNMENT	FROM	TO	PREF PL PM TB-INLAID LINE 6 (FOOT)	URETH PAVT MK LINE 4 (FOOT)	RAISED REFL PAVT MKR (EACH)	RAISED REFL PVT MKR REMOVAL (EACH)	GRV RCSD PVT MRKG 5" (FOOT)	8" URETH PAVT MK (FOOT)	GRV RCSD PVT MRKG 9" (FOOT)	SH TERM PVT MK*	WK ZONE PVT MK REMOVAL (SQ FT)*	TEMP PVT MK 4" (FOOT)*	TEMP PVT MK 6" (FOOT)*	TEMP PVT MK 8" (FOOT)*	DELINEATORS*(EACH H)	DELINEATOR REMOVAL*(EACH)
		STATION	STATION														
I-80 EB - INSIDE EDGE LINE RESURFACING	I-80	1080+00	1205+10.17		12510			12510									
I-80 EB - CENTER LINE RESURFACING	I-80	1080+00	1205+10.17	3128		313	313										
I-80 EB - OUTSIDE EDGE LINE RESURFACING	I-80	1080+00	1205+10.17		12510			12510									
I-80 EB - INSIDE EDGE LINE RESURFACING	I-80	1284+20.1	1405+64		14144			14144									
I-80 EB - CENTER LINE RESURFACING	I-80	1284+20.1	1405+64	3536		354	354										
I-80 EB - OUTSIDE EDGE LINE RESURFACING	I-80	1284+20.1	1405+64		14144			14144									
I-80 EB - OFF RAMP TO RTE 26	I-80				2620			2620	350	350							
I-80 EB - ON RAMP FROM RTE 26	I-80				2100			2100	350	350							
I-80 WB - OFF RAMP TO RTE 26	I-80				1100			1100	350	350							
I-80 WB - ON RAMP FROM RTE 26	I-80				1800			1800	350	350							
I-80 WB - INSIDE EDGE LINE RESURFACING	I-80	1405+64	1264+20.1		14144			14144									
I-80 WB - CENTER LINE RESURFACING	I-80	1405+64	1264+20.1	3536		354	354										
I-80 WB - OUTSIDE EDGE LINE RESURFACING	I-80	1405+64	1264+20.1		14144			14144									
I-80 WB - INSIDE EDGE LINE RESURFACING	I-80	1205+10.17	1080+00		12510			12510									
I-80 WB - CENTER LINE RESURFACING	I-80	1205+10.17	1080+00	3128		313	313										
I-80 WB - OUTSIDE EDGE LINE RESURFACING	I-80	1205+10.17	1080+00		12510			12510									
I-80 EB - OFF RAMP TO I-180	I-80								350	350							
I-80 EB - ON RAMP FROM I-180	I-80								350	350							
I-80 WB - OFF RAMP TO I-180	I-80								350	350							
I-80 WB - ON RAMP FROM I-180	I-80								350	350							
1080+00 TO 1405+64 & RAMPS (EB & WB)	I-80										9560	2150	138596	16372	2800	225	225
URBAN TOTALS***				6255	57661	626	626	57661	1400	1400	3633	817	52666	6221	1064	86	86
RURAL TOTALS***				7072	58576	707	707	58576	1400	1400	5927	1333	85930	10151	1736	140	140
GRAND TOTALS				13327	114236	1333	1333	114236	2800	2800	9560	2150	138596	16372	2800	225	225

* QUANTITIES FOR THESE SIX PAY ITEMS ARE FOR ENTIRE PROJECT FROM STA 1080+00 TO STA 1405+64
 ** URBAN/RURAL SPLIT IS AS FOLLOWS: URBAN 1080+00 TO STA 1205+10.17-RURAL STA 1205+10.17 TO STA 1405+64

WOVEN WIRE FENCE AND TEMPORARY FENCE

	WOVEN WIRE FENCE 4' (FOOT)	WOVEN WIRE FENCE REMOVAL (FOOT)	TEMPORARY FENCE (FOOT)*
STA 3092+00 TO 3097+00			500
South Side near Mile Marker 57.5 (by maintenance crossover.)	50	50	
North side near Mile Marker 60.5			
3	150	150	
RURAL Total	200	200	500

*THIS IS TO PROTECT THE WETLAND FROM CONTAMINATION-SEE WETLAND SPECIAL PROVISION AND COMMITMENT FILE. PLACE FENCE ADJACENT TO PERIMETER EROSION BARRIER

FILE NAME =	USER NAME = braboypc	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULES OF QUANTITIES	SCALE: _____ SHEET NO. _____ OF _____ SHEETS STA. _____ TO STA. _____	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
al:\pwwork\pwwork\braboypc\d212731\036686-shr-cover.dgn	DRAWN -	REVISED -	BUREAU									249	13	
PLOT SCALE = 50,00000 ' / in.	CHECKED -	REVISED -												CONTRACT NO. 66686
PLOT DATE = 9/21/2011	DATE -	REVISED -												

GUARDRAIL											
	DL PL	TERM MKR, DA (EACH)	TBT TY 1 SP (TANG) (EACH)	SPBGR TY A 6' POSTS (FOOT)	TBT TY 6 (EACH)	TBT TY 6 A (EACH)	TBT TY 2 (EACH)	GR MKR (EACH)	HMA SHLDS 6" FOR SPBGR STABILIZATION*	EARTH EXCAVATION	GR REMOVAL
STA TO STA		EA	EA	FT	EA	EA	EA	EA	SQ YD	CU YD	FOOT
OVERHEAD SN 006-0131 NW QUADRANT**		1	1	295		1		5			390
OVERHEAD SN 006-0131 NE QUADRANT**		1	1	295		1		5			390
OVERHEAD SN 006-0131 SW QUADRANT**		1	1	195		1		4			290
OVERHEAD SN 006-0131 SW QUADRANT**		1	1	195		1		4			290
SN 006-0131 SUBTOTAL		4	4	980	0	4	0	18	0		1360
EASTBOUND											
STA 1313+60 TO STA 1316+00**	DL	1	1	177			1	3	86	14	240
STA 1341+22 TO STA 1344+50	DL	1	1	235	1			3	119	20	230
STA 1344+90 TO STA 1346+10**	DL	1	1	72	1		1	2	45	8	120
STA 1402+20 TO STA 1405+70**	DL	1	1	287			1	5	120	20	350
EASTBOUND SUBTOTAL		4	4	771	2	0	3	13	370	62	940
WESTBOUND											
STA 1401+20 TO STA 1398+10**	DL	1	1	247			1	4	106	18	310
STA 1344+84 TO STA 1348+12	DL	1	1	235	1			3	119	20	228
WESTBOUND SUBTOTAL		2	2	482	1	0	1	7	225	38	538
GRAND TOTAL-ALL RURAL		10	10	2233	3	4	4	38	595	99	2838

*NO STABILIZATION REQUIRED FOR GUARDRAIL ALONG CH 27.
 **PLACE GUARDRAIL AT EXACT LOCATION AS EXISTING GUARDRAIL FOR THESE LOCATIONS
 **URBAN/RURAL SPLIT IS AS FOLLOWS: URBAN 1080+00 TO STA 1205+10.17 -RURAL STA 1205+10.17 TO STA 1405+64

STAGE CONSTRUCTION ITEMS													
LOCATION	STA	LENGTH	TEMPORARY CONCRETE BARRIER FOOT	TEMP MODULAR GLARE SCREENS(6) FOOT	TEMPORARY SPBGR, TA FOOT	TBT, T1 (SPECIAL) TANGEANT EACH	TBT, T6 EACH	HMA(3) SURF REM 9" SQ YD	HMA (3) SHOULDERS 9" SQ YD	WORK ZONE PVT MK REMOVAL(4) SQ FT	PAVEMENT MARKING REMOVAL(5) SQ FT	WET TEMP PVT MK TAPE, TYPE III-4"	
												WHITE FOOT	YELLOW FOOT
STAGE I													
WBL	1181+63 TO 1188+41	241								180.5	79.5	241.0	241.0
	1188+41 TO 1216+00	2800								1884.8	824.0	2800.0	2800.0
	1216+00 TO 1220+00	400			195	1	1			286.4	132.0	400.0	400.0
	1220+00 TO 1226+00	600								333.0	198.0	500.0	500.0
	1226+00 TO 1230+00	400			195	1	1			286.4	132.0	400.0	400.0
	1230+00 TO 1276+00	4600								3083.6	1518.0	4600.0	4600.0
	1276+00 TO 1332+50	5650								3782.9	1864.5	5650.0	5650.0
	1332+50 TO 1347+50	1500								499.5	188.0	1500.0	1500.0
EBL													
	1166+34 TO 1181+34	1500								500	198.0	1500.0	
	1181+34 TO 1183+59	225								150	102.4	225.0	225.0
	1183+34 TO 1332+40	14881								9911	6770.9	14881.0	14881.0
STAGE II													
EBL	1189+00 TO 1184+00	1500								500	188.0	1500.0	1500.0
	1184+00 TO 1220+00	3600								2398	1188.0	3600.0	3600.0
	1220+00 TO 1224+00	400			195	1	1			266	132.0	400.0	400.0
	1224+00 TO 1231+00	700								466	231.0	700.0	700.0
	1231+00 TO 1234+00	300			195	1	1			200	99.0	300.0	300.0
	1234+00 TO 1332+87	9887								6685	3262.7	9887.0	9887.0
WBL													
	1184+12 TO 1188+73	281								174	86.1	281.0	281.0
	1188+73 TO 1273+00	8627								5746	3925.3	8627.0	8627.0
	1273+37 TO 1330+00	5683								3772	2578.7	5683.0	5683.0
	1330+00 TO 1335+12	512								341	233.0	512.0	512.0
	1335+12 TO 1350+12	1500								500	188.0	1500.0	1500.0
STAGE I													
	1184+12 TO 1334+89	15077	15077	15077									
STAGE II													
	1181+63 TO 1332+40	15087	15087	15087									
WBL 10' SHLD (FOR STAGE I TRAFFIC)													
	1185+82 TO 1330+50 (1)	14488						6247.0	6247.0				
EBL 10' SHLD (FOR STAGE II TRAFFIC)													
	1184+00 TO 1330+87 (2)	10217						4540.0	4540.0				
URBAN TOTAL													
			4455.0	4455.0				1402.31	1402.31	5423.9726	3146.9113	8144.11	8144.11
RURAL TOTAL													
			25709.0	25709.0	780.0	4.0	4.0	9384.69	9384.69	35567.6967	20693.8635	52752.45	54057.45
GRAND TOTALS													
			30164.0	30164.0	780.0	4.0	4.0	10787	10787	40982	23841	123098	

*OVERALL LENGTH INCLUDES LENGTH TO REMOVE EXISTING CENTERLINE PVT MK
 (1) LENGTH HERE = ACTUAL LENGTH - LENGTH OF AREAS WHERE THERE WILL BE NEW SHOULDERS NEAR STRUCTURES=4450 LN FT. NO BIT SHOULDER NEEDED FOR NEWLY CONSTRUCTED AREAS NEAR BRIDGES-STA3058+20 TO STA 3096+65
 (2) LENGTH HERE = ACTUAL LENGTH - LENGTH OF ALL STRUCTURES = 413'
 (3) TO BE PERFORMED PRIOR TO STAGE I CONSTRUCTION
 (4) WK ZONE PVT MK REMOVAL IS TO REMOVE THE WET WEATHER TAPE PLACED AFTER STAGE I AND STAGE II CONSTRUCTION
 (5) PAVEMENT MARKING REMOVAL IS TO REMOVE EXISTING PAVEMENT MARKINGS PRIOR TO STAGE I AND STAGE II CONSTRUCTION
 (6) GLARE SCREENS TO BE USED DURING STAGE I AND STAGE II CONSTRUCTION
 USE A 24" HEIGHT FOR GLARE SCREENS, SPACED AT 22" CENTERS, MAX. INSTALLATION ANGLE IS 70 DEGREES.
 **URBAN/RURAL SPLIT IS AS FOLLOWS: URBAN 1080+00 TO STA 1205+10.17 -RURAL STA 1205+10.17 TO STA 1405+64

FILE NAME =	USER NAME = braboype	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULES OF QUANTITIES	F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwwork\pwwork\braboype\d0212731\0366686-ahc-over.dgn	DRAWN -	REVISED -	.80			106-5)HBR-1.VBR(06-6)RS-3&I	BUREAU	249	14	
PLOT SCALE = 50.0/500' / in.	CHECKED -	REVISED -								
PLOT DATE = 9/21/2011	DATE -	REVISED -								
					SCALE: _____	SHEET NO. _____ OF _____ SHEETS		STA. _____ TO STA. _____		ILLINOIS FED. AID PROJECT
							CONTRACT NO. 66686			

RAMP SCHEDULE

STATIONING	THICKNESS	AREA	BITUMINOUS MAT'L (PR CT)	AGG (PR CT)	POLY LEVEL BIND (HM)	POLY HMA BINDER CSE 2 1/4"	POLY HMA SURF CSE MIX D 1 1/2"	POLY HMA SHLDRS MIX C 1 3/4"	HMA SURF REM 2"	AGG SHLD TY B
		SQ YDS	GAL	TON	TON	TON	TON	TON	SQ YDS	TON
MEDIAN CROSSOVERS										
STA 1185+00 EB & WB*		1331.11	173.04	0.27	0.67		111.81			
STA 1330+00 EB & WB*		1161.89	151.05	0.23	0.58		97.60			
IL ROUTE 26										
NW RAMP										
MAINLINE OF RAMP	3 3/4"	2950.22	383.53	0.59	1.48	371.73	247.82		2950.22	
10' SHOULDER	13/4"	2122.78	275.96	0.42	1.06			208.03		45.84
4' SHOULDER	13/4"	539.11	70.08	0.11	0.27			52.83		22.75
GORE	3 3/4"	511.67	66.52	0.10	0.26	64.47	42.98		511.67	
NE RAMP										
MAINLINE OF RAMP	3 3/4"	2844.11	369.73	0.57	1.42	358.36	238.91		2844.11	
10' SHOULDER	13/4"	1885.56	245.12	0.38	0.94			184.78		41.39
4' SHOULDER	13/4"	539.11	70.08	0.11	0.27			52.83		24.44
GORE	3 3/4"	511.67	66.52	0.10	0.26	64.47	42.98		511.67	
SW RAMP										
MAINLINE OF RAMP	3 3/4"	1708.33	222.08	0.34	0.85	215.25	143.50		1708.33	
10' SHOULDER	13/4"	1185.00	154.05	0.24	0.59			116.13		24.15
4' SHOULDER	13/4"	209.56	27.24	0.04	0.10			20.54		9.80
GORE	3 3/4"	459.67	59.76	0.09	0.23	57.92	38.61			
SE RAMP										
MAINLINE OF RAMP	3 3/4"	2258.67	293.63	0.45	1.13	284.59	189.73		2258.67	
10' SHOULDER	13/4"	1740.33	226.24	0.35	0.87			170.55		39.30
4' SHOULDER	13/4"	363.56	47.26	0.07	0.18			35.63		16.07
GORE	3 3/4"	134.00	17.42	0.03	0.07	16.88	11.26		134.00	
INTERSTATE 180										
NW RAMP										
MAINLINE OF RAMP	3 3/4"	1349.44	175.43	0.27	0.67	170.03	113.35		1349.44	
10' SHOULDER	13/4"	1310.78	170.40	0.26	0.66			128.46		24.77
GORE	3 3/4"	159.22	20.70	0.03	0.08	20.06	13.37		159.22	
NE RAMP										
MAINLINE OF RAMP	3 3/4"	880.78	114.50	0.18	0.44	110.98	73.99		880.78	
10' SHOULDER	13/4"	700.22	91.03	0.14	0.35			68.62		14.49
GORE	3 3/4"	544.78	70.82	0.11	0.27	68.64	45.76		544.78	
SW RAMP										
MAINLINE OF RAMP	3 3/4"	897.44	116.67	0.18	0.45	113.08	75.39		897.44	
10' SHOULDER	13/4"	754.78	98.12	0.15	0.38			73.97		12.46
GORE	3 3/4"	482.00	62.66	0.10	0.24	60.73	40.49		482.00	
SE RAMP										
MAINLINE OF RAMP	3 3/4"	1412.78	183.66	0.28	0.71	178.01	118.67		1412.78	
10' SHOULDER	13/4"	1240.11	161.21	0.25	0.62			121.53		25.67
GORE	3 3/4"	212.89	27.68	0.04	0.11	26.82	17.88		212.89	
URBAN TOTAL			2768.28	4.26	10.65	1476.68	1099.62	866.57	11128.22	223.75
RURAL TOTAL			1443.92	2.22	5.55	748.36	596.50	392.58	5939.33	77.40
GRAND TOTAL			4212	6	16	2225	1696	1259	17068	301

*URBAN/RURAL SPLIT IS AS FOLLOWS: URBAN 1080+00 TO STA 1205+10.17 -RURAL STA 1205+10.17 TO STA 1405+64

**CLASS B PATCHING 17" SCHEDULE
I-80**

LOCATION (MILE MARKERS)*	DIRECTION (WB/EB)	LENGTH	CL B PATCH TY II SQ YD		CL B PATCH TY III SQ YD		CL B PATCH TY IV SQ YD		DOWEL BARS 1 1/2" EACH	SAW CUTS FOOT	PAVEMENT FABRIC SQ YD	TIE BARS 3/4" EACH PL
			PL	DL	PL	DL	PL	DL				
56.02	EB	6		8					20	48		
56.50	WB	20					27		20	76	27	20
56.59	EB	6	8						20	48		
57.20	WB	6		8					20	48		
57.45	EB	12			16				20	60		
57.90	WB	8		11					20	52		
URBAN TOTAL			8	27	16	0	0	27	120	332	27	20
58.20	EB	8		11					20	52		
58.35	WB	12			16				20	60		
58.45	EB	8	11						20	52		
59.20	WB	8		11					20	52		
59.45	EB	8	11						20	52		
59.65	WB	12			16				20	60		
60.20	EB	8		11					20	52		
60.30	WB	8	11						20	52		
60.45	EB	20					27		20	76	27	20
60.75	WB	8	11						20	52		
61.20	EB	8	11						20	52		
61.80	WB	8	11						20	52		
RURAL TOTALS			66	33	16	16	27	0	240	664	27	20
GRAND TOTALS				134		48		54	380	996	54	40

* CONTINGENCY QUANTITY-ACTUAL LOCATIONS WILL VARY
**URBAN/RURAL SPLIT IS AS FOLLOWS: URBAN 1080+00 TO STA 1205+10.17 -RURAL STA 1205+10.17 TO STA 1405+64

SURFACE REMOVAL-PCC AND HMA

LOCATION	LENGTH FT	HMA SURF REM VAR. DEPTH* SQ YD	PCC SURF REM- BJ SQ YD	HMA SURF REM- BJ SQ YD
1079+30 TO 1080+00	70.0			296.0
SN 006-0131	200.0	844.0		
SN 006-0038	240.0	1013.0		
1405+64 TO 1406+34	70.0			296.0
WESTBOUND				
1079+30 TO 1080+00	70.0			296.0
SN 006-0131	200.0	844.0		
SN 006-0038	240.0	1013.0		
1405+64 TO 1406+34	70.0			296.0
RT 26 NW RAMP				
1132+27 TO 1131+57	70.0			226.0
RT 26 SW RAMP				
1127+74 TO 1127+04	70.0			226.0
RT 26 NE RAMP				
1134+43 TO 1134+13	70.0			226.0
RT 26 SE RAMP				
1135+36 TO 1136+06	70.0			226.0
I 180 NW RAMP				
1379+30 TO 1380+00	70.0			226.0
I 180 SW RAMP				
1360+30 TO 1361+00	70.0			226.0
I 180 NE RAMP				
1193+75 TO 1394+45	70.0			226.0
I 180 SE RAMP				
1381+40 TO 1382+10	70.0			226.0
MEDIAN				
WEST X-OVER			1700.0	
EAST X-OVER			1700.0	
URBAN TOTALS		0.0	1700.0	1496.0
RURAL TOTALS		3714.0	1700.0	1496.0
GRAND TOTAL		3714.0	3400.0	2992.0

* UNDER STRUCTURES TO MAINTAIN EXISTING CLEARANCES
**URBAN/RURAL SPLIT IS AS FOLLOWS: URBAN 1080+00 TO STA 1205+10.17 -RURAL STA 1205+10.17 TO STA 1405+64

MAINTENANCE CROSSOVER AND OVERLAY	
STATION	HMA SURF - 1 3/4" CSE CLASS C TON
1098+00	21.50
1166+00	17.99
URBAN TOTAL	40.00

HOT-MIX ASPHALT SURFACE REMOVAL

LOCATION DESCRIPTION	ALIGNMENT	OFFSET DIRECTION	FROM	TO	HMA SURF REM 1/2" (SQ YD)	HMA SURF REM 3" (SQ YD)
I-80 WB - MAINLINE RESURFACING	I-80	LT	3055+50.0	3058+20.0	844	
I-80 EB - MAINLINE RESURFACING	I-80	RT	3055+50.0	3058+20.0	839	
I-80 WB - MAINLINE RESURFACING	I-80	LT	3096+95.0	3114+60.0	6205	
I-80 EB - MAINLINE RESURFACING	I-80	RT	3096+95.0	3114+60.0	543*	5191
				TOTAL	8431	5191

* LIMITS OF H.M.A. SURFACE REMOVAL 1/2" IN THIS AREA ARE FROM STA. 3112+86.0 TO STA. 3114+60.0

PAVEMENT REMOVAL

LOCATION DESCRIPTION	ALIGNMENT	OFFSET DIRECTION	FROM	TO	PAVEMENT REM (SQ YD)
I-80 WB - MAINLINE FULL-DEPTH	I-80	LT	3058+20.0	3069+46.5	2996
I-80 EB - MAINLINE FULL-DEPTH	I-80	RT	3058+20.0	3069+46.5	2872
I-80 WB - MAINLINE FULL-DEPTH	I-80	LT	3071+60.5	3074+72.6	780
I-80 EB - MAINLINE FULL-DEPTH	I-80	RT	3071+26.1	3078+42.2	1821
I-80 WB - MAINLINE FULL-DEPTH	I-80	LT	3091+07.7	3096+95.0	1509
I-80 EB - MAINLINE FULL-DEPTH	I-80	RT	3081+60.2	3096+45.0	3845
				TOTAL	13824

PAVED SHOULDER REMOVAL

LOCATION DESCRIPTION	ALIGNMENT	OFFSET DIRECTION	FROM	TO	PAVED SHLD REMOVAL (SQ YD)
I-80 WB - INSIDE SHOULDER	I-80	LT	3058+20.0	3069+82.0	504
I-80 WB - OUTSIDE SHOULDER	I-80	LT	3058+20.0	3069+94.6	1362
I-80 EB - INSIDE SHOULDER	I-80	RT	3058+20.0	3069+58.7	530
I-80 EB - OUTSIDE SHOULDER	I-80	RT	3058+20.0	3069+47.7	1289
I-80 WB - INSIDE SHOULDER	I-80	LT	3071+14.2	3074+72.6	188
I-80 WB - OUTSIDE SHOULDER	I-80	LT	3071+25.1	3074+72.6	400
I-80 EB - INSIDE SHOULDER	I-80	RT	3070+90.6	3078+97.5	354
I-80 EB - OUTSIDE SHOULDER	I-80	RT	3070+77.7	3078+70.1	766
I-80 WB - INSIDE SHOULDER	I-80	LT	3091+07.7	3096+95.0	278
I-80 WB - OUTSIDE SHOULDER	I-80	LT	3091+07.7	3096+95.0	694
I-80 EB - INSIDE SHOULDER	I-80	RT	3081+33.5	3096+45.0	682
I-80 EB - OUTSIDE SHOULDER	I-80	RT	3081+03.3	3096+45.0	1803
ALONG SB US 34	I-80	LT & RT	3070+24.8	3068+81.0	38
				TOTAL	8888

EARTH EXCAVATION SCHEDULE

DIRECTION OF TRAVEL	STATION TO STATION	EARTH EXCAVATION (CU YD)	REM & DIS OF UNSUITABLE MATERIAL (CU YD)	EARTH EXC. ADJ. FOR SHRINKAGE (CU YD)	EMBANKMENT (CU YD)	EARTHWORK BALANCE - WASTE (+) OR SHORTAGE (-) (CU YD)
EB I-80	STA. 3055+50.00 TO STA. 3069+50.92	149.2	722.0	111.9	1816.7	-1704.8
EB I-80	STA. 3070+87.79 TO STA. 3078+65.03	8.6	842.1	6.4	3685.2	-3678.8
EB I-80	STA. 3081+38.86 TO STA. 3114+60.00	874.1	4352.9	655.6	15223.1	-14567.5
WB I-80	STA. 3055+50.00 TO STA. 3069+85.15	129.5	872.7	97.2	2595.8	-2498.6
WB I-80	STA. 3071+22.01 TO STA. 3079+62.18	0.2	1203.2	0.1	6917.4	-6917.3
WB I-80	STA. 3082+40.19 TO STA. 3114+60.00	503.9	4620.0	377.9	21508.4	-21130.5
SB US 34	STA. 3071+82.00 TO STA. 3068+80.00	-	55.0	-	-	-
NB US 34	STA. 3071+94.00 TO STA. 3069+08.00	-	50.0	-	-	-
	TOTALS =	1665.5	12718.0	1249.1	51746.6	-50497.5
	TOTALS (ROUNDED TO NEAREST 5 CU YDS) =	1670	12720	N/A	N/A	-50500

NOTES:

- STATION LIMITS, EXCAVATION QUANTITIES, AND EMBANKMENT QUANTITIES WERE TAKEN FROM CROSS SECTIONS.
- THE REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL QUANTITY WAS BASED ON A ASSUMED DEPTH OF 6 INCHES.
- EARTH EXCAVATION ADJUSTED FOR SHRINKAGE = EXCAVATION QUANTITY X (1-SHRINKAGE FACTOR (.25)).
- EARTHWORK BALANCE = EARTHWORK TO BE REMOVED (WASTE (+)) OR EARTHWORK REQUIRED (SHORTAGE (-)) ; PAID FOR AS FURNISHED EXCAVATION.
- ALL PAY ITEMS HAVE BEEN ROUNDED UP TO THE NEAREST 5 CUBIC YARDS.
- THE TOP FOUR INCHES (4") SHALL BE VEGETATIVE SUSTAINING SOIL AND SHALL BE INCLUDED IN THE COST OF FURNISHED EXCAVATION IN ACCORDANCE WITH ARTICLE 1081.05 (a) OF THE STANDARD SPECIFICATIONS.
- EXCAVATED MATERIAL FROM THE GUARDRAIL INSTALLATION ALONG BOTH SB AND NB US 34, AT THE DIRECTION OF THE ENGINEER, THIS MATERIAL MAY BE USED TO SHAPE AND GRADE THE DISTURBED AREA ADJACENT TO THE GUARDRAIL STABILIZATION PAD.

GUARDRAIL REMOVAL

LOCATION DESCRIPTION	ALIGNMENT	FROM		TO		GUARDRAIL REMOV (FOOT)
		STATION	OFFSET	STATION	OFFSET	
I-80 WB - INSIDE SHOULDER	I-80	3069+39.2	26.8 LT	3072+62.6	2.7 LT	327
I-80 WB - OUTSIDE SHOULDER	I-80	3069+55.4	66.5 LT	3075+56.4	74.2 LT	601
I-80 EB - INSIDE SHOULDER	I-80	3068+10.2	3.6 RT	3071+31.6	26.7 RT	324
I-80 EB - OUTSIDE SHOULDER	I-80	3064+79.5	69.3 RT	3071+20.9	67.0 RT	642
I-80 WB - INSIDE SHOULDER	I-80	3079+32.9	28.2 LT	3083+54.8	5.7 RT	426
I-80 WB - OUTSIDE SHOULDER	I-80	3075+94.4	68.5 LT	3101+93.4	67.4 LT	2570
I-80 EB - INSIDE SHOULDER	I-80	3077+49.4	4.5 LT	3081+63.9	28.6 RT	422
I-80 EB - OUTSIDE SHOULDER	I-80	3073+65.7	71.1 RT	3098+00.1	69.1 RT	2461
ALONG SB US 34	I-80	3071+40.8	331.2 LT	3069+46.5	154.8 RT	524
ALONG NB US 34	I-80	3071+30.0	196.3 LT	3069+64.4	252.1 RT	480
				TOTAL		8778

RAISED REFLECTIVE PAVEMENT MARKER REMOVAL

LOCATION DESCRIPTION	ALIGNMENT	FROM		TO		RAISED REF PAV MK REM (EACH)
		STATION	OFFSET	STATION	OFFSET	
I-80 WB - MAINLINE RESURFACING	I-80	3054+60.0	44.0 LT	3058+20.0	44.0 LT	10
I-80 EB - MAINLINE RESURFACING	I-80	3054+60.0	44.0 RT	3058+20.0	44.0 RT	10
I-80 WB - MAINLINE FULL-DEPTH	I-80	3058+20.0	44.0 LT	3069+55.1	44.0 LT	30
I-80 EB - MAINLINE FULL-DEPTH	I-80	3058+20.0	44.0 RT	3069+20.9	44.0 RT	28
I-80 WB - MAINLINE FULL-DEPTH	I-80	3071+52.0	44.0 LT	3079+32.3	44.0 LT	20
I-80 EB - MAINLINE FULL-DEPTH	I-80	3071+17.8	44.0 RT	3078+35.7	44.0 RT	20
I-80 WB - MAINLINE FULL-DEPTH	I-80	3082+70.9	44.0 LT	3096+95.0	44.0 LT	36
I-80 EB - MAINLINE FULL-DEPTH	I-80	3081+69.1	44.0 RT	3096+45.0	44.0 RT	38
I-80 WB - MAINLINE RESURFACING	I-80	3096+95.0	44.0 LT	3115+50.0	44.0 LT	48
I-80 EB - MAINLINE RESURFACING	I-80	3096+45.0	44.0 RT	3115+50.0	44.0 RT	48
				TOTAL		288

APPROACH SLAB REMOVAL AND HMA SURFACE REMOVAL (ASBESTOS)

LOCATION DESCRIPTION	ALIGNMENT	OFFSET DIRECTION	BRIDGE STRUCTURE NUMBER	APPROACH SLAB REM (SQ YD)	HMA SURF REM (ABS) (SQ YD)
I-80 WB - BRIDGE	I-80	LT	SN 006-0021	235	582
I-80 EB - BRIDGE	I-80	RT	SN 006-0020	234	582
I-80 WB - BRIDGE	I-80	LT	SN 006-0023	*	827
I-80 EB - BRIDGE	I-80	RT	SN 006-0022	270	810
			TOTAL	739**	2801

- * THE EXISTING BRIDGE APPROACH SLAB FOR WB I-80 STRUCTURE NUMBER SN 006-0023 SHALL REMAIN IN PLACE AND BE BROKEN PER SECTION 205 OF THE STANDARD SPECIFICATIONS.
 ** THE INDIVIDUAL TOTALS INCLUDES THE REMOVAL OF THE APPROACH SLABS AT BOTH ENDS OF THE CORRESPONDING STRUCTURE.

TREE REMOVAL

LOCATION DESCRIPTION	TREE REMOVAL (6-15 UNIT DIA)	TREE REMOVAL (OVER 15 UNIT DIA)
	UNITS	UNITS
WBL		
EAST OF RR BRIDGE BETWEEN BRIDGES	30	16
BETWEEN BRIDGES	22	0
WEST OF US 34 BRIDGE	0	0
EBL		
EAST OF RR BRIDGE	51	33
BETWEEN BRIDGES	255	93
WEST OF US 34 BRIDGE	183	62
TOTAL	541	204

THE ENGINEER IS THE SOLE JUDGE ON WHICH TREES WILL BE REMOVED.

TYLINT INTERNATIONAL	USER NAME =	DESIGNED - CAC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.I. ROUTE 80 (I-80) SCHEDULE OF QUANTITIES REMOVAL/EARTHWORK QUANTITIES SHEET 1 OF 5	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	DRAWN - CAC	REVISED -			80	[106-5HBR-1, VBR(06-6)RS-3&I]	BUREAU	249	17
	PLOT DATE =	CHECKED - JDF	REVISED -			CONTRACT NO. 66686				
		DATE - 9/7/2011	REVISED -			SCALE:	SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		

6/16/12 PM 9/14/2011

PROPOSED PAVEMENT ITEMS

LOCATION DESCRIPTION	ALIGNMENT	OFFSET DIRECTION	FROM	TO	HMA BIND CSE IL-19 N70 (TON)	HMA SURF CSE "C" N50 (TON)	POLY HMA BIND CSE IL-19 N90 (TON)	POLY HMA SURF CSE "D" N90 (TON)	BIT MAT (PC) (GAL)	POLY BIT MAT (PC) (GAL)	AGGREGATE (PC) (TON)	STRIP REF CRACK CTRL TREATMENT (FOOT)
I-80 WB - MAINLINE RESURFACING	I-80	LT	3055+50.0	3058+20.0			91	61		144.6	1.4	1084
I-80 EB - MAINLINE RESURFACING	I-80	RT	3055+50.0	3058+20.0			90	60		143.4	1.4	1076
I-80 WB - MAINLINE RESURFACING	I-80	LT	3096+95.0	3114+60.0			2047	393		935.2	9.4	5531
I-80 EB - MAINLINE RESURFACING	I-80	RT	3096+95.0	3114+60.0			2044	409		974.3	9.7	5744
I-80 WB - OUTSIDE SHOULDER	I-80	LT	3055+50.0	3058+20.0		38			30.2			
I-80 WB - INSIDE SHOULDER	I-80	LT	3055+50.0	3058+20.0			15	10		24.1	0.3	
I-80 EB - OUTSIDE SHOULDER	I-80	RT	3055+50.0	3058+20.0		38			29.8			
I-80 EB - INSIDE SHOULDER	I-80	RT	3055+50.0	3058+20.0			15	10		23.9	0.3	
I-80 WB - OUTSIDE SHOULDER	I-80	LT	3096+95.0	3114+60.0	360	169			374.3			
I-80 WB - INSIDE SHOULDER	I-80	LT	3096+95.0	3114+60.0			146	97		232.1	2.3	
I-80 EB - OUTSIDE SHOULDER	I-80	RT	3096+95.0	3114+60.0	772	177			392.5			
I-80 EB - INSIDE SHOULDER	I-80	RT	3096+95.0	3114+60.0			152	101		240.8	2.4	
I-80 WB - HMA TAPER	I-80	LT	3054+60.0	3055+50.0		8		24	10.1	28.0		
I-80 EB - HMA TAPER	I-80	RT	3054+60.0	3055+50.0		8		24	9.9	28.0		
I-80 WB - HMA TAPER	I-80	LT	3114+60.0	3115+50.0		8		24	10.0	28.0		
I-80 EB - HMA TAPER	I-80	RT	3114+60.0	3115+50.0		8		24	10.0	28.0		
TOTAL					1132	456	4601	1236	867.0	2831.0	28	13435

HOT-MIX ASPHALT SHOULDERS, 6"

LOCATION DESCRIPTION	ALIGNMENT	FROM	OFFSET	TO	OFFSET	HMA SHLD 6" (SQ YD)
I-80 WB - OUTSIDE GUARDRAIL STABILIZATION	I-80	3096+95.0	66.0 LT	3102+84.4	66.0 LT	229
I-80 EB - OUTSIDE GUARDRAIL STABILIZATION	I-80	3096+95.0	66.0 RT	3101+58.9	66.0 RT	174
ALONG SB US 34 - OUTSIDE GUARDRAIL STABILIZATION	I-80	3071+82.0	412.8 LT	3070+37.8	62.8 LT	205
ALONG SB US 34 - OUTSIDE GUARDRAIL STABILIZATION	I-80	3070+24.8	29.3 LT	3070+01.4	31.2 RT	22
ALONG SB US 34 - OUTSIDE GUARDRAIL STABILIZATION	I-80	3069+88.3	64.8 RT	3068+80.1	340.9 RT	103
ALONG NB US 34 - OUTSIDE GUARDRAIL STABILIZATION	I-80	3071+94.0	378.0 LT	3069+07.6	358.8 RT	281
TOTAL						1015

CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 10"

LOCATION DESCRIPTION	ALIGNMENT	OFFSET DIRECTION	FROM	TO	CRC PAV 10" (SQ YD)	PROTECTIVE COAT (SQ YD)
I-80 WB - MAINLINE FULL-DEPTH	I-80	LT	3058+35.0	3068+55.1	2724	2724
I-80 EB - MAINLINE FULL-DEPTH	I-80	RT	3058+35.0	3068+20.9	2626	2626
I-80 WB - MAINLINE FULL-DEPTH	I-80	LT	3072+52.0	3078+32.3	1541	1541
I-80 EB - MAINLINE FULL-DEPTH	I-80	RT	3072+17.8	3077+35.7	1385	1385
I-80 WB - MAINLINE FULL-DEPTH	I-80	LT	3083+70.9	3096+80.0	3464	3464
I-80 EB - MAINLINE FULL-DEPTH	I-80	RT	3082+69.1	3096+30.0	3657	3657
TOTAL					15398	15398

HOT-MIX ASPHALT SHOULDERS, 8 1/4"

LOCATION DESCRIPTION	ALIGNMENT	FROM	TO	HMA SHLD 8 1/4" (SQ YD)
I-80 WB - INSIDE SHOULDER	I-80	3096+95.0	3114+60.0	380
I-80 EB - INSIDE SHOULDER	I-80	3096+95.0	3114+60.0	394
TOTAL				774

PAVEMENT REINFORCEMENT

LOCATION DESCRIPTION	ALIGNMENT	OFFSET DIRECTION	FROM	TO	PAVT REINF (SQ YD)
I-80 WB - MAINLINE FULL-DEPTH	I-80	LT	3058+35.0	3068+55.1	2724
I-80 EB - MAINLINE FULL-DEPTH	I-80	RT	3058+35.0	3068+20.9	2626
I-80 WB - WIDE FLANGE BEAM TERMINAL JOINT COMPLETE 24'	I-80	LT	3068+55.1	3069+55.1	267
I-80 EB - WIDE FLANGE BEAM TERMINAL JOINT COMPLETE 24'	I-80	RT	3068+20.9	3069+20.9	267
I-80 WB - BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	I-80	LT	3071+52.0	3072+52.0	267
I-80 EB - BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	I-80	RT	3071+17.8	3072+17.8	267
I-80 WB - MAINLINE FULL-DEPTH	I-80	LT	3072+52.0	3078+32.3	1541
I-80 EB - MAINLINE FULL-DEPTH	I-80	RT	3072+17.8	3077+35.7	1385
I-80 WB - BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	I-80	LT	3078+32.3	3079+32.3	265
I-80 EB - BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	I-80	RT	3077+35.7	3078+35.7	269
I-80 WB - WIDE FLANGE BEAM TERMINAL JOINT COMPLETE 24'	I-80	LT	3082+70.9	3083+70.9	265
I-80 EB - WIDE FLANGE BEAM TERMINAL JOINT COMPLETE 24'	I-80	RT	3081+69.1	3082+69.1	269
I-80 WB - MAINLINE FULL-DEPTH	I-80	LT	3083+70.9	3096+80.0	3464
I-80 EB - MAINLINE FULL-DEPTH	I-80	RT	3082+69.1	3096+30.0	3657
TOTAL					17531

STABILIZED SUBBASE - HOT MIX ASPHALT, 4" AND WHITEWASHING FOR CONCRETE PAVEMENT

LOCATION DESCRIPTION	ALIGNMENT	OFFSET DIRECTION	FROM	TO	STAB. SUB BASE 4" (SQ YD)	WHITEWASH CONC PAVT (SQ YD)
I-80 WB - MAINLINE FULL-DEPTH	I-80	LT	3058+35.0	3069+55.1	2990	2990.4
I-80 EB - MAINLINE FULL-DEPTH	I-80	RT	3058+35.0	3069+20.9	2892	2892.4
I-80 WB - MAINLINE FULL-DEPTH	I-80	LT	3072+52.0	3078+32.3	2073	2072.7
I-80 EB - MAINLINE FULL-DEPTH	I-80	RT	3072+17.8	3077+35.7	1921	1920.6
I-80 WB - MAINLINE FULL-DEPTH	I-80	LT	3083+70.9	3096+80.0	3729	3728.7
I-80 EB - MAINLINE FULL-DEPTH	I-80	RT	3082+69.1	3096+30.0	3926	3925.9
TOTALS					17531	17531

WIDE FLANGE BEAM TERMINAL JOINT COMPLETE 24'

LOCATION DESCRIPTION	ALIGNMENT	OFFSET DIRECTION	FROM	TO	WF BM TERM JT (EACH)	PROTECTIVE COAT (SQ YD)
I-80 WB - MAINLINE FULL-DEPTH	I-80	LT	3068+55.1	3069+59.8	1	267
I-80 EB - MAINLINE FULL-DEPTH	I-80	RT	3068+20.9	3069+25.6	1	267
I-80 WB - MAINLINE FULL-DEPTH	I-80	LT	3082+63.5	3083+70.9	1	265
I-80 EB - MAINLINE FULL-DEPTH	I-80	RT	3081+76.5	3082+69.1	1	269
TOTAL					4	1067

AGGREGATE SUBGRADE 12" AND GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

LOCATION DESCRIPTION	ALIGNMENT	OFFSET DIRECTION	FROM	TO	AGG SUBGRADE 12" (SQ YD)	GEOTECH FABRIC FOR GS (SQ YD)
I-80 WB - ROADWAY FULL-DEPTH	I-80	LT	3058+20.0	3069+85.2	5325	5586
I-80 EB - ROADWAY FULL-DEPTH	I-80	RT	3058+20.0	3069+50.9	5145	5398
I-80 WB - ROADWAY FULL-DEPTH	I-80	LT	3071+22.0	3079+62.1	3862	4053
I-80 EB - ROADWAY FULL-DEPTH	I-80	RT	3070+87.8	3078+65.0	3602	3775
I-80 WB - ROADWAY FULL-DEPTH	I-80	LT	3082+40.2	3096+95.0	6601	6604
I-80 EB - ROADWAY FULL-DEPTH	I-80	RT	3071+38.9	3096+45.0	6952	6926
TOTAL					31487	32343

BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)

LOCATION DESCRIPTION	ALIGNMENT	OFFSET DIRECTION	FROM	TO	BR CONN PAV (PCC) (SQ YD)	PROTECTIVE COAT (SQ YD)
I-80 WB - MAINLINE FULL-DEPTH	I-80	LT	3071+56.7	3072+52.0	267	267
I-80 EB - MAINLINE FULL-DEPTH	I-80	RT	3071+22.5	3072+17.8	267	267
I-80 WB - MAINLINE FULL-DEPTH	I-80	LT	3078+32.3	3079+38.9	265	265
I-80 EB - MAINLINE FULL-DEPTH	I-80	RT	3077+35.7	3078+42.1	269	269
TOTAL					1067	1067

NOTE: GEOTECHNICAL FABRIC FOR GROUND STABILIZATION IS PLACED UNDER THE AGGREGATE SUBGRADE AND EXTENDS UNDER THE PROPOSED CRC PAVEMENT AND PCC SHOULDERS.

TYLIN INTERNATIONAL USER NAME: _____ PLOT SCALE: _____ PLOT DATE: _____	DESIGNED - CAC DRAWN - CAC CHECKED - JDF DATE - 9/7/2011	REVISED - _____ REVISED - _____ REVISED - _____ REVISED - _____	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.I. ROUTE 80 (I-80) SCHEDULE OF QUANTITIES PROPOSED QUANTITIES SHEET 2 OF 5	F.A.I. RTE. 80 SECTION (I06-5)HBR-1,VBR(I06-6)JRS-3&I COUNTY BUREAU TOTAL SHEETS 249 SHEET NO. 18 CONTRACT NO. 66686	SCALE: _____ SHEET NO. _____ OF _____ SHEETS STA. _____ TO STA. _____	FED. ROAD DIST. NO. _____ ILLINOIS FED. AID PROJECT
	TOTAL SHEETS: 249, SHEET NO. 18, CONTRACT NO. 66686						
	P:\02429\I06-5\Road\602429\0_A\Z04002SCH02.dwg						

GUARDRAIL AND TRAFFIC BARRIER TERMINALS

LOCATION DESCRIPTION	ALIGNMENT	FROM		TO		STEEL PLATE BEAM GR TYPE A (FOOT)	TRAFFIC BARRIER TERMINAL (EACH)	GUARDRAIL MARKERS, TYPE A (EACH)	TERMINAL MARKERS DIR. APPLIED (EACH)	
		STATION	OFFSET	STATION	OFFSET					
I-80 WB - OUTSIDE SHOULDER	I-80	3066+82.5	66.8 LT	3066+95.0	66.0 LT		TYPE 2			
I-80 WB - OUTSIDE SHOULDER	I-80	3066+95.0	66.0 LT	3069+32.5	66.0 LT	237.5		4		
I-80 WB - OUTSIDE SHOULDER	I-80	3069+32.5	66.0 LT	3069+78.0	66.4 LT		TYPE 6			
I-80 WB - INSIDE SHOULDER	I-80	3069+04.1	25.8 LT	3069+16.6	25.4 LT		TYPE 2			
I-80 WB - INSIDE SHOULDER	I-80	3069+16.6	25.4 LT	3069+62.1	25.6 LT		TYPE 6			
I-80 WB - OUTSIDE SHOULDER	I-80	3071+46.6	66.9 LT	3071+90.4	66.2 LT		TYPE 6			
I-80 WB - OUTSIDE SHOULDER	I-80	3071+90.4	66.2 LT	3079+11.7	66.5 LT	721.3		5		
I-80 WB - OUTSIDE SHOULDER	I-80	3079+11.7	66.5 LT	3079+59.7	67.1 LT		TYPE 6			
I-80 WB - INSIDE SHOULDER	I-80	3071+30.7	25.8 LT	3071+74.5	25.8 LT		TYPE 6			
I-80 WB - INSIDE SHOULDER	I-80	3071+74.5	25.8 LT	3075+12.0	26.0 LT	337.5		4		
I-80 WB - INSIDE SHOULDER	I-80	3075+12.0	26.0 LT	3075+62.5	25.9 LT		TYPE 1 T		1	
I-80 WB - INSIDE SHOULDER	I-80	3078+78.0	24.0 LT	3078+90.5	23.7 LT		TYPE 2			
I-80 WB - INSIDE SHOULDER	I-80	3078+90.5	23.7 LT	3079+36.2	23.3 LT		TYPE 6			
I-80 WB - OUTSIDE SHOULDER	I-80	3082+69.2	66.4 LT	3083+13.0	66.0 LT		TYPE 6			
I-80 WB - OUTSIDE SHOULDER	I-80	3083+13.0	66.0 LT	3101+88.8	66.0 LT	1875.8		9		
I-80 WB - OUTSIDE SHOULDER	I-80	3101+88.8	66.0 LT	3102+48.3	67.6 LT		TYPE 1 F		1	
I-80 WB - INSIDE SHOULDER	I-80	3082+43.3	23.8 LT	3082+87.3	24.2 LT		TYPE 6			
I-80 WB - INSIDE SHOULDER	I-80	3082+87.3	24.2 LT	3086+24.8	26.0 LT	337.5		4		
I-80 WB - INSIDE SHOULDER	I-80	3086+24.8	26.0 LT	3086+76.9	25.8 LT		TYPE 1 T		1	
I-80 EB - OUTSIDE SHOULDER	I-80	3064+57.3	67.7 RT	3065+07.3	66.0 RT		TYPE 1 F		1	
I-80 EB - OUTSIDE SHOULDER	I-80	3065+07.3	66.0 RT	3068+82.3	66.4 RT	375		4		
I-80 EB - OUTSIDE SHOULDER	I-80	3068+82.3	66.4 RT	3069+26.3	66.4 RT		TYPE 6			
I-80 EB - INSIDE SHOULDER	I-80	3065+10.7	24.2 RT	3065+60.7	26.0 RT		TYPE 1 F		1	
I-80 EB - INSIDE SHOULDER	I-80	3068+60.7	26.0 RT	3068+98.2	25.6 RT	337.5		4		
I-80 EB - INSIDE SHOULDER	I-80	3068+98.2	25.6 RT	3069+42.2	25.6 RT		TYPE 6			
I-80 EB - OUTSIDE SHOULDER	I-80	3070+95.0	66.4 RT	3071+38.0	66.4 RT		TYPE 6			
I-80 EB - OUTSIDE SHOULDER	I-80	3071+38.0	66.4 RT	3077+94.1	62.4 RT	659.2		6		
I-80 EB - OUTSIDE SHOULDER	I-80	3077+94.1	62.4 RT	3078+37.3	68.8 RT		TYPE 6			
I-80 EB - INSIDE SHOULDER	I-80	3071+10.8	25.6 RT	3071+54.6	25.6 LT		TYPE 6			
I-80 EB - INSIDE SHOULDER	I-80	3071+54.6	25.6 LT	3071+68.9	26.0 LT		TYPE 2			
I-80 EB - INSIDE SHOULDER	I-80	3074+29.9	26.0 RT	3074+79.9	26.0 RT		TYPE 1 T		1	
I-80 EB - INSIDE SHOULDER	I-80	3074+79.9	26.0 RT	3078+17.9	25.8 RT	338		4		
I-80 EB - INSIDE SHOULDER	I-80	3078+17.9	25.8 RT	3078+60.4	24.90 RT		TYPE 6			
I-80 EB - OUTSIDE SHOULDER	I-80	3081+39.6	68.1 RT	3081+83.4	67.7 RT		TYPE 6			
I-80 EB - OUTSIDE SHOULDER	I-80	3081+83.4	67.7 RT	3101+70.9	66.0 RT	1987.5		9		
I-80 EB - OUTSIDE SHOULDER	I-80	3101+70.9	66.0 RT	3101+61.8	66.0 RT		TYPE 2			
I-80 EB - INSIDE SHOULDER	I-80	3081+65.0	25.5 RT	3081+77.5	26.0 RT		TYPE 2			
I-80 EB - INSIDE SHOULDER	I-80	3081+77.5	26.0 RT	3082+22.5	26.0 RT		TYPE 6			
ALONG SB US 34	I-80	3071+48.0	349.0 LT	3071+29.7	302.0 LT		TYPE 1 T		1	
ALONG SB US 34	I-80	3071+29.7	302.0 LT	3070+52.7	104.0 LT	212.5		4		
ALONG SB US 34	I-80	3070+52.7	104.0 LT	3070+36.8	63.2 LT		TYPE 6			
ALONG SB US 34	I-80	3070+23.8	29.7 LT	3070+00.3	30.8 RT		TYPE 6 SP		2	
ALONG SB US 34	I-80	3069+87.2	64.3 RT	3069+71.4	105.1 RT		TYPE 6			
ALONG SB US 34	I-80	3069+71.4	105.1 RT	3069+07.8	268.6 RT	175.0		4		
ALONG SB US 34	I-80	3069+07.8	268.6 RT	3068+89.4	315.5 RT		TYPE 1 T		1	
ALONG NB US 34	I-80	3071+79.2	329.5 LT	3071+60.7	282.7 LT		TYPE 1 T		1	
ALONG NB US 34	I-80	3071+60.7	282.7 LT	3069+35.9	287.1 RT	612.5		9		
ALONG NB US 34	I-80	3069+35.9	287.1 RT	3069+17.4	333.9 RT		TYPE 1 T		1	
GUARDRAIL TOTAL (FOOT)						8207.0	-	-	-	
TOTAL TBT, TYPE 1 (SPECIAL) FLARED (EACH)						-	3	-	-	
TOTAL TBT, TYPE 1 (SPECIAL) TANGENT (EACH)						-	7	-	-	
TOTAL TBT, TYPE 2 (EACH)						-	6	-	-	
TOTAL TBT, TYPE 6 (EACH)						-	18	-	-	
TOTAL TBT, TYPE 6 (SPECIAL) (EACH)						-	1	-	-	
TOTAL GUARDRAIL MARKERS, TYPE A (EACH)						-	-	72	-	
TOTAL TERMINAL MARKER, DIRECT APPLIED (EACH)						-	-	-	10	

SUBBASE GRANULAR MATERIAL, TYPE C 4"

LOCATION DESCRIPTION	ALIGNMENT	OFFSET DIRECTION	FROM	TO	SUBBASE GRAN MAT TYPE C 4 (SQ YD)
I-80 WB - OUTSIDE FULL-DEPTH SHOULDER	I-80	LT	3058+20.0	3069+59.8	1334
I-80 WB - INSIDE FULL-DEPTH SHOULDER	I-80	LT	3058+20.0	3069+50.5	806
I-80 EB - OUTSIDE FULL-DEPTH SHOULDER	I-80	RT	3058+20.0	3069+16.3	1274
I-80 EB - INSIDE FULL-DEPTH SHOULDER	I-80	RT	3058+20.0	3069+27.9	787
I-80 WB - OUTSIDE FULL-DEPTH SHOULDER	I-80	LT	3071+56.7	3079+38.9	909
I-80 WB - INSIDE FULL-DEPTH SHOULDER	I-80	LT	3071+47.3	3079+25.8	584
I-80 EB - OUTSIDE FULL-DEPTH SHOULDER	I-80	RT	3071+13.1	3078+45.4	862
I-80 EB - INSIDE FULL-DEPTH SHOULDER	I-80	RT	3071+22.5	3078+29.3	521
I-80 WB - OUTSIDE FULL-DEPTH SHOULDER	I-80	LT	3082+84.7	3096+95.0	1628
I-80 WB - INSIDE FULL-DEPTH SHOULDER	I-80	LT	3082+63.5	3096+95.0	1045
I-80 EB - OUTSIDE FULL-DEPTH SHOULDER	I-80	RT	3081+61.7	3096+45.0	1766
I-80 EB - INSIDE FULL-DEPTH SHOULDER	I-80	RT	3081+80.2	3096+45.0	1061
TOTAL					12578

PORTLAND CEMENT CONCRETE SHOULDERS 10"

LOCATION DESCRIPTION	ALIGNMENT	FROM	TO	PCC SHLD 10" (SQ YD)	PROTECTIVE COAT (SQ YD)
I-80 WB - OUTSIDE SHOULDER	I-80	3058+20.0	3069+63.7	1271	1271
I-80 WB - INSIDE SHOULDER	I-80	3058+20.0	3069+50.5	743	743
I-80 WB - OUTSIDE GUARDRAIL STABILIZATION	I-80	3066+82.6	3069+78.0	98	98
I-80 WB - INSIDE GUARDRAIL STABILIZATION	I-80	3069+04.1	3069+62.1	19	19
I-80 EB - OUTSIDE SHOULDER	I-80	3058+20.0	3069+16.3	1214	1214
I-80 EB - INSIDE SHOULDER	I-80	3058+20.0	3069+27.9	725	725
I-80 EB - OUTSIDE GUARDRAIL STABILIZATION	I-80	3064+21.6	3069+26.3	202	202
I-80 EB - INSIDE GUARDRAIL STABILIZATION	I-80	3064+75.0	3069+42.1	190	190
I-80 WB - OUTSIDE SHOULDER	I-80	3071+60.6	3079+44.3	865	865
I-80 WB - INSIDE SHOULDER	I-80	3071+47.3	3079+25.8	541	541
I-80 WB - OUTSIDE GUARDRAIL STABILIZATION	I-80	3071+46.6	3079+59.7	269	269
I-80 WB - INSIDE GUARDRAIL STABILIZATION	I-80	3071+30.7	3075+90.5	158	158
I-80 WB - INSIDE GUARDRAIL STABILIZATION	I-80	3078+78.0	3079+36.2	21	21
I-80 EB - OUTSIDE SHOULDER	I-80	3071+13.1	3078+45.4	822	822
I-80 EB - INSIDE SHOULDER	I-80	3071+24.8	3072+17.8	481	481
I-80 EB - OUTSIDE GUARDRAIL STABILIZATION	I-80	3070+95.0	3078+37.3	251	251
I-80 EB - INSIDE GUARDRAIL STABILIZATION	I-80	3071+10.8	3071+68.9	19	19
I-80 EB - INSIDE GUARDRAIL STABILIZATION	I-80	3074+01.9	3078+60.4	157	157
I-80 WB - OUTSIDE SHOULDER	I-80	3082+84.7	3096+45.0	1554	1554
I-80 WB - INSIDE SHOULDER	I-80	3082+63.5	3096+45.0	967	967
I-80 WB - OUTSIDE GUARDRAIL STABILIZATION	I-80	3082+69.2	3096+95.0	469	469
I-80 WB - INSIDE GUARDRAIL STABILIZATION	I-80	3082+43.3	3087+04.9	157	157
I-80 EB - OUTSIDE SHOULDER	I-80	3081+61.8	3096+45.0	1684	1684
I-80 EB - INSIDE SHOULDER	I-80	3081+80.2	3096+45.0	983	983
I-80 EB - OUTSIDE GUARDRAIL STABILIZATION	I-80	3081+39.6	3096+45.0	507	507
I-80 EB - INSIDE GUARDRAIL STABILIZATION	I-80	3081+65.0	3082+22.8	19	19
TOTAL				14384	14384

SHOULDER RUMBLE STRIP

LOCATION DESCRIPTION	ALIGNMENT	FROM		TO		SHLD RUMBLE STRIP (FOOT)
		STATION	OFFSET	STATION	OFFSET	
I-80 WB - OUTSIDE SHOULDER	I-80	3054+60.0	56.0 LT	3069+59.8	56.0 LT	1503
I-80 WB - INSIDE SHOULDER	I-80	3054+60.0	32.0 LT	3069+50.5	32.0 LT	1492
I-80 EB - OUTSIDE SHOULDER	I-80	3054+60.0	56.0 RT	3069+16.3	56.0 RT	1453
I-80 EB - INSIDE SHOULDER	I-80	3054+60.0	32.0 RT	3069+25.6	32.0 RT	1464
I-80 WB - OUTSIDE SHOULDER	I-80	3071+56.7	56.0 LT	3079+38.9	56.0 LT	778
I-80 WB - INSIDE SHOULDER	I-80	3071+47.3	32.0 LT	3079+25.8	32.0 LT	776
I-80 EB - OUTSIDE SHOULDER	I-80	3071+13.1	56.0 RT	3078+29.3	56.0 RT	719
I-80 EB - INSIDE SHOULDER	I-80	3071+22.5	32.0 RT	3078+42.1	32.0 RT	721
I-80 WB - OUTSIDE SHOULDER	I-80	3082+78.4	56.0 LT	3115+50.0	56.0 LT	3243
I-80 WB - INSIDE SHOULDER	I-80	3082+63.5	32.0 LT	3115+50.0	32.0 LT	3270
I-80 EB - OUTSIDE SHOULDER	I-80	3081+61.8	56.0 RT	3115+50.0	56.0 RT	3418
I-80 EB - INSIDE SHOULDER	I-80	3081+76.5	32.0 RT	3115+50.0	32.0 RT	3390
TOTAL						22229

NOTE: ALL SHOULDER RUMBLE STRIPS SHALL BE PLACED AFTER STAGE 2 IS COMPLETE.

POLYMERIZED LEVELING BINDER (MACHINE METHOD), N90

LOCATION DESCRIPTION	ALIGNMENT	OFFSET DIRECTION	FROM	TO	POLY. HMA BIND CSE (VAR. DEPTH) (TON)
I-80 WB - MAINLINE RESURFACING	I-80	LT	3055+50.0	3058+20.0	48
I-80 EB - MAINLINE RESURFACING	I-80	RT	3055+50.0	3058+20.0	48
I-80 WB - MAINLINE RESURFACING	I-80	LT	3096+95.0	3114+60.0	199
I-80 EB - MAINLINE RESURFACING	I-80	RT	3096+45.0	3114+60.0	195
I-80 WB - HMA TAPER	I-80	LT	3055+35.0	3055+50.0	3
I-80 EB - HMA TAPER	I-80	RT	3055+35.0	3055+50.0	3
I-80 WB - HMA TAPER	I-80	LT	3114+60.0	3115+50.0	3
I-80 EB - HMA TAPER	I-80	RT	3114+60.0	3115+50.0	3
TOTAL					502

AGGREGATE SHOULDERS, TYPE B

LOCATION DESCRIPTION	ALIGNMENT	OFFSET DIRECTION	FROM	TO	AGGREGATE SHLDS B (TON)
I-80 WB - MAINLINE SHOULDERS	I-80	LT	3055+50.0	3114+60.0	1566
I-80 EB - MAINLINE SHOULDERS	I-80	RT	3055+50.0	3114+60.0	1542
TOTAL					3108

NOTE: INCLUDES QUANTITIES FOR BOTH INSIDE AND OUTSIDE SHOULDERS ALONG EACH ROADWAY.

TYL INTERNATIONAL

USER NAME =	DESIGNED - CAC	REVISED -
PLOT SCALE =	DRAWN - CAC	REVISED -
PLOT DATE =	CHECKED - JDF	REVISED -
	DATE - 9/7/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. ROUTE 80 (I-80)
SCHEDULE OF QUANTITIES
PROPOSED QUANTITIES SHEET 3 OF 5

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-5)HBR-1, VBR(06-6)JRS-3&I	BUREAU	249	19
CONTRACT NO. 66686			ILLINOIS FED. AID PROJECT	

PAVEMENT MARKING QUANTITIES

LOCATION DESCRIPTION	ALIGNMENT	FROM		TO		PREF PL PM TB-INLAID LINE 6 (FOOT)	URETH PAVT MK LINE 4 (FOOT)	RAISED REFL PAVT MKR (EACH)	RAISED REF PVT MKR BR (EACH)	GRV RCSD PVMT MRKG 5 (FOOT)
		STATION	OFFSET	STATION	OFFSET					
I-80 WB - INSIDE EDGE LINE RESURFACING	I-80	3054+60.0	32.0 LT	3058+20.0	32.0 LT		361			361
I-80 WB - CENTER LINE RESURFACING	I-80	3054+60.0	44.0 LT	3058+20.0	44.0 LT	90		10		
I-80 WB - OUTSIDE EDGE LINE RESURFACING	I-80	3054+60.0	56.0 LT	3058+20.0	56.0 LT		362			362
I-80 WB - INSIDE EDGE LINE RECONSTRUCTION	I-80	3058+20.0	32.0 LT	3096+95.0	32.0 LT		3864			3864
I-80 WB - CENTER LINE RECONSTRUCTION	I-80	3058+20.0	44.0 LT	3096+95.0	44.0 LT	965		84	14	
I-80 WB - OUTSIDE EDGE LINE RECONSTRUCTION	I-80	3058+20.0	56.0 LT	3096+95.0	56.0 LT		3856			3856
I-80 WB - INSIDE EDGE LINE RESURFACING	I-80	3096+95.0	32.0 LT	3115+50.0	32.0 LT		1847			1847
I-80 WB - CENTER LINE RESURFACING	I-80	3096+95.0	44.0 LT	3115+50.0	44.0 LT	461		48		
I-80 WB - OUTSIDE EDGE LINE RESURFACING	I-80	3096+95.0	56.0 LT	3115+50.0	56.0 LT		1840			1840
I-80 EB - INSIDE EDGE LINE RESURFACING	I-80	3054+60.0	32.0 RT	3058+20.0	32.0 RT		359			359
I-80 EB - CENTER LINE RESURFACING	I-80	3054+60.0	44.0 RT	3058+20.0	44.0 RT	90		10		
I-80 EB - OUTSIDE EDGE LINE RESURFACING	I-80	3054+60.0	56.0 RT	3058+20.0	56.0 RT		358			358
I-80 EB - INSIDE EDGE LINE RECONSTRUCTION	I-80	3058+20.0	32.0 RT	3096+45.0	32.0 RT		3836			3836
I-80 EB - CENTER LINE RECONSTRUCTION	I-80	3058+20.0	44.0 RT	3096+45.0	44.0 RT	960		84	14	
I-80 EB - OUTSIDE EDGE LINE RECONSTRUCTION	I-80	3058+20.0	56.0 RT	3096+45.0	56.0 RT		3844			3844
I-80 EB - INSIDE EDGE LINE RESURFACING	I-80	3096+45.0	32.0 RT	3115+50.0	32.0 RT		1914			1914
I-80 EB - CENTER LINE RESURFACING	I-80	3096+45.0	44.0 RT	3115+50.0	44.0 RT	479		48		
I-80 EB - OUTSIDE EDGE LINE RESURFACING	I-80	3115+50.0	56.0 RT	3115+50.0	56.0 RT		1920			1920
TOTAL						3045	24360	284	28	24360

NOTE: PAVEMENT MARKING GROOVING FOR EDGE LINES SHALL BE 5 INCHES WIDE FOR THE ENTIRE LENGTH OF THE PROJECT.

LANDSCAPING QUANTITIES

LOCATION DESCRIPTION	ALIGNMENT	OFFSET DIRECTION	FROM	TO	SEEDING CLASS 3 (ACRE)	NITROGEN FERT NUTR (POUND)	PHOSPHORUS FERT NUTR (POUND)	POTASSIUM FERT NUTR (POUND)	HVY DUTY EROS CONTR BLANKET (SQ YD)
I-80 WB - OUTSIDE SIDE SLOPE AND ALONG SB US 34	I-80	LT	3055+50.0	3071+83.9	0.75	46	46	46	2463
I-80 WB - MEDIAN	I-80	-	3055+50.0	3070+16.3	0.50	43	43	43	2329
I-80 EB - MEDIAN	I-80	-	3055+50.0	3069+98.8	0.50	44	44	44	2385
I-80 EB - OUTSIDE SIDE SLOPE AND ALONG SB US 34	I-80	RT	3055+50.0	3068+83.2	0.50	29	29	29	1581
I-80 WB - OUTSIDE SIDE SLOPE AND ALONG NB US 34 & BNSF RR	I-80	LT	3070+82.4	3081+64.4	1.25	99	99	99	5302
I-80 WB AND EB - MEDIAN	I-80	-	3070+46.8	3080+38.7	1.00	90	90	90	4831
I-80 EB - OUTSIDE SIDE SLOPE AND ALONG NB US 34 & BNSF RR	I-80	RT	3069+05.8	3079+38.3	0.75	63	63	63	3367
I-80 WB - OUTSIDE SIDE SLOPE AND ALONG BNSF RR	I-80	LT	3081+63.2	3114+60.0	3.50	314	314	314	16861
I-80 WB AND EB - MEDIAN	I-80	-	3080+56.5	3114+60.0	3.00	258	258	258	13875
I-80 EB - OUTSIDE SIDE SLOPE AND ALONG BNSF RR	I-80	RT	3079+14.4	3114+60.0	4.50	387	387	387	20791
TOTALS					16.25	1373	1373	1373	73784

NOTE: QUANTITIES HAVE BEEN PROVIDED FOR GUARDRAIL INSTALLTION ALONG US 34.

EROSION CONTROL QUANTITIES

LOCATION DESCRIPTION	ALIGNMENT	OFFSET DIRECTION	FROM	TO	MULCH METHOD 2 (ACRE)	TEMP EROS CONTR SEED (POUND)
I-80 WB - OUTSIDE SIDE SLOPE AND ALONG SB US 34	I-80	LT	3055+50.0	3071+83.9	0.75	51
I-80 WB - MEDIAN	I-80	-	3055+50.0	3070+16.3	0.50	48
I-80 EB - MEDIAN	I-80	-	3055+50.0	3069+98.8	0.50	49
I-80 EB - OUTSIDE SIDE SLOPE AND ALONG SB US 34	I-80	RT	3055+50.0	3068+83.2	0.50	33
I-80 WB - OUTSIDE SIDE SLOPE AND ALONG NB US 34 & BNSF RR	I-80	LT	3070+82.4	3081+64.4	1.25	110
I-80 WB AND EB - MEDIAN	I-80	-	3070+46.8	3080+38.7	1.00	100
I-80 EB - OUTSIDE SIDE SLOPE AND ALONG NB US 34 & BNSF RR	I-80	RT	3069+05.8	3079+38.3	0.75	70
I-80 WB - OUTSIDE SIDE SLOPE AND ALONG BNSF RR	I-80	LT	3081+63.2	3114+60.0	3.50	348
I-80 WB AND EB - MEDIAN	I-80	-	3080+56.5	3114+60.0	3.00	287
I-80 EB - OUTSIDE SIDE SLOPE AND ALONG BNSF RR	I-80	RT	3079+14.4	3114+60.0	4.50	430
TOTALS					16.25	1525

NOTE: QUANTITIES HAVE BEEN PROVIDED FOR GUARDRAIL INSTALLTION ALONG US 34.

PERIMETER EROSION BARRIER

LOCATION DESCRIPTION	ALIGNMENT	OFFSET DIRECTION	FROM	TO	PERIMETER EROS BAR (FOOT)
I-80 WB - OUTSIDE SIDE SLOPE AND ALONG SB US 34	I-80	LT	3055+50.0	3071+83.9	1859
I-80 WB - MEDIAN	I-80	-	3055+50.0	3063+81.0	848
I-80 EB - MEDIAN	I-80	-	3055+50.0	3063+81.0	847
I-80 EB - OUTSIDE SIDE SLOPE AND ALONG SB US 34	I-80	RT	3055+50.0	3068+78.3	1661
I-80 WB - OUTSIDE SIDE SLOPE AND ALONG NB US 34 & BNSF RR	I-80	LT	3071+95.9	3080+95.7	1410
ALONG SB US 34 - BETWEEN BRIDGE PIERS	I-80	-	3070+16.3	3069+98.8	48
ALONG NB US 34 - BETWEEN BRIDGE PIERS	I-80	-	3070+64.3	3070+46.8	48
I-80 EB - OUTSIDE SIDE SLOPE AND ALONG NB US 34 & BNSF RR	I-80	RT	3069+05.8	3079+38.3	1233
ALONG WEST SIDE OF BNSF RR - BETWEEN BRIDGE PIERS	I-80	-	3080+38.7	3079+92.5	63
ALONG EAST SIDE OF BNSF RR - BETWEEN BRIDGE PIERS	I-80	-	3081+06.0	3080+56.5	66
I-80 WB - OUTSIDE SIDE SLOPE AND ALONG BNSF RR	I-80	LT	3081+63.7	3114+60.0	3274
I-80 WB - MEDIAN	I-80	-	3099+13.0	3114+60.0	1567
I-80 EB - MEDIAN	I-80	-	3099+13.0	3114+60.0	1565
I-80 EB - OUTSIDE SIDE SLOPE AND ALONG BNSF RR	I-80	RT	3080+01.8	3114+60.0	3790
TOTAL					18277

NOTE: QUANTITIES HAVE BEEN PROVIDED FOR GUARDRAIL INSTALLTION ALONG US 34.

INLET AND PIPE PROTECTION

LOCATION DESCRIPTION	STATION	OFFSET	INLET AND PIPE PROT (EACH)
I-80 MEDIAN - INLET	3043+40.2	17.3 LT	1
I-80 EB SIDE SLOPE - PIPE INLET	3066+40.4	112.1 RT	1
I-80 MEDIAN - INLET	3066+51.0	0.8 RT	1
I-80 WB SIDE SLOPE - CULVERT INLET	3071+08.4	116.3 LT	1
I-80 MEDIAN - INLET	3071+75.3	0.8 RT	1
I-80 WB SIDE SLOPE - PIPE INLET	3097+40.0	122.0 RT	1
I-80 MEDIAN - INLET	3100+40.0	0.8 RT	1
I-80 MEDIAN INLET	3107+40.6	16.1 RT	1
TOTAL			8

WOVEN WIRE FENCE SCHEDULE

LOCATION DESCRIPTION	ALIGNMENT	OFFSET DIRECTION	WOVEN WIRE FENCE, 4' (FT)	WOVEN WIRE FENCE REMOVAL (FT)
S.N. 006-0020 NORTHWEST BRIDGE CONE	I-80	LT	114	114
S.N. 006-0020 NORTHEAST BRIDGE CONE	I-80	LT	76	76
S.N. 006-0020 SOUTHWEST BRIDGE CONE	I-80	RT	89	89
S.N. 006-0020 SOUTHEAST BRIDGE CONE	I-80	RT	105	105
S.N. 006-0022 NORTHWEST BRIDGE CONE	I-80	LT	163	145
S.N. 006-0022 NORTHEAST BRIDGE CONE	I-80	LT	105	116
S.N. 006-0022 SOUTHWEST BRIDGE CONE	I-80	RT	112	38
S.N. 006-0022 SOUTHEAST BRIDGE CONE	I-80	RT	172	157
TOTAL			936	840

DELINEATORS

LOCATION DESCRIPTION	ALIGNMENT	STATION	OFFSET	DELINEATORS (EACH)	DELINEATORS REMOVAL (EACH)
I-80 WB - OUTSIDE SHOULDER	I-80	3055+00.0	LT	1	1
I-80 WB - OUTSIDE SHOULDER	I-80	3059+00.0	LT	1	1
I-80 WB - OUTSIDE SHOULDER	I-80	3063+00.0	LT	1	1
I-80 WB - OUTSIDE SHOULDER	I-80	3106+00.0	LT	1	1
I-80 WB - OUTSIDE SHOULDER	I-80	3110+00.0	LT	1	1
I-80 WB - OUTSIDE SHOULDER	I-80	3114+00.0	LT	1	1
I-80 EB - OUTSIDE SHOULDER	I-80	3055+00.0	RT	1	1
I-80 EB - OUTSIDE SHOULDER	I-80	3059+00.0	RT	1	1
I-80 EB - OUTSIDE SHOULDER	I-80	3106+00.0	RT	1	1
I-80 EB - OUTSIDE SHOULDER	I-80	3110+00.0	RT	1	1
I-80 EB - OUTSIDE SHOULDER	I-80	3114+00.0	RT	1	1
TOTAL				11	11

NOTE: THE STATIONING PROVIDED ABOVE IS APPROXIMATE AND FOR QUANTITY SCHEDULING PURPOSES ONLY. THE CONTRACTOR SHALL FIELD VERIFY THE EXACT LOCATION OF THE EXISTING DELINEATORS AND SHALL LOCATE THE PROPOSED DELINEATORS IN ACCORDANCE WITH STATE STD. 635001.

EXPANSION JOINT SPECIAL

LOCATION DESCRIPTION	ALIGNMENT	OFFSET DIRECTION	FROM	TO	EXPAN JOINT SPL (FOOT)	PROTECTIVE COAT (SQ YD)
I-80 WB - WEST RECONSTRUCTION LIMIT	I-80	LT	3058+20.0	3058+35.0	24	41
I-80 EB - WEST RECONSTRUCTION LIMIT	I-80	RT	3058+20.0	3058+35.0	24	41
I-80 WB - EAST RECONSTRUCTION LIMIT	I-80	LT	3096+80.0	3096+95.0	24	41
I-80 EB - EAST RECONSTRUCTION LIMIT	I-80	RT	3096+30.0	3096+45.0	24	41
TOTALS					96	164

SUBBASE GRANULAR MATERIAL, TYPE A

LOCATION DESCRIPTION	ALIGNMENT	OFFSET DIRECTION	FROM	TO	SUBBASE GRAN MAT TYPE A, 6" (SQ YD)	SUBBASE GRAN MAT TYPE A, 12" (SQ YD)
I-80 WB - INSIDE SHOULDER WIDENING	I-80	LT	3096+95.0	3113+30.0	-	453
I-80 WB - INSIDE SHOULDER WIDENING	I-80	LT	3113+30.0	3114+60.0	25	-
I-80 EB - INSIDE SHOULDER WIDENING	I-80	RT	3096+45.0	3114+60.0	496	-
TOTAL					521	453

TYLIN INTERNATIONAL

USER NAME =
DESIGNED - CAC
DRAWN - CAC
CHECKED - JDF
DATE - 9/7/2011

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**F.A.I. ROUTE 80 (I-80)
SCHEDULE OF QUANTITIES
PROPOSED QUANTITIES SHEET 4 OF 5**

F.A.I. SECTION COUNTY TOTAL SHEETS NO.
80 [I06-5HBR-1.VBR](06-6)JRS-3&I BUREAU 24120
CONTRACT NO. 66686

SCALE: SHEET NO. OF SHEETS STA. TO STA.

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

PIPE UNDERDRAINS 4" (SPECIAL) AND CONCRETE HEADWALLS FOR PIPE DRAINS

LOCATION DESCRIPTION	ALIGNMENT	FROM		TO		PIPE UNDRN 4" (SP) (FOOT)	CONC HDWL FOR P. DRAINS (EACH)
		STATION	OFFSET	STATION	OFFSET		
I-80 WB - OUTSIDE SHOULDER	I-80	3058+50.0	56.5' LT	3058+50.0	73.2' LT	17	1
I-80 WB - INSIDE SHOULDER	I-80	3058+50.0	31.5' LT	3058+50.0	17.1' LT	14	1
I-80 EB - OUTSIDE SHOULDER	I-80	3058+50.0	56.5' RT	3058+50.0	77.7' RT	21	1
I-80 EB - INSIDE SHOULDER	I-80	3058+50.0	31.5' RT	3058+50.0	16.8' RT	15	1
I-80 WB - OUTSIDE SHOULDER	I-80	3063+50.0	56.5' LT	3063+50.0	71.1' LT	15	1
I-80 WB - INSIDE SHOULDER	I-80	3063+50.0	31.5' LT	3063+50.0	18.2' LT	13	1
I-80 EB - OUTSIDE SHOULDER	I-80	3063+50.0	56.5' RT	3063+50.0	71.3' RT	15	1
I-80 EB - INSIDE SHOULDER	I-80	3063+50.0	31.5' RT	3063+50.0	18.2' RT	13	1
I-80 WB - OUTSIDE SHOULDER	I-80	3072+00.0	56.5' LT	3072+00.0	71.0' LT	2 @ 15	1
I-80 WB - INSIDE SHOULDER	I-80	3072+00.0	31.5' LT	3072+00.0	17.3' LT	2 @ 14	1
I-80 EB - OUTSIDE SHOULDER	I-80	3072+00.0	56.5' RT	3072+00.0	71.0' RT	2 @ 15	1
I-80 EB - INSIDE SHOULDER	I-80	3072+00.0	31.5' RT	3072+00.0	17.3' RT	2 @ 14	1
I-80 WB - OUTSIDE SHOULDER	I-80	3077+00.0	56.5' LT	3077+00.0	71.0' LT	2 @ 15	1
I-80 WB - INSIDE SHOULDER	I-80	3077+00.0	31.5' LT	3077+00.0	17.9' LT	2 @ 14	1
I-80 EB - OUTSIDE SHOULDER	I-80	3077+00.0	56.5' RT	3077+00.0	71.3' RT	2 @ 15	1
I-80 EB - INSIDE SHOULDER	I-80	3077+00.0	31.5' RT	3077+00.0	17.3' RT	2 @ 14	1
I-80 WB - OUTSIDE SHOULDER	I-80	3084+00.0	56.5' LT	3084+00.0	71.0' LT	2 @ 15	1
I-80 WB - INSIDE SHOULDER	I-80	3084+00.0	31.5' LT	3084+00.0	18.2' LT	2 @ 13	1
I-80 EB - OUTSIDE SHOULDER	I-80	3084+00.0	56.5' RT	3084+00.0	71.0' RT	2 @ 15	1
I-80 EB - INSIDE SHOULDER	I-80	3084+00.0	31.5' RT	3084+00.0	18.1' RT	2 @ 13	1
I-80 WB - OUTSIDE SHOULDER	I-80	3091+00.0	56.5' LT	3091+00.0	71.0' LT	15	1
I-80 WB - INSIDE SHOULDER	I-80	3091+00.0	31.5' LT	3091+00.0	18.6' LT	13	1
I-80 EB - OUTSIDE SHOULDER	I-80	3091+00.0	56.5' RT	3091+00.0	71.0' RT	15	1
I-80 EB - INSIDE SHOULDER	I-80	3091+00.0	31.5' RT	3091+00.0	18.5' RT	13	1
I-80 WB - OUTSIDE SHOULDER	I-80	3096+00.0	56.5' LT	3096+00.0	71.0' LT	15	1
I-80 WB - INSIDE SHOULDER	I-80	3096+00.0	31.5' LT	3096+00.0	18.4' LT	13	1
I-80 EB - OUTSIDE SHOULDER	I-80	3096+00.0	56.5' RT	3096+00.0	71.0' RT	15	1
I-80 EB - INSIDE SHOULDER	I-80	3096+00.0	31.5' RT	3096+00.0	18.1' RT	13	1
TOTAL PIPE UNDERDRAINS 4" (SPECIAL) (FOOT)						575	-
TOTAL CONCRETE HEADWALLS FOR PIPE DRAINS (EACH)						-	28

PIPE UNDERDRAIN REMOVAL

LOCATION DESCRIPTION	ALIGNMENT	FROM		TO		PIPE UNDRN REM (FOOT)	
		STATION	OFFSET	STATION	OFFSET		
I-80 WB - MAINLINE OUTSIDE EDGE	I-80	3058+20.0	56.5' LT	3069+59.8	56.5' LT	1142	
I-80 WB - MAINLINE INSIDE EDGE	I-80	3058+20.0	31.5' LT	3069+50.5	31.5' LT	1131	
I-80 EB - MAINLINE OUTSIDE EDGE	I-80	3058+20.0	56.5' RT	3069+16.3	56.5' RT	1094	
I-80 EB - MAINLINE INSIDE EDGE	I-80	3058+20.0	31.5' RT	3069+25.6	31.5' RT	1105	
I-80 WB - MAINLINE OUTSIDE EDGE	I-80	3071+56.7	56.5' LT	3074+72.6	56.5' LT	316	
I-80 WB - MAINLINE INSIDE EDGE	I-80	3071+47.3	31.5' LT	3074+72.6	31.5' LT	325	
I-80 EB - MAINLINE OUTSIDE EDGE	I-80	3071+13.1	56.5' RT	3078+29.3	56.5' RT	719	
I-80 EB - MAINLINE INSIDE EDGE	I-80	3071+22.5	31.5' RT	3078+42.1	31.5' RT	722	
I-80 WB - MAINLINE OUTSIDE EDGE	I-80	3091+07.7	56.5' LT	3096+95.0	56.5' LT	587	
I-80 WB - MAINLINE INSIDE EDGE	I-80	3091+07.7	31.5' LT	3096+95.0	31.5' LT	587	
I-80 EB - MAINLINE OUTSIDE EDGE	I-80	3081+76.5	56.5' RT	3096+45.0	56.5' RT	1498	
I-80 EB - MAINLINE INSIDE EDGE	I-80	3081+61.8	31.5' RT	3096+45.0	31.5' RT	1476	
TOTAL						10703	

NOTE: EXISTING PIPE UNDERDRAIN SHALL NOT BE REMOVED BETWEEN STA. 3074+72.6 AND STA. 3091+07.7 ALONG WB I-80 WHERE THE EXISTING PAVEMENT IS TO BE LEFT IN PLACE AND BROKE PER SECTION 205 OF THE STANDARD SPECIFICATIONS.

