



SOIL BORING LOG

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ROUTE FAI 80 DESCRIPTION P92-040-02b Bridge over US 34, 1.7 m. E. of IL 26 Date 3/9/04
 SECTION 06-SHB-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	D E P T H ft	B L O W S (ft)	U C S Qu (tsf)	M O I S T (%)	Surface Water Elev. <u>Dry</u> ft	Stream Bed Elev. _____ ft	Groundwater Elev.: First Encounter _____ ft	Upon Completion _____ ft	After _____ Hrs.	D E P T H ft	B L O W S (ft)	U C S Qu (tsf)	M O I S T (%)
MEDIUM dark gray SILTY CLAY LOAM			0.8 P	23									
708.30													
STIFF gray SILTY CLAY LOAM		5	1.7 B	26									
706.80													
MEDIUM gray SILTY CLAY		2	0.5 P	12									
704.30													
SOFT gray SILT		1	0.4 B	24									
701.80													
MEDIUM tan/gray SILTY CLAY TILL		1	1.0 B	13									
699.30													
VERY STIFF gray SILTY CLAY TILL		1	2.1 B	16									
696.80													
STIFF gray SILTY CLAY TILL		2	1.4 B	14									
694.30													
STIFF gray SILTY CLAY TILL		3	1.9 B	16									
691.80													

The Unconfined Compressive Strength (UCS) Failure Mode is Indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
 BBS, from 137 (Rev. 8-99)



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HARD gray SANDY CLAY TILL		10	5.8 B	12									
669.30													
HARD gray SANDY CLAY TILL with medium GRAVEL		7	7.0 B	28									
666.80													
HARD gray SANDY CLAY TILL with medium GRAVEL		8	6.2 B	11									
664.30													
HARD gray SANDY CLAY TILL with medium GRAVEL		7	4.8 B	12									
661.80													
HARD gray SANDY CLAY TILL with medium GRAVEL		9	5.4 B	10									
659.30													
HARD gray SANDY CLAY TILL		6	5.8 B	12									
656.80													
HARD gray SANDY CLAY TILL with medium GRAVEL		7	4.1 S	10									
654.30													
HARD gray SANDY CLAY TILL		10	6.0 B	12									
651.80													
End of Boring													

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	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING B-2 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&1	BUREAU	249	101	
PLOT SCALE =		DRAWN - DY	REVISED -			CONTRACT NO. 66686					
PLOT DATE = 09/13/2011		CHECKED - PF	REVISED -			ILLINOIS FED. AID PROJECT					



SOIL BORING LOG

Page 1 of 2

ROUTE FAI 80 DESCRIPTION P92-040-02b Bridge, I-80 over US 34, 1.7 m. E. of IL 26 Date 3/10/04
 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	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev. ft Stream Bed Elev. ft	D E P T H	B L O W S	U C S Qu	M O I S T	Groundwater Elev.: First Encounter ft Upon Completion ft After Hrs.
10" Asphalt STIFF tan SILTY CLAY LOAM			1.1 P	22			1 4 5			689.50
VERY STIFF gray/tan SILTY CLAY	709.00	3 5 6	3.7 B	21			4 6 11			687.00
MEDIUM gray/tan SILT	707.50	2 3 3	0.5 B	26			3 2 5	1.1 B		685.00
STIFF tan SILTY CLAY TILL	705.00	2 1 4	1.2 B	16			1 5 8	1.9 B		682.50
STIFF tan SILTY CLAY TILL	702.50	2 4 4	1.5 B	17			4 6 10	3.3 B		680.00
MEDIUM gray SILTY CLAY TILL with SAND lens	700.00	3 4 5	1.0 B	15			10 12 16	8.7 B		677.50
STIFF gray SILTY CLAY TILL with GRAVEL	697.50	4 4 4	1.7 B	14			11 16 24	7.0 B		675.00
VERY STIFF gray SILTY CLAY TILL	695.00	4 4 6	2.9 B	15			11 15 20	6.6 B		672.50

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
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SOIL BORING LOG

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

STRUCT. NO. Station	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev. ft Stream Bed Elev. ft	D E P T H	B L O W S	U C S Qu	M O I S T	Groundwater Elev.: First Encounter ft Upon Completion ft After Hrs.
HARD gray SANDY CLAY TILL with GRAVEL		8 10 15	8.0 B	11						670.00
HARD gray SANDY CLAY TILL with medium GRAVEL	670.00	10 13 22	5.4 B	12						667.00
VERY DENSE gray SANDY CLAY TILL with GRAVEL	667.00	16 25 30	7.6 B							665.00
VERY DENSE gray SANDY CLAY TILL with medium GRAVEL	665.00	19 25 31								662.00
HARD gray SANDY CLAY TILL with medium SAND	662.00	5 9 15	4.5 B	11						660.00
HARD gray SANDY CLAY TILL with medium GRAVEL	660.00	15 21 30	5.8 B	12						657.50
End of Boring:	657.50									-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

SOIL BORING B-3
STRUCTURE NO. 006-0020 EB AND 006-0021 WB

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	006-5HBR-1.VBR/06-61RS-3&I	BUREAU	249	162
CONTRACT NO. 66686			ILLINOIS FED. AID PROJECT	

SHEET NO. 35 OF 37 SHEETS



Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 2

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

STRUCT. NO.	Station	D	B	U	M	Surface Water Elev.	ft	D	B	U	M
BORING NO.	Station	P	L	C	O	Stream Bed Elev.	ft	P	L	C	O
Offset	Ground Surface Elev.	H	S	Qu	T	Groundwater Elev.:	ft	H	S	Qu	T
44.00ft LI CL WB	732.3	(ft)	(/6")	(tsf)	(%)	First Encounter	ft	(ft)	(/6")	(tsf)	(%)
						Upon Completion	ft				
						After	ft				
						Hrs.					
SOFT brown SILTY CLAY LOAM				0.4	27	VERY STIFF brown LOAM		5			
				P.			710.80	4	2.3	27	
								6	P		
VERY STIFF brown tan SILTY CLAY LOAM	729.80	6				MEDIUM gray SILTY CLAY		2			
		7	2.5	20			708.30	3	0.8	26	
	728.30	9	B					4	B		
HARD brown tan SANDY CLAY						VERY SOFT brown SILTY CLAY		2			
		6					705.80	2	0.6	25	
	725.80	8	5.1	13				3	B		
HARD brown gray SILTY LOAM						STIFF brown SILTY CLAY TILL		3			
		5					703.30	3	1.8	16	
	723.30	7	4.1	14				4	B		
HARD brown gray SILTY LOAM						MEDIUM brown SILTY CLAY TILL		3			
		5					700.30	4	0.9	15	
	720.80	8	4.5	19				5	B		
HARD tan SILTY CLAY LOAM						MEDIUM gray fine SAND		3			
		5					698.30	7			
	718.30	6	4.3	23				13			
HARD tan SILTY CLAY TILL						MEDIUM gray dirty SAND		7			
		6					695.30	9			
	715.80	7	4.1	14				11			
VERY STIFF gray SILTY CLAY						VERY STIFF gray SILTY CLAY TILL		3			
		4					693.30	4	2.1	13	
	713.30	6	3.5	23				8	B		
		8	B								

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BBS, from 137 (Rev. 8-99)



Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

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

STRUCT. NO.	Station	D	B	U	M	Surface Water Elev.	ft	D	B	U	M
BORING NO.	Station	P	L	C	O	Stream Bed Elev.	ft	P	L	C	O
Offset	Ground Surface Elev.	H	S	Qu	T	Groundwater Elev.:	ft	H	S	Qu	T
44.00ft LI CL WB	732.3	(ft)	(/6")	(tsf)	(%)	First Encounter	ft	(ft)	(/6")	(tsf)	(%)
						Upon Completion	ft				
						After	ft				
						Hrs.					
VERY STIFF gray SILTY CLAY TILL						HARD gray SANDY CLAY TILL with medium GRAVEL		10			
		3					670.80	16	6.2	11	
	690.30	7	3.7	13				31	B		
MEDIUM gray SAND & GRAVEL						HARD gray SAND CLAY TILL		18			
		3					668.30	19	7.6	9	
	688.30	8						28	B		
MEDIUM gray SAND & GRAVEL						HARD gray SANDY CLAY TILL with medium GRAVEL		12			
		3					665.80	18	7.0	11	
	685.30	7						22	B		
MEDIUM gray SILT						HARD gray SANDY CLAY TILL		11			
		9					663.30	17	6.6	11	
	683.30	6	0.8	26				23	B		
Wash						Wash		7			
VERY SOFT gray SILTY CLAY with SAND lens						HARD gray SANDY CLAY TILL		12	4.1	12	
		2					660.80	18	B		
	680.80	4	0.3	23							
STIFF gray SANDY CLAY TILL with medium GRAVEL						HARD gray SANDY CLAY TILL		12			
		4					658.30	16	6.0	12	
	678.30	7	1.4	13				21	B		
HARD gray SANDY CLAY TILL						HARD gray SANDY CLAY TILL with medium GRAVEL		12			
		6					655.80	18	5.4	12	
	675.80	11	6.6	11				25	B		
VERY STIFF gray SANDY CLAY TILL						HARD gray SANDY CLAY TILL with medium GRAVEL		11			
		9					653.30	17	4.5	10	
	673.30	13	5.2	11				23	B		
		19	B			End of Boring					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
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BBS, from 137 (Rev. 8-99)

Stationing Note:

Plan Station 3070+32.00 = 1219+90.89

FILE NAME =	USER NAME =	DESIGNED - DY	REVISIONS -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING B-5 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 -			BO	006-5HBR-1.VBR(06-6)RS-3&1	BUREAU	249	104	
	PLOT DATE = 09/13/2011	DRAWN - DY	REVISIONS -			CONTRACT NO. 66686		ILLINOIS FED. AID PROJECT			
		CHECKED - PF	REVISIONS -			SHEET NO. 37 OF 37 SHEETS					

9FILE#

9FILES

GENERAL NOTES

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts 7/8" φ, open holes 15/16" φ, unless otherwise noted.

Calculated weight of Structural Steel = 676,420 lb. Grade 50
73,600 lb. Grade 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.

If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8" (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimmed the bearings.

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 the 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".

The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.

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

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TOTAL BILL OF MATERIAL

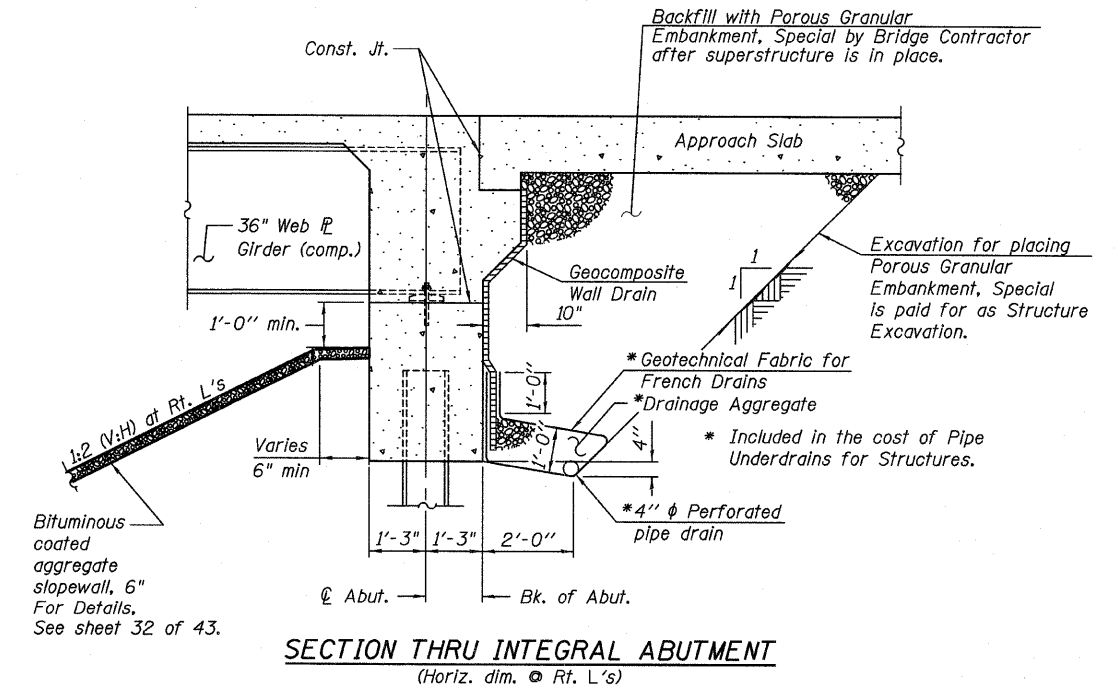
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		SUPER	SUB	SUPER	SUB	
POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD		204		204	408
REMOVAL OF EXISTING STRUCTURES NO. 1	EACH					1
REMOVAL OF EXISTING STRUCTURES NO. 2	EACH					1
PROTECTIVE SHIELD	SQ YD	324		308		632
STRUCTURE EXCAVATION	CU YD		786		737	1,523
CONCRETE STRUCTURES	CU YD		316.7		318.1	634.8
CONCRETE SUPERSTRUCTURE	CU YD	557.6		557.6		1,115.2
BRIDGE DECK GROOVING	SQ YD	1,509		1,509		3,018
CONCRETE ENCASEMENT	CU YD		10		10	20
PROTECTIVE COAT	SQ YD	1,839		1,839		3,678
FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	0.41		0.41		0.82
STUD SHEAR CONNECTORS	EACH	5,304		5,304		10,608
REINFORCEMENT BARS, EPOXY COATED	POUND	122,840	47,960	122,840	48,360	342,000
BAR SPLICERS	EACH	90		90		180
SLOPE WALL 4 INCH	SQ YD		92		93	185
FURNISHING STEEL PILES HP14X73	FOOT		2,939		3,145	6,084
DRIVING PILES	FOOT		2,939		3,145	6,084
TEST PILE STEEL HP14X73	EACH		4		4	8
NAME PLATES	EACH	1		1		2
ANCHOR BOLTS, 1"	EACH	24		24		48
ANCHOR BOLTS, 1/4"	EACH	24		24		48
GEOCOMPOSITE WALL DRAIN	SQ YD		107		107	214
PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT		182		182	364
BITUMINOUS COATED AGGREGATE SLOPEWALL 6"	SQ YD		1,064		1,059	2,123
TEMPORARY SOIL RETENTION SYSTEM	SQ FT		292		214	506

STATION 3080+44.64
BUILT 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. 006-0176

NAME PLATE EASTBOUND
See Std. 515001

STATION 3080+44.64
BUILT 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. 006-0177

NAME PLATE WESTBOUND
See Std. 515001



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 60110).

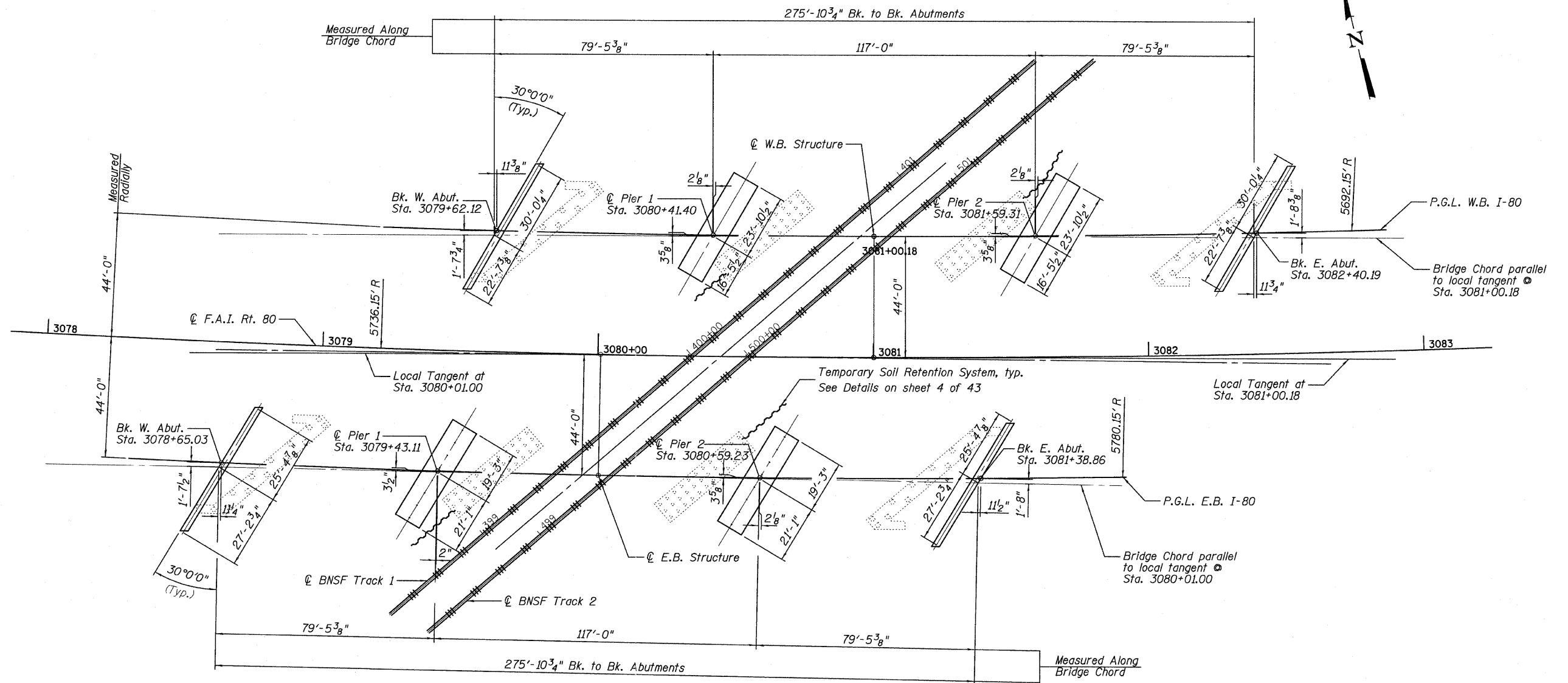
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	PLOT SCALE =	DRAWN - DY	REVISED -
	PLOT DATE = 09/13/2011	CHECKED - PF	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 006-0176 EB AND 006-0177 WB

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

SHEET NO. 2 OF 43 SHEETS



OFFSET SKETCH AND FOOTING LAYOUT

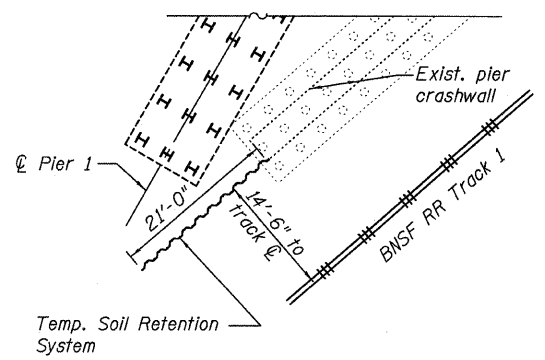
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

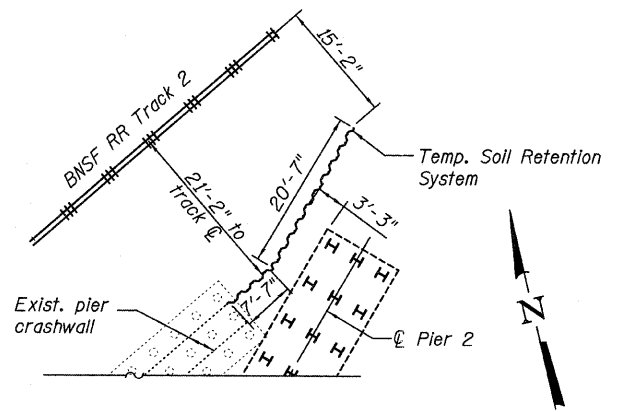
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STRUCTURE NO. 006-0176 EB AND 006-0177 WB

SHEET NO. 3 OF 43 SHEETS

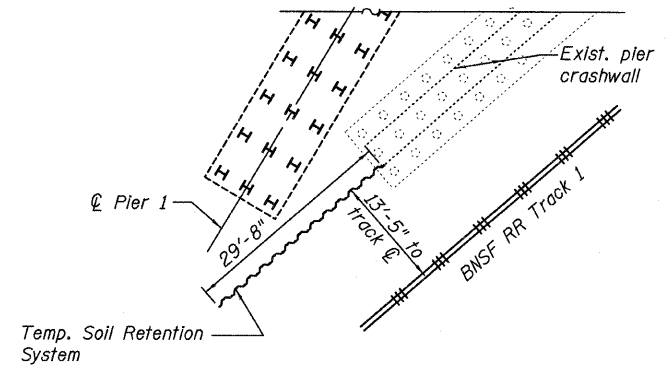
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	006-5HBR-1.VBR(06-6)RS-3&1		249	107
		BUREAU	CONTRACT NO. 66686	
ILLINOIS FED. AID PROJECT				



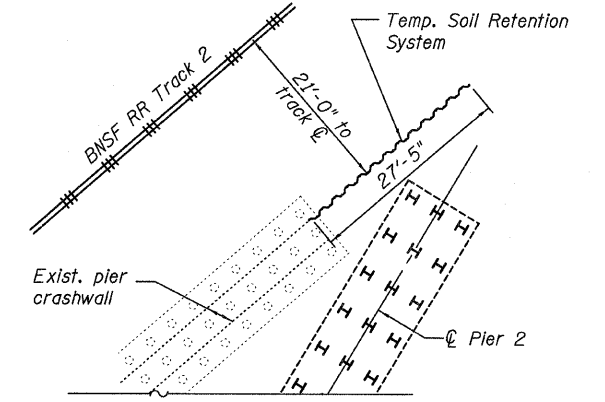
PLAN-TEMPORARY SOIL RETENTION AT PIER 1, W.B. BRIDGE



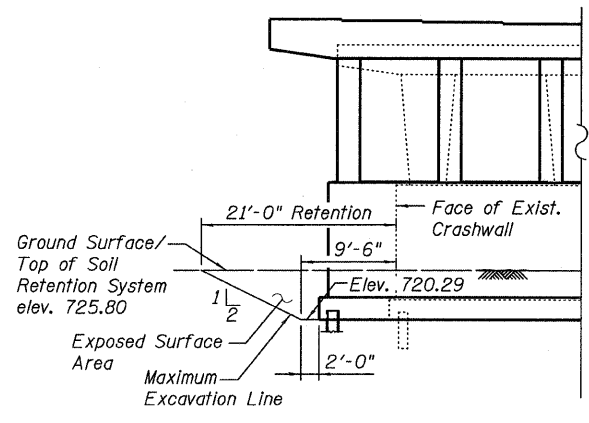
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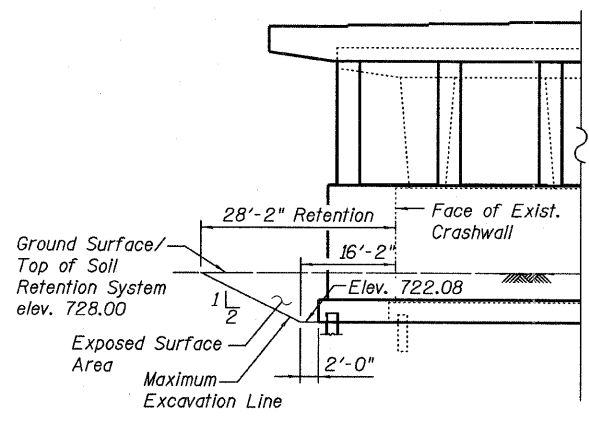
PLAN-TEMPORARY SOIL RETENTION AT PIER 1, E.B. BRIDGE



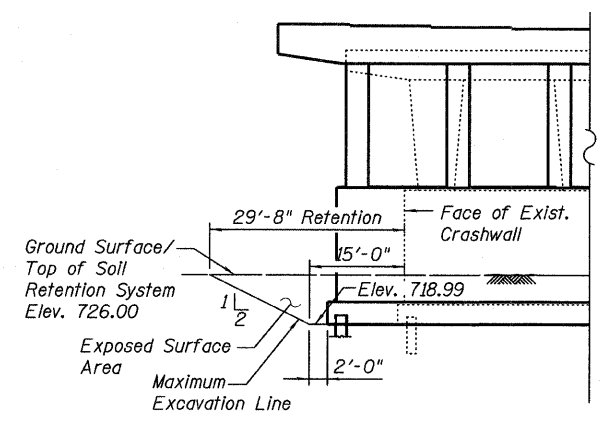
PLAN-TEMPORARY SOIL RETENTION AT PIER 2, E.B. BRIDGE



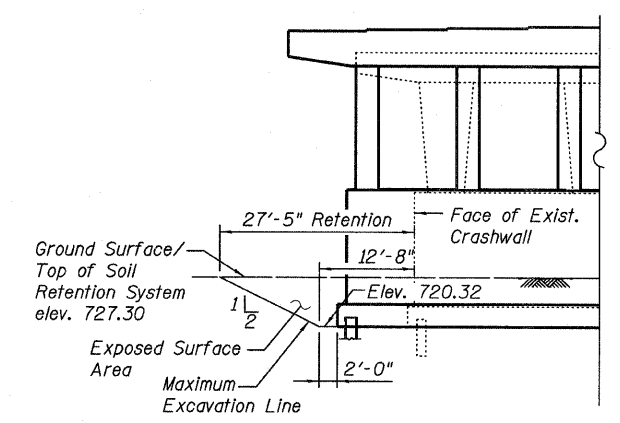
ELEVATION-TEMPORARY SOIL RETENTION AT PIER 1, W.B. BRIDGE
(Looking West)



ELEVATION-TEMPORARY SOIL RETENTION AT PIER 2, W.B. BRIDGE
(Looking East)



ELEVATION-TEMPORARY SOIL RETENTION AT PIER 1, E.B. BRIDGE
(Looking West)



ELEVATION-TEMPORARY SOIL RETENTION AT PIER 2, E.B. BRIDGE
(Looking East)

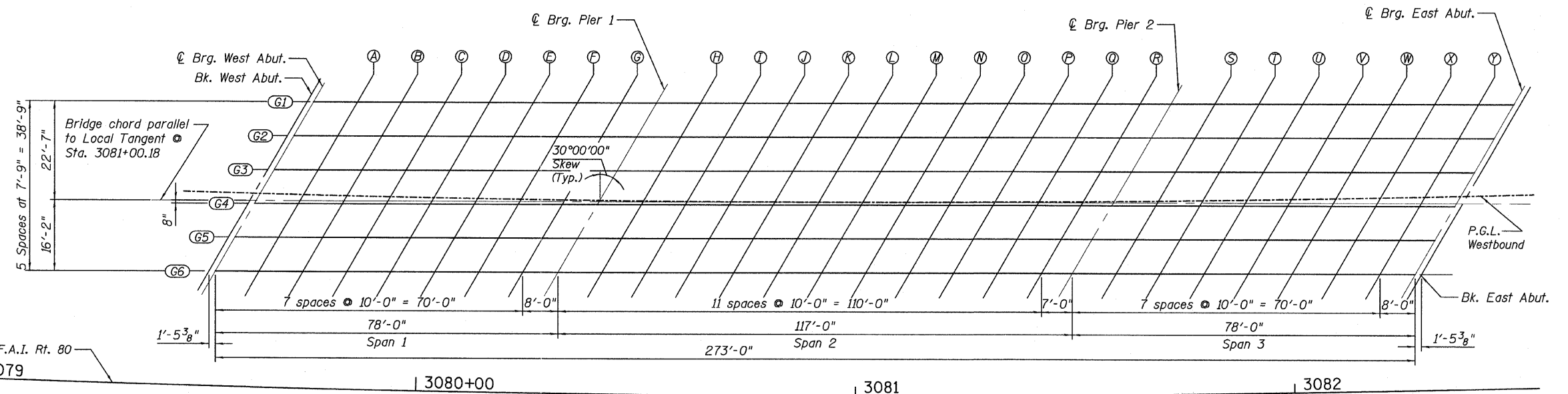
BILL OF MATERIAL

ITEM	UNIT	E.B. Bridge	W.B. Bridge	TOTAL
Temporary Soil Retention System	Sq. Ft.	292	214	506

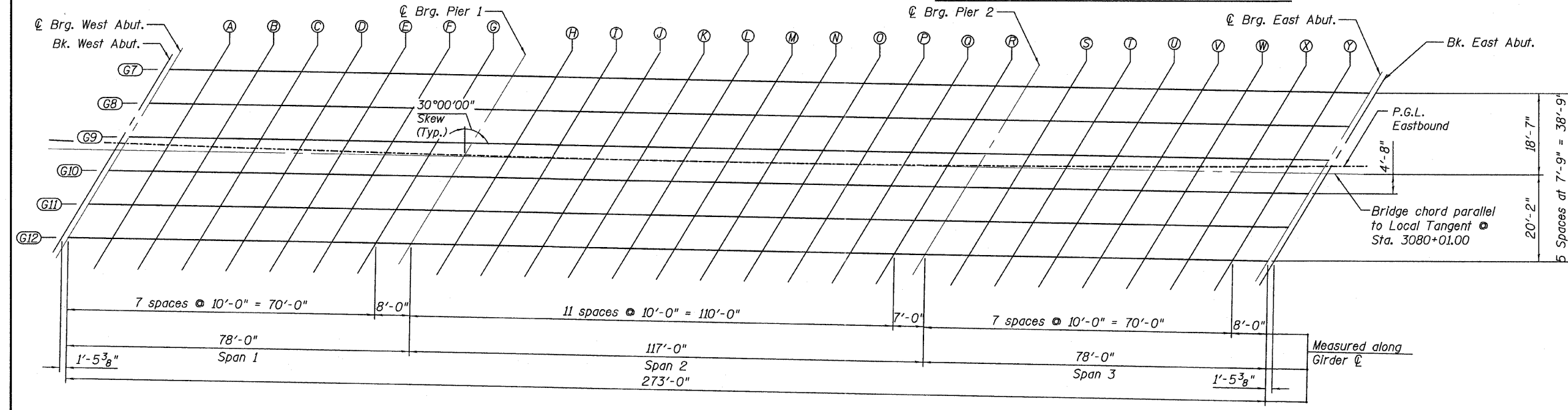
NOTES:

A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

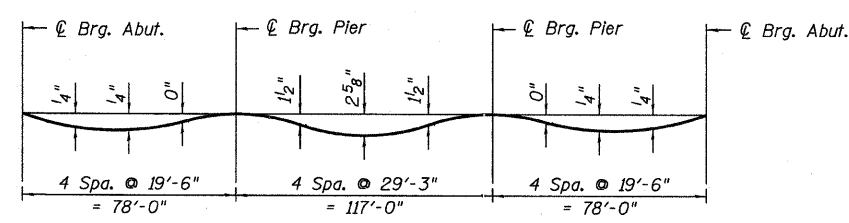
FILE NAME =	USER NAME =	DESIGNED - SP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY SOIL RETENTION STRUCTURE NO. 006-0176 EB AND 006-0177 WB	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
TYLIN INTERNATIONAL	PLOT SCALE =	CHECKED - PF	REVISED -			80	006-5MBR-1.VBR;06-6]RS-3&1	BUREAU	249	108	
PLOT DATE = 09/13/2011	DRAWN - SP	CHECKED - PF	REVISED -			SHEET NO. 4 OF 43 SHEETS		CONTRACT NO. 66686		ILLINOIS FED. AID PROJECT	



ELEVATION LOCATION PLAN - WESTBOUND

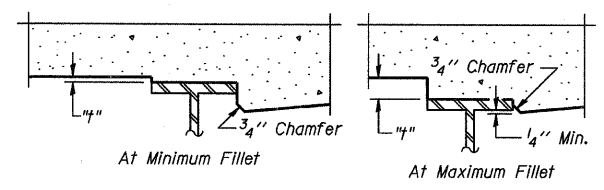


ELEVATION LOCATION PLAN - EASTBOUND



DEAD LOAD DEFLECTION DIAGRAM

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



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

FILLET HEIGHTS

FILE NAME =	USER NAME =	DESIGNED - DY	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS - LAYOUT STRUCTURE NO. 006-0176 EB AND 006-0177 WB	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
TYLIN INTERNATIONAL		CHECKED - PF	REVISED -			80	106-5HBR-1.VBR;06-61RS-3&1	BUREAU	249	109	
	PLOT SCALE =	DRAWN - DY	REVISED -			CONTRACT NO. 66686					
	PLOT DATE = 09/13/2011	CHECKED - PF	REVISED -			ILLINOIS FED. AID PROJECT					
					SHEET NO. 5 OF 43 SHEETS						

GIRDER 7 - EASTBOUND

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	3078+74.37	-17.18	753.83	753.83
☉ Brg. W. Abut.	3078+75.81	-17.21	753.85	753.85
A	3078+85.76	-17.42	754.01	754.02
B	3078+95.71	-17.61	754.16	754.19
C	3079+05.66	-17.79	754.32	754.34
D	3079+15.62	-17.94	754.47	754.49
E	3079+25.57	-18.08	754.62	754.62
F	3079+35.52	-18.21	754.76	754.76
G	3079+45.48	-18.31	754.91	754.90
☉ Brg. Pier 1	3079+53.44	-18.39	755.02	755.02
H	3079+63.40	-18.46	755.16	755.20
I	3079+73.35	-18.52	755.30	755.38
J	3079+83.31	-18.56	755.44	755.57
K	3079+93.27	-18.58	755.58	755.75
L	3080+03.22	-18.58	755.71	755.91
M	3080+13.18	-18.57	755.84	756.05
N	3080+23.13	-18.54	755.97	756.17
O	3080+33.09	-18.49	756.10	756.26
P	3080+43.04	-18.43	756.22	756.34
Q	3080+53.00	-18.35	756.35	756.41
R	3080+62.95	-18.25	756.47	756.49
☉ Brg. Pier 2	3080+69.92	-18.17	756.55	756.55
S	3080+79.88	-18.04	756.67	756.66
T	3080+89.83	-17.89	756.79	756.78
U	3080+99.78	-17.73	756.90	756.91
V	3081+09.74	-17.55	757.01	757.03
W	3081+19.69	-17.35	757.12	757.15
X	3081+29.64	-17.13	757.23	757.25
Y	3081+39.59	-16.90	757.34	757.35
☉ Brg. E. Abut.	3081+47.55	-16.70	757.42	757.42
Bk. E. Abut.	3081+48.97	-16.67	757.43	757.43

GIRDER 8 - EASTBOUND

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	3078+70.09	- 9.33	754.02	754.02
☉ Brg. W. Abut.	3078+71.53	- 9.36	754.04	754.04
A	3078+81.47	- 9.58	754.20	754.21
B	3078+91.40	- 9.78	754.35	754.38
C	3079+01.34	- 9.96	754.51	754.53
D	3079+11.28	- 10.13	754.66	754.68
E	3079+21.22	- 10.28	754.81	754.82
F	3079+31.16	- 10.41	754.96	754.95
G	3079+41.11	- 10.52	755.10	755.09
☉ Brg. Pier 1	3079+49.06	- 10.60	755.22	755.22
H	3079+59.00	- 10.68	755.36	755.39
I	3079+68.94	- 10.74	755.50	755.58
J	3079+78.88	- 10.79	755.64	755.77
K	3079+88.83	- 10.82	755.77	755.95
L	3079+98.77	- 10.83	755.91	756.11
M	3080+08.71	- 10.83	756.04	756.25
N	3080+18.65	- 10.81	756.17	756.37
O	3080+28.60	- 10.77	756.30	756.46
P	3080+38.54	- 10.71	756.42	756.54
Q	3080+48.48	- 10.64	756.55	756.62
R	3080+58.42	- 10.54	756.67	756.69
☉ Brg. Pier 2	3080+65.38	- 10.47	756.75	756.75
S	3080+75.32	- 10.35	756.87	756.86
T	3080+85.26	- 10.21	756.99	756.99
U	3080+95.20	- 10.06	757.11	757.12
V	3081+05.14	- 9.88	757.22	757.24
W	3081+15.08	- 9.69	757.33	757.36
X	3081+25.02	- 9.48	757.44	757.46
Y	3081+34.96	- 9.26	757.54	757.56
☉ Brg. E. Abut.	3081+42.91	- 9.07	757.63	757.63
Bk. E. Abut.	3081+44.34	- 9.03	757.64	757.64

GIRDER 9 - EASTBOUND

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	3078+65.83	- 1.48	754.21	754.21
☉ Brg. W. Abut.	3078+67.26	- 1.51	754.23	754.23
A	3078+77.19	- 1.74	754.39	754.40
B	3078+87.11	- 1.94	754.54	754.57
C	3078+97.04	- 2.13	754.70	754.73
D	3079+06.96	- 2.31	754.85	754.87
E	3079+16.89	- 2.46	755.00	755.01
F	3079+26.82	- 2.60	755.15	755.14
G	3079+36.74	- 2.72	755.30	755.29
☉ Brg. Pier 1	3079+44.69	- 2.80	755.41	755.41
H	3079+54.61	- 2.89	755.55	755.59
I	3079+64.54	- 2.97	755.70	755.78
J	3079+74.47	- 3.02	755.83	755.97
K	3079+84.40	- 3.06	755.97	756.15
L	3079+94.33	- 3.08	756.11	756.31
M	3080+04.26	- 3.08	756.24	756.45
N	3080+14.19	- 3.07	756.37	756.57
O	3080+24.12	- 3.04	756.50	756.66
P	3080+34.05	- 2.99	756.63	756.74
Q	3080+43.98	- 2.92	756.75	756.82
R	3080+53.90	- 2.84	756.87	756.90
☉ Brg. Pier 2	3080+60.85	- 2.77	756.96	756.96
S	3080+70.78	- 2.66	757.08	757.07
T	3080+80.71	- 2.53	757.20	757.19
U	3080+90.64	- 2.38	757.31	757.32
V	3081+00.56	- 2.21	757.42	757.45
W	3081+10.49	- 2.03	757.54	757.56
X	3081+20.41	- 1.83	757.65	757.67
Y	3081+30.34	- 1.61	757.75	757.77
☉ Brg. E. Abut.	3081+38.28	- 1.43	757.84	757.84
Bk. E. Abut.	3081+39.71	- 1.39	757.85	757.85

P.G.L. EASTBOUND

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	3078+65.03	0.00	754.24	754.24
☉ Brg. W. Abut.	3078+66.44	0.00	754.27	754.27
A	3078+76.24	0.00	754.43	754.45
B	3078+86.05	0.00	754.59	754.62
C	3078+95.86	0.00	754.75	754.78
D	3079+05.69	0.00	754.91	754.93
E	3079+15.53	0.00	755.06	755.07
F	3079+25.37	0.00	755.21	755.21
G	3079+35.22	0.00	755.36	755.35
☉ Brg. Pier 1	3079+43.11	0.00	755.48	755.48
H	3079+52.99	0.00	755.63	755.66
I	3079+62.87	0.00	755.77	755.85
J	3079+72.76	0.00	755.91	756.04
K	3079+82.66	0.00	756.05	756.22
L	3079+92.57	0.00	756.18	756.39
M	3080+02.49	0.00	756.32	756.53
N	3080+12.42	0.00	756.45	756.65
O	3080+22.36	0.00	756.58	756.74
P	3080+32.31	0.00	756.70	756.82
Q	3080+42.27	0.00	756.83	756.89
R	3080+52.24	0.00	756.95	756.97
☉ Brg. Pier 2	3080+59.23	0.00	757.03	757.03
S	3080+69.22	0.00	757.15	757.14
T	3080+79.22	0.00	757.26	757.26
U	3080+89.22	0.00	757.37	757.38
V	3080+99.24	0.00	757.48	757.51
W	3081+09.27	0.00	757.59	757.62
X	3081+19.31	0.00	757.70	757.72
Y	3081+29.36	0.00	757.80	757.81
☉ Brg. E. Abut.	3081+37.41	0.00	757.88	757.88
Bk. E. Abut.	3081+38.86	0.00	757.89	757.89

GIRDER 10 - EASTBOUND

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	3078+61.58	6.38	754.40	754.40
☉ Brg. W. Abut.	3078+63.01	6.34	754.42	754.42
A	3078+72.92	6.11	754.58	754.59
B	3078+82.83	5.89	754.74	754.76
C	3078+92.74	5.70	754.89	754.92
D	3079+02.65	5.52	755.04	755.06
E	3079+12.57	5.35	755.19	755.20
F	3079+22.48	5.21	755.34	755.34
G	3079+32.39	5.08	755.49	755.48
☉ Brg. Pier 1	3079+40.32	4.99	755.61	755.61
H	3079+50.24	4.89	755.75	755.78
I	3079+60.16	4.81	755.89	755.97
J	3079+70.07	4.75	756.03	756.16
K	3079+79.99	4.71	756.17	756.34
L	3079+89.90	4.68	756.30	756.51
M	3079+99.82	4.67	756.44	756.65
N	3080+09.73	4.67	756.57	756.77
O	3080+19.65	4.70	756.70	756.86
P	3080+29.57	4.74	756.83	756.94
Q	3080+39.48	4.80	756.95	757.02
R	3080+49.40	4.87	757.08	757.10
☉ Brg. Pier 2	3080+56.33	4.94	757.16	757.16
S	3080+66.25	5.04	757.28	757.27
T	3080+76.17	5.16	757.40	757.40
U	3080+86.08	5.30	757.52	757.53
V	3080+95.99	5.46	757.63	757.65
W	3081+05.91	5.63	757.74	757.77
X	3081+15.82	5.83	757.85	757.88
Y	3081+25.73	6.03	757.96	757.97
☉ Brg. E. Abut.	3081+33.66	6.21	758.05	758.05
Bk. E. Abut.	3081+35.09	6.25	758.06	758.06

GIRDER 11 - EASTBOUND

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	3078+57.33	14.23	754.59	754.59
☉ Brg. W. Abut.	3078+58.76	14.20	754.61	754.61
A	3078+68.66	13.96	754.77	754.79
B	3078+78.56	13.74	754.93	754.95
C	3078+88.46	13.53	755.08	755.11
D	3078+98.35	13.34	755.24	755.26
E	3079+08.25	13.17	755.39	755.39
F	3079+18.15	13.02	755.54	755.53
G	3079+28.05	12.89	755.68	755.68
☉ Brg. Pier 1	3079+35.98	12.79	755.80	755.80
H	3079+45.88	12.68	755.95	755.98
I	3079+55.78	12.60	756.09	756.17
J	3079+65.68	12.53	756.23	756.36
K	3079+75.58	12.47	756.37	756.54
L	3079+85.49	12.44	756.50	756.71
M	3079+95.39	12.42	756.64	756.85
N	3080+05.29	12.42	756.77	756.97
O	3080+15.19	12.43	756.90	757.06
P	3080+25.10	12.47	757.03	757.14
Q	3080+35.00	12.52	757.15	757.22
R	3080+44.90	12.59	757.28	757.30
☉ Brg. Pier 2	3080+51.83	12.64	757.36	757.36
S	3080+61.73	12.74	757.49	757.48
T	3080+71.64	12.86	757.60	757.60
U	3080+81.54	12.99	757.72	757.73
V	3080+91.44	13.14	757.84	757.86
W	3081+01.34	13.30	757.95	757.98
X	3081+11.24	13.49	758.06	758.08
Y	3081+21.13	13.69	758.17	758.18
☉ Brg. E. Abut.	3081+29.05	13.86	758.26	758.26
Bk. E. Abut.	3081+30.48	13.89	758.27	758.27

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 SLAB ELEVATIONS - EASTBOUND (1 of 2)
STRUCTURE NO. 006-0176 EB AND 006-0177 WB

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	006-5HBR-1.VBR(06-6)RS-3&I	BUREAU	249	110
			CONTRACT NO. 66686	
ILLINOIS FED. AID PROJECT				

GIRDER 12 - EASTBOUND

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	3078+53.10	22.10	754.78	754.78
@ Brg. W. Abut.	3078+54.52	22.06	754.80	754.80
A	3078+64.41	21.81	754.96	754.97
B	3078+74.30	21.58	755.12	755.14
C	3078+84.18	21.37	755.27	755.30
D	3078+94.07	21.18	755.43	755.45
E	3079+03.95	21.00	755.58	755.59
F	3079+13.84	20.84	755.73	755.72
G	3079+23.73	20.69	755.88	755.87
@ Brg. Pier 1	3079+31.64	20.59	756.00	756.00
H	3079+41.53	20.48	756.14	756.18
I	3079+51.42	20.38	756.28	756.37
J	3079+61.30	20.31	756.42	756.56
K	3079+71.19	20.25	756.56	756.74
L	3079+81.08	20.20	756.70	756.90
M	3079+90.97	20.18	756.83	757.05
N	3080+00.86	20.17	756.97	757.17
O	3080+10.75	20.18	757.10	757.26
P	3080+20.64	20.20	757.23	757.34
Q	3080+30.53	20.24	757.35	757.42
R	3080+40.42	20.30	757.48	757.50
@ Brg. Pier 2	3080+47.34	20.36	757.57	757.57
S	3080+57.23	20.45	757.69	757.68
T	3080+67.12	20.55	757.81	757.81
U	3080+77.00	20.68	757.93	757.94
V	3080+86.89	20.82	758.04	758.06
W	3080+96.78	20.98	758.16	758.18
X	3081+06.66	21.15	758.27	758.29
Y	3081+16.55	21.34	758.38	758.39
@ Brg. E. Abut.	3081+24.45	21.51	758.46	758.46
Bk. E. Abut.	3081+25.88	21.54	758.48	758.48

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 SLAB ELEVATIONS - EASTBOUND (2 of 2)
STRUCTURE NO. 006-0176 EB AND 006-0177 WB**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	[(06-5)HBR-1.VBR(06-6)RS-3&I	BUREAU	241	11
			CONTRACT NO. 66686	
ILLINOIS FED. AID PROJECT				

GIRDER 1 - WESTBOUND

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	3079+73.83	- 21.21	756.64	756.64
⊕ Brg. W. Abut.	3079+75.29	- 21.24	756.66	756.66
A	3079+85.40	- 21.45	756.80	756.82
B	3079+95.52	- 21.64	756.94	756.96
C	3080+05.63	- 21.81	757.07	757.10
D	3080+15.75	- 21.97	757.20	757.22
E	3080+25.86	- 22.11	757.33	757.34
F	3080+35.98	- 22.23	757.46	757.46
G	3080+46.09	- 22.33	757.59	757.58
⊕ Brg. Pier 1	3080+54.19	- 22.40	757.69	757.69
H	3080+64.31	- 22.47	757.81	757.84
I	3080+74.42	- 22.53	757.93	758.01
J	3080+84.54	- 22.56	758.04	758.18
K	3080+94.66	- 22.58	758.16	758.33
L	3081+04.78	- 22.58	758.27	758.48
M	3081+14.89	- 22.56	758.38	758.60
N	3081+25.01	- 22.53	758.49	758.69
O	3081+35.13	- 22.48	758.60	758.76
P	3081+45.24	- 22.41	758.70	758.82
Q	3081+55.36	- 22.32	758.80	758.87
R	3081+65.48	- 22.22	758.90	758.93
⊕ Brg. Pier 2	3081+72.56	- 22.13	758.97	758.97
S	3081+82.67	- 22.00	759.07	759.06
T	3081+92.79	- 21.84	759.16	759.16
U	3082+02.90	- 21.67	759.25	759.26
V	3082+13.02	- 21.49	759.34	759.36
W	3082+23.13	- 21.28	759.43	759.45
X	3082+33.24	- 21.06	759.51	759.54
Y	3082+43.35	- 20.82	759.59	759.61
⊕ Brg. E. Abut.	3082+51.44	- 20.61	759.66	759.66
Bk. E. Abut.	3082+52.90	- 20.57	759.67	759.67

GIRDER 2 - WESTBOUND

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	3079+69.48	- 13.36	756.84	756.84
⊕ Brg. W. Abut.	3079+70.94	- 13.39	756.86	756.86
A	3079+81.04	- 13.61	757.00	757.02
B	3079+91.14	- 13.81	757.14	757.16
C	3080+01.24	- 13.99	757.27	757.30
D	3080+11.34	- 14.15	757.41	757.43
E	3080+21.44	- 14.30	757.54	757.54
F	3080+31.55	- 14.43	757.66	757.66
G	3080+41.65	- 14.54	757.79	757.78
⊕ Brg. Pier 1	3080+49.73	- 14.61	757.89	757.89
H	3080+59.83	- 14.69	758.01	758.05
I	3080+69.94	- 14.75	758.13	758.22
J	3080+80.04	- 14.80	758.25	758.38
K	3080+90.14	- 14.82	758.37	758.54
L	3081+00.25	- 14.83	758.48	758.68
M	3081+10.35	- 14.82	758.59	758.80
N	3081+20.46	- 14.80	758.70	758.90
O	3081+30.56	- 14.75	758.81	758.97
P	3081+40.66	- 14.69	758.91	759.03
Q	3081+50.77	- 14.61	759.02	759.08
R	3081+60.87	- 14.52	759.12	759.14
⊕ Brg. Pier 2	3081+67.94	- 14.44	759.18	759.18
S	3081+78.04	- 14.31	759.28	759.27
T	3081+88.14	- 14.17	759.38	759.37
U	3081+98.24	- 14.00	759.47	759.48
V	3082+08.34	- 13.82	759.56	759.58
W	3082+18.44	- 13.63	759.64	759.67
X	3082+28.54	- 13.41	759.73	759.75
Y	3082+38.64	- 13.18	759.81	759.83
⊕ Brg. E. Abut.	3082+46.72	- 12.98	759.88	759.88
Bk. E. Abut.	3082+48.17	- 12.94	759.89	759.89

GIRDER 3 - WESTBOUND

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	3079+65.15	- 5.51	757.04	757.04
⊕ Brg. W. Abut.	3079+66.61	- 5.54	757.06	757.06
A	3079+76.69	- 5.77	757.20	757.21
B	3079+86.78	- 5.97	757.34	757.36
C	3079+96.86	- 6.17	757.47	757.50
D	3080+06.95	- 6.33	757.61	757.63
E	3080+17.04	- 6.49	757.74	757.74
F	3080+27.12	- 6.62	757.87	757.86
G	3080+37.21	- 6.74	757.99	757.98
⊕ Brg. Pier 1	3080+45.29	- 6.82	758.09	758.09
H	3080+55.38	- 6.91	758.22	758.25
I	3080+65.46	- 6.98	758.34	758.42
J	3080+75.55	- 7.03	758.46	758.59
K	3080+85.64	- 7.06	758.57	758.75
L	3080+95.73	- 7.08	758.69	758.89
M	3081+05.82	- 7.08	758.80	759.01
N	3081+15.91	- 7.06	758.91	759.11
O	3081+26.00	- 7.03	759.02	759.18
P	3081+36.09	- 6.97	759.12	759.24
Q	3081+46.18	- 6.90	759.23	759.29
R	3081+56.27	- 6.81	759.33	759.35
⊕ Brg. Pier 2	3081+63.33	- 6.74	759.40	759.40
S	3081+73.42	- 6.62	759.49	759.49
T	3081+83.51	- 6.48	759.59	759.59
U	3081+93.59	- 6.33	759.68	759.69
V	3082+03.68	- 6.16	759.77	759.80
W	3082+13.77	- 5.97	759.86	759.89
X	3082+23.85	- 5.76	759.95	759.97
Y	3082+33.94	- 5.54	760.03	760.05
⊕ Brg. E. Abut.	3082+42.00	- 5.35	760.10	760.10
Bk. E. Abut.	3082+43.46	- 5.31	760.11	760.11

P.G.L. WESTBOUND

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	3079+62.12	0.00	757.18	757.18
⊕ Brg. W. Abut.	3079+63.55	0.00	757.20	757.20
A	3079+73.50	0.00	757.34	757.36
B	3079+83.46	0.00	757.49	757.51
C	3079+93.53	0.00	757.63	757.66
D	3080+03.40	0.00	757.77	757.79
E	3080+13.39	0.00	757.90	757.91
F	3080+23.39	0.00	758.04	758.03
G	3080+33.39	0.00	758.17	758.16
⊕ Brg. Pier 1	3080+41.40	0.00	758.27	758.27
H	3080+51.43	0.00	758.40	758.43
I	3080+61.46	0.00	758.52	758.60
J	3080+71.50	0.00	758.64	758.77
K	3080+81.56	0.00	758.76	758.94
L	3080+91.62	0.00	758.88	759.08
M	3081+01.70	0.00	758.99	759.20
N	3081+11.78	0.00	759.10	759.30
O	3081+21.87	0.00	759.21	759.37
P	3081+31.98	0.00	759.31	759.43
Q	3081+42.09	0.00	759.42	759.48
R	3081+52.22	0.00	759.52	759.54
⊕ Brg. Pier 2	3081+59.31	0.00	759.58	759.58
S	3081+69.45	0.00	759.68	759.67
T	3081+79.61	0.00	759.77	759.77
U	3081+89.77	0.00	759.86	759.87
V	3081+99.95	0.00	759.95	759.97
W	3082+10.14	0.00	760.03	760.06
X	3082+20.33	0.00	760.11	760.14
Y	3082+30.54	0.00	760.19	760.21
⊕ Brg. E. Abut.	3082+38.72	0.00	760.25	760.25
Bk. E. Abut.	3082+40.19	0.00	760.26	760.26

GIRDER 4 - WESTBOUND

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	3079+60.83	2.35	757.23	757.23
⊕ Brg. W. Abut.	3079+62.28	2.31	757.26	757.26
A	3079+72.35	2.08	757.40	757.41
B	3079+82.42	1.87	757.53	757.56
C	3079+92.49	1.67	757.67	757.70
D	3080+02.57	1.49	757.81	757.83
E	3080+12.64	1.33	757.94	757.95
F	3080+22.72	1.19	758.07	758.06
G	3080+32.79	1.06	758.20	758.19
⊕ Brg. Pier 1	3080+40.85	0.97	758.30	758.30
H	3080+50.93	0.88	758.42	758.46
I	3080+61.00	0.80	758.54	758.63
J	3080+71.08	0.74	758.66	758.79
K	3080+81.15	0.70	758.78	758.96
L	3080+91.23	0.67	758.90	759.10
M	3081+01.31	0.67	759.01	759.22
N	3081+11.38	0.68	759.12	759.32
O	3081+21.46	0.71	759.23	759.39
P	3081+31.53	0.75	759.33	759.45
Q	3081+41.61	0.82	759.44	759.51
R	3081+51.69	0.90	759.54	759.56
⊕ Brg. Pier 2	3081+58.74	0.96	759.61	759.61
S	3081+68.81	1.07	759.71	759.70
T	3081+78.89	1.20	759.80	759.80
U	3081+88.96	1.35	759.90	759.91
V	3081+99.03	1.51	759.99	760.01
W	3082+09.11	1.69	760.08	760.11
X	3082+19.18	1.89	760.17	760.19
Y	3082+29.25	2.11	760.25	760.27
⊕ Brg. E. Abut.	3082+37.31	2.29	760.32	760.32
Bk. E. Abut.	3082+38.76	2.33	760.33	760.33

GIRDER 5 - WESTBOUND

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	3079+56.52	10.21	757.43	757.43
⊕ Brg. W. Abut.	3079+57.97	10.17	757.45	757.45
A	3079+68.09	9.93	757.59	757.61
B	3079+78.08	9.71	757.73	757.76
C	3079+88.14	9.50	757.87	757.90
D	3079+98.20	9.32	758.01	758.03
E	3080+08.26	9.15	758.14	758.15
F	3080+18.32	9.00	758.27	758.26
G	3080+28.38	8.86	758.40	758.39
⊕ Brg. Pier 1	3080+36.43	8.77	758.50	758.50
H	3080+46.49	8.67	758.62	758.66
I	3080+56.55	8.58	758.75	758.83
J	3080+66.62	8.51	758.87	759.00
K	3080+76.68	8.46	758.99	759.16
L	3080+86.74	8.43	759.10	759.31
M	3080+96.80	8.42	759.22	759.43
N	3081+06.87	8.42	759.33	759.53
O	3081+16.93	8.44	759.44	759.60
P	3081+26.98	8.48	759.54	759.66
Q	3081+37.05	8.53	759.65	759.72
R	3081+47.11	8.61	759.75	759.78
⊕ Brg. Pier 2	3081+54.16	8.67	759.82	759.82
S	3081+64.22	8.77	759.92	759.91
T	3081+74.28	8.89	760.02	760.02
U	3081+84.34	9.03	760.11	760.12
V	3081+94.40	9.19	760.21	760.23
W	3082+04.46	9.36	760.30	760.32
X	3082+14.52	9.55	760.39	760.41
Y	3082+24.57	9.76	760.47	760.48
⊕ Brg. E. Abut.	3082+32.62	9.94	760.54	760.54
Bk. E. Abut.	3082+34.07	9.97	760.55	760.55

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 SLAB ELEVATIONS - WESTBOUND (1 of 2)
STRUCTURE NO. 006-0176 EB AND 006-0177 WB**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	1006-5HBR-1VBR(06-6)RS-3&1	BUREAU	249	112

GIRDER 6 - WESTBOUND

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	3079+52.22	18.07	757.63	757.63
⊕ Brg. W. Abut.	3079+53.67	18.03	757.65	757.65
A	3079+63.71	17.78	757.79	757.81
B	3079+73.76	17.55	757.93	757.96
C	3079+83.80	17.34	758.07	758.10
D	3079+93.84	17.15	758.21	758.23
E	3080+03.89	16.97	758.34	758.35
F	3080+13.94	16.81	758.47	758.46
G	3080+23.98	16.67	758.60	758.59
⊕ Brg. Pier 1	3080+32.02	16.57	758.70	758.70
H	3080+42.07	16.46	758.83	758.86
I	3080+52.12	16.37	758.95	759.03
J	3080+62.17	16.29	759.07	759.21
K	3080+72.21	16.23	759.19	759.37
L	3080+82.26	16.19	759.31	759.51
M	3080+92.31	16.17	759.42	759.64
N	3081+02.36	16.17	759.54	759.74
O	3081+12.41	16.18	759.65	759.81
P	3081+22.46	16.21	759.75	759.87
Q	3081+32.51	16.26	759.86	759.93
R	3081+42.55	16.32	759.96	759.99
⊕ Brg. Pier 2	3081+49.59	16.38	760.04	760.04
S	3081+59.63	16.47	760.14	760.13
T	3081+69.68	16.59	760.23	760.23
U	3081+79.73	16.72	760.33	760.34
V	3081+89.78	16.86	760.42	760.44
W	3081+99.82	17.03	760.51	760.54
X	3082+09.87	17.21	760.60	760.63
Y	3082+19.91	17.41	760.69	760.70
⊕ Brg. E. Abut.	3082+27.95	17.58	760.76	760.76
Bk. E. Abut.	3082+29.40	17.62	760.77	760.77

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**

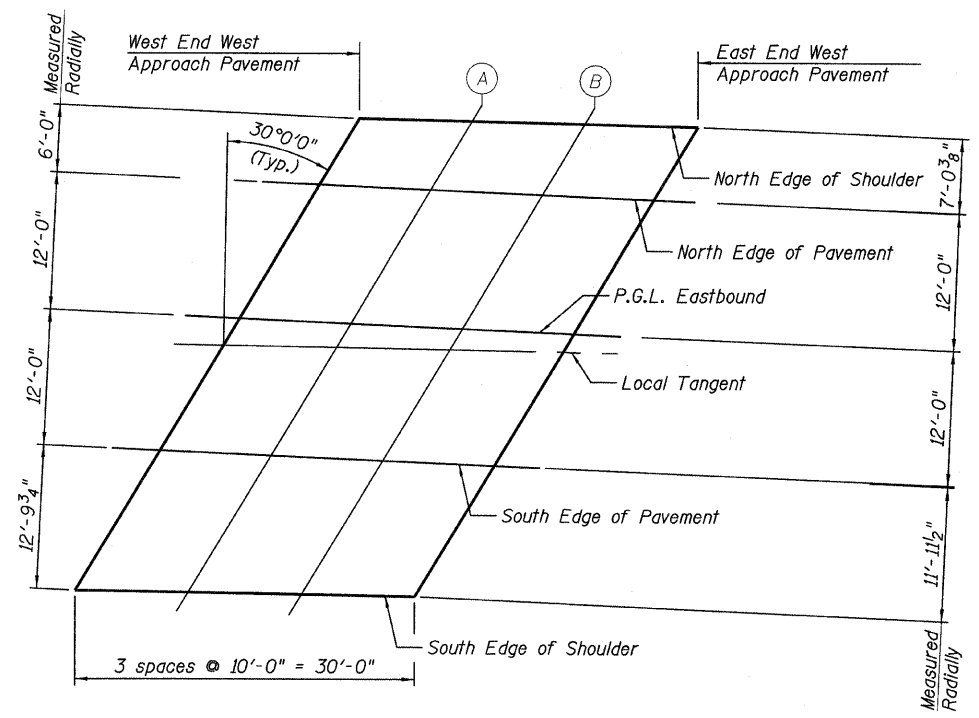
**TOP OF SLAB ELEVATIONS - WESTBOUND (2 of 2)
STRUCTURE NO. 006-0176 EB AND 006-0177 WB**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	[(06-5)HBR-1.VBR]06-6]RS-3&1	BUREAU	249	113
			CONTRACT NO. 66686	
ILLINOIS FED. AID PROJECT				

SHEET NO. 9 OF 43 SHEETS

FILE#

FILE#



WEST APPROACH- ELEVATION LOCATION PLAN

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Pav't.	3069+27.92	-18.00	729.25
A	3069+37.92	-18.00	729.55
B	3069+47.92	-18.00	729.84
E. End West Appr. Pav't.	3069+57.92	-18.00	730.14

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Pav't.	3069+25.59	-12.00	729.31
A	3069+35.59	-12.00	729.60
B	3069+45.59	-12.00	729.90
E. End West Appr. Pav't.	3069+55.59	-12.00	730.20

P.G.L. EASTBOUND

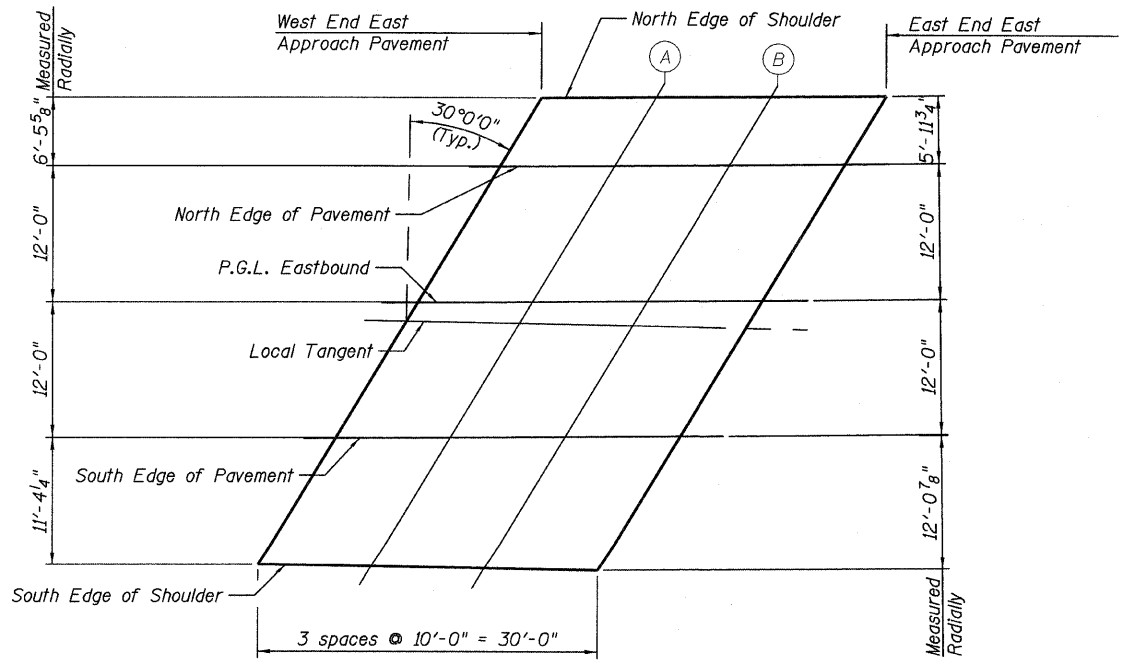
Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Pav't.	3069+20.92	0.00	729.42
A	3069+30.92	0.00	729.72
B	3069+40.92	0.00	730.01
E. End West Appr. Pav't.	3069+50.92	0.00	730.31

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Pav't.	3069+16.25	12.00	729.47
A	3069+26.25	12.00	729.76
B	3069+36.25	12.00	730.06
E. End West Appr. Pav't.	3069+46.25	12.00	730.36

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Pav't.	3069+12.36	22.00	729.20
A	3069+22.36	22.00	729.49
B	3069+32.36	22.00	729.79
E. End West Appr. Pav't.	3069+42.36	22.00	730.09



EAST APPROACH- ELEVATION LOCATION PLAN

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Pav't.	3070+94.79	-18.00	734.19
A	3071+04.79	-18.00	734.49
B	3071+14.79	-18.00	734.78
E. End East Appr. Pav't.	3071+24.79	-18.00	735.08

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Pav't.	3070+92.46	-12.00	734.25
A	3071+02.46	-12.00	734.54
B	3071+12.46	-12.00	734.84
E. End East Appr. Pav't.	3071+22.46	-12.00	735.13

P.G.L. EASTBOUND

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Pav't.	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 East Appr. Pav't.	3071+17.79	0.00	735.25

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Pav't.	3070+83.12	12.00	734.41
A	3070+93.12	12.00	734.70
B	3071+03.12	12.00	735.00
E. End East Appr. Pav't.	3071+13.12	12.00	735.30

SOUTH EDGE OF SHOULDER

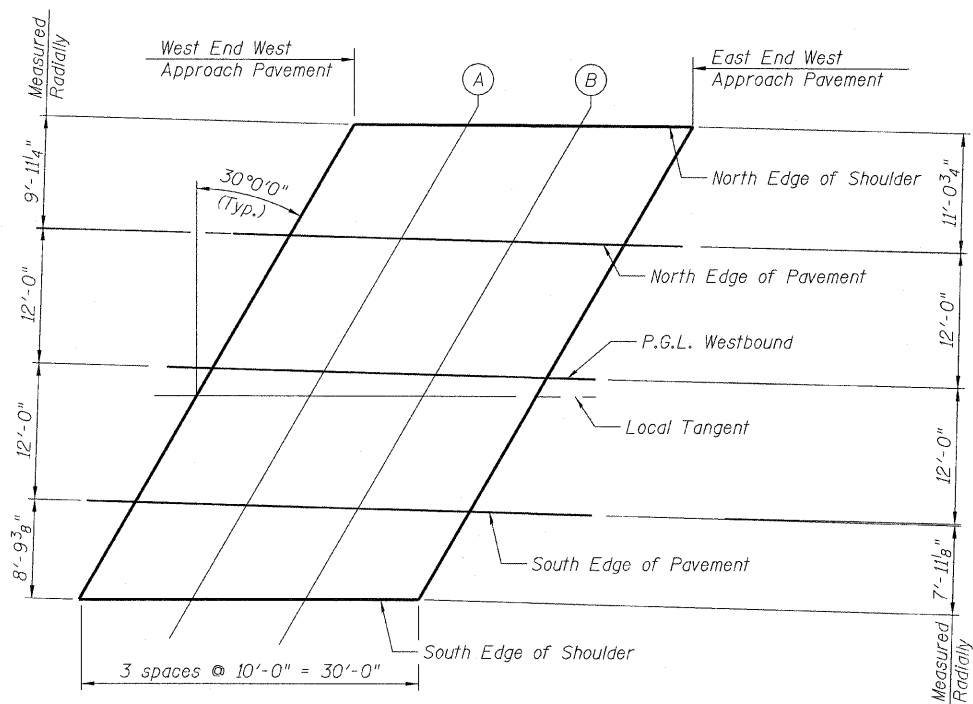
Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Pav't.	3070+79.23	22.00	734.14
A	3070+89.23	22.00	734.43
B	3070+99.23	22.00	734.73
E. End East Appr. Pav't.	3071+09.23	22.00	735.02

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. 006-0176 EB AND 006-0177 WB**

F.A.I. RTE. 80	SECTION 006-5HBR-1.VBRy06-6/RS-3&1	COUNTY BUREAU	TOTAL SHEETS 249	SHEET NO. 114
ILLINOIS FED. AID PROJECT			CONTRACT NO. 66686	



WEST APPROACH- ELEVATION LOCATION PLAN

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Pav't.	3069+63.71	-22.00	730.79
A	3069+73.71	-22.00	731.09
B	3069+83.71	-22.00	731.39
E. End West Appr. Pav't.	3069+93.71	-22.00	731.70

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Pav't.	3069+59.82	-12.00	730.88
A	3069+69.82	-12.00	731.18
B	3069+79.82	-12.00	731.48
E. End West Appr. Pav't.	3069+89.82	-12.00	731.79

P.G.L. WESTBOUND

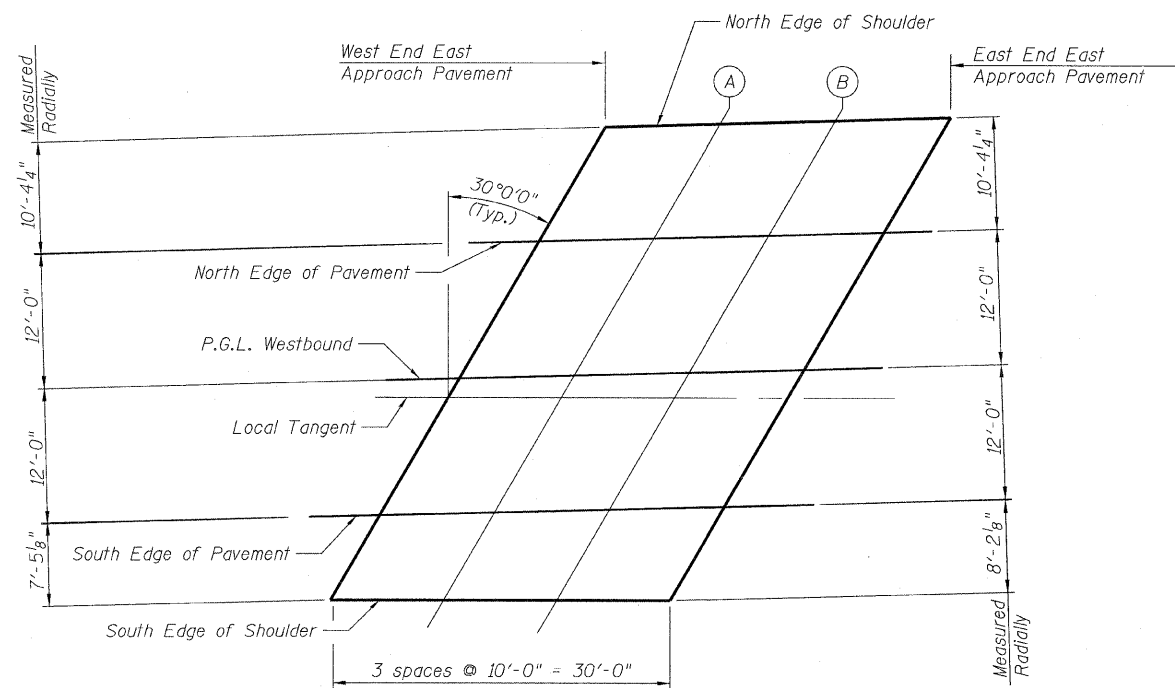
Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Pav't.	3069+55.15	0.00	730.99
A	3069+65.15	0.00	731.29
B	3069+75.15	0.00	731.59
E. End West Appr. Pav't.	3069+85.15	0.00	731.89

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Pav't.	3069+50.48	12.00	731.03
A	3069+60.48	12.00	731.33
B	3069+70.48	12.00	731.64
E. End West Appr. Pav't.	3069+80.48	12.00	731.94

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Pav't.	3069+48.15	18.00	730.87
A	3069+58.15	18.00	731.17
B	3069+68.15	18.00	731.47
E. End West Appr. Pav't.	3069+78.15	18.00	731.78



EAST APPROACH- ELEVATION LOCATION PLAN

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Pav't.	3071+30.57	-22.00	735.84
A	3071+40.57	-22.00	736.15
B	3071+50.57	-22.00	736.45
E. End East Appr. Pav't.	3071+60.57	-22.00	736.75

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Pav't.	3071+26.68	-12.00	735.93
A	3071+36.68	-12.00	736.24
B	3071+46.68	-12.00	736.54
E. End East Appr. Pav't.	3071+56.68	-12.00	736.84

P.G.L. WESTBOUND

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Pav't.	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 East Appr. Pav't.	3071+52.01	0.00	736.95

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Pav't.	3071+17.34	12.00	736.09
A	3071+27.34	12.00	736.39
B	3071+37.34	12.00	736.69
E. End East Appr. Pav't.	3071+47.34	12.00	737.00

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Pav't.	3071+15.01	18.00	735.92
A	3071+25.01	18.00	736.23
B	3071+35.01	18.00	736.53
E. End East Appr. Pav't.	3071+45.01	18.00	736.83

FILE NAME =
TYLIN INTERNATIONAL
 PLOT SCALE =
 PLOT DATE = 09/13/2011

USER NAME =
 DESIGNED - DY
 CHECKED - PF
 DRAWN - DY
 CHECKED - PF

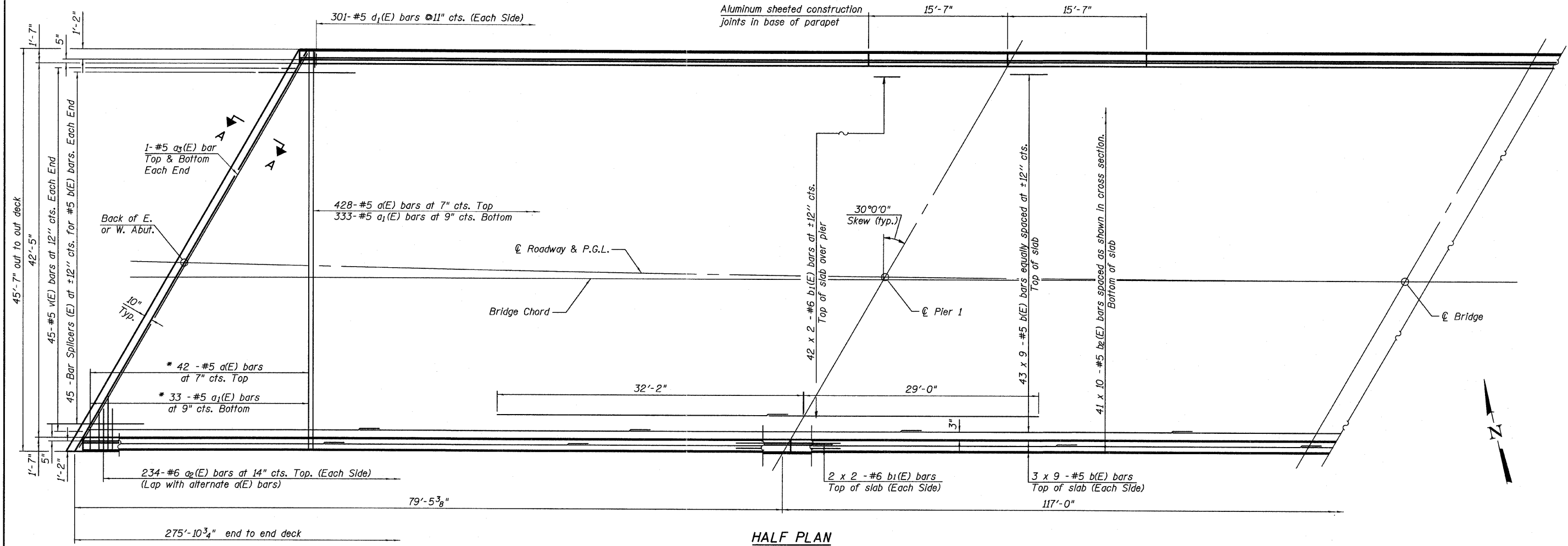
REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS (WESTBOUND)
STRUCTURE NO. 006-0176 EB AND 006-0177 WB

SHEET NO. 11 OF 43 SHEETS

F.A.I. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.
 80 006-5HBR-1.VBR(06-6)RS-3&I BUREAU 249 775
 CONTRACT NO. 66686
 ILLINOIS FED. AID PROJECT



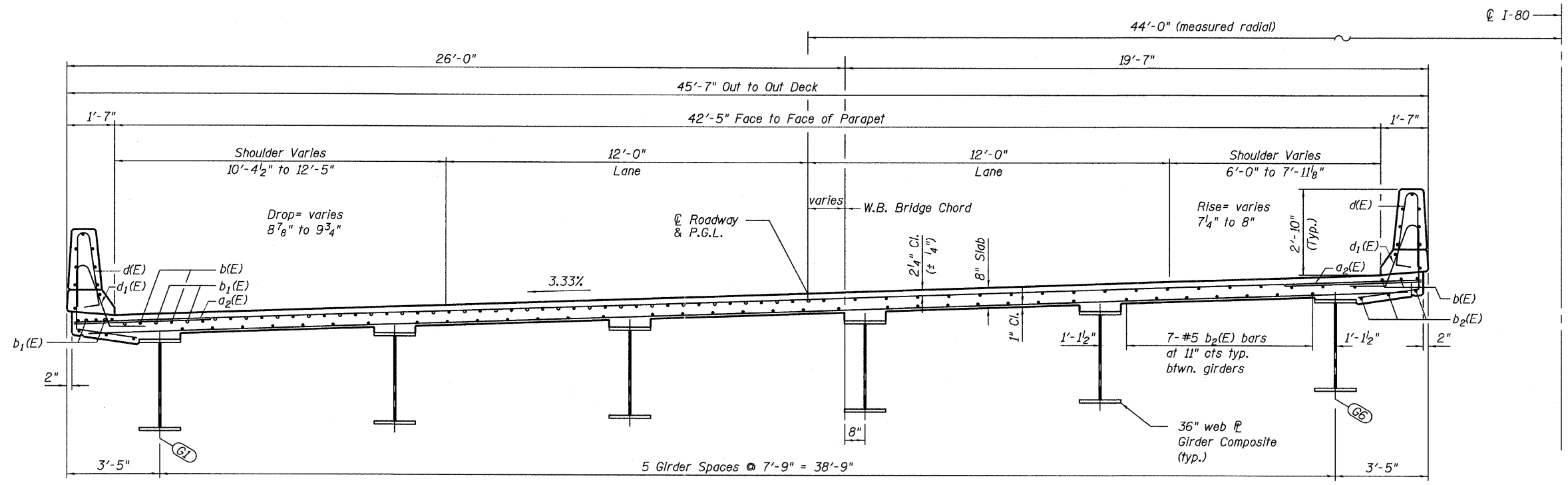
HALF PLAN
Typ. EB and WB

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

MIN BAR LAP
(slab)
#5 bar = 3'-3"
#6 bar = 3'-10"

Notes:
See Sheet 15 of 43 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 14 of 43 for parapet reinforcement.

