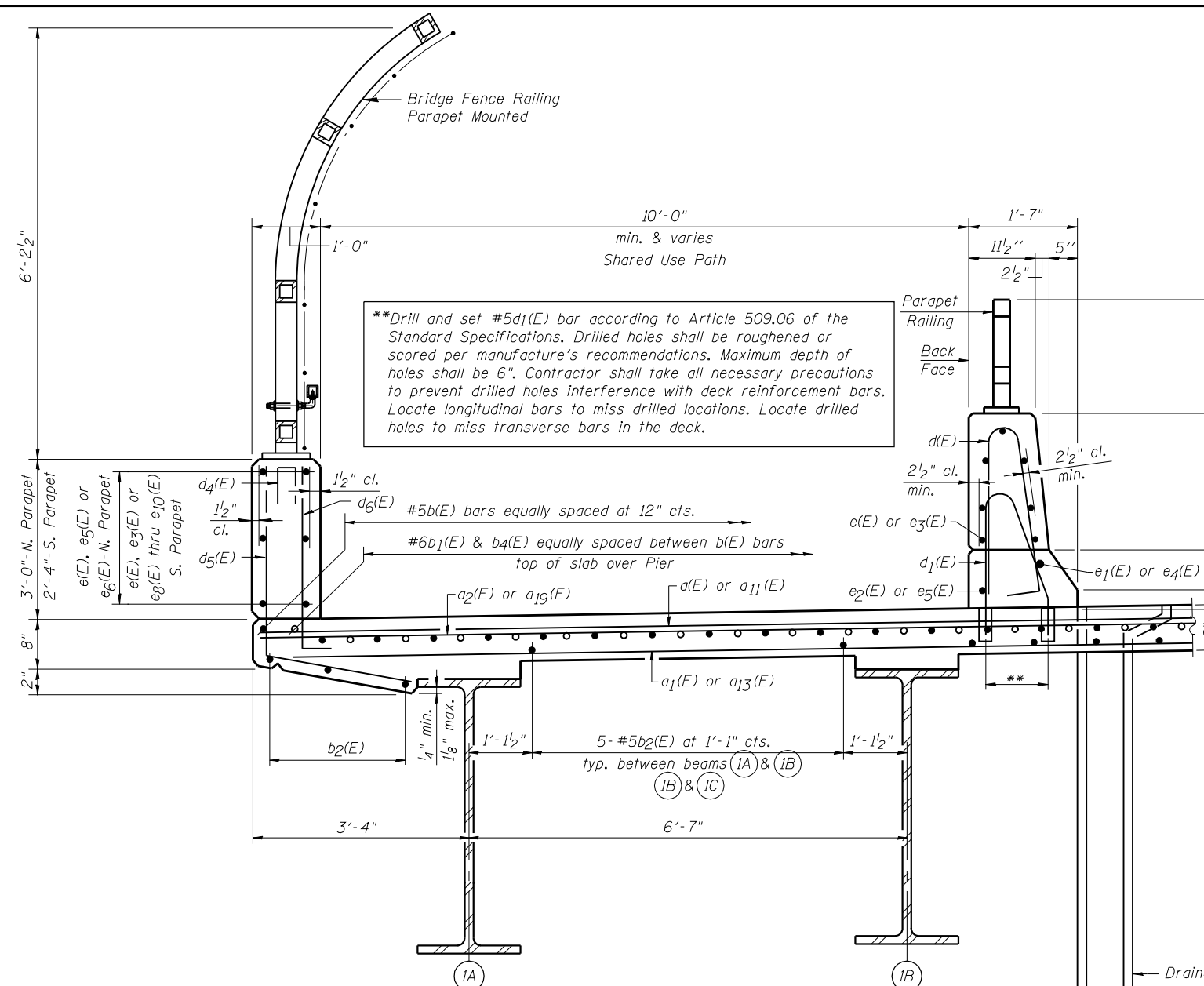


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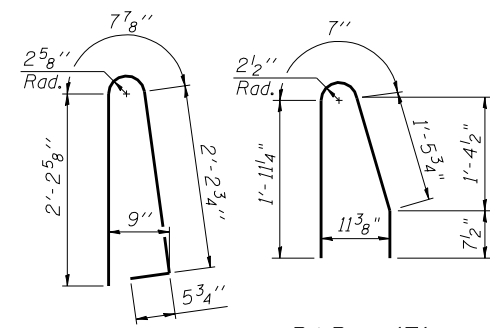
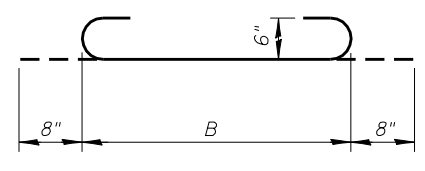
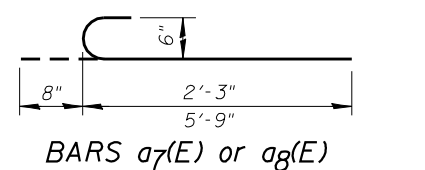


ENLARGED DETAIL AT SHARED USE PATH

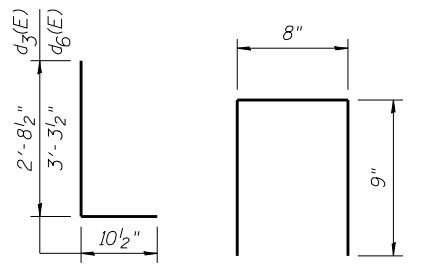
(North side of bridge-shown)
(South side of bridge similar)
Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure

B DIMENSIONS

| Spacing Between Beams | Bar | B |
|--|-------|--------|
| 6'-7" between Beam 1A to Beam 1C | a3(E) | 7'-11" |
| 6'-10" between Beam 1 to Beam 10 | a5(E) | 8'-3" |
| 5'-4" between Beam 10 to Beam 13 | a6(E) | 6'-5" |
| 2'-0" btwn. Beam 4 to Stage Const. Line | a7(E) | 2'-3" |
| 4'-10" btwn. Stage Const. Line to Beam 5 | a8(E) | 5'-9" |



MIN. BAR LAP:
(Parapet)
#4 bars = 2'-0"
#8 bars = 5'-2"

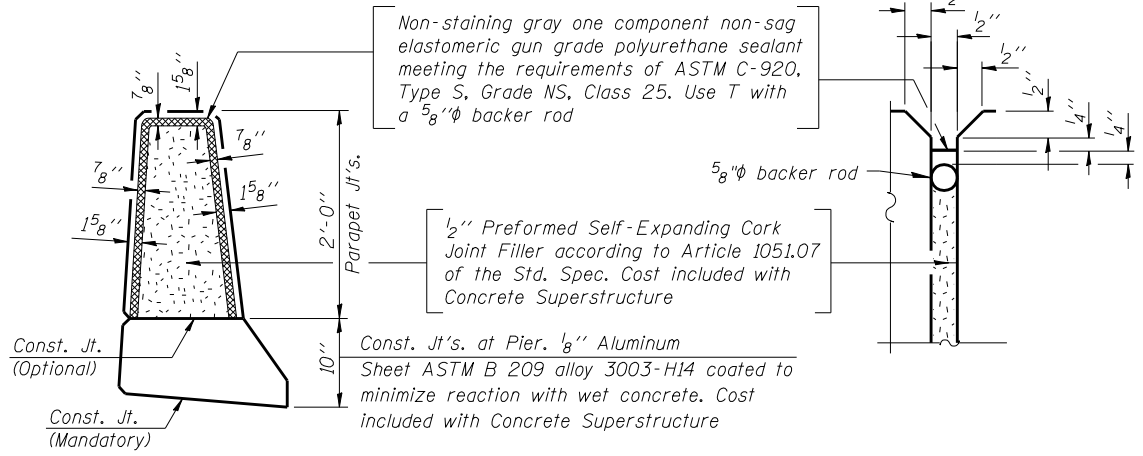


SUPERSTRUCTURE BILL OF MATERIAL

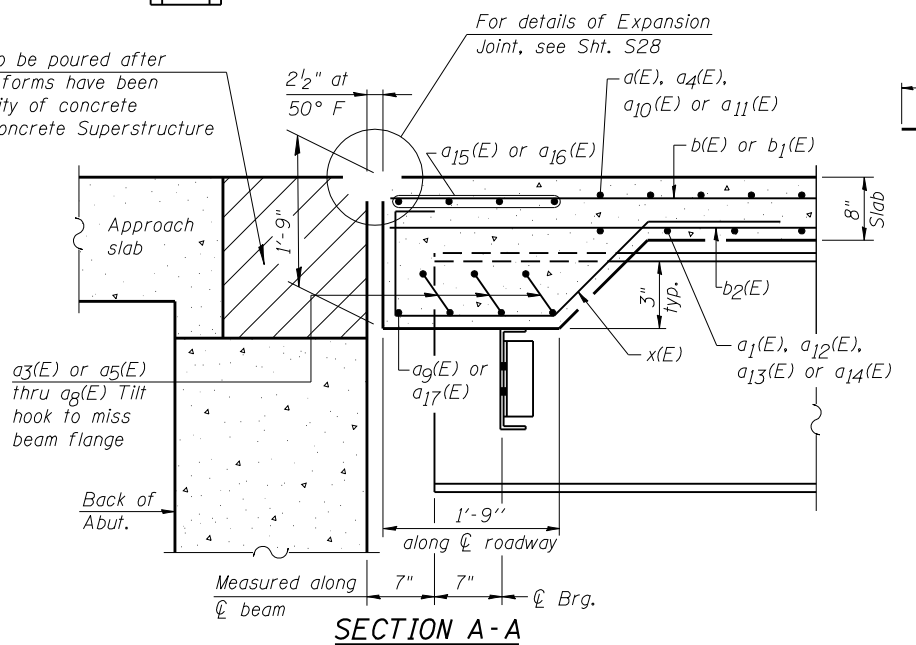
| Bar | No. | Size | Length | Shape |
|--------|-------|------|---------|-------|
| a(E) | 436 | #5 | 27'-10" | — |
| a1(E) | 348 | #5 | 24'-3" | — |
| a2(E) | 429 | #6 | 19'-6" | — |
| a3(E) | 12 | #6 | 9'-3" | U |
| a4(E) | 436 | #5 | 20'-2" | — |
| a5(E) | 54 | #6 | 9'-7" | — |
| a6(E) | 18 | #6 | 7'-9" | — |
| a7(E) | 6 | #6 | 2'-11" | — |
| a8(E) | 6 | #6 | 6'-5" | — |
| a9(E) | 4 | #6 | 30'-0" | — |
| a10(E) | 436 | #5 | 29'-10" | — |
| a11(E) | 436 | #5 | 30'-8" | — |
| a12(E) | 348 | #5 | 23'-8" | — |
| a13(E) | 348 | #5 | 27'-3" | — |
| a14(E) | 348 | #5 | 33'-3" | — |
| a15(E) | 16 | #7 | 30'-6" | — |
| a16(E) | 24 | #7 | 26'-11" | — |
| a17(E) | 6 | #6 | 26'-3" | — |
| a18(E) | 64 | #6 | 1'-6" | — |
| a19(E) | 429 | #6 | 15'-11" | — |
| b(E) | 1,133 | #5 | 28'-10" | — |
| b1(E) | 303 | #6 | 37'-3" | — |
| b2(E) | 948 | #5 | 26'-8" | — |
| d(E) | 640 | #6 | 5'-7" | U |
| d1(E) | 640 | #6 | 4'-8" | U |
| d2(E) | 320 | #5 | 5'-2" | L |
| d3(E) | 320 | #5 | 3'-7" | L |
| d4(E) | 124 | #4 | 2'-2" | L |
| d5(E) | 320 | #6 | 5'-10" | L |
| d6(E) | 320 | #6 | 4'-2" | L |
| e(E) | 320 | #4 | 15'-5" | — |
| e1(E) | 16 | #8 | 35'-4" | — |
| e2(E) | 20 | #4 | 26'-9" | — |
| e3(E) | 56 | #4 | 19'-8" | — |
| e4(E) | 4 | #8 | 19'-8" | — |
| e5(E) | 12 | #4 | 14'-6" | — |
| e6(E) | 6 | #4 | 17'-3" | — |
| e7(E) | 12 | #4 | 13'-10" | — |
| e8(E) | 18 | #4 | 16'-5" | — |
| e9(E) | 24 | #4 | 15'-8" | — |
| e10(E) | 24 | #4 | 15'-2" | — |
| x(E) | 144 | #5 | 6'-5" | — |

| | | |
|----------------------------------|-------|---------|
| Concrete Superstructure | Cu Yd | 886.3 |
| Bridge Deck Grooving | Sq Yd | 2,600 |
| Protective Coat | Sq Yd | 3,941 |
| Reinforcement Bars, Epoxy Coated | Pound | 218,840 |

Bars indicated thus 1x4-#8 etc., indicates 1 line of bars with 4 lengths per line



PARAPET JOINT DETAILS



SECTION A-A

| | | |
|----------------------------|------------------------|-----------|
| USER NAME = IDOT | DESIGNED - B.N.S./J.W. | REVISED - |
| PLLOT SCALE = 1/8" = 1'-0" | CHECKED - J.W./B.N.S. | REVISED - |
| PLLOT DATE = 10/10/2014 | DRAWN - F.M./B.K./J.V. | REVISED - |
| | DATE - OCTOBER, 2014 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

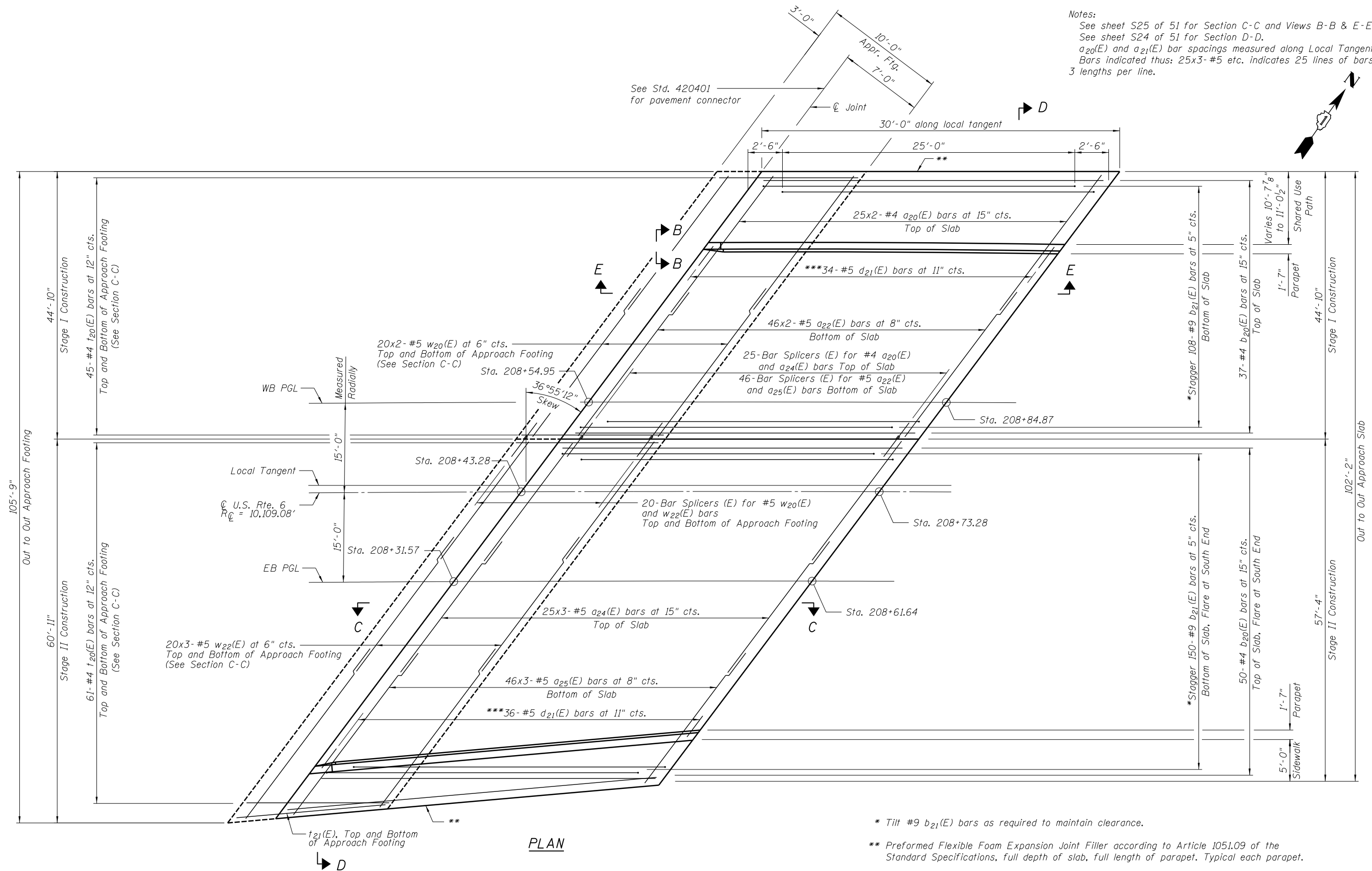
**SUPERSTRUCTURE DETAILS
STRUCTURE NO. 099-0277**

SHEET NO. S21 OF S51 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|---------------|--------|--------------|-----------|
| 55 | 86-1-HBK-BY&R | WILL | 271 | 201 |

CONTRACT NO. 60X84
ILLINOIS FED. AID PROJECT

Notes:
 See sheet S25 of 51 for Section C-C and Views B-B & E-E.
 See sheet S24 of 51 for Section D-D.
 $a_{20}(E)$ and $a_{21}(E)$ bar spacings measured along Local Tangent.
 Bars indicated thus: 25x3-#5 etc. indicates 25 lines of bars with 3 lengths per line.



PLAN

MINIMUM BAR LAP

#4 bar = 2'-11"
 #5 bar = 3'-3"

* Tilt #9 $b_{21}(E)$ bars as required to maintain clearance.

** Preformed Flexible Foam Expansion Joint Filler according to Article 1051.09 of the Standard Specifications, full depth of slab, full length of parapet. Typical each parapet.

*** Drill and set bars #5 $d_{21}(E)$ bars according to Article 509.06 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall be 6". Contractor shall take all necessary precautions to prevent drilled holes interference with deck reinforcement bars. Locate longitudinal bars to miss drilled locations. Locate drilled holes to miss transverse bars in deck.

FILE NAME = ...Appr-SlabDetails.dgn



Zroka Engineering, P.C.
 4216 North Hermitage
 Chicago, IL 60613

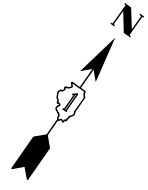
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|-------------------------------|----------------------|-----------|
| USER NAME = SAW | DESIGNED - PM | REVISED - |
| PLOT SCALE = 1/92.0000' / ft. | CHECKED - LAS | REVISED - |
| PLOT DATE = 8/7/2014 | DRAWN - SAW | REVISED - |
| | DATE - OCTOBER, 2014 | REVISED - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

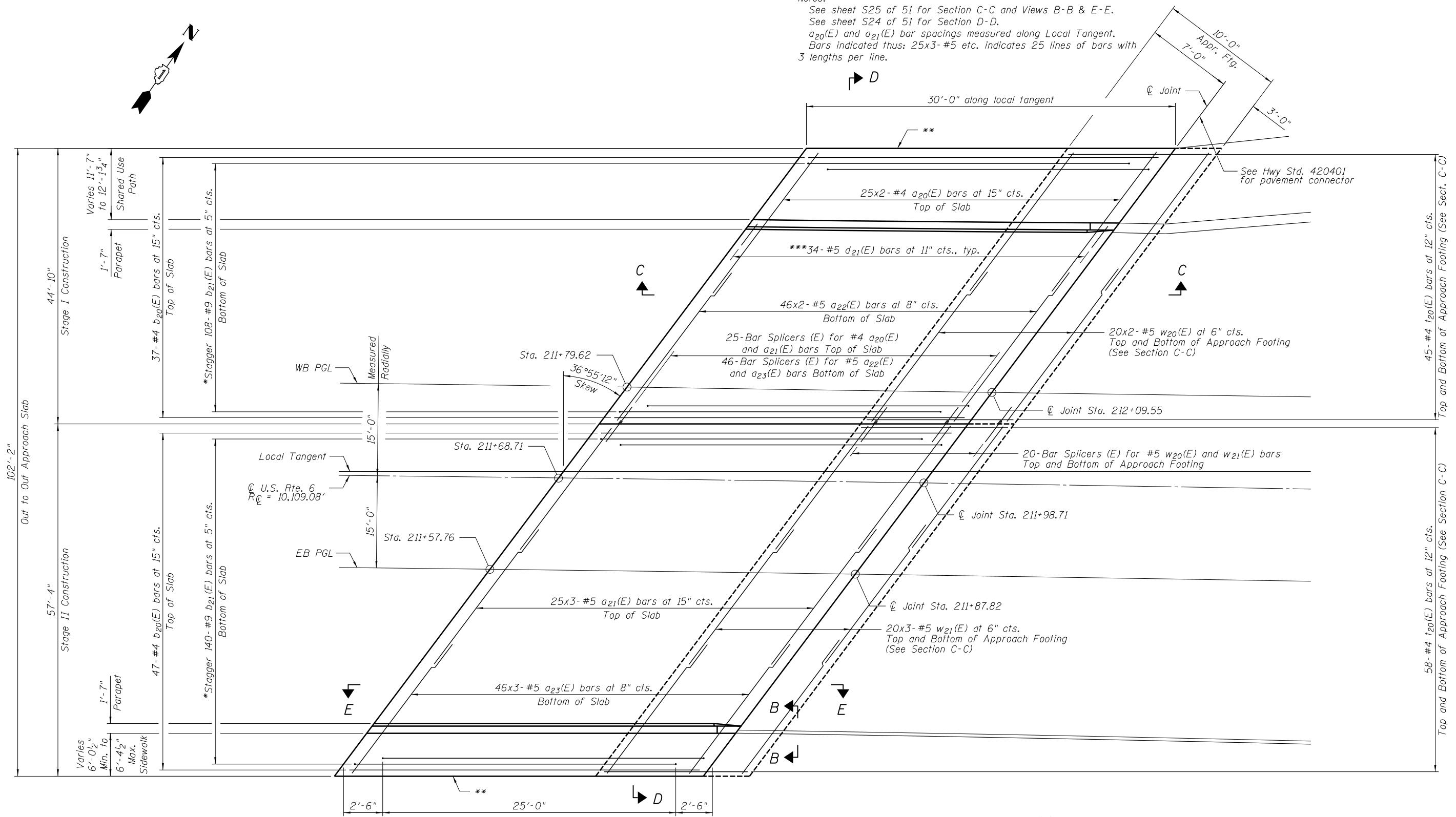
WEST BRIDGE APPROACH SLAB
 STRUCTURE NO. 099-0277

SHEET NO. S22 OF S51 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------------|--------|--------------|-----------|
| 55 | 86-1-HBK-BY&R | WILL | 271 | 202 |
| CONTRACT NO. 60X84 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



Notes:
 See sheet S25 of 51 for Section C-C and Views B-B & E-E.
 See sheet S24 of 51 for Section D-D.
 $a_{20}(E)$ and $a_{21}(E)$ bar spacings measured along Local Tangent.
 Bars indicated thus: 25x3-#5 etc. indicates 25 lines of bars with 3 lengths per line.



PLAN

MINIMUM BAR LAP
 #4 bar = 2'-11"
 #5 bar = 3'-3"

- * Tilt #9 $b_{21}(E)$ bars as required to maintain clearance.
- ** Preformed Flexible Foam Expansion Joint Filler according to Article 1051.09 of the Standard Specifications, full depth of slab, full length of parapet. Typical each parapet.
- *** Drill and set bars #5 $d_{21}(E)$ bars according to Article 509.06 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall be 6". Contractor shall take all necessary precautions to prevent drilled holes interference with deck reinforcement bars. Locate longitudinal bars to miss drilled locations. Locate drilled holes to miss transverse bars in deck.

FILE NAME = ...Appr-SlabDetail.s2.dgn



| | | |
|-------------------------------|----------------------|-----------|
| USER NAME = SAW | DESIGNED - PM | REVISED - |
| | CHECKED - LAS | REVISED - |
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| PLOT DATE = 8/7/2014 | DATE - OCTOBER, 2014 | REVISED - |

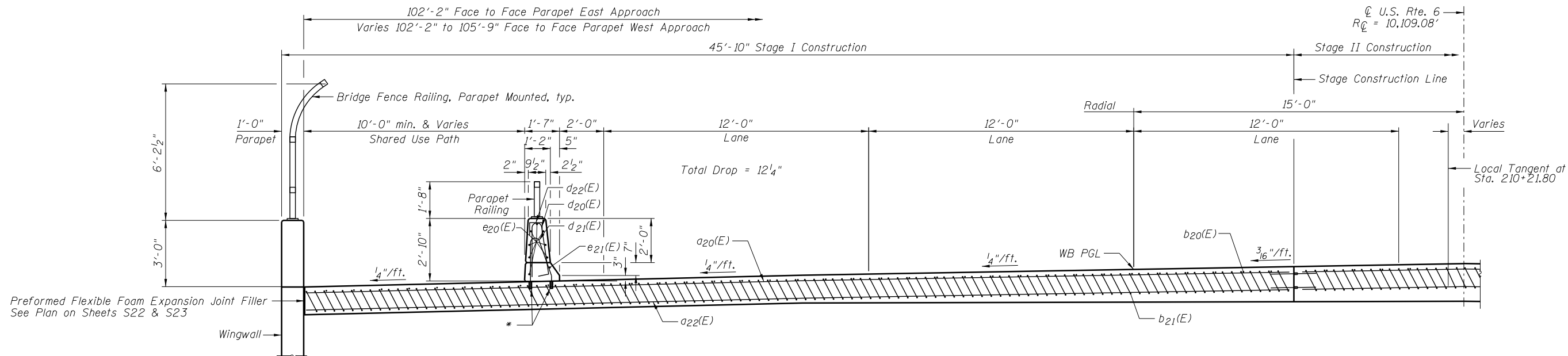
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EAST BRIDGE APPROACH SLAB
 STRUCTURE NO. 099-0277

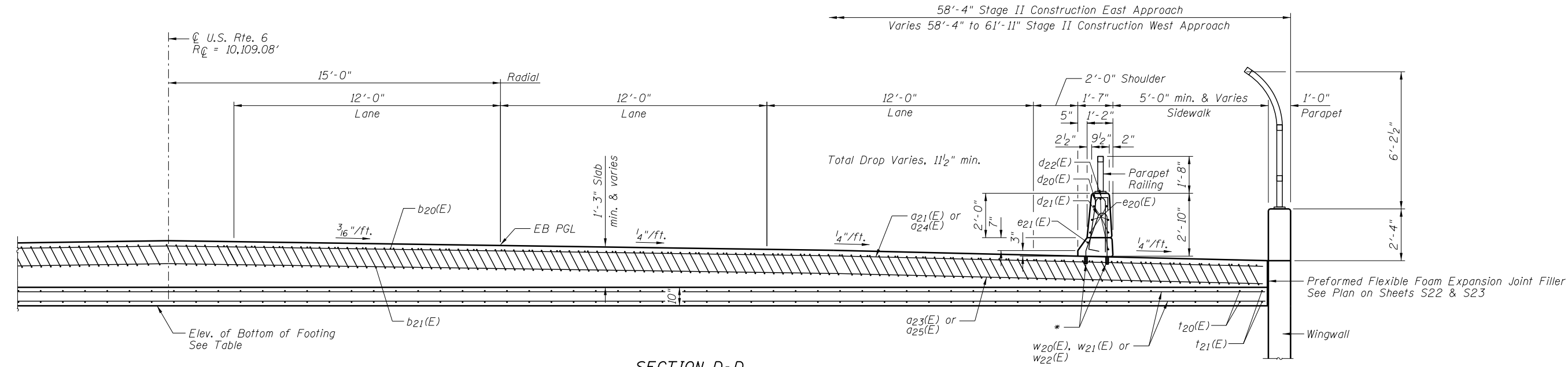
SHEET NO. S23 OF S51 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|---------------|--------|--------------|-----------|
| 55 | 86-1-HBK-BY&R | WILL | 271 | 203 |
| CONTRACT NO. 60X84 | | | | |

ILLINOIS FED. AID PROJECT



SECTION D-D
(Near Abutment)



SECTION D-D
(At Approach Footing)

BOTTOM OF APPROACH FOOTING ELEVATION TABLE

| | West Bridge Approach Slab | East Bridge Approach Slab |
|------------------------|---------------------------|---------------------------|
| North Edge of Approach | 552.95 | 554.00 |
| WB PGL | 553.21 | 555.12 |
| U.S. Route 6 | 553.21 | 555.44 |
| EB PGL | 552.73 | 555.29 |
| South Edge of Approach | 551.36 | 554.74 |

* Drill and set bars #5 d₂₁(E) bars according to Article 509.06 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall be 6". Contractor shall take all necessary precautions to prevent drilled holes interference with deck reinforcement bars. Locate longitudinal bars to miss drilled locations. Locate drilled holes to miss transverse bars in deck.

FILE NAME = ...ApproSlabDetails.dgn



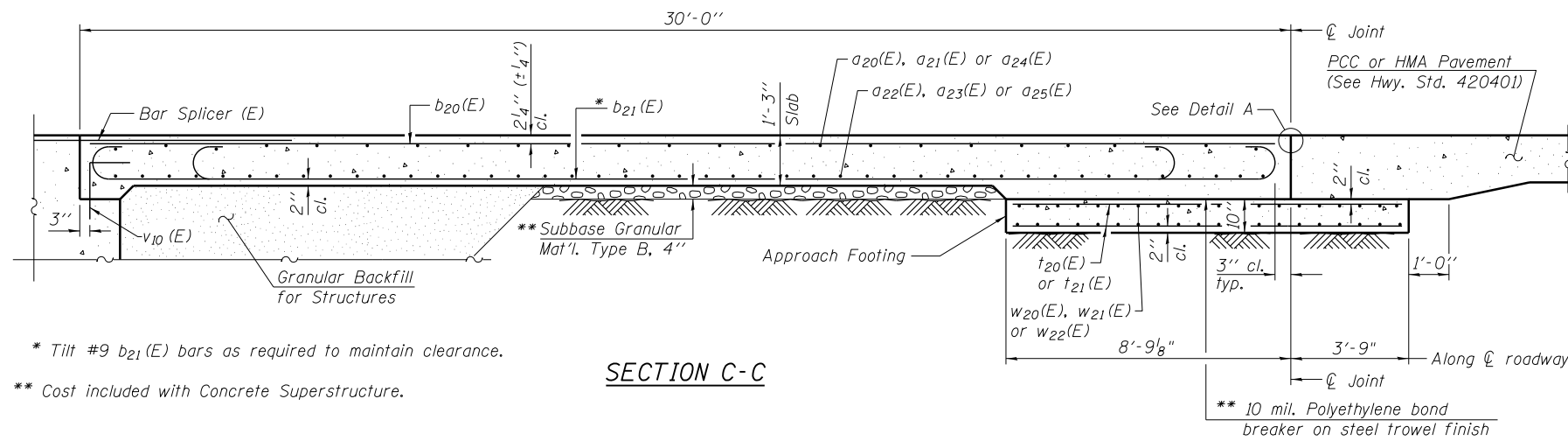
| | | |
|---------------------------|----------------------|-----------|
| USER NAME = SAW | DESIGNED - PM | REVISED - |
| PLOT SCALE = 5/8" = 1'-0" | CHECKED - LAS | REVISED - |
| PLOT DATE = 8/7/2014 | DRAWN - SAW | REVISED - |
| | DATE - OCTOBER, 2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH SLAB DETAILS - 1 OF 2
STRUCTURE NO. 099-0277

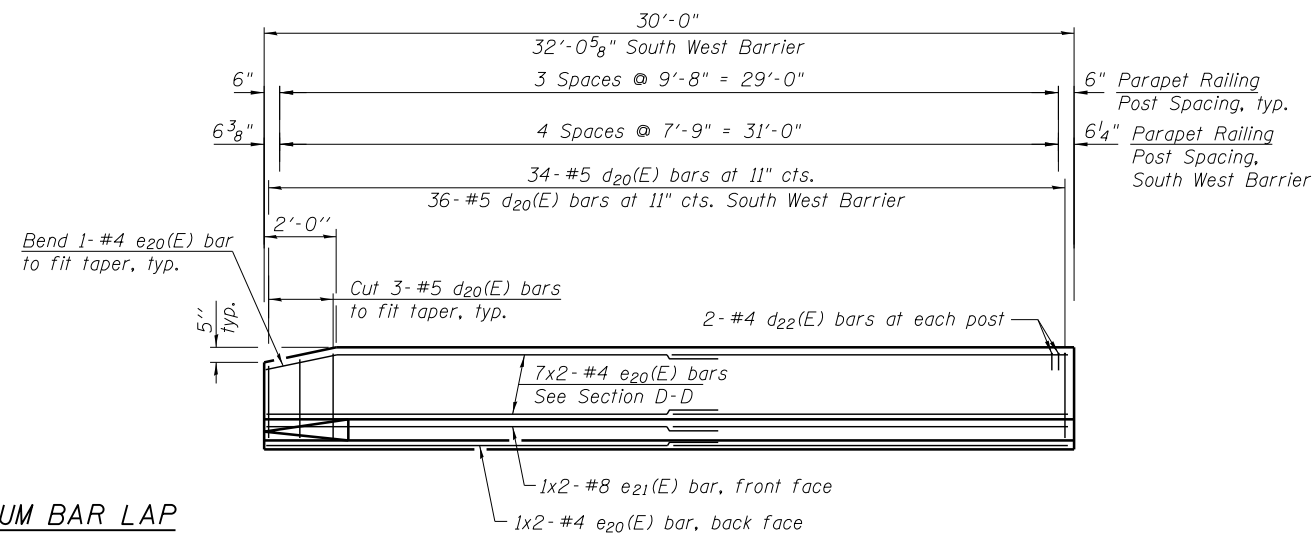
SHEET NO. S24 OF S51 SHEETS

| | | | | |
|---------------------------|-----------------------|-------------|------------------|---------------|
| F.A.I. RTE. 55 | SECTION 86-1-HBK-BY&R | COUNTY WILL | TOTAL SHEETS 271 | SHEET NO. 204 |
| CONTRACT NO. 60X84 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



* Tilt #9 b₂₁(E) bars as required to maintain clearance.
 ** Cost included with Concrete Superstructure.

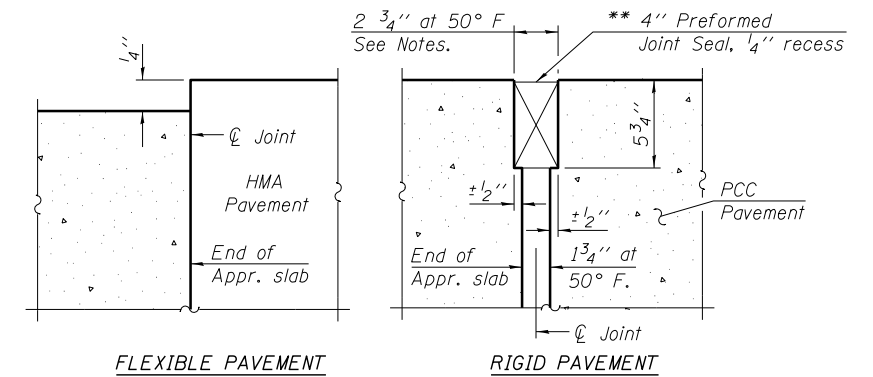
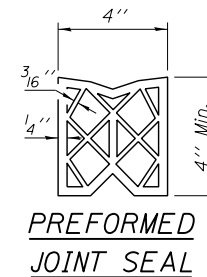
Notes:
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For v₁₀(E) bar details, see sheets S36 & S39 of 51.
 The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
 For bar splicer details, see sheet S44 of 51.
 Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see sheet S2 of 51.
 For additional parapet details, see sheet S21 of 51.
 Bars indicated thus: 7x2-#4 etc. indicates 7 lines of bars with 2 lengths per line.



MINIMUM BAR LAP
 (Parapet)
 #4 bar = 2'-0"
 #8 bar = 5'-2"

VIEW E-E
 South Parapet to be constructed in Stage II.
 North Parapet to be constructed in Stage III.

Note:
 The joint opening shall be determined per Article 520.04 except that on jointless structures, the distance described as the bridge length between the nearest fixed bearings each way from the joint shall be taken as half the bridge length plus the approach slab length. The minimum dimension shall be 1 1/2" for installation purposes.



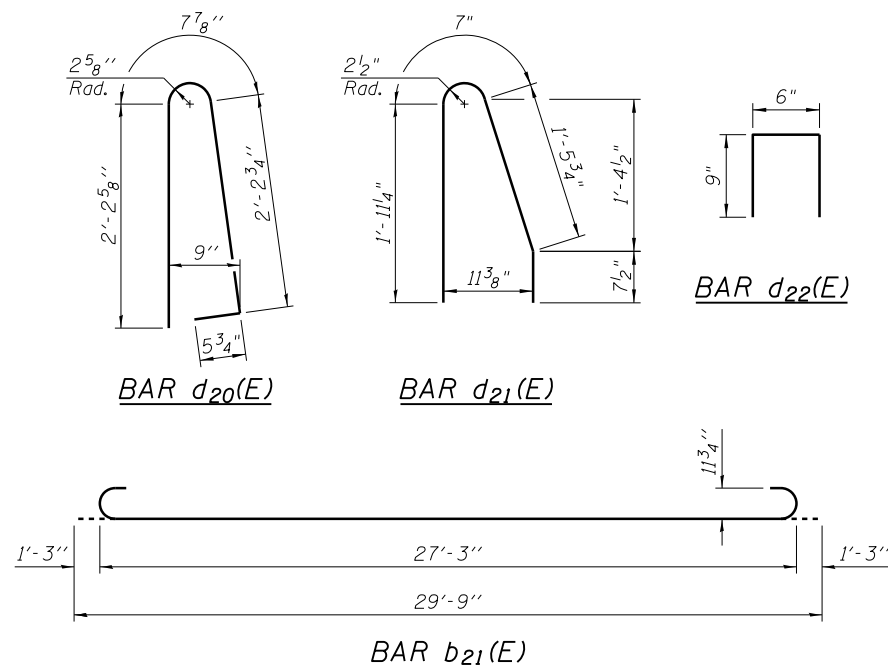
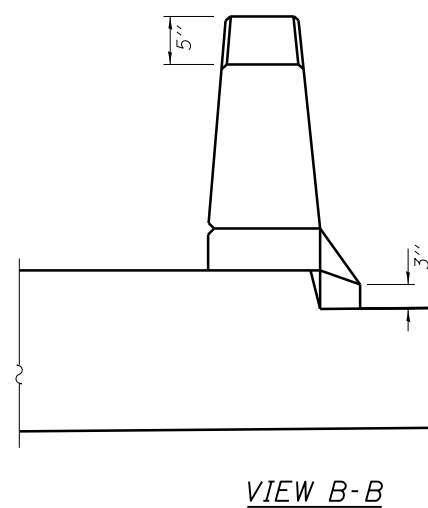
DETAIL A
 ** Cost included with Concrete Superstructure.

**BILL OF MATERIAL
 EAST APPROACH SLAB**

| Bar | No. | Size | Length | Shape |
|----------------------------------|-----|------|---------|---------------|
| a ₂₀ (E) | 50 | #4 | 30'-9" | — |
| a ₂₁ (E) | 75 | #4 | 26'-10" | — |
| a ₂₂ (E) | 92 | #5 | 30'-10" | — |
| a ₂₄ (E) | 75 | #4 | 28'-6" | — |
| a ₂₅ (E) | 138 | #5 | 27'-0" | — |
| b ₂₀ (E) | 84 | #4 | 29'-8" | — |
| b ₂₁ (E) | 248 | #9 | 29'-9" | — |
| d ₂₀ (E) | 68 | #5 | 5'-7" | ∧ |
| d ₂₁ (E) | 68 | #5 | 4'-8" | ∧ |
| d ₂₂ (E) | 16 | #4 | 2'-0" | □ |
| e ₂₀ (E) | 32 | #4 | 17'-6" | — |
| e ₂₁ (E) | 4 | #8 | 18'-8" | — |
| t ₂₀ (E) | 206 | #4 | 12'-3" | — |
| w ₂₀ (E) | 80 | #5 | 30'-10" | — |
| w ₂₁ (E) | 120 | #5 | 27'-0" | — |
| Concrete Structures | | | | Cu. Yd. 31.5 |
| Concrete Superstructure | | | | Cu. Yd. 151.0 |
| Bridge Deck Grooving | | | | Sq. Yd. 267 |
| Protective Coat | | | | Sq. Yd. 374 |
| Reinforcement Bars, Epoxy Coated | | | | Pound 41,550 |
| Bar Splicers | | | | Each 111 |

**BILL OF MATERIAL
 WEST APPROACH SLAB**

| Bar | No. | Size | Length | Shape |
|----------------------------------|-----|------|---------|---------------|
| a ₂₀ (E) | 50 | #4 | 30'-9" | — |
| a ₂₂ (E) | 92 | #5 | 30'-10" | — |
| a ₂₄ (E) | 75 | #4 | 28'-6" | — |
| a ₂₅ (E) | 138 | #5 | 28'-9" | — |
| b ₂₀ (E) | 87 | #4 | 29'-8" | — |
| b ₂₁ (E) | 258 | #9 | 29'-9" | — |
| d ₂₀ (E) | 70 | #5 | 5'-7" | ∧ |
| d ₂₁ (E) | 70 | #5 | 4'-8" | ∧ |
| d ₂₂ (E) | 18 | #4 | 2'-0" | □ |
| e ₂₀ (E) | 32 | #4 | 17'-6" | — |
| e ₂₁ (E) | 4 | #8 | 18'-8" | — |
| t ₂₀ (E) | 212 | #4 | 12'-3" | — |
| t ₂₁ (E) | 2 | #4 | 13'-3" | — |
| w ₂₀ (E) | 80 | #5 | 30'-10" | — |
| w ₂₂ (E) | 120 | #5 | 28'-8" | — |
| Concrete Structures | | | | Cu. Yd. 32.6 |
| Concrete Superstructure | | | | Cu. Yd. 153.7 |
| Bridge Deck Grooving | | | | Sq. Yd. 276 |
| Protective Coat | | | | Sq. Yd. 383 |
| Reinforcement Bars, Epoxy Coated | | | | Pound 43,040 |
| Bar Splicers | | | | Each 111 |



FILE NAME = ...ApproachSlabDetails.dgn



Zroka Engineering, P.C.
 4216 North Hermitage
 Chicago, IL 60613

| | | |
|---------------------------------|----------------------|-----------|
| USER NAME = SAW | DESIGNED - PM | REVISED - |
| PLOT SCALE = 0:2.0000 '1' / in. | CHECKED - LAS | REVISED - |
| PLOT DATE = 10/6/2014 | DRAWN - SAW | REVISED - |
| | DATE - OCTOBER, 2014 | REVISED - |

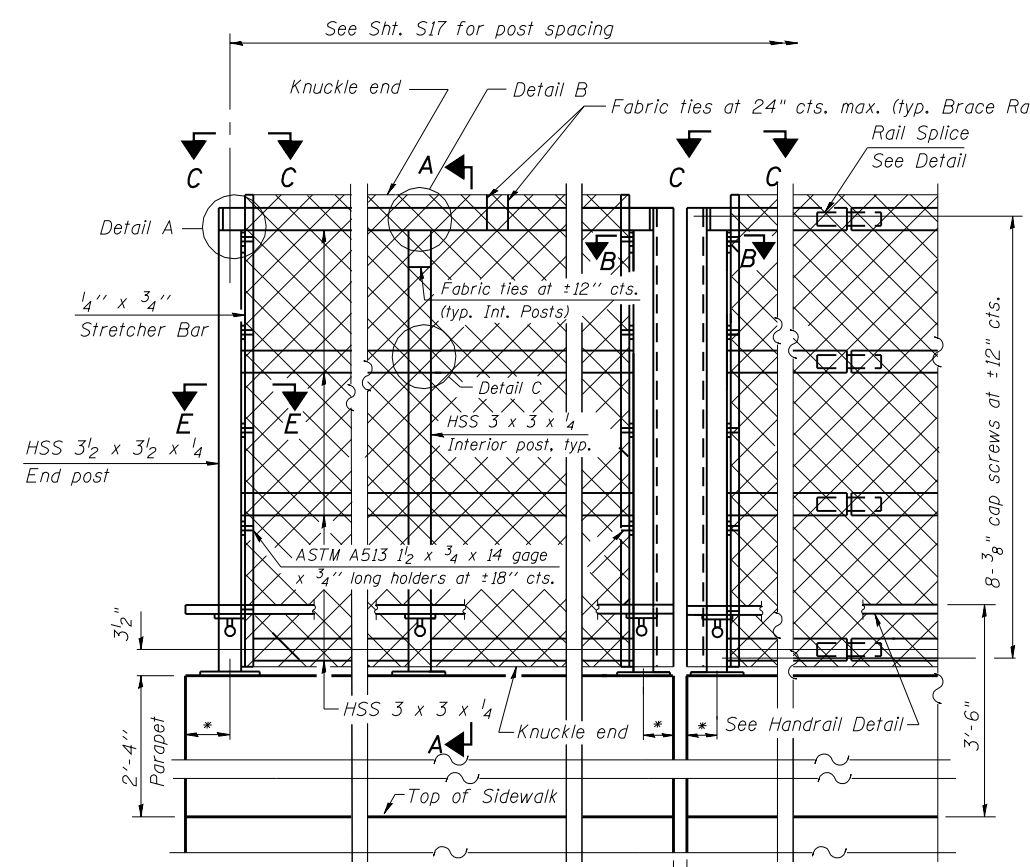
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

APPROACH SLAB DETAILS - 2 OF 2
 STRUCTURE NO. 099-0277

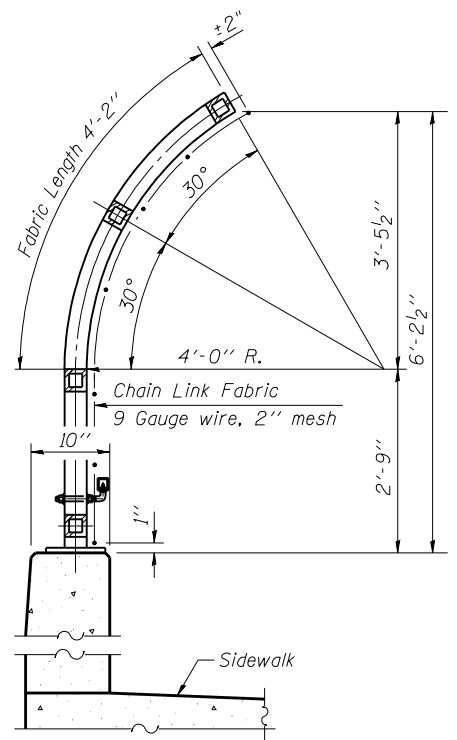
SHEET NO. S25 OF S51 SHEETS

| | | | | |
|--------------------|-----------------------|-------------|------------------|---------------------------|
| F.A.I. RTE. 55 | SECTION 86-1-HBK-BY&R | COUNTY WILL | TOTAL SHEETS 271 | SHEET NO. 205 |
| CONTRACT NO. 60X84 | | | | ILLINOIS FED. AID PROJECT |

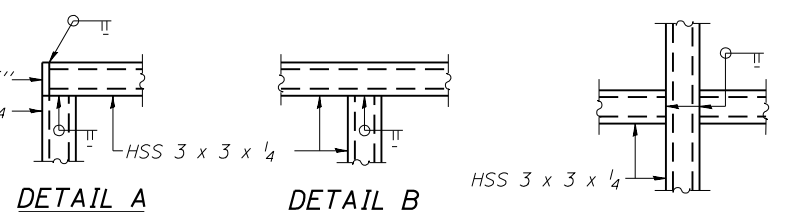
All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.



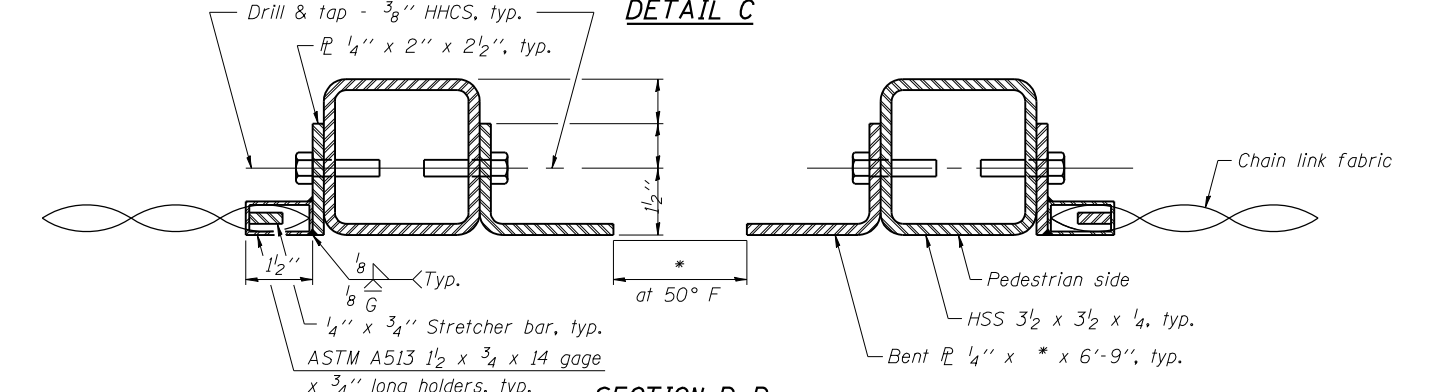
ELEVATION
(Inside Face)



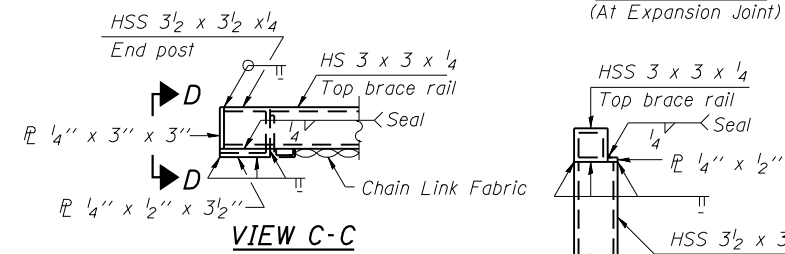
SECTION A-A



DETAIL A **DETAIL B** **DETAIL C**

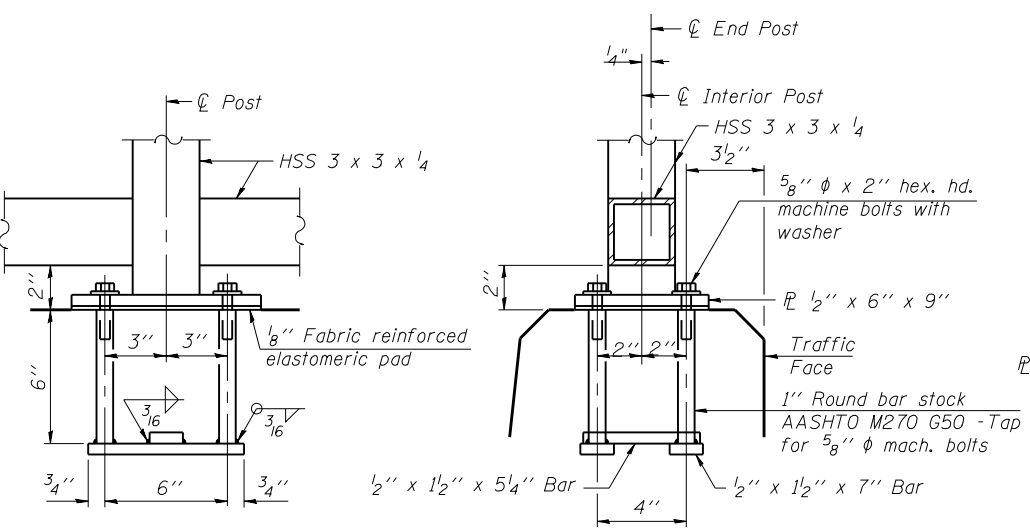


SECTION B-B
(At Expansion Joint)



VIEW C-C

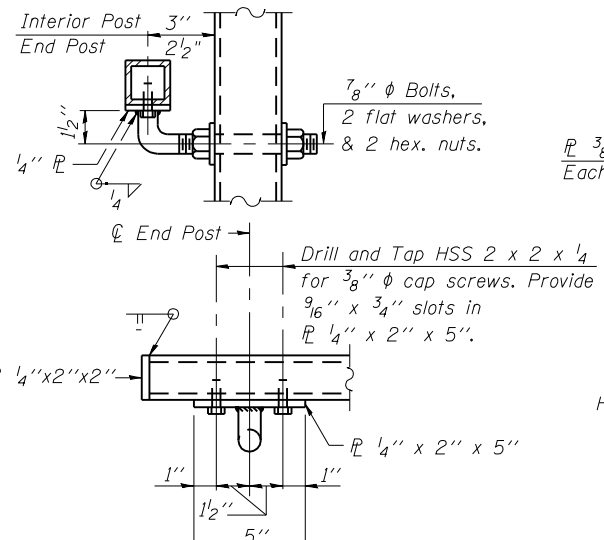
VIEW D-D



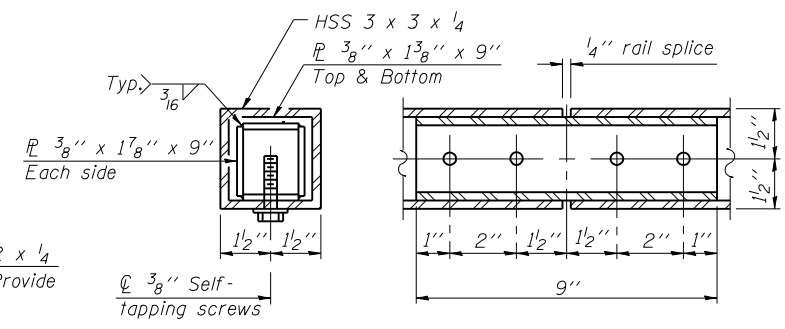
ANCHOR BOLT DETAILS

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" φ anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

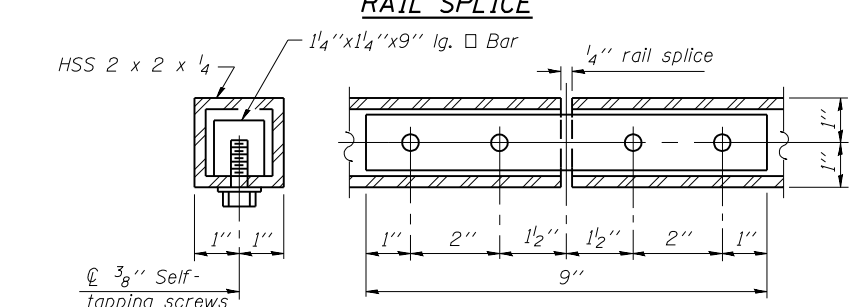
*Variable - See Plans
(10'-0" Maximum Post Spacing)



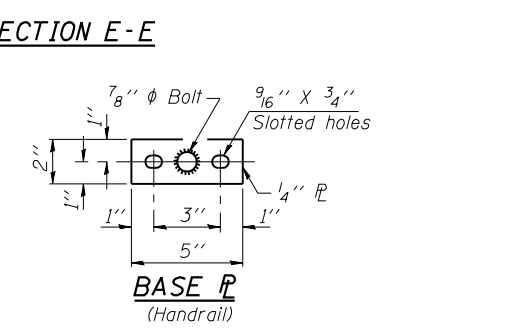
HANDRAIL DETAIL



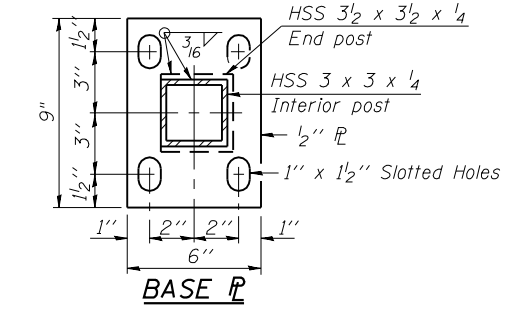
RAIL SPLICE



HANDRAIL SPLICE



BASE P
(Handrail)



BASE P

BILL OF MATERIAL

| Item | Unit | Quantity |
|----------------------|------|----------|
| Bridge Fence Railing | Foot | 585 |

FILE NAME = :11028.usa.r.te.6\structural\cadd sheets\16084-26-bridge fence railing.dgn

R-32 7-1-10



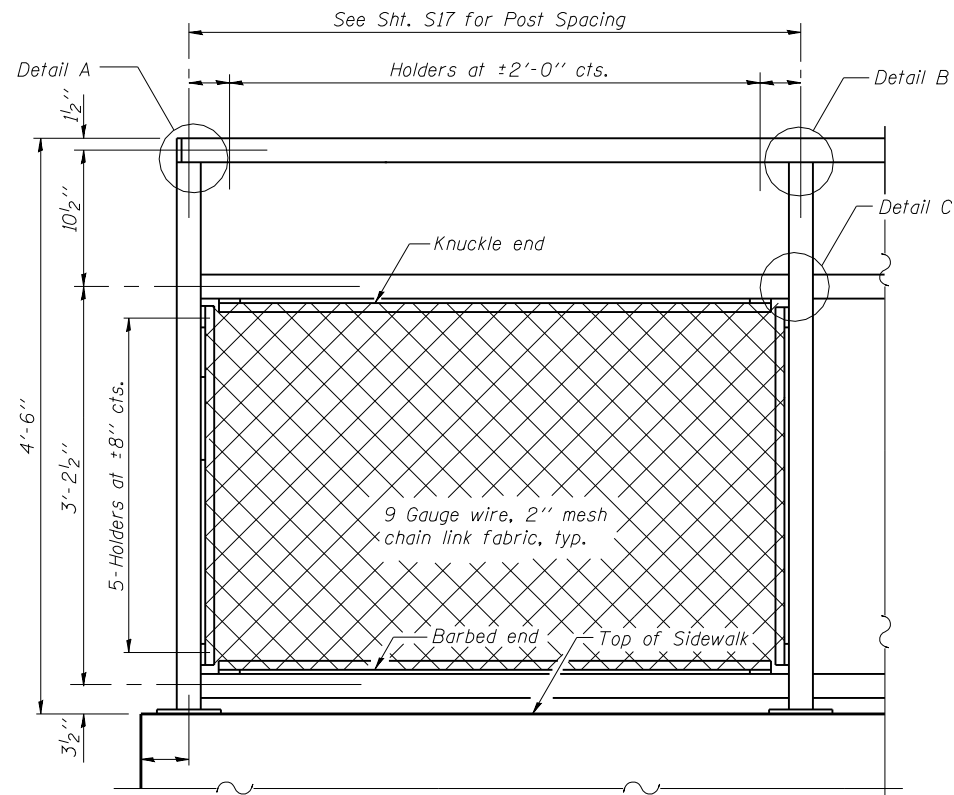
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| PLOT SCALE = 100.0001' / IN. | CHECKED - J.W./B.N.S. | REVISED - |
| PLOT DATE = 10/10/2014 | DRAWN - F.M./B.K./J.V. | REVISED - |
| | DATE - OCTOBER, 2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

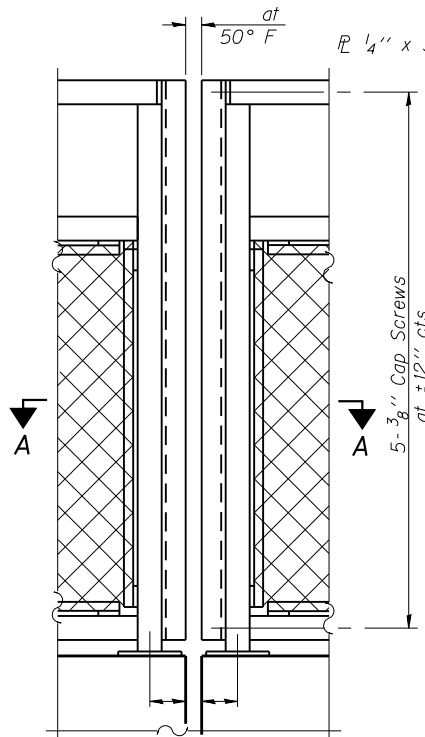
BRIDGE FENCE RAILING, PARAPET MOUNTED
STRUCTURE NO. 099-0277

SHEET NO. S26 OF S51 SHEETS

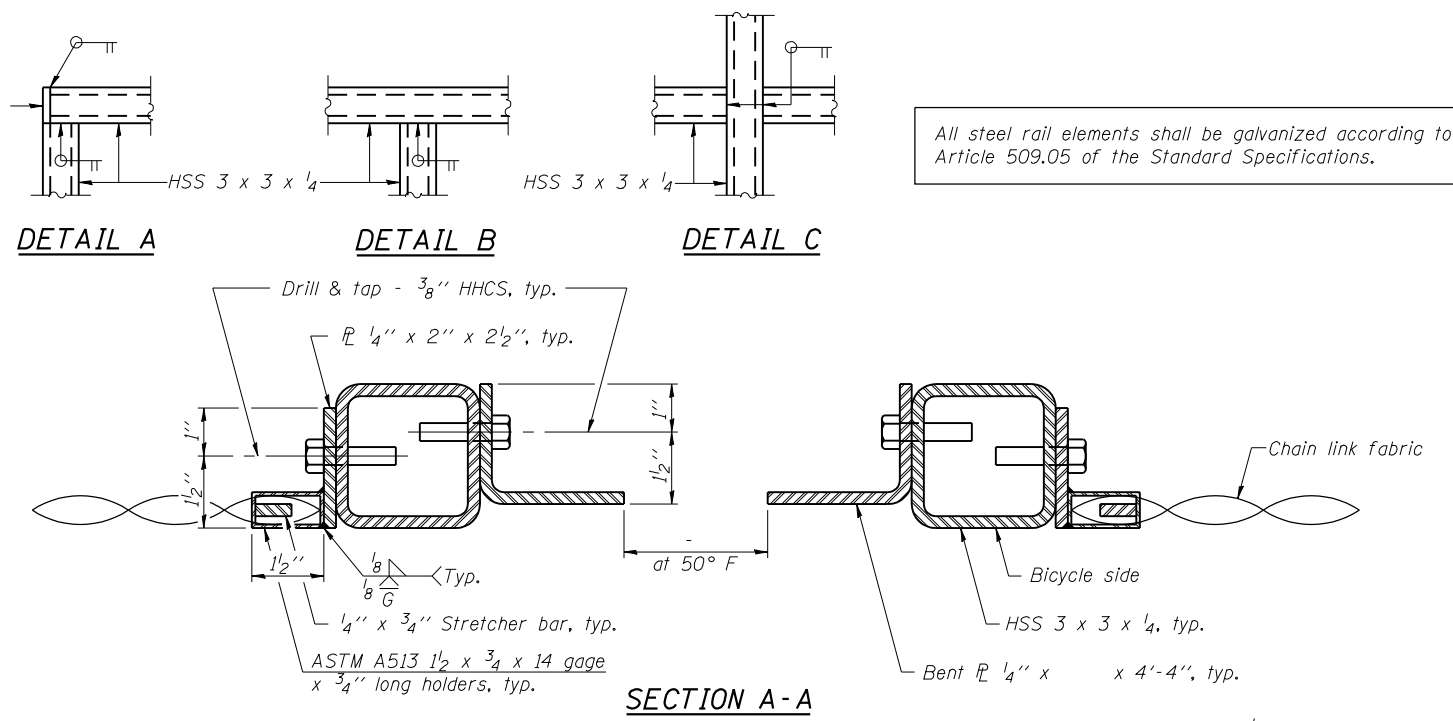
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|---------------------------|-----------------------|-------------|--------------------|---------------|
| F.A.I. RTE. 55 | SECTION 86-1-HBK-BY&R | COUNTY WILL | TOTAL SHEETS 271 | SHEET NO. 206 |
| | | | CONTRACT NO. 60X84 | |
| ILLINOIS FED. AID PROJECT | | | | |



BICYCLE RAILING

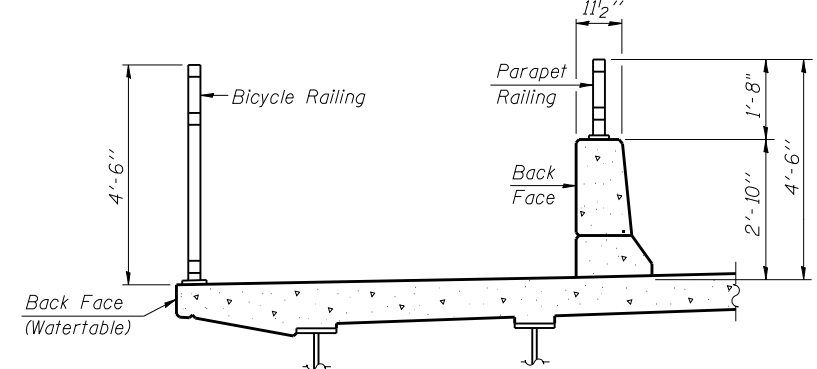


BICYCLE RAILING

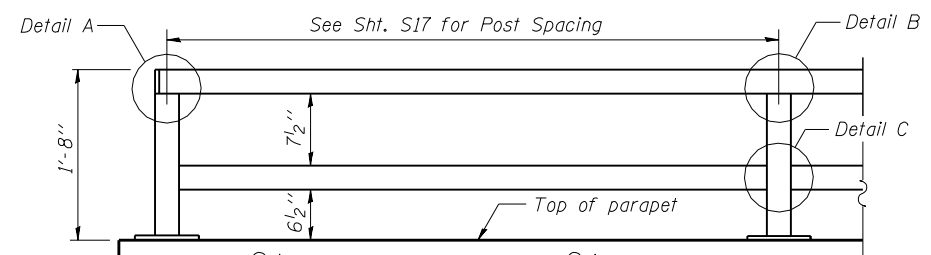


All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.

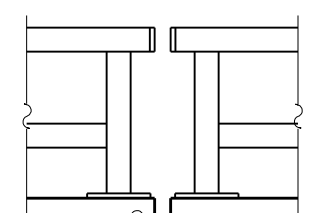
SECTION A-A



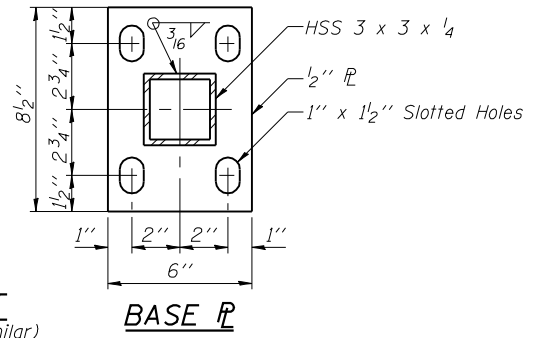
SECTION THRU DECK



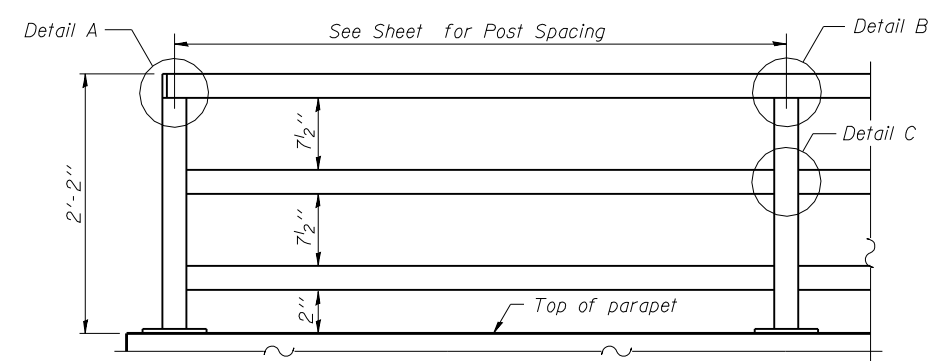
**PARAPET RAILING
ELEVATION**
(Inside Face of Two Element Rail)



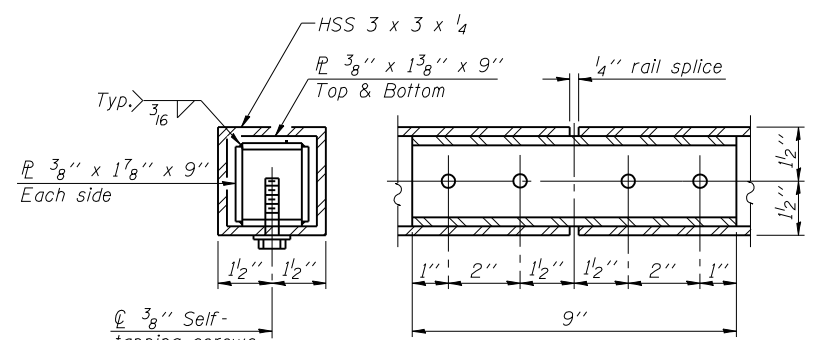
**PARAPET RAILING
ELEVATION AT EXPANSION JOINT**
(Two Element Rail Shown - Three Element Rail Similar)



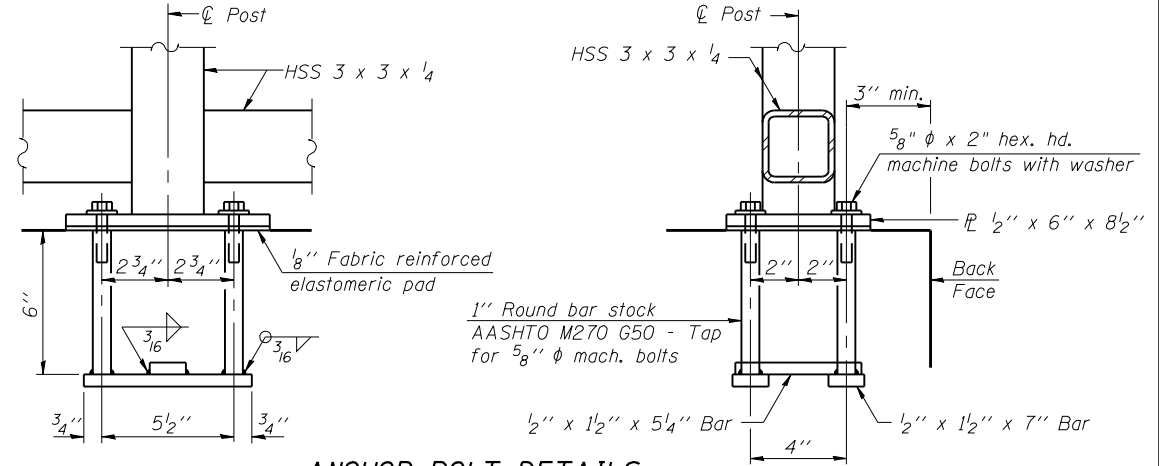
BASE PLATE



**PARAPET RAILING
ELEVATION**
(Inside Face of Three Element Rail)



RAIL SPLICE



ANCHOR BOLT DETAILS

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8 inch diameter anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

BILL OF MATERIAL

| Item | Unit | Quantity |
|-----------------|------|----------|
| Parapet Railing | Foot | 707 |

R-29

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CHRISTIAN-ROGE & ASSOCIATES, INC.