PIPE UNDERDRAINS 4" (MODIFIED)

LOCATION DESCRIPTION	ALIGNMENT	FROM		TO		PIPE UNDRN 4" (MOD) (FOOT)	
		STATION	OFFSET	STATION	OFFSET		
I-80 WB - MAINLINE OUTSIDE EDGE	I-80	3058+20.0	56.5' LT	3069+59.8	56.5' LT	1142	
I-80 WB - MAINLINE INSIDE EDGE	I-80	3058+20.0	31.5' LT	3069+50.5	31.5' LT	1131	
I-80 EB - MAINLINE OUTSIDE EDGE	I-80	3058+20.0	56.5' RT	3069+16.3	56.5' RT	1094	
I-80 EB - MAINLINE INSIDE EDGE	I-80	3058+20.0	31.5' RT	3069+25.6	31.5' RT	1105	
I-80 WB - MAINLINE OUTSIDE EDGE	I-80	3071+56.7	56.5' LT	3079+38.9	56.5' LT	778	
I-80 WB - MAINLINE INSIDE EDGE	I-80	3071+47.3	31.5' LT	3078+25.8	31.5' LT	776	
I-80 EB - MAINLINE OUTSIDE EDGE	I-80	3071+13.1	56.5' RT	3078+29.3	56.5' RT	719	
I-80 EB - MAINLINE INSIDE EDGE	I-80	3071+22.5	31.5' RT	3078+42.1	31.5' RT	722	
I-80 WB - MAINLINE OUTSIDE EDGE	I-80	3082+78.4	56.5' LT	3096+95.0	56.5' LT	1402	
I-80 WB - MAINLINE INSIDE EDGE	I-80	3082+63.5	31.5' LT	3096+95.0	31.5' LT	1424	
I-80 EB - MAINLINE OUTSIDE EDGE	I-80	3081+76.5	56.5' RT	3096+45.0	56.5' RT	1498	
I-80 EB - MAINLINE INSIDE EDGE	I-80	3081+61.8	31.5' RT	3096+45.0	31.5' RT	1476	
TOTAL						13268	

PROPOSED BRIDGE DRAINAGE

LOCATION DESCRIPTION	ALIGNMENT	STATION	FROM	TO	TYPE E INLET BOX, STD. 610001 (EACH)	INLET INVERT ELEVATION (FEET)	CONC SHLDR CURB (FOOT)	PIPE DRAINS 12" (FOOT)	CONC THRUST BLOCKS (EACH)	METAL END SECTIONS 12" (EACH)	END SECTION INVERT ELEVATION (FEET)	STONE RIP RAP, CLASS A4 (SQ YD)	FILTER FABRIC (SQ YD)
			OFFSET	OFFSET									
I-80 WB - BRIDGE APPROACH INLETS	I-80	3069+40.5	25.6 LT	8.8 LT	1	727.59	15	14	1	1	727.0	5.4	5.4
I-80 WB - BRIDGE APPROACH INLETS	I-80	3069+56.4	66.4 LT	105.0 LT	1	728.01	15	40	1	1	713.9	5.4	5.4
I-80 WB - BRIDGE APPROACH INLETS	I-80	3079+36.2	66.5 LT	132.9 LT	1	753.35	15	67	1	1	728.0	5.4	5.4
I-80 EB - BRIDGE APPROACH INLETS	I-80	3069+20.6	25.6 RT	7.7 RT	1	726.45	15	15	1	1	725.8	5.4	5.4
I-80 EB - BRIDGE APPROACH INLETS	I-80	3069+04.7	66.4 RT	115.9 RT	1	725.92	15	50	1	1	711.4	5.4	5.4
I-80 EB - BRIDGE APPROACH INLETS	I-80	3078+37.3	25.5 RT	1.9 RT	1	750.48	15	20	1	1	749.5	5.4	5.4
TOTAL					6	-	90	206	6	6	-	33	33

NOTE: PROPOSED RIP RAP DIMENSIONS ARE 7' X 7' (SEE MISCELLANEOUS ROADWAY DETAIL SHEET)

TYLINT INTERNATIONAL

USER NAME =	DESIGNED - CAC	REVISED -
PLOT SCALE =	DRAWN - CAC	REVISED -
PLOT DATE =	CHECKED - JDF	REVISED -
	DATE - 9/7/2011	REVISED -

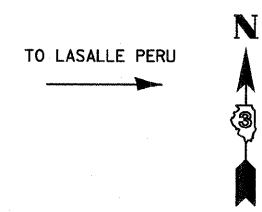
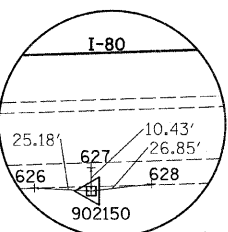
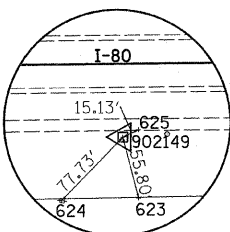
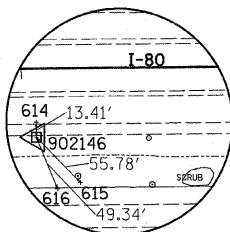
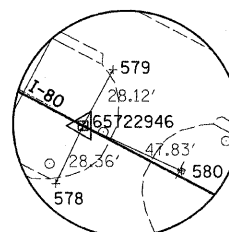
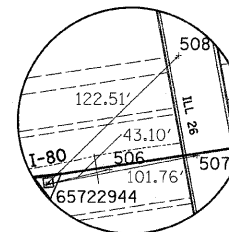
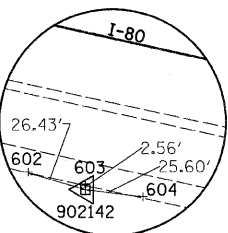
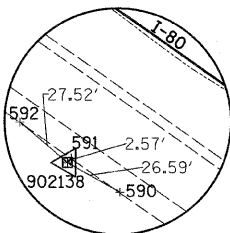
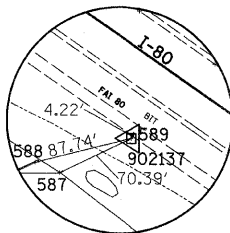
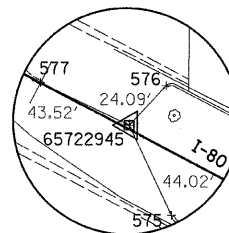
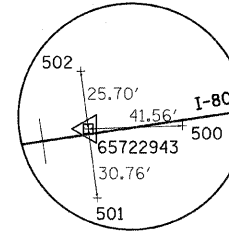
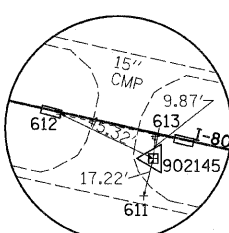
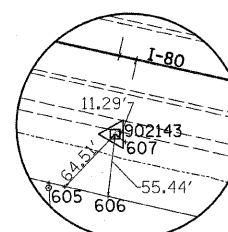
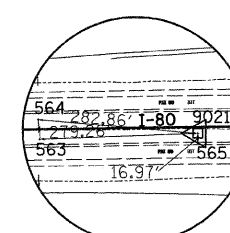
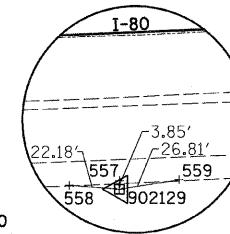
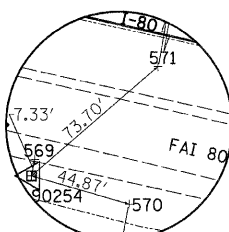
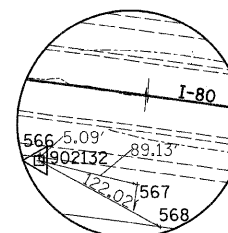
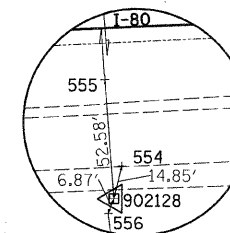
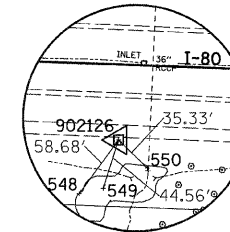
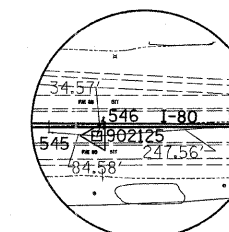
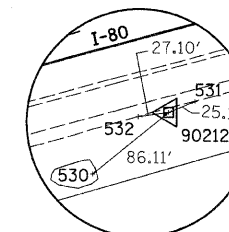
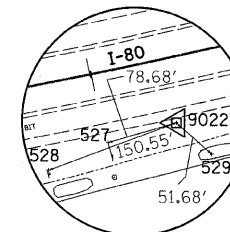
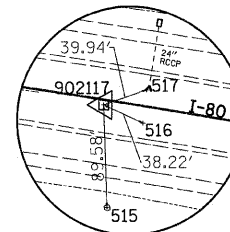
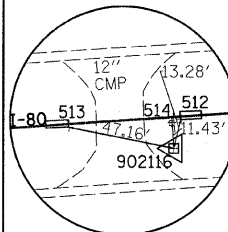
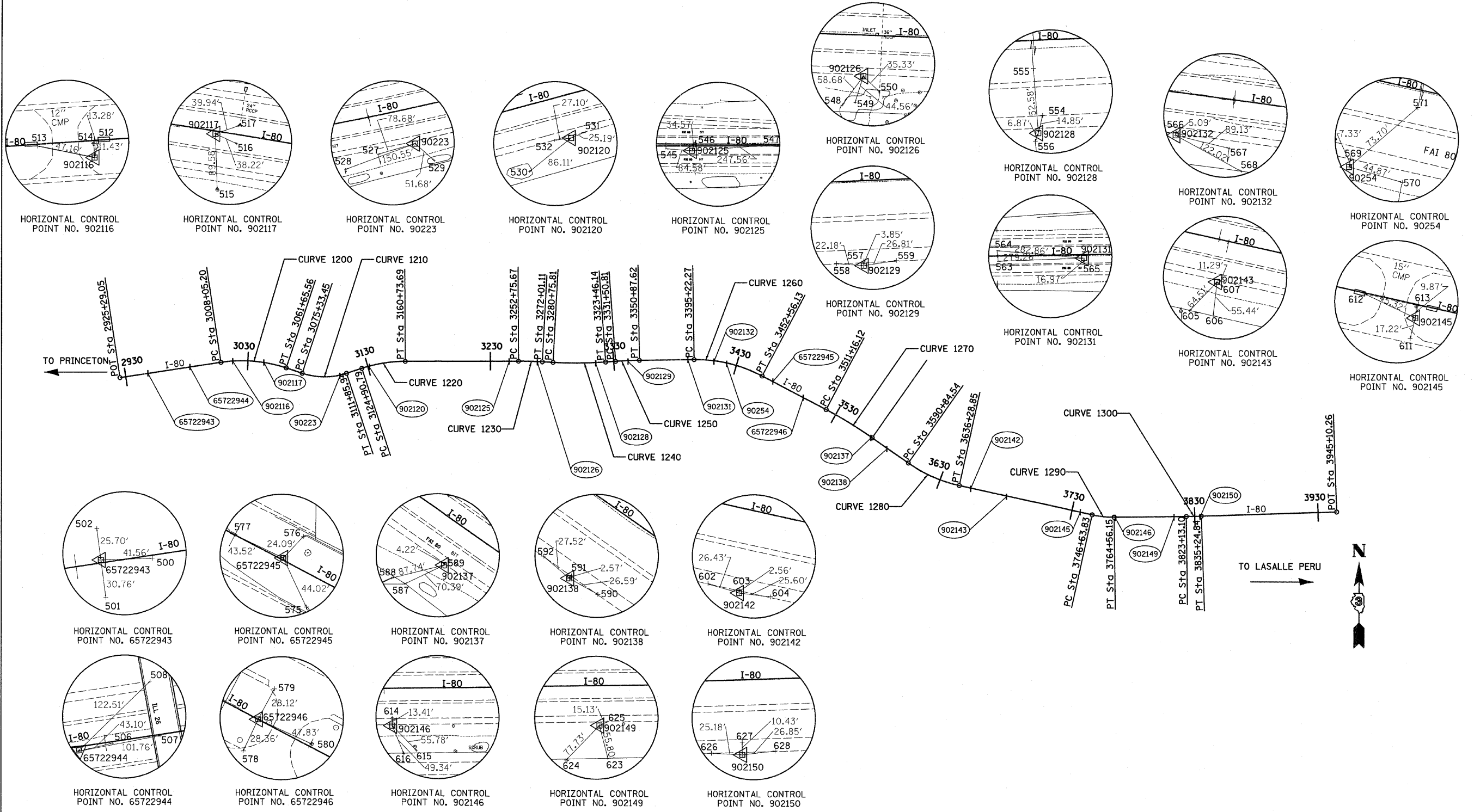
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**F.A.I. ROUTE 80 (I-80)
SCHEDULE OF QUANTITIES
PROPOSED QUANTITIES SHEET 5 OF 5**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	[06-5]HBR-1.VBR(06-6)JRS-3&I	BUREAU	249	21
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	CONTRACT NO. 66686

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ALIGNMENT AND SURVEY TIES FOR CONTROL POINT DATA



TYLIN INTERNATIONAL

USER NAME =
PLOT SCALE =
PLOT DATE =

DESIGNED - CAC
DRAWN - CAC
CHECKED - JDF
DATE - 9/7/2011

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. ROUTE 80 (I-80)
ALIGNMENT AND SURVEY TIES FOR CONTROL POINTS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	[06-5]HBR-1.VBR(06-6)RS-3&I	BUREAU	249	20
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 66686	

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7-29-07 PM

ALIGNMENT - HORIZONTAL CURVE DATA

Chain I80 contains:
 1 CUR 1200 CUR 1210 CUR 1220 CUR 1230 CUR 1240 CUR 1250 CUR 1260 CUR 1270 CUR 1280
 CUR 1290 CUR 1300 38

Beginning chain I80 description
 =====
 Point 1 N 1,723,562.8520 E 2,482,155.3860 Sta 2925+29.05
 Course from 1 to PC 1200 N 81° 25' 23.6256" E Dist 8,276.1506

 Curve Data

Curve 1200
 P.I. Station = 3035+35.33 N 1,725,204.2673 E 2,493,038.5799
 Delta = 26° 47' 48.2692" (RT)
 Degree = 0° 29' 59.6601" N
 Tangent = 2,730.1272
 Length = 5,360.3606
 Radius = 11,461.3203
 External = 320.6769
 Long Chord = 5,311.6398
 Mid. Ord. = 311.9489
 P.C. Station = 3008+05.20 N 1,724,797.1113 E 2,490,338.9838
 P.T. Station = 3061+65.56 N 1,724,350.6493 E 2,495,631.8271
 C.C. Station = 3111+85.94 N 1,713,463.9637 E 2,492,048.2617
 Back = N 81° 25' 23.6256" E
 Ahead = S 71° 46' 48.1051" E
 Chord Bear = S 85° 10' 42.2398" E

Course from PT 1200 to PC 1210 S 71° 46' 48.1052" E Dist 1,367.8882

 Curve Data

Curve 1210
 P.I. Station = 3094+24.01 N 1,723,331.8434 E 2,498,726.9066
 Delta = 36° 28' 59.0837" (LT)
 Degree = 0° 59' 55.8749" N
 Tangent = 1,890.5598
 Length = 3,652.4931
 Radius = 5,736.1507
 External = 303.5216
 Long Chord = 3,591.1007
 Mid. Ord. = 288.2682
 P.C. Station = 3075+33.45 N 1,723,922.9571 E 2,496,931.1336
 P.T. Station = 3111+85.94 N 1,723,924.3090 E 2,500,522.2341
 C.C. Station = 3111+85.94 N 1,729,371.5152 E 2,498,724.6330
 Back = S 71° 46' 48.1051" E
 Ahead = N 71° 44' 12.8112" E
 Chord Bear = N 89° 58' 42.3530" E

Course from PT 1210 to PC 1220 N 71° 44' 12.8112" E Dist 1,304.8427

 Curve Data

Curve 1220
 P.I. Station = 3142+96.95 N 1,724,899.2384 E 2,503,476.5279
 Delta = 17° 53' 45.9362" (RT)
 Degree = 0° 29' 58.1483" N
 Tangent = 1,806.1602
 Length = 3,582.9045
 Radius = 11,470.9563
 External = 141.3240
 Long Chord = 3,568.3578
 Mid. Ord. = 139.6040
 P.C. Station = 3124+90.79 N 1,724,333.2220 E 2,501,761.3485
 P.T. Station = 3160+73.69 N 1,724,910.8079 E 2,505,282.6511
 C.C. Station = 3160+73.69 N 1,713,440.0869 E 2,505,356.1291
 Back = N 71° 44' 12.8112" E
 Ahead = N 89° 37' 58.7474" E
 Chord Bear = N 80° 41' 05.7793" E

Course from PT 1220 to PC 1230 N 89° 37' 58.7474" E Dist 9,201.9752

 Curve Data

Curve 1230
 P.I. Station = 3262+38.66 N 1,724,975.9203 E 2,515,447.4077
 Delta = 3° 18' 37.4708" (RT)
 Degree = 0° 10' 18.9466" N
 Tangent = 962.9899
 Length = 1,925.4440
 Radius = 33,325.1364
 External = 13.9108
 Long Chord = 1,925.1762
 Mid. Ord. = 13.9050
 P.C. Station = 3252+75.67 N 1,724,969.7518 E 2,514,484.4375
 P.T. Station = 3272+01.11 N 1,724,926.4714 E 2,516,409.1272
 C.C. Station = 3272+01.11 N 1,691,645.2991 E 2,514,697.9040
 Back = N 89° 37' 58.7474" E
 Ahead = S 87° 03' 23.7818" E
 Chord Bear = S 88° 42' 42.5172" E

Course from PT 1230 to PC 1240 S 87° 03' 23.7818" E Dist 874.6988

 Curve Data

Curve 1240
 P.I. Station = 3302+13.75 N 1,724,771.7743 E 2,519,417.7938
 Delta = 7° 09' 05.8557" (LT)
 Degree = 0° 10' 02.9006" N
 Tangent = 2,137.9422
 Length = 4,270.3315
 Radius = 34,212.0736
 External = 66.7358
 Long Chord = 4,267.5599
 Mid. Ord. = 66.6059
 P.C. Station = 3280+75.81 N 1,724,881.5562 E 2,517,282.6720
 P.T. Station = 3323+46.14 N 1,724,928.6597 E 2,521,549.9720
 C.C. Station = 3323+46.14 N 1,759,048.4957 E 2,519,039.4389
 Back = S 87° 03' 23.7818" E
 Ahead = N 85° 47' 30.3626" E
 Chord Bear = N 89° 22' 03.2904" E

Course from PT 1240 to PC 1250 N 85° 47' 30.3626" E Dist 804.6665

 Curve Data

Curve 1250
 P.I. Station = 3341+19.47 N 1,725,058.7896 E 2,523,318.5236
 Delta = 3° 14' 52.3904" (RT)
 Degree = 0° 10' 03.6921" N
 Tangent = 968.6661
 Length = 1,936.8134
 Radius = 34,167.2170
 External = 13.7284
 Long Chord = 1,936.5541
 Mid. Ord. = 13.7229
 P.C. Station = 3331+50.81 N 1,724,987.7074 E 2,522,352.4691
 P.T. Station = 3350+87.62 N 1,725,075.0248 E 2,524,287.0537
 C.C. Station = 3350+87.62 N 1,690,912.6072 E 2,524,859.7107
 Back = N 85° 47' 30.3626" E
 Ahead = N 89° 02' 22.7529" E
 Chord Bear = N 87° 24' 56.5577" E

Course from PT 1250 to PC 1260 N 89° 02' 22.7529" E Dist 4,434.6464

 Curve Data

Curve 1260
 P.I. Station = 3424+50.42 N 1,725,198.4284 E 2,531,648.8161
 Delta = 28° 38' 18.9861" (RT)
 Degree = 0° 29' 58.0721" N
 Tangent = 2,928.1503
 Length = 5,733.8626
 Radius = 11,471.4422
 External = 367.8167
 Long Chord = 5,674.3597
 Mid. Ord. = 356.3895
 P.C. Station = 3395+22.27 N 1,725,149.3513 E 2,528,721.0772
 P.T. Station = 3452+56.13 N 1,723,838.2848 E 2,534,241.8980
 C.C. Station = 3452+56.13 N 1,713,679.5205 E 2,528,913.3434
 Back = N 89° 02' 22.7529" E
 Ahead = S 62° 19' 18.2610" E
 Chord Bear = S 76° 38' 27.7540" E

Course from PT 1260 to PC 1270 S 62° 19' 18.2610" E Dist 5,859.9896

 Curve Data

Curve 1270
 P.I. Station = 3533+10.86 N 1,720,096.8143 E 2,541,374.9237
 Delta = 7° 17' 06.0849" (RT)
 Degree = 0° 09' 58.2823" N
 Tangent = 2,194.7393
 Length = 4,383.5634
 Radius = 34,476.1659
 External = 69.7875
 Long Chord = 4,380.6112
 Mid. Ord. = 69.6465
 P.C. Station = 3511+16.12 N 1,721,116.2840 E 2,539,431.3286
 P.T. Station = 3554+99.68 N 1,718,839.1159 E 2,543,173.5552
 C.C. Station = 3554+99.68 N 1,690,585.2281 E 2,523,416.9401
 Back = S 62° 19' 18.2610" E
 Ahead = S 55° 02' 12.1761" E
 Chord Bear = S 58° 40' 45.2185" E

Course from PT 1270 to PC 1280 S 55° 02' 12.1761" E Dist 3,584.8541

 Curve Data

Curve 1280
 P.I. Station = 3613+86.67 N 1,715,465.5682 E 2,547,998.0576
 Delta = 22° 37' 08.3647" (LT)
 Degree = 0° 29' 51.8721" N
 Tangent = 2,302.1355
 Length = 4,544.3180
 Radius = 11,511.1346
 External = 227.9475
 Long Chord = 4,514.8661
 Mid. Ord. = 223.5212
 P.C. Station = 3590+84.54 N 1,716,784.8102 E 2,546,111.4128
 P.T. Station = 3636+28.85 N 1,714,973.4046 E 2,550,246.9691
 C.C. Station = 3636+28.85 N 1,726,218.4086 E 2,552,707.8846
 Back = S 55° 02' 12.1761" E
 Ahead = S 77° 39' 20.5408" E
 Chord Bear = S 66° 20' 46.3584" E

Course from PT 1280 to PC 1290 S 77° 39' 20.5408" E Dist 11,034.9722

 Curve Data

Curve 1290
 P.I. Station = 3755+63.95 N 1,712,421.8529 E 2,561,906.1298
 Delta = 13° 09' 21.0543" (LT)
 Degree = 0° 44' 02.4364" N
 Tangent = 900.1208
 Length = 1,792.3252
 Radius = 7,805.8570
 External = 51.7267
 Long Chord = 1,788.3905
 Mid. Ord. = 51.3861
 P.C. Station = 3746+63.83 N 1,712,614.2859 E 2,561,026.8193
 P.T. Station = 3764+56.15 N 1,712,434.6021 E 2,562,806.1603
 C.C. Station = 3764+56.15 N 1,720,239.6761 E 2,562,695.5996
 Back = S 77° 39' 20.5408" E
 Ahead = N 89° 11' 18.4049" E
 Chord Bear = S 84° 14' 01.0679" E

Course from PT 1290 to PC 1300 N 89° 11' 18.4049" E Dist 5,856.9468

 Curve Data

Curve 1300
 P.I. Station = 3829+18.99 N 1,712,526.1406 E 2,569,268.3499
 Delta = 1° 10' 05.5736" (LT)
 Degree = 0° 05' 47.0690" N
 Tangent = 605.8910
 Length = 1,211.7400
 Radius = 59,430.4941
 External = 3.0884
 Long Chord = 1,211.7190
 Mid. Ord. = 3.0883
 P.C. Station = 3823+13.10 N 1,712,517.5588 E 2,568,662.5196
 P.T. Station = 3835+24.84 N 1,712,547.0720 E 2,569,873.8792
 C.C. Station = 3835+24.84 N 1,771,942.0913 E 2,567,820.7569
 Back = N 89° 11' 18.4049" E
 Ahead = N 88° 01' 12.8313" E
 Chord Bear = N 88° 36' 15.6181" E

Course from PT 1300 to PC 1310 N 88° 01' 12.8313" E Dist 10,985.4171

Point 38 N 1,712,926.5810 E 2,580,852.7390 Sta 3945+10.26

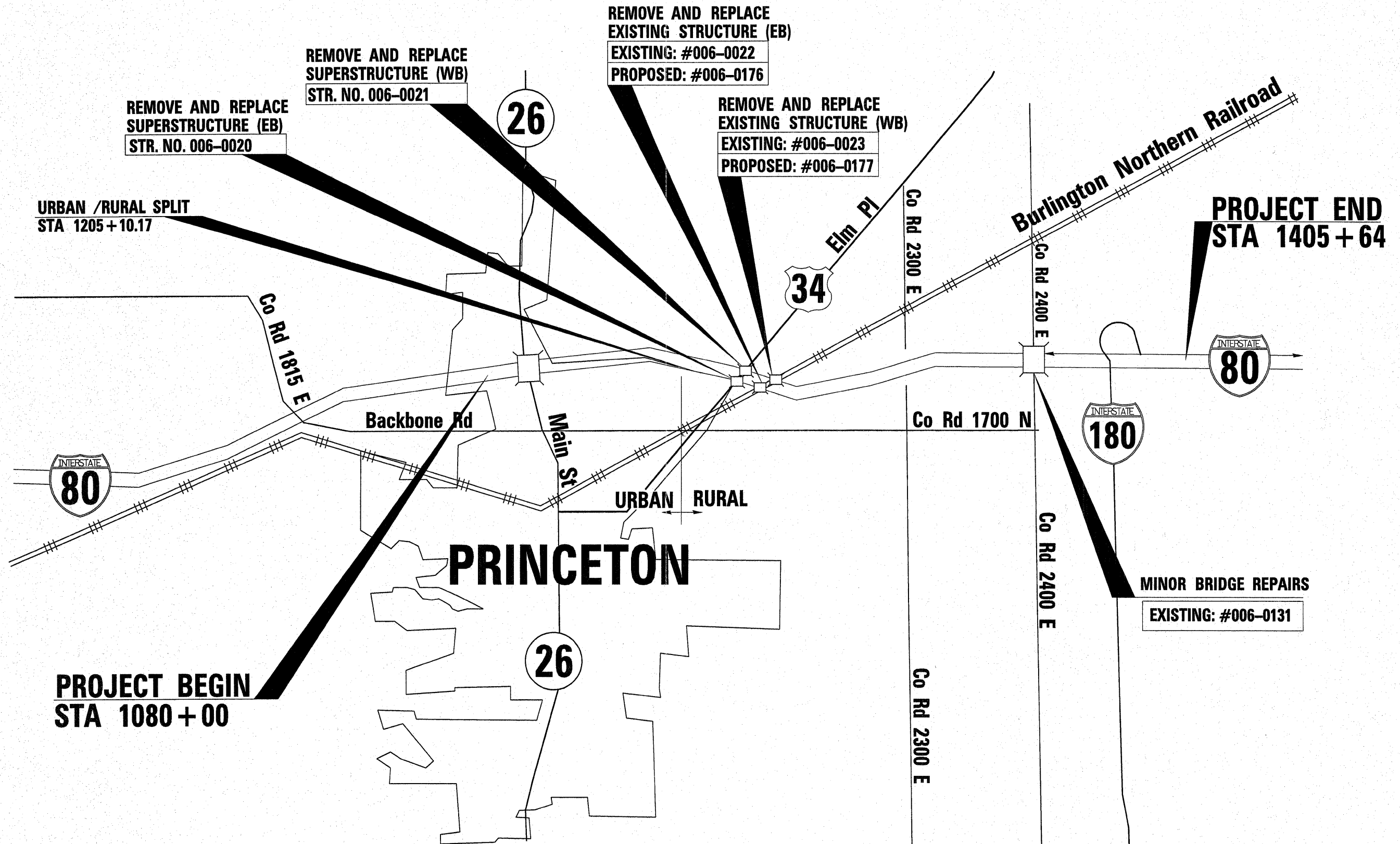
Ending chain I80 description
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CURVE POINT NUMBERS				
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1210	1210	1211	1212	1213
1220	1220	1221	1222	1223
1230	1230	1231	1232	1233
1240	1240	1241	1242	1243
1250	1250	1251	1252	1253

CURVE POINT NUMBERS (continued)				
CURVE	PI	CC	PC	PT
1260	1260	1261	1262	1263
1270	1270	1271	1272	1273
1280	1280	1281	1282	1283
1290	1290	1291	1292	1293
1300	1300	1301	1302	1303

TYLIN INTERNATIONAL	USER NAME =	DESIGNED - CAC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.I. ROUTE 80 (I-80) ALIGNMENT AND SURVEY TIES FOR CONTROL POINTS	F.A.I. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
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	PLOT DATE =	DATE - 9/7/2011	REVISED -			CONTRACT NO. 66686						
	SCALE: 1"=4000'					SHEET NO. 3 OF 3 SHEETS		STA. 2925+29.05 TO STA. 3945+10.26		FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT		

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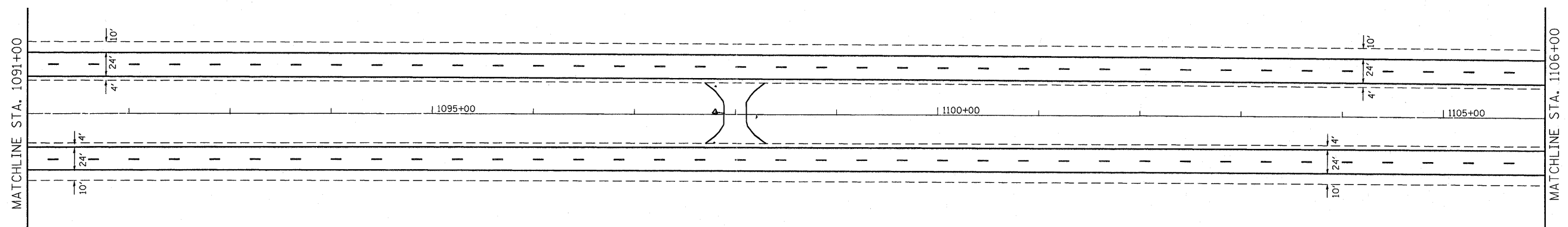
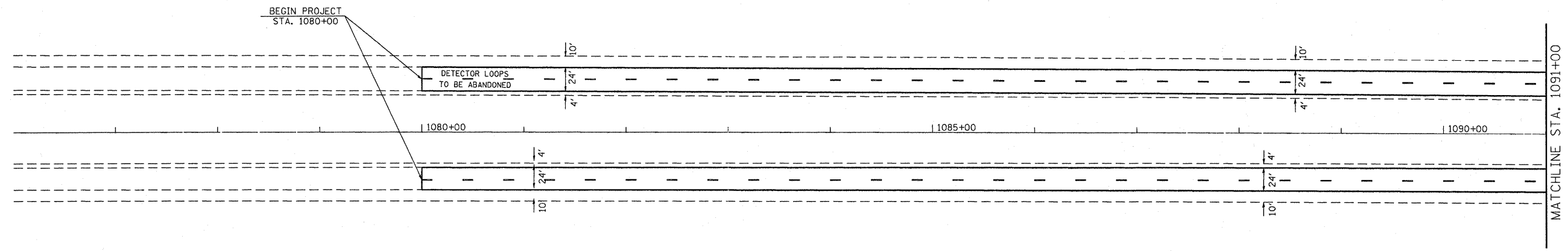
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PLOT SCALE = 50.0000' / 1in.		CHECKED -	REVISED -
PLOT DATE = 9/21/2011		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LOCATION MAP

SCALE: _____ SHEET NO. ____ OF ____ SHEETS STA. _____ TO STA. _____

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	[06-5HBR-1.VBR(06-6)RS-3&I	BUREAU	249	25
CONTRACT NO. 66686			ILLINOIS FED. AID PROJECT	



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	PLOT SCALE = 55.6942' / 1 in.	DRAWN -	REVISED -		SCALE: _____	SHEET NO. _____ OF _____ SHEETS	STA. _____ TO STA. _____	CONTRACT NO. 66666		ILLINOIS FED. AID PROJECT	
PLOT DATE = 9/18/2011	CHECKED -	REVISED -									
	DATE -	REVISED -									

MATCHLINE STA. 1106+00

MATCHLINE STA. 1121+00

MATCHLINE STA. 1121+00

MATCHLINE STA. 1136+00

1110+00

1115+00

1120+00

1125+00

1130+00

1135+00

REMOVE AND REPLACE
W/8 WOOD POSTS

OVERHEAD
SIGN

BIT FAI 80

BIT FAI 80

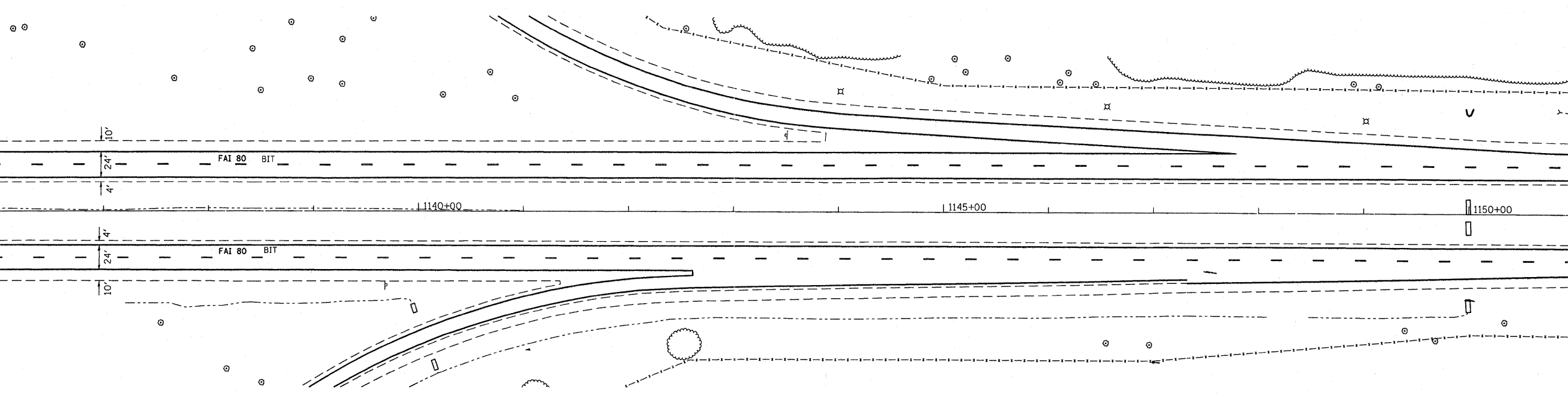
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SIGN

SIGN

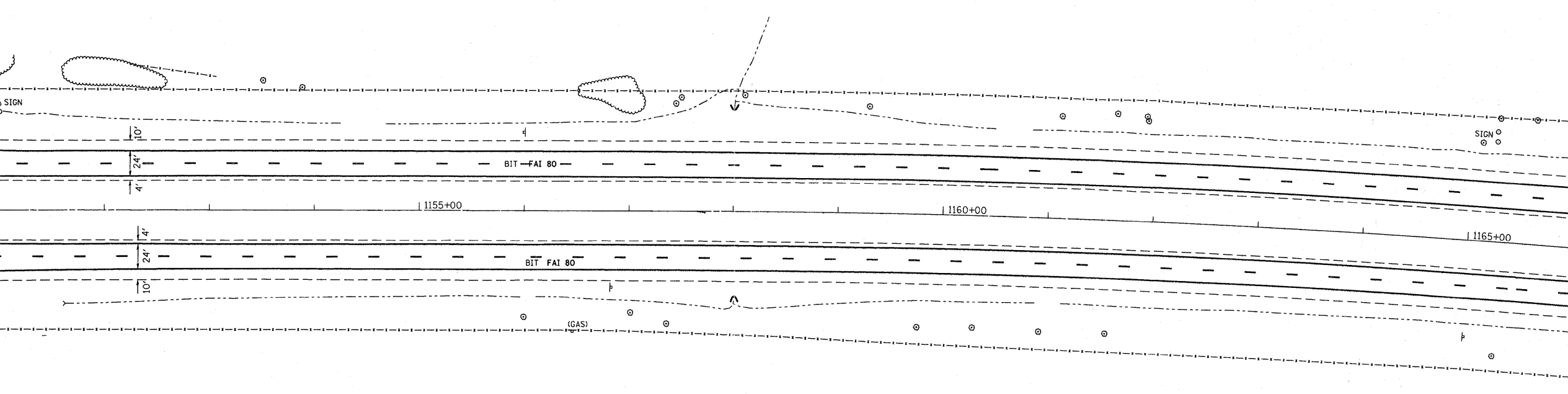
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PLOT DATE = 9/18/2011		DATE -	REVISED -				ILLINOIS FED. AID PROJECT				

MATCHLINE STA. 1136+00



MATCHLINE STA. 1151+00

MATCHLINE STA. 1151+00



MATCHLINE STA. 1166+00

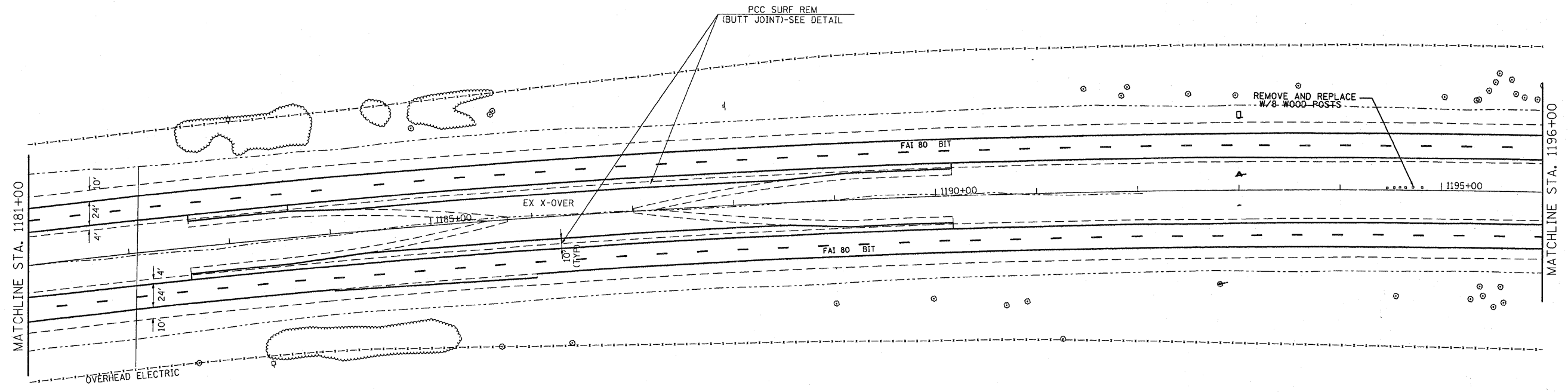
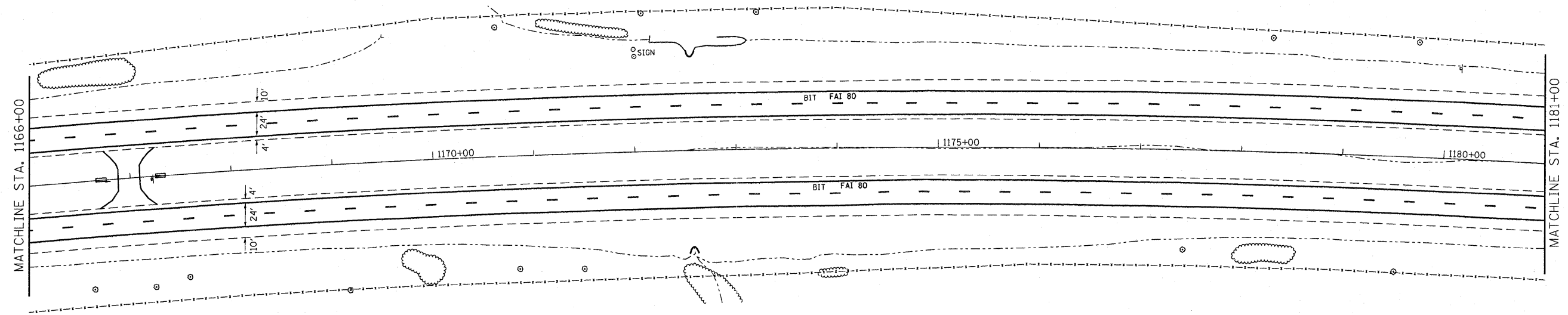
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

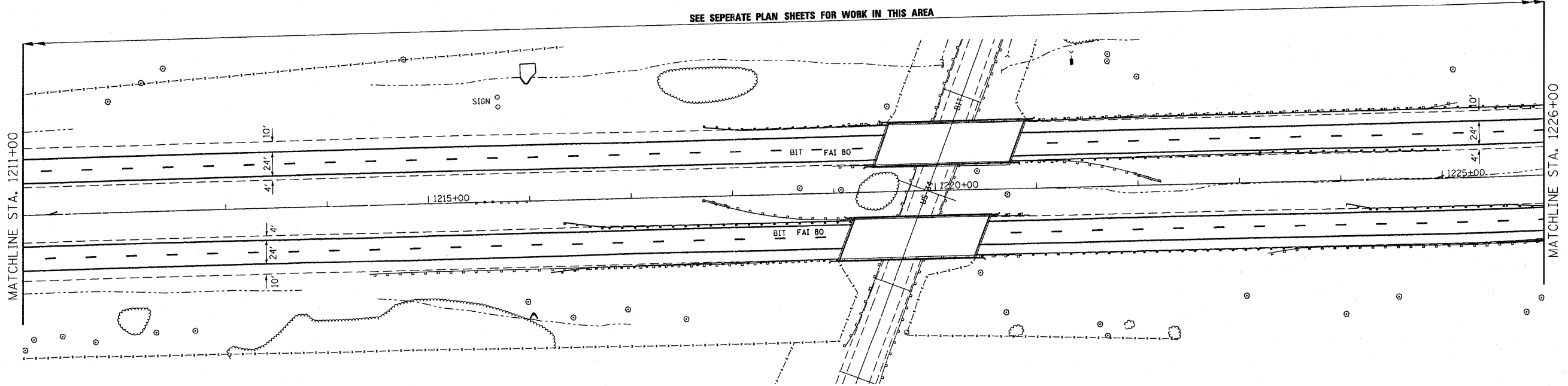
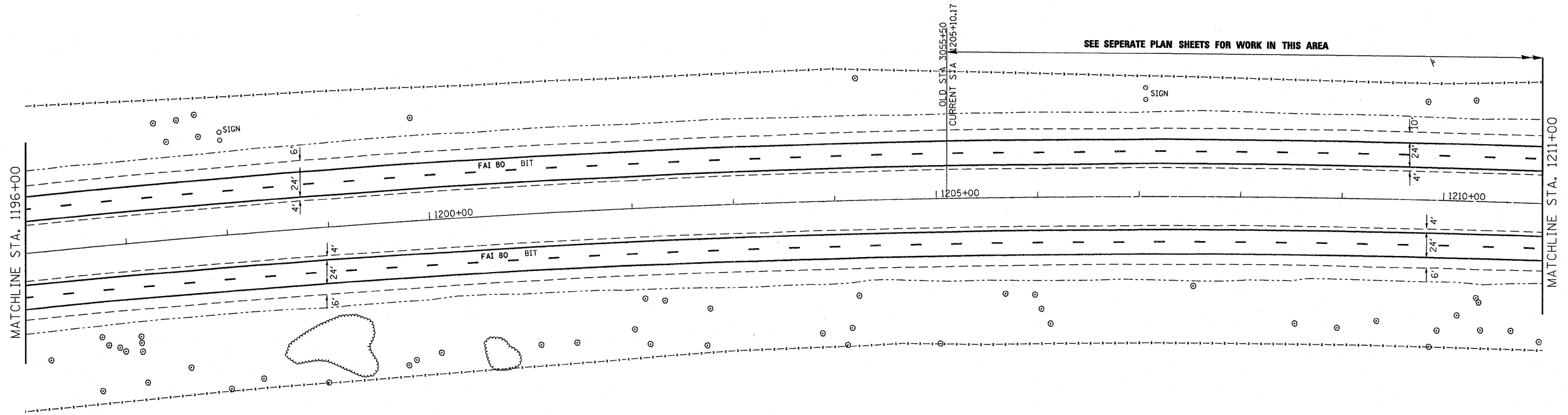
PLAN SHEET

SCALE: _____ SHEET NO. _____ OF _____ SHEETS STA. _____ TO STA. _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
BQ	106-5HBR-1, VBR-106-6]RS-3&1	BUREAU	249	28
CONTRACT NO. 66686			ILLINOIS FED. AID PROJECT	



FILE NAME =	USER NAME = braboypc	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = 9/18/2011	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
SCALE: _____ SHEET NO. _____ OF _____ SHEETS STA. _____ TO STA. _____										



NOTE-SEPERATE SHEETS DRAWN SHOWING BRIDGE WORK AND ROADWAY WORK WERE DEVELOPED USING OLD STATIONING

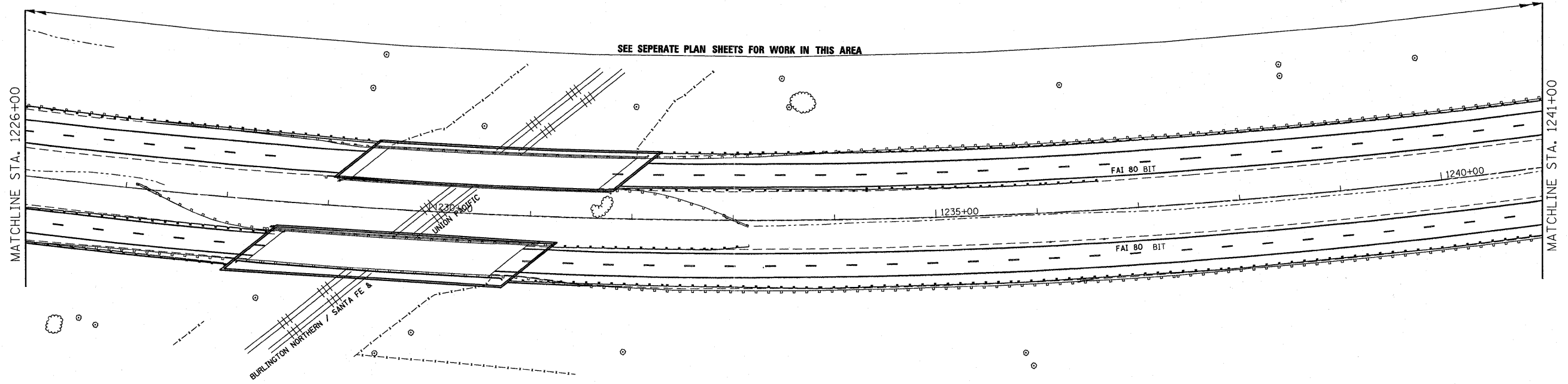
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

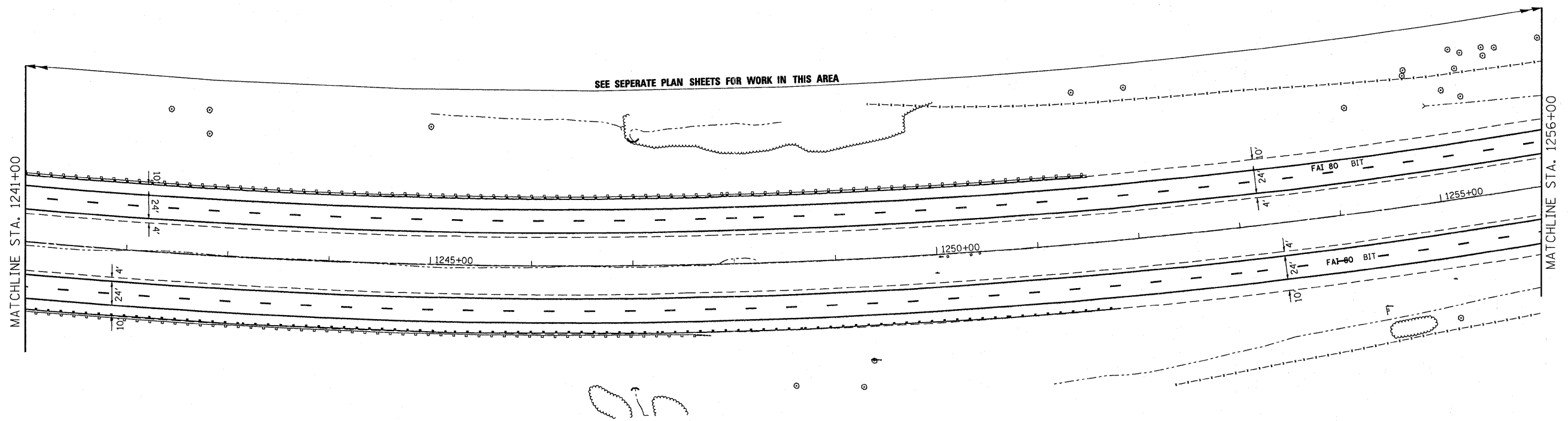
PLAN SHEET

SCALE: _____ SHEET NO. _____ OF _____ SHEETS STA. _____ TO STA. _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	[K06-5]HBR-1,YBR[K06-6]JRS-3&I	BUREAU	249	30
			CONTRACT NO. 66686	
ILLINOIS FED. AID PROJECT				

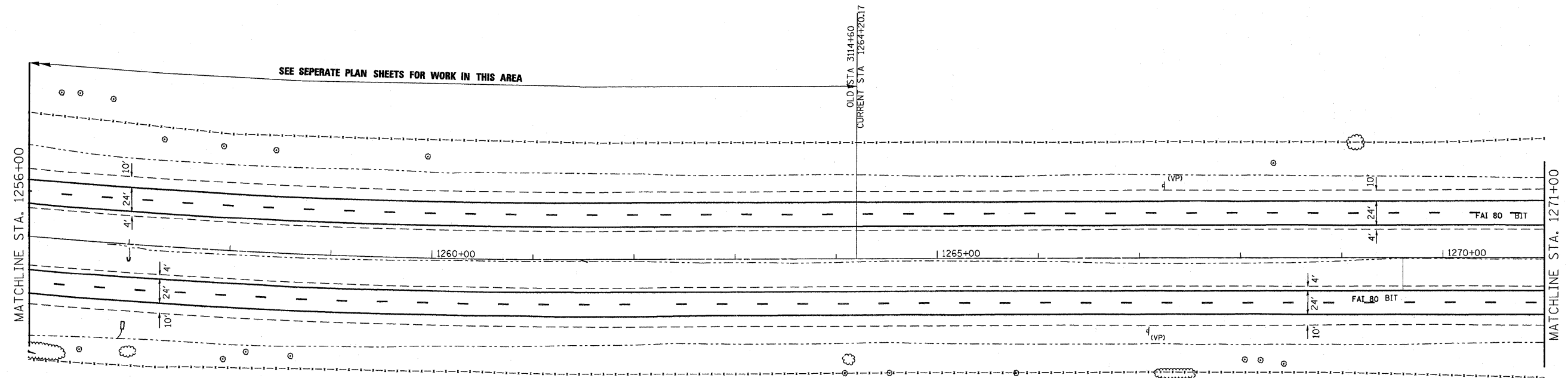


NOTE-SEPERATE SHEETS DRAWN SHOWING BRIDGE WORK
AND ROADWAY WORK WERE DEVELOPED USING OLD STATIONING

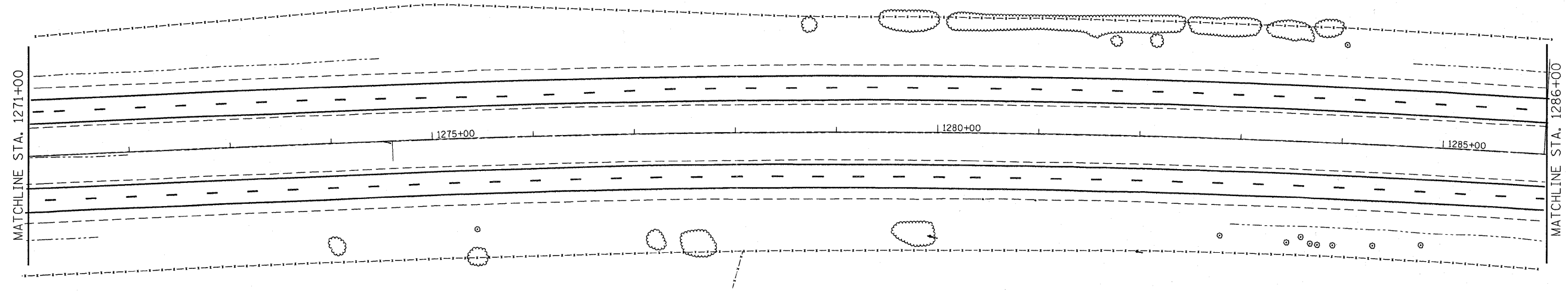


NOTE-SEPERATE SHEETS DRAWN SHOWING BRIDGE WORK
AND ROADWAY WORK WERE DEVELOPED USING OLD STATIONING

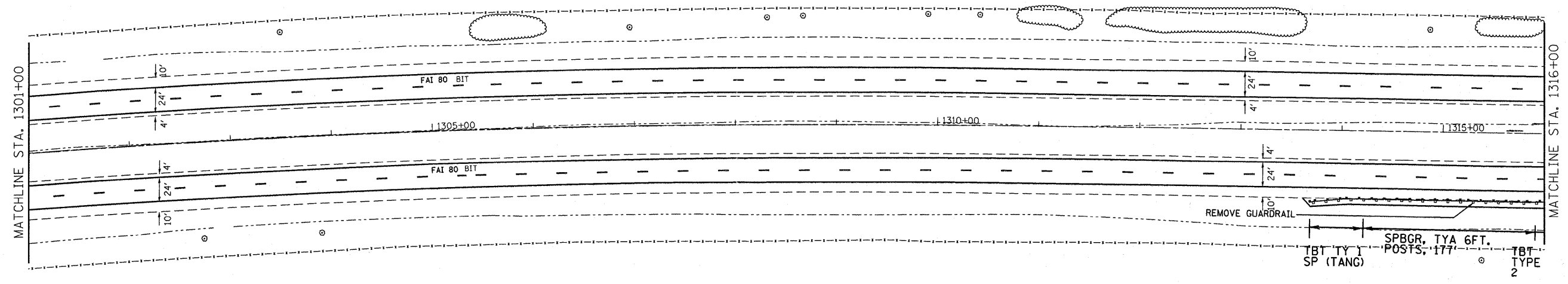
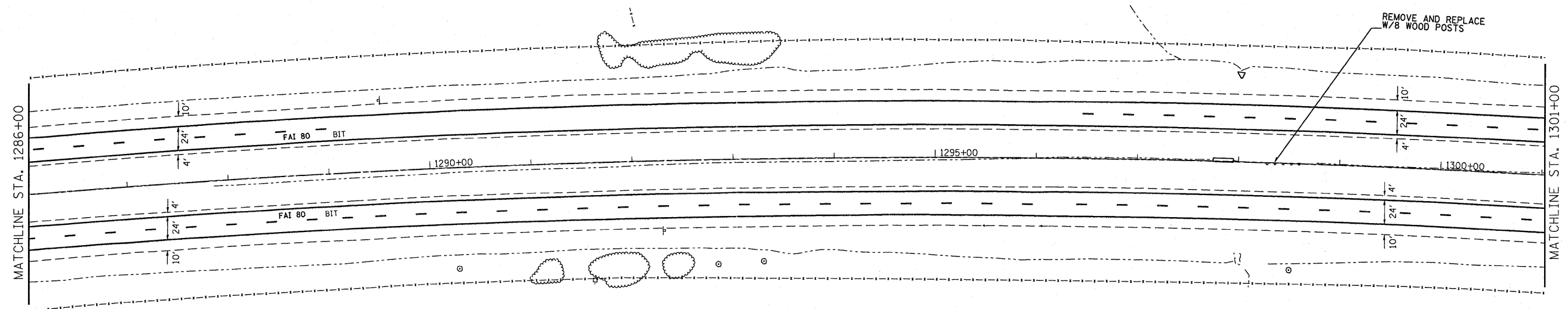
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ct\pw_work\pvidot\braboypc\d0212731\0366886-sht-cover.dgn		DRAWN -	REVISED -		BD	(106-5)HR-1, VBR(106-6)RS-3&I	BUREAU	249	31		
PLOT SCALE = 55.6942' / in.		CHECKED -	REVISED -		SCALE: _____	SHEET NO. _____ OF _____ SHEETS	CONTRACT NO. 666886	ILLINOIS FED. AID PROJECT			
PLOT DATE = 9/18/2011		DATE -	REVISED -		STA. _____ TO STA. _____						



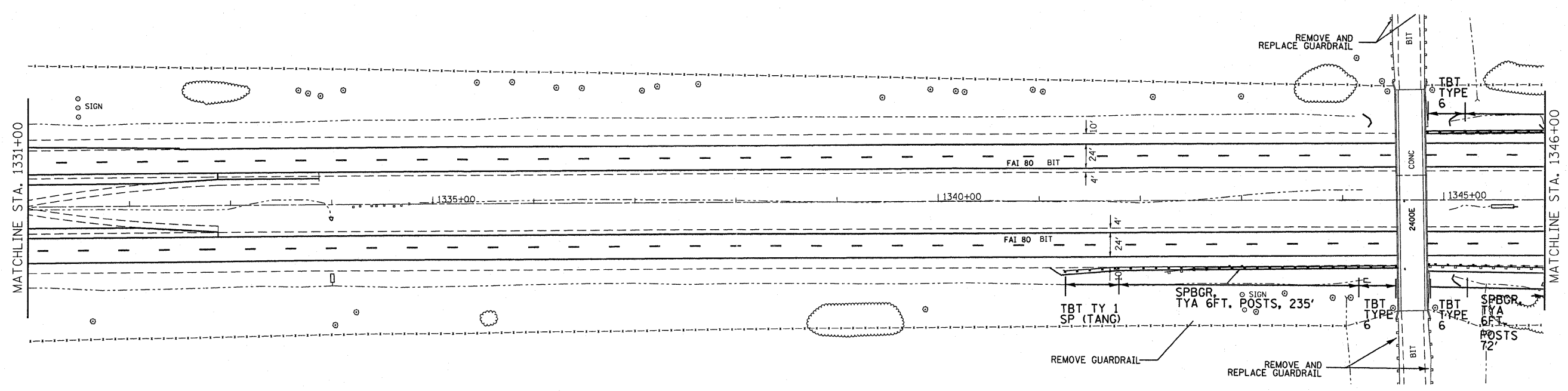
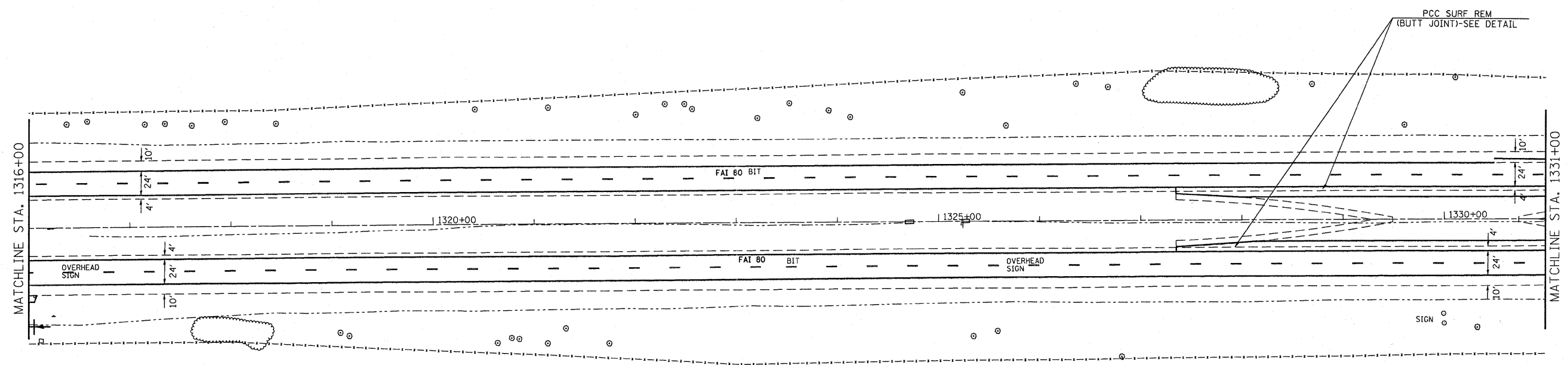
NOTE-SEPERATE SHEETS DRAWN SHOWING BRIDGE WORK AND ROADWAY WORK WERE DEVELOPED USING OLD STATIONING



FILE NAME = c:\pw_work\pwidot\braboygo\0212731\0366886-sht-cover.dgn	USER NAME = braboygo	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET		F.A.I. RTE. 80	SECTION [06-5HBR-1, VBR(06-6)RS-3&I	COUNTY BUREAU	TOTAL SHEETS 249	SHEET NO. 32
	PLOT SCALE = 55.6942' / in.	DRAWN -	REVISED -		SCALE: _____	SHEET NO. _____ OF _____ SHEETS	STA. _____ TO STA. _____	CONTRACT NO. 66686		ILLINOIS FED. AID PROJECT	
PLOT DATE = 9/18/2011	CHECKED -	REVISED -									
	DATE -	REVISED -									



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	PLOT SCALE = 55.6942' / in.	CHECKED -	REVISED -			CONTRACT NO. 66686	ILLINOIS FED. AID PROJECT			
PLOT DATE = 9/18/2011	DATE -	REVISED -	SCALE: _____		SHEET NO. _____ OF _____ SHEETS	STA. _____ TO STA. _____				



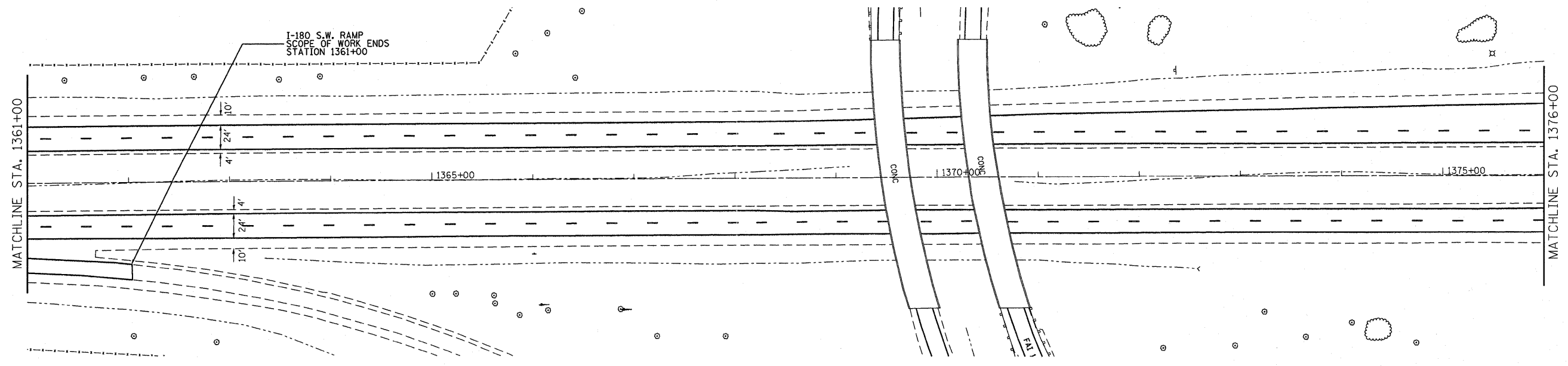
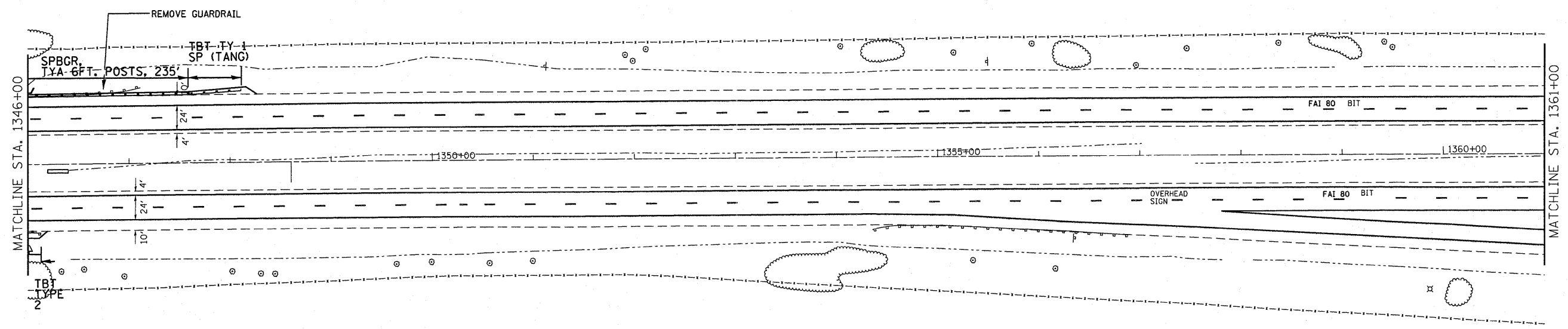
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PLOT SCALE = 55.6942' / 1" =		CHECKED -	REVISED -
PLOT DATE = 9/18/2011		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN SHEET

SCALE: _____ SHEET NO. _____ OF _____ SHEETS STA. _____ TO STA. _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(106-5)HBR-1, VBR(106-6)RS-3&1	BUREAU	249	34
			CONTRACT NO. 66686	
ILLINOIS FED. AID PROJECT				



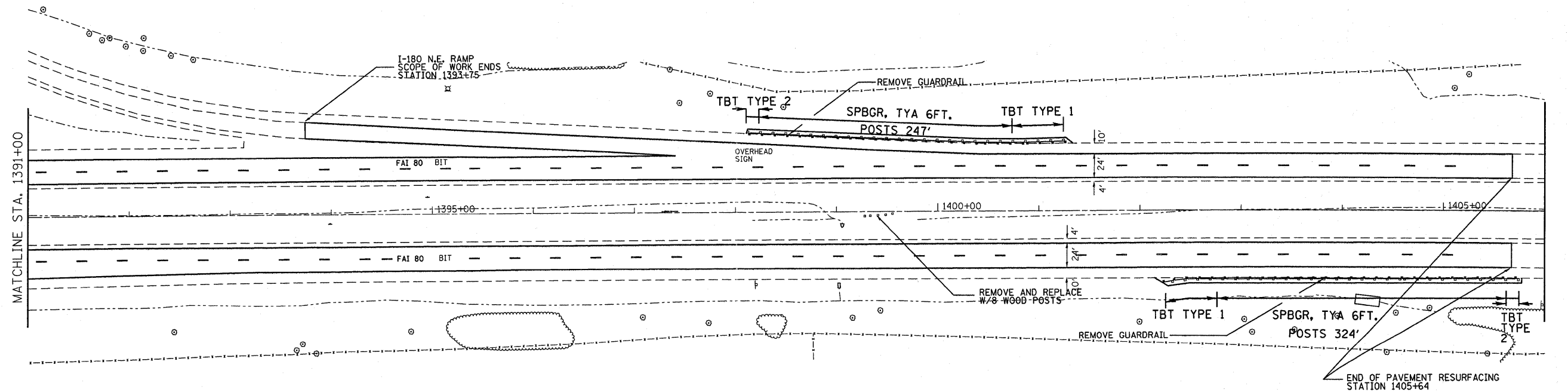
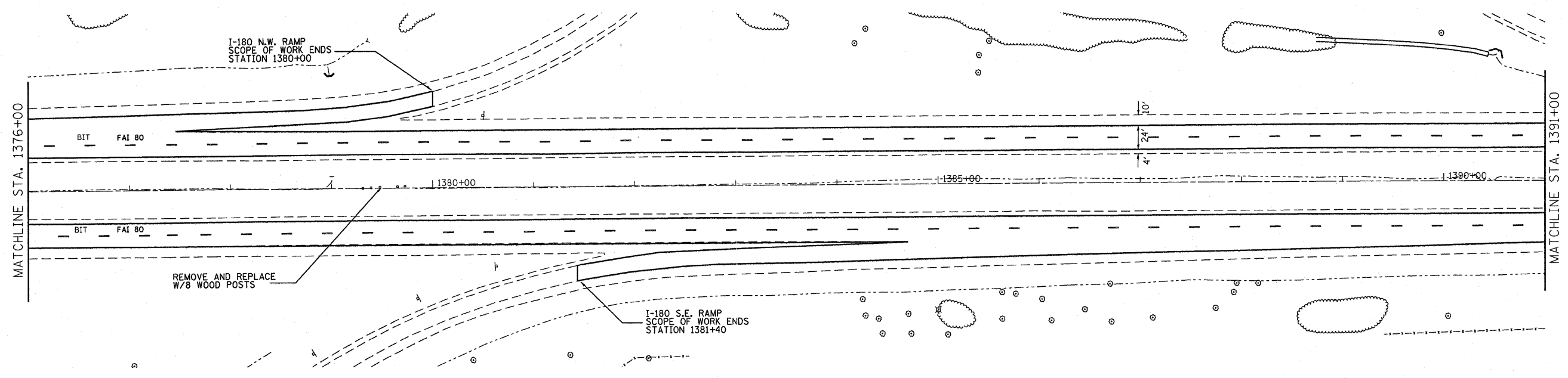
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	PLOT SCALE = 55.6942' / in.	CHECKED -	REVISED -
	PLOT DATE = 9/18/2011	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN SHEET

SCALE: _____ SHEET NO. _____ OF _____ SHEETS STA. _____ TO STA. _____

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	[(06-5)HBR-1,VBR](06-6)RS-3A	BUREAU	288	35
CONTRACT NO. 66686			ILLINOIS FED. AID PROJECT	



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PLOT SCALE = 55.6942' / 1" =		CHECKED -	REVISED -
PLOT DATE = 9/18/2011		DATE -	REVISED -

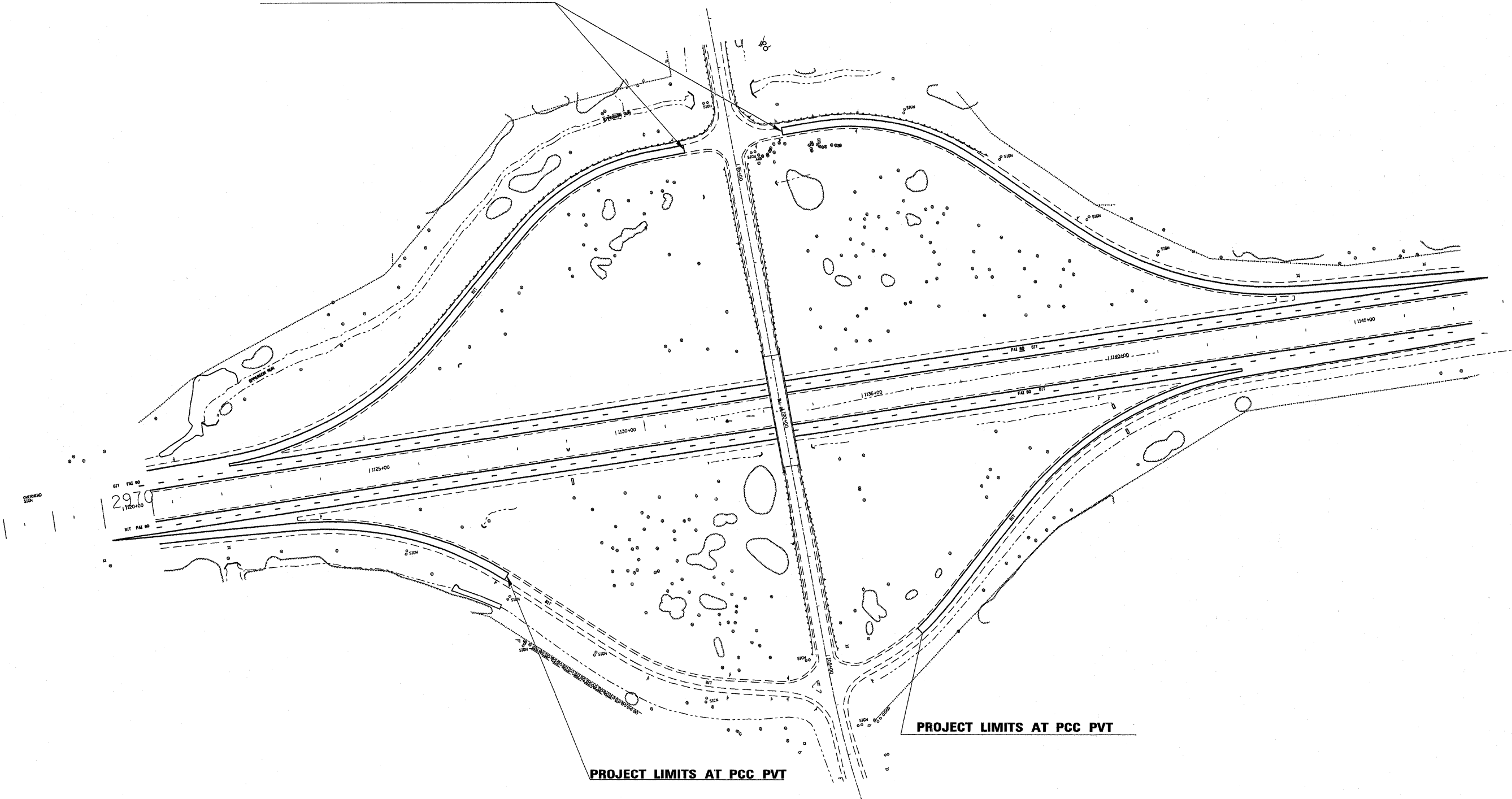
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN SHEET

SCALE: _____ SHEET NO. _____ OF _____ SHEETS STA. _____ TO STA. _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(106-5)HR-1, VBR(106-6)RS-3&1	BUREAU	249	39
CONTRACT NO. 66686			ILLINOIS FED. AID PROJECT	

PROJECT LIMITS AT EXISTING BUTT JOINTS



PROJECT LIMITS AT PCC PVT

PROJECT LIMITS AT PCC PVT

FILE NAME =	USER NAME = monallyar	DESIGNED -	REVISOR -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-80 /IL 26 INTERCHANGE	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwwork\pwwork\monallyar\d8212731\036686-ght-cover.dgn		DRAWN -	REVISOR -			80	[(06-5)HBR-1.VBR;(06-6)RS-3&]	BUREAU	249	37	
PLOT SCALE = 51.1955' / in.		CHECKED -	REVISOR -			CONTRACT NO. 66686					
PLOT DATE = 9/19/2011		DATE -	REVISOR -			ILLINOIS FED. AID PROJECT					
				SCALE: _____ SHEET NO. ____ OF ____ SHEETS STA. _____ TO STA. _____							

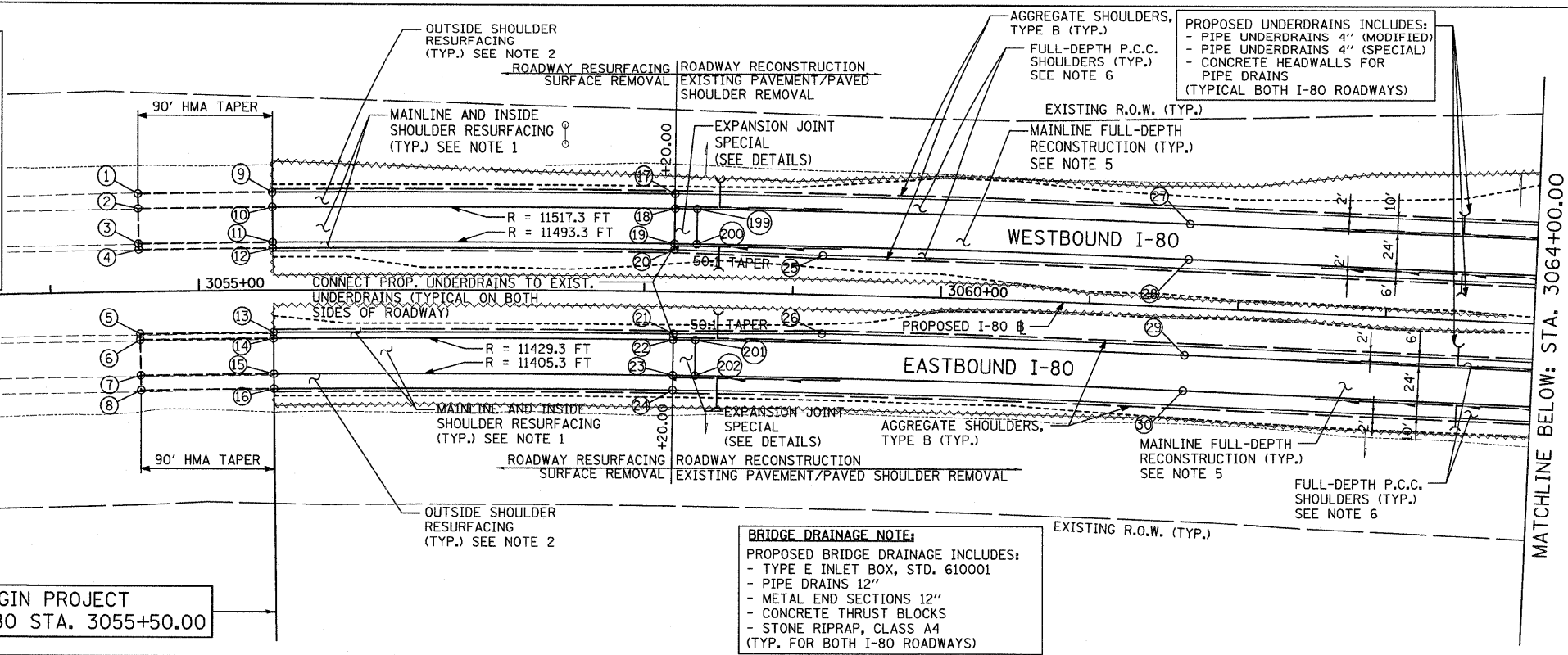
WORK ALONG US 34

GUARDRAIL INSTALLATION ALONG SB US 34 SHALL INCLUDE:
 2 - TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT
 2 - TRAFFIC BARRIER TERMINAL, TYPE 6
 1 - TRAFFIC BARRIER TERMINAL, TYPE 6 (SPECIAL) - SEE DETAIL SHEET
 STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POST
 GUARDRAIL STABILIZATION (PAID FOR AS HMA SHOULDERS, 6")

SB US 34 CONSTRUCTION NOTE: TERMINALS AND GUARDRAIL SHALL BE PLACED PARALLEL TO THE WEST SIDE BRIDGE PIERS OR AS DIRECTED BY THE ENGINEER.