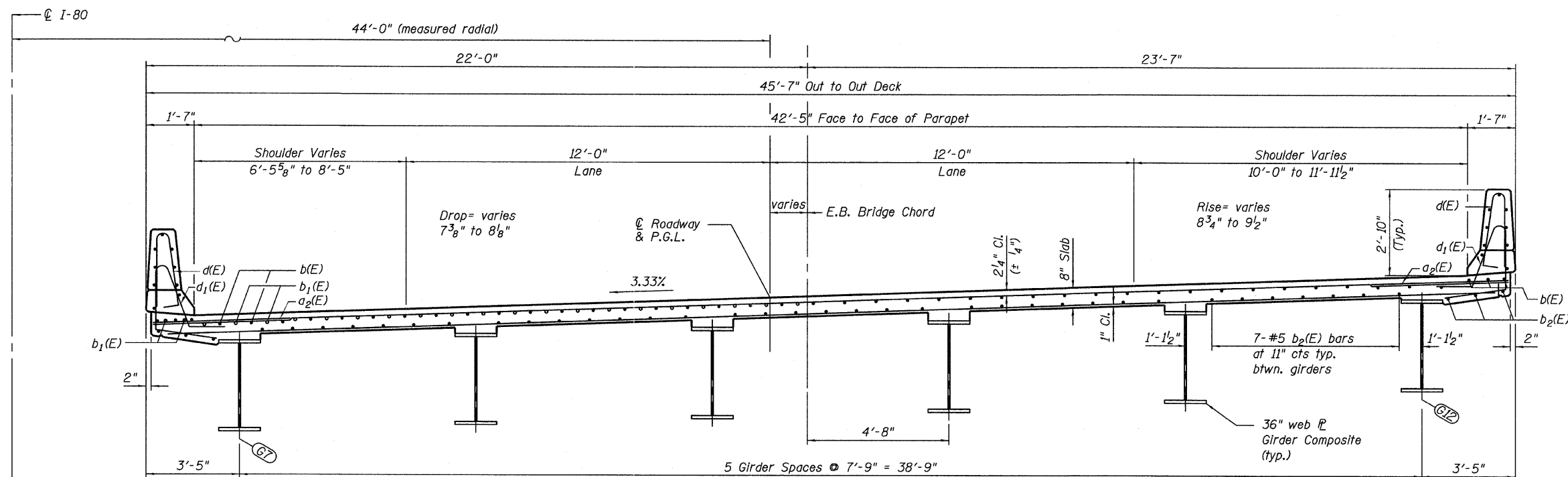
FILE NAME = TYLIN INTERNATIONAL	USER NAME =	DESIGNED - DY	REVISOR -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE STRUCTURE NO. 006-0176 EB AND 006-0177 WB	F.A.I. RTE. = 80	SECTION = [006-54BR-1.VBR]06-6]RS-3&1	COUNTY =	TOTAL SHEETS = 249	SHEET NO. = 116
	PLOT SCALE =	CHECKED - PF	REVISOR -			BUREAU =	CONTRACT NO. 66686			
	PLOT DATE = 09/13/2011	DRAWN - DY	REVISOR -			SHEET NO. 12 OF 43 SHEETS				
		CHECKED - PF	REVISOR -			ILLINOIS FED. AID PROJECT				



NEAR PIER

CROSS SECTION
Westbound - Looking East

NEAR MID-SPAN



NEAR PIER

CROSS SECTION
Eastbound - Looking East

NEAR MID-SPAN

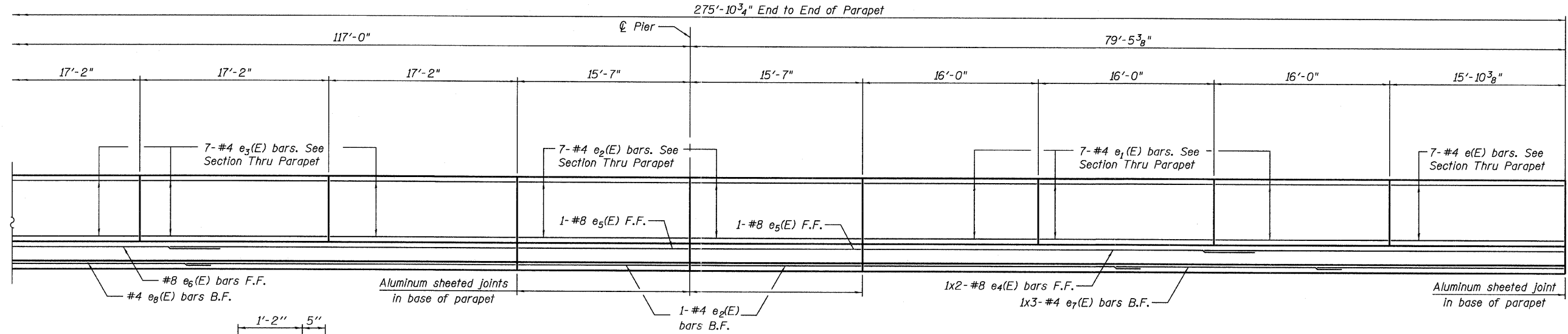
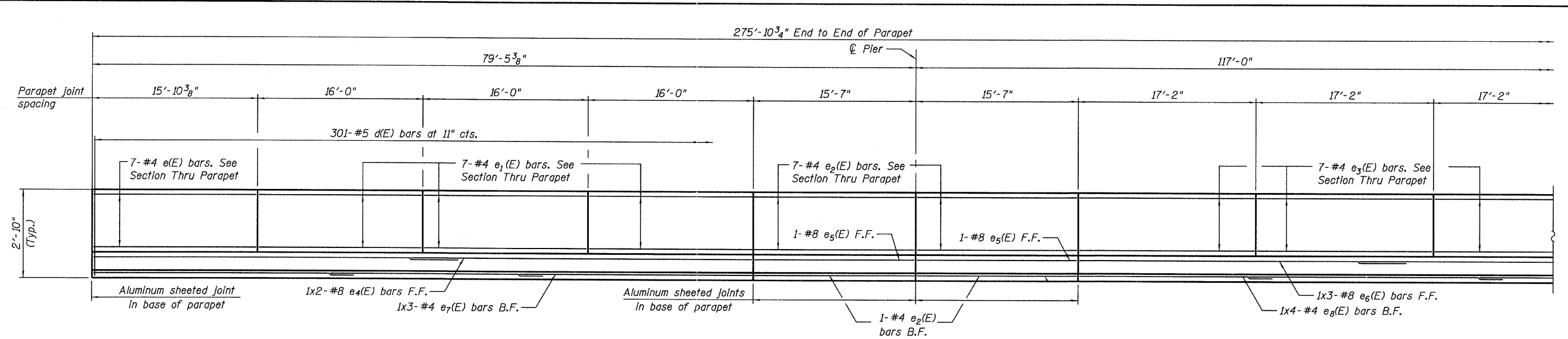
FILE NAME =	USER NAME =	DESIGNED - DY	REVISED -
TYLIN INTERNATIONAL		CHECKED - PF	REVISED -
		DRAWN - DY	REVISED -
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	PLOT SCALE =		
	PLOT DATE = 09/13/2011		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

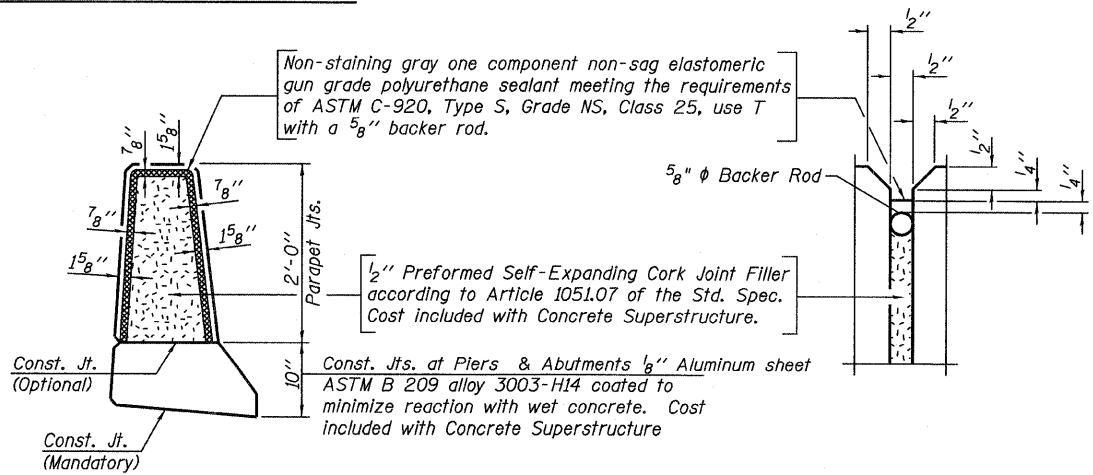
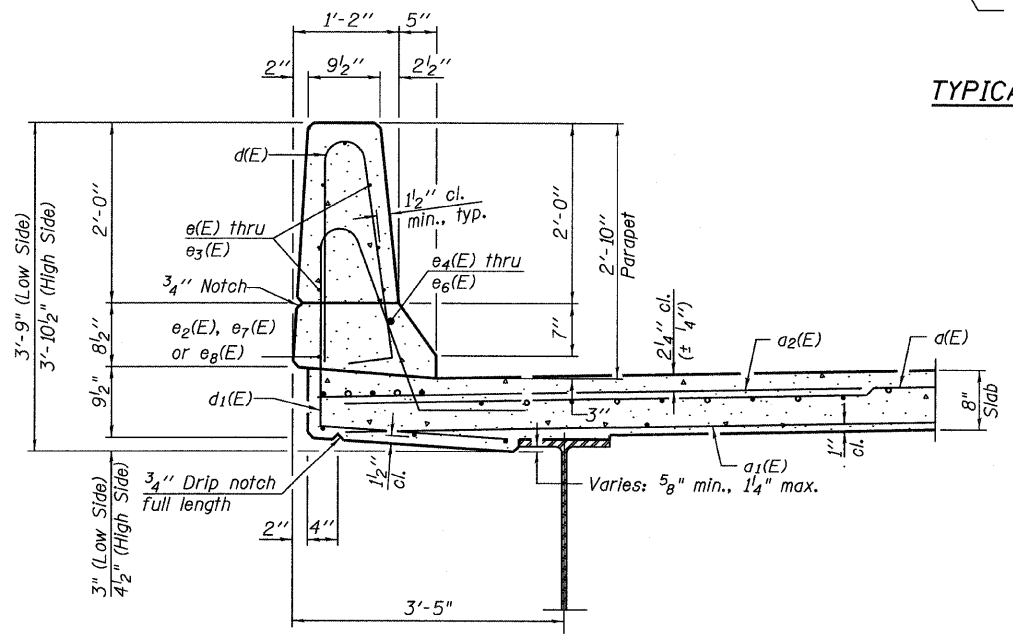
SUPERSTRUCTURE DETAILS 1
STRUCTURE NO. 006-0176 EB AND 006-0177 WB

SHEET NO. 13 OF 43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	006-5HBR-1.VBR(06-6)RS-3&1	BUREAU	249	117
CONTRACT NO. 66686			ILLINOIS FED. AID PROJECT	



TYPICAL INSIDE ELEVATION OF THE PARAPET



MINIMUM BAR LAP

#4 bar = 2'-0"
#8 bar = 5'-2"

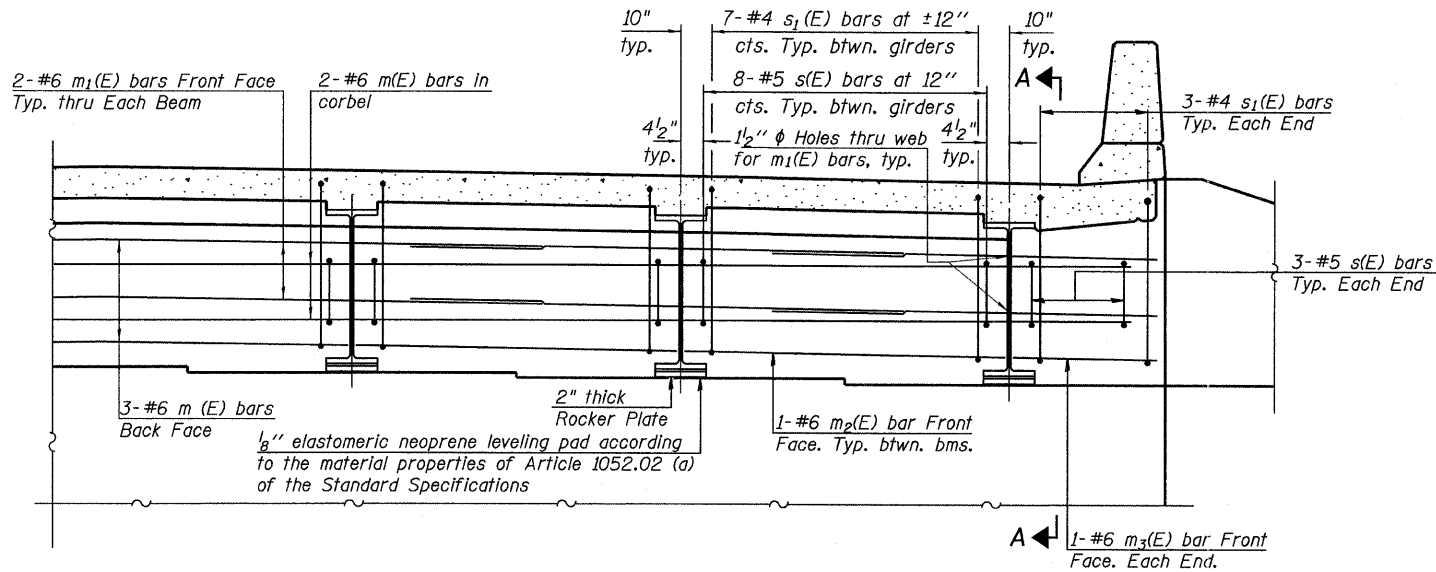
LEGEND:
F.F. - Denotes Front Face
B.F. - Denotes Back Face

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 -

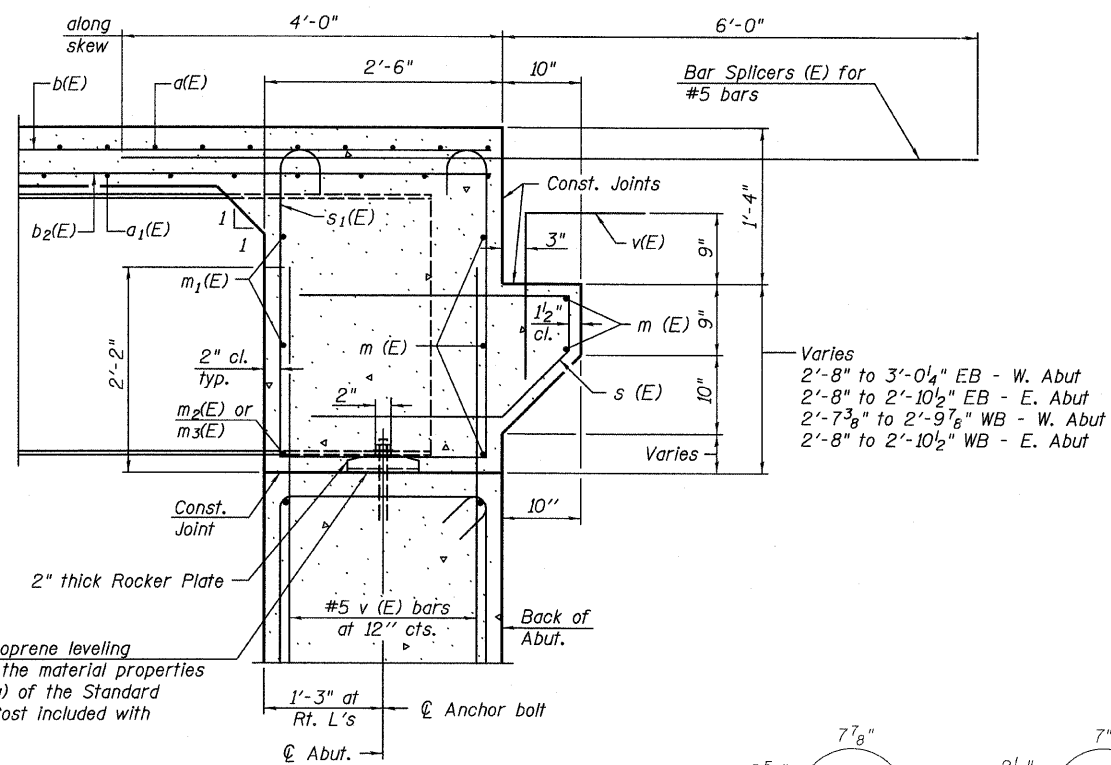
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS 2
STRUCTURE NO. 006-0176 EB AND 006-0177 WB

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	[006-5HBR-1.VBR1(06-6)]RS-3&1	BUREAU	247	118
			CONTRACT NO. 66686	
ILLINOIS FED. AID PROJECT				



DIAPHRAGM ELEVATION AT ABUTMENT

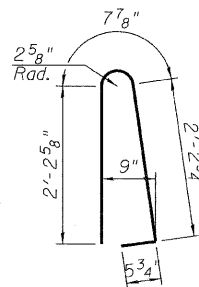


SECTION A-A

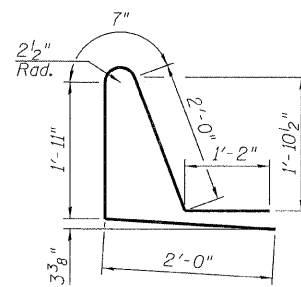
Dimensions at right angles to abutment, except as shown.

DIAPHRAGM MIN. BAR LAP

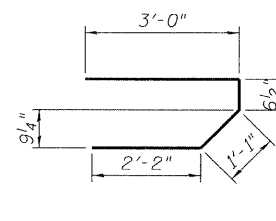
#6 bar = 4'-5"



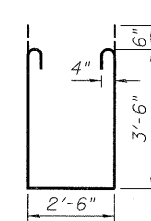
BARS d(E)



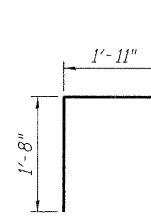
BAR d1(E)



BAR s(E)



BAR s1(E)



BAR v(E)

BILL OF MATERIAL - EB

Bar	No.	Size	Length	Shape
d(E)	470	#5	44'-7"	
a1(E)	366	#5	43'-10"	
a2(E)	468	#6	6'-6"	
a3(E)	4	#5	51'-6"	
b(E)	441	#5	33'-6"	
b1(E)	92	#6	32'-6"	
b2(E)	410	#5	30'-6"	
d(E)	602	#5	5'-7"	
d1(E)	602	#5	7'-8"	
e(E)	28	#4	15'-6"	
e1(E)	84	#4	15'-8"	
e2(E)	64	#4	15'-3"	
e3(E)	70	#4	16'-10"	
e4(E)	8	#8	34'-4"	
e5(E)	8	#8	15'-3"	
e6(E)	6	#8	32'-0"	
e7(E)	12	#4	22'-6"	
e8(E)	8	#4	22'-11"	
m(E)	10	#6	51'-10"	
m1(E)	24	#6	12'-2"	
m2(E)	10	#6	8'-6"	
m3(E)	4	#6	3'-6"	
s(E)	92	#5	6'-10"	
s1(E)	82	#4	10'-6"	
v(E)	90	#5	3'-7"	
Reinforcement Bars, Epoxy Coated			POUND	92,050
Concrete Superstructure			CU YD	424.2

BILL OF MATERIAL - WB

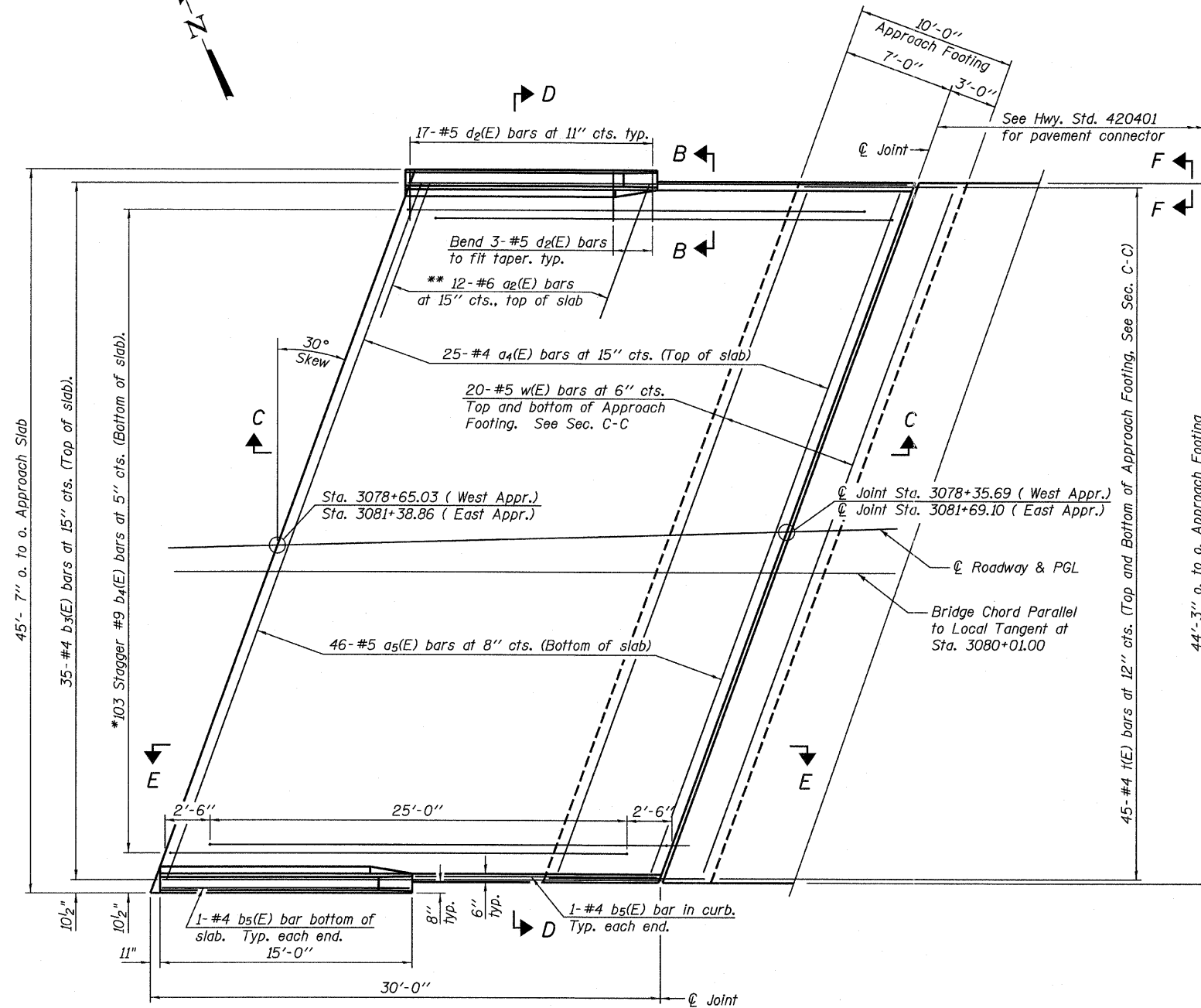
Bar	No.	Size	Length	Shape
d(E)	470	#5	44'-7"	
a1(E)	366	#5	43'-10"	
a2(E)	468	#6	6'-6"	
a3(E)	4	#5	51'-6"	
b(E)	441	#5	33'-6"	
b1(E)	92	#6	32'-6"	
b2(E)	410	#5	30'-6"	
d(E)	602	#5	5'-7"	
d1(E)	602	#5	7'-8"	
e(E)	28	#4	15'-6"	
e1(E)	84	#4	15'-8"	
e2(E)	64	#4	15'-3"	
e3(E)	70	#4	16'-10"	
e4(E)	8	#8	34'-4"	
e5(E)	8	#8	15'-3"	
e6(E)	6	#8	32'-0"	
e7(E)	12	#4	22'-6"	
e8(E)	8	#4	22'-11"	
m(E)	10	#6	51'-10"	
m1(E)	24	#6	12'-2"	
m2(E)	10	#6	8'-6"	
m3(E)	4	#6	3'-6"	
s(E)	92	#5	6'-10"	
s1(E)	82	#4	10'-6"	
v(E)	90	#5	3'-7"	
Reinforcement Bars, Epoxy Coated			POUND	92,050
Concrete Superstructure			CU YD	424.2

NOTES:

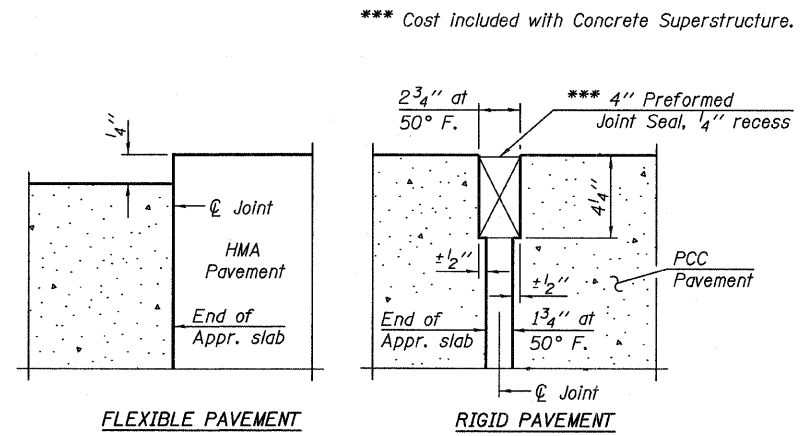
1. Reinforcement bars in diaphragm are billed with superstructure.
2. Concrete in diaphragm is included with Concrete Superstructure.
3. The s(E) and s1(E) bars shall be placed parallel to the girders. Spacing for these bars shall be at right angles to the girders.

FILE NAME =	USER NAME =	DESIGNED - DY	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE DETAILS 3 STRUCTURE NO. 006-0176 EB AND 006-0177 WB	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
TYLIN INTERNATIONAL	PLOT SCALE =	CHECKED - PF	REVISED -			80	1106-5MHR-1.VBR(06-6)RS-3&I	BUREAU	249	119	
	PLOT DATE = 09/13/2011	DRAWN - DY	REVISED -			CONTRACT NO. 66686					
		CHECKED - PF	REVISED -			ILLINOIS FED. AID PROJECT					

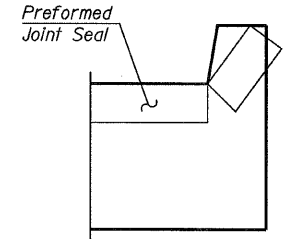
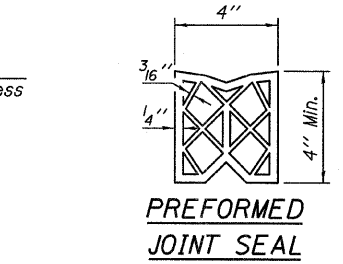
Notes:
See sheet 17 of 43 for Sections C-C & D-D and View E-E.
a₄(E) and a₅(E) bar spacings measured along Bridge Chord.



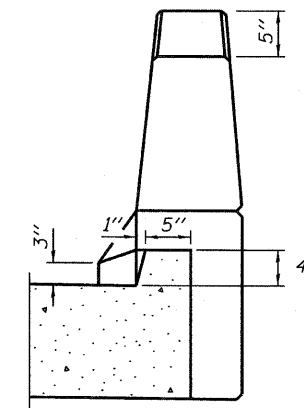
PLAN
(East Approach Shown)
* Tilt #9 b₄(E) bars as required to maintain clearance.
** Space between a₄(E) bars, typ. each parapet.



DETAIL A



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



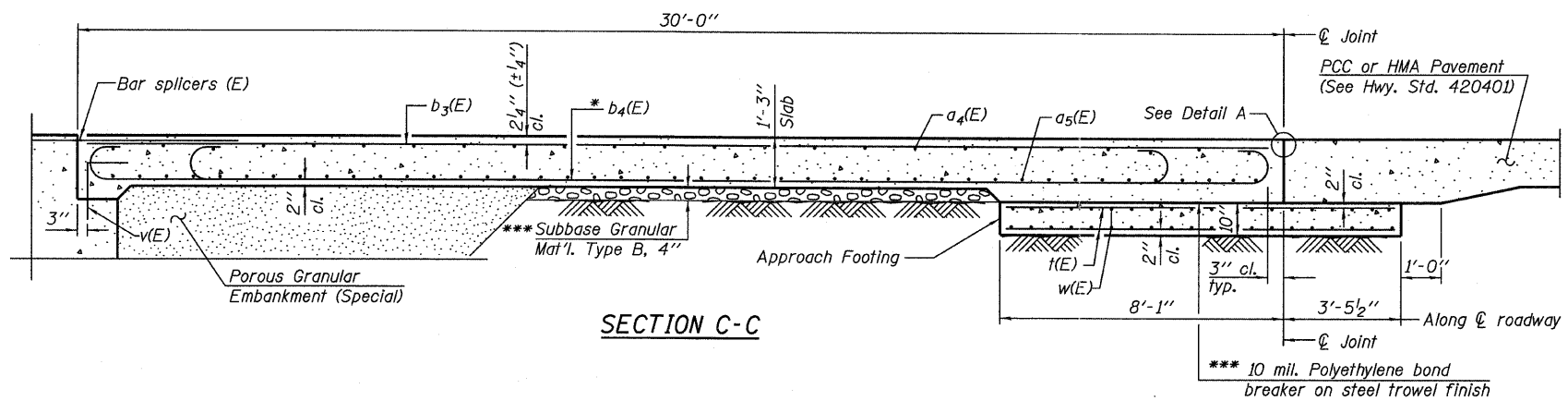
VIEW B-B

(Sheet 1 of 2)

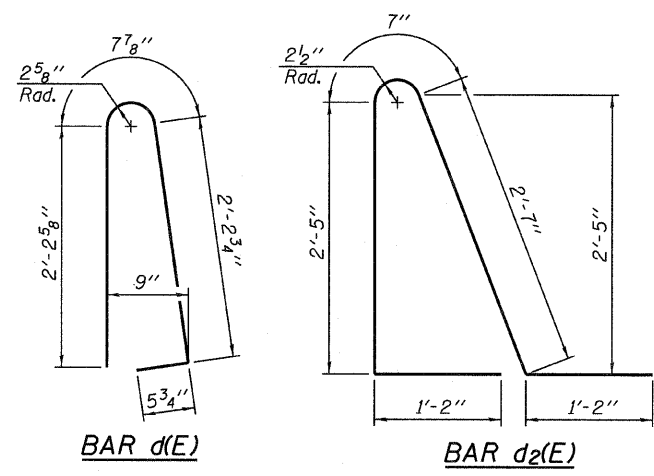
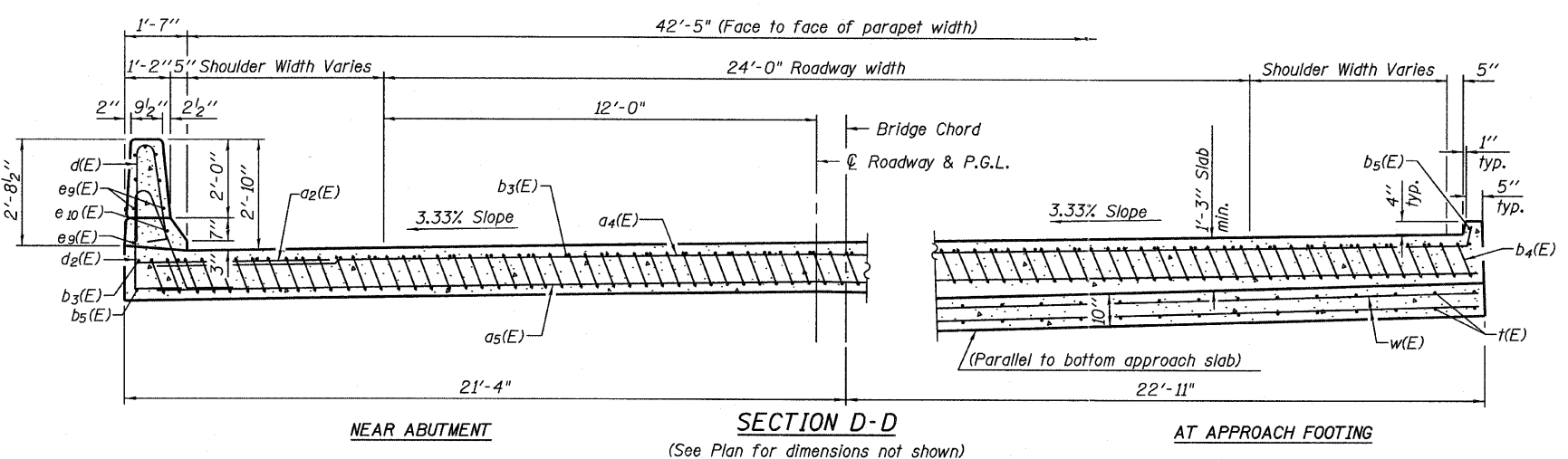
FILE NAME =	USER NAME =	DESIGNED - DY	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE APPROACH SLAB DETAILS - EASTBOUND STRUCTURE NO. 006-0176 EB AND 006-0177 WB	F.A.I. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
TYLIN INTERNATIONAL		CHECKED - PF	REVISED -			80	006-5HBR-1.VBR(06-6)RS-3&I	BUREAU	249	120	
	PLOT SCALE =	DRAWN - DY	REVISED -			CONTRACT NO. 66686					
	PLOT DATE = 09/13/2011	CHECKED - PF	REVISED -			SHEET NO. 16 OF 43 SHEETS					
						ILLINOIS FED. AID PROJECT					

#FILE#

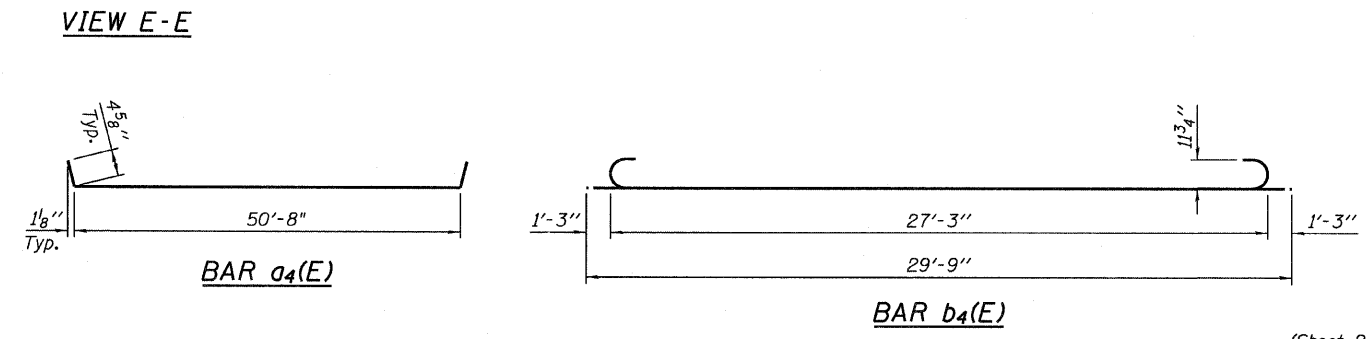
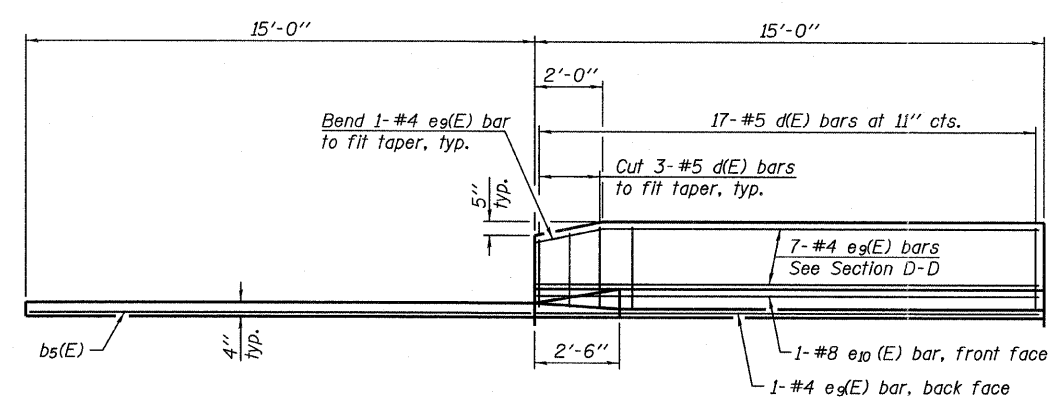
#DATES#



Notes:
 See sheet 16 of 43 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 15 of 43.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 For bar splicer details, see sheet 33 of 43.
 Cost of excavation for approach footing included with Concrete Structures.
 For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 43.
 For additional parapet details, see sheet 14 of 43.
 The quantities for Bridge Deck Grooving and Protective Coat are included in the quantities on Sheet 2 of 43.



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



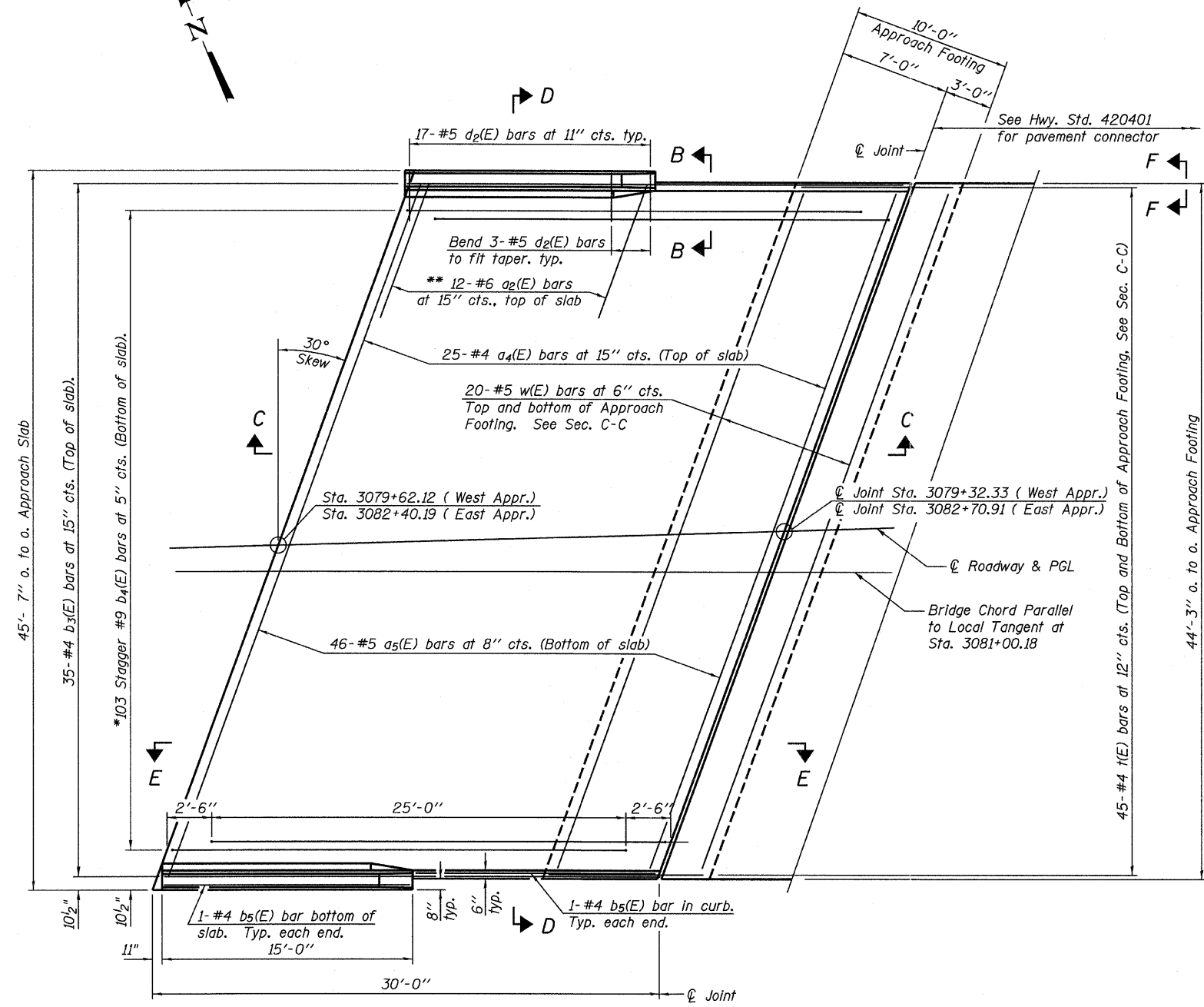
**TWO APPROACHES
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a2(E)	48	#6	6'-6"	—
a4(E)	50	#4	51'-6"	—
a5(E)	92	#5	50'-8"	—
b3(E)	70	#4	29'-8"	—
b4(E)	206	#9	29'-9"	—
b5(E)	8	#4	14'-8"	—
d(E)	68	#5	5'-7"	—
d2(E)	68	#5	7'-11"	—
e9(E)	32	#4	14'-8"	—
e10(E)	4	#8	14'-8"	—
t(E)	180	#4	11'-2"	—
w(E)	80	#5	50'-8"	—
Concrete Superstructure		Cu. Yd.	133.4	
Concrete Structures		Cu. Yd.	31.5	
(1) Reinforcement Bars, Epoxy Coated		Pound	36,370	

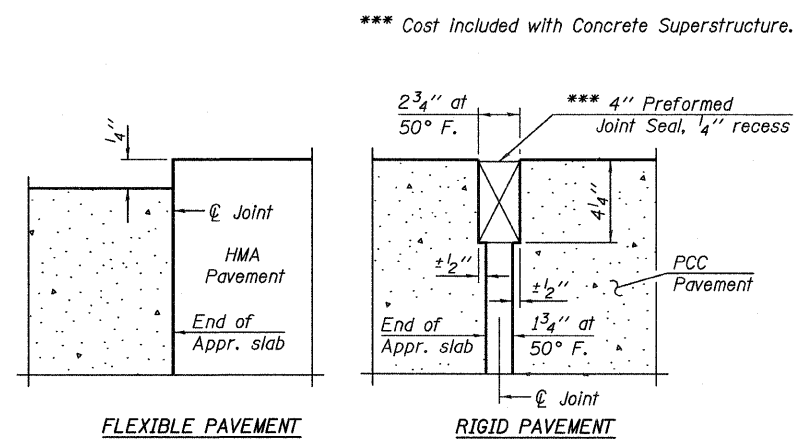
(1) 5,580 pounds of total weight is considered Reinforcement Bars, Epoxy Coated for Substructure.

FILE NAME =	USER NAME =	DESIGNED - DY	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE APPROACH SLAB DETAILS - EASTBOUND STRUCTURE NO. 006-0176 EB AND 006-0177 WB	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
TYLIN INTERNATIONAL	PLOT SCALE =	CHECKED - PF	REVISED -			80	1006-5HBR-1.VBR(06-6)RS-3&1	BUREAU	249	121	
	PLOT DATE = 09/13/2011	DRAWN - DY	REVISED -			CONTRACT NO. 66686					
		CHECKED - PF	REVISED -			SHEET NO. 17 OF 43 SHEETS					

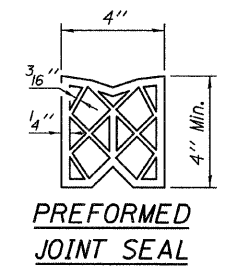
Notes:
See sheet 19 of 43 for Sections C-C & D-D and View E-E.
a₄(E) and a₅(E) bar spacings measured along Bridge Chord.



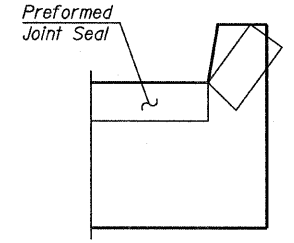
PLAN
(East Approach Shown)
* Tilt #9 b₄(E) bars as required to maintain clearance.
** Space between a₄(E) bars, typ. each parapet.



DETAIL A

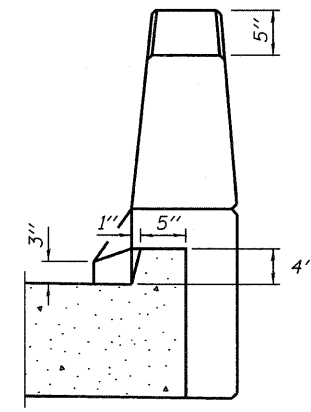


PREFORMED JOINT SEAL



VIEW F-F

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



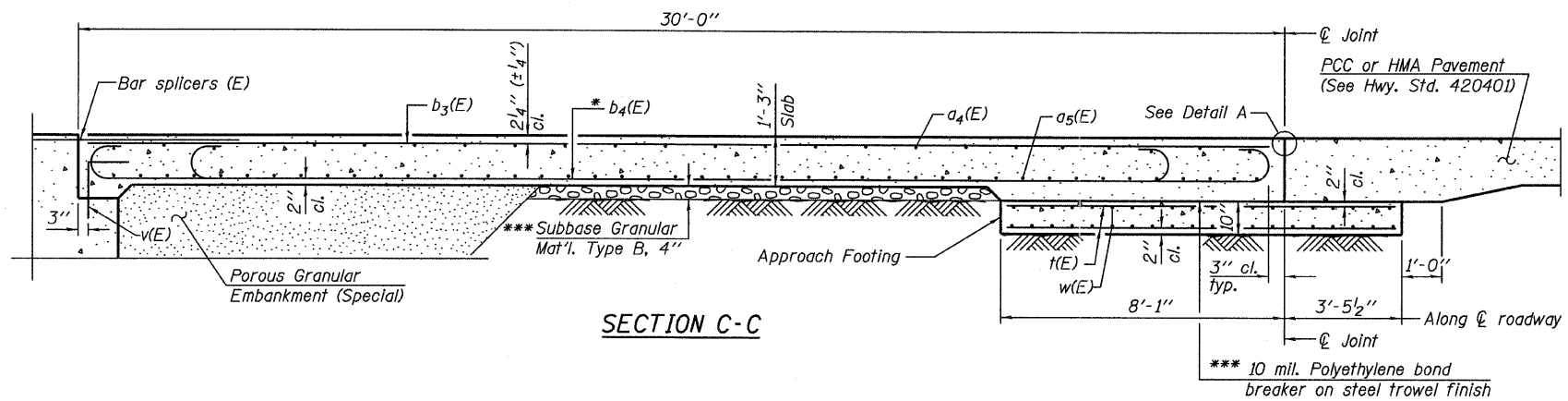
VIEW B-B

(Sheet 1 of 2)

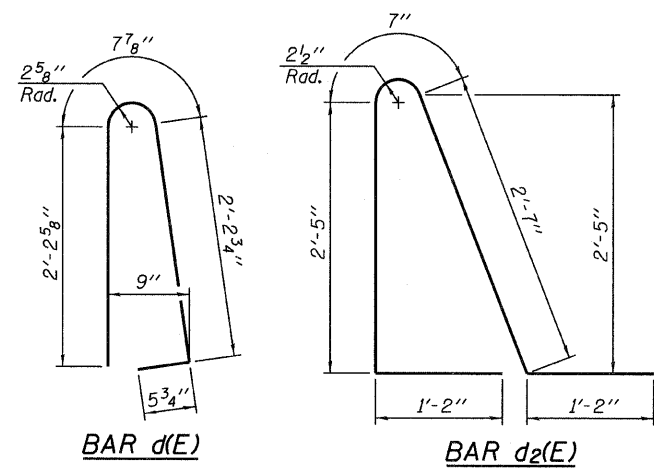
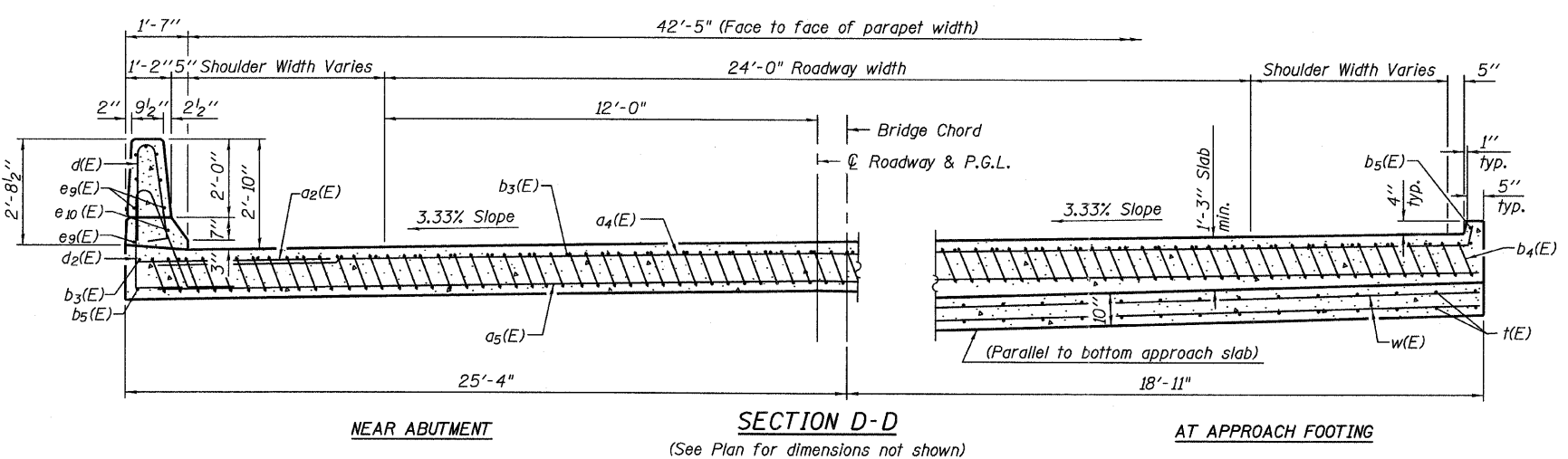
FILE NAME =	USER NAME =	DESIGNED - DY	REVISOR -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE APPROACH SLAB DETAILS - WESTBOUND STRUCTURE NO. 006-0176 EB AND 006-0177 WB	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
TYLIN INTERNATIONAL		CHECKED - PF	REVISOR -			80	[(06-S)HBR-1,VBRR(06-6)]RS-3&I	BUREAU	219	122	
		DRAWN - DY	REVISOR -			CONTRACT NO. 66686					
		CHECKED - PF	REVISOR -			ILLINOIS FED. AID PROJECT					
PLOT SCALE =		PLOT DATE = 09/13/2011		SHEET NO. 18 OF 43 SHEETS							

#FILE#

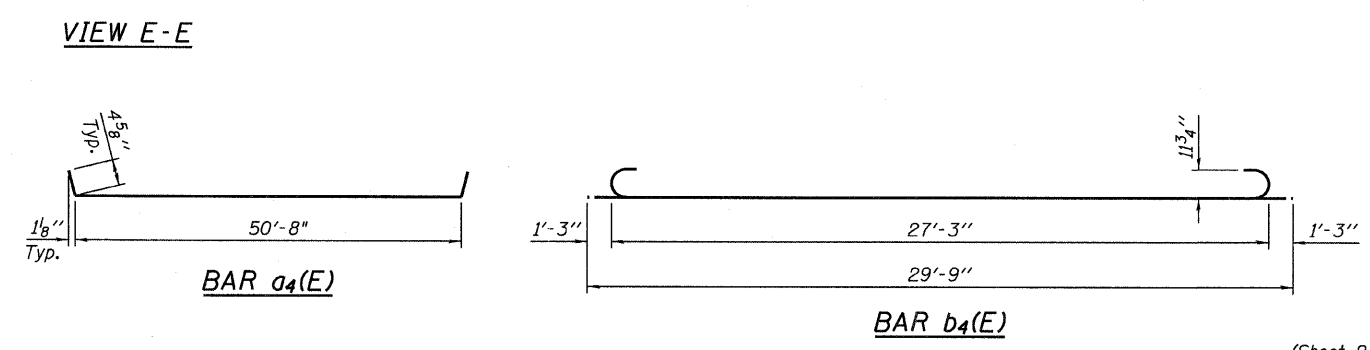
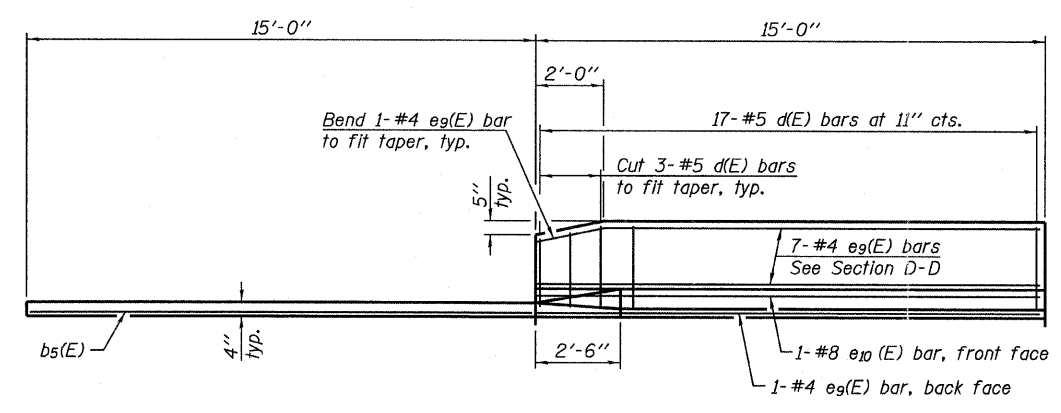
#DATE#



Notes:
 See sheet 18 of 43 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 15 of 43.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 For bar splicer details, see sheet 33 of 43.
 Cost of excavation for approach footing included with Concrete Structures.
 For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 43.
 For additional parapet details, see sheet 14 of 43.
 The quantities for Bridge Deck Grooving and Protective Coat are included in the quantities on Sheet 2 of 43.



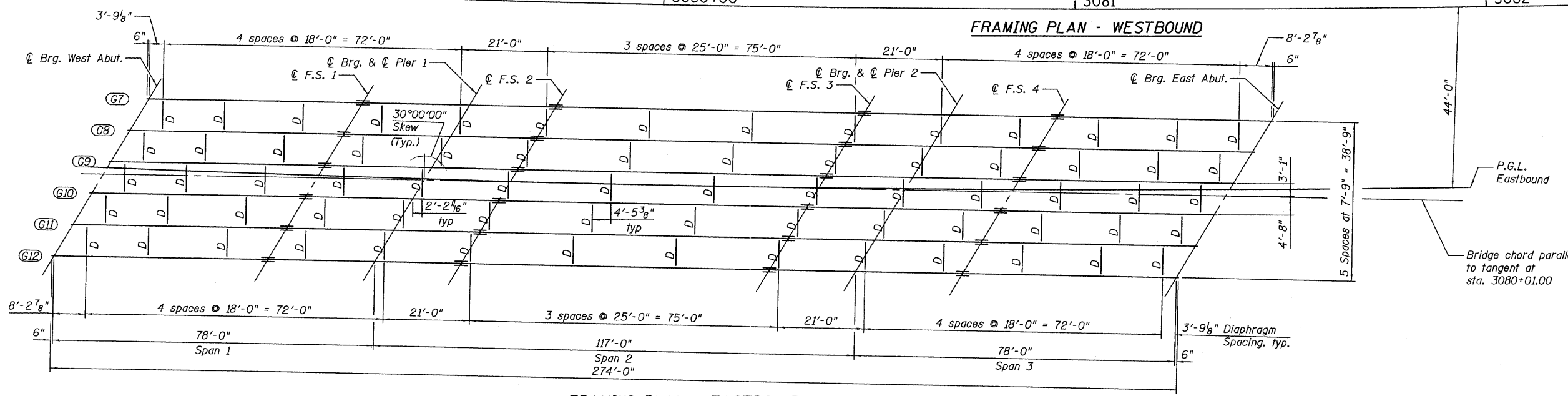
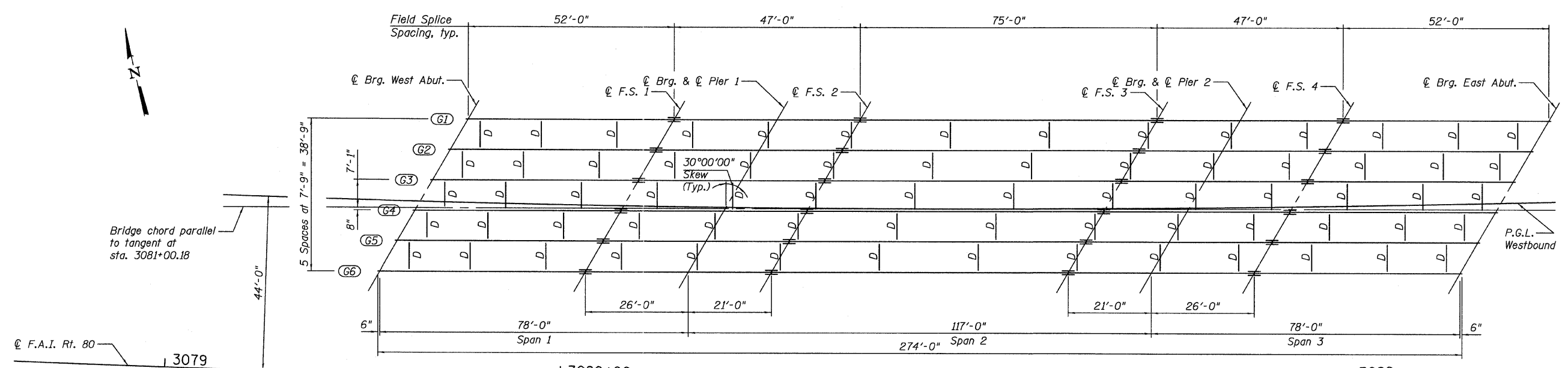
* Tilt #9 b4(E) bars as required to maintain clearance.
 *** Cost included with Concrete Superstructure.



**TWO APPROACHES
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a2(E)	48	#6	6'-6"	—
a4(E)	50	#4	51'-6"	—
a5(E)	92	#5	50'-8"	—
b3(E)	70	#4	29'-8"	—
b4(E)	206	#9	29'-9"	—
b5(E)	8	#4	14'-8"	—
d(E)	68	#5	5'-7"	—
d2(E)	68	#5	7'-11"	—
e9(E)	32	#4	14'-8"	—
e10(E)	4	#8	14'-8"	—
f(E)	180	#4	11'-2"	—
w(E)	80	#5	50'-8"	—
Concrete Superstructure		Cu. Yd.	133.4	
Concrete Structures		Cu. Yd.	31.5	
(1) Reinforcement Bars, Epoxy Coated		Pound	36,370	

(1) 5,580 pounds of total weight is considered Reinforcement Bars, Epoxy Coated for Substructure.



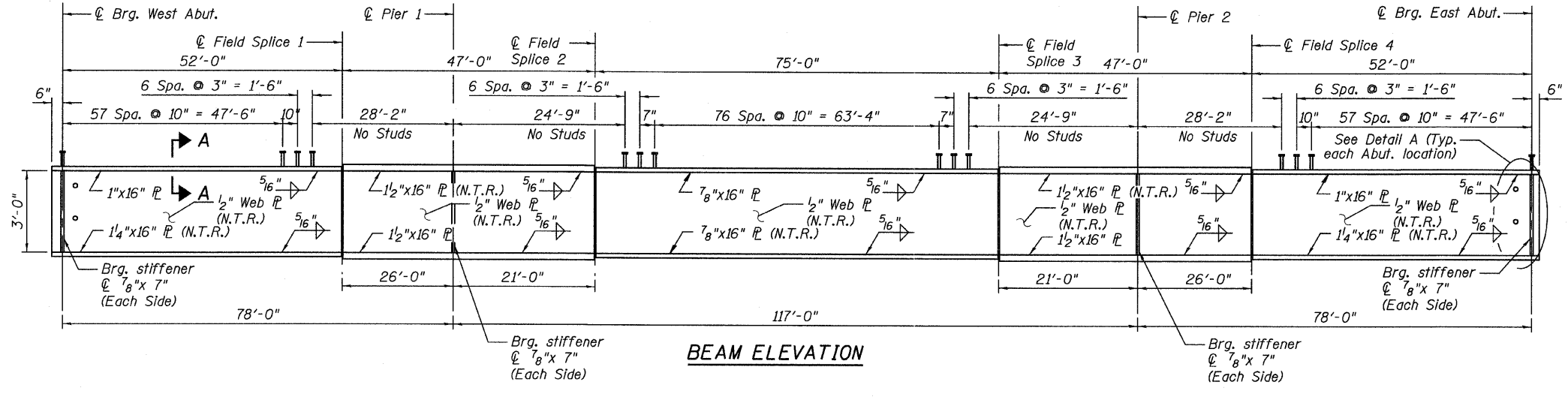
TOP OF WEB ELEVATIONS
For Fabrication Only

Girder	W. Abut.	Field Splice 1	Brig. Pier 1	Field Splice 2	Field Splice 3	Brig. Pier 2	Field Splice 4	E. Abut.
G 1	755.83	756.44	756.81	757.10	757.93	758.09	758.30	758.82
G 2	756.03	756.64	757.01	757.31	758.14	758.31	758.51	759.05
G 3	756.22	756.84	757.22	757.51	758.35	758.52	758.73	759.27
G 4	756.42	757.05	757.42	757.72	758.56	758.73	758.94	759.49
G 5	756.62	757.25	757.62	757.92	758.77	758.94	759.16	759.71
G 6	756.82	757.45	757.82	758.13	758.98	759.16	759.37	759.92
G 7	753.02	753.73	754.14	754.48	755.46	755.67	755.93	756.59
G 8	753.21	753.92	754.34	754.68	755.66	755.88	756.14	756.80
G 9	753.40	754.11	754.53	754.87	755.86	756.08	756.35	757.00
G 10	753.59	754.31	754.73	755.07	756.07	756.28	756.55	757.21
G 11	753.78	754.50	754.92	755.27	756.27	756.48	756.76	757.42
G 12	753.97	754.69	755.12	755.46	756.47	756.69	756.96	757.63

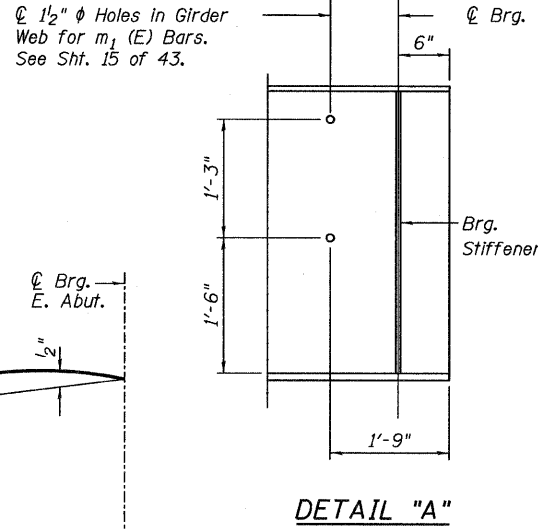
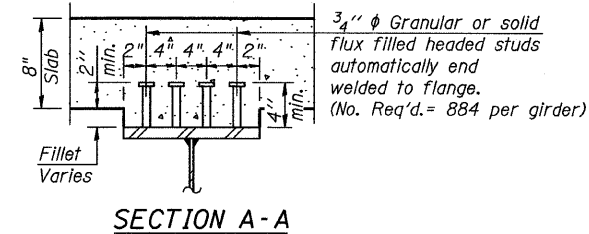
NOTES:

- All structural steel for girders and splice plates shall conform to the requirements of AASHTO M270, Grade 50.
- All cross frames and diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
- Diaphragm spacing shown on Eastbound framing plan is similar for Westbound.
- Field splice spacing shown on Westbound framing plan is similar for Eastbound.