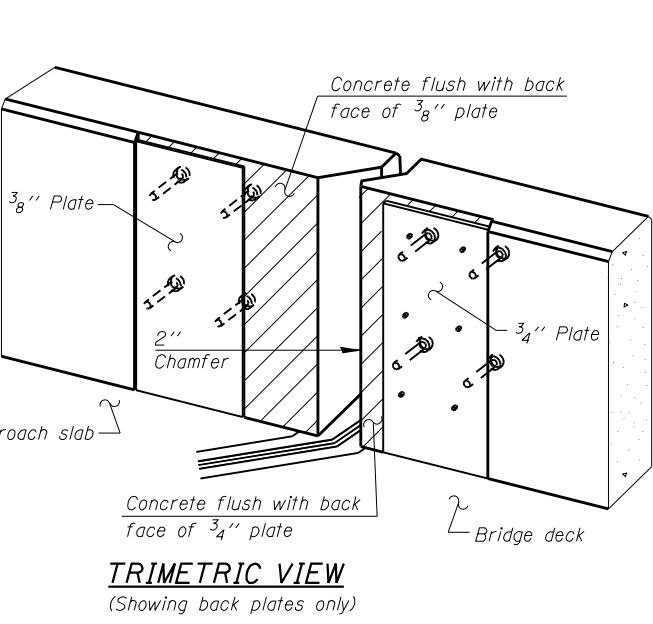
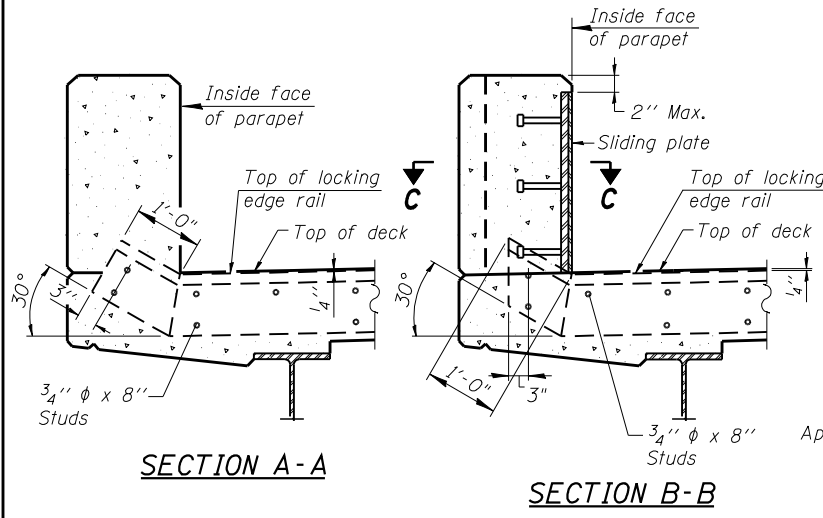
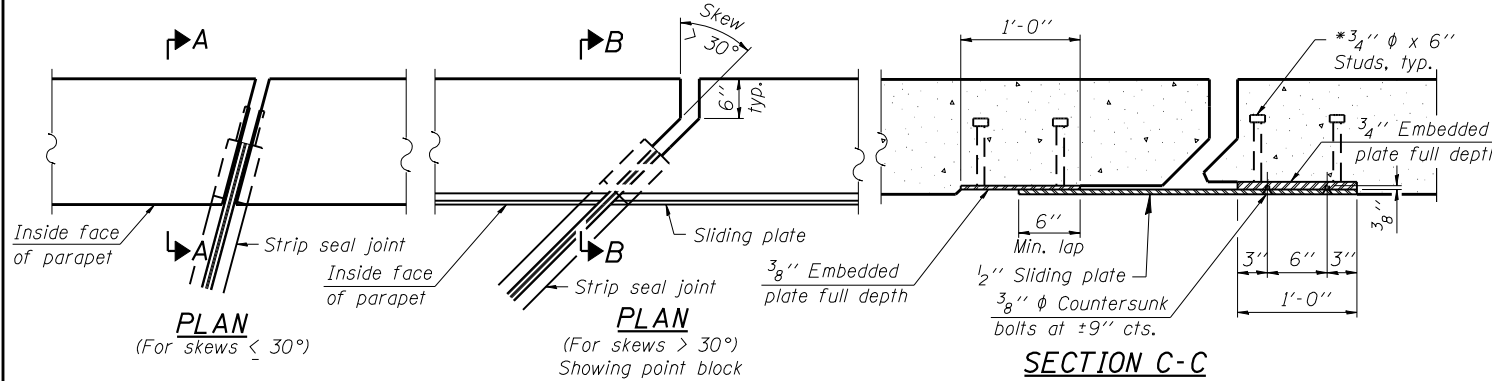
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| USER NAME = IDOT | DESIGNED - B.N.S./J.W. | REVISED - |
| PLOT SCALE = 100.0001' / IN. | CHECKED - J.W./B.N.S. | REVISED - |
| PLOT DATE = 10/10/2014 | DRAWN - F.M./B.K./J.V. | REVISED - |
| | DATE - OCTOBER, 2014 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

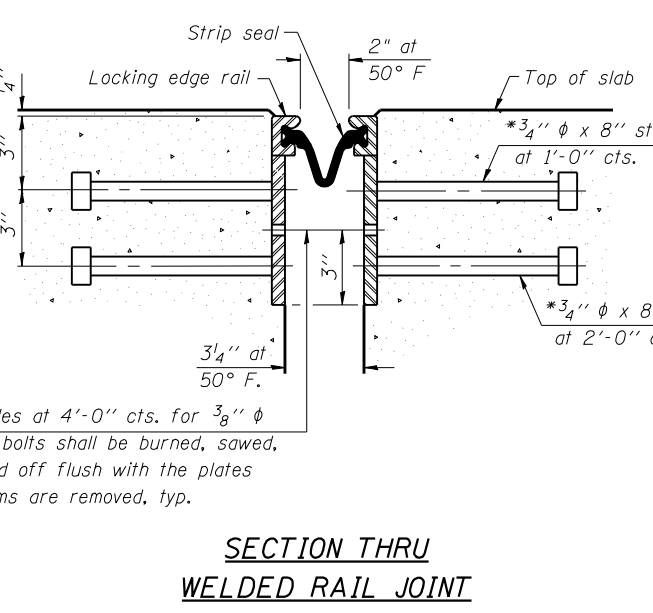
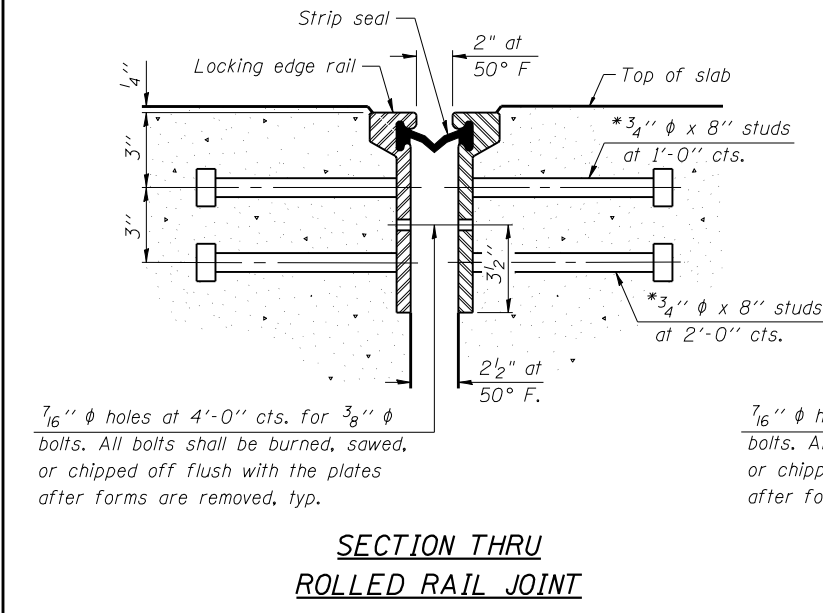
**BICYCLE RAILING
STRUCTURE NO. 099-0277**

SHEET NO. S27 OF S51 SHEETS

| | | | | |
|--------------------|-----------------------|-------------|------------------|---------------------------|
| F.A.I. RTE. 55 | SECTION 86-1-HBK-BY&R | COUNTY WILL | TOTAL SHEETS 271 | SHEET NO. 207 |
| CONTRACT NO. 60X84 | | | | ILLINOIS FED. AID PROJECT |



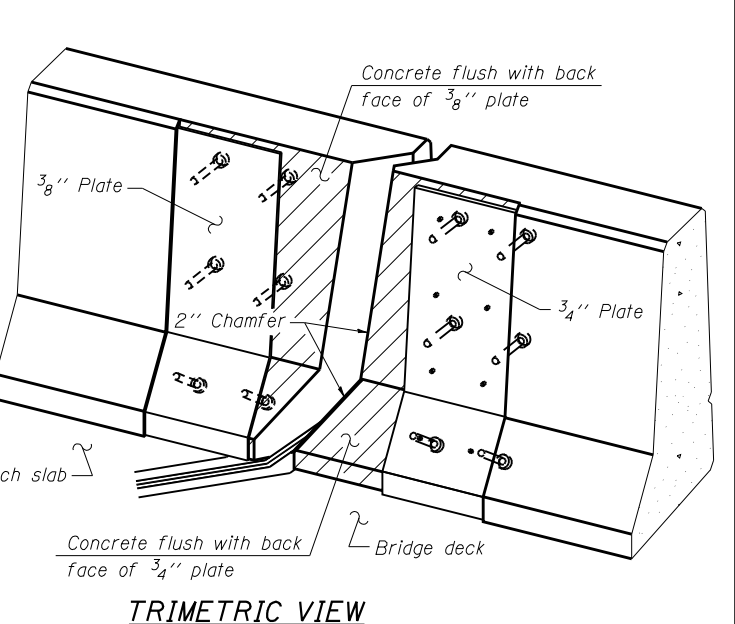
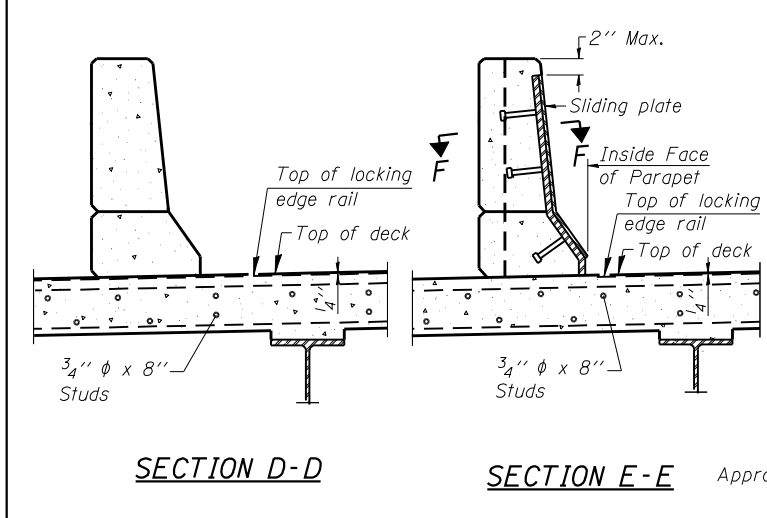
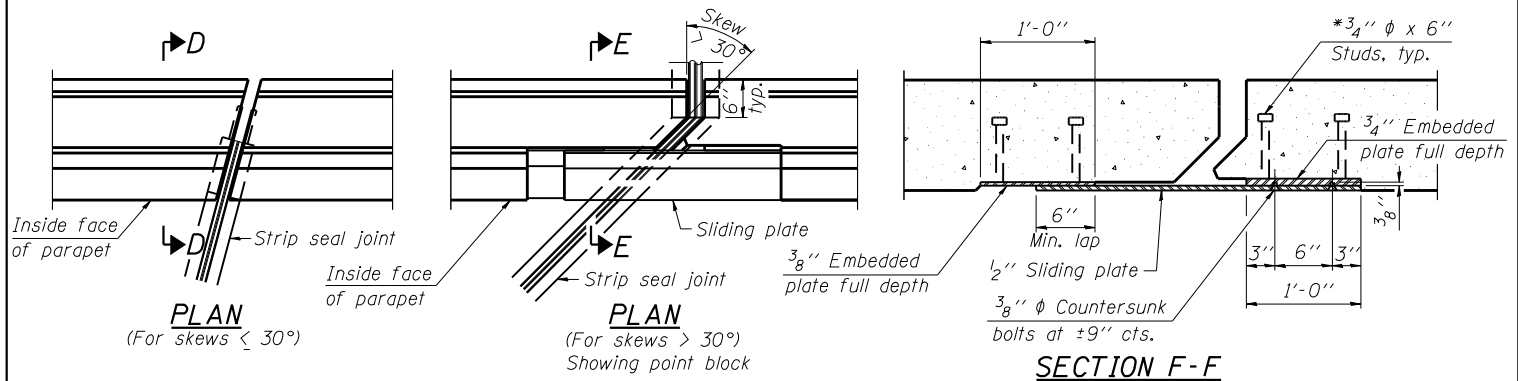
EXTERIOR PEDESTRIAN BARRIER



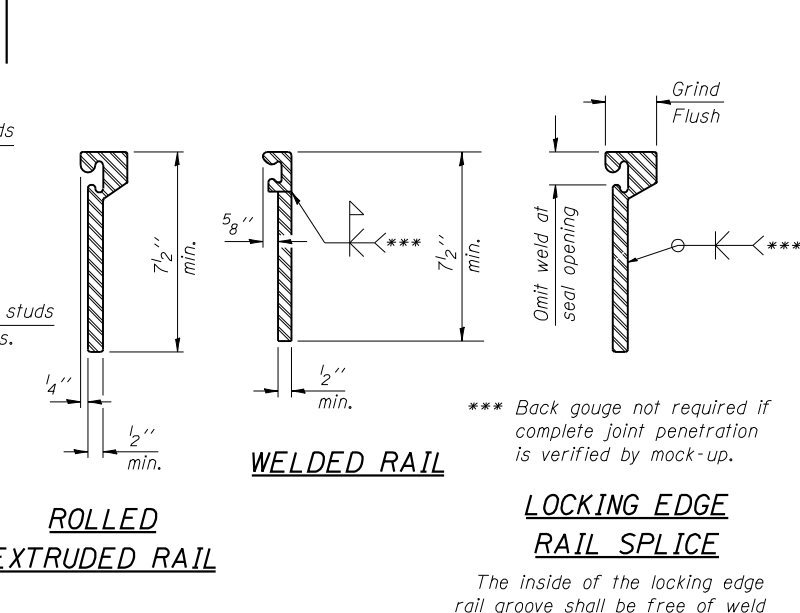
7/16" \phi holes at 4'-0" cts. for 3/8" \phi bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

7/16" \phi holes at 4'-0" cts. for 3/8" \phi bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

*Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



INTERIOR F-SHAPED PARAPET



*** Back gouge not required if complete joint penetration is verified by mock-up.

The inside of the locking edge rail groove shall be free of weld residue. Rolled rail shown, welded rail similar.

Notes:
The strip seal shall be made continuous and shall have a minimum thickness of 1/4". 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 conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities. The manufacturer's recommended installation methods shall be followed.

The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications. Maximum space between rail segments shall be 3/16", sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.

Parapet plates and anchorage studs for skews > 30° included in the cost of Preformed Joint Strip Seal.

BILL OF MATERIAL

| Item | Unit | Total |
|----------------------------|------|-------|
| Preformed Joint Strip Seal | Foot | 258 |

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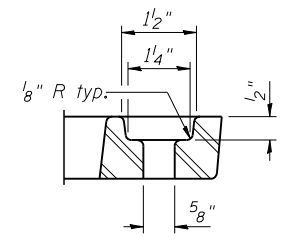
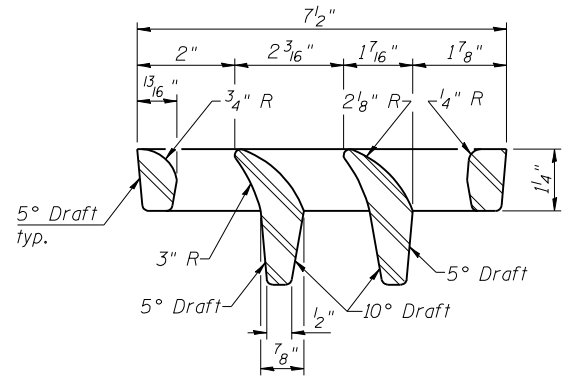
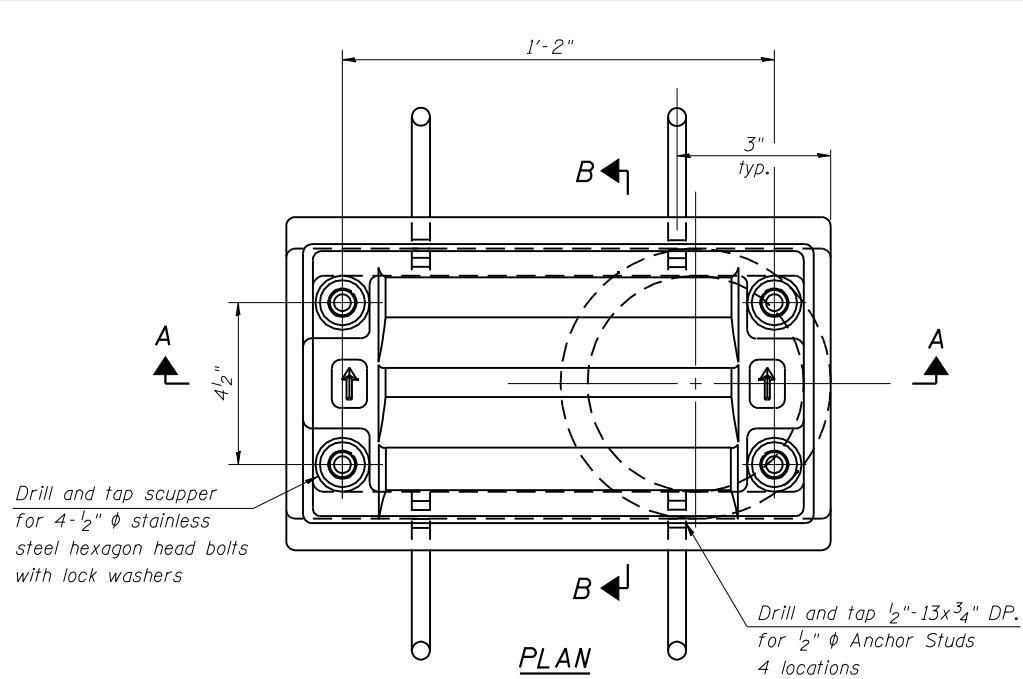
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|------------------------------|------------------------|-----------|
| USER NAME = IDOT | DESIGNED - B.N.S./J.W. | REVISED - |
| PLOT SCALE = 100.0001' / IN. | CHECKED - J.W./B.N.S. | REVISED - |
| PLOT DATE = 10/10/2014 | DRAWN - F.M./B.K./J.V. | REVISED - |
| | DATE - OCTOBER, 2014 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 099-0277**

SHEET NO. S28 OF S51 SHEETS

| | | | | |
|---------------------------|-----------------------|-------------|--------------------|---------------|
| F.A.I. RTE. 55 | SECTION 86-1-HBK-BY&R | COUNTY WILL | TOTAL SHEETS 271 | SHEET NO. 208 |
| | | | CONTRACT NO. 60X84 | |
| ILLINOIS FED. AID PROJECT | | | | |



Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.

Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.

Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.

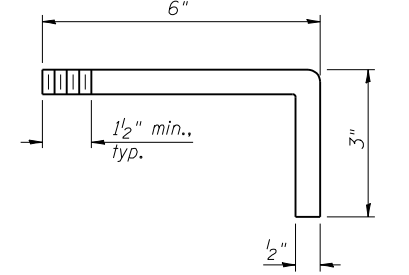
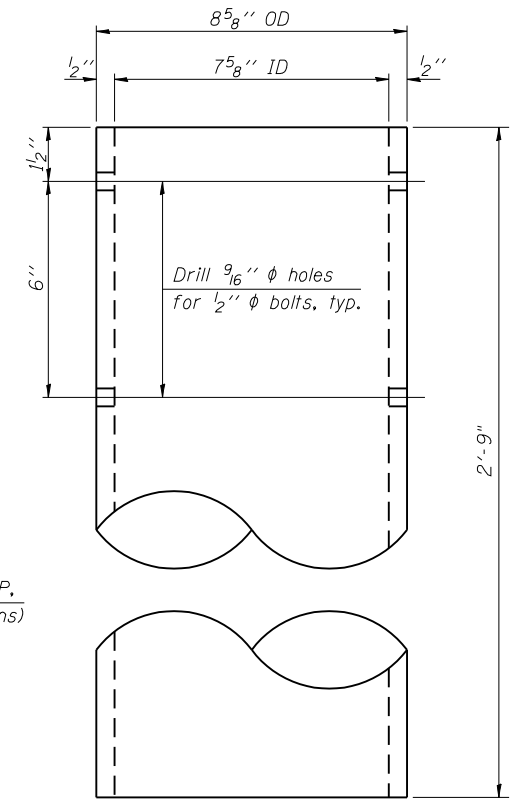
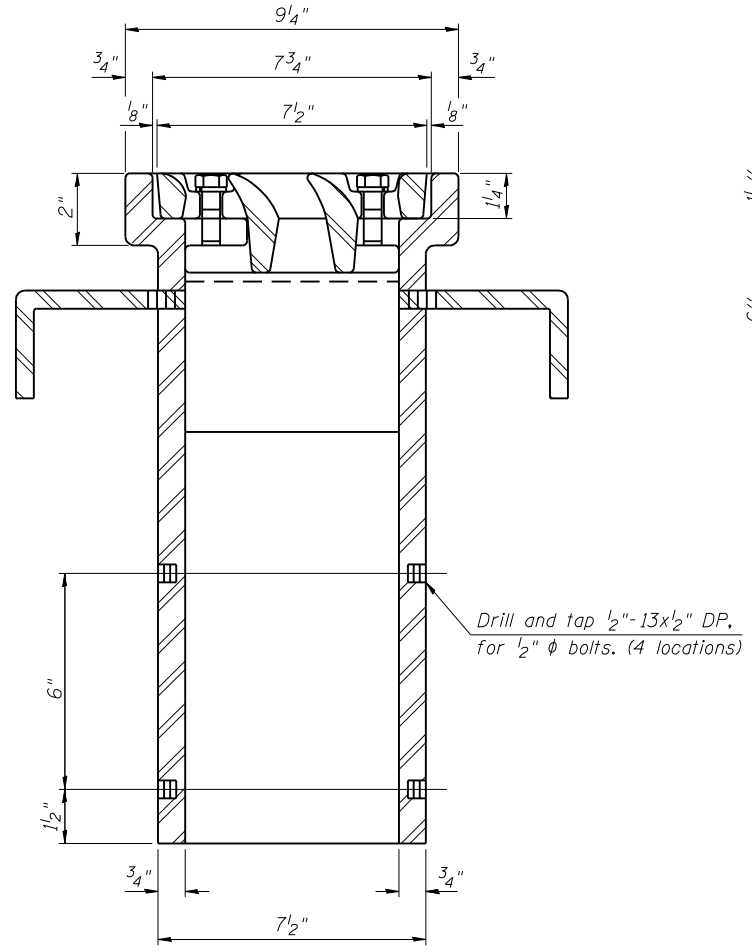
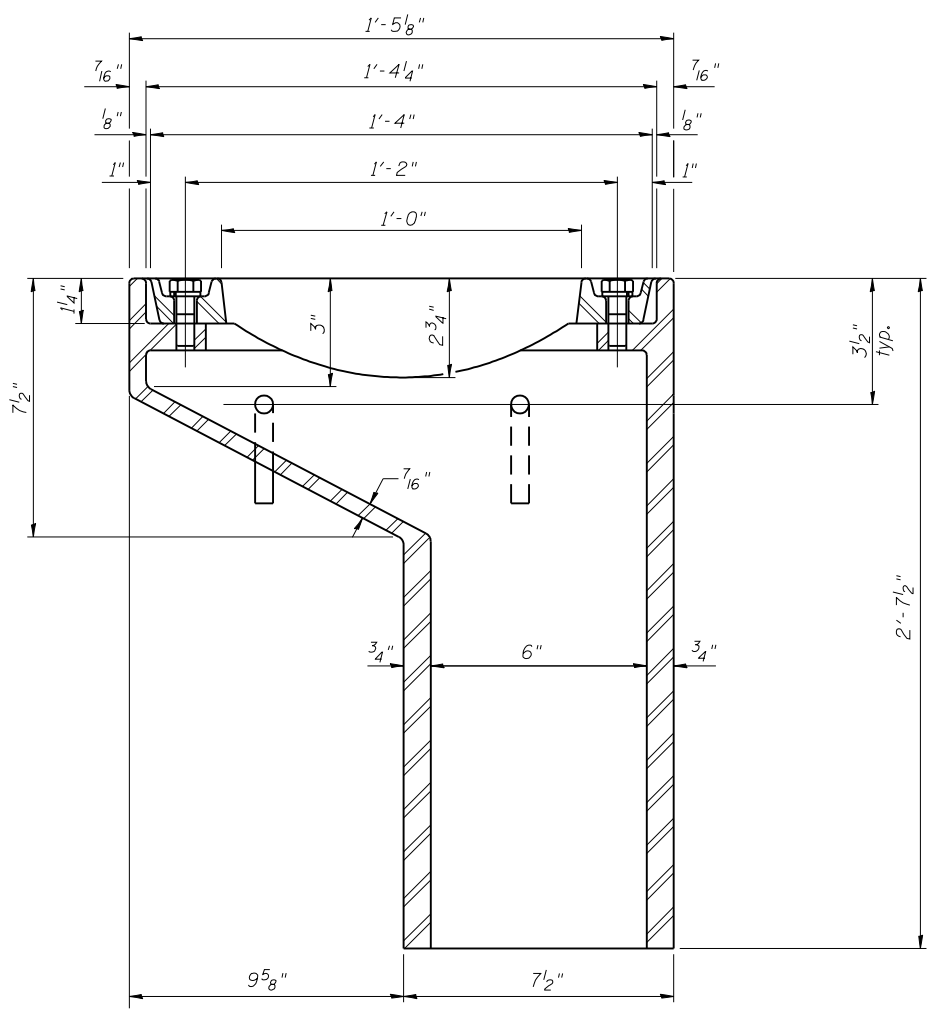
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.

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

Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-11.

Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.



ANCHOR STUD DETAIL

BILL OF MATERIAL

| Item | Unit | Quantity |
|-------------------------|------|----------|
| Drainage Scupper, DS-11 | Each | 8 |

DS-11 7-1-10



| | | |
|------------------------------|------------------------|-----------|
| USER NAME = IDOT | DESIGNED - B.N.S./J.W. | REVISED - |
| CHECKED - J.W./B.N.S. | REVISIONS - | |
| PLOT SCALE = 100.0001' / IN. | DRAWN - F.M./B.K./J.V. | REVISED - |
| PLOT DATE = 10/10/2014 | DATE - OCTOBER, 2014 | REVISED - |

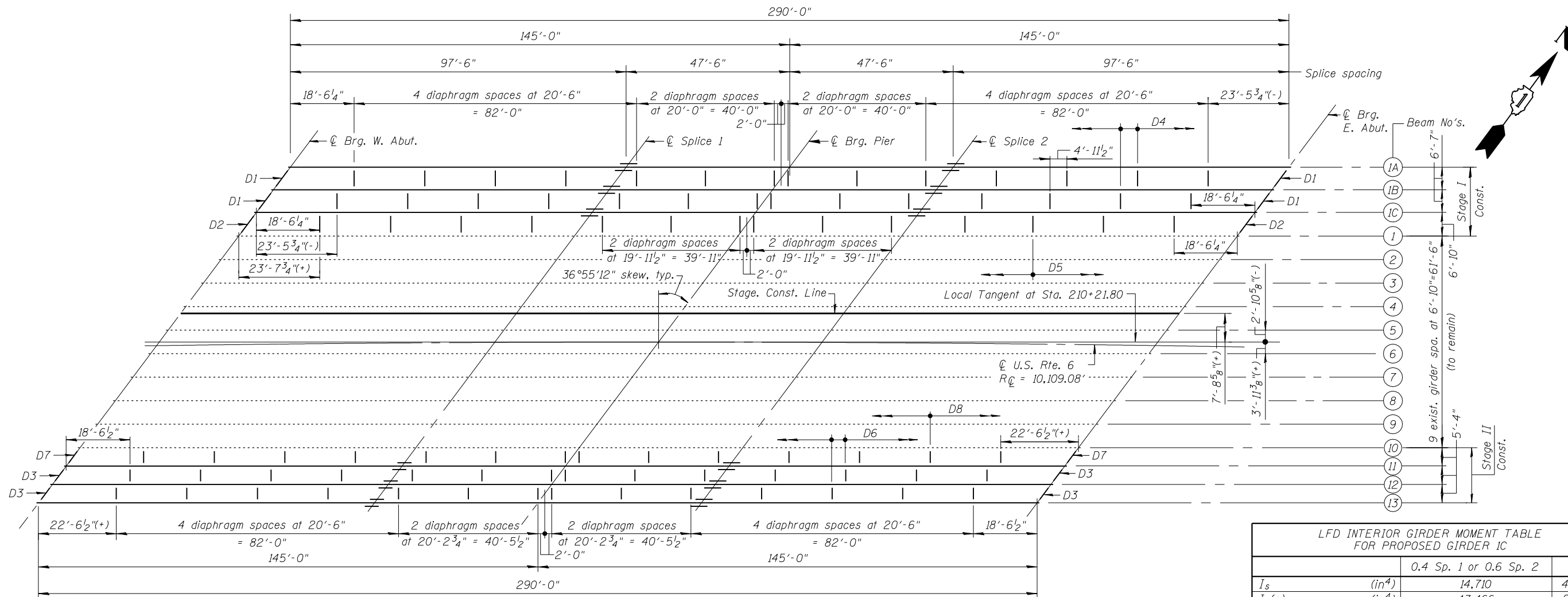
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER, DS-11
STRUCTURE NO. 099-0277

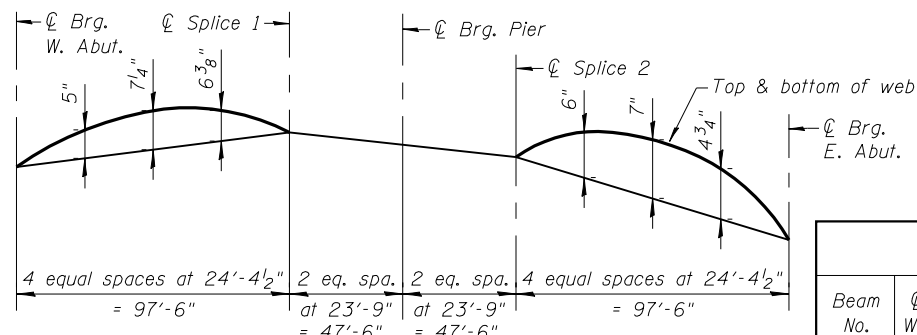
SHEET NO. S29 OF S51 SHEETS

| | | | | |
|---------------------------|---------------|--------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | 86-1-HBK-BY&R | WILL | 271 | 209 |
| CONTRACT NO. 60X84 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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FRAMING PLAN



CAMBER DIAGRAM

| Top of Web Elevations | | | | | |
|-----------------------|-----------------|------------|-------------|------------|-----------------|
| Beam No. | ℄ Brg. W. Abut. | ℄ Splice 1 | ℄ Brg. Pier | ℄ Splice 2 | ℄ Brg. E. Abut. |
| 1A | 554.87 | 556.04 | 556.04 | 556.32 | 555.78 |
| 1B | 554.93 | 556.14 | 556.16 | 556.46 | 555.95 |
| 1C | 554.98 | 556.23 | 556.27 | 556.59 | 556.12 |
| 11 | 554.05 | 555.71 | 555.96 | 556.49 | 556.49 |
| 12 | 553.86 | 555.56 | 555.82 | 556.36 | 556.39 |
| 13 | 553.67 | 555.40 | 555.67 | 556.24 | 556.29 |

For Fabrication Only

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total and Overload) due to non-composite dead loads (in⁴ and in³).

$I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total and Overload) due to short-term composite live loads (in⁴ and in³).

$I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total and Overload) due to long-term composite (superimposed) dead loads (in⁴ and in³).

$I_c(cr), S_c(cr)$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s in crack sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in⁴ and in³).

Z: Plastic Section Modulus of the steel section in non-composite areas (in³).

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

M_Q : Un-factored moment due to non-composite dead load (kip-ft.).

s_Q : Un-factored long-term composite (superimposed) dead load (kips/ft.).

$M_s Q$: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).

M_L : Un-factored live load moment (kip-ft.).

M_I : Un-factored moment due to impact (kip-ft.).

M_a : Factored design moment (kip-ft.).

$1.3 [M_Q + M_s Q + \frac{2}{3} (M_L + M_I)]$

M_u : Compact composite moment capacity according to AASHTO LFD 10.50 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).

f_s (Overload): Sum of stresses as computed from the moments below (ksi).

$M_Q + M_s Q + \frac{2}{3} (M_L + M_I)$

f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).

$1.3 [M_Q + M_s Q + \frac{2}{3} (M_L + M_I)]$

VR: Maximum $L +$ impact shear range within the composite portion of the span for stud shear connector design (kips).

| LFD INTERIOR GIRDER MOMENT TABLE FOR PROPOSED GIRDER IC | | | |
|---|--------------------|------------------------|--------|
| | | 0.4 Sp. 1 or 0.6 Sp. 2 | Pier |
| I_s | (in ⁴) | 14,710 | 47,244 |
| $I_c(n)$ | (in ⁴) | 47,466 | 80,788 |
| $I_c(3n)$ | (in ⁴) | 32,158 | 62,047 |
| $I_c(cr)$ | (in ⁴) | - | 52,039 |
| S_s | (in ³) | 1,039 | 2,160 |
| $S_c(n)$ | (in ³) | 1,473 | 6,774 |
| $S_c(3n)$ | (in ³) | 1,350 | 3,551 |
| $S_c(cr)$ | (in ³) | - | 2,420 |
| Z | (in ³) | - | - |
| Q | (k/') | 0.89 | 1.13 |
| M_Q | (k) | 753 | 2,532 |
| s_Q | (k/') | 0.29 | 0.29 |
| $M_s Q$ | (k) | 383 | 891 |
| M_L | (k) | 1,110 | 1,546 |
| M_{IM} | (k) | 206 | 286 |
| $\phi_3 [M_L + I]$ | (k) | 2,196 | 3,060 |
| M_a | (k) | 4,332 | 8,427 |
| M_u | (k) | 6,135 | 9,800 |
| $f_s Q$ non-comp | (ksi) | 8.70 | 12.55 |
| $f_s Q$ (comp) | (ksi) | 3.40 | 4.42 |
| $f_s \phi_3 [M_L + I]$ | (ksi) | 17.89 | 15.17 |
| f_s (Overload) | (ksi) | 30.00 | 32.15 |
| f_s (Total) | (ksi) | - | - |
| VR | (k) | 45.21 | - |

| LFD INTERIOR GIRDER REACTION TABLE FOR BEAMS 1A, 1B, 1C, 11, 12 & 13 | | | |
|--|-------|-------|--------|
| | Abut. | Pier | |
| R_Q | (k) | 48.40 | 191.20 |
| R_L | (k) | 41.50 | 89.70 |
| R_I | (k) | 7.69 | 16.61 |
| R_{Total} | (k) | 97.59 | 297.51 |

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

Note:
All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

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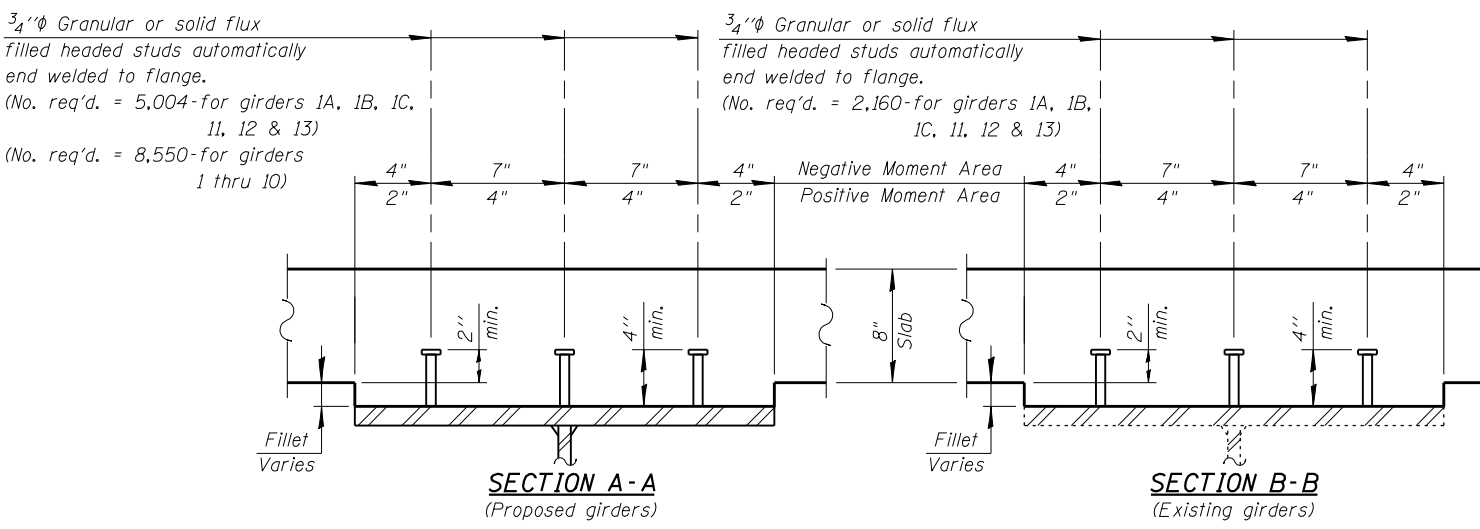
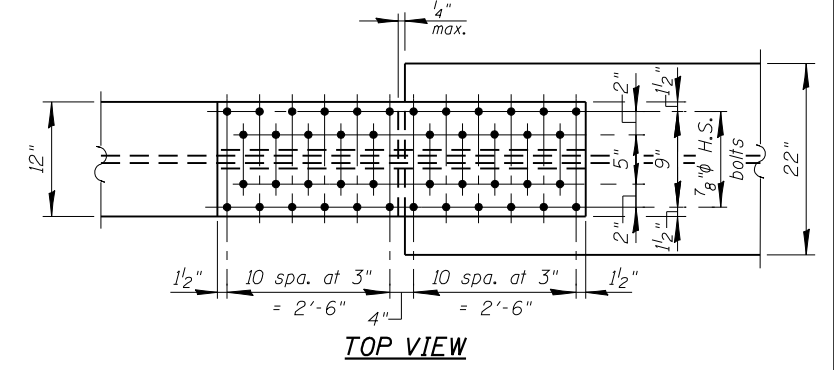
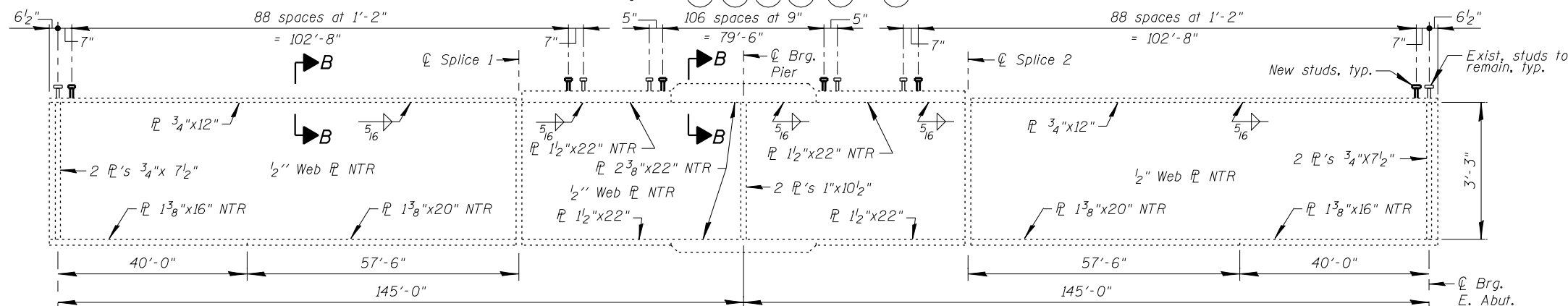
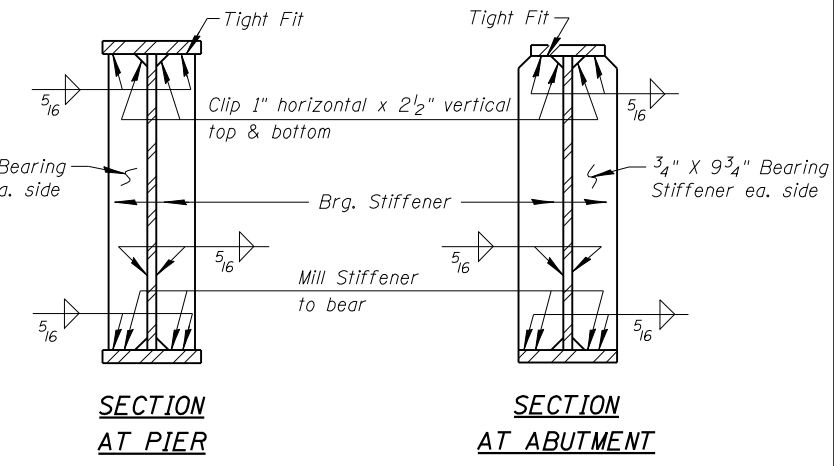
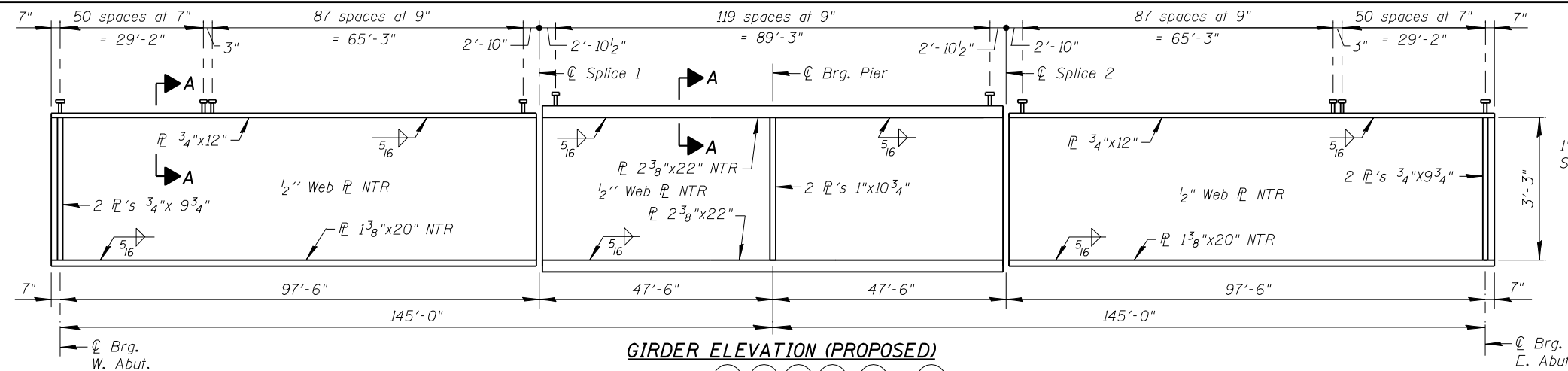
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| PLOT SCALE = 1/8" = 1'-0" | CHECKED - J.W./B.N.S. | REVISED - |
| PLOT DATE = 10/13/2014 | DRAWN - F.M./B.K./J.V. | REVISED - |
| | DATE - OCTOBER, 2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN AND DETAILS
STRUCTURE NO. 099-0277

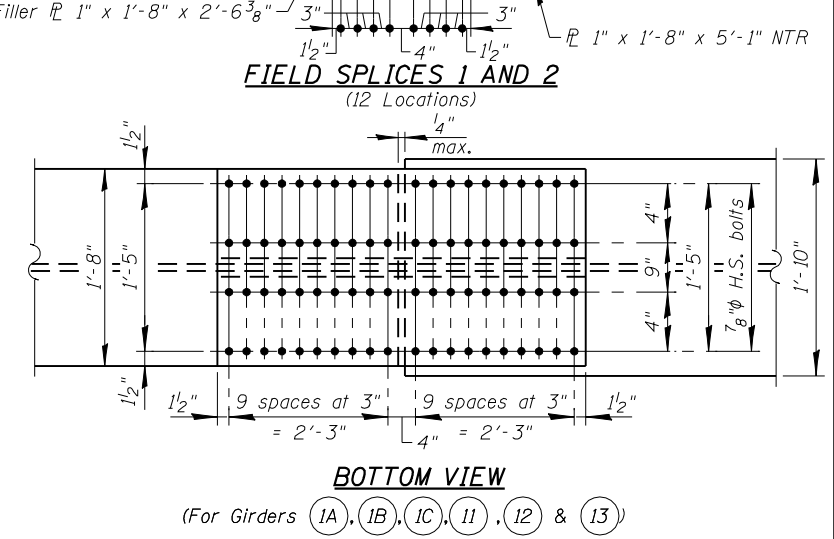
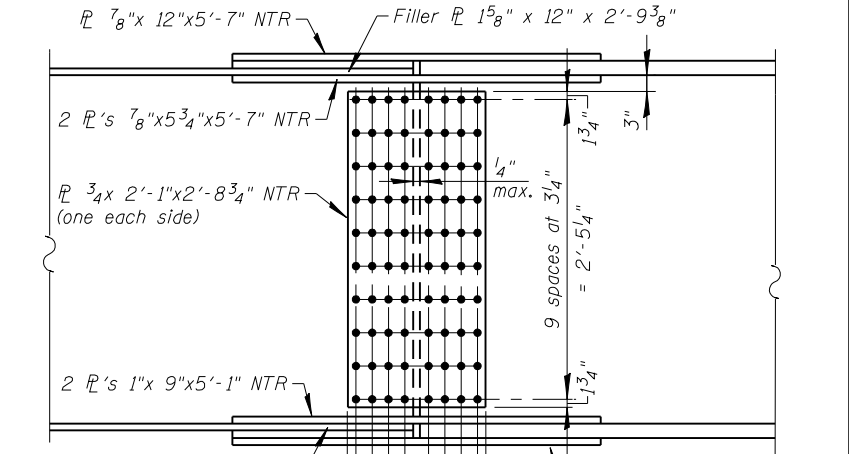
SHEET NO. S30 OF S51 SHEETS

| | | | | |
|---------------------------|-----------------------|-------------|------------------|---------------|
| F.A.I. RTE. 55 | SECTION 86-1-HBK-BY&R | COUNTY WILL | TOTAL SHEETS 271 | SHEET NO. 210 |
| CONTRACT NO. 60X84 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



***LFD INTERIOR GIRDER MOMENT TABLE FOR EXISTING GIRDER 3

| | | 0.4 Sp. 1 or 0.6 Sp. 2 | Pier |
|------------------------|--------------------|------------------------|--------|
| I_s | (in ⁴) | 14,710 | 47,244 |
| $I_c(n)$ | (in ⁴) | 47,466 | 80,788 |
| $I_c(^3n)$ | (in ⁴) | 32,158 | 62,047 |
| $I_c(cr)$ | (in ⁴) | - | 52,039 |
| S_s | (in ³) | 1,039 | 2,160 |
| $S_c(n)$ | (in ³) | 1,473 | 6,774 |
| $S_c(^3n)$ | (in ³) | 1,350 | 3,551 |
| $S_c(cr)$ | (in ³) | - | 2,420 |
| Z | (in ³) | - | - |
| ϕ | (k/') | 0.91 | 1.15 |
| $M \phi$ | (k) | 765 | 2,571 |
| $s \phi$ | (k/') | 0.29 | 0.29 |
| $M_s \phi$ | (k) | 384 | 894 |
| $M \phi$ | (k) | 1,130 | 1,574 |
| M_{IMP} | (k) | 209 | 291 |
| $S_3 [M \phi + 1]$ | (k) | 2,236 | 3,115 |
| M_o | (k) | 4,401 | 8,555 |
| M_u | (k) | 6,135 | 9,800 |
| $f_s \phi_{non-comp}$ | (ksi) | 8.84 | 12.75 |
| $f_s \phi_{comp}$ | (ksi) | 3.41 | 4.44 |
| $f_s S_3 [M \phi + 1]$ | (ksi) | 18.22 | 15.45 |
| $f_s (Overload)$ | (ksi) | 30.43 | 32.63 |
| $f_s (Total)$ | (ksi) | - | - |
| VR | (k) | 46.02 | - |



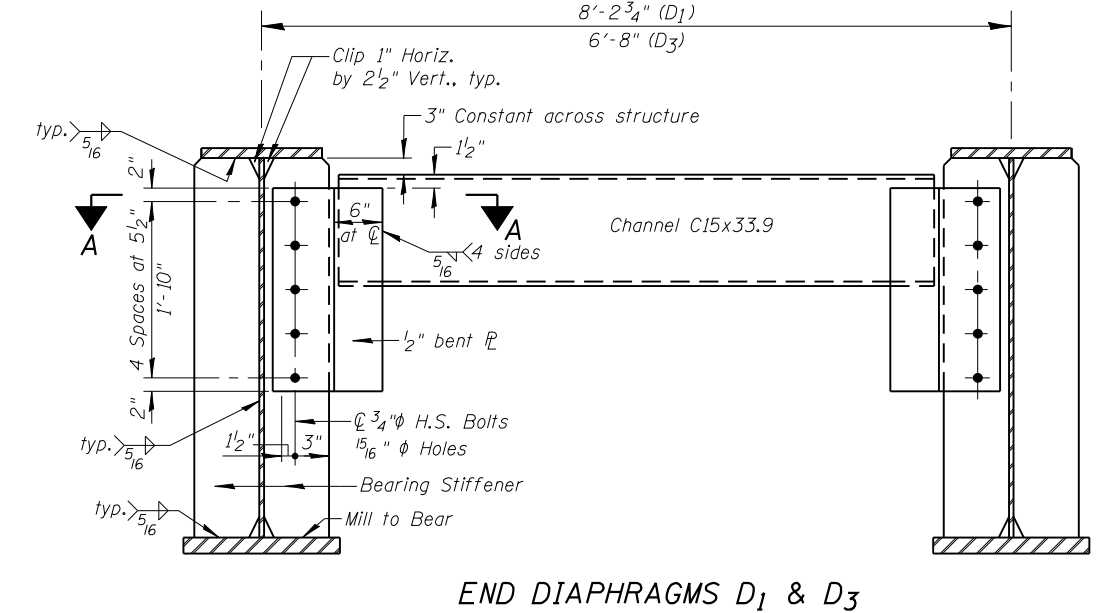
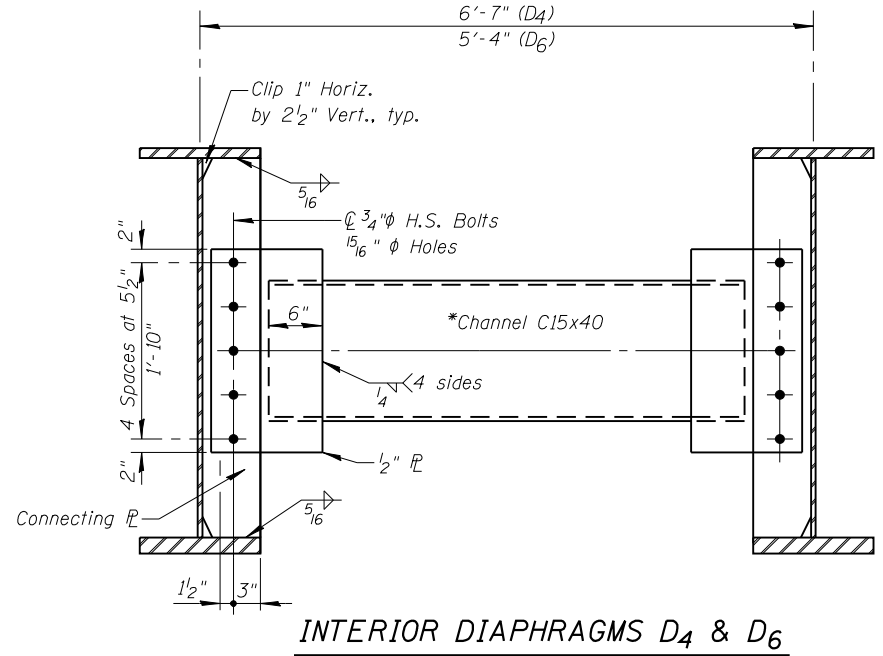
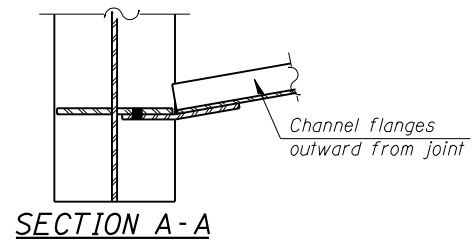
LFD INTERIOR GIRDER REACTION TABLE FOR BEAMS 1 THRU 10 (EXISTING)

| | Abutments | Pier |
|-------------|-----------|-------|
| $R \phi$ | (k) | 48.90 |
| $R \phi$ | (k) | 42.20 |
| R_{IMP} | (k) | 7.81 |
| R_{Total} | (k) | 98.91 |

Notes:
 Load carrying components designed "NTR" shall conform to the Impact Testing Requirements, Zone 2.
 All girder flanges, web plates and bearing stiffeners of proposed girders shall be AASHTO M270, Grade 50.
 All splice plates, except fill plates, of the proposed field splices shall be AASHTO M270, Grade 50.
 The Contractor must exercise extreme care as not to damage any existing beams, if any beams are damaged, they are to be repaired at the Contractor's expense and to the satisfaction of the Engineer.

*Compact section
 **Braced non-compact and partially braced section
 ***See Sht. S30 for definitions for the moment and reaction tables

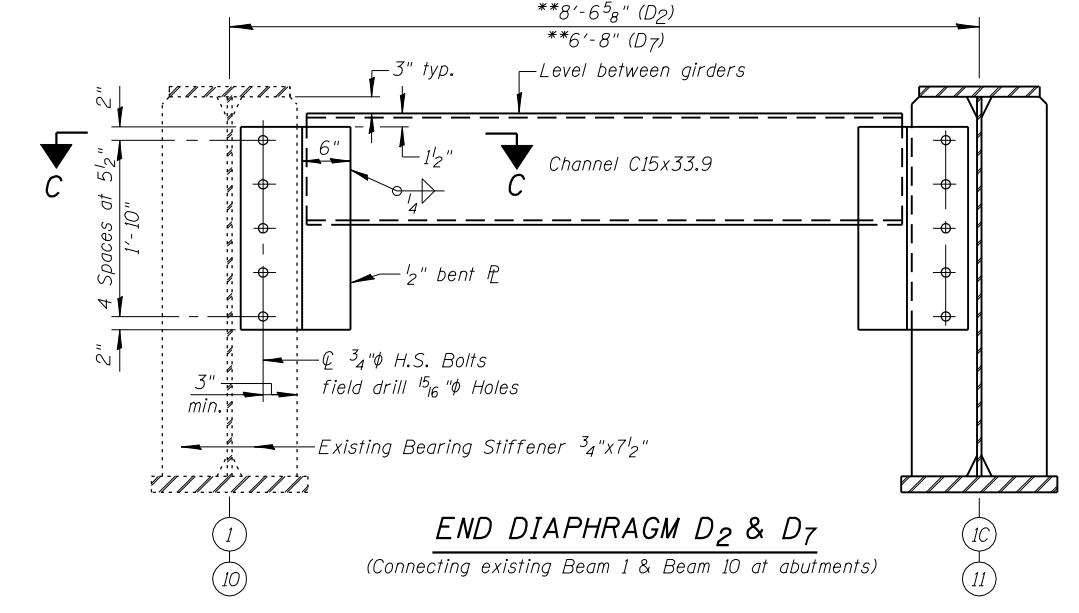
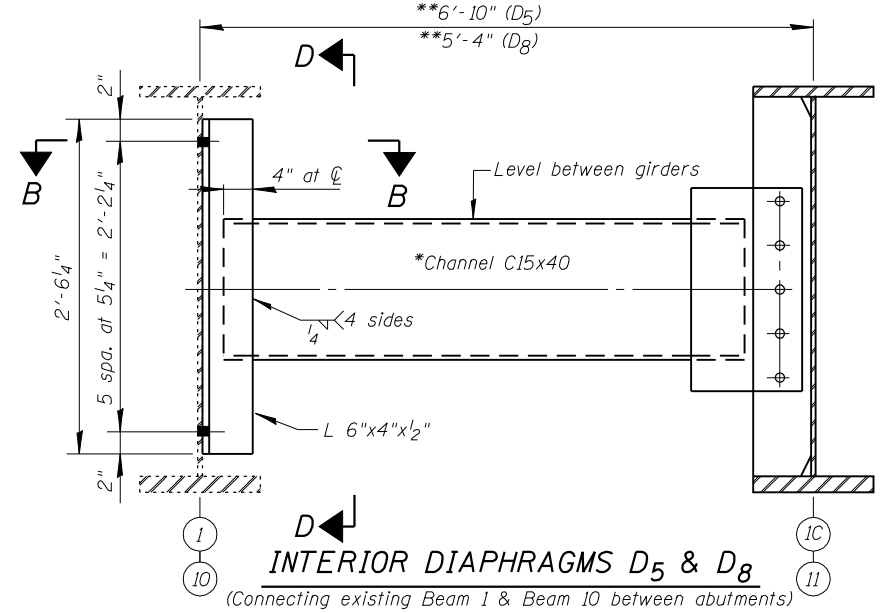
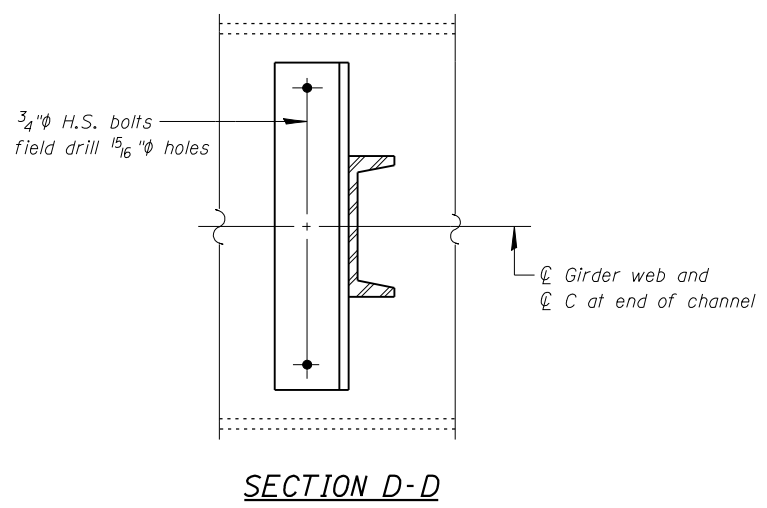
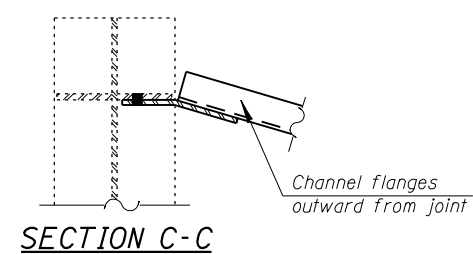
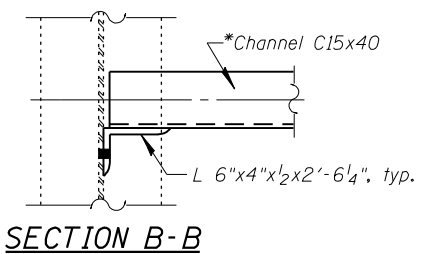
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Notes:
 Two hardened washers required for each set of oversized holes.
 The alternate, if utilized, shall be provided at no additional cost to the Department.
 Cost of field drilling is included in Furnishing and Erecting Structural Steel.
 Existing bearing stiffener PL 3/4"x7 1/2".
 *Alternate Channels C15x50 are permitted to facilitate material acquisition. Calculated weight of structural steel is based on Channel C15x40 sections.
 **Contractor shall verify these dimensions in the field prior to ordering any materials.

| Diaphragm | No. Req'd. |
|-----------|------------|
| D4 | 28 |
| D5 | 14 |
| D6 | 28 |
| D8 | 14 |

| Diaphragm | No. Req'd. |
|-----------|------------|
| D1 | 4 |
| D2 | 2 |
| D3 | 4 |
| D7 | 2 |



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CHRISTIAN-ROGE & ASSOCIATES, INC.

| | | |
|------------------------------|------------------------|-----------|
| USER NAME = IDOT | DESIGNED - B.N.S./J.W. | REVISED - |
| PLOT SCALE = 100.0001' / IN. | CHECKED - J.W./B.N.S. | REVISED - |
| PLOT DATE = 10/15/2014 | DRAWN - F.M./B.K./J.V. | REVISED - |
| | DATE - OCTOBER, 2014 | REVISED - |

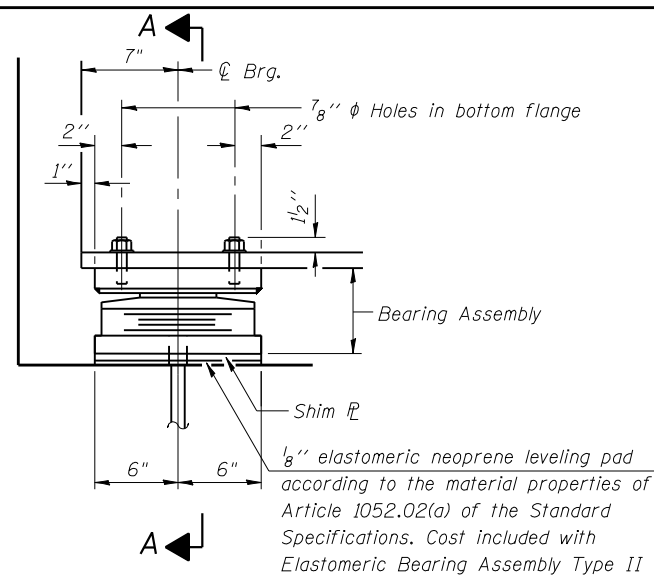
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**STRUCTURAL STEEL DETAILS-II
 STRUCTURE NO. 099-0277**

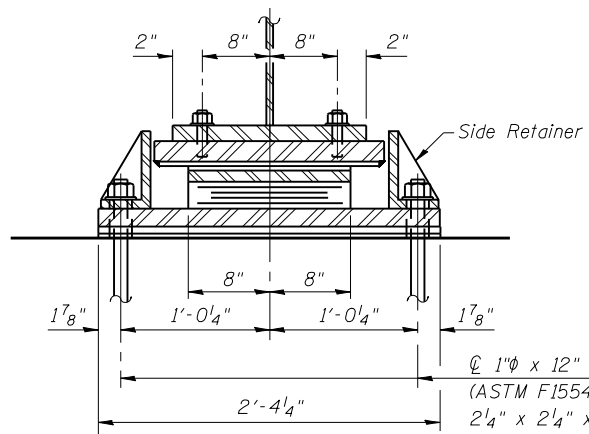
SHEET NO. S32 OF S51 SHEETS

| | | | | |
|--------------------|-----------------------|-------------|------------------|---------------|
| F.A.I. RTE. 55 | SECTION 86-1-HBK-BY&R | COUNTY WILL | TOTAL SHEETS 271 | SHEET NO. 212 |
| CONTRACT NO. 60X84 | | | | |

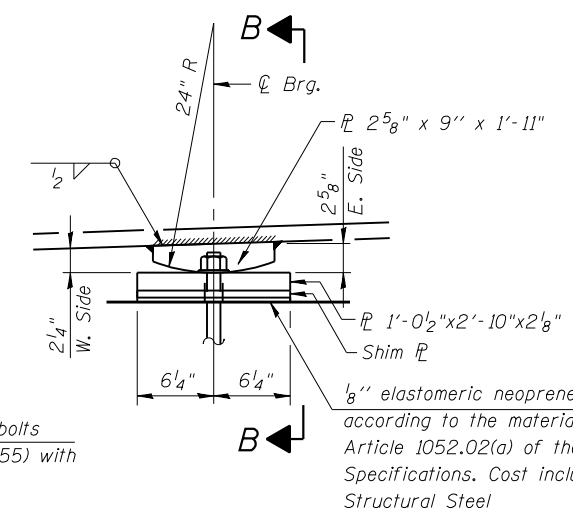
ILLINOIS FED. AID PROJECT



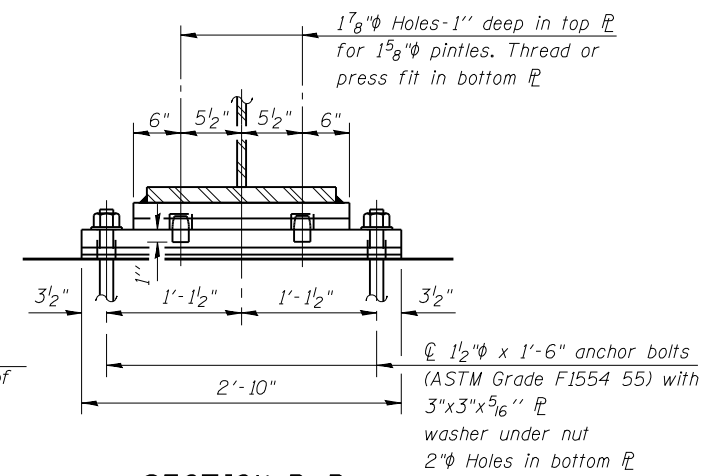
ELEVATION AT ABUT.



SECTION A-A

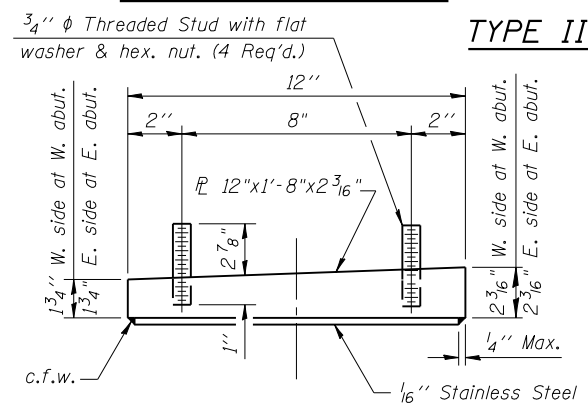


ELEVATION AT PIER

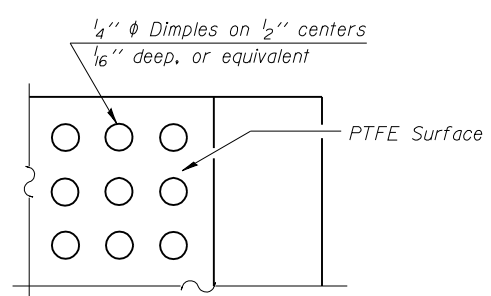


SECTION B-B

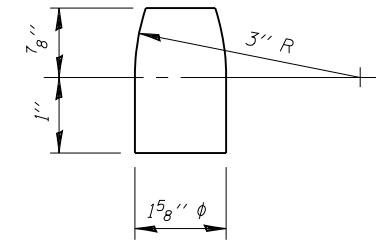
TYPE II ELASTOMERIC EXP. BRG.