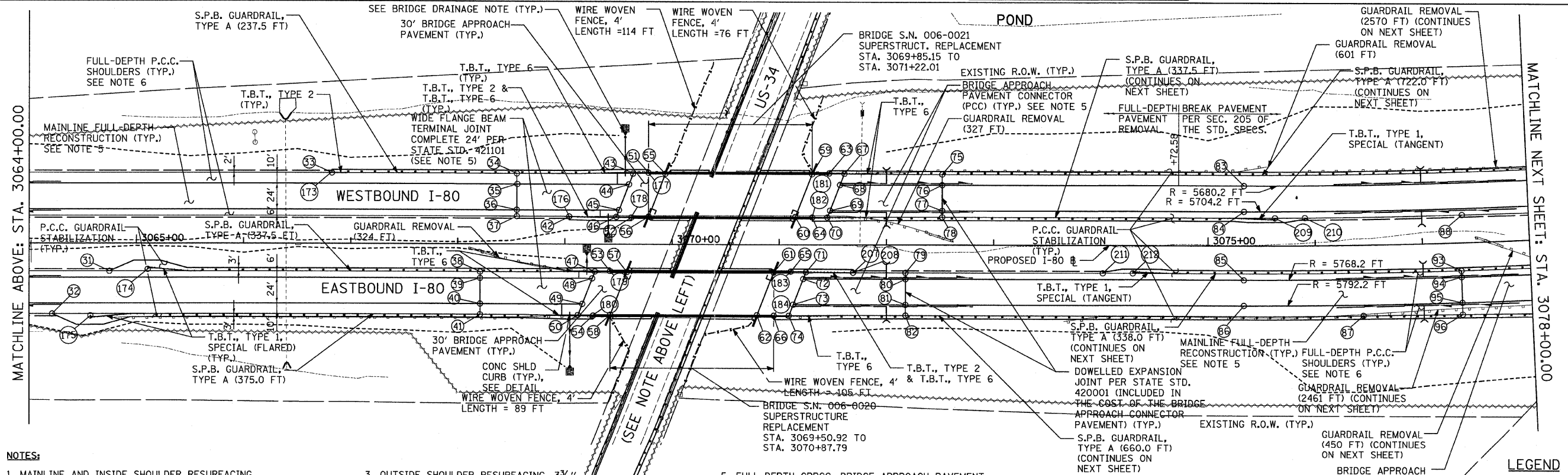
GUARDRAIL INSTALLATION ALONG NB US 34 SHALL INCLUDE:
 2 - TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT
 STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POST
 GUARDRAIL STABILIZATION (PAID FOR AS HMA SHOULDERS, 6")

NB US 34 CONSTRUCTION NOTE: TERMINALS AND GUARDRAIL SHALL BE PLACED AT THE EDGE OF SHOULDER OR AS DIRECTED BY THE ENGINEER.



**BEGIN PROJECT
I-80 STA. 3055+50.00**

BRIDGE DRAINAGE NOTE:
 PROPOSED BRIDGE DRAINAGE INCLUDES:
 - TYPE E INLET BOX, STD. 610001
 - PIPE DRAINS 12"
 - METAL END SECTIONS 12"
 - CONCRETE THRUST BLOCKS
 - STONE RIPRAP, CLASS A4
 (TYP. FOR BOTH I-80 ROADWAYS)

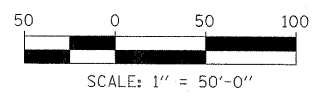


NOTES:

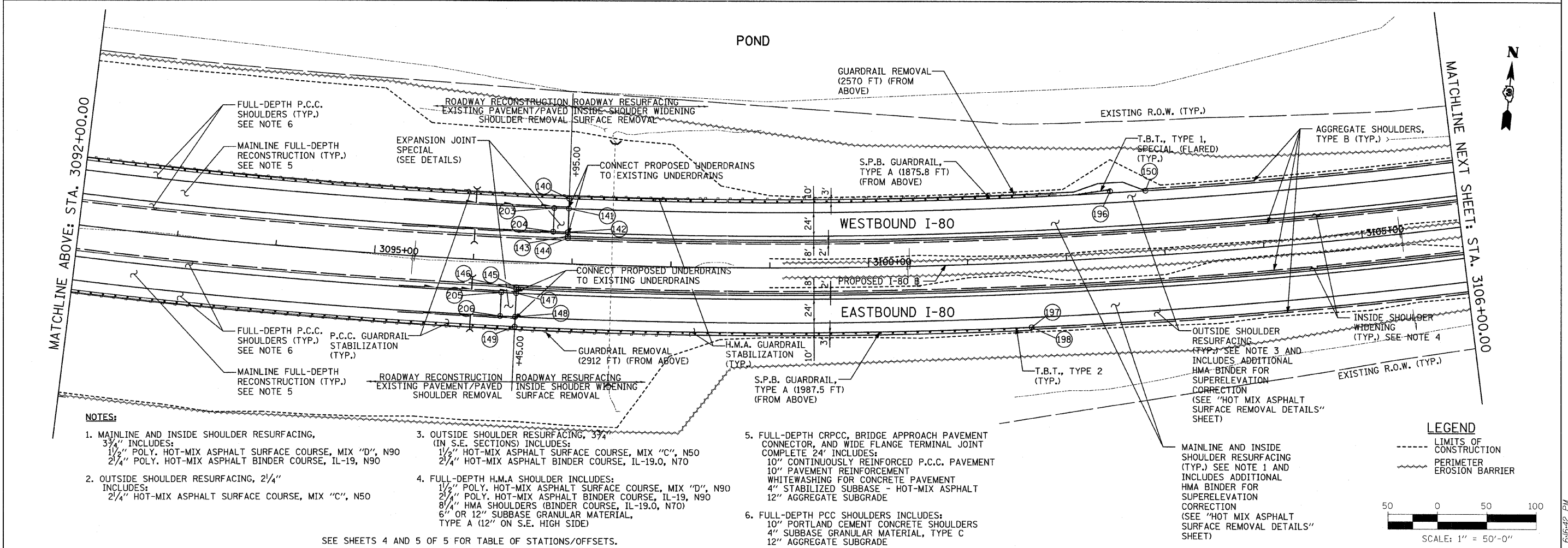
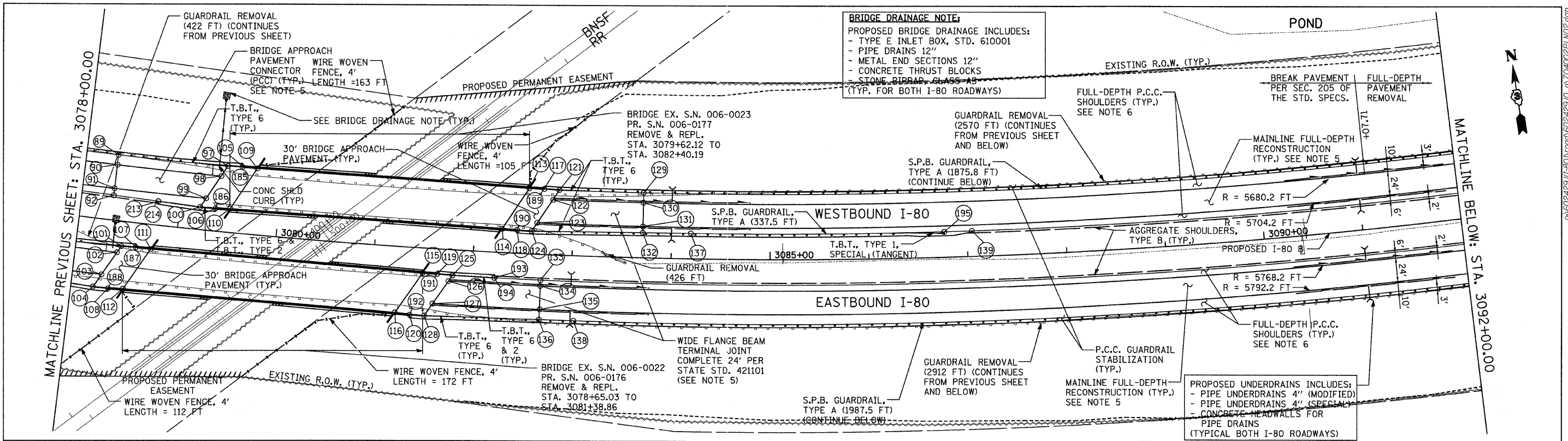
1. MAINLINE AND INSIDE SHOULDER RESURFACING, 3 3/4" INCLUDES:
 1 1/2" POLY. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90
 2 1/4" POLY. HOT-MIX ASPHALT BINDER COURSE, IL-19, N90
2. OUTSIDE SHOULDER RESURFACING, 2 1/4" INCLUDES:
 2 1/4" HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50
3. OUTSIDE SHOULDER RESURFACING, 3 3/4" (IN S.E. SECTIONS) INCLUDES:
 1 1/2" POLY. HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50
 2 1/4" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70
4. FULL-DEPTH H.M.A. SHOULDER INCLUDES:
 1 1/2" POLY. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90
 2 1/4" POLY. HOT-MIX ASPHALT BINDER COURSE, IL-19, N90
 8 1/4" HMA SHOULDERS (BINDER COURSE, IL-19.0, N70)
 6" OR 12" SUBBASE GRANULAR MATERIAL, TYPE A (12" ON S.E. HIGH SIDE)
5. FULL-DEPTH CRPCC, BRIDGE APPROACH PAVEMENT CONNECTOR, AND WIDE FLANGE TERMINAL JOINT COMPLETE 24" INCLUDES:
 10" CONTINUOUSLY REINFORCED P.C.C. PAVEMENT
 10" PAVEMENT REINFORCEMENT
 WHITEWASHING FOR CONCRETE PAVEMENT
 4" STABILIZED SUBBASE - HOT-MIX ASPHALT
 12" AGGREGATE SUBGRADE
6. FULL-DEPTH PCC SHOULDERS INCLUDES:
 10" PORTLAND CEMENT CONCRETE SHOULDERS
 4" SUBBASE GRANULAR MATERIAL, TYPE C
 12" AGGREGATE SUBGRADE

SEE SHEETS 4 AND 5 OF 5 FOR TABLE OF STATIONS/OFFSETS.

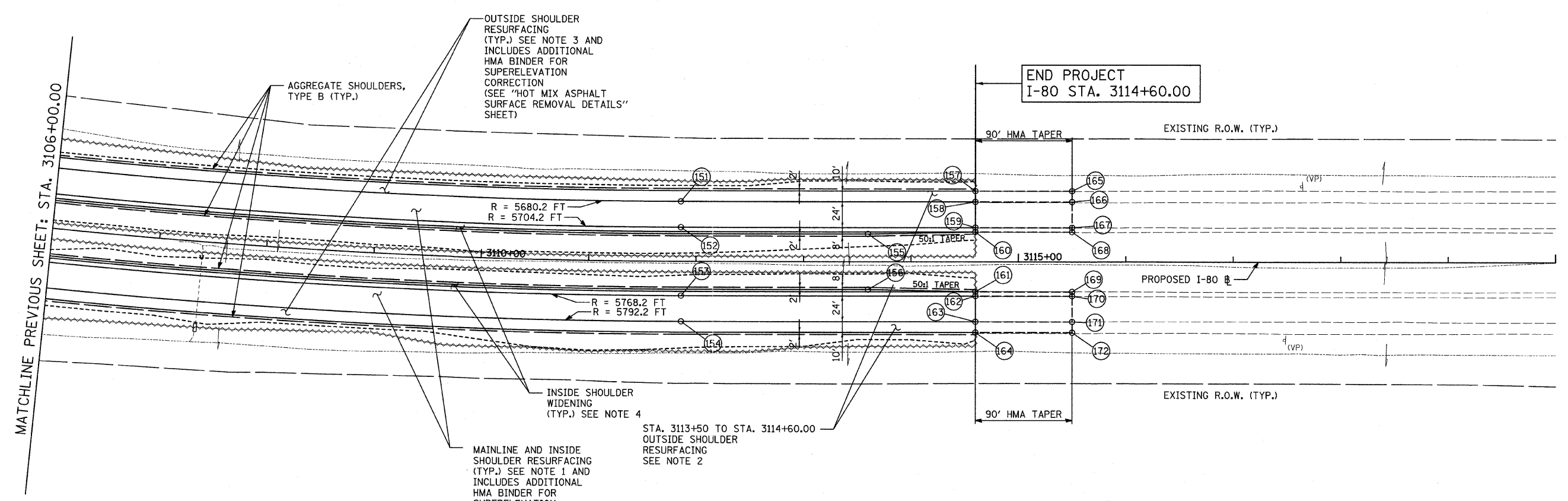
LEGEND
 - - - - - LIMITS OF CONSTRUCTION
 ~~~~~ PERIMETER EROSION BARRIER  
 SEE NOTE 5



|                            |                 |                |                                               |                                                           |                                                  |                    |                                |        |              |           |
|----------------------------|-----------------|----------------|-----------------------------------------------|-----------------------------------------------------------|--------------------------------------------------|--------------------|--------------------------------|--------|--------------|-----------|
| <b>TYLIN INTERNATIONAL</b> | USER NAME =     | DESIGNED - CAC | REVISED -                                     | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>F.A.I. ROUTE 80 (I-80)<br/>PROPOSED PLANS</b> | F.A.I. RTE.        | SECTION                        | COUNTY | TOTAL SHEETS | SHEET NO. |
|                            | PLOT SCALE =    | DRAWN - CAC    | REVISED -                                     |                                                           |                                                  | 80                 | (106-5)HBR-1, VBR(06-6)JRS-3&I | BUREAU | 249          | 38        |
|                            | PLOT DATE =     | CHECKED - JDF  | REVISED -                                     |                                                           |                                                  | CONTRACT NO. 66686 |                                |        |              |           |
|                            | DATE - 9/7/2011 | REVISED -      | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT |                                                           |                                                  |                    |                                |        |              |           |



|                                                                          |                                                                          |                                                  |                                                                 |                                                        |                                                                                                                     |
|--------------------------------------------------------------------------|--------------------------------------------------------------------------|--------------------------------------------------|-----------------------------------------------------------------|--------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|
| <b>TYLIN INTERNATIONAL</b><br>USER NAME =<br>PLOT SCALE =<br>PLOT DATE = | DESIGNED - CAC<br>DRAWN - CAC<br>CHECKED - JDF<br>DATE - 9/7/2011        | REVISED -<br>REVISED -<br>REVISED -<br>REVISED - | <b>STATE OF ILLINOIS</b><br><b>DEPARTMENT OF TRANSPORTATION</b> | <b>F.A.I. ROUTE 80 (I-80)</b><br><b>PROPOSED PLANS</b> | F.A.I. RTE. SECTION COUNTY TOTAL SHEET NO.<br>80 [106-5HBR-1, VBR, 106-6]RS-3&I BUREAU 249 39<br>CONTRACT NO. 66686 |
|                                                                          | SCALE: 1"=50'<br>SHEET NO. 2 OF 5 SHEETS<br>STA. 3078+00 TO STA. 3106+00 | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT    |                                                                 |                                                        |                                                                                                                     |



**NOTES:**

1. MAINLINE AND INSIDE SHOULDER RESURFACING, 3 3/4" INCLUDES:  
 1 1/2" POLY. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90  
 2 1/4" POLY. HOT-MIX ASPHALT BINDER COURSE, IL-19, N90
2. OUTSIDE SHOULDER RESURFACING, 2 1/4" INCLUDES:  
 2 1/4" HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50
3. OUTSIDE SHOULDER RESURFACING, 3 3/4" (IN S.E. SECTIONS) INCLUDES:  
 1 1/2" HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50  
 2 1/4" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70
4. FULL-DEPTH H.M.A. SHOULDER INCLUDES:  
 1 1/2" POLY. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90  
 2 1/4" POLY. HOT-MIX ASPHALT BINDER COURSE, IL-19, N90  
 8 3/4" HMA SHOULDERS (BINDER COURSE, IL-19.0, N70)  
 6" OR 12" SUBBASE GRANULAR MATERIAL, TYPE A (12" ON S.E. HIGH SIDE)
5. FULL-DEPTH CRPCC, BRIDGE APPROACH PAVEMENT CONNECTOR, AND WIDE FLANGE TERMINAL JOINT COMPLETE 24' INCLUDES:  
 10" CONTINUOUSLY REINFORCED P.C.C. PAVEMENT  
 10" PAVEMENT REINFORCEMENT  
 WHITEWASHING FOR CONCRETE PAVEMENT  
 4" STABILIZED SUBBASE - HOT-MIX ASPHALT  
 12" AGGREGATE SUBGRADE
6. FULL-DEPTH PCC SHOULDERS INCLUDES:  
 10" PORTLAND CEMENT CONCRETE SHOULDERS  
 4" SUBBASE GRANULAR MATERIAL, TYPE C  
 12" AGGREGATE SUBGRADE

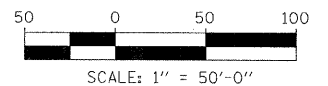
SEE SHEETS 4 AND 5 OF 5 FOR TABLE OF STATIONS/OFFSETS.

**LEGEND**

----- LIMITS OF CONSTRUCTION

----- PERIMETER

~~~~~ EROSION BARRIER



| | | | | | | | | | | |
|-------------------------|--------------|-----------------|-----------|---|--|----------------|---------------------------------------|------------------------------|------------------------------|------------------|
| TYLINTERNATIONAL | USER NAME = | DESIGNED - CAC | REVISED - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | F.A.I. ROUTE 80 (I-80)
PROPOSED PLANS | F.A.I. RTE. 80 | SECTION [X06-5HBR-1.VBR(06-6)JRS-3&I] | COUNTY BUREAU | TOTAL SHEETS 249 | SHEET NO. 4b |
| | PLOT SCALE = | CHECKED - JDF | REVISED - | | | SCALE: 1"=50' | SHEET NO. 3 OF 5 SHEETS | STA. 3106+00 TO STA. 3120+00 | FED. ROAD DIST. NO. ILLINOIS | FED. AID PROJECT |
| | PLOT DATE = | DATE - 9/7/2011 | REVISED - | | | | | | | |

PLAN VIEW STATION/OFFSET CALLOUTS

| POINT NUMBER | POINT DESCRIPTION | STATION | OFFSET |
|--------------|---|------------|----------|
| 1 | E.O.S. - BEGIN SHOULDER H.M.A. TAPER | 3054+60.00 | 66.0' LT |
| 2 | E.O.P. - BEGIN ROADWAY H.M.A. TAPER | 3054+60.00 | 56.0' LT |
| 3 | E.O.P. - BEGIN ROADWAY H.M.A. TAPER | 3054+60.00 | 32.0' LT |
| 4 | E.O.S. - BEGIN SHOULDER H.M.A. TAPER | 3054+60.00 | 28.0' LT |
| 5 | E.O.S. - BEGIN SHOULDER H.M.A. TAPER | 3054+60.00 | 28.0' RT |
| 6 | E.O.P. - BEGIN ROADWAY H.M.A. TAPER | 3054+60.00 | 32.0' RT |
| 7 | E.O.P. - BEGIN ROADWAY H.M.A. TAPER | 3054+60.00 | 56.0' RT |
| 8 | E.O.S. - BEGIN SHOULDER H.M.A. TAPER | 3054+60.00 | 66.0' RT |
| 9 | E.O.S. - BEGIN SHOULDER H.M.A. RESURFACING | 3055+50.00 | 66.0' LT |
| 10 | E.O.P. - BEGIN ROADWAY H.M.A. RESURFACING | 3055+50.00 | 56.0' LT |
| 11 | E.O.P. - BEGIN ROADWAY H.M.A. RESURFACING | 3055+50.00 | 32.0' LT |
| 12 | E.O.S. - BEGIN SHOULDER H.M.A. RESURFACING | 3055+50.00 | 28.0' LT |
| 13 | E.O.S. - BEGIN SHOULDER H.M.A. RESURFACING | 3055+50.00 | 28.0' RT |
| 14 | E.O.P. - BEGIN ROADWAY H.M.A. RESURFACING | 3055+50.00 | 32.0' RT |
| 15 | E.O.P. - BEGIN ROADWAY H.M.A. RESURFACING | 3055+50.00 | 56.0' RT |
| 16 | E.O.S. - BEGIN SHOULDER H.M.A. RESURFACING | 3055+50.00 | 66.0' RT |
| 17 | E.O.S. - BEGIN FULL-DEPTH SHOULDER RECONSTRUCTION | 3058+20.00 | 66.0' LT |
| 18 | E.O.P. - BEGIN EXPANSION JOINT SPECIAL | 3058+20.00 | 56.0' LT |
| 19 | E.O.P. - BEGIN EXPANSION JOINT SPECIAL | 3058+20.00 | 32.0' LT |
| 20 | E.O.S. - BEGIN FULL-DEPTH SHOULDER RECONSTRUCTION | 3058+20.00 | 28.0' LT |
| 21 | E.O.S. - BEGIN FULL-DEPTH SHOULDER RECONSTRUCTION | 3058+20.00 | 28.0' RT |
| 22 | E.O.P. - BEGIN EXPANSION JOINT SPECIAL | 3058+20.00 | 32.0' RT |
| 23 | E.O.P. - BEGIN EXPANSION JOINT SPECIAL | 3058+20.00 | 56.0' RT |
| 24 | E.O.S. - BEGIN FULL-DEPTH SHOULDER RECONSTRUCTION | 3058+20.00 | 66.0' RT |
| 25 | E.O.S. - END P.C.C. SHOULDER TAPER | 3059+20.00 | 26.0' LT |
| 26 | E.O.S. - END P.C.C. SHOULDER TAPER | 3059+20.00 | 26.0' RT |
| 27 | E.O.P. - P.T. STATION | 3061+65.56 | 56.0' LT |
| 28 | E.O.P. - P.T. STATION | 3061+65.56 | 32.0' LT |
| 29 | E.O.P. - P.T. STATION | 3061+65.56 | 32.0' RT |
| 30 | E.O.P. - P.T. STATION | 3061+65.56 | 56.0' RT |
| 31 | BEGIN P.C.C. GUARDRAIL STABILIZATION | 3064+74.96 | 26.0' RT |
| 32 | BEGIN P.C.C. GUARDRAIL STABILIZATION | 3064+74.96 | 66.0' RT |
| 33 | BEGIN P.C.C. GUARDRAIL STABILIZATION | 3066+82.45 | 66.0' LT |
| 34 | E.O.S. - BEGIN P.C.C. SHOULDERS AT WIDE FLANGE BEAM TERMINAL JOINT COMPLETE 24' | 3068+55.15 | 66.0' LT |
| 35 | E.O.P. - BEGIN WIDE FLANGE BEAM TERMINAL JOINT COMPLETE 24' | 3068+55.15 | 56.0' LT |
| 36 | E.O.P. - BEGIN WIDE FLANGE BEAM TERMINAL JOINT COMPLETE 24' | 3068+55.15 | 32.0' LT |
| 37 | E.O.S. - BEGIN P.C.C. SHOULDERS AT WIDE FLANGE BEAM TERMINAL JOINT COMPLETE 24' | 3068+55.15 | 26.0' LT |
| 38 | E.O.S. - BEGIN P.C.C. SHOULDERS AT WIDE FLANGE BEAM TERMINAL JOINT COMPLETE 24' | 3068+20.92 | 26.0' RT |
| 39 | E.O.P. - BEGIN WIDE FLANGE BEAM TERMINAL JOINT COMPLETE 24' | 3068+20.92 | 32.0' RT |
| 40 | E.O.P. - BEGIN WIDE FLANGE BEAM TERMINAL JOINT COMPLETE 24' | 3068+20.92 | 56.0' RT |
| 41 | E.O.S. - BEGIN P.C.C. SHOULDERS AT WIDE FLANGE BEAM TERMINAL JOINT COMPLETE 24' | 3068+20.92 | 66.0' RT |
| 42 | BEGIN P.C.C. GUARDRAIL STABILIZATION | 3069+04.07 | 25.8' LT |
| 43 | E.O.S. - BEGIN BRIDGE APPROACH PAVEMENT AND END P.C.C. SHOULDERS | 3069+63.86 | 66.4' LT |
| 44 | E.O.P. - BEGIN BRIDGE APPROACH PAVEMENT AND END WF BM TERM JT COMP 24 | 3069+59.81 | 56.0' LT |
| 45 | E.O.P. - BEGIN BRIDGE APPROACH PAVEMENT AND END WF BM TERM JT COMP 24 | 3069+50.48 | 32.0' LT |
| 46 | E.O.S. - BEGIN BRIDGE APPROACH PAVEMENT AND END P.C.C. SHOULDERS | 3069+47.98 | 26.6' LT |
| 47 | E.O.S. - BEGIN BRIDGE APPROACH PAVEMENT AND END P.C.C. SHOULDERS | 3069+28.09 | 25.6' RT |
| 48 | E.O.P. - BEGIN BRIDGE APPROACH PAVEMENT AND END WF BM TERM JT COMP 24 | 3069+25.59 | 32.0' RT |
| 49 | E.O.P. - BEGIN BRIDGE APPROACH PAVEMENT AND END WF BM TERM JT COMP 24 | 3069+16.26 | 56.0' RT |
| 50 | E.O.S. - BEGIN BRIDGE APPROACH PAVEMENT AND END P.C.C. SHOULDERS | 3069+12.21 | 66.4' RT |
| 51 | END P.C.C. GUARDRAIL STABILIZATION | 3069+77.97 | 66.9' LT |
| 52 | END P.C.C. GUARDRAIL STABILIZATION | 3069+62.09 | 25.0' LT |
| 53 | END P.C.C. GUARDRAIL STABILIZATION | 3069+42.18 | 25.2' RT |
| 54 | END P.C.C. GUARDRAIL STABILIZATION | 3069+26.31 | 66.9' RT |
| 55 | E.O.S. - END BRIDGE APPROACH PAVEMENT | 3069+93.70 | 66.0' LT |
| 56 | E.O.S. - END BRIDGE APPROACH PAVEMENT | 3069+78.15 | 26.0' LT |
| 57 | E.O.S. - END BRIDGE APPROACH PAVEMENT | 3069+57.92 | 26.0' LT |
| 58 | E.O.S. - END BRIDGE APPROACH PAVEMENT | 3069+42.37 | 66.0' RT |
| 59 | E.O.S. - BEGIN BRIDGE APPROACH PAVEMENT | 3071+30.56 | 66.0' LT |
| 60 | E.O.S. - BEGIN BRIDGE APPROACH PAVEMENT | 3071+15.01 | 26.0' LT |
| 61 | E.O.S. - BEGIN BRIDGE APPROACH PAVEMENT | 3070+94.79 | 26.0' RT |
| 62 | E.O.S. - BEGIN BRIDGE APPROACH PAVEMENT | 3070+79.23 | 66.0' RT |
| 63 | BEGIN P.C.C. GUARDRAIL STABILIZATION | 3071+46.62 | 66.9' LT |
| 64 | BEGIN P.C.C. GUARDRAIL STABILIZATION | 3071+30.74 | 25.1' LT |
| 65 | BEGIN P.C.C. GUARDRAIL STABILIZATION | 3074+10.84 | 25.1' LT |
| 66 | BEGIN P.C.C. GUARDRAIL STABILIZATION | 3070+94.96 | 66.9' RT |
| 67 | E.O.S. - BEGIN P.C.C. SHOULDERS AT BRIDGE APPROACH CONNECTOR PAVEMENT | 3071+60.56 | 66.4' LT |
| 68 | E.O.P. - BEGIN BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) | 3071+56.67 | 55.6' LT |
| 69 | E.O.P. - BEGIN BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) | 3071+47.34 | 32.0' LT |
| 70 | E.O.S. - BEGIN P.C.C. SHOULDERS AT BRIDGE APPROACH CONNECTOR PAVEMENT | 3071+44.85 | 25.6' LT |
| 71 | E.O.S. - BEGIN P.C.C. SHOULDERS AT BRIDGE APPROACH CONNECTOR PAVEMENT | 3071+24.95 | 25.6' RT |
| 72 | E.O.P. - BEGIN BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) | 3071+22.45 | 32.0' RT |
| 73 | E.O.P. - BEGIN BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) | 3071+13.12 | 56.0' RT |

PLAN VIEW STATION/OFFSET CALLOUTS

| POINT NUMBER | POINT DESCRIPTION | STATION | OFFSET |
|--------------|---|------------|----------|
| 74 | E.O.S. - BEGIN P.C.C. SHOULDERS AT BRIDGE APPROACH CONNECTOR PAVEMENT | 3071+09.07 | 66.4' RT |
| 75 | E.O.S. - END P.C.C. SHOULDERS AT BRIDGE APPROACH CONNECTOR PAVEMENT | 3072+52.01 | 66.0' LT |
| 76 | E.O.P. - END BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) | 3072+52.01 | 56.0' LT |
| 77 | E.O.P. - END BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) | 3072+52.01 | 32.0' LT |
| 78 | E.O.S. - END P.C.C. SHOULDERS AT BRIDGE APPROACH CONNECTOR PAVEMENT | 3072+52.01 | 26.0' LT |
| 79 | E.O.S. - END P.C.C. SHOULDERS AT BRIDGE APPROACH CONNECTOR PAVEMENT | 3072+17.79 | 26.0' RT |
| 80 | E.O.P. - END BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) | 3072+17.79 | 32.0' RT |
| 81 | E.O.P. - END BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) | 3072+17.79 | 56.0' RT |
| 82 | E.O.S. - END P.C.C. SHOULDERS AT BRIDGE APPROACH CONNECTOR PAVEMENT | 3072+17.79 | 66.0' RT |
| 83 | E.O.P. - P.C. STATION | 3075+33.45 | 56.0' LT |
| 84 | E.O.P. - P.C. STATION | 3075+33.45 | 32.0' LT |
| 85 | E.O.P. - P.C. STATION | 3075+33.45 | 32.0' RT |
| 86 | E.O.P. - P.C. STATION | 3075+33.45 | 56.0' RT |
| 87 | E.O.S. - BEGIN SHOULDER TAPER | 3076+43.95 | 66.0' RT |
| 88 | E.O.S. - BEGIN SHOULDER TAPER | 3077+37.64 | 26.0' LT |
| 89 | E.O.S. - BEGIN P.C.C. SHOULDERS AT BRIDGE APPROACH CONNECTOR PAVEMENT | 3078+32.34 | 66.0' LT |
| 90 | E.O.P. - BEGIN BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) | 3078+32.34 | 56.0' LT |
| 91 | E.O.P. - BEGIN BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) | 3078+32.34 | 32.0' LT |
| 92 | E.O.S. - BEGIN P.C.C. SHOULDERS AT BRIDGE APPROACH CONNECTOR PAVEMENT | 3078+32.34 | 25.0' LT |
| 93 | E.O.S. - BEGIN P.C.C. SHOULDERS AT BRIDGE APPROACH CONNECTOR PAVEMENT | 3077+35.69 | 26.0' RT |
| 94 | E.O.P. - BEGIN BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) | 3077+35.69 | 32.0' RT |
| 95 | E.O.P. - BEGIN BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) | 3077+35.69 | 56.0' RT |
| 96 | E.O.S. - BEGIN P.C.C. SHOULDERS AT BRIDGE APPROACH CONNECTOR PAVEMENT | 3077+35.69 | 67.0' RT |
| 97 | E.O.S. - BEGIN BRIDGE APPROACH PAVEMENT AND END P.C.C. SHOULDERS | 3079+44.82 | 66.9' LT |
| 98 | E.O.P. - BEGIN BRIDGE APPROACH PAVEMENT AND END CONNECTOR PAVEMENT | 3079+38.87 | 56.0' LT |
| 99 | E.O.P. - BEGIN BRIDGE APPROACH PAVEMENT AND END CONNECTOR PAVEMENT | 3079+25.83 | 32.0' LT |
| 100 | E.O.S. - BEGIN BRIDGE APPROACH PAVEMENT AND END P.C.C. SHOULDERS | 3079+20.86 | 22.8' LT |
| 101 | E.O.S. - BEGIN BRIDGE APPROACH PAVEMENT AND END P.C.C. SHOULDERS | 3078+45.75 | 25.3' RT |
| 102 | E.O.P. - BEGIN BRIDGE APPROACH PAVEMENT AND END CONNECTOR PAVEMENT | 3078+42.13 | 32.0' RT |
| 103 | E.O.P. - BEGIN BRIDGE APPROACH PAVEMENT AND END CONNECTOR PAVEMENT | 3078+29.28 | 56.0' RT |
| 104 | E.O.S. - BEGIN BRIDGE APPROACH PAVEMENT AND END P.C.C. SHOULDERS | 3078+22.25 | 69.2' RT |
| 105 | END P.C.C. GUARDRAIL STABILIZATION | 3079+59.66 | 67.6' RT |
| 106 | END P.C.C. GUARDRAIL STABILIZATION | 3079+36.18 | 22.7' RT |
| 107 | END P.C.C. GUARDRAIL STABILIZATION | 3078+60.43 | 24.4' RT |
| 108 | END P.C.C. GUARDRAIL STABILIZATION | 3078+37.31 | 69.3' RT |
| 109 | E.O.S. - END BRIDGE APPROACH PAVEMENT | 3079+74.86 | 67.1' LT |
| 110 | E.O.S. - END BRIDGE APPROACH PAVEMENT | 3079+51.20 | 24.1' LT |
| 111 | E.O.S. - END BRIDGE APPROACH PAVEMENT | 3078+75.38 | 25.0' RT |
| 112 | E.O.S. - END BRIDGE APPROACH PAVEMENT | 3078+52.10 | 68.0' RT |
| 113 | E.O.S. - BEGIN BRIDGE APPROACH PAVEMENT | 3082+54.06 | 66.4' LT |
| 114 | E.O.S. - BEGIN BRIDGE APPROACH PAVEMENT | 3082+28.29 | 24.6' LT |
| 115 | E.O.S. - BEGIN BRIDGE APPROACH PAVEMENT | 3081+50.09 | 25.5' RT |
| 116 | E.O.S. - BEGIN BRIDGE APPROACH PAVEMENT | 3081+24.80 | 67.4' RT |
| 117 | BEGIN P.C.C. GUARDRAIL STABILIZATION | 3082+69.22 | 66.9' LT |
| 118 | BEGIN P.C.C. GUARDRAIL STABILIZATION | 3082+43.33 | 23.2' LT |
| 119 | BEGIN P.C.C. GUARDRAIL STABILIZATION | 3081+65.02 | 25.0' RT |
| 120 | BEGIN P.C.C. GUARDRAIL STABILIZATION | 3081+39.60 | 68.6' RT |
| 121 | E.O.S. - BEGIN P.C.C. SHOULDERS AT WIDE FLANGE BEAM TERMINAL JOINT COMPLETE 24' | 3082+84.67 | 66.0' LT |
| 122 | E.O.P. - BEGIN WIDE FLANGE BEAM TERMINAL JOINT COMPLETE 24' | 3082+78.40 | 56.0' LT |
| 123 | E.O.P. - BEGIN WIDE FLANGE BEAM TERMINAL JOINT COMPLETE 24' | 3082+63.46 | 32.0' LT |
| 124 | E.O.S. - BEGIN P.C.C. SHOULDERS AT WIDE FLANGE BEAM TERMINAL JOINT COMPLETE 24' | 3082+58.16 | 23.4' LT |
| 125 | E.O.S. - BEGIN P.C.C. SHOULDERS AT WIDE FLANGE BEAM TERMINAL JOINT COMPLETE 24' | 3081+80.17 | 26.0' RT |
| 126 | E.O.P. - BEGIN WIDE FLANGE BEAM TERMINAL JOINT COMPLETE 24' | 3081+76.48 | 32.0' RT |
| 127 | E.O.P. - BEGIN WIDE FLANGE BEAM TERMINAL JOINT COMPLETE 24' | 3081+61.78 | 56.0' RT |
| 128 | E.O.S. - BEGIN P.C.C. SHOULDERS AT WIDE FLANGE BEAM TERMINAL JOINT COMPLETE 24' | 3081+54.19 | 68.5' RT |
| 129 | E.O.S. - END P.C.C. SHOULDERS AT WIDE FLANGE BEAM TERMINAL JOINT COMPLETE 24' | 3083+70.92 | 66.0' LT |
| 130 | E.O.P. - END WIDE FLANGE BEAM TERMINAL JOINT COMPLETE 24' | 3083+70.92 | 56.0' LT |
| 131 | E.O.P. - END WIDE FLANGE BEAM TERMINAL JOINT COMPLETE 24' | 3083+70.92 | 32.0' LT |
| 132 | E.O.S. - END P.C.C. SHOULDERS AT WIDE FLANGE BEAM TERMINAL JOINT COMPLETE 24' | 3083+70.92 | 25.7' LT |
| 133 | E.O.S. - END P.C.C. SHOULDERS AT WIDE FLANGE BEAM TERMINAL JOINT COMPLETE 24' | 3082+69.11 | 26.0' RT |
| 134 | E.O.P. - END WIDE FLANGE BEAM TERMINAL JOINT COMPLETE 24' | 3082+69.11 | 32.0' RT |
| 135 | E.O.P. - END WIDE FLANGE BEAM TERMINAL JOINT COMPLETE 24' | 3082+69.11 | 56.0' RT |
| 136 | E.O.S. - END P.C.C. SHOULDERS AT WIDE FLANGE BEAM TERMINAL JOINT COMPLETE 24' | 3082+69.11 | 66.2' RT |
| 137 | E.O.S. - END P.C.C. SHOULDER TAPER | 3084+19.62 | 26.0' LT |
| 138 | E.O.S. - END P.C.C. SHOULDER TAPER | 3083+03.49 | 66.0' RT |
| 139 | END P.C.C. GUARDRAIL STABILIZATION | 3087+04.90 | 26.0' LT |
| 140 | E.O.S. - BEGIN SHOULDER H.M.A. RESURFACING
BEGIN H.M.A. GUARDRAIL STABILIZATION & END P.C.C. GUARDRAIL STABILIZATION | 3096+95.00 | 66.0' LT |
| 141 | E.O.P. - BEGIN ROADWAY H.M.A. RESURFACING | 3096+95.00 | 56.0' LT |
| 142 | E.O.P. - BEGIN ROADWAY H.M.A. RESURFACING | 3096+95.00 | 32.0' LT |
| 143 | E.O.S. - BEGIN SHOULDER H.M.A. RESURFACING | 3096+95.00 | 28.0' LT |
| 144 | E.O.S. - BEGIN FULL-DEPTH H.M.A. SHOULDER WIDENING | 3096+95.00 | 26.0' LT |
| 145 | E.O.S. - BEGIN FULL-DEPTH H.M.A. SHOULDER WIDENING | 3096+45.00 | 26.0' RT |
| 146 | E.O.S. - BEGIN SHOULDER H.M.A. RESURFACING | 3096+45.00 | 28.0' RT |

| | | | | | | | | | |
|--|-----------------|-----------|---|--|---------------------|---------------------------------|--------|--------------|-----------|
| TYLIN INTERNATIONAL
USER NAME =
PLOT SCALE =
PLOT DATE = | DESIGNED - CAC | REVISED - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | F.A.I. ROUTE 80 (I-80)
PROPOSED PLANS | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | DRAWN - CAC | REVISED - | | | 80 | (106-5)HBR-1, VBR(106-6)JRS-3&4 | BUREAU | 249 | 41 |
| | CHECKED - JDF | REVISED - | | | CONTRACT NO. 66686 | | | | |
| | DATE - 9/7/2011 | REVISED - | | | FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | | | |
| SCALE: N.T.S. SHEET NO. 4 OF 5 SHEETS STA. TO STA. | | | | | | | | | |

P:\602429.1(1-80)\road\602429.10_a\Z0402PLN04.dgn 6/6/15 PM 9/14/2011

PLAN VIEW STATION/OFFSET CALLOUTS

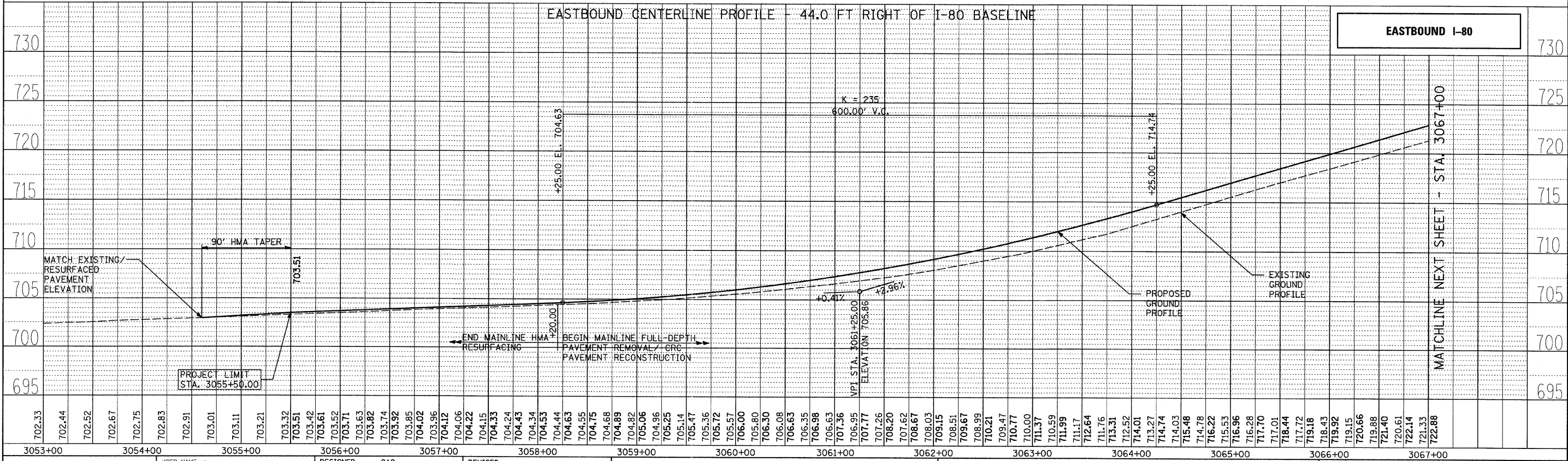
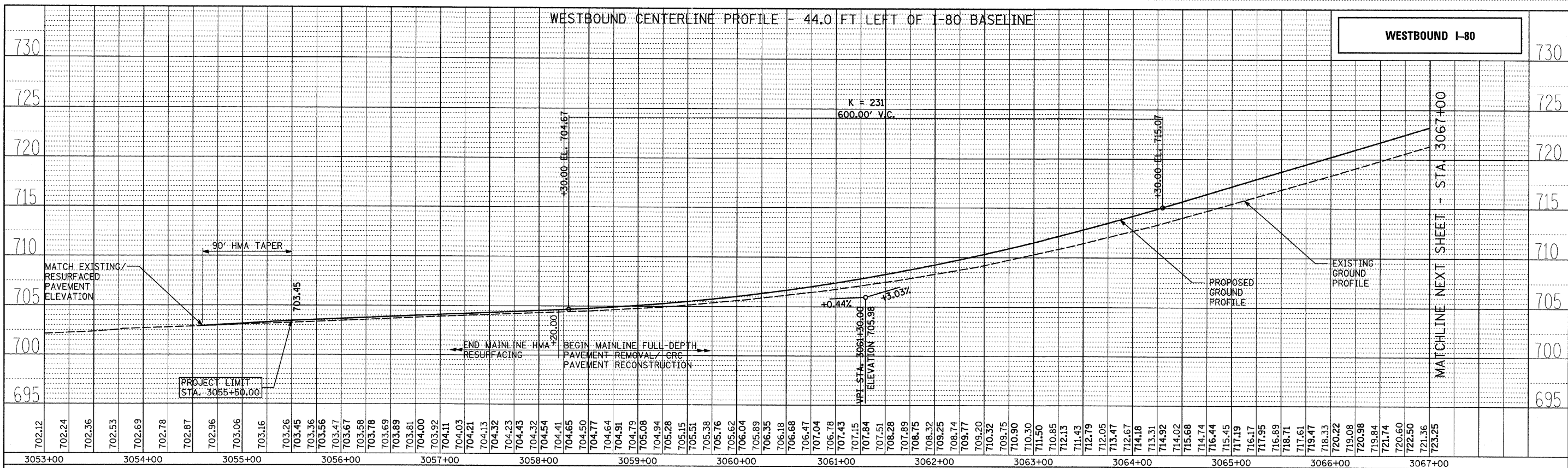
| POINT NUMBER | POINT DESCRIPTION | STATION | OFFSET |
|--------------|--|------------|----------|
| 147 | E.O.P. - BEGIN ROADWAY H.M.A. RESURFACING | 3096+45.00 | 32.0' RT |
| 148 | E.O.P. - BEGIN ROADWAY H.M.A. RESURFACING | 3096+45.00 | 56.0' RT |
| 149 | E.O.S. - BEGIN SHOULDER H.M.A. RESURFACING | 3096+45.00 | 66.0' RT |
| 150 | BEGIN H.M.A. GUARDRAIL STABILIZATION & END P.C.C. GUARDRAIL STABILIZATION | 3096+45.00 | 66.0' RT |
| 151 | END H.M.A. GUARDRAIL STABILIZATION | 3102+84.40 | 66.0' LT |
| 152 | E.O.P. - P.T. STATION | 3111+85.94 | 56.0' RT |
| 153 | E.O.P. - P.T. STATION | 3111+85.94 | 32.0' LT |
| 154 | E.O.P. - P.T. STATION | 3111+85.94 | 32.0' RT |
| 155 | E.O.P. - P.T. STATION | 3111+85.94 | 56.0' RT |
| 156 | BEGIN H.M.A. WIDENING TAPER | 3113+60.00 | 26.0' LT |
| 157 | BEGIN H.M.A. WIDENING TAPER | 3113+60.00 | 26.0' RT |
| 158 | E.O.S. - END SHOULDER H.M.A. RESURFACING | 3114+60.00 | 66.0' LT |
| 159 | E.O.P. - END ROADWAY H.M.A. RESURFACING | 3114+60.00 | 56.0' LT |
| 160 | E.O.P. - END ROADWAY H.M.A. RESURFACING | 3114+60.00 | 32.0' LT |
| 161 | E.O.S. - END SHOULDER H.M.A. RESURFACING AND H.M.A. WIDENING TAPER | 3114+60.00 | 28.0' LT |
| 162 | E.O.S. - END SHOULDER H.M.A. RESURFACING AND H.M.A. WIDENING TAPER | 3114+60.00 | 28.0' RT |
| 163 | E.O.P. - END ROADWAY H.M.A. RESURFACING | 3114+60.00 | 32.0' RT |
| 164 | E.O.S. - END SHOULDER H.M.A. RESURFACING | 3114+60.00 | 56.0' RT |
| 165 | E.O.S. - END SHOULDER H.M.A. TAPER | 3114+60.00 | 66.0' RT |
| 166 | E.O.P. - END ROADWAY H.M.A. TAPER | 3115+50.00 | 66.0' LT |
| 167 | E.O.P. - END ROADWAY H.M.A. TAPER | 3115+50.00 | 56.0' LT |
| 168 | E.O.P. - END ROADWAY H.M.A. TAPER | 3115+50.00 | 32.0' LT |
| 169 | E.O.S. - END SHOULDER H.M.A. TAPER | 3115+50.00 | 28.0' LT |
| 170 | E.O.S. - END SHOULDER H.M.A. TAPER | 3115+50.00 | 28.0' RT |
| 171 | E.O.P. - END ROADWAY H.M.A. TAPER | 3115+50.00 | 32.0' RT |
| 172 | E.O.P. - END ROADWAY H.M.A. TAPER | 3115+50.00 | 56.0' RT |
| 173 | E.O.S. - END SHOULDER H.M.A. TAPER | 3115+50.00 | 66.0' RT |
| 174 | BEGIN S.P.B. GUARDRAIL AND T.B.T., TYPE 2 | 3066+82.45 | 66.8' LT |
| 175 | BEGIN S.P.B. GUARDRAIL AND T.B.T., TYPE 1, SPECIAL (FLARED) | 3065+10.68 | 24.2' RT |
| 176 | BEGIN S.P.B. GUARDRAIL AND T.B.T., TYPE 1, SPECIAL (FLARED) | 3064+57.30 | 67.7' RT |
| 177 | BEGIN S.P.B. GUARDRAIL AND T.B.T., TYPE 2 | 3069+04.07 | 25.8' LT |
| 178 | END S.P.B. GUARDRAIL AND T.B.T., TYPE 6 | 3069+77.97 | 66.4' LT |
| 179 | END S.P.B. GUARDRAIL AND T.B.T., TYPE 6 | 3069+62.09 | 25.6' LT |
| 180 | END S.P.B. GUARDRAIL AND T.B.T., TYPE 6 | 3069+42.19 | 25.6' RT |
| 181 | END S.P.B. GUARDRAIL AND T.B.T., TYPE 6 | 3069+26.31 | 66.4' RT |
| 182 | BEGIN S.P.B. GUARDRAIL AND T.B.T., TYPE 6 | 3071+46.62 | 66.4' LT |
| 183 | BEGIN S.P.B. GUARDRAIL AND T.B.T., TYPE 6 | 3071+30.74 | 25.6' LT |
| 184 | BEGIN S.P.B. GUARDRAIL AND T.B.T., TYPE 6 | 3071+10.84 | 25.6' RT |
| 185 | BEGIN S.P.B. GUARDRAIL AND T.B.T., TYPE 6 | 3070+94.96 | 66.4' RT |
| 186 | END S.P.B. GUARDRAIL AND T.B.T., TYPE 6 | 3079+59.68 | 67.1' LT |
| 187 | END S.P.B. GUARDRAIL AND T.B.T., TYPE 6 | 3079+36.16 | 23.3' LT |
| 188 | END S.P.B. GUARDRAIL AND T.B.T., TYPE 6 | 3078+60.44 | 24.9' RT |
| 189 | END S.P.B. GUARDRAIL AND T.B.T., TYPE 6 | 3078+37.30 | 68.8' RT |
| 190 | BEGIN S.P.B. GUARDRAIL AND T.B.T., TYPE 6 | 3082+69.20 | 66.4' LT |
| 191 | BEGIN S.P.B. GUARDRAIL AND T.B.T., TYPE 6 | 3082+43.34 | 23.7' LT |
| 192 | BEGIN S.P.B. GUARDRAIL AND T.B.T., TYPE 6 | 3081+65.00 | 25.5' RT |
| 193 | BEGIN S.P.B. GUARDRAIL AND T.B.T., TYPE 6 | 3081+39.61 | 68.1' RT |
| 194 | END P.C.C. GUARDRAIL STABILIZATION | 3082+22.54 | 26.0' RT |
| 195 | BEGIN S.P.B. GUARDRAIL AND T.B.T., TYPE 2 | 3082+22.54 | 26.0' RT |
| 196 | END S.P.B. GUARDRAIL AND T.B.T., TYPE 1, SPECIAL (TANGENT) | 3086+76.87 | 25.8' LT |
| 197 | END S.P.B. GUARDRAIL AND T.B.T., TYPE 1, SPECIAL (FLARED) | 3102+48.25 | 67.6' LT |
| 198 | END H.M.A. GUARDRAIL STABILIZATION | 3101+61.80 | 66.0' RT |
| 199 | END S.P.B. GUARDRAIL AND T.B.T., TYPE 2 | 3101+61.80 | 66.0' RT |
| 200 | E.O.P - END EXPANSION JOINT SPECIAL AND BEGIN FULL-DEPTH PAVEMENT RECONSTRUCTION | 3058+35.00 | 56.0' LT |
| 201 | E.O.P - END EXPANSION JOINT SPECIAL AND BEGIN FULL-DEPTH PAVEMENT RECONSTRUCTION | 3058+35.00 | 32.0' LT |
| 202 | E.O.P - END EXPANSION JOINT SPECIAL AND BEGIN FULL-DEPTH PAVEMENT RECONSTRUCTION | 3058+35.00 | 32.0' RT |
| 203 | E.O.P - END EXPANSION JOINT SPECIAL AND BEGIN FULL-DEPTH PAVEMENT RECONSTRUCTION | 3058+35.00 | 56.0' RT |
| 204 | E.O.P - END FULL-DEPTH PAVEMENT RECONSTRUCTION AND BEGIN EXPANSION JOINT SPECIAL | 3096+80.00 | 56.0' LT |
| 205 | E.O.P - END FULL-DEPTH PAVEMENT RECONSTRUCTION AND BEGIN EXPANSION JOINT SPECIAL | 3096+80.00 | 32.0' LT |
| 206 | E.O.P - END FULL-DEPTH PAVEMENT RECONSTRUCTION AND BEGIN EXPANSION JOINT SPECIAL | 3096+30.00 | 32.0' RT |
| 207 | E.O.P - END FULL-DEPTH PAVEMENT RECONSTRUCTION AND BEGIN EXPANSION JOINT SPECIAL | 3096+30.00 | 56.0' RT |
| 208 | END S.P.B. GUARDRAIL AND T.B.T., TYPE 2 | 3071+68.87 | 26.0' LT |
| 209 | END P.C.C. GUARDRAIL STABILIZATION | 3071+68.87 | 26.0' LT |
| 210 | END S.P.B. GUARDRAIL AND T.B.T., TYPE 1, SPECIAL (TANGENT) | 3075+62.51 | 25.9' LT |
| 211 | END P.C.C. GUARDRAIL STABILIZATION | 3075+90.55 | 26.0' LT |
| 212 | BEGIN P.C.C. GUARDRAIL STABILIZATION | 3074+01.91 | 26.0' RT |
| 213 | BEGIN S.P.B. GUARDRAIL AND T.B.T., TYPE 1, SPECIAL (TANGENT) | 3074+29.91 | 26.0' RT |
| 214 | BEGIN P.C.C. GUARDRAIL STABILIZATION | 3078+77.96 | 24.0' LT |
| 215 | BEGIN S.P.B. GUARDRAIL AND T.B.T., TYPE 2 | 3078+77.96 | 24.0' LT |

| | | | | | | | | | | | |
|---|-----------------|-----------|---|--|-------------------------|----------------|--------------------------------------|------------------|--------------------|--------------|--|
| TYLINT INTERNATIONAL
USER NAME =
PLOT SCALE =
PLOT DATE = | DESIGNED - CAC | REVISED - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | F.A.I. ROUTE 80 (I-80)
PROPOSED PLANS | | F.A.I. RTE. 80 | SECTION [106-5]HBR-1.VBR(06-6)RS-3&I | COUNTY BUREAU | TOTAL SHEETS 297 | SHEET NO. 42 | |
| | DRAWN - CAC | REVISED - | | SCALE: N.T.S. | SHEET NO. 5 OF 5 SHEETS | STA. TO STA. | FED. ROAD DIST. NO. ILLINOIS | FED. AID PROJECT | CONTRACT NO. 66686 | | |
| | CHECKED - JDF | REVISED - | | | | | | | | | |
| | DATE - 9/7/2011 | REVISED - | | | | | | | | | |

6/16/16 PM
 9/14/2011
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|------|----------|------|
| PLAN | SURVEYED | DATE |
| | ALIGNED | |
| | CHECKED | |
| | BY | |
| | NO. | |

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| PROFILE | SURVEYED | DATE |
| | GRADES CHECKED | |
| | BY | |
| | NO. | |

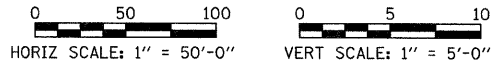
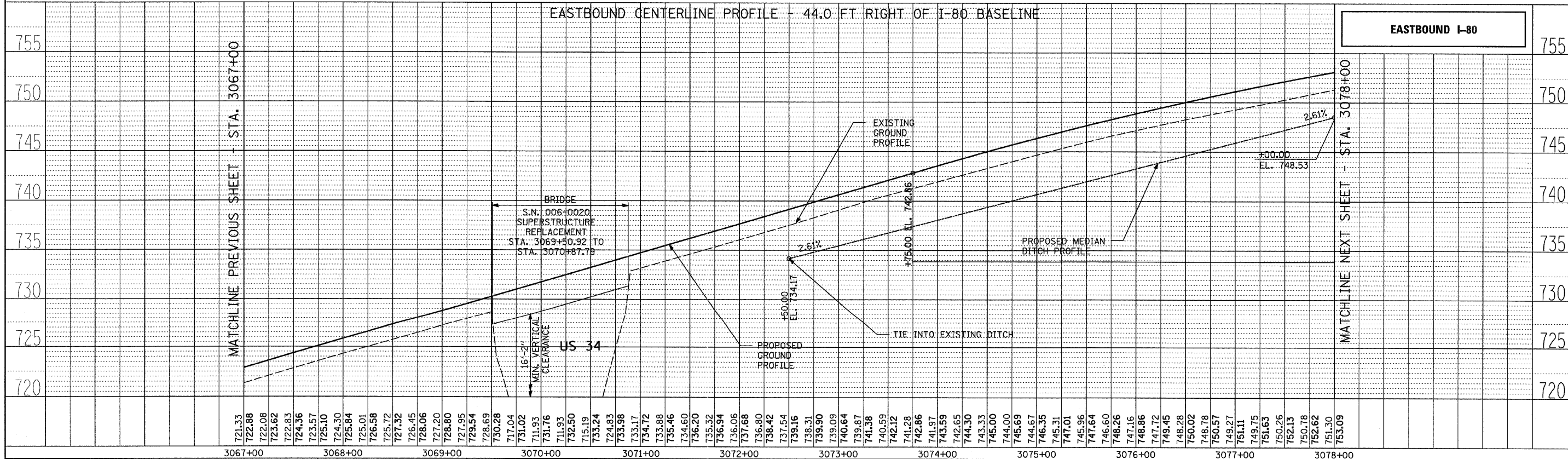
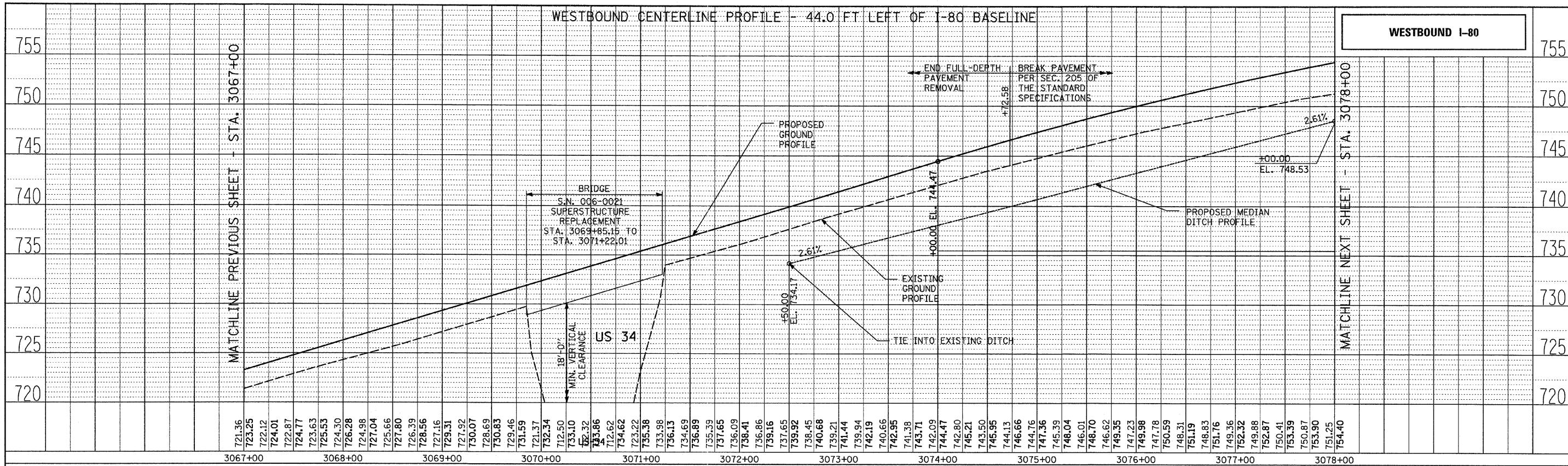


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|--|-----------------|-----------|---|---|
| TYLIN INTERNATIONAL
USER NAME =
PLOT SCALE =
PLOT DATE = | DESIGNED - CAC | REVISED - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 80 (I-80)
EXISTING AND PROPOSED PROFILES | SECTION
COUNTY
BUREAU
CONTRACT NO. 66686 |
| | DRAWN - CAC | REVISED - | | |
| | CHECKED - JDF | REVISED - | | |
| | DATE - 9/7/2011 | REVISED - | | |

P:\02429.11\80\Road\602429.10_A\Z04002PRF01.dgn
 9/14/2011 6:51:59 PM

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|-----------|-----------------------------|----|------|
| PLAN | SUBMITTED | BY | DATE |
| NOTE BOOK | PLOTTED | | |
| | GRADES CHECKED | | |
| | STRUCTURE NOTATIONS CHECKED | | |
| | NO. | | |

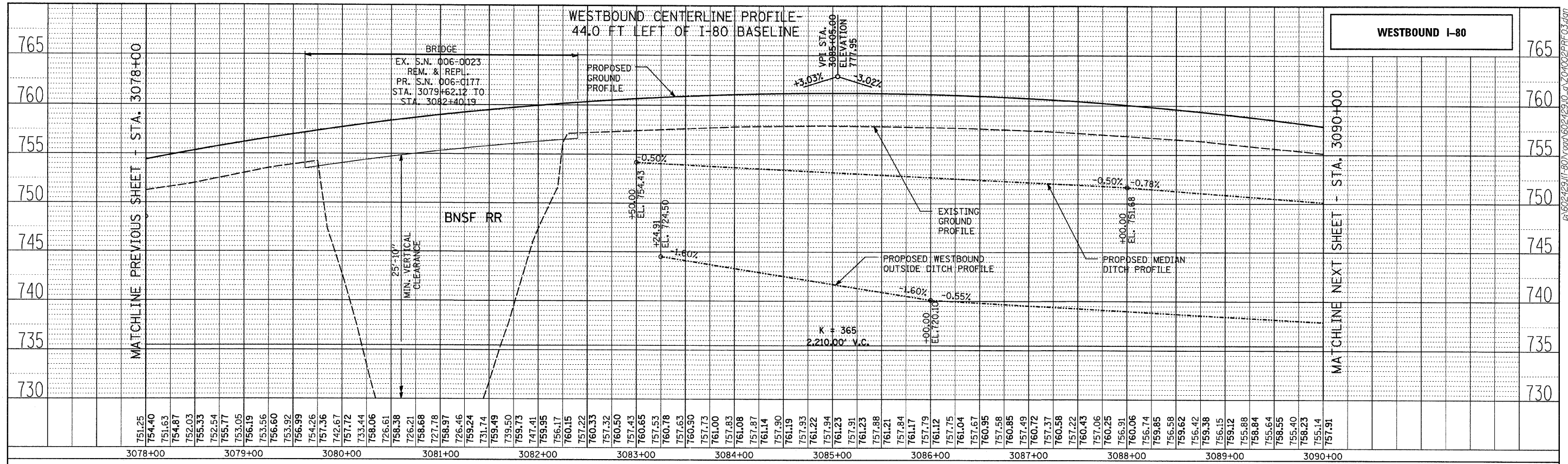
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| PROFILE | SUBMITTED | BY | DATE |
| NOTE BOOK | PLOTTED | | |
| | GRADES CHECKED | | |
| | STRUCTURE NOTATIONS CHECKED | | |
| | NO. | | |



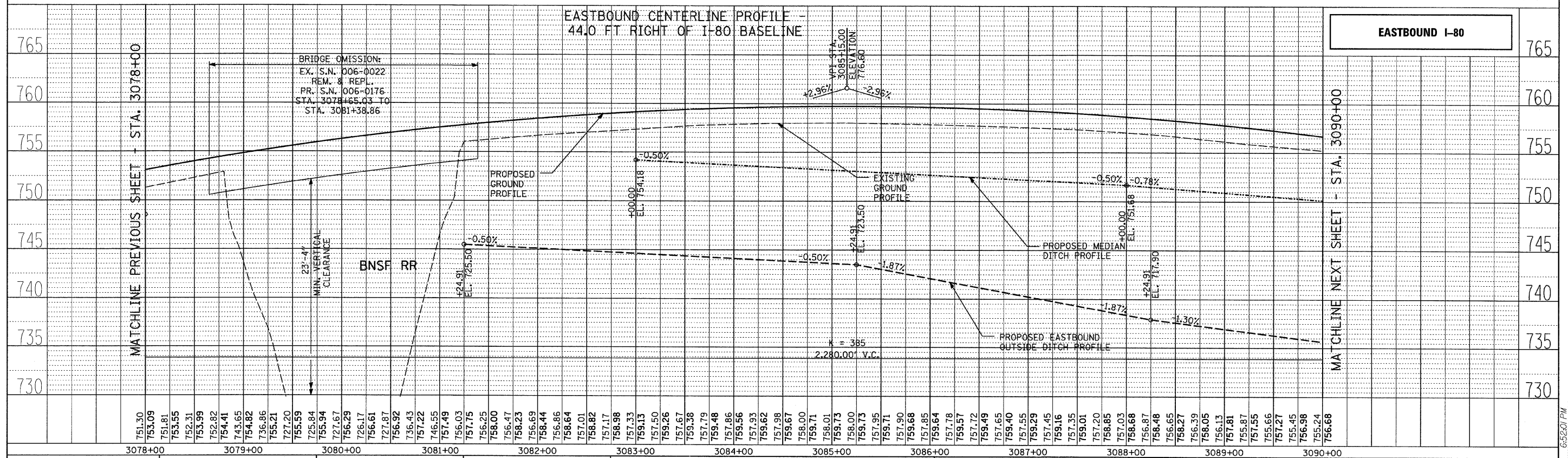
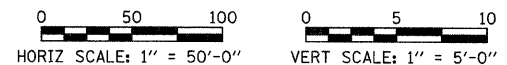
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|---------------------|--------------|-----------------|-----------|---|--|--|------------------------------|---|--------|-----------------|-----------|---------------------|---------------------------|
| TYLIN INTERNATIONAL | USER NAME = | DESIGNED - CAC | REVISED - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | F.A.I. ROUTE 80 (I-80)
EXISTING AND PROPOSED PROFILES | SCALE: 1"=50'H=5'V SHEET NO. 2 OF 5 SHEETS | STA. 3067+00 TO STA. 3078+00 | SECTION
80 (I06-5HBR-1, VBR06-6) JRS-3&I | COUNTY | TOTAL SHEET NO. | SHEET NO. | | |
| | PLOT SCALE = | CHECKED - JDF | REVISED - | | | | | | | | | BUREAU | CONTRACT NO. 66686 |
| | PLOT DATE = | DATE - 9/7/2011 | REVISED - | | | | | | | | | FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT |
| | | | | | | | | | | | | | |

| | | |
|------|-------------------|------|
| PLAN | SURVEYED | DATE |
| | ALIGNMENT CHECKED | |
| | BY OF WAY CHECKED | |
| | NO. FILE NAME | |

| | | |
|---------|----------------|------|
| PROFILE | SURVEYED | DATE |
| | GRADES CHECKED | |
| | BY NOTED | |
| | NO. FILE NAME | |



NOTE:
OUTSIDE DITCH PROFILE LINEWORK ALONG BOTH EB AND WB I-80 HAS BEEN ADJUSTED TO FIT ON THE SHEETS.

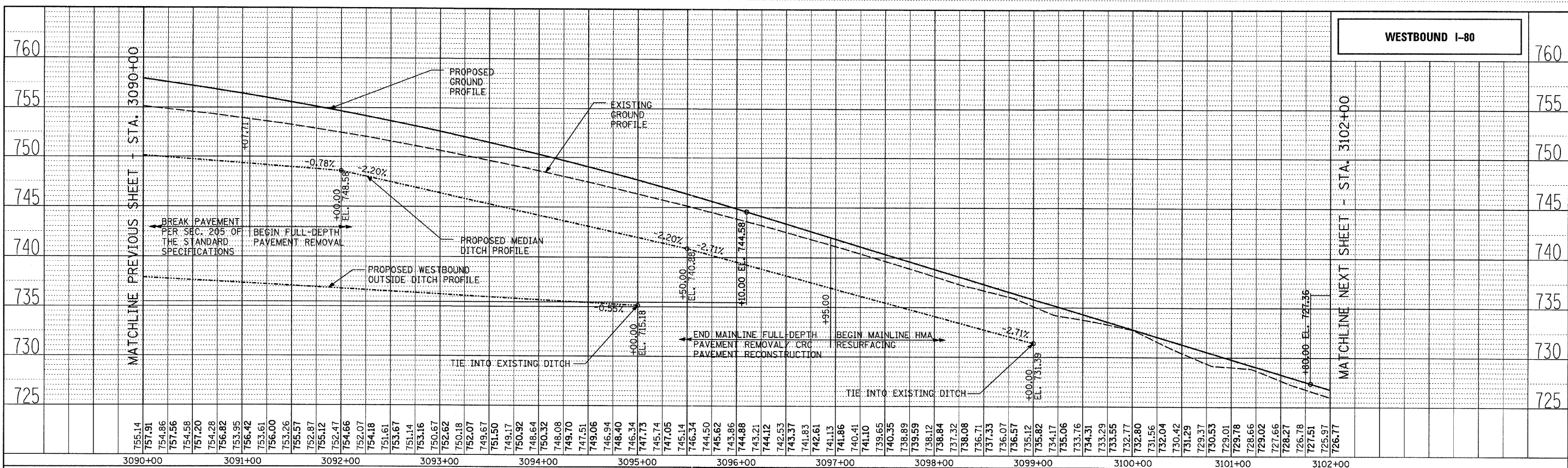


| | | | | | | | | | | | |
|----------------------------|-----------------|----------------|-----------|---|---|--------------------------------|------------------------------|---------|---|--------------|-----------|
| TYLIN INTERNATIONAL | USER NAME = | DESIGNED - CAC | REVISED - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | F.A.I. ROUTE 80 (I-80) | | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | PLOT SCALE = | DRAWN - CAC | REVISED - | | 80 | (106-5)HBR-1, VBR(106-6)RS-3&I | BUREAU | 249 | 45 | | |
| | PLOT DATE = | CHECKED - JDF | REVISED - | | EXISTING AND PROPOSED PROFILES | | CONTRACT NO. 66686 | | | | |
| | DATE - 9/7/2011 | DATE - | REVISED - | | SCALE: 1"=50'H/1"=5'V SHEET NO. 3 OF 5 SHEETS | | STA. 3078+00 TO STA. 3090+00 | | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | |

6/24/2011 9:14:20 AM

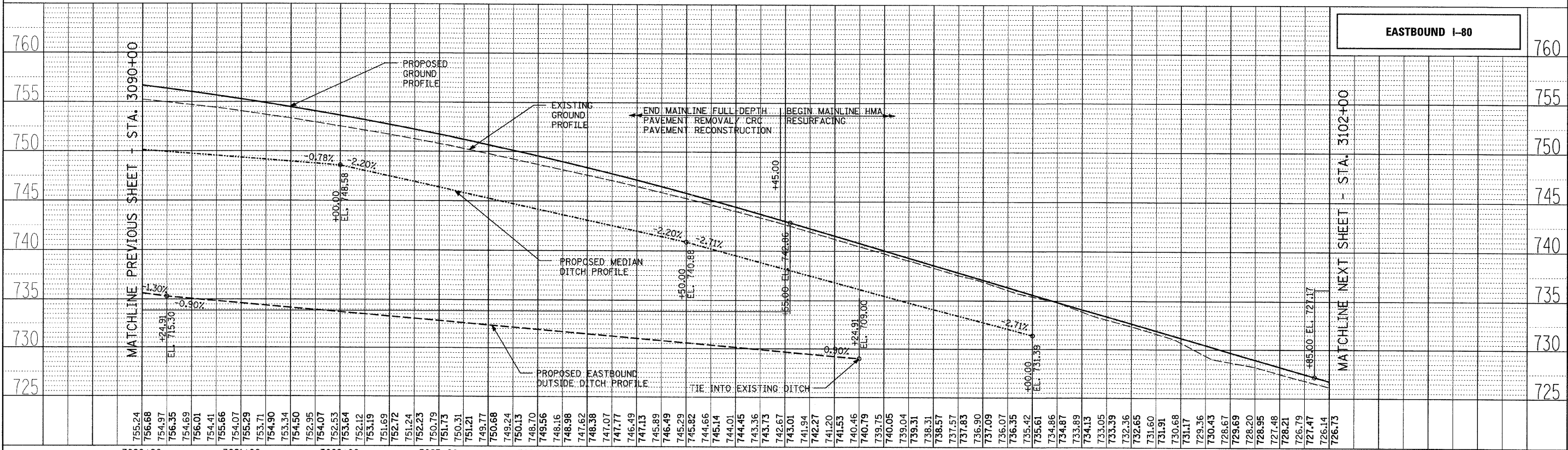
PLAN SURVEYED BY DATE
 NOTE BOOK NO. CHECKED BY
 ALIGNED CHECKED BY
 FILE NO. FILE NAME

PROFILE SURVEYED BY DATE
 NOTE BOOK NO. CHECKED BY
 GRADES CHECKED BY
 STRUCTURE NOTATIONS CHECKED BY



NOTE:
 OUTSIDE DITCH PROFILE LINEWORK ALONG BOTH EB AND WB I-80 HAS BEEN ADJUSTED TO FIT ON THE SHEETS.

