12-13-2024 SPECIAL LETTING ITEM 004

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	1
	ILLINOIS	CONTRACT NO. 64N05		

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR HIGHWAY STANDARDS, SEE SHEET NO. 2

TRAFFIC DATA

FUNCTIONAL CLASSIFICATION:
I-80 = INTERSTATE
CLEVELAND RD. = OTHER PRINCIPAL ARTERIAL

I-80 FROM ROCK RIVER TO CLEVELAND RD

2019 ADT (ACTUAL): 23,300
2023 ADT (ESTIMATED): 24,225
2043 ADT (ESTIMATED): 28,875

I-80 FROM CLEVELAND RD TO US 6

2019 ADT (ACTUAL): 21,900
2023 ADT (ESTIMATED): 22,775
2043 ADT (ESTIMATED): 27,150

I-80 FROM CLEVELAND RD TO US 6

2019 ADT (ACTUAL): 21,900
2023 ADT (ESTIMATED): 22,775
2043 ADT (ESTIMATED): 27,150

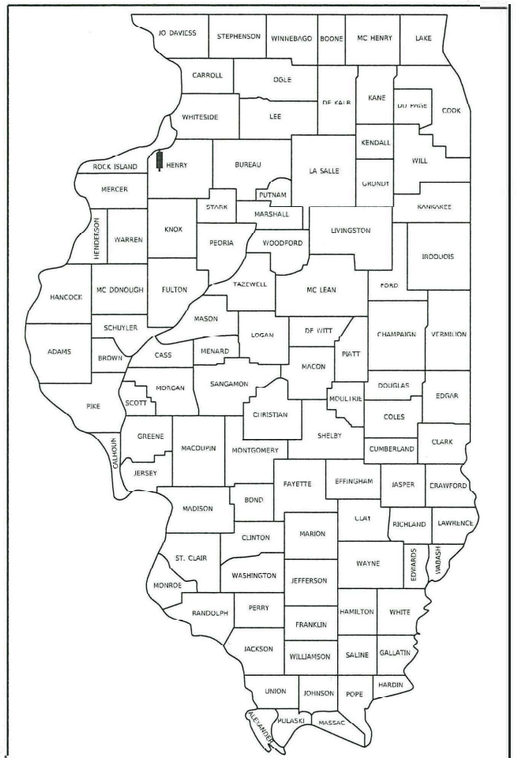
I-80 PAVING GAPS			
WESTBOUND			
STA.	TO	STA.	DESCRIPTION
402+03.19	TO	403+92.35	PAVING GAP (SN 0037-0024)
406+42.35	TO	426+64.67	PAVING GAP (EX PCC PAVEMENT & SN 081-0200)
480+80.68	TO	482+91.13	PAVING GAP (SN 037-0030)
EASTBOUND			
402+38.72	TO	404+27.88	EB PAVING GAP (SN 037-0023)
406+77.88	TO	426+41.68	PAVING GAP (EX PCC PAVEMENT & SN 081-0199)
480+81.22	TO	482+90.54	PAVING GAP (SN 037-0029)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED
HIGHWAY PLANS

FAI ROUTE 80 (I–80)
SECTION (37–1)RS, (37–1HB, 1VBY)BDR, (81–37–2BR)BDR
PROJECT NHPP–L5ND(674)
PATCHING, MILLING AND STANDARD RESURFACING
FROM ROCK RIVER TO 0.1 MI N OF US 6
BRIDGE DECK REPAIRS AND OVERLAY OVER ROCK RIVER,
CLEVELAND RD & IAIS RAILROAD
HENRY COUNTY

D-92-050-18



LOCATION OF SECTION INDICATED THUS: – ■

BEGIN IMPROVEMENTS
EB I-80
STA. 224+00.00

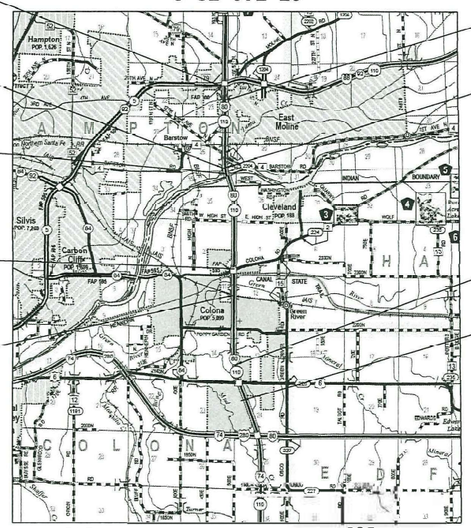
PROJECT BEGINS
EB I-80
STA. 298+57.50

SN'S 037-0021 & 037-0022
STA. 299+74.31
BRIDGE DECK REPAIRS

SN'S 037-0023 & 037-0024
STA. 403+15.06
DECK REPLACEMENT

SN'S 037-0027 & 037-0028
STA. 427+95.86
BRIDGE DECK REPAIRS

C–92–072–20



BEGIN IMPROVEMENTS
WB I-80
STA. 263+00.00

PROJECT BEGINS
WB I-80
STA. 298+20.72

SEE I-80 CHART (LEFT) FOR ADDITIONAL RESURFACING INFORMATION

PROJECT ENDS
WB & EB I-80
STA. 495+00.00

END IMPROVEMENT
WB & EB I-80
STA. 530+00.00

N

SCALE FOR MAIN MAP

GROSS LENGTH (WB) =	26,700.00 FT. = 5.057 MILE
GROSS LENGTH (EB) =	30,600.00 FT. = 5.795 MILE
NET LENGTH (WB) =	17,246.51 FT. = 3.266 MILE
NET LENGTH (WB) =	17,280.22 FT. = 3.273 MILE

100' 200' 300' — 1" = 100'
0 10' 20' 30' — 1" = 10'
0 50' 100' — 1" = 50'
0 50' 100' — 1" = 40'
0 50' 100' — 1" = 30'
0 50' 100' — 1" = 20'

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

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

LICENSED PROFESSIONAL ENGINEER
DREW S. RUHOLL
062-070688
OF ILLINOIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED August 8 20 24
Trisha Thompson SME
REGIONAL ENGINEER

October 4, 2024
ENGINEER OF DESIGN AND ENVIRONMENT

October 4, 2024
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PROJECT ENGINEER: CHAD SPREEMAN
PROJECT MANAGER: TRACI DUDEN (815–284–5932)
EMAIL: Traci.Duden@illinois.gov
CONTRACT NO. 64N05

B&A BENTON & ASSOCIATES INC
EXPI RES 1-30-2025
08/07/2024
DATE

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

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MODEL: Default
FILE NAME: P:\20E3411-WO2 - 64N05 I-80 Repaving\FAI Rte 80 (I-80) Sec (37-1)RS &(37-1HB,1VBY)BDR\CADD Sheets\D2 64N05-sht-gennote.dgn

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4146 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druholl	DESIGNED - DSR	REVISED -
	DRAWN - DSR	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS AND HIGHWAY STANDARDS

SCALE: N.T.S. | SHEET 1 OF 2 SHEETS | STA. | TO STA.

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
80	*	HENRY	257	2
		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			

REV. 10/2/24REV. 9/16/24

GENERAL NOTES

1. THE CONTRACTOR SHALL SEED ALL DISTURBED AREAS WITHIN THE PROJECT LIMITS. SEEDING CLASS 4 OR 2A SHALL BE USED, EXCEPT IN FRONT OF PROPERTIES WHERE THE GRASS WILL BE MOWED, THEN USE SEEDING, CLASS 1A. CLASS 2A SHALL BE USED ON FRONT SLOPES AND DITCH BOTTOMS. CLASS 4 SHALL BE USED BEHIND TYPE A GUTTER, ON ALL BACKSLOPES AND AREAS BEHIND THE BACKSLOPE, AND BEYOND THE TOE OF FRONT SLOPE ON FILL SECTIONS WITHOUT DITCHES. THIS WORK WILL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR EARTH EXCAVATION.

2. FERTILIZER SHALL BE APPLIED TO ALL DISTURBED AREAS AND INCORPORATED INTO THE SEEDBED PRIOR TO SEEDING OR PLACEMENT OF SOD AT THE RATE SPECIFIED IN SECTIONS 250 AND 252 OF THE STANDARD SPECIFICATIONS. THIS WORK SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

3. MULCH METHOD II SHALL BE APPLIED OVER ALL SEEDED AREAS. THIS SHALL BE INCLUDED IN THE COST OF THE EARTH EXCAVATION.

4. PREVIOUSLY PUGMILLED STOCKPILES OF "TYPE A"OLDER THAN 1 MONTH WILL NOT BE APPROVED FOR USE UNTIL A MOISTURE CHECK IS RUN TO VERIFY MOISTURE CONTENT. MATERIAL SHIPPED TO PROJECTS WITHOUT BEING TESTED WILL NOT BE ACCEPTED.

5. CLOSED EXPANSION JOINTS ON JOINTED PAVEMENTS SHALL BE RE -ESTABLISHED DURING THE PATCHING OPERATIONS. CLASS B PATCHES - WHEN THE PAVEMENT REQUIRES PATCHING AT THE LOCATION OF THE EXPANSION JOINT, A NEW JOINT SHOULD BE ESTABLISHED USING A DOWELED EXPANSION PATCH AS SHOWN ON HIGHWAY STANDARD 442101. WHEN THE JOINT IS CLOSED, BUT DOES NOT REQUIRE PATCHING, AN EXPANSION JOINT MAY BE FORMED BY SAWING THE PAVEMENT AND FILLING THE SAW CUT WITH A PREFORMED EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF SECTIONS 1051 OF THE STANDARD SPECIFICATIONS AS SHOWN ON STANDARD 420001.

6. WHEN LAYING OUT FOR PATCHING, THE MINIMUM DISTANCE BETWEEN NEW PATCHES (SAW CUT TO SAW CUT) SHALL BE 15 FEET. WHEN PATCH SPACING IS LESS THAN 15 FEET, THE PAVEMENT BETWEEN PATCHES SHALL ALSO BE REMOVED AND REPLACED.

7. THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

LOCATION AND MIXTURE USES(S):	MAINLINE				RAMPS		
	RESURFACING			SHOULDER	RESURFACING		SHOULDER
	SURFACE	BINDER	BINDER	SURFACE	SURFACE	BINDER	SURFACE
PG:	SBS PG 76-22	SBS PG 76-22	SBS PG 70-22	PG 58-28	PG 58-28	PG 58-28	PG 58-28
DESIGN AIR VOIDS	4.0 @ N80	4.0 @ N80	4.0 @ N50	4.0 @ N70	4.0 @ N50	4.0 @ N50	4.0 @ N50
MIXTURE COMPOSITION	SMA 12.5	SMA 12.5	IL 4.75	IL 9.5FG	IL 9.5FG	IL 9.5FG	IL 9.5FG
FRICTION AGGREGATE	E	N/A	N/A	C	C	N/A	C
MIX WEIGHT	119 LB/SQ/IN	N/A	N/A	112 LB/SY/IN	112 LB/SY/IN	112 LB/SY/IN	112 LB/SY/IN
QUALITY MANAGEMENT PROGRAM	PFP	PFP	QCP	QCP	QCP	QCP	QCP
SUBLOT SIZE	1000	1000	1000	1000	1000	1000	1000
MATERIAL TRANSFER DEVICE	YES	YES	YES	NO	YES	YES	NO

8. THE CONTRACTOR WILL BE REQUIRED TO FURNISH 5 ½" HIGH BRASS STENCILS AS APPROVED BY THE ENGINEER AND INSTALL STATIONING AT 250' INTERVALS. STATIONING SHALL BE PLACED ON BOTH LANES OF 2 LANE HIGHWAYS AND ON THE OUTSIDE LANES IN BOTH DIRECTIONS ON 4-LANE HIGHWAYS. THE STATIONS SHALL BE PLACED 6" INSIDE THE PAVEMENT MARKING EDGE SO THEY CAN BE READ FROM THE SHOULDER. THIS WORK WILL BE INCLUDED IN THE COST OF THE FINAL PAVEMENT SURFACE.

9. THE AREA TO BE TACKED OR PRIMED SHALL BE LIMITED TO THAT WHICH CAN BE COVERED WITH HMA ON THE NEXT DAY'S PRODUCTION, BUT NO MORE THAN FIVE DAYS IN ADVANCE OF THE PLACEMENT OF THE HMA, UNLESS APPROVED BY THE ENGINEER.

10. THESE STRUCTURES WILL RETAIN THE SAME NUMBER: SN037-0021, 0022, 0023, 0024, 0027, &0028.

11. THE EXCAVATED MATERIALS FROM EARTH EXCAVATION WIDENING, GRADING AND SHAPING DITCHES, AND EXCAVATING AND GRADING SHOULDERS SHALL BE USED TO BUILD UP THE SHOULDER THROUGHOUT THE JOB TO CONFORM WITH THE TYPICAL SECTIONS AND SHOULDER WIDENING FOR TERMINALS AS SHOWN ON THE PLANS.

12. THE CONTRACTOR SHALL SUPPLY THE RESIDENT ENGINEER WITH THE MANUFACTURER'S INSTALLATION REQUIREMENTS FOR THE TYPE OF STEEL PLATE BEAM GUARDRAIL TERMINAL TYPE 1 SPECIAL (TANGENT) OR STEEL PLATE BEAM GUARDRAIL TERMINAL TYPE I SPECIAL (FLARED).

13. DELINEATORS SHALL BE INSTALLED AS SHOWN IN STANDARD 635001, EXCEPT THAT THE POST SHALL BE ROTATED 180° AND ONLY METAL-BACKED DELINEATORS SHALL BE PERMITTED. DELINEATORS SHALL BE PLACED AT THE ENDS OF APPROACH GUARDRAIL TERMINAL SECTIONS, AND AT EACH HEADWALL OR END SECTION OF AR CULVERTS. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR DELINEATORS.

14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COLLECTING AND MAINTAINING AN ELECTRONIC LOG OF ALL STAKEOUT SURVEY THAT IS PERFORMED ON THE JOB, EITHER BY HIM/HER OR ANY SUB-CONTRACTOR PERFORMING THE STAKEOUT. UPON REQUEST, ALL LOGS SHALL BE SUBMITTED TO THE DEPARTMENT. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THIS WORK, BUT SHALL BE CONSIDERED INCLUDED IN THE COST FOR CONSTRUCTION LAYOUT.

GENERAL NOTES CONT.

15. PAVEMENT MARKING SHALL BE DONE ACCORDING TO STANDARD 780001, EXCEPT AS FOLLOWS:

    1.ALL WORDS, SUCH AS ONLY, SHALL BE 8 FEET HIGH.
    2.ALL NON-FREEWAY ARROWS SHALL BE THE LARGE SIZE.
    3,THE DISTANCE BETWEEN YELLOW NO-PASSING LINES SHALL BE 8 INCHES, NOT 7 INCHES, AS SHOWN IN THE DETAIL OF TYPICAL LANE AND EDGE LINES.
    4,CENTERLINE SKIP DASH PAVEMENT MARKING ON MULTI-LANE DIVIDED, MULTI-LANE UNDIVIDED, AND ONE-WAY ROADWAY SHALL BE ACCORDING TO DISTRICT STANDARD 41.1.

16. THE FOLLOWING LISTED UTILITIES LOCATED WITHIN THE PROJECT LIMITS OR IMMEDIATELY ADJACENT TO THE PROJECT CONSTRUCTION LIMITS ARE MEMBERS OF JULIE:

MEDIACOM	CABLE TV	(309) 743-4750
AT&T	TELEPHONE	(309) 757-5762
GENESEO COMMUNICATIONS, INC	TELEPHONE	(309) 714-2429
MCI WORLD COM	TELEPHONE	(972) 729-6016
MIDAMERICAN ENERGY COMPANY	ELECTRIC	(563) 333-8706
CITY OF GENESEO	WATER AND SEWER	(309) 944-8424
CITY OF COLONA		(309) 792-0571
METRO FIBERNET, LLC	COMMUNICATIONS	(317) 599-1030

IDOT IS NOT A MEMBER OF JULIE. IF YOU ARE NEAR ANY OVERHEAD LIGHTING, INTERSECTION LIGHTING OR TRAFFIC SIGNALS, CONTACT THE IDOT TRAFFIC OFFICE AT 815/284-5469 AT LEAST 48 HOURS PRIOR TO WORK.

17. RELOCATE TEMPORARY IMPACT ATTENUATORS SHALL INCLUDE STORAGE AND TRANSPORTATION TO AND FROM STORAGE, WHEN THE DEVICE IS NOT NEEDED FOR A TIME, AS SHOWN ON THE STAGING PLANS. THIS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER EACH FOR IMPACT ATTENUATORS, RELOCATE OF THE TYPE SPECIFIED.

18. WHEN RELOCATE TEMPORARY CONCRETE BARRIER IS SPECIFIED, THE WALL SHALL BE REMOVED, STORAGE AND TRANSPORTATION TO AND FROM STORAGE, WHEN THE WALL IS NOT NEEDED FOR A TIME AS SHOWN ON THE STAGING PLANS, RELOCATED AND REINSTATED AT THE NEW LOCATION. THE REINSTALLATION REQUIREMENTS SHALL BE THE SAME AS THOSE FOR A NEW INSTALLATION. THIS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR RELOCATE TEMPORARY CONCRETE BARRIER.

19. THE TEMPORARY CONCRETE BARRIER SHALL BE PINNED TO THE PAVEMENT WITH 3 ANCHOR PINS PER SECTION ON THE TRAFFIC SIDE OF THE BARRIER WALL AT THE FOLLOWING LOCATIONS:

    EB & WB I-80 PAVEMENT REPLACEMENT UNDER POPPY GARDEN ROAD (STAGE 3).

    THE BARRIER UNIT AT EACH END SHALL BE ANCHORED AS SPECIFIED IN ARTICLE 704.04. ALL ANCHORING AND PINNING HOLES SHALL BE CORE DRILLED.

20. THE CONTRACTOR SHALL NOTIFY TRAFFIC OPERATIONS A MINIMUM OF 5 WORKING DAYS PRIOR TO PLACING PERMANENT PAVEMENT MARKING OR SIGNING.

21. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTACT THE MUNICIPALITY TO DETERMINE APPROVED METHODS OF UTILITY STRUCTURE ADJUSTMENT. UTILITY STRUCTURES MAY INCLUDE, BUT ARE NOT LIMITED TO, MANHOLES, WATER VALVES, HANDHOLES, ETC. ALL MATERIALS AND WORK NECESSARY TO COMPLETE ADJUSTMENTS PER MUNICIPALITY REQUIREMENTS SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ASSOCIATED ADJUSTMENT PAY ITEM.

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS : LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4146 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druholl	DESIGNED - DSR	REVISED -	
	DRAWN - DSR	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -	
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES, DISTRICT NOTES & MIXTURE REQUIREMENTS

SCALE: N.T.S. | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	3
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: P:\20E3411-WD2 - 64N05 I-80 Resaving\FAI Rte 80 (I-80) Sec (37-1HS &37-1HB,1VBY)BDR\CADD Sheets\02 64N05-int-gennote.dgn

				CONSTRUCTION CODE			
				90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE
				ROADWAY	BRIDGE	BRIDGE	BRIDGE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0006 URBAN	0013 S.N. 037-0021 S.N. 037-0022	0013 S.N. 037-0023 S.N. 037-0024	0013 S.N. 037-0027 S.N. 037-0028
20200100	EARTH EXCAVATION	CU YD	835	835			
△ 25000750	MOWING	ACRE	190	190			
28000400	PERIMETER EROSION BARRIER	FOOT	1925	1925			
28000500	INLET AND PIPE PROTECTION	EACH	2	2			
28100109	STONE RIPRAP, CLASS A5	SQ YD	208		208		
28100201	STONE RIPRAP, CLASS A1	TON	1102	1102			
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	55	55			
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	5567	5567			
31100100	SUBBASE GRANULAR MATERIAL, TYPE A	TON	299	299			
31101900	SUBBASE GRANULAR MATERIAL, TYPE C	TON	793	793			
31200100	STABILIZED SUBBASE 4"	SQ YD	187	187			
31200500	STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"	SQ YD	1748	1748			
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	8563	8563			
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	34685	34685			

△ 100% STATE
* SPECIALTY ITEM

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 1 OF 15 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	4
		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: P:\20\F3411-W02 - 64N05 I-80 Resurving\PAI Rte 80 I-80) Sec. (37-1)RS &(37-1HB, 1VBY)BDR\CADD Sheets\02 64N05-sht-SQQ.dgn

				CONSTRUCTION CODE			
				90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE
				ROADWAY	BRIDGE	BRIDGE	BRIDGE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0006 URBAN	0013 S.N. 037-0021 S.N. 037-0022	0013 S.N. 037-0023 S.N. 037-0024	0013 S.N. 037-0027 S.N. 037-0028
40600295	POLYMERIZED BITUMINOUS MATERIALS (TACK COAT)	POUND	82972	82972			
40600370	LONGITUDINAL JOINT SEALANT	FOOT	66775	66775			
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	1478	1478			
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	293	293			
40602965	HOT-MIX ASPHALT BINDER COURSE, IL-9.5FG, N50	TON	947	947			
40603200	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	TON	4917	4917			
40604000	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5FG, MIX "C", N50	TON	8314	8314			
40605015	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT 12.5, N80	TON	10741	10741			
40605034	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 12.5, MIX "E", N80	TON	11150	11150			
42000060	WELDED WIRE REINFORCEMENT	SQ YD	369	369			
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	563	563			
42001300	PROTECTIVE COAT	SQ YD	4794	4794			
42100345	CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 12 1/4"	SQ YD	1431	1431			
42100615	PAVEMENT REINFORCEMENT	SQ YD	1431	1431			

△ 100% STATE
* SPECIALTY ITEM

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4146 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druholl	DESIGNED - DSR	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 2 OF 15 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	5
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: P:\20E3411-W02 - 64N05 I-80 Resurving\PM Rte 80 I-80) Sec. (37-1)RS &(37-1HB,1VBY)BDR\CADD Sheets\02 64N05-sht-SQQ.dgn

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 90% FED 10% STATE ROADWAY 0006 URBAN	90% FED 10% STATE BRIDGE 0013 S.N. 037-0021 S.N. 037-0022	90% FED 10% STATE BRIDGE 0013 S.N. 037-0023 S.N. 037-0024	90% FED 10% STATE BRIDGE 0013 S.N. 037-0027 S.N. 037-0028
44000100	PAVEMENT REMOVAL	SQ YD	1858	1858			
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	41082	41082			
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	18876	18876			
44000169	HOT-MIX ASPHALT SURFACE REMOVAL, 5"	SQ YD	85078	85078			
44002220	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 5"	SQ YD	1048	1048			
44004250	PAVED SHOULDER REMOVAL	SQ YD	4368	4368			
44200050	WELDED WIRE REINFORCEMENT	SQ YD	317	317			
44200529	CLASS A PATCHES, TYPE II, 8 INCH	SQ YD	892	892			
44200533	CLASS A PATCHES, TYPE III, 8 INCH	SQ YD	523	523			
44200535	CLASS A PATCHES, TYPE IV, 8 INCH	SQ YD	3775	3775			
44200970	CLASS B PATCHES, TYPE II, 10 INCH	SQ YD	432	432			
44200974	CLASS B PATCHES, TYPE III, 10 INCH	SQ YD	46	46			
44200976	CLASS B PATCHES, TYPE IV, 10 INCH	SQ YD	270	270			
44201294	CLASS B PATCH - EXPANSION JOINT	FOOT	822	822			

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 3 OF 15 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	6
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: P:\20E3411-W02 - 64N05 I-80 Reopening\PAI Rte 80 I-80) Sec. (37-1)RS &(37-1HB,1VBY)BDR\CADD Sheets\02 64N05-sht-500.dgn

				CONSTRUCTION CODE			
				90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE
				ROADWAY	BRIDGE	BRIDGE	BRIDGE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0006 URBAN	0013 S.N. 037-0021 S.N. 037-0022	0013 S.N. 037-0023 S.N. 037-0024	0013 S.N. 037-0027 S.N. 037-0028
44201298	DOWEL BARS 1 1/4"	EACH	1428	1428			
44213000	PATCHING REINFORCEMENT	SQ YD	5190	5190			
44213200	SAW CUTS	FOOT	18244	18244			
44213204	TIE BARS 3/4"	EACH	527	527			
48100500	AGGREGATE SHOULDERS, TYPE A 6"	SQ YD	2002	2002			
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	1461	1461			
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	3806	3806			
48203041	HOT-MIX ASPHALT SHOULDERS, 11"	SQ YD	129	129			
48300705	PORTLAND CEMENT CONCRETE SHOULDERS 12 1/4"	SQ YD	990	990			
50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	2			2	
50102400	CONCRETE REMOVAL	CU YD	593.8		520.4	42.5	30.9
50104400	CONCRETE HEADWALL REMOVAL	EACH	4	4			
50157300	PROTECTIVE SHIELD	SQ YD	574				574
50200100	STRUCTURE EXCAVATION	CU YD	300			300	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 4 OF 15 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	7
		CONTRACT NO. 64N05		
		ILLINOIS | FED. AID PROJECT		

REV. 10/8/24

MODEL: Default
FILE NAME: P:\DESIGN\11-WO2 - 64N05 I-80 Repaving\FAI Rte 80 (I-80) Sec (37-1)RS &(37-1HB,1VBY)BDR\CADD Sheets\102 64N05-sht-SQQ.dgn

				CONSTRUCTION CODE			
				90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE
				ROADWAY	BRIDGE	BRIDGE	BRIDGE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0006 URBAN	0013 S.N. 037-0021 S.N. 037-0022	0013 S.N. 037-0023 S.N. 037-0024	0013 S.N. 037-0027 S.N. 037-0028
50300100	FLOOR DRAINS	EACH	21		21		
50300225	CONCRETE STRUCTURES	CU YD	146.0			135.7	10.3
50300255	CONCRETE SUPERSTRUCTURE	CU YD	1106.6		580.5	494.1	32
50300260	BRIDGE DECK GROOVING	SQ YD	1974			1974	
50300300	PROTECTIVE COAT	SQ YD	18428		14022	2430	1976
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	291.6			291.6	
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1			1	
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	32,240		32,240		
50500505	STUD SHEAR CONNECTORS	EACH	10797		648	10149	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	402,510		132,040	262110	8360
51100100	SLOPE WALL 4 INCH	SQ YD	612			612	
51500100	NAME PLATES	EACH	2			2	
52000110	PREFORMED JOINT STRIP SEAL	FOOT	366		190		176
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	85		12	45	28

△ 100% STATE
* SPECIALTY ITEM

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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FILE NAME: P:\D0E3411-WD2 - 64N05 I-80 Repaving\PAI Rte 80 (I-80) Sec (37-1)RS &(37-1HB,1VBY)BDR\CADD Sheets\D2 64N05-sht-SOQ.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 5 OF 15 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	8
		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	

REV. 10/8/24

				CONSTRUCTION CODE			
				90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE
				ROADWAY	BRIDGE	BRIDGE	BRIDGE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0006 URBAN	0013 S.N. 037-0021 S.N. 037-0022	0013 S.N. 037-0023 S.N. 037-0024	0013 S.N. 037-0027 S.N. 037-0028
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	60		60		
52100510	ANCHOR BOLTS, 3/4"	EACH	120			120	
52100520	ANCHOR BOLTS, 1"	EACH	376		264		112
54262712	METAL FLARED END SECTIONS 12"	EACH	2	2			
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	459			459	
58700300	CONCRETE SEALER	SQ FT	431				431
59000200	EPOXY CRACK INJECTION	FOOT	148		131		17
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	174			174	
59300100	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	8			8	
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	4	4			
60100945	PIPE DRAINS 12"	FOOT	101	101			
60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	148	148			
60108104	PIPE UNDERDRAINS, TYPE 1, 4"	FOOT	1968	1968			
60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	218			218	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 6 OF 15 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	9
		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	

REV. 10/8/24

MODEL: Default
FILE NAME: P:\D0E3411-WD2 - 64N05 I-80 Repaving\PAI Rte 80 (I-80) Sec (37-1)RS &(37-1HB, 1VBY)BDR\CADD Sheets\D2 64N05-sht-SQQ.dgn

					CONSTRUCTION CODE			
					90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE
					ROADWAY	BRIDGE	BRIDGE	BRIDGE
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0006 URBAN	0013 S.N. 037-0021 S.N. 037-0022	0013 S.N. 037-0023 S.N. 037-0024	0013 S.N. 037-0027 S.N. 037-0028
	60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	6	2			4
	60500060	REMOVING INLETS	EACH	4	4			
	61000050	CONCRETE THRUST BLOCKS	EACH	2	2			
	61000225	TYPE F INLET BOX, STANDARD 610001	EACH	2	2			
*	63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	16150	16150			
*	63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	11	11			
*	63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	3	3			
*	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	10	10			
*	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	19	19			
	63200310	GUARDRAIL REMOVAL	FOOT	16702	16702			
	63301210	REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	650	650			
	63301990	REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 1	EACH	1	1			
	63302700	REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 6	EACH	3	3			
	63500105	DELINEATORS	EACH	351	351			

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 7 OF 15 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	10
		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	

REV. 9/16/24

MODEL: Default
FILE NAME: P:\D\E3411-WO2 - 64N05 I-80 Repaving\PAI Rte 80 (I-80) Sec (37-1)RS &(37-1HB,1VBY)BDR\CADD Sheets\02 64N05-sht-SQQ.dgn

					CONSTRUCTION CODE			
					90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE
					ROADWAY	BRIDGE	BRIDGE	BRIDGE
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0006 URBAN	0013 S.N. 037-0021 S.N. 037-0022	0013 S.N. 037-0023 S.N. 037-0024	0013 S.N. 037-0027 S.N. 037-0028
	63800920	MODULAR GLARE SCREEN SYSTEM, TEMPORARY	FOOT	3900	3900			
	64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	57635	57635			
*	66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1			
*	66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1			
*	66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1			
*	66901006	REGULATED SUBSTANCES MONITORING	CAL DA	2	2			
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	24	24			
	67100100	MOBILIZATION	L SUM	1	1			
	70100207	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	EACH	2	2			
	70100410	TRAFFIC CONTROL AND PROTECTION, STANDARD 701416	EACH	1	1			
	70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	5	5			
	70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	0.5		0.5	
	70100455	TRAFFIC CONTROL AND PROTECTION, STANDARD 701206	L SUM	1	1			
	70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1	1			

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 8 OF 15 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	11
		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	

REV. 9/16/24

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				CONSTRUCTION CODE			
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				ROADWAY	BRIDGE	BRIDGE	BRIDGE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0006 URBAN	0013 S.N. 037-0021 S.N. 037-0022	0013 S.N. 037-0023 S.N. 037-0024	0013 S.N. 037-0027 S.N. 037-0028
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1	1			
70100820	TRAFFIC CONTROL AND PROTECTION, STANDARD 701451	L SUM	1	1			
70100825	TRAFFIC CONTROL AND PROTECTION, STANDARD 701456	L SUM	1	1			
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	28	28			
* 70200100	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	1			
70300100	SHORT TERM PAVEMENT MARKING	FOOT	9334	9334			
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	3111	3111			
70303120	TEMPORARY PAVEMENT MARKING - LINE 4" - MODIFIED URETHANE	FOOT	177923	177923			
70303130	TEMPORARY PAVEMENT MARKING - LINE 6" - MODIFIED URETHANE	FOOT	22550	22550			
70303140	TEMPORARY PAVEMENT MARKING - LINE 8" - MODIFIED URETHANE	FOOT	4286	4286			
70303160	TEMPORARY PAVEMENT MARKING - LINE 12"- MODIFIED URETHANE	FOOT	1390	1390			
70303210	TEMPORARY PAVEMENT MARKING - LINE 24"- MODIFIED URETHANE	FOOT	98	98			
70400100	TEMPORARY CONCRETE BARRIER	FOOT	18700	18700			
70400125	PINNING TEMPORARY CONCRETE BARRIER	EACH	384	384			

△ 100% STATE
* SPECIALTY ITEM

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SUMMARY OF QUANTITIES

SCALE: | SHEET 9 OF 15 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	12
		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	

REV. 9/16/24

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				ROADWAY	BRIDGE	BRIDGE	BRIDGE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0006 URBAN	0013 S.N. 037-0021 S.N. 037-0022	0013 S.N. 037-0023 S.N. 037-0024	0013 S.N. 037-0027 S.N. 037-0028
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	21700	21700			
70500100	TEMPORARY STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	2375	2375			
70500615	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 1	EACH	12	12			
70500665	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	12	12			
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2			
70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2			
* 72000100	SIGN PANEL - TYPE 1	SQ FT	282.7	282.7			
* 72000200	SIGN PANEL - TYPE 2	SQ FT	544	544			
* 72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	378.1	378.1			
* 72400320	REMOVE SIGN PANEL - TYPE 2	SQ FT	392	392			
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	21	21			
* 72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	68	68			
* 73000100	WOOD SIGN SUPPORT	FOOT	244	244			
* 78004630	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 6"	FOOT	7675	7675			

△ 100% STATE
* SPECIALTY ITEM

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4146 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druholl	DESIGNED - DSR	REVISED -
	DRAWN - DSR	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 10 OF 15 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	13
		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	

REV. 9/16/24

MODEL: Default
FILE NAME: P:\20E3411-WO2 - 64N05 I-80 Repaving\PAI Rte 80 (I-80) Sec (37-1)RS &(37-1HB,1VBY)BDR\CADD Sheets\02 64N05-sht-SOQ.dgn

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 90% FED 10% STATE ROADWAY 0006 URBAN	90% FED 10% STATE BRIDGE 0013 S.N. 037-0021 S.N. 037-0022	90% FED 10% STATE BRIDGE 0013 S.N. 037-0023 S.N. 037-0024	90% FED 10% STATE BRIDGE 0013 S.N. 037-0027 S.N. 037-0028
*	78004645	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 9"	FOOT	4854	4854			
*	78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	220	220			
*	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	107176	107176			
*	78009008	MODIFIED URETHANE PAVEMENT MARKING - LINE 8"	FOOT	3075	3075			
*	78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	1390	1390			
*	78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	98	98			
*	78011000	GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS AND SYMBOLS	SQ FT	220	220			
*	78011025	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	83830	83830			
*	78011035	GROOVING FOR RECESSED PAVEMENT MARKING 7"	FOOT	7675	7675			
*	78011045	GROOVING FOR RECESSED PAVEMENT MARKING 9"	FOOT	3075	3075			
*	78011050	GROOVING FOR RECESSED PAVEMENT MARKING 10"	FOOT	4854	4854			
*	78011065	GROOVING FOR RECESSED PAVEMENT MARKING 13"	FOOT	1390	1390			
*	78011125	GROOVING FOR RECESSED PAVEMENT MARKING 25"	FOOT	98	98			
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1402	1402			

△ 100% STATE
* SPECIALTY ITEM

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 11 OF 15 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	14
		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: P:\20E3411-W02 - 64N05 I-80 Repaving\PAI Rte 80 (I-80) Sec. (37-1)RS, (37-1HB, 1VBY)BDR\CADD Sheets\02 64N05-sht-SQQ.dgn

				CONSTRUCTION CODE			
				90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE
				ROADWAY	BRIDGE	BRIDGE	BRIDGE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0006 URBAN	0013 S.N. 037-0021 S.N. 037-0022	0013 S.N. 037-0023 S.N. 037-0024	0013 S.N. 037-0027 S.N. 037-0028
78100200	TEMPORARY RAISED REFLECTIVE PAVEMENT MARKER	EACH	1344	1344			
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	1400	1400			
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	168065	168065			
X4202005	DIAMOND GRINDING AND GROOVING (ROADWAY SECTION)	SQ YD	1778	1778			
X4401196	HOT-MIX ASPHALT SURFACE REMOVAL- LONGITUDINAL JOINT	SQ YD	9276	9276			
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	1431	1431			
X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	7861		6855		1006
X5030539	FLOOR DRAINS TO BE CLEANED	EACH	129		129		
X5060601	CONTAINMENT AND DISPOSAL OF NON-LEAD PAINT CLEANING RESIDUES NO. 1	L SUM	1		1		
X5060602	CONTAINMENT AND DISPOSAL OF NON-LEAD PAINT CLEANING RESIDUES NO. 2	L SUM	1		1		
X5060702	CLEANING AND PAINTING EXPOSED REBAR	L SUM	2		1		1
X5080530	BAR TERMINATORS	EACH	617		160	457	
X5110306	SLOPE WALL BREAKING	SQ YD	1023		1023		
X5230154	CLEANING BRIDGE SCUPPERS AND DOWNSPOUTS	EACH	4		4		

△ 100% STATE
* SPECIALTY ITEM

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 12 OF 15 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	15
		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	

REV. 9/16/24

MODEL: Default
FILE NAME: P:\D0E3411-WD2 - 64N05 I-80 Repaving\PAI Rte 80 (I-80) Sec (37-1)RS &(37-1HB,1VBY)BDR\CADD Sheets\D2 64N05-sht-SQQ.dgn

					CONSTRUCTION CODE			
					90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE
					ROADWAY	BRIDGE	BRIDGE	BRIDGE
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0006 URBAN	0013 S.N. 037-0021 S.N. 037-0022	0013 S.N. 037-0023 S.N. 037-0024	0013 S.N. 037-0027 S.N. 037-0028
	X6010003	PIPE DRAIN REMOVAL	FOOT	202	202			
*	X6300155	STEEL PLATE BEAM GUARDRAIL, ATTACHED TO STRUCTURES (SPECIAL)	FOOT	150	150			
	X7010112	MEDIAN CLOSURE	EACH	3	3			
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1			
*	X7820007	GUARDRAIL REFLECTORS, TYPE C (SPECIAL)	EACH	179	179			
	Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	100		72		28
	Z0001903	STRUCTURAL STEEL REMOVAL	POUND	19,520		19,520		
	Z0001905	STRUCTURAL STEEL REPAIR	POUND	760		760		
	Z0004542	HOT-MIX ASPHALT REMOVAL (SPECIAL)	SQ YD	87	87			
	Z0005216	HOT-MIX ASPHALT STABILIZATION 6" AT STEEL PLATE BEAM GUARD RAIL	SQ YD	2002	2002			
	Z0007103	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO. 3	L SUM	1				1
	Z0007104	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO. 4	L SUM	1				1
	Z0010501	CLEANING AND PAINTING STEEL BRIDGE NO. 1	L SUM	1		1		
	Z0010502	CLEANING AND PAINTING STEEL BRIDGE NO. 2	L SUM	1		1		

△ 100% STATE
* SPECIALTY ITEM

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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IL DESIGN FIRM REGIS/RATION NO. 184-000852

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 13 OF 15 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	16
		CONTRACT NO. 64N05		
		ILLINOIS FED. AID PROJECT		

REV. 10/8/24 REV. 9/16/24

MODEL: Default
FILE NAME: P:\DOE3411-W02 - 64N05 I-80 Repaving\TAI Rte 80 (I-80) Sec. (37-1)RS &(37-1HB,1VBY)BDR\CADD Sheets\02 64N05-sht-SOQ.dgn

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 90% FED 10% STATE ROADWAY 0006 URBAN	90% FED 10% STATE BRIDGE 0013 S.N. 037-0021 S.N. 037-0022	90% FED 10% STATE BRIDGE 0013 S.N. 037-0023 S.N. 037-0024	90% FED 10% STATE BRIDGE 0013 S.N. 037-0027 S.N. 037-0028
Z0010503	CLEANING AND PAINTING STEEL BRIDGE NO. 3	L SUM	1				1
Z0010504	CLEANING AND PAINTING STEEL BRIDGE NO. 4	L SUM	1				1
Z0010615	CLEANING EXISTING INLETS	EACH	4				4
Z0012130	BRIDGE DECK SCARIFICATION 3/4"	SQ YD	12427	300	10511		1616
Z0012164	BRIDGE DECK MICROSILICA CONCRETE OVERLAY 2 1/2"	SQ YD	13945	1778	10551		1616
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	347		284	13	50
Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	224		224		
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	0.25	0.25	0.25	0.25
Z0016001	DECK SLAB REPAIR (FULL DEPTH, TYPE I)	SQ YD	6.4		5.2		1.2
Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	11.5		11.5		
Z0016200	DECK SLAB REPAIR (PARTIAL)	SQ YD	5			5	
Z0018051	DRAINAGE SCUPPERS TO BE ADJUSTED	EACH	4		4		
Z0028415	GEOTECHNICAL REINFORCEMENT	SQ YD	363	363			
Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	12363		10853		1510

△ 100% STATE
* SPECIALTY ITEM

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 14 OF 15 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	17
		CONTRACT NO. 64N05		
		ILLINOIS FED. AID PROJECT		

REV. 10/8/24 REV. 9/16/24

MODEL: Default
FILE NAME: P:\DOE3411-W02 - 64N05 I-80 Repaving\TAI Rte 80 (I-80) Sec. (37-1)RS &(37-1HB,1VBY)BDR\CADD Sheets\102 64N05-sht-SQQ.dgn

				CONSTRUCTION CODE			
				90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE
				ROADWAY	BRIDGE	BRIDGE	BRIDGE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0006 URBAN	0013 S.N. 037-0021 S.N. 037-0022	0013 S.N. 037-0023 S.N. 037-0024	0013 S.N. 037-0027 S.N. 037-0028
Z0032300	JACKING EXISTING SUPERSTRUCTURE	L SUM	1				1
Z0034105	MATERIAL TRANSFER DEVICE	TON	28891	28891			
Z0034390	MODULAR EXPANSION JOINT 6"	FOOT	182		182		
Z0040530	PIPE UNDERDRAIN REMOVAL	FOOT	344	344			
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1				1
Z0065700	SLOPE WALL REPAIR	SQ YD	1			1	
Ø Z0076600	TRAINEES	HOUR	4,000	4,000			
Ø Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOUR	4,000	4,000			

Ø 0042

△ 100% STATE

* SPECIALTY ITEM

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
FILE NAME: P:\DOE\411-WO2 - 64N05 I-80 Repaving\PAI Rte 80 (I-80) Sec (37-1)RS &(37-1HB,1VBY)BDR\CADD Sheets\02 64N05-sht-SOQ.dgn

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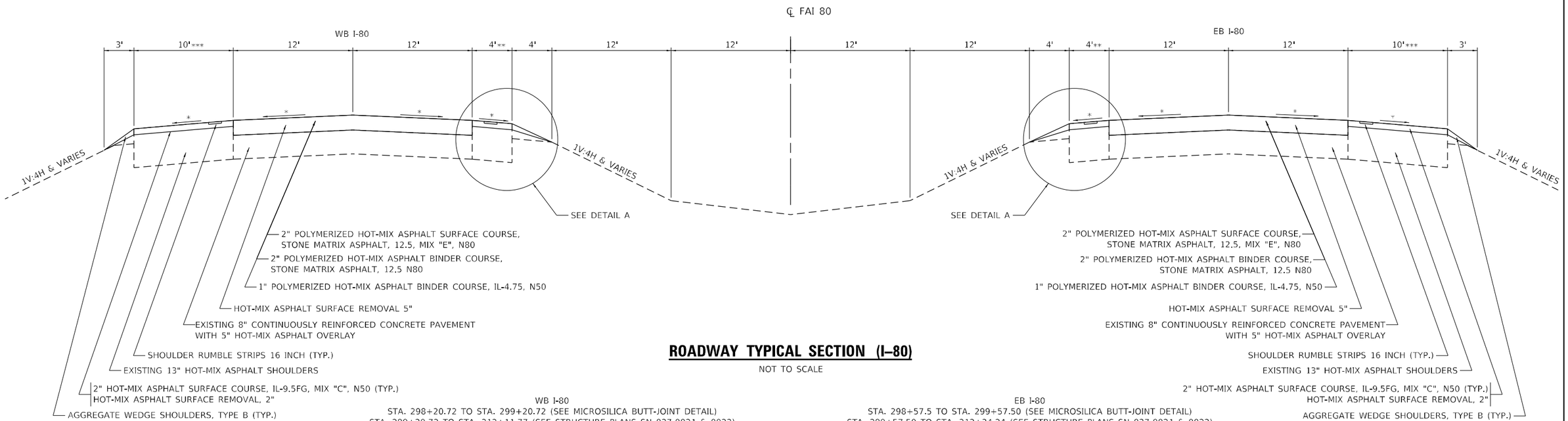
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 15 OF 15 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	18
		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	

REV. 9/30/24 REV. 9/16/24



ROADWAY TYPICAL SECTION (I–80)

NOT TO SCALE

WB I-80
STA. 298+20.72 TO STA. 299+20.72 (SEE MICROSILICA BUTT-JOINT DETAIL)
STA. 299+20.72 TO STA. 312+11.77 (SEE STRUCTURE PLANS SN 037-0021 & 0022)
STA. 312+11.77 TO STA. 312+99.27 (SEE HMA SURFACE REMOVAL VAR. DEPTH DETAIL)
STA. 312+99.27 TO STA. 320+06.00
STA. 338+19.00 TO STA. 401+75.25
STA. 401+75.25 TO 402+03.19 (PCC CONNECTOR PAVEMENT)
STA. 402+03.19 TO 403+92.35 (SEE STRUCTURE PLANS SN 037-0023 & 0024)
STA. 430+43.68 TO STA. 459+27.94
STA. 464+19.51 TO STA. 478+32.00

*** SEE HMA STABILIZATION AT SPBG DETAIL
STA. 320+90.00 TO STA. 343+50.00
STA. 370+50.00 TO STA. 384+50.00

EB I-80
STA. 298+57.5 TO STA. 299+57.50 (SEE MICROSILICA BUTT-JOINT DETAIL)
STA. 299+57.50 TO STA. 312+34.24 (SEE STRUCTURE PLANS SN 037-0021 & 0022)
STA. 312+34.24 TO STA. 313+21.74 (SEE HMA SURFACE REMOVAL VAR. DEPTH DETAIL)
STA. 313+21.74 TO STA. 320+06.00
STA. 338+19.00 TO STA. 402+16.45
STA. 402+16.45 TO STA. 402+38.72 (PCC PAVEMENT CONNECTOR)
STA. 402+38.72 TO 404+27.88 (SEE STRUCTURE PLANS SN 037-0023 & 0024)
STA. 429+54.68 TO STA. 459+27.94
STA. 464+19.51 TO STA. 478+32.00

*** SEE HMA STABILIZATION AT SPGB DETAIL
STA. 332+85.00 TO STA. 342+65.00
STA. 368+30.00 TO STA. 381+95.00

NOTES:

* MATCH EXSTING CROSS SLOPE

** SEE DECELERATION LANE DETAILS FOR ADDITIONAL INFORMATION

*** HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL. SEE DETAIL AND HIGHSTANDARD 630201.

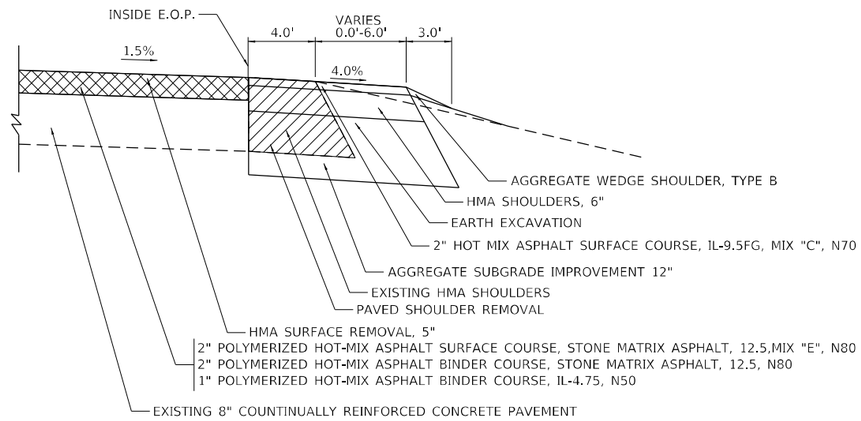
**** PCC STABLIZATION AT STEEL PLATE BEAM GUARDRAIL. SHOULDER WIDTH VARIES. SEE HIGHWAY STANDARD 630201.

HMA UNIT WEIGHTS

POLY HMA SURF CSE, SMA, N80 = 119 LB/ SQ YD/ IN
ALL OTHER HMA = 112 LB/ SQ YD/ IN

LONGITUDINAL JOINT SEALANT BETWEEN THE SURFACE LIFT AND TOP LIFT OF BINDER AND BETWEEN BINDER LIFTS (NO LONGITUDINAL JOINT SEALANT UNDER THE INITIAL BINDER LIFT)

JOINT TRIMMING IS REQUIRED FOR ALL HMA & SMA SURFACE COURSE MIXES.
SEE JOINT TRIMMING DETAIL & SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.



DETAIL A

WB I-80
STA. 363+09.83 TO STA. 368+00.83
STA. 470+86.56 TO STA. 475+77.56

EB I-80
STA. 357+60.86 TO STA. 362+51.86
STA. 466+41.32 to STA. 470+10.48

†(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
FILE NAME: P:\20F3411-WO2 - 64N05 I-80 Repaving\FAI Rte 80 (I-80) Sec (37-1)RS &(37-1HB,1VBY)BDR\CADD Sheets\02 64N05-sht-typical.dgn

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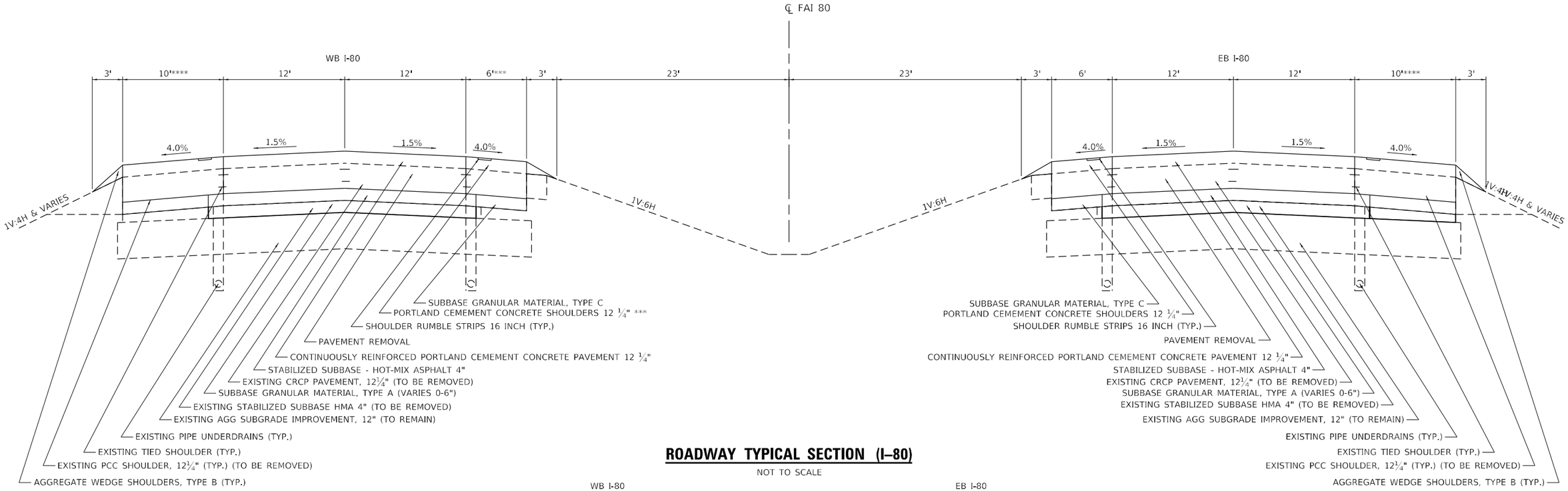
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: N.T.S. | SHEET 1 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	19
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

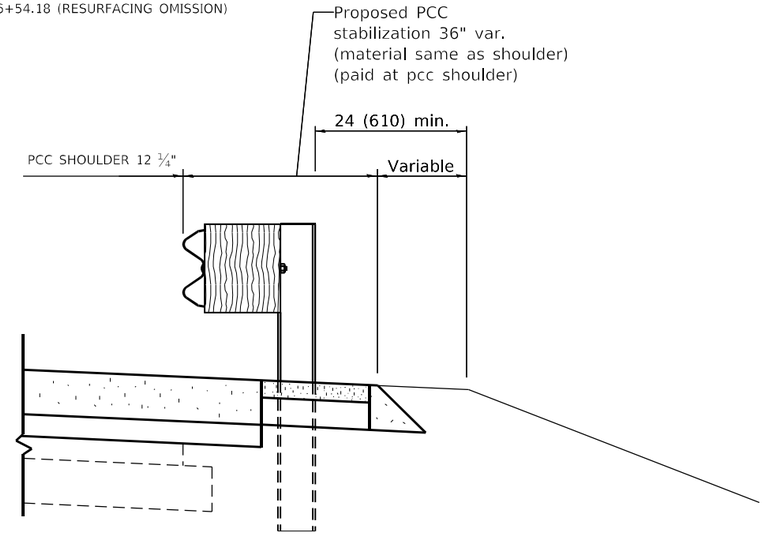


ROADWAY TYPICAL SECTION (I–80)

NOT TO SCALE

WB I-80
STA. 403+92.35 TO 404+15.09 (PCC CONNECTOR PAVEMENT)
STA. 404+15.09 TO STA. 406+42.35
STA. 406+42.35 TO 426+77.17 (PAVING GAP)

EB I-80
STA. 404+27.88 TO STA. 404+56.38 (PCC PAVEMENT CONNECTOR)
STA. 404+56.38 TO STA. 406+77.68
STA. 406+77.68 TO 426+54.18 (RESURFACING OMISSION)



PCC STABILIZATION AT STEEL PLATE BEAM GUARDRAIL DETAIL

WB I-80
STA. 404+15.09 TO STA. 406+42.35 (LT & RT SHOULDERS)

EB I-80
STA. 404+56.38 TO STA. 406+77.68 (RT SHOULDER)

NOTES:

* MATCH EXSTING CROSS SLOPE

** SEE DECELERATION LANE DETAILS FOR ADDITIONAL INFORMATION

*** HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL. SEE DETAIL AND HIGHSTANDARD 630201.

**** PCC STABLIZATION AT STEEL PLATE BEAM GUARDRAIL. SHOULDER WIDTH VARIES. SEE HIGHWAY STANDARD 630201.

HMA UNIT WEIGHTS

POLY HMA SURF CSE, SMA, N80 = 119 LB/ SQ YD/ IN
ALL OTHER HMA = 112 LB/ SQ YD/ IN

LONGITUDINAL JOINT SEALANT BETWEEN THE SURFACE LIFT AND TOP LIFT OF BINDER AND BETWEEN BINDER LIFTS (NO LONGITUDINAL JOINT SEALANT UNDER THE INITIAL BINDER LIFT)

JOINT TRIMMING IS REQUIRED FOR ALL HMA & SMA SURFACE COURSE MIXES.
SEE JOINT TRIMMING DETAIL & SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

†(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -	
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

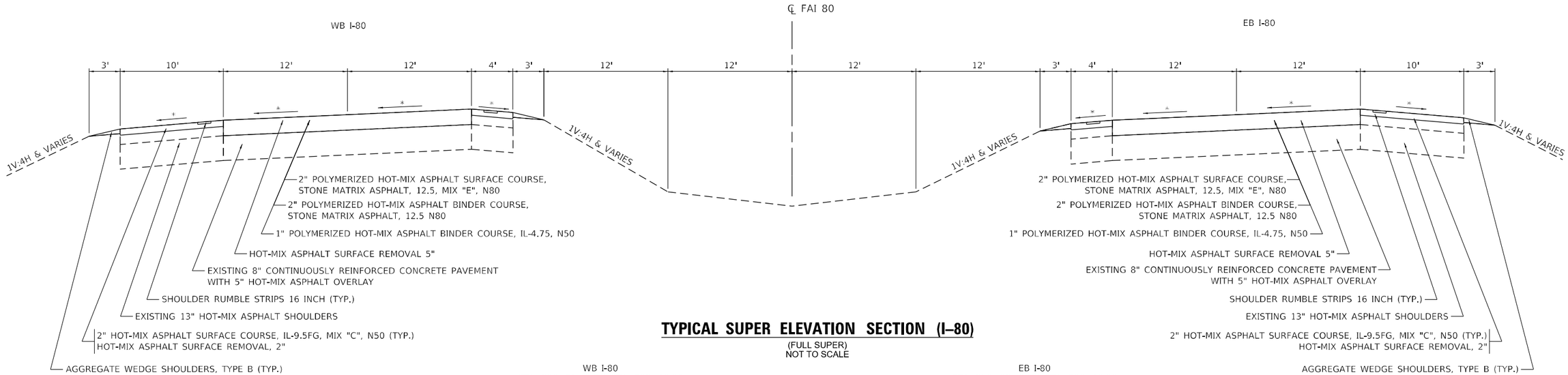
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: N.T.S. | SHEET 2 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	20
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: P:\09E3411-W02 - 64N05 I-80 Resaving\FAI Rte 80 (I-80) Sec (37-1)RS &(37-1HB, 1VBY)BDR\CADD Sheets\02 64N05-sht-typical.dgn



TYPICAL SUPER ELEVATION SECTION (I–80)

(FULL SUPER)
NOT TO SCALE

WB I-80
STA. 320+06.00 TO STA. 338+19.00
STA. 478+32.00 TO STA. 480+80.68
STA. 480+80.68 TO 482+91.13 (SEE STRUCTURE PLANS SN 037-0029 & 0030)
STA. 482+91+13 TO STA. 495+00.00

*** SEE HMA STABILIZATION AT SPBG DETAIL
STA. 320+90.00 TO STA. 343+50.00
STA. 370+50.00 TO STA. 384+50.00

EB I-80
STA. 320+06.00 TO STA. 338+19.00
STA. 478+32.00 TO STA. 480+81.22
STA. 480+81.22 TO 482+90.54 (SEE STRUCTURE PLANS SN 037-0029 & 0030)
STA. 482+90.54 TO STA. 495+00.00

*** SEE HMA STABILIZATION AT SPGB DETAIL
STA. 332+85.00 TO STA. 342+65.00
STA. 368+30.00 TO STA. 381+95.00

NOTES:

* MATCH EXSTING CROSS SLOPE

** SEE DECELERATION LANE DETAILS FOR ADDITIONAL INFORMATION

*** HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL. SEE DETAIL AND HIGHSTANDARD 630201.

**** PCC STABLIZATION AT STEEL PLATE BEAM GUARDRAIL. SHOULDER WIDTH VARIES. SEE HIGHWAY STANDARD 630201.

HMA UNIT WEIGHTS

POLY HMA SURF CSE, SMA, N80 = 119 LB/ SQ YD/ IN
ALL OTHER HMA = 112 LB/ SQ YD/ IN

LONGITUDINAL JOINT SEALANT BETWEEN THE SURFACE LIFT AND TOP LIFT OF BINDER AND BETWEEN BINDER LIFTS (NO LONGITUDINAL JOINT SEALANT UNDER THE INITIAL BINDER LIFT)

JOINT TRIMMING IS REQUIRED FOR ALL HMA & SMA SURFACE COURSE MIXES.
SEE JOINT TRIMMING DETAIL & SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

¹(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS | LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4148 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druhell	DESIGNED - DSR	REVISED -
	DRAWN - DSR	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -

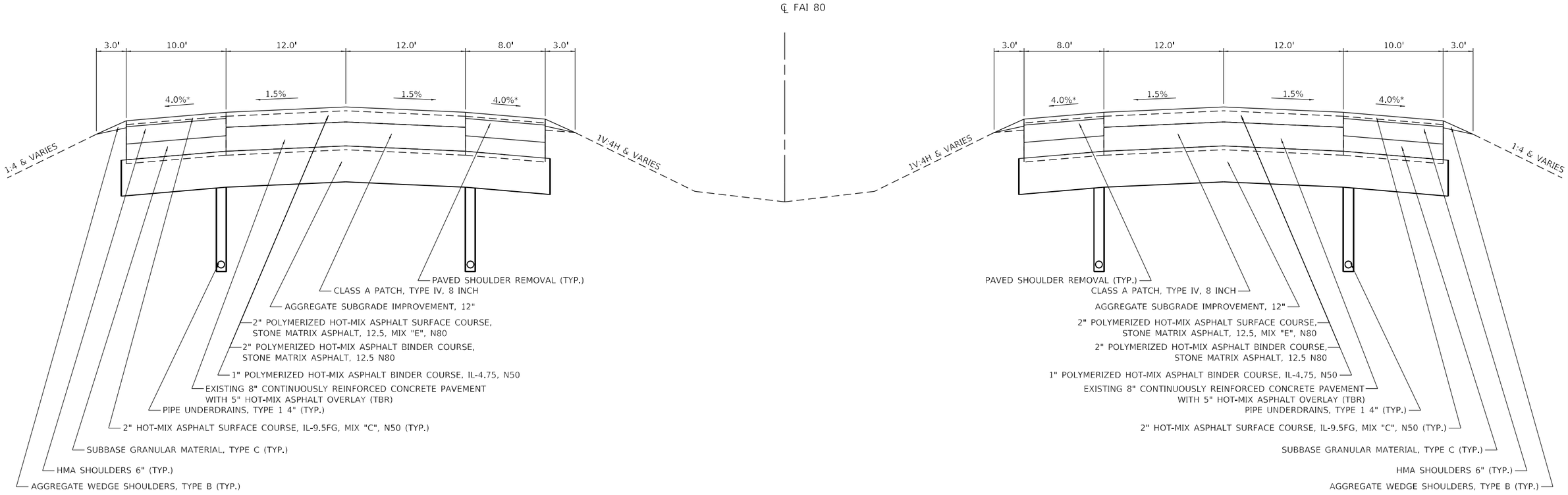
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: N.T.S. | SHEET 3 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	21
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: P:\20E341\WO2 - 64N05 I-80 Repaving\PAI Rte. 80 (I-80) Sec. (37-1)RS &(37-1HB, 1VBY)BDR\CADD Sheets\(37) 64N05-sht-typical.dgn



ROADWAY TYPICAL POPPY GARDEN SECTION (I–80)

NOT TO SCALE

WB I-80
STA. 459+27.94 TO STA. 464+19.51

EB I-80
STA. 459+27.94 TO STA. 464+19.51

* SHOULDER SLOPE WILL VARY TO MATCH EXISTING GUTTER.

NOTES:

* MATCH EXSTING CROSS SLOPE

** SEE DECELERATION LANE DETAILS FOR ADDITIONAL INFORMATION

*** HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL. SEE DETAIL AND HIGHSTANDARD 630201.

**** PCC STABLIZATION AT STEEL PLATE BEAM GUARDRAIL. SHOULDER WIDTH VARIES. SEE HIGHWAY STANDARD 630201.

HMA UNIT WEIGHTS

POLY HMA SURF CSE, SMA, N80 = 119 LB/ SQ YD/ IN
ALL OTHER HMA = 112 LB/ SQ YD/ IN

LONGITUDINAL JOINT SEALANT BETWEEN THE SURFACE LIFT AND TOP LIFT OF BINDER AND BETWEEN BINDER LIFTS (NO LONGITUDINAL JOINT SEALANT UNDER THE INITIAL BINDER LIFT)

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*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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JACKSONVILLE, IL 62650
PHONE: 217-245-4148 FAX: 217-245-4149
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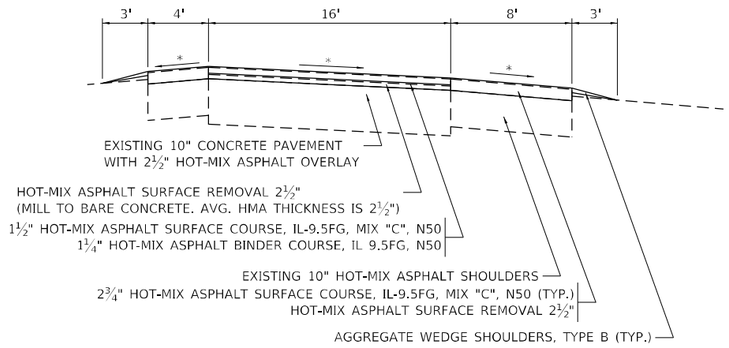
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: N.T.S. | SHEET 4 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	22
		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
FILE NAME: P:\20F3411-W02 - 64N05 I-80 Repaving\PAI Rte 80 (I-80) Sec (37-1)RS &(37-1HB,1VBY)BDR\CADD Sheets\D7 64N05-sht-typical.dgn

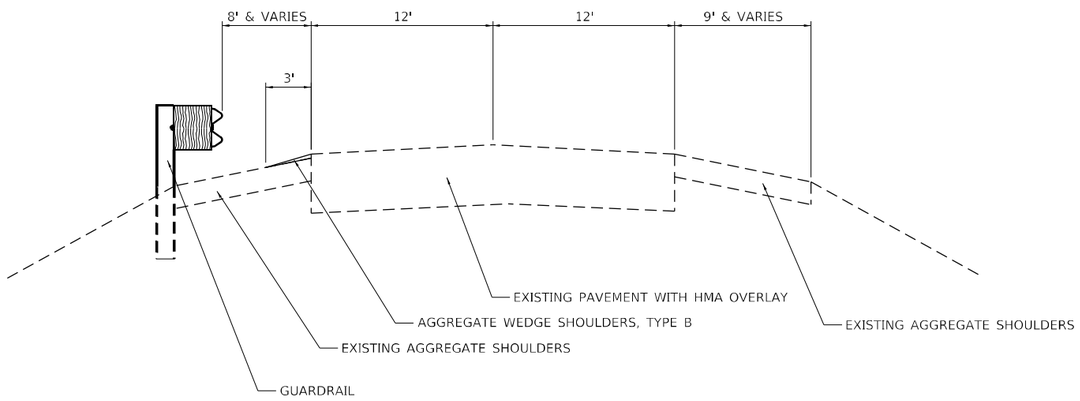


TYPICAL RAMP SECTION

(FULL SUPER)
NOT TO SCALE

CLEVELAND RD.

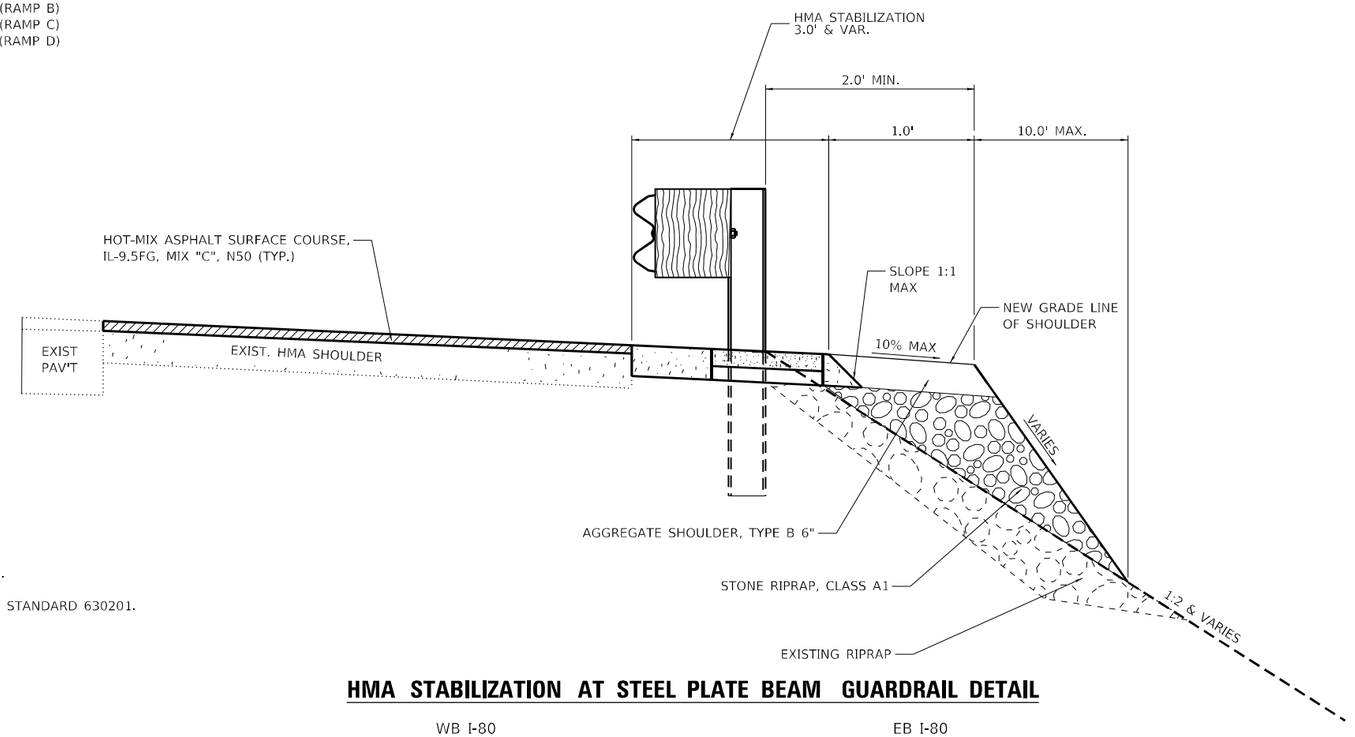
STA. 7+28.24 TO STA. 23+00.00 (RAMP A)
STA. 0+00.00 TO STA. 15+55.12 (RAMP B)
STA. 0+00.00 TO STA. 14+11.17 (RAMP C)
STA. 7+33.48 TO STA. 25+38.80 (RAMP D)



CLEVELAND ROAD

NOT TO SCALE

STA. 64+80.53 TO STA. 73+06.12
STA. 76+39.77 TO STA. 78+16.61
(FOR GUARDRAIL IMPROVEMENTS)



HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL DETAIL

WB I-80
STA. 320+90.00 TO STA. 343+50.00 LT
STA. 370+50.00 TO STA. 384+05.00 LT

EB I-80
STA. 332+85.00 TO STA. 342+65.00 RT
STA. 368+30.00 TO STA. 381+95.00 RT

NOTES:

* MATCH EXSTING CROSS SLOPE

** SEE DECELERATION LANE DETAILS FOR ADDITIONAL INFORMATION

*** HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL. SEE DETAIL AND HIGHSTANDARD 630201.

**** PCC STABLIZATION AT STEEL PLATE BEAM GUARDRAIL. SHOULDER WIDTH VARIES. SEE HIGHWAY STANDARD 630201.

HMA UNIT WEIGHTS

POLY HMA SURF CSE, SMA, N80 = 119 LB/ SQ YD/ IN
ALL OTHER HMA = 112 LB/ SQ YD/ IN

LONGITUDINAL JOINT SEALANT BETWEEN THE SURFACE LIFT AND TOP LIFT OF BINDER AND BETWEEN BINDER LIFTS (NO LONGITUDINAL JOINT SEALANT UNDER THE INITIAL BINDER LIFT)

JOINT TRIMMING IS REQUIRED FOR ALL HMA & SMA SURFACE COURSE MIXES.
SEE JOINT TRIMMING DETAIL & SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

'(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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PHONE: 217-245-4146 FAX: 217-245-4149
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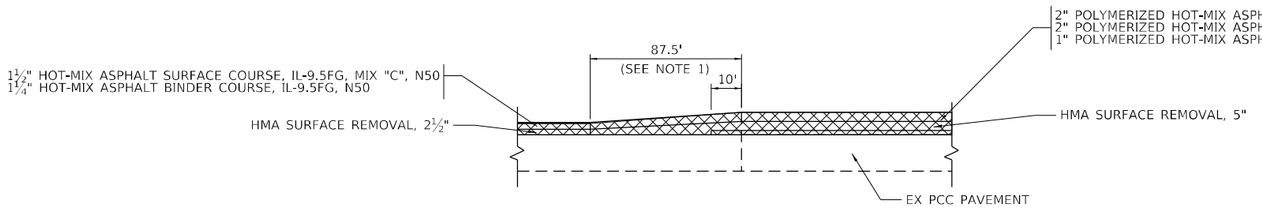
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: N.T.S. | SHEET 5 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	23
		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	

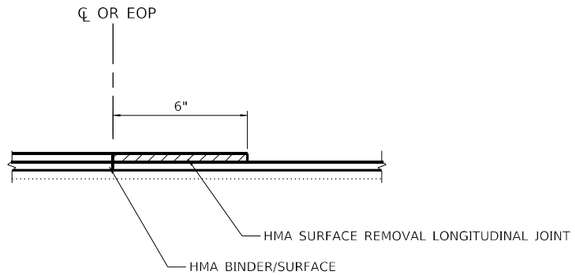
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NOTE 1: MILLING TRANSITION SHALL BE PAID AS HOT-MIX-ASPHALT SURFACE REMOVAL 5.0"

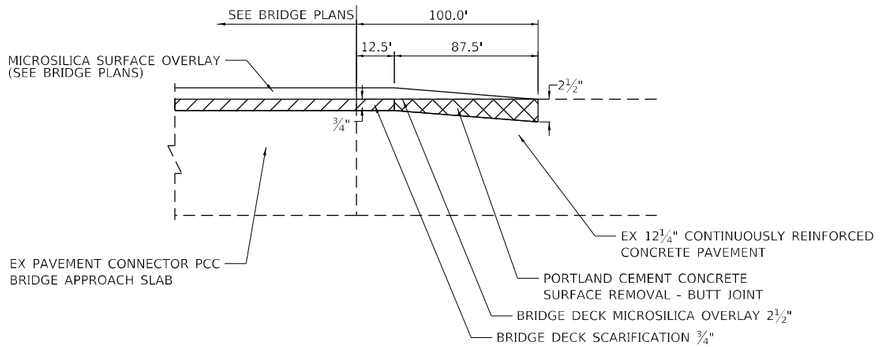
RAMP TRANSITION DETAIL

CLEVELAND RD. RAMPS A, B, C & D
RAMP A STA. 6+78.24 TO STA. 7+65.74
RAMP B STA. 15+17.62 TO STA. 16+05.12
RAMP C STA. 13+73.67 TO STA. 14+61.17
RAMP D STA. 6+83.48 TO STA. 7+70.98



JOINT TRIMMING DETAIL

(TYPICAL AT ALL CENTERLINE & EOP JOINTS
FOR HMA & SMA SURFACE COURSE MIXES)

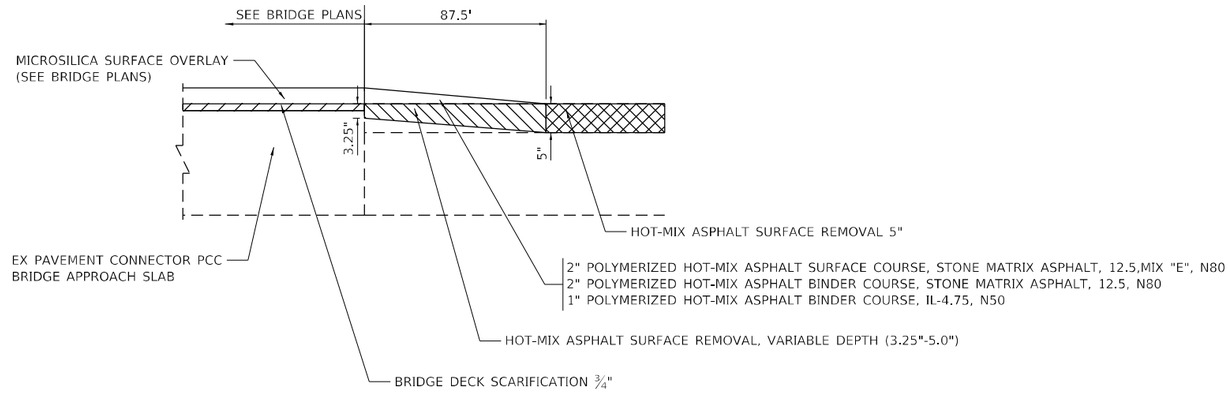


MICROSILICA BUTT–JOINT

NOT TO SCALE

WB I-80
STA. 298+20.72 TO STA. 299+20.72
STA. 426+77.17 TO STA. 427+77.17
STA. 427+77.17 TO STA. 429+63.68 (SEE STRUCTURE PLANS SN 037-0027 & 0028)
STA. 429+63.68 TO STA. 429+68.68

EB I-80
STA. 298+57.50 TO STA. 299+57.50
STA. 426+54.18 TO STA. 427+54.18
STA. 427+54.18 TO STA. 429+40.68 (SEE STRUCTURE PLANS SN 037-0023 & 0024)
STA. 429+40.68 TO STA. 429+45.68



NOTE: HOT-MIX ASPHAT SURFACE REMOVAL, VARIABLE DEPTH (0.25"-2.0" FOR SHOULDERS)

HMA SURFACE REMOVAL (VARIABLE DEPTH) – MAINLINE (ADJACENT TO MICROSILICA OVERLAY)

NOT TO SCALE

WB I-80
STA. 312+11.77 TO STA. 312+86.77
STA. 429+68.68 TO STA. 430+43.68

EB I-80
STA. 312+34.24 TO STA. 313+09.24
STA. 429+45.68 TO STA. 430+20.68

NOTES:

* MATCH EXSTING CROSS SLOPE

** SEE DECELERATION LANE DETAILS FOR ADDITIONAL INFORMATION

*** HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL. SEE DETAIL AND HIGHSTANDARD 630201.

**** PCC STABLIZATION AT STEEL PLATE BEAM GUARDRAIL. SHOULDER WIDTH VARIES. SEE HIGHWAY STANDARD 630201.

HMA UNIT WEIGHTS

POLY HMA SURF CSE, SMA, N80 = 119 LB/ SQ YD/ IN
ALL OTHER HMA = 112 LB/ SQ YD/ IN

LONGITUDINAL JOINT SEALANT BETWEEN THE SURFACE LIFT AND TOP LIFT OF BINDER AND BETWEEN BINDER LIFTS (NO LONGITUDINAL JOINT SEALANT UNDER THE INITIAL BINDER LIFT)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: N.T.S. | SHEET 6 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	24
		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: P:\DGN\E3411-W02 - 64N05 I-80 Repaving\All Rte 80 I-80) Sec (37-1)RS &137-1)HB.1\BY1BDR\CADD Sheets\02 64N05-sht-typical.dgn

SCHEDULE OF QUANTITIES

25000750 MOWING

ACRE	LOCATION	OFFSET	REMARKS
2.35	263+00.00 - 276+15.00		I-80 (LT MED/RT)
0.00	276+15.00 - 277+85.00		BRIDGE OMISSION
1.71	277+85.00 - 287+40.00		I-80 (LT/MED/RT)
0.00	287+40.00 - 288+80.00		BRIDGE OMISSION
1.99	288+80.00 - 299+90.00		I-80 (LT/MED/RT)
0.00	299+90.00 - 311+70.00		BRIDGE OMISSION
16.38	311+70.00 - 403+20.00		I-80 (LT/MED/RT)
0.00	403+20.00 - 403+80.00		BRIDGE OMISSION
2.09	403+80.00 - 415+80.00		I-80 (LT/MED/RT)
0.00	415+80.00 - 417+80.00		BRIDGE OMISSION
1.77	417+80.00 - 427+95.00		I-80 (LT/MED/RT)
0.00	427+95.00 - 429+50.00		BRIDGE OMISSION
9.22	429+50.00 - 481+00.00		I-80 (LT/MED/RT)
0.00	481+00.00 - 482+70.00		BRIDGE OMISSION
2.20	482+70.00 - 495+00.00		I-80 (LT/MED/RT)
6.27	495+00.00 - 530+00.00		I-80 (LT/MED/RT)
0.41	6+78.24 - 12+77.60		RAMP A (CLEVELAND RD.) (LT/RT)
0.35	12+77.60 - 23+00.00		RAMP A (CLEVELAND RD.) (RT)
0.66	0+12.17 - 9+74.27		RAMP B (CLEVELAND RD.) (LT/RT)
0.22	9+74.27 - 16+05.12		RAMP B (CLEVELAND RD.) (RT)
0.69	0+12.32 - 10+21.26		RAMP C (CLEVELAND RD.) (LT/RT)
0.15	10+21.26 - 14+61.17		RAMP C (CLEVELAND RD.) (RT)
0.48	6+83.48 - 13+79.17		RAMP D (CLEVELAND RD.) (LT/RT)
0.40	13+79.17 - 25+29.21		RAMP D (CLEVELAND RD.) (RT)

47.34 SUBTOTAL
47.50 USE
190.00 4 APPLICATIONS
190 TOTAL

28000400 PERIMETER EROSION BARRIER

FOOT	LOCATION	OFFSET	REMARKS
	WB I-80		
315.0	363+05.00 - 366+20.00		
190.0	366+20.00 - 368+10.00		
320.0	470+75.00 - 473+95.00		
195.0	473+95.00 - 475+90.00		
	EB I-80		
200.0	357+50.00 - 359+50.00		
310.0	359+50.00 - 362+60.00		
80.0	466+30.00 - 467+10.00		
315.0	467+10.00 - 470+25.00		

1925.0 SUBTOTAL
1925 TOTAL

28000500 INLET AND PIPE PROTECTION

EACH	LOCATION	OFFSET	REMARKS
1.0	363+07.76	1.33' RT	
1.0	470+01.40	9.88' RT	

2.0 SUBTOTAL
2 TOTAL

28100201 STONE RIPRAP, CLASS A1

TON	LOCATION	OFFSET	REMARKS
	WB I-80		
221.1	320+90.00 - 332+85.00		
181.3	332+85.00 - 342+65.00		
15.7	342+65.00 - 343+50.00		
211.8	370+50.00 - 381+95.00		
	EB I-80		
181.3	332+85.00 - 342+65.00		
40.7	368+30.00 - 370+50.00		
211.8	370+50.00 - 381+95.00		
37.9	381+95.00 - 384+00.00		

1101.6 SUBTOTAL
1102 TOTAL

30300112 AGGREGATE SUBGRADE IMPROVEMENT 12"

SQ YD	LOCATION	OFFSET	REMARKS
	WB I-80		
265.3	357+60.86 - 362+51.86		I-80 DECELERATION LANE
127.5	401+75.25 - 402+00.19		WB I-80
2130.1	459+27.94 - 464+19.51		I-80 PAVEMENT REPLACEMENT UNDER POPPY GARDEN ROAD
265.3	465+18.32 - 470+09.32		I-80 DECELERATION LANE
	EB I-80		
265.3	363+18.26 - 368+09.26		I-80 DECELERATION LANE
117.8	402+16.45 - 402+35.72		EB I-80
2130.1	459+27.94 - 464+19.51		I-80 PAVEMENT REPLACEMENT UNDER POPPY GARDEN ROAD
265.3	470+86.56 - 475+77.56		I-80 DECELERATION LANE

5566.7 SUBTOTAL
5567 TOTAL

44000100 PAVEMENT REMOVAL

SQ YD	LOCATION	OFFSET	REMARKS
	WB I-80		
101.4	401+75.25 - 402+03.19		
666.7	403+92.35 - 406+42.37		
	EB I-80		
117.3	402+16.45 - 402+37.72		
972.3	404+27.88 - 406+77.91		

1857.7 SUBTOTAL
1858 TOTAL

44004250 PAVED SHOULDER REMOVAL

SQ YD	LOCATION	OFFSET	REMARKS
	WB I-80		
102.2	379+00.00 - 381+30.00		LT SIDE
218.2	363+09.83 - 368+00.83		RT SIDE
43.5	401+75.25 - 402+03.19		LT & RT SIDES
444.5	403+92.35 - 406+42.37		LT & RT SIDES
873.9	459+27.94 - 464+19.51		LT & RT SIDES (POPPY GARDEN ROAD)
530.7	470+86.56 - 475+77.56		RT SIDE
	EB I-80		
530.7	357+60.86 - 362+51.86		RT SIDE
4.4	369+55.00 - 369+65.00		RT SIDE
22.2	374+50.00 - 375+00.00		RT SIDE
33.1	402+16.45 - 402+37.72		LT & RT SIDES
444.5	404+27.88 - 406+77.91		LT & RT SIDES
873.9	459+27.94 - 464+19.51		LT & RT SIDES (POPPY GARDEN ROAD)
246.1	466+41.32 - 470+10.48		LT SIDE

4367.9 SUBTOTAL
4368 TOTAL

48100500 AGGREGATE SHOULDERS, TYPE A 6"

SQ YD	LOCATION	OFFSET	REMARKS
	WB I-80		
753.3	320+90.00 - 343+50.00		I-80
466.7	370+50.00 - 384+50.00		I-80
	EB I-80		
326.7	332+85.00 - 342+65.00		I-80
455.0	368+30.00 - 381+95.00		I-80

2001.7 SUBTOTAL
2002 TOTAL

48102100 AGGREGATE WEDGE SHOULDER, TYPE B

TON	LOCATION	OFFSET	REMARKS
	WB I-80		
6.7	298+08.22 - 299+68.12		
39.1	311+59.93 - 320+90.00		
47.5	320+90.00 - 343+50.00		
80.7	362+71.36 - 362+71.36		
0.5	362+71.36 - 362+94.68		
31.7	362+94.68 - 370+50.00		
56.9	370+50.00 - 384+05.00		
76.8	384+05.00 - 402+33.19		
	402+33.19 - 403+62.35		PAVING GAP
11.8	403+62.35 - 406+42.35		
	406+42.35 - 426+64.67		PAVING GAP
6.0	426+64.67 - 428+07.35		
	428+07.35 - 427+63.68		PAVING GAP
79.3	427+63.68 - 446+50.91		
4.8	446+50.91 - 448+80.55		
90.5	448+80.55 - 470+35.35		
0.6	470+35.35 - 470+61.71		
42.8	470+61.71 - 480+80.68		
	480+80.68 - 482+91.13		PAVING GAP
50.8	482+91.13 - 495+00.00		
	EB I-80		
6.8	298+45.00 - 300+08.00		
88.3	311+82.00 - 332+85.00		
20.6	332+85.00 - 342+65.00		
84.3	342+65.00 - 362+71.36		
0.5	362+71.36 - 362+94.68		
22.5	362+94.68 - 368+30.00		
28.7	368+30.00 - 381+95.00		
87.1	381+95.00 - 402+68.72		
	402+68.72 - 403+97.88		PAVING GAP
11.8	403+97.88 - 406+77.88		
	406+77.88 - 426+41.68		PAVING GAP
6.0	426+41.68 - 427+84.18		
	427+84.18 - 429+40.68		PAVING GAP
71.8	429+40.68 - 446+50.91		
4.8	446+50.91 - 448+80.55		
90.5	448+80.55 - 470+35.35		
0.6	470+35.35 - 470+61.71		
42.8	470+61.71 - 480+81.22		
	480+81.22 - 482+90.54		PAVING GAP
50.8	482+90.54 - 495+00.00		
	CLEVELAND RD. RAMPS		
25.2	6+78.24 - 12+77.60		RAMP A (CLEVELAND RD.)
34.1	6+78.24 - 23+00.00		RAMP A (CLEVELAND RD.)
20.2	0+12.17 - 9+74.27		RAMP B (CLEVELAND RD.)
26.5	9+74.27 - 16+05.12		RAMP B (CLEVELAND RD.)
21.4	0+12.32 - 10+21.26		RAMP C (CLEVELAND RD.)
18.5	10+21.26 - 14+61.17		RAMP C (CLEVELAND RD.)
29.2	6+83.48 - 13+79.17		RAMP D (CLEVELAND RD.)
24.2	13+79.17 - 25+29.21		RAMP D (CLEVELAND RD.)
	CLEVELAND RD.		
17.3	64+80.00 - 73+06.12		

1461.0 SUBTOTAL
1461 TOTAL

50104400 CONCRETE HEADWALL REMOVAL

EACH	LOCATION	OFFSET	REMARKS
	WB I-80		
1.0	461+00.00		RT SIDE
1.0	461+00.00		LT SIDE
	EB I-80		
1.0	461+00.00		RT SIDE
1.0	461+00.00		LT SIDE

4.0 SUBTOTAL
4 TOTAL

* (37-1)RS & (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

SCHEDULE OF QUANTITIES

54262712 METAL FLARED END SECTIONS 12"

EACH	LOCATION	OFFSET	REMARKS
	WB I-80		
1.0	404+20.09		LT SIDE
	EB I-80		
1.0	404+61.38		RT SIDE
2.0	SUBTOTAL		
2	TOTAL		

60100060 CONCRETE HEADWALLS FOR PIPE DRAINS

EACH	LOCATION	OFFSET	REMARKS
	WB I-80		
1	461+00.00		RT SIDE
1	461+00.00		LT SIDE
	EB I-80		
1	461+00.00		RT SIDE
1	461+00.00		LT SIDE
4.0	SUBTOTAL		
4	TOTAL		

60100945 PIPE DRAINS 12"

FOOT	LOCATION	OFFSET	REMARKS
	WB I-80		
52	404+20.09		LT SIDE
	EB I-80		
49	404+61.38		RT SIDE
101.0	SUBTOTAL		
101	TOTAL		

6018100 PIPE UNDERDRAINS 4" (SPECIAL)

FOOT	LOCATION	OFFSET	REMARKS
	WB I-80		
46.0	460+50.00		LT SIDE
30.0	461+00.00		RT SIDE
	EB I-80		
42.0	461+00.00		RT SIDE
30.0	461+00.00		LT SIDE
148.0	SUBTOTAL		
148	TOTAL		

60108104 PIPE UNDERDRAINS, TYPE 1 4"

FOOT	LOCATION STA.	TO	STA.	OFFSET	REMARKS
	WB I-80				
984	459+28.00	-	464+20.00		
	EB I-80				
984	459+28.00	-	464+20.00		
1968.0	SUBTOTAL				
1968	TOTAL				

60300105 FRAMES AND GRATES TO BE ADJUSTED

EACH	LOCATION	OFFSET	REMARKS
	WB I-80		
1.0	429+84.51		LT SIDE
	EB I-80		
1.0	429+50.00		RT SIDE
4.0	SN 037-0027 SN 037-0028		SEE STR. PLANS
6.0	SUBTOTAL		
6	TOTAL		

60500060 REMOVING INLETS

EACH	LOCATION	OFFSET	REMARKS
	WB I-80		
1.0	403+68.25		LT SIDE
1.0	403+86.91		RT SIDE
	EB I-80		
1.0	404+06.40		LT SIDE
1.0	404+28.43		RT SIDE
4.0	SUBTOTAL		
4	TOTAL		

61000050 CONRETE THRUST BLOCKS

EACH	LOCATION	OFFSET	REMARKS
	WB I-80		
1.0	404+20.09		LT SIDE
	EB I-80		
1.0	404+61.38		RT SIDE
2.0	SUBTOTAL		
2	TOTAL		

61000225 TYPE F INLET BOX, STANDARD 610001

EACH	LOCATION STA.	OFFSET SIDE	REMARKS
	WB I-80		
1.0	404+20.09		LT SIDE
	EB I-80		
1.0	404+61.38		RT SIDE
2.0	SUBTOTAL		
2	TOTAL		

63500105 DELINEATORS

EACH	LOCATION	OFFSET	REMARKS
	I-80		
92	311+71.28 - 402+50.96		REMOVE AND REPLACE EXISTING DELINEATORS
12	403+80.11 - 415+73.38		REMOVE AND REPLACE EXISTING DELINEATORS
12	417+90.19 - 427+95.32		REMOVE AND REPLACE EXISTING DELINEATORS
68	429+53.09 - 495+00.00		REMOVE AND REPLACE EXISTING DELINEATORS
24	311+71.28 - 495+00.00		DELINEATORS IN ADVANCE OF MEDIAN CROSSOVERS
20	311+71.28 - 495+00.00		SEE GUARDRAIL SCHEDULE FOR LOCATIONS
	RAMP A		
7	1+00.00 . 7+28.24		REMOVE AND REPLACE EXISTING DELINEATORS
12	7+28.24 . 12+77.60		REMOVE AND REPLACE EXISTING DELINEATORS
11	12+77.60 . 23+00.00		REMOVE AND REPLACE EXISTING DELINEATORS
	RAMP B		
10	0+12.17 . 9+74.27		REMOVE AND REPLACE EXISTING DELINEATORS
12	9+74.27 . 15+55.12		REMOVE AND REPLACE EXISTING DELINEATORS
12	15+55.12 . 26+90.00		REMOVE AND REPLACE EXISTING DELINEATORS
	RAMP C		
11	0+12.32 . 10+21.26		REMOVE AND REPLACE EXISTING DELINEATORS
8	10+21.26 . 14+11.17		REMOVE AND REPLACE EXISTING DELINEATORS
6	14+11.17 . 19+40.00		REMOVE AND REPLACE EXISTING DELINEATORS
	RAMP D		
8	0+00.00 . 7+33.48		REMOVE AND REPLACE EXISTING DELINEATORS
14	7+33.48 . 13+79.17		REMOVE AND REPLACE EXISTING DELINEATORS
12	13+79.17 . 25+29.21		REMOVE AND REPLACE EXISTING DELINEATORS
351	SUBTOTAL		
351	TOTAL		

63800920 MODULAR GLARE SCREEN SYSTEM, TEMPORARY

FOOT	LOCATION	OFFSET	REMARKS
1300.0	397+00.00 - 410+00.00		HEAD TO HEAD TRAFFIC WITH CROSSOVERS - STAGE 1
600.0	440+00.00 - 446+00.00		HEAD TO HEAD TRAFFIC WITH CROSSOVERS - STAGE 1
700.0	265+00.00 - 272+00.00		HEAD TO HEAD TRAFFIC WITH CROSSOVERS - STAGE 2
1300.0	374+00.00 - 387+00.00		HEAD TO HEAD TRAFFIC WITH CROSSOVERS - STAGE 2
3900.0	SUBTOTAL		
3900.0	TOTAL		

64200116 SHOULDER RUMBLE STRIPS 16 INCH

FOOT	LOCATION			OFFSET	REMARKS
	WB I-80				
10161.2	311+71.28	-	362+51.87		LT & RT SIDES
549.0	362+51.87	-	368+00.83		LT SIDE
1629.8	368+00.83	-	376+15.71		LT & RT SIDES
1089.2	376+15.71	-	387+04.90		RT SIDE
1839.4	387+04.90	-	396+24.61		LT & RT SIDES
583.4	396+24.61	-	402+08.04		RT SIDE
500.0	403+92.35	-	406+42.35		LT & RT SIDES
482.9	429+63.54	-	432+05.00		LT & RT SIDES
75.0	432+05.00	-	432+80.00		LT SIDE
7460.7	432+80.00	-	470+10.33		LT & RT SIDES
565.0	470+10.33	-	475+75.35		LT SIDE
1050.6	475+75.35	-	481+00.65		LT & RT SIDES
2457.7	482+71.15	-	495+00.00		LT & RT SIDES
	EB I-80				
9179.2	311+71.28	-	357+60.86		LT & RT SIDES
559.8	357+60.86	-	363+20.63		RT SIDE
3962.1	363+20.63	-	383+01.67		LT & RT SIDES
665.9	383+01.67	-	389+67.57		LT SIDE
1596.5	389+67.57	-	397+65.83		LT & RT SIDES
468.0	397+65.83	-	402+33.83		LT SIDE
500.0	404+27.88	-	406+77.88		LT & RT SIDES
528.6	429+40.72	-	432+05.00		LT & RT SIDES
75.0	432+05.00	-	432+80.00		RT SIDE
6722.6	432+80.00	-	466+41.32		LT & RT SIDES
445.4	466+41.32	-	470+86.72		RT SIDE
2029.0	470+86.72	-	481+01.22		LT & RT SIDES
2458.9	482+70.54	-	495+00.00		LT & RT SIDES
57634.9	SUBTOTAL				
57635	TOTAL				

* (37-1)RS & (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
FILE NAME: P:\20E3411-WO2 - 64N05 I-80 Reroaving\PAI Rte 80 (I-80) Sec (37-1)RS &(37-1HB,1VBY)BDR\CADD Sheets\02 64N05-sht-schedule.dgn

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS · LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4146 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druholl	DESIGNED - DSR	REVISED -	
	DRAWN - DSR	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -	
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: | SHEET 2 OF 17 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	26
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

SCHEDULE OF QUANTITIES

70300100 SHORT TERM PAVEMENT MARKING

FOOT	LOCATION	OFFSET	REMARKS
380	224+00.00 - 262+00.00		WHITE SKIP-DASH
24.6	262+00.00 - 263+23.22		WHITE SKIP-DASH
1870.7	263+23.22 - 450+30.00		WHITE SKIP-DASH
267	451+85.00 - 478+55.00		WHITE SKIP-DASH
376.0	262+60.00 - 449+47.35		YELLOW DIAGONALS
8.0	449+47.35 - 450+30.00		YELLOW DIAGONALS
4.0	450+30.00 - 451+85.00		YELLOW DIAGONALS
240.0	265+56.27 - 384+07.97		WHITE DIAGONALS
	384+07.97 389+67.96		
16.0	389+67.96 - 397+66.22		WHITE DIAGONALS
	397+66.22 402+51.07		
92.0	402+51.07 - 446+61.16		WHITE DIAGONALS
3278.3	WINTER SHUTDOWN AFTER STAGE 1 SUBTOTAL		
	AFTER STAGE 2		
380	224+00.00 - 262+00.00		WHITE SKIP-DASH
10.1	262+00.00 - 263+00.99		WHITE SKIP-DASH
	263+00.99 - 267+97.34		
1779	267+97.34 - 445+87.13		WHITE SKIP-DASH
	445+87.13 - 453+50.00		
250.5	453+50.00 - 478+55.00		WHITE SKIP-DASH
8.0	262+60.00 - 264+97.34		YELLOW DIAGONALS
	264+97.34 - 267+83.53		
372.0	267+83.53 - 453+50.00		YELLOW DIAGONALS
220.0	270+69.51 - 379+34.52		WHITE DIAGONALS
	379+34.52 387+04.90		
20.0	387+04.90 - 396+24.62		WHITE DIAGONALS
	396+24.62 401+83.66		
104.0	401+83.66 - 452+74.06		WHITE DIAGONALS
3143.6	AFTER STAGE 2 SUBTOTAL		
	AFTER STAGES 3 & 4		
1040	443+00.00 - 495+00.00		WHITE SKIP-DASH
1040	443+00.00 - 495+00.00		WHITE SKIP-DASH
208.0	443+00.00 - 495+00.00		YELLOW DIAGONALS
208.0	443+00.00 - 495+00.00		YELLOW DIAGONALS
208.0	443+00.00 - 495+00.00		WHITE DIAGONALS
208.0	443+00.00 - 495+00.00		WHITE DIAGONALS
2912.0	AFTER STAGES 3 & 4 SUBTOTAL		
9333.9	PROJECT SUBTOTAL		
9334	TOTAL		

70300150 SHORT TERM PAVEMENT MARKING REMOVAL

SQ FT	LOCATION	OFFSET	REMARKS
	WINTER SHUTDOWN AFTER STAGE 1		
126.7	224+00.00 - 262+00.00		WHITE SKIP-DASH
8.2	262+00.00 - 263+23.22		WHITE SKIP-DASH
623.6	263+23.22 - 450+30.00		WHITE SKIP-DASH
89	451+85.00 - 478+55.00		WHITE SKIP-DASH
125.3	262+60.00 - 449+47.35		YELLOW DIAGONALS
2.7	449+47.35 - 450+30.00		YELLOW DIAGONALS
1.3	450+30.00 - 451+85.00		YELLOW DIAGONALS
80	265+56.27 - 384+07.97		WHITE DIAGONALS
	384+07.97 389+67.96		
5.3	389+67.96 - 397+66.22		WHITE DIAGONALS
	397+66.22 402+51.07		
30.7	402+51.07 - 446+61.16		WHITE DIAGONALS
1092.8	WINTER SHUTDOWN AFTER STAGE 1 SUBTOTAL		
	AFTER STAGE 2		
126.7	224+00.00 - 262+00.00		WHITE SKIP-DASH
3.4	262+00.00 - 263+00.99		WHITE SKIP-DASH
	263+00.99 - 267+97.34		
593	267+97.34 - 445+87.13		WHITE SKIP-DASH
	445+87.13 - 453+50.00		
83.5	453+50.00 - 478+55.00		WHITE SKIP-DASH
2.7	262+60.00 - 264+97.34		YELLOW DIAGONALS
	264+97.34 - 267+83.53		
124	267+83.53 - 453+50.00		YELLOW DIAGONALS
73.3	270+69.51 - 379+34.52		WHITE DIAGONALS
	379+34.52 387+04.90		
6.7	387+04.90 - 396+24.62		WHITE DIAGONALS
	396+24.62 401+83.66		
34.7	401+83.66 - 452+74.06		WHITE DIAGONALS
1048.0	AFTER STAGE 2 SUBTOTAL		
	AFTER STAGES 3 & 4		
346.7	443+00.00 - 495+00.00		WHITE SKIP-DASH
346.7	443+00.00 - 495+00.00		WHITE SKIP-DASH
69.3	443+00.00 - 495+00.00		YELLOW DIAGONALS
69.3	443+00.00 - 495+00.00		YELLOW DIAGONALS
69.3	443+00.00 - 495+00.00		WHITE DIAGONALS
69.3	443+00.00 - 495+00.00		WHITE DIAGONALS
970.6	AFTER STAGES 3 & 4 SUBTOTAL		
3111.4	PROJECT SUBTOTAL		
3111	TOTAL		

70303120 TEMPORARY PAVEMENT MARKING - LINE 4" - MODIFIED URETHANE

FOOT	LOCATION	OFFSET	REMARKS
	WINTER SHUTDOWN AFTER STAGE 1		
63.2	262+60.00 - 263+23.22		SOLID YELLOW EDGE LINE
233.0	263+23.22 - 265+56.27		SOLID YELLOW EDGE LINE
3264.5	265+56.27 - 298+20.72		SOLID WHITE EDGE LINE
3264.5	265+56.27 - 298+20.72		SOLID YELLOW EDGE LINE
17526.7	298+20.72 - 385+84.05		TWO SOLID WHITE EDGE LINES
17526.7	298+20.72 - 385+84.05		TWO SOLID YELLOW EDGE LINES
383.9	385+84.05 - 389+67.96		SOLID WHITE EDGE LINE
767.8	385+84.05 - 389+67.96		TWO SOLID YELLOW EDGE LINES
1596.5	389+67.96 - 397+66.22		TWO SOLID WHITE EDGE LINES
1596.5	389+67.96 - 397+66.22		TWO SOLID YELLOW EDGE LINES
876.1	397+66.22 - 406+42.35		SOLID WHITE EDGE LINE
1752.3	397+66.22 - 406+42.35		TWO SOLID YELLOW EDGE LINES
171.2	406+42.35 - 408+13.57		SOLID YELLOW EDGE LINE
1863.6	408+13.57 - 426+77.17		SOLID WHITE EDGE LINE
1863.6	408+13.57 - 426+77.17		SOLID YELLOW EDGE LINE
573.0	426+77.17 - 429+63.68		TWO SOLID WHITE EDGE LINES
573.0	426+77.17 - 429+63.68		TWO SOLID YELLOW EDGE LINES
1697.5	429+63.68 - 446+61.16		SOLID WHITE EDGE LINE
1697.5	429+63.68 - 446+61.16		SOLID YELLOW EDGE LINE
1047.7	446+61.16 - 451+85.00		SOLID YELLOW EDGE LINE
	RAMP A - CLEVELAND RD.		
1260.8	6+78.19 - 19+39.01		SOLID WHITE EDGE LINE
361.0	19+39.01 - 23+00.00		SOLID WHITE EDGE LINE
1260.8	6+78.26 - 19+39.01		SOLID YELLOW EDGE LINE
524.4	19+39.01 - 23+00.00		SOLID DOUBLE YELLOW LINE
	RAMP B - CLEVELAND RD.		
165.1	0+00.00 - 0+55.81		SOLID WHITE EDGE LINE
1549.3	0+55.81 - 16+05.14		SOLID WHITE EDGE LINE
274.1	16+05.14 - 18+79.19		SOLID WHITE EDGE LINE
1549.3	0+55.81 - 16+05.14		SOLID YELLOW EDGE LINE
65283.6	WINTER SHUTDOWN AFTER STAGE 1 SUBTOTAL		
	AFTER STAGE 2		
237.3	262+60.00 - 264+97.34		SOLID YELLOW EDGE LINE
	264+97.34 - 267+83.53		
3074.0	267+83.53 - 298+57.50		SOLID WHITE EDGE LINE
3074.0	267+83.53 - 298+57.50		SOLID YELLOW EDGE LINE
16154.0	298+57.50 - 379+34.52		TWO SOLID WHITE EDGE LINES
16154.0	298+57.50 - 379+34.52		TWO SOLID YELLOW EDGE LINES
770.4	379+34.52 - 387+04.90		SOLID WHITE EDGE LINE
1540.8	379+34.52 - 387+04.90		TWO SOLID YELLOW EDGE LINES
1839.4	387+04.90 - 396+24.62		TWO SOLID WHITE EDGE LINES
1839.4	387+04.90 - 396+24.62		TWO SOLID YELLOW EDGE LINES
559.0	396+24.62 - 401+83.66		SOLID WHITE EDGE LINE
1118.1	396+24.62 - 401+83.66		TWO SOLID YELLOW EDGE LINES
988.4	401+83.66 - 406+77.88		TWO SOLID WHITE EDGE LINES
988.4	401+83.66 - 406+77.88		TWO SOLID YELLOW EDGE LINES
1976.3	406+77.88 - 426+54.18		SOLID WHITE EDGE LINE
1976.3	406+77.88 - 426+54.18		SOLID YELLOW EDGE LINE
573.0	426+54.18 - 429+40.68		TWO SOLID WHITE EDGE LINES
573.0	426+54.18 - 429+40.68		TWO SOLID YELLOW EDGE LINES
5166.3	401+83.66 - 453+50.00		SOLID WHITE EDGE LINE
5166.3	401+83.66 - 453+50.00		SOLID YELLOW EDGE LINE
	RAMP C - CLEVELAND RD.		
221.2	0+00.00 - 0+57.10		SOLID WHITE EDGE LINE
1404.1	0+57.10 - 14+61.15		SOLID WHITE EDGE LINE
326.5	14+61.15 - 17+87.62		SOLID WHITE EDGE LINE
1404.1	0+57.10 - 14+61.15		SOLID YELLOW EDGE LINE
	RAMP D - CLEVELAND RD.		
1462.2	6+82.32 - 21+44.50		SOLID WHITE EDGE LINE
384.7	21+44.50 - 25+29.21		SOLID WHITE EDGE LINE
1462.2	6+82.32 - 21+44.50		SOLID YELLOW EDGE LINE
605.9	21+44.50 - 25+29.21		SOLID DOUBLE YELLOW LINE
71039.3	AFTER STAGE 2 SUBTOTAL		
	AFTER STAGES 3 & 4 (IF REQUIRED)		
10400.0	443+00.00 - 495+00.00		SOLID WHITE EDGE LINE
10400.0	443+00.00 - 495+00.00		SOLID YELLOW EDGE LINE
10400.0	443+00.00 - 495+00.00		SOLID WHITE EDGE LINE
10400.0	443+00.00 - 495+00.00		SOLID YELLOW EDGE LINE
41600.0	AFTER STAGES 4 SUBTOTAL		
177922.9	PROJECT SUBTOTAL		
177923	TOTAL		

NO CONSTRAST PAVEMENT MARKING SHALL BE USED FOR TEMPORARY PAVEMENT MARKINGS

* (37-1)RS & (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS : LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4146 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-006852

USER NAME = druholl	DESIGNED - DSR	REVISED -	
	DRAWN - DSR	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -	
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: | SHEET 3 OF 17 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	27
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: P:\20E3411-WO2 - 64N05 I-80 Resurving\FAI Rte 80 (I-80) Sec (37-1)RS &(37-1HB,1VBY)BDR\CADD Sheets\02 64N05-sht-schedule.dgn

SCHEDULE OF QUANTITIES

70303130 TEMPORARY PAVEMENT MARKING - LINE 6" - MODIFIED URETHANE

FOOT	LOCATION	OFFSET	REMARKS
	WINTER SHUTDOWN AFTER STAGE 1		
950.0	224+00.00 - 262+00.00		1 WHITE SKIP-DASH CENTERLINE
61.6	262+00.00 - 263+23.22		2 WHITE SKIP-DASH CENTERLINES
874.4	263+23.22 - 298+20.72		1 WHITE SKIP-DASH CENTERLINE
7245.2	263+23.22 - 408+13.57		2 WHITE SKIP-DASH CENTERLINES
465.9	408+13.57 - 426+77.17		1 WHITE SKIP-DASH CENTERLINE
143.2	426+77.17 - 429+63.68		2 WHITE SKIP-DASH CENTERLINES
1222.8	429+63.68 - 478+55.00		1 WHITE SKIP-DASH CENTERLINE
10963.1	WINTER SHUTDOWN AFTER STAGE 1 SUBTOTAL		
	AFTER STAGE 2		
965.0	224+00.00 - 262+60.00		1 WHITE SKIP-DASH CENTERLINE
10.2	262+60.00 - 263+00.99		1 WHITE SKIP-DASH CENTERLINE
	263+00.99 - 270+29.15		
707.1	270+29.15 - 298+57.50		1 WHITE SKIP-DASH CENTERLINE
5410.2	298+57.50 - 406+77.88		2 WHITE SKIP-DASH CENTERLINES
494.2	406+77.88 - 426+54.48		1 WHITE SKIP-DASH CENTERLINE
143.0	426+54.48 - 429+40.68		2 WHITE SKIP-DASH CENTERLINES
561.1	429+40.68 - 451+85.00		1 WHITE SKIP-DASH CENTERLINE
57.6	451+85.00 453+00.00		2 WHITE SKIP-DASH CENTERLINES
638.8	453+00.00 - 478+55.00		1 WHITE SKIP-DASH CENTERLINE
8987.2	AFTER STAGE 2 SUBTOTAL		
	AFTER STAGES 3 & 4 (IF REQUIRED)		
1300.0	443+00.00 - 495+00.00		1 WHITE SKIP-DASH CENTERLINE
1300.0	443+00.00 - 495+00.00		1 WHITE SKIP-DASH CENTERLINE
2600.0	AFTER STAGES 3 & 4 SUBTOTAL		
22550.3	PROJECT SUBTOTAL		
22550	TOTAL		

NO CONSTRAST PAVEMENT MARKING SHALL BE USED FOR TEMPORARY PAVEMENT MARKINGS

70303140 TEMPORARY PAVEMENT MARKING - LINE 8" - MODIFIED URETHANE

FOOT	LOCATION	OFFSET	REMARKS
	WINTER SHUTDOWN AFTER STAGE 1		
	I-80		
383.9	385+84.05 - 389+67.96		WHITE EDGE LINE
329.6	397+66.22 - 400+95.83		WHITE EDGE LINE
	RAMP A - CLEVELAND RD.		
385.3	2+92.93 - 6+78.19		WHITE GORE EDGE LINE
124.5	21+66.15 - 23+00.00		WHITE GORE EDGE LINE
	RAMP B - CLEVELAND RD.		
148.7	0+00.00 - 0+48.89		WHITE GORE EDGE LINE
133.2	0+00.00 - 0+48.89		WHITE RIGHT TURN LANE
274.1	16+05.14 - 18+79.19		WHITE GORE EDGE LINE
	RAMP C - CLEVELAND RD.		
326.5	14+61.15 - 17+87.61		WHITE EDGE LINE
2105.8	WINTER SHUTDOWN AFTER STAGE 1 SUBTOTAL		
	AFTER STAGE 2		
	I-80		
277.8	384+27.10 - 387+04.90		WHITE EDGE LINE
385.7	396+24.61 - 400+10.32		WHITE EDGE LINE
	RAMP B - CLEVELAND RD.		
274.1	16+05.14 - 18+79.19		WHITE EDGE LINE
	RAMP C - CLEVELAND RD.		
212.2	0+00.00 - 0+81.01		WHITE GORE EDGE LINE
192.2	0+00.00 - 0+81.01		WHITE RIGHT TURN LANE
326.5	14+61.15 - 17+87.61		WHITE GORE EDGE LINE
	RAMP D - CLEVELAND RD.		
383.5	2+98.86 - 6+82.32		WHITE GORE EDGE LINE
128.6	24+01.47 - 25+29.25		WHITE GORE EDGE LINE
2180.6	AFTER STAGE 2 SUBTOTAL		
4286.4	PROJECT SUBTOTAL		
4286	TOTAL		

NO CONSTRAST PAVEMENT MARKING SHALL BE USED FOR TEMPORARY PAVEMENT MARKINGS

7030160 TEMPORARY PAVEMENT MARKING - LINE 12" - MODIFIED URETHANE

FOOT	LOCATION	OFFSET	REMARKS
	WINTER SHUTDOWN AFTER STAGE 1		
205.2	385+84.05 - 389+67.96		WHITE DIAGONALS
126.6	396+22.59 - 400+10.32		WHITE DIAGONALS
	RAMP A - CLEVELAND RD.		
104.2	21+66.16 - 0+23.00		WHITE DIAGONALS
	RAMP B - CLEVELAND RD.		
203.3	0+00.00 - 0+48.89		WHITE DIAGONALS
639.3	WINTER SHUTDOWN AFTER STAGE 1 SUBTOTAL		
	AFTER STAGE 2		
94.0	383+52.52 - 387+04.90		WHITE DIAGONALS
210.1	396+24.62 - 400+10.62		WHITE DIAGONALS
	RAMP C - CLEVELAND RD.		
355.8	0+00.00 - 0+81.00		WHITE DIAGONALS
	RAMP D - CLEVELAND RD.		
91.2	24+01.47 - 25+29.21		WHITE DIAGONALS
751.1	AFTER STAGE 2 SUBTOTAL		
1390.4	PROJECT SUBTOTAL		
1390	TOTAL		

NO CONSTRAST PAVEMENT MARKING SHALL BE USED FOR TEMPORARY PAVEMENT MARKINGS

70303210 TEMPORARY PAVEMENT MARKING - LINE 24" - MODIFIED URETHANE

FOOT	LOCATION	OFFSET	REMARKS
	RAMP A - CLEVELAND RD.		
50.4	21+66.16 - 0+23.00		STOP BARS
	RAMP D - CLEVELAND RD.		
47.7	24+01.47 - 25+29.21		STOP BARS
98.1	SUBTOTAL		
98	TOTAL		

70400100 TEMPORARY CONCRETE BARRIER

FOOT	LOCATION	OFFSET	REMARKS
18700.0	263+00.00 - 450+00.00		STAGE 1
18700.0	SUBTOTAL		
18700.0	TOTAL		

70400125 PINNING TEMPORARY CONCRETE BARRIER

EACH	LOCATION	OFFSET	REMARKS
186	457+00.00 - 464+50.00		STAGE 3 - EB PAVEMENT REPLACEMENT UNDER POPPY GARDEN RD.
186	459+00.00 - 466+50.00		STAGE 3 - WB PAVEMENT REPLACEMENT UNDER POPPY GARDEN RD.
6	457+00.00 - 464+50.00		STAGE 4 - EB PAVEMENT REPLACEMENT UNDER POPPY GARDEN RD.
6	459+00.00 - 466+50.00		STAGE 4 - WB PAVEMENT REPLACEMENT UNDER POPPY GARDEN RD.
384	SUBTOTAL		
384	TOTAL		

70400200 RELOCATE TEMPORARY CONCRETE BARRIER

FOOT	LOCATION	OFFSET	REMARKS
18700.0	263+00.00 - 450+00.00		STAGE 2
750.0	457+00.00 - 464+50.00		STAGE 3 - EB PAVEMENT REPLACEMENT UNDER POPPY GARDEN RD.
750.0	459+00.00 - 466+50.00		STAGE 3 - WB PAVEMENT REPLACEMENT UNDER POPPY GARDEN RD.
750.0	457+00.00 - 464+50.00		STAGE 4 - EB PAVEMENT REPLACEMENT UNDER POPPY GARDEN RD.
750.0	459+00.00 - 466+50.00		STAGE 4 - WB PAVEMENT REPLACEMENT UNDER POPPY GARDEN RD.
21700.0	SUBTOTAL		
21700.0	TOTAL		

70600250 IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3

EACH	LOCATION	OFFSET	REMARKS
1.0	457+00.00		STAGE 3 - EB PAVEMENT REPLACEMENT UNDER POPPY GARDEN RD.
1.0	466+50.00		STAGE 3 - WB PAVEMENT REPLACEMENT UNDER POPPY GARDEN RD.
2.0	SUBTOTAL		
2	TOTAL		

70600350 IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3

EACH	LOCATION	OFFSET	REMARKS
1.0	457+00.00		STAGE 4 - EB PAVEMENT REPLACEMENT UNDER POPPY GARDEN RD.
1.0	466+50.00		STAGE 4 - WB PAVEMENT REPLACEMENT UNDER POPPY GARDEN RD.
2.0	SUBTOTAL		
2	TOTAL		

78004630 PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 6" (HMA SURFACE)

FOOT	LOCATION	OFFSET	REMARKS
4486.4	312+23.03 - 401+95.85		TWO 6" WHITE SKIP-DASH CENTERLINES
	402+20.96 429+51.90		OMISSION FOR PCC PAVEMENT & STRUCTURES
2574.4	429+51.90 - 481+00.85		TWO 6" WHITE SKIP-DASH CENTERLINES
	481+00.85 - 482+70.67		OMISSION FOR MINDERAL CREEK STRUCTURES
614.6	482+70.67 - 495+00.00		TWO 6" WHITE SKIP-DASH CENTERLINES
7675.4	SUBTOTAL		
7675	TOTAL		

78004645 PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 9" (PCC SURFACE)

FOOT	LOCATION	OFFSET	REMARKS
950.0	224+00.00 - 262+00.00		1 WHITE SKIP-DASH CENTERLINE2 (6" WHITE LINE WITH 1.5" BLACK BORDER)
150.6	262+00.00 - 265+01.36		2 WHITE SKIP-DASH CENTERLINES (6" WHITE LINE WITH 1.5" BLACK BORDER)
70.5	265+01.36 - 267+83.53		1 WHITE SKIP-DASH CENTERLINE2 (6" WHITE LINE WITH 1.5" BLACK BORDER)
2219.8	267+83.53 - 312+23.03		2 WHITE SKIP-DASH CENTERLINES (6" WHITE LINE WITH 1.5" BLACK BORDER)
	312+23.03 - 401+95.85		OMISSION FOR HMA PAVEMENT
1378.0	401+95.85 - 429+51.90		2 WHITE SKIP-DASH CENTERLINES (6" WHITE LINE WITH 1.5" BLACK BORDER)
	429+51.90 - 481+00.85		OMISSION FOR HMA PAVEMENT
85.0	481+00.85 - 482+70.67		2 WHITE SKIP-DASH CENTERLINES (6" WHITE LINE WITH 1.5" BLACK BORDER)
	482+70.67 - 495+00.00		OMISSION FOR HMA PAVEMENT
4853.9	SUBTOTAL		
4854	TOTAL		

* (37-1)RS & (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

SCHEDULE OF QUANTITIES

78009000 MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS

SQ FT	LOCATION	OFFSET	REMARKS
	RAMP A - CLEVELAND RD.		
55.5	20+00.00 - 23+00.00		ONE LEFT TURN ARROW, ONE RIGHT TURN ARROW, ONE WRONG WAY ARROW
	RAMP B - CLEVELAND RD.		
46.8	0+00.00 - 1+00.00		THREE RIGHT TURN ARROWS
	RAMP C - CLEVELAND RD.		
62.4	0+00.00 - 1+00.00		FOUR RIGHT TURN ARROWS
	RAMP D - CLEVELAND RD.		
55.5	22+00.00 - 25+29.21		ONE LEFT TURN ARROW, ONE RIGHT TURN ARROW, ONE WRONG WAY ARROW

220.2 SUBTOTAL
220 TOTAL

78009004 MODIFIED URETHANE PAVEMENT MARKING - LINE 4"

FOOT	LOCATION	OFFSET	REMARKS
	I-80		
46480.0	262+60.00 - 495+00.00		TWO SOLID WHITE EDGE LINES
46480.0	262+60.00 - 495+00.00		TWO SOLID YELLOW EDGE LINES
	RAMP A - CLEVELAND RD.		
1260.8	6+78.19 - 19+39.01		SOLID WHITE EDGE LINE
361.0	19+39.01 - 23+00.00		SOLID WHITE EDGE LINE
1260.8	6+78.26 - 19+39.01		SOLID YELLOW EDGE LINE
524.4	19+39.01 - 23+00.00		SOLID DOUBLE YELLOW LINE
	RAMP B - CLEVELAND RD.		
165.1	0+00.00 - 0+55.81		SOLID WHITE EDGE LINE
1549.3	0+55.81 - 16+05.14		SOLID WHITE EDGE LINE
274.1	16+05.14 - 18+79.19		SOLID WHITE EDGE LINE
1549.3	0+55.81 - 16+05.14		SOLID YELLOW EDGE LINE
	RAMP C - CLEVELAND RD.		
221.2	0+00.00 - 0+57.10		SOLID WHITE EDGE LINE
1404.1	0+57.10 - 14+61.15		SOLID WHITE EDGE LINE
326.5	14+61.15 - 17+87.62		SOLID WHITE EDGE LINE
1404.1	0+57.10 - 14+61.15		SOLID YELLOW EDGE LINE
	RAMP D - CLEVELAND RD.		
1462.2	6+82.32 - 21+44.50		SOLID WHITE EDGE LINE
384.7	21+44.50 - 25+29.21		SOLID WHITE EDGE LINE
1462.2	6+82.32 - 21+44.50		SOLID YELLOW EDGE LINE
605.9	21+44.50 - 25+29.21		SOLID DOUBLE YELLOW LINE

107175.7 SUBTOTAL
107176 TOTAL

78009008 MODIFIED URETHANE PAVEMENT MARKING - LINE 8"

FOOT	LOCATION	OFFSET	REMARKS
	I-80		
383.9	385+84.05 - 389+67.96		WHITE GORE EDGE LINE
382.1	396+24.61 - 400+06.68		WHITE GORE EDGE LINE
	RAMP A - CLEVELAND RD.		
385.3	2+92.93 - 6+78.19		WHITE GORE EDGE LINE
124.5	21+66.15 - 23+00.00		WHITE GORE EDGE LINE
	RAMP B - CLEVELAND RD.		
148.7	0+00.00 - 0+48.89		WHITE GORE EDGE LINE
133.2	0+00.00 - 0+48.89		WHITE RIGHT TURN LANE
274.1	16+05.14 - 18+79.19		WHITE GORE EDGE LINE
	RAMP C - CLEVELAND RD.		
212.2	0+00.00 - 0+81.01		WHITE GORE EDGE LINE
192.2	0+00.00 - 0+81.01		WHITE RIGHT TURN LANE
326.5	14+61.15 - 17+87.61		WHITE GORE EDGE LINE
	RAMP D - CLEVELAND RD.		
383.5	2+98.86 - 6+82.32		WHITE GORE EDGE LINE
128.6	24+01.47 - 25+29.25		WHITE GORE EDGE LINE

3074.8 SUBTOTAL
3075 TOTAL

78009012 MODIFIED URETHANE PAVEMENT MARKING - LINE 12"

FOOT	LOCATION	OFFSET	REMARKS
	I-80		
299.2	385+84.05 - 389+70.23		WHITE DIAGONALS
336.7	396+22.59 - 400+10.32		WHITE DIAGONALS
	RAMP A - CLEVELAND RD.		
104.2	21+66.16 - 0+23.00		WHITE DIAGONALS
	RAMP B - CLEVELAND RD.		
203.3	0+00.00 - 0+48.89		WHITE DIAGONALS
	RAMP C - CLEVELAND RD.		
355.8	0+00.00 - 0+81.00		WHITE DIAGONALS
	RAMP D - CLEVELAND RD.		
91.2	24+01.47 - 25+29.21		WHITE DIAGONALS

1390.4 SUBTOTAL
1390 TOTAL

78009024 MODIFIED URETHANE PAVEMENT MARKING - LINE 24"

FOOT	LOCATION	OFFSET	REMARKS
	RAMP A - CLEVELAND RD.		
50.4	21+66.16 - 0+23.00		STOP BARS
	RAMP D - CLEVELAND RD.		
47.7	24+01.47 - 25+29.21		STOP BARS

98.1 SUBTOTAL
98 TOTAL

78011000 GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS AND SYMBOLS

SQ FT	LOCATION	OFFSET	REMARKS
	RAMP A - CLEVELAND RD.		
55.5	20+00.00 - 23+00.00		ONE LEFT TURN ARROW, ONE RIGHT TURN ARROW, ONE WRONG WAY ARROW
	RAMP B - CLEVELAND RD.		
46.8	0+00.00 - 1+00.00		THREE RIGHT TURN ARROWS
	RAMP C - CLEVELAND RD.		
62.4	0+00.00 - 1+00.00		FOUR RIGHT TURN ARROWS
	RAMP D - CLEVELAND RD.		
55.5	22+00.00 - 25+29.21		ONE LEFT TURN ARROW, ONE RIGHT TURN ARROW, ONE WRONG WAY ARROW

220.2 SUBTOTAL
220 TOTAL

78011025 GROOVING FOR RECESSED PAVEMENT MARKING 5"

FOOT	LOCATION	OFFSET	REMARKS
	I-80		
35.0	298+45.00 - 298+80.00		SOLID WHITE EDGE LINE
2582.6	298+80.00 - 311+71.28		SOLID WHITE EDGE LINE
18099.4	311+71.28 - 402+20.96		SOLID WHITE EDGE LINE
842.8	402+20.96 - 406+42.35		OMISSION FOR PCC PAVEMENT & STRUCTURES
35.5	406+42.35 - 406+77.88		
	406+77.88 - 426+75.00		OMISSION FOR PCC PAVEMENT & STRUCTURES
25.0	426+75.00 - 427+00.00		SOLID WHITE EDGE LINE
503.9	427+00.00 - 429+51.93		SOLID WHITE EDGE LINE
10297.8	429+51.93 - 481+00.85		SOLID WHITE EDGE LINE
	481+00.85 - 482+70.67		OMISSION FOR MINDERAL CREEK STRUCTURES
2458.7	482+70.67 - 495+00.00		SOLID WHITE EDGE LINE
35.0	298+45.00 - 298+80.00		SOLID YELLOW EDGE LINE
2582.6	298+80.00 - 311+71.28		SOLID YELLOW EDGE LINE
18099.4	311+71.28 - 402+20.96		SOLID YELLOW EDGE LINE
842.8	402+20.96 - 406+42.35		SOLID YELLOW EDGE LINE
35.5	406+42.35 - 406+77.88		SOLID YELLOW EDGE LINE
	406+77.88 - 426+75.00		OMISSION FOR PCC PAVEMENT & STRUCTURES
25.0	426+75.00 - 427+00.00		SOLID YELLOW EDGE LINE
503.9	427+00.00 - 429+51.93		SOLID YELLOW EDGE LINE
10297.8	429+51.93 - 481+00.85		SOLID YELLOW EDGE LINE
	481+00.85 - 482+70.67		OMISSION FOR MINDERAL CREEK STRUCTURES
2458.7	482+70.67 - 495+00.00		SOLID YELLOW EDGE LINE
	RAMP A - CLEVELAND RD.		
1260.8	6+78.19 - 19+39.01		SOLID WHITE EDGE LINE
361.0	19+39.01 - 23+00.00		SOLID WHITE EDGE LINE
1260.8	6+78.26 - 19+39.01		SOLID YELLOW EDGE LINE
524.4	19+39.01 - 23+00.00		SOLID DOUBLE YELLOW LINE
	RAMP B - CLEVELAND RD.		
116.8	0+00.00 - 0+55.81		SOLID WHITE EDGE LINE
1549.3	0+55.81 - 16+05.14		SOLID WHITE EDGE LINE
274.1	16+05.14 - 18+79.19		SOLID WHITE EDGE LINE
1549.3	0+55.81 - 16+05.14		SOLID YELLOW EDGE LINE
	RAMP C - CLEVELAND RD.		
122.3	0+00.00 - 0+57.10		SOLID WHITE EDGE LINE
1404.1	0+57.10 - 14+61.15		SOLID WHITE EDGE LINE
326.5	14+61.15 - 17+87.62		SOLID WHITE EDGE LINE
1404.1	0+57.10 - 14+61.15		SOLID YELLOW EDGE LINE
	RAMP D - CLEVELAND RD.		
1462.2	6+82.32 - 21+44.50		SOLID WHITE EDGE LINE
384.7	21+44.50 - 25+29.21		SOLID WHITE EDGE LINE
1462.2	6+82.32 - 21+44.50		SOLID YELLOW EDGE LINE
605.9	21+44.50 - 25+29.21		SOLID DOUBLE YELLOW LINE

83829.9 SUBTOTAL
83830 TOTAL

* (37-1)RS & (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
FILE NAME: P:\20F3411-W02 - 64N05 I-80 Repaving\EAI Rte 80 (I-80) Sec (37-1)RS &(37-1HB,1VBY)BDR\CADD Sheets\D2 64N05-sht-schedule.dgn

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4148 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druholl	DESIGNED - DSR	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES
	DRAWN - DSR	REVISED -		
PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -		
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -		SCALE: SHEET 5 OF 17 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	29
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

SCHEDULE OF QUANTITIES

78011035 GROOVING FOR RECESSED PAVEMENT MARKING 7"

FOOT	LOCATION	OFFSET	REMARKS
	I-80		
4486.4	312+23.03 - 401+95.85		TWO 6" WHITE SKIP-DASH CENTERLINES
	401+95.85 - 429+51.93		OMISSION FOR PCC PAVEMENT & STRUCTURES
2574.4	429+51.93 - 481+00.85		TWO 6" WHITE SKIP-DASH CENTERLINES
	481+00.85 - 482+70.67		OMISSION FOR MINDERAL CREEK STRUCTURES
614.6	482+70.67 - 495+00.00		TWO 6" WHITE SKIP-DASH CENTERLINES
7675.4	SUBTOTAL		
7675	TOTAL		

78011045 GROOVING FOR RECESSED PAVEMENT MARKING 9"

FOOT	LOCATION	OFFSET	REMARKS
	I-80		
383.9	385+84.05 - 389+67.96		WHITE GORE EDGE LINE
382.1	396+24.61 - 400+06.68		WHITE GORE EDGE LINE
	RAMP A - CLEVELAND RD.		
385.3	2+92.93 - 6+78.19		WHITE GORE EDGE LINE
124.5	21+66.15 - 23+00.00		WHITE GORE EDGE LINE
	RAMP B - CLEVELAND RD.		
148.7	0+00.00 - 0+48.89		WHITE GORE EDGE LINE
133.2	0+00.00 - 0+48.89		WHITE RIGHT TURN LANE
274.1	16+05.14 - 18+79.19		WHITE GORE EDGE LINE
	RAMP C - CLEVELAND RD.		
212.2	0+00.00 - 0+81.01		WHITE GORE EDGE LINE
192.2	0+00.00 - 0+81.01		WHITE RIGHT TURN LANE
326.5	14+61.15 - 17+87.61		WHITE GORE EDGE LINE
	RAMP D - CLEVELAND RD.		
383.5	2+98.86 - 6+82.32		WHITE GORE EDGE LINE
128.6	24+01.47 - 25+29.25		WHITE GORE EDGE LINE
3074.8	SUBTOTAL		
3075	TOTAL		

78011050 GROOVING FOR RECESSED PAVEMENT MARKING 10"

FOOT	LOCATION	OFFSET	REMARKS
950.0	224+00.00 - 262+00.00		1 WHITE SKIP-DASH CENTERLINE (6" WHITE LINE WITH 1.5" BLACK BORDER)
150.6	262+00.00 - 265+01.36		2 WHITE SKIP-DASH CENTERLINES (6" WHITE LINE WITH 1.5" BLACK BORDER)
70.5	265+01.36 - 267+83.53		1 WHITE SKIP-DASH CENTERLINE2 (6" WHITE LINE WITH 1.5" BLACK BORDER)
2219.8	267+83.53 - 312+23.03		2 WHITE SKIP-DASH CENTERLINES (6" WHITE LINE WITH 1.5" BLACK BORDER)
	312+23.03 - 401+95.85		OMISSION FOR HMA PAVEMENT
1378.0	401+95.85 - 429+51.90		2 WHITE SKIP-DASH CENTERLINES (6" WHITE LINE WITH 1.5" BLACK BORDER)
	429+51.90 - 481+00.85		OMISSION FOR HMA PAVEMENT
85.0	481+00.85 - 482+70.67		2 WHITE SKIP-DASH CENTERLINES (6" WHITE LINE WITH 1.5" BLACK BORDER)
	482+70.67 - 495+00.00		OMISSION FOR HMA PAVEMENT
4853.9	SUBTOTAL		
4854	TOTAL		

78011065 GROOVING FOR RECESSED PAVEMENT MARKING 13"

FOOT	LOCATION	OFFSET	REMARKS
	I-80		
299.2	385+84.05 - 389+70.23		WHITE DIAGONALS
336.7	396+22.59 - 400+10.32		WHITE DIAGONALS
	RAMP A - CLEVELAND RD.		
104.2	21+66.16 - 0+23.00		WHITE DIAGONALS
	RAMP B - CLEVELAND RD.		
203.3	0+00.00 - 0+48.89		WHITE DIAGONALS
	RAMP C - CLEVELAND RD.		
355.8	0+00.00 - 0+81.00		WHITE DIAGONALS
	RAMP D - CLEVELAND RD.		
91.2	24+01.47 - 25+29.21		WHITE DIAGONALS
1390.4	SUBTOTAL		
1390	TOTAL		

781011125 GROOVING FOR RECESSED PAVEMENT MARKING 25"

FOOT	LOCATION	OFFSET	REMARKS
	RAMP A - CLEVELAND RD.		
50.4	21+66.16 - 0+23.00		STOP BARS
	RAMP D - CLEVELAND RD.		
47.7	24+01.47 - 25+29.21		STOP BARS
98.1	SUBTOTAL		
98	TOTAL		

78100100 RAISED REFLECTIVE PAVEMENT MARKER

EACH	LOCATION	OFFSET	REMARKS
	EB I-80		
188	224+00.00 - 298+57.50		CENTERLINE - ONE WAY CRYSTALS ONLY
4	298+57.50 - 299+88.23		CENTERLINE - ONE WAY CRYSTALS
32	299+57.50 - 311+71.28		OMISSION FOR ROCK RIVER STRUCTURE
228	311+71.28 - 402+38.72		CENTERLINE - ONE WAY CRYSTALS
	402+38.72 - 404+27.88		OMISSION FOR CLEVELAND RD. STRUCTURE
8	404+27.88 - 406+77.88		CENTERLINE - ONE WAY CRYSTALS
24	406+77.88 - 415+73.38		CENTERLINE - ONE WAY CRYSTALS ONLY
	415+73.38 - 417+90.19		OMISSION FOR GREEN RIVER STRUCTURE
26	417+90.19 - 427+95.32		CENTERLINE - ONE WAY CRYSTALS ONLY
4	427+95.32 - 429+40.68		OMISSION FOR IAIS RR STRUCTURE
130	429+40.68 - 480+81.22		CENTERLINE - ONE WAY CRYSTALS ONLY
	480+81.22 - 482+90.54		OMISSION FOR MINERAL CREEK STRUCTURES
32	482+90.54 - 495+00.00		CENTERLINE - ONE WAY CRYSTALS ONLY
	WB I-80		
92	262+00.00 - 298+20.72		CENTERLINE - ONE WAY CRYSTALS ONLY
6	298+20.72 - 299+88.23		CENTERLINE - ONE WAY CRYSTALS
32	299+20.72 - 311+71.28		OMISSION FOR ROCK RIVER STRUCTURE
226	311+71.28 - 402+03.19		CENTERLINE - ONE WAY CRYSTALS
	402+03.19 - 403+92.35		OMISSION FOR CLEVELAND RD. STRUCTURE
8	403+92.35 - 406+42.35		CENTERLINE - ONE WAY CRYSTALS
24	406+42.35 - 415+73.38		CENTERLINE - ONE WAY CRYSTALS ONLY
	415+73.38 - 417+90.19		OMISSION FOR GREEN RIVER STRUCTURE
26	417+90.19 - 427+95.32		CENTERLINE - ONE WAY CRYSTALS ONLY
6	427+95.32 - 429+63.68		OMISSION FOR IAIS RR STRUCTURE
128	429+63.68 - 480+80.68		CENTERLINE - ONE WAY CRYSTALS
	480+80.68 - 482+91.13		OMISSION FOR MINERAL CREEK STRUCTURES
32	482+91.13 - 495+00.00		CENTERLINE - ONE WAY CRYSTALS
	RAMP A		
5	1+08.28 - 2+96.57		RAMP - ONE WAY CRYSTALS
30	2+96.57 - 6+78.26		RAMP AND GORE - ONE WAY CRYSTALS
	RAMP B		
21	16+05.14 - 18+79.19		RAMP AND GORE - ONE WAY CRYSTALS
21	18+79.19 - 26+90.44		RAMP - ONE WAY CRYSTALS
	RAMP C		
8	0+00.00 - 2+98.86		RAMP - ONE WAY CRYSTALS
30	2+98.86 - 6+82.32		RAMP AND GORE - ONE WAY CRYSTALS
	RAMP D		
27	14+61.17 - 17+87.61		RAMP AND GORE - ONE WAY CRYSTALS
4	17+87.61 - 19+41.99		RAMP - ONE WAY CRYSTALS
1402	SUBTOTAL		
1402	TOTAL		

78100200 TEMPORARY RAISED PAVEMENT MARKER

EACH	LOCATION	Length	OFFSET	REMARKS
	I-80 - STAGE 1			
336	262+60.00 - 270+95.00	839.6		STAGE 1 CROSSOVER- 5FT CTRS
336	443+50.00 - 451+85.00	839.6		STAGE 1 CROSSOVER- 5FT CTRS
	I-80 - STAGE 2			
336	262+60.00 - 270+95.00	839.6		STAGE 2 CROSSOVER- 5FT CTRS
336	443+50.00 - 451+85.00	839.6		STAGE 2 CROSSOVER- 5FT CTRS
1344	SUBTOTAL			
1344	TOTAL			

78300200 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL

EACH	LOCATION	OFFSET	REMARKS
	EB I-80		
188	224+00.00 - 298+57.50		REMOVE CRYSTALS ONLY
4	298+57.50 - 299+88.23		REMOVE RRPMS
30	299+88.23 - 311+71.28		REMOVE RRPMS - ROCK RIVER STRUCTURE
228	311+71.28 - 402+51.20		REMOVE RRPMS
	402+51.20 - 404+01.87		OMISSION FOR CLEVELAND RD. STRUCTURE
8	404+01.87 - 406+77.88		REMOVE RRPMS
24	406+77.88 - 415+73.38		REMOVE CRYSTALS ONLY
	415+73.38 - 417+90.19		OMISSION FOR GREEN RIVER STRUCTURE
26	417+90.19 - 427+95.32		REMOVE CRYSTALS ONLY
4	427+95.32 - 429+53.09		REMOVE RRPMS - IAIS RR STRUCTURE
130	429+53.09 - 481+00.87		REMOVE RRPMS
	481+00.87 - 482+70.87		OMISSION FOR MINERAL CREEK STRUCTURES
32	482+70.87 - 495+00.00		REMOVE RRPMS
	WB I-80		
92	262+00.00 - 298+20.72		REMOVE CRYSTALS ONLY
6	298+20.72 - 299+88.23		REMOVE RRPMS
30	299+88.23 - 311+71.28		REMOVE RRPMS - ROCK RIVER STRUCTURE
228	311+71.28 - 402+51.20		REMOVE RRPMS
	402+51.20 - 403+62.79		OMISSION FOR CLEVELAND RD. STRUCTURE
8	403+62.79 - 406+42.35		REMOVE RRPMS
24	406+42.35 - 415+73.38		REMOVE CRYSTALS ONLY
	415+73.38 - 417+90.19		OMISSION FOR GREEN RIVER STRUCTURE
26	417+90.19 - 427+95.32		REMOVE CRYSTALS ONLY
4	427+95.32 - 429+53.09		REMOVE RRPMS - IAIS RR STRUCTURE
130	429+53.09 - 481+00.87		REMOVE RRPMS
	481+00.87 - 482+70.87		OMISSION FOR MINERAL CREEK STRUCTURES
32	482+70.87 - 495+00.00		REMOVE RRPMS
	RAMP A		
5	1+08.28 - 2+96.57		REMOVE RRPMS
30	2+96.57 - 6+78.26		REMOVE RRPMS
	RAMP B		
21	16+05.14 - 18+79.19		REMOVE RRPMS
21	18+79.19 - 26+90.44		REMOVE RRPMS
	RAMP C		
8	0+00.00 - 2+98.86		REMOVE RRPMS
30	2+98.86 - 6+82.32		REMOVE RRPMS
	RAMP D		
27	14+61.17 - 17+87.61		REMOVE RRPMS
4	17+87.61 - 19+41.99		REMOVE RRPMS
1400	SUBTOTAL		
1400	TOTAL		

* (37-1)RS & (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4148 FAX: 217-245-8149
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druholl		DESIGNED - DSR	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES
		DRAWN - DSR	REVISED -		
PLOT SCALE = 100.0000 ' / in.		CHECKED - WJS	REVISED -		SCALE: SHEET 6 OF 17 SHEETS STA. TO STA.
PLOT DATE = 8/7/2024		DATE - 08/05/2024	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	30
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: P:\20F3411-W02 - 64N05 I-80 Repaving\FAI Rte 80 (I-80) Sec (37-1)RS &(37-1HB,1VBY)BDR\CADD Sheets\02 64N05-sht-schedule.dgn

SCHEDULE OF QUANTITIES

78300202 PAVEMENT MARKING REMOVAL - WATER BLASTING

SQ FT	LOCATION	OFFSET	REMARKS
	REMOVAL OF EXISTING PAVEMENT MARKING FOR STAGE 1 TRAFFIC CONTROL		
475.0	224+00.00 - 262+00.00		ONE 6" CENTERLINE
113.0	262+00.00 - 263+23.22		TWO 4" EDGE LINES & TWO 6" CENTERLINES
163.3	263+23.22 - 265+01.36		TWO 4" EDGE LINES & TWO 6" CENTERLINES
43.5	265+01.36 - 265+56.27		TWO 4" EDGE LINES & ONE 6" CENTERLINE
2716.9	265+56.27 - 299+88.11		TWO 4" EDGE LINES & ONE 6" CENTERLINE
936.4	299+88.11 - 311+70.97		TWO 4" EDGE LINES & ONE 6" CENTERLINE
5729.3	311+70.97 - 384+07.97		TWO 4" EDGE LINES & ONE 6" CENTERLINE
80.7	384+07.97 - 385+84.05		ONE 4" EDGE LINE & ONE 6" CENTERLINE
637.1	385+84.05 - 389+67.96		ONE 4" EDGE LINE, ONE 6" CENTERLINE, ONE 8" EDGE LINE, & 12" DIAGONALS
632.0	389+67.96 - 397+66.22		TWO 4" EDGE LINES & ONE 6" CENTERLINE
497.4	397+66.22 - 400+95.83		ONE 4" EDGE LINE, ONE 6" CENTERLINE, ONE 8" EDGE LINE, & 12" DIAGONALS
97.0	400+95.83 - 402+51.07		ONE 4" EDGE LINE, ONE 6" CENTERLINE, ONE 8" SKIP-DASH LINE
2138.2	402+51.07 - 429+51.90		TWO 4" EDGE LINES & ONE 6" CENTERLINE
1355.5	429+51.90 - 446+64.16		TWO 4" EDGE LINES & ONE 6" CENTERLINE
129.8	446+64.16 449+47.35		ONE 4" EDGE LINE & ONE 6" CENTERLINE
65.4	449+47.35 450+30.00		TWO 4" EDGE LINES & ONE 6" CENTERLINE
363.5	449+47.35 - 478+55.00		ONE 6" CENTERLINE
	REMOVAL OF STAGE 1 TEMPORARY PAVEMENT MARKING FOR THE WINTER SHUTDOWN		
1266.7	224+00.00 - 262+00.00		ONE 4" EDGE LINE
123.2	262+00.00 - 263+23.22		THREE 4" EDGE LINES
262.2	263+23.22 - 265+56.27		THREE 4" EDGE LINES & ONE 6" CENTERLINE
6152.9	265+56.27 - 311+70.97		FOUR 4" EDGE LINES
9649.3	311+70.97 - 384+07.97		FOUR 4" EDGE LINES
273.5	384+07.97 - 386+81.47		THREE 4" EDGE LINES
572.8	386+81.47 - 389+67.96		THREE 4" EDGE LINES, ONE 8" EDGE LINE, & 12" DIAGONALS
1064.3	389+67.96 - 397+66.22		FOUR 4" EDGE LINES
294.7	397+66.22 - 399+17.88		THREE 4" EDGE LINES, ONE 8" EDGE LINE, & 12" DIAGONALS
333.2	399+17.88 - 402+51.07		THREE 4" EDGE LINES
3601.1	402+51.07 - 429+51.90		FOUR 4" EDGE LINES
2279	429+51.90 - 446+61.16		FOUR 4" EDGE LINES
368.8	446+61.16 - 450+30.00		THREE 4" EDGE LINES
1216.7	450+30.00 - 468+55.00		TWO 4" EDGE LINES
333.3	468+55.00 - 478+55.00		ONE 4" EDGE LINES
	REMOVAL OF TEMPORARY PAVEMENT MARKING FOR STAGE 2 TRAFFIC CONTROL		
482.5	224+00.00 - 262+60.00		ONE 6" CENTERLINE
18.8	262+60.00 - 263+00.99		ONE 4" EDGE LINE & ONE 6" CENTERLINE
65.4	263+00.99 - 264+97.34		ONE 4" EDGE LINE
	264+97.34 - 267+83.53		
131.1	267+83.53 - 270+69.51		ONE 4" EDGE LINE & ONE 6" CENTERLINE
8601.5	270+69.51 - 379+34.52		TWO 4" EDGE LINES & ONE 6" CENTERLINE
191.6	379+34.52 - 383+52.52		ONE 4" EDGE LINES & ONE 6" CENTERLINE
502.6	383+52.52 - 387+04.90		ONE 4" EDGE LINE, ONE 6" CENTERLINE, ONE 8" EDGE LINE, & 12" DIAGONALS
728.1	387+04.90 - 396+24.62		TWO 4" EDGE LINES & ONE 6" CENTERLINE
644.0	396+24.62 - 400+10.32		ONE 4" EDGE LINE, ONE 6" CENTERLINE, ONE 8" EDGE LINE, & 12" DIAGONALS
79.4	400+10.32 - 401+83.66		ONE 4" EDGE LINES & ONE 6" CENTERLINE
3486.1	401+83.66 - 445+87.13		TWO 4" EDGE LINES & ONE 6" CENTERLINE
326.7	445+87.13 - 453+00.00		ONE 4" EDGE LINE & ONE 6" CENTERLINE
319.4	453+00.00 478+55.00		ONE 6" CENTERLINE
	REMOVAL OF STAGE 2 TEMPORARY PAVEMENT MARKING		
343.4	224+00.00 - 234+30.24		ONE 4" EDGE LINE
380.4	234+30.24 - 238+10.62		THREE 4" EDGE LINES
816.5	238+10.62 - 262+60.00		ONE 4" EDGE LINE
27.3	262+60.00 - 263+00.99		TWO 4" EDGE LINES
482.5	263+00.99 - 267+83.53		THREE 4" EDGE LINES
14868.0	267+83.53 - 379+34.52		FOUR 4" EDGE LINES
681.2	379+34.52 - 386+15.75		THREE 4" EDGE LINES
180.6	386+15.75 - 387+04.90		THREE 4" EDGE LINES, ONE 8" EDGE LINE, & 12" DIADONALS
1226.3	387+04.90 - 396+24.62		FOUR 4" EDGE LINES
543.0	396+24.62 - 398+88.38		THREE 4" EDGE LINES, ONE 8" EDGE LINE, & 12" DIADONALS
295.3	398+88.38 - 401+83.66		THREE 4" EDGE LINES
6787.2	401+83.66 - 452+74.06		FOUR 4" EDGE LINES
25.9	452+74.06 - 453+00.00		THREE 4" EDGE LINES
2555.0	453+00.00 - 478+55.00		
88755.5	SUBTOTAL-1		
	REMOVAL OF STAGE 3 TEMPORARY PAVEMENT MARKING		
504.6	441+00.00 - 456+13.87		ONE 4" EDGE LINE
50.8	456+13.87 - 456+90.00		TWO 4" EDGE LINES
210.0	456+90.00 - 459+00.00		THREE 4" EDGE LINES
733.3	459+00.00 - 464+50.00		FOUR 4" EDGE LINES
210.0	464+50.00 - 466+60.00		THREE 4" EDGE LINES
47.2	466+60.00 - 467+30.84		TWO 4" EDGE LINES
501.4	467+30.84 - 482+35.00		ONE 4" EDGE LINE
	REMOVAL OF STAGE 4 TEMPORARY PAVEMENT MARKING		
501.4	441+40.00 - 456+44.28		ONE 4" EDGE LINE
30.5	456+44.28 - 456+90.00		TWO 4" EDGE LINES
210.0	456+90.00 - 459+00.00		THREE 4" EDGE LINES
733.3	459+00.00 - 464+50.00		FOUR 4" EDGE LINES
210.0	464+50.00 - 466+60.00		THREE 4" EDGE LINES
68.9	466+60.00 - 467+63.28		TWO 4" EDGE LINES
490.6	467+63.28 - 482+35.00		ONE 4" EDGE LINE
	REMOVAL TEMPORARY PAVEMENT MARKING BEFORE FINAL PAVEMENT MARKING (REMOVAL OF TEMPORARY PAVEMENT MARKING APPLIED AFTER STAGES 1, 2, 3 & 4)		
21761.2	262+60.00 - 451+85.00		WINTER SHUTDOWN AFTER STAGE 1 SEE TEMPORARY PAVEMENT MARKING - LINE 4" PAINT FOR LINE BREAKDOWNS BY STATION
23679.8	262+60.00 - 453+50.00		AFTER STAGE 2 SEE TEMPORARY PAVEMENT MARKING - LINE 4" PAINT FOR LINE BREAKDOWNS BY STATION
13866.7	262+60.00 - 453+50.00		AFTER STAGES 3 & 4 SEE TEMPORARY PAVEMENT MARKING - LINE 4" PAINT FOR LINE BREAKDOWNS BY STATION
5481.6	224+00.00 - 478+55.00		WINTER SHUTDOWN AFTER STAGE 1 SEE TEMPORARY PAVEMENT MARKING - LINE 6" PAINT FOR LINE BREAKDOWNS BY STATION
4493.6	224+00.00 - 478+55.00		AFTER STAGE 2 SEE TEMPORARY PAVEMENT MARKING - LINE 6" PAINT FOR LINE BREAKDOWNS BY STATION
1300.0	443+00.00 - 495+00.00		AFTER STAGES 3 & 4 SEE TEMPORARY PAVEMENT MARKING - LINE 6" PAINT FOR LINE BREAKDOWNS BY STATION
1434.5	224+00.00 - 478+55.00		WINTER SHUTDOWN AFTER STAGE 1 SEE TEMPORARY PAVEMENT MARKING - LINE 8" PAINT FOR LINE BREAKDOWNS BY STATION
1453.7	224+00.00 - 478+55.00		AFTER STAGE 2 SEE TEMPORARY PAVEMENT MARKING - LINE 8" PAINT FOR LINE BREAKDOWNS BY STATION
639.3	224+00.00 - 478+55.00		WINTER SHUTDOWN AFTER STAGE 1 SEE TEMPORARY PAVEMENT MARKING - LINE 12" PAINT FOR LINE BREAKDOWNS BY STATION
500.7	224+00.00 - 478+55.00		AFTER STAGE 2 SEE TEMPORARY PAVEMENT MARKING - LINE 12" PAINT FOR LINE BREAKDOWNS BY STATION
100.8	224+00.00 - 478+55.00		WINTER SHUTDOWN AFTER STAGE 1 SEE TEMPORARY PAVEMENT MARKING - LINE 24" PAINT FOR LINE BREAKDOWNS BY STATION
95.4	224+00.00 - 478+55.00		AFTER STAGE 2 SEE TEMPORARY PAVEMENT MARKING - LINE 24" PAINT FOR LINE BREAKDOWNS BY STATION
79309.3	SUBTOTAL-2		
168065	TOTAL		

X4202005 DIAMOND GRINDING AND GROOVING (ROADWAY SECTION)

SQ YD	LOCATION	OFFSET	REMARKS
	WB I-80		
422.2	298+20.72 - 299+20.72		
422.2	426+77.17 - 427+77.17		
21.1	429+63.68 - 429+68.68		
23.3	429+63.68 - 429+78.68		
	EB I-80		
422.2	298+57.50 - 299+57.50		
422.2	426+54.18 - 427+54.18		
21.1	429+40.68 - 429+45.68		
23.3	429+45.68 - 429+60.68		
1777.6	SUBTOTAL		
1778	TOTAL		

X6010003 PIPE DRAIN REMOVAL

FOOT	LOCATION	OFFSET	REMARKS
54.0	403+68.25		WB I-80, LT SIDE
90.0	403+86.91		MEDIAN
58.0	404+28.43		EB I-80, RT SIDE
202.0	SUBTOTAL		
202	TOTAL		

* (37-1)RS & (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
FILE NAME: P:\20F3411-WO2 - 64N05 I-80 Repaving\PAI Rte. 80 (I-80) Sec (37-1)RS &(37-1HB,1VBY)BDR\CADD Sheets\D2 64N05-sht-schedule.dgn

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS | LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4148 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druholl	DESIGNED - DSR	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES
	DRAWN - DSR	REVISED -		
PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -		SCALE: SHEET 7 OF 17 SHEETS STA. TO STA.
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	31
		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			

SCHEDULE OF QUANTITIES

X7010112 MEDIAN CLOSURE

EACH	LOCATION	OFFSET	REMARKS
1.0	266+50.00		NORTH CROSSOVER MEDIAN
1.0	326+50.00		MIDDLE CROSSOVER MEDIAN (NOT USED IN STAGING)
1.0	447+50.00		SOUTH CROSSOVER MEDIAN
3.0	SUBTOTAL		
3	TOTAL		

Z0004542 HOT-MIX ASPHALT REMOVAL (SPECIAL)

SQ YD	LOCATION	OFFSET	REMARKS
6.2	312+50.00		ALL SHOULDERS
6.2	317+50.00		ALL SHOULDERS
6.2	401+50.00		ALL SHOULDERS
6.2	430+00.00		ALL SHOULDERS
6.2	445+00.00		ALL SHOULDERS
6.2	450+00.00		ALL SHOULDERS
6.2	460+00.00		ALL SHOULDERS
6.2	465+00.00		ALL SHOULDERS
6.2	470+00.00		ALL SHOULDERS
6.2	475+00.00		ALL SHOULDERS
6.2	480+00.00		ALL SHOULDERS
6.2	483+00.00		ALL SHOULDERS
6.2	488+00.00		ALL SHOULDERS
6.2	493+00.00		ALL SHOULDERS
86.8	SUBTOTAL		
87	TOTAL		

Z0005216 HOT-MIX ASPHALT STABILIZATION 6" AT STEEL PLATE BEAM GUARD RAIL

SQ YD	LOCATION			OFFSET	REMARKS
	WB I-80				
753.3	320+90.00	-	343+50.00		
466.7	370+50.00	-	384+50.00		I-80
	EB I-80				
326.7	332+85.00	-	342+65.00		I-80
455.0	368+30.00	-	381+95.00		I-80
2001.7	SUBTOTAL				
2002	TOTAL				

Z0040530 PIPE UNDERDRAIN REMOVAL

FOOT	LOCATION	OFFSET	REMARKS
344	459+28.00 - 461+00.00		
344.0	SUBTOTAL		
344	TOTAL		

* (37-1)RS & (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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JACKSONVILLE, IL 62650
PHONE: 217-245-4146 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druholl	DESIGNED - DSR	REVISED -
	DRAWN - DSR	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: | SHEET 8 OF 17 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	32
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: P:\20F3411-W02 - 64N05 I-80 Resurving\FAI Rte 80 I-80) Sec. (37-1)RS &(37-1HB,1VBY)BDR\CADD Sheets\02 64N05-sht-schedule.dgn

GUARDRAIL SCHEDULE

GUARDRAIL SCHEDULE																				
LOCATION							LANE	SIDE	LENGTH	LENGTH OF NEED	63000001 STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	63100045 TRAFFIC BARRIER TERMINAL, TYPE 2	63100070 TRAFFIC BARRIER TERMINAL, TYPE 5	63100085 TRAFFIC BARRIER TERMINAL, TYPE 6	63100167 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	63200310 GUARDRAIL REMOVAL	63301210 REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL, TYPE A	63301990 REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 1	63302700 REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 6	63500105 DELINEATORS	72501000 TERMINAL MARKER - DIRECT APPLIED	X6300155 STEEL PLATE BEAM GUARDRAIL, ATTACHED TO STRUCTURES (SPECIAL)	X7820007 GUARDRAIL REFLECTORS, TYPE C (SPECIAL)
							WB/EB	LT/RT	(FOOT)	STA.	(FOOT)	(EACH)	(EACH)	(EACH)	(EACH)	(FOOT)	(FOOT)	(EACH)	(EACH)	(EACH)	(EACH)	(FOOT)	(EACH)
I-80																							
ROCK RIVER BRIDGE																							
STA.	311+67.74	TO	STA.	346+17.85	WB	LT	3450.11									3450.1							
STA.	311+67.74	TO	STA.	312+05.24	WB	LT	37.50							1									
STA.	312+05.24	TO	STA.	345+80.24	WB	LT	3375.00		3375.0														14
STA.	345+80.24	TO	STA.	346+17.74	WB	LT	37.50	346+01.00							1						1	1	
STA.	311+77.67	TO	STA.	313+56.57	WB	RT	178.90									178.9							
STA.	311+77.67	TO	STA.	312+15.17	WB	RT	37.50							1									
STA.	312+15.17	TO	STA.	314+52.67	WB	RT	237.50		237.5														5
STA.	314+52.67	TO	STA.	314+90.17	WB	RT	37.50	314+81.27							1						1	1	
STA.	312+01.89	TO	STA.	317+03.66	EB	RT	501.77									501.8							
STA.	312+01.89	TO	STA.	312+15.16	EB	RT	13.27						1										
STA.	312+15.16	TO	STA.	316+90.16	EB	RT	475.00		475.0														7
STA.	316+90.16	TO	STA.	317+02.66	EB	RT	12.50			1												1	
STA.	332+34.36	TO	STA.	345+31.38	EB	RT	1297.02									1297.0							
STA.	332+34.36	TO	STA.	332+71.86	EB	RT	37.50	332+54.00							1						1		
STA.	332+71.86	TO	STA.	345+21.86	EB	RT	1250.00		1250.0														9
STA.	345+21.86	TO	STA.	345+34.36	EB	RT	12.50			1					1						1	1	
STA.	366+67.14	TO	STA.	385+32.88	WB	LT	1865.74									1865.7							
STA.	366+57.88	TO	STA.	366+70.38	WB	LT	12.50			1													
STA.	366+70.38	TO	STA.	384+95.38	WB	LT	1825.00		1825.0														10
STA.	384+95.38	TO	STA.	385+32.88	WB	LT	37.50	385+18.00							1						1	1	
STA.	367+80.47	TO	STA.	387+33.65	EB	RT	1953.18									1953.2							
STA.	367+80.47	TO	STA.	368+17.97	EB	RT	37.50	367+99.00							1						1		
STA.	368+17.97	TO	STA.	387+30.47	EB	RT	1912.50		1912.5														10
STA.	387+30.47	TO	STA.	387+42.97	EB	RT	12.50			1												1	
STA.	399+39.58	TO	STA.	402+71.66	EB	RT	332.08									332.1							
STA.	399+31.08	TO	STA.	399+68.58	EB	RT	37.50	399+54.00							1						1		
STA.	399+68.58	TO	STA.	402+31.08	EB	RT	262.50		262.5														6
STA.	402+31.08	TO	STA.	402+68.58	EB	RT	37.50							1								1	
STA.	400+59.54	TO	STA.	402+48.49	EB	LT	188.95									189.0							
STA.	399+22.05	TO	STA.	399+59.55	EB	LT	37.50	399+43.45							1						1		
STA.	399+59.55	TO	STA.	402+09.55	EB	LT	250.00		250.0														6
STA.	402+09.55	TO	STA.	402+47.05	EB	LT	37.50							1								1	
STA.	403+62.73	TO	STA.	406+50.23	WB	LT	287.50									12.5	237.5		1.0				5
STA.	403+82.03	TO	STA.	406+69.53	WB	RT	287.50										200.0	1.0	1.0		1		5
CLEVELAND RD BRIDGE																							
STA.	404+23.31	TO	STA.	406+85.81	EB	RT	262.50									12.5	212.5		1.0				5
STA.	429+46.19	TO	STA.	443+10.55	EB	RT	1364.36									1364.4							
STA.	429+46.19	TO	STA.	429+59.46	EB	RT	13.27						1										
STA.	429+59.46	TO	STA.	442+96.96	EB	RT	1337.50		1337.5														9
STA.	442+96.96	TO	STA.	443+09.46	EB	RT	12.50			1												1	
STA.	429+69.65	TO	STA.	431+22.23	WB	RT	152.58									152.6							
STA.	429+69.65	TO	STA.	430+07.15	WB	RT	37.50							1									
STA.	430+07.15	TO	STA.	432+57.15	WB	RT	250.00		250.0														6
STA.	432+57.15	TO	STA.	432+94.65	WB	RT	37.50	432+73.25							1						1	1	
STA.	429+80.06	TO	STA.	445+60.01	WB	LT	1579.95									1580.0							
STA.	429+80.06	TO	STA.	430+17.56	WB	LT	37.50							1									
STA.	430+17.56	TO	STA.	445+30.06	WB	LT	1512.50		1512.5														9
STA.	445+30.06	TO	STA.	445+67.56	WB	LT	37.50	445+46.00							1						1	1	
STA.	449+82.75	TO	STA.	452+57.44	EB	RT	274.69									274.7							
STA.	449+82.75	TO	STA.	450+20.25	EB	RT	37.50	449+99.00							1						1		
STA.	450+20.25	TO	STA.	452+57.75	EB	RT	237.50		237.5														5
STA.	452+57.75	TO	STA.	452+70.25	EB	RT	12.50			1												1	
SUBTOTAL-1											12925.0	6.0	2.0	6.0	11.0	13164.5	650.0	1.0	3.0	12.0	12.0	0.0	111.0

* (37-1)RS & (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS : LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-243-4140 FAX: 217-243-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druhell	DESIGNED - DSR	REVISED -	
	DRAWN - DSR	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -	
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL SCHEDULE

SCALE: | SHEET 9 OF 17 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	33
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: P:\20E3411-WO2 - 64N05 I-80 Repaving\PAI Rte. 80 (I-80) Sec. (37-1)RS &(37-1HB, 1VBY)BDR\CADD Sheets\02 64N05-sht-schedule.dgn

GUARDRAIL SCHEDULE

GUARDRAIL SCHEDULE CONTINUED

LOCATION					LANE	SIDE	LENGTH	LENGTH OF NEED	63000001 STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	63100045 TRAFFIC BARRIER TERMINAL, TYPE 2	63100070 TRAFFIC BARRIER TERMINAL, TYPE 5	63100085 TRAFFIC BARRIER TERMINAL, TYPE 6	63100167 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	63200310 GUARDRAIL REMOVAL	63301210 REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL, TYPE A	63301990 REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 1	63302700 REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 6	63500105 DELINEATORS	72501000 TERMINAL MARKER - DIRECT APPLIED	X6300155 STEEL PLATE BEAM GUARDRAIL, ATTACHED TO STRUCTURES (SPECIAL)	X7820007 GUARDRAIL REFLECTORS, TYPE C (SPECIAL)
					WB/EB	LT/RT	(FOOT)	STA.	(FOOT)	(EACH)	(EACH)	(EACH)	(EACH)	(FOOT)	(FOOT)	(EACH)	(EACH)	(EACH)	(EACH)	(FOOT)	(EACH)
I-80 CONTINUED																					
STA.	450+11.51	TO	STA.	452+83.80	EB	LT	272.29							272.3							
STA.	450+11.51	TO	STA.	450+49.01	EB	LT	37.50	449+67.35					1				1				
STA.	450+49.01	TO	STA.	452+74.01	EB	LT	225.00		225.0												5
STA.	452+74.01	TO	STA.	452+86.51	EB	LT	12.50			1									1		
STA.	452+58.06	TO	STA.	457+22.21	WB	RT	464.15							464.2							
STA.	452+59.71	TO	STA.	452+72.21	WB	RT	12.50			1											
STA.	452+74.41	TO	STA.	456+86.91	WB	RT	412.50		412.5												7
STA.	456+86.91	TO	STA.	457+24.41	WB	RT	37.50	457+03.00					1				1		1		
STA.	475+41.88	TO	STA.	480+86.14	EB	RT	544.26							544.3							
STA.	475+36.14	TO	STA.	475+73.64	EB	RT	37.50	475+59.00					1				1				
STA.	475+73.64	TO	STA.	480+48.64	EB	RT	475.00		475.0												7
STA.	480+48.64	TO	STA.	480+86.14	EB	RT	37.50					1							1		
STA.	479+37.16	TO	STA.	480+89.72	EB	LT	152.56							152.6							
STA.	477+64.72	TO	STA.	478+02.22	EB	LT	37.50	477+86.12					1				1				
STA.	478+02.22	TO	STA.	480+52.22	EB	LT	250.00		250.0												6
STA.	480+52.22	TO	STA.	480+89.72	EB	LT	37.50					1							1		
STA.	477+30.37	TO	STA.	480+84.50	WB	LT	354.13							354.1							
STA.	477+21.23	TO	STA.	477+33.73	WB	LT	12.50			1											
STA.	477+33.73	TO	STA.	480+71.23	WB	LT	337.50		337.5												6
STA.	480+71.23	TO	STA.	480+84.50	WB	LT	13.27				1								1		
STA.	482+82.26	TO	STA.	484+34.39	WB	RT	152.13							152.1							
STA.	482+82.26	TO	STA.	483+19.76	WB	RT	37.50					1									
STA.	483+19.76	TO	STA.	485+69.76	WB	RT	250.00		250.0												6
STA.	485+69.76	TO	STA.	486+07.26	WB	RT	37.50	485+85.88					1				1		1		
STA.	482+86.76	TO	STA.	487+47.51	WB	LT	460.75							460.8							
STA.	482+86.76	TO	STA.	483+24.26	WB	LT	37.50					1									
STA.	483+24.26	TO	STA.	487+11.76	WB	LT	387.50		387.5												7
STA.	487+11.76	TO	STA.	487+49.26	WB	LT	37.50	487+31.00					1				1		1		
CLEVELAND RD. / RAMP B																					
STA.	76+39.77	TO	STA.	78+16.61	CLEV.	LT	260.29							260.3							
STA.	76+40.61	TO	STA.	76+39.39	CLEV.	LT	12.50			1											
STA.	76+39.39	TO	STA.	77+79.26	CLEV.	LT	212.50		212.5												4
STA.	77+79.26	TO	STA.	78+16.61	CLEV.	LT	37.50	77+97.95					1				1		1		
CLEVELAND RD. / RAMP C																					
STA.	64+80.53	TO	STA.	72+97.52	CLEV.	LT	877.00							877.0							
STA.	64+80.61	TO	STA.	64+80.65	CLEV.	LT	12.50			1											
STA.	64+80.65	TO	STA.	69+31.12	CLEV.	LT	487.50		487.5												
STA.	69+31.12	TO	STA.	70+06.12	CLEV.	LT	75.00													75.00	
STA.	70+06.12	TO	STA.	70+43.62	CLEV.	LT	37.50		37.5												8
STA.	70+43.62	TO	STA.	71+18.62	CLEV.	LT	75.00													75.00	
STA.	71+18.62	TO	STA.	72+68.62	CLEV.	LT	150.00		150.0												
STA.	72+68.62	TO	STA.	73+06.12	CLEV.	LT	37.50	72+86.11					1				1		1		
ROCK RIVER STRUCTURES (SN 037-0021 & 0022) 1216																					8
CLEVELAND ROAD STRUCTURES (SN 037-0023 & 0024) 189																					2
IAIS RAILROAD STRUCTURES (SN 037-0027 & 0028) 179																					2
SUBTOTAL-2									3225.0	5.0	1.0	4.0	8.0	3537.7	0.0	0.0	0.0	8.0	9.0	150.0	68.0
TOTAL									16150	11	3	10	19	16702	650	1	3	SEE DELINEATOR SCHEDULE	21	150	179

* (37-1)RS & (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druholl	DESIGNED - DSR	REVISED -
	DRAWN - DSR	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL SCHEDULE

SCALE: | SHEET 10 OF 17 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	34
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: P:\20E3411-W02 - 64N05 I-80 Repaving\PAI Rte. 80 (I-80) Sec. (37-1)RS &(37-1HB, 1VBY)BDR\CADD Sheets\07) 64N05-sht-schedule.dgn

TEMPORARY GUARDRAIL SCHEDULE

TEMPORARY GUARDRAIL SCHEDULE												
LOCATION					LANE	SIDE	LENGTH	STAGE	LENGTH OF NEED	70500100 TEMPORARY STEEL PLATE BEAM GUARDRAIL, TYPE A	70500615 TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 1	70500665 TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 6
					WB/EB	LT/RT	(FOOT)		STA.	(FOOT)	(EACH)	(EACH)
STA.	277+88.49	TO	STA.	280+63.49	EB	LT	275.00	STAGE 1	280+40.99			
STA.	277+88.49	TO	STA.	278+25.99	EB	LT	37.50	STAGE 1				1
STA.	278+25.99	TO	STA.	280+25.99	EB	LT	200.00	STAGE 1		200.0		
STA.	280+25.99	TO	STA.	280+63.49	EB	LT	37.50	STAGE 1			1	
STA.	288+60.99	TO	STA.	291+35.99	EB	LT	275.00	STAGE 1	291+13.49			
STA.	288+60.99	TO	STA.	288+98.49	EB	LT	37.50	STAGE 1				1
STA.	288+98.49	TO	STA.	290+98.49	EB	LT	200.00	STAGE 1		200.0		
STA.	290+98.49	TO	STA.	291+35.99	EB	LT	37.50	STAGE 1			1	
STA.	311+90.53	TO	STA.	314+65.53	EB	LT	275.00	STAGE 1	314+43.03			
STA.	311+90.53	TO	STA.	312+28.03	EB	LT	37.50	STAGE 1				1
STA.	312+28.03	TO	STA.	314+28.03	EB	LT	200.00	STAGE 1		200.0		
STA.	314+28.03	TO	STA.	314+65.53	EB	LT	37.50	STAGE 1			1	
STA.	403+98.49	TO	STA.	406+73.49	EB	LT	275.00	STAGE 1	406+50.99			
STA.	403+98.49	TO	STA.	404+35.99	EB	LT	37.50	STAGE 1				1
STA.	404+35.99	TO	STA.	406+35.99	EB	LT	200.00	STAGE 1		200.0		
STA.	406+35.99	TO	STA.	406+73.49	EB	LT	37.50	STAGE 1			1	
STA.	417+77.75	TO	STA.	420+52.75	EB	LT	275.00	STAGE 1	420+30.25			
STA.	417+77.75	TO	STA.	418+15.25	EB	LT	37.50	STAGE 1				1
STA.	418+15.25	TO	STA.	420+15.25	EB	LT	200.00	STAGE 1		200.0		
STA.	420+15.25	TO	STA.	420+52.75	EB	LT	37.50	STAGE 1			1	
STA.	429+53.50	TO	STA.	432+03.50	EB	LT	250.00	STAGE 1	432+06.00			
STA.	429+53.50	TO	STA.	429+91.00	EB	LT	37.50	STAGE 1				1
STA.	429+91.00	TO	STA.	431+66.00	EB	LT	175.00	STAGE 1		175.0		
STA.	431+66.00	TO	STA.	432+03.50	EB	LT	37.50	STAGE 1			1	
STA.	273+36.27	TO	STA.	276+11.27	WB	RT	275.00	STAGE 2	273+58.77			
STA.	273+36.27	TO	STA.	273+73.77	WB	RT	37.50	STAGE 2			1	
STA.	273+73.77	TO	STA.	275+73.77	WB	RT	200.00	STAGE 2		200.0		
STA.	275+73.77	TO	STA.	276+11.27	WB	RT	37.50	STAGE 2				1
STA.	284+83.49	TO	STA.	287+58.49	WB	RT	275.00	STAGE 2	285+05.99			
STA.	284+83.49	TO	STA.	285+20.99	WB	RT	37.50	STAGE 2			1	
STA.	285+20.99	TO	STA.	287+20.99	WB	RT	200.00	STAGE 2		200.0		
STA.	287+20.99	TO	STA.	287+58.49	WB	RT	37.50	STAGE 2				1
STA.	296+86.56	TO	STA.	299+61.56	WB	RT	275.00	STAGE 2	297+09.06			
STA.	296+86.56	TO	STA.	297+24.06	WB	RT	37.50	STAGE 2			1	
STA.	297+24.06	TO	STA.	299+24.06	WB	RT	200.00	STAGE 2		200.0		
STA.	299+24.06	TO	STA.	299+61.56	WB	RT	37.50	STAGE 2				1
STA.	399+42.94	TO	STA.	402+17.94	WB	RT	275.00	STAGE 2	399+65.44			
STA.	399+42.94	TO	STA.	399+80.44	WB	RT	37.50	STAGE 2			1	
STA.	399+80.44	TO	STA.	401+80.44	WB	RT	200.00	STAGE 2		200.0		
STA.	401+80.44	TO	STA.	402+17.94	WB	RT	37.50	STAGE 2				1
STA.	413+12.66	TO	STA.	415+87.66	WB	RT	275.00	STAGE 2	413+35.16			
STA.	413+12.66	TO	STA.	413+50.16	WB	RT	37.50	STAGE 2			1	
STA.	413+50.16	TO	STA.	415+50.16	WB	RT	200.00	STAGE 2		200.0		
STA.	415+50.16	TO	STA.	415+87.66	WB	RT	37.50	STAGE 2				1
STA.	425+18.92	TO	STA.	427+93.92	WB	RT	275.00	STAGE 2	425+41.42			
STA.	425+18.92	TO	STA.	425+56.42	WB	RT	37.50	STAGE 2			1	
STA.	425+56.42	TO	STA.	427+56.42	WB	RT	200.00	STAGE 2		200.0		
STA.	427+56.42	TO	STA.	427+93.92	WB	RT	37.50	STAGE 2				1
SUBTOTAL										2375.0	12	12
TOTAL										2375	12	12

* (37-1)RS & (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

BENTON & ASSOCIATES, INC.
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY GUARDRAIL SCHEDULE

SCALE: | SHEET 11 OF 17 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	35
		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: P:\DOT\341-W02 - 64N05 I-80 Repaving\PAI Rte 80 I-80) Sec (37-1)RS &(37-1HB,1VBY)BDR\CADD Sheets\02 64N05-sht-schedule.dgn

HMA SCHEDULE

HMA SCHEDULE																												
LOCATION					REMARKS	LENGTH	40600275	40600290	40600295	40600370	40600985	40602965	40603200	40604000			40605015	40605034	44000157	44001591	44000169	48203021	48203041	X4401196	X4401198	Z0012130	Z0012164	Z0034105
							BITUMINOUS MATERIALS (PRIME COAT)	BITUMINOUS MATERIALS (TACK COAT) (SEE NOTE 1)	POLYMERIZED BITUMINOUS MATERIALS (TACK COAT) (SEE NOTE 1)	LONGITUDINAL JOINT SEALANT	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	HOT-MIX ASPHALT BINDER COURSE, IL-9.5FG, N50 (1.25")	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75,N50 (1.0")	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5FG, MIX "C", N50			POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, SMA, 12.5, N80 (2.0")	POLYMERIZED HMA SURFACE COURSE, SMA, 12.5, MIX "E", N80 (2.0")	HOT-MIX ASPHALT SURFACE REMOVAL 2.0"	HOT-MIX ASPHALT SURFACE REMOVAL 2.5"	HOT-MIX ASPHALT SURFACE REMOVAL 5.0"	HOT-MIX ASPHALT SHOULDERS, 6"	HOT-MIX ASPHALT SHOULDERS, 11"	HOT-MIX ASPHALT SURFACE REMOVAL - LONGITUDINAL JOINT	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	BRIDGE DECK SCARIFICATION 0.75"	BRIDGE DECK MICROSILICA OVERLAY 2.5"	MATERIAL TRANSFER DEVICE
														(1.5")	(2.0")	(2.75")												
						(FOOT)	(POUND)	(POUND)	(POUND)	(FOOT)	(SQ YD)	(TON)	(TON)	(TON)	(TON)	(TON)	(TON)	(TON)	(SQ YD)	(SQ YD)	(SQ YD)	(SQ YD)	(SQ YD)	(SQ YD)	(SQ YD)	(SQ YD)	(SQ YD)	(TON)
MAINLINE I-80																												
STA.	298+20.72	TO	STA.	299+20.72	I-80 (WB)	100.00					369.4															52.8	422.2	
STA.	299+20.72	TO	STA.	312+11.77	I-80 (WB)	SEE STRUCTURE PLANS (SN 037-0021 & 0022) FOR MICROSILICA OVERLAY																						
STA.	312+11.77	TO	STA.	312+99.27	I-80 (WB)	87.50		61.3	221.0	175.0			14.2		17.2		28.3	29.5						24.3	369.4			72.0
STA.	312+99.27	TO	STA.	323+69.87	I-80 (WB)	1070.60		749.4	2703.3	2141.2			173.4		209.8		346.8	361.0	1665.4		2854.9			297.4				881.2
STA.	323+69.87	TO	STA.	329+47.75	I-80 (WB)	577.88		288.9	1459.1	1155.8			93.6		80.9		187.2	194.8	642.1		1541.0			160.5				475.6
STA.	329+47.75	TO	STA.	376+15.71	I-80 (WB)	4667.96		3267.6	11786.6	9335.9			756.1		914.9		1512.2	1573.9	7261.3		12447.9		102.2	1296.7				3842.2
STA.	376+15.71	TO	STA.	387+04.90	I-80 (WB)	1089.19		762.4	4738.0	4356.8			307.8		213.5		615.7	630.1	1694.3		5113.1			302.6				1553.6
STA.	387+04.90	TO	STA.	396+24.90	I-80 (WB)	920.00		644.0	2323.0	1840.0			149.0		180.3		298.0	310.2	1431.1		2453.3			255.6				757.2
STA.	396+24.90	TO	STA.	401+75.25	I-80 (WB)	550.35		385.2	2627.9	2201.4			171.0		107.9		342.0	349.3	856.1		2843.5			152.9				862.3
STA.	401+75.25	TO	STA.	402+03.19	I-80 (WB)	SEE PCC PAVING SCHEDULE																						
STA.	402+03.19	TO	STA.	403+92.95	I-80 (WB)	PAVING GAP - STRUCTURE PLANS (SN 037-0023 & 0024) FOR IMPROVEMENTS																						
STA.	403+92.95	TO	STA.	406+42.35	I-80 (WB)	SEE PCC PAVING SCHEDULE																						
STA.	406+42.35	TO	STA.	426+77.17	I-80 (WB)	PAVING GAP																						
STA.	426+77.17	TO	STA.	427+77.17	I-80 (WB)	100.00					369.4															52.8	422.2	
STA.	427+77.17	TO	STA.	429+63.68	I-80 (WB)	SEE STRUCTURE PLANS (SN 037-0027 & 0028) FOR MICROSILICA OVERLAY																						
STA.	429+63.68	TO	STA.	429+68.68	I-80 (WB)	5.00																				21.1	21.1	
STA.	429+68.68	TO	STA.	430+56.18	I-80 (WB)	87.50		42.0	214.5	175.0			13.9		11.8		28.2	29.0						14.6	346.1	23.3	23.3	71.1
STA.	430+56.18	TO	STA.	442+96.81	I-80 (WB)	1240.63		868.4	3070.6	2481.3			196.8		243.2		401.9	418.3	1929.9		3308.3			206.8				1017.0
STA.	442+96.81	TO	STA.	452+34.78	I-80 (WB)	937.97		469.0	2321.5	1875.9			148.8		131.3		303.9	316.3	1042.2		2501.3			156.3				769.0
STA.	452+34.78	TO	STA.	459+27.94	I-80 (WB)	693.16		485.2	1715.6	1386.3			110.0		135.9		224.5	233.7	1078.2		1848.4			115.5				568.2
STA.	459+27.94	TO	STA.	464+19.51	I-80 (WB) (POPPY GARDEN PAVEMENT PATCHING/ REPLACEMENT)	491.57	2212.1	663.6	1271.9	983.1			78.0		123.9		159.2	165.7				983.1		81.9				402.9
STA.	464+19.51	TO	STA.	480+80.68	I-80 (WB)	1661.17		1162.8	4111.4	3322.3			263.6		325.6		538.1	560.1	2584.0		4429.8			276.9				1361.8
STA.	480+80.68	TO	STA.	482+91.13	I-80 (WB)	PAVING GAP																						
STA.	482+91.13	TO	STA.	495+00.00	I-80 (WB)	1208.87		846.2	2991.9	2417.7					236.9		391.6	407.6			3223.7			201.5				799.2
STA.	298+57.50	TO	STA.	299+57.50	I-80 (EB)	100.00					369.4															52.8	422.2	
STA.	299+57.50	TO	STA.	312+34.24	I-80 (EB)	SEE STRUCTURE PLANS (SN 037-0021 & 0022) FOR MICROSILICA OVERLAY																						
STA.	312+34.24	TO	STA.	313+21.74	I-80 (EB)	87.50		61.3	221.0	175.0			14.2		17.2		28.3	29.5						24.3	369.4			72.0
STA.	313+21.74	TO	STA.	323+69.87	I-80 (EB)	1048.13		733.7	2646.5	2096.3			169.8		205.4		339.5	353.4	1630.4		2795.0			291.1				862.7
STA.	323+69.87	TO	STA.	329+47.75	I-80 (EB)	577.88		288.9	1459.1	1155.8			93.6		80.9		187.2	194.8	642.1		1541.0			160.5				475.6
STA.	329+47.75	TO	STA.	382+84.71	I-80 (EB)	5336.96		3735.9	13475.8	10673.9			864.4		1046.0		1728.9	1799.4	8301.9		14231.9		26.4	1482.5				4392.7
STA.	382+84.71	TO	STA.	389+67.57	I-80 (EB)	682.86		478.0	3038.7	2731.4			197.5		133.8		395.0	404.0	1062.2		3281.5			189.7				996.5
STA.	389+67.57	TO	STA.	397+63.04	I-80 (EB)	795.47		556.8	2008.6	1590.9			128.8		155.9		257.7	268.2	1237.4		2121.3			221.0				654.7
STA.	397+63.04	TO	STA.	402+16.45	I-80 (EB)	453.41		317.4	2346.4	1813.6			152.9		88.9		305.7	311.7	705.3		2544.1			125.9				770.3
STA.	402+16.45	TO	STA.	402+38.72	I-80 (EB)	SEE PCC PAVING SCHEDULE																						
STA.	402+38.72	TO	STA.	404+27.88	I-80 (EB)	PAVING GAP - STRUCTURE PLANS (SN 037-0023 & 0024) FOR IMPROVEMENTS																						
STA.	404+27.88	TO	STA.	406+77.88	I-80 (EB)	SEE PCC PAVING SCHEDULE																						
STA.	406+77.88	TO	STA.	426+54.18	I-80 (EB)	PAVING GAP																						
STA.	426+54.18	TO	STA.	427+54.18	I-80 (EB)	100.00					369.4															52.8	422.2	
STA.	427+54.18	TO	STA.	429+40.68	I-80 (EB)	SEE STRUCTURE PLANS (SN 037-0027 & 0028) FOR MICROSILICA OVERLAY																						
STA.	429+40.68	TO	STA.	429+45.68	I-80 (EB)	5.00																				21.1	21.1	
STA.	429+45.68	TO	STA.	430+33.18	I-80 (EB)	87.50		42.0	214.5	175.0			13.9		11.8		28.2	29.0						14.6	346.1	23.3	23.3	71.1
STA.	430+33.18	TO	STA.	442+96.81	I-80 (EB)	1263.63		884.5	3127.5	2527.3			200.5		247.7		409.3	426.1	1965.6		3369.7			210.6				1035.9
STA.	442+96.81	TO	STA.	452+34.78	I-80 (EB)	937.97		469.0	2321.5	1875.9			148.8		131.3		303.9	316.3	1042.2		2501.3			156.3				769.0
STA.	452+34.78	TO	STA.	459+27.94	I-80 (EB)	693.16		485.2	1715.6	1386.3			110.0		135.9		224.5	233.7	1078.2		1848.4			115.5				568.2
STA.	459+27.94	TO	STA.	464+19.51	I-80 (EB) (POPPY GARDEN PAVEMENT PATCHING/ REPLACEMENT)	491.57	2212.1	663.6	1271.9	983.1			78.0		123.9		159.2	165.7				983.1		81.9				402.9
STA.	464+19.51	TO	STA.	480+81.22	I-80 (EB)	1661.71		1163.2	4112.7	3323.4			263.7		325.7		538.3	560.3	2584.9		4431.2			277.0				1362.3
STA.	480+81.22	TO	STA.	482+90.54	I-80 (EB)	PAVING GAP																						
STA.	482+90.54	TO	STA.	495+00.00	I-80 (EB)	1209.46		846.6	2993.4	2418.9					237.1		391.8	407.8			3225.2			201.6				799.6
STA.	357+60.86	TO	STA.	368+00.83	DECELERATION LANE & MEDIAN CROSSING	1039.97	2176.0	663.7							121.9				323.6			967.1						
STA.	466+41.32	TO	STA.	475+77.56	DECELERATION LANE & MEDIAN CROSSING	936.24	1962.5	599.7							109.9				323.6			872.2						
CLEVELAND ROAD INTERCHANGE RAMPS																												
STA.	6+78.24	TO	STA.	7+65.74	RAMP A	87.50			115.6				1.2				16.5	17.7			155.6			30.8				35.4
STA.	7+65.74	TO	STA.	12+77.60	RAMP A	511.86		978.9				69.7		83.6		114.7				1592.5				170.6				153.3
STA.	12+77.60	TO	STA.	19+02.95	RAMP A	625.35		1070.9				85.1		102.1		93.4				1667.6				208.5				187.2
STA.	19+02.95	TO	STA.	23+00.00	RAMP A	397.05		977.7				84.9		101.9		59.3				1500.0				132.4				186.8
STA.	0+12.17	TO	STA.	2+04.41	RAMP B	192.24		531.1				47.1		56.5		28.7				811.7				64.1				103.6
STA.	2+04.41	TO	STA.	9+74.27	RAMP B	769.86		1318.4				104.8		125.7		115.0				2053.0				256.6				230.5
STA.	9+74.27	TO	STA.	15+17.62	RAMP B	543.35		1039.2				74.0		88.7		121.7				1690.4				181.1				162.7
STA.	15+17.62	TO	STA.	16+05.12	RAMP B	87.50			115.6				1.2				16.5	17.7			155.6			30.8				35.4
STA.	0+12.32	TO	STA.	1+48.04	RAMP C	148.04		453.4				40.9		49.1		22.1				690.9				49.3				90.0
STA.	1+48.04	TO	STA.	10+21.26	RAMP C	873.22		1495.4				118.9		142.6		130.4				2328.6				291.1				261.5
STA.	10+21.26	TO	STA.	13+73.67	RAMP C	352.41		674.0				48.0		57.6		78.9				1096.4				117.5				105.6
STA.	13+73.67	TO	STA.	14+61.17	RAMP C	87.50			115.6				1.2				16.5	17.7			155.6			30.8				35.4
STA.	6+83.48	TO	STA.	7+70.98	RAMP D	87.50			115.6				1.2				16.5	17.7			155.6			30.8				35.4
STA.	7+70.98	TO	STA.	13+79.17	RAMP D	608.19		1163.2				82.8		99.3		136.2				1892.1				202.7				182.1
STA.	13+79.17	TO	STA.	21+12.79	RAMP D	733.62		1256.3				99.9		119.8		109.6				1956.3				244.5				219.7
STA.	21+12.79	TO	STA.	25+29.21	RAMP D	416.42		1041.0				90.7		108.8		62.2				1596.3				138.8				199.5
SUBTOTAL							8562.7	34685.0	82971.9	66774.5	1477.6	946.8	4917.1	1135.7	6106.4	1072.2	10741.1	11150.2	41082.0	18875.8	85078.2	3805.5	128.6	9276.4	1431.0	300.0	1777.6	28890.9
TOTAL							8563	34685	82972	66775	1478	947	4917	8314			10741	11150	41082	18876	85078	3806	129	9276	1431	300	1778	28891

NOTE 1: BITUMINOUS MATERIALS - # OF APPLICATIONS INCLUDED IN QUANTITY ESTIMATE
MAINLINE SHOULDERS - 1 APPLICATION BIT. MAT. (TACK COAT) ON MILLED SURFACE
MAINLINE RESURFACING - 1 APPLICATION POLY. BIT. MAT. (TACK COAT) ON MILLED SURFACE & 2 APPLICATIONS POLY. BIT. MAT. (TACK COAT) BETWEEN LIFTS
RAMP SHOULDERS - 1 APPLICATION BIT. MAT. (TACK COAT) ON MILLED SURFACE & - 1 APPLICATION BIT. MAT. (TACK COAT) BETWEEN LIFTS
RAMP DRIVING LANE - 1 APPLICATION BIT. MAT. (TACK COAT) ON MILLED SURFACE & - 1 APPLICATION BIT. MAT. (TACK COAT) BETWEEN LIFTS
** INCLUDES ADDITIONAL QUANTITY FOR JOINT TRIMMING

* (37-1)RS & (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
FILE NAME: P:\20E3411-W02 - 64N05 I-80 Reopening\All Rte 80 I-80\ Sec (37-1)RS &(37-1HB,1VBY)BDR\CADD Sheets\02 64N05-sht-schedule.dgn

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4146 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druholl	DESIGNED - DSR	REVISED -	
	DRAWN - DSR	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -	
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HMA SCHEDULE

SCALE: | SHEET 12 OF 17 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	36
		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	

EARTHWORK AND PCC SCHEDULES

EARTHWORK SCHEDULE

LOCATION	CUT AREA	FILL AREA	20200100 EARTH EXCAVATION	EARTH EXCAVATION ADJ. FOR 25% SHRINKAGE	EMBANKMENT	BALANCE WASTE (+) SHORTAGE (-)
STA.	SQ FT	SQ FT	CU YD	CU YD	CU YD	CU YD
357+60.85	2.67	0.00	0.00	0.00	0.00	0.00
358+00.00	3.92	0.00	4.78	3.59	0.00	3.59
358+50.00	6.03	0.92	9.21	6.91	0.85	6.06
359+00.00	7.93	1.82	12.93	9.70	2.54	7.16
359+46.86	9.56	2.82	15.18	11.39	4.03	7.36
359+50.00	9.54	2.82	1.11	0.83	0.33	0.50
360+00.00	9.41	2.99	17.55	13.16	5.38	7.78
360+50.00	9.13	2.65	17.17	12.88	5.22	7.66
361+00.00	9.46	2.18	17.21	12.91	4.47	8.44
361+50.00	9.64	2.79	17.69	13.27	4.60	8.67
362+00.00	9.60	3.39	17.81	13.36	5.72	7.64
362+50.00	9.51	1.52	17.69	13.27	4.55	8.72
362+51.86	9.58	0.73	0.66	0.50	0.08	0.42
363+09.83	10.94	0.10	0.00	0.00	0.00	0.00
363+50.00	9.88	8.77	15.49	11.62	6.60	5.02
364+00.00	9.42	8.01	17.87	13.40	15.54	-2.14
364+50.00	9.60	5.95	17.61	13.21	12.93	0.28
365+00.00	9.67	5.86	17.84	13.38	10.94	2.44
365+50.00	9.27	7.32	17.54	13.16	12.20	0.96
366+00.00	9.32	7.68	17.21	12.91	13.89	-0.98
366+14.83	9.32	8.03	5.12	3.84	4.31	-0.47
366+50.00	8.35	6.13	11.51	8.63	9.22	-0.59
367+00.00	6.59	2.11	13.83	10.37	7.63	2.74
367+50.00	4.65	1.17	10.41	7.81	3.04	4.77
368+00.00	2.50	0.00	6.62	4.97	1.08	3.89
368+00.83	2.50	0.00	0.08	0.06	0.00	0.06
432+08.00 – 432+67.00	ESTIMATED VOL. TO REMOVE AGG. MEDIAN CROSSING		91.78	68.84	0.00	68.84
459+27.96 – 464+19.51	POPPY GARDEN PAVEMENT		170.44	127.83	0.00	127.83
466+41.32	4.23	0.00	0.00	0.00	0.00	0.00
466+50.00	5.74	0.00	1.60	1.20	0.00	1.20
467+00.00	7.34	0.47	12.11	9.08	0.44	8.64
467+05.48	7.56	0.55	1.51	1.13	0.10	1.03
467+50.00	7.46	0.22	12.38	9.29	0.63	8.66
468+00.00	7.73	0.19	14.06	10.55	0.38	10.17
468+50.00	8.17	0.99	14.72	11.04	1.09	9.95
469+00.00	8.70	3.56	15.62	11.72	4.21	7.51
469+50.00	9.28	3.55	16.65	12.49	6.58	5.91
470+00.00	9.87	1.12	17.73	13.30	4.32	8.98
470+10.48	9.93	0.76	3.84	2.88	0.36	2.52
470+86.56	10.25	0.85	0.00	0.00	0.00	0.00
471+00.00	10.16	2.23	5.08	3.81	0.77	3.04
471+50.00	10.43	2.14	19.06	14.30	4.05	10.25
472+00.00	10.28	2.74	19.18	14.39	4.52	9.87
472+50.00	10.27	2.37	19.03	14.27	4.73	9.54
473+00.00	10.36	3.17	19.10	14.33	5.13	9.20
473+50.00	10.21	3.67	19.05	14.29	6.33	7.96
473+91.56	10.29	3.01	15.78	11.84	5.14	6.70
474+00.00	10.07	2.57	3.18	2.39	0.87	1.52
474+50.00	8.77	0.79	17.44	13.08	3.11	9.97
475+00.00	6.45	0.00	14.09	10.57	0.73	9.84
475+50.00	3.56	0.00	9.27	6.95	0.00	6.95
475+77.56	2.48	0.00	3.08	2.31	0.00	2.31
SUBTOTAL			835.9	627.0	188.6	438.4
GRAND TOTAL			835	625	190	440

PCC SCHEDULE

LOCATION	REMARKS	LENGTH	31100100 SUBBASE GRANULAR MATERIAL, TYPE A	31101900 SUBBASE GRANULAR MATERIAL, TYPE C	31200100 STABILIZED SUBBASE 4"	31200500 STABILIZED SUBBASE - HOT-MIX ASPHALT 4"	42000060 WELDED WIRE REINFORCEMENT	42000080 PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	42001300 PROTECTIVE COAT	42100345 CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 12.25"	42100615 PAVEMENT REINFORCEMENT	48300705 PORTLAND CEMENT CONCRETE SHOULDERS 12.25"
		(FOOT)	(TON)	(TON)	(SQ YD)	(SQ YD)	(SQ YD)	(SQ YD)	(SQ YD)	(SQ YD)	(SQ YD)	(SQ YD)
STA. 401+75.25 TO STA. 402+03.19	WB I-80	27.94			91.4		93.1	136.6	136.6			
STA. 402+03.19 TO STA. 403+92.35	WB I-80	189.16	WB CLEVELAND RD. STRUCTURE IMPROVEMENTS - SEE STRUCTURE PLANS									
STA. 403+92.35 TO STA. 404+15.09	WB I-80	22.74	126.6			59.2	60.6	116.2	116.2			
STA. 404+15.09 TO STA. 406+42.35	WB I-80	227.26		126.5		681.8			1161.6	606.0	606.0	538.9
STA. 402+16.45 TO STA. 402+38.72	EB I-80	22.27			95.3		102.7	137.3	137.3			
STA. 402+38.72 TO STA. 404+27.88	EB I-80	189.16	EB CLEVELAND RD. STRUCTURE IMPROVEMENTS - SEE STRUCTURE PLANS									
STA. 404+27.88 TO STA. 404+56.38	EB I-80	28.50	172.1			109.1	112.4	172.6	172.6			
STA. 404+56.38 TO STA. 406+77.88	EB I-80	221.50		106.5		898.3			1292.1	824.5	824.5	450.9
MICROSILICA OVERLAY (ROADWAY SECTIONS) (SEE HMA SCHEDULE FOR LOCATIONS)									1778.0			
STA. 459+27.94 TO STA. 464+19.51	WB POPPY GARDEN	491.57		279.9								
STA. 459+27.94 TO STA. 464+19.51	EB POPPY GARDEN	491.57		279.9								
SUBTOTAL			298.7	792.8	186.7	1748.4	368.8	562.7	4794.4	1430.5	1430.5	989.8
TOTAL			299	793	187	1748	369	563	4794	1431	1431	990

* (37-1)RS & (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

BENTON & ASSOCIATES, INC.
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1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4146 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druholl	DESIGNED - DSR	REVISED -	
	DRAWN - DSR	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -	
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EARTHWORK AND PCC SCHEDULES

SCALE: | SHEET 13 OF 17 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	37
		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: P:\DGN\E341-LW02 - 64N05 I-80 Resurfacing\PAI Rte 80 (I-80) Sec (37-1)RS &(37-1HB,1VBY)BDR\CADD Sheets\02 64N05-sht-schedule.dgn

PATCHING SCHEDULE

PATCHING SCHEDULE - SEE NOTE 2																
LOCATION	30300001	40601005	44002220	44200050	44200529	44200533	44200535	44200970	44200974	44200976	44201294	44201298	44213000	44213200	44213204	Z0028415
	AGGREGATE SUBGRADE IMPROVEMENT (SEE NOTE 1)	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 5"	WELDED WIRE REINFORCEMENT	CLASS A PATCHES, TYPE II, 8 INCH	CLASS A PATCHES, TYPE III, 8 INCH	CLASS A PATCHES, TYPE IV, 8 INCH	CLASS B PATCHES, TYPE II, 10 INCH	CLASS B PATCHES, TYPE III, 10 INCH	CLASS B PATCHES, TYPE IV, 10 INCH	CLASS B - EXPANSION JOINT	DOWEL BARS 1-1/4"	PATCH REINFORCEMENT	SAW CUTS	TIE BARS 3/4"	GEOTECHICAL REINFORCEMENT (SEE NOTE 1)
	(CU YD)	(TON)	(SQ YD)	(SQ YD)	(SQ YD)	(SQ YD)	(SQ YD)	(SQ YD)	(SQ YD)	(SQ YD)	(FOOT)	(EACH)	(SQ YD)	(FOOT)	(EACH)	(SQ YD)
EB I-80	21.8	239.1	854.9		402.8	240.1	666.6						1309.5	5132.0	162	131.0
EB I-80 (UNDER POPPY GARDEN RD.) STA. 459+27.94 TO STA. 464+19.51							1310.8						1310.8	2062.0	163	
WB I-80	21.0	53.7	193.4		489.3	282.7	486.6						1258.6	5686.0	12	125.9
WB I-80 (UNDER POPPY GARDEN RD.) STA. 459+27.94 TO STA. 464+19.51							1310.8						1310.8	2062.0	163	
CLEVELAND RD RAMP A	1.6			24.9				68.2	24.9		118.0	196		454.0		11.8
CLEVELAND RD RAMP B	2.3			56.9				78.4		56.9	128.0	224		536.0	10	19.2
CLEVELAND RD RAMP C	5.8			117.4				231.6		117.4	448.0	784		1736.0		46.6
CLEVELAND RD RAMP D	2.8			117.3				53.5	21.3	96.0	128.0	224		576.0	17	28.8
SUBTOTAL	55.3	292.8	1048.3	316.5	892.1	522.8	3774.8	431.7	46.2	270.3	822.0	1428.0	5189.7	18244.0	527.0	363.3
TOTAL	55	293	1048	317	892	523	3775	432	46	270	822	1428	5190	18244	527	363

NOTE 1: 10% OF THE TOTAL PATCHING AREA WAS ASSUMED WHEN DETERMINING THE ESTIMATED QUANTITY FOR THIS PAY ITEM.
NOTE 2: THE ENGINEER WILL DETERMINE EXACT PATCH LOCATIONS AND SIZES.