TOP BEARING ASSEMBLY



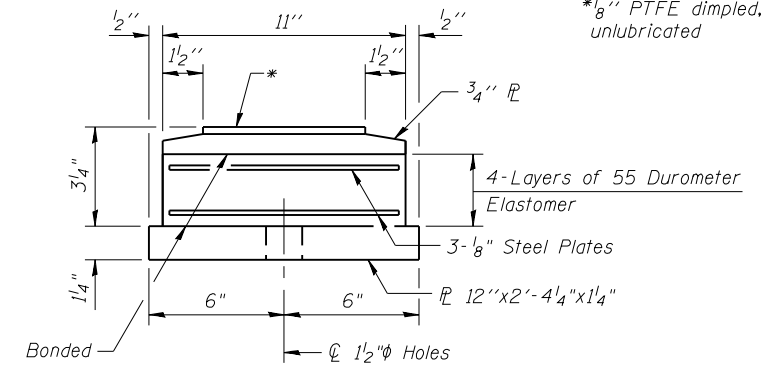
PLAN-PTFE SURFACE



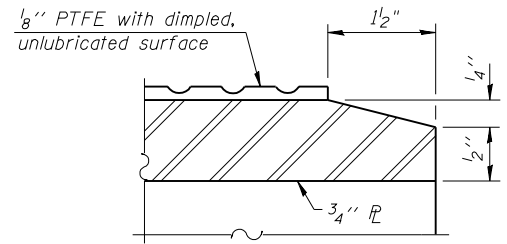
PINTLE

FIXED BEARING

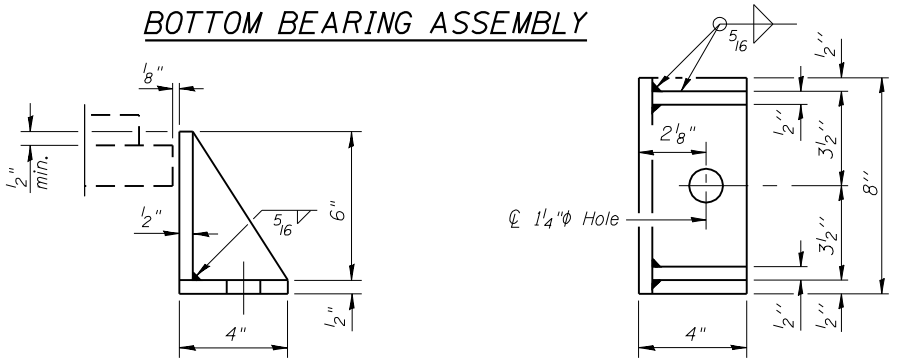
Notes:
 Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
 Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
 Anchor bolts for Type II bearings shall be placed in holes drilled in the concrete through holes in the bottom bearing plate after members are in place. Side retainers shall be placed after bolts are installed.
 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 II.
 The 1/8" 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 1/8" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.
 The structural steel plates of all bearing assemblies shall conform to the requirements of AASHTO M270, Grade 50.
 The structural steel plates and pintles of the fixed bearings shall conform to the requirements of AASHTO M270, Grade 50.



BOTTOM BEARING ASSEMBLY

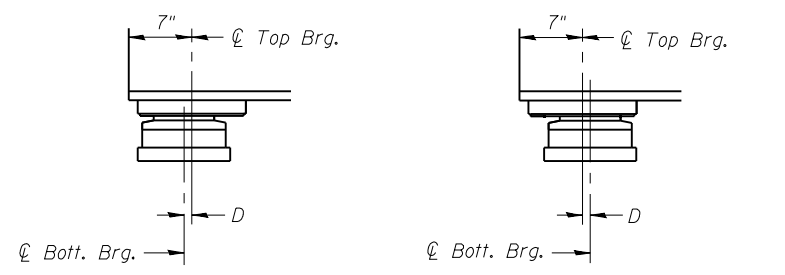


SECTION THRU PTFE



SIDE RETAINER

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



SETTING ANCHOR BOLTS AT EXP. BRG.

BELOW 50°F. (Move bott. brg. away from fixed brg.)
 ABOVE 50°F. (Move bott. brg. toward fixed brg.)

D = 1/8" 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 | 12 |
| Anchor Bolts, 1" | Each | 24 |
| Anchor Bolts, 1 1/2" | Each | 12 |

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I-2E-2 1-27-12



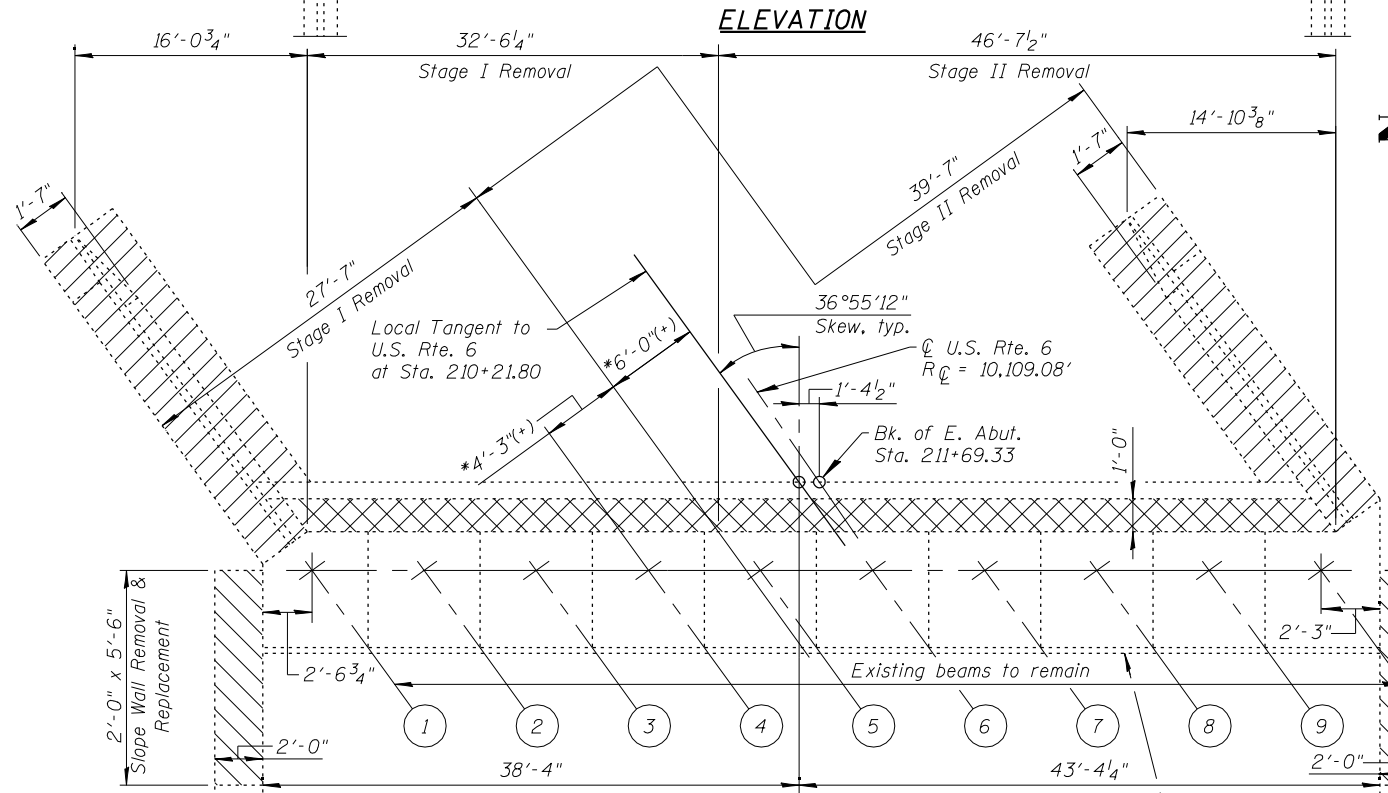
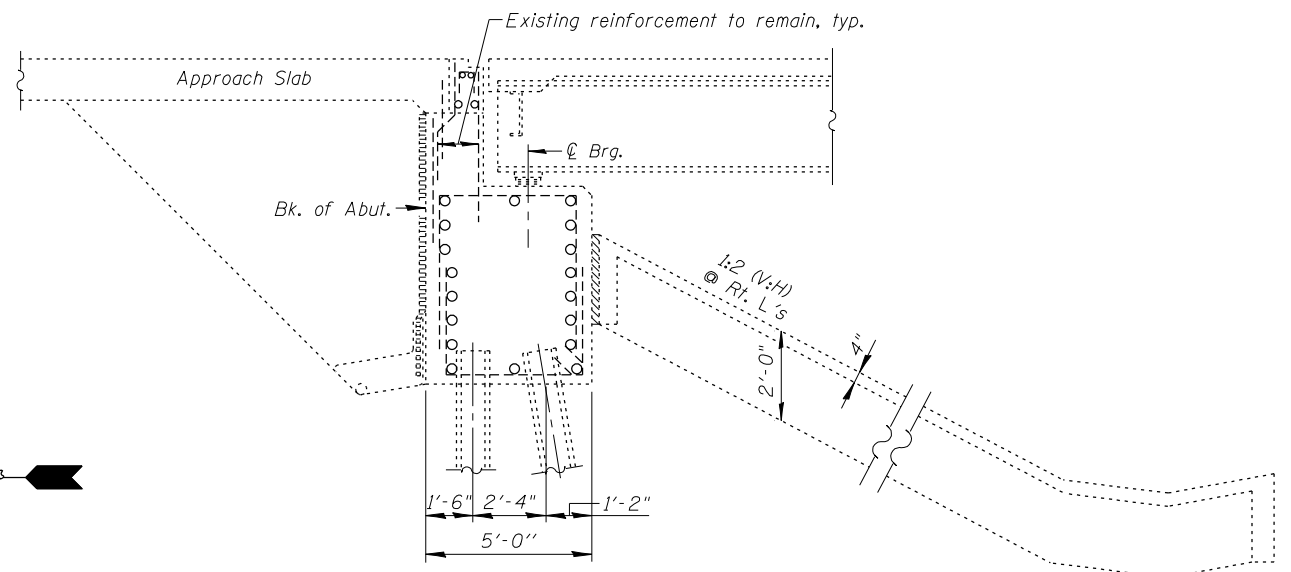
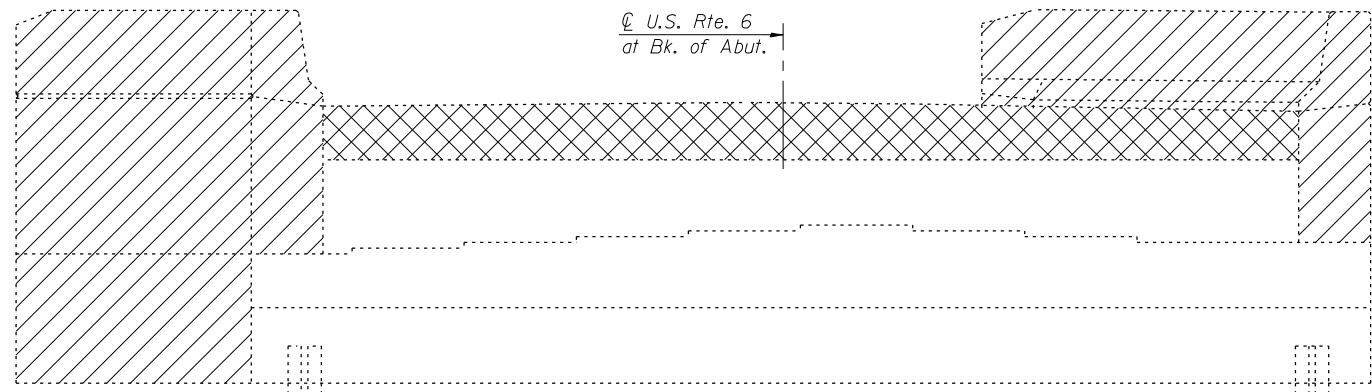
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| USER NAME = IDOT | DESIGNED - B.N.S./J.W. | REVISED - |
| PLOT SCALE = 100.0001' / IN. | CHECKED - J.W./B.N.S. | REVISED - |
| PLOT DATE = 10/10/2014 | DRAWN - F.M./B.K./J.V. | REVISED - |
| | DATE - OCTOBER, 2014 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

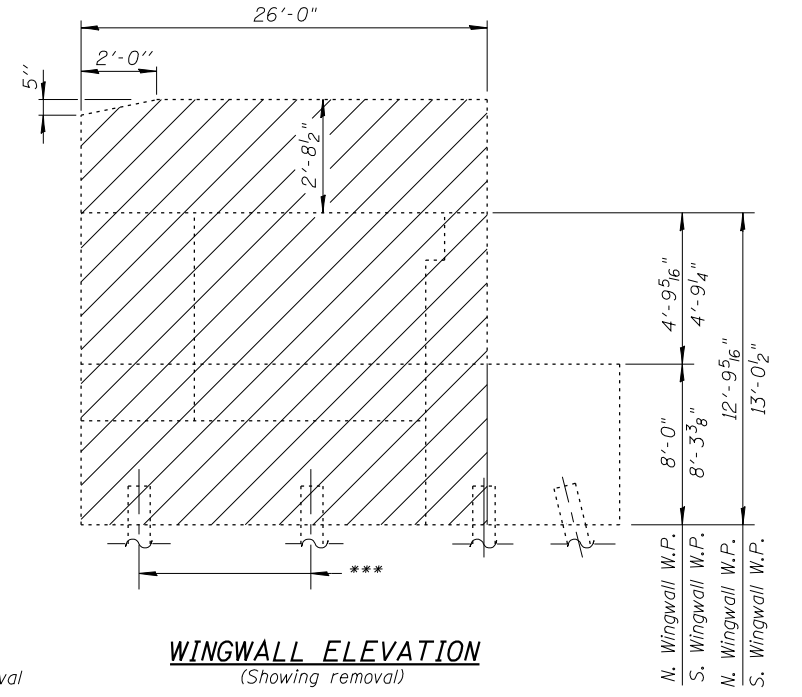
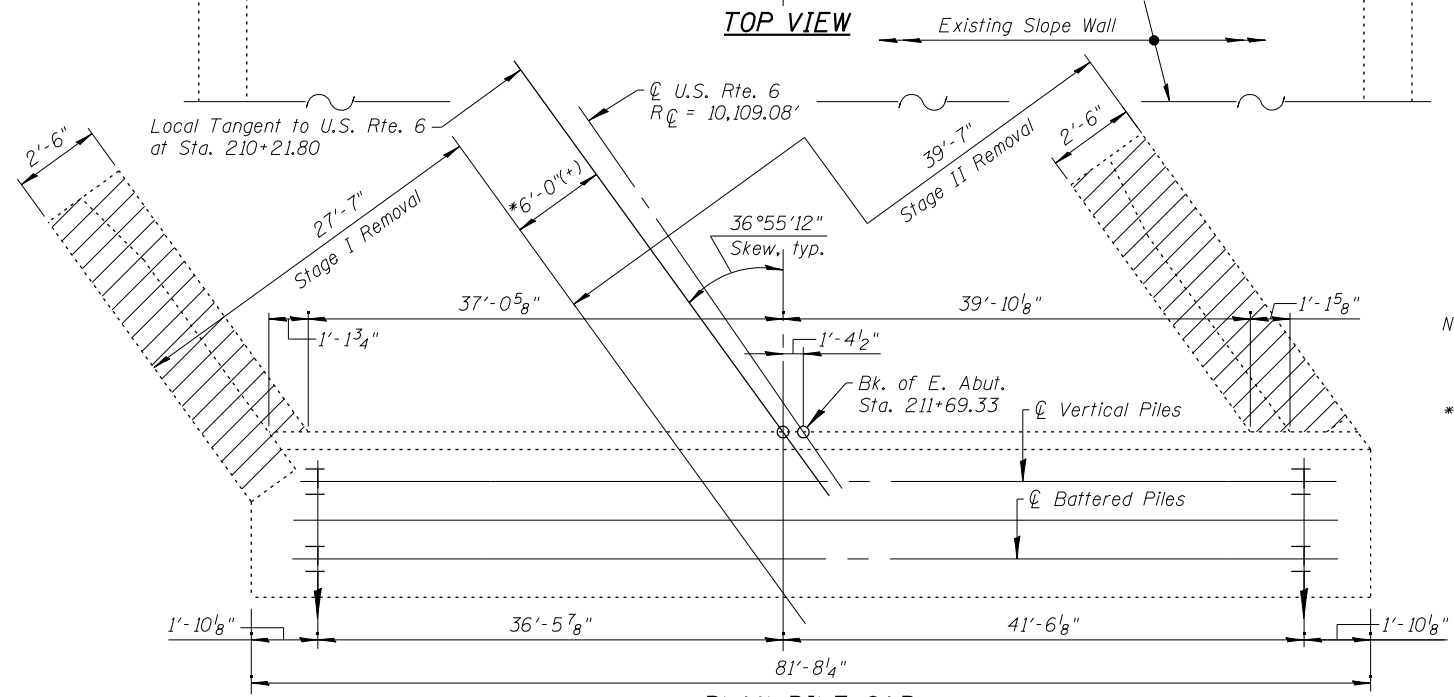
**BEARING DETAILS
STRUCTURE NO. 099-0277**

SHEET NO. S33 OF S51 SHEETS

| | | | | |
|---------------------------|-----------------------|-------------|------------------|---------------|
| F.A.I. RTE. 55 | SECTION 86-1-HBK-BY&R | COUNTY WILL | TOTAL SHEETS 271 | SHEET NO. 213 |
| CONTRACT NO. 60X84 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



*Dimensions to be verified in field by Contractor



- LEGEND:**
- **Existing Backwall Removal
 - **Existing Wingwall and Wingwall Footing Removal
 - Slope Wall Removal
 - ***Paid for as Concrete Removal

Notes:
 The Contractor shall sawcut the upper portion of the existing abutments at the stage removal line before Stage I Removal to ensure the remaining portion will not be prematurely damaged.
 ***Cut existing piles to the concrete removal line. Cost included with Concrete Removal.

BILL OF MATERIAL

| Item | Unit | Quantity |
|--------------------|-------|----------|
| Slope Wall Removal | Sq Yd | 2.5 |
| Concrete Removal | Cu Yd | 53.4 |

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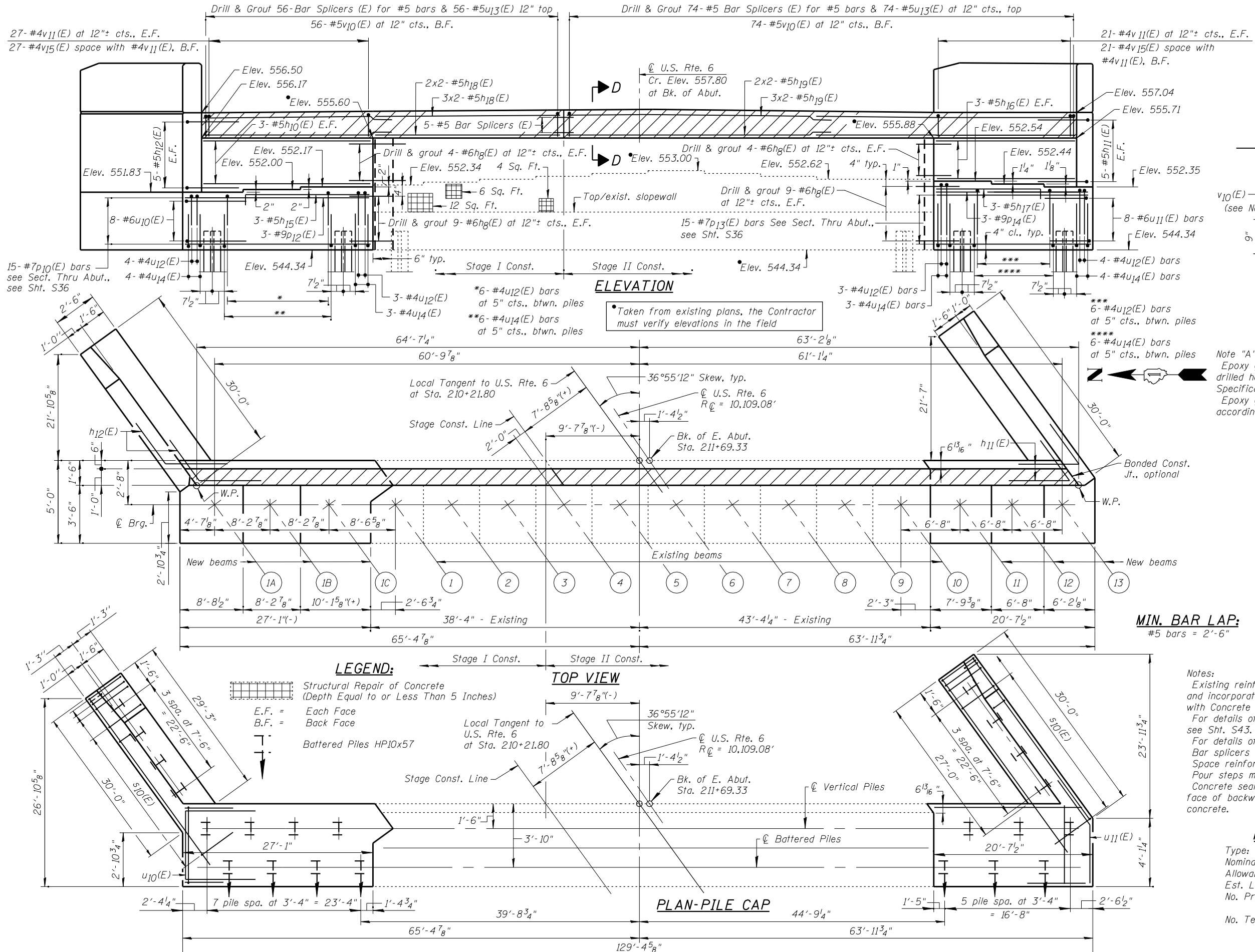
CHRISTIAN-ROGE & ASSOCIATES, INC.

| | | |
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| USER NAME = IDOT | DESIGNED - B.N.S./J.W. | REVISD - |
| PLOT SCALE = 1/8" = 1'-0" | CHECKED - J.W./B.N.S. | REVISD - |
| PLOT DATE = 10/13/2014 | DRAWN - F.M./B.K./J.V. | REVISD - |
| | DATE - OCTOBER, 2014 | REVISD - |

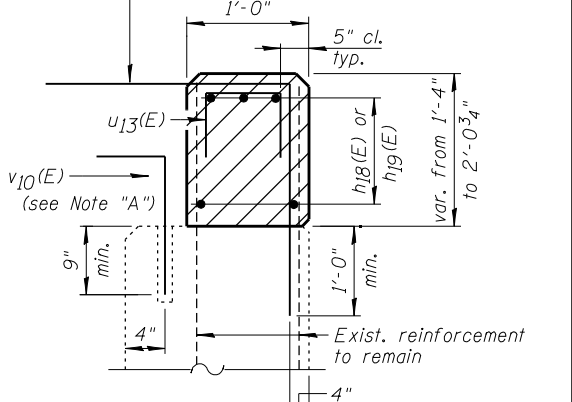
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

**EAST ABUTMENT CONCRETE REMOVAL DETAILS
 PLAN & ELEVATION
 STRUCTURE NO. 099-0277**

| | | | | |
|---------------------------|-----------------------|-------------|------------------|--------------------|
| F.A.I. RTE. 55 | SECTION 86-1-HBK-BY&R | COUNTY WILL | TOTAL SHEETS 271 | SHEET NO. 214 |
| | | | | CONTRACT NO. 60X84 |
| ILLINOIS FED. AID PROJECT | | | | |

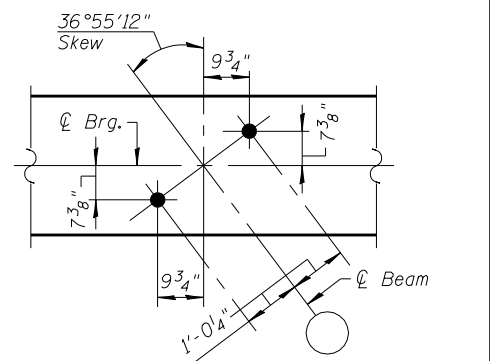


Note:
Hatched area to be poured after superstructure false work has been removed. Quantity of concrete is included with Concrete Superstructure



SECTION D-D

Note "A":
Epoxy grout #5v10(E) bars & #6hg(E) bars in 9" min. drilled holes according to Section 584 of the Standard Specifications.
Epoxy grout Bar Splicers in 1'-0" min. drilled holes according to Section 584 of the Standard Specifications.



ANCHOR BOLT LAYOUT

MIN. BAR LAP:
#5 bars = 2'-6"

Notes:
Existing reinforcement bars to be cleaned, straightened and incorporated into the new construction. Cost included with Concrete Removal.
For details of piles and Concrete Encasement, see Sht. S43.
For details of Bar Splicers (E) see Sht. S44.
Bar splicers to be drilled and grouted into the new concrete. Space reinforcement in cap to miss anchor bolts. Pour steps monolithically with cap.
Concrete sealer shall be applied to the top of seats, front face of backwalls and front face of abutment stems at new concrete.

PILE DATA
Type: HP10x57 with pile shoes
Nominal Required Bearing: 270k
Allowable Resistance Available: 90k
Est. Length: 27'-0" △
No. Production Piles: 13 (per abutment)
8 (4 per wingwall)
No. Test Piles: 1 (per abutment)

△ Min. Tip Elevation = 534.34

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CHRISTIAN-ROGE & ASSOCIATES, INC.

| | | |
|---------------------------|------------------------|-----------|
| USER NAME = IDOT | DESIGNED - B.N.S./J.W. | REVISED - |
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| PLOT DATE = 10/20/2014 | DRAWN - F.M./B.K./J.V. | REVISED - |
| | DATE - OCTOBER, 2014 | REVISED - |

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT PLAN & ELEVATION STRUCTURE NO. 099-0277

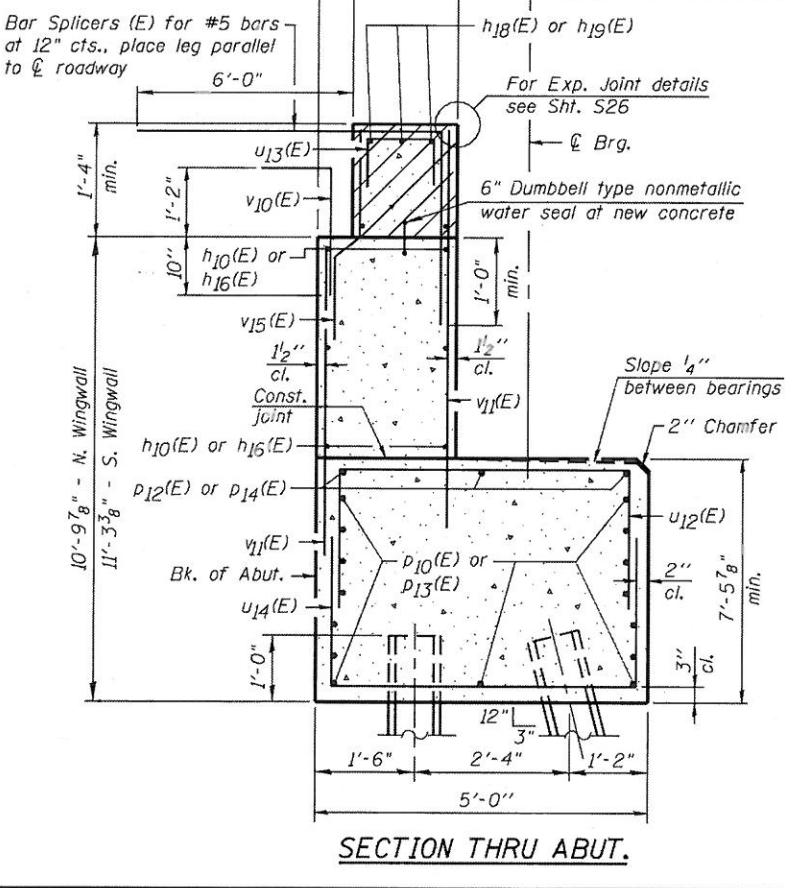
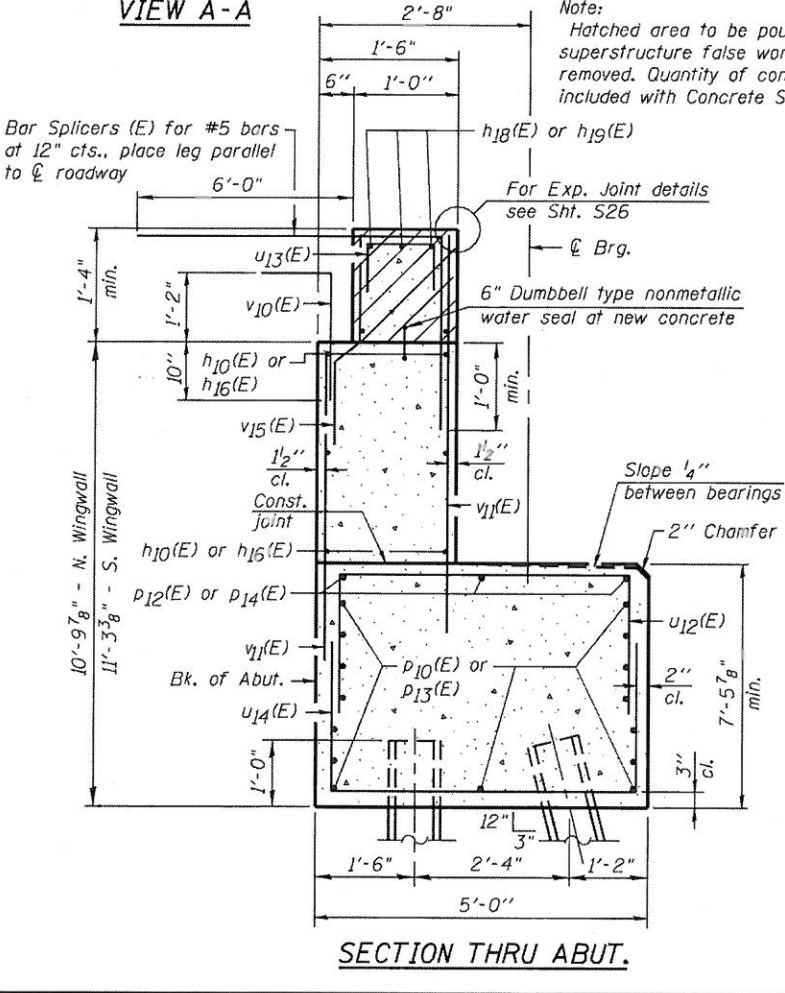
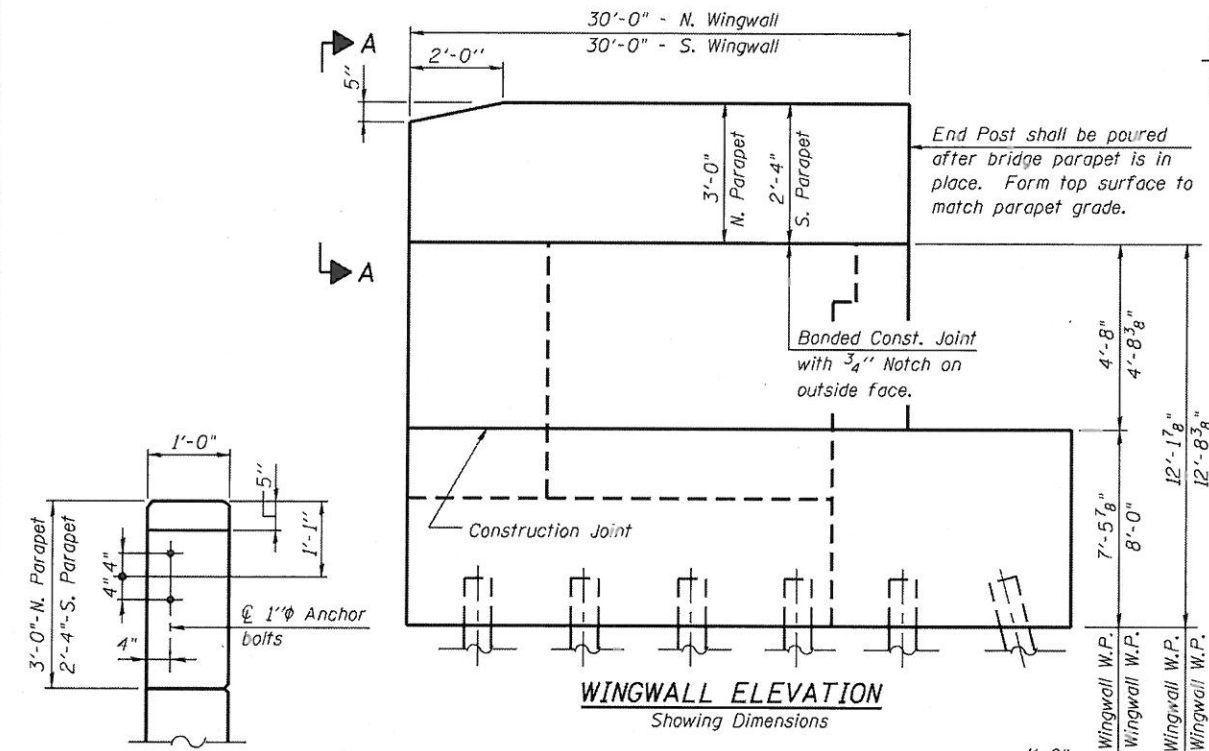
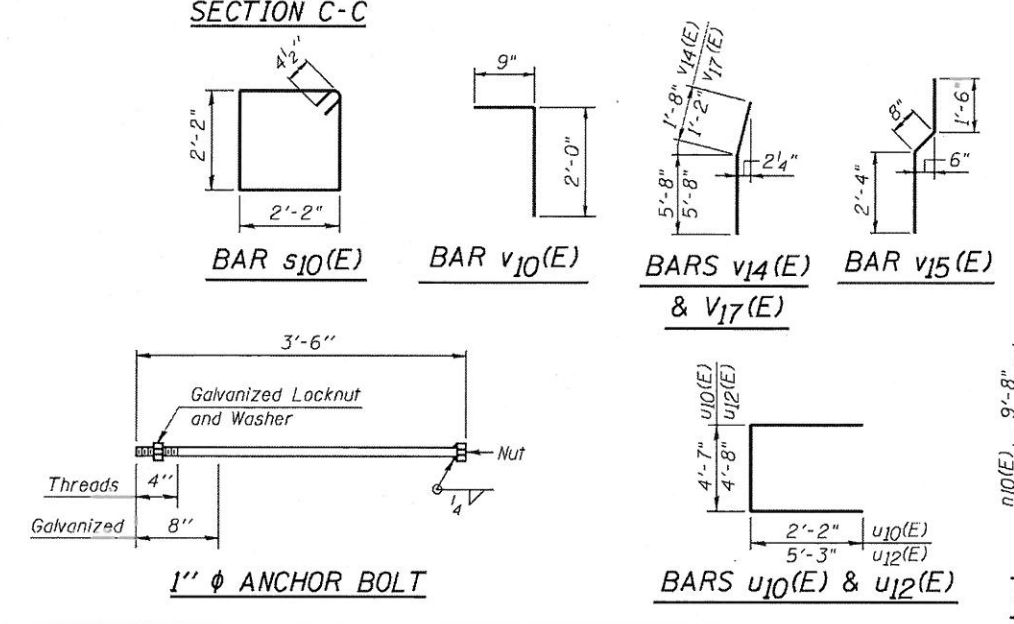
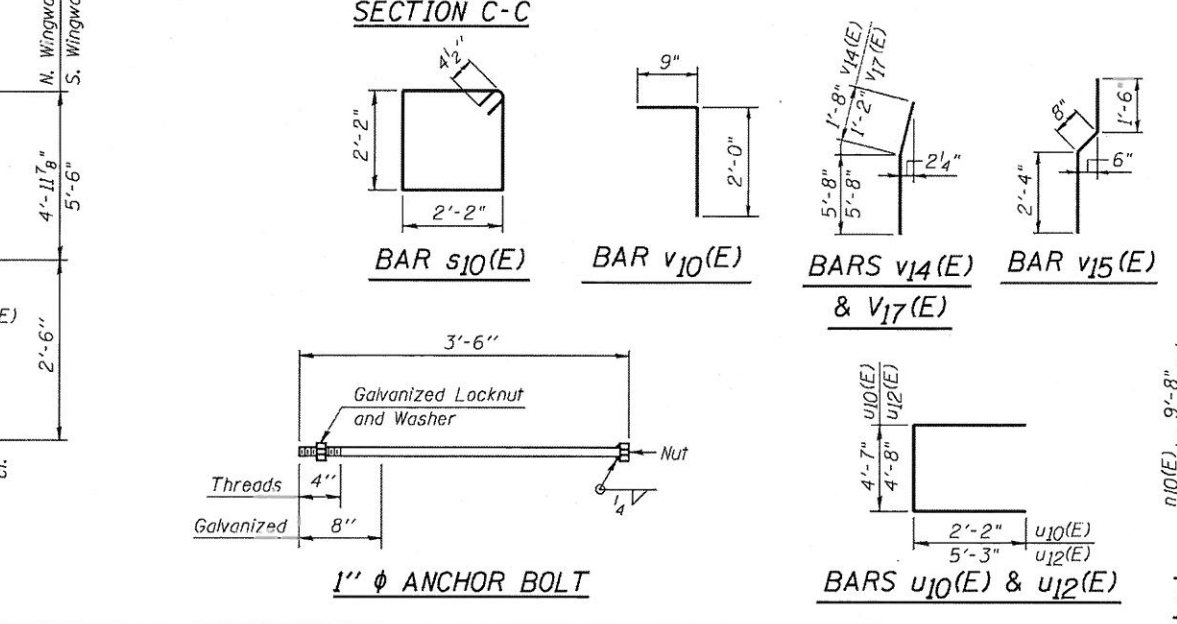
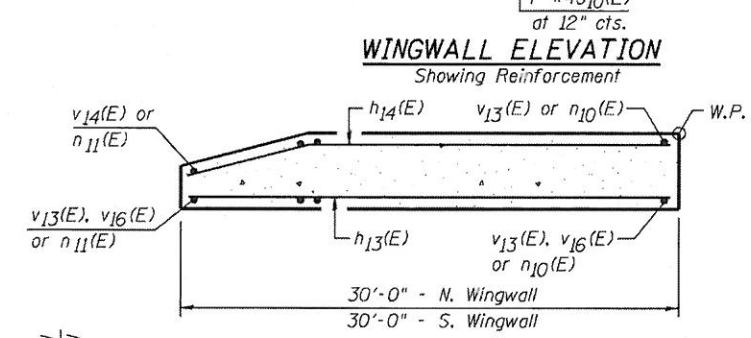
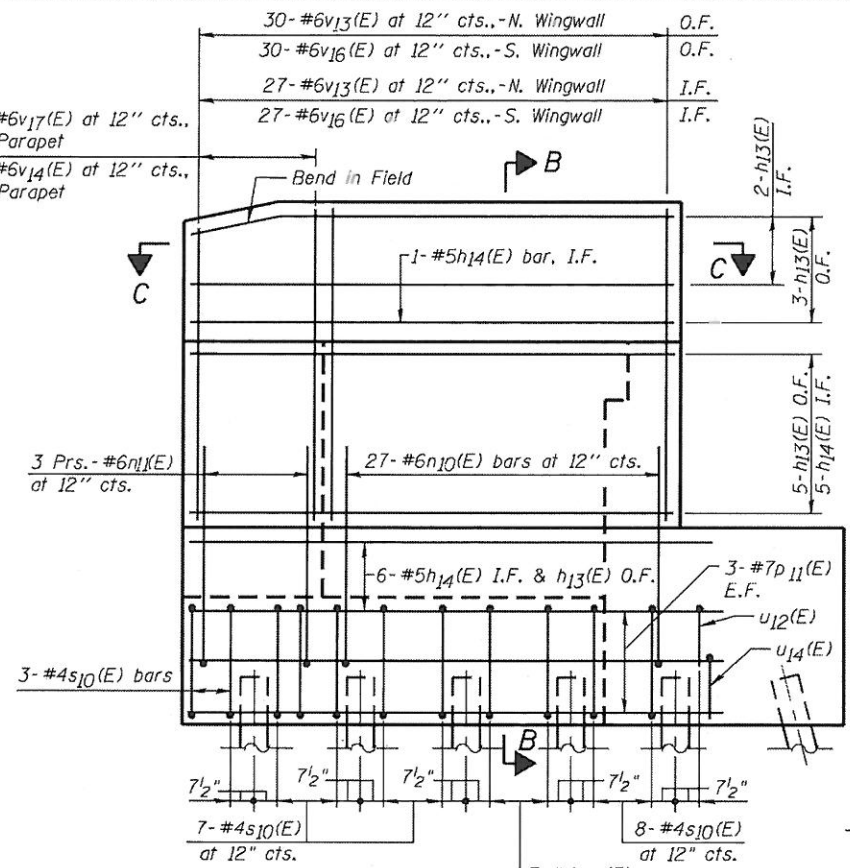
SHEET NO. S35 OF S51 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------------|--------|--------------|-----------|
| 55 | 86-1-HBK-BY&R | WILL | 271 | 215 |
| CONTRACT NO. 60X84 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

BILL OF MATERIAL

| Bar | No. | Size | Length | Shape |
|--------|-----|------|--------|-------|
| h8(E) | 52 | #6 | 1'-9" | |
| h10(E) | 6 | #5 | 26'-9" | |
| h11(E) | 10 | #5 | 6'-0" | |
| h12(E) | 10 | #5 | 6'-0" | |
| h13(E) | 32 | #5 | 29'-8" | |
| h14(E) | 24 | #5 | 29'-8" | |
| h15(E) | 3 | #5 | 20'-0" | |
| h16(E) | 6 | #5 | 20'-3" | |
| h17(E) | 3 | #5 | 16'-1" | |
| h18(E) | 10 | #5 | 29'-6" | |
| h19(E) | 10 | #5 | 37'-4" | |
| n10(E) | 54 | #6 | 20'-0" | |
| n11(E) | 12 | #6 | 10'-4" | |
| p10(E) | 15 | #7 | 26'-9" | |
| p11(E) | 12 | #7 | 29'-9" | |
| p12(E) | 3 | #9 | 26'-9" | |
| p13(E) | 15 | #7 | 20'-3" | |
| p14(E) | 3 | #9 | 20'-3" | |
| s10(E) | 64 | #4 | 9'-5" | |
| u10(E) | 8 | #6 | 8'-11" | |
| u11(E) | 8 | #6 | 8'-3" | |
| u12(E) | 86 | #4 | 15'-2" | |
| u13(E) | 130 | #5 | 1'-11" | |
| u14(E) | 86 | #4 | 12'-7" | |
| v10(E) | 130 | #5 | 2'-9" | |
| v11(E) | 96 | #4 | 5'-6" | |
| v13(E) | 57 | #6 | 7'-4" | |
| v14(E) | 3 | #6 | 7'-4" | |
| v15(E) | 48 | #4 | 4'-6" | |
| v16(E) | 57 | #6 | 6'-10" | |
| v17(E) | 3 | #6 | 6'-10" | |

| | | |
|--|-------|--------|
| Structure Excavation | Cu Yd | 370.6 |
| Concrete Structures | Cu Yd | 127.7 |
| Concrete Encasement | Cu Yd | 7.7 |
| Reinforcement Bars, Epoxy Coated | Pound | 12,170 |
| Furnishing Steel Piles HP10X57 | Foot | 567 |
| Driving Piles | Foot | 567 |
| Test Piles Steel HP10X57 | Each | 1 |
| Pile Shoes | Each | 22 |
| Concrete Sealer | Sq Ft | 736 |
| Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches) | Sq Ft | 22 |



| | | |
|---------------------------------|------------------------|-----------|
| USER NAME = IDOT | DESIGNED - B.N.S./J.W. | REVISED - |
| PLOT SCALE = 1/8" = 1'-0" / IN. | CHECKED - J.W./B.N.S. | REVISED - |
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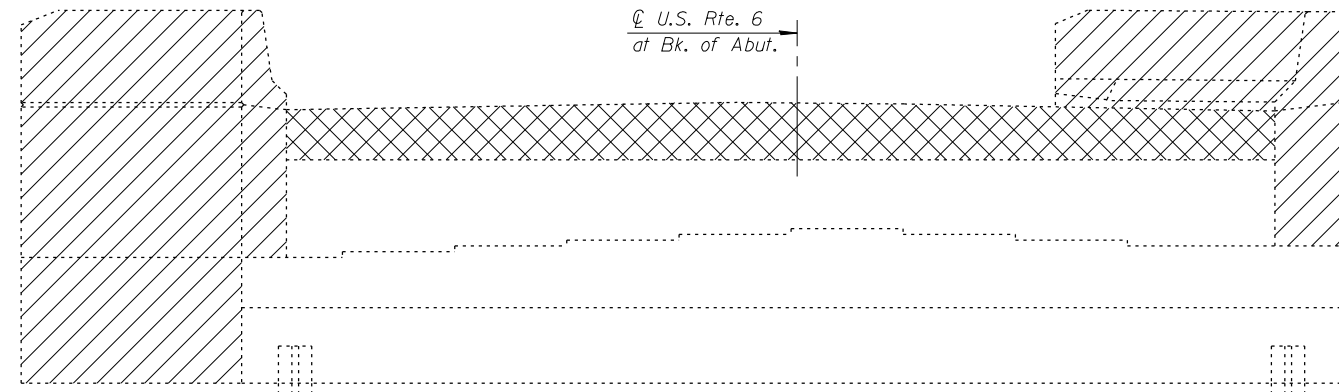
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT DETAILS
STRUCTURE NO. 099-0277

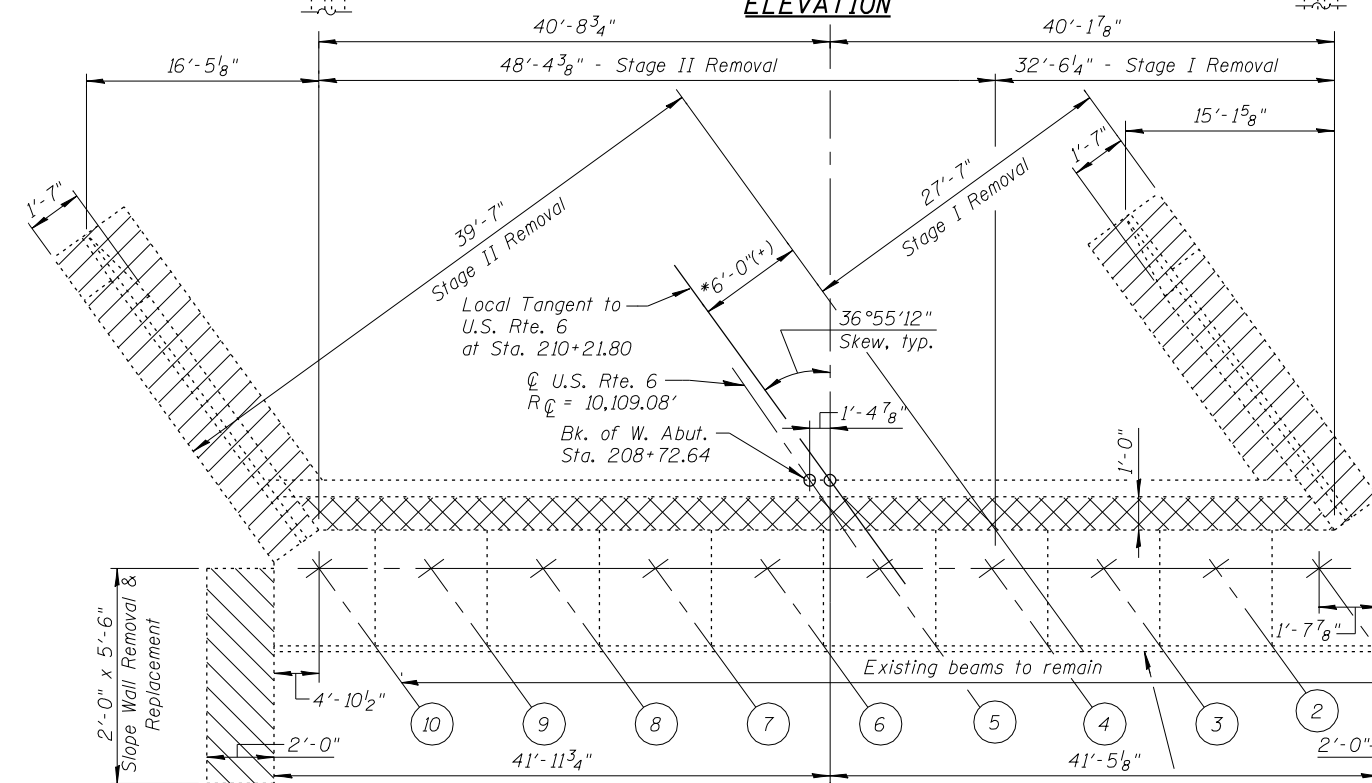
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|---------------|---------------|--------|--------------|-----------|
| 55 | 86-1-HBK-BY&R | WILL | 271 | 216 |

CONTRACT NO. 60X84
ILLINOIS FED. AID PROJECT

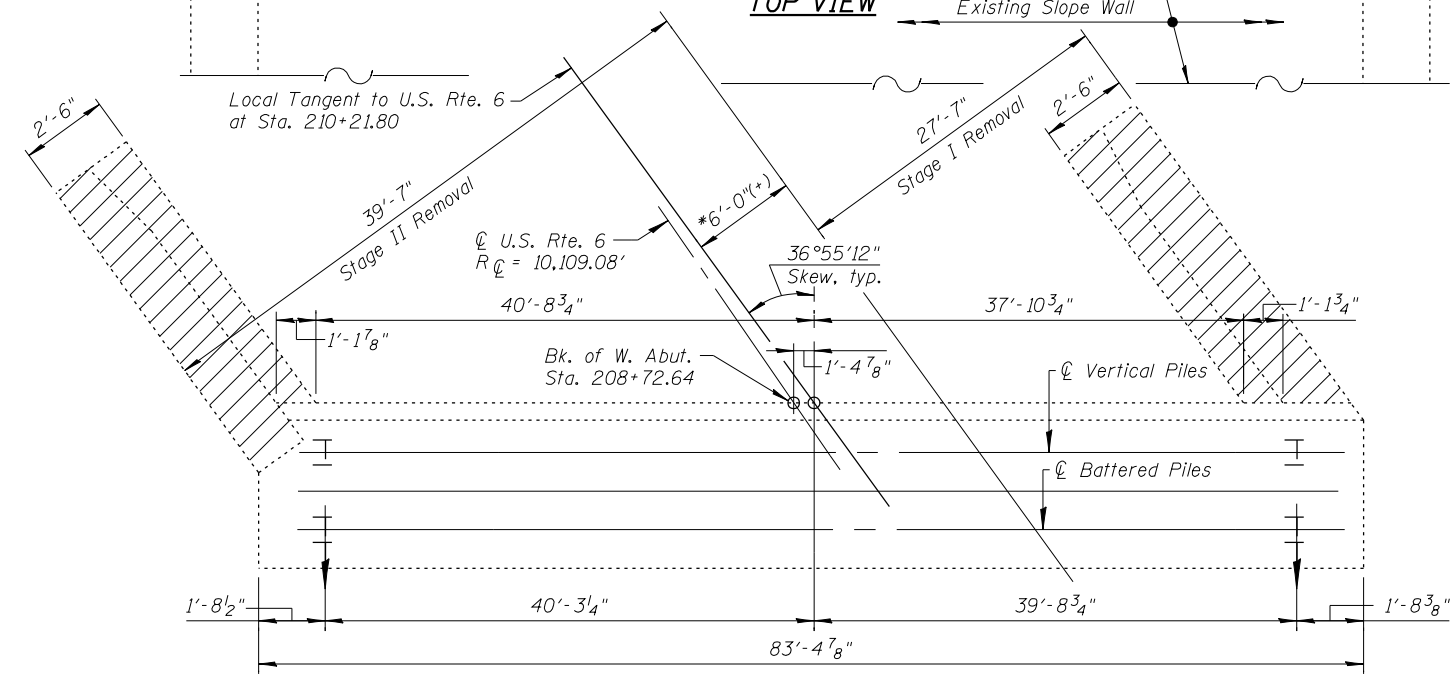
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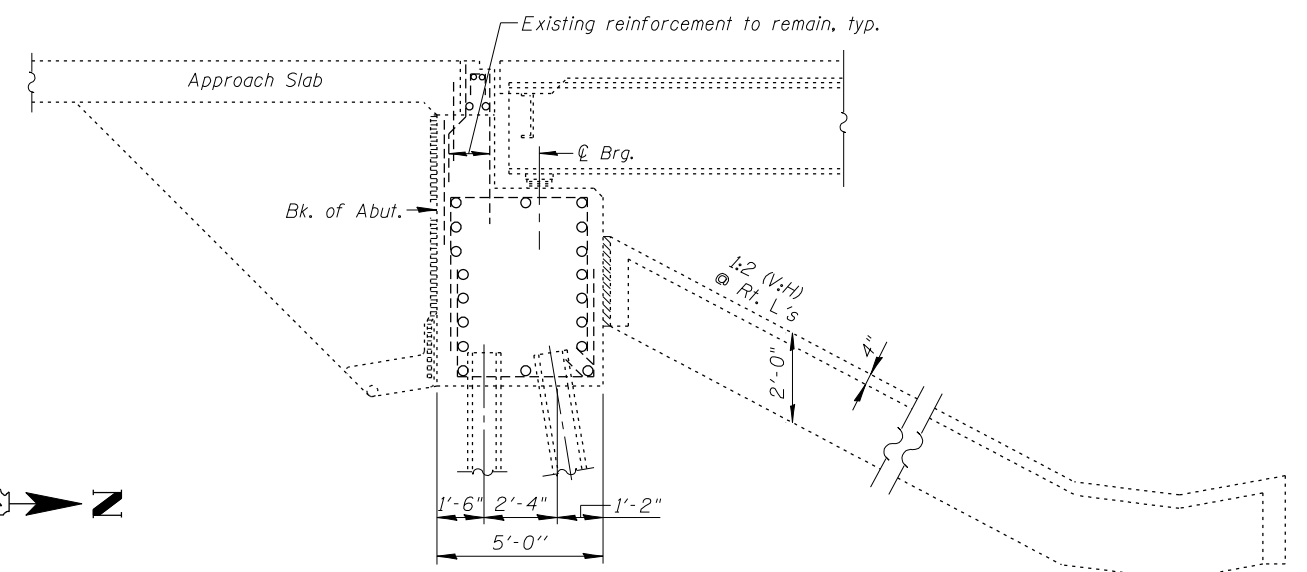
ELEVATION



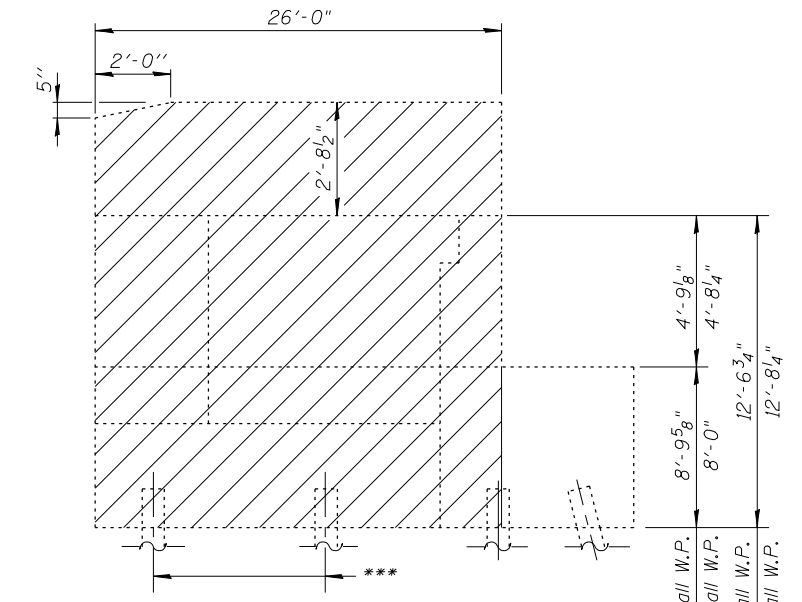
TOP VIEW



PLAN-PILE CAP



SECTION THRU WEST ABUTMENT & SLOPEWALL



WINGWALL ELEVATION
(Showing removal)

*Dimensions to be verified in field by Contractor

LEGEND:

- **Existing Backwall Removal
- **Existing Wingwall and Wingwall Footing Removal
- Slope Wall Removal
- **Paid for as Concrete Removal

Notes:
The Contractor shall sawcut the upper portion of the existing abutments at the stage removal line before Stage I Removal to ensure the remaining portion will not be prematurely damaged.
***Cut existing piles to the concrete removal line. Cost included with Concrete Removal.

BILL OF MATERIAL

| Item | Unit | Quantity |
|--------------------|-------|----------|
| Slope Wall Removal | Sq Yd | 2.5 |
| Concrete Removal | Cu Yd | 54.1 |

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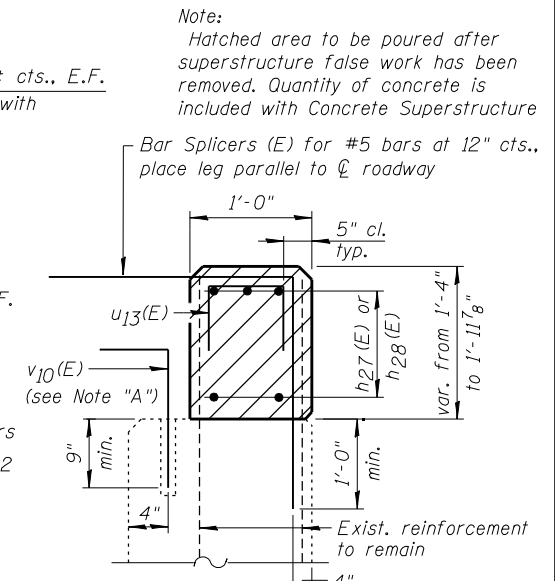
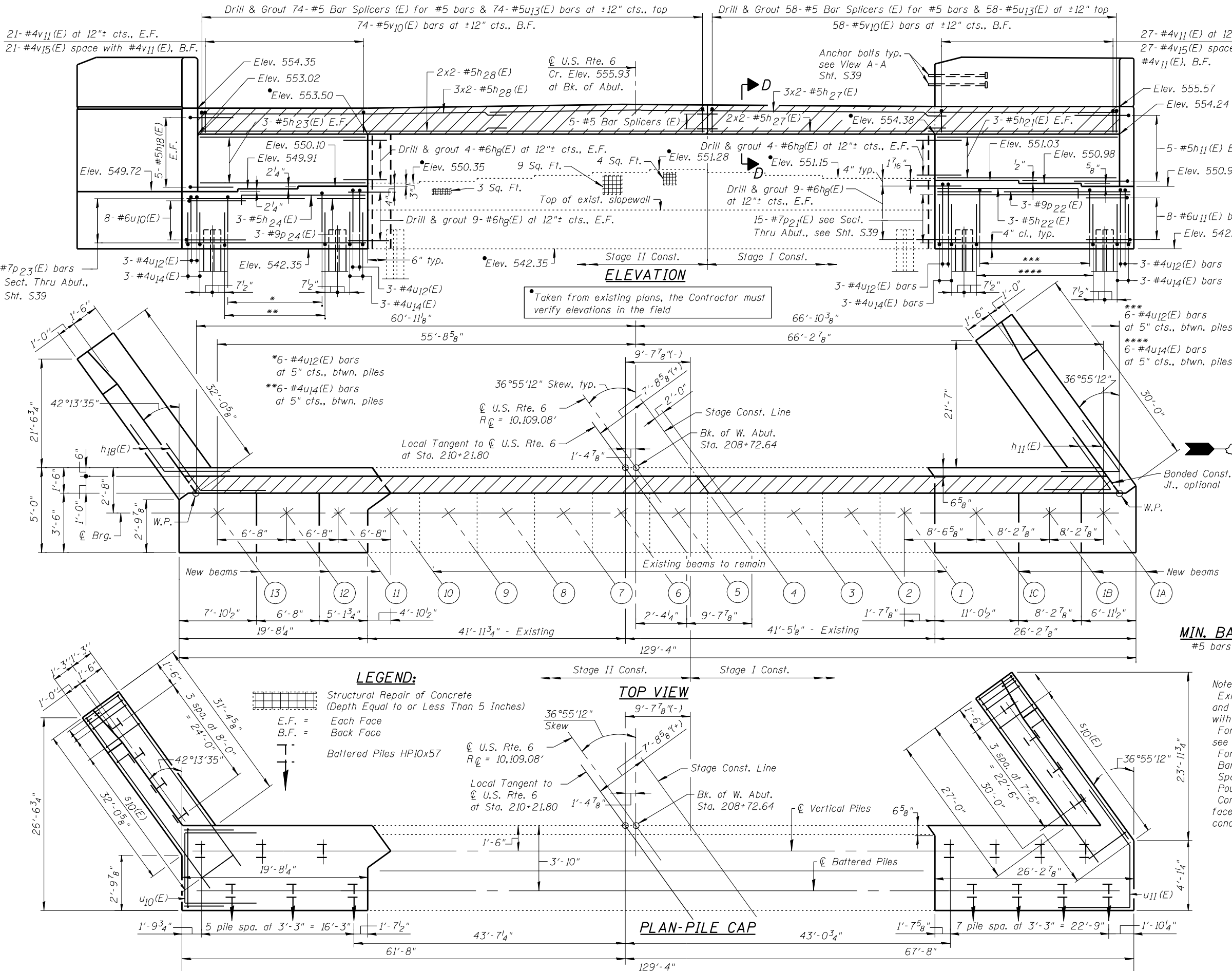
CHRISTIAN-ROGE & ASSOCIATES, INC.

| | | |
|---------------------------|------------------------|-------------|
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| PLOT DATE = 10/15/2014 | DRAWN - F.M./B.K./J.V. | REVISIONS - |
| | DATE - OCTOBER, 2014 | REVISIONS - |

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

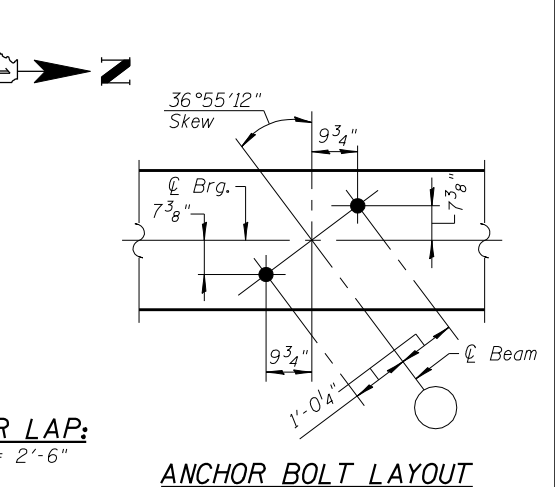
WEST ABUTMENT CONCRETE REMOVAL DETAILS
PLAN & ELEVATION
STRUCTURE NO. 099-0277
SHEET NO. S37 OF S51 SHEETS

| | | | | |
|---------------------------|-----------------------|-------------|------------------|--------------------|
| F.A.I. RTE. 55 | SECTION 86-1-HBK-BY&R | COUNTY WILL | TOTAL SHEETS 271 | SHEET NO. 217 |
| | | | | CONTRACT NO. 60X84 |
| ILLINOIS FED. AID PROJECT | | | | |



SECTION D-D

Note "A": Epoxy grout #5v₁₀(E) bars & #6hg(E) bars in 9" min. drilled holes according to Section 584 of the Standard Specifications. Epoxy grout Bar Splicers in 1'-0" min. drilled holes according to Section 584 of the Standard Specifications.



MIN. BAR LAP:
#5 bars = 2'-6"

ANCHOR BOLT LAYOUT

Notes:
Existing reinforcement bars to be cleaned, straightened and incorporated into the new construction. Cost included with Concrete Removal.
For details of piles and Concrete Encasement, see Sht. S43.
For details of Bar Splicers (E) see Sht. S44.
Bar splicers to be drilled and grouted into the new concrete. Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
Concrete sealer shall be applied to the top of seats, front face of backwalls and front face of abutment stems at new concrete.

PILE DATA

Type: HP10x57 with pile shoes
Nominal Required Bearing: 270k
Allowable Resistance Available: 90k
Est. Length: 18'-0" △
No. Production Piles: 13 (per abutment)
8 (4 per wingwall)
No. Test Piles: 1 (per abutment)

△ Min. Tip Elevation = 532.35

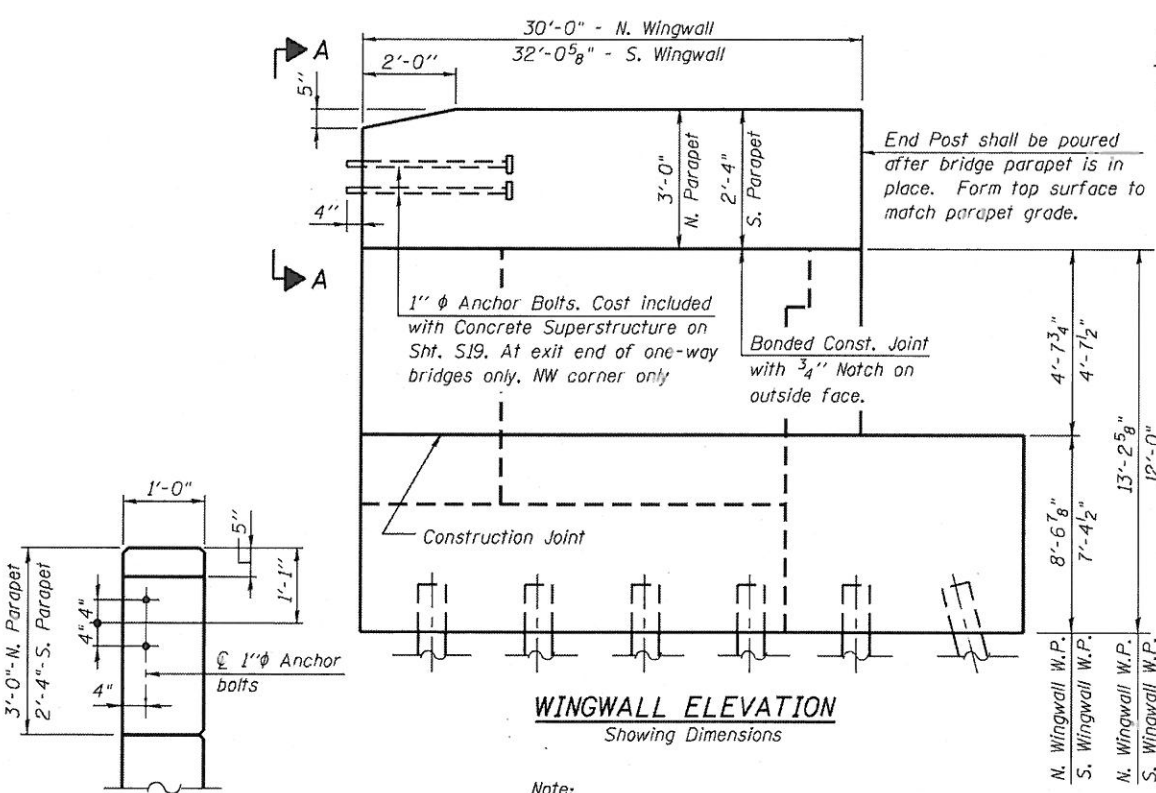
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|---------------------------|------------------------|-----------|
| USER NAME = IDOT | DESIGNED - B.N.S./J.W. | REVISED - |
| PLOT SCALE = 1/8" = 1'-0" | CHECKED - J.W./B.N.S. | REVISED - |
| PLOT DATE = 10/20/2014 | DRAWN - F.M./B.K./J.V. | REVISED - |
| | DATE - OCTOBER, 2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT
PLAN & ELEVATION
STRUCTURE NO. 099-0277
SHEET NO. S38 OF S51 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------------|--------|--------------|-----------|
| 55 | 86-1-HBK-BY&R | WILL | 271 | 218 |
| CONTRACT NO. 60X84 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

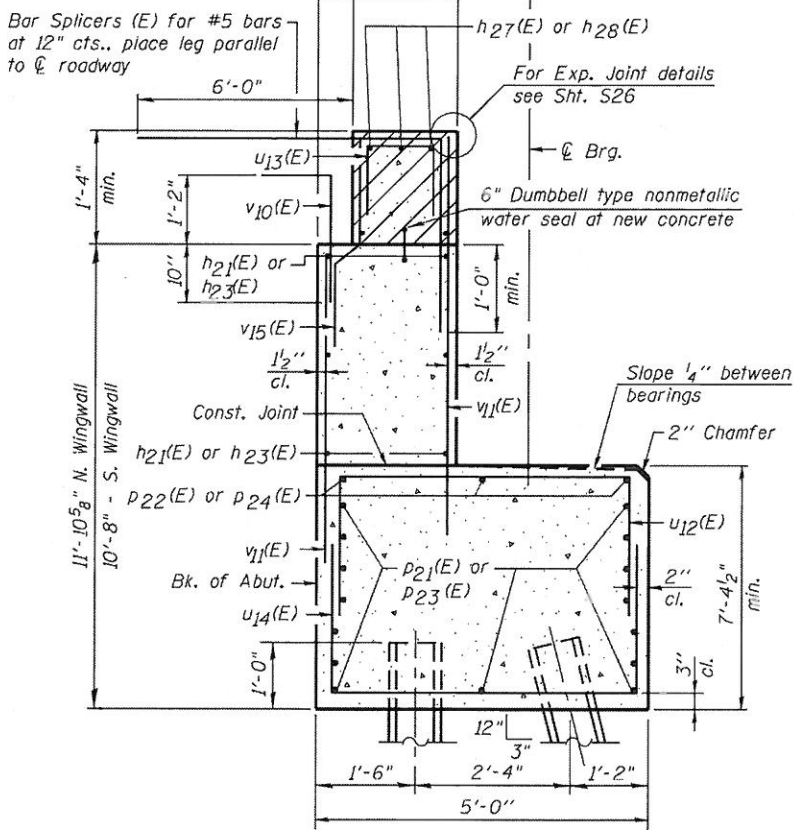
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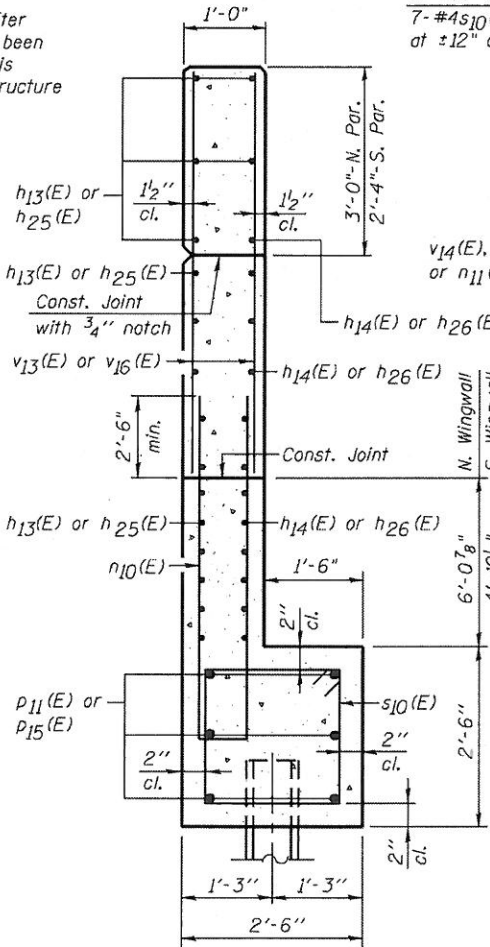
VIEW A-A

WINGWALL ELEVATION Showing Dimensions

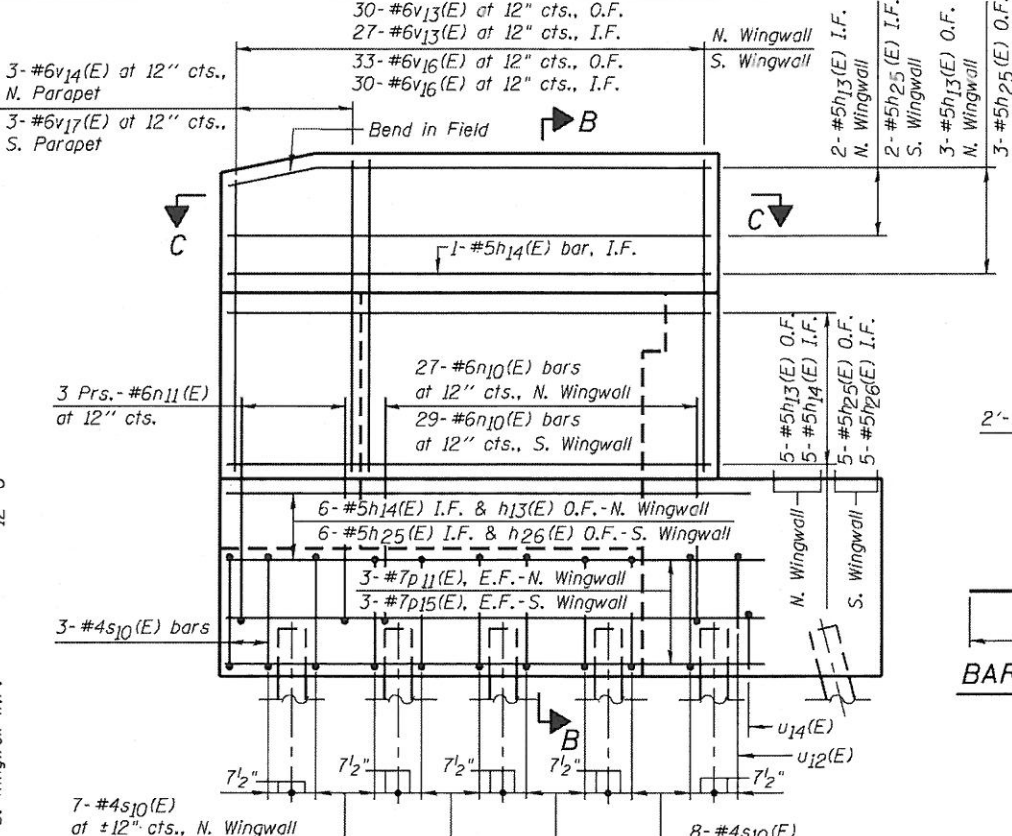
Note: Hatched area to be poured after superstructure false work has been removed. Quantity of concrete is included with Concrete Superstructure



SECTION THRU ABUT.