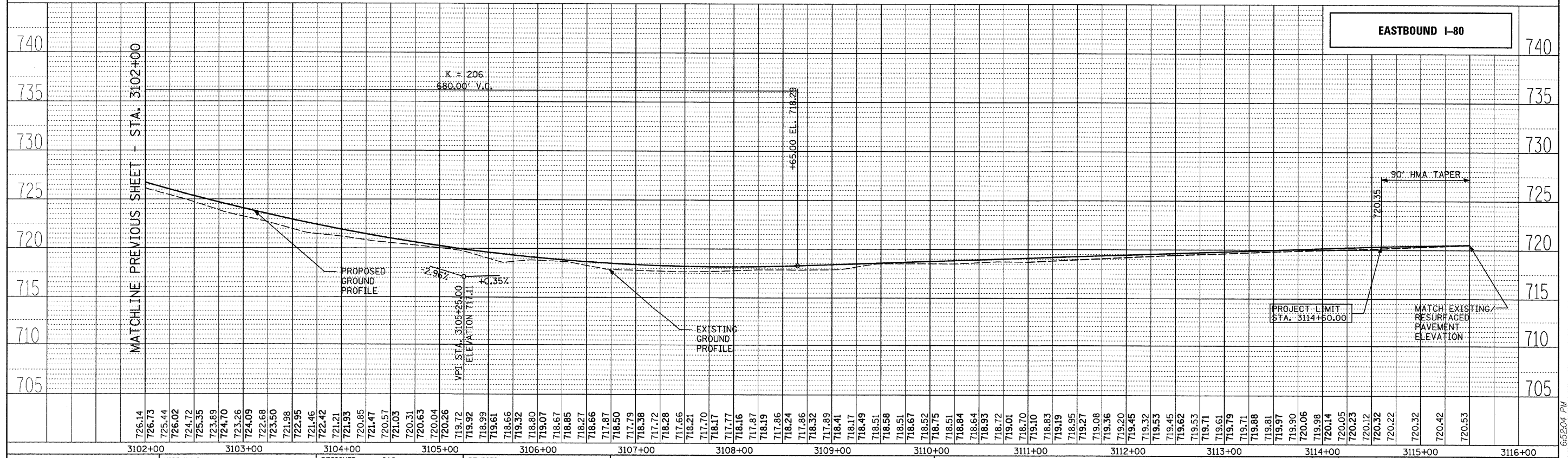
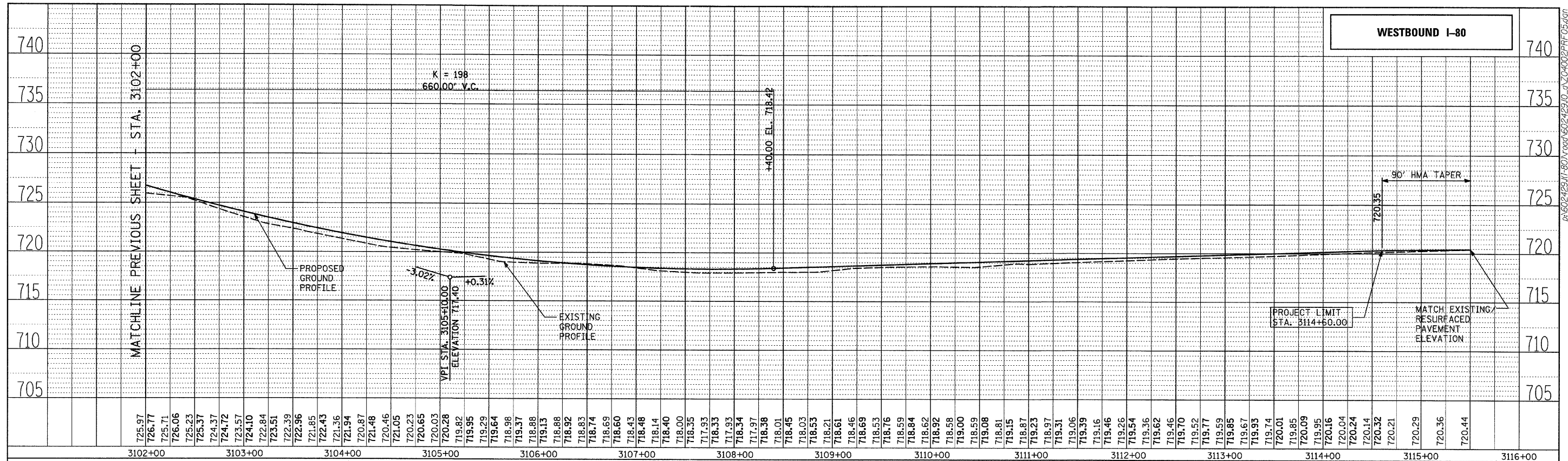
HORIZ SCALE: 1" = 50'-0"
 VERT SCALE: 1" = 5'-0"



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|--|-----------------|-----------|---|---|
| TYLIN INTERNATIONAL
USER NAME =
PLOT SCALE =
PLOT DATE = | DESIGNED - CAC | REVISED - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 80 (I-80)
EXISTING AND PROPOSED PROFILES | SECTION
COUNTY
BUREAU
CONTRACT NO. |
| | DRAWN - CAC | REVISED - | | |
| | CHECKED - JDF | REVISED - | | |
| | DATE - 9/7/2011 | REVISED - | | |
| SCALE: 1"=50'H=1"=5'V SHEET NO. 4 OF 5 SHEETS STA. 3090+00 TO STA. 3102+00 | | | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | |

| | | | |
|------|---------------------|----|------|
| PLAN | SURVEYED | BY | DATE |
| | NOTE BOOK | | |
| | ALIGNMENT CHECKED | | |
| | PT. OF V.A. CHECKED | | |
| | NO. | | |

| | | | |
|---------|-------------------------|----|------|
| PROFILE | SURVEYED | BY | DATE |
| | GRADES CHECKED | | |
| | B.M. NOTED | | |
| | STRUCTURE NOTATION OK'D | | |
| | NO. | | |



TYLIN INTERNATIONAL

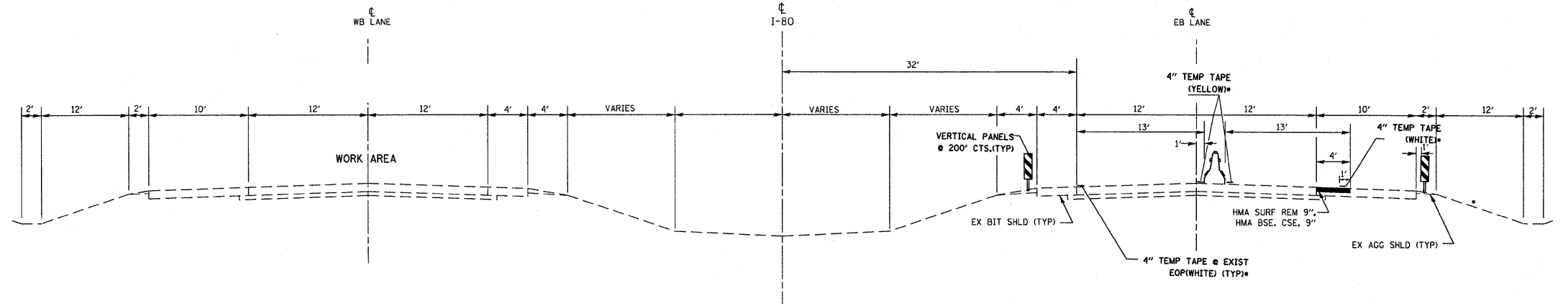
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|--------------|-----------------|-----------|
| USER NAME = | DESIGNED - CAC | REVISED - |
| PLOT SCALE = | DRAWN - CAC | REVISED - |
| PLOT DATE = | CHECKED - JDF | REVISED - |
| | DATE - 9/7/2011 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | |
|---------------------------------------|-------------------------|
| F.A.I. ROUTE 80 (I-80) | |
| EXISTING AND PROPOSED PROFILES | |
| SCALE: 1"=50'H=1"=5'V | SHEET NO. 5 OF 5 SHEETS |
| STA. 3102+00 TO STA. 3116+00 | |

| | | | | |
|---------------------|-----------------------------|--------------------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80 | I106-5HBR-1.VBR106-6JRS-3&I | BUREAU | 249 | 47 |
| FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | CONTRACT NO. 66686 | | |

BETWEEN MEDIAN CROSSOVERS

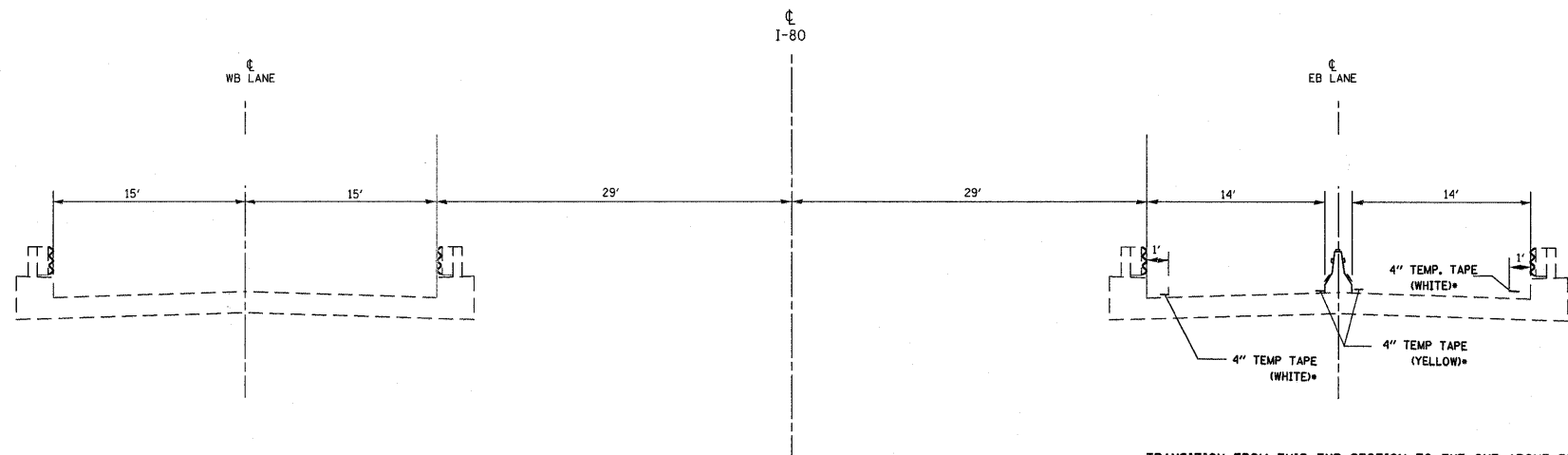


STAGE I MAINLINE STA 1184+12 TO 1334+89 (EXCEPT ACROSS BR AS SHOWN BELOW)

NOTES:

1. THE CONTRACTOR HAS THE OPTION OF USING EITHER THE LINE ON THE TEMPORARY CONCRETE BARRIER OR ON THE PAVEMENT.
2. THE COLOR OF THE REFLECTORS AND PAVEMENT/BARRIER MARKING LINE WILL VARY WITH STAGING AND SHALL MATCH THE EXISTING LINE IN THE WORK AREA.
3. THE COST OF THE REFLECTORS IS INCLUDED IN THE COST OF TEMPORARY CONCRETE BARRIER
4. FINAL SHOULDER RUMBLE STRIPS SHALL BE PLACED AFTER STAGE II COMPLETE

•WET TEMPORARY PAVEMENT
MARKING TAPE TYPE III
(REMOVE ALL EXIST PVT MK)



TRANSITION FROM THIS TYP SECTION TO THE ONE ABOVE BETWEEN STA 1222+00 TO STA 1224+00 AND BETWEEN STA 1232+85 TO STA 1234+85

STAGE I ACROSS SN 006-0022

NOTES:

1. THE CONTRACTOR HAS THE OPTION OF USING EITHER THE LINE ON THE TEMPORARY CONCRETE BARRIER OR ON THE PAVEMENT.
2. THE COLOR OF THE REFLECTORS AND PAVEMENT/BARRIER MARKING LINE WILL VARY WITH STAGING AND SHALL MATCH THE EXISTING LINE IN THE WORK AREA.
3. THE COST OF THE REFLECTORS IS INCLUDED IN THE COST OF TEMPORARY CONCRETE BARRIER
4. FINAL SHOULDER RUMBLE STRIPS SHALL BE PLACED AFTER STAGE II COMPLETE

•WET TEMPORARY PAVEMENT
MARKING TAPE TYPE III
(REMOVE ALL EXIST PVT MK)

| | | | |
|---|----------------------|------------|----------|
| FILE NAME = | USER NAME = braboygo | DESIGNED - | REVISD - |
| cs:\pw\work\p\dot\braboygo\d0212731\0366886-shd-cover.dgn | | DRAWN - | REVISD - |
| | | CHECKED - | REVISD - |
| | | DATE - | REVISD - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE I, TYPICAL SECTIONS

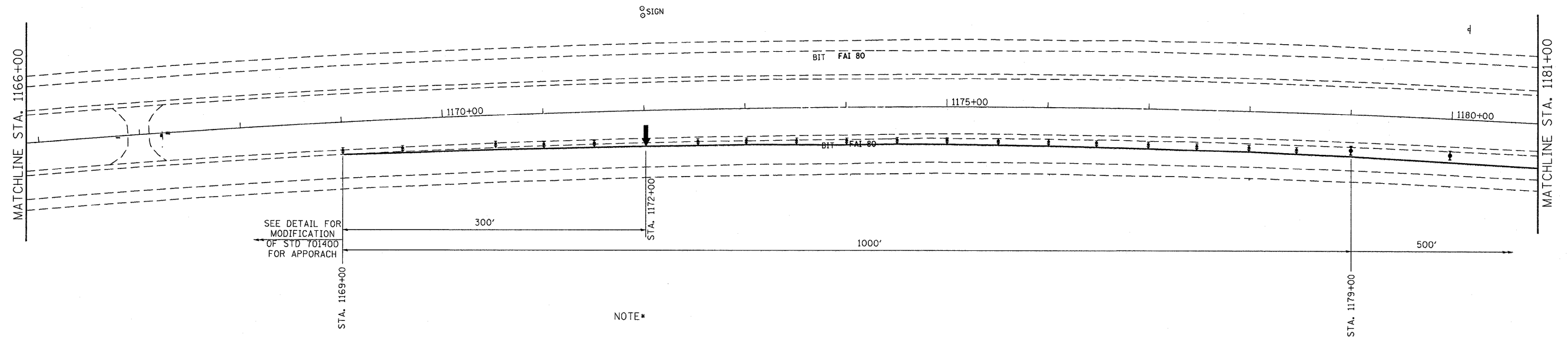
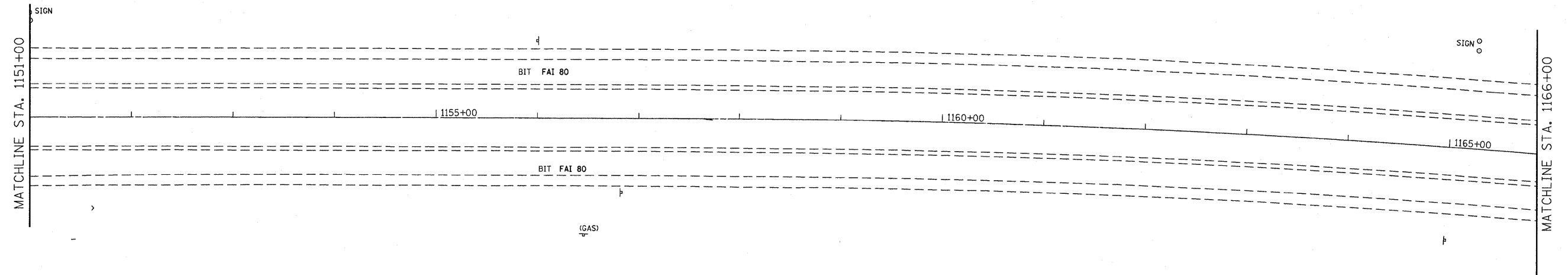
SCALE: SHEET NO. OF SHEETS STA. TO STA.

| | | | | |
|--------------------|-------------------------------|--------|---------------------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80 | [(06-5)HBR-1,VBR(06-6)]RS-3&I | BUREAU | 249 | 48 |
| CONTRACT NO. 66686 | | | ILLINOIS FED. AID PROJECT | |

PRE-STAGE I CONSTRUCTION
 HOT-MIX ASPHALT REMOVAL 9", HOT-MIX ASPHALT SHOULDER, 9", STA 1184+00 TO STA 1276+25 EBL&WBL
 SEE SCHEDULE FOR EXACT LOCATIONS

SYMBOLS

- ▨ Vertical Panel
- ↑ Arrow board
- ⊥ Sign
- ⬇ Direction Indicator barricade with steady burn monodirectional light
- TEMP CONCRETE BARRIER
- ⊙ Drum with steady burn monodirectional light
- ⬇ Type II barricade, drum, or vertical barricade with steady burn monodirectional light
- ① Wet temporary pavement marking tape - TY III shall be placed throughout the taper and along-side the work area. The edge lines shall be white and the line near the barrier shall be yellow.



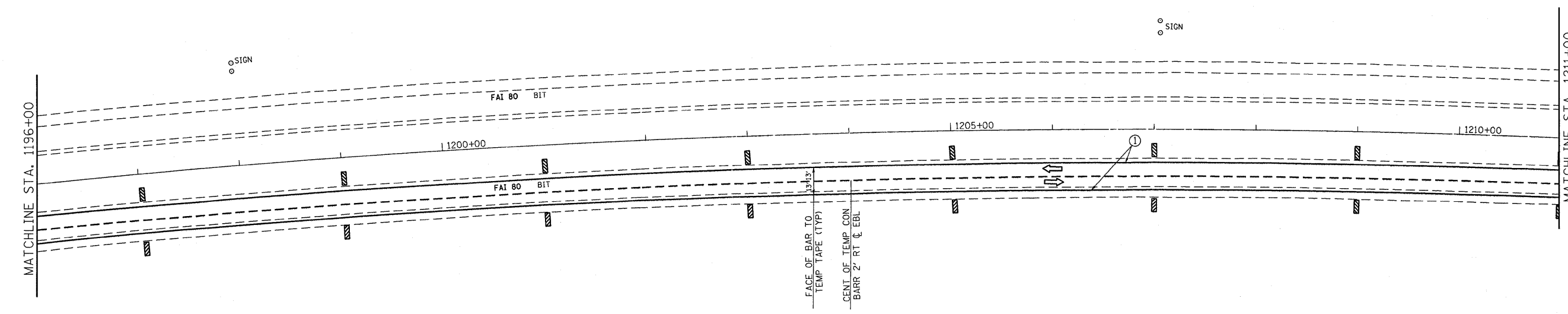
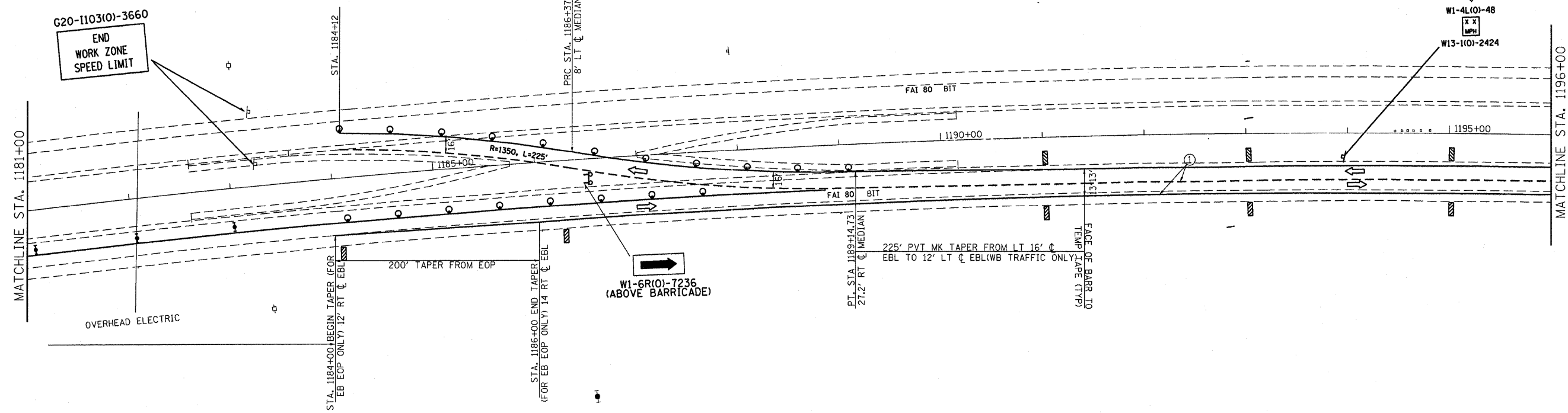
NOTE*

THIS TRAFFIC CONTROL APPROACH TO THE MEDIAN CROSSOVERS MAY BE MODIFIED SOMEWHAT WHEN MILLING, PATCHING, AND PAVING I-80 FROM 1080+00 TO APPROX 1169+00 AND FROM 1350+00 TO 1406+60 DURING STAGE I CONSTRUCTION

| | | | | | | | | | | | |
|---|----------------------|------------|-----------|---|---|-------------------------------|--------------------|---------|---------------------------|--------------|-----------|
| FILE NAME = | USER NAME = braboypa | DESIGNED - | REVISED - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | STAGE I CONSTRUCTION | | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| c:\pw\work\p\dot\braboypa\d0212731\036686-sht-cover.dgn | | DRAWN - | REVISED - | | 80 | (106-5HBR-1, VBR(06-6))RS-3&T | BUREAU | 249 | 49 | | |
| PLOT SCALE = 55.0055' / 1in. | | CHECKED - | REVISED - | | SCALE: _____ SHEET NO. _____ OF _____ SHEETS STA. _____ TO STA. _____ | | CONTRACT NO. 66686 | | ILLINOIS FED. AID PROJECT | | |
| PLOT DATE = 9/21/2011 | | DATE - | REVISED - | | | | | | | | |

SYMBOLS

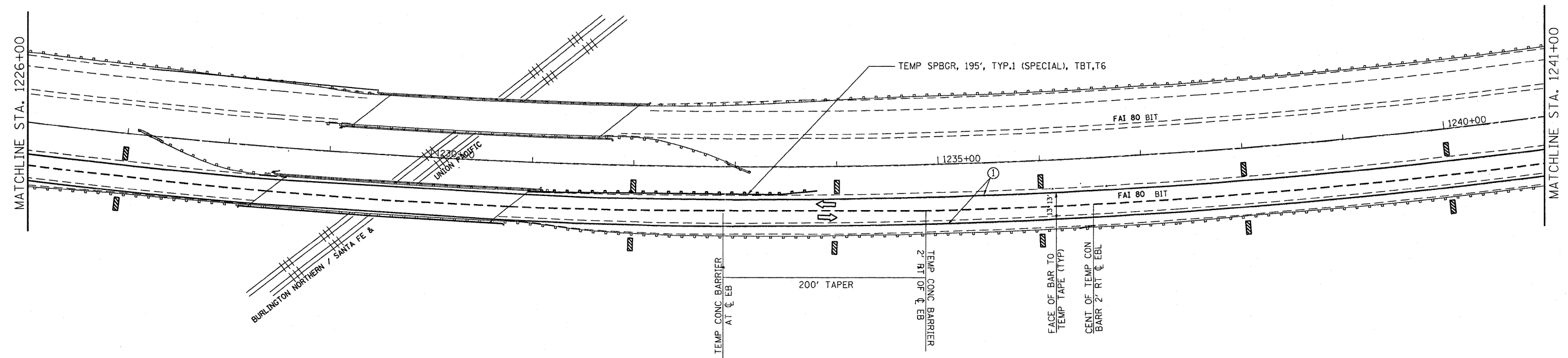
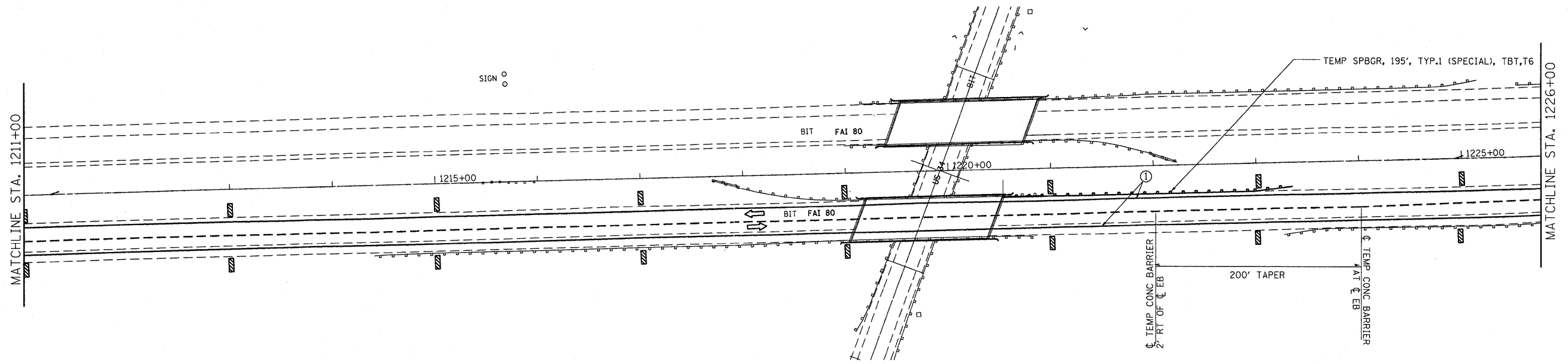
- Vertical Panel
- Arrow board
- Sign
- Direction indicator barricade with steady burn monodirectional light
- TEMP CONCRETE BARRIER
- Drum with steady burn monodirectional light
- Type II barricade, drum, or vertical barricade with steady burn monodirectional light
- Wet temporary pavement marking tape - TY III shall be placed throughout the taper and along-side the work area. The edge lines shall be white and the line near the barrier shall be yellow.



| | | | | | | | | | | | | |
|---|-----------------------------|------------|-----------|---|---|------------------------------|--------|---------------------------|---------|--------|--------------|-----------|
| FILE NAME =
c:\pw_work\pw\dot\braboygo\d021273\10368686-sht-over.dgn | USER NAME = braboygo | DESIGNED - | REVISED - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | STAGE I CONSTRUCTION | | | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | PLOT SCALE = 55,0055' / in. | DRAWN - | REVISED - | | BQ | K06-5HBR-1, VBR; 06-6JRS-3&I | BUREAU | 299 | 50 | | | |
| | PLOT DATE = 9/21/2011 | CHECKED - | REVISED - | | SCALE: _____ SHEET NO. _____ OF _____ SHEETS STA. _____ TO STA. _____ | | | CONTRACT NO. 66686 | | | | |
| | | DATE - | REVISED - | | | | | ILLINOIS FED. AID PROJECT | | | | |









SYMBOLS

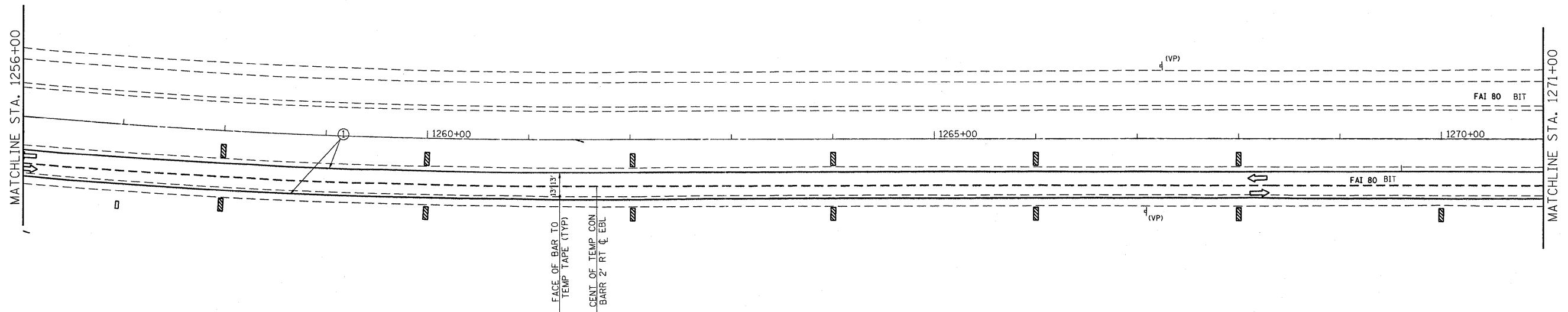
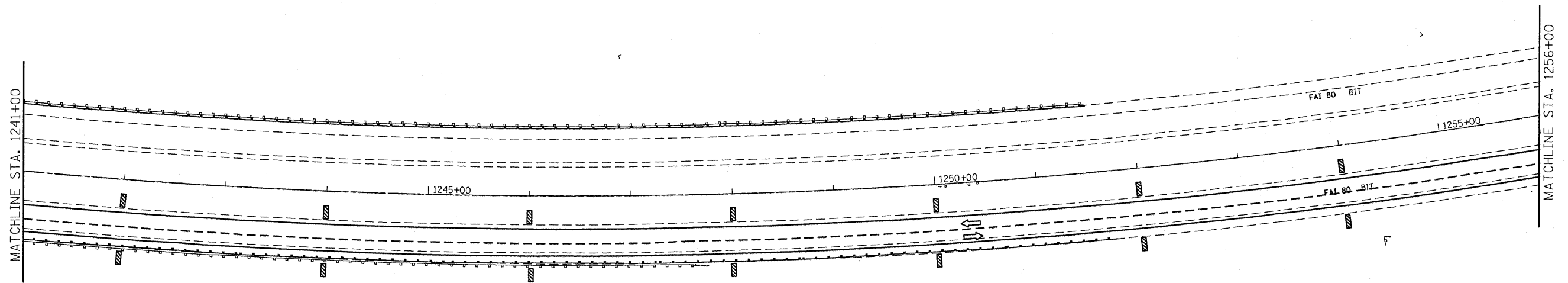
- ▨ Vertical Panel
- ↑ Arrow board
- ⊥ Sign
- ⬇ Direction Indicator barricade with steady burn monodirectional light
- TEMP CONCRETE BARRIER
- ⊙ Drum with steady burn monodirectional light
- ⬇ Type II barricade, drum, or vertical barricade with steady burn monodirectional light
- ① Wet temporary pavement marking tape - TY III shall be placed throughout the taper and along-side the work area. The edge lines shall be white and the line near the barrier shall be yellow.



| | | | | | | | | | | | | |
|---|----------------------|------------|-----------|---|-----------------------------|---------------------------------|--------------------------|---------------------------|------------------------------|--------|-----------------|--------------|
| FILE NAME = | USER NAME = braboypc | DESIGNED - | REVISED - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | STAGE I CONSTRUCTION | | | F.A.I.
RTE. | SECTION | COUNTY | TOTAL
SHEETS | SHEET
NO. |
| ct:\pw\work\p\dot\braboypc\d0212731\0368686-sht-cover.dgn | | DRAWN - | REVISED - | | SCALE: _____ | SHEET NO. _____ OF _____ SHEETS | STA. _____ TO STA. _____ | BQ | [(06-5HBR-1,VBR)(06-6)RS-3&I | BUREAU | 249 | 51 |
| PLOT SCALE = 55.0055' / in. | | CHECKED - | REVISED - | | | | | CONTRACT NO. 66686 | | | | |
| PLOT DATE = 9/21/2011 | | DATE - | REVISED - | | | | | ILLINOIS FED. AID PROJECT | | | | |

SYMBOLS

-  Verticle Panel
-  Arrow board
-  Sign
-  Direction indicator barricade with steady burn monodirectional light
-  TEMP CONCRETE BARRIER
-  Drum with steady burn monodirectional light
-  Type II barricade, drum, or vertical barricade with steady burn monodirectional light
-  Wet temporary pavement marking tape - TY III shall be placed throughout the taper and along-side the work area. The edge lines shall be white and the line near the barrier shall be yellow.



| | | | |
|---|----------------------|------------|-----------|
| FILE NAME = | USER NAME = breboypo | DESIGNED - | REVISED - |
| c:\pwork\pwork\breboypo\d8212731\036686-sht-cover.dgn | | DRAWN - | REVISED - |
| PLOT SCALE = 55.0055' / in. | | CHECKED - | REVISED - |
| PLOT DATE = 9/21/2011 | | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

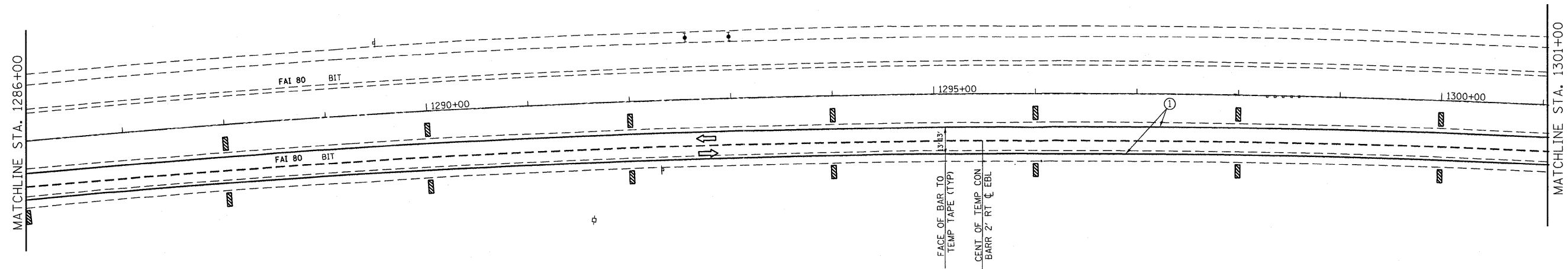
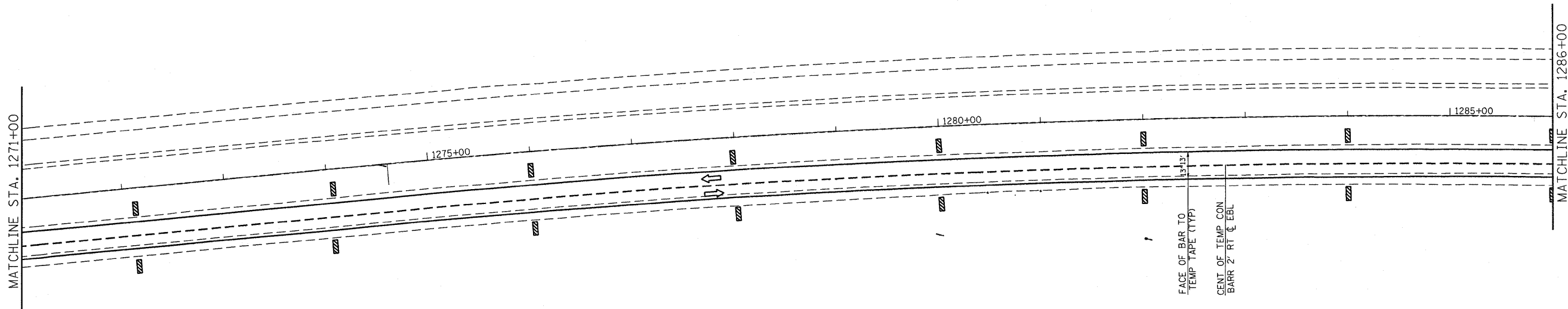
STAGE I CONSTRUCTION

SCALE: _____ SHEET NO. _____ OF _____ SHEETS STA. _____ TO STA. _____

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|--------------------|------------------------------|--------|---------------------------|-----------|
| FAI RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80 | [(06-5)HBR-1,VBR(06-6)RS-3&] | BUREAU | 248 | 52 |
| CONTRACT NO. 66686 | | | ILLINOIS FED. AID PROJECT | |









SYMBOLS

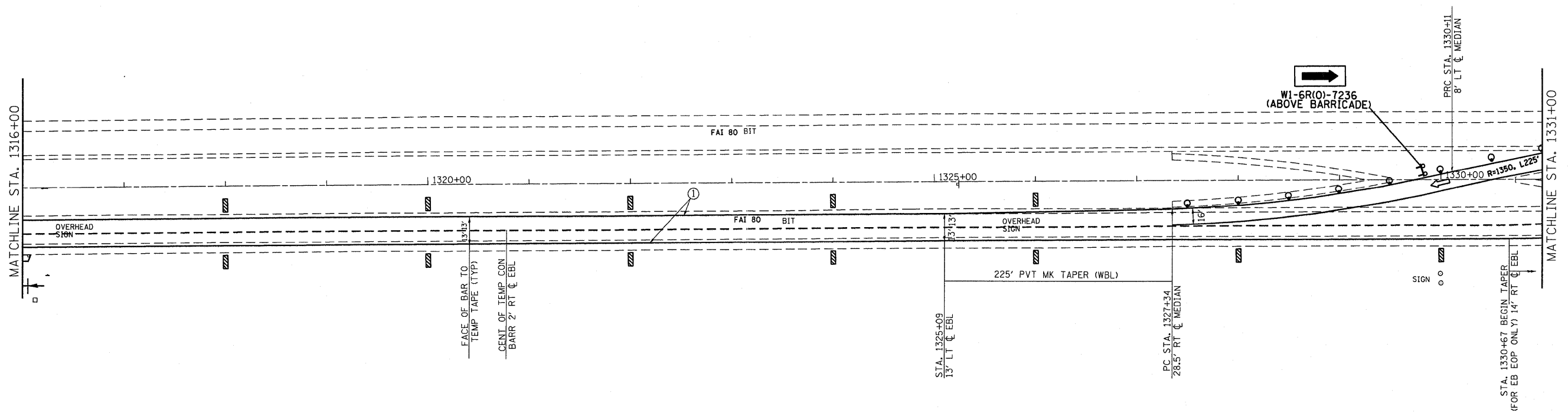
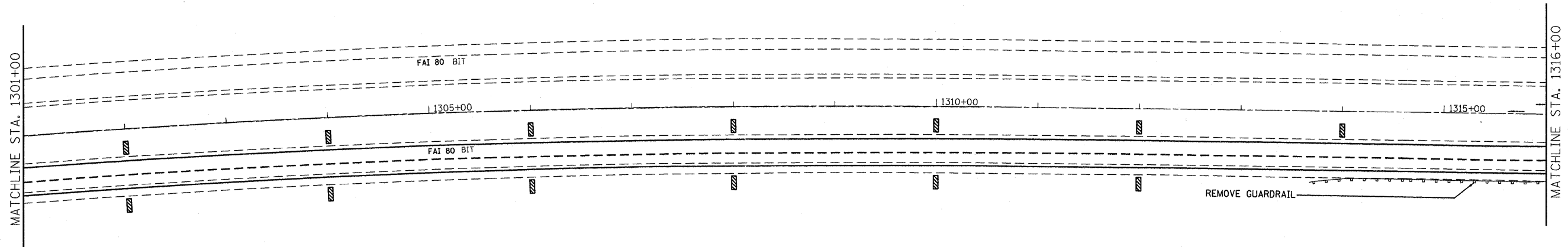
- ▨ Verticle Panel
- ↑ Arrow board
- ⊥ Sign
- ⬇ Direction indicator barricade with steady burn monodirectional light
- TEMP CONCRETE BARRIER
- ⊙ Drum with steady burn monodirectional light
- ⬇ Type II barricade, drum, or vertical barricade with steady burn monodirectional light
- ① Wet temporary pavement marking tape - TY III shall be placed throughout the taper and along-side the work area. The edge lines shall be white and the line near the barrier shall be yellow.



| | | | | | | | | | | | |
|--|----------------------|------------|-----------|---|-----------------------------|---------------------------|------------------------------|--------|--------------|-----------|--|
| FILE NAME = | USER NAME = braboyco | DESIGNED - | REVISED - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | STAGE I CONSTRUCTION | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| c:\pwork\pwork\braboyco\0212731\036686-sht-cover.dgn | 686-sht-cover.dgn | DRAWN - | REVISED - | | | 80 | (106-5)HBR-1,VBR(06-6)RS-3&I | BUREAU | 249 | 53 | |
| PLOT SCALE = 55.0055' / in. | CHECKED - | REVISED - | REVISED - | | | CONTRACT NO. 66686 | | | | | |
| PLOT DATE = 9/21/2011 | DATE - | REVISED - | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | | |

SYMBOLS

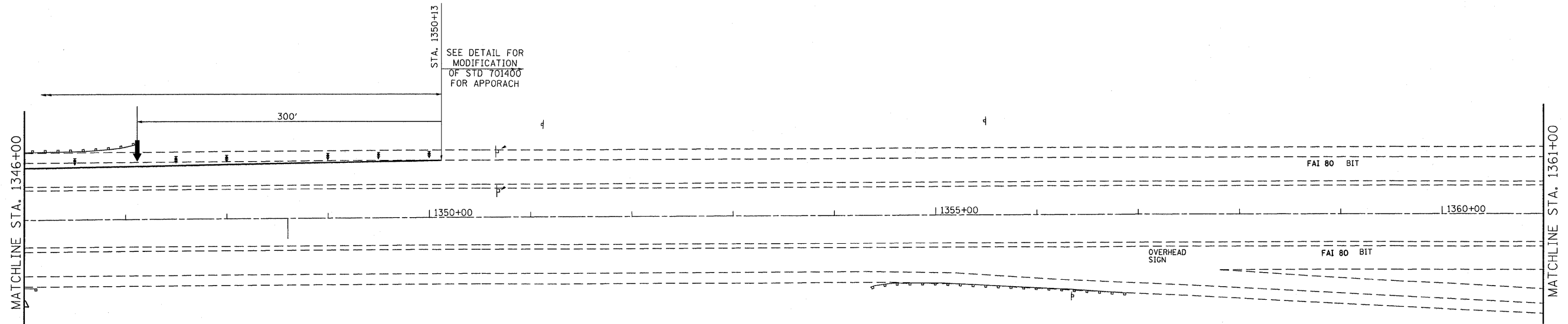
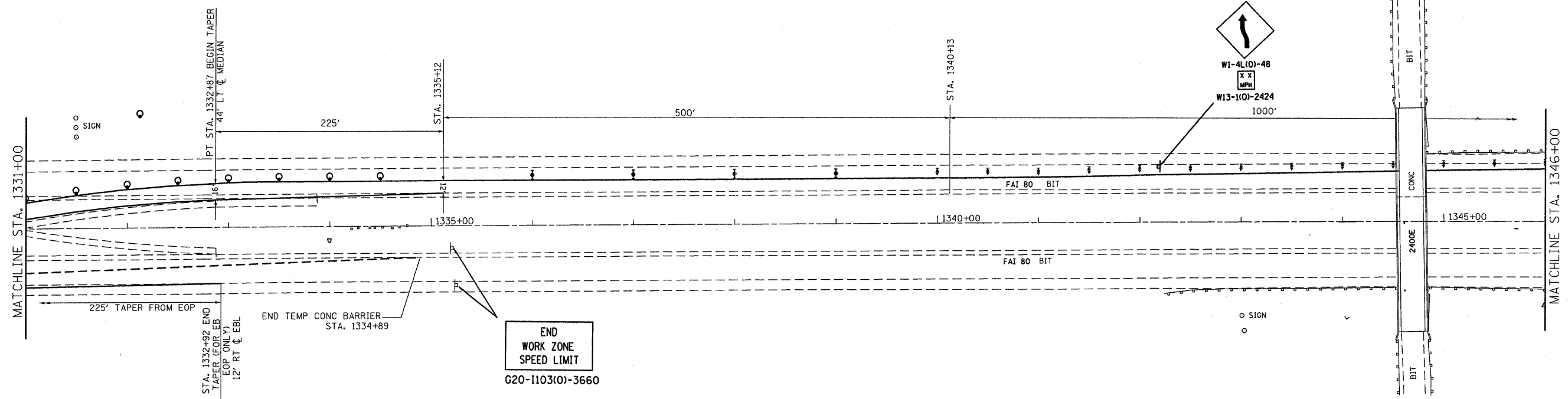
-  Verticle Panel
-  Arrow board
-  Sign
-  Direction indicator barricade with steady burn monodirectional light
-  TEMP CONCRETE BARRIER
-  Drum with steady burn monodirectional light
-  Type II barricade, drum, or vertical barricade with steady burn monodirectional light
-  Wet temporary pavement marking tape - TY III shall be placed throughout the taper and along-side the work area. The edge lines shall be white and the line near the barrier shall be yellow.



| | | | | | | | | | | | | |
|---|----------------------|------------|-----------|---|-----------------------------|---------------------------------|--------------------------|---------------------------|--------------------------------|--------|-----------------|--------------|
| FILE NAME = | USER NAME = braboygo | DESIGNED - | REVISED - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | STAGE I CONSTRUCTION | | | F.A.I.
RTE. | SECTION | COUNTY | TOTAL
SHEETS | SHEET
NO. |
| ot\pr_work\pwidot\braboygo\d8212731\03686866-sht-over.dgn | | DRAWN - | REVISED - | | SCALE: _____ | SHEET NO. _____ OF _____ SHEETS | STA. _____ TO STA. _____ | 80 | [(06-5)HBR-1,VBR;(06-6)RS-3&I] | BUREAU | 248 | 54 |
| PLOT SCALE = 55.0055' / in. | | CHECKED - | REVISED - | | | | | CONTRACT NO. 66686 | | | | |
| PLOT DATE = 9/21/2011 | | DATE - | REVISED - | | | | | ILLINOIS FED. AID PROJECT | | | | |

SYMBOLS

- Vertical Panel
- Arrow board
- Sign
- Direction indicator barricade with steady burn monodirectional light
- TEMP CONCRETE BARRIER
- Drum with steady burn monodirectional light
- Type II barricade, drum, or vertical barricade with steady burn monodirectional light
- Wet temporary pavement marking tape - TY III shall be placed throughout the taper and along-side the work area. The edge lines shall be white and the line near the barrier shall be yellow.



| | | | |
|---|----------------------|------------|-----------|
| FILE NAME = | USER NAME = braboypa | DESIGNED - | REVISED - |
| c:\pwork\pwork\dot\braboypa\0212731\0366686-sht-cover.dgn | | DRAWN - | REVISED - |
| PLOT SCALE = 55.0055' / in. | | CHECKED - | REVISED - |
| PLOT DATE = 9/21/2011 | | DATE - | REVISED - |

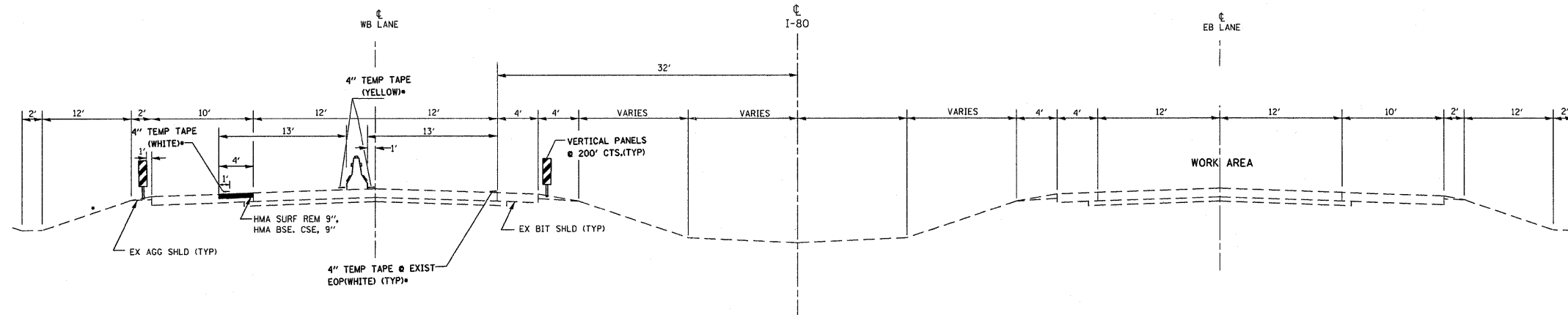
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE I CONSTRUCTION

SCALE: _____ SHEET NO. _____ OF _____ SHEETS STA. _____ TO STA. _____

| | | | | |
|--------------------|----------------------------|---------|---------------------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80 | 106-5HBR-1,VBR(06-6)RS-3&I | BLUENAU | 249 | 55 |
| CONTRACT NO. 66686 | | | ILLINOIS FED. AID PROJECT | |

BETWEEN MEDIAN CROSSOVERS



STAGE II MAINLINE AND THROUGH BRIDGES

STA 1181+53 TO 1332+40

•WET TEMPORARY PAVEMENT
MARKING TAPE TYPE III
(REMOVE ALL EXIST PVT MK)

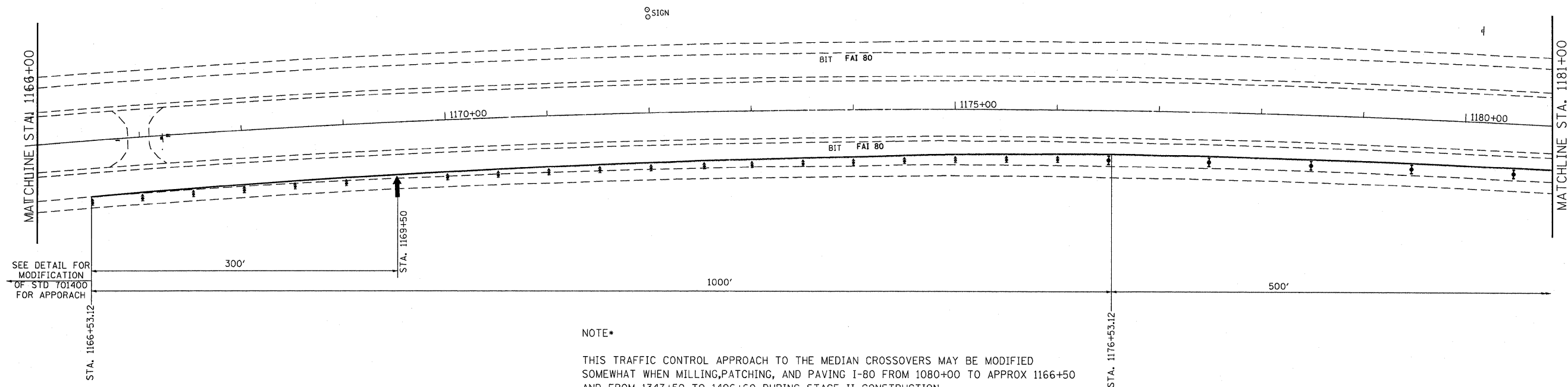
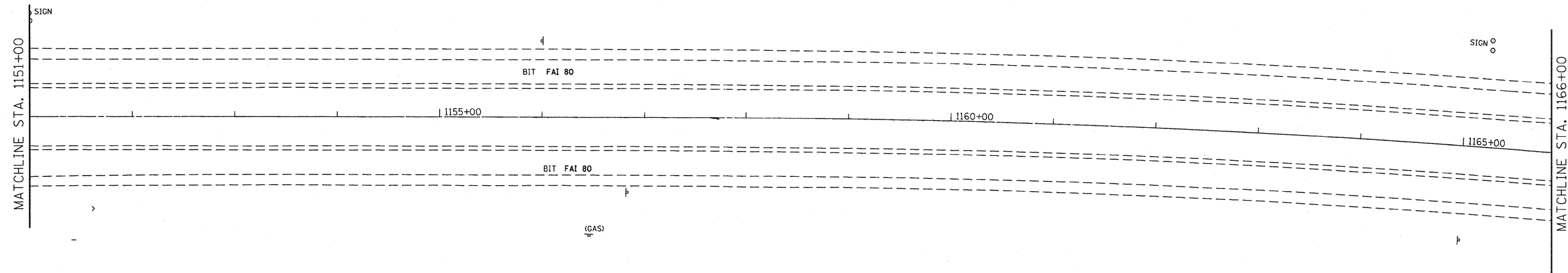
NOTES:

1. THE CONTRACTOR HAS THE OPTION OF USING EITHER THE LINE ON THE TEMPORARY CONCRETE BARRIER OR ON THE PAVEMENT.
2. THE COLOR OF THE REFLECTORS AND PAVEMENT/BARRIER MARKING LINE WILL VARY WITH STAGING AND SHALL MATCH THE EXISTING LINE IN THE WORK AREA.
3. THE COST OF THE REFLECTORS IS INCLUDED IN THE COST OF TEMPORARY CONCRETE BARRIER

| | | | | | | | | | | | |
|--|----------------------|------------|-----------|---|-----------------------------------|---------------------------|-------------------------------|--------|-----------------|--------------|--|
| FILE NAME = | USER NAME = braboygo | DESIGNED - | REVISED - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | STAGE II, TYPICAL SECTIONS | F.A.
RTE. | SECTION | COUNTY | TOTAL
SHEETS | SHEET
NO. | |
| o:\pwork\pwork\braboygo\10212731\0368686-shr-cover.dgn | | DRAWN - | REVISED - | | | 80 | (106-5)HBR-1,VBR(106-6)RS-3&I | BUREAU | 249 | 56 | |
| PLOT SCALE = 55.8055' / in. | | CHECKED - | REVISED - | | | CONTRACT NO. 66686 | | | | | |
| PLOT DATE = 9/21/2011 | | DATE - | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | | |









SYMBOLS

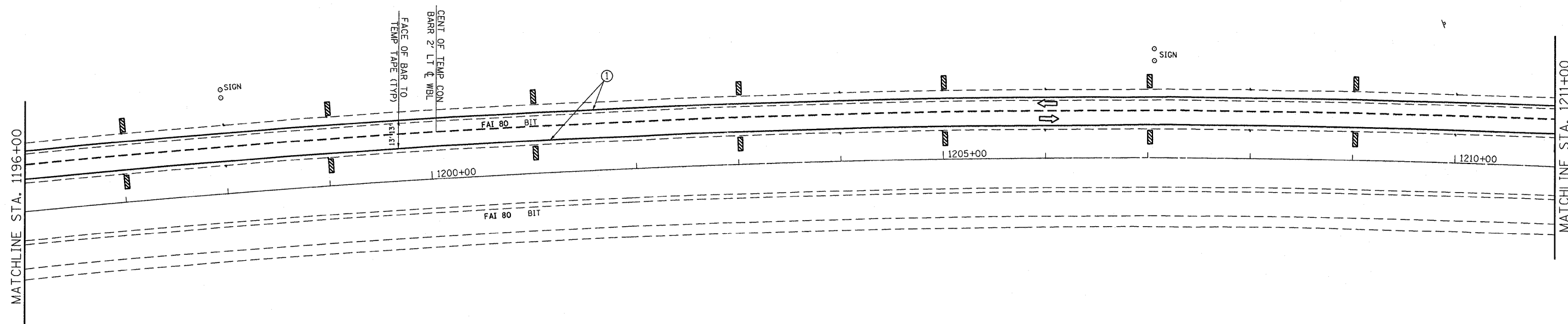
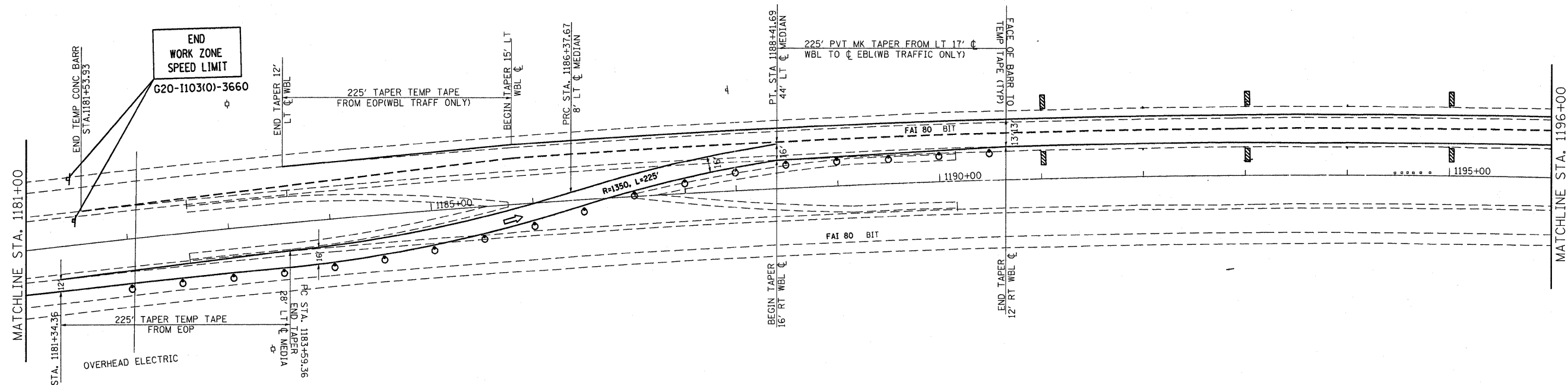
- ▨ Vertical Panel
- ↑ Arrow board
- ⊥ Sign
- ↕ Direction indicator barricade with steady burn monodirectional light
- TEMP CONCRETE BARRIER
- ⊙ Drum with steady burn monodirectional light
- ⊥ Type II barricade, drum, or vertical barricade with steady burn monodirectional light
- ① Wet temporary pavement marking tape - TY III shall be placed throughout the taper and along-side the work area. The edge lines shall be white and the line near the barrier shall be yellow.



| | | | | | | | | | | | | | |
|---------------------------------------|------------------------------|------------|-----------|---|---|-----------------------------|---------|-----|--------------------|---------|--------|--------------|-----------|
| FILE NAME = | USER NAME = braboypc | DESIGNED - | REVISED - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | STAGE II CONSTRUCTION | | | | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| g:\pwork\pwork\braboypc\d0212731\0368 | 686-sht-cover.dgn | DRAWN - | REVISED - | | 80 | 106-5)HBR-1,VBR(06-6)RS-3&I | BLUENAU | 289 | 57 | | | | |
| | PLOT SCALE = 55,0000 ' / in. | CHECKED - | REVISED - | | SCALE: _____ SHEET NO. _____ OF _____ SHEETS STA. _____ TO STA. _____ | | | | CONTRACT NO. 66686 | | | | |
| | PLOT DATE = 9/21/2011 | DATE - | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | | |

SYMBOLS

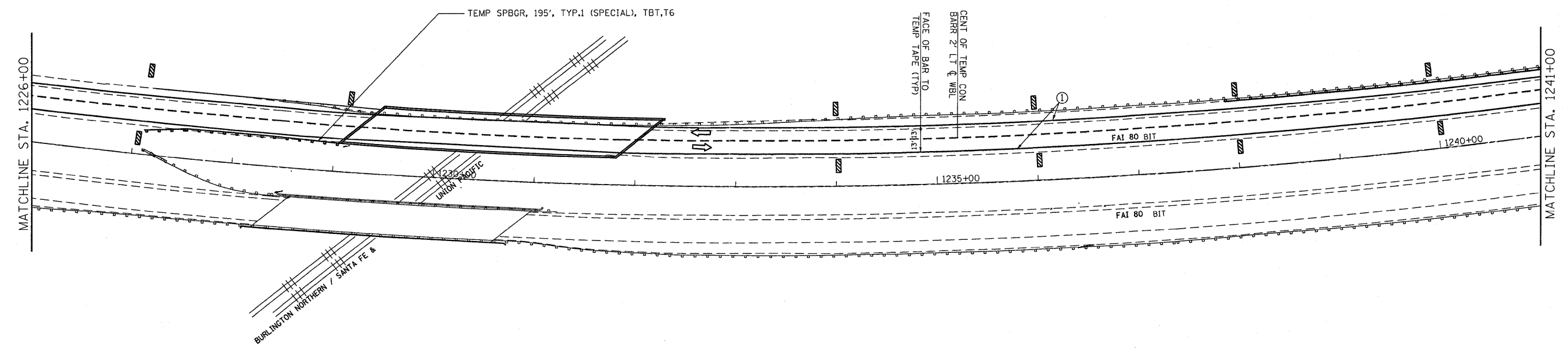
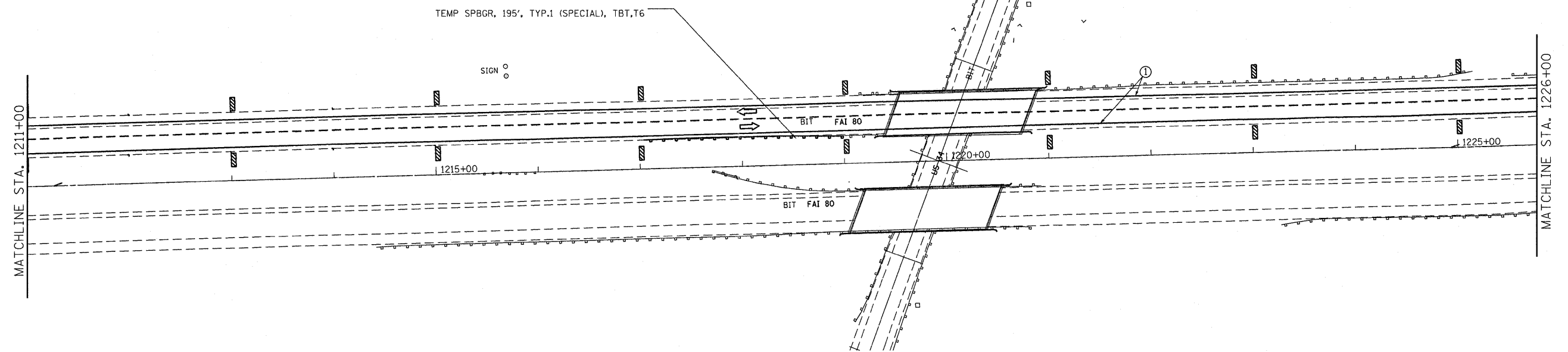
-  Verticle Panel
-  Arrow board
-  Sign
-  Direction indicator barricade with steady burn monodirectional light
-  TEMP CONCRETE BARRIER
-  Drum with steady burn monodirectional light
-  Type II barricade, drum, or vertical barricade with steady burn monodirectional light
-  Wet temporary pavement marking tape - TY III shall be placed throughout the taper and along-side the work area. The edge lines shall be white and the line near the barrier shall be yellow.



| | | | | | | | | | | | | |
|---|----------------------|------------|-----------|---|---|-----------------------------|--------|--------------------|---------|--------|--------------|-----------|
| FILE NAME = | USER NAME = braboypc | DESIGNED - | REVISED - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | STAGE II CONSTRUCTION | | | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| ca:\pwork\pwork\braboypc\0212731\036686-shr-cover.dgn | | DRAWN - | REVISED - | | 80 | 106-5HBR-1,VBR,106-6)RS-3&I | BUREAU | 249 | 58 | | | |
| PLOT SCALE = 55,0000 ' / in. | | CHECKED - | REVISED - | | SCALE: _____ SHEET NO. _____ OF _____ SHEETS STA. _____ TO STA. _____ | | | CONTRACT NO. 66686 | | | | |
| PLOT DATE = 9/21/2011 | | DATE - | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | |

SYMBOLS

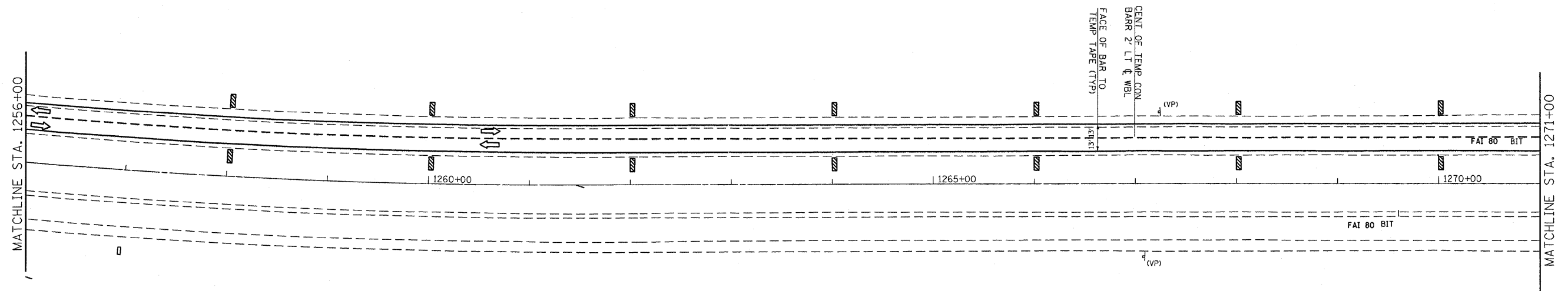
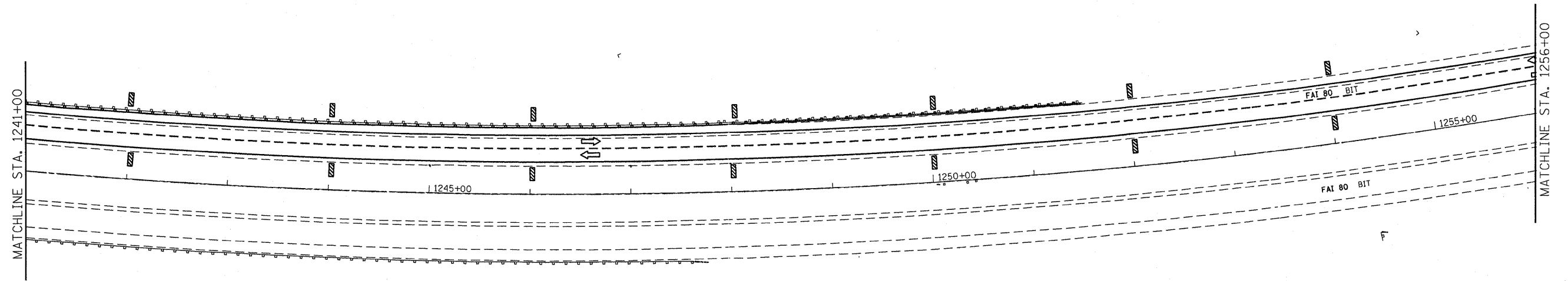
- ▨ Vertical Panel
- ↑ Arrow board
- ⊥ Sign
- ⬇ Direction Indicator barricade with steady burn monodirectional light
- TEMP CONCRETE BARRIER
- ⊙ Drum with steady burn monodirectional light
- ⬇ Type II barricade, drum, or vertical barricade with steady burn monodirectional light
- ① Wet temporary pavement marking tape - TY III shall be placed throughout the taper and along-side the work area. The edge lines shall be white and the line near the barrier shall be yellow.



| | | | | | | | | | | | | |
|---|----------------------|------------|-----------|---|------------------------------|---------------------------------|--------------------------|---------------------------|-------------------------------|--------|-----------------|--------------|
| FILE NAME = | USER NAME = braboypc | DESIGNED - | REVISED - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | STAGE II CONSTRUCTION | | | F.A.I
RTE. | SECTION | COUNTY | TOTAL
SHEETS | SHEET
NO. |
| ca:\pwork\pwork\braboypc\0212731\036688-shr-cover.dgn | | DRAWN - | REVISED - | | SCALE: _____ | SHEET NO. _____ OF _____ SHEETS | STA. _____ TO STA. _____ | 80 | (106-5)HBR-1.VBR(106-6)RS-3&I | BUREAU | 249 | 59 |
| PLOT SCALE = 55,0000' / in. | | CHECKED - | REVISED - | | | | | CONTRACT NO. 66686 | | | | |
| PLOT DATE = 9/21/2011 | | DATE - | REVISED - | | | | | ILLINOIS FED. AID PROJECT | | | | |

SYMBOLS

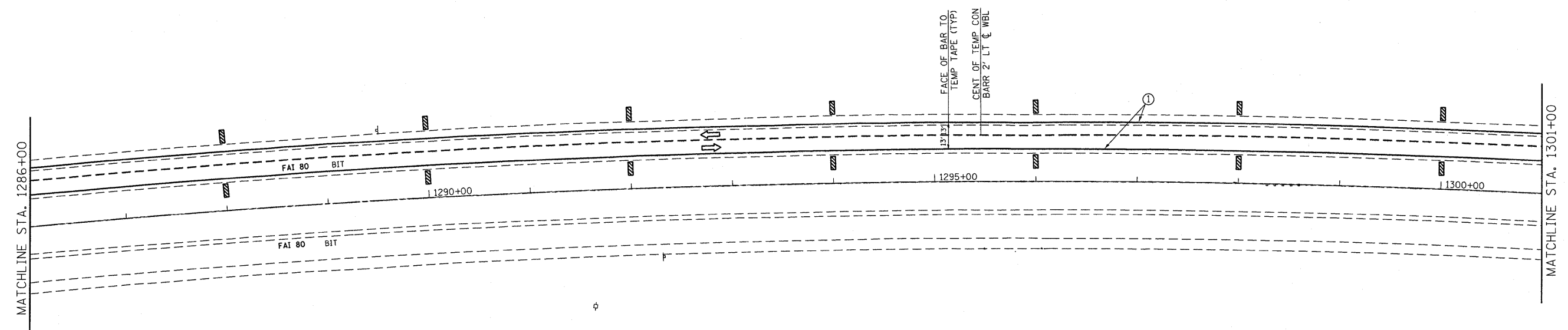
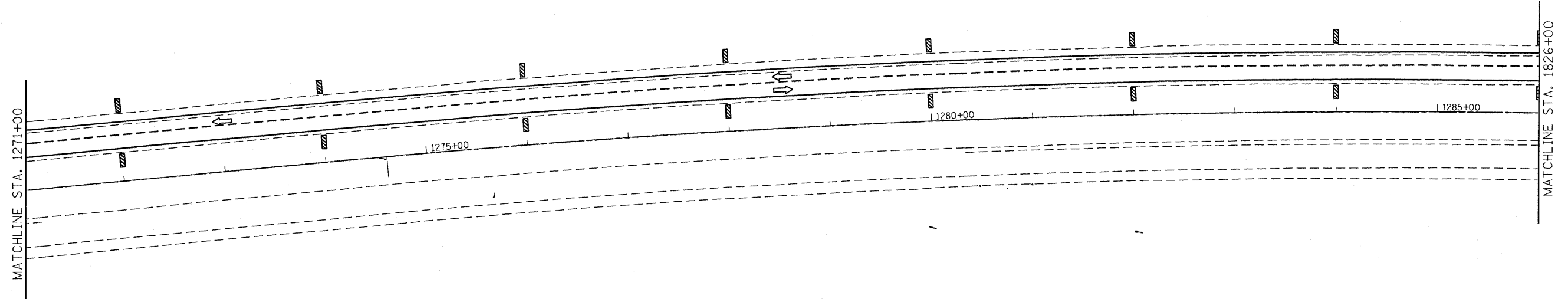
- ▨ Vertical Panel
- ↑ Arrow board
- ⊥ Sign
- ⬇ Direction indicator barricade with steady burn monodirectional light
- TEMP CONCRETE BARRIER
- Drum with steady burn monodirectional light
- ⬇ Type II barricade, drum, or vertical barricade with steady burn monodirectional light
- ① Wet temporary pavement marking tape - TY III shall be placed throughout the taper and along-side the work area. The edge lines shall be white and the line near the barrier shall be yellow.



| | | | | | | | | | | | |
|---|----------------------|------------|-----------|---|------------------------------|---|----------------------------|--------------------|-----------------|--------------|--|
| FILE NAME = | USER NAME = braboypc | DESIGNED - | REVISED - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | STAGE II CONSTRUCTION | F.A.I.
RTE. | SECTION | COUNTY | TOTAL
SHEETS | SHEET
NO. | |
| ci:\pw_work\p\dot\braboypc\d0212731\0366886-shr-cover.dgn | | DRAWN - | REVISED - | | | 80 | 106-5HBR-1,VBR(06-6)RS-3&I | BUREAU | 249 | 60 | |
| PLOT SCALE = 55.0000' / in. | | CHECKED - | REVISED - | | | SCALE: _____ SHEET NO. ____ OF ____ SHEETS STA. _____ TO STA. _____ | | CONTRACT NO. 66686 | | | |
| PLOT DATE = 9/21/2011 | | DATE - | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | | |









SYMBOLS

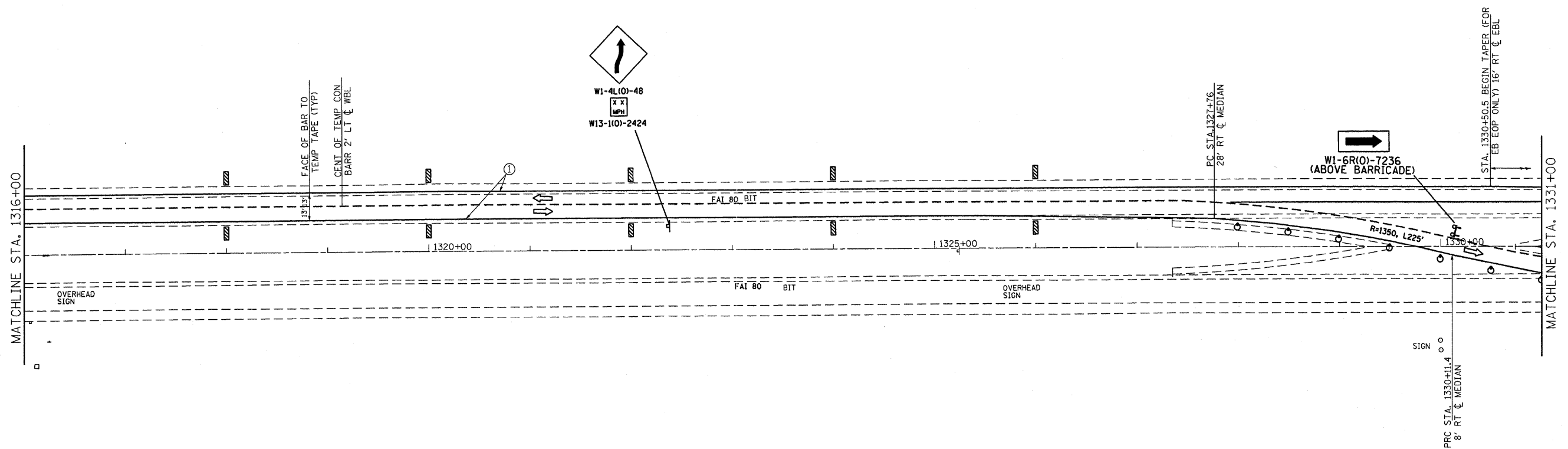
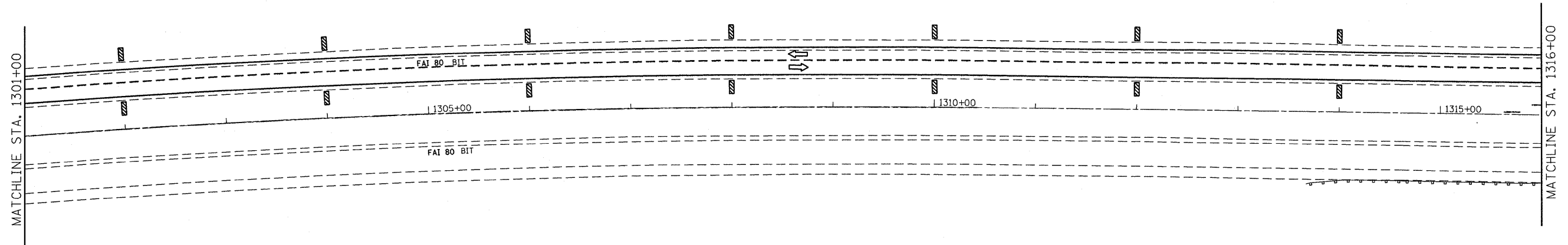
- ▨ Vertical Panel
- ↑ Arrow board
- ⊥ Sign
- ⬇ Direction Indicator barricade with steady burn monodirectional light
- TEMP CONCRETE BARRIER
- Drum with steady burn monodirectional light
- ⬇ Type II barricade, drum, or vertical barricade with steady burn monodirectional light
- ① Wet temporary pavement marking tape - TY III shall be placed throughout the taper and along-side the work area. The edge lines shall be white and the line near the barrier shall be yellow.



| | | | | | | | | | | | |
|--|-----------------------------|------------|-----------|---|------------------------------|---|------------------------------|--------------------|-----------------|--------------|--|
| FILE NAME = | USER NAME = braboypc | DESIGNED - | REVISED - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | STAGE II CONSTRUCTION | F.A.I.
RTE. | SECTION | COUNTY | TOTAL
SHEETS | SHEET
NO. | |
| ca:\pw_work\pwork\braboypc\d0212731\0366 | 686-sht-cover.dgn | DRAWN - | REVISED - | | | 80 | (06-5)HBR-1,VBR,(06-6)RS-3&I | BLUENAU | 249 | 61 | |
| | PLOT SCALE = 55,0000' / in. | CHECKED - | REVISED - | | | SCALE: _____ SHEET NO. _____ OF _____ SHEETS STA. _____ TO STA. _____ | | CONTRACT NO. 66686 | | | |
| | PLOT DATE = 9/21/2011 | DATE - | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | | |

SYMBOLS

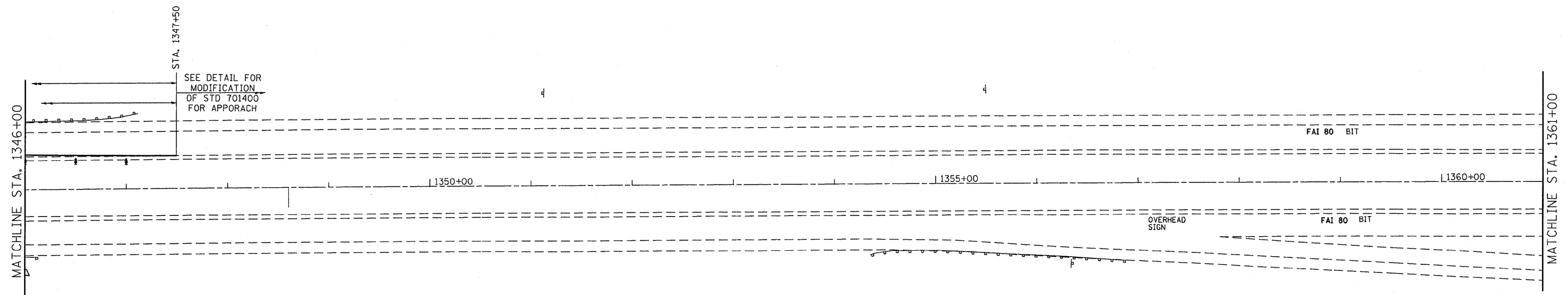
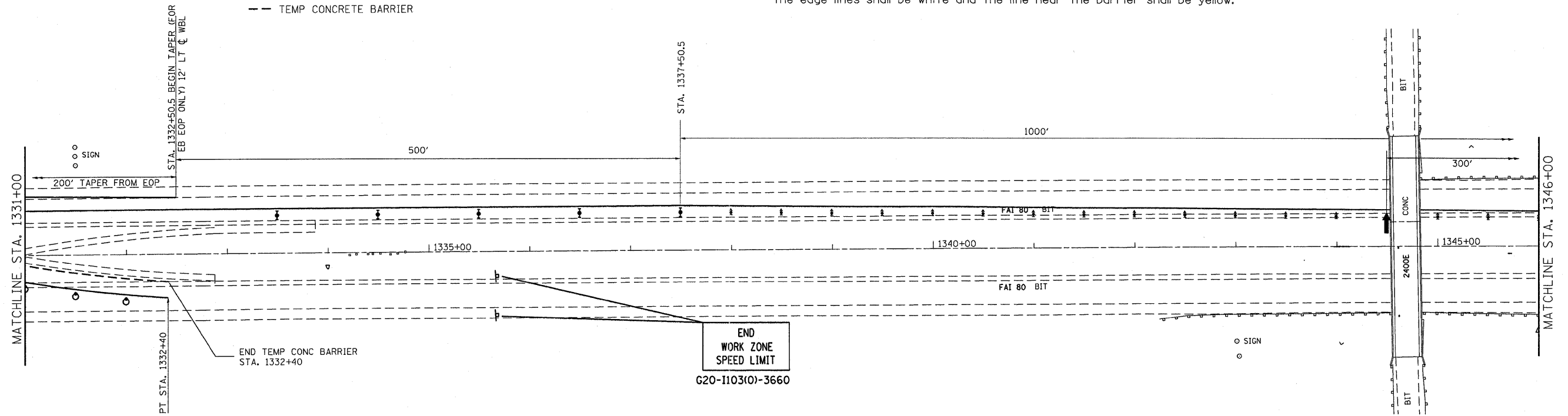
-  Verticle Panel
-  Arrow board
-  Sign
-  Direction Indicator barricade with steady burn monodirectional light
-  TEMP CONCRETE BARRIER
-  Drum with steady burn monodirectional light
-  Type II barricade, drum, or vertical barricade with steady burn monodirectional light
-  ① Wet temporary pavement marking tape - TY III shall be placed throughout the taper and along-side the work area. The edge lines shall be white and the line near the barrier shall be yellow.



| | | | | | | | | | | | | |
|---|-----------------------------|------------|-----------|---|------------------------------|---------------------------------|--------------------------|--------------------|--------|-----------------|--------------|--|
| FILE NAME = | USER NAME = braboypc | DESIGNED - | REVISED - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | STAGE II CONSTRUCTION | | F.A.I.
RTE. | SECTION | COUNTY | TOTAL
SHEETS | SHEET
NO. | |
| os:\pw\work\p\dot\braboypc\d0212731\0366886-sht-cover.dgn | PLOT SCALE = 55,0000' / in. | DRAWN - | REVISED - | | 80 | 106-5HBR-1.VBR;106-6JRS-3&I | BUREAU | 249 | 62 | | | |
| | PLOT DATE = 9/21/2011 | CHECKED - | REVISED - | | SCALE: _____ | SHEET NO. _____ OF _____ SHEETS | STA. _____ TO STA. _____ | CONTRACT NO. 66886 | | | | |
| | | DATE - | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | |

SYMBOLS

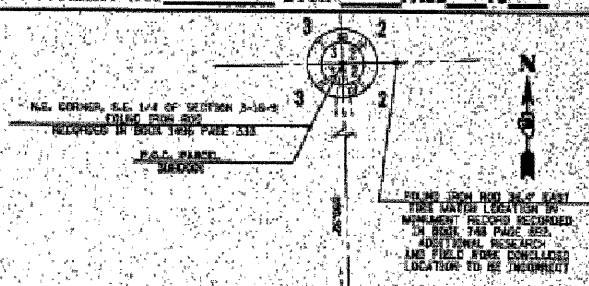
- ▨ Vertical Panel
- ↑ Arrow board
- ⊥ Sign
- ↔ Direction indicator barricade with steady burn monodirectional light
- TEMP CONCRETE BARRIER
- ⊙ Drum with steady burn monodirectional light
- ⊥ Type II barricade, drum, or vertical barricade with steady burn monodirectional light
- ① Wet temporary pavement marking tape - TY III shall be placed throughout the taper and along-side the work area. The edge lines shall be white and the line near the barrier shall be yellow.



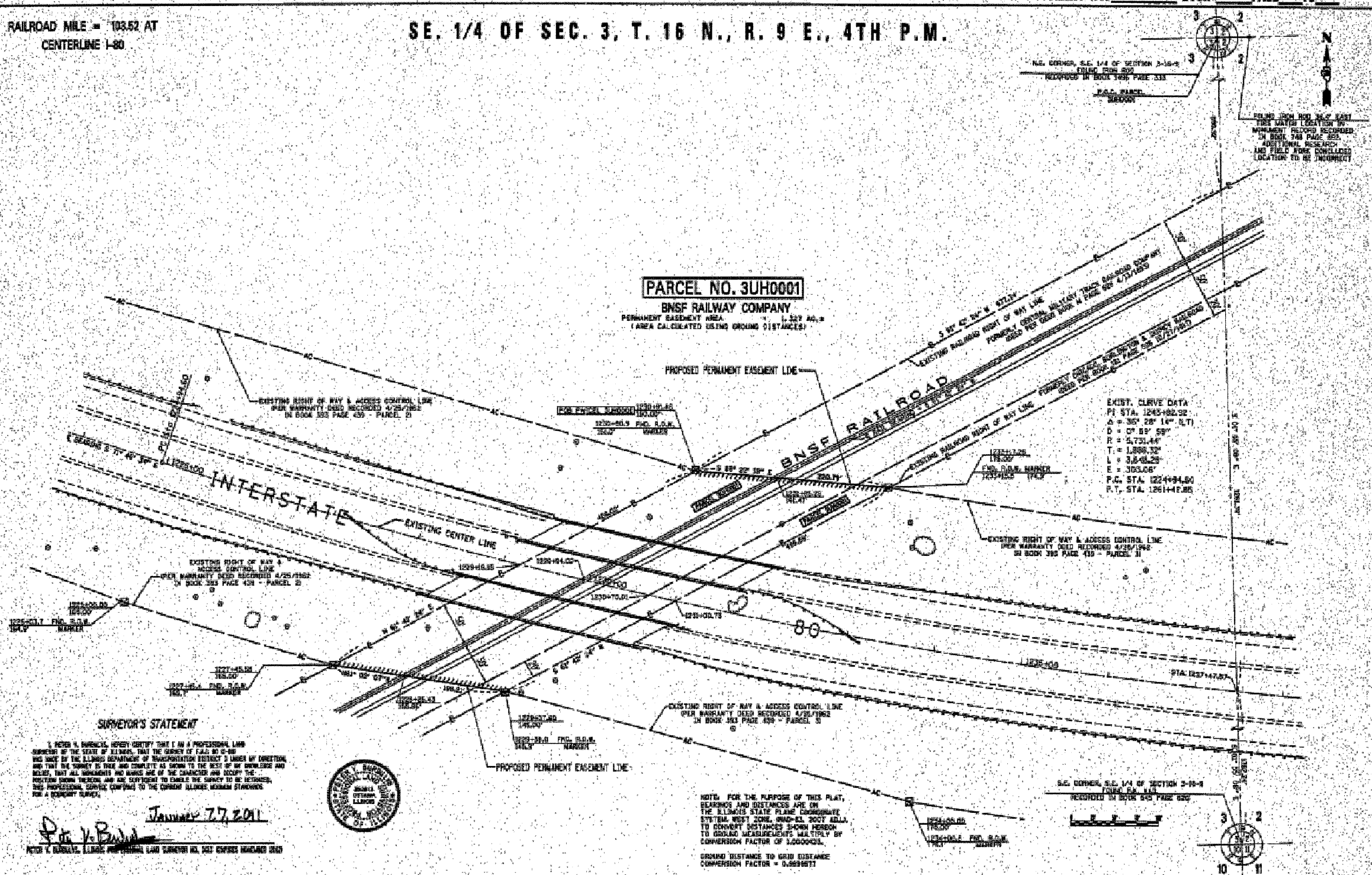
| | | | | | | | | | | | | |
|---|-----------------------------|------------|-----------|---|------------------------------|---------------------------------|--------------------------|--------------------|---------|--------|-----------------|--------------|
| FILE NAME = | USER NAME = braboype | DESIGNED - | REVISED - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | STAGE II CONSTRUCTION | | | F.A.I.
RTE. | SECTION | COUNTY | TOTAL
SHEETS | SHEET
NO. |
| ct:\pw_work\p\dot\braboype\d0212731\0366886-sht-cover.dgn | PLOT SCALE = 55,0000' / in. | DRAWN - | REVISED - | | 80 | (106-5)HBR-1,VBR(06-6)RS-3&I | BUREAU | 249 | 63 | | | |
| PLOT DATE = 9/21/2011 | DATE - | CHECKED - | REVISED - | | SCALE: _____ | SHEET NO. _____ OF _____ SHEETS | STA. _____ TO STA. _____ | CONTRACT NO. 66666 | | | | |
| | | DATE - | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | |

RAILROAD MILE = 103.52 AT
CENTERLINE I-80

SE. 1/4 OF SEC. 3, T. 16 N., R. 9 E., 4TH P.M.