* (37-1)RS & (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS : LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4146 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-006852

USER NAME = druholl	DESIGNED - DSR	REVISED -	
	DRAWN - DSR	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -	
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PATCHING SCHEDULE

SCALE: | SHEET 14 OF 17 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	38
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: P:\20E3411-WO2 - 64N05 I-80 Resaving\FAI Rte 80 (I-80) Sec (37-1HS &37-1HB, 1VBY)BDR\CADD Sheets\02 64N05-pht-schedule.dgn

SIGN SCHEDULE

							72000100	72000200	72400310	72400320	72800100	72800100	73000100	
Mileage	Direction	Common Name of Sign	Sign	Base Color of Sign	Size Hor (in)	Size Ver (in)	Install Type 1 (sf)	Install Type 2 (sf)	Remove Type 1 (sf)	Remove Type 2 (sf)	Total (2 in) Telspar	Total (2 1/4 in) Telspar	Total Wood	Other / Notes
5.24	SB(EB)	County Line Sign	I1-I104	Green	48	36		12.00		12				Henry County
5.27	NB(WB)	River Crossing Sign	I-3	Green	48	36		12.00		12				Rock River
5.54	Median	No U Turn	R3-4	White	36	36	9.00		9				17	
		No U Turn	R3-4	White	36	36	9.00		9					
		Except Authorized Vehicles	R3-I101	White	36	24	6.00		6					
		Except Authorized Vehicles	R3-I101	White	36	24	6.00		6					
6.20	Median	No U Turn	R3-4	White	36	36	9.00		9				17	
		No U Turn	R3-4	White	36	36	9.00		9					
		Except Authorized Vehicles	R3-I101	White	36	24	6.00		6					
		Except Authorized Vehicles	R3-I101	White	36	24	6.00		6					
6.24	NB(WB)	Speed Limit 70	R2-1	White	48	60		20.00					38	5 foot bottom
		Minimum 45	R2-I102	White	48	36		12.00						
6.46	NB(WB)	West	M3-4	Blue	36	18	4.50		3.1				19	Side by side
		I-80	M1-1	Blue	36	36	9.00		9					
		CKC	M4-I100	White	36	18	4.50		4.5					
		Illinois 110	M1-I100	White	36	36	9.00		9					
6.67	NB(WB)	Merge (from Right)	W4-1R	Yellow	48	48		16.00		16			18	Move about 30 feet to the north
6.86	NB(WB)	Ramp 20 mph	W13-3	Yellow	48	60		20.00		20			18	
7.53	Median	No U Turn	R3-4	White	36	36			9					Remove sign & post
		No U Turn	R3-4	White	36	36			9					U-Turn being removed
		Except Authorized Vehicles	R3-I101	White	36	24			6					
		Except Authorized Vehicles	R3-I101	White	36	24			6					
7.78	Median	No U Turn	R3-4	White	36	36	9.00		9				17	
		No U Turn	R3-4	White	36	36	9.00		9					
		Except Authorized Vehicles	R3-I101	White	36	24	6.00		6					
		Except Authorized Vehicles	R3-I101	White	36	24	6.00		6					
8.23	Median	No U Turn	R3-4	White	36	36	9.00		9				17	
		No U Turn	R3-4	White	36	36	9.00		9					
		Except Authorized Vehicles	R3-I101	White	36	24	6.00		6					
		Except Authorized Vehicles	R3-I101	White	36	24	6.00		6					
8.89	SB (EB)	Ramp 45 mph	W13-3	Yellow	48	60		20.00		20			18	
I-80 SB(EB) Ramp to Cleveland Road														
	SB(EB)	Wrong Way	R5-1A	Red	48	30		10.00	8.8					
	SB(EB)	Wrong Way	R5-1A	Red	48	30		10.00	8.8					
	SB (EB)	Stop Ahead	W3-1	Yellow	36	36	9.00		9		11	5		
	SB (EB)	Colona -->	D1-1	Green	60	18	7.50		7.5		16	10		
	SB(EB)	Wrong Way	R5-1A	Red	48	30		10.00	8.8					
		Red Strip on post		Red	2	48	0.70		0.7					
		Business District	D4-I101	Green	30	18	3.80		3.8					
		Right directional arrow	M6-1R	Green	21	15	2.20		2.2					
	SB(EB)	Do Not Enter	R5-1	Red	48	48		16.00		16				
		Red Strip on post		Red	2	48	0.70		0.7					
	SB(EB)	STOP	R1-1	Red	48	48		16.00		16				In island
	SB(EB)	Do Not Enter	R5-1	Red	48	48		16.00		16				In Island
		Red Strip on post		Red	2	48	0.70		0.7					
	SB(EB)	STOP	R1-1	Red	48	48		16.00		16				Along radius
		Do Not Enter	R5-1	Red	48	48		16.00		16				
		Red Strip on post		Red	2	48	0.70		0.7					
Subtal Quantity-1							172.30	222.00	227.30	160.00	27.00	15.00	179.00	

* (37-1)RS & (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4146 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druholl	DESIGNED - DSR	REVISED -	
	DRAWN - DSR	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -	
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGN SCHEDULE

SCALE: | SHEET 15 OF 17 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	39
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: P:\20E3411-W02 - 64N05 I-80 Repaving\FAI Rte. 80 (I-80) Sec (37-1)RS &(37-1HB,1VBY)BDR\CADD Sheets\D2 64N05-sht-schedule.dgn

SIGN SCHEDULE

							72000100	72000200	72400310	72400320	72800100	72800100	73000100	
Mileage	Direction	Common Name of Sign	Sign	Base Color of Sign	Size Hor (in)	Size Ver (in)	Install Type 1 (sf)	Install Type 2 (sf)	Remove Type 1 (sf)	Remove Type 2 (sf)	Total (2 in) Telspar	Total (2 1/4 in) Telspar	Total Wood	Other / Notes
I-80 NB(WB) Ramp to Cleveland Road														
	NB(WB)	Wrong Way	R5-1A	Red	48	30		10.00	8.8					
	NB(WB)	Wrong Way	R5-1A	Red	48	30		10.00	8.8					
	NB(WB)	Stop Ahead	W3-1	Yellow	36	36	9.00						16	
	NB(WB)	Wrong Way	R5-1A	Red	48	30		10.00	8.8					
	NB(WB)	Colona -->	D1-1	Green	60	18	7.50		7.5		16	10		
	NB(WB)	Do Not Enter	R5-1	Red	48	48		16.00		16				
		Red Strip on post		Red	2	48	0.70		0.7					
	NB(WB)	STOP	R1-1	Red	48	48		16.00		16				In island
	NB(WB)	STOP	R1-1	Red	48	48		16.00		16				Along radius
		Do Not Enter	R5-1	Red	48	48		16.00		16				
		Red Strip on post		Red	2	48	0.70		0.7					
I-80 SB(EB) Ramp to US 6														
	SB(EB)	Wrong Way	R5-1A	Red	48	30		10.00	8.8					
	SB(EB)	Wrong Way	R5-1A	Red	48	30		10.00	8.8					
	SB(EB)	Stop Ahead	W3-1	Yellow	36	36	9.00						16	
	SB(EB)	Niabi Zoo	DSPC	Brown	30	30	6.30		6.3					
		Right directional arrow	M6-1R	Brown	21	15	2.20							
	SB(EB)	Wrong Way	R5-1A	Red	48	30		10.00	8.8					West side of the ramp
		Red Strip on post		Red	2	48	0.70		0.7					
	SB(EB)	Do Not Enter	R5-1	Red	48	48		16.00		16				
		Red Strip on post		Red	2	48	0.70		0.7					
	SB(EB)	Do Not Enter	R5-1	Red	48	48		16.00		16				
		Red Strip on post		Red	2	48	0.70		0.7					
	SB(EB)	STOP	R1-1	Red	48	48		16.00		16				
		One Way (in Left arrow)	R6-1L	White	54	18	6.80		6.8					
		One Way (in Right arrow)	R6-1R	White	54	18	6.80		6.8					
	SB(EB)	STOP	R1-1	Red	48	48		16.00		16				
I-80 NB(WB) Ramp to US 6														
	NB(WB)	Wrong Way	R5-1A	Red	48	30		10.00	8.8				16	East side of the ramp
		Stop Ahead	W3-1	Yellow	36	36	9.00		9					
	NB(WB)	Niabi Zoo	DSPC	Brown	30	30	6.30		6.3					
		Left directional arrow	M6-1L	Brown	21	15	2.20							
	NB(WB)	Wrong Way	R5-1A	Red	48	30		10.00	8.8					Chevron on back - OK
		Red Strip on post		Red	2	48	0.70		0.7					
	NB(WB)	Wrong Way	R5-1A	Red	48	30		10.00	8.8					West side of ramp
		Red Strip on post		Red	2	48	0.70		0.7					
	NB(WB)	Do Not Enter	R5-1	Red	48	48		16.00		16				I-80 Emergency Route signs - OK
		Red Strip on post		Red	2	48	0.70		0.7					
	NB(WB)	Do Not Enter	R5-1	Red	48	48		16.00		16				
		Red Strip on post		Red	2	48	0.70		0.7					
	NB(WB)	STOP	R1-1	Red	48	48		16.00		16				
		One Way (in Left arrow)	R6-1L	White	54	18	6.80		6.8					
		One Way (in Right arrow)	R6-1R	White	54	18	6.80		6.8					
	NB(WB)	STOP	R1-1	Red	48	48		16.00		16				
Subotal Quantity-2							85.00	282.00	141.80	192.00	16.00	10.00	48.00	

* (37-1)RS & (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
FILE NAME: P:\20E7411\W02 - 64N05 I-80 Repaving\PAI Rte 80 (I-80) Sec (37-1)RS &(37-1HB, 1VBY)BDR\CADD Sheets\(12) 64N05-sht-schedule.dgn

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-243-4140 FAX: 217-243-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druhell	DESIGNED - DSR	REVISED -
	DRAWN - DSR	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGN SCHEDULE

SCALE: | SHEET 16 OF 17 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	40
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

SIGN SCHEDULE

							72000100	72000200	72400310	72400320	72800100	72800100	73000100	
Mileage	Direction	Common Name of Sign	Sign	Base Color of Sign	Size Hor (in)	Size Ver (in)	Install Type 1 (sf)	Install Type 2 (sf)	Remove Type 1 (sf)	Remove Type 2 (sf)	Total (2 in) Telspar	Total (2 1/4 in) Telspar	Total Wood	Other / Notes
US 6 Ramp to I-80 NB(WB)														
		No Parking	R8-3A	White	24	24	4.00		2.3					Below Freeway Exclusion Sign
Cleveland Road Ramp to I-80 SB(EB)														
		Freeyway Entrance	MSPC	Green	48	30		10.00		10				
		diagonal arrow	M6-2	Green	21	15	2.20		2.2					
		No Parking	R8-3A	White	24	24	4.00		2.3					Below Freeway Exclusion Sign
		Ramp 20 mph	W13-3	Yellow	48	60		20.00		20				Remove sign and post
		Hairpin Curve	W1-11R	Yellow	36	36	9.00						17	Move north along ramp so that it is about
		20mph advisory plate	W13-1P	Yellow	24	24	4.00							150 feet from the Freeway Exclusion sign
Cleveland Road Ramp to I-80 NB(WB)														
		Freeyway Entrance	MSPC	Green	48	30		10.00		10				
		diagonal arrow	M6-2	Green	21	15	2.20		2.2					
Subotal Quantity-3							25.40	40.00	9.00	40.00	0.00	0.00	17.00	
Total Quantity							282.70	544.00	378.10	392.00	43.00	25.00	244.00	

NOTE:THE POST LENGTHS ARE ESTIMATIONS ONLY. ACTUAL LENGTH SHALL BE DETERMINED BY THE SIGN BEING PLACED ACCORDING TO STANDARD 720006.

* (37-1)RS & (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGN SCHEDULE

SCALE: | SHEET 17 OF 17 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	41
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: P:\20E3411-WO2 - 64N05 I-80 Resaving\FAI Rte 80 (I-80) Sec (37-1)RS &(37-1HB,1VBY)BDR\CADD Sheets\02 64N05-sht-schedule.dgn

HORIZONTAL CONTROL POINTS

POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
3	1763942.9840	2248989.4520	583.5215	I80	313+82.88	0.0000'	POT, PIN
5	1747781.5800	2249417.5190	603.7130	I80	476+03.40	0.0000'	POT, PIN
903204	1761930.0455	2249443.2810	589.2094	I80	334+54.37	4.8256' RT	GPS CONTROL POINT, PIN
903325	1765321.2580	2248687.0280	586.3740	I80	299+70.15	14.2094' RT	GPS CONTROL POINT, PIN
903326	1764118.9610	2248918.8790	585.9250	I80	311+93.94	13.8114' RT	GPS CONTROL POINT, PIN
903327	1759132.3018	2249455.4564	669.7054	I80	362+52.62	4.1219' LT	GPS CONTROL POINT, PIN
903328	1757700.8870	2249440.2410	677.3345	I80	376+84.07	6.8291' RT	GPS CONTROL POINT, PIN
903329	1756790.3483	2249438.7235	662.6287	I80	385+94.61	5.6339' RT	GPS CONTROL POINT, PIN
903330	1755160.6290	2249438.9210	615.3994	I80	402+24.32	0.5813' RT	GPS CONTROL POINT, PIN
903331	1754974.0650	2249418.4840	609.9347	I80	404+10.95	20.4624' RT	GPS CONTROL POINT, PIN
903333	1752406.9520	2249430.7540	609.8660	I80	429+78.01	0.5447' RT	GPS CONTROL POINT, PIN
903335	1748306.4600	2249423.7560	607.0835	I80	470+78.51	4.6733' LT	GPS CONTROL POINT, PIN
903336	1747090.0160	2249409.5500	605.8318	I80	482+94.50	15.238' RT	GPS CONTROL POINT, PIN
903337	1744813.4200	2249659.0270	634.0789	I80	505+78.23	79.1273' RT	GPS CONTROL POINT, PIN

REFERENCE TIES

POINT	NORTH	EAST	CHAIN	STATION	OFFSET	DESCRIPTION
500	1764118.5912	2248908.0617	I80	311+91.14	24.2643' RT	BRIDGE HEADWALL, CORNER
501	1764145.4084	2248950.6789	I80	311+77.88	24.3125' LT	BRIDGE HEADWALL, CORNER
502	1763967.8150	2248980.7480	I80	313+56.57	0.6644' RT	GUARDRAIL, END
503	1762512.1140	2249383.4570	I80	328+68.78	0.3682' LT	CATCH BASIN, CENTER
504	1762655.1198	2249355.1576	I80	327+23.00	2.6308' RT	SHOULDER LEFT, CORNER
505	1762656.7170	2249361.8051	I80	327+22.67	4.1979' LT	SHOULDER LEFT, CORNER
506	1759083.2010	2249451.4120	I80	363+01.73	0.2238' LT	DROP INLET PERIMETER, CORNER
507	1759083.2270	2249447.7900	I80	363+01.72	3.3983' RT	DROP INLET PERIMETER, CORNER
508	1759070.8700	2249451.9360	I80	363+14.06	0.7845' LT	DROP INLET PERIMETER, CORNER
509	1759071.0120	2249447.9860	I80	363+13.93	3.1659' RT	DROP INLET PERIMETER, CORNER
510	1754881.2930	2248884.3250	I80	405+05.31	554.3426' RT	MANHOLE, CENTER
511	1754848.1340	2248795.0150	I80	405+38.74	643.5535' RT	PIPE CULVERT, END
512	1755154.8632	2249463.2902	I80	402+30.02	23.805' LT	BRIDGE HEADWALL, CORNER
513	1755135.4613	2249414.5096	I80	402+49.56	24.9176' RT	BRIDGE HEADWALL, CORNER
514	1754983.2007	2249414.0839	I80	404+01.83	24.8897' RT	BRIDGE HEADWALL, CORNER
515	1755002.7790	2249462.6515	I80	403+82.10	23.6194' LT	BRIDGE HEADWALL, CORNER
516	1754948.0410	2249436.9720	I80	404+36.92	1.897' RT	PIPE CULVERT, END
517	1752428.4077	2249406.5575	I80	429+56.63	24.805' RT	BRIDGE HEADWALL, CORNER
518	1752414.6378	2249455.3841	I80	429+70.25	24.0624' LT	BRIDGE HEADWALL, CORNER
519	1752350.8300	2249430.6760	I80	430+34.14	0.4555' RT	MANHOLE, CENTER
520	1750862.1360	2249424.9960	I80	445+22.84	1.7004' RT	MISC. CONCRETE SLAB, CORNER
521	1750862.1360	2249428.4930	I80	445+22.83	1.7966' LT	MISC. CONCRETE SLAB, CORNER
522	1750824.7290	2249494.3350	I80	445+60.04	67.7497' LT	GUARDRAIL, END
523	1750373.5170	2249408.5290	I80	450+11.51	16.7117' RT	GUARDRAIL, END
524	1750402.4380	2249354.6170	I80	449+82.75	70.7096' RT	GUARDRAIL, END
525	1750452.4390	2249425.3670	I80	449+32.53	0.1089' RT	SIGN
526	1748383.5890	2249407.9860	I80	470+01.43	11.3264' RT	PIPE CULVERT, END
527	1748300.8320	2249398.0390	I80	470+84.21	21.0268' RT	GUARDPOST
528	1748300.6120	2249439.1740	I80	470+84.31	20.1086' LT	GUARDPOST
529	1748375.3350	2249397.3580	I80	470+09.71	21.9298' RT	GUARDPOST
530	1748373.3410	2249439.4870	I80	470+11.58	20.205' LT	GUARDPOST
531	1747101.5588	2249398.0290	I80	482+82.56	26.3263' RT	BRIDGE HEADWALL, CORNER
532	1747103.0256	2249448.7040	I80	482+82.94	24.3685' LT	BRIDGE HEADWALL, CORNER
533	1747031.1920	2249423.8560	I80	483+53.80	3.2909' RT	MANHOLE, CENTER

BENCH MARKS

POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
404	1761839.8160	2249375.3650	590.9473	I80	335+41.51	77.4166' RT	CHISEL SQUARE EASTERLY SIGN FOUNDATION
425	1765268.5730	2248636.0800	590.2030	I80	300+17.83	69.5715' RT	DISK TOP OF WALL
426	1764178.5350	2248987.5620	588.6060	I80	311+56.62	69.1761' LT	DISK TOP OF WALL HELD FOR NORTH ASE LEVEL RUN
427	1759271.8900	2249358.0020	669.6090	I80	361+13.32	93.7479' RT	CHISEL SQUARE OM EASTERLY FOUNDATION HELD FOR NORTH ASE LEVEL RUN
429	1757104.1700	2249365.3270	668.9478	I80	382+81.01	79.965' RT	CHISEL SQUARE ON EASTERLY SIGN FOUNDATION
430	1755029.0760	2249510.1190	614.5050	I80	403+55.66	71.0083' LT	DISK TOP OF WALL HELD FOR NORTH ASE LEVEL RUN
432	1753596.7350	2249410.3530	589.8550	I80	417+88.30	24.4901' RT	CUT SQUARE WINGWALL TOP
433	1752425.4810	2249455.6290	613.4060	I80	429+59.41	24.275' LT	BOT TOP OF WALL
434	1750078.4420	2249423.3200	609.1810	I80	453+06.53	1.0417' RT	BOLT SIGN FOUNDATION
435	1748282.0780	2249326.3440	602.6110	I80	471+03.18	92.6656' RT	CUT SQUARE SIGN FOUNDATION
436	1747102.1400	2249490.5170	608.8800	I80	482+85.35	66.1215' LT	CHISEL SQUARE SE CORNER OF WALL HELD FOR SOUTH ASE LEVEL RUN
437	1745125.2300	2249647.1370	632.7330	I80	502+72.86	21.7068' RT	CHISEL SQUARE SW CORNER OF EASTERLY SIGN FOUNDATION HELD FOR SOUTH ASE LEVEL RUN
ASE1	1755280.4522	2249929.7123	600.6339	I80	401+03.04	489.8509' LT	SET CHISELED "X" ASE-E-LEVEL
ASE2	1754841.6865	2248854.8880	590.4063	I80	405+45.01	583.6615' RT	FOUND CUT "X" ASE-E-LEVEL
ASE3	1750825.3597	2249434.6262	605.8747	I80	445+59.59	8.0393' LT	SET 5/8" REBAR W/RED CAP ASE-E-LEVEL
ASE4	1750415.2240	2249415.2235	607.4563	I80	449+69.78	10.1415' RT	SET 5/8" REBAR W/RED CAP ASE-E-LEVEL
ASE401	1755210.4959	2249945.7206	595.9111	I80	401+72.95	506.0675' LT	FOUND CHISELED SQUARE ON NORTHERLY SIGN FOUNDATION ASE-E-LEVEL (HORIZ IS SCALED)
ASE402	1754777.4409	2248864.1420	587.2056	I80	406+09.22	574.2162' RT	FOUND CHISELED SQUARE ON NORTHERLY SIGN FOUNDATION ASE-E-LEVEL (HORIZ IS SCALED)
ASE403	1750113.1880	2249421.7920	610.1410	I80	452+71.79	2.6732' RT	CUT "X" WEST SIDE OF NORTHERLY SIGN FOUNDATION ASE-E-LEVEL
ASE404	1748288.8777	2249330.6873	602.8936	I80	470+96.37	88.3426' RT	CUT "X" EAST SIDE OF EASTERLY SIGN FOUNDATION ASE-E-LEVEL
ASE405	1752416.9487	2249455.5505	613.4958	I80	429+67.94	24.2219' LT	SET CHISELED SQUARE TOP OF SW CORNER OF WALL ASE-E-LEVEL
HEN98	1762637.2900	2249356.8480	585.6982	I80	327+40.85	4.2651' RT	PSM SET AFTER CONSTRUCTION
HEN101	1762585.8500	2249381.8820	585.2737	I80	327+95.90	11.1789' LT	PSM SET AFTER CONSTRUCTION
HEN99	1759019.7500	2249435.4960	672.0364	I80	363+65.23	15.5031' RT	PSM SET AFTER CONSTRUCTION
HEN102	1756695.8270	2249552.7210	657.7277	I80	386+88.79	108.6446' LT	PSM SET AFTER CONSTRUCTION
HEN103	1752312.3520	2249442.2570	610.7020	I80	430+72.58	11.2401' LT	PSM SET AFTER CONSTRUCTION HELD FOR SOUTH ASE LEVEL RUN
HEN4	1748631.8065	2249428.8885	606.7524	I80			PSM SET AFTER CONSTRUCTION
HEN104	1748304.6510	2249433.2300	607.6489	I80			PSM SET AFTER CONSTRUCTION
HEN105	1744515.0200	2249901.4210	638.8995	I80			PSM SET AFTER CONSTRUCTION

* (37-1)RS & (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4146 FAX: 217-245-4169
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druholl		DESIGNED - DSR	REVISED -
		DRAWN - RDS	REVISED -
PLOT SCALE = 100.0000 ' / in.		CHECKED - WJS	REVISED -
PLOT DATE = 8/7/2024		DATE - 08/05/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES, AND BENCHMARKS

SCALE: NTS | SHEET 1 OF 19 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	42
		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: P:\DGE3411\W02 - 64N05 I-80 Resurving\PAI Rte 80 (I-80) Sec. (37-1)RS & (37-1HB, 1VBY)BDR\CADD Sheets\02 64N05-PH-ATB.dgn

CURVE POINT NUMBERS					
CHAIN	CURVE	PI	CC	PC	PT
I80	I80_3	80_3	81	82	83
I80	I80_6	80_6	81	82	83
I80	I80_9	80_9	81	82	83
I80	I80_12	80_12	81	82	83
I80	I80_15	80_15	81	82	83
I80	I80_18	80_18	81	82	83
I80	I80_21	80_21	81	82	83
I80	I80_24	80_24	81	82	83
I80	I80_27	80_27	81	82	83

CURVE POINT NUMBERS					
CHAIN	CURVE	PI	CC	PC	PT
CLEVELAND	CLEVELAND_3	CLEVELAND_3	1	2	3
CLEVELAND	CLEVELAND_6	CLEVELAND_6	1	2	3
CLEVELAND	CLEVELAND_9	CLEVELAND_9	1	2	3

CURVE POINT NUMBERS					
CHAIN	CURVE	PI	CC	PC	PT
I74	I74_1	74_1	75	76	77
I74	I74_4	74_4	75	76	77
I74	I74_7	74_7	75	76	77
I74	I74_10	74_10	75	76	77
I74	I74_13	74_13	75	76	77
I74	I74_16	74_16	75	76	77
I74	I74_19	74_19	75	76	77

CURVE POINT NUMBERS					
CHAIN	CURVE	PI	CC	PC	PT
POPPYGARDEN	POPPYGARDEN_9	POPPYGARDEN_9	1	2	3
POPPYGARDEN	POPPYGARDEN_12	POPPYGARDEN_12	1	2	3
POPPYGARDEN	POPPYGARDEN_15	POPPYGARDEN_15	1	2	3

CURVE POINT NUMBERS					
CHAIN	CURVE	PI	CC	PC	PT
RAMPA	RAMPA_5	AMPA_5	1	2	3
RAMPA	RAMPA_6	AMPA_6	1	2	3
RAMPA	RAMPA_7	AMPA_7	1	2	3
RAMPA	RAMPA_10	AMPA_10	1	2	3

CURVE POINT NUMBERS					
CHAIN	CURVE	PI	CC	PC	PT
RAMPB	RAMPB_3	AMPB_3	1	2	3
RAMPB	RAMPB_6	AMPB_6	1	2	3
RAMPB	RAMPB_9	AMPB_9	1	2	3

CURVE POINT NUMBERS					
CHAIN	CURVE	PI	CC	PC	PT
RAMPC	RAMPC_3	AMPC_3	1	2	3
RAMPC	RAMPC_6	AMPC_6	1	2	3
RAMPC	RAMPC_7	AMPC_7	1	2	3
RAMPC	RAMPC_8	AMPC_8	1	2	3

CURVE POINT NUMBERS					
CHAIN	CURVE	PI	CC	PC	PT
RAMPD	RAMPD_5	AMPD_5	1	2	3
RAMPD	RAMPD_8	AMPD_8	1	2	3
RAMPD	RAMPD_11	AMPD_11	1	2	3
RAMPD	RAMPD_12	AMPD_12	1	2	3

CURVE POINT NUMBERS					
CHAIN	CURVE	PI	CC	PC	PT
US6	US6_1	S6_1	1	2	3
US6	US6_4	S6_4	1	2	3
US6	US6_7	S6_7	1	2	3
US6	US6_10	S6_10	1	2	3

* (37-1)RS & (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
FILE NAME: P:\20F3411-W02 - 64N05 I-80 Repaving\PA\ Rte 80 I-80) Sec. (37-1)RS &(37-1HB, 1VBY)BDR\CADD Sheets\02 64N05-sht-ATR.dgn

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USER NAME = druholl	DESIGNED - DSR	REVISED -	
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PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -	
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES, AND BENCHMARKS

SCALE: NTS | SHEET 2 OF 19 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	43
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

Chain I80 contains:
I801 CUR I80_3 CUR I80_6 CUR I80_9 CUR I80_12 CUR I80_15 CUR I80_18 CUR I80_21-
CUR I80_24 CUR I80_27

Beginning chain I80 description
Feature: Geom_Ex_Centerline

Point I801 N 1,791,139.6465 E 2,241,631.9500 Sta 16+69.53

Course from I801 to PC I80_3 S 24° 37′ 06.66″ E Dist 4,558.4706′

Curve Data

Curve I80_3
P.I. Station 80+65.81 N 1,785,324.7735 E 2,244,296.4801
Delta = 35° 33′ 54.23″ (LT)
Degree = 0° 59′ 59.66″
Tangent = 1,837.8150′
Length = 3,556.8458′
Radius = 5,730.1246′
External = 287.5071′
Long Chord = 3,500.0177′
Mid. Ord. = 273.7708′
P.C. Station 62+28.00 N 1,786,995.5339 E 2,243,530.8931
P.T. Station 97+84.85 N 1,784,410.9704 E 2,245,891.0106
C.C. N 1,789,382.5583 E 2,248,740.1582

Course from PT I80_3 to PC I80_6 S 60° 11′ 00.89″ E Dist 394.5479′

Curve Data

Curve I80_6
P.I. Station 130+30.99 N 1,782,796.9137 E 2,248,707.4407
Delta = 60° 16′ 18.85″ (RT)
Degree = 1° 09′ 59.07″
Tangent = 2,851.5971′
Length = 5,167.3096′
Radius = 4,912.1568′
External = 767.7103′
Long Chord = 4,932.3309′
Mid. Ord. = 663.9439′
P.C. Station 101+79.39 N 1,784,214.7922 E 2,246,233.3295
P.T. Station 153+46.70 N 1,779,945.3200 E 2,248,703.0450
C.C. N 1,779,952.8920 E 2,243,790.8940

Course from PT I80_6 to PC I80_9 S 0° 05′ 17.95″ W Dist 14,136.3378′

Curve Data

Curve I80_9
P.I. Station 303+88.83 N 1,764,903.2110 E 2,248,679.8577
Delta = 17° 57′ 30.84″ (LT)
Degree = 0° 59′ 58.26″
Tangent = 905.7891′
Length = 1,796.7227′
Radius = 5,732.3415′
External = 71.1224′
Long Chord = 1,789.3770′
Mid. Ord. = 70.2508′
P.C. Station 294+83.04 N 1,765,808.9990 E 2,248,681.2540
P.T. Station 312+79.76 N 1,764,041.1227 E 2,248,957.8103
C.C. N 1,765,800.1627 E 2,254,413.5887

Course from PT I80_9 to PC I80_12 S 17° 52′ 12.88″ E Dist 726.7187′

Curve Data

Curve I80_12
P.I. Station 329+20.55 N 1,762,479.4968 E 2,249,461.3063
Delta = 18° 02′ 27.37″ (RT)
Degree = 0° 59′ 42.30″
Tangent = 914.0688′
Length = 1,813.0082′
Radius = 5,757.8894′
External = 72.1031′
Long Chord = 1,805.5278′
Mid. Ord. = 71.2113′
P.C. Station 320+06.48 N 1,763,349.4653 E 2,249,180.8130
P.T. Station 338+19.49 N 1,761,565.4321 E 2,249,458.5832
C.C. N 1,761,582.5857 E 2,243,700.7193

Course from PT I80_12 to PC I80_15 S 0° 10′ 14.49″ W Dist 14,012.7231′

Curve Data

Curve I80_15
P.I. Station 499+04.84 N 1,745,480.1504 E 2,249,410.6627
Delta = 20° 29′ 25.12″ (LT)
Degree = 0° 29′ 58.72″
Tangent = 2,072.6299′
Length = 4,100.9857′
Radius = 11,467.3307′
External = 185.8006′
Long Chord = 4,079.1668′
Mid. Ord. = 182.8381′
P.C. Station 478+32.21 N 1,747,552.7712 E 2,249,416.8373
P.T. Station 519+33.20 N 1,743,536.5001 E 2,250,130.3975
C.C. N 1,747,518.6084 E 2,260,884.1171

Course from PT I80_15 to PC I80_18 S 20° 19′ 10.63″ E Dist 3,678.2502′

Curve Data

Curve I80_18
P.I. Station 563+66.76 N 1,739,378.8367 E 2,251,669.9826
Delta = 7° 33′ 51.25″ (RT)
Degree = 0° 30′ 05.27″
Tangent = 755.3135′
Length = 1,508.4321′
Radius = 11,425.7143′
External = 24.9383′
Long Chord = 1,507.3369′
Mid. Ord. = 24.8840′
P.C. Station 556+11.45 N 1,740,087.1471 E 2,251,407.6948
P.T. Station 571+19.88 N 1,738,642.1632 E 2,251,836.7475
C.C. N 1,736,119.4903 E 2,240,693.0018

Course from PT I80_18 to PC I80_21 S 88° 38′ 49.71″ E Dist 3,070.8295′

Curve Data

Curve I80_21
P.I. Station 607+11.08 N 1,738,557.3762 E 2,255,426.9492
Delta = 1° 45′ 31.13″ (LT)
Degree = 0° 10′ 08.37″
Tangent = 520.3732′
Length = 1,040.6647′
Radius = 33,904.3046′
External = 3.9932′
Long Chord = 1,040.6238′
Mid. Ord. = 3.9927′
P.C. Station 601+90.71 N 1,738,569.6620 E 2,254,906.7210
P.T. Station 612+31.38 N 1,738,561.0616 E 2,255,947.3093
C.C. N 1,772,464.5159 E 2,255,707.1895

Course from PT I80_21 to PC I80_24 N 89° 35′ 39.16″ E Dist 3,799.9803′

Curve Data

Curve I80_24
P.I. Station 657+27.38 N 1,738,592.9036 E 2,260,443.2001
Delta = 0° 27′ 50.45″ (RT)
Degree = 0° 02′ 00.00″
Tangent = 696.0233′
Length = 1,392.0389′
Radius = 171,887.3397′
External = 1.4092′
Long Chord = 1,392.0351′
Mid. Ord. = 1.4092′
P.C. Station 650+31.36 N 1,738,587.9741 E 2,259,747.1943
P.T. Station 664+23.40 N 1,738,592.1962 E 2,261,139.2230
C.C. N 1,566,704.9453 E 2,260,964.5485

Course from PT I80_24 to PC I80_27 S 89° 56′ 30.39″ E Dist 9,319.4565′

Curve Data

Curve I80_27
P.I. Station 762+73.02 N 1,738,582.1869 E 2,270,988.8378
Delta = 0° 42′ 24.75″ (LT)
Degree = 0° 04′ 00.00″
Tangent = 530.1634′
Length = 1,060.3134′
Radius = 85,943.6700′
External = 1.6352′
Long Chord = 1,060.3067′
Mid. Ord. = 1.6352′
P.C. Station 757+42.85 N 1,738,582.7257 E 2,270,458.6747
P.T. Station 768+03.17 N 1,738,588.1888 E 2,271,518.9673
C.C. N 1,824,526.3513 E 2,270,546.0119

Ending chain I80 description

Chain CLEVELAND contains:
CLEVELAND1 CUR CLEVELAND_3 CUR CLEVELAND_6 CUR CLEVELAND_9 CLEVELAND11

Beginning chain CLEVELAND description
Feature: Geom_Ex_Centerline

Point CLEVELAND1 N 1,754,198.5179 E 2,243,932.0580 Sta 12+90.65

Course from CLEVELAND1 to PC CLEVELAND_3 N 52° 16′ 57.13″ E Dist 279.4599′

Curve Data

Curve CLEVELAND_3
P.I. Station 19+27.80 N 1,754,588.3062 E 2,244,436.0675
Delta = 39° 00′ 44.16″ (RT)
Degree = 5° 40′ 27.46″
Tangent = 357.6904′
Length = 687.5265′
Radius = 1,009.7430′
External = 61.4822′
Long Chord = 674.3221′
Mid. Ord. = 57.9534′
P.C. Station 15+70.11 N 1,754,369.4826 E 2,244,153.1212
P.T. Station 22+57.64 N 1,754,580.2236 E 2,244,793.6666
C.C. N 1,753,570.7384 E 2,244,770.8498

Course from PT CLEVELAND_3 to PC CLEVELAND_6 S 88° 42′ 18.71″ E Dist 3,067.5658′

Curve Data

Curve CLEVELAND_6
P.I. Station 56+59.41 N 1,754,503.3547 E 2,248,194.5763
Delta = 26° 10′ 03.69″ (LT)
Degree = 3° 59′ 03.58″
Tangent = 334.2124′
Length = 656.7656′
Radius = 1,438.0290′
External = 38.3264′
Long Chord = 651.0725′
Mid. Ord. = 37.3315′
P.C. Station 53+25.20 N 1,754,510.9068 E 2,247,860.4492
P.T. Station 59+81.97 N 1,754,643.9267 E 2,248,497.7882
C.C. N 1,755,948.5686 E 2,247,892.9438

Course from PT CLEVELAND_6 to PC CLEVELAND_9 N 65° 07′ 37.61″ E Dist 565.7040′

Curve Data

Curve CLEVELAND_9
P.I. Station 75+53.19 N 1,755,304.7943 E 2,249,923.2717
Delta = 13° 16′ 02.18″ (RT)
Degree = 0° 39′ 45.67″
Tangent = 1,005.5214′
Length = 2,002.0489′
Radius = 8,646.0082′
External = 58.2741′
Long Chord = 1,997.5791′
Mid. Ord. = 57.8840′
P.C. Station 65+47.67 N 1,754,881.8655 E 2,249,011.0193
P.T. Station 85+49.72 N 1,755,507.0790 E 2,250,908.2358
C.C. N 1,747,037.8337 E 2,252,647.5868

Course from PT CLEVELAND_9 to CLEVELAND11 N 78° 23′ 39.79″ E Dist 2,527.8232′

Point CLEVELAND11 N 1,756,015.6110 E 2,253,384.3790 Sta 110+77.54

Ending chain CLEVELAND description

Chain I74 contains:
CUR I74_1 CUR I74_4 CUR I74_7 CUR I74_10 CUR I74_13 CUR I74_16 CUR I74_19

Beginning chain I74 description
Feature: Geom_Ex_Centerline

Curve Data

Curve I74_1
P.I. Station 355+68.82 N 1,743,218.4532 E 2,217,996.6013
Delta = 16° 04′ 35.48″ (LT)
Degree = 1° 00′ 09.01″
Tangent = 807.1207′
Length = 1,603.6368′
Radius = 5,715.2670′
External = 56.7102′
Long Chord = 1,598.3814′
Mid. Ord. = 56.1530′
P.C. Station 347+61.70 N 1,743,378.9914 E 2,217,205.6074
P.T. Station 363+65.34 N 1,743,283.2361 E 2,218,801.1180
C.C. N 1,748,980.0635 E 2,218,342.3871

Course from PT I74_1 to PC I74_4 N 85° 23′ 46.51″ E Dist 7,198.7266′

Curve Data

Curve I74_4
P.I. Station 467+00.83 N 1,744,112.8048 E 2,229,103.2581
Delta = 24° 40′ 27.13″ (LT)
Degree = 0° 23′ 58.20″
Tangent = 3,136.7596′
Length = 6,176.2630′
Radius = 14,341.8539′
External = 339.0192′
Long Chord = 6,128.6475′
Mid. Ord. = 331.1903′
P.C. Station 435+64.07 N 1,743,861.0356 E 2,225,976.6188
P.T. Station 497+40.33 N 1,745,646.8271 E 2,231,839.3203
C.C. N 1,758,156.6174 E 2,224,825.4825

Course from PT I74_4 to PC I74_7 N 60° 43′ 19.38″ E Dist 1,681.8901′

Curve Data

Curve I74_7
P.I. Station 547+74.50 N 1,748,108.7745 E 2,236,230.4179
Delta = 82° 33′ 56.24″ (RT)
Degree = 1° 30′ 02.24″
Tangent = 3,352.2853′
Length = 5,502.0939′
Radius = 3,818.1358′
External = 1,262.8068′
Long Chord = 5,038.2307′
Mid. Ord. = 948.9515′
P.C. Station 514+22.22 N 1,746,469.3501 E 2,233,306.3617
P.T. Station 569+24.31 N 1,745,421.4248 E 2,238,234.4061
C.C. N 1,743,138.9523 E 2,235,173.6088

Course from PT I74_7 to PC I74_10 S 36° 42′ 44.38″ E Dist 5,392.9603′

Curve Data

Curve I74_10
P.I. Station 650+83.63 N 1,738,880.5287 E 2,243,112.0292
Delta = 51° 35′ 50.40″ (LT)
Degree = 1° 00′ 04.24″
Tangent = 2,766.3613′
Length = 5,153.6592′
Radius = 5,722.8331′
External = 633.5474′
Long Chord = 4,981.2700′
Mid. Ord. = 570.4011′
P.C. Station 623+17.27 N 1,741,098.1741 E 2,241,458.3050
P.T. Station 674+70.93 N 1,738,798.9273 E 2,245,877.1867
C.C. N 1,744,519.2701 E 2,246,045.9973

Course from PT I74_10 to PC I74_13 S 88° 18′ 34.77″ E Dist 2,157.2500′

Curve Data

Curve I74_13
P.I. Station 701+90.27 N 1,738,718.7130 E 2,248,595.3400
Delta = 0° 20′ 14.94″ (LT)
Degree = 0° 01′ 48.07″
Tangent = 562.0866′
Length = 1,124.1700′
Radius = 190,854.8615′
External = 0.8277′
Long Chord = 1,124.1684′
Mid. Ord. = 0.8277′
P.C. Station 696+28.18 N 1,738,735.2933 E 2,248,033.4980
P.T. Station 707+52.35 N 1,738,705.4423 E 2,249,157.2699
C.C. N 1,929,507.1037 E 2,253,663.2851

Course from PT I74_13 to PC I74_16 S 88° 38′ 49.71″ E Dist 2,680.2247′

Curve Data

Curve I74_16
P.I. Station 747+19.34 N 1,737,387.1592 E 2,252,120.8499
Delta = 12° 51′ 03.98″ (RT)
Degree = 0° 30′ 05.27″
Tangent = 1,286.7591′
Length = 2,562.7202′
Radius = 11,425.7143′
External = 72.2288′
Long Chord = 2,557.3517′
Mid. Ord. = 71.7751′
P.C. Station 734+32.58 N 1,738,642.1632 E 2,251,836.7475
P.T. Station 759+95.30 N 1,736,100.4019 E 2,252,118.7001
C.C. N 1,736,119.4903 E 2,240,693.0018

Course from PT I74_16 to PC I74_19 S 0° 05′ 44.60″ W Dist 19,725.6074′

Curve Data

Curve I74_19
P.I. Station 975+04.44 N 1,714,591.2868 E 2,252,082.7659
Delta = 5° 51′ 38.69″ (RT)
Degree = 0° 09′ 52.00″
Tangent = 1,783.5378′
Length = 3,563.9649′
Radius = 34,842.0000′
External = 45.6192′
Long Chord = 3,562.4113′
Mid. Ord. = 45.5595′
P.C. Station 957+20.90 N 1,716,374.8221 E 2,252,085.7456
P.T. Station 992+84.87 N 1,712,817.3782 E 2,251,897.6831
C.C. N 1,716,433.0309 E 2,217,243.7942

Ending chain I74 description

* (37-1)RS & (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
FILE NAME: P:\20F3411-W02 - 64N05 I-80 Repaving\FAI Rte 80 (I-80) Sec (37-1)RS &(37-1HB,1VBY)BDR\CADD Sheets\D2 64N05-sht-ATB.dgn

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4148 FAX: 217-245-8149
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druholl	DESIGNED - DSR	REVISED -
	DRAWN - RDS	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES, AND BENCHMARKS

SCALE: NTS | SHEET 4 OF 19 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	45
		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			

Chain POPPYGARDEN contains:
POPPYGARDEN1 POPPYGARDEN3 POPPYGARDEN5 POPPYGARDEN7 CUR POPPYGARDEN_9 CUR POPPYGARDEN_12 CUR POPPYGARDEN_15 POPPYGARDEN17

Beginning chain POPPYGARDEN description
Feature: Geom_Ex_Centerline

Point POPPYGARDEN1 N 1,749,362.5015 E 2,244,191.5944 Sta 0+00.00

Course from POPPYGARDEN1 to POPPYGARDEN3 S 87° 47′ 56.63″ E Dist 65.6841′

Point POPPYGARDEN3 N 1,749,359.9790 E 2,244,257.2300 Sta 0+65.68

Course from POPPYGARDEN3 to POPPYGARDEN5 S 87° 47′ 56.63″ E Dist 494.0875′

Point POPPYGARDEN5 N 1,749,341.0040 E 2,244,750.9530 Sta 5+59.77

Course from POPPYGARDEN5 to POPPYGARDEN7 S 87° 33′ 45.33″ E Dist 299.3088′

Point POPPYGARDEN7 N 1,749,328.2750 E 2,245,049.9910 Sta 8+59.08

Course from POPPYGARDEN7 to PC POPPYGARDEN_9 S 87° 36′ 55.23″ E Dist 1,365.8555′

Curve Data

Curve POPPYGARDEN_9
P.I. Station 25+49.16 N 1,749,257.9538 E 2,246,738.6115
Delta = 1° 23′ 08.06″ (LT)
Degree = 0° 12′ 49.26″
Tangent = 324.2286′
Length = 648.4257′
Radius = 26,813.4852′
External = 1.9602′
Long Chord = 648.4099′
Mid. Ord. = 1.9601′
P.C. Station 22+24.94 N 1,749,271.4443 E 2,246,414.6637
P.T. Station 28+73.36 N 1,749,252.3004 E 2,247,062.7909
C.C. N 1,776,061.7092 E 2,247,530.3225

Course from PT POPPYGARDEN_9 to PC POPPYGARDEN_12 S 89° 00′ 03.29″ E Dist 4,600.6055

Curve Data

Curve POPPYGARDEN_12
P.I. Station 76+69.29 N 1,749,168.6765 E 2,251,857.9881
Delta = 38° 45′ 28.92″ (RT)
Degree = 10° 19′ 05.26″
Tangent = 195.3208′
Length = 375.6305′
Radius = 555.2924′
External = 33.3500′
Long Chord = 368.5095′
Mid. Ord. = 31.4605′
P.C. Station 74+73.97 N 1,749,172.0822 E 2,251,662.6970
P.T. Station 78+49.60 N 1,749,043.7621 E 2,252,008.1433
C.C. N 1,748,616.8742 E 2,251,653.0146

Course from PT POPPYGARDEN_12 to PC POPPYGARDEN_15 S 50° 14′ 34.38″ E Dist 159.8876′

Curve Data

Curve POPPYGARDEN_15
P.I. Station 82+06.60 N 1,748,815.4490 E 2,252,282.5907
Delta = 39° 05′ 50.20″ (LT)
Degree = 10° 19′ 16.31″
Tangent = 197.1114′
Length = 378.8057′
Radius = 555.1273′
External = 33.9561′
Long Chord = 371.4989′
Mid. Ord. = 31.9988′
P.C. Station 80+09.49 N 1,748,941.5085 E 2,252,131.0589
P.T. Station 83+88.29 N 1,748,813.1790 E 2,252,479.6890
C.C. N 1,749,368.2696 E 2,252,486.0819

Course from PT POPPYGARDEN_15 to POPPYGARDEN17 S 89° 20′ 24.58″ E Dist 1,469.5094′

Point POPPYGARDEN17 N 1,748,796.2560 E 2,253,949.1010 Sta 98+57.80

Ending chain POPPYGARDEN description

Chain RAMPA contains:
RAMPA1 RAMPA3 CUR RAMPA_5 CUR RAMPA_6 CUR RAMPA_7 CUR RAMPA_10 RAMPA1

Beginning chain RAMPA description
Feature: Geom_Ex_Centerline

Point RAMPA1 N 1,755,081.0232 E 2,249,496.2654 Sta 0+00.00

Course from RAMPA1 to RAMPA3 N 3° 11′ 48.05″ E Dist 529.9219′

Point RAMPA3 N 1,755,610.1205 E 2,249,525.8158 Sta 5+29.92

Course from RAMPA3 to PC RAMPA_5 N 3° 11′ 48.77″ E Dist 132.4701′

Curve Data

Curve RAMPA_5
P.I. Station 7+89.92 N 1,755,869.7162 E 2,249,540.3152
Delta = 20° 56′ 32.90″ (RT)
Degree = 8° 18′ 12.39″
Tangent = 127.5302′
Length = 252.2144′
Radius = 690.0245′
External = 11.6861′
Long Chord = 250.8127′
Mid. Ord. = 11.4915′
P.C. Station 6+62.39 N 1,755,742.3845 E 2,249,533.2032
P.T. Station 9+14.61 N 1,755,986.0943 E 2,249,592.4696
C.C. N 1,755,703.9038 E 2,250,222.1539

Curve Data

Curve RAMPA_6
P.I. Station 10+13.50 N 1,756,076.3362 E 2,249,632.9112
Delta = 31° 59′ 20.30″ (RT)
Degree = 16° 36′ 27.97″
Tangent = 98.8895′
Length = 192.6145′
Radius = 344.9938′
External = 13.8932′
Long Chord = 190.1225′
Mid. Ord. = 13.3553′
P.C. Station 9+14.61 N 1,755,986.0943 E 2,249,592.4696
P.T. Station 11+07.22 N 1,756,131.4508 E 2,249,715.0179
C.C. N 1,755,845.0066 E 2,249,907.2950

Curve Data

Curve RAMPA_7
P.I. Station 14+86.69 N 1,756,342.9414 E 2,250,030.0856
Delta = 130° 29′ 02.55″ (RT)
Degree = 32° 44′ 24.80″
Tangent = 379.4679′
Length = 398.5436′
Radius = 175.0012′
External = 242.8760′
Long Chord = 317.8319′
Mid. Ord. = 101.7131′
P.C. Station 11+07.22 N 1,756,131.4508 E 2,249,715.0179
P.T. Station 15+05.76 N 1,755,965.9977 E 2,249,986.3893
C.C. N 1,755,986.1494 E 2,249,812.5522

Course from PT RAMPA_7 to PC RAMPA_10 S 6° 36′ 44.51″ W Dist 634.8584′

Curve Data

Curve RAMPA_10
P.I. Station 22+24.48 N 1,755,252.0586 E 2,249,903.6276
Delta = 63° 43′ 38.43″ (RT)
Degree = 42° 27′ 59.26″
Tangent = 83.8617′
Length = 150.0651′
Radius = 134.9201′
External = 23.9390′
Long Chord = 142.4486′
Mid. Ord. = 20.3316′
P.C. Station 21+40.62 N 1,755,335.3625 E 2,249,913.2844
P.T. Station 22+90.69 N 1,755,223.8440 E 2,249,824.6547
C.C. N 1,755,350.8987 E 2,249,779.2618

Course from PT RAMPA_10 to RAMPA12 S 70° 20′ 22.93″ W Dist 30.0000′

Point RAMPA12 N 1,755,213.7507 E 2,249,796.4036 Sta 23+20.69

Ending chain RAMPA description

* (37-1)RS & (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
FILE NAME: P:\09E3411-W02 - 64N05 I-80 Resaving\FAI Rte 80 (I-80) Sec (37-1)RS &(37-1HB,1VBY)BDR\CADD Sheets\02 64N05-sht-ATB.dgn

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4148 FAX: 217-245-4169
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druholl	DESIGNED - DSR	REVISED -	
	DRAWN - RDS	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -	
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES, AND BENCHMARKS

SCALE: NTS | SHEET 5 OF 19 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	46
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

Chain RAMPB contains:
RAMPB1 CUR RAMPB_3 CUR RAMPB_6 CUR RAMPB_9 RAMPB11

Beginning chain RAMPB description
Feature: Geom_Ex_Centerline

Point RAMPB1 N 1,755,266.0473 E 2,249,992.4109 Sta 0+00.00

Course from RAMPB1 to PC RAMPB_3 N 8° 22′ 51.34″ W Dist 54.3853′

Curve Data

Curve RAMPB_3
P.I. Station 1+80.06 N 1,755,444.1842 E 2,249,966.1665
Delta = 14° 59′ 35.58″ (RT)
Degree = 5° 59′ 57.74″
Tangent = 125.6745′
Length = 249.9131′
Radius = 955.0295′
External = 8.2334′
Long Chord = 249.2006′
Mid. Ord. = 8.1630′
P.C. Station 0+54.39 N 1,755,319.8518 E 2,249,984.4841
P.T. Station 3+04.30 N 1,755,569.0227 E 2,249,980.6380
C.C. N 1,755,459.0509 E 2,250,929.3147

Course from PT RAMPB_3 to PC RAMPB_6 N 6° 36′ 44.24″ E Dist 394.9974′

Curve Data

Curve RAMPB_6
P.I. Station 8+16.35 N 1,756,077.6689 E 2,250,039.6009
Delta = 57° 07′ 51.79″ (LT)
Degree = 26° 38′ 56.42″
Tangent = 117.0549′
Length = 214.3834′
Radius = 215.0016′
External = 29.7994′
Long Chord = 205.6118′
Mid. Ord. = 26.1720′
P.C. Station 6+99.30 N 1,755,961.3926 E 2,250,026.1220
P.T. Station 9+13.68 N 1,756,152.0954 E 2,249,949.2541
C.C. N 1,755,986.1501 E 2,249,812.5506

Course from PT RAMPB_6 to PC RAMPB_9 N 50° 31′ 07.55″ W Dist 230.1394′

Curve Data

Curve RAMPB_9
P.I. Station 14+62.24 N 1,756,500.8813 E 2,249,525.8605
Delta = 49° 32′ 36.84″ (RT)
Degree = 8° 18′ 13.06″
Tangent = 318.4167′
Length = 596.6497′
Radius = 690.0091′
External = 69.9263′
Long Chord = 578.2345′
Mid. Ord. = 63.4919′
P.C. Station 11+43.82 N 1,756,298.4239 E 2,249,771.6249
P.T. Station 17+40.47 N 1,756,819.2519 E 2,249,520.4411
C.C. N 1,756,830.9956 E 2,250,210.3503

Course from PT RAMPB_9 to RAMPB11 N 0° 58′ 30.71″ W Dist 949.9470′

Point RAMPB11 N 1,757,769.0613 E 2,249,504.2734 Sta 26+90.42

Ending chain RAMPB description

Chain RAMPC contains:
RAMPC1 CUR RAMPC_3 CUR RAMPC_6 CUR RAMPC_7 CUR RAMPC_8 RAMPC11 RAMPC12

Beginning chain RAMPC description
Feature: Geom_Ex_Centerline

Point RAMPC1 N 1,754,835.6649 E 2,248,911.3652 Sta 0+00.00

Course from RAMPC1 to PC RAMPC_3 N 11° 43′ 22.85″ W Dist 107.7326′

Curve Data

Curve RAMPC_3
P.I. Station 2+06.27 N 1,755,037.6327 E 2,248,869.4550
Delta = 11° 47′ 00.65″ (RT)
Degree = 6° 00′ 01.26″
Tangent = 98.5378′
Length = 196.3805′
Radius = 954.8741′
External = 5.0708′
Long Chord = 196.0346′
Mid. Ord. = 5.0440′
P.C. Station 1+07.73 N 1,754,941.1503 E 2,248,889.4760
P.T. Station 3+04.11 N 1,755,136.1705 E 2,248,869.5591
C.C. N 1,755,135.1622 E 2,249,824.4326

Course from PT RAMPC_3 to PC RAMPC_6 N 0° 03′ 37.80″ E Dist 359.9996′

Curve Data

Curve RAMPC_6
P.I. Station 8+09.09 N 1,755,641.1500 E 2,248,870.0923
Delta = 40° 47′ 07.42″ (RT)
Degree = 14° 41′ 29.44″
Tangent = 144.9803′
Length = 277.6120′
Radius = 389.9924′
External = 26.0765′
Long Chord = 271.7877′
Mid. Ord. = 24.4422′
P.C. Station 6+64.11 N 1,755,496.1698 E 2,248,869.9392
P.T. Station 9+41.72 N 1,755,750.8235 E 2,248,964.9133
C.C. N 1,755,495.7580 E 2,249,259.9314

Curve Data

Curve RAMPC_7
P.I. Station 12+82.26 N 1,756,008.4311 E 2,249,187.6346
Delta = 115° 27′ 57.69″ (RT)
Degree = 26° 38′ 54.90″
Tangent = 340.5385′
Length = 433.2914′
Radius = 215.0050′
External = 187.7277′
Long Chord = 363.6033′
Mid. Ord. = 100.2213′
P.C. Station 9+41.72 N 1,755,750.8235 E 2,248,964.9133
P.T. Station 13+75.02 N 1,755,696.5843 E 2,249,324.4484
C.C. N 1,755,610.2045 E 2,249,127.5584

Curve Data

Curve RAMPC_8
P.I. Station 14+61.37 N 1,755,617.5030 E 2,249,359.1430
Delta = 22° 43′ 17.73″ (RT)
Degree = 13° 19′ 50.70″
Tangent = 86.3572′
Length = 170.4449′
Radius = 429.8016′
External = 8.5898′
Long Chord = 169.3303′
Mid. Ord. = 8.4215′
P.C. Station 13+75.02 N 1,755,696.5843 E 2,249,324.4484
P.T. Station 15+45.46 N 1,755,531.1581 E 2,249,360.5997
C.C. N 1,755,523.9084 E 2,248,930.8592

Course from PT RAMPC_8 to RAMPC11 S 0° 57′ 59.36″ E Dist 202.0085′

Point RAMPC11 N 1,755,329.1783 E 2,249,364.0071 Sta 17+47.47

Course from RAMPC11 to RAMPC12 S 0° 58′ 39.35″ E Dist 947.9504′

Point RAMPC12 N 1,754,381.3659 E 2,249,380.1805 Sta 26+95.42

Ending chain RAMPC description

* (37-1)RS & (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
FILE NAME: P:\09f3411-WO2 - 64N05 I-80 Repaving\FAI Rte 80 (I-80) Sec (37-)RS &(37-1HB, 1VBY)BDR\CADD Sheets\02 64N05-sht-ATB.dgn

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4148 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druholl	DESIGNED - DSR	REVISED -
	DRAWN - RDS	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES, AND BENCHMARKS

SCALE: NTS | SHEET 6 OF 19 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	47
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

Chain RAMPD contains:
RAMPD1 RAMPD3 CUR RAMPD_5 CUR RAMPD_8 CUR RAMPD_11 CUR RAMPD_12 RAMPD14

Beginning chain RAMPD description
Feature: Geom_Ex_Centerline

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Point RAMPD1 N 1,757,100.4039 E 2,249,388.2809 Sta 0+00.00

Course from RAMPD1 to RAMPD3 S 3° 11′ 48.01″ W Dist 529.9239′

Point RAMPD3 N 1,756,571.3045 E 2,249,358.7305 Sta 5+29.92

Course from RAMPD3 to PC RAMPD_5 S 3° 11′ 47.42″ W Dist 132.4670′

Curve Data
•----------•

Curve RAMPD_5
P.I. Station 9+30.81 N 1,756,171.0444 E 2,249,336.3770
Delta = 42° 30′ 46.66″ (RT)
Degree = 8° 18′ 13.37″
Tangent = 268.4169′
Length = 511.9753′
Radius = 690.0019′
External = 50.3698′
Long Chord = 500.3113′
Mid. Ord. = 46.9430′
P.C. Station 6+62.39 N 1,756,439.0436 E 2,249,351.3441
P.T. Station 11+74.37 N 1,755,983.6096 E 2,249,144.2420
C.C. N 1,756,477.5186 E 2,248,662.4158

Course from PT RAMPD_5 to PC RAMPD_8 S 45° 42′ 34.08″ W Dist 257.8486′

Curve Data
•----------•

Curve RAMPD_8
P.I. Station 16+13.19 N 1,755,677.1823 E 2,248,830.1305
Delta = 45° 38′ 57.03″ (LT)
Degree = 13° 19′ 28.62″
Tangent = 180.9723′
Length = 342.5928′
Radius = 429.9995′
External = 36.5308′
Long Chord = 333.6032′
Mid. Ord. = 33.6703′
P.C. Station 14+32.21 N 1,755,803.5548 E 2,248,959.6719
P.T. Station 17+74.81 N 1,755,496.2101 E 2,248,829.9400
C.C. N 1,755,495.7576 E 2,249,259.9393

Course from PT RAMPD_8 to PC RAMPD_11 S 0° 03′ 37.05″ W Dist 609.1420′

Curve Data
•----------•

Curve RAMPD_11
P.I. Station 24+15.84 N 1,754,855.1782 E 2,248,829.2655
Delta = 37° 25′ 49.93″ (RT)
Degree = 60° 52′ 00.09″
Tangent = 31.8903′
Length = 61.4959′
Radius = 94.1332′
External = 5.2552′
Long Chord = 60.4082′
Mid. Ord. = 4.9773′
P.C. Station 23+83.95 N 1,754,887.0685 E 2,248,829.2990
P.T. Station 24+45.45 N 1,754,829.8748 E 2,248,809.8559
C.C. N 1,754,887.1675 E 2,248,735.1659

Curve Data
•----------•

Curve RAMPD_12
P.I. Station 24+99.45 N 1,754,787.0272 E 2,248,776.9887
Delta = 27° 25′ 38.99″ (RT)
Degree = 25° 53′ 29.05″
Tangent = 54.0016′
Length = 105.9328′
Radius = 221.2927′
External = 6.4937′
Long Chord = 104.9243′
Mid. Ord. = 6.3086′
P.C. Station 24+45.45 N 1,754,829.8748 E 2,248,809.8559
P.T. Station 25+51.38 N 1,754,764.1354 E 2,248,728.0792
C.C. N 1,754,964.5611 E 2,248,634.2711

Course from PT RAMPD_12 to RAMPD14 S 64° 55′ 05.98″ W Dist 36.4073′

Point RAMPD14 N 1,754,748.7020 E 2,248,695.1050 Sta 25+87.79

==========
Ending chain RAMPD description

Chain US6 contains:
CUR US6_1 CUR US6_4 CUR US6_7 CUR US6_10

Beginning chain US6 description
Feature: Geom_Ex_Centerline

==========

Curve Data
•----------•

Curve US6_1
P.I. Station 206+85.24 N 1,744,090.5332 E 2,244,255.5040
Delta = 10° 33′ 05.14″ (LT)
Degree = 0° 28′ 38.87″
Tangent = 1,108.0761′
Length = 2,209.8855′
Radius = 11,999.9991′
External = 51.0511′
Long Chord = 2,206.7641′
Mid. Ord. = 50.8348′
P.C. Station 195+77.17 N 1,744,334.0604 E 2,243,174.5197
P.T. Station 217+87.05 N 1,744,049.0715 E 2,245,362.8041
C.C. N 1,756,040.6671 E 2,245,811.8174

Course from PT US6_1 to PC US6_4 S 87° 51′ 20.23″ E Dist 2,036.9999′

Curve Data
•----------•

Curve US6_4
P.I. Station 243+52.28 N 1,743,953.0864 E 2,247,926.2335
Delta = 1° 09′ 28.55″ (LT)
Degree = 0° 06′ 34.59″
Tangent = 528.2259′
Length = 1,056.4159′
Radius = 52,272.7718′
External = 2.6688′
Long Chord = 1,056.3979′
Mid. Ord. = 2.6687′
P.C. Station 238+24.05 N 1,743,972.8514 E 2,247,398.3775
P.T. Station 248+80.47 N 1,743,943.9925 E 2,248,454.3811
C.C. N 1,796,209.0171 E 2,249,354.3086

Course from PT US6_4 to PC US6_7 S 89° 00′ 48.77″ E Dist 2,323.7977′

Curve Data
•----------•

Curve US6_7
P.I. Station 276+67.30 N 1,743,896.0144 E 2,251,240.8002
Delta = 0° 33′ 16.66″ (LT)
Degree = 0° 03′ 35.61″
Tangent = 463.0344′
Length = 926.0616′
Radius = 95,666.8303′
External = 1.1206′
Long Chord = 926.0580′
Mid. Ord. = 1.1205′
P.C. Station 272+04.26 N 1,743,903.9860 E 2,250,777.8344
P.T. Station 281+30.33 N 1,743,892.5246 E 2,251,703.8215
C.C. N 1,839,556.6379 E 2,252,424.8334

Course from PT US6_7 to PC US6_10 S 89° 34′ 05.43″ E Dist 4,703.3181′

Curve Data
•----------•

Curve US6_10
P.I. Station 332+90.63 N 1,743,853.6330 E 2,256,863.9786
Delta = 0° 36′ 47.92″ (LT)
Degree = 0° 04′ 01.58″
Tangent = 456.9856′
Length = 913.9624′
Radius = 85,382.5610′
External = 1.2229′
Long Chord = 913.9581′
Mid. Ord. = 1.2229′
P.C. Station 328+33.64 N 1,743,857.0772 E 2,256,407.0060
P.T. Station 337+47.61 N 1,743,855.0805 E 2,257,320.9619
C.C. N 1,829,237.2131 E 2,257,050.5086

==========
Ending chain US6 description

* (37-1)RS & (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4146 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druholl	DESIGNED - DSR	REVISED -	
	DRAWN - RDS	REVISED -	
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PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

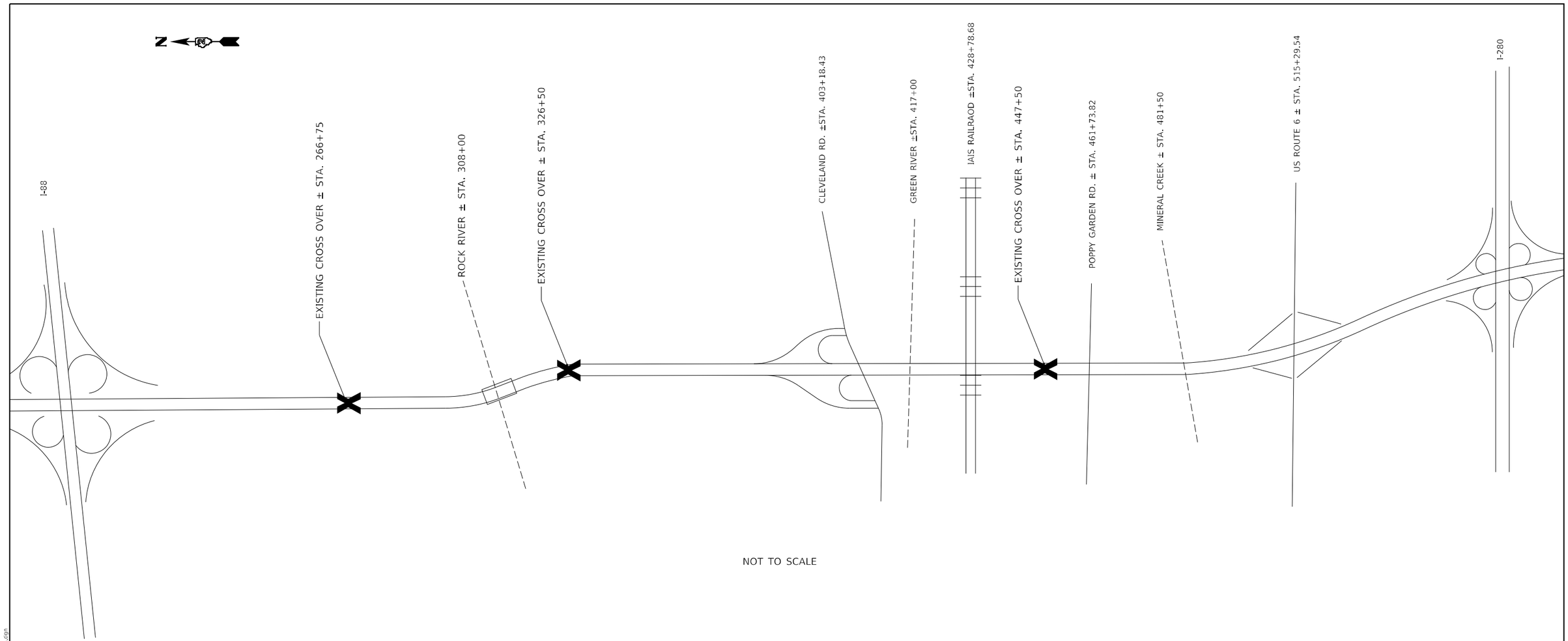
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES, AND BENCHMARKS

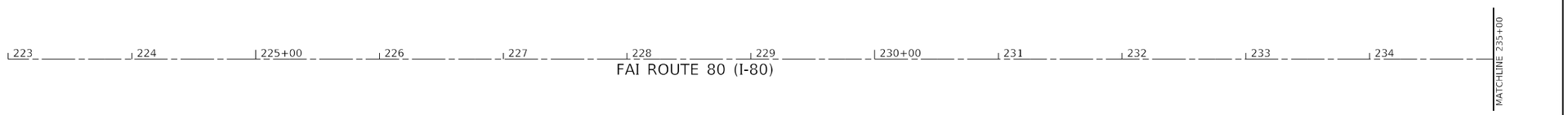
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	48
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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NOT TO SCALE



* (37-1)RS & (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
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PHONE: 217-245-4146 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

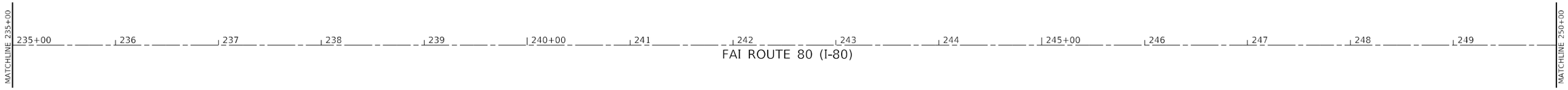
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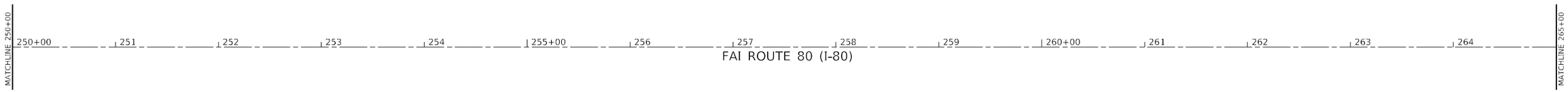
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

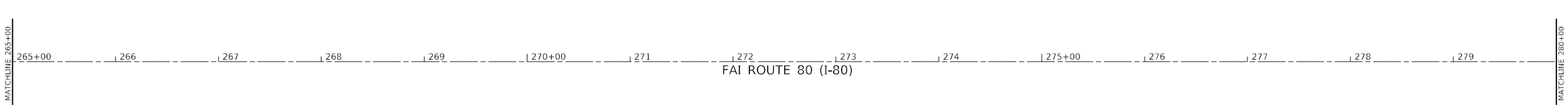
ALIGNMENT, TIES, AND BENCHMARKS

SCALE: NTS | SHEET 8 OF 19 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	49
		CONTRACT NO. 64N05		
		ILLINOIS FED. AID PROJECT		







* (37-1)RS & (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
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JACKSONVILLE, IL 62650
PHONE: 217-245-4148 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

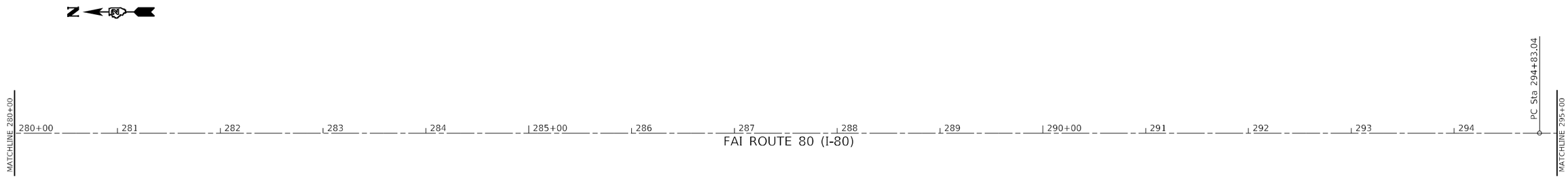
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PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

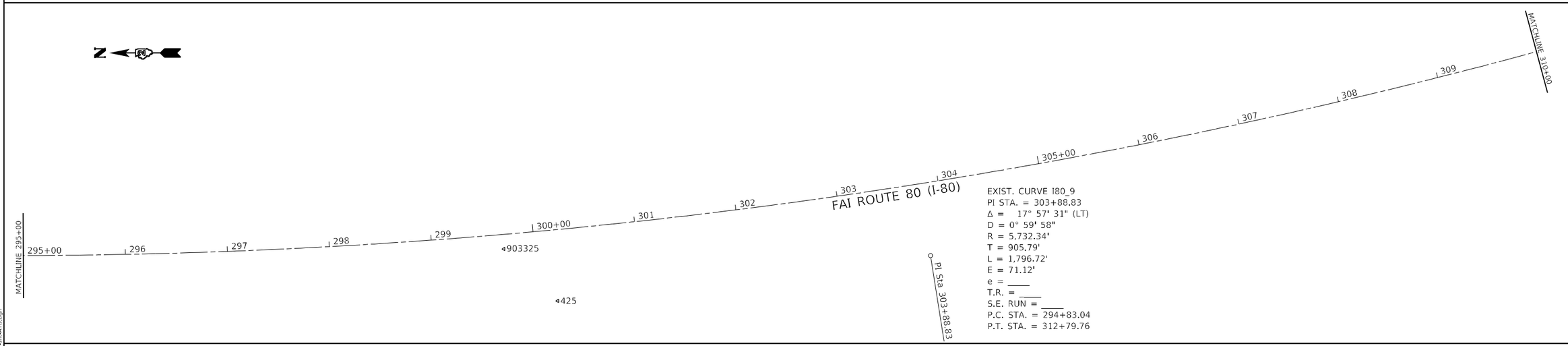
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

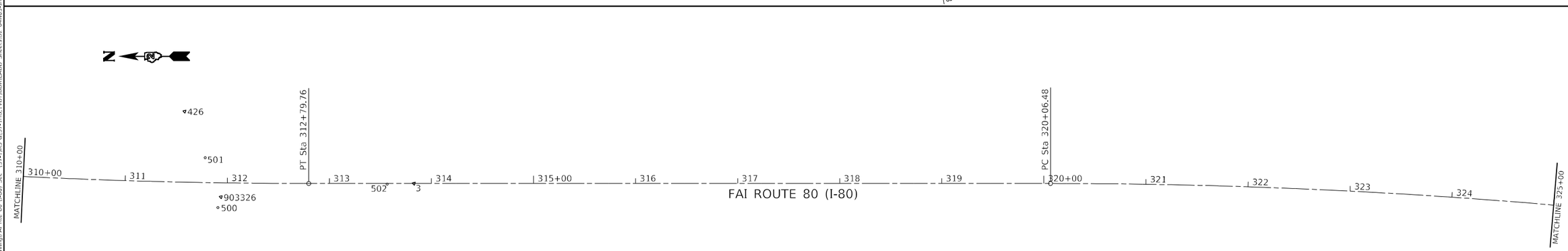
ALIGNMENT, TIES, AND BENCHMARKS

SCALE: 1" = 50' | SHEET 9 OF 19 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	50
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		







* (37-1)RS & (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
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PHONE: 217-245-4148 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druholl	DESIGNED - DSR	REVISED -	
	DRAWN - RDS	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -	
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES, AND BENCHMARKS

SCALE: 1" = 50' | SHEET 10 OF 19 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	51
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

EXIST. CURVE I80_12
PI STA. = 329+20.55
Δ = 18° 02' 27" (RT)
D = 0° 59' 42"
R = 5,757.89'
T = 914.07'
L = 1,813.01'
E = 72.10'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 320+06.48
P.T. STA. = 338+19.49

PI Sta 329+20.55

PT Sta 338+19.49

MATCHLINE 325+00

325+00 | 326 | 327 | 328 | 329 | 330+00 | 331 | 332 | 333 | 334 | 335+00 | 336 | 337 | 338 | 339

MATCHLINE 340+00

HEN101

505
504
HEN98

503

903204

404

FAI ROUTE 80 (I-80)

MATCHLINE 340+00

340+00 | 341 | 342 | 343 | 344 | 345+00 | 346 | 347 | 348 | 349 | 350+00 | 351 | 352 | 353 | 354

MATCHLINE 355+00

FAI ROUTE 80 (I-80)

MATCHLINE 355+00

355+00 | 356 | 357 | 358 | 359 | 360+00 | 361 | 362 | 363 | 364 | 365+00 | 366 | 367 | 368 | 369

MATCHLINE 370+00

903327

506
507
508
509

HEN99

FAI ROUTE 80 (I-80)

427

* (37-1)RS & (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
FILE NAME: P:\06F3411-WO2 - 64N05 I-80 Repaving\FAI Rte 80 (I-80) Sec (37-1)RS &(37-1HB,1VBY)BDR\CADD Sheets\02 64N05-sht-ATB.dgn

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PHONE: 217-245-4148 FAX: 217-245-8149
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druholl	DESIGNED - DSR	REVISED -	
	DRAWN - RDS	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -	
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES, AND BENCHMARKS

SCALE: 1" = 50' | SHEET 11 OF 19 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	52
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		



* (37-1)RS & (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
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JACKSONVILLE, IL 62650
PHONE: 217-243-4146 FAX: 217-243-8149
IL DESIGN FIRM REGISTRATION NO. 184-000852

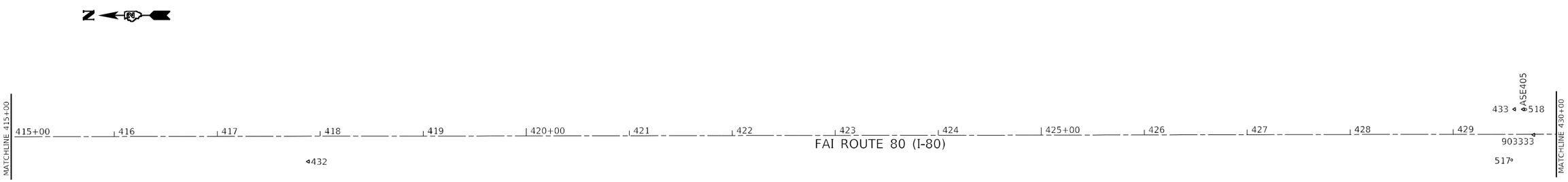
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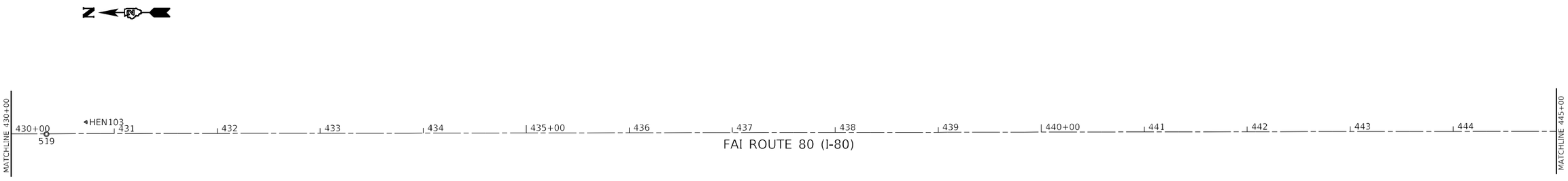
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

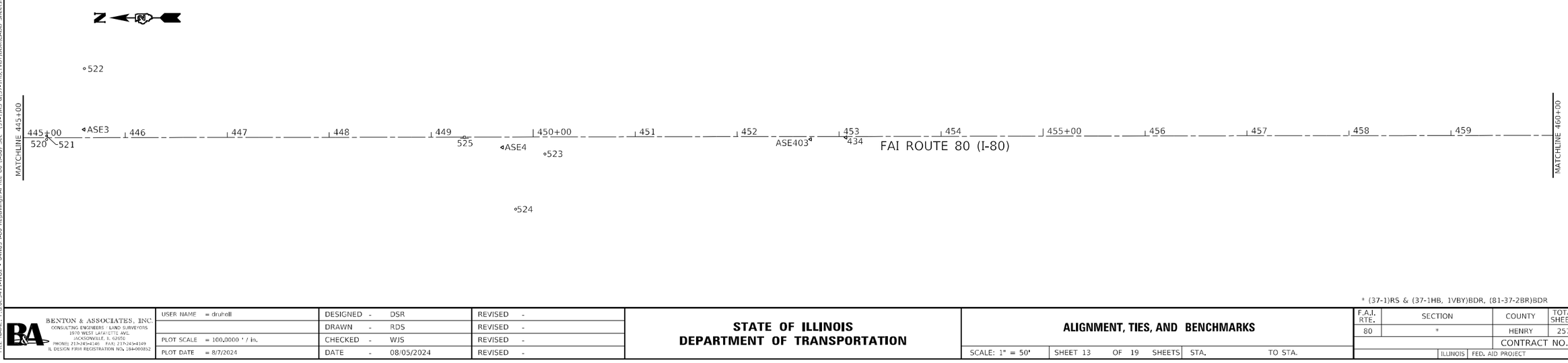
ALIGNMENT, TIES, AND BENCHMARKS

SCALE: 1" = 50' | SHEET 12 OF 19 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	53
		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	







* (37-1)RS & (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
FILE NAME: P:\06E3411-WO2 - 64N05 I-80 Repaving\FAI Rte 80 (I-80) Sec (37-1RS &37-1HB, 1VBY)BDR\CADD Sheets\02 64N05-sht-ATB.dgn

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JACKSONVILLE, IL 62650
PHONE: 217-245-4148 FAX: 217-245-8149
IL DESIGN FIRM REGISTRATION NO. 184-000852

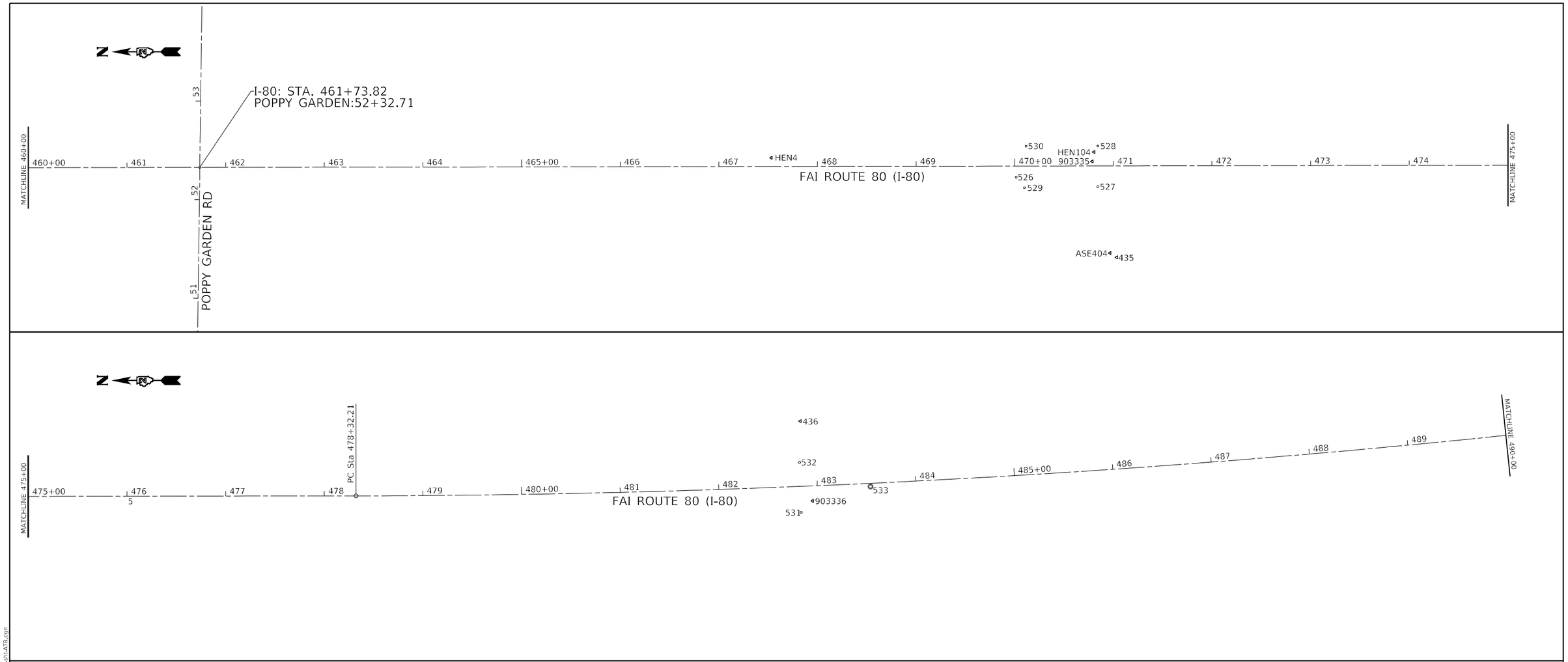
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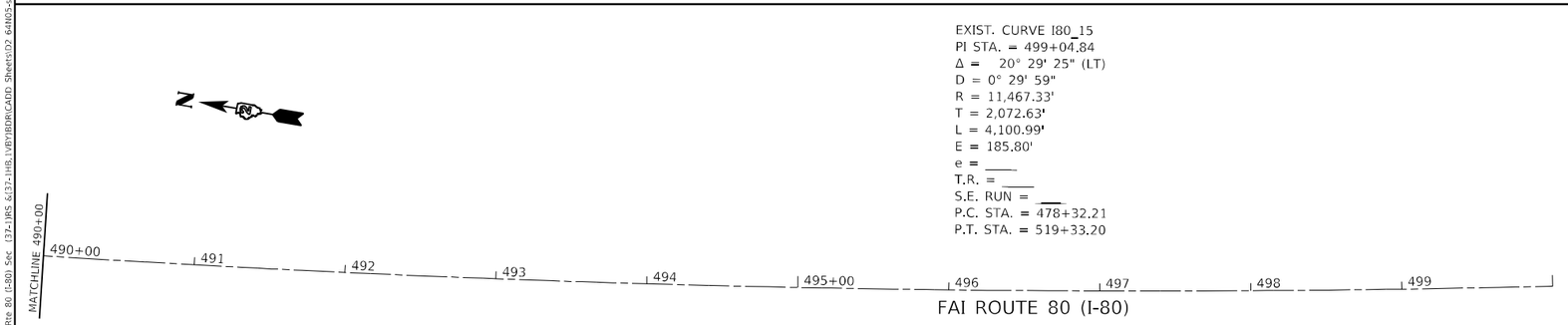
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES, AND BENCHMARKS

SCALE: 1" = 50' | SHEET 13 OF 19 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	54
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		





* (37-1)RS & (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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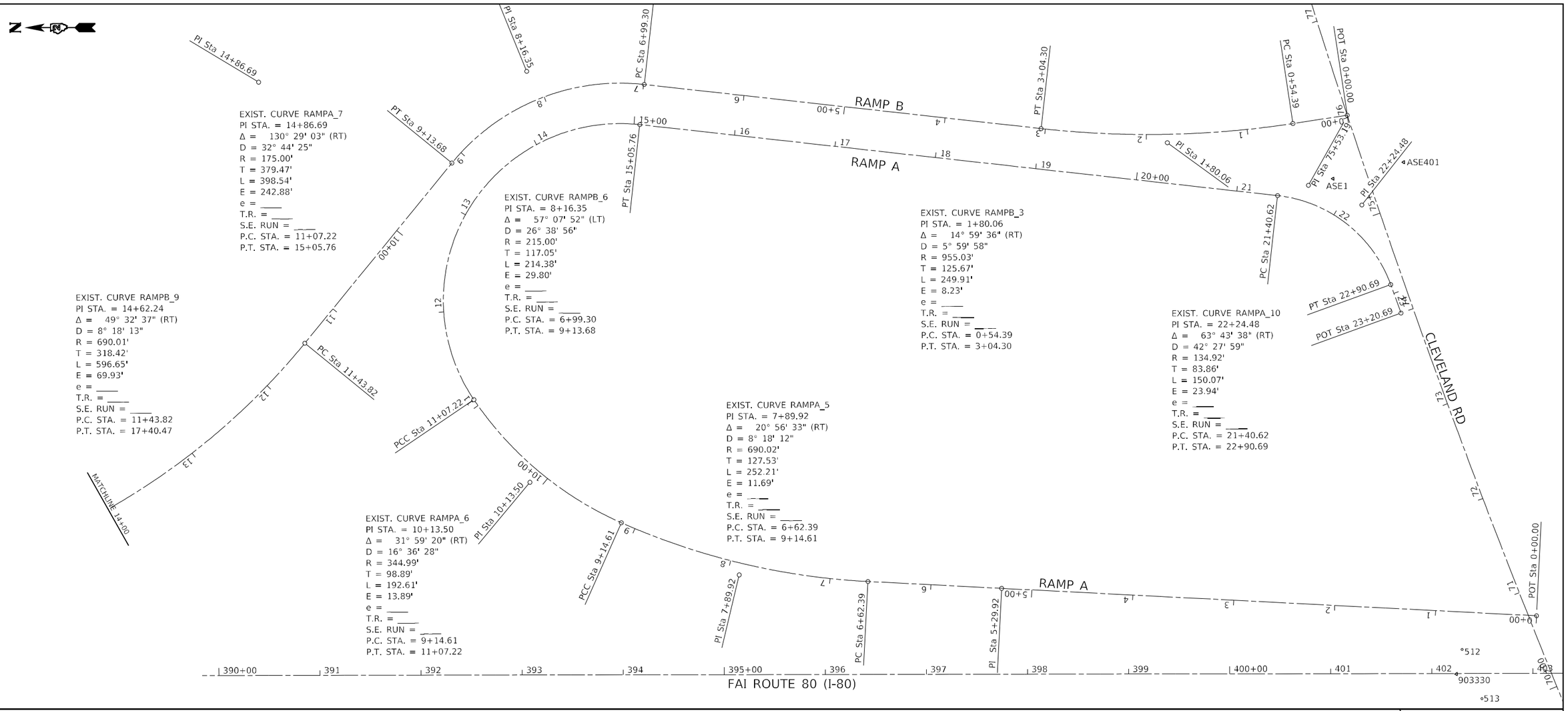
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

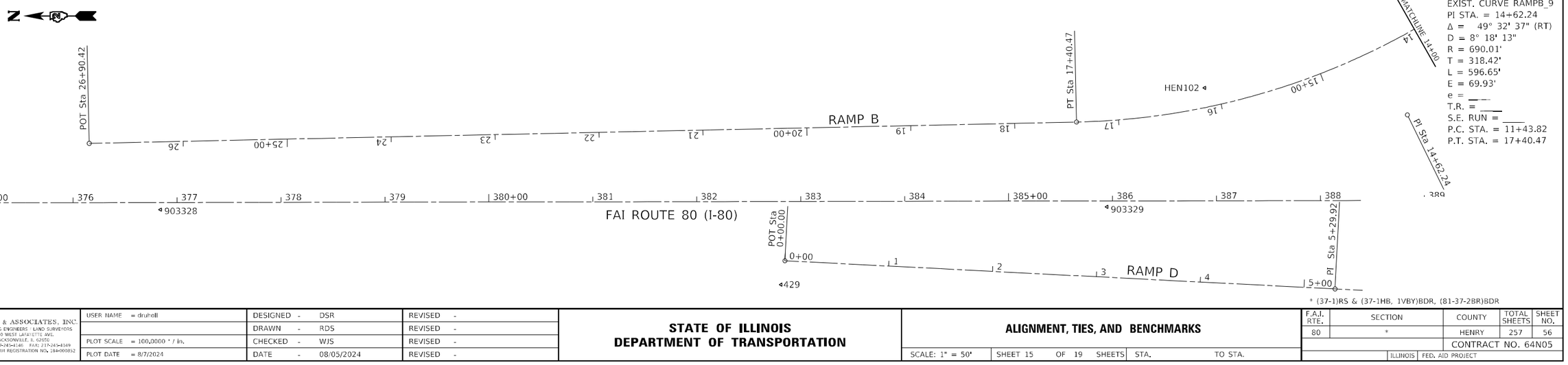
ALIGNMENT, TIES, AND BENCHMARKS

SCALE: 1" = 50' | SHEET 14 OF 19 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	55
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: P:\06F3411-WO2 - 64N05 I-80 Repaving\FAI Rte 80 (I-80) Sec (37-1)RS &37-1HB, 1VBY)BDR\CADD Sheets\02 64N05-alt-ATB.dgn





MODEL: Default
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JACKSONVILLE, IL 62650
PHONE: 217-243-8146 FAX: 217-243-8149
IL DESIGN FIRM REGISTRATION NO. 184-003852

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PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES, AND BENCHMARKS

SCALE: 1" = 50' | SHEET 15 OF 19 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	56
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

FAI ROUTE 80 (I-80)

RAMP C

RAMP D

CLEVELAND RD

PI Sta 14+61.37

PCC Sta 13+75.02

PT Sta 15+45.46

PI Sta 17+47.47

POT Sta 26+95.42

EXIST. CURVE RAMPC_8
PI STA. = 14+61.37
Δ = 22° 43' 18" (RT)
D = 13° 19' 51"
R = 429.80'
T = 86.36'
L = 170.44'
E = 8.59'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 13+75.02
P.T. STA. = 15+45.46

MATCHLINE 13+00

PC Sta 14+32.21

PCC Sta 9+41.72

PI Sta 16+13.19

PI Sta 8+09.09

PT Sta 17+74.81

PC Sta 6+64.11

PT Sta 3+04.11

PC Sta 1+07.73

PI Sta 2+06.27

EXIST. CURVE RAMPD_8
PI STA. = 16+13.19
Δ = 45° 38' 57" (LT)
D = 13° 19' 29"
R = 430.00'
T = 180.97'
L = 342.59'
E = 36.53'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 14+32.21
P.T. STA. = 17+74.81

EXIST. CURVE RAMPC_6
PI STA. = 8+09.09
Δ = 40° 47' 07" (RT)
D = 14° 41' 29"
R = 389.99'
T = 144.98'
L = 277.61'
E = 26.08'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 6+64.11
P.T. STA. = 9+41.72

EXIST. CURVE RAMPC_3
PI STA. = 2+06.27
Δ = 11° 47' 01" (RT)
D = 6° 00' 01"
R = 954.87'
T = 98.54'
L = 196.38'
E = 5.07'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 1+07.73
P.T. STA. = 3+04.11

PC Sta 65+47.67

POT Sta 0+00.00

PI Sta 24+15.84

PC Sta 23+83.95

PCC Sta 24+45.45

PI Sta 24+99.45

PT Sta 25+51.38

POT Sta 25+87.79

EXIST. CURVE RAMPD_11
PI STA. = 24+15.84
Δ = 37° 25' 50" (RT)
D = 60° 52' 00"
R = 94.13'
T = 31.89'
L = 61.50'
E = 5.26'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 23+83.95
P.T. STA. = 24+45.45

EXIST. CURVE RAMPD_12
PI STA. = 24+99.45
Δ = 27° 25' 39" (RT)
D = 25° 53' 29"
R = 221.29'
T = 54.00'
L = 105.93'
E = 6.49'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 24+45.45
P.T. STA. = 25+51.38

ASE402

ASE2

* (37-1)RS & (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
FILE NAME: P:\DF3411-W02 - 64N05 I-80 Reparving\FAI Rte 80 (I-80) Sec. (37-1)RS &(37-1HB, 1VBY)BDR\CADD Sheets\02 64N05-sht-ATB.dgn

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PHONE: 217-243-4146 FAX: 217-243-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druholl	DESIGNED - DSR	REVISED -	
	DRAWN - RDS	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -	
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES, AND BENCHMARKS

SCALE: 1" = 50' | SHEET 16 OF 19 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	57
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		



* (37-1)RS & (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
FILE NAME: P:\20F341\1-WO2 - 64N05 I-80 Repaving\Fal Rte 80 (I-80) Sec (37-1)RS &(37-1HB, 1VBY)BDR\CADD Sheets\ID7 64N05-alt-ATR.dgn

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS : LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4140 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

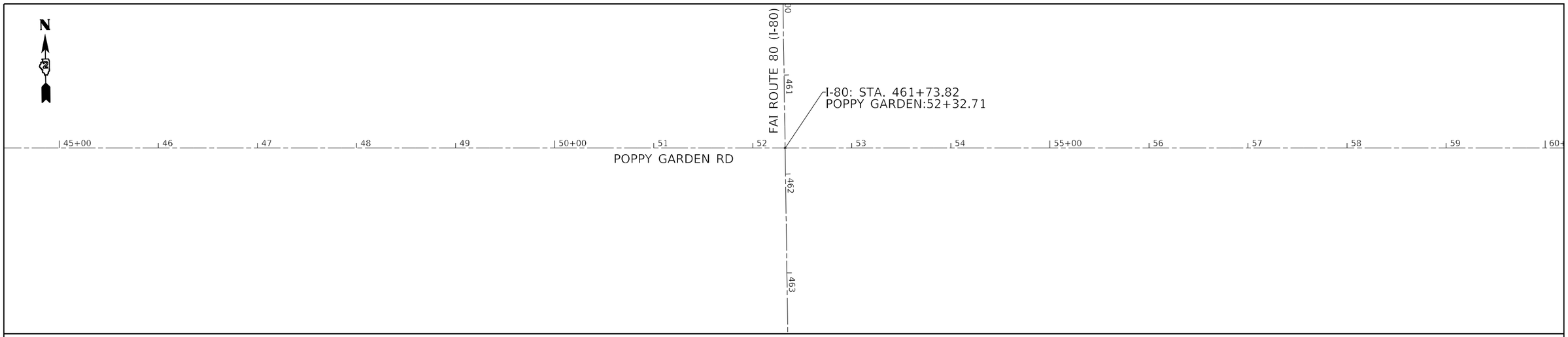
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	DRAWN - RDS	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES, AND BENCHMARKS

SCALE: 1" = 50' | SHEET 17 OF 19 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	58
		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			



* (37-1)RS & (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
FILE NAME: P:\20E3411-WO2 - 64N05 I-80 Resaving\FAI Rte 80 (I-80) Sec (37-1)RS &(37-1HB,1VBY)BDR\CADD Sheets\02 64N05-pn-ATB.dgn

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS · LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4146 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

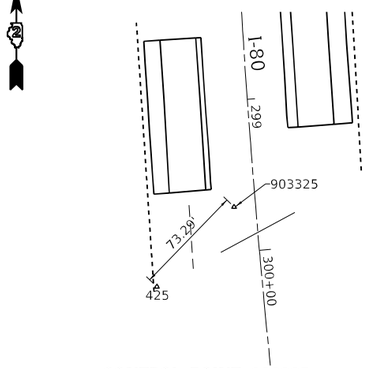
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	DRAWN - RDS	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

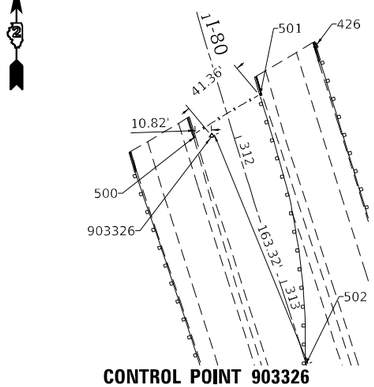
ALIGNMENT, TIES, AND BENCHMARKS

SCALE: 1" = 50' | SHEET 18 OF 19 SHEETS | STA. | TO STA.

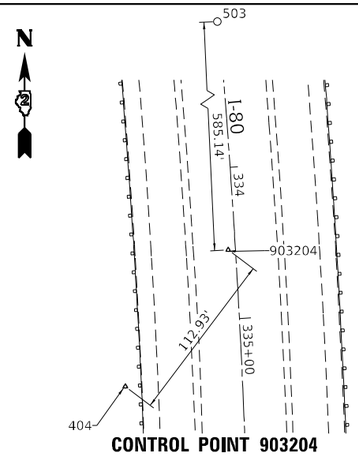
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	59
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		



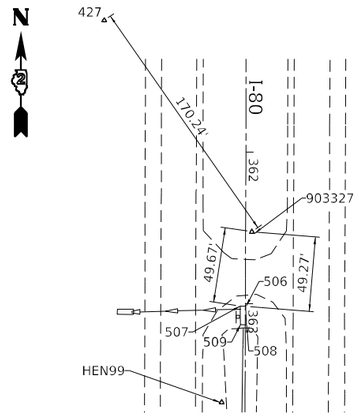
CONTROL POINT 903325
GPS CONTROL POINT
NOT TO SCALE



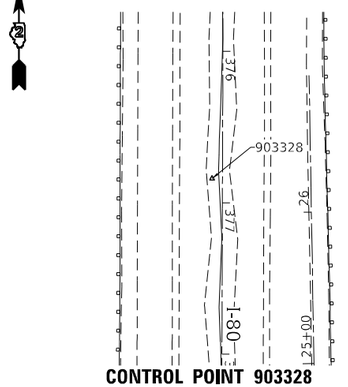
CONTROL POINT 903326
GPS CONTROL POINT
NOT TO SCALE



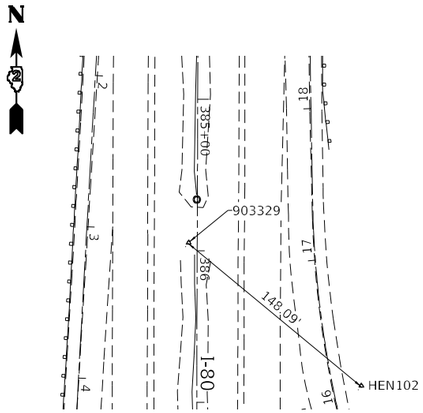
CONTROL POINT 903204
GPS CONTROL POINT ASE–E–LEVEL
NOT TO SCALE



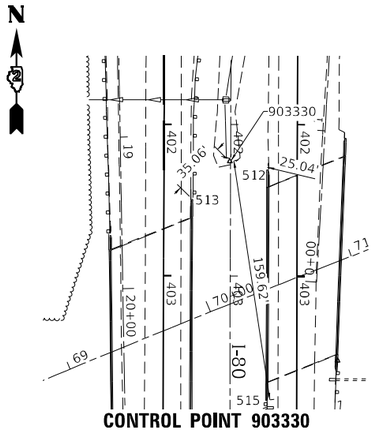
CONTROL POINT 903327
GPS CONTROL POINT ASE–E–LEVEL
NOT TO SCALE



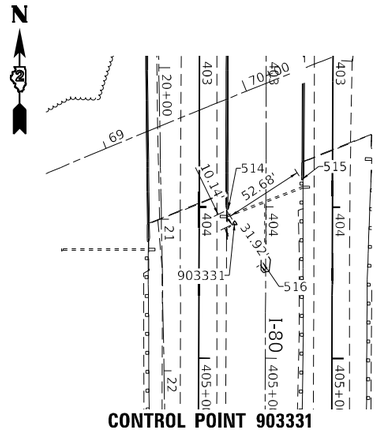
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GPS CONTROL POINT ASE–E–LEVEL
NOT TO SCALE



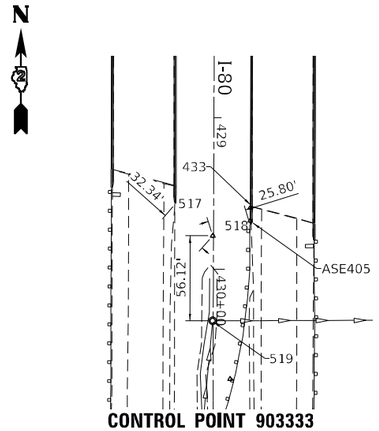
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GPS CONTROL POINT ASE–E–LEVEL
NOT TO SCALE



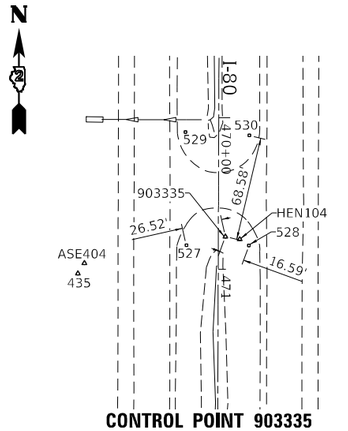
CONTROL POINT 903330
GPS CONTROL POINT ASE–E–LEVEL
NOT TO SCALE



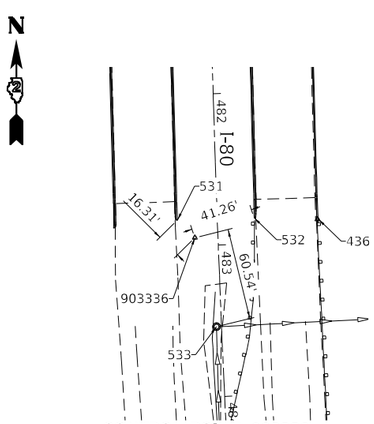
CONTROL POINT 903331
GPS CONTROL POINT ASE–E–LEVEL
NOT TO SCALE



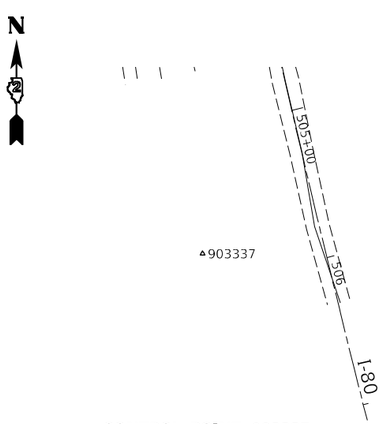
CONTROL POINT 903333
GPS CONTROL POINT ASE–E–LEVEL
NOT TO SCALE



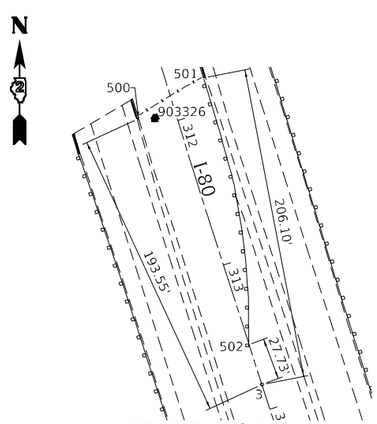
CONTROL POINT 903335
GPS CONTROL POINT ASE–E–LEVEL
NOT TO SCALE



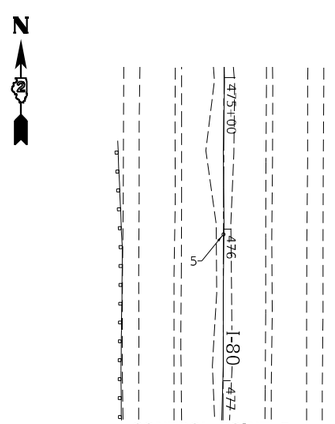
CONTROL POINT 903336
GPS CONTROL POINT ASE–E–LEVEL
NOT TO SCALE



CONTROL POINT 903337
GPS CONTROL POINT ASE–E–LEVEL
NOT TO SCALE



CONTROL POINT 3
PIN POT ASE–E–LEVEL
NOT TO SCALE



CONTROL POINT 5
PIN POT
NOT TO SCALE

* (37-1)RS & (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS | LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4148 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druholl	DESIGNED - DSR	REVISED -	
	DRAWN - RDS	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -	
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

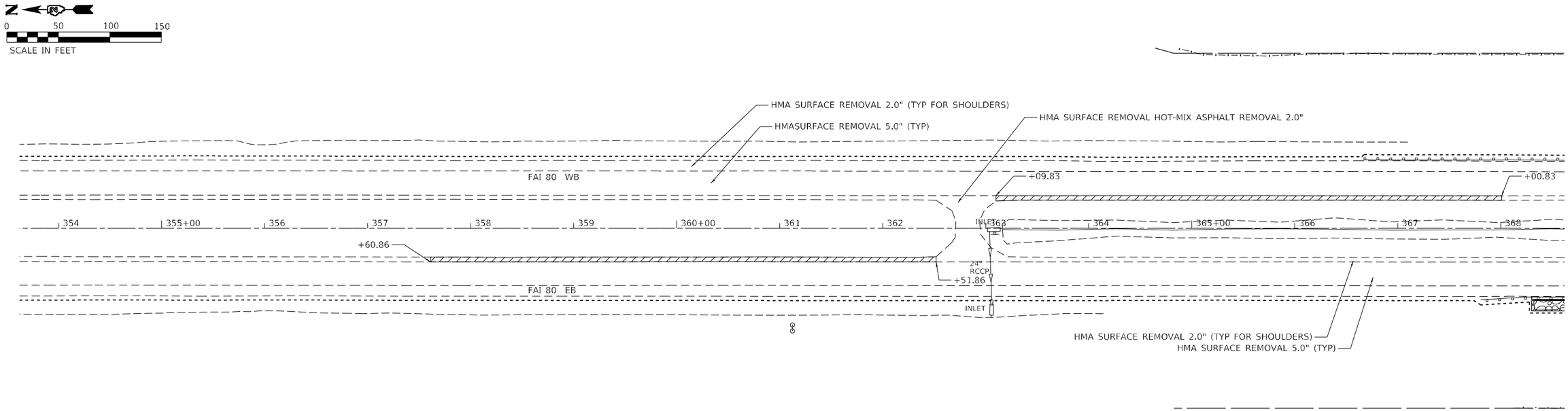
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES, AND BENCHMARKS

SCALE: NTS | SHEET 19 OF 19 SHEETS | STA. | TO STA.

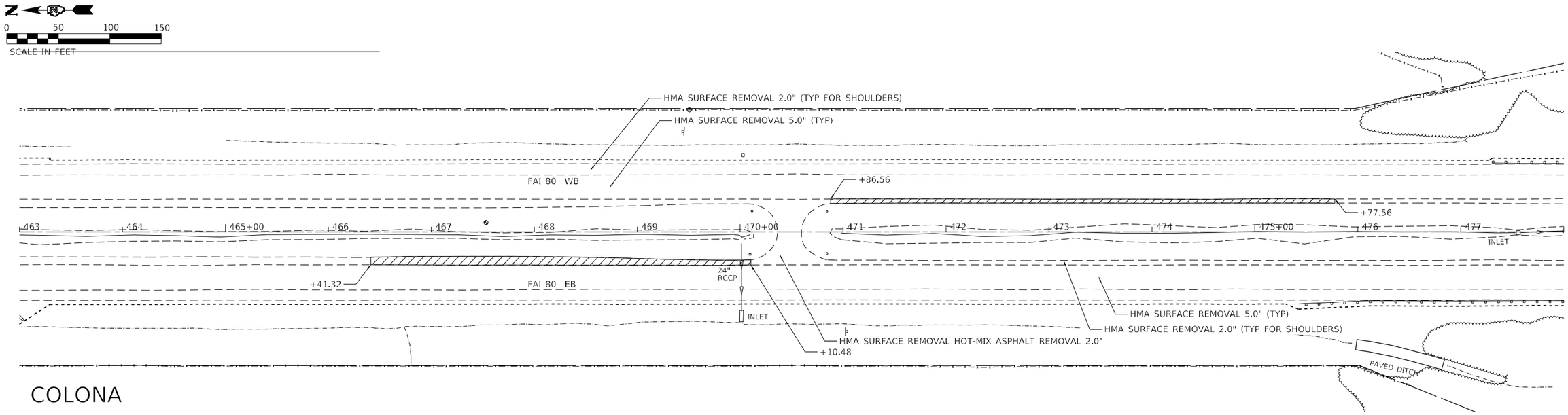
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	60
		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
FILE NAME: P:\20F3411-W02 - 64N05 I-80 Repaving\PAI Rte 80 (I-80) Sec (37-1)RS &(37-1HB,1VBY)BDR\CADD Sheets\D2 64N05-sht-xATB.dgn



LEGEND

PAVED SHOULDER REMOVAL



COLONA

LEGEND

PAVED SHOULDER REMOVAL

MODEL: Default
FILE NAME: P:\20F3411-W02 - 64N05 I-80 Repaving\FAI Rte 80 (I-80) Sec. (37-1)RS, (37-1)HB, (VBYIBDR)CADD Sheets\02 64N05-int-removal.dgn

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-243-8146 FAX: 217-243-8149
IL DESIGN FIRM REGISTRATION NO. 184-000852

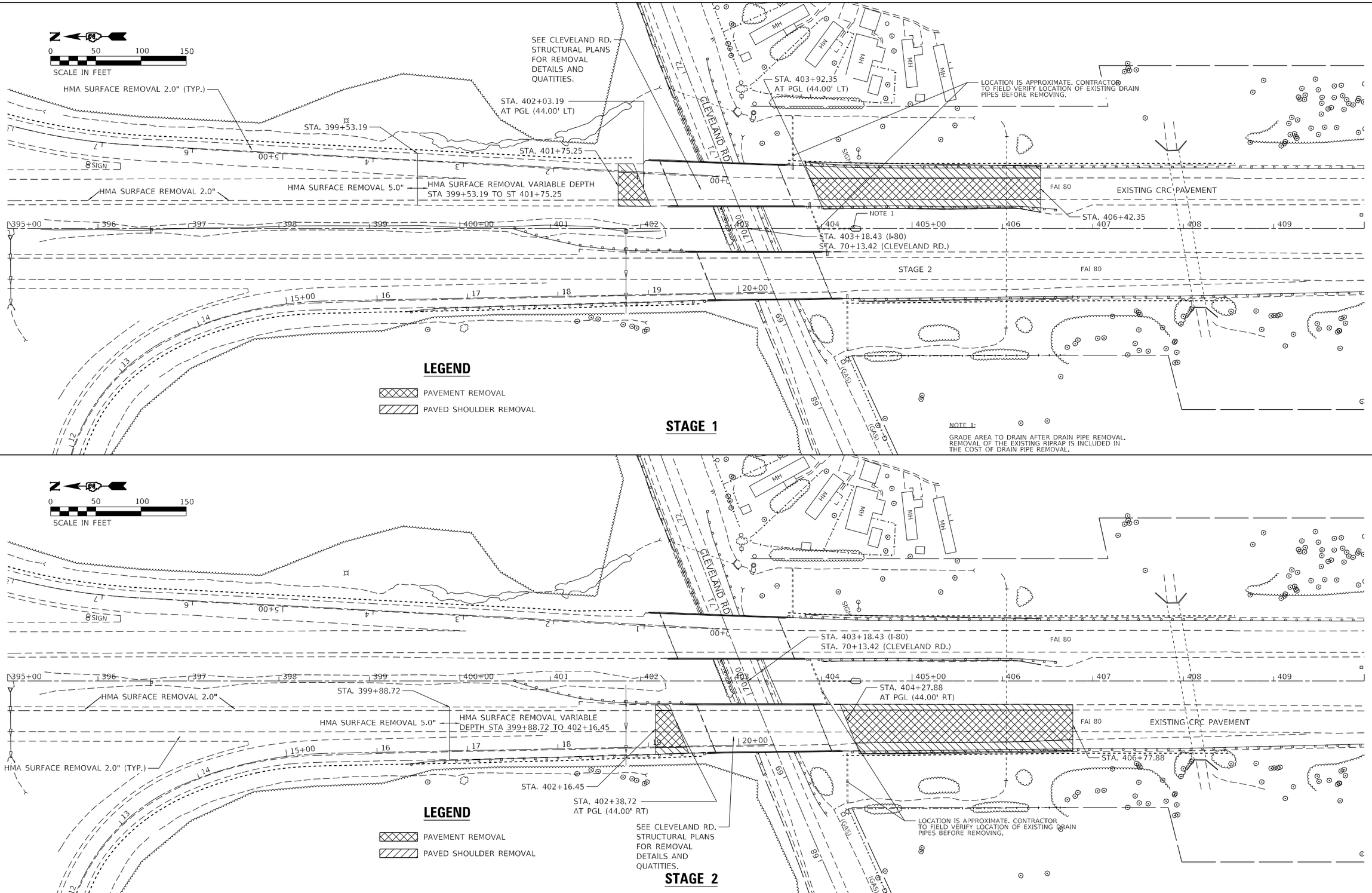
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PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL DETAILS
(DECELERATION LANES)

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	61
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		



*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
FILE NAME: P:\DEF341-W02 - 64N05 I-80 Repaving\All Rte 80 I-80\ Sec (37-1)RS &(37-1HB,1VBY)BDR\CADD Sheets\02 64N05-sht-removal.dgn

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4146 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

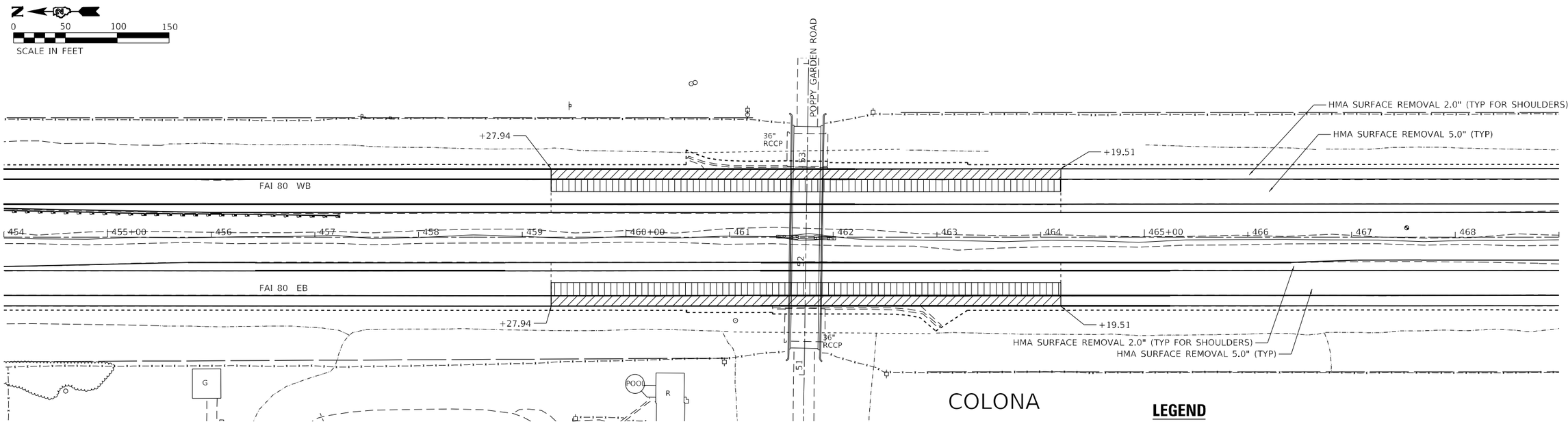
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	DRAWN - DSR	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL DETAILS
(I-80 – STAGE 1 & 2 AT CLEVELAND RD.)

SCALE: 1"=50' | SHEET 2 OF 3 SHEETS | STA. 395+00.00 TO STA. 410+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	62
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

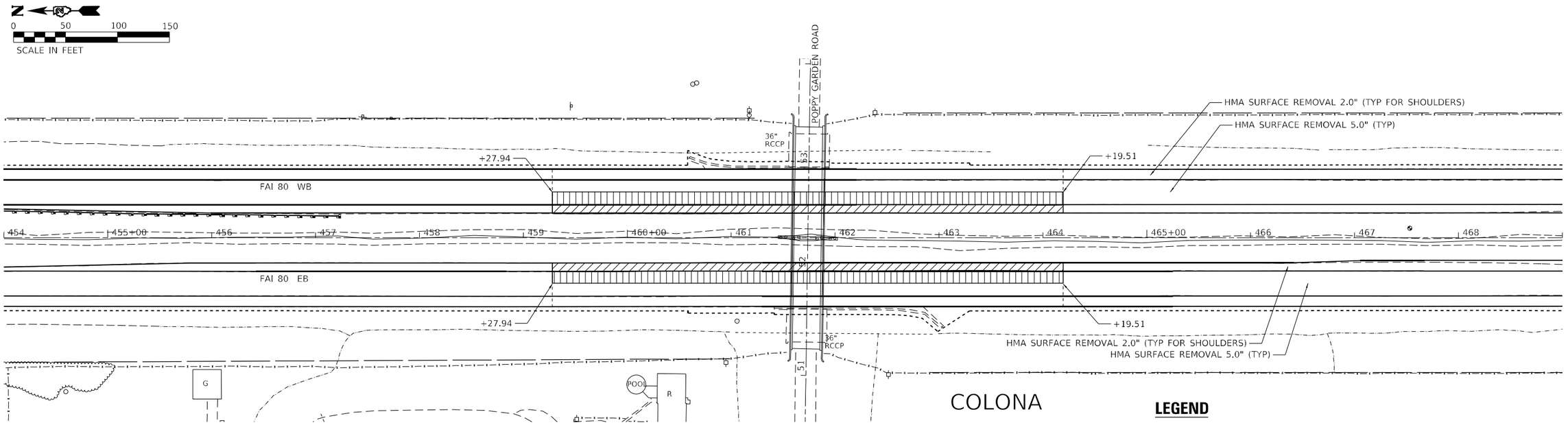


STAGE 3

LEGEND

PAVEMENT REMOVAL (INCLUDE IN COST OF CLASS A PATCH)

PAVED SHOULDER REMOVAL



STAGE 4

LEGEND

PAVEMENT REMOVAL (INCLUDE IN COST OF CLASS A PATCH)

PAVED SHOULDER REMOVAL

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-243-4146 FAX: 217-243-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druholl	DESIGNED - DSR	REVISED -
	DRAWN - DSR	REVISED -
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PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -

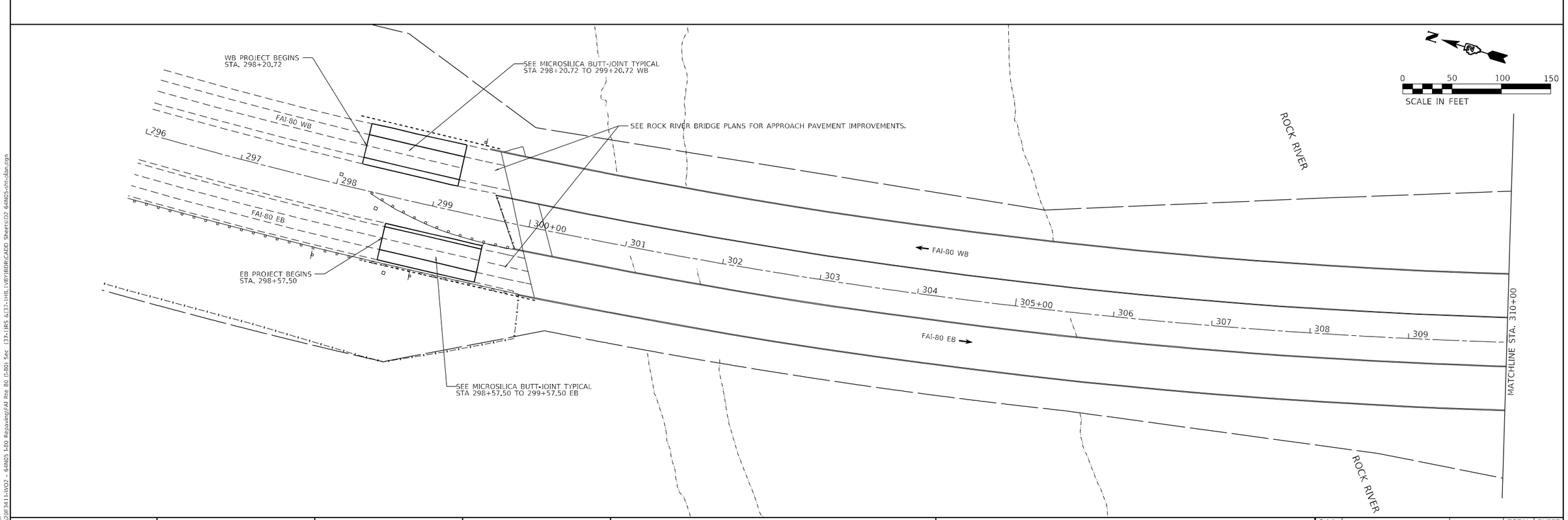
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL DETAILS
(I–80 – STAGE 3 & 4 AT POPPY GARDEN)

SCALE: 1"=50' | SHEET 3 OF 3 SHEETS | STA. 454+00.00 | TO STA. 469+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	63
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: P:\20F3411-WO2 - 64N05 I-80 Resurving\FAI Rte. 80 (I-80) Sec. (37-1)RS, (37-1HB, 1VBY)BDR\CADD Sheets\02 64N05-sht-removal.dgn



MODEL: Default
FILE NAME: P:\DGE3411-W02 - 64N05 I-80 Resurving\PAI Rte 80 (I-80) Sec (37-1)HS 6(37-1)HB,1(BY)BDR\CADD Sheets\02 64N05-pht-plan.cgn

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4146 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

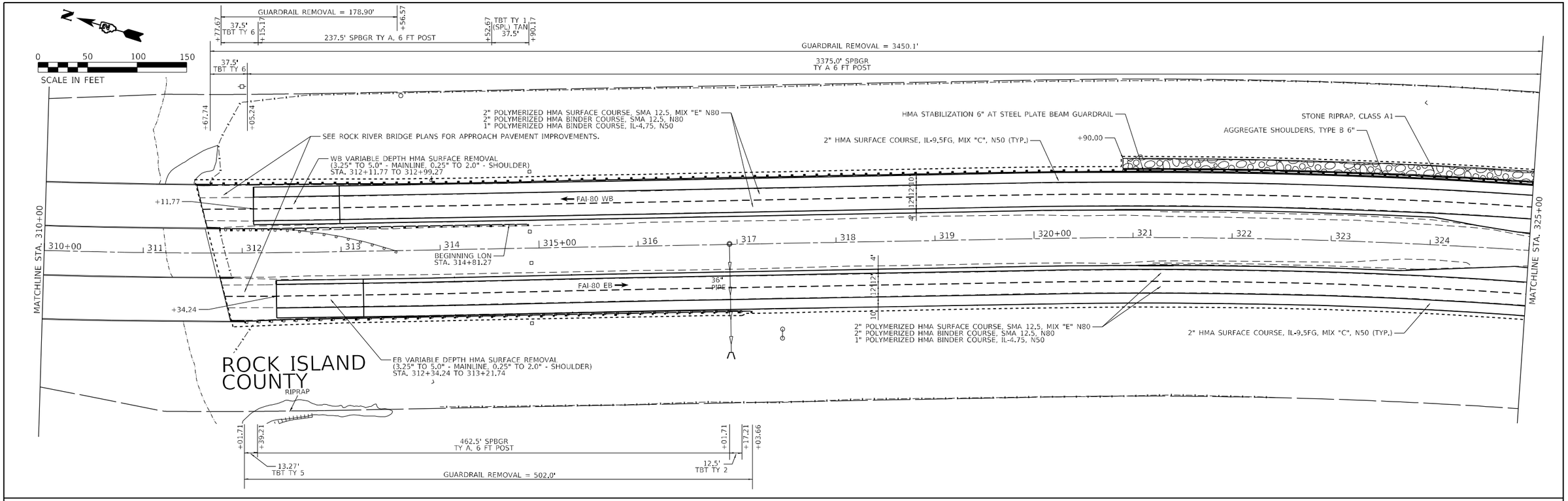
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PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN SHEETS
(I–80 MAINLINE)

SCALE: 1"=50' | SHEET 1 OF 10 SHEETS | STA. | TO STA.

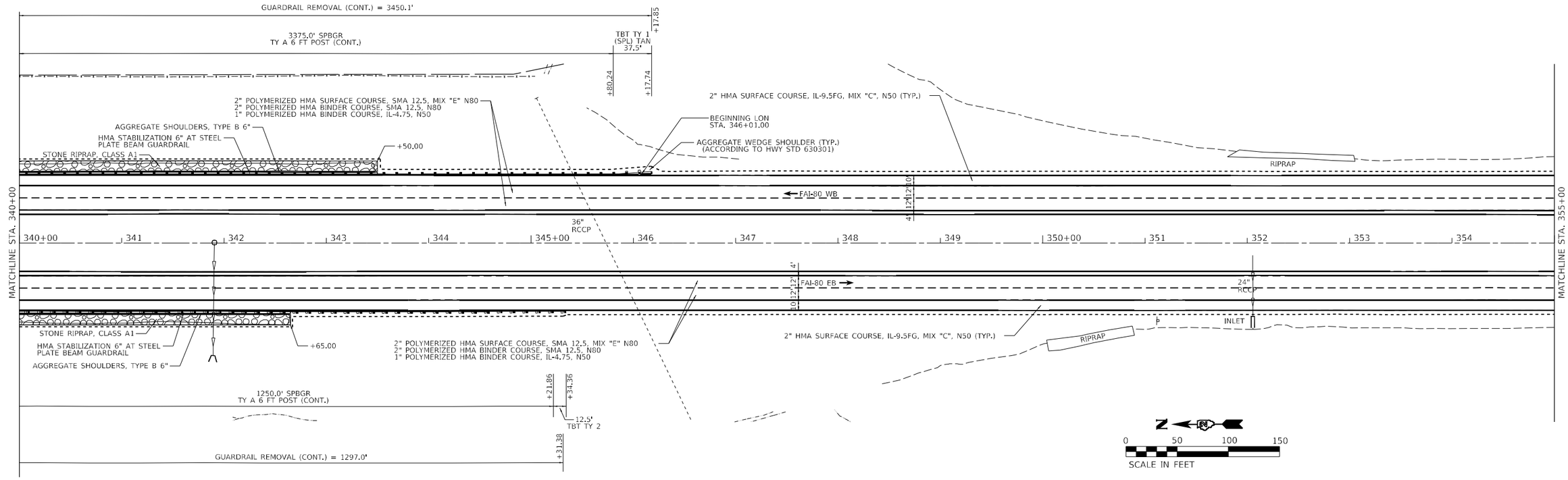
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	64
		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	

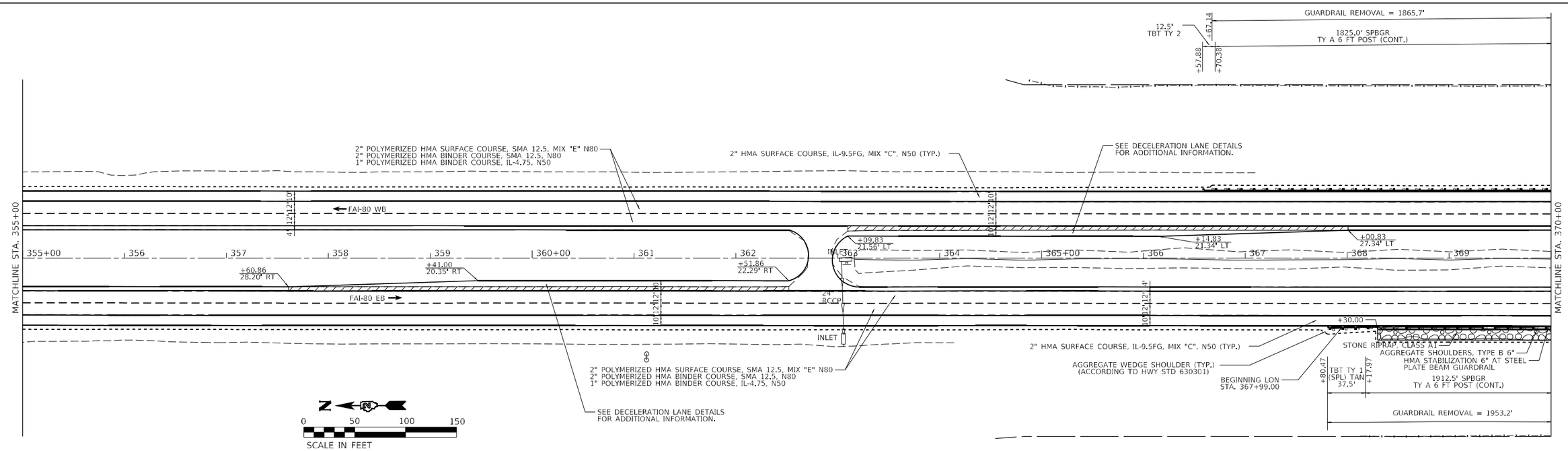


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BENTON & ASSOCIATES, INC. CONSULTING ENGINEERS / LAND SURVEYORS 1970 WEST LAFAYETTE AVE. JACKSONVILLE, IL 62650 PHONE: 217-243-4146 FAX: 217-243-4149 IL DESIGN FIRM REGISTRATION NO. 184-000852	USER NAME = druhell	DESIGNED - DSR	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**PLAN SHEETS (I-80 MAINLINE)**
		DRAWN - DSR	REVISED -		
	PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -		SCALE: 1"=50' SHEET 2 OF 10 SHEETS STA. TO STA.
	PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	65
		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			





*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
FILE NAME: P:\20F3411-WO2 - 64N05 I-80 Repaving\FAI Rte 80 (I-80) Sec. (37-1)RS &(37-1HB, 1VBY)BDR\CADD Sheets\02 64N05-int-plan.dgn

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-243-4146 FAX: 217-243-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

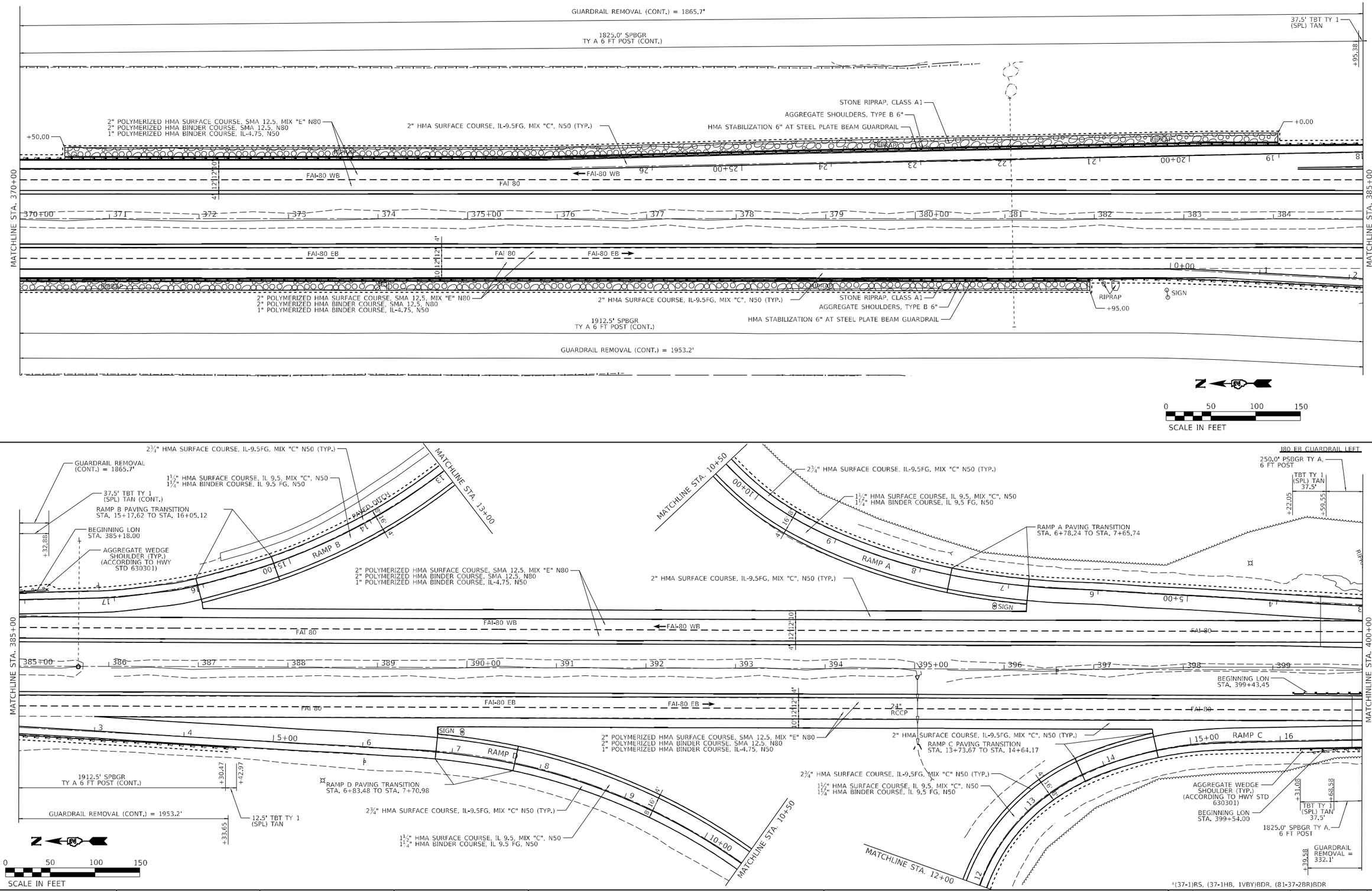
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	DRAWN - DSR	REVISED -
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PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN SHEETS
(I-80 MAINLINE)

SCALE: 1"=50' | SHEET 3 OF 10 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	66
		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			



MODEL: Default
FILE NAME: P:\DGE3411-W02 - 64N05 I-80 Reroaving\PAI Rte 80 (I-80) Sec (37-1)RS, 6(37-1)HB, 1(VBY)BDR\CADD Sheets\02 64N05-phc-plan.cgn

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS | LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4146 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druholl	DESIGNED - DSR	REVISED -
	DRAWN - DSR	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -

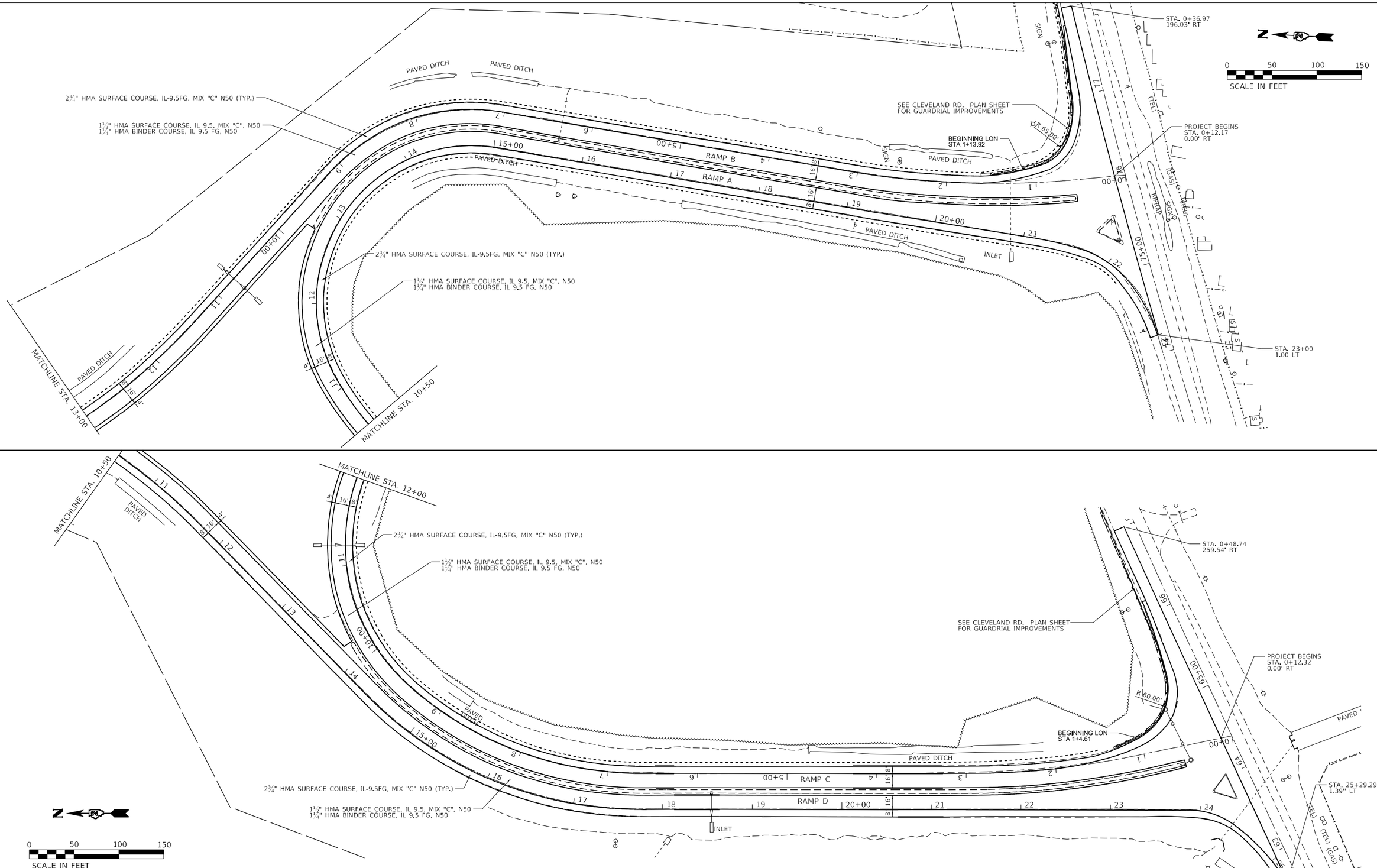
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN SHEETS
(I-80 MAINLINE)

SCALE: 1"=50' | SHEET 4 OF 10 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	67
		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	

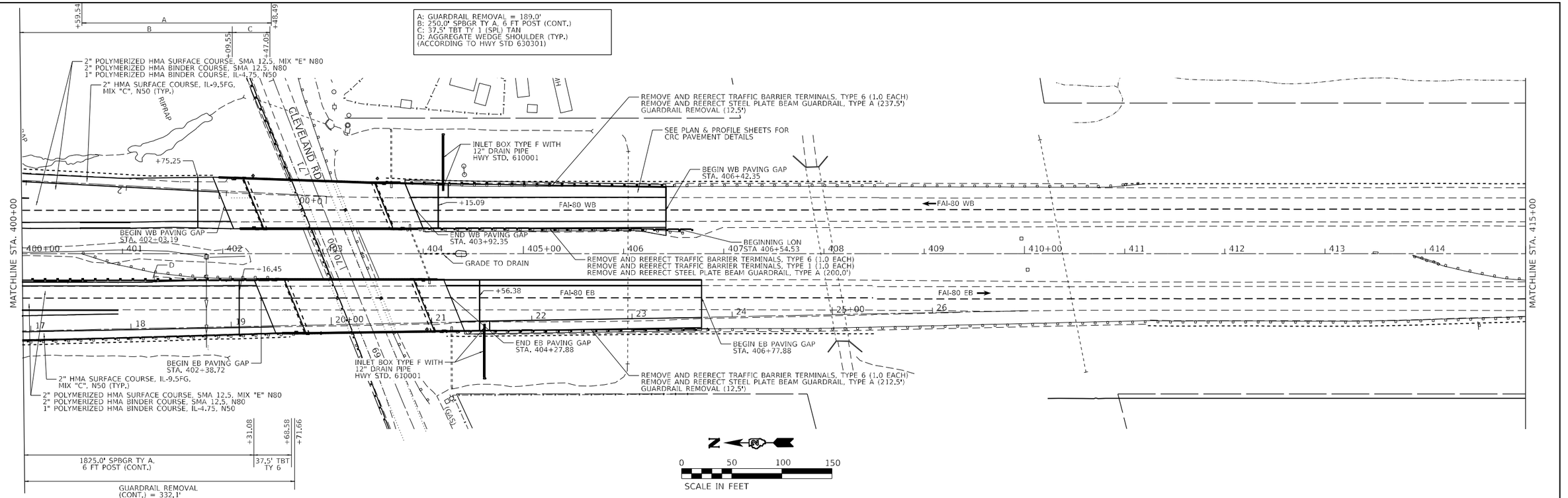
*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

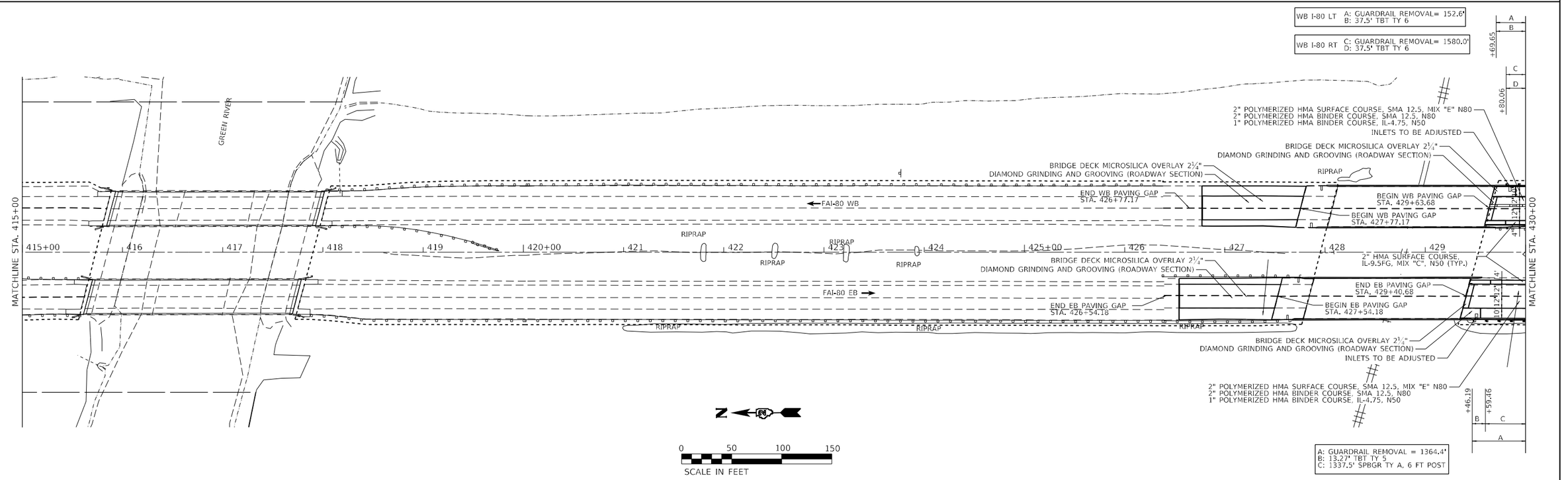


BENTON & ASSOCIATES, INC. CONSULTING ENGINEERS / LAND SURVEYORS 1970 WEST LAFAYETTE AVE. JACKSONVILLE, IL 62650 PHONE: 217-245-4146 FAX: 217-245-4149 IL DESIGN FIRM REGISTRATION NO. 184-000852	USER NAME = druholl	DESIGNED - DSR	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**PLAN SHEETS (CLEVELAND RD. RAMPS)**
		DRAWN - DSR	REVISED -		
	PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -		SCALE: 1"=50' SHEET 5 OF 10 SHEETS STA. TO STA.
	PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	68
		CONTRACT NO. 64N05		
		ILLINOIS FED. AID PROJECT		

MODEL: Default
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*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
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CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-243-8146 FAX: 217-243-8149
IL DESIGN FIRM REGISTRATION NO. 184-000852

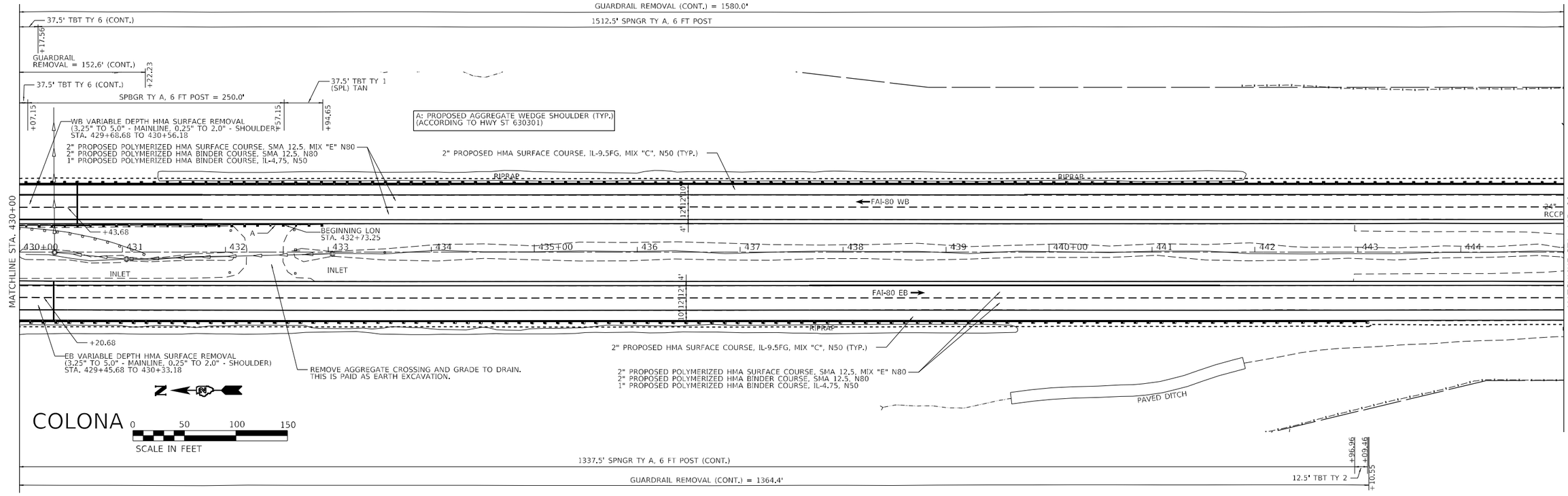
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	DRAWN - DSR	REVISED -
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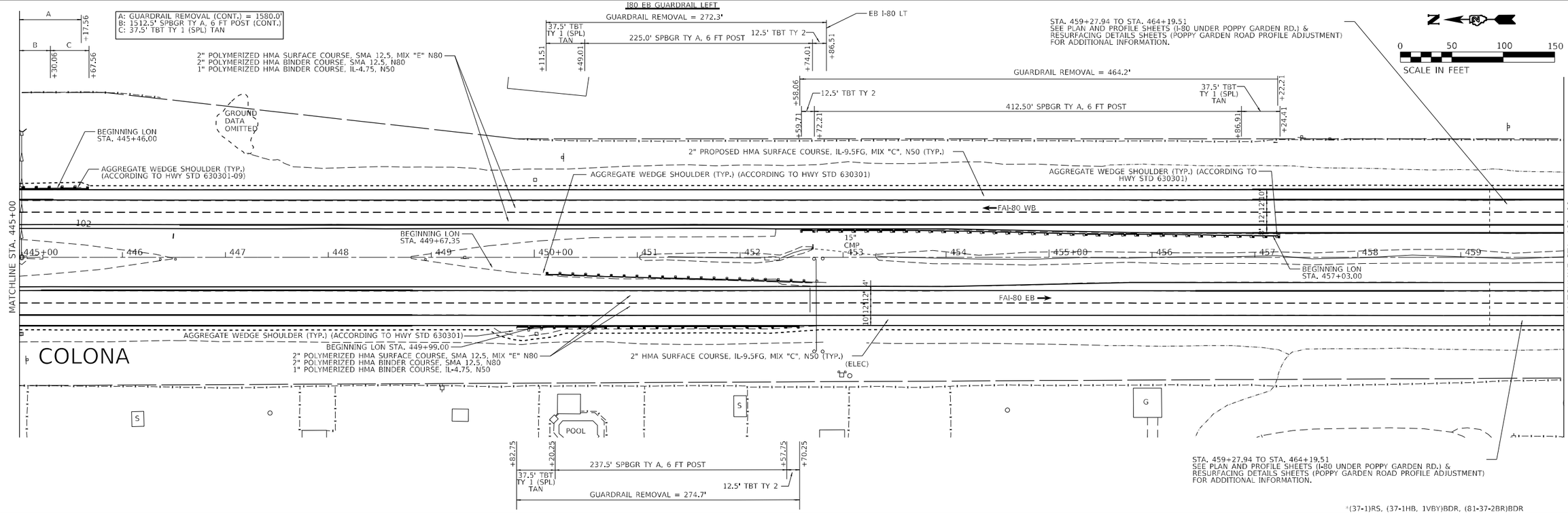
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN SHEETS
(I-80 MAINLINE)

SCALE: 1"=50' | SHEET 6 OF 10 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	69
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		





*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-243-8146 FAX: 217-243-8149
IL DESIGN FIRM REGISTRATION NO. 184-000852

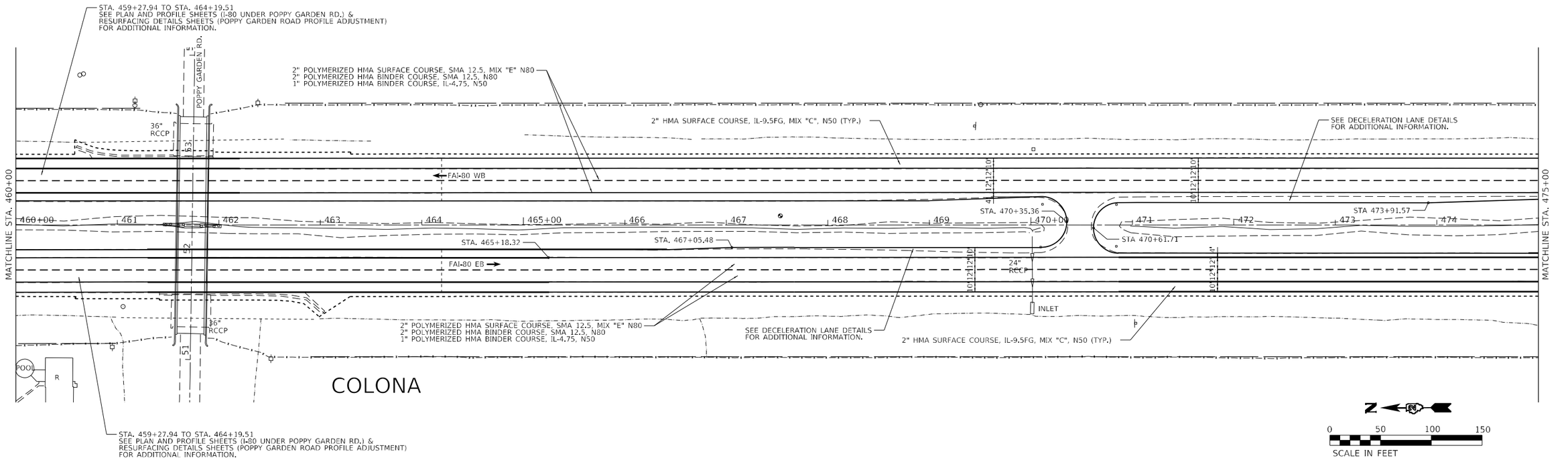
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PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -

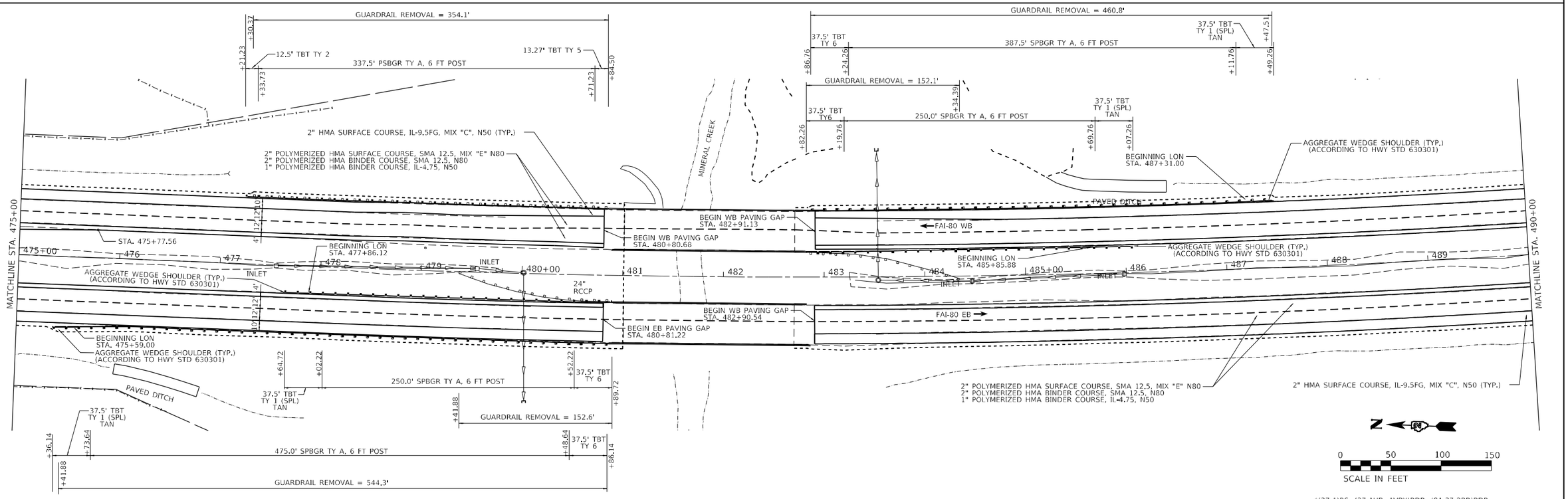
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN SHEETS
(I-80 MAINLINE)

SCALE: 1"=50' | SHEET 7 OF 10 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	70
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		





*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
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CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-243-4146 FAX: 217-243-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

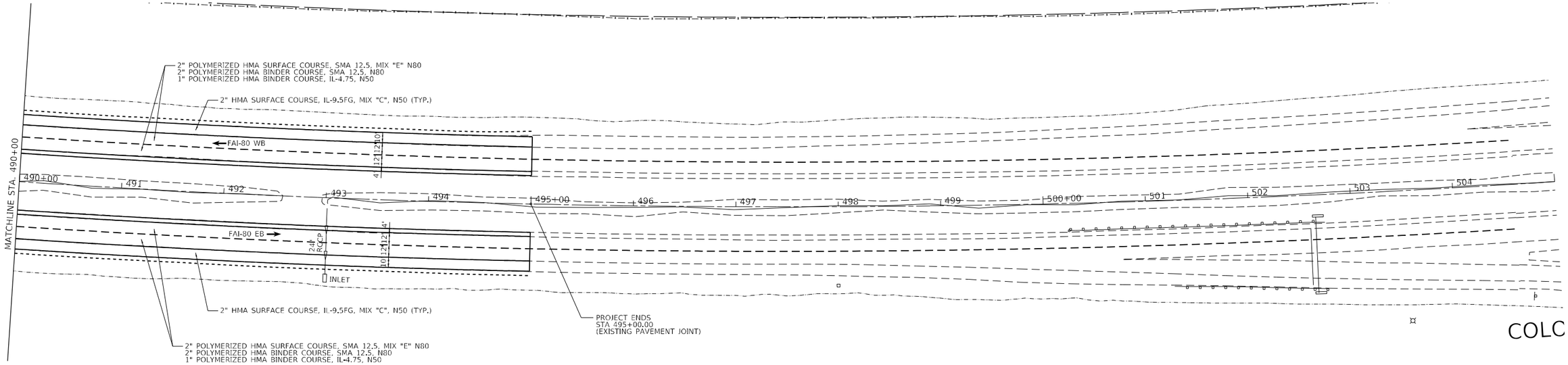
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PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN SHEETS
(I-80 MAINLINE)

SCALE: 1"=50' | SHEET 8 OF 10 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	71
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		



*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
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CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-243-8146 FAX: 217-243-8149
IL DESIGN FIRM REGISTRATION NO. 184-000852

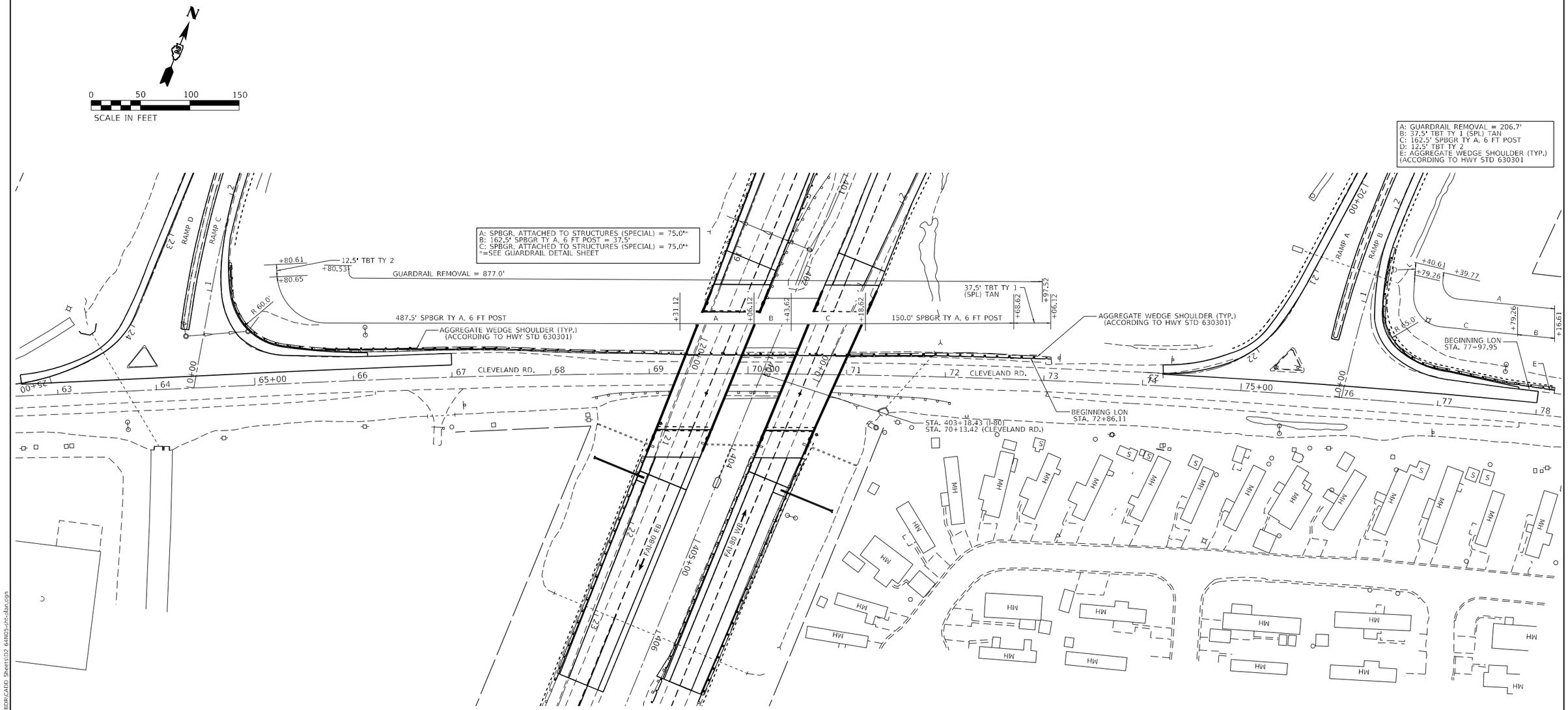
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PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN SHEETS
(I-80 MAINLINE)

SCALE: 1"=50' | SHEET 9 OF 10 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	72
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		



*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
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CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4146 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

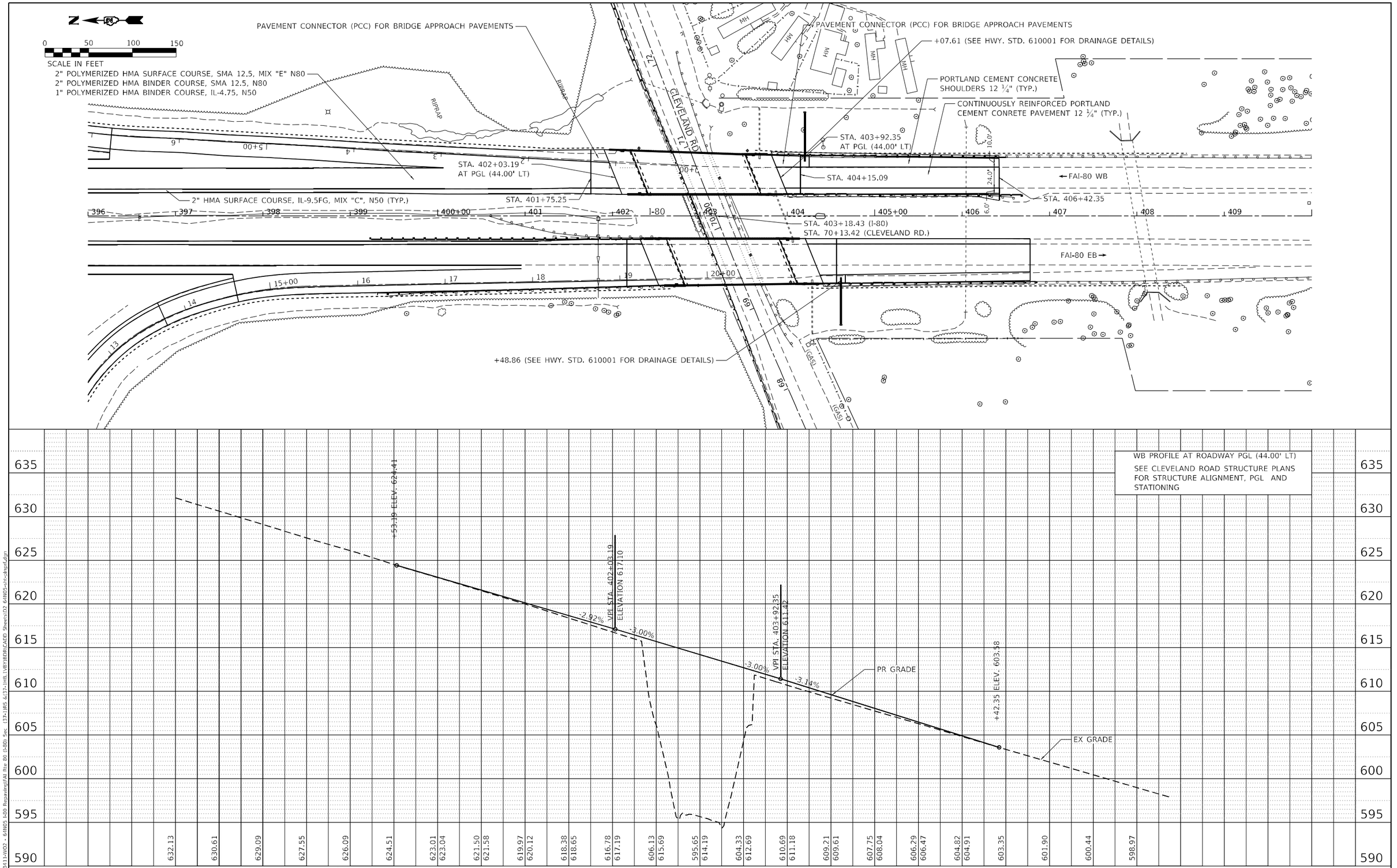
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PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN SHEETS
(CLEVELAND ROAD)

SCALE: | SHEET 10 OF 10 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	73
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		



PLAN — SURVEYED — PLOTTED — CROSS CHECKED — NOTE BOOK — NO. — DATE — BY

PROFILE — SURVEYED — PLOTTED — CROSS CHECKED — B.M. NOTED — STRUCTURE NOTATNS CHKD — NOTE BOOK — NO. — DATE — BY

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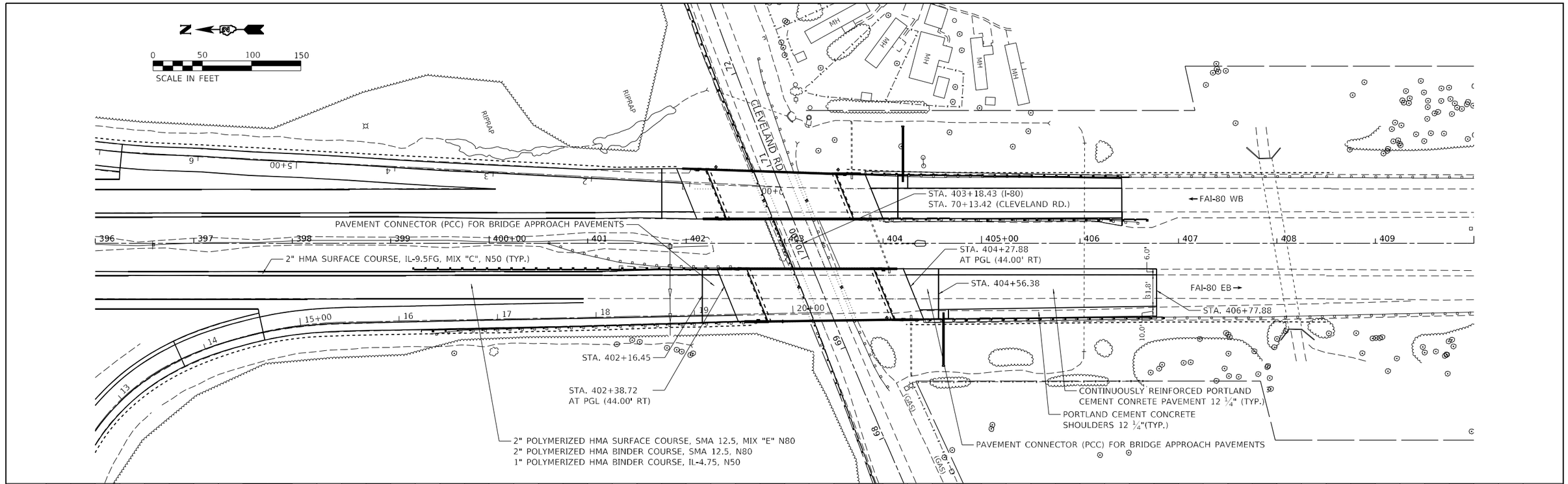
BENTON & ASSOCIATES, INC. CONSULTING ENGINEERS / LAND SURVEYORS 1970 WEST LAFAYETTE AVE. JACKSONVILLE, IL 62650 PHONE: 217-245-4146 FAX: 217-245-4149 IL DESIGN FIRM REGISTRATION NO. 184-000852			
USER NAME = druhell	DESIGNED - DSR	REVISED -	
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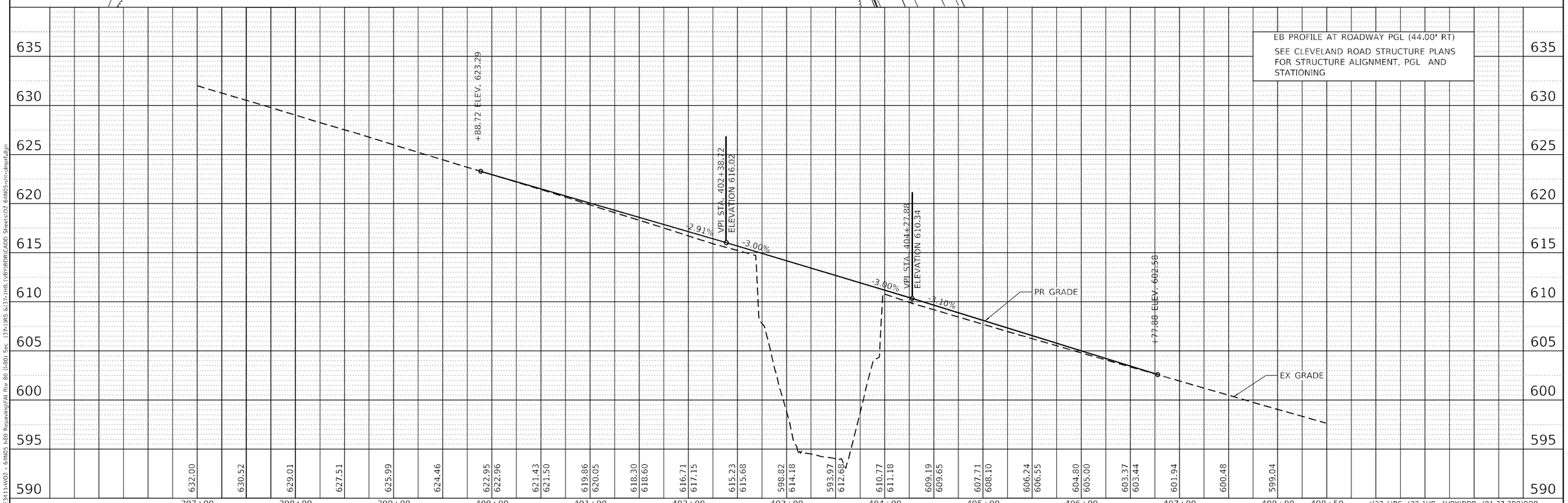
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE SHEETS
(WB I-80 OVER CLEVELAND RD.)