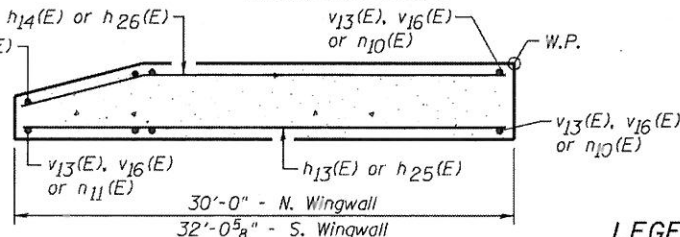


SECTION B-B

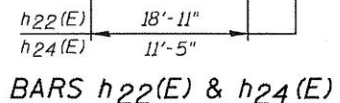
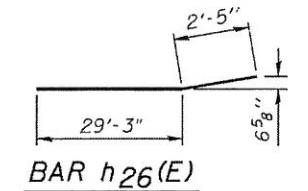
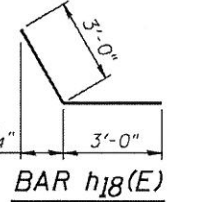
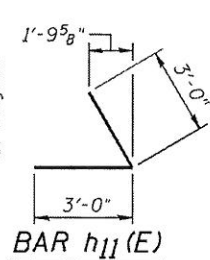


WINGWALL ELEVATION Showing Reinforcement

SECTION C-C



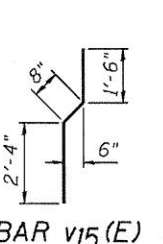
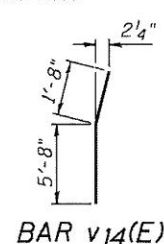
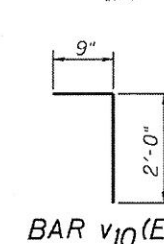
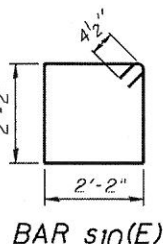
1" Ø ANCHOR BOLT



BARS h22(E) & h24(E)

BARS h8(E) & n11(E)

LEGEND:
O.F. = Outside Face
I.F. = Inside Face

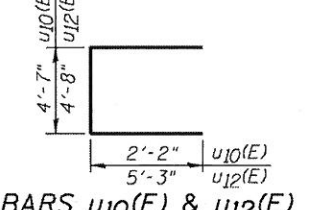
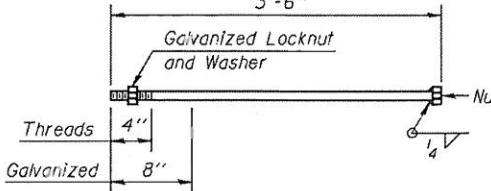


BAR s10(E)

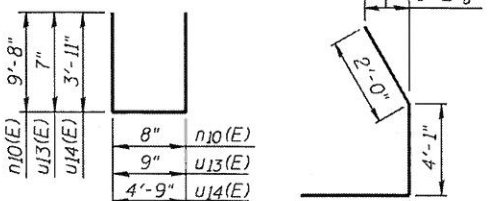
BAR v10(E)

BAR v14(E)

BAR v15(E)



BARS u10(E) & u12(E)



BARS n10(E), u13(E) & u14(E)

BAR u11(E)

BILL OF MATERIAL

| Bar | No. | Size | Length | Shape |
|--------|-----|------|---------|-------|
| h8(E) | 52 | #6 | 1'-9" | U |
| h11(E) | 10 | #5 | 6'-0" | U |
| h13(E) | 16 | #5 | 29'-8" | U |
| h14(E) | 12 | #5 | 29'-8" | U |
| h18(E) | 10 | #5 | 6'-0" | U |
| h21(E) | 6 | #5 | 25'-10" | U |
| h22(E) | 3 | #5 | 20'-11" | U |
| h23(E) | 6 | #5 | 19'-4" | U |
| h24(E) | 3 | #5 | 13'-5" | U |
| h25(E) | 16 | #5 | 31'-8" | U |
| h26(E) | 12 | #5 | 31'-8" | U |
| h27(E) | 10 | #5 | 36'-7" | U |
| h28(E) | 10 | #5 | 40'-1" | U |
| n10(E) | 56 | #6 | 20'-0" | U |
| n11(E) | 12 | #6 | 10'-4" | U |
| p11(E) | 6 | #7 | 29'-9" | U |
| p15(E) | 6 | #7 | 31'-9" | U |
| p21(E) | 15 | #7 | 25'-10" | U |
| p22(E) | 3 | #9 | 25'-10" | U |
| p23(E) | 15 | #7 | 19'-4" | U |
| p24(E) | 3 | #9 | 19'-4" | U |
| s10(E) | 66 | #4 | 9'-5" | □ |
| u10(E) | 8 | #6 | 8'-11" | U |
| u11(E) | 8 | #6 | 8'-3" | U |
| u12(E) | 84 | #4 | 15'-2" | U |
| u13(E) | 132 | #5 | 1'-11" | U |
| u14(E) | 84 | #4 | 12'-6" | U |
| v10(E) | 132 | #5 | 2'-9" | U |
| v11(E) | 96 | #4 | 5'-6" | U |
| v13(E) | 57 | #6 | 7'-4" | U |
| v14(E) | 3 | #6 | 7'-4" | U |
| v15(E) | 48 | #4 | 4'-6" | U |
| v16(E) | 63 | #6 | 6'-10" | U |
| v17(E) | 3 | #6 | 6'-10" | U |

| | | |
|--|-------|--------|
| Structure Excavation | Cu Yd | 425.2 |
| Concrete Structures | Cu Yd | 131.0 |
| Concrete Encasement | Cu Yd | 7.7 |
| Reinforcement Bars, Epoxy Coated | Pound | 12,360 |
| Furnishing Steel Piles HP10X57 | Foot | 378 |
| Driving Piles | Foot | 378 |
| Test Piles Steel HP10X57 | Each | 1 |
| Pile Shoes | Each | 22 |
| Concrete Sealer | Sq Ft | 681 |
| Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches) | Sq Ft | 16 |

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CHRISTIAN-ROGE & ASSOCIATES, INC.

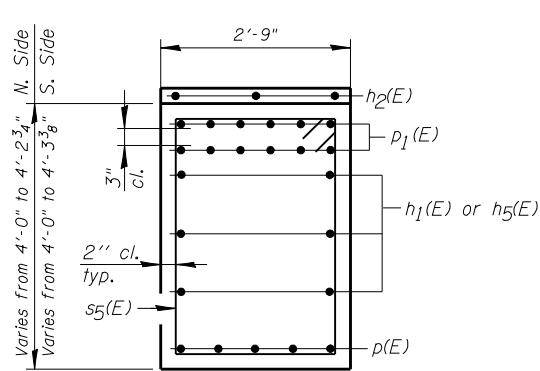
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|---------------------------|------------------------|-----------|
| USER NAME = IDGT | DESIGNED = B.N.S./J.W. | REVISED = |
| PLOT SCALE = 1/8" = 1'-0" | CHECKED = J.W./B.N.S. | REVISED = |
| PLOT DATE = 10/21/2014 | DRAWN = F.M./B.K./J.V. | REVISED = |
| | DATE = OCTOBER, 2014 | REVISED = |

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

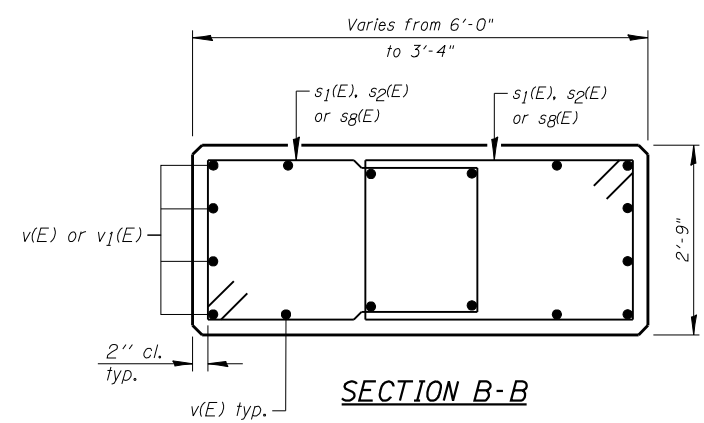
WEST ABUTMENT DETAILS STRUCTURE NO. 099-0277 SHEET NO. 539 OF 551 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------------|--------|--------------|--------------------|
| 55 | 86-1-HBK-BY&R | WILL | 271 | 219 |
| | | | | CONTRACT NO. 60X84 |
| ILLINOIS FED. AID PROJECT | | | | |

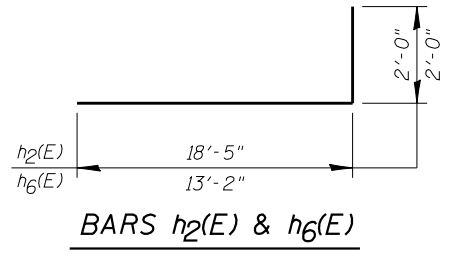
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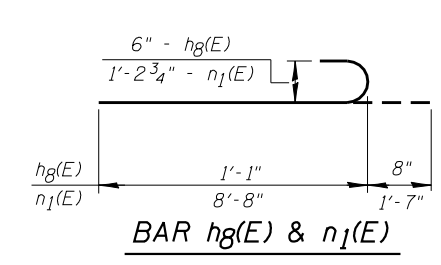
SECTION A-A



SECTION B-B



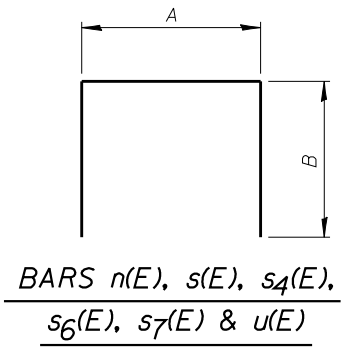
BARS $h_2(E)$ & $h_6(E)$



BAR $h_g(E)$ & $n_1(E)$

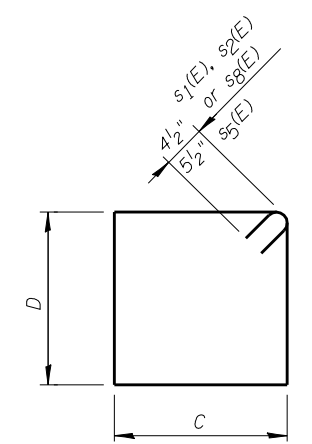
A & B DIMENSIONS

| Bar | A | B |
|----------|--------|--------|
| $n(E)$ | 2'-11" | 4'-11" |
| $s(E)$ | 2'-11" | 1'-3" |
| $s_4(E)$ | 2'-5" | 2'-8" |
| $s_6(E)$ | 2'-3" | 2'-2" |
| $s_7(E)$ | 2'-9" | 2'-2" |
| $u(E)$ | 2'-1" | 2'-3" |

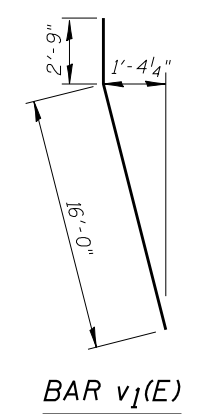


C & D DIMENSIONS

| Bar | C | D |
|----------|--------|-------|
| $s_1(E)$ | 2'-3" | 2'-5" |
| $s_2(E)$ | 3'-7" | 2'-5" |
| $s_5(E)$ | 2'-5" | 3'-8" |
| $s_8(E)$ | 2'-10" | 2'-5" |



BARS $s_1(E)$, $s_2(E)$, $s_5(E)$ & $s_8(E)$



BAR $v_1(E)$

BILL OF MATERIAL

| Bar | No. | Size | Length | Shape |
|----------------------------------|-----|------|---------|--------|
| $h(E)$ | 8 | #5 | 30'-2" | — |
| $h_1(E)$ | 6 | #5 | 24'-8" | — |
| $h_2(E)$ | 3 | #5 | 20'-5" | ┘ |
| $h_3(E)$ | 18 | #11 | 30'-2" | — |
| $h_4(E)$ | 8 | #5 | 25'-5" | — |
| $h_5(E)$ | 6 | #5 | 19'-11" | — |
| $h_6(E)$ | 3 | #5 | 15'-2" | ┘ |
| $h_7(E)$ | 18 | #11 | 25'-5" | — |
| $h_8(E)$ | 80 | #6 | 1'-9" | ┘ |
| $n(E)$ | 75 | #8 | 12'-9" | ┘ |
| $n_1(E)$ | 64 | #11 | 10'-3" | ┘ |
| $p(E)$ | 5 | #9 | 23'-11" | — |
| $p_1(E)$ | 12 | #11 | 24'-8" | — |
| $p_2(E)$ | 5 | #9 | 19'-11" | — |
| $p_3(E)$ | 12 | #11 | 19'-11" | — |
| $s(E)$ | 75 | #5 | 5'-5" | ┘ |
| $s_1(E)$ | 40 | #4 | 10'-1" | ┘ |
| $s_2(E)$ | 48 | #4 | 12'-3" | ┘ |
| $s_4(E)$ | 18 | #5 | 7'-9" | ┘ |
| $s_5(E)$ | 108 | #5 | 13'-1" | ┘ |
| $s_6(E)$ | 8 | #5 | 6'-7" | ┘ |
| $s_7(E)$ | 8 | #5 | 7'-1" | ┘ |
| $s_8(E)$ | 48 | #4 | 11'-3" | ┘ |
| $t(E)$ | 75 | #8 | 9'-8" | — |
| $w(E)$ | 11 | #5 | 30'-2" | — |
| $w_1(E)$ | 11 | #5 | 25'-2" | — |
| $u(E)$ | 50 | #5 | 6'-7" | ┘ |
| $v(E)$ | 60 | #11 | 18'-9" | — |
| $v_1(E)$ | 4 | #11 | 18'-9" | ┘ |
| Reinforcement Bars, Epoxy Coated | | | Pound | 28,480 |
| Structure Excavation | | | Cu Yd | 128.3 |
| Concrete Structures | | | Cu Yd | 120.6 |



| | | |
|------------------------------|------------------------|-----------|
| USER NAME = IDOT | DESIGNED - B.N.S./J.W. | REVISED - |
| PLOT SCALE = 100.0001' / IN. | CHECKED - J.W./B.N.S. | REVISED - |
| PLOT DATE = 10/10/2014 | DRAWN - F.M./B.K./J.V. | REVISED - |
| | DATE - OCTOBER, 2014 | REVISED - |

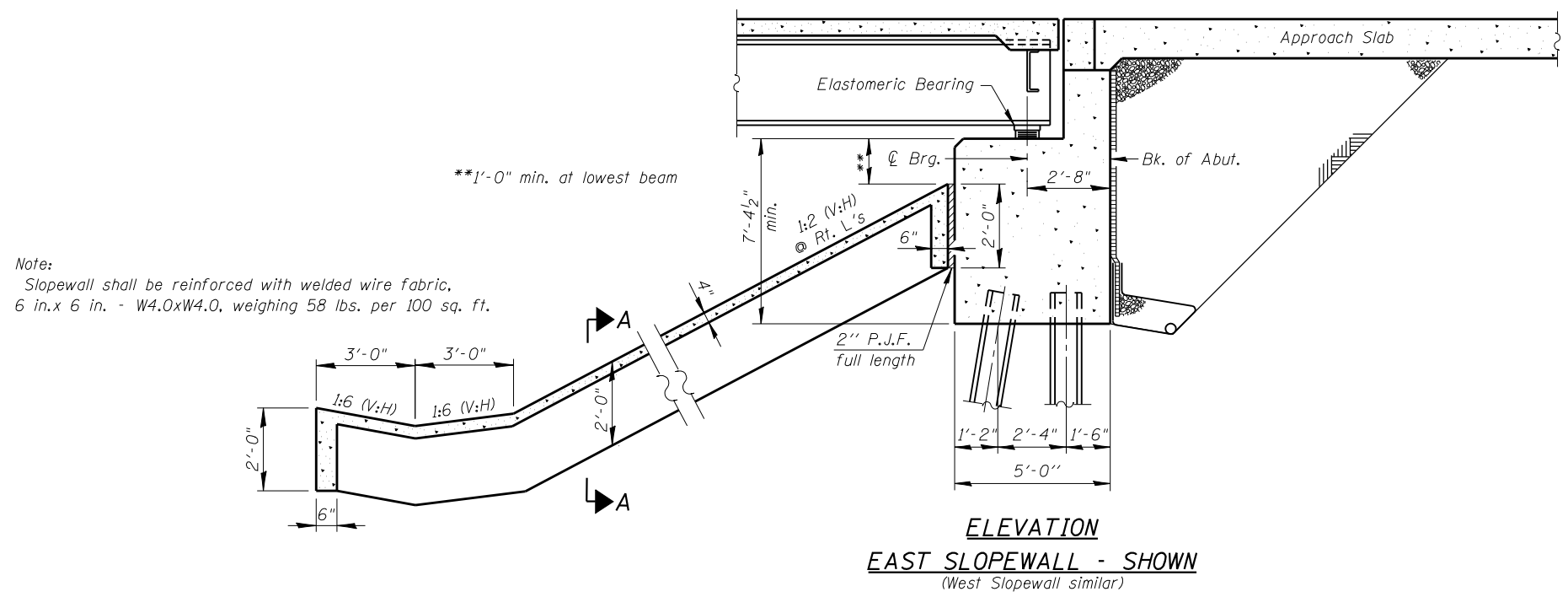
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER DETAILS
STRUCTURE NO. 099-0277

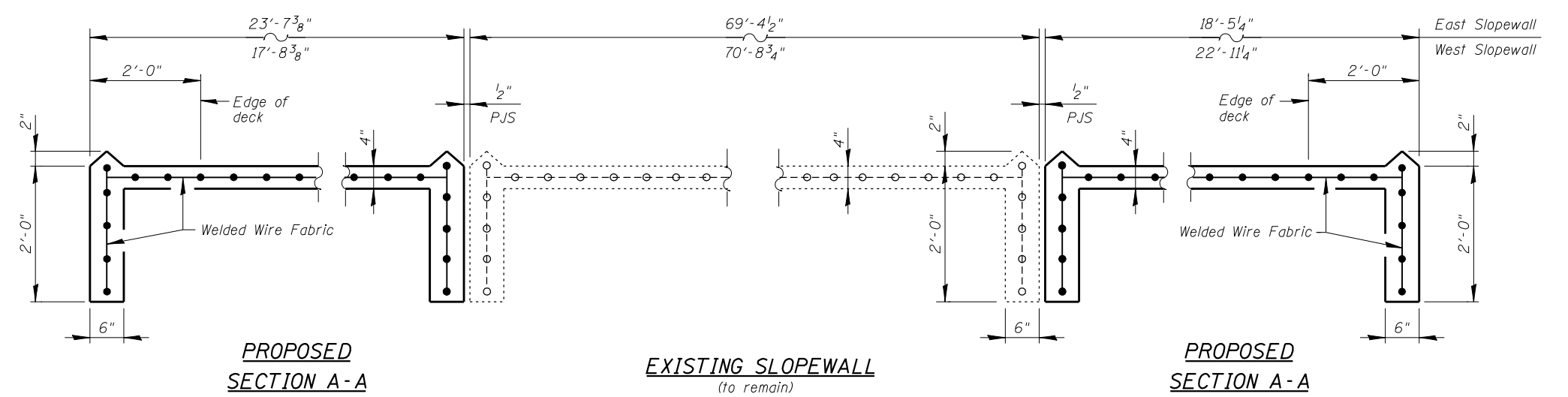
SHEET NO. S41 OF S51 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|---------------|--------|---------------------------|-----------|
| 55 | 86-1-HBK-BY&R | WILL | 271 | 221 |
| CONTRACT NO. 60X84 | | | ILLINOIS FED. AID PROJECT | |

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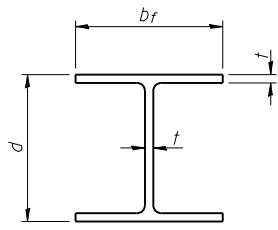
Note:
Slopewall shall be reinforced with welded wire fabric,
6 in.x 6 in. - W4.0xW4.0, weighing 58 lbs. per 100 sq. ft.



Note:
Cost of Preformed Joint Sealer, 1/2 Inch
is included with Slopewall, 4 Inch.

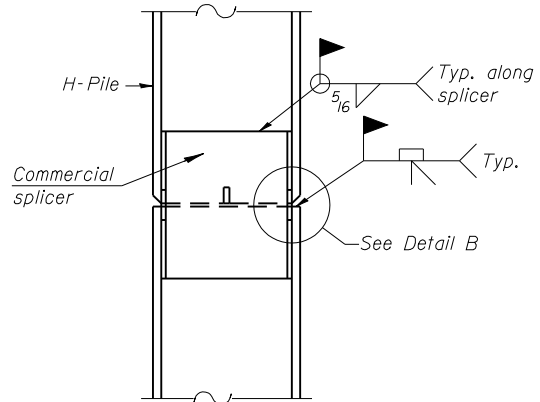
BILL OF MATERIAL

| Item | Unit | Quantity |
|------------------|-------|----------|
| Slopewall 4 Inch | Sq Yd | 387 |

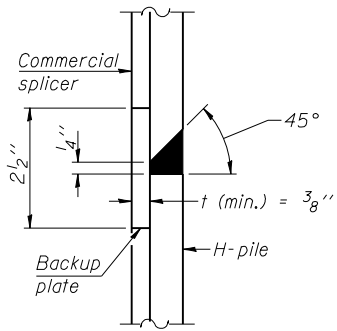


STEEL PILE TABLE

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

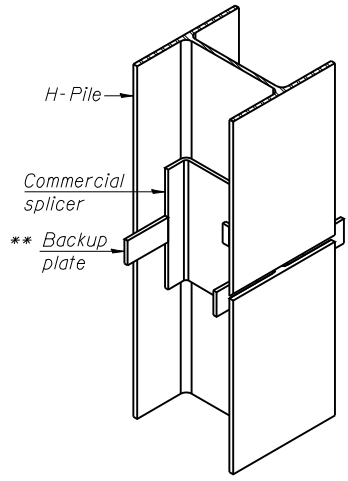


ELEVATION

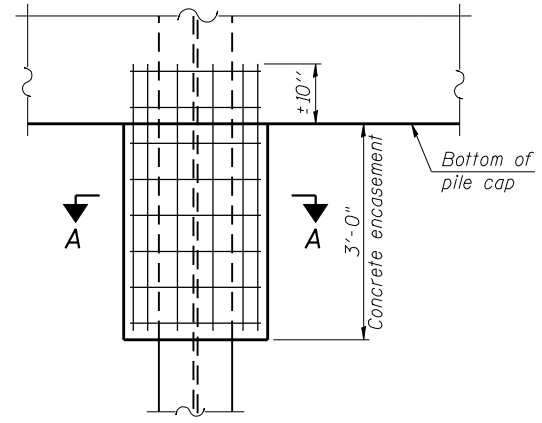


DETAIL "B"

WELDED COMMERCIAL SPLICE

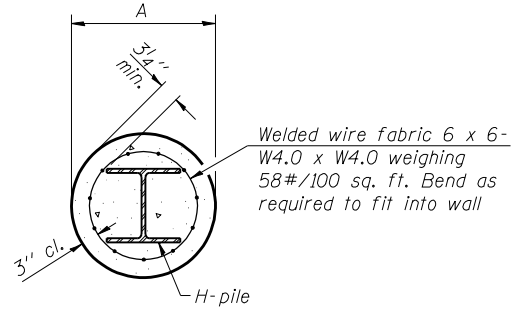


ISOMETRIC VIEW



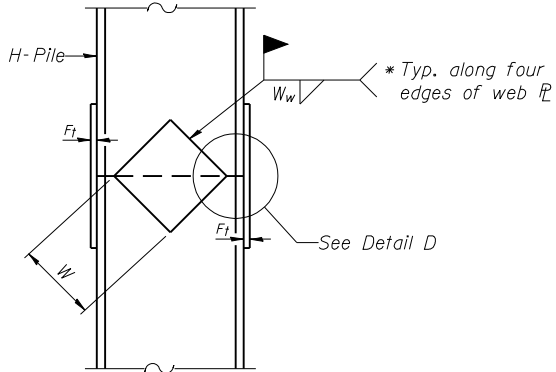
ELEVATION

PILE ENCASEMENT

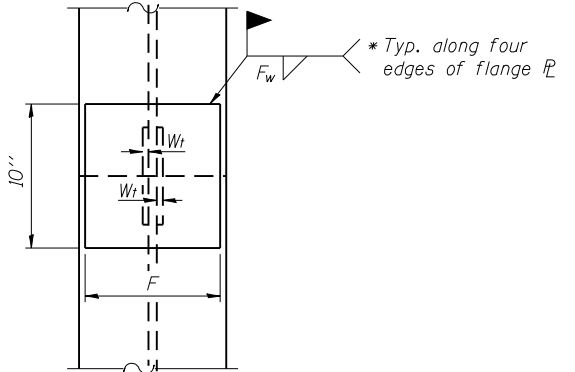


SECTION A-A

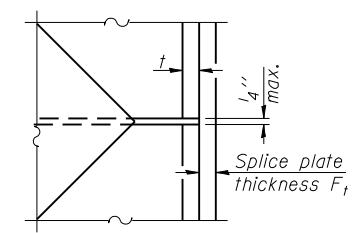
Note:
Forms for encasement may be omitted when soil conditions permit



ELEVATION



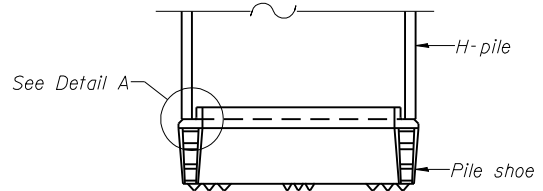
END VIEW



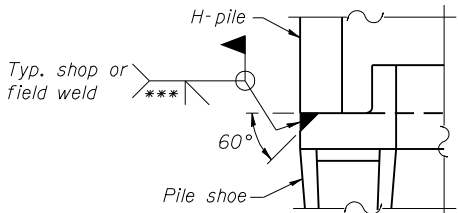
DETAIL D

WELDED PLATE FIELD SPLICE

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

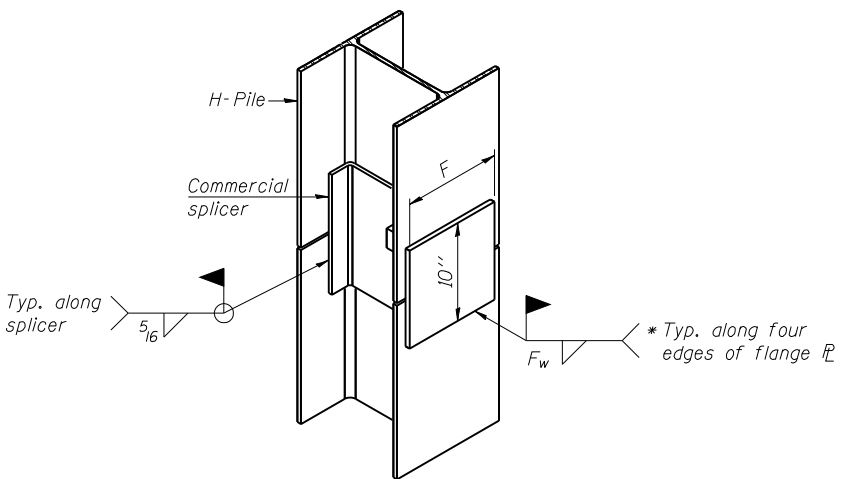


ELEVATION



DETAIL A

H-PILE SHOE ATTACHMENT



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

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

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

F-HP 1-27-12



| | | |
|------------------------------|------------------------|-----------|
| USER NAME = IDOT | DESIGNED - B.N.S./J.W. | REVISED - |
| PLOT SCALE = 100.0001' / IN. | CHECKED - J.W./B.N.S. | REVISED - |
| PLOT DATE = 10/10/2014 | DRAWN - F.M./B.K./J.V. | REVISED - |
| | DATE - OCTOBER, 2014 | REVISED - |

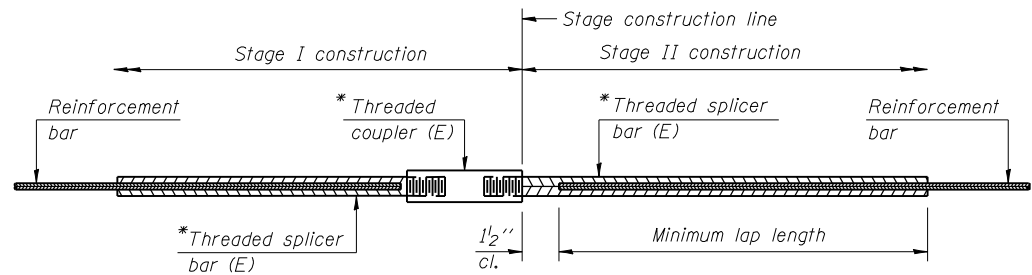
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**HP PILE DETAILS
STRUCTURE NO. 099-0277**

SHEET NO. S43 OF S51 SHEETS

| | | | | |
|--------------------|-----------------------|-------------|------------------|---------------------------|
| F.A.I. RTE. 55 | SECTION 86-1-HBK-BY&R | COUNTY WILL | TOTAL SHEETS 271 | SHEET NO. 223 |
| CONTRACT NO. 60X84 | | | | ILLINOIS FED. AID PROJECT |

FILE NAME = I:\1028.usa.rte.6\structural\cadd_sheets\160X84-43-HP-pile-det.dgn



STANDARD BAR SPLICER ASSEMBLY

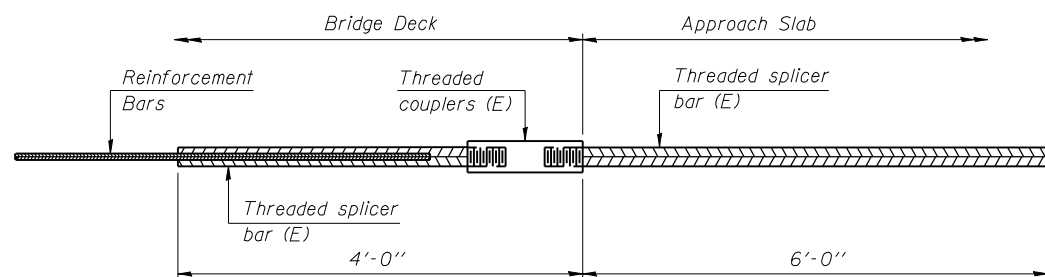
| Bar size to be spliced | Minimum Lap Lengths | | | | | |
|------------------------|---------------------|---------|---------|---------|---------|---------|
| | Table 1 | Table 2 | Table 3 | Table 4 | Table 5 | Table 6 |
| 3, 4 | 1'-5" | 1'-11" | 2'-1" | 2'-4" | 2'-7" | 2'-11" |
| 5 | 1'-9" | 2'-5"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

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Class C
- Table 6: Epoxy bar, Top bar top, Class C

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

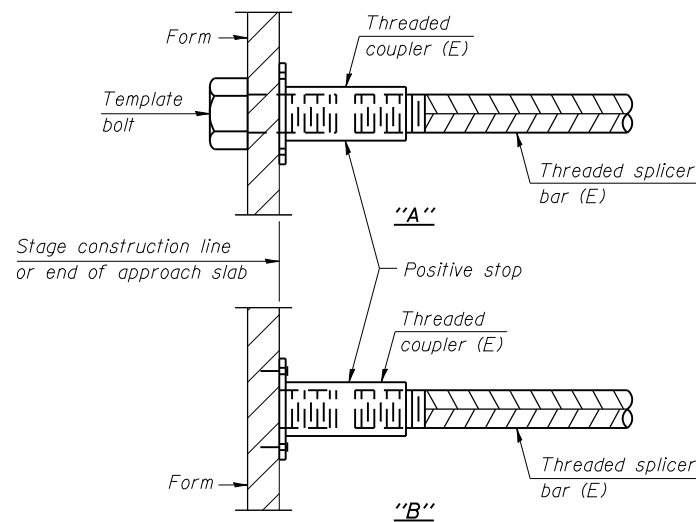
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

| Location | Bar size | No. assemblies required | Table for minimum lap length |
|---------------|----------|-------------------------|------------------------------|
| Edge Beam | #6 | 8 | 5 |
| Edge Beam | #7 | 8 | 5 |
| Deck | #5 | 784 | 3 |
| Appr. Slab | #4 | 50 | 4 |
| Appr. Slab | #5 | 92 | 3 |
| Appr. Footing | #5 | 80 | 3 |



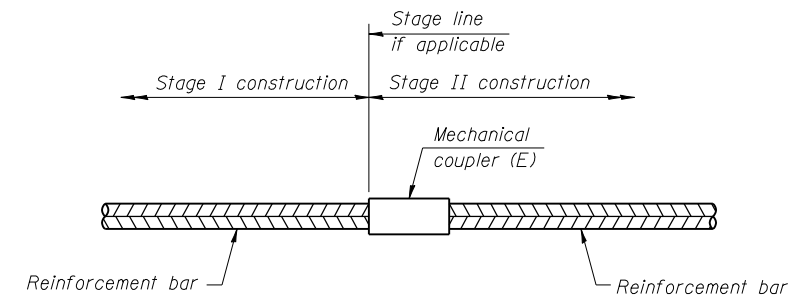
BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required = -



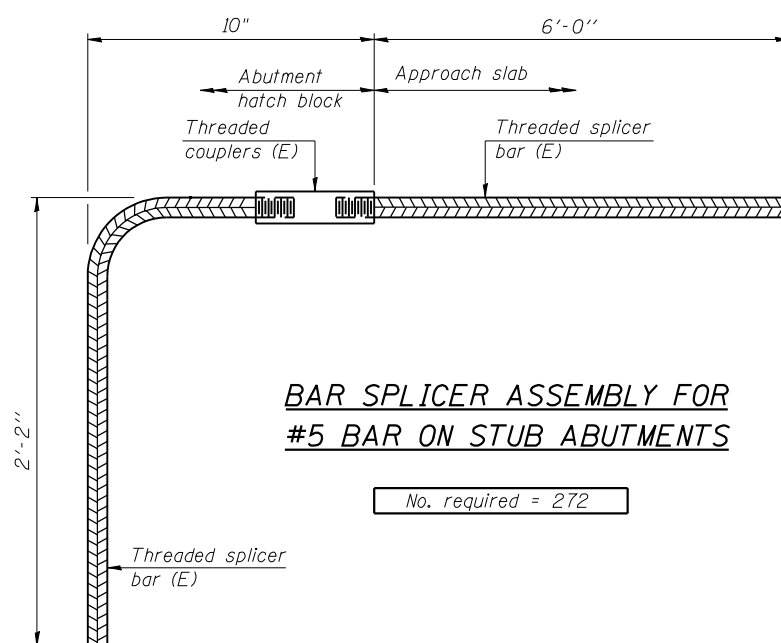
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

| Location | Bar size | No. assemblies required |
|----------|----------|-------------------------|
| | | |
| | | |
| | | |
| | | |



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required = 272

NOTES

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

BSD-1 1-27-12



| | | |
|------------------------------|------------------------|-----------|
| USER NAME = IDOT | DESIGNED - B.N.S./J.W. | REVISED - |
| PLOT SCALE = 100.0001' / IN. | CHECKED - J.W./B.N.S. | REVISED - |
| PLOT DATE = 10/10/2014 | DRAWN - F.M./B.K./J.V. | REVISED - |
| | DATE - OCTOBER, 2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 099-0277

SHEET NO. S44 OF S51 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|---------------|--------|--------------|-----------|
| 55 | 86-1-HBK-BY&R | WILL | 271 | 224 |
| CONTRACT NO. 60X84 | | | | |

ILLINOIS FED. AID PROJECT

FILE NAME = I:\1028.usa.rte.6\structure\1\cadd_sheets\160084-44-bar_splicer.dgn



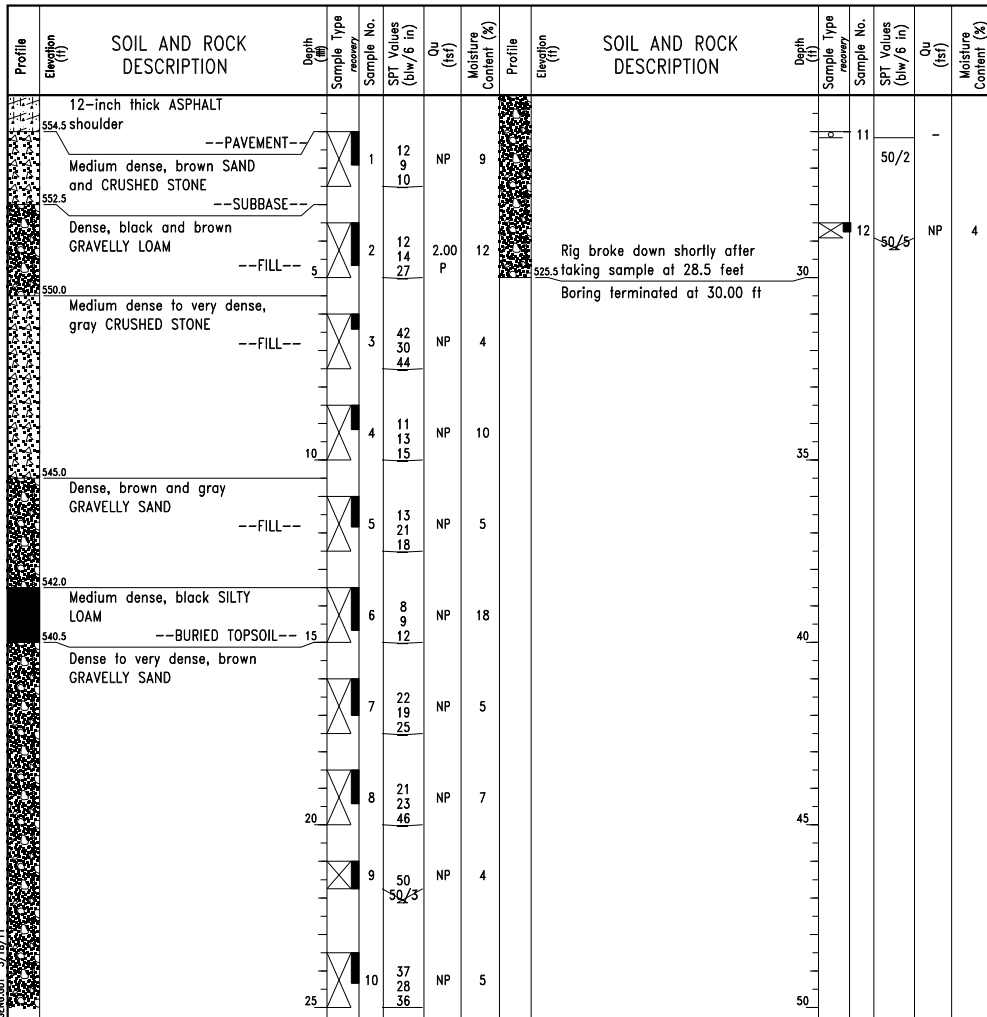
BORING LOG B-01

Page 1 of 1

wangeng@wangeng.com
1145 N Main Street
Lombard, IL 60148
Telephone: 630-953-9928
Fax: 630-953-9938

WEI Job No.: 950-11-01
Client: Christian Roge & Associates, Inc.
Project: US Route 6 over I-55, Segment
Location: Co., T36N, R12E

Datum: NGVD
Elevation: 555.50 ft
North: 1744260.00 ft
East: 1021735.50 ft
Station: 207+69.59
Offset: 29.81 R



| GENERAL NOTES | | WATER LEVEL DATA | |
|---------------------|---|---|-------------------|
| Begin Drilling | 08-18-2010 | Complete Drilling | 08-19-2010 |
| Drilling Contractor | K&S | Drill Rig | Diedrich D-50 TMR |
| Driller | R&E | Logger | A. Kurnia |
| Checked by | S. Sugiarto | Time After Drilling | NA |
| Drilling Method | 3.25 IDA HSA; Boring backfilled upon completion | Depth to Water | NA |
| | | The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. | |



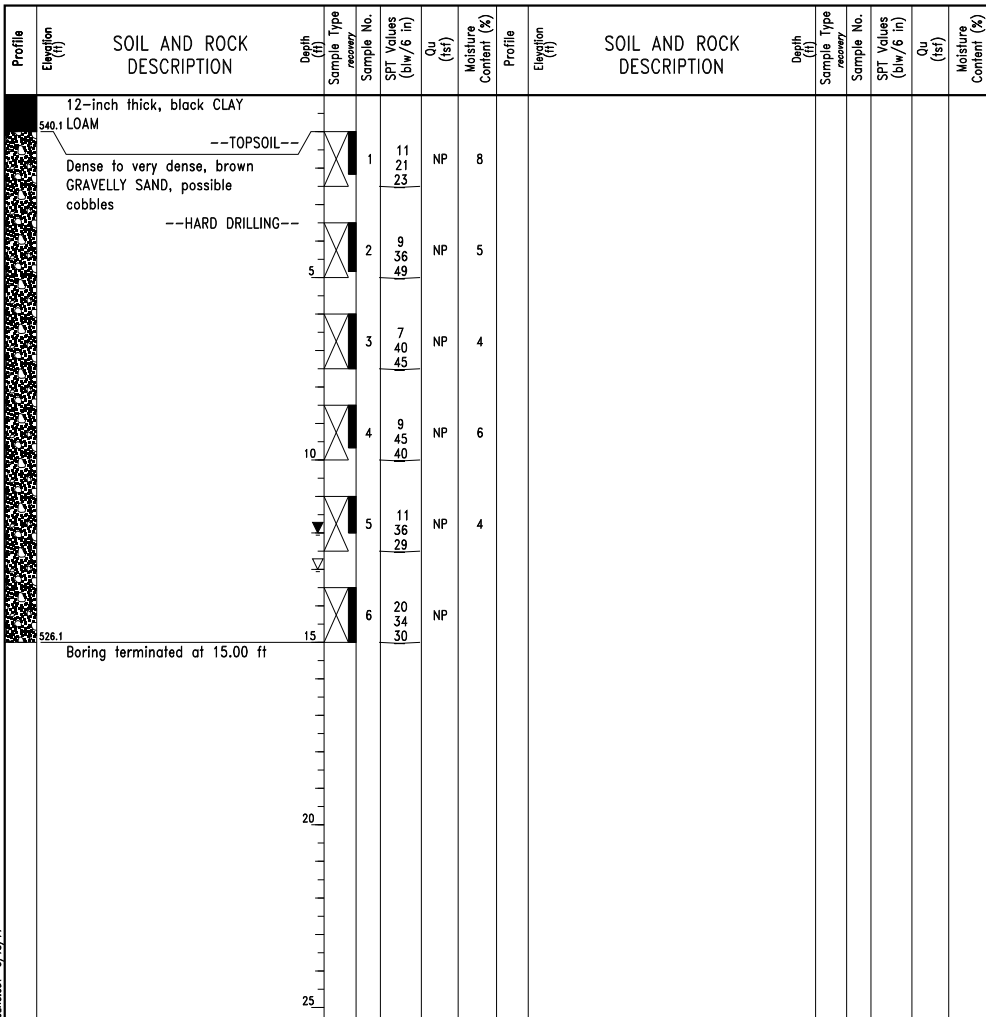
BORING LOG B-02

Page 1 of 1

wangeng@wangeng.com
1145 N Main Street
Lombard, IL 60148
Telephone: 630-953-9928
Fax: 630-953-9938

WEI Job No.: 950-11-01
Client: Christian Roge & Associates, Inc.
Project: US Route 6 over I-55, Segment
Location: Co., T36N, R12E

Datum: NGVD
Elevation: 541.10 ft
North: 1744440.60 ft
East: 1021811.50 ft
Station: 209+42.94
Offset: 61.02 L



| GENERAL NOTES | | WATER LEVEL DATA | |
|---------------------|---|---|-----------------|
| Begin Drilling | 08-11-2010 | Complete Drilling | 08-11-2010 |
| Drilling Contractor | WTS | Drill Rig | Mobile B-57 TMR |
| Driller | K&J | Logger | F. Bozga |
| Checked by | S. Sugiarto | Time After Drilling | NA |
| Drilling Method | 3.25 IDA HSA; Boring backfilled upon completion | Depth to Water | NA |
| | | The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. | |



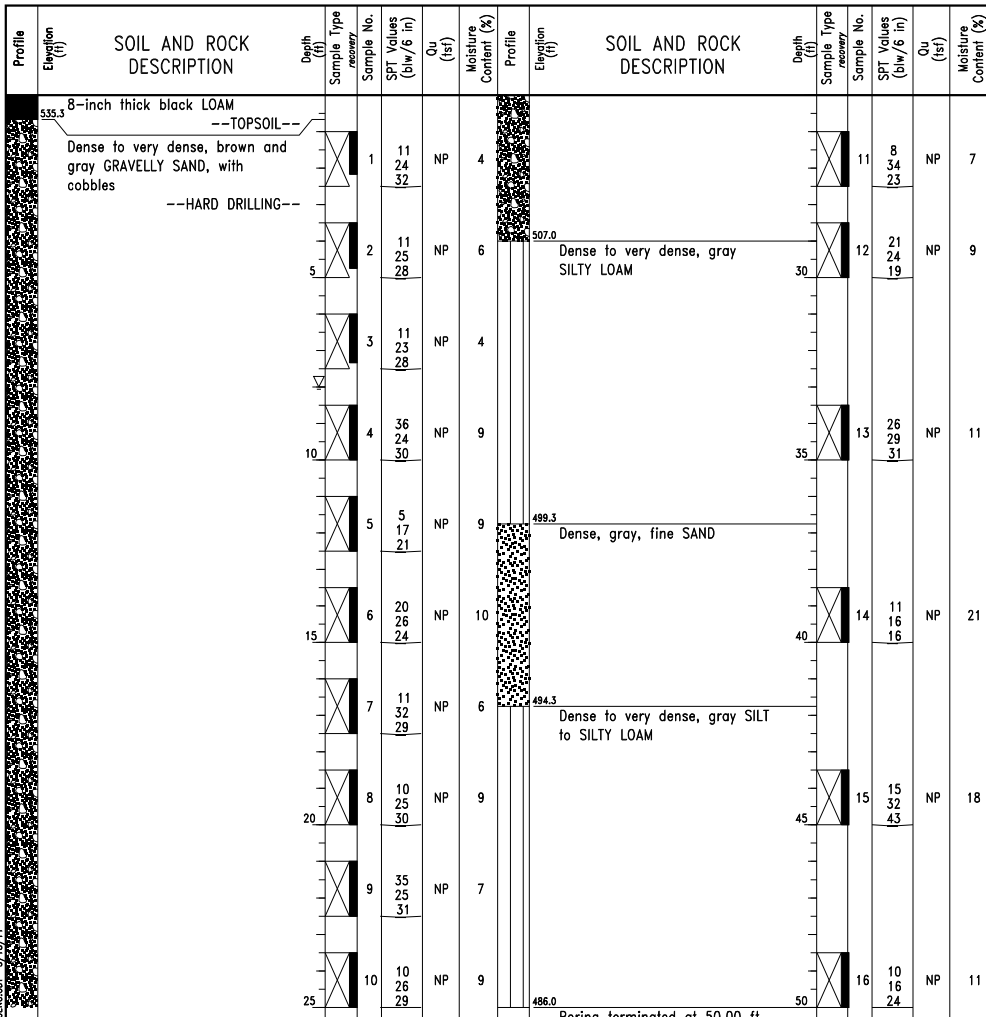
BORING LOG B-03

Page 1 of 1

wangeng@wangeng.com
1145 N Main Street
Lombard, IL 60148
Telephone: 630-953-9928
Fax: 630-953-9938

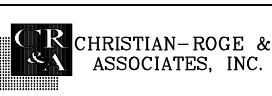
WEI Job No.: 950-11-01
Client: Christian Roge & Associates, Inc.
Project: US Route 6 over I-55, Segment
Location: Co., T36N, R12E

Datum: NGVD
Elevation: 536.00 ft
North: 1744391.10 ft
East: 1021913.50 ft
Station: 209+91.13
Offset: 41.59 R



| GENERAL NOTES | | WATER LEVEL DATA | |
|---------------------|---|---|-----------------|
| Begin Drilling | 08-04-2010 | Complete Drilling | 08-04-2010 |
| Drilling Contractor | WTS | Drill Rig | Mobile B-57 TMR |
| Driller | K&J | Logger | F. Bozga |
| Checked by | S. Sugiarto | Time After Drilling | NA |
| Drilling Method | 3.25 IDA HSA; Boring backfilled upon completion | Depth to Water | NA |
| | | The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. | |

FILE NAME = I:\1028.usa.r.te.6\structural-el\cadd_sheets\DI60X84-45-soil-borings-1.dgn

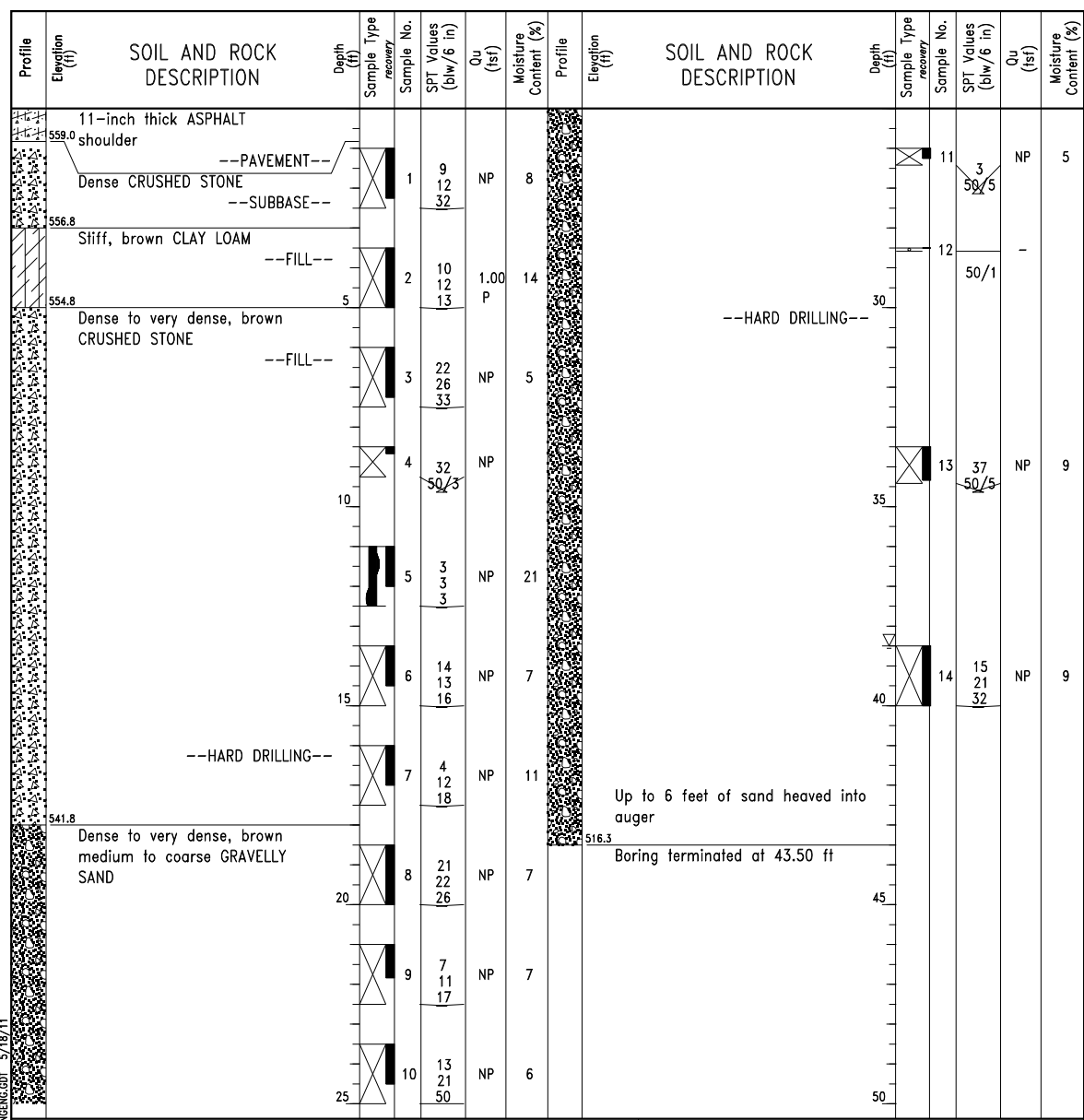
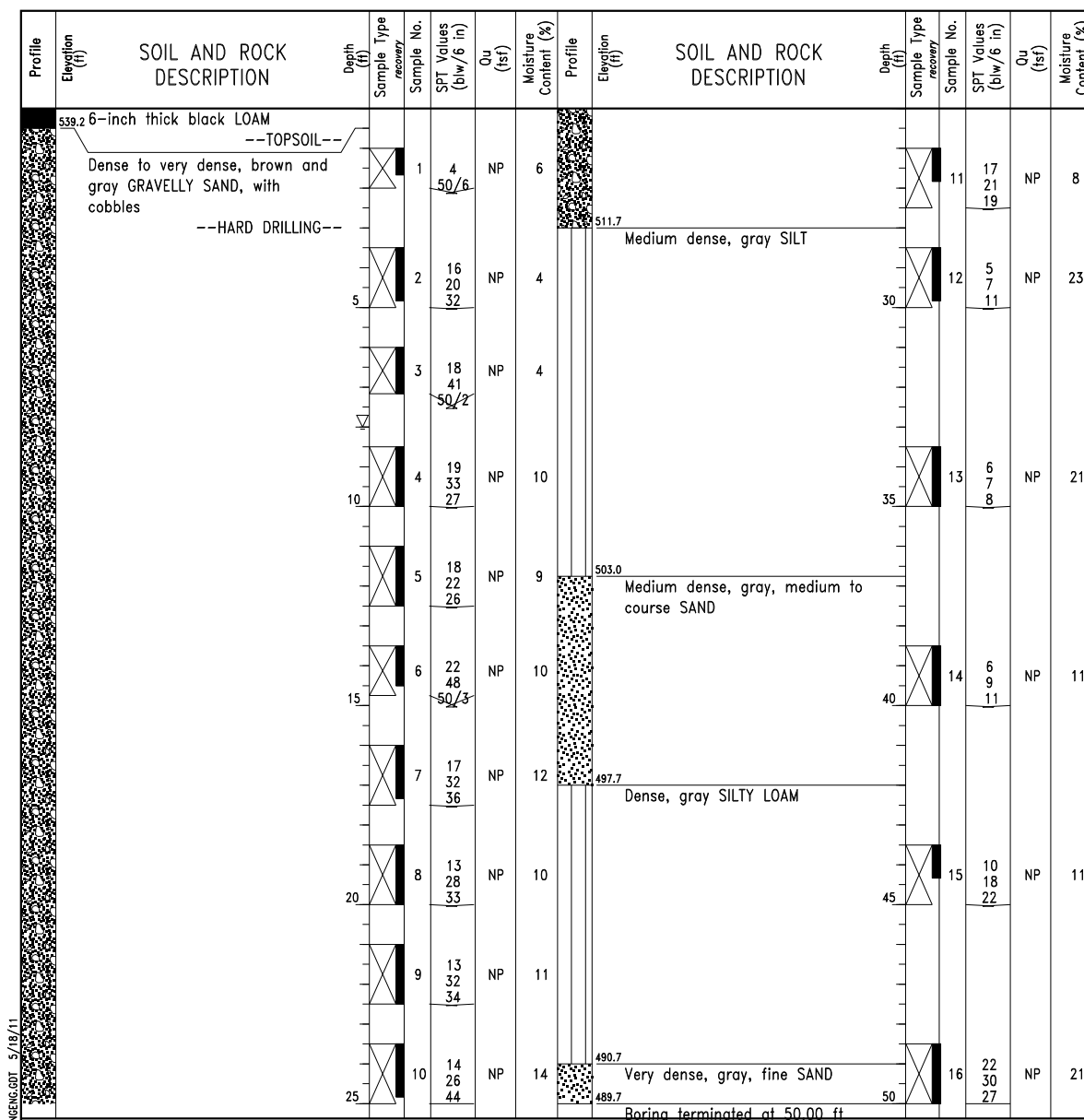


| | | | | | |
|--------------|-----------------|------------|----------------|-----------|--|
| USER NAME = | IDOT | DESIGNED - | B.N.S./J.W. | REVISED - | |
| CHECKED - | J.W./B.N.S. | REVISED - | | | |
| PLOT SCALE = | 100.0001' / IN. | DRAWN - | F.M./B.K./J.V. | REVISED - | |
| PLOT DATE = | 10/10/2014 | DATE - | OCTOBER, 2014 | REVISED - | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS-I
STRUCTURE NO. 099-0277
SHEET NO. S45 OF S51 SHEETS

| | | | | |
|---------------------------|---------------|--------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | 86-1-HBK-BY&R | WILL | 271 | 225 |
| CONTRACT NO. 60X84 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



| GENERAL NOTES | | | | WATER LEVEL DATA | |
|---|---|-------------------|-----------------|---------------------------|----------------|
| Begin Drilling | 08-02-2010 | Complete Drilling | 08-02-2010 | While Drilling | ▽ 8.00 ft |
| Drilling Contractor | WTS | Drill Rig | Mobile B-57 TMR | At Completion of Drilling | ▽ 2.0 (washed) |
| Driller | K&J | Logger | F. Bozga | Time After Drilling | NA |
| Drilling Method | 3.25 IDA HSA; Boring backfilled upon completion | | | | |
| | | Checked by | S. Sugiarto | Depth to Water | ▽ NA |
| The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. | | | | | |

| GENERAL NOTES | | | | WATER LEVEL DATA | |
|---|---|-------------------|-------------------|---------------------------|------------|
| Begin Drilling | 08-10-2010 | Complete Drilling | 08-18-2010 | While Drilling | ▽ 38.50 ft |
| Drilling Contractor | K&S | Drill Rig | Diedrich D-50 TMR | At Completion of Drilling | ▽ WASHED |
| Driller | C&E | Logger | B. Wilson | Time After Drilling | NA |
| Drilling Method | 3.25 IDA HSA; Boring backfilled upon completion | | | | |
| | | Checked by | S. Sugiarto | Depth to Water | ▽ NA |
| The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. | | | | | |

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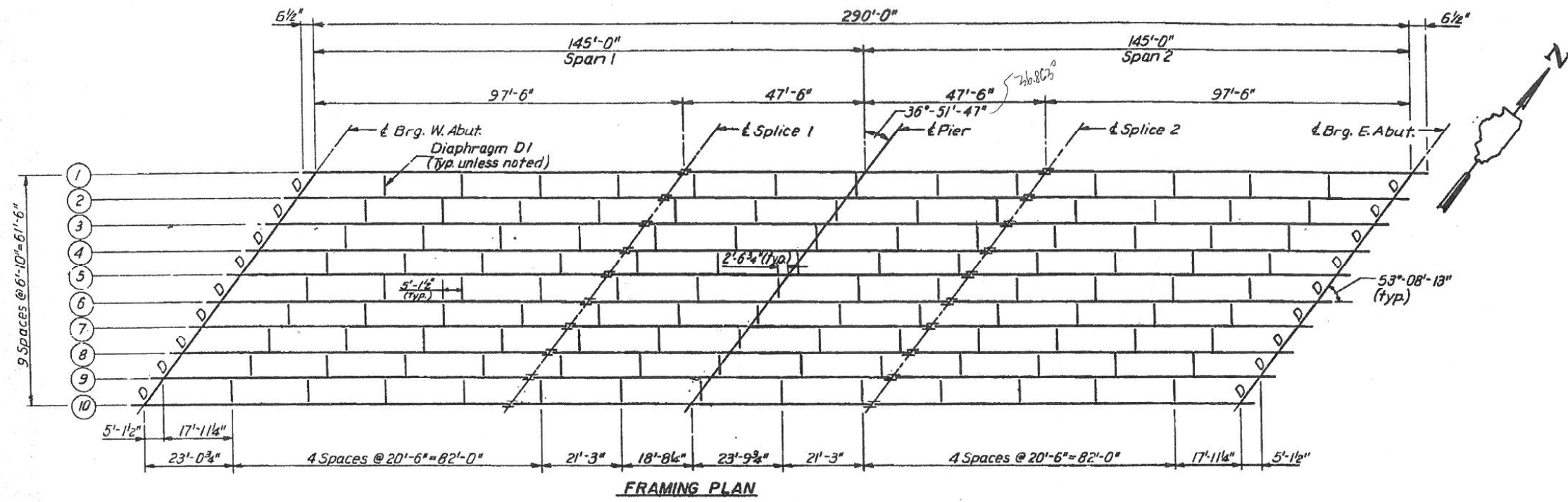
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|------------------------------|------------------------|-----------|
| USER NAME = IDOT | DESIGNED - B.N.S./J.W. | REVISED - |
| PLOT SCALE = 100.0001' / IN. | CHECKED - J.W./B.N.S. | REVISED - |
| PLOT DATE = 10/10/2014 | DRAWN - F.M./B.K./J.V. | REVISED - |
| | DATE - OCTOBER, 2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

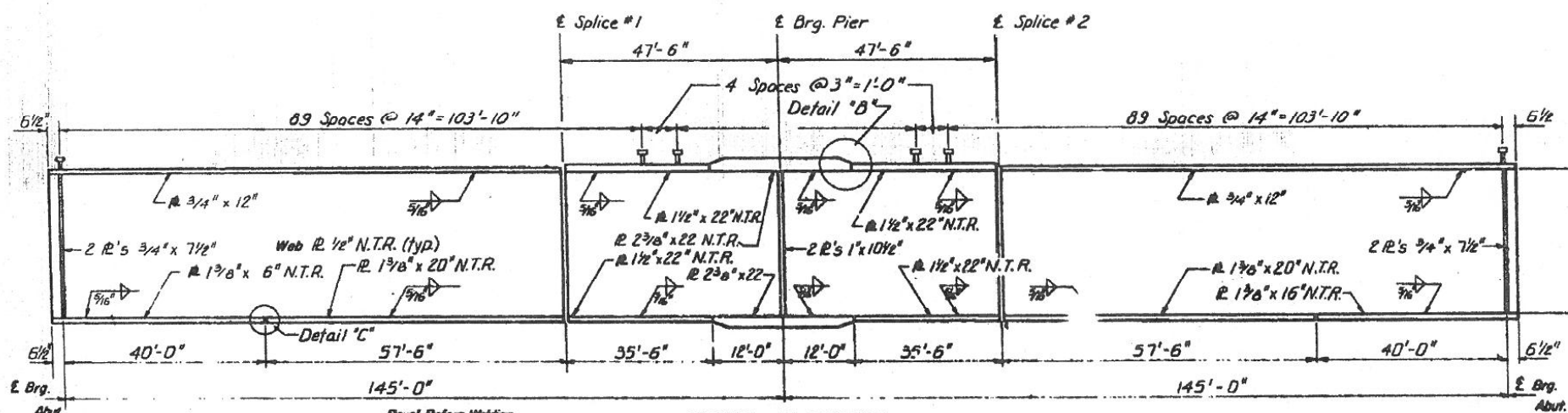
SOIL BORING LOGS-II
STRUCTURE NO. 099-0277

SHEET NO. S46 OF S51 SHEETS

| | | | | |
|---------------------------|---------------|--------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | 86-1-HBK-BY&R | WILL | 271 | 226 |
| CONTRACT NO. 60X84 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



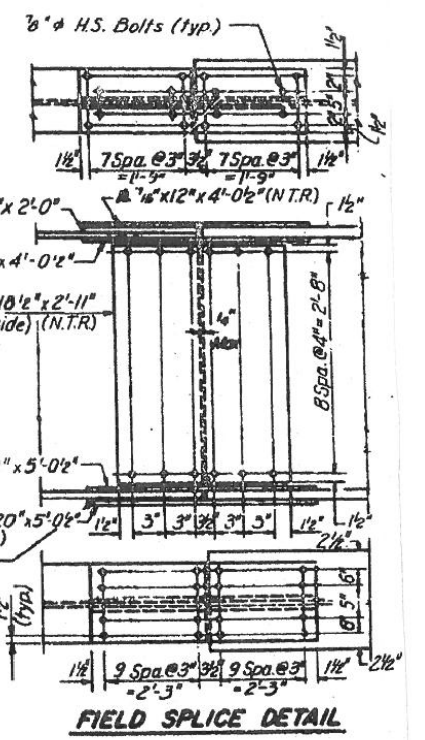
FRAMING PLAN



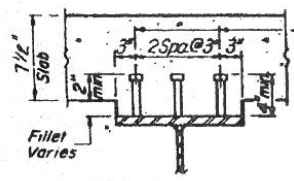
GIRDER ELEVATION

SECTION AT PIER

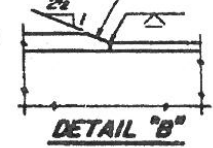
SECTION AT ABUTMENT



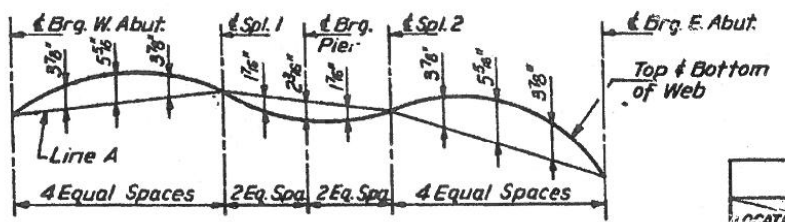
FIELD SPLICE DETAIL



SECTION A-A



DETAIL 'B'



CAMBER DIAGRAM

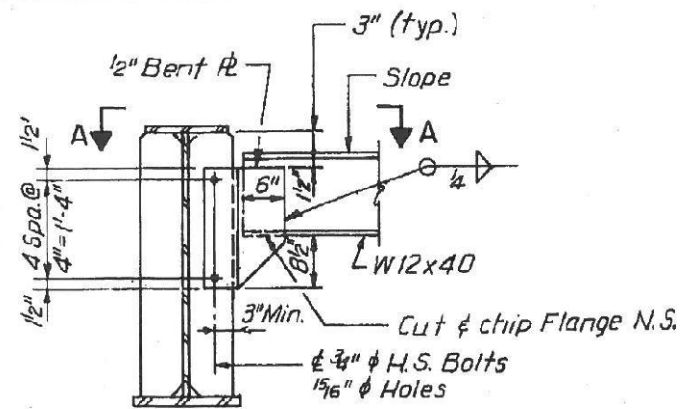
Notes:
 Line A is a straight line between & bearing at abutment and & field splice & between field splices @ top of web plate.
 Camber shown includes allowances for vertical curve and dead load deflection due to deck concrete & steel weight only.