PARCEL NO. 3UH0001
BNSF RAILWAY COMPANY
PERMANENT EASEMENT AREA
(AREA CALCULATED USING GRID DISTANCES)



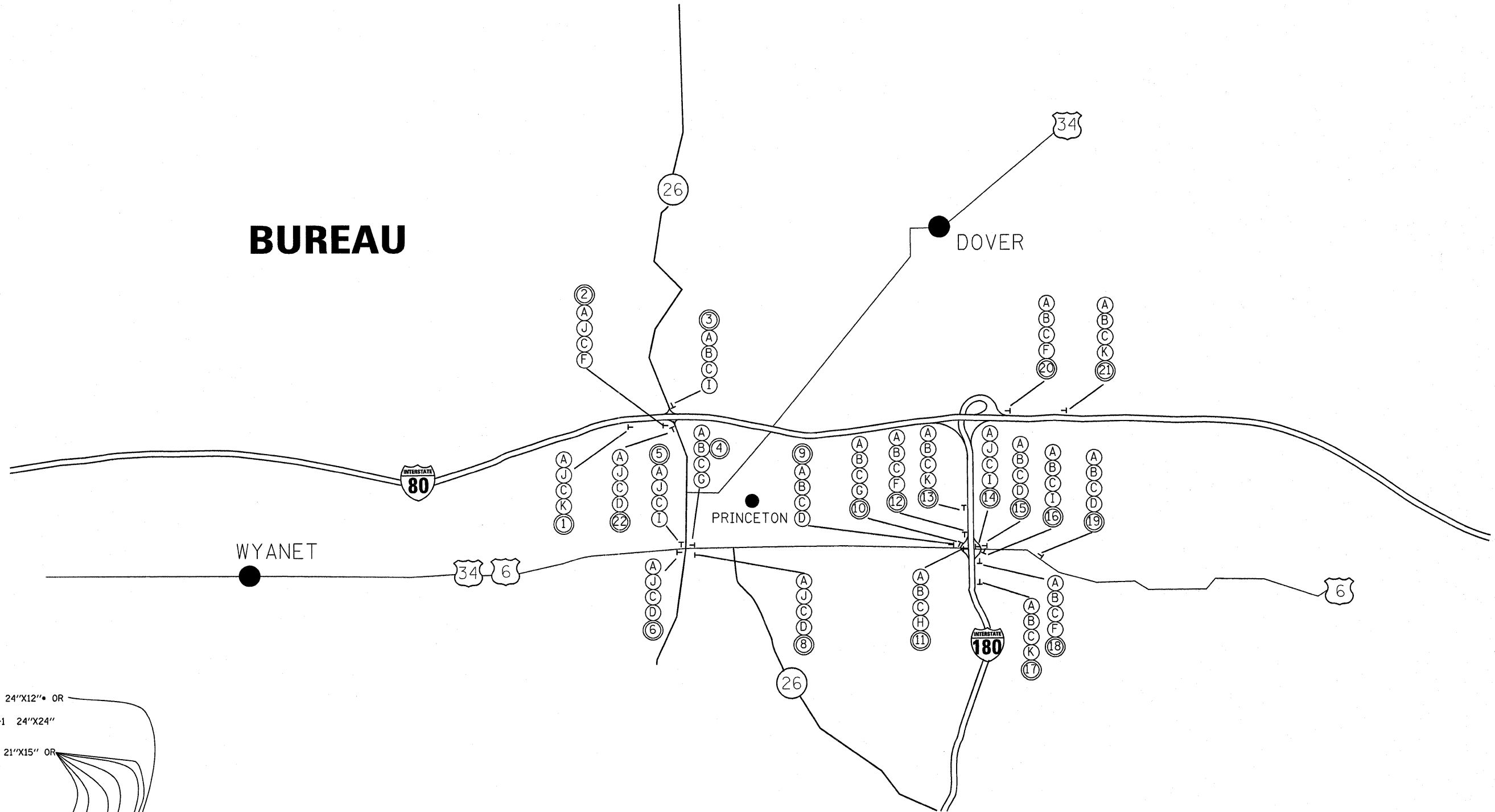
SURVEYOR'S STATEMENT
I, PETER V. BRADLEY, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF PARCEL NO. 3UH0001 WAS MADE BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION SURVEYOR'S OFFICE AND THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT ALL INSTRUMENTS AND MARKS ARE OF THE CORRECT AND OCCUPY THE POSITION SHOWN THEREON AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE REPRODUCED. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS SURVEYING STANDARDS FOR A EASEMENT SURVEY.
Peter V. Bradley
January 27, 2011
PETER V. BRADLEY, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 0027 EXPIRES NOVEMBER 2012

NOTE: FOR THE PURPOSE OF THIS PLAN, BEARINGS AND DISTANCES ARE ON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, WEST ZONE, NAD-83, 2011 ADJUSTED TO CORRECT DISTANCES SHOWN HEREON TO GRID MEASUREMENTS MULTIPLY BY CORRECTION FACTOR OF 1.0000024.
GROUND DISTANCE TO GRID DISTANCE CORRECTION FACTOR = 0.9999975

| STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | | | | RIGHT OF WAY PLANS | | | |
|---|-----------|----------|---------|--------------------|-------------|-----------|-----------|
| FILE NAME | USER NAME | DESIGNED | REVISED | PROJECT | JOB NO. | SCALE | SHEET NO. |
| es:\pwwork\pwwork\bradley\10352\10368\886-sh1-cover.dgn | bradley | BRADLEY | BRADLEY | 10352-10368 | 10352-10368 | 1" = 400' | 1 OF 3 |
| | | CHECKED | REVISED | STA. | | | |
| | | DATE | REVISED | | | | |

| FILE NAME | USER NAME | DESIGNED | REVISED | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | ROW PLANS | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|-----------|----------|---------|--|-----------|-----------|-------------------------------|--------|--------------|-----------|
| es:\pwwork\pwwork\bradley\10352\10368\886-sh1-cover.dgn | bradley | BRADLEY | BRADLEY | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | ROW PLANS | 80 | (106-5)HBR-1(VBR)(06-6)RS-3&1 | BUREAU | 249 | 64 |
| | | CHECKED | REVISED | | | | | | | |
| | | DATE | REVISED | | | | | | | |
| CONTRACT NO. 66686 | | | | | | | | | | |
| ILLINOIS FED. AID PROJECT | | | | | | | | | | |

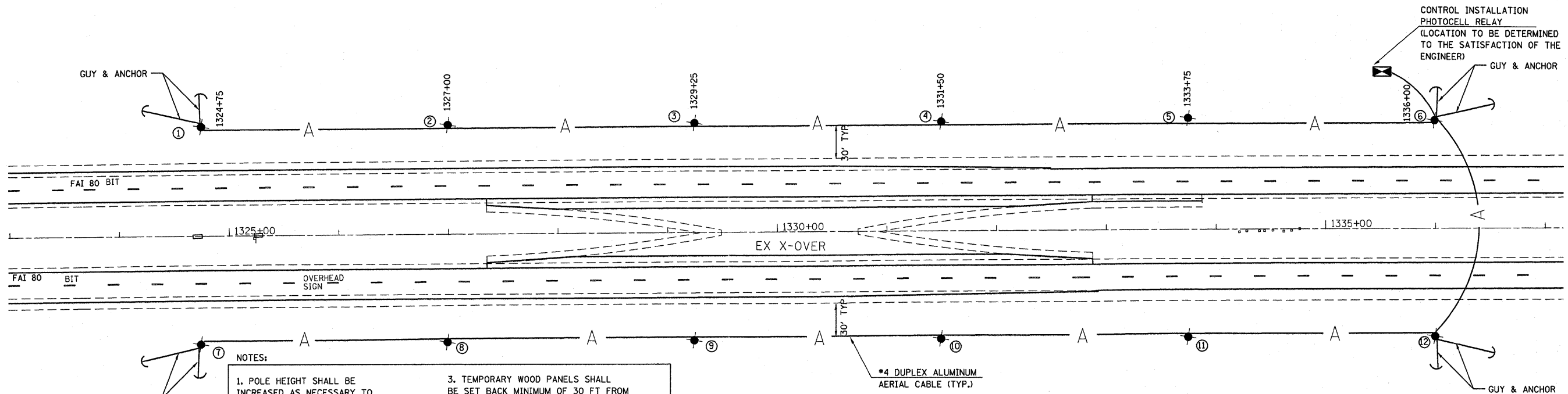
BUREAU



- SIGN
- (A) ALT
 - (B) WEST
 - (C) M3-4 24"X12" OR
 - (D) M1-1 24"X24"
 - (E) M6-3 21"X15" OR
 - (F) M5-1(R) 21"X15"
 - (G) M6-1 21"X15"
 - (H) M6-1 21"X15"
 - (I) M5-1(L) 21"X15"
 - (J) M6-1 21"X15"
 - (K) M5-2 21"X15"
 - (L) M3-4 24"X12" OR
- *SIGNS (A) (D) (E) (F) (G) (H) (I) (J) (K) FLORESCENT ORANGE W/BLACK SYMBOLS
- *SIGNS (B) AND (L) BLUE WITH WHITE LETTERS

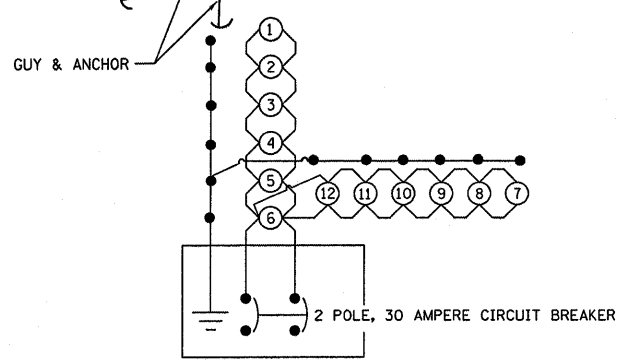
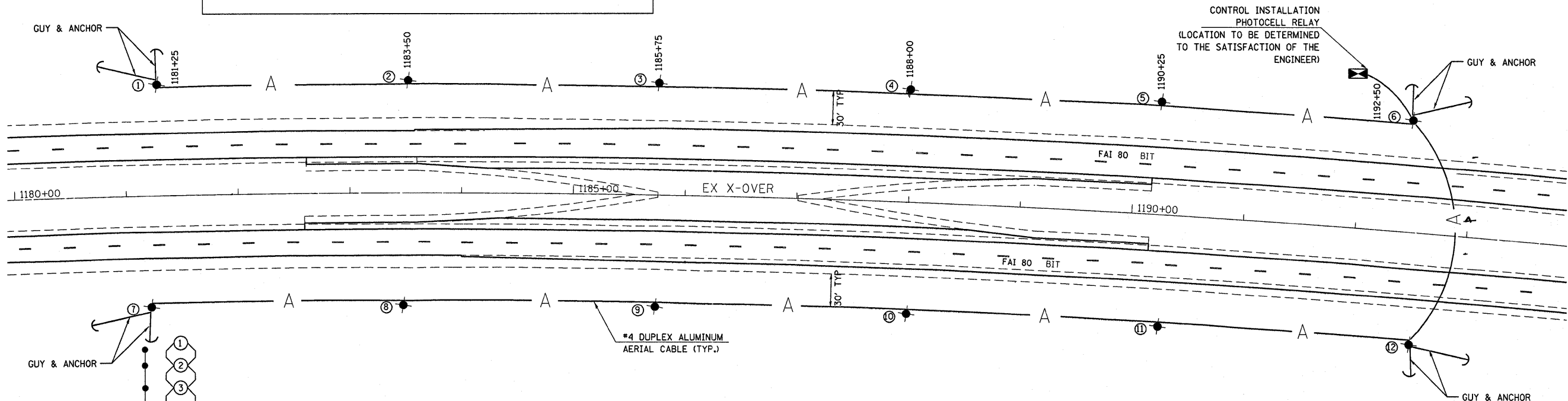
| SIGN NUMBER | LOCATION OF SIGN | SIGNS TO BE USED | SIGN NUMBER | LOCATION OF SIGN | SIGNS TO BE USED |
|-------------|---|------------------|-------------|--------------------------------------|------------------|
| 1 | I-80(EB) 1 MILE EAST OF SIGN 2 | A, J, C, K | 12 | I-180 (SB) 100' PRIOR TO RAMP | A, B, C, F |
| 2 | I-80(EB) AT START OF RAMP | A, J, C, F | 13 | I-180 (SB) 1 MILE NORTH OF SIGN 12 | A, B, C, K |
| 3 | IL-26(NB) 100' PRIOR TO RAMP | A, B, C, I | 14 | US-6 (EB) 100' PRIOR RAMP | A, J, C, I |
| 4 | US-6(WB) AT US-6/IL-26 INTERSECTION | A, B, C, G | 15 | US-6 (WB) 100' PRIOR RAMP | A, B, C, D |
| 5 | IL-26(SB) AT IL-26/US-6 INTERSECTION | A, J, C, I | 16 | US-6 (WB) AT END OF RAMP WITH US-6 | A, B, C, I |
| 6 | US-6(EB) AT US-6/IL-26 INTERSECTION | A, J, C, D | 17 | I-180 (NB) 1 MILE EAST OF SIGN 18 | A, B, C, K |
| 7 | NO SIGN NEEDED | A, J, C, G | 18 | I-180 (NB) 100' PRIOR TO RAMP | A, B, C, F |
| 8 | US-6 (EB) 2 MILES EAST OF US-6/IL-26 INTERSECTION | A, B, C, D | 19 | US-6 (WB) 1 MILE EAST OF SIGN 16 | A, B, C, D |
| 9 | US-6 (WB) 2 MILES EAST OF US-6/IL-26 INTERSECTION | A, B, C, D | 20 | I-80 (WB) 100' PRIOR TO RAMP | A, B, C, F |
| 10 | I-180 (SB) AT END OF RAMP WITH US-6 | A, B, C, G | 21 | I-80 (WB) 1 MILE EAST OF SIGN 20 | A, B, C, K |
| 11 | US-6 EAST OF I-180 SB RAMPS | A, B, C, H | 22 | IL-26(SB) AT IL-26/I-80 INTERSECTION | A, J, C, D |

| | | | | | | | | | | | |
|---|-----------------------------|------------|-----------|---|--------------------------------|---------------------------|-----------------------------|--------|-----------------|--------------|--|
| FILE NAME = | USER NAME = brcbajpc | DESIGNED - | REVISED - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | ALTERNATE ROUTE SIGNING | F.A.I.
RTE. | SECTION | COUNTY | TOTAL
SHEETS | SHEET
NO. | |
| es:\pw\work\pvidot\braboypc\d0212731\036686-shr-cover.dgn | PLOT SCALE = 50.0550' / in. | DRAWN - | REVISED - | | | _RD_ | (06-5)HBR-1.VBR(06-6)RS-3&1 | BUREAU | 249 | 65 | |
| PLOT DATE = 9/18/2011 | DATE - | CHECKED - | REVISED - | | | CONTRACT NO. 66686 | | | | | |
| | | | | | | ILLINOIS FED. AID PROJECT | | | | | |



NOTES:

1. POLE HEIGHT SHALL BE INCREASED AS NECESSARY TO MAINTAIN A MINIMUM CLEARANCE OF 20' OF AERIAL CABLE OVER ROADWAY AT ALL TIMES
2. GUYS AND ANCHORS ARE SHOWN AS AS EXAMPLE AND SHALL BE INSTALLED AS NECESSARY TO THE SATISFACTION OF THE ENGINEER.
3. TEMPORARY WOOD PANELS SHALL BE SET BACK MINIMUM OF 30 FT FROM EXISTING EDGE OF PAVEMENT AND OUTSIDE THE CLEAR ZONE.
4. TRAFFIC MAY NOT USE MEDIAN CROSSOVERS UNTIL TEMPORARY LIGHTING IS OPERATIONAL



CONTROL INSTALLATION - PHOTOCELL RELAY
WIRING DIAGRAM

- LEGEND
- TEMPORARY LIGHTING UNIT, 50 FT WOOD POLE, CLASS 3 WITH 250W HPS MULTI MOUNT LUMINAIRE
 - A- AERIAL CABLE, 2-1/2" NO.4 ALUMINUM WITH MESSAGE WIRE.
 - ☒ TEMPORARY LIGHTING CONTROLLER AND ELECTRIC SERVICE 30A, 240V, 1 PHASE AND 3 WIRE.

| CODE | ITEM DESCRIPTION | UNIT | QUANTITY |
|----------|--|-------|----------|
| X0326215 | REMOVE TEMPORARY LIGHTING SYSTEM | L SUM | 1 |
| X8410102 | TEMPORARY LIGHTING SYSTEM | L SUM | 1 |
| X8410118 | MAINTENANCE OF TEMPORARY LIGHTING SYSTEM | L SUM | 1 |

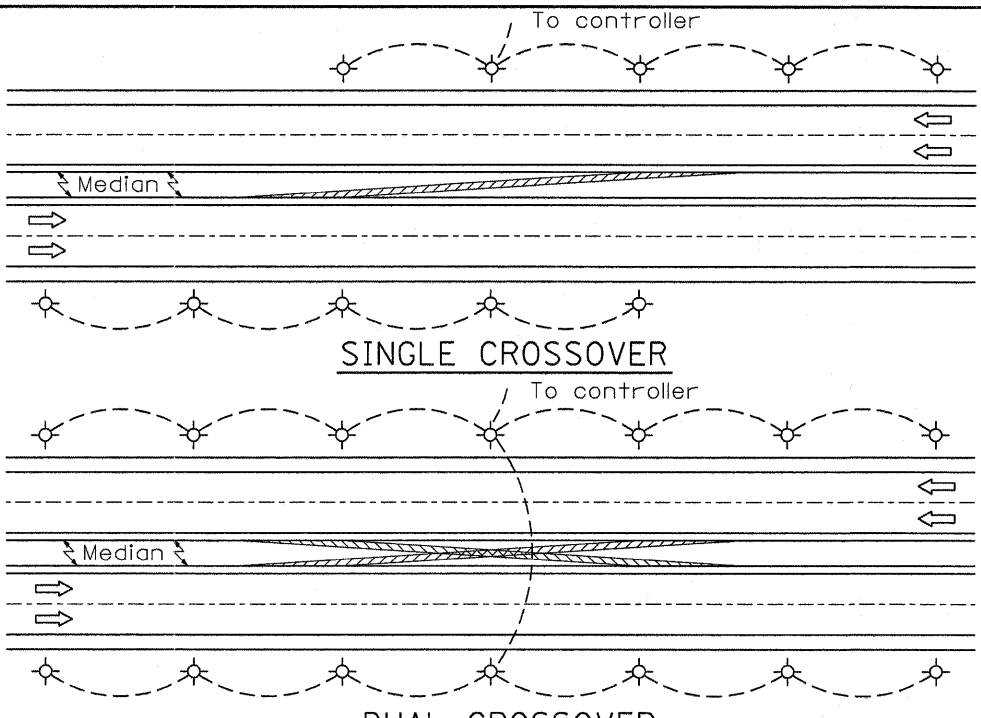
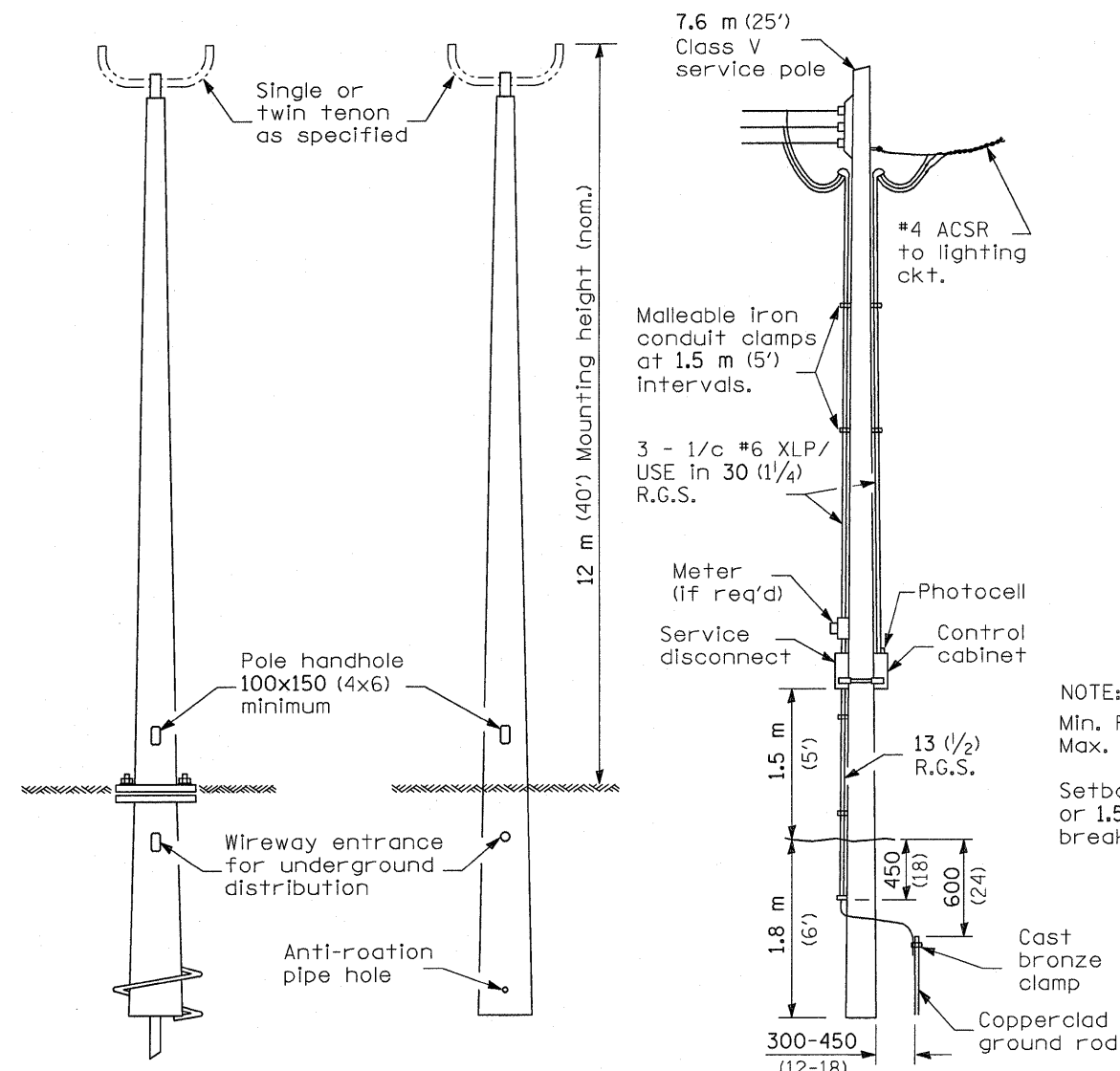
| | | | |
|---|----------------------|------------|-----------|
| FILE NAME = | USER NAME = brcbaypc | DESIGNED - | REVISED - |
| et:\pw\work\p\dot\brbaypc\d\212731\036886-shr-cover.dgn | | DRAWN - | REVISED - |
| PLOT SCALE = 5/8"=1' / in. | | CHECKED - | REVISED - |
| PLOT DATE = 9/18/2011 | | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY LIGHTING DETAILS

SCALE: _____ SHEET NO. _____ OF _____ SHEETS STA. _____ TO STA. _____

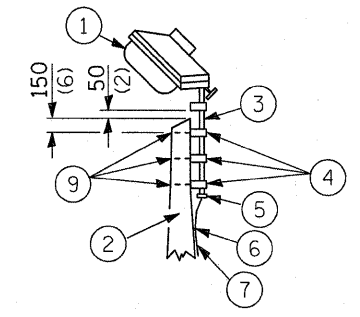
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|--------------------|-----------------------------|--------|---------------------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80 | (06-5)HBR-1.VBR(06-6)RS-3&I | BUREAU | 249 | 66 |
| CONTRACT NO. 66606 | | | ILLINOIS FED. AID PROJECT | |



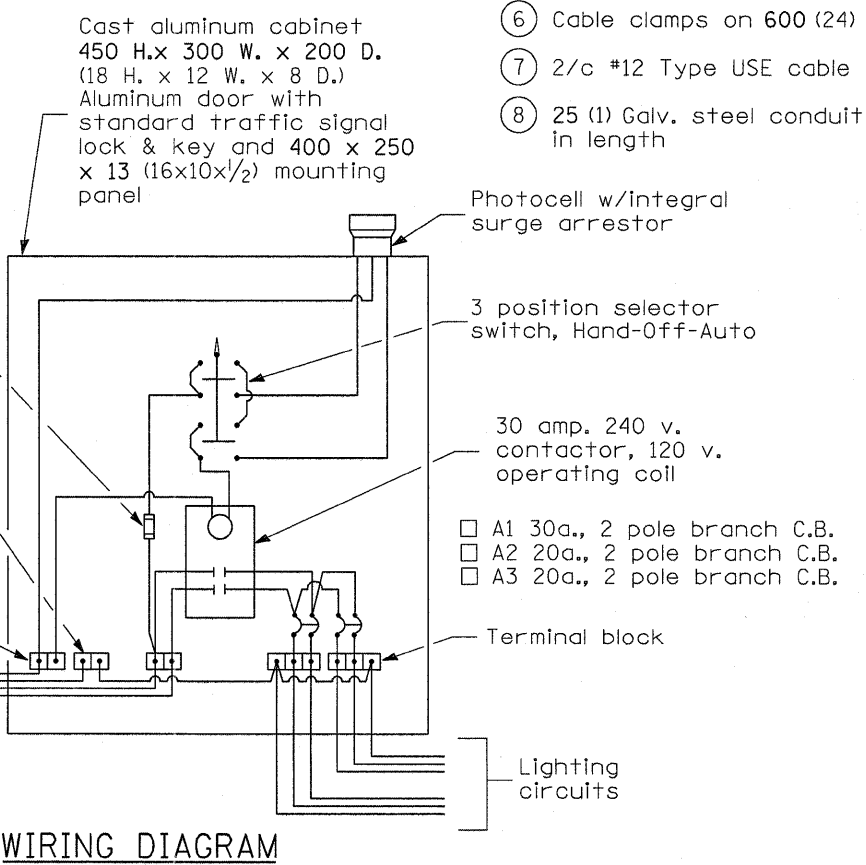
NOTE:
 Min. Pole spacing 60 m (200')
 Max. Pole spacing 75 m (250')
 Setback shall be min. 9 m (30')
 or 1.5 m (5') back of ditch, unless
 breakaway type pole is used.

- ① Luminaire
- ② Wood pole, class 3 or better
- ③ 63 (2 1/2) Galv. steel conduit
- ④ Single offset pole band
- ⑤ Conduit bushing
- ⑥ Cable clamps on 600 (24) centers
- ⑦ 2/c #12 Type USE cable
- ⑧ 25 (1) Galv. steel conduit 3.0 m (10') in length

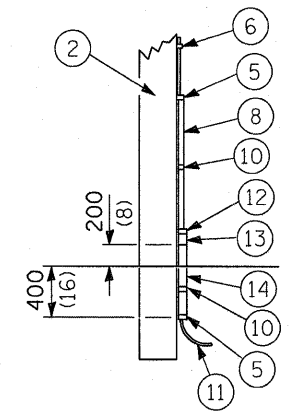
NOTE:
 Luminaire(s) shall have a 2-pole inline weatherproof quick disconnect fuse holder.
 Luminaire(s) shall be oriented and the mounting angle adjusted as recommended by the Engineer.
 Connect luminaire equipment ground to ACSR messenger.



- ⑨ 16 (5/8) Ø hot dipped galvanized bolt with flat washer & locknut (3 req'd)
- ⑩ Conduit clamps on 900 (36) centers
- ⑪ Unit duct
- ⑫ Threaded reducer
- ⑬ "C" Condulet, threaded
- ⑭ 40 (1 1/2) Galv. steel conduit for 1 unit duct or 75 (3) galv. steel conduit for 2 or 3 unit ducts.



NOTE:
 All equipment shall be U.L. approved.
 * 30 A. or 60 A., dependent upon utility co. rules.



| POLE LENGTH | DEPTH IN GROUND |
|--------------|-----------------|
| 19.8 m (65') | 3.6 m (12') |
| 18.0 m (60') | 3.0 m (10') |
| 16.8 m (55') | 2.7 m (9') |
| 16.0 m (50') | 2.4 m (8') |
| 13.7 m (45') | 2.1 m (7') |
| 12.0 m (40') | 2.0 m (6.5') |
| 10.7 m (35') | 1.8 m (6') |
| 9.0 m (30') | 1.7 m (5.5') |

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

TEMPORARY ROADWAY LIGHTING

| | | | |
|---|----------------------|------------|-----------|
| FILE NAME = | USER NAME = braboypc | DESIGNED - | REVISED - |
| ca:\pw\work\p\dot\braboypc\d212731\036886-shr-cover.dgn | | DRAWN - | REVISED - |
| PLOT SCALE = 50.0550' / in. | | CHECKED - | REVISED - |
| PLOT DATE = 9/18/2011 | | DATE - | REVISED - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TEMPORARY LIGHTING DETAILS

SCALE: _____ SHEET NO. ___ OF ___ SHEETS STA. _____ TO STA. _____

| | | | | |
|--------------------|----------------------------|--------|---------------------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80 | K106-SHBR-LVBR(O6-6)RS-3&I | BUREAU | 249 | 67 |
| CONTRACT NO. 66686 | | | ILLINOIS FED. AID PROJECT | |

Bench Mark: BM #417 Set at Headwall, Sta. 3043+40.14 Offset 71.14 El. 697.29

Existing Structure: S.N. 006-0020 EB and 006-0021 WB. Built as F.A.I. Rt. 80, in 1962. The superstructure consists of a 136'-6" (back to back of abutments) by 43'-8" wide reinforced concrete deck supported on three span continuous Rolled Steel Beams. Existing structure to be rehabilitated using crossovers.

Salvage: None.

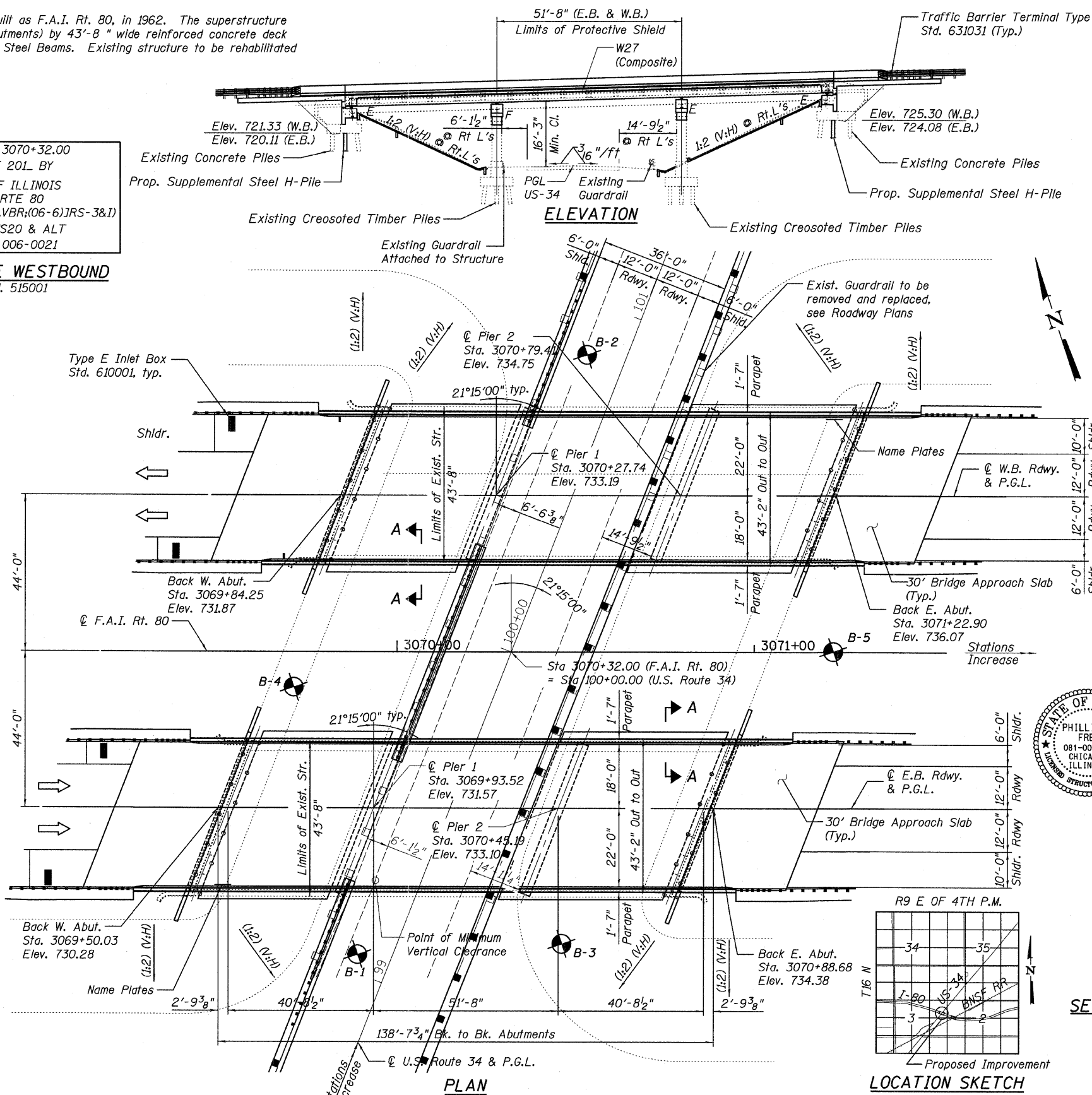
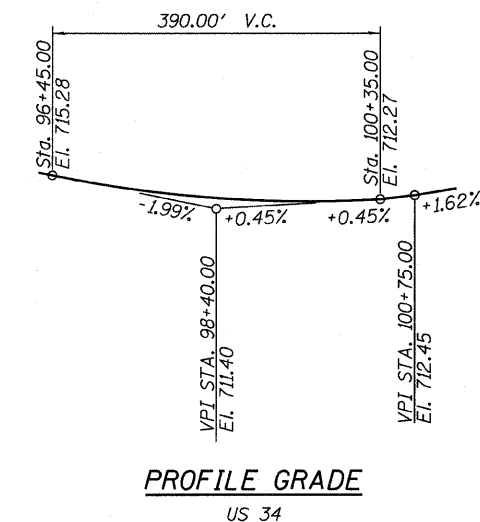
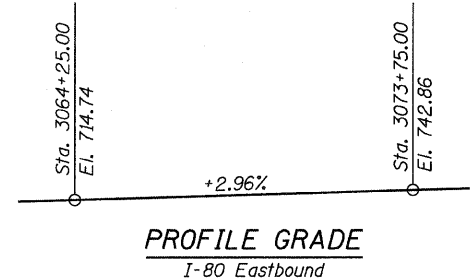
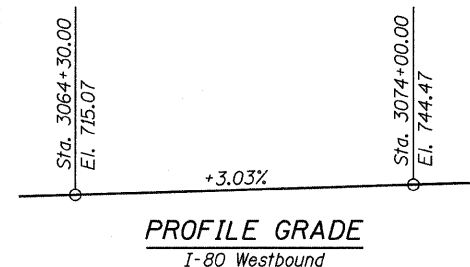
STATION 3070+32.00
REBUILT 201 BY
STATE OF ILLINOIS
F.A.I. RTE 80
SEC. [(06-5)HBR-1,VBR;(06-6)JRS-3&I]
LOADING HS20 & ALT
STR. NO. 006-0020

STATION 3070+32.00
REBUILT 201 BY
STATE OF ILLINOIS
F.A.I. RTE 80
SEC. [(06-5)HBR-1,VBR;(06-6)JRS-3&I]
LOADING HS20 & ALT
STR. NO. 006-0021

NAME PLATE EASTBOUND
See Std. 515001

NAME PLATE WESTBOUND
See Std. 515001

Note: Existing name plate shall be cleaned and relocated next to new name plate. Cost included with Name Plates.



DESIGN SPECIFICATION

AASHTO 2002 Standard Specifications for Highway Bridges

LOADING HS20-44 & ALT. MILITARY

Allow 50 #/sq. ft. for Future Wearing Surface.

DESIGN STRESSES

FIELD UNITS (New Construction)

f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (Structural Steel)

FIELD UNITS (Existing Construction)

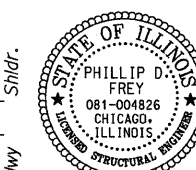
f'c = 3,500 psi
fy = 40,000 psi (Reinforcement)

SEISMIC DATA

Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient = 0.036g
Site Coefficient = 1.0

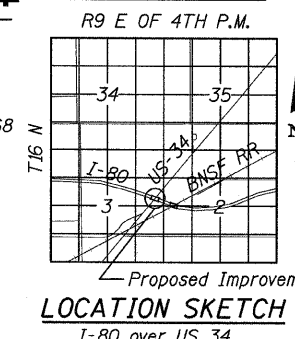
LEGEND:

- Boring Location
- P.G.L. denotes Profile Grade Line
- E.B. denotes East Bound
- W.B. denotes West Bound



Signed Phillip D. Frey
Phillip D. Frey, S.E. Il. Lic. No. 081-004826
Expires 11-30-2012.
Date 9/14/2011

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
[Signature]
ENGINEER OF BRIDGES AND STRUCTURES



GENERAL PLAN AND ELEVATION
I-80 OVER US 34
F.A.I. RTE 80
SEC. [(06-5)HBR-1,VBR;(06-6)JRS-3&I]
BUREAU COUNTY
STATION 3070+32.00
STRUCTURE NO. 006-0020 EB
AND 006-0021 WB

| | | | | | | | | | | | |
|----------------------------|------------------------|------------------------|-------------|---|--|--------------------------|---------------------------------|--------------------|--------------|---------------------------|--|
| FILE NAME = | USER NAME = | DESIGNED - MAF, TB, SP | REVISIONS - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | STRUCTURE NO. 006-0020 EB AND 006-0021 WB | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| TYLIN INTERNATIONAL | PLOT SCALE = | CHECKED - PF | REVISIONS - | | | 80 | [(06-5)HBR-1,VBR;(06-6)JRS-3&I] | BUREAU | 24 | 18 | |
| | PLOT DATE = 09/13/2011 | DRAWN - MAF, TB, SP | REVISIONS - | | | SHEET NO. 1 OF 37 SHEETS | | CONTRACT NO. 66686 | | ILLINOIS FED. AID PROJECT | |
| | | CHECKED - PF | REVISIONS - | | | | | | | | |

GENERAL NOTES

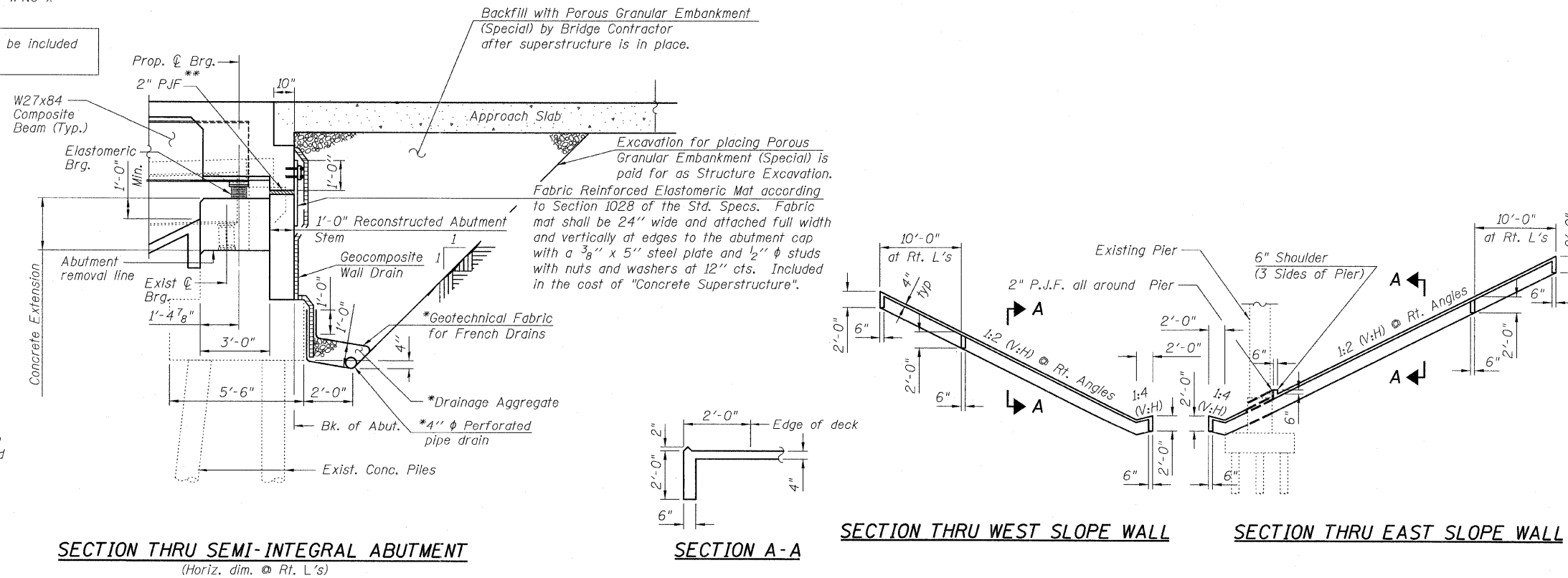
- Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts $\frac{1}{2}$ " ϕ , holes $\frac{15}{16}$ " ϕ , unless otherwise noted.
- Calculated weight of Structural Steel = 142,000 lb. AASHTO M270 Gr. 50
21,330 lb. AASHTO M270 Gr. 36
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60.
- Reinforcement bars designated (E) shall be Epoxy Coated.
- Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- Bearing seat surfaces shall be constructed or adjusted to their designated elevations within a tolerance of $\frac{1}{8}$ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- Concrete Sealer shall be applied to the designated areas of the Piers.
- The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
- The Organic Zinc Rich Primer/Epoxy/Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception that the exterior surfaces and bottom of the bottom flange of the fascia beams, masked off connection surfaces, and field installed fasteners, all of which shall be touched up and finish coated in field. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Interstate Green, Munsell No. 7.5G 4/8. See Special Provision for "Cleaning and Painting New Metal Structures".
- Sloped wall shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.
- Removal and disposal of existing slope protection aggregate shall be included in the cost of "Slope Wall 4 inch".

INDEX OF SHEETS

- General Plan & Elevation
- General Data
- Top of Slab Elevations Layout
- Top of Slab Elevations-Eastbound
- Top of Slab Elevations-Westbound
- Top of Approach Elevations (Eastbound)
- Top of Approach Elevations (Westbound)
- Superstructure
- Superstructure Details -1
- Superstructure Details -2
- Superstructure Details -3
- Bridge Approach Slab
- Bridge Approach Slab Details
- Framing Plan
- Structural Steel Details
- Bearing Details
- Concrete Removal - Abutments
- West Abutment - Eastbound
- East Abutment - Eastbound
- Abutment Details - Eastbound
- West Abutment - Westbound
- East Abutment - Westbound
- Abutment Details - Westbound
- Concrete Removal - Piers
- Pier 1 - Eastbound
- Pier 2 - Eastbound
- Pier 1 - Westbound
- Pier 2 - Westbound
- HP Pile Details
- Bar Splicer Assembly and Mechanical Splicer Details
- Canilever Forming Brackets
- Concrete Parapet Slipforming Option
- 33-37 Soil Borings

TOTAL BILL OF MATERIAL

| ITEM | UNIT | S.N. 006-0020 | | S.N. 006-0021 | | TOTAL |
|--|--------|---------------|--------|---------------|--------|---------|
| | | SUPER | SUB | SUPER | SUB | |
| Porous Granular Embankment, Special | CU YD | - | 117.1 | - | 129.3 | 246.4 |
| Removal of Existing Superstructures No.1 | EACH | 1 | - | - | - | 1 |
| Removal of Existing Superstructures No.2 | EACH | - | - | 1 | - | 1 |
| Concrete Removal | CU YD | - | 71.0 | - | 69.4 | 140.4 |
| Protective Shield | SQ YD | 251 | - | 251 | - | 502 |
| Structure Excavation | CU YD | - | 308.2 | - | 289.2 | 597.4 |
| Concrete Structures | CU YD | - | 132.8 | - | 140.3 | 273.1 |
| Concrete Superstructure | CU YD | 346.5 | - | 346.5 | - | 693.0 |
| Bridge Deck Grooving | SQ YD | 832 | - | 832 | - | 1664 |
| Protective Coat | SQ YD | 1,022 | - | 1,022 | - | 2,044 |
| Furnishing and Erecting Structural Steel | L.SUM. | 0.09 | - | 0.09 | - | 0.18 |
| Stud Shear Connectors | EACH | 3,744 | - | 3,744 | - | 7,488 |
| Reinforcement Bars, Epoxy Coated | POUND | 76,280 | 18,670 | 76,280 | 18,880 | 190,110 |
| Bar Splicers | EACH | 80 | - | 80 | - | 160 |
| Mechanical Splicers | EACH | - | 72 | - | 72 | 144 |
| Slope Wall 4 inch | SQ YD | - | 481 | - | 481 | 962 |
| Name Plates | EACH | 1 | - | 1 | - | 2 |
| Elastomeric Bearing Assembly, Type I | EACH | 18 | - | 18 | - | 36 |
| Anchor Bolts, $\frac{1}{4}$ " | EACH | 36 | - | 36 | - | 72 |
| Anchor Bolts, $\frac{1}{2}$ " | EACH | 12 | - | 12 | - | 24 |
| Geocomposite Wall Drain | SQ YD | - | 92 | - | 96 | 188 |
| Pipe Underdrains for Structures 4" | FOOT | - | 137 | - | 137 | 274 |
| Furnishing Steel Piles HP14x73 | FOOT | - | 50 | - | 50 | 100 |
| Driving Piles | FOOT | - | 50 | - | 50 | 100 |
| Concrete Sealer | SQ FT | - | 1,680 | - | 1,720 | 3,400 |



* Included in the cost of "Pipe Underdrains for Structures".

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).

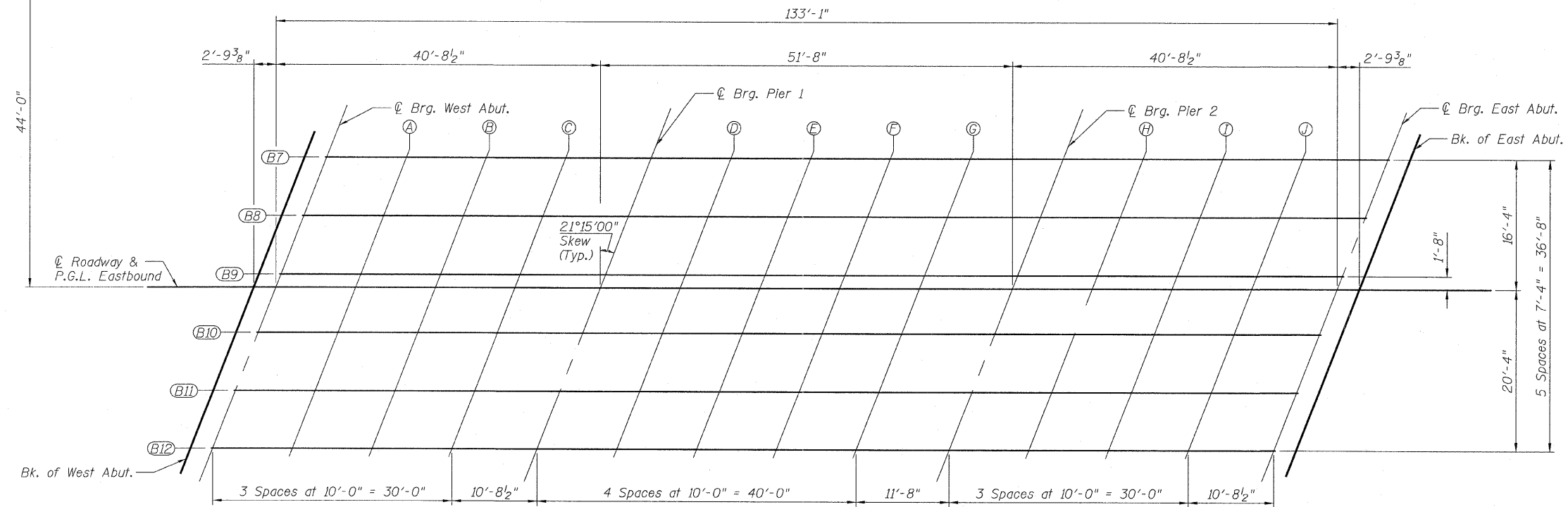
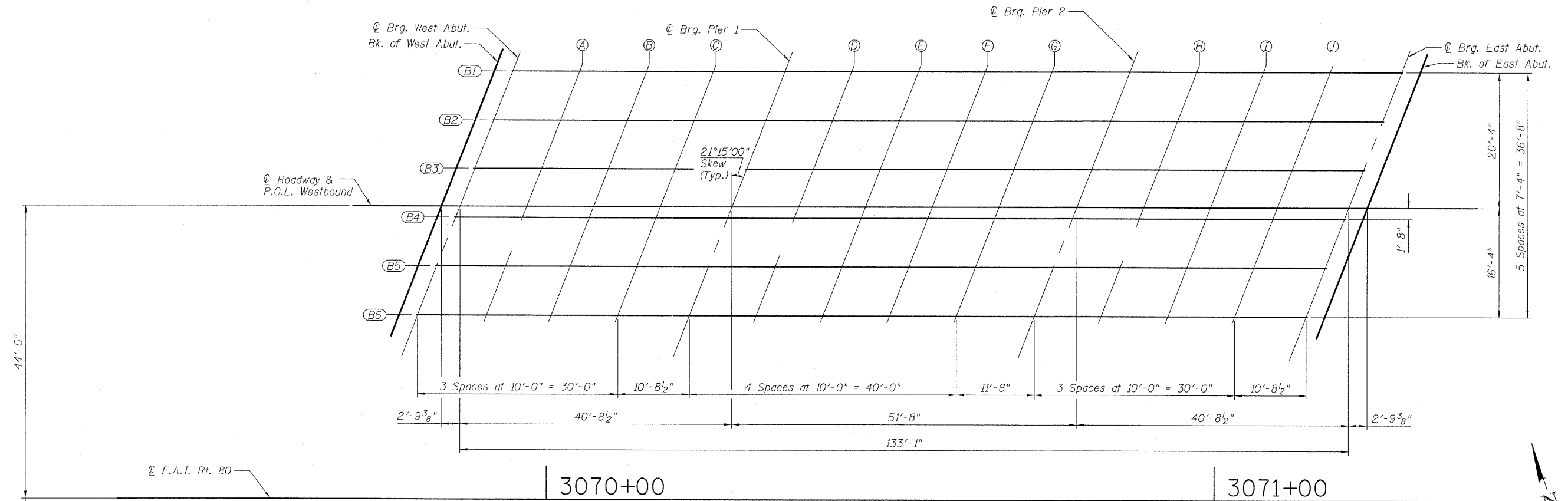
** 2" P.J.F (per Article 1051.08 of the Standard Specifications) Full width and vertically at edges bonded to abutment cap with suitable adhesive as recommended by supplier.

| | | | | | | | | | | | |
|----------------------------|------------------------|---------------|-------------|---|---|---------------------------|-----------------------------|--------|--------------|-----------|--|
| FILE NAME = | USER NAME = | DESIGNED - DY | REVISIONS - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | GENERAL DATA
STRUCTURE NO. 006-0020 EB AND 006-0021 WB | F.A.I. RTE. = | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| TYLIN INTERNATIONAL | PLOT SCALE = | CHECKED - PF | REVISIONS - | | | 80 | 006-5HBR-1, VBR-06-6)RS-3&I | BUREAU | 249 | 69 | |
| | PLOT DATE = 09/13/2011 | DRAWN - DY | REVISIONS - | | | CONTRACT NO. 66686 | | | | | |
| | | CHECKED - PF | REVISIONS - | | | ILLINOIS FED. AID PROJECT | | | | | |

#FILE#

#FILE#

SHEET NO. 2 OF 37 SHEETS



ELEVATION LOCATION PLAN

| | | | |
|---------------------|------------------------|---------------|-----------|
| FILE NAME = | USER NAME = | DESIGNED - PF | REVISED - |
| TYLIN INTERNATIONAL | | CHECKED - EH | REVISED - |
| | PLOT SCALE = | DRAWN - EH | REVISED - |
| | PLOT DATE = 09/13/2011 | CHECKED - PF | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS LAYOUT
STRUCTURE NO. 006-0020 EB AND 006-0021 WB

| | | | | |
|---------------------------|----------------------------|--------|--------------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80 | 106-5HBR-1.VBR/06-6/RS-3&I | BUREAU | 299 | 70 |
| | | | CONTRACT NO. 66686 | |
| ILLINOIS FED. AID PROJECT | | | | |

SHEET NO. 3 OF 37 SHEETS

P.G.L. EASTBOUND & C EASTBOUND ROADWAY

BEAM B7 - EASTBOUND

BEAM B8 - EASTBOUND

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|------------|--------|------------------------------|--|
| Bk. W. Abut. | 3069+50.03 | 0.00' | 730.28 | 730.28 |
| ☉ Brg. W. Abut. | 3069+52.81 | 0.00' | 730.36 | 730.36 |
| A | 3069+62.81 | 0.00' | 730.66 | 730.68 |
| B | 3069+72.81 | 0.00' | 730.96 | 730.98 |
| C | 3069+82.81 | 0.00' | 731.25 | 731.26 |
| ☉ Brg. Pier 1 | 3069+93.52 | 0.00' | 731.57 | 731.57 |
| D | 3070+03.52 | 0.00' | 731.86 | 731.88 |
| E | 3070+13.52 | 0.00' | 732.16 | 732.19 |
| F | 3070+23.52 | 0.00' | 732.46 | 732.49 |
| G | 3070+33.52 | 0.00' | 732.75 | 732.77 |
| ☉ Brg. Pier 2 | 3070+45.19 | 0.00' | 733.10 | 733.10 |
| H | 3070+55.19 | 0.00' | 733.39 | 733.40 |
| I | 3070+65.19 | 0.00' | 733.69 | 733.71 |
| J | 3070+75.19 | 0.00' | 733.99 | 734.01 |
| ☉ Brg. E. Abut. | 3070+85.89 | 0.00' | 734.30 | 734.30 |
| Bk. E. Abut. | 3070+88.68 | 0.00' | 734.38 | 734.38 |

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|------------|---------|------------------------------|--|
| Bk. W. Abut. | 3069+56.38 | -16.33' | 730.19 | 730.19 |
| ☉ Brg. W. Abut. | 3069+59.16 | -16.33' | 730.27 | 730.27 |
| A | 3069+69.16 | -16.33' | 730.57 | 730.59 |
| B | 3069+79.16 | -16.33' | 730.87 | 730.89 |
| C | 3069+89.16 | -16.33' | 731.16 | 731.17 |
| ☉ Brg. Pier 1 | 3069+99.87 | -16.33' | 731.48 | 731.48 |
| D | 3070+09.87 | -16.33' | 731.77 | 731.79 |
| E | 3070+19.87 | -16.33' | 732.07 | 732.10 |
| F | 3070+29.87 | -16.33' | 732.37 | 732.40 |
| G | 3070+39.87 | -16.33' | 732.66 | 732.68 |
| ☉ Brg. Pier 2 | 3070+51.54 | -16.33' | 733.01 | 733.01 |
| H | 3070+61.54 | -16.33' | 733.30 | 733.31 |
| I | 3070+71.54 | -16.33' | 733.60 | 733.62 |
| J | 3070+81.54 | -16.33' | 733.90 | 733.92 |
| ☉ Brg. E. Abut. | 3070+92.25 | -16.33' | 734.21 | 734.21 |
| Bk. E. Abut. | 3070+95.03 | -16.33' | 734.30 | 734.30 |

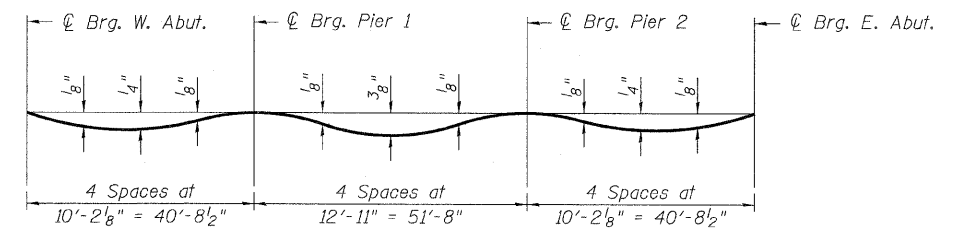
| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|------------|--------|------------------------------|--|
| Bk. W. Abut. | 3069+53.53 | -9.00' | 730.24 | 730.24 |
| ☉ Brg. W. Abut. | 3069+56.31 | -9.00' | 730.33 | 730.33 |
| A | 3069+66.31 | -9.00' | 730.62 | 730.64 |
| B | 3069+76.31 | -9.00' | 730.92 | 730.94 |
| C | 3069+86.31 | -9.00' | 731.21 | 731.22 |
| ☉ Brg. Pier 1 | 3069+97.02 | -9.00' | 731.53 | 731.53 |
| D | 3070+07.02 | -9.00' | 731.83 | 731.84 |
| E | 3070+17.02 | -9.00' | 732.12 | 732.15 |
| F | 3070+27.02 | -9.00' | 732.42 | 732.45 |
| G | 3070+37.02 | -9.00' | 732.72 | 732.73 |
| ☉ Brg. Pier 2 | 3070+48.69 | -9.00' | 733.06 | 733.06 |
| H | 3070+58.69 | -9.00' | 733.36 | 733.37 |
| I | 3070+68.69 | -9.00' | 733.65 | 733.67 |
| J | 3070+78.69 | -9.00' | 733.95 | 733.97 |
| ☉ Brg. E. Abut. | 3070+89.39 | -9.00' | 734.27 | 734.27 |
| Bk. E. Abut. | 3070+92.18 | -9.00' | 734.35 | 734.35 |

BEAM B9 - EASTBOUND

BEAM B10 - EASTBOUND

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|------------|--------|------------------------------|--|
| Bk. W. Abut. | 3069+50.68 | -1.67' | 730.27 | 730.27 |
| ☉ Brg. W. Abut. | 3069+53.46 | -1.67' | 730.36 | 730.36 |
| A | 3069+63.46 | -1.67' | 730.65 | 730.67 |
| B | 3069+73.46 | -1.67' | 730.95 | 730.97 |
| C | 3069+83.46 | -1.67' | 731.24 | 731.25 |
| ☉ Brg. Pier 1 | 3069+94.17 | -1.67' | 731.56 | 731.56 |
| D | 3070+04.17 | -1.67' | 731.86 | 731.87 |
| E | 3070+14.17 | -1.67' | 732.15 | 732.18 |
| F | 3070+24.17 | -1.67' | 732.45 | 732.48 |
| G | 3070+34.17 | -1.67' | 732.75 | 732.76 |
| ☉ Brg. Pier 2 | 3070+45.83 | -1.67' | 733.09 | 733.09 |
| H | 3070+55.83 | -1.67' | 733.39 | 733.40 |
| I | 3070+65.83 | -1.67' | 733.68 | 733.70 |
| J | 3070+75.83 | -1.67' | 733.98 | 734.00 |
| ☉ Brg. E. Abut. | 3070+86.54 | -1.67' | 734.30 | 734.30 |
| Bk. E. Abut. | 3070+89.33 | -1.67' | 734.38 | 734.38 |

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|------------|--------|------------------------------|--|
| Bk. W. Abut. | 3069+47.83 | 5.67' | 730.13 | 730.13 |
| ☉ Brg. W. Abut. | 3069+50.61 | 5.67' | 730.21 | 730.21 |
| A | 3069+60.61 | 5.67' | 730.51 | 730.52 |
| B | 3069+70.61 | 5.67' | 730.80 | 730.82 |
| C | 3069+80.61 | 5.67' | 731.10 | 731.11 |
| ☉ Brg. Pier 1 | 3069+91.31 | 5.67' | 731.41 | 731.41 |
| D | 3070+01.31 | 5.67' | 731.71 | 731.72 |
| E | 3070+11.31 | 5.67' | 732.01 | 732.04 |
| F | 3070+21.31 | 5.67' | 732.30 | 732.33 |
| G | 3070+31.31 | 5.67' | 732.60 | 732.62 |
| ☉ Brg. Pier 2 | 3070+42.98 | 5.67' | 732.94 | 732.94 |
| H | 3070+52.98 | 5.67' | 733.24 | 733.25 |
| I | 3070+62.98 | 5.67' | 733.54 | 733.56 |
| J | 3070+72.98 | 5.67' | 733.83 | 733.85 |
| ☉ Brg. E. Abut. | 3070+83.69 | 5.67' | 734.15 | 734.15 |
| Bk. E. Abut. | 3070+86.48 | 5.67' | 734.23 | 734.23 |



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

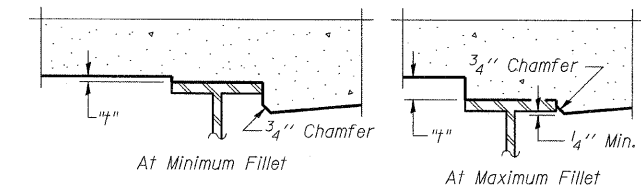
Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown above.

BEAM B11 - EASTBOUND

BEAM B12 - EASTBOUND

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|------------|--------|------------------------------|--|
| Bk. W. Abut. | 3069+44.97 | 13.00' | 729.92 | 729.92 |
| ☉ Brg. W. Abut. | 3069+47.75 | 13.00' | 730.01 | 730.01 |
| A | 3069+57.75 | 13.00' | 730.30 | 730.32 |
| B | 3069+67.75 | 13.00' | 730.60 | 730.62 |
| C | 3069+77.75 | 13.00' | 730.89 | 730.90 |
| ☉ Brg. Pier 1 | 3069+88.46 | 13.00' | 731.21 | 731.21 |
| D | 3069+98.46 | 13.00' | 731.51 | 731.52 |
| E | 3070+08.46 | 13.00' | 731.80 | 731.83 |
| F | 3070+18.46 | 13.00' | 732.10 | 732.13 |
| G | 3070+28.46 | 13.00' | 732.39 | 732.41 |
| ☉ Brg. Pier 2 | 3070+40.13 | 13.00' | 732.74 | 732.74 |
| H | 3070+50.13 | 13.00' | 733.04 | 733.05 |
| I | 3070+60.13 | 13.00' | 733.33 | 733.35 |
| J | 3070+70.13 | 13.00' | 733.63 | 733.65 |
| ☉ Brg. E. Abut. | 3070+80.84 | 13.00' | 733.94 | 733.94 |
| Bk. E. Abut. | 3070+83.62 | 13.00' | 734.03 | 734.03 |

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|------------|--------|------------------------------|--|
| Bk. W. Abut. | 3069+42.12 | 20.33' | 729.69 | 729.69 |
| ☉ Brg. W. Abut. | 3069+44.90 | 20.33' | 729.77 | 729.77 |
| A | 3069+54.90 | 20.33' | 730.06 | 730.08 |
| B | 3069+64.90 | 20.33' | 730.36 | 730.38 |
| C | 3069+74.90 | 20.33' | 730.66 | 730.67 |
| ☉ Brg. Pier 1 | 3069+85.61 | 20.33' | 730.97 | 730.97 |
| D | 3069+95.61 | 20.33' | 731.27 | 731.28 |
| E | 3070+05.61 | 20.33' | 731.56 | 731.60 |
| F | 3070+15.61 | 20.33' | 731.86 | 731.89 |
| G | 3070+25.61 | 20.33' | 732.16 | 732.17 |
| ☉ Brg. Pier 2 | 3070+37.28 | 20.33' | 732.50 | 732.50 |
| H | 3070+47.28 | 20.33' | 732.80 | 732.81 |
| I | 3070+57.28 | 20.33' | 733.09 | 733.12 |
| J | 3070+67.28 | 20.33' | 733.39 | 733.41 |
| ☉ Brg. E. Abut. | 3070+77.99 | 20.33' | 733.71 | 733.71 |
| Bk. E. Abut. | 3070+80.77 | 20.33' | 733.79 | 733.79 |



To determine "h": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on sheet 3 of 37. These elevations subtracted from the "Theoretical Grade Elevations Adjusted For Dead Load Deflection" shown above, minus slab thickness, equals the fillet heights "h" above top flange of beams.

FILLET HEIGHTS

FILE NAME =
TYLIN INTERNATIONAL

USER NAME =
DESIGNED - DY
CHECKED - PF
DRAWN - DY
PLOT DATE = 09/13/2011

DESIGNED - DY
CHECKED - PF
DRAWN - DY
CHECKED - PF

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS - EASTBOUND
STRUCTURE NO. 006-0020 EB AND 006-0021 WB**

SHEET NO. 4 OF 37 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|------------------------------|--------|--------------|-----------|
| 80 | (106-5HBR-1.VBR)(06-6)RS-3&I | BUREAU | 249 | 11 |

CONTRACT NO. 66686
ILLINOIS FED. AID PROJECT

P.G.L. WESTBOUND & ☉ WESTBOUND ROADWAY

BEAM B1 - WESTBOUND

BEAM B2 - WESTBOUND

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|------------|--------|------------------------------|--|
| Bk. W. Abut. | 3069+84.25 | 0.00' | 731.87 | 731.87 |
| ☉ Brg. W. Abut. | 3069+87.04 | 0.00' | 731.95 | 731.95 |
| A | 3069+97.04 | 0.00' | 732.25 | 732.27 |
| B | 3070+07.04 | 0.00' | 732.56 | 732.58 |
| C | 3070+17.04 | 0.00' | 732.86 | 732.87 |
| ☉ Brg. Pier 1 | 3070+27.75 | 0.00' | 733.19 | 733.19 |
| D | 3070+37.75 | 0.00' | 733.49 | 733.50 |
| E | 3070+47.75 | 0.00' | 733.79 | 733.82 |
| F | 3070+57.75 | 0.00' | 734.09 | 734.13 |
| G | 3070+67.75 | 0.00' | 734.40 | 734.41 |
| ☉ Brg. Pier 2 | 3070+79.42 | 0.00' | 734.75 | 734.75 |
| H | 3070+89.42 | 0.00' | 735.05 | 735.06 |
| I | 3070+99.42 | 0.00' | 735.36 | 735.38 |
| J | 3071+09.42 | 0.00' | 735.66 | 735.68 |
| ☉ Brg. E. Abut. | 3071+20.12 | 0.00' | 735.98 | 735.98 |
| Bk. E. Abut. | 3071+22.90 | 0.00' | 736.07 | 736.07 |

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|------------|---------|------------------------------|--|
| Bk. W. Abut. | 3069+92.16 | -20.33' | 731.75 | 731.75 |
| ☉ Brg. W. Abut. | 3069+94.95 | -20.33' | 731.83 | 731.83 |
| A | 3070+04.95 | -20.33' | 732.13 | 732.15 |
| B | 3070+14.95 | -20.33' | 732.44 | 732.46 |
| C | 3070+24.95 | -20.33' | 732.74 | 732.75 |
| ☉ Brg. Pier 1 | 3070+35.66 | -20.33' | 733.06 | 733.06 |
| D | 3070+45.66 | -20.33' | 733.37 | 733.38 |
| E | 3070+55.66 | -20.33' | 733.67 | 733.70 |
| F | 3070+65.66 | -20.33' | 733.97 | 734.01 |
| G | 3070+75.66 | -20.33' | 734.28 | 734.28 |
| ☉ Brg. Pier 2 | 3070+87.32 | -20.33' | 734.63 | 734.63 |
| H | 3070+97.32 | -20.33' | 734.93 | 734.94 |
| I | 3071+07.32 | -20.33' | 735.24 | 735.26 |
| J | 3071+17.32 | -20.33' | 735.54 | 735.56 |
| ☉ Brg. E. Abut. | 3071+28.03 | -20.33' | 735.86 | 735.86 |
| Bk. E. Abut. | 3071+30.81 | -20.33' | 735.95 | 735.95 |

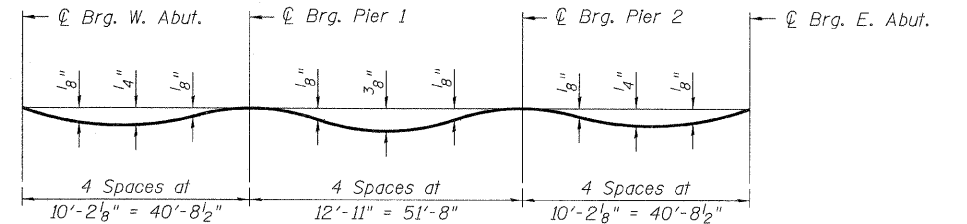
| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|------------|---------|------------------------------|--|
| Bk. W. Abut. | 3069+89.31 | -13.00' | 731.81 | 731.81 |
| ☉ Brg. W. Abut. | 3069+92.10 | -13.00' | 731.90 | 731.90 |
| A | 3070+02.10 | -13.00' | 732.20 | 732.22 |
| B | 3070+12.10 | -13.00' | 732.50 | 732.53 |
| C | 3070+22.10 | -13.00' | 732.81 | 732.82 |
| ☉ Brg. Pier 1 | 3070+32.80 | -13.00' | 733.13 | 733.13 |
| D | 3070+42.80 | -13.00' | 733.43 | 733.45 |
| E | 3070+52.80 | -13.00' | 733.74 | 733.77 |
| F | 3070+62.80 | -13.00' | 734.04 | 734.07 |
| G | 3070+72.80 | -13.00' | 734.34 | 734.36 |
| ☉ Brg. Pier 2 | 3070+84.47 | -13.00' | 734.70 | 734.70 |
| H | 3070+94.47 | -13.00' | 735.00 | 735.01 |
| I | 3071+04.47 | -13.00' | 735.30 | 735.32 |
| J | 3071+14.47 | -13.00' | 735.60 | 735.62 |
| ☉ Brg. E. Abut. | 3071+25.18 | -13.00' | 735.93 | 735.93 |
| Bk. E. Abut. | 3071+27.96 | -13.00' | 736.01 | 736.01 |

BEAM B3 - WESTBOUND

BEAM B4 - WESTBOUND

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|------------|--------|------------------------------|--|
| Bk. W. Abut. | 3069+86.45 | -5.67' | 731.85 | 731.85 |
| ☉ Brg. W. Abut. | 3069+89.24 | -5.67' | 731.93 | 731.93 |
| A | 3069+99.24 | -5.67' | 732.23 | 732.25 |
| B | 3070+09.24 | -5.67' | 732.54 | 732.56 |
| C | 3070+19.24 | -5.67' | 732.84 | 732.85 |
| ☉ Brg. Pier 1 | 3070+29.95 | -5.67' | 733.16 | 733.16 |
| D | 3070+39.95 | -5.67' | 733.47 | 733.48 |
| E | 3070+49.95 | -5.67' | 733.77 | 733.80 |
| F | 3070+59.95 | -5.67' | 734.07 | 734.10 |
| G | 3070+69.95 | -5.67' | 734.38 | 734.39 |
| ☉ Brg. Pier 2 | 3070+81.62 | -5.67' | 734.73 | 734.73 |
| H | 3070+91.62 | -5.67' | 735.03 | 735.04 |
| I | 3071+01.62 | -5.67' | 735.34 | 735.36 |
| J | 3071+11.62 | -5.67' | 735.64 | 735.66 |
| ☉ Brg. E. Abut. | 3071+22.33 | -5.67' | 735.96 | 735.96 |
| Bk. E. Abut. | 3071+25.10 | -5.67' | 736.05 | 736.05 |

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|------------|--------|------------------------------|--|
| Bk. W. Abut. | 3069+83.60 | 1.67' | 731.82 | 731.82 |
| ☉ Brg. W. Abut. | 3069+86.39 | 1.67' | 731.91 | 731.91 |
| A | 3069+96.39 | 1.67' | 732.21 | 732.23 |
| B | 3070+06.39 | 1.67' | 732.51 | 732.53 |
| C | 3070+16.39 | 1.67' | 732.82 | 732.83 |
| ☉ Brg. Pier 1 | 3070+27.10 | 1.67' | 733.14 | 733.14 |
| D | 3070+37.10 | 1.67' | 733.44 | 733.46 |
| E | 3070+47.10 | 1.67' | 733.75 | 733.78 |
| F | 3070+57.10 | 1.67' | 734.05 | 734.08 |
| G | 3070+67.10 | 1.67' | 734.35 | 734.37 |
| ☉ Brg. Pier 2 | 3070+78.77 | 1.67' | 734.71 | 734.71 |
| H | 3070+88.77 | 1.67' | 735.01 | 735.02 |
| I | 3070+98.77 | 1.67' | 735.31 | 735.33 |
| J | 3071+08.77 | 1.67' | 735.61 | 735.63 |
| ☉ Brg. E. Abut. | 3071+19.48 | 1.67' | 735.94 | 735.94 |
| Bk. E. Abut. | 3071+22.25 | 1.67' | 736.02 | 736.02 |



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:

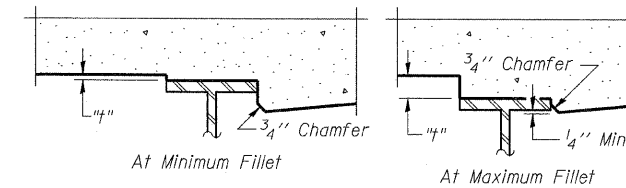
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown above.

BEAM B5 - WESTBOUND

BEAM B6 - WESTBOUND

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|------------|--------|------------------------------|--|
| Bk. W. Abut. | 3069+80.75 | 9.00' | 731.62 | 731.62 |
| ☉ Brg. W. Abut. | 3069+83.54 | 9.00' | 731.71 | 731.71 |
| A | 3069+93.54 | 9.00' | 732.01 | 732.03 |
| B | 3070+03.54 | 9.00' | 732.31 | 732.33 |
| C | 3070+13.54 | 9.00' | 732.61 | 732.62 |
| ☉ Brg. Pier 1 | 3070+24.25 | 9.00' | 732.94 | 732.94 |
| D | 3070+34.25 | 9.00' | 733.24 | 733.26 |
| E | 3070+44.25 | 9.00' | 733.54 | 733.58 |
| F | 3070+54.25 | 9.00' | 733.85 | 733.88 |
| G | 3070+64.25 | 9.00' | 734.15 | 734.17 |
| ☉ Brg. Pier 2 | 3070+75.92 | 9.00' | 734.50 | 734.50 |
| H | 3070+85.92 | 9.00' | 734.81 | 734.82 |
| I | 3070+95.92 | 9.00' | 735.11 | 735.13 |
| J | 3071+05.92 | 9.00' | 735.41 | 735.43 |
| ☉ Brg. E. Abut. | 3071+16.62 | 9.00' | 735.74 | 735.74 |
| Bk. E. Abut. | 3071+19.40 | 9.00' | 735.82 | 735.82 |

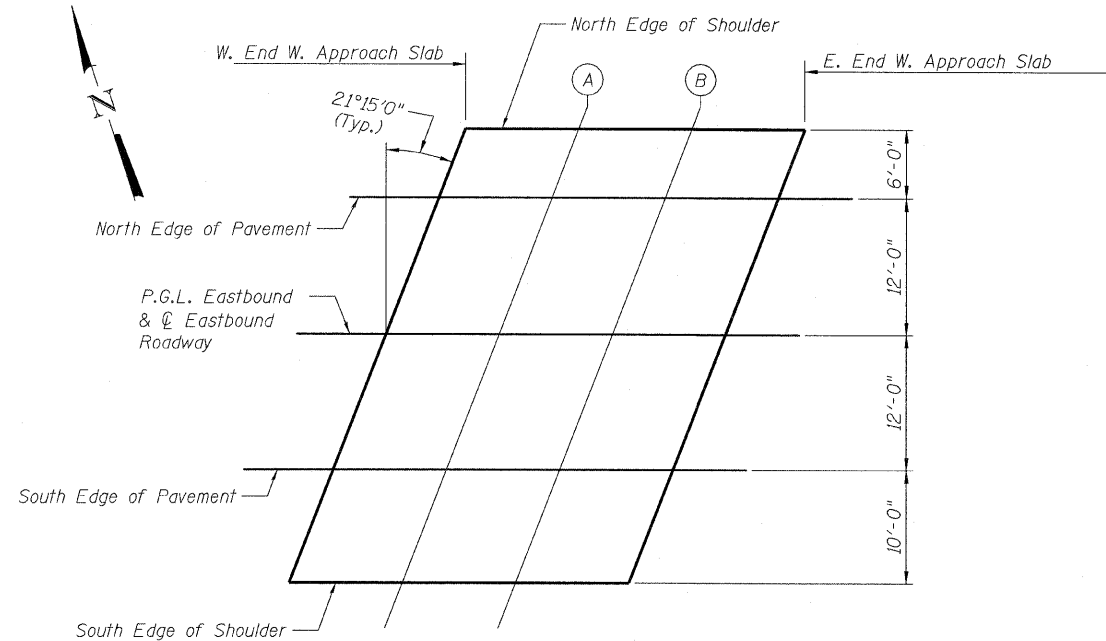
| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|------------|--------|------------------------------|--|
| Bk. W. Abut. | 3069+77.90 | 16.33' | 731.40 | 731.40 |
| ☉ Brg. W. Abut. | 3069+80.69 | 16.33' | 731.48 | 731.48 |
| A | 3069+90.69 | 16.33' | 731.78 | 731.80 |
| B | 3070+00.69 | 16.33' | 732.09 | 732.11 |
| C | 3070+10.69 | 16.33' | 732.39 | 732.40 |
| ☉ Brg. Pier 1 | 3070+21.40 | 16.33' | 732.72 | 732.72 |
| D | 3070+31.40 | 16.33' | 733.02 | 733.03 |
| E | 3070+41.40 | 16.33' | 733.32 | 733.35 |
| F | 3070+51.40 | 16.33' | 733.62 | 733.66 |
| G | 3070+61.40 | 16.33' | 733.93 | 733.94 |
| ☉ Brg. Pier 2 | 3070+73.06 | 16.33' | 734.28 | 734.28 |
| H | 3070+83.06 | 16.33' | 734.58 | 734.59 |
| I | 3070+93.06 | 16.33' | 734.89 | 734.91 |
| J | 3071+03.06 | 16.33' | 735.19 | 735.21 |
| ☉ Brg. E. Abut. | 3071+13.77 | 16.33' | 735.51 | 735.51 |
| Bk. E. Abut. | 3071+16.55 | 16.33' | 735.60 | 735.60 |



To determine "f": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on Sheet 3 of 37. These elevations subtracted from the "Theoretical Grade Elevations Adjusted For Dead Load Deflection" shown above, minus slab thickness, equals the fillet heights "f" above top flange of beams.