SCALE: 1"=50' | SHEET 1 OF 4 SHEETS | STA. 396+00.00 TO STA. 410+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	74
		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	





PROFILE
SURVEYED
PLOTTED
CROSS SECTIONS CHECKED
NOTE BOOK
BM: NOTED
NO.
STRUCTURE NOTATIONS CHKD
DATE
BY

MODEL: Default
FILE NAME: P:\20E3411-WO2 - 64N05 I-80 Repaving\FAI Rte 80 (I-80) Sec. (37-1)RS &(37-1HB, 1VBY)BDR\CADD Sheets\D2 64N05-sht-ahnprf.dgn

BENTON & ASSOCIATES, INC. CONSULTING ENGINEERS / LAND SURVEYORS 1970 WEST LAFAYETTE AVE. JACKSONVILLE, IL 62650 PHONE: 217-245-4141 FAX: 217-245-4149 IL DESIGN FIRM REGISTRATION NO.: 184-000852	USER NAME = druhell	DESIGNED - DSR	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
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	PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -	
	PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

PLAN AND PROFILE SHEETS
(EB I-80 OVER CLEVELAND RD.)

SCALE: 1"=50' | SHEET 2 OF 4 SHEETS | STA. 396+00.00 | TO STA. 410+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	75
		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

2" POLYMERIZED HMA SURFACE COURSE, SMA 12.5, MIX "E" N80
2" POLYMERIZED HMA BINDER COURSE, SMA 12.5, N80
1" POLYMERIZED HMA BINDER COURSE, IL-4.75, N50

2" HMA SURFACE COURSE, IL-9.5FG, MIX "C", N50 (TYP.)

SEE PROFILE ADJUSTMENT DETAIL
(I-80 PAVEMENT REPLACEMENT AT POPPY GARDEN RD.)
FOR ADDITIONAL INFORMATION

POPPY GARDEN RD.

54

36" RCCP

63

FAI-80 WB

STA. 459+27.94

454 455+00 456 457 458 459 460+00 461 462 463 464 465+00 466 467 468

STA. 464+19.51

STA. 461+73.82 (I-80)

STA. 52+32.71 (POPPY GARDEN RD.)

52

FAI-80 EB

36" RCCP

51

50+00

POOL

R

S

G

R

R

G

R

N

0 50 100 150
SCALE IN FEET

WB PROFILE AT ROADWAY PGL (44.00' LT)

635 630 625 620 615 610 605 600 595 590

+28.60 EL. 609.58

+93.83 EL. 609.01

350.00' V.C.

+43.83 EL. 608.55

+20.00 EL. 609.02

PR GRADE

EX GRADE

0.88%

+0.62%

+0.40%

± 2.67'

± 2.67'

EX PIPE UNDERDRAINS
(OUTSIDE & MEDIAN)

END MEDIAN
PIPE UNDERDRAINS
±STA. 456+00.00

TIE INTO EX. OUTSIDE
PIPE UNDERDRAINS ± 2.67'

PR PIPE UNDERDRAINS
(OUTSIDE)

PR PIPE UNDERDRAINS
(MEDIAN)

OUTSIDE ± 3.93'
STA. 460+50.00
ELEV. 604.65

MEDIAN ± 3.40'
STA. 461+00.00
ELEV. 604.85

VPI STA. 461+68.83
ELEVATION 607.47

PR PIPE UNDERDRAINS
(OUTSIDE & MEDIAN)

EX PIPE UNDERDRAINS
(OUTSIDE & MEDIAN)

610.32 610.43 610.54 610.64 610.74 610.73 610.70 610.57 610.42 610.15 609.83 609.39 609.39 608.94 608.95 608.63 608.58 608.27 608.31 608.09 608.15 608.00 608.10 608.06 608.16 608.28 608.32 608.63 608.59 608.93 608.90 609.15 609.29 609.38 609.40 609.39 609.36 609.30 609.18 609.05

454+00 455+00 456+00 457+00 458+00 459+00 460+00 461+00 462+00 463+00 464+00 465+00 466+00 467+00

(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
R.O.W. CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
B.M. NOTED
STRUCTURE NOTATIONS CHKD
NOTE BOOK
NO.
BY
DATE

MODEL: Default
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CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-243-4184 FAX: 217-243-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druholl	DESIGNED - DSR	REVISED -
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PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE SHEETS
(WB I-80 UNDER POPPY GARDEN RD.)

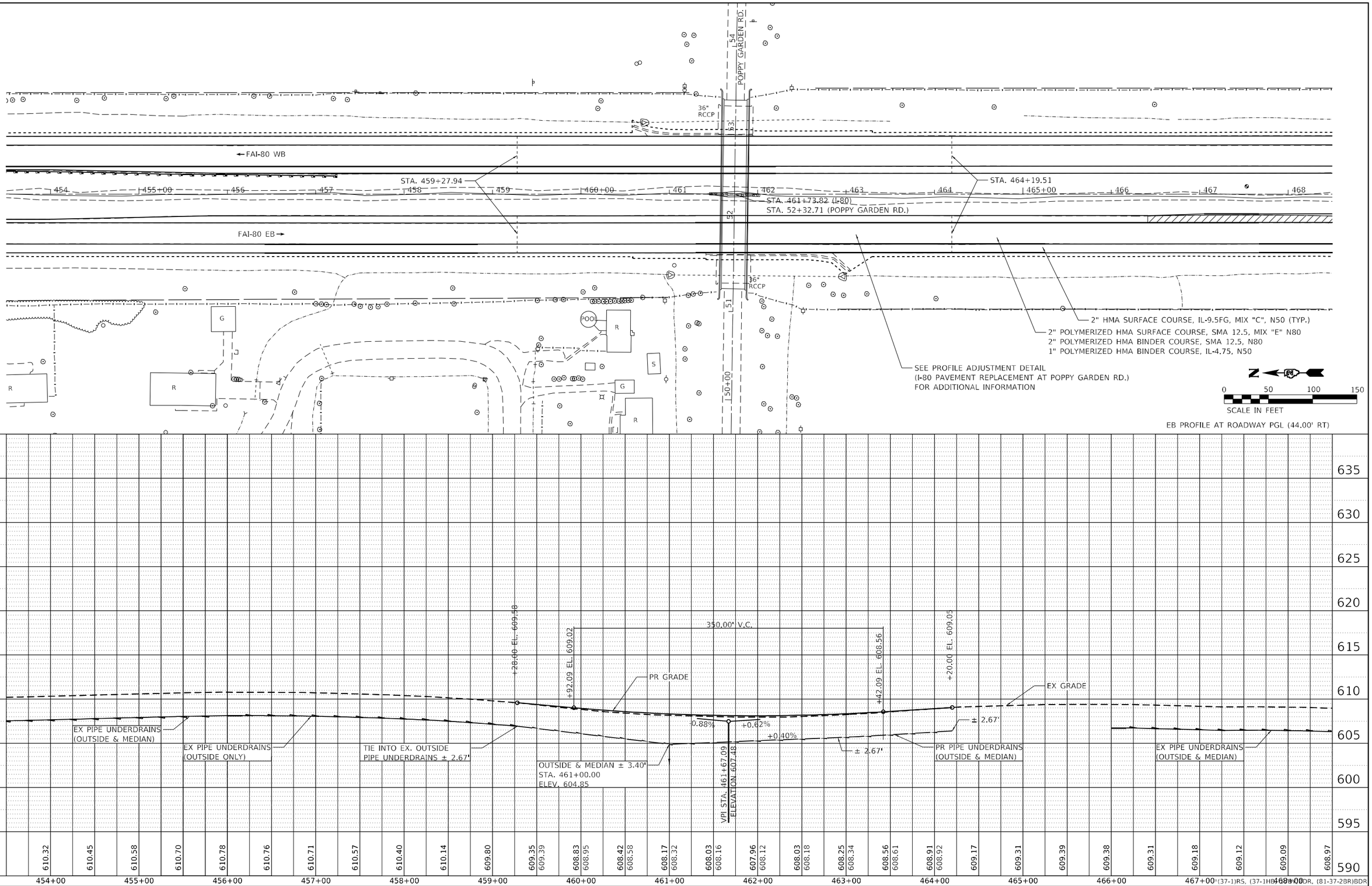
SCALE: | SHEET 3 OF 4 SHEETS | STA. 453+50.00 | TO STA. 468+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	76
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
R.O. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
DATE
BY

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
S.M. NOTED
STRUCTURE NOTATIONS CHKD
NOTE BOOK
NO.
DATE
BY

MODEL: Default
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(37-1)RS, (37-1HB,1)BYBDR, (81-37-2BR)BDR

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
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USER NAME = druholl	DESIGNED - DSR	REVISED -
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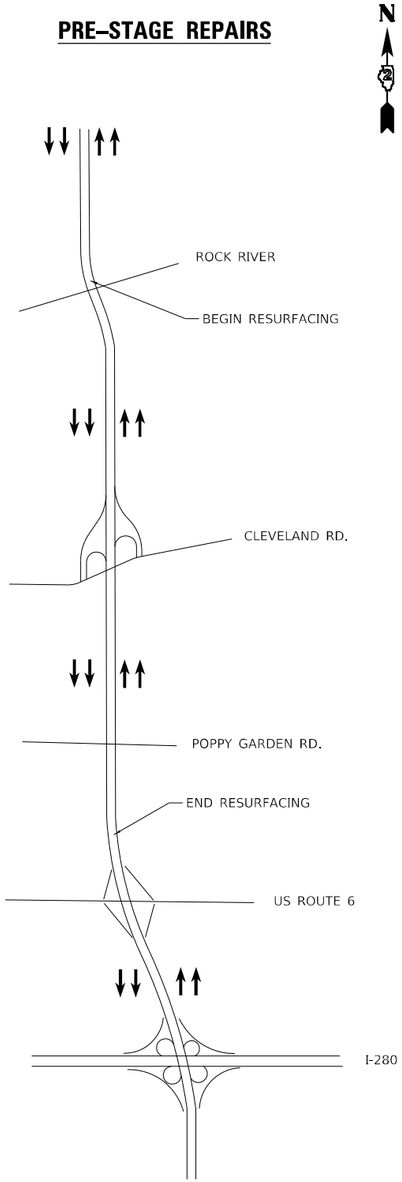
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE SHEETS
(EB I-80 UNDER POPPY GARDEN RD.)

SCALE: | SHEET 4 OF 4 SHEETS | STA. 453+50.00 | TO STA. 468+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	77
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

PRE–STAGE REPAIRS

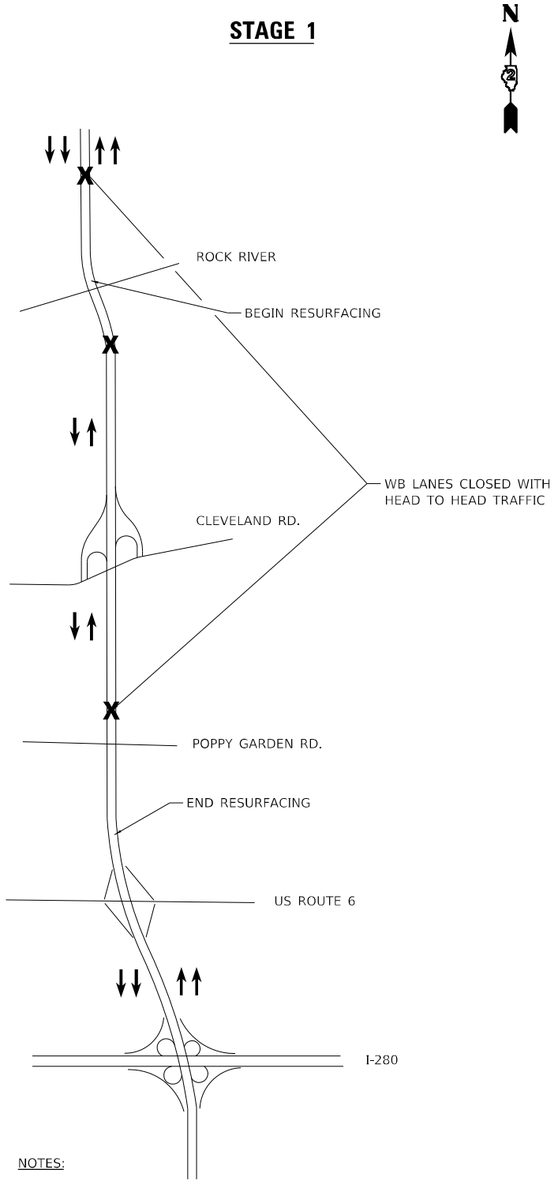


NOTES:

1. LANE CLOSURES TO PERFORM ALL PRE-STAGE WORK SUCH AS PATCHING AND SHOULDER RESURFACING
2. RESURFACE OUTSIDE SHOULDER REQUIRED FOR STAGE 1 TRAFFIC.
3. INSTALL TEMPORARY GUARDRAIL FOR STAGE 1
4. INSTALL TEMPOARARY LIGHTING SYSTEM

↑ DIRECTION OF TRAFFIC

STAGE 1



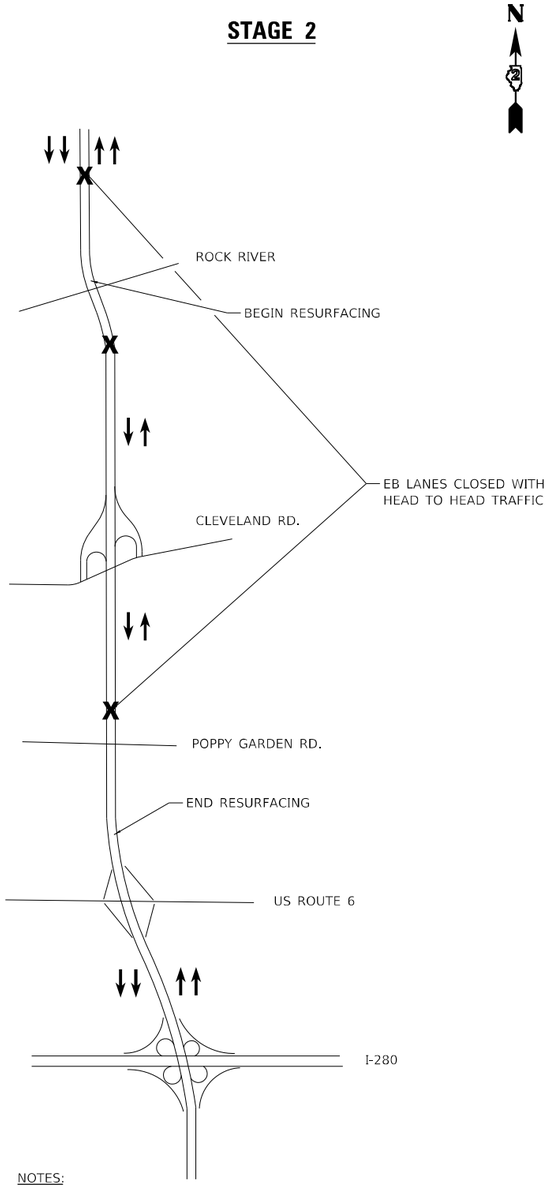
NOTES:

1. PERMANENT LANE CLOSURES WITH HEAD TO HEAD TRAFFIC SEPARATED BY TCB BETWEEN EXISTING CROSS OVERS TO COMPLETE STRUCTURE REPAIRS AND RESURFACING WITHIN THIS SECTION.
2. WB I-80 OFF-RAMP TO CLEVELAND RD. AND CLEVELAND RD. ON-RAMP TO WB I-80 ARE CLOSED.
3. SHOULDER RUMBLE STRIPS SHALL BE INSTALLED AFTER HEAD-TO-HEAD TRAFFIC WITH CROSS OVERS IS COMPLETED DURING POST STAGE CONSTRUCTION ACTIVITITES.
4. INSTALL TEMPORARY GUARDRAIL FOR STAGE 2

↑ DIRECTION OF TRAFFIC

X CROSSOVER TO USED WITH THIS PROJECT

STAGE 2



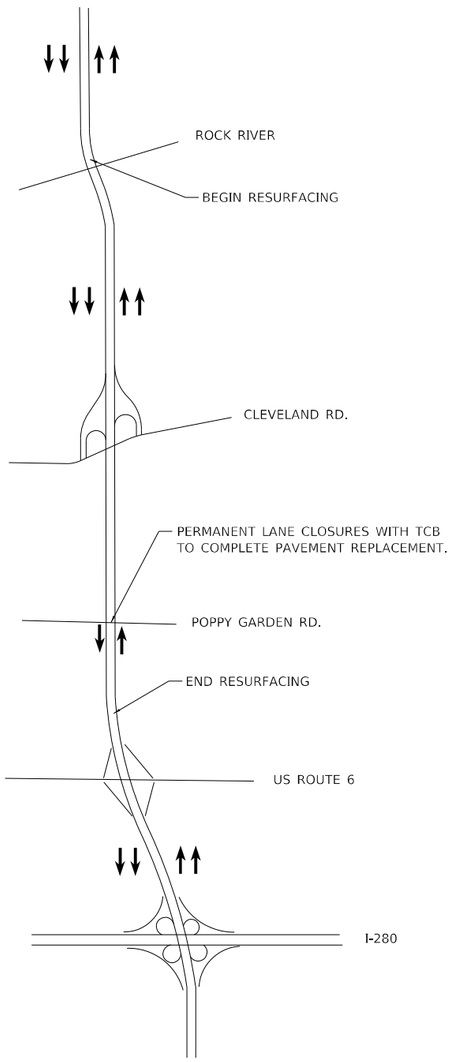
NOTES:

1. PERMANENT LANE CLOSURES WITH HEAD TO HEAD TRAFFIC SEPARATED BY TCB BETWEEN EXISTING CROSS OVERS TO COMPLETE STRUCTURE REPAIRS AND RESURFACING WITHIN THIS SECTION.
2. EB I-80 OFF-RAMP TO CLEVELAND RD. AND CLEVELAND RD. ON-RAMP TO EB I-80 ARE CLOSED.
3. SHOULDER RUMBLE STRIPS SHALL BE INSTALLED AFTER HEAD-TO-HEAD TRAFFIC WITH CROSS OVERS IS COMPLETED DURING POST STAGE CONSTRUCTION ACTIVITITES.

↑ DIRECTION OF TRAFFIC

X CROSSOVER TO USED WITH THIS PROJECT

STAGE 3 /STAGE 4



NOTES:

1. LANE CLOSURES TO COMPLETE THE REMAINING RESURFACING.
2. PERMANENT LANE CLOSURES WITH TCB AT POPPY GARDEN TO COMPLETE THE PAVEMENT REPLACEMENT. THIS WILL BE COMPLETED USING STAGE CONSTRUCTION.
3. THE PAVEMENT REPLACEMENT AND RESURFACING FOR THE OUTSIDE LANES SHALL BE RECONSTRUCTED FIRST DURING STAGE 3.

↑ DIRECTION OF TRAFFIC

(SHEET 1 OF 39 SHEETS)

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4148 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druholl	DESIGNED - DSR	REVISED -
	DRAWN - DSR	REVISED -
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PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -

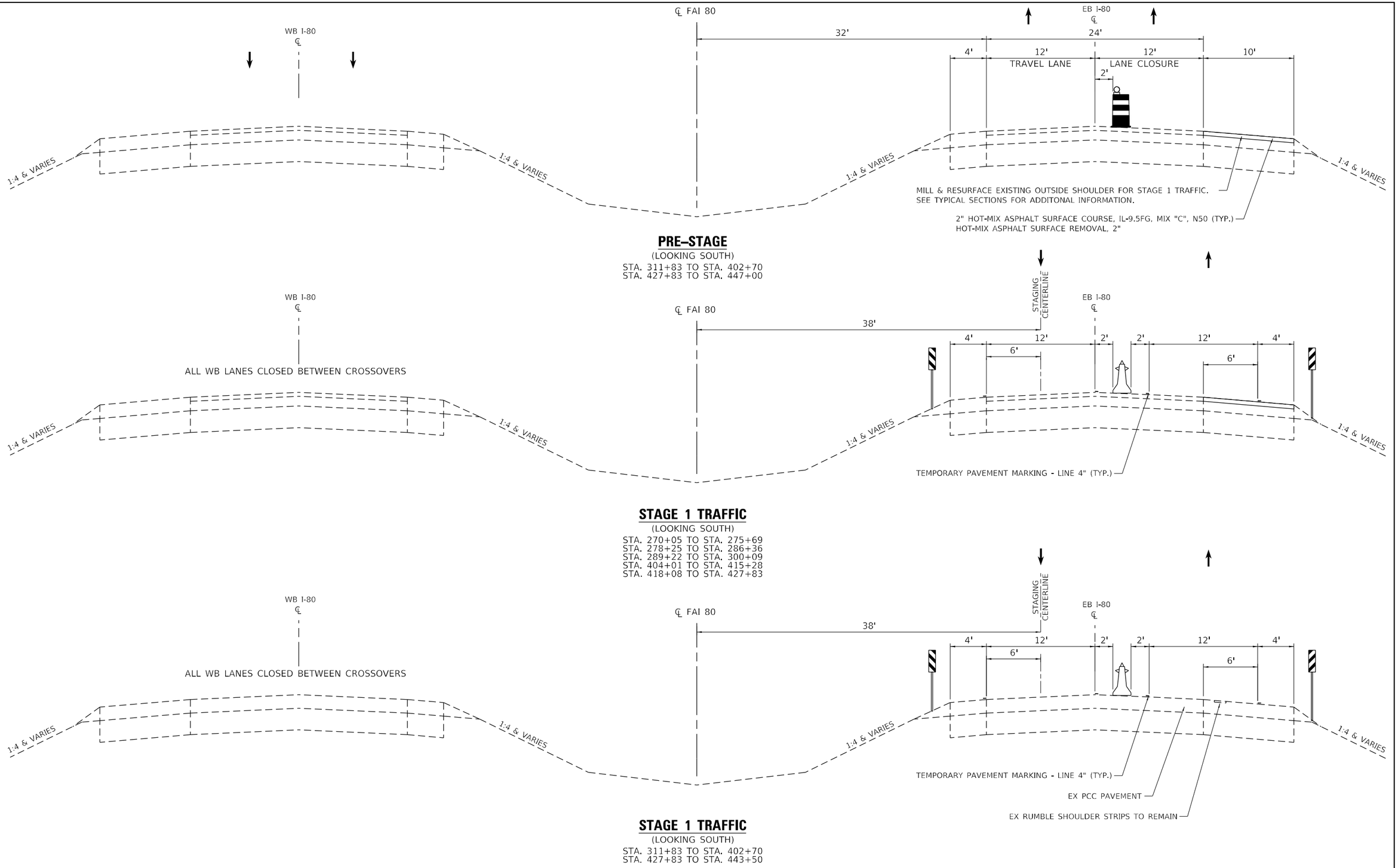
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGES OF CONSTRUCTION AND TRAFFIC CONTROL

SCALE: N.T.S. | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	78
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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PRE–STAGE

(LOOKING SOUTH)
STA. 311+83 TO STA. 402+70
STA. 427+83 TO STA. 447+00

STAGE 1 TRAFFIC

(LOOKING SOUTH)
STA. 270+05 TO STA. 275+69
STA. 278+25 TO STA. 286+36
STA. 289+22 TO STA. 300+09
STA. 404+01 TO STA. 415+28
STA. 418+08 TO STA. 427+83

STAGE 1 TRAFFIC

(LOOKING SOUTH)
STA. 311+83 TO STA. 402+70
STA. 427+83 TO STA. 443+50

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

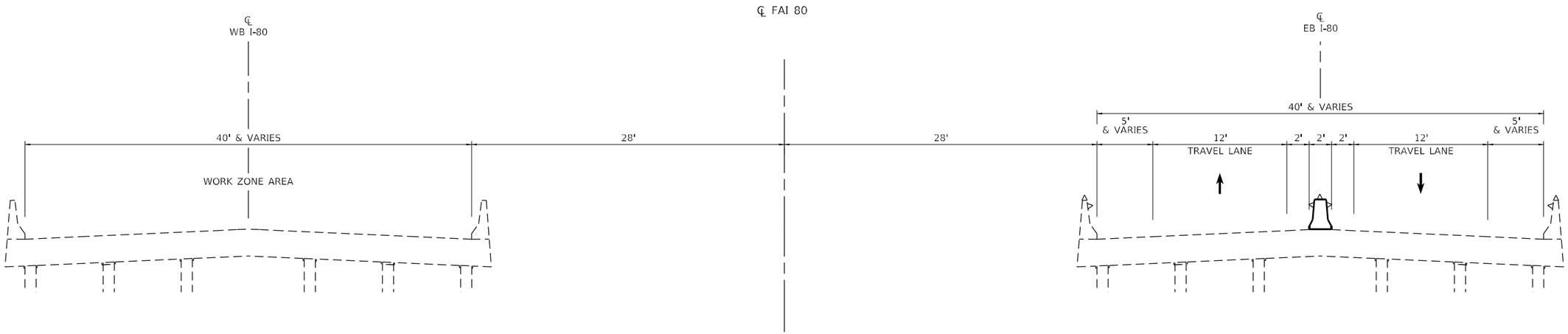
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
(STAGE 1 TYPICAL SECTIONS)

SCALE: N.T.S. | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	79
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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STAGE 1 THROUGH BRIDGES TYPICAL SECTION
(I–80 FAI ROUTE 80)

STA. 275+69 TO STA. 278+25
STA. 286+36 TO STA. 289+22
STA. 300+09 TO STA. 311+83
STA. 402+70 TO STA. 404+01
STA. 415+28 TO STA. 418+08
STA. 427+83 TO STA. 429+40

** STA. ARE APPROXIMATE AND FOR REFERENCE ONLY.

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS : LAND SURVEYORS
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JACKSONVILLE, IL 62650
PHONE: 217-245-4146 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-006852

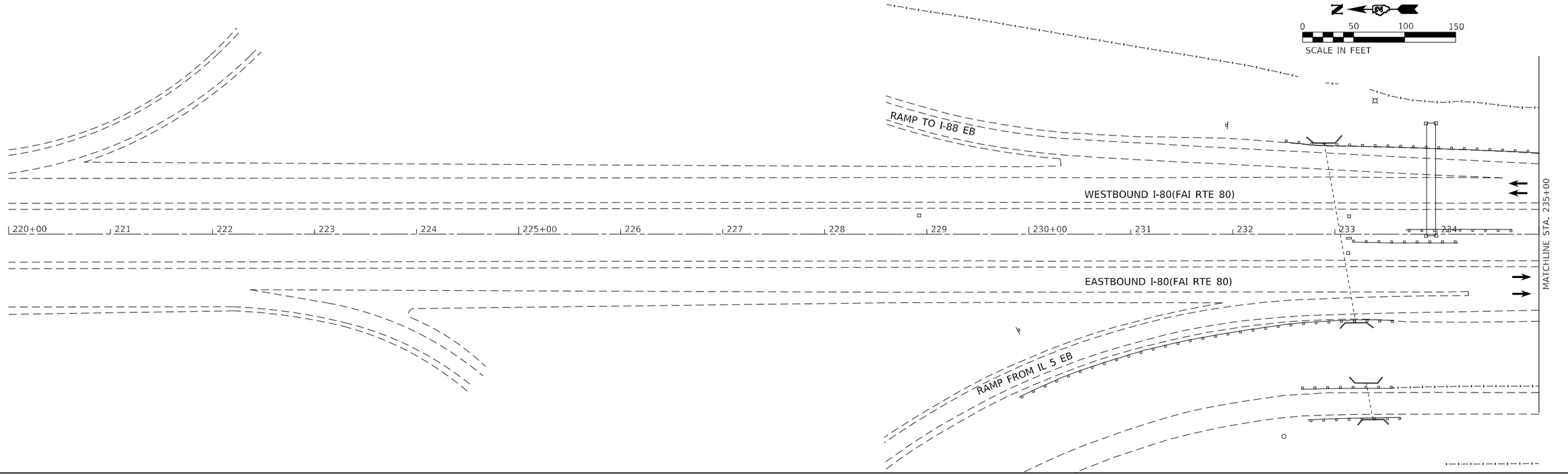
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	DRAWN - DSR	REVISED -	
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PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

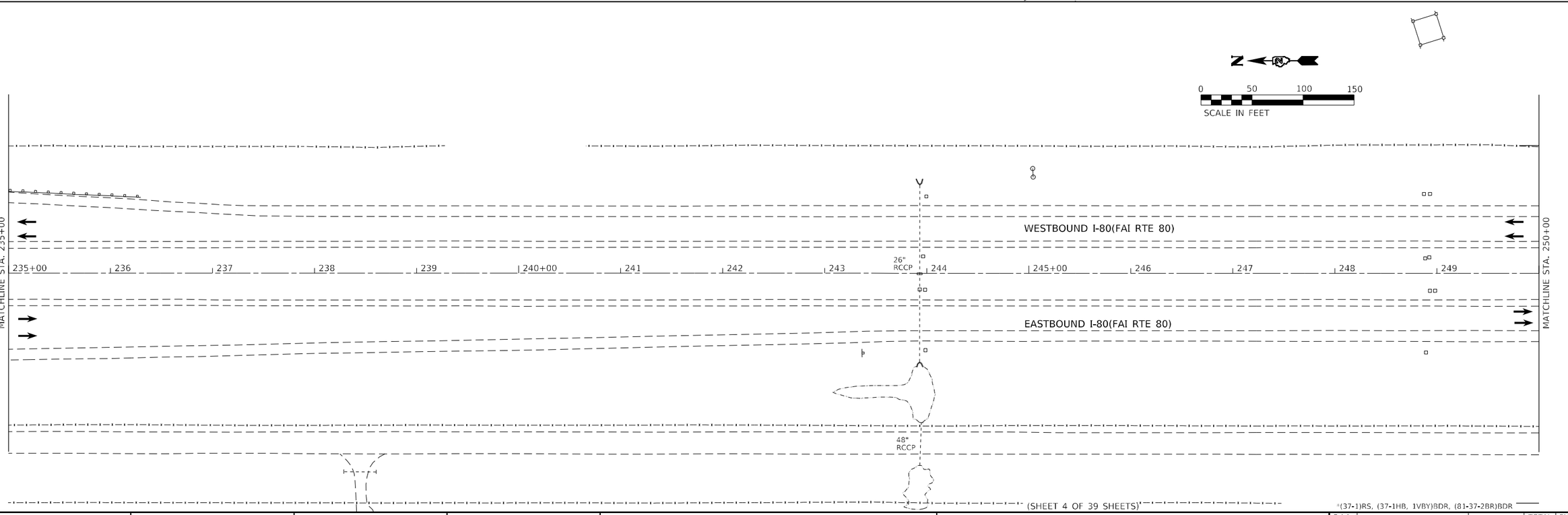
STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
(STAGE 1 TYPICAL SECTIONS)

SCALE: N.T.S. | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	80
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

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(SHEET 4 OF 39 SHEETS)

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
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JACKSONVILLE, IL 62650
PHONE: 217-243-8146 FAX: 217-243-8149
IL DESIGN FIRM REGISTRATION NO. 184-000852

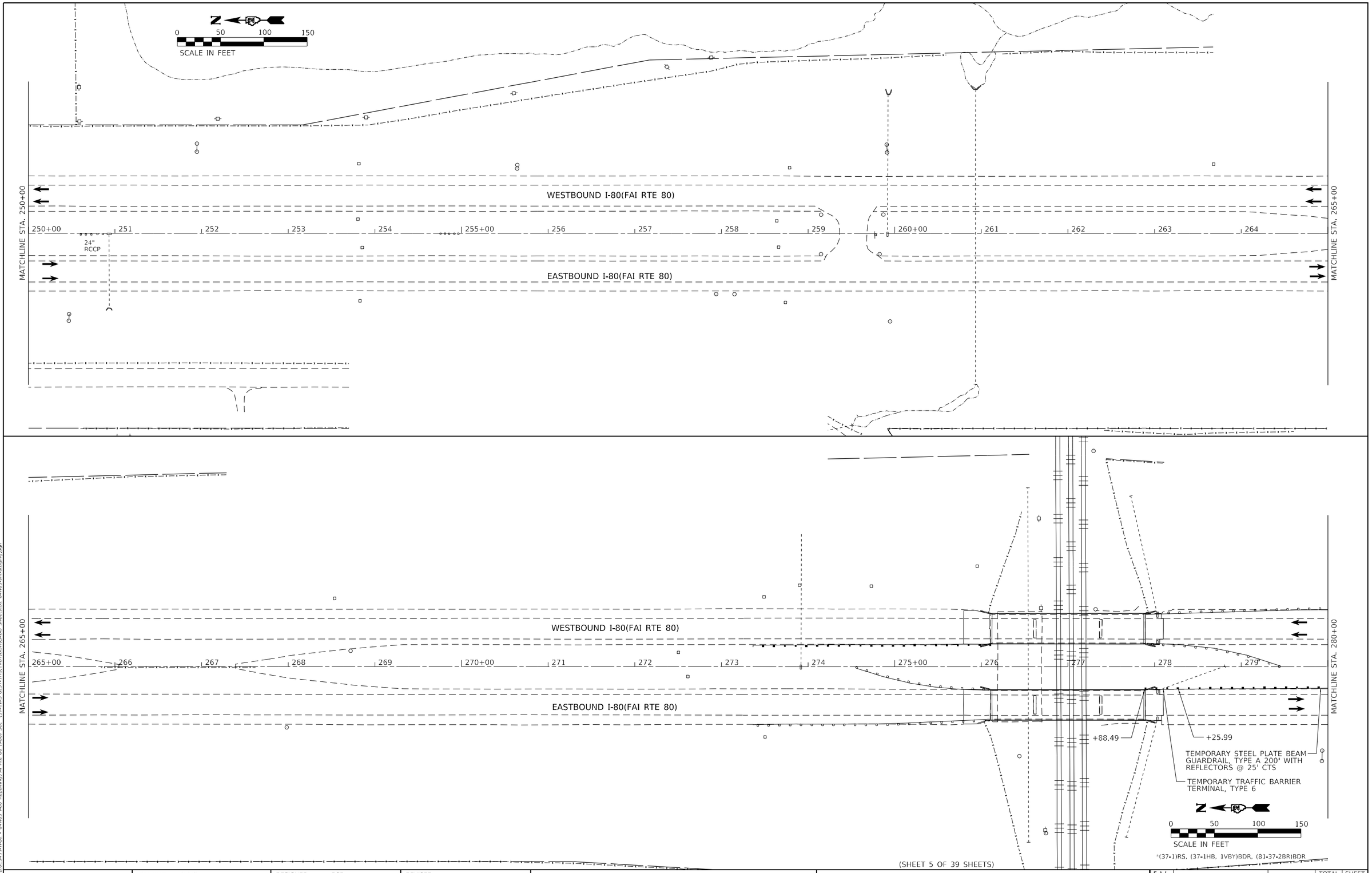
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PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
(PRESTAGE)

SCALE: 1"=50' | SHEET 1 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	81
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		



(SHEET 5 OF 39 SHEETS)

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1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4146 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druholl	DESIGNED - DSR	REVISED -
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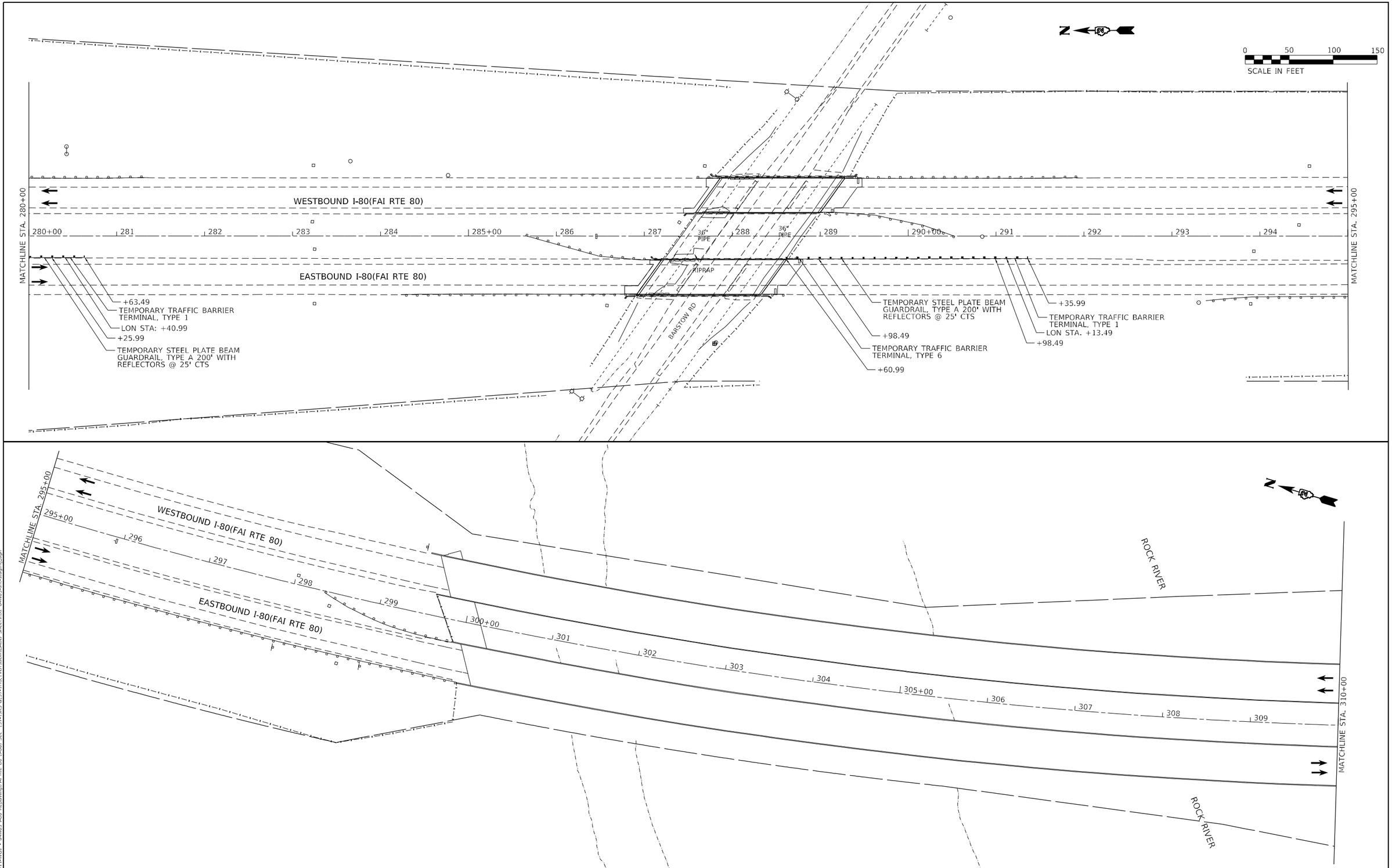
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
(PRESTAGE)

SCALE: 1"=50' | SHEET 2 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	82
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

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(SHEET 6 OF 39 SHEETS)

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
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CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-243-4146 FAX: 217-243-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

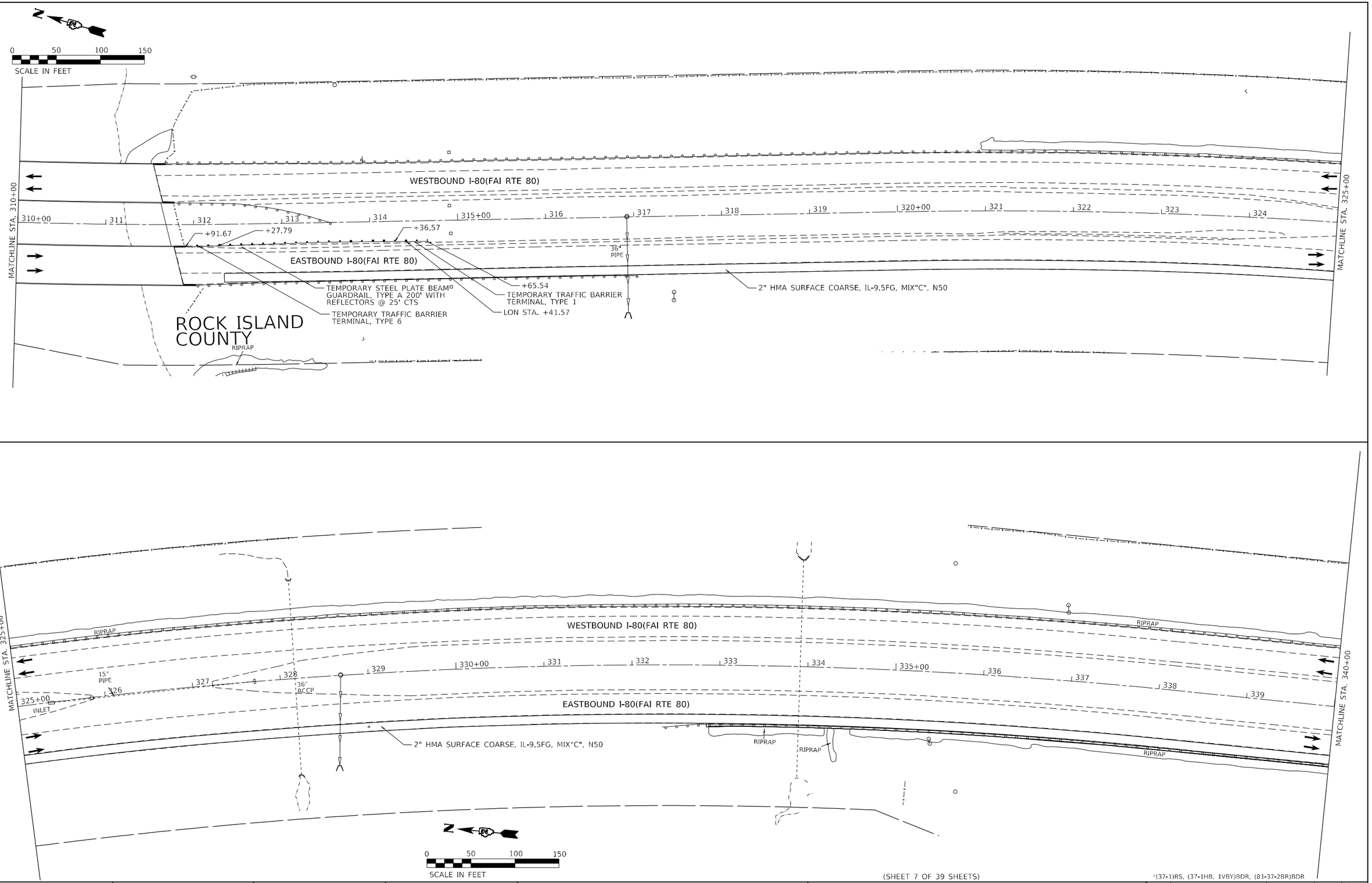
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PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
(PRESTAGE)

SCALE: 1"=50' | SHEET 3 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	83
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		



(SHEET 7 OF 39 SHEETS)

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

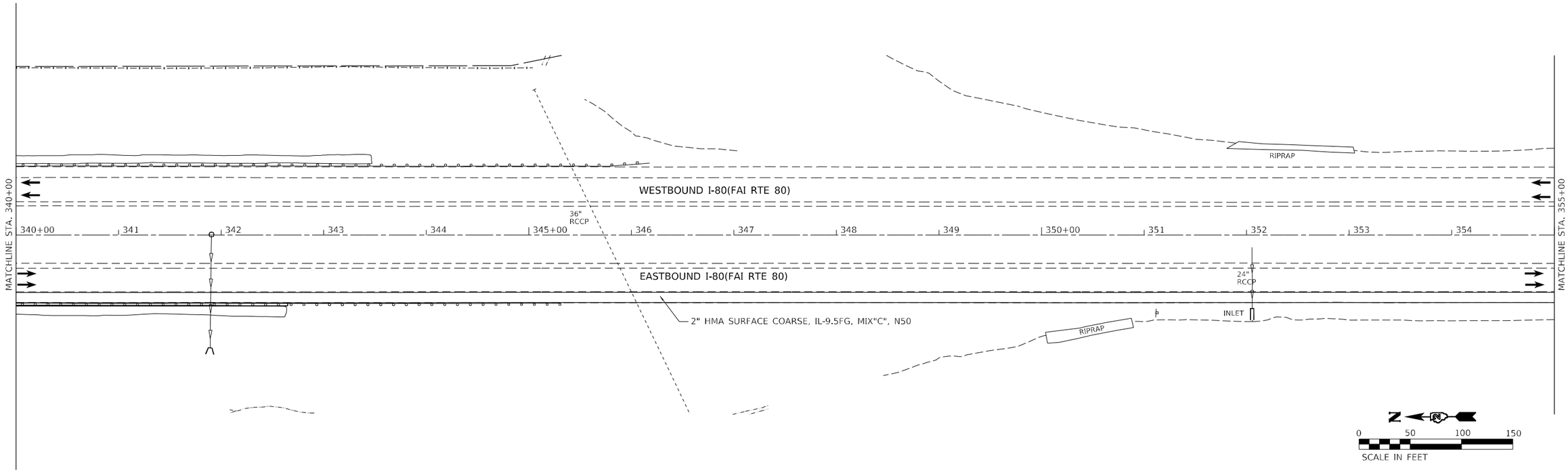
BENTON & ASSOCIATES, INC. CONSULTING ENGINEERS / LAND SURVEYORS 1970 WEST LAFAYETTE AVE. JACKSONVILLE, IL 62650 PHONE: 217-243-8146 FAX: 217-243-8149 IL DESIGN FIRM REGISTRATION NO. 184-006852	USER NAME = druholl	DESIGNED - DSR	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
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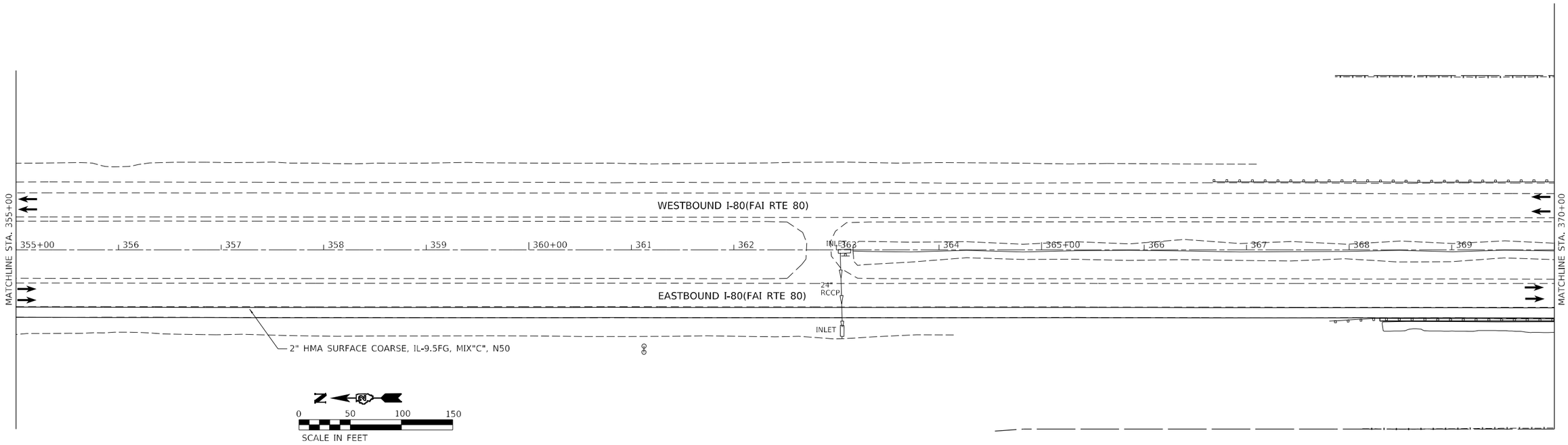
STAGES OF CONSTRUCTION AND TRAFFIC CONTROL (PRESTAGE)

SCALE: 1"=50' | SHEET 4 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	84
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-243-8146 FAX: 217-243-8149
IL DESIGN FIRM REGISTRATION NO. 184-006852

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

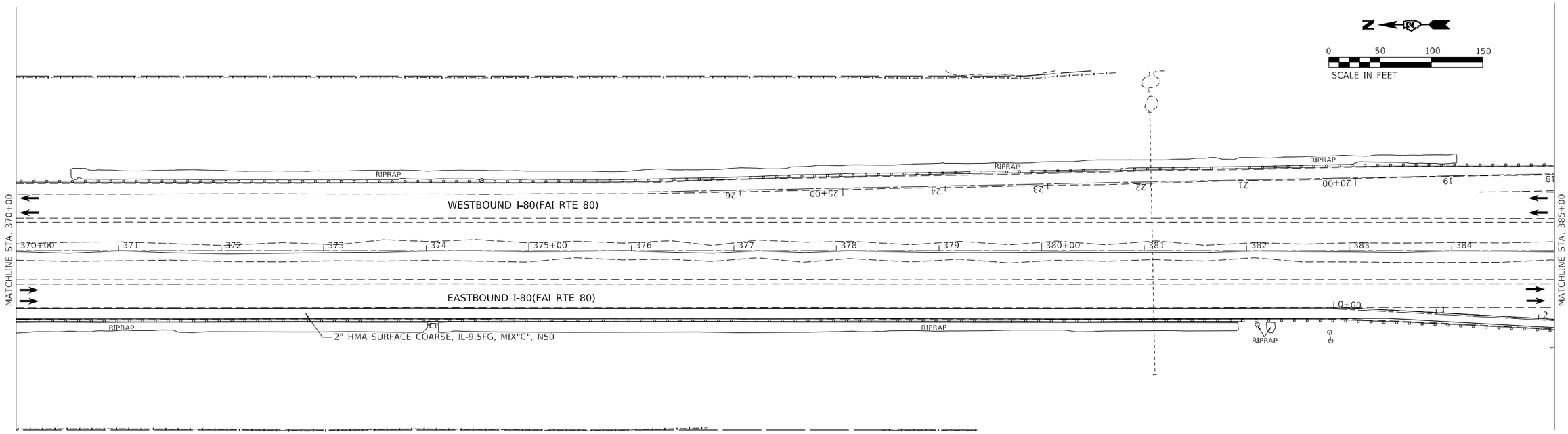
STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
(PRESTAGE)

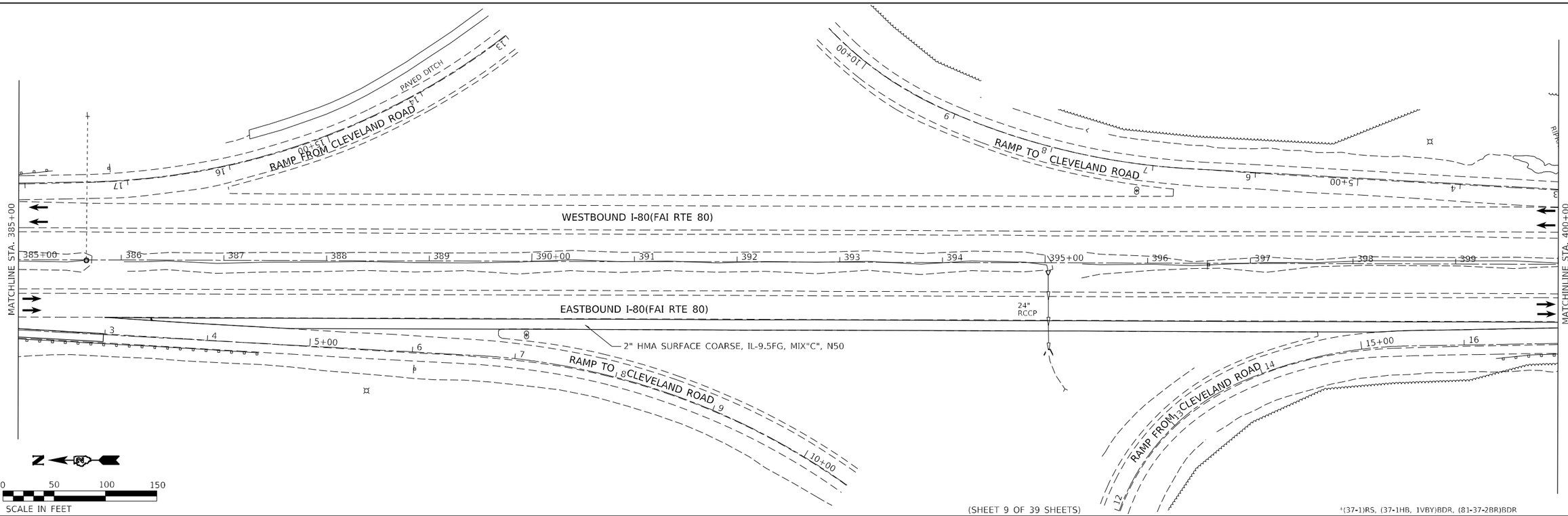
SCALE: 1"=50' | SHEET 5 OF 9 SHEETS | STA. | TO STA.

(SHEET 8 OF 39 SHEETS)

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	85
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		





(SHEET 9 OF 39 SHEETS)

†(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
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JACKSONVILLE, IL 62650
PHONE: 217-243-8146 FAX: 217-243-8149
IL DESIGN FIRM REGISTRATION NO. 184-000852

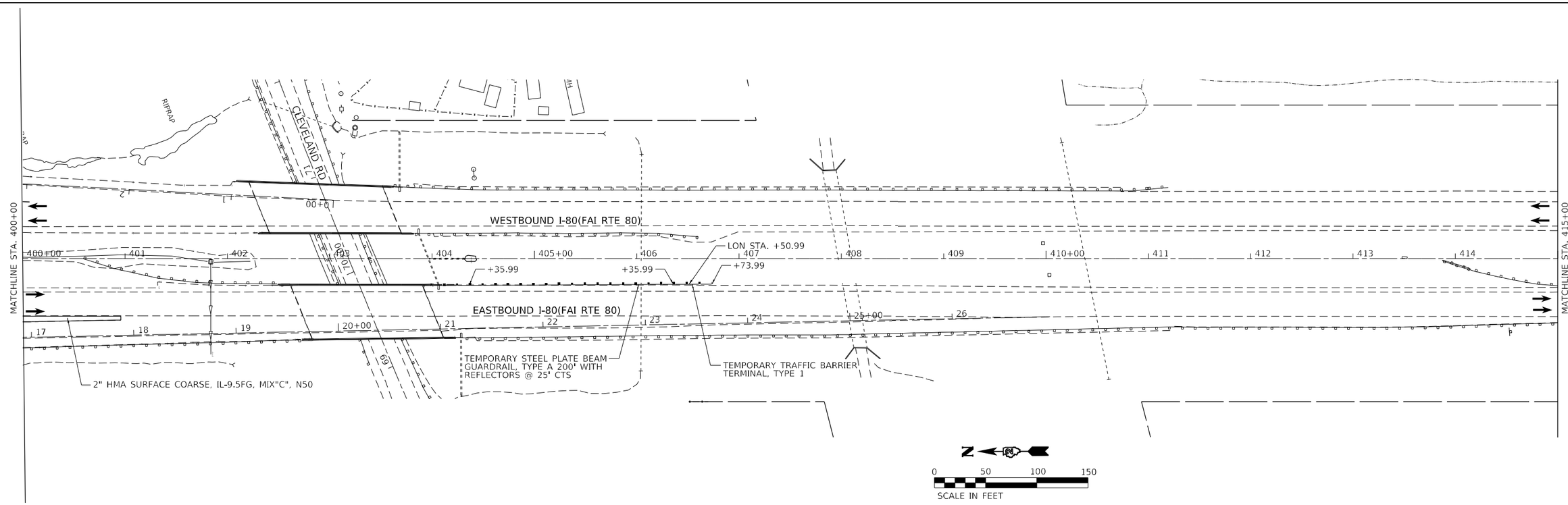
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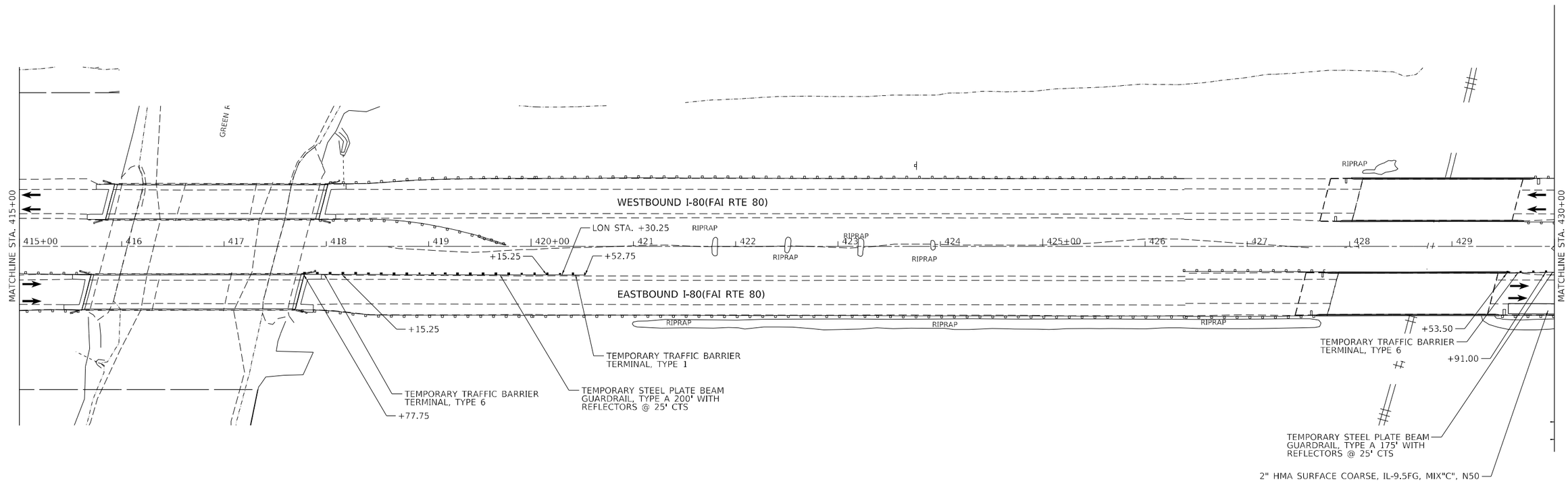
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
(PRESTAGE)

SCALE: 1"=50' | SHEET 6 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	86
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		





(SHEET 10 OF 39 SHEETS)

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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JACKSONVILLE, IL 62650
PHONE: 217-243-4146 FAX: 217-243-4149
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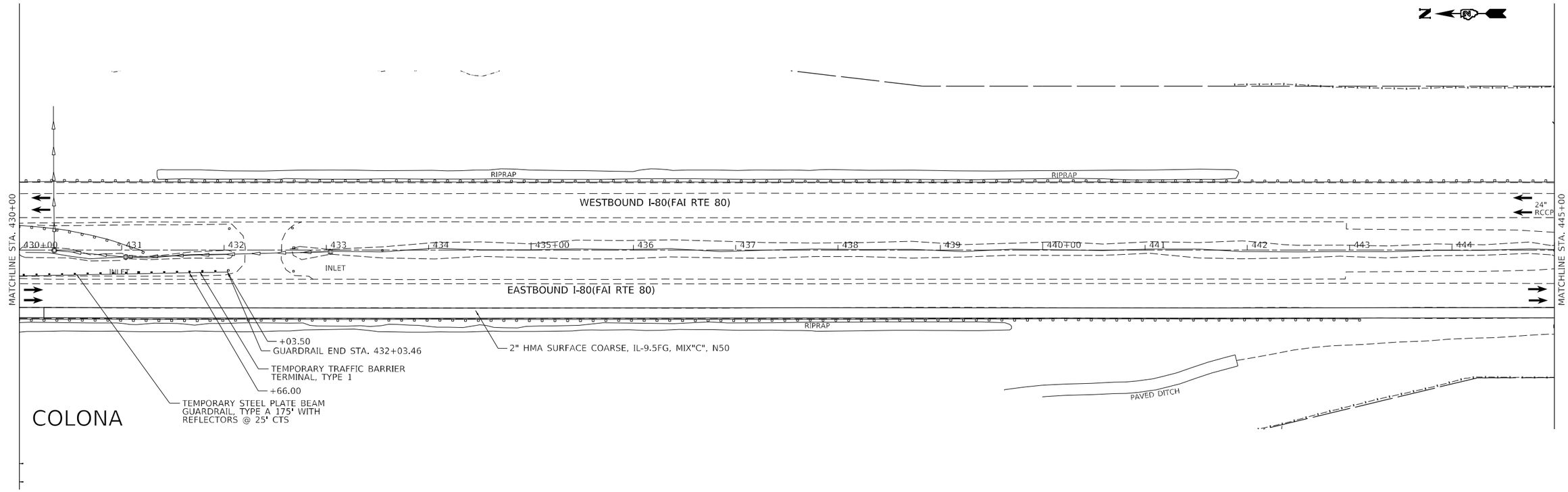
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
(PRESTAGE)

SCALE: 1"=50' | SHEET 7 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	87
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		



MODEL: Default
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JACKSONVILLE, IL 62650
PHONE: 217-243-4146 FAX: 217-243-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

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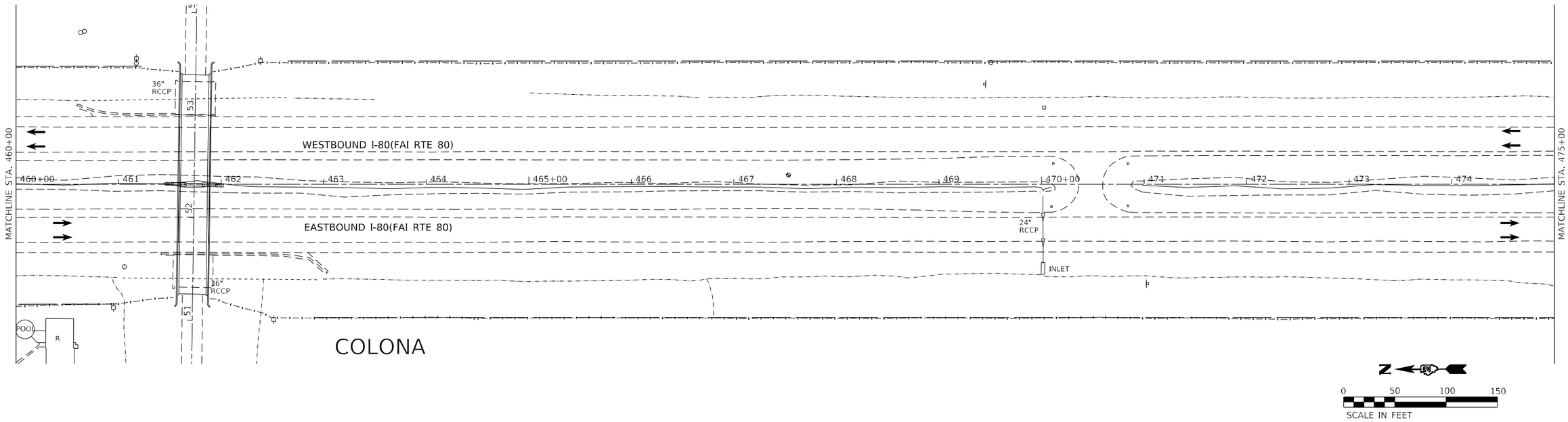
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

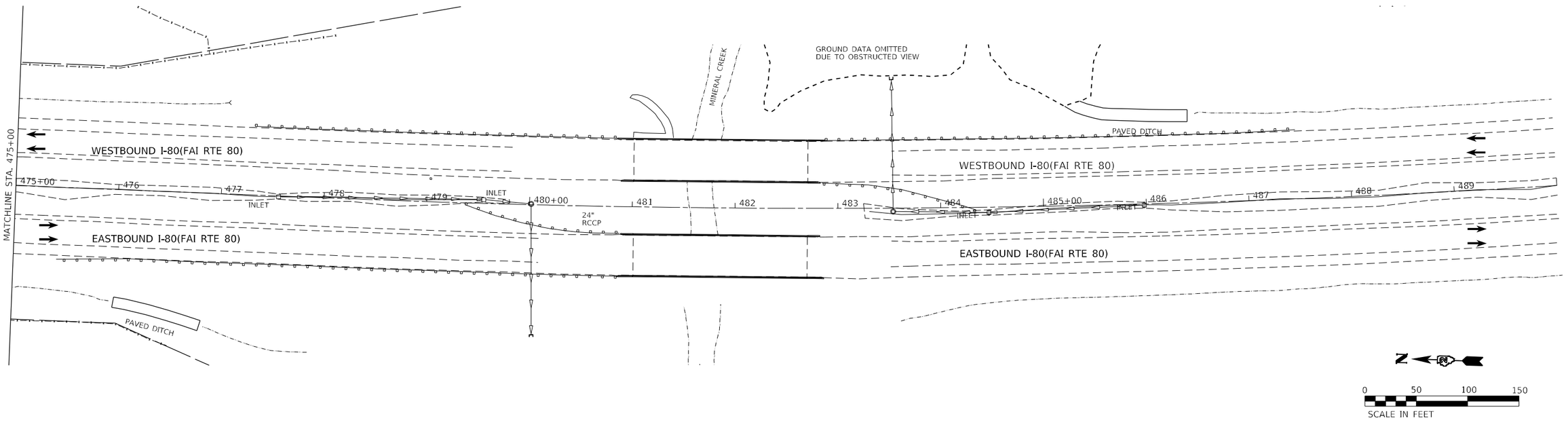
STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
(PRESTAGE)

SCALE: 1"=50' | SHEET 8 OF 9 SHEETS | STA. | TO STA.

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	88
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		





MODEL: Default
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(SHEET 12 OF 39 SHEETS)

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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CONSULTING ENGINEERS / LAND SURVEYORS
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JACKSONVILLE, IL 62650
PHONE: 217-243-4146 FAX: 217-243-4149
IL DESIGN FIRM REGISTRATION NO. 184-003852

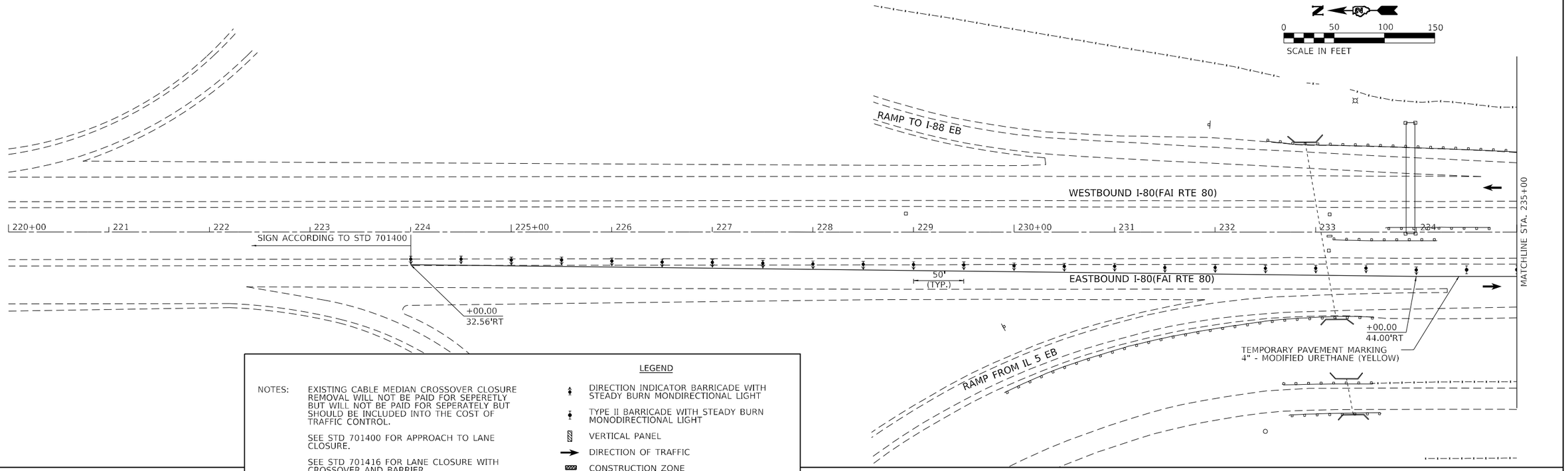
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PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
(PRESTAGE)

SCALE: 1"=50' | SHEET 9 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	89
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		



NOTES:

EXISTING CABLE MEDIAN CROSSOVER CLOSURE REMOVAL WILL NOT BE PAID FOR SEPERETLY BUT WILL NOT BE PAID FOR SEPERATELY BUT SHOULD BE INCLUDED INTO THE COST OF TRAFFIC CONTROL.

SEE STD 701400 FOR APPROACH TO LANE CLOSURE.

SEE STD 701416 FOR LANE CLOSURE WITH CROSSOVER AND BARRIER

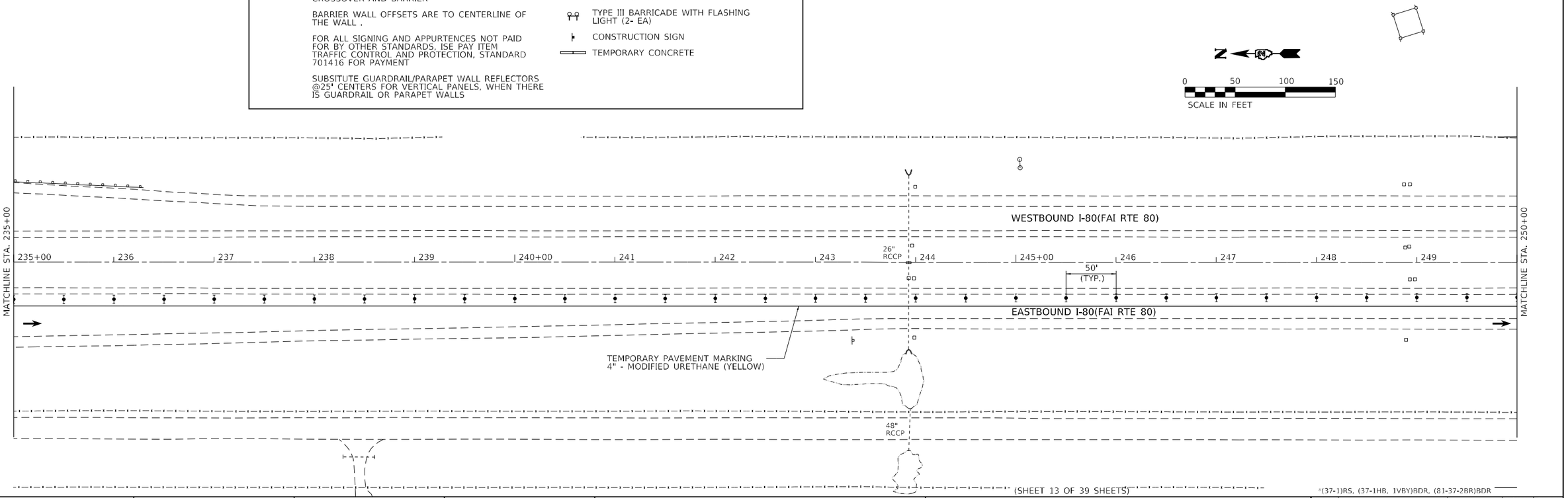
BARRIER WALL OFFSETS ARE TO CENTERLINE OF THE WALL .

FOR ALL SIGNING AND APPURTENCES NOT PAID FOR BY OTHER STANDARDS, ISE PAY ITEM TRAFFIC CONTROL AND PROTECTION, STANDARD 701416 FOR PAYMENT

SUBSITUTE GUARDRAIL/PARAPET WALL REFLECTORS @25' CENTERS FOR VERTICAL PANELS, WHEN THERE IS GUARDRAIL OR PARAPET WALLS

LEGEND

- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONDIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- VERTICAL PANEL
- DIRECTION OF TRAFFIC
- CONSTRUCTION ZONE
- TYPE III BARRICADE WITH FLASHING LIGHT (2- EA)
- CONSTRUCTION SIGN
- TEMPORARY CONCRETE



*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
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BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-243-4146 FAX: 217-243-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

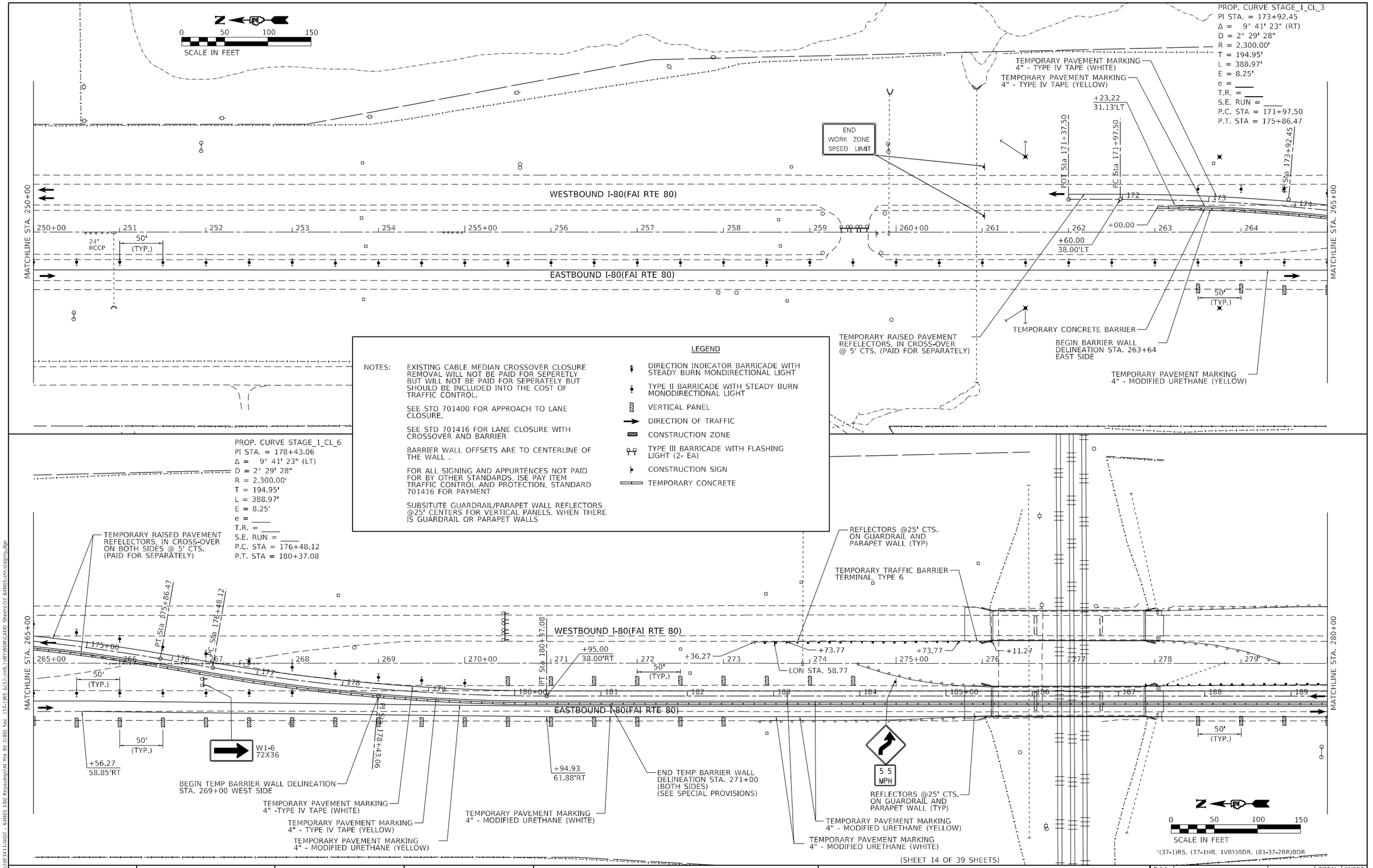
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	DRAWN - DSR	REVISED -
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PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
(STAGE 1)

SCALE: 1"=50' | SHEET 1 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	90
		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	



(SHEET 14 OF 39 SHEETS)

MODEL: Default
FILE NAME: P:\20E3411-WO2 - 64N05 I-80 Repaving\FAI Rte 80 (I-80) Sec (37-1)RS (37-1HB, 1VBY)BDR\CADD Sheets\D2 64N05-sht-stagine_dgn

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4148 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

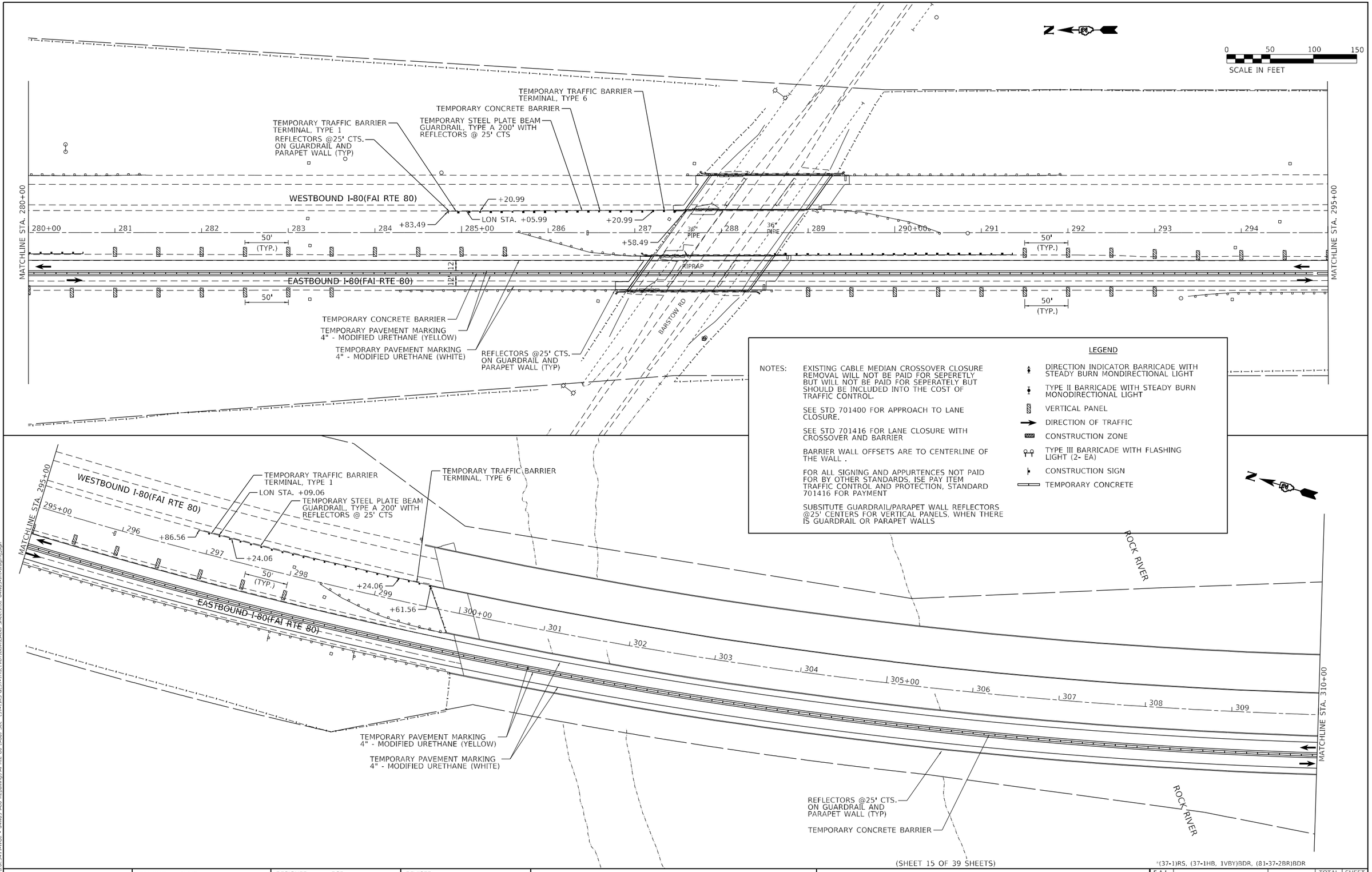
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PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
(STAGE 1)

SCALE: 1"=50' | SHEET 2 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	91
		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			



NOTES:

EXISTING CABLE MEDIAN CROSSOVER CLOSURE REMOVAL WILL NOT BE PAID FOR SEPERETLY BUT WILL NOT BE PAID FOR SEPERATELY BUT SHOULD BE INCLUDED INTO THE COST OF TRAFFIC CONTROL.

SEE STD 701400 FOR APPROACH TO LANE CLOSURE.

SEE STD 701416 FOR LANE CLOSURE WITH CROSSOVER AND BARRIER

BARRIER WALL OFFSETS ARE TO CENTERLINE OF THE WALL .

FOR ALL SIGNING AND APPURTENCES NOT PAID FOR BY OTHER STANDARDS, ISE PAY ITEM TRAFFIC CONTROL AND PROTECTION, STANDARD 701416 FOR PAYMENT

SUBSTITUTE GUARDRAIL/PARAPET WALL REFLECTORS @25' CENTERS FOR VERTICAL PANELS, WHEN THERE IS GUARDRAIL OR PARAPET WALLS

LEGEND

- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONDIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- VERTICAL PANEL
- DIRECTION OF TRAFFIC
- CONSTRUCTION ZONE
- TYPE III BARRICADE WITH FLASHING LIGHT (2- EA)
- CONSTRUCTION SIGN
- TEMPORARY CONCRETE

(SHEET 15 OF 39 SHEETS)

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
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BENTON & ASSOCIATES, INC.
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1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4146 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

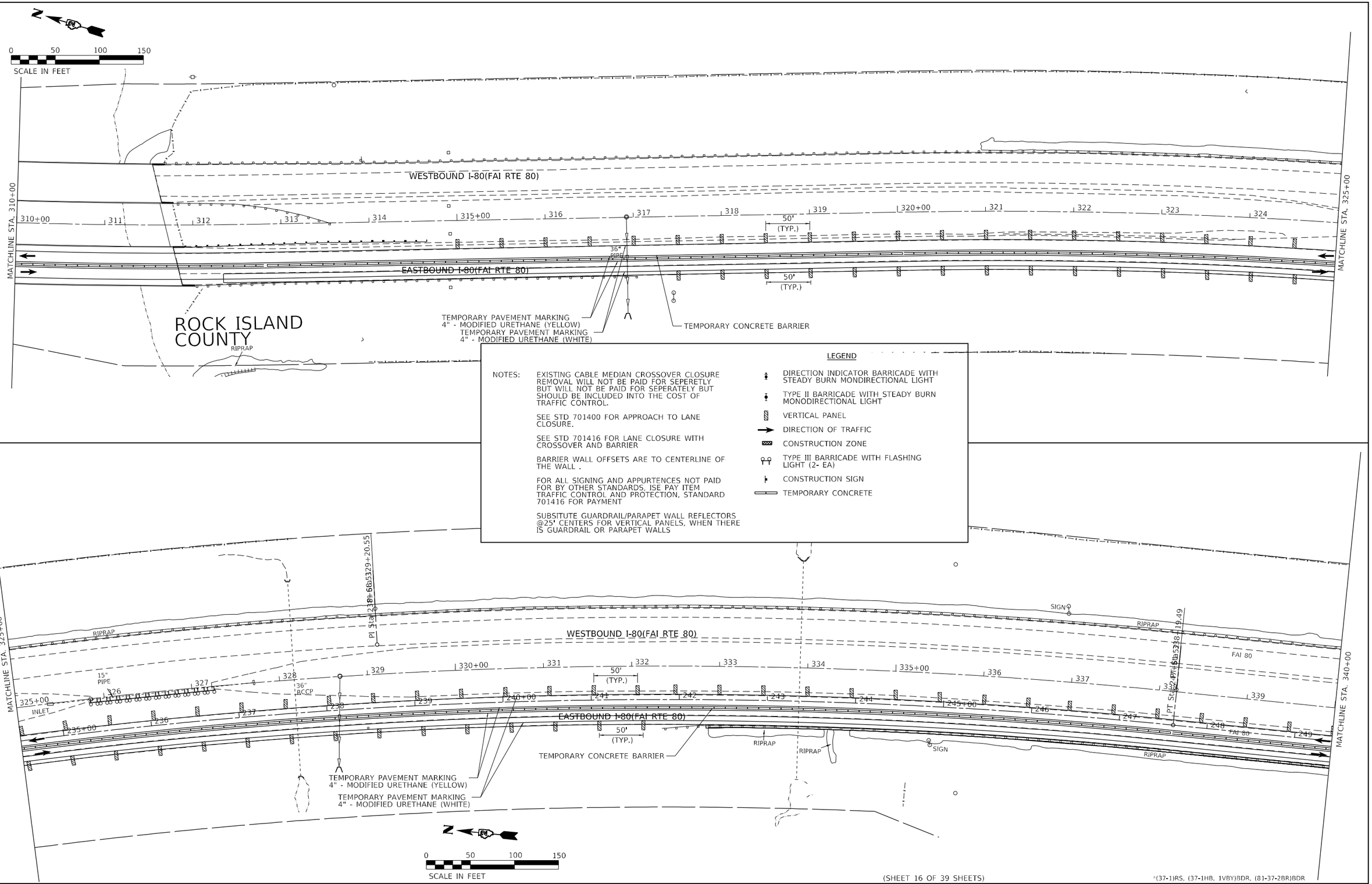
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	DRAWN - DSR	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -	
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
(STAGE 1)

SCALE: 1"=50' | SHEET 3 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	92
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		



NOTES:

EXISTING CABLE MEDIAN CROSSOVER CLOSURE REMOVAL WILL NOT BE PAID FOR SEPERETLY BUT WILL NOT BE PAID FOR SEPERATELY BUT SHOULD BE INCLUDED INTO THE COST OF TRAFFIC CONTROL.

SEE STD 701400 FOR APPROACH TO LANE CLOSURE.

SEE STD 701416 FOR LANE CLOSURE WITH CROSSOVER AND BARRIER

BARRIER WALL OFFSETS ARE TO CENTERLINE OF THE WALL .

FOR ALL SIGNING AND APPURTENCES NOT PAID FOR BY OTHER STANDARDS, ISE PAY ITEM TRAFFIC CONTROL AND PROTECTION, STANDARD 701416 FOR PAYMENT

SUBSTITUTE GUARDRAIL/PARAPET WALL REFLECTORS @25' CENTERS FOR VERTICAL PANELS, WHEN THERE IS GUARDRAIL OR PARAPET WALLS

LEGEND

- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONDIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- VERTICAL PANEL
- DIRECTION OF TRAFFIC
- CONSTRUCTION ZONE
- TYPE III BARRICADE WITH FLASHING LIGHT (2- EA)
- CONSTRUCTION SIGN
- TEMPORARY CONCRETE

(SHEET 16 OF 39 SHEETS)

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
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JACKSONVILLE, IL 62650
PHONE: 217-243-4146 FAX: 217-243-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

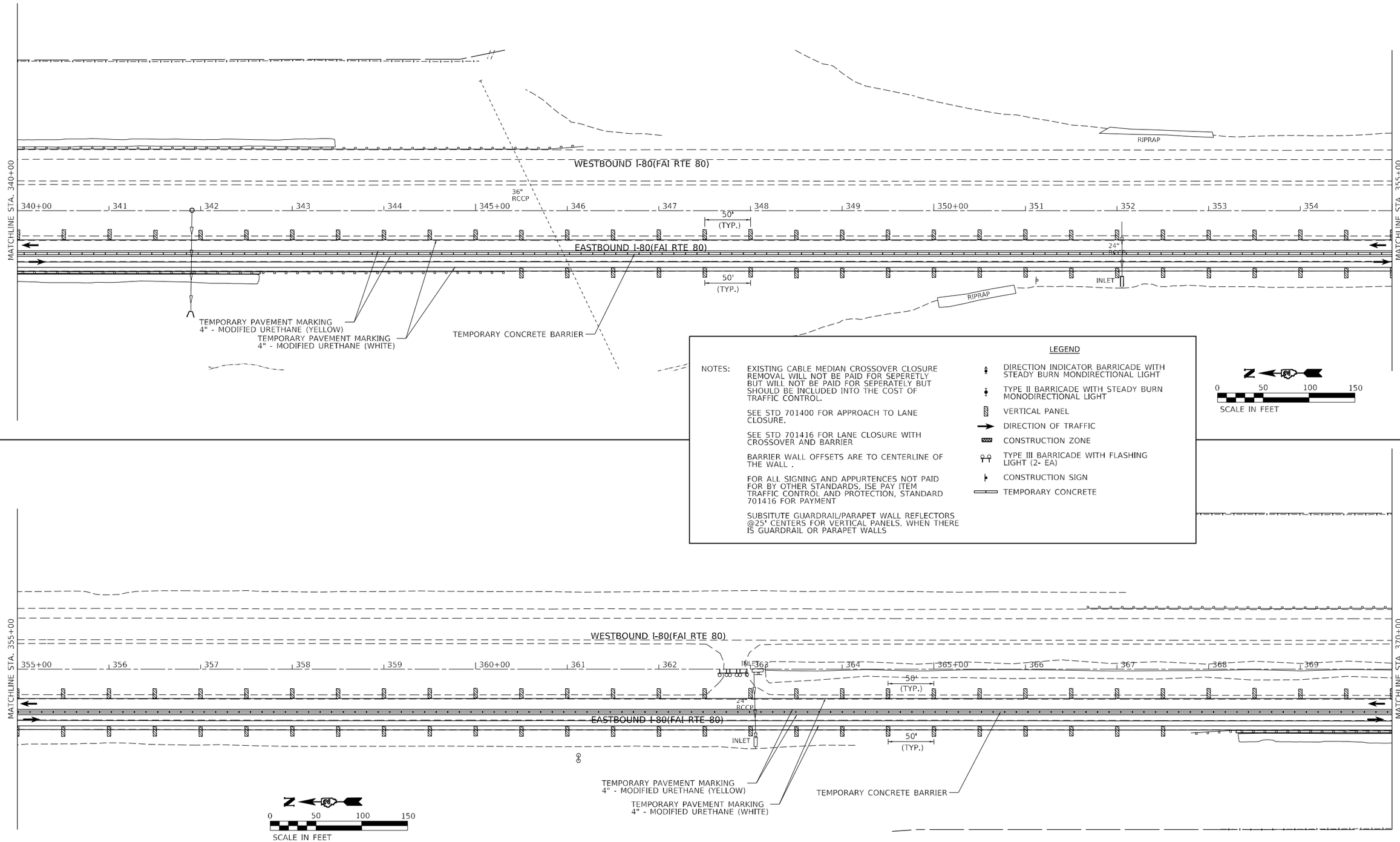
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PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -	
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
(STAGE 1)

SCALE: 1"=50' | SHEET 4 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	93
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		



NOTES:

EXISTING CABLE MEDIAN CROSSOVER CLOSURE REMOVAL WILL NOT BE PAID FOR SEPERETLY BUT WILL NOT BE PAID FOR SEPERATELY BUT SHOULD BE INCLUDED INTO THE COST OF TRAFFIC CONTROL.

SEE STD 701400 FOR APPROACH TO LANE CLOSURE.

SEE STD 701416 FOR LANE CLOSURE WITH CROSSOVER AND BARRIER

BARRIER WALL OFFSETS ARE TO CENTERLINE OF THE WALL .

FOR ALL SIGNING AND APPURTENCES NOT PAID FOR BY OTHER STANDARDS, ISE PAY ITEM TRAFFIC CONTROL AND PROTECTION, STANDARD 701416 FOR PAYMENT

SUBSTITUTE GUARDRAIL/PARAPET WALL REFLECTORS @25' CENTERS FOR VERTICAL PANELS, WHEN THERE IS GUARDRAIL OR PARAPET WALLS

LEGEND

- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONDIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- VERTICAL PANEL
- DIRECTION OF TRAFFIC
- CONSTRUCTION ZONE
- TYPE III BARRICADE WITH FLASHING LIGHT (2- EA)
- CONSTRUCTION SIGN
- TEMPORARY CONCRETE

(SHEET 17 OF 39 SHEETS)

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4146 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druholl	DESIGNED - DSR	REVISED -	
	DRAWN - DSR	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -	
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

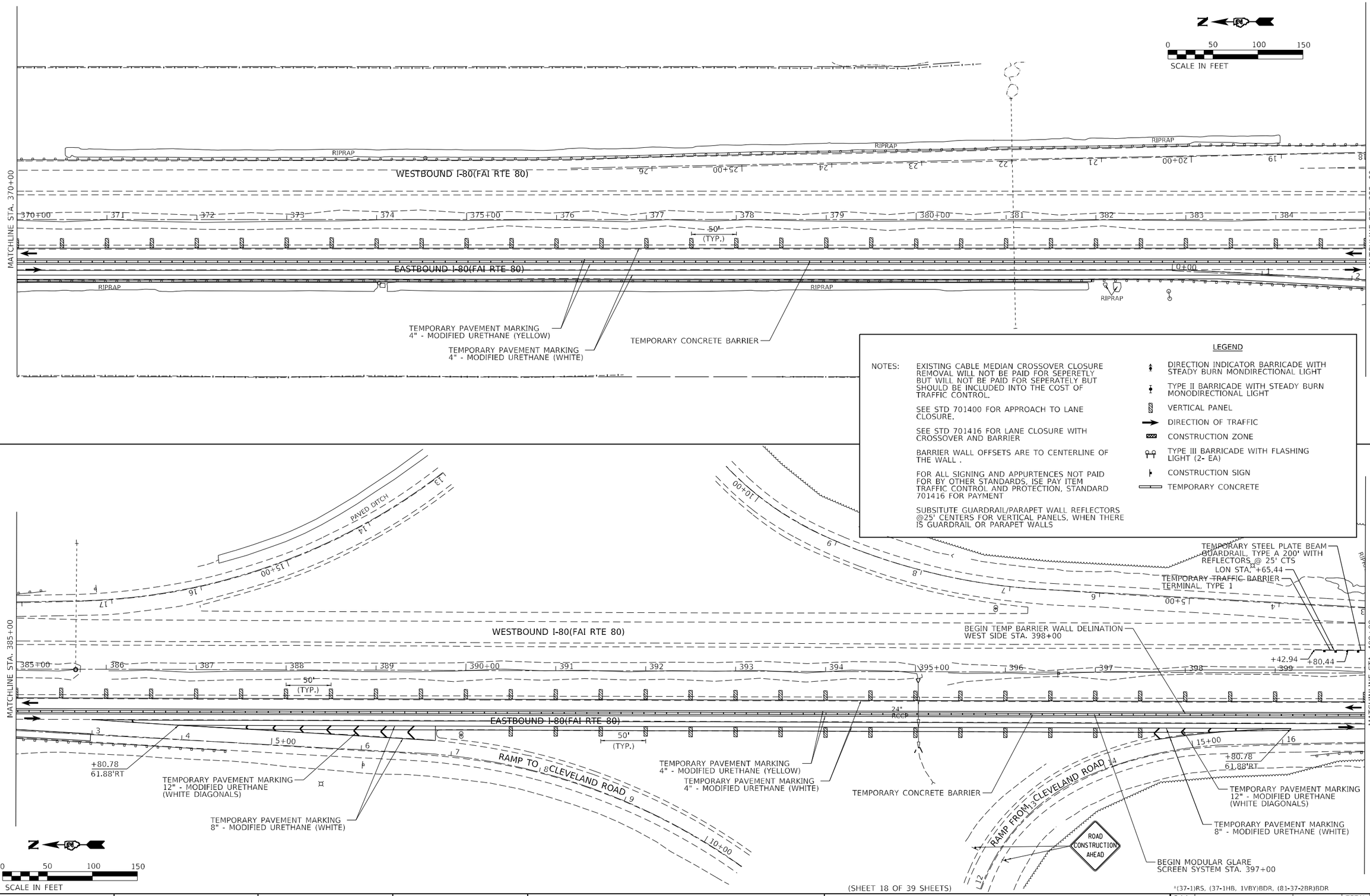
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
(STAGE 1)

SCALE: 1"=50' | SHEET 5 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	94
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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NOTES:

EXISTING CABLE MEDIAN CROSSOVER CLOSURE REMOVAL WILL NOT BE PAID FOR SEPERETLY BUT WILL NOT BE PAID FOR SEPERATELY BUT SHOULD BE INCLUDED INTO THE COST OF TRAFFIC CONTROL.

SEE STD 701400 FOR APPROACH TO LANE CLOSURE.

SEE STD 701416 FOR LANE CLOSURE WITH CROSSOVER AND BARRIER

BARRIER WALL OFFSETS ARE TO CENTERLINE OF THE WALL .

FOR ALL SIGNING AND APPURTENCES NOT PAID FOR BY OTHER STANDARDS, ISE PAY ITEM TRAFFIC CONTROL AND PROTECTION, STANDARD 701416 FOR PAYMENT

SUBSTITUTE GUARDRAIL/PARAPET WALL REFLECTORS @25' CENTERS FOR VERTICAL PANELS, WHEN THERE IS GUARDRAIL OR PARAPET WALLS

LEGEND

- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONDIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- VERTICAL PANEL
- DIRECTION OF TRAFFIC
- CONSTRUCTION ZONE
- TYPE III BARRICADE WITH FLASHING LIGHT (2- EA)
- CONSTRUCTION SIGN
- TEMPORARY CONCRETE

(SHEET 18 OF 39 SHEETS)

†(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
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BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS / LAND SURVEYORS
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JACKSONVILLE, IL 62650
PHONE: 217-243-4146 FAX: 217-243-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

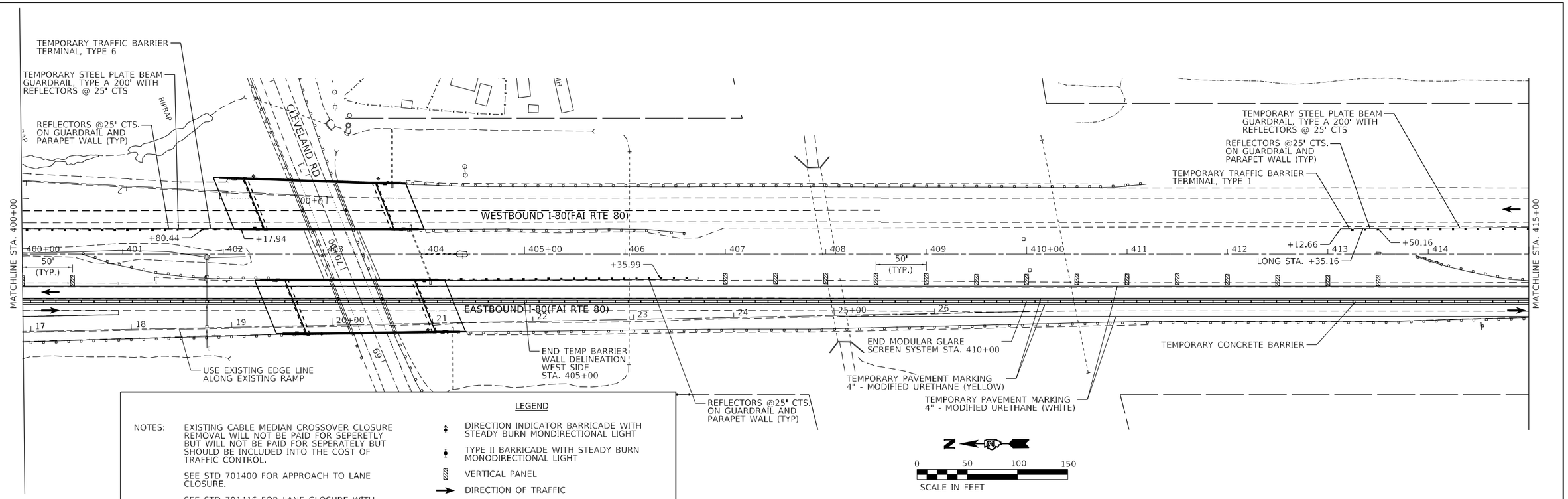
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PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
(STAGE 1)

SCALE: 1"=50' | SHEET 6 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	95
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		



NOTES:

EXISTING CABLE MEDIAN CROSSOVER CLOSURE REMOVAL WILL NOT BE PAID FOR SEPERETLY BUT WILL NOT BE PAID FOR SEPERATELY BUT SHOULD BE INCLUDED INTO THE COST OF TRAFFIC CONTROL.

SEE STD 701400 FOR APPROACH TO LANE CLOSURE.

SEE STD 701416 FOR LANE CLOSURE WITH CROSSOVER AND BARRIER

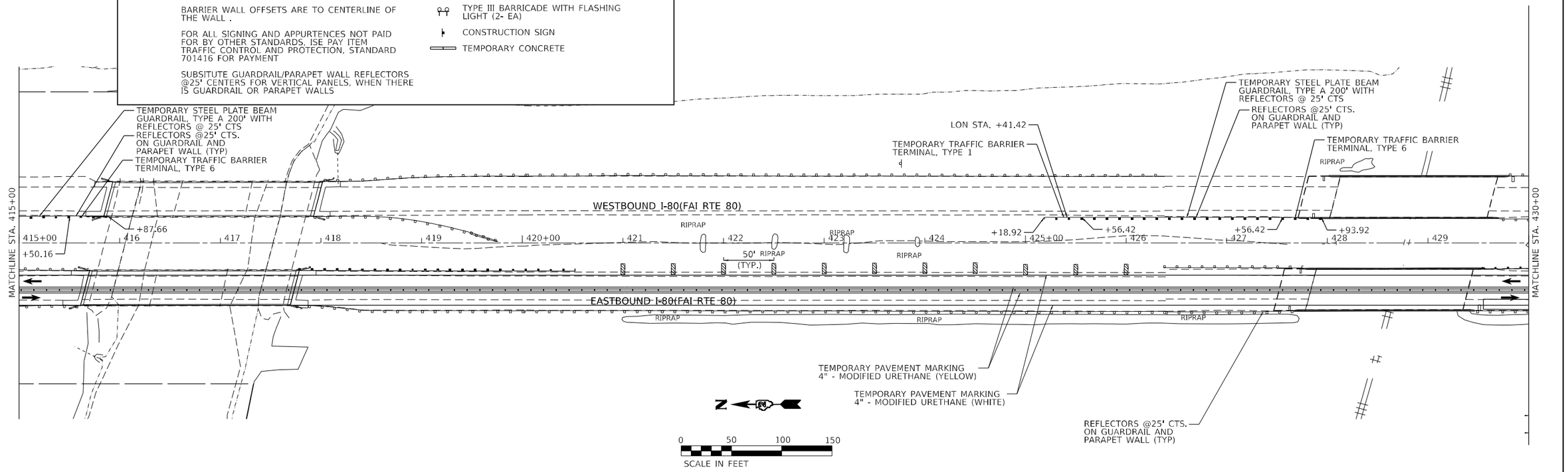
BARRIER WALL OFFSETS ARE TO CENTERLINE OF THE WALL .

FOR ALL SIGNING AND APPURTENCES NOT PAID FOR BY OTHER STANDARDS, ISE PAY ITEM TRAFFIC CONTROL AND PROTECTION, STANDARD 701416 FOR PAYMENT

SUBSITUTE GUARDRAIL/PARAPET WALL REFLECTORS @25' CENTERS FOR VERTICAL PANELS, WHEN THERE IS GUARDRAIL OR PARAPET WALLS

LEGEND

- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONDIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- VERTICAL PANEL
- DIRECTION OF TRAFFIC
- CONSTRUCTION ZONE
- TYPE III BARRICADE WITH FLASHING LIGHT (2- EA)
- CONSTRUCTION SIGN
- TEMPORARY CONCRETE



(SHEET 19 OF 39 SHEETS)

(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS / LAND SURVEYORS
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JACKSONVILLE, IL 62650
PHONE: 217-245-4148 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druholl	DESIGNED - DSR	REVISED -	
	DRAWN - DSR	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -	
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

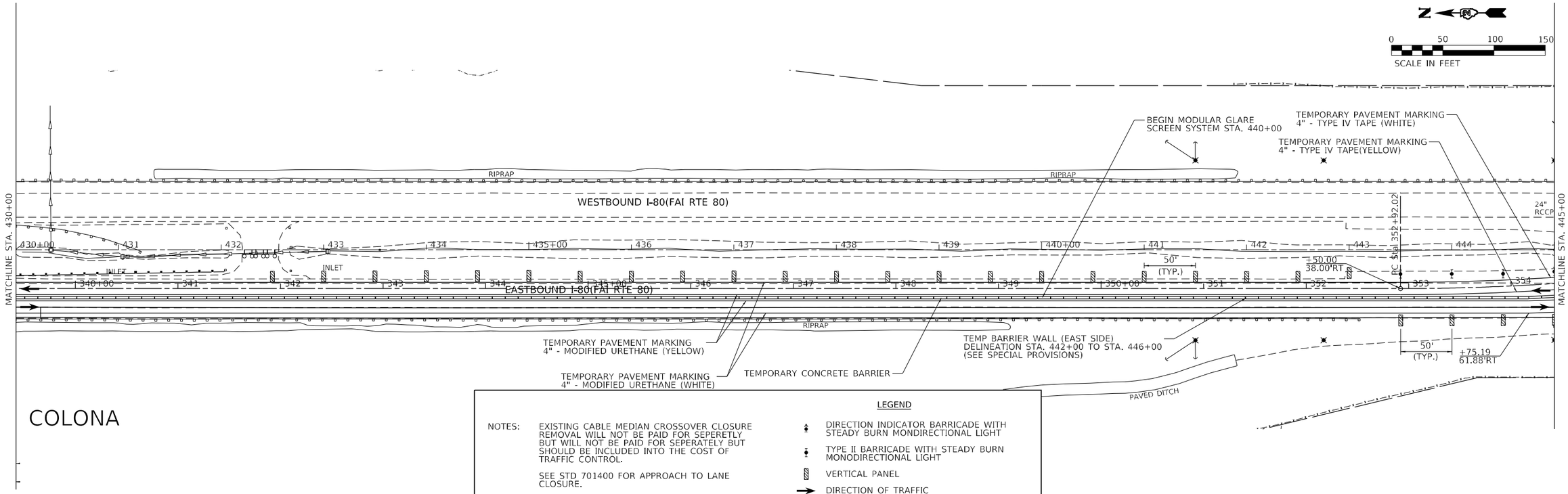
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
(STAGE 1)

SCALE: 1"=50' | SHEET 7 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	96
		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
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COLONA

NOTES:

EXISTING CABLE MEDIAN CROSSOVER CLOSURE REMOVAL WILL NOT BE PAID FOR SEPERETLY BUT WILL NOT BE PAID FOR SEPERATELY BUT SHOULD BE INCLUDED INTO THE COST OF TRAFFIC CONTROL.

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SEE STD 701416 FOR LANE CLOSURE WITH CROSSOVER AND BARRIER

BARRIER WALL OFFSETS ARE TO CENTERLINE OF THE WALL .

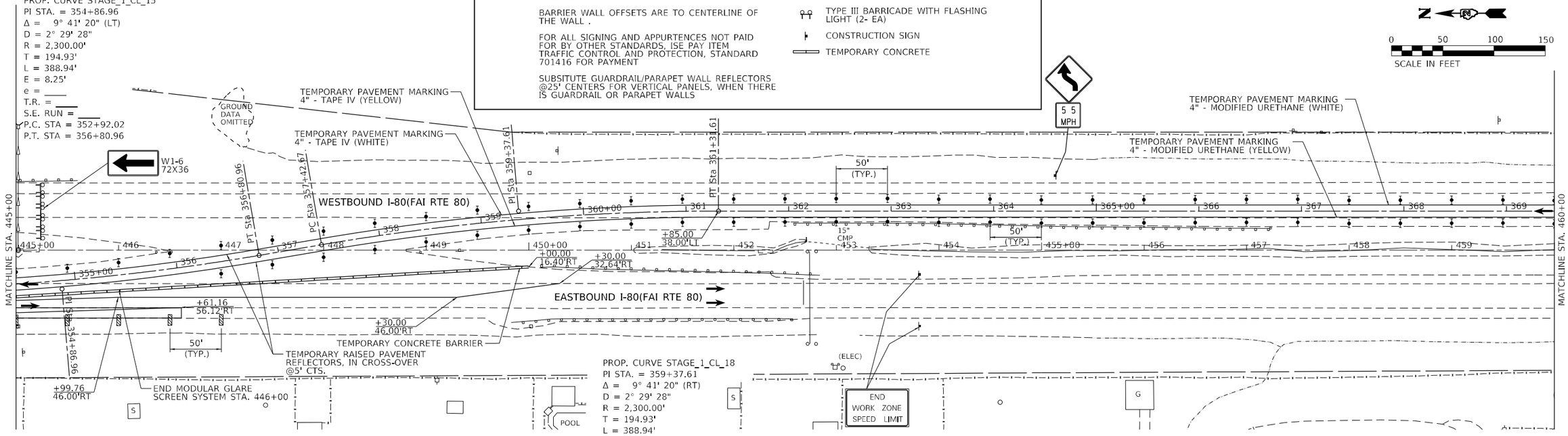
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SUBSITUTE GUARDRAIL/PARAPET WALL REFLECTORS @25' CENTERS FOR VERTICAL PANELS, WHEN THERE IS GUARDRAIL OR PARAPET WALLS

LEGEND

- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONDIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- VERTICAL PANEL
- DIRECTION OF TRAFFIC
- CONSTRUCTION ZONE
- TYPE III BARRICADE WITH FLASHING LIGHT (2- EA)
- CONSTRUCTION SIGN
- TEMPORARY CONCRETE

PROP. CURVE STAGE_1_CL_15
PI STA. = 354+86.96
Δ = 9° 41' 20" (LT)
D = 2° 29' 28"
R = 2,300.00'
T = 194.93'
L = 388.94'
E = 8.25'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA = 352+92.02
P.T. STA = 356+80.96



PROP. CURVE STAGE_1_CL_18
PI STA. = 359+37.61
Δ = 9° 41' 20" (RT)
D = 2° 29' 28"
R = 2,300.00'
T = 194.93'
L = 388.94'
E = 8.25'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA = 357+42.67
P.T. STA = 361+31.61

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

BENTON & ASSOCIATES, INC.
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IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druholl	DESIGNED - DSR	REVISED -	
	DRAWN - DSR	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -	
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

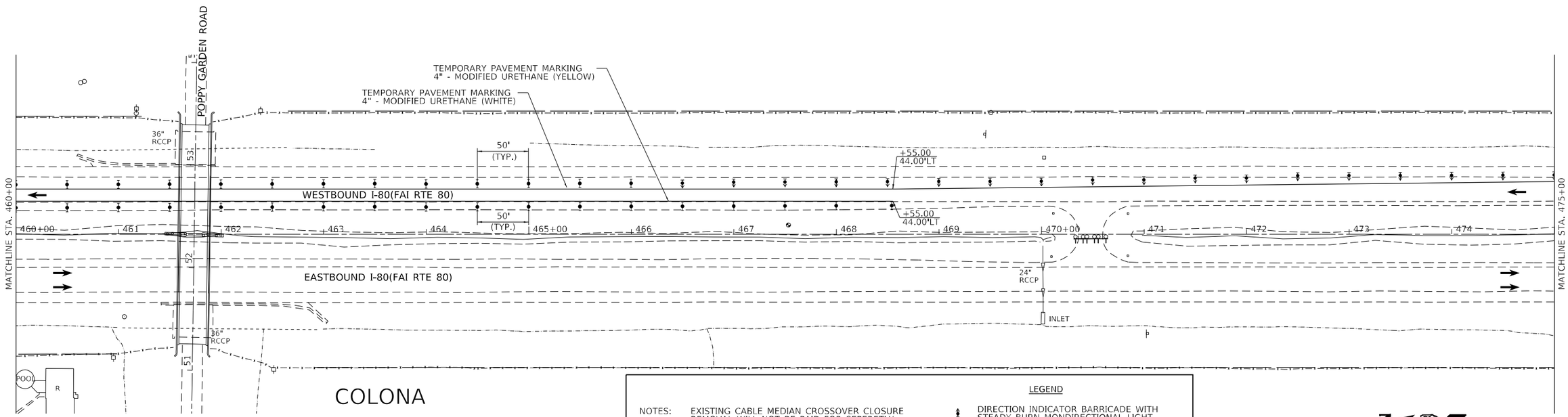
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
(STAGE 1)

SCALE: 1"=50' | SHEET 8 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	97
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: P:\20F3411-WO2 - 64N05 I-80 Resurving\FAI Rte 80 (I-80) Sec. (37-1)RS, (37-1HB, 1VBY)BDR\CADD Sheets\02? 64N05-cnt-staging.dgn



COLONA

NOTES:

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SEE STD 701416 FOR LANE CLOSURE WITH CROSSOVER AND BARRIER

BARRIER WALL OFFSETS ARE TO CENTERLINE OF THE WALL .

FOR ALL SIGNING AND APPURTENCES NOT PAID FOR BY OTHER STANDARDS, ISE PAY ITEM TRAFFIC CONTROL AND PROTECTION, STANDARD 701416 FOR PAYMENT

SUBSITUTE GUARDRAIL/PARAPET WALL REFLECTORS @25' CENTERS FOR VERTICAL PANELS, WHEN THERE IS GUARDRAIL OR PARAPET WALLS

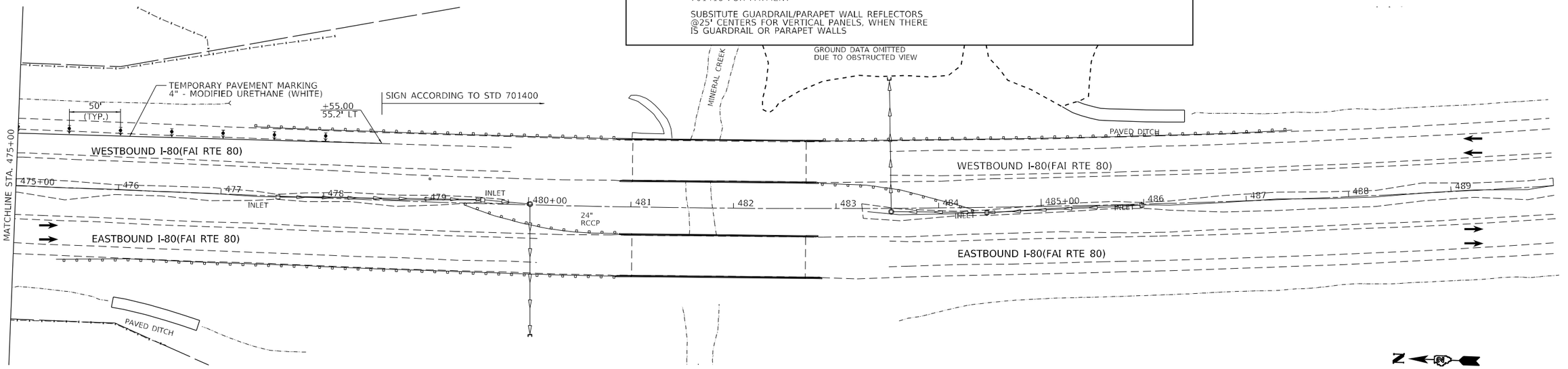
LEGEND

- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONDIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- VERTICAL PANEL
- DIRECTION OF TRAFFIC
- CONSTRUCTION ZONE
- TYPE III BARRICADE WITH FLASHING LIGHT (2- EA)
- CONSTRUCTION SIGN
- TEMPORARY CONCRETE

N

0 50 100 150

SCALE IN FEET



N

0 50 100 150

SCALE IN FEET

(SHEET 21 OF 39 SHEETS)

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
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BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS : LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-243-4140 FAX: 217-243-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

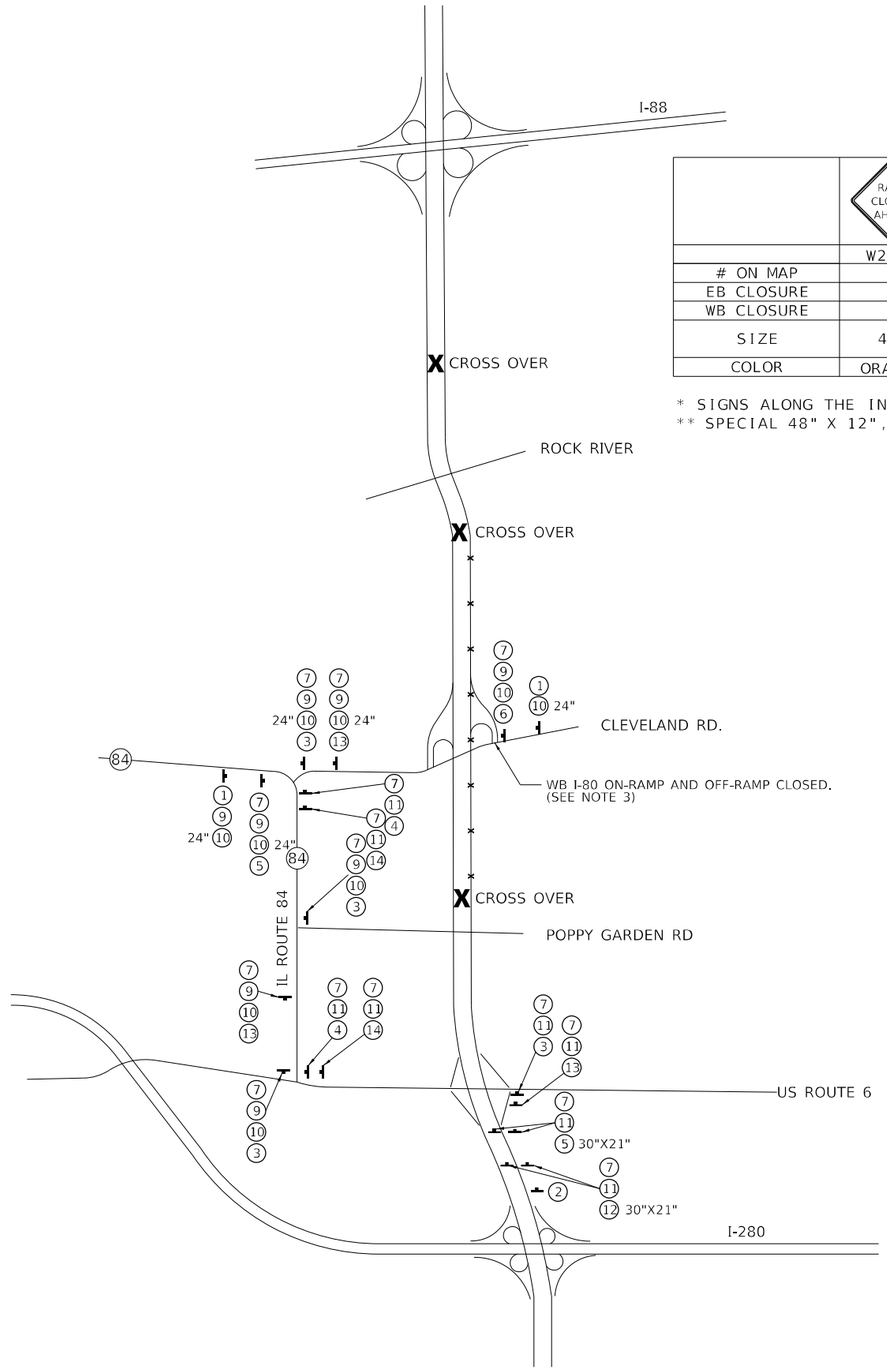
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PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
(STAGE 1)

SCALE: 1"=50' | SHEET 9 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	98
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		



	RAMP CLOSED AHEAD	PORTABLE CHANGEABLE MESSAGE SIGN	←	→	↗	↑	TO	EAST	WEST	80	CLEVELAND ROAD	↱	↰	↱
	W20-3		M6-1(LEFT)	M6-1(RIGHT)	M6-2(RIGHT)	M6-3	M4-5	M3-2	M3-4	M1-1	**SPECIAL	M5-2R	M5-1L	M5-1R
# ON MAP	1	2	3	4	5	6	7	8	9	10	11	12	13	14
EB CLOSURE	3	1	3	3	3	2	18	8	0	9	11	2	2	3
WB CLOSURE	2	1	4	2	3	1	17	0	8	9	9	2	3	2
SIZE	48"		30X21*	30X21*	30X21*	30X21*	36X18*	36X18*	36X18*	36"	48X24	30X21	21x15	21x15
			21X15*	21X15*	21X15*	21X15*	24X12*	24X12*	24X12*	24"				
COLOR	ORANGE		ORANGE	ORANGE	ORANGE	ORANGE	ORANGE	ORANGE	ORANGE	BLUE	ORANGE	ORANGE	ORANGE	ORANGE

* SIGNS ALONG THE INTERSTATE SHALL BE 36" OR 30" SERIES. SIGNS ALONG THE RAMPS AND ALL OTHER ROUTES MAY BE 24" OR 21" SERIES OR AS DIRECTED BY THE ENGINEER.
** SPECIAL 48" X 12", 5" BLACK LETTERS ON REFLECTIVE ORANGE BACKGROUND

NOTES

1. THE CONTRACTOR SHALL FURNISH ALL SIGNS AND POSTS FOR THE ERECTION OF THE SIGNS AT THE LOCATIONS SHOWN ON THIS SHEET AS DIRECTED BY THE R.E./R.T.. THE POSTS SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
2. SIGN SPACING WILL BE 800' OR TO FIT FIELD CONDITIONS.
3. LIGHTED TYPE II BARRICADES OR LIGHTED DRUMS SHALL BE PROVIDED AS SHOWN IN STANDARD 701451 AT BOTH THE WB I-80 ON-RAMP AND THE WB I-80 OFF-RAMP ALONG THE EDGE OF PAVEMENT FOR CLEVELAND ROAD.
4. "ROAD CLOSED" AHEAD SIGNS SHALL BE MOUNTED ON TYPE III BARRICADES. A MINIMUM OF THREE SIGNS AND BARRICADES SHALL BE PROVIDED AT EACH LOCATION.
5. EXISTING GUIDE SIGNS ON POSTS AND TRUSSES SHALL BE MODIFIED BY ADDING TEMPORARY SIGNAGE TO REFLECT CLOSURES. "CLOSED" SIGNS 96"X24" ORANGE PLATES SHALL BE PLACED DIAGONALLY WITH "C" IN THE LOWER LEFT CORNER OR AS DIRECTED BY THE ENGINEER.
6. THE ABOVE NOTED WORK SHALL NOT BE MEASURE FOR SEPERATELY BUT SHALL BE INCLUDED IN THE COST OF STANDARD 701451.

(SHEET 22 OF 39 SHEETS)

WB I–80 RAMP TO CLEVELAND ROAD CLOSURES AND DETOUR SIGNS

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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IL DESIGN FIRM REGISTRATION NO. 184-000852

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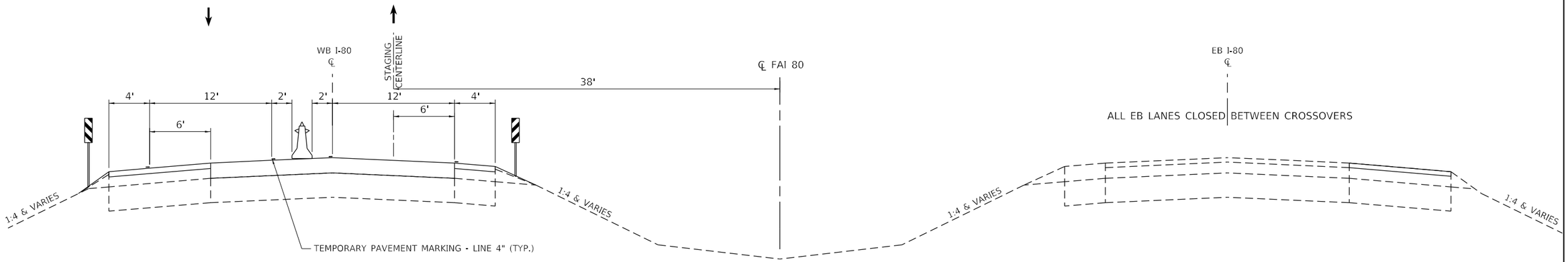
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
(STAGE 1 – WB RAMPS AT CLEVELAND RD. INTERCHANGE CLOSED)

SCALE: N.T.S. | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	99
		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			

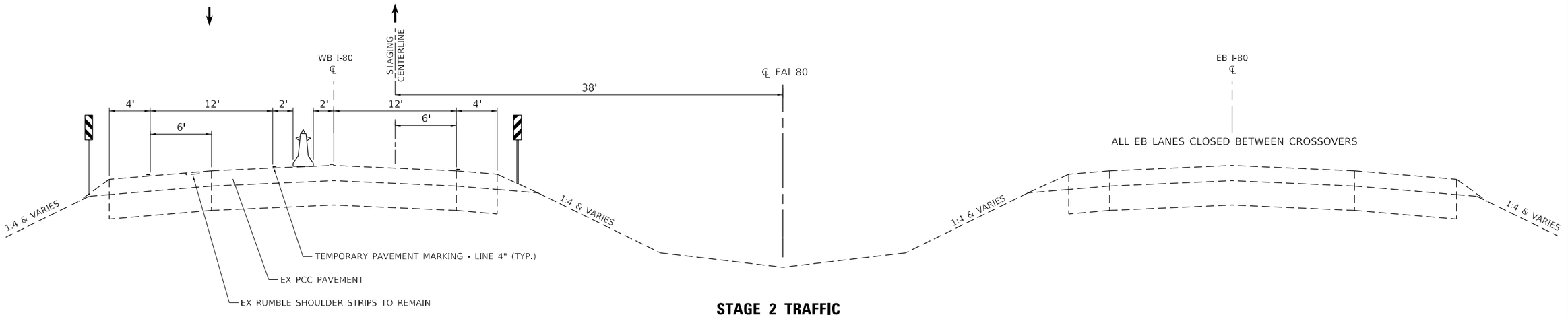
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STAGE 2 TRAFFIC

(LOOKING SOUTH)

STA. 270+95 TO STA. 275+69
STA. 278+25 TO STA. 286+36
STA. 289+22 TO STA. 300+04



STAGE 2 TRAFFIC

(LOOKING SOUTH)

STA. 311+83 TO STA. 402+70
STA. 427+83 TO STA. 443+50

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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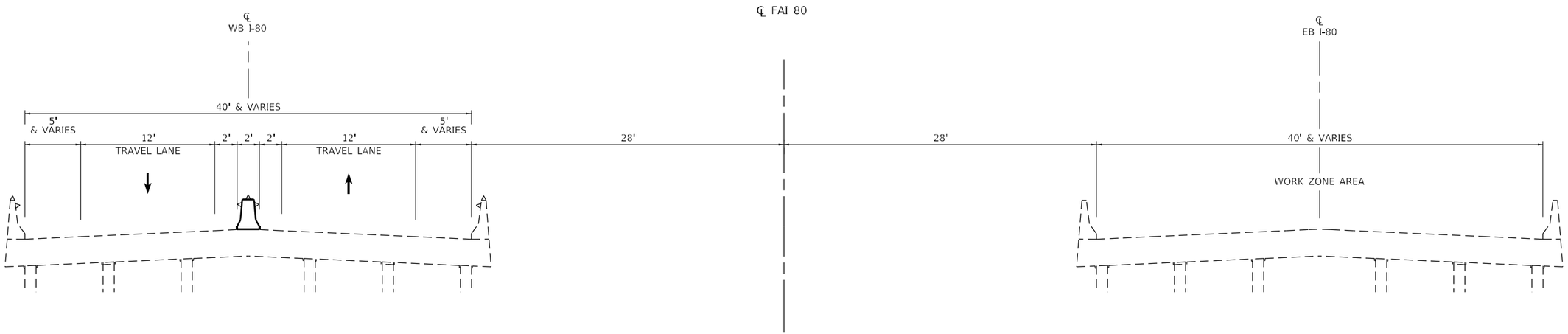
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
(STAGE 2 TYPICAL SECTIONS)

SCALE: N.T.S. | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	100
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

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STAGE 2 THROUGH BRIDGES TYPICAL SECTION

(I–80 FAI ROUTE 80)

(LOOKING SOUTH)

STA. 275+69 TO STA. 278+25
STA. 286+36 TO STA. 289+22
STA. 300+09 TO STA. 311+83
STA. 402+70 TO STA. 404+01
STA. 415+28 TO STA. 418+08
STA. 427+83 TO STA. 429+40

** STA. ARE APPROXIMATE AND FOR REFERENCE ONLY.

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
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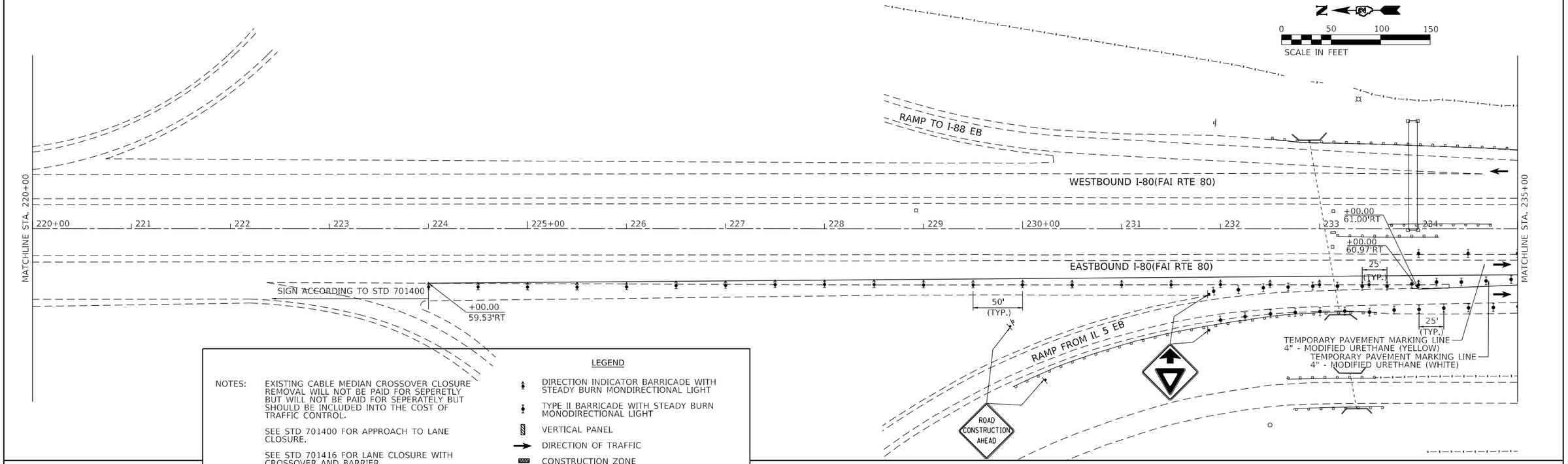
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
(STAGE 2 TYPICAL SECTIONS)

SCALE: N.T.S. | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	101
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		



NOTES:

EXISTING CABLE MEDIAN CROSSOVER CLOSURE REMOVAL WILL NOT BE PAID FOR SEPERETLY BUT WILL NOT BE PAID FOR SEPERATELY BUT SHOULD BE INCLUDED INTO THE COST OF TRAFFIC CONTROL.

SEE STD 701400 FOR APPROACH TO LANE CLOSURE.

SEE STD 701416 FOR LANE CLOSURE WITH CROSSOVER AND BARRIER

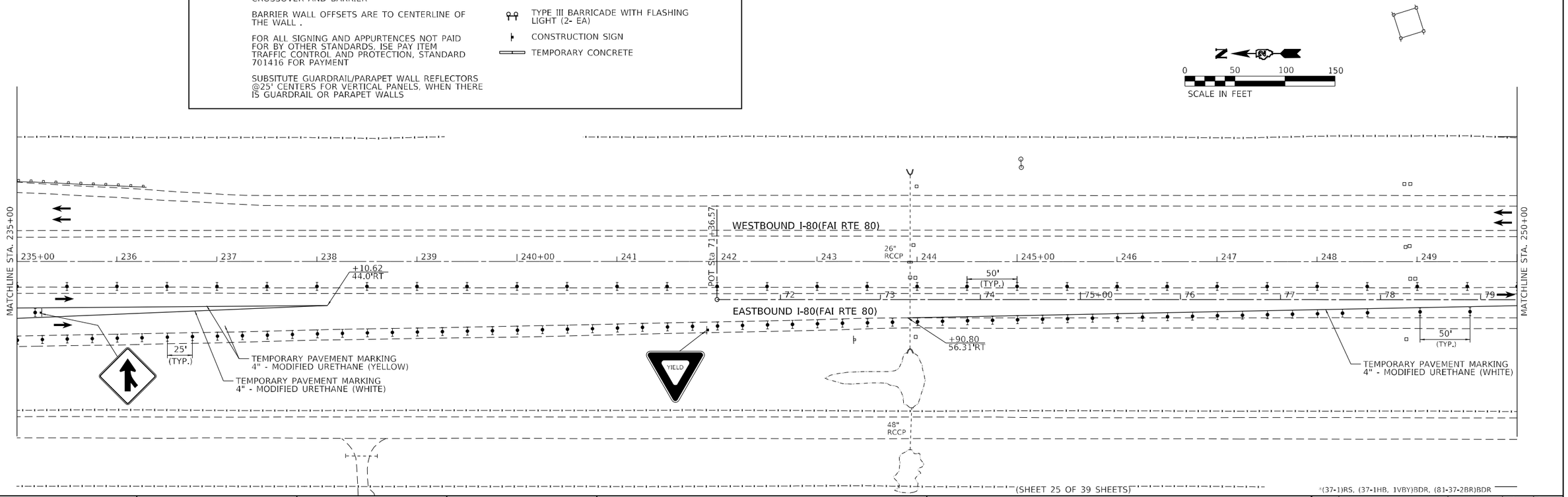
BARRIER WALL OFFSETS ARE TO CENTERLINE OF THE WALL .

FOR ALL SIGNING AND APPURTENCES NOT PAID FOR BY OTHER STANDARDS, ISE PAY ITEM TRAFFIC CONTROL AND PROTECTION, STANDARD 701416 FOR PAYMENT

SUBSITUTE GUARDRAIL/PARAPET WALL REFLECTORS @25' CENTERS FOR VERTICAL PANELS, WHEN THERE IS GUARDRAIL OR PARAPET WALLS

LEGEND

- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONDIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- VERTICAL PANEL
- DIRECTION OF TRAFFIC
- CONSTRUCTION ZONE
- TYPE III BARRICADE WITH FLASHING LIGHT (2- EA)
- CONSTRUCTION SIGN
- TEMPORARY CONCRETE



*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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BENTON & ASSOCIATES, INC.
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JACKSONVILLE, IL 62650
PHONE: 217-243-4146 FAX: 217-243-4149
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
(STAGE 2)

SCALE: 1"=50' | SHEET 1 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	102
		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	

PROP. CURVE STAGE_2_CL_3
PI STA. = 93+91.52
Δ = 9° 41' 23" (LT)
D = 2° 29' 28"
R = 2,300.00'
T = 194.95'
L = 388.97'
E = 8.25'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA = 91+96.57
P.T. STA = 95+85.53

N

0 50 100 150
SCALE IN FEET

END WORK ZONE SPEED LIMIT

TEMPORARY CONCRETE BARRIER

TEMPORARY PAVEMENT MARKING
4" - MODIFIED URETHANE (YELLOW)

WESTBOUND I-80(FAI RTE 80)

MATCHLINE STA. 250+00

250+00 251 252 253 254 255+00 256 257 258 259 260+00 261 262 263 264

24" RCCP

50' (TYP.)

80+00 81 82 83 84 85+00 86 87 88 89 90+00 91 92 93 94

P.C. Sta 91+96.57

+00.99
31.13'LT

+00.00
28.17'LT

+60.00
38.00'RT

+60.00
44.00'RT

P.I. Sta 93+91.52

EASTBOUND I-80(FAI RTE 80)

MATCHLINE STA. 265+00

5 5 MPH

TEMPORARY PAVEMENT MARKING
4" - MODIFIED URETHANE (WHITE)

TEMPORARY PAVEMENT MARKING
4" - TYPE IV TAPE (YELLOW)

TEMPORARY PAVEMENT MARKING
4" - TYPE IV TAPE (WHITE)

NOTES:

EXISTING CABLE MEDIAN CROSSOVER CLOSURE REMOVAL WILL NOT BE PAID FOR SEPERETLY BUT WILL NOT BE PAID FOR SEPERATELY BUT SHOULD BE INCLUDED INTO THE COST OF TRAFFIC CONTROL.

SEE STD 701400 FOR APPROACH TO LANE CLOSURE.

SEE STD 701416 FOR LANE CLOSURE WITH CROSSOVER AND BARRIER

BARRIER WALL OFFSETS ARE TO CENTERLINE OF THE WALL .

FOR ALL SIGNING AND APPURTENCES NOT PAID FOR BY OTHER STANDARDS, ISE PAY ITEM TRAFFIC CONTROL AND PROTECTION, STANDARD 701416 FOR PAYMENT

SUBSTITUTE GUARDRAIL/PARAPET WALL REFLECTORS @25' CENTERS FOR VERTICAL PANELS, WHEN THERE IS GUARDRAIL OR PARAPET WALLS

LEGEND

- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONDIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- VERTICAL PANEL
- DIRECTION OF TRAFFIC
- CONSTRUCTION ZONE
- TYPE III BARRICADE WITH FLASHING LIGHT (2- EA)
- CONSTRUCTION SIGN
- TEMPORARY CONCRETE

PROP. CURVE STAGE_2_CL_6
PI STA. = 98+42.13
Δ = 9° 41' 23" (RT)
D = 2° 29' 28"
R = 2,300.00'
T = 194.95'
L = 388.97'
E = 8.25'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA = 96+47.19
P.T. STA = 100+36.15

BEGIN TEMP BARRIER WALL (WEST SIDE)
DELINEATION STA. 268+00 TO STA. 271+00
(SEE SPECIAL PROVISIONS)

TEMPORARY CONCRETE BARRIER

BEGIN MODULAR GLARE
SCREEN SYSTEM STA. 265+00

+83.53
55.63'RT

+29.15
61.99'LT

P.C. Sta 95+85.53

P.C. Sta 96+47.19

P.I. Sta 98+42.13

P.T. Sta 100+36.15

50' (TYP.)

TEMPORARY PAVEMENT MARKING
4" - MODIFIED URETHANE (YELLOW)

TEMPORARY PAVEMENT MARKING
4" - MODIFIED URETHANE (WHITE)

WESTBOUND I-80(FAI RTE 80)

MATCHLINE STA. 265+00

265+00 266 267 268 269 270+00 271 272 273 274 275+00 276 277 278 279

95+00 96 97 98 99 100+00 101 102 103 104 105+00 106 107 108 109

+95.00
38.00'LT

50' (TYP.)

END MODULAR GLARE
SCREEN SYSTEM STA. 272+00

EASTBOUND I-80(FAI RTE 80)

MATCHLINE STA. 280+00

W1-6
72X36

TEMPORARY RAISED PAVEMENT
REFLECTORS @ 20' CTS IN CROSS-OVER
ON BOTH SIDES

TEMPORARY PAVEMENT MARKING
4" - TYPE IV TAPE (YELLOW)

TEMPORARY PAVEMENT MARKING
4" - TYPE IV TAPE (WHITE)

N

0 50 100 150
SCALE IN FEET

(SHEET 26 OF 39 SHEETS)

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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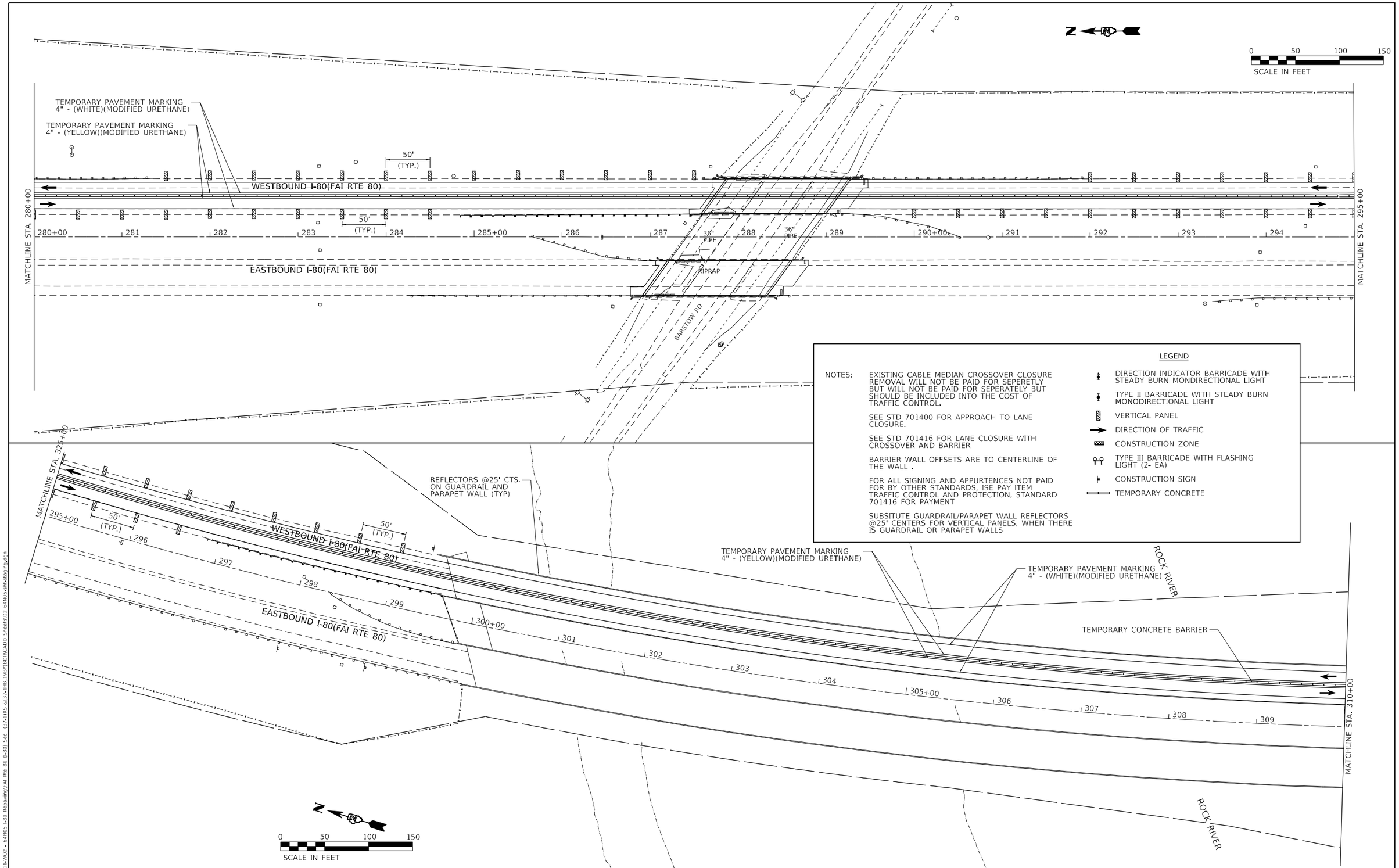
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
(STAGE 2)

SCALE: 1"=50' | SHEET 2 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	103
		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			



(SHEET 27 OF 39 SHEETS)

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
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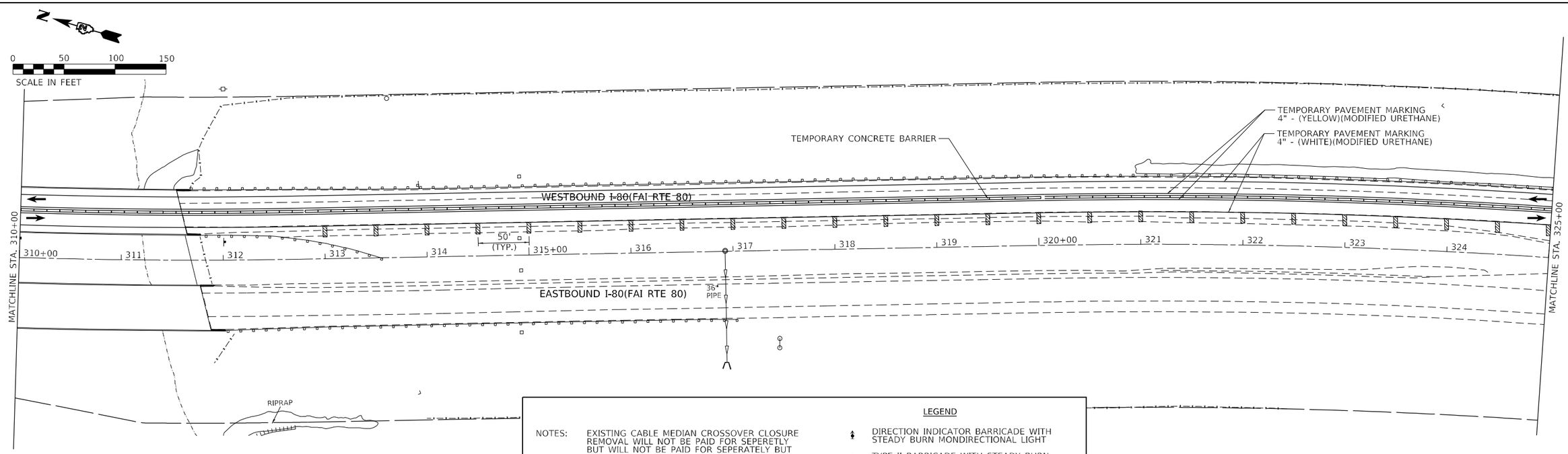
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
(STAGE 2)

SCALE: 1"=50' | SHEET 3 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	104
		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	



NOTES:

EXISTING CABLE MEDIAN CROSSOVER CLOSURE REMOVAL WILL NOT BE PAID FOR SEPERETLY BUT WILL NOT BE PAID FOR SEPERATELY BUT SHOULD BE INCLUDED INTO THE COST OF TRAFFIC CONTROL.

SEE STD 701400 FOR APPROACH TO LANE CLOSURE.

SEE STD 701416 FOR LANE CLOSURE WITH CROSSOVER AND BARRIER

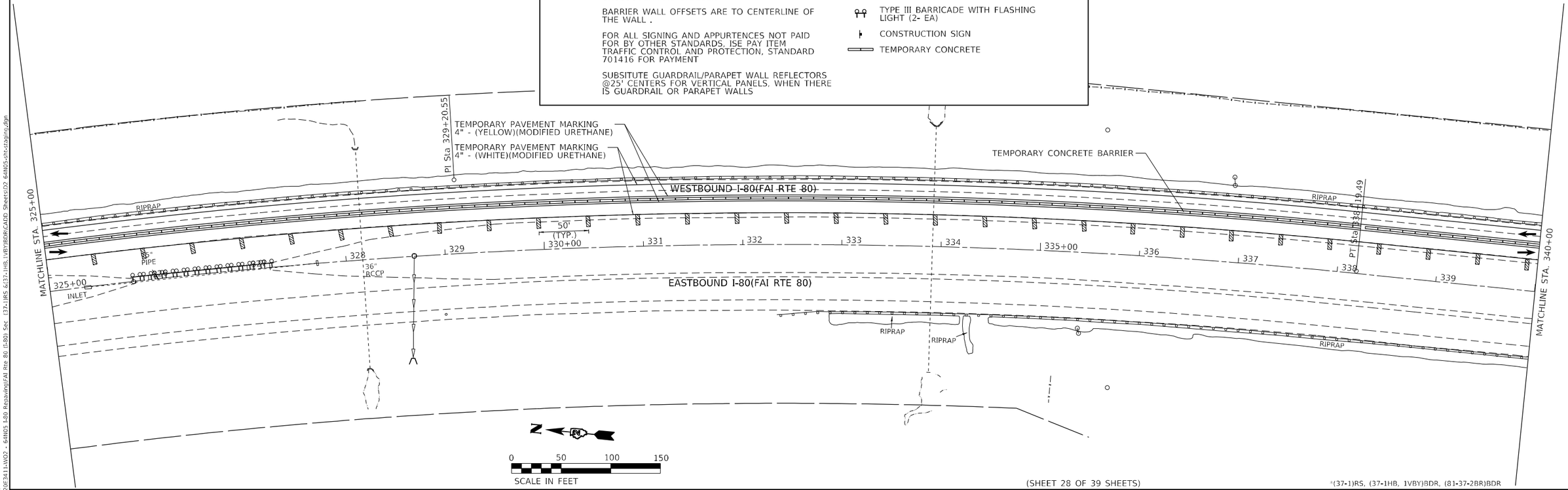
BARRIER WALL OFFSETS ARE TO CENTERLINE OF THE WALL .

FOR ALL SIGNING AND APPURTENCES NOT PAID FOR BY OTHER STANDARDS, ISE PAY ITEM TRAFFIC CONTROL AND PROTECTION, STANDARD 701416 FOR PAYMENT

SUBSITUTE GUARDRAIL/PARAPET WALL REFLECTORS @25' CENTERS FOR VERTICAL PANELS, WHEN THERE IS GUARDRAIL OR PARAPET WALLS

LEGEND

- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONDIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- VERTICAL PANEL
- DIRECTION OF TRAFFIC
- CONSTRUCTION ZONE
- TYPE III BARRICADE WITH FLASHING LIGHT (2- EA)
- CONSTRUCTION SIGN
- TEMPORARY CONCRETE



*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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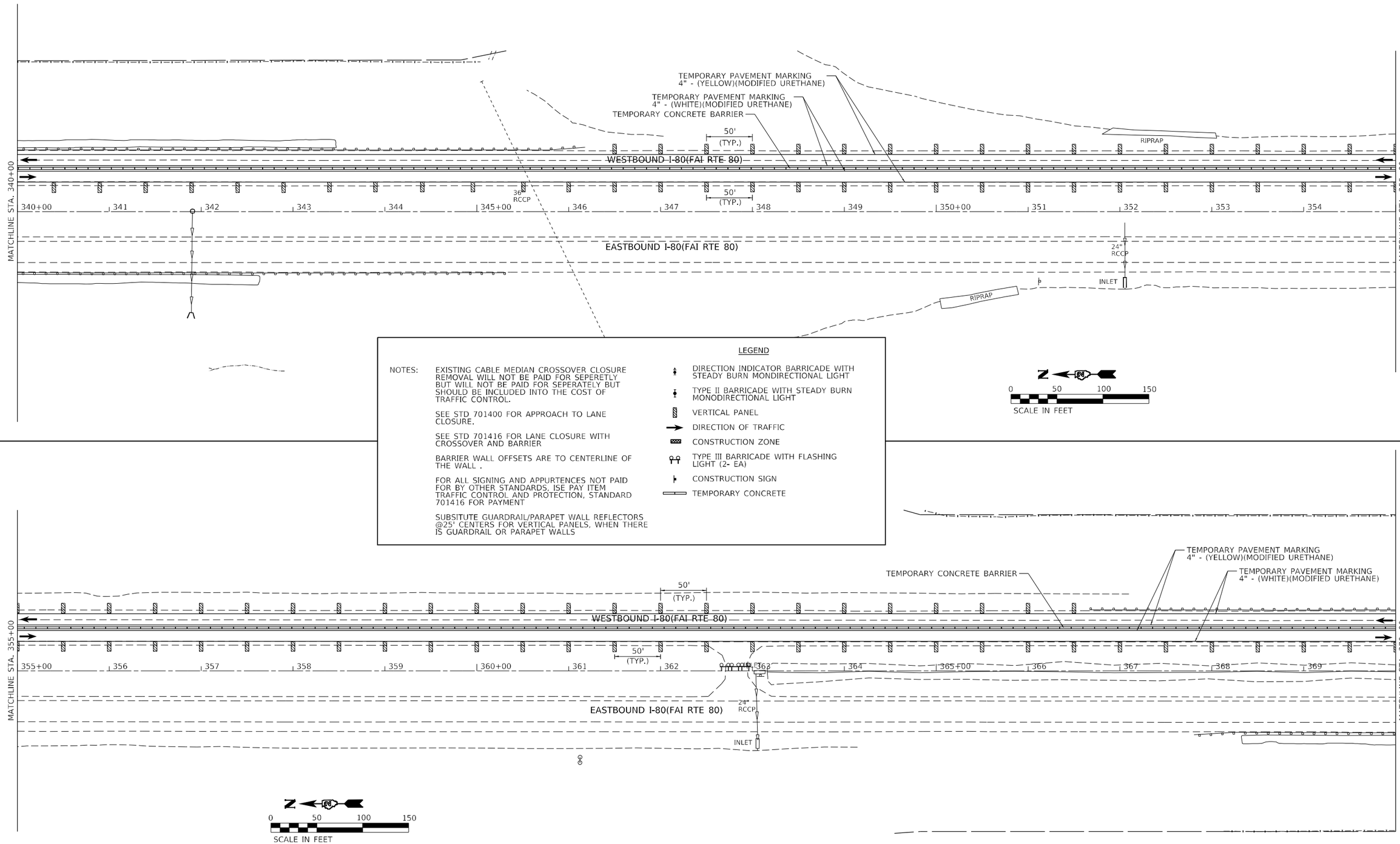
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
(STAGE 2)

SCALE: 1"=50' | SHEET 4 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	105
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		



LEGEND

NOTES:

EXISTING CABLE MEDIAN CROSSOVER CLOSURE REMOVAL WILL NOT BE PAID FOR SEPERETLY BUT WILL NOT BE PAID FOR SEPERATELY BUT SHOULD BE INCLUDED INTO THE COST OF TRAFFIC CONTROL.

SEE STD 701400 FOR APPROACH TO LANE CLOSURE.

SEE STD 701416 FOR LANE CLOSURE WITH CROSSOVER AND BARRIER

BARRIER WALL OFFSETS ARE TO CENTERLINE OF THE WALL .

FOR ALL SIGNING AND APPURTENCES NOT PAID FOR BY OTHER STANDARDS, ISE PAY ITEM TRAFFIC CONTROL AND PROTECTION, STANDARD 701416 FOR PAYMENT

SUBSITUTE GUARDRAIL/PARAPET WALL REFLECTORS @25' CENTERS FOR VERTICAL PANELS, WHEN THERE IS GUARDRAIL OR PARAPET WALLS

- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONDIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- VERTICAL PANEL
- DIRECTION OF TRAFFIC
- CONSTRUCTION ZONE
- TYPE III BARRICADE WITH FLASHING LIGHT (2- EA)
- CONSTRUCTION SIGN
- TEMPORARY CONCRETE

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4146 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druholl	DESIGNED - DSR	REVISED -
	DRAWN - DSR	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

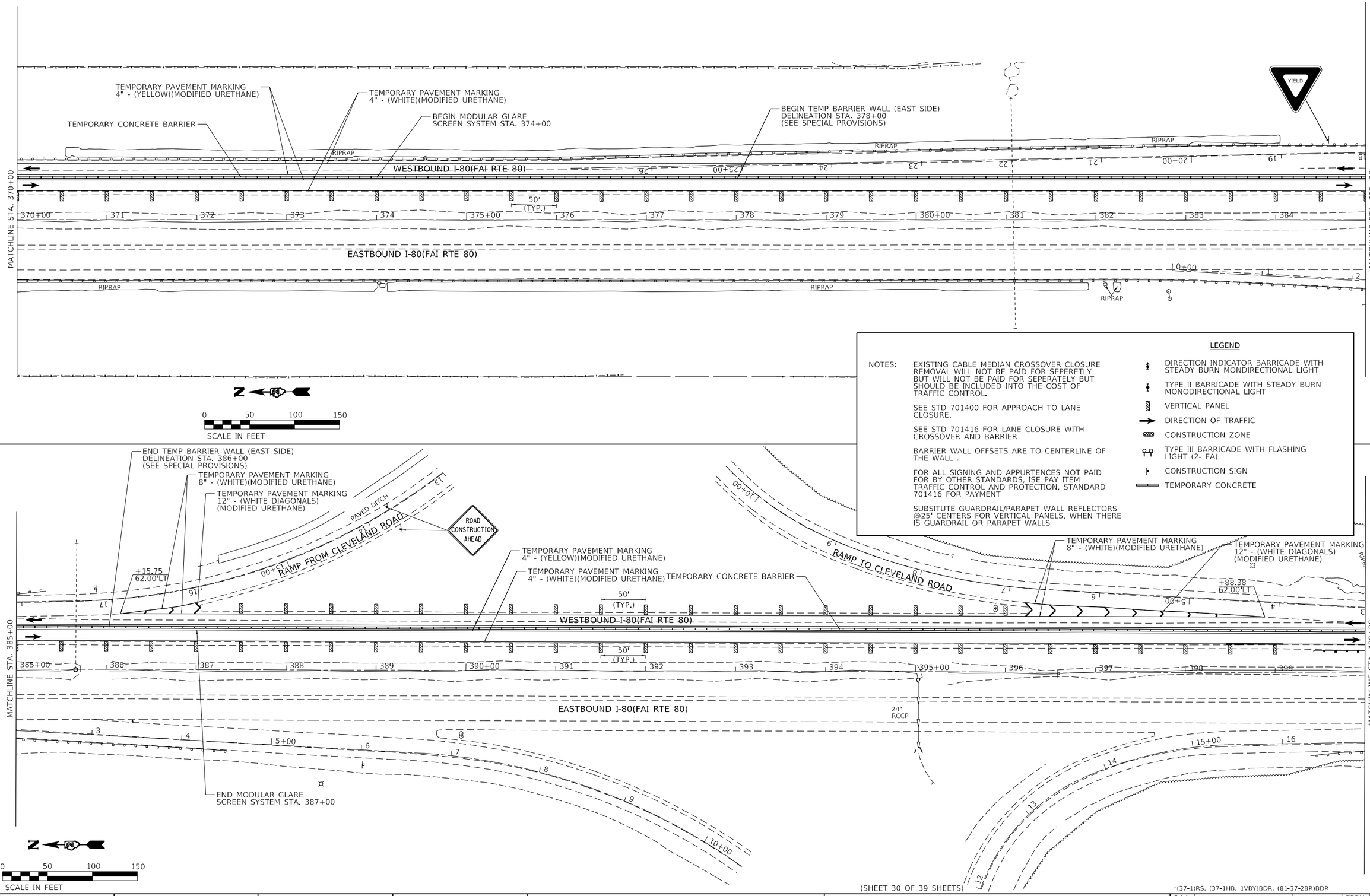
STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
(STAGE 2)

SCALE: 1"=50' | SHEET 5 OF 9 SHEETS | STA. | TO STA.

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	106
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: P:\DGN\3411-W02 - 64N05 I-80 Repaving\FAI Rte 80 I-80) Sec. (37-1)RS &(37-1HB, 1VBY)BDR\CADD Sheets\02 64N05-sht-staging.dgn



NOTES:

EXISTING CABLE MEDIAN CROSSOVER CLOSURE REMOVAL WILL NOT BE PAID FOR SEPERETLY BUT WILL NOT BE PAID FOR SEPERATELY BUT SHOULD BE INCLUDED INTO THE COST OF TRAFFIC CONTROL.

SEE STD 701400 FOR APPROACH TO LANE CLOSURE.

SEE STD 701416 FOR LANE CLOSURE WITH CROSSOVER AND BARRIER

BARRIER WALL OFFSETS ARE TO CENTERLINE OF THE WALL .

FOR ALL SIGNING AND APPURTENCES NOT PAID FOR BY OTHER STANDARDS, ISE PAY ITEM TRAFFIC CONTROL AND PROTECTION, STANDARD 701416 FOR PAYMENT

SUBSITUTE GUARDRAIL/PARAPET WALL REFLECTORS @25' CENTERS FOR VERTICAL PANELS, WHEN THERE IS GUARDRAIL OR PARAPET WALLS

LEGEND

- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONDIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- VERTICAL PANEL
- DIRECTION OF TRAFFIC
- CONSTRUCTION ZONE
- TYPE III BARRICADE WITH FLASHING LIGHT (2- EA)
- CONSTRUCTION SIGN
- TEMPORARY CONCRETE

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IL DESIGN FIRM REGISTRATION NO. 184-000852

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PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

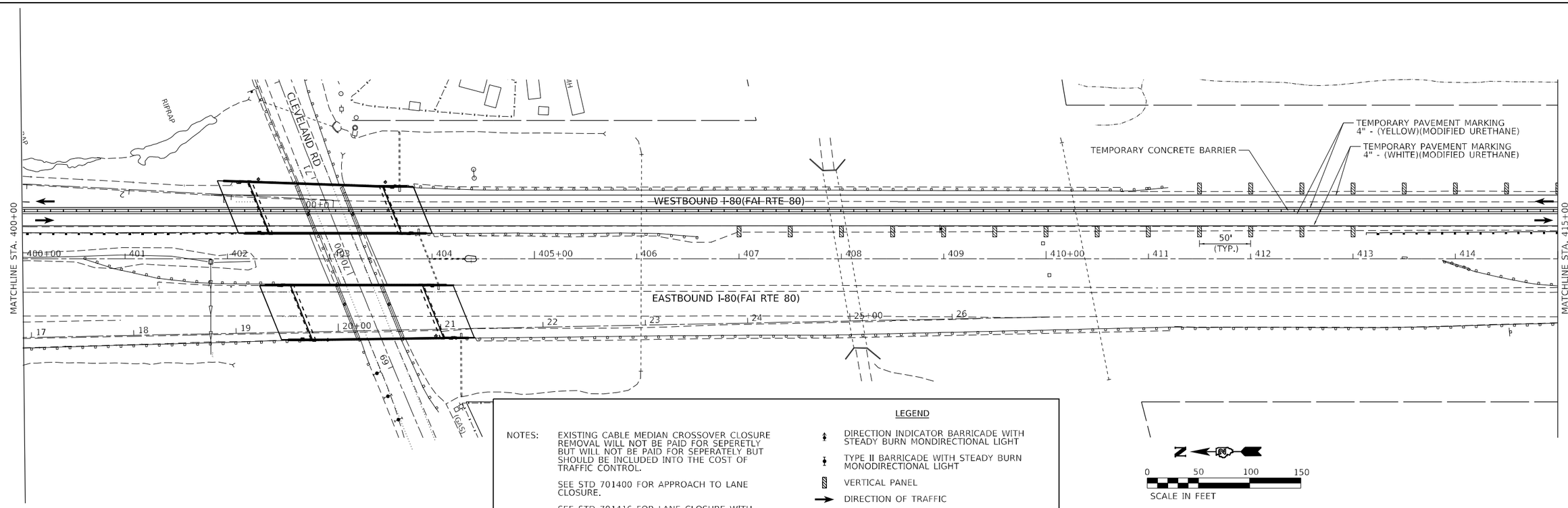
STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
(STAGE 2)

SCALE: 1"=50' | SHEET 6 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	107
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

†(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
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NOTES:

EXISTING CABLE MEDIAN CROSSOVER CLOSURE REMOVAL WILL NOT BE PAID FOR SEPERETLY BUT WILL NOT BE PAID FOR SEPERATELY BUT SHOULD BE INCLUDED INTO THE COST OF TRAFFIC CONTROL.

SEE STD 701400 FOR APPROACH TO LANE CLOSURE.

SEE STD 701416 FOR LANE CLOSURE WITH CROSSOVER AND BARRIER

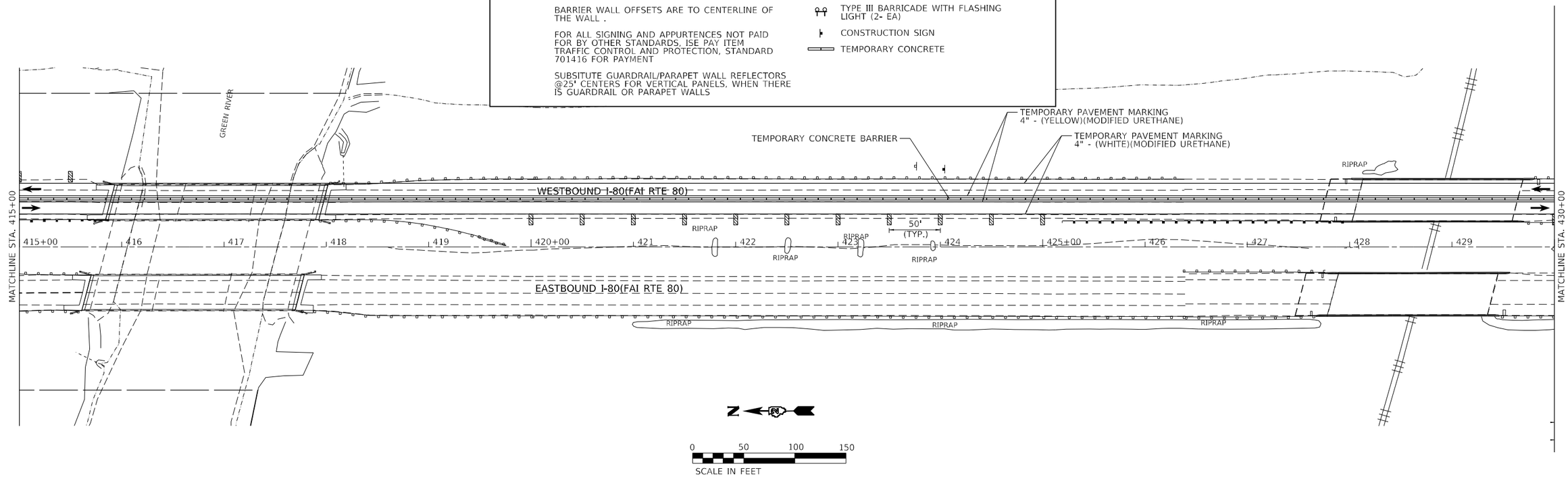
BARRIER WALL OFFSETS ARE TO CENTERLINE OF THE WALL .

FOR ALL SIGNING AND APPURTENCES NOT PAID FOR BY OTHER STANDARDS, ISE PAY ITEM TRAFFIC CONTROL AND PROTECTION, STANDARD 701416 FOR PAYMENT

SUBSITUTE GUARDRAIL/PARAPET WALL REFLECTORS @25' CENTERS FOR VERTICAL PANELS, WHEN THERE IS GUARDRAIL OR PARAPET WALLS

LEGEND

- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONDIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- VERTICAL PANEL
- DIRECTION OF TRAFFIC
- CONSTRUCTION ZONE
- TYPE III BARRICADE WITH FLASHING LIGHT (2- EA)
- CONSTRUCTION SIGN
- TEMPORARY CONCRETE



(SHEET 31 OF 39 SHEETS)

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
FILE NAME: P:\20E3411-WO2 - 64N05 I-80 Repaving\FAI Rte 80 (I-80) Sec (37-1)RS &(37-1HB, 1VBY)BDR\CADD Sheets\D2 64N05-sht-tlsgnle.dgn

BENTON & ASSOCIATES, INC.
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JACKSONVILLE, IL 62650
PHONE: 217-245-4148 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

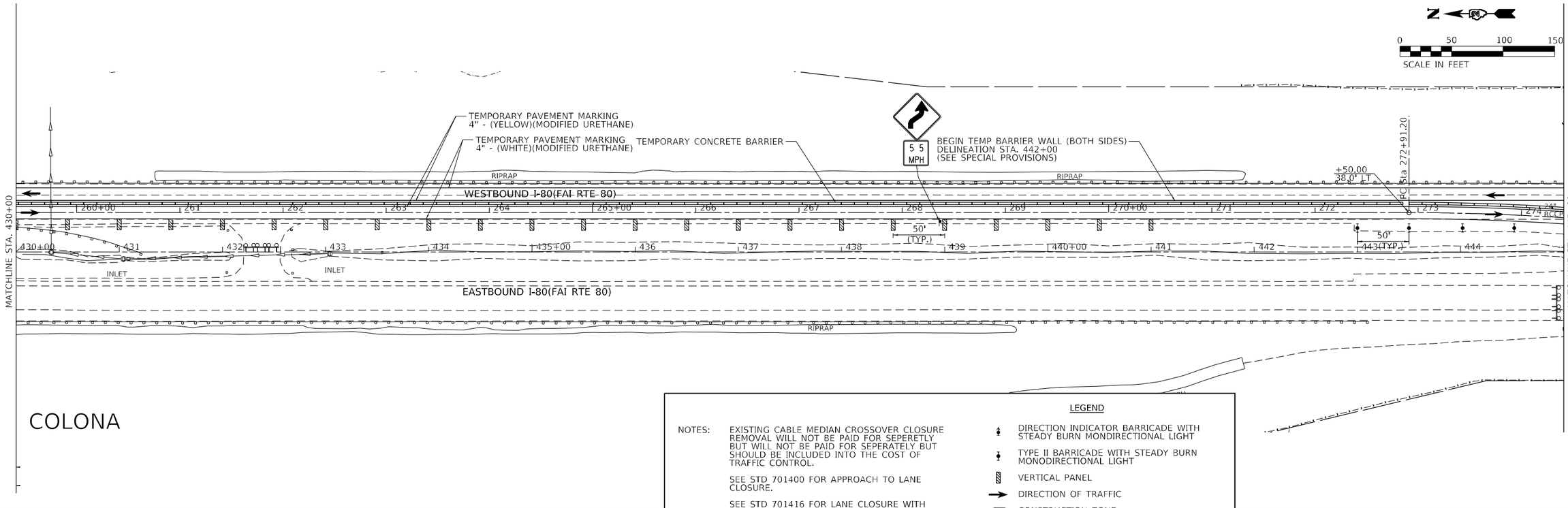
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	DRAWN - DSR	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -	
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
(STAGE 2)

SCALE: 1"=50' | SHEET 7 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	108
		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			



COLONA

NOTES:

EXISTING CABLE MEDIAN CROSSOVER CLOSURE REMOVAL WILL NOT BE PAID FOR SEPERETLY BUT WILL NOT BE PAID FOR SEPERATELY BUT SHOULD BE INCLUDED INTO THE COST OF TRAFFIC CONTROL.

SEE STD 701400 FOR APPROACH TO LANE CLOSURE.

SEE STD 701416 FOR LANE CLOSURE WITH CROSSOVER AND BARRIER

BARRIER WALL OFFSETS ARE TO CENTERLINE OF THE WALL .

FOR ALL SIGNING AND APPURTENCES NOT PAID FOR BY OTHER STANDARDS, ISE PAY ITEM TRAFFIC CONTROL AND PROTECTION, STANDARD 701416 FOR PAYMENT

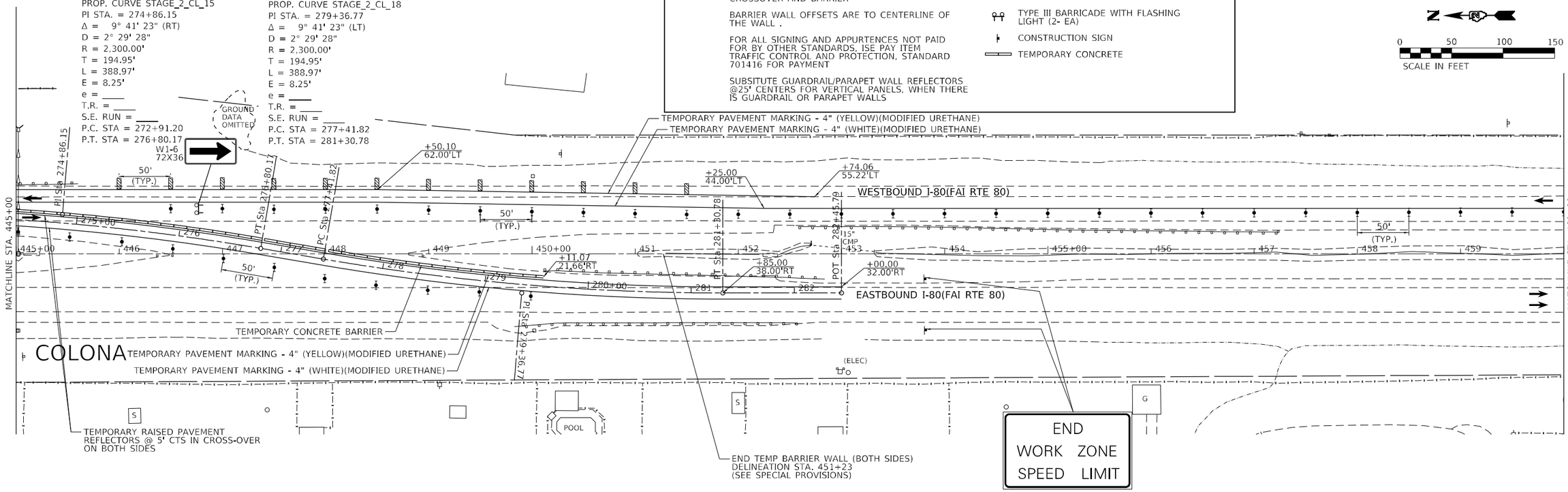
SUBSITUTE GUARDRAIL/PARAPET WALL REFLECTORS @25' CENTERS FOR VERTICAL PANELS, WHEN THERE IS GUARDRAIL OR PARAPET WALLS

LEGEND

- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONDIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- VERTICAL PANEL
- DIRECTION OF TRAFFIC
- CONSTRUCTION ZONE
- TYPE III BARRICADE WITH FLASHING LIGHT (2- EA)
- CONSTRUCTION SIGN
- TEMPORARY CONCRETE

PROP. CURVE STAGE_2_CL_15
PI STA. = 274+86.15
Δ = 9° 41' 23" (RT)
D = 2° 29' 28"
R = 2,300.00'
T = 194.95'
L = 388.97'
E = 8.25'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA = 272+91.20
P.T. STA = 276+80.17

PROP. CURVE STAGE_2_CL_18
PI STA. = 279+36.77
Δ = 9° 41' 23" (LT)
D = 2° 29' 28"
R = 2,300.00'
T = 194.95'
L = 388.97'
E = 8.25'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA = 277+41.82
P.T. STA = 281+30.78



*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

BENTON & ASSOCIATES, INC.
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1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4146 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druholl	DESIGNED - DSR	REVISED -
	DRAWN - DSR	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -

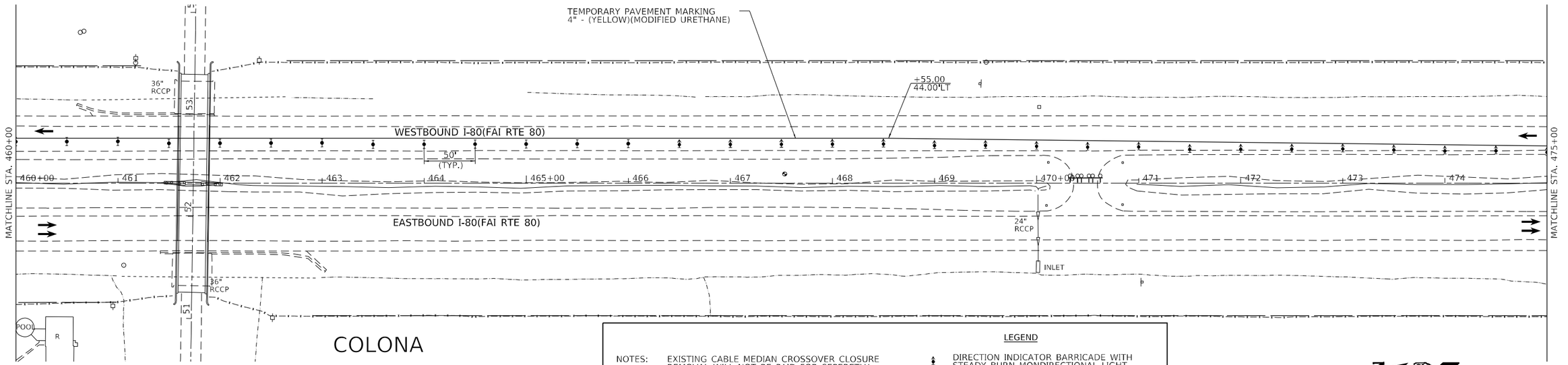
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
(STAGE 2)

SCALE: 1"=50' | SHEET 8 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	109
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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COLONA

NOTES:

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SEE STD 701400 FOR APPROACH TO LANE CLOSURE.

SEE STD 701416 FOR LANE CLOSURE WITH CROSSOVER AND BARRIER

BARRIER WALL OFFSETS ARE TO CENTERLINE OF THE WALL .