Note:
 Structural steel shown on this sheet is supplied under a different contract. Except the Erector shall furnish & install the steel shear studs.

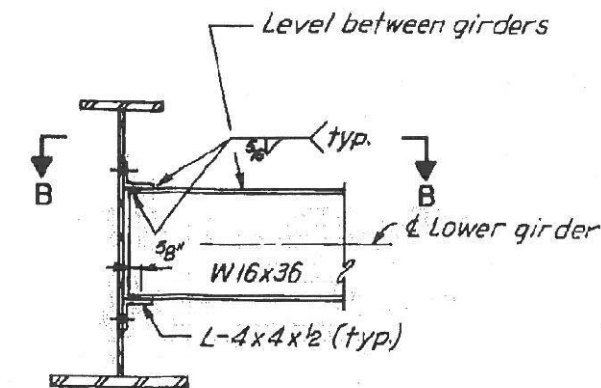
| TOP OF WEB ELEVATIONS (FOR FABRICATION ONLY) | | | | | | | | | | |
|--|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| GIRDER LOCATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| & Brg. W. Abut. | 506.07 | 506.09 | 506.16 | 506.12 | 506.20 | 506.22 | 506.42 | 506.42 | 506.41 | 506.27 |
| & Splice 1 | 506.44 | 506.02 | 506.07 | 506.16 | 506.11 | 506.64 | 506.62 | 506.32 | 506.10 | 506.93 |
| & Brg. Pier | 506.22 | 506.51 | 506.50 | 506.70 | 506.71 | 506.67 | 506.42 | 506.43 | 506.27 | 506.07 |
| & Splice 2 | 506.61 | 506.20 | 506.10 | 506.15 | 506.24 | 506.23 | 506.11 | 506.77 | 506.68 | 506.67 |
| & Brg. E. Abut. | 506.24 | 506.44 | 506.60 | 506.74 | 506.88 | 506.92 | 506.84 | 506.74 | 506.64 | 506.54 |

FOR INFORMATION ONLY

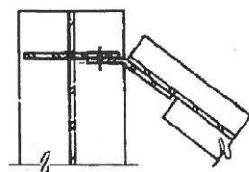
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DIAPHRAGM D

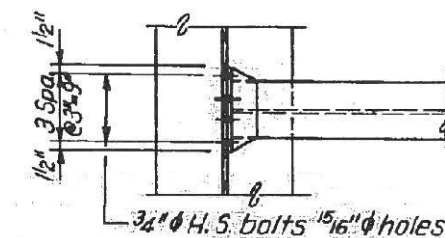


DIAPHRAGM DI



SECTION A-A

Note:
Hardened washers shall be required
over all 1 5/16" holes.



SECTION B-B

INTERIOR GIRDER MOMENT TABLE

| | 0.4 SPAN 1 | PIER | 0.6 SPAN 2 |
|---------------------------|------------|--------|------------|
| I_s (in ⁴) | 14,710 | 47,244 | 14,710 |
| I_c (in ⁴) | 43,309 | — | 43,309 |
| S_s (in ³) | 1,039 | 2,160 | 1,039 |
| S_c (in ³) | 1,413 | — | 1,413 |
| M (k) | | | |
| M_D (k) | 994 | -3073 | 994 |
| M_L (k) | 1223 | -1303 | 1223 |
| M_{IMP} (k) | 226 | -241 | 226 |
| M_{TOTAL} | 2844 | -5437 | 2844 |
| f_s (K.S.I.) | | | |
| f_s (NON COMP) (K.S.I.) | 11.5 | 17.1 | 11.5 |
| f_s (COMP) (K.S.I.) | 3.4 | | 3.4 |
| f_s (4+I) (K.S.I.) | 12.3 | 8.6 | 12.3 |
| f_s (OVERLOAD) (K.S.I.) | 35.5 | 31.4 | 35.5 |
| f_s (TOTAL) (K.S.I.) | 46.2 | 40.9 | 46.2 |
| VR (K) | 54.2 | | 54.2 |

INTERIOR GIRDER REACTION TABLE

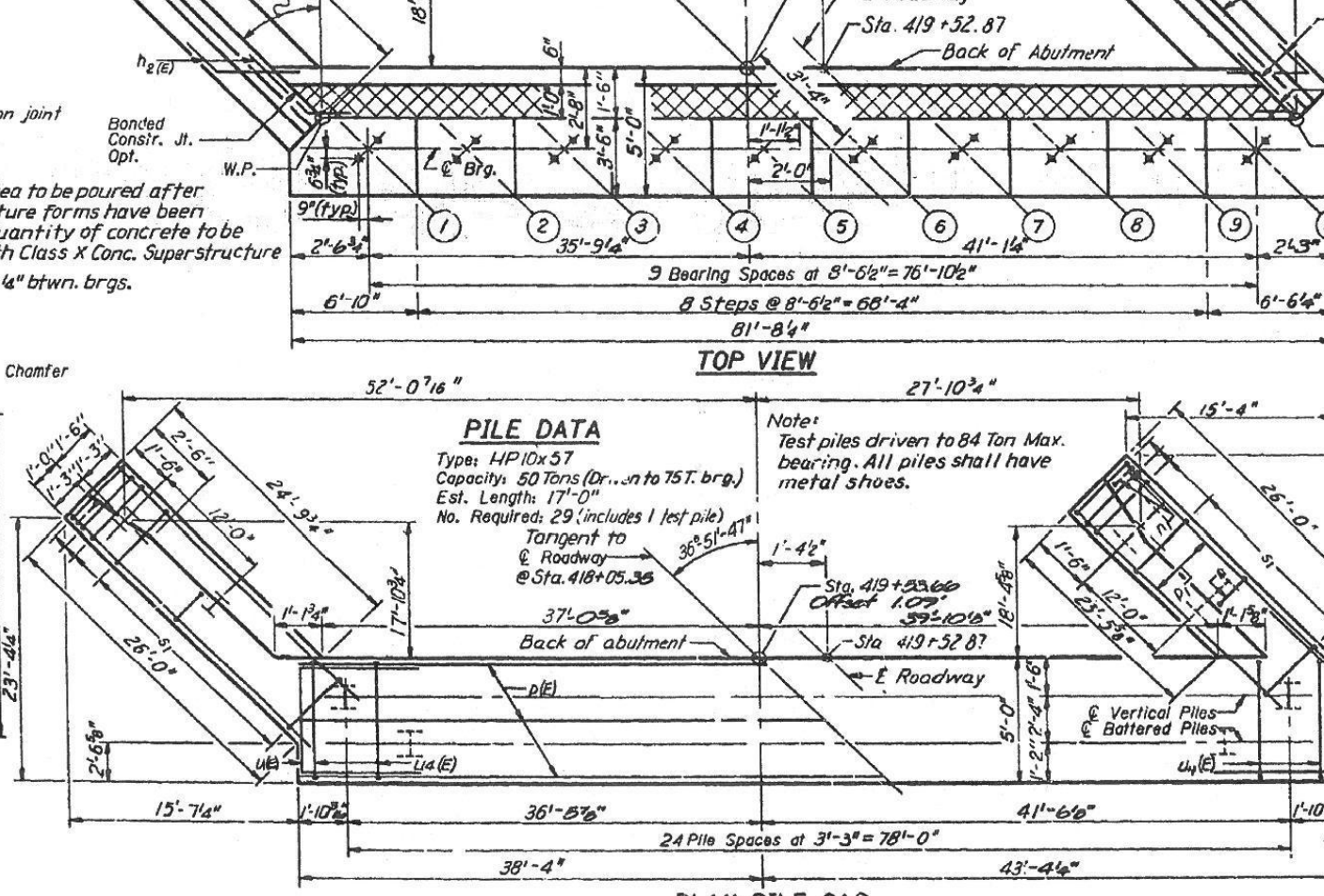
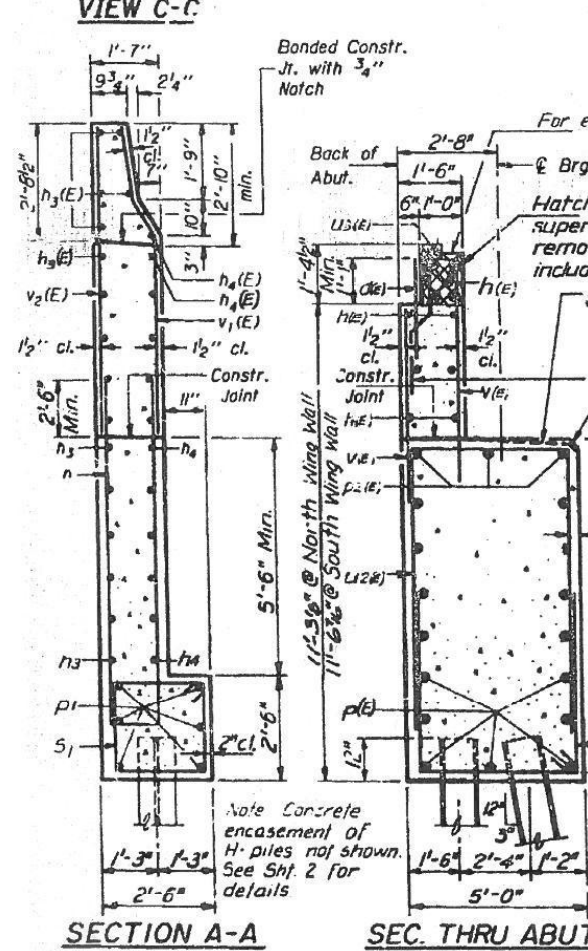
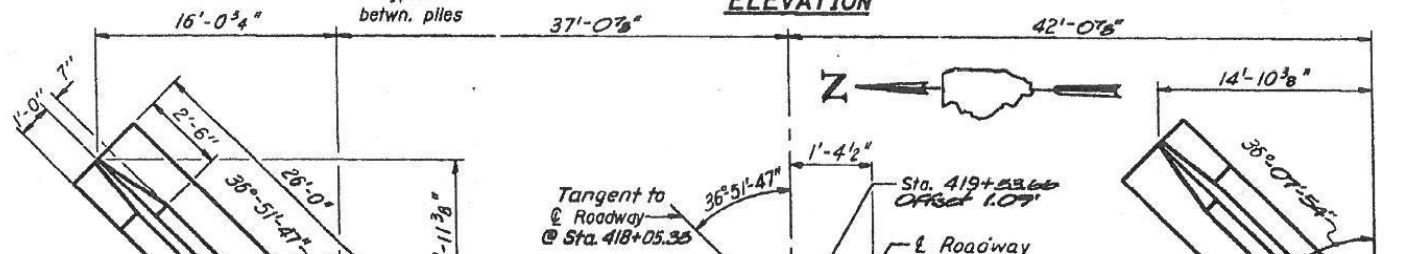
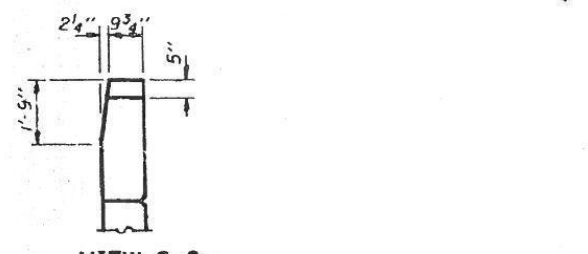
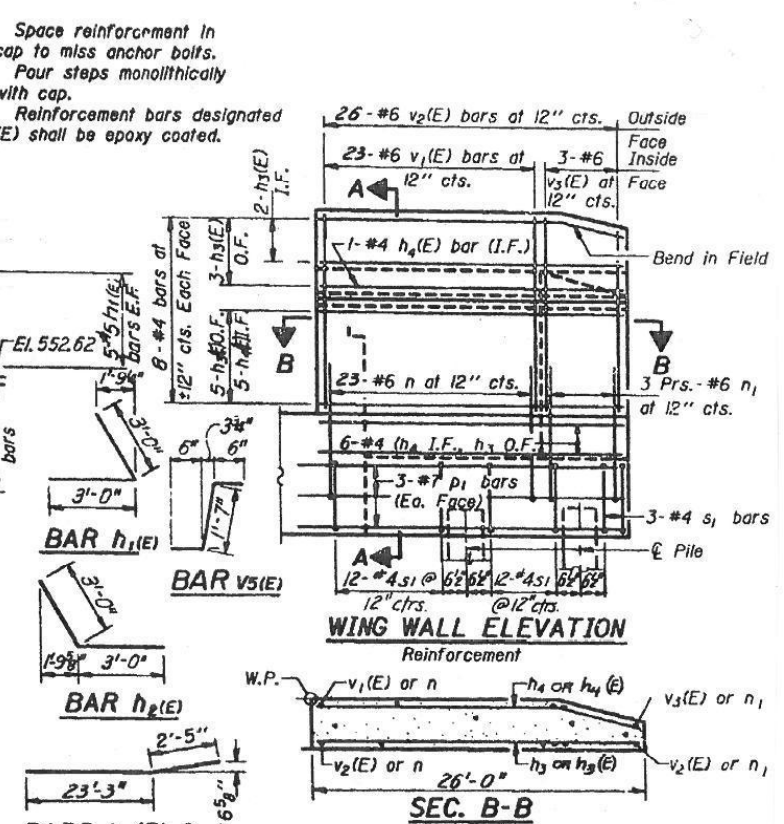
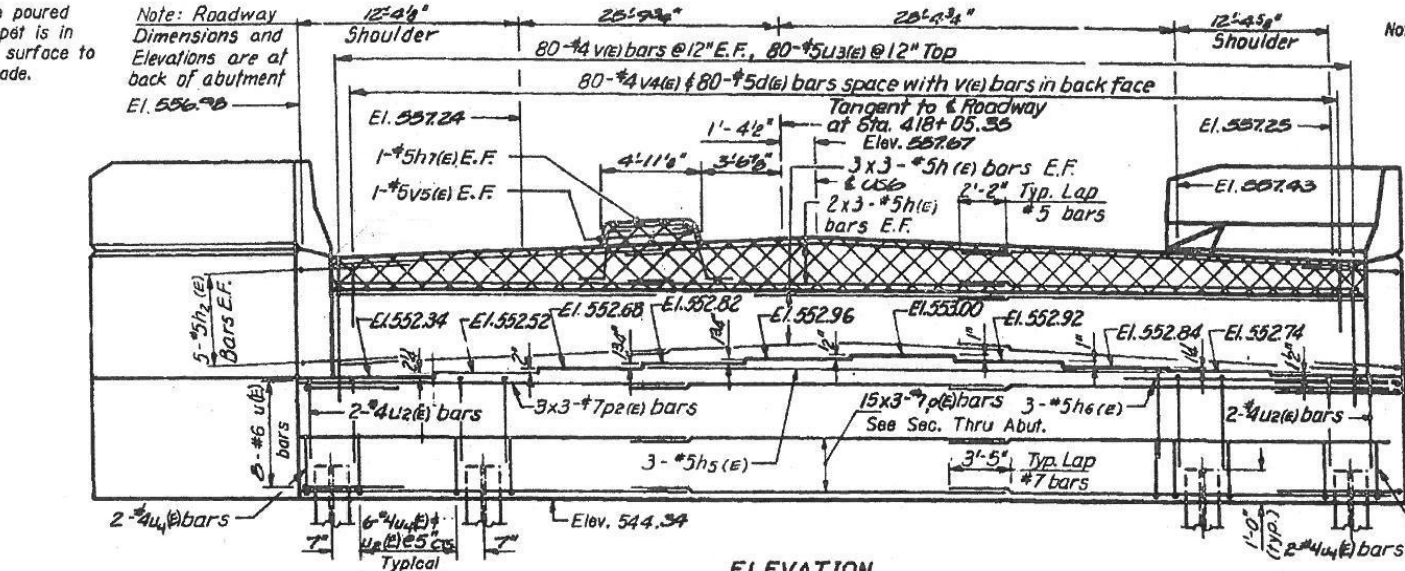
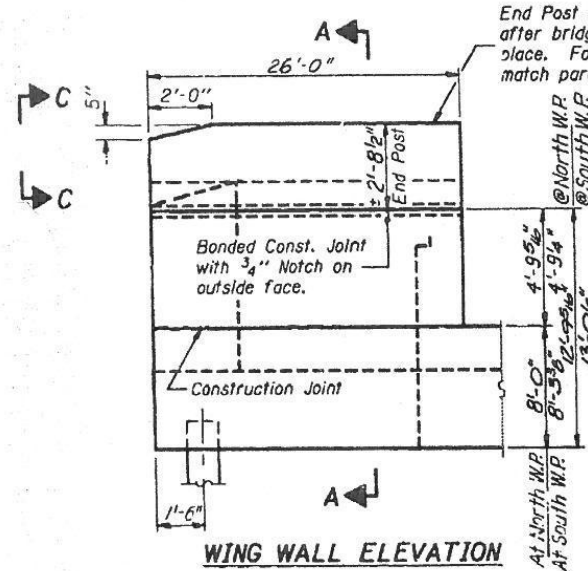
| | W. ABUT. | PIER | E. ABUT. |
|-----------------|----------|-------|----------|
| R_D (k) | 57.0 | 232.2 | 57.0 |
| R_L (k) | 42.0 | 87.6 | 42.0 |
| IMP (k) | 7.8 | 16.2 | 7.8 |
| R_{TOTAL} (k) | 106.8 | 336.0 | 106.8 |

I_s and S_s are the moment of inertia and section modulus of the steel section used in computing f_s (Total and Overload)
 I_c and S_c are the moment of inertia and section modulus of the composite section used in computing f_s (Total and Overload)
 VR is the maximum \pm impact shear range in span
 f_s (TOTAL) is the sum of the stresses due to $1.3[M_D + M_L + 5/8(M_L + I)]$
 f_s (OVERLOAD) is the sum of the stresses due to $M_D + M_L + 5/8(M_L + I)$

M_D - moment due to dead loads on non-composite section.
 M_L - moment due to dead loads on composite section
 M_L - moment due to live load on non-composite or composite section

FOR INFORMATION ONLY

FILE NAME = I:\1028.usa.rte.6\structural\cadd sheets\160X84-48-exist.stl-details.dgn



East Abutment Bill of Material

| Bar No. | Size | Length | Shape |
|-----------------------------------|----------|--------|---------|
| h1(E) | 30 | 25 | 27-5" |
| h2(E) | 10 | 25 | 6'-0" |
| h3(E) | 10 | 25 | 6'-0" |
| h4 | 12 | 24 | 25-8" |
| h5 | 12 | 23 | 25-8" |
| h3(E) | 3 | 25 | 25-8" |
| h2(E) | 3 | 25 | 25-8" |
| h1(E) | 2 | 25 | 4'-7" |
| h1(E) | 20 | 24 | 25-8" |
| h2(E) | 12 | 24 | 25-8" |
| p2(E) | 9 | 27 | 28'-0" |
| s1 | 80 | 25 | 28'-4" |
| n1 | 25 | 26 | 20'-4" |
| n2 | 45 | 27 | 28'-10" |
| n3 | 12 | 27 | 25-10" |
| u4(E) | 126 | 24 | 12'-6" |
| u3 | 54 | 24 | 9'-5" |
| u2 | 9 | 26 | 8'-11" |
| u1(E) | 9 | 26 | 8'-3" |
| u1(E) | 126 | 24 | 12'-6" |
| v1(E) | 160 | 24 | 5'-6" |
| v2(E) | 80 | 24 | 4'-6" |
| v3(E) | 4 | 25 | 2'-9" |
| v4(E) | 80 | 25 | 11'-11" |
| v1(E) | 45 | 26 | 7'-6" |
| v2(E) | 52 | 26 | 7'-4" |
| v3(E) | 8 | 26 | 7'-4" |
| Class X Concrete | Cu Yds. | 192.8 | |
| Structure Excavation | Cu Yds. | 258 | |
| Reinforcement Bars | Lbs. | 3000 | |
| Reinforcement Bars (Epoxy Coated) | Lbs. | 9990 | |
| Steel HPI0 x 57 Piles | Lin. Ft. | 476 | |
| Test Piles HPI0 x 57 | Each | 1 | |
| Metal Shoes | Each | 28 | |

FOR INFORMATION ONLY

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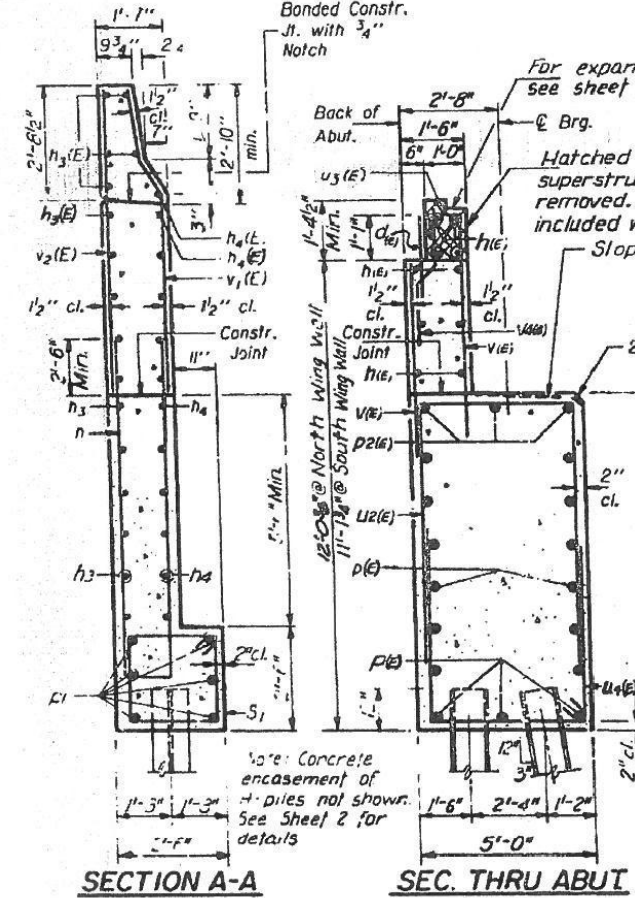
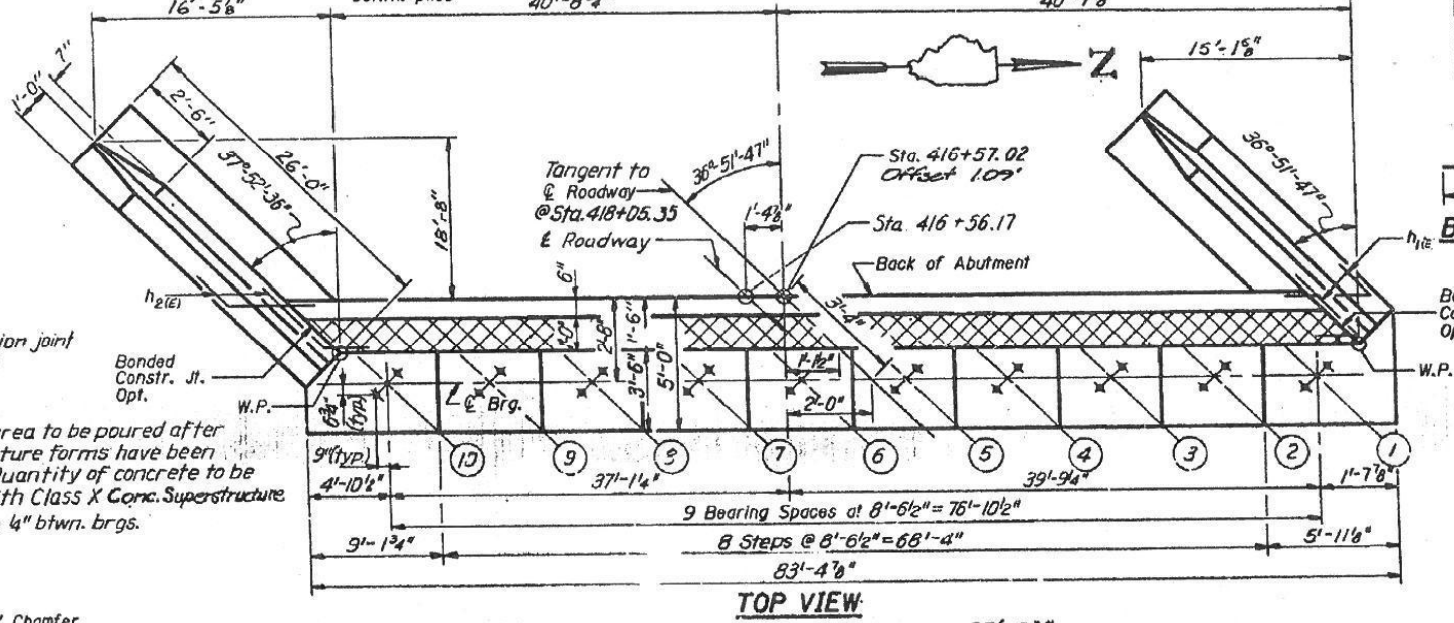
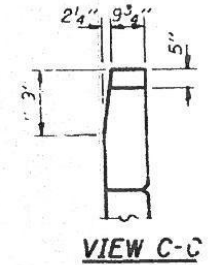
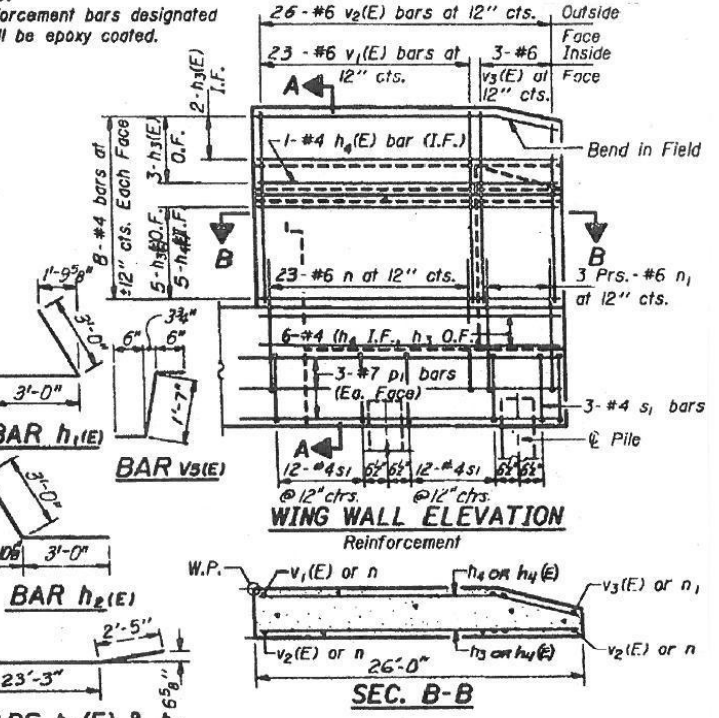
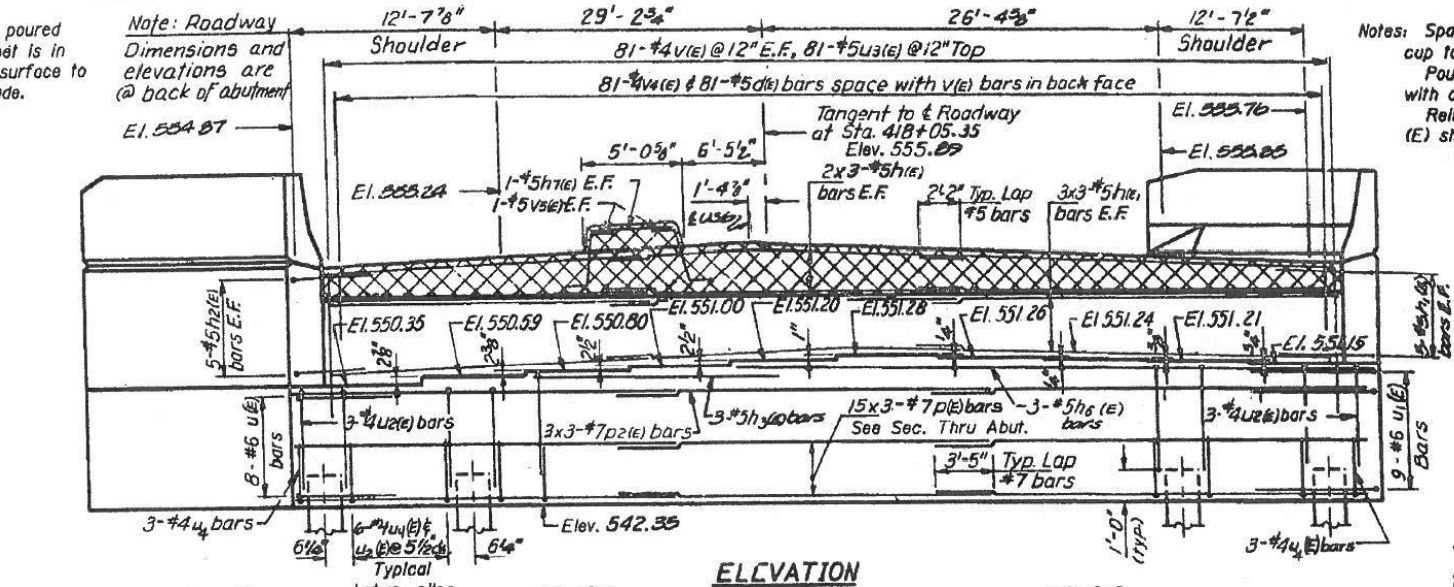
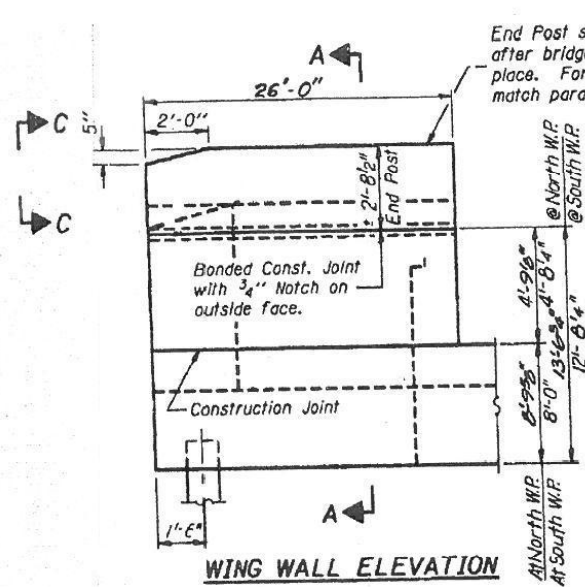
| | | |
|------------------------------|------------------------|-----------|
| USER NAME = IDOT | DESIGNED - B.N.S./J.W. | REVISED - |
| PLOT SCALE = 100.0001' / IN. | CHECKED - J.W./B.N.S. | REVISED - |
| PLOT DATE = 10/10/2014 | DRAWN - F.M./B.K./J.V. | REVISED - |
| | DATE - OCTOBER, 2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING EAST ABUTMENT DETAILS
STRUCTURE NO. 099-0277

SHEET NO. S49 OF S51 SHEETS

| | | | | |
|---------------------------|---------------|--------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | 86-1-HBK-BY&R | WILL | 271 | 229 |
| CONTRACT NO. 60X84 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



PILE DATA

Type: HP 10x57
Capacity: 50 Tons (Driven to 75 Tons bearing)
Est. Length: 12'-0"
No. Required: 29 (Includes 1 test pile)

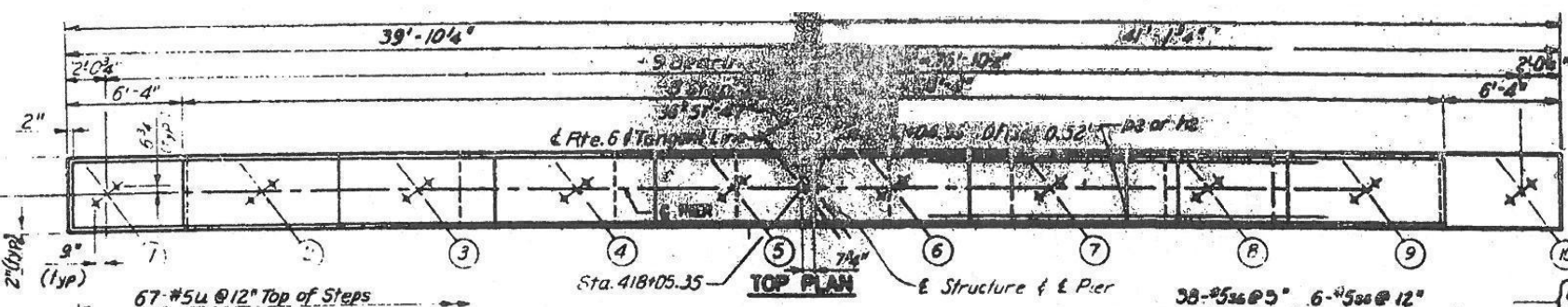
Note: Test piles driven to 84 tons max. bearing. All piles shall have metal shoes.

West Abutment Bill of Material

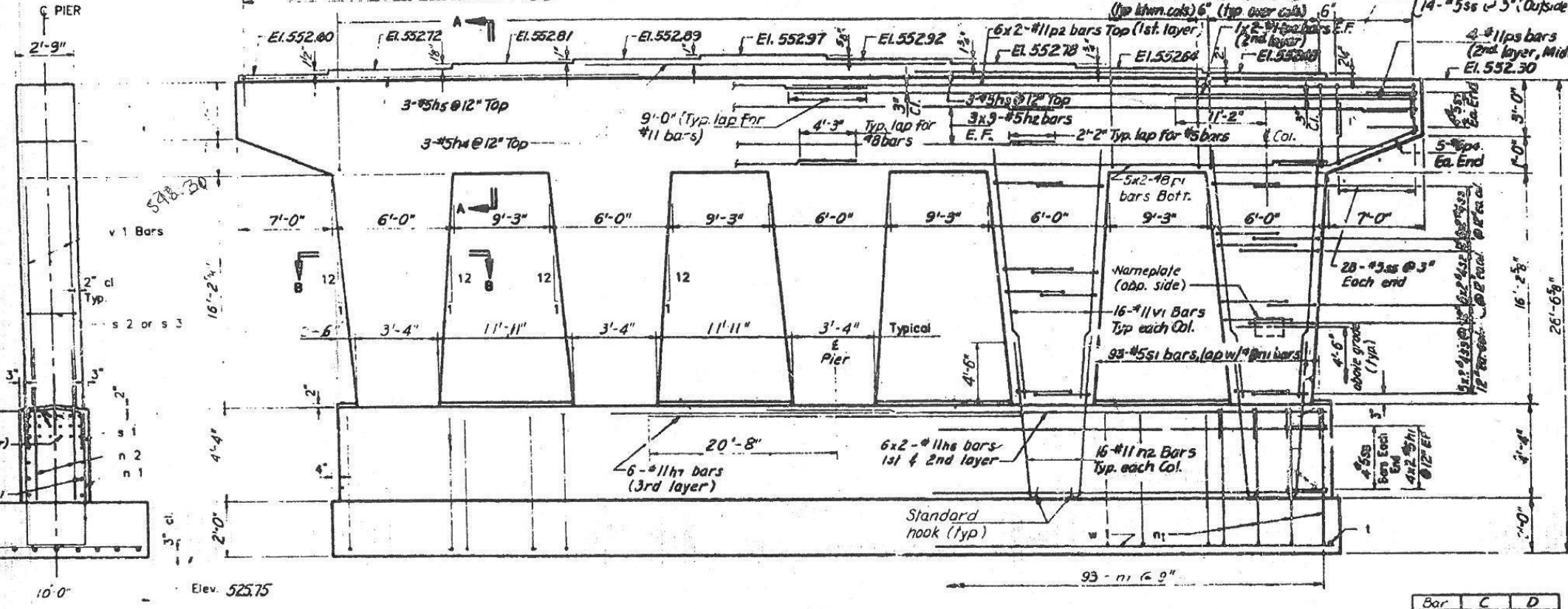
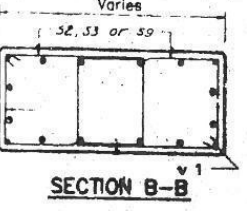
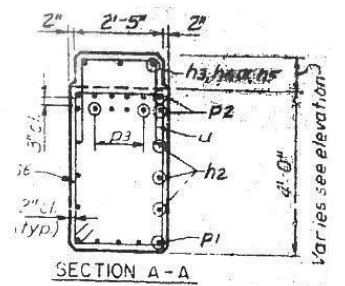
| Bar | No. | Size | Length | Shape |
|----------------------------------|----------|-------|---------|-------|
| $h_{1(E)}$ | 30 | #5 | 28'-0" | |
| $h_{2(E)}$ | 10 | #5 | 6'-0" | |
| $h_{3(E)}$ | 10 | #5 | 6'-0" | |
| h_4 | 12 | #4 | 25'-8" | |
| h_4 | 12 | #4 | 25'-8" | |
| $h_{3(E)}$ | 3 | #5 | 18'-7" | |
| $h_{2(E)}$ | 3 | #5 | 48'-3" | |
| $h_{1(E)}$ | 2 | #5 | 4'-8" | |
| $h_1(E)$ | 20 | #4 | 25'-8" | |
| $n_1(E)$ | 12 | #4 | 25'-8" | |
| $p_2(E)$ | 9 | #7 | 29'-5" | |
| $d_{1(E)}$ | 81 | #5 | 7'-4" | |
| n | 46 | #6 | 21'-8" | |
| n_1 | 12 | #6 | 18'-10" | |
| $p_1(E)$ | 45 | #7 | 29'-5" | |
| p_2 | 12 | #7 | 25'-10" | |
| $u_4(E)$ | 138 | #4 | 16'-2" | |
| $v_1(E)$ | 162 | #4 | 5'-6" | |
| $v_2(E)$ | 81 | #4 | 4'-8" | |
| $v_3(E)$ | 4 | #5 | 2'-7" | |
| $u_3(E)$ | 81 | #5 | 1'-11" | |
| $v_1(E)$ | 46 | #6 | 7'-3" | |
| $v_2(E)$ | 52 | #6 | 7'-3" | |
| $v_3(E)$ | 6 | #6 | 7'-3" | |
| Structure Excavation | Cu. Yds. | 259 | | |
| Class X Concrete | Cu. Yds. | 198.5 | | |
| Reinforcement Bars | Lbs. | 9080 | | |
| Reinforcement Bars (Spooy Gages) | Lbs. | 10260 | | |
| Steel HP 10x57 Piles | Lin. Ft. | 356 | | |
| Metal Shoes | Each | 28 | | |
| Test Pile HP 10x57 | Each | 1 | | |

FOR INFORMATION ONLY

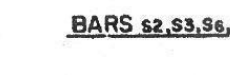
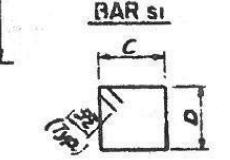
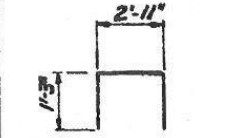
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NOTES
 Space reinforcement in cap to miss anchor bolts.
 Four steps monolithically with cap.
 All edges shall have standard 3° chamfers except as noted.
 Bars indicated thus #2-#9 etc. indicates 6 lines of bars with 2 lengths per line.



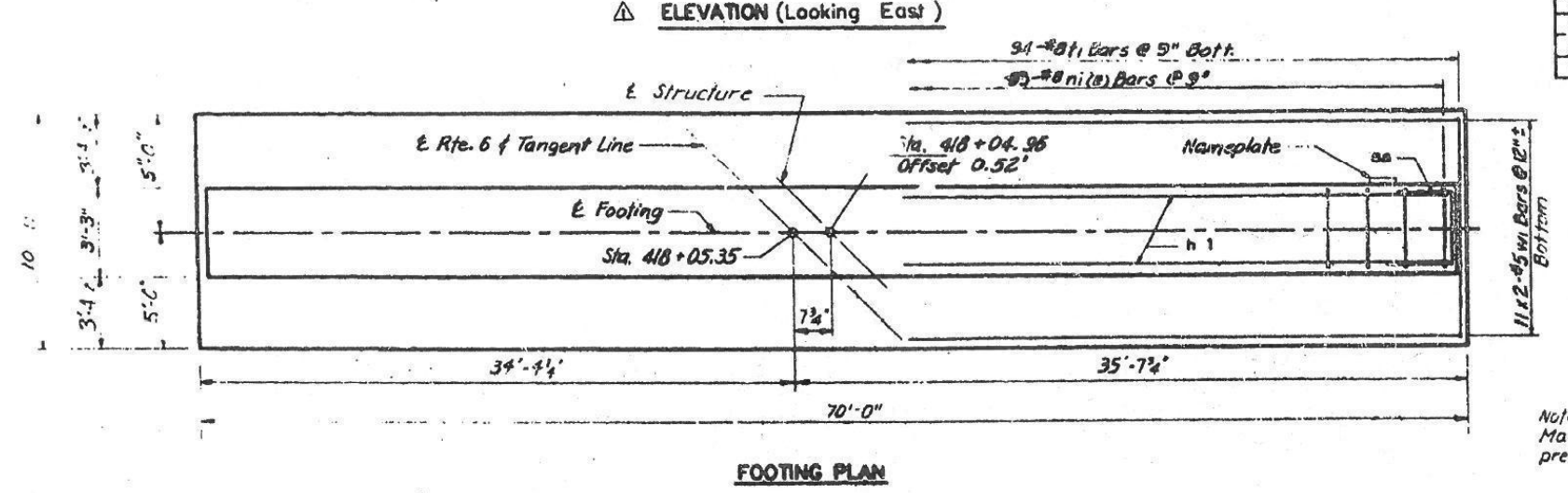
| Bar | A | B |
|-----|--------|--------|
| h1 | 2'-11" | 4'-11" |
| h2 | 2'-9" | 2'-2" |
| h3 | 2'-5" | 2'-3" |
| h4 | 2'-5" | 2'-2" |
| h5 | 2'-5" | 2'-2" |
| h6 | 2'-5" | 2'-3" |
| h7 | 2'-5" | 2'-2" |
| h8 | 2'-5" | 2'-2" |



| Bar | C | D |
|-----|--------|-------|
| s2 | 2'-10" | 2'-5" |
| s3 | 3'-7" | 2'-5" |
| s6 | 2'-5" | 3'-8" |
| s9 | 2'-3" | 2'-3" |

| BILL OF MATERIAL | | | | |
|----------------------|-----|---------|---------|-------|
| Bar | No. | Size | Length | Shape |
| h1 | 16 | #5 | 35'-7" | □ |
| h2 | 16 | #5 | 28'-4" | □ |
| h3 | 3 | #5 | 18'-0" | □ |
| h4 | 3 | #5 | 25'-2" | □ |
| h5 | 3 | #5 | 25'-2" | □ |
| h6 | 24 | #1 | 30'-0" | □ |
| h7 | 6 | #1 | 21'-2" | □ |
| h8 | 93 | #8 | 18'-4" | □ |
| h9 | 60 | #11 | 18'-4" | □ |
| p1 | 10 | #8 | 35'-6" | □ |
| p2 | 15 | #11 | 44'-10" | □ |
| p3 | 8 | #11 | 21'-2" | □ |
| p4 | 10 | #6 | 10'-11" | □ |
| s1 | 93 | #5 | 5'-5" | □ |
| s2 | 60 | #4 | 11'-5" | □ |
| s3 | 50 | #4 | 12'-11" | □ |
| s4 | 28 | #5 | 0'-9" | □ |
| s5 | 84 | #5 | 7'-9" | □ |
| s6 | 182 | #5 | 13'-7" | □ |
| s7 | 8 | #5 | 6'-9" | □ |
| s8 | 8 | #5 | 7'-1" | □ |
| s9 | 50 | #4 | 10'-3" | □ |
| t1 | 94 | #8 | 9'-6" | □ |
| v1 | 80 | #11 | 18'-8" | □ |
| u | 67 | #5 | 6'-7" | □ |
| w1 | 22 | #5 | 35'-6" | □ |
| Reinforcement Bars | | Lbs. | 18,400 | |
| Class X Concrete | | Cu. Yd. | 181.89 | |
| Structure Excavation | | Cu. Yds | 15.3 | |

END VIEW



Note
 Maximum bearing pressure = 12.42 I.S.F.

FOR INFORMATION ONLY

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CHRISTIAN-ROGE & ASSOCIATES, INC.

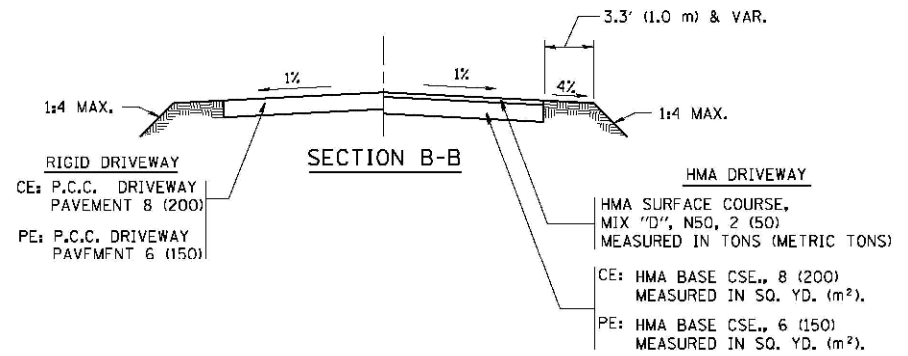
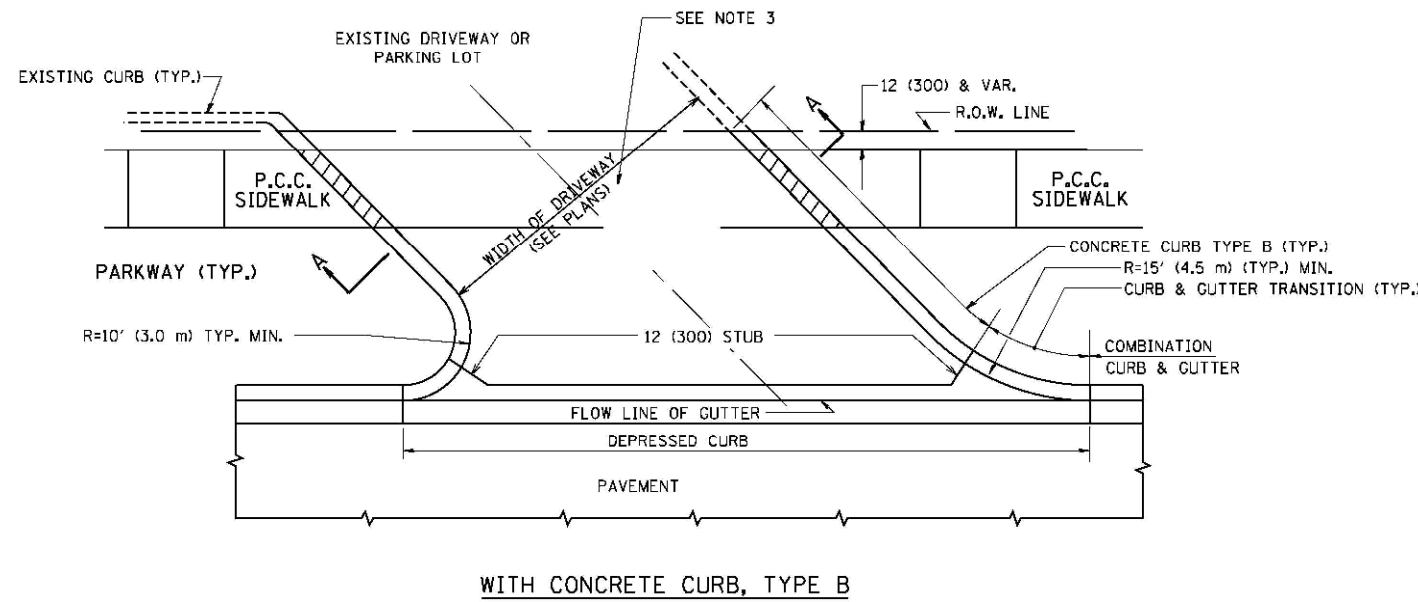
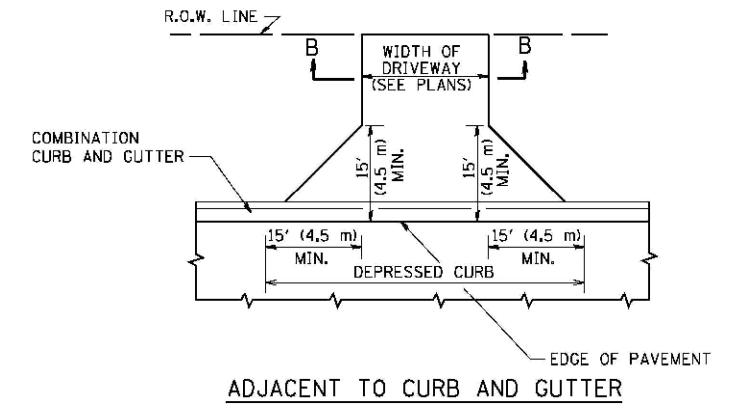
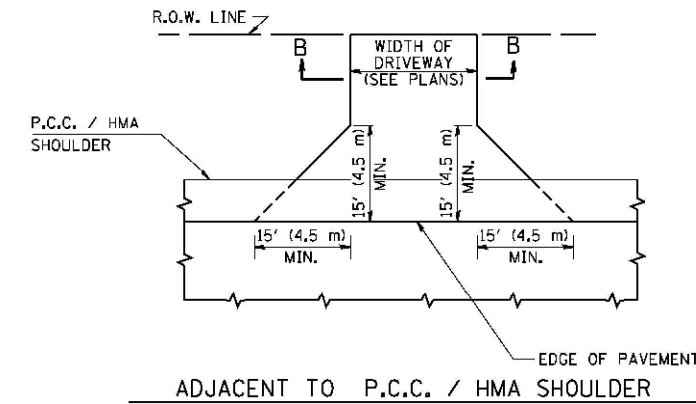
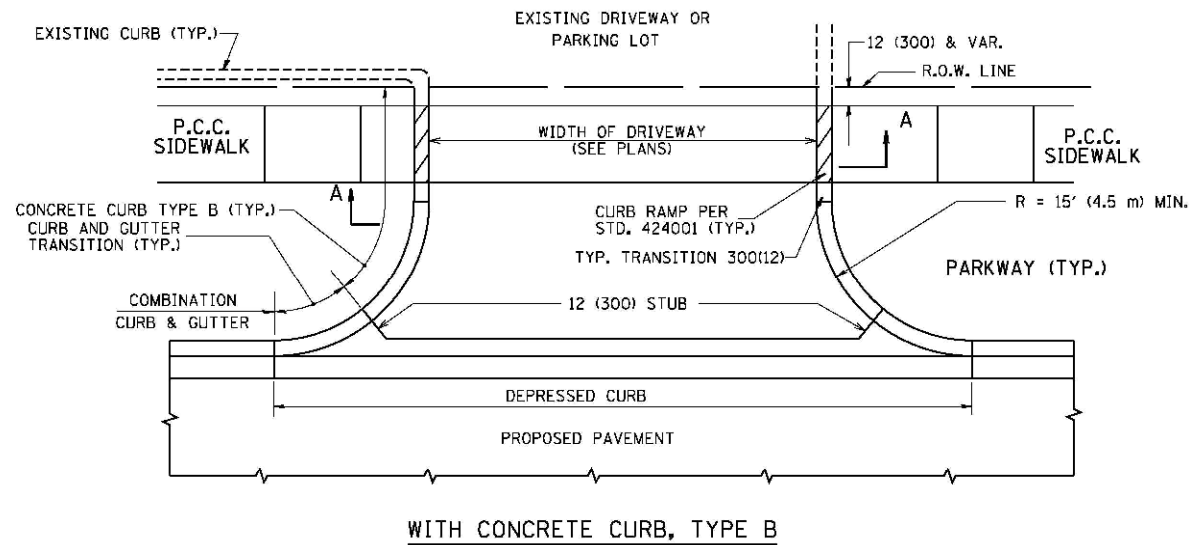
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| USER NAME = IDOT | DESIGNED - B.N.S./J.W. | REVISED - |
| PLOT SCALE = 100.0001' / IN. | CHECKED - J.W./B.N.S. | REVISED - |
| PLOT DATE = 10/10/2014 | DRAWN - F.M./B.K./J.V. | REVISED - |
| | DATE - OCTOBER, 2014 | REVISED - |

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING PIER DETAILS STRUCTURE NO. 099-0277

| | | | | |
|---------------------------|---------------|--------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | 86-1-HBK-BY&R | WILL | 271 | 231 |
| CONTRACT NO. 60X84 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

SHEET NO. 551 OF 551 SHEETS



RURAL FIELD ENTRANCE (FE)
 HMA SURFACE COURSE, MIX "D", N50, 2 (50) MEASURED IN TONS (METRIC TONS)
 AGGREGATE BASE CSE., TYPE B, 8 (200) MEASURED IN SQ. YD. (m²).

GENERAL NOTES:

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

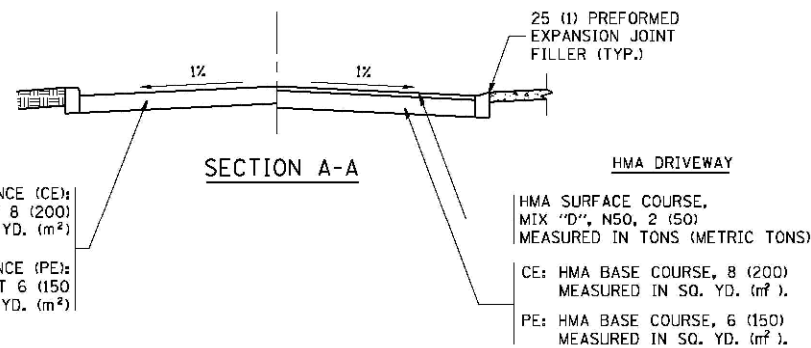
COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS, SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

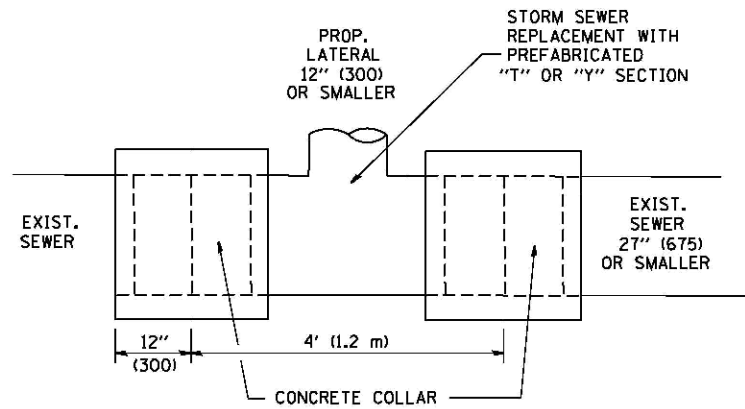


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| | | CHECKED - | REVISED - R. BORO 06-11-08 |
| | | DATE - 11-04-95 | REVISED - R. BORO 09-06-11 |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

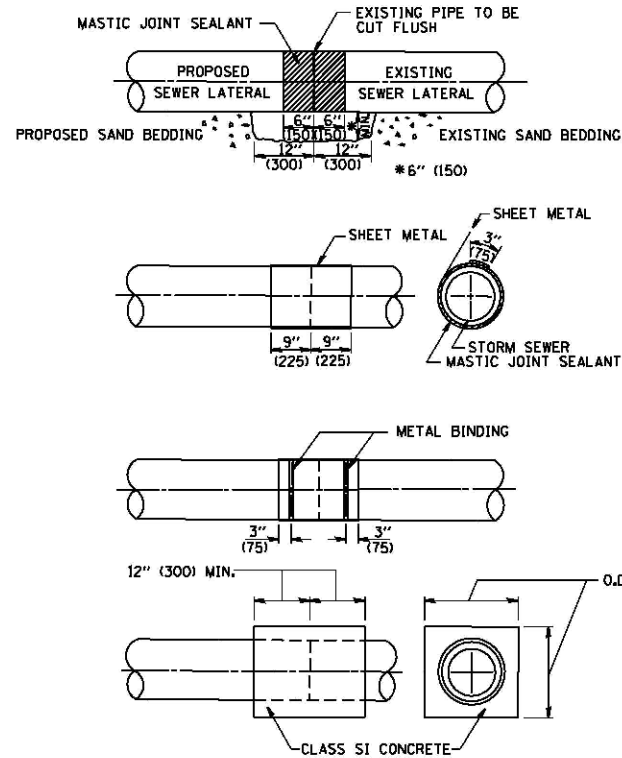
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| DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m) | | | |
| SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. |

| | | | | |
|---|--------------|--------|---------------------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | 86-1-HK-BY&R | WILL | 271 | 232 |
| BD0156-07 (BD-01) | | | CONTRACT NO. 60X84 | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



DETAIL "A"

LATERAL CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER

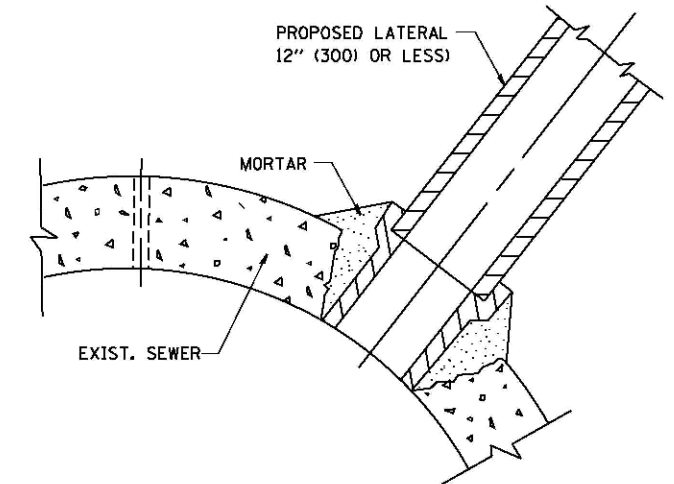


DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

1. CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
2. APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12" x 6" (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
4. CUT A PIECE OF SHEET METAL GAGE NO. 19 1.1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERENCE OF THE PIPE PLUS 3" (75) LONG.
5. WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
6. LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
7. PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
8. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OZZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.



DETAIL "C"

PROPOSED LATERAL CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER

NOTES

MATERIAL

MATERIAL USED FOR THE TEE OR WYE SECTION SHALL BE COMPATIBLE WITH THE EXISTING STORM SEWER OR THE PROPOSED STORM SEWER.

CONSTRUCTION METHODS

- THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.
- CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
 - PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".
 - PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

GENERAL

CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.

CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS, THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.

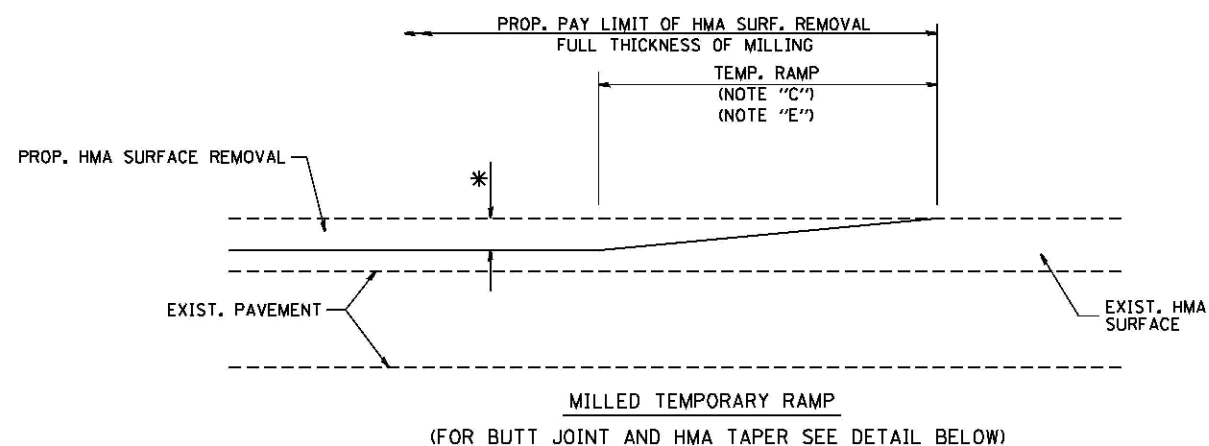
REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.

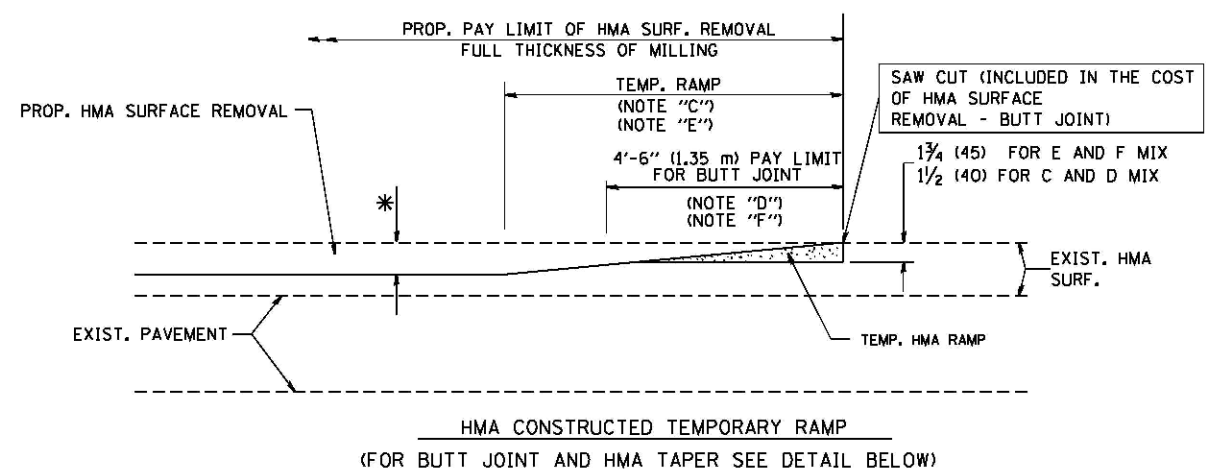
CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

| | | | | | | | | | | | | |
|---|-----------------------|----------------------------|-------------------------------|---|---|-------------------------|------------------|------------------------|---------------|---------------------------|-----------------|--|
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| | | DRAWN - | REVISED - R. SHAH 09-09-94 | | SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. TO STA. | BD500-01 (BD-7) | | CONTRACT NO. 60X84 | | |
| | | PLOT SCALE = 50,000' / IN. | REVISED - R. SHAH 10-25-94 | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | | | | |
| | | PLOT DATE = 1/4/2008 | REVISED - R. SHAH 06-12-96 | | | | | | | | | |

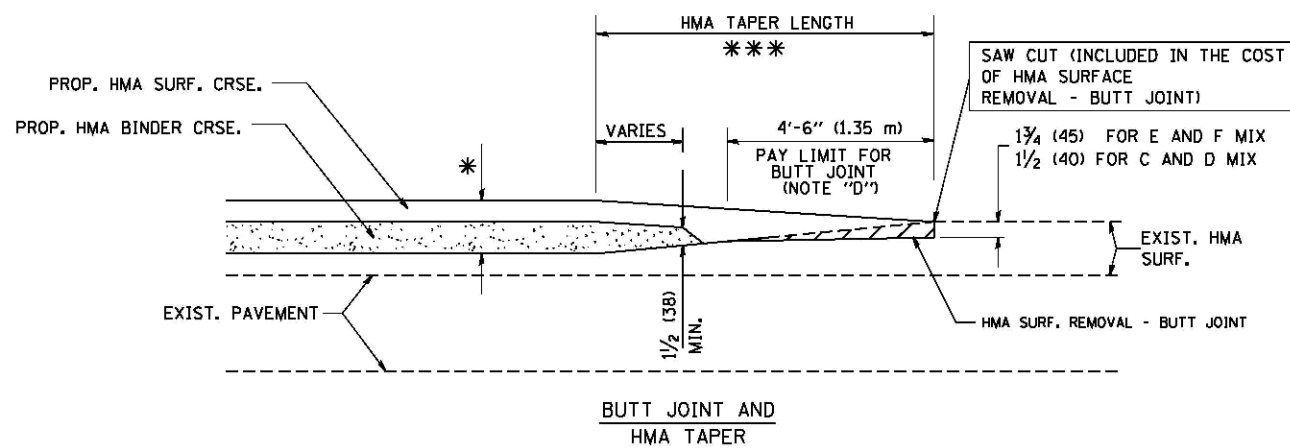


OPTION 1

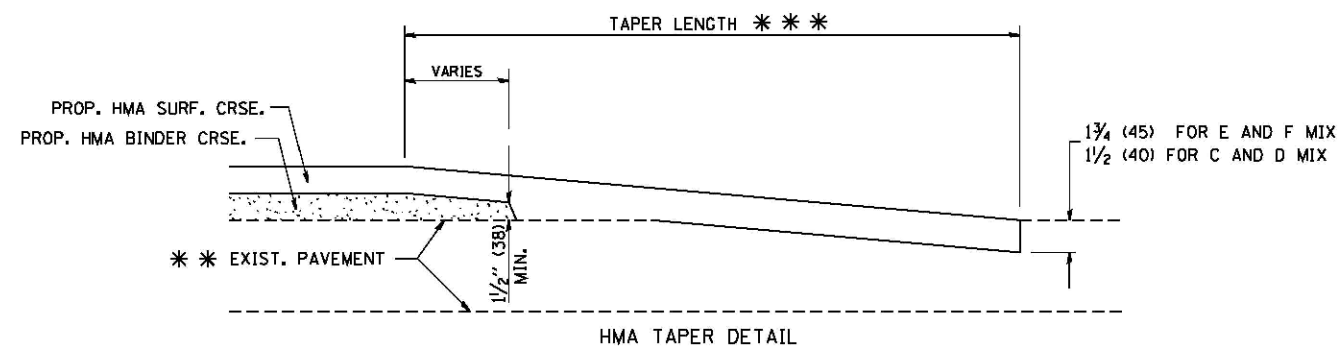
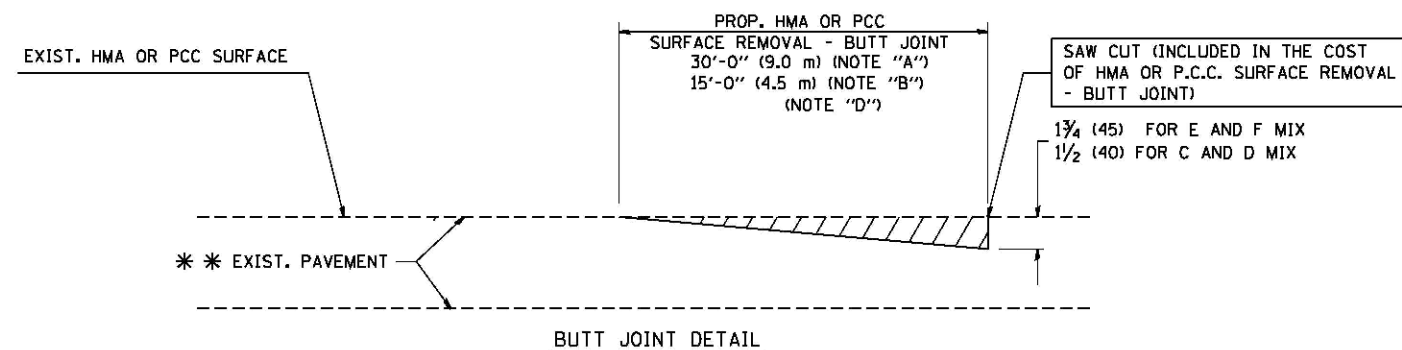


OPTION 2

TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

*** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
- B: MINOR SIDE ROADS.
- C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
- F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
- G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

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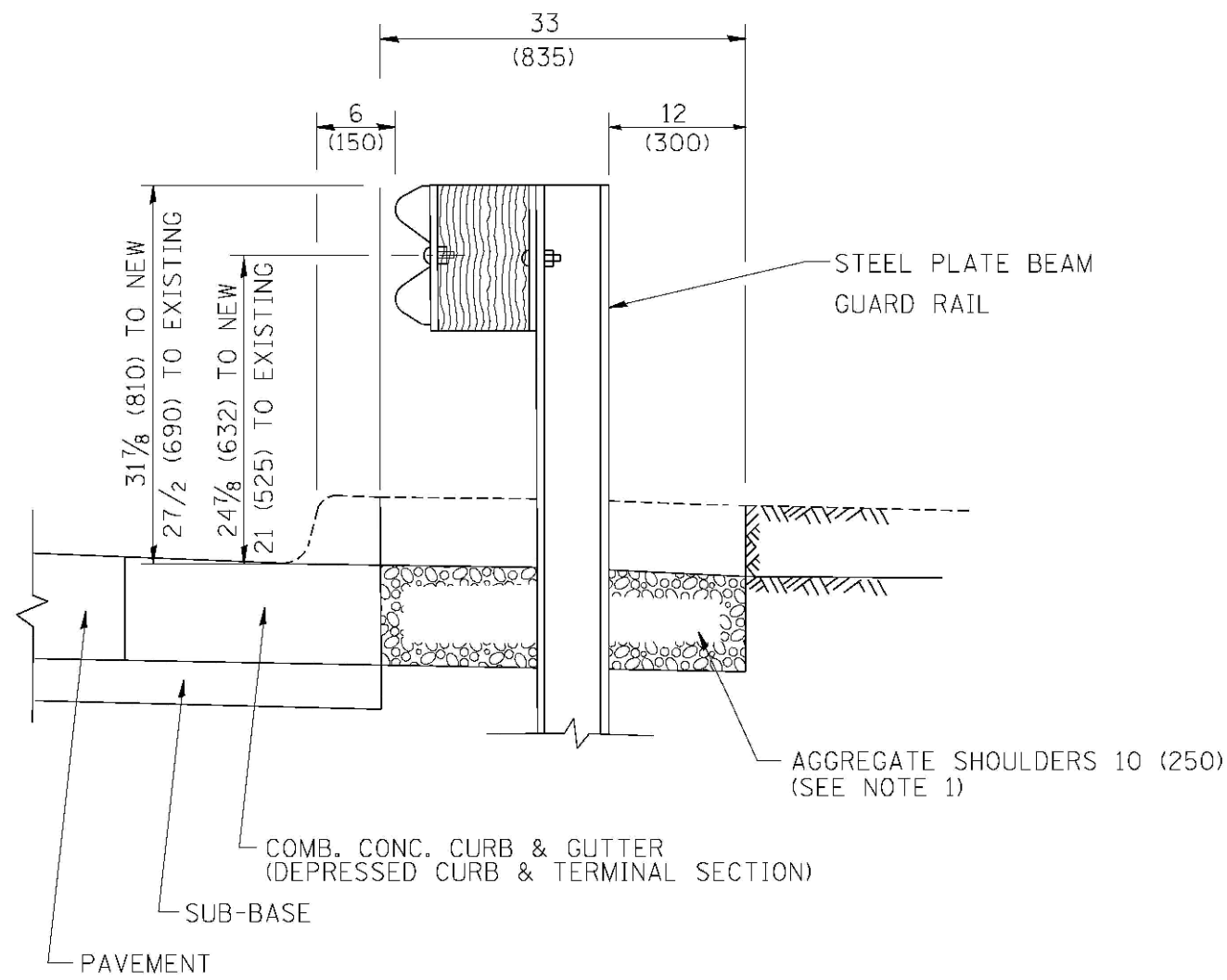
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| USER NAME = geglionobt | DESIGNED - M. DE YONG | REVISED - R. SHAH 10-25-94 |
| PLOT SCALE = 50.0000" / 1" | DRAWN - | REVISED - A. ABBAS 03-21-97 |
| PLOT DATE = 1/4/2008 | CHECKED - | REVISED - M. GOMEZ 04-06-01 |
| | DATE - 06-13-90 | REVISED - R. BORO 01-01-07 |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND
HMA TAPER DETAILS

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. 119+32 TO STA. 197+40

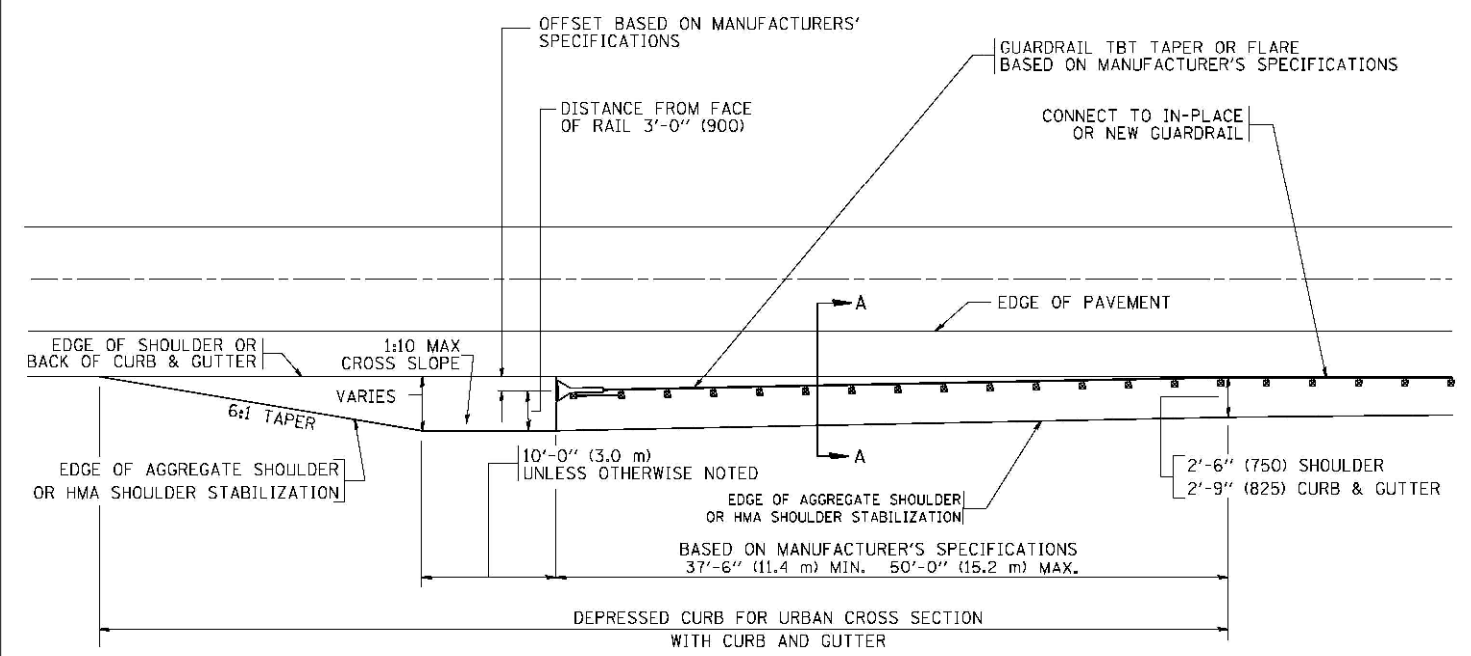
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| F.A.U. RTF | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | 86-I-HBK-BY&R | WILL | 271 | 234 |
| BD400-05 BD32 | | CONTRACT NO. 60X84 | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



SECTION A-A

- NOTES: 1. THE AGGREGATE SHOULDER, 10" OR HMA SHOULDER, 6" (IF REQUIRED) SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL.
2. "EXISTING" GUARDRAIL REFERS TO CONNECTING TERMINAL SECTION TO GUARD RAILING PRIOR TO THE MIDWEST GUARDRAIL SYSTEM.
3. THE CONTRACTOR SHALL VERIFY THE TYPE/HEIGHT OF GUARDRAIL IN-PLACE BEFORE ORDERING THE NEW TERMINAL SECTION. COST INCLUDED WITH THE COST OF THE TERMINAL. THE TERMINAL SECTION HEIGHT TO BE PLACED MUST MATCH THE HEIGHT OF THE IN-PLACE GUARDRAIL.