FILLET HEIGHTS

| | | | | | | | | | | |
|---------------------|------------------------|---------------|-----------|---|---|---------------------------|----------------------------|--------|--------------|-----------|
| FILE NAME = | USER NAME = | DESIGNED - DY | REVISED - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | TOP OF SLAB ELEVATIONS - WESTBOUND
STRUCTURE NO. 006-0020 EB AND 006-0021 WB | F.A.I.
RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| TYLIN INTERNATIONAL | PLOT SCALE = | CHECKED - PF | REVISED - | | | 80 | D06-5MHR-1.VBR(06-6)RS-3&I | BUREAU | 249 | 77 |
| | PLOT DATE = 09/13/2011 | DRAWN - DY | REVISED - | | | CONTRACT NO. 66686 | | | | |
| | | CHECKED - PF | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | |
| | | | | | SHEET NO. 5 OF 37 SHEETS | | | | | |



WEST APPROACH- ELEVATION LOCATION PLAN

NORTH EDGE OF SHOULDER

| Location | Station | Offset | Theoretical Grade Elevations |
|----------------------|------------|--------|------------------------------|
| W. End W. Appr. Slab | 3069+27.92 | 18.00' | 729.31 |
| A | 3069+37.92 | 18.00' | 729.61 |
| B | 3069+47.92 | 18.00' | 729.91 |
| E. End W. Appr. Slab | 3069+57.92 | 18.00' | 730.20 |

NORTH EDGE OF PAVEMENT

| Location | Station | Offset | Theoretical Grade Elevations |
|----------------------|------------|--------|------------------------------|
| W. End W. Appr. Slab | 3069+25.59 | 12.00' | 729.37 |
| A | 3069+35.59 | 12.00' | 729.67 |
| B | 3069+45.59 | 12.00' | 729.96 |
| E. End W. Appr. Slab | 3069+55.59 | 12.00' | 730.26 |

P.G.L. EASTBOUND & C EASTBOUND ROADWAY

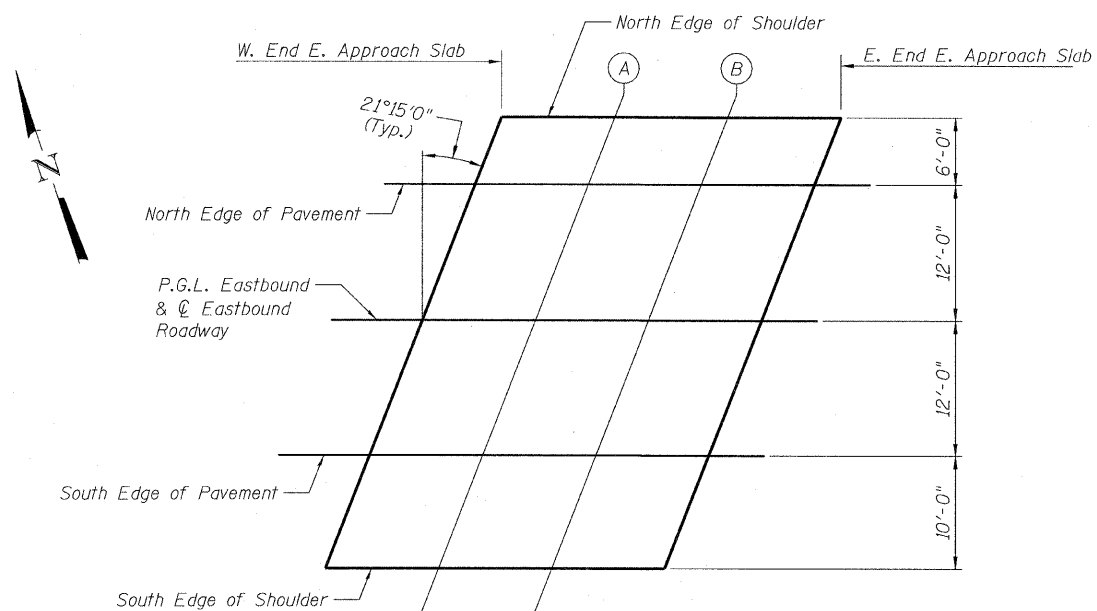
| Location | Station | Offset | Theoretical Grade Elevations |
|----------------------|------------|--------|------------------------------|
| W. End W. Appr. Slab | 3069+20.92 | 0.00' | 729.42 |
| A | 3069+30.92 | 0.00' | 729.72 |
| B | 3069+40.92 | 0.00' | 730.01 |
| E. End W. Appr. Slab | 3069+50.92 | 0.00' | 730.31 |

SOUTH EDGE OF PAVEMENT

| Location | Station | Offset | Theoretical Grade Elevations |
|----------------------|------------|--------|------------------------------|
| W. End W. Appr. Slab | 3069+16.25 | 12.00' | 729.09 |
| A | 3069+26.25 | 12.00' | 729.39 |
| B | 3069+36.25 | 12.00' | 729.69 |
| E. End W. Appr. Slab | 3069+46.25 | 12.00' | 729.98 |

SOUTH EDGE OF SHOULDER

| Location | Station | Offset | Theoretical Grade Elevations |
|----------------------|------------|--------|------------------------------|
| W. End W. Appr. Slab | 3069+12.36 | 22.00' | 728.77 |
| A | 3069+22.36 | 22.00' | 729.07 |
| B | 3069+32.36 | 22.00' | 729.36 |
| E. End W. Appr. Slab | 3069+42.36 | 22.00' | 729.66 |



EAST APPROACH- ELEVATION LOCATION PLAN

NORTH EDGE OF SHOULDER

| Location | Station | Offset | Theoretical Grade Elevations |
|----------------------|------------|--------|------------------------------|
| W. End E. Appr. Slab | 3070+94.79 | 18.00' | 734.25 |
| A | 3071+04.79 | 18.00' | 734.55 |
| B | 3071+14.79 | 18.00' | 734.85 |
| E. End E. Appr. Slab | 3071+24.79 | 18.00' | 735.14 |

NORTH EDGE OF PAVEMENT

| Location | Station | Offset | Theoretical Grade Elevations |
|----------------------|------------|--------|------------------------------|
| W. End E. Appr. Slab | 3070+92.46 | 12.00' | 734.31 |
| A | 3071+02.46 | 12.00' | 734.61 |
| B | 3071+12.46 | 12.00' | 734.90 |
| E. End E. Appr. Slab | 3071+22.46 | 12.00' | 735.20 |

P.G.L. EASTBOUND & C EASTBOUND ROADWAY

| Location | Station | Offset | Theoretical Grade Elevations |
|----------------------|------------|--------|------------------------------|
| W. End E. Appr. Slab | 3070+87.79 | 0.00' | 734.36 |
| A | 3070+97.79 | 0.00' | 734.65 |
| B | 3071+07.79 | 0.00' | 734.95 |
| E. End E. Appr. Slab | 3071+17.79 | 0.00' | 735.25 |

SOUTH EDGE OF PAVEMENT

| Location | Station | Offset | Theoretical Grade Elevations |
|----------------------|------------|--------|------------------------------|
| W. End E. Appr. Slab | 3070+83.12 | 12.00' | 734.03 |
| A | 3070+93.12 | 12.00' | 734.33 |
| B | 3071+03.12 | 12.00' | 734.62 |
| E. End E. Appr. Slab | 3071+13.12 | 12.00' | 734.92 |

SOUTH EDGE OF SHOULDER

| Location | Station | Offset | Theoretical Grade Elevations |
|----------------------|------------|--------|------------------------------|
| W. End E. Appr. Slab | 3070+79.23 | 23.35' | 733.71 |
| A | 3070+89.23 | 23.58' | 734.01 |
| B | 3070+99.23 | 23.82' | 734.30 |
| E. End E. Appr. Slab | 3071+09.23 | 24.08' | 734.60 |

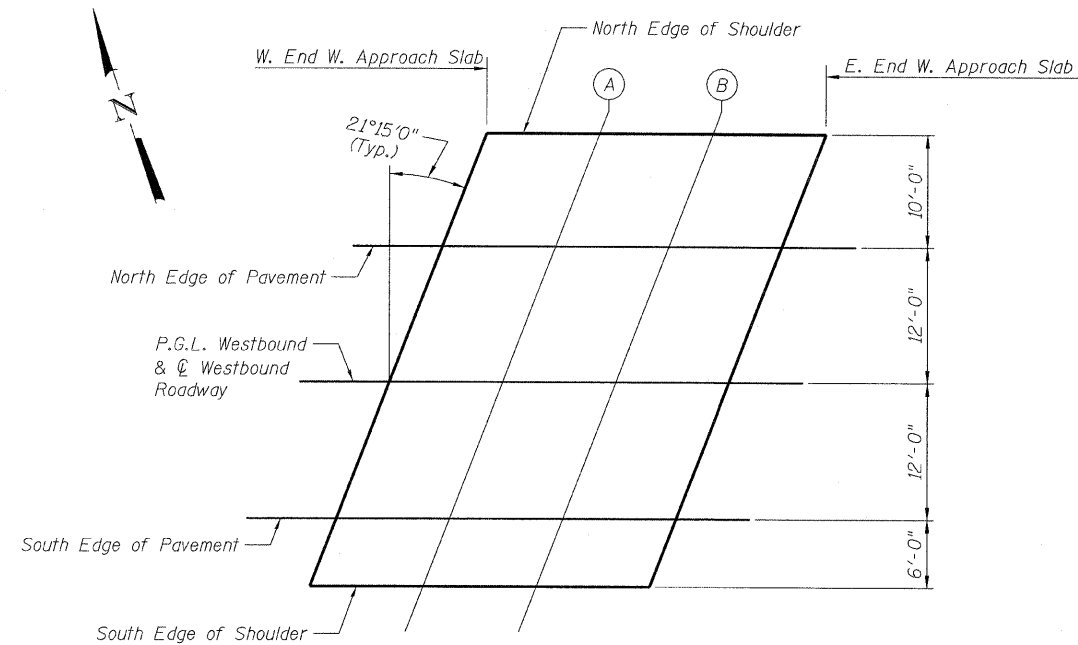
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| FILE NAME = | USER NAME = | DESIGNED - DY | REVISED - |
| TYLIN INTERNATIONAL | | CHECKED - PF | REVISED - |
| PLOT SCALE = | | DRAWN - DY | REVISED - |
| PLOT DATE = 09/13/2011 | | CHECKED - PF | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF APPROACH SLAB ELEVATIONS (EASTBOUND)
STRUCTURE NO. 006-0020 EB AND 006-0021 WB**

SHEET NO. 6 OF 37 SHEETS

| | | | | |
|---------------------------|----------------------------|--------|--------------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| B0 | 006-5HBR-1.VBR(06-6)RS-3&I | BUREAU | 249 | 72 |
| ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 66686 | |



WEST APPROACH- ELEVATION LOCATION PLAN

NORTH EDGE OF SHOULDER

| Location | Station | Offset | Theoretical Grade Elevations |
|----------------------|------------|--------|------------------------------|
| W. End W. Appr. Slab | 3069+63.70 | -22.00 | 730.85 |
| A | 3069+73.70 | -22.00 | 731.15 |
| B | 3069+83.70 | -22.00 | 731.45 |
| E. End W. Appr. Slab | 3069+93.70 | -22.00 | 731.76 |

NORTH EDGE OF PAVEMENT

| Location | Station | Offset | Theoretical Grade Elevations |
|----------------------|------------|--------|------------------------------|
| W. End W. Appr. Slab | 3069+59.81 | -12.00 | 730.94 |
| A | 3069+69.81 | -12.00 | 731.24 |
| B | 3069+79.81 | -12.00 | 731.55 |
| E. End W. Appr. Slab | 3069+89.81 | -12.00 | 731.85 |

P.G.L. WESTBOUND & C WESTBOUND ROADWAY

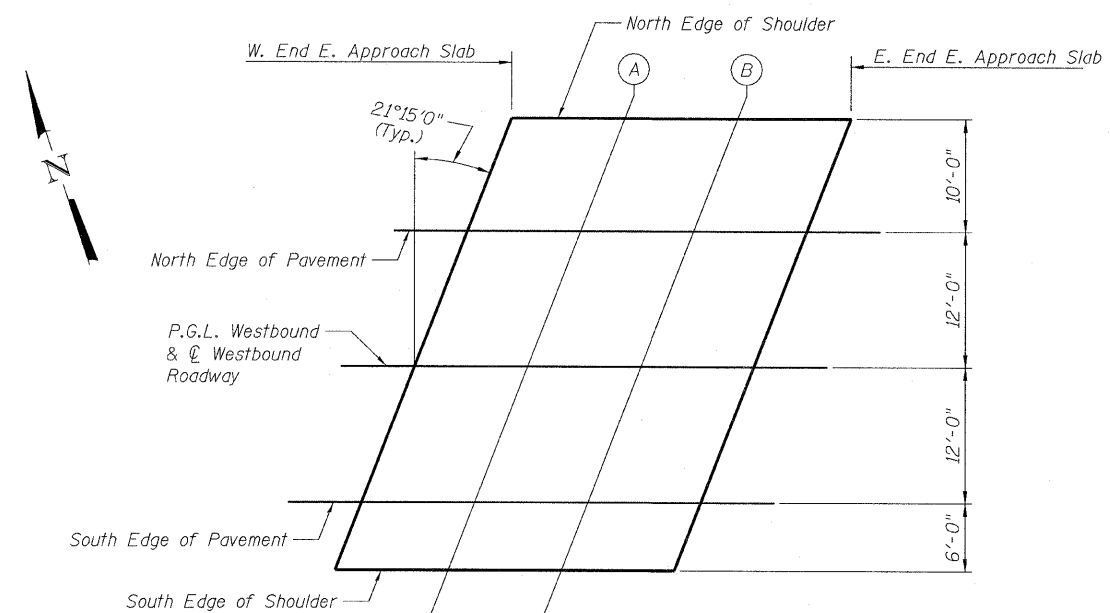
| Location | Station | Offset | Theoretical Grade Elevations |
|----------------------|------------|--------|------------------------------|
| W. End W. Appr. Slab | 3069+55.14 | 0.00 | 730.99 |
| A | 3069+65.14 | 0.00 | 731.29 |
| B | 3069+75.14 | 0.00 | 731.59 |
| E. End W. Appr. Slab | 3069+85.14 | 0.00 | 731.89 |

SOUTH EDGE OF PAVEMENT

| Location | Station | Offset | Theoretical Grade Elevations |
|----------------------|------------|--------|------------------------------|
| W. End W. Appr. Slab | 3069+50.47 | 12.00 | 730.66 |
| A | 3069+60.47 | 12.00 | 730.96 |
| B | 3069+70.47 | 12.00 | 731.26 |
| E. End W. Appr. Slab | 3069+80.47 | 12.00 | 731.57 |

SOUTH EDGE OF SHOULDER

| Location | Station | Offset | Theoretical Grade Elevations |
|----------------------|------------|--------|------------------------------|
| W. End W. Appr. Slab | 3069+48.14 | 18.00 | 730.46 |
| A | 3069+58.14 | 18.00 | 730.76 |
| B | 3069+68.14 | 18.00 | 731.07 |
| E. End W. Appr. Slab | 3069+78.14 | 18.00 | 731.37 |



EAST APPROACH- ELEVATION LOCATION PLAN

NORTH EDGE OF SHOULDER

| Location | Station | Offset | Theoretical Grade Elevations |
|----------------------|------------|--------|------------------------------|
| W. End E. Appr. Slab | 3071+30.57 | -22.00 | 735.90 |
| A | 3071+40.57 | -22.00 | 736.21 |
| B | 3071+50.57 | -22.00 | 736.51 |
| E. End E. Appr. Slab | 3071+60.57 | -22.00 | 736.81 |

NORTH EDGE OF PAVEMENT

| Location | Station | Offset | Theoretical Grade Elevations |
|----------------------|------------|--------|------------------------------|
| W. End E. Appr. Slab | 3071+26.68 | -12.00 | 736.00 |
| A | 3071+36.68 | -12.00 | 736.30 |
| B | 3071+46.68 | -12.00 | 736.60 |
| E. End E. Appr. Slab | 3071+56.68 | -12.00 | 736.90 |

P.G.L. WESTBOUND & C WESTBOUND ROADWAY

| Location | Station | Offset | Theoretical Grade Elevations |
|----------------------|------------|--------|------------------------------|
| W. End E. Appr. Slab | 3071+22.01 | 0.00' | 736.04 |
| A | 3071+32.01 | 0.00' | 736.34 |
| B | 3071+42.01 | 0.00' | 736.65 |
| E. End E. Appr. Slab | 3071+52.01 | 0.00' | 736.95 |

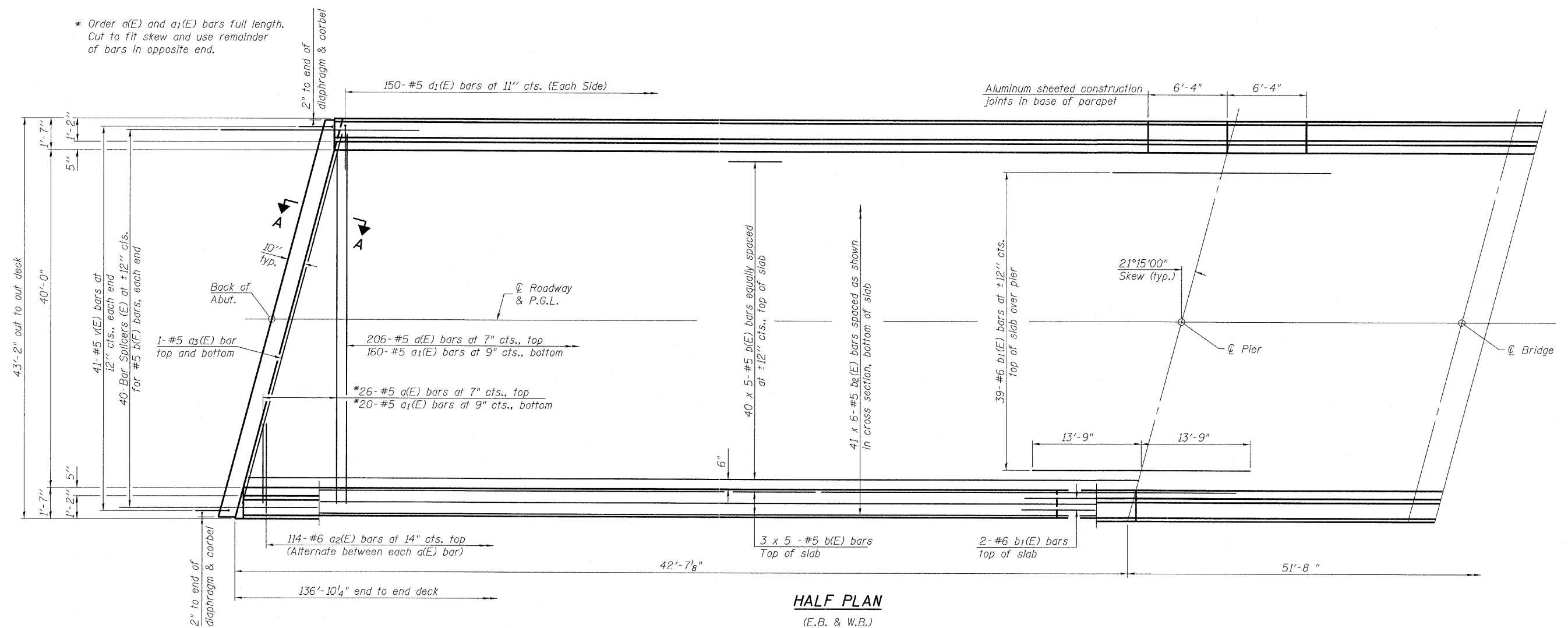
SOUTH EDGE OF PAVEMENT

| Location | Station | Offset | Theoretical Grade Elevations |
|----------------------|------------|--------|------------------------------|
| W. End E. Appr. Slab | 3071+17.34 | 12.00' | 735.71 |
| A | 3071+27.34 | 12.00' | 736.02 |
| B | 3071+37.34 | 12.00' | 736.32 |
| E. End E. Appr. Slab | 3071+47.34 | 12.00' | 736.62 |

SOUTH EDGE OF SHOULDER

| Location | Station | Offset | Theoretical Grade Elevations |
|----------------------|------------|--------|------------------------------|
| W. End E. Appr. Slab | 3071+15.01 | 18.00' | 735.52 |
| A | 3071+25.01 | 18.00' | 735.82 |
| B | 3071+35.01 | 18.00' | 736.12 |
| E. End E. Appr. Slab | 3071+45.01 | 18.00' | 736.43 |

* Order a(E) and a₁(E) bars full length.
Cut to fit skew and use remainder
of bars in opposite end.



HALF PLAN
(E.B. & W.B.)

MINIMUM LAP

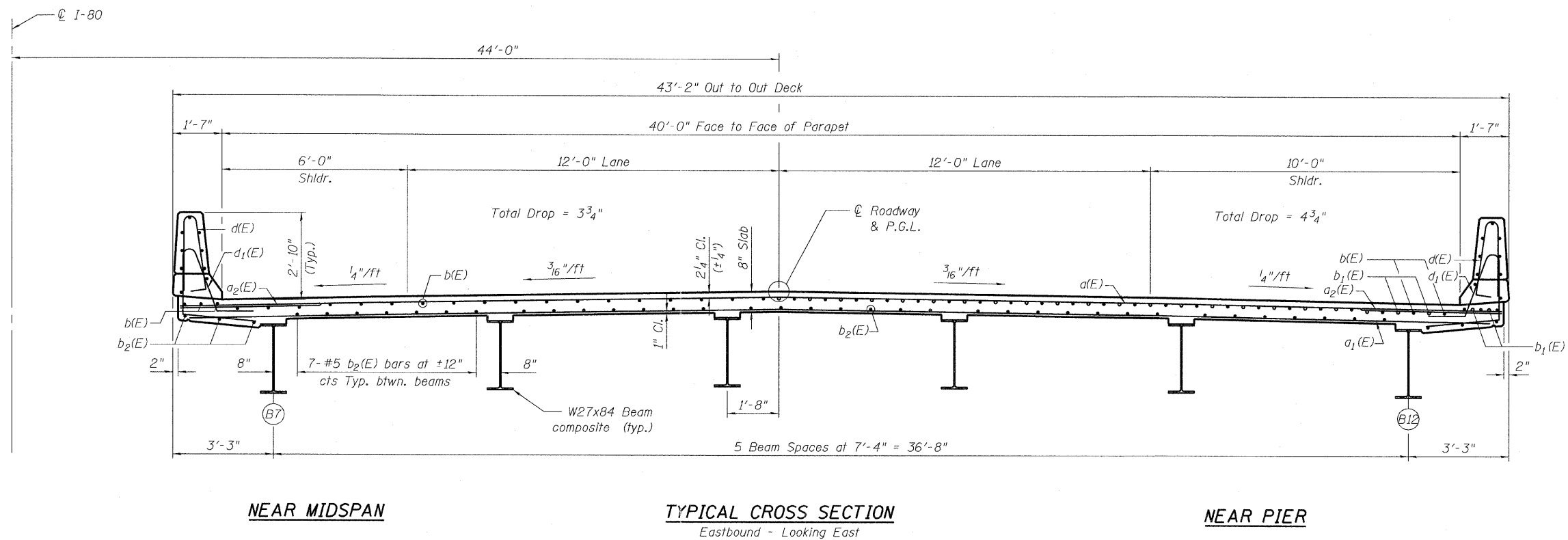
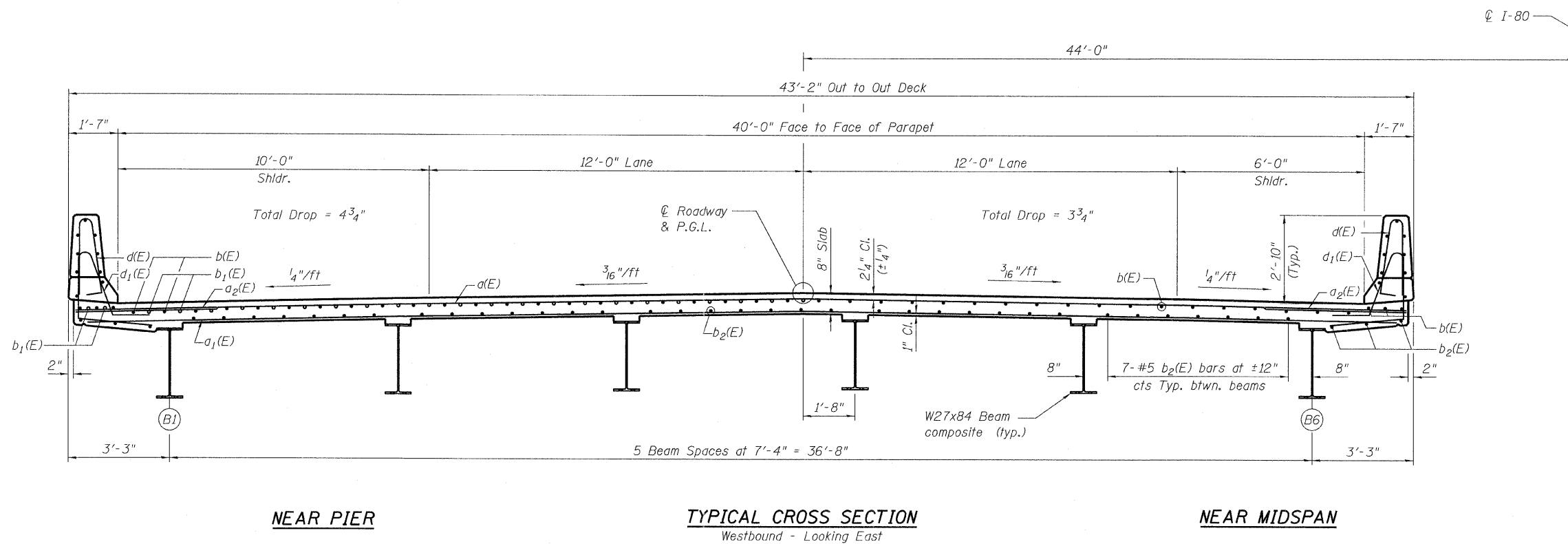
#5 bar = 3'-3"

Notes:
See Sheet 11 of 37 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See Sheet 10 of 37 for parapet reinforcement.

| | | | | | | | | | | | | | | |
|---|------------------------|---------------|-----------|---|---|--|---------------------------|------------------------------|--------|--------------|-----------|--------------------|--|--|
| FILE NAME =
TYLIN INTERNATIONAL | USER NAME = | DESIGNED - PF | REVISED - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | SUPERSTRUCTURE
STRUCTURE NO. 006-0020 EB AND 006-0021 WB | | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | | | |
| | PLOT SCALE = | CHECKED - SP | REVISED - | | | | 80 | (106-5HBR-1.VBR/106-6)RS-3&I | BUREAU | 249 | 75 | CONTRACT NO. 66686 | | |
| | PLOT DATE = 09/13/2011 | DRAWN - DY | REVISED - | | | | SHEET NO. 8 OF 37 SHEETS | | | | | | | |
| | | CHECKED - PF | REVISED - | | | | ILLINOIS FED. AID PROJECT | | | | | | | |

#FILE#

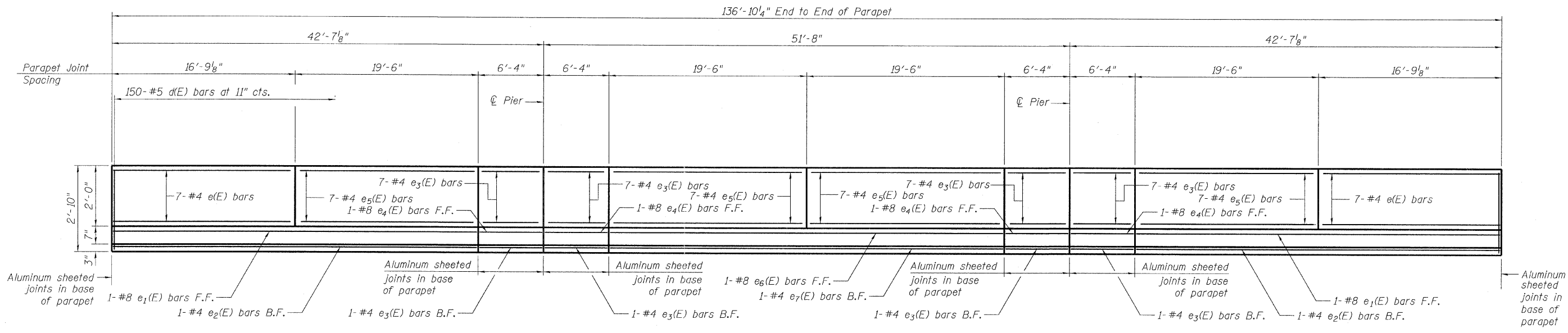
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| FILE NAME = | USER NAME = | DESIGNED - PF | REVISED - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | SUPERSTRUCTURE DETAILS - 1
STRUCTURE NO. 006-0020 EB AND 006-0021 WB | F.A.I. RTE. 80 | SECTION 1106-5HBR-1.VBR106-6/JRS-3&I | COUNTY | TOTAL SHEETS | SHEET NO. | |
| TYLIN INTERNATIONAL | | CHECKED - SP | REVISED - | | | | | | BUREAU | 249 | 76 |
| PLOT SCALE = | | DRAWN - DY | REVISED - | | | | | | CONTRACT NO. 66686 | | |
| PLOT DATE = 09/13/2011 | | CHECKED - PF | REVISED - | | | | | | ILLINOIS FED. AID PROJECT | | |

FILE

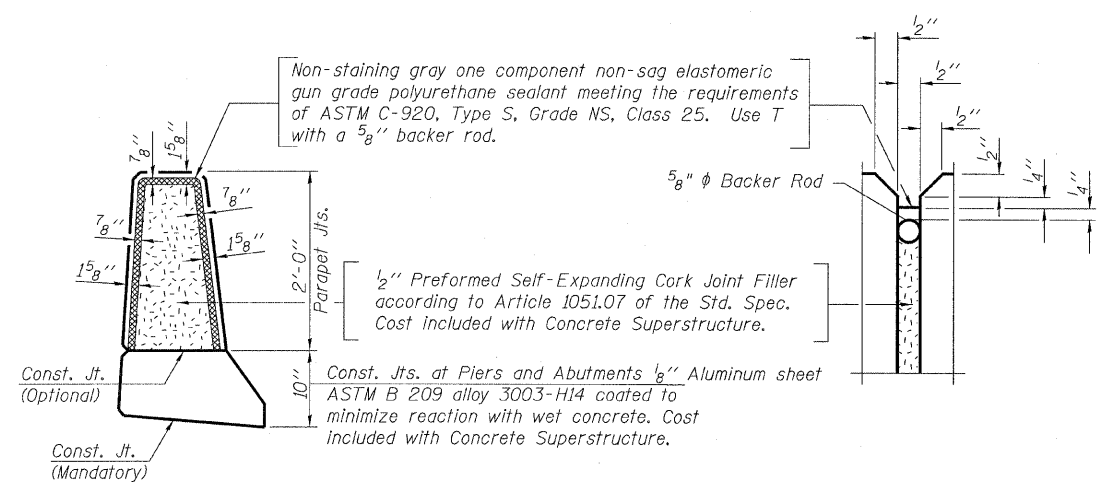
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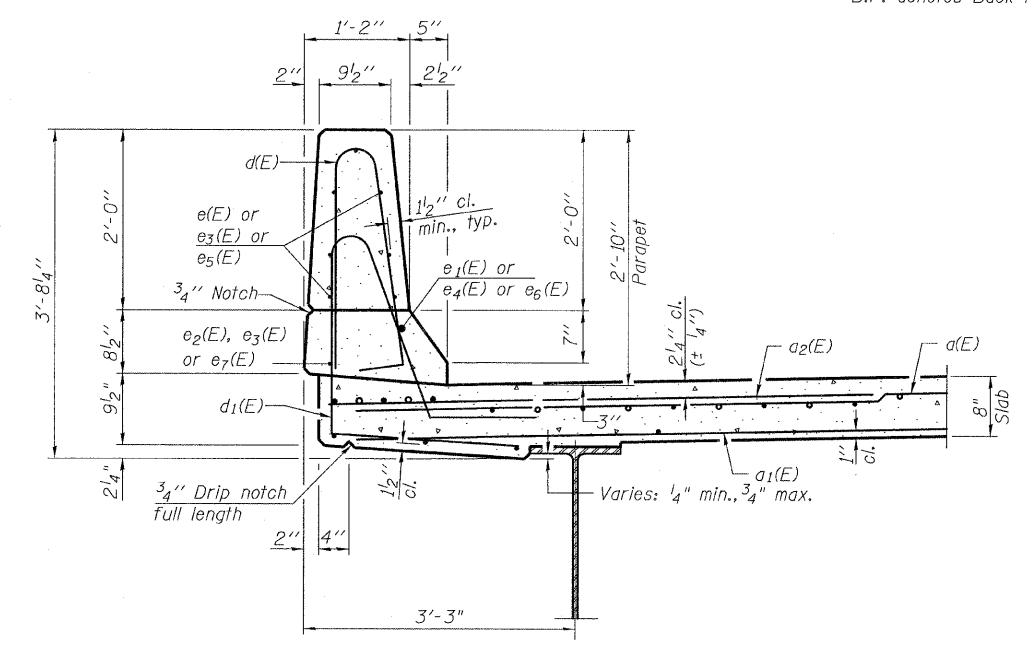
INSIDE ELEVATION OF PARAPET

LEGEND

F.F. denotes Front Face
B.F. denotes Back Face



PARAPET JOINT DETAILS

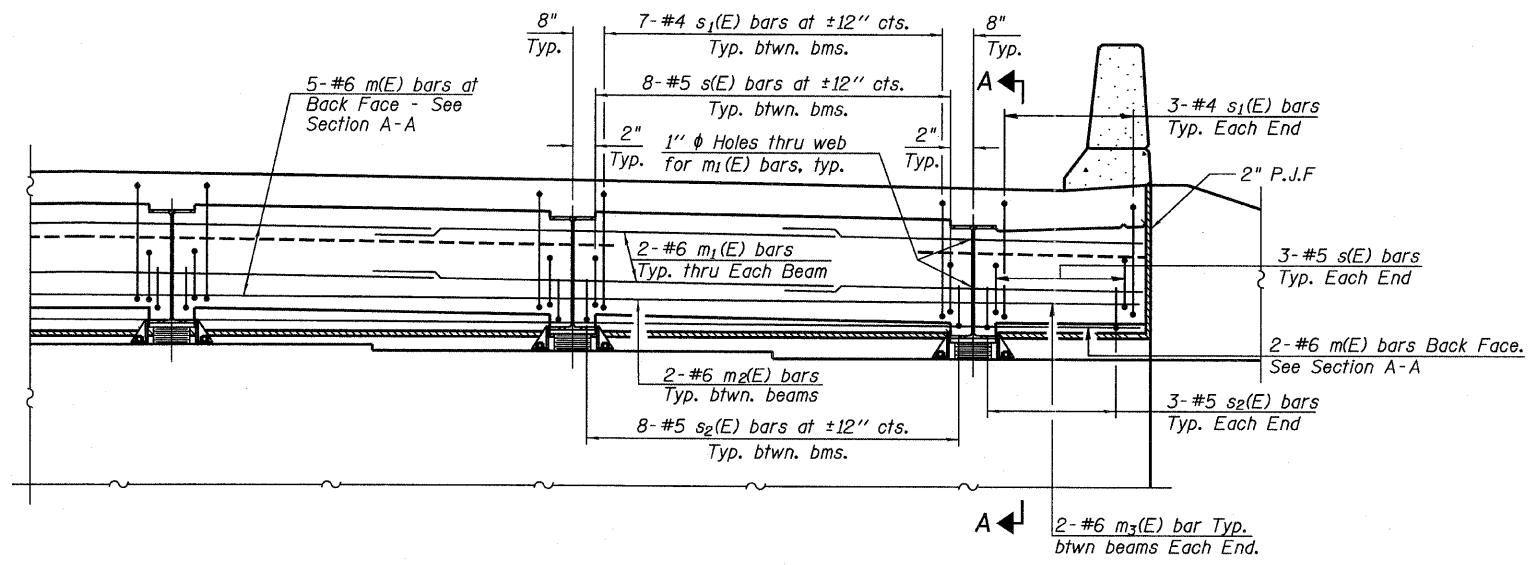


SECTION THRU PARAPET

| | | | | | | | | | |
|----------------------------|------------------------|---------------|-----------|---|---|---------------------------|-----------------------------|--------------------|-----------------|
| FILE NAME = | USER NAME = | DESIGNED - DY | REVISED - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | SUPERSTRUCTURE DETAILS - 2
STRUCTURE NO. 006-0020 EB AND 006-0021 WB | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEET NO. |
| TYLIN INTERNATIONAL | PLOT SCALE = | CHECKED - PF | REVISED - | | | 80 | 1106-5MHR-1.VBR(06-6)RS-3&1 | BUREAU | 249 77 |
| | PLOT DATE = 09/13/2011 | DRAWN - DY | REVISED - | | | SHEET NO. 10 OF 37 SHEETS | | CONTRACT NO. 66686 | |
| | | CHECKED - PF | REVISED - | | | ILLINOIS FED. AID PROJECT | | | |

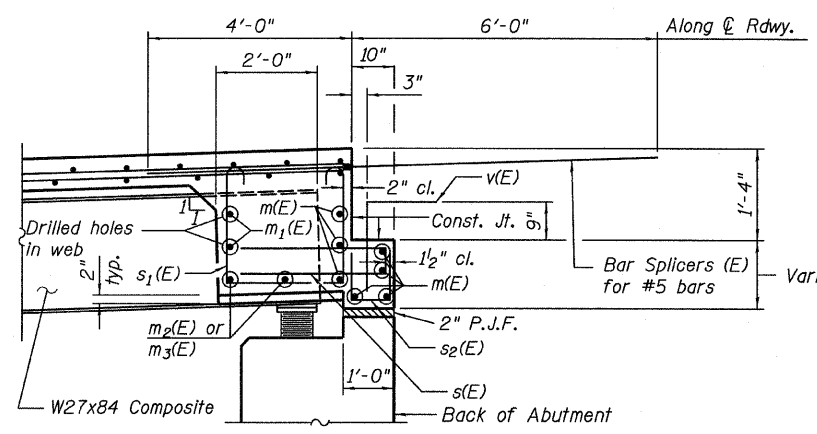
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TIME



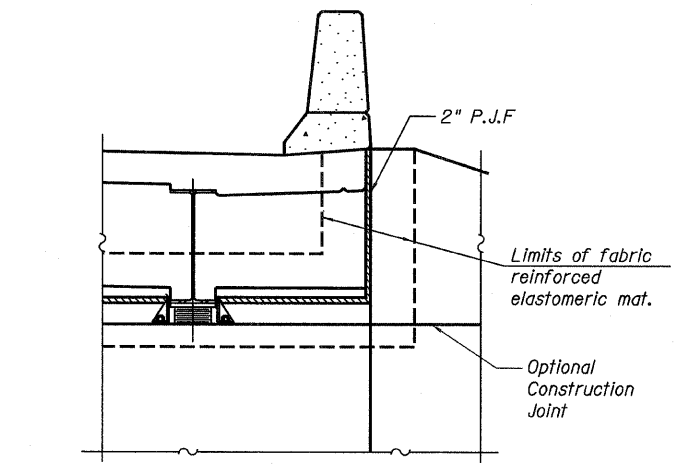
MINIMUM BAR LAP
#6 bar = 4'-5"

DIAPHRAGM ELEVATION AT ABUTMENT



SECTION A-A

Dimensions at right angles to abutment, except as shown.



FABRIC REINFORCED ELASTOMERIC MAT DETAIL

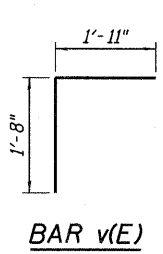
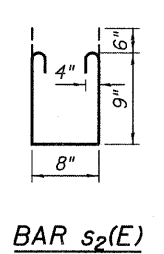
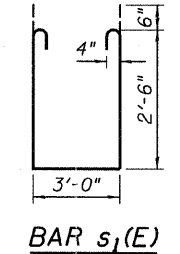
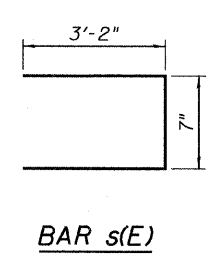
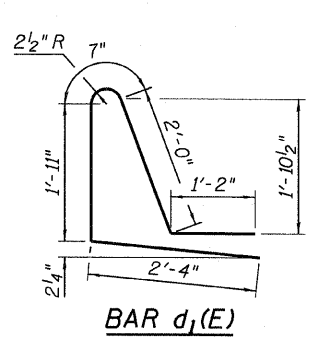
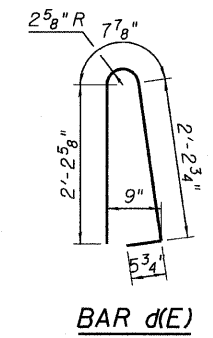
See sheet 2 of 37 for additional information.

SUPERSTRUCTURE
BILL OF MATERIAL - W.B. BRIDGE

| Bar | No. | Size | Length | Shape |
|----------------------------------|-----|-------|---------|-------|
| d(E) | 232 | #5 | 42'-6" | — |
| a1(E) | 180 | #5 | 41'-9" | — |
| a2(E) | 228 | #6 | 6'-6" | — |
| a3(E) | 4 | #5 | 45'-7" | — |
| b(E) | 230 | #5 | 29'-11" | — |
| b1(E) | 86 | #6 | 27'-6" | — |
| b2(E) | 246 | #5 | 25'-6" | — |
| d(E) | 300 | #5 | 5'-7" | □ |
| d1(E) | 300 | #5 | 8'-0" | □ |
| e(E) | 28 | #4 | 16'-5" | — |
| e1(E) | 4 | #8 | 35'-11" | — |
| e2(E) | 4 | #4 | 35'-11" | — |
| e3(E) | 64 | #4 | 6'-0" | — |
| e4(E) | 8 | #8 | 6'-0" | — |
| e5(E) | 56 | #4 | 19'-2" | — |
| e6(E) | 2 | #8 | 38'-8" | — |
| e7(E) | 2 | #4 | 38'-8" | — |
| m(E) | 14 | #6 | 45'-7" | — |
| m1(E) | 24 | #6 | 12'-3" | — |
| m2(E) | 20 | #6 | 7'-6" | — |
| m3(E) | 8 | #6 | 3'-2" | — |
| s(E) | 92 | #5 | 6'-11" | □ |
| s1(E) | 82 | #4 | 9'-0" | □ |
| s2(E) | 92 | #5 | 3'-2" | □ |
| v(E) | 82 | #5 | 3'-7" | □ |
| Reinforcement Bars, Epoxy Coated | | POUND | 47,640 | |
| Concrete Superstructure | | CU YD | 219.7 | |

SUPERSTRUCTURE
BILL OF MATERIAL - E.B. BRIDGE

| Bar | No. | Size | Length | Shape |
|----------------------------------|-----|-------|---------|-------|
| d(E) | 232 | #5 | 42'-6" | — |
| a1(E) | 180 | #5 | 41'-9" | — |
| a2(E) | 228 | #6 | 6'-6" | — |
| a3(E) | 4 | #5 | 45'-7" | — |
| b(E) | 230 | #5 | 29'-11" | — |
| b1(E) | 86 | #6 | 27'-6" | — |
| b2(E) | 246 | #5 | 25'-6" | — |
| d(E) | 300 | #5 | 5'-7" | □ |
| d1(E) | 300 | #5 | 8'-0" | □ |
| e(E) | 28 | #4 | 16'-5" | — |
| e1(E) | 4 | #8 | 35'-11" | — |
| e2(E) | 4 | #4 | 35'-11" | — |
| e3(E) | 64 | #4 | 6'-0" | — |
| e4(E) | 8 | #8 | 6'-0" | — |
| e5(E) | 56 | #4 | 19'-2" | — |
| e6(E) | 2 | #8 | 38'-8" | — |
| e7(E) | 2 | #4 | 38'-8" | — |
| m(E) | 14 | #6 | 45'-7" | — |
| m1(E) | 24 | #6 | 12'-3" | — |
| m2(E) | 20 | #6 | 7'-6" | — |
| m3(E) | 8 | #6 | 3'-2" | — |
| s(E) | 92 | #5 | 6'-11" | □ |
| s1(E) | 82 | #4 | 9'-0" | □ |
| s2(E) | 92 | #5 | 3'-2" | □ |
| v(E) | 82 | #5 | 3'-7" | □ |
| Reinforcement Bars, Epoxy Coated | | POUND | 47,640 | |
| Concrete Superstructure | | CU YD | 219.7 | |

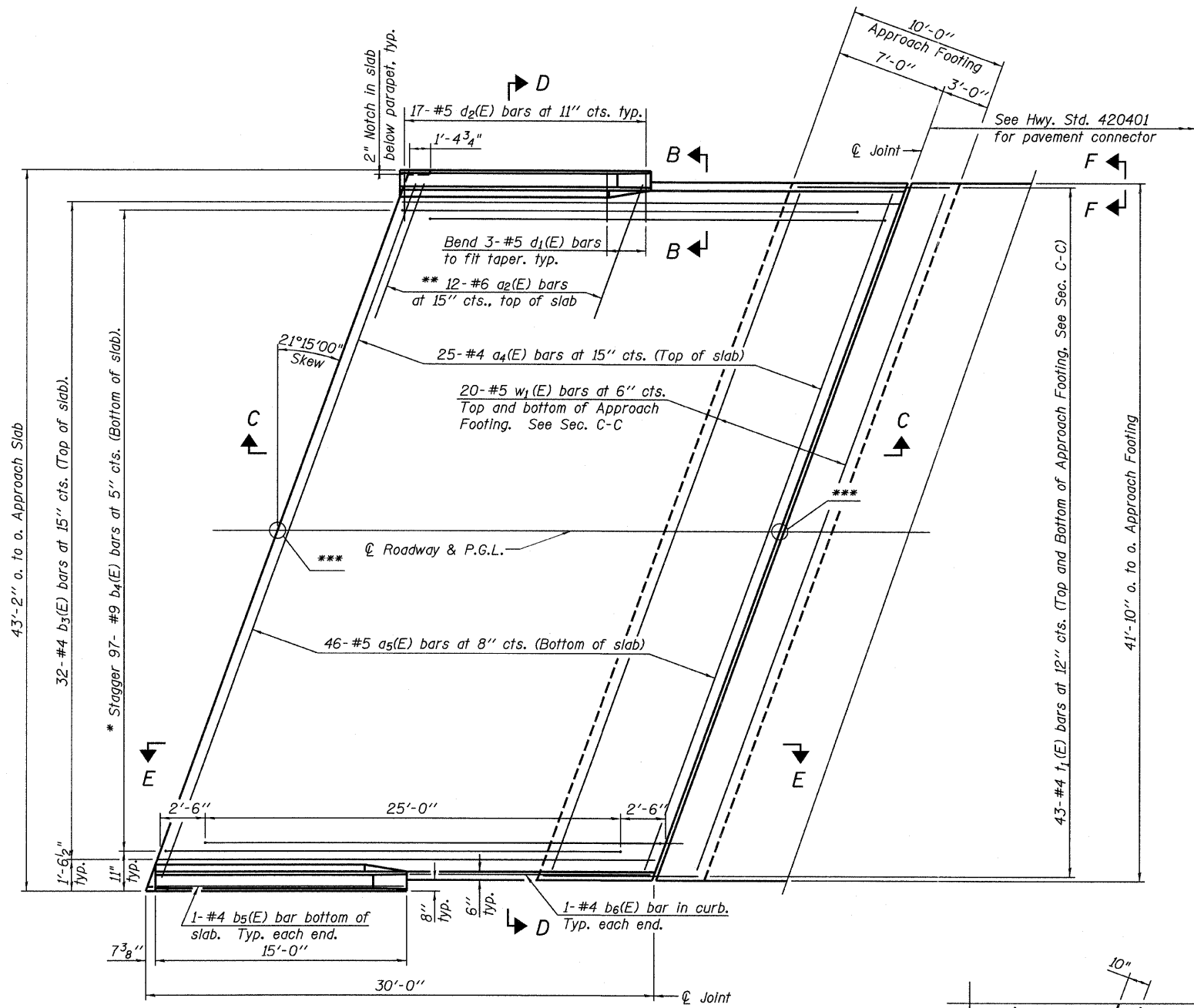


NOTES:

- See Sheets 9 and 10 of 37 for superstructure details.
- Concrete in diaphragm is included with Concrete Superstructure.
- The s(E), s1(E) and s2(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

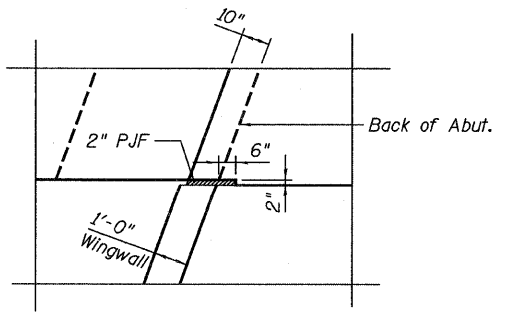
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| FILE NAME =
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DEPARTMENT OF TRANSPORTATION | SUPERSTRUCTURE DETAILS - 3
STRUCTURE NO. 006-0020 EB AND 006-0021 WB | F.A.I. RTE. = | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| PLOT SCALE = | DRAWN - DY | REVISD - | 80 | | | (106-SHBR-1, VBR)06-6)RS-3&I | BUREAU | 249 | 78 | |
| PLOT DATE = 09/13/2011 | CHECKED - PF | REVISD - | SHEET NO. 11 OF 37 SHEETS | | | CONTRACT NO. 66686 | | ILLINOIS FED. AID PROJECT | | |
| | | | | | | | | | | |

Notes:
See sheet 13 of 37 for Sections C-C & D-D and View E-E.
a(E) and a₁(E) bar spacings measured along \varnothing Rdwy.

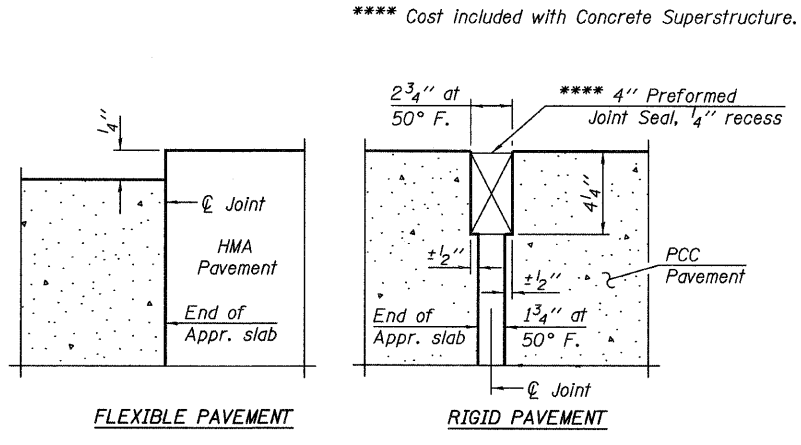


PLAN

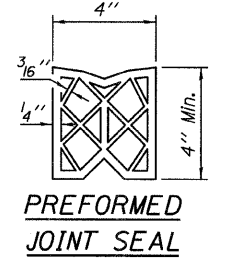
* Tilt #9 b₄(E) bars as required to maintain clearance.
** Space between a₄(E) bars, typ. each parapet.
*** See sheets 6 and 7 of 37 for beginning and ending of Approach Slab stations along \varnothing Roadway and P.G.L.



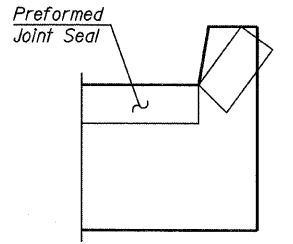
PLAN AT SLAB NOTCH
(Parapets not shown)



DETAIL A

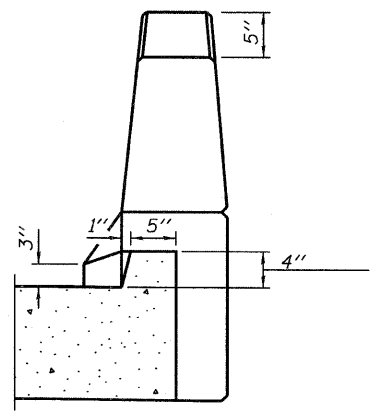


PREFORMED JOINT SEAL



VIEW F-F

Angle Preformed Joint Seal at 45° at curbs when req'd for drainage.



VIEW B-B

(Sheet 1 of 2)

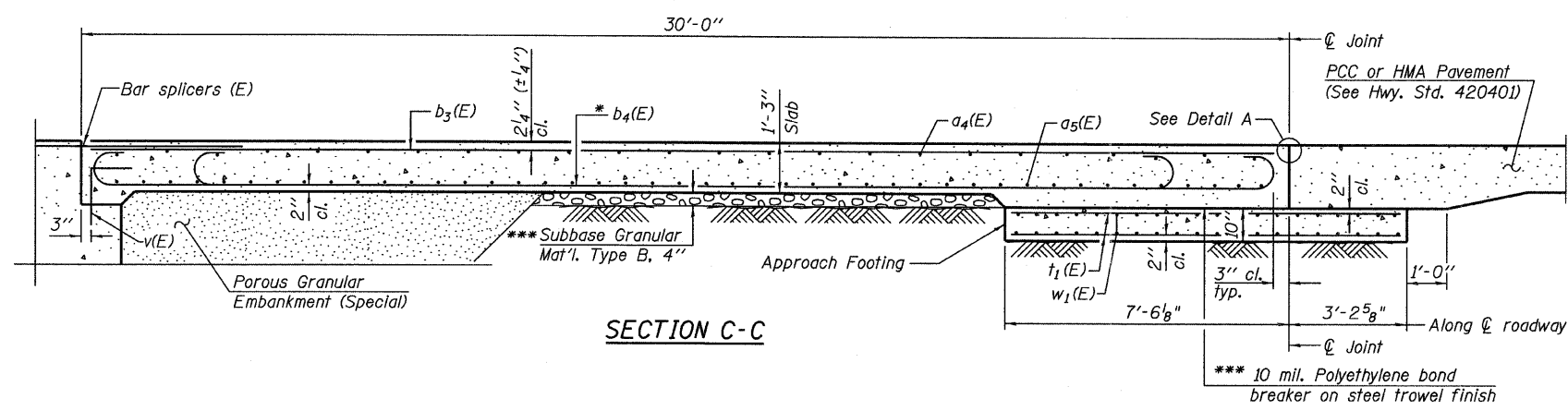
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| FILE NAME = | USER NAME = | DESIGNED - EH | REVISED - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 006-0020 EB AND 006-0021 WB | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| TYLIN INTERNATIONAL | PLOT SCALE = | CHECKED - PF | REVISED - | | | 80 | 106-5HBR-1.VBR(06-6)RS-3&1 | BUREAU | 249 | 79 | |
| | PLOT DATE = 09/13/2011 | DRAWN - EH | REVISED - | | | CONTRACT NO. 66686 | | | | | |
| | | CHECKED - PF | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | | |

#FILE#

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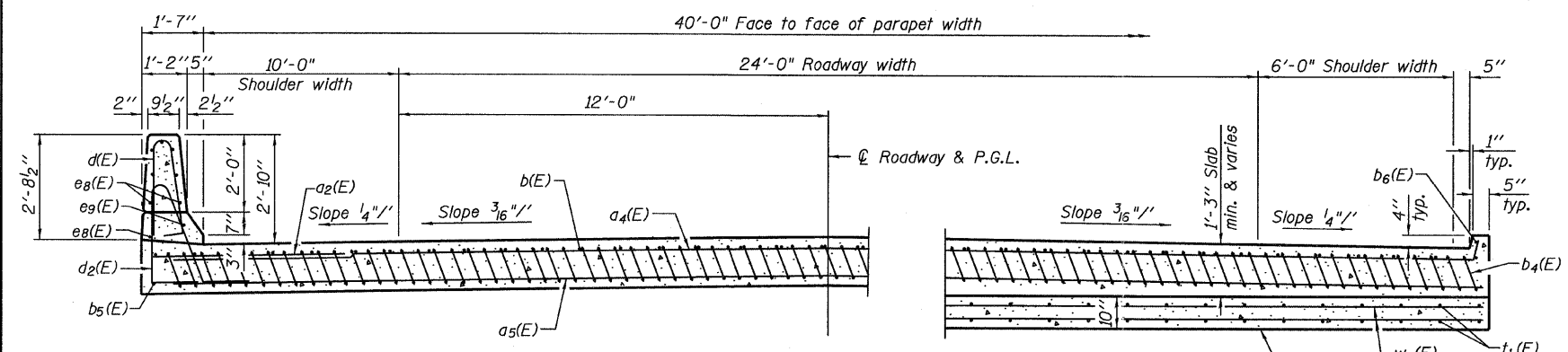
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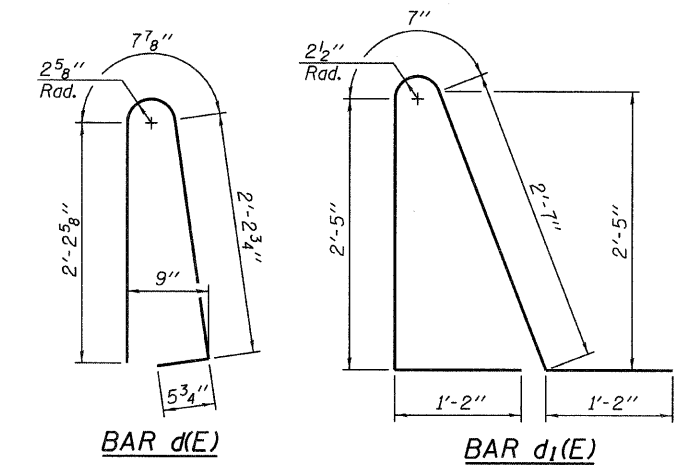
SECTION C-C

Notes:
 See sheet 12 of 37 for Detail A and View B-B.
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For v(E) bar details, see sheet 11 of 37.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 For bar splicer details, see sheet 30 of 37.
 Cost of excavation for approach footing included with Concrete Structures.
 For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 37.
 For additional parapet details, see sheet 10 of 37.
 The quantities for Bridge Deck Grooving and Protective Coat are included in the quantities on sheet 2 of 37.

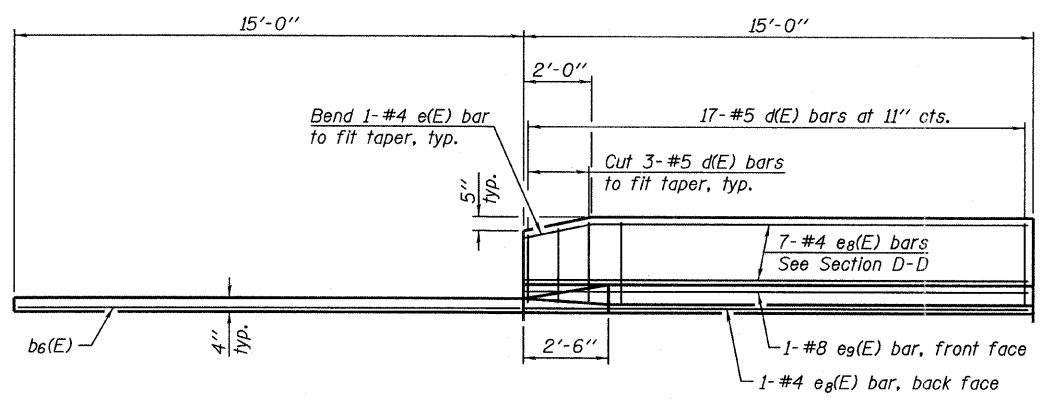


SECTION D-D

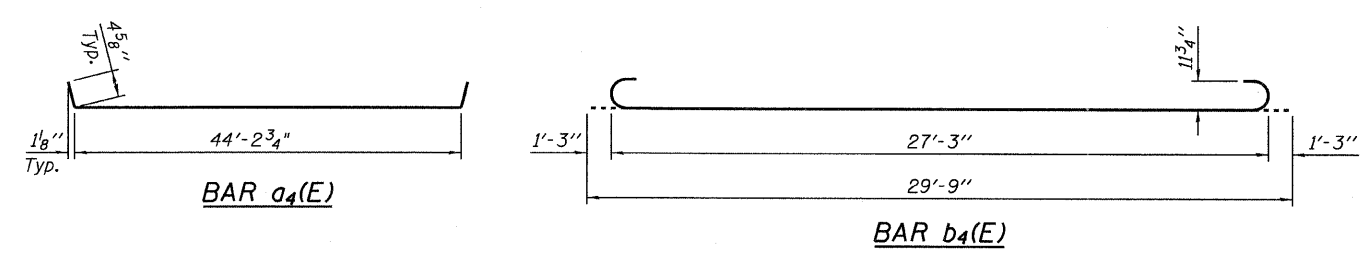
(See Plan for dimensions not shown)



* Tilt #9 b4(E) bars as required to maintain clearance.
 *** Cost included with Concrete Superstructure.



VIEW E-E



TWO APPROACHES (W.B. BRIDGE)
 BILL OF MATERIAL

| Bar | No. | Size | Length | Shape |
|--------------------------------------|-----|------|---------|--------|
| a4(E) | 50 | #4 | 45'-0" | U |
| a5(E) | 92 | #5 | 44'-6" | — |
| a2(E) | 48 | #6 | 6'-6" | — |
| b3(E) | 64 | #4 | 29'-8" | — |
| b4(E) | 194 | #9 | 29'-9" | U |
| b5(E) | 4 | #4 | 14'-8" | — |
| b6(E) | 4 | #4 | 14'-8" | — |
| d(E) | 68 | #5 | 5'-7" | Λ |
| d2(E) | 68 | #5 | 7'-11" | Λ |
| e8(E) | 32 | #4 | 14'-8" | — |
| e9(E) | 4 | #8 | 14'-8" | — |
| t1(E) | 172 | #4 | 10'-4" | — |
| w1(E) | 80 | #5 | 44'-6" | — |
| Concrete Superstructure | | | Cu. Yd. | 126.8 |
| Concrete Structures | | | Cu. Yd. | 27.6 |
| (1) Reinforcement Bars, Epoxy Coated | | | Pound | 33,550 |

(1) 4,910 pounds of total weight is considered Reinforcement Bars, Epoxy Coated for Substructure.

TWO APPROACHES (E.B. BRIDGE)
 BILL OF MATERIAL

| Bar | No. | Size | Length | Shape |
|--------------------------------------|-----|------|---------|--------|
| a4(E) | 50 | #4 | 45'-0" | U |
| a5(E) | 92 | #5 | 44'-6" | — |
| a2(E) | 48 | #6 | 6'-6" | — |
| b3(E) | 64 | #4 | 29'-8" | — |
| b4(E) | 194 | #9 | 29'-9" | U |
| b5(E) | 4 | #4 | 14'-8" | — |
| b6(E) | 4 | #4 | 14'-8" | — |
| d(E) | 68 | #5 | 5'-7" | Λ |
| d2(E) | 68 | #5 | 7'-11" | Λ |
| e8(E) | 32 | #4 | 14'-8" | — |
| e9(E) | 4 | #8 | 14'-8" | — |
| t1(E) | 172 | #4 | 10'-4" | — |
| w1(E) | 80 | #5 | 44'-6" | — |
| Concrete Superstructure | | | Cu. Yd. | 126.8 |
| Concrete Structures | | | Cu. Yd. | 27.6 |
| (1) Reinforcement Bars, Epoxy Coated | | | Pound | 33,550 |

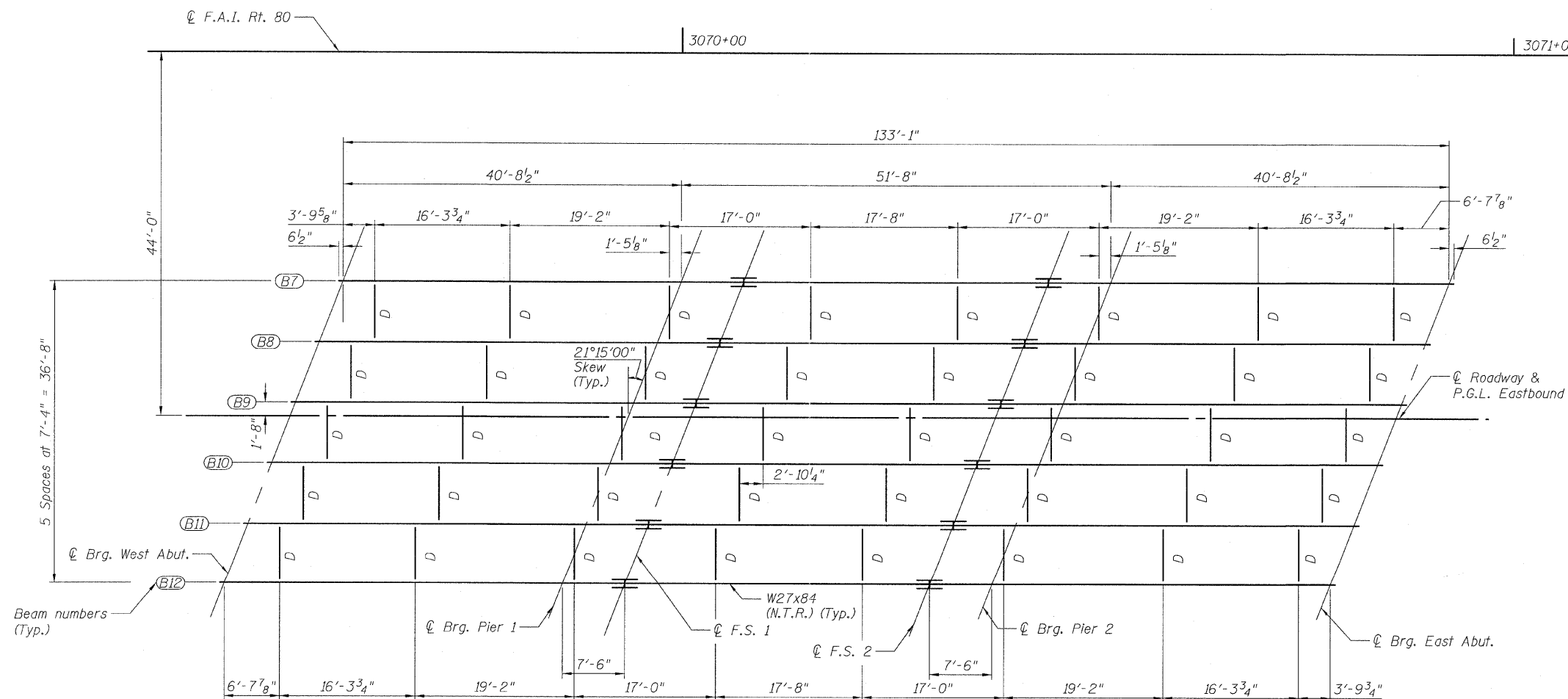
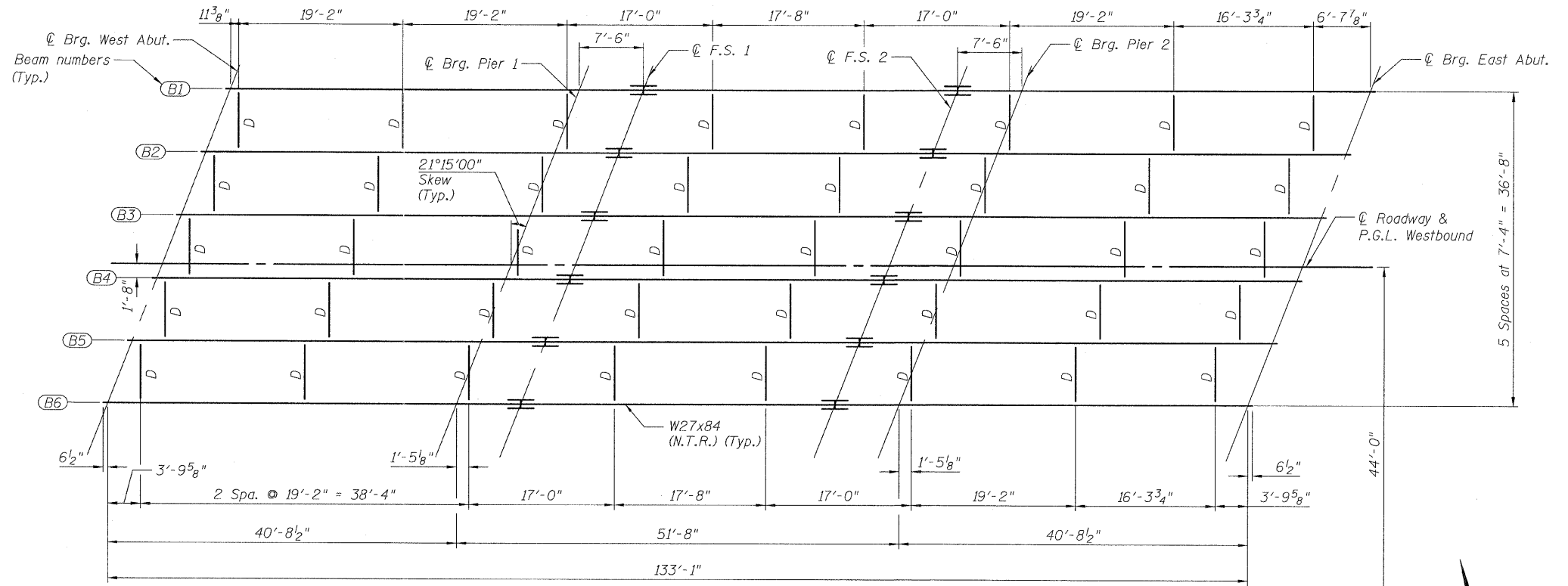
(1) 4,910 pounds of total weight is considered Reinforcement Bars, Epoxy Coated for Substructure.

(Sheet 2 of 2)

TOP OF BEAM ELEVATIONS *

| BEAM | CL BRG. W. ABUT | CL PIER 1 | F.S. 1 | F.S. 2 | CL PIER 2 | CL BRG. E. ABUT |
|------|-----------------|-----------|--------|--------|-----------|-----------------|
| B1 | 731.06 | 732.29 | 732.52 | 733.63 | 733.86 | 735.09 |
| B2 | 731.13 | 732.36 | 732.59 | 733.70 | 733.92 | 735.16 |
| B3 | 731.16 | 732.39 | 732.62 | 733.73 | 733.96 | 735.19 |
| B4 | 731.14 | 732.37 | 732.60 | 733.71 | 733.93 | 735.17 |
| B5 | 730.93 | 732.17 | 732.40 | 733.51 | 733.73 | 734.97 |
| B6 | 730.71 | 731.94 | 732.17 | 733.28 | 733.51 | 734.74 |
| B7 | 729.50 | 730.71 | 730.93 | 732.01 | 732.24 | 733.44 |
| B8 | 729.56 | 730.76 | 730.98 | 732.07 | 732.29 | 733.49 |
| B9 | 729.59 | 730.79 | 731.01 | 732.10 | 732.32 | 733.52 |
| B10 | 729.44 | 730.64 | 730.87 | 731.95 | 732.17 | 733.38 |
| B11 | 729.23 | 730.44 | 730.66 | 731.75 | 731.97 | 733.17 |
| B12 | 729.00 | 730.20 | 730.42 | 731.51 | 731.73 | 732.94 |

* For Fabrication use only.



FRAMING PLAN

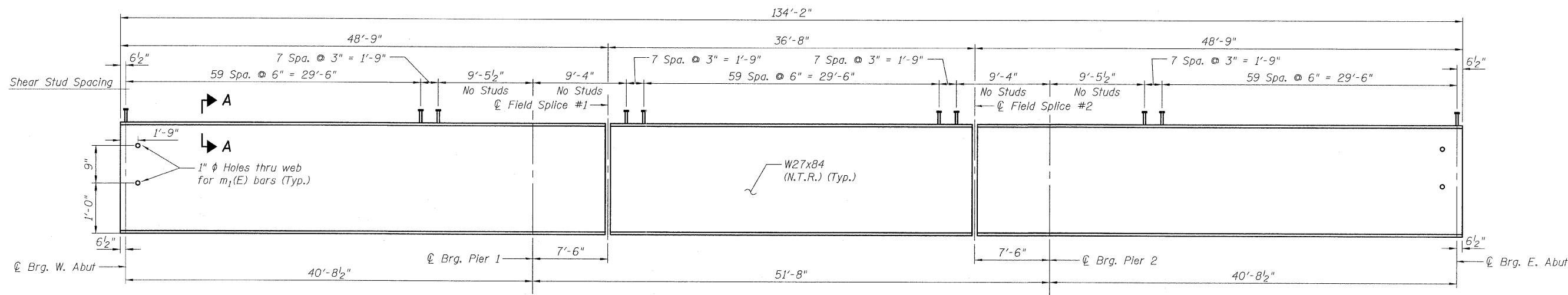
NOTES:

1. F.S. - denotes girder Field Splice.
2. All structural steel for girders and splice plates shall conform to the requirements of AASHTO M270, Grade 50.
3. 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.

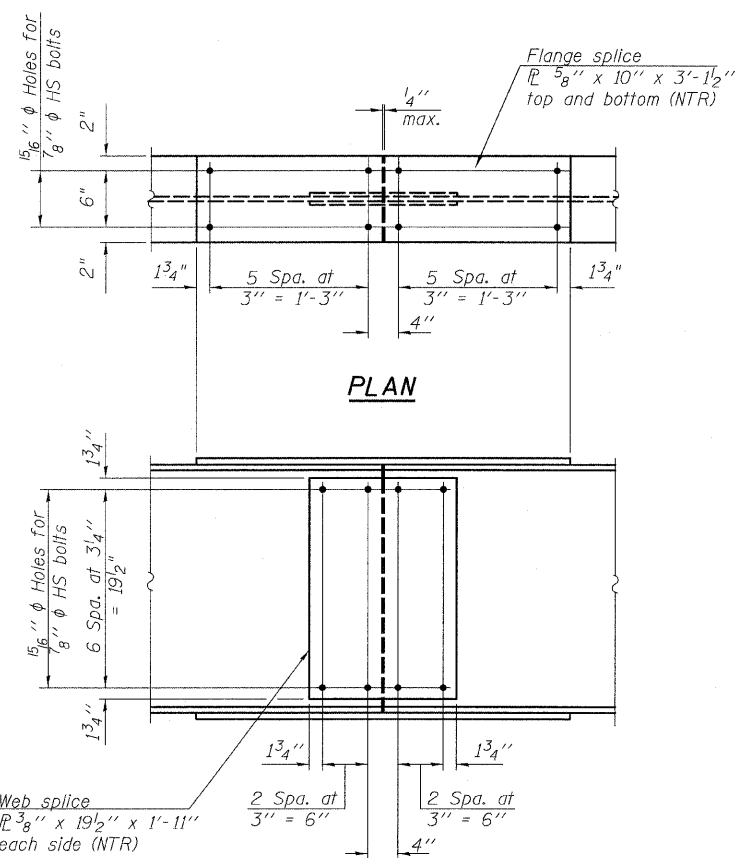
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DEPARTMENT OF TRANSPORTATION | FRAMING PLAN
STRUCTURE NO. 006-0020 EB AND 006-0021 WB | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| TYLIN INTERNATIONAL | PLOT SCALE = | CHECKED - PF | REVISED - | | | 80 | 006-5MBR-1.VBR(06-6)RS-3&I | BUREAU | 249 | 8 | |
| | PLOT DATE = 09/13/2011 | DRAWN - DY | REVISED - | | | CONTRACT NO. 66686 | | | | | |
| | | CHECKED - PF | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | | |

#FILES

#FILES



BEAM ELEVATION



ELEVATION

SPLICE DETAIL

(24 Required Total E.B. & W.B.)

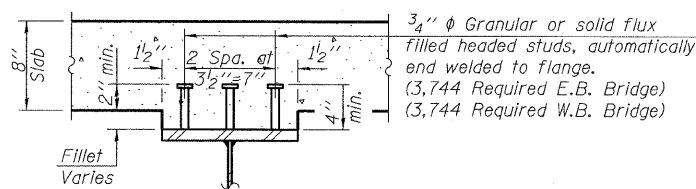
| | 0.4 Sp. 1 or 0.6 Sp. 3 | Pier 1 or Pier 2 | 0.5 Sp. 2 |
|-------------------------|------------------------|------------------|-----------|
| I_s | (in ⁴) | 2850 | 2850 |
| $I_c(n)$ | (in ⁴) | 8939 | 8939 |
| $I_c(3n)$ | (in ⁴) | 6817 | 6817 |
| S_s | (in ³) | 213 | 213 |
| $S_c(n)$ | (in ³) | 337 | 337 |
| $S_c(3n)$ | (in ³) | 306 | 306 |
| Z | (in ³) | | |
| Q | (k/') | .85 | 1.33 |
| M_D | (k) | 96 | 268 |
| s_D | (k/') | .48 | .48 |
| M_{sD} | (k) | 62 | 76 |
| M_L | (k) | 264 | 145 |
| M_{1W} | (k) | 77 | 42 |
| $1.3 [M_D + M_L]$ | (k) | 568 | 312 |
| M_a | (k) | 944 | 754 |
| M_u | (k) | 1436 | 1598 |
| f_s non-comp | (ksi) | 5.4 | 15.1 |
| f_s comp | (ksi) | 2.4 | - |
| f_s $1.3 [M_D + M_L]$ | (ksi) | 20.2 | 17.6 |
| f_s (Overload) | (ksi) | 28.0 | 32.7 |
| f_s (Total) | (ksi) | | 42.5 |
| VR | (k) | 52.9 | 44.5 |

| | Abut. | Pier |
|-------------|-------|------|
| R_D | (k) | 46.4 |
| R_L | (k) | 37.5 |
| R_I | (k) | 11.3 |
| R_{Total} | (k) | 95.2 |

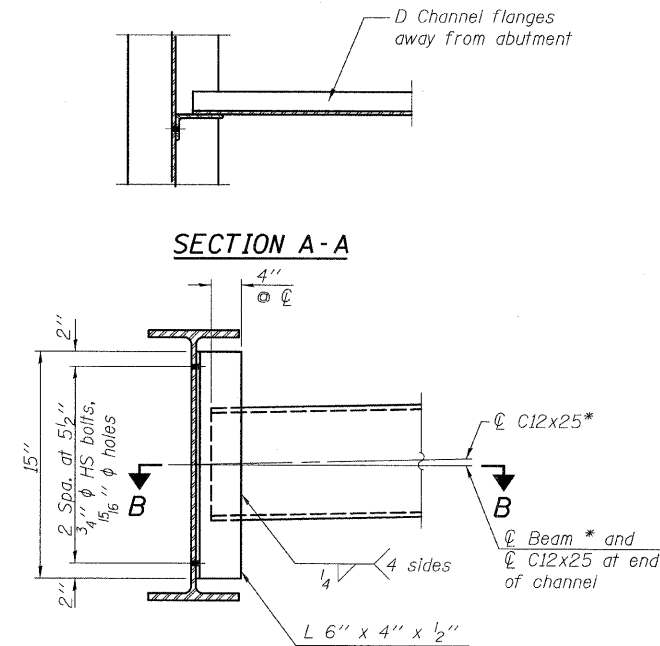
*Compact section
**Braced non-compact and partially braced section

Note:
Load carrying components designated "N.T.R." shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total and Overload) due to non-composite dead loads (in.⁴ and in.³).
 $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total and Overload) due to short-term composite live loads (in.⁴ and in.³).
 $I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total and Overload) due to long-term composite (superimposed) dead loads (in.⁴ and in.³).
 Z : Plastic Section Modulus of the steel section in non-composite areas (in.³).
 Q : Un-factored non-composite dead load (kips/ft.).
 M_D : Un-factored moment due to non-composite dead load (kip-ft.).
 s_D : Un-factored long-term composite (superimposed) dead load (kips/ft.).
 M_{sD} : Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).
 M_L : Un-factored live load moment (kip-ft.).
 M_I : Un-factored moment due to impact (kip-ft.).
 M_a : Factored design moment (kip-ft.).
 $1.3 [M_D + M_{sD} + \frac{5}{3} (M_L + M_I)]$
 M_u : Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).
 f_s (Overload): Sum of stresses as computed from the moments below (ksi).
 $M_D + M_{sD} + \frac{5}{3} (M_L + M_I)$
 f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).
 $1.3 [M_D + M_{sD} + \frac{5}{3} (M_L + M_I)]$
 VR : Maximum $\frac{1}{4}$ + impact horizontal shear range within the composite portion of the span for stud shear connector design (kips).



SECTION A-A



DIAPHRAGM - D

(40 Req'd E.B., 40 Req'd W.B.)

Note:
Two hardened washers required for each set of oversized holes.
*Alternate channels C12x30 are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section. The alternate, if utilized, shall be provided at no additional cost to the Department.