FOR ALL SIGNING AND APPURTENCES NOT PAID FOR BY OTHER STANDARDS, ISE PAY ITEM TRAFFIC CONTROL AND PROTECTION, STANDARD 701416 FOR PAYMENT

SUBSITUTE GUARDRAIL/PARAPET WALL REFLECTORS @25' CENTERS FOR VERTICAL PANELS, WHEN THERE IS GUARDRAIL OR PARAPET WALLS

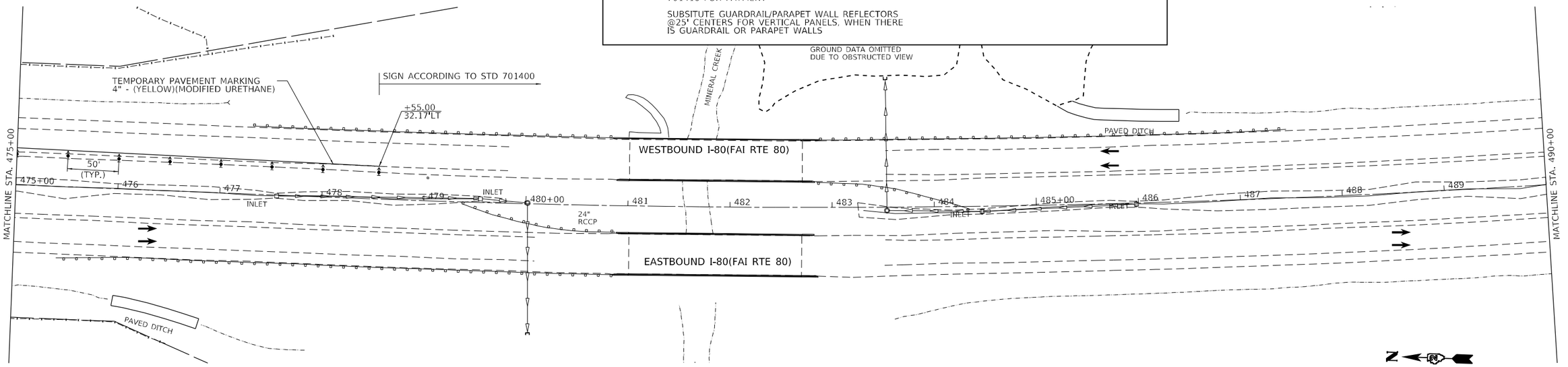
LEGEND

- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONDIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- VERTICAL PANEL
- DIRECTION OF TRAFFIC
- CONSTRUCTION ZONE
- TYPE III BARRICADE WITH FLASHING LIGHT (2- EA)
- CONSTRUCTION SIGN
- TEMPORARY CONCRETE

N

0 50 100 150

SCALE IN FEET



N

0 50 100 150

SCALE IN FEET

(SHEET 33 OF 39 SHEETS)

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
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BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-243-4140 FAX: 217-243-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

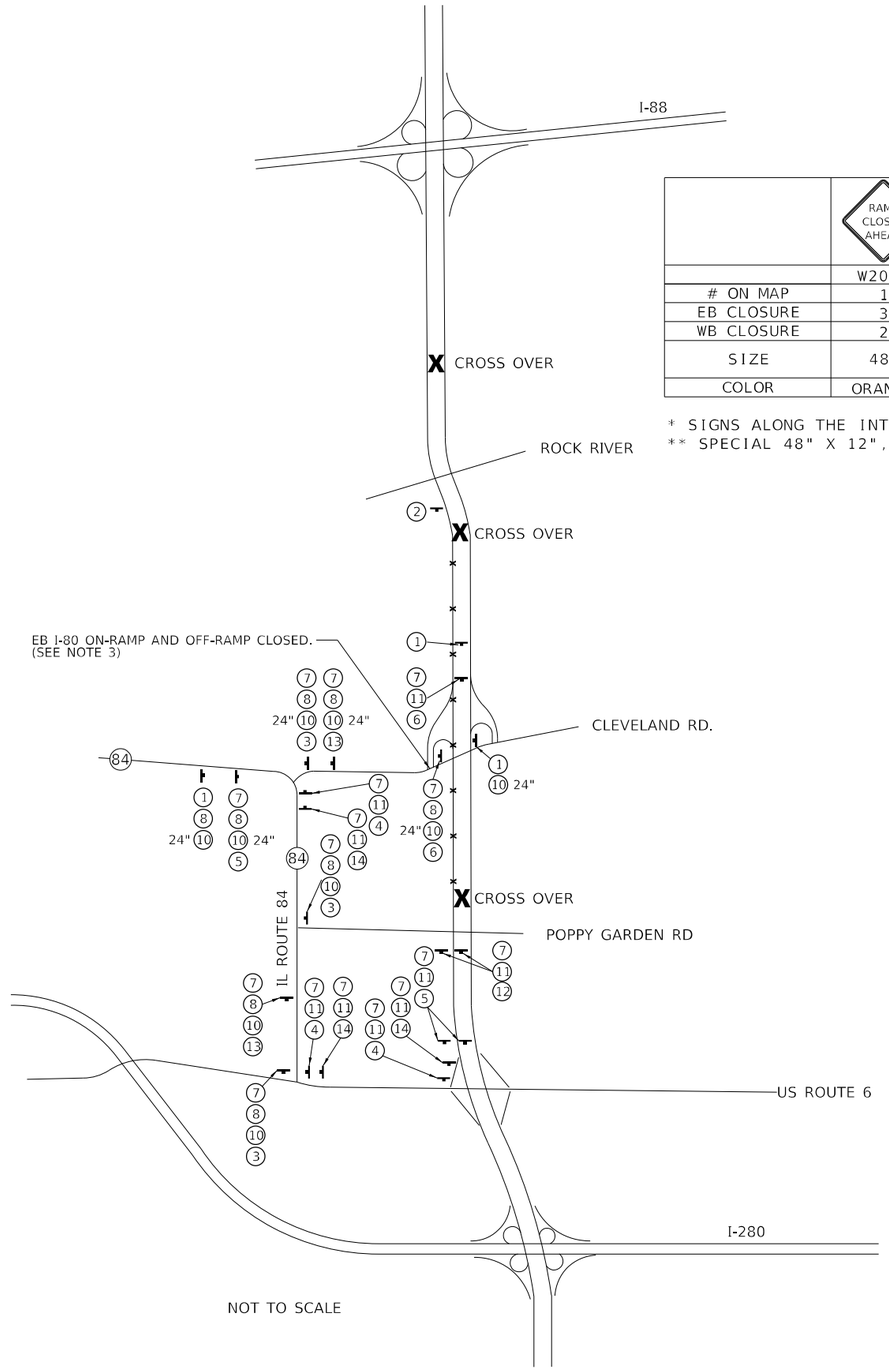
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	DRAWN - DSR	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -	
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
(STAGE 2)

SCALE: 1"=50' | SHEET 9 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	110
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		



	RAMP CLOSED AHEAD	PORTABLE CHANGEABLE MESSAGE SIGN	←	→	↗	↑	TO	EAST	WEST	80	CLEVELAND ROAD	↱	↰	↱
	W20-3		M6-1(LEFT)	M6-1(RIGHT)	M6-2(RIGHT)	M6-3	M4-5	M3-2	M3-4	M1-1	**SPECIAL	M5-2R	M5-1L	M5-1R
# ON MAP	1	2	3	4	5	6	7	8	9	10	11	12	13	14
EB CLOSURE	3	1	3	3	3	2	18	8	0	9	11	2	2	3
WB CLOSURE	2	1	4	2	3	1	17	0	8	9	9	2	3	2
SIZE	48"		30X21*	30X21*	30X21*	30X21*	36X18*	36X18*	36X18*	36"	48X24	30X21	21x15	21x15
			21X15*	21X15*	21X15*	21X15*	24X12*	24X12*	24X12*	24"				
COLOR	ORANGE		ORANGE	ORANGE	ORANGE	ORANGE	ORANGE	ORANGE	ORANGE	BLUE	ORANGE	ORANGE	ORANGE	ORANGE

* SIGNS ALONG THE INTERSTATE SHALL BE 36" OR 30" SERIES. SIGNS ALONG THE RAMPS AND ALL OTHER ROUTES MAY BE 24" OR 21" SERIES OR AS DIRECTED BY THE ENGINEER.
** SPECIAL 48" X 12", 5" BLACK LETTERS ON REFLECTIVE ORANGE BACKGROUND

NOTES

1. THE CONTRACTOR SHALL FURNISH ALL SIGNS AND POSTS FOR THE ERECTION OF THE SIGNS AT THE LOCATIONS SHOWN ON THIS SHEET AS DIRECTED BY THE R.E./R.T.. THE POSTS SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
2. SIGN SPACING WILL BE 800' OR TO FIT FIELD CONDITIONS.
3. LIGHTED TYPE II BARRICADES OR LIGHTED DRUMS SHALL BE PROVIDED AS SHOWN IN STANDARD 701451 AT BOTH THE EB I-80 ON-RAMP AND THE EB I-80 OFF-RAMP ALONG THE EDGE OF PAVEMENT FOR CLEVELAND ROAD.
4. "ROAD CLOSED" AHEAD SIGNS SHALL BE MOUNTED ON TYPE III BARRICADES. A MINIMUM OF THREE SIGNS AND BARRICADES SHALL BE PROVIDED AT EACH LOCATION.
5. EXISTING GUIDE SIGNS ON POSTS AND TRUSSES SHALL BE MODIFIED BY ADDING TEMPORARY SIGNAGE TO REFLECT CLOSURES. "CLOSED" SIGNS 96"X24" ORANGE PLATES SHALL BE PLACED DIAGONALLY WITH "C" IN THE LOWER LEFT CORNER OR AS DIRECTED BY THE ENGINEER.
6. THE ABOVE NOTED WORK SHALL NOT BE MEASURE FOR SEPERATELY BUT SHALL BE INCLUDED IN THE COST OF STANDARD 701451.

(SHEET 34 OF 39 SHEETS)

EB I–80 RAMP TO CLEVELAND ROAD CLOSURES AND DETOUR SIGNS

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

BENTON & ASSOCIATES, INC.
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1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4146 FAX: 217-245-4149
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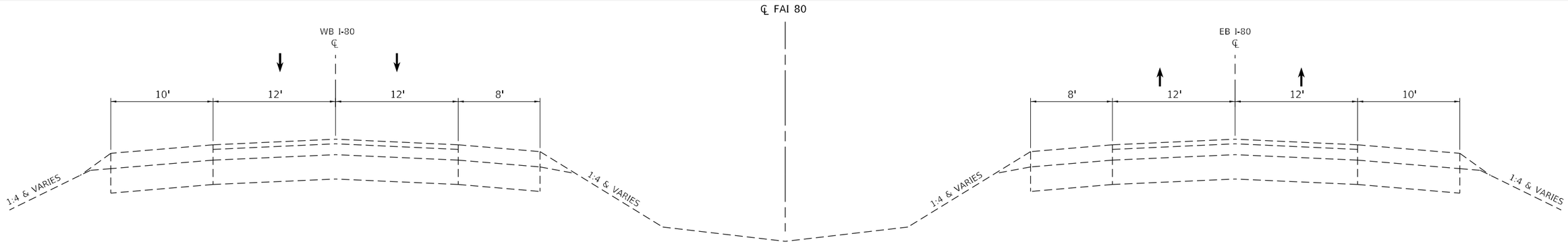
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
(STAGE 1 – EB RAMPS AT CLEVELAND RD. INTERCHANGE CLOSED)

SCALE: N.T.S. | SHEET 1 OF 1 SHEETS | STA. | TO STA.

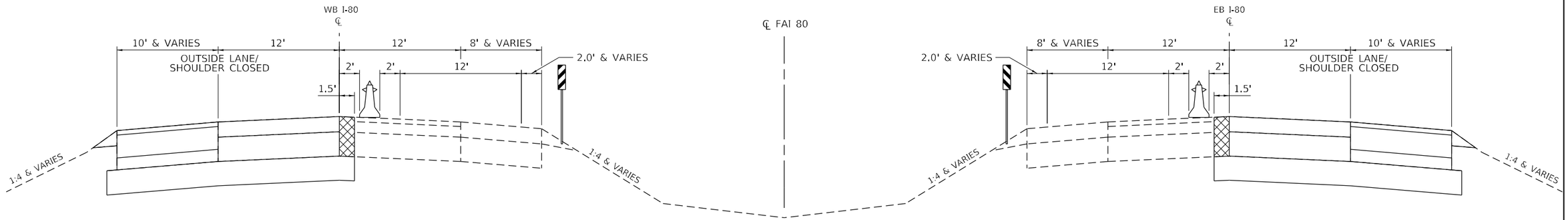
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	111
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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EXISTING CONDITIONS

(LOOKING SOUTH)
STA. 459+27.94 TO STA. 464+19.51

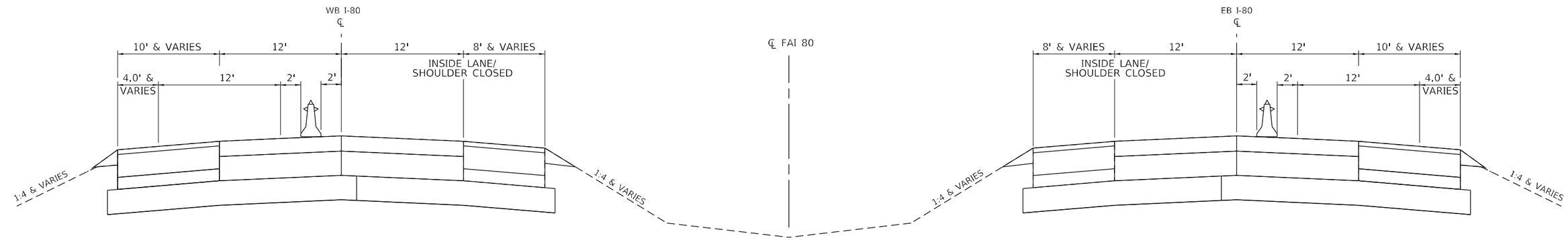


NOTE: TEMPORARY CONCRETE BARRIER TO BE PINNED (SEE RESURFACING DETAILS FOR ADDITIONAL PAVEMENT INFORMATION)

TEMPORARY OPEN TRENCH BETWEEN STAGES 3 AND 4. CONTRACTOR SHALL RELOCATE THE TEMPORARY CONCRETE BARRIER FROM STAGE 3 TO STAGE 4 WITHIN 8 HOURS.

STAGE 3 TRAFFIC

(LOOKING SOUTH)
STA. 459+27.94 TO STA. 464+19.51



NOTE: NO TEMPORARY CONCRETE BARRIER PINNING IS REQUIRED (SEE RESURFACING DETAILS FOR ADDITIONAL PAVEMENT INFORMATION)

STAGE 4 TRAFFIC

(LOOKING SOUTH)
STA. 459+27.94 TO STA. 464+19.51

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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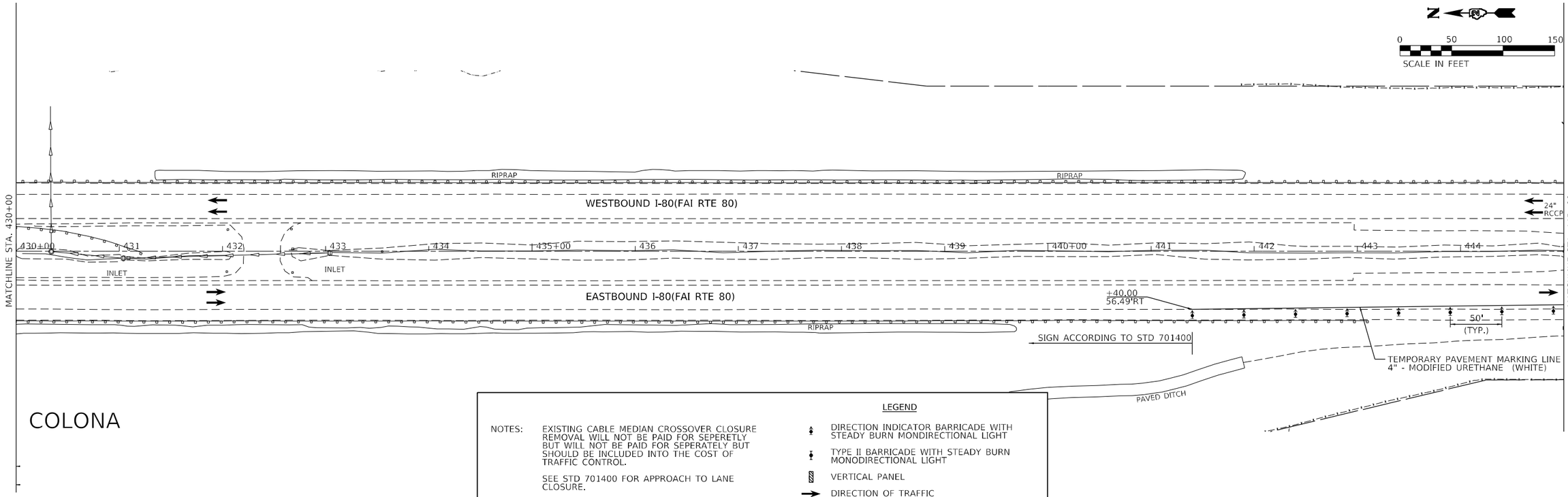
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
(STAGE 3 & 4 TYPICAL SECTIONS)

SCALE: N.T.S. | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	112
		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
FILE NAME: P:\20E3411-WO2 - 64N05 I-80 Repaving\FAI Rte. 80 (I-80) Sec. (37-1)RS &(37-1HB, 1VBY)BDR\CADD Sheets\D2 64N05-sht-stagtrc.dgn



COLONA

NOTES:

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SEE STD 701400 FOR APPROACH TO LANE CLOSURE.

SEE STD 701402 FOR LANE CLOSURE WITH BARRIER

BARRIER WALL OFFSETS ARE TO CENTERLINE OF THE WALL .

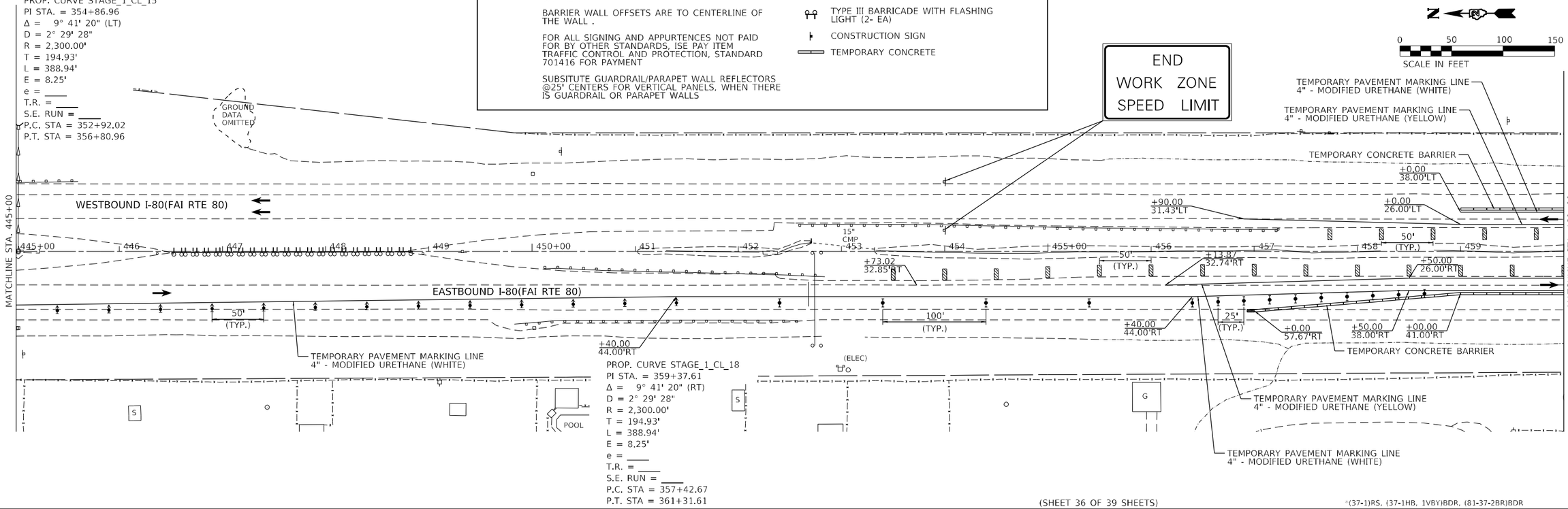
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SUBSITUTE GUARDRAIL/PARAPET WALL REFLECTORS @25' CENTERS FOR VERTICAL PANELS, WHEN THERE IS GUARDRAIL OR PARAPET WALLS

LEGEND

- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONDIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- VERTICAL PANEL
- DIRECTION OF TRAFFIC
- CONSTRUCTION ZONE
- TYPE III BARRICADE WITH FLASHING LIGHT (2- EA)
- CONSTRUCTION SIGN
- TEMPORARY CONCRETE

PROP. CURVE STAGE_1_CL_15
PI STA. = 354+86.96
Δ = 9° 41' 20" (LT)
D = 2° 29' 28"
R = 2,300.00'
T = 194.93'
L = 388.94'
E = 8.25'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA = 352+92.02
P.T. STA = 356+80.96



PROP. CURVE STAGE_1_CL_18
PI STA. = 359+37.61
Δ = 9° 41' 20" (RT)
D = 2° 29' 28"
R = 2,300.00'
T = 194.93'
L = 388.94'
E = 8.25'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA = 357+42.67
P.T. STA = 361+31.61

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
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BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-243-4146 FAX: 217-243-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

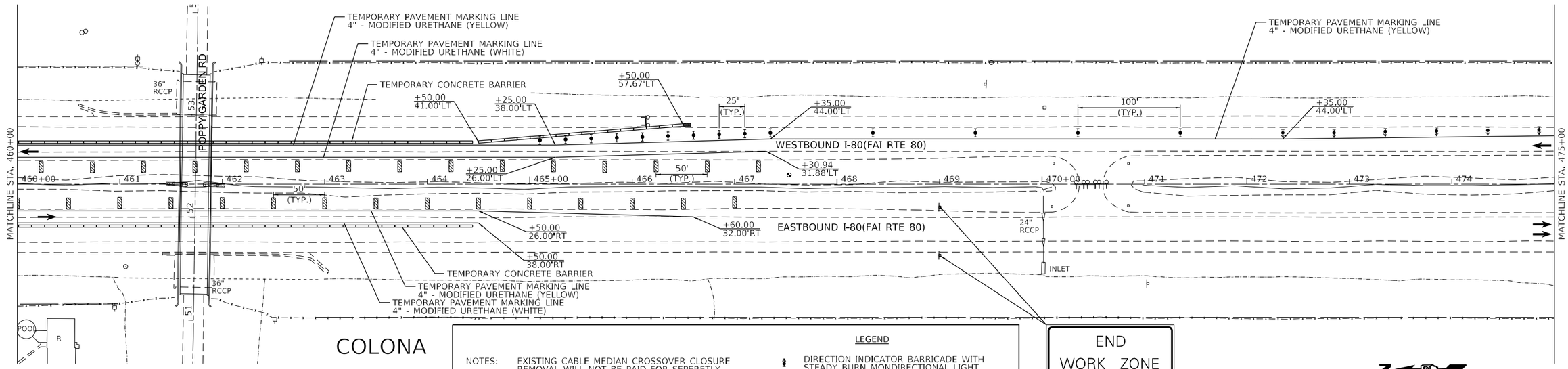
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	DRAWN - DSR	REVISED -	
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PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
(STAGE 3)

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	113
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		



NOTES:

EXISTING CABLE MEDIAN CROSSOVER CLOSURE REMOVAL WILL NOT BE PAID FOR SEPERETLY BUT WILL NOT BE PAID FOR SEPERATELY BUT SHOULD BE INCLUDED INTO THE COST OF TRAFFIC CONTROL.

SEE STD 701400 FOR APPROACH TO LANE CLOSURE.

SEE STD 701402 FOR LANE CLOSURE WITH BARRIER

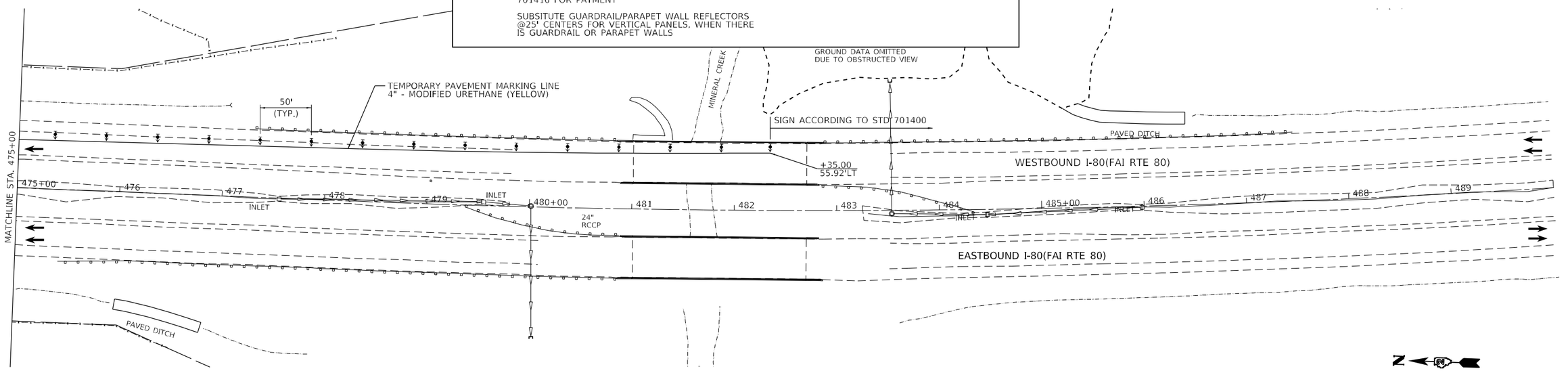
BARRIER WALL OFFSETS ARE TO CENTERLINE OF THE WALL .

FOR ALL SIGNING AND APPURTENCES NOT PAID FOR BY OTHER STANDARDS, ISE PAY ITEM TRAFFIC CONTROL AND PROTECTION, STANDARD 701416 FOR PAYMENT

SUBSTITUTE GUARDRAIL/PARAPET WALL REFLECTORS @25' CENTERS FOR VERTICAL PANELS, WHEN THERE IS GUARDRAIL OR PARAPET WALLS

LEGEND

- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONDIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- VERTICAL PANEL
- DIRECTION OF TRAFFIC
- CONSTRUCTION ZONE
- TYPE III BARRICADE WITH FLASHING LIGHT (2- EA)
- CONSTRUCTION SIGN
- TEMPORARY CONCRETE



*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
FILE NAME: P:\20E7411-W02 - 64N05 I-80 Repaving\PAI Rte 80 IL-80 Sec (37-1)RS &(37-1HB, 1VBY)BDR\CADD Sheets\ID7 64N05-sht-staging.dgn

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-243-4140 FAX: 217-243-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

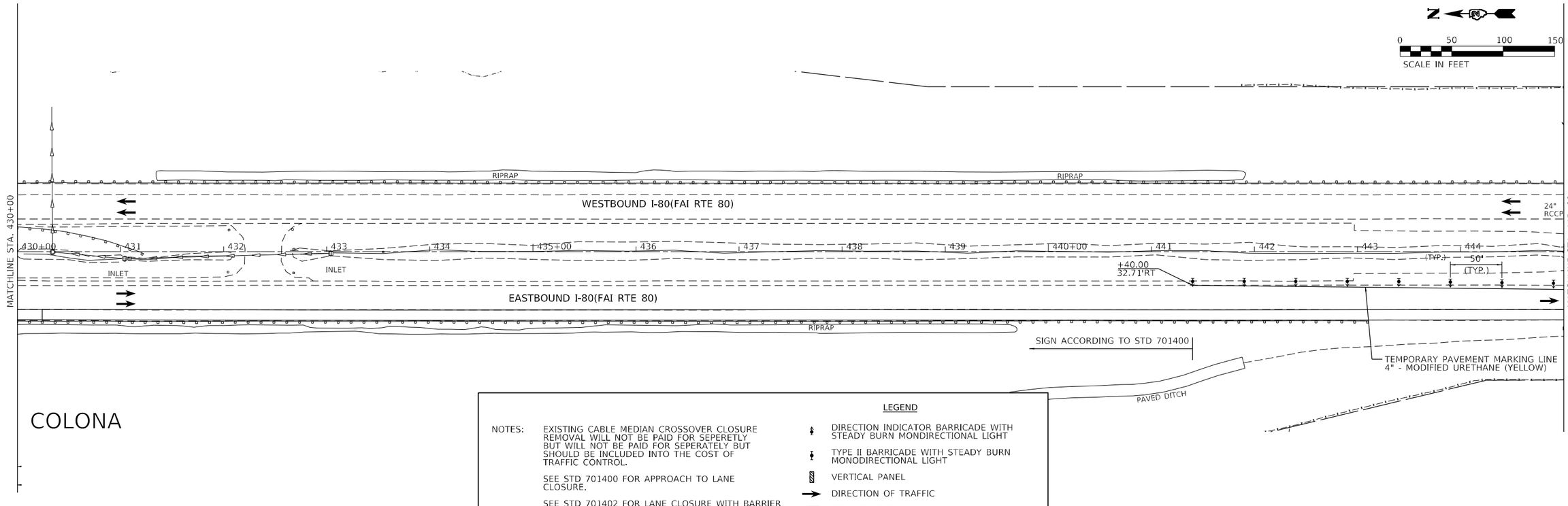
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PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
(STAGE 3)

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	114
		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			



COLONA

NOTES:

EXISTING CABLE MEDIAN CROSSOVER CLOSURE REMOVAL WILL NOT BE PAID FOR SEPERETLY BUT WILL NOT BE PAID FOR SEPERATELY BUT SHOULD BE INCLUDED INTO THE COST OF TRAFFIC CONTROL.

SEE STD 701400 FOR APPROACH TO LANE CLOSURE.

SEE STD 701402 FOR LANE CLOSURE WITH BARRIER

BARRIER WALL OFFSETS ARE TO CENTERLINE OF THE WALL .

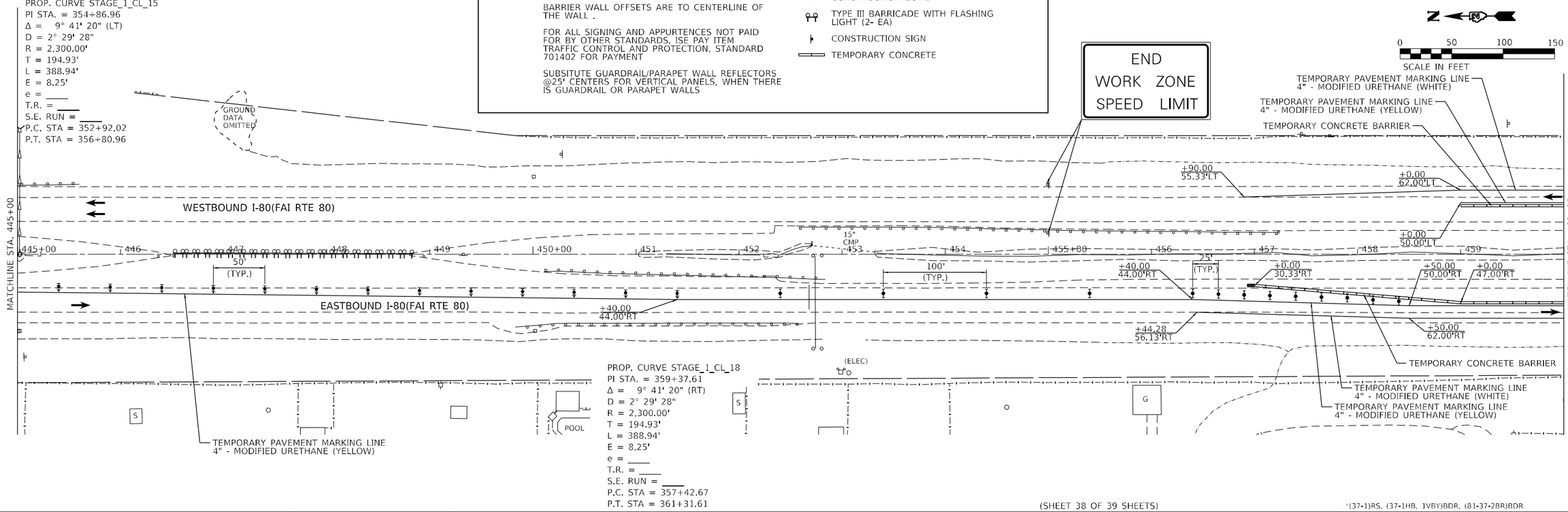
FOR ALL SIGNING AND APPURTENCES NOT PAID FOR BY OTHER STANDARDS, ISE PAY ITEM TRAFFIC CONTROL AND PROTECTION, STANDARD 701402 FOR PAYMENT

SUBSITUTE GUARDRAIL/PARAPET WALL REFLECTORS @25' CENTERS FOR VERTICAL PANELS, WHEN THERE IS GUARDRAIL OR PARAPET WALLS

LEGEND

- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONDIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- VERTICAL PANEL
- DIRECTION OF TRAFFIC
- CONSTRUCTION ZONE
- TYPE III BARRICADE WITH FLASHING LIGHT (2- EA)
- CONSTRUCTION SIGN
- TEMPORARY CONCRETE

PROP. CURVE STAGE_1_CL_15
PI STA. = 354+86.96
Δ = 9° 41' 20" (LT)
D = 2° 29' 28"
R = 2,300.00'
T = 194.93'
L = 388.94'
E = 8.25'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA = 352+92.02
P.T. STA = 356+80.96



PROP. CURVE STAGE_1_CL_18
PI STA. = 359+37.61
Δ = 9° 41' 20" (RT)
D = 2° 29' 28"
R = 2,300.00'
T = 194.93'
L = 388.94'
E = 8.25'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA = 357+42.67
P.T. STA = 361+31.61

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4146 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druholl	DESIGNED - DSR	REVISED -
	DRAWN - DSR	REVISED -
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PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -

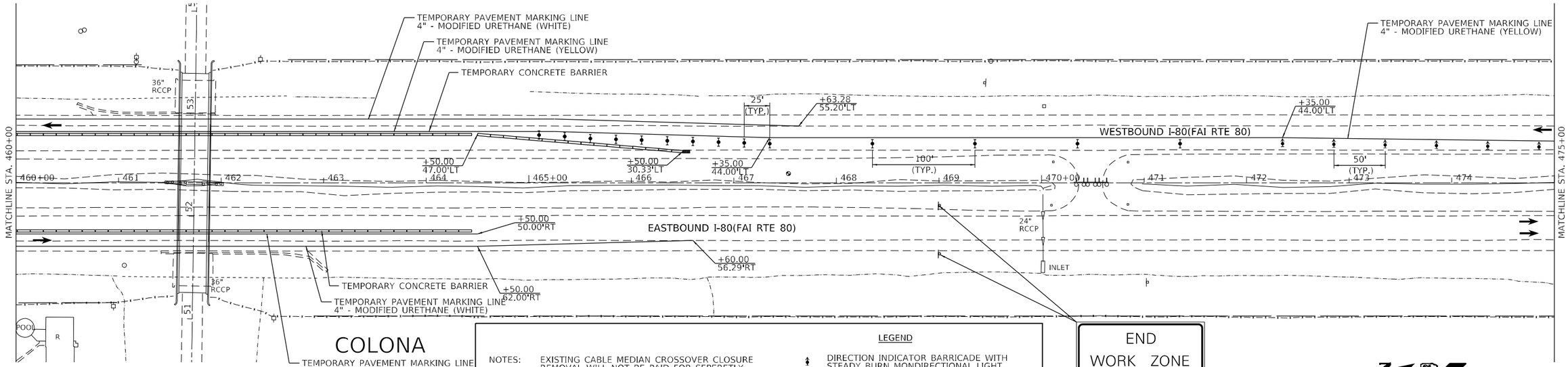
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
(STAGE 4)

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	115
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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NOTES:

EXISTING CABLE MEDIAN CROSSOVER CLOSURE REMOVAL WILL NOT BE PAID FOR SEPERETLY BUT WILL NOT BE PAID FOR SEPERATELY BUT SHOULD BE INCLUDED INTO THE COST OF TRAFFIC CONTROL.

SEE STD 701400 FOR APPROACH TO LANE CLOSURE.

SEE STD 701402 FOR LANE CLOSURE WITH BARRIER

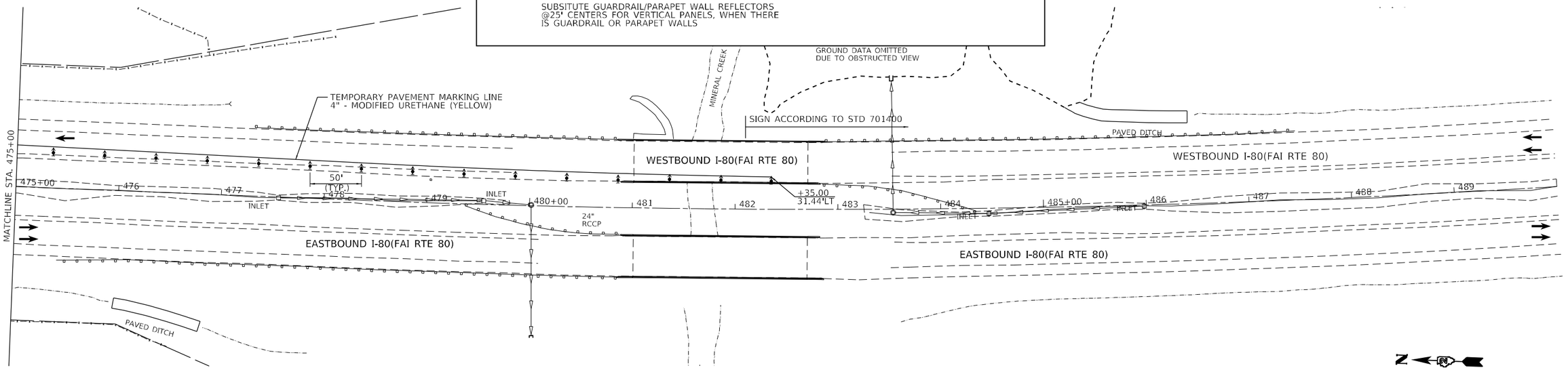
BARRIER WALL OFFSETS ARE TO CENTERLINE OF THE WALL .

FOR ALL SIGNING AND APPURTENCES NOT PAID FOR BY OTHER STANDARDS, ISE PAY ITEM TRAFFIC CONTROL AND PROTECTION, STANDARD 701402 FOR PAYMENT

SUBSITUTE GUARDRAIL/PARAPET WALL REFLECTORS @25' CENTERS FOR VERTICAL PANELS, WHEN THERE IS GUARDRAIL OR PARAPET WALLS

LEGEND

- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONDIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- VERTICAL PANEL
- DIRECTION OF TRAFFIC
- CONSTRUCTION ZONE
- TYPE III BARRICADE WITH FLASHING LIGHT (2- EA)
- CONSTRUCTION SIGN
- TEMPORARY CONCRETE



(SHEET 39 OF 39 SHEETS)

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
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BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4146 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

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PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

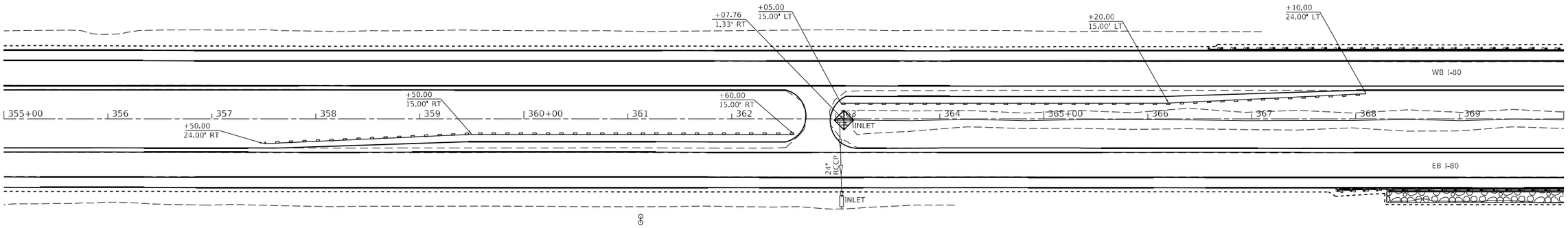
STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
(STAGE 4)

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	116
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

0 50 100 150

SCALE IN FEET

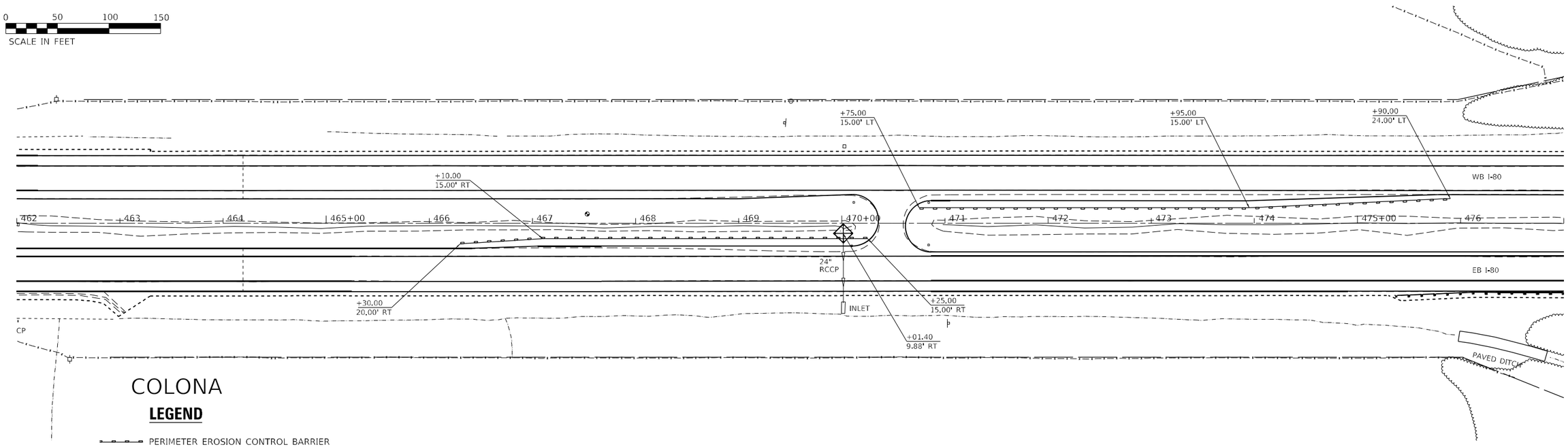


LEGEND

PERIMETER EROSION CONTROL BARRIER

0 50 100 150

SCALE IN FEET



COLONA

LEGEND

PERIMETER EROSION CONTROL BARRIER

INLET AND PIPE PROTECTION

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
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BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-243-4146 FAX: 217-243-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

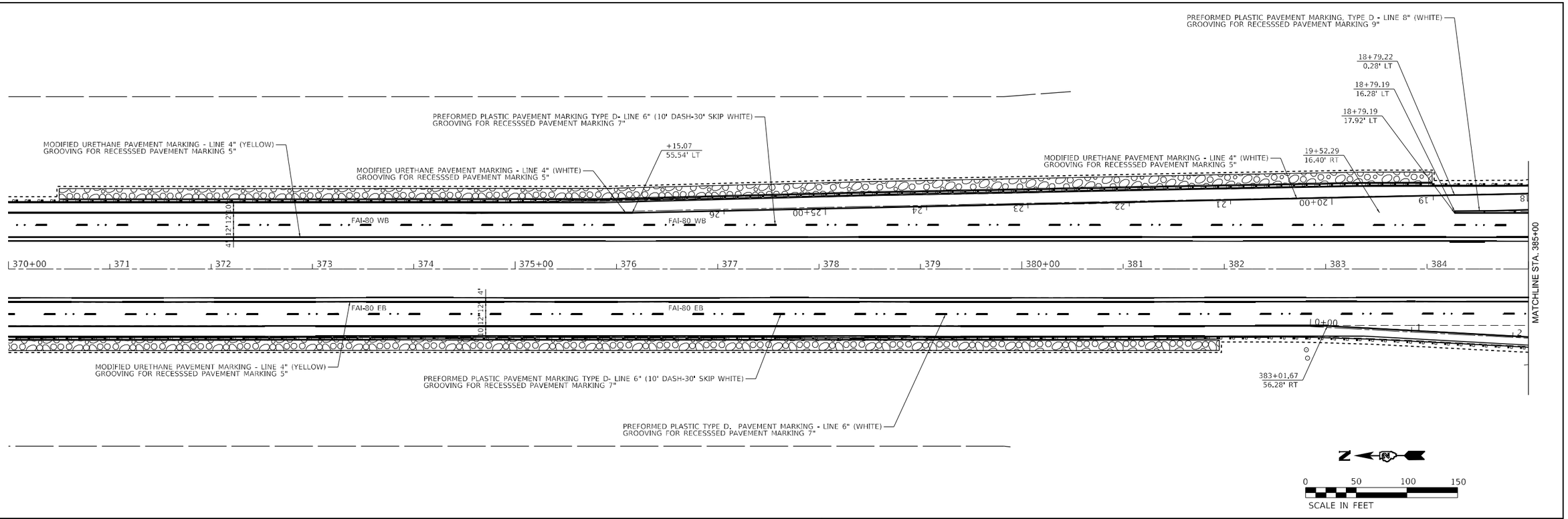
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PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL DETAILS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	117
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		



*(37-1)RS, (37-1HB, 1VBY)BDR, (8)-37-2BR)BDR

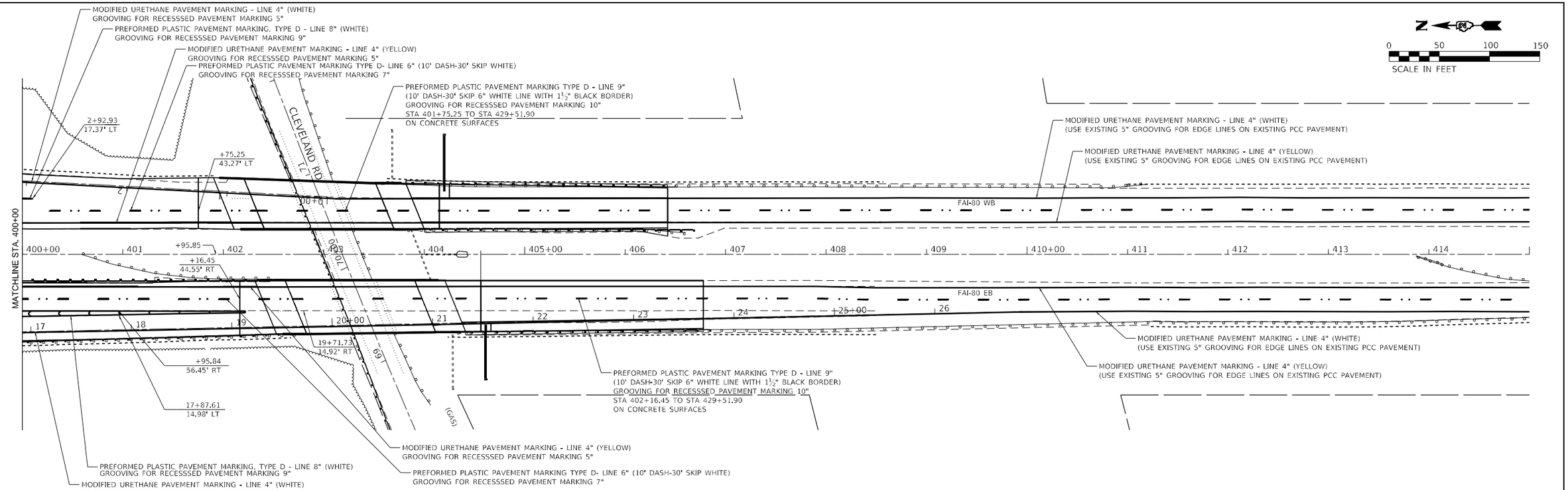
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BENTON & ASSOCIATES, INC. CONSULTING ENGINEERS / LAND SURVEYORS 1970 WEST LAFAYETTE AVE. JACKSONVILLE, IL 62650 PHONE: 217-245-4146 FAX: 217-245-4149 IL DESIGN FIRM REGISTRATION NO. 184-000852	USER NAME = druholl	DESIGNED - DSR	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
		DRAWN - DSR	REVISED -	
	PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -	
	PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

PAVEMENT MARKING SHEETS (I-80 MAINLINE)

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	118
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		



MODEL: Default
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BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-243-8146 FAX: 217-243-8149
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druhell	DESIGNED - DSR	REVISED -	
	DRAWN - DSR	REVISED -	
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PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

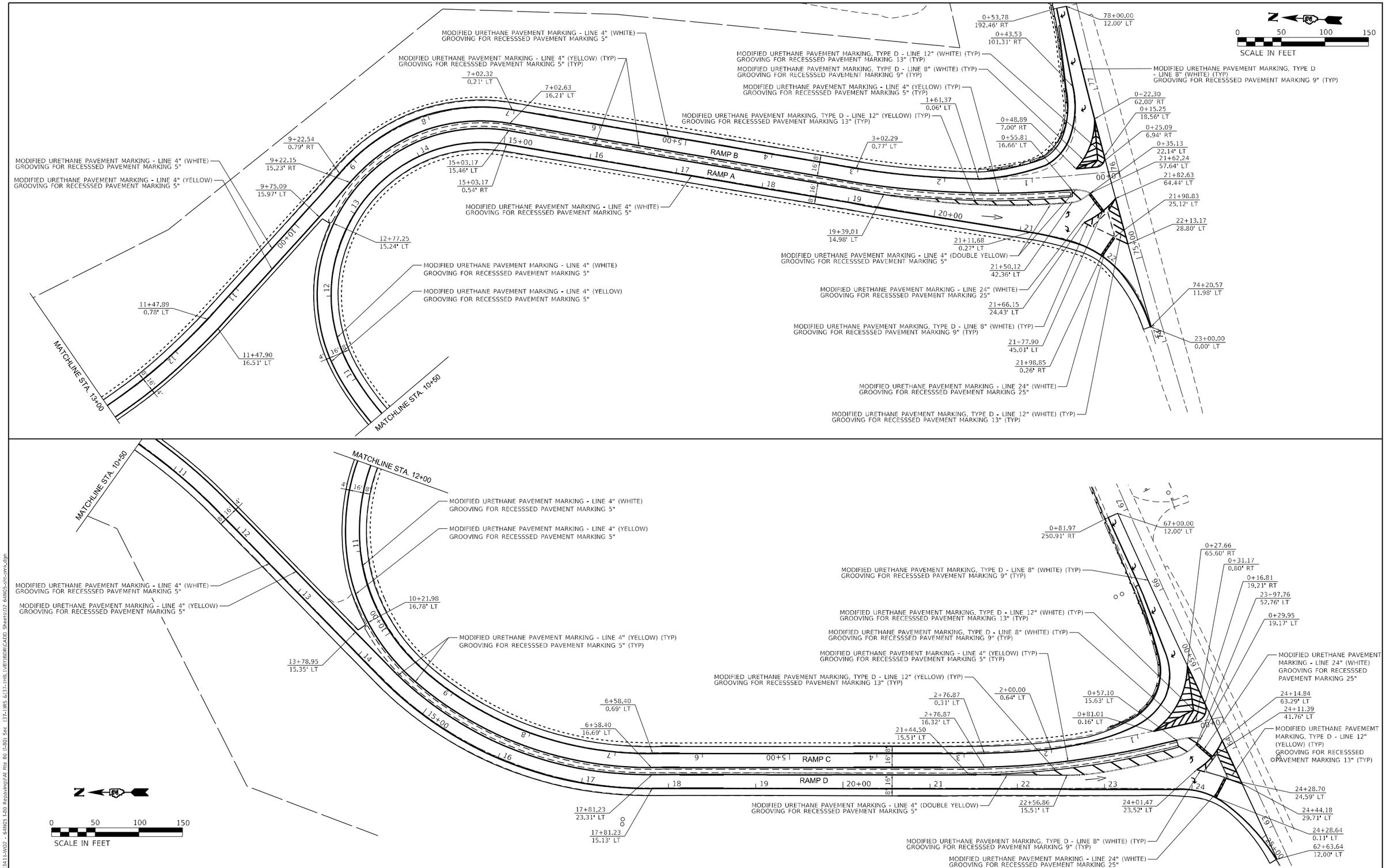
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING SHEETS
(I-80 MAINLINE)

SCALE: 1"=50' | SHEET 2 OF 3 SHEETS | STA. | TO STA.

*(37-1)RS, (37-1)HB, 1VBY)BDR, (81-37-2BR)BDR

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	119
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

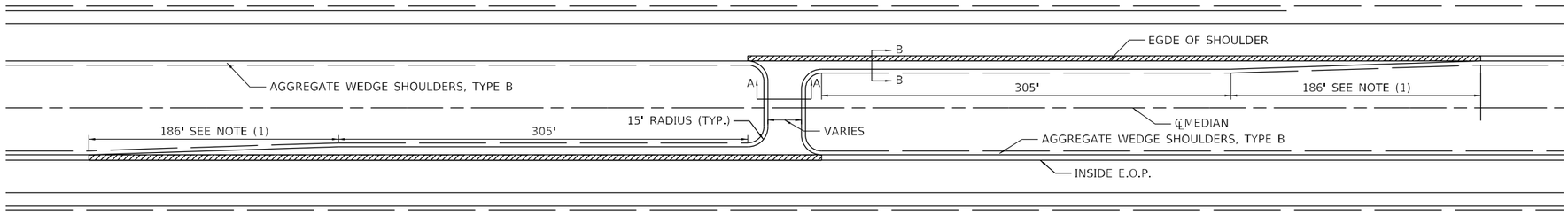


BENTON & ASSOCIATES, INC. CONSULTING ENGINEERS / LAND SURVEYORS 1970 WEST LAFAYETTE AVE. JACKSONVILLE, IL 62650 PHONE: 217-245-4146 FAX: 217-245-4149 IL DESIGN FIRM REGISTRATION NO. 184-000852	USER NAME = druholl	DESIGNED - DSR	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING SHEETS (CLEVELAND RD. RAMPS)
		DRAWN - DSR	REVISED -		
	PLOT SCALE = 100.0000 ' / in.	CHECKED - WJS	REVISED -		SCALE: 1"=50' SHEET 3 OF 3 SHEETS STA. TO STA.
	PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	120
		CONTRACT NO. 64N05		
		ILLINOIS FED. AID PROJECT		

*(37-1)RS, (37-1HB, 1VBY)BDR, (8)-37-2BR)BDR

MODEL: Default
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NOTES:
TWO DELINEATORS SHALL BE PLACED IN ADVANCE OF THE MEDIAN CROSSOVERS. ONE SHALL BE AT THE CROSS OVER. THE OTHER 800FT IN ADVANCE OF THE FIRST DELINEATOR. THE DELINEATOR AT THE CROSSOVER SHALL HAVE TWO REFLECTORS AND THE DELINEATOR 800FT IN ADVANCE SHALL HAVE 3 REFLECTORS.

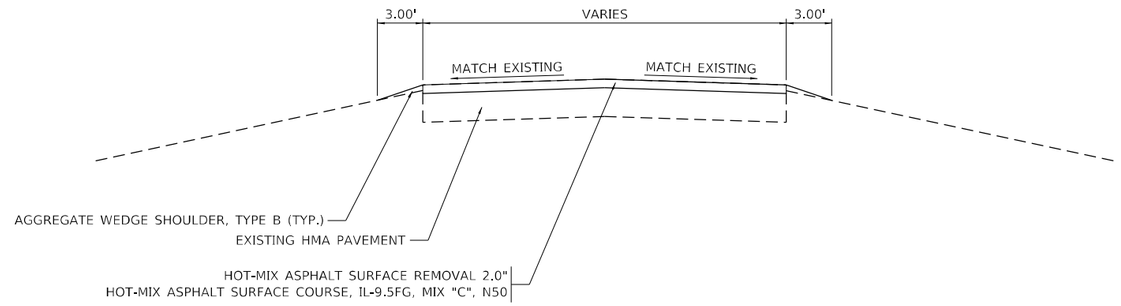
OMIT RUMBLE STRIPS IN SHADED ▨ AREAS OF THE SHOULDER

(1) 31:1 TAPER RATE

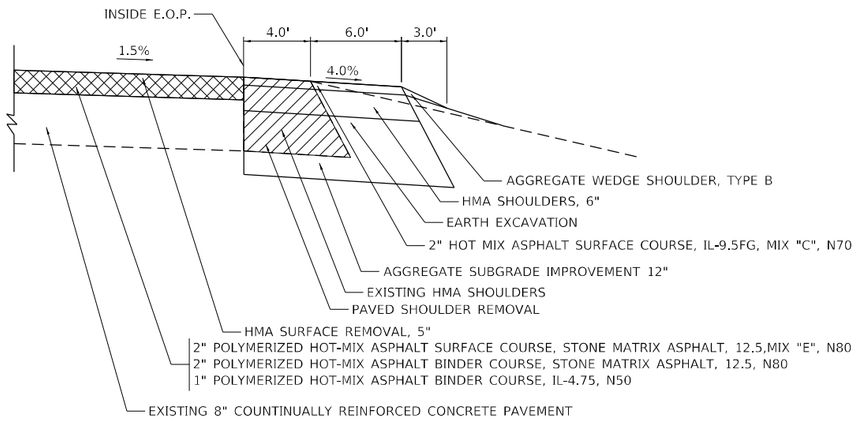
PLAN VIEW
(TYPICAL)

STA. 362+83
STA. 470+48

(NOT TO SCALE)



SECTION A–A



SECTION B–B

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
FILE NAME: P:\20E3411-WO2 - 64N05 I-80 Resaving\FAI Rte 80 (I-80) Sec (37-1RS &(37-1HB,1VBY)BDR\CADD Sheets\02 64N05-sht-detail.dgn

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS · LAND SURVEYORS
1910 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4146 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

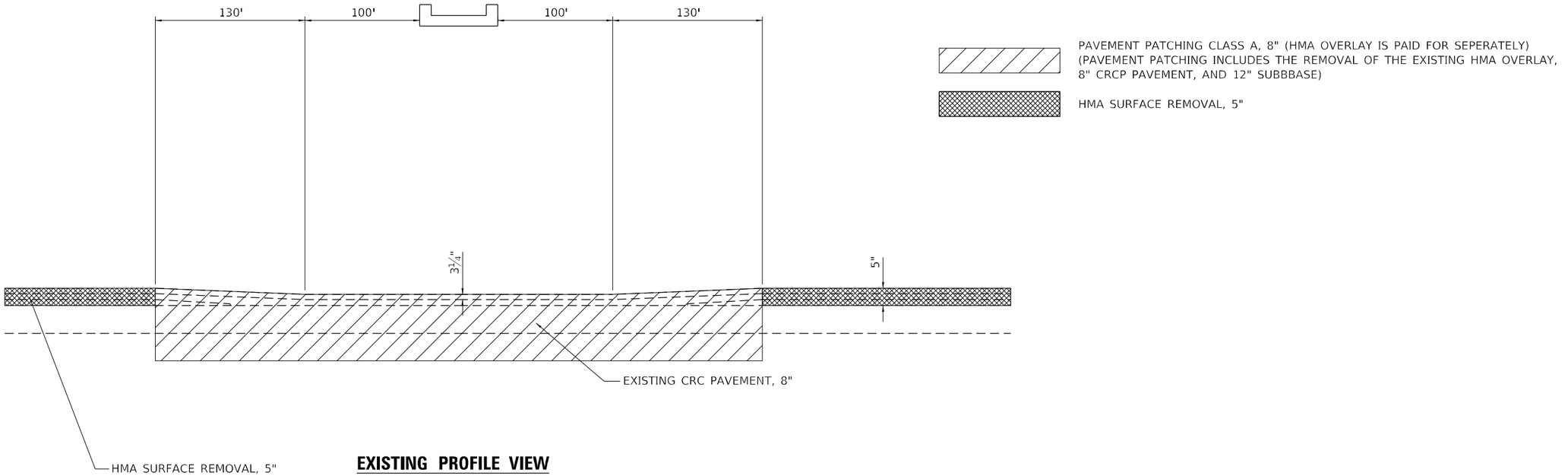
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PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECELERATION LANE DETAIL

SCALE: N.T.S. | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	121
		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	

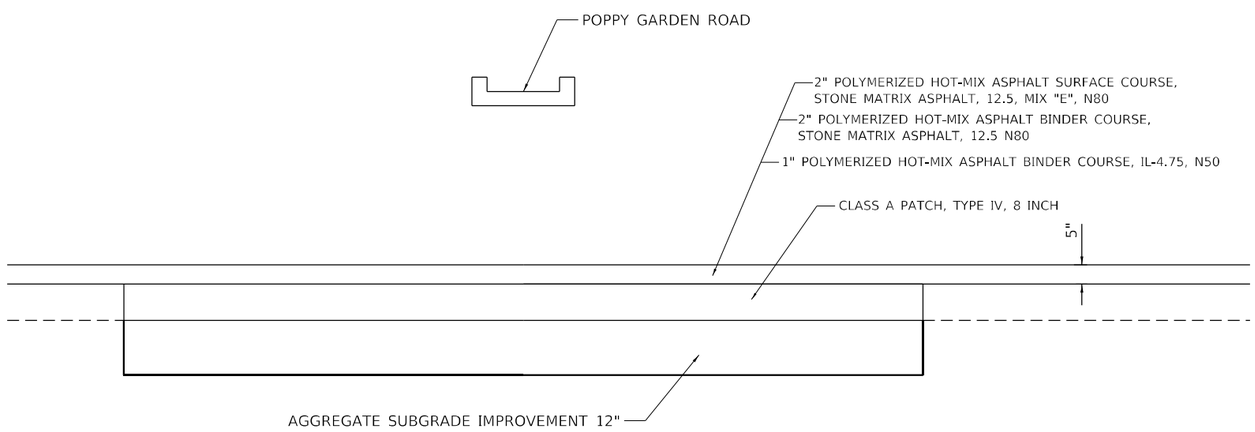


PAVEMENT PATCHING CLASS A, 8" (HMA OVERLAY IS PAID FOR SEPERATELY)
(PAVEMENT PATCHING INCLUDES THE REMOVAL OF THE EXISTING HMA OVERLAY, 8" CRCP PAVEMENT, AND 12" SUBBBASE)

HMA SURFACE REMOVAL, 5"

EXISTING PROFILE VIEW

EXISTING TAPER UNDER STRUCTURES
(TAPER TO BE REMOVED)
STA. 459+27.94 TO STA. 464+19.51



PROPOSED PROFILE VIEW

PAVEMENT REPLACEMENT UNDER STRUCTURE
STA. 459+27.94 TO STA. 464+19.51

NOTE: SEE PLAN AND PROFILE SHEETS (I-80 UNDER POPPY GARDEN RD.) FOR ADDITIONAL INFORMATION.
SEE TYPICAL SECTIONS FOR ADDITIONAL INFORMATION.

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS · LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4146 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druholl	DESIGNED - DSR	REVISED -	
	DRAWN - DSR	REVISED -	
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PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

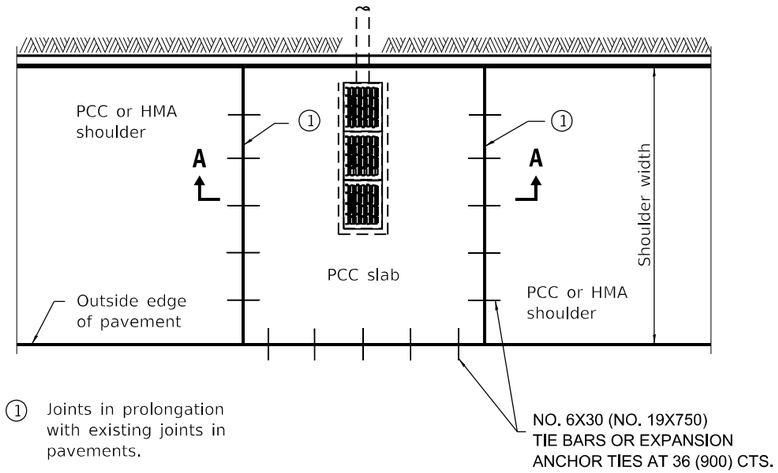
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROFILE ADJUSTMENT DETAIL
CI-80 AT POPPY GARDEN ROAD

SCALE: N.T.S. | SHEET 1 OF 1 SHEETS | STA. | TO STA.

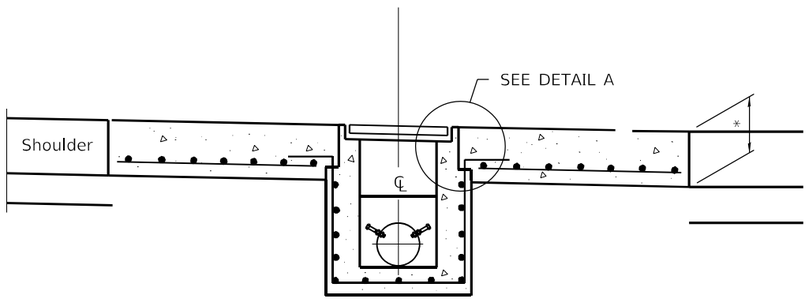
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	122
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

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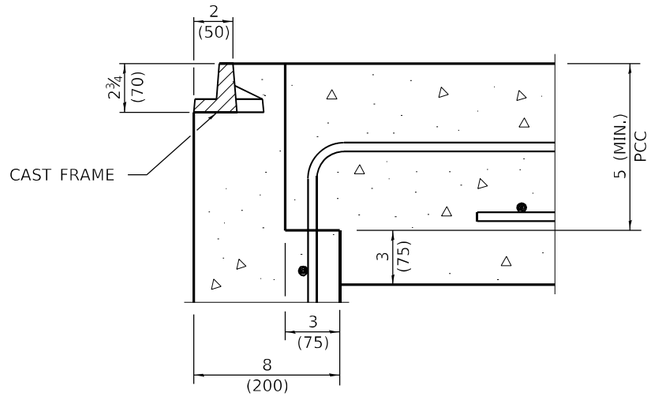
1 Joints in prolongation with existing joints in pavements.

PLAN



SEC. A–A

* PCC slab thickness same as adjacent shoulder.



DETAIL A

SHOULDER INLET WITH CURB

SEE HIGHWAY STANDARD 610001 FOR
ADDITIONAL DETAILS AND INFORMATION

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS · LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4146 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

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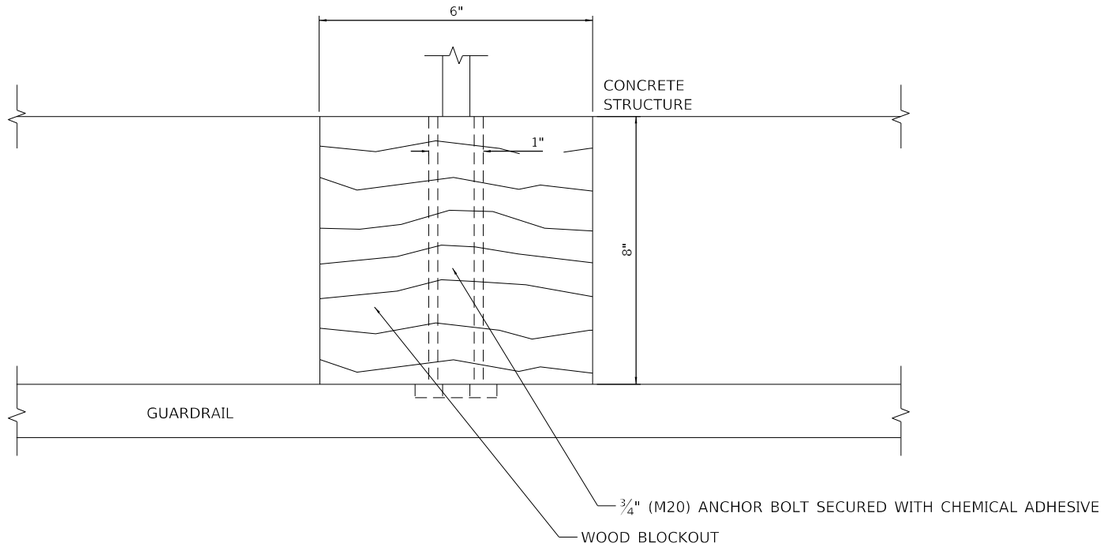
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHOULDER INLET WITH CURB DETAIL &
GAURDRAIL ATTACHED TO STRUCTURE DETAIL

SCALE: N.T.S. | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	123
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

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GUARDRAIL ATTACHED TO STRUCTURE DETAIL

N.T.S

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BENTON & ASSOCIATES, INC.
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1970 WEST LAFAYETTE AVE.
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IL DESIGN FIRM REGISTRATION NO. 184-000852

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STATE OF ILLINOIS
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GUARDRAIL ATTACHED TO STRUCTURE DETAIL

SCALE: N.T.S. | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	124
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

Bench Mark: Found NGS Benchmark Disc on top of S.E. Wingwall of NB F.A.I Rte. 80 Bridge, at the South End of said wingwall.
Elev. 588.61

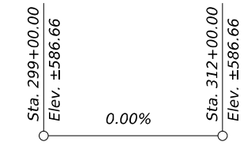
Existing Structure: SN 037-0021 (SB) and SN 037-0022 (NB) built in 1965 as F.A.I. Route 80 Section 81-37-2B and reconstructed in 1991 as F.A.I. Route 80, Section 81-37-2BR. Both structures consist of an 11 span plate girder continuous from N. Abut to Pier 3 & Pier 3 to Pier 7 & Pier 7 to S. Abut. Each structure has a bridge width of 45'-2" O. to O. and a 1186'-1¼ Bk. to Bk. of Abutment. Substructure consists of reinforced concrete abutments and soild wall piers. Structure is to be rehabilitated. Traffic to be maintained by using crossovers.

No Salvage.

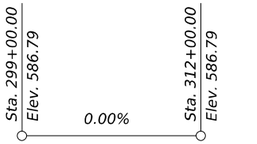
For Index of Sheets, see Sheet 2 of 49.

SCOPE OF WORK:

1. Remove and replace deck (Spans 1-3 only).
2. Reconstruct deck joints with strip seal joints (at Abutments) and modular expansion joints (at Piers 3, 7, 13, and 17).
3. Scarify ¾" bridge decks and approach pavements.
4. Perform full depth deck repairs.
5. Place 2½" microsilica concrete overlay on bridge decks and approach pavements.
6. Perform ¼" Diamond Grinding (Bridge Section) and Bridge Deck Grooving (Longitudinal) to bridge deck and approach slabs.
7. Apply Protective Coat to top and front face of parapets, reconstructed joints and new concrete overlay.
8. Replace all bearings under joints and add side retainers to bearings.
9. Erect structural steel repairs.
10. Clean and paint all structural steel within 15' of Expansion Joints. Paint the outside face and bottom flange of each fascia girder, full length.
11. Formed concrete repairs to substructure units.
12. Breakup slopewall at south abutment of both bridges and fill voids with riprap.

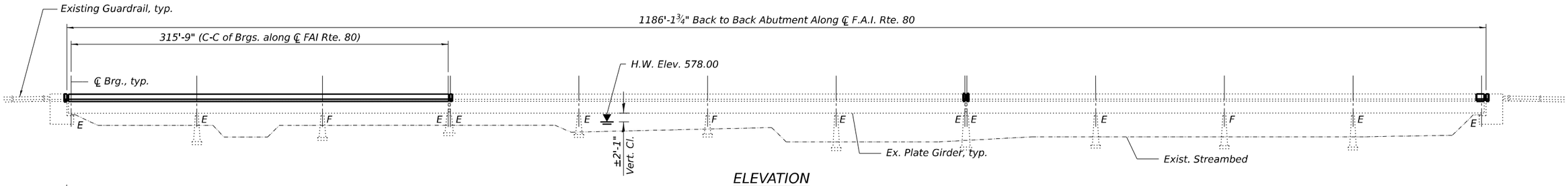


EXISTING PROFILE GRADE
(NB and SB Roadways)

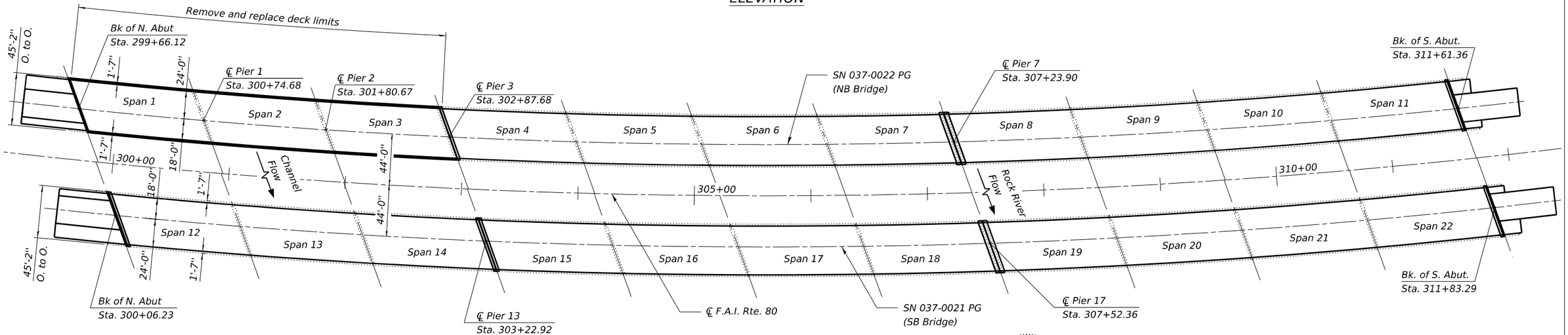


PROPOSED PROFILE GRADE
(NB and SB Roadways)

Note:
Up to 1/4 inch to be ground off the bridge deck and the approach slabs. The Profile Grade shows the final grade after grinding.



ELEVATION



PLAN

LOADING HS-20 & ALT.

No Allowance for future wearing surface.

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

DESIGN STRESSES

FIELD UNITS (NEW CONSTRUCTION)
f'c = 4,000 psi (Superstructure)
fy = 60,000 psi (Reinforcement)
fy = 36,000 psi (M270 Grade 36)

FIELD UNITS (EXISTING CONSTRUCTION)
f'c = 3,500 psi
fy = 36,000 psi (Structural Steel M-183)
fy = 60,000 psi (Reinforcement)

CURVE DATA
(Original Construction)
℄ F.A.I. Rte. 80
P.I. Sta. = 303+95.10
△ = 17°56'10" LT.
D = 1°0'0"
R = 5729.65'
T = 904.21'
L = 1793.61'
E = 70.91'
S.E. = 0.034 Ft./Ft.
P.C. Sta. = 294+90.89
P.T. Sta. = 312+84.50

CURVE DATA
(Current Alignment)
℄ F.A.I. Rte. 80
P.I. Sta. = 303+88.83
△ = 17°57'30.84" LT.
D = 0°59'58.26"
R = 5732.34'
T = 905.79'
L = 1796.72'
E = 71.12'
S.E. =
P.C. Sta. = 294+83.04
P.T. Sta. = 312+79.76

LICENSED STRUCTURAL ENGINEER
SARAH L. CZAPLICKI
081.006191
STATE OF ILLINOIS
08/09/2024

Sarah L. Czaplickl, PE, SE
Expires: November 30, 2024

GENERAL PLAN AND ELEVATION
I-80 OVER ROCK RIVER
F.A.I. ROUTE 80
SEC (37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR
HENRY COUNTY
STATION 305+87.44
STRUCTURE NO. 037-0021 AND 037-0022

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

CZAPLICKI LOPEZ, PLLC
201 KENMORE DRIVE
BURR RIDGE, IL. 60527
630-915-6861
DESIGN FIRM NO: 184.008135

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F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	125
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

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GENERAL NOTES

Fasteners shall be ASTM F3125 Grade A325 Type 1, hot dip galvanized bolts. Bolts $\frac{7}{8}$"∅, holes $\frac{15}{16}$", unless otherwise noted.

All structural steel shall be AASHTO M 270, Grade 36.

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

Reinforcement bars designated (E) shall be epoxy coated.

Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete (SSPC-SP3 Standards). Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.

As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding $\frac{1}{4}$ inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

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.

Modular expansion joints shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.

Slip forming of parapets is not allowed.

Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

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.

The existing bearings contain lead. The Contractor shall take appropriate precautions to address the presence of lead on this project.

All new structural steel shall be shop painted with an inorganic zinc rich primer per AASHTO M 300, Type 1.

Cleaning and painting of the existing structural steel shall be as specified in the special provision for "Cleaning and Painting Existing Steel Structures". All beams, bearings and other structural steel within 15 ft. (measured) along the beam) of either side of deck joints shall be cleaned per Near White Blast Cleaning - SSPC-SP10. The exterior surfaces and bottom of the bottom flange of the fascia beams shall be cleaned per Commercial Grade Power Tool Cleaning - SSPC - SP15

The designated areas cleaned per near White Blast Cleaning and per Commerical Grade Power Tool Cleaning shall be painted according to the requirements of Paint System OZ/E/U. The color of the finish coat for all the interior surfaces shall be light gray, Munsell No 10Y 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.

Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".

Containment of cleaning residue is needed to control nuisance dirt. See special provision for "Containment and Disposal of Non-Lead Paint Cleaning Residues"

Expansion joints shall be fabricated to conform with the existing cross slopes of the bridge.

Joint openings shall be adjusted according to Art. 520.04 of the Standard Specifications when the joint is poured at the ambient temperature other than 50° F.

F.A.I. Rte. 80 alignment and stationing has been revised since the original bridge construction. The bridge stationing and top of deck tables have been updated to follow a best fit of the current F.A.I. Rte. 80 alignment. The Contractor shall verify reasonable fillet heights will be obtained prior to pouring the new deck. Contractor shall record stationing and elevations in As-Built drawings to record for future reference.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SN 037-0021		SN 037-0022		TOTAL
		SUPER	SUB	SUPER	SUB	
Stone Riprap, Class A5	Sq. Yd.	0	104	0	104	208
Concrete Removal	Cu. Yd.	47.6	0	472.8	0	520.4
Floor Drains	Each	0	0	21	0	21
Concrete Superstructure	Cu. Yd.	50.8	0	529.7	0	580.5
Protective Coat	Sq. Yd.	7,031	0	6,991	0	14,022
Furnishing And Erecting Structural Steel	Pound	15,460	0	16,780	0	32,240
Stud Shear Connectors	Each	0	0	648	0	648
Reinforcement Bars, Epoxy Coated	Pound	9,540	0	122,500	0	132,040
Preformed Joint Strip Seal	Foot	95	0	95	0	190
Elastomeric Bearing Assembly, Type I	Each	6	0	6	0	12
Elastomeric Bearing Assembly, Type II	Each	30	0	30	0	60
Anchor Bolts, 1"	Each	132	0	132	0	264
Epoxy Crack Injection	Foot	0	83	0	48	131
Cleaning Bridge Scuppers and Downspouts	Each	4	0	0	0	4
Slope Wall Breaking	Sq. Yd.	0	512	0	512	1,023
Floor Drains To Be Cleaned	Each	73	0	56	0	129
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	3,437	0	3,418	0	6,855
Containment And Disposal of Non-Lead Paint Cleaning Residues No. 1	L Sum	1	0	0	0	1
Containment And Disposal of Non-Lead Paint Cleaning Residues No. 2	L Sum	0	0	1	0	1
Cleaning and Painting Exposed Rebar	L Sum	0.5	0	0.5	0	1
Bar Terminators	Each	80	0	80	0	160
Jack And Remove Existing Bearings	Each	36	0	36	0	72
Structural Steel Removal	Pound	9,100	0	10,420	0	19,520
Structural Steel Repair	Pound	150	0	610	0	760
Cleaning And Painting Steel Bridge No. 1	L Sum	1	0	0	0	1
Cleaning And Painting Steel Bridge No. 2	L Sum	0	0	1	0	1
Bridge Deck Scarification 3/4"	Sq. Yd.	6,014	0	4,497	0	10,511
Bridge Deck Microsilica Concrete Overlay 2 1/2"	Sq. Yd.	6,014	0	4,497	0	10,511
Structural Repair Of Concrete (Depth Equal To or Less Than 5 Inches)	Sq. Ft.	0	133	0	151	284
Structural Repair Of Concrete (Depth Greater Than 5 Inches)	Sq. Ft.	0	224	0	0	224
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	2.4	0	2.8	0	5.2
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	8.9	0	2.6	0	11.5
Drainage Scuppers To Be Adjusted	Each	4	0	0	0	4
Diamond Grinding (Bridge Section)	Sq. Yd.	5,442	0	5,411	0	10,853
Modular Expansion Joint 6"	Foot	91	0	91	0	182

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2 General Data
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4 Top of Deck Elevations - Spans 1 Thru 3
5 Top of Deck Elevations - Spans 1 Thru 3
6 Top of Deck Elevations - Spans 1 Thru 3
7 Top of Deck Elevations - Spans 1 Thru 3
8 Superstructure (Plan and Cross Section) - Span 1
9 Superstructure (Plan and Cross Section) - Span 2
10 Superstructure (Plan and Cross Section) - Span 3
11 Superstructure Details (Parapet Elevations, Spans 1-3)
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35 Pier Repair Details II
36 Pier Repair Details III
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39 Drainage Scupper and Floor Drain Adjustment
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*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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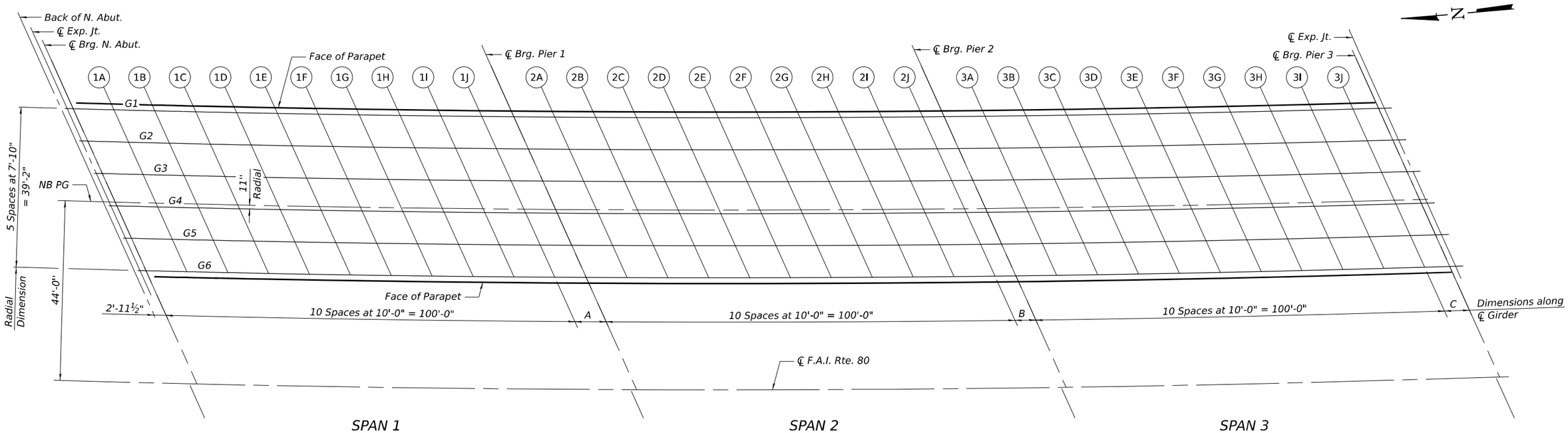
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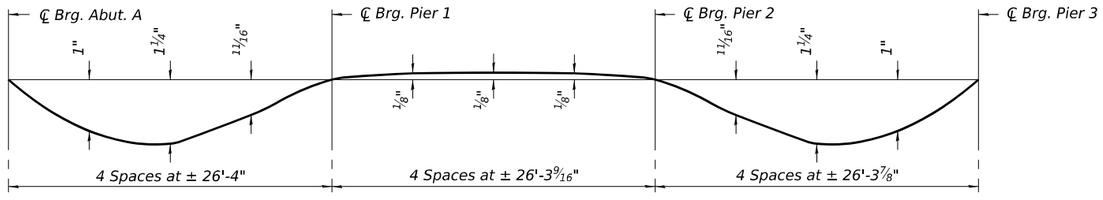
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STRUCTURE NO. 037-0021 (SB) AND 037-0022 (NB)
SHEET 2 OF 49 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	126
		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	

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PLAN



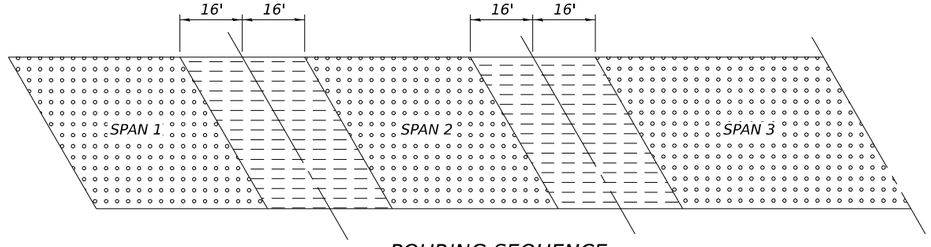
DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

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

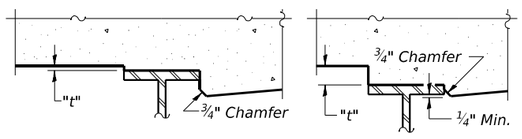
When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:

1. *At least 72 hours shall have elapsed from the end of the previous pour.*
2. *The concrete strength shall have attained a minimum flexural strength of 675 psi or a minimum compressive strength of 4,000 psi.*



POURING SEQUENCE

(◦ = First Pour)
(— = Second Pour)



At Minimum Fillet *At Maximum Fillet*

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

FILLET HEIGHTS

TABLE OF DIMENSIONS			
Girder	A	B	C
G1	5'-5 1/8"	5'-3 1/8"	5'-4 3/16"
G2	5'-4 11/16"	5'-2 13/16"	5'-3 7/8"
G3	5'-4 5/16"	5'-2 7/16"	5'-3 9/16"
G4	5'-3 15/16"	5'-2 1/8"	5'-3 1/4"
G5	5'-3 9/16"	5'-1 11/16"	5'-2 15/16"
G6	5'-3 1/8"	5'-1 3/8"	5'-2 5/8"

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BURR RIDGE, IL, 60527
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DESIGN FIRM NO: 184.008135

USERNAME = $USER$	DESIGNED - HP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS - SPANS 1 THRU 3 STRUCTURE NO. 037-0022 (NB)	F.A.I RTE. 80	SECTION *	COUNTY HENRY	TOTAL SHEETS 257	SHEET NO. 127
	CHECKED - PAF	REVISED -							
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PLOT DATE =	CHECKED - HP	REVISED -					ILLINOIS	FED. AID PROJECT	

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Deck Repair Plan
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INSIDE FACE OF EAST PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	299+53.81	-68.00	586.00	586.02
CL Exp. Jt.	299+55.55	-68.00	586.00	586.02
Brg. N. Abut.	299+56.81	-68.00	586.00	586.02
1A	299+66.93	-68.00	586.00	586.06
1B	299+77.05	-68.00	586.00	586.09
1C	299+87.17	-68.00	586.00	586.11
1D	299+97.29	-68.00	586.00	586.12
1E	300+07.41	-68.00	586.00	586.13
1F	300+17.53	-68.00	586.00	586.12
1G	300+27.65	-68.00	586.00	586.10
1H	300+37.77	-68.00	586.00	586.07
1I	300+47.89	-68.00	586.00	586.05
1J	300+58.01	-68.00	586.00	586.03
CL Brg. Pier 1	300+63.49	-68.00	586.00	586.02
2A	300+73.61	-68.00	586.00	586.01
2B	300+83.73	-68.00	586.00	586.01
2C	300+93.85	-68.00	586.00	586.01
2D	301+03.97	-68.00	586.00	586.01
2E	301+14.09	-68.00	586.00	586.01
2F	301+24.21	-68.00	586.00	586.01
2G	301+34.34	-68.00	586.00	586.01
2H	301+44.46	-68.00	586.00	586.01
2I	301+54.58	-68.00	586.00	586.01
2J	301+64.70	-68.00	586.00	586.01
CL Brg. Pier 2	301+70.03	-68.00	586.00	586.02
3A	301+80.15	-68.00	586.00	586.04
3B	301+90.27	-68.00	586.00	586.06
3C	302+00.39	-68.00	586.00	586.09
3D	302+10.51	-68.00	586.00	586.11
3E	302+20.63	-68.00	586.00	586.12
3F	302+30.75	-68.00	586.00	586.13
3G	302+40.87	-68.00	586.00	586.12
3H	302+50.99	-68.00	586.00	586.10
3I	302+61.11	-68.00	586.00	586.07
3J	302+71.23	-68.00	586.00	586.04
CL Brg. Pier 3N	302+76.65	-68.00	586.00	586.02
CL Exp. Jt.	302+77.48	-68.00	586.00	586.02

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	299+54.51	-66.58	586.04	586.07
CL Exp. Jt.	299+56.25	-66.58	586.04	586.15
Brg. N. Abut.	299+57.50	-66.58	586.04	586.07
1A	299+67.62	-66.58	586.04	586.10
1B	299+77.74	-66.58	586.04	586.14
1C	299+87.86	-66.58	586.04	586.16
1D	299+97.97	-66.58	586.04	586.17
1E	300+08.09	-66.58	586.04	586.17
1F	300+18.21	-66.58	586.04	586.16
1G	300+28.33	-66.58	586.04	586.14
1H	300+38.44	-66.58	586.04	586.12
1I	300+48.56	-66.58	586.04	586.10
1J	300+58.68	-66.58	586.04	586.08
CL Brg. Pier 1	300+64.16	-66.58	586.04	586.07
2A	300+74.28	-66.58	586.04	586.06
2B	300+84.39	-66.58	586.04	586.06
2C	300+94.51	-66.58	586.04	586.06
2D	301+04.63	-66.58	586.04	586.06
2E	301+14.75	-66.58	586.04	586.06
2F	301+24.86	-66.58	586.04	586.06
2G	301+34.98	-66.58	586.04	586.06
2H	301+45.10	-66.58	586.04	586.06
2I	301+55.22	-66.58	586.04	586.06
2J	301+65.33	-66.58	586.04	586.06
CL Brg. Pier 2	301+70.66	-66.58	586.04	586.07
3A	301+80.77	-66.58	586.04	586.08
3B	301+90.89	-66.58	586.04	586.11
3C	302+01.01	-66.58	586.04	586.13
3D	302+11.13	-66.58	586.04	586.15
3E	302+21.24	-66.58	586.04	586.17
3F	302+31.36	-66.58	586.04	586.17
3G	302+41.48	-66.58	586.04	586.17
3H	302+51.60	-66.58	586.04	586.15
3I	302+61.71	-66.58	586.04	586.12
3J	302+71.83	-66.58	586.04	586.09
CL Brg. Pier 3N	302+77.25	-66.58	586.04	586.07
CL Exp. Jt.	302+78.08	-66.58	586.04	586.15

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	299+58.35	-58.75	586.30	586.32
CL Exp. Jt.	299+60.09	-58.75	586.30	586.41
Brg. N. Abut.	299+61.34	-58.75	586.30	586.32
1A	299+71.45	-58.75	586.30	586.36
1B	299+81.55	-58.75	586.30	586.39
1C	299+91.65	-58.75	586.30	586.42
1D	300+01.76	-58.75	586.30	586.43
1E	300+11.86	-58.75	586.30	586.43
1F	300+21.97	-58.75	586.30	586.42
1G	300+32.07	-58.75	586.30	586.40
1H	300+42.17	-58.75	586.30	586.38
1I	300+52.28	-58.75	586.30	586.36
1J	300+62.38	-58.75	586.30	586.33
CL Brg. Pier 1	300+67.82	-58.75	586.30	586.32
2A	300+77.92	-58.75	586.30	586.32
2B	300+88.03	-58.75	586.30	586.31
2C	300+98.13	-58.75	586.30	586.32
2D	301+08.23	-58.75	586.30	586.32
2E	301+18.34	-58.75	586.30	586.32
2F	301+28.44	-58.75	586.30	586.32
2G	301+38.54	-58.75	586.30	586.32
2H	301+48.65	-58.75	586.30	586.31
2I	301+58.75	-58.75	586.30	586.31
2J	301+68.85	-58.75	586.30	586.32
CL Brg. Pier 2	301+74.14	-58.75	586.30	586.32
3A	301+84.24	-58.75	586.30	586.34
3B	301+94.35	-58.75	586.30	586.37
3C	302+04.45	-58.75	586.30	586.39
3D	302+14.55	-58.75	586.30	586.41
3E	302+24.66	-58.75	586.30	586.43
3F	302+34.76	-58.75	586.30	586.43
3G	302+44.86	-58.75	586.30	586.42
3H	302+54.97	-58.75	586.30	586.41
3I	302+65.07	-58.75	586.30	586.38
3J	302+75.18	-58.75	586.30	586.34
CL Brg. Pier 3N	302+80.56	-58.75	586.30	586.32
CL Exp. Jt.	302+81.39	-58.75	586.30	586.41

EAST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	299+59.70	-56.00	586.39	586.41
CL Exp. Jt.	299+61.44	-56.00	586.39	586.50
Brg. N. Abut.	299+62.69	-56.00	586.39	586.41
1A	299+72.79	-56.00	586.39	586.45
1B	299+82.89	-56.00	586.39	586.48
1C	299+92.99	-56.00	586.39	586.51
1D	300+03.08	-56.00	586.39	586.52
1E	300+13.18	-56.00	586.39	586.52
1F	300+23.28	-56.00	586.39	586.51
1G	300+33.38	-56.00	586.39	586.49
1H	300+43.48	-56.00	586.39	586.47
1I	300+53.58	-56.00	586.39	586.45
1J	300+63.68	-56.00	586.39	586.42
CL Brg. Pier 1	300+69.10	-56.00	586.39	586.41
2A	300+79.20	-56.00	586.39	586.41
2B	300+89.30	-56.00	586.39	586.40
2C	300+99.40	-56.00	586.39	586.41
2D	301+09.50	-56.00	586.39	586.41
2E	301+19.59	-56.00	586.39	586.41
2F	301+29.69	-56.00	586.39	586.41
2G	301+39.79	-56.00	586.39	586.41
2H	301+49.89	-56.00	586.39	586.40
2I	301+59.99	-56.00	586.39	586.40
2J	301+70.09	-56.00	586.39	586.41
CL Brg. Pier 2	301+75.36	-56.00	586.39	586.41
3A	301+85.46	-56.00	586.39	586.43
3B	301+95.56	-56.00	586.39	586.46
3C	302+05.66	-56.00	586.39	586.48
3D	302+15.75	-56.00	586.39	586.50
3E	302+25.85	-56.00	586.39	586.52
3F	302+35.95	-56.00	586.39	586.52
3G	302+46.05	-56.00	586.39	586.52
3H	302+56.15	-56.00	586.39	586.50
3I	302+66.25	-56.00	586.39	586.47
3J	302+76.35	-56.00	586.39	586.43
CL Brg. Pier 3N	302+81.72	-56.00	586.39	586.41
CL Exp. Jt.	302+82.55	-56.00	586.39	586.50

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	299+62.19	-50.92	586.56	586.58
CL Exp. Jt.	299+63.92	-50.92	586.56	586.67
Brg. N. Abut.	299+65.17	-50.92	586.56	586.58
1A	299+75.26	-50.92	586.56	586.62
1B	299+85.35	-50.92	586.56	586.65
1C	299+95.44	-50.92	586.56	586.68
1D	300+05.53	-50.92	586.56	586.69
1E	300+15.62	-50.92	586.56	586.69
1F	300+25.71	-50.92	586.56	586.68
1G	300+35.80	-50.92	586.56	586.66
1H	300+45.89	-50.92	586.56	586.64
1I	300+55.98	-50.92	586.56	586.61
1J	300+66.07	-50.92	586.56	586.59
CL Brg. Pier 1	300+71.47	-50.92	586.56	586.58
2A	300+81.56	-50.92	586.56	586.57
2B	300+91.65	-50.92	586.56	586.57
2C	301+01.74	-50.92	586.56	586.57
2D	301+11.83	-50.92	586.56	586.58
2E	301+21.92	-50.92	586.56	586.58
2F	301+32.01	-50.92	586.56	586.58
2G	301+42.09	-50.92	586.56	586.57
2H	301+52.18	-50.92	586.56	586.57
2I	301+62.27	-50.92	586.56	586.57
2J	301+72.36	-50.92	586.56	586.58
CL Brg. Pier 2	301+77.61	-50.92	586.56	586.58
3A	301+87.70	-50.92	586.56	586.60
3B	301+97.79	-50.92	586.56	586.63
3C	302+07.88	-50.92	586.56	586.65
3D	302+17.97	-50.92	586.56	586.67
3E	302+28.06	-50.92	586.56	586.69
3F	302+38.15	-50.92	586.56	586.69
3G	302+48.24	-50.92	586.56	586.68
3H	302+58.33	-50.92	586.56	586.67
3I	302+68.42	-50.92	586.56	586.64
3J	302+78.51	-50.92	586.56	586.60
CL Brg. Pier 3N	302+83.86	-50.92	586.56	586.58
CL Exp. Jt.	302+84.69	-50.92	586.56	586.67

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

CZAPLICKI LOPEZ, PLLC
201 KENMORE DRIVE
BURR RIDGE, IL, 60527
6304154881
DESIGN FIRM NO: 184.008135

USERNAME = $USER$	DESIGNED - HP	REVISED -	
	CHECKED - PAF	REVISED -	
PLOT SCALE = $SCALE$	DRAWN - SVJ	REVISED -	
PLOT DATE =	CHECKED - HP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - SPANS 1 THRU 3
STRUCTURE NO. 037-0022 (NB)

SHEET 5 OF 49 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	129
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

MODEL: Elevation Tables
FILE NAME: C:\Users\Steven.Johnson\OneDrive - Czaplicki Lopez, PLLC\OD 21008 I-80 over Rock River 037-0021 and 0022\SN 037-0021 & 0022 Rock River\Sheets\S5-Rock River_Deck Slab Elevation Tables.dgn

8/9/2024 10:29:29 AM

NORTHBOUND PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	299+65.56	-44.00	586.79	586.81
CL Exp. Jt.	299+67.30	-44.00	586.79	586.89
Brg. N. Abut.	299+68.54	-44.00	586.79	586.81
1A	299+78.62	-44.00	586.79	586.85
1B	299+88.70	-44.00	586.79	586.88
1C	299+98.78	-44.00	586.79	586.90
1D	300+08.85	-44.00	586.79	586.92
1E	300+18.93	-44.00	586.79	586.92
1F	300+29.01	-44.00	586.79	586.91
1G	300+39.09	-44.00	586.79	586.89
1H	300+49.16	-44.00	586.79	586.87
1I	300+59.24	-44.00	586.79	586.84
1J	300+69.32	-44.00	586.79	586.82
CL Brg. Pier 1	300+74.68	-44.00	586.79	586.81
2A	300+84.76	-44.00	586.79	586.80
2B	300+94.83	-44.00	586.79	586.80
2C	301+04.91	-44.00	586.79	586.80
2D	301+14.99	-44.00	586.79	586.80
2E	301+25.07	-44.00	586.79	586.81
2F	301+35.14	-44.00	586.79	586.81
2G	301+45.22	-44.00	586.79	586.80
2H	301+55.30	-44.00	586.79	586.80
2I	301+65.38	-44.00	586.79	586.80
2J	301+75.45	-44.00	586.79	586.81
CL Brg. Pier 2	301+80.67	-44.00	586.79	586.81
3A	301+90.75	-44.00	586.79	586.83
3B	302+00.82	-44.00	586.79	586.85
3C	302+10.90	-44.00	586.79	586.88
3D	302+20.98	-44.00	586.79	586.90
3E	302+31.06	-44.00	586.79	586.91
3F	302+41.13	-44.00	586.79	586.92
3G	302+51.21	-44.00	586.79	586.91
3H	302+61.29	-44.00	586.79	586.89
3I	302+71.37	-44.00	586.79	586.87
3J	302+81.44	-44.00	586.79	586.83
CL Brg. Pier 3N	302+86.76	-44.00	586.79	586.81
CL Exp. Jt.	302+87.59	-44.00	586.79	586.89

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	299+66.01	-43.08	586.82	586.84
CL Exp. Jt.	299+67.75	-43.08	586.82	586.92
Brg. N. Abut.	299+68.99	-43.08	586.82	586.84
1A	299+79.07	-43.08	586.82	586.88
1B	299+89.14	-43.08	586.82	586.91
1C	299+99.22	-43.08	586.82	586.93
1D	300+09.29	-43.08	586.82	586.95
1E	300+19.37	-43.08	586.82	586.95
1F	300+29.44	-43.08	586.82	586.94
1G	300+39.52	-43.08	586.82	586.92
1H	300+49.60	-43.08	586.82	586.90
1I	300+59.67	-43.08	586.82	586.87
1J	300+69.75	-43.08	586.82	586.85
CL Brg. Pier 1	300+75.11	-43.08	586.82	586.84
2A	300+85.18	-43.08	586.82	586.83
2B	300+95.26	-43.08	586.82	586.83
2C	301+05.33	-43.08	586.82	586.83
2D	301+15.41	-43.08	586.82	586.83
2E	301+25.48	-43.08	586.82	586.84
2F	301+35.56	-43.08	586.82	586.84
2G	301+45.64	-43.08	586.82	586.83
2H	301+55.71	-43.08	586.82	586.83
2I	301+65.79	-43.08	586.82	586.83
2J	301+75.86	-43.08	586.82	586.84
CL Brg. Pier 2	301+81.07	-43.08	586.82	586.84
3A	301+91.15	-43.08	586.82	586.86
3B	302+01.23	-43.08	586.82	586.88
3C	302+11.30	-43.08	586.82	586.91
3D	302+21.38	-43.08	586.82	586.93
3E	302+31.45	-43.08	586.82	586.94
3F	302+41.53	-43.08	586.82	586.95
3G	302+51.60	-43.08	586.82	586.94
3H	302+61.68	-43.08	586.82	586.92
3I	302+71.76	-43.08	586.82	586.90
3J	302+81.83	-43.08	586.82	586.86
CL Brg. Pier 3N	302+87.15	-43.08	586.82	586.84
CL Exp. Jt.	302+87.98	-43.08	586.82	586.92

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	299+69.82	-35.25	587.08	587.10
CL Exp. Jt.	299+71.56	-35.25	587.08	587.18
Brg. N. Abut.	299+72.80	-35.25	587.08	587.10
1A	299+82.86	-35.25	587.08	587.14
1B	299+92.92	-35.25	587.08	587.17
1C	300+02.98	-35.25	587.08	587.19
1D	300+13.04	-35.25	587.08	587.21
1E	300+23.10	-35.25	587.08	587.21
1F	300+33.17	-35.25	587.08	587.20
1G	300+43.23	-35.25	587.08	587.18
1H	300+53.29	-35.25	587.08	587.16
1I	300+63.35	-35.25	587.08	587.13
1J	300+73.41	-35.25	587.08	587.11
CL Brg. Pier 1	300+78.73	-35.25	587.08	587.10
2A	300+88.79	-35.25	587.08	587.09
2B	300+98.86	-35.25	587.08	587.09
2C	301+08.92	-35.25	587.08	587.09
2D	301+18.98	-35.25	587.08	587.09
2E	301+29.04	-35.25	587.08	587.09
2F	301+39.10	-35.25	587.08	587.09
2G	301+49.17	-35.25	587.08	587.09
2H	301+59.23	-35.25	587.08	587.09
2I	301+69.29	-35.25	587.08	587.09
2J	301+79.35	-35.25	587.08	587.10
CL Brg. Pier 2	301+84.53	-35.25	587.08	587.10
3A	301+94.59	-35.25	587.08	587.12
3B	302+04.65	-35.25	587.08	587.14
3C	302+14.71	-35.25	587.08	587.17
3D	302+24.77	-35.25	587.08	587.19
3E	302+34.84	-35.25	587.08	587.20
3F	302+44.90	-35.25	587.08	587.21
3G	302+54.96	-35.25	587.08	587.20
3H	302+65.02	-35.25	587.08	587.18
3I	302+75.08	-35.25	587.08	587.15
3J	302+85.15	-35.25	587.08	587.12
CL Brg. Pier 3N	302+90.42	-35.25	587.08	587.10
CL Exp. Jt.	302+91.26	-35.25	587.08	587.18

MODEL: Elevation Tables
FILE NAME: C:\Users\Steven.Johnson\OneDrive - Czaplicki Lopez, PLLC\OD 21008 I-80 over Rock River 037-0021 and 0022\SN 037-0021 & 0022 Rock River\Sheets\S6-Rock River_Deck Slab Elevation Tables.dgn
8/9/2024 10:29:30 AM

CZAPLICKI LOPEZ
CZAPLICKI LOPEZ, PLLC
201 KENMORE DRIVE
BURR RIDGE, IL, 60527
6304154881
DESIGN FIRM NO: 184.008135

USERNAME = $USER$	DESIGNED - HP	REVISED -	
	CHECKED - PAF	REVISED -	
PLOT SCALE = $SCALE$	DRAWN - SVJ	REVISED -	
PLOT DATE =	CHECKED - HP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - SPANS 1 THRU 3
STRUCTURE NO. 037-0022 (NB)

SHEET 6 OF 49 SHEETS

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	130
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

WEST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	299+71.40	-32.00	587.19	587.21
CL Exp. Jt.	299+73.13	-32.00	587.19	587.29
Brg. N. Abut.	299+74.37	-32.00	587.19	587.21
1A	299+84.43	-32.00	587.19	587.24
1B	299+94.48	-32.00	587.19	587.28
1C	300+04.54	-32.00	587.19	587.30
1D	300+14.60	-32.00	587.19	587.31
1E	300+24.65	-32.00	587.19	587.31
1F	300+34.71	-32.00	587.19	587.30
1G	300+44.76	-32.00	587.19	587.29
1H	300+54.82	-32.00	587.19	587.26
1I	300+64.88	-32.00	587.19	587.24
1J	300+74.93	-32.00	587.19	587.22
CL Brg. Pier 1	300+80.23	-32.00	587.19	587.21
2A	300+90.29	-32.00	587.19	587.20
2B	301+00.35	-32.00	587.19	587.20
2C	301+10.40	-32.00	587.19	587.20
2D	301+20.46	-32.00	587.19	587.20
2E	301+30.51	-32.00	587.19	587.20
2F	301+40.57	-32.00	587.19	587.20
2G	301+50.63	-32.00	587.19	587.20
2H	301+60.68	-32.00	587.19	587.20
2I	301+70.74	-32.00	587.19	587.20
2J	301+80.80	-32.00	587.19	587.20
CL Brg. Pier 2	301+85.96	-32.00	587.19	587.21
3A	301+96.01	-32.00	587.19	587.23
3B	302+06.07	-32.00	587.19	587.25
3C	302+16.12	-32.00	587.19	587.27
3D	302+26.18	-32.00	587.19	587.30
3E	302+36.24	-32.00	587.19	587.31
3F	302+46.29	-32.00	587.19	587.31
3G	302+56.35	-32.00	587.19	587.31
3H	302+66.40	-32.00	587.19	587.29
3I	302+76.46	-32.00	587.19	587.26
3J	302+86.52	-32.00	587.19	587.23
CL Brg. Pier 3N	302+91.78	-32.00	587.19	587.21
CL Exp. Jt.	302+92.62	-32.00	587.19	587.29

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	299+73.62	-27.42	587.34	587.36
CL Exp. Jt.	299+75.36	-27.42	587.34	587.44
Brg. N. Abut.	299+76.59	-27.42	587.34	587.36
1A	299+86.64	-27.42	587.34	587.40
1B	299+96.68	-27.42	587.34	587.43
1C	300+06.73	-27.42	587.34	587.45
1D	300+16.78	-27.42	587.34	587.46
1E	300+26.83	-27.42	587.34	587.46
1F	300+36.88	-27.42	587.34	587.46
1G	300+46.93	-27.42	587.34	587.44
1H	300+56.97	-27.42	587.34	587.41
1I	300+67.02	-27.42	587.34	587.39
1J	300+77.07	-27.42	587.34	587.37
CL Brg. Pier 1	300+82.35	-27.42	587.34	587.36
2A	300+92.40	-27.42	587.34	587.35
2B	301+02.44	-27.42	587.34	587.35
2C	301+12.49	-27.42	587.34	587.35
2D	301+22.54	-27.42	587.34	587.35
2E	301+32.59	-27.42	587.34	587.35
2F	301+42.64	-27.42	587.34	587.35
2G	301+52.68	-27.42	587.34	587.35
2H	301+62.73	-27.42	587.34	587.35
2I	301+72.78	-27.42	587.34	587.35
2J	301+82.83	-27.42	587.34	587.35
CL Brg. Pier 2	301+87.97	-27.42	587.34	587.36
3A	301+98.02	-27.42	587.34	587.38
3B	302+08.06	-27.42	587.34	587.40
3C	302+18.11	-27.42	587.34	587.43
3D	302+28.16	-27.42	587.34	587.45
3E	302+38.21	-27.42	587.34	587.46
3F	302+48.26	-27.42	587.34	587.47
3G	302+58.30	-27.42	587.34	587.46
3H	302+68.35	-27.42	587.34	587.44
3I	302+78.40	-27.42	587.34	587.41
3J	302+88.45	-27.42	587.34	587.38
CL Brg. Pier 3N	302+93.69	-27.42	587.34	587.36
CL Exp. Jt.	302+94.53	-27.42	587.34	587.44

INSIDE FACE OF WEST PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	299+74.30	-26.00	587.38	587.40
CL Exp. Jt.	299+76.04	-26.00	587.38	587.49
Brg. N. Abut.	299+77.27	-26.00	587.38	587.40
1A	299+87.32	-26.00	587.38	587.44
1B	299+97.36	-26.00	587.38	587.47
1C	300+07.41	-26.00	587.38	587.50
1D	300+17.46	-26.00	587.38	587.51
1E	300+27.50	-26.00	587.38	587.51
1F	300+37.55	-26.00	587.38	587.50
1G	300+47.59	-26.00	587.38	587.48
1H	300+57.64	-26.00	587.38	587.46
1I	300+67.68	-26.00	587.38	587.44
1J	300+77.73	-26.00	587.38	587.41
CL Brg. Pier 1	300+83.00	-26.00	587.38	587.40
2A	300+93.05	-26.00	587.38	587.40
2B	301+03.09	-26.00	587.38	587.39
2C	301+13.14	-26.00	587.38	587.40
2D	301+23.18	-26.00	587.38	587.40
2E	301+33.23	-26.00	587.38	587.40
2F	301+43.27	-26.00	587.38	587.40
2G	301+53.32	-26.00	587.38	587.40
2H	301+63.37	-26.00	587.38	587.39
2I	301+73.41	-26.00	587.38	587.39
2J	301+83.46	-26.00	587.38	587.40
CL Brg. Pier 2	301+88.59	-26.00	587.38	587.40
3A	301+98.63	-26.00	587.38	587.42
3B	302+08.68	-26.00	587.38	587.45
3C	302+18.73	-26.00	587.38	587.47
3D	302+28.77	-26.00	587.38	587.49
3E	302+38.82	-26.00	587.38	587.51
3F	302+48.86	-26.00	587.38	587.51
3G	302+58.91	-26.00	587.38	587.51
3H	302+68.95	-26.00	587.38	587.49
3I	302+79.00	-26.00	587.38	587.46
3J	302+89.05	-26.00	587.38	587.42
CL Brg. Pier 3N	302+94.28	-26.00	587.38	587.40
CL Exp. Jt.	302+95.12	-26.00	587.38	587.49

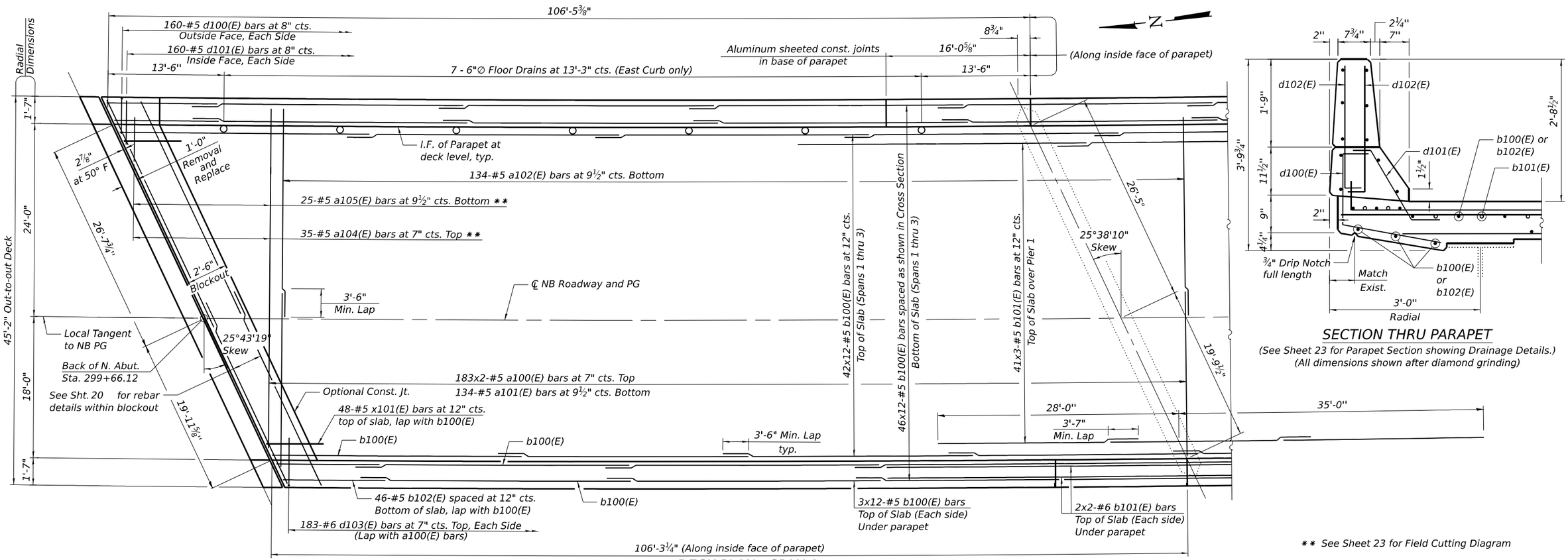
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*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

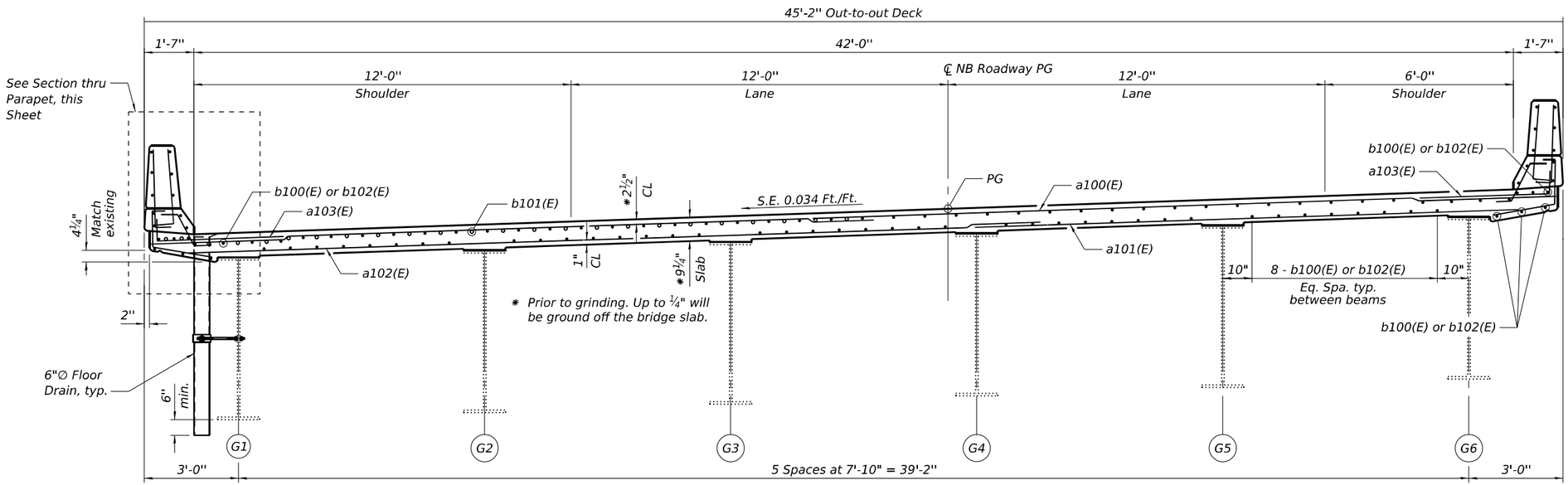


SECTION THRU PARAPET

(See Sheet 23 for Parapet Section showing Drainage Details.)
(All dimensions shown after diamond grinding)

** See Sheet 23 for Field Cutting Diagram

DECK PLAN - SPAN 1



* Prior to grinding. Up to ¼" will be ground off the bridge slab.

NEAR PIER — CROSS SECTION - SPAN 1 — NEAR MIDSPAN

(Looking South) (All dimensions are radial)

Notes:
Bars indicated thus 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See Sheet 23 for Parapet Details.
See Sheet 23 for Floor Drain Details.
Order a100(E), a101(E) and a102(E) bars full length. Cut to fit skew and use remainder of bars in opposite end of Span 3. See Sheet 10.
See Sheet 23 for Bar List and Bill of Material.
See Sheet 3 for Deck Pouring Sequence.

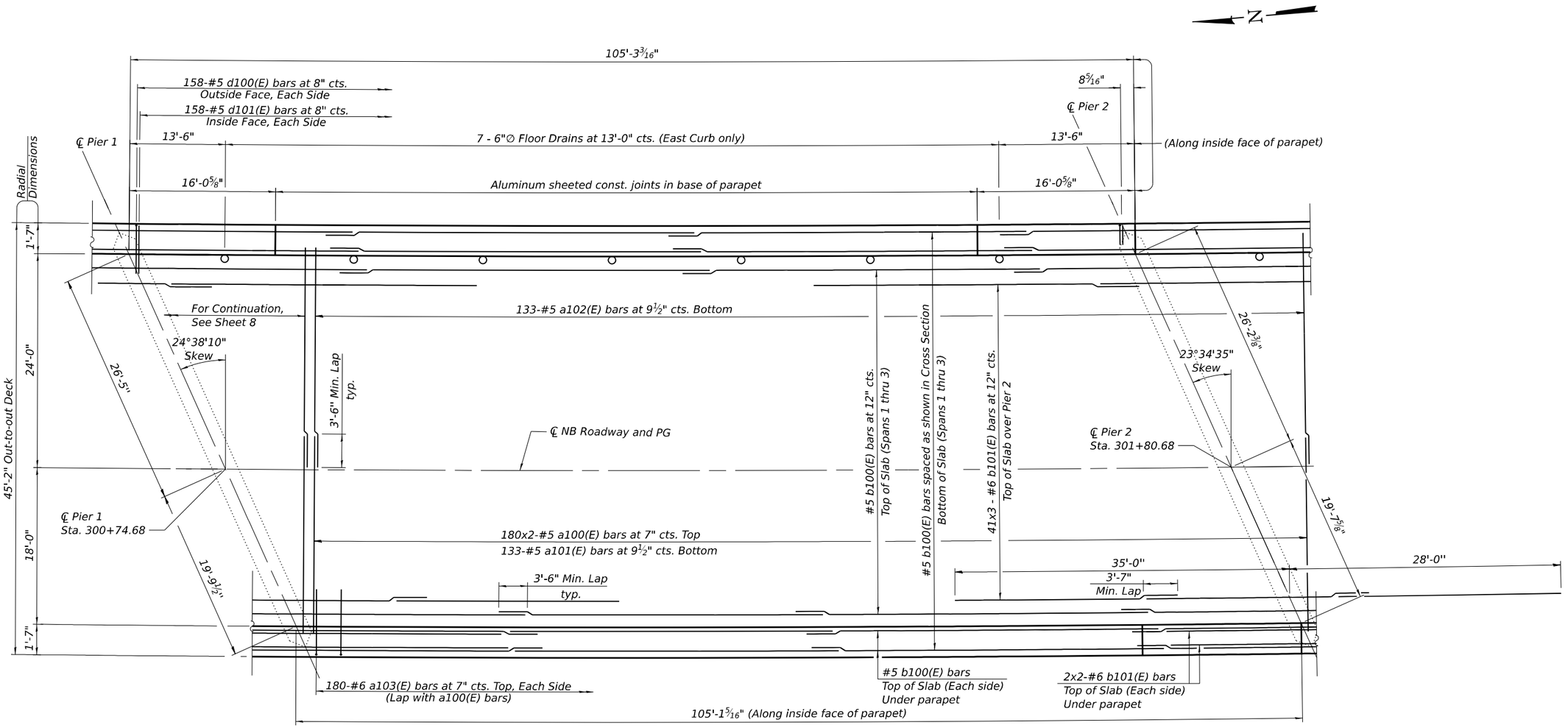
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*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	132
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

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DECK PLAN - SPAN 2

Notes:
Bars indicated thus 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See Sheet 8 for Parapet Reinforcement.
See Sheet 23 for Parapet Details.
See Sheet 23 for Floor Drain Details.
See Sheet 23 for Bar List and Bill of Material.
See Sheet 3 for Deck Pouring Sequence.

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Superstructure Plan and Cross Section - Span 1
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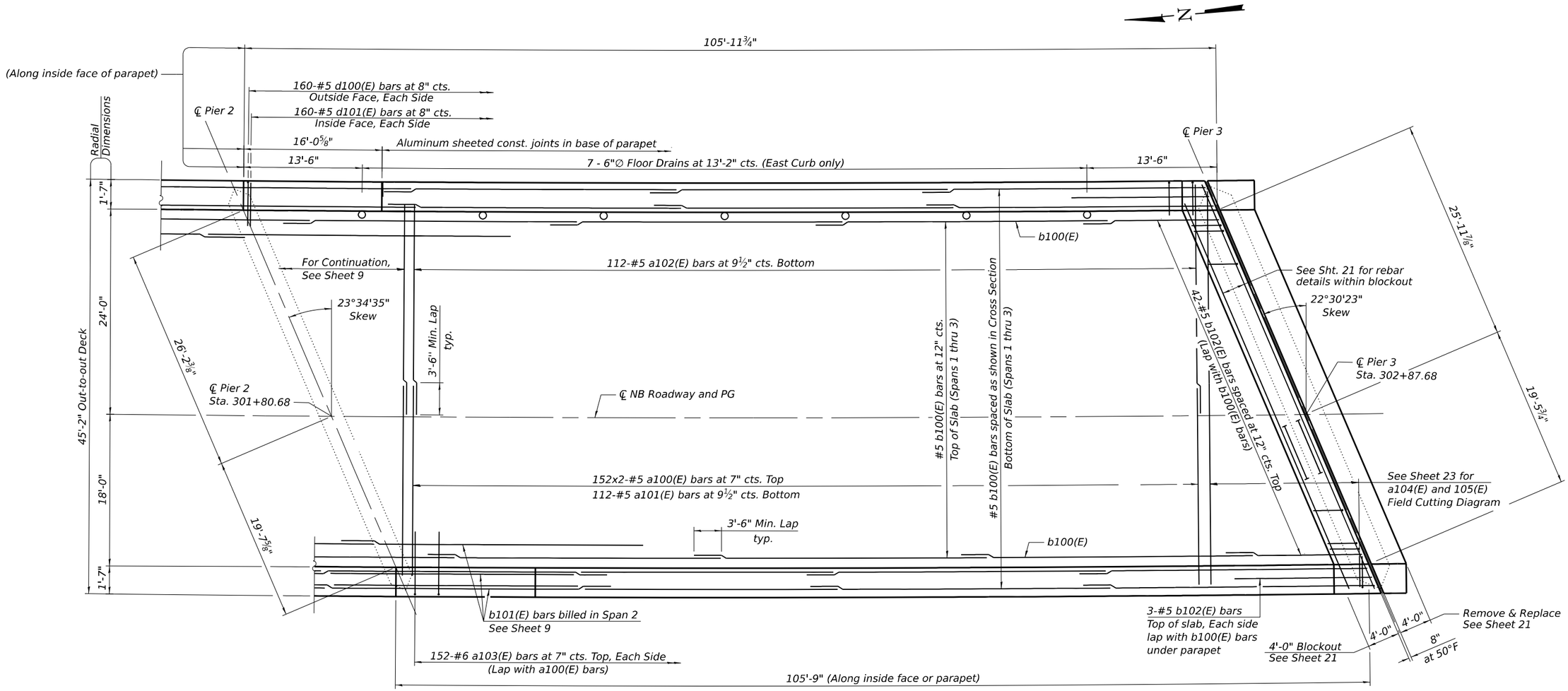
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PLOT DATE =	CHECKED - HP	REVISED -			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE (PLAN AND CROSS SECTION) - SPAN 2
STRUCTURE NO. 037-0022 (NB)

SHEET 9 OF 49 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	133
		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	



DECK PLAN - SPAN 3

Notes:
Bars indicated thus 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See Sheet 8 for Parapet Reinforcement.
See Sheet 23 for Parapet Details.
See Sheet 23 for Floor Drain Details.
See Sheet 23 for Bar List and Bill of Material.
See Sheet 3 for Deck Pouring Sequence.

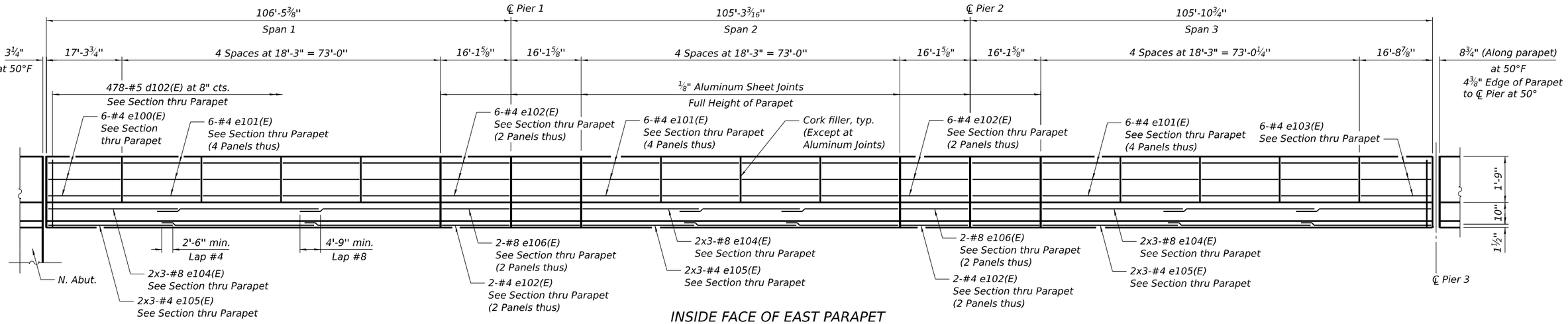
*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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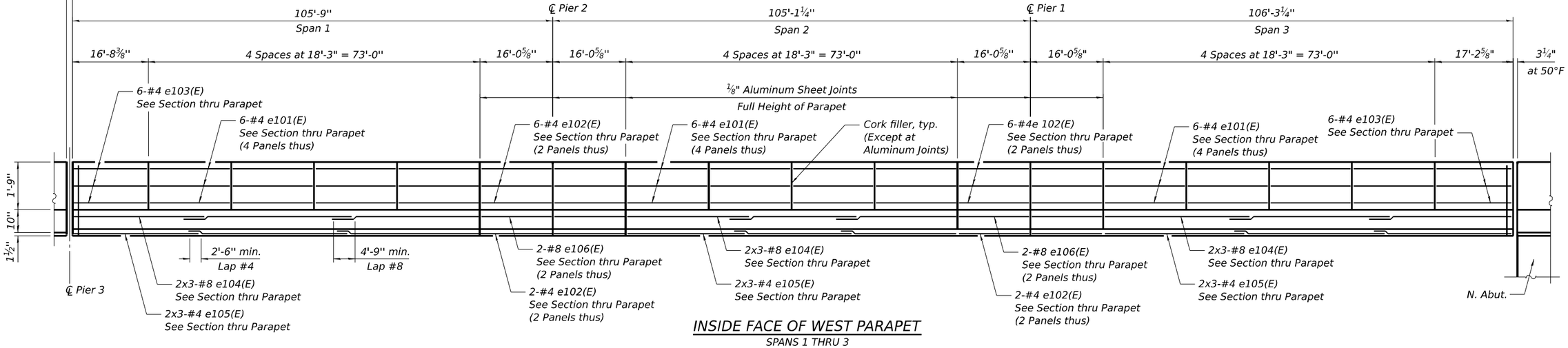
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		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

MODEL: Superstructure Plan and Cross Section - Span 1
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INSIDE FACE OF EAST PARAPET

SPANS 1 THRU 3



INSIDE FACE OF WEST PARAPET

SPANS 1 THRU 3

Notes:
See Sheet 23 for Bar List and Bill of Material.
See Sheets 8 and 23 for Parapet Details.

MODEL: Superstructure Parapet Elevations
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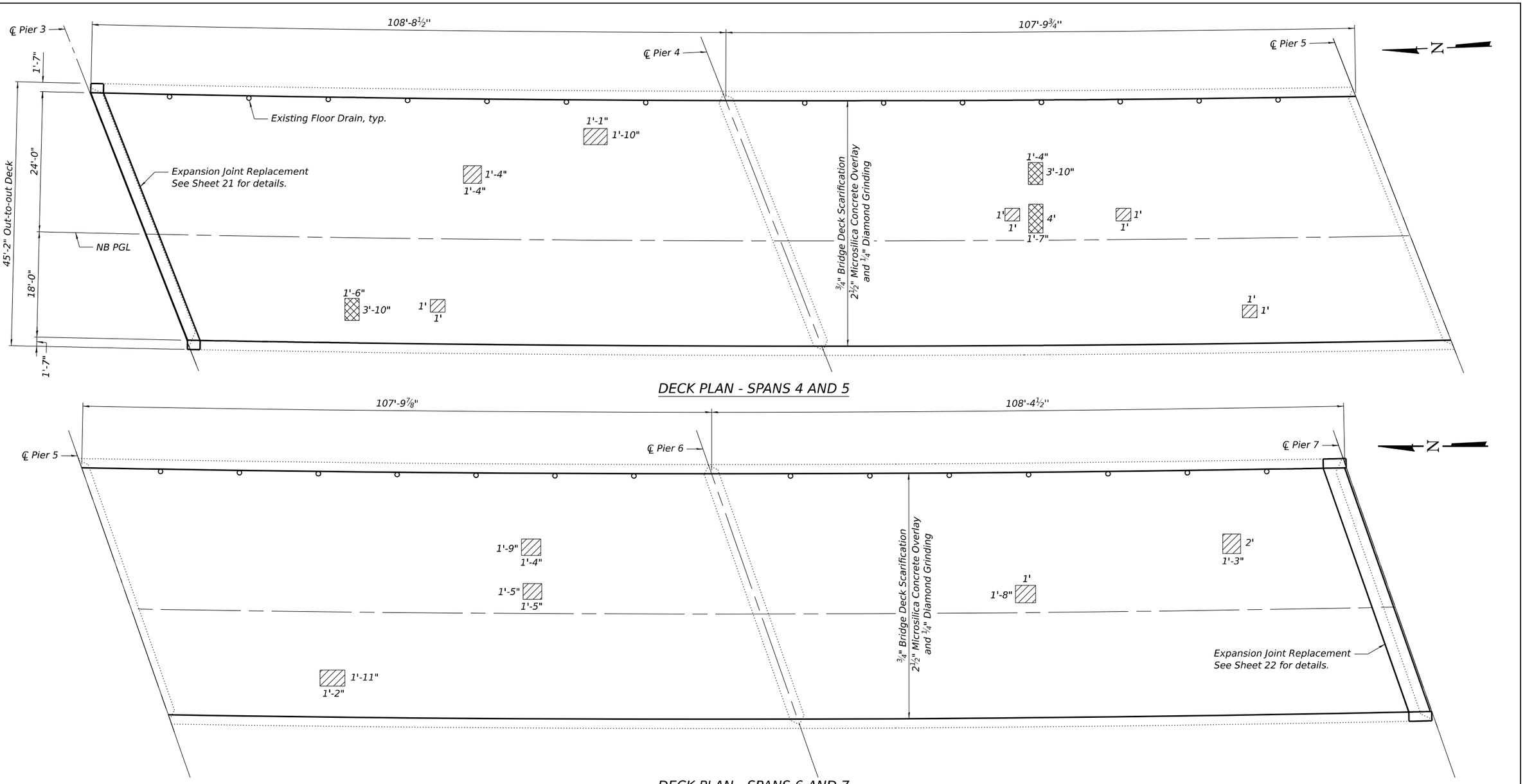
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS (PARAPET ELEVATIONS, SPANS 1-3)
STRUCTURE NO. 037-0022 (NB)

SHEET 11 OF 49 SHEETS

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	135
		CONTRACT NO. 64N05		
		ILLINOIS FED. AID PROJECT		



LEGEND:

- Deck Slab Repair (Full Depth, Type I)
- Deck Slab Repair (Full Depth, Type II)

Notes:

All Floor Drains must be protected during concrete scarification and concrete overlay placement.

Use of hand tools is required while working around Floor Drains.

Hand finish of overlay material is required around scuppers. The cost is included in the Microsilica Concrete Overlay pay item.

Quantities and area of deck repair are estimated for bidding purposes. Actual type, location, and dimensions of the deck repairs are to be determined and documented by the Engineer during construction. Engineer shall sound the deck after deck scarification. The Engineer shall show the actual locations of deck repair on "as-built" plans.

See Sheet 16 for Bill of Material.

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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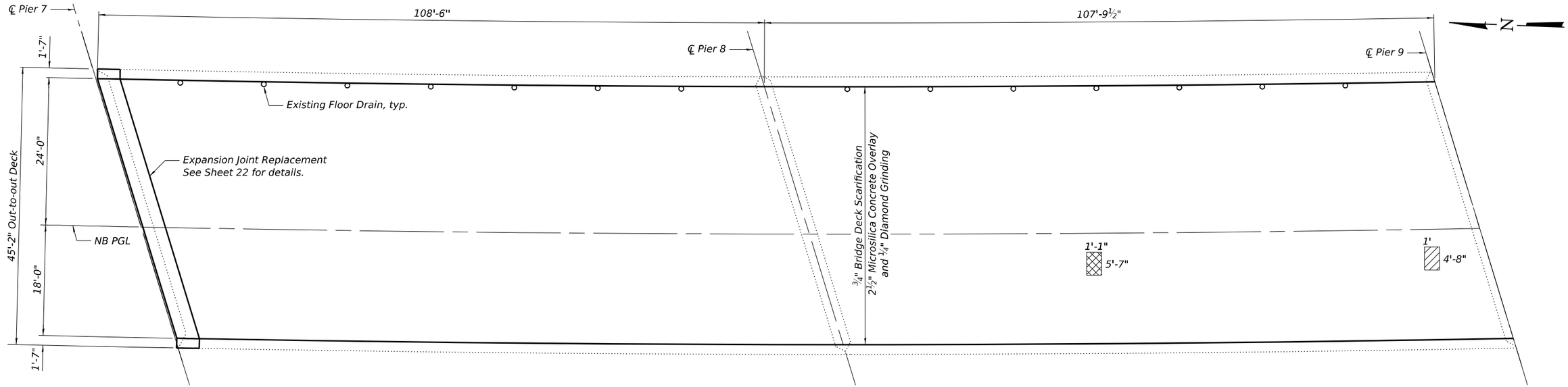
DECK REPAIR PLAN - SPANS 4 THRU 7
STRUCTURE NO. 037-0022 (NB)

SHEET 12 OF 49 SHEETS

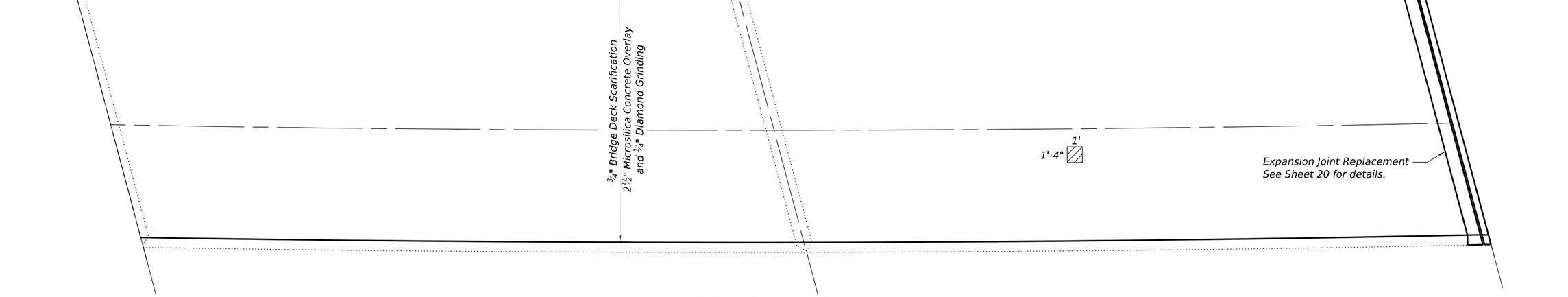
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	ILLINOIS	FED. AID PROJECT		

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DECK PLAN - SPANS 8 AND 9



DECK PLAN - SPANS 10 AND 11

Notes:

All Floor Drains must be protected during concrete scarification and concrete overlay placement.

Use of hand tools is required while working around Floor Drains.

Hand finish of overlay material is required around scuppers. The cost is included in the Microsilica Concrete Overlay pay item.

Quantities and area of deck repair are estimated for bidding purposes. Actual type, location, and dimensions of the deck repairs are to be determined and documented by the Engineer during construction. Engineer shall sound the deck after deck scarification. The Engineer shall show the actual locations of deck repair on "as-built" plans.

See Sheet 16 for Bill of Material.

LEGEND:

Deck Slab Repair (Full Depth, Type I)

Deck Slab Repair (Full Depth, Type II)

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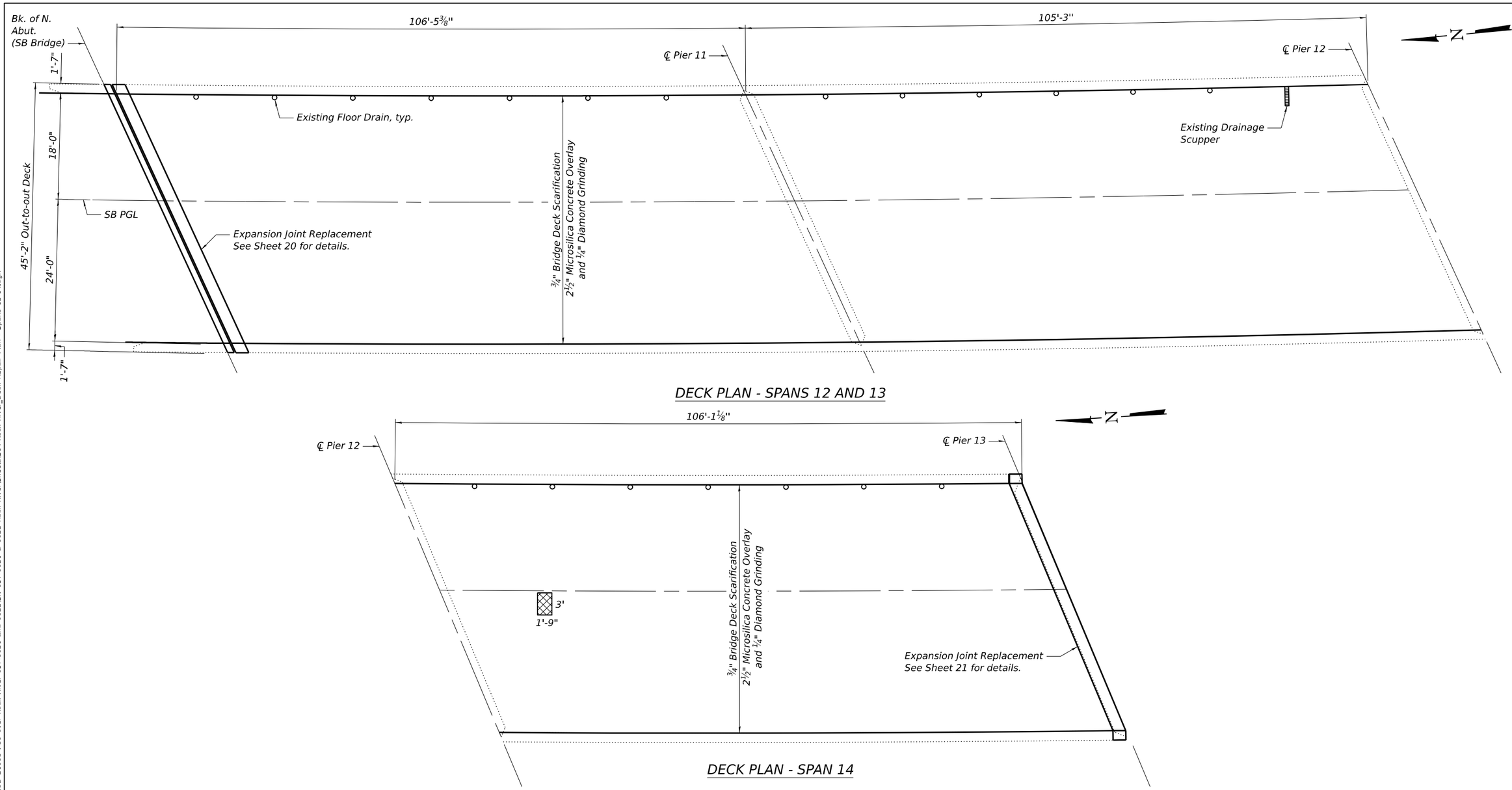
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DECK REPAIR PLAN - SPANS 8 THRU 11
STRUCTURE NO. 037-0022 (NB)

SHEET 13 OF 49 SHEETS

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	137
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		



DECK PLAN - SPANS 12 AND 13

DECK PLAN - SPAN 14

LEGEND:

- Deck Slab Repair (Full Depth, Type I)
- Deck Slab Repair (Full Depth, Type II)

Notes:

All Floor Drains must be protected during concrete scarification and concrete overlay placement.

Use of hand tools is required while working around Floor Drains.

Hand finish of overlay material is required around scuppers.

The cost is included in the Microsilica Concrete Overlay pay item.

Quantities and area of deck repair are estimated for bidding purposes. Actual type, location, and dimensions of the deck repairs are to be determined and documented by the Engineer during construction. Engineer shall sound the deck after deck scarification. The Engineer shall show the actual locations of deck repair on "as-built" plans.

See Sheet 16 for Bill of Material.

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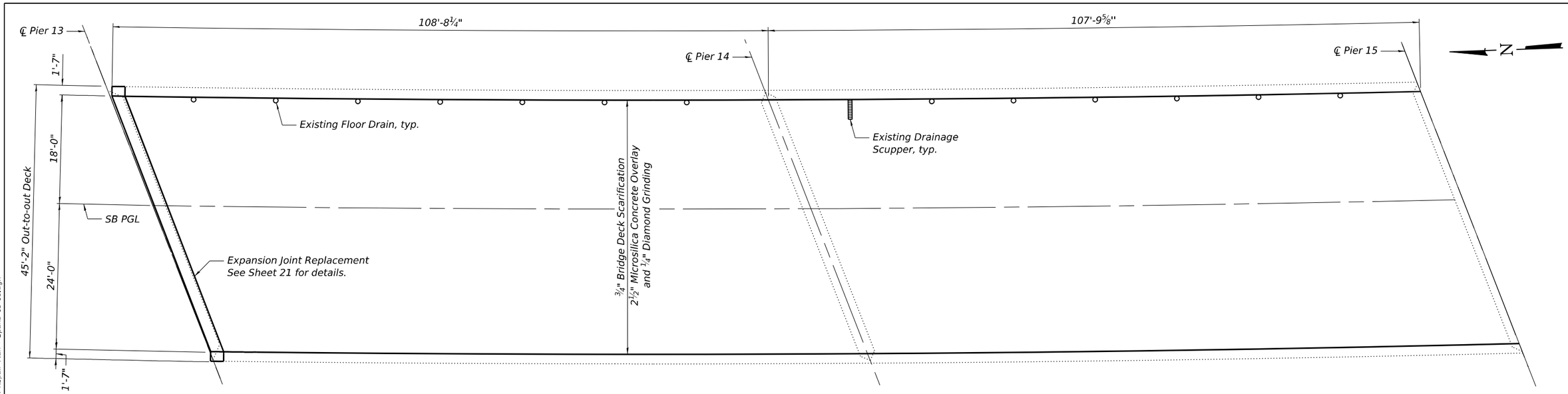
DECK REPAIR PLAN - SPANS 12 THRU 14
STRUCTURE NO. 037-0021 (SB)

SHEET 14 OF 49 SHEETS

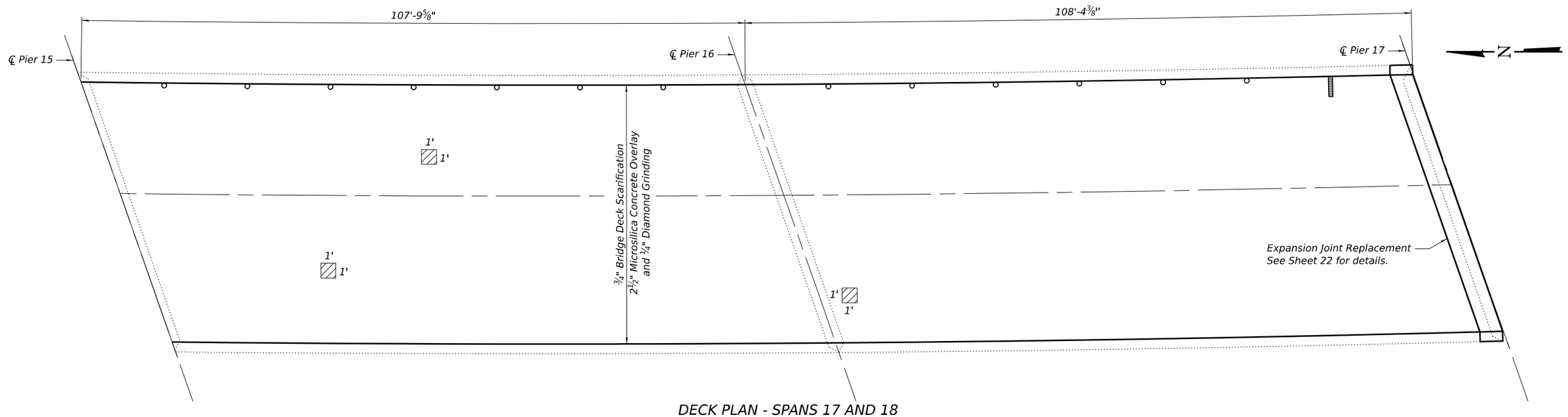
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F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	138
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

MODEL: Deck Repair Plan
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DECK PLAN - SPANS 15 AND 16



DECK PLAN - SPANS 17 AND 18

Notes:

All Floor Drains must be protected during concrete scarification and concrete overlay placement.

Use of hand tools is required while working around Floor Drains.

Hand finish of overlay material is required around scuppers.

The cost is included in the Microsilica Concrete Overlay pay item.

Quantities and area of deck repair are estimated for bidding purposes. Actual type, location, and dimensions of the deck repairs are to be determined and documented by the Engineer during construction. Engineer shall sound the deck after deck scarification. The Engineer shall show the actual locations of deck repair on "as-built" plans.

See Sheet 16 for Bill of Material.

LEGEND:

Deck Slab Repair (Full Depth, Type I)

Deck Slab Repair (Full Depth, Type II)

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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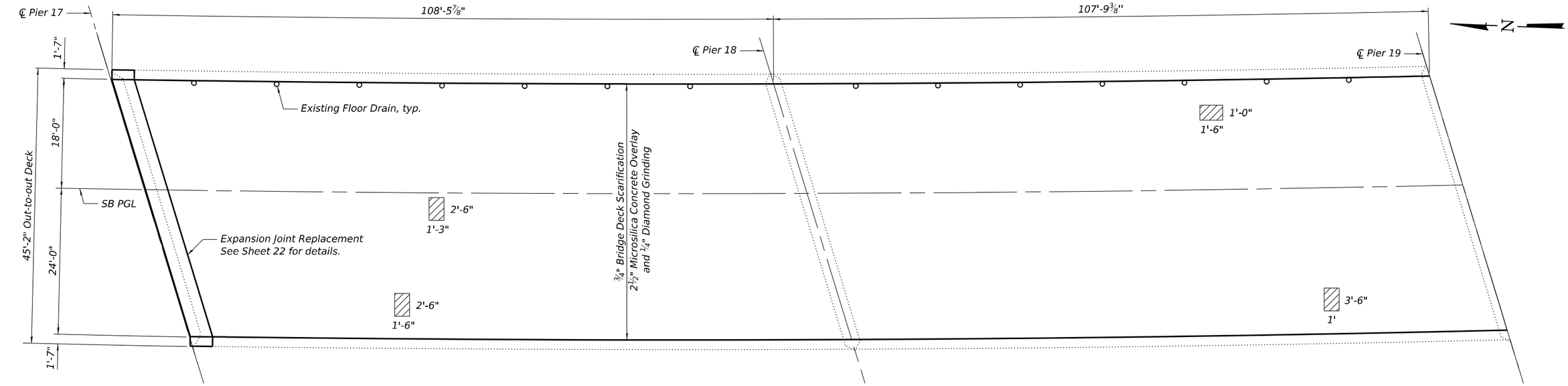
DECK REPAIR PLAN - SPANS 15 THRU 18
STRUCTURE NO. 037-0021 (SB)

SHEET 15 OF 49 SHEETS

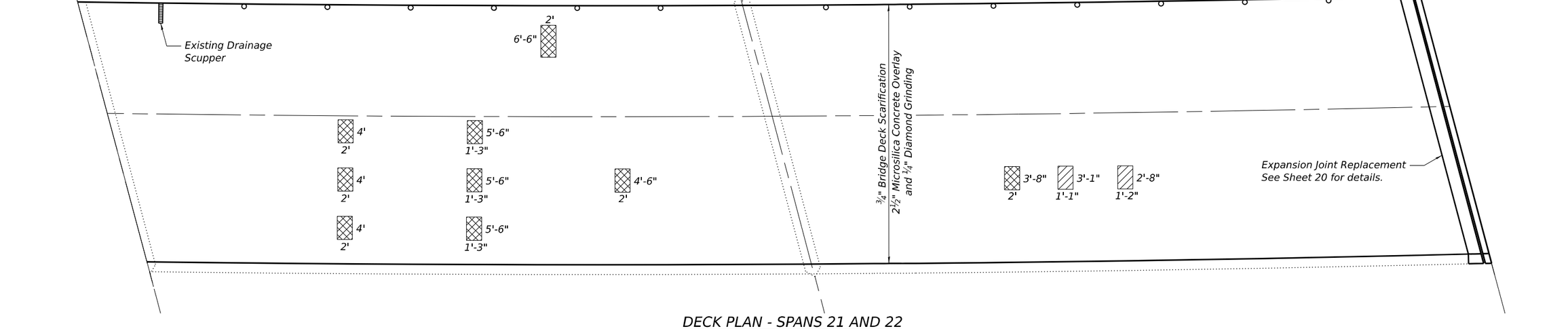
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	ILLINOIS	FED. AID PROJECT		

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DECK PLAN - SPANS 19 AND 20



DECK PLAN - SPANS 21 AND 22

BILL OF MATERIAL

(includes entire Bridge Deck Length and Approach Slabs)

Item	Unit	SB Bridge SN 037-0021	NB Bridge SN 037-0022	Total
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	3,437	3,418	6,855
Protective Coat	Sq. Yd.	7,031	6,991	14,022
Bridge Deck Microsilica Concrete Overlay, 2½"	Sq. Yd.	6,014	4,497	10,511
Bridge Deck Scarification ¾"	Sq. Yd.	6,014	4,497	10,511
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	2.4	2.8	5.2
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	8.9	2.6	11.5
Diamond Grinding (Bridge Section)	Sq. Yd.	5,442	5,411	10,853

LEGEND:

Deck Slab Repair (Full Depth, Type I)

Deck Slab Repair (Full Depth, Type II)

Notes:

All Floor Drains must be protected during concrete scarification and concrete overlay placement.

Use of hand tools is required while working around Floor Drains.

Hand finish of overlay material is required around scuppers.

The cost is included in the Microsilica Concrete Overlay pay item.

Quantities and area of deck repair are estimated for bidding purposes. Actual type, location, and dimensions of the deck repairs are to be determined and documented by the Engineer during construction. Engineer shall sound the deck after deck scarification. The Engineer shall show the actual locations of deck repair on "as-built" plans.

See this Sheet for Bill of Material.

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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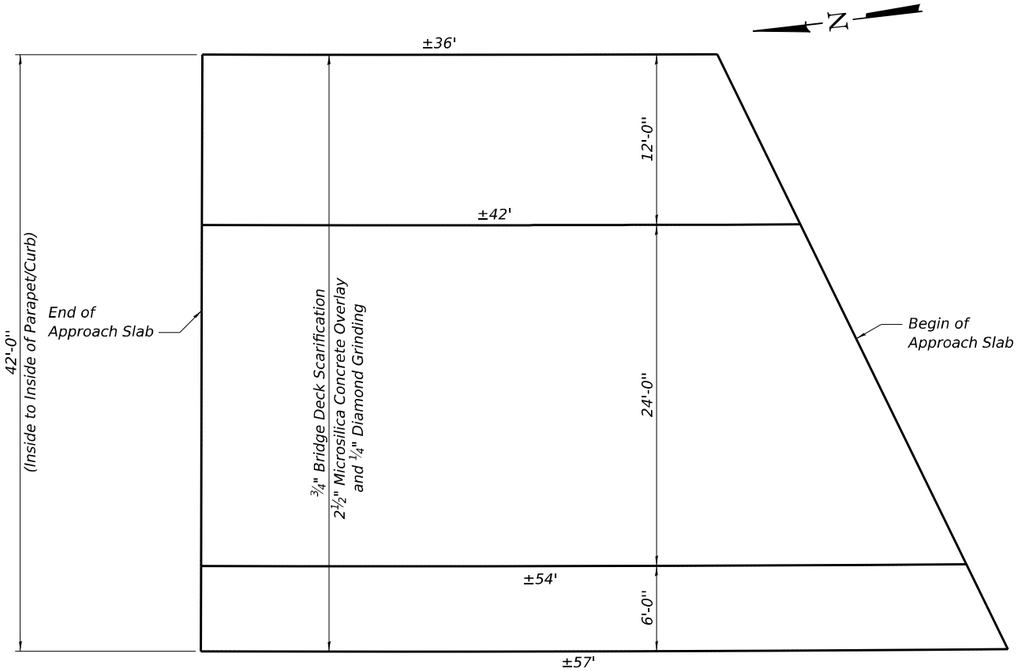
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DECK REPAIR PLAN - SPANS 19 THRU 22
STRUCTURE NO. 037-0021 (SB)

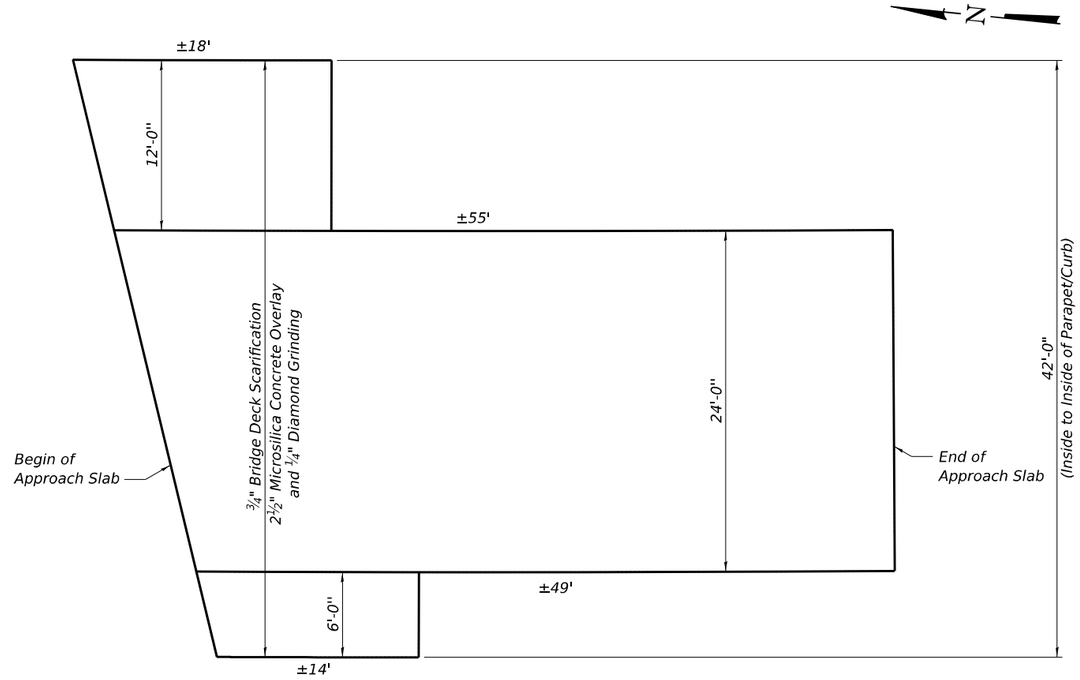
SHEET 16 OF 49 SHEETS

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	ILLINOIS FED. AID PROJECT			

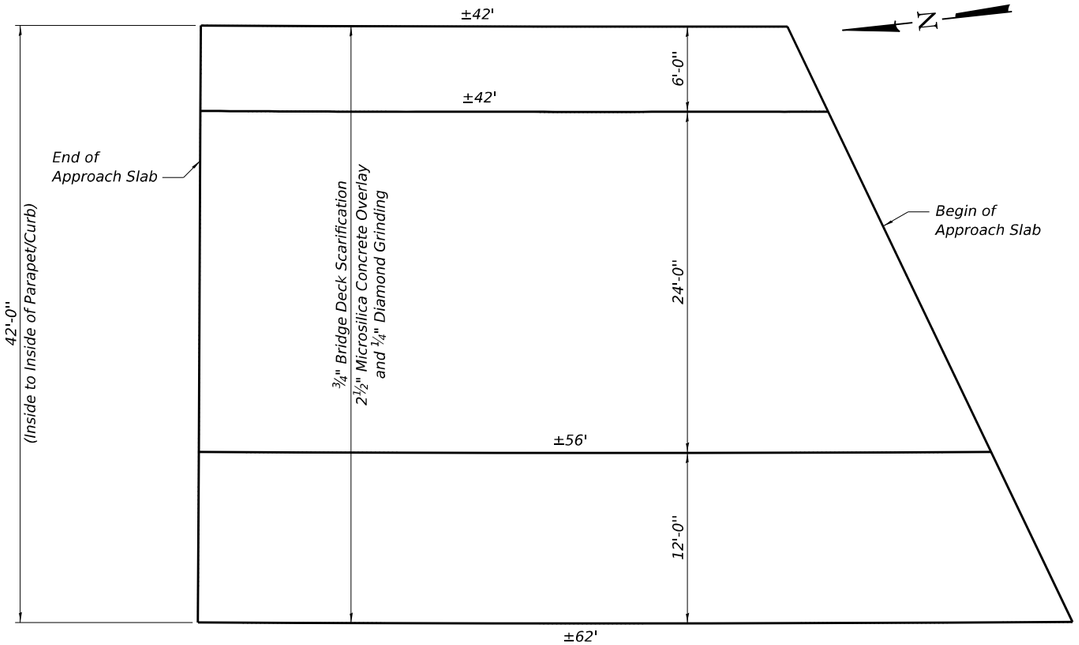
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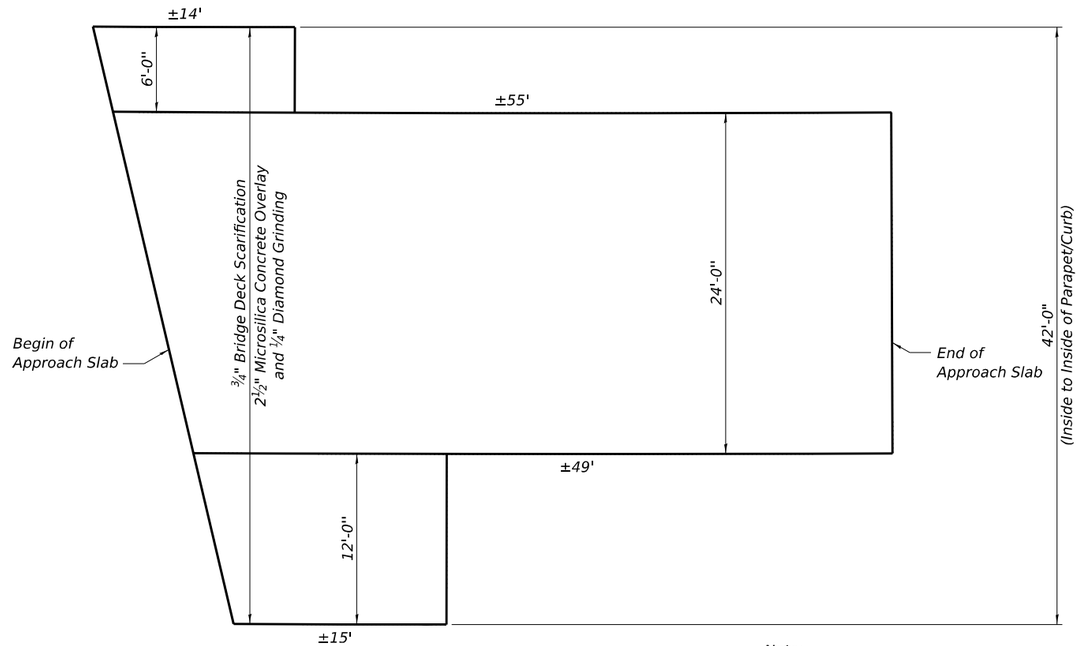
NORTH APPROACH SLAB - NB BRIDGE



SOUTH APPROACH SLAB - NB BRIDGE



NORTH APPROACH SLAB - SB BRIDGE



SOUTH APPROACH SLAB - SB BRIDGE

Note:
See Sheet 16 for Bill of Material.

MODEL: Exp Jt Removal and Replacement
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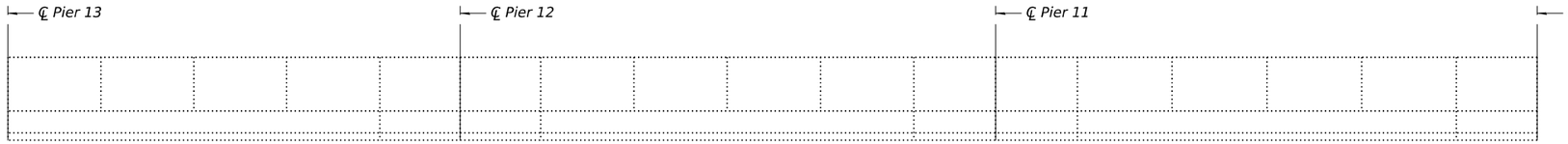
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH OVERLAY PLAN
STRUCTURE NO. 037-0021 (SB) AND 037-0022 (NB)

SHEET 17 OF 49 SHEETS

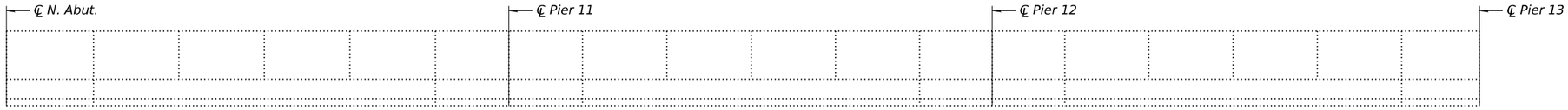
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F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 64N05		
		ILLINOIS FED. AID PROJECT		



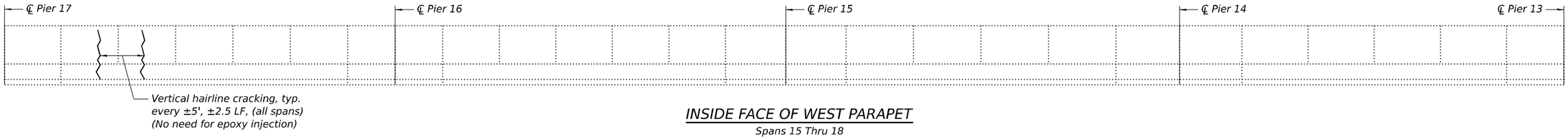
INSIDE FACE OF WEST PARAPET

Spans 12 Thru 14



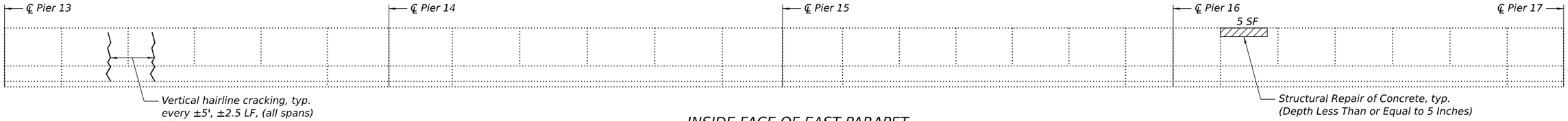
INSIDE FACE OF EAST PARAPET

Spans 12 Thru 14



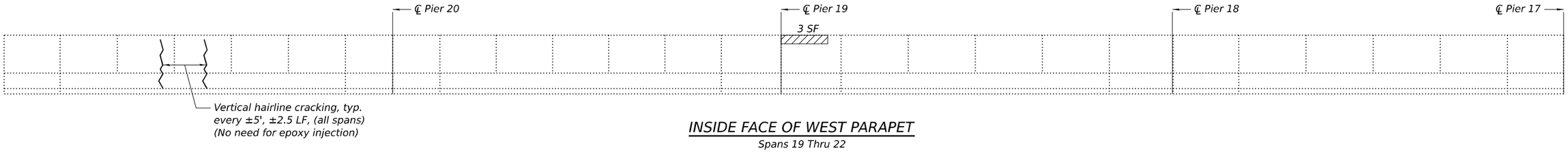
INSIDE FACE OF WEST PARAPET

Spans 15 Thru 18



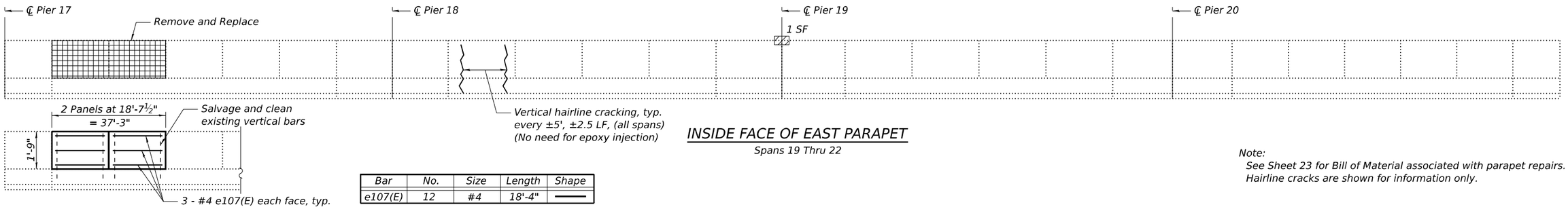
INSIDE FACE OF EAST PARAPET

Spans 15 Thru 18



INSIDE FACE OF WEST PARAPET

Spans 19 Thru 22



INSIDE FACE OF EAST PARAPET

Spans 19 Thru 22

Bar	No.	Size	Length	Shape
e107(E)	12	#4	18'-4"	———

Note:
See Sheet 23 for Bill of Material associated with parapet repairs.
Hairline cracks are shown for information only.

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

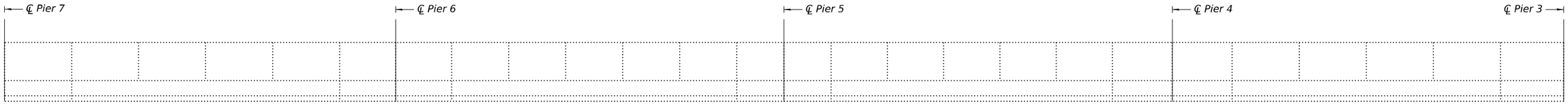
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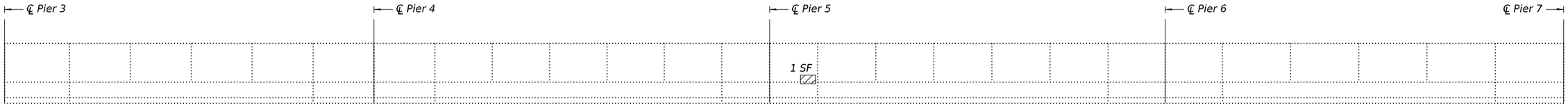
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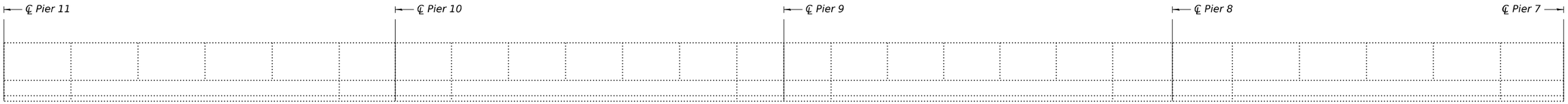
INSIDE FACE OF WEST PARAPET

Spans 4 Thru 7



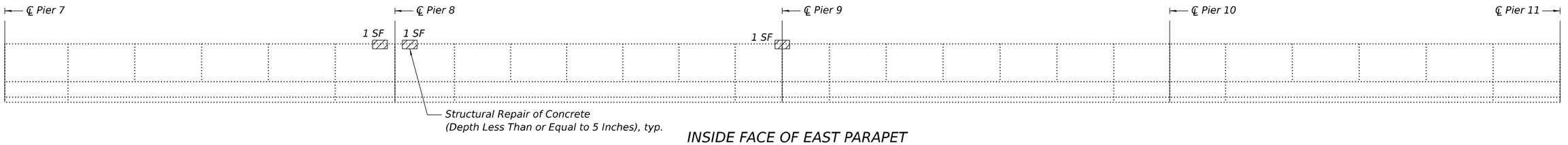
INSIDE FACE OF EAST PARAPET

Spans 4 Thru 7



INSIDE FACE OF WEST PARAPET

Spans 8 Thru 11



INSIDE FACE OF EAST PARAPET

Spans 8 Thru 11

BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	2.0
Concrete Superstructure	Cu. Yd.	2.0
Reinforcement Bars, Epoxy Coated	Pound	150
Structural Repair of Concrete (Depth Less Than or Equal to 5 Inches)	Sq. Ft.	13.0

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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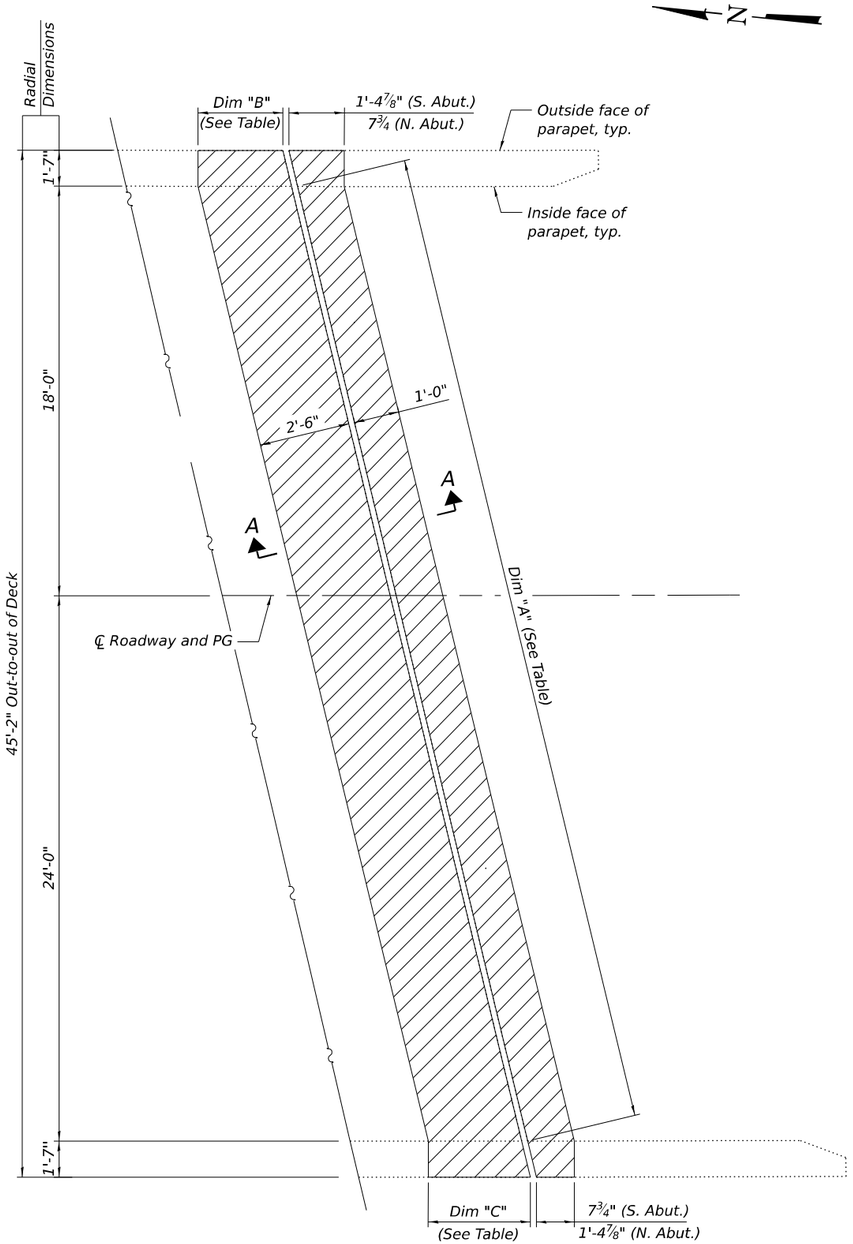
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PARAPET REPAIR DETAILS II
STRUCTURE NO. 037-0022 (NB)

SHEET 19 OF 49 SHEETS

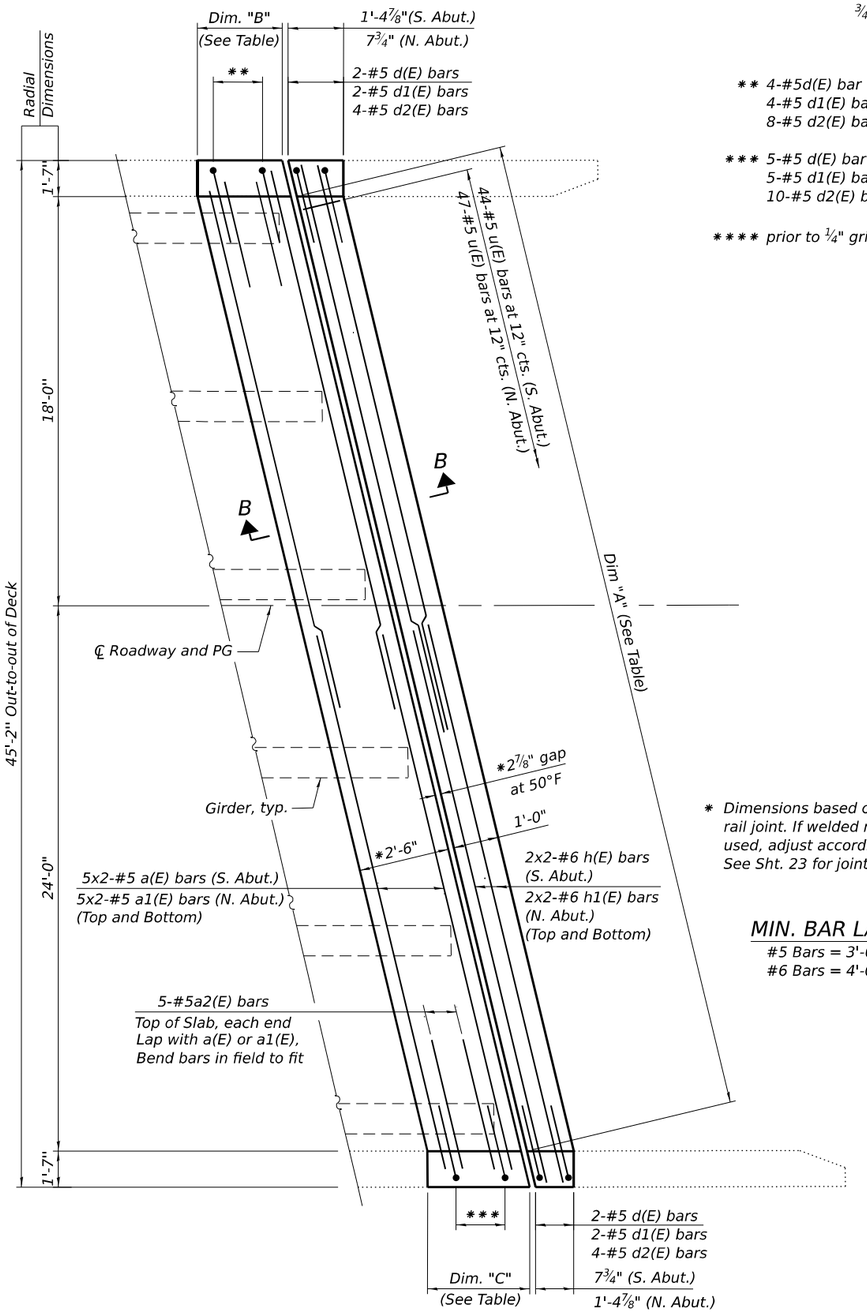
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	ILLINOIS	FED. AID PROJECT		

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REMOVAL PLAN

South Abutment of SB Bridge shown, other Abutments similar except as noted.



REPLACEMENT PLAN

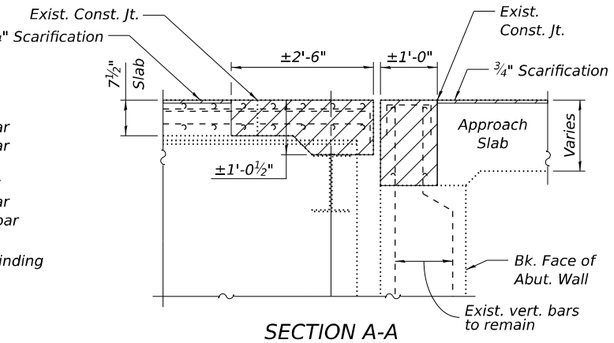
South Abutment of SB Bridge shown, other Abutments similar except as noted.

** 4-#5d(E) bar
4-#5 d1(E) bar
8-#5 d2(E) bar

*** 5-#5 d(E) bar
5-#5 d1(E) bar
10-#5 d2(E) bar

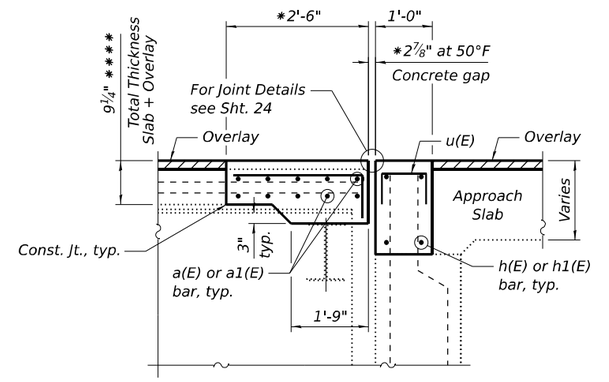
**** prior to ¼" grinding

* Dimensions based on rolled rail joint. If welded rail joint is used, adjust accordingly. See Sht. 23 for joint details.



SECTION A-A

Dims. at Rt. L's to Abutment



SECTION B-B

Dims. at Rt. L's to Abutment

MIN. BAR LAP

#5 Bars = 3'-6"
#6 Bars = 4'-0"

TABLE OF DIMENSIONS

Bridge	Abut.	A	B	C
037-0022	North	46'-7⅜"	N/A	N/A
037-0022	South	43'-2⅞"	2'-2¼"	2'-2¼"
037-0021	North	46'-5⅝"	2'-11½"	2'-11½"
037-0021	South	43'-2⅜"	2'-2¼"	2'-2¼"

Notes:
Hatched areas indicate Concrete Removal unless noted otherwise.
See Sheet 23 for Parapet Details, Rebar List, Bar Bend Diagrams, and Bill of Material associated with Expansion Joint Replacement.