FILE NAME =	USER NAME =	DESIGNED - DY	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FRAMING PLAN STRUCTURE NO. 006-0176 EB AND 006-0177 WB	F.A.I. RTE. =	SECTION	COUNTY	TOTAL SHEETS NO.	
TYLIN INTERNATIONAL	PLOT SCALE =	CHECKED - PF	REVISED -			80	[006-5HBR-1.VBR/06-6]RS-3&I	BUREAU	249	1/24
	PLOT DATE = 09/13/2011	DRAWN - DY	REVISED -			CONTRACT NO. 66686				
		CHECKED - PF	REVISED -			ILLINOIS FED. AID PROJECT				



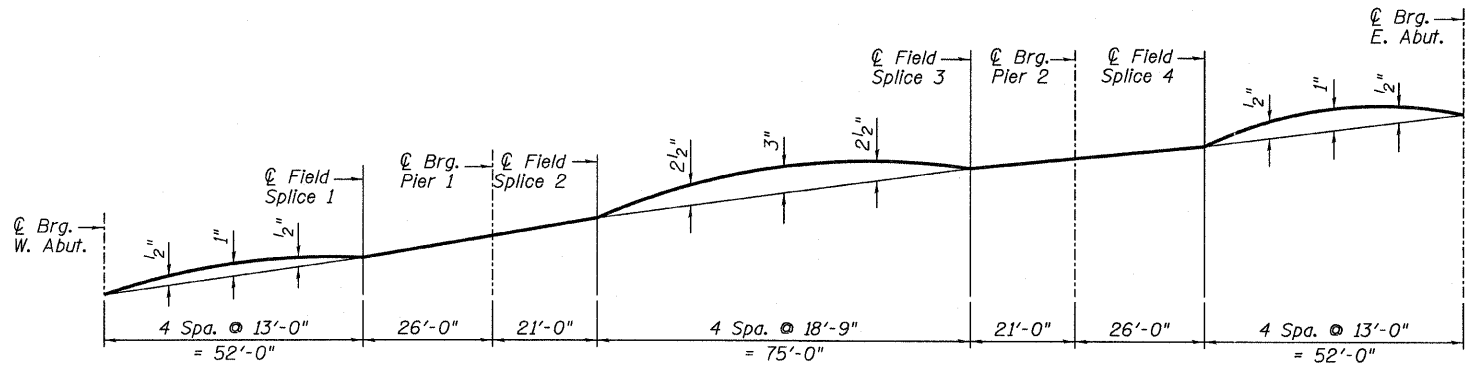
INTERIOR GIRDER MOMENT TABLE			
	0.4 Sp. 1 or 0.6 Sp. 3	Pier 1 or 2	0.5 Sp. 2
I_s	(in ⁴) 14,253	18,828	11,464
$I_c(n)$	(in ⁴) 34,167	-	27,370
$I_c(3n)$	(in ⁴) 25,278	-	20,628
S_s	(in ³) 799	966	607
$S_c(n)$	(in ³) 1,048	-	815
$S_c(3n)$	(in ³) 969	-	752
Z	(in ³) -	-	-
ρ	(k/ft.) 1.023	1.564	0.996
$M\bar{\rho}$	(k) 300	1,640	579
$s\bar{\rho}$	(k/ft.) .500	-	.500
$M_s\bar{\rho}$	(k) 164	-	353
$M\bar{L}$	(k) 684	653	825
$M\bar{I}M$	(k) 168	147	170
$\bar{S}_s [M\bar{L} + \bar{I}]$	(k) 1,420	1,333	1,658
M_a	(k) 2,449	3,865	3,367
M_u	(k) 4,952	-	4,030
$f_s \bar{\rho}$ non-comp	(ksi) 4.5	20.4	11.4
$f_s \bar{\rho}$ (comp)	(ksi) 2.0	-	5.6
$f_s \bar{S}_s [M\bar{L} + M\bar{I}]$	(ksi) 16.3	16.6	24.4
f_s (Overload)	(ksi) 22.8	37.0	41.5
f_s (Total)	(ksi) -	48.0	-
VR	(k) 63.6	-	53.4



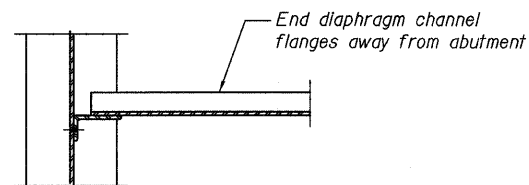
* Compact section
 ** Braced non-compact and partially braced section

INTERIOR GIRDER REACTION TABLE			
	Abut.	Pier	
$R\bar{\rho}$	(k) 39.5	170.0	
$R\bar{L}$	(k) 43.8	69.6	
$R\bar{I}$	(k) 10.7	15.6	
$R\text{Total}$	(k) 94.0	255.2	

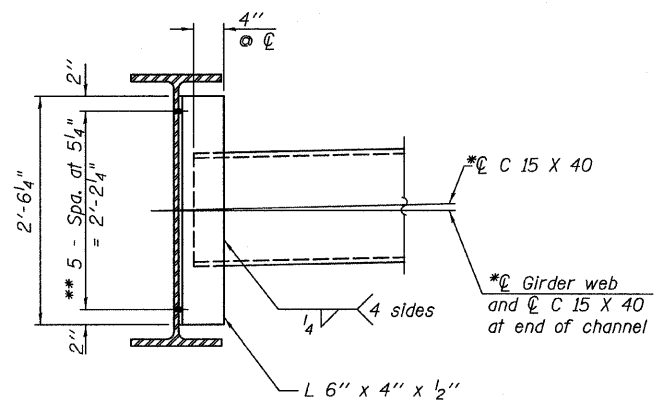
I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total and Overload) due to non-composite dead loads (in⁴ and in³).
 $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total and Overload) due to short-term composite live loads (in⁴ and in³).
 $I_c(3n), S_c(3n)$: 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 (in⁴ and in³).
 Z : Plastic Section Modulus of the steel section in non-composite areas (in³).
 ρ : Un-factored non-composite dead load (kips/ft.).
 $M\bar{\rho}$: Un-factored moment due to non-composite dead load (kip-ft.).
 $s\bar{\rho}$: Un-factored long-term composite (superimposed) dead load (kips/ft.).
 $M_s\bar{\rho}$: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).
 $M\bar{L}$: Un-factored live load moment (kip-ft.).
 $M\bar{I}$: Un-factored moment due to impact (kip-ft.).
 M_a : Factored design moment (kip-ft.).
 $1.3 [M\bar{\rho} + M_s\bar{\rho} + \frac{1}{3} (M\bar{L} + M\bar{I})]$
 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).
 $M\bar{\rho} + M_s\bar{\rho} + \frac{1}{3} (M\bar{L} + M\bar{I})$
 f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).
 $1.3 [M\bar{\rho} + M_s\bar{\rho} + \frac{1}{3} (M\bar{L} + M\bar{I})]$
 VR : Maximum \bar{L} + impact shear range within the composite portion of the span for stud shear connector design (kips).



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



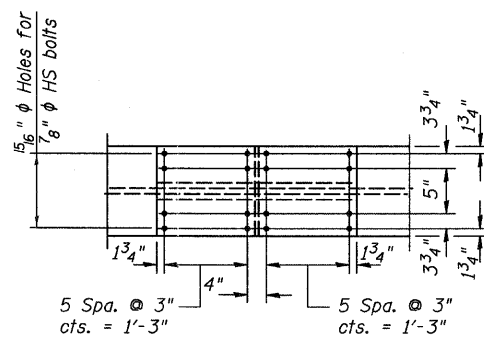
SECTION A-A



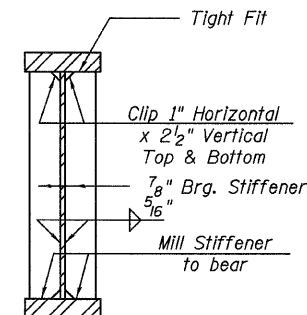
DIAPHRAGM D

(70 Req'd. WB, 70 Req'd. EB)

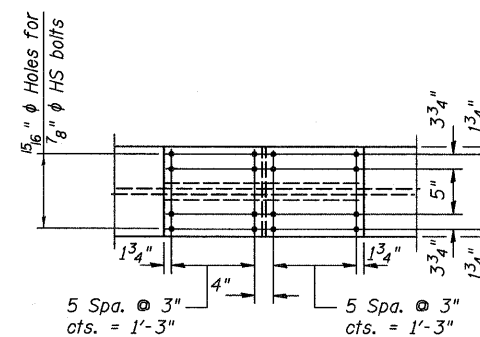
Note:
Two hardened washers required for each set of oversized holes.
*Alternate C 15 X 50 channels are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section. The alternate, if utilized, shall be provided at no additional cost to the Department.
**3/4" ϕ HS bolts, 15/16" ϕ holes



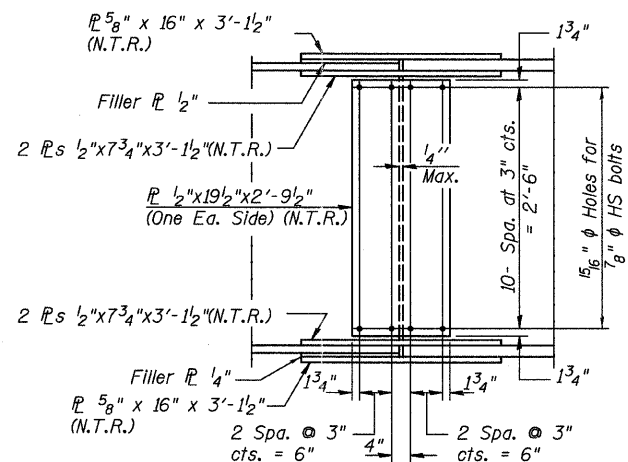
PLAN



BEARING STIFFENER AT ABUT. & PIER



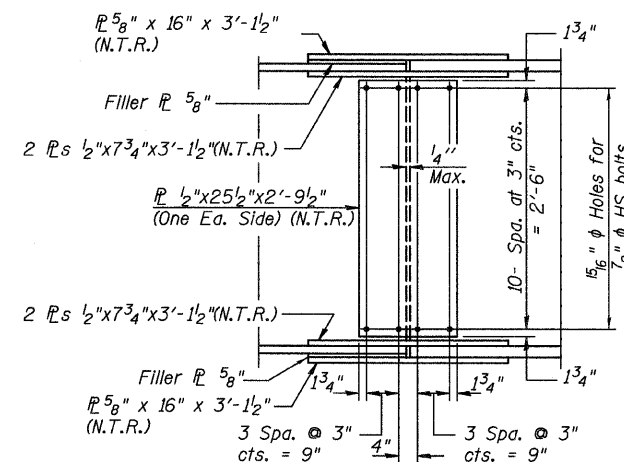
PLAN



ELEVATION

FIELD SPLICE 1 & 4 DETAIL

(F.S. 1 Shown, F.S. 4 Opp. Hand)



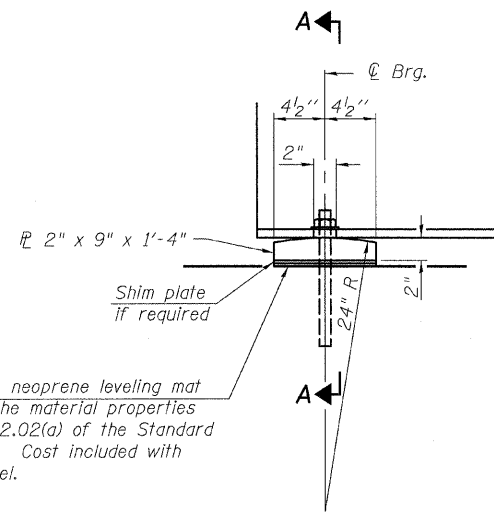
ELEVATION

FIELD SPLICE 2 & 3 DETAIL

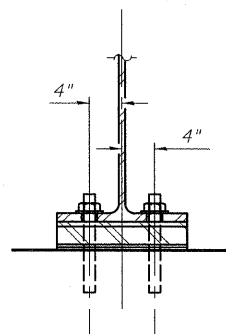
(F.S. 3 Shown, F.S. 2 Opp. Hand)

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

FILE NAME =	USER NAME =	DESIGNED - DY	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STRUCTURAL STEEL DETAILS STRUCTURE NO. 006-0176 EB AND 006-0177 WB	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
TYLIN INTERNATIONAL	PLOT SCALE =	CHECKED - PF	REVISED -			80	[(06-5)MHR-1, VBR, (06-6)RS-3&I	BUREAU	249	122	
PLOT DATE = 09/13/2011	CHECKED - PF	DRAWN - DY	REVISED -			CONTRACT NO. 66686					
						ILLINOIS FED. AID PROJECT					

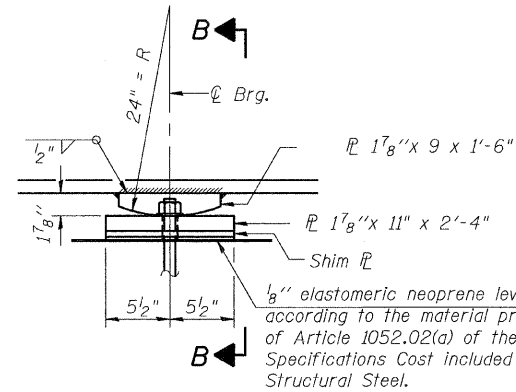


ELEVATION AT ABUTMENT



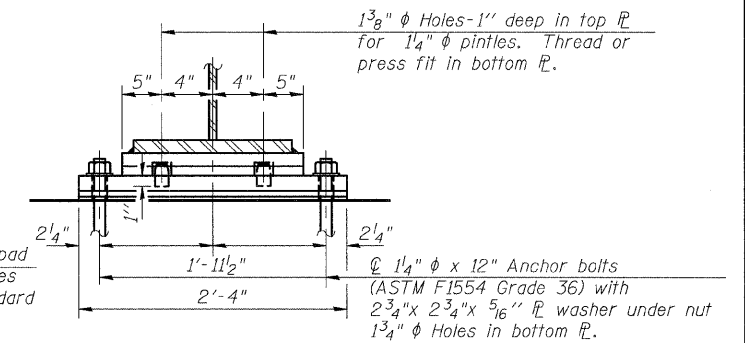
SECTION A-A

FIXED BEARING

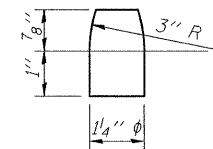


ELEVATION AT PIER

FIXED BEARING



SECTION B-B



PINTLE

BILL OF MATERIAL

ITEM	UNIT	EB	WB	TOTAL
Anchor Bolts, 1"	Each	24	24	48
Anchor Bolts, 1 1/4"	Each	24	24	48

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.

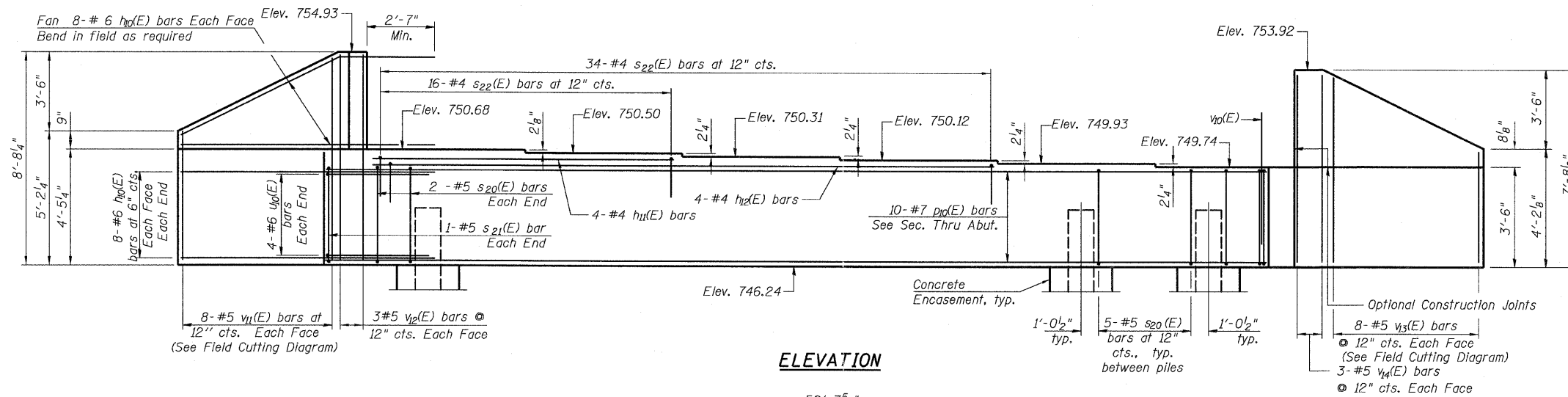
Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

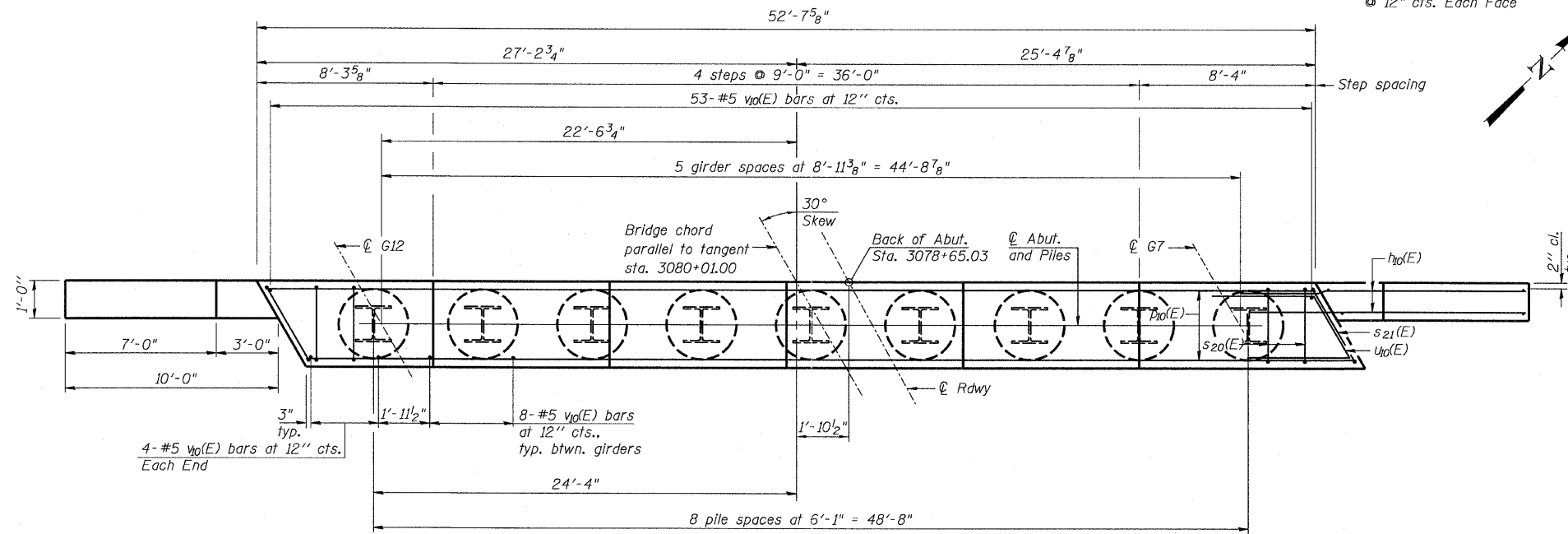
Two 3/8 in. adjusting shims shall be provided for each bearing in addition to all other plates and shims and placed as shown on bearing details.

FILE NAME =	USER NAME =	DESIGNED - DY	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BEARING DETAILS STRUCTURE NO. 006-0176 EB AND 006-0177 WB	F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEET NO.	
TYLIN INTERNATIONAL		CHECKED - PF	REVISED -			80	[(06-5)HR-1, VBR(06-6)]RS-3&1	BUREAU	249	127
PLOT SCALE =		DRAWN - DY	REVISED -			SHEET NO. 23 OF 43 SHEETS		CONTRACT NO. 66686		
PLOT DATE = 09/13/2011		CHECKED - PF	REVISED -			ILLINOIS FED. AID PROJECT				

Notes:
Four steps monolithically with cap.



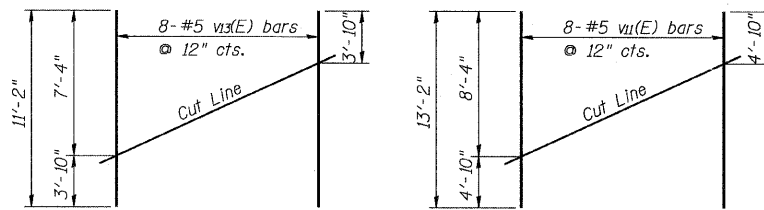
ELEVATION



PLAN

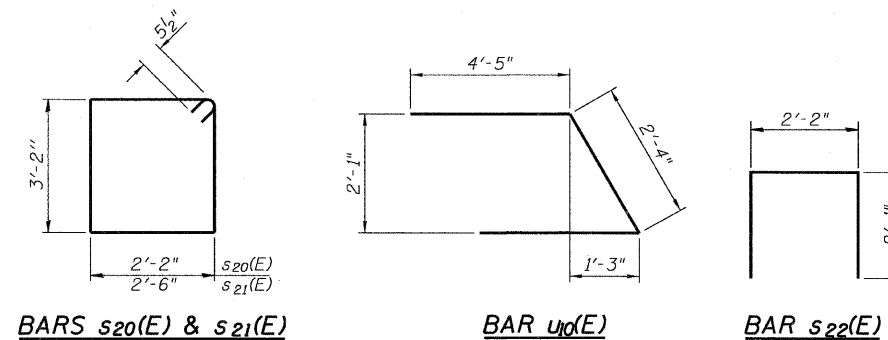
PILE DATA

Type: Steel HP 14x73
Nominal Required Bearing: 301 kips
Allowable Resistance Available: 100 kips
Est. Length: 48'-0"
No. Production Piles: 8
No. Test Piles: 1



FIELD CUTTING DIAGRAM

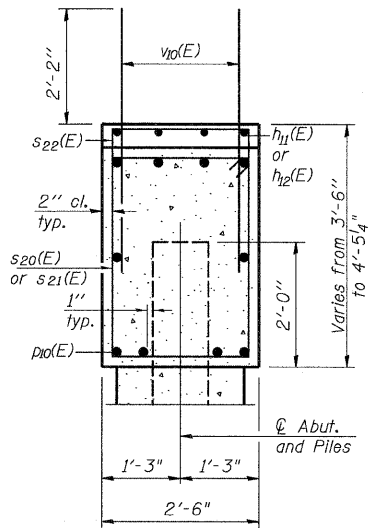
Order v11(E) & v13(E) full length. Cut as shown and use remainder of bars in opposite face.



BARS s20(E) & s21(E)

BAR u10(E)

BAR s22(E)

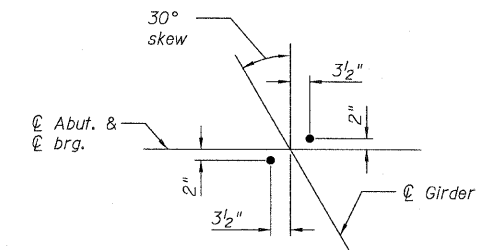


SEC. THRU ABUT.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h10(E)	64	#6	12'-7"	—
h11(E)	4	#4	15'-6"	—
h12(E)	4	#4	33'-6"	—
u10(E)	10	#7	52'-3"	—
s20(E)	44	#5	11'-7"	□
s21(E)	2	#5	12'-3"	□
s22(E)	50	#4	6'-4"	□
u10(E)	8	#6	11'-2"	□
v10(E)	101	#5	4'-4"	—
v11(E)	8	#5	13'-2"	—
v12(E)	6	#5	8'-4"	—
v13(E)	8	#5	11'-2"	—
v14(E)	6	#5	7'-4"	—
Structure Excavation			Cu. Yd.	136
Concrete Structures			Cu. Yd.	24.5
Reinforcement Bars, Epoxy Coated			Pound	4,070
Furnishing Steel Piles, HP 14x73			Foot	384
Driving Piles			Foot	384
Test Pile, HP 14x73			Each	1
Concrete Encasement			Cu. Yd.	5.0

For details of piles and Concrete Encasement, see sheet 34 of 43.



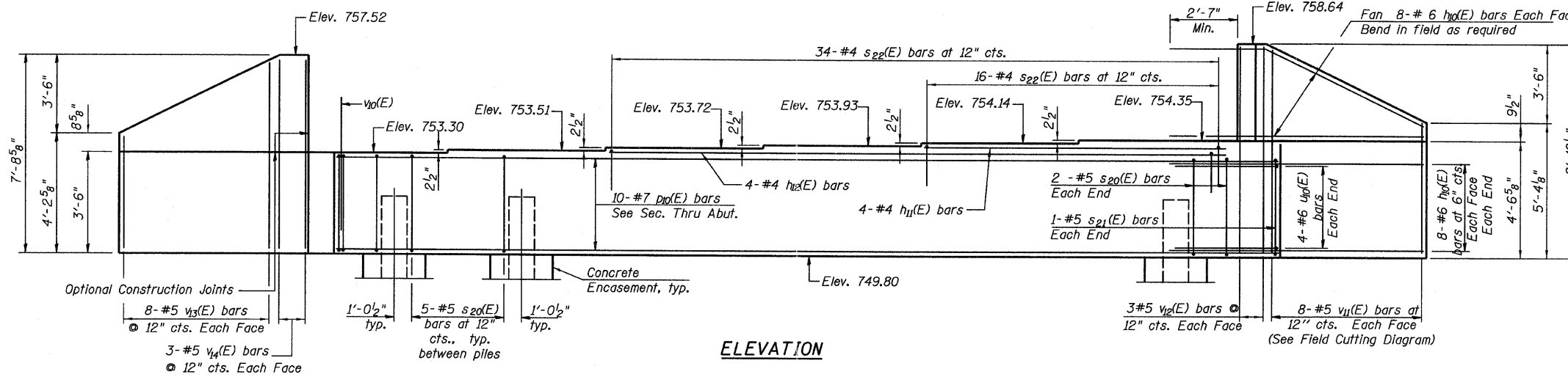
ANCHOR BOLT LAYOUT

FILE NAME =	USER NAME =	DESIGNED - PF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WEST ABUTMENT - EASTBOUND STRUCTURE NO. 006-0176 EB AND 006-0177 WB	F.A.I. SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
TYLIN INTERNATIONAL		CHECKED - DY	REVISED -			80	LOG-5HBR-LVBR006-6JRS-3A1	BUREAU	249	128
	PLOT SCALE =	DRAWN - DY	REVISED -			CONTRACT NO. 66686				
	PLOT DATE = 09/13/2011	CHECKED - PF	REVISED -			ILLINOIS FED. AID PROJECT				

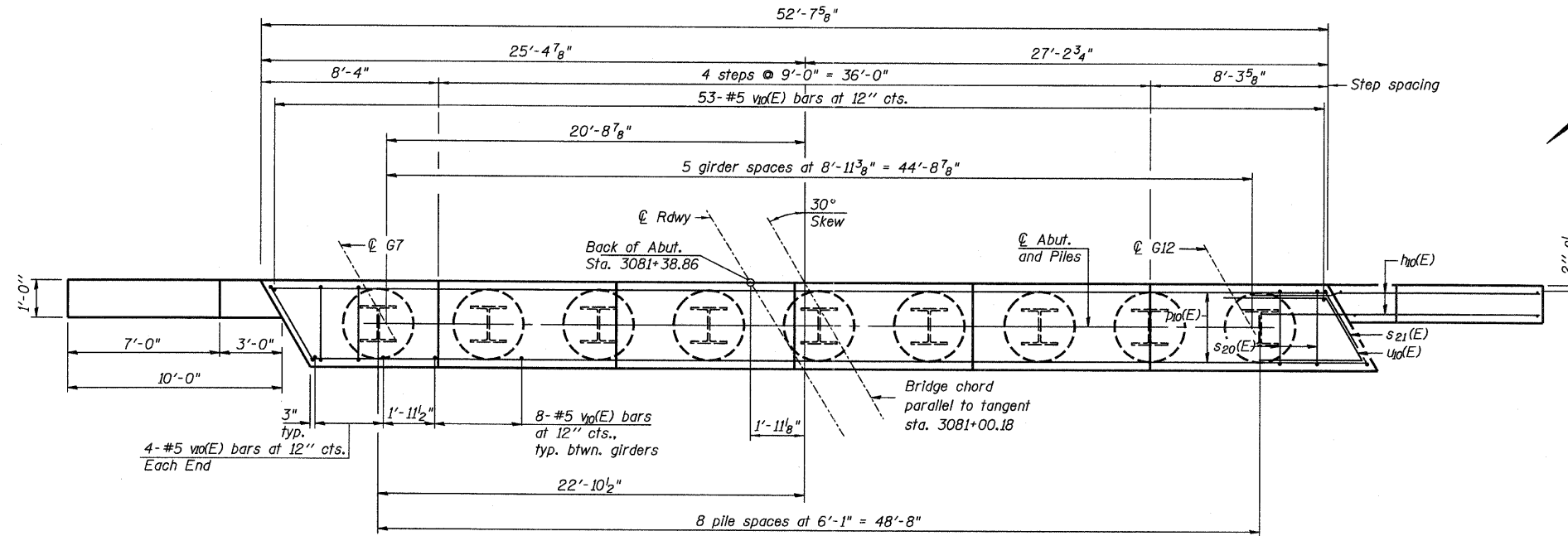
FILE#

FILE#

Notes:
Pour steps monolithically with cap.



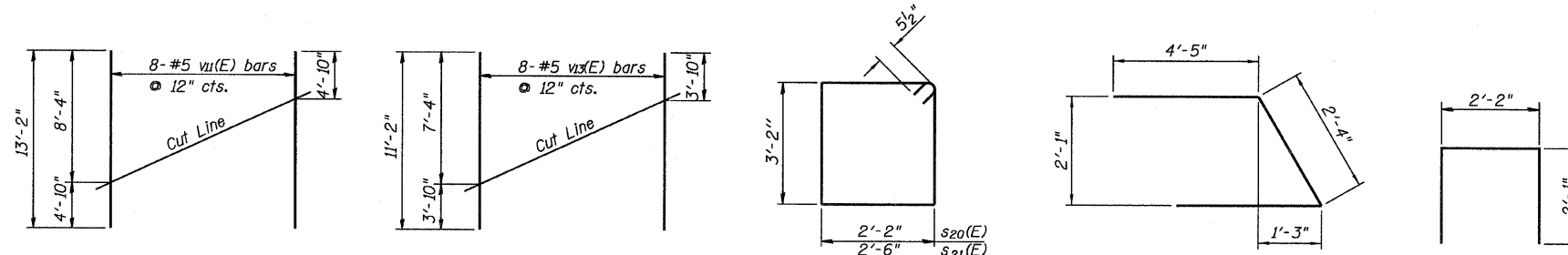
ELEVATION



PLAN

PILE DATA

Type: Steel HP 14x73
Nominal Required Bearing: 326 kips
Allowable Resistance Available: 109 kips
Est. Length: 29'-0"
No. Production Piles: 8
No. Test Piles: 1



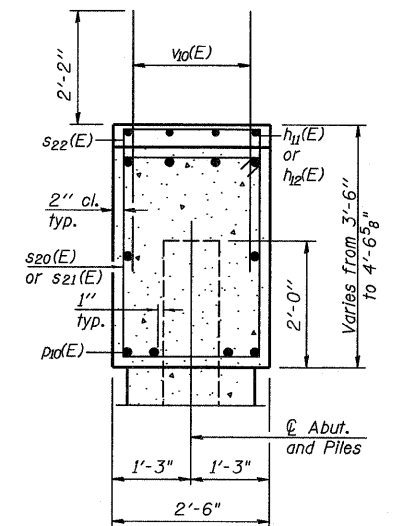
FIELD CUTTING DIAGRAM

Order v11(E) & v13(E) full length. Cut as shown and use remainder of bars in opposite face.

BARS s20(E) & s21(E)

BAR u6(E)

BAR s22(E)

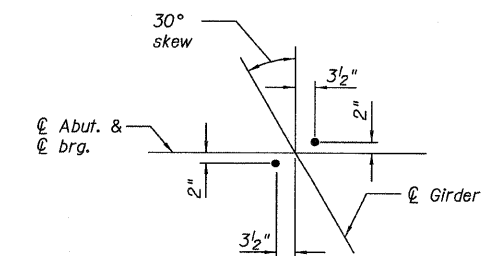


SEC. THRU ABUT.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h10(E)	64	#6	12'-7"	□
h11(E)	4	#4	15'-6"	□
h12(E)	4	#4	33'-6"	□
p10(E)	10	#7	52'-3"	□
s20(E)	44	#5	11'-7"	□
s21(E)	2	#5	12'-3"	□
s22(E)	50	#4	6'-4"	□
u6(E)	8	#6	11'-2"	□
v10(E)	101	#5	4'-4"	□
v11(E)	8	#5	13'-2"	□
v12(E)	6	#5	8'-4"	□
v13(E)	8	#5	11'-2"	□
v4(E)	6	#5	7'-4"	□
Structure Excavation		Cu. Yd.	151	
Concrete Structures		Cu. Yd.	24.8	
Reinforcement Bars, Epoxy Coated		Pound	4,070	
Furnishing Steel Piles, HP 14x73		Foot	232	
Driving Piles		Foot	232	
Test Pile, HP 14x73		Each	1	
Concrete Encasement		Cu. Yd.	5.0	

For details of piles and Concrete Encasement, see sheet 34 of 43.



ANCHOR BOLT LAYOUT

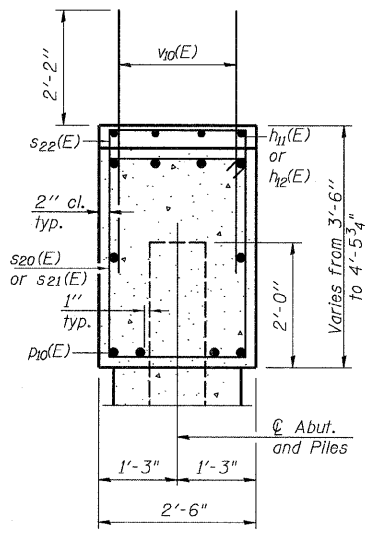
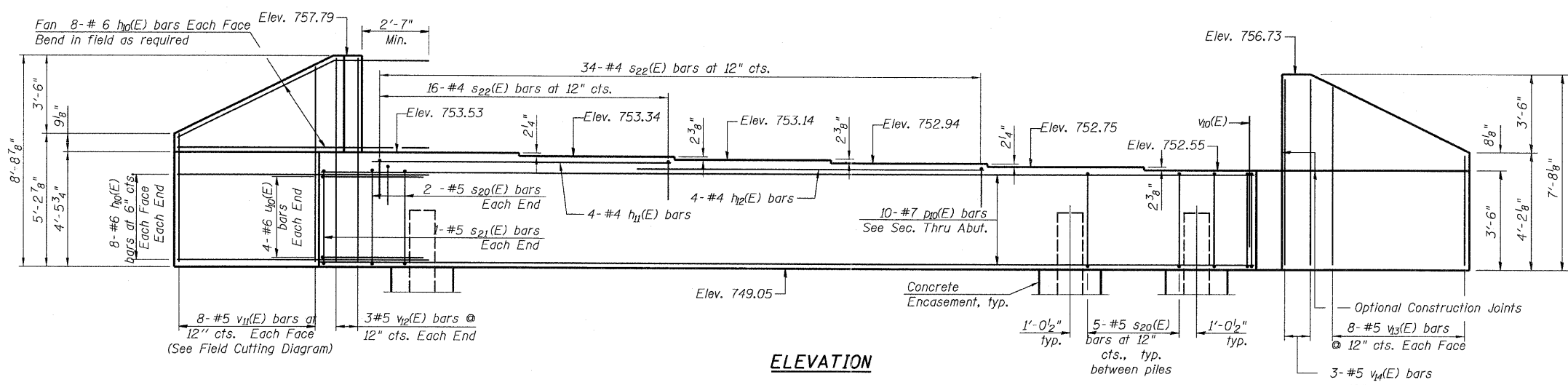
FILE NAME =	USER NAME =	DESIGNED - PF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EAST ABUTMENT - EASTBOUND STRUCTURE NO. 006-0176 EB AND 006-0177 WB	F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
TYLIN INTERNATIONAL		CHECKED - DY	REVISED -			BO	1106-5HBR-1, VBR-106-61RS-3&I	BUREAU	249	129	
	PLOT SCALE =	DRAWN - DY	REVISED -			CONTRACT NO. 66686					
	PLOT DATE = 09/13/2011	CHECKED - PF	REVISED -			ILLINOIS FED. AID PROJECT					

FILE

SHEET NO. 25 OF 43 SHEETS

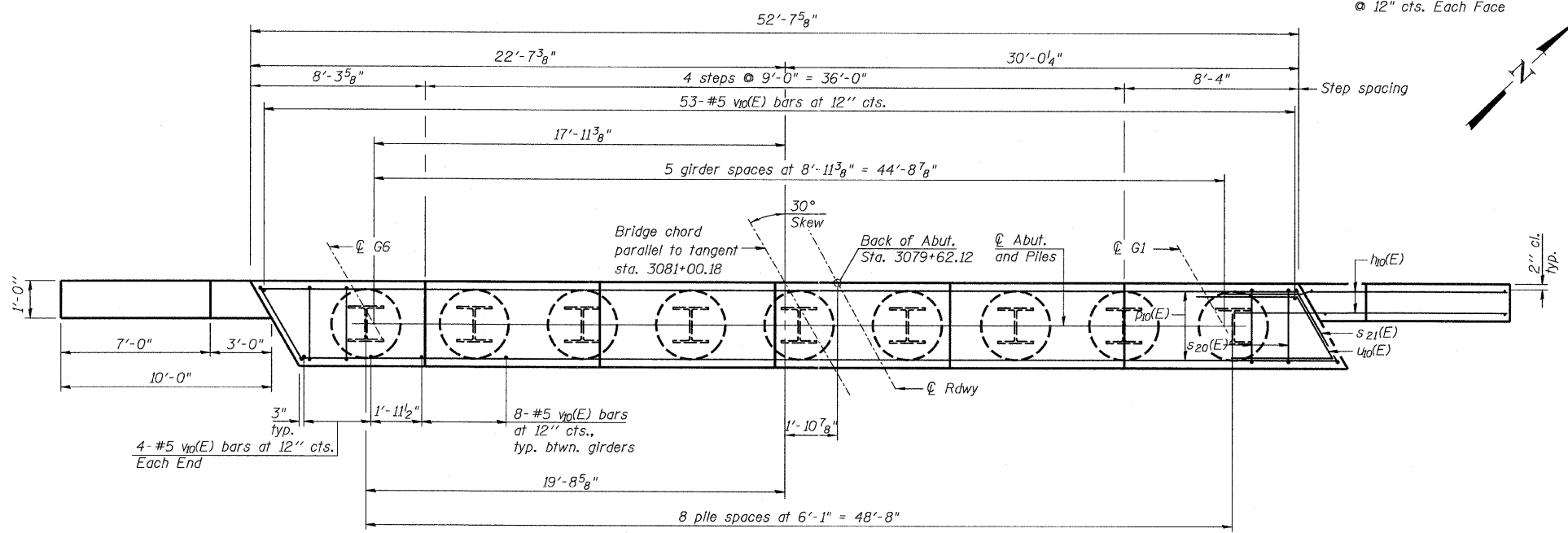
ILLINOIS FED. AID PROJECT

Notes:
Four steps monolithically with cap.



ELEVATION

SEC. THRU ABUT.



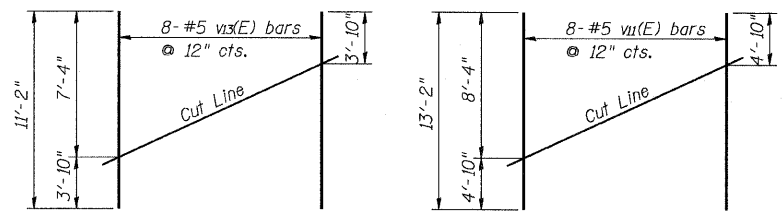
PLAN

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h10(E)	64	#6	12'-7"	—
h11(E)	4	#4	15'-6"	—
h12(E)	4	#4	33'-6"	—
h10(E)	10	#7	52'-3"	—
s20(E)	44	#5	11'-7"	□
s21(E)	2	#5	12'-3"	□
s22(E)	50	#4	6'-4"	□
u10(E)	8	#6	11'-2"	⌒
v10(E)	101	#5	4'-4"	—
v11(E)	8	#5	13'-2"	—
v12(E)	6	#5	8'-4"	—
v13(E)	8	#5	11'-2"	—
v14(E)	6	#5	7'-4"	—
Structure Excavation			Cu. Yd.	126
Concrete Structures			Cu. Yd.	24.6
Reinforcement Bars, Epoxy Coated			Pound	4,070
Furnishing Steel Piles, HP 14x73			Foot	392
Driving Piles			Foot	392
Test Pile, HP 14x73			Each	1
Concrete Encasement			Cu. Yd.	5.0

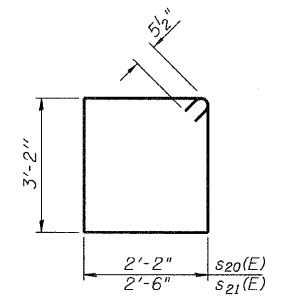
PILE DATA

Type: Steel HP 14x73
Nominal Required Bearing: 318 kips
Allowable Resistance Available: 106 kips
Est. Length: 49'-0"
No. Production Piles: 8
No. Test Piles: 1

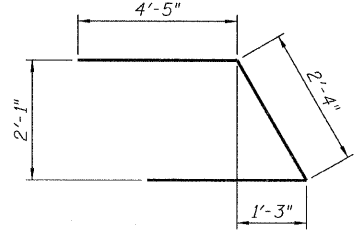


FIELD CUTTING DIAGRAM

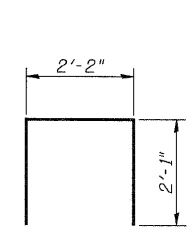
Order v11(E) & v13(E) full length. Cut as shown and use remainder of bars in opposite face.



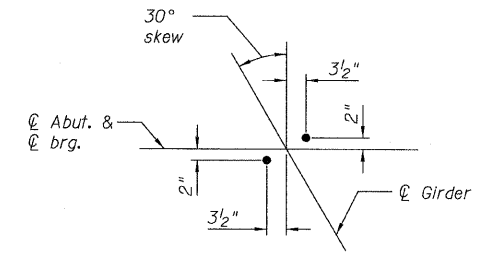
BARS s20(E) & s21(E)



BAR u10(E)



BAR s22(E)



ANCHOR BOLT LAYOUT

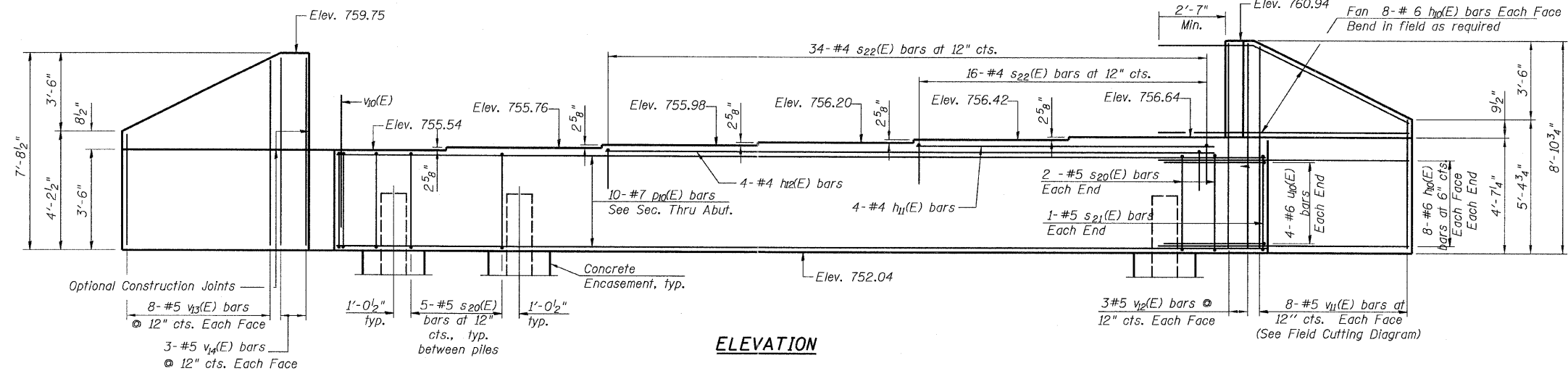
FILE NAME =	USER NAME =	DESIGNED - PF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WEST ABUTMENT - WESTBOUND STRUCTURE NO. 006-0176 EB AND 006-0177 WB	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
TYLIN INTERNATIONAL		CHECKED - DY	REVISED -			80	106-5HBR-1VBR06-6JRS-3A1	BUREAU	249	130	
	PLOT SCALE =	DRAWN - DY	REVISED -			CONTRACT NO. 66686					
	PLOT DATE = 09/13/2011	CHECKED - PF	REVISED -			ILLINOIS FED. AID PROJECT					

#FILE#

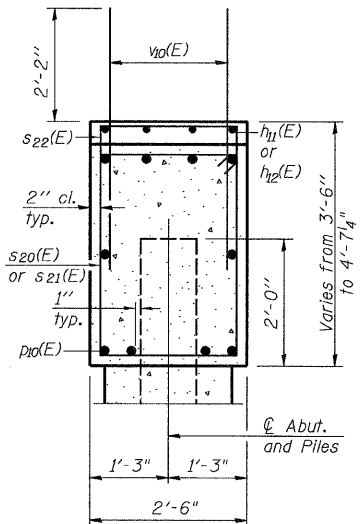
#FILES

#FILES

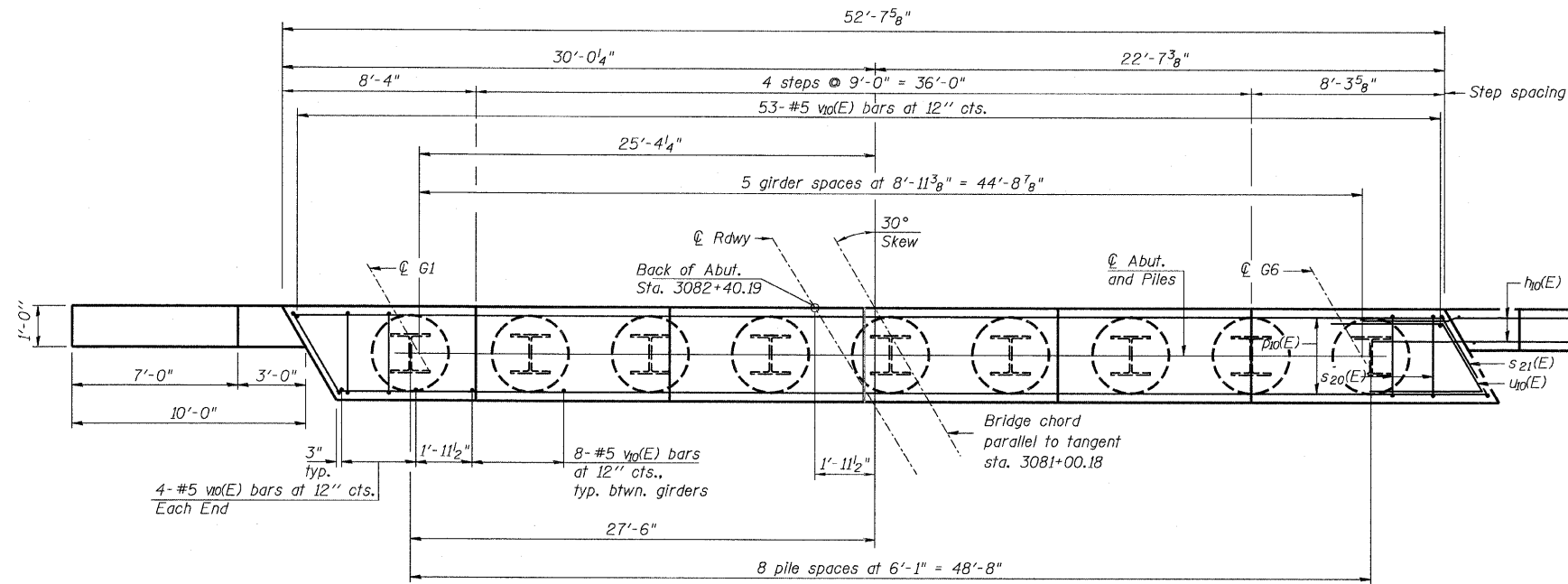
Notes:
Four steps monolithically with cap.



ELEVATION



SEC. THRU ABUT.



PLAN

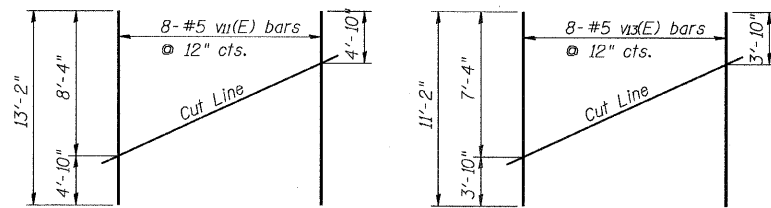
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h10(E)	64	#6	12'-7"	—
h11(E)	4	#4	15'-6"	—
h12(E)	4	#4	33'-6"	—
p10(E)	10	#7	52'-3"	—
s20(E)	44	#5	11'-7"	□
s21(E)	2	#5	12'-3"	□
s22(E)	50	#4	6'-4"	□
u10(E)	8	#6	11'-2"	┘
v10(E)	101	#5	4'-4"	—
v11(E)	8	#5	13'-2"	—
v12(E)	6	#5	8'-4"	—
v13(E)	8	#5	11'-2"	—
v14(E)	6	#5	7'-4"	—
Structure Excavation	Cu. Yd.	126		
Concrete Structures	Cu. Yd.	25.0		
Reinforcement Bars, Epoxy Coated	Pound	4,070		
Furnishing Steel Piles, HP 14x73	Foot	384		
Driving Piles	Foot	384		
Test Pile, HP 14x73	Each	1		
Concrete Encasement	Cu. Yd.	5.0		

For details of piles and Concrete Encasement, see sheet 34 of 43.

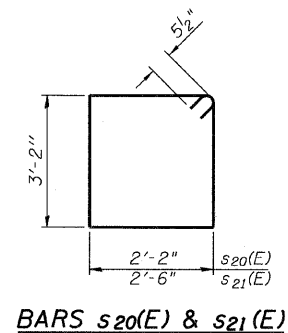
PILE DATA

Type: Steel HP 14x73
Nominal Required Bearing: 306 kips
Allowable Resistance Available: 102 kips
Est. Length: 48'-0"
No. Production Piles: 8
No. Test Piles: 1

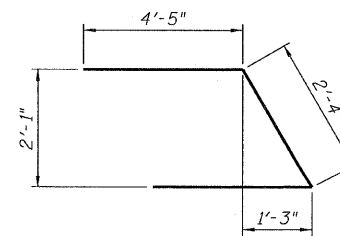


FIELD CUTTING DIAGRAM

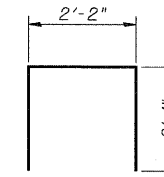
Order v11(E) & v13(E) full length. Cut as shown and use remainder of bars in opposite face.



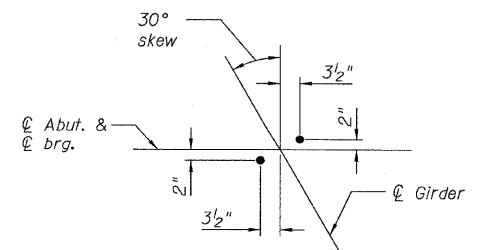
BARS s20(E) & s21(E)



BAR u10(E)



BAR s22(E)



ANCHOR BOLT LAYOUT

FILE NAME =	USER NAME =	DESIGNED - PF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EAST ABUTMENT - WESTBOUND STRUCTURE NO. 006-0176 EB AND 006-0177 WB	F.A.I. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
TYLIN INTERNATIONAL	PLOT SCALE =	CHECKED - DY	REVISED -			80	1006-SHBR-1VBRH06-6JRS-3A1	BUREAU	219	131	
	PLOT DATE = 09/13/2011	DRAWN - DY	REVISED -			CONTRACT NO. 66686					
		CHECKED - PF	REVISED -			ILLINOIS FED. AID PROJECT					

#FILE#

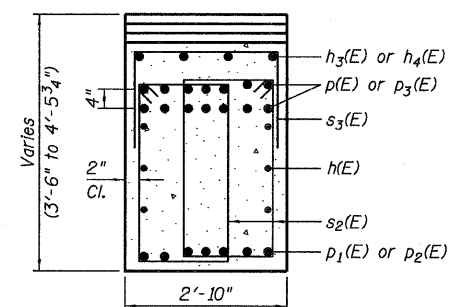
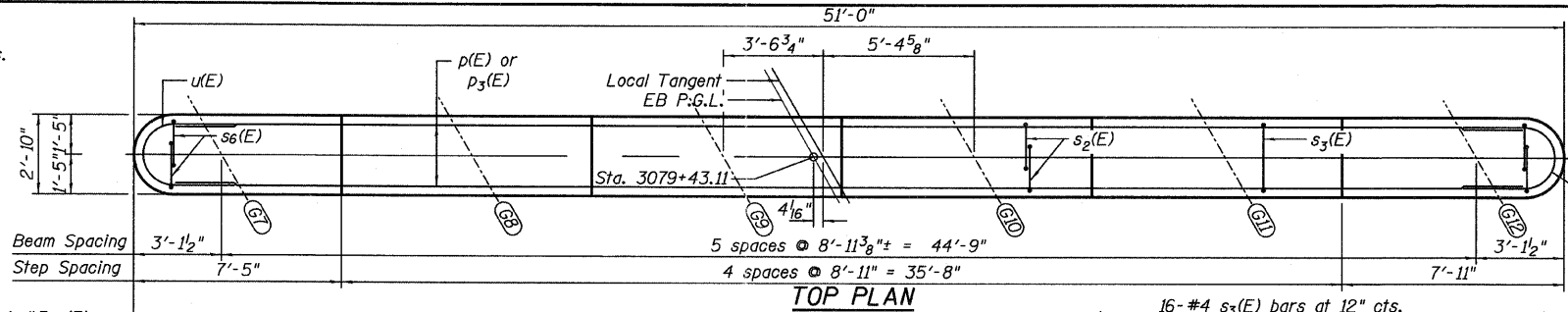
#TIMES

NOTES:

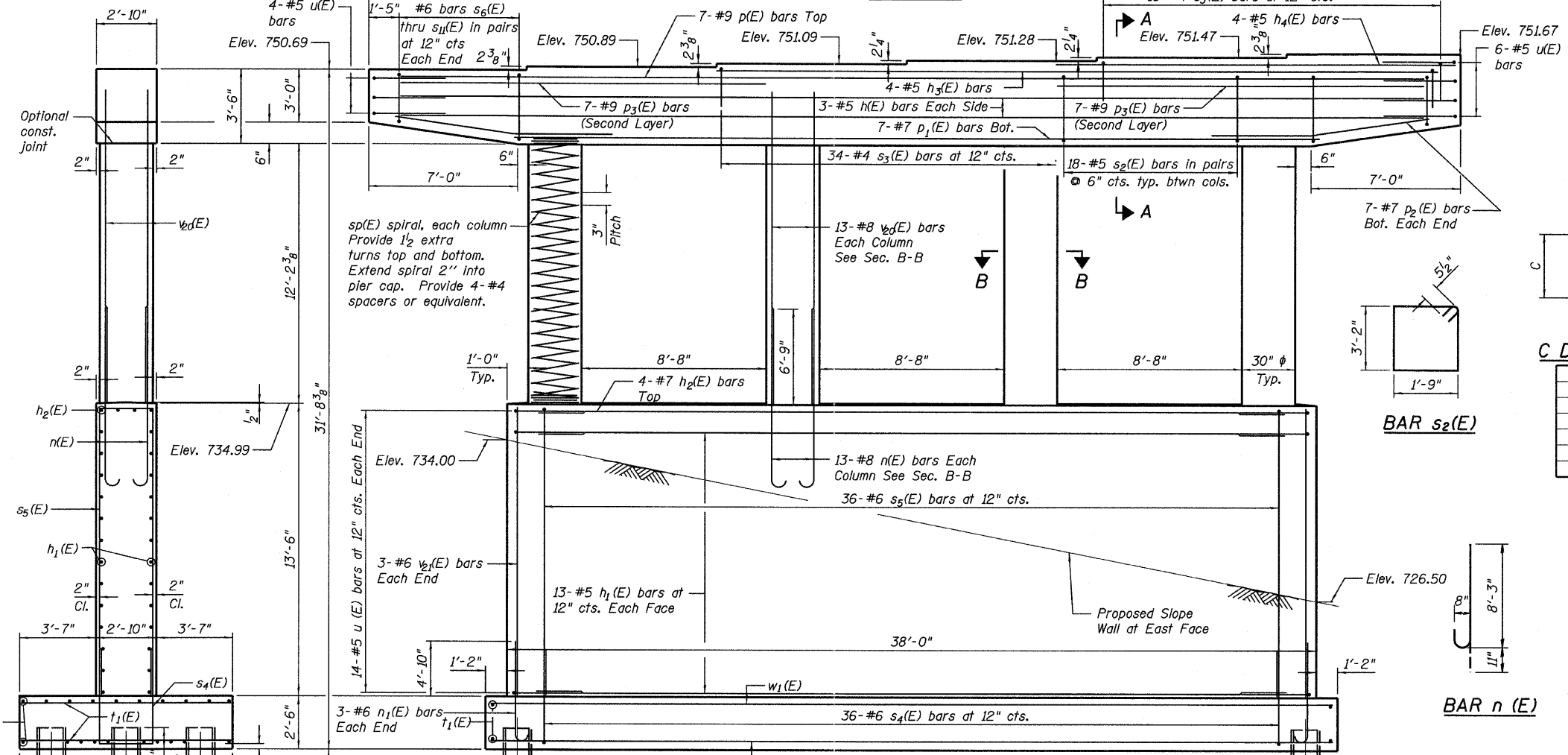
1. Space reinforcement in cap to miss anchor bolts.
2. Pour steps monolithically with cap.
3. For details of piles, see sheet 34 of 43.
4. For anchor bolt layout, see sheet 30 of 43.

PILE DATA

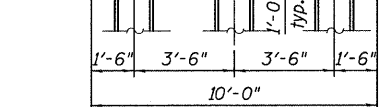
Type: Steel HP 14x73
 Nominal Required Bearing: 373 kips
 Allowable Resistance Available: 124 kips
 Est. Length: 50'-0"
 No. Production Piles: 23
 No. Test Piles: 1



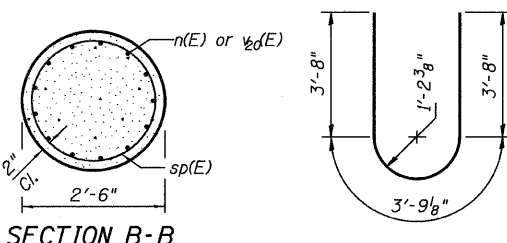
SECTION A-A



ELEVATION
(Looking East)

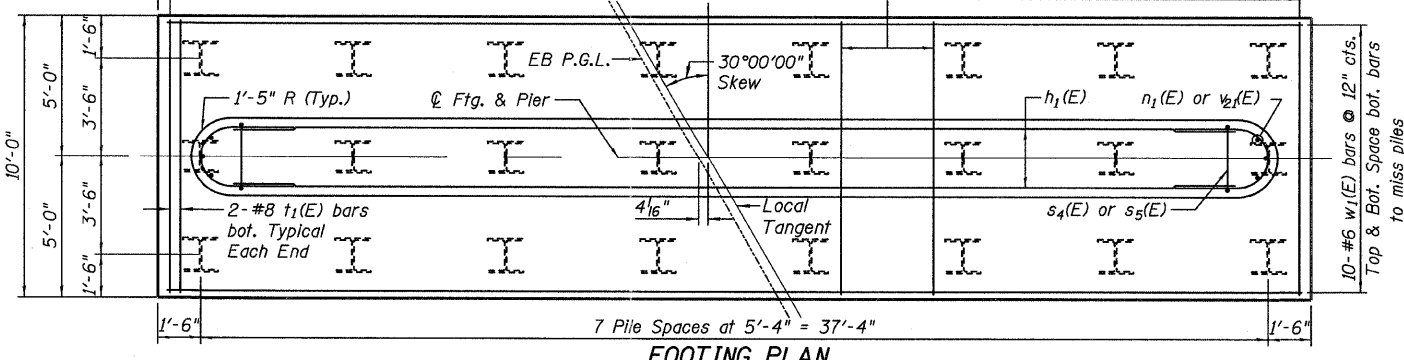


END VIEW



SECTION B-B

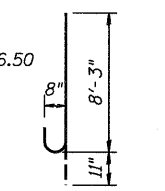
BAR u(E)



FOOTING PLAN

C DIMENSIONS

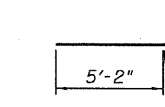
Bar	C
s6(E)	2'-8"
s7(E)	2'-9"
s8(E)	2'-10"
s9(E)	2'-11"
s10(E)	3'-0"
s11(E)	3'-1"



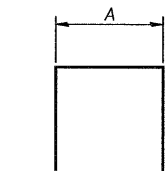
BAR s2(E)

BAR n(E)

BAR n1(E)



BAR P2(E)



A & B DIMENSIONS

Bar	A	B
s3(E)	2'-6"	2'-0"
s4(E)	2'-6"	7'-1"
s5(E)	2'-6"	13'-4"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	6	#5	48'-2"	—
h1(E)	26	#5	35'-2"	—
h2(E)	4	#7	35'-2"	—
h3(E)	4	#5	33'-1"	—
h4(E)	4	#5	15'-2"	—
n(E)	52	#8	9'-2"	U
n1(E)	6	#6	7'-9"	U
p(E)	7	#9	48'-2"	—
p1(E)	7	#7	37'-0"	—
p2(E)	14	#7	10'-9"	—
p3(E)	14	#9	17'-3"	—
s2(E)	108	#5	10'-9"	□
s3(E)	50	#4	6'-6"	□
s4(E)	36	#6	16'-8"	□
s5(E)	36	#6	29'-2"	□
s6(E)	4	#6	9'-6"	□
s7(E)	4	#6	9'-8"	□
s8(E)	4	#6	9'-10"	□
s9(E)	4	#6	10'-0"	□
s10(E)	4	#6	10'-2"	□
s11(E)	4	#6	10'-4"	□
sp(E)	4	#4	12'-5"	W
t1(E)	80	#8	9'-8"	—
u(E)	38	#5	11'-2"	—
v2(E)	52	#8	15'-5"	—
v2(E)	6	#6	13'-2"	—
w1(E)	20	#6	40'-0"	—

**

Structure Excavation	CU YD	265
Concrete Structures	CU YD	120.7
Reinforcement Bars, Epoxy Coated	POUND	17,090
Furnishing Steel Piles HP14x73	Foot	1150
Driving Piles	Foot	1150
Test Pile Steel HP14x73	Each	1

**Length is height of spiral.

FILE NAME =	USER NAME =	DESIGNED - SP	REVISIONS -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PIER 1 - EASTBOUND STRUCTURE NO. 006-0176 EB AND 006-0177 WB	F.A.I. RTE. =	SECTION =	COUNTY =	TOTAL SHEETS =	SHEET NO. =	
TYLIN INTERNATIONAL		CHECKED - PF	REVISIONS -			80	006-518R-1, VBR0106-61RS-3A1	BUREAU =	2-19	132	
		DRAWN - DY	REVISIONS -			CONTRACT NO. 66686					
		CHECKED - PF	REVISIONS -			SHEET NO. 28 OF 43 SHEETS					

#FILE#

#FILES

#DIM#

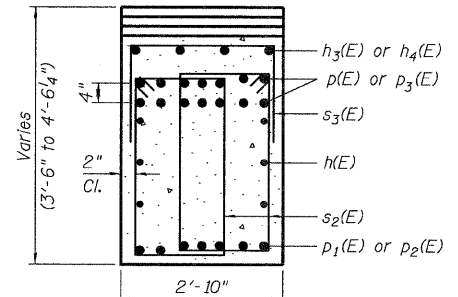
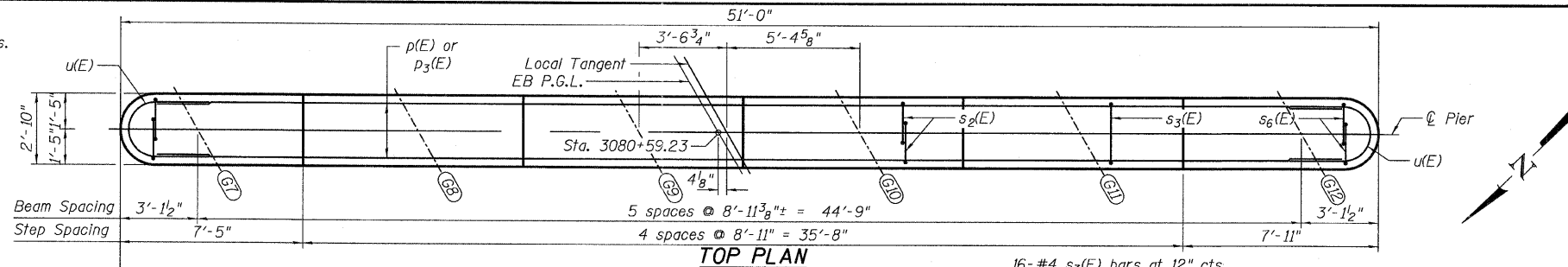
#DATE#

NOTES:

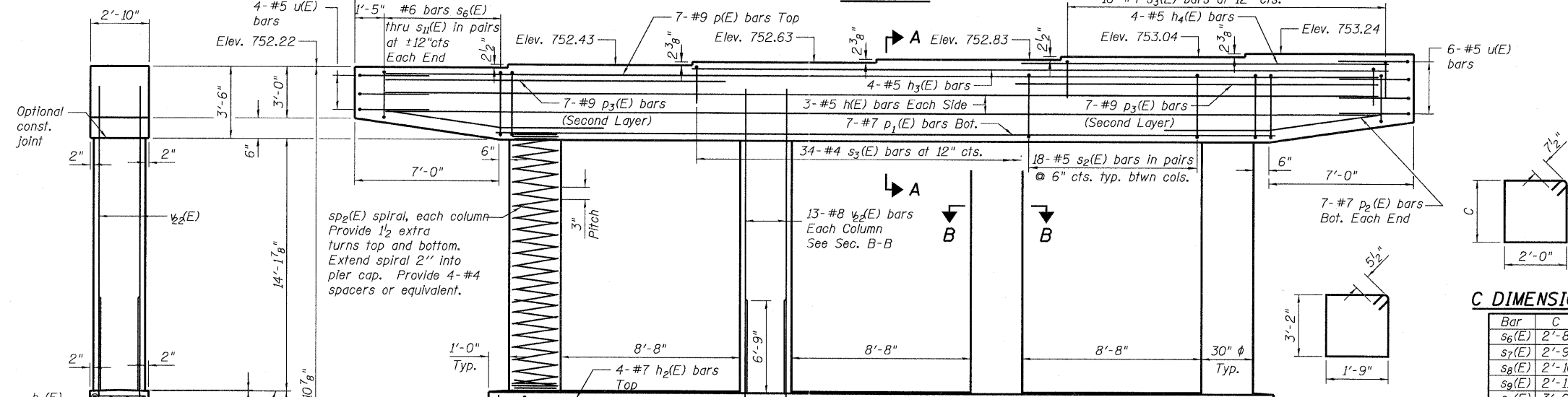
1. Space reinforcement in cap to miss anchor bolts.
2. Pour steps monolithically with cap.
3. For details of piles, see sheet 34 of 43.
4. For anchor bolt layout, see sheet 30 of 43.

PILE DATA

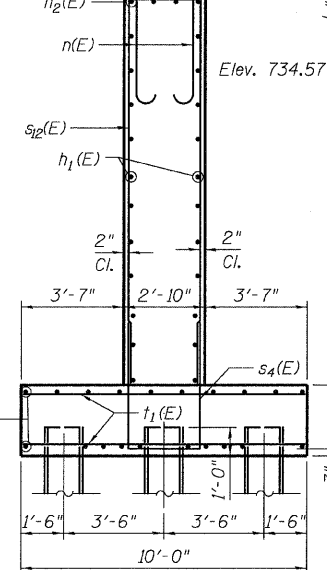
Type:	Steel HP 14x73
Nominal Required Bearing:	381 kips
Allowable Resistance Available:	127 kips
Est. Length:	51'-0"
No. Production Piles:	23
No. Test Piles:	1



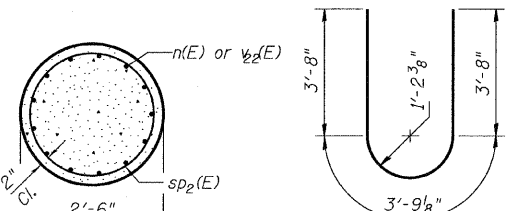
SECTION A-A



ELEVATION
(Looking East)

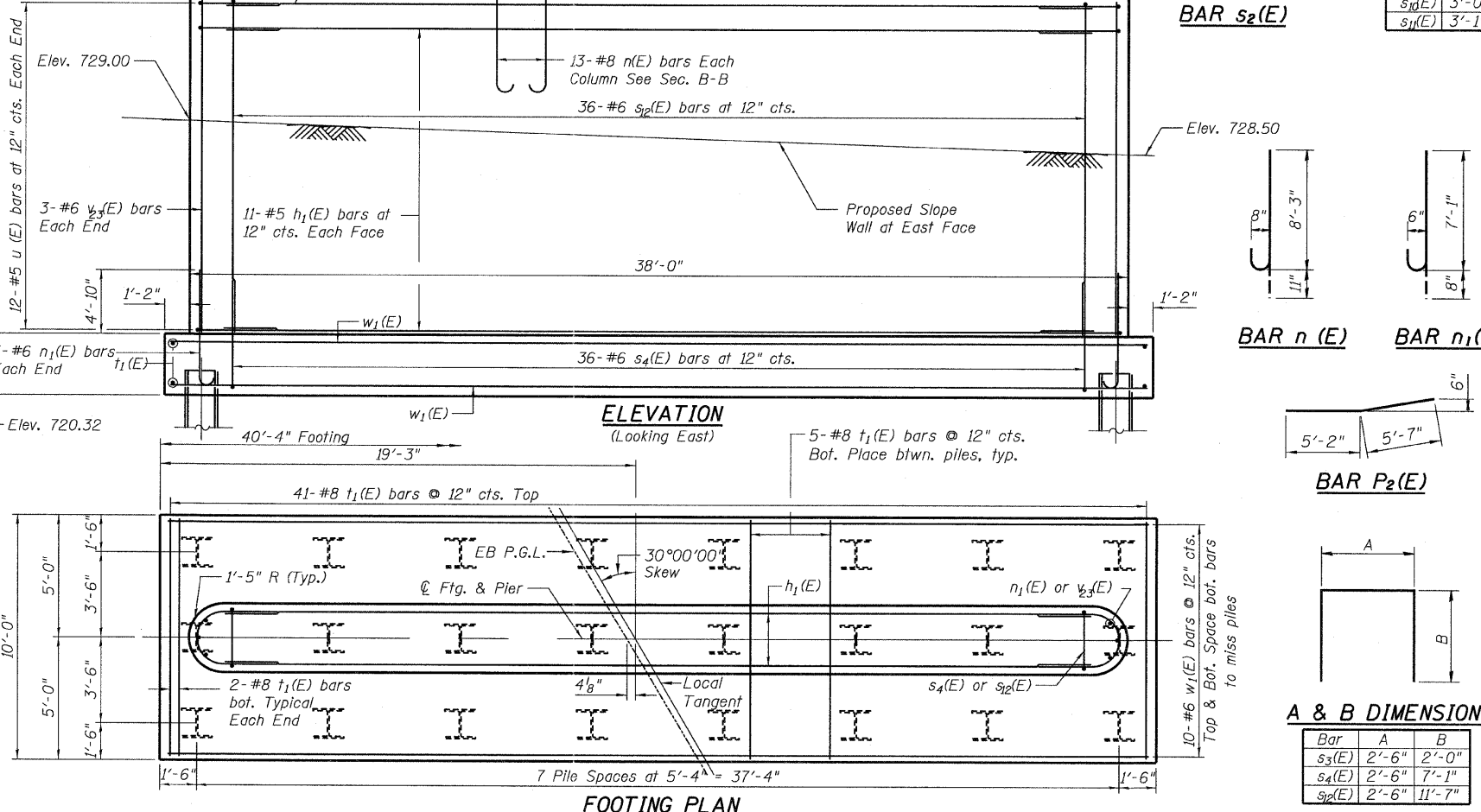


END VIEW



SECTION B-B

BAR u(E)



FOOTING PLAN

C DIMENSIONS

Bar	C
s6(E)	2'-8"
s7(E)	2'-9"
s8(E)	2'-10"
s9(E)	2'-11"
s10(E)	3'-0"
s11(E)	3'-1"

BAR n(E)

BAR n1(E)

BAR P2(E)

A & B DIMENSIONS

Bar	A	B
s3(E)	2'-6"	2'-0"
s4(E)	2'-6"	7'-1"
s2(E)	2'-6"	11'-7"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	6	#5	48'-2"	—
h1(E)	22	#5	35'-2"	—
h2(E)	4	#7	35'-2"	—
h3(E)	4	#5	33'-1"	—
h4(E)	4	#5	15'-2"	—
n(E)	52	#8	9'-2"	U
n1(E)	6	#6	7'-9"	U
p(E)	7	#9	48'-2"	—
p1(E)	7	#7	37'-0"	—
p2(E)	14	#7	10'-9"	—
p3(E)	14	#9	17'-3"	—
s2(E)	108	#5	10'-9"	□
s3(E)	50	#4	6'-6"	□
s4(E)	36	#6	16'-8"	□
s6(E)	4	#6	9'-6"	□
s7(E)	4	#6	9'-8"	□
s8(E)	4	#6	9'-10"	□
s9(E)	4	#6	10'-0"	□
s10(E)	4	#6	10'-2"	□
s11(E)	4	#6	10'-4"	□
s12(E)	36	#6	25'-8"	□
sp2(E)	4	#4	14'-4"	~
t1(E)	80	#8	9'-8"	—
u(E)	34	#5	11'-2"	U
v2(E)	52	#8	17'-5"	—
v3(E)	6	#6	11'-5"	—
w1(E)	20	#6	40'-0"	—
Structure Excavation	CU YD		234	
Concrete Structures	CU YD		115.2	
Reinforcement Bars, Epoxy Coated	POUND		17,150	
Furnishing Steel Piles HP14x73	Foot		1173	
Driving Piles	Foot		1173	
Test Pile Steel HP14x73	Each		1	

**Length is height of spiral.

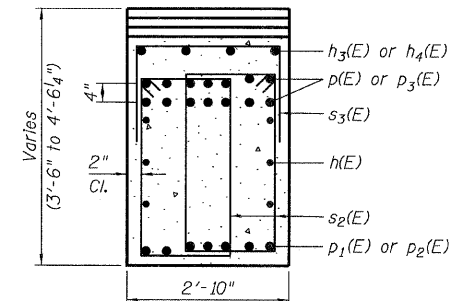
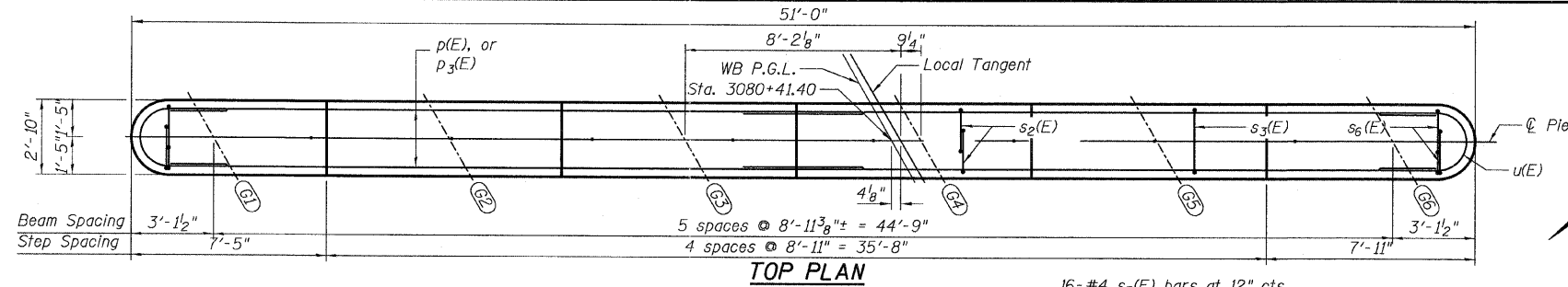
FILE NAME =	USER NAME =	DESIGNED - SP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PIER 2 - EASTBOUND STRUCTURE NO. 006-0176 EB AND 006-0177 WB	SHEET NO. 29 OF 43 SHEETS	F.A.I. RTE. 80	SECTION [106-5HBR-1VBR]06-6]RS-3&1	COUNTY BUREAU	TOTAL SHEETS 249	SHEET NO. 133
TYLIN INTERNATIONAL	PLOT SCALE =	CHECKED - PF	REVISED -				CONTRACT NO. 66686				
	PLOT DATE = 09/13/2011	DRAWN - DY	REVISED -								
		CHECKED - PF	REVISED -								

NOTES:

1. Space reinforcement in cap to miss anchor bolts.
2. Pour steps monolithically with cap.
3. For details of piles, see sheet 34 of 43.