FILE NAME =
TYLIN INTERNATIONAL

USER NAME =
DESIGNED - DY
CHECKED - PF
DRAWN - DY
CHECKED - PF
PLOT SCALE =
PLOT DATE = 09/13/2011

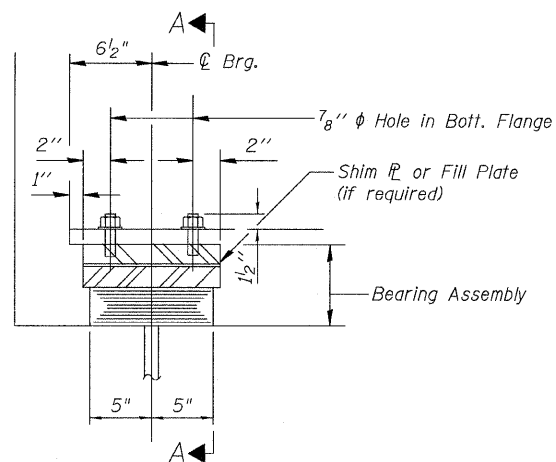
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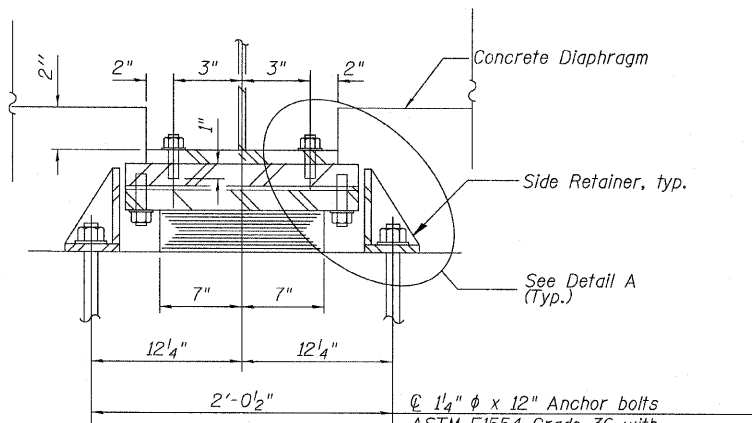
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STRUCTURAL STEEL DETAILS
STRUCTURE NO. 006-0020 EB AND 006-0021 WB
SHEET NO. 15 OF 37 SHEETS

| | | | | |
|--------------------|-------------------------------|--------|---------------------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80 | [(06-5)HBR-1, VBR(06-6)RS-3&I | BUREAU | 249 | 82 |
| CONTRACT NO. 66686 | | | ILLINOIS FED. AID PROJECT | |

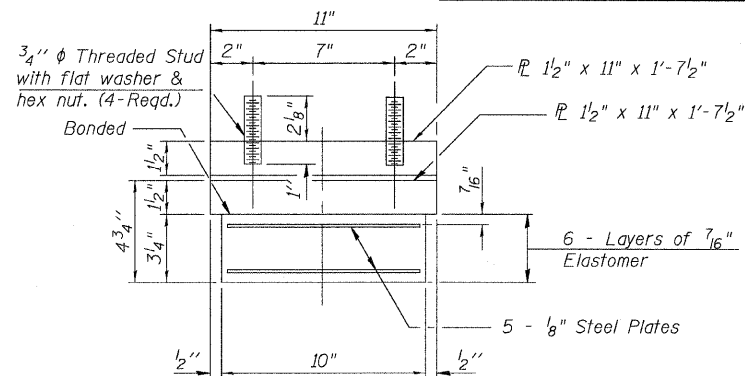


ELEVATION AT ABUT.



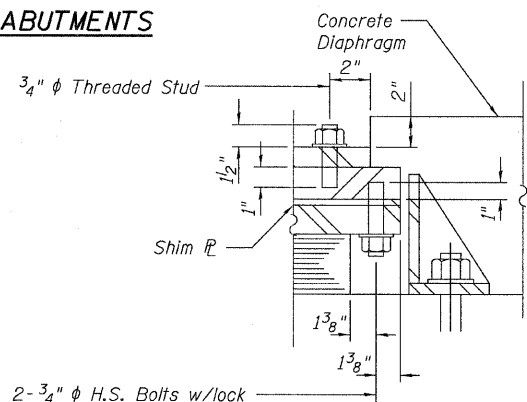
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG. AT ABUTMENTS



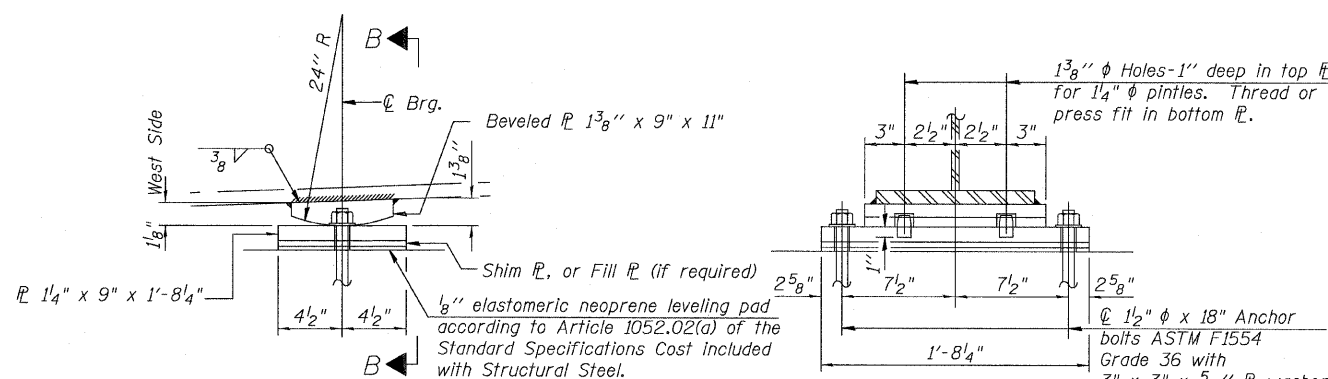
BEARING ASSEMBLY

Note: Shim plates shall not be placed under Bearing Assembly.



DETAIL A

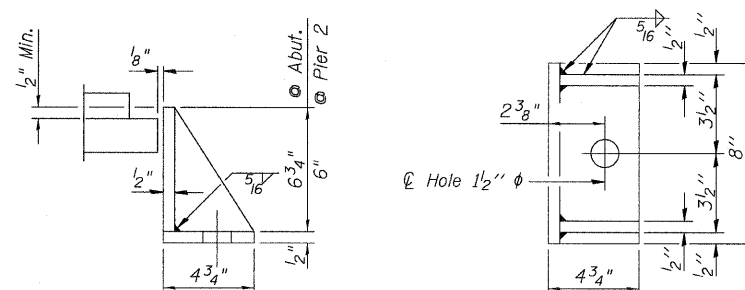
2-3/4" H.S. Bolts w/lock washers (Typ. ea. side) (Coat with anti-seize compound) Tapped holes in top flange: 7/8" holes in bearing flange



ELEVATION AT PIER

SECTION B-B

FIXED BEARING



SIDE RETAINER

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

PINTLE

BILL OF MATERIAL

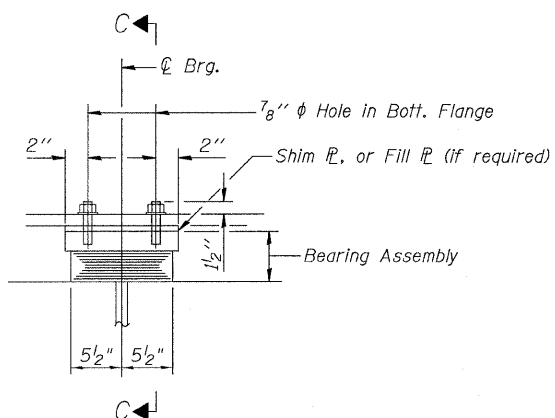
| Item | Unit | E.B. | W.B. | Total |
|-------------------------------------|------|------|------|-------|
| Elastomeric Bearing Assembly Type I | Each | 18 | 18 | 36 |
| Anchor Bolts 1 1/4" φ | Each | 36 | 36 | 72 |
| Anchor Bolts 1/2" φ | Each | 12 | 12 | 24 |

FILL PLATE THICKNESS TABLE

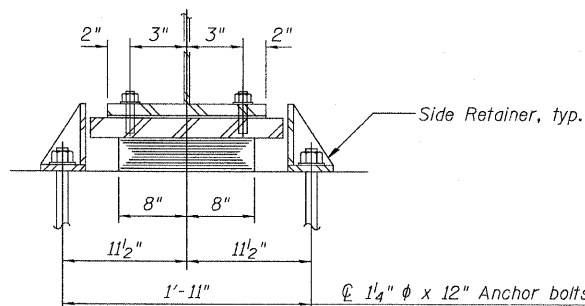
| Beam | E. Abut. | Pier 1 | Pier 2 | W. Abut. |
|------|----------|--------|--------|----------|
| B3 | 3/8" | 3/8" | 3/8" | 3/8" |
| B4 | 1/8" | 1/8" | 1/8" | 1/8" |
| B8 | 5/8" | 5/8" | 5/8" | 5/8" |

NOTES:

- 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.
- Anchor bolts for side retainers may be cast in place or installed in holes drilled before or after members are in place.
- Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
- Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.
- 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.
- The structural steel plates of the Bearing Assembly and the Fixed Bearing and pintles shall conform to the requirements of AASHTO M270 Grade 50.



ELEVATION VIEW

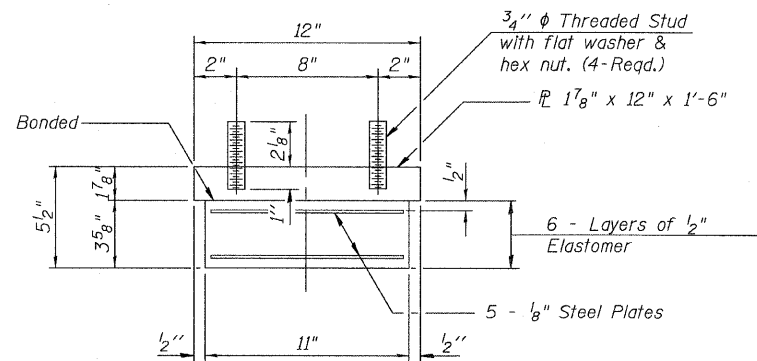


SECTION C-C

TYPE I ELASTOMERIC EXP. BRG. AT PIER 2

1 1/4" φ x 12" Anchor bolts ASTM F1554 Grade 36 with 2 3/4" x 2 3/4" x 5/16" flange washer under nut

Note: Shim plates shall not be placed under Bearing Assembly.



BEARING ASSEMBLY

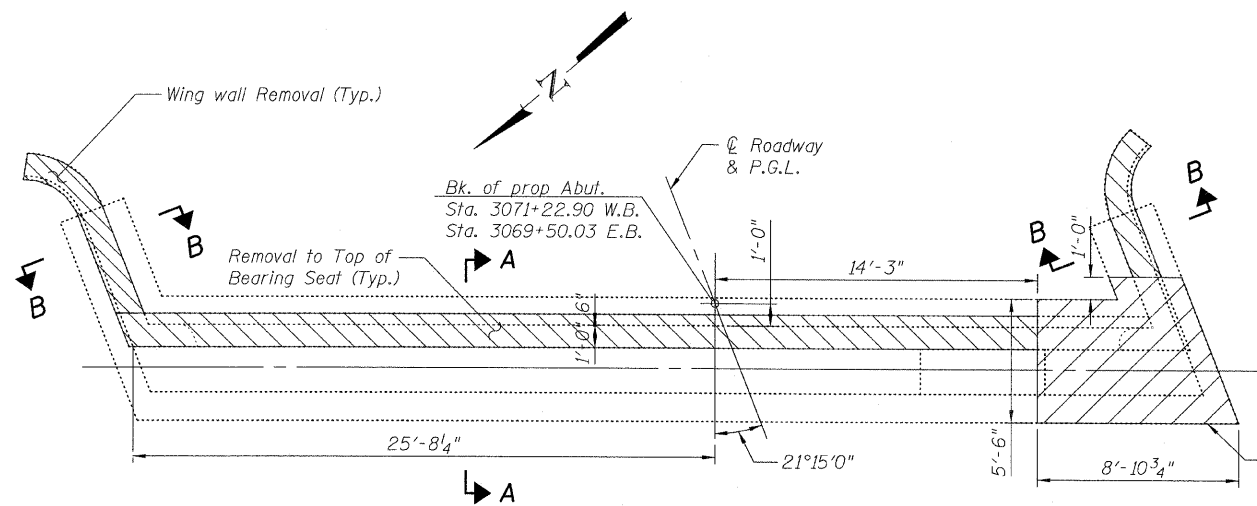
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| | PLOT SCALE = | DRAWN - EH | REVISED - |
| | PLOT DATE = 09/13/2011 | CHECKED - PF | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

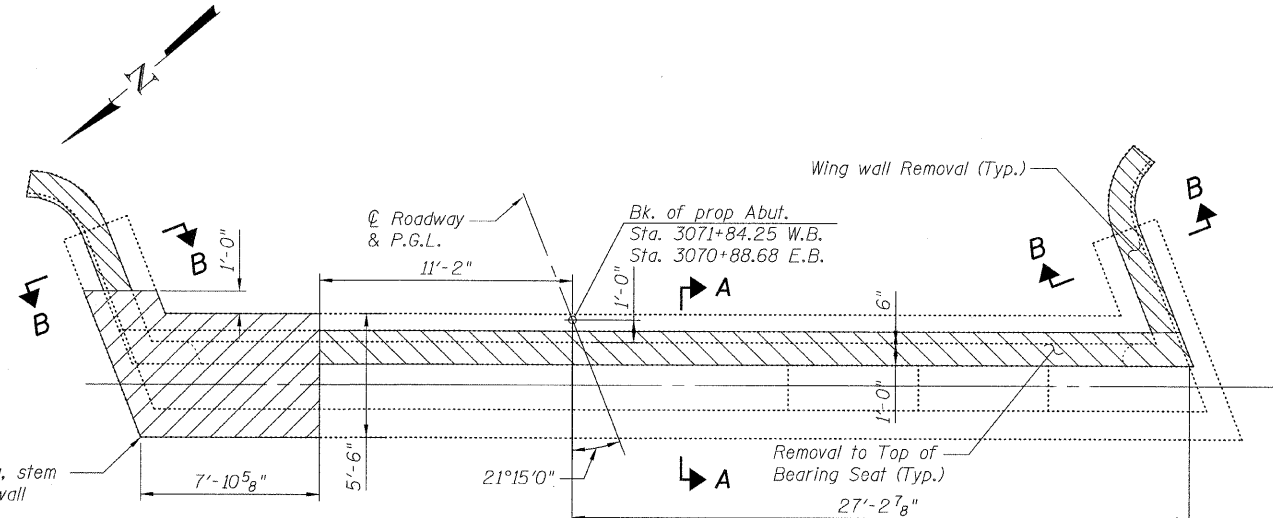
BEARING DETAILS
STRUCTURE NO. 006-0020 EB AND 006-0021 WB

SHEET NO. 16 OF 37 SHEETS

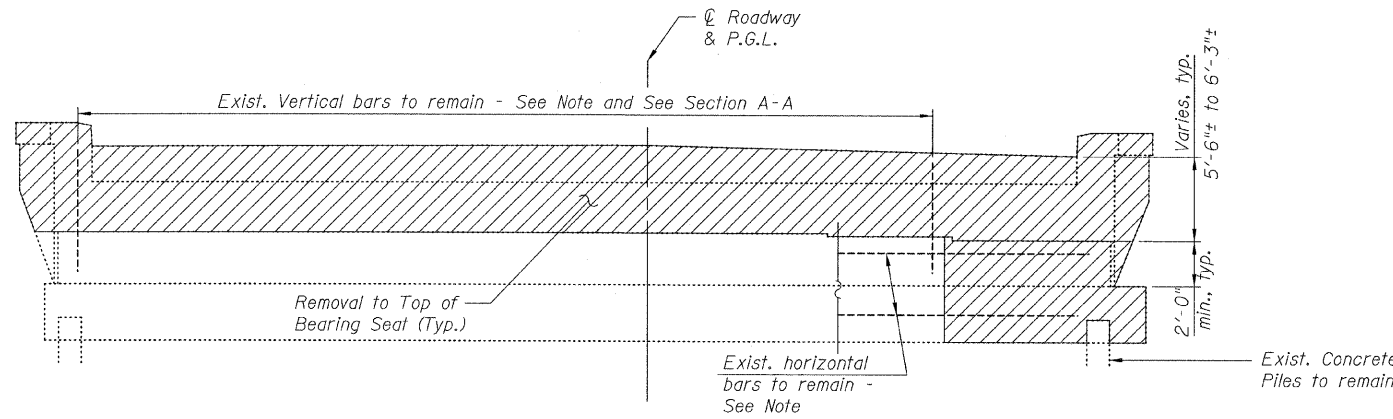
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------------------------|--------|--------------------|-----------|
| 80 | 106-5HBR-1.VBR06-61RS-3&1 | BUREAU | 249 | 83 |
| | | | CONTRACT NO. 66686 | |
| ILLINOIS FED. AID PROJECT | | | | |



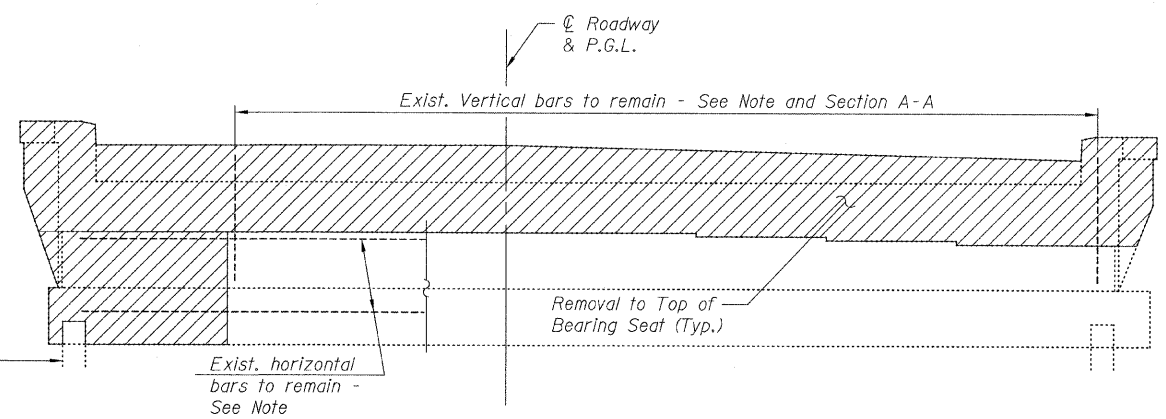
**EAST ABUTMENT (W.B. BRIDGE) & WEST ABUTMENT (E.B. BRIDGE)
REMOVAL PLAN**



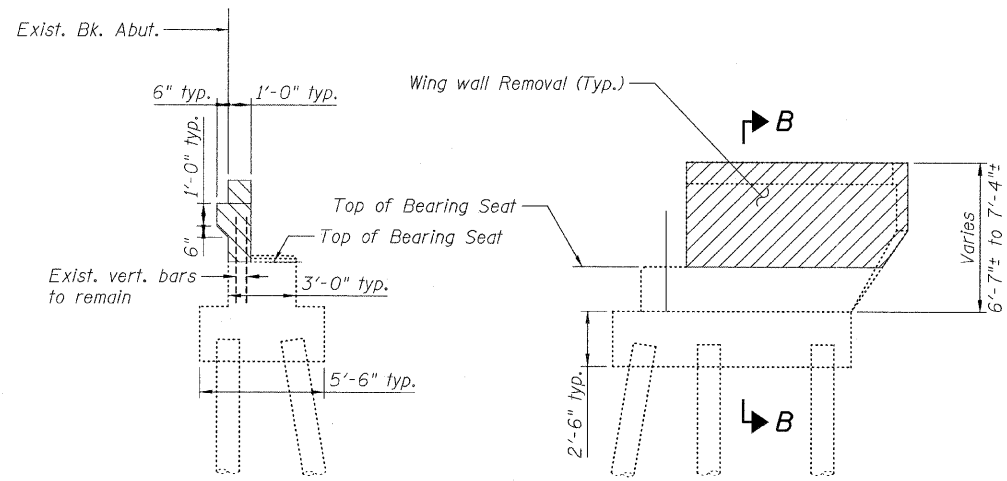
**EAST ABUTMENT (E.B. BRIDGE) & WEST ABUTMENT (W.B. BRIDGE)
REMOVAL PLAN**



**EAST ABUTMENT (W.B. BRIDGE) - LOOKING EAST & WEST ABUTMENT (E.B. BRIDGE) - LOOKING WEST
REMOVAL ELEVATION**

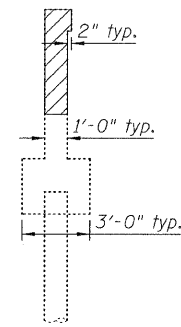


**EAST ABUTMENT (E.B. BRIDGE) - LOOKING EAST & WEST ABUTMENT (W.B. BRIDGE) - LOOKING WEST
REMOVAL ELEVATION**



SECTION A-A

SIDE ELEVATION



SECTION B-B

CONCRETE REMOVAL QUANTITIES

| STRUCTURE | ABUTMENT | UNIT | QUANTITY |
|-------------|----------|---------|----------|
| E.B. Bridge | East | Cu. Yd. | 17.6 |
| | West | Cu. Yd. | 19.2 |
| W.B. Bridge | East | Cu. Yd. | 18.6 |
| | West | Cu. Yd. | 17.6 |

LEGEND

Concrete Removal

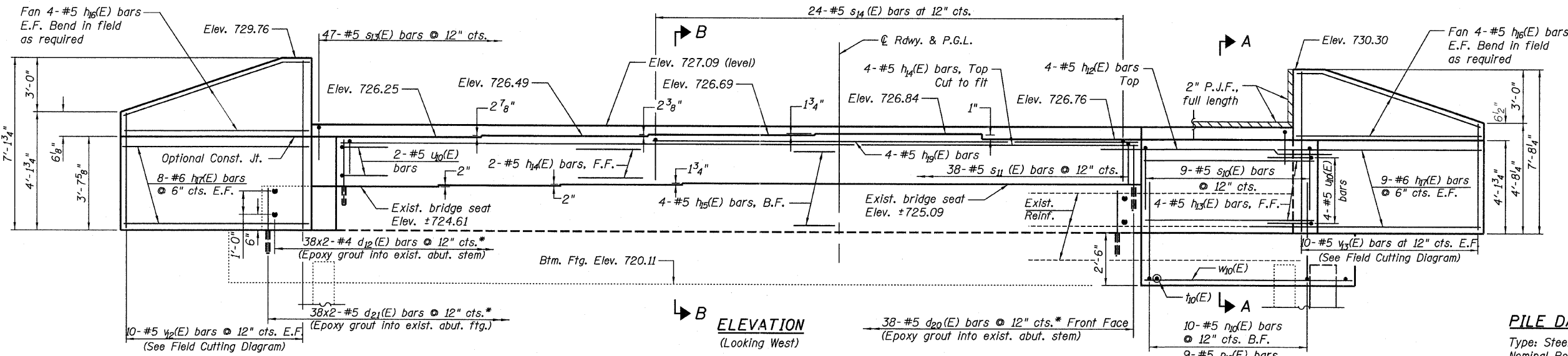
NOTES

- Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.
- Existing reinforcement not extending into the new construction shall be cut off flush & covered with 2" layer of cement grout. Cost included with Concrete Removal.

BILL OF MATERIAL

| ITEM | UNIT | E.B. Bridge | W.B. Bridge | TOTAL |
|------------------|---------|-------------|-------------|-------|
| Concrete Removal | Cu. Yd. | 36.8 | 36.2 | 73.0 |

| | | | | | | | | | | |
|----------------------------|--------------|---------------|-----------|---|---|---------------------------|-----------------------------|--------|--------------|-----------|
| FILE NAME = | USER NAME = | DESIGNED - DY | REVISED - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | CONCRETE REMOVAL - ABUTMENTS
STRUCTURE NO. 006-0020 EB AND 006-0021 WB | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| TYLIN INTERNATIONAL | PLOT SCALE = | CHECKED - PF | REVISED - | | | 80 | 1006-5MHR-1.VBR(06-6)RS-3&1 | BUREAU | 249 | 84 |
| PLOT DATE = 09/13/2011 | DRAWN - DY | REVISOR - | REVISED - | | | CONTRACT NO. 66686 | | | | |
| | CHECKED - PF | REVISED - | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | |



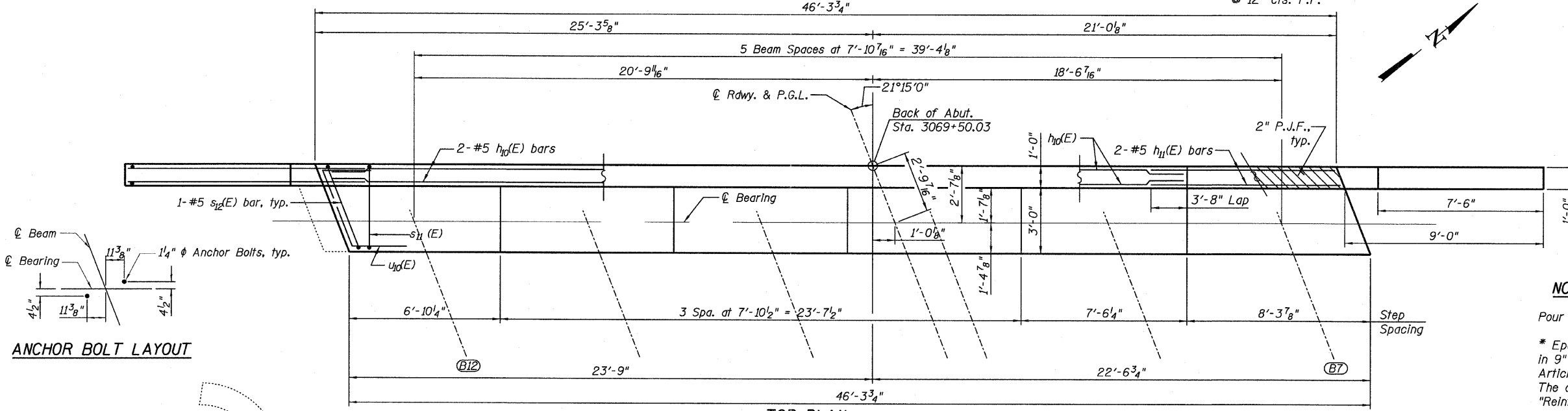
ELEVATION
(Looking West)

PILE DATA

Type: Steel HP 14x73
 Nominal Required Bearing: 150 kips
 Factored Resistance Available: 50 kips
 Est. Length: 25'
 No. Production Piles: 1
 No. Test Piles: 0

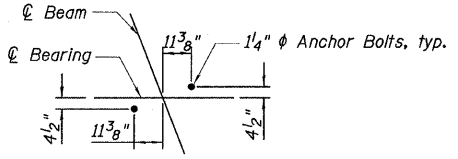
LAP SPLICES

| Bar | Lap |
|-----|--------|
| #4 | 2'-11" |
| #5 | 3'-8" |



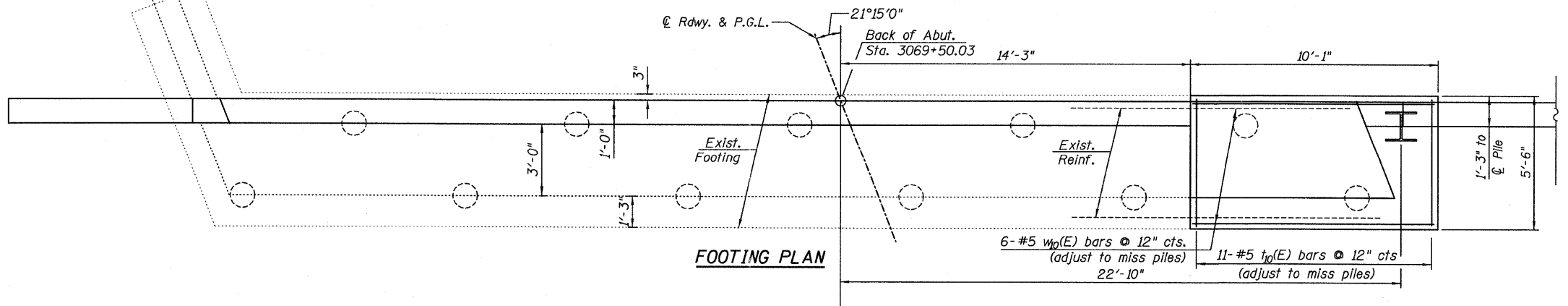
TOP PLAN

ANCHOR BOLT LAYOUT



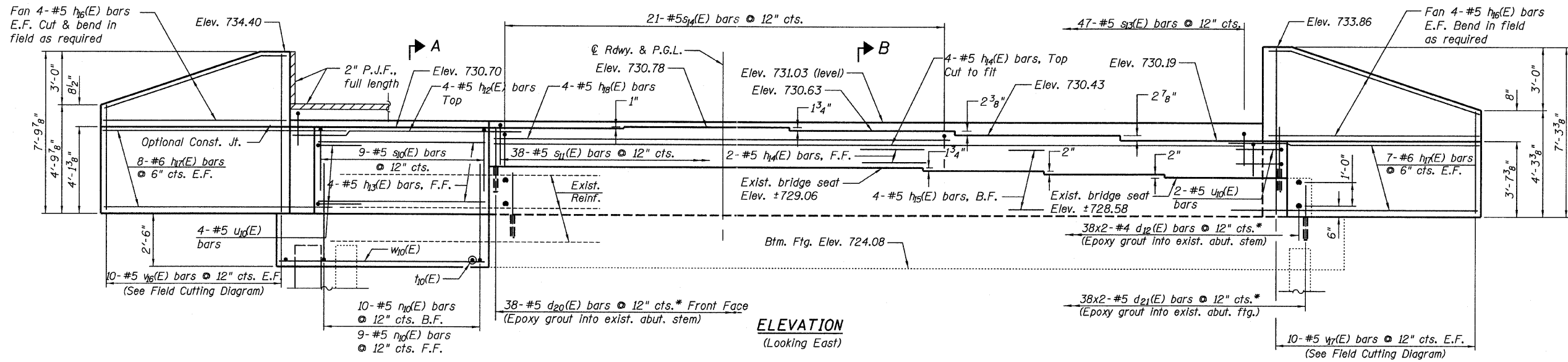
NOTES:

- Pour steps monolithically with cap.
- * Epoxy Grout d20(E), d21(E), d12(E) bars in 9" minimum drilled holes, according to Article 584 of the Standard Specifications. The cost shall be included in "Reinforcement Bars, Epoxy Coated."
- Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal. See Removal Sheets.
- E.F. - Denotes Each Face.
 B.F. - Denotes Back Face
 F.F. - Denotes Front Face
- See sheet 20 of 37 for Section, Details, and Bill of Materials.

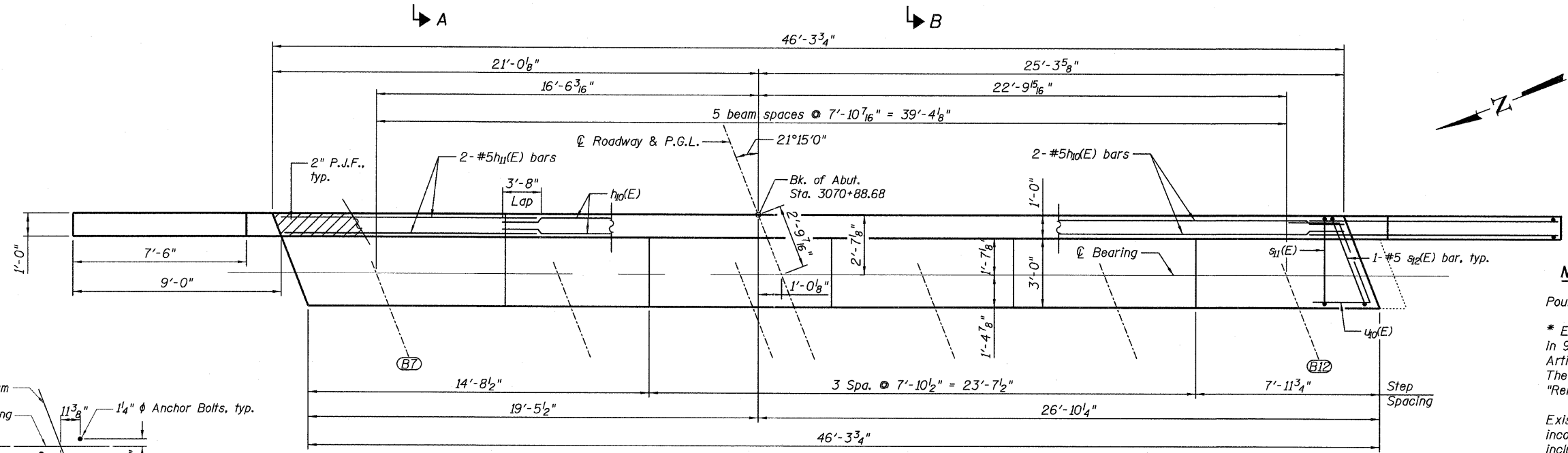


FOOTING PLAN

| | | | | | | | | | | | | |
|---|------------------------|---------------|-----------|---|--|---------------|----------------------------|----------|----------------|-------------|--|---------------------------|
| FILE NAME =
TYLIN INTERNATIONAL | USER NAME = | DESIGNED - DY | REVISED - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | WEST ABUTMENT - EASTBOUND
STRUCTURE NO. 006-0020 EB AND 006-0021 WB | F.A.I. RTE. = | SECTION = | COUNTY = | TOTAL SHEETS = | SHEET NO. = | | |
| | PLOT SCALE = | CHECKED - PF | REVISED - | | | 80 | 106-5HBR-1.VBR(06-6)RS-3&I | BUREAU = | 24 | 85 | | |
| | PLOT DATE = 09/13/2011 | DRAWN - DY | REVISED - | | | | | | | | | CONTRACT NO. 66686 |
| | | CHECKED - PF | REVISED - | | | | | | | | | ILLINOIS FED. AID PROJECT |



ELEVATION
(Looking East)



TOP PLAN

LAP SPLICES

| Bar | Lap |
|-----|--------|
| #4 | 2'-11" |
| #5 | 3'-8" |

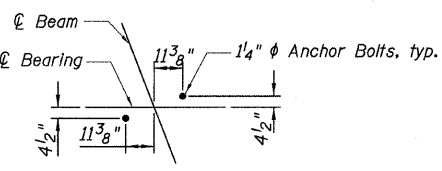
NOTES:

- Pour steps monolithically with cap.
- * Epoxy Grout d20(E), d21(E), d12(E) bars in 9" minimum drilled holes according to Article 584 of the Standard Specifications. The cost shall be included in "Reinforcement Bars, Epoxy Coated."
- Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal. See Removal Sheets.
- E.F. - Denotes Each Face.
B.F. - Denotes Back Face
F.F. - Denotes Front Face

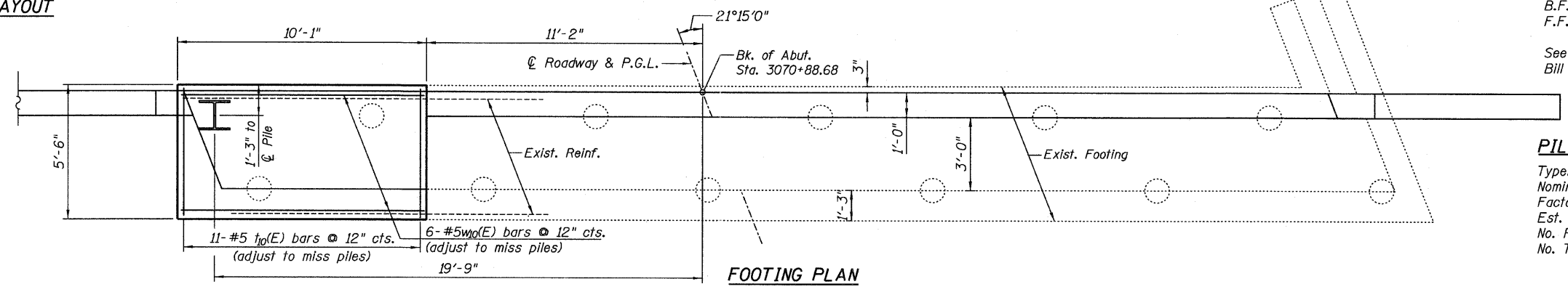
See sheet 20 of 37 for Section, Details, and Bill of Materials.

PILE DATA

- Type: Steel HP 14x73
- Nominal Required Bearing: 150 kips
- Factored Resistance Available: 50 kips
- Est. Length: 25'
- No. Production Piles: 1
- No. Test Piles: 0



ANCHOR BOLT LAYOUT



FOOTING PLAN

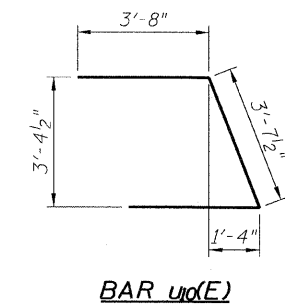
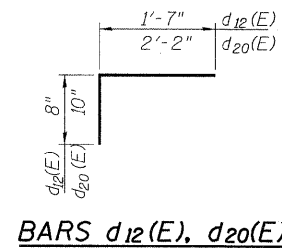
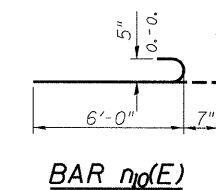
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|----------------------------|--------------|---------------|-----------|---|--|---------------------------|-----------------------------|--------|--------------|-----------|--|
| FILE NAME = | USER NAME = | DESIGNED - EH | REVISED - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | EAST ABUTMENT - EASTBOUND
STRUCTURE NO. 006-0020 EB AND 006-0021 WB | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| TYLIN INTERNATIONAL | PLOT SCALE = | CHECKED - PF | REVISED - | | | 80 | 1106-5MBR-1.VBR106-6JRS-3&I | BUREAU | 249 | 86 | |
| PLOT DATE = 09/13/2011 | DRAWN - EH | CHECKED - PF | REVISED - | | | CONTRACT NO. 66686 | | | | | |
| SHEET NO. 19 OF 37 SHEETS | | | | | | ILLINOIS FED. AID PROJECT | | | | | |

**BILL OF MATERIAL
WEST ABUTMENT**

| Bar | No. | Size | Length | Shape |
|-------------------------------------|-----|-------|---------|-------|
| d ₂₀ (E) | 38 | #5 | 3'-0" | ┌ |
| d ₂₁ (E) | 76 | #5 | 5'-0" | — |
| d ₂₂ (E) | 76 | #4 | 2'-3" | └ |
| h ₁₀ (E) | 2 | #5 | 36'-4" | — |
| h ₁₁ (E) | 2 | #5 | 13'-6" | — |
| h ₁₂ (E) | 4 | #5 | 13'-5" | — |
| h ₁₃ (E) | 4 | #5 | 8'-1" | — |
| h ₁₄ (E) | 6 | #5 | 37'-5" | — |
| h ₁₅ (E) | 4 | #5 | 46'-0" | — |
| h ₁₆ (E) | 16 | #5 | 9'-0" | — |
| h ₁₇ (E) | 34 | #6 | 11'-9" | — |
| h ₁₈ (E) | 4 | #5 | 22'-9" | — |
| h ₁₉ (E) | 19 | #5 | 6'-7" | └ |
| s ₁₀ (E) | 9 | #5 | 10'-8" | — |
| s ₁₁ (E) | 38 | #5 | 7'-7" | — |
| s ₁₂ (E) | 2 | #5 | 7'-11" | — |
| s ₁₃ (E) | 47 | #5 | 4'-6" | — |
| s ₁₄ (E) | 24 | #5 | 7'-6" | — |
| u ₁₀ (E) | 11 | #5 | 5'-0" | — |
| u ₁₁ (E) | 6 | #5 | 10'-11" | └ |
| v ₁₂ (E) | 10 | #5 | 10'-6" | — |
| v ₁₃ (E) | 10 | #5 | 11'-8" | — |
| w ₁₀ (E) | 6 | #5 | 9'-7" | — |
| Reinforcement Bars,
Epoxy Coated | | POUND | 3,470 | |
| Concrete Structures | | CU YD | 28.0 | |
| Furnishing Steel Piles
HP 14x73 | | FOOT | 25 | |
| Driving Piles | | FOOT | 25 | |
| Structure Excavation | | CU YD | 144 | |

**BARS s₁₀(E), s₁₁(E),
s₁₂(E), s₁₃(E), s₁₄(E)**

| Bar | A | B | C |
|---------------------|-----------|-------|-------|
| s ₁₀ (E) | 3'-6" | 3'-7" | 3'-7" |
| s ₁₁ (E) | 3'-6" | 3'-3" | 10" |
| s ₁₂ (E) | 3'-9 1/2" | 3'-3" | 10" |
| s ₁₃ (E) | 6" | 2'-0" | 2'-0" |
| s ₁₄ (E) | 3'-6" | 2'-0" | 2'-0" |



FIELD CUTTING DIAGRAM

Order v₁₂(E) & v₁₃(E) bars full length.
Cut to fit as shown and use remainder
of bars in other face.

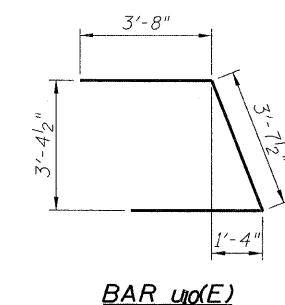
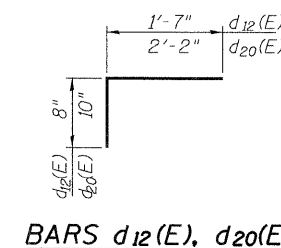
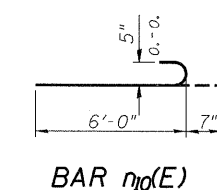
* Epoxy Grout d₂₀(E), d₂₁(E), d₁₂(E) bars
in 9" minimum drilled holes, according to
Article 584 of the Standard Specifications.
The cost shall be included in
"Reinforcement Bars, Epoxy Coated."

**BILL OF MATERIAL
EAST ABUTMENT**

| Bar | No. | Size | Length | Shape |
|-------------------------------------|-----|-------|---------|-------|
| d ₂₀ (E) | 38 | #5 | 3'-0" | ┌ |
| d ₂₁ (E) | 76 | #5 | 5'-0" | — |
| d ₂₂ (E) | 76 | #4 | 2'-3" | └ |
| h ₁₀ (E) | 2 | #5 | 36'-4" | — |
| h ₁₁ (E) | 2 | #5 | 13'-6" | — |
| h ₁₂ (E) | 4 | #5 | 13'-5" | — |
| h ₁₃ (E) | 4 | #5 | 8'-1" | — |
| h ₁₄ (E) | 6 | #5 | 37'-5" | — |
| h ₁₅ (E) | 4 | #5 | 46'-0" | — |
| h ₁₆ (E) | 16 | #5 | 9'-0" | — |
| h ₁₇ (E) | 30 | #6 | 11'-9" | — |
| h ₁₈ (E) | 4 | #5 | 20'-1" | — |
| h ₁₉ (E) | 19 | #5 | 6'-7" | └ |
| s ₁₀ (E) | 9 | #5 | 10'-8" | — |
| s ₁₁ (E) | 38 | #5 | 7'-7" | — |
| s ₁₂ (E) | 2 | #5 | 7'-11" | — |
| s ₁₃ (E) | 47 | #5 | 4'-6" | — |
| s ₁₄ (E) | 21 | #5 | 7'-6" | — |
| u ₁₀ (E) | 11 | #5 | 5'-0" | — |
| u ₁₁ (E) | 6 | #5 | 10'-11" | └ |
| v ₁₆ (E) | 10 | #5 | 11'-10" | — |
| v ₁₇ (E) | 10 | #5 | 10'-10" | — |
| w ₁₀ (E) | 6 | #5 | 9'-7" | — |
| Reinforcement Bars,
Epoxy Coated | | POUND | 3,370 | |
| Concrete Structures | | CU YD | 21.9 | |
| Furnishing Steel Piles
HP 14x73 | | FOOT | 25 | |
| Driving Piles | | FOOT | 25 | |
| Structure Excavation | | CU YD | 152 | |

**BARS s₁₀(E), s₁₁(E),
s₁₂(E), s₁₃(E), s₁₄(E)**

| Bar | A | B | C |
|---------------------|-----------|-------|-------|
| s ₁₀ (E) | 3'-6" | 3'-7" | 3'-7" |
| s ₁₁ (E) | 3'-6" | 3'-3" | 10" |
| s ₁₂ (E) | 3'-9 1/2" | 3'-3" | 10" |
| s ₁₃ (E) | 6" | 2'-0" | 2'-0" |
| s ₁₄ (E) | 3'-6" | 2'-0" | 2'-0" |



FIELD CUTTING DIAGRAM

Order v₁₆(E) & v₁₇(E) bars full length.
Cut to fit as shown and use remainder
of bars in other face.

* Epoxy Grout d₂₀(E), d₂₁(E), d₁₂(E) bars
in 9" minimum drilled holes, according to
Article 584 of the Standard Specifications.
The cost shall be included in
"Reinforcement Bars, Epoxy Coated."

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|------------------------------|--------|--------------|-----------|
| 80 | 1106-5HBR-1.VBR(106-6)RS-3&1 | BUREAU | 24 | 07 |

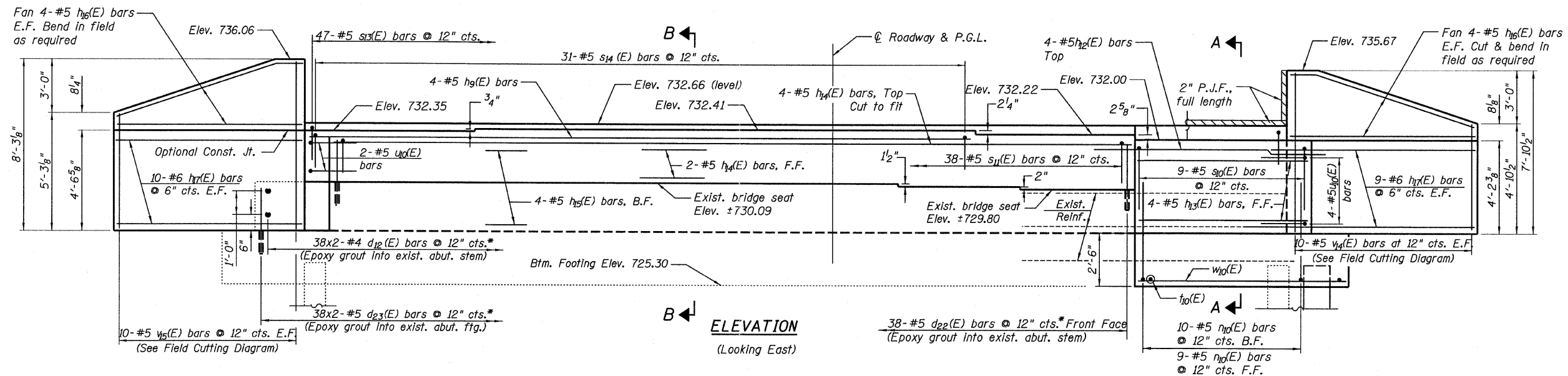
CONTRACT NO. 66686
ILLINOIS FED. AID PROJECT

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

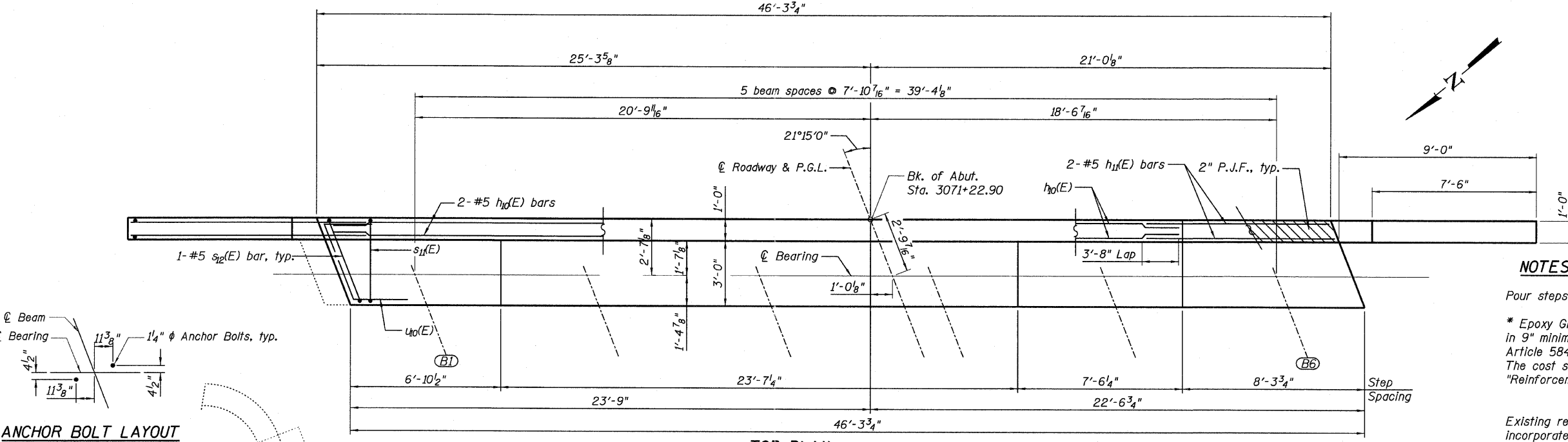
**ABUTMENT DETAILS - EASTBOUND
STRUCTURE NO. 006-0020 EB AND 006-0021 WB**

SHEET NO. 20 OF 37 SHEETS

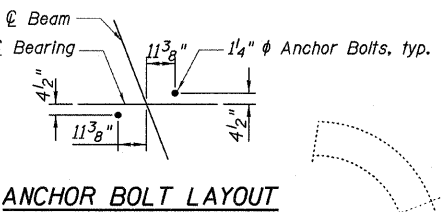
| FILE NAME = | USER NAME = | DESIGNED - | REVISED - |
|------------------------|-------------|------------|-----------|
| TYLIN INTERNATIONAL | | DY | |
| PLOT SCALE = | | PF | |
| PLOT DATE = 09/13/2011 | | DY | |
| | | PF | |



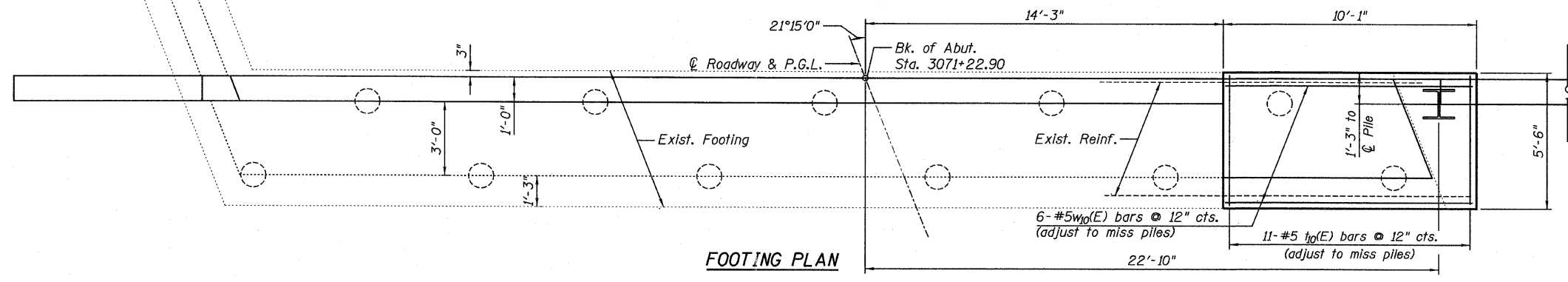
ELEVATION
(Looking East)



TOP PLAN



ANCHOR BOLT LAYOUT



FOOTING PLAN

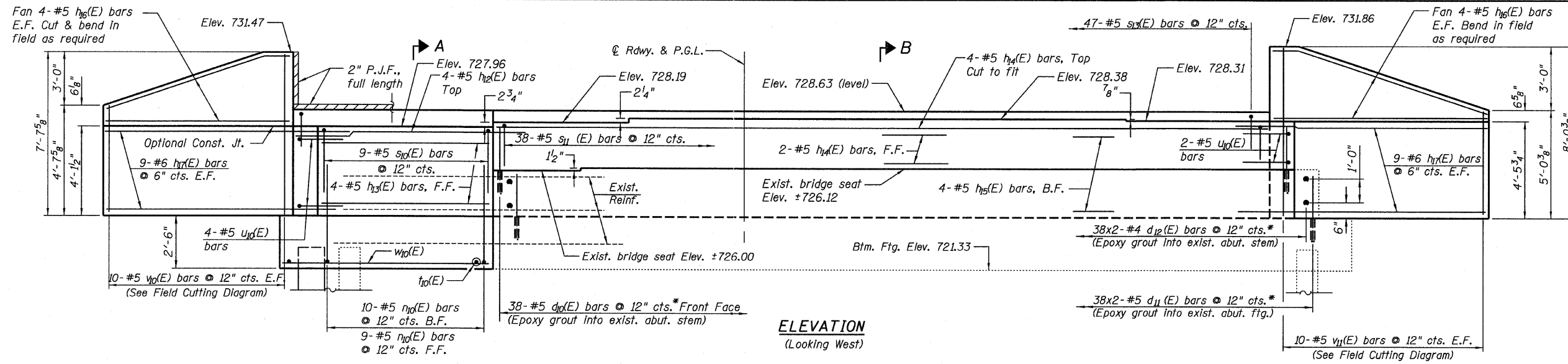
LAP SPLICES

| Bar | Lap |
|-----|--------|
| #4 | 2'-11" |
| #5 | 3'-8" |

NOTES:

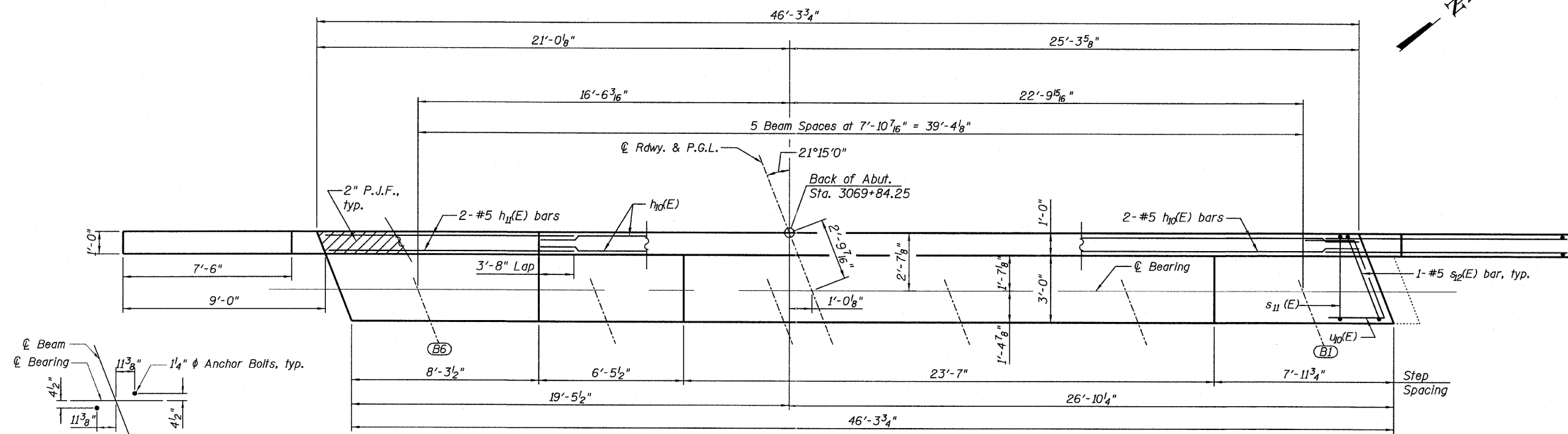
- Four steps monolithically with cap.
- * Epoxy Grout d22(E), d23(E), d12(E) bars in 9" minimum drilled holes, according to Article 584 of the Standard Specifications. The cost shall be included in "Reinforcement Bars, Epoxy Coated."
- Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal. See Removal Sheets.
- E.F. - Denotes Each Face
B.F. - Denotes Back Face
F.F. - Denotes Front Face
- See sheet 23 of 37 for Sections, Details, and Bill of Materials.
- PILE DATA**
Type: Steel HP 14x73
Nominal Required Bearing: 150 kips
Factored Resistance Available: 50 kips
Est. Length: 25'
No. Production Piles: 1
No. Test Piles: 0

| | | | | | | | | | | | |
|----------------------------|------------------------|---------------|-----------|---|--|---------------------------|----------------------------|--------|--------------|-----------|--|
| FILE NAME = | USER NAME = | DESIGNED - EH | REVISED - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | EAST ABUTMENT - WESTBOUND
STRUCTURE NO. 006-0020 EB AND 006-0021 WB | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| TYLIN INTERNATIONAL | PLOT SCALE = | CHECKED - PF | REVISED - | | | 80 | 106-5HBR-1.VBR(06-6)RS-3&1 | BUREAU | 249 | 88 | |
| | PLOT DATE = 09/13/2011 | DRAWN - EH | REVISED - | | | CONTRACT NO. 66686 | | | | | |
| | | CHECKED - PF | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | | |



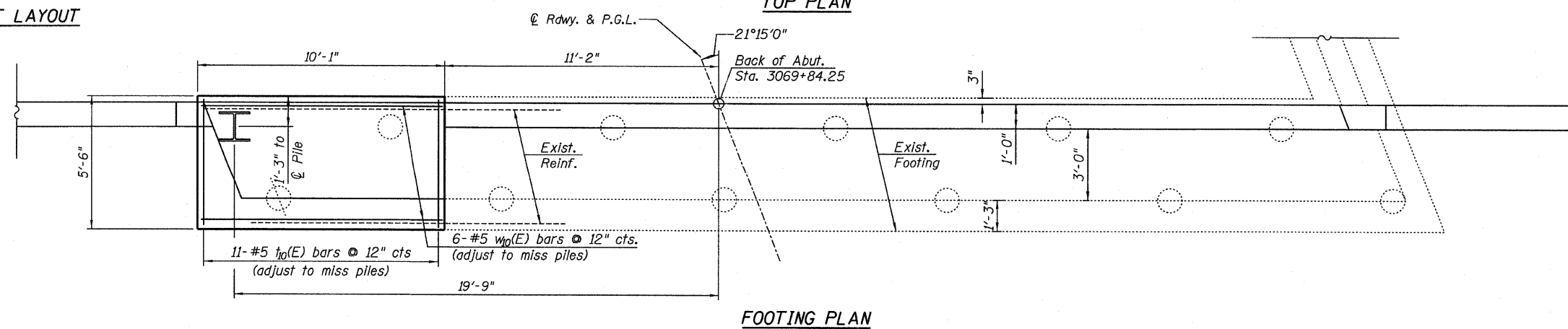
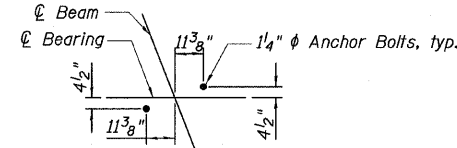
ELEVATION
(Looking West)

PILE DATA
 Type: Steel HP 14x73
 Nominal Required Bearing: 150 kips
 Factored Resistance Available: 50 kips
 Est. Length: 25'
 No. Production Piles: 1
 No. Test Piles: 0



TOP PLAN

ANCHOR BOLT LAYOUT

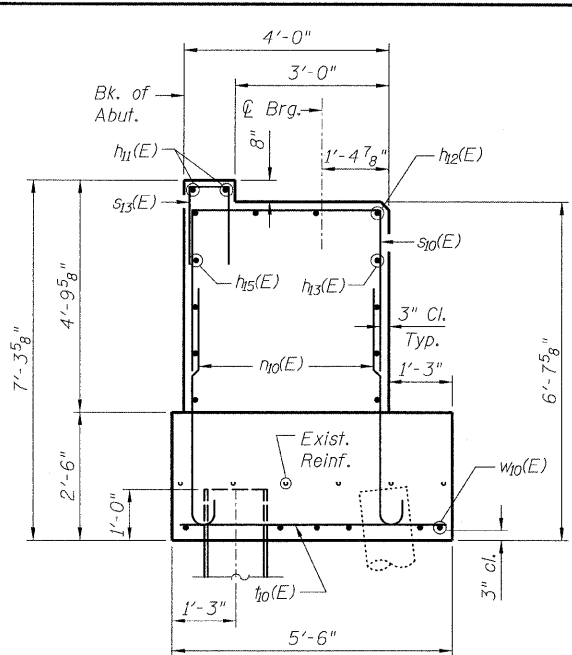


FOOTING PLAN

NOTES:
 Pour steps monolithically with cap.
 * Epoxy Grout d10(E), d11(E), d12(E) bars in 9" minimum drilled holes according to Article 584 of the Standard Specifications. The cost shall be included in "Reinforcement Bars, Epoxy Coated."
 Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal. See Removal Sheets.
 E.F. - Denotes Each Face.
 B.F. - Denotes Back Face
 F.F. - Denotes Front Face
 See sheet 23 of 37 for Sections, Details, and Bill of Materials.

LAP SPLICES

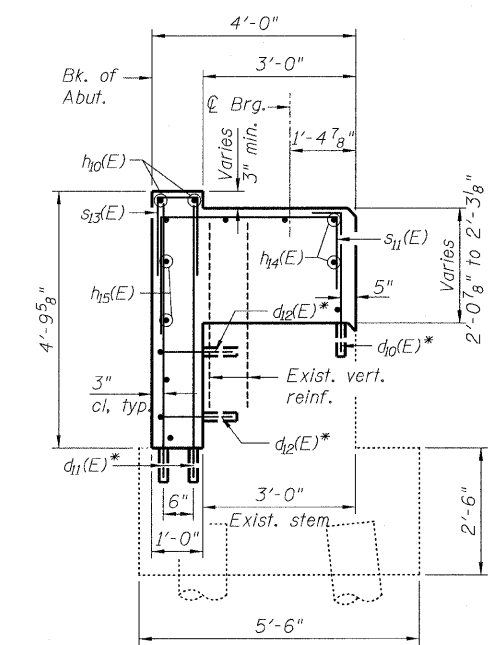
| Bar | Lap |
|-----|--------|
| #4 | 2'-11" |
| #5 | 3'-8" |



SECTION A-A

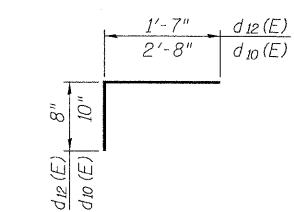
BARS s10(E), s11(E), s12(E), s13(E)

| Bar | A | B | C |
|--------|-----------|-------|-------|
| s10(E) | 3'-6" | 3'-7" | 3'-7" |
| s11(E) | 3'-6" | 3'-3" | 10" |
| s12(E) | 3'-9 1/2" | 3'-3" | 10" |
| s13(E) | 6" | 2'-0" | 2'-0" |

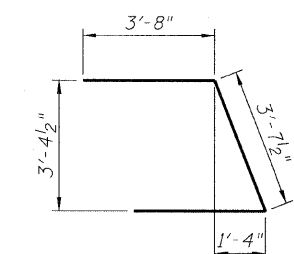


SECTION B-B

BAR n10(E)



BARS d12(E), d10(E)



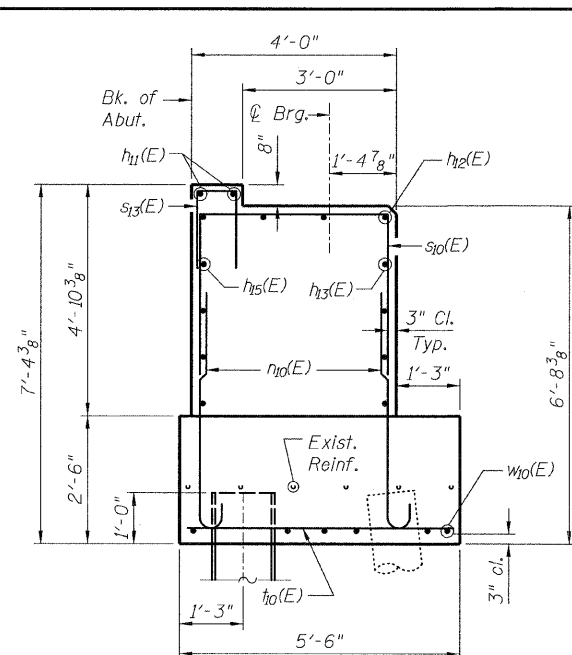
BAR u10(E)

BILL OF MATERIAL WEST ABUTMENT

| Bar | No. | Size | Length | Shape |
|----------------------------------|-----|------|---------|-------|
| d10(E) | 38 | #5 | 3'-6" | ┌ |
| d11(E) | 76 | #5 | 5'-4" | — |
| d2(E) | 76 | #4 | 2'-3" | ┌ |
| h10(E) | 2 | #5 | 36'-4" | — |
| h11(E) | 2 | #5 | 13'-6" | — |
| h12(E) | 4 | #5 | 13'-5" | — |
| h13(E) | 4 | #5 | 8'-1" | — |
| h14(E) | 6 | #5 | 37'-5" | — |
| h15(E) | 4 | #5 | 46'-0" | — |
| h16(E) | 16 | #5 | 9'-0" | — |
| h17(E) | 36 | #6 | 11'-9" | — |
| n10(E) | 19 | #5 | 6'-7" | ┌ |
| s10(E) | 9 | #5 | 10'-8" | — |
| s11(E) | 38 | #5 | 7'-7" | — |
| s12(E) | 2 | #5 | 7'-11" | — |
| s13(E) | 47 | #5 | 4'-6" | — |
| u10(E) | 6 | #5 | 10'-11" | ┌ |
| v10(E) | 10 | #5 | 11'-6" | — |
| v11(E) | 10 | #5 | 12'-4" | — |
| w10(E) | 6 | #5 | 9'-7" | — |
| Reinforcement Bars, Epoxy Coated | | | POUND | 3,290 |
| Concrete Structures | | | CU YD | 31.4 |
| Furnishing Steel Piles HP14x73 | | | FOOT | 25 |
| Driving Piles | | | FOOT | 25 |
| Structure Excavation | | | CU YD | 131 |

FIELD CUTTING DIAGRAM

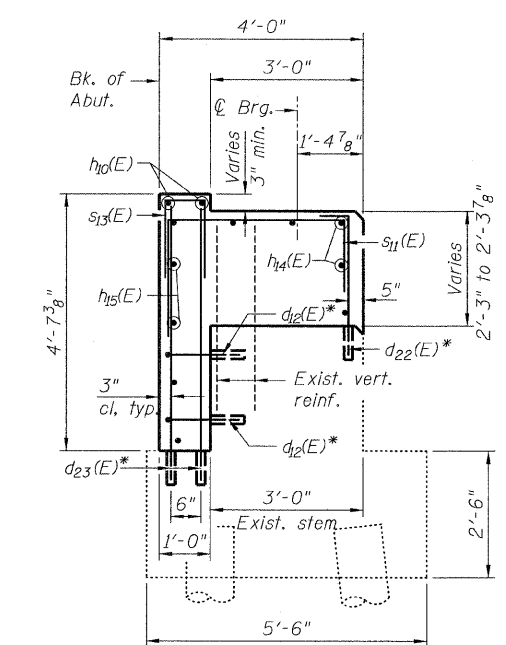
Order v10(E) & v11(E) bars full length. Cut to fit as shown and use remainder of bars in other face.



SECTION A-A

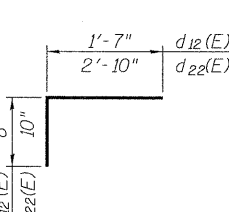
BARS s10(E), s11(E), s12(E), s13(E), s14(E)

| Bar | A | B | C |
|--------|-----------|-------|-------|
| s10(E) | 3'-6" | 3'-7" | 3'-7" |
| s11(E) | 3'-6" | 3'-3" | 10" |
| s12(E) | 3'-9 1/2" | 3'-3" | 10" |
| s13(E) | 6" | 2'-0" | 2'-0" |
| s14(E) | 3'-6" | 2'-0" | 2'-0" |

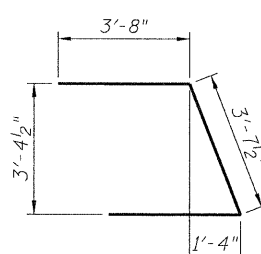


SECTION B-B

BAR n10(E)



BARS d12(E), d22(E)



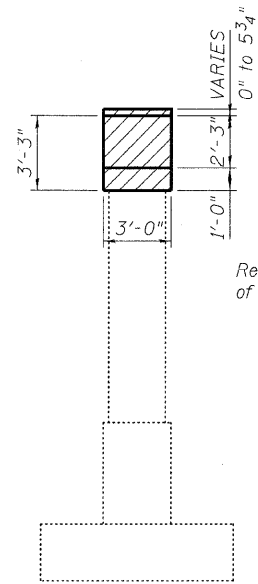
BAR u10(E)

BILL OF MATERIAL EAST ABUTMENT

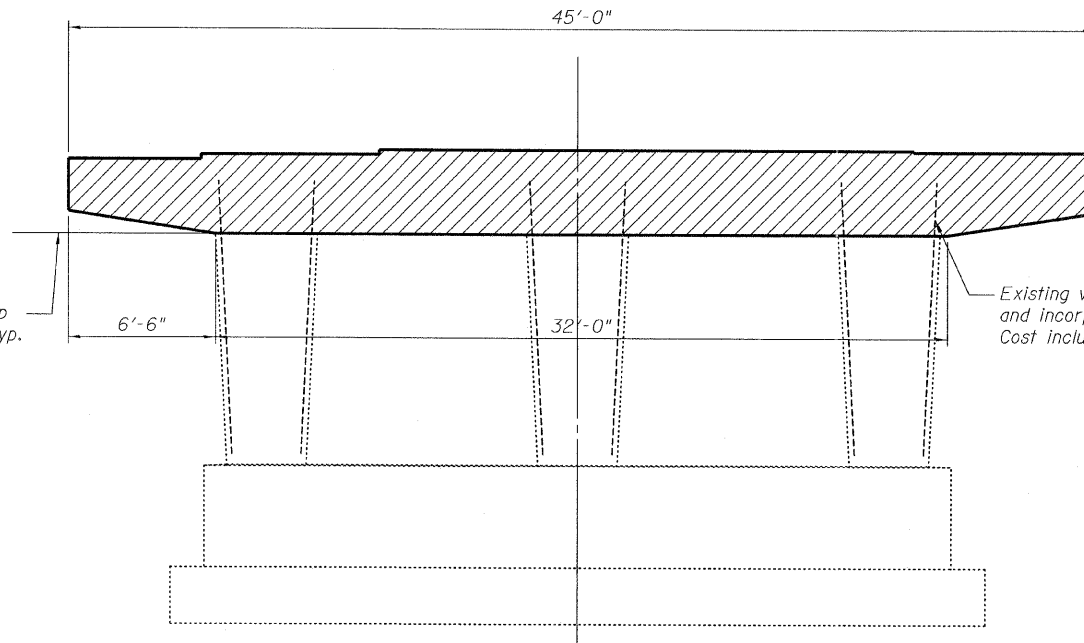
| Bar | No. | Size | Length | Shape |
|----------------------------------|-----|------|---------|-------|
| d22(E) | 38 | #5 | 3'-8" | ┌ |
| d23(E) | 76 | #5 | 5'-2" | — |
| d2(E) | 76 | #4 | 2'-3" | ┌ |
| h10(E) | 2 | #5 | 36'-4" | — |
| h11(E) | 2 | #5 | 13'-6" | — |
| h12(E) | 4 | #5 | 13'-5" | — |
| h13(E) | 4 | #5 | 8'-1" | — |
| h14(E) | 6 | #5 | 37'-5" | — |
| h15(E) | 4 | #5 | 46'-0" | — |
| h16(E) | 16 | #5 | 9'-0" | — |
| h17(E) | 36 | #6 | 11'-9" | — |
| h3(E) | 4 | #5 | 30'-0" | — |
| n10(E) | 19 | #5 | 6'-7" | ┌ |
| s10(E) | 9 | #5 | 10'-8" | — |
| s11(E) | 38 | #5 | 7'-7" | — |
| s12(E) | 2 | #5 | 7'-11" | — |
| s13(E) | 47 | #5 | 4'-6" | — |
| s14(E) | 31 | #5 | 7'-6" | — |
| u10(E) | 6 | #5 | 10'-11" | ┌ |
| v14(E) | 10 | #5 | 12'-0" | — |
| v15(E) | 10 | #5 | 12'-10" | — |
| w10(E) | 6 | #5 | 9'-7" | — |
| Reinforcement Bars, Epoxy Coated | | | POUND | 3,700 |
| Concrete Structures | | | CU YD | 31.5 |
| Furnishing Steel Piles HP14x73 | | | FOOT | 25 |
| Driving Piles | | | FOOT | 25 |
| Structure Excavation | | | CU YD | 146 |

FIELD CUTTING DIAGRAM

Order v14(E) & v15(E) bars full length. Cut to fit as shown and use remainder of bars in other face.