MODEL: Exp Jt Removal and Replacement
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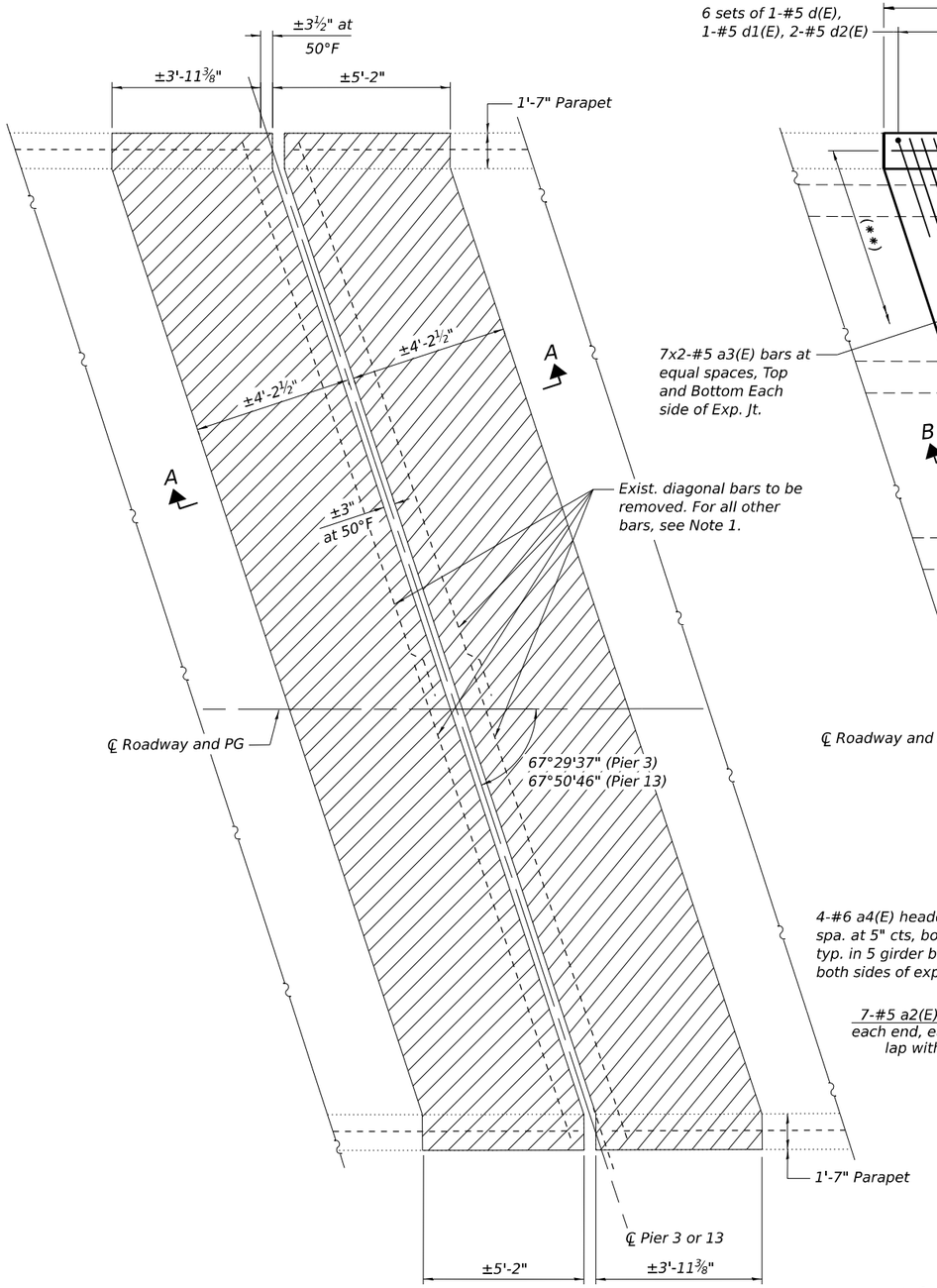
EXPANSION JOINT REPLACEMENT - ABUTMENTS
STRUCTURE NO. 037-0021 (SB) AND 037-0022 (NB)

SHEET 20 OF 49 SHEETS

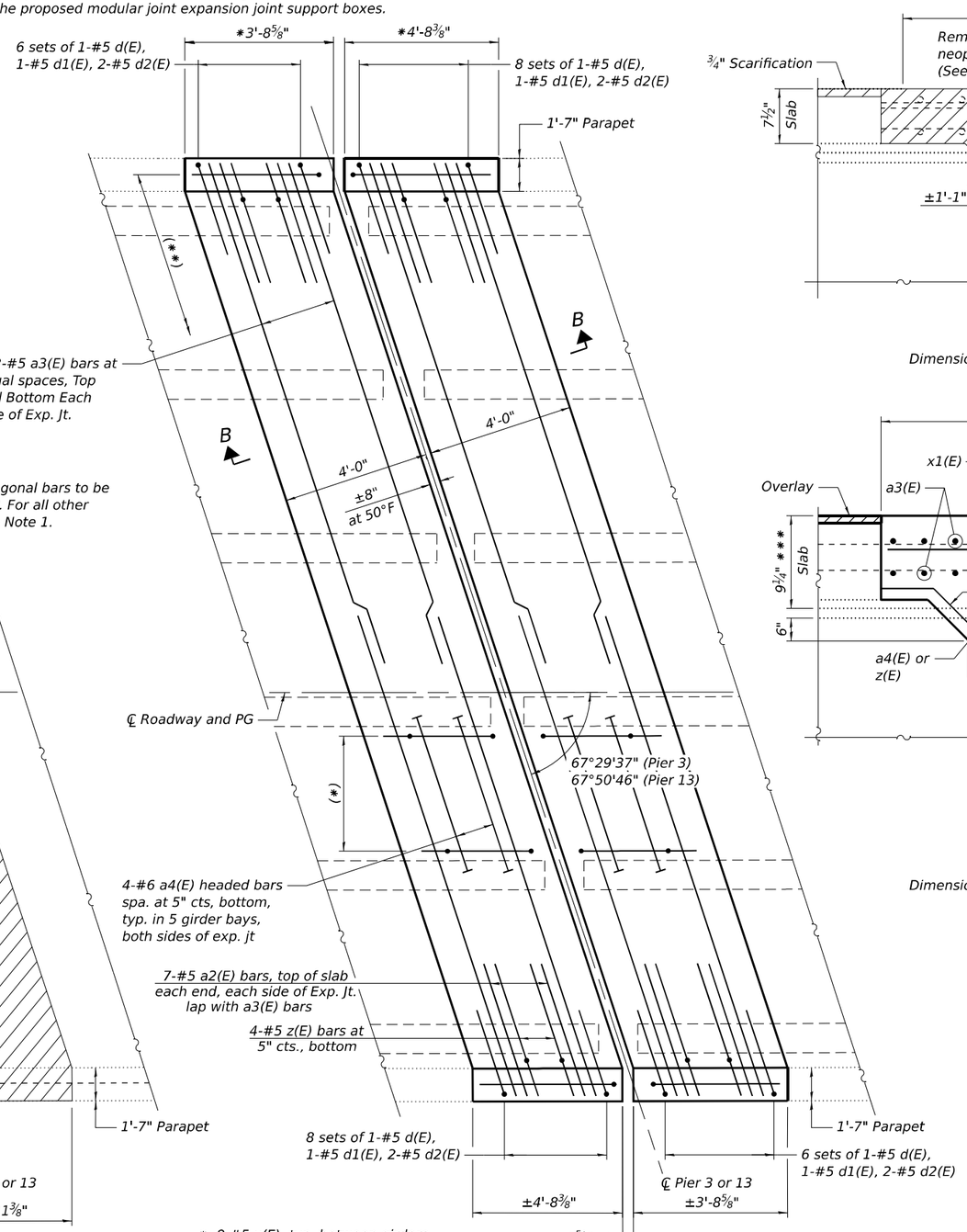
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F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	144
		CONTRACT NO. 64N05		
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(✱✱) 47- #5x1 (E) bars @ +/- 12" cts., top of slab, both sides of Exp. Jt. Place bars between exist. long. bars and to miss the proposed modular joint expansion joint support boxes.

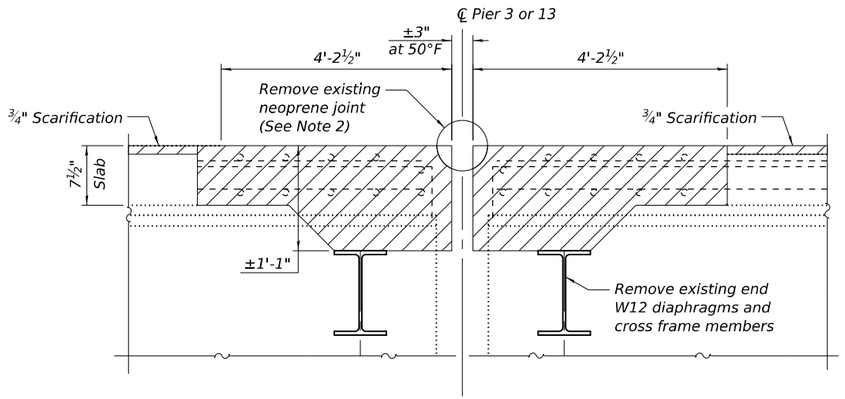


REMOVAL PLAN



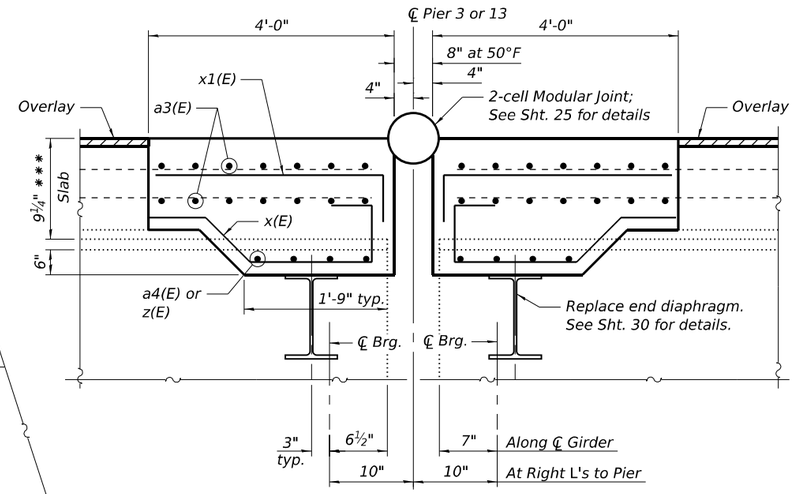
✱ 8-#5 x(E), typ. between girders
3-#5 x(E), typ. outside fascia girders
Each side of prop. Expansion Joint;
Space to miss modular jt. support boxes.

REPLACEMENT PLAN



SECTION A-A

Dimensions noted at at Right L's to Pier, unless noted otherwise



SECTION B-B

Dimensions noted at at Right L's to Pier, unless noted otherwise
✱✱✱ prior to grinding

Notes:

Existing transverse and longitudinal reinforcement extending into the removal area shall be cleaned, straightened, cut to fit, and incorporated into the new construction. Any reinforced bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost shall be included with "Concrete Removal".

Cost for Removal of existing neoprene joint components shall be included with "Concrete Removal".

See Sheet 23 for Parapet Details, Rebar List, Bar Bend Diagrams, and Bill of Material associated with Expansion Joint Replacement.

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EXPANSION JOINT REPLACEMENT - PIERS 3 AND 13
STRUCTURE NO. 037-0021 (SB) AND 037-0022 (NB)

SHEET 21 OF 49 SHEETS

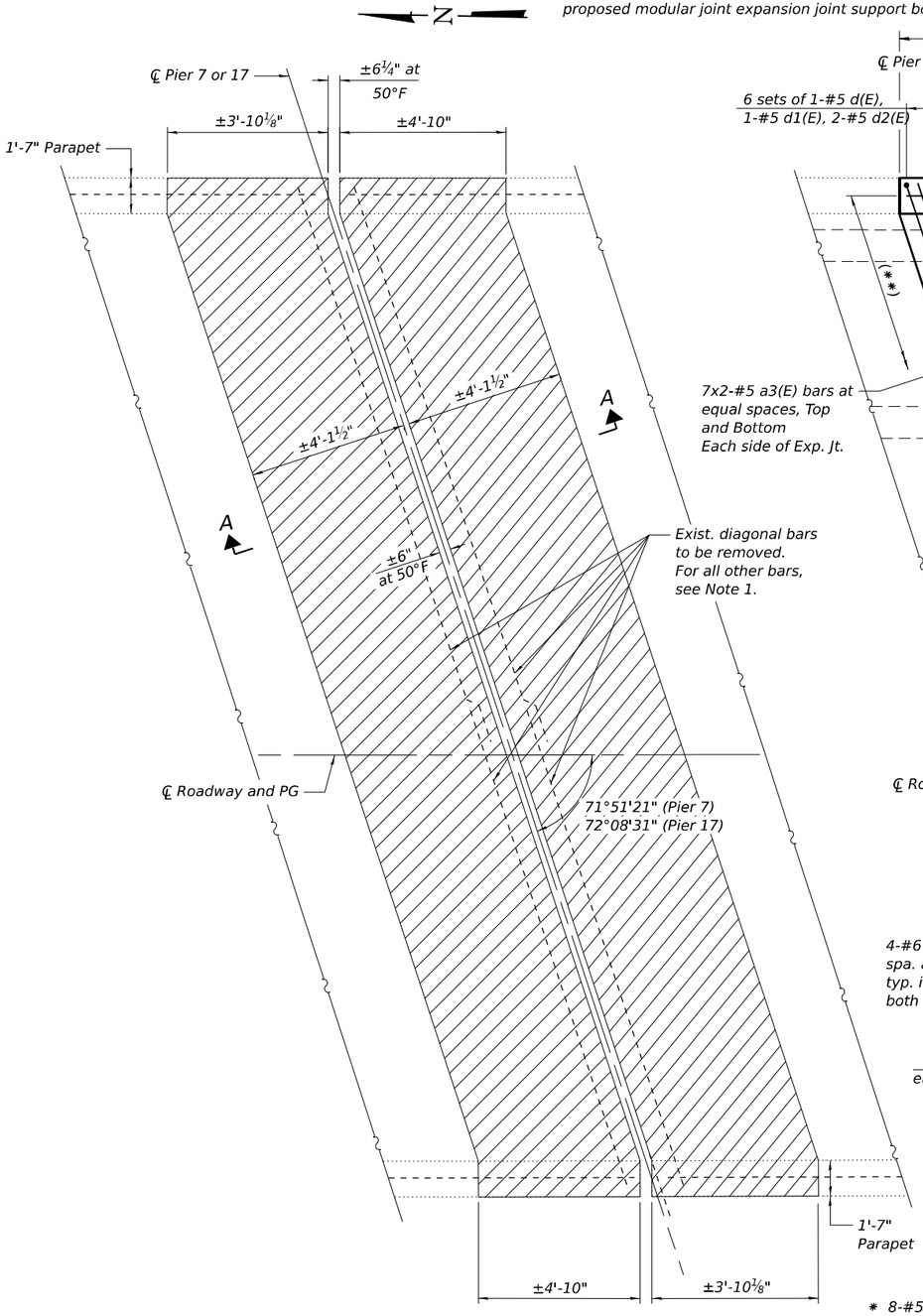
✱(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	✱	HENRY	257	145
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

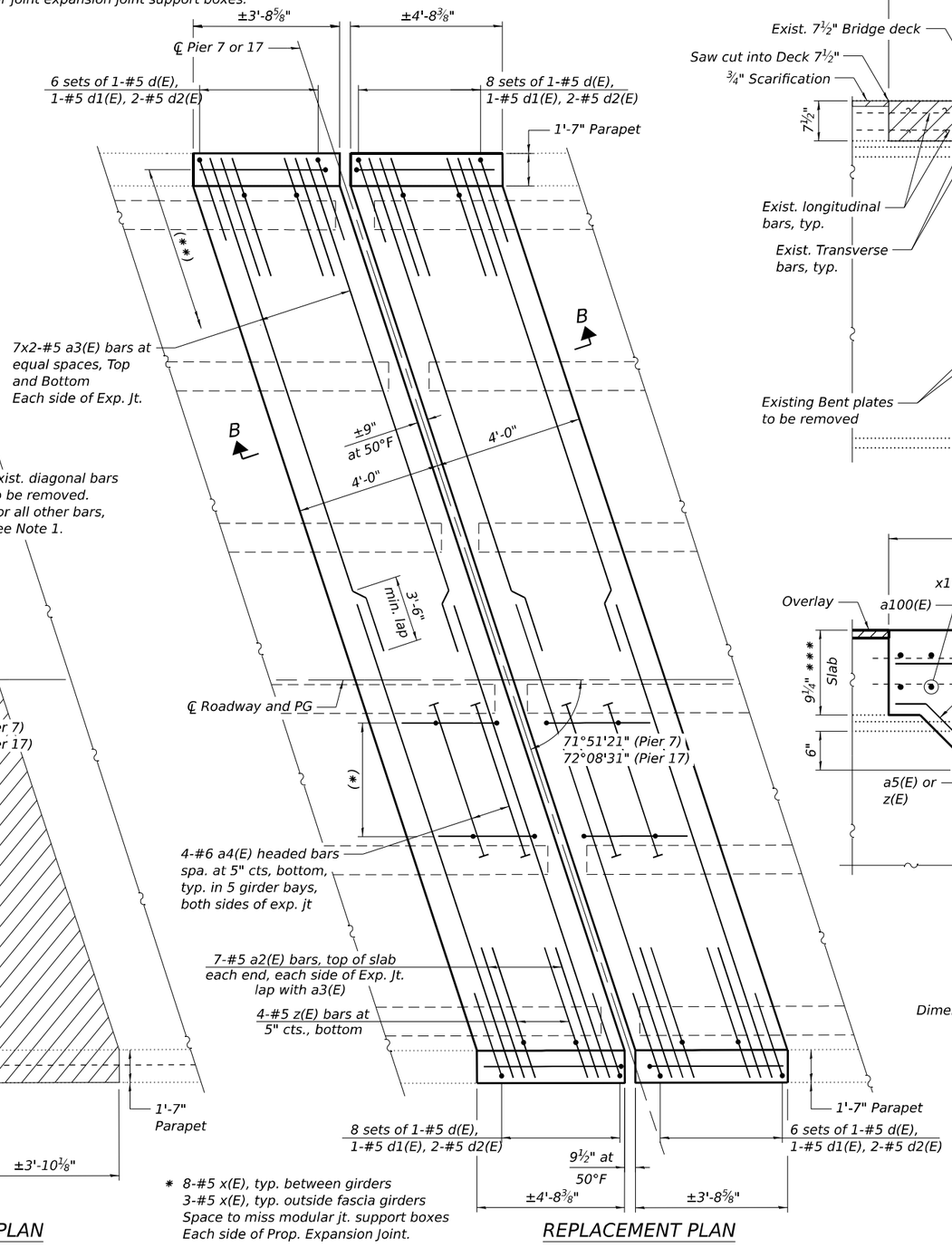
MODEL: Exp Jt Removal and Replacement
FILE NAME: C:\Users\StevenJohnson\OneDrive - Czaplicki Lopez, PLLC\OD 21008 I-80 over Rock River 037-0021 and 0022\SN 037-0021 & 0022 Rock River\Sheets\S21-Rock River_Expansion Joint Removal and Replacement Details-Pier3.dgn

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(**) 47- #5x1 (E) bars @ +/- 12" cts., top of slab, both sides of Exp. Jt. Place bars between exist. long. bars and to miss the proposed modular joint expansion joint support boxes.

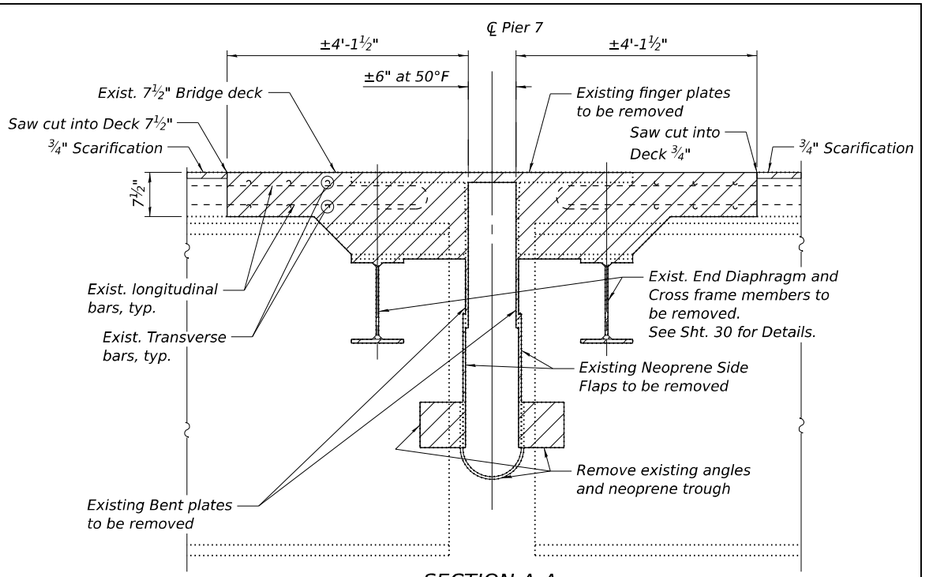


REMOVAL PLAN



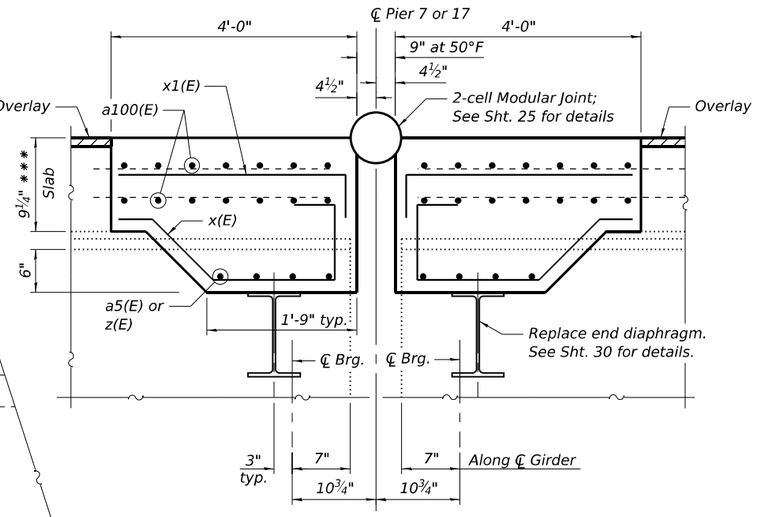
(*) 8-#5 x(E), typ. between girders
3-#5 x(E), typ. outside fascia girders
Space to miss modular jt. support boxes
Each side of Prop. Expansion Joint.

REPLACEMENT PLAN



SECTION A-A

At Right L's to Pier, unless noted otherwise



SECTION B-B

Dimensions noted at at Right L's to Pier, unless noted otherwise
*** prior to grinding

Notes:

Existing transverse and longitudinal reinforcement extending into the removal area shall be cleaned, straightened, cut to fit, and incorporated into the new construction. Any reinforced bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost shall be included with "Concrete Removal".

Cost for Removal of existing neoprene joint components shall be included with "Concrete Removal".

See Sheet 23 for Parapet Details, Rebar List, Bar Bend Diagrams, and Bill of Material associated with Expansion Joint Replacement.

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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DESIGN FIRM NO: 184.008135

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PLOT DATE =	CHECKED - HP	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT REPLACEMENT - PIERS 7 AND 17
STRUCTURE NO. 037-0021 (SB) AND 037-0022 (NB)

SHEET 22 OF 49 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	146
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

MODEL: Exp Jt Removal and Replacement
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SPANS 1 THRU 3 NB BRIDGE ONLY

(Does not include blockouts at Expansion Joints)

Bar	No.	Size	Length	Shape
a100(E)	1030	#5	24'-2"	
a101(E)	379	#5	20'-3"	
a102(E)	379	#5	28'-0"	
a103(E)	1030	#6	8'-4"	
a104(E)	35	#7	47'-10"	
a105(E)	25	#8	47'-10"	
b100(E)	576	#5	29'-0"	
b101(E)	246	#6	24'-7"	
b102(E)	94	#5	12'-0"	
d100(E)	956	#5	3'-9"	
d101(E)	956	#5	2'-7"	
d102(E)	1912	#5	3'-6"	
e100(E)	12	#4	16'-11"	
e101(E)	144	#4	17'-11"	
e102(E)	64	#4	16'-9"	
e103(E)	12	#4	16'-5"	
e104(E)	36	#8	33'-3"	
e105(E)	36	#4	31'-9"	
e106(E)	16	#8	16'-9"	
x101(E)	48	#5	4'-1"	

Item	Unit	Total
Concrete Removal	Cu. Yd.	427.1
Concrete Superstructure	Cu. Yd.	480.8
Reinforcement Bars, Epoxy Coated	Pound	113,110
Floor Drains	Each	21

EXPANSION JOINTS AT ABUTMENTS

(Includes all Abutments on both bridges)

Bar	No.	Size	Length	Shape
a(E)	40	#5	24'-4"	
a1(E)	40	#5	26'-0"	
a2(E)	40	#5	6'-0"	
d(E)	52	#5	3'-9"	
d1(E)	52	#5	2'-7"	
d2(E)	104	#5	3'-6"	
h(E)	16	#6	25'-2"	
h1(E)	16	#6	27'-0"	
u(E)	16	#6	2'-0"	

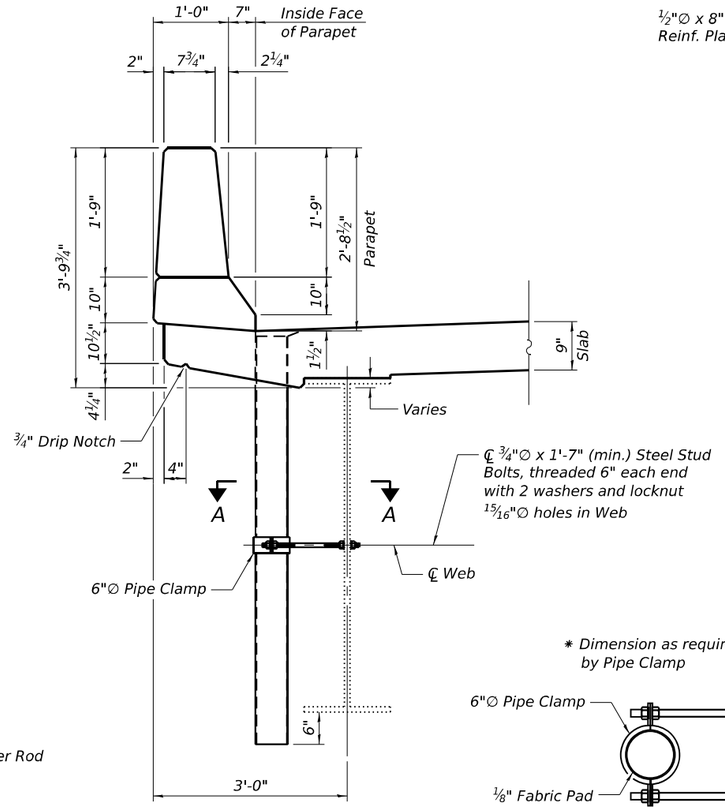
Item	Unit	Total
Concrete Removal	Cu. Yd.	29.0
Concrete Superstructure	Cu. Yd.	32.4
Reinforcement Bars, Epoxy Coated	Pound	4,380

EXPANSION JOINTS AT PIERS

(Includes Piers 3, 7, 13 and 17)

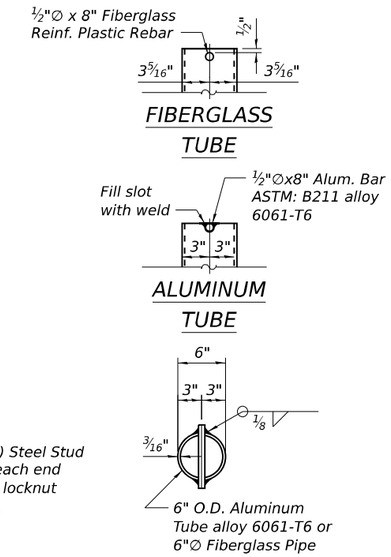
Bar	No.	Size	Length	Shape
a2(E)	112	#5	6'-0"	
a3(E)	224	#5	25'-6"	
a4(E)	80	#6	8'-2"	
a5(E)	80	#6	7'-11"	
d(E)	112	#5	3'-9"	
d1(E)	112	#5	2'-7"	
d2(E)	224	#5	3'-6"	
x(E)	368	#5	5'-9"	
x1(E)	376	#5	4'-1"	
z(E)	64	#5	6'-5"	

Item	Unit	Total
Concrete Removal	Cu. Yd.	62.3
Concrete Superstructure	Cu. Yd.	65.3
Reinforcement Bars, Epoxy Coated	Pound	14,400



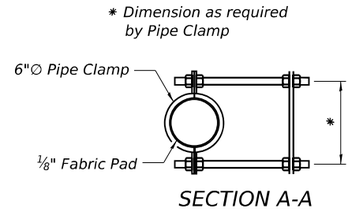
SECTION THRU PARAPET

(Floor Drains along east curb only)
(All dimensions shown after diamond grinding)

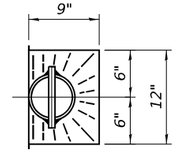


TOP PLAN

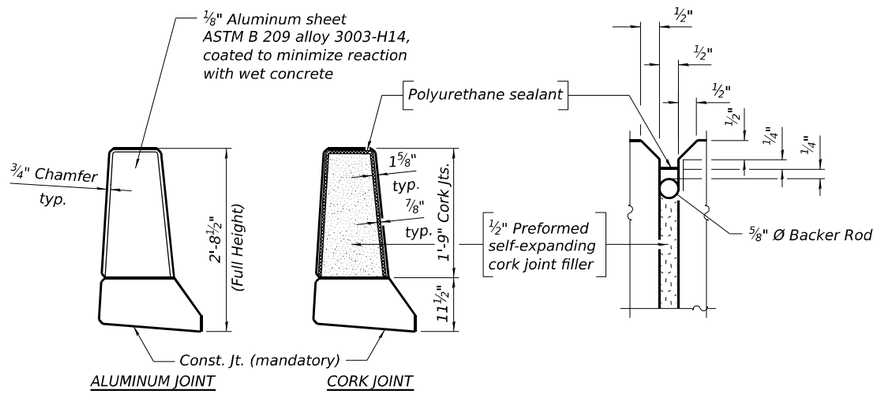
(Showing Aluminum Tube)



SECTION A-A

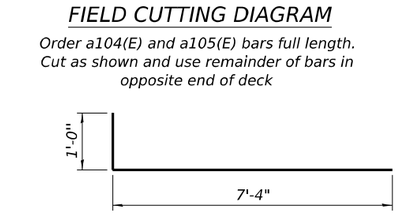


TOP PLAN



PARAPET JOINT DETAILS

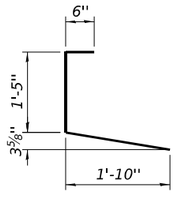
(Cost included with Concrete Superstructure)



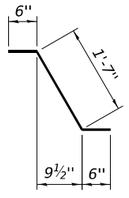
FIELD CUTTING DIAGRAM

Order a104(E) and a105(E) bars full length.
Cut as shown and use remainder of bars in opposite end of deck

BAR a103(E)



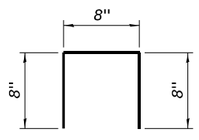
BAR d(E) and d100(E)



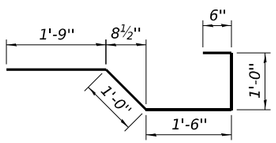
BAR d1(E) and d101(E)



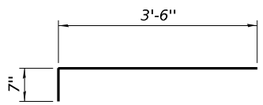
BAR d2(E) and d102(E)



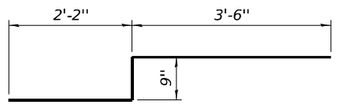
BAR u(E)



BAR x(E)



BAR x1(E) and x101(E)



BAR z(E)

Notes:

See Sheet 8 for Parapet Reinforcement.

The exterior surfaces of the Floor Drain shall be painted with the vinyl enamel coat painting specified for Structural Steel. The exterior surface of the Aluminum tube shall be cleaned and given a washcoat pretreatment in accordance with Steel Structural Painting Council's Spec. SSPC-SPI and SSPC-Paint 27 prior to painting. Fiberglass to have prewash as per MIL-P-15328 prior to painting.

Fiberglass pipe shall conform to ASTM: D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum. The surface of the Fiberglass pipe shall be free of bond inhibiting agents.

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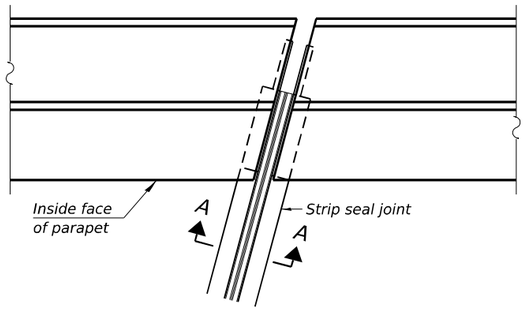
SUPERSTRUCTURE DETAILS AND BAR LIST
STRUCTURE NO. 037-0021 (SB) AND 037-0022 (NB)

SHEET 23 OF 49 SHEETS

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

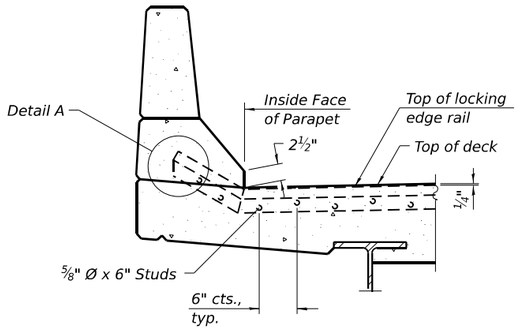
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80	*	HENRY	257	147
		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	

MODEL: Superstructure Bar List
FILE NAME: C:\Users\StevenJohnson\OneDrive - Czaplicki Lopez, PLLC\OD 21008 I-80 over Rock River 037-0021 and 0022\SN 037-0021 & 0022 Rock River\Sheets\S23-Rock River_Superstructure Bar Lists.dgn
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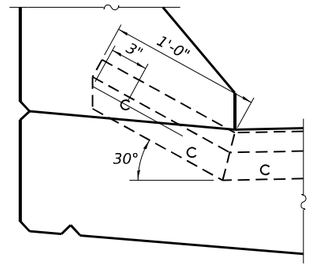
FOR SKEWS ≤ 30°

PLAN AT PARAPET



SECTION AT PARAPET

(Skews > 30° shown. Skews ≤ 30° similar except as shown in plan view.)



DETAIL A

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of ¼". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4½" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

The manufacturer's recommended installation methods shall be followed.

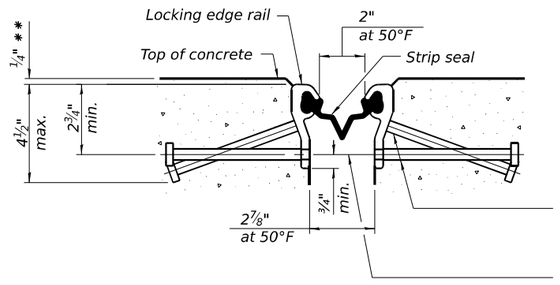
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

The Maximum space between locking edge rail segments shall be c" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.

Cost of parapet sliding plates, embedded plates, and anchorage studs included with Preformed Joint Strip Seal.

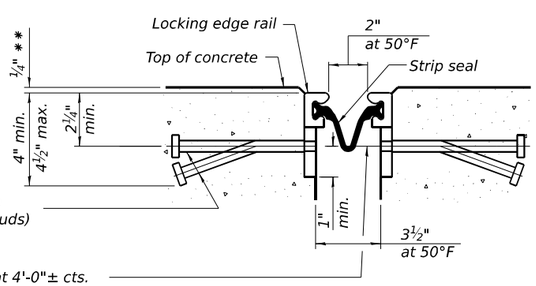
39" constant slope barrier shown, 44" constant slope barrier similar as noted.

The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.



SHOWING ROLLED RAIL JOINT

** after grinding



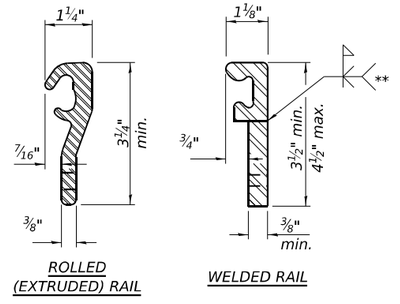
SHOWING WELDED RAIL JOINT

* ⅝" Ø x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

⅜" Ø threaded rods in 7/16" Ø holes at 4'-0"± cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

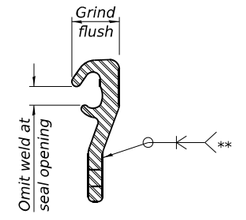
SECTION A-A

** Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.*



LOCKING EDGE RAILS

** Back gouge not required if complete joint penetration is verified by mock-up.



LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue. Rolled rail shown, welded rail similar.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	190

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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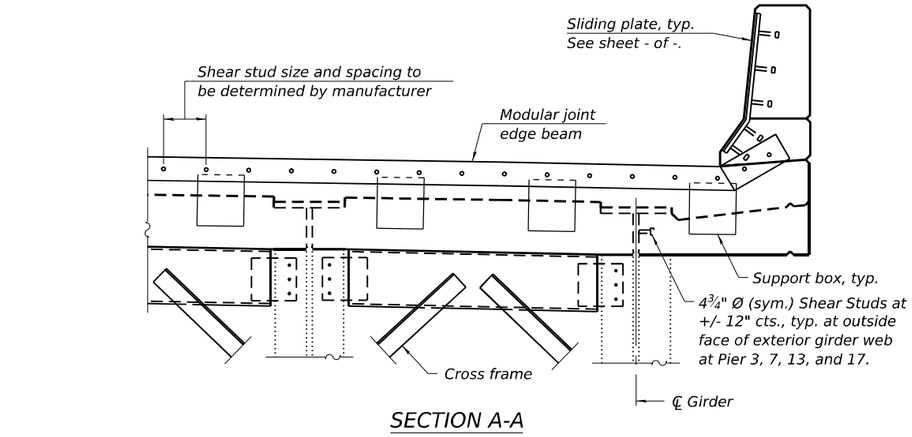
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 037-0021 (SB) AND 037-0022 (NB)

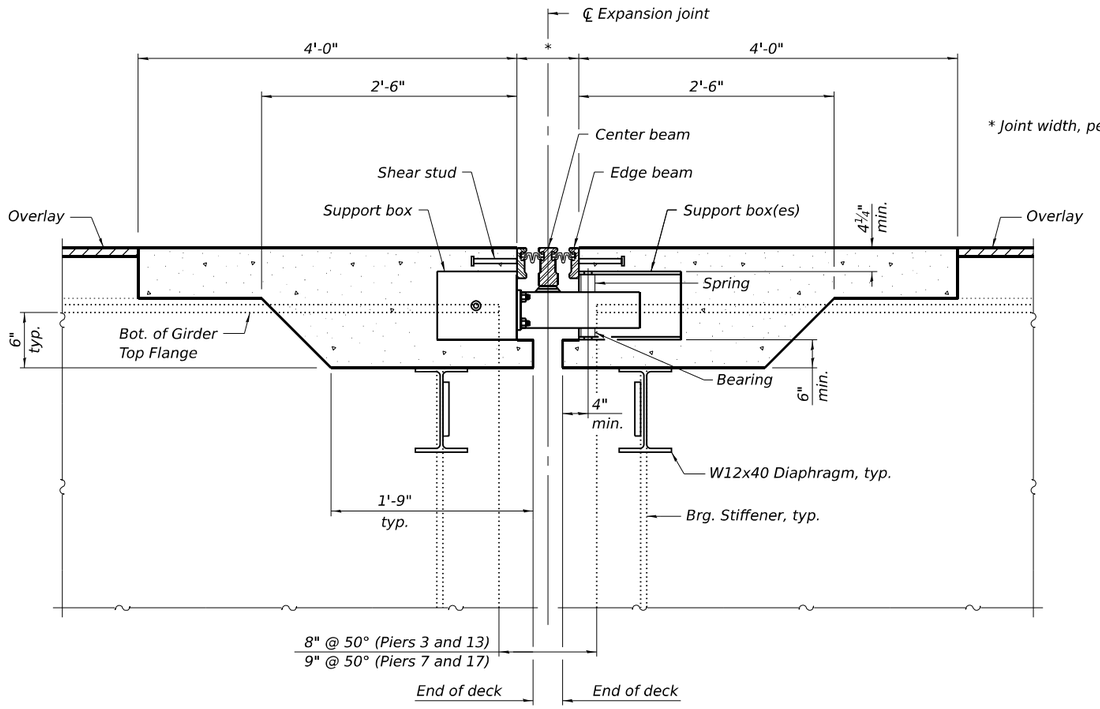
SHEET 24 OF 49 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

MODEL: Superstructure Bar List
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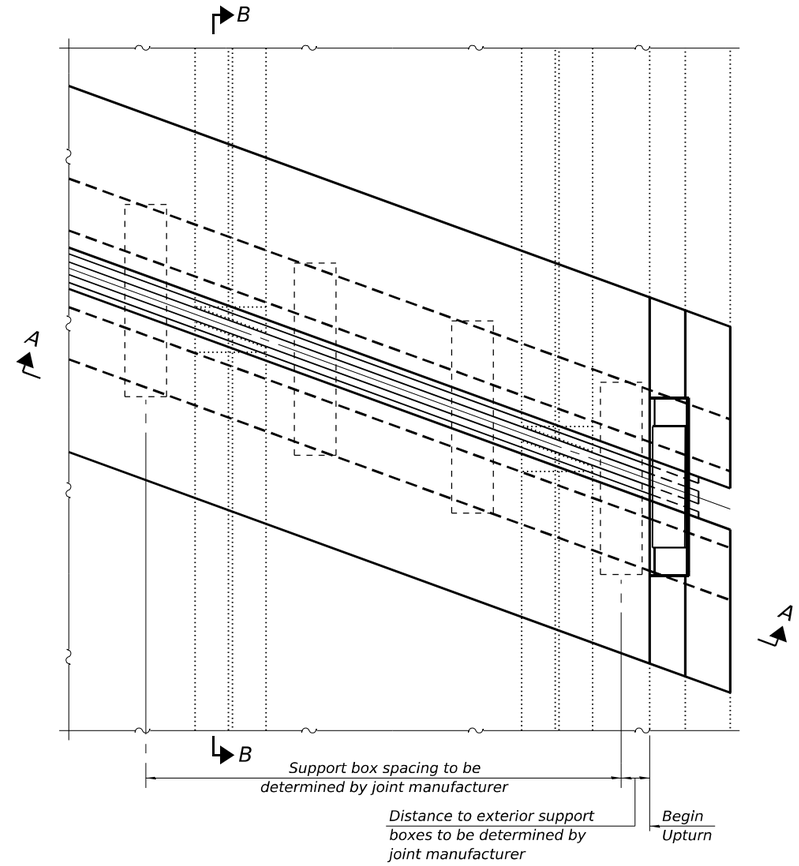
SECTION A-A



* Joint width, per manufacturer.

SECTION B-B

(Dimensions shown at right ∠'s to the joint)



PARTIAL PLAN

Notes:

Actual dimensions may vary depending on modular joint manufacturer's design.

Modular expansion joints shall be installed with forming and reinforcement bars in place prior to pouring the adjoining concrete deck span.

Modular joint assemblies shall be temporarily supported off the beam ends until the concrete is placed. Additional supports, if required by design, shall be detailed on the shop drawings to connect to the top chord of the cross frames.

Modular expansion joints shall be adjusted for temperature prior to pouring the blockout area.

Modular expansion joints shall be assembled in their final relative position with ends in place for shop inspection and acceptance.

Bars in the blockout may be adjusted in the field if necessary to miss joint support boxes, as approved by the Engineer.

Location	*Total Long. Movement (in.)	*Total Lateral Movement (in.)	Joint Size (in.)
Piers 3 and 13	3⅞	1⅝	6
Piers 7 and 17	5⅜	1¾	6

BILL OF MATERIAL

Item	Unit	Quantity
Modular Expansion Joint, 6"	Foot	182

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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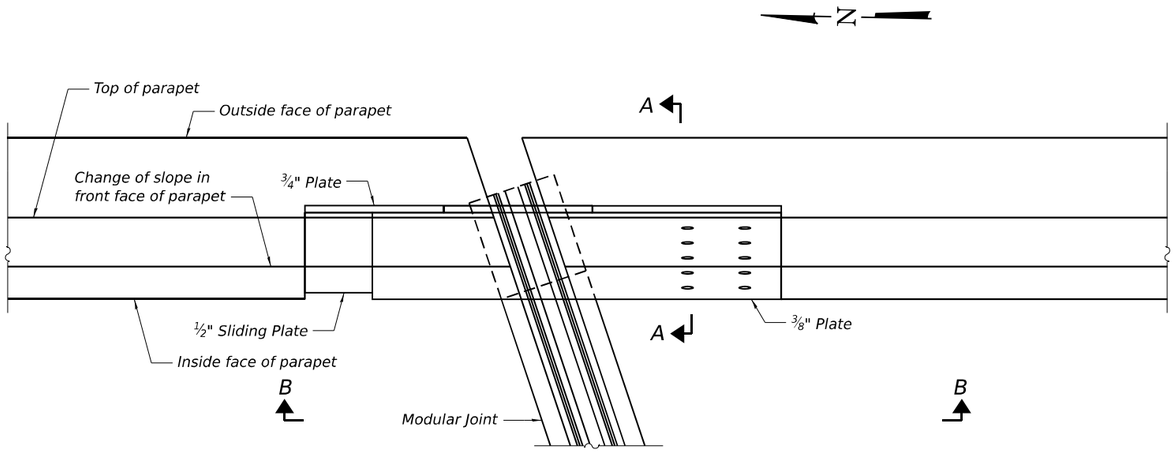
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MODULAR EXPANSION JOINT DETAILS I
STRUCTURE NO. 037-0021 (SB) AND 037-0022 (NB)

SHEET 25 OF 49 SHEETS

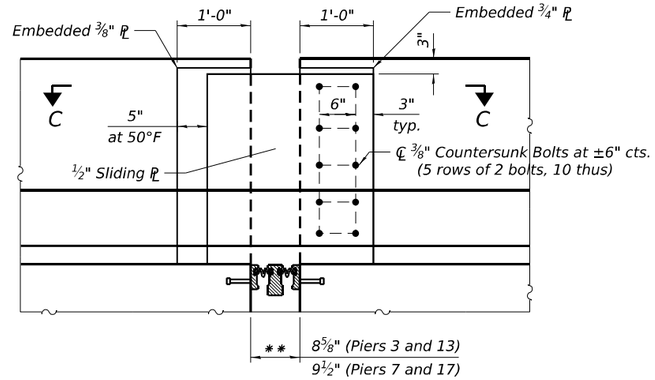
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	149
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

MODEL: Exp Jt Removal and Replacement
FILE NAME: C:\Users\StevenJohnsonOneDrive - Czaplicki Lopez, PLLC\OD 21008 I-80 over Rock River 037-0021 and 0022\SN 037-0021 & 0022 Rock River\Sheets\S25-Rock River_Modular Expansion Joint Details I.dgn
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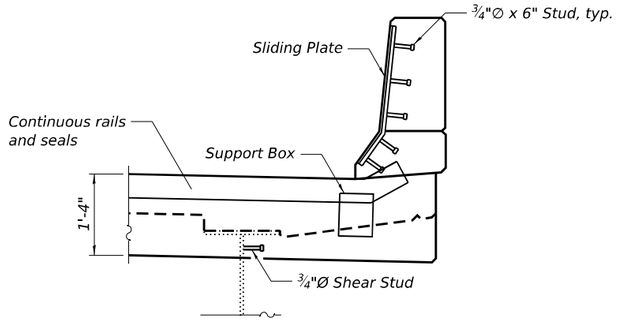
PLAN AT PARAPET

(NB East Parapet on NB Bridge shown, other locations similar)



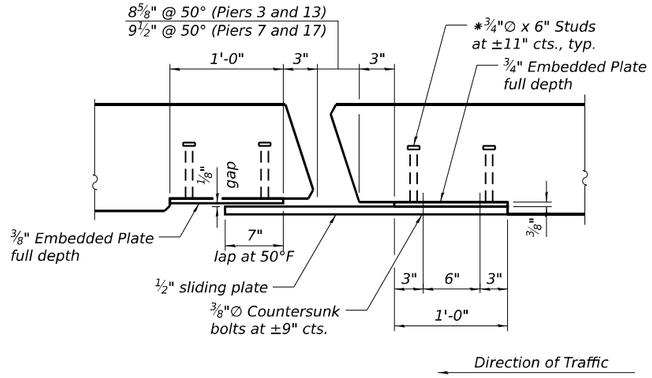
VIEW B-B

** Contractor to verify with Joint Supplier



SECTION A-A

(East Parapet shown, West parapet similar)



SECTION C-C

* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded

Notes:

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

Cost of parapet sliding plates, embedded plates, and anchorage studs, is included with Modular Expansion Joint".

Actual dimension of joint opening may vary based on modular joint manufacturer's design.

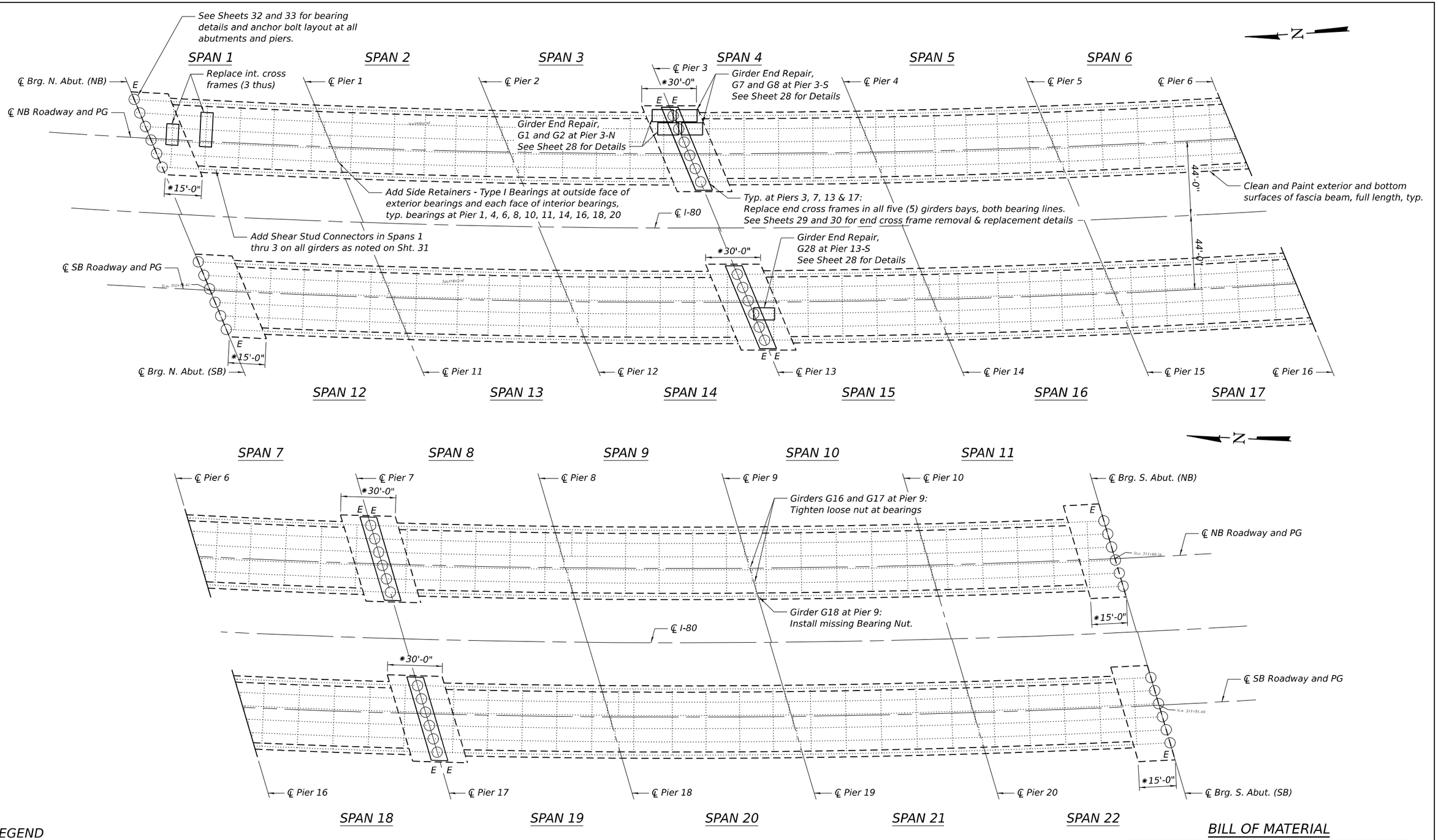
*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

CZAPLICKI LOPEZ, PLLC
201 KENMORE DRIVE
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630-915-4861
DESIGN FIRM NO: 184.008135

USERNAME = $USER$	DESIGNED - HP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MODULAR EXPANSION JOINT DETAILS II STRUCTURE NO. 037-0021 (SB) AND 037-0022 (NB)
	CHECKED - PAF	REVISED -		
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PLOT DATE =	CHECKED - HP	REVISED -		

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	150
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

MODEL: Exp Jt Removal and Replacement
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LEGEND

- ○ Removal of Existing Expansion Bearing
- ▭ Structural Steel Repair
- ▭ Cleaning and Painting Structural Steel

✱ Clean and Paint Ends of the Structural Steel. See Special Provisions for Cleaning and Painting Existing Structural Steel.

✱✱ NB Bridge

✱✱✱ SB Bridge

BILL OF MATERIAL

	ITEM	UNIT	TOTAL
✱✱	Cleaning and Painting Existing Structural Steel No. 1	L Sum	1
✱✱✱	Cleaning and Painting Existing Structural Steel No. 2	L Sum	1

✱(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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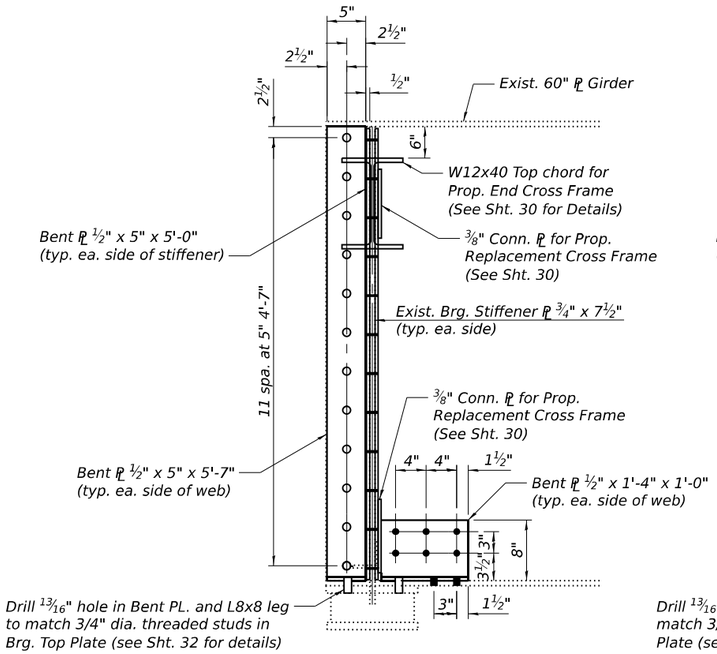
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	CHECKED - PAF	REVISED -
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STATE OF ILLINOIS
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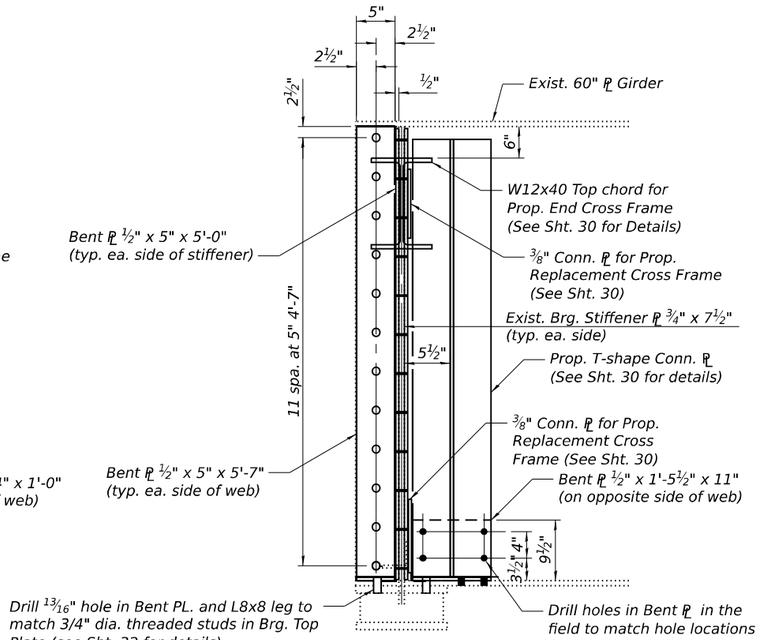
FRAMING PLAN
STRUCTURE NO. 037-0021 (SB) AND 037-0022 (NB)
SHEET 27 OF 49 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

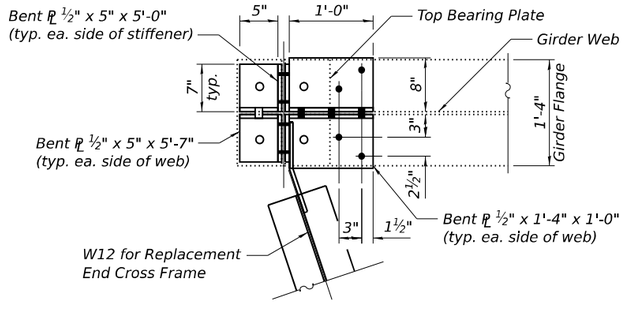
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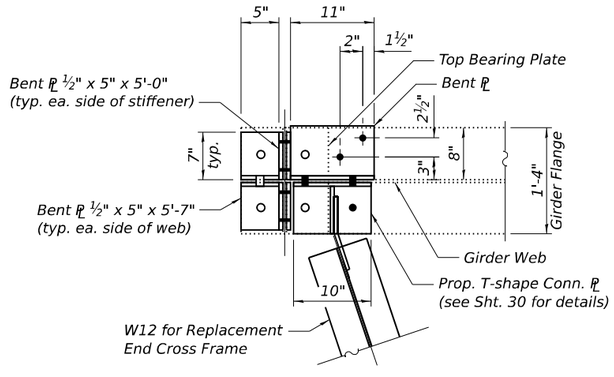
GIRDER REPAIR ELEVATION



GIRDER REPAIR ELEVATION



GIRDER REPAIR PLAN



GIRDER REPAIR PLAN

GIRDER END REPAIR DETAIL

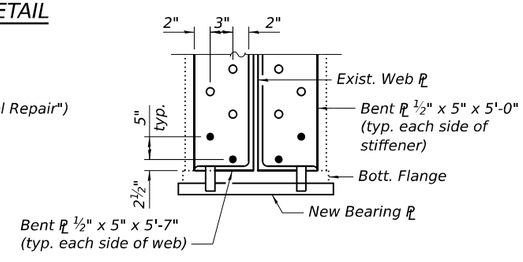
G1 at Pier 3-N

(Cost included with "Structural Steel Repair")

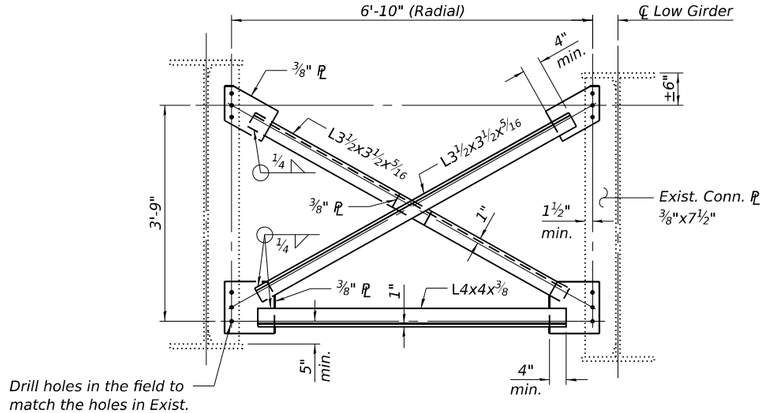
GIRDER END REPAIR DETAIL

G2 at Pier 3-N
G7 at Pier 3-S
G8 at Pier 3-S
G28 at Pier 13-S

(Cost included with "Structural Steel Repair")

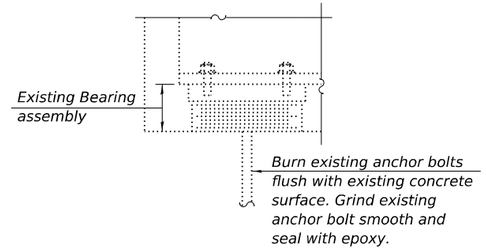


END SECTION



INTERIOR CROSS FRAME

(Removal and Replacement in-kind, 3 locations thus)
(Cost included with "Structural Steel Removal" and "Furnishing and Erecting Structural Steel")



EXISTING BEARING REMOVAL DETAIL

Cost included with Jack and Remove Existing Bearings.
Type I Bearing shown, Type II similar.

BEAM REACTION TABLE					
		N. Abut.	Piers 3 and 13	Piers 7 and 17	S. Abut.
R ℄	(k)	55.9	56.8	56.8	56.8
R ℄	(k)	45.7	45.9	45.9	45.9
Imp.	(k)	9.9	9.9	9.9	9.9
R (Total)	(k)	111.5	112.6	112.6	112.6

* The reactions in this table are unfactored/service reactions
** Service load weight of existing structural steel only = 11.0 kips

Notes:
Complete all beam end repairs and cross frame replacements prior to jacking.
All beams at a given abutment/pier shall be lifted simultaneously.
For bearings on NB bridge at North Abutment and Pier 3-North, Jack and Remove Existing Bearings shall be conducted according to the Guide Bridge Special Provision "Jack and Remove Existing Bearings" following the procedure for deck removed.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
Members and conn. plates needed for replacement end cross frames are costs included with "Furnishing and Erection Structural Steel" on Sheet 30.

BILL OF MATERIAL

Item	Unit	Total
Jack and Remove Existing Bearings	Each	72
Structural Steel Repair	Pound	760
Structural Steel Removal	Pound	1320
Furnishing and Erecting Structural Steel	Pound	1320

MODEL: Exp Jt Removal and Replacement
FILE NAME: C:\Users\SteveJohnson\OneDrive - Czaplicki Lopez, PLLC\OD 21008 I-80 over Rock River 037-0021 and 0022\SN 037-0021 & 0022 Rock River\Sheets\S28-Rock River_Girder End Repair Details.dgn
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201 KENMORE DRIVE
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630-915-8861
DESIGN FIRM NO: 184.008135

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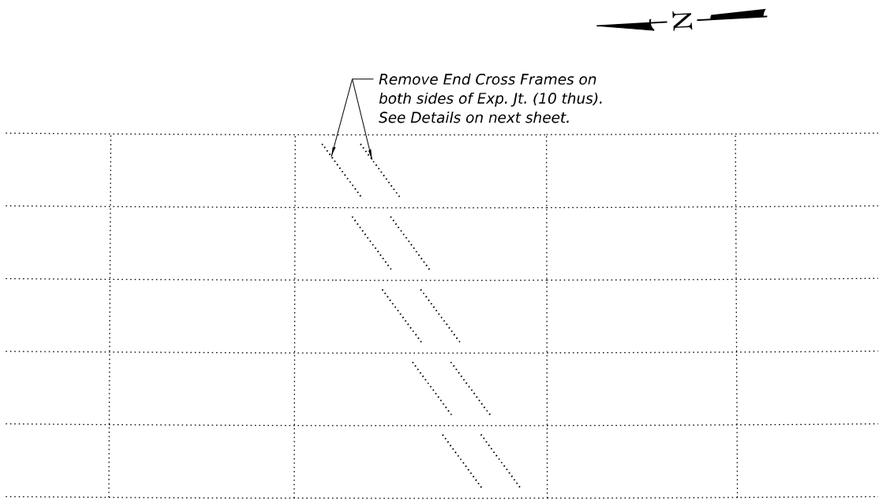
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER REPAIR DETAILS
STRUCTURE NO. 037-0021 (SB) AND 037-0022 (NB)

SHEET 28 OF 49 SHEETS

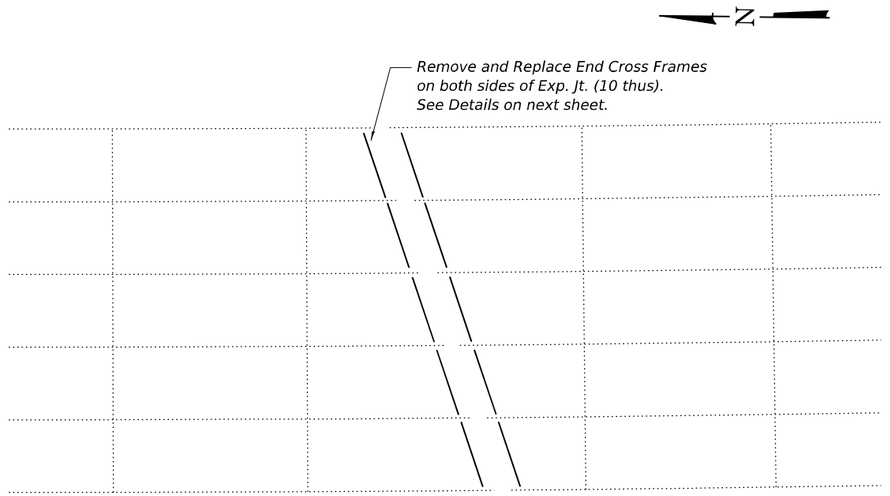
*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	152
		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	



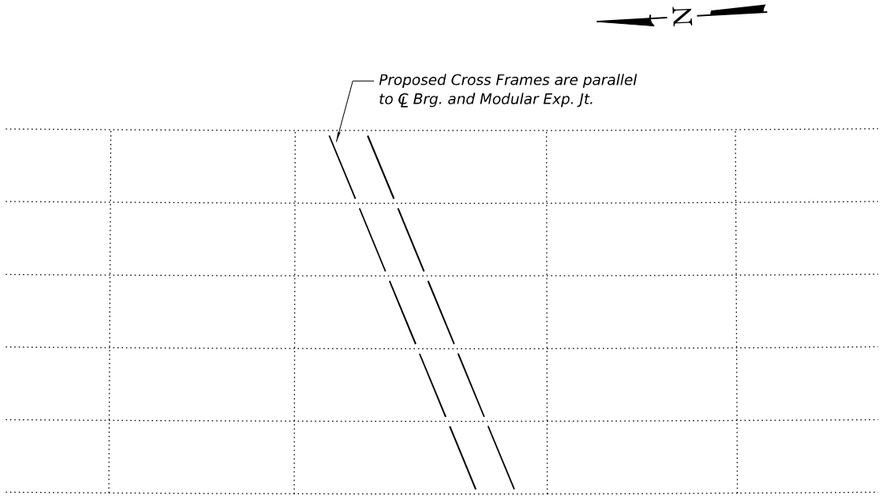
EXISTING FRAMING PLAN

Pier 3 and 13



EXISTING AND PROPOSED FRAMING PLAN

Pier 7 and 17



PROPOSED FRAMING PLAN

Pier 3 and 13

Note:
New cross frames top member to be placed 3" lower than original position.

MODEL: Deck Repair Plan
FILE NAME: C:\Users\Steven.Johnson\OneDrive - Czaplicki Lopez, PLLC\OD 21008 I-80 over Rock River 037-0021 and 0022\SN 037-0021 & 0022 Rock River_End Cross Frame Replacement.dgn

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630-915-8861
DESIGN FIRM NO: 184.008135

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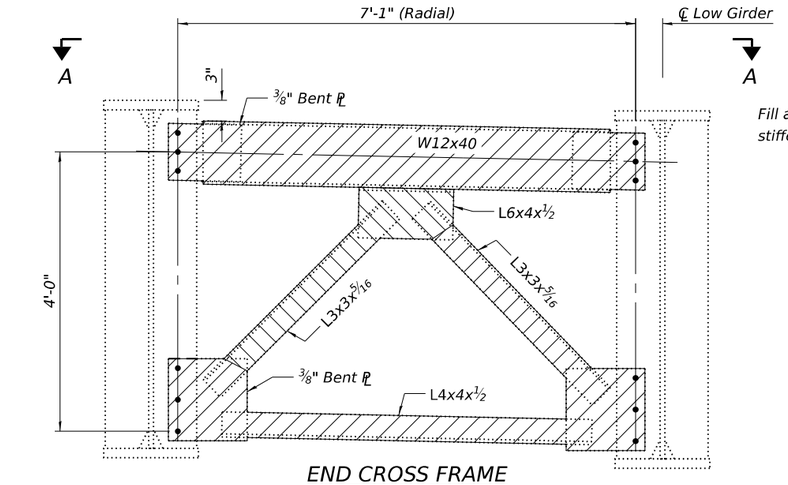
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

END CROSS FRAME REPLACEMENT DETAILS I
STRUCTURE NO. 037-0021 (SB) AND 037-0022 (NB)

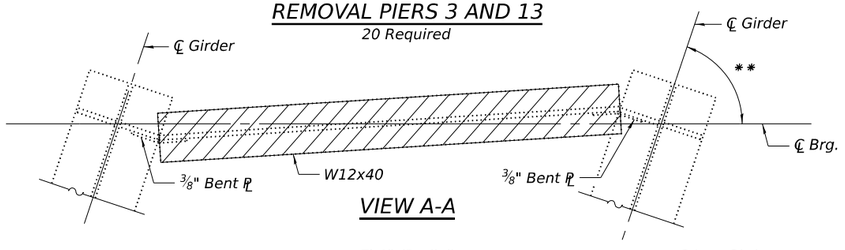
SHEET 29 OF 49 SHEETS

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

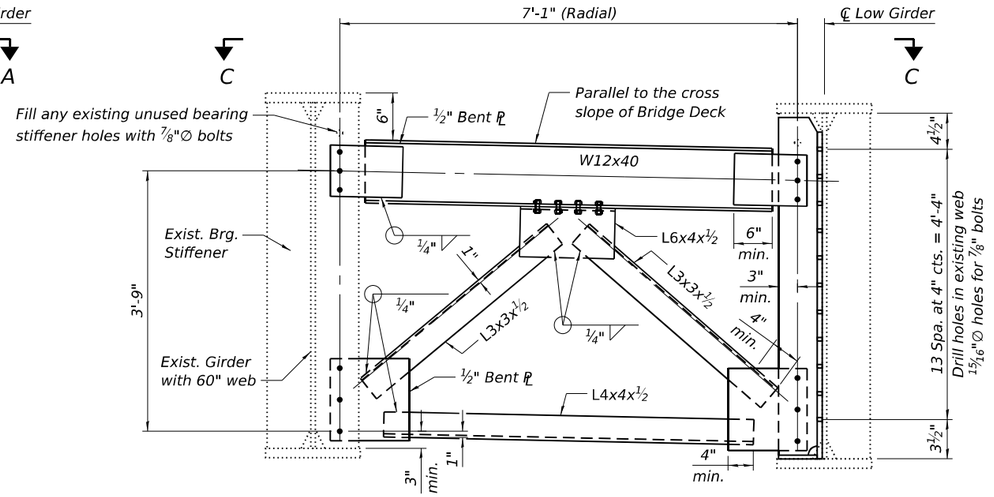
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	153
		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	



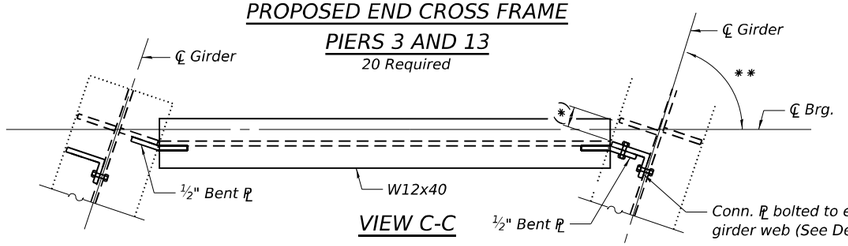
END CROSS FRAME
REMOVAL PIERS 3 AND 13
20 Required



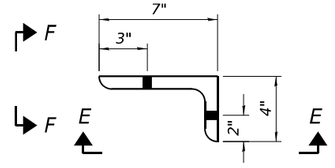
VIEW A-A



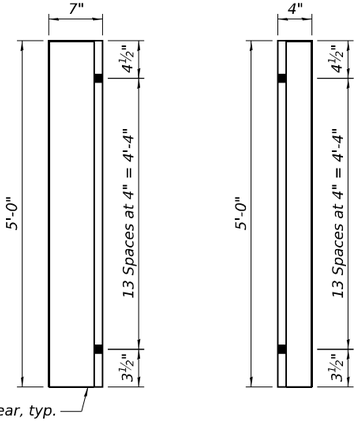
PROPOSED END CROSS FRAME
PIERS 3 AND 13
20 Required



VIEW C-C

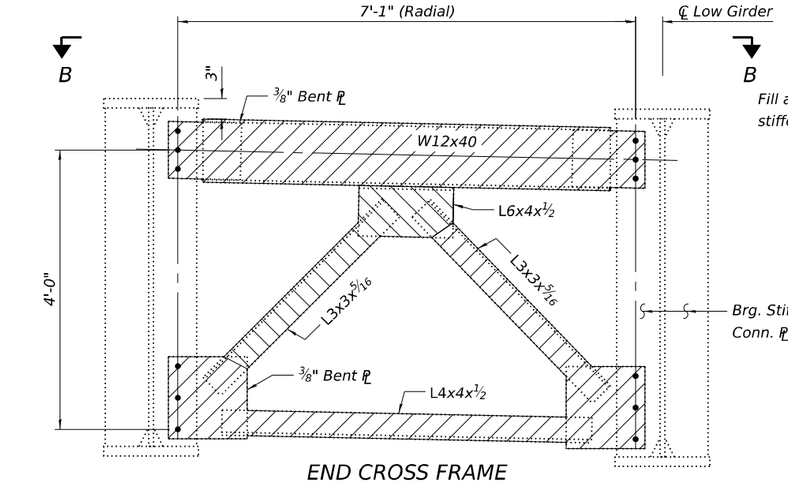


DETAIL 1 - CONN. PLATE

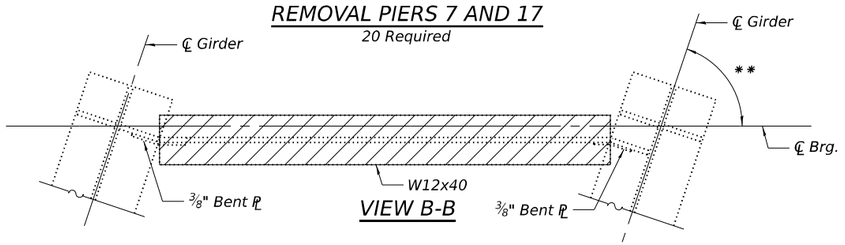


VIEW E-E

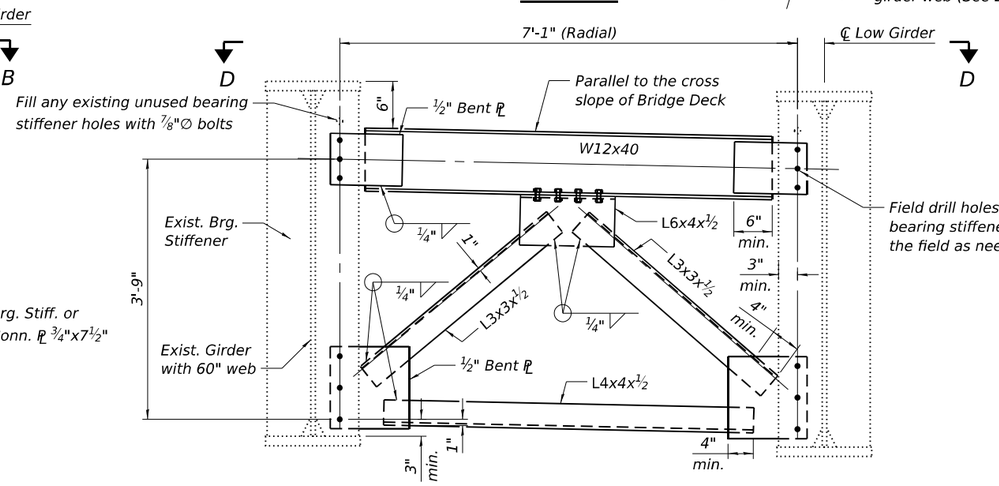
VIEW F-F



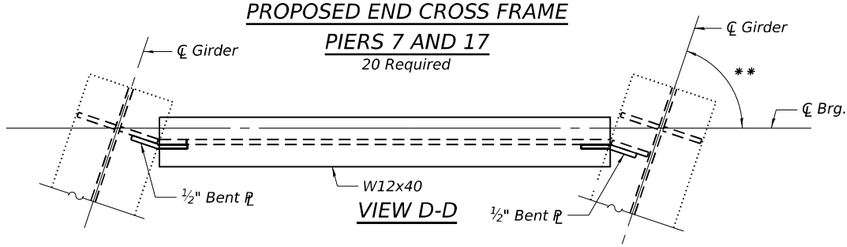
END CROSS FRAME
REMOVAL PIERS 7 AND 17
20 Required



VIEW B-B



PROPOSED END CROSS FRAME
PIERS 7 AND 17
20 Required



VIEW D-D

(∗) $5\frac{1}{2}$" clear from face of Prop. ℙ to face of exist. Brg. Stiffener

∗∗ For skew angles at each girder, see existing plans.

○ Use existing holes on stiffener as a template to field drill holes on connection plate.

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Removal	Pound	18,200
Furnishing and Erecting Structural Steel	Pound	29,560

∗(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Deck Repair Plan
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6304154881
DESIGN FIRM NO: 184.008135

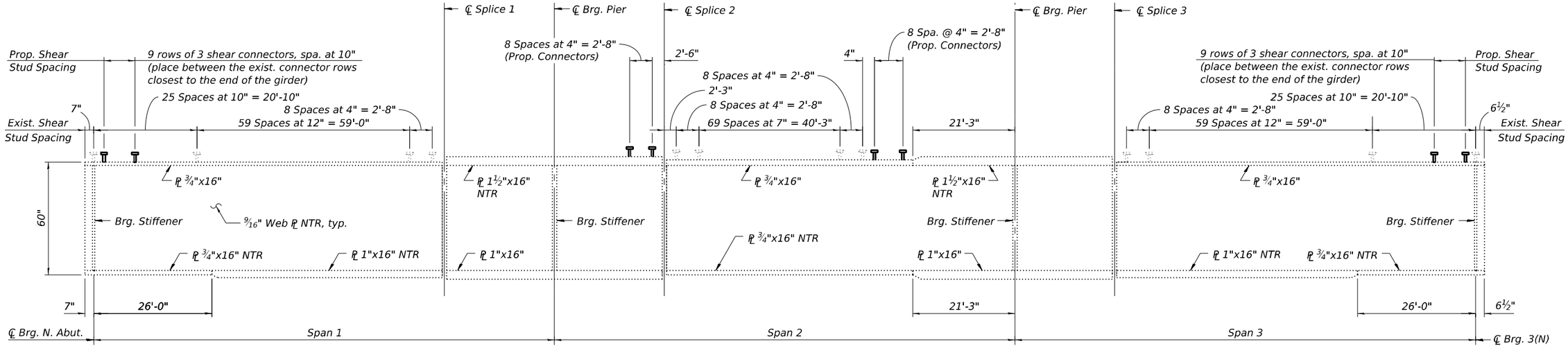
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STATE OF ILLINOIS
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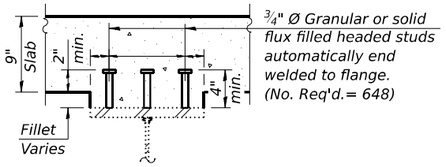
END CROSS FRAME REPLACEMENT DETAILS II
STRUCTURE NO. 037-0021 (SB) AND 037-0022 (NB)

SHEET 30 OF 49 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	154
		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	



GIRDER ELEVATION



SHEAR STUDS

INTERIOR GIRDER MOMENT TABLE				
		0.4 Span 1 or 12 0.6 Span 3 or 14	Pier 1 or 11 Pier 2 or 12	0.5 Span 2 or 13
I_s	(in^4)	35836	55521	32269
I_c (n=9)	(in^4)	92589		81005
S_s	(in^3)	1236	1763	1049
S_c (n=9)	(in^3)	1736		1492
℄	(k/ft)	1.15	1.36	1.17
$M_{℄}$	('k)	978	1532	230
$s_{℄}$	(k/ft)	0.15		0.15
$M_{s\,℄}$	('k)	139		56
$M_{℄}$	('k)	920	896	716
M (Imp.)	('k)	200	195	156
$\frac{5}{3}$ [$M_{℄}$ + I]	('k)	1867	1818	1453
Ma	('k)	3879	4355	2261
$f_{s\,℄}$ (non-comp)	(ksi)	9.6	10.5	2.7
$f_{s\,℄}$ (comp)	(ksi)	1.0		0.5
$f_s \frac{5}{3}$ [$M_{℄}$ + M_I]	(ksi)	13.0	12.4	11.7
f_s (Overload)	(ksi)	23.6	22.9	14.9
f_s (Total)	(ksi)	30.7	29.8	19.4
VR	(k)	65.3		65.6

INTERIOR GIRDER REACTION TABLE				
		N. Abut.	Piers 1 and 2	Pier 3 (N)
$R_{℄}$	(k)	55.9	160.1	55.9
$R_{℄}$	(k)	45.7	77.0	45.7
R_I	(k)	9.9	16.7	9.9
R_{Total}	(k)	111.5	253.8	111.5

Is, Ss: Moment of inertia and section modulus of the steel section used for computing fs (Total and Overload).
Ic(n), Sc(n): Moment of inertia and section modulus of the composite section used for computing fs (Total and Overload).
VR: Maximum live Load + impact shear range within span.
Ma: (Applied Moment)=1.3 [$M_{℄}$ + $M_{℄}$ + $\frac{5}{3}$ ($M_{℄}$ + I)]
f_s (Overload): Sum of stresses due to $M_{℄}$ + $M_{℄}$ + $\frac{5}{3}$ ($M_{℄}$ + M)
f_s (Total): Sum of stresses due to 1.3 [$M_{℄}$ + $M_{℄}$ + $\frac{5}{3}$ ($M_{℄}$ + M)]
$M_{℄}$: Moment due to dead loads on non-composite section
$M_{s\,℄}$: Moment due to dead loads on composite section
$M_{℄}$: Moment due to live load on non-composite or composite section
I: Live load impact

BILL OF MATERIAL

Item	Unit	Total
Stud Shear Connectors	Each	648

MODEL: Deck Repair Plan
FILE NAME: C:\Users\Steven.Johnson\OneDrive - Czaplicki Lopez, PLLC\OD 21008 I-80 over Rock River 037-0021 and 0022\SN 037-0021 & 0022 Rock River\Sheets\S31-Rock River_Girder Elevation and Tables.dgn
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201 KENMORE DRIVE
BURR RIDGE, IL, 60527
630-915-6861
DESIGN FIRM NO: 184.008135

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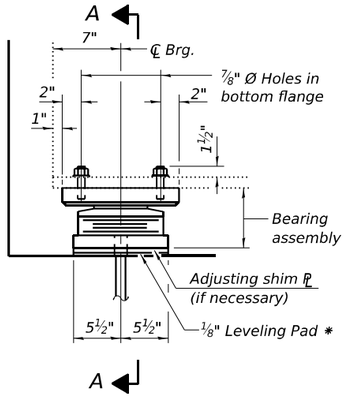
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER ELEVATION AND TABLES - SPANS 1 THRU 3
STRUCTURE NO. 037-0022 (NB)

SHEET 31 OF 49 SHEETS

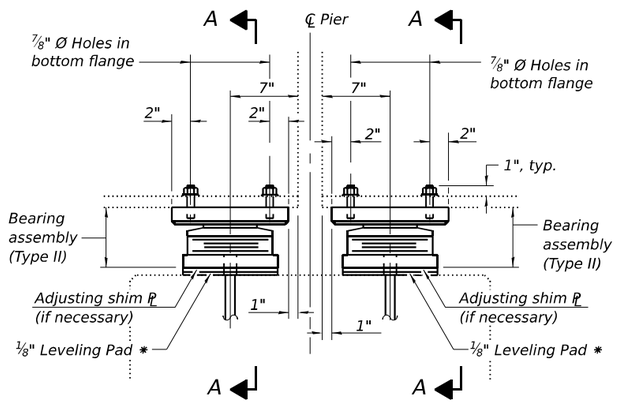
*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	155
		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	



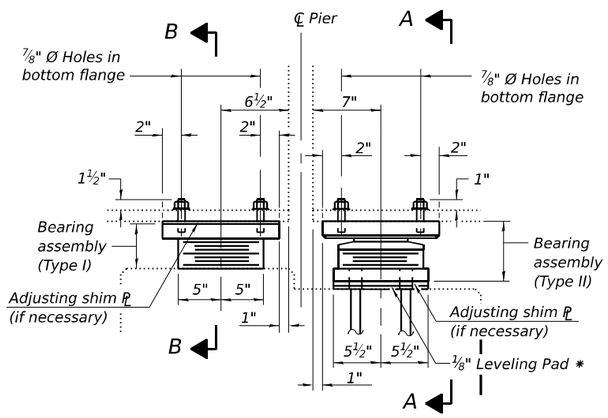
ELEVATION AT ABUT.

Type II Elastomeric Expansion Brg.



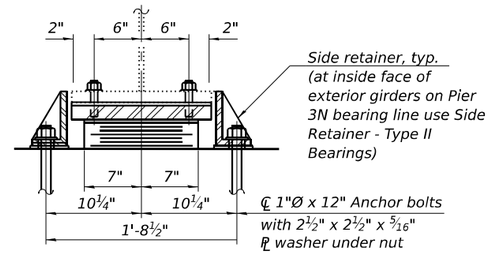
ELEVATION AT PIERS 7 AND 17

(Looking East)



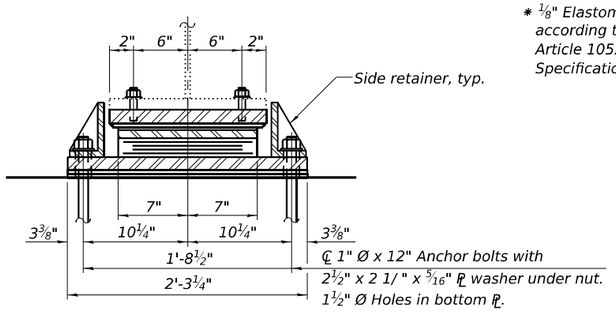
ELEVATION AT PIERS 3 AND 13

(Looking East)

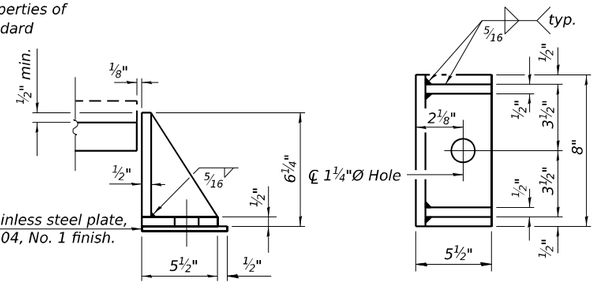


SECTION B-B

* ⅛" Elastomeric neoprene leveling pad according to the material properties of Article 1052.02(a) of the Standard Specifications.

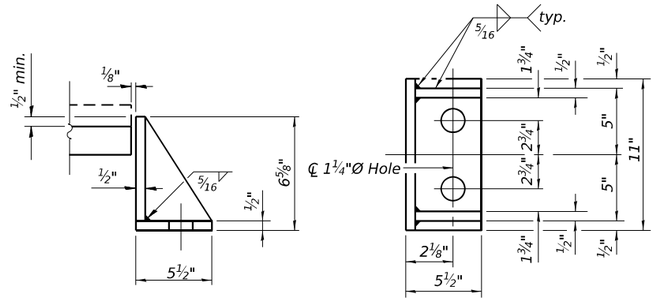


SECTION A-A



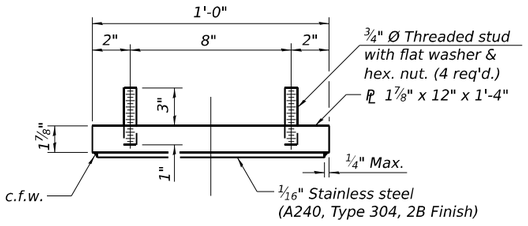
SIDE RETAINER - TYPE I BEARINGS

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



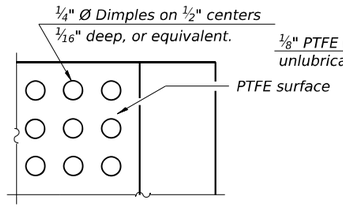
SIDE RETAINER - TYPE II BEARINGS

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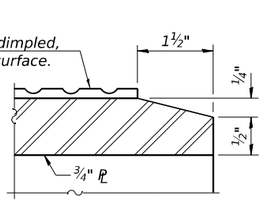


TOP BEARING ASSEMBLY

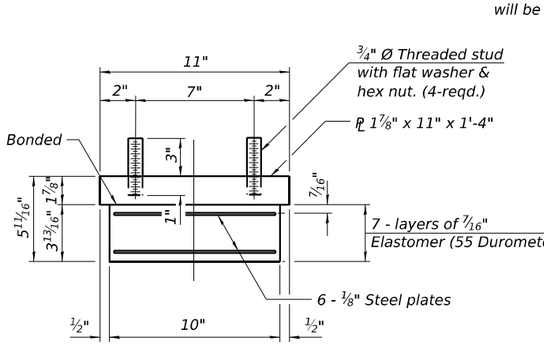
Type II Elastomeric Expansion Brg.



PLAN-PTFE SURFACE

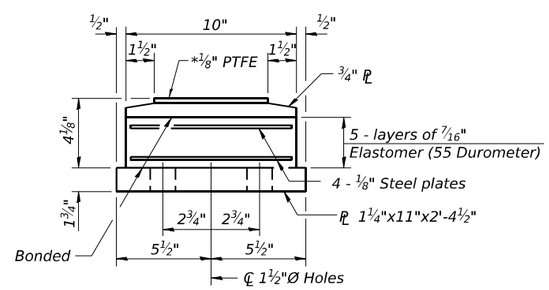


SECTION THRU PTFE



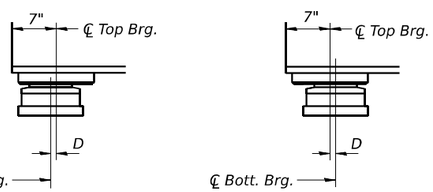
BEARING ASSEMBLY

Type I Elastomeric



BOTTOM BEARING ASSEMBLY

Type II Elastomeric Expansion Brg.



BELOW 50°F. **ABOVE 50°F.**

D=⅛" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

EXPANSION BEARING ORIENTATION

The above diagrams are for informational purposes only to show the amount of expected offset "D" for the current temperature in the field.

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

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	12
Elastomeric Bearing Assembly Type II	Each	60
Anchor Bolts, 1"	Each	264
Furnishing and Erecting Structural Steel	Pound	1360

Notes:

Side retainers and stainless steel plates at Pier 3N bearing line shall be included in the cost of Elastomeric Bearing Assembly, Type I. Side Retainers and stainless steel plates at Piers 1, 4, 6, 10, 11, 14, 16, and 20 shall be included in the cost of Furnishing and Erecting Structural Steel.

Side retainers and leveling pad required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type II.

The ⅛" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

Bonding of ⅛" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.

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 55 (Fy=55ksi). The correponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 36.

Two ⅛ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

See Sheet 28 for interior beam reactions.

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

CZAPLICKI LOPEZ, PLLC
201 KENMORE DRIVE
BURR RIDGE, IL, 60527
630-915-8881
DESIGN FIRM NO: 184.008135

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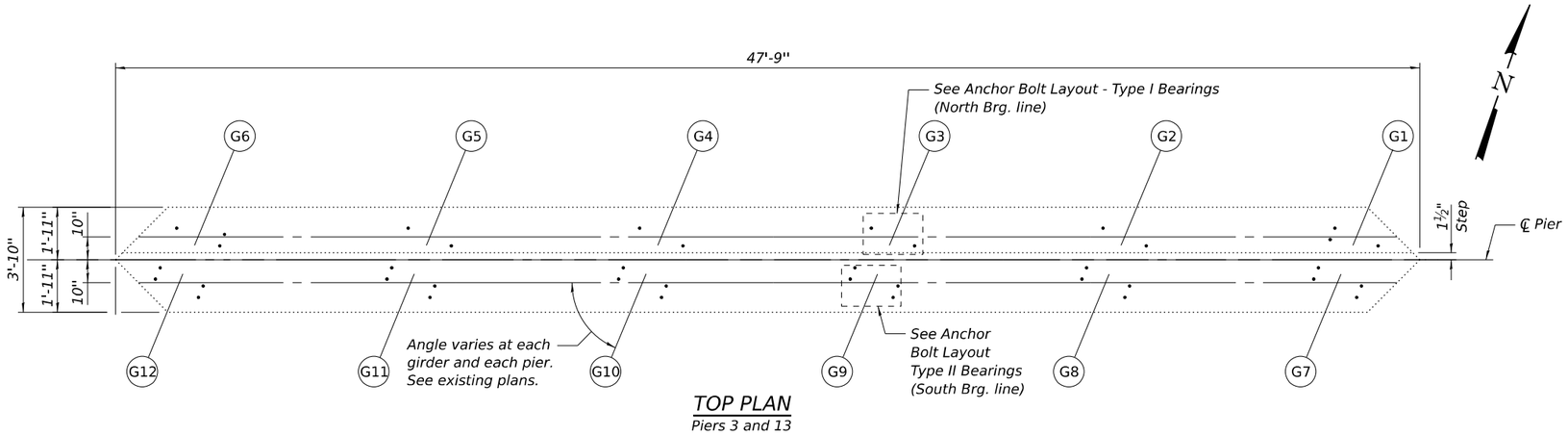
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING REPLACEMENT DETAILS I
STRUCTURE NO. 037-0021 (SB) AND 037-0022 (NB)

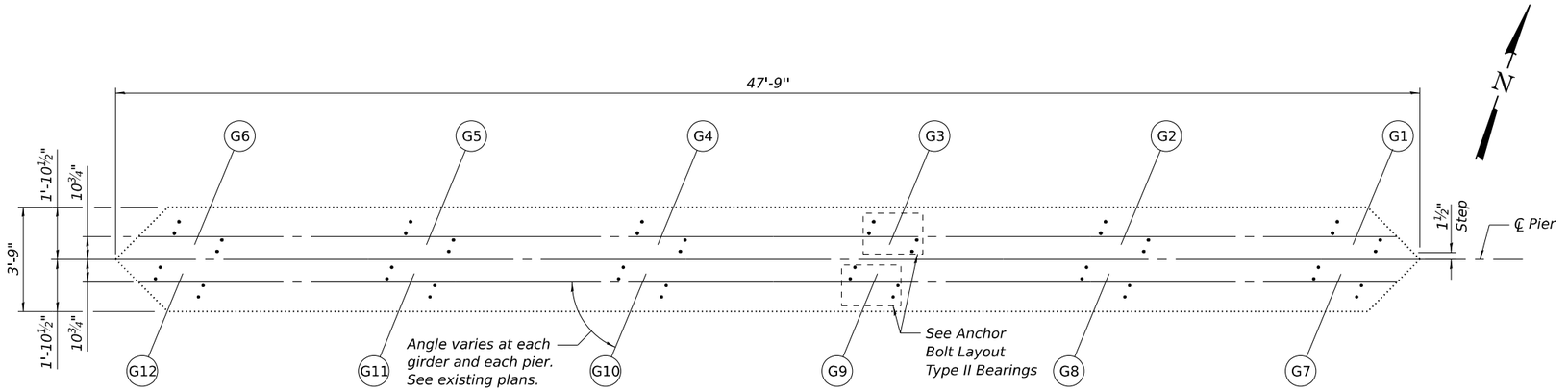
SHEET 32 OF 49 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

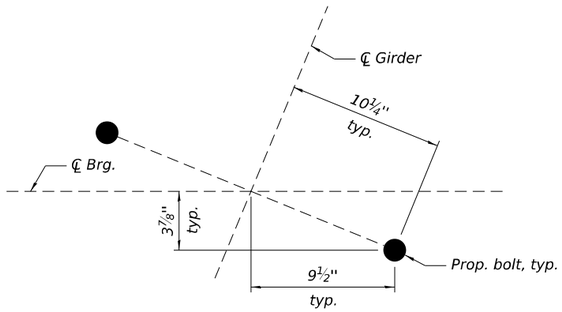
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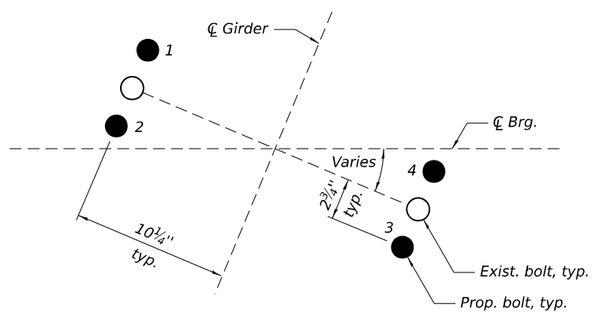
TOP PLAN
Piers 3 and 13



TOP PLAN
Piers 7 and 17



ANCHOR BOLT LAYOUT - TYPE I BEARINGS
(Except east side of G6 and west side of G1)



ANCHOR BOLT LAYOUT - TYPE II BEARINGS
(Also on east side of G6 and west side of G1)

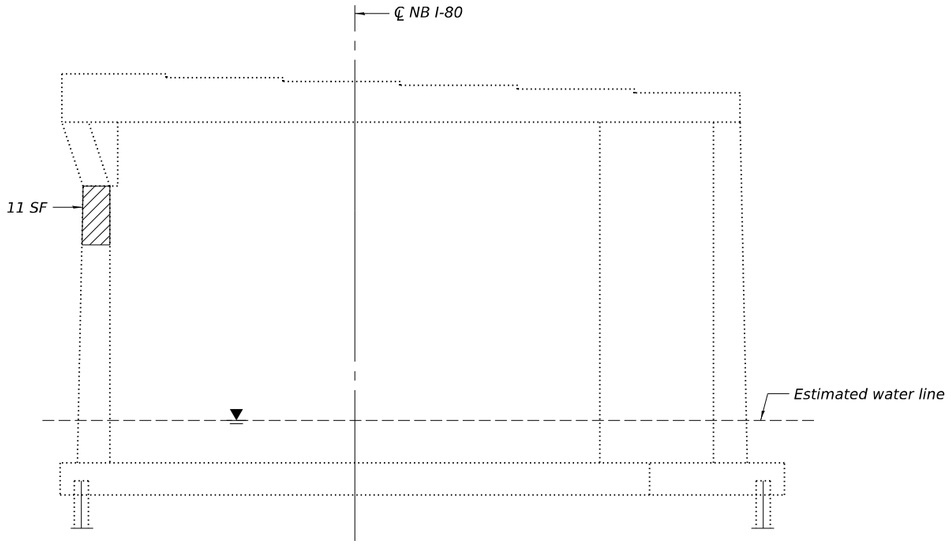
CZAPLICKI LOPEZ, PLLC
201 KENMORE DRIVE
BURR RIDGE, IL, 60527
630-915-8861
DESIGN FIRM NO: 184.008135

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	CHECKED - PAF	REVISED -		
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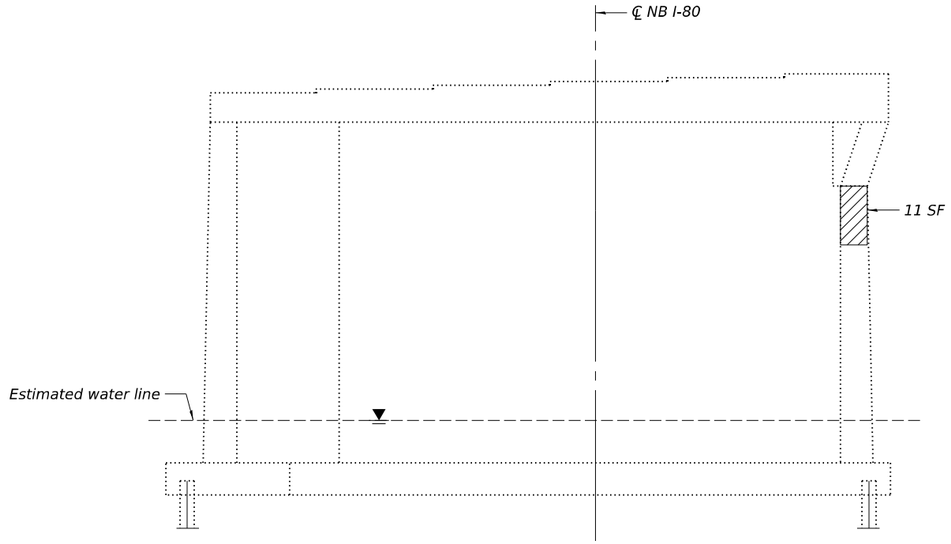
*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		ILLINOIS	FED. AID PROJECT	

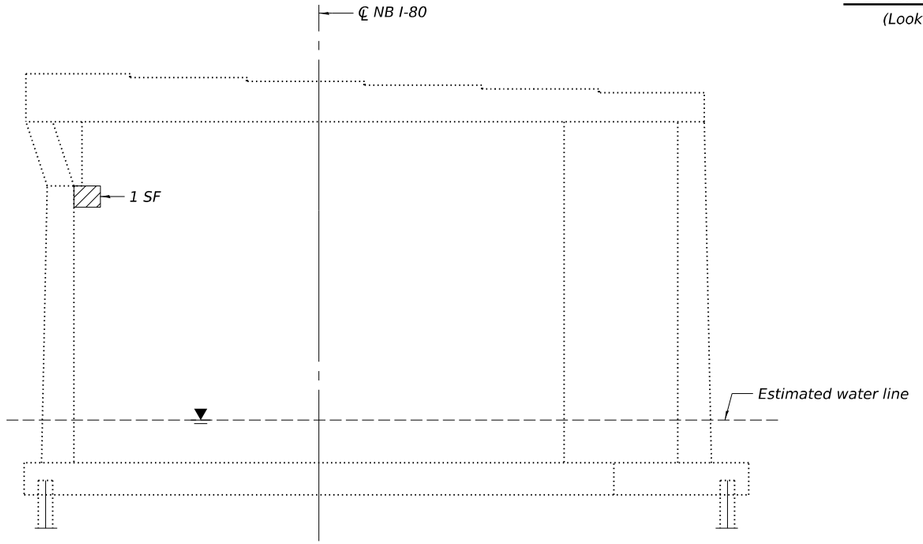
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8/9/2024 10:29:47 AM



PIER 3 ELEVATION
(Looking North)



PIER 3 ELEVATION
(Looking South)



PIER 6 ELEVATION
(Looking North)

LEGEND

Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)

Note:
Quantities for Structural Repair of Concrete for the substructure repairs are estimated. Areas to be repaired shall be determined in the field by the Engineer at the time of construction.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	23

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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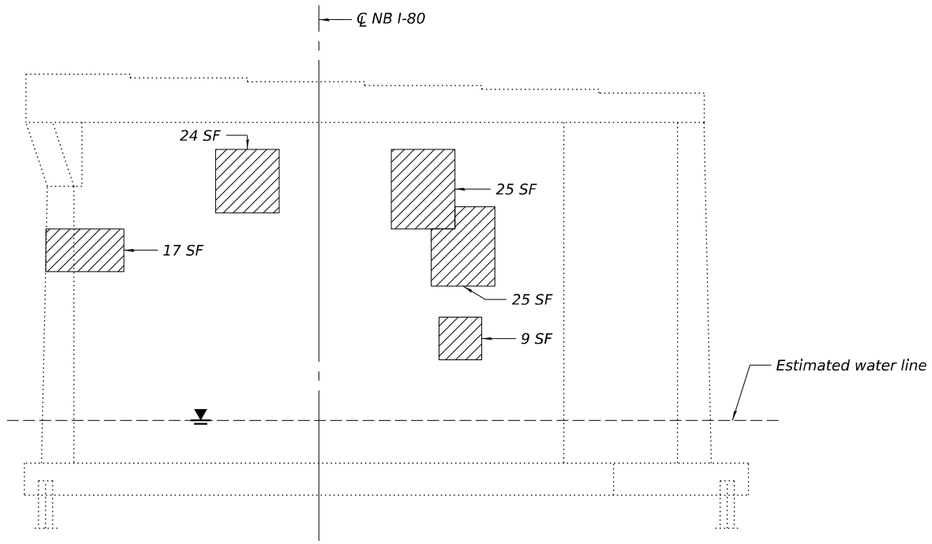
CZAPLICKI LOPEZ, PLLC
201 KENMORE DRIVE
BURR RIDGE, IL, 60527
6304154861
DESIGN FIRM NO: 184.008135

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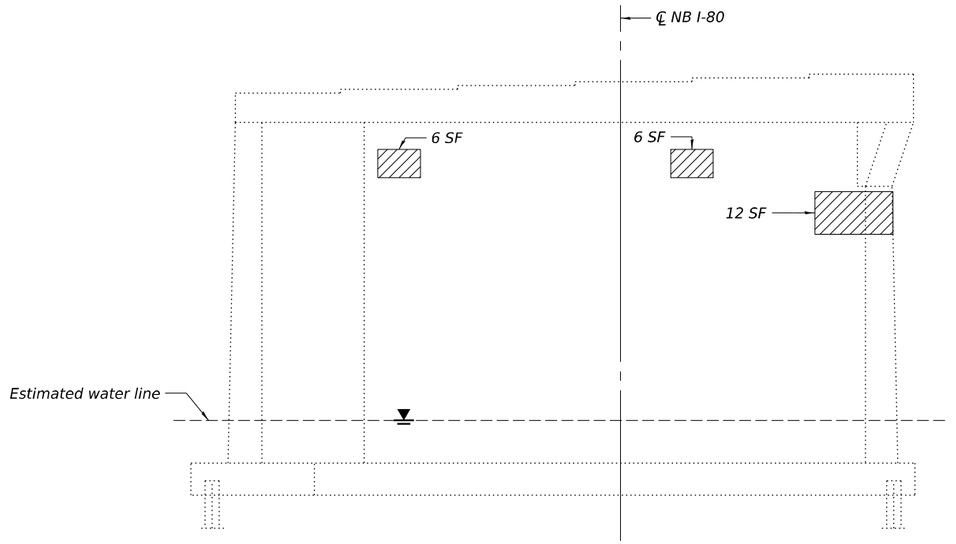
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER REPAIR DETAILS I
STRUCTURE NO. 037-0021 (SB) AND 037-0022 (NB)
SHEET 34 OF 49 SHEETS

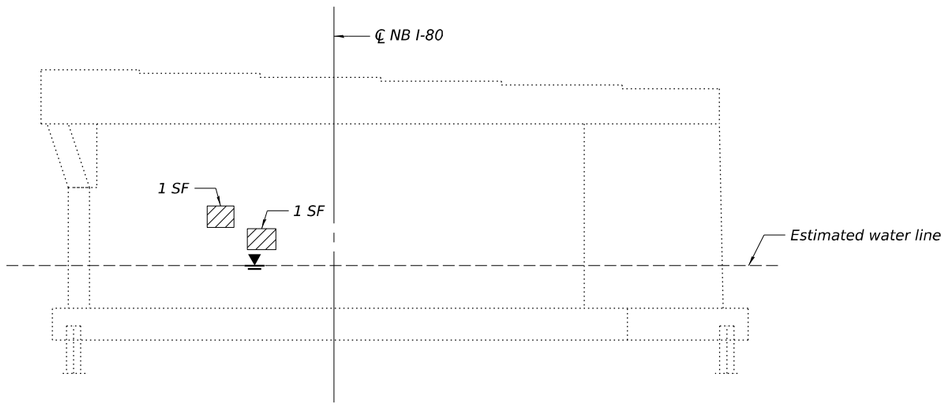
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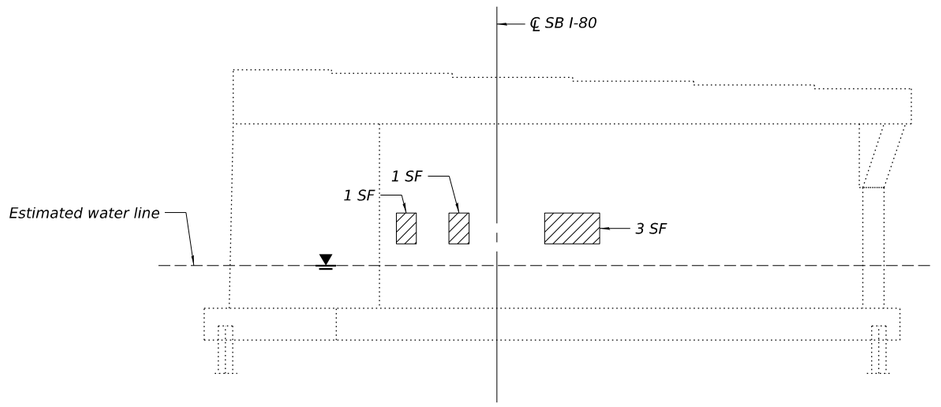
PIER 7 ELEVATION
(Looking North)



PIER 7 ELEVATION
(Looking South)



PIER 9 ELEVATION
(Looking North)



PIER 11 ELEVATION
(Looking North)

LEGEND

Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)

Note:
Quantities for Structural Repair of Concrete for the substructure repairs are estimated. Areas to be repaired shall be determined in the field by the Engineer at the time of construction.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	129

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

CZAPLICKI LOPEZ, PLLC
201 KENMORE DRIVE
BURR RIDGE, IL, 60527
630-915-6861
DESIGN FIRM NO: 184.008135

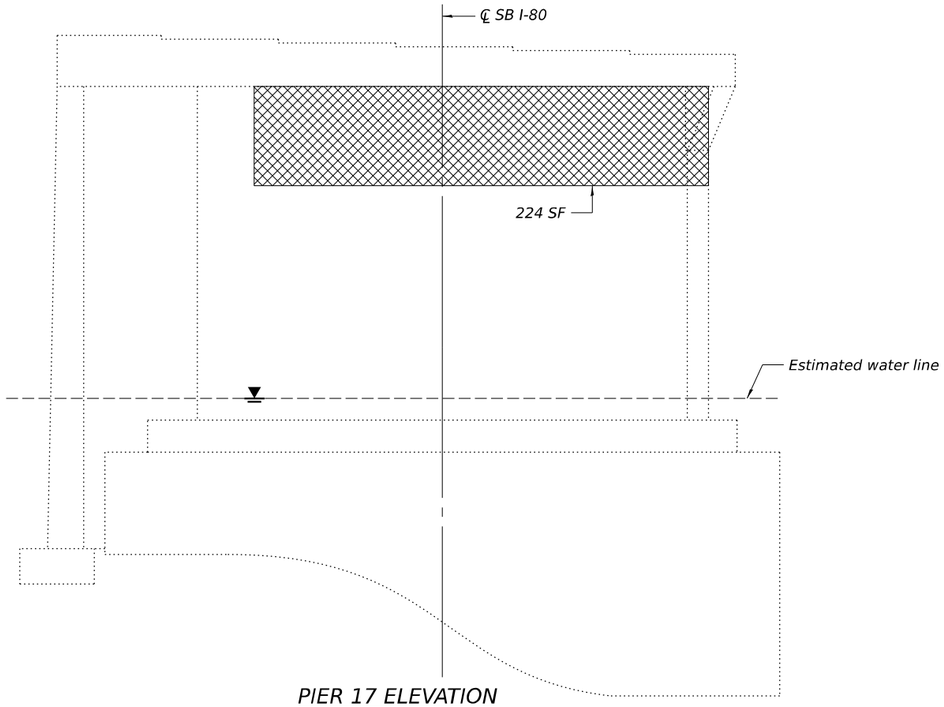
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

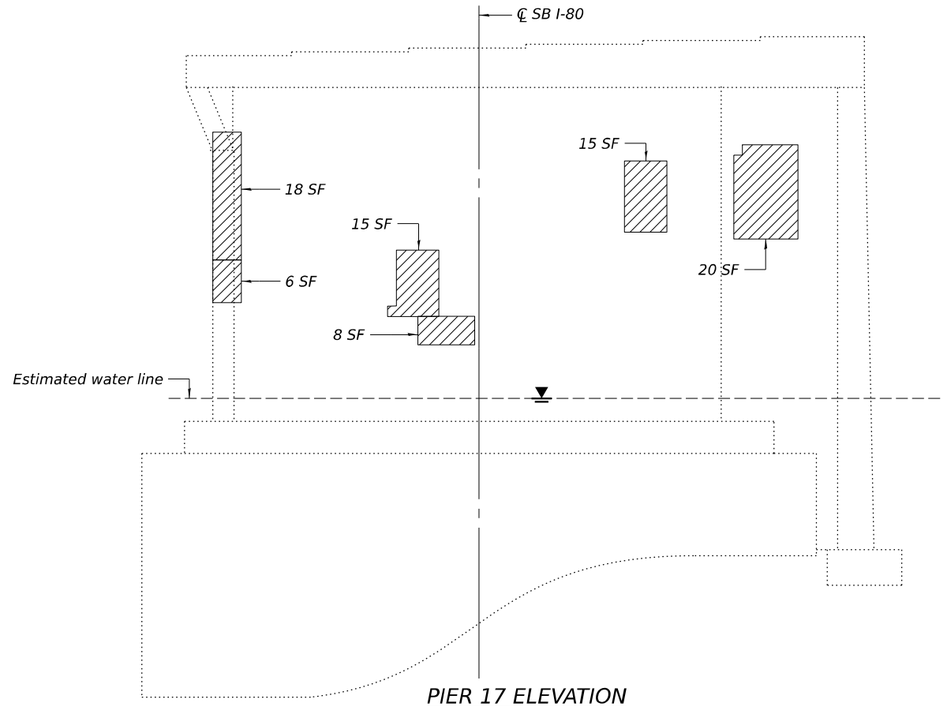
PIER REPAIR DETAILS II
STRUCTURE NO. 037-0021 (SB) AND 037-0022 (NB)
SHEET 35 OF 49 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	

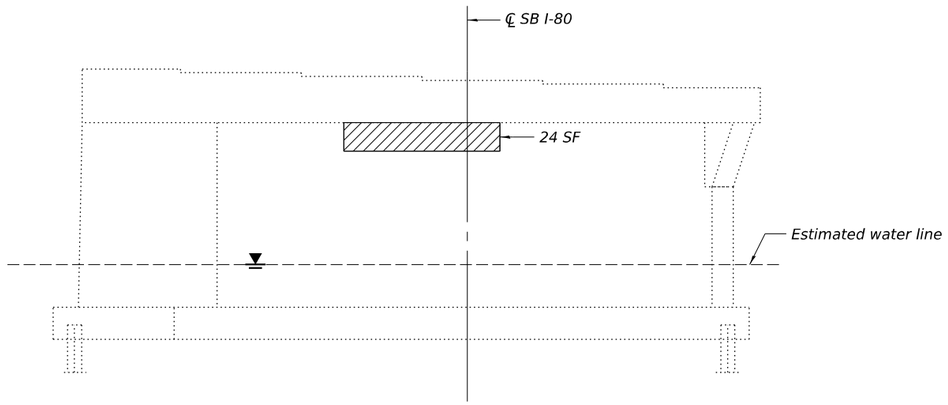
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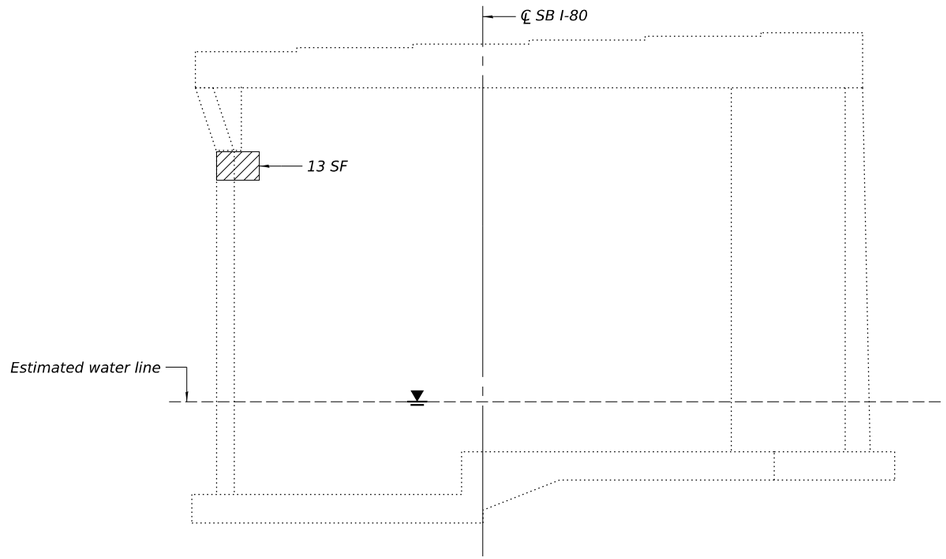
PIER 17 ELEVATION
(Looking North)



PIER 17 ELEVATION
(Looking South)



PIER 13 ELEVATION
(Looking North)



PIER 19 ELEVATION
(Looking South)

LEGEND

Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)

Structural Repair of Concrete (Depth Greater Than 5 Inches)

Note:
Quantities for Structural Repair of Concrete for the substructure repairs are estimated. Areas to be repaired shall be determined in the field by the Engineer at the time of construction.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	119
Structural Repair of Concrete (Depth Greater Than 5 Inches)	Sq. Ft.	224

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

CZAPLICKI LOPEZ, PLLC
201 KENMORE DRIVE
BURR RIDGE, IL, 60527
630-415-4881
DESIGN FIRM NO: 184.008135

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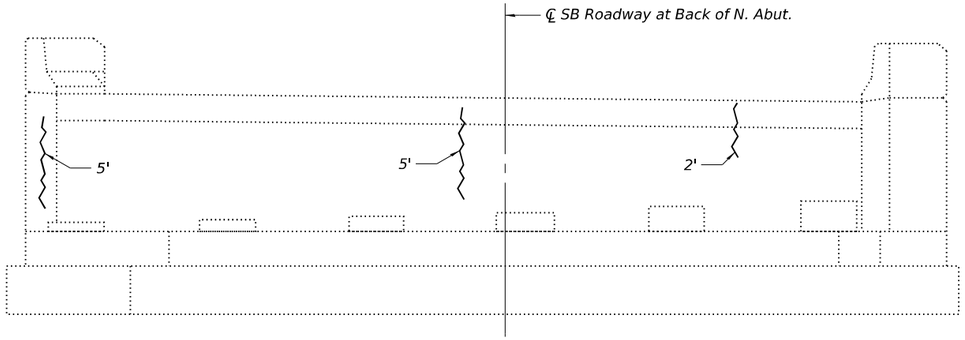
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER REPAIR DETAILS III
STRUCTURE NO. 037-0021 (SB) AND 037-0022 (NB)

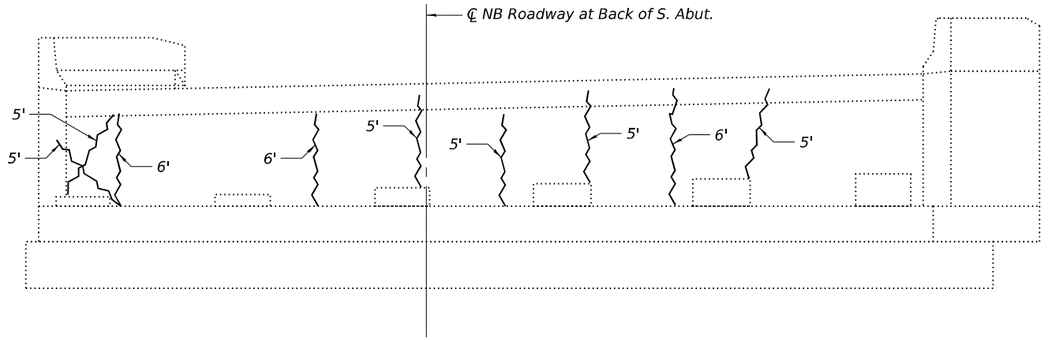
SHEET 36 OF 49 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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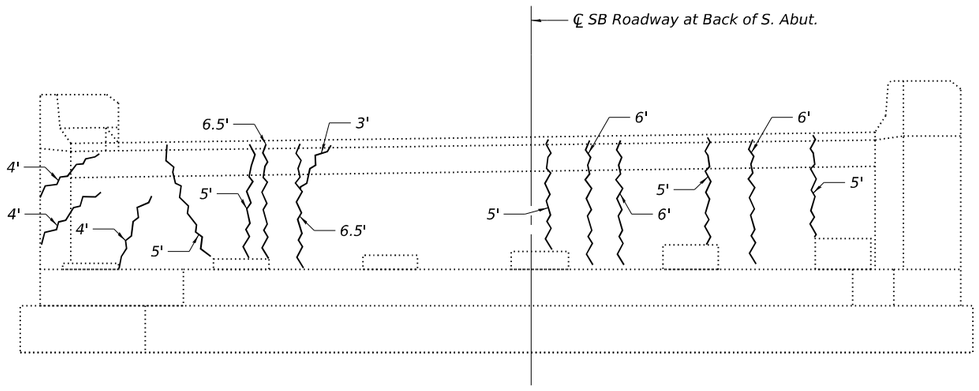
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8/9/2024 10:29:49 AM



NORTH ABUTMENT (SB)



SOUTH ABUTMENT (NB)



SOUTH ABUTMENT (SB)

Note:
There are no repairs noted for NB Bridge, North Abutment.

BILL OF MATERIAL

Item	Unit	Total
Epoxy Crack Injection	Foot	131

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

CZAPLICKI LOPEZ, PLLC
201 KENMORE DRIVE
BURR RIDGE, IL, 60527
630-915-8861
DESIGN FIRM NO: 184.008135

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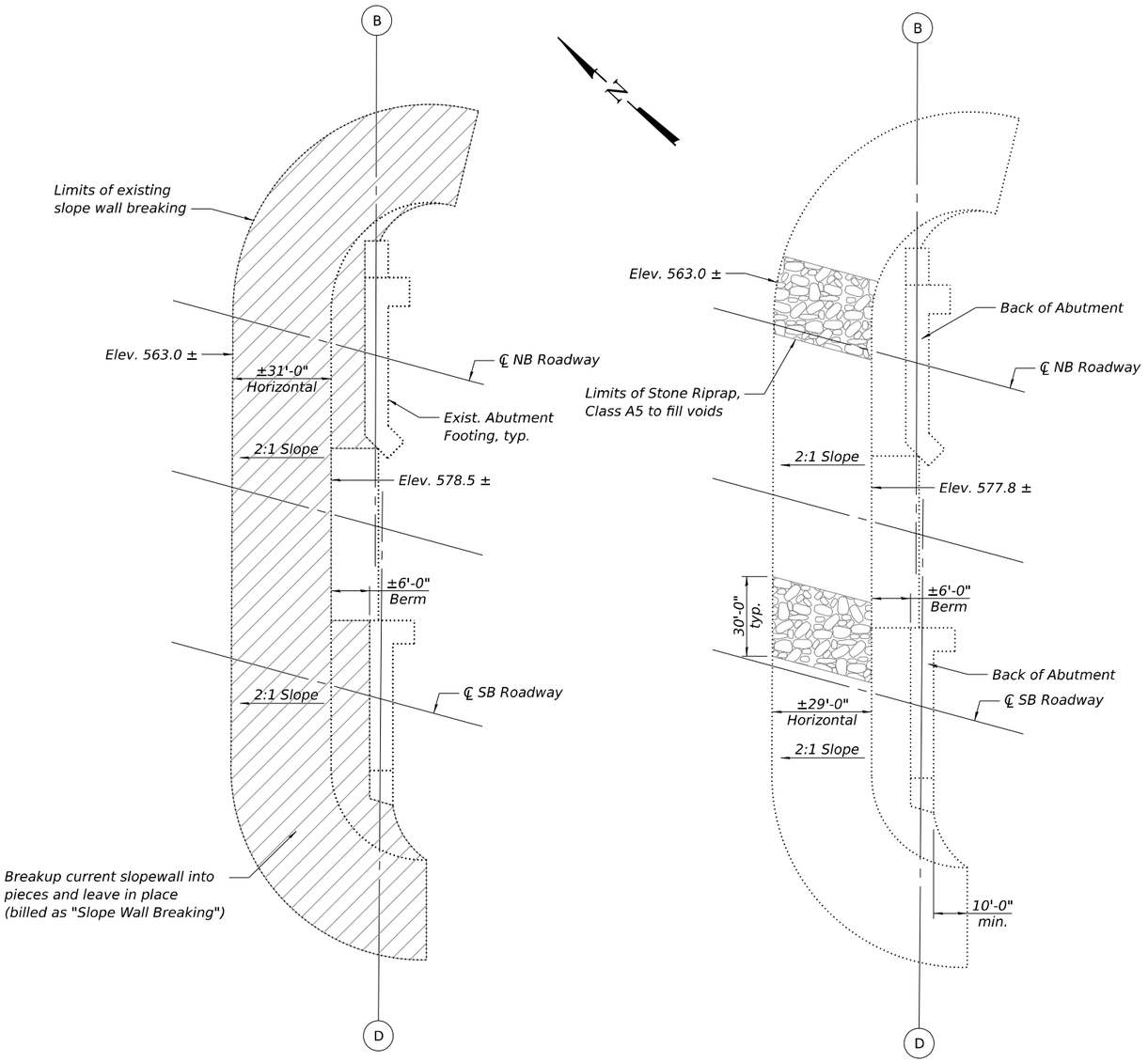
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT REPAIR DETAILS
STRUCTURE NO. 037-0021 (SB) AND 037-0022 (NB)

SHEET 37 OF 49 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	161
		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	

MODEL: Abutment Repairs
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EXISTING SLOPE WALL PLAN - SOUTH ABUTMENT

PROPOSED RIPRAP PLAN - SOUTH ABUTMENT

BILL OF MATERIAL

Item	Unit	Total
Slope Wall Breaking	Sq. Yd.	1,023
Stone Riprap, Class A5	Sq. Yd.	208

Note:
Stone Riprap, Class A5 quantities are from field observations.
Final quantities will be determined in the field by the Engineer.

MODEL: Deck Repair Plan
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CZAPLICKI LOPEZ, PLLC
201 KENMORE DRIVE
BURR RIDGE, IL, 60527
630-915-8881
DESIGN FIRM NO: 184.008135

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		CHECKED - PAF	REVISED -		
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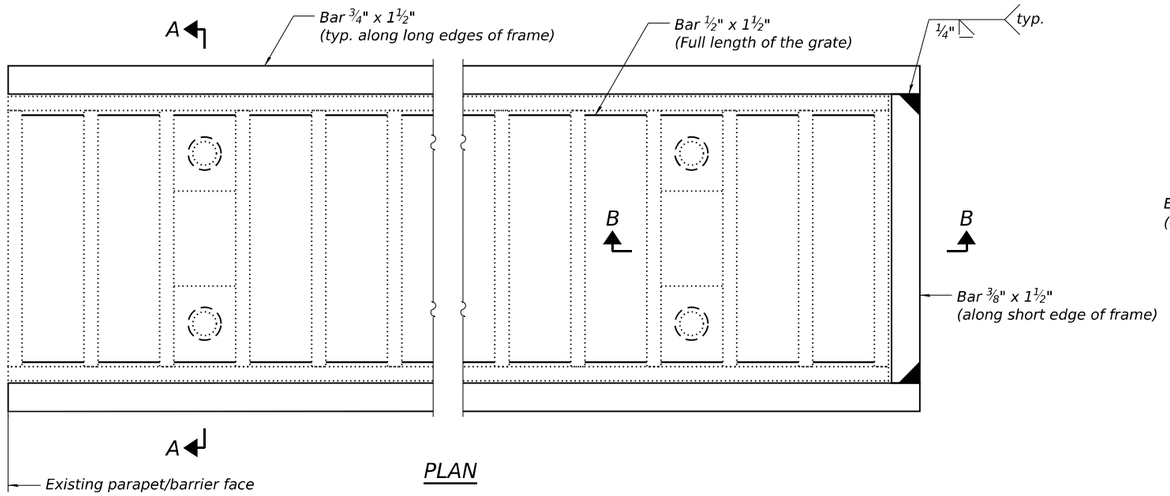
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SLOPE WALL MODIFICATION AND PROPOSED RIPRAP
STRUCTURE NO. 037-0021 (SB) AND 037-0022 (NB)
SHEET 38 OF 49 SHEETS

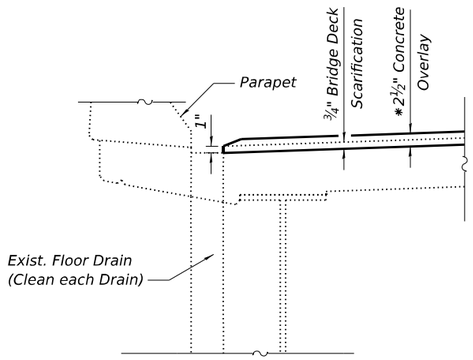
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F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	162
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

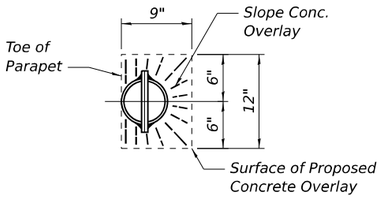
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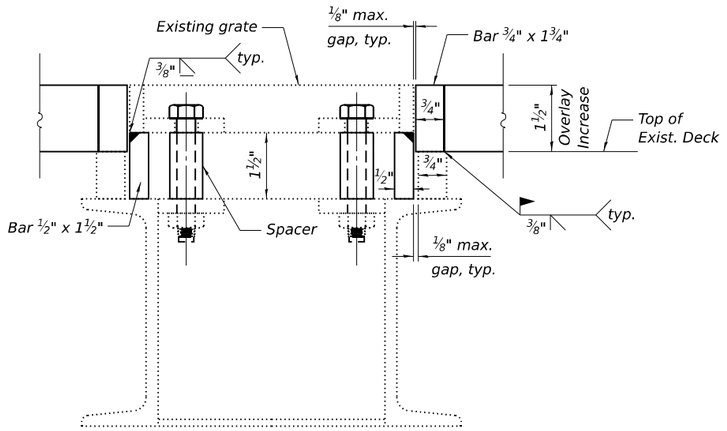
PLAN



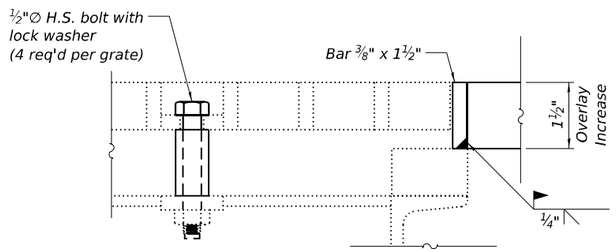
FLOOR DRAIN PRESERVATION



TOP PLAN OF FLOOR DRAIN



SECTION A-A



SECTION B-B

Notes:

Existing drainage scupper grates shall be adjusted so that the top of the existing grate is flush with the top of the bridge overlay.

Proposed structural steel for adjusting the scupper grates shall conform to AASHTO Classification M-270 Gr. 36. All proposed components adjusting the scupper grates shall be hot dipped galvanized.

Bolts shall be ½"Ø ASTM F3125 Grade A325 Type 1, mechanically galvanized. Spacer may be fabricated from round steel pipe.

The Contractor shall ensure that no damage is done to the existing grates to be reused.

Shop plans for the proposed scupper adjustment ring shall be submitted to the Engineer for approval prior to fabrication.

See existing scupper plans for details and dimensions not shown. The Contractor shall field verify the type of scupper present and the scupper dimensions.

Galvanizing for field welded areas shall be repaired per ASTM A 780.

Clean existing scuppers, floor drains, and downspouts.

Cost of all labor and materials necessary to remove existing grates, clean existing scuppers and downspouts, furnish and install scupper adjustment ring, and reinstalling the grates is included in the cost per unit each for Drainage Scupper to be Adjusted.

BILL OF MATERIAL

Item	Unit	Total
Drainage Scuppers To Be Adjusted	Each	4
Floor Drains To Be Cleaned	Each	129

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

CZAPLICKI LOPEZ, PLLC
201 KENMORE DRIVE
BURR RIDGE, IL, 60527
630-915-4861
DESIGN FIRM NO: 184.008135

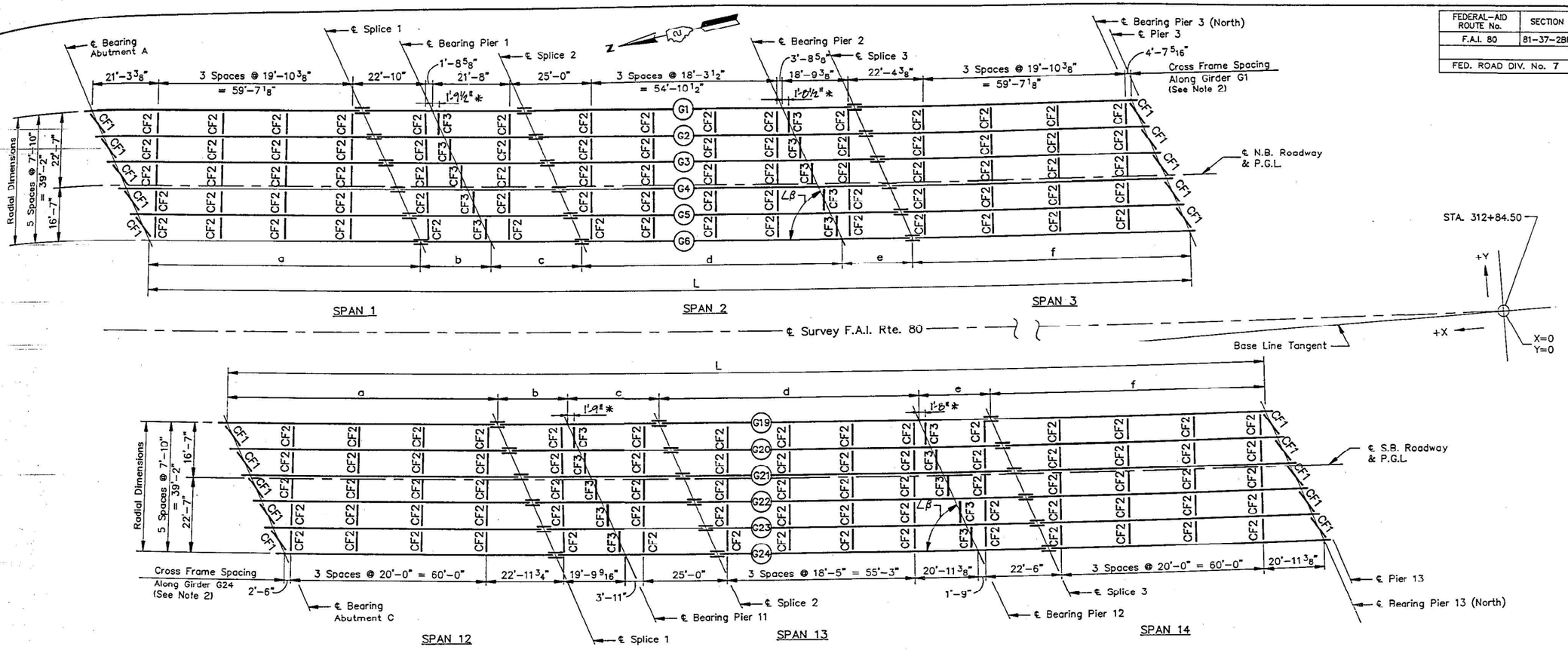
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	CHECKED - PAF	REVISED -		
PLOT SCALE = $SCALE$	DRAWN - SVJ	REVISED -		SHEET 39 OF 49 SHEETS
PLOT DATE =	CHECKED - HP	REVISED -		

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	163
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

MODEL: Deck Repair Plan
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FEDERAL-AID ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
F.A.I. 80	81-37-2BR	HENRY	106	52
FED. ROAD DIV. No. 7	ILLINOIS	PROJECT		



FRAMING PLAN

SPANS 1 THRU 3 AND 12 THRU 14

*TYPICAL AT PIER INDICATED

LAYOUT DIMENSIONS (IN FEET) FROM BASE LINE TANGENT TO ℄ SURVEY @ STA. 312+84.50

GIRDER	℄ BRGS ABUT A		℄ SPLICE 1		℄ BRGS PIER 1		℄ SPLICE 2		℄ BRGS PIER 2		℄ SPLICE 3		℄ BRGS PIER 3(N)	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
G1	1291.97	215.93	1209.92	197.34	1189.11	192.83	1162.22	187.13	1086.00	171.69	1065.09	167.64	982.42	152.45
G2	1290.07	207.44	1208.03	188.91	1187.23	184.42	1160.34	178.73	1084.13	163.34	1063.22	159.31	980.57	144.17
G3	1288.17	198.95	1206.15	180.49	1185.34	176.01	1158.46	170.33	1082.26	155.00	1061.36	150.98	978.71	135.89
G4	1286.27	190.47	1204.26	172.06	1183.46	167.59	1156.58	161.94	1080.39	146.66	1059.49	142.65	976.86	127.62
G5	1284.37	181.99	1202.38	163.64	1181.58	159.19	1154.70	153.55	1078.53	138.32	1057.63	134.33	975.01	119.34
G6	1282.48	173.51	1200.49	155.22	1179.70	150.78	1152.82	145.17	1076.66	129.98	1055.76	126.01	973.15	111.07
GIRDER	℄ BRGS ABUT C		℄ SPLICE 1		℄ BRGS PIER 11		℄ SPLICE 2		℄ BRGS PIER 12		℄ SPLICE 3		℄ BRGS PIER 13(N)	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
G19	1271.06	114.65	1188.90	96.68	1168.02	92.32	1141.12	86.81	1064.77	71.91	1043.86	68.01	961.09	53.37
G20	1269.16	106.19	1187.02	88.28	1166.15	83.93	1139.25	78.44	1062.91	63.58	1042.00	59.70	959.25	45.12
G21	1267.27	97.73	1185.14	79.88	1164.27	75.54	1137.38	70.07	1061.05	55.27	1040.14	51.40	957.40	36.86
G22	1265.38	89.28	1183.26	71.48	1162.39	67.16	1135.50	61.71	1059.19	46.95	1038.28	43.09	955.55	28.61
G23	1263.49	80.83	1181.38	63.09	1160.51	58.78	1133.63	53.34	1057.32	38.64	1036.42	34.79	953.70	20.36
G24	1261.59	72.38	1179.50	54.70	1158.64	50.40	1131.76	44.98	1055.46	30.32	1034.56	26.49	951.86	12.11

GIRDER DIMENSIONS (MEASURED ALONG ℄ OF GIRDER)

GIRDER	RADIUS	a	b	c	d	e	f	L
G1	5663.067'	84'-1 9/16"	21'-3 9/16"	27'-5 7/8"	77'-9 1/4"	21'-3 9/16"	84'-0 5/8"	316'-0 7/16"
G2	5670.900'	84'-1 1/4"	21'-3 7/16"	27'-5 13/16"	77'-9"	21'-3 1/2"	84'-0 3/8"	315'-11 3/8"
G3	5678.733'	84'-0 15/16"	21'-3 3/8"	27'-5 11/16"	77'-8 3/4"	21'-3 7/16"	84'-0 1/8"	315'-10 5/16"
G4	5686.567'	84'-0 5/8"	21'-3 5/16"	27'-5 5/8"	77'-8 1/2"	21'-3 3/8"	83'-11 7/8"	315'-9 5/16"
G5	5694.400'	84'-0 5/16"	21'-3 1/4"	27'-5 1/2"	77'-8 3/16"	21'-3 5/16"	83'-11 5/8"	315'-8 3/16"
G6	5702.233'	84'-0"	21'-3 1/8"	27'-5 7/16"	77'-7 15/16"	21'-3 1/4"	83'-11 3/8"	315'-7 1/8"
G19	5757.067'	84'-1 1/4"	21'-3 15/16"	27'-5 1/2"	77'-9 1/2"	21'-3 1/4"	84'-0 5/8"	316'-0 1/16"
G20	5764.900'	84'-0 15/16"	21'-3 7/8"	27'-5 3/8"	77'-9 1/4"	21'-3 3/16"	84'-0 3/8"	315'-11"
G21	5772.733'	84'-0 5/8"	21'-3 3/4"	27'-5 5/16"	77'-9 1/16"	21'-3 1/8"	84'-0 1/8"	315'-10"
G22	5780.567'	84'-0 3/8"	21'-3 11/16"	27'-5 3/16"	77'-8 13/16"	21'-3 1/16"	83'-11 7/8"	315'-9"
G23	5788.400'	84'-0 1/16"	21'-3 5/8"	27'-5 1/8"	77'-8 9/16"	21'-3"	83'-11 5/8"	315'-8"
G24	5796.233'	83'-11 3/4"	21'-3 9/16"	27'-5 1/16"	77'-8 5/16"	21'-2 15/16"	83'-11 7/16"	315'-7 1/16"

GIRDER SKEW ANGLE – $\angle\beta$ (TO LOCAL TANGENT)

GIRDER	℄ BRGS ABUT A	℄ BRGS PIER 1	℄ BRGS PIER 2	℄ BRGS PIER 3(N)	GIRDER	℄ BRGS ABUT C	℄ BRGS PIER 11	℄ BRGS PIER 12	℄ BRGS PIER 13(N)
G1	64° 11' 33"	65° 15' 33"	66° 19' 26"	67° 23' 24"	G19	64° 37' 30"	65° 40' 27"	66° 43' 18"	67° 46' 12"
G2	64° 13' 50"	65° 17' 44"	66° 21' 31"	67° 25' 22"	G20	64° 39' 43"	65° 42' 34"	66° 45' 19"	67° 48' 06"
G3	64° 16' 08"	65° 19' 55"	66° 23' 36"	67° 27' 21"	G21	64° 41' 56"	65° 44' 40"	66° 47' 19"	67° 50' 01"
G4	64° 18' 25"	65° 22' 05"	66° 25' 40"	67° 29' 19"	G22	64° 44' 08"	65° 46' 46"	66° 49' 19"	67° 51' 54"
G5	64° 20' 41"	65° 24' 15"	66° 27' 44"	67° 31' 16"	G23	64° 46' 19"	65° 48' 52"	66° 51' 18"	67° 53' 48"
G6	64° 22' 57"	65° 26' 25"	66° 29' 47"	67° 33' 13"	G24	64° 48' 31"	65° 50' 57"	66° 53' 18"	67° 55' 41"

NOTES

1. For Cross Frames and Splice details see Dwg. No. S-50
2. Cross Frames designated CF2 and CF3 are spaced radial to girders.

FOR INFORMATION ONLY

REVISIONS	
DATE	NAME

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I ROUTE 80 OVER ROCK RIVER
SECTION 81-37-2BR
HENRY COUNTY
STATION 305+87.44
STRUCTURE NOS. 037-0021(S.B.) & 037-0022(N.B.)

FRAMING PLAN
SPANS 1 THRU 3 AND 12 THRU 14

H.W. LOCHNER, INC. ENGINEERS CHICAGO, ILL.

S-44

DESIGNED	RWC
CHECKED	MR
DRAWN	SJD
CHECKED	RWC
REVIEWED	RWC

CZAPLICKI LOPEZ, PLLC
201 KENMORE DRIVE
BURR RIDGE, IL. 60527
630-915-8861
DESIGN FIRM NO: 184.008135

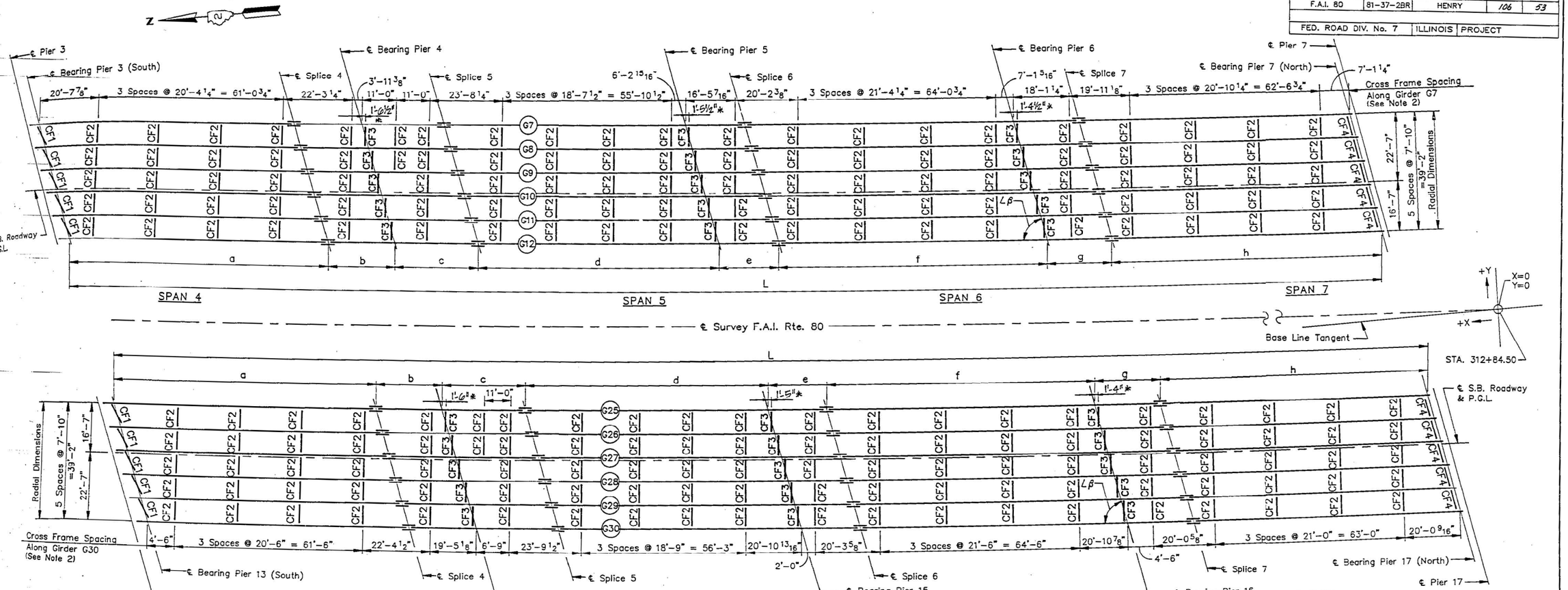
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	CHECKED - PAF	REVISED -			
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PLOT DATE =	CHECKED - HP	REVISED -		SHEET 39 OF 49 SHEETS	

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	164
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

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FEDERAL-AID ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
F.A.I. 80	81-37-2BR	HENRY	106	53
FED. ROAD DIV. No. 7	ILLINOIS	PROJECT		



FRAMING PLAN

SPANS 4 THRU 7 AND 15 THRU 18

*TYPICAL AT PIER INDICATED

LAYOUT DIMENSIONS (IN FEET) FROM BASE LINE TANGENT TO ℄ SURVEY @ STA. 312+84.50

GIRDER	℄ BRGS PIER 3(S)		℄ SPLICE 4		℄ BRGS PIER 4		℄ SPLICE 5		℄ BRGS PIER 5		℄ SPLICE 6		℄ BRGS PIER 6		℄ SPLICE 7		℄ BRGS PIER 7(N)	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
G7	980.64	152.14	896.30	137.96	874.16	134.46	846.87	130.26	767.49	118.83	748.32	116.24	660.54	105.24	639.10	102.76	553.46	93.69
G8	978.79	143.86	894.46	129.74	872.32	126.24	845.04	122.06	765.67	110.68	746.49	108.10	658.72	97.14	637.29	94.67	551.66	85.65
G9	976.93	135.58	892.62	121.51	870.49	118.03	843.20	113.87	763.84	102.52	744.67	99.95	656.91	89.04	635.47	86.58	549.86	77.60
G10	975.08	127.31	890.78	113.28	868.65	109.82	841.37	105.67	762.02	94.37	742.85	91.81	655.10	80.94	633.66	78.50	548.06	69.56
G11	973.23	119.03	888.94	105.06	866.81	101.61	839.53	97.48	760.19	86.22	741.02	83.67	653.28	72.85	631.85	70.41	546.26	61.51
G12	971.38	110.76	887.10	96.84	864.97	93.40	837.70	89.28	758.37	78.07	739.20	75.53	651.47	64.75	630.04	62.33	544.45	53.47
GIRDER	℄ BRGS PIER 13(S)		℄ SPLICE 4		℄ BRGS PIER 14		℄ SPLICE 5		℄ BRGS PIER 15		℄ SPLICE 6		℄ BRGS PIER 16		℄ SPLICE 7		℄ BRGS PIER 17(N)	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
G25	959.32	53.07	874.95	39.46	852.75	36.09	825.47	32.07	746.00	21.12	726.84	18.65	638.98	8.15	617.54	5.80	531.86	−2.80
G26	957.47	44.82	873.11	31.25	850.91	27.89	823.64	23.89	744.18	12.98	725.02	10.52	637.17	0.07	615.74	−2.27	530.06	−10.83
G27	955.62	36.56	871.28	23.05	849.08	19.70	821.81	15.71	742.36	4.85	723.20	2.40	635.36	−8.01	613.93	−10.34	528.27	−18.86
G28	953.78	28.31	869.44	14.84	847.24	11.51	819.98	7.54	740.53	−3.29	721.38	−5.73	633.55	−16.09	612.12	−18.42	526.47	−26.89
G29	951.93	20.06	867.60	6.64	845.41	3.32	818.15	−0.64	738.71	−11.42	719.56	−13.85	631.75	−24.17	610.32	−26.48	524.67	−34.92
G30	950.08	11.81	865.77	−1.56	843.58	−4.87	816.32	−8.81	736.89	−19.55	717.74	−21.97	629.94	−32.25	608.51	−34.55	522.87	−42.95

GIRDER SKEW ANGLE – Lβ (TO LOCAL TANGENT)

GIRDER	℄ BRGS PIER 3(S)	℄ BRGS PIER 4	℄ BRGS PIER 5	℄ BRGS PIER 6	℄ BRGS PIER 7(N)	GIRDER	℄ BRGS PIER 13(S)	℄ BRGS PIER 14	℄ BRGS PIER 15	℄ BRGS PIER 16	℄ BRGS PIER 17(N)
G7	67° 24' 29"	68° 30' 01"	69° 35' 27"	70° 40' 55"	71° 46' 17"	G25	67° 47' 16"	68° 51' 43"	69° 56' 05"	71° 00' 27"	72° 04' 45"
G8	67° 26' 28"	68° 31' 53"	69° 37' 13"	70° 42' 34"	71° 47' 51"	G26	67° 49' 11"	68° 53' 31"	69° 57' 47"	71° 02' 04"	72° 06' 16"
G9	67° 28' 26"	68° 33' 45"	69° 38' 59"	70° 44' 14"	71° 49' 24"	G27	67° 51' 05"	68° 55' 19"	69° 59' 29"	71° 03' 40"	72° 07' 46"
G10	67° 30' 24"	68° 35' 36"	69° 40' 45"	70° 45' 53"	71° 50' 58"	G28	67° 52' 59"	68° 57' 07"	70° 01' 11"	71° 05' 16"	72° 09' 16"
G11	67° 32' 21"	68° 37' 28"	69° 42' 30"	70° 47' 32"	71° 52' 31"	G29	67° 54' 52"	68° 58' 54"	70° 02' 53"	71° 06' 51"	72° 10' 46"
G12	67° 34' 19"	68° 39' 19"	69° 44' 14"	70° 49' 11"	71° 54' 04"	G30	67° 56' 45"	69° 00' 41"	70° 04' 34"	71° 08' 27"	72° 12' 16"

GIRDER DIMENSIONS (MEASURED ALONG ℄ OF GIRDER)

GIRDER	RADIUS	a	b	c	d	e	f	g	h	L
G7	5663.067'	85'-6 1/4"	22'-5"	27'-7 5/16"	80'-2 3/8"	19'-4 1/4"	88'-5 5/8"	21'-7"	86'-1 3/8"	431'-3 3/16"
G8	5670.900'	85'-6"	22'-4 15/16"	27'-7 1/4"	80'-2 3/16"	19'-4 3/16"	88'-5 7/16"	21'-6 15/16"	86'-1 3/16"	431'-2 1/8"
G9	5678.733'	85'-5 13/16"	22'-4 7/8"	27'-7 3/16"	80'-2"	19'-4 1/8"	88'-5 1/4"	21'-6 7/8"	86'-1 1/16"	431'-1 3/16"
G10	5686.567'	85'-5 9/16"	22'-4 13/16"	27'-7 1/8"	80'-1 3/4"	19'-4 1/8"	88'-5 1/16"	21'-6 7/8"	86'-0 7/8"	431'-0 3/16"
G11	5694.400'	85'-5 5/16"	22'-4 3/4"	27'-7 1/16"	80'-1 5/8"	19'-4 1/16"	88'-4 7/8"	21'-6 13/16"	86'-0 3/4"	430'-11 1/4"
G12	5702.233'	85'-5 1/8"	22'-4 11/16"	27'-7"	80'-1 7/16"	19'-4"	88'-4 11/16"	21'-6 3/4"	86'-0 9/16"	430'-10 1/4"
G25	5757.067'	85'-5 1/2"	22'-5 1/2"	27'-6 13/16"	80'-2 3/4"	19'-3 13/16"	88'-5 3/4"	21'-6 13/16"	86'-1 3/8"	431'-2 5/16"
G26	5764.900'	85'-5 5/16"	22'-5 7/16"	27'-6 3/4"	80'-2 9/16"	19'-3 13/16"	88'-5 9/16"	21'-6 3/4"	86'-1 3/16"	431'-1 3/8"
G27	5772.733'	85'-5 1/16"	22'-5 3/8"	27'-6 11/16"	80'-2 3/8"	19'-3 3/4"	88'-5 3/8"	21'-6 3/4"	86'-1 1/16"	431'-0 7/16"
G28	5780.567'	85'-4 7/8"	22'-5 5/16"	27'-6 5/8"	80'-2 3/16"	19'-3 3/4"	88'-5 1/4"	21'-6 11/16"	86'-0 7/8"	430'-11 9/16"
G29	5788.400'	85'-4 5/8"	22'-5 1/4"	27'-6 9/16"	80'-2"	19'-3 11/16"	88'-5 1/16"	21'-6 5/8"	86'-0 3/4"	430'-10 9/16"
G30	5796.233'	85'-4 7/16"	22'-5 3/16"	27'-6 1/2"	80'-1 13/16"	19'-3 5/8"	88'-4 7/8"	21'-6 5/8"	86'-0 9/16"	430'-9 5/8"

DESIGNED RWC
CHECKED YR
DRAWN SJ
CHECKED RWC
APPROVED RWC

NOTES

1. For Cross Frames and Splice details see Dwg. No. S-50
2. Cross Frames designated CF2 and CF3 are spaced radial to girders.

REVISIONS	
DATE	NAME

FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I ROUTE 80 OVER ROCK RIVER
SECTION 81-37-2BR
HENRY COUNTY
STATION 305+87.44
STRUCTURE NOS. 037-0021(S.B.) & 037-0022(N.B.)
FRAMING PLAN
SPANS 4 THRU 7 AND 15 THRU 18

H.W. LOCHNER, INC.
ENGINEERS
CHICAGO, ILL.

S-45

CZAPLICKI LOPEZ, PLLC
201 KENMORE DRIVE
BURR RIDGE, IL, 60527
630-915-8861
DESIGN FIRM NO: 184.008135

USERNAME = $USER$	DESIGNED - HP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING STRUCTURE PLANS (FOR INFORMATION ONLY) STRUCTURE NO. 037-0021 (SB) AND 037-0022 (NB)	
	CHECKED - PAF	REVISED -			
PLOT SCALE = $SCALE$	DRAWN - SVJ	REVISED -			
PLOT DATE =	CHECKED - HP	REVISED -		SHEET 41 OF 49 SHEETS	

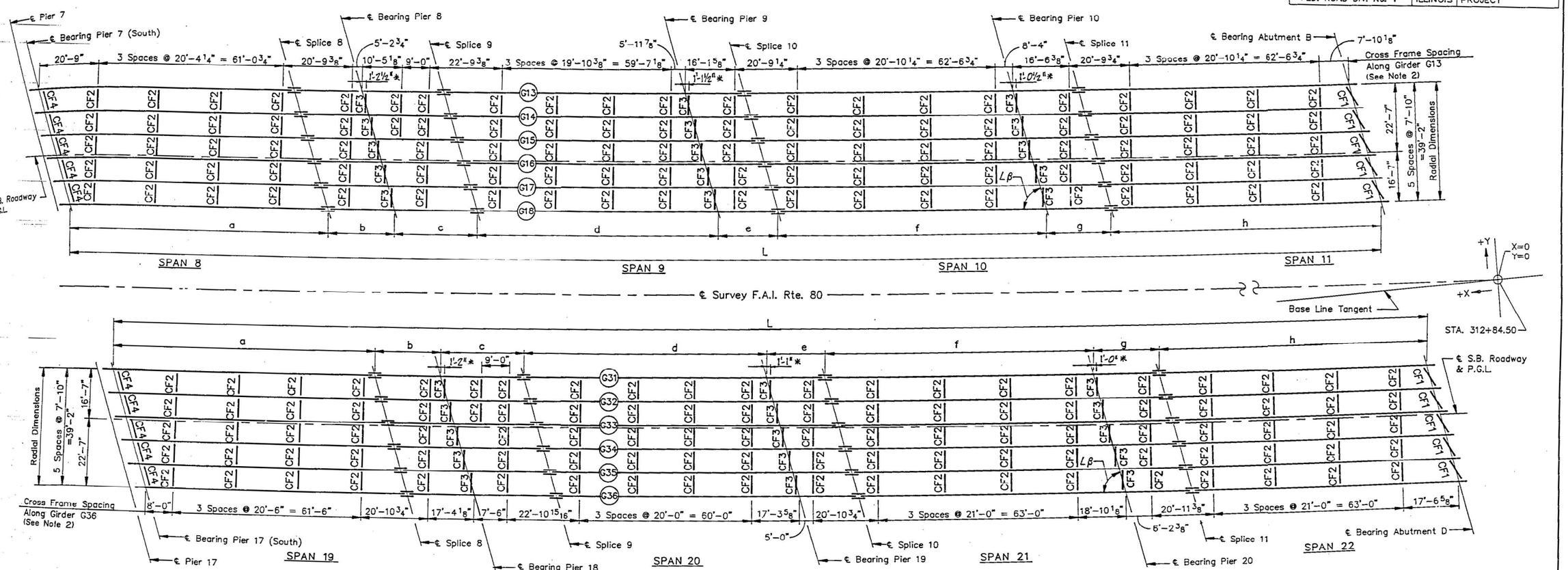
*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	165
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

MODEL: Deck Repair Plan
FILE NAME: C:\Users\Steven\Johnson\OneDrive - Czaplicki Lopez, PLLC\0D 21008 I-80 over Rock River 037-0021 and 0022\SN 037-0021 & 0022 Rock River\Sheets\S41-Rock River_FIO Existing Bridge Plans.dgn

8/9/2024 10:29:53 AM

FEDERAL-AID ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
F.A.I. 80	81-37-2BR	HENRY	106	54
FED. ROAD DIV. No. 7	ILLINOIS	PROJECT		



FRAMING PLAN

SPANS 8 THRU 11 AND 19 THRU 22

*TYPICAL AT PIER INDICATED

LAYOUT DIMENSIONS (IN FEET) FROM BASE LINE TANGENT TO ℄ SURVEY @ STA. 312+84.50

GIRDER	℄ BRGS PIER 7(S)		℄ SPLICE 8		℄ BRGS PIER 8		℄ SPLICE 9		℄ BRGS PIER 9		℄ SPLICE 10		℄ BRGS PIER 10		℄ SPLICE 11		℄ BRGS ABUT B	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
G13	551.58	93.51	466.44	85.83	444.18	84.03	416.58	81.93	336.65	76.60	317.26	75.48	228.99	71.21	207.35	70.38	121.29	67.88
G14	549.78	85.46	464.65	77.82	442.39	76.03	414.97	73.94	334.87	68.65	315.48	67.53	227.21	63.30	205.58	62.48	119.52	60.01
G15	547.98	77.42	462.86	69.81	440.60	68.04	413.00	65.96	333.09	60.69	313.70	59.59	225.44	55.39	203.81	54.58	117.76	52.14
G16	546.18	69.37	461.06	61.81	438.81	60.04	411.22	57.97	331.31	52.74	311.92	51.64	223.67	47.48	202.04	46.67	116.00	44.27
G17	544.38	61.33	459.27	53.80	437.02	52.04	409.43	49.99	329.53	44.79	310.14	43.70	221.90	39.58	200.27	38.77	114.24	36.40
G18	542.58	53.29	457.48	45.80	435.23	44.05	407.64	42.01	327.75	36.84	308.37	35.76	220.13	31.67	198.50	30.87	112.47	28.53
GIRDER	℄ BRGS PIER 17(S)		℄ SPLICE 8		℄ BRGS PIER 18		℄ SPLICE 9		℄ BRGS PIER 19		℄ SPLICE 10		℄ BRGS PIER 20		℄ SPLICE 11		℄ BRGS ABUT D	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
G31	529.99	– 2.97	444.84	–10.20	422.55	–11.89	394.96	–13.85	315.00	–18.79	295.61	–19.82	207.31	–23.68	185.68	–24.42	99.61	–26.55
G32	528.19	–11.00	443.05	–18.20	420.76	–19.87	393.18	–21.83	313.22	–26.73	293.84	–27.76	205.55	–31.58	183.92	–32.32	97.85	–34.42
G33	526.39	–19.03	441.26	–26.19	418.98	–27.86	391.39	–29.80	311.44	–34.68	292.06	–35.69	203.78	–39.49	182.15	–40.21	96.09	–42.28
G34	524.59	–27.06	439.47	–34.19	417.19	–35.84	389.61	–37.77	309.66	–42.62	290.28	–43.62	202.01	–47.39	180.38	–48.10	94.33	–50.15
G35	522.80	–35.09	437.69	–42.18	415.40	–43.83	387.82	–45.74	307.88	–50.56	288.51	–51.56	200.24	–55.29	178.61	–55.99	92.57	–58.01
G36	521.00	–43.12	435.90	–50.17	413.61	–51.81	386.04	–53.71	306.11	–58.49	286.73	–59.49	198.47	–63.18	176.85	–63.88	90.81	–65.87

GIRDER SKEW ANGLE – Lβ (TO LOCAL TANGENT)

GIRDER	℄ BRGS PIER 7(S)	℄ BRGS PIER 8	℄ BRGS PIER 9	℄ BRGS PIER 10	℄ BRGS ABUT B	GIRDER	℄ BRGS PIER 17(S)	℄ BRGS PIER 18	℄ BRGS PIER 19	℄ BRGS PIER 20	℄ BRGS ABUT D
G13	71° 47' 26"	72° 52' 53"	73° 58' 19"	75° 03' 45"	76° 09' 10"	G31	72° 05' 53"	73° 10' 15"	74° 14' 37"	75° 18' 59"	76° 23' 19"
G14	71° 49' 00"	72° 54' 21"	73° 59' 41"	75° 05' 02"	76° 10' 20"	G32	72° 07' 23"	73° 11' 40"	74° 15' 56"	75° 20' 12"	76° 24' 27"
G15	71° 50' 33"	72° 55' 48"	74° 01' 03"	75° 06' 17"	76° 11' 30"	G33	72° 08' 53"	73° 13' 05"	74° 17' 15"	75° 21' 25"	76° 25' 35"
G16	71° 52' 06"	72° 57' 15"	74° 02' 24"	75° 07' 33"	76° 12' 40"	G34	72° 10' 23"	73° 14' 29"	74° 18' 33"	75° 22' 38"	76° 26' 42"
G17	71° 53' 39"	72° 58' 42"	74° 03' 45"	75° 08' 48"	76° 13' 50"	G35	72° 11' 53"	73° 15' 53"	74° 19' 52"	75° 23' 51"	76° 27' 49"
G18	71° 55' 12"	73° 00' 09"	74° 05' 06"	75° 10' 03"	76° 14' 59"	G36	72° 13' 23"	73° 17' 17"	74° 21' 10"	75° 25' 04"	76° 28' 56"

GIRDER DIMENSIONS (MEASURED ALONG ℄ OF GIRDER)

GIRDER	RADIUS	a	b	c	d	e	f	g	h	L
G13	5663.067'	85'-5 7/8"	22'-4"	27'-8 3/16"	80'-1 5/16"	19'-5 1/16"	88'-4 9/16"	21'-7 13/16"	86'-1 3/16"	431'-2"
G14	5670.900'	85'-5 11/16"	22'-3 15/16"	27'-8 3/16"	80'-1 3/16"	19'-5"	88'-4 7/16"	21'-7 13/16"	86'-1 1/8"	431'-1 3/8"
G15	5678.733'	85'-5 9/16"	22'-3 15/16"	27'-8 1/8"	80'-1 1/16"	19'-5"	88'-4 5/16"	21'-7 13/16"	86'-1"	431'-0 13/16"
G16	5686.567'	85'-5 7/16"	22'-3 7/8"	27'-8 1/16"	80'-0 15/16"	19'-5"	88'-4 3/16"	21'-7 3/4"	86'-0 15/16"	431'-0 3/16"
G17	5694.400'	85'-5 5/16"	22'-3 13/16"	27'-8 1/16"	80'-0 7/8"	19'-4 15/16"	88'-4 1/16"	21'-7 3/4"	86'-0 13/16"	430'-11 5/8"
G18	5702.233'	85'-5 1/8"	22'-3 13/16"	27'-8"	80'-0 3/4"	19'-4 15/16"	88'-4"	21'-7 11/16"	86'-0 3/4"	430'-11 1/16"
G31	5757.067'	85'-5 7/16"	22'-4 1/4"	27'-7 15/16"	80'-1 7/16"	19'-4 15/16"	88'-4 9/16"	21'-7 3/4"	86'-1 3/16"	431'-1 1/2"
G32	5764.900'	85'-5 1/4"	22'-4 1/4"	27'-7 7/8"	80'-1 5/16"	19'-4 7/8"	88'-4 1/2"	21'-7 11/16"	86'-1 1/8"	431'-0 7/8"
G33	5772.733'	85'-5 1/8"	22'-4 1/4"	27'-7 13/16"	80'-1 3/16"	19'-4 7/8"	88'-4 3/8"	21'-7 11/16"	86'-1"	431'-0 5/16"
G34	5780.567'	85'-5"	22'-4 3/16"	27'-7 3/4"	80'-1 1/16"	19'-4 7/8"	88'-4 1/4"	21'-7 11/16"	86'-0 15/16"	430'-11 3/4"
G35	5788.400'	85'-4 7/8"	22'-4 1/8"	27'-7 3/4"	80'-1"	19'-4 13/16"	88'-4 3/16"	21'-7 5/8"	86'-0 13/16"	430'-11 3/16"
G36	5796.233'	85'-4 3/4"	22'-4 1/8"	27'-7 11/16"	80'-0 7/8"	19'-4 13/16"	88'-4 1/16"	21'-7 5/8"	86'-0 3/4"	430'-10 11/16"

-1'8" -1'8" 0 +1'8"

NOTES

1. For Cross Frames and Splice details see Dwg. No. S-50
2. Cross Frames designated CF2 and CF3 are spaced radial to girders.

REVISIONS	
DATE	NAME

FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I ROUTE 80 OVER ROCK RIVER
SECTION 81-37-2BR
HENRY COUNTY
STATION 305+87.44
STRUCTURE NOS. 037-0021(S.B.) & 037-0022(N.B.)
FRAMING PLAN
SPANS 8 THRU 11 AND 19 THRU 22

H.W. LOCHNER, INC.
ENGINEERS
CHICAGO, ILL.

S-46

DESIGNED	RWC
CHECKED	HP
DRAWN	SS
CHECKED	RWC
REVIEWED	RWC

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

CZAPLICKI LOPEZ, PLLC
201 KENMORE DRIVE
BURR RIDGE, IL, 60527
630-915-8861
DESIGN FIRM NO: 184.008135

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PLOT DATE =	CHECKED - HP	REVISED -

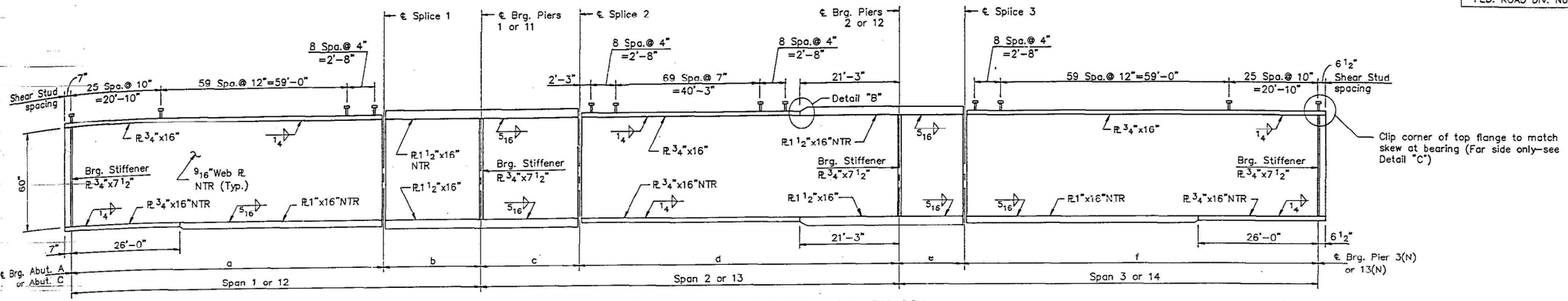
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS (FOR INFORMATION ONLY)
STRUCTURE NO. 037-0021 (SB) AND 037-0022 (NB)
SHEET 42 OF 49 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	166
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

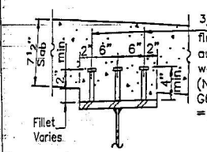
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FEDERAL-AID ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
F.A.I. 80	81-37-2BR	HENRY	106	55
FED. ROAD DIV. No. 7	ILLINOIS	PROJECT		



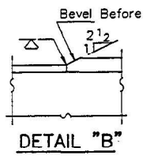
GIRDER ELEVATION G1 THRU G6 AND G19 THRU G24

"NTR" denotes plates to which notch toughness requirements are applicable.

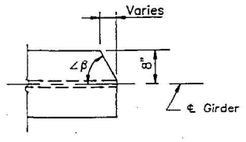


3/4"ø Granular or solid flux filled headed studs automatically end welded to flange. (No. Req'd for G1 thru G6 and G19 thru G24 =9,792)

SHEAR STUDS

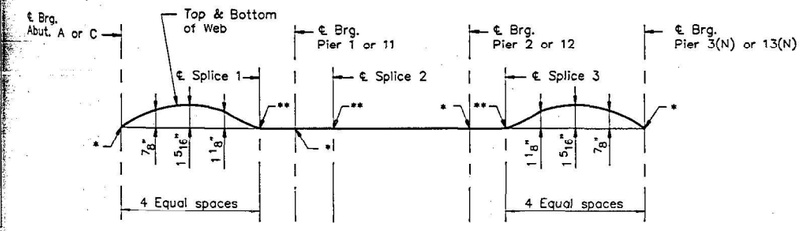


DETAIL "B"



DETAIL "C"

For ∠β see Framing Plan Dwg. No. S-44



CAMBER DIAGRAM

* Final top of web elevations to be used in computing the bearing's seat elevations

** Theoretical elevations before dead load deflections

TOP OF WEB ELEVATIONS*	
GIRDER	
G1	585.028
G2	585.294
G3	585.560
G4	585.827
G5	586.093
G6	586.359
G19	585.232
G20	585.498
G21	585.764
G22	586.031
G23	586.297
G24	586.563

* For fabrication only, Top of web elevations are for all ℄ bearings and ℄ splices.

INTERIOR GIRDER MOMENT TABLE				
		0.4 Span1or12 0.6 Span3or14	Pier 1 or 11 Pier 2 or 12	0.5 Span2or13
Is	(in^4)	35836	55521	32269
Ic (n=9)	(in^4)	86060		75791
Ss	(in^3)	1236	1763	1049
Sc (n=9)	(in^3)	1720		1477
PL	(K/ft.)	1.00	1.41	1.02
M PL	('K)	850	1588	200
s PL	(K/ft.)	0.34		0.34
Ms PL	('K)	315		127
M L	('K)	920	896	716
M (Imp.)	('K)	200	195	156
S(M+I)	('K)	1867	1818	1453
Ma	('K)	3942	4428	2314
fs PL non-comp	(k.s.i.)	8.3	10.8	2.3
fs PL (comp)	(k.s.i.)	2.5		1.2
fs S(L+I)	(k.s.i.)	13.0	12.4	11.8
fs (Overload)	(k.s.i.)	23.8	23.2	15.3
fs (Total)	(k.s.i.)	30.9	30.2	19.9
VR	(K)	65.3		65.6

SPAN DIMENSIONS			
GIRDER	SPAN 1	SPAN 2	SPAN 3
G1	105'-5 1/8"	105'-3 1/8"	105'-4 3/16"
G2	105'-4 11/16"	105'-2 13/16"	105'-3 7/8"
G3	105'-4 5/16"	105'-2 7/16"	105'-3 9/16"
G4	105'-3 15/16"	105'-2 1/8"	105'-3 1/4"
G5	105'-3 9/16"	105'-1 11/16"	105'-2 15/16"
G6	105'-3 1/8"	105'-1 3/8"	105'-2 5/8"
GIRDER	SPAN 12	SPAN 13	SPAN 14
G19	105'-5 3/16"	105'-3"	105'-3 7/8"
G20	105'-4 13/16"	105'-2 5/8"	105'-3 9/16"
G21	105'-4 3/8"	105'-2 3/8"	105'-3 1/4"
G22	105'-4 1/16"	105'-2"	105'-2 15/16"
G23	105'-3 11/16"	105'-1 11/16"	105'-2 5/8"
G24	105'-3 5/16"	105'-1 3/8"	105'-2 3/8"

INTERIOR GIRDER REACTION TABLE				
		Abut. A or C	Pier 1 or 11 Pier 2 or 12	Pier 3(North) Pier 13(North)
R PL	(K)	55.9	160.1	55.9
R L	(K)	45.7	77.0	45.7
Imp.	(K)	9.9	16.7	9.9
R (Total)	(K)	111.5	253.8	111.5

Is and Ss are the moment of inertia and section modulus of the steel section used in computing fs (Total & Overload).
Ic and Sc are the moment of inertia and section modulus of the composite section used in computing fs (Total & Overload).
VR is the maximum live Load + Impact shear range in span.
Ma (Applied Moment)=1.3[M PL + Ms PL + S3 (M L + I)].
fs (Overload) is the sum of the stresses due to M PL + Ms PL + S3(M L + I).
fs (Total) is the sum of the stresses due to 1.3[M PL + Ms PL + S3(M L + I)].
M PL -Moment due to dead loads on non-composite section
Ms PL -Moment due to dead loads on composite section
M L -Moment due to live load on non-composite or composite section
I - Live load impact

BILL OF MATERIALS		
ITEM	UNIT	TOTAL
Furnishing and erecting structural steel	L Sum	1
Stud shear connectors	Each	37,656

NOTES

1. The calculated weight of structural steel is 871,840 lbs.
2. For splice, cross frame and bearing stiffener details see Dwg. No. S-50
3. For dimensions a thru f see Framing Plan, Spans 1 thru 3 and 12 thru 14, Dwg. No. S-44

DESIGNED	RWC
CHECKED	AF
DRAWN	OB
CHECKED	RWC
REVIEWED	RWC

REVISIONS	
DATE	NAME

FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 80 OVER ROCK RIVER
SECTION 81-37-2BR
HENRY COUNTY
STATION 305+87.44
STRUCTURE NOS. 037-0021(S.B.) & 037-0022(N.B.)
GIRDER DETAILS
G1 THRU G6 AND G19 THRU G24

H.W. LOCHNER, INC. ENGINEERS CHICAGO, ILL. — S-47

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

CZAPLICKI LOPEZ, PLLC
201 KENMORE DRIVE
BURR RIDGE, IL, 60527
630-915-8851
DESIGN FIRM NO: 184.008135

USERNAME = $USER$	DESIGNED - HP	REVISED -
	CHECKED - PAF	REVISED -
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PLOT DATE =	CHECKED - HP	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

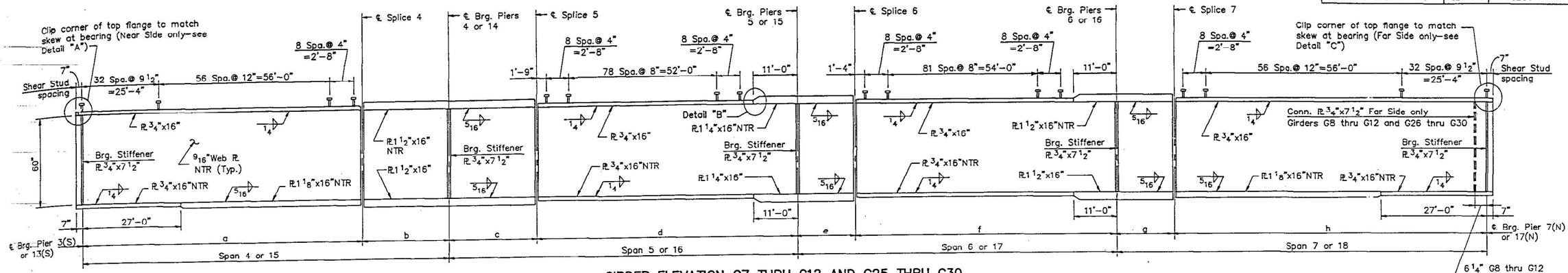
EXISTING STRUCTURE PLANS (FOR INFORMATION ONLY)
STRUCTURE NO. 037-0021 (SB) AND 037-0022 (NB)
SHEET 43 OF 49 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	167
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

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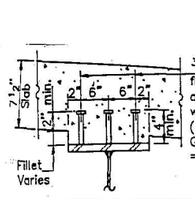
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FEDERAL-AID ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
F.A.I. 80	81-37-2BR	HENRY	106	56
FED. ROAD DIV. No. 7	ILLINOIS	PROJECT		



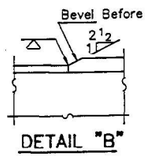
GIRDER ELEVATION G7 THRU G12 AND G25 THRU G30

"NTR" denotes plates to which notch toughness requirements are applicable.

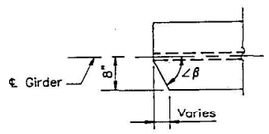


3/4"ø Granular or solid flux filled headed studs automatically end welded to flange. (No. Req'd for G7 thru G12 and G25 thru G30 =13,932)

SHEAR STUDS

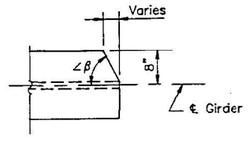


DETAIL "B"



DETAIL "A"

For ∠β see Framing Plan Dwg. No. S-45



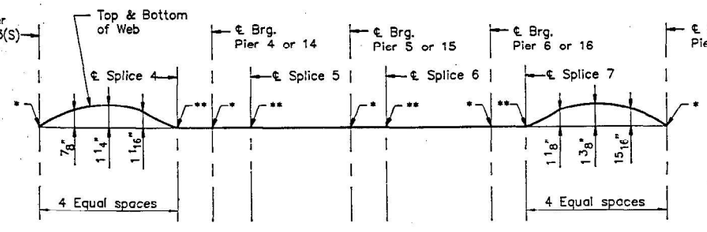
DETAIL "C"

For ∠β see Framing Plan Dwg. No. S-45

INTERIOR GIRDER MOMENT TABLE					
		0.4 Span4or15 0.6 Span7or18	Pier 4 or 14 Pier 6 or 16	0.5 Span5or16 0.5 Span6or17	Pier 5 or 15
Is	(in⁴)	37472	55521	32269	47646
Ic (n=9)	(in⁴)	91010		75791	
Ss	(in³)	1328	1763	1049	1525
Sc (n=9)	(in³)	1840		1477	
wℓ	(K/ft.)	1.00	1.41	1.02	1.36
Mwℓ	('K)	873	1784	393	1164
swℓ	(K/ft.)	0.34		0.34	
Mswℓ	('K)	331		179	
Mℓ	('K)	966	953	742	822
M (Imp.)	('K)	207	205	159	177
S(Mℓ+I)	('K)	1955	1930	1502	1665
Ma	('K)	4107	4828	2696	3678
fswℓ non-comp	(k.s.i.)	7.9	12.1	4.5	9.2
fswℓ (comp)	(k.s.i.)	2.4		1.6	
fsS(ℓ+I)	(k.s.i.)	12.8	13.1	12.2	13.1
fs (Overload)	(k.s.i.)	23.1	25.2	18.3	22.3
fs (Total)	(k.s.i.)	30.0	32.8	23.8	29.0
VR	(K)	65.8		67.0	

INTERIOR GIRDER REACTION TABLE					
		Pier 3(South) Pier 13(South)	Pier 4 or 14 Pier 6 or 16	Pier 5 or 15	Pier 7(North) Pier 17(North)
Rwℓ	(K)	56.8	170.4	136.7	56.8
Rℓ	(K)	45.9	79.6	74.6	45.9
Imp.	(K)	9.9	17.1	16.0	9.9
R (Total)	(K)	112.6	267.1	227.3	112.6

Is and Ss are the moment of inertia and section modulus of the steel section used in computing fs (Total & Overload).
Ic and Sc are the moment of inertia and section modulus of the composite section used in computing fs (Total & Overload).
VR is the maximum live Load + Impact shear range in span.
Ma (Applied Moment)=1.3[Mw + Mswℓ + S (Mℓ + I)].
fs (Overload) is the sum of the stresses due to Mwℓ + Mswℓ + S(Mℓ + I).
fs (Total) is the sum of the stresses due to 1.3[Mwℓ + Mswℓ + S(Mℓ + I)].
Mwℓ -Moment due to dead loads on non-composite section
Mswℓ -Moment due to dead loads on composite section
Mℓ -Moment due to live load on non-composite or composite section
I - Live load impact



CAMBER DIAGRAM

* Final top of web elevations to be used in computing the bearing's seat elevations

** Theoretical elevations before dead load deflections

TOP OF WEB ELEVATIONS*	
GIRDER	
G7	585.028
G8	585.294
G9	585.560
G10	585.827
G11	586.093
G12	586.359
G25	585.232
G26	585.498
G27	585.764
G28	586.031
G29	586.297
G30	586.563

* For fabrication only, Top of web elevations are for all ℄ bearings and ℄ splices.