DETAILS FOR STEEL PLATE BEAM
GUARD RAIL ADJACENT TO CURB AND GUTTER
 [FOR ROADWAY SPEED 35 MPH (60 kmh) TO 45 MPH (70 kmh)]



DEPRESSED CURB AND GUTTER AND
SHOULDER TREATMENT AT TBT TY. 1 SPL.

BASIS OF PAYMENT: HMA SHOULDERS 6 (150) (IF REQUIRED) WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SHOULDERS 6" (150 mm)".

STEEL PLATE BEAM GUARD RAIL AND TRAFFIC BARRIER TERMINAL, OF THE TYPE SPECIFIED WILL BE PAID FOR SEPARATELY.

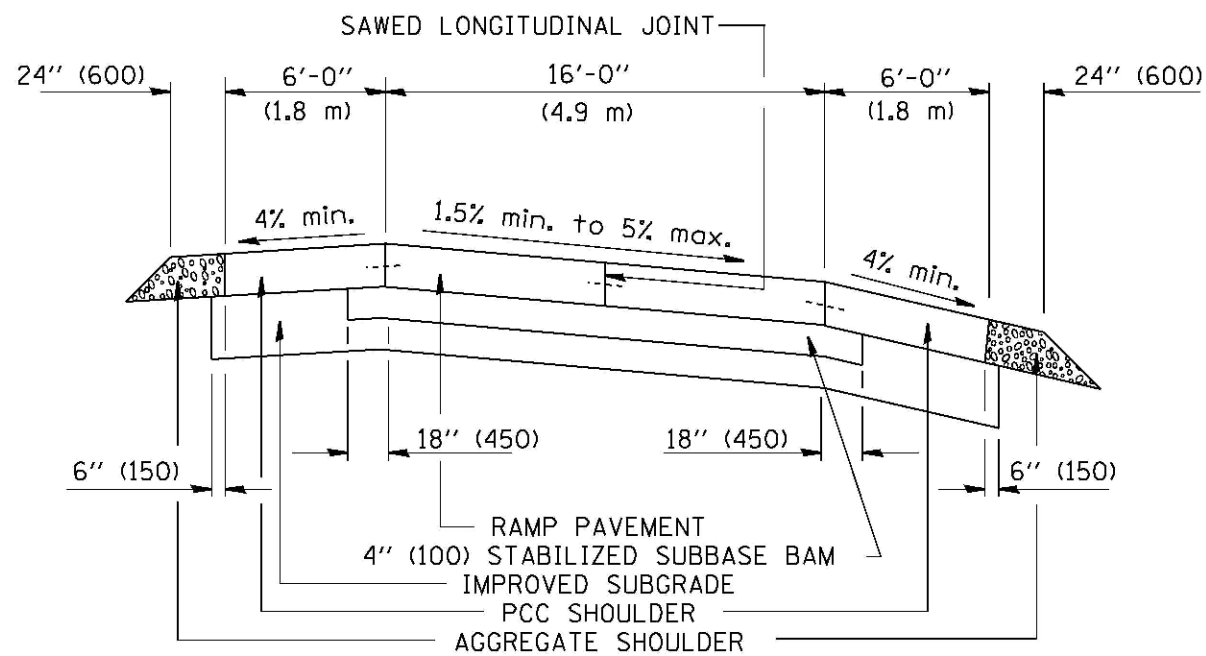
TBT = TRAFFIC BARRIER TERMINAL
 ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

| | | | |
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| es:\pwork\p\WIDOT\DRIVAKOSGN\val08315\bb34.dgn | | DRAWN - | REVISED - R. BORO 01-01-07 |
| | PLOT SCALE = 49.9999 1 / IN. | CHECKED - | REVISED - R. BORO 12-08-2008 |
| | PLOT DATE = 9/21/2009 | DATE - 09-22-90 | REVISED - R. BORO 09-14-2009 |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

| | | | |
|---|-------------------------|------|---------|
| DETAILS FOR DEPRESSED CURB & GUTTER AND SHOULDER TREATMENT AT TBT TY 1 SPL. | | | |
| SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. |

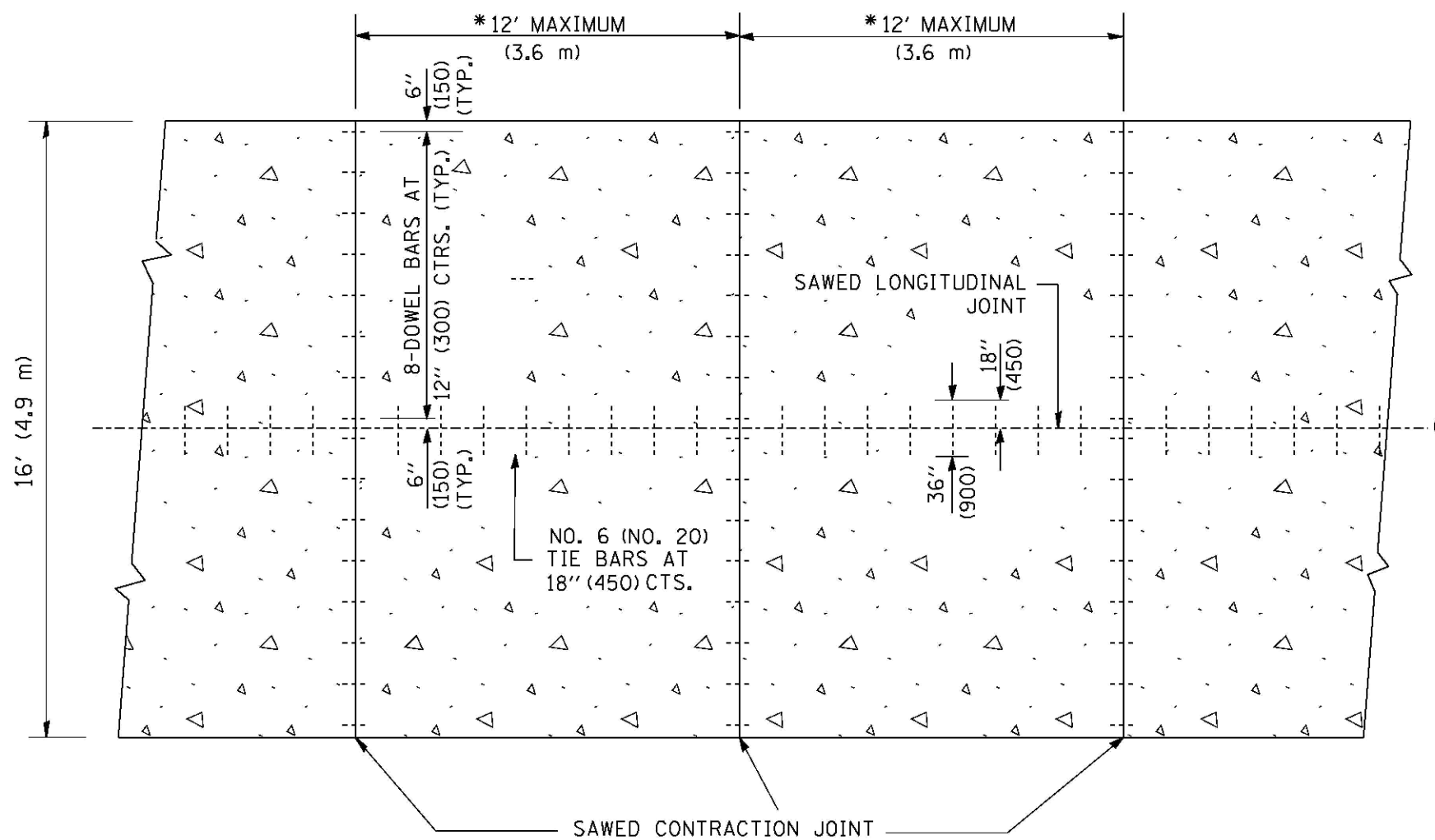
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|---|---------------|--------------------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | 86-1-HBK-BY&R | WILL | 271 | 235 |
| BD600-10 (BD 34) | | CONTRACT NO. 60X84 | | |
| FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT | | | | |



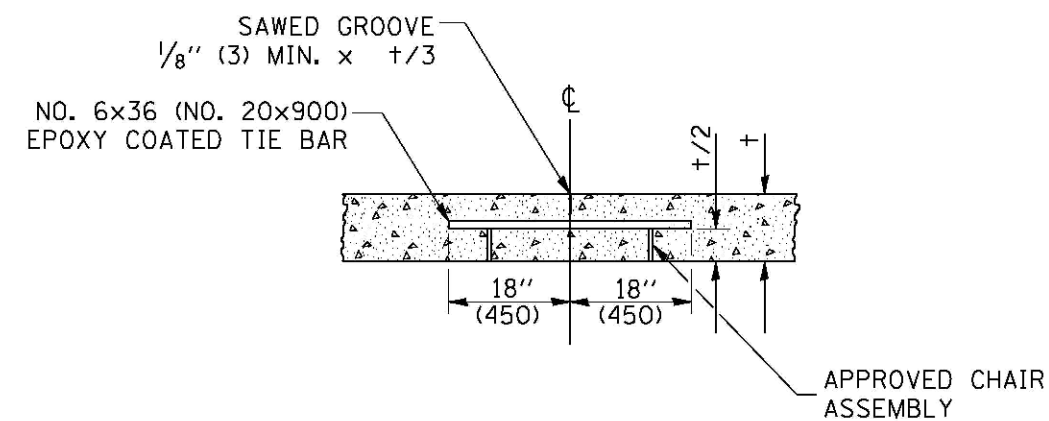
SECTION

NOTES:

1. CENTERLINE JOINT REMAINS IN THE CENTER WHEN RAMP TRANSITIONS TO TWO (2) RAMPS AT 12' (3.6 m).
2. ALL BARS TO BE EPOXY COATED.



PLAN



SAWED LONGITUDINAL JOINT

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED

FILE NAME = W:\distatd\22x34\bd49.dgn

USER NAME = goglionobt
PLOT SCALE = 50,0000 / IN.
PLOT DATE = 1/4/2008

DESIGNED -
DRAWN - TOM MATOUSEK
CHECKED - A. ABBAS
DATE - 10-18-02

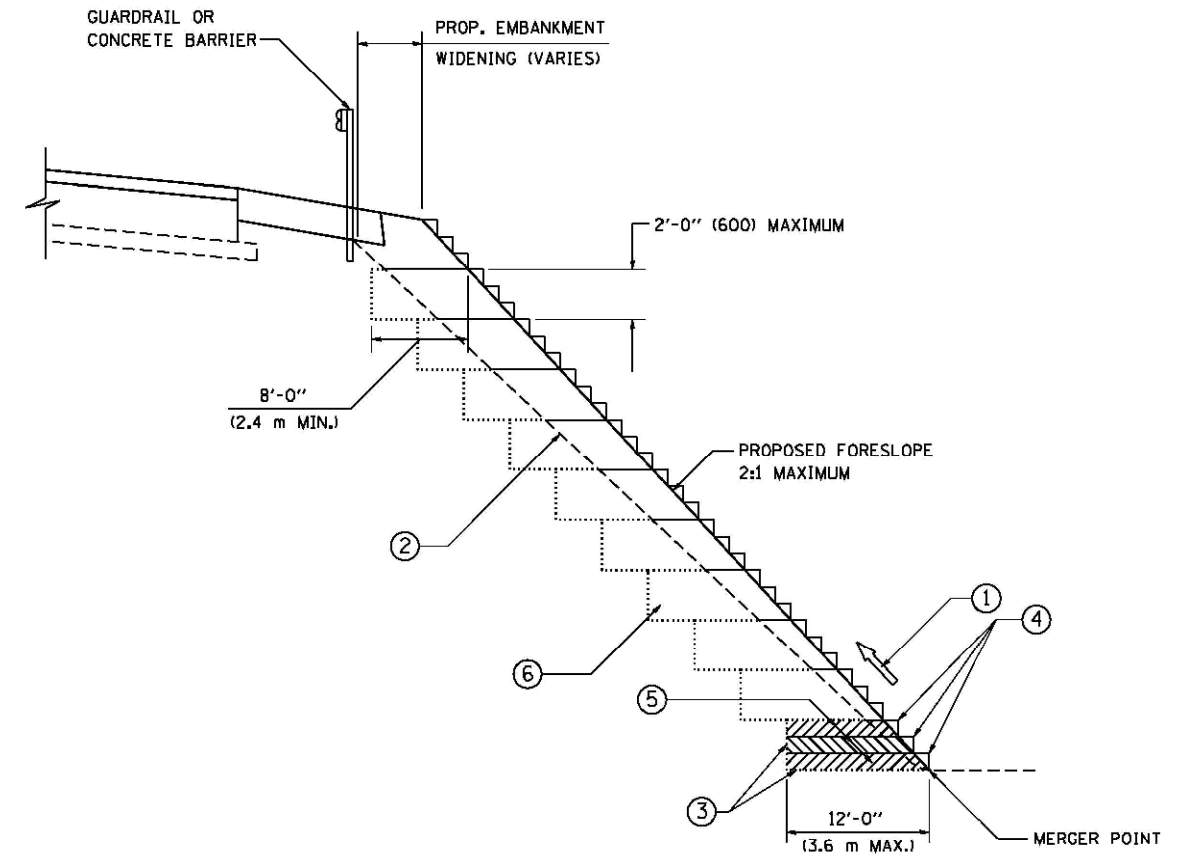
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAIL FOR CENTERLINE SAW CUT 16' (4.9 m) AND
VARIABLE JOINTED PCC PAVEMENT FOR RAMPS

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---------------|--------------------|--------------|-----------|
| 55 | 86-I-HBK-BY&R | WILL | 271 | 236 |
| BD49 | | CONTRACT NO. 60X84 | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



**TYPICAL BENCHING DETAIL
FOR EMBANKMENT**

NOTES:

- ① CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION.
- ② EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.03 OF THE STANDARD SPECIFICATIONS.
- ③ BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP.
- ④ TRIM TO FINAL SLOPE.
- ⑤ EQUAL 8-INCH (200) LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.05 OF THE STANDARD SPECIFICATIONS.
- ⑥ EXCAVATION OF BENCH CUTS WITHIN EXISTING EMBANKMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC METER OR CUBIC YARD FOR "EARTH EXCAVATION". THIS PRICE WILL INCLUDE ALL LABOR AND MATERIAL, NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- ⑦ SLOPES SHALL BE BENCHED ACCORDING TO THIS DETAIL WHEN THE SLOPE IS STEEPER THAN 4:1 AND THE HEIGHT IS GREATER THAN 5' (1.5 m).

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS)
UNLESS OTHERWISE SHOWN.

| | | | |
|---|------------------------|------------------|-----------|
| FILE NAME = W:\data\atd\22x34\bd51.dgn | USER NAME = gaglianobt | DESIGNED - | REVISED - |
| | | DRAWN - CADD | REVISED - |
| | | CHECKED - S.E.B. | REVISED - |
| | | DATE - 06-16-04 | REVISED - |

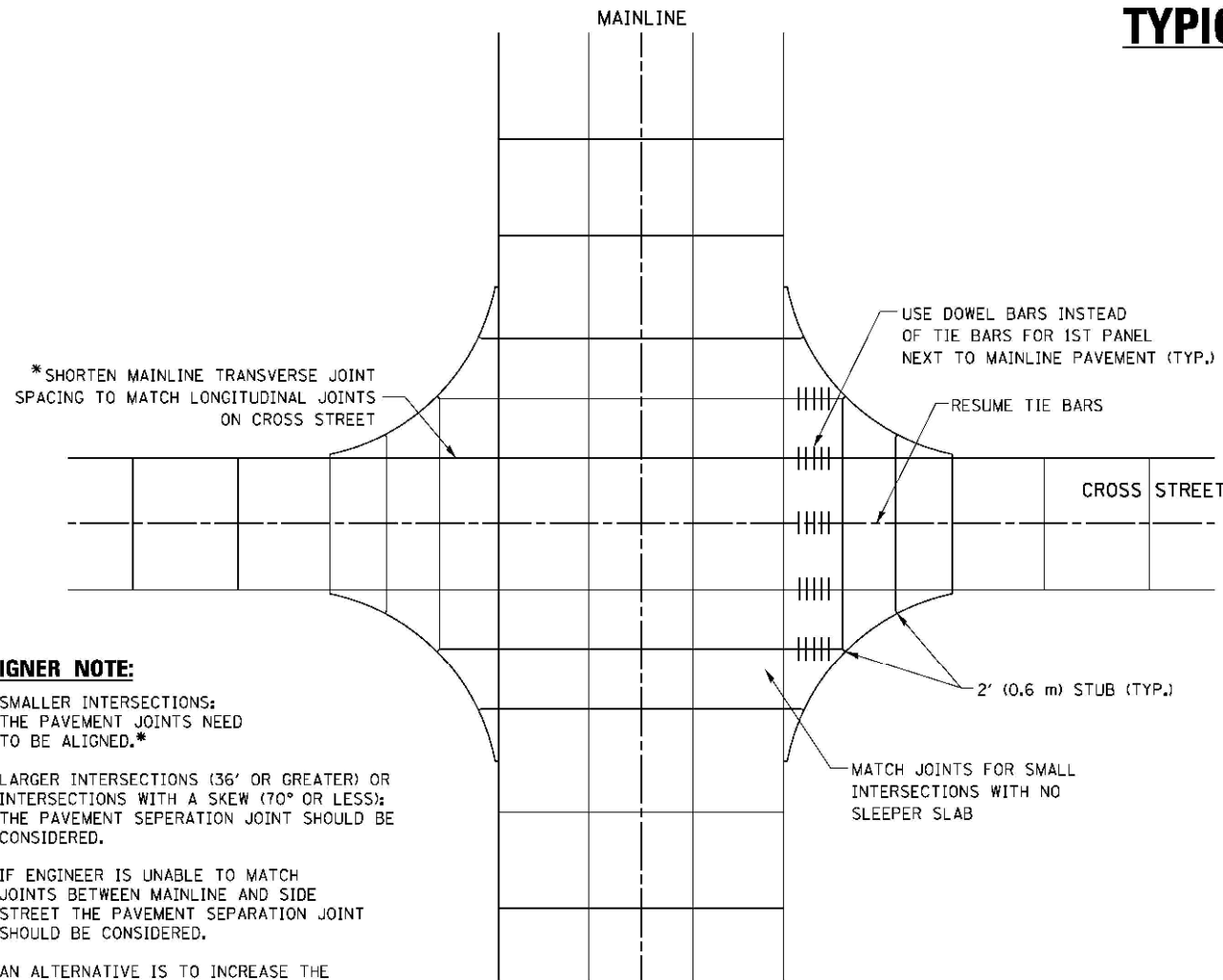
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | | | |
|--|-------------|-------------|--------------|
| BENCHING DETAIL FOR EMBANKMENT WIDENING | | | |
| SCALE: NONE | SHEET NO. 1 | OF 1 SHEETS | STA. TO STA. |

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---------------|---------------------------|--------------|-----------|
| 55 | 86-1-HBK-BY&R | WILL | 271 | 237 |
| BD-51 | | CONTRACT NO. 60X84 | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

TYPICAL APPLICATION

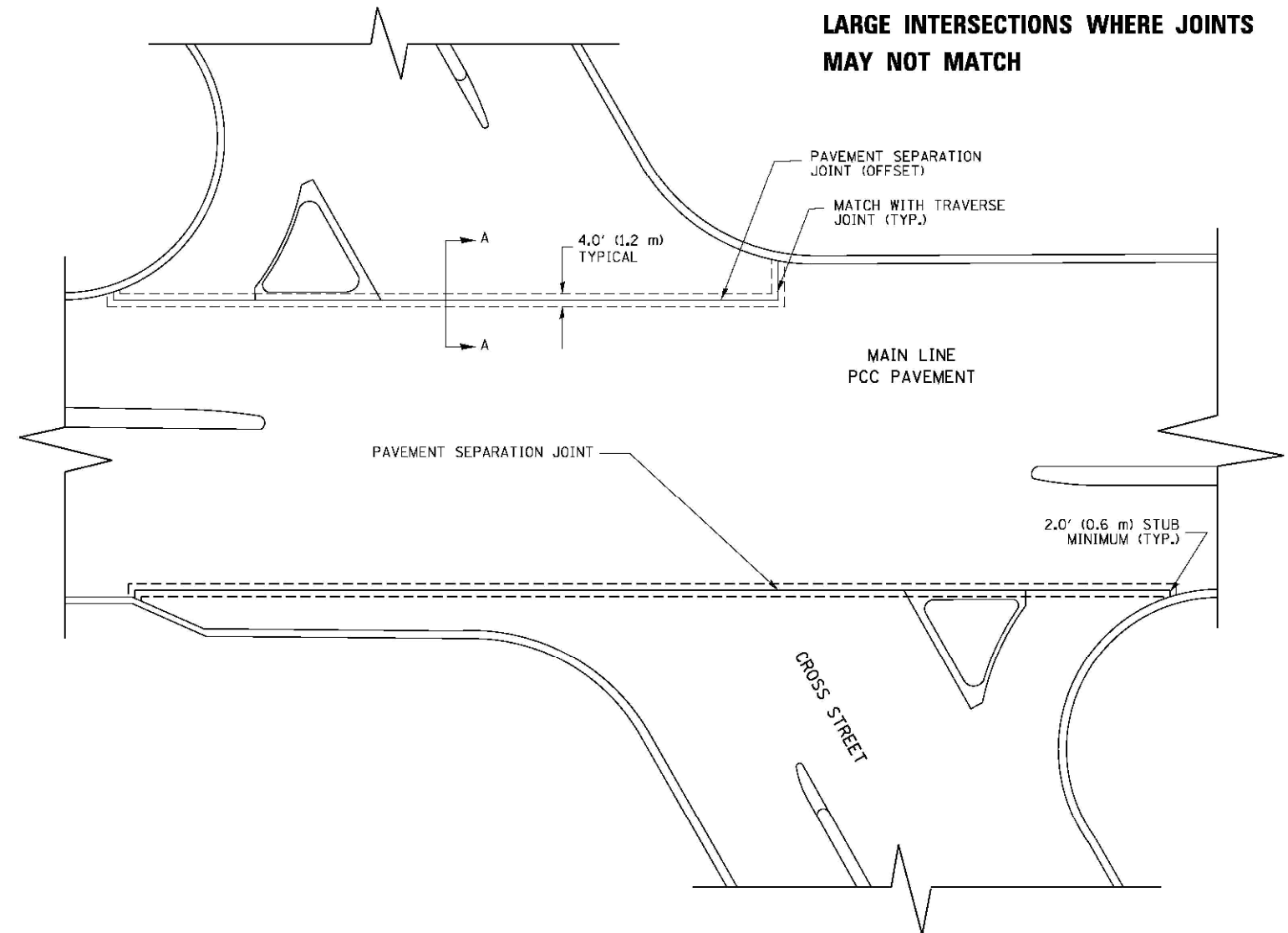
THE USE OF CROSS STREET PAVEMENT SEPARATION JOINTS FOR SKEWED OR LARGE INTERSECTIONS WHERE JOINTS MAY NOT MATCH



DESIGNER NOTE:

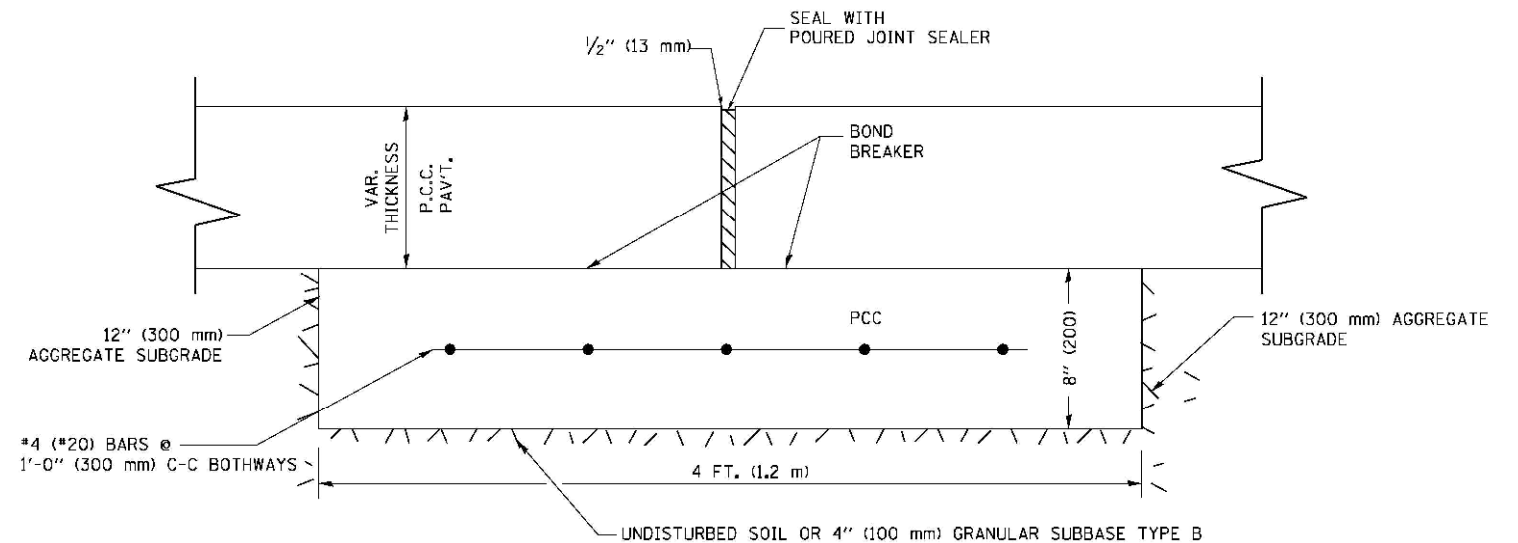
1. SMALLER INTERSECTIONS: THE PAVEMENT JOINTS NEED TO BE ALIGNED.*
2. LARGER INTERSECTIONS (36' OR GREATER) OR INTERSECTIONS WITH A SKEW (70° OR LESS): THE PAVEMENT SEPARATION JOINT SHOULD BE CONSIDERED.
3. IF ENGINEER IS UNABLE TO MATCH JOINTS BETWEEN MAINLINE AND SIDE STREET THE PAVEMENT SEPARATION JOINT SHOULD BE CONSIDERED.
4. AN ALTERNATIVE IS TO INCREASE THE PAVEMENT THICKNESSES BY 1/2" (13 mm) FOR THE LENGTH OF THE AFFECTED PANELS AT THE INTERSECTION.
5. FOR LARGE INTERSECTIONS (6 LANES OR MORE) WHERE JOINTS CAN BE MATCHED, USE #8 (25) DOWEL BARS INSTEAD OF #8 (25) TIE BARS AT EDGE OF MAINLINE PAVEMENT WHEN NO PAVEMENT SEPARATION JOINTS USED.

PLAN



NOTE:

1. JOINT FILLER SHALL CONSIST OF A SHEET OF 1/2" (13 mm) BITUMINOUS PREFORMED FIBER JOINT FILLER CONFORMING TO ARTICLE 1051.03 OF THE STANDARD SPECIFICATIONS.
2. THE JOINT SHALL BE SEALED WITH A HOT POUR JOINT SEALER CONFORMING TO ARTICLE 1050.02 OF THE STANDARD SPECIFICATIONS.
3. A SINGLE LAYER OF FELT ROOFING PAPER SHALL SERVE AS A BOND BREAKER.
4. JOINT SHALL CONTINUE THROUGH COMBINATION CURB & GUTTER OR PCC SHOULDER.
5. PAVEMENT SEPARATION JOINT IS TO BE PAID FOR AS "SLEEPER SLAB" AND IS TO BE MEASURED IN PLACE BY THE LINEAL FOOT.
6. BOND BREAKER AND 1/2" (13 mm) JOINT AND FILLER SHALL BE INCIDENTAL TO THE PAY ITEM "SLEEPER SLAB".



PROPOSED SECTION A-A

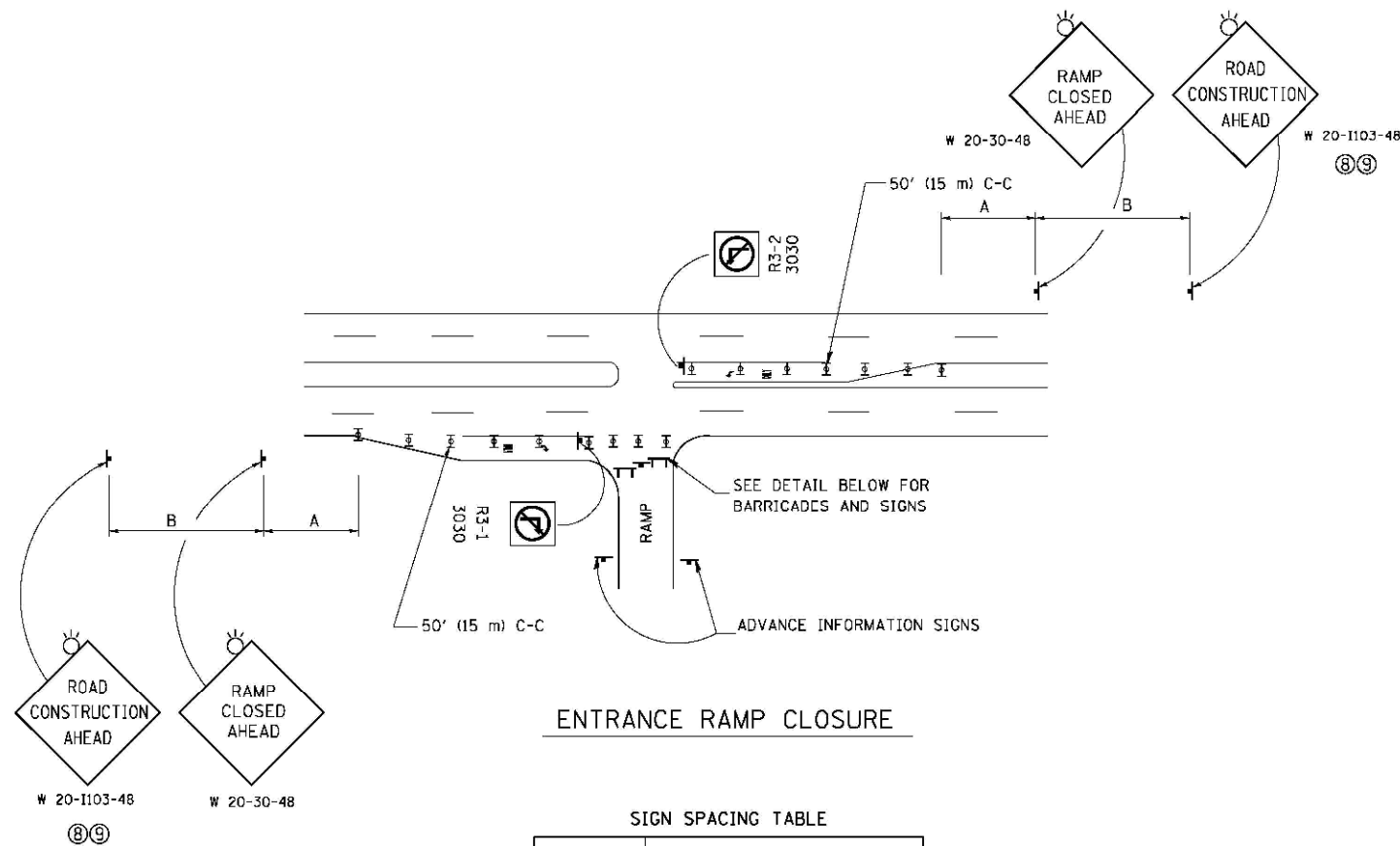
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| bd52.dgn | | DRAWN - | REVISED - |
| | PLOT SCALE = 49.9999 1/4 IN. | CHECKED - | REVISED - |
| | PLOT DATE = 2/25/2011 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETAIL OF PAVEMENT SEPARATION
JOINT FOR JOINTED PCC PAVEMENTS AT INTERSECTIONS**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

| | | | | |
|---------------------------|---------------|--------------------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | 86-I-HBK-BY&R | WILL | 271 | 238 |
| BD52 | | CONTRACT NO. 60X84 | | |
| ILLINOIS FED. AID PROJECT | | | | |

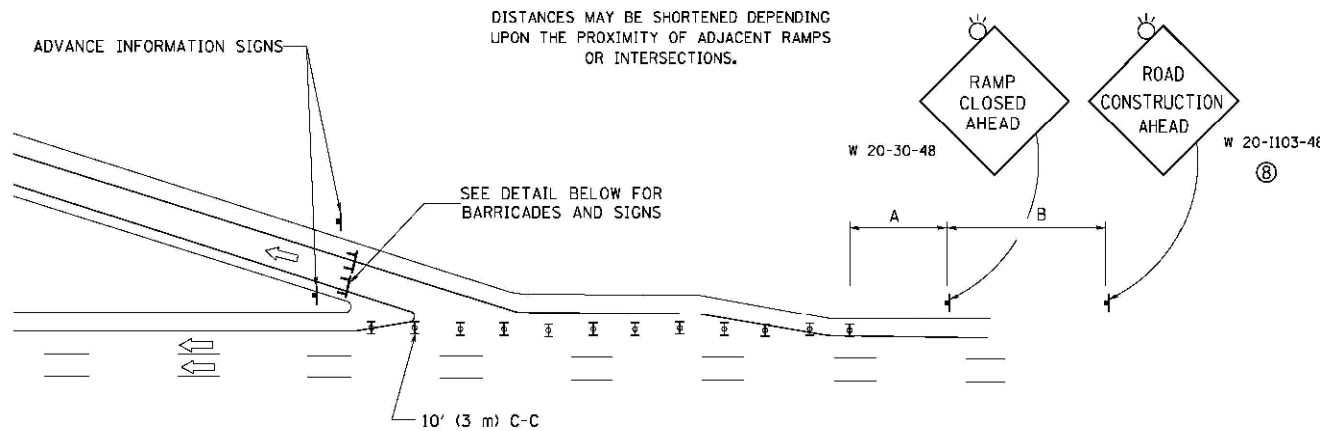


ENTRANCE RAMP CLOSURE

SIGN SPACING TABLE

| FACILITY | DISTANCE BETWEEN SIGNS | |
|----------------------|------------------------|---------------|
| | A | B |
| EXPRESSWAY >24 HOURS | 1000' (300 m) | 1500' (450 m) |
| EXPRESSWAY <24 HOURS | 500' (150 m) | 500' (150 m) |
| ARTERIAL 55 MPH | 500' (150 m) | 500' (150 m) |
| ARTERIAL 50-45 MPH | 350' (100 m) | 350' (100 m) |
| ARTERIAL <45 MPH | 200' (60 m) | 200' (60 m) |

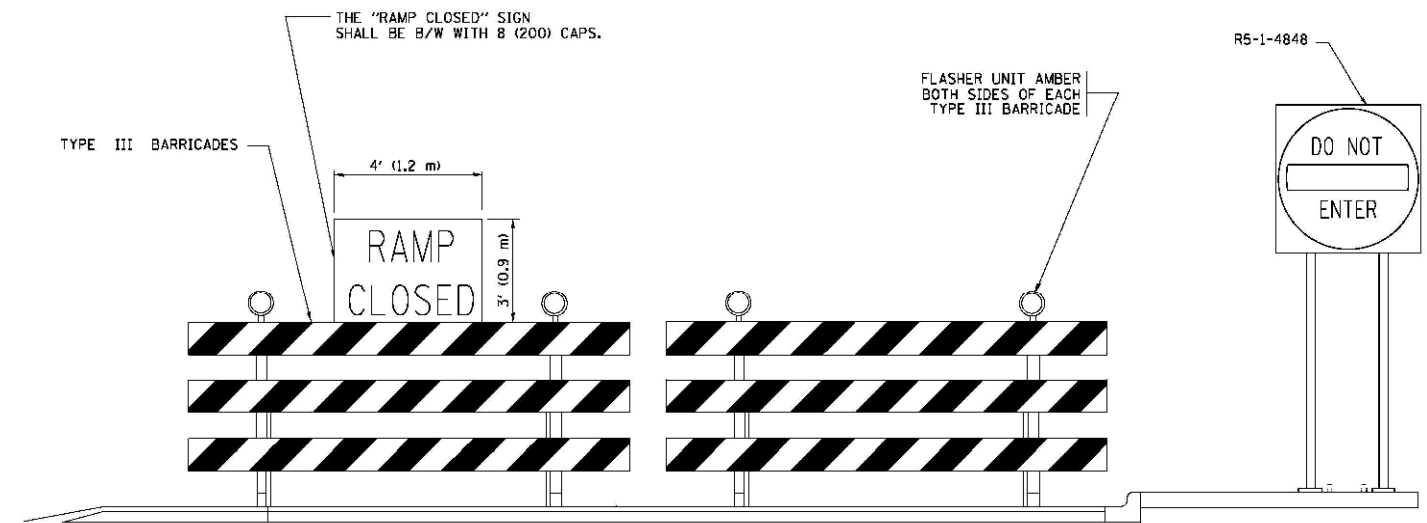
DISTANCES MAY BE SHORTENED DEPENDING UPON THE PROXIMITY OF ADJACENT RAMPS OR INTERSECTIONS.



EXIT RAMP CLOSURE

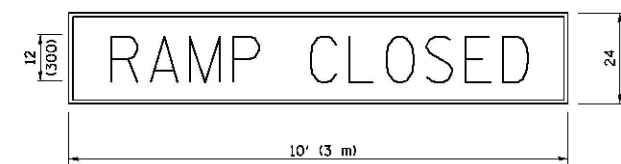
SYMBOLS

- ⊥ TYPE II BARRICADE OR DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- ⊥ TYPE III BARRICADE WITH 2 FLASHING LIGHTS



DETAIL FOR REQUIRED BARRICADES & SIGNS

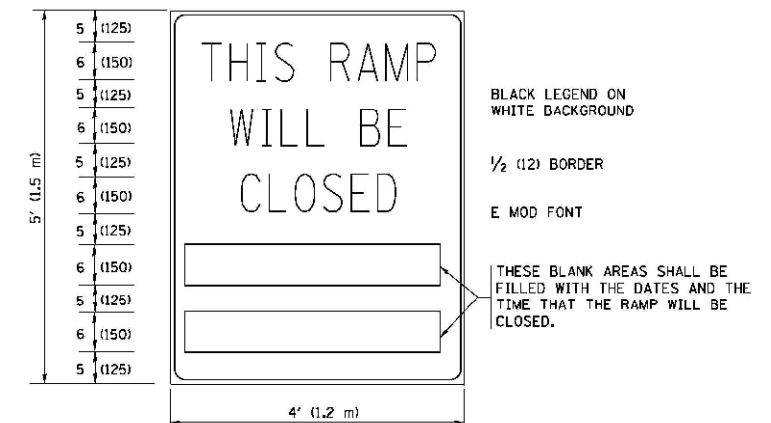
RAMP CLOSURE ADVANCE WARNING SIGN



BLACK LEGEND ON ORANGE BACKGROUND MOUNTED DIAGONALLY
E MOD FONT
1 (25) BORDER

THESE SIGNS ARE REQUIRED ON ALL THE EXIT GUIDE SIGNS FOR EXIT RAMPS THAT WILL BE CLOSED FOR MORE THAN FOUR (4) CONSECUTIVE DAYS.

RAMP CLOSURE ADVANCE INFORMATION SIGN



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

THESE SIGNS SHALL BE FABRICATED AND PAID FOR ACCORDING TO THE TEMPORARY INFORMATION SIGNING SPECIAL PROVISION

GENERAL NOTES:

- ① CONES MAY BE SUBSTITUTED FOR DRUMS OR TYPE II BARRICADES DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (700) HIGH.
- ② STEADY BURN LIGHTS WILL NOT BE REQUIRED FOR DAY OPERATIONS.
- ③ A FLAGGER SHALL BE POSITIONED AT EACH CLOSED RAMP THAT IS OPEN TO CONSTRUCTION VEHICLES, PRECEDED BY A W20-7 FLAGGER WARNING SIGN.
- ④ ALL ROUTE MARKERS AND TRAILBLAZER ASSEMBLIES WHICH DIRECT MOTORISTS TO A CLOSED ENTRANCE RAMP SHALL BE COVERED WHEN THE RAMP IS CLOSED FOR MORE THAN FOUR (4) DAYS.
- ⑤ THE SIGNING AND BARRICADING WHICH IS REQUIRED BY THIS DETAIL SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).
- ⑥ AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL RAMP CLOSURES.
- ⑦ THE RAMP CLOSURE ADVANCE INFORMATION SIGNS SHALL BE ERECTED IF THE CLOSURE TIME EXCEEDS TWENTY-FOUR (24) HOURS. ADDITIONAL ADVANCE WARNING SIGNS ON EXIT GUIDE SIGNING WILL BE REQUIRED FOR EXIT RAMP CLOSURES THAT EXCEED FOUR (4) DAYS IN LENGTH.
- ⑧ ROAD CONSTRUCTION AHEAD SIGNS MAY BE OMITTED WHEN THIS DETAIL IS USED IN CONJUNCTION WITH OTHER TRAFFIC CONTROL THAT ALREADY INCLUDES A ROAD CONSTRUCTION AHEAD SIGN.
- ⑨ ARTERIAL ROAD CONSTRUCTION AHEAD SIGNS SHALL BE INSTALLED ON THE LEFT SIDE OF TRAFFIC IF THE MEDIAN IS MORE THAN 10 FT WIDE.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

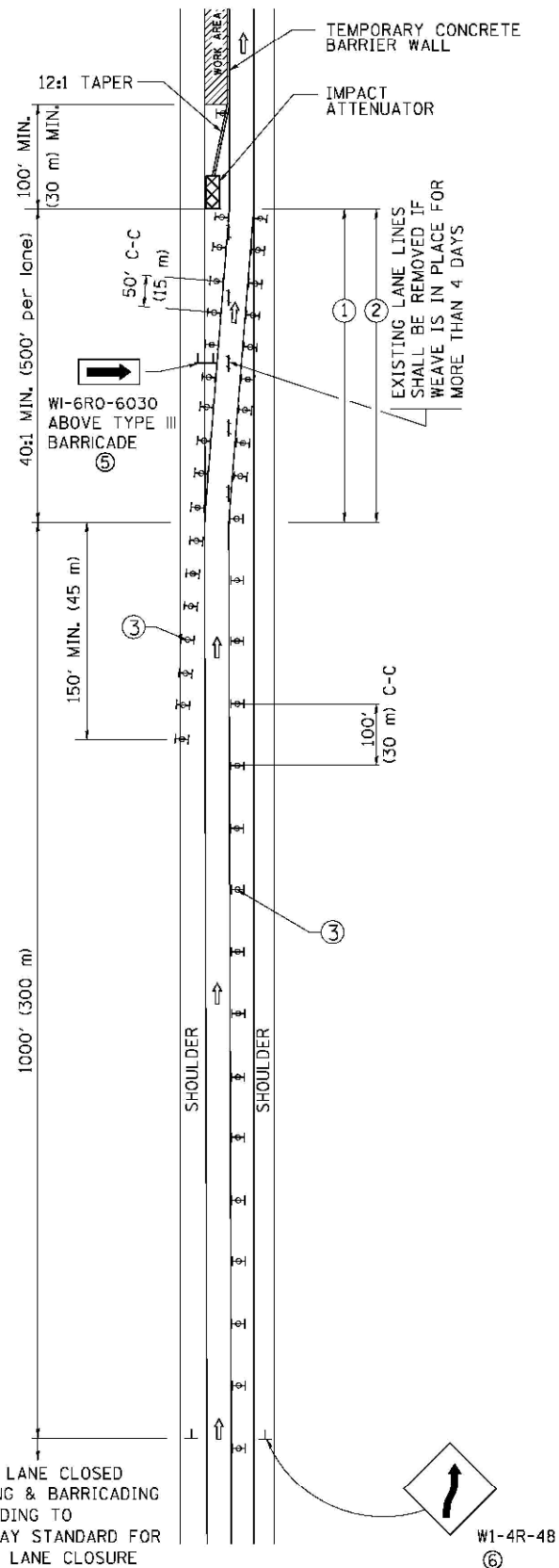
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| | PLOT SCALE = 50,000' / 1" | CHECKED - | REVISED - SPB 12-09 |
| | PLOT DATE = 7/9/2013 | DATE - 02-83 | REVISED - MD 06-13 |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

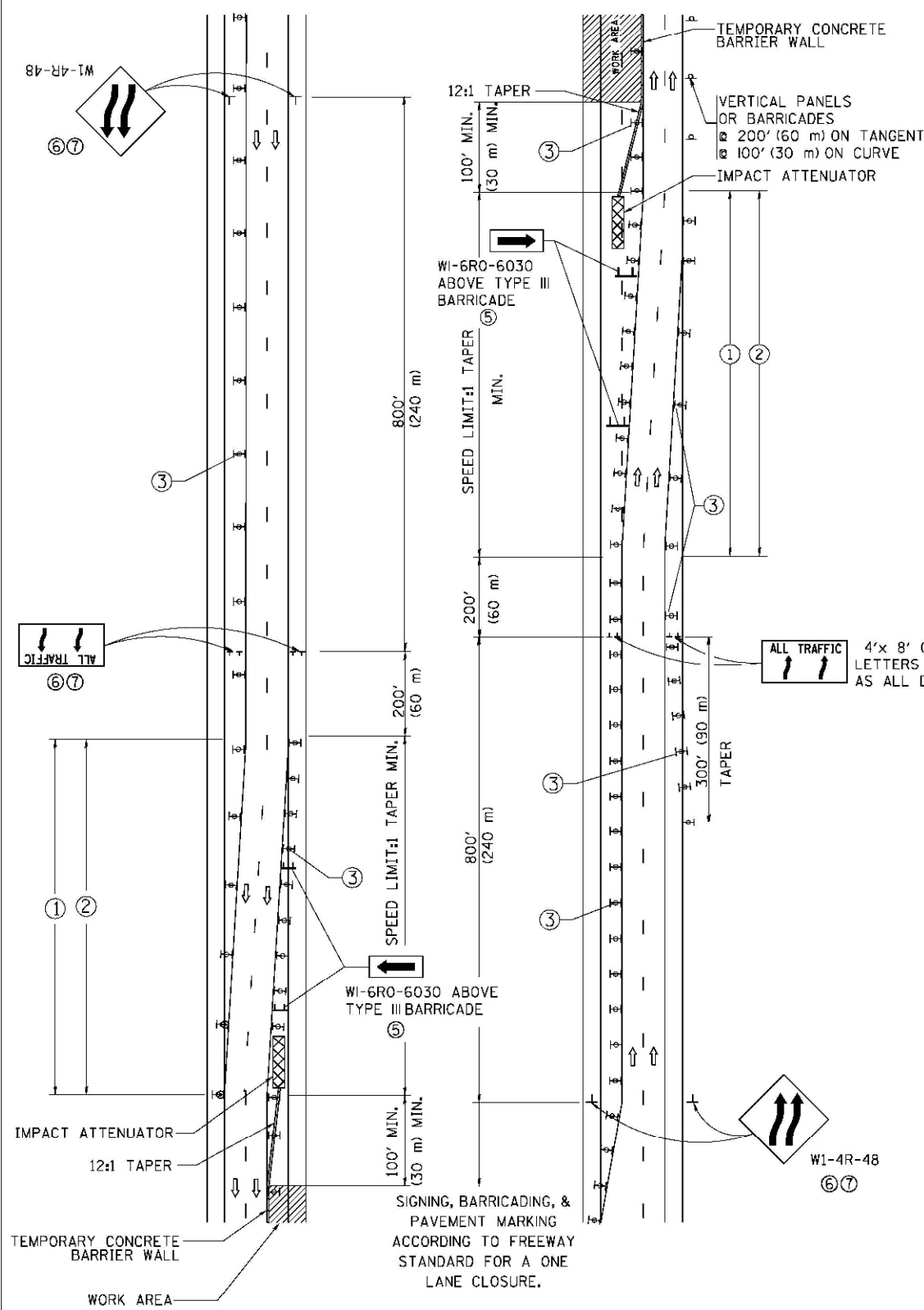
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|---|-------------------------|------|---------|
| ENTRANCE AND EXIT RAMP CLOSURE DETAILS | | | |
| SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. |

| | | | | |
|---|-----------------------|--------------------|------------------|---------------|
| F.A. RTE. 55 | SECTION 86-1-HBK-BY&R | COUNTY WILL | TOTAL SHEETS 271 | SHEET NO. 239 |
| TC-08 | | CONTRACT NO. 60X84 | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

SINGLE LANE WEAVE



MULTI-LANE WEAVE



GENERAL NOTES

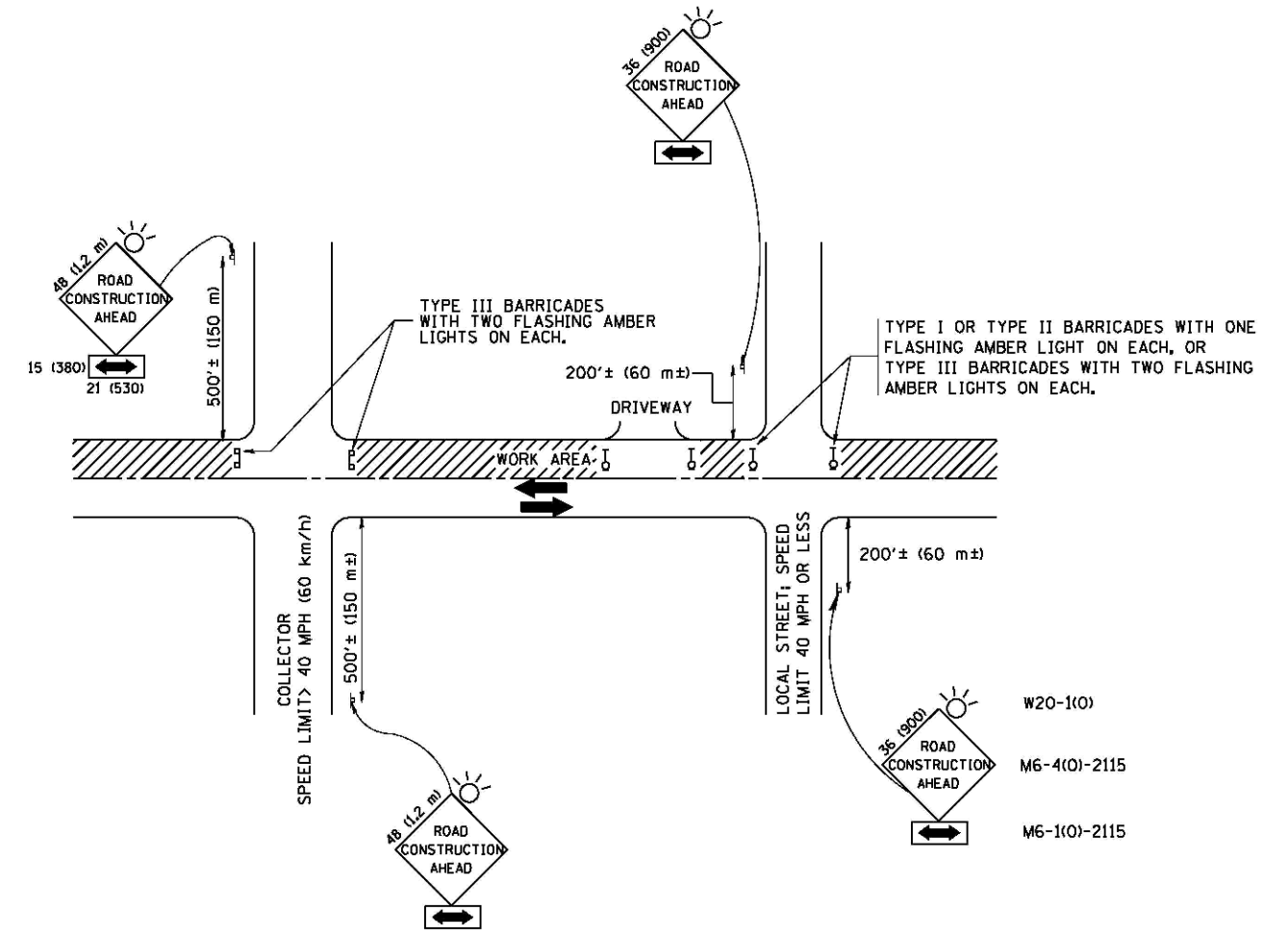
- EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED. PAVEMENT MARKING REMOVAL SHALL NOT BE REQUIRED FOR SINGLE LANE WEAVES UNDER 4 DAYS IN DURATION.
- CONTINUOUS REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND FOR 300' (90 m) ALONG SIDE THE WORK AREA WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS. THE LEFT EDGE LINE SHALL BE YELLOW AND THE RIGHT EDGE LINE SHALL BE WHITE. FOR MULTI-LANE WEAVES LANE LINES SHALL BE 5 INCH, 10'-30' (3 m-9 m) SKIP DASH, WHITE.
- PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' (15 m) C-C SPACING IN TAPERS AND 100' (30 m) C-C SPACING IN TANGENTS.
- ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- TYPE III BARRICADES MAY BE OMITTED FOR SINGLE-LANE WEAVES UNDER 24-HOURS IN DURATION. W1-6 SIGNS WILL STILL BE REQUIRED. IF THE WIDTH OF OFFSET IS LESS THAN 6' THEN THE TYPE III BARRICADE WITH ATTACHED ARROW SIGN PANEL CAN BE ELIMINATED IN THE TAPER AREAS.
- WHEN THE LENGTH OF THE SHIFTED SEGMENT (DISTANCE BETWEEN WEAVE POINTS) IS LESS THAN 1500', DOUBLE REVERSE CURVE SIGNS (W24-1) SHOULD BE USED INSTEAD OF THE REVERSE CURVE (W1-4) SIGNS. ARROWS ON THE 4'X8' "ALL TRAFFIC" SIGNS SHALL BE THE SAME SHAPE.
- THE NUMBER OF ARROWS ON THESE SIGNS SHALL MATCH THE NUMBER OF LANES OPEN TO TRAFFIC.

SYMBOLS

- ↑ DIRECTION OF TRAFFIC
- ▨ WORK AREA
- ┌ SIGN ON PORTABLE OR PERMANENT SUPPORT
- ⊞ TYPE II BARRICADE OR DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
- TEMPORARY CONCRETE BARRIER WALL
- ⊞ IMPACT ATTENUATOR
- W1-4R-48
- W24-1-48

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

| | | | | | | | | | | | |
|---|----------------------------|----------------|---------------------|---|--|-------------------------|----------------|---|---------------|--------------------|-----------------|
| FILE NAME = | USER NAME = footemj | DESIGNED - DWS | REVISED - JAF 02-06 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE & MULTI-LANE WEAVE | | F.A. RTE. = 55 | SECTION = 86-1-HBK-BY&R | COUNTY = WILL | TOTAL SHEETS = 271 | SHEET NO. = 240 |
| ct:\p\work\p1\dot\footemj\d0108315\tc09.dgn | PLOT SCALE = 50.000' / in. | DRAWN - | REVISED - SPB 01-07 | | SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. TO STA. | TC-09 | | CONTRACT NO. 60X84 | |
| | PLOT DATE = 7/1/2013 | CHECKED - | REVISED - SPB 12-09 | | | | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | |
| | | DATE - 02-87 | REVISED - MD 06-13 | | | | | | | | |



TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS:
 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
 3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

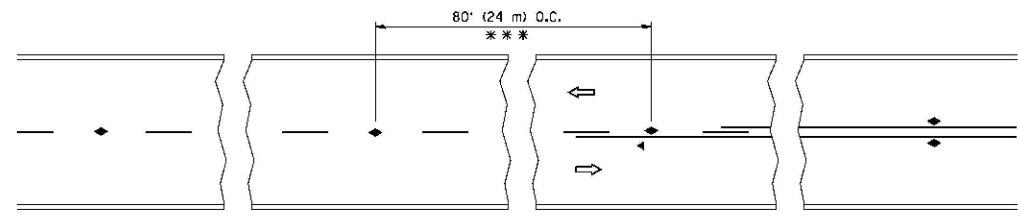
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| | PLOT SCALE = 50.000' / IN. | CHECKED - | REVISED - A. HOUSEH 10-15-96 |
| | PLOT DATE = 1/4/2008 | DATE - 06-89 | REVISED - T. RAMMACHER 01-06-00 |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

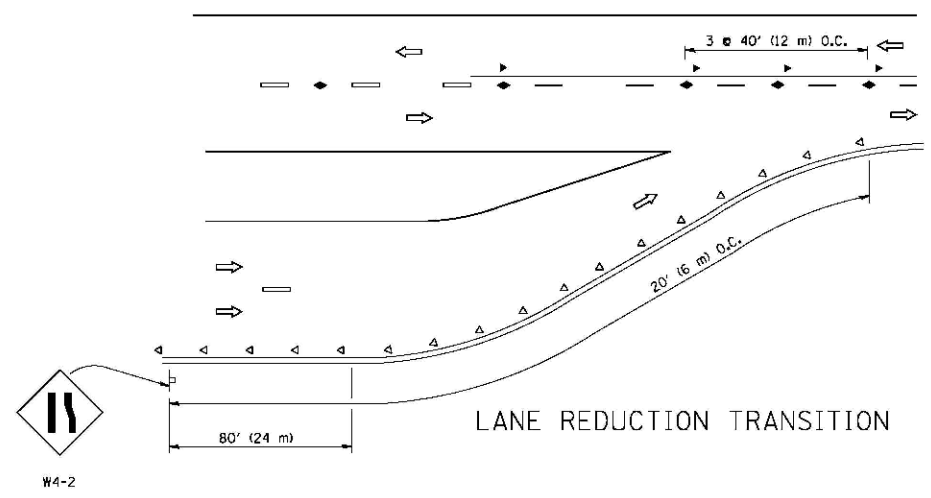
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

| FED. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---------------|--------------------|--------------|-----------|
| 55 | 86-1-HEK-BY&R | WILL | 271 | 241 |
| TC-10 | | CONTRACT NO. 60X84 | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

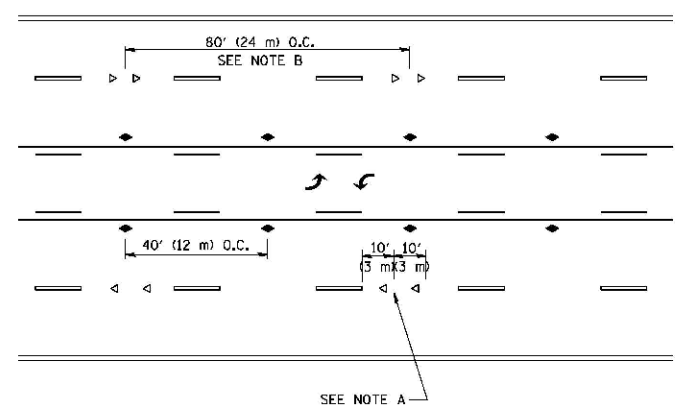


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

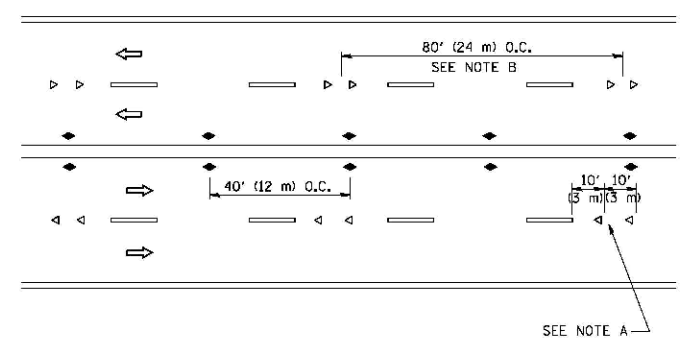
TWO-LANE/TWO-WAY



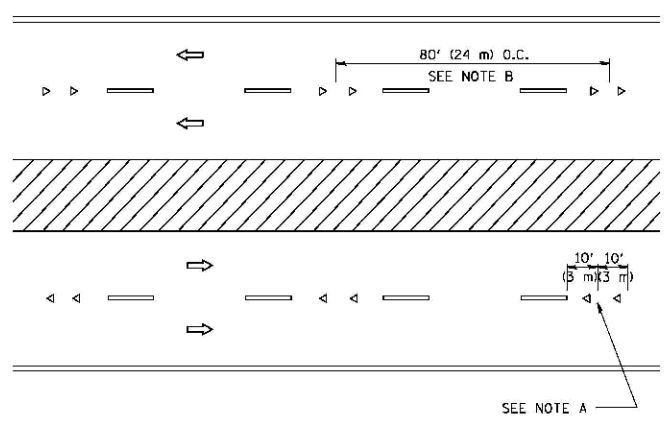
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.

SYMBOLS

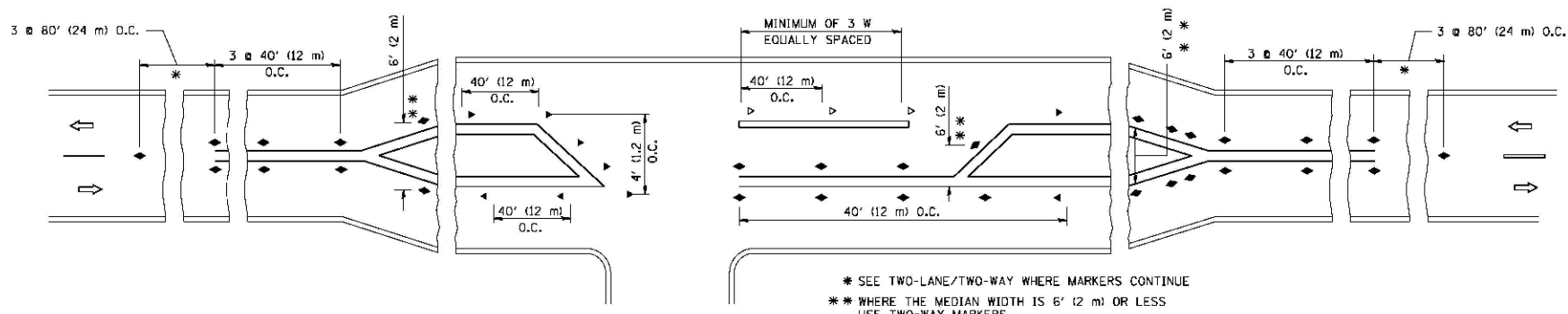
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
 B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H. (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHOULD BE INCLUDED IN THE PLANS.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.