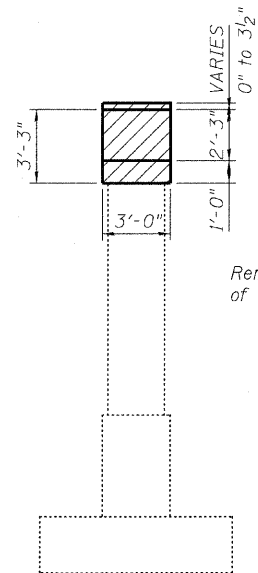


END VIEW

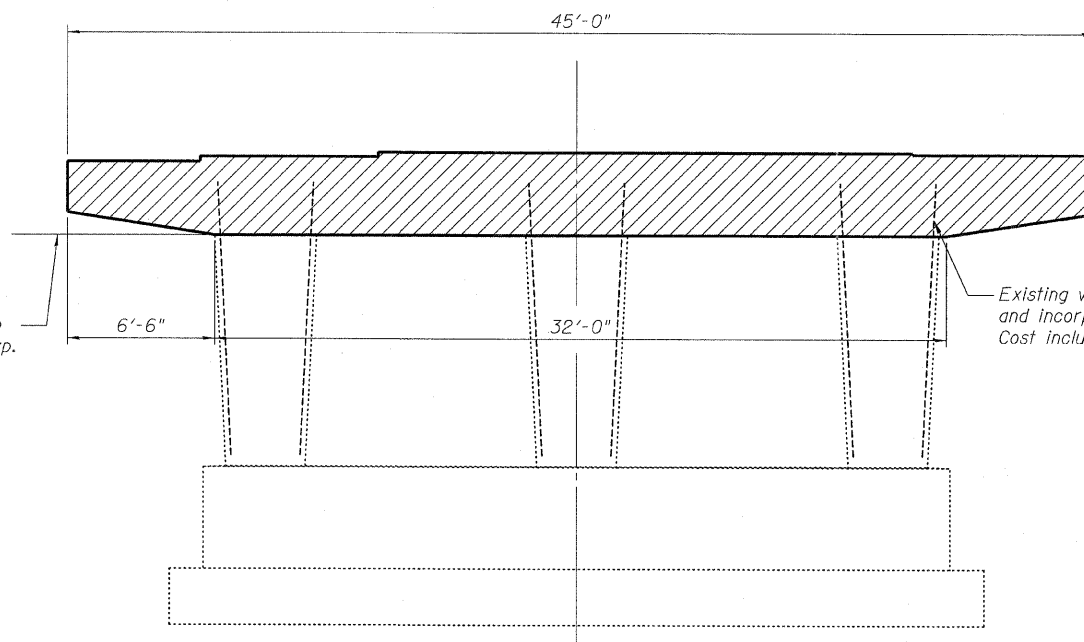


E.B. BRIDGE PIER CONCRETE REMOVAL

(Looking East, Piers 1 & 2)



END VIEW



W.B. BRIDGE PIER CONCRETE REMOVAL

(Looking East, Piers 1 & 2)

LEGEND

Concrete Removal

BILL OF MATERIAL - E.B.

| ITEM | UNIT | PIER 1 | PIER 2 | TOTAL |
|------------------|---------|--------|--------|-------|
| Concrete Removal | Cu. Yd. | 17.1 | 17.1 | 34.2 |

BILL OF MATERIAL - W.B.

| ITEM | UNIT | PIER 1 | PIER 2 | TOTAL |
|------------------|---------|--------|--------|-------|
| Concrete Removal | Cu. Yd. | 16.6 | 16.6 | 33.2 |

FILE NAME =
TYLIN INTERNATIONAL

USER NAME =
PLOT SCALE =
PLOT DATE = 09/13/2011

DESIGNED - PF
CHECKED - EH
DRAWN - EH
CHECKED - PF

REVISED -
REVISED -
REVISED -
REVISED -

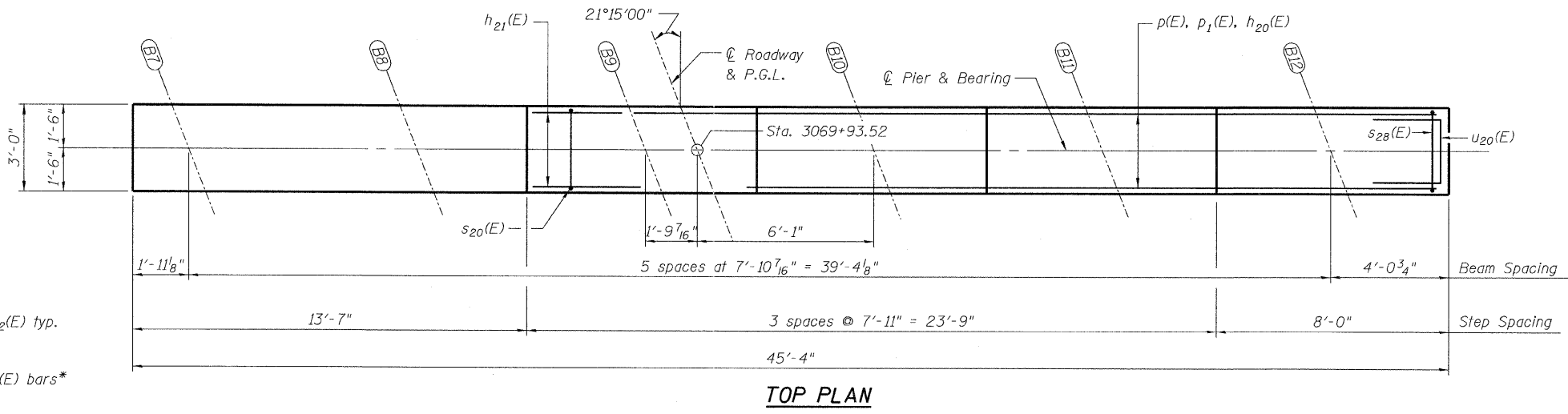
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CONCRETE REMOVAL - PIERS
STRUCTURE NO. 006-0020 EB AND 006-0021 WB**

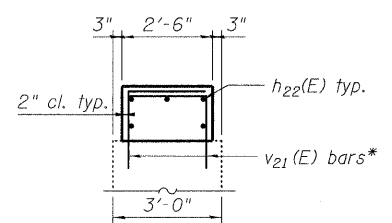
SHEET NO. 24 OF 37 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|----------------------------|--------|--------------|-----------|
| 80 | 006-5HBR-1.VBR(06-6)RS-3&I | BUREAU | 249 | 91 |

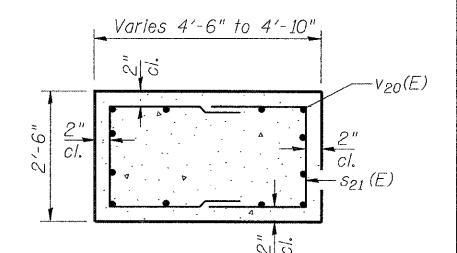
CONTRACT NO. 66686
ILLINOIS FED. AID PROJECT



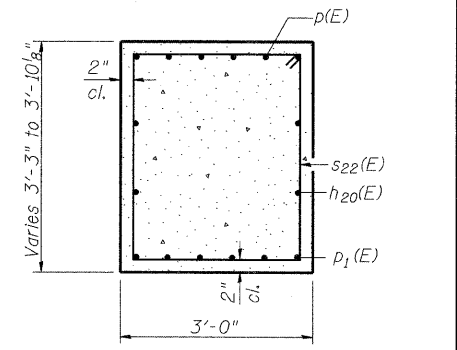
TOP PLAN



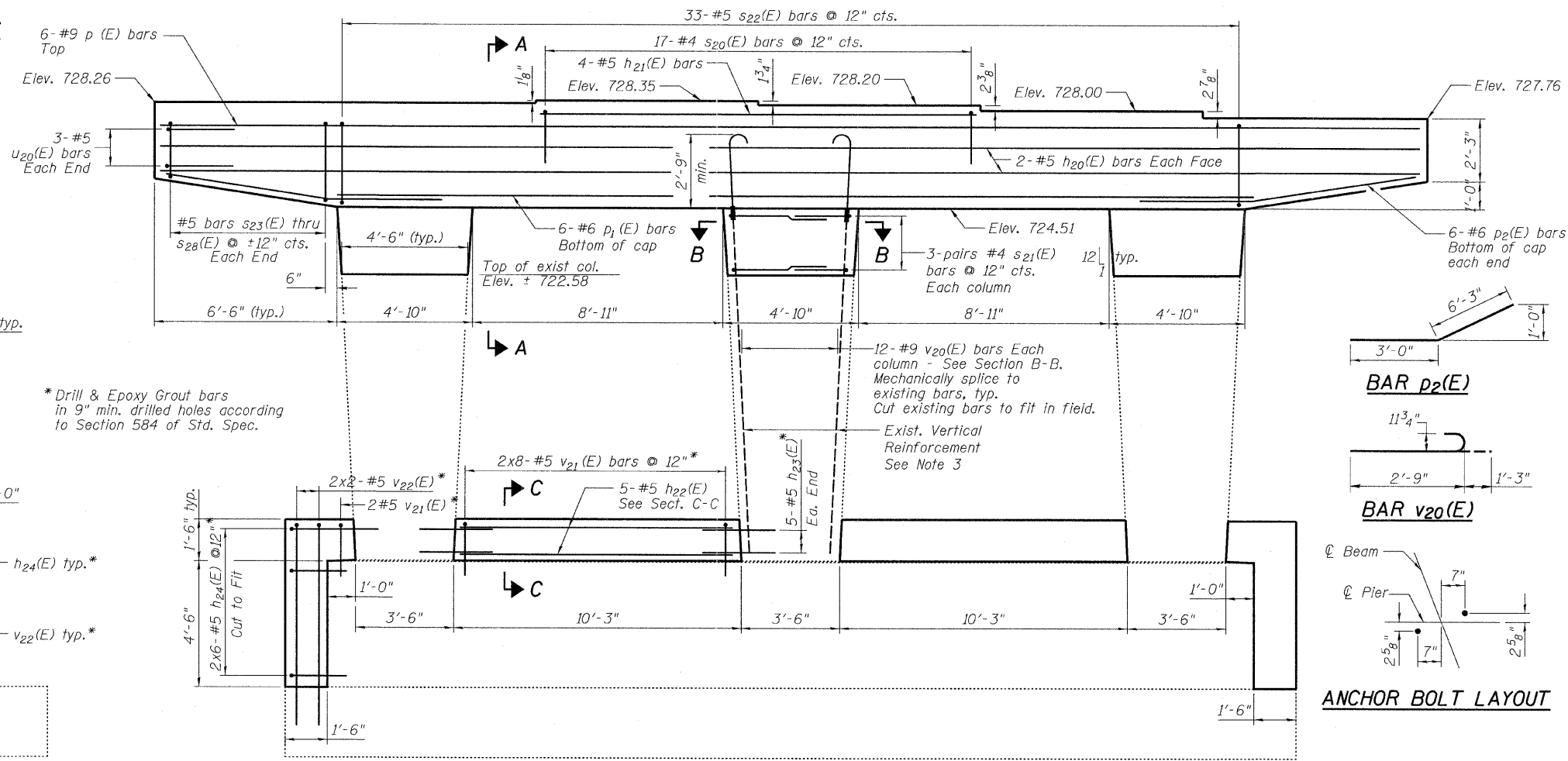
SECTION C-C



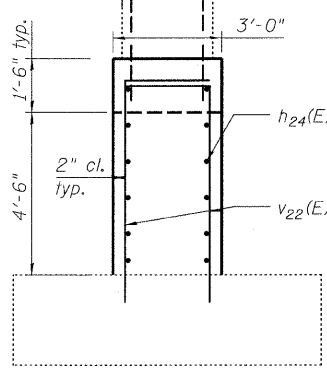
SECTION B-B



SECTION A-A



ELEVATION
(Looking East)



END VIEW

A, B & C DIMENSIONS

| Bar | A | B | C |
|--------|-------|-------|-------|
| s20(E) | 2'-8" | 2'-6" | 2'-6" |
| s21(E) | 2'-7" | 3'-9" | 3'-9" |
| u20(E) | 2'-7" | 3'-8" | 3'-8" |
| h24(E) | 2'-1" | 2'-2" | |
| v21(E) | 2'-1" | 2'-2" | |
| v22(E) | 6'-6" | 2'-2" | |

D DIMENSIONS

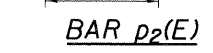
| Bar | D |
|--------|-----------|
| s22(E) | 2'-11" |
| s23(E) | 2'-10" |
| s24(E) | 2'-8" |
| s25(E) | 2'-6 1/2" |
| s26(E) | 2'-4 1/2" |
| s27(E) | 2'-2 1/2" |
| s28(E) | 2'-1" |

BARS s22(E) thru s28(E)

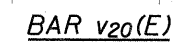
BARS s20(E), s21(E), u20(E), h24(E), v21(E), v22(E)

BILL OF MATERIAL

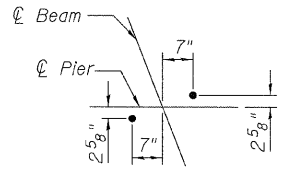
| Bar | No. | Size | Length | Shape |
|----------------------------------|-----|-------|---------|-------|
| h20(E) | 4 | #5 | 45'-0" | — |
| h21(E) | 4 | #5 | 15'-6" | — |
| h22(E) | 10 | #5 | 9'-11" | — |
| h23(E) | 20 | #5 | 3'-4" | — |
| h24(E) | 24 | #5 | 4'-3" | — |
| p(E) | 6 | #9 | 45'-0" | — |
| p1(E) | 6 | #6 | 32'-0" | — |
| p2(E) | 12 | #6 | 9'-3" | — |
| s20(E) | 17 | #4 | 7'-8" | □ |
| s21(E) | 18 | #4 | 9'-8" | □ |
| s22(E) | 33 | #5 | 12'-1" | □ |
| s23(E) | 2 | #5 | 11'-11" | □ |
| s24(E) | 2 | #5 | 11'-7" | □ |
| s25(E) | 2 | #5 | 11'-4" | □ |
| s26(E) | 2 | #5 | 11'-0" | □ |
| s27(E) | 2 | #5 | 10'-8" | □ |
| s28(E) | 2 | #5 | 10'-5" | □ |
| u20(E) | 6 | #5 | 9'-11" | □ |
| v20(E) | 36 | #9 | 4'-0" | ┌ |
| v21(E) | 36 | #5 | 4'-3" | ┌ |
| v22(E) | 8 | #5 | 8'-8" | ┌ |
| Reinforcement Bars, Epoxy Coated | | POUND | 3,460 | |
| Concrete Structures | | CU YD | 24.8 | |
| Concrete Sealer | | SQ FT | 840 | |
| Structure Excavation | | CU YD | 6.2 | |



BAR p2(E)



BAR v20(E)

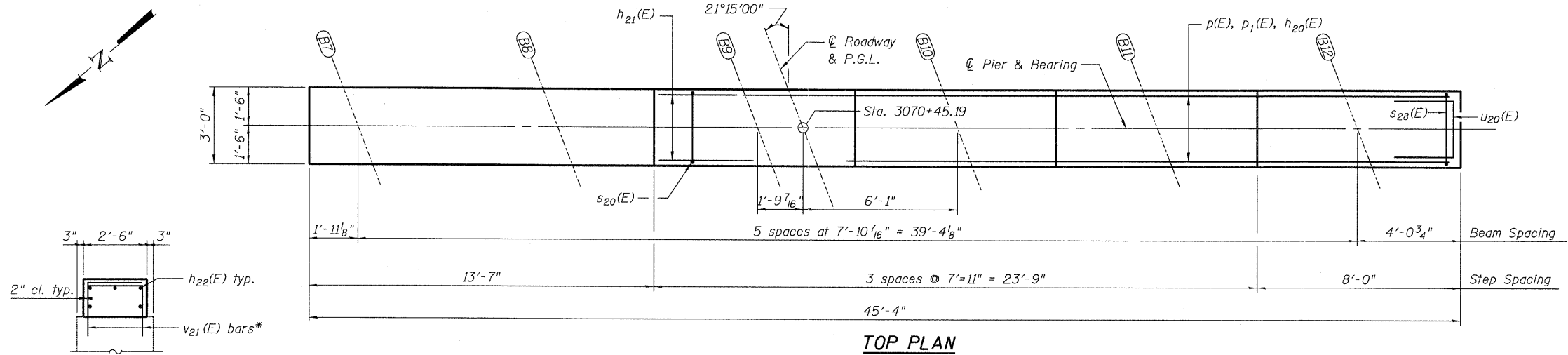
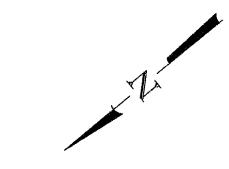


ANCHOR BOLT LAYOUT

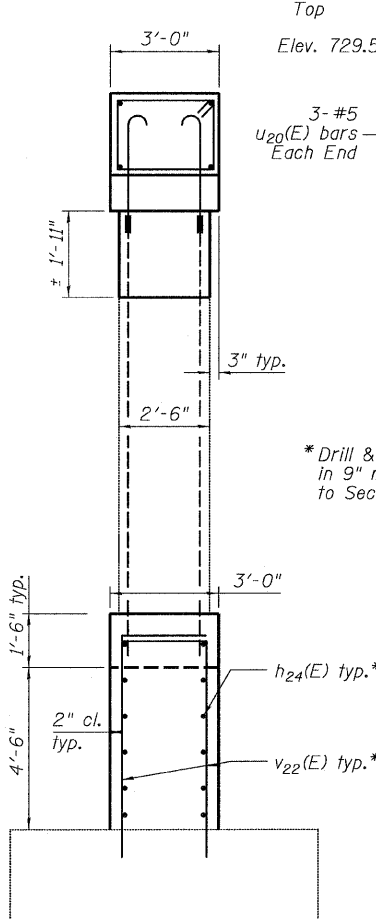
NOTES:

1. Pour steps monolithically with cap.
2. Space reinforcement in cap to miss anchor bolts.
3. Existing vertical reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.
4. Concrete Sealer shall be applied to all new concrete surfaces.

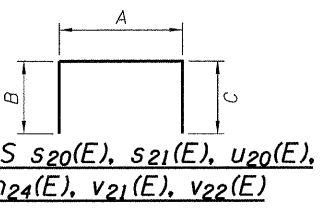
| | | | | | | | | | | | |
|----------------------------|------------------------|---------------|-----------|---|---|---------------|-----------------------------|---------------------------|----------------|-------------|--|
| FILE NAME = | USER NAME = | DESIGNED - EH | REVISED - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | PIER 1 - EASTBOUND
STRUCTURE NO. 006-0020 EB AND 006-0021 WB | F.A.I. RTE. = | SECTION = | COUNTY = | TOTAL SHEETS = | SHEET NO. = | |
| TYLIN INTERNATIONAL | PLOT SCALE = | CHECKED - PF | REVISED - | | | BO | 106-5HBR-1, VBR(06-6)RS-3&1 | BUREAU = | 249 | 92 | |
| | PLOT DATE = 09/13/2011 | DRAWN - EH | REVISED - | | | | | CONTRACT NO. = | 66686 | | |
| | | CHECKED - PF | REVISED - | | | | | ILLINOIS FED. AID PROJECT | | | |



SECTION C-C



END VIEW



A, B & C DIMENSIONS

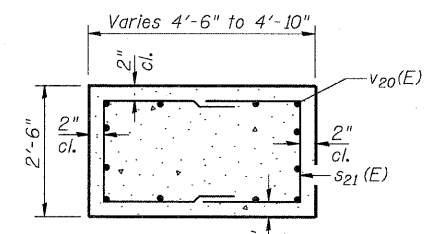
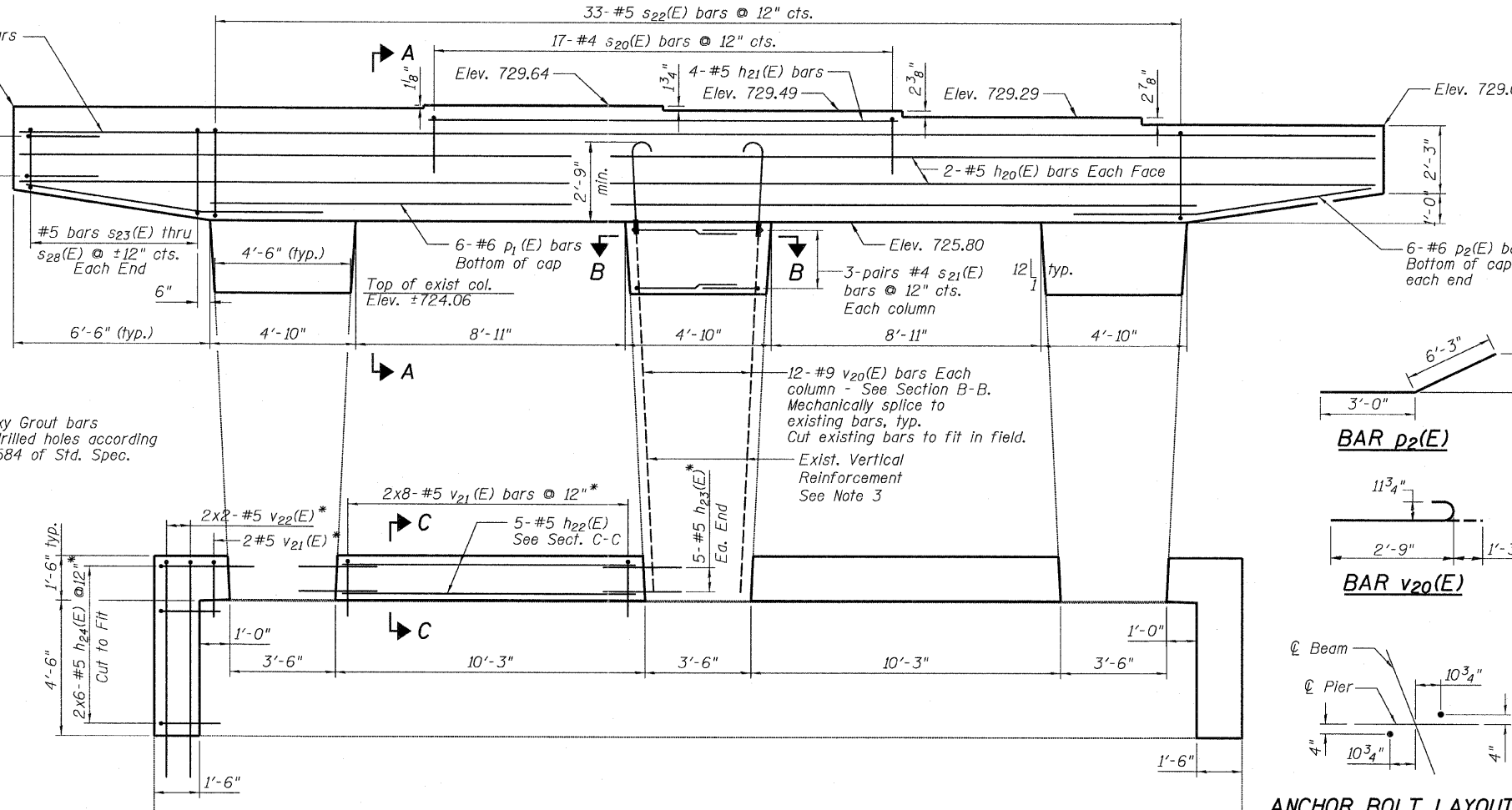
| Bar | A | B | C |
|--------|-------|-------|-------|
| s20(E) | 2'-8" | 2'-6" | 2'-6" |
| s21(E) | 2'-2" | 3'-9" | 3'-9" |
| u20(E) | 2'-7" | 3'-8" | 3'-8" |
| h24(E) | 2'-1" | 2'-2" | |
| v21(E) | 2'-1" | 2'-2" | |
| v22(E) | 6'-6" | 2'-2" | |

D DIMENSIONS

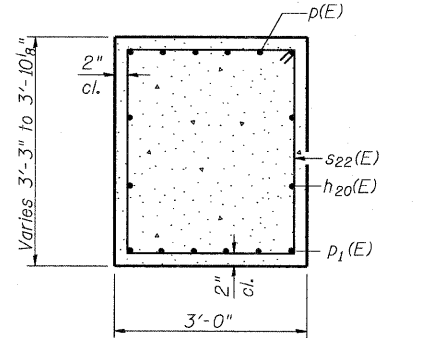
| Bar | D |
|--------|-----------|
| s22(E) | 2'-11" |
| s23(E) | 2'-10" |
| s24(E) | 2'-8" |
| s25(E) | 2'-6 1/2" |
| s26(E) | 2'-4 1/2" |
| s27(E) | 2'-2 1/2" |
| s28(E) | 2'-1" |

ELEVATION

(Looking East)



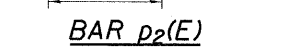
SECTION B-B



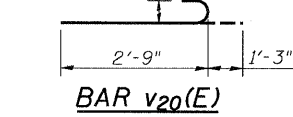
SECTION A-A

BILL OF MATERIAL

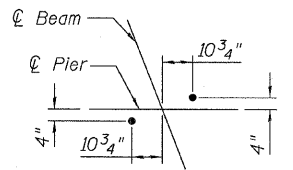
| Bar | No. | Size | Length | Shape |
|----------------------------------|-----|------|---------|-------|
| h20(E) | 4 | #5 | 45'-0" | — |
| h21(E) | 4 | #5 | 15'-6" | — |
| h22(E) | 10 | #5 | 9'-11" | — |
| h23(E) | 20 | #5 | 3'-4" | — |
| h24(E) | 24 | #5 | 4'-3" | — |
| p(E) | 6 | #9 | 45'-0" | — |
| p1(E) | 6 | #6 | 32'-0" | — |
| p2(E) | 12 | #6 | 9'-3" | — |
| s20(E) | 17 | #4 | 7'-8" | □ |
| s21(E) | 18 | #4 | 9'-8" | □ |
| s22(E) | 33 | #5 | 12'-1" | □ |
| s23(E) | 2 | #5 | 11'-11" | □ |
| s24(E) | 2 | #5 | 11'-7" | □ |
| s25(E) | 2 | #5 | 11'-4" | □ |
| s26(E) | 2 | #5 | 11'-0" | □ |
| s27(E) | 2 | #5 | 10'-8" | □ |
| s28(E) | 2 | #5 | 10'-5" | □ |
| u20(E) | 6 | #5 | 9'-11" | □ |
| v20(E) | 36 | #9 | 4'-0" | ⌋ |
| v21(E) | 36 | #5 | 4'-3" | ⌋ |
| v22(E) | 8 | #5 | 8'-8" | ⌋ |
| Reinforcement Bars, Epoxy Coated | | | POUND | 3,460 |
| Concrete Structures | | | CU YD | 24.5 |
| Concrete Sealer | | | SQ FT | 840 |
| Structure Excavation | | | CU YD | 6.0 |



BAR p2(E)



BAR v20(E)



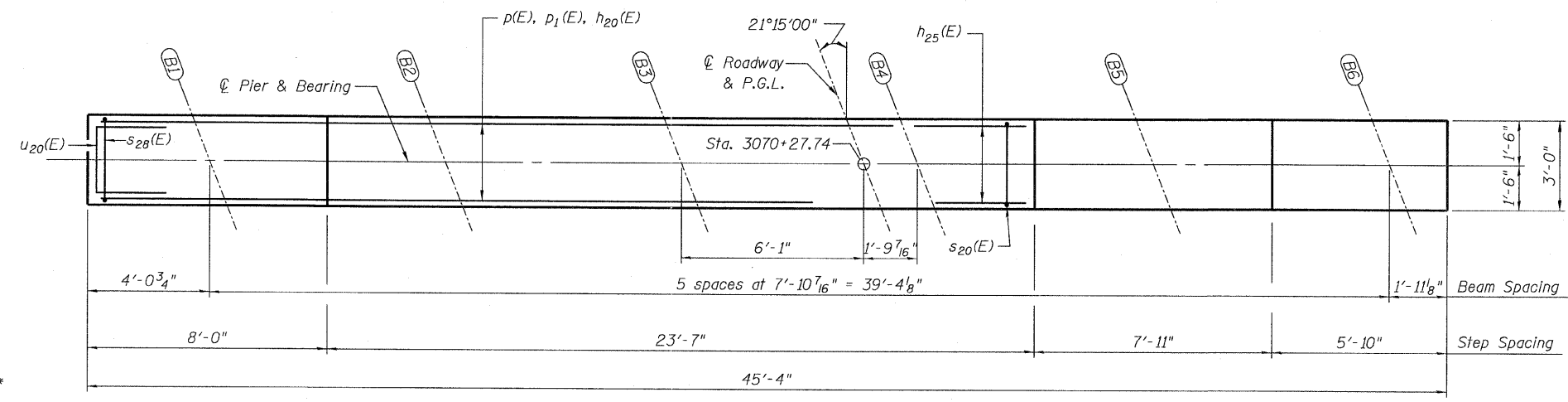
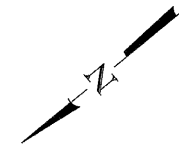
ANCHOR BOLT LAYOUT

NOTES:

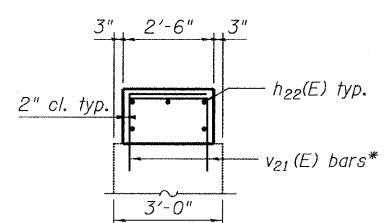
1. Pour steps monolithically with cap.
2. Space reinforcement in cap to miss anchor bolts.
3. Existing vertical reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.
4. Concrete Sealer shall be applied to all new concrete surfaces

| | | | | | | | | | | | |
|----------------------------|-------------|---------------|-----------|---|---|---------------------------|-----------------------------|--------|--------------|-----------|--|
| FILE NAME = | USER NAME = | DESIGNED - EH | REVISED - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | PIER 2 - EASTBOUND
STRUCTURE NO. 006-0020 EB AND 006-0021 WB | F.A.I. RTE. = | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| TYLIN INTERNATIONAL | | CHECKED - PF | REVISED - | | | 80 | 106-SHBR-1, VBR/06-61RS-3A1 | BUREAU | 249 | 93 | |
| PLOT SCALE = | | DRAWN - EH | REVISED - | | | CONTRACT NO. 66686 | | | | | |
| PLOT DATE = 09/13/2011 | | CHECKED - PF | REVISED - | | | SHEET NO. 26 OF 37 SHEETS | | | | | |

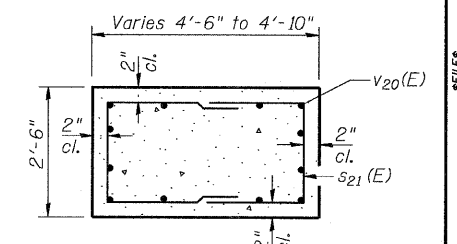
FILE



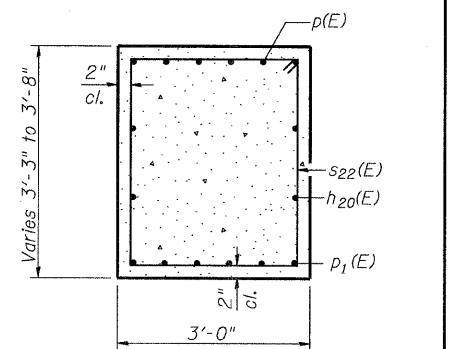
TOP PLAN



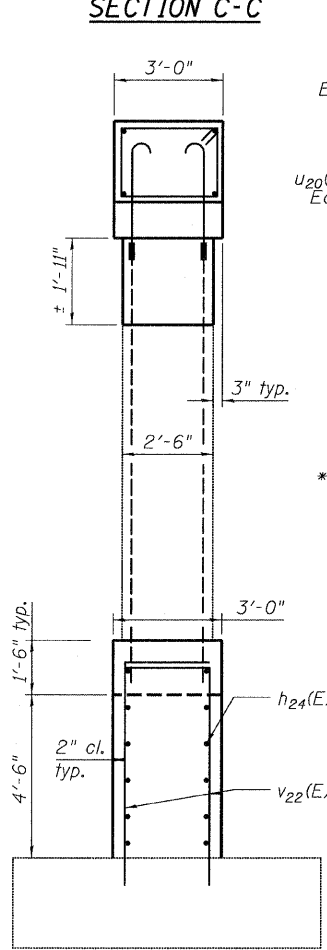
SECTION C-C



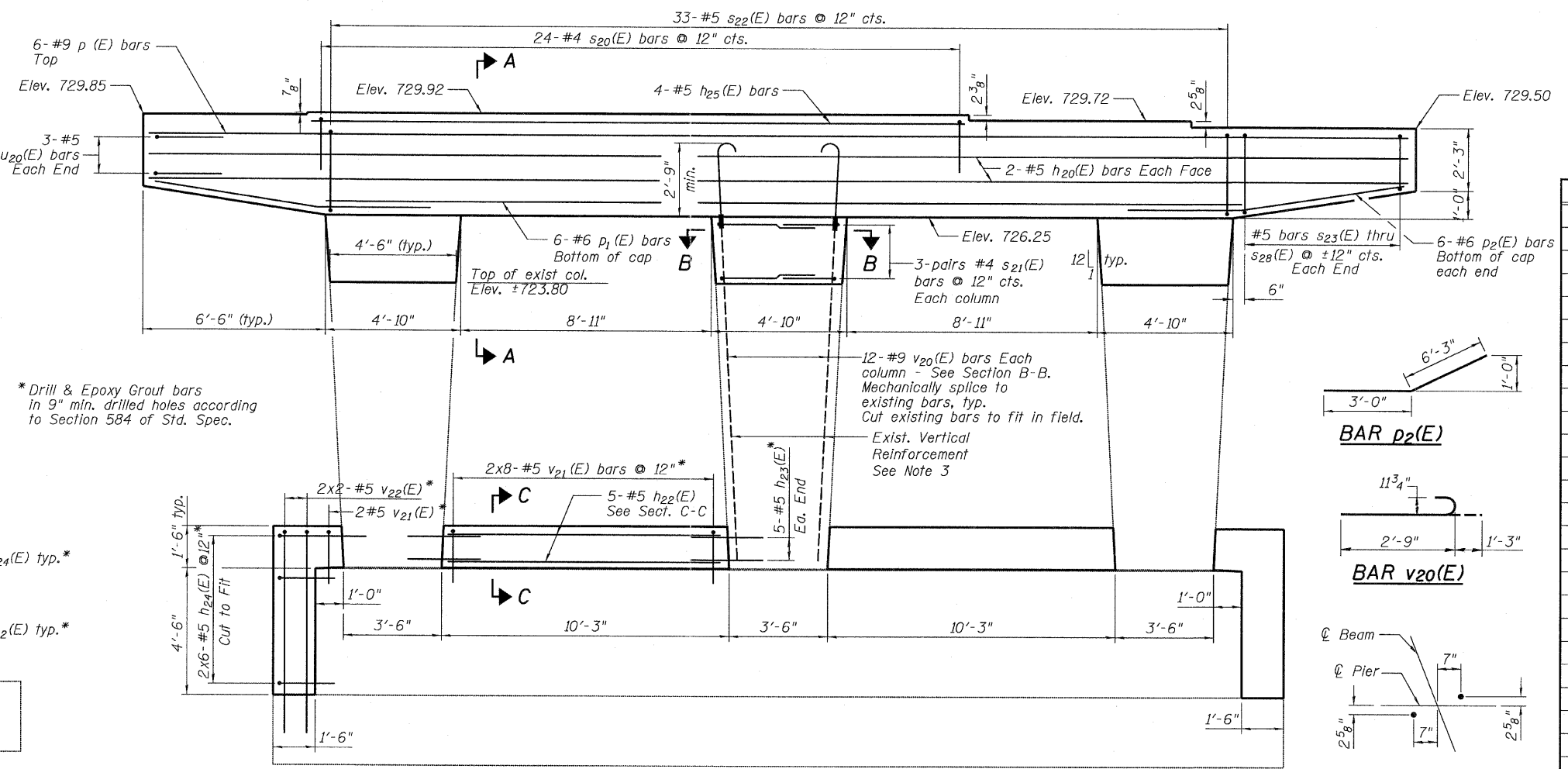
SECTION B-B



SECTION A-A



END VIEW



ELEVATION
(Looking East)

A, B & C DIMENSIONS

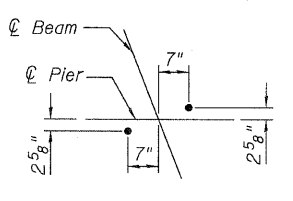
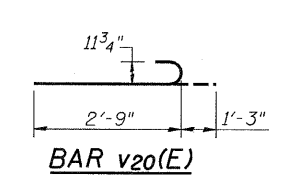
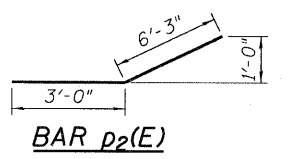
| Bar | A | B | C |
|--------|-------|-------|-------|
| s20(E) | 2'-8" | 2'-6" | 2'-6" |
| s21(E) | 2'-2" | 3'-9" | 3'-9" |
| u20(E) | 2'-7" | 3'-8" | 3'-8" |
| h24(E) | 2'-1" | 2'-2" | |
| v21(E) | 2'-1" | 2'-2" | |
| v22(E) | 6'-6" | 2'-2" | |

D DIMENSIONS

| Bar | D |
|--------|-----------|
| s22(E) | 2'-11" |
| s23(E) | 2'-10" |
| s24(E) | 2'-8" |
| s25(E) | 2'-6 1/2" |
| s26(E) | 2'-4 1/2" |
| s27(E) | 2'-2 1/2" |
| s28(E) | 2'-1" |

BARS s20(E), s21(E), u20(E), h24(E), v21(E), v22(E)

BARS s22(E) thru s28(E)



BILL OF MATERIAL

| Bar | No. | Size | Length | Shape |
|----------------------------------|-----|------|---------|-------|
| h20(E) | 4 | #5 | 45'-0" | — |
| h22(E) | 10 | #5 | 9'-11" | — |
| h23(E) | 20 | #5 | 3'-4" | — |
| h24(E) | 24 | #5 | 4'-3" | — |
| h25(E) | 4 | #5 | 23'-3" | — |
| p(E) | 6 | #9 | 45'-0" | — |
| p1(E) | 6 | #6 | 32'-0" | — |
| p2(E) | 12 | #6 | 9'-3" | — |
| s20(E) | 17 | #4 | 7'-8" | — |
| s21(E) | 18 | #4 | 9'-8" | — |
| s22(E) | 33 | #5 | 12'-1" | — |
| s23(E) | 2 | #5 | 11'-11" | — |
| s24(E) | 2 | #5 | 11'-7" | — |
| s25(E) | 2 | #5 | 11'-4" | — |
| s26(E) | 2 | #5 | 11'-0" | — |
| s27(E) | 2 | #5 | 10'-8" | — |
| s28(E) | 2 | #5 | 10'-5" | — |
| u20(E) | 6 | #5 | 9'-11" | — |
| v20(E) | 36 | #9 | 4'-0" | — |
| v21(E) | 36 | #5 | 4'-3" | — |
| v22(E) | 8 | #5 | 8'-8" | — |
| Reinforcement Bars, Epoxy Coated | | | POUND | 3,490 |
| Concrete Structures | | | CU YD | 25 |
| Concrete Sealer | | | SQ FT | 860 |
| Structure Excavation | | | CU YD | 6.0 |

NOTES:

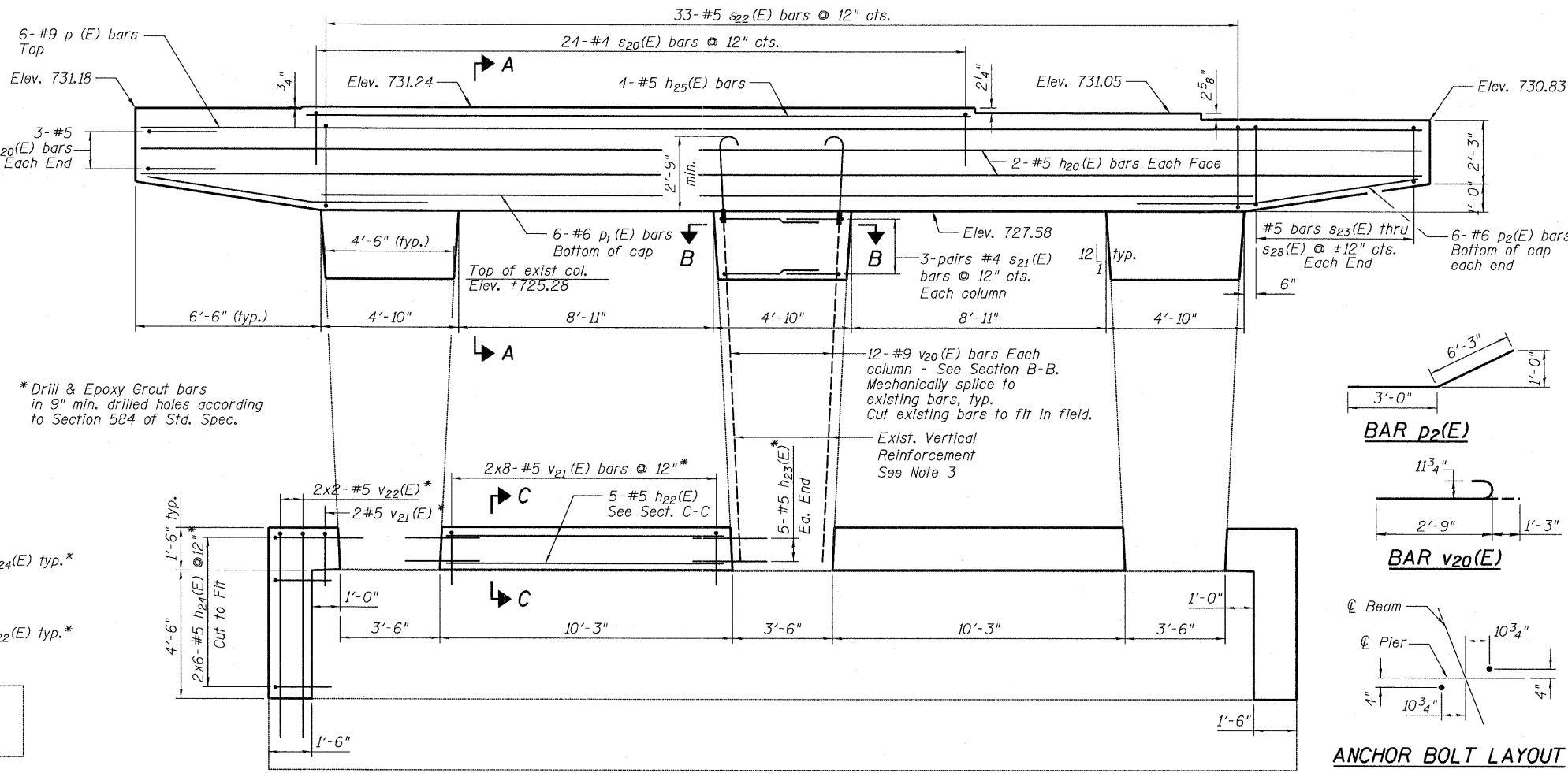
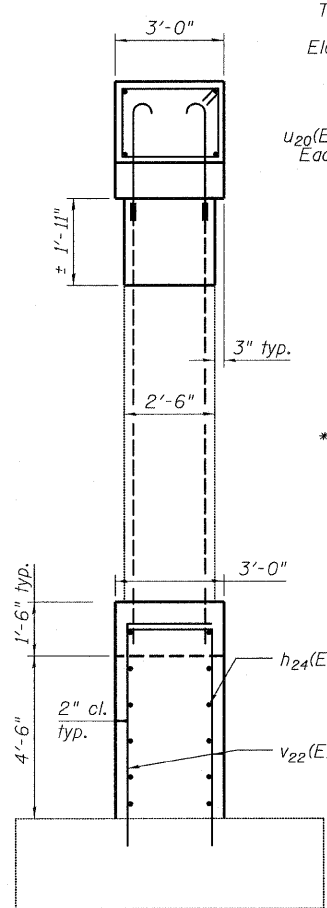
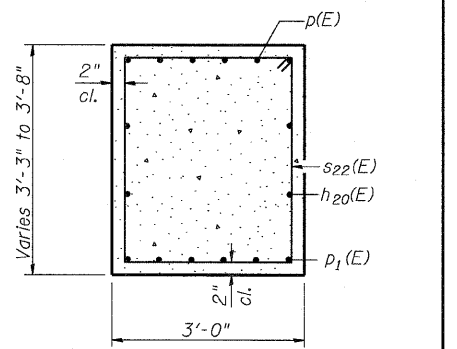
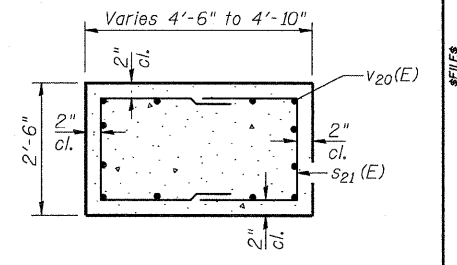
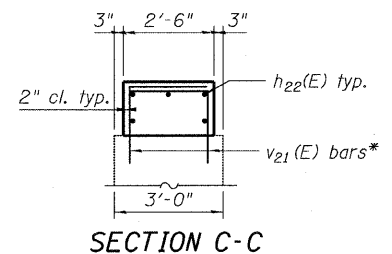
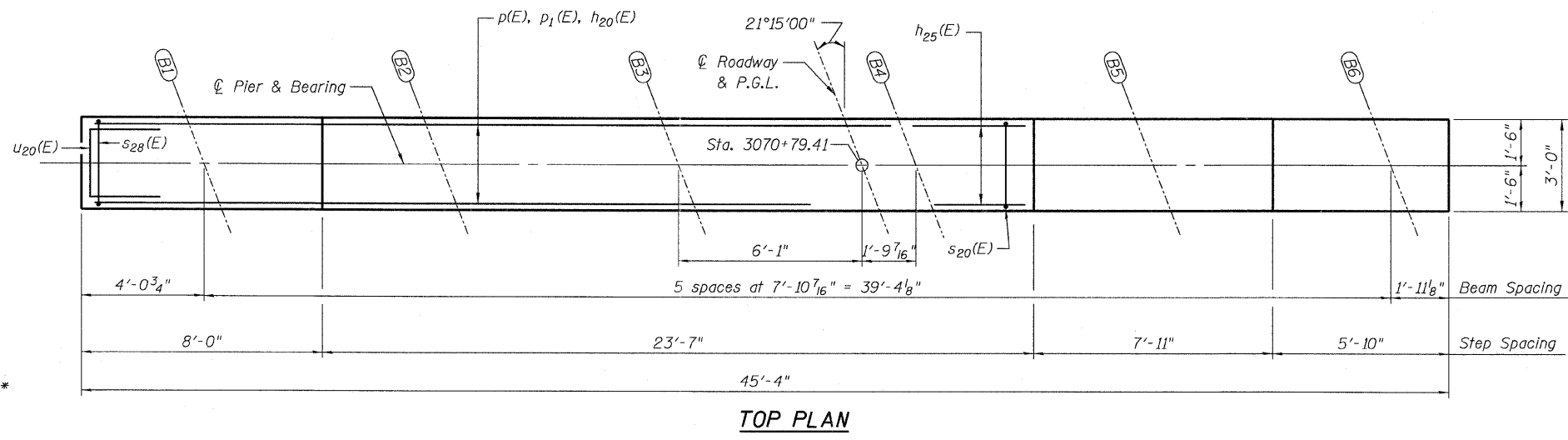
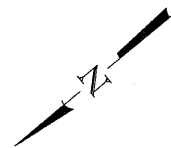
1. Pour steps monolithically with cap.
2. Space reinforcement in cap to miss anchor bolts.
3. Existing vertical reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.
4. Concrete Sealer shall be applied to all new concrete surfaces.

| | | | |
|---------------------|------------------------|---------------|-----------|
| FILE NAME = | USER NAME = | DESIGNED - DY | REVISED - |
| TYLIN INTERNATIONAL | | CHECKED - PF | REVISED - |
| | PLOT SCALE = | DRAWN - DY | REVISED - |
| | PLOT DATE = 09/13/2011 | CHECKED - PF | REVISED - |

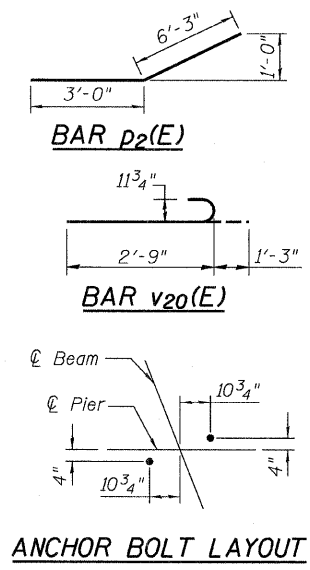
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 1 - WESTBOUND
STRUCTURE NO. 006-0020 EB AND 006-0021 WB

| | | | | |
|---------------------------|-----------------------------------|---------------|--------------------|--------------|
| F.A.I. RTE. 80 | SECTION 106-51BR-1VBR(06-6)RS-3&1 | COUNTY BUREAU | TOTAL SHEETS 249 | SHEET NO. 94 |
| ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 66686 | |



* Drill & Epoxy Grout bars in 9" min. drilled holes according to Section 584 of Std. Spec.



BILL OF MATERIAL

| Bar | No. | Size | Length | Shape |
|----------------------------------|-----|------|---------|-------|
| h20(E) | 4 | #5 | 45'-0" | — |
| h22(E) | 10 | #5 | 9'-11" | — |
| h23(E) | 20 | #5 | 3'-4" | — |
| h24(E) | 24 | #5 | 4'-3" | — |
| h25(E) | 4 | #5 | 23'-3" | — |
| p(E) | 6 | #9 | 45'-0" | — |
| p1(E) | 6 | #6 | 32'-0" | — |
| p2(E) | 12 | #6 | 9'-3" | — |
| s20(E) | 17 | #4 | 7'-8" | — |
| s21(E) | 18 | #4 | 9'-8" | — |
| s22(E) | 33 | #5 | 12'-1" | — |
| s23(E) | 2 | #5 | 11'-11" | — |
| s24(E) | 2 | #5 | 11'-7" | — |
| s25(E) | 2 | #5 | 11'-4" | — |
| s26(E) | 2 | #5 | 11'-0" | — |
| s27(E) | 2 | #5 | 10'-8" | — |
| s28(E) | 2 | #5 | 10'-5" | — |
| u20(E) | 6 | #5 | 9'-11" | — |
| v20(E) | 36 | #9 | 4'-0" | — |
| v21(E) | 36 | #5 | 4'-3" | — |
| v22(E) | 8 | #5 | 8'-8" | — |
| Reinforcement Bars, Epoxy Coated | | | POUND | 3,490 |
| Concrete Structures | | | CU YD | 24.8 |
| Concrete Sealer | | | SQ FT | 860 |
| Structure Excavation | | | CU YD | 6.2 |

A, B & C DIMENSIONS

| Bar | A | B | C |
|--------|-------|-------|-------|
| s20(E) | 2'-8" | 2'-6" | 2'-6" |
| s21(E) | 2'-2" | 3'-9" | 3'-9" |
| u20(E) | 2'-7" | 3'-8" | 3'-8" |
| h24(E) | 2'-1" | 2'-2" | — |
| v21(E) | 2'-1" | 2'-2" | — |
| v22(E) | 6'-6" | 2'-2" | — |

D DIMENSIONS

| Bar | D |
|--------|-----------|
| s22(E) | 2'-11" |
| s23(E) | 2'-10" |
| s24(E) | 2'-8" |
| s25(E) | 2'-6 1/2" |
| s26(E) | 2'-4 1/2" |
| s27(E) | 2'-2 1/2" |
| s28(E) | 2'-1" |

ELEVATION
(Looking East)

NOTES:

1. Pour steps monolithically with cap.
2. Space reinforcement in cap to miss anchor bolts.
3. Existing vertical reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.
4. Concrete Sealer shall be applied to all new concrete surfaces

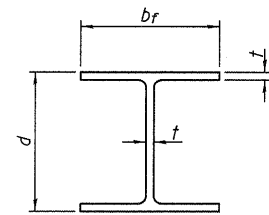
BARS s20(E), s21(E), u20(E), h24(E), v21(E), v22(E)

BARS s22(E) thru s28(E)

| | | | | | | | | | | |
|---------------------|------------------------|---------------|-----------|---|---|---------------------------|-------------------------------|----------|----------------|-------------|
| FILE NAME = | USER NAME = | DESIGNED - EH | REVISED - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | PIER 2 - WESTBOUND
STRUCTURE NO. 006-0020 EB AND 006-0021 WB | F.A.I. RTE. = | SECTION = | COUNTY = | TOTAL SHEETS = | SHEET NO. = |
| TYLIN INTERNATIONAL | | CHECKED - PF | REVISED - | | | 80 | (106-SHBR-1, VBR-106-6)RS-3&I | BUREAU = | 249 | 95 |
| | PLOT SCALE = | DRAWN - EH | REVISED - | | | CONTRACT NO. 66686 | | | | |
| | PLOT DATE = 09/13/2011 | CHECKED - PF | REVISED - | | | SHEET NO. 28 OF 37 SHEETS | | | | |

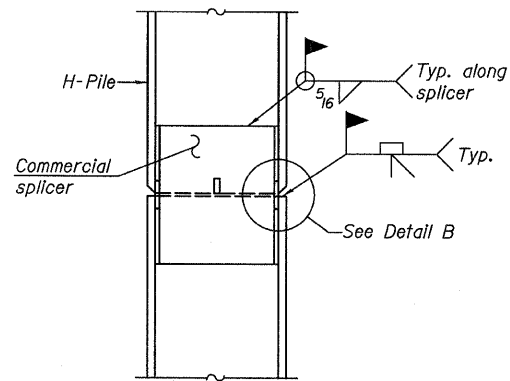
#FILE#

#DATE#

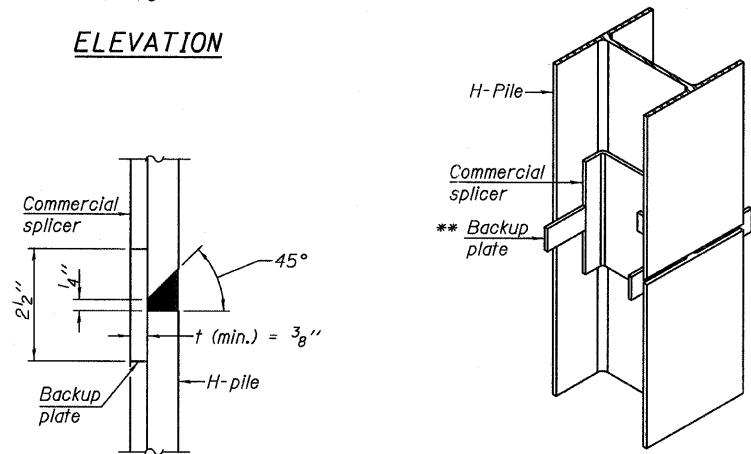


STEEL PILE TABLE

| Designation | Depth d | Flange width bf | Web and Flange thickness t | Encasement diameter A |
|-------------|---------|-----------------|----------------------------|-----------------------|
| HP 14x117 | 14 1/4" | 14 7/8" | 13/16" | 30" |
| x102 | 14" | 14 3/4" | 1/16" | 30" |
| x89 | 13 7/8" | 14 3/4" | 5/8" | 30" |
| x73 | 13 5/8" | 14 5/8" | 1/2" | 30" |
| HP 12x84 | 12 1/4" | 12 1/4" | 11/16" | 24" |
| x74 | 12 1/8" | 12 1/4" | 5/8" | 24" |
| x63 | 12" | 12 1/8" | 1/2" | 24" |
| x53 | 11 3/4" | 12" | 7/16" | 24" |
| HP 10x57 | 10" | 10 1/4" | 9/16" | 24" |
| x42 | 9 3/4" | 10 1/8" | 7/16" | 24" |
| HP 8x36 | 8" | 8 1/8" | 7/16" | 18" |

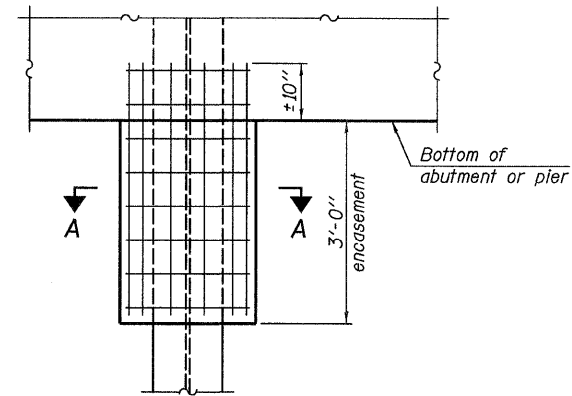


ELEVATION



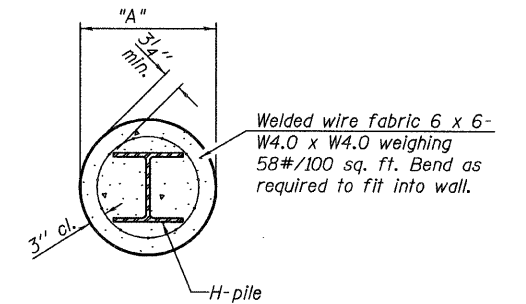
DETAIL "B"

WELDED COMMERCIAL SPLICE



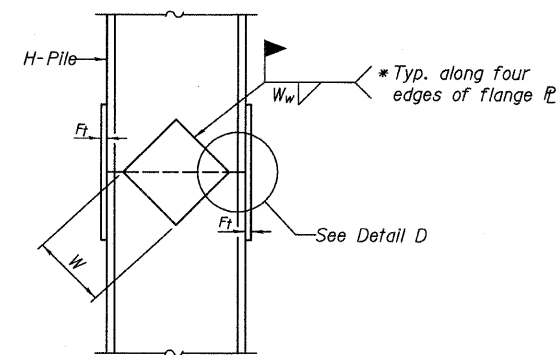
ELEVATION

PILE ENCASEMENT

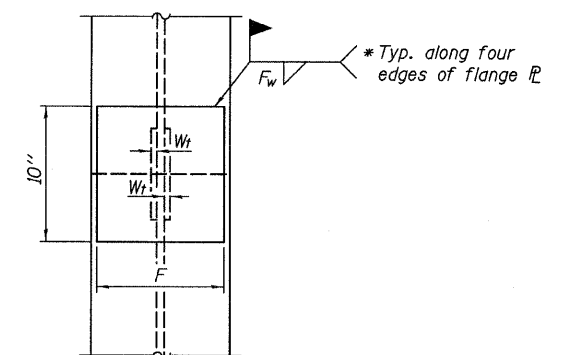


SECTION A-A

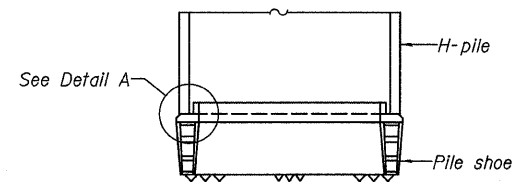
Note: Forms for encasement may be omitted when soil conditions permit.



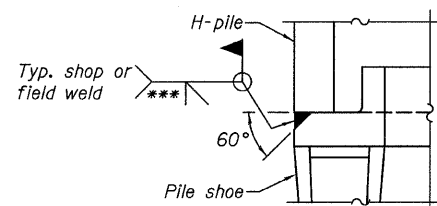
ELEVATION



END VIEW

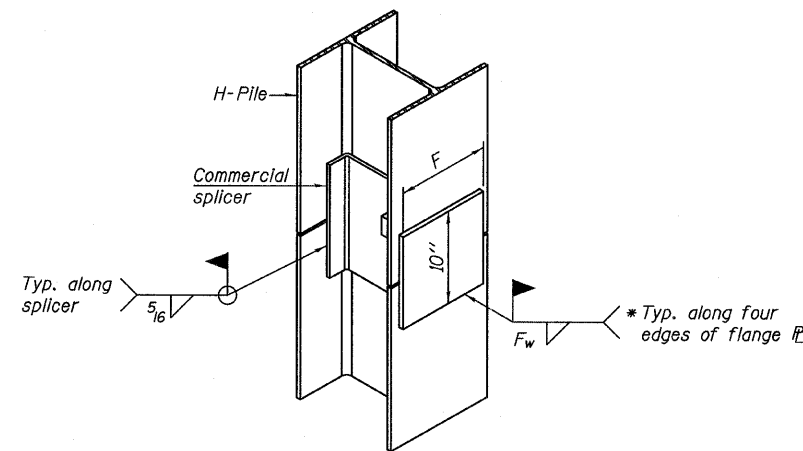


ELEVATION



DETAIL A

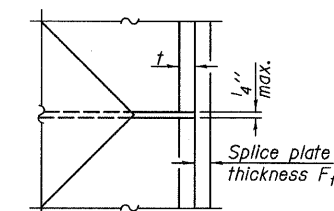
H-PILE SHOE ATTACHMENT



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

- * Interrupt welds 1/4" from end of web and/or each flange.
- ** Remove portions of backup plates that extend outside the flanges.
- *** Weld size per pile shoe manufacturer (5/16" min.).



DETAIL D

WELDED PLATE FIELD SPLICE

| Designation | F | Ft | Fw | W | Wt | Ww |
|-------------|---------|------|--------|--------|--------|------|
| HP 14x117 | 12 1/2" | 1" | 7/8" | 7 3/4" | 5 1/2" | 1/2" |
| x102 | 12 1/2" | 7/8" | 3/4" | 7 3/4" | 5 1/2" | 1/2" |
| x89 | 12 1/2" | 3/4" | 11/16" | 7 3/4" | 5 1/2" | 1/2" |
| x73 | 12 1/2" | 5/8" | 9/16" | 7 3/4" | 5 1/2" | 1/2" |
| HP 12x84 | 10" | 7/8" | 11/16" | 6 1/2" | 5 1/2" | 1/2" |
| x74 | 10" | 7/8" | 11/16" | 6 1/2" | 5 1/2" | 1/2" |
| x63 | 10" | 5/8" | 1/2" | 6 1/2" | 1/2" | 3/8" |
| x53 | 10" | 5/8" | 1/2" | 6 1/2" | 1/2" | 3/8" |
| HP 10x57 | 8" | 3/4" | 9/16" | 5 1/4" | 1/2" | 3/8" |
| x42 | 8" | 5/8" | 9/16" | 5 1/4" | 1/2" | 3/8" |
| HP 8x36 | 7" | 5/8" | 7/16" | 4 1/4" | 1/2" | 3/8" |

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

F-HP

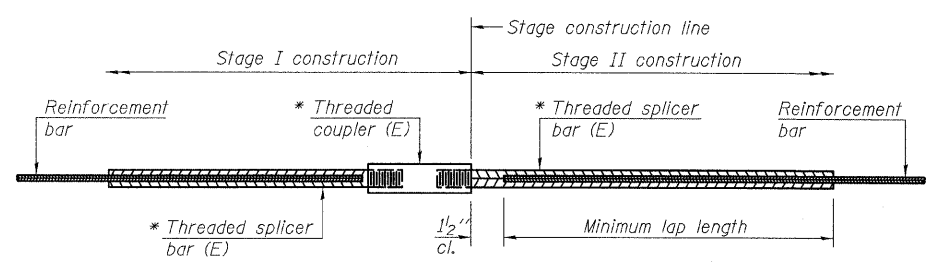
7-1-10

| | | | | | | | | | | | |
|----------------------------|-------------|---------------|----------|---|--|---------------------------|--------------------------------|--------|--------------|-----------|--|
| FILE NAME = | USER NAME = | DESIGNED - DY | REVISD - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | HP PILE DETAILS
STRUCTURE NO. 006-0020 EB AND 006-0021 WB | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| TYLIN INTERNATIONAL | | CHECKED - PF | REVISD - | | | 80 | [(06-5)HBR-1, VBR(06-6)]RS-3&I | BUREAU | 299 | 91 | |
| PLOT SCALE = | | DRAWN - DY | REVISD - | | | CONTRACT NO. 66686 | | | | | |
| PLOT DATE = 09/13/2011 | | CHECKED - PF | REVISD - | | | ILLINOIS FED. AID PROJECT | | | | | |

SHEET NO. 29 OF 37 SHEETS

8FILES

8FILES



STANDARD BAR SPLICER ASSEMBLY

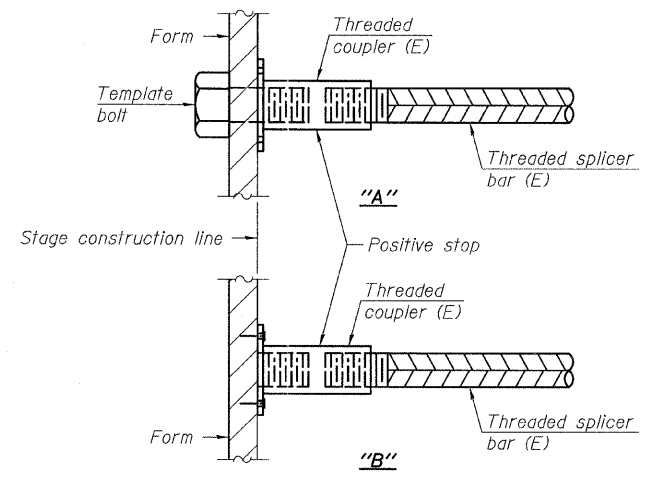
| Minimum Lap Lengths | | | | | |
|------------------------|---------|---------|---------|---------|---------|
| Bar size to be spliced | Table 1 | Table 2 | Table 3 | Table 4 | Table 5 |
| 3, 4 | 1'-5" | 1'-11" | 2'-1" | 2'-4" | 2'-3" |
| 5 | 1'-9" | 2'-5" | 2'-7" | 2'-11" | 2'-10" |
| 6 | 2'-1" | 2'-11" | 3'-1" | 3'-6" | 3'-4" |
| 7 | 2'-9" | 3'-10" | 4'-2" | 4'-8" | 4'-6" |
| 8 | 3'-8" | 5'-1" | 5'-5" | 6'-2" | 5'-10" |
| 9 | 4'-7" | 6'-5" | 6'-10" | 7'-9" | 7'-5" |

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Top bar lap, Class B

Threaded splicer bar length = min. lap length + 1 1/2" + thread length

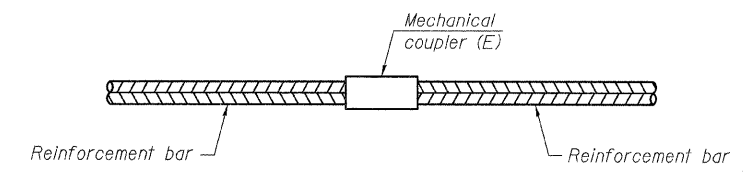
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

| Location | Bar size | No. assemblies required | Table for minimum lap length |
|----------|----------|-------------------------|------------------------------|
| | | | |
| | | | |
| | | | |
| | | | |



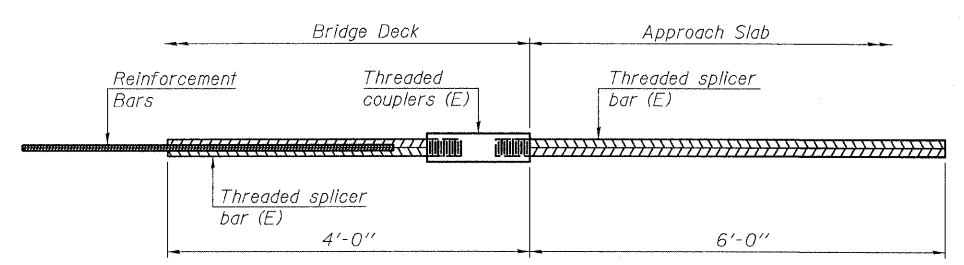
INSTALLATION AND SETTING METHODS

"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.
 (E) : Indicates epoxy coating.



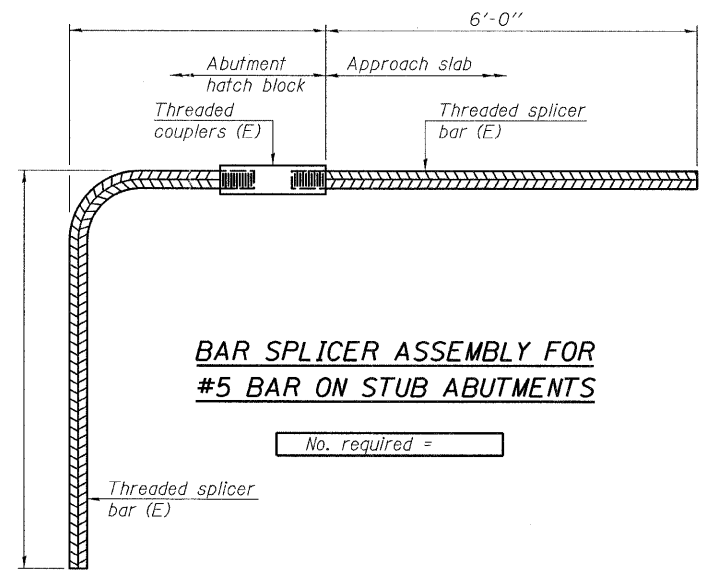
STANDARD MECHANICAL SPLICER

| Location | Bar size | No. assemblies required |
|-----------|----------|-------------------------|
| Pier 1 EB | #9 | 36 |
| Pier 2 EB | #9 | 36 |
| Pier 1 WB | #9 | 36 |
| Pier 2 WB | #9 | 36 |



BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required = 80 E.B.
 No. required = 80 W.B.



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

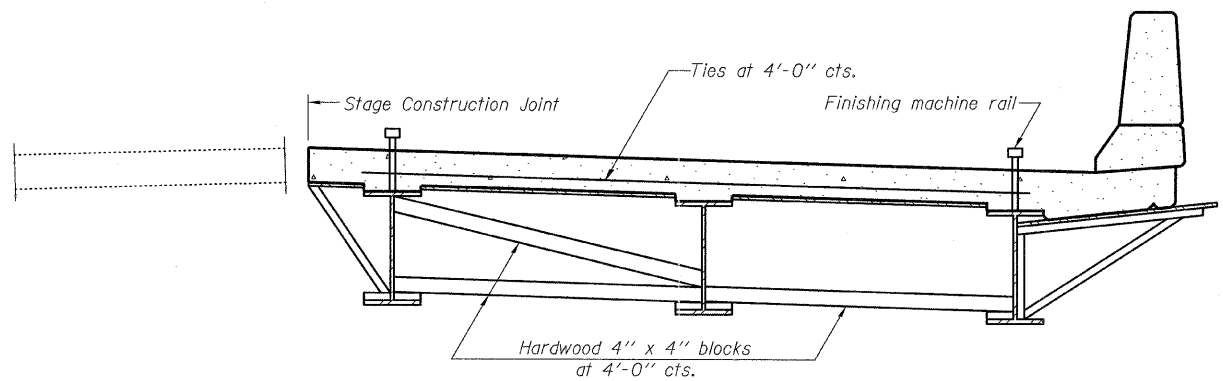
NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
 All reinforcement shall be lapped and tied to the splicer bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
 See special provision for Mechanical Splicers.
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1 7-1-10

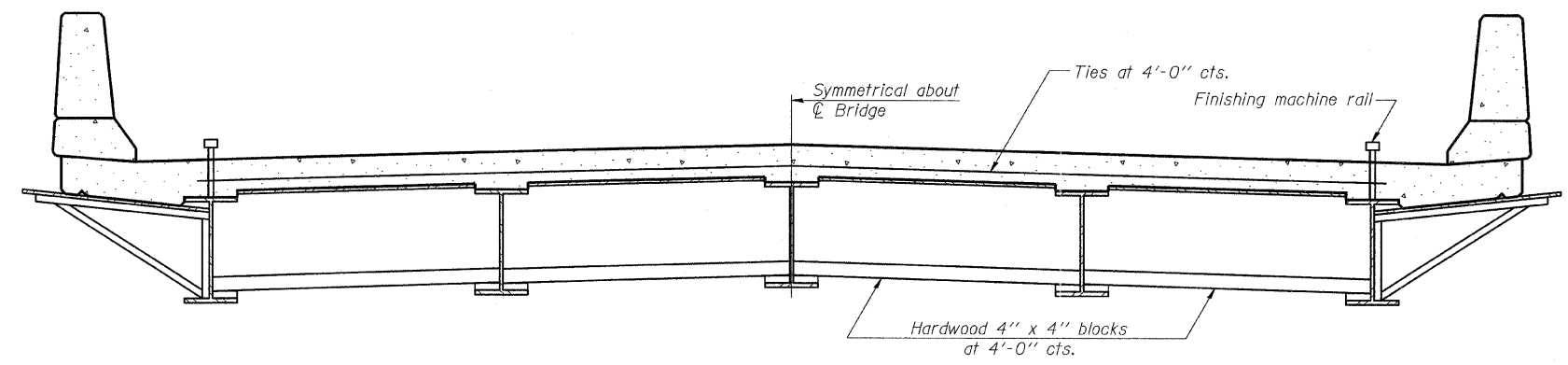
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|------------------------|--------------|---------------|-----------|---|--|---------------------------|-----------------------------|---------------------------|--------------|-----------|--|
| FILE NAME = | USER NAME = | DESIGNED - EH | REVISED - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 006-0020 EB AND 006-0021 WB | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| TYLIN INTERNATIONAL | PLOT SCALE = | CHECKED - PF | REVISED - | | | 80 | 1106-5HBR-1.VBR(06-6)RS-3&I | BUREAU | 249 | 97 | |
| PLOT DATE = 09/13/2011 | | DRAWN - EH | REVISED - | | | CONTRACT NO. 66686 | | ILLINOIS FED. AID PROJECT | | | |
| | | CHECKED - PF | REVISED - | | | SHEET NO. 30 OF 37 SHEETS | | | | | |

FILES



**FORM BRACES FOR
STAGE CONSTRUCTION**

When cantilever forming brackets are used, the work shall be done according to Article 503.06(b) of the Standard Specifications, except as modified below and in the details shown on this sheet.
 The finishing machine rails shall be placed on the top flange of the exterior beams.
 The beams or girders, supporting cantilever forming brackets, shall be tied together at 4 foot intervals.
 For Standard construction, or Stage Construction the Hardwood bracing materials shall be placed as shown between webs of beams in each bay.



**FORM BRACES FOR
STANDARD CONSTRUCTION**

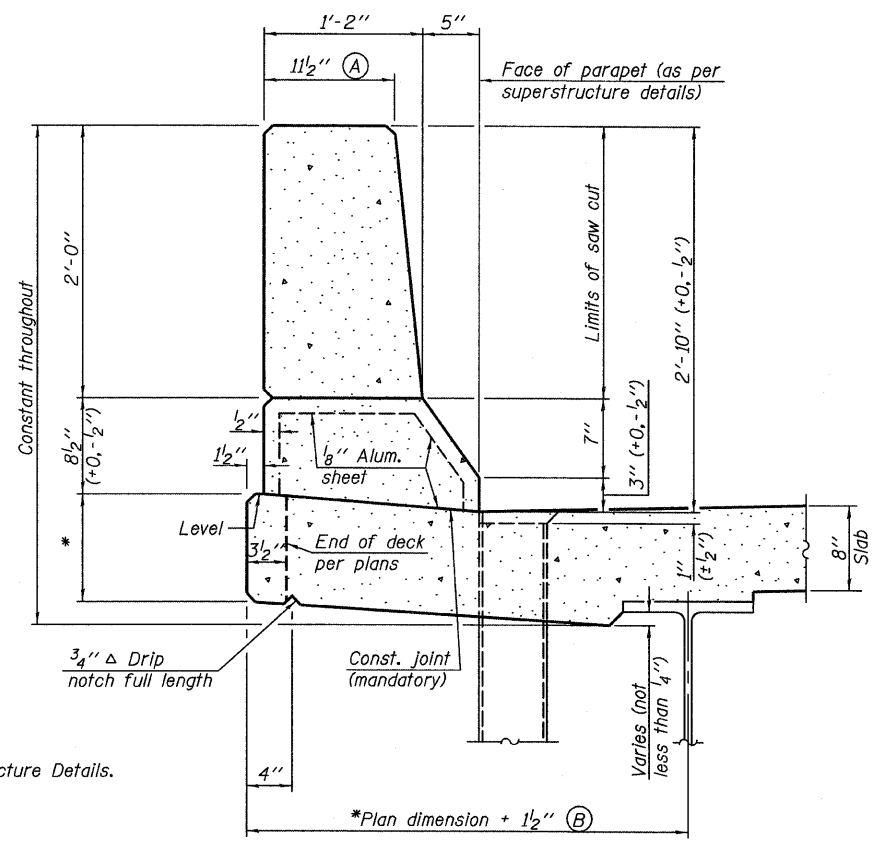
SB-1

7-1-10

| | | | | | | | | | | |
|---|------------------------|---------------|-----------|---|---|---------------------------|------------------------------|--------|--------------|-----------|
| FILE NAME =
TYLIN INTERNATIONAL | USER NAME = | DESIGNED - EH | REVISED - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | CANTILEVER FORMING BRACKETS FOR SUPERSTRUCTURES WITH W27
BEAMS AND SMALLER STRUCTURE NO. 006-0020 EB AND 006-0021 WB | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | PLOT SCALE = | CHECKED - PF | REVISED - | | | 80 | [(06-5)HBR-1LVBR(06-6)RS-3&I | BUREAU | 249 | 98 |
| | PLOT DATE = 09/13/2011 | DRAWN - EH | REVISED - | | | CONTRACT NO. 66686 | | | | |
| | | CHECKED - PF | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | |
| SHEET NO. 31 OF 37 SHEETS | | | | | | | | | | |

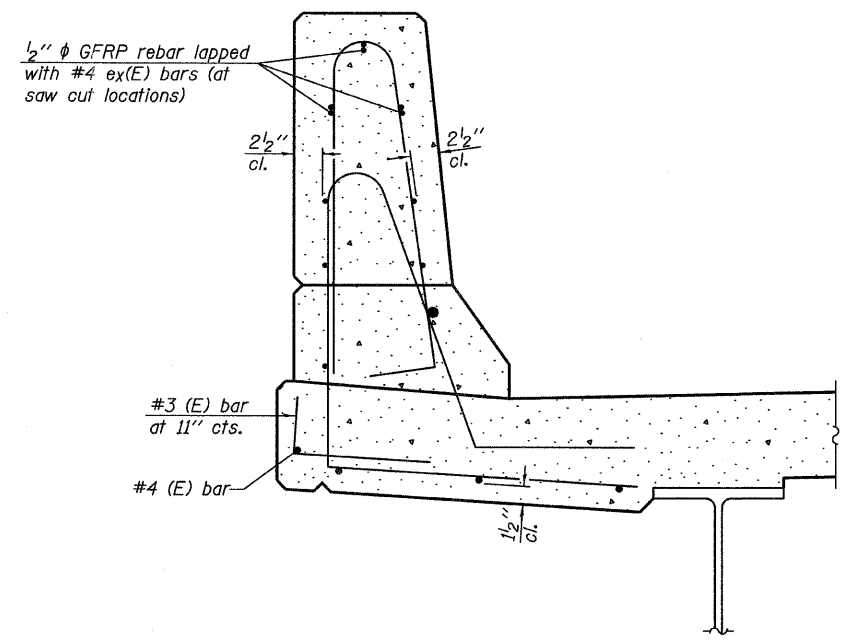
FILES

FILES

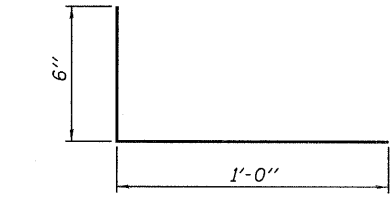


SECTION
(Showing dimensions)

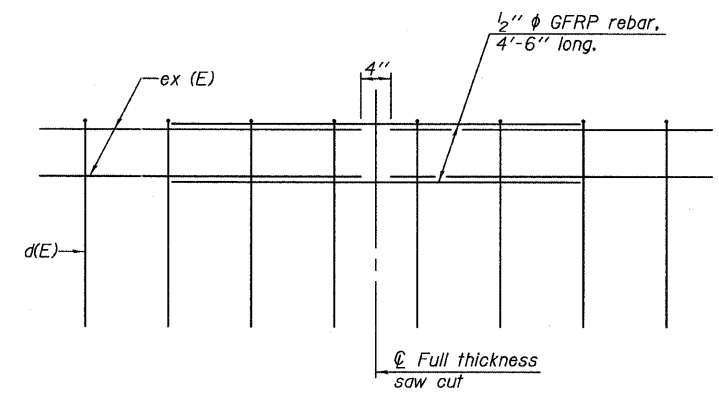
* See Superstructure Details.



SECTION
(Showing reinforcement clearances for slp forming and additional reinforcement bars)



#3 (E) BAR



GFRP REBAR STIFFENING DETAIL
(Place as shown in parapet section at each parapet joint location.)

GENERAL NOTES

All dimensions shall remain the same as shown on superstructure details, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B = 0.0165 cu. yds./ft. of parapet.
Place aluminum sheet in curb portion at and near piers. Full thickness saw cut at all joint locations in lieu of cork joint filler.
Steel superstructure shown. Other superstructure types similar.

SFP-34 7-1-10

| | | | | | | | | | | | |
|----------------------------|-------------|---------------|-----------|---|--|---------------------------|------------------------------|--------|--------------|-----------|--|
| FILE NAME = | USER NAME = | DESIGNED - EH | REVISED - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 006-0020 EB AND 006-0021 WB | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| TYLIN INTERNATIONAL | | CHECKED - PF | REVISED - | | | 80 | [(06-5)HBR-1.VBR(06-6)RS-3&I | BUREAU | 249 | 99 | |
| PLOT SCALE = | | DRAWN - EH | REVISED - | | | CONTRACT NO. 66686 | | | | | |
| PLOT DATE = 09/13/2011 | | CHECKED - PF | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | | |
| | | | | | SHEET NO. 32 OF 37 SHEETS | | | | | | |

FILE

TIME



SOIL BORING LOG

ROUTE FAI 80 DESCRIPTION P92-040-02b Bridge over US 34, 1.7 m. E. of IL 26 Date 3/3/04
 SECTION 06-5HB-1 LOCATION Princeton Twp. - 3SE, SEC. , TWP. 16N, RNG. 9E LOGGED BY W. Garza
 COUNTY Bureau DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

| STRUCT. NO.
Station | BORING NO.
Station
Offset
Ground Surface Elev. | D
E
P
T
H
ft | B
L
O
W
S
(/6") | U
C
S
Qu
(tsf) | M
O
I
S
T
(%) | Surface Water Elev. | | D
E
P
T
H
ft | B
L
O
W
S
(/6") | U
C
S
Qu
(tsf) | M
O
I
S
T
(%) |
|--------------------------------------|---|-----------------------------|--------------------------------|----------------------------|------------------------------|---------------------|---|-----------------------------|--------------------------------|----------------------------|------------------------------|
| | | | | | | ft | ft | | | | |
| 8" Asphalt
LOOSE brown SANDY LOAM | 1219+91 | | | | 5 | | Surface Water Elev. _____ ft
Stream Bed Elev. 18.4 ft | | | | |
| | | | | | | | Groundwater Elev.:
First Encounter _____ ft
Upon Completion _____ ft
After _____ Hrs. _____ ft | | | | |
| | | | | | | | VERY STIFF gray SILTY CLAY TILL with SAND lens | | 3
4
5 | 2.1
B | 15 |
| | | | | | | | MEDIUM gray fine SAND | | 2
6
8 | | |
| | | | | | | | Wash
MEDIUM gray medium clean SAND & GRAVEL | | 7
7
9 | | |
| | | | | | | | STIFF gray SILTY CLAY TILL | | 2
4
5 | 1.6
B | 13 |
| | | | | | | | STIFF gray SILTY CLAY TILL | | 2
4
6 | 1.6
B | 14 |
| | | | | | | | VERY STIFF gray SILTY CLAY TILL | | 4
6
9 | 2.3
B | 12 |
| | | | | | | | HARD gray SANDY CLAY TILL with medium SAND | | 4
6
9 | 4.1
B | 12 |
| | | | | | | | HARD gray SANDY CLAY TILL with GRAVEL | | 8
12
17 | 6.2
B | 11 |

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)



SOIL BORING LOG

ROUTE FAI 80 DESCRIPTION P92-040-02b Bridge over US 34, 1.7 m. E. of IL 26 Date 3/3/04
 SECTION 06-5HB-1 LOCATION Princeton Twp. - 3SE, SEC. , TWP. 16N, RNG. 9E LOGGED BY W. Garza
 COUNTY Bureau DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

| STRUCT. NO.
Station | BORING NO.
Station
Offset
Ground Surface Elev. | D
E
P
T
H
ft | B
L
O
W
S
(/6") | U
C
S
Qu
(tsf) | M
O
I
S
T
(%) | Surface Water Elev. | | D
E
P
T
H
ft | B
L
O
W
S
(/6") | U
C
S
Qu
(tsf) | M
O
I
S
T
(%) |
|------------------------|---|-----------------------------|--------------------------------|----------------------------|------------------------------|---------------------|---|-----------------------------|--------------------------------|----------------------------|------------------------------|
| | | | | | | ft | ft | | | | |
| | | | | | | | Surface Water Elev. _____ ft
Stream Bed Elev. 18.4 ft | | | | |
| | | | | | | | Groundwater Elev.:
First Encounter _____ ft
Upon Completion _____ ft
After _____ Hrs. _____ ft | | | | |
| | | | | | | | HARD gray SANDY CLAY TILL with GRAVEL | | 5
9
17 | 7.0
B | 11 |
| | | | | | | | HARD gray SANDY CLAY TILL with GRAVEL | | 7
10
14 | 4.1
B | 12 |
| | | | | | | | DENSE gray hard SANDY CLAY TILL | | 14
19
22 | | |
| | | | | | | | HARD gray SANDY CLAY TILL with GRAVEL & SAND lens | | 9
15
25 | 4.5
B | 13 |
| | | | | | | | End of Boring | | | | |
| | | | | | | | HARD gray SANDY CLAY TILL with GRAVEL & SAND lens | | 2
9
12 | 2.3
B | 12 |
| | | | | | | | HARD gray SANDY CLAY TILL with ORGANICS | | 8
11
16 | 5.6
B | 16 |
| | | | | | | | HARD gray SANDY CLAY TILL with GRAVEL | | 8
12
19 | 6.2
B | 12 |
| | | | | | | | HARD gray SANDY CLAY TILL | | 9
13
19 | 5.4
B | 12 |
| | | | | | | | HARD gray SANDY CLAY TILL with GRAVEL | | 10
15
18 | 4.7
B | 12 |
| | | | | | | | HARD gray SANDY CLAY TILL with GRAVEL | | 7
11
16 | 4.1
B | 12 |

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)

Stationing Note:
 Plan Station 3070+32.00 = Boring Station 1219+90.89

| | | | | | | | | | | | |
|----------------------------|--------------|---------------|----------|---|--|---------------------------|----------------------------|--------|--------------|-----------|--|
| FILE NAME = | USER NAME = | DESIGNED - DY | REVISD - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | SOIL BORING B-1
STRUCTURE NO. 006-0020 EB AND 006-0021 WB | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| TYLIN INTERNATIONAL | CHECKED - PF | REVISD - | | | | 80 | 006-5HBR-1.VBR(06-6)RS-3&I | BUREAU | 249 | 160 | |
| PLOT SCALE = | DRAWN - DY | REVISD - | | | | CONTRACT NO. 66686 | | | | | |
| PLOT DATE = 09/13/2011 | CHECKED - PF | REVISD - | | | | ILLINOIS FED. AID PROJECT | | | | | |