PILE DATA

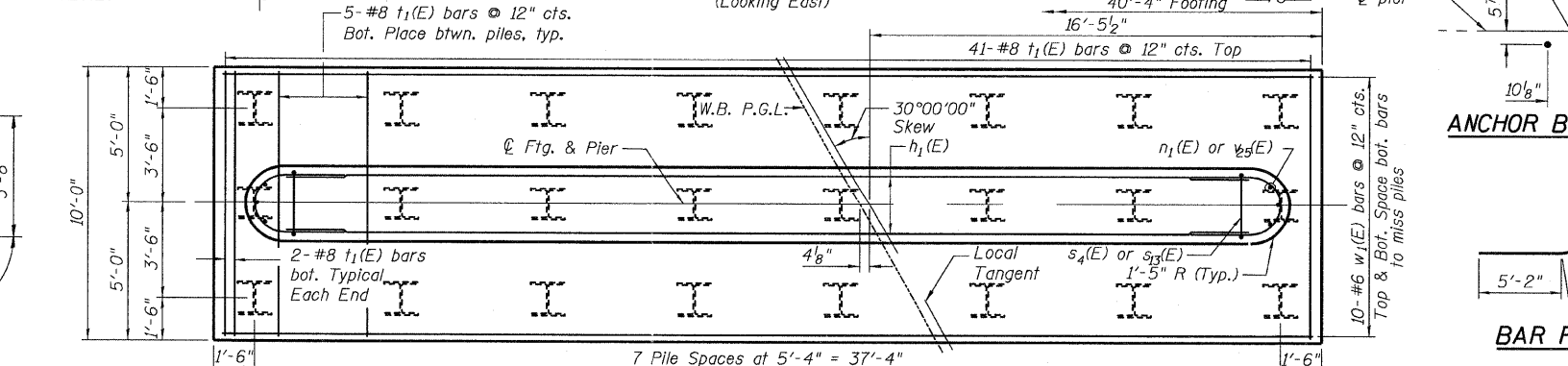
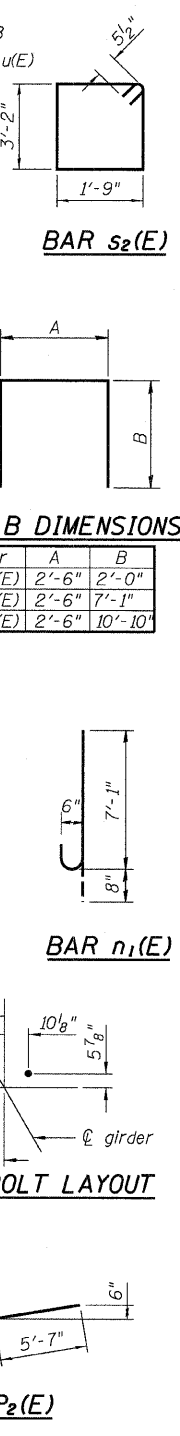
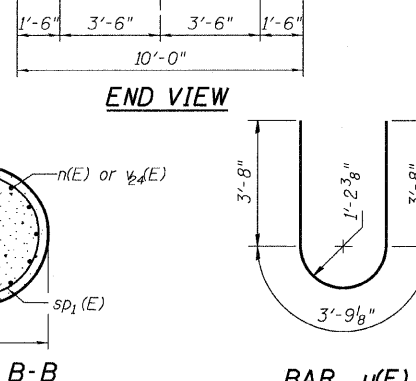
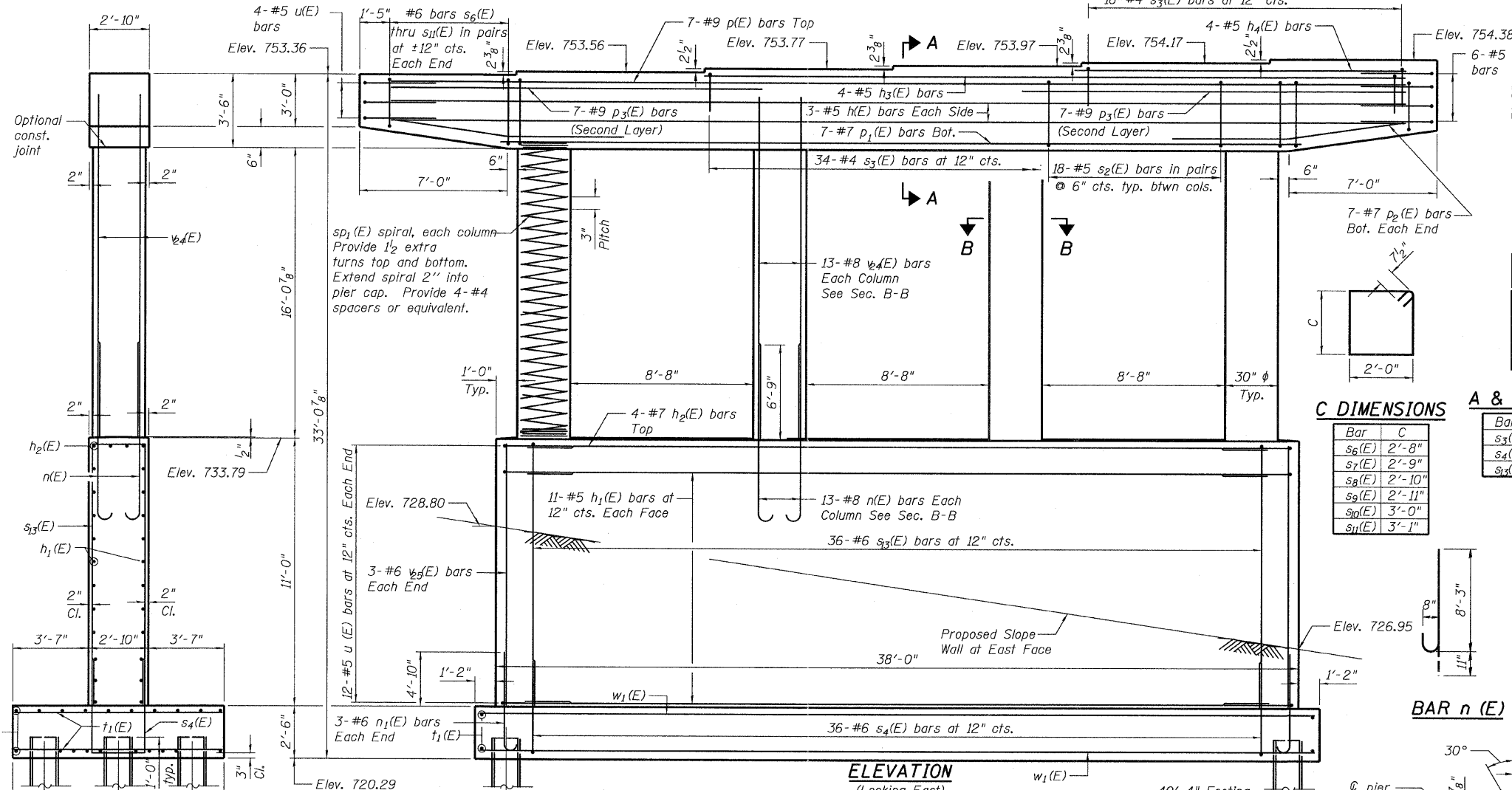
Type: Steel HP 14x73
 Nominal Required Bearing: 381 kips
 Allowable Resistance Available: 127 kips
 Est. Length: 51'-0"
 No. Production Piles: 23
 No. Test Piles: 1



SECTION A-A
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	6	#5	48'-2"	—
h1(E)	22	#5	35'-2"	—
h2(E)	4	#7	35'-2"	—
h3(E)	4	#5	33'-1"	—
h4(E)	4	#5	15'-2"	—
n(E)	52	#8	9'-2"	U
n1(E)	6	#6	7'-9"	U
p(E)	7	#9	48'-2"	—
p1(E)	7	#7	37'-0"	—
p2(E)	14	#7	10'-9"	—
p3(E)	14	#9	17'-3"	—
s2(E)	108	#5	10'-9"	□
s3(E)	50	#4	6'-6"	□
s4(E)	36	#6	16'-8"	□
s6(E)	4	#6	9'-6"	□
s7(E)	4	#6	9'-8"	□
s8(E)	4	#6	9'-10"	□
s9(E)	4	#6	10'-0"	□
s10(E)	4	#6	10'-2"	□
s11(E)	4	#6	10'-4"	□
s13(E)	36	#6	24'-2"	□
sp1(E)	4	#4	16'-3"	W
t1(E)	80	#8	9'-8"	—
u(E)	34	#5	11'-2"	U
w4(E)	52	#8	19'-4"	—
w5(E)	6	#6	10'-8"	—
w1(E)	20	#6	40'-0"	—
Structure Excavation	CU YD	200		
Concrete Structures	CU YD	113.8		
Reinforcement Bars, Epoxy Coated	POUND	17,420		
Furnishing Steel Piles HP14x73	Foot	1173		
Driving Piles	Foot	1173		
Test Pile Steel HP14x73	Each	1		

** Length is height of spiral.



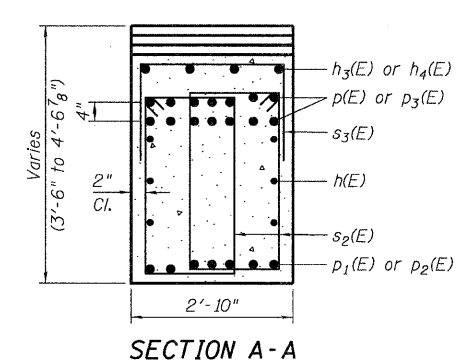
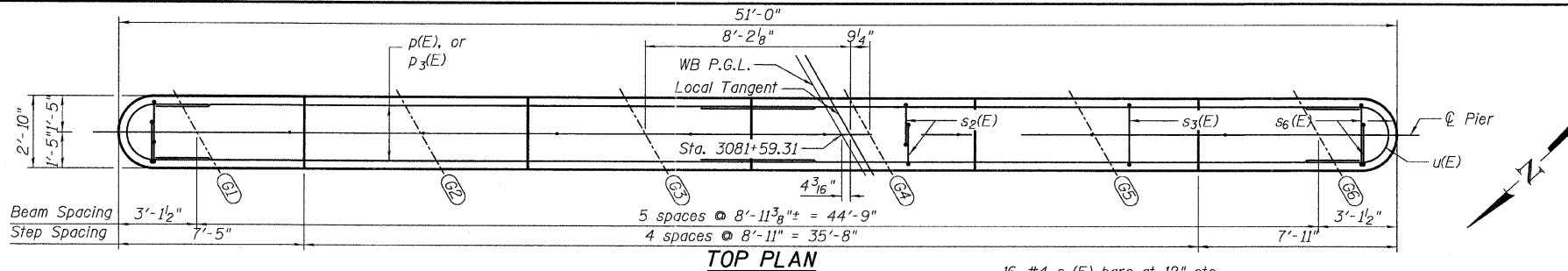
FILE NAME =	USER NAME =	DESIGNED - SP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PIER 1 - WESTBOUND STRUCTURE NO. 006-0176 EB AND 006-0177 WB	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
TYLIN INTERNATIONAL	PLOT SCALE =	CHECKED - PF	REVISED -			BO	(106-5HBR-1, VBR106-6)RS-3&I	BUREAU	249	134	
	PLOT DATE = 09/13/2011	DRAWN - DY	REVISED -			CONTRACT NO. 66686					
		CHECKED - PF	REVISED -			ILLINOIS FED. AID PROJECT					

NOTES:

1. Space reinforcement in cap to miss anchor bolts.
2. Pour steps monolithically with cap.
3. For details of piles, see sheet 34 of 43.
4. For anchor bolt layout, see sheet 30 of 43.

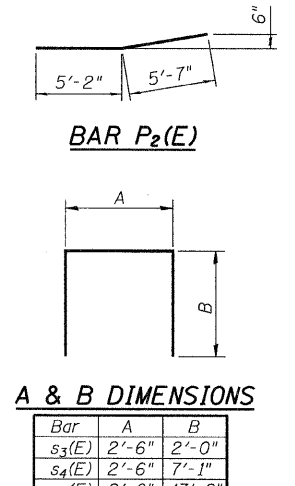
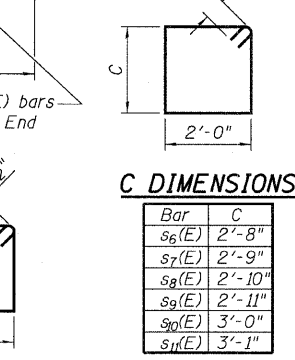
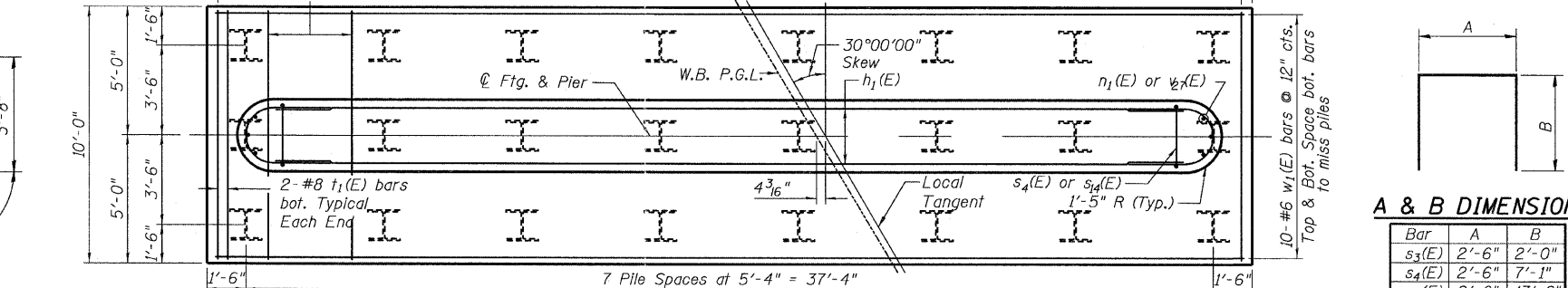
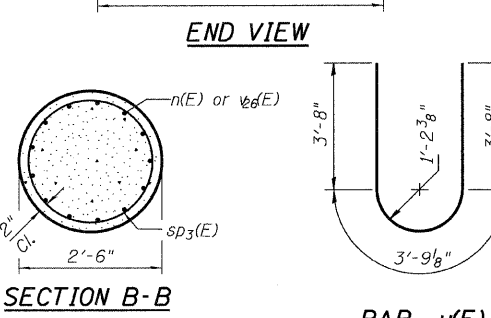
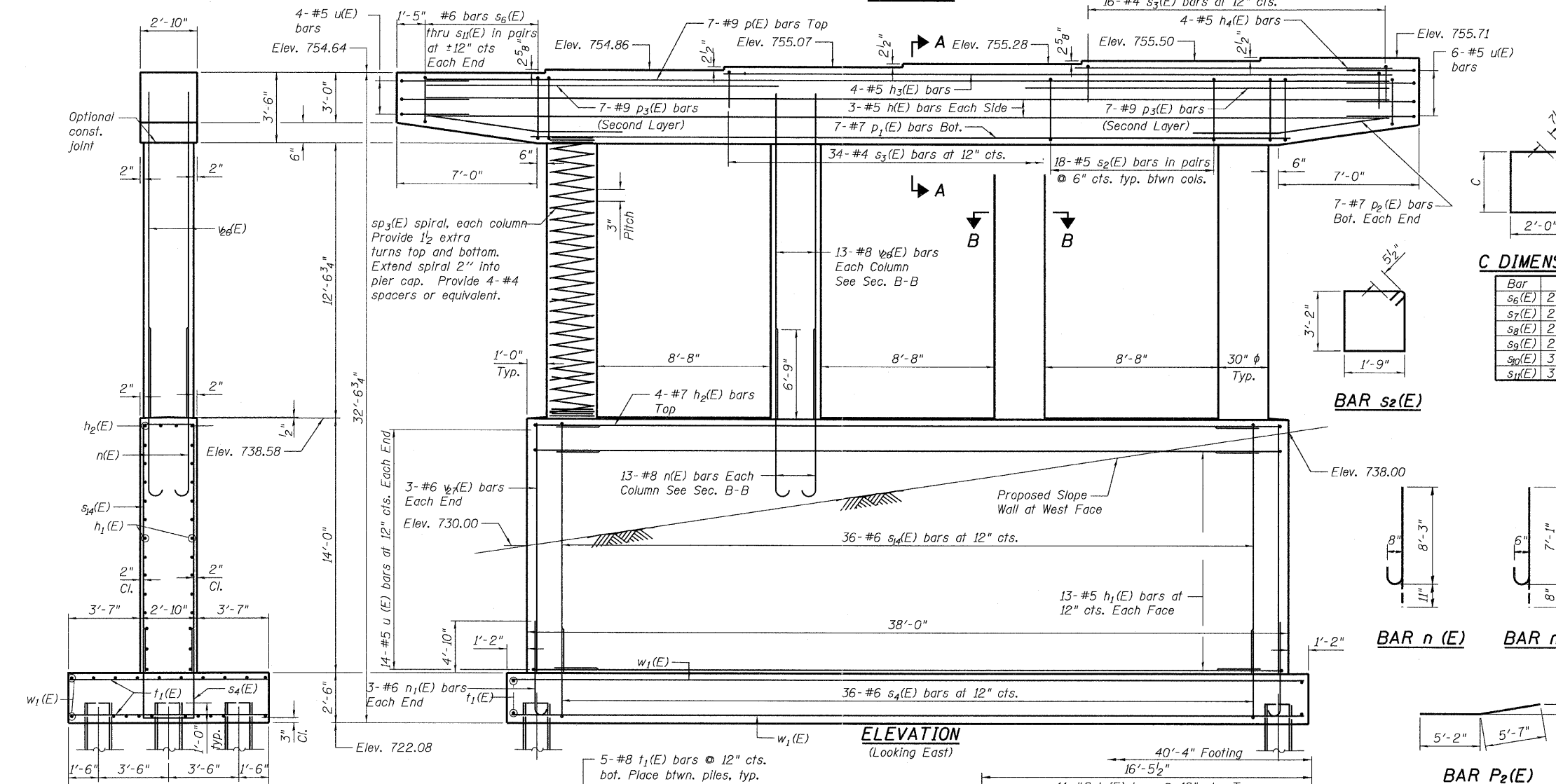
PILE DATA

Type: Steel HP 14x73
 Nominal Required Bearing: 472 kips
 Allowable Resistance Available: 157 kips
 Est. Length: 52'-0"
 No. Production Piles: 23
 No. Test Piles: 1



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	6	#5	48'-2"	—
h1(E)	26	#5	35'-2"	—
h2(E)	4	#7	35'-2"	—
h3(E)	4	#5	33'-1"	—
h4(E)	4	#5	15'-2"	—
n(E)	52	#8	9'-2"	U
n1(E)	6	#6	7'-9"	U
p(E)	7	#9	48'-2"	—
p1(E)	7	#7	37'-0"	—
p2(E)	14	#7	10'-9"	—
p3(E)	14	#9	17'-3"	—
s2(E)	108	#5	10'-9"	□
s3(E)	50	#4	6'-6"	□
s4(E)	36	#6	16'-8"	□
s6(E)	4	#6	9'-6"	□
s7(E)	4	#6	9'-8"	□
s8(E)	4	#6	9'-10"	□
s9(E)	4	#6	10'-0"	□
s10(E)	4	#6	10'-2"	□
s11(E)	4	#6	10'-4"	□
s14(E)	36	#6	29'-10"	U
sp3(E)	4	#4	12'-9"	~
t1(E)	80	#8	9'-8"	—
u(E)	38	#5	11'-2"	U
v6(E)	52	#8	15'-11"	—
v7(E)	6	#6	13'-8"	—
w1(E)	20	#6	40'-0"	—
Structure Excavation	CU YD		285	
Concrete Structures	CU YD		123.2	
Reinforcement Bars, Epoxy Coated	POUND		17,220	
Furnishing Steel Piles HP14x73	Foot		1196	
Driving Piles	Foot		1196	
Test Pile Steel HP14x73	Each		1	



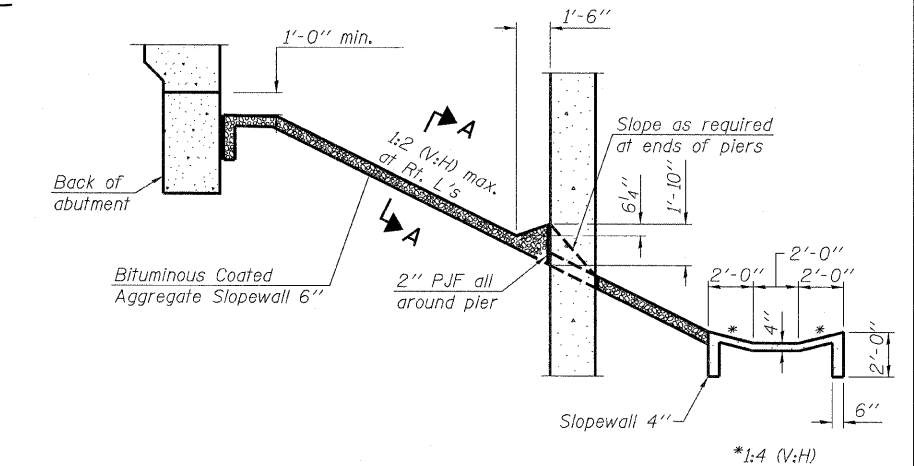
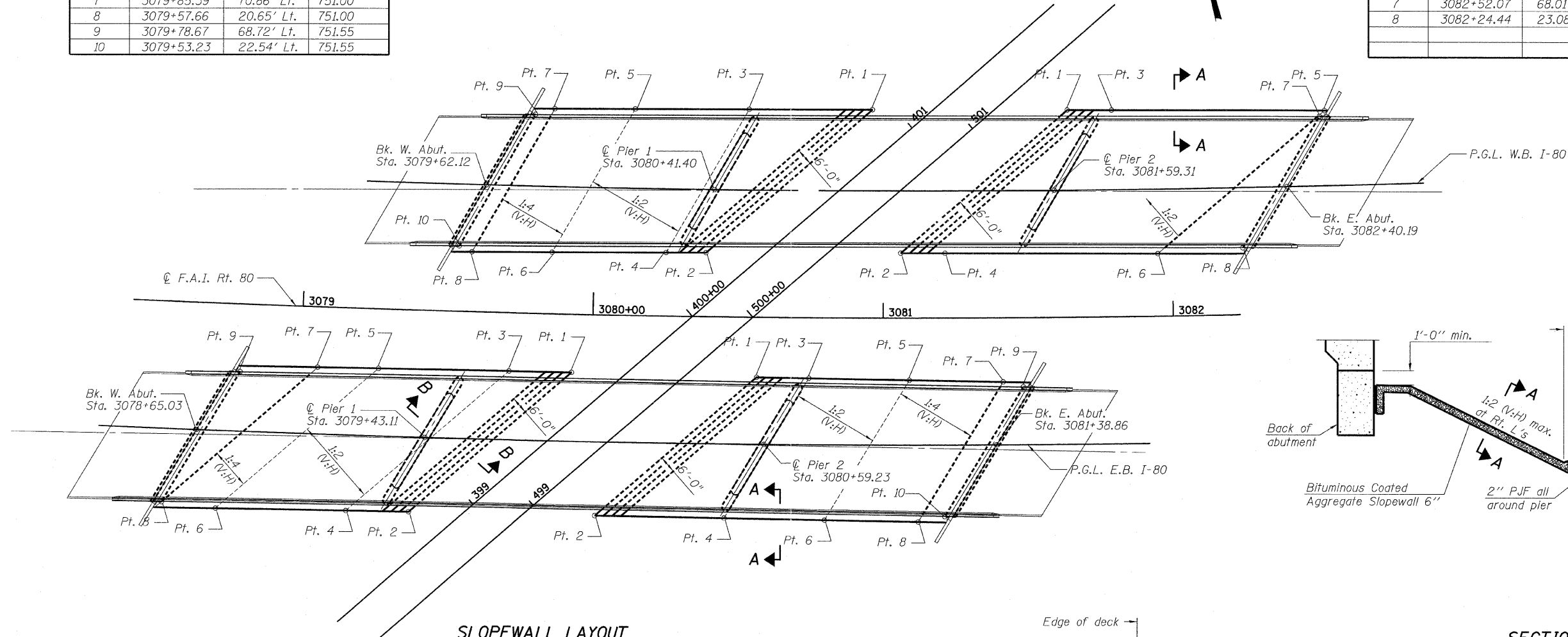
FILE NAME =	USER NAME =	DESIGNED - SP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PIER 2 - WESTBOUND STRUCTURE NO. 006-0176 EB AND 006-0177 WB SHEET NO. 31 OF 43 SHEETS	F.A.I. RT.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
TYLIN INTERNATIONAL		CHECKED - PF	REVISED -			80	[06-SHBR-1-VBR]06-6]RS-3&1	BUREAU	249	135	
	PLOT SCALE =	DRAWN - DY	REVISED -			CONTRACT NO. 66686					
	PLOT DATE = 09/13/2011	CHECKED - PF	REVISED -			ILLINOIS FED. AID PROJECT					

W. ABUT., W.B. BRIDGE

POINT	STATION	OFFSET	ELEVATION
1	3080+96.21	72.00' Lt.	725.80
2	3080+38.68	22.09' Lt.	726.60
3	3080+53.20	71.81' Lt.	728.00
4	3080+24.87	21.92' Lt.	728.00
5	3080+13.45	71.35' Lt.	745.00
6	3079+85.47	21.27' Lt.	745.00
7	3079+85.39	70.86' Lt.	751.00
8	3079+57.66	20.65' Lt.	751.00
9	3079+78.67	68.72' Lt.	751.55
10	3079+53.23	22.54' Lt.	751.55

E. ABUT., W.B. BRIDGE

POINT	STATION	OFFSET	ELEVATION
1	3081+64.16	71.65' Lt.	728.00
2	3081+06.03	22.41' Lt.	728.50
3	3081+79.60	71.46' Lt.	730.00
4	3081+21.34	22.38' Lt.	730.00
5	3082+53.89	69.97' Lt.	754.00
6	3081+95.01	21.64' Lt.	754.00
7	3082+52.07	68.01' Lt.	754.10
8	3082+24.44	23.08' Lt.	754.60

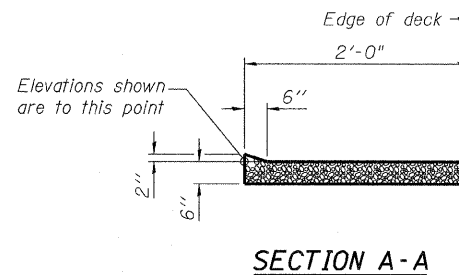


W. ABUT., E.B. BRIDGE

POINT	STATION	OFFSET	ELEVATION
1	3079+92.96	20.00' Rt.	726.00
2	3079+38.32	69.93' Rt.	725.80
3	3079+71.54	20.07' Rt.	730.00
4	3079+17.08	70.20' Rt.	730.00
5	3079+26.73	20.48' Rt.	745.00
6	3078+72.66	71.04' Rt.	745.00
7	3079+05.82	20.79' Rt.	748.50
8	3078+54.09	69.49' Rt.	748.50
9	3078+79.13	23.30' Rt.	748.70

E. ABUT., E.B. BRIDGE

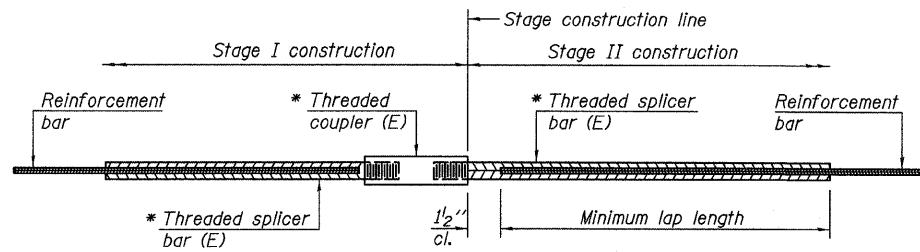
POINT	STATION	OFFSET	ELEVATION
1	3080+56.51	20.69' Rt.	727.50
2	3080+01.79	69.58' Rt.	726.20
3	3080+74.48	20.89' Rt.	730.00
4	3080+45.82	69.76' Rt.	730.00
5	3081+08.99	21.44' Rt.	745.00
6	3080+80.04	70.13' Rt.	745.00
7	3081+41.20	22.14' Rt.	752.00
8	3081+11.98	70.67' Rt.	752.00
9	3081+48.16	23.90' Rt.	752.30
10	3081+21.01	68.85' Rt.	752.30



NOTES

Offsets are measured from \odot F.A.I. Rt. 80.

FILE NAME =	USER NAME =	DESIGNED - PF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SLOPEWALL LAYOUT STRUCTURE NO. 006-0176 EB AND 006-0177 WB	F.A.I. RTE. 80	SECTION 1006-51HBR-1.VBR(06-6)RS-3&1	COUNTY	TOTAL SHEETS 249	SHEET NO. 191
TYLIN INTERNATIONAL	PLOT SCALE =	CHECKED - PF	REVISED -			BUREAU	CONTRACT NO. 66686			
	PLOT DATE = 09/13/2011	DRAWN - DY	REVISED -			ILLINOIS FED. AID PROJECT				
		CHECKED - PF	REVISED -			SHEET NO. 32 OF 43 SHEETS				



STANDARD BAR SPLICER ASSEMBLY

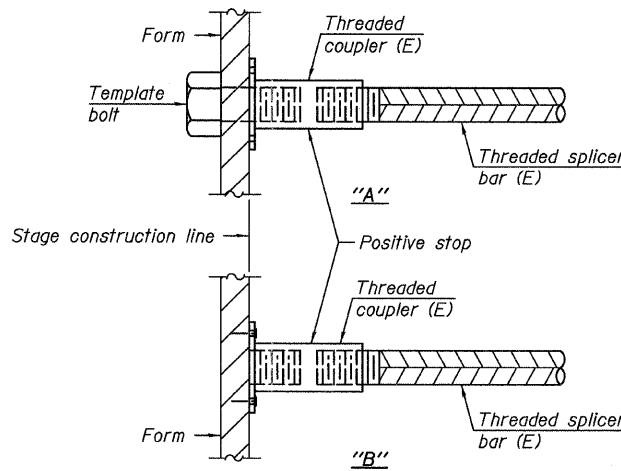
Bar size to be spliced	Minimum Lap Lengths				
	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

- 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

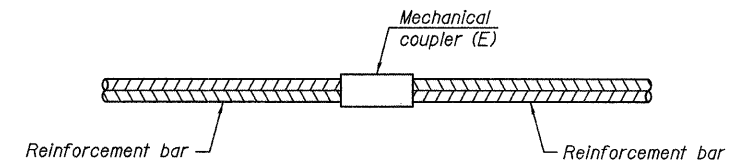
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

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



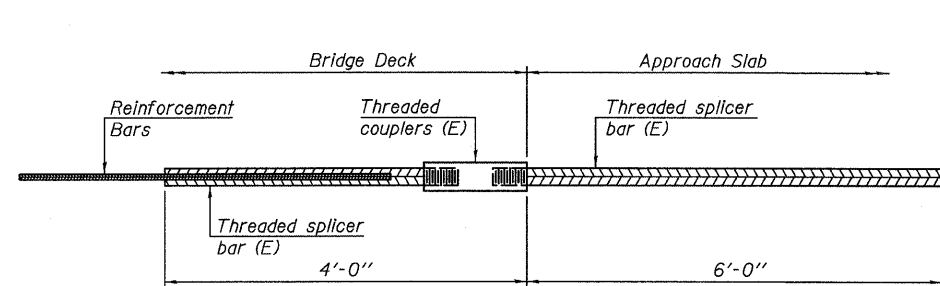
INSTALLATION AND SETTING METHODS

"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.



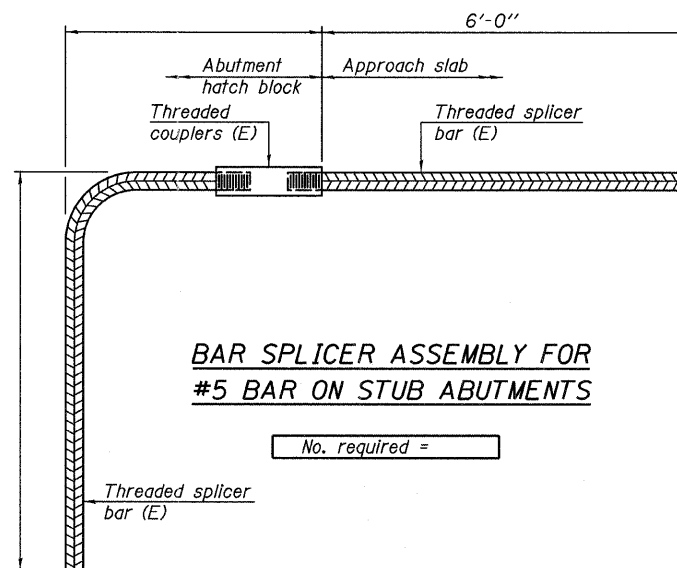
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



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

No. required = 90 (EB)
 No. required = 90 (WB)



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.

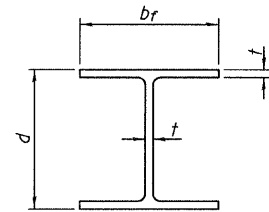
BSD-1

7-1-10

FILE NAME = TYLIN INTERNATIONAL	USER NAME =	DESIGNED - PF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MECHANICAL SPLICER /BAR SPLICER DETAILS STRUCTURE NO. 006-0176 EB AND 006-0177 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	249	137
	PLOT DATE = 09/13/2011	DRAWN - DY	REVISED -			CONTRACT NO. 66686				
		CHECKED - PF	REVISED -			ILLINOIS FED. AID PROJECT				
SHEET NO. 33 OF 43 SHEETS										

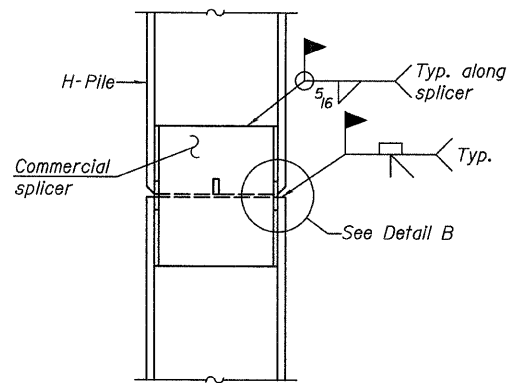
#FILE#

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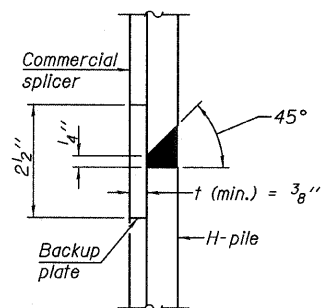


STEEL PILE TABLE

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"	1/16"	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"

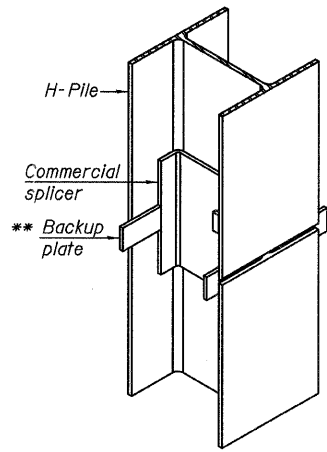


ELEVATION

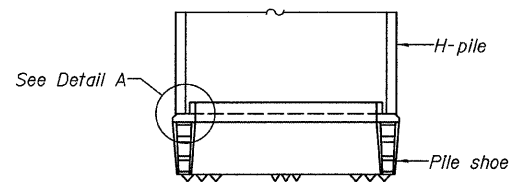


DETAIL "B"

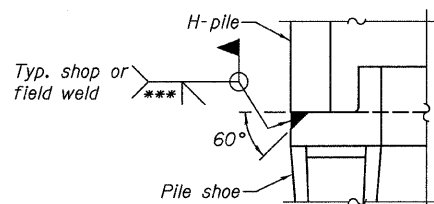
WELDED COMMERCIAL SPLICE



ISOMETRIC VIEW

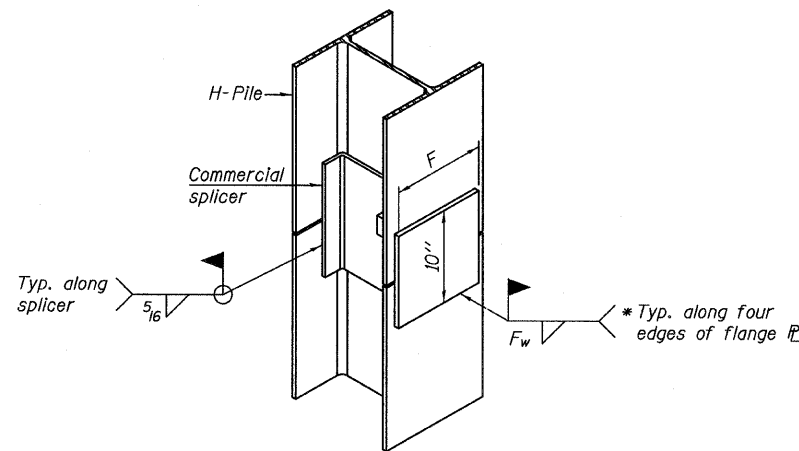


ELEVATION



DETAIL A

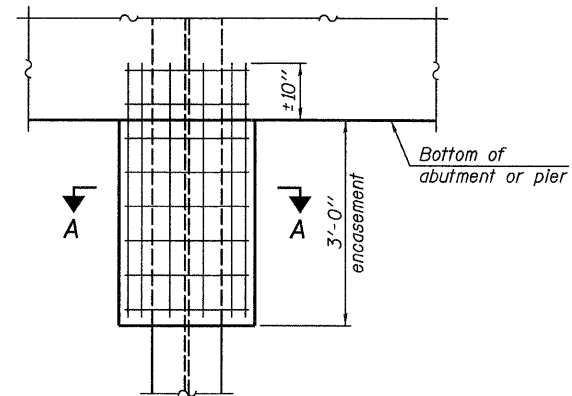
H-PILE SHOE ATTACHMENT



ISOMETRIC VIEW

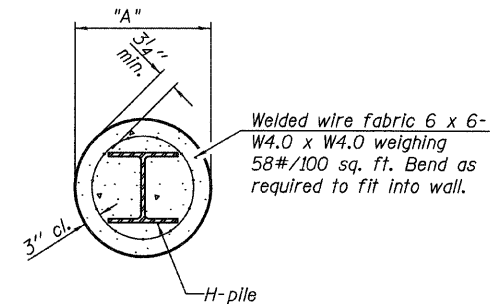
WELDED COMMERCIAL SPLICE ALTERNATE

- * 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.).



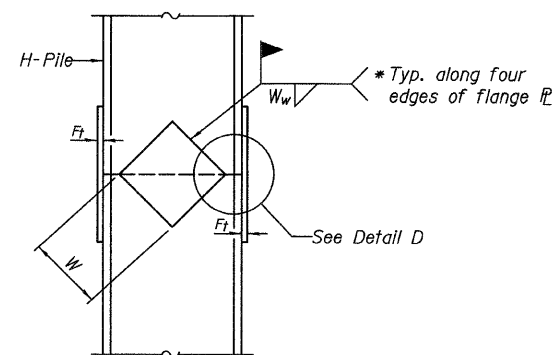
ELEVATION

PILE ENCASEMENT

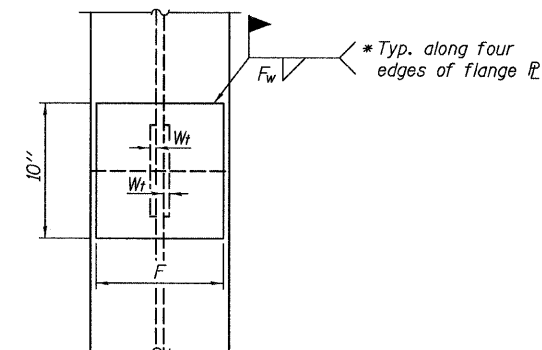


SECTION A-A

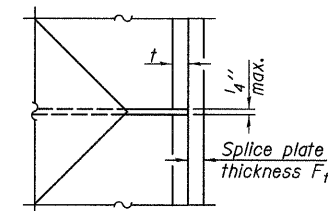
Note:
Forms for encasement may be omitted when soil conditions permit.



ELEVATION



END VIEW



DETAIL D

WELDED PLATE FIELD SPLICE

Designation	F	Ft	Fw	W	Wt	Ww
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	1/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	1/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	1/16"	6 1/2"	5/8"	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.

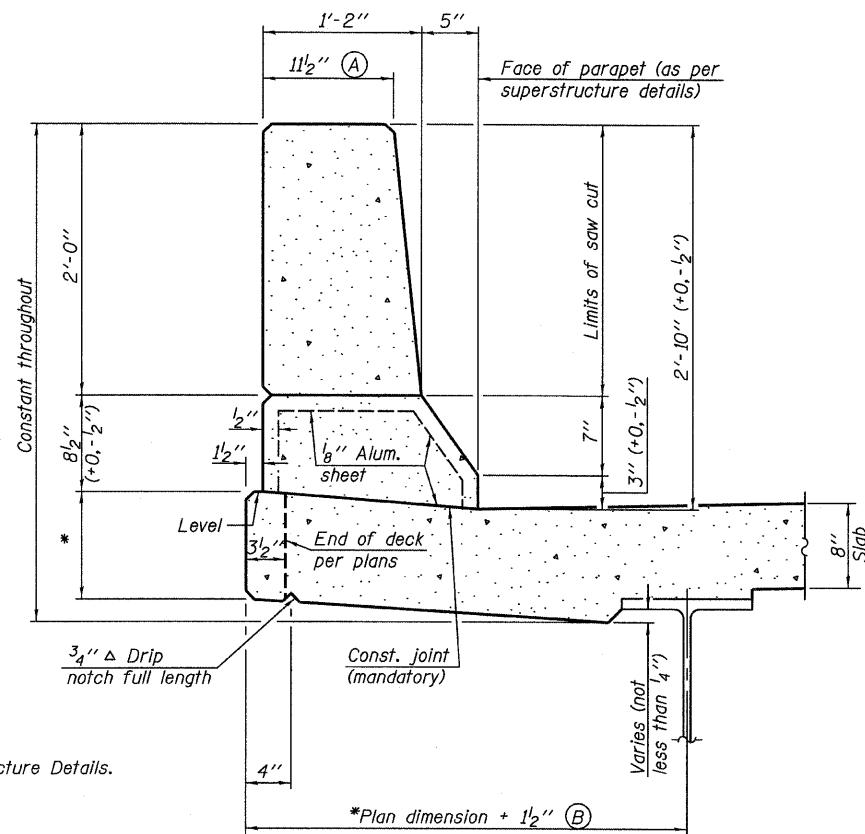
F-HP

7-1-10

FILE NAME =	USER NAME =	DESIGNED - PF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HP PILE DETAILS STRUCTURE NO. 006-0176 EB AND 006-0177 WB	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
TYLIN INTERNATIONAL	PLOT SCALE =	CHECKED - PF	REVISED -			80	[006-5HBR-1.VBR\06-61\RS-3&1	BUREAU	249178
	PLOT DATE = 09/13/2011	DRAWN - DY	REVISED -						CONTRACT NO. 66686
		CHECKED - PF	REVISED -						ILLINOIS FED. AID PROJECT

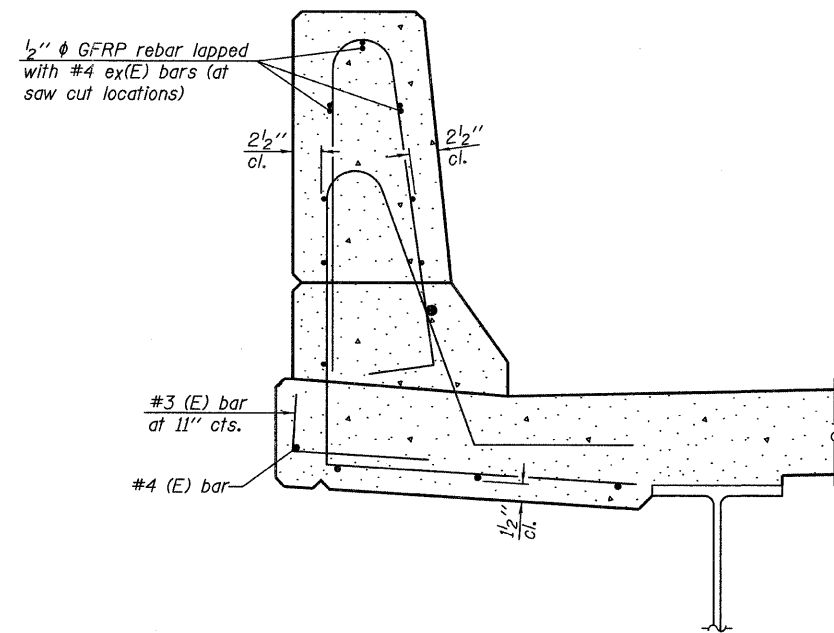
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FILE



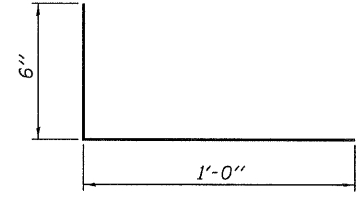
SECTION
(Showing dimensions)

* See Superstructure Details.

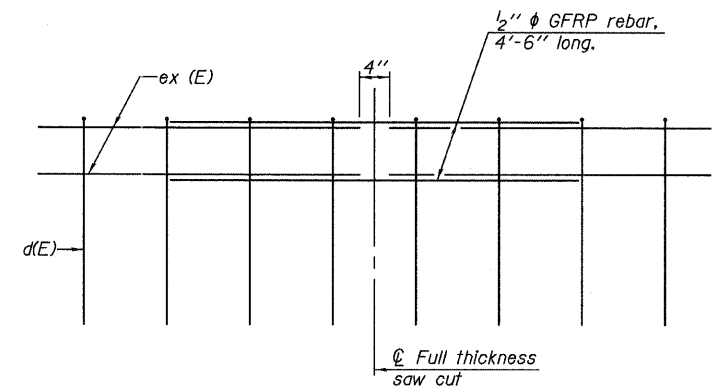


SECTION
(Showing reinforcement clearances for slip forming and additional reinforcement bars)

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.



#3 (E) BAR



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

SFP-34

7-1-10

FILE NAME =	USER NAME =	DESIGNED - PF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONCRETE PARAPET SLIPFORMING OPTION STRUCTURE NO. 006-0176 EB AND 006-0177 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	249139		
PLOT SCALE =		DRAWN - DY	REVISED -			CONTRACT NO. 66686					
PLOT DATE = 09/13/2011		CHECKED - PF	REVISED -			ILLINOIS FED. AID PROJECT					

FILE

FILE



Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 3

ROUTE I-80 DESCRIPTION P92-040-02a I-80 Bridge over BNRR, 1/4 m. E. of US 34 Date 3/22/04
SECTION 06-5VB 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	DEPTH H	BLOW S	UCS Qu	MOIST T	Surface Water Elev. ft	Stream Bed Elev. ft	Groundwater Elev.: First Encounter Upon Completion After Hrs.	DEPTH H	BLOW S	UCS Qu	MOIST T
	(ft)	(/6")	(tsf)	(%)			ft	(ft)	(/6")	(tsf)	(%)
1229+99						27.0					
B-1 1231+54						718.5					
6.00R Rt Med. Cl											
756.0											
STIFF brown SILTY CLAY LOAM			1.1	24			VERY STIFF gray/brown SILTY LOAM with ORGANICS	4	6	3.7	21
					753.50			734.50	9	B	
VERY STIFF gray/tan SILTY CLAY		3	3.9	13			VERY STIFF gray SILTY LOAM	5	7	3.3	22
		5			752.00			732.00	8	P	
		7	B				VERY STIFF gray/brown SILTY LOAM	5	8	2.7	23
VERY STIFF gray SILTY CLAY		7						729.50	11	B	
		6	2.1	24			VERY STIFF tan/gray SILTY CLAY LOAM	1	5	3.1	26
		9	B		749.50			727.00	8	P	
VERY STIFF tan/gray SILTY CLAY LOAM		4					VERY STIFF dark brown SILTY LOAM	4	5	2.7	23
		5	2.7	23				724.50	8	B	
		8	B		747.00		VERY STIFF gray SILTY CLAY	4	5	2.7	26
VERY STIFF tan/gray SILTY CLAY LOAM		5						722.00	4	B	
		5	2.1	22			MEDIUM gray SILTY LOAM	1	2	1.0	27
		8	B		744.50			722.00	4	B	
VERY STIFF gray/brown SILTY CLAY LOAM		4					MEDIUM gray SILTY LOAM	2	2	0.9	24
		7	3.1					719.50	4	B	
		11	B		742.00		VERY STIFF tan SILTY CLAY	1	3	3.5	14
VERY STIFF tan SILTY CLAY		5						717.00	5	B	
		8	2.1	23			VERY STIFF tan SILTY CLAY TILL with SILT lens				
		9	B		739.50						
VERY STIFF gray/brown SILTY LOAM with ORGANICS		6									
		9	3.7	21							
		12	S		737.00						

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)



Illinois Department of Transportation
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SOIL BORING LOG

Page 2 of 3

ROUTE I-80 DESCRIPTION P92-040-02a I-80 Bridge over BNRR, 1/4 m. E. of US 34 Date 3/22/04
SECTION 06-5VB 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	DEPTH H	BLOW S	UCS Qu	MOIST T	Surface Water Elev. ft	Stream Bed Elev. ft	Groundwater Elev.: First Encounter Upon Completion After Hrs.	DEPTH H	BLOW S	UCS Qu	MOIST T
	(ft)	(/6")	(tsf)	(%)			ft	(ft)	(/6")	(tsf)	(%)
1229+99						27.0					
B-1 1231+54						718.5					
6.00R Rt Med. Cl											
756.0											
VERY STIFF gray SILTY CLAY TILL		5					VERY STIFF gray SILTY CLAY TILL	3	5	2.1	13
		5	2.1	14				694.50	8	B	
		7	B		714.50		STIFF tan SILT	5	7		
STIFF tan SILT		5									
		10	1.5	18			STIFF gray SILTY CLAY TILL with SAND lens	3	3	1.5	13
		12	B		712.00			692.00	7	B	
VERY STIFF gray SILTY CLAY TILL with SAND lens		4					STIFF gray SILTY CLAY TILL with medium GRAVEL	2	5	1.7	12
		6	2.5	12				689.50	6	B	
		8	B		709.50		STIFF gray SILTY CLAY TILL	3	6	2.0	12
VERY STIFF gray SILTY CLAY TILL		2						687.00	9	B	
		5	2.1	13			VERY STIFF gray SILTY CLAY TILL with medium GRAVEL	5	6	2.5	12
		7	B		707.00			684.50	10	B	
STIFF gray SILTY CLAY TILL, with medium GRAVEL		2					STIFF gray SILTY CLAY TILL	7	9	3.5	12
		5	1.9	15				682.00	13	B	
		7	B		704.50		VERY STIFF gray SILTY CLAY TILL	7	9	3.5	12
STIFF gray SILTY CLAY TILL		2						682.00	13	B	
		4	1.7	25			HARD gray SILTY CLAY TILL with medium SAND	7	11	4.3	11
		7	B		702.00			679.50	18	B	
STIFF gray SILTY CLAY TILL		2					VERY STIFF gray SILTY CLAY TILL	8	12	4.1	11
		5	1.9	14				677.00	19	B	
		7	B		699.50		HARD gray SANDY CLAY TILL with medium SAND				
VERY STIFF gray SILTY CLAY TILL		4									
		7	2.7	15							
		10	B		697.00						

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 3080+55.07 = Boring Station 1230+04.12

FILE NAME =	USER NAME =	DESIGNED - PF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORINGS - 1 STRUCTURE NO. 006-0176 EB AND 006-0177 WB	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYLIN INTERNATIONAL		CHECKED - PF	REVISED -			80	D06-5HBR-1.VBR(06-6)RS-3&I	BUREAU	249	140
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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Illinois Department of Transportation
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SOIL BORING LOG

Page 3 of 3

Date 3/22/04

ROUTE I-80 DESCRIPTION P92-040-02a I-80 Bridge over BNRR, 1/4 m. E. of US 34 LOGGED BY W. Garza
SECTION 06-5VB LOCATION Princeton Twp. - 3SE, SEC. , TWP. 16N, RNG. 9E
COUNTY Bureau DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO.	DEPTH	B	U	M	Surface Water Elev.
Station	(ft)	(B*)	(tsf)	(%)	ft
1229+99	13				
	17	7.8		10	Stream Bed Elev. 27.0 ft
	23	B			
HARD gray SANDY CLAY TILL					
674.50					
	16				
	18	8.2		10	
	26	B			
HARD gray SANDY CLAY TILL with medium GRAVEL					
672.00					
	12				
	18	8.0		10	
	22	B			
HARD gray SANDY CLAY TILL with medium GRAVEL					
669.50					
	14				
	18	8.2		9	
	25	S			
HARD gray SANDY CLAY TILL with medium GRAVEL					
667.00					
End of Boring					
	-90				
	-95				
	-100				

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 3080+55.07 = Boring Station 1230+04.12

FILE NAME =	USER NAME =	DESIGNED - PF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORINGS - 2 STRUCTURE NO. 006-0176 EB AND 006-0177 WB	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
TYLIN INTERNATIONAL	PLOT SCALE =	CHECKED - PF	REVISED -			80	[(06-5)HBR-1.VBR(06-6)RS-3&I	BUREAU	249	141	
PLOT DATE = 09/13/2011	CHECKED - PF	REVISED -	REVISED -			CONTRACT NO. 66686		ILLINOIS FED. AID PROJECT			
						SHEET NO. 37 OF 43 SHEETS					

FILE

FILE



SOIL BORING LOG

Page 1 of 3

ROUTE I-80 DESCRIPTION P92-040-02a I-80 Bride over BNRR, 1/4 m. E. of US 34 LOGGED BY W. Garza
 SECTION 06-5VB LOCATION Princeton Twp. - 3SE, SEC. , TWP. 16N, RNG. 9E
 COUNTY Bureau DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO. Station	DEPTH ft	BLOW S	UCS Qu	MOIST T	Surface Water Elev. ft	Stream Bed Elev. ft	Groundwater Elev.: First Encounter ft	UPON COMPLETION ft	AFTER Hrs.	DEPTH ft	BLOW S	UCS Qu	MOIST T
1229+99 B-2 1228+57 2.00ft Rt Med. CL 752.8													
STIFF brown SILTY CLAY LOAM			1.1 P	16									
STIFF brown SILTY CLAY	750.30	5	2.5 S	18									
	748.80	7											
VERY STIFF gray SILT CLAY TILL		6	2.5 B	13									
	746.30	7											
STIFF brown/tan SILTY CLAY LOAM		7	1.7 S	17									
	743.80	8											
VERY STIFF tan SILTY CLAY LOAM		4	2.3 B	21									
	741.30	5											
HARD tan/gray SILTY CLAY		6	4.7 B	20									
	738.80	9											
VERY STIFF gray SILTY CLAY LOAM		6	2.7 S	18									
	736.30	9											
VERY STIFF gray SILTY CLAY LOAM		6	3.9 B	12									
	733.80	10											

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

Page 2 of 3

ROUTE I-80 DESCRIPTION P92-040-02a I-80 Bride over BNRR, 1/4 m. E. of US 34 LOGGED BY W. Garza
 SECTION 06-5VB LOCATION Princeton Twp. - 3SE, SEC. , TWP. 16N, RNG. 9E
 COUNTY Bureau DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO. Station	DEPTH ft	BLOW S	UCS Qu	MOIST T	Surface Water Elev. ft	Stream Bed Elev. ft	Groundwater Elev.: First Encounter ft	UPON COMPLETION ft	AFTER Hrs.	DEPTH ft	BLOW S	UCS Qu	MOIST T
1229+99 B-2 1228+57 2.00ft Rt Med. CL 752.8													
STIFF gray SANDY CLAY TILL with medium GRAVEL		2	1.2 B	10									
	711.30	4											
MEDIUM gray SANDY CLAY TILL		3	0.9 B	12									
	708.80	4											
MEDIUM gray SANDY CLAY TILL		3	0.8 B	11									
	705.80	4											
LOOSE gray dirty SAND		2											
	703.30	4											
STIFF gray SILTY CLAY TILL		1	1.7 B	14									
	701.30	4											
STIFF gray SILTY CLAY TILL		2	1.7 B	13									
	698.80	5											
STIFF gray SILTY CLAY TILL		2	1.2 B	13									
	696.30	4											
STIFF gray SILTY CLAY TILL		2	1.9 B	15									
	693.80	5											

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 3080+55.07 = Boring Station 1230+04.12

FILE NAME =	USER NAME =	DESIGNED - PF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORINGS - 3 STRUCTURE NO. 006-0176 EB AND 006-0177 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&1	BUREAU	249	142	
PLOT SCALE =		DRAWN - DY	REVISED -			CONTRACT NO. 66686					
PLOT DATE = 09/13/2011		CHECKED - PF	REVISED -			ILLINOIS FED. AID PROJECT					

#FILE#

#TIME#



Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Date 3/23/04

ROUTE I-80 DESCRIPTION P92-040-02a I-80 Bridge over BNRR, 1/4 m. E. of US 34 LOGGED BY W. Garza

SECTION 06-5VB LOCATION Princeton Twp. - 3SE, SEC. TWP. 16N, RNG. 9E

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

STRUCT. NO.	D	B	U	M	Surface Water Elev.
Station	E	L	C	O	Stream Bed Elev.
BORING NO.	P	O	S	I	Groundwater Elev.:
Station	T	W	Qu	S	First Encounter
Offset	H	S		T	Upon Completion
Ground Surface Elev.	(ft)	(/6")	(tsf)	(%)	After
HARD gray SANDY CLAY TILL with medium GRAVEL	14				
671.30	19	6.2	11		
	28	B			
Same as above	13				
668.80	21	7.0	11		
	36	B			
	-85				
HARD gray SANDY CLAY TILL with medium GRAVEL	13				
666.30	19	5.6	11		
	27	B			
HARD gray SANDY CLAY TILL with medium GRAVEL	12				
663.80	17	6.4	11		
	21	B			
	-90				
HARD gray SANDY CLAY TILL with medium GRAVEL	10				
661.30	13	6.0	11		
	18	B			
HARD gray SANDY CLAY TILL with medium GRAVEL	9				
658.80	12	7.4	11		
	19	B			
End of Boring					
	-95				
	-100				

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 3080+55.07 = Boring Station 1230+04.12

FILE NAME =	USER NAME =	DESIGNED - PF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORINGS - 4 STRUCTURE NO. 006-0176 EB AND 006-0177 WB	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYLIN INTERNATIONAL	PLOT SCALE =	CHECKED - PF	REVISED -			80	[006-5HBR-1.VBR;06-6]RS-3&I	BUREAU	299	143
PLOT DATE = 09/13/2011	CHECKED - PF	DRAWN - DY	REVISED -			CONTRACT NO. 66686				
		CHECKED - PF	REVISED -			ILLINOIS FED. AID PROJECT				



Illinois Department
of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 2

Date 4/14/04

ROUTE I-80 DESCRIPTION P92-040-02a I-80 Bridge over BNRR, 1/4 m. E. of US 34 LOGGED BY Tim Bratt

SECTION 06-5VB LOCATION Princeton Twp. - 3SE, SEC. , TWP. 16N, RNG. 9E

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

STRUCT. NO. Station	DEPTH H	BLOW S	UCS Qu	MOIST T	Surface Water Elev.		DEPTH H	BLOW S	UCS Qu	MOIST T	
					None	ft					None
BORING NO. B-3 Station 1229+72 Offset 31.00ft Rt EB CL Ground Surface Elev. 726.9 ft											
		(ft)	(/6")	(tsf)	(%)			(ft)	(/6")	(tsf)	(%)
Black, moist SILTY LOAM											
MEDIUM brown SILTY LOAM	725.40										
SOFT mottled tan-rust SILTY LOAM	723.90										
MEDIUM tan SILTY LOAM TILL	722.40										
As above with SAND	719.90										
STIFF tan brown SANDY LOAM TILL	717.40										
SOFT gray SILTY LOAM TILL	714.90										
Same as above	712.40										
STIFF gray SILTY CLAY TILL	709.90										
	707.40										

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)



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Division of Highways
IDOT

SOIL BORING LOG

Page 2 of 2

Date 4/14/04

ROUTE I-80 DESCRIPTION P92-040-02a I-80 Bridge over BNRR, 1/4 m. E. of US 34 LOGGED BY Tim Bratt

SECTION 06-5VB LOCATION Princeton Twp. - 3SE, SEC. , TWP. 16N, RNG. 9E

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

STRUCT. NO. Station	DEPTH H	BLOW S	UCS Qu	MOIST T	Surface Water Elev.		DEPTH H	BLOW S	UCS Qu	MOIST T	
					None	ft					None
BORING NO. B-3 Station 1229+72 Offset 31.00ft Rt EB CL Ground Surface Elev. 726.9 ft											
		(ft)	(/6")	(tsf)	(%)			(ft)	(/6")	(tsf)	(%)
turns MEDIUM											
HARD brown SILTY CLAY	684.90										
STIFF, Same as above	682.40										
Same as above	679.90										
MEDIUM, gray SILTY CLAY TILL	677.40										
VERY STIFF gray SILTY CLAY TILL	674.90										
HARD brown SILTY CLAY TILL	672.40										
HARD brown SILTY CLAY TILL	669.90										
Same as above	667.40										

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)

Stationing Note:
Plan Station 3080+55.07 = 1230+04.12

FILE NAME =	USER NAME =	DESIGNED - PF	REVISIONS -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORINGS - 5 STRUCTURE NO. 006-0176 EB AND 006-0177 WB	F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
TYLIN INTERNATIONAL		CHECKED - PF	REVISIONS -			80	[006-5HBR-1.VBR]06-6]RS-3&1	BUREAU	299	144	
PLOT SCALE =		DRAWN - DY	REVISIONS -			CONTRACT NO. 66686					
PLOT DATE = 09/13/2011		CHECKED - PF	REVISIONS -			ILLINOIS FED. AID PROJECT					

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#FILES



Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 2

Date 7/13/04

ROUTE I-80 DESCRIPTION P92-040-02a I-80 bridge over BNRR, 1/4 m. E. of US 34 LOGGED BY C. Jenkins
SECTION 06-5VB LOCATION Princeton Twp. - 3SE, SEC. , TWP. 16N, RNG. 9E
COUNTY Bureau DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO. Station	DEPTH H	BLOW S	UCS Qu	MOIST T	Surface Water Elev. Stream Bed Elev.	DEPTH H	BLOW S	UCS Qu	MOIST T	
	ft	(ft)	(/6")	(tsf)	(%)	ft	(ft)	(/6")	(tsf)	(%)
MEDIUM tan SILTY CLAY			0.8 P	23	None					
					706.50	3 4 6		1.3 B	14	
MEDIUM tan/gray SILTY LOAM	725.50	3 3 4	0.7 B	27	None					
	724.00				704.00	3 6 9		1.3 B	13	
SOFT tan/gray SILT		2 5 5	0.3 B	25	None					
	721.50				701.50	3 6 8		1.6 B	14	
VERY STIFF tan SILTY LOAM		2 4 7	2.4 B	14	None					
	719.00				699.00	2 6 8		1.5 B	12	
VERY STIFF brown/gray SILTY CLAY TILL		2 5 6	2.1 S	15	None					
	716.50				696.50	3 4 9		2.0 B	14	
VERY STIFF gray SILTY CLAY TILL		4 5 7	2.3 B	14	None					
	714.00				694.00	4 5 8		2.5 B	15	
STIFF gray SILTY LOAM TILL		2 4 6	1.5 B	14	None					
	711.50				691.50	1 5 7		1.6 B	12	
Same as above		2 4 7	1.5 B	14	None					
	709.00				689.00	2 4 7		1.1 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)



Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 2 of 2

Date 7/13/04

ROUTE I-80 DESCRIPTION P92-040-02a I-80 bridge over BNRR, 1/4 m. E. of US 34 LOGGED BY C. Jenkins
SECTION 06-5VB LOCATION Princeton Twp. - 3SE, SEC. , TWP. 16N, RNG. 9E
COUNTY Bureau DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO. Station	DEPTH H	BLOW S	UCS Qu	MOIST T	Surface Water Elev. Stream Bed Elev.	DEPTH H	BLOW S	UCS Qu	MOIST T	
	ft	(ft)	(/6")	(tsf)	(%)	ft	(ft)	(/6")	(tsf)	(%)
STIFF mauve SILTY CLAY TILL		3 5 8	1.1 B	13	None					
	686.50				666.50	6 9 14		5.0 B	11	
STIFF mauve SILTY LOAM TILL		1 4 7	1.6 S	13	None					
	684.00				664.00	8 14 23		4.5 S	10	
Same as above		3 5 7	1.7 S	12	None					
	681.50				661.50	12 13 50		6.4 S	10	
STIFF brown SILTY CLAY TILL		2 5 7	1.8 B	11	None					
	679.00				659.00	18 17 23		5.7 S	12	
VERY STIFF brown SILTY LOAM TILL		2 6 8	2.3 B	12	None					
	676.50				656.50	10 20 22		6.0 S	11	
HARD brown SILTY LOAM TILL		5 10 17	4.7 S	10	None					
	674.00				654.00					
Same as above		8 11 15	4.3 S	10	None					
	671.50				651.50					
VERY STIFF brown SILTY CLAY TILL		5 10 14	2.9 S	11	None					
	669.00				649.00					

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 3080+55.07 = Boring Station 1230+04.12

FILE NAME =	USER NAME =	DESIGNED - PF	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

SOIL BORINGS - 6
STRUCTURE NO. 006-0176 EB AND 006-0177 WB
SHEET NO. 41 OF 43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	006-5HBR-1.VBR(06-6)RS-3&1	BUREAU	249	145
		CONTRACT NO.	66686	
ILLINOIS FED. AID PROJECT				



SOIL BORING LOG

Page 1 of 2

Date 7/14/04

ROUTE I-80 DESCRIPTION P92-040-02a I-80 Bridge over BNRR, 1/4 m. E. of US 34 LOGGED BY C. Jenkins

SECTION 06-5VB LOCATION Princeton Twp. - 3SE, SEC. , TWP. 16N, RNG. 9E

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

STRUCT. NO. Station	DEPTH	BLOW	UCS	MOIST	Surface Water Elev.		DEPTH	BLOW	UCS	MOIST
					None ft	None ft				
BORING NO. B-5 Station 1227+82 Offset 94.00ft Rt CL EB Ground Surface Elev. 724.7 ft	(ft)	(/6")	(tsf)	(%)	Groundwater Elev.:	First Encounter 699.7 ft	HT	HS	Qu	T
					Upon Completion Wash ft	After 24 Hrs. 702.7 ft	(ft)	(/6")	(tsf)	(%)
MEDIUM black SILTY LOAM			0.8 P		STIFF gray SILTY LOAM TILL		2			
							3	1.6	12	
	722.20						5	B		
STIFF tan with rust SILTY CLAY			1.8 S	23	Same as above		1			
							4	1.6	12	
	720.70						4	B		
SOFT tan SILT			0.3 P	28	STIFF gray SILTY LOAM TILL		2			
							4	1.4	14	
	718.20						7	B		
MEDIUM tan/gray SILT			0.6 P	25	Same as above		2			
							3	1.2	14	
	715.70						5	B		
STIFF tan SILTY LOAM			1.5 B	14	Same as above		2			
							2	1.0	11	
	713.20						5	B		
Same as above			1.6 B	13	7/15/04 MEDIUM tan/gray SAND & GRAVEL		8			
							4			
	710.70						8			
STIFF gray SILTY CLAY TILL			1.1 S	14	Wash MEDIUM gray SAND & GRAVEL		5			
							11			
	708.20						7			
Same as above			1.8 B	13	STIFF brown SILTY LOAM TILL		2			
							5	1.2	13	
	705.70						5	S		

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

Page 2 of 2

Date 7/14/04

ROUTE I-80 DESCRIPTION P92-040-02a I-80 Bridge over BNRR, 1/4 m. E. of US 34 LOGGED BY C. Jenkins

SECTION 06-5VB LOCATION Princeton Twp. - 3SE, SEC. , TWP. 16N, RNG. 9E

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

STRUCT. NO. Station	DEPTH	BLOW	UCS	MOIST	Surface Water Elev.		DEPTH	BLOW	UCS	MOIST
					None ft	None ft				
BORING NO. B-5 Station 1227+82 Offset 94.00ft Rt CL EB Ground Surface Elev. 724.7 ft	(ft)	(/6")	(tsf)	(%)	Groundwater Elev.:	First Encounter 699.7 ft	HT	HS	Qu	T
					Upon Completion Wash ft	After 24 Hrs. 702.7 ft	(ft)	(/6")	(tsf)	(%)
STIFF brown SILTY LOAM TILL			1.2 S	13	HARD brown SILTY LOAM TILL		12			
							18	8.3	10	
	683.20						27	S		
STIFF brown SILTY LOAM TILL			1.6 B	12	Same as above		15			
							22	9.5	10	
	680.70				End of Boring		33	S		
VERY STIFF brown SILTY LOAM TILL			3.3 B	11						
							6			
	678.20						8			
HARD gray/brown SILTY LOAM TILL			5.4 B	9			11			
							14	B		
	675.70									
Same as above			6.6 B	10			11			
							24			
	673.20						30	B		
HARD brown SANDY LOAM TILL			8.9 S	10			13			
							29			
	670.70						42	S		
Same as above			10.7 S	10			18			
							20			
	668.20						28	S		
7/20/04 Same as above			8.7 S	10			11			
							16			
	665.70						22	S		

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 3080+55.07 = Boring Station 1230+04.12

FILE NAME = TYLIN INTERNATIONAL	USER NAME =	DESIGNED - PF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORINGS - 7	F.A.I. RTE. 80	SECTION 006-5HBR-1.VBR(06-6)RS-3&I	COUNTY BUREAU	TOTAL SHEETS 249	SHEET NO. 146	CONTRACT NO. 66686
PLOT SCALE =	PLOT DATE = 09/13/2011	CHECKED - PF	REVISED -		STRUCTURE NO. 006-0176 EB AND 006-0177 WB						
		DRAWN - DY	REVISED -		SHEET NO. 42 OF 43 SHEETS						
		CHECKED - PF	REVISED -								

9/FILE#

9/FILE#



Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 2

Date 7/21/04

ROUTE I-80 DESCRIPTION P92-040-02a I-80 Bridge over BNRR, 1/4 m. E. of US 34 LOGGED BY C. Jenkins

SECTION 06-5VB LOCATION Princeton Twp. - 3SE. SEC. , TWP. 16N, RNG. 9E

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

STRUCT. NO. Station	BORING NO. Station Offset Ground Surface Elev.	DEPTHS				Surface Water Elev. None ft Stream Bed Elev. None ft Groundwater Elev.: First Encounter Upon Completion After 24 Hrs.	DEPTHS							
		(ft)	(/6")	(tsf)	(%)		(ft)	(/6")	(tsf)	(%)				
	728.2													
STIFF brown SILTY LOAM			1.8 P	19	VERY STIFF gray SILTY CLAY TILL		2	6	7	2.5 B	14			
MEDIUM tan SILTY LOAM	725.20	3	4	0.7 B	Same as above		3	5	7	2.5 B	14			
VERY SOFT tan SILTY LOAM	723.70	1	1	0.1 P	STIFF gray SILTY LOAM TILL		2	4	6	1.6 B	14			
MEDIUM tan SILT	721.20	1	2	0.7 P	STIFF tan SILT		5	5	8	1.8 P	22			
MEDIUM tan SILT	718.70	2	3	0.7 B	STIFF gray SILTY LOAM TILL		3	4	6	1.3 B	14			
STIFF gray SILTY CLAY TILL	716.20	3	3	1.9 S	MEDIUM gray SAND & GRAVEL		8	11	11					
VERY STIFF gray SILTY CLAY TILL	713.70	2	4	2.1 B	MEDIUM gray SAND & GRAVEL		7	7	11					
Same as above	711.20	2	4	2.1 B	Same as above		8	12	14					
	708.70													

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)



Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 2 of 2

Date 7/21/04

ROUTE I-80 DESCRIPTION P92-040-02a I-80 Bridge over BNRR, 1/4 m. E. of US 34 LOGGED BY C. Jenkins

SECTION 06-5VB LOCATION Princeton Twp. - 3SE. SEC. , TWP. 16N, RNG. 9E

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

STRUCT. NO. Station	BORING NO. Station Offset Ground Surface Elev.	DEPTHS				Surface Water Elev. None ft Stream Bed Elev. None ft Groundwater Elev.: First Encounter Upon Completion After 24 Hrs.	DEPTHS							
		(ft)	(/6")	(tsf)	(%)		(ft)	(/6")	(tsf)	(%)				
	728.2													
DENSE tan/gray SAND & GRAVEL		12	18	28	HARD brown SANDY LOAM TILL		22	17	23	5.7 S	12			
MEDIUM tan fine SAND	686.20	13	12	12	DENSE tan SAND		12	18	25					
Same as above	683.70	3	11	14	End of Boring		-65							
MEDIUM tan SAND & GRAVEL	681.20	6	10	13										
STIFF brown SILTY CLAY TILL	678.20	5	5	9										
7/22/04 HARD gray/brown SILTY LOAM TILL	676.20	6	11	19										
Same as above	673.70	5	11	17										
HARD brown SANDY LOAM TILL	671.20	10	11	22										
	668.70													

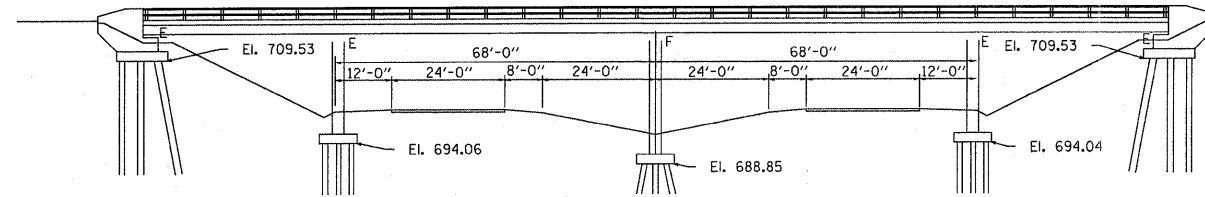
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)

Stationing Note:
Plan Station 3080+55.07 = Boring Station 1230+04.12

FILE NAME =	USER NAME =	DESIGNED - PF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORINGS - 8 STRUCTURE NO. 006-0176 EB AND 006-0177 WB	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
TYLIN INTERNATIONAL		CHECKED - PF	REVISED -			80	[(06-5)MRR-1, VBR(06-6)RS-3&1	BUREAU	249/147	CONTRACT NO. 66686	
	PLOT SCALE =	DRAWN - DY	REVISED -			SHEET NO. 43 OF 43 SHEETS	ILLINOIS FED. AID PROJECT				
	PLOT DATE = 09/13/2011	CHECKED - PF	REVISED -								

INDEX OF SHEETS

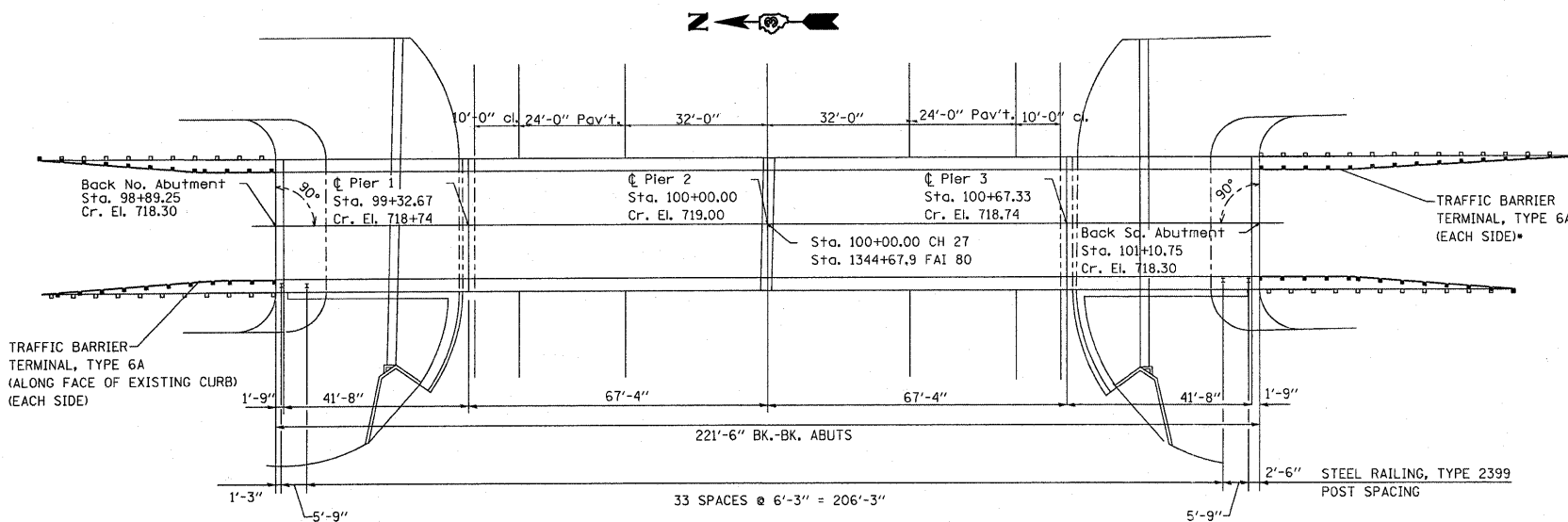
- 1 GENERAL PLAN AND ELEVATION
- 2 BRIDGE TYPICAL SECTION
- 3 STEEL RAILING, TYPE 2399



ELEVATION

PROPOSED SCOPE

INSTALL STEEL RAILING TYPE 2399
 ONTO EXISTING BRIDGE CURB



PLAN

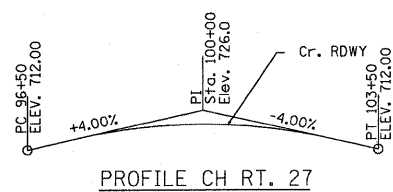
*Transition the TBT, T6A, from the height as shown on Standard 631032 to the height necessary to meet the steel railing in 12'-6"

GENERAL NOTES

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.