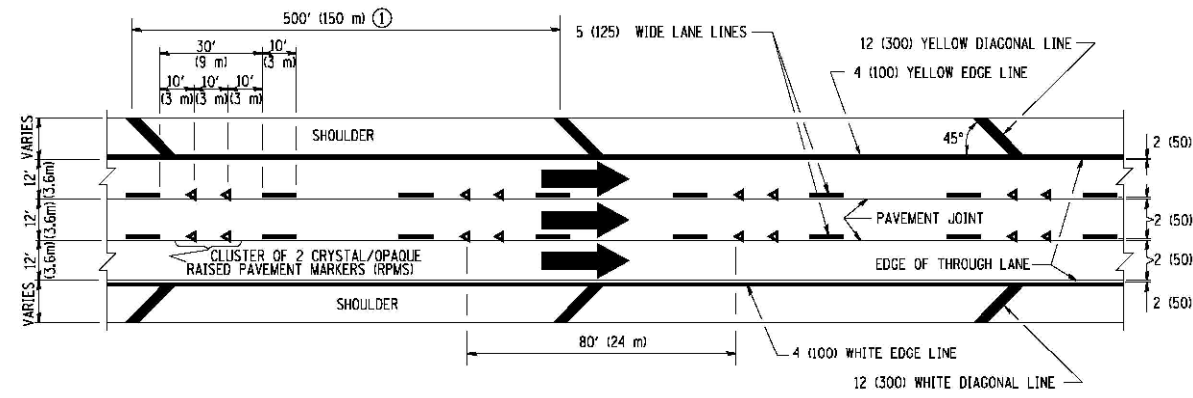


LEFT TURN

* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE
 ** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

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

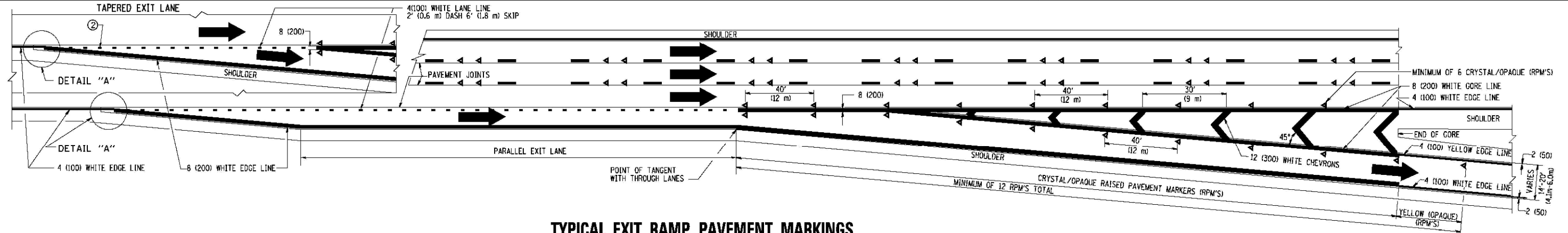
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|--|------------------------|------------|---------------------------------|---|---|-------------------------|-----------|---------------|--------|---|---------------------------|
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| 01\pwwork\pwwork\drivakosgn\d0188315\se1.dgn | | DRAWN - | REVISED - T. RAMMACHER 03-12-99 | | RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) | | 55 | 86-I-HBK-BY&R | WILL | 271 | 242 |
| | | CHECKED - | REVISED - T. RAMMACHER 01-06-00 | | SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. | | TC-11 | |
| | | DATE - | REVISED - C. JUCIUS 09-09-09 | | | | | | | | CONTRACT NO. 60X84 |
| | | | | | | | | | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | |



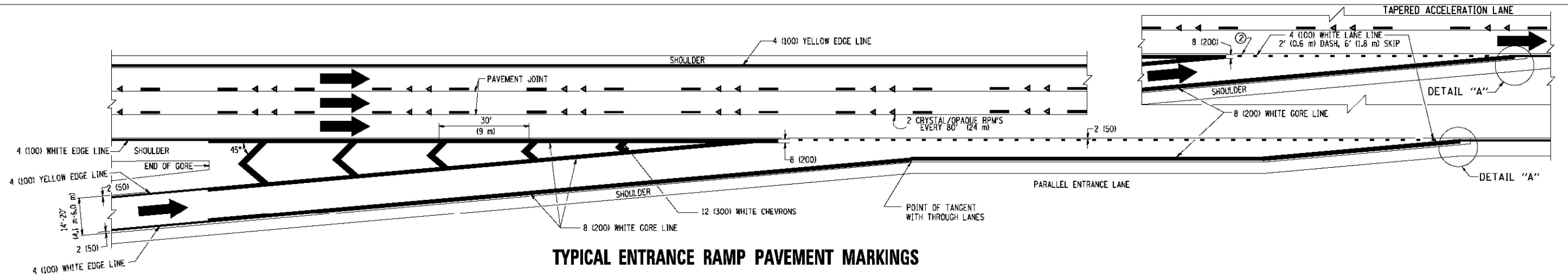
TYPICAL EDGE LINES & LANE LINES

PAVEMENT MARKING MATERIALS

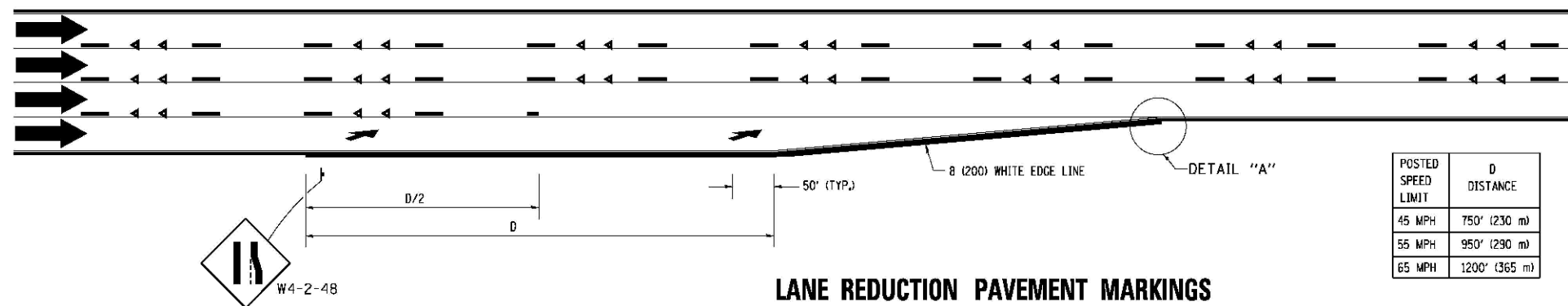
1. THERMO PLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR THE EDGE LINES, GORE LINES, AND DIAGONAL LINES ON BITUMINOUS PAVEMENT ONLY.
2. PREFORMED PLASTIC TYPE B PAVEMENT MARKING LINE; INLAID OR GROOVED IN SHALL BE USED FOR ALL LANE LINES ON HMA PAVEMENT PROJECTS.
3. POLYUREA PAVEMENT MARKING SHALL BE USED FOR ALL MARKINGS ON PCC PROJECTS.



TYPICAL EXIT RAMP PAVEMENT MARKINGS



TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS



LANE REDUCTION PAVEMENT MARKINGS

| POSTED SPEED LIMIT | D DISTANCE |
|--------------------|---------------|
| 45 MPH | 750' (230 m) |
| 55 MPH | 950' (290 m) |
| 65 MPH | 1200' (365 m) |

NOTES:

- ① THE DIAGONAL LINES SHALL BE SPACED AT 40' (12 m) C-C ACROSS ALL STRUCTURES WHICH ARE 500' (150 m) OR LESS IN LENGTH. THE DIAGONAL LINES ARE NOT REQUIRED ON SHOULDERS WHICH ARE 6' (1.8 m) OR LESS IN WIDTH.
- ② 4" (2' DASH, 6' SKIP) MARKING ON TAPERED ENTRANCE AND EXIT RAMP SHALL BE OMITTED ON TANGENT SECTIONS.

FILE NAME =
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USER NAME = footemj
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 PLOT DATE = 7/8/2013

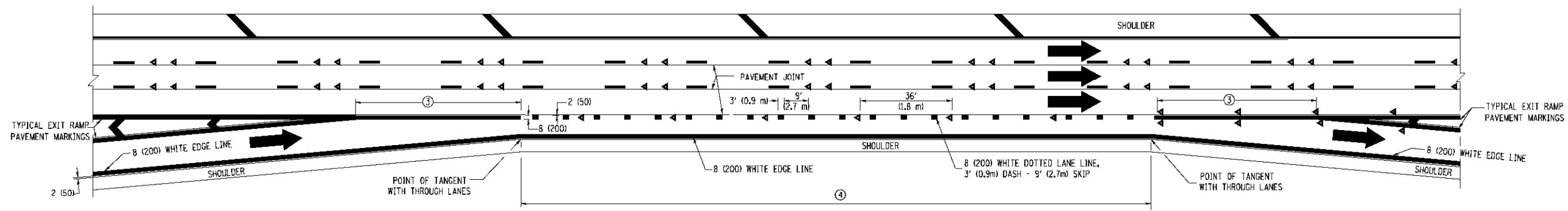
DESIGNED - D.W.S.
 DRAWN -
 CHECKED -
 DATE - 01-90

REVISED - J.A.F. 02-06
 REVISED - S.P.B. 01-07
 REVISED - S.P.B. 01-10
 REVISED - M.D. 05-13

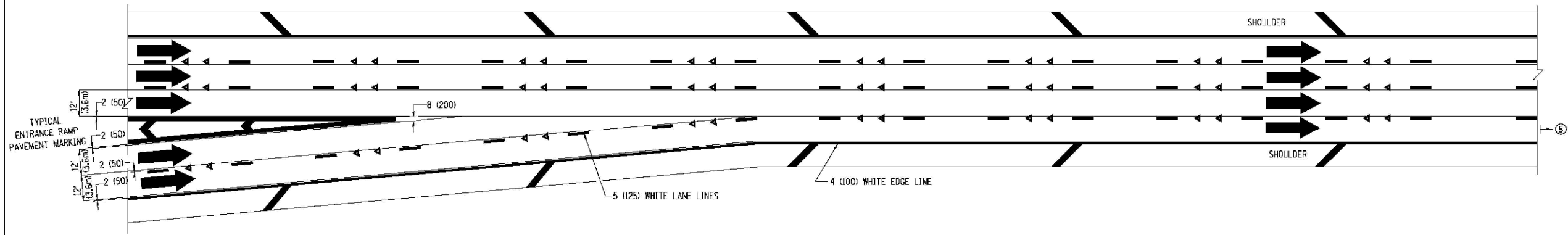
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**MULTI-LANE FREEWAY
 PAVEMENT MARKING DETAILS**
 SCALE: NONE SHEET NO. 1 OF 2 SHEETS STA. TO STA.

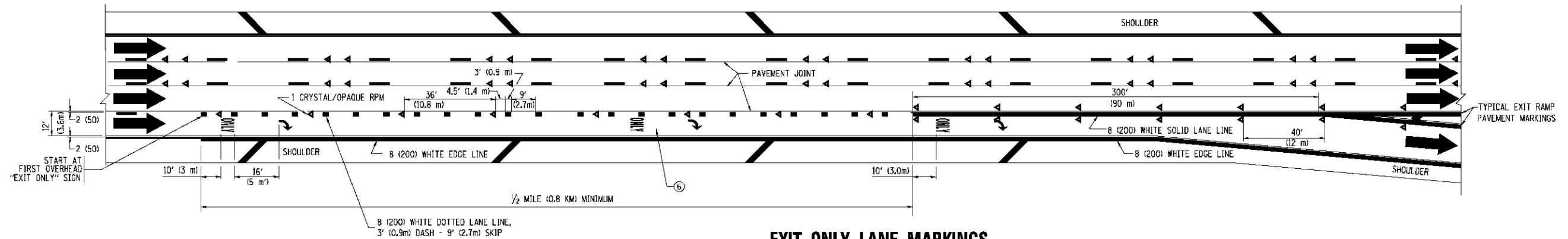
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---------------|--------|---------------------------|-----------|
| 55 | 86-1-HBK-BY&R | WILL | 271 | 243 |
| TC-12 | | | CONTRACT NO. 60X84 | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



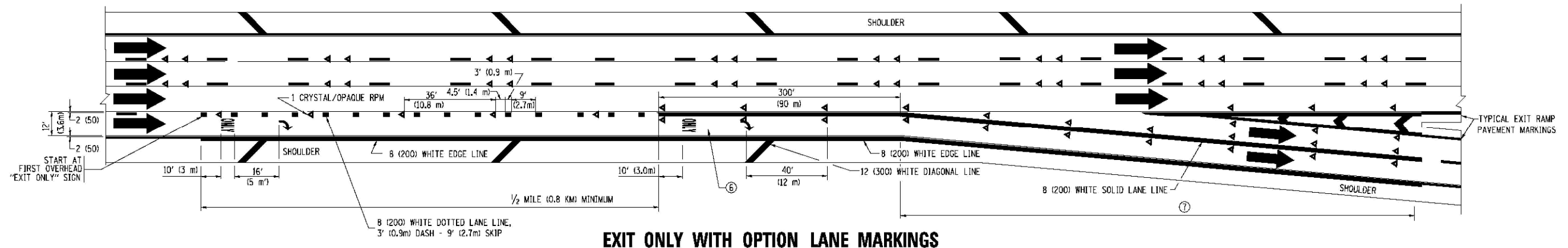
AUXILIARY LANE MARKINGS



TWO LANE ENTRANCE RAMP WITH MERGE MARKINGS

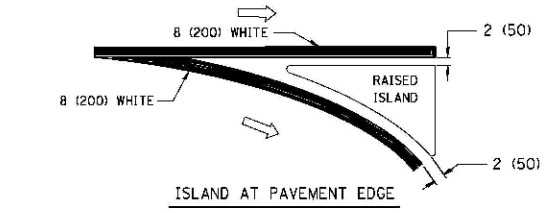
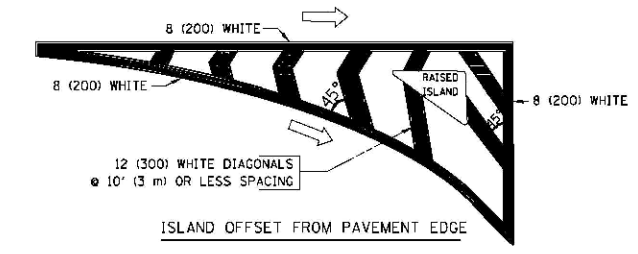
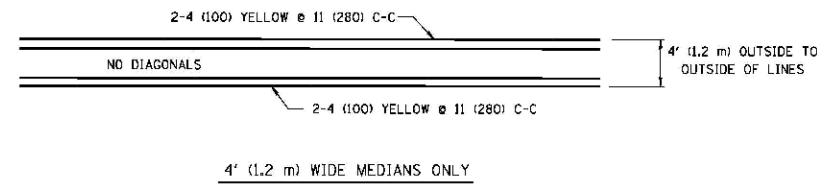
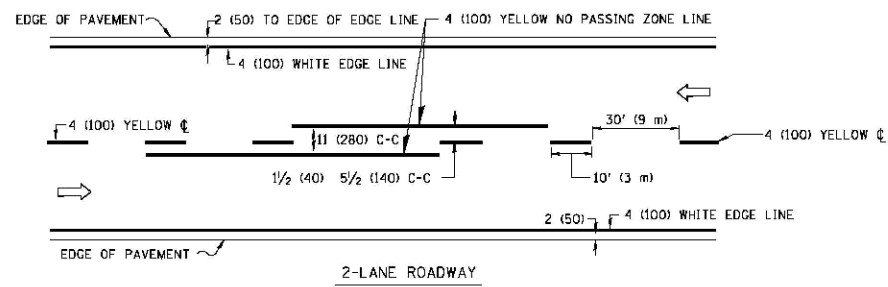


EXIT ONLY LANE MARKINGS

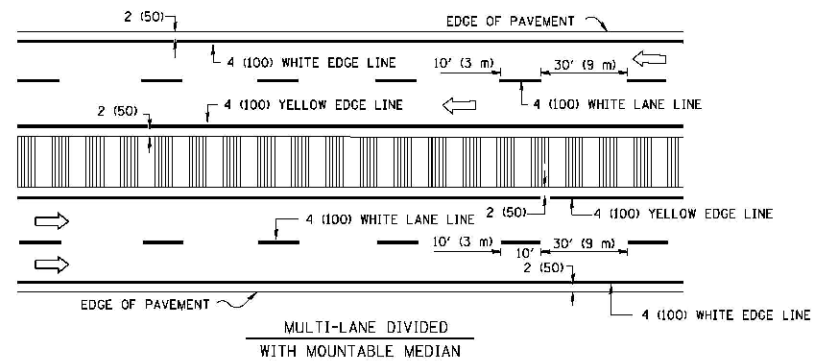
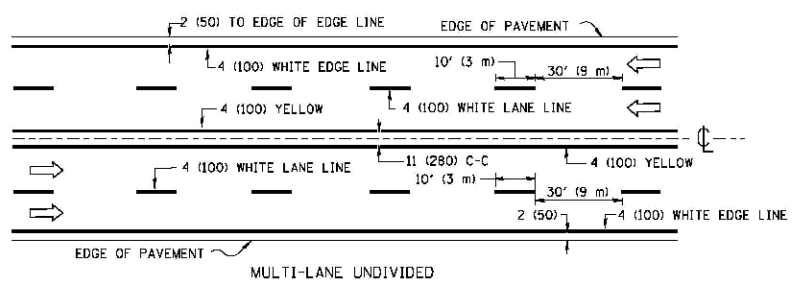


EXIT ONLY WITH OPTION LANE MARKINGS

- NOTES**
- ③ OMIT WHEN LENGTH OF AUXILIARY LANE IS LESS THAN 500' (150 m).
 - ④ 8-INCH WIDE DOTTED LANE LINE MARKINGS SHALL BE USED WHEN THE LENGTH OF THE AUXILIARY LANE IS 2 MILES OR LESS.
 - ⑤ FOR TWO-LANE ENTRANCE RAMP, IF RIGHT LANE ENDS, USE TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS.
 - ⑥ ONLY AND ARROWS EQUALLY SPACED, 500' (150 m) MAXIMUM SPACING. FULL SIZE LETTERS AND ARROW SHALL BE USED.
 - ⑦ CONTINUE 8" SOLID LANE LINE THROUGH EXIT TO END OF PAVED GORE.

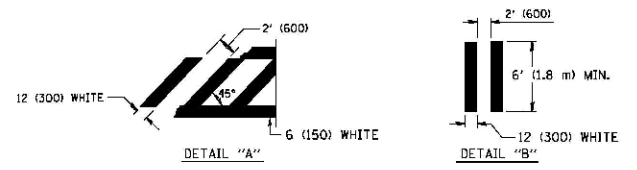
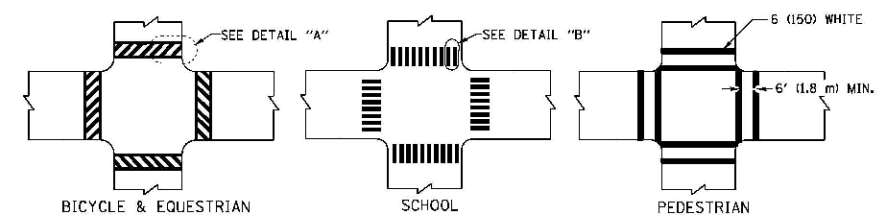


TYPICAL ISLAND MARKING

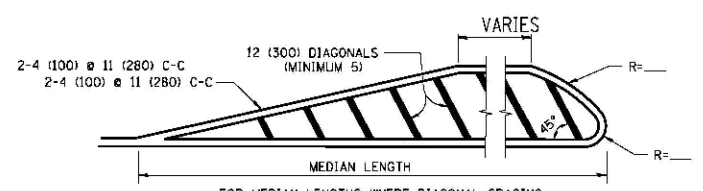


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

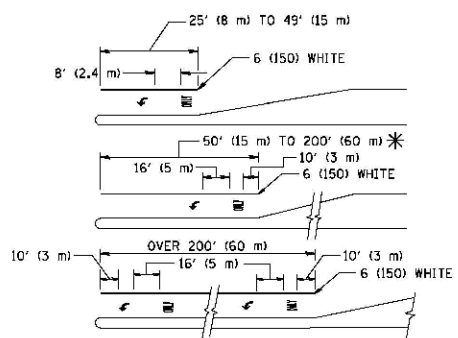
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



TYPICAL PAINTED MEDIAN MARKING



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL TURN LANE MARKING

| TYPE OF MARKING | WIDTH OF LINE | PATTERN | COLOR | SPACING / REMARKS |
|---|--|-------------------------|---|---|
| CENTERLINE ON 2 LANE PAVEMENT | 4 (100) | SKIP-DASH | YELLOW | 10' (3 m) LINE WITH 30' (9 m) SPACE |
| CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT | 2 @ 4 (100) | SOLID | YELLOW | 11 (280) C-C |
| NO PASSING ZONE LINES FOR ONE DIRECTION | 4 (100) | SOLID | YELLOW | 5/2 (140) C-C FROM SKIP-DASH CENTERLINE |
| NO PASSING ZONE LINES FOR BOTH DIRECTIONS | 2 @ 4 (100) | SOLID | YELLOW | 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN |
| LANE LINES | 4 (100) | SKIP-DASH | WHITE | 10' (3 m) LINE WITH 30' (9 m) SPACE |
| LANE LINES | 5 (125) ON FREEWAYS | SKIP-DASH | WHITE | 10' (3 m) LINE WITH 30' (9 m) SPACE |
| DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS) | SAME AS LINE BEING EXTENDED | SKIP-DASH | SAME AS LINE BEING EXTENDED | 2' (600) LINE WITH 6' (1.8 m) SPACE |
| EDGE LINES | 4 (100) | SOLID | YELLOW-LEFT WHITE-RIGHT | OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB |
| TURN LANE MARKINGS | 6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m)) | SOLID | WHITE | SEE TYPICAL TURN LANE MARKING DETAIL |
| TWO WAY LEFT TURN MARKING | 2 @ 4 (100) EACH DIRECTION | SKIP-DASH AND SOLID | YELLOW | 10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE |
| TWO WAY LEFT TURN MARKING | 8' (2.4m) LEFT ARROW | IN PAIRS | WHITE | SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL |
| CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL) | 2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90° | SOLID SOLID SOLID | WHITE WHITE WHITE | NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS. |
| STOP LINES | 24 (600) | SOLID | WHITE | PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE. |
| PAINTED MEDIANS | 2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° | SOLID | YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC | 11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING. |
| GORE MARKING AND CHANNELIZING LINES | 8 (200) WITH 12 (300) DIAGONALS @ 45° | SOLID | WHITE | DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h)) |
| RAILROAD CROSSING | 24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X" | SOLID | WHITE | SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²) |
| SHOULDER DIAGONALS | 12 (300) @ 45° | SOLID | WHITE - RIGHT YELLOW - LEFT | 50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h)) |

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

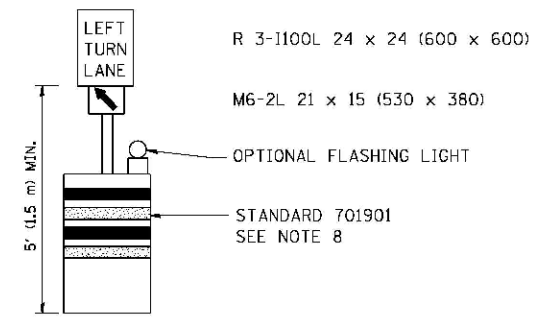
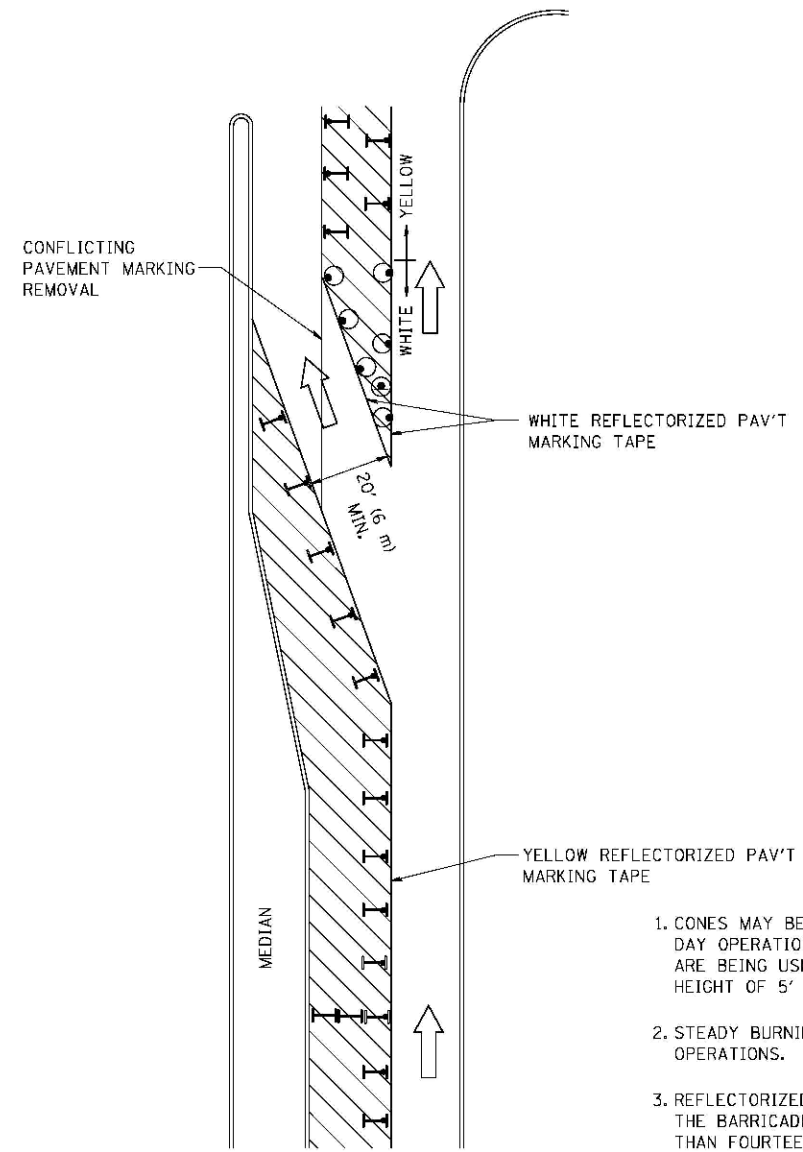
All dimensions are in inches (millimeters) unless otherwise shown.

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| PLOT SCALE = 50,000' / IN. | | CHECKED - | REVISED - |
| PLOT DATE = 9/9/2009 | | DATE - 03-19-90 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | |
|---------------------------|-------------------------|------|---------|
| DISTRICT ONE | | | |
| TYPICAL PAVEMENT MARKINGS | | | |
| SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. |

| | | | | |
|---|---------------|--------------------|--------------|-----------|
| FED. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | 86-I-HBK-BY&R | WILL | 271 | 245 |
| TC-13 | | CONTRACT NO. 60X84 | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |


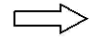






GENERAL NOTES

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM OPER 725 IS REQUIRED.
8. IF A DRUM OR TYPE II BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

LEGEND

-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
-  DRUM WITH STEADY BURN LIGHT
-  DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
-  TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

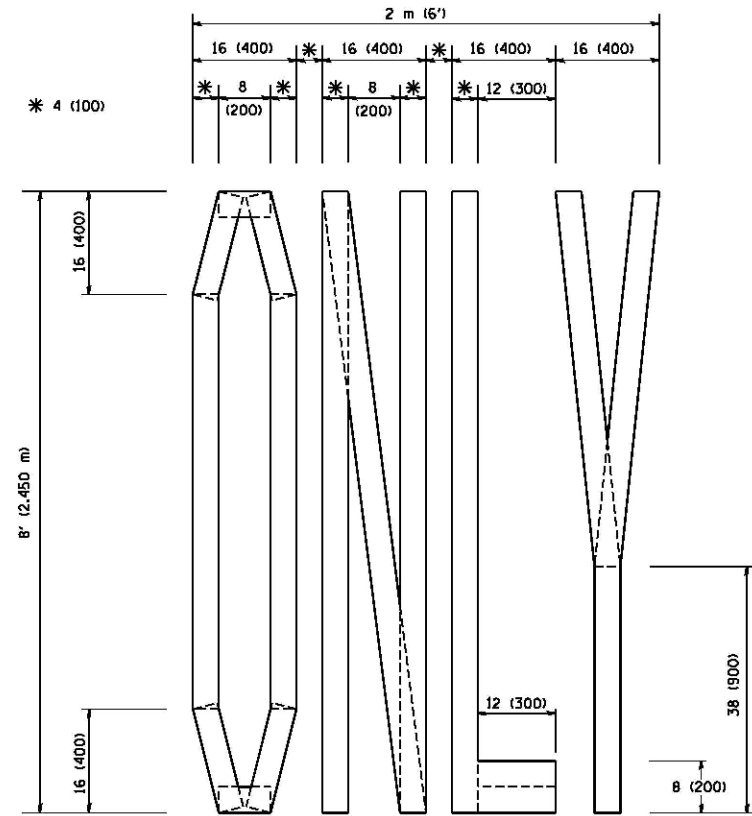
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| | PLOT DATE = 9/14/2009 | REVISED - T. RAMMACHER 01-06-00 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

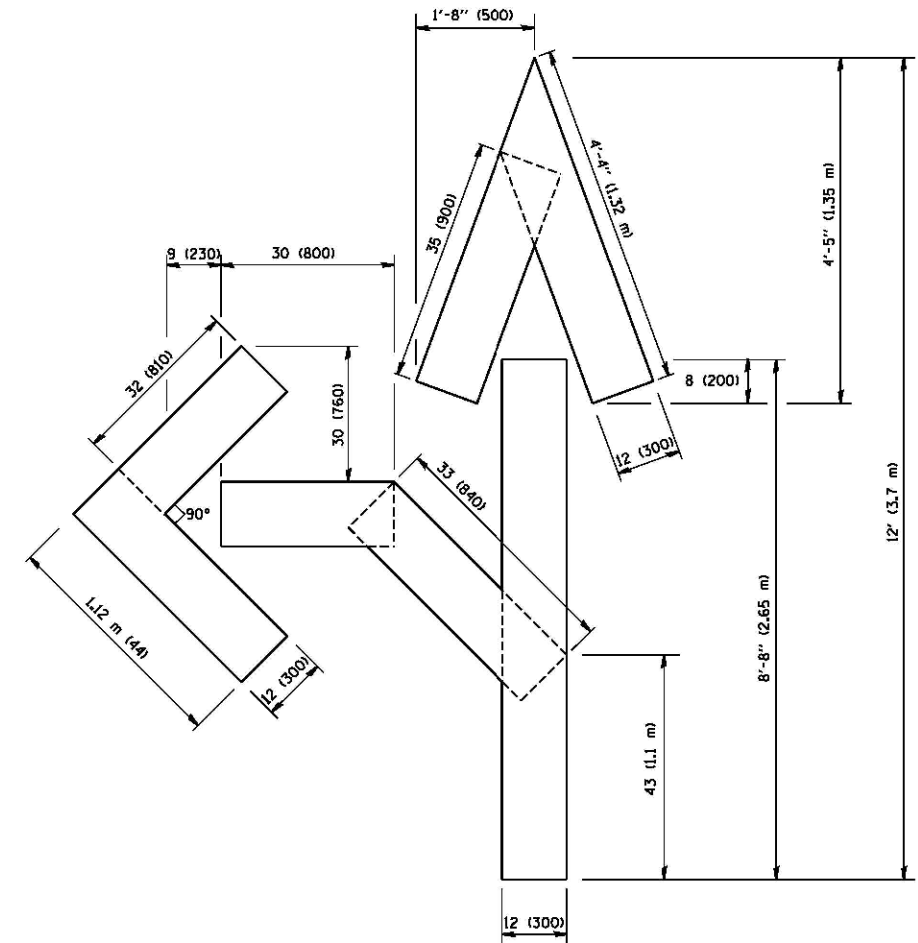
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

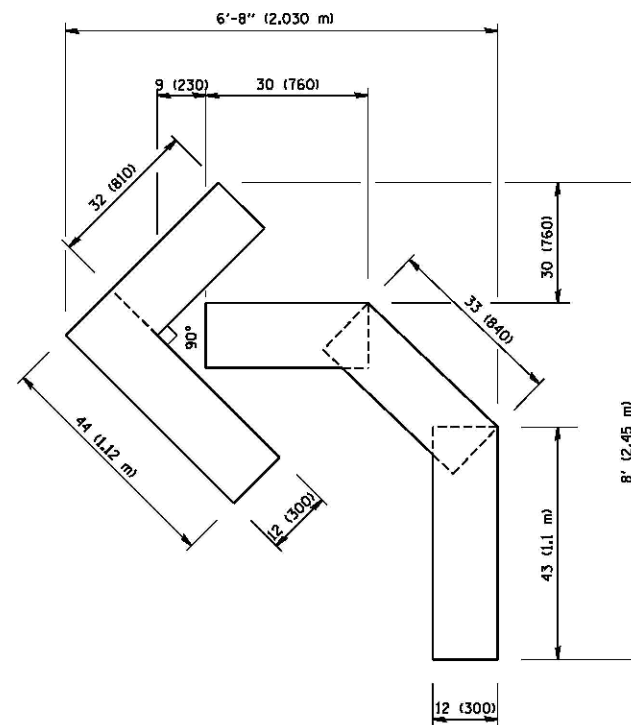
| FAR RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|--------------|--------------------|--------------|-----------|
| 55 | 86-IHBK-BY&R | WILL | 271 | 246 |
| TC-14 | | CONTRACT NO. 60X84 | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



QUANTITY
4 (100) LINE = 64.1 ft. (19.7 m)
21.1 sq. ft. (1.97 sq. m)



QUANTITY
4 (100) LINE = 82.5 ft. (25.3 m)
27.5 sq. ft. (2.53 sq. m)



QUANTITY
4 (100) LINE = 45.5 ft. (13.9 m)
15.2 sq. ft. (1.39 sq. m)

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

| | | | |
|--|----------------------------|-----------------|--------------------------------|
| FILE NAME = W:\d\statd\22x34\to16.dgn | USER NAME = gaglianobt | DESIGNED - - | REVISED -T. RAMMACHER 06-05-96 |
| | | DRAWN - - | REVISED -T. RAMMACHER 11-04-97 |
| | PLOT SCALE = 50,0000 / IN. | CHECKED - - | REVISED -T. RAMMACHER 03-02-98 |
| | PLOT DATE = 1/4/2008 | DATE - 09-18-94 | REVISED -E. GOMEZ 08-28-00 |

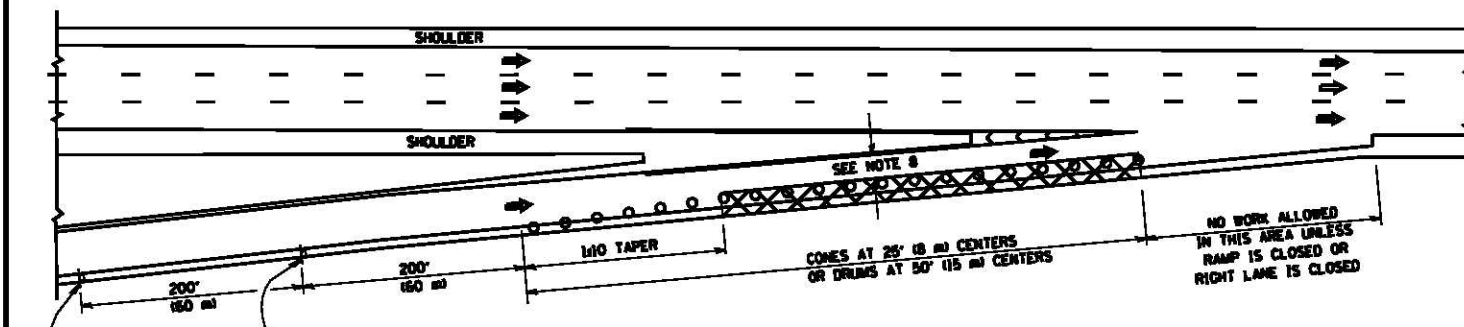
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS
FOR TRAFFIC STAGING

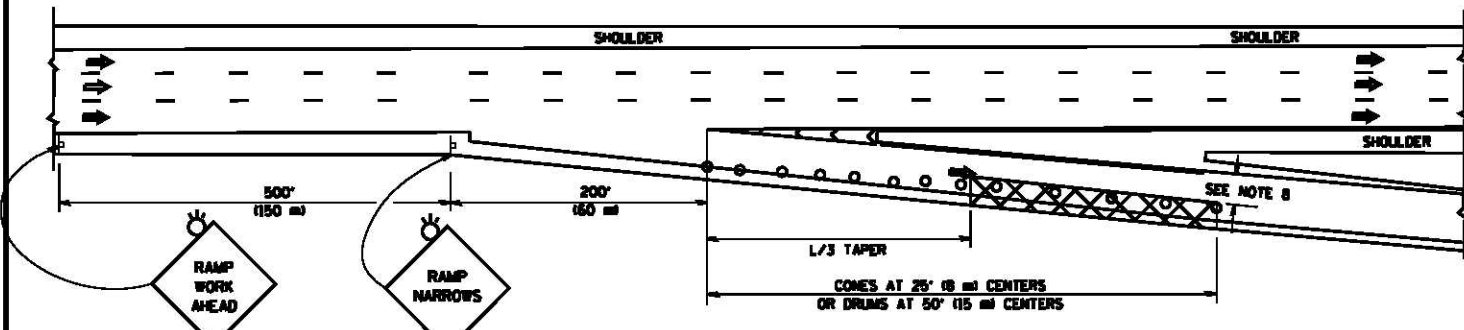
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---------------|--------------------|--------------|-----------|
| 55 | 86-I-HBK-BY&R | WILLI | 271 | 247 |
| TC-16 | | CONTRACT NO. 60X84 | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

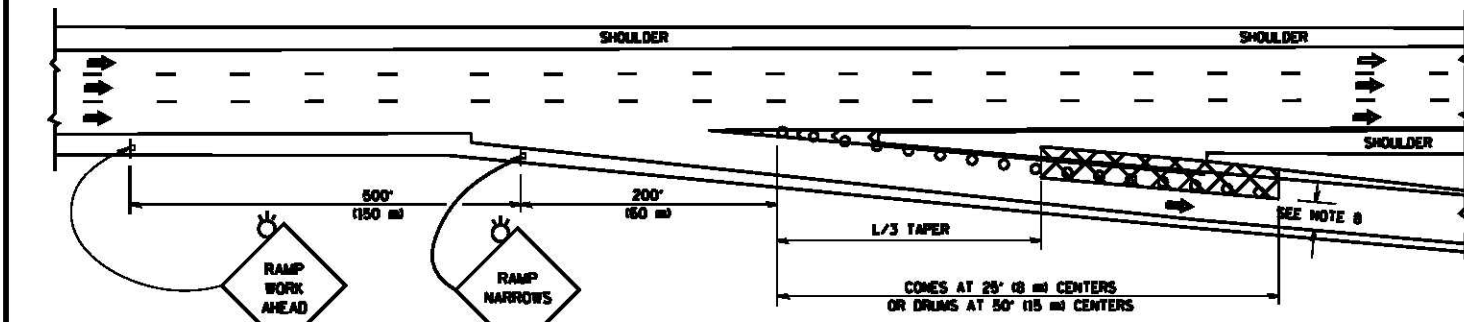
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



TYPICAL EXIT RAMP

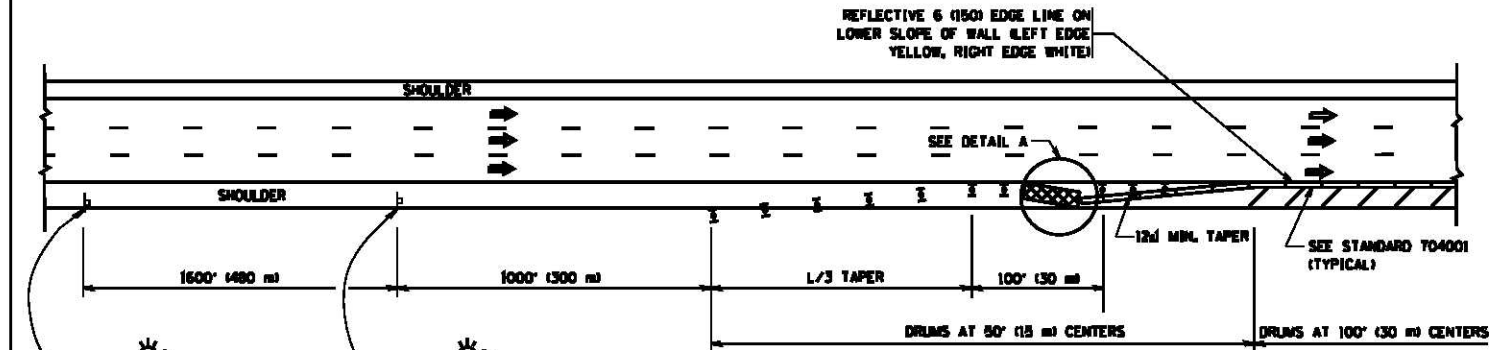
SYMBOLS

- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE OR DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- CONE, DRUM OR BARRICADE
- IMPACT ATTENUATOR OF TYPE AND TEST LEVEL SPECIFIED

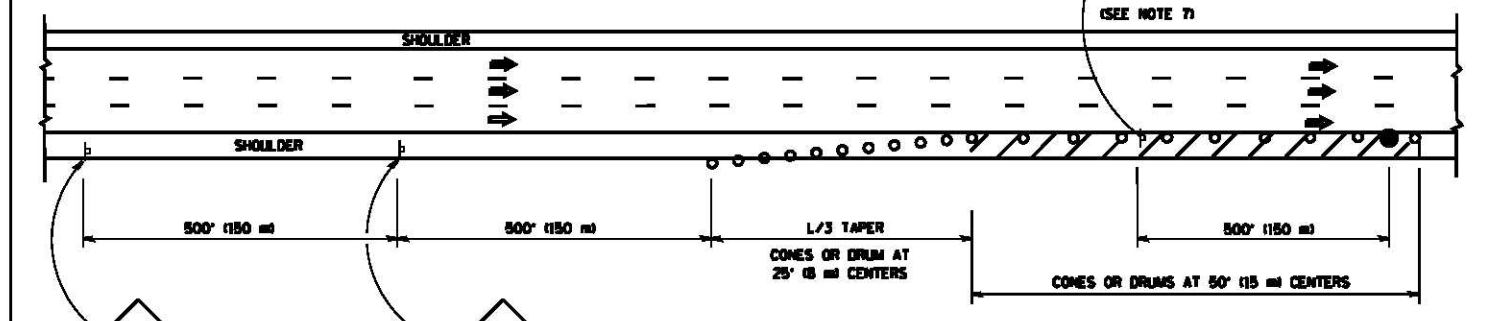
GENERAL NOTES

1. THE "L" DISTANCE EQUALS:
SPEED LIMIT FORMULAS
45 mph (80 km/h) OR GREATER: $L = 0.85WS^2$ METRIC
 $L = WS^2$ ENGLISH
W = WIDTH OF OFFSET IN FEET (METERS)
S = NORMAL POSTED SPEED MPH (KM/H)
2. PLASTIC DRUMS WITH HIGH PERFORMANCE REFLECTIVE SHEETING AND STEADY BURNING LIGHTS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES.
3. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.

SHOULDER CLOSURE DETAILS

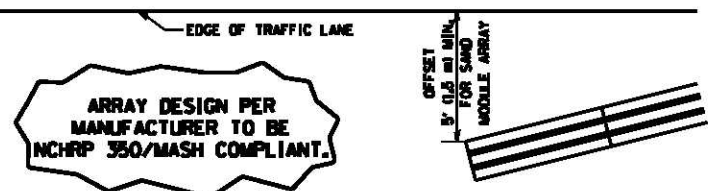


PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

THIS DETAIL IS USED WHERE:
L. VEHICLES, EQUIPMENT, WORKERS OR THEIR ACTIVITIES ENCRDACH IN AN AREA CLOSER THAN 15' (4.5 m) TO THE EDGE OF PAVEMENT FOR A PERIOD IN EXCESS OF 15 MINUTES.



**DETAIL "A"
IMPACT ATTENUATOR, TEMPORARY
(SEE NOTE 5)**

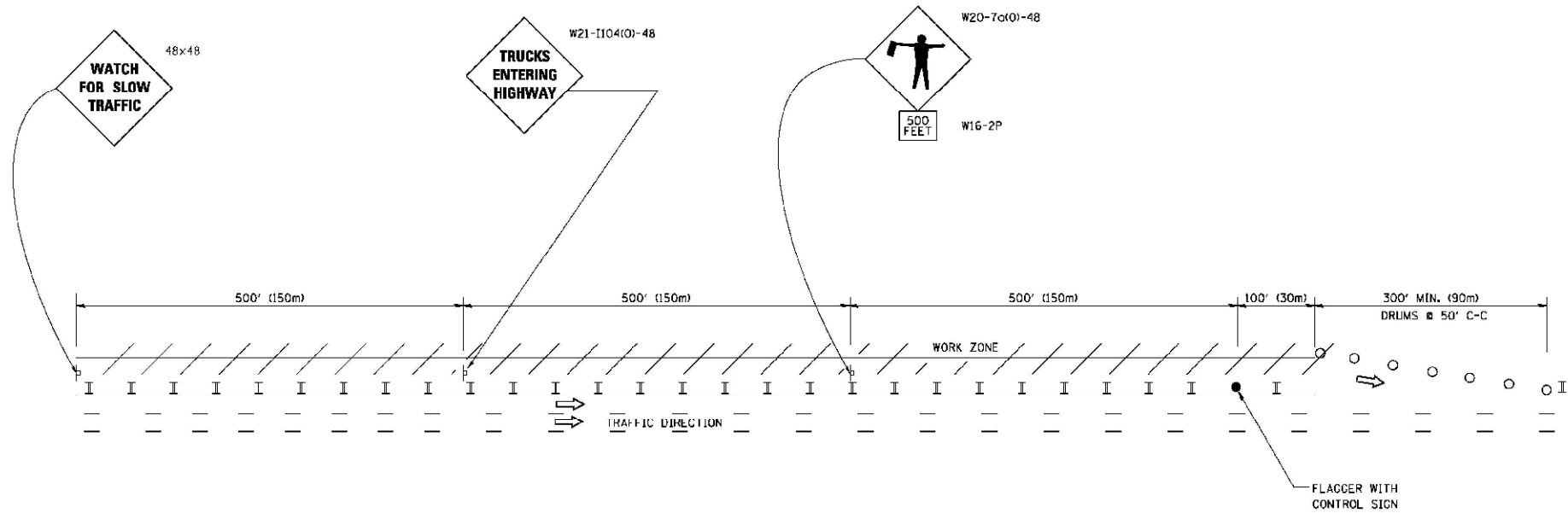
5. THE IMPACT ATTENUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE NARROW USE TYPE DEVICE TO MEET NCHRP350/MASH.
6. AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
7. THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
 - a. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
 - d. THE WORK ACTIVITY REQUIRES FREQUENT ENCROACHMENT INTO THE LANE OPEN TO TRAFFIC. THE FLAGGER SHALL BE STATIONED APPROXIMATELY 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.
8. 12" MIN. WIDTH TANGENT SECTION
16" MIN. WIDTH CURVE SECTION.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

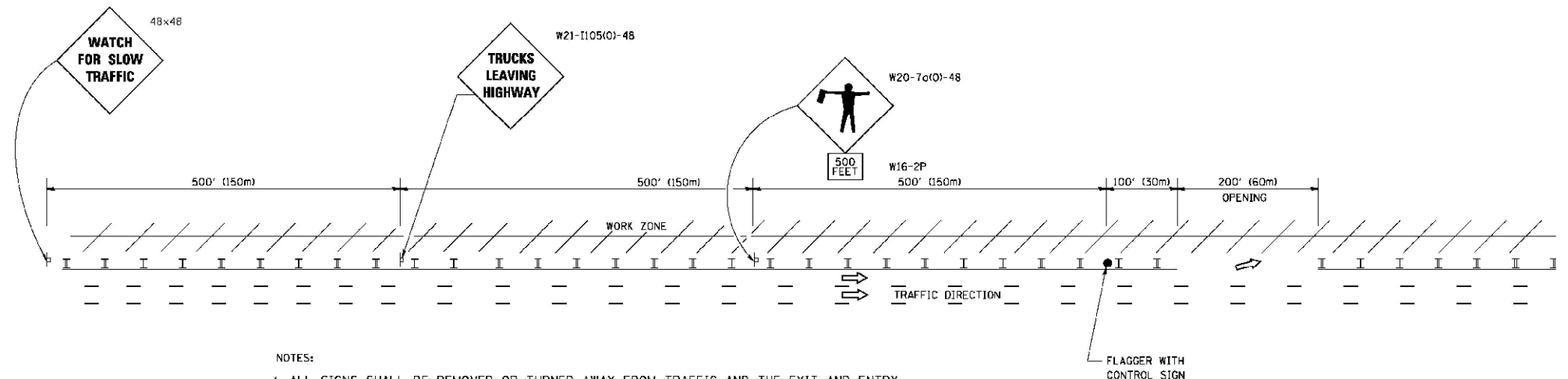
| | | | | | | | | |
|---|----------------------|--|--|---|--|---|---|-----------------------|
| FILE NAME = c:\pwworkspace\lleya\d0188315\17.dwg | USER NAME = lleya | DESIGNED - DRAWN - CHECKED - DATE - | REVISED - REVISED - REVISED - REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES | F.A. RTE. # SECTION COUNTY TOTAL SHEETS SHEET NO. | 55 86-I-HBK-BY&R WILL 271 248 | CONTRACT NO. 60X84 |
| PLOT SCALE = 1/8" = 1'-0" | | | | SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT | | |

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

1. ALL SIGNS SHALL BE REMOVED OR TURNED AWAY FROM TRAFFIC AND THE EXIT AND ENTRY OPENINGS SHALL BE CLOSED WHEN THE FLAGGING OPERATION CEASES. NON OPERATING EQUIPMENT SHALL COMPLY WITH ARTICLE 701.11
2. WORK ZONE OPENINGS SHALL BE A MINIMUM OF ONE HALF MILE APART AND A MINIMUM OF ONE QUARTER MILE FROM ALL ENTRANCE AND EXIT RAMPS.
3. EXITING THE WORK ZONE AT ANY PLACE OTHER THAN AT A WORK ZONE EXIT OPENING WILL BE PROHIBITED.
4. ALL VEHICLES SHALL ENTER THE WORK ZONE AT ENTRY OPENINGS, USING THEIR TURN SIGNALS TO WARN MOTORISTS
5. FLAGGERS SHALL NOT STOP TRAFFIC OR DIRECT TRAFFIC INTO AN ADJACENT LANE.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

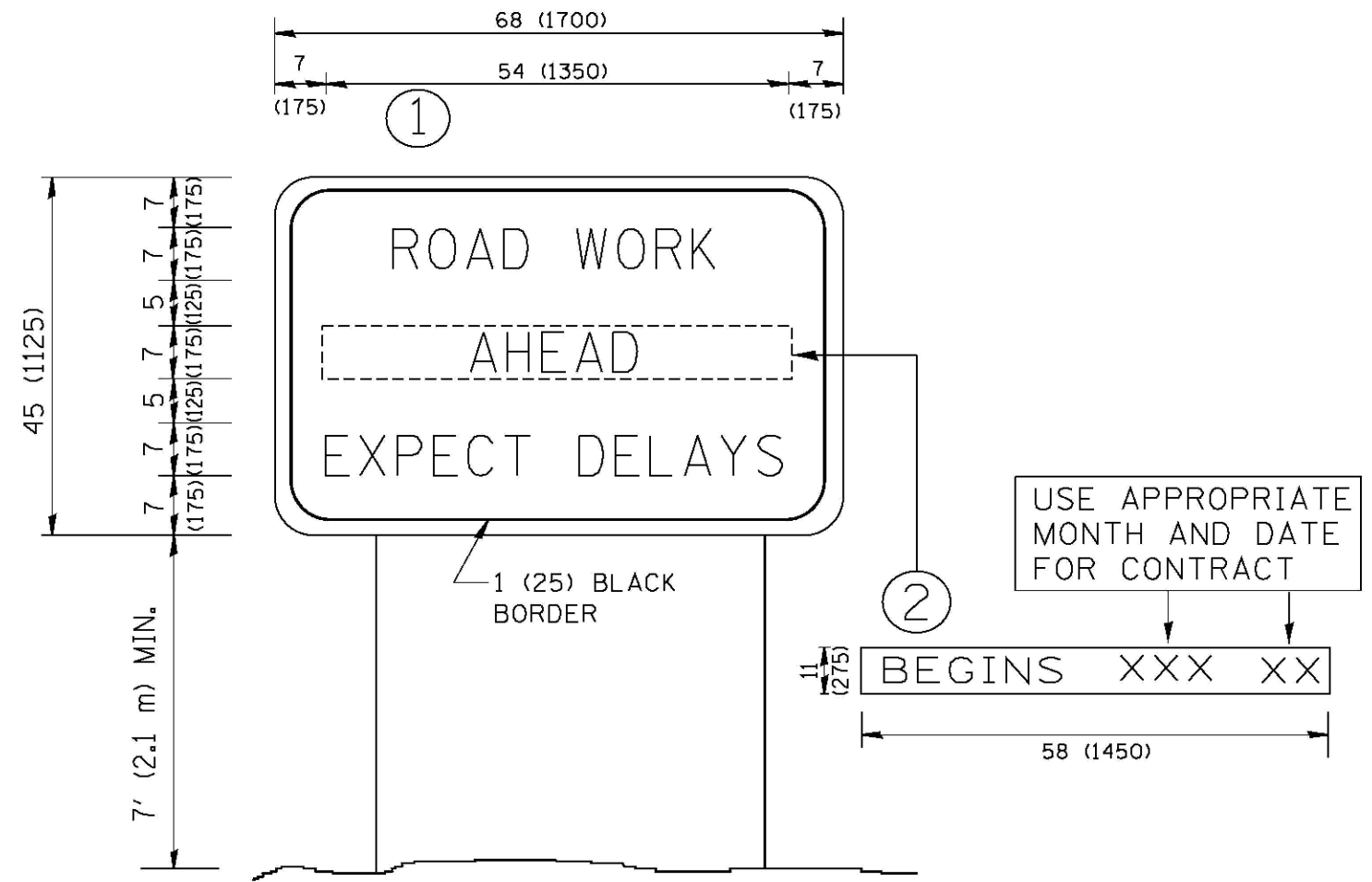
| | | | |
|--|---------------------|------------|------------------------|
| FILE NAME - | USER NAME - Footemj | DESIGNED - | REVISED - J.A.F. 02-06 |
| c:\pwwork\pvidot\Footemj\d0108315\tbl8.dgn | | DRAWN | REVISED - S.P.B. 01-07 |
| PLOT SCALE - 50,000 / in. | | CHECKED - | REVISED - S.P.B. 12-09 |
| PLOT DATE - 7/8/2013 | | DATE - | REVISED - M.D. 06-13 |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FREeway/EXPRESSWAY SIGNING FOR FLAGGING OPERATIONS
AT WORK ZONE OPENINGS ON FREeway/EXPRESSWAYS

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

| | | | | |
|---|---------------|--------------------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | 86-1-HBK-BY&R | WILL | 271 | 248A |
| TC-18 | | CONTRACT NO. 60X84 | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

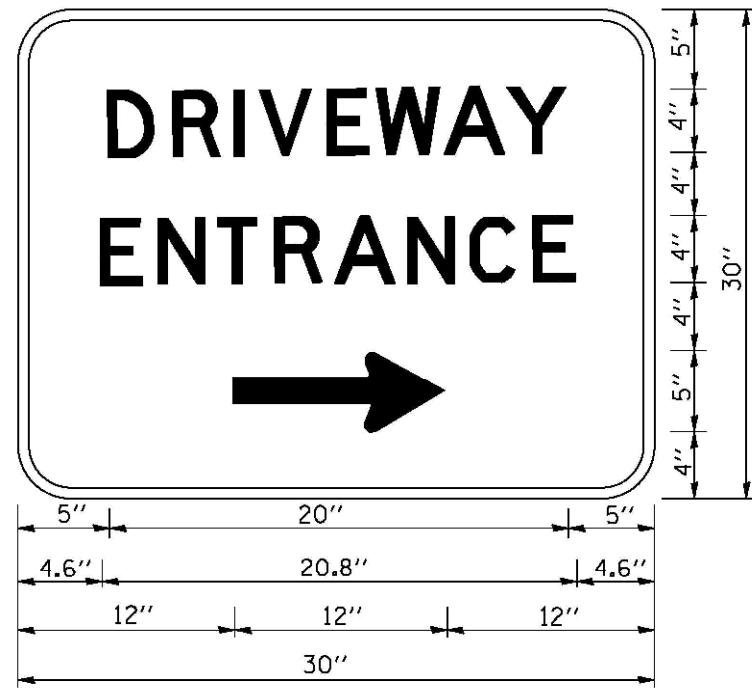


NOTES:

1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

| | | | | | | | | | | | | |
|---|----------------------------|-----------------------|--|---|---|---|-------------------------|----------------|------------------------|-----------------------------|--|--|
| FILE NAME = W:\dte\td\22x34\to22.dgn | USER NAME = goglionobt | DESIGNED - DRAWN - | REVISED - R. MIRS 09-15-97 REVISED - R. MIRS 12-11-97 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | ARTERIAL ROAD INFORMATION SIGN | F&A RTE 55 | SECTION 06-IHBK-BY&R | COUNTY WILL | TOTAL SHEETS 271 | SHEET NO. 249 | | |
| | PLOT SCALE = 50,000' / IN. | CHECKED - | REVISED - T. RAMMACHER 02-02-99 | | | SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. | TC-22 CONTRACT NO. 60X84 | | |
| | PLOT DATE = 1/4/2008 | DATE - | REVISED - C. JUCIUS 01-31-07 | | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | | | |
| | | | | | | | | | | | | |



3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED
 "DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

NOTES:

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE PLACED BACK-TO-BACK; ONE WITH A RIGHT HAND ARROW (SHOWN) SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM "TEMPORARY INFORMATION SIGNING".

| | | | |
|---|----------------------------|------------|------------------------------|
| FILE NAME = W:\drtstd\22x34\to26.dgn | USER NAME = goglienobt | DESIGNED - | REVISED - C. JUCIUS 02-15-07 |
| | | DRAWN - | REVISED - |
| | PLOT SCALE = 50,000' / IN. | CHECKED - | REVISED - |
| | PLOT DATE = 1/4/2008 | DATE - | REVISED - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

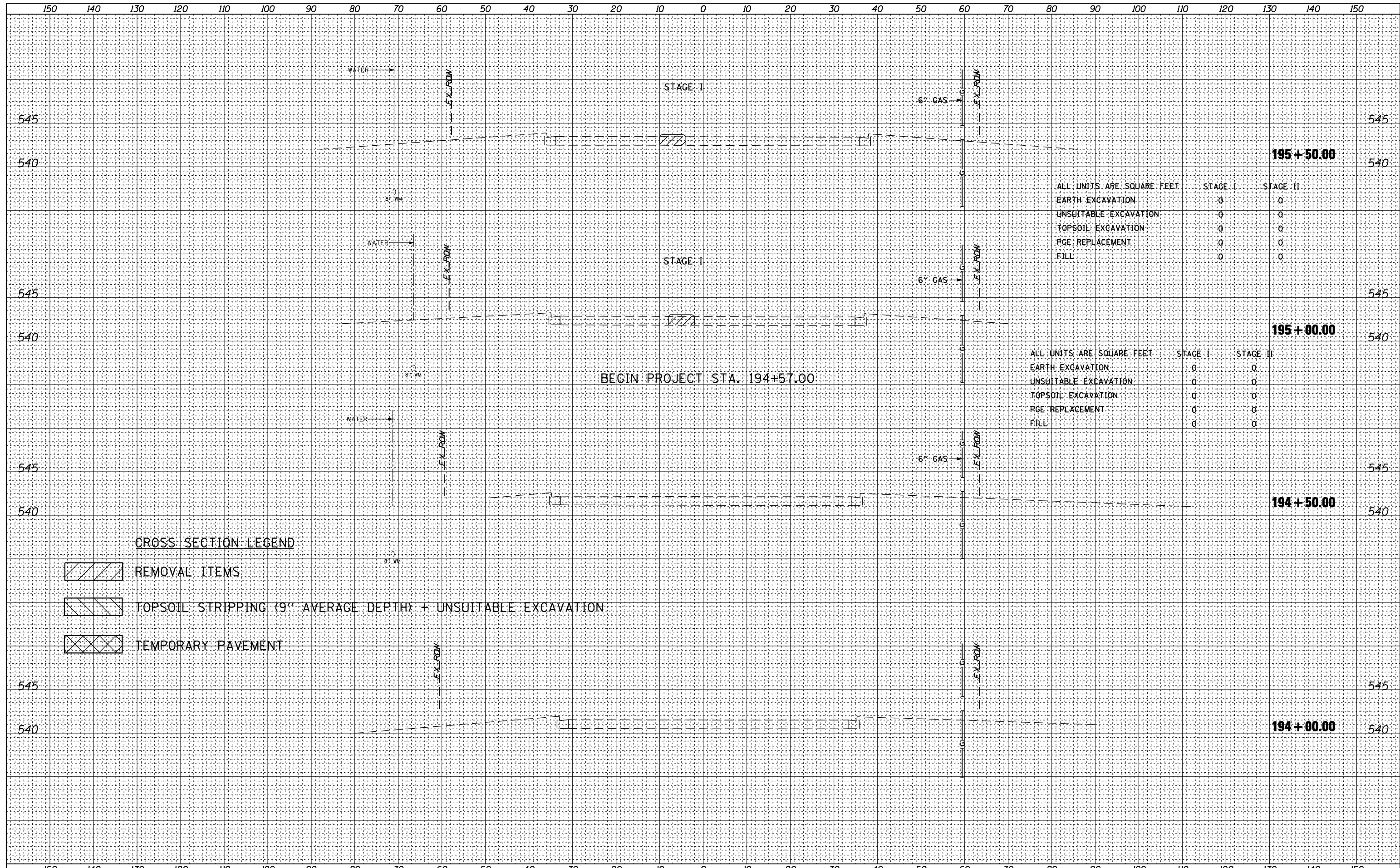
DRIVEWAY ENTRANCE SIGNING

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

| F&R RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---------------|---------------------------|-----------------|--------------|
| 55 | 86-I-HBK-BY&R | WILL | 271 | 250 |
| TC-26 | | CONTRACT NO. 60X84 | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

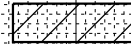
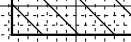
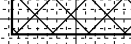
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BEGIN PROJECT STA. 194+57.00

CROSS SECTION LEGEND

-  REMOVAL ITEMS
-  TOPSOIL STRIPPING (9" AVERAGE DEPTH) + UNSUITABLE EXCAVATION
-  TEMPORARY PAVEMENT

| ALL UNITS ARE SQUARE FEET | STAGE I | STAGE II |
|---------------------------|---------|----------|
| EARTH EXCAVATION | 0 | 0 |
| UNSUITABLE EXCAVATION | 0 | 0 |
| TOPSOIL EXCAVATION | 0 | 0 |
| PGE REPLACEMENT | 0 | 0 |
| FILL | 0 | 0 |

195+50.00

195+00.00

194+50.00

194+00.00

DATE _____
 BY _____
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 PLOTTED _____
 TEMPLATE _____
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 AREAS CHECKED _____
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 AREAS CHECKED _____
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| ALL UNITS ARE SQUARE FEET | | STAGE I | STAGE II | |
|---------------------------|--|---------|----------|------------------|
| EARTH EXCAVATION | | 48 | 0 | 197+50.00 |
| UNSUITABLE EXCAVATION | | 0 | 0 | |
| TOPSOIL EXCAVATION | | 0 | 0 | |
| PGE REPLACEMENT | | 0 | 0 | |
| FILL | | 0 | 0 | |

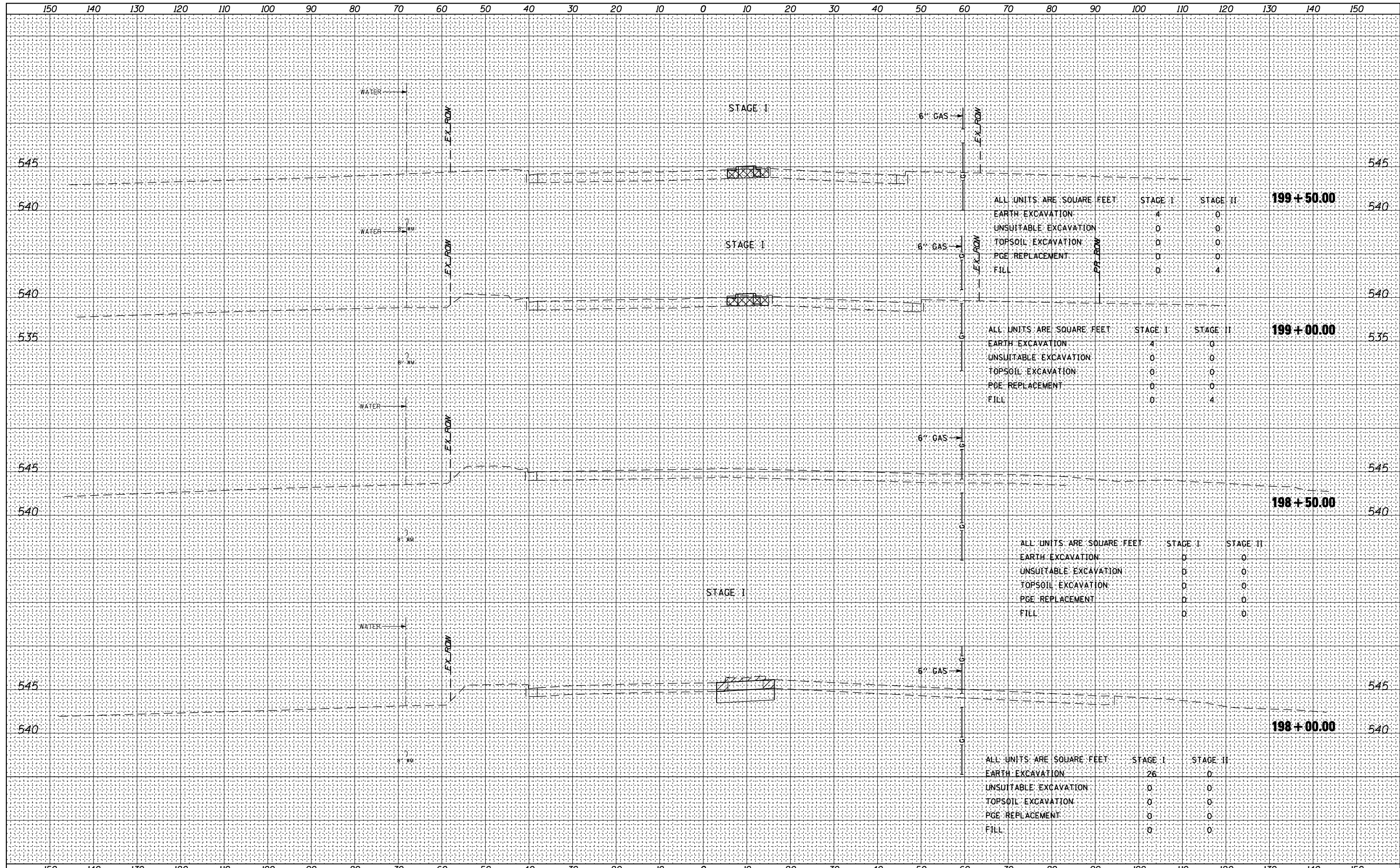
| ALL UNITS ARE SQUARE FEET | | STAGE I | STAGE II | |
|---------------------------|--|---------|----------|------------------|
| EARTH EXCAVATION | | 21 | 0 | 197+00.00 |
| UNSUITABLE EXCAVATION | | 0 | 0 | |
| TOPSOIL EXCAVATION | | 0 | 0 | |
| PGE REPLACEMENT | | 0 | 0 | |
| FILL | | 0 | 0 | |

| ALL UNITS ARE SQUARE FEET | | STAGE I | STAGE II | |
|---------------------------|--|---------|----------|------------------|
| EARTH EXCAVATION | | 18 | 0 | 196+50.00 |
| UNSUITABLE EXCAVATION | | 0 | 0 | |
| TOPSOIL EXCAVATION | | 0 | 0 | |
| PGE REPLACEMENT | | 0 | 0 | |
| FILL | | 0 | 0 | |

| ALL UNITS ARE SQUARE FEET | | STAGE I | STAGE II | |
|---------------------------|--|---------|----------|------------------|
| EARTH EXCAVATION | | 0 | 0 | 196+00.00 |
| UNSUITABLE EXCAVATION | | 0 | 0 | |
| TOPSOIL EXCAVATION | | 0 | 0 | |
| PGE REPLACEMENT | | 0 | 0 | |
| FILL | | 0 | 0 | |

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 NOTE BOOK _____
 AREAS CHECKED _____
 NO. _____



FILE NAME =
 USER NAME = 1001
 DESIGNED -
 DRAWN -
 PLOT SCALE = 20.0000' / IN.
 CHECKED -
 DATE -
 PLOT DATE = 8/18/2014