SPAN DIMENSIONS				
GIRDER	SPAN 4	SPAN 5	SPAN 6	SPAN 7
G7	107'-11 1/4"	107'-9 11/16"	107'-9 7/8"	107'-8 3/8"
G8	107'-10 15/16"	107'-9 7/16"	107'-9 5/8"	107'-8 1/8"
G9	107'-10 11/16"	107'-9 3/16"	107'-9 3/8"	107'-7 15/16"
G10	107'-10 3/8"	107'-8 7/8"	107'-9 3/16"	107'-7 3/4"
G11	107'-10 1/16"	107'-8 11/16"	107'-8 15/16"	107'-7 9/16"
G12	107'-9 13/16"	107'-8 7/16"	107'-8 11/16"	107'-7 5/16"
GIRDER	SPAN 15	SPAN 16	SPAN 17	SPAN 18
G25	107'-11"	107'-9 9/16"	107'-9 9/16"	107'-8 3/16"
G26	107'-10 3/4"	107'-9 5/16"	107'-9 3/8"	107'-7 15/16"
G27	107'-10 7/16"	107'-9 1/16"	107'-9 1/8"	107'-7 13/16"
G28	107'-10 3/16"	107'-8 13/16"	107'-9"	107'-7 9/16"
G29	107'-9 7/8"	107'-8 9/16"	107'-8 3/4"	107'-7 3/8"
G30	107'-9 5/8"	107'-8 5/16"	107'-8 1/2"	107'-7 3/16"

NOTES

1. The calculated weight of structural steel is 1,170,300 lbs.
2. For splice, cross frame and bearing stiffener details see Dwg. No. S-50
3. For dimensions a thru h see Framing Plan, Spans 4 thru 7 and 15 thru 18, Dwg. No. S-45
4. For Bill of Materials see Dwg. No. S-47

FOR INFORMATION ONLY

DESIGNED	RWC
CHECKED	MR
DRAWN	DS
CHECKED	RWC
REVIEWED	RWC

REVISIONS	
DATE	NAME

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I ROUTE 80 OVER ROCK RIVER
SECTION 81-37-2BR
HENRY COUNTY
STATION 305+87.44
STRUCTURE NOS. 037-0021(S.B.) & 037-0022(N.B.)
GIRDER DETAILS
G7 THRU G12 AND G25 THRU G30

H.W. LOCHNER, INC. ENGINEERS CHICAGO, ILL. — S-48

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

CZAPLICKI LOPEZ, PLLC
201 KENMORE DRIVE
BURR RIDGE, IL, 60527
630-915-8861
DESIGN FIRM NO: 184.008135

USERNAME = $USER$	DESIGNED - HP	REVISED -
	CHECKED - PAF	REVISED -
PLOT SCALE = $SCALE$	DRAWN - SVJ	REVISED -
PLOT DATE =	CHECKED - HP	REVISED -

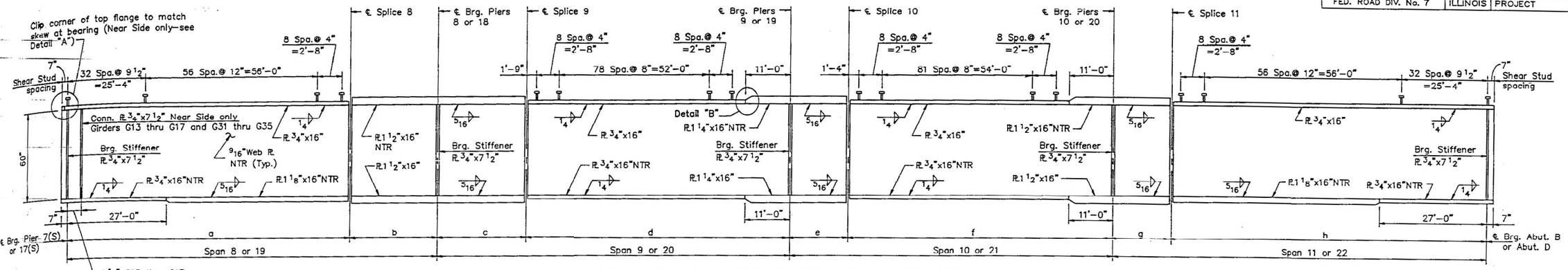
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS (FOR INFORMATION ONLY)
STRUCTURE NO. 037-0021 (SB) AND 037-0022 (NB)
SHEET 44 OF 49 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	168
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

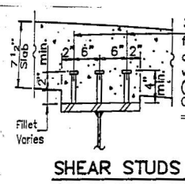
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FEDERAL-AID ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
F.A.I. 80	81-37-2BR	HENRY	106	57
FED. ROAD DIV. No. 7	ILLINOIS	PROJECT		



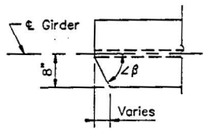
GIRDER ELEVATION G13 THRU G18 AND G31 THRU G36

"NTR" denotes plates to which notch toughness requirements are applicable.



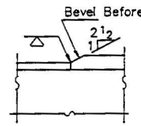
3/4"ø Granular or solid flux filled headed studs automatically end welded to flange. (No. Req'd for G13 thru G18 and G31 thru G36 =13,932)

SHEAR STUDS

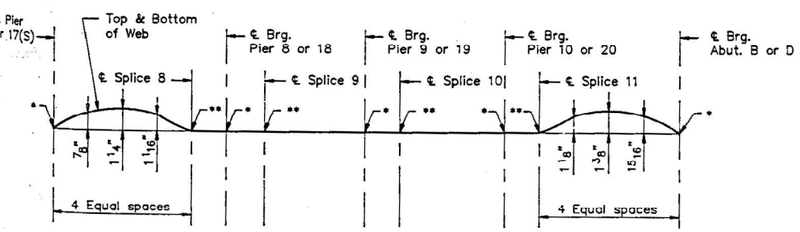


DETAIL "A"

For ∠β see Framing Plan Dwg. No. S-46



DETAIL "B"



CAMBER DIAGRAM

* Final top of web elevations to be used in computing the bearing's seat elevations

** Theoretical elevations before dead load deflections

TOP OF WEB ELEVATIONS*	
GIRDER	
G13	585.028
G14	585.294
G15	585.560
G16	585.827
G17	586.093
G18	586.359
G31	585.232
G32	585.498
G33	585.764
G34	586.031
G35	586.297
G36	586.563

* For fabrication only, Top of web elevations are for all ℄ bearings and ℄ splices.

INTERIOR GIRDER MOMENT TABLE					
		0.4 Span8or19 0.6 Span11or22	Pier 8 or 18 Pier 10 or 20	0.5 Span9or20 0.5 Span10or21	Pier 9 or 19
Is	(in⁴)	37472	55521	32269	47646
Ic (n=9)	(in⁴)	91010		75791	
Ss	(in³)	1328	1763	1049	1525
Sc (n=9)	(in³)	1840		1477	
ℓ	(K/ft.)	1.00	1.41	1.02	1.36
M℄	(K)	873	1784	393	1164
s℄	(K/ft.)	0.34		0.34	
Ms℄	(K)	331		179	
M℄	(K)	966	953	742	822
M (Imp.)	(K)	207	205	159	177
5/3(M℄+I)	(K)	1955	1930	1502	1665
Ma	(K)	4107	4828	2696	3678
fs℄non-comp	(k.s.i.)	7.9	12.1	4.5	9.2
fs℄(comp)	(k.s.i.)	2.4		1.6	
fs 5/3(℄+I)	(k.s.i.)	12.8	13.1	12.2	13.1
fs (Overload)	(k.s.i.)	23.1	25.2	18.3	22.3
fs (Total)	(k.s.i.)	30.0	32.8	23.8	29.0
VR	(K)	65.8		67.0	

INTERIOR GIRDER REACTION TABLE					
	Pier 7(South) Pier 17(South)	Pier 8 or 18 Pier 10 or 20	Pier 9 or 19	Abut. B or D	
R℄	(K)	56.8	170.4	136.7	56.8
R℄	(K)	45.9	79.6	74.6	45.9
Imp.	(K)	9.9	17.1	16.0	9.9
R (Total)	(K)	112.6	267.1	227.3	112.6

Is and Ss are the moment of inertia and section modulus of the steel section used in computing fs (Total & Overload).
Ic and Sc are the moment of inertia and section modulus of the composite section used in computing fs (Total & Overload).
VR is the maximum live Load + Impact shear range in span.
Ma (Applied Moment)=1.3[M℄ + Ms℄ +5/3 (M℄ + I)].
fs (Overload) is the sum of the stresses due to M ℄+ Ms ℄+5/3(M℄+ I).
fs (Total) is the sum of the stresses due to 1.3[M ℄+ Ms ℄+5/3(M℄+ I)].
M℄ -Moment due to dead loads on non-composite section
Ms℄ -Moment due to dead loads on composite section
M℄ -Moment due to live load on non-composite or composite section
I - Live load impact

SPAN DIMENSIONS				
GIRDER	SPAN 8	SPAN 9	SPAN 10	SPAN 11
G13	107'-9 7/8"	107'-9 1/2"	107'-9 5/8"	107'-9"
G14	107'-9 5/8"	107'-9 3/8"	107'-9 7/16"	107'-8 15/16"
G15	107'-9 1/2"	107'-9 3/16"	107'-9 5/16"	107'-8 13/16"
G16	107'-9 5/16"	107'-9"	107'-9 3/16"	107'-8 11/16"
G17	107'-9 1/8"	107'-8 15/16"	107'-9"	107'-8 9/16"
G18	107'-8 15/16"	107'-8 3/4"	107'-8 15/16"	107'-8 7/16"
GIRDER	SPAN 19	SPAN 20	SPAN 21	SPAN 22
G31	107'-9 11/16"	107'-9 3/8"	107'-9 1/2"	107'-8 15/16"
G32	107'-9 1/2"	107'-9 3/16"	107'-9 3/8"	107'-8 13/16"
G33	107'-9 3/8"	107'-9"	107'-9 1/4"	107'-8 11/16"
G34	107'-9 3/16"	107'-8 13/16"	107'-9 1/8"	107'-8 5/8"
G35	107'-9"	107'-8 3/4"	107'-9"	107'-8 7/16"
G36	107'-8 7/8"	107'-8 9/16"	107'-8 7/8"	107'-8 3/8"

NOTES

1. The calculated weight of structural steel is 1,170,970 lbs.
2. For splice, cross frame and bearing stiffener details see Dwg. No. S-50
3. For dimensions a thru h see Framing Plan, Spans 8 thru 11 and 19 thru 22, Dwg. No. S-46
4. For Bill of Materials see Dwg. No. S-47

FOR INFORMATION ONLY

DESIGNED	RWC
DRAWN	KR
CHECKED	OB
REVIEWED	RWC
APPROVED	RWC

REVISIONS	
DATE	NAME

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I ROUTE 80 OVER ROCK RIVER
SECTION 81-37-2BR
HENRY COUNTY
STATION 305+87.44
STRUCTURE NOS. 037-0021(S.B.) & 037-0022(N.B.)
GIRDER DETAILS
G13 THRU G18 AND G31 THRU G36

H.W. LOCHNER, INC. ENGINEERS CHICAGO, ILL.

S-49

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

CZAPLICKI LOPEZ, PLLC
201 KENMORE DRIVE
BURR RIDGE, IL, 60527
630-915-8861
DESIGN FIRM NO: 184.008135

USERNAME = $USER$	DESIGNED - HP	REVISED -
	CHECKED - PAF	REVISED -
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PLOT DATE =	CHECKED - HP	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

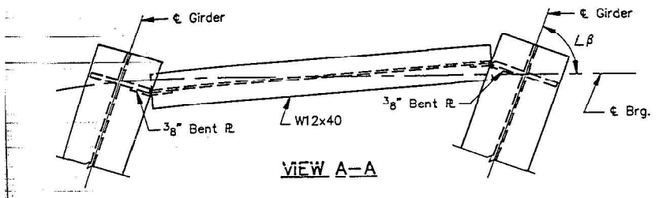
EXISTING STRUCTURE PLANS (FOR INFORMATION ONLY)
STRUCTURE NO. 037-0021 (SB) AND 037-0022 (NB)
SHEET 45 OF 49 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	169
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

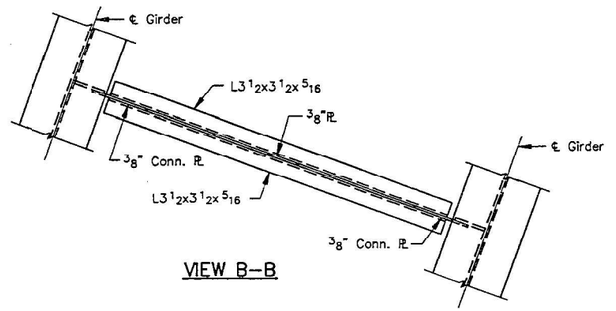
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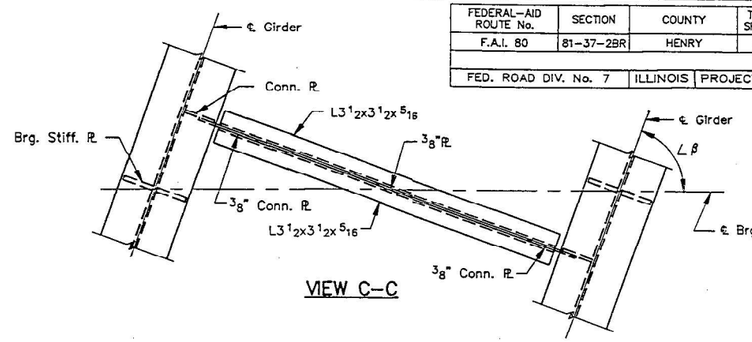
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F.A.I. 80	81-37-2BR	HENRY	106	58
FED. ROAD DIV. No. 7	ILLINOIS	PROJECT		



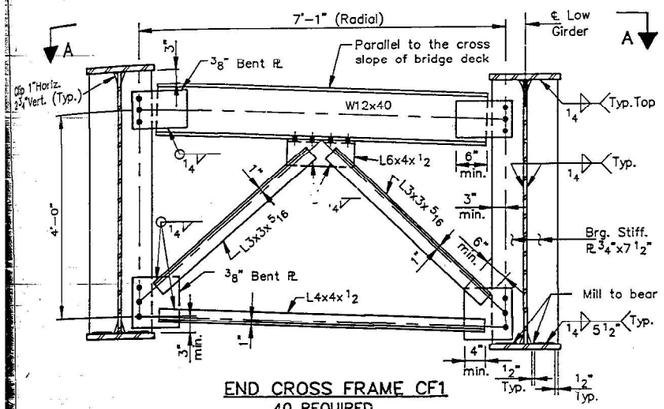
VIEW A-A



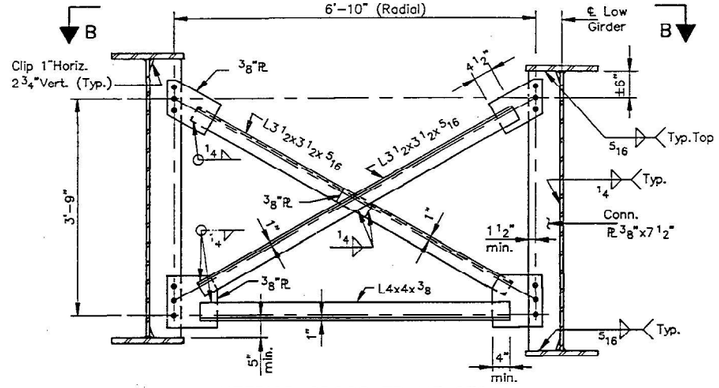
VIEW B-B



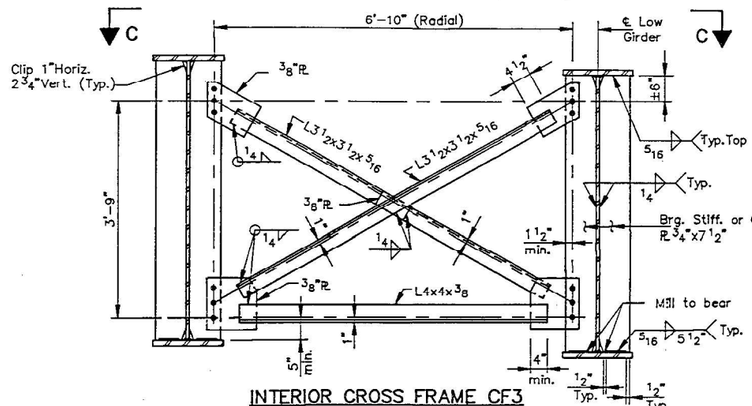
VIEW C-C



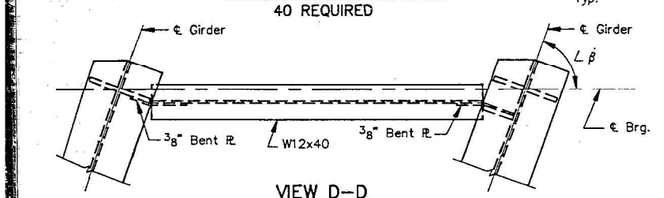
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40 REQUIRED



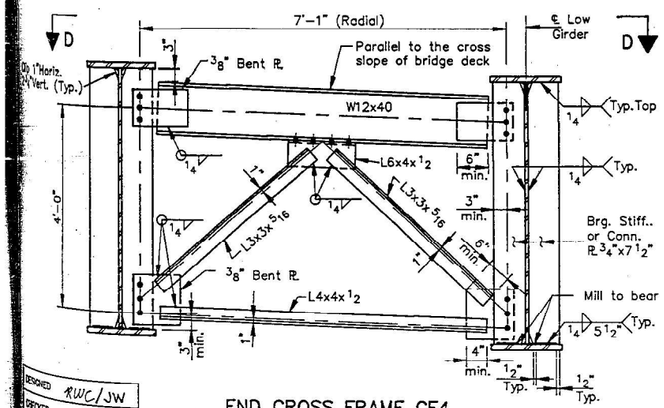
INTERIOR CROSS FRAME CF2
558 REQUIRED



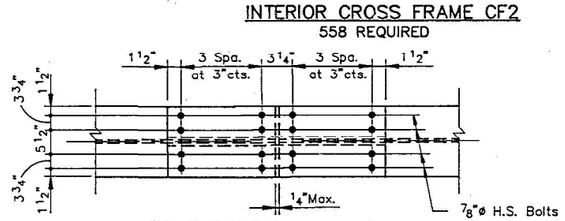
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80 REQUIRED

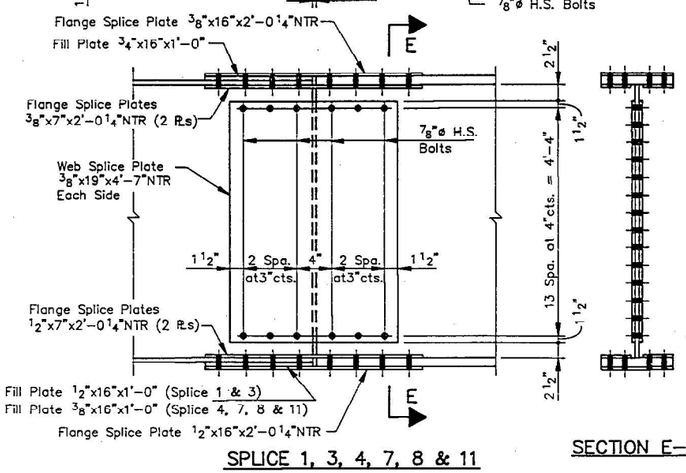


VIEW D-D



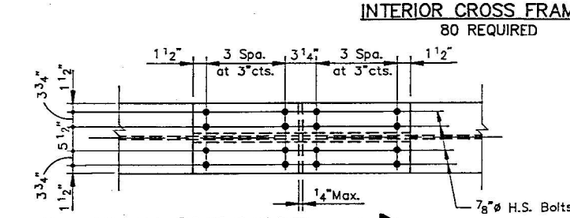
END CROSS FRAME CF4
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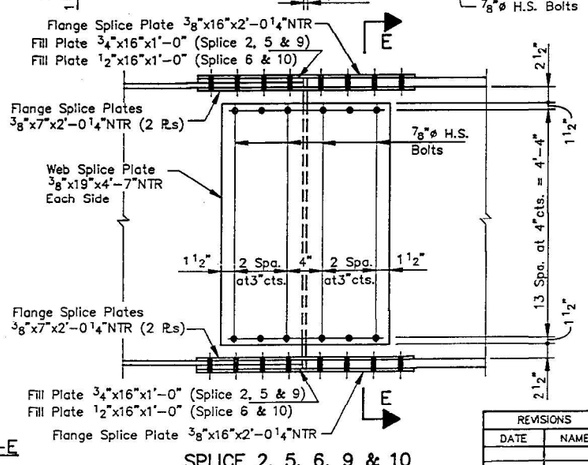




SPLICE 1, 3, 4, 7, 8 & 11

SECTION E-E





SPLICE 2, 5, 6, 9 & 10

NOTES

1. For ∠β see Framing Plan Dwg. No. S-44 to S-46
2. 1 1/16"ø holes for 7/8"ø bolts. (For cross frames only.)
3. Two hardened washers shall be required over all oversize holes.
4. The calculated weight of structural steel is 321,500 lbs.

FOR INFORMATION ONLY

REVISIONS	
DATE	NAME

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I ROUTE 80 OVER ROCK RIVER
SECTION 81-37-2BR
HENRY COUNTY
STATION 305+87.44
STRUCTURE NOS. 037-0021(S.B.) & 037-0022(N.B.)
GIRDER DETAILS

H.W. LOCHNER, INC.
ENGINEERS
CHICAGO, ILL.

S-50

DESIGNED RWC/JW
CHECKED AR
DRAWN CJB
CHECKED RWC
REVIEWED RWC

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

CZAPLICKI LOPEZ, PLLC
201 KENMORE DRIVE
BURR RIDGE, IL, 60527
630-415-8861
DESIGN FIRM NO: 184.008135

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	CHECKED - PAF	REVISED -
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PLOT DATE =	CHECKED - HP	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

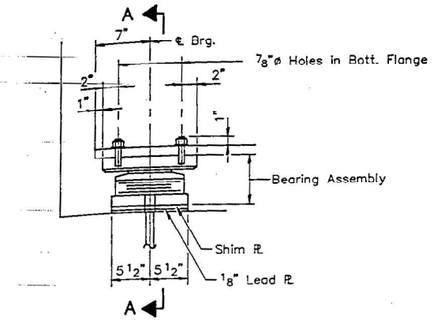
EXISTING STRUCTURE PLANS (FOR INFORMATION ONLY)
STRUCTURE NO. 037-0021 (SB) AND 037-0022 (NB)
SHEET 46 OF 49 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	170
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

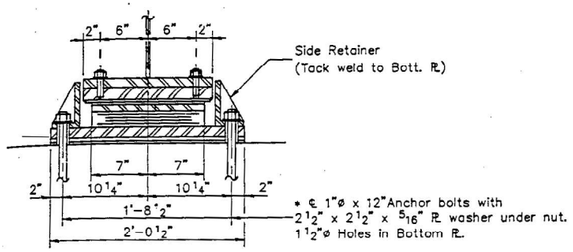
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8/9/2024 10:30:05 AM

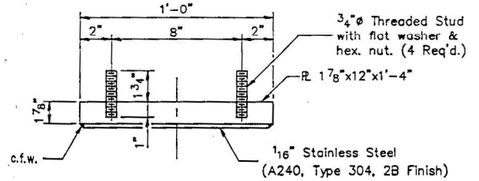
FEDERAL-AID ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
F.A.I. 80	81-37-2BR	HENRY	106	59
FED. ROAD DIV. No. 7	ILLINOIS	PROJECT		



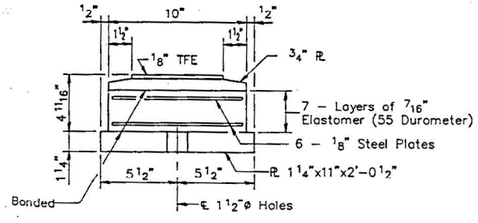
ELEVATION AT ABUT. A, B, C & D
TYPE II ELASTOMERIC EXPANSION BRG.



SECTION A-A

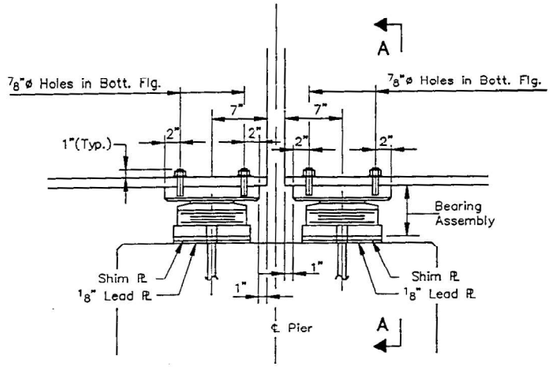


TOP BEARING ASSEMBLY
TYPE II ELASTOMERIC BEARING (60 REQ'D)

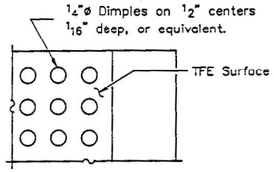


BOTTOM BEARING ASSEMBLY
TYPE II ELASTOMERIC BEARING (60 REQ'D)

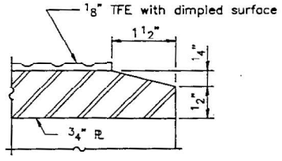
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CHECKED	MR
DRAWN	SD
CHECKED	JW
REVIEWED	RWC



ELEVATION AT PIERS 7 & 17
TYPE II ELASTOMERIC EXP. BRGS.



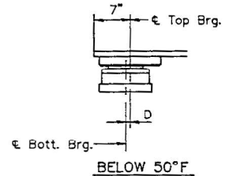
PLAN-TFE SURFACE



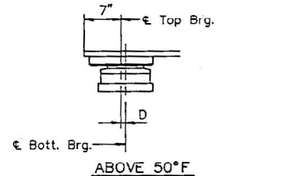
SECTION THRU TFE

Note: The ⅛" TFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

Bonding of ⅛" TFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.

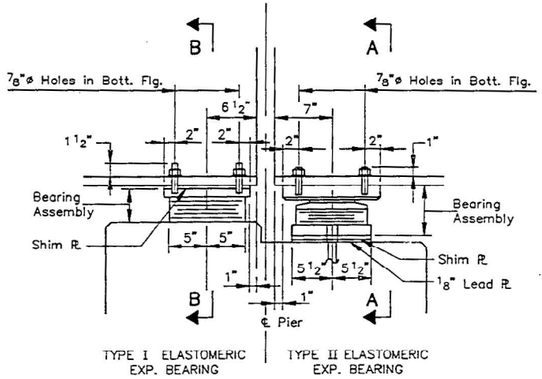


BELOW 50°F
(Move bott. brg. away from fixed brg.)



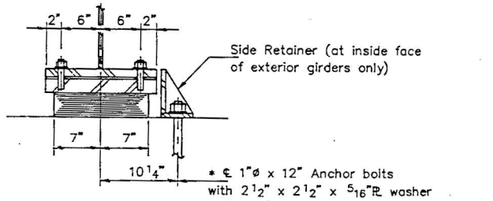
ABOVE 50°F
(Move bott. brg. toward fixed brg.)

SETTING ANCHOR BOLTS AT EXP. BRG.
D = ⅛" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.



TYPE I ELASTOMERIC EXP. BEARING | TYPE II ELASTOMERIC EXP. BEARING

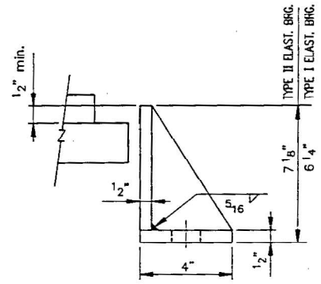
ELEVATION AT PIERS 3 & 13
(LOOKING EAST)

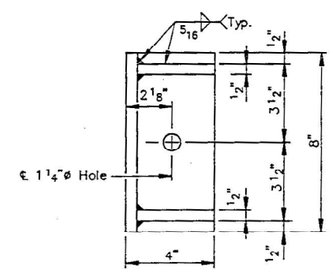


SECTION B-B

•NOTE: After girders have been erected holes at expansion bearings shall be drilled and anchor bolts grouted in place.

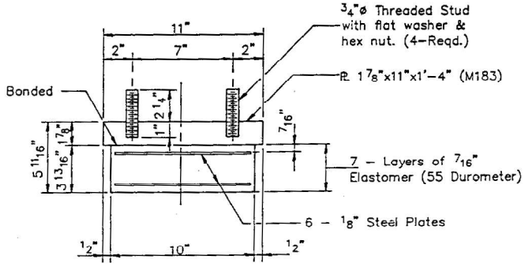
See Dwg. No. S-53 for Anchor Bolt Installation.





SIDE RETAINER
TYPE II (120 REQ'D)
TYPE I (4 REQ'D)

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



BEARING ASSEMBLY
TYPE I ELASTOMERIC (12 REQ'D)

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

NOTES

1. Lead Plates - 60 Required
   Calculated weight of lead plates - 830 lbs.
2. The lead plates, furnished and installed shall not be paid for separately but shall be included in the unit bid price for "Furnishing and Erecting Structural Steel".
3. The calculated weight of structural steel is 1,900 lbs.

FOR INFORMATION ONLY

BILL OF MATERIALS

ITEM	UNIT	TOTAL
Elastomeric Bearing Assembly, Type I	Each	12
Elastomeric Bearing Assembly, Type II	Each	60

REVISIONS	
DATE	NAME

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I ROUTE 80 OVER ROCK RIVER
SECTION 81-37-2BR
HENRY COUNTY
STATION 305+87.44
STRUCTURE NOS. 037-0021(S.B.) & 037-0022(N.B.)
BEARING DETAILS I

H.W. LOCHNER, INC.
ENGINEERS
CHICAGO, ILL.

S-51

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

CZAPLICKI LOPEZ, PLLC
201 KENMORE DRIVE
BURR RIDGE, IL, 60527
630-915-6851
DESIGN FIRM NO: 184.008135

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		CHECKED - PAF	REVISED -		
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PLOT DATE =		CHECKED - HP	REVISED -		

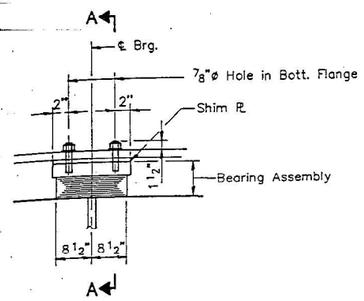
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS (FOR INFORMATION ONLY)
STRUCTURE NO. 037-0021 (SB) AND 037-0022 (NB)
SHEET 47 OF 49 SHEETS

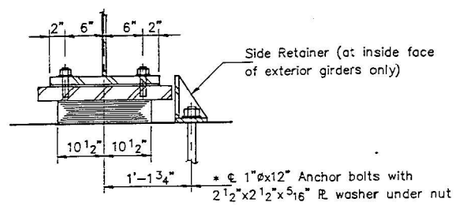
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	171
		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	

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FEDERAL-AID ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
F.A.I. 80	81-37-2BR	HENRY	106	60
FED. ROAD DIV. No. 7	ILLINOIS	PROJECT		



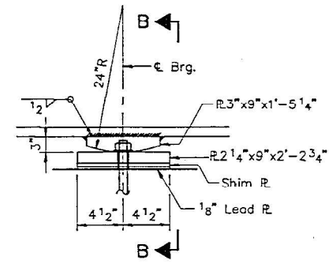
ELEVATION AT PIERS 1, 4, 6, 8, 10, 11, 14, 16, 18 & 20



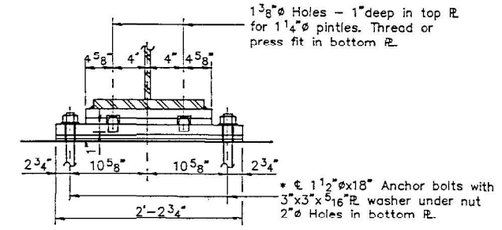
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.
60 REQUIRED

* Notes: Anchor bolts at fixed bearings may be built into the masonry. See Dwg. No. S-53 for anchor bolt installation.

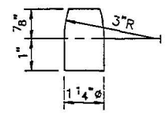


ELEVATION AT PIERS 2, 5, 9, 12, 15 & 19

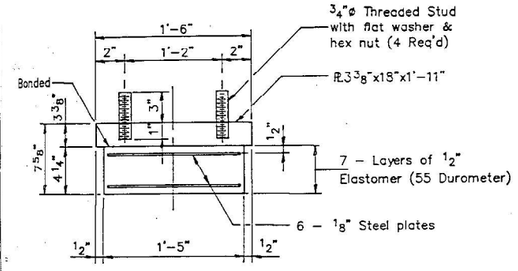


SECTION B-B

FIXED BEARING
36 REQUIRED

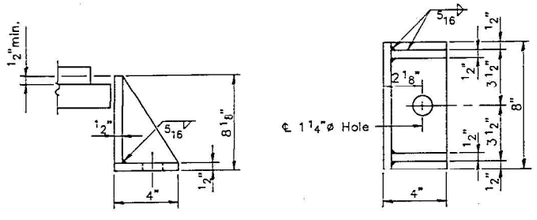


PINTLE



BEARING ASSEMBLY

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



SIDE RETAINER
20 REQUIRED

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

NOTES

1. Lead plates - 36 Required. Calculated weight of lead plates - 445 lbs.
2. The lead plates, furnished and installed shall not be paid for separately but shall be included in the unit bid price for "Furnishing and Erecting Structural Steel".
3. The calculated weight of structural steel is 10,630 lbs.

BILL OF MATERIALS

ITEM	UNIT	TOTAL
Elastomeric Bearing Assembly, Type I	Each	60

FOR INFORMATION ONLY

DESIGNED	JWJ
CHECKED	MP
DRAWN	SD
CHECKED	JWJ
REVIEWED	RWC

REVISIONS	
DATE	NAME

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I ROUTE 80 OVER ROCK RIVER
SECTION 81-37-2BR
HENRY COUNTY
STATION 305+87.44
STRUCTURE NOS. 037-0021(S.B.) & 037-0022(N.B.)
BEARING DETAILS II

H.W. LOCHNER, INC. ENGINEERS CHICAGO, ILL.

S-52

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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8/9/2024 10:30:09 AM

CZAPLICKI LOPEZ
CZAPLICKI LOPEZ, PLLC
201 KENMORE DRIVE
BURR RIDGE, IL, 60527
630-915-8851
DESIGN FIRM NO: 184.008135

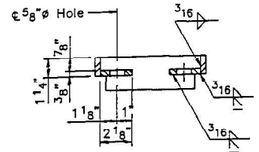
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

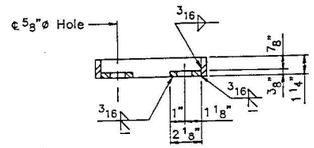
EXISTING STRUCTURE PLANS (FOR INFORMATION ONLY)
STRUCTURE NO. 037-0021 (SB) AND 037-0022 (NB)
SHEET 48 OF 49 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	172
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

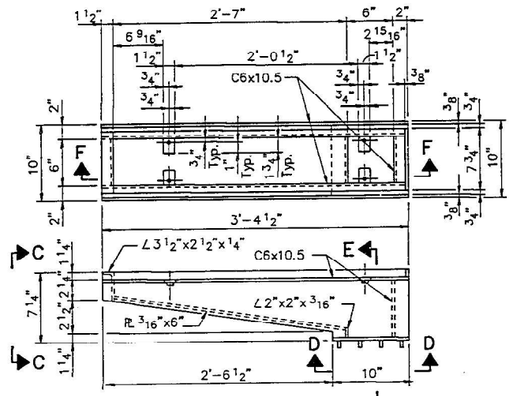
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FED. ROAD DIV. No. 7	ILLINOIS	PROJECT		



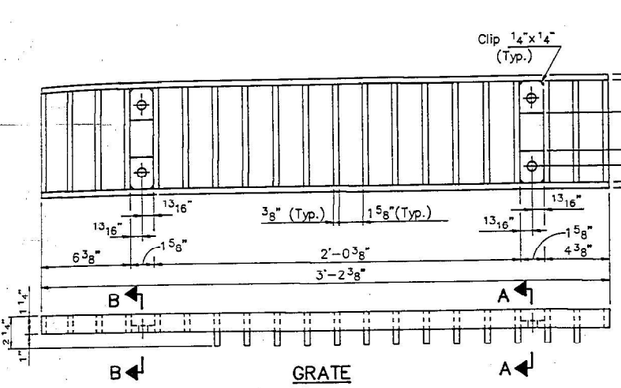
SECTION A-A



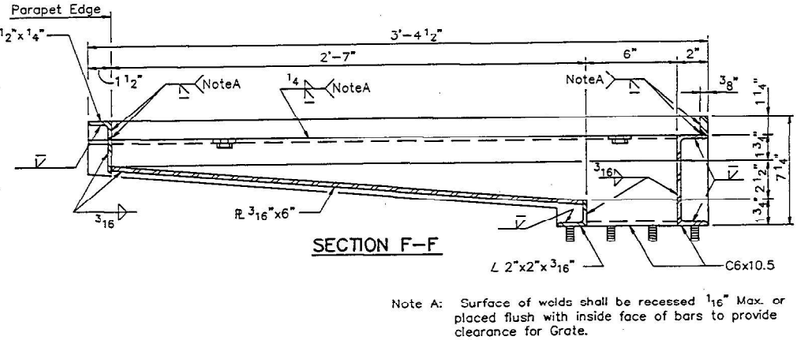
SECTION B-B



FRAME

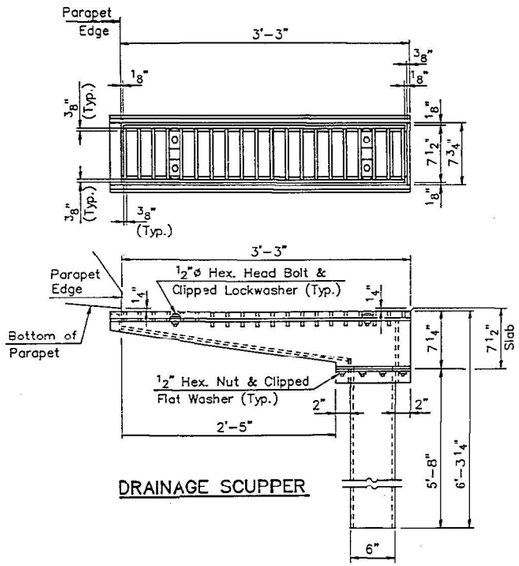


GRATE



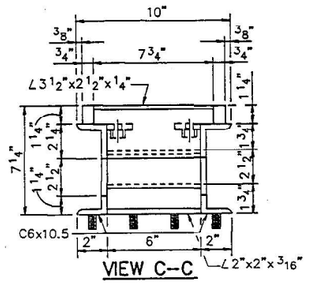
SECTION F-F

Note A: Surface of welds shall be recessed 1/16" Max. or placed flush with inside face of bars to provide clearance for Grate.

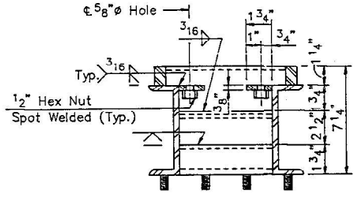


DRAINAGE SCUPPER

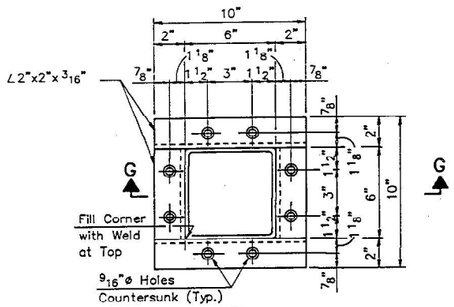
Notes: Hollow structural steel tubing shall conform to the requirements of ASTM designation A-500 Grade B, or A-501 Structural Steel Tubing.
All other shapes, plates and bars shall conform to the requirements of AASHTO M-183.
Bolts, studs, washers and nuts shall conform to the requirements of ASTM A-307.
The Grate, Frame and Downspout shall be galvanized after shop fabrication in accordance with AASHTO M-111 & ASTM A-385.
All bolts, washers and nuts shall be galvanized in accordance with AASHTO M-232.
Cost of the Grate, Frame, Downspout, Bolts, Washers and Nuts including complete installation of Scupper shall be paid for at the unit bid price for "DRAINAGE SCUPPERS."

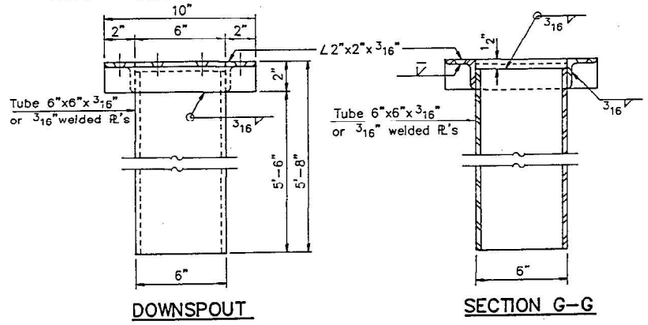


VIEW C-C



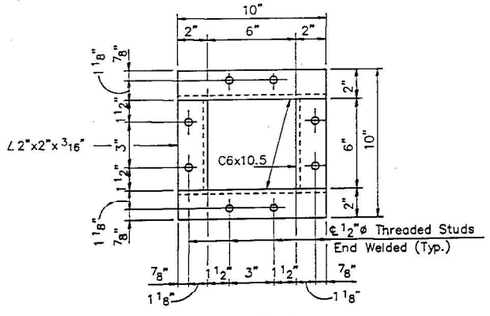
SECTION E-E





DOWNSPOUT

SECTION G-G



VIEW D-D

FOR INFORMATION ONLY

REVISIONS	
DATE	NAME

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I ROUTE 80 OVER ROCK RIVER
SECTION 81-37-2BR
HENRY COUNTY
STATION 305+87.44
STRUCTURE NOS. 037-0021(S.B.) & 037-0022(N.B.)
STEEL DRAINAGE SCUPPER

H.W. LOCHNER, INC. ENGINEERS CHICAGO, ILL.

S-40

DESIGNED	RWC
CHECKED	MR
DRAWN	SVJ
CHECKED	RWC
CHECKED	RWC

MODEL: Deck Repair Plan
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CZAPLICKI LOPEZ, PLLC 201 KENMORE DRIVE BURR RIDGE, IL, 60527 630-915-8861 DESIGN FIRM NO: 184.008135	USERNAME = $USER$	DESIGNED - HP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
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	PLOT DATE =	CHECKED - HP	REVISED -	

EXISTING STRUCTURE PLANS (FOR INFORMATION ONLY)
STRUCTURE NO. 037-0021 (SB) AND 037-0022 (NB)
SHEET 49 OF 49 SHEETS

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	173
		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	

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*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	174
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BLANK SHEET
STRUCTURE NO. 037-0021 (SB) AND 037-0022 (NB)
SHEET 1 OF 1 SHEETS

USERNAME = $USER$	DESIGNED - HP	REVISED -
	CHECKED - PAF	REVISED -
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PLOT DATE =	CHECKED - HP	REVISED -

CZAPLICKI LOPEZ, PLLC
201 KENMORE DRIVE
BURR RIDGE, IL, 60527
6304154861
DESIGN FIRM NO: 184.008135

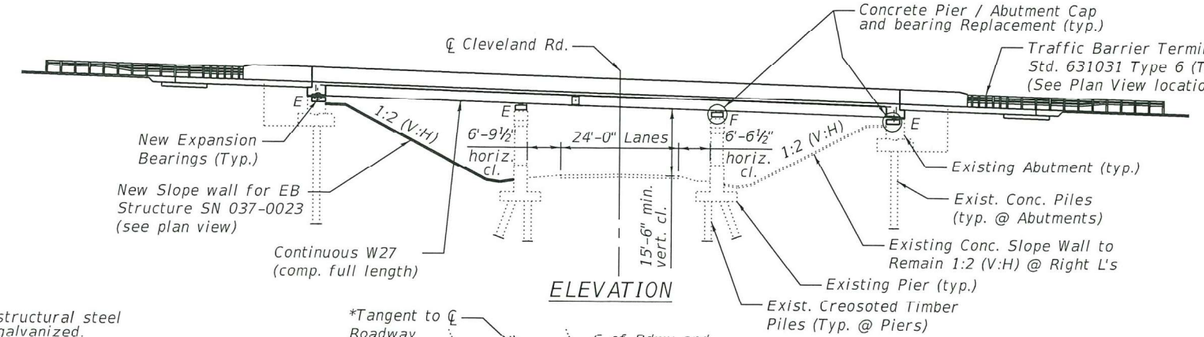
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8/9/2024 10:30:14 AM

B.M. #1 – Chiseled square on NW wing wall Bridge 037-0024 WB Elev. 617.44
B.M. #2 – On SE Wing wall Bridge 037-0024 WB 72 ft. left of Sta. 403+60

Traffic: Crossovers will be used to maintain one lane of traffic in each direction during construction

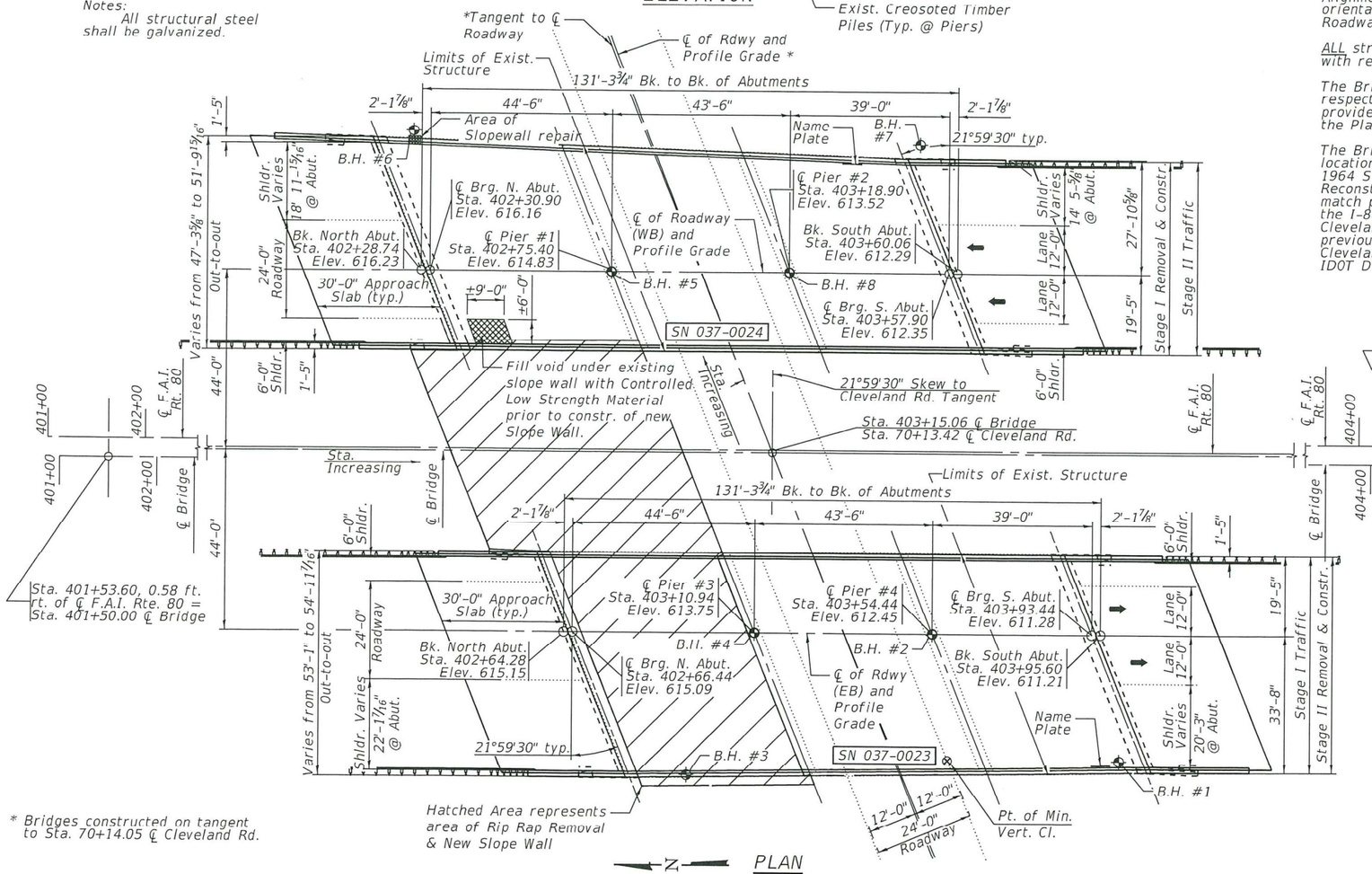
Existing Structure: SN 037-0023 (EB) and 037-0024 (WB) was originally constructed in 1964 as F.A.I Route 80 Sec. 37-1 HB at Sta. 403+14.67. Structure reconstruction in 1991 included replacement of deck, parapets, elastomeric bearings and abutment backwalls. The existing structures are three continuous span wide flange steel beam bridges, supported on reinforced concrete stub abutments on concrete piles and multi column piers on creosoted piles with a 21°59'30" skew angle. The bridges are both 131'-3¾" back-to-back of abutments. The eastbound structure (037-0023) varies in out-to-out width from 53'-5" to 55'-3⅞". The westbound structure (037-0024) varies in out-to-out width from 47'-7⅝" to 52'-1⅝".

Salvage: None.



ELEVATION

Notes:
All structural steel shall be galvanized.



* Bridges constructed on tangent to Sta. 70+14.05 ℄ Cleveland Rd.

PLAN

SCOPE OF WORK

1. Pre-stage deck repair for Stage I Traffic.
2. Remove and replace existing deck, approach slabs, steel beams, bearings and abutment back walls..
3. Raise Profile Grade to provide required vertical clearance with concrete pier/abutment caps.
4. Retrofit abutment back walls and wing wall to semi-integral type.
5. Clean Repair deteriorated concrete on abutments and piers per Bridge Condition Report.
6. Provide new drainage inlets at south ends of structures, to be included in roadway plans.
7. Install replacement slope wall where previous slope wall was removed and replaced with rip rap. Repair slopewall as shown.

INDEX OF SHEETS

1.	General Plan & Elevation
2.	General Data
3.	Pre-Stage Deck Repairs
4.	Stage Construction Details
5.	Temporary Concrete Barrier
6.-10.	Top of Slab Elevations
11.-14.	Top of Approach Slab Elevations
15.-16.	Superstructure
17.-18.	Superstructure Details
19.	Concrete Parapet Slipform Option
20.-21.	Diaphragm Details
22.	Approach Slab
23.	Approach Slab Details
24.	Strucural Steel
25.-26.	Structural Steel Details
27.	Bearing Details
28.-29.	Concrete Removal Details
30.-33.	Concrete Cap Extension Details
34.	Pier Modification Details
35.	Existing Boring Data

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

LOADING HL-93

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

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.088g
Design Spectral Acceleration at 0.2 sec. (S_{DS}) = 0.132g
Soil Site Class = D

DESIGN STRESSES

FIELD UNITS (New Const.)

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

FIELD UNITS (Exist. Const. 1991)

f'c = 3,500 psi (Substructure)
fy = 60,000 psi (Superstructure reinforcement)

FIELD UNITS (Exist. Const. 1964)

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

I-80/BRIDGE STATIONING

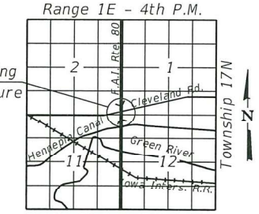
The bridges have a separate Bridge Alignment with its own position, orientation and stationing from the Roadway Alignment.

ALL structure stationing depicted are with respect to the Bridge Alignment.

The Bridge Alignment is defined with respect to the Roadway Alignment, provided by IDOT Dist. 2, as shown on the Plan View.

The Bridge Alignment has matching location and stationing to the original 1964 Structure Plans and 1990 Reconstruction Plans. Bridge stations match previous plans; the station where the I-80 Bridge Alignment crosses Cleveland Rd. Alignment differs from previous plans in accordance with the Cleveland Rd. Alignment, provided by IDOT Dist. 2.

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures



LOCATION SKETCH



GENERAL PLAN & ELEVATION
I-80 OVER CLEVELAND ROAD
FAI 80 SECTION 37-1HB AND 37-1HBYD
HENRY COUNTY
STA. 403+15.06
STRUCTURE NO. 037-0023 (EB)
STRUCTURE NO. 037-0024 (WB)

USER NAME = clocher	DESIGNED - CML	REVISED -	
	CHECKED - MBH	REVISED -	
PLOT SCALE =	DRAWN - CML	REVISED -	
PLOT DATE = 8/7/2024	CHECKED - MBH	REVISED -	

BENTON & ASSOCIATES, INC.
1970 N. Lafayette Ave., Jacksonville, IL 62650
(217) 245-4148 (217) 245-4149 Fax
Illinois Design Firm Registration No. 184-000852

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

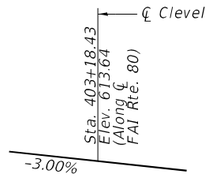
GENERAL PLAN & ELEVATION
STRUCTURE NO. 037-0023 & STRUCTURE NO. 037-0024
SHEET 1 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HB; 37-1HBYD	HENRY	257	175
		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			

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GENERAL NOTES

1. Fasteners shall be ASTM F 3125 Grade A325 Type 1. Fasteners shall be hot dip galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel." Bolts ⅞ in. diameter, holes $^{15}/_{16}$ in. diameter, unless otherwise noted.
2. Calculated weight of Structural Steel:
   AASHTO M270 Grade 50 = 141,230 lbs (EB), 124,060 (WB)
   AASHTO M270 Grade 36 = 22,270 lbs (EB), 20,490 (WB)
   Total = 163,500 lbs (EB), 144,550 lbs (WB)
3. All new structural steel shall be galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel".
4. No field welding is permitted except as specified in the contract documents.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. 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.
7. The finishing machine rails shall be placed on the top of the top flange of the exterior beams within the deck pour. Beam blocks shall be placed between beams at all tie locations in each bay for the full width of the deck pour.
8. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of ⅛ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
9. 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.
10. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
11. The fascia and underside of the exterior beams and their associated splice plate shall be painted with the Acrylic Paint System. The color of the final finish coat of paint shall be Interstate Green, Munsell No. 7.5G 4/8. See Special Provision for "Hot Dip Galvanizing for Structural Steel."



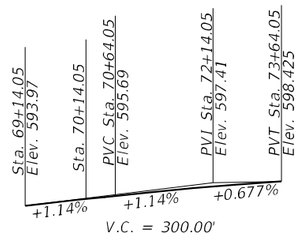
PROFILE GRADE
FAI Rte. 80

Note:
The alignment of FAI Rte. 80 is different from the Bridge alignment. See notes on General Plan & Elevation Sheet 1 of 35.

HORIZONTAL CURVE DATA

(Cleveland Rd.)

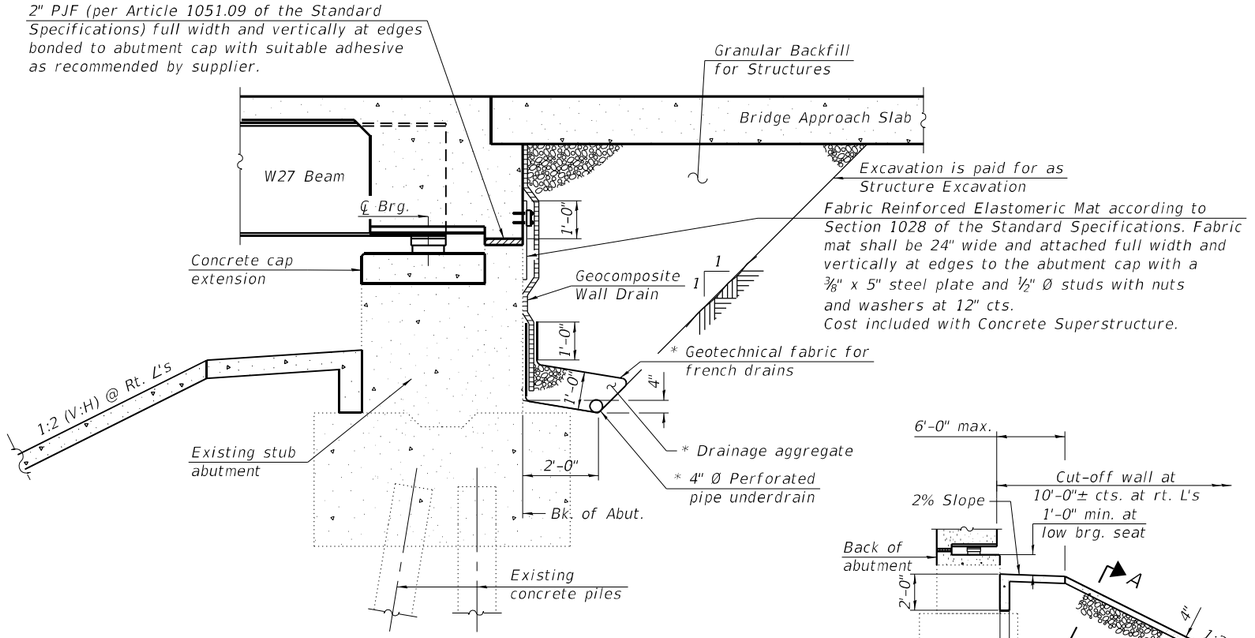
P.I. STA. 75+53.19
D = 0° 39' 46"
R = 8,646.01'
L = 2,002.05'
T = 1005.52'
E = 58.27'
P.C. STA. 65+47.67
P.T. STA. 85+49.72



PROFILE GRADE
Cleveland Rd.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Superstructures	Each	2	–	2
Concrete Removal	Cu. Yd.	–	42.5	42.5
Structure Excavation	Cu. Yd.	–	300	300
Concrete Structures	Cu. Yd.	–	135.7	135.7
Concrete Superstructure	Cu. Yd.	494.1	–	494.1
Bridge Deck Grooving	Sq. Yd.	1,974	–	1,974
Protective Coat	Sq. Yd.	2,430	–	2,430
Concrete Superstructure (Approach Slab)	Cu. Yd.	291.6	–	291.6
Furnishing and Erecting Structural Steel	L. Sum	1	–	1
Stud Shear Connectors	Each	10,149	–	10,149
Reinforcement Bars, Epoxy Coated	Pound	253,940	8,170	262,110
Slope Wall, 4"	Sq. Yd.	–	612	612
Name Plates	Each	2	–	2
Elastomeric Bearing Assembly, Type I	Each	–	45	45
Anchor Bolts, ¾"	Each	–	120	120
Granular Backfill for Structures	Cu. Yd.	–	459	459
Geocomposite Wall Drain	Sq. Yd.	–	174	174
Controlled Low Strength Material	Cu. Yd.	–	8	8
Pipe Underdrains for Structures, 4"	Foot	–	218	218
Bar Terminators	Each	–	457	457
Structural Repair of Concrete (Depth Equal to Or Less Than 5 Inches)	Sq. Ft.	–	13	13
Deck Slab Repair (Partial)	Sq. Yd.	5	–	5
Slope Wall Repair	Sq. Yd.	–	1	1



SECTION THRU SEMI-INTEGRAL ABUTMENT

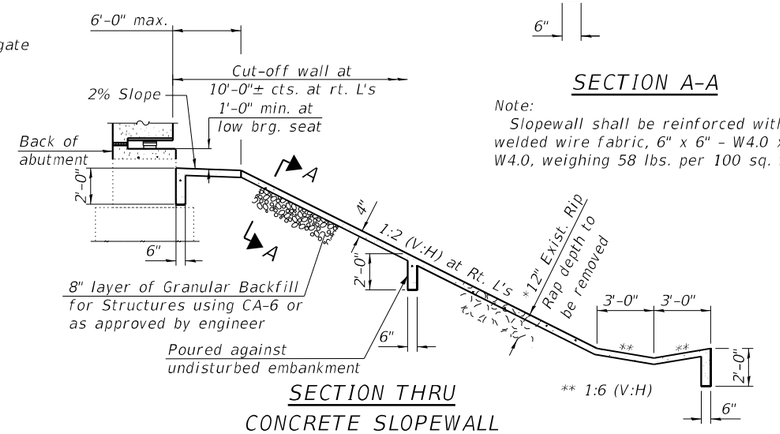
(Horiz. dim. at Rt. ℄'s)

*Included in the cost of Pipe Underdrains for Structures.

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

SECTION A-A

Note:
Slopewall shall be reinforced with welded wire fabric, 6" x 6" – W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.



SECTION THRU CONCRETE SLOPEWALL

Note:
* Remove existing Rip Rap to 12" below proposed elevation of slope wall. Cost of Removal is included in the cost of of Slope Wall, 4".

STATION
RE-BUILT 20 BY
STATE OF ILLINOIS
FAI RTE. 80
SECTION 37-1HB & 37-1HBYD
LOADING HL-93
STRUCTURE NO. 037-0023

STATION
RE-BUILT 20 BY
STATE OF ILLINOIS
FAI RTE 80.
SECTION 37-1HB & 37-1HBYD
LOADING HL-93
STRUCTURE NO. 037-0024

NAME PLATE

See Std. 515001

Note:
The existing Name Plate is to be cleaned and relocated next to new Name Plate. Cost included with Name Plates.

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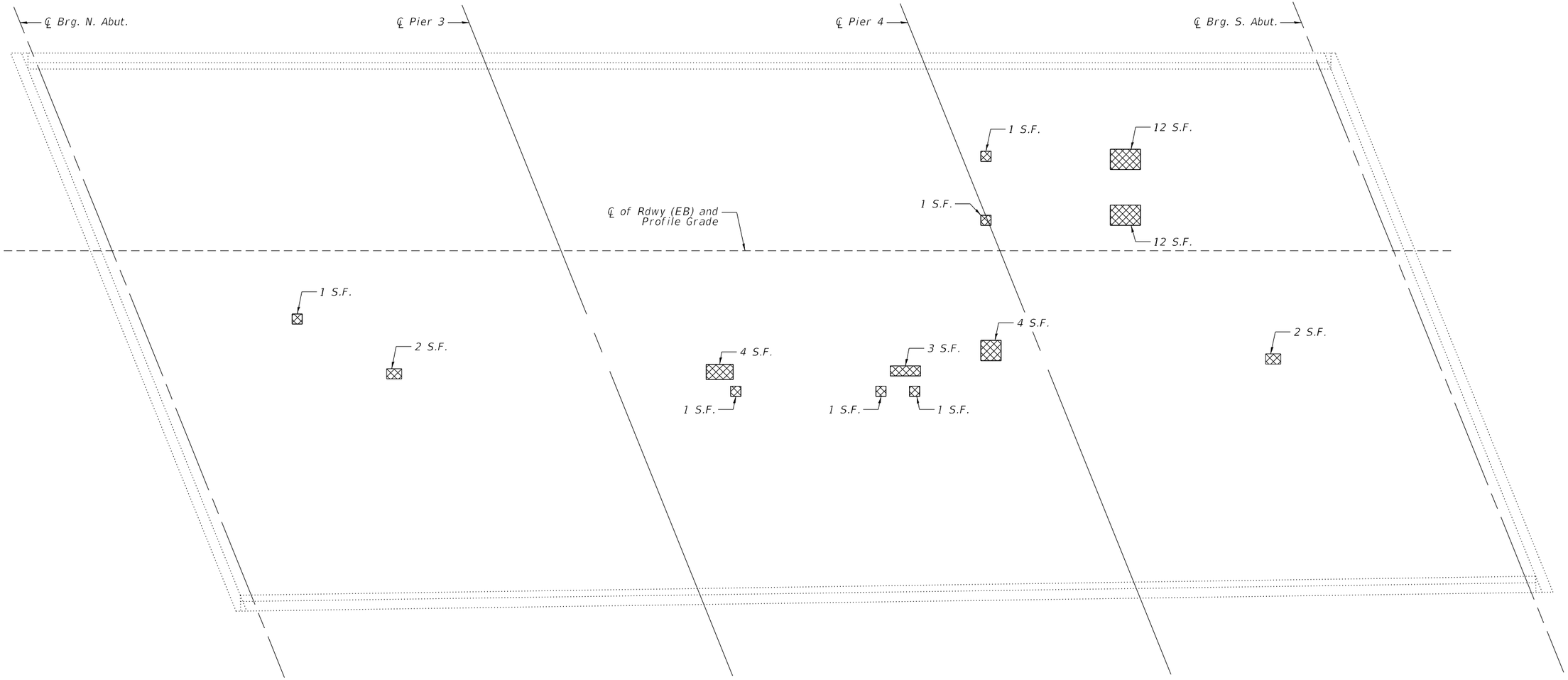
Benton & Associates, Inc.
1970 N. Lafayette Ave., Jacksonville IL 62650
(217) 245-4146 (217) 245-4149 Fax
Illinois Design Firm Registration No. 184-000852

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		CHECKED - MBH		REVISED -	
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PLOT DATE = 8/7/2024		CHECKED - MBH		REVISED -	

STATE OF ILLINOIS
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GENERAL DATA
STRUCTURE NO. 037-0023 & STRUCTURE NO. 037-0024
SHEET 2 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HB; 37-1HBYD	HENRY	257	176
		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			



Legend

▨ = Bridge Deck Repair

S.F. = Square Feet

Notes:

The quantities shown are for estimating purposes only. The area to be repaired will be determined at time of construction.

N

PLAN
(SN 037-0023)

037-0023
BILL OF MATERIAL

Item	Unit	Total
Deck Slab Repair (Partial)	Sq. Yd.	5

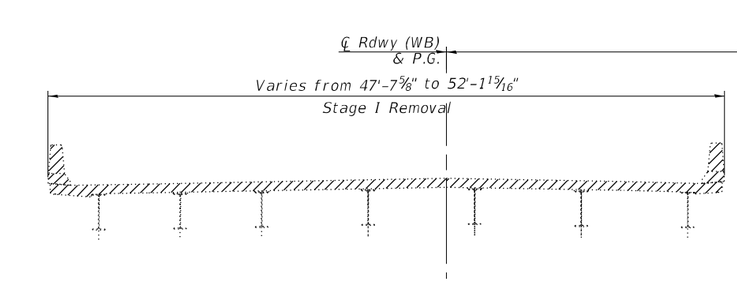
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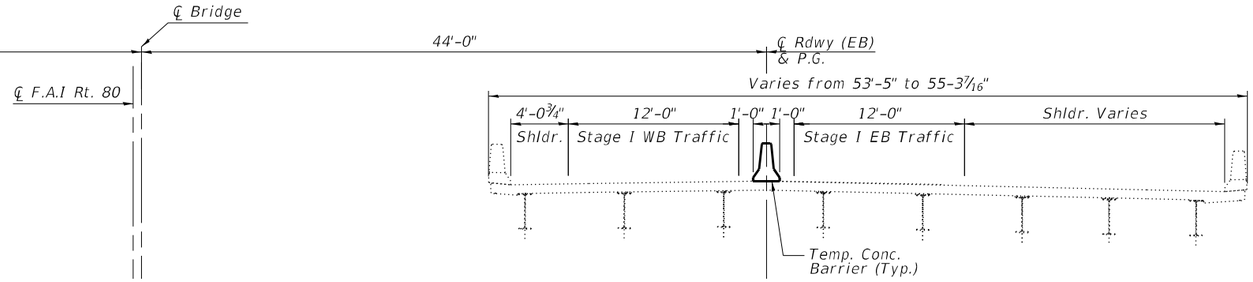
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Illinois Design Firm
Registration No. 184-000852

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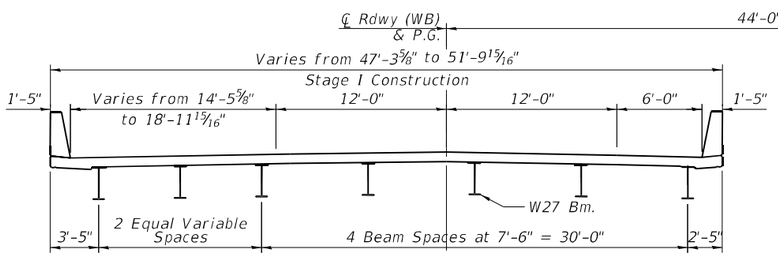
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		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			



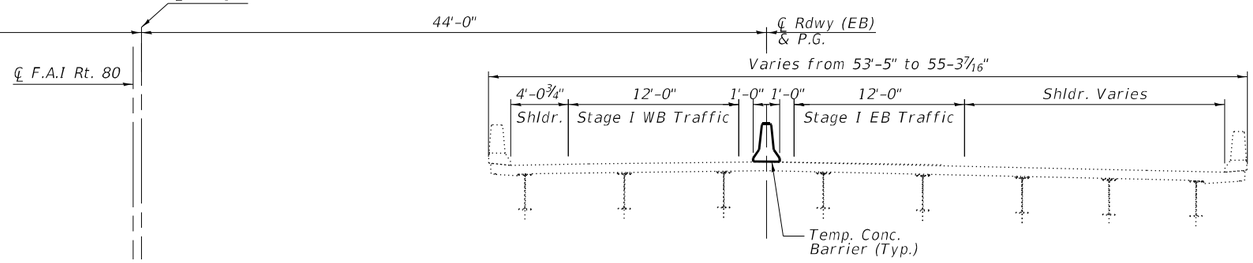
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(SN 037-0024)



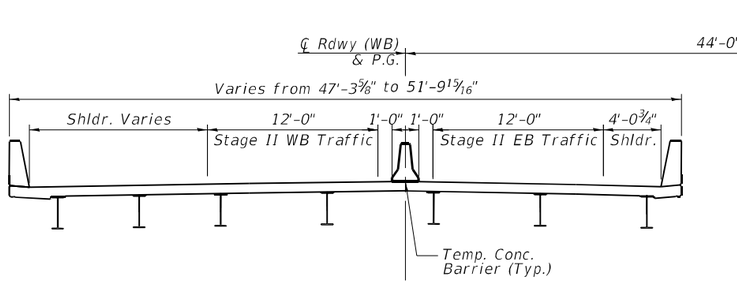
Stage I Traffic
(SN 037-0023)



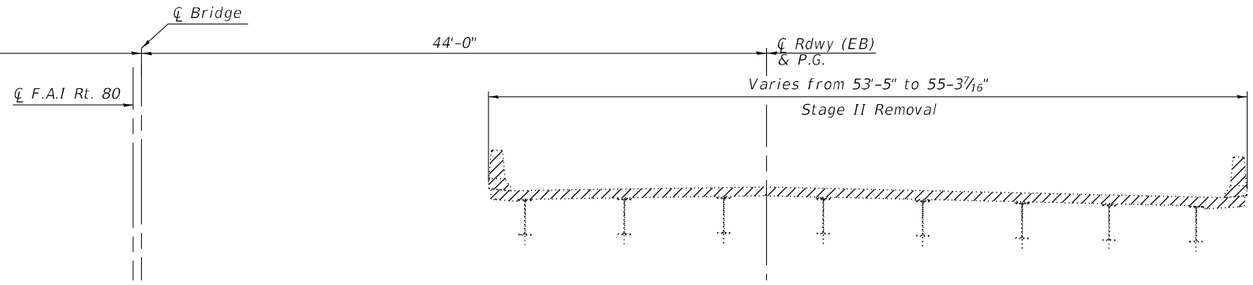
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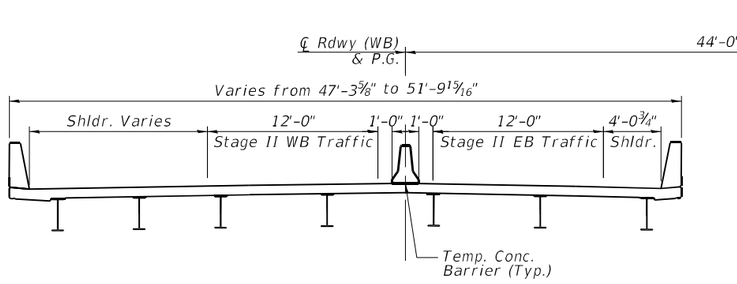
Stage I Traffic
(SN 037-0023)



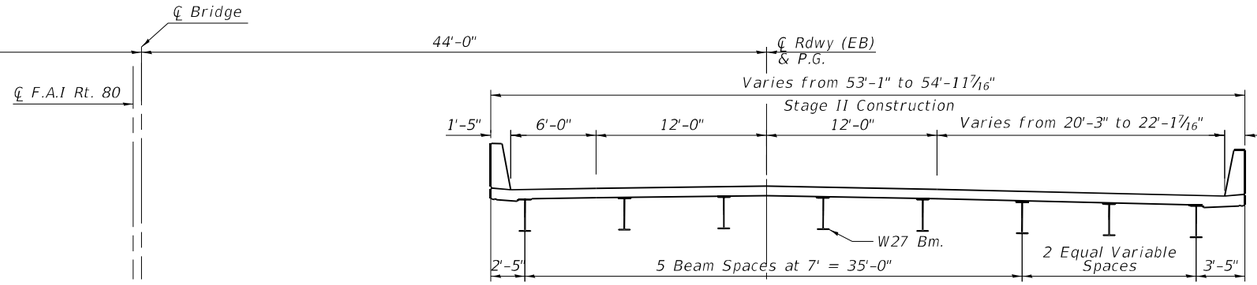
STAGE II TRAFFIC
(SN 037-0024)



STAGE II REMOVAL
(SN 037-0023)



STAGE II TRAFFIC
(SN 037-0024)



STAGE II CONSTRUCTION
(SN 037-0023)

Note:
All sloping cross sections are looking south.
For quantity of Temporary Concrete Barrier, see roadway plans
For details of Temporary Concrete Barrier, see Sheet 5 of 35.
Hatched area indicates Removal of Existing Superstructure

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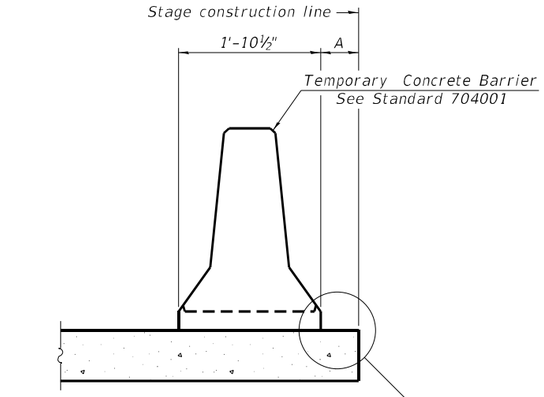
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PLOT DATE = 8/7/2024	CHECKED - MBH	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 037-0023 & STRUCTURE NO. 037-0024

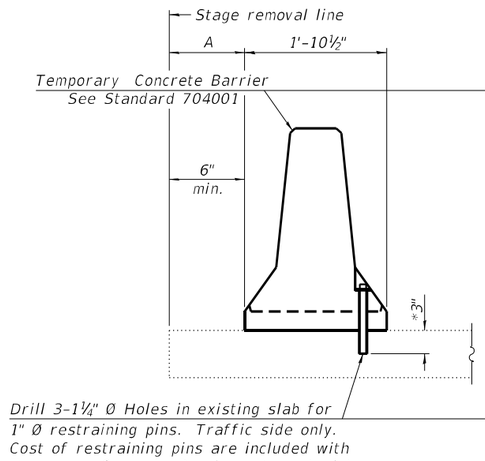
SHEET 4 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		



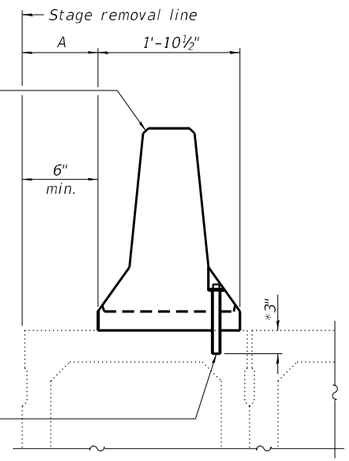
When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



Drill 3-1¼" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

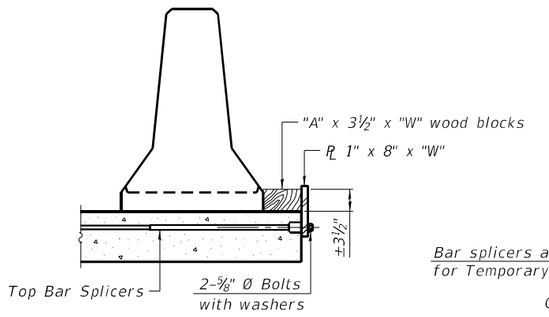
EXISTING SLAB



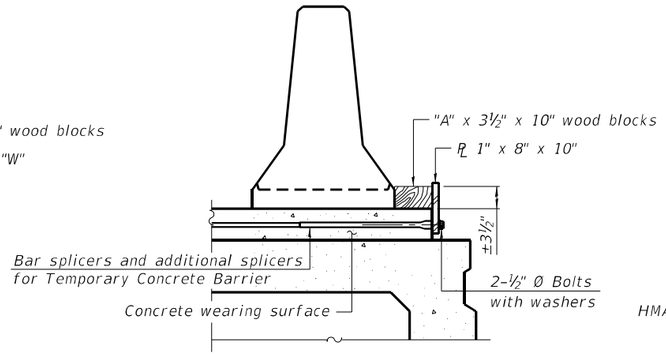
* When hot-mix asphalt wearng surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

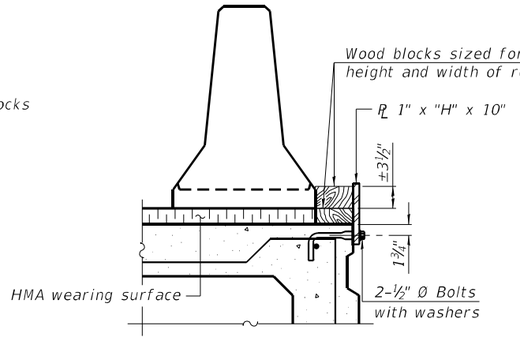
SECTIONS THRU SLAB OR DECK BEAM



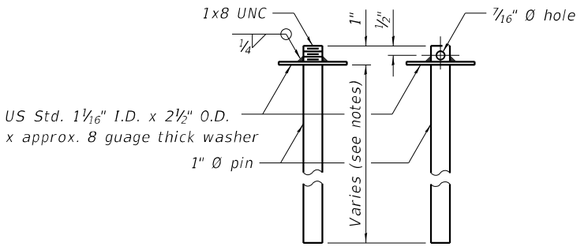
DETAIL I



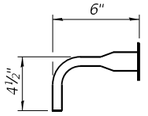
DETAIL II



DETAIL III



RESTRAINING PIN



BAR SPLICER FOR #4 BAR - DETAIL III

Notes:

Cost of retainer assembly is included with Temporary Concrete Barrier.

A retainer assembly shall be located at the approximate ℄ of each temporary concrete barrier.

The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.

When the 'A' dimension is less than 1½", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

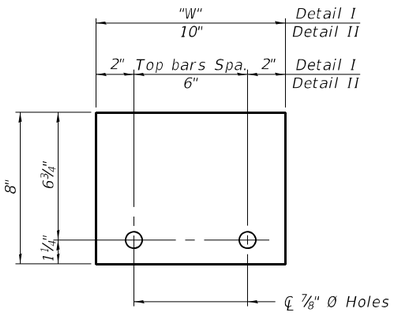
Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

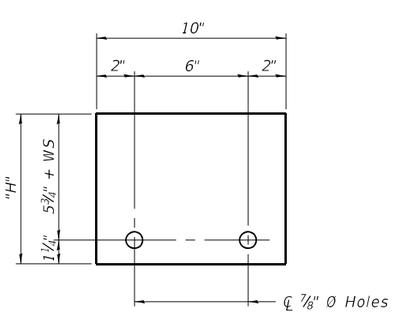
Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440



STEEL RETAINER ℄ 1" x 8" x "W"
(Detail I and II)



STEEL RETAINER ℄ 1" x "H" x 10"
(Detail III)

R-27

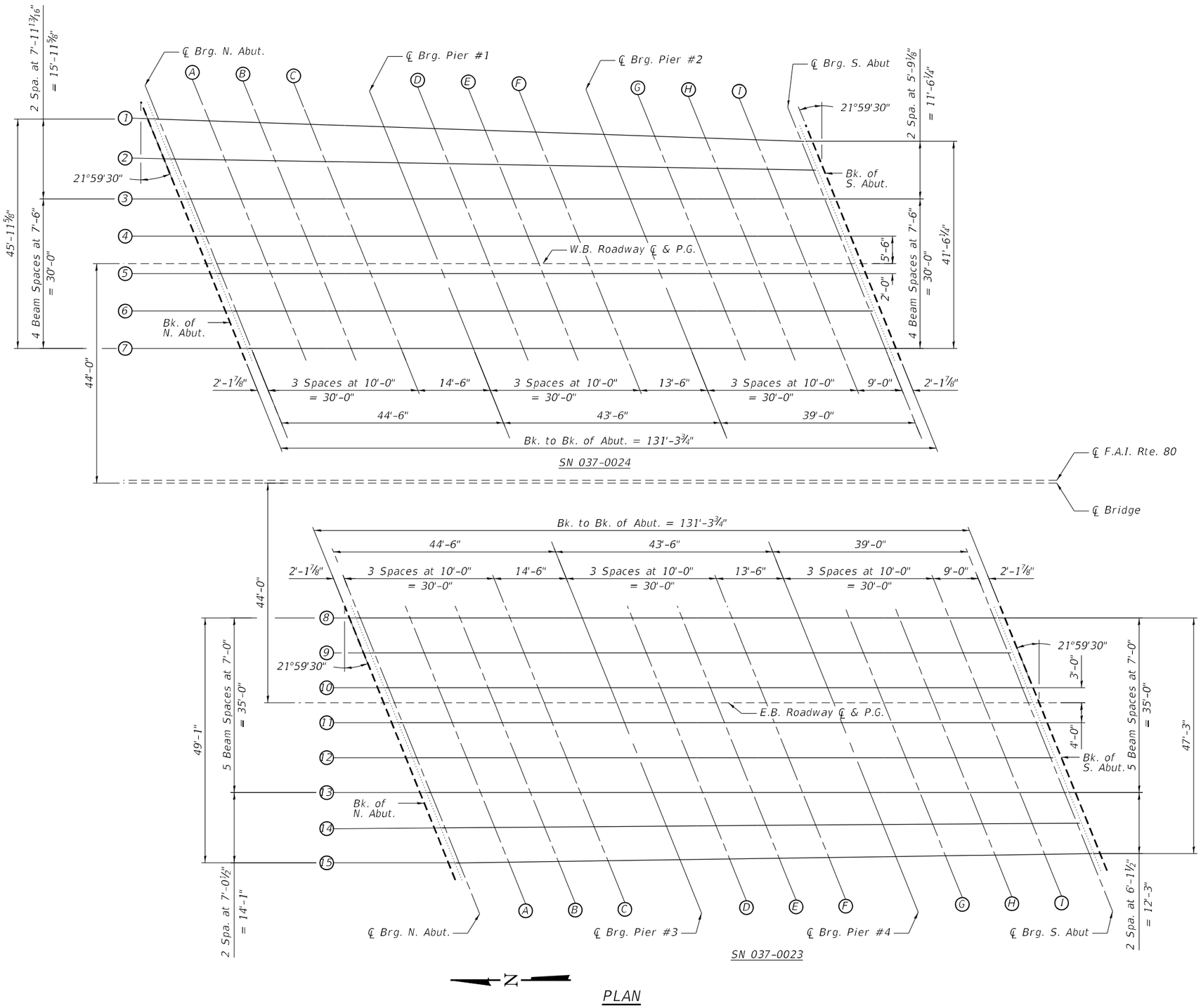
5-15-2023

BENTON & ASSOCIATES, INC. 1910 N. Lafayette Ave., Shorewood, IL 60404 (217) 245-4148 (217) 245-4149 Fax Illinois Design Firm Registration No. 184-000852	USER NAME = clocher	DESIGNED - CML	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY CONCRETE BARRIER STRUCTURE NO. 037-0023 & STRUCTURE NO. 037-0024
		CHECKED - MBH	REVISED -		
	PLOT SCALE =	DRAWN - CML	REVISED -		SHEET 5 OF 35 SHEETS
	PLOT DATE = 8/7/2024	CHECKED - MBH	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HB; 37-1HBYD	HENRY	257	179
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

MODEL:
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PLAN

MODEL:
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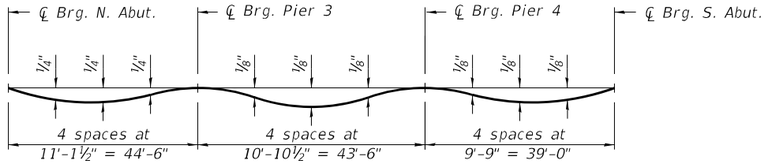
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PLOT SCALE =		DRAWN - CML		REVISED -	
PLOT DATE = 8/7/2024		CHECKED - MBH		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 037-0023 & STRUCTURE NO. 037-0024

SHEET 6 OF 35 SHEETS

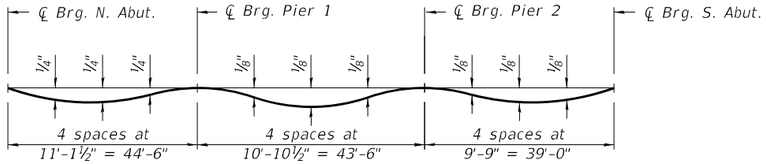
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80	37-1HB; 37-1HBYD	HENRY	257	180
		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			



SN 037-0023 (EB) DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

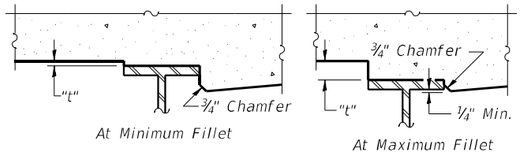
Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections shown below and on sheets 8-10 of 35.



SN 037-0024 (WB) DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections shown below and on sheets 8-10 of 35.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the Beams shall be taken at intervals shown on sheet 6 of 35. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below and on sheets 8-10 of 35, minus slab thickness, equals the fillet heights "t" above top flange of Beams.

FILLET HEIGHTS

BEAM 1

Location	Station	Offset from Centerline Bridge Alignment	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	402+17.00	-73.07'	616.06'	616.06'
℄ Brg. N. Abut.	402+19.19	-72.99'	616.00'	616.00'
A	402+29.34	-72.63'	615.70'	615.72'
B	402+39.48	-72.28'	615.40'	615.43'
C	402+49.62	-71.92'	615.10'	615.12'
℄ Brg. Pier 1	402+64.33	-71.41'	614.67'	614.67'
D	402+74.48	-71.05'	614.38'	614.38'
E	402+84.62	-70.69'	614.08'	614.08'
F	402+94.76	-70.34'	613.78'	613.78'
℄ Brg. Pier 2	403+08.46	-69.86'	613.38'	613.38'
G	403+18.60	-69.50'	613.08'	613.09'
H	403+28.74	-69.15'	612.79'	612.80'
I	403+38.89	-68.79'	612.49'	612.50'
℄ Brg. S. Abut.	403+48.01	-68.47'	612.22'	612.22'
Bk. S. Abut.	403+50.20	-68.39'	612.16'	612.16'

BEAM 2

Location	Station	Offset from Centerline Bridge Alignment	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	402+20.25	-65.03'	616.12'	616.12'
℄ Brg. N. Abut.	402+22.42	-64.99'	616.06'	616.06'
A	402+32.49	-64.82'	615.76'	615.78'
B	402+42.56	-64.64'	615.46'	615.49'
C	402+52.64	-64.46'	615.16'	615.18'
℄ Brg. Pier 1	402+67.24	-64.20'	614.73'	614.73'
D	402+77.32	-64.02'	614.43'	614.43'
E	402+87.38	-63.85'	614.13'	614.14'
F	402+97.46	-63.67'	613.83'	613.84'
℄ Brg. Pier 2	403+11.05	-63.43'	613.43'	613.43'
G	403+21.13	-63.25'	613.13'	613.14'
H	403+31.20	-63.07'	612.83'	612.85'
I	403+41.27	-62.89'	612.54'	612.55'
℄ Brg. S. Abut.	403+50.34	-62.73'	612.27'	612.27'
Bk. S. Abut.	403+52.50	-62.70'	612.20'	612.20'

BEAM 3

Location	Station	Offset from Centerline Bridge Alignment	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	402+23.49	-57.00'	616.19'	616.19'
℄ Brg. N. Abut.	402+25.65	-57.00'	616.12'	616.12'
A	402+35.65	-57.00'	615.82'	615.84'
B	402+45.65	-57.00'	615.52'	615.55'
C	402+55.65	-57.00'	615.22'	615.24'
℄ Brg. Pier 1	402+70.15	-57.00'	614.79'	614.79'
D	402+80.15	-57.00'	614.49'	614.49'
E	402+90.15	-57.00'	614.19'	614.19'
F	403+00.15	-57.00'	613.89'	613.89'
℄ Brg. Pier 2	403+13.65	-57.00'	613.48'	613.48'
G	403+23.65	-57.00'	613.18'	613.19'
H	403+33.65	-57.00'	612.88'	612.90'
I	403+43.65	-57.00'	612.58'	612.59'
℄ Brg. S. Abut.	403+52.65	-57.00'	612.31'	612.31'
Bk. S. Abut.	403+54.80	-57.00'	612.25'	612.25'

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PLOT DATE = 8/7/2024	CHECKED - MBH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 037-0023 & STRUCTURE NO. 037-0024

SHEET 7 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HB; 37-1HBYD	HENRY	257	181
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

BEAM 4

Location	Station	Offset from Centerline Bridge Alignment	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	402+26.52	-49.50'	616.21'	616.21
℄ Brg. N. Abut.	402+28.68	-49.50'	616.15'	616.15
A	402+38.68	-49.50'	615.85'	615.87
B	402+48.68	-49.50'	615.55'	615.57
C	402+58.68	-49.50'	615.25'	615.27
℄ Brg. Pier 1	402+73.18	-49.50'	614.81'	614.81
D	402+83.18	-49.50'	614.51'	614.51
E	402+93.18	-49.50'	614.21'	614.22
F	403+03.18	-49.50'	613.91'	613.92
℄ Brg. Pier 2	403+16.68	-49.50'	613.51'	613.51
G	403+26.68	-49.50'	613.21'	613.22
H	403+36.68	-49.50'	612.91'	612.92
I	403+46.68	-49.50'	612.61'	612.62
℄ Brg. S. Abut.	403+55.68	-49.50'	612.34'	612.34
Bk. S. Abut.	403+57.84	-49.50'	612.27'	612.27

WESTBOUND ℄ & P.G.

Location	Station	Offset from Centerline Bridge Alignment	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	402+28.74	-44.00'	616.23'	616.23
℄ Brg. N. Abut.	402+30.90	-44.00'	616.16'	616.16
A	402+40.90	-44.00'	615.86'	615.88
B	402+50.90	-44.00'	615.56'	615.59
C	402+60.90	-44.00'	615.26'	615.28
℄ Brg. Pier 1	402+75.40	-44.00'	614.83'	614.83
D	402+85.40	-44.00'	614.53'	614.53
E	402+95.40	-44.00'	614.23'	614.23
F	403+05.40	-44.00'	613.93'	613.93
℄ Brg. Pier 2	403+18.90	-44.00'	613.52'	613.52
G	403+28.90	-44.00'	613.22'	613.23
H	403+38.90	-44.00'	612.92'	612.94
I	403+48.90	-44.00'	612.62'	612.64
℄ Brg. S. Abut.	403+57.90	-44.00'	612.35'	612.35
Bk. S. Abut.	403+60.05	-44.00'	612.29'	612.29

BEAM 5

Location	Station	Offset from Centerline Bridge Alignment	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	402+29.55	-42.00'	616.18'	616.18
℄ Brg. N. Abut.	402+31.71	-42.00'	616.11'	616.11
A	402+41.71	-42.00'	615.81'	615.83
B	402+51.71	-42.00'	615.51'	615.54
C	402+61.71	-42.00'	615.21'	615.23
℄ Brg. Pier 1	402+76.21	-42.00'	614.78'	614.78
D	402+86.21	-42.00'	614.48'	614.48
E	402+96.21	-42.00'	614.18'	614.18
F	403+06.21	-42.00'	613.88'	613.88
℄ Brg. Pier 2	403+19.71	-42.00'	613.47'	613.47
G	403+29.71	-42.00'	613.17'	613.18
H	403+39.71	-42.00'	612.87'	612.88
I	403+49.71	-42.00'	612.57'	612.58
℄ Brg. S. Abut.	403+58.71	-42.00'	612.30'	612.30
Bk. S. Abut.	403+60.87	-42.00'	612.24'	612.24

BEAM 6

Location	Station	Offset from Centerline Bridge Alignment	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	402+32.58	-34.50'	615.97'	615.97
℄ Brg. N. Abut.	402+34.74	-34.50'	915.91'	615.91
A	402+44.74	-34.50'	915.61'	615.63
B	402+54.74	-34.50'	615.31'	615.33
C	402+64.74	-34.50'	615.01'	615.03
℄ Brg. Pier 1	402+79.24	-34.50'	614.57'	614.57
D	402+89.24	-34.50'	614.27'	614.27
E	402+99.24	-34.50'	613.97'	613.98
F	403+09.24	-34.50'	613.67'	613.67
℄ Brg. Pier 2	403+22.74	-34.50'	613.27'	613.27
G	403+32.74	-34.50'	612.97'	612.98
H	403+42.74	-34.50'	612.67'	612.68
I	403+52.74	-34.50'	612.37'	612.38
℄ Brg. S. Abut.	403+61.74	-34.50'	612.10'	612.10
Bk. S. Abut.	403+63.90	-34.50'	612.03'	612.03

BEAM 7

Location	Station	Offset from Centerline Bridge Alignment	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	402+35.61	-27.00'	615.74'	615.74
℄ Brg. N. Abut.	402+37.77	-27.00'	615.68'	615.68
A	402+47.77	-27.00'	615.38'	615.40
B	402+57.77	-27.00'	615.08'	615.10
C	402+67.77	-27.00'	614.78'	614.80
℄ Brg. Pier 1	402+82.27	-27.00'	614.34'	614.34
D	402+92.27	-27.00'	614.04'	614.04
E	403+02.27	-27.00'	613.74'	613.75
F	403+12.27	-27.00'	613.44'	613.45
℄ Brg. Pier 2	403+25.77	-27.00'	613.04'	613.04
G	403+35.77	-27.00'	612.74'	612.75
H	403+45.77	-27.00'	612.44'	612.45
I	403+55.77	-27.00'	612.14'	612.15
℄ Brg. S. Abut.	403+64.77	-27.00'	611.87'	611.87
Bk. S. Abut.	403+66.93	-27.00'	611.80'	611.80

BEAM 8

Location	Station	Offset from Centerline Bridge Alignment	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	402+57.41	27.00'	615.09'	615.09'
℄ Brg. N. Abut.	402+59.57	27.00'	615.02'	615.02'
A	402+69.57	27.00'	614.72'	614.74'
B	402+79.57	27.00'	614.42'	614.45'
C	402+89.57	27.00'	614.12'	614.14'
℄ Brg. Pier 1	403+04.07	27.00'	613.69'	613.69'
D	403+14.07	27.00'	613.39'	613.39'
E	403+24.07	27.00'	613.09'	613.09'
F	403+34.07	27.00'	612.79'	612.79'
℄ Brg. Pier 2	403+47.57	27.00'	612.38'	612.38'
G	403+57.57	27.00'	612.08'	612.09'
H	403+67.57	27.00'	611.78'	611.80'
I	403+77.57	27.00'	611.48'	611.49'
℄ Brg. S. Abut.	403+86.57	27.00'	611.21'	611.21'
Bk. S. Abut.	403+88.73	27.00'	611.15'	611.15'

MODEL:
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		CHECKED - MBH	REVISED -		
PLOT SCALE =		DRAWN - CML	REVISED -		
PLOT DATE = 8/7/2024		CHECKED - MBH	REVISED -		SHEET 8 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HB; 37-1HBYD	HENRY	257	182
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

BEAM 9

Location	Station	Offset from Centerline Bridge Alignment	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	402+60.24	34.00'	615.13'	615.13'
℄ Brg. N. Abut.	402+62.40	34.00'	615.07'	615.07'
A	402+72.40	34.00'	614.77'	614.79'
B	402+82.40	34.00'	614.47'	614.49'
C	402+92.40	34.00'	614.17'	614.19'
℄ Brg. Pier 1	403+06.90	34.00'	613.73'	613.73'
D	403+16.90	34.00'	613.43'	613.43'
E	403+26.90	34.00'	613.13'	613.14'
F	403+36.90	34.00'	612.83'	612.84'
℄ Brg. Pier 2	403+50.40	34.00'	612.43'	612.43'
G	403+60.40	34.00'	612.13'	612.14'
H	403+70.40	34.00'	611.83'	611.84'
I	403+80.40	34.00'	611.53'	611.54'
℄ Brg. S. Abut.	403+89.40	34.00'	611.26'	611.26'
Bk. S. Abut.	403+91.55	34.00'	611.20'	611.20'

BEAM 10

Location	Station	Offset from Centerline Bridge Alignment	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	402+63.07	41.00'	615.15'	615.15'
℄ Brg. N. Abut.	402+65.23	41.00'	615.09'	615.09'
A	402+75.23	41.00'	614.79'	614.81'
B	402+85.23	41.00'	614.49'	614.51'
C	402+95.23	41.00'	614.19'	614.21'
℄ Brg. Pier 1	403+09.73	41.00'	613.75'	613.75'
D	403+19.73	41.00'	613.45'	613.45'
E	403+29.73	41.00'	613.15'	613.16'
F	403+39.73	41.00'	612.85'	612.86'
℄ Brg. Pier 2	403+53.23	41.00'	612.45'	612.45'
G	403+63.23	41.00'	612.15'	612.16'
H	403+73.23	41.00'	611.85'	611.86'
I	403+83.23	41.00'	611.55'	611.56'
℄ Brg. S. Abut.	403+92.23	41.00'	611.28'	611.28'
Bk. S. Abut.	403+94.38	41.00'	611.22'	611.22'

EASTBOUND ℄ & P.G.

Location	Station	Offset from Centerline Bridge Alignment	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	402+64.28	44.00'	615.16'	615.16'
℄ Brg. N. Abut.	402+66.44	44.00'	615.10'	615.10'
A	402+76.44	44.00'	614.80'	614.82'
B	402+86.44	44.00'	614.50'	614.52'
C	402+96.44	44.00'	614.20'	614.22'
℄ Brg. Pier 1	403+10.94	44.00'	613.76'	613.76'
D	403+20.94	44.00'	613.46'	613.46'
E	403+30.94	44.00'	613.16'	613.17'
F	403+40.94	44.00'	612.86'	612.87'
℄ Brg. Pier 2	403+54.44	44.00'	612.46'	612.46'
G	403+64.44	44.00'	612.16'	612.17'
H	403+74.44	44.00'	611.86'	611.87'
I	403+84.44	44.00'	611.56'	611.57'
℄ Brg. S. Abut.	403+93.44	44.00'	611.29'	611.29'
Bk. S. Abut.	403+95.59	44.00'	611.22'	611.22'

BEAM 11

Location	Station	Offset from Centerline Bridge Alignment	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	402+65.90	48.00'	615.05'	615.05'
℄ Brg. N. Abut.	402+68.06	48.00'	614.99'	614.99'
A	402+78.06	48.00'	614.69'	614.71'
B	402+88.06	48.00'	614.39'	614.41'
C	402+98.06	48.00'	614.09'	614.11'
℄ Brg. Pier 1	403+12.56	48.00'	613.66'	613.66'
D	403+22.56	48.00'	613.36'	613.36'
E	403+32.56	48.00'	613.06'	613.06'
F	403+42.56	48.00'	612.76'	612.76'
℄ Brg. Pier 2	403+56.06	48.00'	612.35'	612.35'
G	403+66.06	48.00'	612.05'	612.06'
H	403+76.06	48.00'	611.75'	611.76'
I	403+86.06	48.00'	611.45'	611.46'
℄ Brg. S. Abut.	403+95.06	48.00'	611.18'	611.18'
Bk. S. Abut.	403+97.21	48.00'	611.12'	611.12'

BEAM 12

Location	Station	Offset from Centerline Bridge Alignment	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	402+68.72	55.00'	614.87'	614.87'
℄ Brg. N. Abut.	402+70.88	55.00'	614.80'	614.80'
A	402+80.88	55.00'	614.50'	614.52'
B	402+90.88	55.00'	614.20'	614.22'
C	403+00.88	55.00'	613.90'	613.92'
℄ Brg. Pier 1	403+15.38	55.00'	613.47'	613.47'
D	403+25.38	55.00'	613.17'	613.17'
E	403+35.38	55.00'	612.87'	612.87'
F	403+45.38	55.00'	612.57'	612.57'
℄ Brg. Pier 2	403+58.88	55.00'	612.16'	612.16'
G	403+68.88	55.00'	611.86'	611.87'
H	403+78.88	55.00'	611.56'	611.57'
I	403+88.88	55.00'	611.26'	611.27'
℄ Brg. S. Abut.	403+97.88	55.00'	610.99'	610.99'
Bk. S. Abut.	404+00.03	55.00'	610.93'	610.93'

BEAM 13

Location	Station	Offset from Centerline Bridge Alignment	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	402+71.55	62.00'	614.65'	614.65'
℄ Brg. N. Abut.	402+73.71	62.00'	614.58'	614.58'
A	402+83.71	62.00'	614.28'	614.30'
B	402+93.71	62.00'	613.98'	614.00'
C	403+03.71	62.00'	613.68'	613.70'
℄ Brg. Pier 1	403+18.21	62.00'	613.25'	613.25'
D	403+28.21	62.00'	612.95'	612.95'
E	403+38.21	62.00'	612.65'	612.65'
F	403+48.21	62.00'	612.35'	612.35'
℄ Brg. Pier 2	403+61.71	62.00'	611.94'	611.94'
G	403+71.71	62.00'	611.64'	611.65'
H	403+81.71	62.00'	611.34'	611.35'
I	403+91.71	62.00'	611.04'	611.05'
℄ Brg. S. Abut.	404+00.71	62.00'	610.77'	610.77'
Bk. S. Abut.	404+02.86	62.00'	610.71'	610.71'

MODEL:
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BENTON & ASSOCIATES, INC.
1970 N. Lafayette Ave., Jacksonville IL 62650
(217) 245-4146 (217) 245-4149 Fax
Illinois Design Firm Registration No. 184-000852
BENTON & ASSOCIATES INC

USER NAME = clocher		DESIGNED - CML	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS STRUCTURE NO. 037-0023 & STRUCTURE NO. 037-0024
		CHECKED - MBH	REVISED -		
PLOT SCALE =		DRAWN - CML	REVISED -		
PLOT DATE = 8/7/2024		CHECKED - MBH	REVISED -		SHEET 9 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HB; 37-1HBYD	HENRY	257	183
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

BEAM 14

Location	Station	Offset from Centerline Bridge Alignment	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	402+74.41	69.08'	614.42'	614.42'
℄ Brg. N. Abut.	402+76.56	69.06'	614.35'	614.35'
A	402+86.53	68.98'	614.06'	614.07'
B	402+96.50	68.91'	613.76'	613.78'
C	403+06.47	68.84'	613.46'	613.48'
℄ Brg. Pier 3	403+20.93	68.73'	613.03'	613.03'
D	403+30.90	68.66'	612.73'	612.73'
E	403+40.87	68.58'	612.43'	612.44'
F	403+50.84	68.51'	612.14'	612.14'
℄ Brg. Pier 4	403+64.30	68.41'	611.73'	611.73'
G	403+74.27	68.34'	611.44'	611.44'
H	403+84.24	68.26'	611.14'	611.15'
I	403+94.21	68.19'	610.84'	610.85'
℄ Brg. S. Abut.	404+03.18	68.13'	610.57'	610.57'
Bk. S. Abut.	404+05.33	68.11'	610.51'	610.51'

BEAM 15

Location	Station	Offset from Centerline Bridge Alignment	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	402+77.26	76.15	614.19'	614.19'
℄ Brg. N. Abut.	402+79.41	76.11	614.13'	614.13'
A	402+89.35	75.97	613.83'	613.85'
B	402+99.29	75.82	613.54'	613.56'
C	403+09.23	75.67	613.24'	613.26'
℄ Brg. Pier 3	403+23.65	75.46	612.81'	612.81'
D	403+33.58	75.31	612.52'	612.52'
E	403+43.53	75.17	612.22'	612.23'
F	403+53.47	75.02	611.93'	611.93'
℄ Brg. Pier 4	403+66.89	74.82	611.53'	611.53'
G	403+76.83	74.68	611.23'	611.24'
H	403+86.77	74.53	610.94'	610.95'
I	403+96.71	74.38	610.64'	610.65'
℄ Brg. S. Abut.	404+05.66	74.25	610.38'	610.38'
Bk. S. Abut.	404+07.80	74.22	610.31'	610.31'

MODEL:
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BENTON & ASSOCIATES, INC.
1970 N. Lafayette Ave., Jacksonville IL 62650
(217) 245-4148 (217) 245-4149 Fax
Illinois Design Firm Registration No. 184-000852
BENTON & ASSOCIATES INC

USER NAME = clocher		DESIGNED - CML	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS STRUCTURE NO. 037-0023 & STRUCTURE NO. 037-0024
		CHECKED - MBH	REVISED -		
PLOT SCALE =		DRAWN - CML	REVISED -		
PLOT DATE = 8/7/2024		CHECKED - MBH	REVISED -		SHEET 10 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HB; 37-1HBYD	HENRY	257	184
		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			

NORTH APPROACH PAVEMENT
EAST EDGE OF SHOULDER

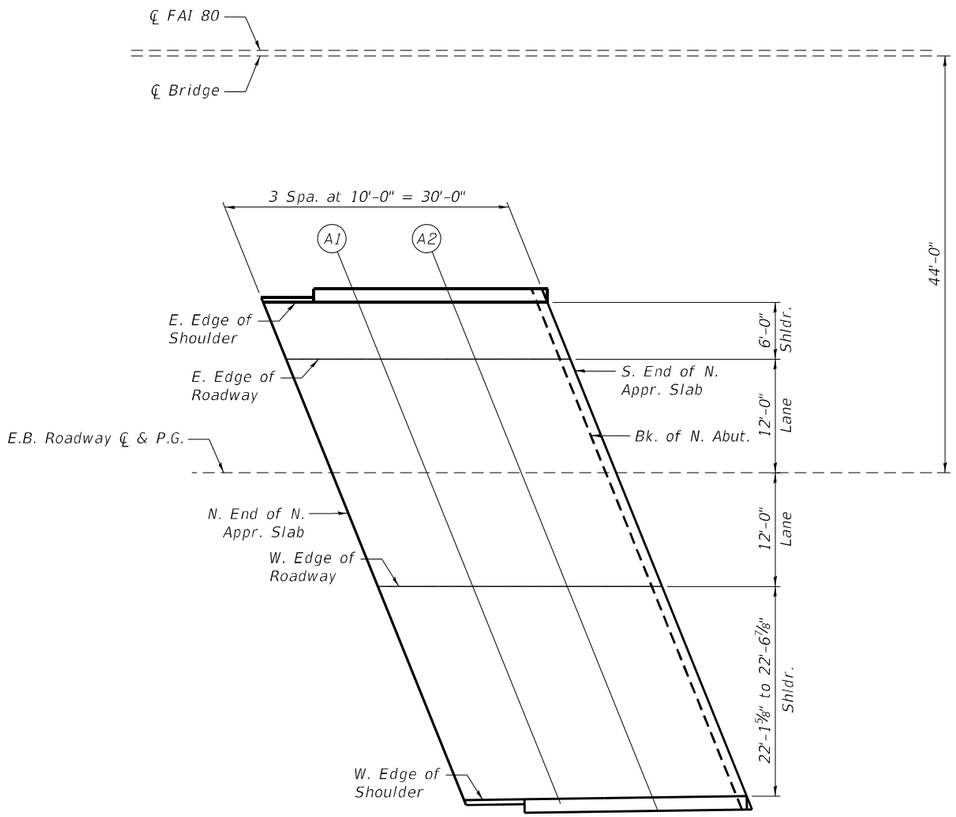
Location	Station	Offset from Centerline Bridge Alignment	Theoretical Grade Elevations
N. End of N. Appr. Slab	402+28.09	26.00'	615.95'
A1	402+38.09	26.00'	615.65'
A2	402+48.09	26.00'	615.35'
S. End of N. Appr. Slab	402+58.09	26.00'	615.05'

NORTH APPROACH PAVEMENT
EAST EDGE OF ROADWAY

Location	Station	Offset from Centerline Bridge Alignment	Theoretical Grade Elevations
N. End of N. Appr. Slab	402+30.51	32.00'	616.00'
A1	402+40.51	32.00'	615.70'
A2	402+50.51	32.00'	615.40'
S. End of N. Appr. Slab	402+60.51	32.00'	615.10'

NORTH APPROACH PAVEMENT
EASTBOUND PROFILE GRADE LINE

Location	Station	Offset from Centerline Bridge Alignment	Theoretical Grade Elevations
N. End of N. Appr. Slab	402+35.36	44.00'	616.03'
A1	402+45.36	44.00'	615.73'
A2	402+55.36	44.00'	615.43'
S. End of N. Appr. Slab	402+65.36	44.00'	615.13'



N

037-0023 NORTH APPROACH PLAN

NORTH APPROACH PAVEMENT
WEST EDGE OF ROADWAY

Location	Station	Offset from Centerline Bridge Alignment	Theoretical Grade Elevations
N. End of N. Appr. Slab	402+40.20	56.00'	615.71'
A1	402+50.20	56.00'	615.41'
A2	402+60.20	56.00'	615.11'
S. End of N. Appr. Slab	402+70.20	56.00'	614.81'

NORTH APPROACH PAVEMENT
WEST EDGE OF SHOULDER

Location	Station	Offset from Centerline Bridge Alignment	Theoretical Grade Elevations
N. End of N. Appr. Slab	402+49.32	78.57'	614.98'
A1	402+59.26	78.42'	614.69'
A2	402+69.20	78.28'	614.39'
S. End of N. Appr. Slab	402+79.14	78.13'	614.09'

E-AS

2-17-2017

BENTON & ASSOCIATES, INC.
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Illinois Design Firm
Registration No. 184-000852

USER NAME = clocher	DESIGNED - CML	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF APPROACH SLAB ELEVATIONS STRUCTURE NO. 037-0023
	CHECKED - MBH	REVISED -		
PLOT SCALE =	DRAWN - CML	REVISED -		SHEET 11 OF 35 SHEETS
PLOT DATE = 8/7/2024	CHECKED - MBH	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HB; 37-1HBYD	HENRY	257	185
		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			

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SOUTH APPROACH PAVEMENT
EAST EDGE OF SHOULDER

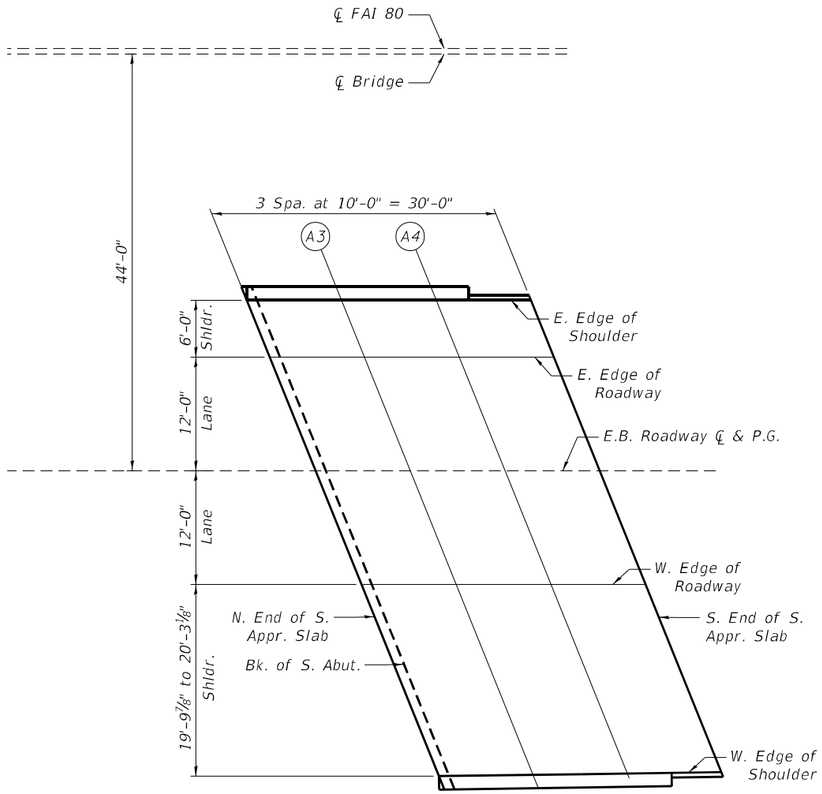
Location	Station	Offset from Centerline Bridge Alignment	Theoretical Grade Elevations
N. End of S. Appr. Slab	403+87.24	26.00'	611.17'
A3	403+97.24	26.00'	610.87'
A4	404+07.24	26.00'	610.57'
S. End of S. Appr. Slab	404+17.24	26.00'	610.27'

SOUTH APPROACH PAVEMENT
EAST EDGE OF ROADWAY

Location	Station	Offset from Centerline Bridge Alignment	Theoretical Grade Elevations
N. End of S. Appr. Slab	403+89.66	32.00'	611.22'
A3	403+99.66	32.00'	610.92'
A4	404+09.66	32.00'	610.62'
S. End of S. Appr. Slab	404+19.66	32.00'	610.32'

SOUTH APPROACH PAVEMENT
EASTBOUND PROFILE GRADE LINE

Location	Station	Offset from Centerline Bridge Alignment	Theoretical Grade Elevations
N. End of S. Appr. Slab	403+94.51	44.00'	611.26'
A3	404+04.51	44.00'	610.96'
A4	404+14.51	44.00'	610.66'
S. End of S. Appr. Slab	404+24.51	44.00'	610.36'



N

037-0023 SOUTH APPROACH PLAN

SOUTH APPROACH PAVEMENT
WEST EDGE OF ROADWAY

Location	Station	Offset from Centerline Bridge Alignment	Theoretical Grade Elevations
N. End of S. Appr. Slab	403+99.36	56.00'	610.93'
A3	404+09.36	56.00'	610.63'
A4	404+19.36	56.00'	610.33'
S. End of S. Appr. Slab	404+29.36	56.00'	610.03'

SOUTH APPROACH PAVEMENT
WEST EDGE OF SHOULDER

Location	Station	Offset from Centerline Bridge Alignment	Theoretical Grade Elevations
N. End of S. Appr. Slab	404+07.54	76.26'	610.28'
A3	404+17.48	76.11'	609.99'
A4	404+27.42	75.97'	609.69'
S. End of S. Appr. Slab	404+37.36	75.82'	609.39'

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BENTON & ASSOCIATES, INC.
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(217) 245-1616 (217) 245-1649 Fax
Illinois Design Firm
Registration No. 184-000852

USER NAME = clocher	DESIGNED - CML	REVISED -
	CHECKED - MBH	REVISED -
PLOT SCALE =	DRAWN - CML	REVISED -
PLOT DATE = 8/7/2024	CHECKED - MBH	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 037-0023

SHEET 12 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HB; 37-1HBYD	HENRY	257	186
		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			

MODEL:
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NORTH APPROACH PAVEMENT
EAST EDGE OF SHOULDER

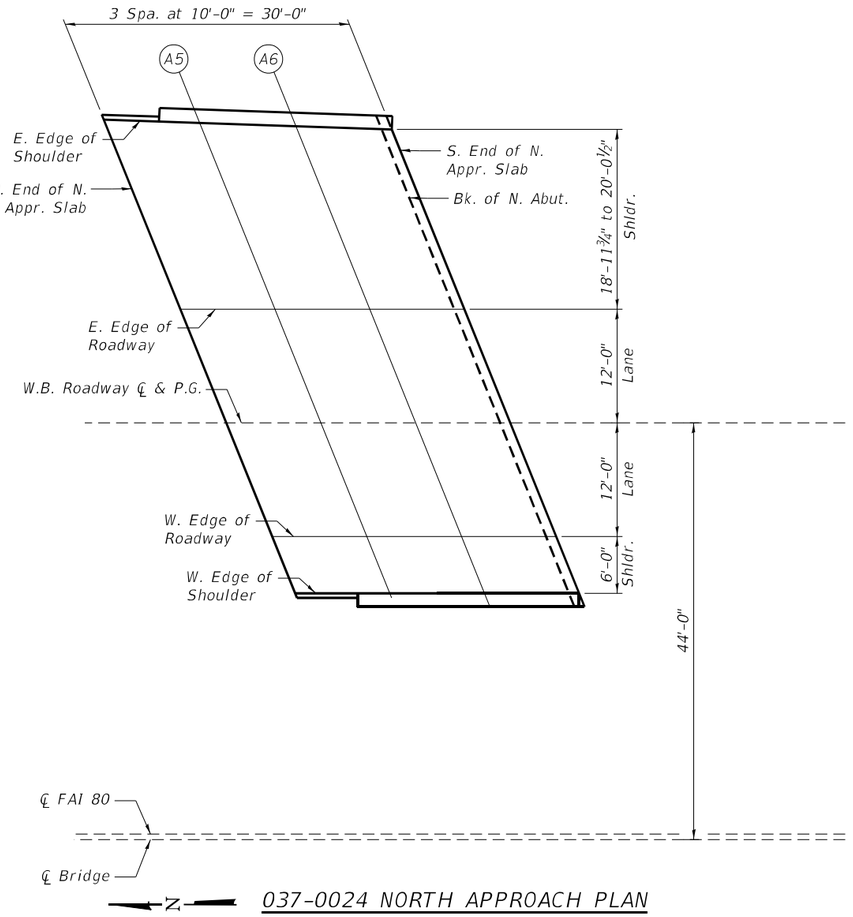
Location	Station	Offset from Centerline Bridge Alignment	Theoretical Grade Elevations
N. End of N. Appr. Slab	401+86.88	-76.04'	616.90'
A5	401+97.02	-75.69'	616.61'
A6	402+07.16	-75.34'	616.31'
S. End of N. Appr. Slab	402+17.31	-74.98'	616.01'

NORTH APPROACH PAVEMENT
EAST EDGE OF ROADWAY

Location	Station	Offset from Centerline Bridge Alignment	Theoretical Grade Elevations
N. End of N. Appr. Slab	401+94.97	-56.00'	617.06'
A5	402+04.97	-56.00'	616.76'
A6	402+14.97	-56.00'	616.46'
S. End of N. Appr. Slab	402+24.97	-56.00'	616.16'

NORTH APPROACH PAVEMENT
WESTBOUND PROFILE GRADE LINE

Location	Station	Offset from Centerline Bridge Alignment	Theoretical Grade Elevations
N. End of N. Appr. Slab	401+99.82	-44.00'	617.10'
A5	402+09.82	-44.00'	616.80'
A6	402+19.82	-44.00'	616.50'
S. End of N. Appr. Slab	402+29.82	-44.00'	616.20'



037-0024 NORTH APPROACH PLAN

NORTH APPROACH PAVEMENT
WEST EDGE OF ROADWAY

Location	Station	Offset from Centerline Bridge Alignment	Theoretical Grade Elevations
N. End of N. Appr. Slab	402+04.66	-32.00'	616.77'
A5	402+14.66	-32.00'	616.47'
A6	402+24.66	-32.00'	616.17'
S. End of N. Appr. Slab	402+34.66	-32.00'	615.87'

NORTH APPROACH PAVEMENT
WEST EDGE OF SHOULDER

Location	Station	Offset from Centerline Bridge Alignment	Theoretical Grade Elevations
N. End of N. Appr. Slab	402+07.09	-26.00'	616.58'
A5	402+17.09	-26.00'	616.28'
A6	402+27.09	-26.00'	615.98'
S. End of N. Appr. Slab	402+37.09	-26.00'	615.68'

E-AS 2-17-2017

BENTON & ASSOCIATES, INC.
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Illinois Design Firm Registration No. 184-000852

USER NAME = clocher	DESIGNED - CML	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF APPROACH SLAB ELEVATIONS STRUCTURE NO. 037-0024	
	CHECKED - MBH	REVISED -			
PLOT SCALE =	DRAWN - CML	REVISED -			
PLOT DATE = 8/7/2024	CHECKED - MBH	REVISED -		SHEET 13 OF 35 SHEETS	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HB; 37-1HBYD	HENRY	257	187
		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			

MODEL:
FILE NAME: P:\20E3411-WO11 Cleveland Rd. Bridge Plans\Design\FAI Rte 80 Over Cleveland Rd - 64N05\CADD Sheets\037002?-0024-64N05-013 WB Top of N App Slab Elevations.dgn

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SOUTH APPROACH PAVEMENT
EAST EDGE OF SHOULDER

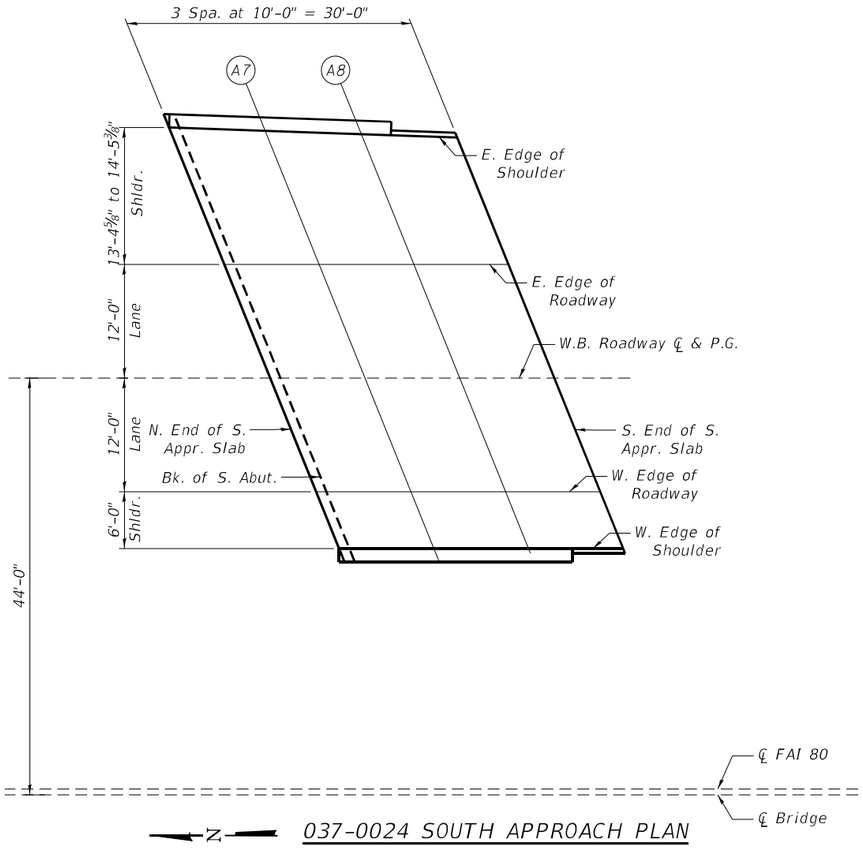
Location	Station	Offset from Centerline Bridge Alignment	Theoretical Grade Elevations
N. End of S. Appr. Slab	403+48.29	-70.44'	612.17'
A7	403+58.43	-70.09'	611.88'
A8	403+68.57	-69.74'	611.58'
S. End of S. Appr. Slab	403+78.72	-69.39'	611.28'

SOUTH APPROACH PAVEMENT
EAST EDGE OF ROADWAY

Location	Station	Offset from Centerline Bridge Alignment	Theoretical Grade Elevations
N. End of S. Appr. Slab	403+54.12	-56.00'	612.29'
A7	403+64.12	-56.00'	611.99'
A8	403+74.12	-56.00'	611.69'
S. End of S. Appr. Slab	403+84.12	-56.00'	611.39'

SOUTH APPROACH PAVEMENT
WESTBOUND PROFILE GRADE LINE

Location	Station	Offset from Centerline Bridge Alignment	Theoretical Grade Elevations
N. End of S. Appr. Slab	403+58.97	-44.00'	612.32'
A7	403+68.97	-44.00'	612.02'
A8	403+78.97	-44.00'	611.72'
S. End of S. Appr. Slab	403+88.97	-44.00'	611.42'



N

037-0024 SOUTH APPROACH PLAN

SOUTH APPROACH PAVEMENT
WEST EDGE OF ROADWAY

Location	Station	Offset from Centerline Bridge Alignment	Theoretical Grade Elevations
N. End of S. Appr. Slab	403+63.82	-32.00'	612.00'
A7	403+73.82	-32.00'	611.70'
A8	403+83.82	-32.00'	611.40'
S. End of S. Appr. Slab	403+93.82	-32.00'	611.10'

SOUTH APPROACH PAVEMENT
WEST EDGE OF SHOULDER

Location	Station	Offset from Centerline Bridge Alignment	Theoretical Grade Elevations
N. End of S. Appr. Slab	403+66.24	-26.00'	611.80'
A7	403+76.24	-26.00'	611.50'
A8	403+86.24	-26.00'	611.20'
S. End of S. Appr. Slab	403+96.24	-26.00'	610.90'

E-AS 2-17-2017

BENTON & ASSOCIATES, INC.
1910 N. Lafayette Ave., Jacksonville, IL 62650
(217) 245-4146 (217) 245-4149 Fax
Illinois Design Firm Registration No. 184-000852
BENTON & ASSOCIATES INC

USER NAME = clocher		DESIGNED - CML		REVISED -	
		CHECKED - MBH		REVISED -	
PLOT SCALE =		DRAWN - CML		REVISED -	
PLOT DATE = 8/7/2024		CHECKED - MBH		REVISED -	

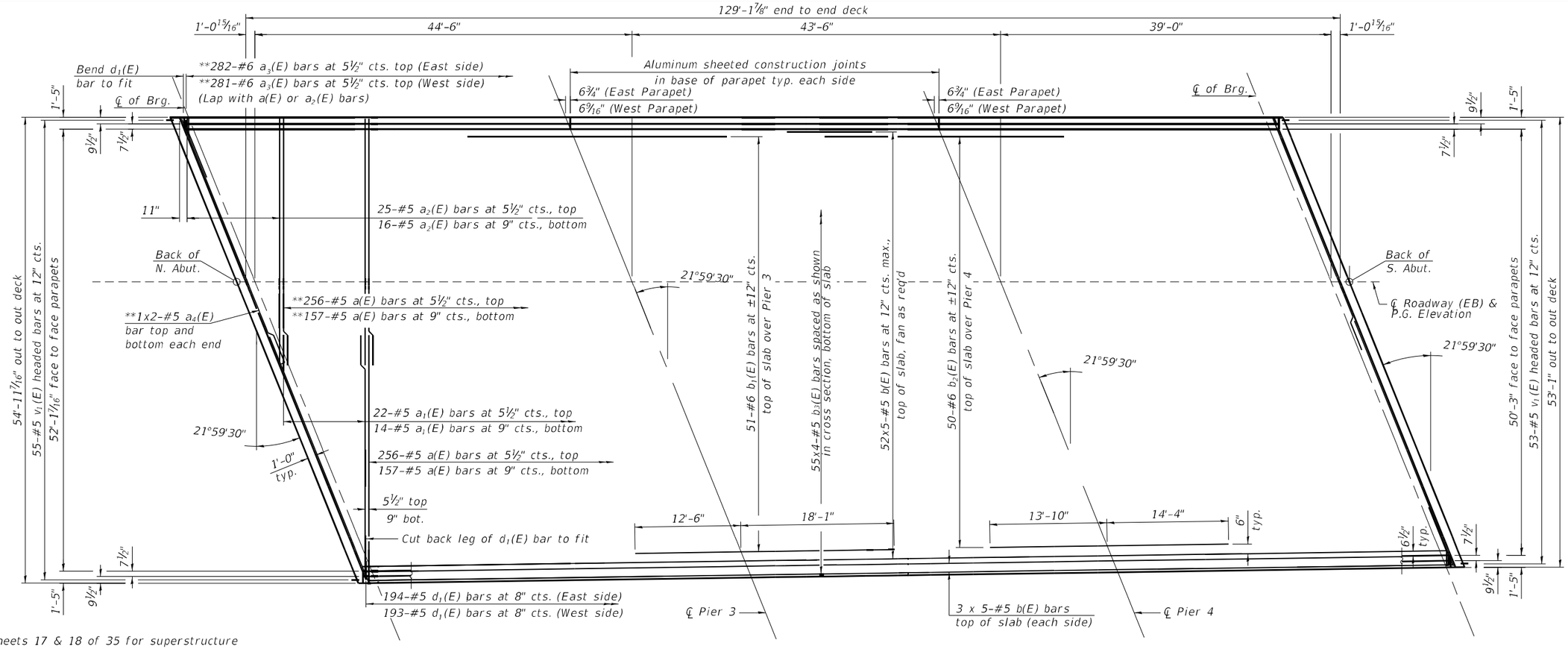
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 037-0024

SHEET 14 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HB; 37-1HBYD	HENRY	257	188
		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			

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Notes:

See sheets 17 & 18 of 35 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.

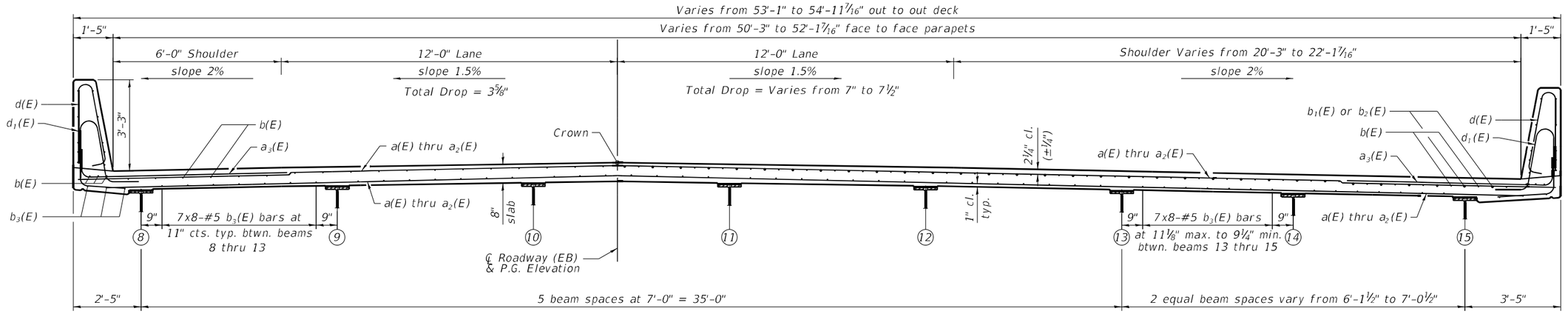
See field cutting diagram on sheet 18 of 35. Cut as required to fit skew and flare.

PLAN

(SN 037-0023)

MINIMUM BAR LAP

#5 bar = 3'-6"
#6 bar = 4'-10"



NEAR MIDSPAN

CROSS SECTION

(Looking South SN 037-0023)

NEAR PIER

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Illinois Design Firm Registration No. 184-000852
BENTON & ASSOCIATES INC

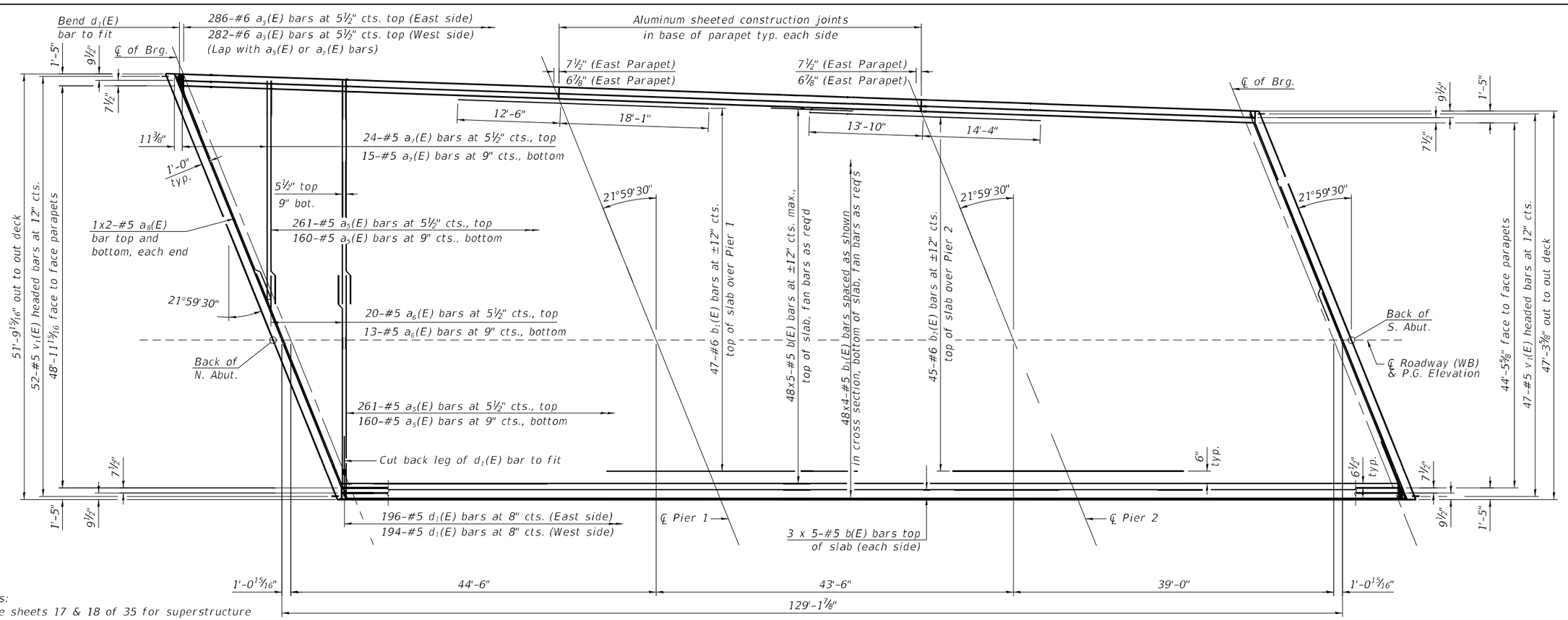
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PLOT DATE =	8/7/2024	CHECKED -	MBH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 037-0023
SHEET 15 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HB; 37-1HBYD	HENRY	257	189
		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			

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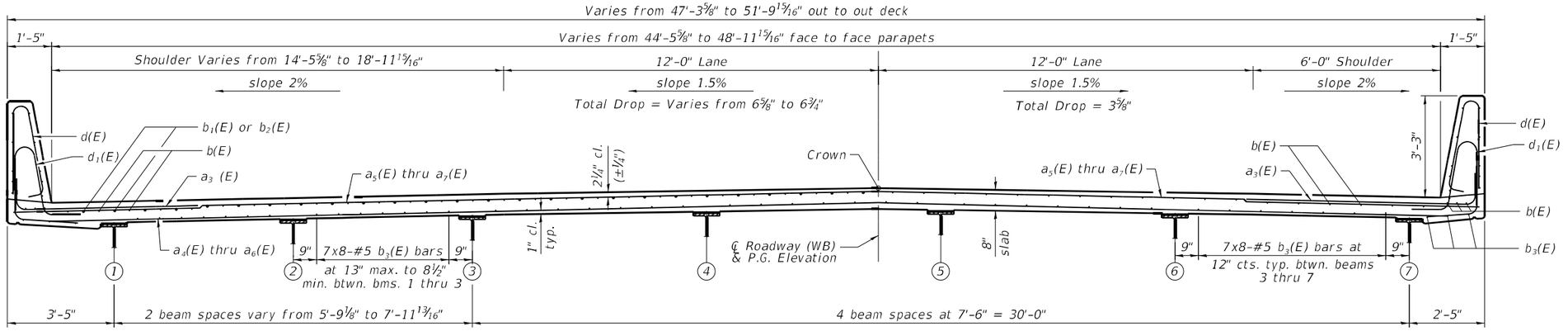


Notes:
See sheets 17 & 18 of 35 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See field cutting diagram on sheet 18 of 35.
Cut bars as required to fit skew and flare.



PLAN
(SN 037-0024)

MINIMUM BAR LAP
#5 bar = 3'-6"
#6 bar = 4'-10"



NEAR PIER

NEAR MIDSPAN

CROSS SECTION
(Looking South SN 037-0024)

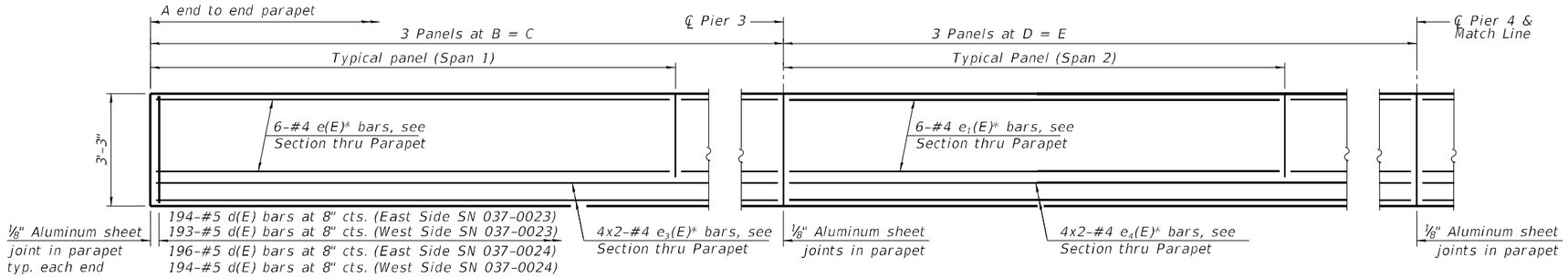
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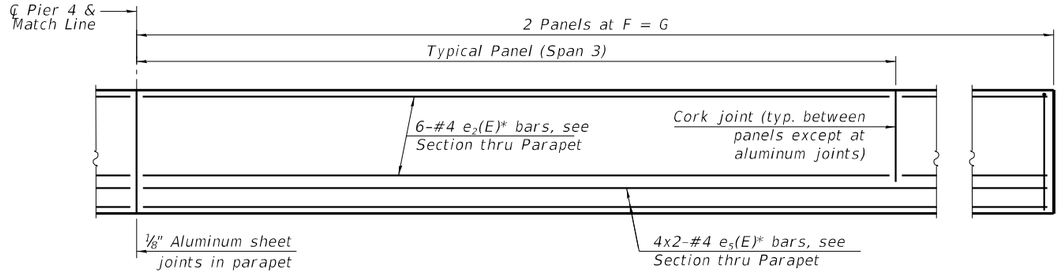
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(217) 245-4146 (217) 245-4149 Fax
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BENTON & ASSOCIATES INC

USER NAME = clocher	DESIGNED - CML	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE STRUCTURE NO. 037-0024
	CHECKED - MBH	REVISED -		
PLOT SCALE =	DRAWN - CML	REVISED -		
PLOT DATE = 8/7/2024	CHECKED - MBH	REVISED -		SHEET 16 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HB; 37-1HBYD	HENRY	257	190
		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			





MINIMUM BAR LAP

#4 bar = 2'-5"

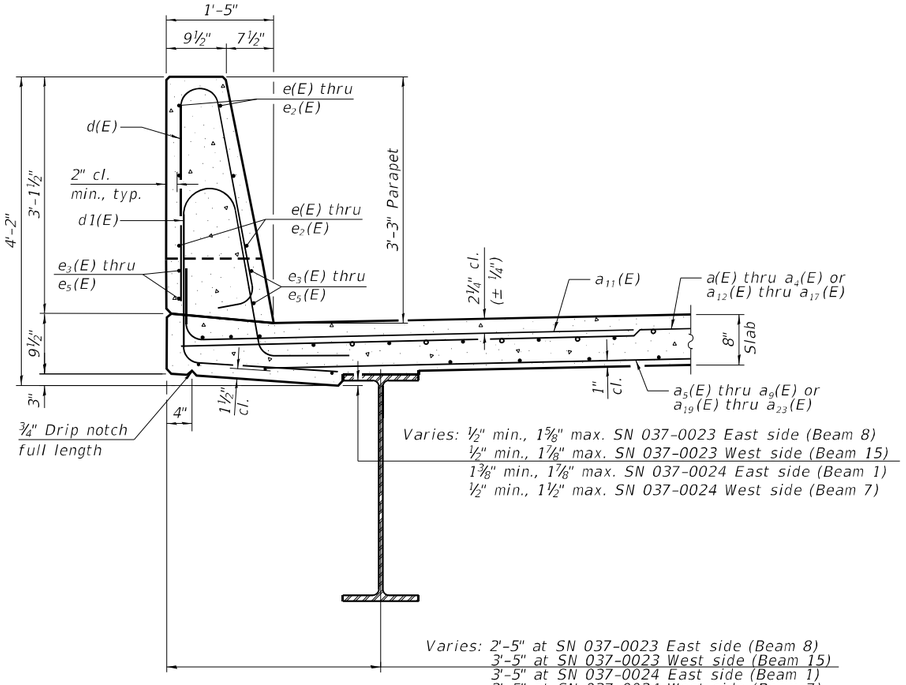
INSIDE ELEVATION OF PARAPET

(SN 037-0023 East Parapet shown, West Parapet similar)
(SN 037-0024 Similar)

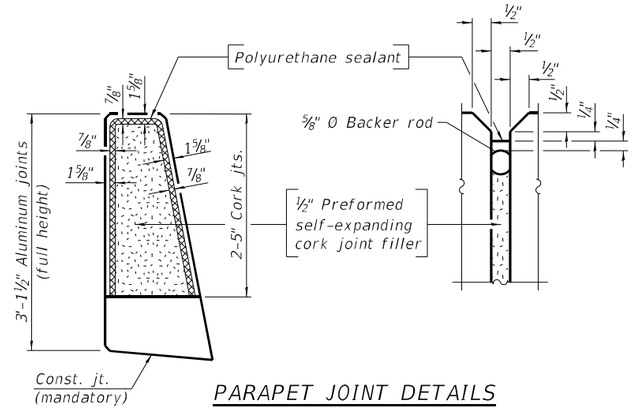
Notes:
See sheet 18 of 35 for Bill of Material.
*Cut bars as required to fit skew and flare
Bars indicated thus 4x3-#5 etc. indicates 4 lines of bars with 3 lengths per line.

PARAPET DIMENSION TABLE

Structure #	Location	A	B	C	D	E	F	G
037-0023 (EB)	East	129'-1⅞"	15'-2¼"	45'-6⅞"	14'-6"	43'-6"	20'-0½"	40'-1"
	West	128'-4¾"	15'-1¼"	45'-3¾"	14'-5"	43'-3"	19'-11"	39'-10"
037-0024 (WB)	East	130'-11¾"	15'-5"	46'-3"	14'-8⅝"	44'-1¾"	20'-4"	40'-8"
	West	129'-1⅞"	15'-2¼"	45'-6⅞"	14'-6"	43'-6"	20'-0½"	40'-1"



SECTION THRU PARAPET



PARAPET JOINT DETAILS

Notes:
The ⅛" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

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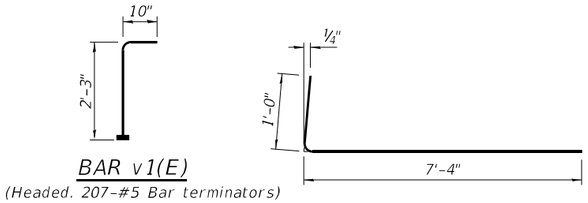
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 037-0023 & STRUCTURE NO. 037-0024
SHEET 17 OF 35 SHEETS

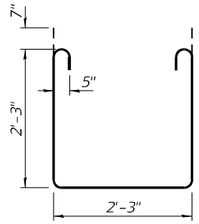
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 64N05		
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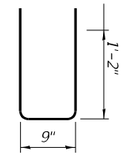
BAR v1(E)

(Headed. 207-#5 Bar terminators)

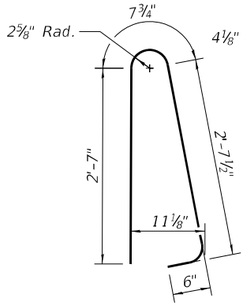
BAR a3(E)



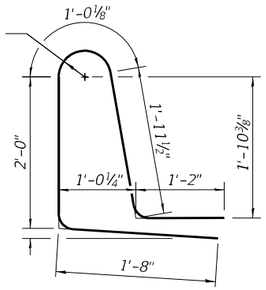
BAR s(E)



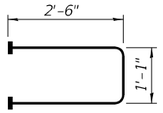
BAR u(E)



BAR d(E)

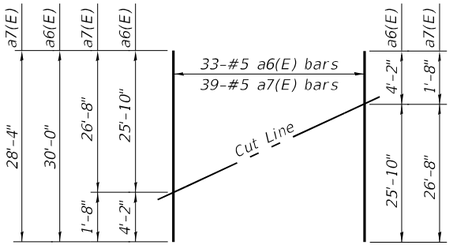


BAR d1(E)



BAR s1(E)

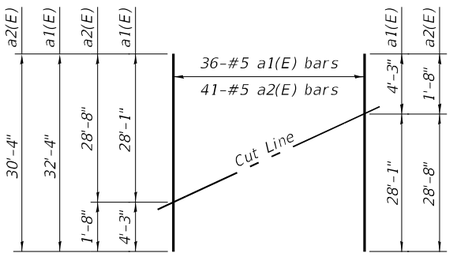
(Headed. 250-#5 Bar terminators)



SN 037-0024 (WB)

FIELD CUTTING DIAGRAM

Order bars full length. Cut bars as shown and use remainder of bars in opposite ends of deck.



SN 037-0023 (EB)

FIELD CUTTING DIAGRAM

Order bars full length. Cut bars as shown and use remainder of bars in opposite ends of deck.

SN 037-0023 (EB) SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	826	#5	29'-1"	
a1(E)	36	#5	32'-4"	
a2(E)	41	#5	30'-4"	
a3(E)	563	#6	8'-4"	
a4(E)	8	#5	31'-3"	
b(E)	260	#5	28'-7"	
b1(E)	51	#6	30'-7"	
b2(E)	50	#6	28'-2"	
b3(E)	220	#5	34'-10"	
d(E)	387	#5	6'-5"	
d1(E)	387	#5	7'-10"	
e(E)	36	#4	15'-1"	
e1(E)	36	#4	14'-4"	
e2(E)	24	#4	20'-0"	
e3(E)	16	#4	24'-2"	
e4(E)	16	#4	23'-1"	
e5(E)	16	#4	21'-4"	
m(E)	10	#6	30'-2"	
m1(E)	10	#6	29'-2"	
m2(E)	10	#6	7'-2"	
m3(E)	4	#6	7'-2"	
m4(E)	4	#6	6'-3"	
m5(E)	4	#6	1'-7"	
m6(E)	10	#6	7'-2"	
m7(E)	4	#6	7'-2"	
m8(E)	4	#6	6'-3"	
m9(E)	4	#6	1'-7"	
m10(E)	4	#4	30'-2"	
m11(E)	4	#4	29'-3"	
s(E)	65	#5	7'-11"	
s1(E)	65	#5	6'-1"	
u(E)	113	#4	3'-1"	
v1(E)	108	#5	3'-1"	
Reinforcement Bars, Epoxy Coated		Lbs.	65,570	
Concrete Superstructure		Cu. Yds.	242.7	
Bar Terminators		Each	238	

SN 037-0024 (WB) SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a3(E)	568	#6	8'-4"	
a5(E)	842	#5	27'-2"	
a6(E)	33	#5	30'-0"	
a7(E)	39	#5	28'-4"	
a8(E)	8	#5	29'-6"	
b(E)	240	#5	28'-7"	
b1(E)	47	#6	30'-7"	
b2(E)	45	#6	28'-2"	
b3(E)	192	#5	34'-10"	
d(E)	390	#5	6'-5"	
d1(E)	390	#5	7'-10"	
e(E)	36	#4	15'-1"	
e1(E)	36	#4	14'-4"	
e2(E)	24	#4	20'-0"	
e3(E)	16	#4	24'-2"	
e4(E)	16	#4	23'-1"	
e5(E)	16	#4	21'-4"	
m12(E)	10	#6	28'-6"	
m13(E)	10	#6	26'-2"	
m14(E)	8	#6	7'-9"	
m15(E)	4	#6	7'-9"	
m16(E)	4	#6	5'-10"	
m17(E)	4	#6	1'-7"	
m18(E)	8	#6	7'-9"	
m19(E)	4	#6	7'-9"	
m20(E)	4	#6	5'-10"	
m21(E)	4	#6	1'-7"	
m22(E)	4	#4	28'-6"	
m23(E)	4	#4	26'-2"	
s(E)	66	#5	7'-11"	
s1(E)	60	#5	6'-1"	
u(E)	103	#4	3'-1"	
v1(E)	99	#5	3'-1"	
Reinforcement Bars, Epoxy Coated		Lbs.	61,950	
Concrete Superstructure		Cu. Yds.	226.4	
Bar Terminators		Each	219	

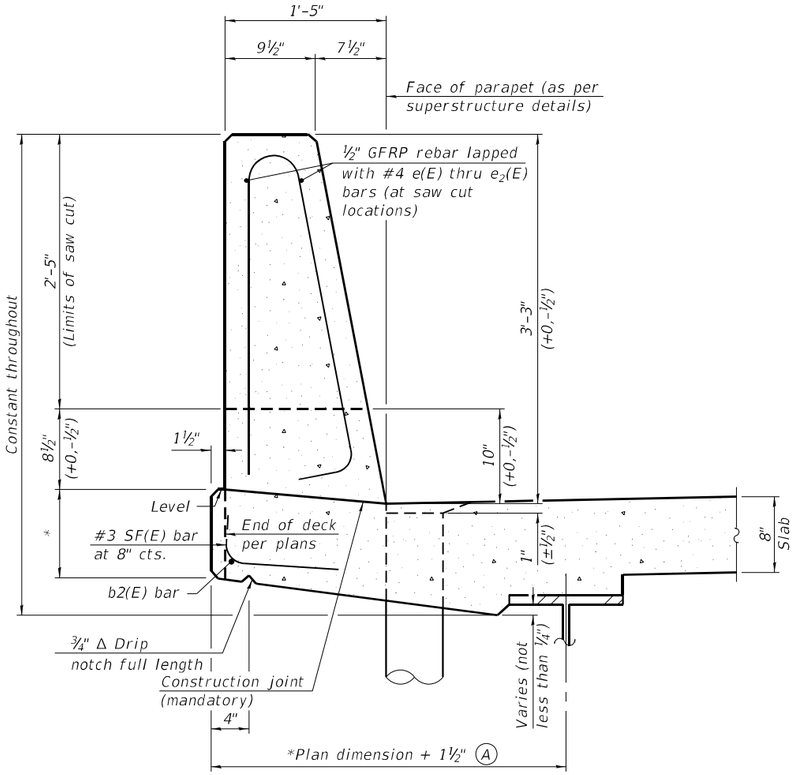
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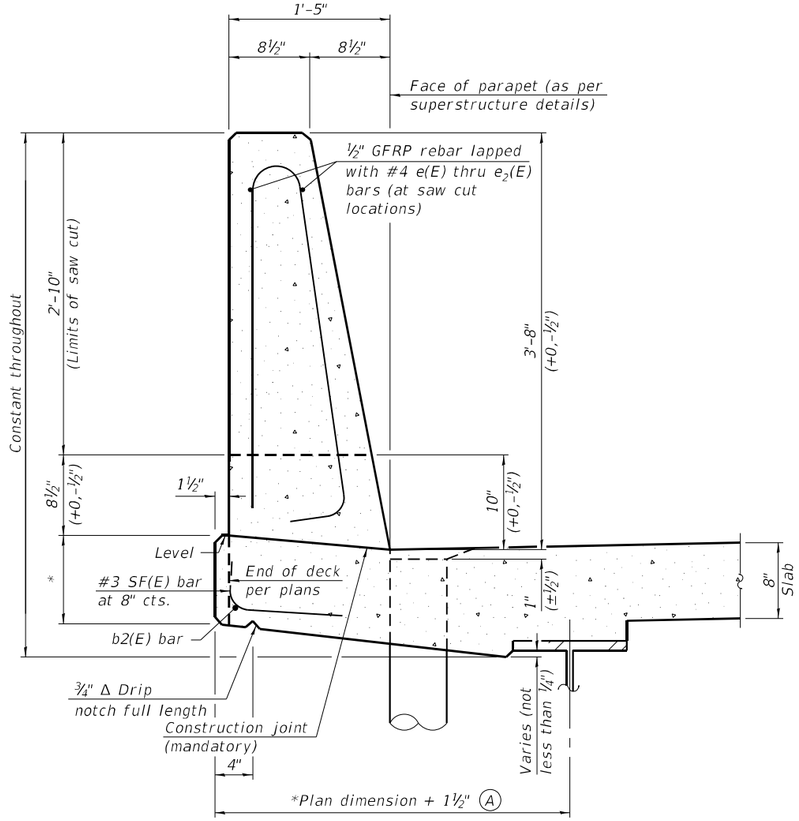
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HB; 37-1HBYD	HENRY	257	192
		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			



39" CONSTANT-SLOPE PARAPET SECTION

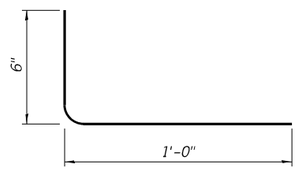
(Showing dimensions, d(E), and ½" Ø GFRP rebar)



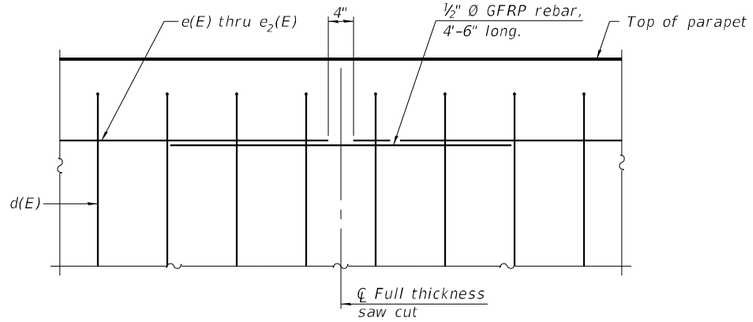
44" CONSTANT-SLOPE PARAPET SECTION

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

*See Superstructure Details.



SF(E) BAR



GFRP REBAR STIFFENING DETAIL

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

Notes:

All dimensions shall remain the same as shown on superstructure details, except dimension A which is to be revised as shown. Additional concrete needed to revise dimension A = 0.00348 cu. yds./ft. for 39" and 44" parapets.

Place full depth aluminum sheets as shown on superstructure details.

Replace all cork joint filler locations with a full thickness saw cut.

Steel superstructure shown. Other superstructure types similar.

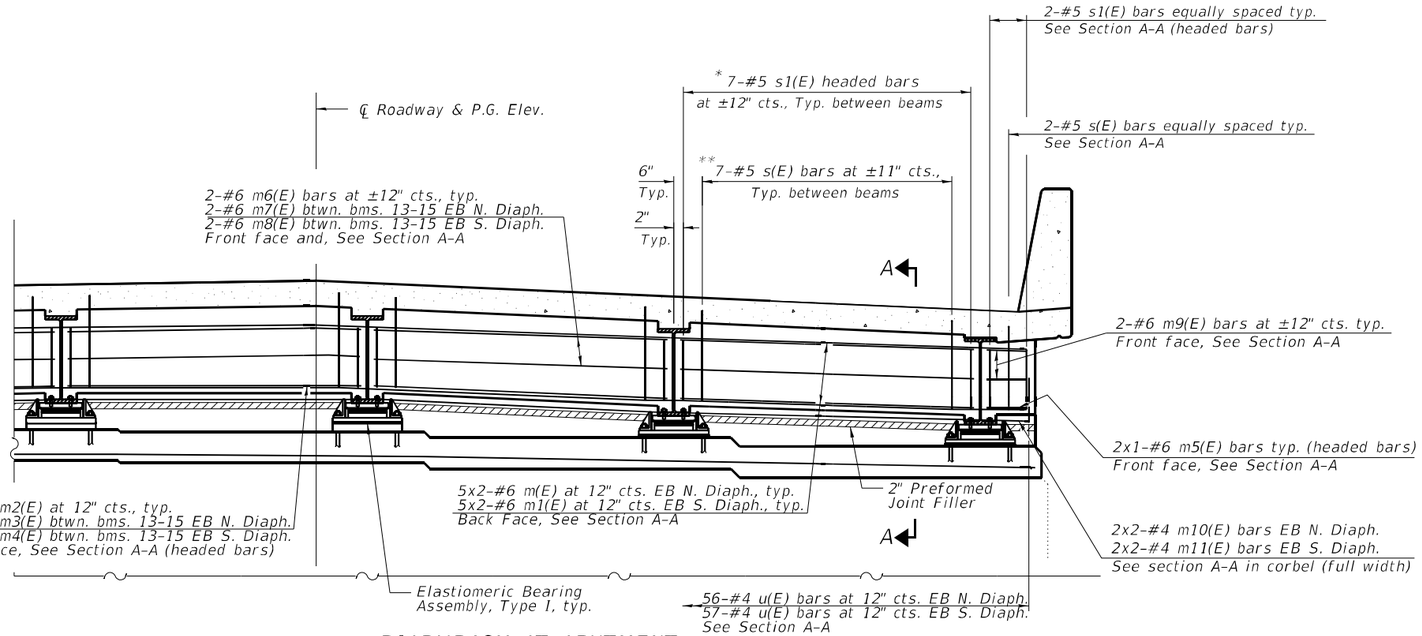
SFP 39-44 11-1-2022

Benton & Associates, Inc. 1910 N. Lafayette Ave., Jacksonville, IL 62650 (217) 245-4146 (217) 245-4149 Fax Illinois Design Firm Registration No. 184-000852	USER NAME = clocher	DESIGNED - CML	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONCRETE PARAPET SLIPFORMING OPTION STRUCTURE NO. 037-0023 & STRUCTURE NO. 037-0024
		CHECKED - MBH	REVISED -		
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	PLOT DATE = 8/7/2024	CHECKED - MBH	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HB; 37-1HBYD	HENRY	257	193
		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			

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DIAPHRAGM AT ABUTMENT

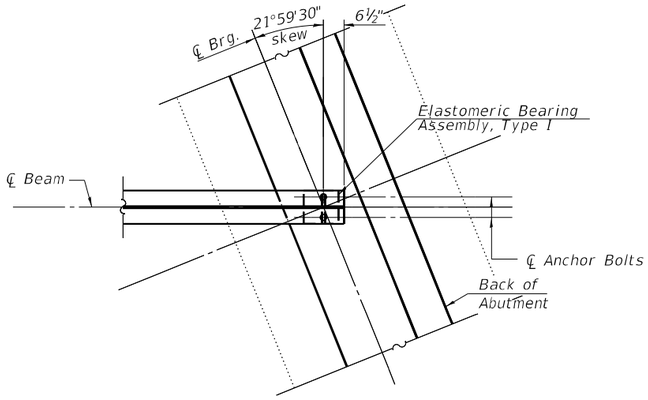
(Looking South on SN 037-0023)

* 7-#5 s1(E) bars at ±12" cts. btwn. Beams 13-15 EB N. Diaph.
6-#5 s1(E) bars at ±12" cts. btwn. Beams 13-15 EB S. Diaph.
** 7-#5 s(E) bars at ±11" cts. btwn. Beams 13-15 EB N. Diaph.
6-#5 s(E) bars at ±11" cts. btwn. Beams 13-15 EB S. Diaph.

Note:
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
Cut bars in field to fit flare and skew

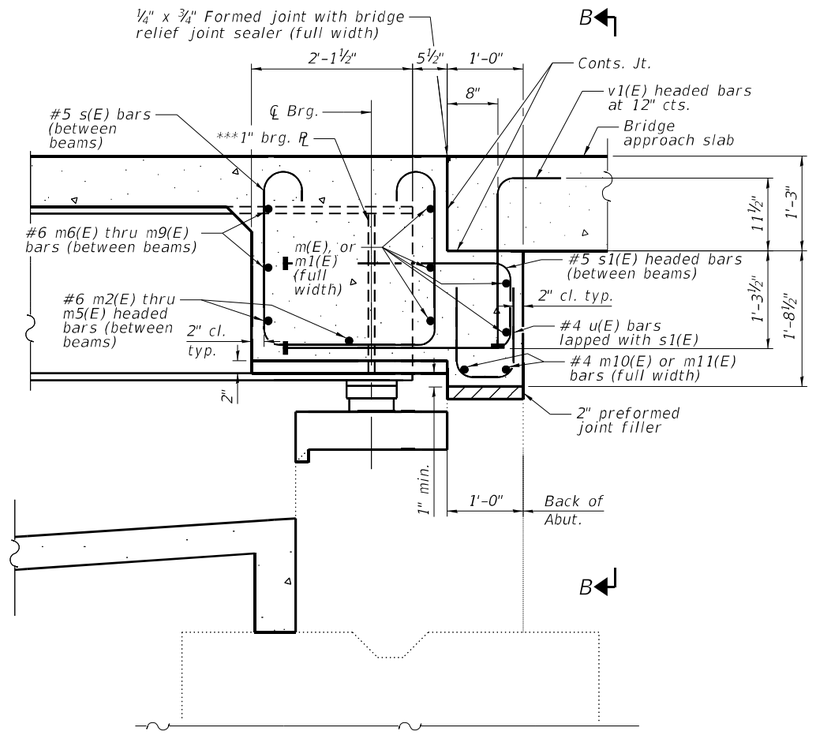
MINIMUM BAR LAP

#4 bar = 2'-7"
#5 bar = 3'-3"
#6 bar = 3'-10"



PLAN AT ABUTMENT

(Showing bottom flange of beam)

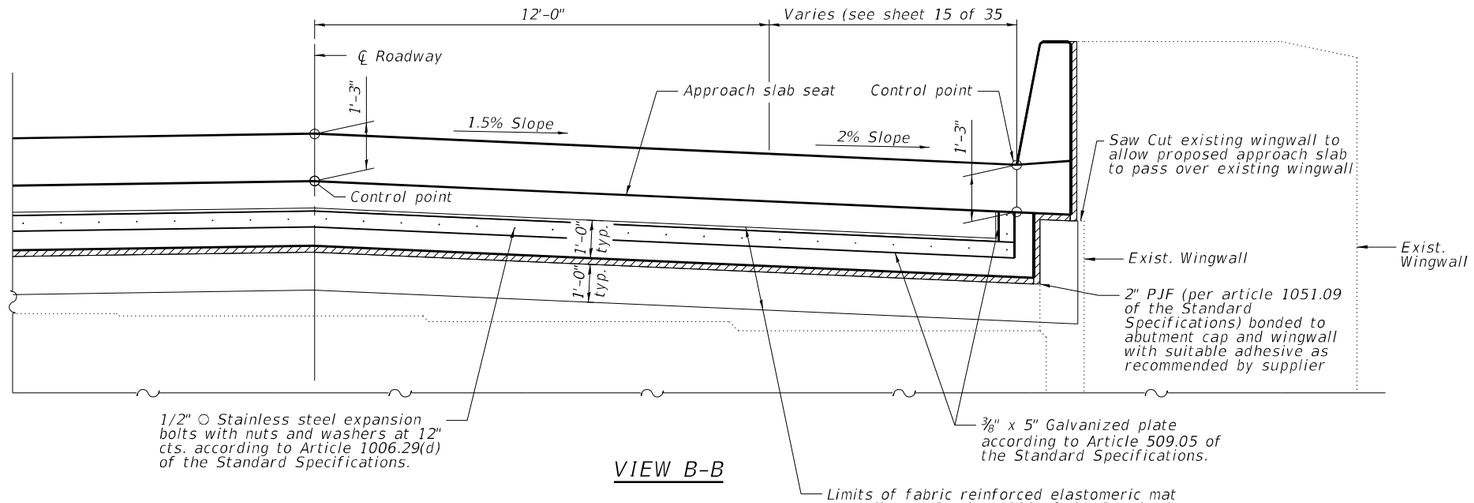


SECTION A-A

(at Rt. ℄'s)

Notes:
See sheet 17 & 18 of 35 for superstructure details and Bill of Material.
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.
The s(E), s1(E) and the u(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
The approach slab seat shall have a constant slope determined from the control points shown.

*** 1" Bearing stiffener placed at right angles to beam web. See sheet 25 of 35 for plate details



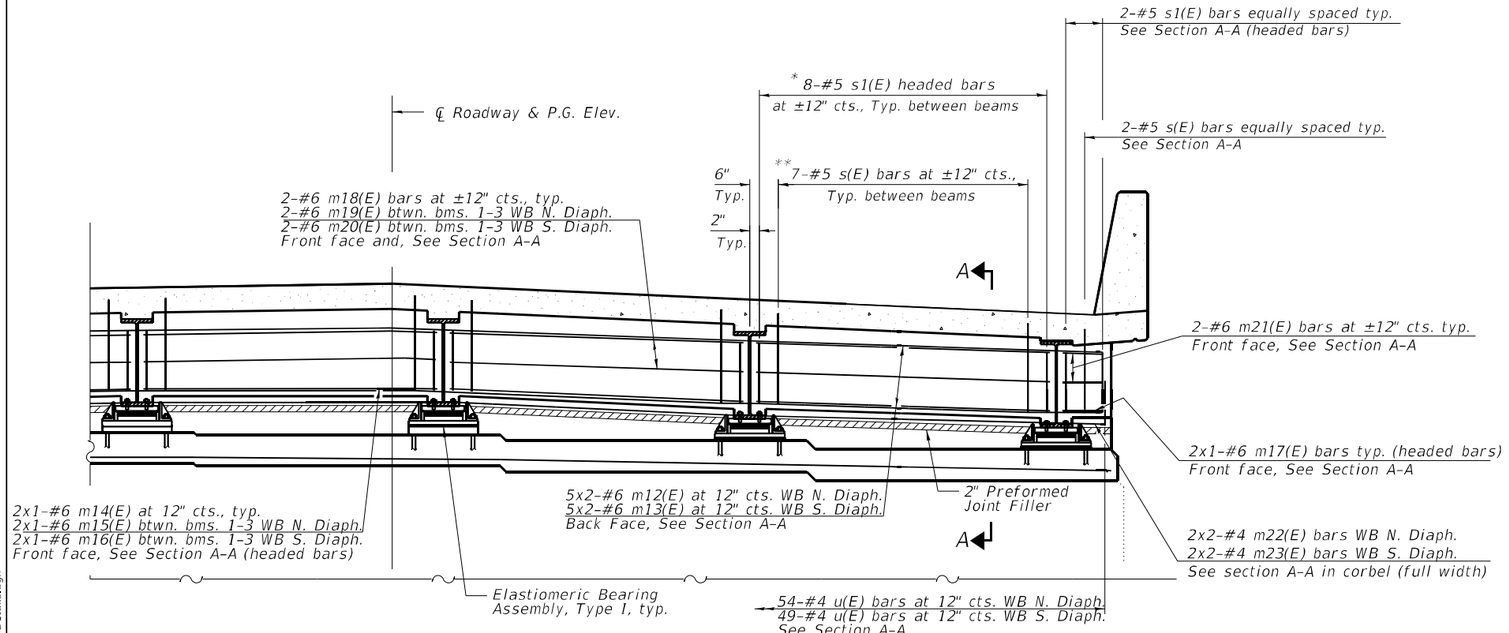
VIEW B-B

Notes:
Cost of fabric reinforced elastomeric mat, galvanized plate, stainless steel expansion bolts with nuts and washers and installation are included in the cost of Concrete Superstructure.

BENTON & ASSOCIATES, INC. 1910 N. Lafayette Ave., Jacksonville, IL 62650 (217) 245-4148 (217) 245-4149 Fax Illinois Design Firm Registration No. 184-000852	USER NAME = clocher	DESIGNED - CML	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DIAPHRAGM DETAILS STRUCTURE NO. 037-0023
		CHECKED - MBH	REVISED -		
	PLOT SCALE =	DRAWN - CML	REVISED -		SHEET 20 OF 35 SHEETS
	PLOT DATE = 8/7/2024	CHECKED - MBH	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HB; 37-1HBYD	HENRY	257	194
		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			

MODEL:
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DIAPHRAGM AT ABUTMENT

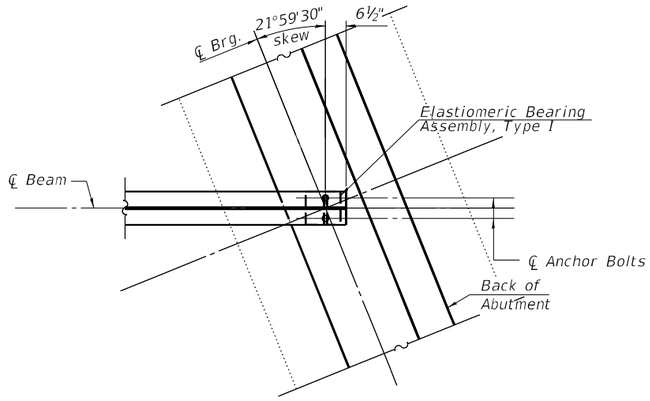
Note:
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
Cut bars in field to fit flare and skew.

* 8-#5 s1(E) bars at ±12" cts. btwn. Beams 1-3 WB N. Diaph.
6-#5 s1(E) bars at ±12" cts. btwn. Beams 1-3 WB S. Diaph.

** 8-#5 s(E) bars at ±12" cts. btwn. Beams 1-3 WB N. Diaph.
6-#5 s(E) bars at ±11" cts. btwn. Beams 1-3 WB S. Diaph.

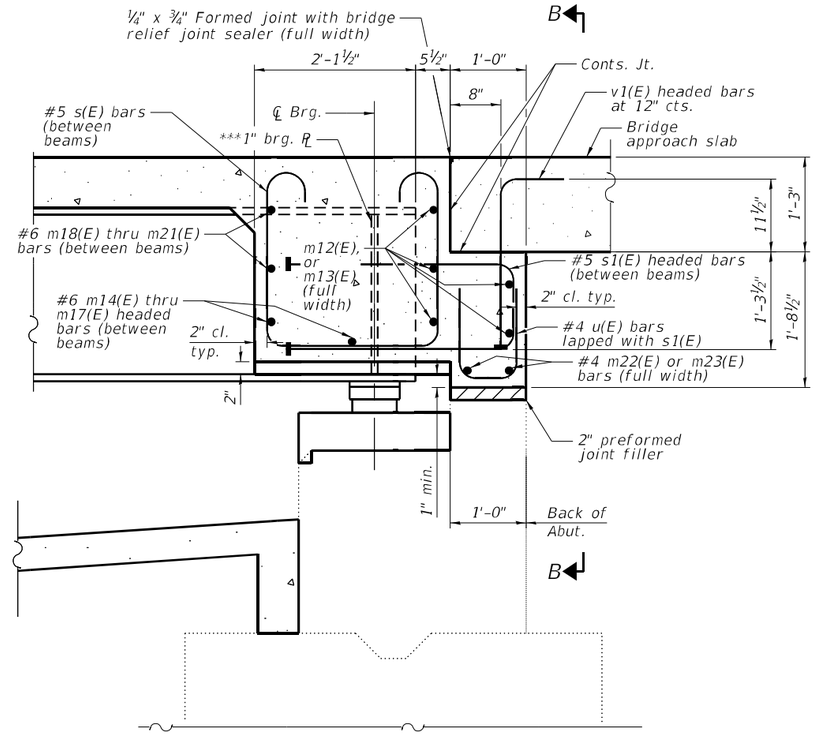
MINIMUM BAR LAP

#4 bar = 2'-7"
#5 bar = 3'-3"
#6 bar = 3'-10"



PLAN AT ABUTMENT

(Showing bottom flange of beam)

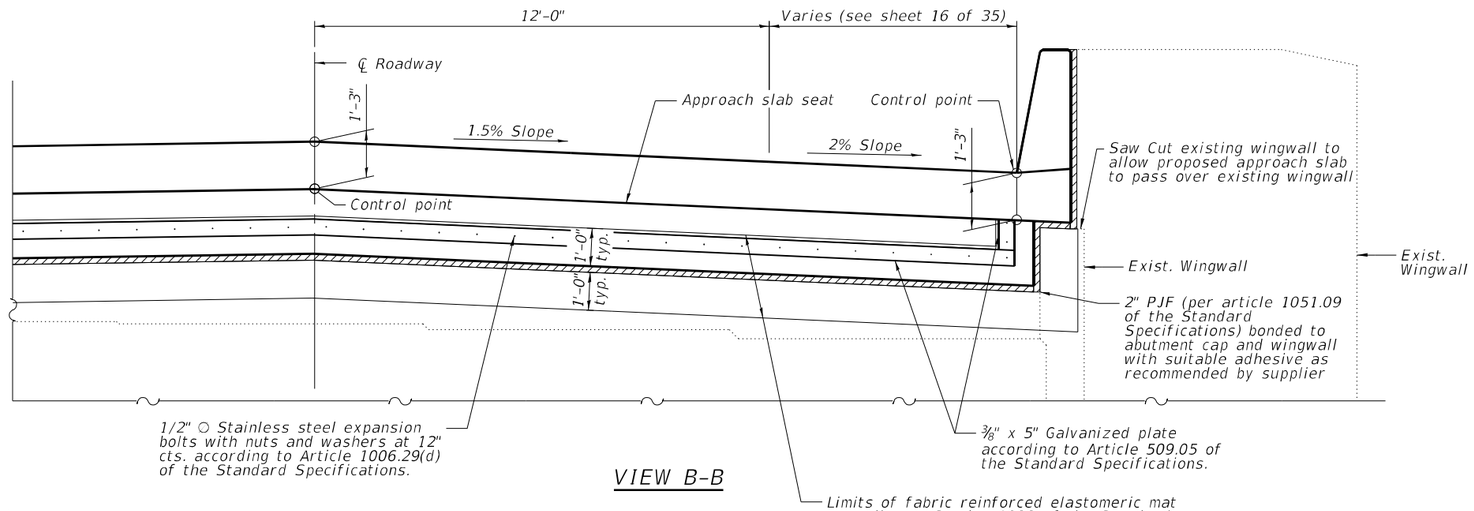


SECTION A-A

(at Rt. ∠'s)

Notes:
See sheet 17 & 18 of 35 for superstructure details and Bill of Material.
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.
The s(E), s1(E), and u(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
The approach slab seat shall have a constant slope determined from the control points shown.

*** 1" Bearing stiffener placed at right angles to beam web. See sheet 25 of 35 for plate details



VIEW B-B

Notes:
Cost of fabric reinforced elastomeric mat, galvanized plate, stainless steel expansion bolts with nuts and washers and installation are included in the cost of Concrete Superstructure.

MODEL:
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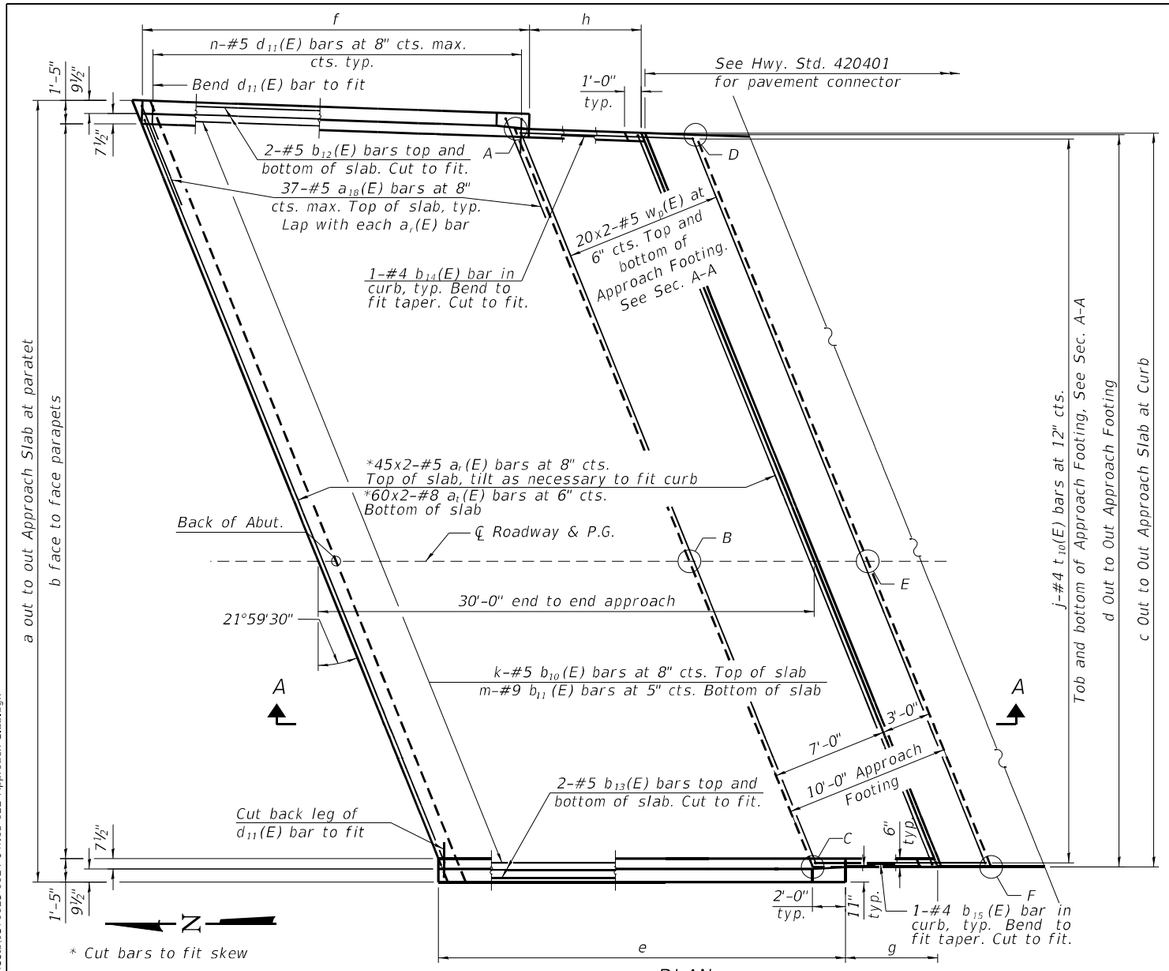
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PLOT DATE = 8/7/2024		CHECKED - MBH		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS
STRUCTURE NO. 037-0024

SHEET 21 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HB; 37-1HBYD	HENRY	257	195
		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			



MINIMUM BAR LAP

#5 bar = 3'-6"
#8 bar = 7'-10"

PLAN

(SN 037-0024: South approach slab shown; north approach slab similar by 180° rotation)
SN 037-0023 similar

SN 037-0023 TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

North Approach			South Approach		
Point/ Location	Top	Bottom	Point/ Location	Top	Bottom
A / SE	614.48'	613.65'	A / NE	609.23'	608.40'
B / ℄	614.57'	613.74'	B / ℄	609.32'	608.48'
C / SW	613.51'	612.67'	C / NW	608.33'	607.50'
D / NE	614.78'	613.95'	D / SE	608.93'	608.10'
E / ℄	614.87'	614.04'	E / ℄	609.02'	608.18'
F / NW	613.80'	612.97'	F / SW	608.04'	607.21'

SN 037-0024 TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

North Approach			South Approach		
Point/ Location	Top	Bottom	Point/ Location	Top	Bottom
A / SE	615.44'	614.61'	A / NE	610.24'	609.40'
B / ℄	615.64'	614.80'	B / ℄	610.38'	609.55'
C / SW	615.10'	614.27'	C / NW	609.85'	609.01'
D / NE	615.74'	614.91'	D / SE	609.94'	609.11'
E / ℄	615.94'	615.10'	E / ℄	610.08'	609.25'
F / NW	615.40'	614.57'	F / SW	609.55'	608.71'

APPROACH PAVEMENT DIMENSION TABLE

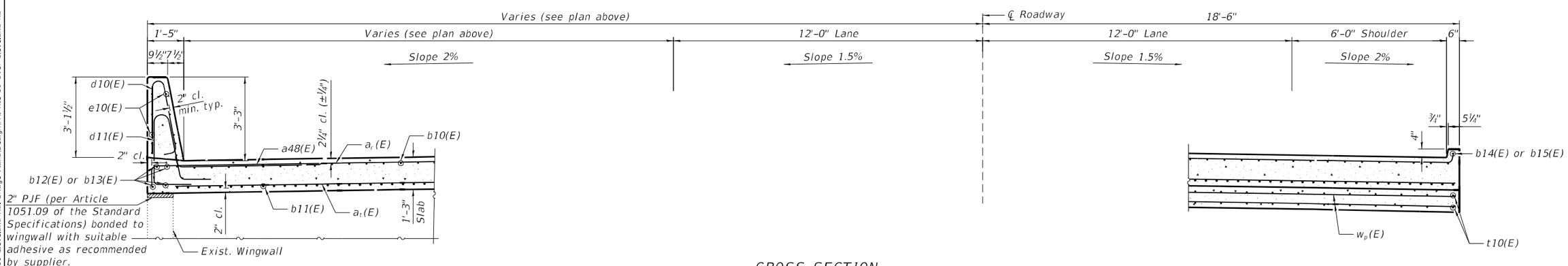
Structure #	Location	a	b	c	d	e	f	g	h
037-0023 (EB)	N. Appr.	54'-11½"	52'-1½"	53'-6¾"	53'-7¼"	24'-7⅝"	23'-5¾"	5'-6⅞"	6'-2"
	S. Appr.	53'-1⅛"	50'-3⅛"	50'-9⅞"	50'-9¼"	23'-11⅝"	24'-6⅞"	6'-4¾"	5'-5⅛"
037-0024 (WB)	N. Appr.	51'-9⅝"	48'-11¾"	51'-0⅜"	51'-1¾"	23'-11⅞"	24'-7⅛"	6'-4½"	6'-1"
	S. Appr.	47'-3⅜"	44'-5⅜"	44'-4⅞"	44'-3⅜"	24'-7½"	23'-5⅛"	5'-7"	6'-9⅛"

APPROACH PAVEMENT AND FOOTING REBAR QUANTITY TABLE

Structure #	Location	j	k	m	n
037-0023 (EB)	N. Appr.	54	79	123	35
	S. Appr.	51	77	122	37
037-0024 (WB)	N. Appr.	51	75	119	37
	S. Appr.	45	68	108	35

APPROACH PAVEMENT AND FOOTING REBAR ID TABLE

Structure #	Location	p	r	t
037-0023 (EB)	N. Appr.	W_{l0}(E)	a_{10}(E)	a_{14}(E)
	S. Appr.	W_{l1}(E)	a_{11}(E)	a_{15}(E)
037-0024 (WB)	N. Appr.	W_{l2}(E)	a_{12}(E)	a_{16}(E)
	S. Appr.	W_{l3}(E)	a_{13}(E)	a_{17}(E)



NEAR ABUTMENT

CROSS SECTION

(Looking South SN 037-0024)
(SN 037-0023 similar)

AT APPROACH FOOTING

(Sheet 1 of 2)

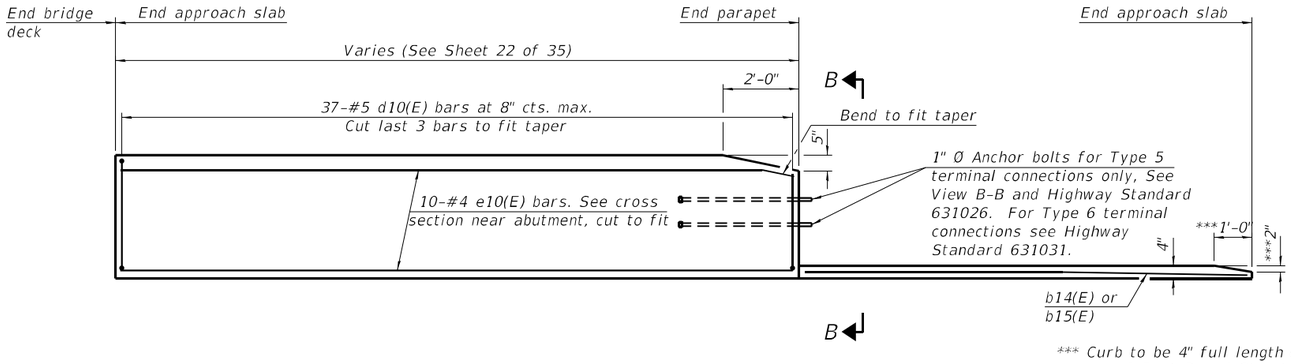
BENTON & ASSOCIATES, INC.
1970 N. Lafayette Ave., Jacksonville, IL 62650
(217) 245-4148 (217) 245-4149 Fax
Illinois Design Firm Registration No. 184-000852

USER NAME = clocher	DESIGNED - CML	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	APPROACH SLAB STRUCTURE NO. 037-0023 & STRUCTURE NO. 037-0024
	CHECKED - MBH	REVISED -		
PLOT SCALE =	DRAWN - CML	REVISED -		
PLOT DATE = 8/7/2024	CHECKED - MBH	REVISED -		SHEET 22 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HB; 37-1HBYD	HENRY	257	196
		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			

MODEL:
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INSIDE ELEVATION OF PARAPET AND CURB

*** Curb to be 4" full length on Southwest corner of East Bound Structure (SN 037-0023) & Southeast corner of West Bound Structure (SN 037-0024), see roadway plans.