TOTAL BILL OF MATERIAL

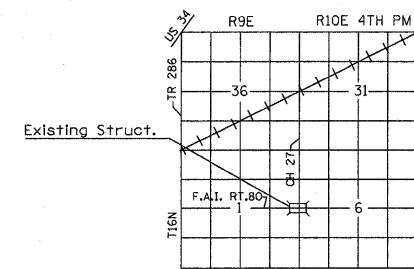
ITEM	UNIT	TOTAL
STEEL RAILING, TYPE 2399	FOOT	443
GUARDRAIL MARKERS, TYPE A	EACH	6



PROFILE CH RT. 27

DESIGN STRESSES

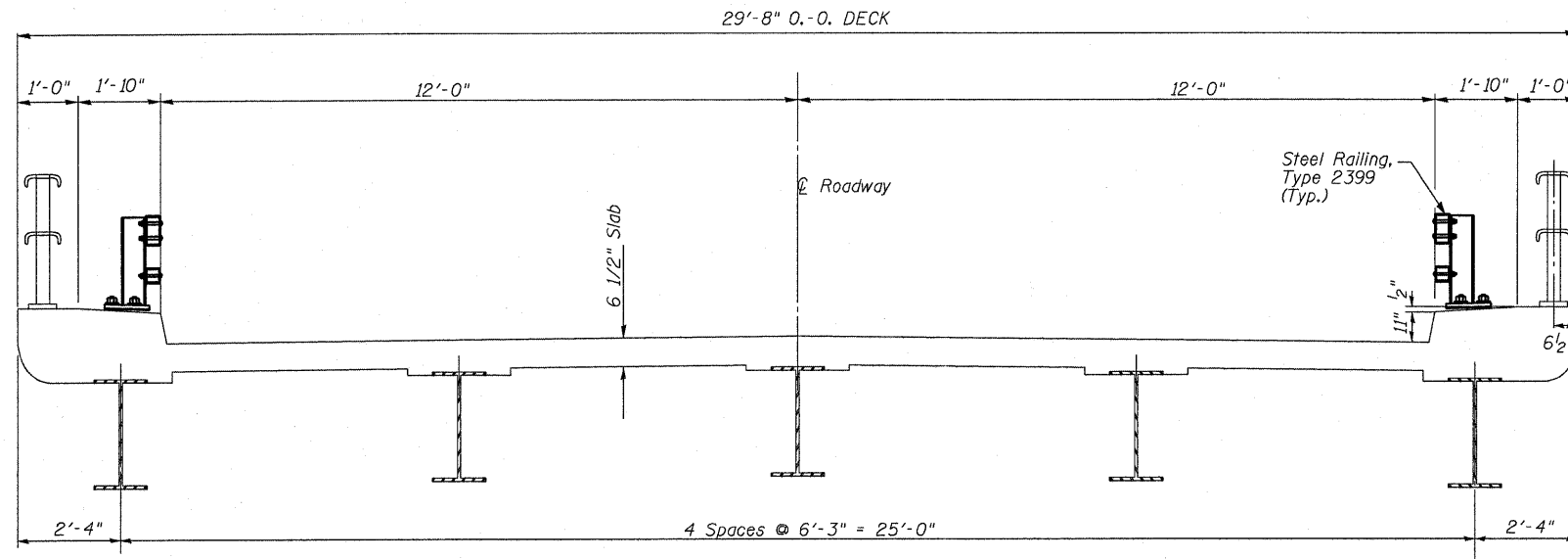
$F'_c = 1400 \text{ psi}$
 $V_c = 75 \text{ psi}$
 $f_s = 20,000 \text{ psi (ReInf)}$
 $f_s = 18,000 \text{ psi (Struct)}$
 $n = 10$



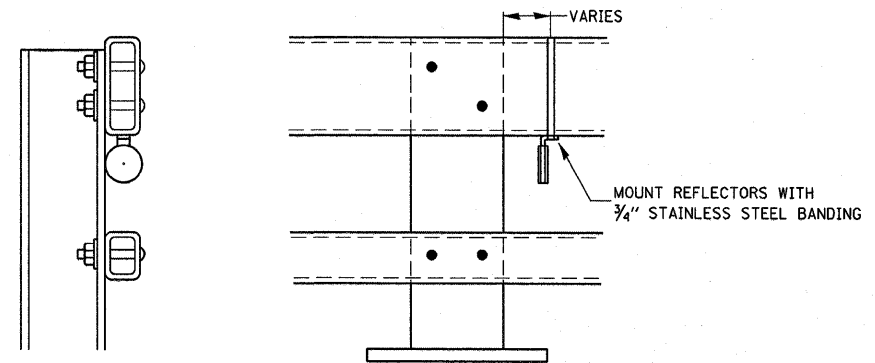
LOCATION PLAN

GENERAL PLAN & ELEVATION
 CH RTE 27 OVER FAI 80
 STA. 1344+67.9
 FAI RT.80 PROJECT
 BUREAU COUNTY
 SECTION 06-5(HBR-1,VBR,RS-2 & I)

FILE NAME =	USER NAME = breboypa	DESIGNED - PB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE REPAIR PLANS SN 006-0131	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw_work\pwidot\breboypa\d0212731\036686-sht-coover.dgn	DRAWN - PB	REVISED -	1-80			(106-5HBR-1,VBR,06-6)RS-3&I	BUREAU	249	148	
PLOT SCALE = 50.0000' / 1"	CHECKED - SM	REVISED -	CONTRACT NO. 66686							
PLOT DATE = 9/18/2011	DATE - 8-27-2011	REVISED -	ILLINOIS FED. AID PROJECT							



CROSS SECTION

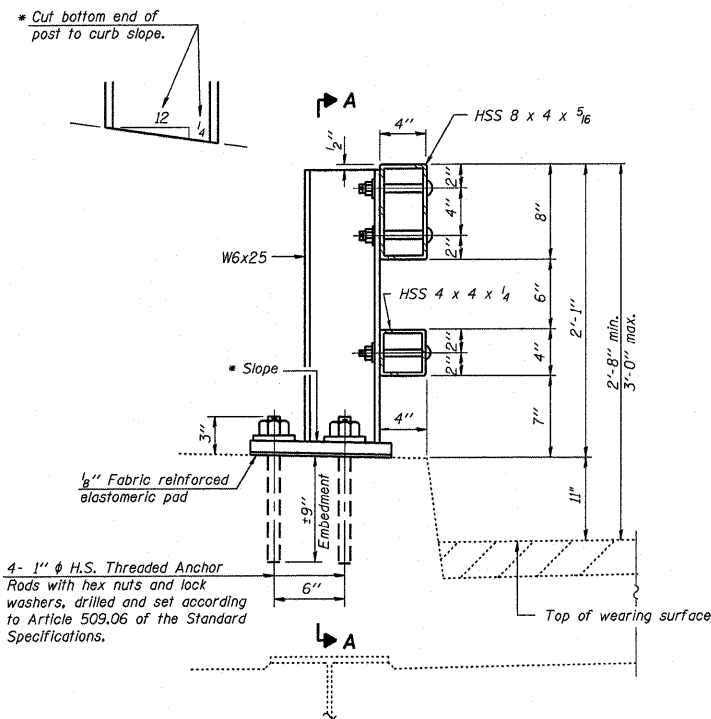


NOTES

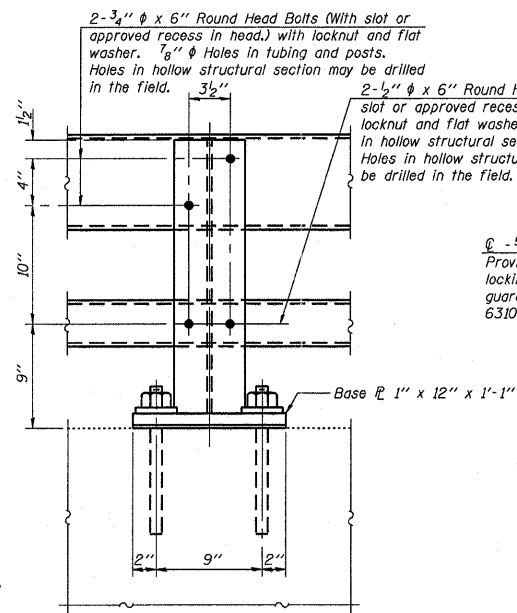
1. REFLECTORS SHALL MEET THE REQUIREMENTS OF ARTICLE 1097.03 OF THE STANDARD SPECIFICATIONS.
2. FURNISHING AND INSTALLING THE COMPLETE REFLECTOR UNIT WILL BE PAID AT THE CONTRACT UNIT PRICE EACH FOR GUARDRAIL MARKERS, TYPE A
3. SPACE AT 80 FOOT CENTERS. SEE STANDARD 635006 FOR GUARDRAIL MARKER PLACEMENT

**REFLECTOR MOUNTING
DETAIL FOR STEEL RAIL**

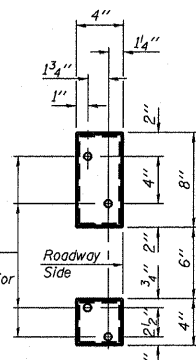
FILE NAME =	USER NAME = monallys	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE REPAIR PLANS SN 006-0131	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cr\pw_work\pvidot\monallys\d0212731\036686-shr-cover.dgn	DRAWN -	REVISED -	.80			(06-5)HBR-1.VBR(06-6)RS-3&I	BUREAU	249	149	
PLOT SCALE = 50.1113' / in.	CHECKED -	REVISED -	CONTRACT NO. 66686							
PLOT DATE = 9/19/2011	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
					SCALE: _____	SHEET NO. 2 OF 3 SHEETS		STA. _____ TO STA. _____		



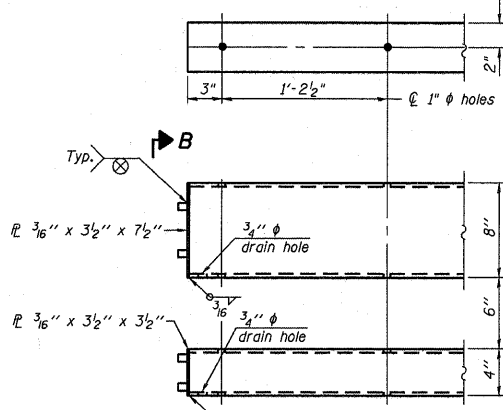
SECTION AT RAIL POST



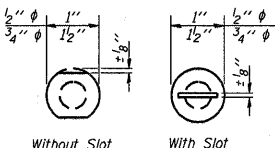
SECTION A-A



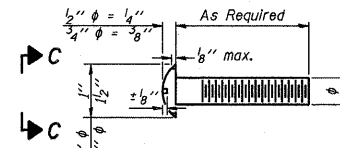
VIEW B-B



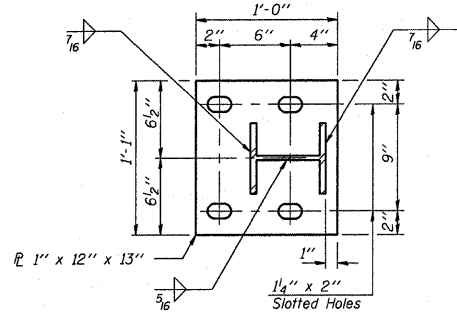
END OF RAIL DETAILS



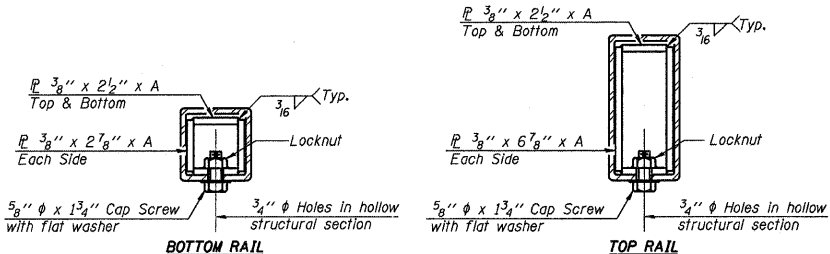
VIEW C-C



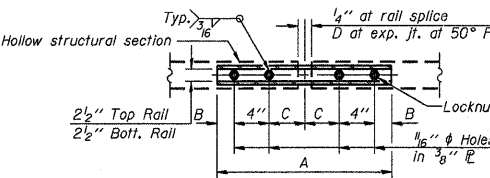
DETAIL OF 1/2" & 3/4" ROUND HEAD BOLTS



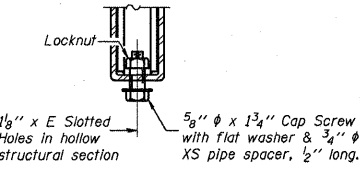
BASE PLATE DETAIL



SECTIONS AT RAIL SPLICE



PLAN-BOTT. SPLICE P TYPICAL



RAIL SPLICE CONNECTION AT EXPANSION JT.

Notes:
 All field drilled holes shall be coated with an approved zinc rich paint before erection.
 Posts shall not be located closer than 1'-3" to an existing bridge expansion joint or end of bridge.
 Steel Bridge Rail expansion joint shall be provided between any two (2) posts which span a bridge expansion joint. Bolts located at expansion joint shall be provided with locknuts and shall be tightened only to a point that will allow railing movement.
 Provide one 1/8" and two 1/16" steel shims for 25% of the posts. Shims shall be similar to base plates in size and holes.
 All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.

SPLICE DIMENSIONS

T	D	A	B	C	E
<4"	2 1/2"	1'-8"	2"	4"	2 1/2"
>4" <= 6 1/2"	3 1/4"	2'-0"	2 1/2"	5 1/2"	3 1/2"
>6 1/2" <= 9"	5"	2'-4"	3 1/2"	6 1/2"	9"
>9" <= 13"	7"	2'-10"	4 1/2"	8 1/2"	11"
Rail Splice	4"	1'-8"	2"	4"	—

T = Total movement at expansion joint as shown on the design plans.

BILL OF MATERIAL

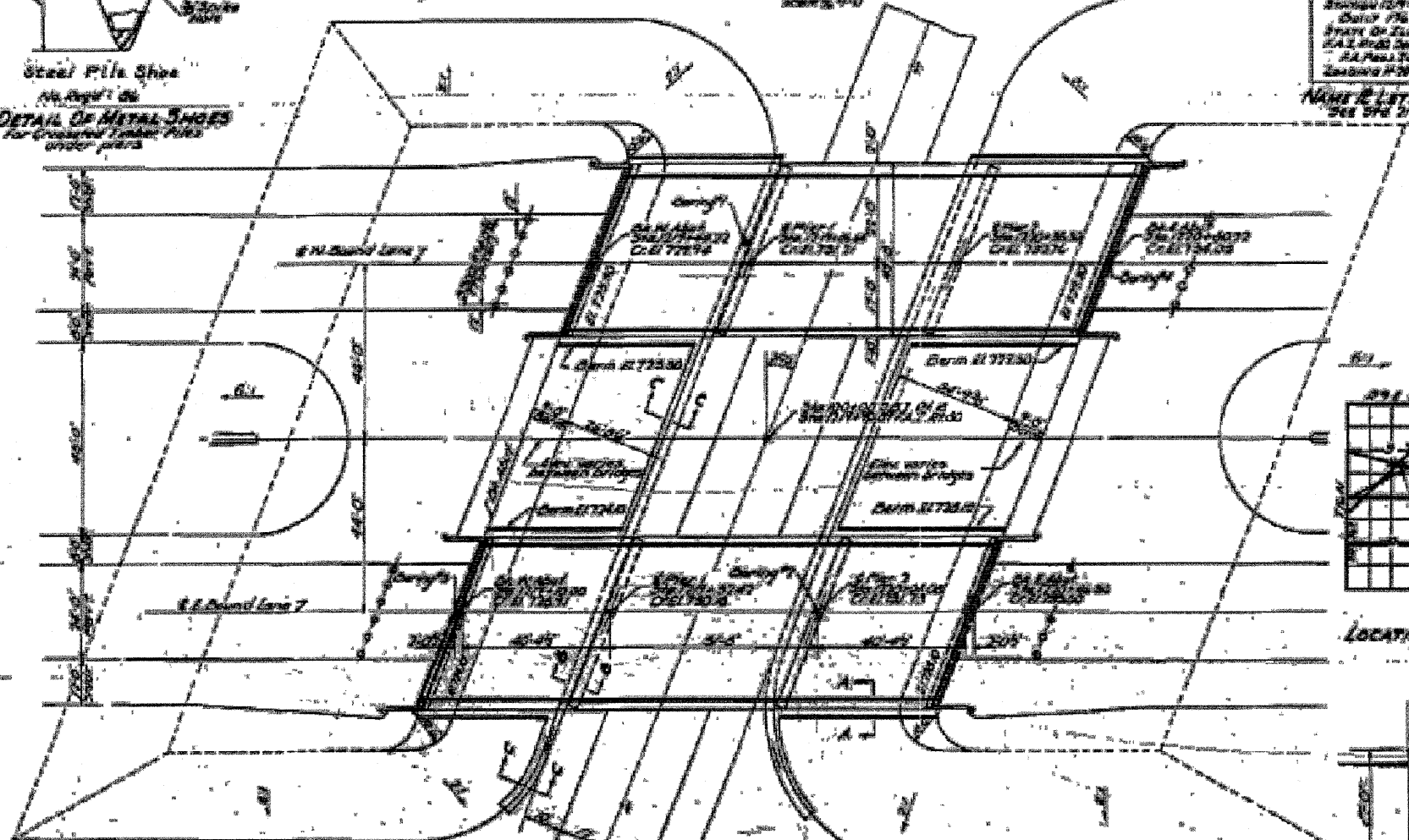
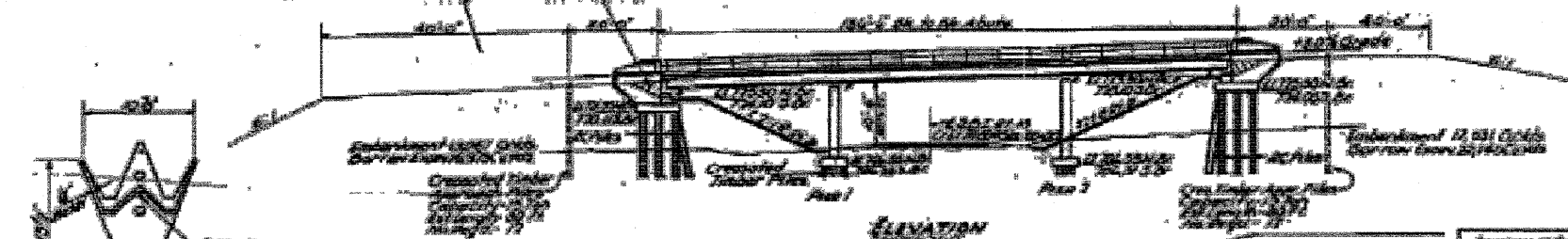
Item	Unit	Quantity
Steel Railing, Type 2399	Foot	443

STEEL RAILING, TYPE 2399
 STRUCTURE NO. 006-0131

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

DATE	BY	NO.	REV.	DATE
10/1/00	BRABO	1	5	10/1/00

Cut of End of Sta 217+00, 234' South of S. Located in concrete Roadway. EL 711.13 (H&C 103 1121)
Note: Grade Elevations are based on Control M.C.M. 1122 + 1123 at 1124.6



GENERAL NOTES
Class X concrete shall be used throughout except in end posts.
Handrail concrete shall be used in end posts.
The concrete floor slab shall be finished in accordance with Article 21.13 of the Standard Specifications.
Slabs shall be reinforced with welded wire fabric 6"x6" mesh, 48 wires, spacing 30" per 100 sq ft.
Reverts 4"x4" open holes 12" unless noted.
All beams for splices shall be punched and treated in proper way, etc. in case and (4) in (1) case) work and slabs shall be assembled in the shop in proper position leave assembled in shop for inspection.
Anchor bolts shall be set before riveting diagonals over supports.
Cover plates and beams to which cover plates are welded shall conform to AISC M. A. 213 Specifications of Structural Steel for welding.
All bolsters, rockers, bearing plates, chain plates, lead plates, pin plates and anchor bolts shall be fabricated and set in accordance with Article 21.13 of the Standard Specifications and are included in quantity of Structural Steel.
The roadway expansion joints shall be fabricated and erected in accordance with Article 21.13 (a) of the Standard Specifications and are included in quantity of Structural Steel.
Riprap surfaces of suspension tower piers shall be given two 3/4" coats of red lead paint.
Except as otherwise provided, all structural steel shall receive one shop coat of red lead paint and two field coats of aluminum paint. See Article 26.1 to 26.5 inclusive of the Standard Specifications.
All paint shall be furnished and applied by the Contractor.
The Contractor shall drive one concrete test pile at west abutment of south bridge and west abutment of north bridge in permanent location and one timber test pile in the vicinity of pier 1 of north bridge and pier 2 of south bridge as directed by the Engineer before ordering remainder of piles.
Concrete piles through embankment shall be driven in proper holes in accordance with Article 20.1 (d) of the Standard Specifications.

TOTAL BILL OF MATERIAL

ITEM	QUANTITY	UNIT	PRICE	TOTAL
Corrosion Protection	10000	SQ YD	35.772	357,720
Class A Gravel for Subgrade	2000	CY	2.00	4,000
Handrail Concrete	10000	CU YD	4.8	48,000
Class X Concrete	10000	CU YD	42.21	422,100
Reinforcing and Welding Structural Steel	20000	LB	21.50	430,000
Reinforcing Gravel and Sand	1000	CY	3.50	3,500
Anchor Bolts	100	EA	35.00	3,500
Crossed Piles	100	EA	24.00	2,400
Test Piles (Timber)	2	EA	2	4
Metal Shoes	2	EA	45	90
Concrete Piles	100	EA	17.50	1,750
Test Piles (Concrete)	2	EA	2	4
Anchor Bolts	2	EA	2	4
Shop Paint (1)	10000	SQ YD	1.50	15,000

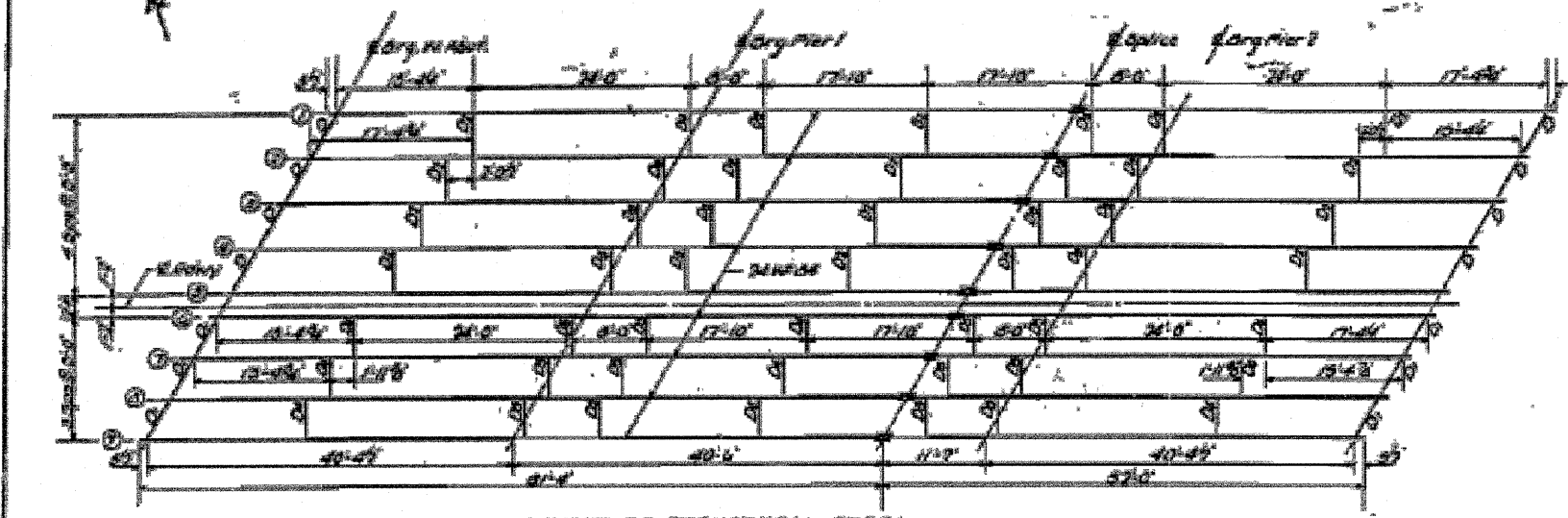
DESIGNED BY	DATE
DRAWN BY	DATE
CHECKED BY	DATE
DATE	

PROJECT 100-21-8
SECTION PLAN & ELEVATION
STATION 217+00 OVER 1ST PIER
CALIFORNIA SEC. 01'S RD
BUREAU COUNTY
ILLINOIS

FOR INFORMATION ONLY

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

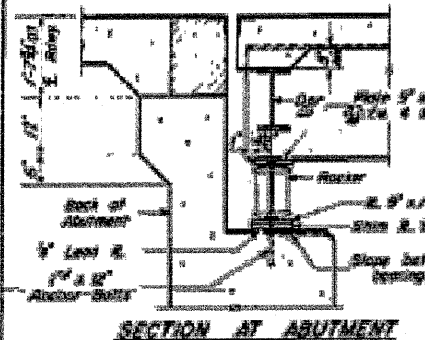
DESIGN	DATE	BY	NO.	NO. SHEETS
DESIGN	10-1-58	BUREAU	7	8
NO. SHEETS: 8				



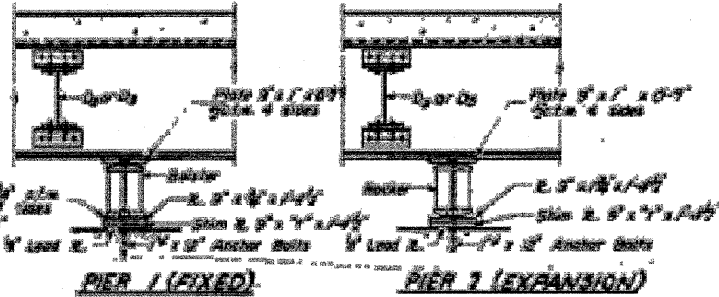
LAYOUT OF STRUCTURAL STEEL

ELEVATION TOP OF SLAB (NORTH BRIDGE)

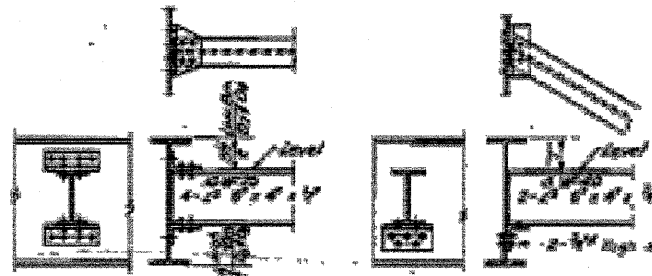
DISTANCE FROM E.O. ABUT.	INVERT	ST. & OF BEAMS								
		1	2	3	4	5	6	7	8	9
E.O. Abut.	779.00	779.77	779.76	779.90	779.90	779.97	779.08	779.30	779.60	
10'-0"	779.77	779.77	780.00	780.00	780.00	780.00	780.00	780.00	780.00	
20'-0"	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	
30'-0"	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	
40'-0"	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	
50'-0"	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	
60'-0"	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	
70'-0"	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	
80'-0"	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	
90'-0"	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	
100'-0"	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	
110'-0"	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	
120'-0"	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	
130'-0"	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	
140'-0"	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	
150'-0"	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	
160'-0"	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	
170'-0"	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	
180'-0"	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	
190'-0"	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	
200'-0"	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	



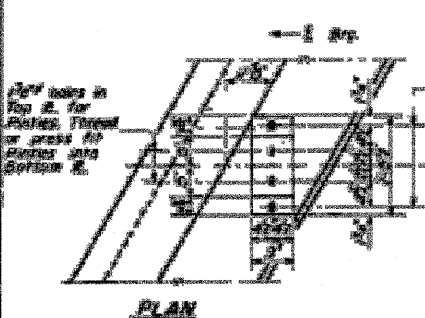
SECTION AT ABUTMENT



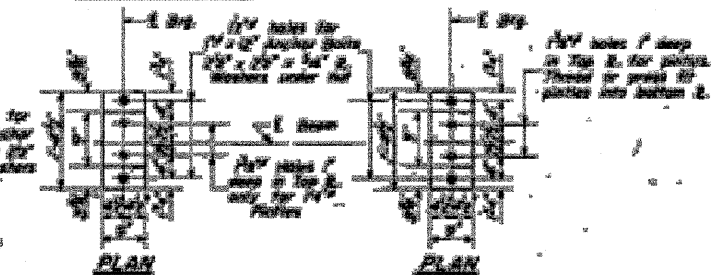
PIER 1 (FIXED) PIER 2 (EXPANSION)



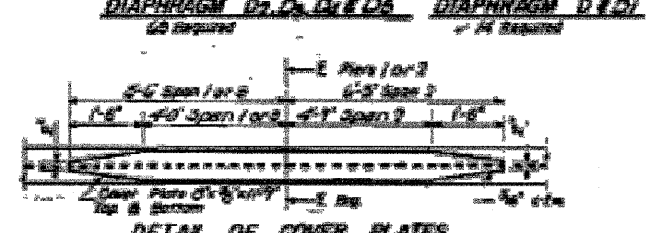
DIAPHRAGM D1, D2, D3, D4, D5, D6, D7, D8, D9



PLAN



PLAN

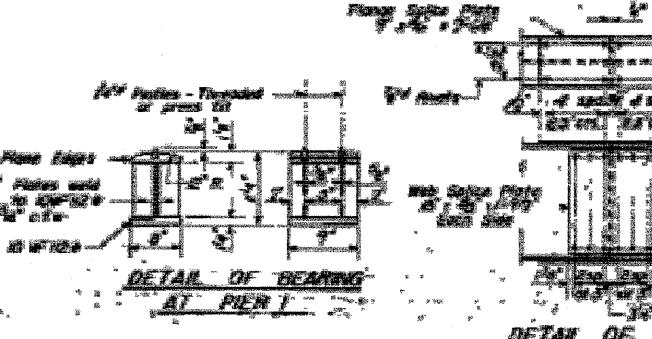


DETAIL OF COVER PLATES

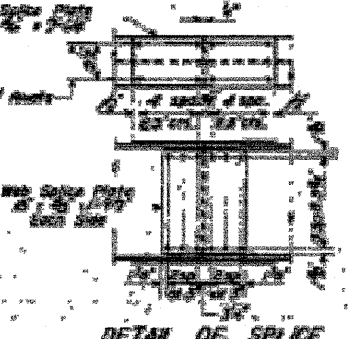
DESIGNED	DATE
DRAWN	DATE
CHECKED	DATE
DATE	



DETAIL OF BEARING AT PIER 1



DETAIL OF BEARING AT PIER 2



DETAIL OF SPLICE

T FOR DIAPHRAGMS D & D

SECTION	1	2	3	4	5	6	7	8	9
DIAPHRAGM	20'	20'	20'	20'	20'	20'	20'	20'	20'

ELEVATION TOP OF BEAMS (W)

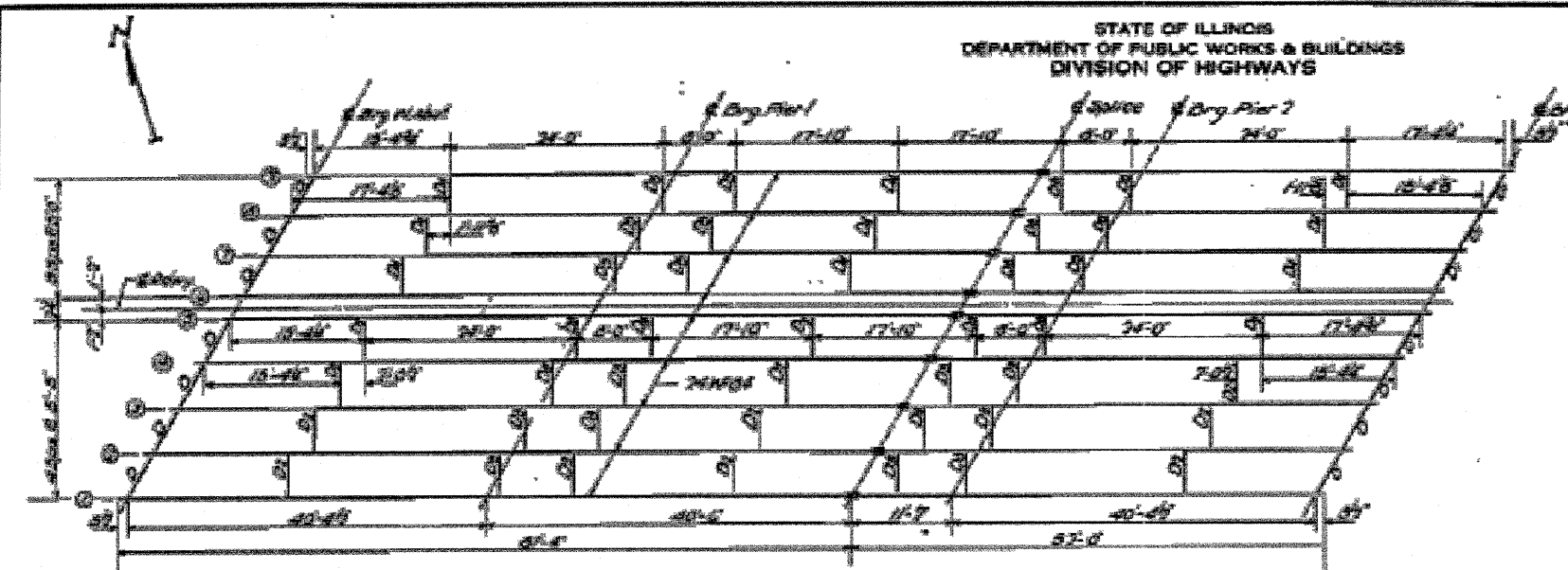
SECTION	BEAMS								
	1	2	3	4	5	6	7	8	9
DIAPHRAGM	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00
DIAPHRAGM	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00
DIAPHRAGM	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00
DIAPHRAGM	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00
DIAPHRAGM	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00	780.00

TABLE OF Y DIMENSIONS

LOCATION	BEAMS								
	1	2	3	4	5	6	7	8	9
DIAPHRAGM	0	1	2	3	4	5	6	7	8
PIER 1	0	1	2	3	4	5	6	7	8

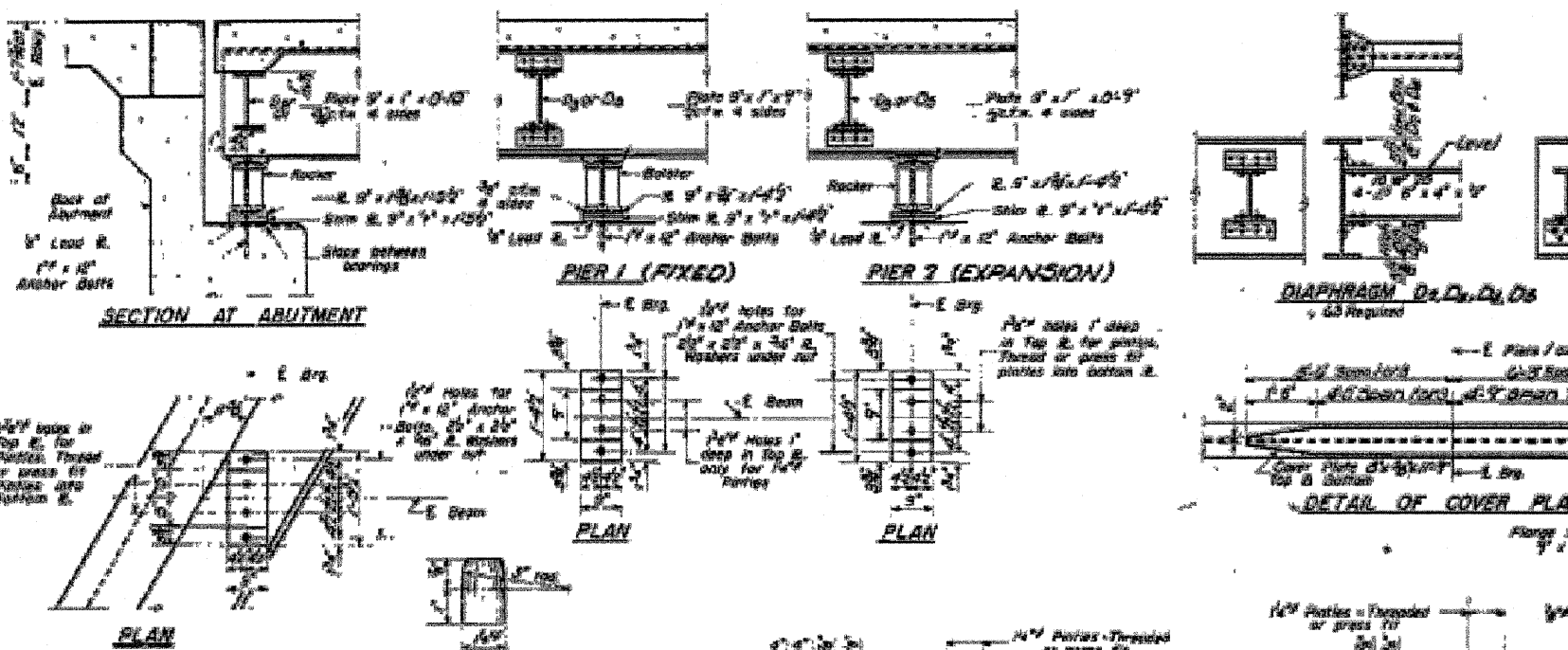
STRUCTURAL STEEL
(NORTH BRIDGE)
R.A. I.P. 60 SEC. 05-440-1
BUREAU COUNTY
STA. 129+90.87

FOR INFORMATION ONLY



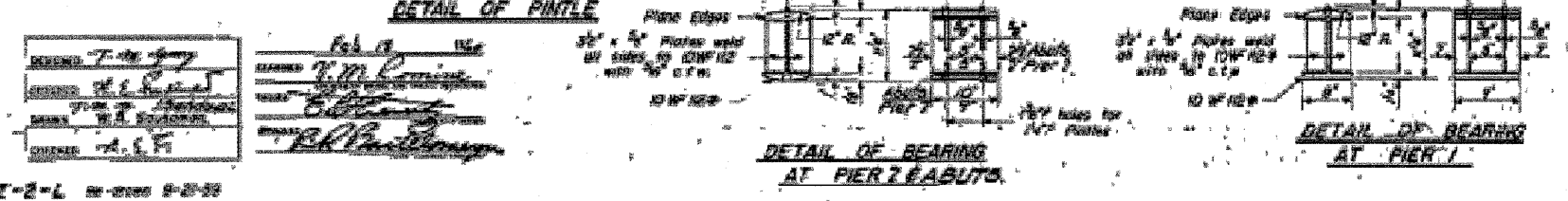
Distance from S.W. Abut	Station	1	2	3	4	5	6	7	8	9
W. Abut	0+00	726.50	726.50	726.50	726.50	726.50	726.50	726.50	726.50	726.50
1st Pier	17+10	726.50	726.50	726.50	726.50	726.50	726.50	726.50	726.50	726.50
2nd Pier	34+10	726.50	726.50	726.50	726.50	726.50	726.50	726.50	726.50	726.50
E. Abut	51+10	726.50	726.50	726.50	726.50	726.50	726.50	726.50	726.50	726.50

LAYOUT OF STRUCTURAL STEEL



Station	1	2	3	4	5	6	7	8	9
W. Abut									
1st Pier									
2nd Pier									
E. Abut									

Station	1	2	3	4	5	6	7	8	9
W. Abut	726.50	726.50	726.50	726.50	726.50	726.50	726.50	726.50	726.50
1st Pier	726.50	726.50	726.50	726.50	726.50	726.50	726.50	726.50	726.50
2nd Pier	726.50	726.50	726.50	726.50	726.50	726.50	726.50	726.50	726.50
E. Abut	726.50	726.50	726.50	726.50	726.50	726.50	726.50	726.50	726.50



Station	1	2	3	4	5	6	7	8	9
W. Abut									
1st Pier									
2nd Pier									
E. Abut									

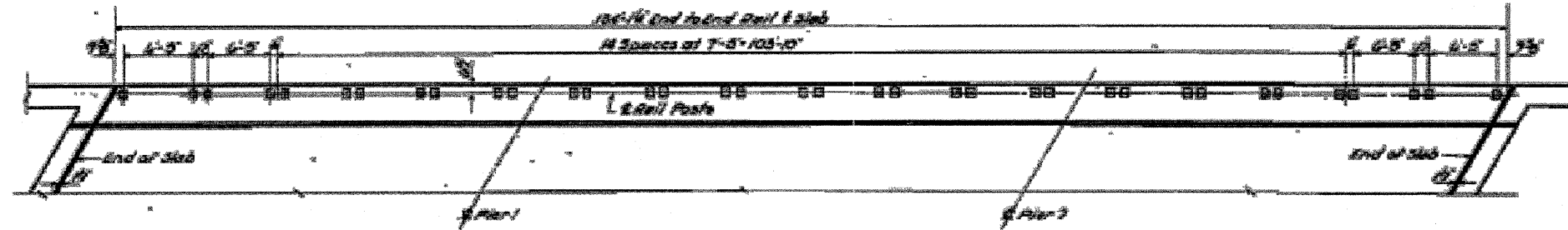
STRUCTURAL STEEL
(SOUTH BRIDGE)
RAI, Rr-00 Sec. 04-5HB-1
BUREAU COUNTY,
STA. 1319 + 90.69

FOR INFORMATION ONLY

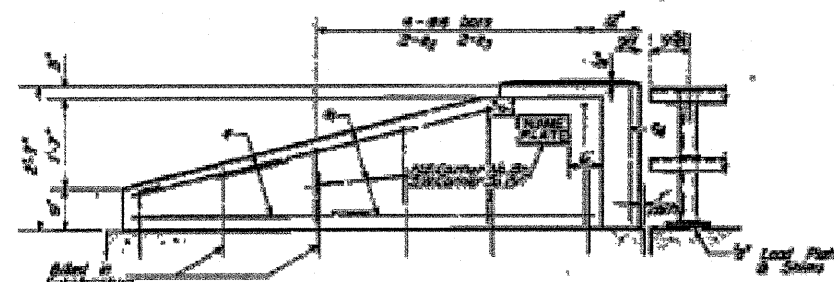
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PLOT SCALE = 50.0550'' / in.	PLOT DATE = 9/18/2011	CHECKED: ---	REVISED: ---	SCALE: ---	SHEET NO. --- OF --- SHEETS	CONTRACT NO. 66686			ILLINOIS FED. AID PROJECT	

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

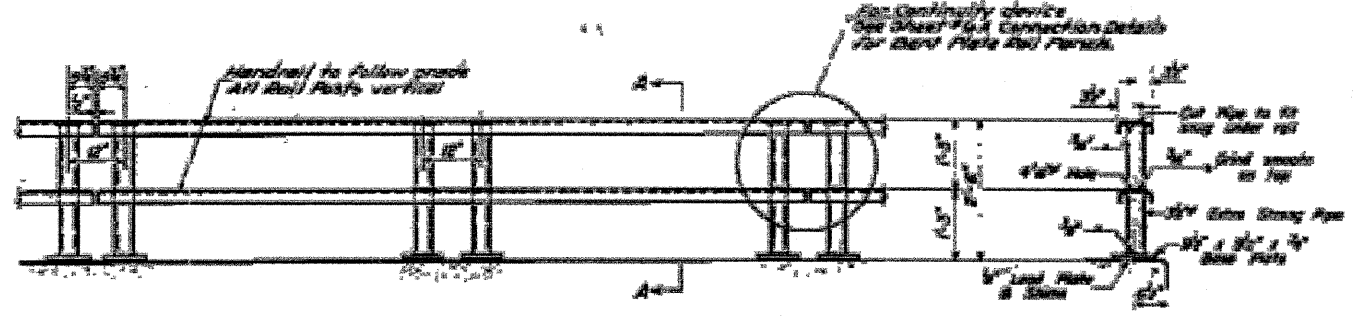
DATE	BY	CHKD	APP'D	SCALE
10/10/06	BRB/NO	BRB/NO	BRB/NO	AS SHOWN



PLAN
Showing Spacing of Rail Posts

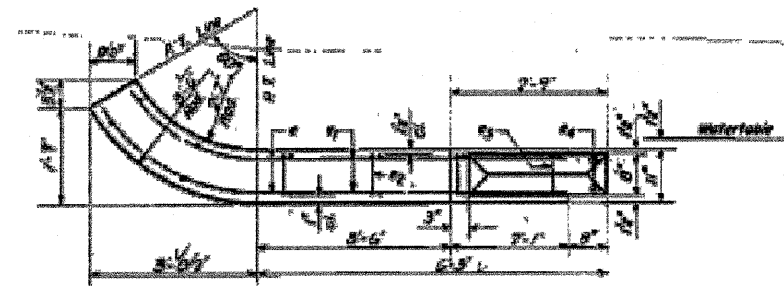


ELEVATION

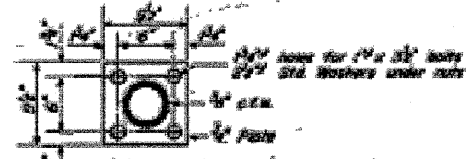


ELEVATION TYPICAL PANEL

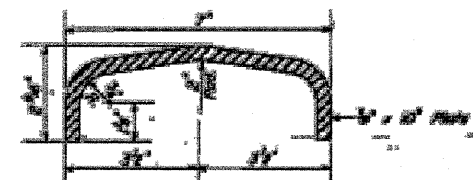
SECTION A-A



PLAN - END POST



BASE PLATE
ALL POSTS - SUPERSTRUCTURE



DETAIL OF RAIL

(TWO BRIDGES)
BILL OF MATERIAL

Handrail Concrete	CU YD	4.6
Reinforcement Steel	Lbs	373
Steel Handrail	LINEAL FEET	337

GENERAL NOTES
All Rail Posts shall be standard Concrete.
After erection of rails and anchors shall be back poured with any clear of top slab and concrete shall have depth of minimum 4\"/>

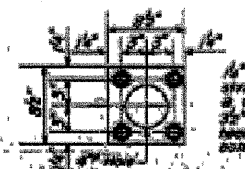
DESIGNED BY: *[Signature]*
DRAWN BY: *[Signature]*
CHECKED BY: *[Signature]*
DATE: 9-18-06

BILL OF REINFORCEMENT

Bar	No	Size	Length	Shape
1	37	#4	4'-6"	—
2	48	#4	5'-0"	—
3	12	#4	3'-4"	—
4	12	#4	3'-4"	—
5	12	#4	2'-5"	—



BAR #1



ANCHOR DEVICE
AT Single Post

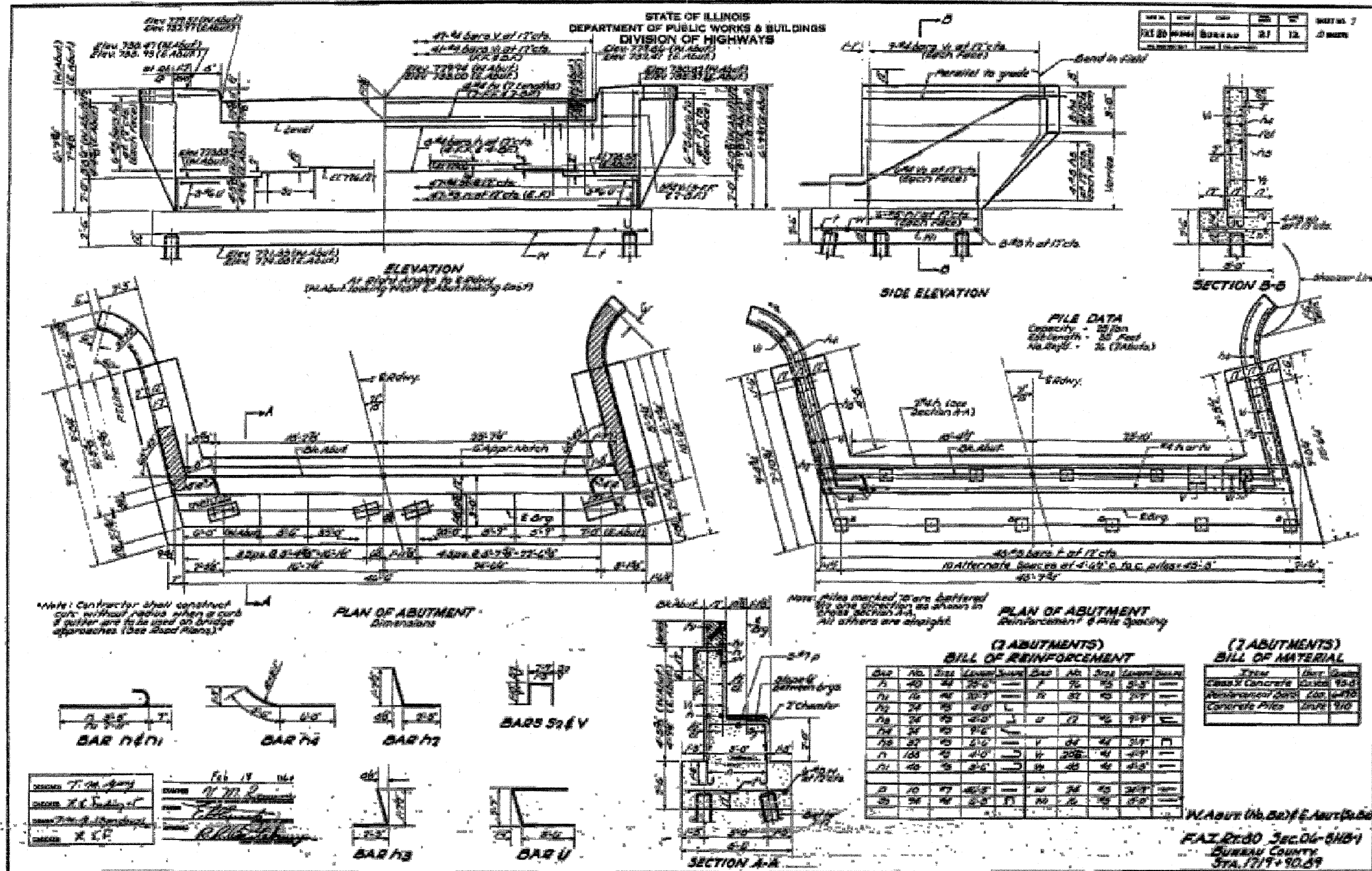


ANCHOR DEVICE
AT Double Post

MANUAL (No. 50-26)
ILLINOIS DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

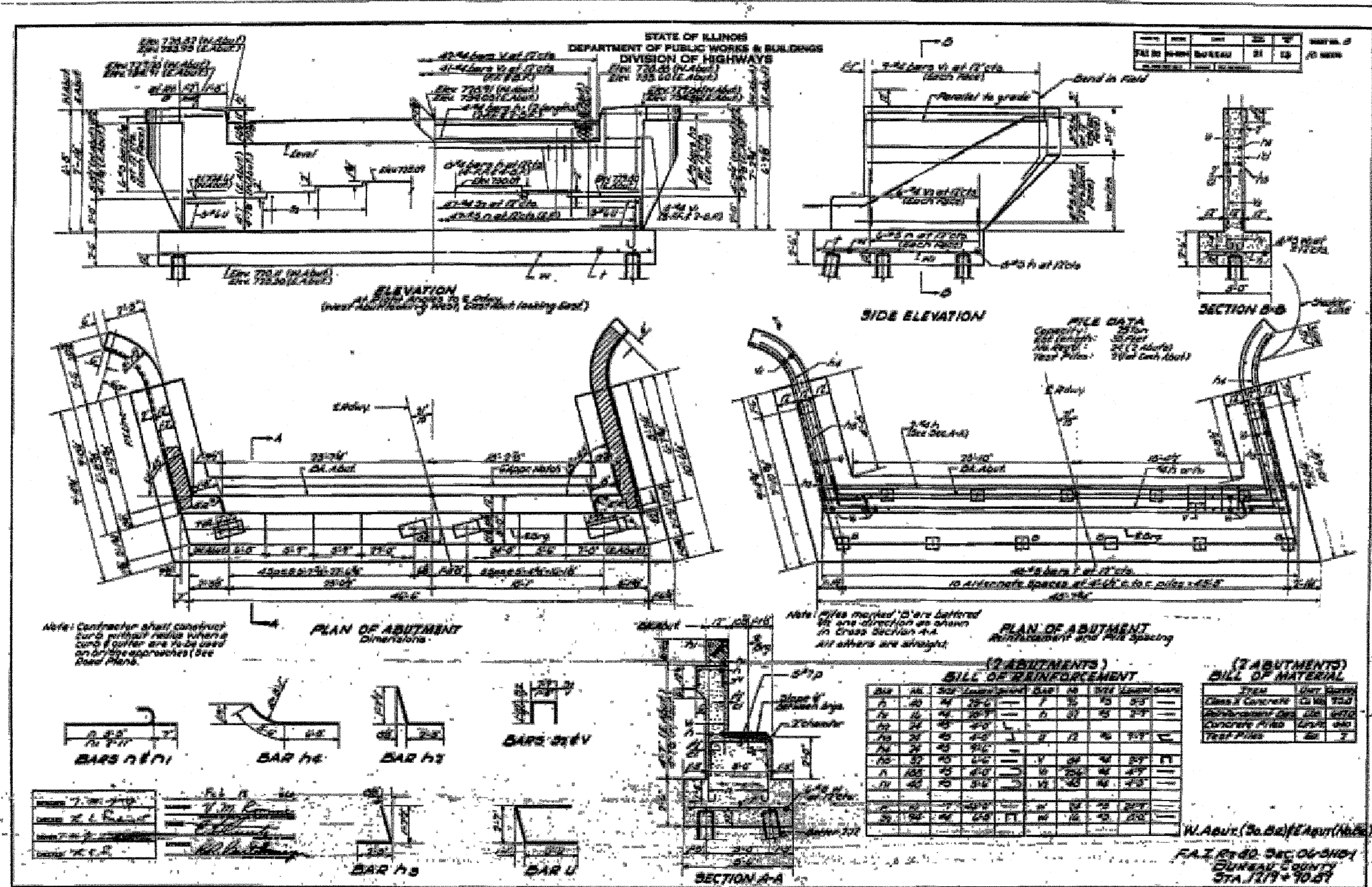
FOR INFORMATION ONLY

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en:\pw_work\p\idot\braboypc\d212731\036686-sht-cover.dgn	PLOT SCALE = 50.0050' / in.	DRAWN -	REVISED -				80	(106-5)HBR-1.VBR(06-6)RS-3&I	BUREAU	249	155
PLOT DATE = 9/18/2011	DATE -	CHECKED -	REVISED -				CONTRACT NO. 66686				
		DATE -	REVISED -				ILLINOIS FED. AID PROJECT				



FOR INFORMATION ONLY

FILE NAME =	USER NAME = braboypc	DESIGNED -	REVISOR -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING BRIDGE PLANS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
686-shr-cover.dgn	DRAWN -	REVISOR -	80			(106-5HBR-1.VBR)(06-6)JRS-3&1	BUREAU	249	156	
PLOT SCALE = 5/8" = 1'-0"	CHECKED -	REVISOR -	CONTRACT NO. 66686							
PLOT DATE = 9/18/2011	DATE -	REVISOR -	ILLINOIS FED. AID PROJECT							

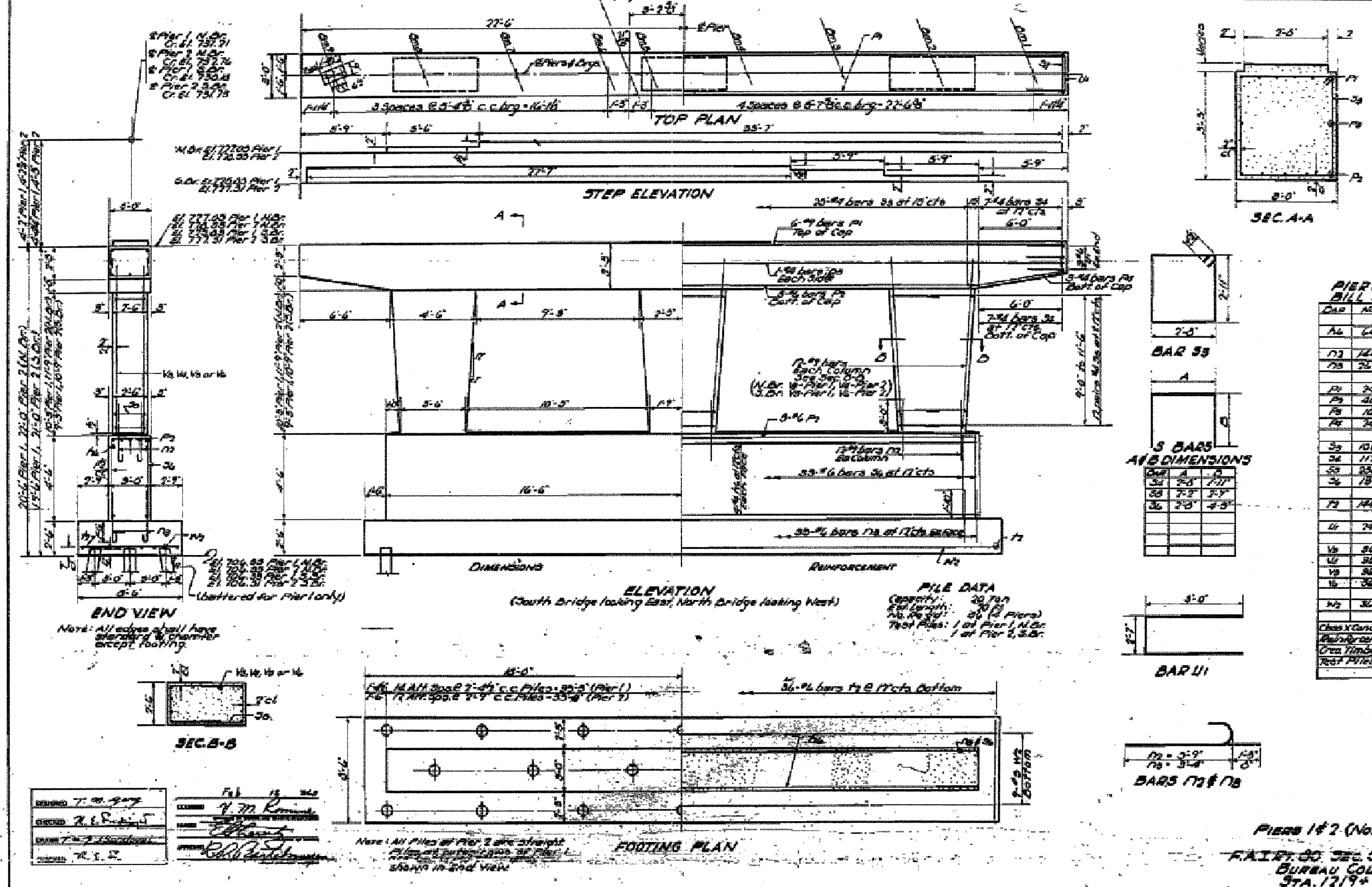


FOR INFORMATION ONLY

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PLOT SCALE = 5/8" = 1' - 0"		CHECKED -	REVISIONS -			CONTRACT NO. 66686				
PLOT DATE = 9/18/2011		DATE -	REVISIONS -			[ILLINOIS] FED. AID PROJECT				

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

FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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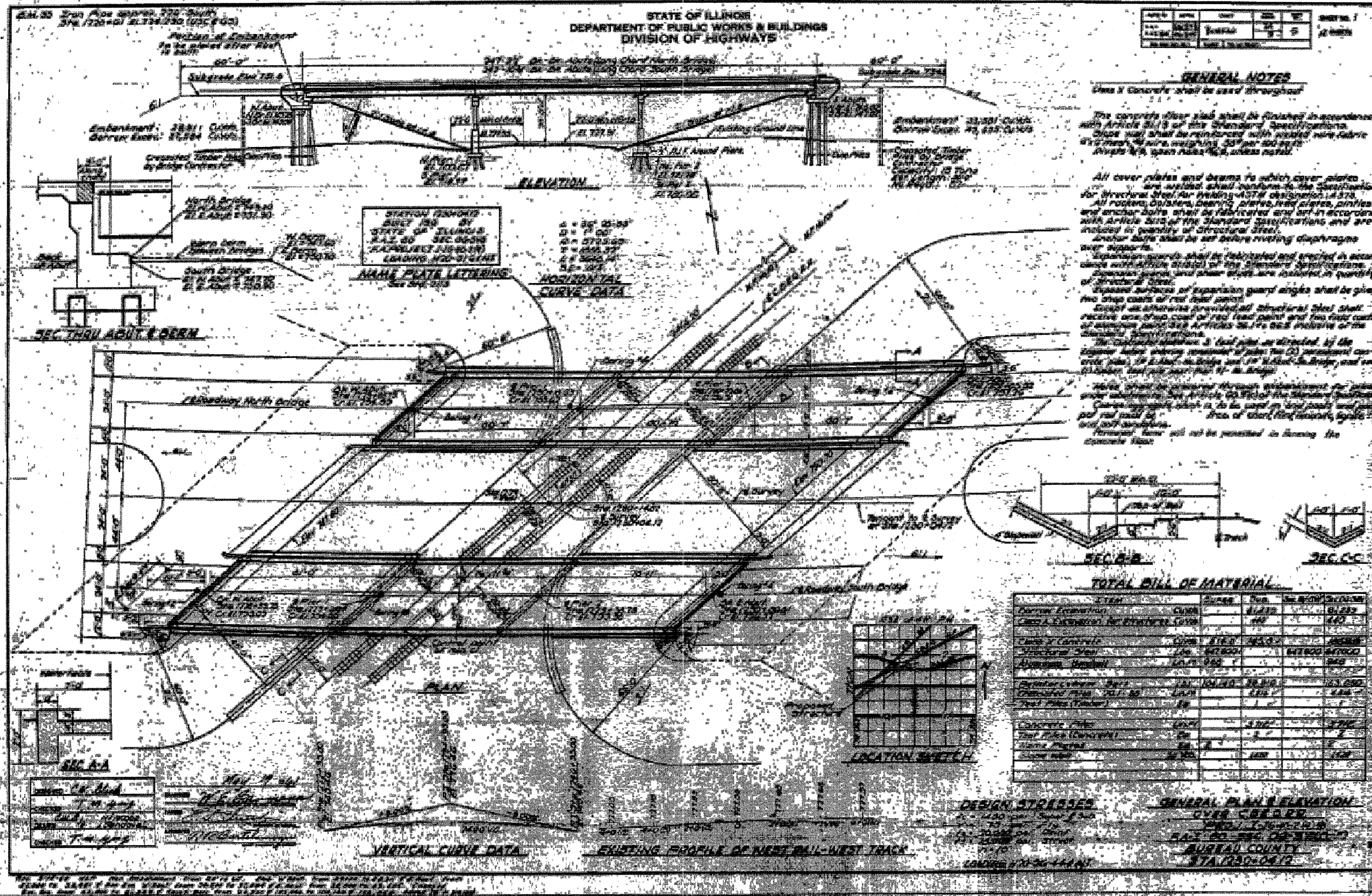
DESIGNED: T. M. R. 9/18/2011
DRAWN: R. I. R. 9/18/2011
CHECKED: R. I. R. 9/18/2011
DATE: 9/18/2011

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS

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FOR INFORMATION ONLY

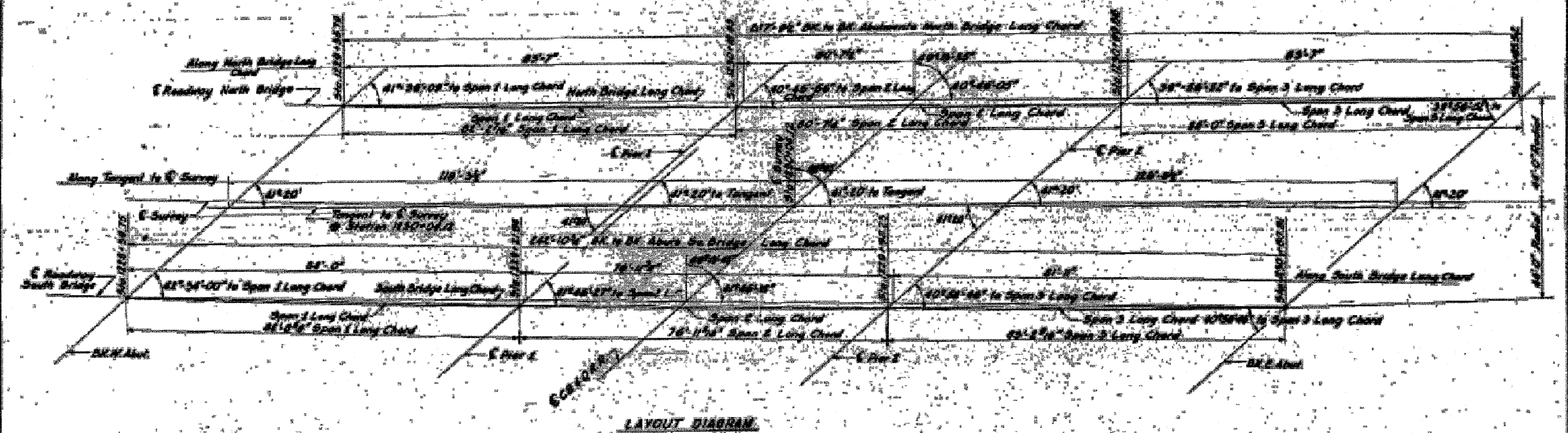


FOR INFORMATION ONLY

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

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

DATE	BY	CHKD	APP'D
11/18/08	BR	BR	BR
BUREAU		ST. LOUIS	



LAYOUT DIAGRAM

DESIGNED	BY	DATE
DRAWN	BY	DATE
CHECKED	BY	DATE
APPROVED	BY	DATE

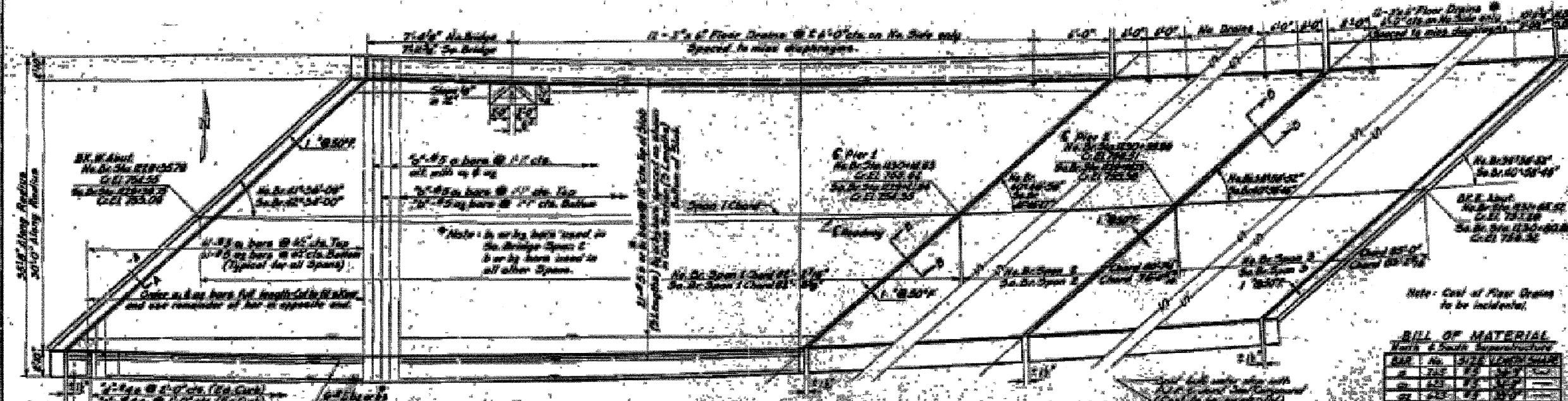
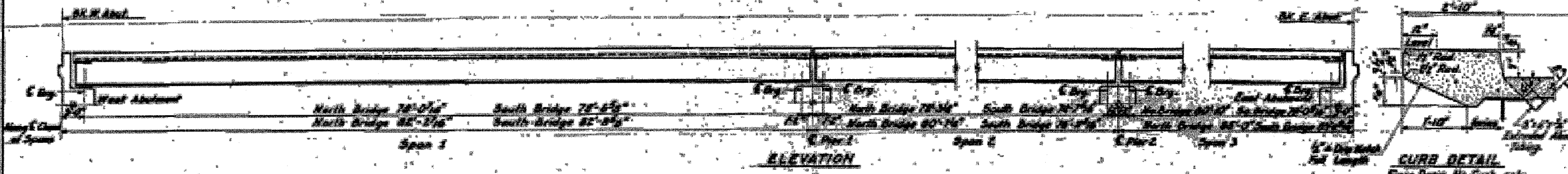
BRIDGE PLAN LAYOUT
A.1 RT. DO. 366 OF IHC-6
BUREAU COUNTY
ST. LOUIS

FOR INFORMATION ONLY

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PLOT DATE = 9/18/2011	DATE -	CHECKED -	REVISED -			CONTRACT NO. 66686					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

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

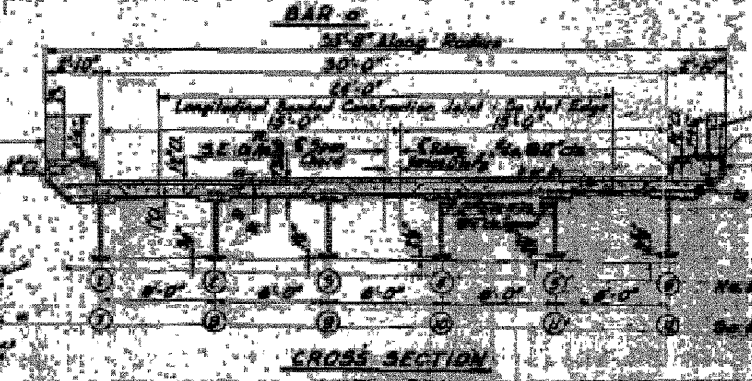
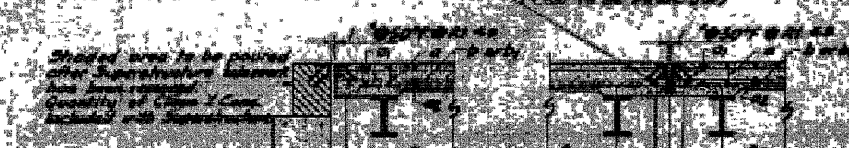
DATE	BY	CHKD	APP'D
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10/18/01	T.M.P.	T.M.P.	T.M.P.
10/18/01	T.M.P.	T.M.P.	T.M.P.



Span	1	2	3
Length	78'	78'	80'
Area	127	127	130
Volume	127	127	130
Weight	127	127	130

BILL OF MATERIAL

Item	Quantity	Unit	Price	Total
1. Reinforcing Steel	127	tons	127.00	127.00
2. Concrete	127	cuyd	127.00	127.00
3. Sand	127	cuyd	127.00	127.00
4. Gravel	127	cuyd	127.00	127.00
5. Asphalt	127	sqyds	127.00	127.00



SUPERSTRUCTURE
P.A. RT. 80 SEC. 063 (7)
BUREAU COUNTY
STA. 1230+01.8

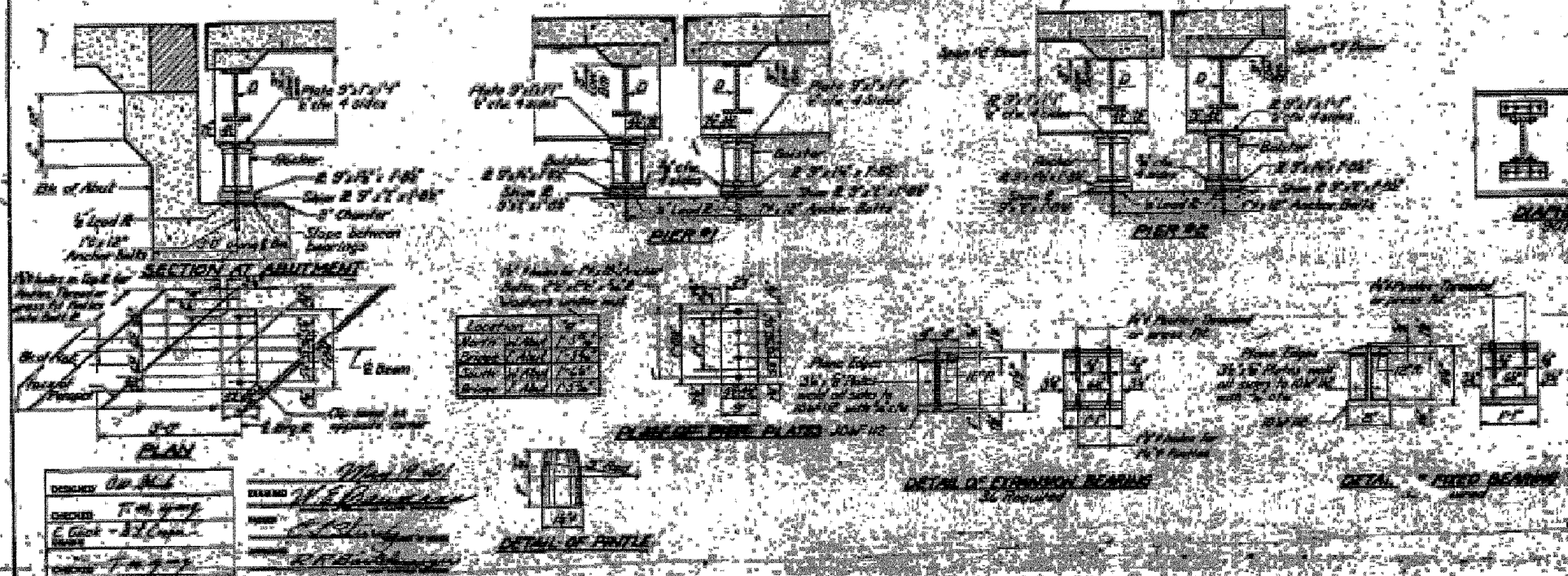
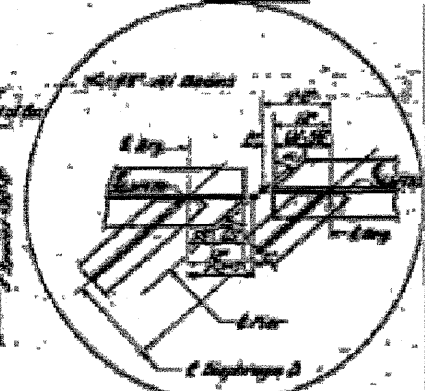
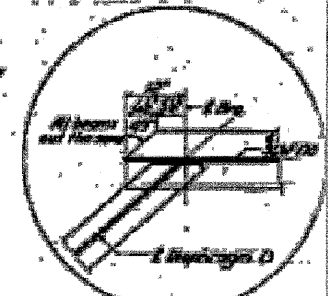
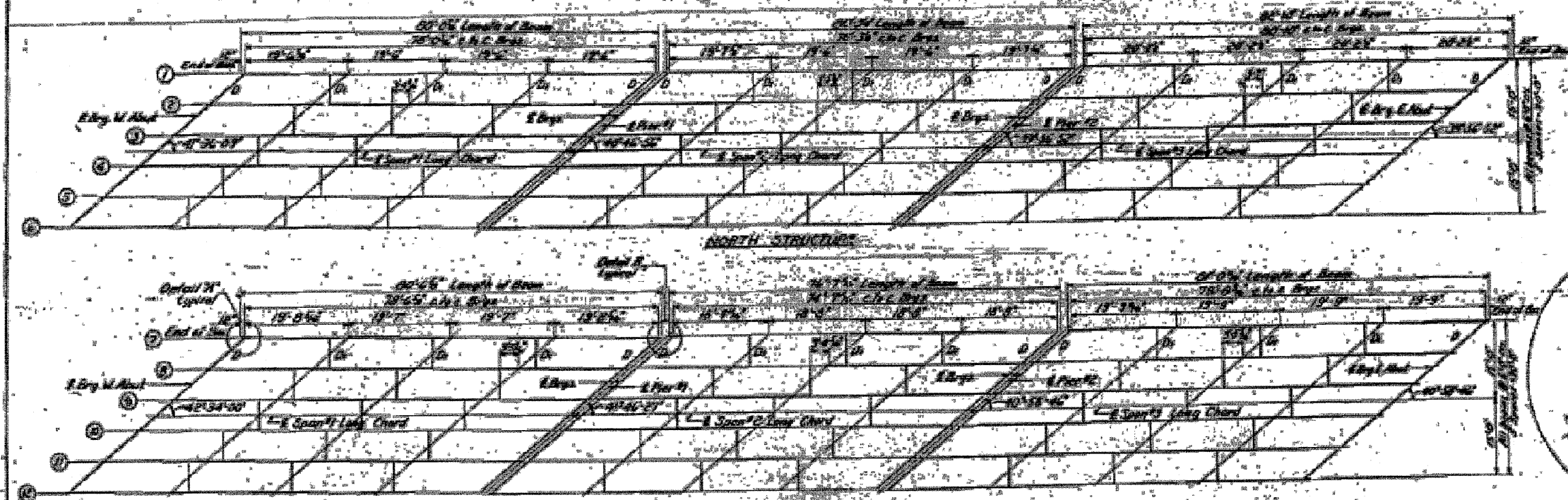
DESIGNED: T.M.P.
CHECKED: T.M.P.
DATE: 10/18/01

FOR INFORMATION ONLY

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PLOT DATE = 9/18/2011	DATE -	CHECKED -	REVISED -				CONTRACT NO. 66686				
		DATE -	REVISED -				ILLINOIS FED. AID PROJECT				

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

DATE	BY	REVISION
10-20-50	J. B. BUREAU	1-1-51
		2-1-51
		3-1-51



SHIM PLATE DIMENSIONS

Beam	12	14	16	18	20	22	24
12" I 10	0	0	0	0	0	0	0
14" I 10	0	0	0	0	0	0	0
16" I 10	0	0	0	0	0	0	0
18" I 10	0	0	0	0	0	0	0
20" I 10	0	0	0	0	0	0	0
22" I 10	0	0	0	0	0	0	0
24" I 10	0	0	0	0	0	0	0

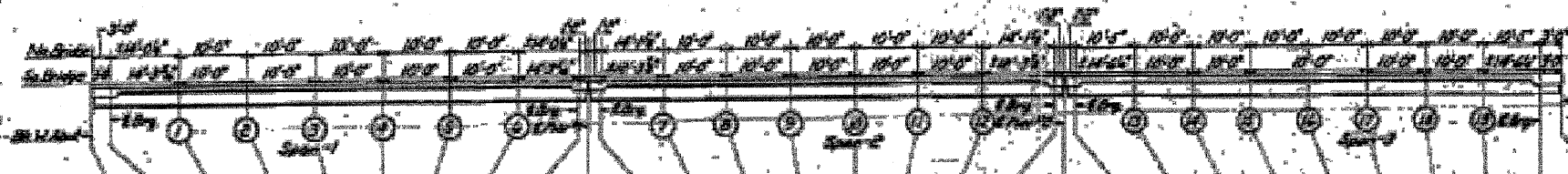
DESIGNED: J. B. BUREAU
CHECKED: J. B. BUREAU
DATE: 9/18/2011

STRUCTURAL STEEL DETAILS
F.A. RT. 80
SECTION 106-5HBR-1, VBR-106-61RS-3&1
COUNTY BUREAU
TOTAL SHEETS 249
SHEET NO. 162
CONTRACT NO. 66686
ILLINOIS FED. AID PROJECT

FOR INFORMATION ONLY

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

DATE	BY	CHKD	APP'D
11/18/09	W. J.
11/18/09

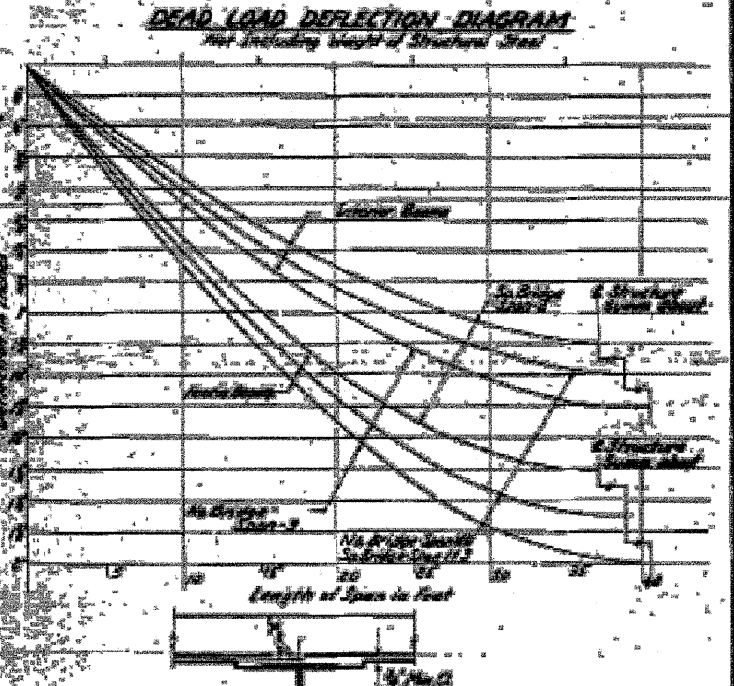


ELEVATIONS TOP OF SLAB INCLUDING DEAD LOAD DEFLECTION DUE TO WEIGHT OF CONCRETE

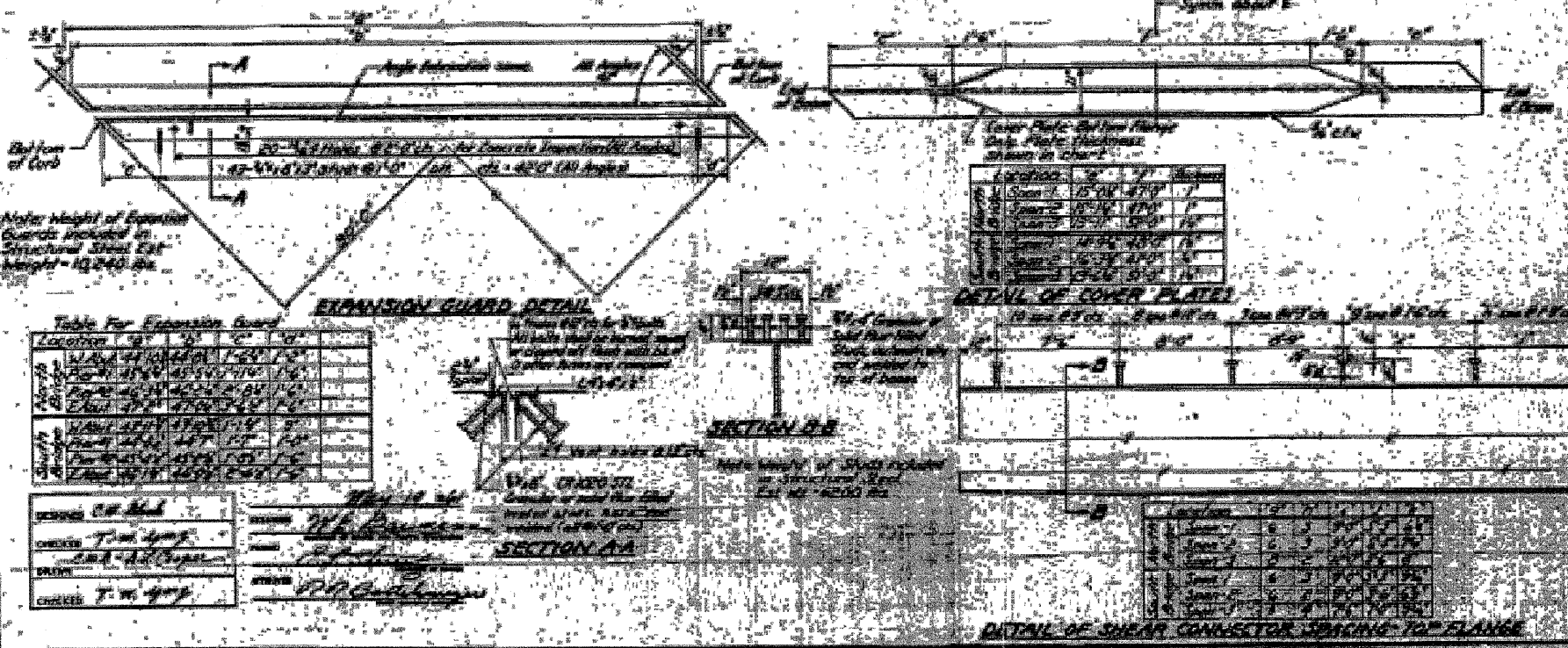
Span	Station	Elevation	Span	Station	Elevation
Span 1	100+00	751.41	Span 7	100+75	751.41
Span 2	100+15	751.41	Span 8	100+90	751.41
Span 3	100+30	751.41	Span 9	100+105	751.41
Span 4	100+45	751.41	Span 10	100+120	751.41
Span 5	100+60	751.41	Span 11	100+135	751.41
Span 6	100+75	751.41	Span 12	100+150	751.41

ELEVATIONS TOP OF SLAB NOT INCLUDING DEAD LOAD DEFLECTION

Span	Station	Elevation	Span	Station	Elevation
Span 1	100+00	751.41	Span 7	100+75	751.41
Span 2	100+15	751.41	Span 8	100+90	751.41
Span 3	100+30	751.41	Span 9	100+105	751.41
Span 4	100+45	751.41	Span 10	100+120	751.41
Span 5	100+60	751.41	Span 11	100+135	751.41
Span 6	100+75	751.41	Span 12	100+150	751.41



METHOD OF DETERMINING ELLET HEIGHT
After all Structural Steel has been erected elevations of the top flanges of these beams shall be taken at intervals shown above. These elevations subtracted from Table 11 elevations (theoretical grade plus 6 deflections) minus floor thickness, equals the Ellet height above top of beam.



TOP OF DECK ELEVATIONS

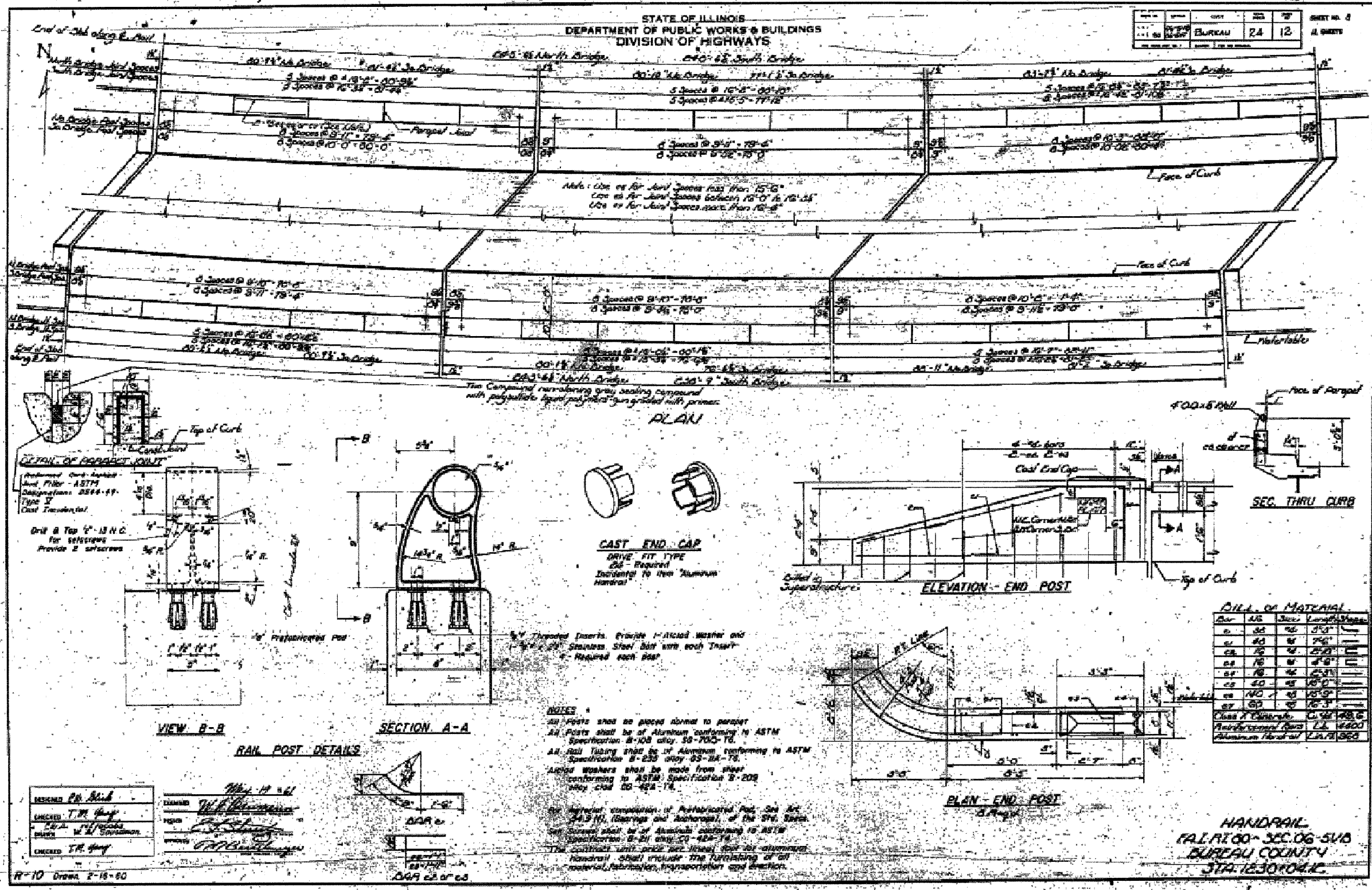
Location	Span	Station	Elevation
Span 1	100+00	751.41	
Span 2	100+15	751.41	
Span 3	100+30	751.41	
Span 4	100+45	751.41	
Span 5	100+60	751.41	
Span 6	100+75	751.41	
Span 7	100+90	751.41	
Span 8	100+105	751.41	
Span 9	100+120	751.41	
Span 10	100+135	751.41	
Span 11	100+150	751.41	
Span 12	100+165	751.41	

Table for Expansion Guard

Location	Span	Station	Elevation
Span 1	100+00	751.41	
Span 2	100+15	751.41	
Span 3	100+30	751.41	
Span 4	100+45	751.41	
Span 5	100+60	751.41	
Span 6	100+75	751.41	
Span 7	100+90	751.41	
Span 8	100+105	751.41	
Span 9	100+120	751.41	
Span 10	100+135	751.41	
Span 11	100+150	751.41	
Span 12	100+165	751.41	

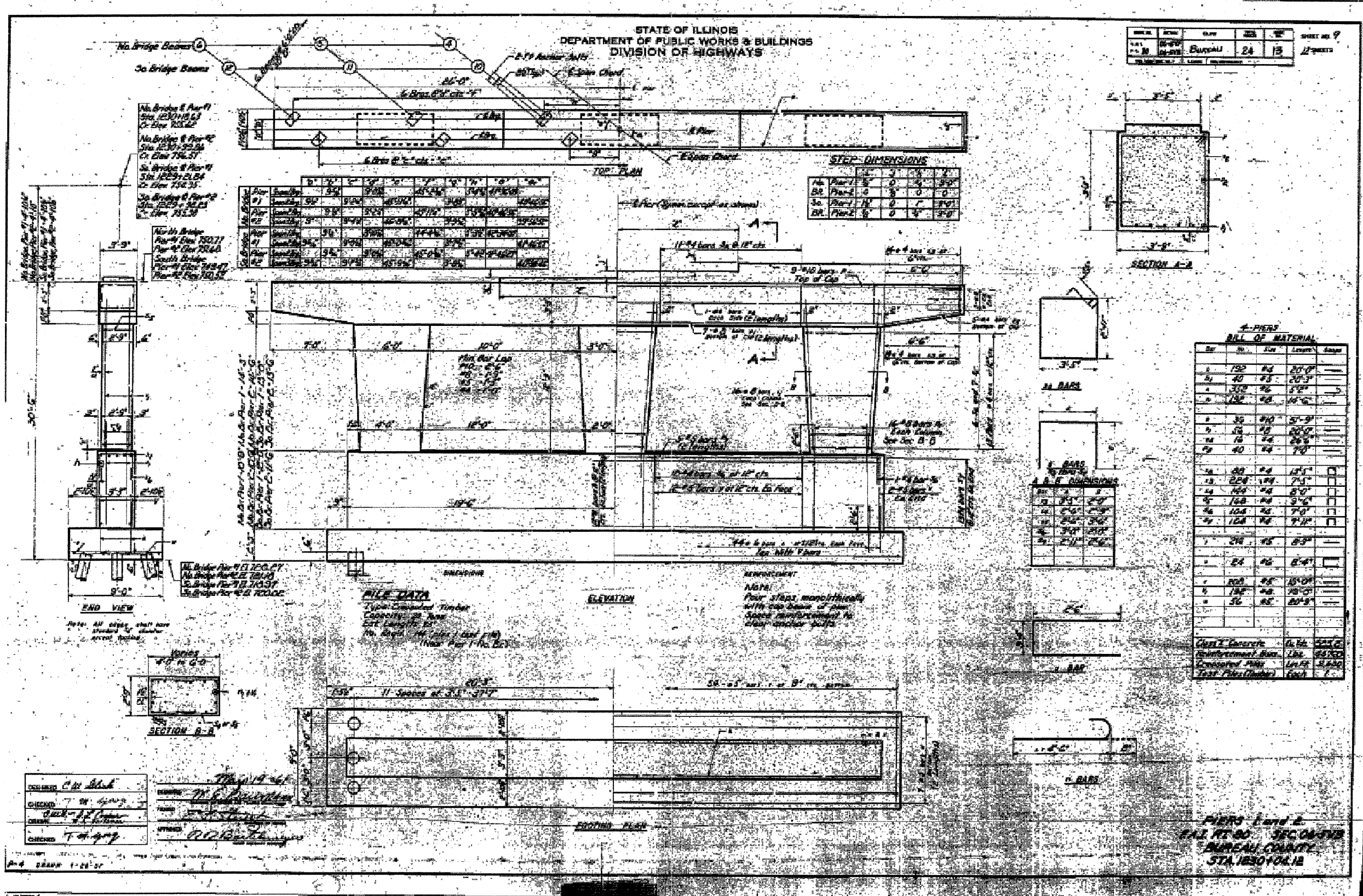
DESIGNED BY: W. J. ...
DRAWN BY: ...
CHECKED BY: ...
DATE: 9/18/2011

FOR INFORMATION ONLY



FOR INFORMATION ONLY

FILE NAME =	USER NAME = braboupo	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING BRIDGE PLANS	SCALE: _____ SHEET NO. _____ OF _____ SHEETS STA. _____ TO STA. _____	F.A. SECTION COUNTY TOTAL SHEETS SHEET NO.
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PLOT SCALE = 50.00500 ' / in.	CHECKED -	REVISED -	CONTRACT NO. 66686				
PLOT DATE = 9/18/2011	DATE -	REVISED -	ILLINOIS FED. AID PROJECT				



DATE	BY	SCALE	SHEET NO.	TOTAL SHEETS
10-15-01	W-278	BUREAU	24	15

STEP DIMENSIONS

No. Piers	5	0	4	3-0'
BR. Piers	0	5	0	0
So. Piers	4	0	1	3-0'
BR. Piers	0	0	4	3-0'

Item	Quantity	Unit	Material	Notes
1. Pile	10	Linear Ft.	12" x 12" x 10' C.P.	
2. Pile	10	Linear Ft.	12" x 12" x 10' C.P.	
3. Pile	10	Linear Ft.	12" x 12" x 10' C.P.	
4. Pile	10	Linear Ft.	12" x 12" x 10' C.P.	
5. Pile	10	Linear Ft.	12" x 12" x 10' C.P.	
6. Pile	10	Linear Ft.	12" x 12" x 10' C.P.	
7. Pile	10	Linear Ft.	12" x 12" x 10' C.P.	
8. Pile	10	Linear Ft.	12" x 12" x 10' C.P.	
9. Pile	10	Linear Ft.	12" x 12" x 10' C.P.	
10. Pile	10	Linear Ft.	12" x 12" x 10' C.P.	

PIERS

BILL OF MATERIAL

Item	Quantity	Unit	Material	Notes
1	150	#4	20'-0"	
2	40	#3	20'-0"	
3	100	#4	18'-0"	
4	100	#4	18'-0"	
5	30	#10	30'-0"	
6	10	#8	20'-0"	
7	10	#4	20'-0"	
8	40	#4	18'-0"	
9	30	#4	15'-0"	
10	200	#4	7'-0"	
11	100	#4	8'-0"	
12	100	#4	9'-6"	
13	100	#4	7'-0"	
14	100	#4	7'-0"	
15	200	#4	8'-0"	
16	100	#4	18'-0"	
17	100	#4	18'-0"	
18	50	#4	20'-0"	

4.00' Concrete 6.00' 24.00
 Reinforcement Bars 1.00' 24.00
 Gravel 1.00' 24.00
 Total 6.00' 24.00

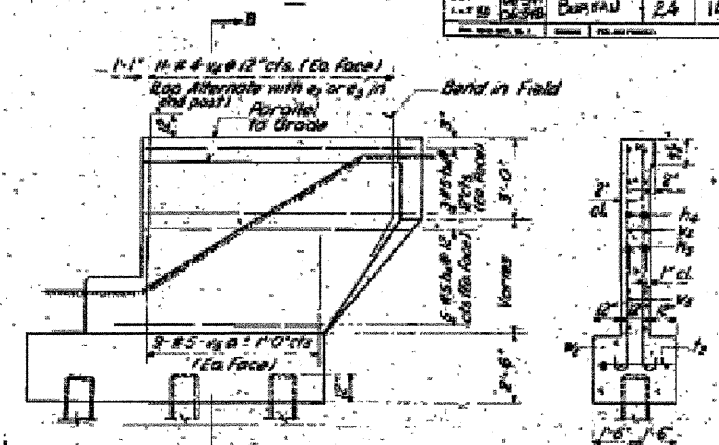
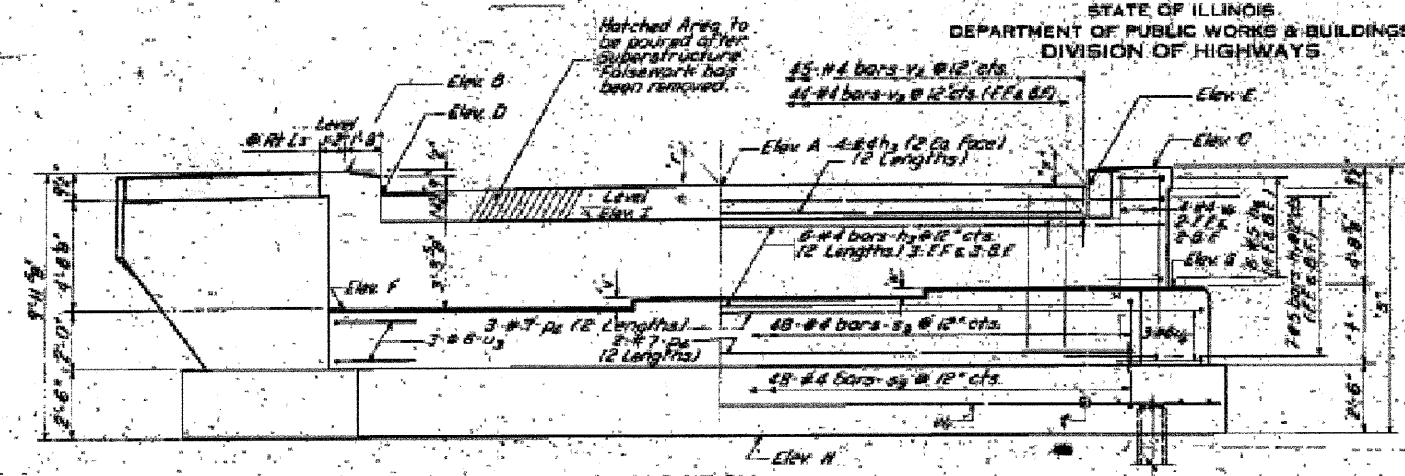
DESIGNED: C.H. Clark
 CHECKED: W. J. [Signature]
 DRAWN: J. [Signature]
 DATE: 9/18/2011

FOR INFORMATION ONLY

FILE NAME =	USER NAME = braboyko	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING BRIDGE PLANS	SCALE: _____ SHEET NO. _____ OF _____ SHEETS STA. _____ TO STA. _____	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = 9/18/2011	DATE -	CHECKED -	REVISED -				CONTRACT NO. 66686				
		DATE -	REVISED -				ILLINOIS FED. AID PROJECT				

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

DATE	BY	SCALE	SHEET NO.
04-29-88	BRUBAU	24	14
PROJECT NO.			12 SHEETS



ELEVATION
TABLE OF DIMENSIONS

	a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p	q	r	s	t	u	v	w	x	y
No. Bridge	11.8'	12.4'	22.5'	23.3'	23.4'	23.4'	23.4'	23.4'	23.4'	23.4'	23.4'	23.4'	23.4'	23.4'	23.4'	23.4'	23.4'	23.4'	23.4'	23.4'	23.4'	23.4'	23.4'	23.4'	23.4'
So. Bridge	12.3'	11.8'	22.5'	23.3'	23.4'	23.4'	23.4'	23.4'	23.4'	23.4'	23.4'	23.4'	23.4'	23.4'	23.4'	23.4'	23.4'	23.4'	23.4'	23.4'	23.4'	23.4'	23.4'	23.4'	23.4'

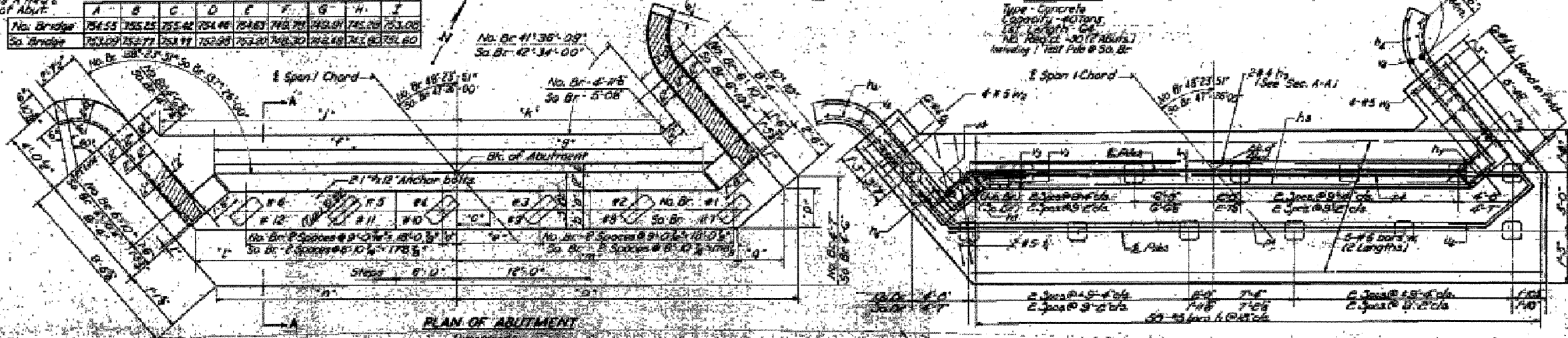
Note: Elevations A thru E given @ Bk. of Abut.

TABLE OF ELEVATIONS

	A	B	C	D	E	F	G	H	I
No. Bridge	754.55	755.25	755.42	754.48	754.83	748.70	748.91	745.28	753.00
So. Bridge	753.09	752.72	753.11	752.98	752.20	748.30	748.40	742.80	752.80

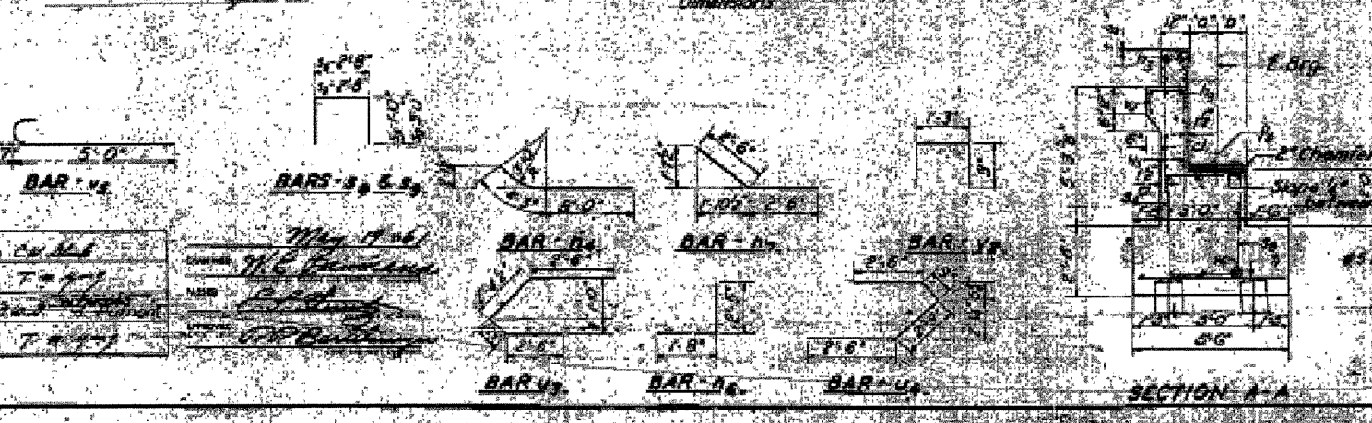
PILE DATA

Type - Concrete
Capacity - 40 TONS
Lgt. Length - 60'
No. Rebar - 30 (7 Abut.)
Including 1 Test Pile @ So. Br.



PLAN OF ABUTMENT

DETAIL OF ABUTMENT



SECTION A-A

BILL OF MATERIAL (2 ABUTMENTS)

Bar	No.	Size	Length	Shape	Bar	No.	Size	Length	Shape
1	18	#4	23.5'	U	1	20	#5	15.0'	U
2	24	#5	12.3'	U	2	175	#4	51.0'	U
3	40	#5	8.8'	U	3	108	#4	8.8'	U
4	48	#5	4.7'	U	4	12	#5	5.7'	U
5	56	#5	5.0'	U	5	20	#5	15.0'	U
6	20	#7	23.0'	U	6	16	#5	10.0'	U
7	26	#4	5.1'	U	7	16	#5	10.0'	U
8	26	#4	5.0'	U	8	16	#5	10.0'	U
9	26	#4	5.0'	U	9	16	#5	10.0'	U
10	26	#4	5.0'	U	10	16	#5	10.0'	U
11	26	#4	5.0'	U	11	16	#5	10.0'	U
12	26	#4	5.0'	U	12	16	#5	10.0'	U
13	26	#4	5.0'	U	13	16	#5	10.0'	U
14	26	#4	5.0'	U	14	16	#5	10.0'	U
15	26	#4	5.0'	U	15	16	#5	10.0'	U
16	26	#4	5.0'	U	16	16	#5	10.0'	U
17	26	#4	5.0'	U	17	16	#5	10.0'	U
18	26	#4	5.0'	U	18	16	#5	10.0'	U
19	26	#4	5.0'	U	19	16	#5	10.0'	U
20	26	#4	5.0'	U	20	16	#5	10.0'	U
21	26	#4	5.0'	U	21	16	#5	10.0'	U
22	26	#4	5.0'	U	22	16	#5	10.0'	U
23	26	#4	5.0'	U	23	16	#5	10.0'	U
24	26	#4	5.0'	U	24	16	#5	10.0'	U
25	26	#4	5.0'	U	25	16	#5	10.0'	U
26	26	#4	5.0'	U	26	16	#5	10.0'	U
27	26	#4	5.0'	U	27	16	#5	10.0'	U
28	26	#4	5.0'	U	28	16	#5	10.0'	U
29	26	#4	5.0'	U	29	16	#5	10.0'	U
30	26	#4	5.0'	U	30	16	#5	10.0'	U

Note: Front Flaw of Piles bolted C-12 one direction as shown in Section G-G. All others are straight.

WEST ABUTMENTS
S.A.T. RT. 80. SEC. 08. 5/18
BUREAU COUNTY
STATION 1230+04.12

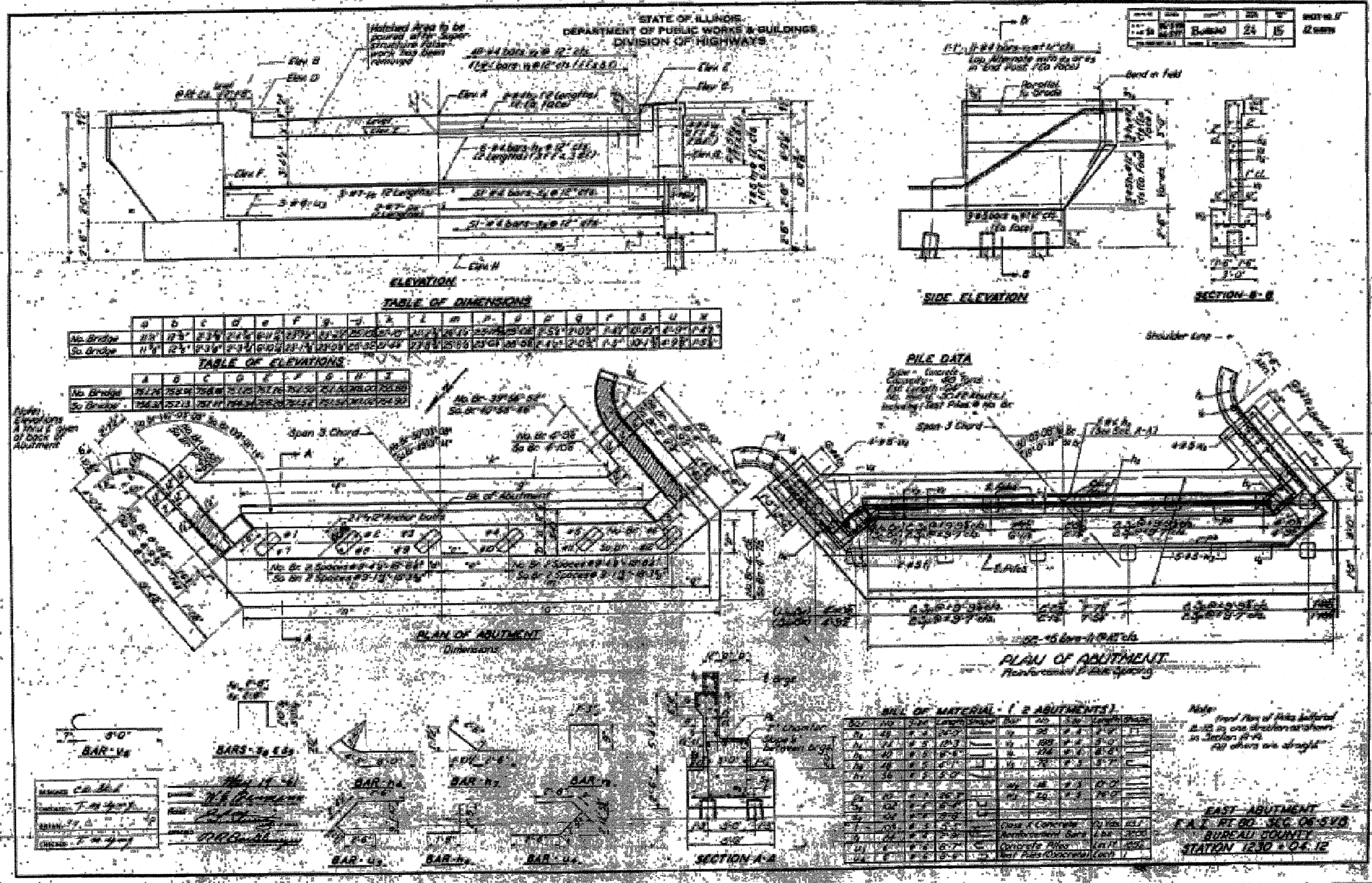
DESIGNED: [Signature]
CHECKED: [Signature]
DATE: 9/18/2011

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

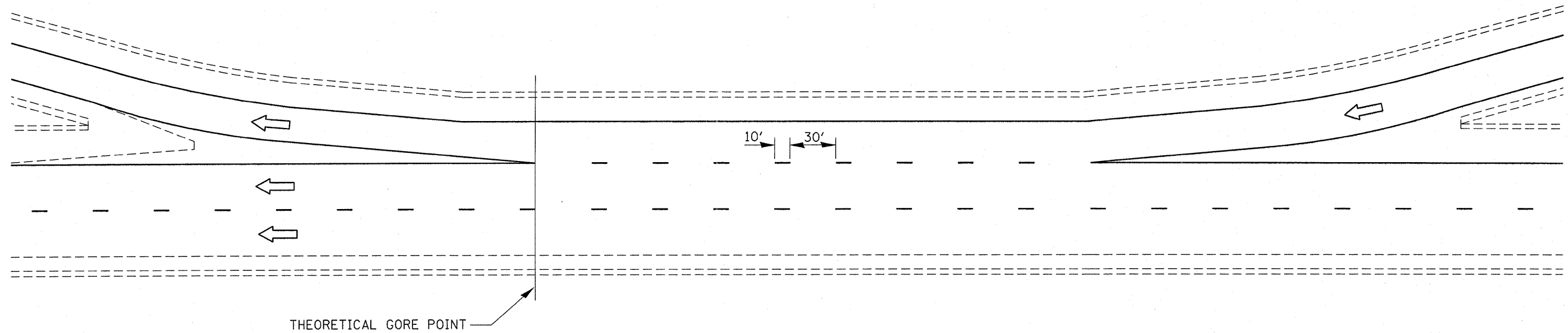
EXISTING BRIDGE PLANS

FOR INFORMATION ONLY

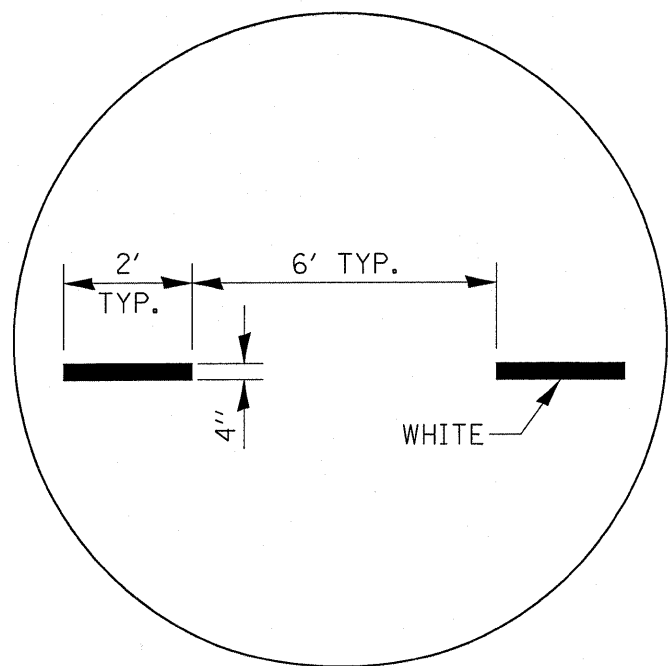
FILE NAME =	USER NAME = braboupa	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING BRIDGE PLANS	SCALE: _____ SHEET NO. _____ OF _____ SHEETS STA. _____ TO STA. _____	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pv\work\p\dot\braboupa\d0212731\036686-sht-cover.dgn	DESIGNED -	REVISED -	80				(106-51HR-1.VBR\106-61)RS-3&1	BUREAU	249	166	
PLOT SCALE = 50.0550' / 1"	CHECKED -	REVISED -	CONTRACT NO. 66686								
PLOT DATE = 9/18/2011	DATE -	REVISED -	ILLINOIS FED. AID PROJECT								



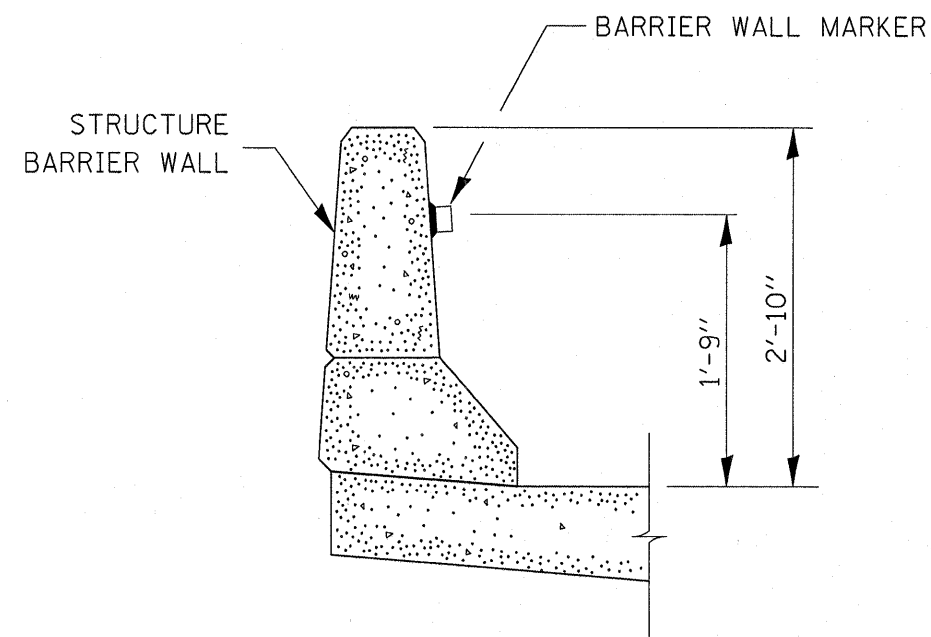
FOR INFORMATION ONLY



TYPICAL CLOVERLEAF LOOP RAMP MARKINGS



INTERSTATE RAMP TRANSITION LINE



BARRIER WALL MARKER

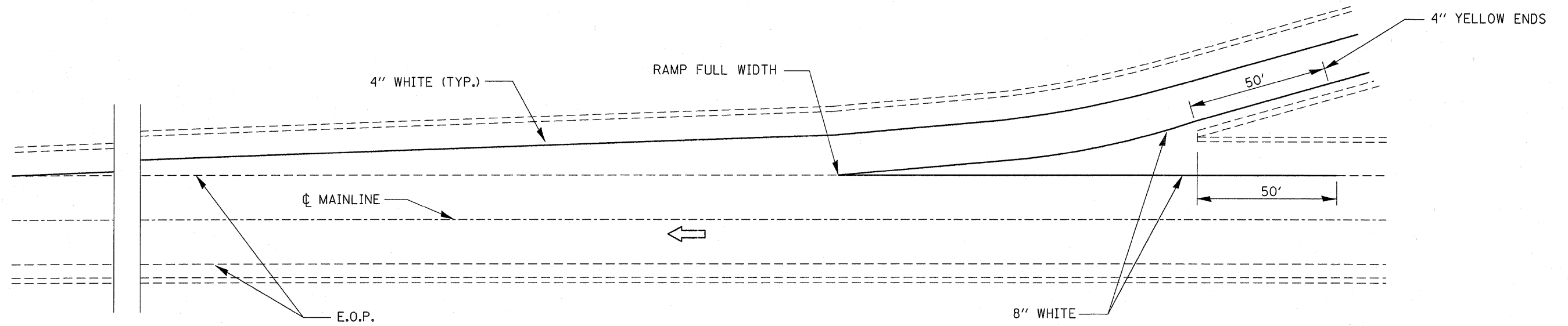
FILE NAME =	USER NAME = braboygo	DESIGNED -	REVISD -
ca\pv_work\p\idot\braboygo\0212731\036686-sht-cover.dgn		DRAWN -	REVISD -
	PLOT SCALE = 50.0550' / in.	CHECKED -	REVISD -
	PLOT DATE = 9/18/2011	DATE -	REVISD -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

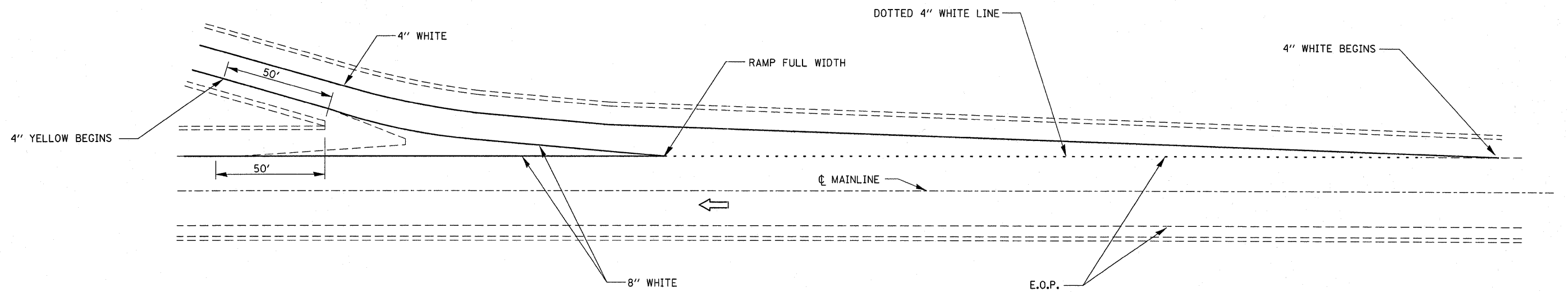
DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(106-5HBR-1, VBR)(106-6)RS-3&I	BUREAU	249	168
CONTRACT NO. 66686				
ILLINOIS FED. AID PROJECT				

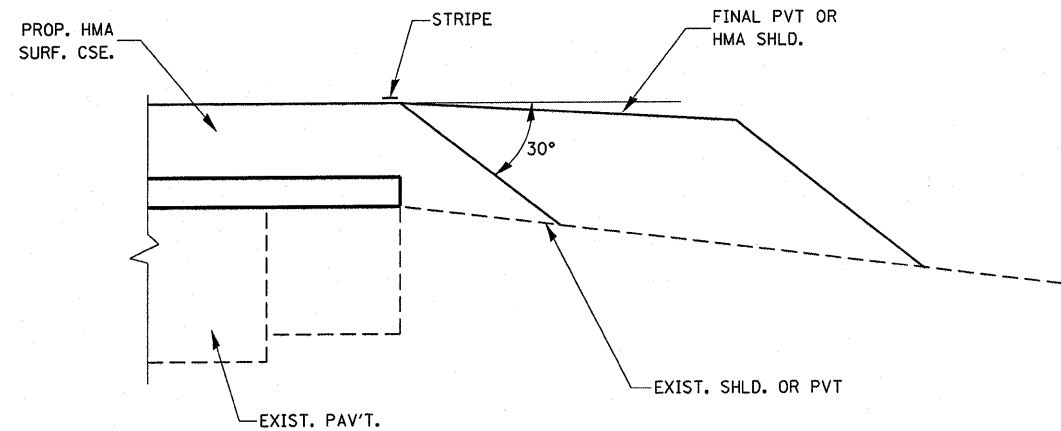


TYPICAL PAVEMENT MARKING FOR ENTRANCE RAMP TERMINALS



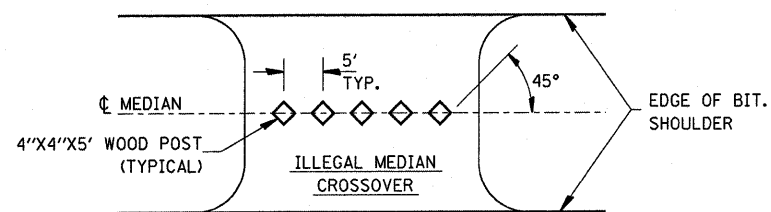
TYPICAL PAVEMENT MARKINGS FOR EXIT RAMP TERMINALS

FILE NAME =	USER NAME = braboygc	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw_work\pwidot\braboygc\d0212731\0368686-sht-cover.dgn	DRAWN -	REVISED -	80			(106-5HBR-1,VBR;06-6)RS-3&I	BUREAU	249	169	
PLOT SCALE = 50.0550' / in.	CHECKED -	REVISED -	CONTRACT NO. 66686							
PLOT DATE = 9/18/2011	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
SCALE: _____ SHEET NO. _____ OF _____ SHEETS STA. _____ TO STA. _____										

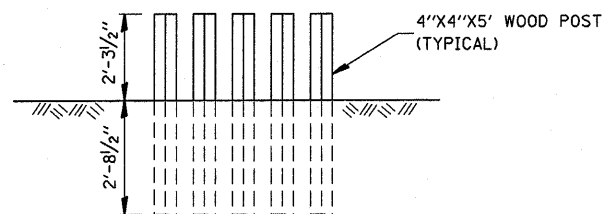


SAFETY EDGE

SEE MAXIMUM DROP OFF SPECIAL PROVISION FOR USE

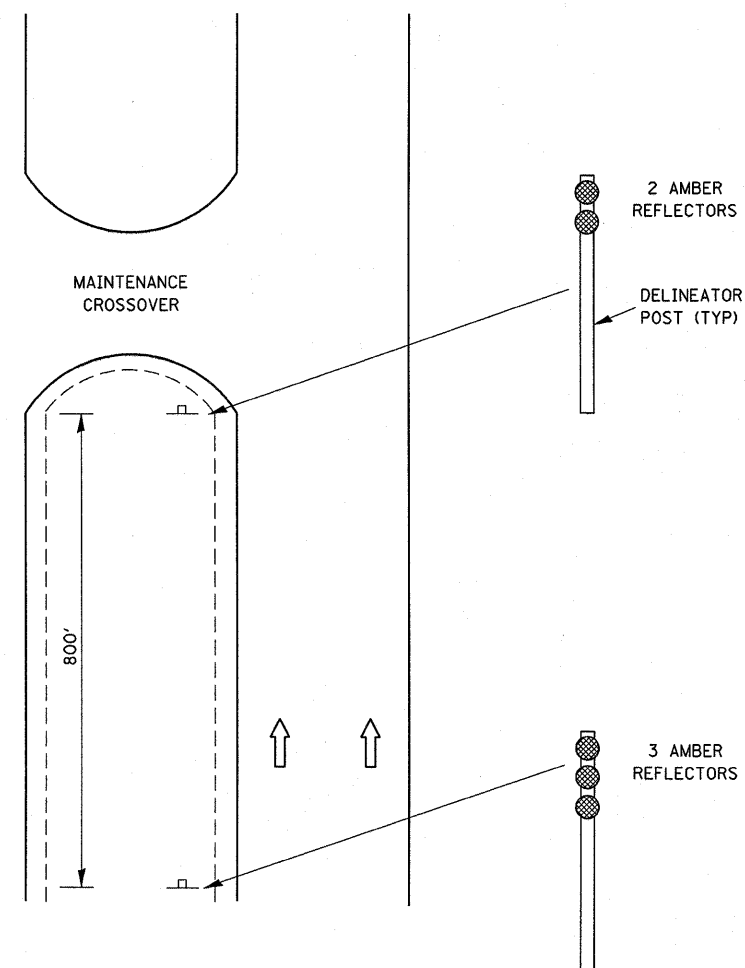


PLAN



ELEVATION

WOOD POST DETAIL



**DELINEATION
FOR MAINTENANCE
CROSSOVER
(TYPICAL FOR BOTH DIRECTIONS)**

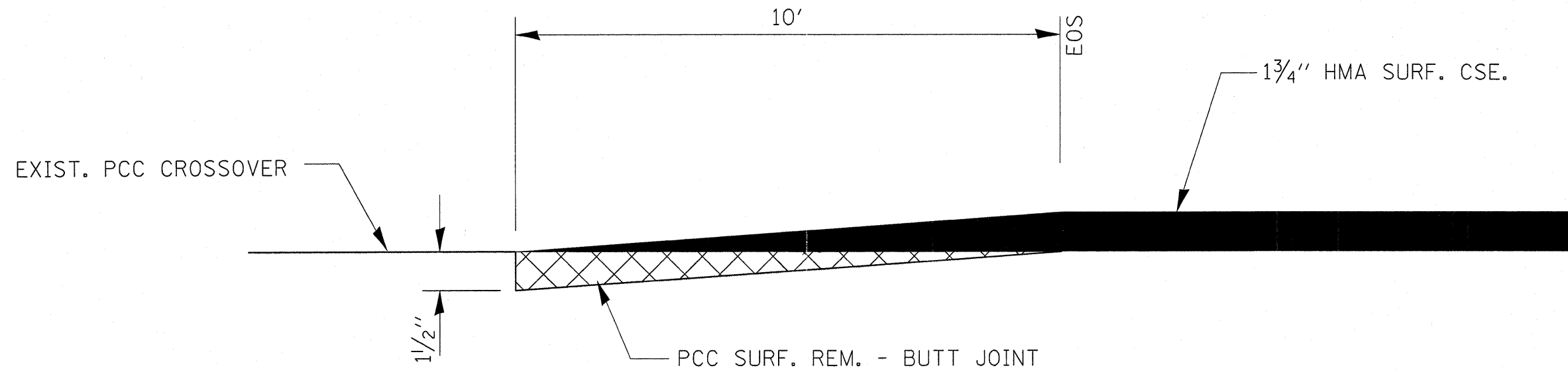
FILE NAME =	USER NAME = braboypc	DESIGNED -	REVISED -
c:\pwork\pwork\braboypc\0212731\036696-sht-cover.dgn		DRAWN -	REVISED -
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	PLOT DATE = 9/18/2011	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

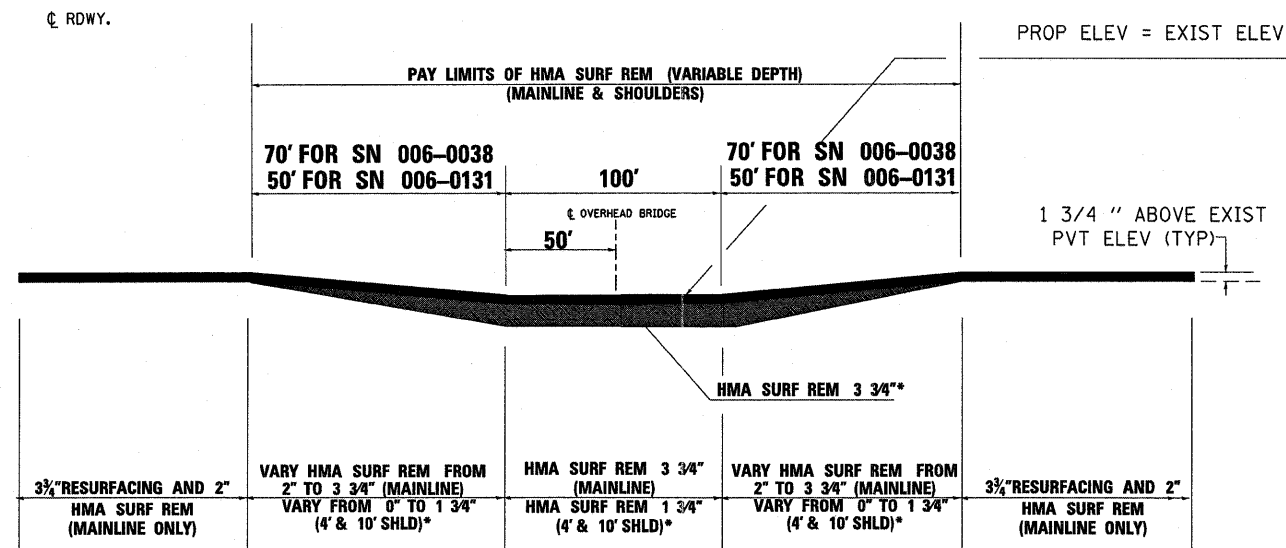
DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	106-5HBR-1,VBR(106-6)RS-3&I	BUREAU	249	170
CONTRACT NO. 66686			ILLINOIS FED. AID PROJECT	



PCC SURF REMOVAL-BUTT JOINT

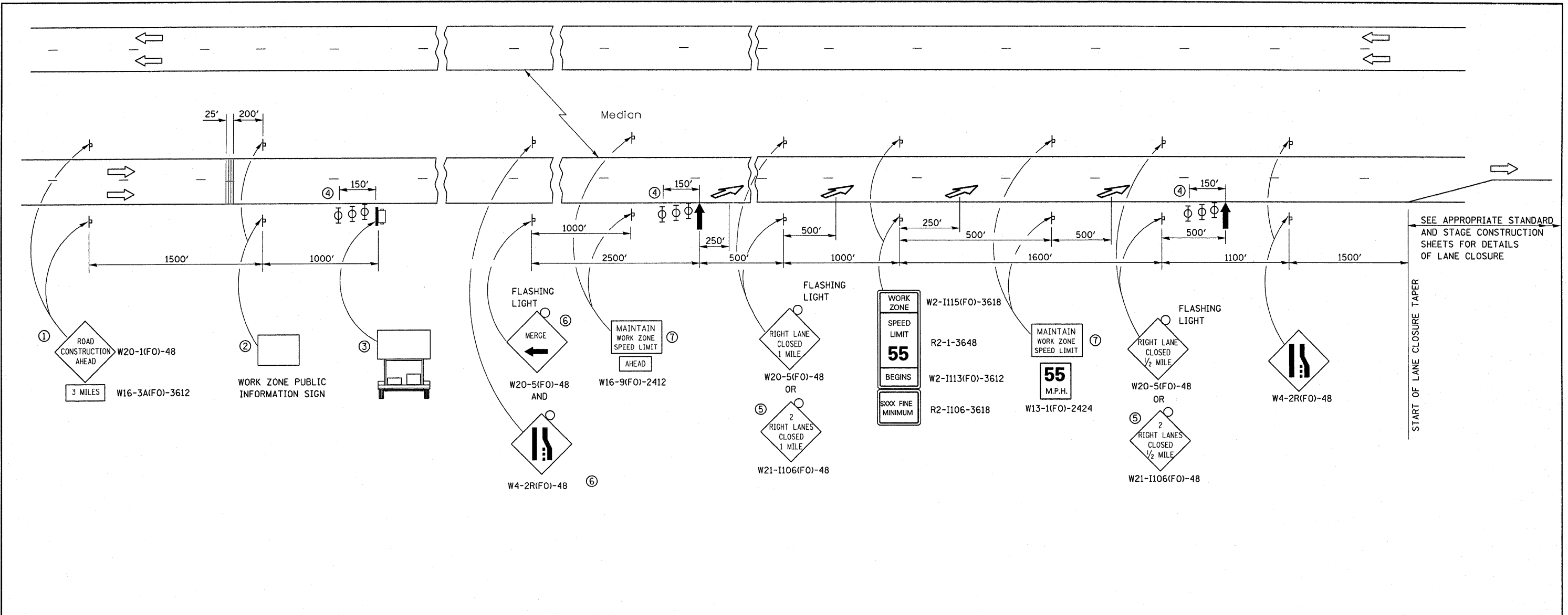


*MILL TO A DEPTH OF 2 1/2" UNDER SN 006-0131. THE PROPOSED TOTAL OVERLAY TOTAL RESURFACING THICKNESS SHALL BE 2 1/2" UNDER SN 006-0131. PLACE TWO LIFTS OF SURFACE COURSE WITH EACH LIFT 1 1/4"

TREATMENT UNDER STRUCTURES TO MAINTAIN EXISTING ELEVATIONS UNDER SN 006-0031 & 006-0038

FOR S.N.'S 006-0038 (SB I-180 BRIDGE) AND 006-0131 ONLY (EB & WB)
 FOR SN'S 006-0039 (NB I-180 BRIDGE), AND 006-0162, OVERLAY THE SAME AS THE REST OF THE MAINLINE
 (R.E. TO VERIFY CLEARANCES OF ALL BRIDGES PRIOR TO CONSTRUCTION)

FILE NAME =	USER NAME = braboypc	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS	F.A. SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
cr\pw_work\pwt\dot\braboypc\d212731\0366586-sht-cover.dgn	PLOT SCALE = 50.0550' / in.	DRAWN -	REVISED -			80	[(06-5)HBR-1, VBR(06-6)JRS-3&1	BUREAU	249	171
PLOT DATE = 9/18/2011	DATE -	CHECKED -	REVISED -			CONTRACT NO. 66686				
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT				

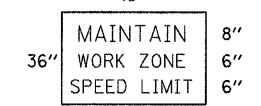


SEE APPROPRIATE STANDARD AND STAGE CONSTRUCTION SHEETS FOR DETAILS OF LANE CLOSURE

START OF LANE CLOSURE TAPER

- ① THE ROAD CONSTRUCTION AHEAD SIGN SHALL BE LOCATED 3 MILES IN ADVANCE OF THE PROJECT LIMITS.
- ② THE MESSAGE AND SIZE OF THE WORK ZONE PUBLIC INFORMATION SIGN SHALL BE AS SPECIFIED BY THE DEPARTMENT.
- ③ TO BE PLACED IN THE MEDIAN WHEN FEASIBLE. THE MESSAGE BOARD SHALL BE USED TO DISPLAY STATUS OF LANES WITHIN THE PROJECT. THE PRIMARY MESSAGES SHALL BE:
 "RIGHT LANE CLOSED" / " x MILES AHEAD"
 "LEFT LANE CLOSED" / " x MILES AHEAD"
 "ALL LANES OPEN"
- ④ THREE, TYPE II BARRICADES, DRUMS, OR VERTICAL BARRICADES AT 50' CENTERS.
- ⑤ THIS SIGN SHALL BE USED WHEN 2 LANES ARE CLOSED.
- ⑥ WHEN THE LEFT LANE IS CLOSED, SWITCH THESE TWO SIGNS AND THE DIRECTION OF THE MERGE ARROW.