Notes:

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

Parapet concrete shall be paid for as Concrete Superstructure.

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

Approach footing concrete shall be paid for as Concrete Structures.

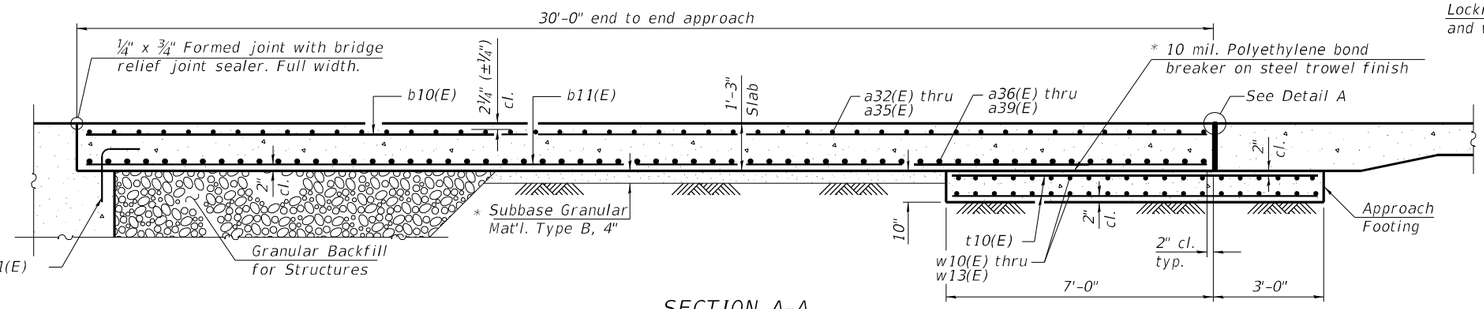
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

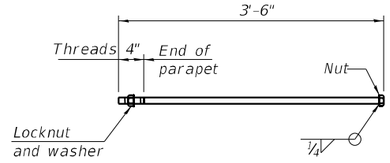
For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 35.

SN 037-0023 (EB)
TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	90	#5	30'-6"	
a11(E)	90	#5	29'-6"	
a14(E)	120	#8	32'-3"	
a15(E)	120	#8	31'-3"	
a18(E)	148	#5	7'-4"	
b10(E)	156	#5	29'-8"	
b11(E)	245	#9	29'-8"	
b12(E)	4	#5	24'-3"	
b13(E)	4	#5	24'-3"	
b14(E)	2	#4	6'-5"	
b15(E)	2	#4	6'-0"	
d10(E)	148	#5	6'-5"	
d11(E)	144	#5	8'-6"	
e10(E)	40	#4	24'-3"	
t10(E)	105	#4	10'-5"	
w10(E)	80	#5	30'-6"	
w11(E)	80	#5	29'-1"	
Concrete Superstructure			Cu. Yd.	12.5
Concrete Superstructure (Approach Slab)			Cu. Yd.	147.8
Concrete Structures			Cu. Yd.	34.9
Reinforcement Bars, Epoxy Coated			Pound	65,490



SECTION A-A

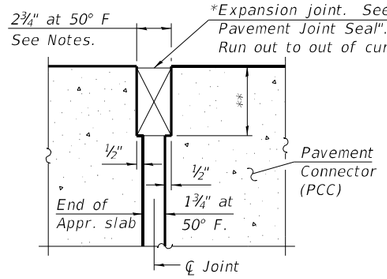


*1" Ø ANCHOR BOLT

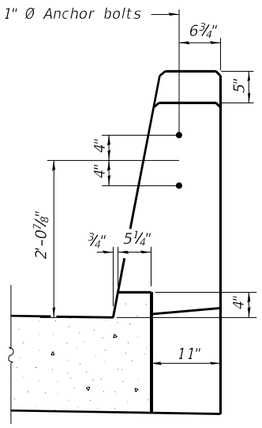
(Anchor bolt assemblies shall be galvanized according to Article 1006.09 of the Standard Specifications)

SN 037-0024 (WB)
TWO APPROACHES
BILL OF MATERIAL

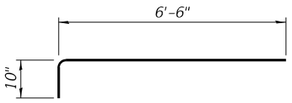
Bar	No.	Size	Length	Shape
a12(E)	90	#5	28'-10"	
a13(E)	90	#5	26'-5"	
a16(E)	120	#8	30'-7"	
a17(E)	120	#8	28'-2"	
a18(E)	148	#5	7'-4"	
b10(E)	143	#5	29'-8"	
b11(E)	227	#9	29'-8"	
b12(E)	4	#5	24'-3"	
b13(E)	4	#5	24'-3"	
b14(E)	2	#4	6'-5"	
b15(E)	2	#4	6'-0"	
d10(E)	148	#5	6'-5"	
d11(E)	144	#5	8'-6"	
e10(E)	40	#4	24'-3"	
t10(E)	96	#4	10'-5"	
w12(E)	80	#5	29'-2"	
w13(E)	80	#5	25'-7"	
Concrete Superstructure			Cu. Yd.	12.5
Concrete Superstructure (Approach Slab)			Cu. Yd.	143.8
Concrete Structures			Cu. Yd.	31.8
Reinforcement Bars, Epoxy Coated			Pound	60,930



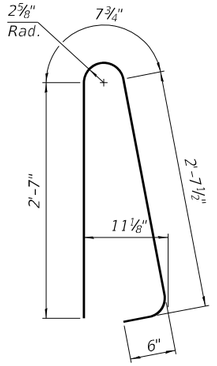
DETAIL A
(@ Rt. ℄'s)



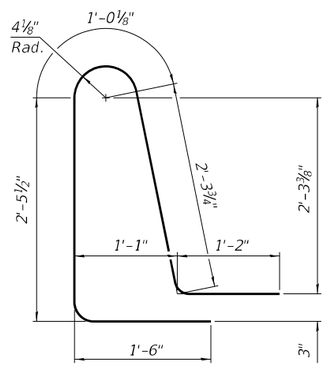
VIEW B-B



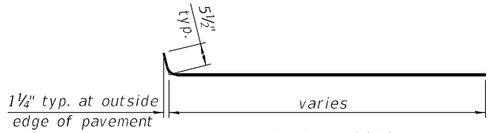
BAR a48(E)



BAR d10(E)



BAR d11(E)



BAR a40(E)
thru a43(E)

* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations

MODEL:
FILE NAME: P:\20E3411-WO11 Cleveland Rd. Bridge Plans\Design\FAI Rte 80 Over Cleveland Rd - 64N05\CADD Sheets\037002 3-0024-64N05-023 Approach Slab Details.dgn

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BENTON & ASSOCIATES, INC.
1970 N. Lafayette Ave., Jacksonville IL 62650
(217) 245-4146 (217) 245-4149 Fax
Illinois Design Firm Registration No. 184-000852

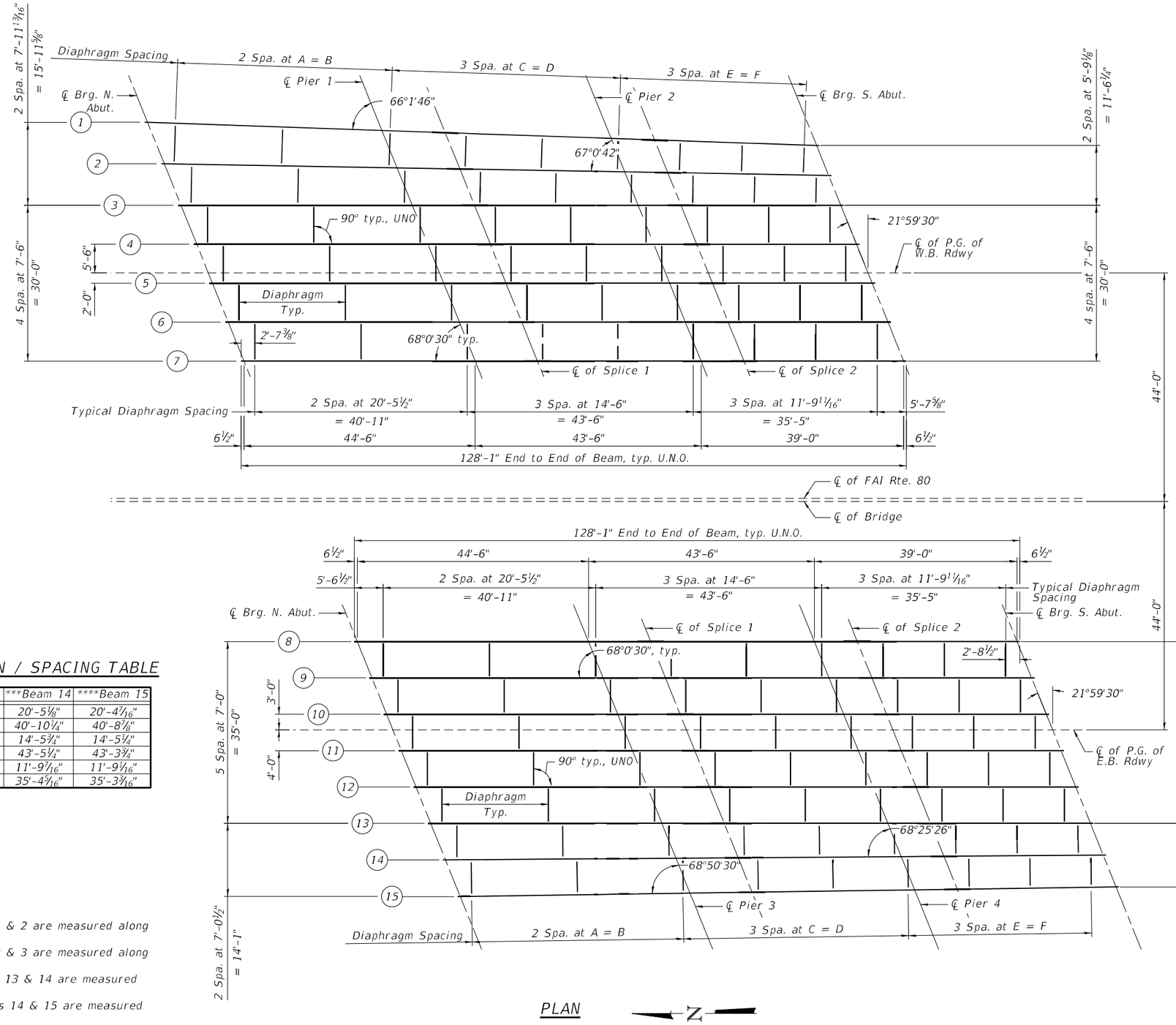
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PLOT DATE = 8/7/2024		CHECKED - MBH		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH SLAB DETAILS
STRUCTURE NO. 037-0023 & STRUCTURE NO. 037-0024

SHEET 23 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HB; 37-1HBYD	HENRY	257	197
		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			



PLAN

DIAPHRAGM DIMENSION / SPACING TABLE

Dimension	*Beam 1	**Beam 2	***Beam 14	****Beam 15
A	20'-8 3/16"	20'-6 3/8"	20'-5 1/8"	20'-4 7/16"
B	41'-4 3/8"	41'-0 1/4"	40'-10 1/4"	40'-8 7/8"
C	14'-7 7/8"	14'-6 5/8"	14'-5 3/4"	14'-5 1/4"
D	43'-11 3/8"	43'-7 7/8"	43'-5 1/4"	43'-3 3/4"
E	11'-11 3/16"	11'-10 3/16"	11'-9 1/16"	11'-9 1/16"
F	35'-9 9/16"	35'-6 9/16"	35'-4 5/16"	35'-3 3/16"

Note:
Flared Beam Lengths:
#1 = 129'-11 1/2". #2 = 129'-0"
#14 = 127'-8 5/8", #15 = 127'-4 1/4"
UNO = Unless Noted Otherwise
* Diaphragm spacing between Beams 1 & 2 are measured and perpendicular to Beam 1.
**Diaphragm spacing between Beams 2 & 3 are measured and perpendicular to Beam 2.
*** Diaphragm spacing between Beams 13 & 14 are measured along and perpendicular to Beam 14.
**** Diaphragm spacing between Beams 14 & 15 are measured along and perpendicular to Beam 15.

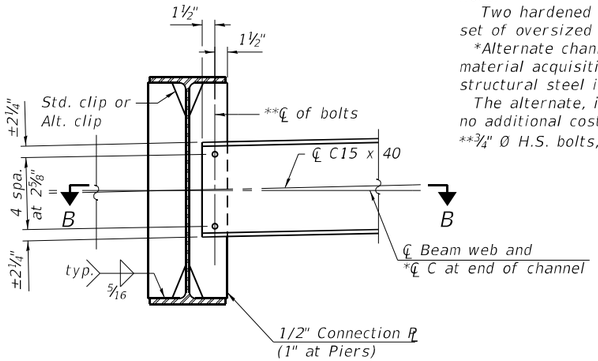
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(217) 245-4146 (217) 245-4149 Fax
Illinois Design Firm Registration No. 184-000852
BENTON & ASSOCIATES INC

USER NAME = clocher	DESIGNED - CML	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STRUCTURAL STEEL STRUCTURE NO. 037-0023 & STRUCTURE NO. 037-0024
	CHECKED - MBH	REVISED -		
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PLOT DATE = 8/7/2024	CHECKED - MBH	REVISED -		SHEET 24 OF 35 SHEETS

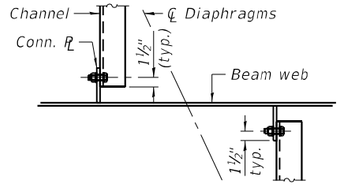
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HB; 37-1HBYD	HENRY	257	198
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		



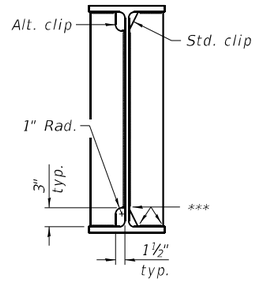
INTERIOR DIAPHRAGM

(117 Required)

Note:
Two hardened washers required for each set of oversized holes.
*Alternate 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.
**¾" Ø H.S. bolts, 15/16" Ø holes

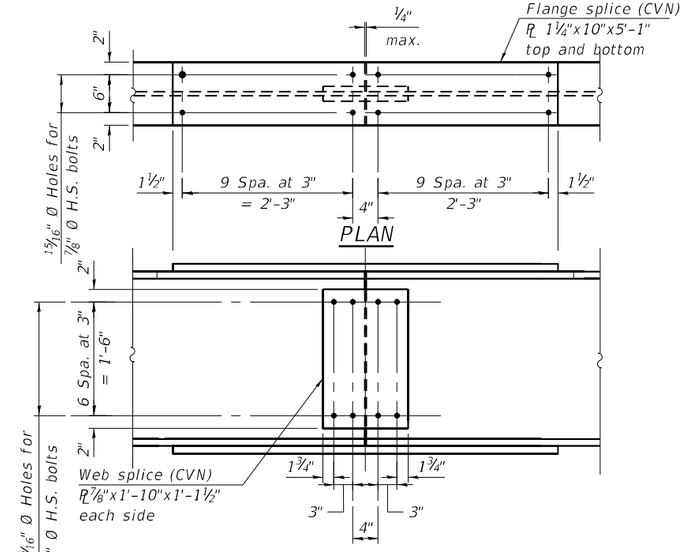


SECTION B-B



WELD LIMITS AND CLIP DETAILS

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

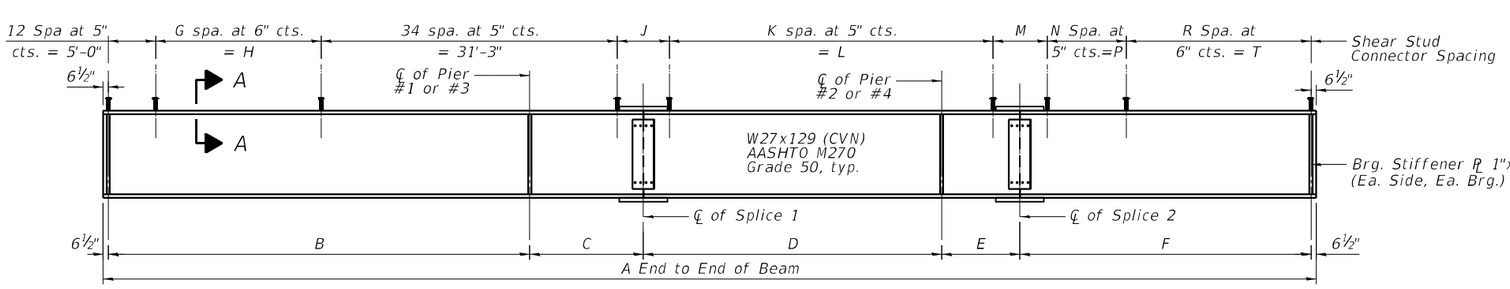


SPLICE DETAIL

(30 Required)

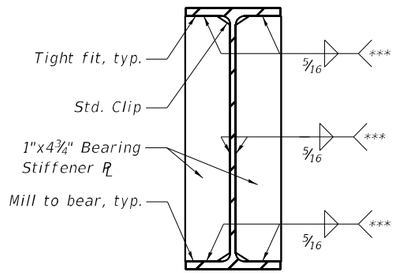
TOP OF BEAM ELEVATIONS FOR FABRICATION ONLY

Location	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6	Beam 7	Beam 8	Beam 9	Beam 10	Beam 11	Beam 12	Beam 13	Beam 14	Beam 15
℄ Brg. N. Abut.	615.28'	615.31'	615.41'	615.43'	615.39'	615.19'	614.96'	614.31'	614.34'	614.35'	614.27'	614.08'	613.86'	613.64'	613.41'
℄ Pier 1 / 3	613.91'	613.95'	614.01'	614.03'	613.99'	613.79'	613.56'	612.89'	612.93'	612.85'	612.85'	612.67'	612.45'	612.23'	612.00'
℄ Splice 1	613.54'	613.58'	613.63'	613.65'	613.61'	613.41'	613.18'	612.52'	612.56'	612.48'	612.48'	612.30'	612.08'	611.86'	611.64'
℄ Pier 2 / 4	612.61'	612.64'	612.65'	612.68'	612.63'	612.43'	612.21'	611.55'	611.59'	611.51'	611.51'	611.32'	611.10'	610.88'	610.69'
℄ Splice 2	612.37'	612.40'	612.43'	612.46'	612.41'	612.21'	611.99'	611.33'	611.37'	611.29'	611.29'	611.10'	610.88'	610.67'	610.46'
℄ Brg. S. Abut.	611.49'	611.51'	611.58'	611.60'	611.56'	611.38'	611.14'	610.50'	610.54'	610.46'	610.46'	610.27'	610.05'	609.86'	609.60'



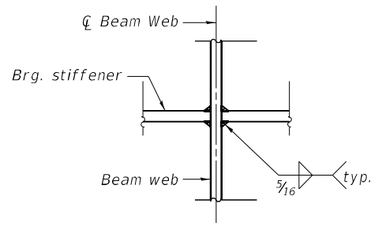
BEAM ELEVATION

Notes:
All diaphragms shall be installed as steel is erected and secured with erections pins and bolts except as otherwise noted. Individual diaphrams at supports may be temporarily disconnected to install bearing anchor bolts.
"CVN" denotes load Charpy-V-Notch impact energy requirements, zone 2.
All beams, bearing stiffeners, and splice plates shall be AASHTO M270 Grade 50.

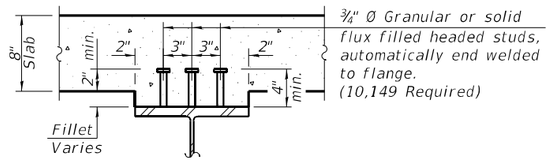


BEARING STIFFENER AT ABUTMENTS & PIERS DETAIL

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



BEARING STIFFENER WEB WELD DETAIL



SECTION A-A

BEAM DIMENSION / SPACING TABLE

Dimension	Beam 1	Beam 2	Beams 3 thru 7	Beams 8 thru 13	Beam 14	Beam 15
A	129'-11½"	129'-0"	128'-1"	128'-1"	127'-8⅝"	127'-4¼"
B	45'-1⅞"	44'-9⅞"	44'-6"	44'-6"	44'-4½"	44'-3"
C	12'-2⅛"	12'-1"	12'-0"	12'-0"	11'-11⅝"	11'-11⅛"
D	31'-11⅝"	31'-8¾"	31'-6"	31'-6"	31'-4⅞"	31'-3⅞"
E	8'-4½"	8'-3¾"	8'-3"	8'-3"	8'-2¾"	8'-2⅝"
F	31'-2⅝"	30'-11⅝"	30'-9"	30'-9"	30'-7⅞"	30'-6⅞"
G	37	36	35	35	35	34
H	18'-6"	18'-0"	17'-6"	17'-6"	17'-6"	17'-0"
J	5'-3"	5'-5⅛"	5'-6"	5'-6"	5'-4⅛"	5'-7⅜"
K	84	83	82	82	82	82
L	35'-0"	34'-7"	34'-2"	34'-2"	34'-2"	34'-2"
M	5'-3½"	5'-4⅞"	5'-9"	5'-9"	5'-7½"	5'-6⅞"
N	23	21	20	20	21	22
P	9'-7"	8'-9"	8'-4"	8'-4"	8'-9"	9'-2"
R	38	39	39	39	38	37
T	19'-0"	19'-6"	19'-6"	19'-6"	19'-0"	18'-6"

SN 037-0023 (EB)
BILL OF MATERIAL

Item	Unit	Total
Shear Stud Connectors	Each	5,397

SN 037-0024 (WB)
BILL OF MATERIAL

Item	Unit	Total
Shear Stud Connectors	Each	4,752

BENTON & ASSOCIATES, INC.
1910 N. Lafayette Ave., Jacksonville, IL 62650
(217) 245-4146 (217) 245-4149 Fax
Illinois Design Firm
Registration No. 184-000852

USER NAME = clocher	DESIGNED - CML	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STRUCTURAL STEEL DETAILS STRUCTURE NO. 037-0023 & STRUCTURE NO. 037-0024	SHEET 25 OF 35 SHEETS
	CHECKED - MBH	REVISED -			
PLOT SCALE =	DRAWN - CML	REVISED -			
PLOT DATE = 8/7/2024	CHECKED - MBH	REVISED -			

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HB; 37-1HBYD	HENRY	257	199
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

MODEL:
FILE NAME: P:\20E3411-WO11 Cleveland Rd. Bridge Plans\Design\FAI Rte 80 Over Cleveland Rd - 64N05\CADD Sheets\037023-0024-64N05-025 Structural Steel Details.dgn

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BEAM REACTION TABLE - SN 037-0023 (EB)									
		N. Abut.		Pier #3		Pier #4		S. Abut.	
		Interior	Exterior	Interior	Exterior	Interior	Exterior	Interior	Exterior
LLDF		0.748	0.740	0.748	0.740	0.748	0.740	0.748	0.740
OCF		1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.050
* R_{DC1}	(k)	25.84	25.64	42.60	42.10	38.20	37.80	23.84	23.74
R_{DC2}	(k)	3.00	2.30	6.40	6.40	5.80	5.80	2.00	2.00
R_{DW}	(k)	3.20	3.20	8.90	8.90	8.00	8.00	2.80	2.80
R_{LL}	(k)	53.29	52.73	70.87	70.12	63.57	62.90	48.90	48.38
R_{IM}	(k)	13.23	13.09	15.55	15.39	14.83	14.67	12.71	12.58
R_{Total} (Strength I)(Impact)	(k)	98.56	96.96	144.32	142.91	130.40	129.17	90.25	89.50
R_{Total} (Strength I)(No Impact)	(k)	85.33	83.87	128.77	127.52	115.57	114.50	77.54	76.92

BEAM REACTION TABLE - SN 037-0024 (WB)									
		N. Abut.		Pier #1		Pier #2		S. Abut.	
		Interior	Exterior	Interior	Exterior	Interior	Exterior	Interior	Exterior
LLDF		0.779	0.756	0.779	0.756	0.779	0.756	0.779	0.756
OCF		1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
* R_{DC1}	(k)	27.44	26.94	44.50	43.10	40.00	38.70	25.34	24.94
R_{DC2}	(k)	2.70	2.70	7.40	7.40	6.70	6.70	2.30	2.30
R_{DW}	(k)	3.40	3.40	9.40	9.40	8.40	8.40	2.90	2.90
R_{LL}	(k)	55.53	53.85	73.85	71.62	66.25	64.24	50.95	49.41
R_{IM}	(k)	14.57	14.13	16.75	16.24	15.82	15.34	13.24	12.84
R_{Total} (Strength I)(Impact)	(k)	101.01	98.47	148.40	144.37	134.02	130.34	92.32	90.05
R_{Total} (Strength I)(No Impact)	(k)	86.44	84.34	131.65	128.12	118.21	115.00	79.07	77.21

* R_{DC1} at abutments includes service reaction due to weight of approach slab and parapet on approach slab.

INTERIOR BEAM MOMENT TABLE -SN 037-0023 (EB)						
		0.4 Sp. 1	Pier 3	0.5 Sp. 2	Pier 4	0.6 Sp. 3
I_s	(in^4)	4760	4760	4760	4760	4760
$I_c(n)$	(in^4)	14510	14510	14510	14510	14510
$I_c(3n)$	(in^4)	10792	10792	10792	10792	10792
$I_c(cr)$	(in^4)	———	———	———	———	———
S_s	(in^3)	345	345	345	345	345
$S_c(n)$	(in^3)	538	538	538	538	538
$S_c(3n)$	(in^3)	487	487	487	487	487
$S_c(cr)$	(in^3)	———	———	———	———	———
S_x	(in^3)	513	508	529	514	519
DC1	(k/')	0.856	0.856	0.856	0.856	0.856
M_{DC1}	('k)	135	174	47.5	139	102
DC2	(k/')	0.131	0.131	0.131	0.131	0.131
M_{DC2}	('k)	20	26	7	21	15.3
DW	(k/')	0.172	0.172	0.172	0.172	0.172
M_{DW}	('k)	28	36	10	29	21
LLDF		0.666	0.666	0.668	0.675	0.681
M_{LL+IM}	('k)	433	346	309	317	363
f_f (Strength I)	(ksi)	0	0	0	0	0
$M_U + \frac{1}{3}f_f S_{xc}$	('k)	994	911	623	844	812
$\phi_f M_n$	('k)	2650	———	2731	———	2680
f_s DC1	(ksi)	4.69	6.05	1.65	4.82	3.53
f_s DC2	(ksi)	0.50	0.65	0.18	0.52	0.38
f_s DW	(ksi)	0.70	0.90	0.24	0.71	0.52
f_s (LL+IM)	(ksi)	9.66	7.73	6.90	7.08	8.09
f_f (Service II)	(ksi)	0	0	0	0	0
$f_s + f_f/2$ (Service II)	(ksi)	18.45	17.64	11.03	15.26	14.95
Service II Resistance	(ksi)	47.50	47.50	47.50	47.50	47.50
$f_s + f_f/3$ (Strength I)	(ksi)	———	23.24	———	20.14	———
$\phi_f F_n$	(ksi)	———	26.10	———	26.10	———
V_f	(k)	46.82	52.36	47.73	53.27	44.90

INTERIOR BEAM MOMENT TABLE - SN 037-0024 (WB)						
		0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.6 Sp. 3
I_s	(in^4)	4760	4760	4760	4760	4760
$I_c(n)$	(in^4)	14700	14700	14700	14700	14700
$I_c(3n)$	(in^4)	10998	10998	10998	10998	10998
$I_c(cr)$	(in^4)	———	———	———	———	———
S_s	(in^3)	345	345	345	345	345
$S_c(n)$	(in^3)	540	540	540	540	540
$S_c(3n)$	(in^3)	490	490	490	490	490
$S_c(cr)$	(in^3)	———	———	———	———	———
S_x	(in^3)	514	509	531	515	521
DC1	(k/')	0.900	0.900	0.900	0.900	0.900
M_{DC1}	('k)	141	182	50	145	106
DC2	(k/')	0.150	0.150	0.150	0.150	0.150
M_{DC2}	('k)	24	30	8	24	18
DW	(k/')	0.185	0.185	0.185	0.185	0.185
M_{DW}	('k)	30	38	11	31	22
LLDF		0.695	0.695	0.698	0.704	0.712
M_{LL+IM}	('k)	452	361	322	331	379
f_f (Strength I)	(ksi)	0	0	0	0	0
$M_U + \frac{1}{3}f_f S_{xc}$	('k)	1041	955	652	882.4	851
$\phi_f M_n$	('k)	2655	———	2741	———	2688
f_s DC1	(ksi)	4.90	6.33	1.73	5.05	3.69
f_s DC2	(ksi)	0.58	0.74	0.20	0.59	0.43
f_s DW	(ksi)	0.73	0.94	0.26	0.75	0.55
f_s (LL+IM)	(ksi)	10.04	8.03	7.16	7.36	8.41
f_f (Service II)	(ksi)	0	0	0	0	0
$f_s + f_f/2$ (Service II)	(ksi)	19.26	18.45	11.50	15.96	15.61
Service II Resistance	(ksi)	47.50	47.50	47.50	47.50	47.50
$f_s + f_f/3$ (Strength I)	(ksi)	———	24.30	———	21.05	———
$\phi_f F_n$	(ksi)	———	26.10	———	26.10	———
V_f	(k)	48.10	53.80	49.03	54.73	46.13

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

R_{LL} : Un-factored live load reaction (kip).

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

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

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

MODEL:
FILE NAME: P:\20E3411-WO11 Cleveland Rd. Bridge Plans\Design\FAI Rte 80 Over Cleveland Rd - 64N05\CADD Sheets\0370023-0024-64N05-026 Structural Steel Details 2.dgn

BENTON & ASSOCIATES, INC.
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Illinois Design Firm
Registration No. 184-000852
BENTON & ASSOCIATES INC

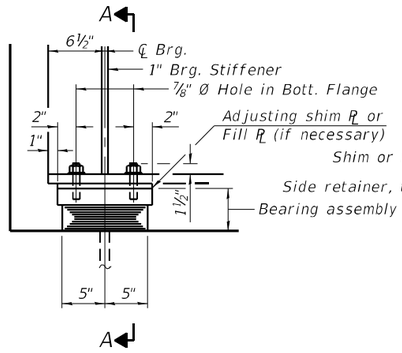
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

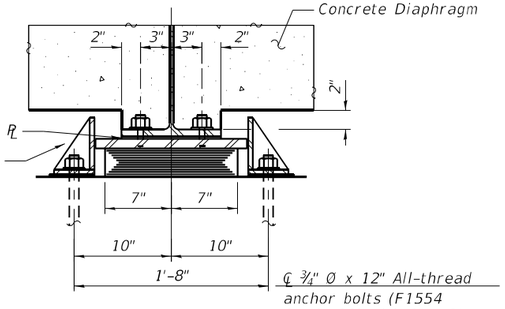
STRUCTURAL STEEL DETAILS
STRUCTURE NO. 037-0023 & STRUCTURE NO. 037-0024
SHEET 26 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HB; 37-1HBYD	HENRY	257	200
		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			

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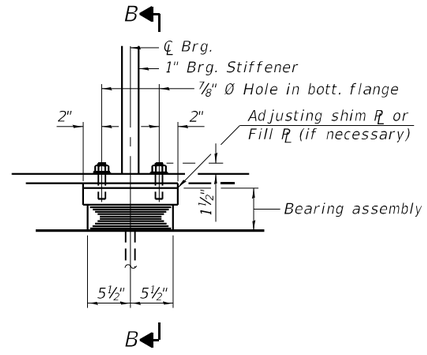
ELEVATION AT ABUT.



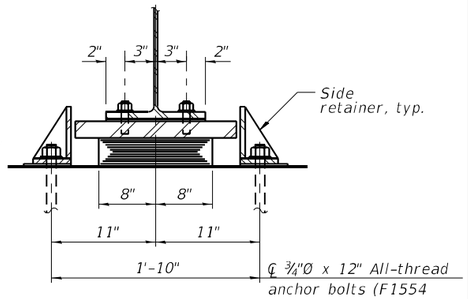
SECTION A-A

FILL PLATE THICKNESS

Beam	North Abut.	Pier 1 or Pier 3	Pier 2 or Pier 4	South Abut.
1	--	--	--	--
2	⅜"	½"	⅜"	¼"
3	--	--	--	--
4	¼"	¼"	⅜"	¼"
5	⅝"	⅝"	⅝"	⅝"
6	--	--	--	--
7	--	--	--	--
8	--	⅛"	--	--
9	⅜"	⅝"	½"	½"
10	½"	⅝"	⅝"	½"
11	⅜"	½"	⅜"	⅜"
12	--	⅛"	--	--
13	--	--	--	--
14	--	--	--	--
15	--	--	--	¼"



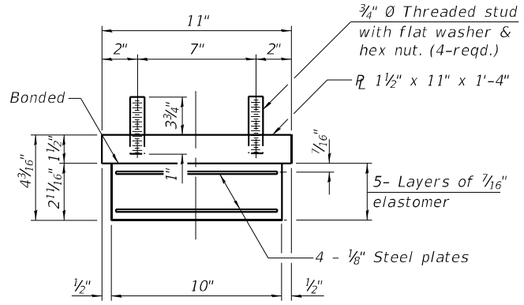
ELEVATION AT PIERS 1 & 3



SECTION B-B

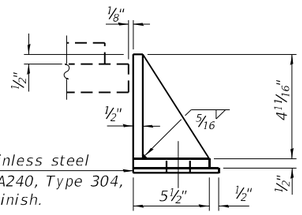
TYPE I ELASTOMERIC EXP. BRG. AT ABUTMENTS

(30 Required)



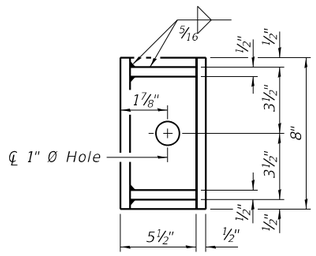
BEARING ASSEMBLY AT ABUTMENTS

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



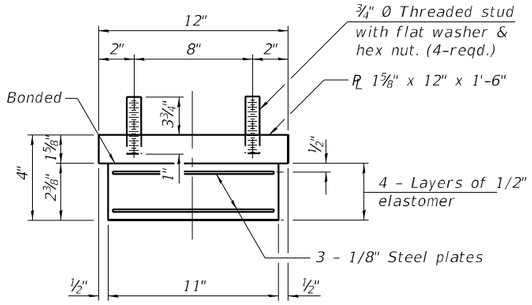
SIDE RETAINER AT ABUTMENTS

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



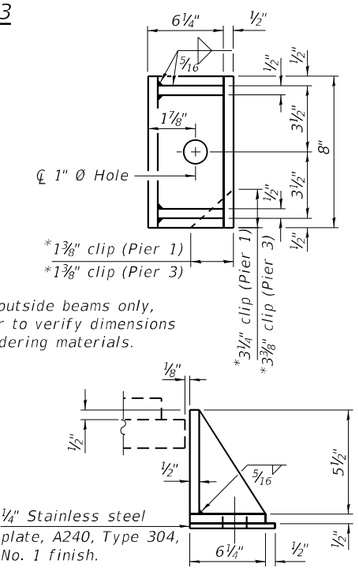
TYPE I ELASTOMERIC EXP. BRG. AT PIERS 1 & 3

(15 Required)



BEARING ASSEMBLY AT PIERS 1 & 3

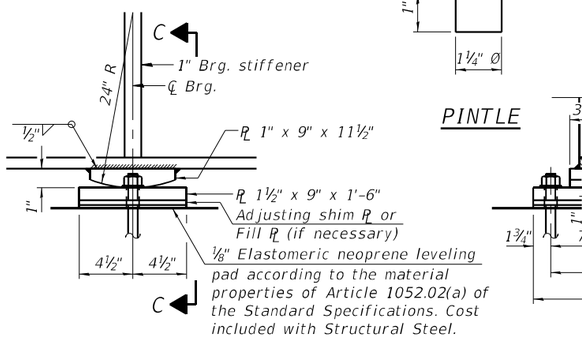
Note:
Shim plates shall not be placed under bearing assembly.



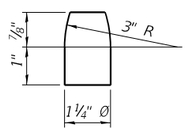
*Note:
Clip at outside beams only, Contractor to verify dimensions before ordering materials.

SIDE RETAINER AT PIERS 1 & 3

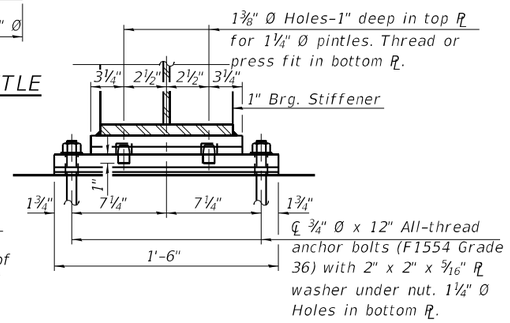
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



ELEVATION AT PIER



PINTLE



SECTION C-C

FIXED BEARING AT PIERS 2 & 4

(15 Required)

Notes:

Two ⅛ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

Side retainers and stainless steel plates shall be included in the cost of Elastomeric Bearing Assembly, Type I.

The structural steel plates of the Bearing Assembly and Fixed Bearings shall conform to the requirements of AASHTO M270 Grade 50

Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.

Remove existing bearings and burn existing anchor bolts flush with existing concrete. Cost of removing existing bearings shall be included with Removal of Existing Superstructure.

Structural steel plates and pintles for the fixed bearings shall be included with the cost of Furnishing and Erecting Structural Steel.

All steel parts of elastomeric bearings shall be galvanized. Cost shall be included with Elastomeric Bearing Assembly Type 1.

SN 037-0023 (EB) BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	24
Anchor Bolts, ¾"	Each	64

SN 037-0024 (WB) BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	21
Anchor Bolts, ¾"	Each	56

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1970 E. Lafayette Ave., Jacksonville IL 62650
(217) 245-4146 (217) 245-4149 Fax
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Registration No. 184-000852

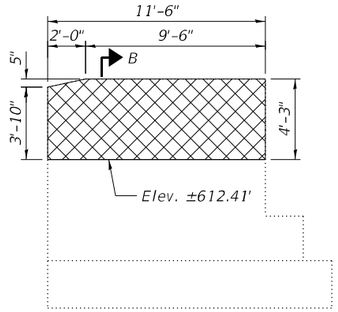
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PLOT DATE = 8/7/2024 | CHECKED - MBH | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

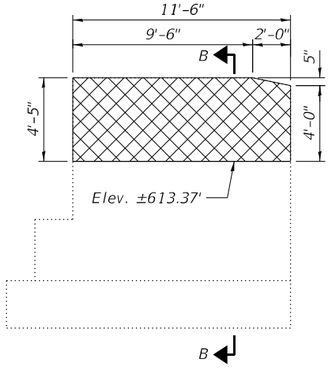
BEARING DETAILS
STRUCTURE NO. 037-0023 & STRUCTURE NO. 037-0024
SHEET 27 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HB; 37-1HBYD	HENRY	257	201
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

MODEL:
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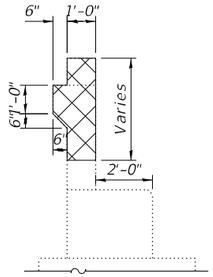


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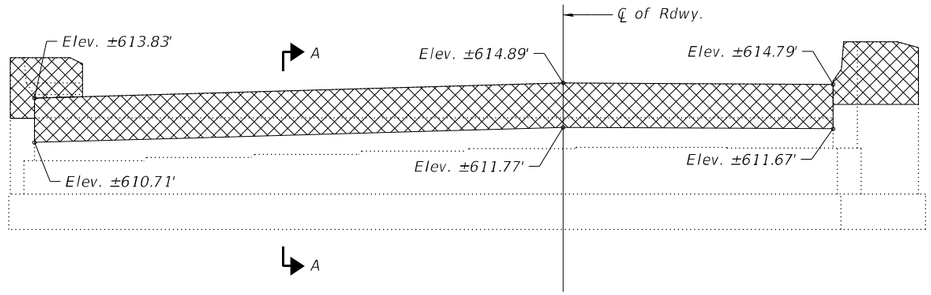


EAST

N. ABUTMENT WINGWALLS

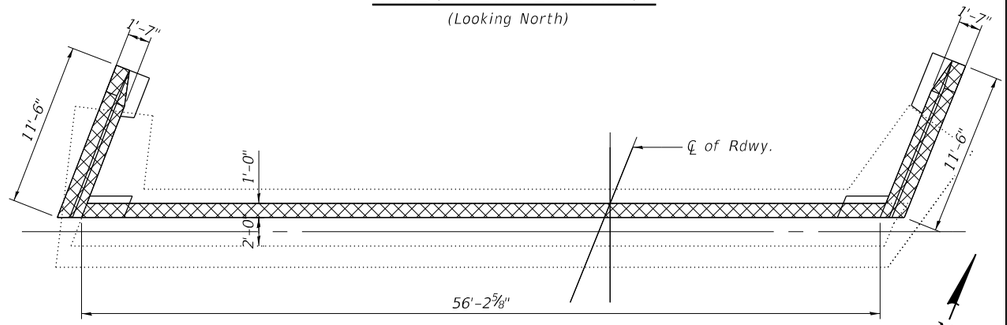


SECTION A-A

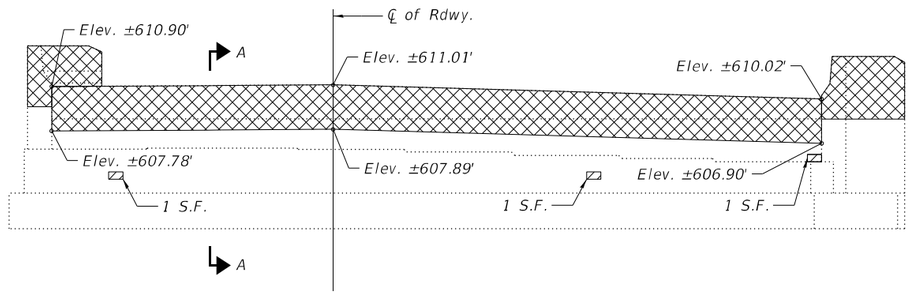


N. ABUTMENT ELEVATION

(Looking North)

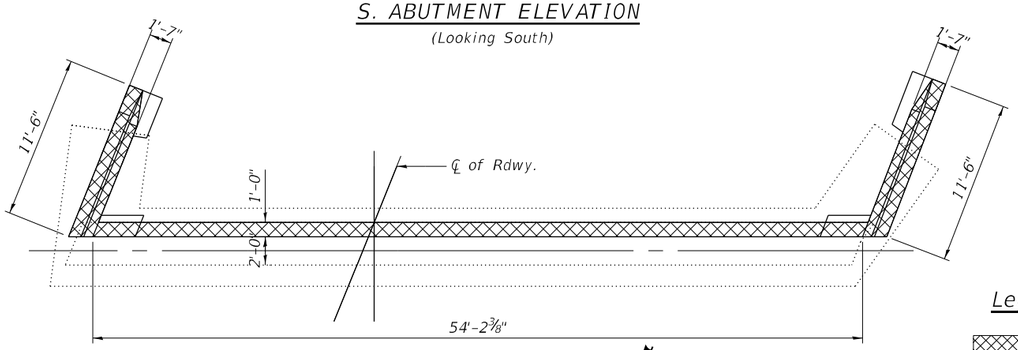


N. ABUTMENT PLAN

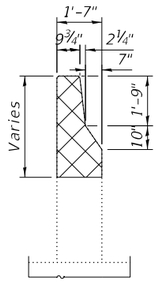


S. ABUTMENT ELEVATION

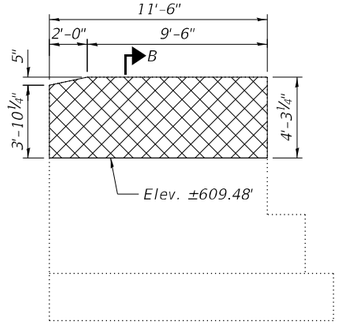
(Looking South)



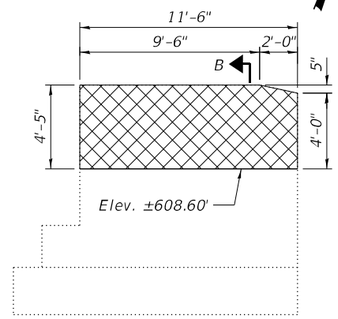
S. ABUTMENT PLAN



SECTION B-B



B EAST



WEST B

S. ABUTMENT WINGWALLS

Legend

= Concrete Removal

= Structural Repair of Concrete

S.F. = Square Feet

Notes:

Saw cut exposed faces to maintain smooth finish. Cost included with Concrete Removal.

The quantities shown are for estimating purposes only. The area to be repaired will be determined by the Engineer at time of construction. Actual repair locations shall be shown on the as-built locations.

N. ABUTMENT
BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	11.2

S. ABUTMENT
BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth equal to or less than 5")	Sq. Ft.	3
Concrete Removal	Cu. Yd.	10.9

MODEL:
FILE NAME: P:\20E3411-WO11 Cleveland Rd. Bridge Plans\Design\FAI Rte 80 Over Cleveland Rd - 64N05\CADD Sheets\03700023-0024-64N05-028 EB Abut Concrete Removal Details.dgn

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BENTON & ASSOCIATES, INC.
1910 N. Lafayette Ave., Bloomington, IL 61650
(217) 240-1046 (217) 240-1049 Fax
Illinois Design Firm Registration No. 184-000852
BENTON & ASSOCIATES INC

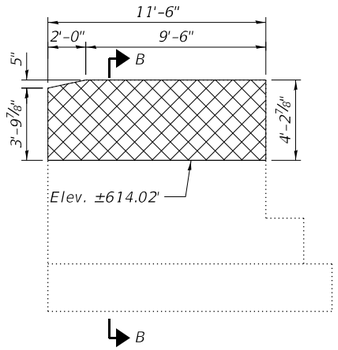
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PLOT DATE = 8/7/2024		CHECKED - MBH		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

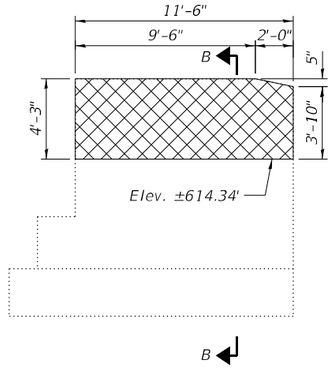
CONCRETE REMOVAL DETAILS
STRUCTURE NO. 037-0023

SHEET 28 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

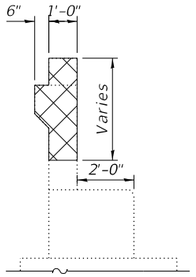


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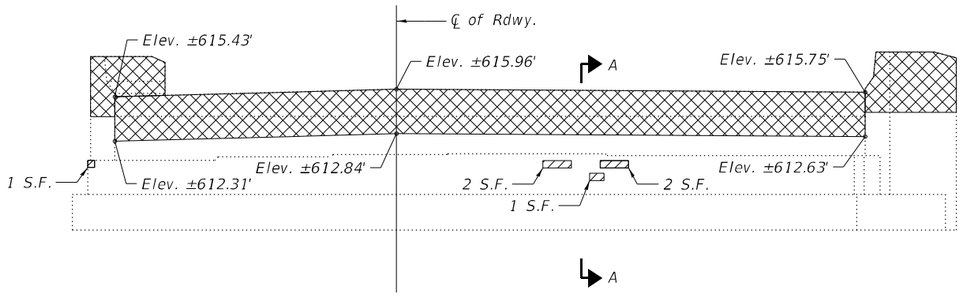


EAST

N. ABUTMENT WINGWALLS

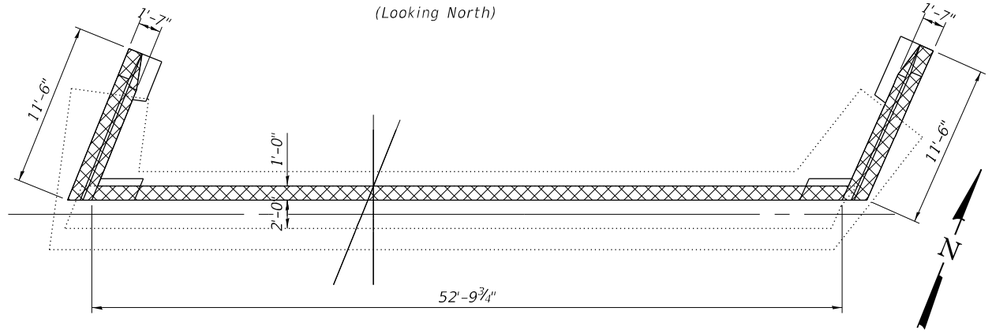


SECTION A-A

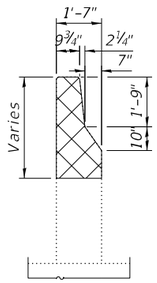


N. ABUTMENT ELEVATION

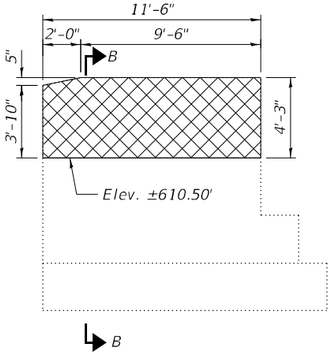
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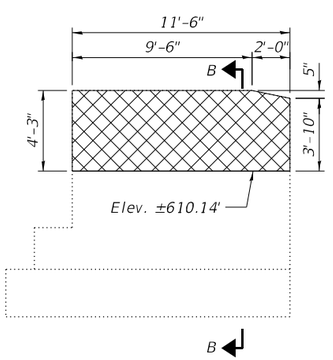
N. ABUTMENT PLAN



SECTION B-B



EAST



WEST

S. ABUTMENT WINGWALLS

S. ABUTMENT ELEVATION

(Looking South)

S. ABUTMENT PLAN

Legend

= Concrete Removal

= Structural Repair of Concrete

S.F. = Square Feet

Notes:

Saw cut exposed faces to maintain smooth finish. Cost included with Concrete Removal.

The quantities shown are for estimating purposes only. The area to be repaired will be determined by the Engineer at time of construction. Actual repair locations shall be shown on the as-built locations.

N. ABUTMENT
BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth equal to or less than 5")	Sq. Ft.	6
Concrete Removal	Cu. Yd.	10.3

S. ABUTMENT
BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth equal to or less than 5")	Sq. Ft.	4
Concrete Removal	Cu. Yd.	10.1

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Illinois Design Firm Registration No. 184-000852

USER NAME = clocher		DESIGNED - CML		REVISED -	
		CHECKED - MBH		REVISED -	
PLOT SCALE =		DRAWN - CML		REVISED -	
PLOT DATE = 8/7/2024		CHECKED - MBH		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

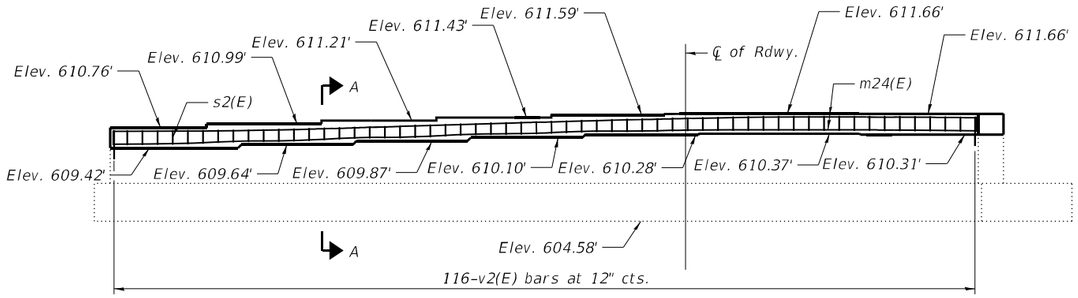
CONCRETE REMOVAL DETAILS
STRUCTURE NO. 037-0024

SHEET 29 OF 35 SHEETS

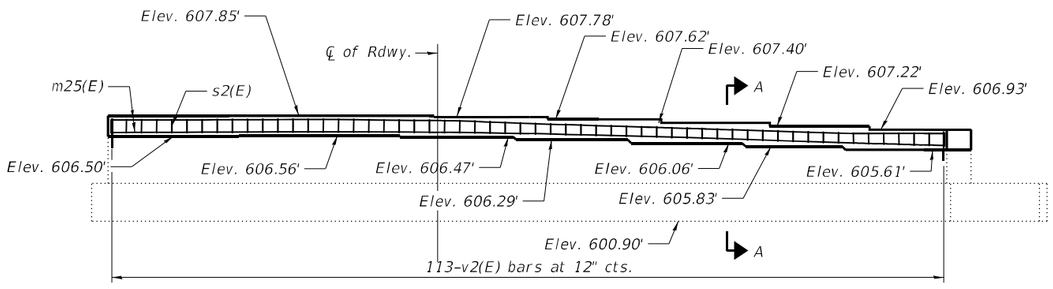
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80	37-1HB; 37-1HBYD	HENRY	257	203
		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			

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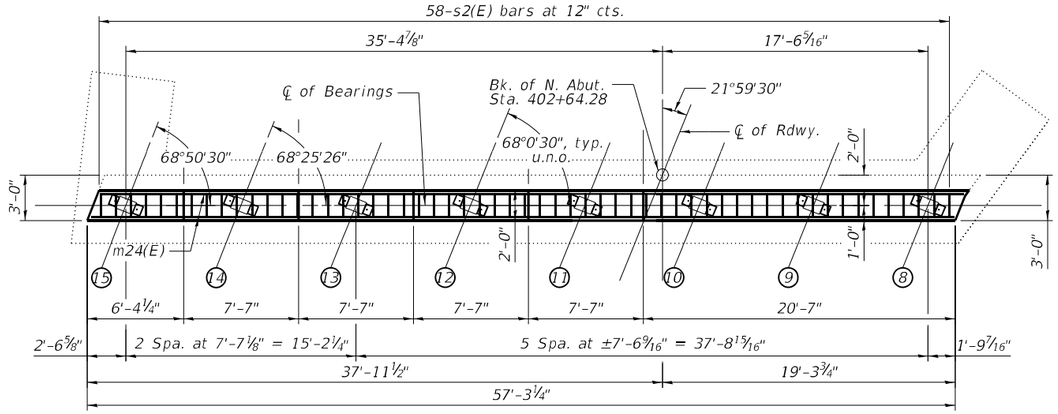
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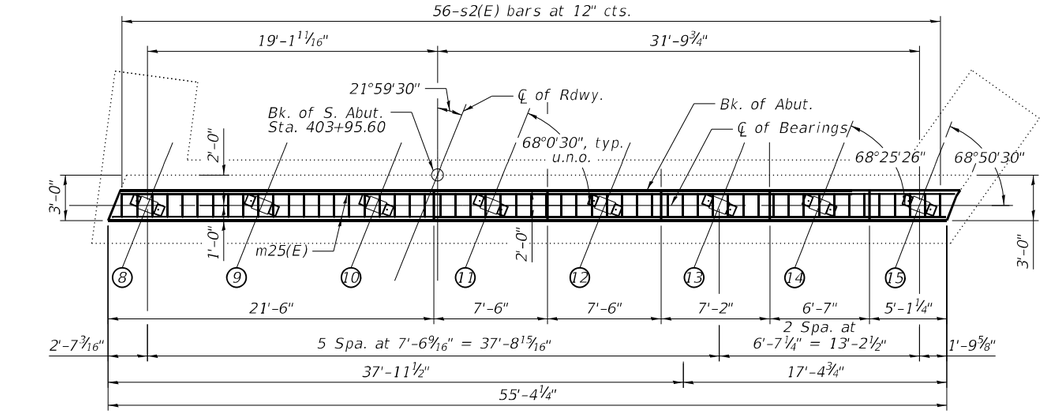
N. ABUTMENT ELEVATION
(Looking North)



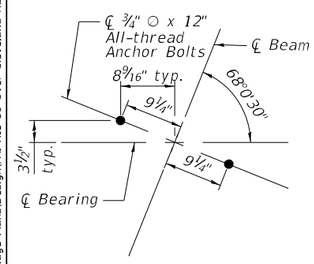
S. ABUTMENT ELEVATION
(Looking South)



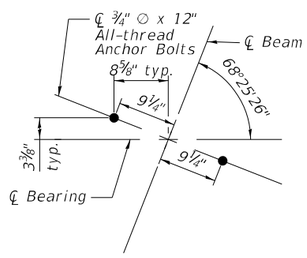
TOP PLAN
(North Abut.)



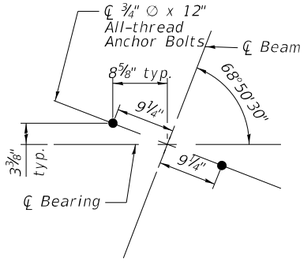
TOP PLAN
(South Abut.)



Anchor Bolt Layout
(Beams 8 thru 13)

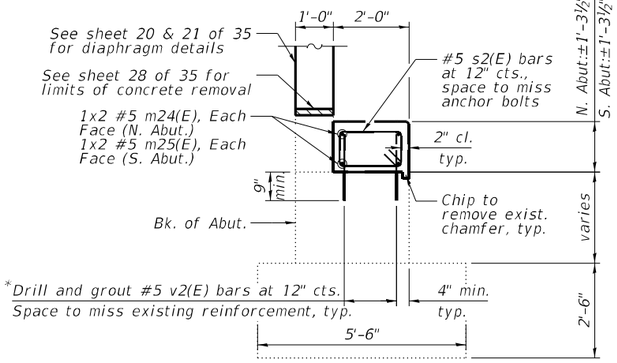


Anchor Bolt Layout
(Beam 14)

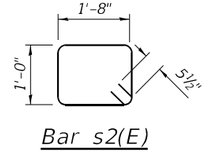


Anchor Bolt Layout
(Beam 15)

MINIMUM BAR LAP
#5 bar = 3'-3"



Section A-A



Bar s2(E)

N. ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$m_{24}(E)$	8	#5	30'-1"	—
$s_2(E)$	58	#5	6'-3"	▭
$v_2(E)$	116	#5	2'-0"	—
Reinforcement Bars, Epoxy Coated			Lbs.	880
Concrete Structures			Cu. Yds.	5.9

S. ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$m_{25}(E)$	8	#5	29'-1"	—
$s_2(E)$	56	#5	6'-3"	▭
$v_2(E)$	113	#5	2'-0"	—
Reinforcement Bars, Epoxy Coated			Lbs.	850
Concrete Structures			Cu. Yds.	5.7

Notes:
*Bar v2(E) shall be drilled and grouted according to Section 584 of the standard specifications to 9" min. embedment.
Space Cap Reinforcement to miss proposed anchor bolts and existing anchor bolts.
Prior to ordering any material, the contractor shall verify in the field all existing dimensions and elevations.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

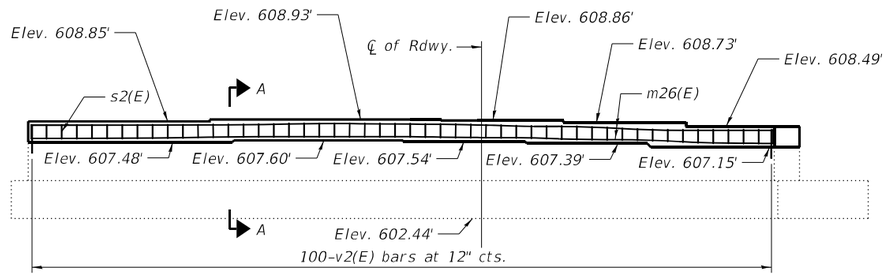
BENTON & ASSOCIATES, INC.
1970 E. Lafayette Ave., Jacksonville IL 62650
(217) 245-4148 (217) 245-4149 Fax
Illinois Design Firm
Registration No. 184-000852

USER NAME = clocher	DESIGNED - CML	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONCRETE CAP EXTENSION DETAILS STRUCTURE NO. 037-0023	
	CHECKED - MBH	REVISED -			
PLOT SCALE =	DRAWN - CML	REVISED -			
PLOT DATE = 8/7/2024	CHECKED - MBH	REVISED -		SHEET 30 OF 35 SHEETS	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HB; 37-1HBYD	HENRY	257	204
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

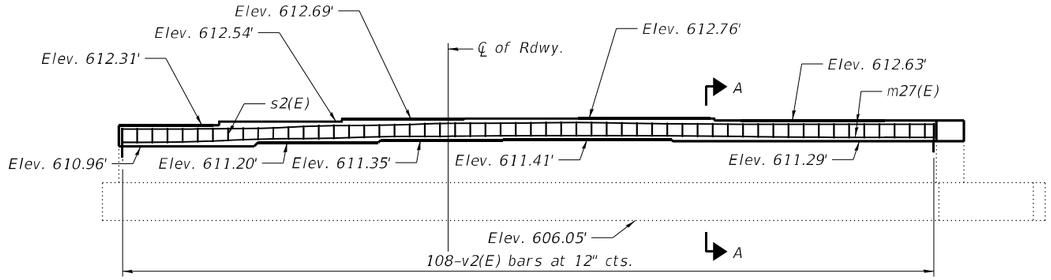
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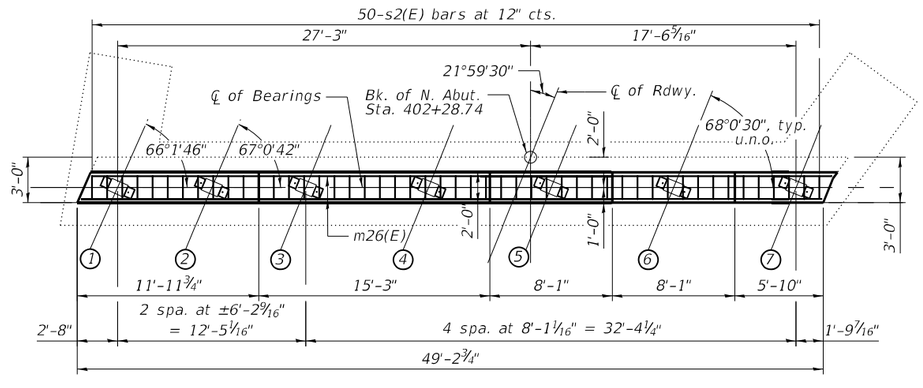
S. ABUTMENT ELEVATION

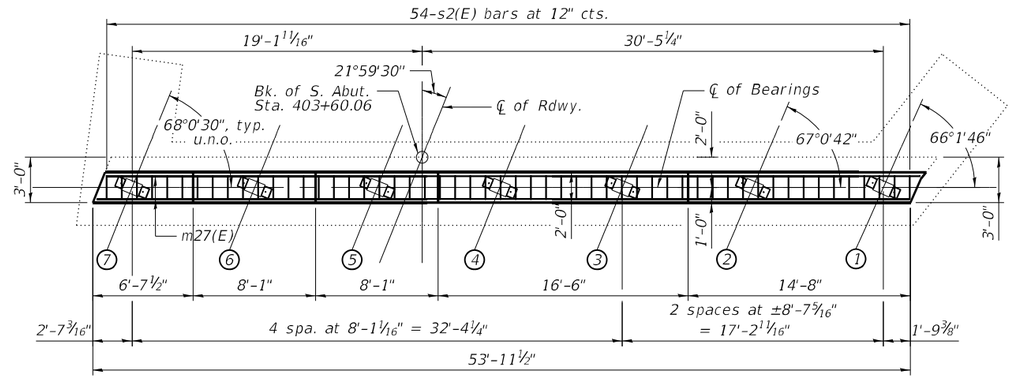
(Looking South)



N. ABUTMENT ELEVATION

(Looking North)





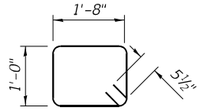
TOP PLAN

(South Abut.)

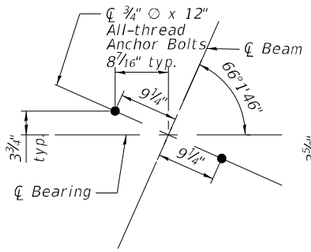


MINIMUM BAR LAP

#5 bar = 3'-3"

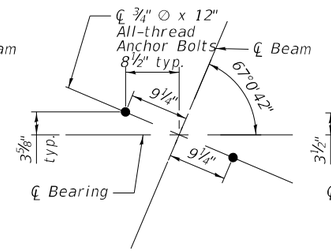


Bar s2(E)



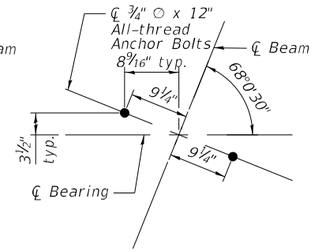
Anchor Bolt Layout

(Beam 1)



Anchor Bolt Layout

(Beam 2)



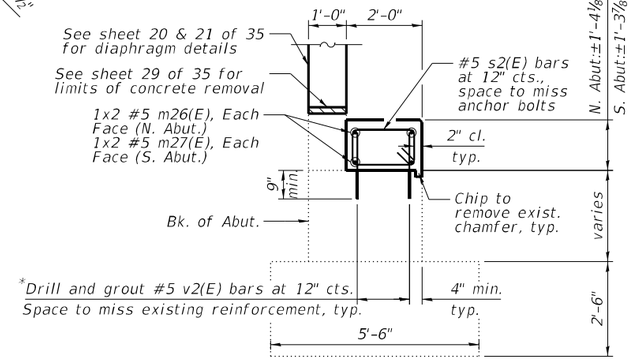
Anchor Bolt Layout

(Beams 3 thru 7)

TOP PLAN

(North Abut.)





Section A-A

Notes:

*Bar v2(E) shall be drilled and grouted according to Section 584 of the standard specifications to 9" min. embedment.

Space Cap Reinforcement to miss proposed anchor bolts and existing anchor bolts.

Prior to ordering any material, the contractor shall verify in the field all existing dimensions and elevations.

Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

N. ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$m_{26}(E)$	8	#5	28'-5"	———
$s_2(E)$	54	#5	6'-3"	⌐¬
$v_2(E)$	108	#5	2'-0"	———
Reinforcement Bars, Epoxy Coated			Lbs.	820
Concrete Structures			Cu. Yds.	5.6

S. ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$m_{27}(E)$	8	#5	26'-1"	———
$s_2(E)$	50	#5	6'-3"	⌐¬
$v_2(E)$	100	#5	2'-0"	———
Reinforcement Bars, Epoxy Coated			Lbs.	760
Concrete Structures			Cu. Yds.	5.1

MODEL:
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B&A BENTON & ASSOCIATES INC
BENTON & ASSOCIATES, INC.
1970 N. Lafayette Ave., Jacksonville IL 62650
(217) 245-4146 (217) 245-4149 Fax
Illinois Design Firm
Registration No. 184-000852

USER NAME = clocher | DESIGNED - CML | REVISED -
CHECKED - MBH | REVISED -
PLOT SCALE = | DRAWN - CML | REVISED -
PLOT DATE = 8/7/2024 | CHECKED - MBH | REVISED -

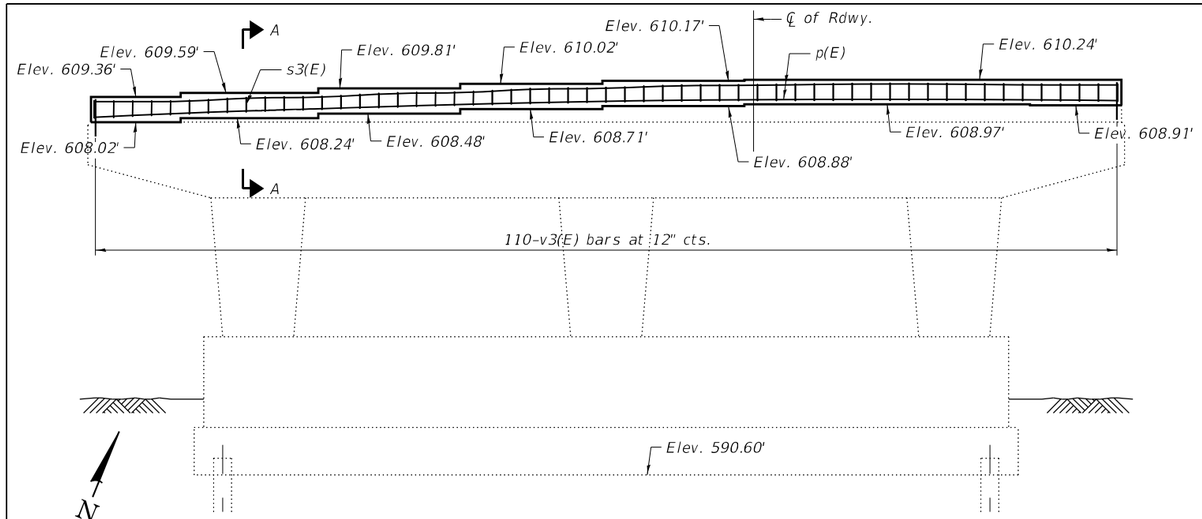
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

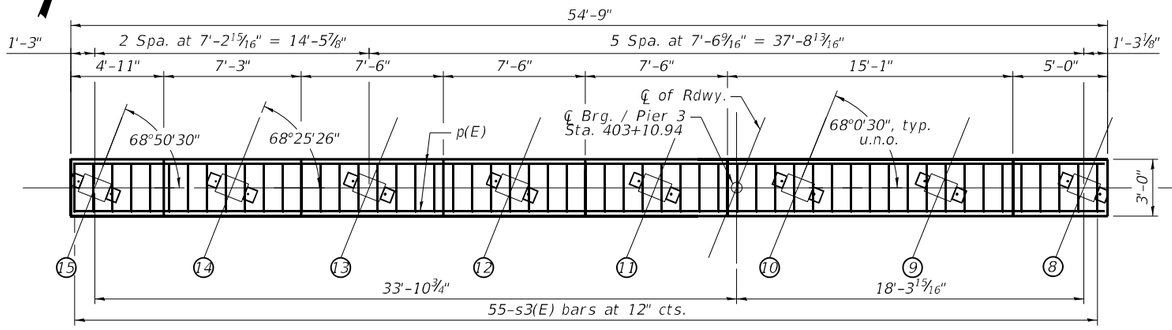
CONCRETE CAP EXTENSION DETAILS
STRUCTURE NO. 037-0024

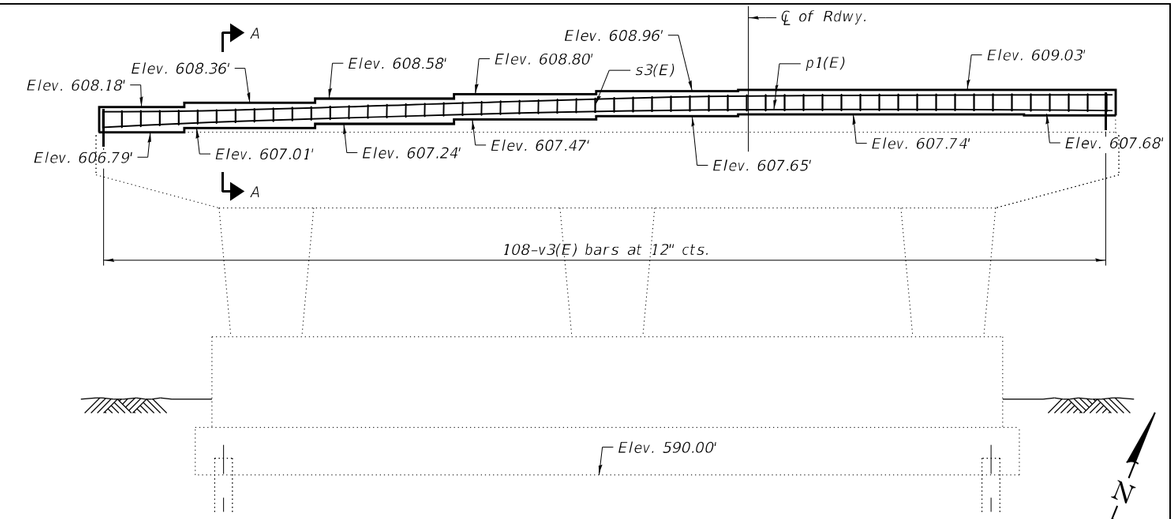
SHEET 31 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			

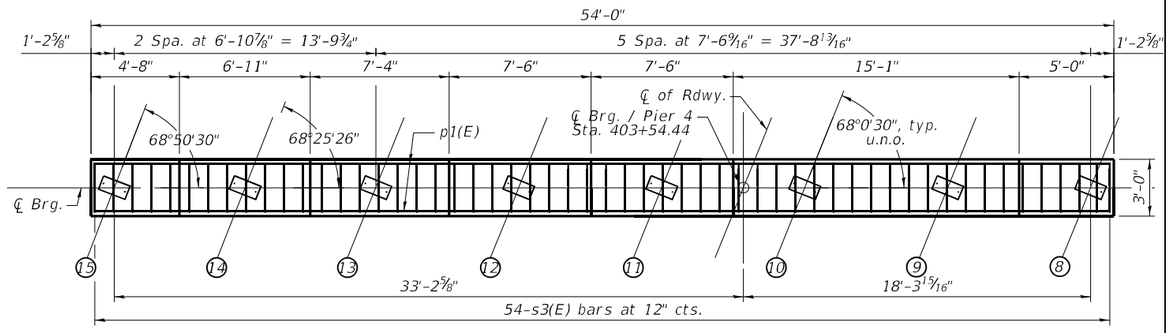


PIER #3 ELEVATION
(Looking North)

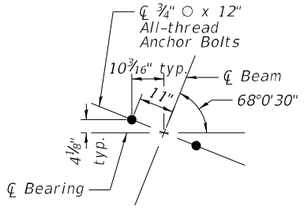




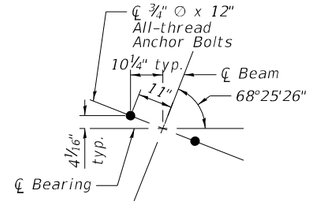
PIER #4 ELEVATION
(Looking North)



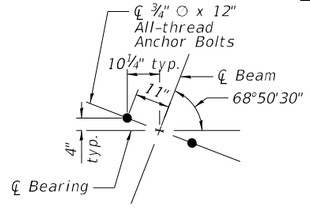
TOP PLAN
(Pier #3)



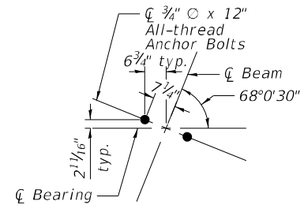
Pier #3 Anchor Bolt Layout
(Beam 8 thru 13)



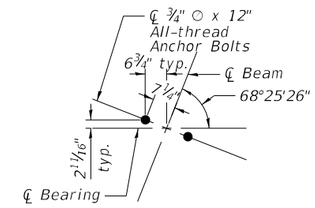
Pier #3 Anchor Bolt Layout
(Beam 14)



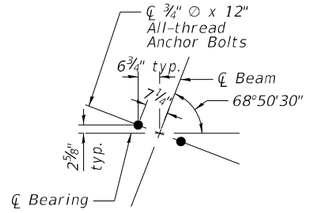
Pier #3 Anchor Bolt Layout
(Beam 15)



Pier #4 Anchor Bolt Layout
(Beam 8 thru 13)

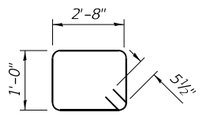


Pier #4 Anchor Bolt Layout
(Beam 14)



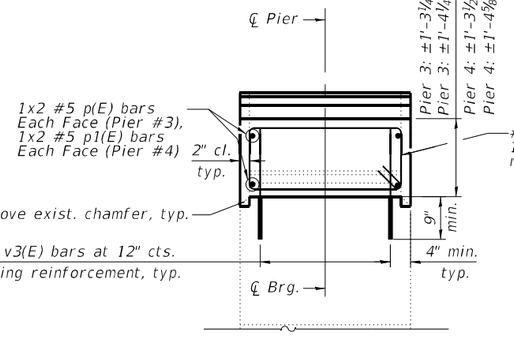
Pier #4 Anchor Bolt Layout
(Beam 15)

MINIMUM BAR LAP
#5 bar = 3'-3"



Bar s3(E)

TOP PLAN
(Pier #4)



Section A-A

Notes:

*Bar v3(E) shall be drilled and grouted according to Section 584 of the standard specifications to 9" min. embedment. Adjust as necessary to miss existing reinforcement.

Space Cap Reinforcement to miss proposed anchor bolts and existing anchor bolts.

Prior to ordering any material, the contractor shall verify in the field all existing dimensions and elevations.

Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

PIER 3
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
p(E)	8	#5	28'-10"	
s3(E)	55	#5	8'-3"	
v3(E)	110	#5	2'-0"	
Reinforcement Bars, Epoxy Coated			Lbs.	950
Concrete Structures			Cu. Yds.	8.4

PIER 4
BILL OF MATERIAL

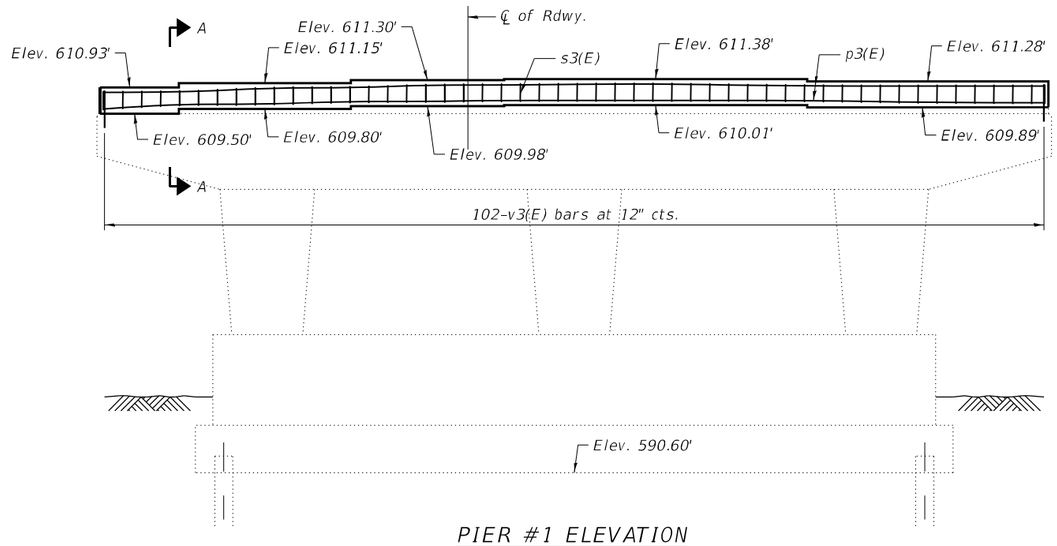
Bar	No.	Size	Length	Shape
p1(E)	8	#5	28'-6"	
s3(E)	54	#5	8'-3"	
v3(E)	108	#5	2'-0"	
Reinforcement Bars, Epoxy Coated			Lbs.	930
Concrete Structures			Cu. Yds.	8.4

BENTON & ASSOCIATES, INC.
1970 N. Lafayette Ave., Jacksonville IL 62650
(217) 245-4146 (217) 245-4149 Fax
Illinois Design Firm Registration No. 184-000852

USER NAME = clocher	DESIGNED - CML	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONCRETE CAP EXTENSION DETAILS STRUCTURE NO. 037-0023	
	CHECKED - MBH	REVISED -			
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PLOT DATE = 8/7/2024	CHECKED - MBH	REVISED -			

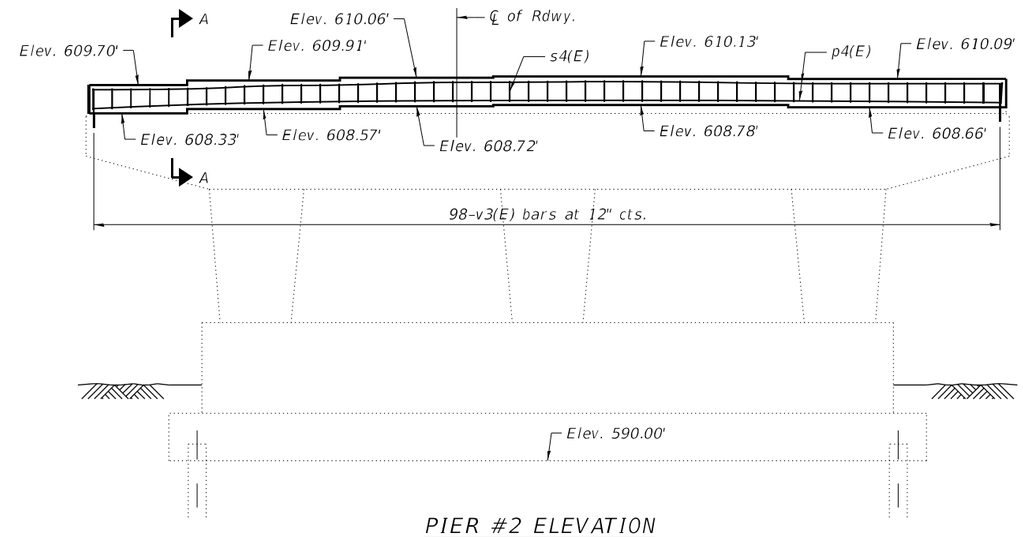
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80	37-1HB; 37-1HBYD	HENRY	257	206
		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			

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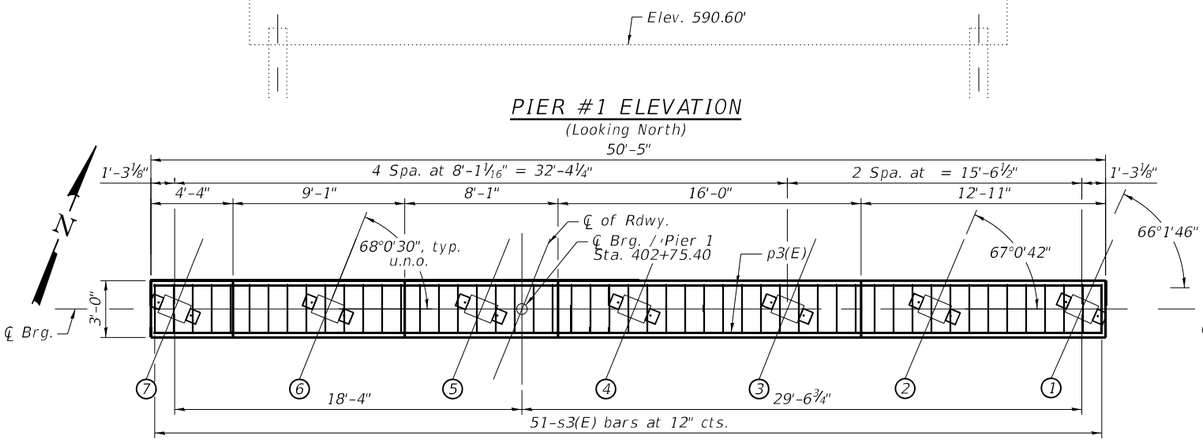
PIER #1 ELEVATION

(Looking North)



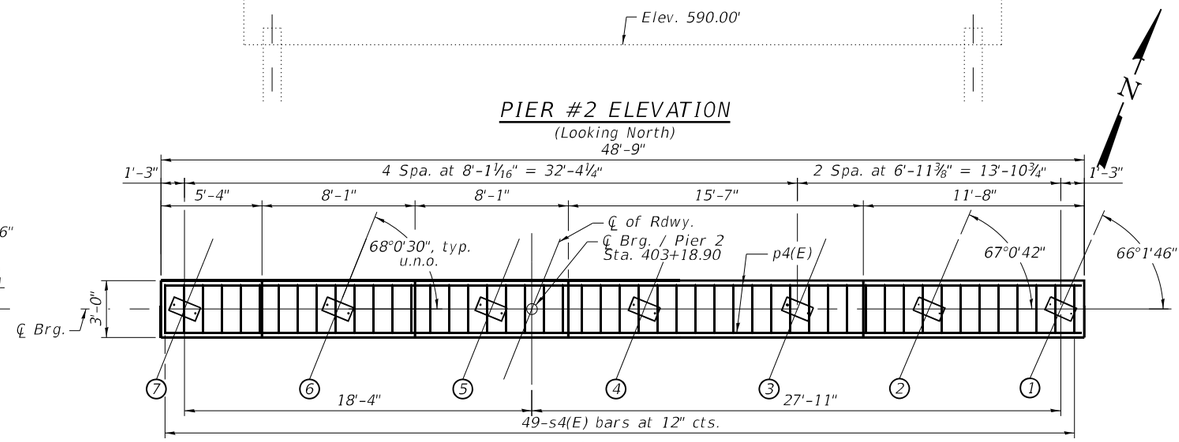
PIER #2 ELEVATION

(Looking North)



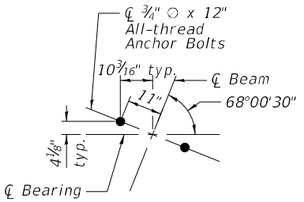
TOP PLAN

(Pier #1)



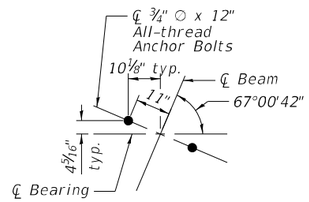
TOP PLAN

(Pier #2)



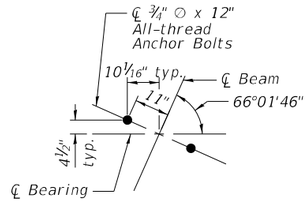
Pier #1 Anchor Bolt Layout

(Beam 3 thru 7)



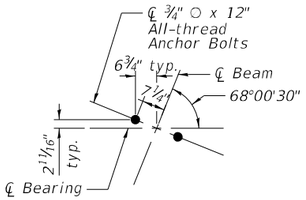
Pier #1 Anchor Bolt Layout

(Beam 2)



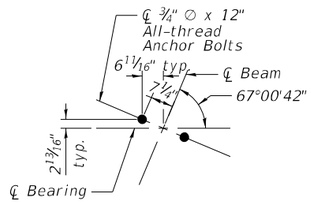
Pier #1 Anchor Bolt Layout

(Beam 1)



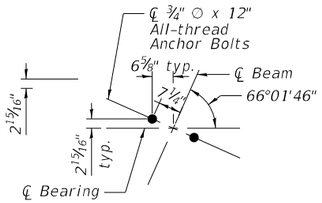
Pier #2 Anchor Bolt Layout

(Beam 3 thru 7)



Pier #2 Anchor Bolt Layout

(Beam 2)

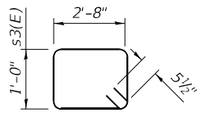


Pier #2 Anchor Bolt Layout

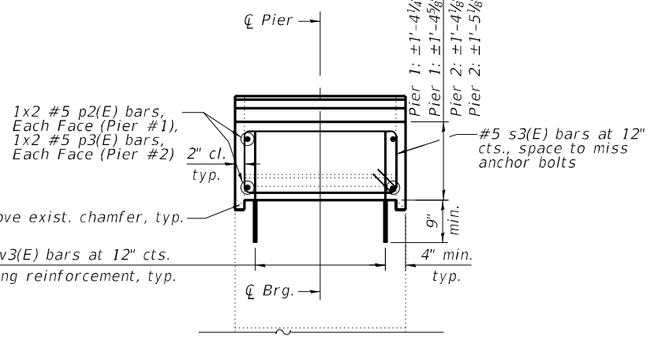
(Beam 1)

MINIMUM BAR LAP

#5 bar = 3'-3"



Bar s3(E)



Section A-A

Notes:

**Bar v3(E) shall be drilled and grouted according to Section 584 of the standard specifications to 9" min. embedment. Adjust as necessary to miss existing reinforcement.*

Space Cap Reinforcement to miss proposed anchor bolts and existing anchor bolts.

Prior to ordering any material, the contractor shall verify in the field all existing dimensions and elevations.

Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

PIER 1 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$p_2(E)$	8	#5	26'-10"	
$s_3(E)$	51	#5	8'-3"	
$v_3(E)$	102	#5	2'-0"	
Reinforcement Bars, Epoxy Coated			Lbs.	880
Concrete Structures			Cu. Yds.	8.0

PIER 2 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$p_3(E)$	8	#5	26'-0"	
$s_3(E)$	49	#5	8'-3"	
$v_3(E)$	98	#5	2'-0"	
Reinforcement Bars, Epoxy Coated			Lbs.	1,030
Concrete Structures			Cu. Yds.	7.8

MODEL:
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BENTON & ASSOCIATES, INC.
1970 N. Lafayette Ave., Jacksonville IL 62650
(217) 245-4046 (217) 245-4049 Fax
Illinois Design Firm Registration No. 184-000852

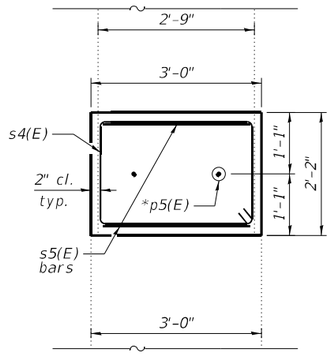
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

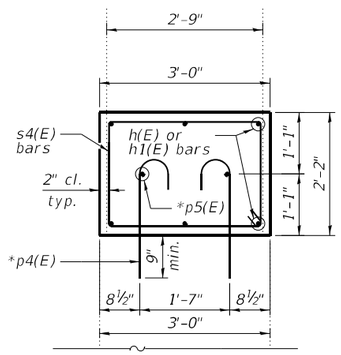
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STRUCTURE NO. 037-0024
SHEET 33 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			

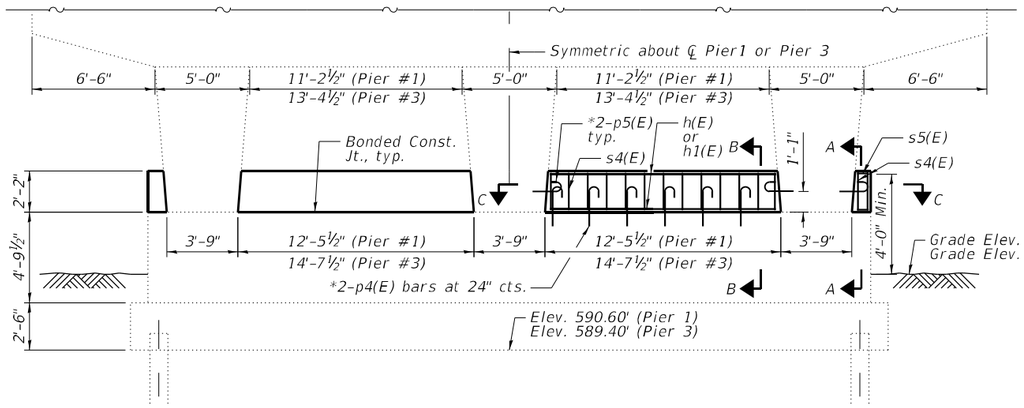
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Section A-A



Section B-B

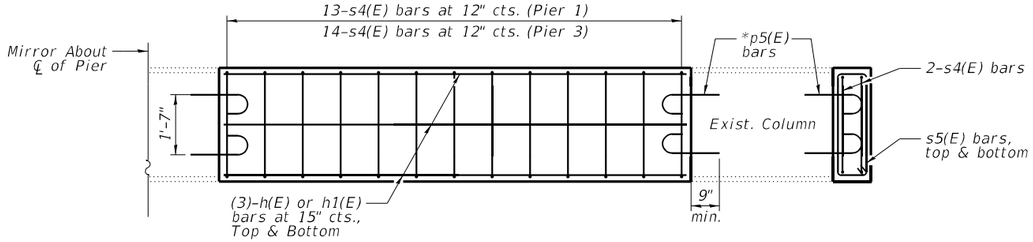


ELEVATION

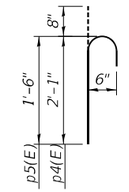
Notes:

*Bars p4(E) & p5(E) shall be drilled and grouted according to Section 584 of the standard specifications to 9" min. embedment. Adjust as necessary to miss existing reinforcement.

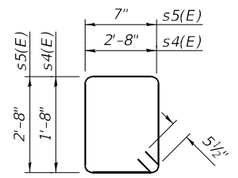
Prior to ordering any material, the contractor shall verify in the field all existing dimensions and elevations.



Section C-C



Bar p4(E) & p5(E)



Bar s4(E) & s5(E)

PIER 1 (SN 037-0024)
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$p_4(E)$	24	#6	2'-9"	
$p_5(E)$	12	#6	2'-2"	
h(E)	12	#5	11'-9"	
$s_4(E)$	30	#4	9'-5"	
$s_5(E)$	4	#4	7'-3"	
Reinforcement Bars, Epoxy Coated		Lbs.	500	
Concrete Structures		Cu. Yds.	6.5	

PIER 3 (SN 037-0023)
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$p_4(E)$	32	#6	2'-9"	
$p_5(E)$	12	#6	2'-2"	
$h_1(E)$	12	#5	13'-11"	
$s_4(E)$	32	#4	9'-7"	
$s_5(E)$	4	#4	7'-5"	
Reinforcement Bars, Epoxy Coated		Lbs.	570	
Concrete Structures		Cu. Yds.	7.6	

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BENTON & ASSOCIATES, INC.
1970 N. Lafayette Ave., Jacksonville IL 62650
(217) 245-4146 (217) 245-4149 Fax
Illinois Design Firm
Registration No. 184-000852

USER NAME = clocher | DESIGNED - CML | REVISED -
CHECKED - MBH | REVISED -
PLOT SCALE = | DRAWN - CML | REVISED -
PLOT DATE = 8/7/2024 | CHECKED - MBH | REVISED -

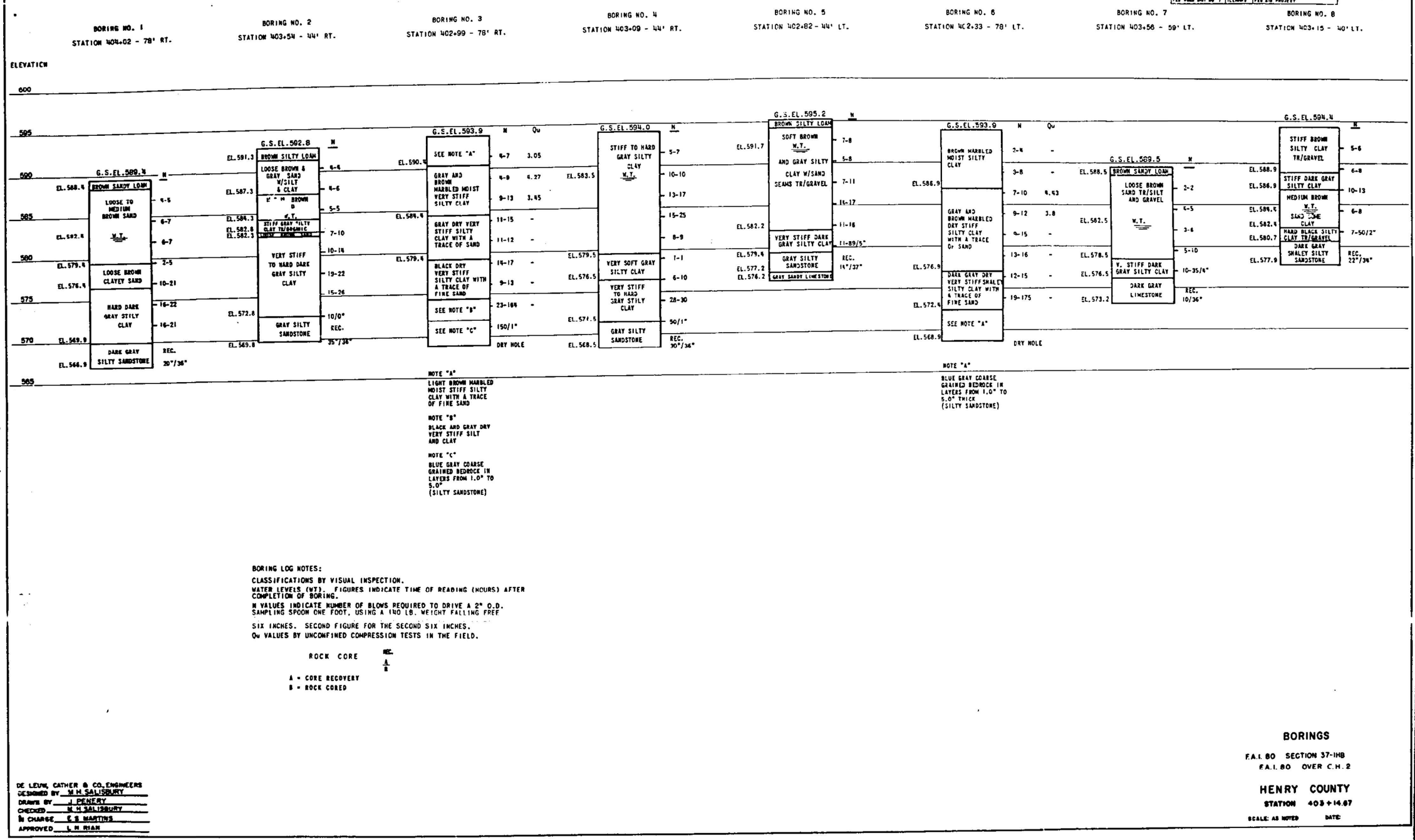
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER MODIFICATION DETAILS
STRUCTURE NO. 037-0023 & STRUCTURE NO. 037-0024
SHEET 34 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HB; 37-1HBYD	HENRY	257	208
		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	37-1HB	HENRY	26	3
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 3
SHEETS



NOTE "A"
LIGHT BROWN MARBLED MOIST STIFF SILTY CLAY WITH A TRACE OF FINE SAND

NOTE "B"
BLACK AND GRAY DRY VERY STIFF SILT AND CLAY

NOTE "C"
BLUE GRAY COARSE GRAINED BEDROCK IN LAYERS FROM 1.0" TO 5.0" (SILTY SANDSTONE)

NOTE "A"
BLUE GRAY COARSE GRAINED BEDROCK IN LAYERS FROM 1.0" TO 5.0" THICK (SILTY SANDSTONE)

BORING LOG NOTES:

CLASSIFICATIONS BY VISUAL INSPECTION.
WATER LEVELS (WT). FIGURES INDICATE TIME OF READING (HOURS) AFTER COMPLETION OF BORING.
N VALUES INDICATE NUMBER OF BLOWS REQUIRED TO DRIVE A 2" O.D. SAMPLING SPOON ONE FOOT, USING A 140 LB. WEIGHT FALLING FREE SIX INCHES. SECOND FIGURE FOR THE SECOND SIX INCHES.
Qu VALUES BY UNCONFINED COMPRESSION TESTS IN THE FIELD.

ROCK CORE REC. A/B

A = CORE RECOVERY
B = ROCK CORED

DE LEUW, CATHER & CO. ENGINEERS
DESIGNED BY M H SALISBURY
DRAWN BY J PENERY
CHECKED M H SALISBURY
In CHARGE E S MARTINS
APPROVED L N RIAN
JOB NO.

BORINGS

F.A.I. 80 SECTION 37-1HB
F.A.I. 80 OVER C.H. 2

HENRY COUNTY

STATION 403+14.67
SCALE: AS NOTED DATE:

MODEL:
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BENTON & ASSOCIATES, INC.
1910 N. Lafayette Ave., Jacksonville IL 62650
(217) 245-4146 (217) 245-4149 Fax
Illinois Design Firm Registration No. 184-000852

USER NAME = clocher		DESIGNED - CML		REVISED -	
		CHECKED - MBH		REVISED -	
PLOT SCALE =		DRAWN - CML		REVISED -	
PLOT DATE = 8/7/2024		CHECKED - MBH		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

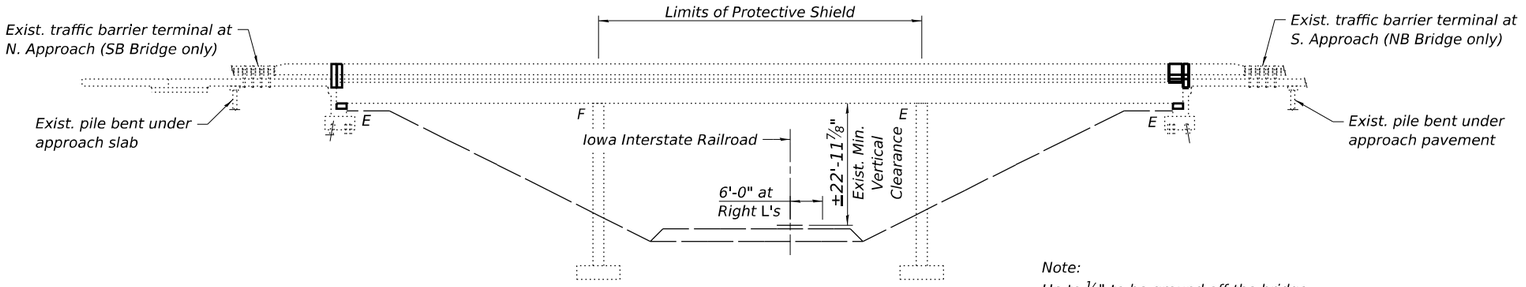
EXISTING BORING DATA
STRUCTURE NO. 037-0023 & STRUCTURE NO. 037-0024
SHEET 35 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HB; 37-1HBYD	HENRY	257	209
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

Benchmark:
Survey marker in middle of median at Sta. 429+60, Elev. 609.94 (from 1989 existing plans).

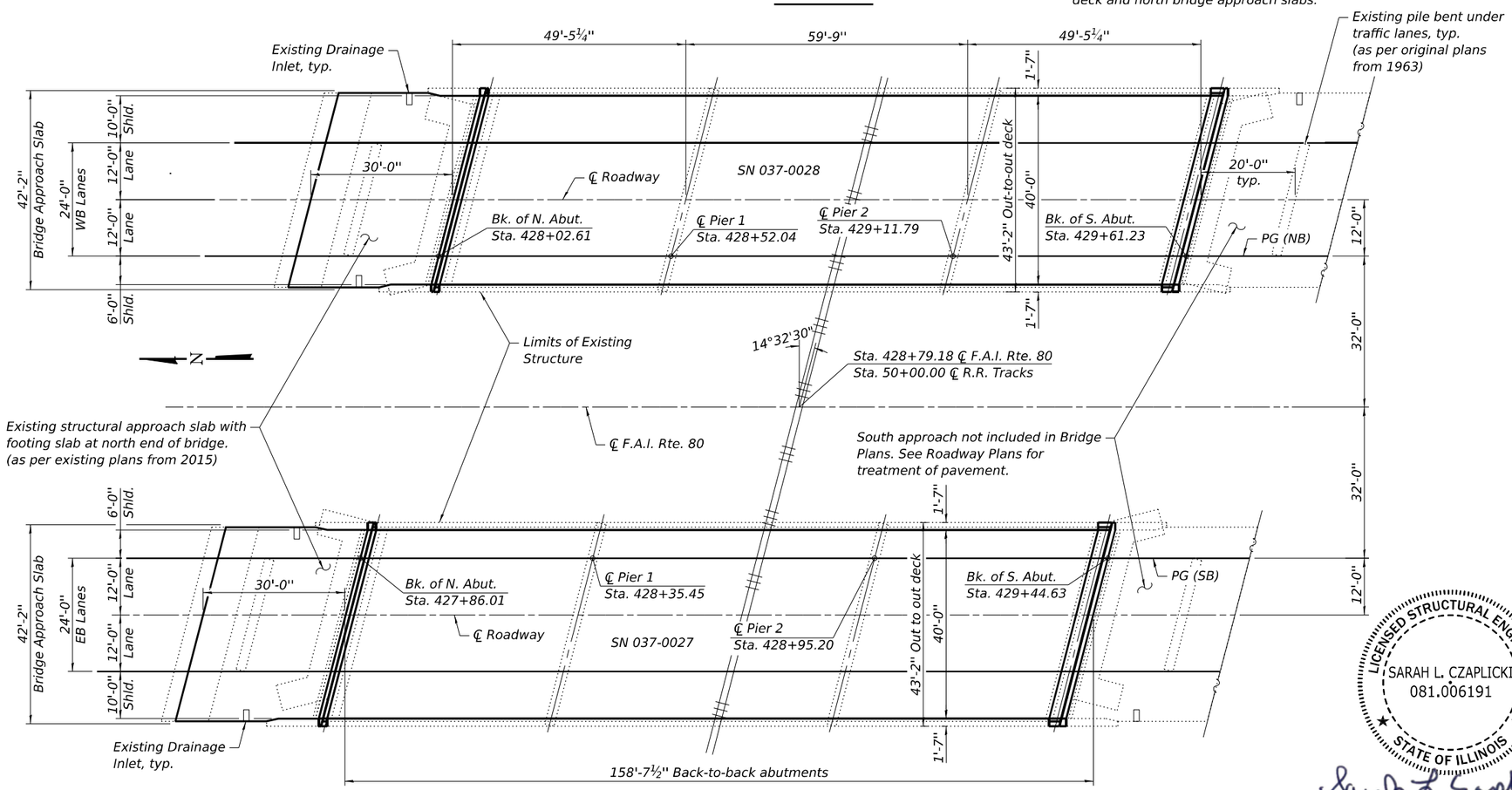
Existing Structure:
SN 037-0027 (SB) and SN 037-0028 (NB) were originally built as F.A.I. Route 80, Section 37-1VB at Sta. 428+70.17 in 1965. Both structures were rehabilitated and widened in 1989 including deck replacement. The existing structures consist of 3-span continuous steel W-shaped rolled beams with a composite concrete deck. The superstructure is supported on concrete pile bents, spill through abutments, and hammered type piers. The structures are 158'-7½" from back to back of abutments, 43'-2" wide from out-to-out deck width, and skewed 14°32'30" left forward. Traffic will be maintained using crossovers.

No salvage.



ELEVATION

Note:
Up to ¼" to be ground off the bridge deck and north bridge approach slabs.



PLAN

SCOPE OF WORK

1. *Remove existing expansion joint and install a shallow strip seal at North and South Abutments.*
2. *Scarify ¾" from bridge deck slab and approach pavements.*
3. *Perform full depth deck slab repairs.*
4. *Place 2½" microsilica concrete overlay on bridge deck slab.*
5. *Perform ¼" Diamond Grinding (Bridge Section) and Bridge Deck Grooving (Longitudinal) to bridge deck and approach slabs.*
6. *Apply Protective Coat to top and front face of parapets, reconstructed joints and new concrete overlay.*
7. *Perform structural concrete repair, bridge seat repair, and new pedestals at both North and South abutments.*
8. *Remove and replace all bearings at abutments.*
9. *Clean and paint all structural steel within 10' of Expansion Joints. Paint the outside face and bottom flange of each fascia girder, full length.*

INDEX OF SHEETS

1	General Plan and Elevation
2	General Data
3	Deck and Approach Slab Repair Plan
4	Joint Removal and Replacement Details I
5	Joint Removal and Replacement Details II
6	Preformed Joint Strip Seal
7	Framing Plan
8	Bearing Replacement Details
9	Abutment Concrete Removal and Repairs I
10	Abutment Concrete Removal and Repairs II
11	Abutment Plan and Elevation I
12	Abutment Plan and Elevation II
13	Drainage Inlet Adjustment Details
14-20	Existing Structure Plans (For Information Only)

LOADING HS 20-44 & Alt.

No Allowance for future wearing surface.

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specification for Highway Bridges, 17th Edition

DESIGN STRESSES

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

FIELD UNITS (EXISTING CONSTRUCTION)
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)

LICENSED STRUCTURAL ENGINEER
SARAH L. CZAPLICKI
081.006191
STATE OF ILLINOIS
08/09/2024

Sarah L. Czaplicki, PE, SE
Expires: November 30, 2024

GENERAL PLAN AND ELEVATION
I-80 OVER IOWA INTERSTATE RAILROAD
F.A.I. ROUTE 80
SEC (37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR
HENRY COUNTY
STATION 428+79.18
STRUCTURE NO. 037-0027 AND 037-0028

* (37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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630-915-8861
DESIGN FIRM NO: 184.008135

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET 1 OF 20 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	210
		CONTRACT NO.64N05		
		ILLINOIS FED. AID PROJECT		

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GENERAL NOTES

Plan dimensions and details relative to the existing structure have been taken from 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.

Reinforcement bars designated (E) shall be epoxy coated.

Prior to pouring new concrete, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.

Existing reinforcement bars extending into the removal area shall be cleaned, straightened, and incorporated into the new construction. Any reinforcement bars that are damaged. Cost include with Concrete Removal.

The Contractor shall exercise care during removal of existing joints to ensure that the deck slab beams, girders, and diaphragms integrity will not be detrimentally impacted. The Conctractor shall repair any damage(s) to the deck slab, girders, and diaphragms caused by their operation as directed by the Engineer at no additional cost to the Department.

All exposed concrete edges shall have a ¾" x 45° chamfer, except where shown.

Joint openings shall be adjusted according to Article 520.04 of the Std. Specs. when the deck is poured at an ambient temperature other than 50°F.

Concrete Sealer shall be applied to the areas of substructure repair, and abutment seats. All surfaces to be sealed shall be cleaned thoroughly prior to sealer application. Cost included with Concrete Sealer.

Protective Coat shall be applied to the top and inside faces of the new concrete deck and parapets adjacent to replaced expansion joints, and over microsilica concrete overlays.

Expansion joints shall be fabricated and installed according to the manufacturer's recommendations and as approved by the Engineer.

Expansion joints shall be fabricated to conform to the existing cross slopes of the bridge.

All bearing assemblies shall be hot-dip galvanized. See Special Provisions for "Hot Dip Galvanizing for Structural Steel."

Existing structural steel that will be in contact with the new structural steel shall be cleaned and painted prior to erection as required by the Special Provision for "Cleaning and Painting Contact Surface Areas of Existing Steel Structures."

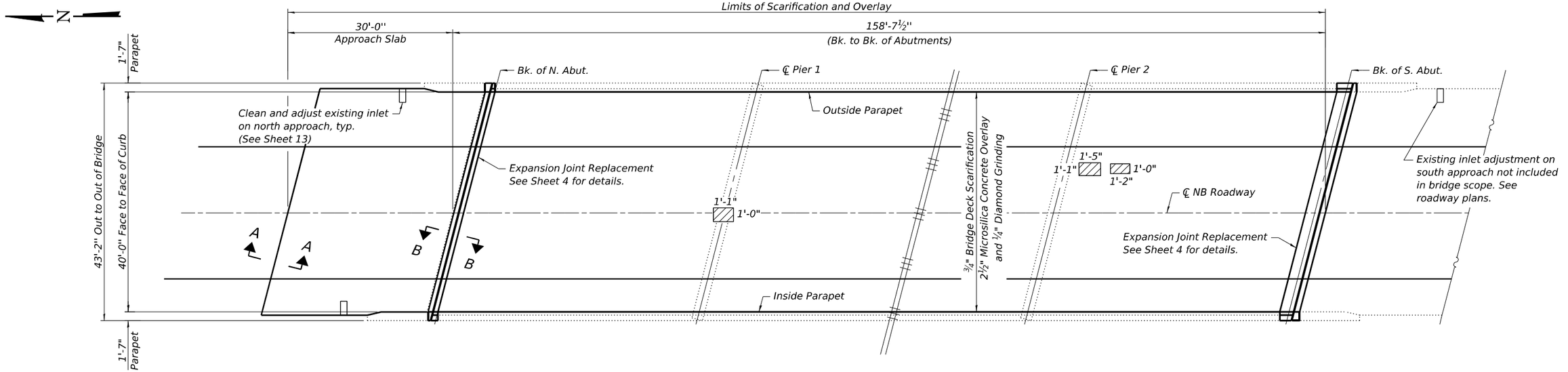
The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to address the presence of lead on this project.

Cleaning and painting of the existing structural steel shall be as specified in the special provision for "Cleaning and Painting Existing Steel Structures". All beams, bearings and other structural steel within 10 ft. (measured) along the beam) of either side of deck joints shall be cleaned per Near White Blast Cleaning - SSPC-SP10. The exterior surfaces and bottom of the bottom flange of the fascia beams shall be cleaned per Commercial Grade Power Tool Cleaning - SSPC - SP15.

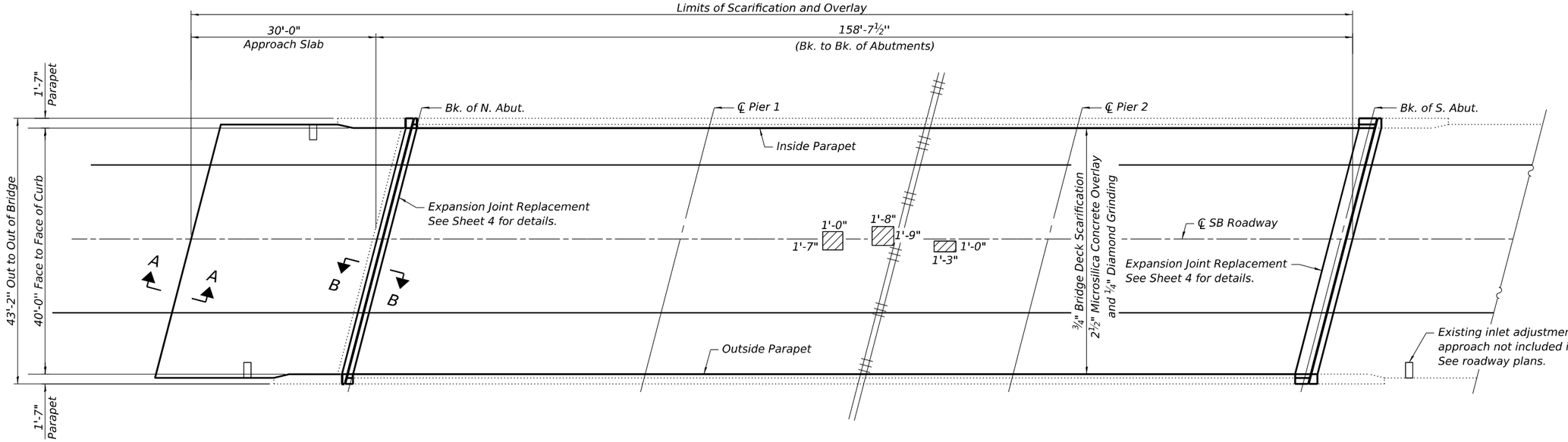
The designated areas cleaned per near White Blast Cleaning and per Commerical Grade Power Tool Cleaning shall be painted according to the requirements of Paint System OZ/E/U. The color of the finish coat for all surfaces shall be Interstate Green, Munsell No. 7.5G 4/8.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SN 037-0027		SN 037-0028		TOTAL
		SUPER	SUB	SUPER	SUB	
Concrete Removal	Cu. Yd.	15.0	0	15.9	0	30.9
Protective Shield	Sq. Yd.	287	0	287	0	574
Concrete Structures	Cu. Yd.	0	4.6	0	5.7	10.3
Concrete Superstructure	Cu. Yd.	16.0	0	16.0	0	32.0
Protective Coat	Sq. Yd.	988	0	988	0	1,976
Reinforcement Bars, Epoxy Coated	Pound	2,820	1,360	2,820	1,360	8,360
Preformed Joint Strip Seal	Foot	88	0	88	0	176
Elastomeric Bearing Assembly, Type I	Each	14	0	14	0	28
Anchor Bolts, 1"	Each	56	0	56	0	112
Concrete Sealer	Sq. Ft.	0	226	0	205	431
Epoxy Crack Injection	Foot	0	8	0	9	17
Frames and Grates to be Adjusted	Each	2	0	2	0	4
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	503	0	503	0	1,006
Cleaning and Painting Exposed Rebar	L Sum	0.5	0	0.5	0	1
Removal of Existing Bearings	Each	14	0	14	0	28
Containment And Disposal of Lead Paint Cleaning Residues No. 3	L Sum	1	0	0	0	1
Containment And Disposal of Lead Paint Cleaning Residues No. 4	L Sum	0	0	1	0	1
Cleaning And Painting Steel Bridge No. 3	L Sum	1	0	0	0	1
Cleaning And Painting Steel Bridge No. 4	L Sum	0	0	1	0	1
Cleaning Existing Inlets	Each	2	0	2	0	4
Bridge Deck Scarification 3/4"	Sq. Yd.	808	0	808	0	1,616
Bridge Deck Microsilica Concrete Overlay 2 1/2"	Sq. Yd.	808	0	808	0	1,616
Structural Repair Of Concrete (Depth Equal To or Less Than 5 Inches)	Sq. Ft.	0	25	0	25	50
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	0.7	0	0.5	0	1.2
Diamond Grinding (Bridge Section)	Sq. Yd.	755	0	755	0	1,510
Jacking Existing Superstructure	L Sum	0.5	0	0.5	0	1



DECK PLAN - STRUCTURE NO. 037-0028



DECK PLAN - STRUCTURE NO. 037-0027

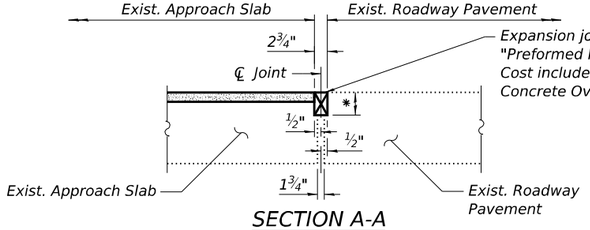
BILL OF MATERIAL

(includes entire Bridge Deck Length and North Approach Slabs)

Item	Unit	SB Bridge SN-037-0027	NB Bridge SN-037-0028	Total
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	503	503	1006
Protective Coat	Sq. Yd.	988	988	1976
Bridge Deck Microsilica Concrete Overlay 2 1/2"	Sq. Yd.	808	808	1616
Bridge Deck Scarification 3/4"	Sq. Yd.	808	808	1616
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	0.7	0.5	1.2
Diamond Grinding (Bridge Section)	Sq. Yd.	755	755	1510

LEGEND:

Deck Slab Repair (Full Depth, Type I)



SECTION A-A

* Per Manufacturers Recommendations

Notes:

All drainage inlets must be protected during concrete scarification and concrete overlay placement.

Quantities and area of deck repair are estimated for bidding purposes. Actual type, location, and dimensions of the deck repairs are to be determined and documented by the Engineer during construction. Engineer shall sound the deck after deck scarification. The Engineer shall show the actual locations of deck repair on "as-built" plans.

See sheet 5 for Section B-B.

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DEPARTMENT OF TRANSPORTATION

DECK AND APPROACH SLAB REPAIR PLAN
STRUCTURE NO. 037-0027 (SB) AND 037-0028 (NB)

SHEET 3 OF 20 SHEETS

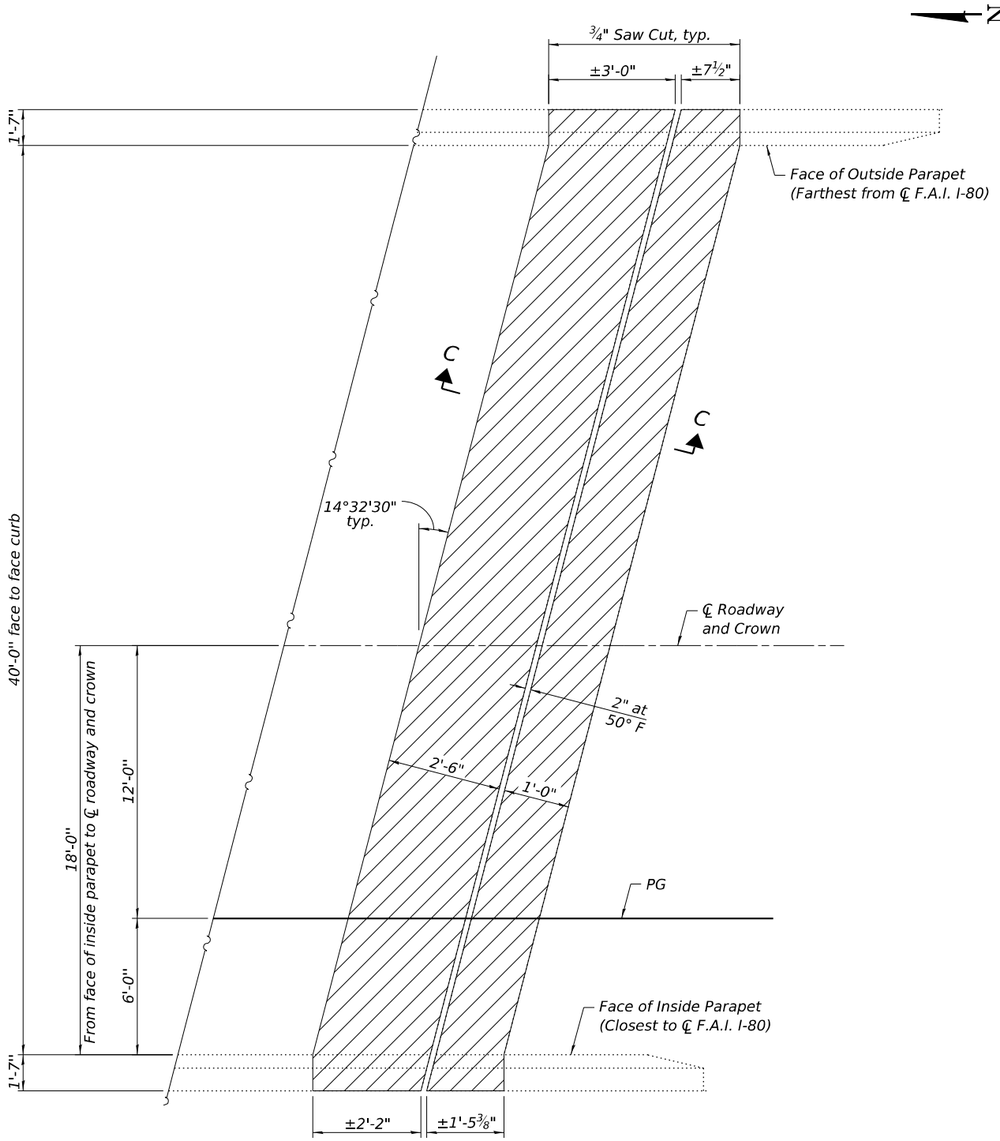
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	212
		CONTRACT NO.64N05		
	ILLINOIS	FED. AID PROJECT		

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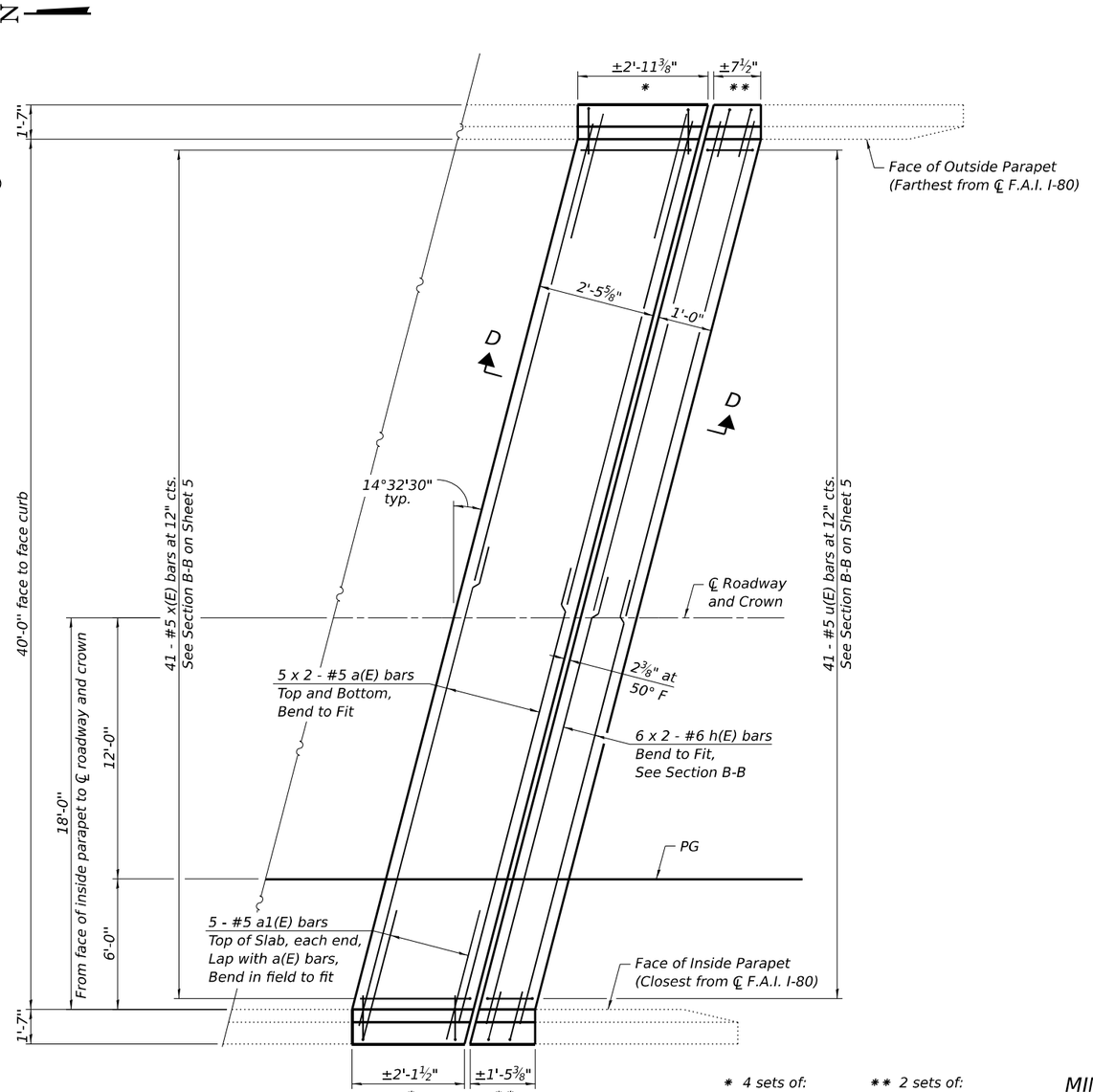
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Note:
See Sheet 5 for Sections C-C and D-D.
Hatched areas indicate Concrete Removal.
Bars indicated thus 5x2 - #5 etc. indicates 5 lines of bars with 2 lengths per line.



CONCRETE REMOVAL DETAILS

South Abutment of NB Bridge and South Abutment of SB Bridge shown.
(North Abuments opposite hand)



CONCRETE REPLACEMENT DETAILS

South Abutment of NB Bridge and South Abutment of SB Bridge shown.
(North Abuments opposite hand)

* *4 sets of:*
2-#5 d(E) bar
1-#5 d1(E) bars
1-#5 d2(E) bar

** *2 sets of:*
2-#5 d(E) bar
1-#5 d1(E) bars
1-#5 d2(E) bar

MIN. BAR LAP
#5 bar = 3'-6"
#6 bar = 4'-0"

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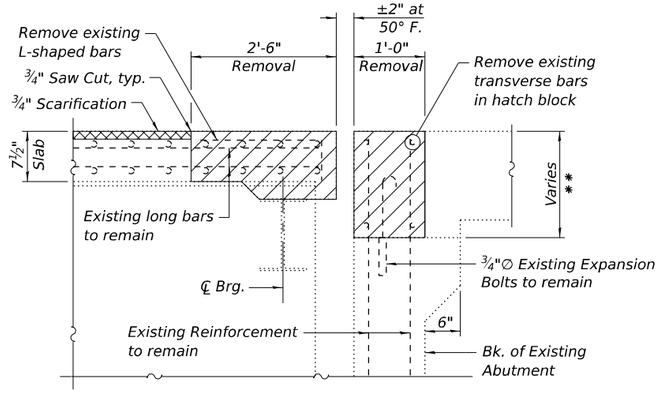
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DEPARTMENT OF TRANSPORTATION

JOINT REMOVAL AND REPLACEMENT DETAILS I
STRUCTURE NO. 037-0027 (SB) AND 037-0028 (NB)
SHEET 4 OF 20 SHEETS

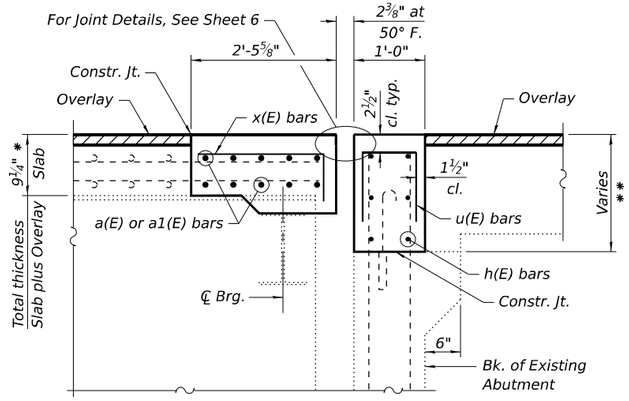
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	213
		CONTRACT NO.64N05		
	ILLINOIS	FED. AID PROJECT		



SECTION C-C

Dims. at Rt. L's to Abutment



SECTION D-D

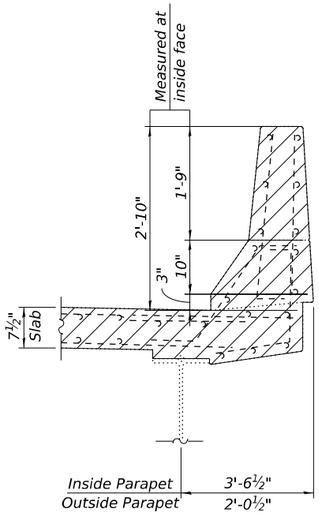
Dims. at Rt. L's to Abutment

Notes:
Existing reinforcement extending into new construction shall be cleaned, straightened, and incorporated into the new construction. Cost is included with Concrete Removal.
Hatched areas indicate Concrete Removal.

* *Prior to grinding.*

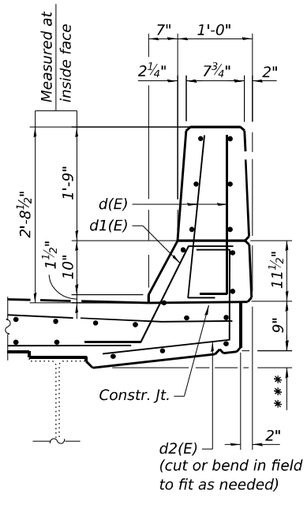
** *See Sheets 9 and 10 for hatch block removal dimensions.*
See Sheets 11 and 12 for proposed hatch block dimensions.

*** *3½" (Inside Parapet)*
2½" (Outside Parapet)



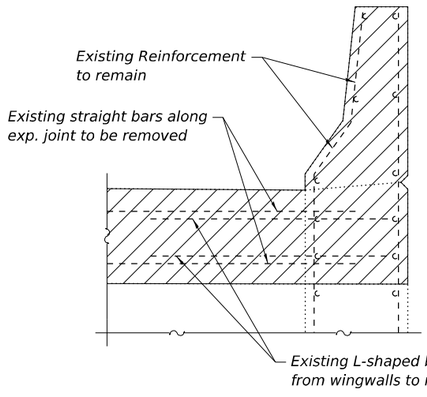
SECTION THRU PARAPET

(Showing Removal)



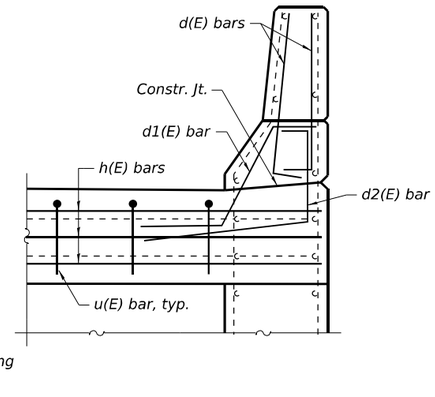
SECTION THRU PARAPET

(Showing Replacement)



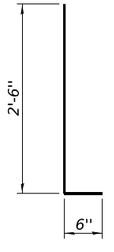
SECTION THRU WINGWALL

(Showing Removal)

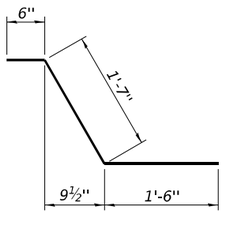


SECTION THRU WINGWALL

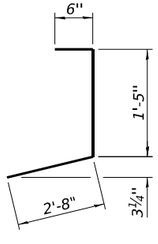
(Showing Replacement)



BAR d(E)

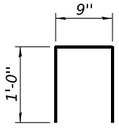


BAR d1(E)

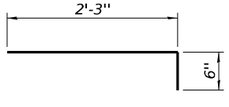


BAR d2(E)

(Cut or bend in field to fit as needed)



BAR u(E)



BAR x(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	80	#5	23'-10"	
a1(E)	40	#5	6'-0"	
d(E)	96	#5	3'-0"	
d1(E)	48	#5	3'-7"	
d2(E)	48	#5	4'-7"	
h(E)	48	#6	24'-2"	
u(E)	164	#5	2'-9"	
x(E)	164	#5	2'-9"	
Concrete Removal			Cu. Yd.	28.8
Concrete Superstructure			Cu. Yd.	32.0
Reinforcement Bars, Epoxy Coated			Pound	5640

* (37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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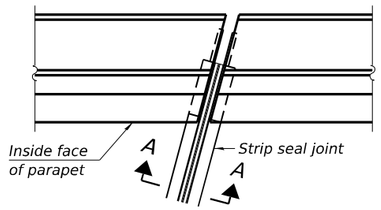
STATE OF ILLINOIS
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JOINT REMOVAL AND REPLACEMENT DETAILS II
STRUCTURE NO. 037-0027 (SB) AND 037-0028 (NB)

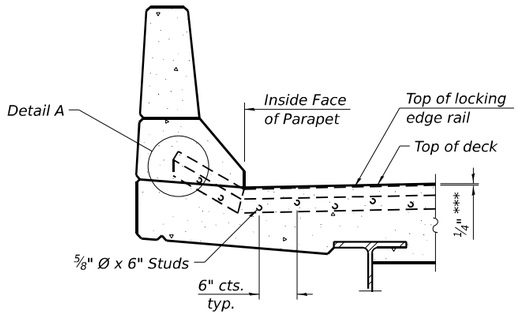
SHEET 5 OF 20 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO.64N05		
	ILLINOIS	FED. AID PROJECT		

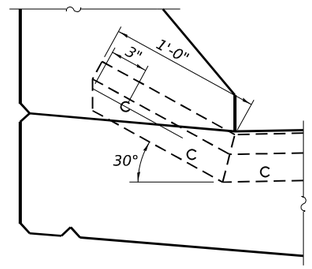
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PLAN AT PARAPET



SECTION AT PARAPET



DETAIL A

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of ¼". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

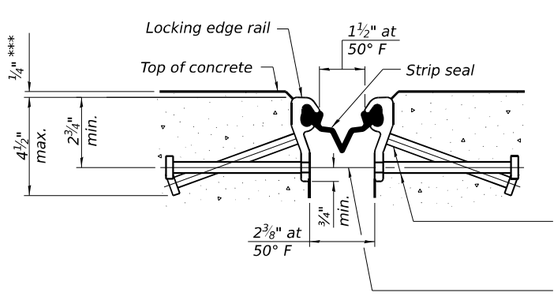
The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4½" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

The manufacturer's recommended installation methods shall be followed.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

The Maximum space between locking edge rail segments shall be c" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.

The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.



SHOWING ROLLED RAIL JOINT

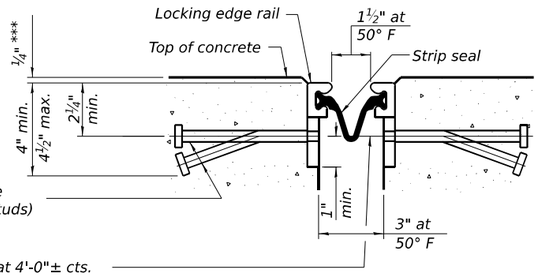
*** After grinding

* ⅝" Ø x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

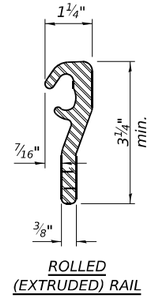
⅜" Ø threaded rods in 7/16" Ø holes at 4'-0"± cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

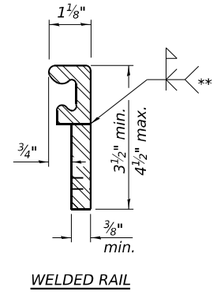
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



SHOWING WELDED RAIL JOINT



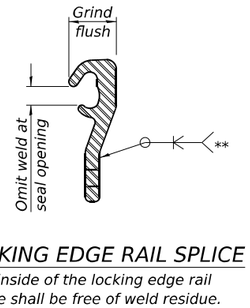
ROLLED
(EXTRUDED) RAIL



WELDED RAIL

LOCKING EDGE RAILS

** Back gouge not required if complete joint penetration is verified by mock-up.



LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue. Rolled rail shown, welded rail similar.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	176

* (37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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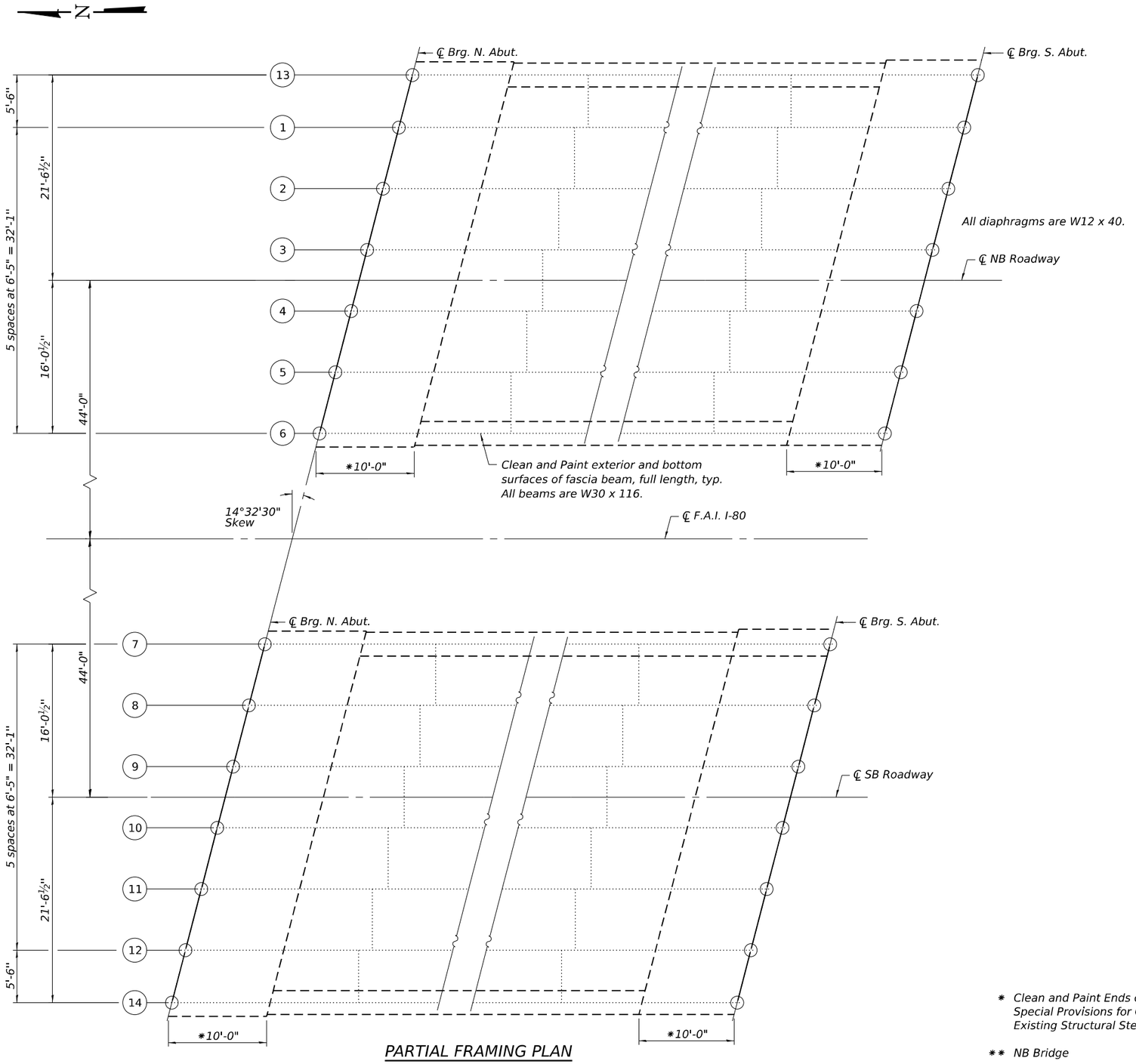
PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 037-0027 (SB) AND 037-0028 (NB)

SHEET 6 OF 20 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO.64N05		
	ILLINOIS	FED. AID PROJECT		

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PARTIAL FRAMING PLAN

* Clean and Paint Ends of the Structural Steel. See Special Provisions for Cleaning and Painting Existing Structural Steel.

** NB Bridge

*** SB Bridge

LEGEND

○ Jack and Remove Existing Expansion Bearing

[- -] Cleaning and Painting Structural Steel

BILL OF MATERIAL

	Item	Unit	Total
**	Cleaning and Painting Existing Structural Steel No. 3	L Sum	1
***	Cleaning and Painting Existing Structural Steel No. 4	L Sum	1

* (37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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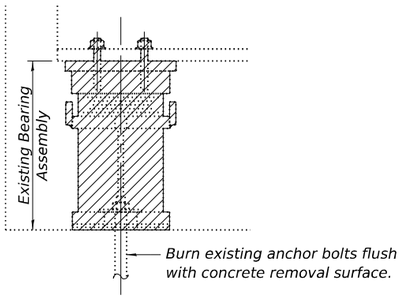
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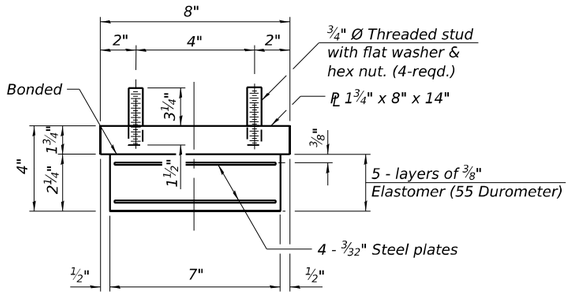
FRAMING PLAN
STRUCTURE NO. 037-0027 (SB) AND 037-0028 (NB)
SHEET 7 OF 20 SHEETS

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	ILLINOIS	FED. AID PROJECT		

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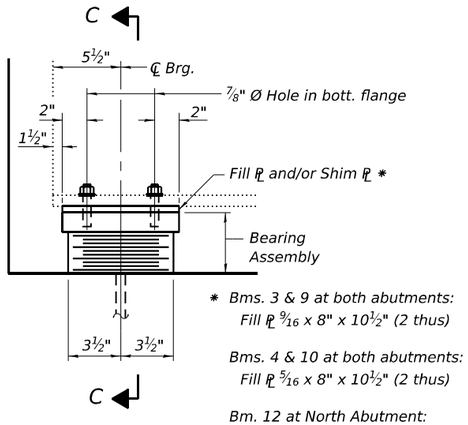


EXISTING BEARING REMOVAL DETAIL



BEARING ASSEMBLY

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



ELEVATION

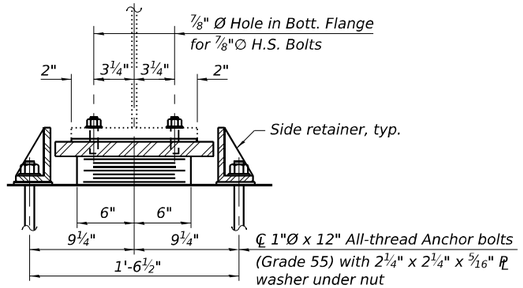
* *Bms. 3 & 9 at both abutments:*
Fill ℄ 9/16 x 8" x 10½" (2 thus)

Bms. 4 & 10 at both abutments:
Fill ℄ 5/16 x 8" x 10½" (2 thus)

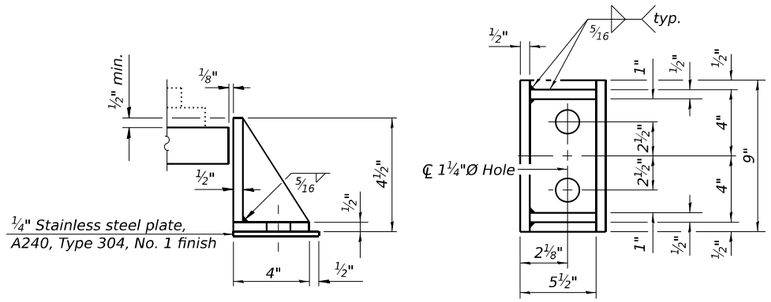
Bm. 12 at North Abutment:
Fill ℄ ⅜" x 8" x 10½" (1 thus)

All beams - Shim ℄ if required

Note:
All bearings must be supplied with two (2) ⅛" adjusting shim plates.



SECTION C-C



SIDE RETAINER

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

BEAM REACTIONS

R ℄	(k)	18.4
R ℄	(k)	32.8
Imp.	(k)	9.5
R (Total)	(k)	60.7

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	28
Anchor Bolts, 1"	Each	112
Removal of Existing Bearings	Each	28

Notes:

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

Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of elastomeric Bearing Assembly, Type I.

Two ⅛" adjusting shims shall be provided for each bearing in addition to all other plates or shims and places as shown on bearing details.

The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50.

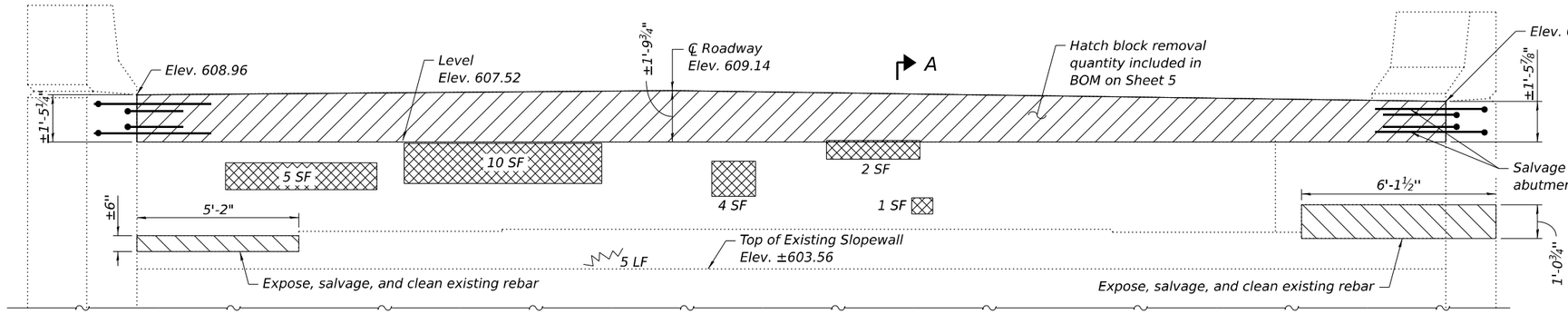
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554 (Grade 55).

Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.

The Contractor shall submit for approval by the Engineer, plans for jacking existing girders and installing new bearings prior to commencing any related work.

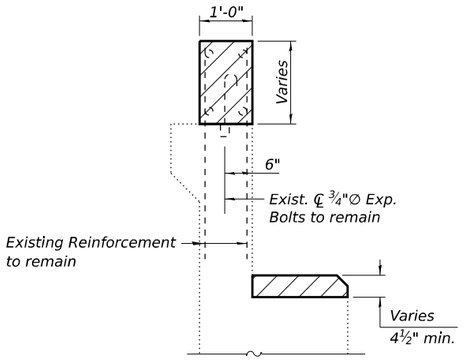
Jacking, cribbing and bearing replacement shall be done while the bridge is closed to traffic (zero live load).

Top of beam or bottom of beam elevations shall be measured prior to jacking and shall remain the same after bearings are in place.

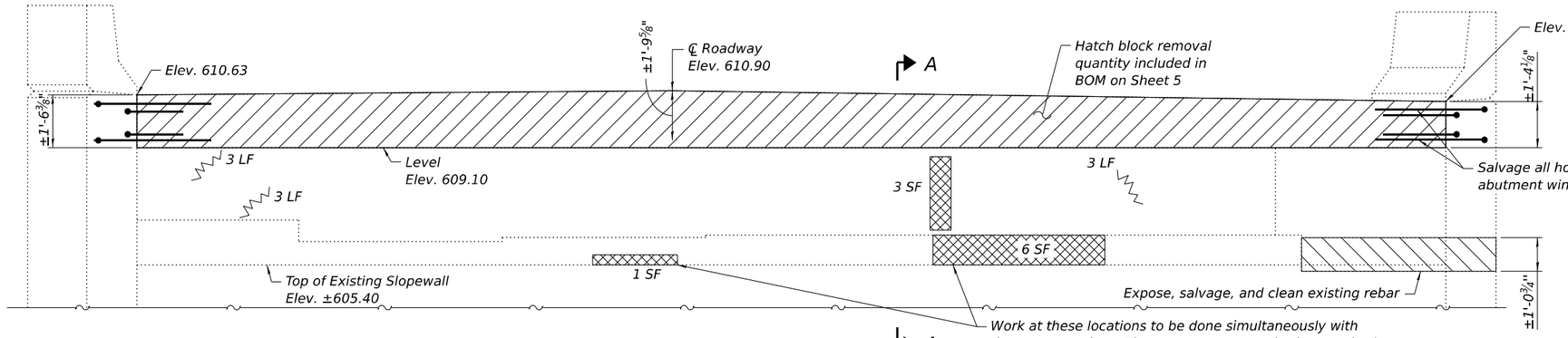


ELEVATION

North Abutment of NB Bridge
Facing North

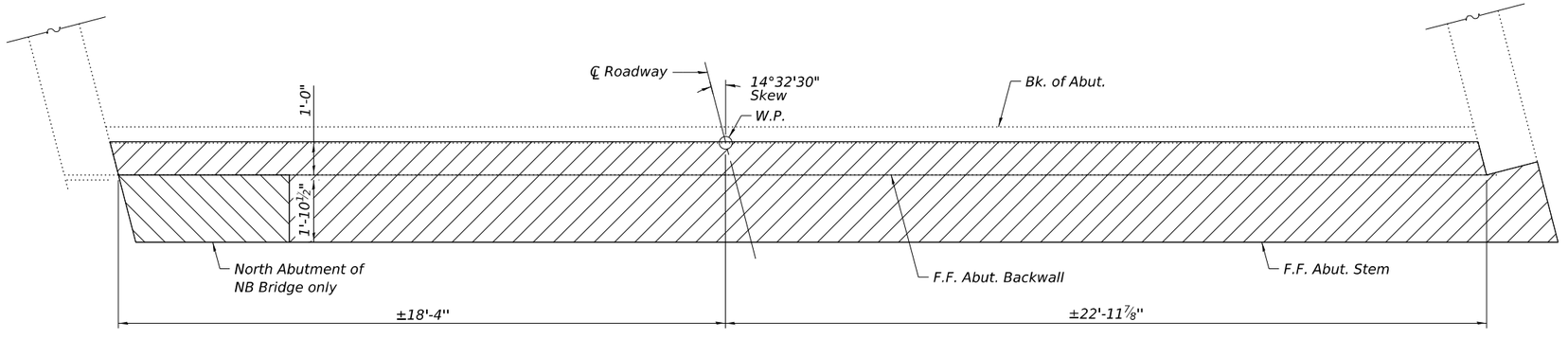


SECTION A-A



ELEVATION

South Abutment of SB Bridge
Facing South



PLAN

North Abutment of NB Bridge and South Abutment of SB Bridge shown.

Notes:

Existing Reinforcement Bars shown are to be cleaned and incorporated into new construction.

Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost incidental to "Concrete Removal".

See Sheet 10 for Bill of Material.

Existing elevations are based on 1963 and 1989 existing plans with no datum adjustment.

Hatch block removal at top of abutment backwall is included with Concrete Removal on Sheet 5.

LEGEND

- Epoxy Crack Injection
- Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)
- Concrete Removal

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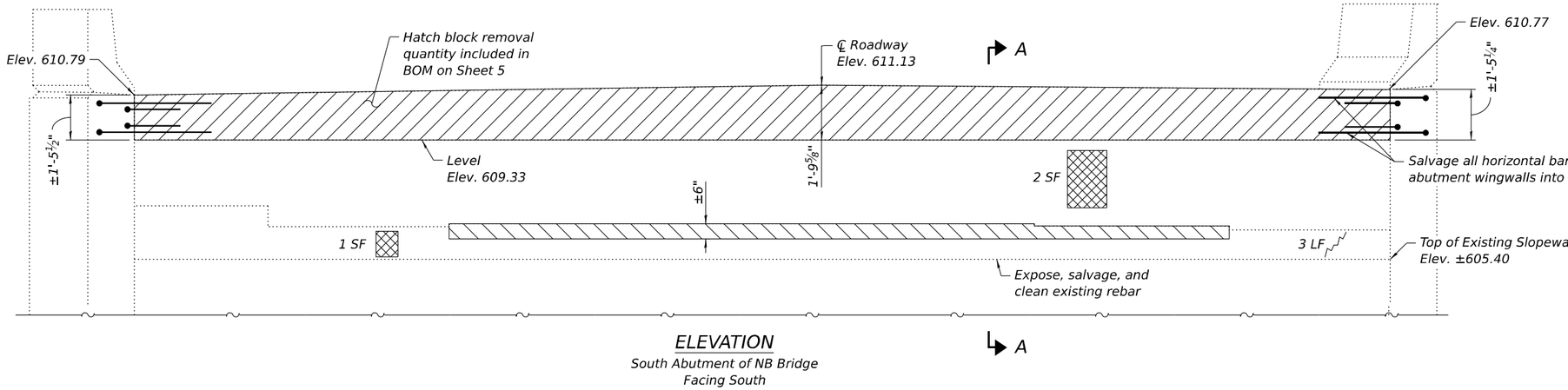
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT CONCRETE REMOVAL AND REPAIRS I
STRUCTURE NO. 037-0027 (SB) AND 037-0028 (NB)

SHEET 9 OF 20 SHEETS

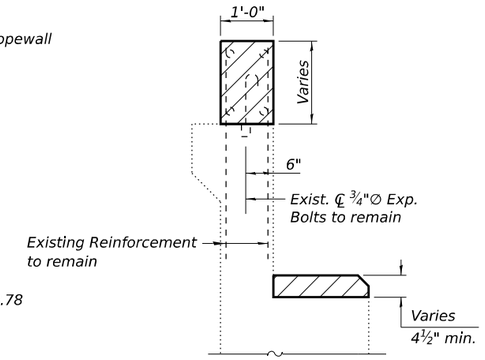
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	ILLINOIS	FED. AID PROJECT		

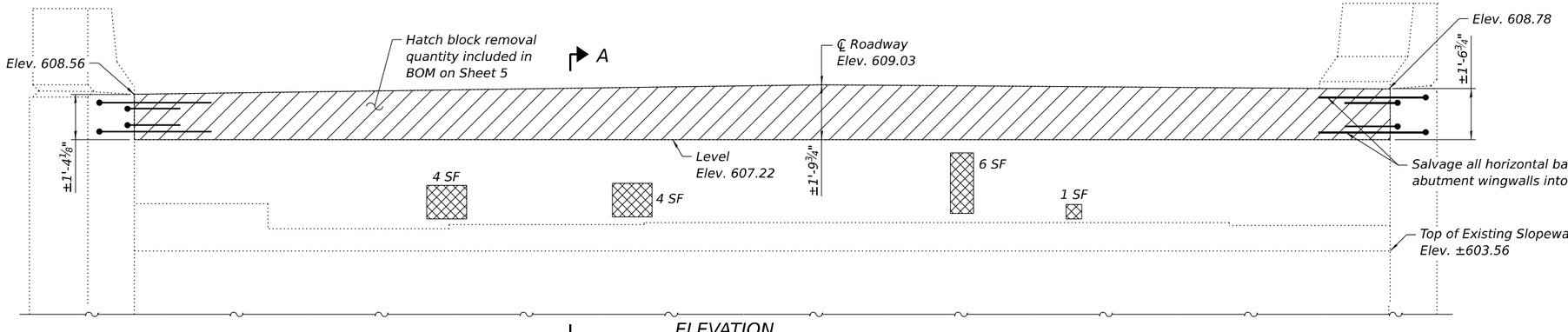


ELEVATION

South Abutment of NB Bridge
Facing South

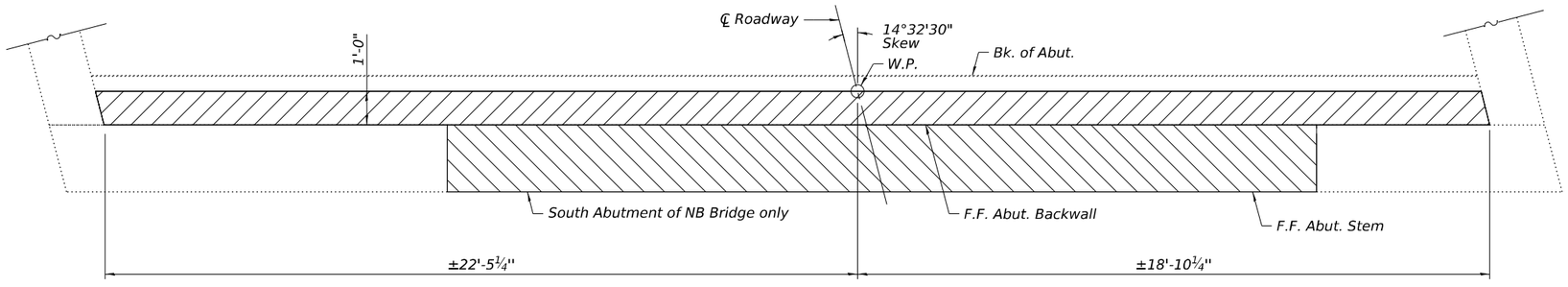


SECTION A-A



ELEVATION

North Abutment of SB Bridge
Facing North



PLAN

South Abutment of NB Bridge and North Abutment of SB Bridge shown.

BILL OF MATERIAL

Item	Unit	Total
Epoxy Crack Injection	Foot	17
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	50
Concrete Removal	Cu. Yd.	2.1

Notes:
See Sheet 9 for notes related to Abutment Concrete Removal and Repairs.

LEGEND

- Epoxy Crack Injection
- Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)
- Concrete Removal

* (37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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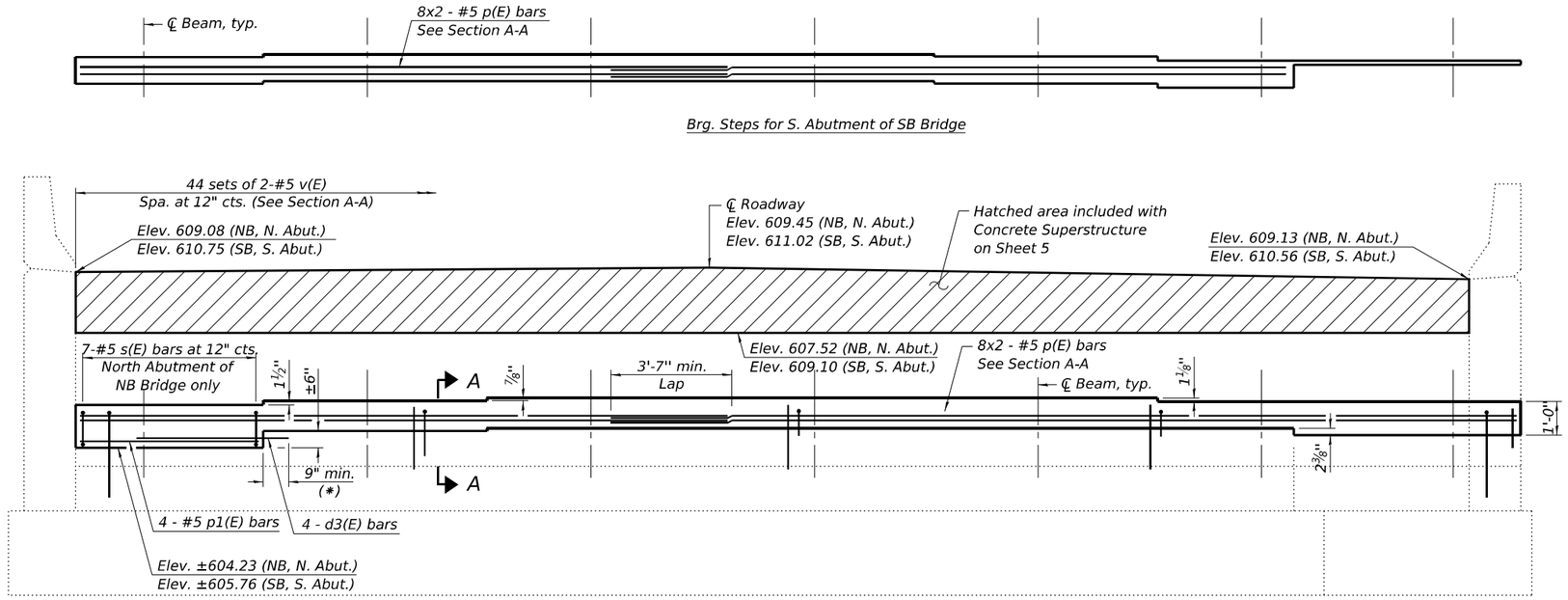
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STATE OF ILLINOIS
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ABUTMENT CONCRETE REMOVAL AND REPAIRS II
STRUCTURE NO. 037-0027 (SB) AND 037-0028 (NB)
SHEET 10 OF 20 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO.64N05		
	ILLINOIS	FED. AID PROJECT		

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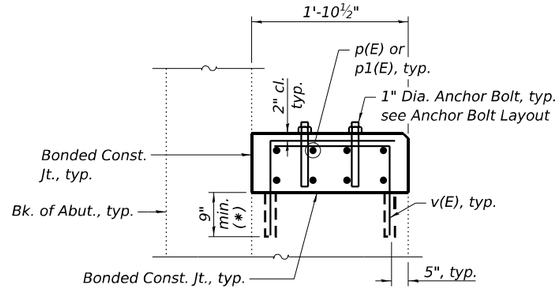


BEARING SEAT ELEVATIONS

NB Bridge, N. Abutment				
Beam	B/Beam (Elev)	Brg. Ht. (in)	Fill Pl. (in)	Brg. St. (Elev)
13	605.86	4.00	0	605.52
1	605.86	4.00	0	605.52
2	605.94	4.00	0	605.61
3	605.99	4.00	9/16	605.61
4	605.97	4.00	5/16	605.61
5	605.88	4.00	0	605.54
6	605.75	4.00	0	605.42

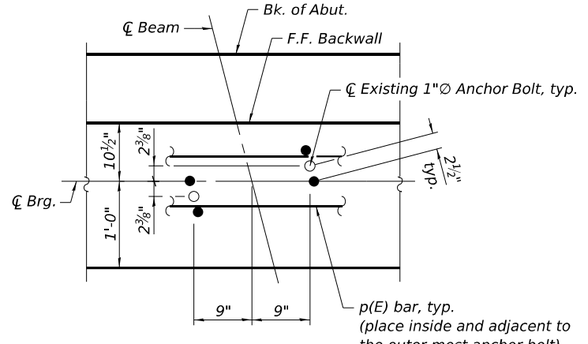
SB Bridge, S. Abutment				
Beam	B/Beam (Elev)	Brg. Ht. (in)	Fill Pl. (in)	Brg. St. (Elev)
7	607.39	4.00	0	607.06
8	607.48	4.00	0	607.14
9	607.52	4.00	9/16	607.14
10	607.50	4.00	5/16	607.14
11	607.41	4.00	0	607.07
12	607.28	4.00	0	606.94
14	607.28	4.00	0	606.94

Table Notes:
B/Beam = Bottom of Beam Elevation based on existing plans
Brg. Ht. = Bearing Height including ⅛" Shim ℄
Fill Pl. = Proposed Fill ℄ included with Bearing Assembly
Brg. St. = Theoretical Seat Elevation = B/Beam - Brg. Ht. - Fill ℄



SECTION A-A

* Epoxy grout bars into drilled holes with 9" min. embedment according to Section 584 of the Standard Specifications.



○ Exist. Anchor Bolt location
● Prop. Anchor Bolt location

Notes:
See Sheet 12 for notes, bar list and Bill of Material.

ANCHOR BOLT LAYOUT

* (37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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630-915-8861
DESIGN FIRM NO: 184.008135

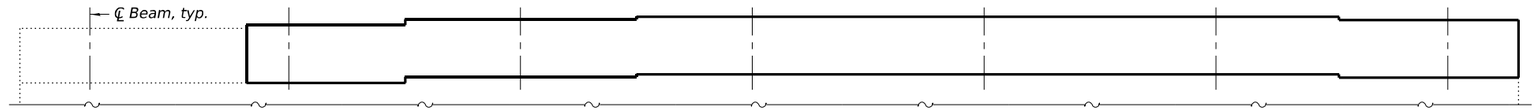
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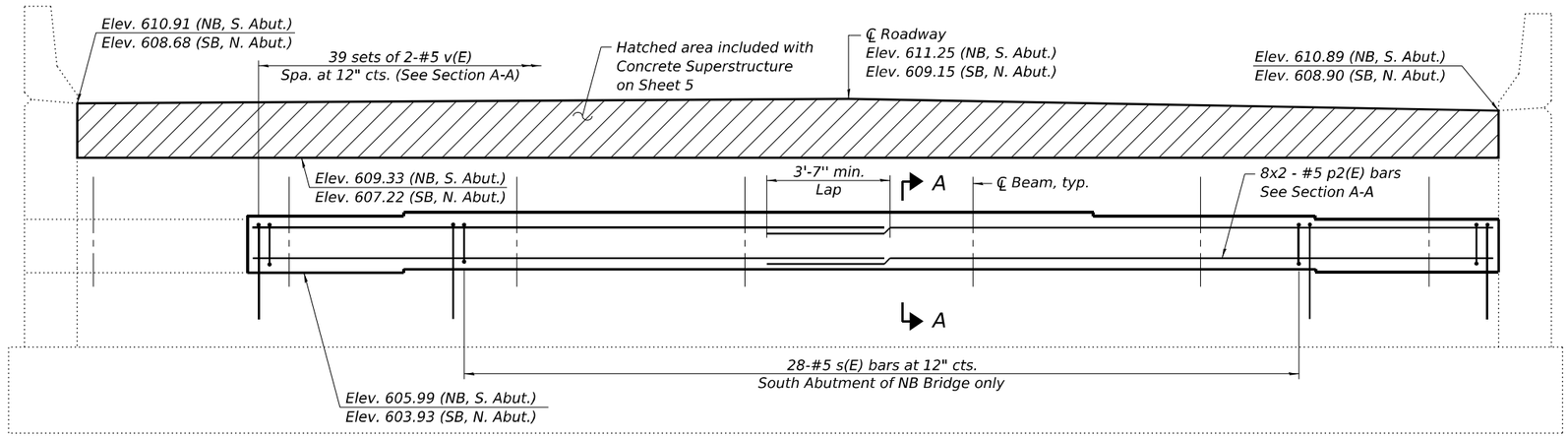
ABUTMENT PLAN AND ELEVATION I
STRUCTURE NO. 037-0027 (SB) AND 037-0028 (NB)
SHEET 11 OF 20 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	220
		CONTRACT NO.64N05		
	ILLINOIS	FED. AID PROJECT		

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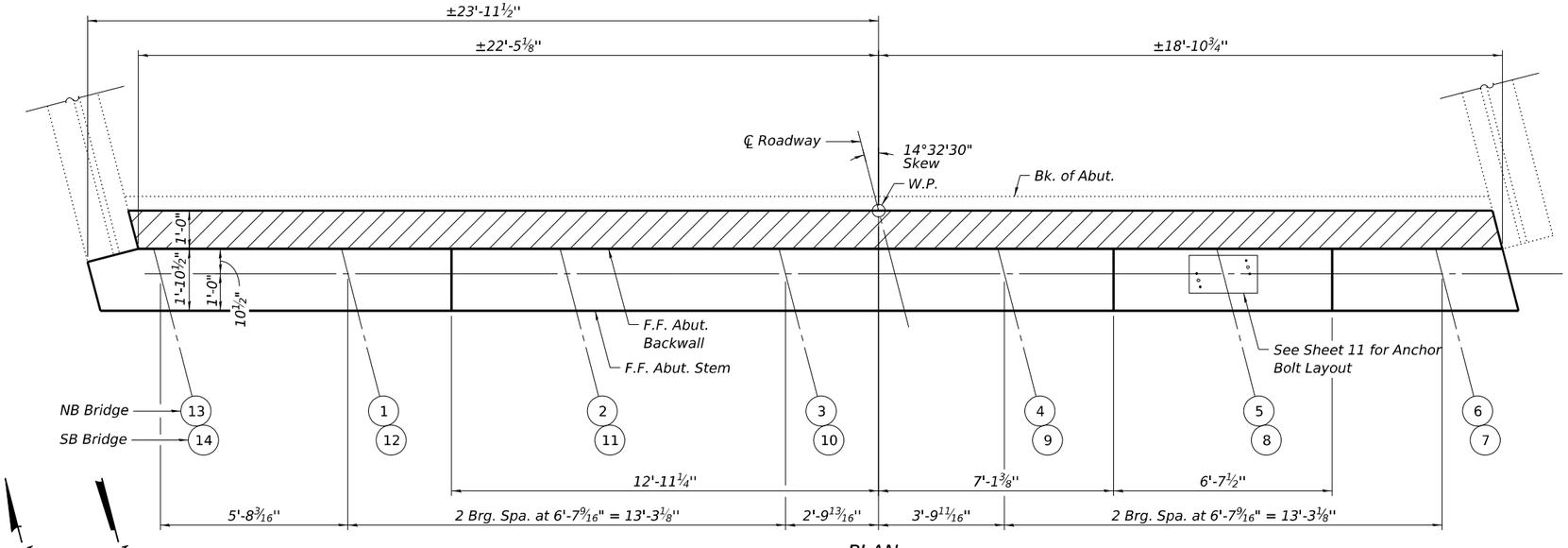


Brg. Steps for N. Abutment of SB Bridge



ELEVATION

South Abutment of NB Bridge Shown
North Abutment of SB Bridge similar, except as noted



PLAN

South Abutment of NB Bridge and North Abutment of SB Bridge shown.
Footing not shown for clarity.

(N. Abut.)
SB Bridge

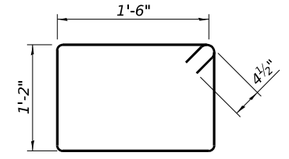
(S. Abut.)
NB Bridge

BEARING SEAT ELEVATIONS

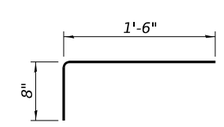
NB Bridge, S. Abutment				
Beam	B/Beam (Elev)	Brg. Ht. (in)	Fill Pl. (in)	Brg. St. (Elev)
13	607.62	4.00	0	607.28
1	607.62	4.00	0	607.28
2	607.70	4.00	0	607.37
3	607.75	4.00	9/16	607.37
4	607.73	4.00	5/16	607.37
5	607.64	4.00	0	607.30
6	607.51	4.00	0	607.18

SB Bridge, N. Abutment				
Beam	B/Beam (Elev)	Brg. Ht. (in)	Fill Pl. (in)	Brg. St. (Elev)
7	605.56	4.00	0	605.22
8	605.64	4.00	0	605.31
9	605.69	4.00	9/16	605.31
10	605.67	4.00	5/16	605.31
11	605.57	4.00	0	605.24
12	605.44	4.00	3/8	605.08
14	605.41	4.00	0	605.08

Table Notes:
B/Beam = Bottom of Beam Elevation based on existing plans
Brg. Ht. = Bearing Height including ⅛" Shim ℄
Fill Pl. = Proposed Fill ℄ included with Bearing Assembly
Brg. St. = Theoretical Seat Elevation = B/Beam - Brg. Ht. - Fill ℄



BAR s(E)



BAR v(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
p(E)	32	#5	23'-3"	
p1(E)	32	#6	20'-2"	
s(E)	35	#5	6'-1"	
v(E)	332	#5	2'-2"	
Concrete Structures			Cu. Yd.	10.3
Reinforcement Bars, Epoxy Coated			Pound	2,718

Notes:
Cost of epoxy grouting bars shall be included with Reinforcement Bars, Epoxy Coated.
Bars indicated thus 4 x 2 - #5 etc. indicates 4 lines of #5 bars with 2 lengths per line.
See Sheet 11 for Section A-A.

MODEL: Sheet
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8/9/2024 10:08:35 AM

CZAPLICKI LOPEZ, PLLC
201 KENMORE DRIVE
BURR RIDGE, IL. 60527
630-915-8861
DESIGN FIRM NO: 184.008135

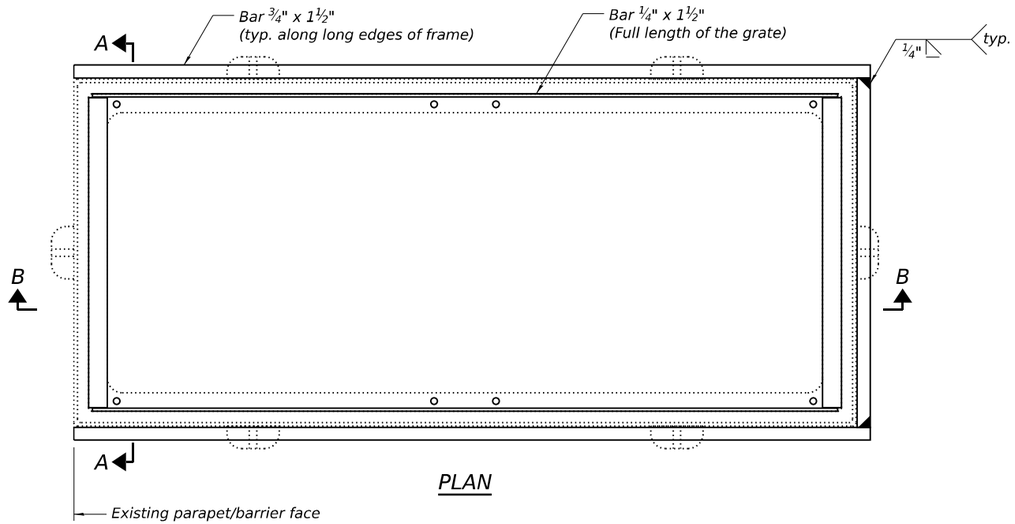
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	CHECKED - PAF	REVISED -
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PLOT DATE =	CHECKED - HP	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

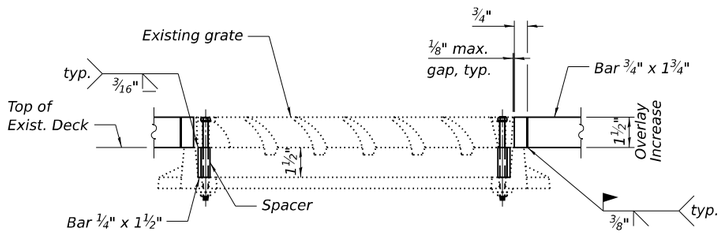
ABUTMENT PLAN AND ELEVATION II
STRUCTURE NO. 037-0027 (SB) AND 037-0028 (NB)
SHEET 12 OF 20 SHEETS

* (37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	221
		CONTRACT NO.64N05		
	ILLINOIS	FED. AID PROJECT		



PLAN



SECTION A-A



SECTION B-B

Notes:

Existing inlet grates shall be adjusted so that the top of the existing grate is flush with the top of the bridge overlay.

Proposed structural steel for adjusting the inlet grates shall conform to AASHTO Classification M-270 Gr. 36. All proposed components adjusting the inlet grates shall be hot dipped galvanized.

Bolts shall be ½"Ø ASTM F3125 Grade A325 Type 1, mechanically galvanized. Spacer may be fabricated from round steel pipe.

The Contractor shall ensure that no damage is done to the existing grates to be reused.

Shop plans for the proposed inlet adjustment ring shall be submitted to the Engineer for approval prior to fabrication.

See existing inlet plans for details and dimensions not shown. The Contractor shall field verify the type of inlet present and the inlet dimensions.

Galvanizing for field welded areas shall be repaired per ASTM A 780.

Clean existing inlets.

Cost of all labor and materials necessary to remove existing grates, furnish and install inlet adjustment ring, and reinstalling the grates is included in the cost per unit each for Frame and Grates to be Adjusted.

Listed as "Type C Inlet Box, Hwy Std. 609006, typ." on the existing plans from 2015 (when the approach slab and inlets were installed).



PHOTO OF EXISTING SHOULDER INLET ALONG CURB ON NORTH APPROACHES

BILL OF MATERIAL

Item	Unit	Total
Frames and Grates to be Adjusted	Each	4
Cleaning Existing Inlets	Each	4

CZAPLICKI LOPEZ, PLLC
201 KENMORE DRIVE
BURR RIDGE, IL. 60527
630-915-6861
DESIGN FIRM NO: 184.008135

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PLOT SCALE =	DRAWN - SVJ	REVISED -	
PLOT DATE =	CHECKED - HP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

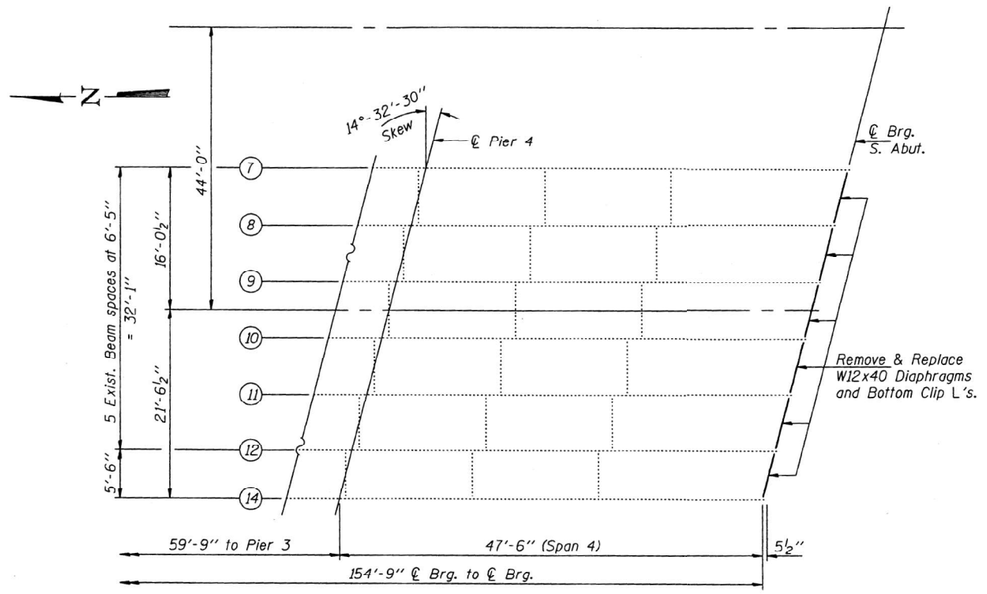
DRAINAGE INLET ADJUSTMENT DETAILS
STRUCTURE NO. 037-0027 (SB) AND 037-0028 (NB)

SHEET 13 OF 20 SHEETS

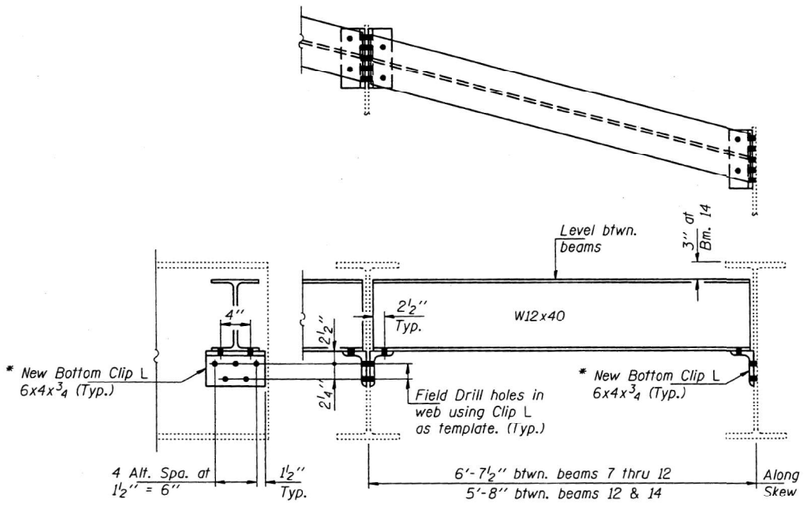
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO.64N05		
	ILLINOIS	FED. AID PROJECT		

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PARTIAL FRAMING PLAN



* Existing Clip L to be removed using the air-arc method and grind smooth all weld material remaining on the web.