⑦ 48"x36" FLUORESCENT ORANGE SIGN WITH BLACK LETTERS.



- ↑ ARROW BOARD
- PORTABLE CHANGEABLE MESSAGE SIGN
- ⊥ SIGN
- ⊕ TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT
- ↘ LANE DROP ARROW - SEE STANDARD 780001
- ▤ TEMPORARY THERMOPLASTIC RUMBLE STRIPS

GENERAL NOTE:

THIS STANDARD IS USED WHERE AT ANY TIME A LANE IS CLOSED ON A FREEWAY/EXPRESSWAY.

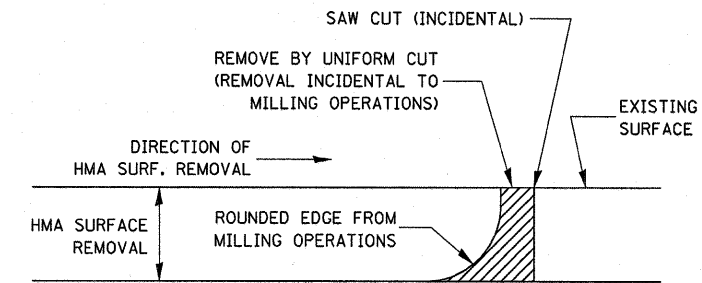
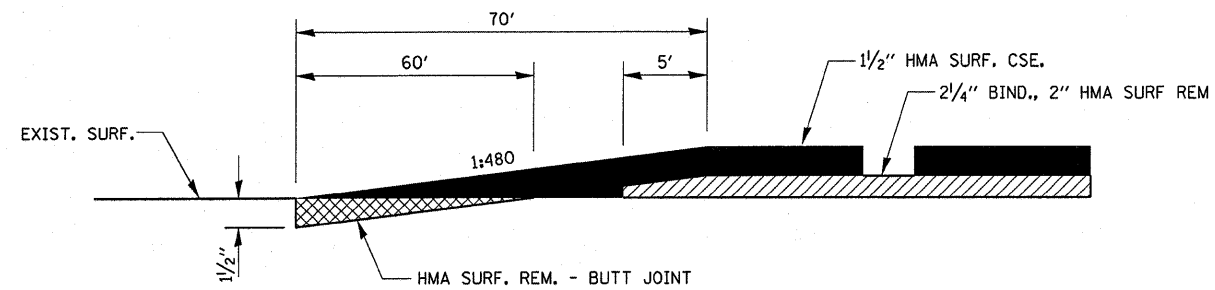
WHEN THE LEFT LANE IS CLOSED, LEFT LANE CLOSED SIGNS SHALL BE SUBSTITUTED FOR THE RIGHT LANE CLOSED SIGNS.

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

SEE SPECIAL PROVISIONS.

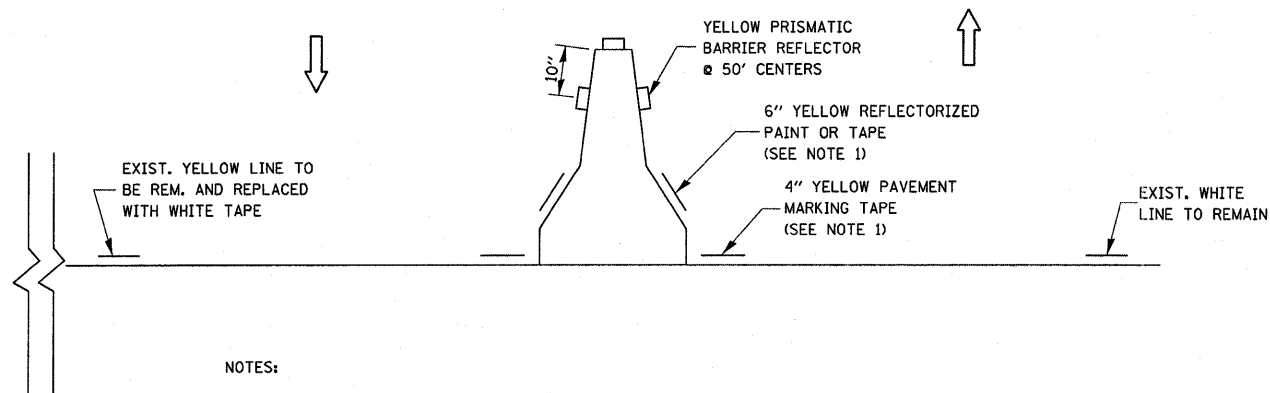
ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = braboypc	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\pwt\dot\braboypc\d8212731\0368686-shr-cover.dgn	DRAWN -	REVISED -	80			[(06-5)HBR-1,VBR(06-6)]RS-3&1	BUREAU	249	172	
PLOT SCALE = 50.0550 // in.	CHECKED -	REVISED -	CONTRACT NO. 66686							
PLOT DATE = 9/18/2011	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							



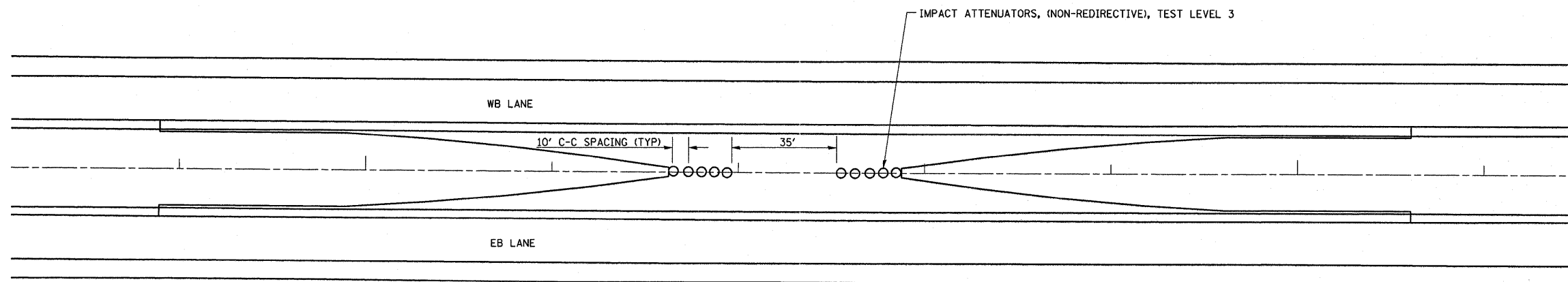
NOTE:
 WHEN MILLING OPERATIONS PRODUCE A ROUNDED EDGE, THEN A SAW CUT SHALL BE USED TO MANUFACTURE A PERPENDICULAR EDGE AS SHOWN IN THE DETAIL. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE USE OF THIS DETAIL

HMA DETAIL AT BUTT JOINTS



NOTES:

1. THE CONTRACTOR HAS THE OPTION OF USING EITHER THE LINE ON THE TEMPORARY CONCRETE BARRIER OR ON THE PAVEMENT.
2. THE COST OF THE REFLECTORS IS INCLUDED IN THE COST OF THE TEMPORARY CONCRETE BARRIER.



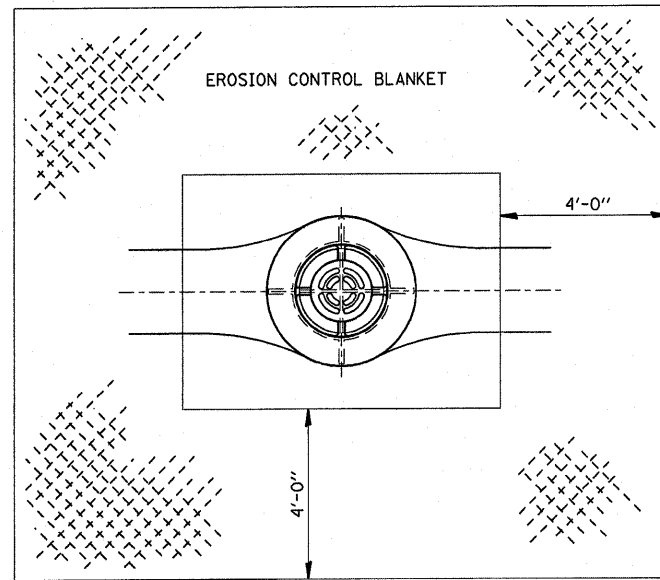
MEDIAN CROSSOVER IMPACT ATTENUATORS

NOTE: IMPACT ATTENUATORS SHALL BE PLACED WHEN CROSSOVER CONSTRUCTION IS COMPLETE, FOR BOTH THE WEST AND EAST CROSS-OVERS AND SHALL BECOME THE PROPERTY OF THE STATE.

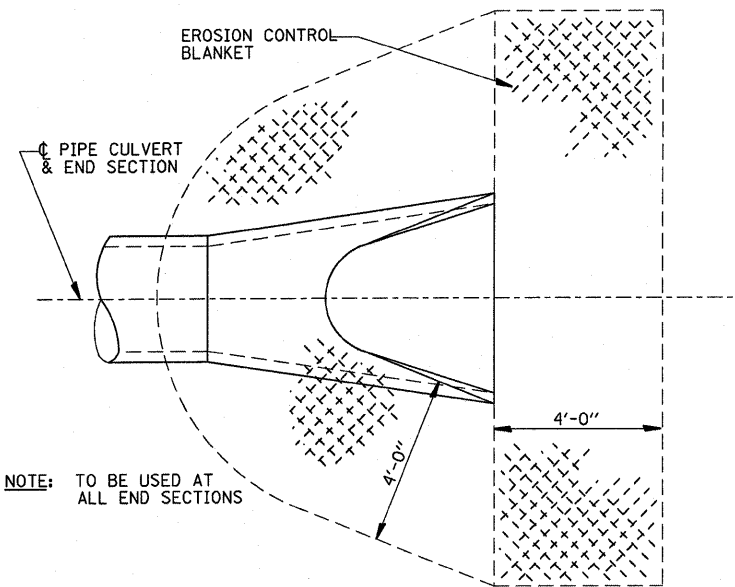
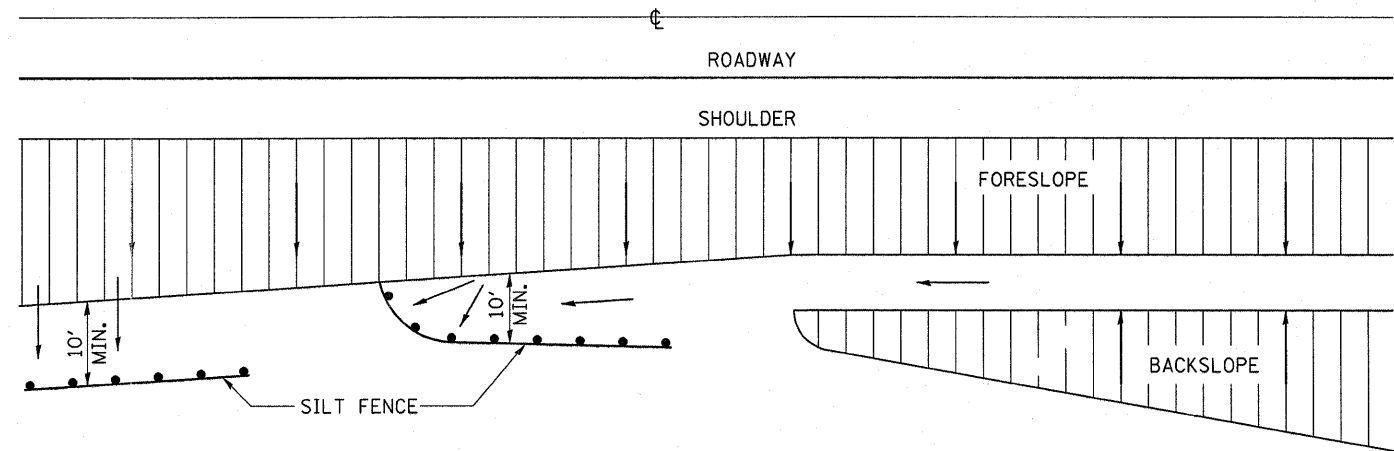
IMPACT ATTENUATORS TO BE PLACED AFTER STAGE II IS COMPLETE.
 THIS WORK SHALL BE PAID FOR AS THE CONTRACT UNIT PRICE EACH AS IMPACT ATTENUATORS, (NON-REDIRECTIVE), TEST LEVEL 3



FILE NAME =	USER NAME = braboygo	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ci:\pwork\pwork\braboygo\0212731\036686-sht-cover.dgn	PLOT SCALE = 50.09550' / in.	DRAWN -	REVISED -			80	(106-5)HBR-1,VBR,(06-6)RS-3&I	BUREAU	249	173
PLOT DATE = 9/18/2011	DATE -	CHECKED -	REVISED -			CONTRACT NO. 66686		ILLINOIS FED. AID PROJECT		
		DATE -	REVISED -			SCALE: _____	SHEET NO. _____ OF _____ SHEETS	STA. _____ TO STA. _____		



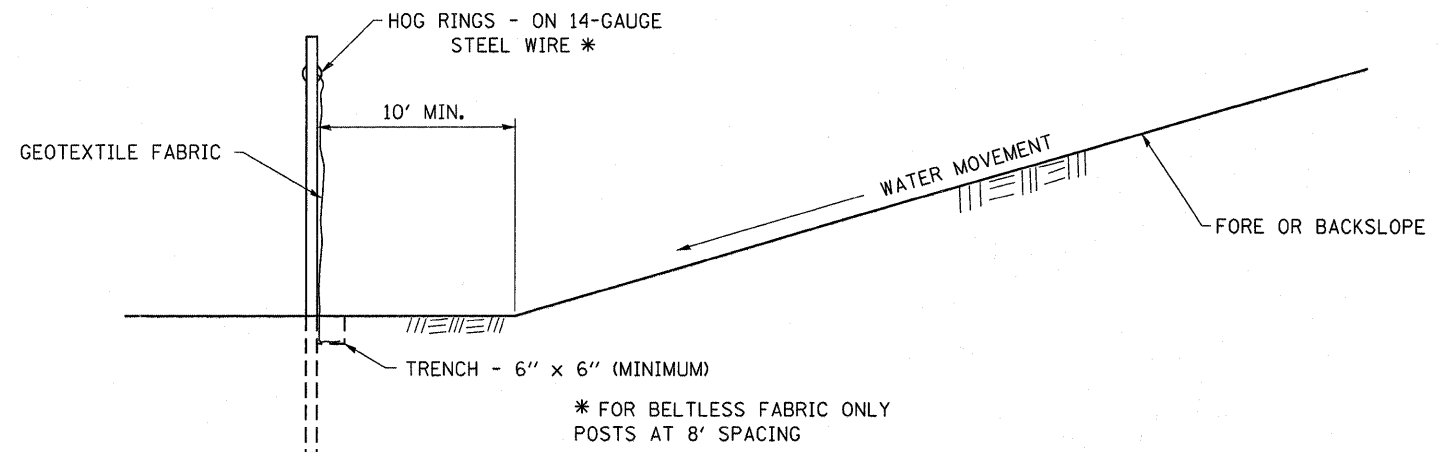
**EROSION CONTROL BLANKET
AT MEDIAN INLET STD. 604101 OR STD. 640106**



NOTE: TO BE USED AT ALL END SECTIONS

NOTE: PRC FLARED END SECTION SHOWN. TREATMENT SAME FOR OTHER END SECTIONS.

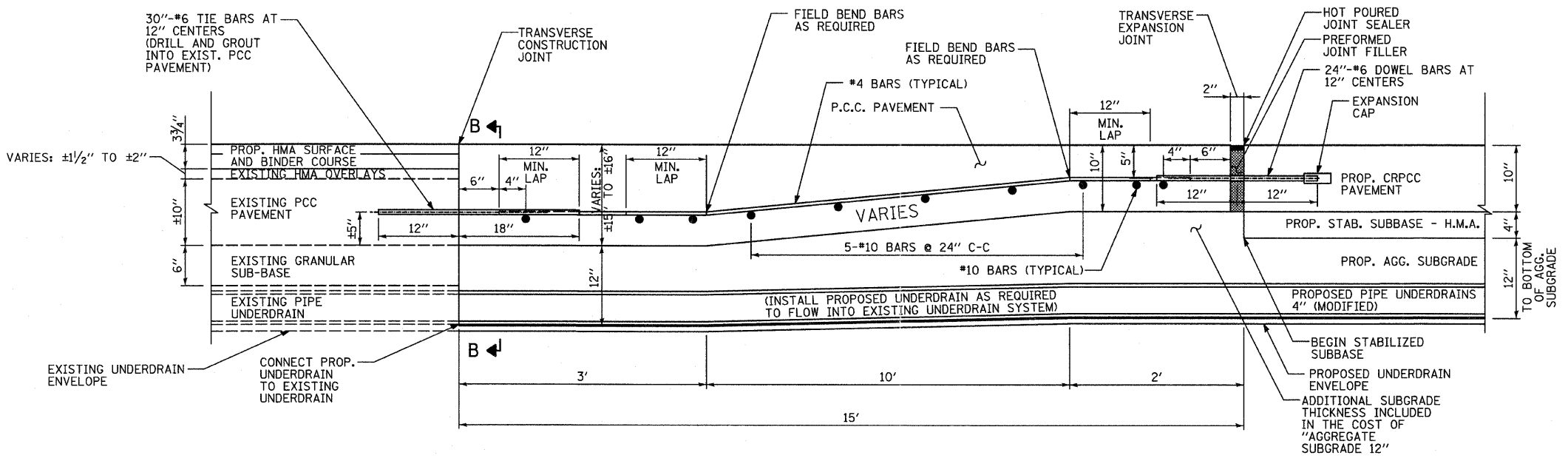
**DETAIL OF EROSION CONTROL BLANKET
LINING AROUND END SECTION**



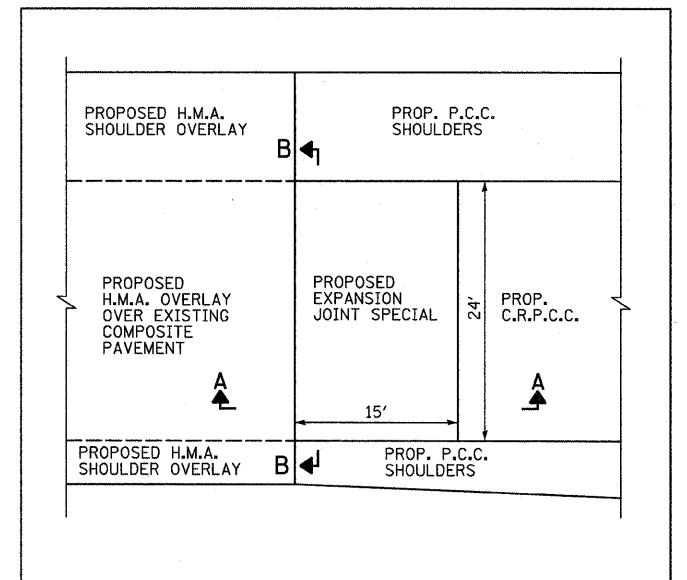
DETAILS OF SILT FENCE

**EROSION CONTROL DETAILS
FOR SILT FENCE**

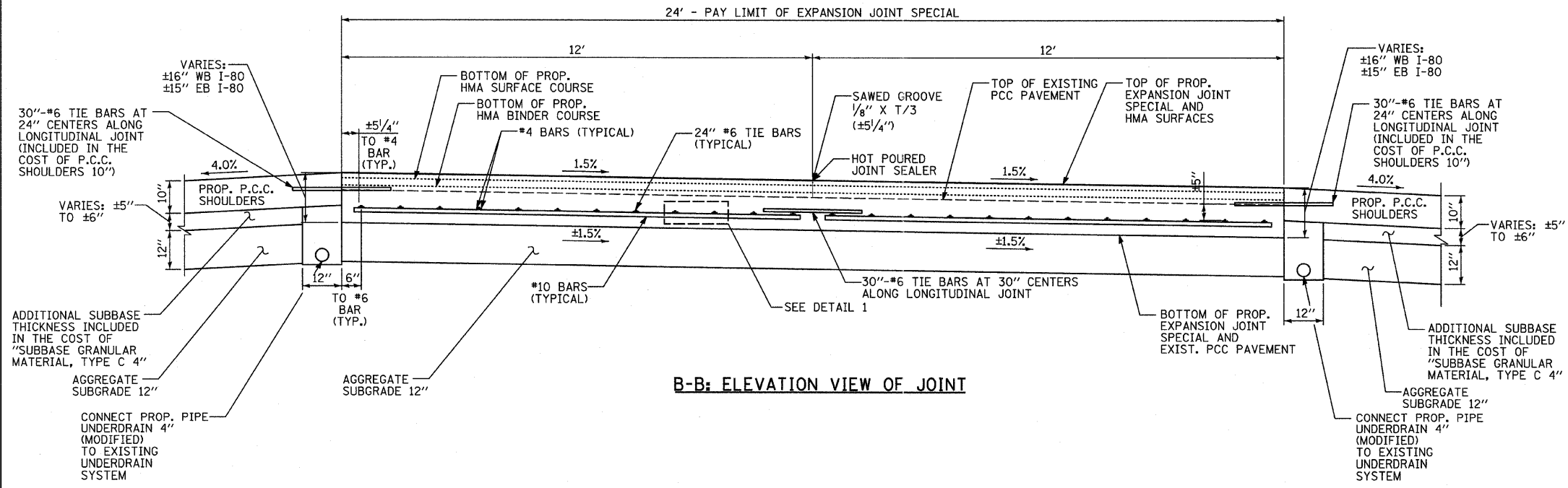
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	PLOT SCALE = 5/8" = 1' / in.	CHECKED -	REVISED -			80	[(06-5)MHR-1.VBR(06-6)]RS-3&I	BUREAU	249	174
PLOT DATE = 9/18/2011	DATE -	REVISED -	REVISED -	SCALE: _____	SHEET NO. _____ OF _____ SHEETS	STA. _____ TO STA. _____	CONTRACT NO. 66686			
ILLINOIS FED. AID PROJECT										



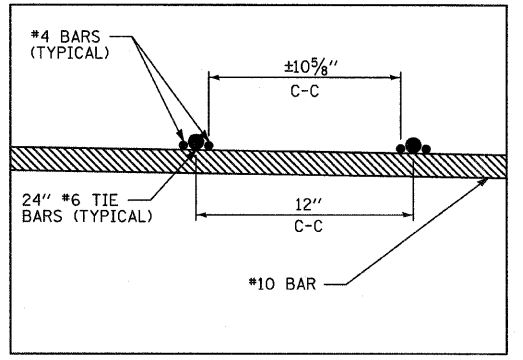
A-A: CROSS SECTION OF EXPANSION JOINT SPECIAL AT WEST RECONSTRUCTION LIMIT



TYPICAL PLAN VIEW OF EXPANSION JOINT SPECIAL (NOT TO SCALE)



B-B: ELEVATION VIEW OF JOINT

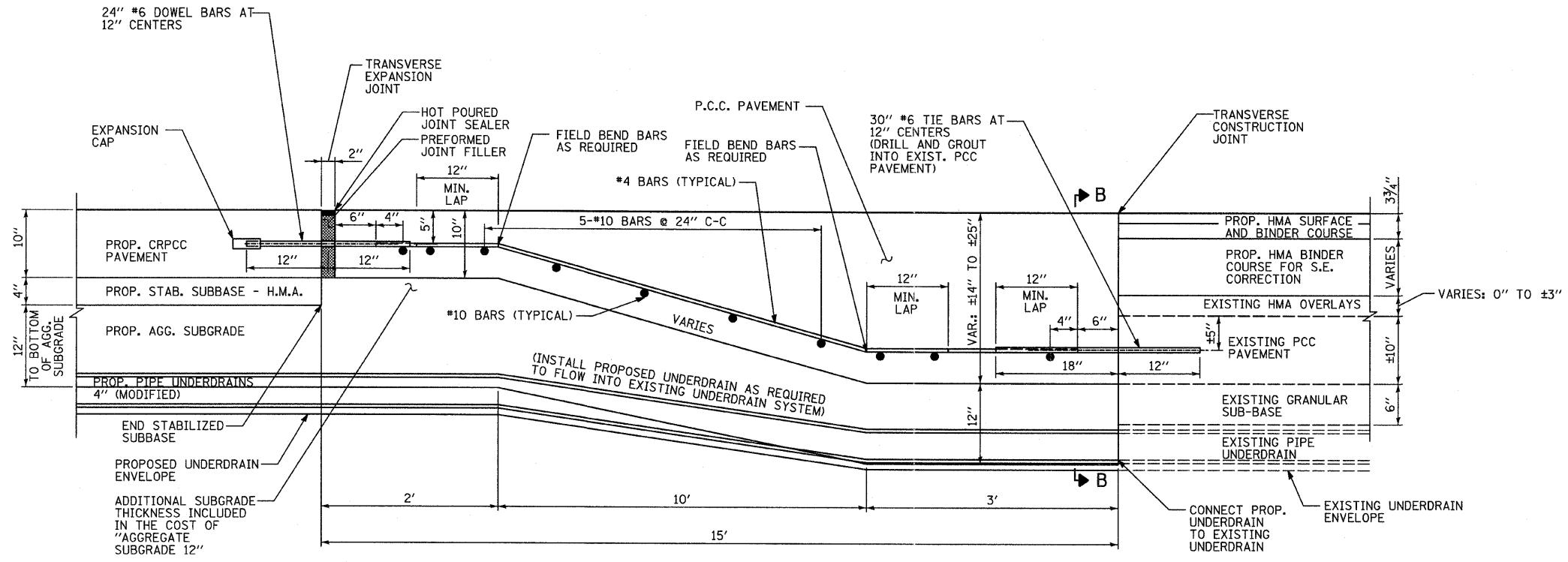


DETAIL 1: BAR SPACING DETAILS

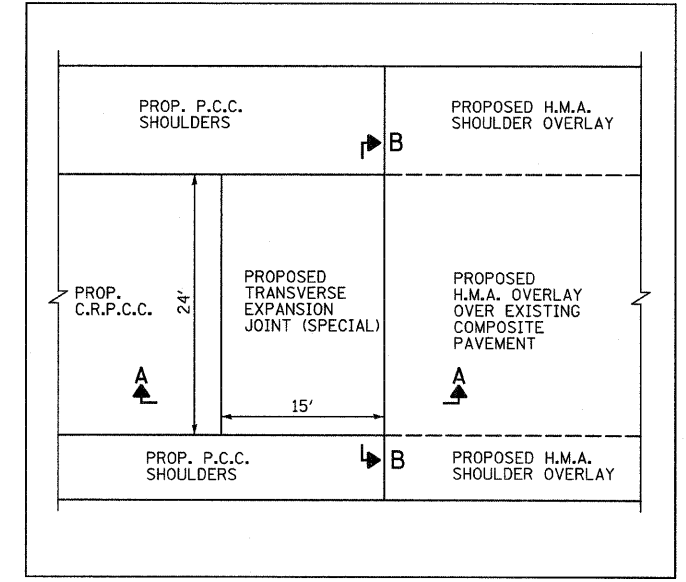
NOTE:
ALL BARS SHALL BE EPOXY COATED.

TYLIN INTERNATIONAL	USER NAME =	DESIGNED - CAC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.I. ROUTE 80 (I-80) EXPANSION JOINT SPECIAL DETAILS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	DRAWN - CAC	REVISED -		80	[06-5]HBR-1.VBR(06-6)RS-3&I	BUREAU	244	173			
	PLOT DATE =	CHECKED - JDF	REVISED -		SCALE: NONE SHEET NO. 1 OF 2 SHEETS STA. TO STA.			CONTRACT NO. 66686				
		DATE - 9/7/2011	REVISED -		FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT							

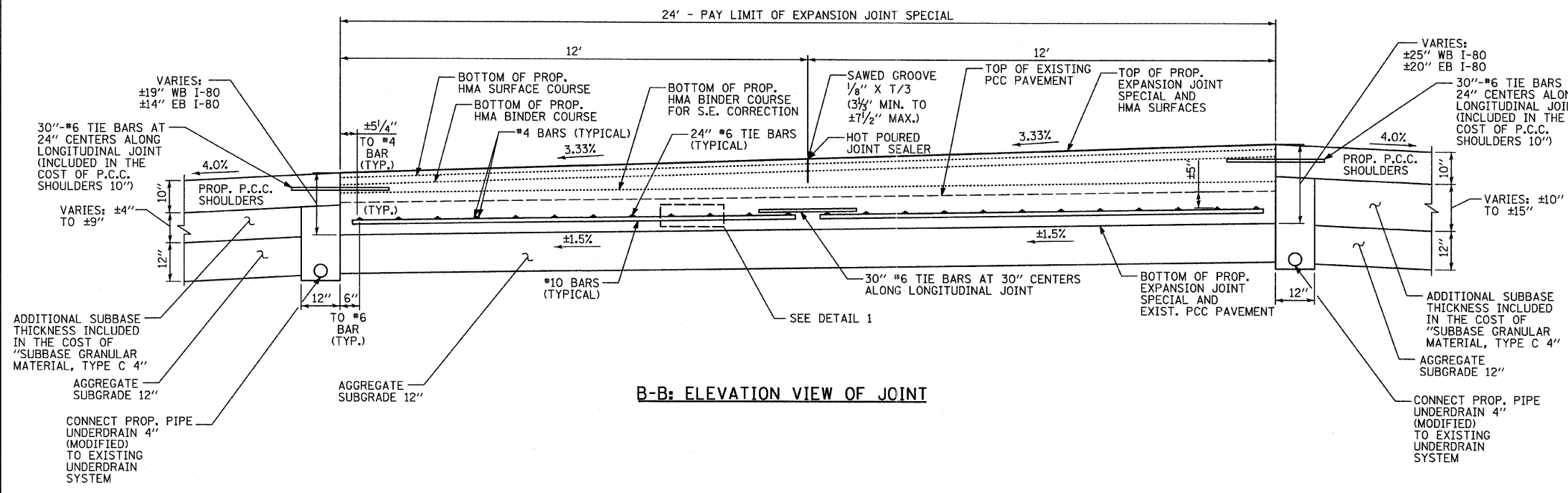
PAGE 2429.1(1-80) ROAD 02429.10_A.Z04002DET01.dgn 6/4/2009 PM



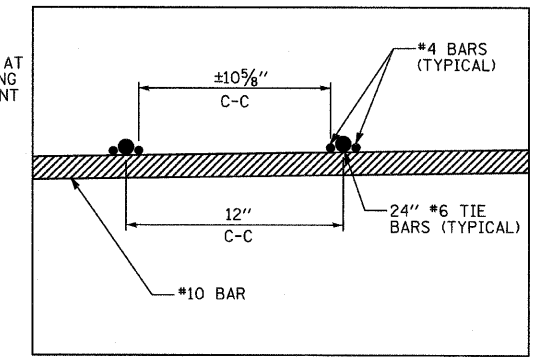
A-A: CROSS SECTION OF EXPANSION JOINT SPECIAL AT EAST RECONSTRUCTION LIMIT



TYPICAL PLAN VIEW OF EXPANSION JOINT SPECIAL (NOT TO SCALE)



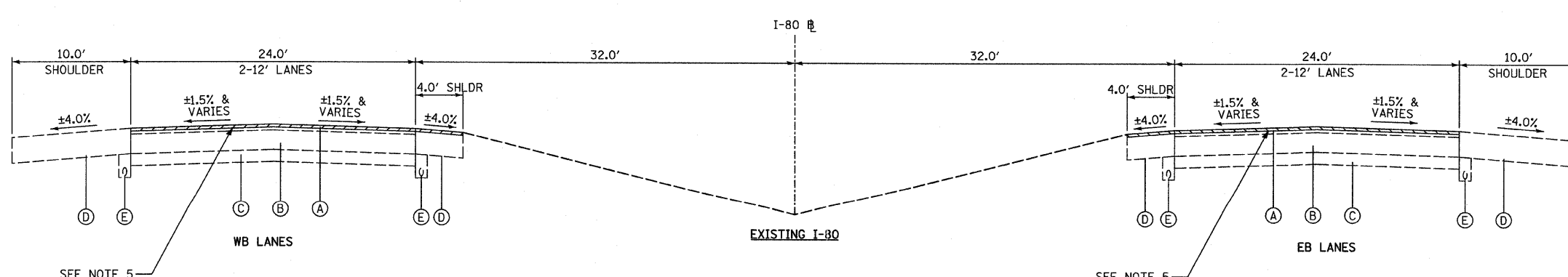
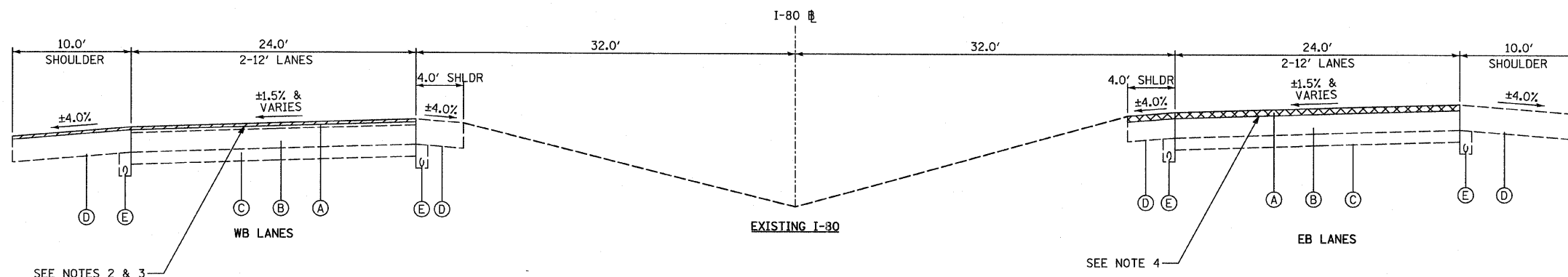
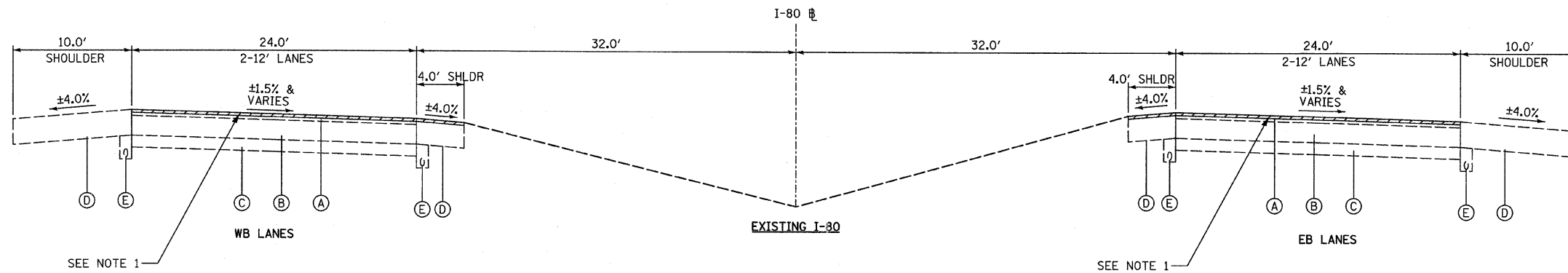
B-B: ELEVATION VIEW OF JOINT



DETAIL 1: BAR SPACING DETAILS

NOTE:
ALL BARS SHALL BE EPOXY COATED.

TYLIN INTERNATIONAL	USER NAME =	DESIGNED - CAC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.I. ROUTE 80 (I-80) EXPANSION JOINT SPECIAL DETAILS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT DATE =	CHECKED - JDF	REVISED -		SCALE: NONE SHEET NO. 2 OF 2 SHEETS STA. TO STA.			CONTRACT NO. 66686				
		DATE - 9/7/2011	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							



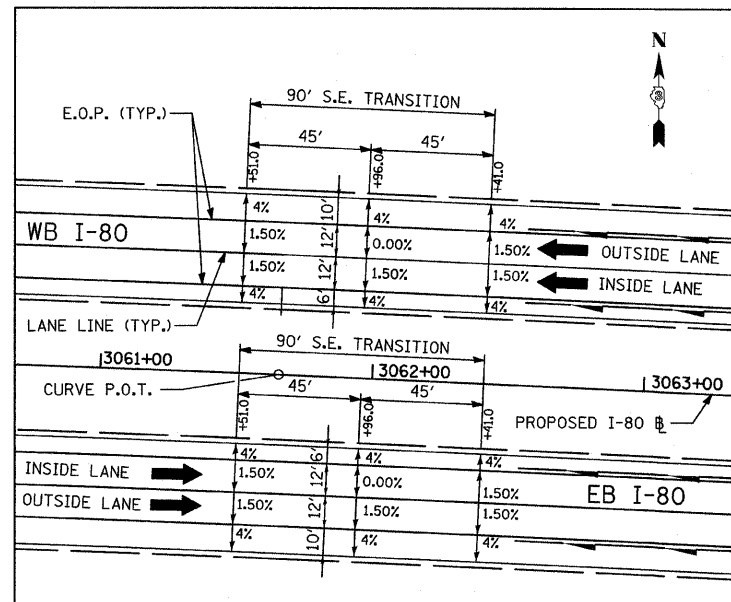
- LEGEND**
- (A) EXISTING BITUMINOUS OVERLAYS ±3"
 - (B) EXISTING 10" PCC PAVEMENT
 - (C) EXISTING 6" GRANULAR SUB-BASE
 - (D) EXISTING STABILIZED SHOULDERS
 - (E) EXISTING 4" PIPE UNDERDRAIN
 - ▨ 1/2" H.M.A. SURFACE REMOVAL
 - ▩ 3" H.M.A. SURFACE REMOVAL

- NOTE 1:** 1/2" MAINLINE AND INSIDE SHOULDER SURFACE REMOVAL FROM STA. 3055+50.00 TO STA. 3058+00.00
- NOTE 2:** 1/2" MAINLINE SURFACE REMOVAL FROM STA. 3096+95.00 TO STA. 3099+50.00
- NOTE 3:** 1/2" MAINLINE AND OUTSIDE SHOULDER SURFACE REMOVAL FROM STA. 3099+50.00 TO STA. 3112+86.00
- NOTE 4:** 3" MAINLINE AND INSIDE SHOULDER SURFACE REMOVAL FROM STA. 3096+45.00 TO STA. 3112+86.00
- NOTE 5:** 1/2" MAINLINE AND INSIDE SHOULDER SURFACE REMOVAL FROM STA. 3112+86.00 TO STA. 3114+60.00

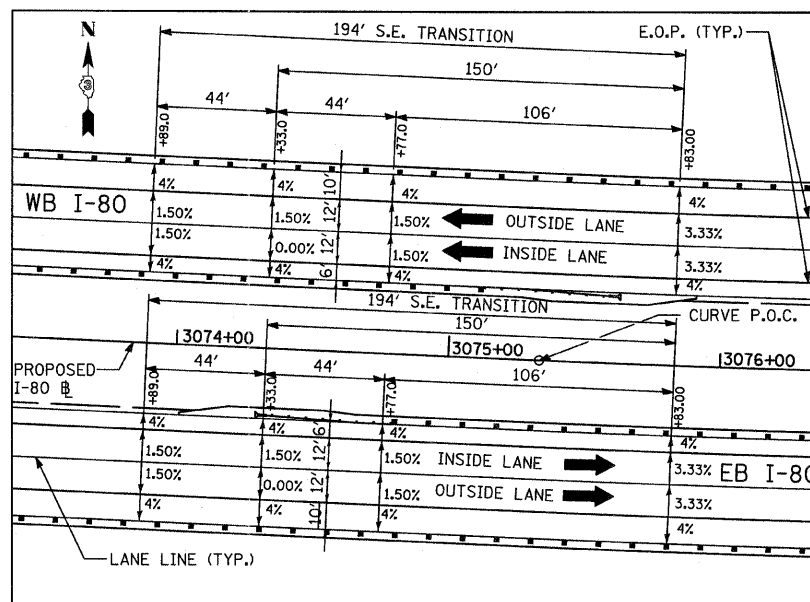
TYLIN INTERNATIONAL	USER NAME =	DESIGNED - CAC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.I. ROUTE 80 (I-80) HOT-MIX ASPHALT SURFACE REMOVAL DETAILS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	DRAWN - CAC	REVISED -		80	[106-5HBR-1.VBR(06-6)RS-3&I	BUREAU	249	177			
	PLOT DATE =	CHECKED - JDF	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 66686		
		DATE - 9/7/2011	REVISED -									

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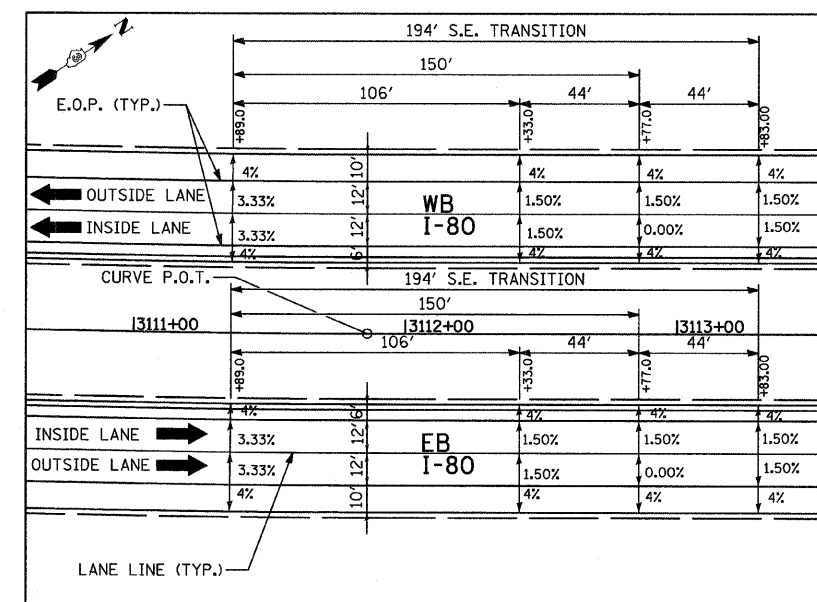
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DETAIL 1: S.E. PLAN VIEW



DETAIL 2: S.E. PLAN VIEW



DETAIL 3: S.E. PLAN VIEW

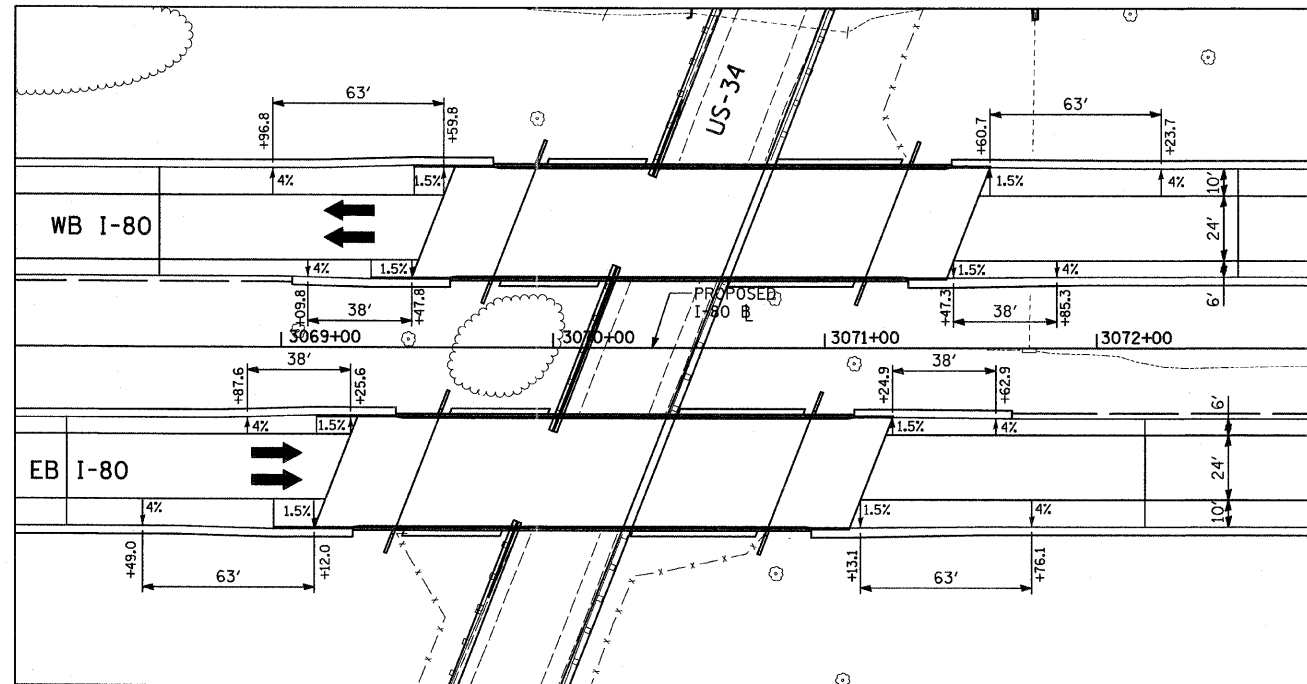
SUPERELEVATION TRANSITION TABLE

DIRECTION OF TRAVEL	BEGINNING STATION OF TRANSITION	INSIDE LANE CROSS SLOPE (%)	OUTSIDE LANE CROSS SLOPE (%)	LANE(S) ROTATING	SUPERELEVATION "e" (%)	LANE(S) WIDTH W (FT)	SUPERELEVATION TRANSITION LENGTH (FT)	TANGENT RUNOUT DISTANCE (FT)	SUPERELEVATION RUNOUT LENGTH (FT)	ENDING STATION OF TRANSITION	TRANSITION DESCRIPTION
WB I-80	3061+51.00	-1.50	+1.50	OUTSIDE	1.50	12	90	45	45	3062+41.00	SUPERELEVATED TO NORMAL CROWN - SEE DETAIL 1
EB I-80	3061+51.00	+1.50	-1.50	INSIDE	1.50	12	90	45	45	3062+41.00	SUPERELEVATED TO NORMAL CROWN - SEE DETAIL 1
WB I-80	3073+89.00	-1.50	-1.50	INSIDE AND OUTSIDE	3.33	12	194	44	150	3075+83.00	NORMAL CROWN TO SUPERELEVATED - SEE DETAIL 2
EB I-80	3073+89.00	-1.50	-1.50	INSIDE AND OUTSIDE	3.33	12	194	44	150	3075+83.00	NORMAL CROWN TO SUPERELEVATED - SEE DETAIL 2
WB I-80	3111+36.00	+3.33	-3.33	INSIDE AND OUTSIDE	3.33	12	194	44	150	3113+30.00	SUPERELEVATED TO NORMAL CROWN - SEE DETAIL 3
EB I-80	3111+36.00	-3.33	+3.33	INSIDE AND OUTSIDE	3.33	12	194	44	150	3113+30.00	SUPERELEVATED TO NORMAL CROWN - SEE DETAIL 3

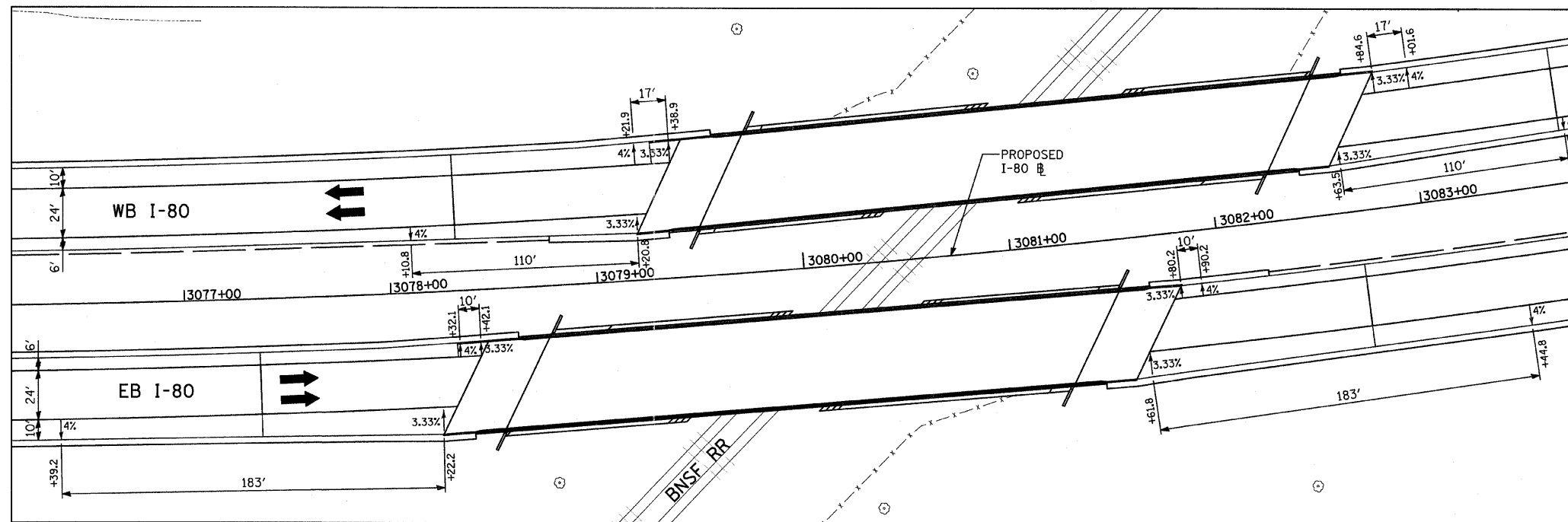
LEGEND

- ➔ DIRECTION OF TRAVEL
- X.XX% CROSS SLOPE IN PERCENT/
DIRECTION OF CROSS SLOPE

TYLIN INTERNATIONAL	USER NAME =	DESIGNED - CAC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.I. ROUTE 80 (I-80) SUPERELEVATION DETAILS	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	178
	PLOT DATE =	CHECKED - JDF	REVISED -			CONTRACT NO. 66686				
		DATE - 9/7/2011	REVISED -			FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
SCALE: NONE					SHEET NO. 1 OF 1 SHEET		STA. TO STA.			



SHOULDER CROSS SLOPE TRANSITIONS AT I-80 OVER US-34 BRIDGES



SHOULDER CROSS SLOPE TRANSITIONS AT I-80 OVER BNSF RAILROAD BRIDGES

LEGEND

- ➔ DIRECTION OF TRAVEL
- X.XX% CROSS SLOPE IN PERCENT/
DIRECTION OF CROSS SLOPE

TYLIN INTERNATIONAL

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

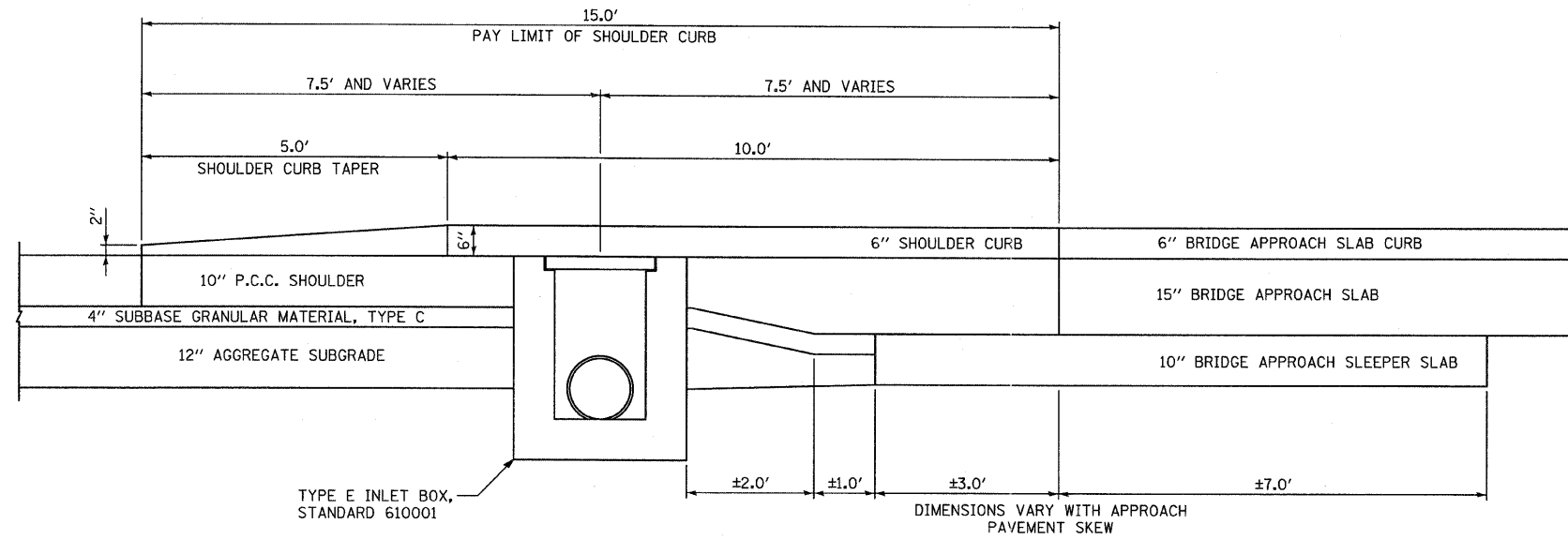
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. ROUTE 80 (I-80)
SHOULDER CROSS SLOPE TRANSITION DETAILS

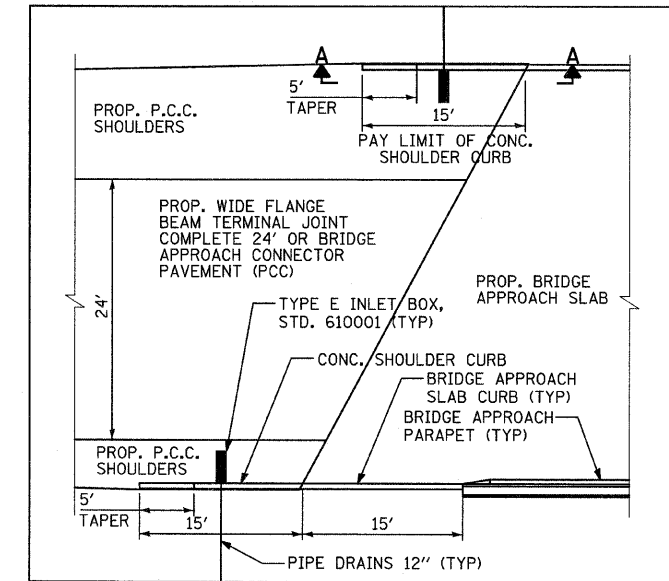
SCALE: NONE SHEET NO. 1 OF 1 SHEET

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	[06-5]HBR-1.VBR(06-6)RS-3&I	BUREAU	249	179
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 66686	

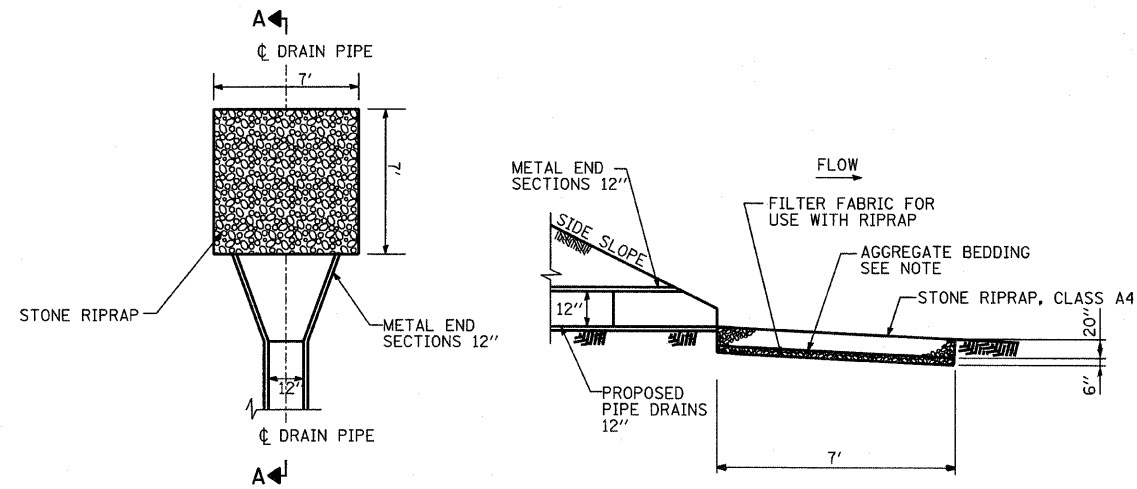


A-A: CROSS SECTION VIEW SHOULDER CURB WITH INLET
 NOTE: SHOULDER CURB WITH INLET SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 662 OF THE STANDARD SPECIFICATIONS AND STATE STANDARD 610001.

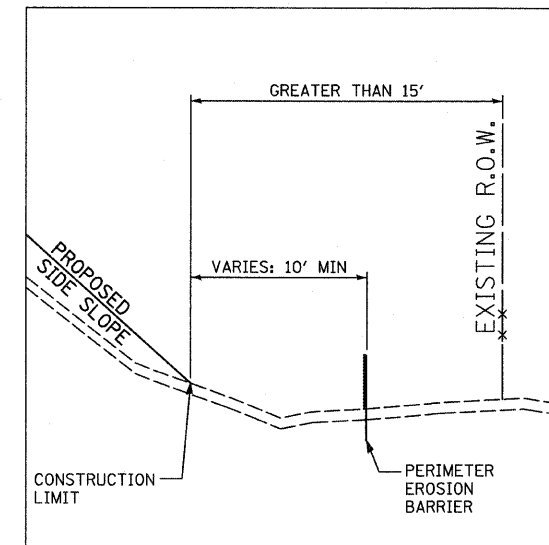
SHOULDER CURB WITH INLET DETAIL



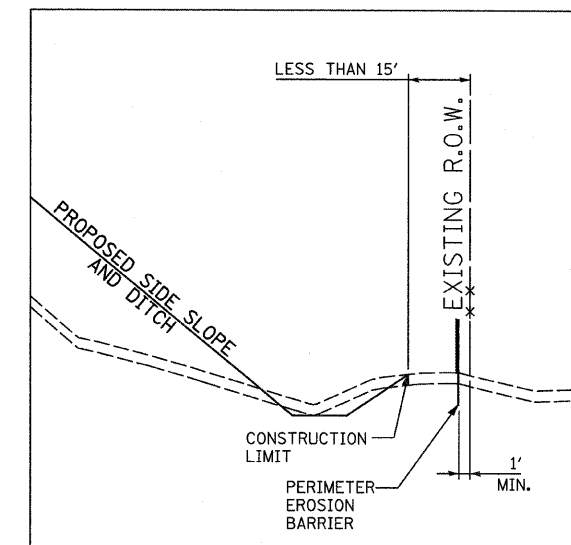
TYPICAL PLAN VIEW OF SHOULDER CURB WITH INLET (NOT TO SCALE)



STONE RIPRAP, CLASS A4 PLACEMENT DETAIL

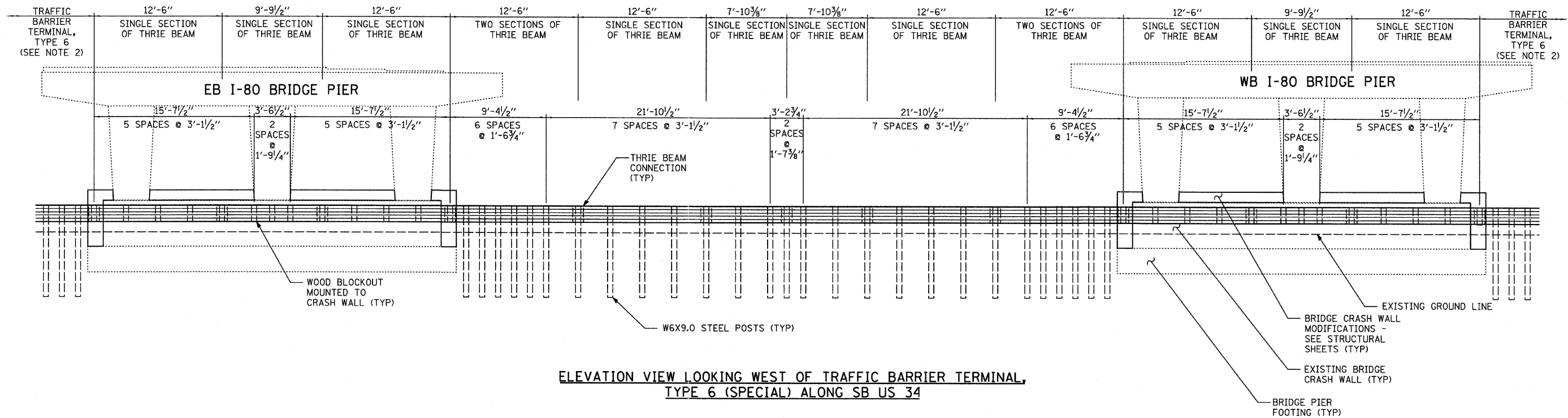


WHEN CONSTRUCTION LIMIT IS GREATER THAN 15 FT. FROM EXISTING R.O.W.
 NOTE: PERIMETER EROSION BARRIER SHALL NOT BE PLACED IN EXISTING DRAINAGE FEATURES.

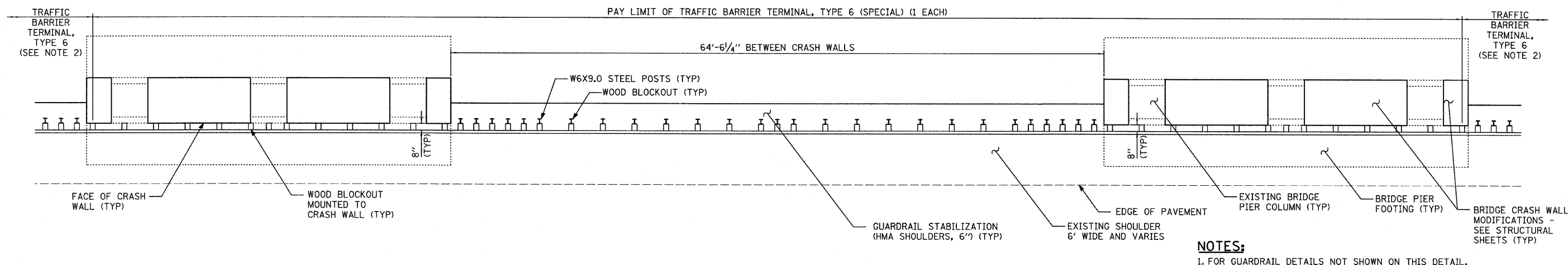


WHEN CONSTRUCTION LIMIT IS LESS THAN 15 FT. FROM EXISTING R.O.W.
 NOTE: WHEN PERIMETER EROSION BARRIER IS WITHIN 15' OF THE EXISTING R.O.W. LINE, THE BARRIER SHALL BE PLACED A MINIMUM OF 1' INSIDE THE EXISTING R.O.W. OR AS DETERMINED BY THE ENGINEER.

TYLIN INTERNATIONAL USER NAME = PLOT SCALE = PLOT DATE =	DESIGNED - CAC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.I. ROUTE 80 (I-80) MISCELLANEOUS ROADWAY DETAILS		F.A.I. RTE. = 80	SECTION = (106-5)HBR-1, VBR(06-6)RS-3&I	COUNTY = BUREAU	TOTAL SHEETS = 249	SHEET NO. = 180	
	DRAWN - CAC	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. =	ILLINOIS FED. AID PROJECT	CONTRACT NO. 66686		
	CHECKED - JDF	REVISED -									
	DATE - 9/7/2011	REVISED -									



ELEVATION VIEW LOOKING WEST OF TRAFFIC BARRIER TERMINAL, TYPE 6 (SPECIAL) ALONG SB US 34



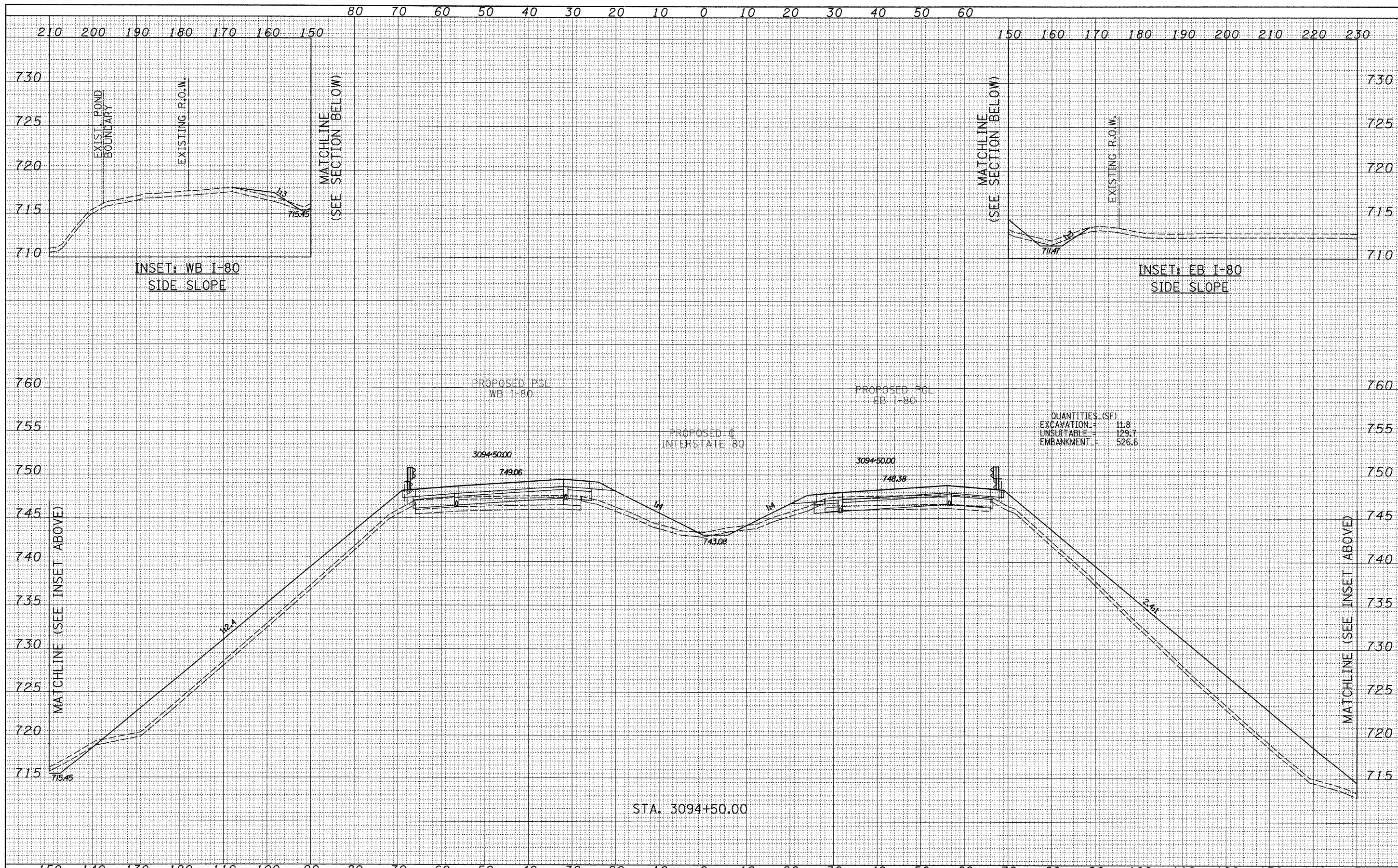
PLAN VIEW OF TRAFFIC BARRIER TERMINAL, TYPE 6 (SPECIAL) ALONG SB US 34

- NOTES:**
- FOR GUARDRAIL DETAILS NOT SHOWN ON THIS DETAIL, SEE STATE STANDARDS 631031 AND 631033.
 - SHALL BE CONSTRUCTED IN ACCORDANCE WITH STATE STANDARD 631031, EXCEPT FOR THE FOLLOWING: (A) THE END SHOE CONNECTION SHALL NOT BE INSTALLED; (B) IN LIEU OF THE END SHOE CONNECTION, TRAFFIC BARRIER TERMINAL, TYPE 6 SHALL BE CONNECTED TO TRAFFIC BARRIER TERMINAL, TYPE 6 (SPECIAL). BOTH SHALL BE ANCHORED TO THE CRASH WALL THROUGH A WOOD BLOCKOUT. THE WOOD BLOCKOUT AND TERMINAL ANCHORS SHALL BE INCLUDED IN THE COST OF "TRAFFIC BARRIER TERMINAL, TYPE 6 (SPECIAL)".

TYLIN INTERNATIONAL	USER NAME =	DESIGNED - CAC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.I. ROUTE 80 (I-80) TRAFFIC BARRIER TERMINAL, TYPE 6 (SPECIAL) DETAILS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
	PLOT SCALE =	DRAWN - CAC	REVISED -			80	(106-5)HBR-1.VBR(106-6)RS-3&I	BUREAU	299	131		
	PLOT DATE =	CHECKED - JDF	REVISED -			CONTRACT NO. 66686						
		DATE - 9/7/2011	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						
SCALE: NONE					SHEET NO. 1 OF 1 SHEET							

FINAL SURVEY	SURVEYED	DATE
NOTE BOOK NO.	PLOTTED	
	TEMPLATE	
	AREAS CHECKED	
	AREAS CHECKED	

ORIGINAL SURVEY	SURVEYED	DATE
NOTE BOOK NO.	PLOTTED	
	TEMPLATE	
	AREAS CHECKED	
	AREAS CHECKED	

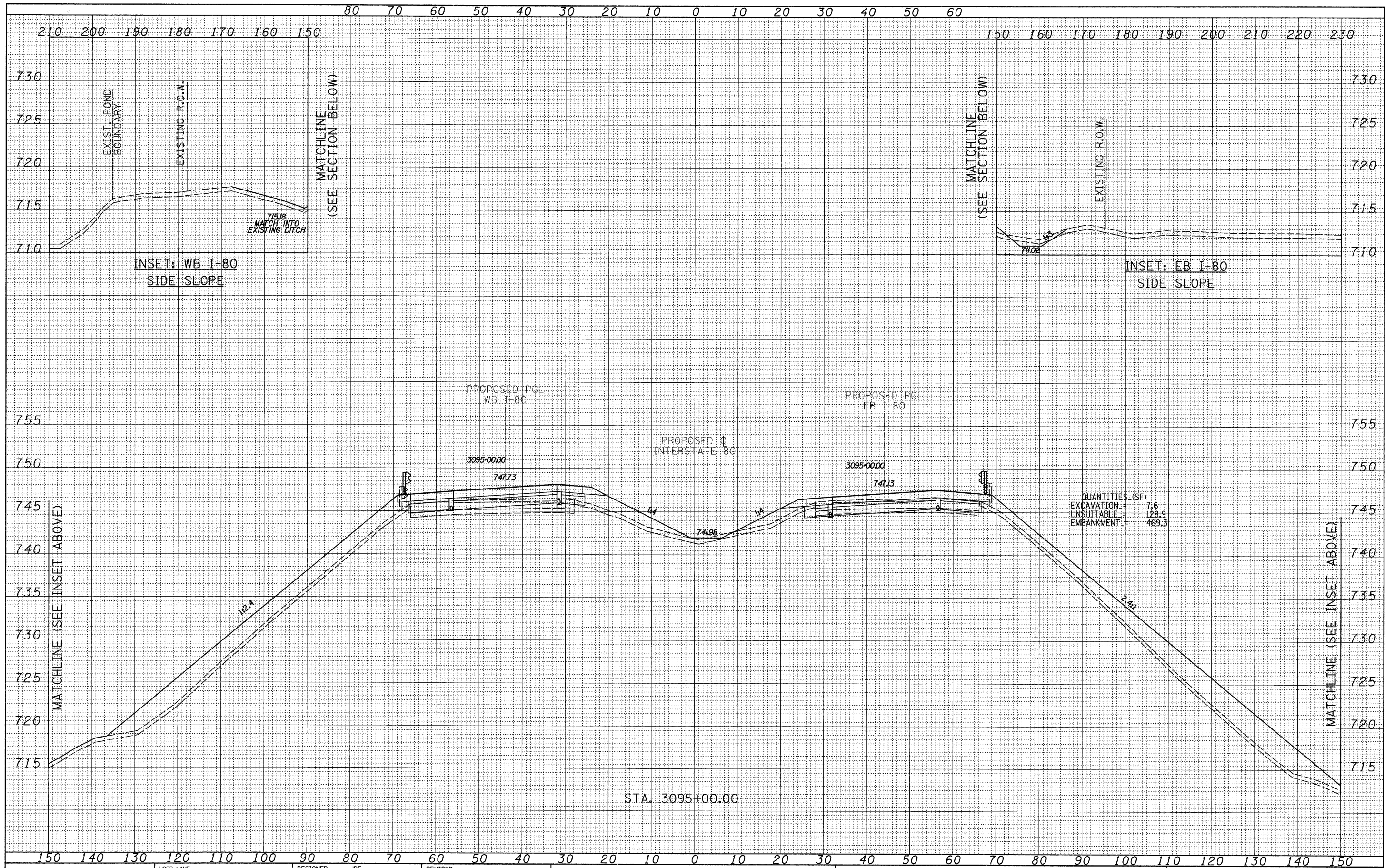


TYLINTERNATIONAL USER NAME = PLLOT SCALE = PLLOT DATE =	DESIGNED - JDF DRAWN - JDF CHECKED - JPM DATE - 9/7/2011	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. ROUTE 80 (I-80) PROPOSED CROSS SECTIONS	F.A.I. RTE. 80 SECTION [06-5HBR-1.VBR(06-6)RS-3&I COUNTY BUREAU TOTAL SHEETS 249 SHEET NO. 182 CONTRACT NO. 66686
	SCALE: 1" = 10' V, 1" = 40' H SHEET NO. OF SHEETS STA. 3094+50.00 TO STA. 3094+50.00 FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			

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FINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	BY
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ORIGINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	BY
NO.	TEMPLATE	
	AREAS	
	CHECKED	



TYLIN INTERNATIONAL

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

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**F.A.I. ROUTE 80 (I-80)
PROPOSED CROSS SECTIONS**

SCALE: 1" = 10' V, 1" = 100' H

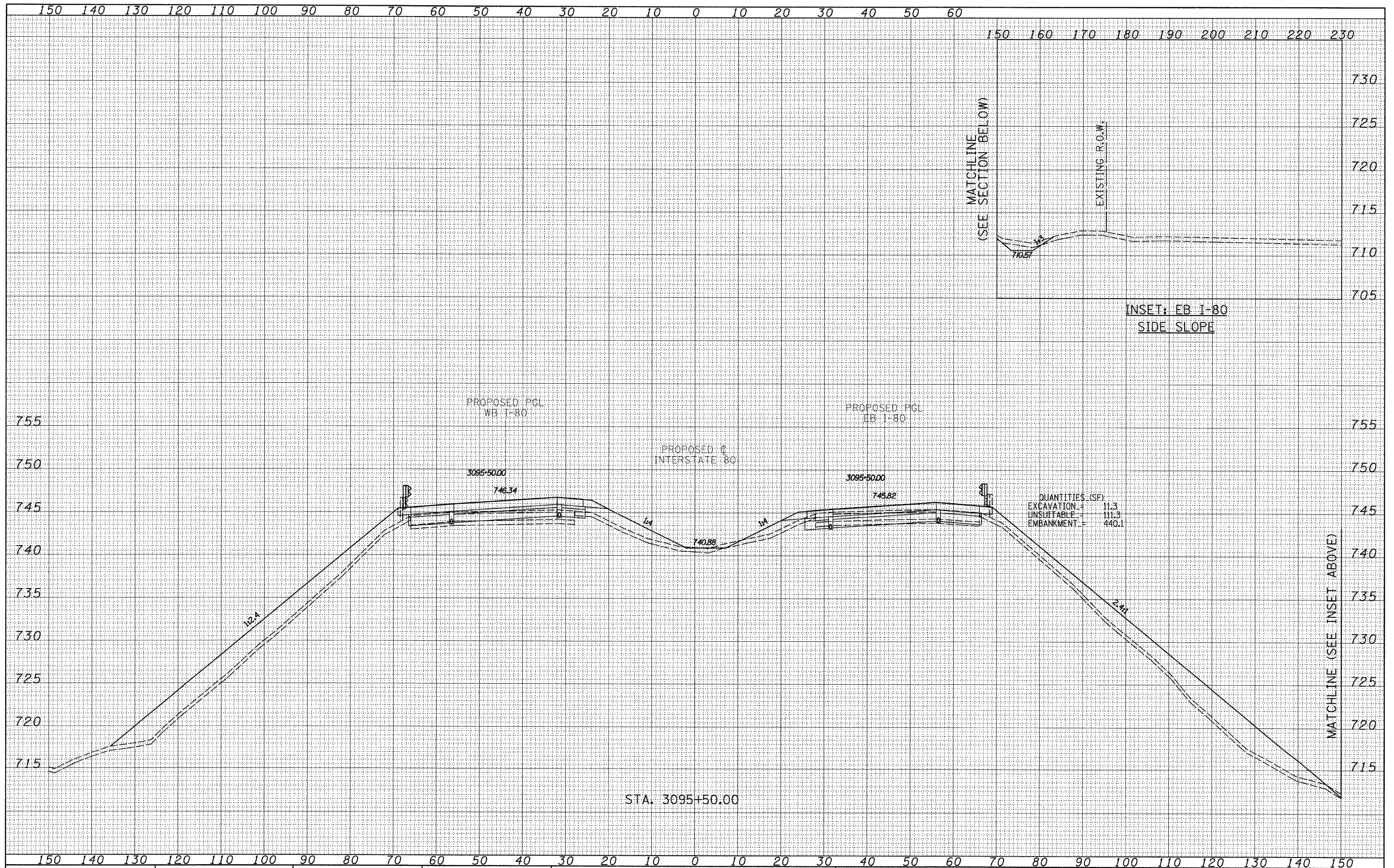
SHEET NO. OF SHEETS STA. 3095+00.00 TO STA. 3095+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	[(06-5)HBR-1,VBR](06-6)RS-3&I	BUREAU	247	183
			CONTRACT NO. 66686	
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

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FINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	BY
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ORIGINAL SURVEY	SURVEYED	DATE
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	CHECKED	

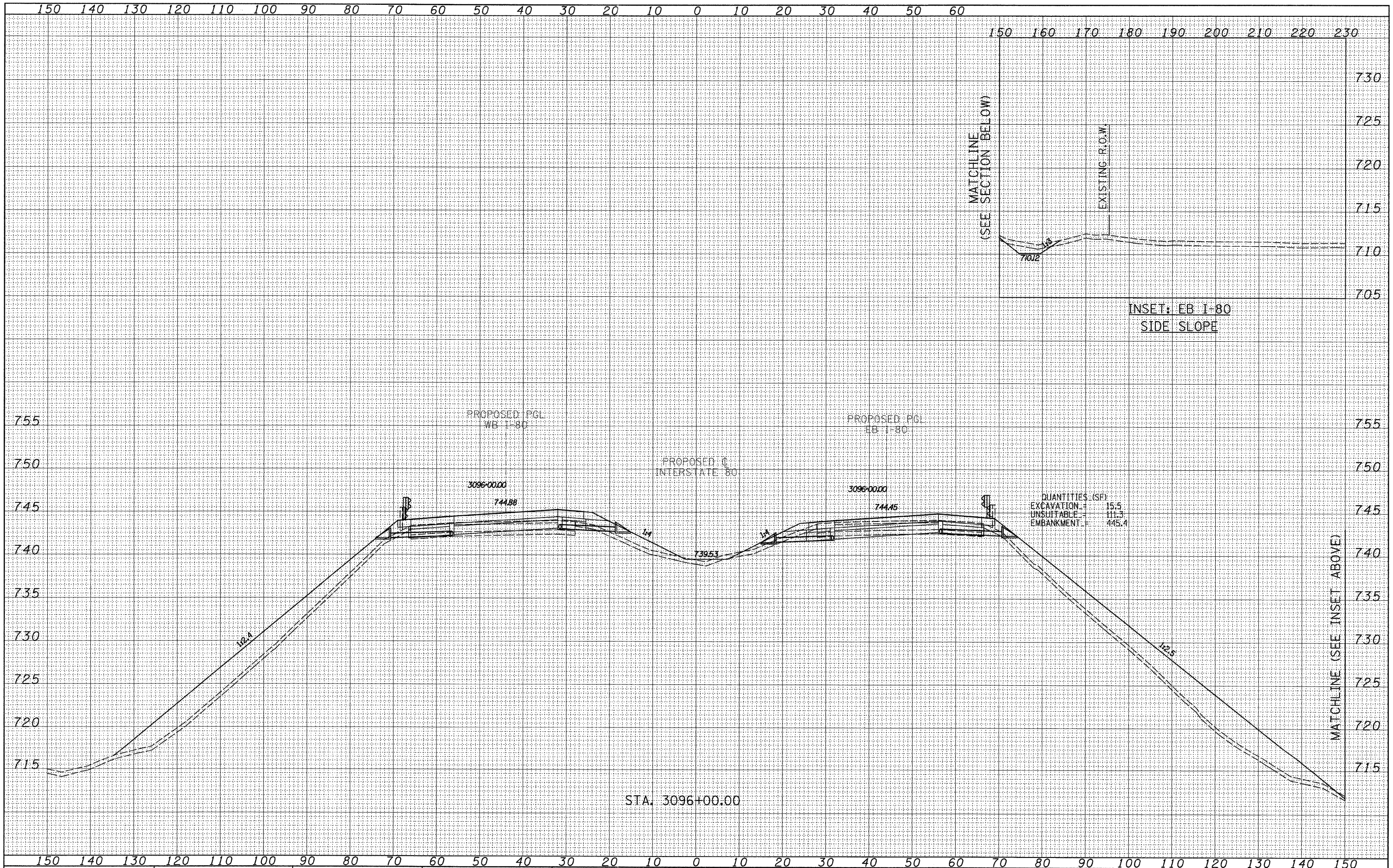


TYLIN INTERNATIONAL	USER NAME =	DESIGNED - JDF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.I. ROUTE 80 (I-80) PROPOSED CROSS SECTIONS		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLLOT SCALE =	DRAWN - JDF	REVISED -		80	[(06-5)HBR-1,VBR(06-6)]RS-3&I	BUREAU	247	184		
PLLOT DATE =	CHECKED - JPM	REVISED -		SCALE: 1" = 10' H	SHEET NO.	OF SHEETS	STA. 3095+50.00 TO STA. 3095+50.00	CONTRACT NO. 66686			
	DATE - 9/7/2011	REVISED -		FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT							

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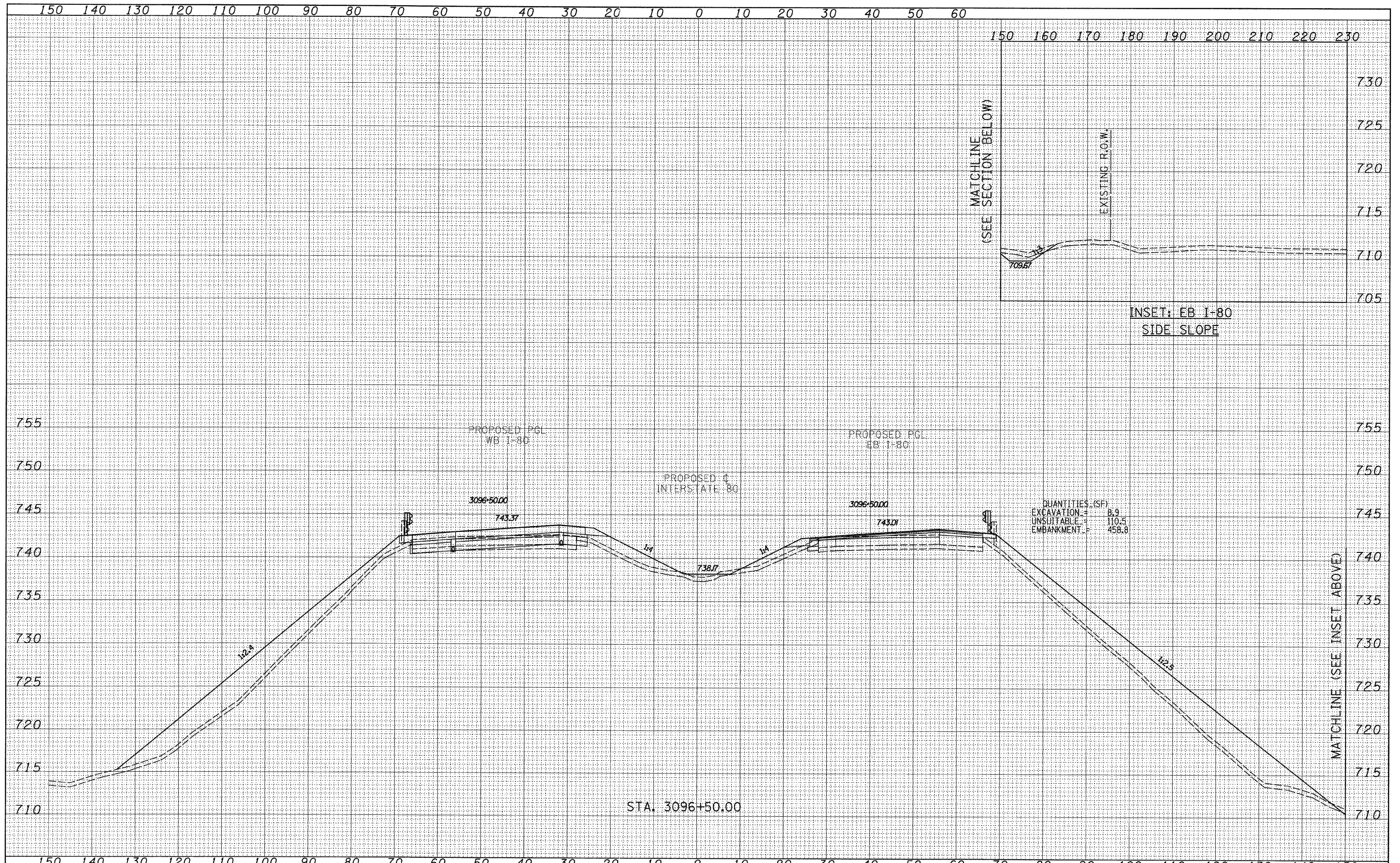
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NOTE BOOK	PLOTTED	BY
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ORIGINAL SURVEY	REMOVED	DATE
NOTE BOOK	PLOTTED	BY
NO.	TEMPLATE	
	AREAS CHECKED	



TYLIN INTERNATIONAL USER NAME = PLOT SCALE = PLOT DATE =	DESIGNED - JDF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.I. ROUTE 80 (I-80) PROPOSED CROSS SECTIONS		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	DRAWN - JDF	REVISED -		80	[06-5]HBR-1,VBR(06-6)RS-3&I	BUREAU	249	185			
	CHECKED - JPM	REVISED -		SCALE: 1" = 10' V, 1" = 100' H		SHEET NO. OF SHEETS		STA. 3096+00.00 TO STA. 3096+00.00		CONTRACT NO. 66686	
	DATE - 9/7/2011	REVISED -		FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT					

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DATE	BY

TYLIN INTERNATIONAL

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

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

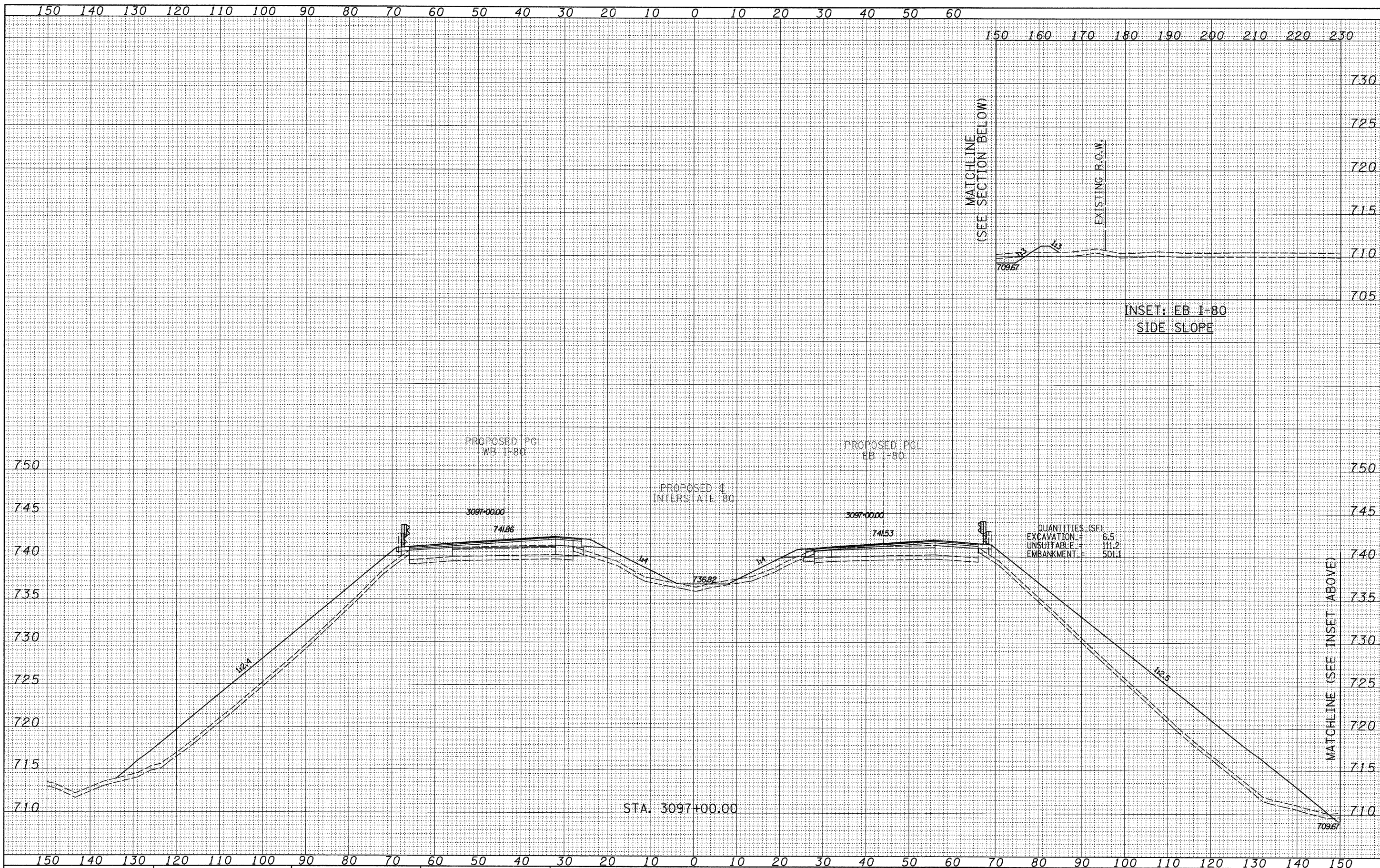
**F.A.I. ROUTE 80 (I-80)
PROPOSED CROSS SECTIONS**

SCALE: 1" = 10' H
SHEET NO. OF SHEETS STA. 3096+50.00 TO STA. 3096+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	[06-5]HR-1.VBR(06-6)RS-3&I	BUREAU	249	186
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 66686	

FINAL SURVEY	DATE
DESIGNED	BY
PLOTTED	
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NOTE BOOK	
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ORIGINAL SURVEY	DATE
DESIGNED	BY
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TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	



TYLIN INTERNATIONAL	USER NAME =	DESIGNED - JDF	REVISED -
	PLLOT SCALE =	DRAWN - JDF	REVISED -
	PLLOT DATE =	CHECKED - JPM	REVISED -
		DATE - 9/7/2011	REVISED -

DESIGNED - JDF	REVISED -
DRAWN - JDF	REVISED -
CHECKED - JPM	REVISED -
DATE - 9/7/2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**F.A.I. ROUTE 80 (I-80)
PROPOSED CROSS SECTIONS**

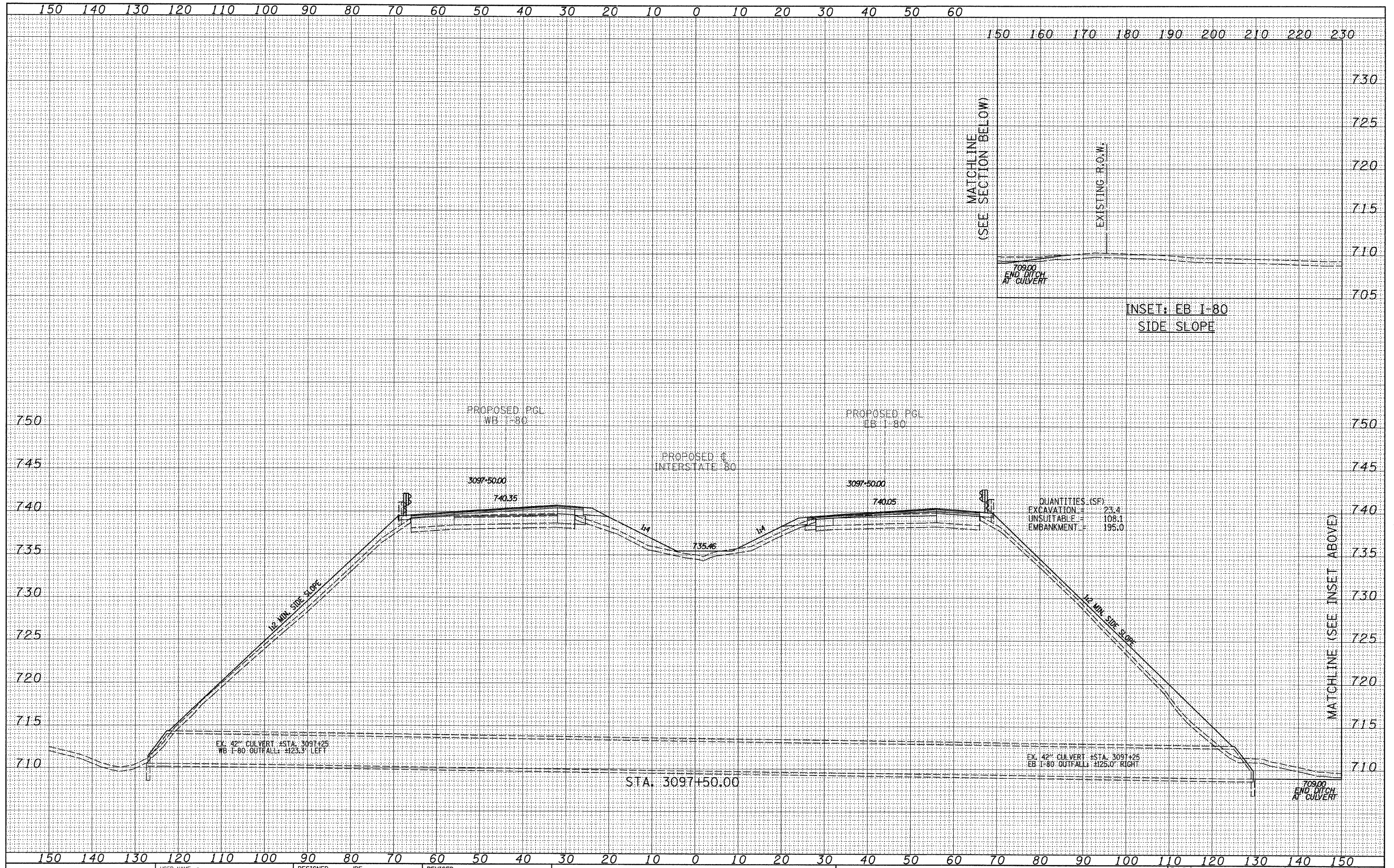
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	[06-5]HBR-1,VBR(06-6)RS-3&I	BUREAU	299	187
CONTRACT NO. 66686				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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SCALE: 1" = 8' V, 1" = 40' H SHEET NO. OF SHEETS STA. 3097+00.00 TO STA. 3097+00.00

FINAL SURVEY	SUBMITTED	DATE
NOTE BOOK	PLOTTED	BY
AREAS CHECKED	TEMPLATE	
NO.	AREAS CHECKED	

ORIGINAL SURVEY	SUBMITTED	DATE
NOTE BOOK	PLOTTED	BY
AREAS CHECKED	TEMPLATE	
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TYLIN INTERNATIONAL

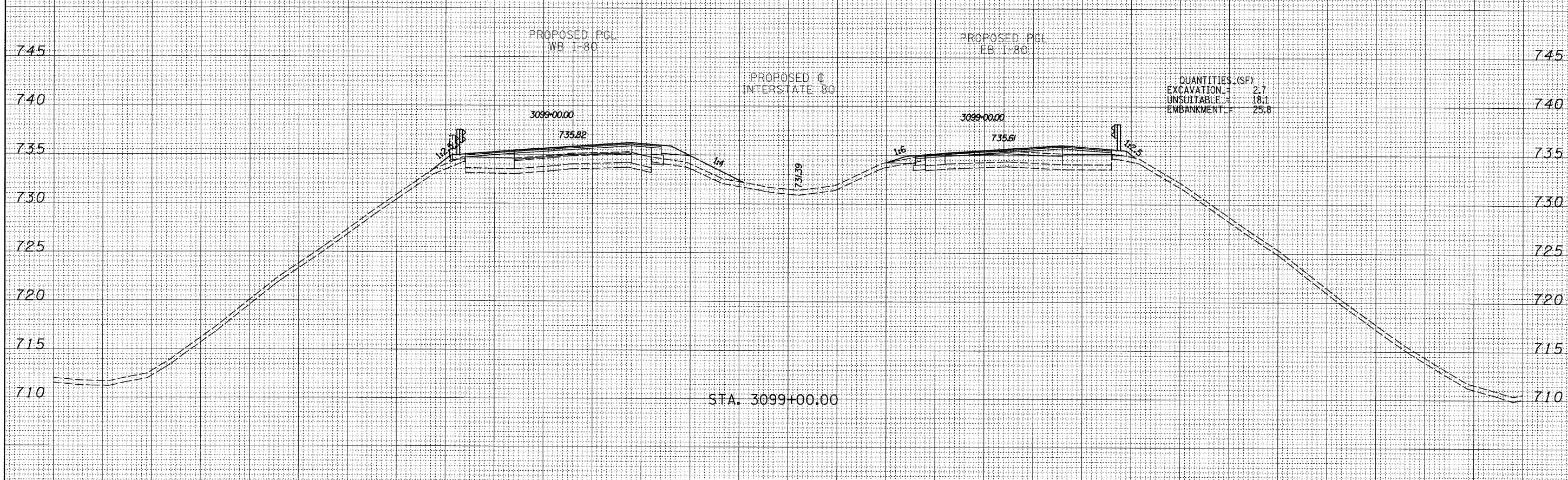
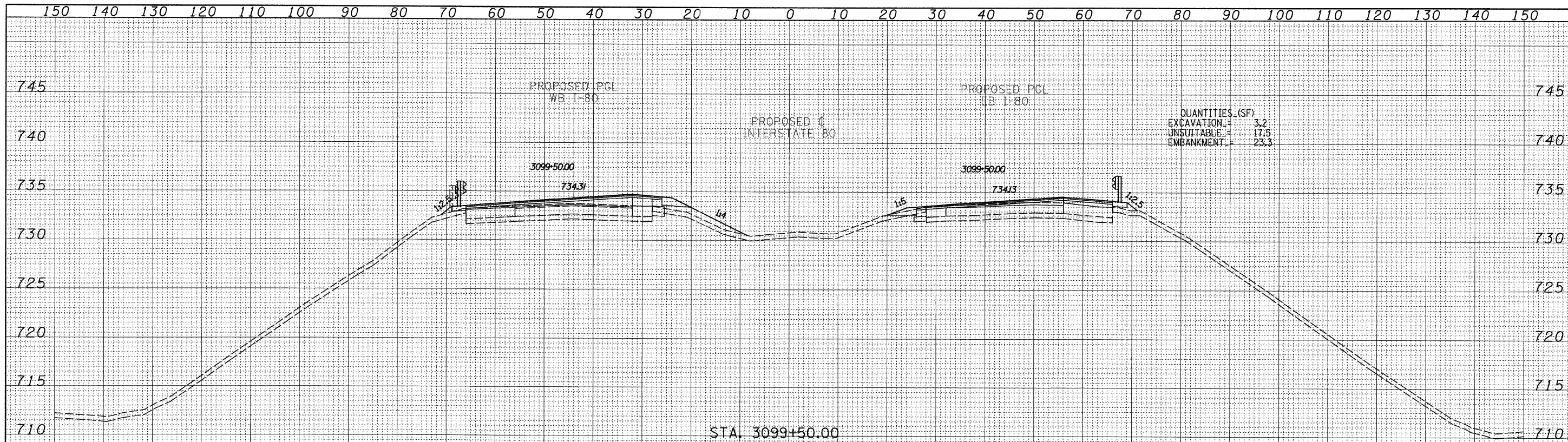
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PLOT SCALE =	DRAWN - JDF	REVISED -
PLOT DATE =	CHECKED - JPM	REVISED -
	DATE - 9/7/2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**F.A.I. ROUTE 80 (I-80)
PROPOSED CROSS SECTIONS**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	[(06-5)HBR-1,VBR(06-6)RS-3&I	BUREAU	249	188
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	CONTRACT NO. 66686

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DATE	BY
DESIGNED	PLOTTED
NOTE BOOK	TEMPLATE
AREAS CHECKED	AREAS CHECKED
NO.	NO.

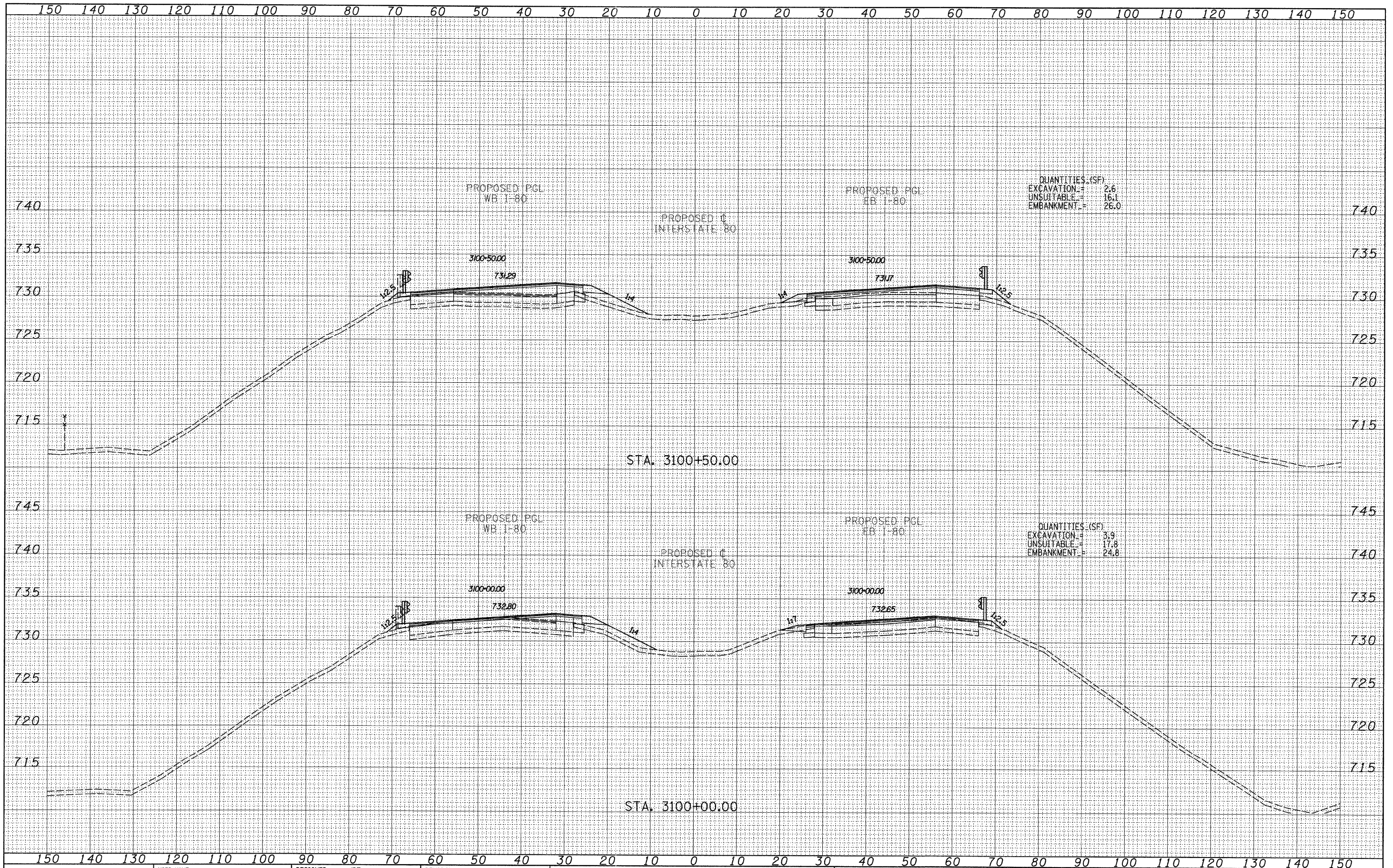
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DESIGNED	PLOTTED
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AREAS CHECKED	AREAS CHECKED
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	SCALE: 1" = 10' V, 1" = 80' H	SHEET NO. OF SHEETS STA. 3099+00.00 TO STA. 3099+50.00			80 [06-5]HBR-1, VBR(06-6)RS-3&I BUREAU CONTRACT NO. 66686

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FINAL	DATE
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ORIGINAL	DATE
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AREAS	
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TYL INTERNATIONAL

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

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**F.A.I. ROUTE 80 (I-80)
PROPOSED CROSS SECTIONS**

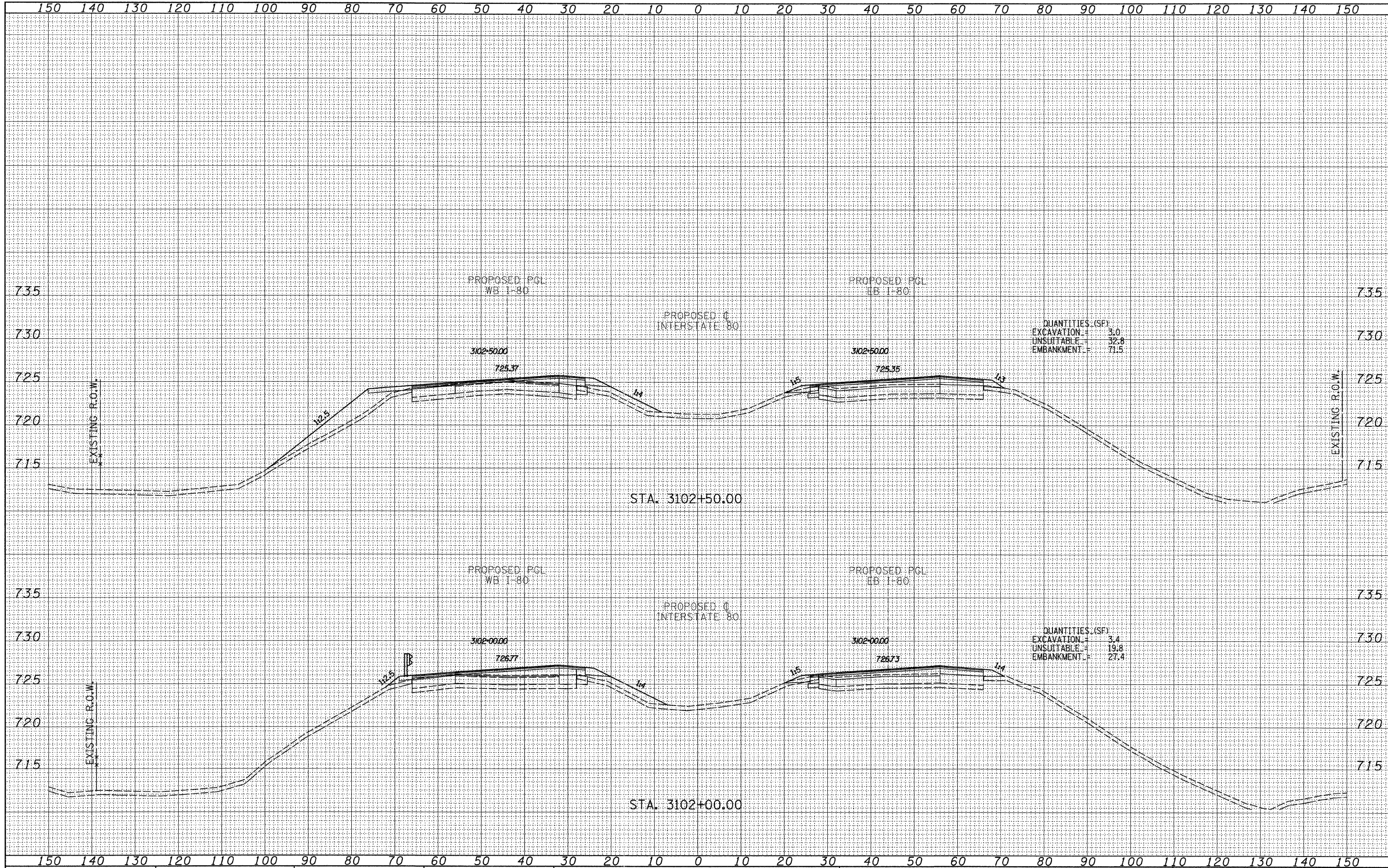
SCALE: 1" = 10' H
SHEET NO. OF SHEETS STA. 3100+00.00 TO STA. 3100+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(106-5)HBR-1.VBR(106-6)RS-3&I		249	191
BUREAU			CONTRACT NO. 66686	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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DATE _____ BY _____
 SURVEYED _____
 FINAL SURVEY _____
 NOTE BOOK _____
 TEMPLATE _____
 AREAS CHECKED _____
 NO. _____

DATE _____ BY _____
 SURVEYED _____
 ORIGINAL SURVEY _____
 NOTE BOOK _____
 TEMPLATE _____
 AREAS CHECKED _____
 NO. _____



TYLIN INTERNATIONAL

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

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**F.A.I. ROUTE 80 (I-80)
 PROPOSED CROSS SECTIONS**

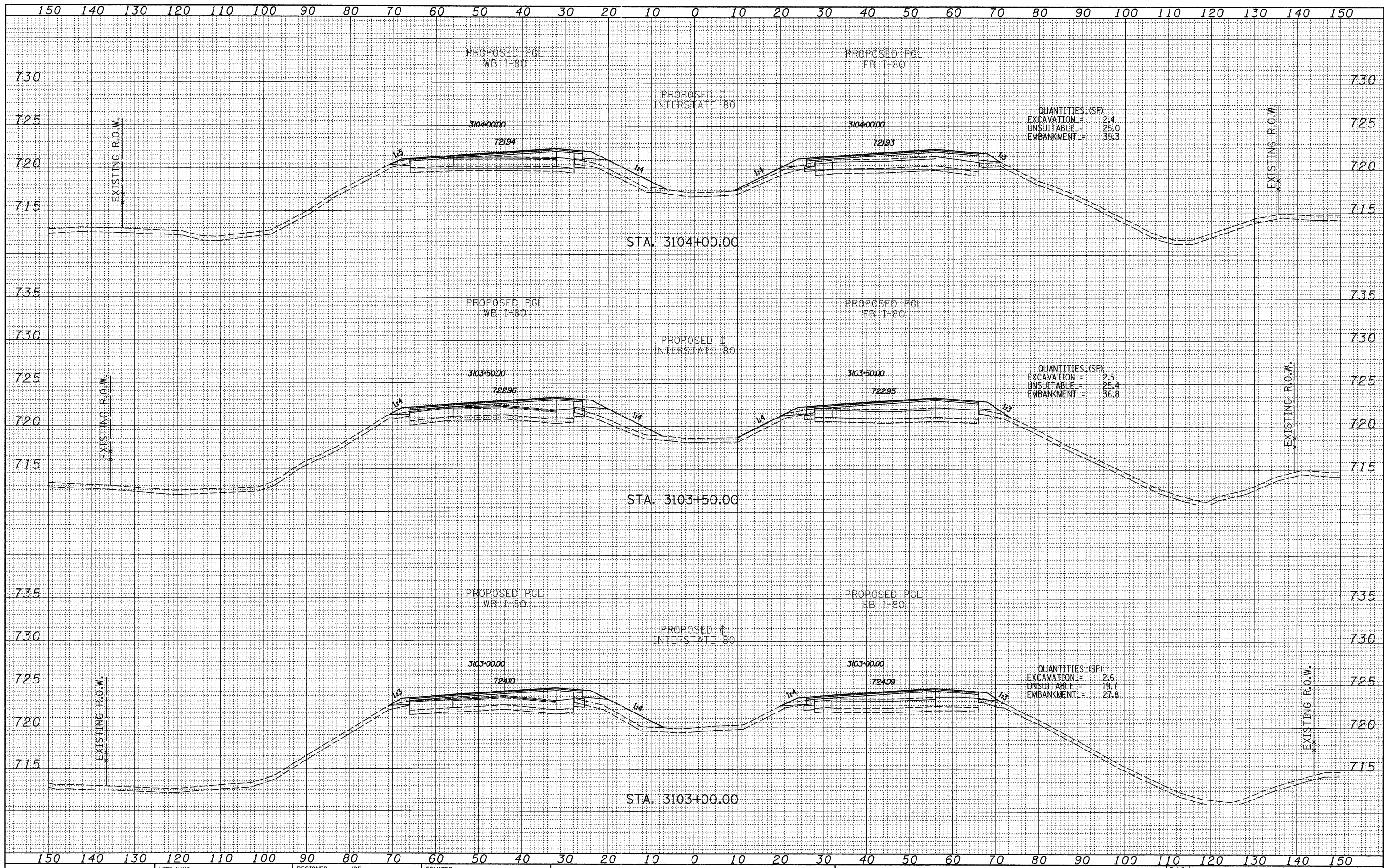
SCALE: 1" = 10' V
 SHEET NO. OF SHEETS STA. 3102+00.00 TO STA. 3102+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	[106-5]HBR-1, VBR[106-6]RS-3&I	BUREAU	249	193
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 66686	

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FINAL	DATE
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TYLIN INTERNATIONAL

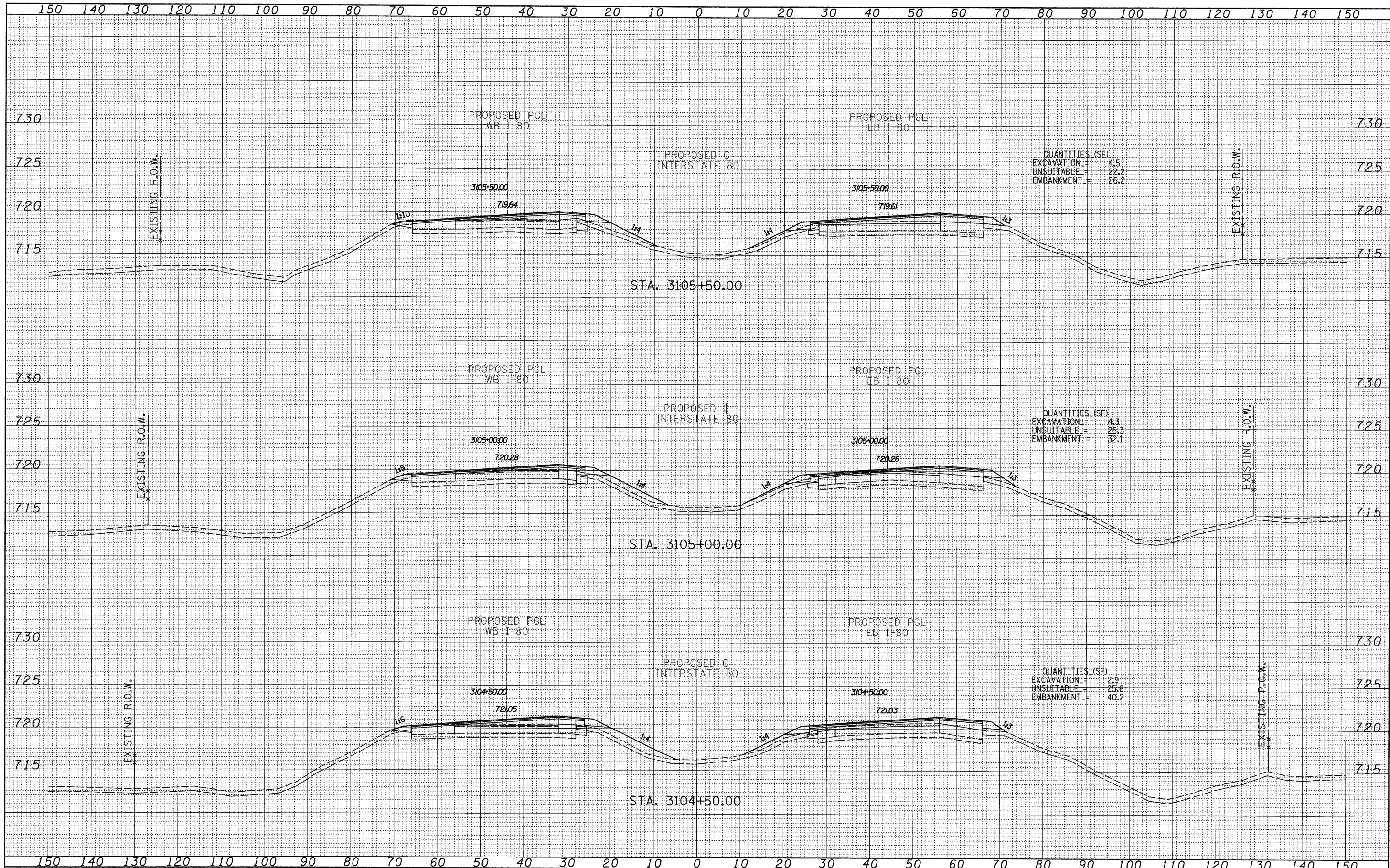
USER NAME =	DESIGNED - JDF	REVISED -
PLOT SCALE =	DRAWN - JDF	REVISED -
PLOT DATE =	CHECKED - JPM	REVISED -
	DATE - 9/7/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. ROUTE 80 (I-80)
PROPOSED CROSS SECTIONS

SCALE: 1" = 10' H
SHEET NO. OF SHEETS STA. 3103+00.00 TO STA. 3104+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	[106-5HBR-1, VBR(106-6)JRS-3&]	BUREAU	249	194
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		CONTRACT NO. 66686



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USER NAME =
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**F.A.I. ROUTE 80 (I-80)
 PROPOSED CROSS SECTIONS**

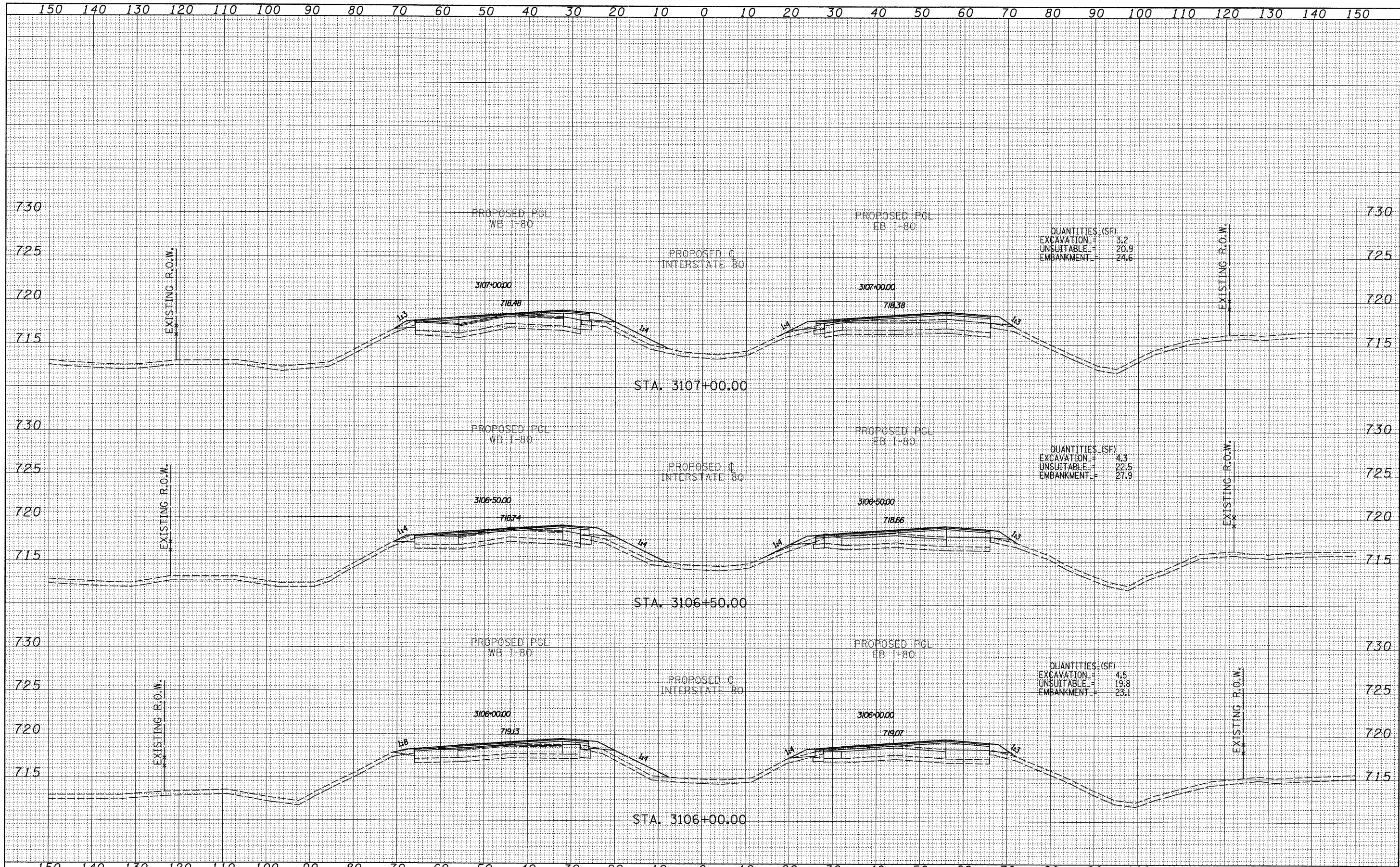
SCALE: 1" = 10' H
 SHEET NO. OF SHEETS STA. 3104+50.00 TO STA. 3105+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS NO.
80	(I06-5HBR-1,VBR)(06-6)IRS-3&I	BUREAU	249/193
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT	CONTRACT NO. 66686

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TYLIN INTERNATIONAL

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

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**F.A.I. ROUTE 80 (I-80)
PROPOSED CROSS SECTIONS**

SCALE: 1" = 10' V, 1" = 40' H

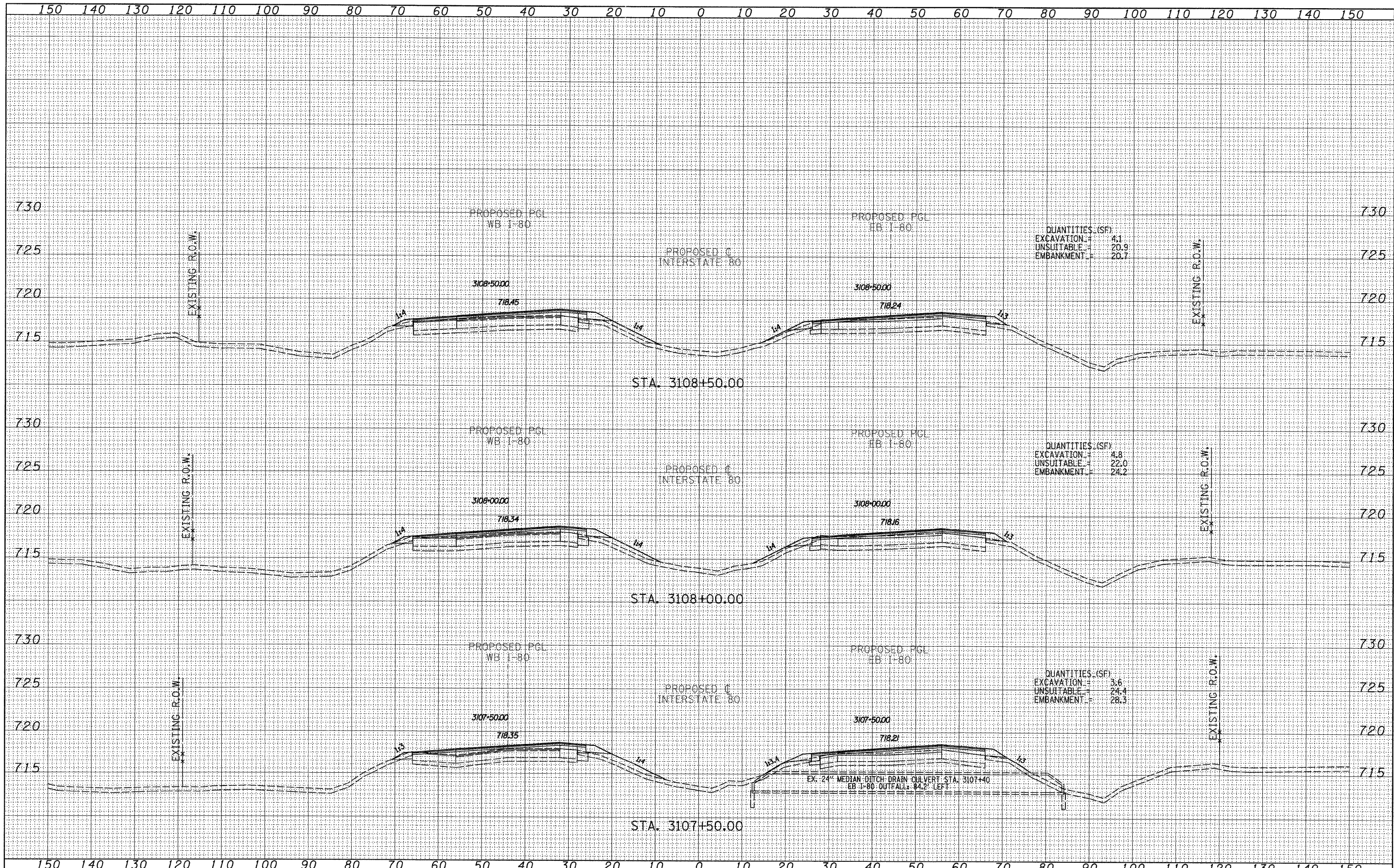
SHEET NO. OF SHEETS STA. 3106+00.00 TO STA. 3107+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	[06-5HBR-1, VBR(06-6)RS-3&I]	BUREAU	249	192
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
	CONTRACT NO. 66686			

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AREAS CHECKED	
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BY	DATE
ORIGINAL SURVEY	
NOTE BOOK	
TEMPLATE	
AREAS	
AREAS CHECKED	
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QUANTITIES (SF)

EXCAVATION	=	4.1
UNSUITABLE	=	20.9
EMBANKMENT	=	20.7

QUANTITIES (SF)

EXCAVATION	=	4.8
UNSUITABLE	=	22.0
EMBANKMENT	=	24.2

QUANTITIES (SF)

EXCAVATION	=	3.6
UNSUITABLE	=	24.4
EMBANKMENT	=	28.3

EX. 24" MEDIAN DITCH DRAIN CULVERT STA. 3107+40
EB I-80 OUTFALL: 84.2' LEFT

TYLIN INTERNATIONAL

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PLOT DATE =	DATE - 9/7/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. ROUTE 80 (I-80)
PROPOSED CROSS SECTIONS

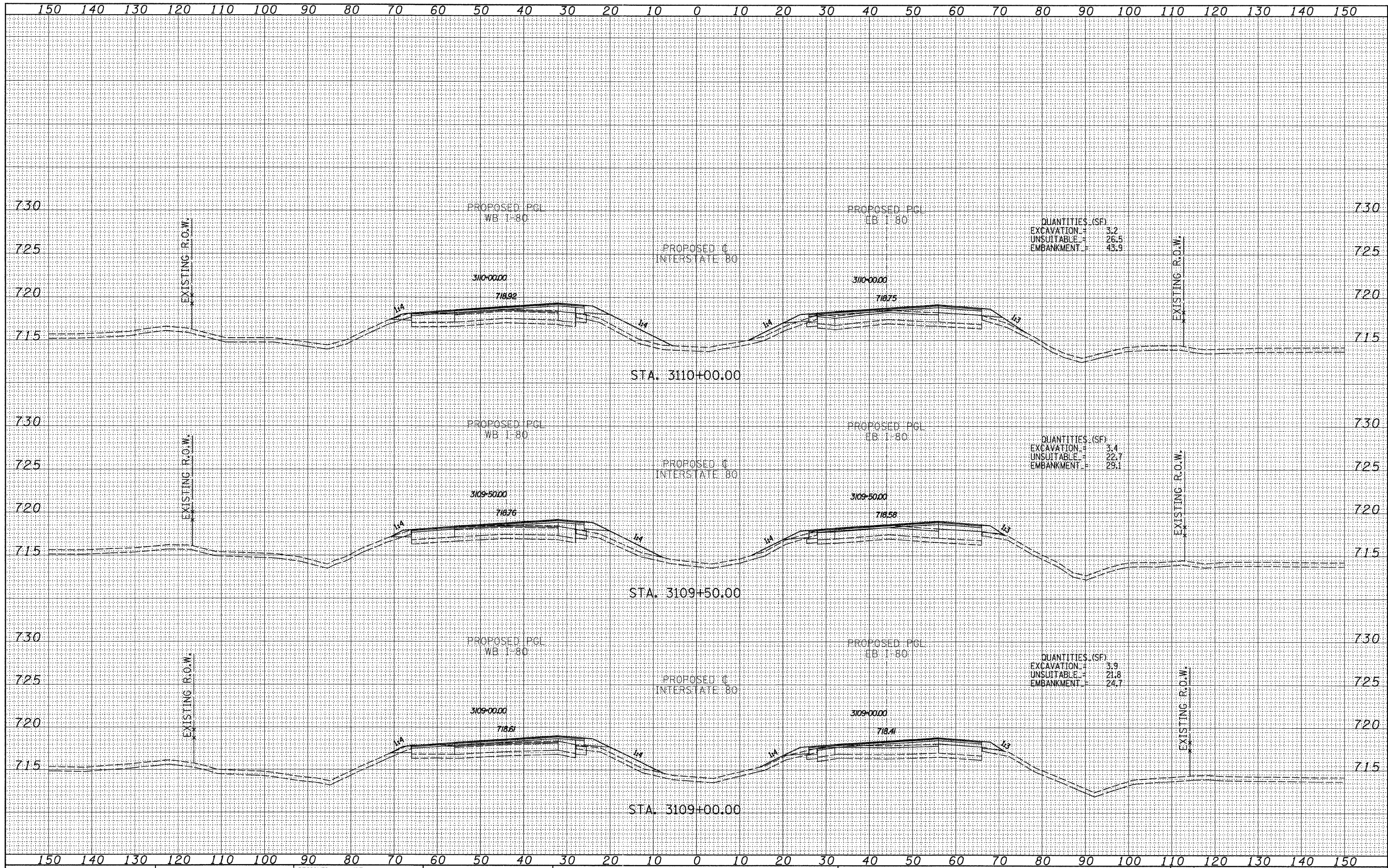
SCALE: 1" = 10' H
SHEET NO. OF SHEETS STA. 3107+50.00 TO STA. 3108+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(106-5)HBR-1, VBR(06-6)JRS-3&I	BUREAU	249	197
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT	CONTRACT NO. 66686	

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NOTE BOOK	NO.
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NOTE BOOK	NO.
TEMPLATE	NO.
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TYLIN INTERNATIONAL

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

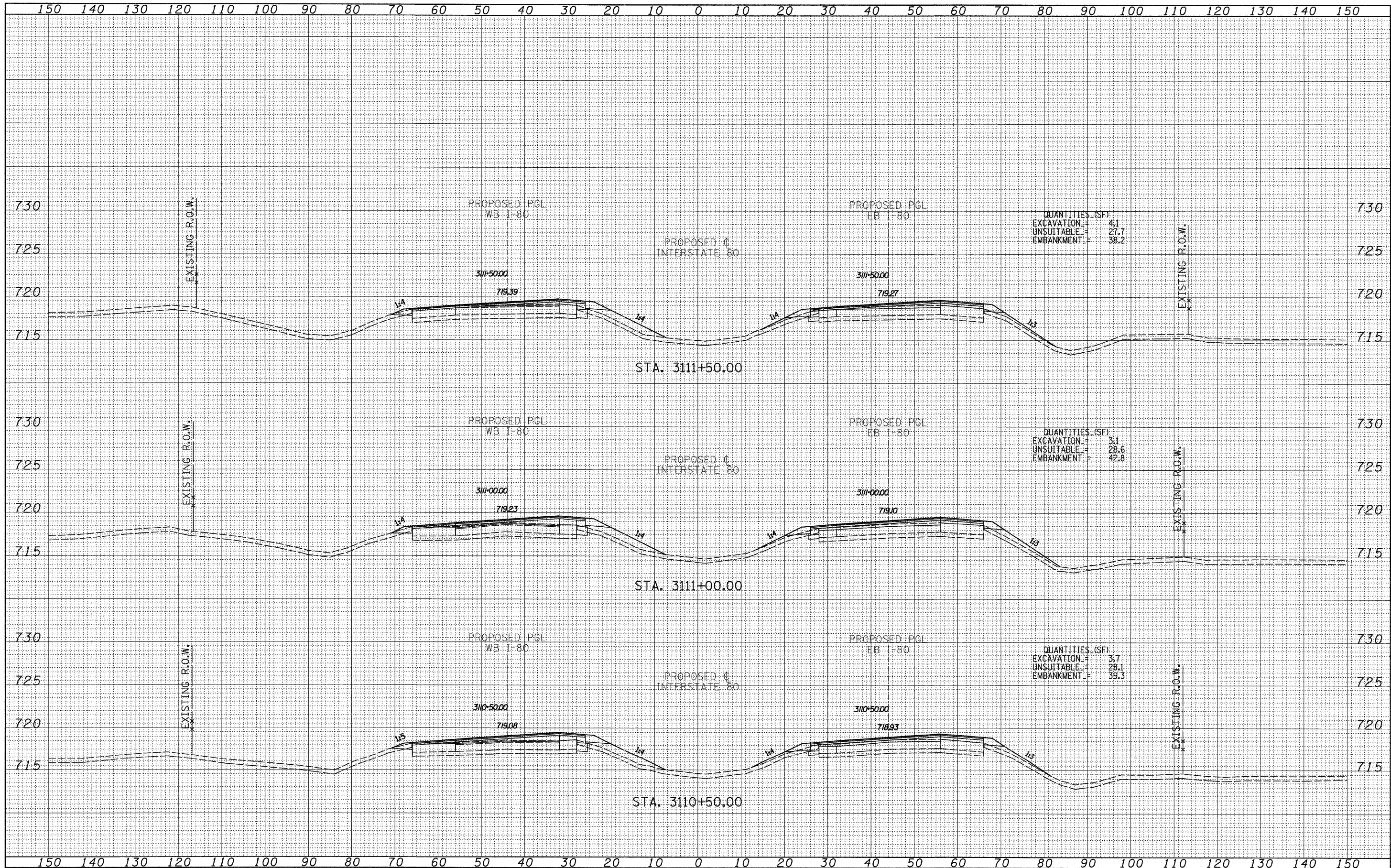
F.A.I. ROUTE 80 (I-80)
PROPOSED CROSS SECTIONS

SCALE: 1" = 40'	SHEET NO. OF SHEETS	STA. 3108+99.999 TO STA. 3109+99.999	F.A.I. RTE. 80	SECTION [106-5]HBR-1, VBR#06-6]RS-3&I	COUNTY	BUREAU	TOTAL SHEETS 249	SHEET NO. 198	CONTRACT NO. 66686
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PLOT SCALE =	DRAWN - JDF	REVISED -
PLOT DATE =	CHECKED - JPM	REVISED -
	DATE - 9/7/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. ROUTE 80 (I-80)
PROPOSED CROSS SECTIONS

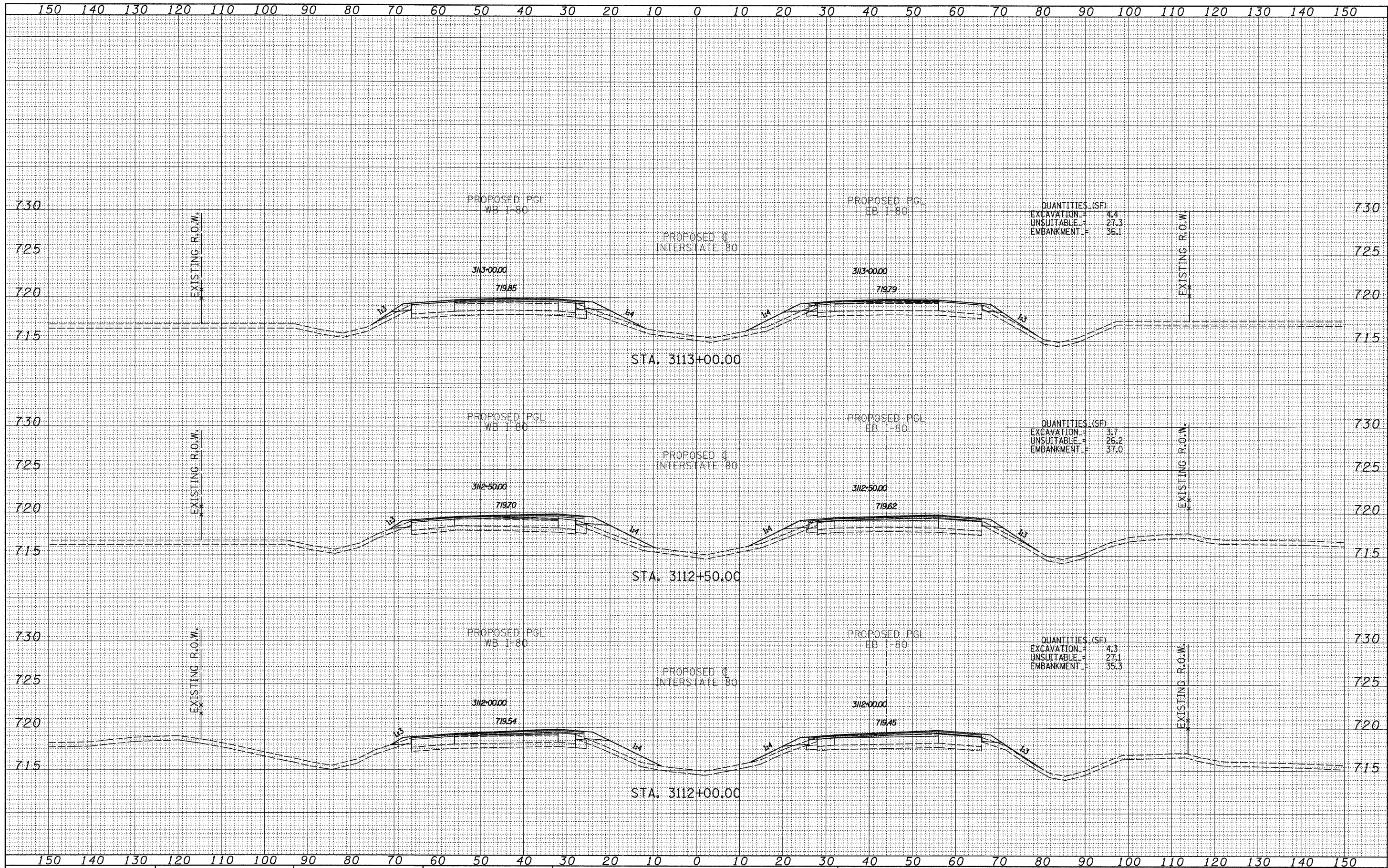
SCALE: 1" = 10'	SHEET NO. OF SHEETS	STA. 3110+49.999 TO STA. 3111+49.999
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	[06-5]HBR-1, VBR[06-6]JRS-3&I	BUREAU	249	199
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 66686		

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TEMPLATE	NO.
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TYLIN INTERNATIONAL

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. ROUTE 80 (I-80)
PROPOSED CROSS SECTIONS

SCALE: 1" = 10' H
SHEET NO. OF SHEETS STA. 3112+00.00 TO STA. 3113+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	[106-5]HBR-1.VBR(06-6)JRS-3&I	BUREAU	249	200
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		CONTRACT NO. 66686

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