DIAPHRAGM REPLACEMENT DETAILS

(6-Required)

NOTES:

All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.

Diaphragm connection holes shall be $^{15}/_{16}$"ϕ for $^{3}/_{4}$"ϕ bolts. Two hardened washers shall be required at diaphragm connections.

Cleaning & painting of all connections on this sheet shall meet the requirements for Primary Connections as specified in the special provision for "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".

Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the GBSP "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Steel Removal	Pound	1780
Furnishing & Erecting Structural Steel	Pound	1780
--	--	--

FOR INFORMATION ONLY

LICENSED STRUCTURAL ENGINEER
DAVID CARL PUZEY
081-005470
SPRINGFIELD ILLINOIS
STATE OF ILLINOIS
Expires 11/30/18

DESIGNED - VHV	PASSED	DATE - APRIL 13, 2017	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - DAB	ENGINEER OF BRIDGES AND STRUCTURES	SHEET ADDED 2 4/13/2017 VHV	DIAPHRAGM REPLACEMENT DETAILS
DRAWN - Steffen		REVISED	S.N. 037-0027 (E.B.)
CHECKED - VHV DAB			SHEET NO. 5C OF 7 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1VBY	HENRY	430	282 5C
		CONTRACT NO. 64B78		
		ILLINOIS FED. AID PROJECT		

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

CZAPLICKI LOPEZ, PLLC 201 KENMORE DRIVE BURR RIDGE, IL. 60527 630-915-8861 DESIGN FIRM NO: 184.008135	USER NAME =	DESIGNED - HP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		CHECKED - PAF	REVISED -	EXISTING STRUCTURE PLANS (FOR INFORMATION ONLY) STRUCTURE NO. 037-0027 (SB) AND 037-0028 (NB)
	PLOT SCALE =	DRAWN - SVJ	REVISED -	SHEET 14 OF 20 SHEETS
	PLOT DATE =	CHECKED - HP	REVISED -	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO.64N05		
		ILLINOIS FED. AID PROJECT		

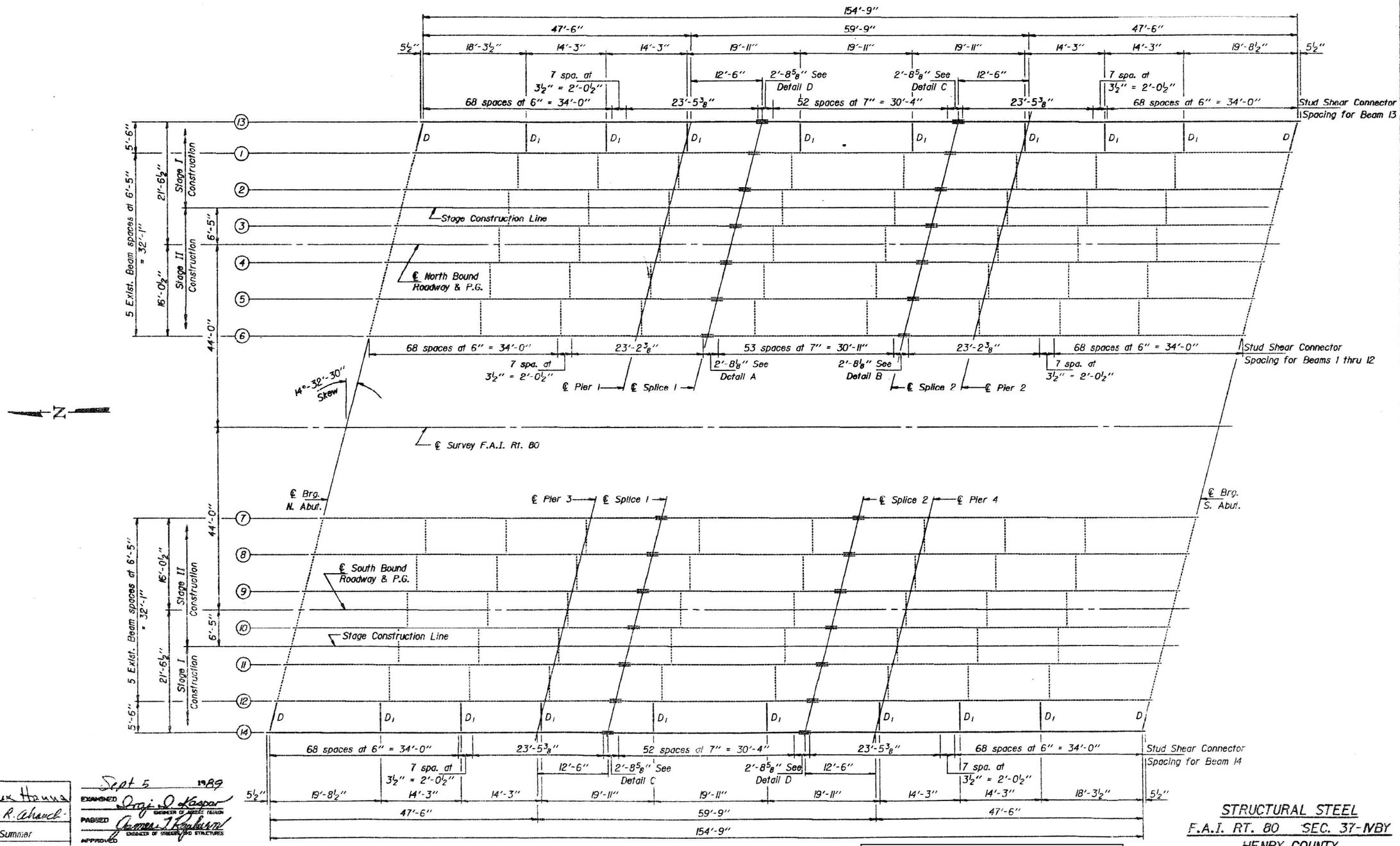
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Note: See Sheet 11 of 27 for Details A, B, C, D and Diaphragm Details.
All Beams are W30x116.
Beams 13 & 14 are New Beams.

STATE OF ILLINOIS
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ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	37-1VBY	HENRY	147	61
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 10
27 SHEETS



FRAMING PLAN

FOR INFORMATION ONLY

DESIGNED	Alex Hruna
CHECKED	Lt. R. Arnold
DRAWN	Paul Sumner
CHECKED	GRA

Sept 5 1989
EXAMINED Sergei O. Kaspar ENGINEER OF BRIDGE DESIGN
PASSED James T. Graham ENGINEER OF BRIDGES AND STRUCTURES
APPROVED DIRECTOR OF HIGHWAYS

STRUCTURAL STEEL
F.A.I. RT. 80 SEC. 37-1VBY
HENRY COUNTY
STA. 428+76.64

* (37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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201 KENMORE DRIVE
BURR RIDGE, IL. 60527
630-915-8861
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USER NAME =		DESIGNED - HP	REVISED -	
		CHECKED - PAF	REVISED -	
PLOT SCALE =		DRAWN - SVJ	REVISED -	
PLOT DATE =		CHECKED - HP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS (FOR INFORMATION ONLY)
STRUCTURE NO. 037-0027 (SB) AND 037-0028 (NB)
SHEET 15 OF 20 SHEETS

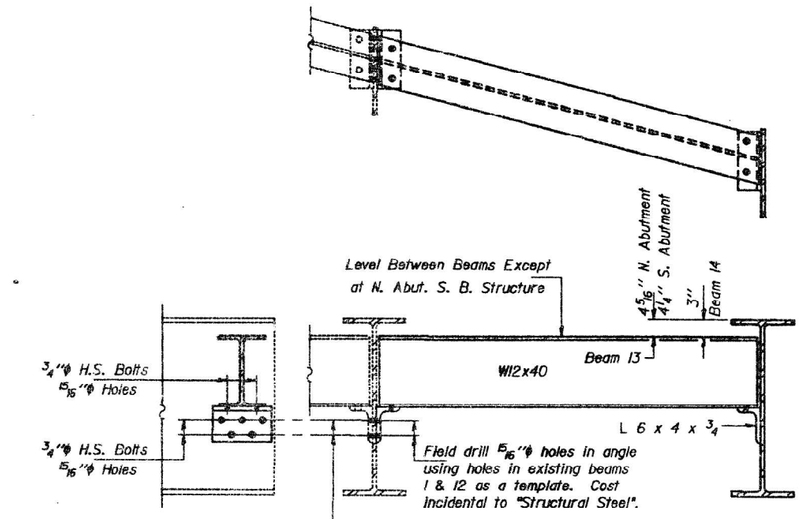
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		ILLINOIS	FED. AID PROJECT	

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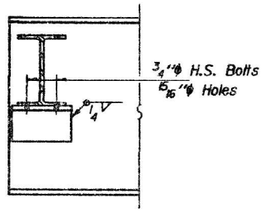
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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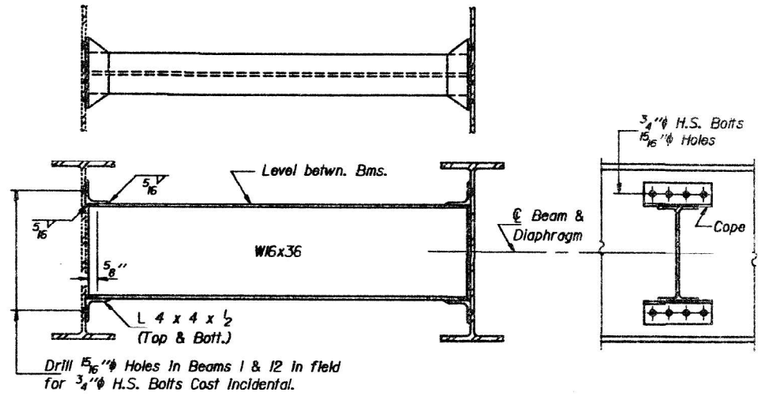
SHEET NO. 11
27 SHEETS



DIAPHRAGM D
4 Required



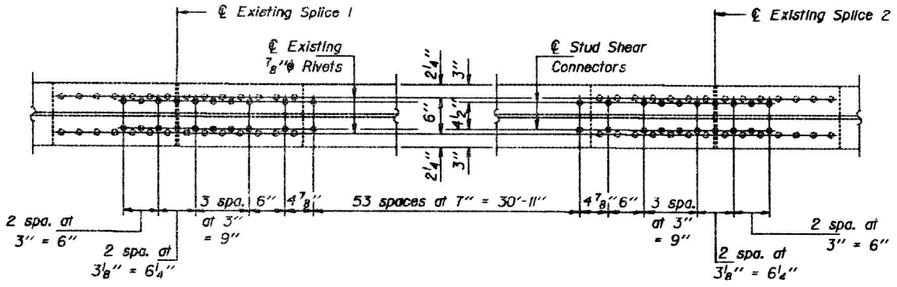
Note: Two hardened washers shall be required over all 15/16"ϕ holes. All contact surfaces of joints shall be free of paint or lacquer.



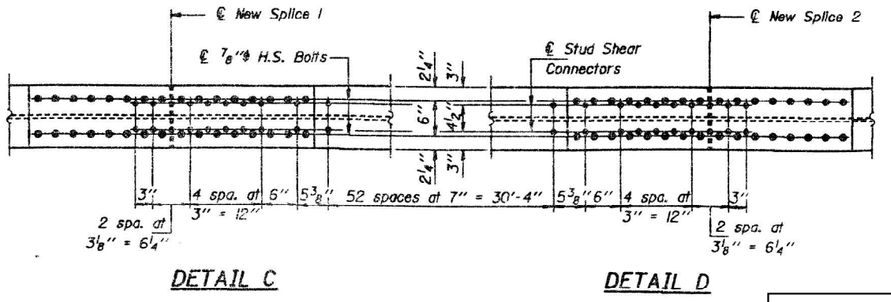
DIAPHRAGM D_1
16 Required

Top of Beam Elevations		
	Beam 13	Beam 14
℄ Brg. N. Abut.	608.36	607.91
℄ Brg. Pier 1 or 3	608.90	608.50
℄ Splice 1	609.04	608.65
℄ Splice 2	609.44	609.07
℄ Brg. Pier 2 or 4	609.58	609.21
℄ Brg. S. Abut.	610.12	609.78

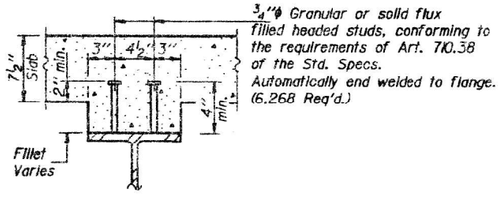
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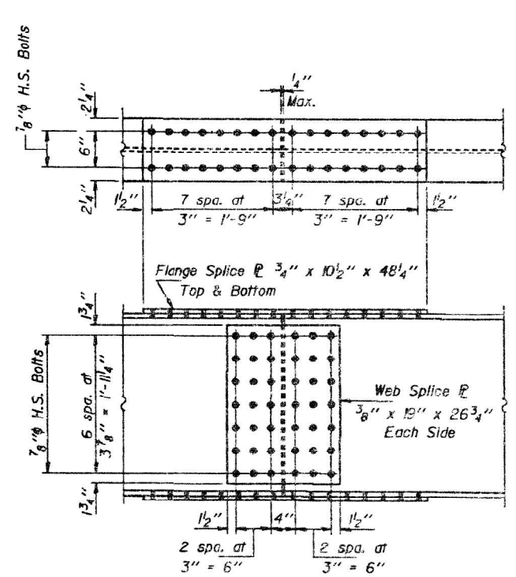
DETAIL A **DETAIL B**



DETAIL C **DETAIL D**



STUD SHEAR CONNECTOR DETAIL



SPLICE

DESIGNED	Alex Hanna
CHECKED	W R Ahrend
DRAWN	Paul Summer
CHECKED	GRA

Sept 5 19 89
EXAMINED Engineer of Bridge Design
PASSED Bureau Chief of Engineering and Structures
APPROVED Director of Highways

FOR INFORMATION ONLY

STRUCTURAL STEEL DETAILS
F.A.I. RT. 80 SEC. 37-IVBY
HENRY COUNTY
STA. 428+76.64

*(37-1)RS, (37-1HB, 1VBY)BDR, (8)-37-2BR)BDR

CZAPLICKI LOPEZ, PLLC 201 KENMORE DRIVE BURR RIDGE, IL. 60527 630-915-6861 DESIGN FIRM NO: 184.008135	USER NAME =	DESIGNED - HP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
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	PLOT DATE =	CHECKED - HP	REVISED -	

EXISTING STRUCTURE PLANS (FOR INFORMATION ONLY)
STRUCTURE NO. 037-0027 (SB) AND 037-0028 (NB)
SHEET 16 OF 20 SHEETS

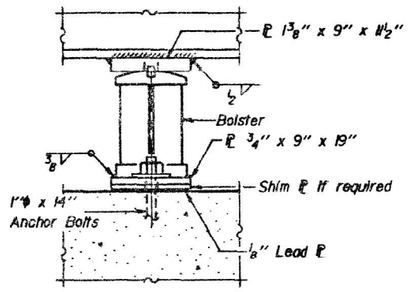
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		CONTRACT NO.64N05		
	ILLINOIS	FED. AID PROJECT		

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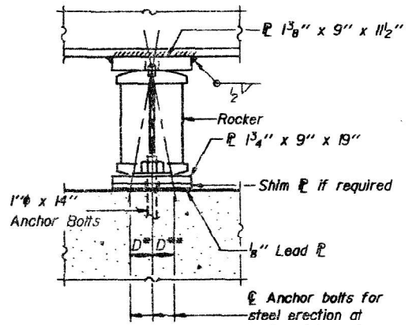
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PROJ. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

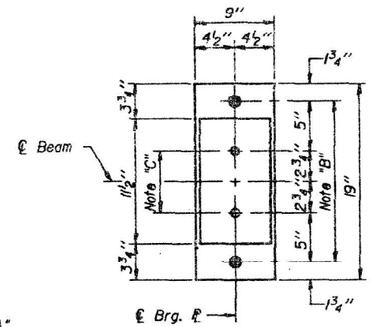
SHEET NO. 12
27 SHEETS



ELEVATION

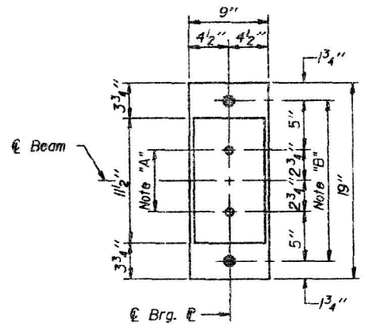


ELEVATION



Note "A"
1 3/8"ϕ Holes-1" deep in top ℄ for 1 1/4"ϕ Pintles. Thread or press fit pintles in bottom ℄.

PLAN
AT PIERS 1 & 3
Fixed Bearing
(2 Required)

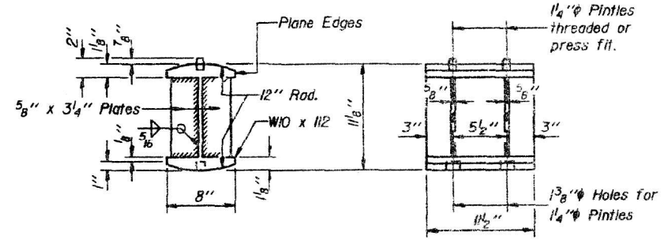


Note "B"
1 1/2"ϕ Holes for 1"ϕ Anchor Bolts-5/16" x 2 1/2" x 2 1/2" ℄ washer under nut.

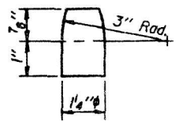
PLAN
AT PIERS 2 & 4
Expansion Bearing
(2 Required)

Note "C"
1 3/8"ϕ Holes-1" deep in top ℄ only for 1 1/4"ϕ Pintles.

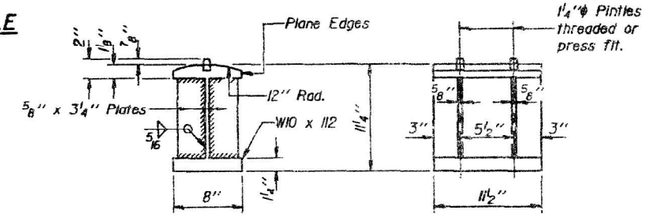
BEARING ASSEMBLY DETAILS



ROCKER



PINTLE



BOLSTER

BEAMS 13 & 14 MOMENT TABLE				
		0.4 Sp. 1 or 0.6 Sp. 3	Piers	0.5 Sp. 2
Is	(in4)	4,930	4,930	4,930
Ic	(in4)	13,504		13,504
Ss	(in3)	329	329	329
Sc	(in3)	489.9		489.9
w	(K/ft.)	0.746	1.024	0.746
MP	('K)	115	280	115
sP	(K/ft.)	0.278		0.278
MsP	('K)	50		61
ML	('K)	295	149	330
M (Imp)	('K)	85	42	89
5/3(ML+I)	('K)	633	318	698
Ma	('K)	1,037	777	1,136
Mu	('K)	2,104		2,104
fsP non-comp	(k.s.i.)	4.2	10.2	4.2
fsP (comp)	(k.s.i.)	1.2		1.5
fs 5/3(L+I)	(k.s.i.)	15.5	11.6	17.1
fs (Overload)	(k.s.i.)	20.9	21.8	22.8
fs (Total)	(k.s.i.)		28.3	
VR	(K)	46.3		39.0

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

Ic and Sc are the moment of inertia and section modulus of the composite section used in computing fs (Total & Overload).

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

Ma (Applied Moment)=1.3[MP + MsP + 5/3(ML + I)].

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

fs (Overload) is the sum of the stresses due to MP + MsP + 5/3(ML + I).

fs (Total) (Non-compact section) is the sum of the stresses due to 1.3[MP + MsP + 5/3(ML + I)].

NOTES FOR SETTING OF ANCHOR BOLTS AT EXPANSION BEARINGS

a.) D* (Side of brg. away from fixed brg.)
D* = 1/8" per each 100' of expansion for every 15° fall below the normal temp. of 50° F.

D** (Side of brg. toward fixed brg.)
D** = 1/2" per each 100' of expansion for every 15° rise above the normal temp. of 50° F.

b.) After beams have been erected and dimensions D* & D** determined, holes shall be drilled and anchor bolts shall be installed as shown on Sheet 15 of 27. All fixed anchor bolts may be built into the masonry.

BEAMS 13 & 14 REACTION TABLE			
		Abuts.	Piers
RP	(K)	18.4	60.8
RL	(K)	32.8	39.3
Imp.	(K)	9.5	11.0
R (Total)	(K)	60.7	111.1

FOR INFORMATION ONLY

BEARING DETAILS AT PIERS
BEAMS 13 & 14
F.A.I. RT. 80 SEC. 37-IVBY
HENRY COUNTY
STA. 428+76.64

DESIGNED Alex Hamon
CHECKED M R Ahmad
DRAWN Paul Summer
CHECKED GRA
I-2-B 12-31-87

Sept 5 1989
EXAMINED Raj D Kapur ENGINEER OF BRIDGE DESIGN
PASSED James T Graham ENGINEER OF BRIDGES AND STRUCTURES
APPROVED DIRECTOR OF HIGHWAYS

CZAPLICKI LOPEZ, PLLC
201 KENMORE DRIVE
BURR RIDGE, IL. 60527
630-915-6861
DESIGN FIRM NO: 184.008135

USER NAME =	DESIGNED - HP	REVISED -	
	CHECKED - PAF	REVISED -	
PLOT SCALE =	DRAWN - SVJ	REVISED -	
PLOT DATE =	CHECKED - HP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS (FOR INFORMATION ONLY)
STRUCTURE NO. 037-0027 (SB) AND 037-0028 (NB)
SHEET 17 OF 20 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	226
		CONTRACT NO.64N05		
	ILLINOIS	FED. AID PROJECT		

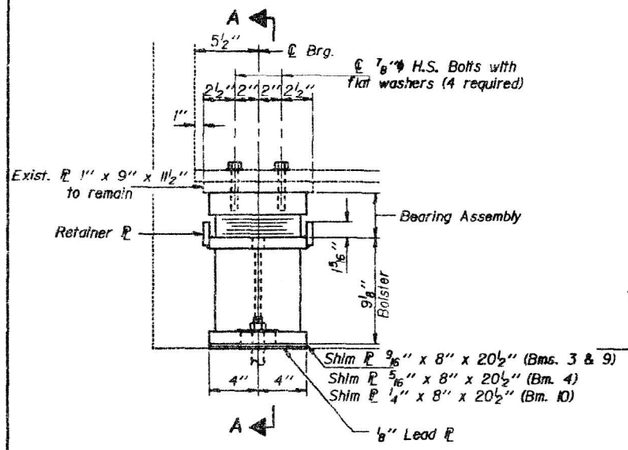
* (37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Sheet
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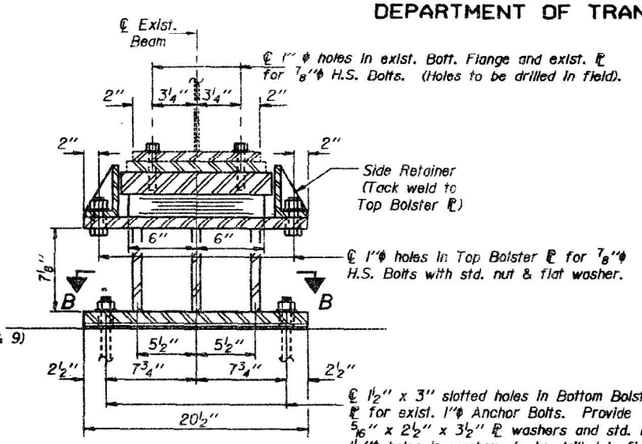
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

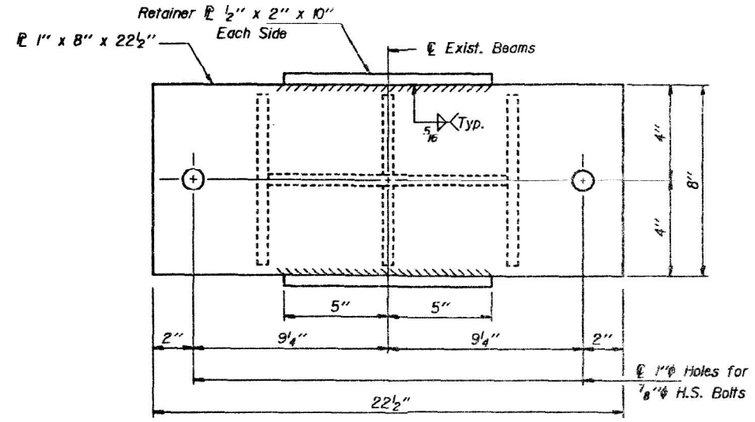
SHEET NO. 13				
F.A.I. 80	SECTION 37-IVBY	COUNTY HENRY	TOTAL SHEETS 197	SHEET NO. 64
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		27 SHEETS



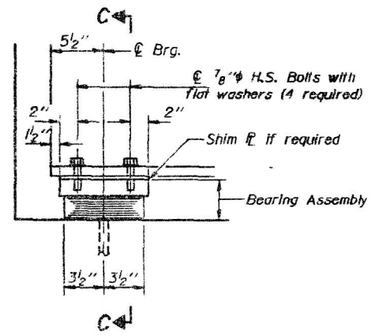
ELEVATION
(Existing Beams 1 Thru 12)



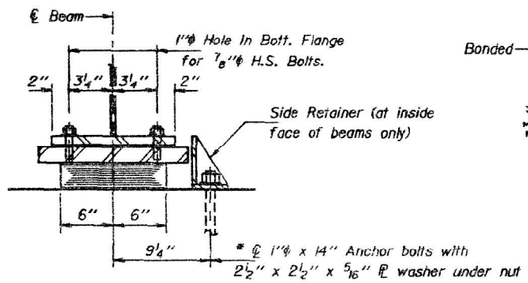
SECTION A-A



PLAN
TOP BOLSTER PLATE

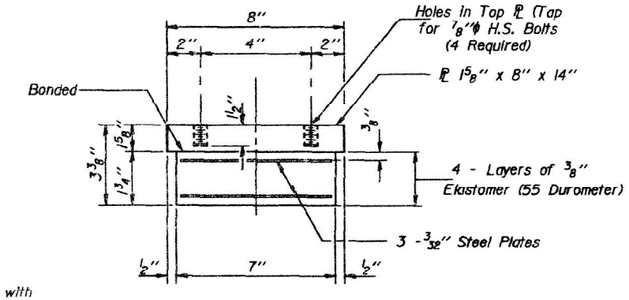


ELEVATION
(New Beams 13 & 14)



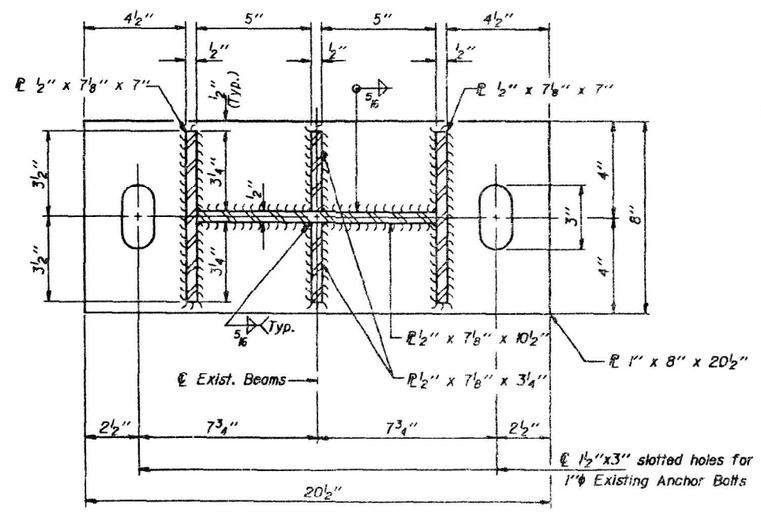
SECTION C-C

* See sheet 15 of 27 for Anchor Bolt Installation.



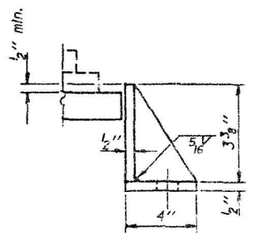
BEARING ASSEMBLY

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

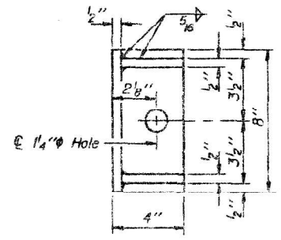


SECTION B-B

TYPE I TFE ELASTOMERIC EXP. BRG.



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



FOR INFORMATION ONLY

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	14

Notes: All Structural Steel for the Bearing Assembly and Bolster Plates except retainer ℄'s shall be M223 Gr. 50.
Weight of Steel Shim Plates, Lead Plates, bolts with nuts & washers, side retainers, and Bolsters is included in "Structural Steel".
Jacking, cribbing and bearing replacement shall be done after superstructure slab has been removed.
The maximum dead load reaction per bearing at each abutment is 2.4 kips. Use minimum 3 Ton capacity jack per bearing.

BEARING DETAILS AT NORTH ABUTMENTS
F.A.I. RT. 80 SEC. 37-IVBY
HENRY COUNTY
STA. 428+76.64

DESIGNED	Alex Hanna
CHECKED	Gil Rabaut
DRAWN	Paul Summer
CHECKED	GRA

Sept 5 1985
EXAMINED — ENGINEER OF BRIDGE DESIGN
PASSED — ENGINEER OF BRIDGES AND STRUCTURES
APPROVED — DIRECTOR OF HIGHWAYS

I-2-EI 12-1-83

CZAPLICKI LOPEZ, PLLC
201 KENMORE DRIVE
BURR RIDGE, IL. 60527
630-915-8861
DESIGN FIRM NO: 184.008135

USER NAME =	DESIGNED - HP	REVISED -	
	CHECKED - PAF	REVISED -	
PLOT SCALE =	DRAWN - SVJ	REVISED -	
PLOT DATE =	CHECKED - HP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS (FOR INFORMATION ONLY)
STRUCTURE NO. 037-0027 (SB) AND 037-0028 (NB)
SHEET 18 OF 20 SHEETS

* (37-1)RS, (37-1)HB, 1VBY)BDR, (81-37-2BR)BDR

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	227
		CONTRACT NO.64N05		
	ILLINOIS	FED. AID PROJECT		

MODEL: Sheet
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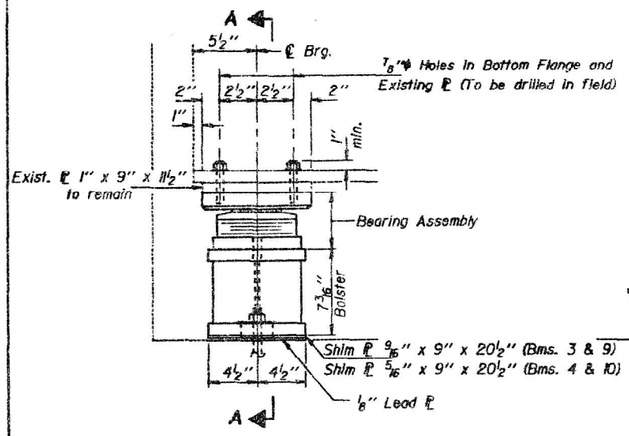
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

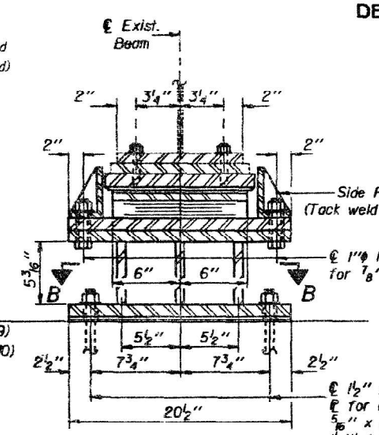
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	37-1VBY	HENRY	147	65
PROJ. BRIDGE SHEET NO. 7	ILLINOIS	PROJ. AID PROJECT		

SHEET NO. 14
27 SHEETS

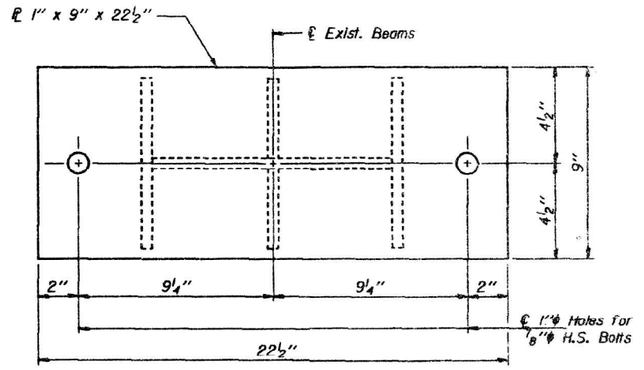
Notes: All Structural Steel for the Bearing Assembly and Bolster Plates shall be M223 Gr. 50.
Weight of Steel Shim Plates, Lead Plates, bolts with nuts & washers, side retainers, and Bolsters is included in "Structural Steel".
Jacking, cribbing and bearing replacement shall be done after superstructure slab has been removed.
The maximum dead load reaction per bearing at each abutment is 2.4 kips. Use minimum 3 Ton capacity jack per bearing.



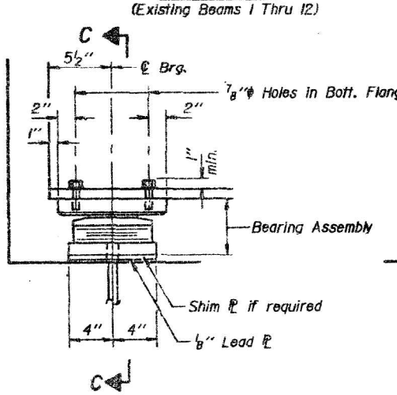
ELEVATION
(Existing Beams 1 Thru 12)



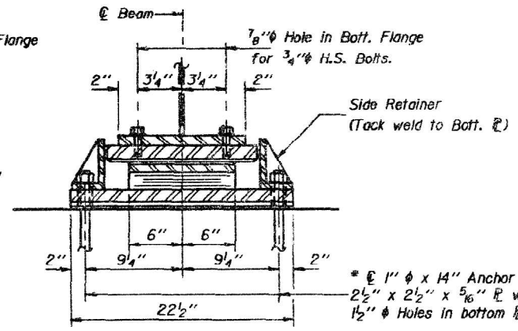
SECTION A-A



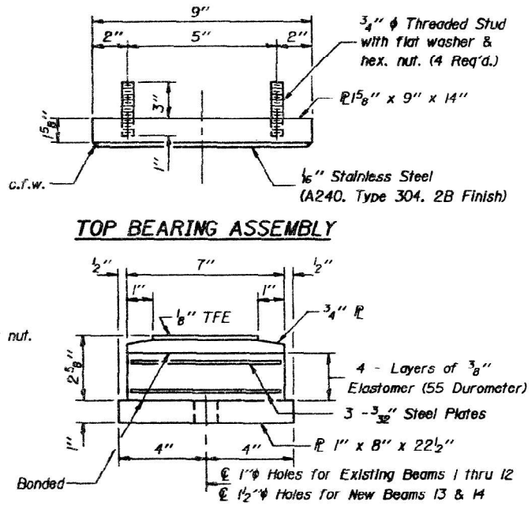
PLAN
TOP BOLSTER PLATE



ELEVATION
(New Beams 13 & 14)

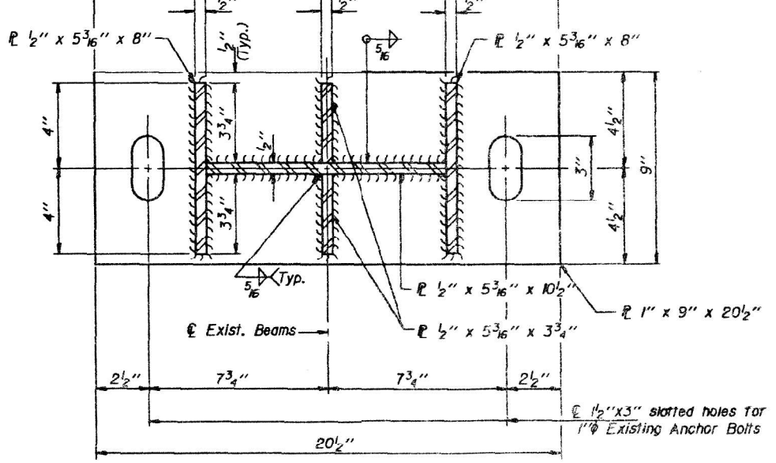


SECTION C-C
* See sheet 15 of 27 for Anchor Bolt installation.



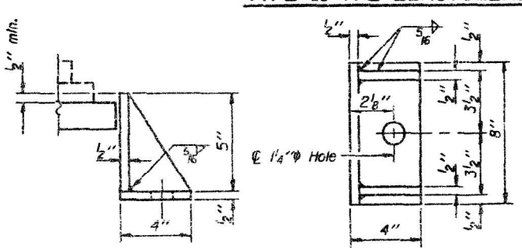
TOP BEARING ASSEMBLY

BOTTOM BEARING ASSEMBLY



SECTION B-B

TYPE II TFE ELASTOMERIC EXP. BRG.



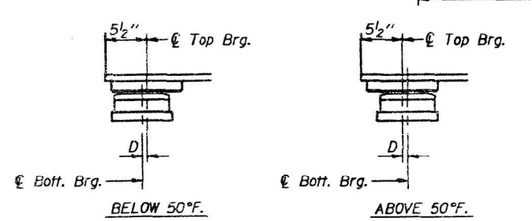
SIDE RETAINER
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

PLAN-TFE SURFACE

SECTION THRU TFE

Note: The ⅛" TFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

Bonding of ⅛" TFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.



SETTING BOLSTERS OR ANCHOR BOLTS AT EXP. BRG.
D=⅛" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	14

FOR INFORMATION ONLY

BEARING DETAILS AT SOUTH ABUTMENTS
F.A.I. RT. 80 SEC. 37-1VBY
HENRY COUNTY
STA. 428+76.64

DESIGNED	Alex Hanna	Sept 5	1999
CHECKED	Mark R. Ahrens	EXAMINED	Engineer of Bridge Design
DRAWN	Paul Sumner	PASSED	James T. Rayburn, Engineer of Bridges and Structures
CHECKED	GHA	APPROVED	Director of Highways

I-2-E2 12-1-83

MODEL: Sheet
FILE NAME: C:\Users\StevenJohnson\OneDrive - Czaplicki Lopez, PLLC\OD 21008 I-80 over IARR 037-0027 and 0028\SN 037-0027 & 0028 IMS RRISheets\S19-IARR_FIO Existing Bridge Plans.dgn
8/9/2024 10:08:49 AM

CZAPLICKI LOPEZ
CZAPLICKI LOPEZ, PLLC
201 KENMORE DRIVE
BURR RIDGE, IL. 60527
630-915-6861
DESIGN FIRM NO: 184.008135

USER NAME =	DESIGNED - HP	REVISED -
	CHECKED - PAF	REVISED -
PLOT SCALE =	DRAWN - SVJ	REVISED -
PLOT DATE =	CHECKED - HP	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

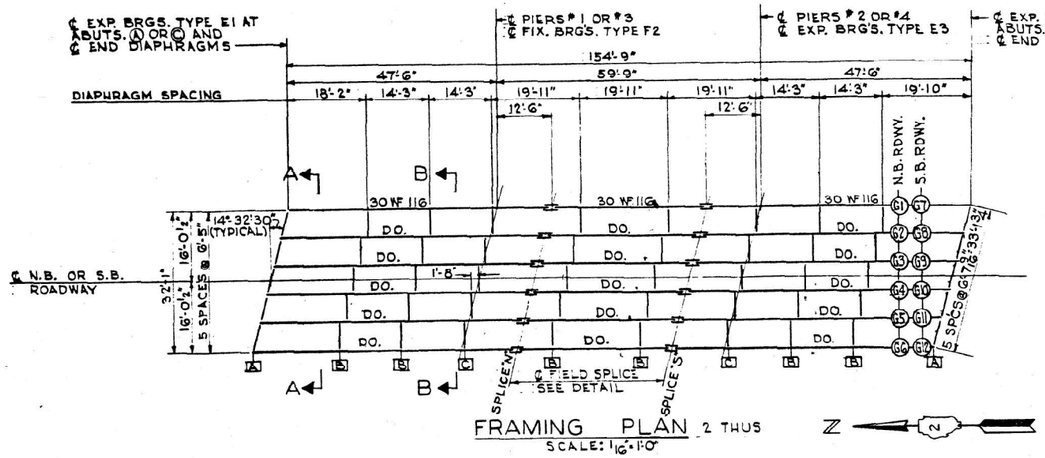
EXISTING STRUCTURE PLANS (FOR INFORMATION ONLY)
STRUCTURE NO. 037-0027 (SB) AND 037-0028 (NB)
SHEET 19 OF 20 SHEETS

* (37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	228
		CONTRACT NO.64N05		
	ILLINOIS	FED. AID PROJECT		

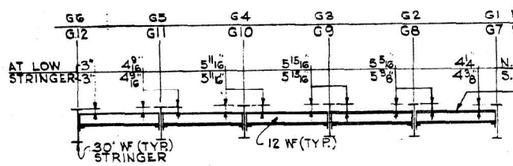
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT 1		

SHEET NO. 9 SHEETS



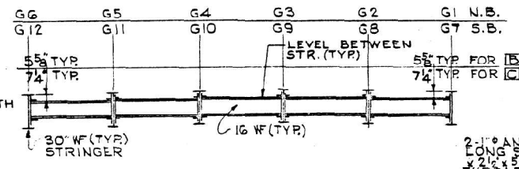
FRAMING PLAN 2 THUS

SCALE: 1/16" = 1'-0"



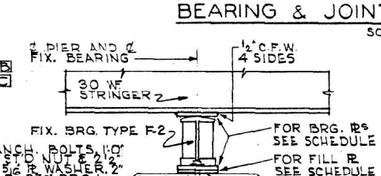
SECTION A-A TYPICAL END DIAPHRAGM

SCALE: 3/16" = 1'-0"



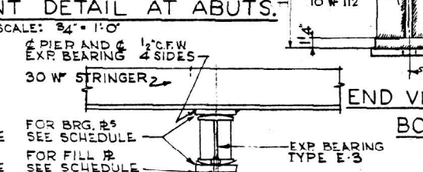
SECTION B-B TYPICAL INTERMEDIATE DIAPHRAGM

SCALE: 3/16" = 1'-0"



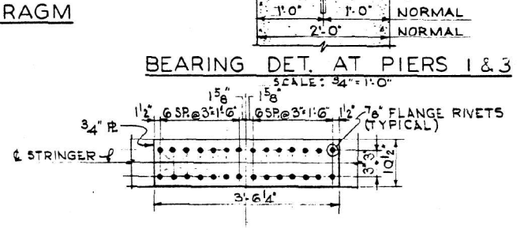
BEARING DET. AT PIERS 1 & 3

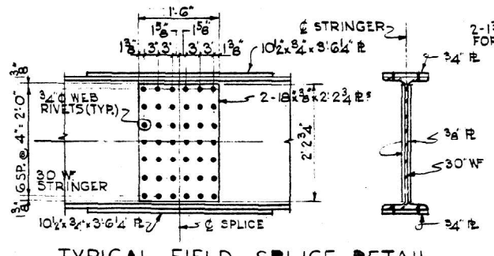
SCALE: 3/4" = 1'-0"



BRG. DET. AT PIERS 2 & 4

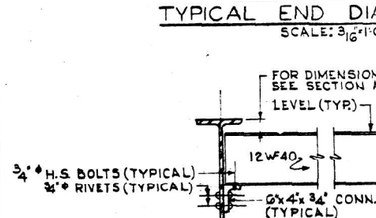
SCALE: 3/4" = 1'-0"





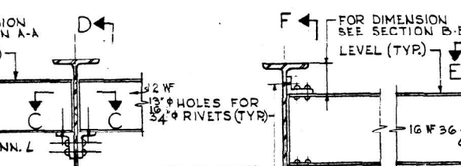
TYPICAL FIELD SPLICE DETAIL

SCALE: 3/4" = 1'-0"



SECTION C-C

SCALE: 1/2" = 1'-0"

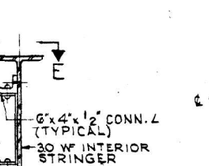


SECTION D-D

SCALE: 1/2" = 1'-0"

SECTION E-E

SCALE: 1/2" = 1'-0"



SECTION F-F

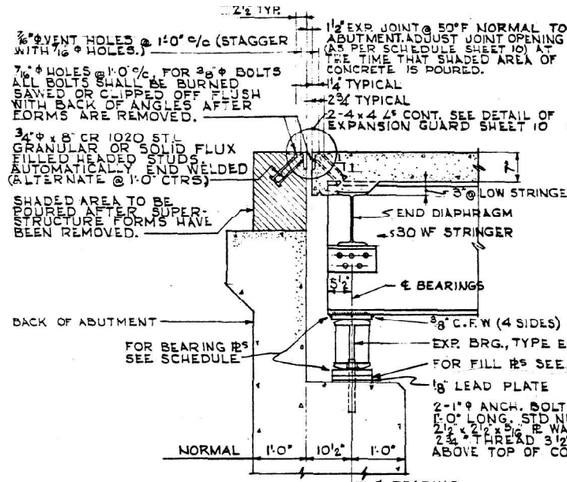
SCALE: 1/2" = 1'-0"

END DIAPHRAGM DETAIL

SCALE: 3/4" = 1'-0"

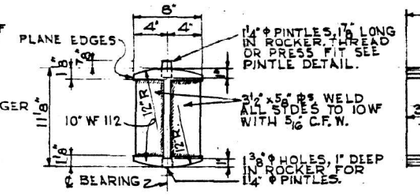
INTERMEDIATE DIAPHRAGM DETAIL

SCALE: 3/4" = 1'-0"



BEARING & JOINT DETAIL AT ABUTS.

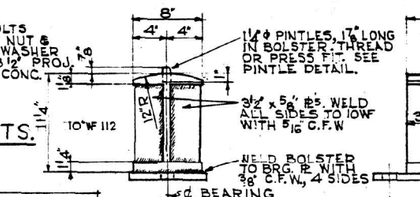
SCALE: 3/4" = 1'-0"



END VIEW — SIDE VIEW

ROCKER DETAIL OF EXPANSION BRGS. TYPES E-1 AND E-3

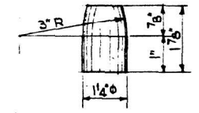
SCALE: 1½" = 1'-0"



END VIEW — SIDE VIEW

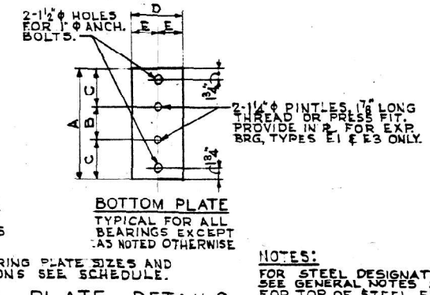
BOLSTER DETAIL OF FIXED BEARING TYPE F-2

SCALE: 1½" = 1'-0"



PINTLE DETAIL

SCALE: 1/2 F.S.



FOR BEARING PLATE SIZES AND DIMENSIONS SEE SCHEDULE.

BEARING PLATE DETAILS

NOT TO SCALE

NOTES:
FOR STEEL DESIGNATIONS SEE GENERAL NOTES SH 2
FOR TOP OF STEEL ELEVATIONS SEE TABLE SH 10

BEARING PLATE SCHEDULE

DIMN / BRG.	TOP PLATE E1	TOP PLATE F2	TOP PLATE E3	BOTTOM PLATE E1	BOTTOM PLATE F2	BOTTOM PLATE E3
A	11½"	11½"	11½"	1'-7"	1'-7"	1'-7"
B	5½"	5½"	5½"	5½"		5½"
C	3"	3"	3"	G 3¾"		G 3¾"
D	9"	9"	9"	9"	9"	9"
E	4½"	4½"	4½"	4½"	4½"	4½"
PLATE THICKNESS	1"	1⅜"	1⅜"	1⅜"	¾"	1¾"

FILL PLATE SCHEDULE

GIRDER	ABUT. A	PIER #1	PIER #2	ABUT. B
G3	9/16"	9/16"	9/16"	9/16"
G4	5/16"	5/16"	5/16"	5/16"
	ABUT. C	PIER #3	PIER #4	ABUT. D
G9	9/16"	9/16"	5/8"	9/16"
G10	1/4"	5/16"	5/8"	5/16"

WEIGHT/BEARING (FILL PL'S NOT INCL.)

BEARING TYPE	E1	F2	E3
WEIGHT OF BEARING IN LBS.	250	231	280
NUMBER OF BEARINGS REQ'D	24	12	12

BILL OF MATERIALS - TWO BRIDGES*

ITEM	UNIT	QUANTITY
FURNISHING & ERECTING STRUCTURAL STEEL	POUND	268459

*INCLUDES ALL STRUCTURAL STEEL EXCEPT EXPANSION GUARD ASSEMBLIES.

FOR INFORMATION ONLY

FRAMING PLAN AND STEEL DETAILS

F.A.I. 80 SECTION 37-IVB
F.A.I. 80 OVER C.R.I. & P.R.R.
HENRY COUNTY
STATION 428+70.17
SCALE: AS NOTED DATE:

DE LEUW, CATHER & CO., ENGINEERS
DESIGNED BY V.K. BURKEVICS
DRAWN BY J.K. NAWROCKI
CHECKED W.J. LARKIN
IN CHARGE E.S. MARTINS
APPROVED L.N. RIAN

(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

CZAPLICKI LOPEZ, PLLC
201 KENMORE DRIVE
BURR RIDGE, IL. 60527
630-915-6861
DESIGN FIRM NO: 184.008135

USER NAME =	DESIGNED - HP	REVISED -
	CHECKED - PAF	REVISED -
PLOT SCALE =	DRAWN - SVJ	REVISED -
PLOT DATE =	CHECKED - HP	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS (FOR INFORMATION ONLY)
STRUCTURE NO. 037-0027 (SB) AND 037-0028 (NB)
SHEET 20 OF 20 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	#	HENRY	257	229
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

MODEL: Sheet
FILE NAME: C:\Users\StevenJohnson\OneDrive - Czaplicki Lopez, PLLC\OD 21008 I-80 over IARR 037-0027 and 0028\SN 037-0027 & 0028 IAIS RR\Sheets\S20-IARR_FIO Existing Bridge Plans.dgn

8/9/2024 10:08:52 AM

THIS SHEET LEFT INTENTIONALLY BLANK

MODEL: Sheet
FILE NAME: C:\Users\StevenJohnson\OneDrive - Czaplicki Lopez, PLLC\OD 21008 I-80 over IARR 037-0027 and 0028\SN 037-0027 & 0028 IAIS RR\Sheets\S21-IARR_Blank.dgn
8/9/2024 10:08:54 AM

CZAPLICKI LOPEZ, PLLC
201 KENMORE DRIVE
BURR RIDGE, IL. 60527
630-915-6861
DESIGN FIRM NO: 184.008135

USER NAME =	DESIGNED - HP	REVISED -
	CHECKED - PAF	REVISED -
PLOT SCALE =	DRAWN - SVJ	REVISED -
PLOT DATE =	CHECKED - HP	REVISED -

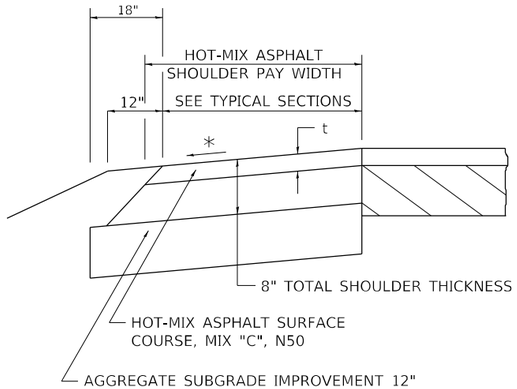
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BLANK SHEET
STRUCTURE NO. 037-0027 (SB) AND 037-0028 (NB)
SHEET 1 OF 1 SHEETS

* (37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	230
		CONTRACT NO.64N05		
	ILLINOIS	FED. AID PROJECT		

HOT–MIX ASPHALT SHOULDER



t = SEE TYPICAL SECTIONS
FOR THICKNESS

GENERAL NOTES

THE HOT-MIX ASPHALT SHOULDER SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 482 EXCEPT THE TOP LIFT SHALL BE HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50. THE WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 AND SQUARE YARD FOR HOT-MIX ASPHALT SHOULDERS OF THE THICKNESS SPECIFIED.

USE HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50. WHEN RESURFACING EXISTING HOT-MIX ASPHALT SHOULDERS. THE THICKNESS IS SHOWN ON THE TYPICAL SECTIONS. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50.

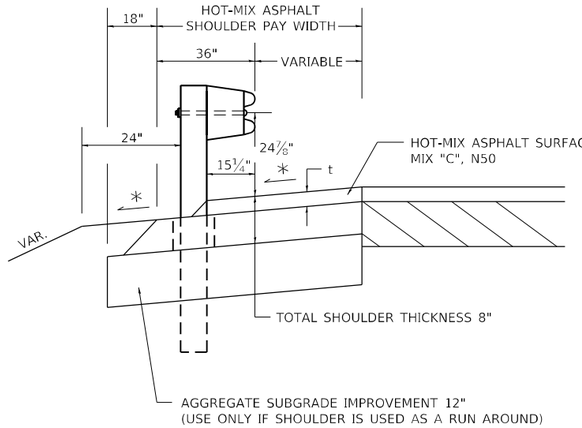
REMOVAL OF MATERIAL FOR PLACEMENT OF THE HOT-MIX ASPHALT SHOULDER TO BE PAID FOR IN UNITS FOR EXCAVATING AND GRADING EXISTING SHOULDERS OR IN CUBIC YARDS FOR EARTH EXCAVATION OR EARTH EXCAVATION WIDENING.

* 4% WHEN MAINLINE IS ON TANGENT. FOR CROSS SLOPE ON SUPERELEVATION SECTION, SEE HIGHWAY STANDARD 482001 OR 482006.

REVISED - 1-05-16
REVISED - 3-13-13

HOT–MIX ASPHALT SHOULDER 22.4

DETAIL OF HOT–MIX ASPHALT SHOULDER AT GUARDRAIL



t = SEE TYPICAL SECTIONS
FOR THICKNESS

GENERAL NOTES

THE TOP LIFT SHALL NOT BE PLACED BEHIND THE GUARDRAIL POSTS. WHEN PLACING THE TOP LIFT THE RAIL MUST BE REMOVED FROM THE POSTS. THE POST SHALL NOT BE REMOVED. THE RAIL ELEMENT SHALL BE REINSTALLED WITHIN 72 HOURS OF THE COMPLETION OF THE SURFACE COURSE.

THE HEIGHT OF THE GUARDRAIL SHALL BE SET 24⅞" FROM THE FINISHED SURFACE.

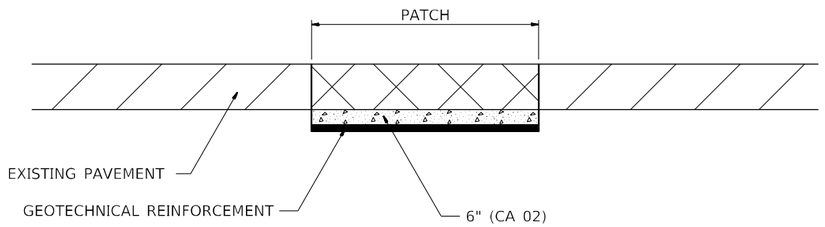
THE HOT-MIX ASPHALT SHOULDER SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 482 EXCEPT THE TOP LIFT SHALL BE HOT-MIX ASPHALT SURFACE COURSE, MIXTURE C, N50. THE WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR HOT-MIX ASPHALT SURFACE COURSE, MIXTURE "C", N50 AND SQUARE YARD FOR HOT-MIX ASPHALT SHOULDERS OF THE THICKNESS SPECIFIED. THE REMOVAL & REINSTALLATION OF THE GUARDRAIL WILL BE INCLUDED IN THE COST OF THE HOT-MIX ASPHALT SURFACE COURSE, MIXTURE C, N50.

* 4% WHEN MAINLINE IS ON TANGENT. FOR CROSS SLOPE ON SUPERELEVATED SECTION, SEE HIGHWAY STANDARD 482001 OR 482006.

REVISED - 1-05-16
REVISED - 6-27-14
REVISED - 8-27-13
REVISED - 3-13-13

DETAIL OF HOT–MIX ASPHALT SHOULDER AT GUARDRAIL 23.4

SUBGRADE REPLACEMENT



NOTES:

THE CA 02 SHALL BE COMPACTED IN A MANNER APPROVED BY THE ENGINEER. IF THE MOISTURE CONTENT OF THE MATERIAL IS SUCH THAT COMPACTION SATISFACTORY TO THE ENGINEER CANNOT BE OBTAINED, SUFFICIENT WATER SHALL BE ADDED SO THAT SATISFACTORY COMPACTION CAN BE OBTAINED.

THE CA 02 SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CU YD FOR AGGREGATE SUBGRADE IMPROVEMENT WHICH SHALL ALSO INCLUDE ALL EARTH EXCAVATION.

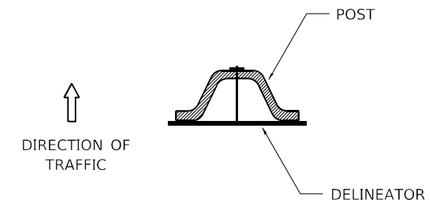
THE GEOTECHNICAL REINFORCEMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQ YD FOR GEOTECHNICAL REINFORCEMENT.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED - 3-13-13

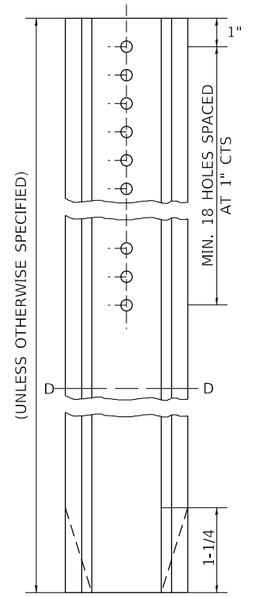
SUBGRADE REPLACEMENT 97.4

DELINEATOR AND POST ORIENTATION





SECTION D-D



DELINEATORS SHALL BE INSTALLED ACCORDING TO STANDARD 635001 EXCEPT THAT THE POST SHALL BE ROTATED 180° . THE POST WILL HAVE THE WIDE SIDE FACING TRAFFIC AND THE DELINEATOR ATTACHECD AS SHOWN ABOVE.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED - 10-03-11

DELINEATOR AND POST ORIENTATION 37.4

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

MODEL: Default
FILE NAME: P:\20E3411-WO2 - 64N05 I-280 Resurving\FAI Rte 80 (I-80) Sec (37-1HS &37-1HB,1VBY)BDR\CADD Sheets\02 64N05-phl-district-details.dgn

USER NAME = druholl	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/7/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 1 OF 19 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	231
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

TYPICAL MEDIAN CROSSOVER CLOSURE

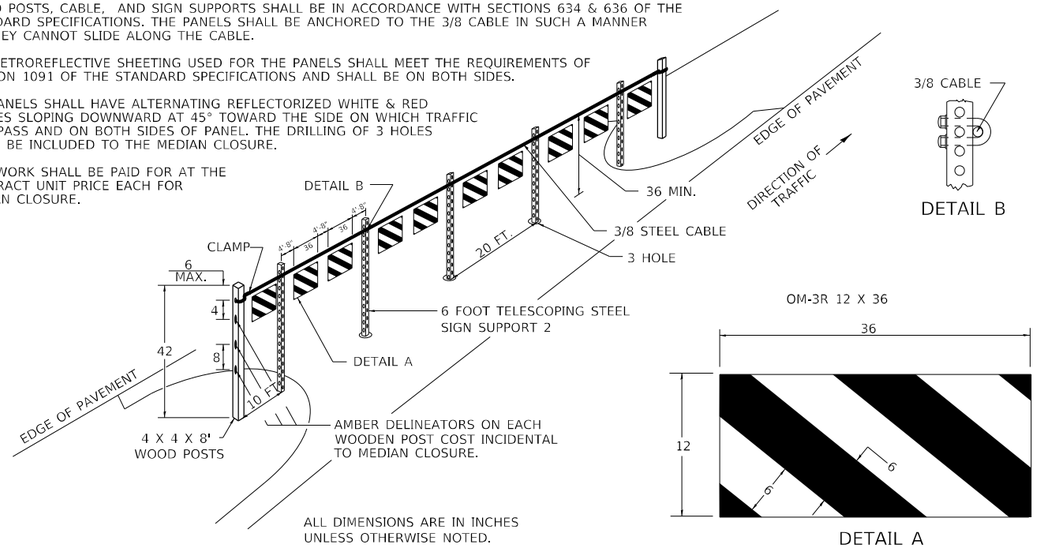
GENERAL NOTES

WOOD POSTS, CABLE, AND SIGN SUPPORTS SHALL BE IN ACCORDANCE WITH SECTIONS 634 & 636 OF THE STANDARD SPECIFICATIONS. THE PANELS SHALL BE ANCHORED TO THE 3/8 CABLE IN SUCH A MANNER SO THEY CANNOT SLIDE ALONG THE CABLE.

THE RETROREFLECTIVE SHEETING USED FOR THE PANELS SHALL MEET THE REQUIREMENTS OF SECTION 1091 OF THE STANDARD SPECIFICATIONS AND SHALL BE ON BOTH SIDES.

ALL PANELS SHALL HAVE ALTERNATING REFLECTORIZED WHITE & RED STRIPES SLOPING DOWNWARD AT 45° TOWARD THE SIDE ON WHICH TRAFFIC WILL PASS AND ON BOTH SIDES OF PANEL. THE DRILLING OF 3 HOLES SHALL BE INCLUDED TO THE MEDIAN CLOSURE.

THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR MEDIAN CLOSURE.



DETAIL B

DETAIL A

REVISED - 1-05-16
REVISED - 1-16-12

TYPICAL MEDIAN CROSSOVER CLOSURE 98.4

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

USER NAME = druholl	DESIGNED -	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/7/2024	DATE -	REVISED -	

REGION 2 / DISTRICT 2 STANDARD

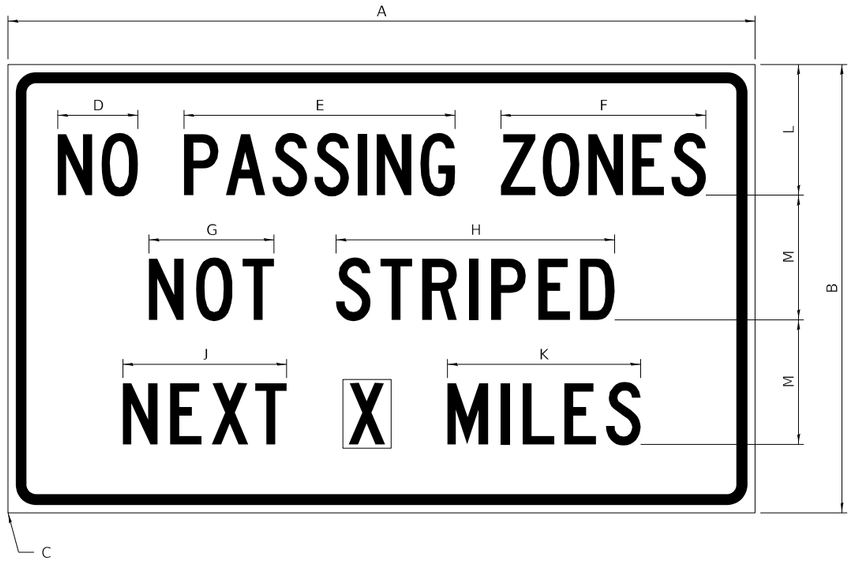
SCALE: | SHEET 19 OF 19 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	232
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: P:\20E3411\WO2 - 64N05 I-80 Resurving\FAI Rte 80 (I-80) Sec (37-1HS &37-1HB, 1VBY)BDR\CADD Sheets\02 64N05-sht-district-details.dgn

WORK ZONE SIGN DETAILS

ILLINOIS STANDARD G20–I100



COLOR
LEGEND AND BORDER — BLACK
BACKGROUND — ORANGE
NON-REFLECTORIZED
REFLECTORIZED

SIGN SIZE	DIMENSIONS											
	A	B	C	D	E	F	G	H	J	K	L	M
60 x 36	60,00	36,00	2,25	6,4	21,80	16,40	10,00	22,40	13,20	15,50	10,50	10,00

SIGN SIZE	SERIES BY LINE			MARGIN	BORDER
	1	2	3		
60 x 36	5C	5C	5C	0.625	0.875

Sign not to scale

GENERAL NOTES

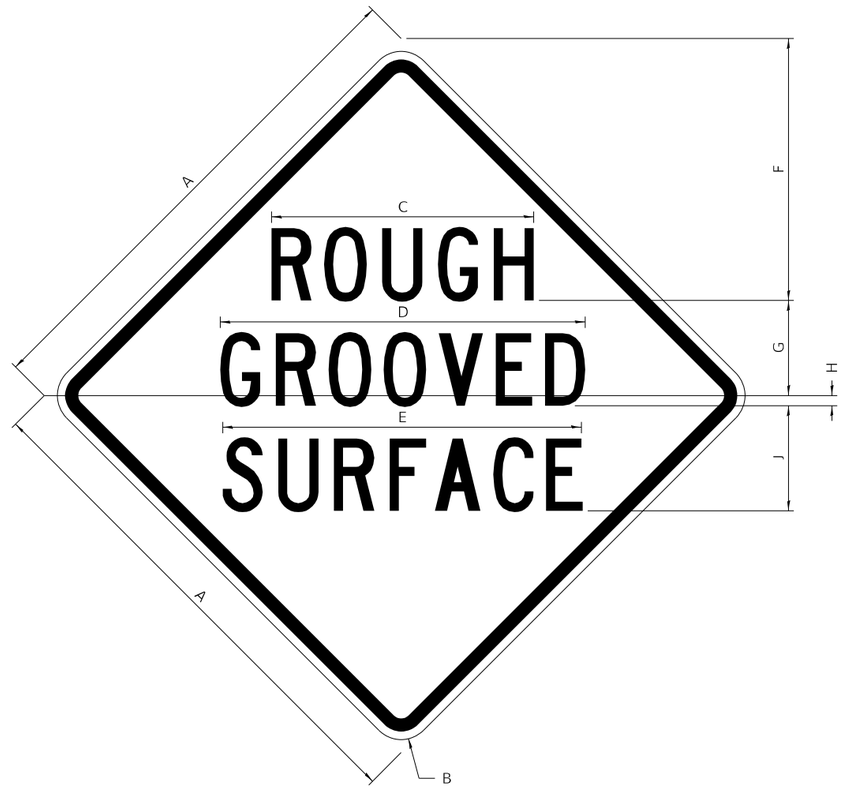
All work to furnish and install these signs shall be included in the cost of the specified traffic control standards and shall not be paid separately.

All Illinois Standard signs shall conform to the latest edition of the "Illinois Standard Highway Signs Book" in effect on the date of invitation for bids.

Signs shall meet the applicable portions of Sections 701 and 720 of the Standard Specifications.

All dimensions are in inches unless otherwise noted.

ILLINOIS STANDARD W8–I107



COLOR
LEGEND AND BORDER — BLACK
BACKGROUND — ORANGE
NON-REFLECTORIZED
REFLECTORIZED

SIGN SIZE	DIMENSIONS								
	A	B	C	D	E	F	G	H	J
48 x 48	48.00	3.00	25.00	34.80	34.20	24.94	9.00	1.00	10.00

SIGN SIZE	SERIES BY LINE			MARGIN	BORDER
	1	2	3		
48 x 48	7C	7C	7C	1.250	0.750

Sign not to scale

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

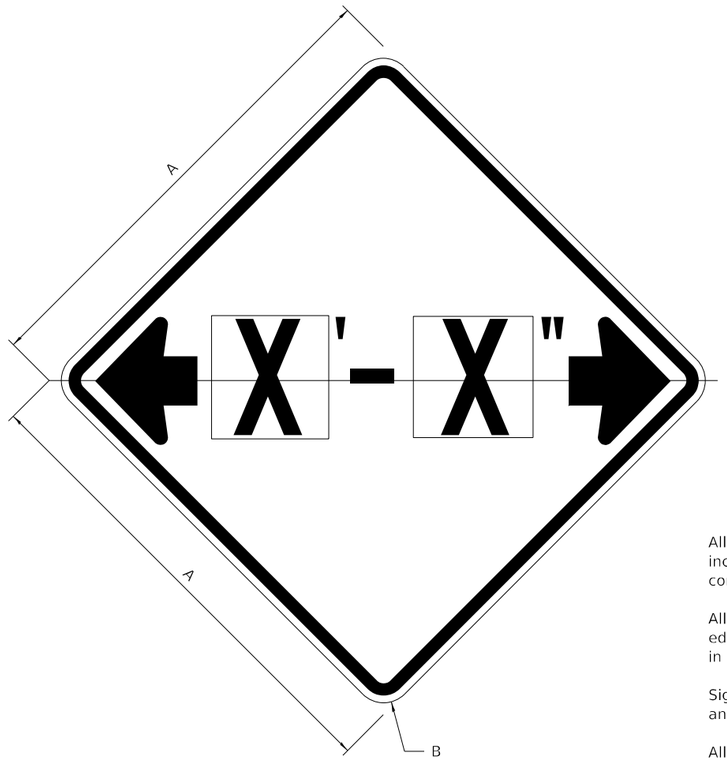
FILE NAME: P:\20E3411-WO2 - 64N05 I-80 Repaving\FAI Rte 80 (I-80) Sec (37-1)RS &(37-1HB,1VBY)BDR,(81-37-2BR)BDR\Drawings\D2-64N05-sht-district-details.dgn	USER NAME = druholl	DESIGNED -	REVISED - 3-02-16	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD
		DRAWN -	REVISED -		
	PLOT SCALE = 100.0000 ' / In.	CHECKED -	REVISED -		SCALE: / SHEET 1 OF 4 SHEETS / STA. / TO STA.
	PLOT DATE = 8/7/2024	DATE -	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	233
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

WORK ZONE SIGN DETAILS

ILLINOIS STANDARD W12–I102

(1)



GENERAL NOTES

All work to furnish and install these signs shall be included in the cost of the specified traffic control standards and shall not be paid separately.

All Illinois Standard signs shall conform to the latest edition of the "Illinois Standard Highway Signs Book" in effect on the date of invitation for bids.

Signs shall meet the applicable portions of Sections 701 and 720 of the Standard Specifications.

All dimensions are in inches unless otherwise noted.

COLOR			
	LEGEND AND BORDER	BLACK	NON-REFLECTORIZED
	BACKGROUND	FL ORANGE	REFLECTORIZED

SIGN SIZE	DIMENSIONS	
	A	B
48 x 48	48.00	3.00

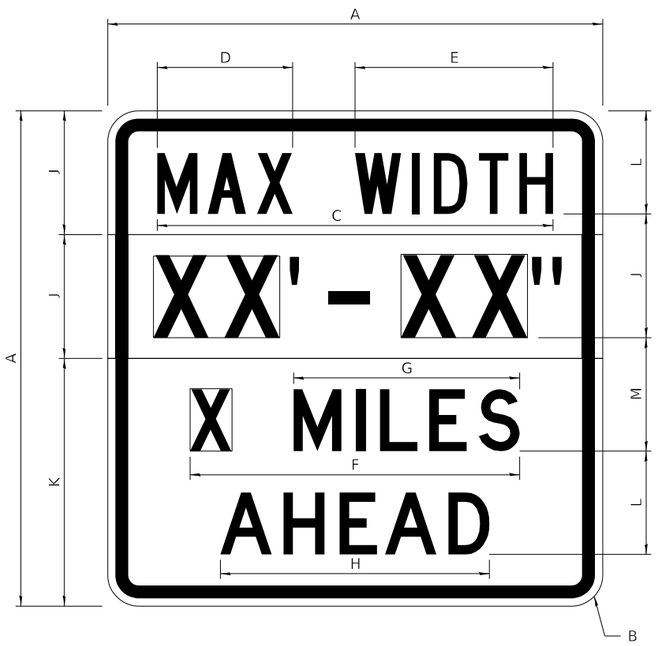
(1) Illinois Standard signs W12-I102 and W12-I103 shall be used as described in the special provisions.

SIGN SIZE	SERIES BY LINE	MARGIN	BORDER
	1		
48 x 48	12C	0.750	1.250

Sign not to scale

ILLINOIS STANDARD W12–I103

(1)



COLOR			
	LEGEND AND BORDER	BLACK	NON-REFLECTORIZED
	BACKGROUND	WHITE	REFLECTORIZED
	BACKGROUND (WIDTH)	FL ORANGE	REFLECTORIZED

SIGN SIZE	DIMENSIONS											
	A	B	C	D	E	F	G	H	J	K	L	M
48 x 48	48.00	3.00	38.40	13.20	19.20	32.00	22.00	26.20	12.00	24.00	10.00	11.00

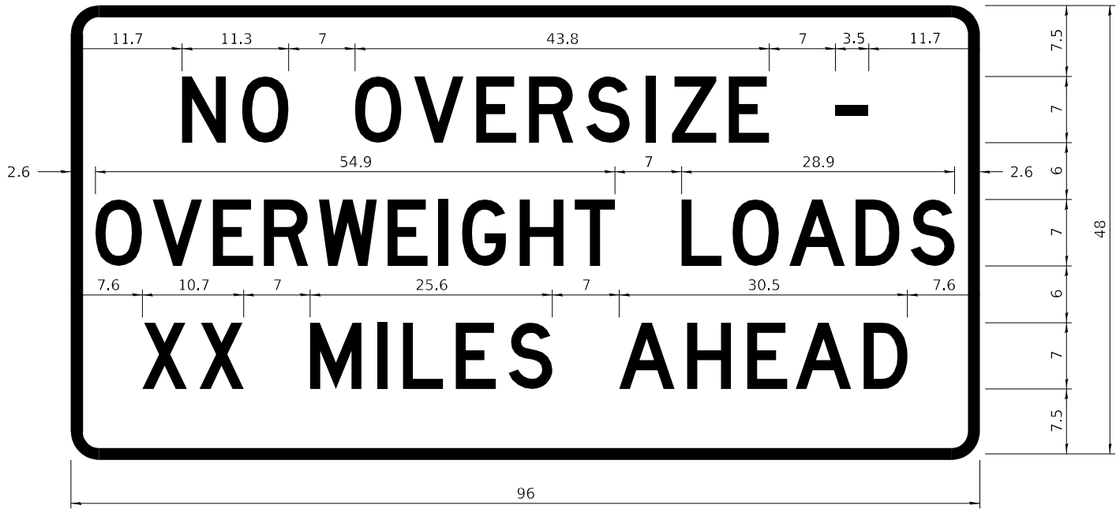
SIGN SIZE	SERIES BY LINE				MARGIN	BORDER
	1	2	3	4		
48 x 48	6C	8D	6D	6D	0.750	1.250

Sign not to scale

XX'-XX" WIDTH AND X MILES ARE VARIABLE
TOP AND BOTTOM OF BACKGROUND WHITE

WORK ZONE SIGN DETAILS

ROAD CLOSED TO OVERSIZED LOADS



COLOR LEGEND AND BORDER BLACK NON-REFLECTORIZED
BACKGROUND ORANGE REFLECTORIZED

Permit Loads - Loads Over 13 Feet; 3.0" Radius, 1.3" Border;
[NO OVERSIZE -] D; [OVERWEIGHT LOADS] D 85% spacing; [XX MILES AHEAD] D;
Table of letter and object lefts.

N	O	O	V	E	R	S	I	Z	E	-
11.7	18.1	30.0	36.2	42.8	48.4	54.4	60.7	63.5	69.5	80.8

O	V	E	R	W	E	I	G	H	T	L	O	A	D	S
2.6	8.6	15.0	20.4	26.2	33.4	38.8	41.3	47.4	53.2	64.5	69.9	75.9	82.9	88.7

X	X	M	I	L	E	S	A	H	E	A	D
7.6	13.6	25.3	32.3	35.1	40.6	46.2	57.9	65.1	71.4	76.6	83.7

Sign not to scale

STOP LINE SIGN FOR TEMPORARY SIGNALS



COLOR LEGEND AND BORDER BLACK NON-REFLECTORIZED
BACKGROUND WHITE REFLECTORIZED

SIGN SIZE	SERIES BY LINE		
	1	2	3
24 x 24	4C	4C	4C

Sign not to scale

GENERAL NOTES

All work to furnish and install these signs shall be included in the cost of the specified traffic control standards and shall not be paid separately.

All Illinois Standard signs shall conform to the latest edition of the "Illinois Standard Highway Signs Book" in effect on the date of invitation for bids.

Signs shall meet the applicable portions of Sections 701 and 720 of the Standard Specifications.

All dimensions are in inches unless otherwise noted.

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

FILE NAME: P:\20E341-WO2 - 64N05 I-80 Repaving\FAI Rte 80 (I-80) Sec (37-1)RS &(37-1HB,1VBY)BDR,(81-37-2BR)BDR\Contracts\D2-64N05-sht-district-details.dgn	USER NAME = druholl	DESIGNED -	REVISED - 3-02-16
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/7/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

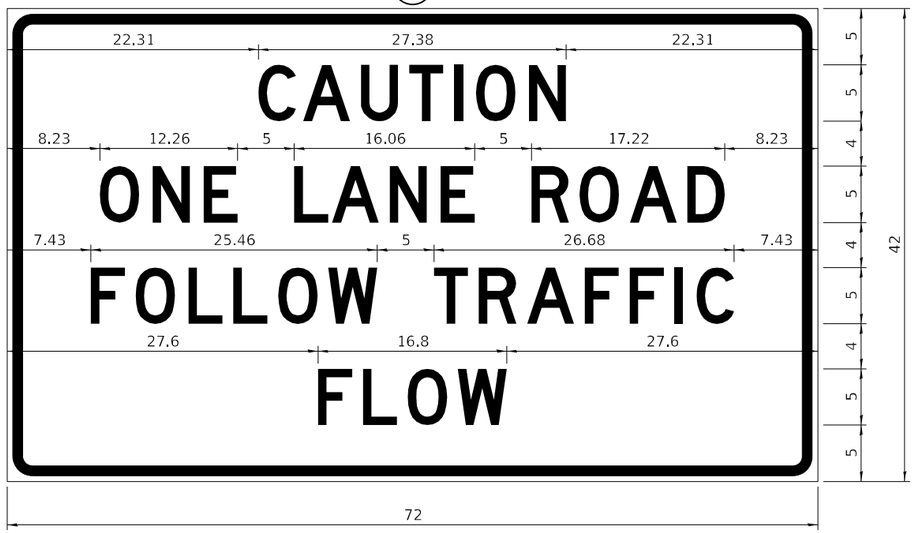
REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 3 OF 4 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	235
		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			

WORK ZONE SIGN DETAILS

ENTRANCE SIGN FOR USE WITH TEMPORARY SIGNALS (2)



COLOR	LEGEND AND BORDER	BLACK
	BACKGROUND	ORANGE

NON-REFLECTORIZED
REFLECTORIZED

2.25" Radius, 0.88" Border, 0.50" IndenT;
[CAUTION] D; [ONE LANE ROAD] D;
[FOLLOW TRAFFIC] D; [FLOW] D

(2) This sign shall be installed at entrances located between the temporary signals as shown in the staging plans.

Table Of Widths And Spaces

22.31	C 3.36	0.62	A 4.18	0.94	U 3.36	0.94	T 3.04	0.94	I 0.78	1.17	O 3.52	1.17	N 3.36	22.31

8.23	O 3.51	1.17	N 3.36	1.18	E 3.04	

5.00	L 3.05	0.31	A 4.18	0.94	N 3.36	1.17	E 3.05

5.00	R 3.36	0.93	O 3.52	0.94	A 4.18	0.93	D 3.36	8.23

7.43	F 3.04	0.94	O 3.52	1.17	L 3.04	0.94	L 3.05	0.94	O 3.51	0.94	W 4.37

5.00	T 3.05	0.94	R 3.36	0.94	A 4.18	0.93	F 3.05	0.94	F 3.04	0.94	I 0.78	1.18	C 3.35	7.43

27.60	F 3.05	0.94	L 3.04	0.94	O 3.52	0.93	W 4.38	27.60

Sign not to scale

GENERAL NOTES

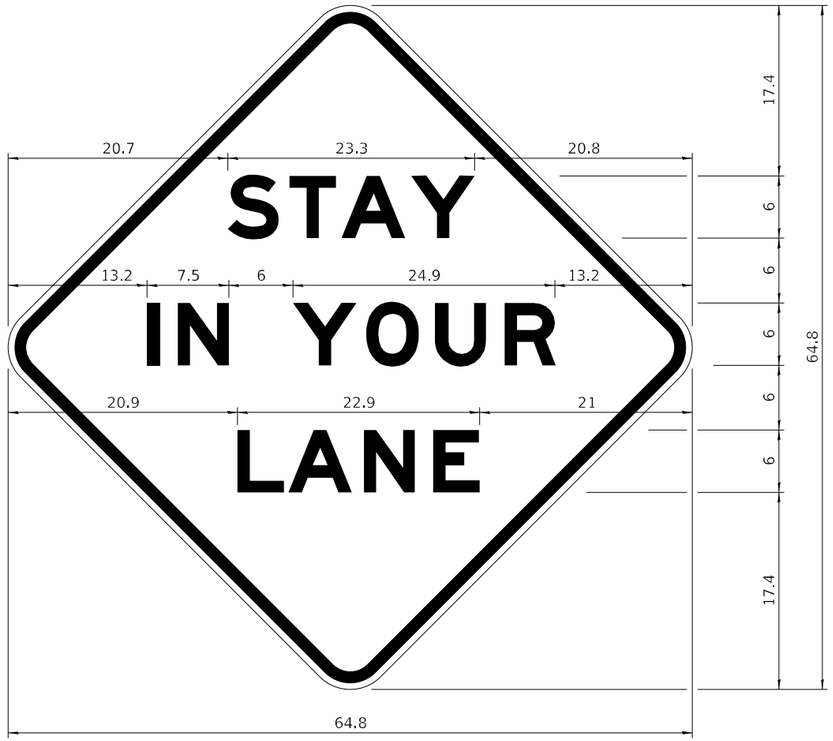
All work to furnish and install these signs shall be included in the cost of the specified traffic control standards and shall not be paid separately.

All Illinois Standard signs shall conform to the latest edition of the "Illinois Standard Highway Signs Book" in effect on the date of invitation for bids.

Signs shall meet the applicable portions of Sections 701 and 720 of the Standard Specifications.

All dimensions are in inches unless otherwise noted.

STAY IN YOUR LANE



COLOR	LEGEND AND BORDER	BLACK
	BACKGROUND	ORANGE

NON-REFLECTORIZED
REFLECTORIZED

48.0" across sides 3.8" Radius, 1.0" Border, 0.6" Indent;
"STAY" E Mod; "IN YOUR" E Mod; "LANE" E Mod;

Table of Letter and Object Lefts

S 20.7	T 26.8	A 31.6	Y 38.0

I 13.2	N 15.9	Y 26.7	O 33.9	U 40.5	R 46.8

L 20.9	A 25.8	N 33.1	E 39.4

Sign not to scale

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

FILE NAME: P:\20E3411-WO2 - 64N05 I-80 Repaving\FAI Rte 80 (I-80) Sec (37-1)RS &(37-1HB,1VBY)BDR,(81-37-2BR)BDR\Drawings\D2-64N05-sht-district-details.dgn	USER NAME = druholl	DESIGNED -	REVISED - 3-02-16
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/7/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

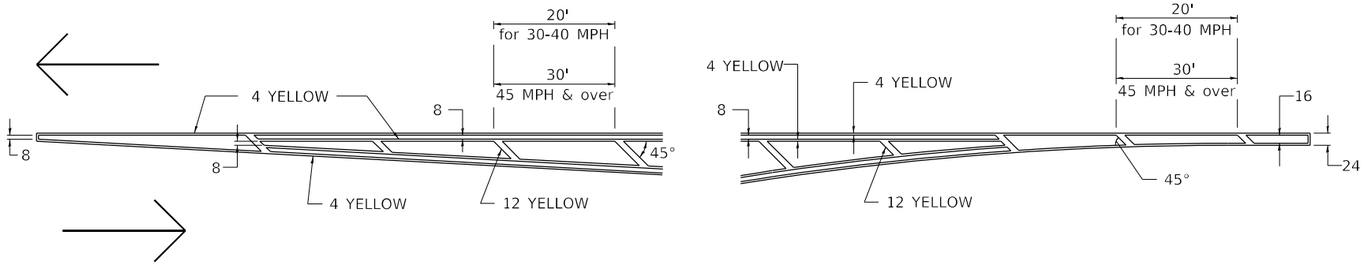
REGION 2 / DISTRICT 2 STANDARD

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

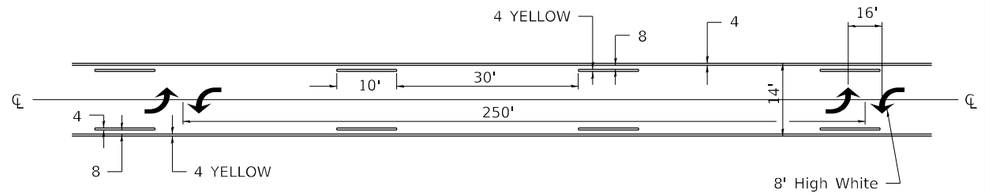
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	236
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

TYPICAL PAVEMENT MARKINGS

TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN AT LEFT TURN LANE

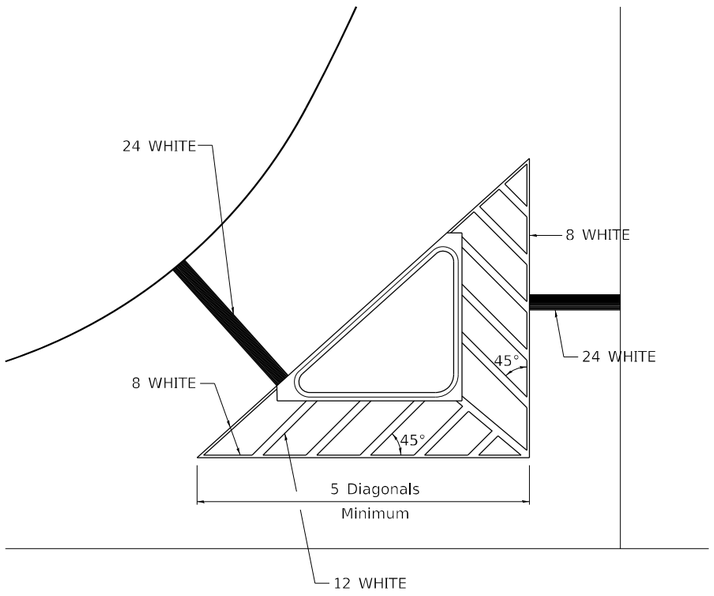


MEDIAN PAVEMENT MARKING



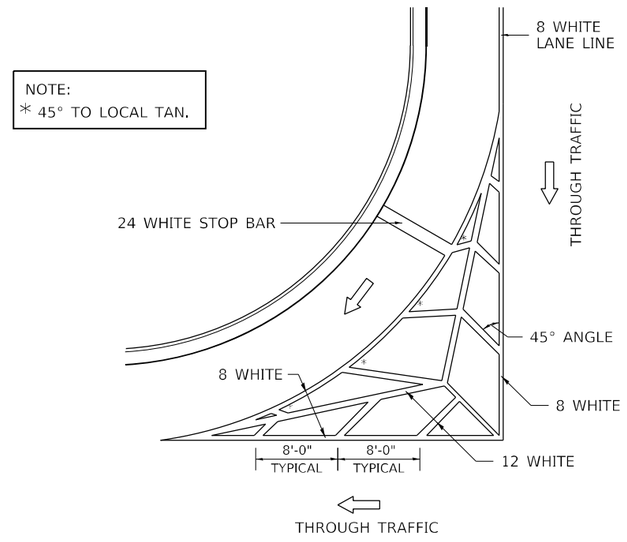
ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

TYPICAL ISLAND OFFSET SHOULDER WIDTH



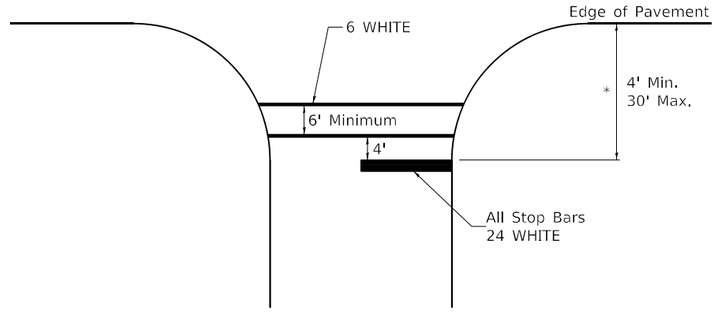
TYPICAL MARKING FOR PAINTED ISLANDS

NOTE:
* 45° TO LOCAL TAN.



STANDARD CROSSWALK MARKING

See Schedules for Locations



* Distance to the nearest edge of the intersecting roadway in the absence of a marked crosswalk.

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

FILE NAME: P:\20E3411-WO2 - 64N05 I-80 Repaving\FAI Rte 80 (I-80) Sec (37-1)RS &(37-1HB,1VBY)BDR\CAD\Sheets\D2-64N05-sht-district-details.dgn	USER NAME = druholl	DESIGNED -	REVISED - 6-27-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD	F.A.I. RTE. 80	SECTION *
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - 3-05-12				COUNTY HENRY
	PLOT DATE = 8/7/2024	DATE -	REVISED -		SCALE: SHEET 1 OF 3 SHEETS STA. TO STA.		TOTAL SHEETS 257
							SHEET NO. 237
							CONTRACT NO. 64N05
							ILLINOIS FED. AID PROJECT

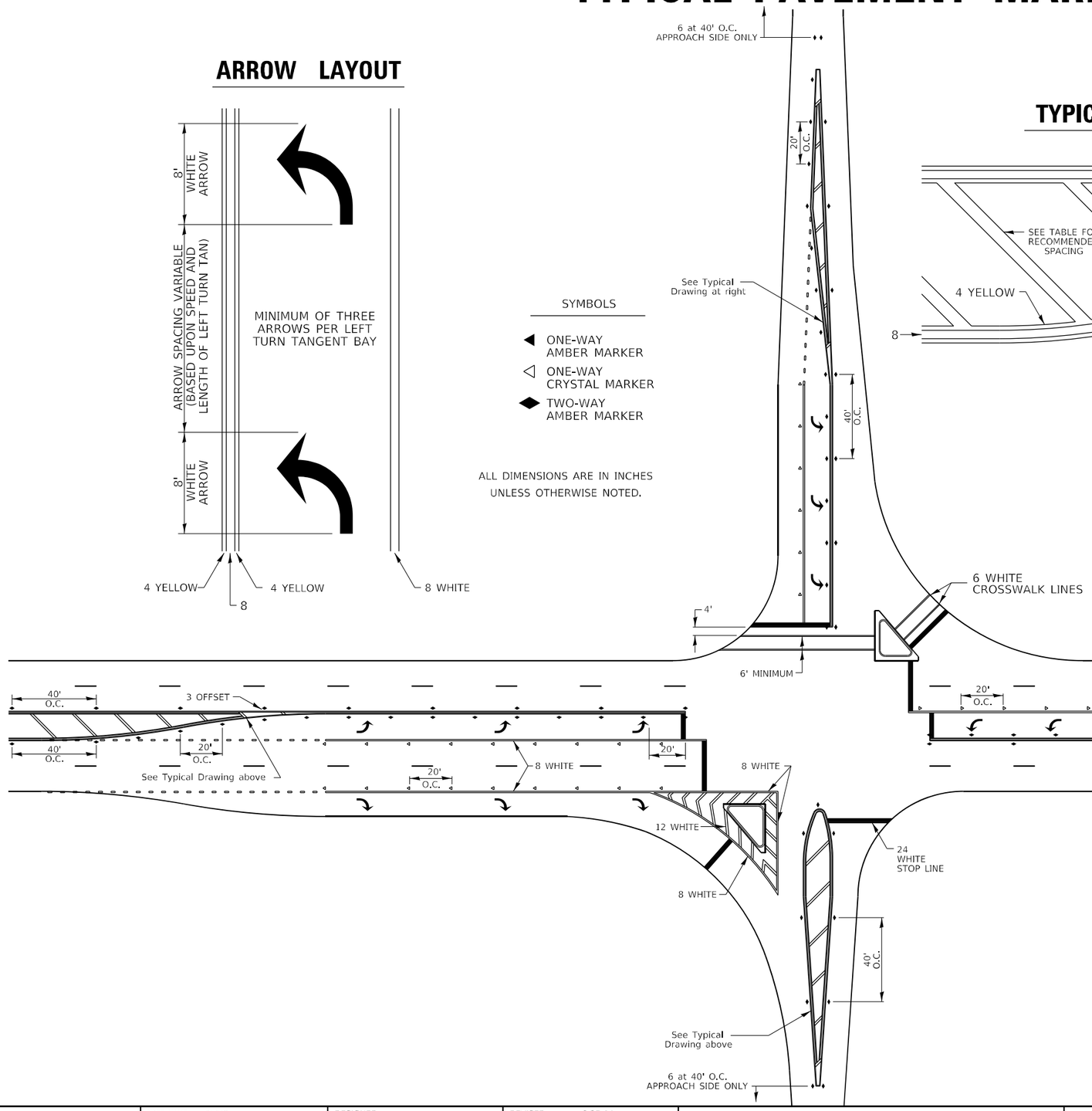
TYPICAL PAVEMENT MARKINGS

ARROW LAYOUT

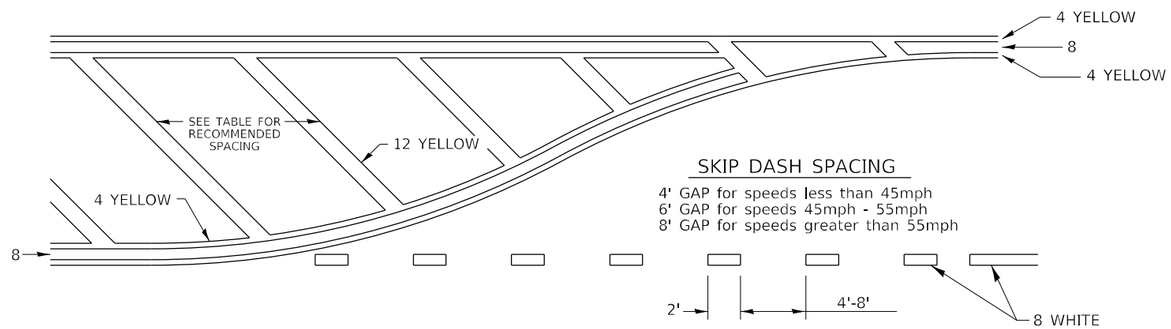
SYMBOLS

- ONE-WAY AMBER MARKER
- ONE-WAY CRYSTAL MARKER
- TWO-WAY AMBER MARKER

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.



TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

Speed Limit Range	Continuous Median Area	Intersection Channelization	Objects (Islands)
less than 30MPH	50'	15'	10'
30-40MPH	75'	20'	15'
45MPH & over	75'	30'	20'

NOTE: If the spacing recommended in the Table does not permit at least five diagonal lines in the area being marked, the spacing from the next lowest speed range should be used. The recommended spacing is measured parallel to the pavement center line.

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

FILE NAME: P:\20E3411-WO2 - 64N05 I-80 Repaving\FAI Rte 80 (I-80) Sec (37-1)RS &(37-1HB,1VBY)BDR,C	USER NAME = druholl	DESIGNED -	REVISED - 6-27-14
	DRAWN -	REVISED - 3-05-12	
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/7/2024	DATE -	REVISED -

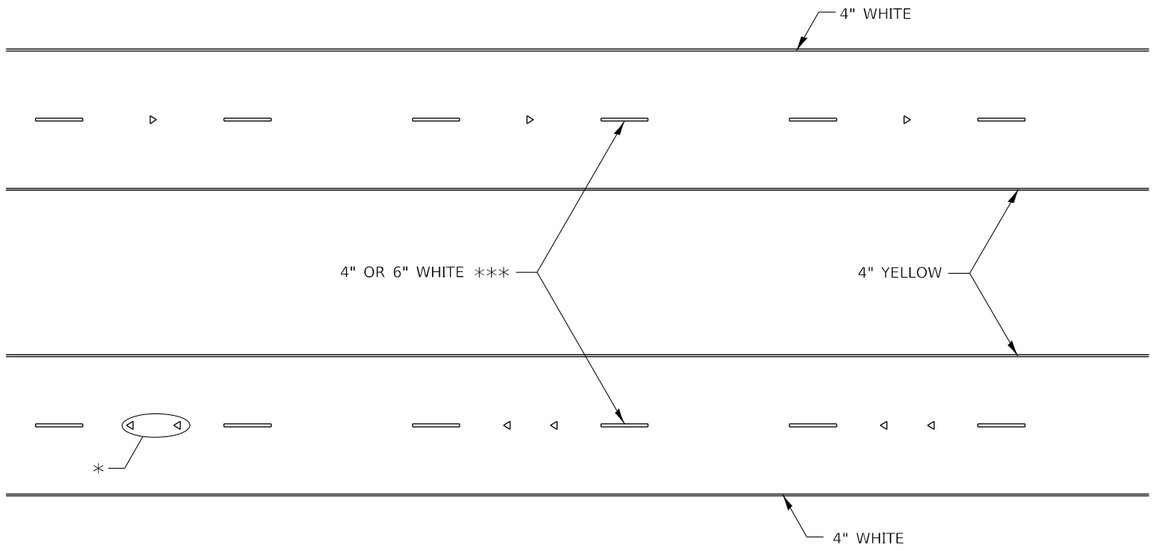
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 2 OF 3 SHEETS | STA. | TO STA.

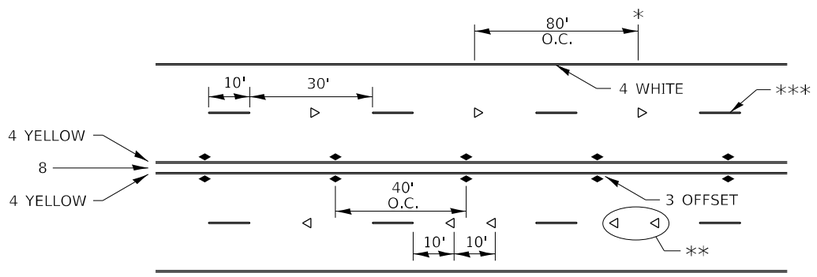
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	238
		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	

TYPICAL PAVEMENT MARKINGS



* SEE HIGHWAY STANDARD 781001 FOR SPACING DETAILS.
USE DOUBLE MARKERS WHEN ADT ≥ 20,000.

MULTI–LANE / DIVIDED



* REDUCE TO 40' O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH LOWER THAN POSTED SPEEDS.

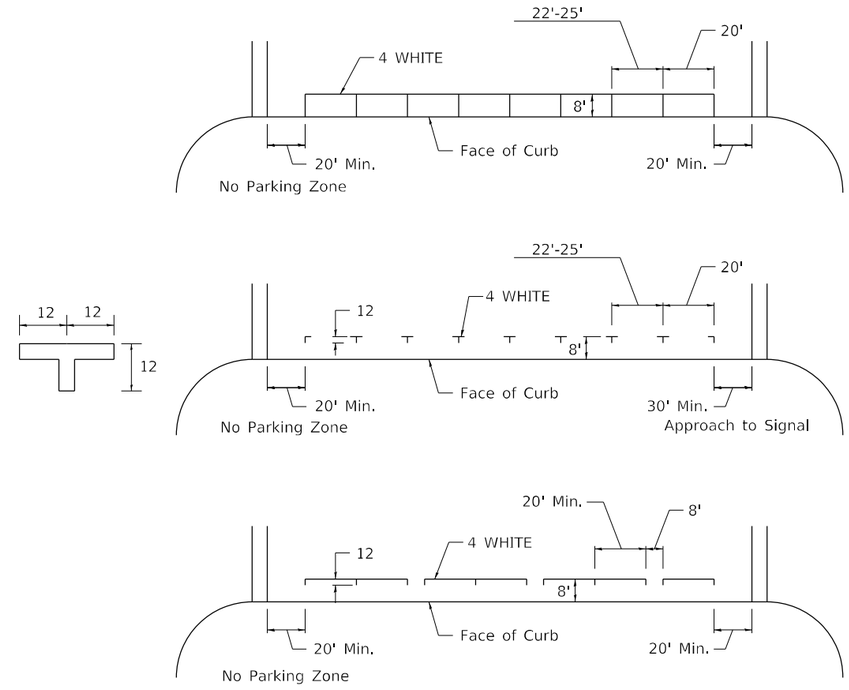
** USE DOUBLE MARKERS WHEN ADT ≥ 20,000

*** CENTERLINE SKIP DASH PAVEMENT MARKING SPEED LIMIT LESS THAN 40 MPH USE 4" LINE. SPEED LIMIT 40 MPH AND OVER USE 6" LINE.

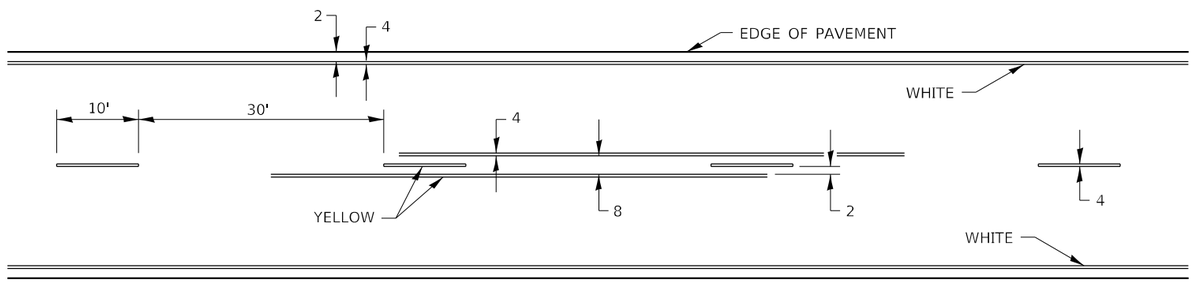
MULTI–LANE / UNDIVIDED & ONE WAY

(FOR MULTI-LANE UNDIVIDED HIGHWAYS USE THIS DETAIL NOT HIGHWAY STANDARD 781001)

TYPICAL PARKING SPACING



TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION – NO PASSING ZONES



ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

FILE NAME: P:\20E3411-WO2 - 64N05 I-80 Repaving\FAI Rte 80 (I-80) Sec (37-1)RS &(37-1HB,1VBY)BDR\Contracts\D2-64N05-sht-district-details.dgn	USER NAME = druholl	DESIGNED -	REVISED - 6-27-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - 8-27-13			80	*	HENRY	257	239
	PLOT DATE = 8/7/2024	DATE -	REVISED - 11-28-12		SCALE: SHEET 3 OF 3 SHEETS STA. TO STA.			CONTRACT NO. 64N05		
							ILLINOIS	FED. AID PROJECT		

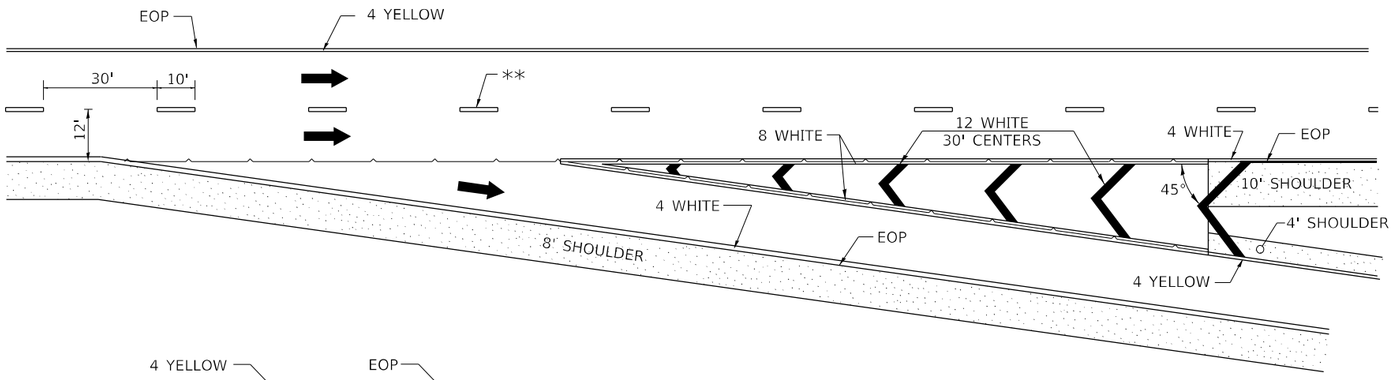
TYPICAL PAVEMENT MARKINGS

** 6" WHITE ON INTERSTATES, WHERE THE SPPED LIMIT IS 65 MPH, OR WHEN DIRECTED BY THE ENGINEER.

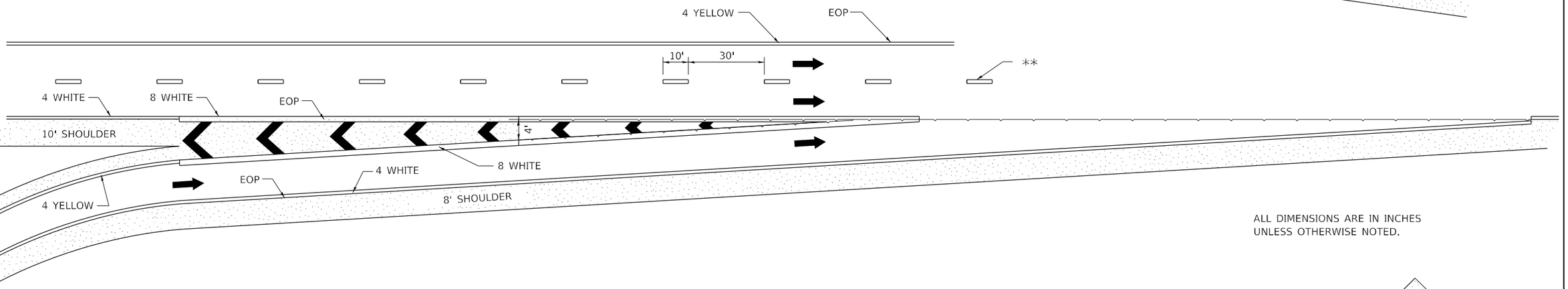
4" WIDE AT ALL OTHER LOCATIONS.

NOTE: GORE HATCHING PLACED ONLY WHEN SCHEDULED IN THE PLANS

EXIT RAMP

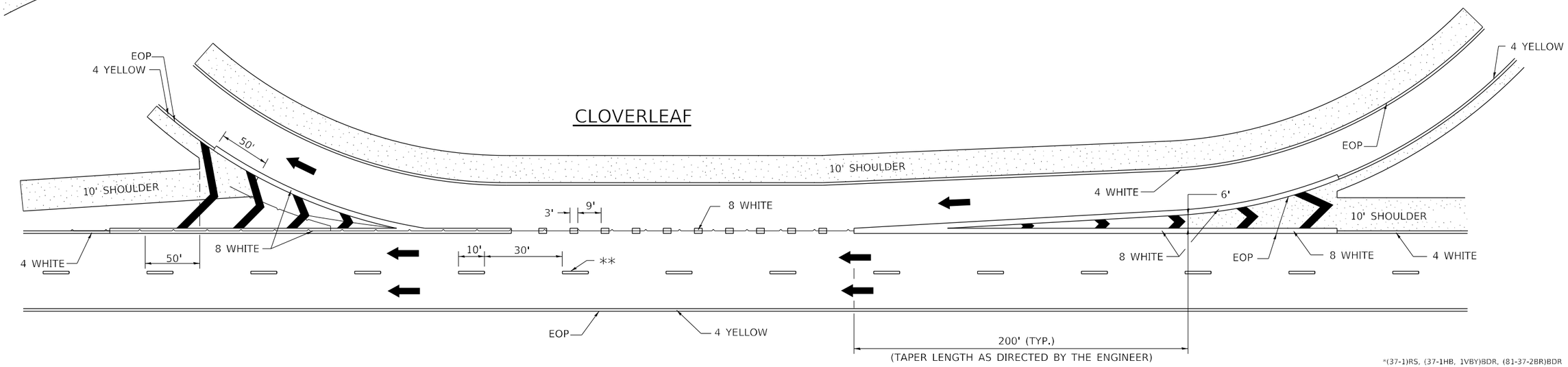


ENTRANCE RAMP



ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

CLOVERLEAF



*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

FILE NAME: P:\20E3411-WO2 - 64N05 I-80 Repaving\FAI Rte 80 (I-80) Sec (37-1)RS &(37-1HB,1VBY)BDR\Contracts\D2-64N05-sht-district-details.dgn	USER NAME = druholl	DESIGNED -	REVISED - 9-15-23
		DRAWN -	REVISED - 8-27-13
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	PLOT DATE = 8/7/2024	DATE -	REVISED -

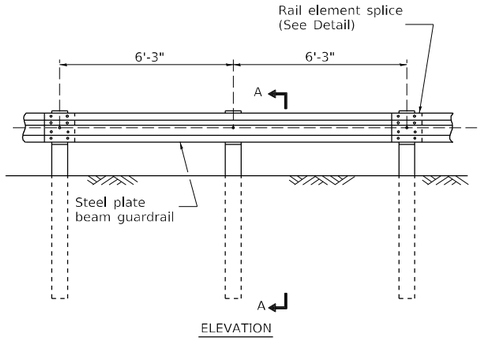
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	240
		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			

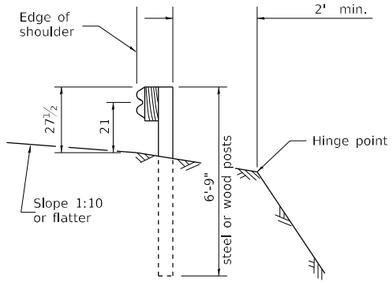
REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL



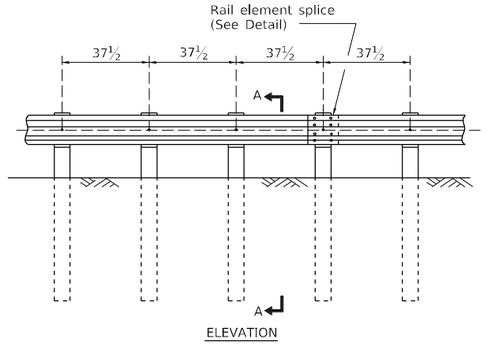
ELEVATION

TYPE A

6'-3" Typical post spacing



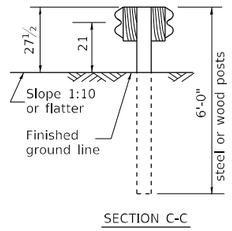
SECTION A-A



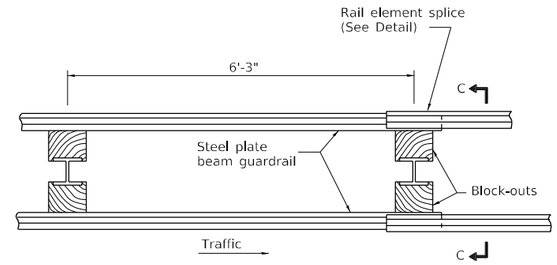
ELEVATION

TYPE B

37½ Closed post spacing



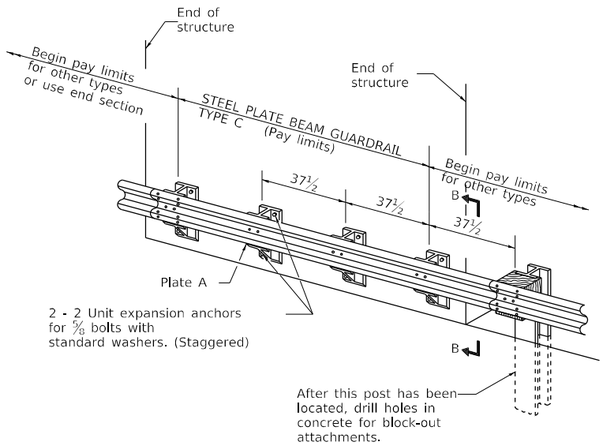
SECTION C-C



PLAN

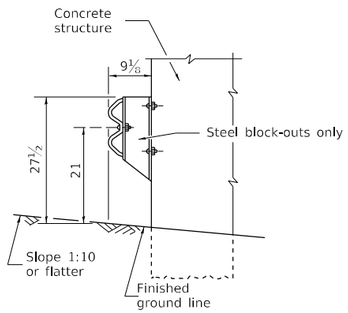
TYPE D

Double steel plate beam guardrail
6'-3" typical post spacing



TYPE C

37½ Block-out spacing



SECTION B-B

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

All dimensions are in inches unless otherwise shown.

The existing steel posts may be drilled to match the bolt pattern shown herein for the wood block-out, or a new steel post shall be provided.

This detail is applicable to the guardrail system used prior to January 1, 2007. For details on the Midwest Guardrail System, see Standard 630001.

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

FILE NAME: P:\20E3411-WO2 - 64N05 I-80 Repaving\FAI Rte 80 (I-80) Sec (37-1)RS &(37-1HB,1VBY)BDR,C...\Sheets\D2-64N05-sht-district-details.dgn	USER NAME = druhell	DESIGNED -	REVISED - 1-05-16
		DRAWN -	REVISED - 10-18-11
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/7/2024	DATE -	REVISED -

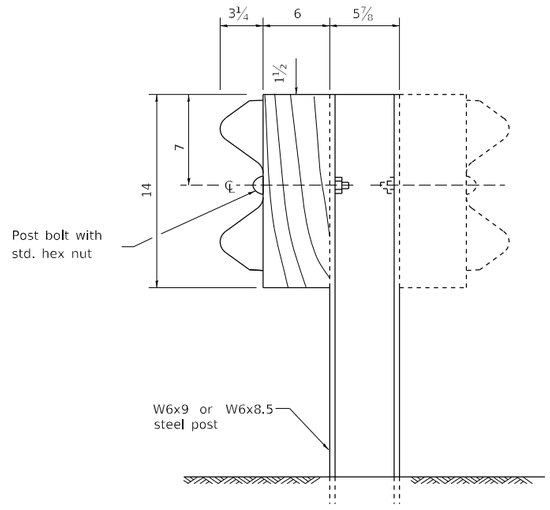
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

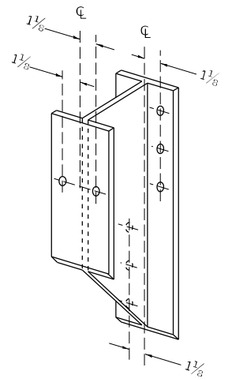
SCALE: | SHEET 1 OF 4 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	241
		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	

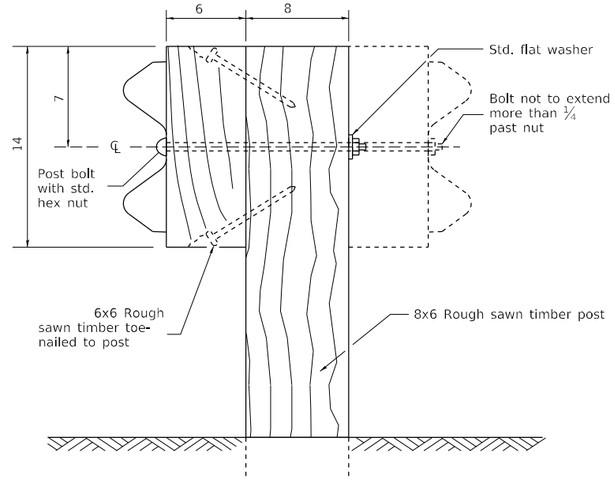
REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL



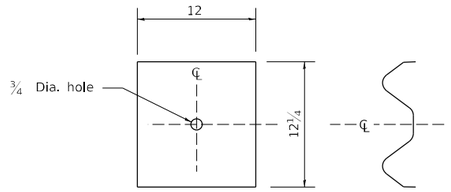
STEEL POST CONSTRUCTION



STEEL BLOCK-OUT DETAIL



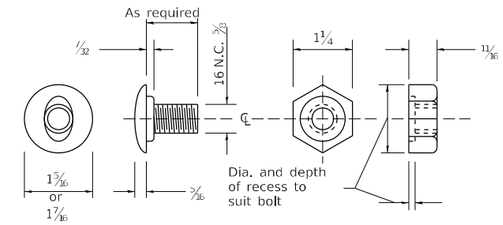
WOOD POST CONSTRUCTION



NOTE

Plate A shall be placed between rail element and block-out at non-splice mounting points only when steel block-outs are used.

PLATE A

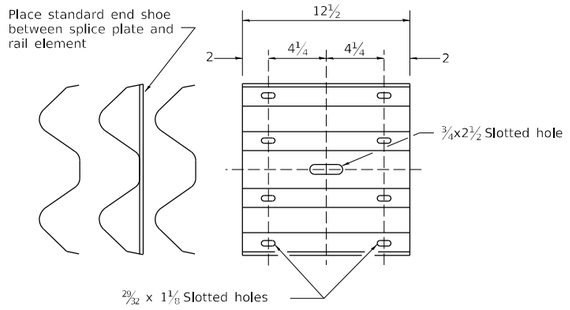


POST OR SPLICE BOLT & NUT

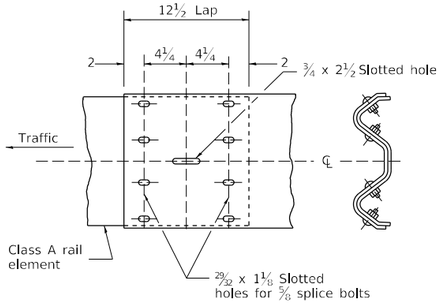
*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

FILE NAME: P:\20E3411-WO2 - 64N05 I-80 Repaving\FAI Rte 80 (I-80) Sec (37-1)RS &(37-1HB,1VBY)BDR,(81-37-2BR)BDR\Contracts\D2-64N05-sht-district-details.dgn	USER NAME = druhell	DESIGNED -	REVISED - 1-05-16	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD	F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - 10-18-11			80	*	HENRY	257	242
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -					CONTRACT NO. 64N05		
	PLOT DATE = 8/7/2024	DATE -	REVISED -		SCALE: SHEET 2 OF 4 SHEETS STA. TO STA.			ILLINOIS	FED. AID PROJECT	

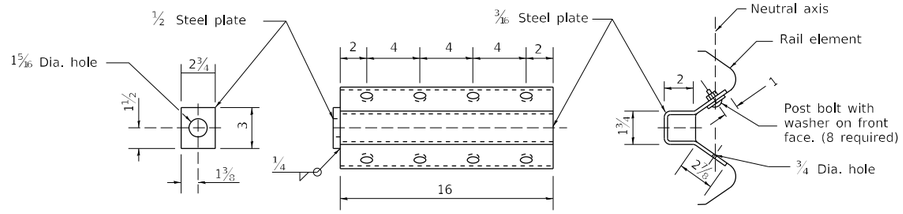
REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL



SPLICE PLATE



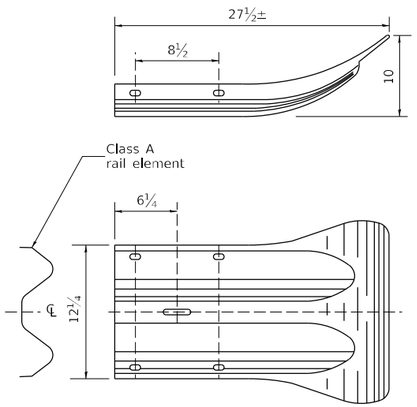
RAIL ELEMENT SPLICE



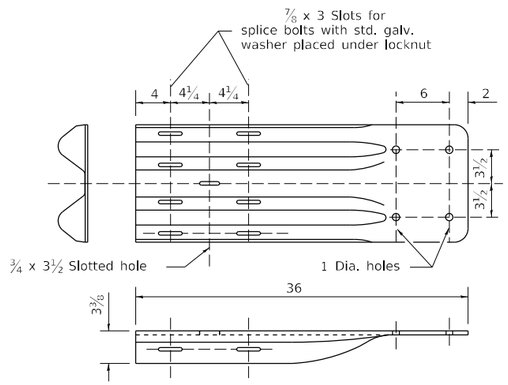
NOTE

Anchor plate T shall be used to attach cable assembly to guardrail when required on traffic barrier terminals.

ANCHOR PLATE T DETAILS



END SECTION



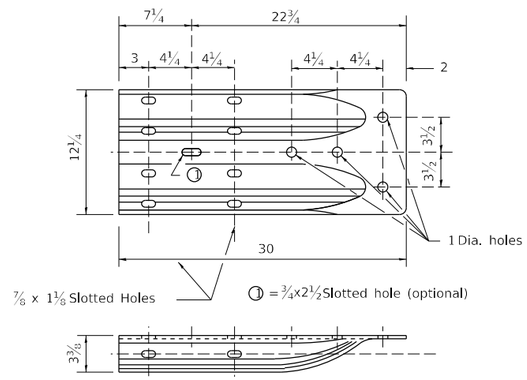
NOTE

When end shoe is attached to a bridge parapet which has an expansion joint, the bolts shall be provided with a locknut or double nut and shall be tightened only to a point that will allow guardrail movement.

The standard end shoe shall be attached to the concrete with pre-drilled or self-drilling anchor bolts. The anchor cone shall be set flush with the surface of the concrete.

Externally threaded studs protruding from the surface of the concrete will not be permitted.

END SHOE

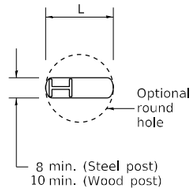


ALTERNATE END SHOE

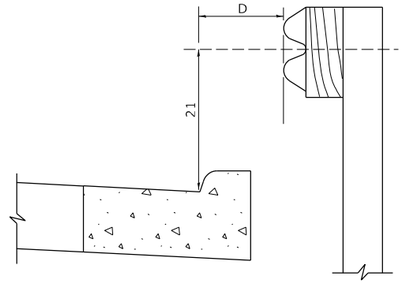
*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

FILE NAME: P:\20E3411-WO2 - 64N05 I-80 Repaving\FAI Rte 80 (I-80) Sec (37-1)RS &(37-1HB,1VBY)BDR\Drawings\D2-64N05-sht-district-details.dgn	USER NAME = druholl	DESIGNED -	REVISED - 1-05-16	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000 ' / in.	DRAWN -	REVISED - 10-18-11			80	*	HENRY	257	243
	PLOT DATE = 8/7/2024	CHECKED -	REVISED -					CONTRACT NO. 64N05		
		DATE -	REVISED -		SCALE: SHEET 3 OF 4 SHEETS STA. TO STA.			ILLINOIS	FED. AID PROJECT	

REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL



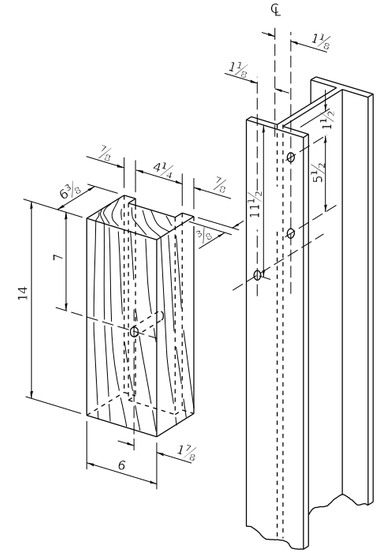
PLAN



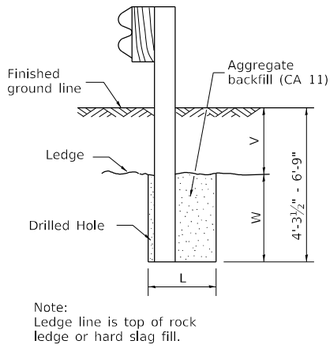
Note:
If it is necessary for D to be more than12 and less than 10'-0" type M-2 curb and gutter (Std. 606001) shall be used in front of and in advance of the guardrail.

GUARDRAIL PLACED BEHIND CURB

(D = 0 desirable to 12 maximum)



WOOD BLOCK-OUT AND STEEL POST DETAILS

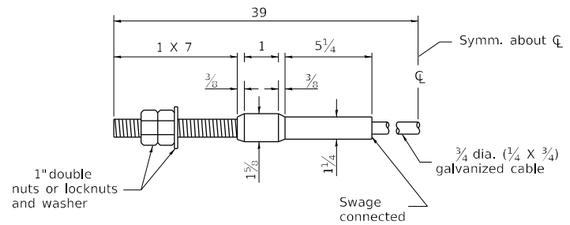


Note:
Ledge line is top of rock ledge or hard slag fill.

ELEVATION

FOOTING FOR POST WHEN IMPERVIOUS MATERIAL IS ENCOUNTERED

V	W	L	
		Steel Post	Wood Post
0 - 18	24	21	23
>18 - 41.5	12	8	10
>41.5 - 53.5	12 - 0	8	10



CABLE ASSEMBLY

(40,000 lbs. min. breaking strength)
Tighten to taut tension.

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

FILE NAME: P:\20E3411-WO2 - 64N05 I-80 Repaving\FAI Rte 80 (I-80) Sec (37-1)RS &(37-1HB,1VBY)BDR\DRAWINGS\D2-64N05-sht-district-details.dgn	USER NAME = druholl	DESIGNED -	REVISED - 1-05-16
		DRAWN -	REVISED - 10-18-11
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/7/2024	DATE -	REVISED -

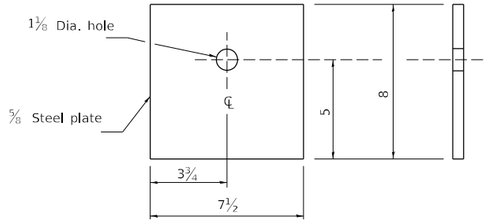
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

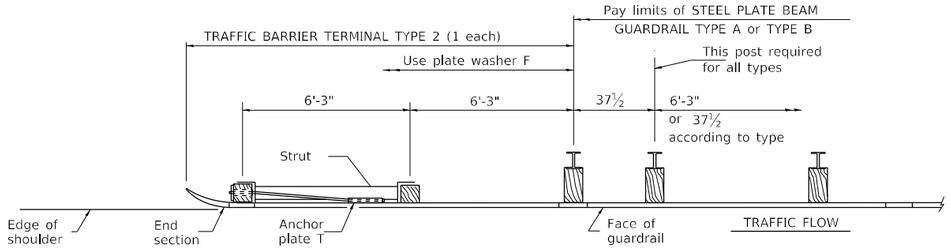
SCALE: | SHEET 4 OF 4 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	

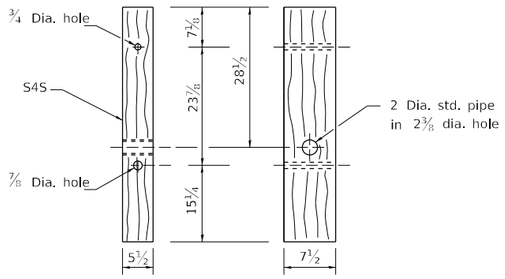
TRAFFIC BARRIER TERMINAL, TYPE 2 (27" HEIGHT)



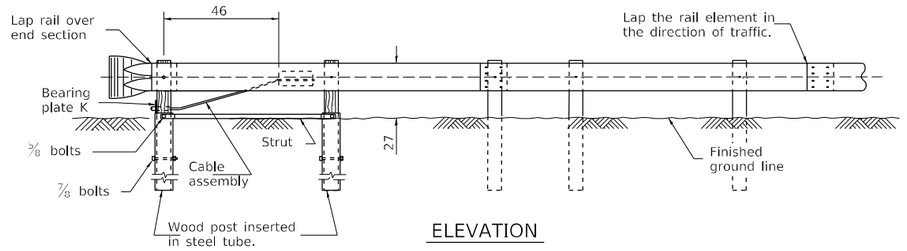
BEARING PLATE K



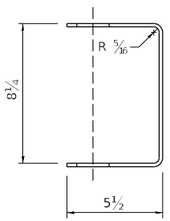
PLAN



WOOD POST

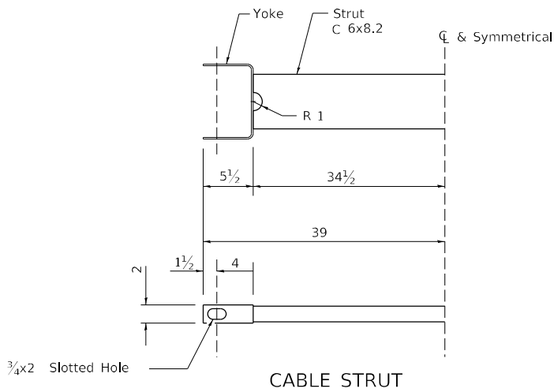


ELEVATION

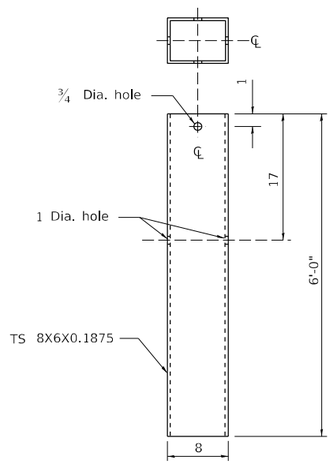


YOKE

3/16 thick steel



CABLE STRUT



STEEL TUBE

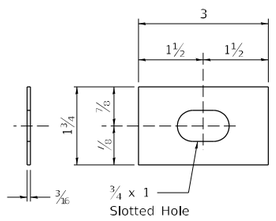


PLATE WASHER F

GENERAL NOTES

See Standard 630001 for details of guardrail not shown.

The bearing plate K shall be held in position by (2) two eight penny nails driven into the post and bent over the top of the plate.

All dimensions are in inches unless otherwise shown.

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

FILE NAME: P:\20E3411-WO2 - 64N05 I-80 Repaving\FAI Rte 80 (I-80) Sec (37-1)RS &(37-1HB,1VBY)BDR,(81-37-2BR)BDR\Contracts\D2-64N05-sht-district-details.dgn	USER NAME = druholl	DESIGNED -	REVISED - 10-18-11
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/7/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

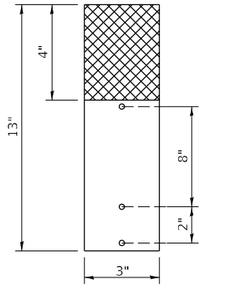
SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 64N05		
		ILLINOIS FED. AID PROJECT		

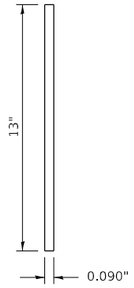
GUARDRAIL REFLECTORS, TYPE C (SPECIAL)

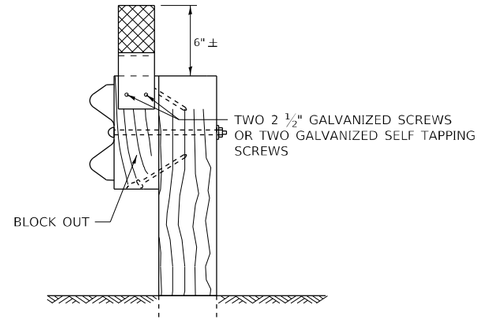
REFLECTORS FOR GUARDRAIL BLOCK OUT OR DELINEATOR POST

STRAIGHT
REFLECTOR / DELINEATOR



SIDE VIEW



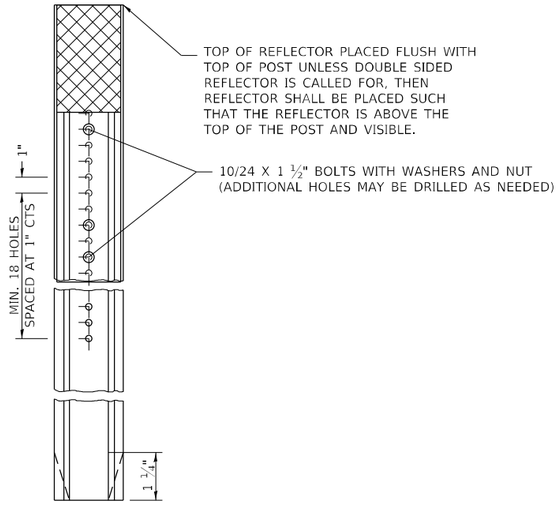


MOUNTED ON A GUARDRAIL BLOCK OUT

REFLECTORS SHALL BE MOUNTED DIRECTLY TO BLOCK OUTS.

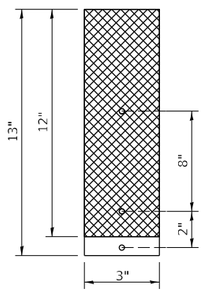
REFLECTORS MOUNTED ON WOODEN OR PLASTIC OR METAL BLOCK OUT SHALL BE MOUNTED USING TWO 2 ½" GALVANIZED SCREWS WITH WASHERS OR TWO SELF TAPPING GALVANIZED SCREWS WITH WASHERS.

ADDITIONAL SHEETING MAY BE ADDED AS NEEDED FOR TURN AROUNDS AS SHOWN IN THE PLANS

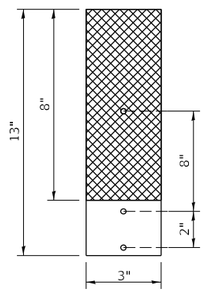


MOUNTED ON A DELINEATOR POST

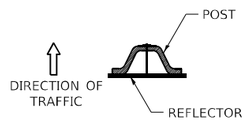
REPLACING
3 BUTTON
DELINEATOR



REPLACING
2 BUTTON
DELINEATOR



ADDITIONAL HOLES SHALL BE DRILLED IN THE REFLECTORS AS SHOWN ABOVE.



DELINEATORS SHALL BE INSTALLED ACCORDING TO STANDARD 635001 EXCEPT THAT THE POST SHALL BE ROTATED 180° . THE POST WILL HAVE THE WIDE SIDE FACING TRAFFIC AND THE REFLECTOR ATTACHECD AS SHOWN ABOVE.

NOTE:

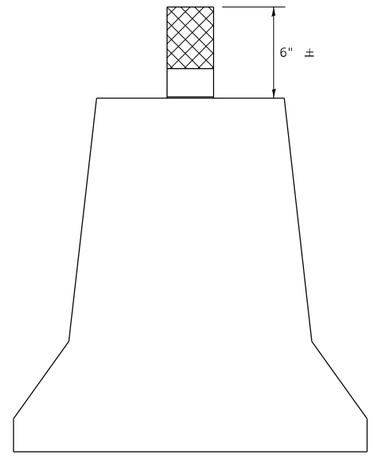
REFLECTORS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR GUARDRAIL REFLECTORS, TYPE C (SPECIAL), WHICH PRICE SHALL ALSO INCLUDE SCREWS, WASHERS OR AN APPROVED BONDING AGENT.

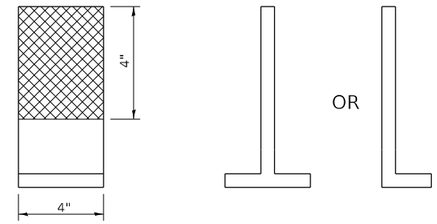
REFLECTORS INSTALLED ON TWO LANE ROADS SHALL BE DOUBLE SIDED AND BOTH SIDES SHALL BE CRYSTAL.

REFLECTORS INSTALLED ON CENTER BARRIER OR IN THE MEDIAN SHALL BE DOUBLE SIDED AND BOTH SIDES SHALL BE AMBER.

REFLECTORS INSTALLED ON DIVIDED HIGHWAYS ON THE OUTSIDE OF THE ROADWAY SHALL BE DOUBLE SIDED CRYSTAL.

SPACING FOR REFLECTORS SHALL BE ACCORDING TO STANDARD 782006 UNLESS OTHERWISE NOTED IN THE PLANS.





SIDE VIEW

REFLECTORS MOUNTED ON BARRIER WALL

NOTE:

REFLECTORS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR GUARDRAIL REFLECTORS, TYPE C (SPECIAL), WHICH PRICE SHALL ALSO INCLUDE SCREWS, WASHERS OR AN APPROVED BONDING AGENT.

REFLECTORS INSTALLED ON TWO LANE ROADS SHALL BE DOUBLE SIDED AND BOTH SIDES SHALL BE CRYSTAL.

REFLECTORS INSTALLED ON CENTER BARRIER SHALL BE DOUBLE SIDE AND BOTH SIDES SHALL BE AMBER.

REFLECTORS INSTALLED ON DIVIDED HIGHWAYS ALONG THE OUSTIDE OF THE HIGHWAY SHALL BE DOUBLE SIDED CRYSTAL.

SPACING FOR REFLECTORS SHALL BE ACCORDING TO STANDARD 782006 UNLESS OTHERWISE NOTED IN THE PLANS.

*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

USER NAME = druholl	DESIGNED -	REVISED -	4-27-23
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	4-27-23
PLOT DATE = 8/7/2024	DATE -	REVISED -	6-21-21

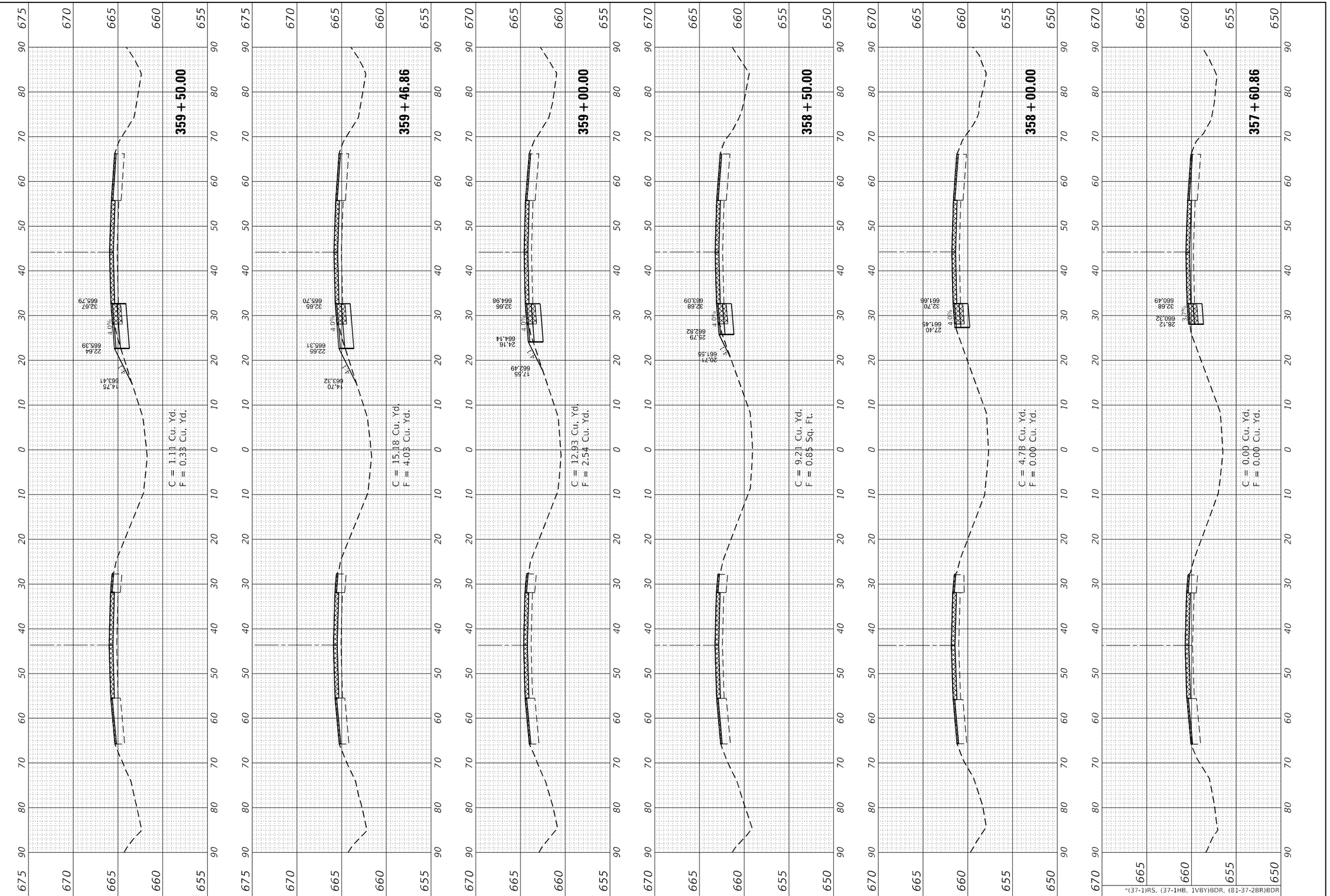
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	246
		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	



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

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

MODEL: Default
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BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217/245-6146 FAX: 217/245-6149
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druholl	DESIGNED - DSR	REVISED -	
	DRAWN - RDS	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - WJS	REVISED -	
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

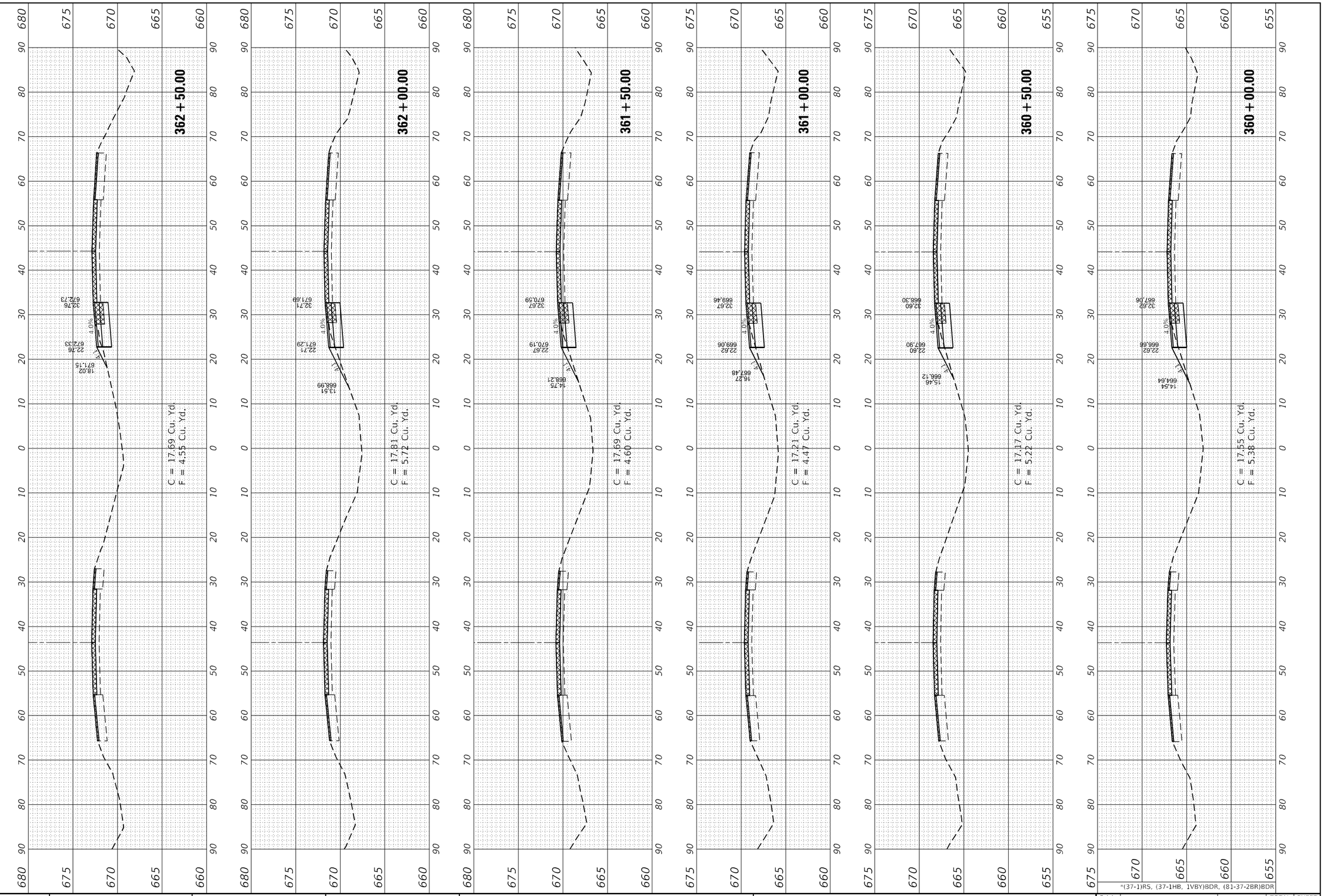
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
(NORTH SIDE OF EMERGENCY MEDIAN AT STA. 362+83)

SCALE: | SHEET 1 OF 11 SHEETS | STA. 357+60.86 TO STA. 359+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	247
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

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



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

MODEL: Default
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BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217/245-4166 FAX: 217/245-4169
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druholl	DESIGNED - DSR	REVISED -
	DRAWN - RDS	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - WJS	REVISED -
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

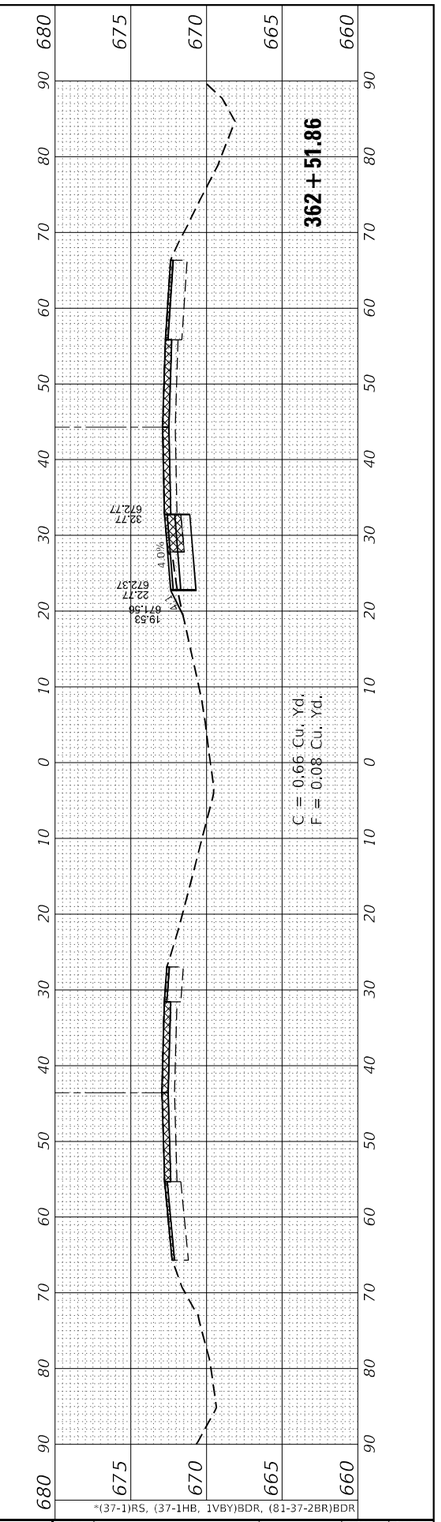
CROSS SECTIONS
(NORTH SIDE OF EMERGENCY MEDIAN AT STA. 362 + 83)

SCALE: | SHEET 2 OF 11 SHEETS | STA. 360+00.00 TO STA. 362+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	248
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

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

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



MODEL: Default
FILE NAME: P:\20F3411-WO2 - 64N05 I-80 Renaving\PAI Rte 80 (I-80) Sec (37-1)RS &(37-1HB,1VBY)BDR\CADD Sheets\D2 64N05-sht-xs.dgn

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS ▪ LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4146 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

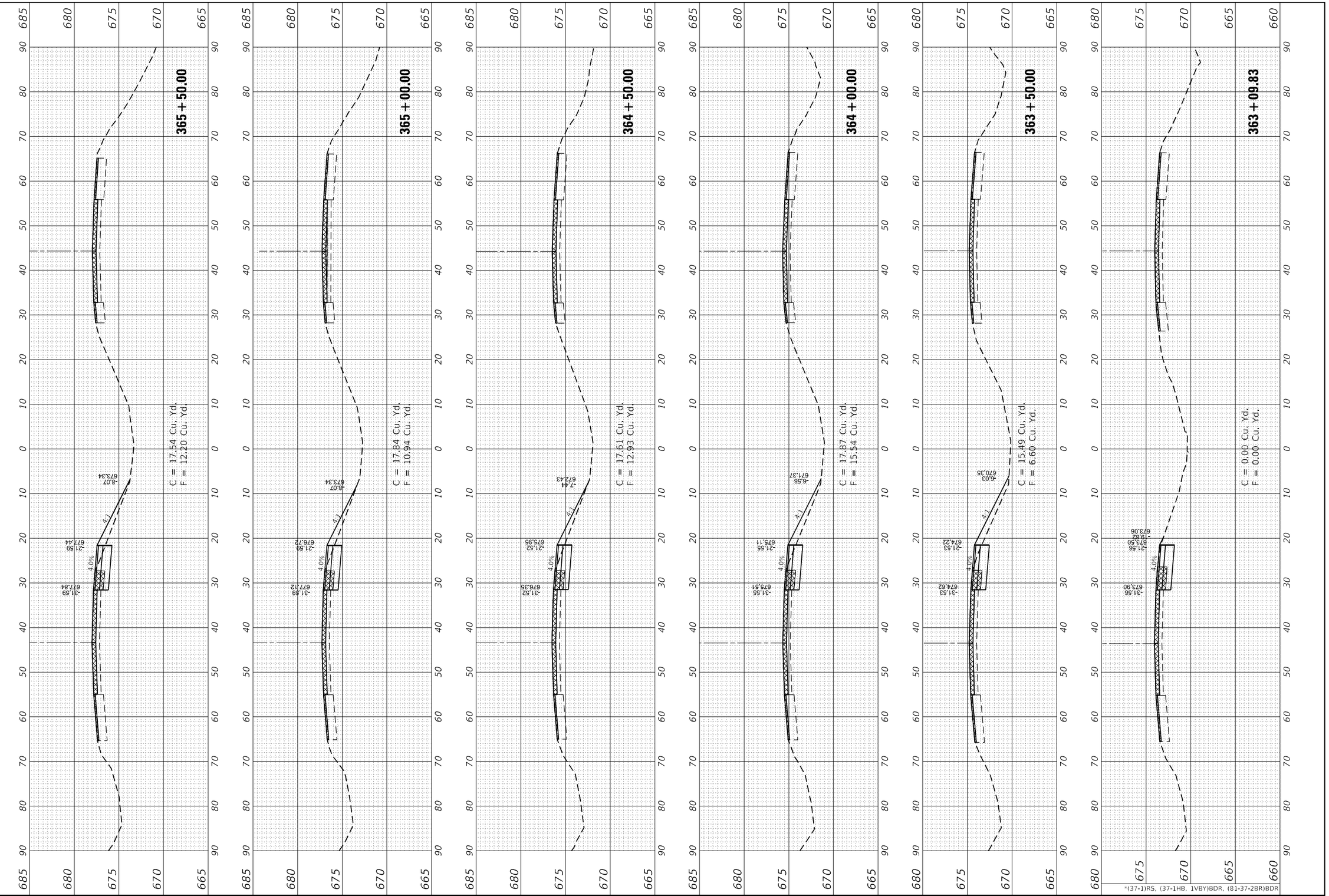
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	DRAWN - RDS	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - WJS	REVISED -	
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
(NORTH SIDE OF EMERGENCY MEDIAN AT STA. 362+83)

SCALE: | SHEET 3 OF 11 SHEETS | STA. 362+51.86 TO STA. 362+51.86

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	249
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		



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

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

NODFL: Default
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BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-6146 FAX: 217-245-6149
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druholl	DESIGNED - DSR	REVISED -	
	DRAWN - RDS	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - WJS	REVISED -	
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

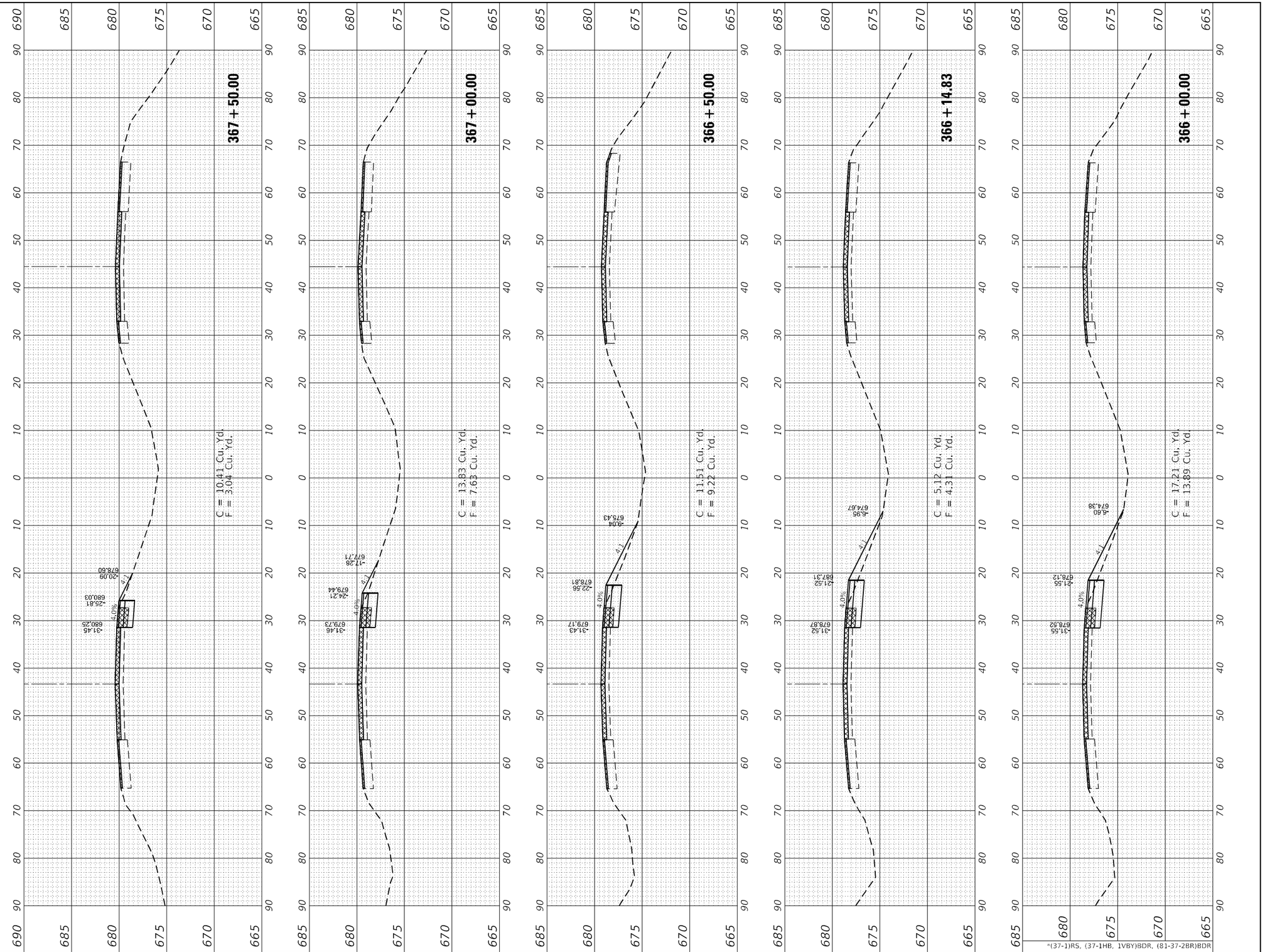
CROSS SECTIONS
(SOUTH SIDE OF EMERGENCY MEDIAN AT STA. 362+83)

SCALE: | SHEET 4 OF 11 SHEETS | STA. 363+09.83 TO STA. 365+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	250
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

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

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



*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217/245-4166 FAX: 217/245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

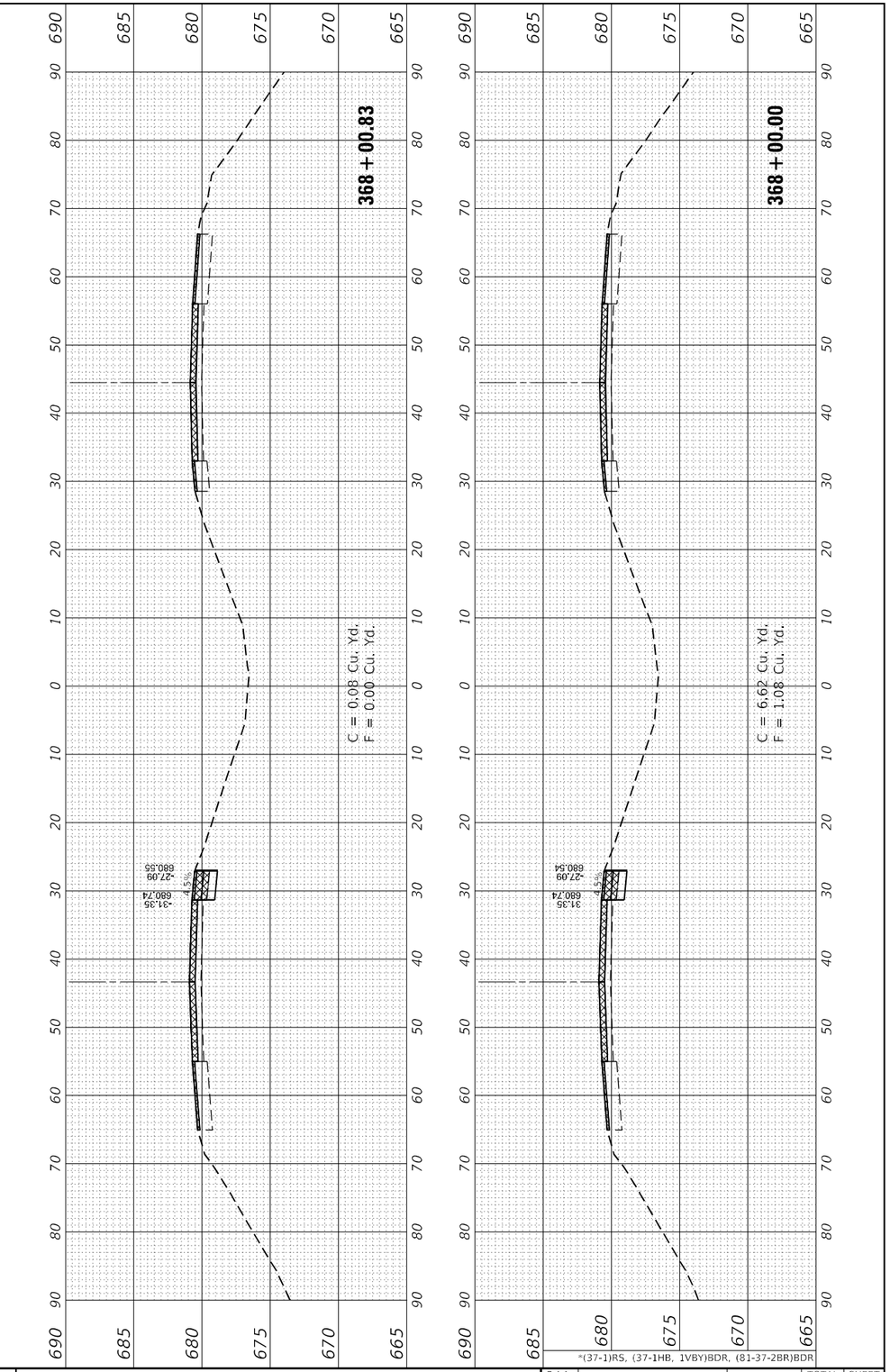
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PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
(SOUTH SIDE OF EMERGENCY MEDIAN AT STA. 362+83)

SCALE: | SHEET 5 OF 11 SHEETS | STA. 366+00.00 TO STA. 367+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	251
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		



*(37-1)RS, (37-1HB, 1VBY)BDR, (81-37-2BR)BDR

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

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

MODEL: Default
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BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS / LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE 217/245-6166 FAX: 217/245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

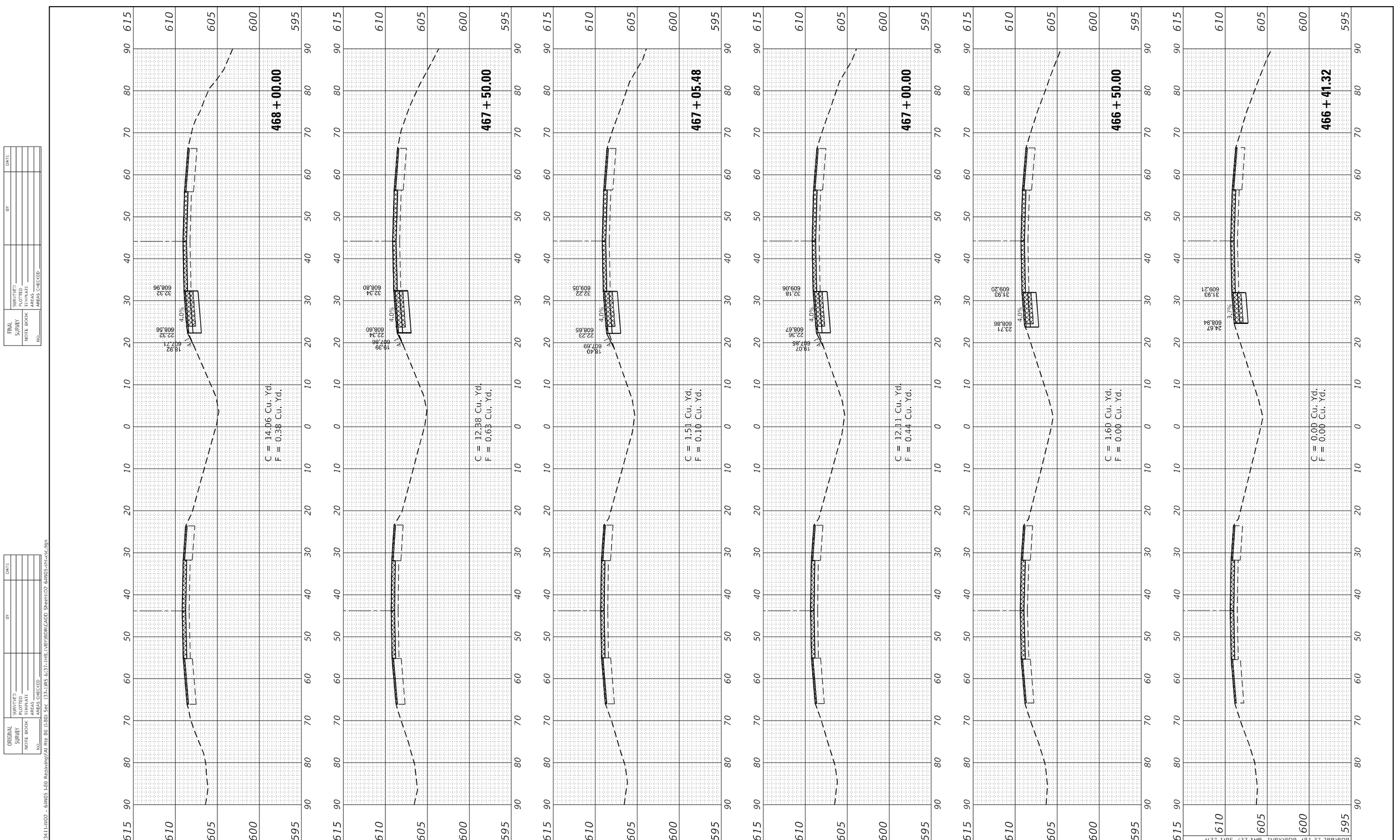
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PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
(SOUTH SIDE OF EMERGENCY MEDIAN AT STA. 362 + 83)

SCALE: | SHEET 6 OF 11 SHEETS | STA. 368+00.00 TO STA. 368+00.83

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	252
		CONTRACT NO. 64N05		
	ILLINOIS FED. AID PROJECT			



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

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

MODEL: Default
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BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS LAND SURVEYORS
1070 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4140 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druholl	DESIGNED - DSR	REVISED -	
	DRAWN - RDS	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - WJS	REVISED -	
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
(NORTH SIDE OF EMERGENCY MEDIAN AT STA. 470+48)

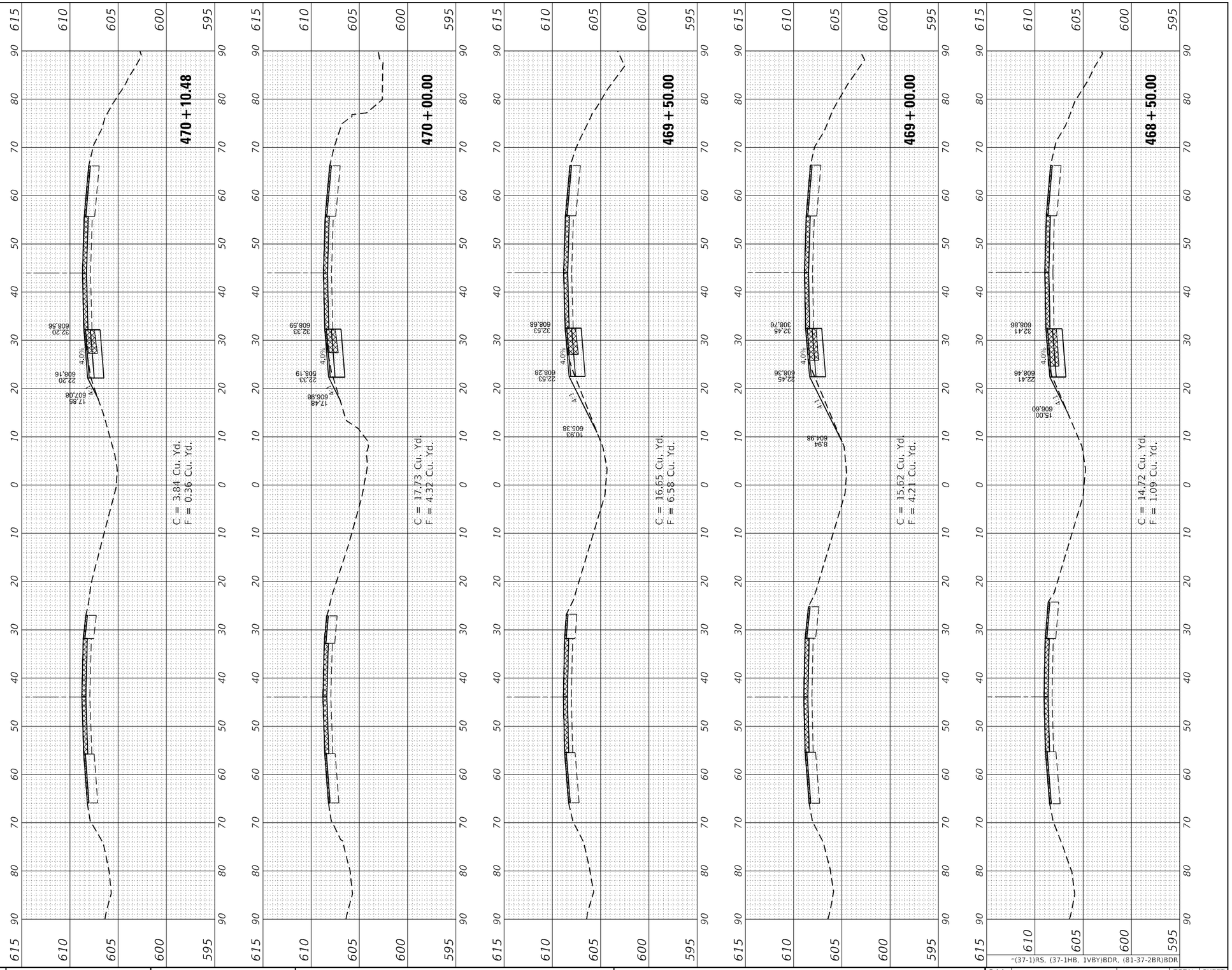
SCALE: | SHEET 7 OF 11 SHEETS | STA. 466+41.32 TO STA. 468+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	253
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

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

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

MODEL: Default
FILE NAME: P:\20E3411-WO2 - 64N05 I-80 Repaving\FAI Rte. 80 (I-80) Sec. (37-1)RS, 6A,(37-1HB, 1VBY)BDR\CADD Sheets\D2 64N05-sht-xsc.dgn



BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS / LAND SURVEYORS
1370 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217/245-6146 FAX: 217/245-6149
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druholl	DESIGNED - DSR	REVISED -
	DRAWN - RDS	REVISED -
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PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -

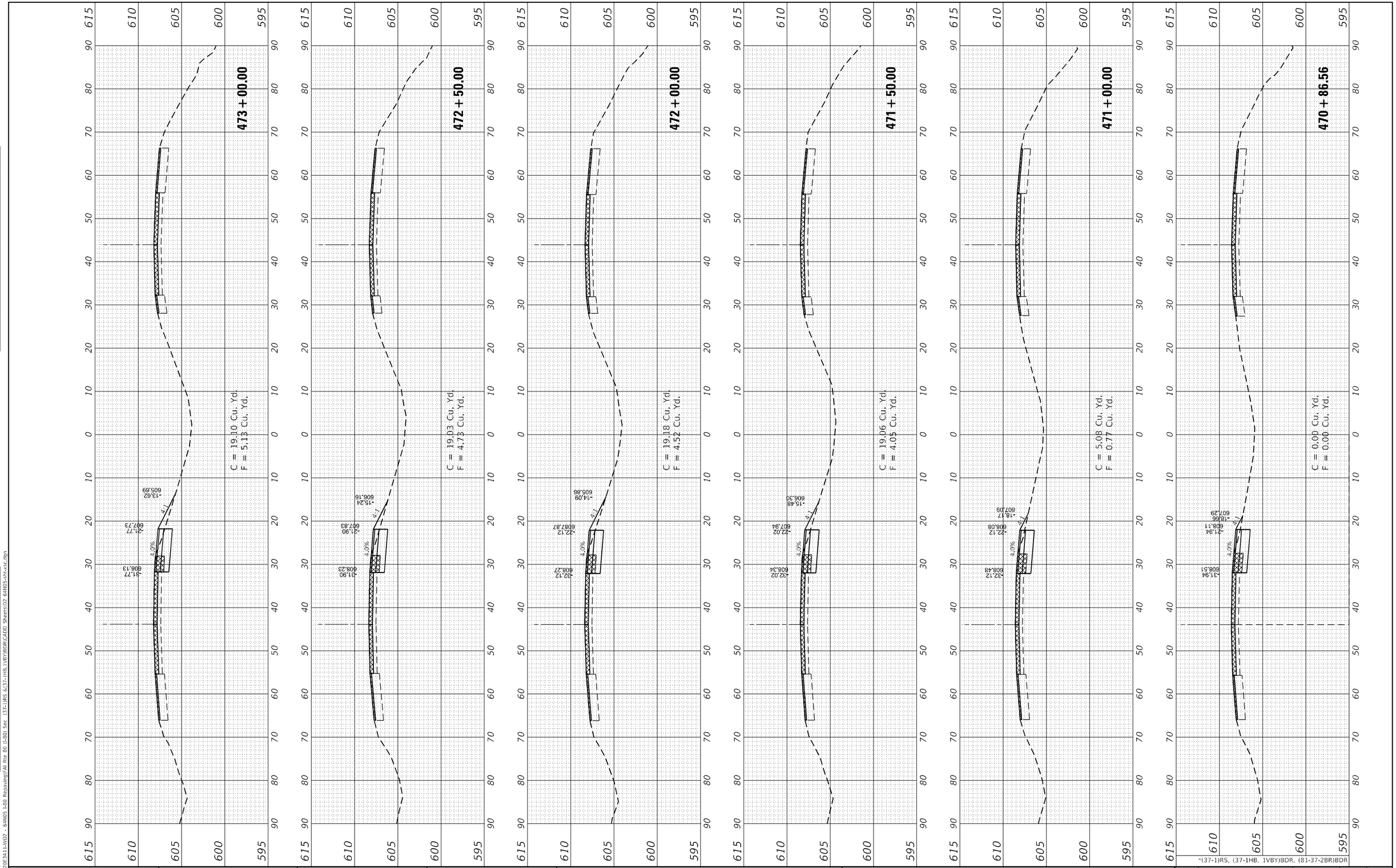
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
(NORTH SIDE OF EMERGENCY MEDIAN AT STA. 470+48)

SCALE: | SHEET 8 OF 237 SHEETS | STA. 468+50.00 TO STA. 470+10.48

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	254
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

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



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

MODEL: Default
FILE NAME: P:\20F3411-WO2 - 64N05 I-80 Renavinp\PAI Rte 80 (I-80) Sec (37-1)RS &(37-1HB,1VBY)BDR\CADD Sheets\02 64N05-sht-xs-dgn

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 2172454140 FAX: 2172454169
IL DESIGN FIRM REGISTRATION NO. 184-000852

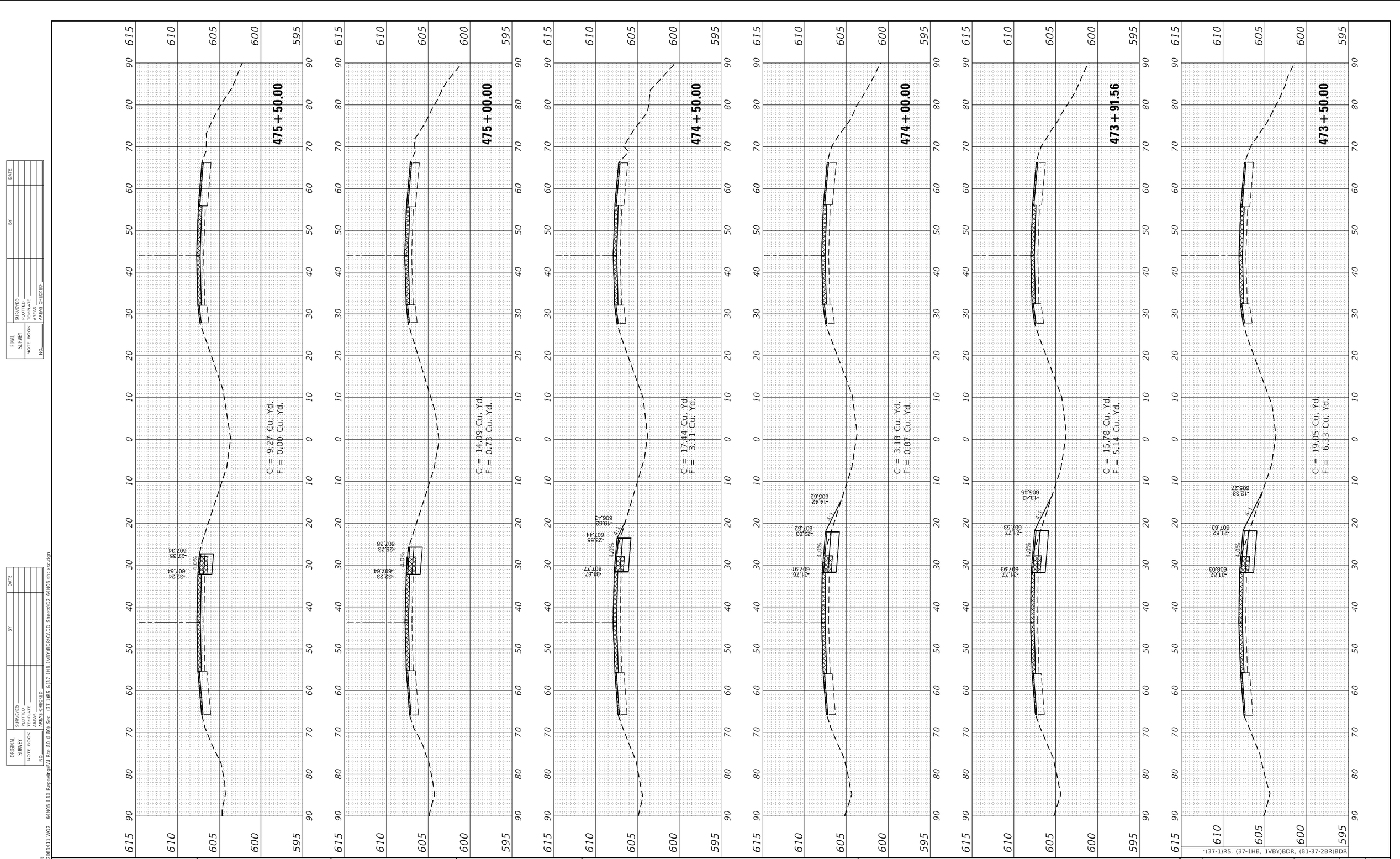
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PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
(SOUTH SIDE OF EMERGENCY MEDIAN AT STA. 470+48)

SCALE: | SHEET 9 OF 11 SHEETS | STA. 470+86.56 TO STA. 473+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	255
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		



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

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

MODEL: Default
FILE NAME: P:\20E3411-W02 - 64N05 I-80 Repaving\PAI Rte. 80 (I-80) Sec (37-1)RS 6,(37-1HB,1VBY)BDR\CADD Sheets\D2 64N05-sht-xs-cs.dgn

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS - LAND SURVEYORS
1976 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217/245-6146 FAX: 217/245-6149
IL DESIGN FIRM REGISTRATION NO. 184-000852

USER NAME = druholl	DESIGNED - DSR	REVISED -
	DRAWN - RDS	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - WJS	REVISED -
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

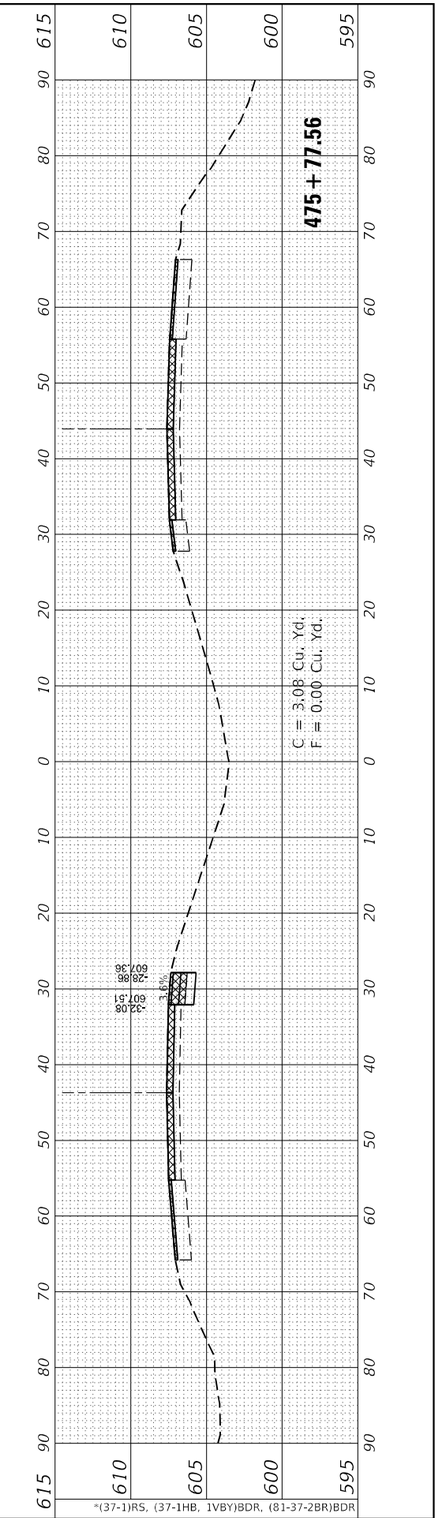
CROSS SECTIONS
(SOUTH SIDE OF EMERGENCY MEDIAN AT STA. 470+48)

SCALE: | SHEET 10 OF 11 SHEETS | STA. 473+50.00 TO STA. 475+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	256
		CONTRACT NO. 64N05		
	ILLINOIS	FED. AID PROJECT		

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

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



MODEL: Default
FILE NAME: P:\20E3411-W02 - 64N05 I-80 Resaving\FAI Rte 80 (I-80) Sec (37-1)RS &(37-1HB,1VBY)BDR\CADD Sheets\02 64N05-sht-xs-sc.dgn

BENTON & ASSOCIATES, INC.
CONSULTING ENGINEERS LAND SURVEYORS
1970 WEST LAFAYETTE AVE.
JACKSONVILLE, IL 62650
PHONE: 217-245-4146 FAX: 217-245-4149
IL DESIGN FIRM REGISTRATION NO. 184-000832

USER NAME = druholl	DESIGNED - DSR	REVISED -
	DRAWN - RDS	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - WJS	REVISED -
PLOT DATE = 8/7/2024	DATE - 08/05/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
(SOUTH SIDE OF EMERGENCY MEDIAN AT STA. 470+48)

SCALE: | SHEET 11 OF 11 SHEETS | STA. 475+77.56 TO STA. 475+77.56

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	HENRY	257	257
		CONTRACT NO. 64N05		
		ILLINOIS	FED. AID PROJECT	