REVISIED -
 REVISIED -
 REVISIED -
 REVISIED -

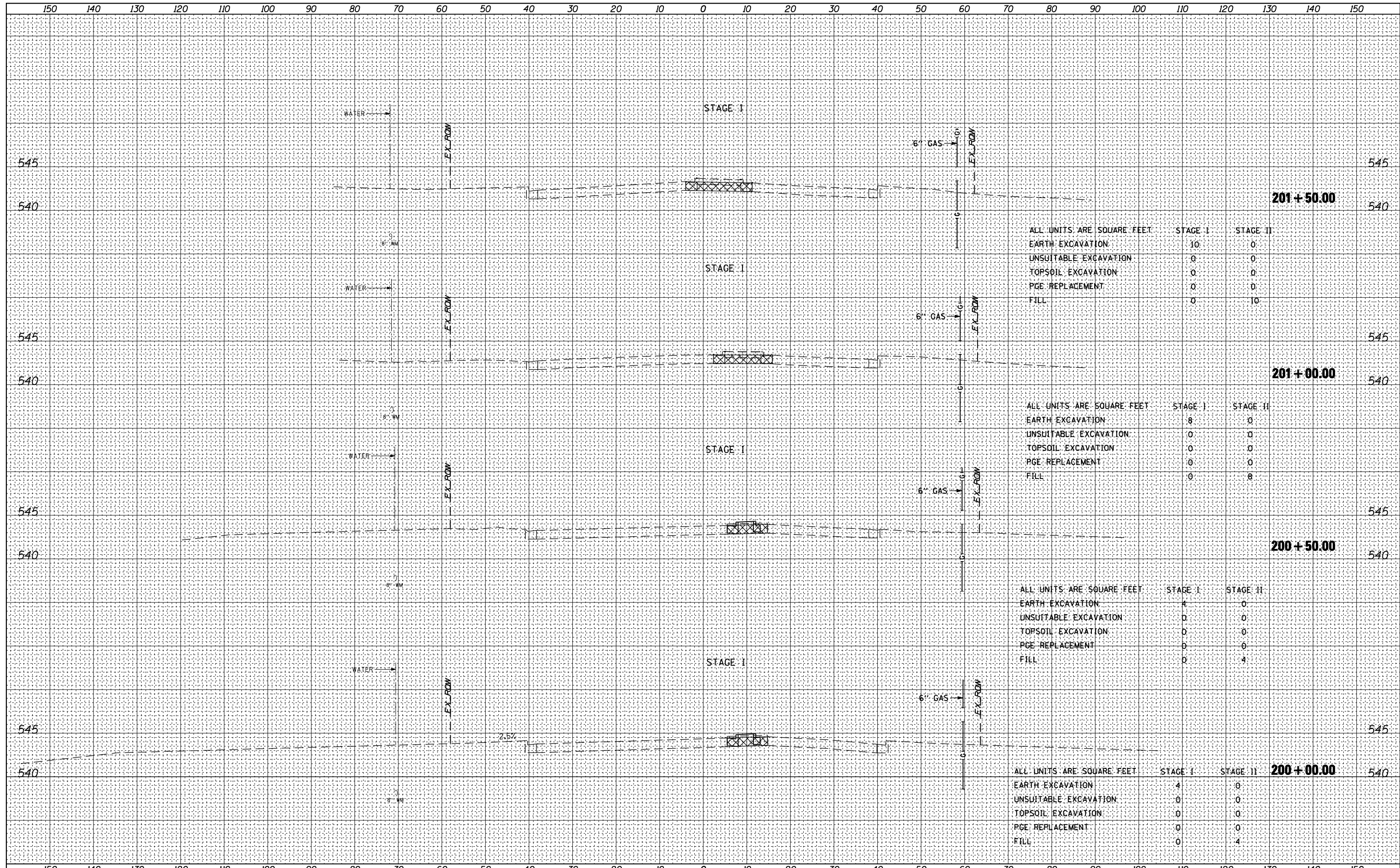
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**U.S. 6
 CROSS SECTIONS**
 SCALE: SHEET 3 OF 12 SHEETS STA. 198+00.00 TO STA. 199+50.00

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|---------------|--------|--------------|---------------------------|
| 55 | 86-1-HBK-BY&R | WILL | 271 | 253 |
| CONTRACT NO. 60X84 | | | | ILLINOIS FED. AID PROJECT |

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|---------------------------|---------|----------|
| ALL UNITS ARE SQUARE FEET | | |
| EARTH EXCAVATION | STAGE I | STAGE II |
| UNSUITABLE EXCAVATION | 0 | 0 |
| TOPSOIL EXCAVATION | 0 | 0 |
| PGE REPLACEMENT | 0 | 0 |
| FILL | 0 | 10 |

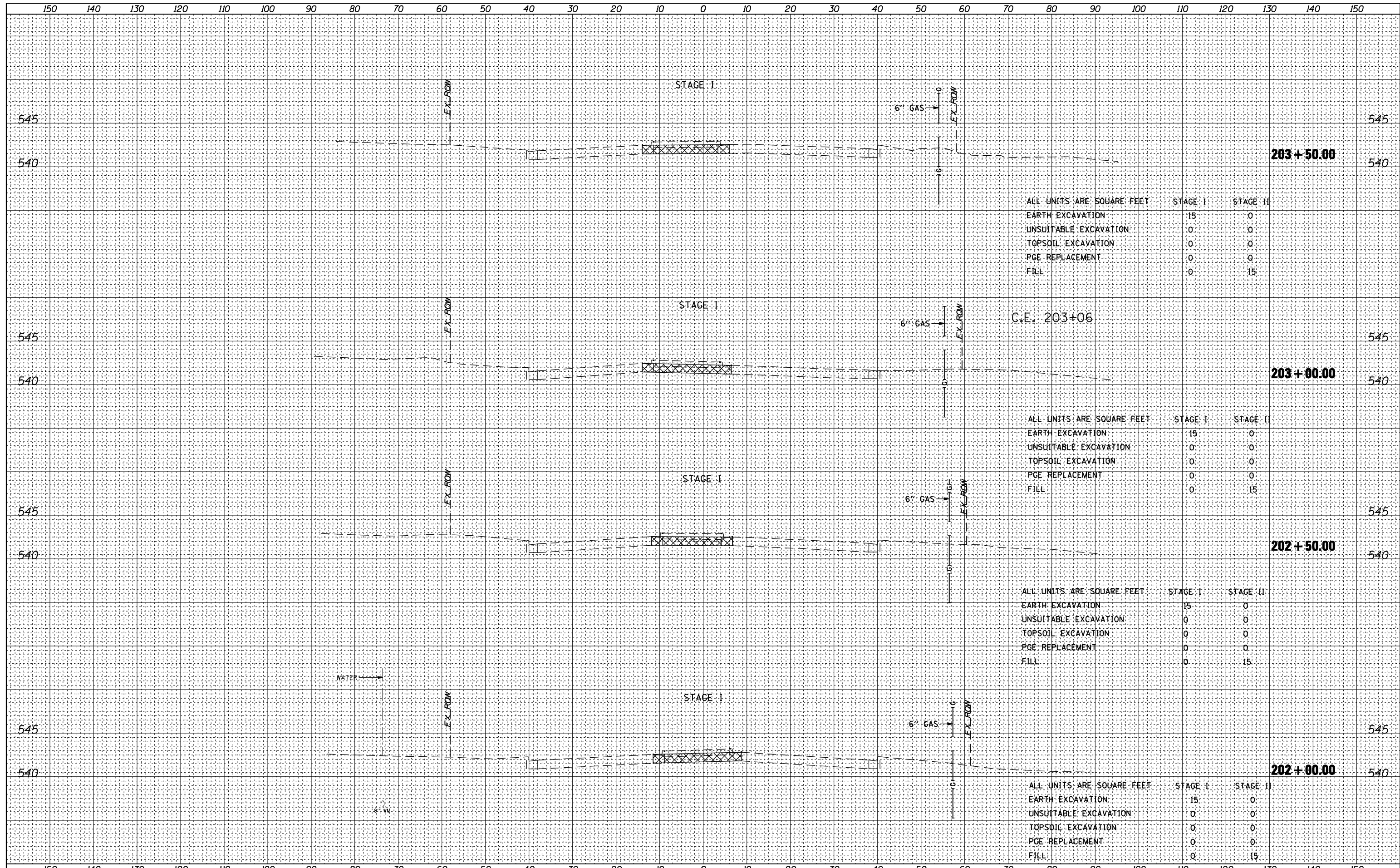
| | | |
|---------------------------|---------|----------|
| ALL UNITS ARE SQUARE FEET | | |
| EARTH EXCAVATION | STAGE I | STAGE II |
| UNSUITABLE EXCAVATION | 0 | 0 |
| TOPSOIL EXCAVATION | 0 | 0 |
| PGE REPLACEMENT | 0 | 0 |
| FILL | 0 | 8 |

| | | |
|---------------------------|---------|----------|
| ALL UNITS ARE SQUARE FEET | | |
| EARTH EXCAVATION | STAGE I | STAGE II |
| UNSUITABLE EXCAVATION | 0 | 0 |
| TOPSOIL EXCAVATION | 0 | 0 |
| PGE REPLACEMENT | 0 | 0 |
| FILL | 0 | 4 |

| | | |
|---------------------------|---------|----------|
| ALL UNITS ARE SQUARE FEET | | |
| EARTH EXCAVATION | STAGE I | STAGE II |
| UNSUITABLE EXCAVATION | 0 | 0 |
| TOPSOIL EXCAVATION | 0 | 0 |
| PGE REPLACEMENT | 0 | 0 |
| FILL | 0 | 4 |

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|---------------------------|---------|----------|
| ALL UNITS ARE SQUARE FEET | | |
| EARTH EXCAVATION | STAGE I | STAGE II |
| UNSUITABLE EXCAVATION | 0 | 0 |
| TOPSOIL EXCAVATION | 0 | 0 |
| PGE REPLACEMENT | 0 | 0 |
| FILL | 0 | 15 |

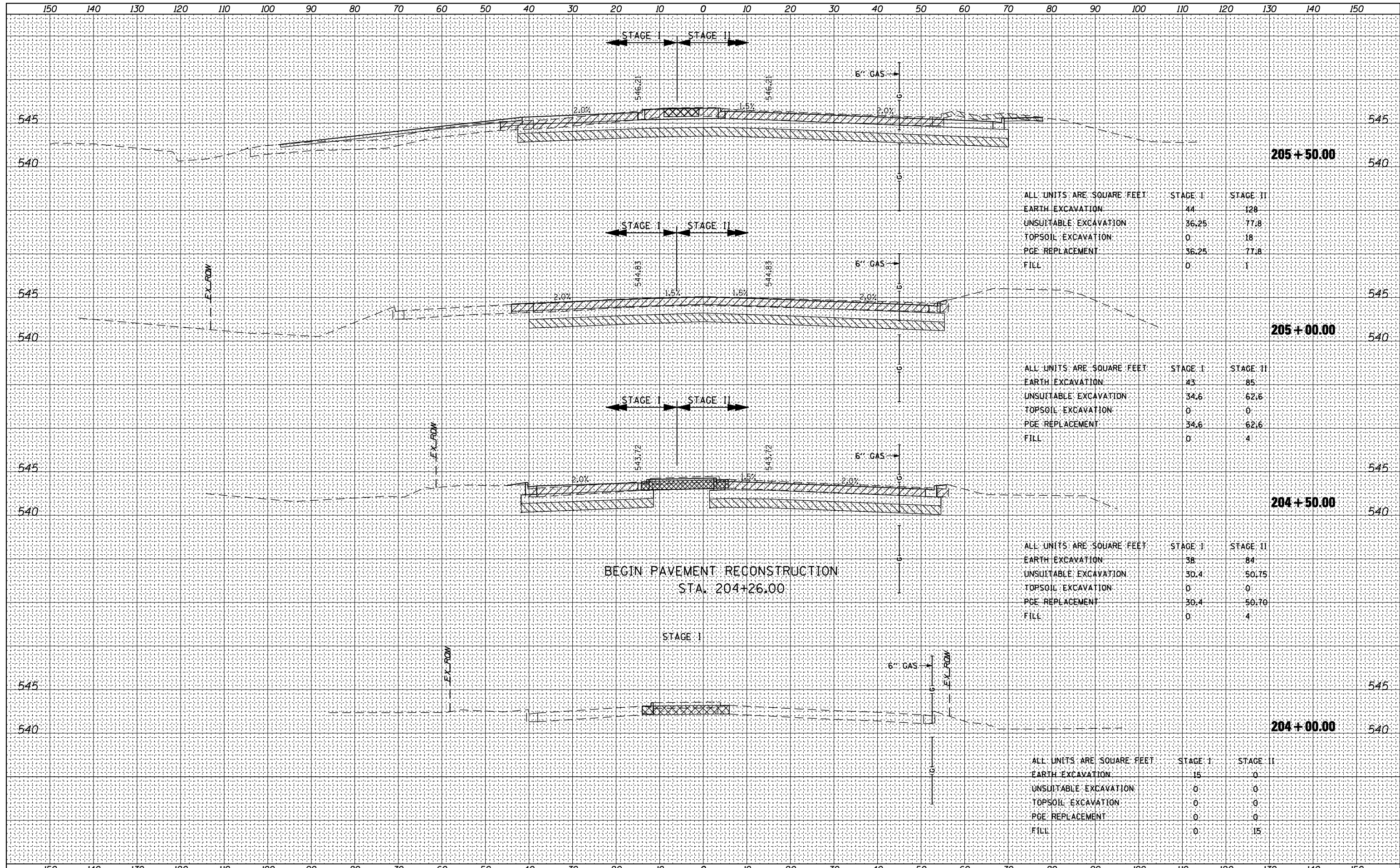
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|---------------------------|---------|----------|
| ALL UNITS ARE SQUARE FEET | | |
| EARTH EXCAVATION | STAGE I | STAGE II |
| UNSUITABLE EXCAVATION | 0 | 0 |
| TOPSOIL EXCAVATION | 0 | 0 |
| PGE REPLACEMENT | 0 | 0 |
| FILL | 0 | 15 |

| | | |
|---------------------------|---------|----------|
| ALL UNITS ARE SQUARE FEET | | |
| EARTH EXCAVATION | STAGE I | STAGE II |
| UNSUITABLE EXCAVATION | 0 | 0 |
| TOPSOIL EXCAVATION | 0 | 0 |
| PGE REPLACEMENT | 0 | 0 |
| FILL | 0 | 15 |

| | | |
|---------------------------|---------|----------|
| ALL UNITS ARE SQUARE FEET | | |
| EARTH EXCAVATION | STAGE I | STAGE II |
| UNSUITABLE EXCAVATION | 0 | 0 |
| TOPSOIL EXCAVATION | 0 | 0 |
| PGE REPLACEMENT | 0 | 0 |
| FILL | 0 | 15 |

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| PLOTTED | |
| TEMPLATE | |
| NOTE BOOK | |
| AREAS CHECKED | |
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| BY | |
| SURVEYED | |
| PLOTTED | |
| TEMPLATE | |
| NOTE BOOK | |
| AREAS CHECKED | |
| NO. | |



| ALL UNITS ARE SQUARE FEET | | |
|---------------------------|---------|----------|
| | STAGE I | STAGE II |
| EARTH EXCAVATION | 44 | 128 |
| UNSUITABLE EXCAVATION | 36.25 | 77.8 |
| TOPSOIL EXCAVATION | 0 | 18 |
| PGE REPLACEMENT | 36.25 | 77.8 |
| FILL | 0 | 1 |

| ALL UNITS ARE SQUARE FEET | | |
|---------------------------|---------|----------|
| | STAGE I | STAGE II |
| EARTH EXCAVATION | 43 | 85 |
| UNSUITABLE EXCAVATION | 34.6 | 62.6 |
| TOPSOIL EXCAVATION | 0 | 0 |
| PGE REPLACEMENT | 34.6 | 62.6 |
| FILL | 0 | 4 |

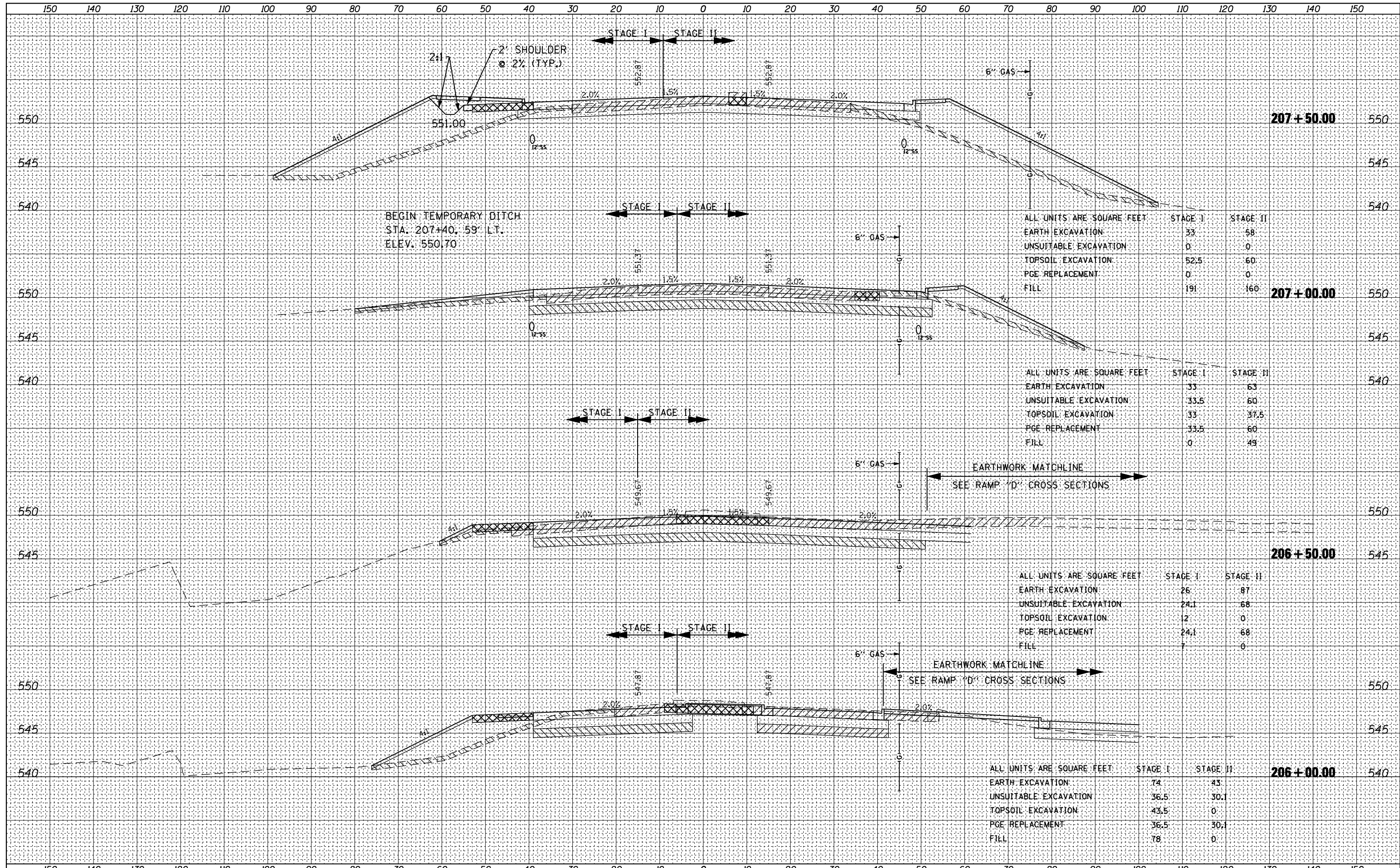
| ALL UNITS ARE SQUARE FEET | | |
|---------------------------|---------|----------|
| | STAGE I | STAGE II |
| EARTH EXCAVATION | 38 | 84 |
| UNSUITABLE EXCAVATION | 30.4 | 50.75 |
| TOPSOIL EXCAVATION | 0 | 0 |
| PGE REPLACEMENT | 30.4 | 50.70 |
| FILL | 0 | 4 |

| ALL UNITS ARE SQUARE FEET | | |
|---------------------------|---------|----------|
| | STAGE I | STAGE II |
| EARTH EXCAVATION | 15 | 0 |
| UNSUITABLE EXCAVATION | 0 | 0 |
| TOPSOIL EXCAVATION | 0 | 0 |
| PGE REPLACEMENT | 0 | 0 |
| FILL | 0 | 15 |

BEGIN PAVEMENT RECONSTRUCTION
STA. 204+26.00

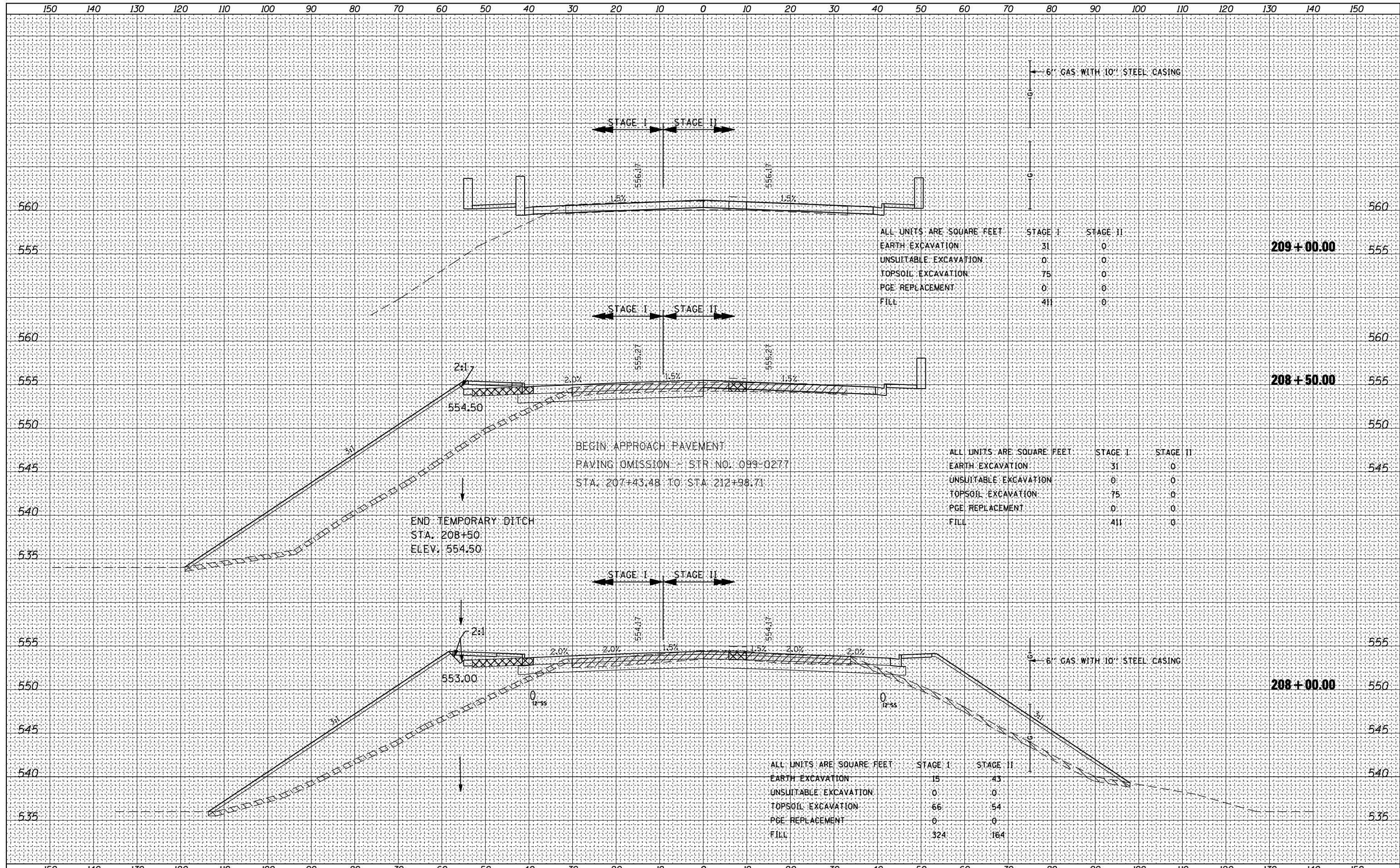
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| SURVEYED | |
| PLOTTED | |
| TEMPLATE | |
| AREAS CHECKED | |
| FINAL SURVEY | |
| NOTE BOOK | |
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| AREAS CHECKED | |
| ORIGINAL SURVEY | |
| NOTE BOOK | |
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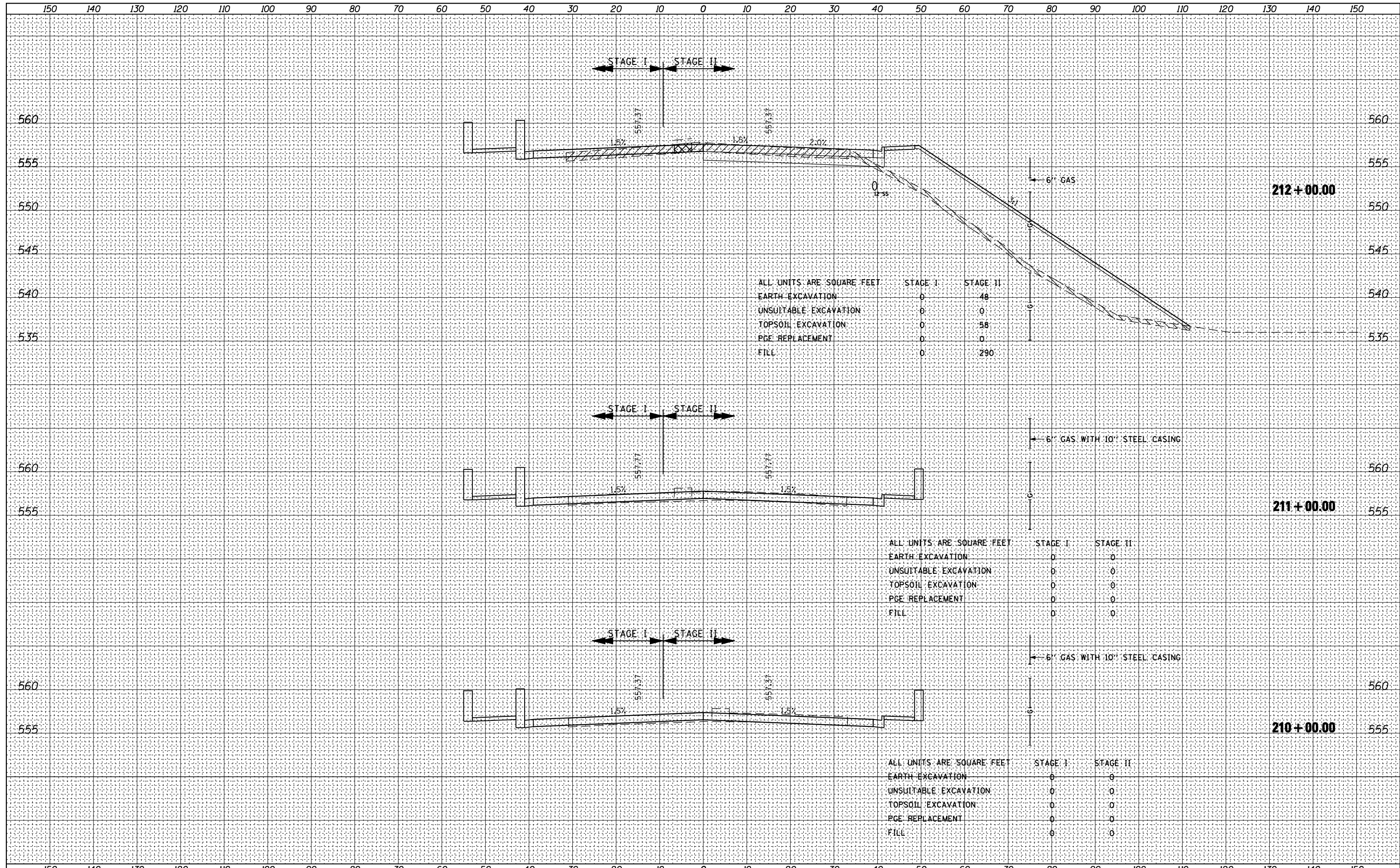
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| CHECKED | |
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| AREAS | |
| CHECKED | |
| NO. | |



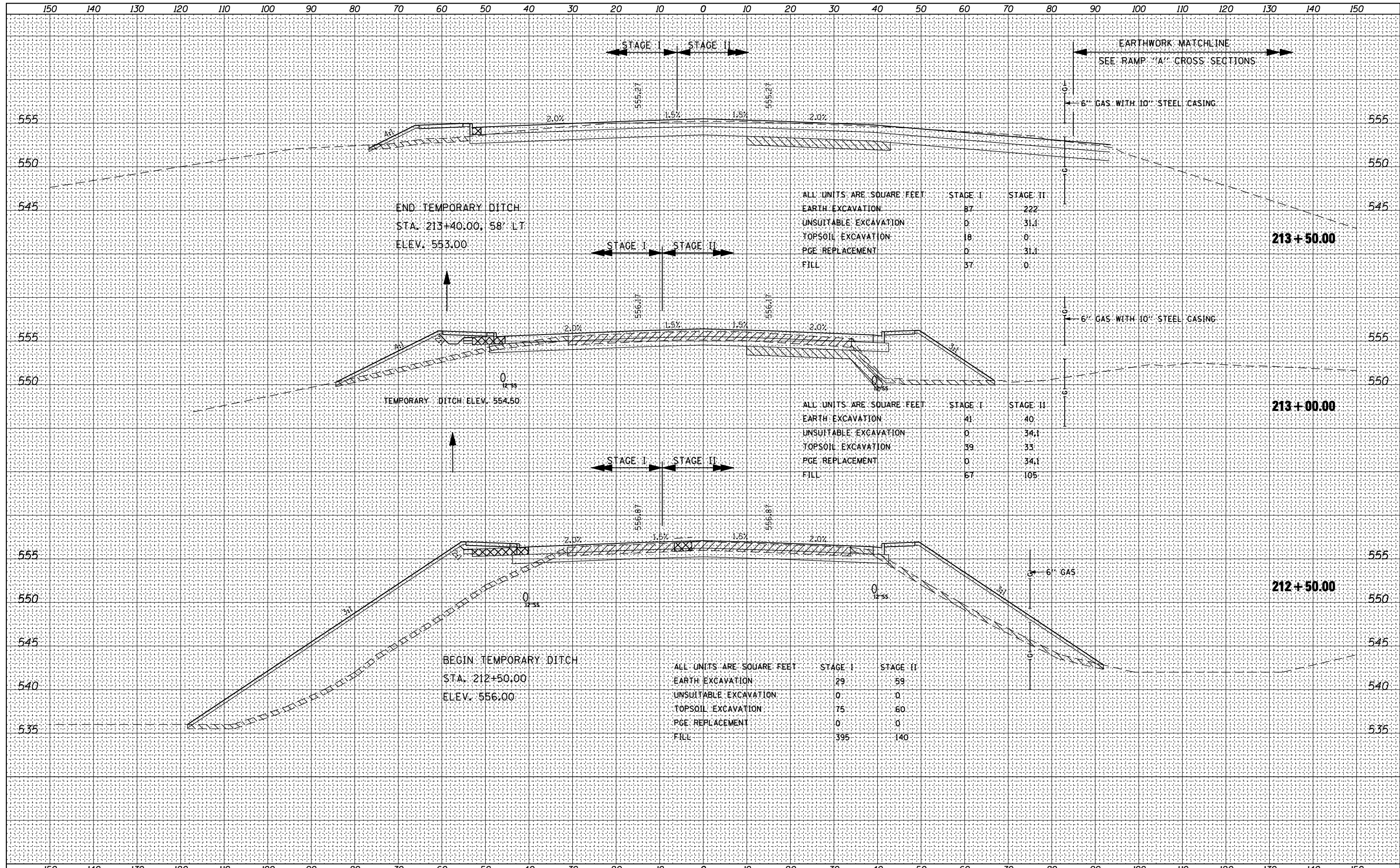
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 PLOTTED _____
 TEMPLATE _____
 NOTE BOOK _____
 AREAS CHECKED _____
 NO. _____

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



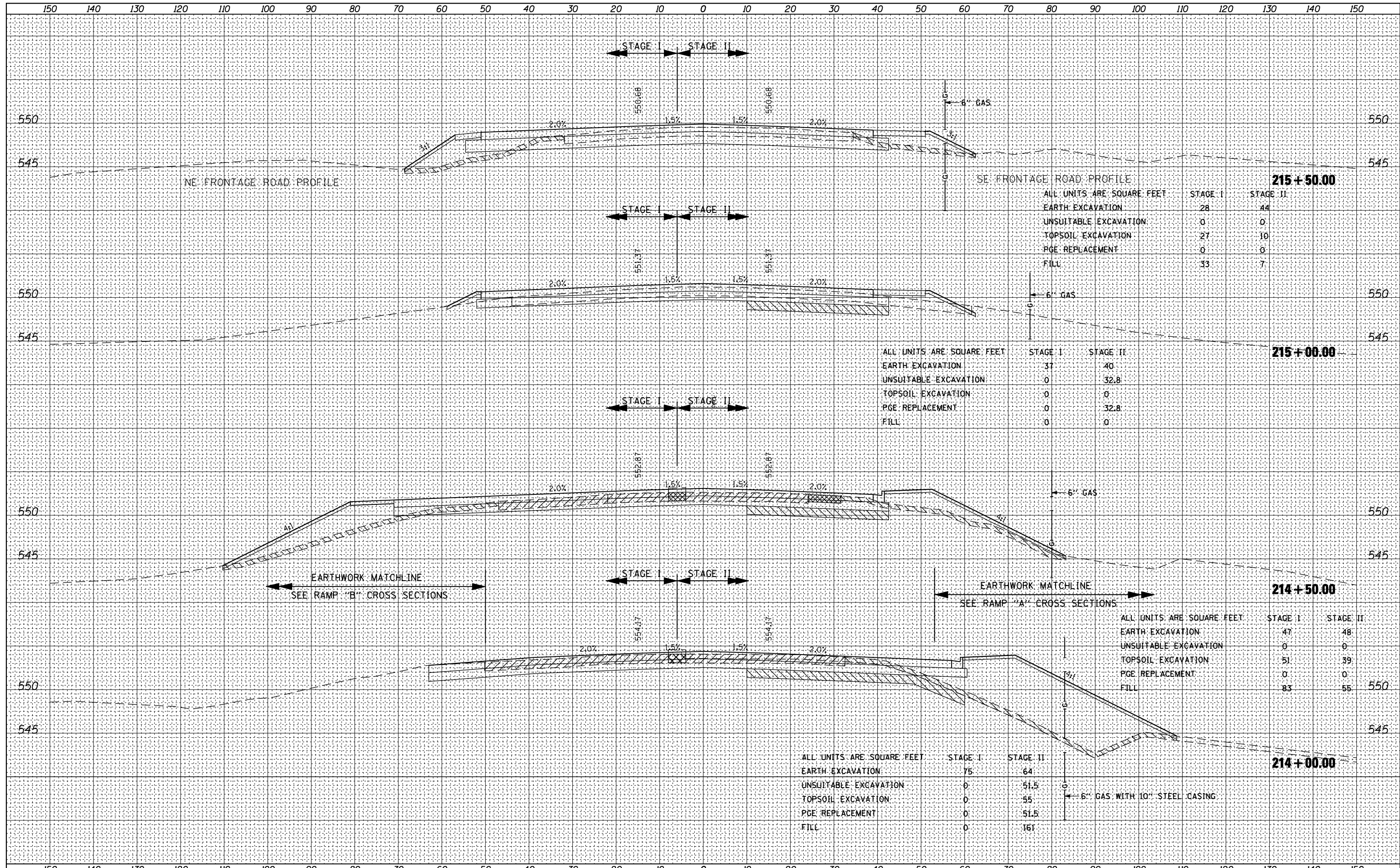
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| PLOTTED | |
| TEMPLATE | |
| NOTE BOOK | |
| AREAS CHECKED | |
| NO. | |

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| TEMPLATE | |
| NOTE BOOK | |
| AREAS CHECKED | |
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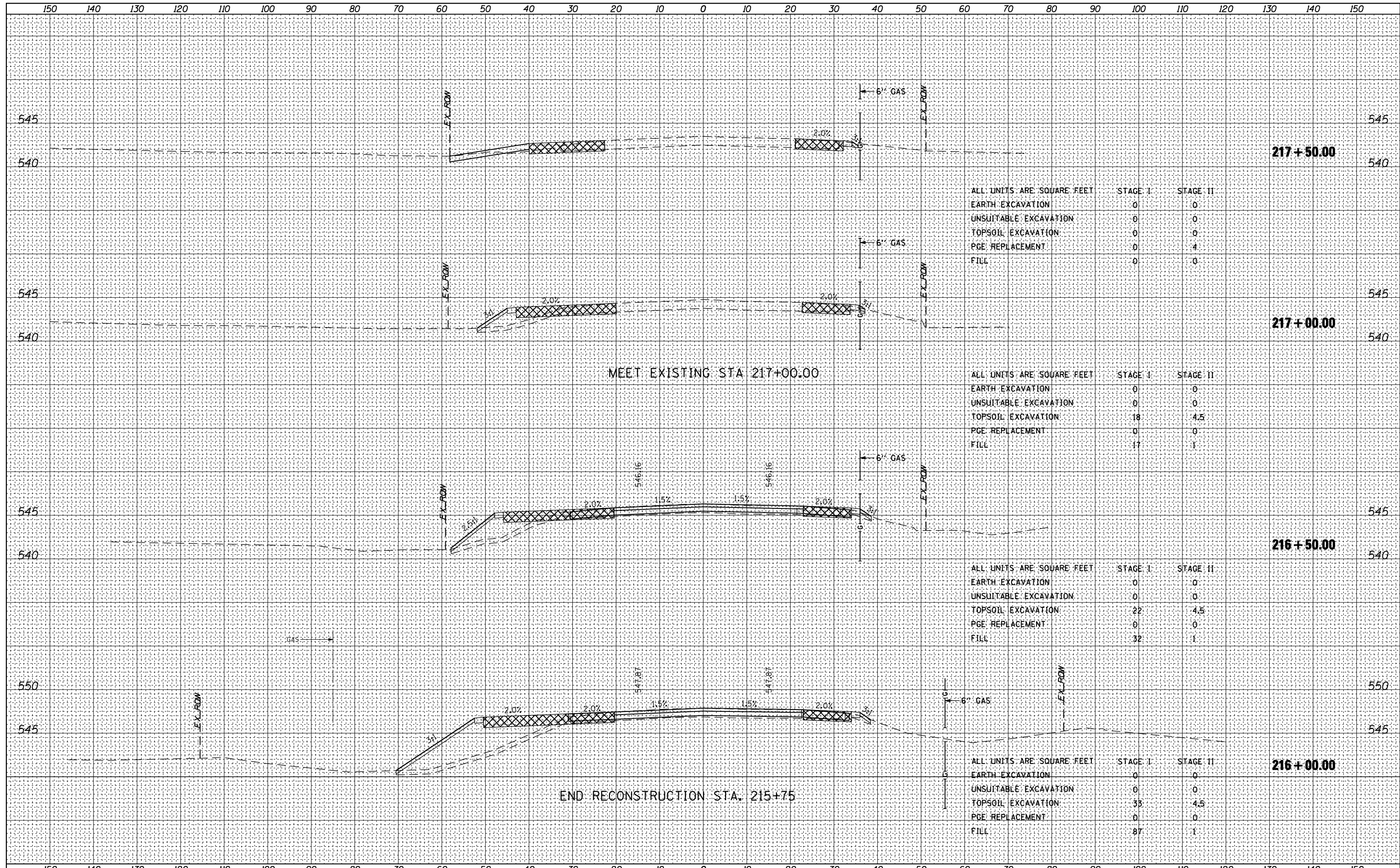
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| DATE | |
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| NOTE BOOK | |
| AREAS CHECKED | |
| NO. | |



217+50.00

| | | |
|---------------------------|---|---|
| ALL UNITS ARE SQUARE FEET | | |
| EARTH EXCAVATION | 0 | 0 |
| UNSUITABLE EXCAVATION | 0 | 0 |
| TOPSOIL EXCAVATION | 0 | 0 |
| PGE REPLACEMENT | 0 | 4 |
| FILL | 0 | 0 |

217+00.00

MEET EXISTING STA 217+00.00

| | | |
|---------------------------|----|-----|
| ALL UNITS ARE SQUARE FEET | | |
| EARTH EXCAVATION | 0 | 0 |
| UNSUITABLE EXCAVATION | 0 | 0 |
| TOPSOIL EXCAVATION | 18 | 4.5 |
| PGE REPLACEMENT | 0 | 0 |
| FILL | 17 | 1 |

216+50.00

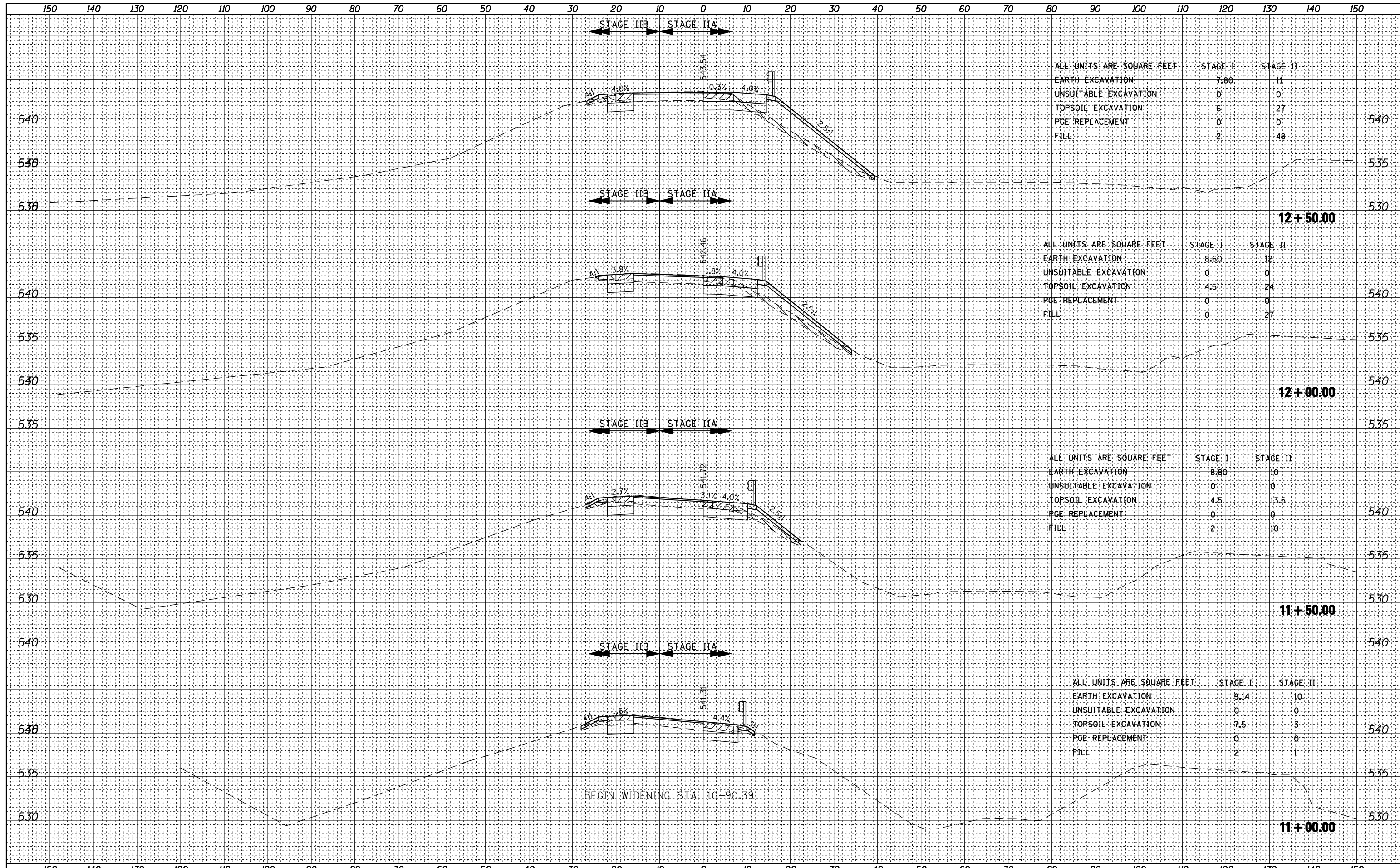
| | | |
|---------------------------|----|-----|
| ALL UNITS ARE SQUARE FEET | | |
| EARTH EXCAVATION | 0 | 0 |
| UNSUITABLE EXCAVATION | 0 | 0 |
| TOPSOIL EXCAVATION | 22 | 4.5 |
| PGE REPLACEMENT | 0 | 0 |
| FILL | 32 | 1 |

END RECONSTRUCTION STA. 215+75

| | | |
|---------------------------|----|-----|
| ALL UNITS ARE SQUARE FEET | | |
| EARTH EXCAVATION | 0 | 0 |
| UNSUITABLE EXCAVATION | 0 | 0 |
| TOPSOIL EXCAVATION | 33 | 4.5 |
| PGE REPLACEMENT | 0 | 0 |
| FILL | 87 | 1 |

DATE: _____
 BY: _____
 SURVEYED _____
 PLOTTED _____
 TEMPLATE _____
 AREAS CHECKED _____
 NO. _____

DATE: _____
 BY: _____
 SURVEYED _____
 PLOTTED _____
 TEMPLATE _____
 AREAS CHECKED _____
 NO. _____



| ALL UNITS ARE SQUARE FEET | STAGE I | STAGE II | |
|---------------------------|---------|----------|-----|
| EARTH EXCAVATION | 7.80 | 11 | |
| UNSUITABLE EXCAVATION | 0 | 0 | |
| TOPSOIL EXCAVATION | 6 | 27 | |
| PGE REPLACEMENT | 0 | 0 | 540 |
| FILL | 2 | 48 | |

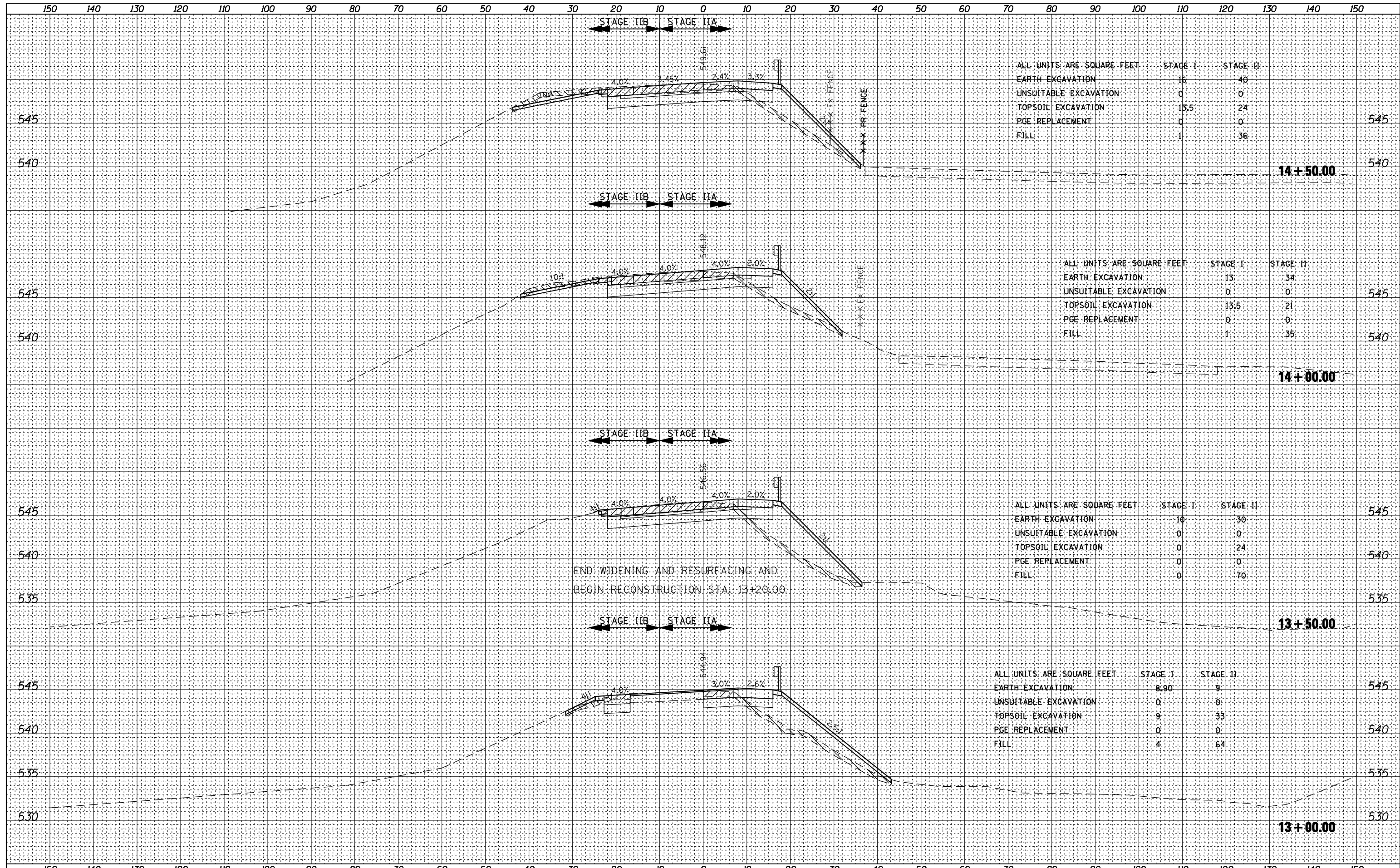
| ALL UNITS ARE SQUARE FEET | STAGE I | STAGE II | |
|---------------------------|---------|----------|-----|
| EARTH EXCAVATION | 8.60 | 12 | |
| UNSUITABLE EXCAVATION | 0 | 0 | |
| TOPSOIL EXCAVATION | 4.5 | 24 | |
| PGE REPLACEMENT | 0 | 0 | 540 |
| FILL | 0 | 27 | |

| ALL UNITS ARE SQUARE FEET | STAGE I | STAGE II | |
|---------------------------|---------|----------|-----|
| EARTH EXCAVATION | 8.80 | 10 | |
| UNSUITABLE EXCAVATION | 0 | 0 | |
| TOPSOIL EXCAVATION | 4.5 | 13.5 | |
| PGE REPLACEMENT | 0 | 0 | 540 |
| FILL | 2 | 10 | |

| ALL UNITS ARE SQUARE FEET | STAGE I | STAGE II | |
|---------------------------|---------|----------|-----|
| EARTH EXCAVATION | 9.14 | 10 | |
| UNSUITABLE EXCAVATION | 0 | 0 | |
| TOPSOIL EXCAVATION | 7.5 | 3 | |
| PGE REPLACEMENT | 0 | 0 | 540 |
| FILL | 2 | 1 | |

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| ALL UNITS ARE SQUARE FEET | STAGE I | STAGE II | |
|---------------------------|---------|----------|-----|
| EARTH EXCAVATION | 16 | 40 | |
| UNSUITABLE EXCAVATION | 0 | 0 | |
| TOPSOIL EXCAVATION | 13.5 | 24 | |
| PGE REPLACEMENT | 0 | 0 | 545 |
| FILL | 1 | 36 | |

| ALL UNITS ARE SQUARE FEET | STAGE I | STAGE II | |
|---------------------------|---------|----------|-----|
| EARTH EXCAVATION | 13 | 34 | |
| UNSUITABLE EXCAVATION | 0 | 0 | 545 |
| TOPSOIL EXCAVATION | 13.5 | 21 | |
| PGE REPLACEMENT | 0 | 0 | |
| FILL | 1 | 35 | 540 |

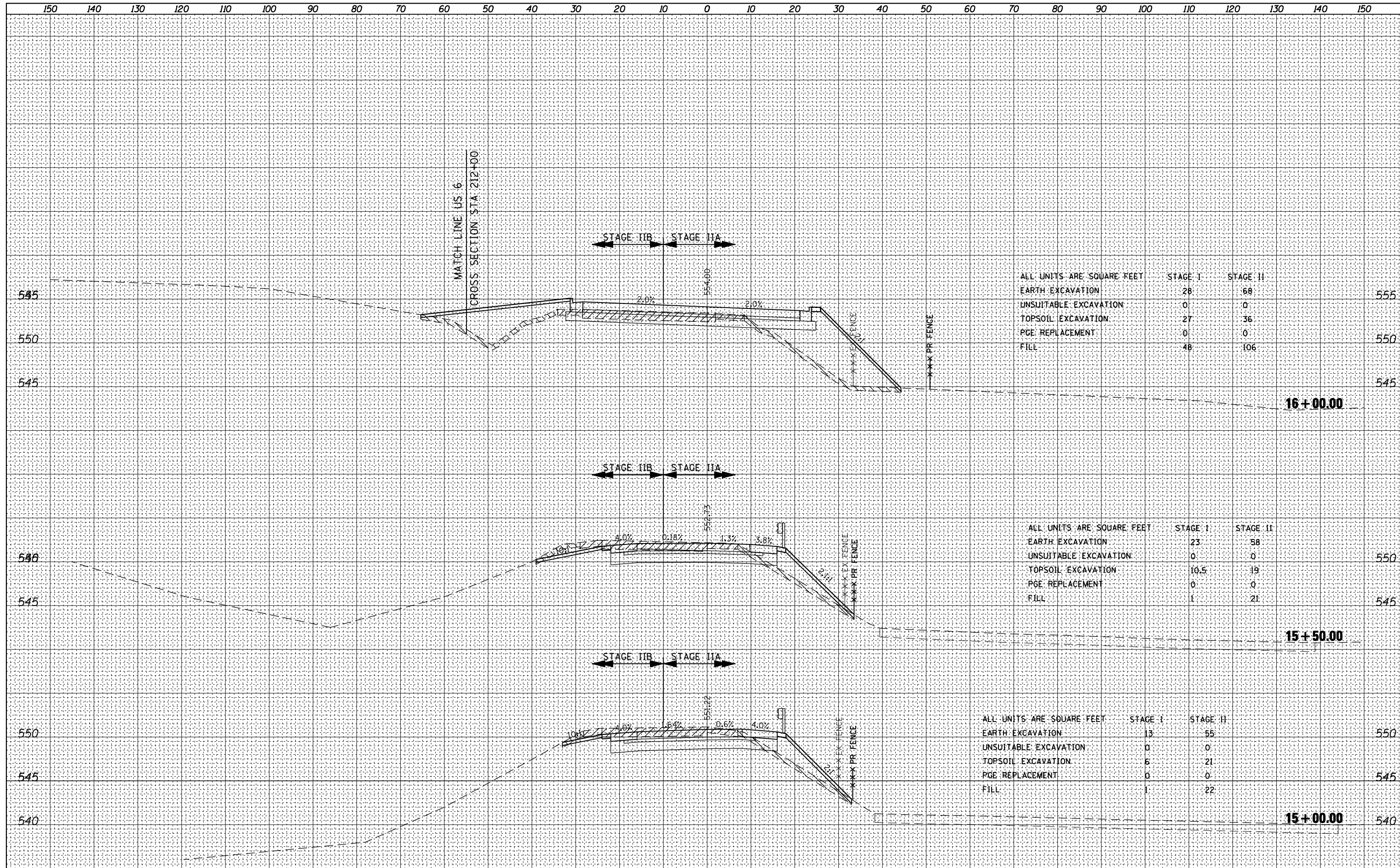
| ALL UNITS ARE SQUARE FEET | STAGE I | STAGE II | |
|---------------------------|---------|----------|-----|
| EARTH EXCAVATION | 10 | 30 | |
| UNSUITABLE EXCAVATION | 0 | 0 | |
| TOPSOIL EXCAVATION | 0 | 24 | 540 |
| PGE REPLACEMENT | 0 | 0 | |
| FILL | 0 | 70 | |

| ALL UNITS ARE SQUARE FEET | STAGE I | STAGE II | |
|---------------------------|---------|----------|-----|
| EARTH EXCAVATION | 8.90 | 9 | 545 |
| UNSUITABLE EXCAVATION | 0 | 0 | |
| TOPSOIL EXCAVATION | 9 | 33 | |
| PGE REPLACEMENT | 0 | 0 | 540 |
| FILL | 4 | 64 | |

END WIDENING AND RESURFACING AND
 BEGIN RECONSTRUCTION STA. 13+20.00

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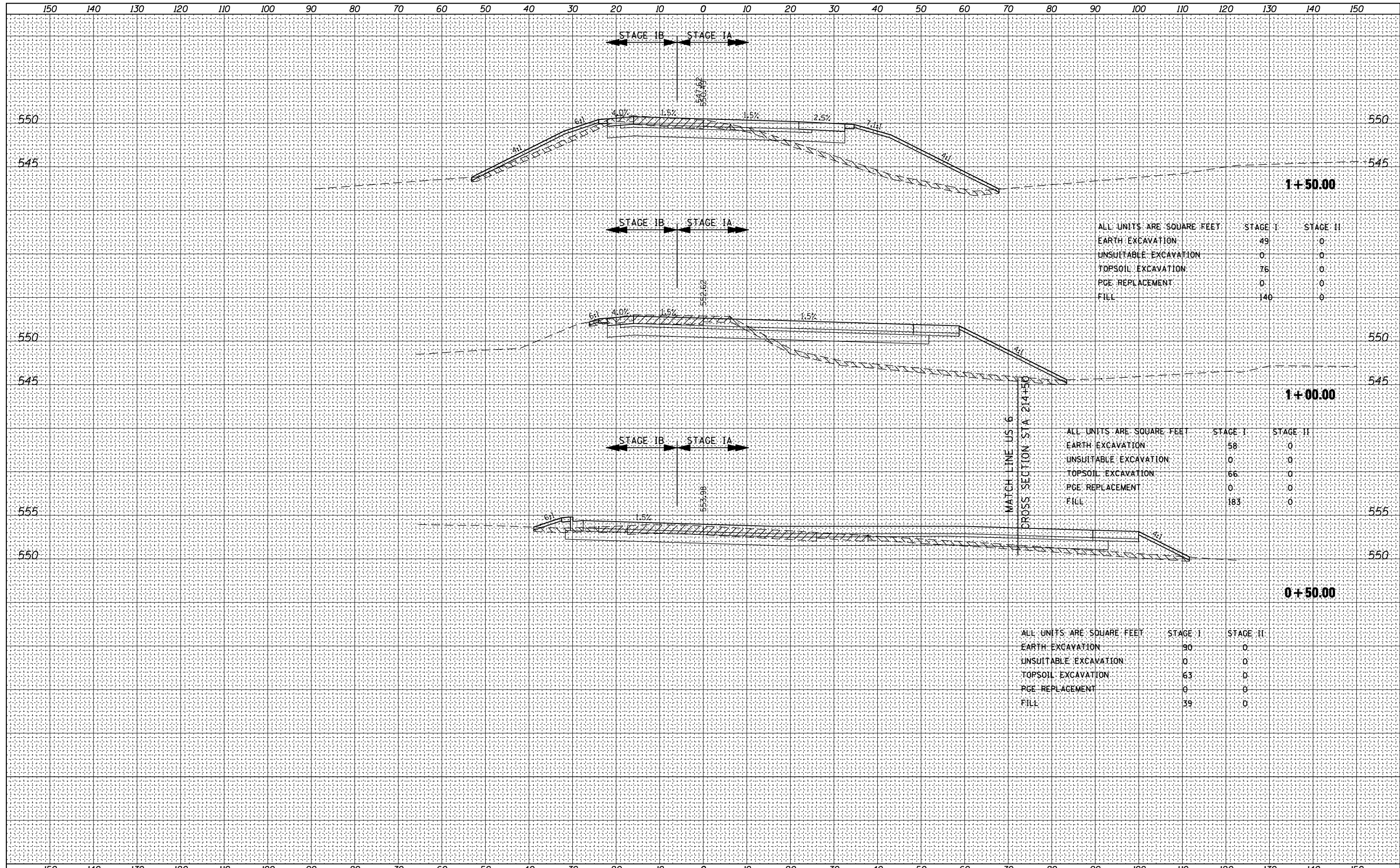
| ALL UNITS ARE SQUARE FEET | STAGE I | STAGE II | |
|---------------------------|---------|----------|-----|
| EARTH EXCAVATION | 28 | 68 | 555 |
| UNSUITABLE EXCAVATION | 0 | 0 | |
| TOPSOIL EXCAVATION | 27 | 36 | |
| PGE REPLACEMENT | 0 | 0 | 550 |
| FILL | 48 | 106 | |

| ALL UNITS ARE SQUARE FEET | STAGE I | STAGE II | |
|---------------------------|---------|----------|-----|
| EARTH EXCAVATION | 23 | 58 | 550 |
| UNSUITABLE EXCAVATION | 0 | 0 | |
| TOPSOIL EXCAVATION | 10.5 | 19 | |
| PGE REPLACEMENT | 0 | 0 | 545 |
| FILL | 1 | 21 | |

| ALL UNITS ARE SQUARE FEET | STAGE I | STAGE II | |
|---------------------------|---------|----------|-----|
| EARTH EXCAVATION | 13 | 55 | 550 |
| UNSUITABLE EXCAVATION | 0 | 0 | |
| TOPSOIL EXCAVATION | 6 | 21 | |
| PGE REPLACEMENT | 0 | 0 | 545 |
| FILL | 1 | 22 | |

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 AREAS CHECKED _____
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ALL UNITS ARE SQUARE FEET

| | STAGE I | STAGE II |
|-----------------------|---------|----------|
| EARTH EXCAVATION | 49 | 0 |
| UNSUITABLE EXCAVATION | 0 | 0 |
| TOPSOIL EXCAVATION | 76 | 0 |
| PGE REPLACEMENT | 0 | 0 |
| FILL | 140 | 0 |

ALL UNITS ARE SQUARE FEET

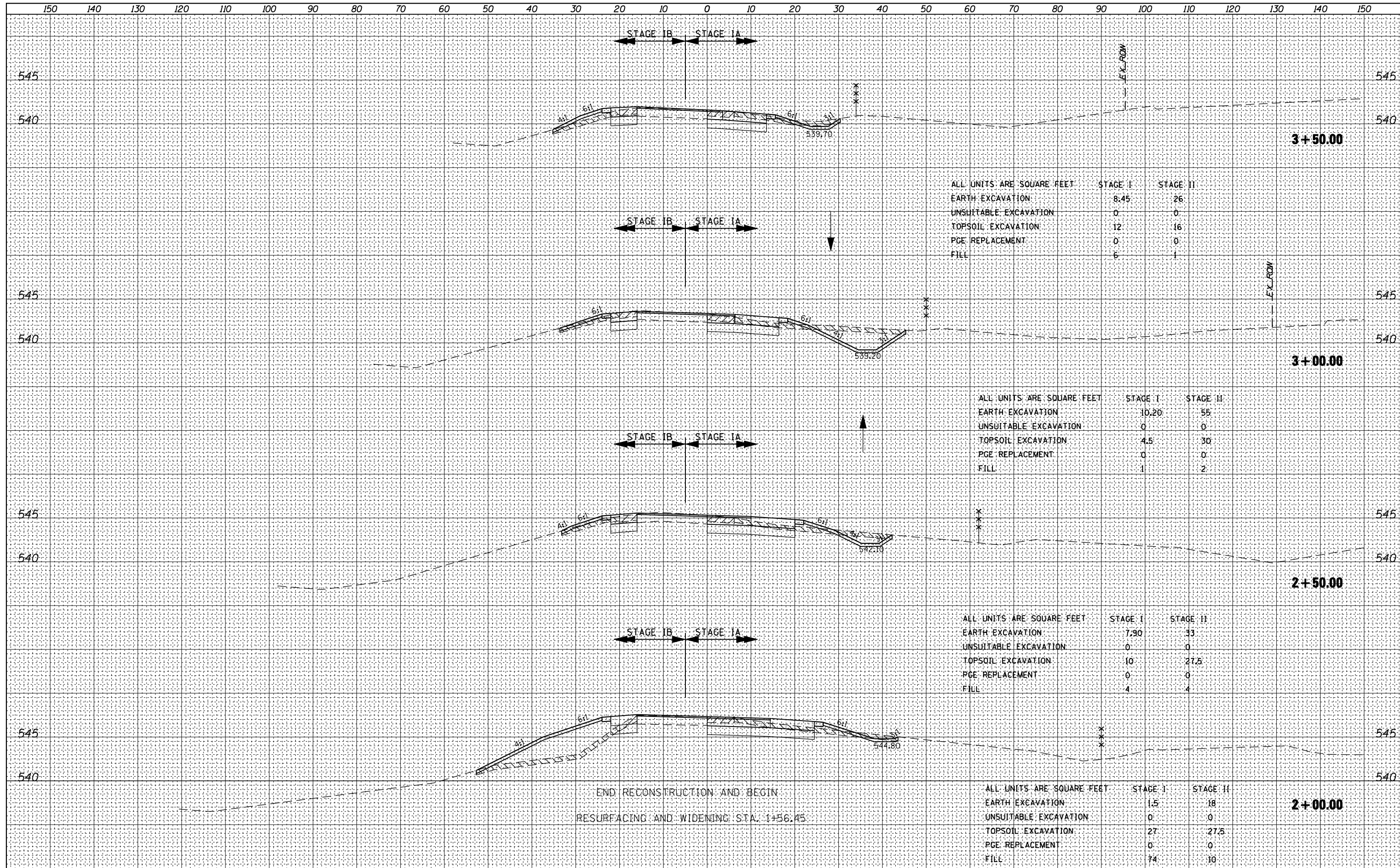
| | STAGE I | STAGE II |
|-----------------------|---------|----------|
| EARTH EXCAVATION | 58 | 0 |
| UNSUITABLE EXCAVATION | 0 | 0 |
| TOPSOIL EXCAVATION | 66 | 0 |
| PGE REPLACEMENT | 0 | 0 |
| FILL | 183 | 0 |

ALL UNITS ARE SQUARE FEET

| | STAGE I | STAGE II |
|-----------------------|---------|----------|
| EARTH EXCAVATION | 90 | 0 |
| UNSUITABLE EXCAVATION | 0 | 0 |
| TOPSOIL EXCAVATION | 63 | 0 |
| PGE REPLACEMENT | 0 | 0 |
| FILL | 39 | 0 |

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| AREAS | |
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| FILE NAME = | USER NAME = 1001 | DESIGNED - | REVISED - |
| it:\028.us.rte.6\contract\cadd sheets\Cross | Sections\0160XB4-sht-XSsheets.RampB.dgn | DRAWN - | REVISED - |
| | | CHECKED - | REVISED - |
| | | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

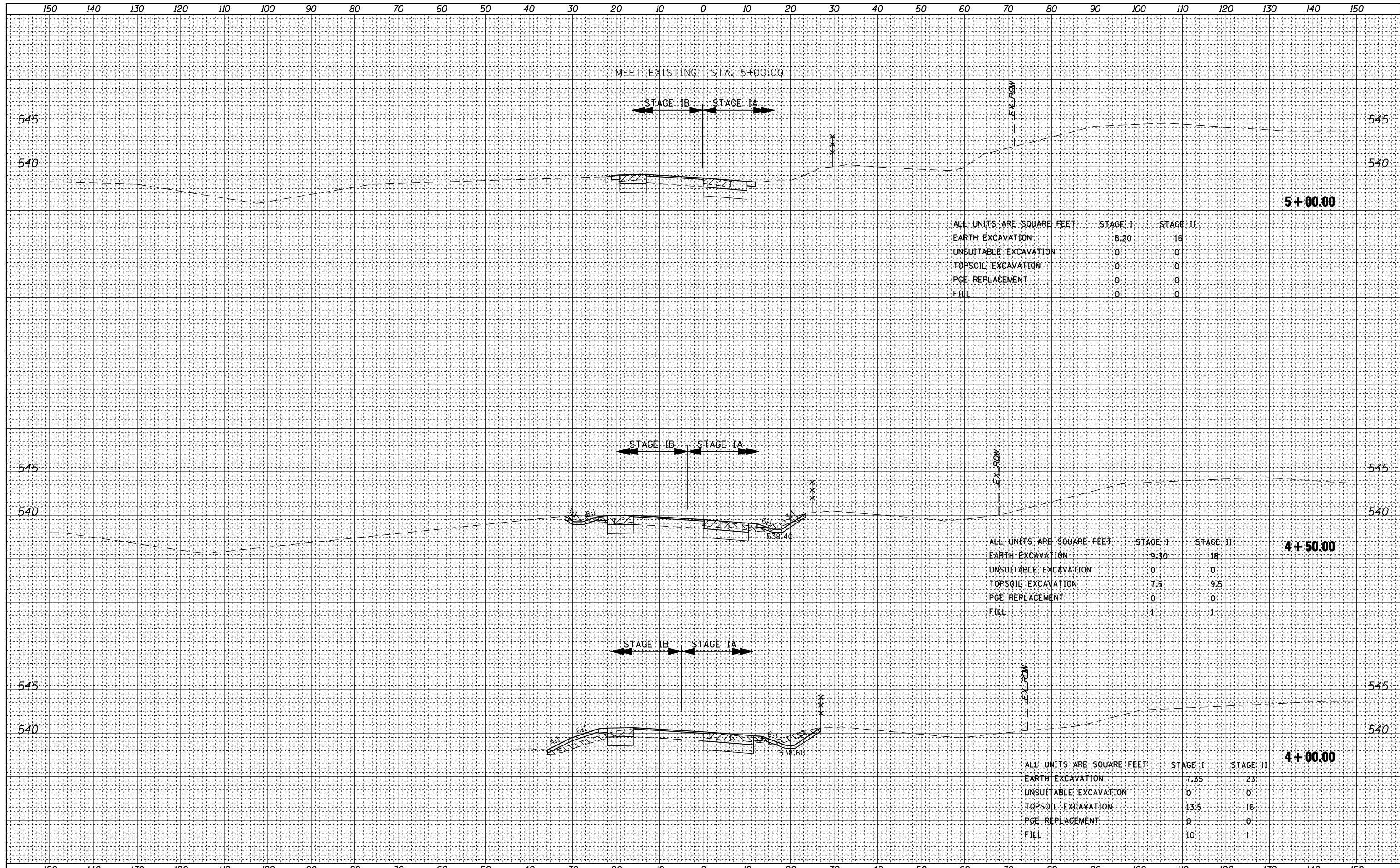
**RAMP 'B'
CROSS SECTIONS**

SCALE: SHEET 2 OF 3 SHEETS STA. 2+00.00 TO STA. 3+50.00

| | | | | |
|--------------------|---------------|--------|---|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | 86-I-HBK-BY&R | WILL | 271 | 267 |
| CONTRACT NO. 60X84 | | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | |

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| AREAS CHECKED | |
| FINAL SURVEY NOTE BOOK NO. | |

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| TEMPLATE | |
| AREAS CHECKED | |
| ORIGINAL SURVEY NOTE BOOK NO. | |



ALL UNITS ARE SQUARE FEET

| | STAGE I | STAGE II |
|-----------------------|---------|----------|
| EARTH EXCAVATION | 8.20 | 16 |
| UNSLITABLE EXCAVATION | 0 | 0 |
| TOPSOIL EXCAVATION | 0 | 0 |
| PGE REPLACEMENT | 0 | 0 |
| FILL | 0 | 0 |

5+00.00

ALL UNITS ARE SQUARE FEET

| | STAGE I | STAGE II |
|-----------------------|---------|----------|
| EARTH EXCAVATION | 9.30 | 18 |
| UNSLITABLE EXCAVATION | 0 | 0 |
| TOPSOIL EXCAVATION | 7.5 | 9.5 |
| PGE REPLACEMENT | 0 | 0 |
| FILL | 1 | 1 |

4+50.00

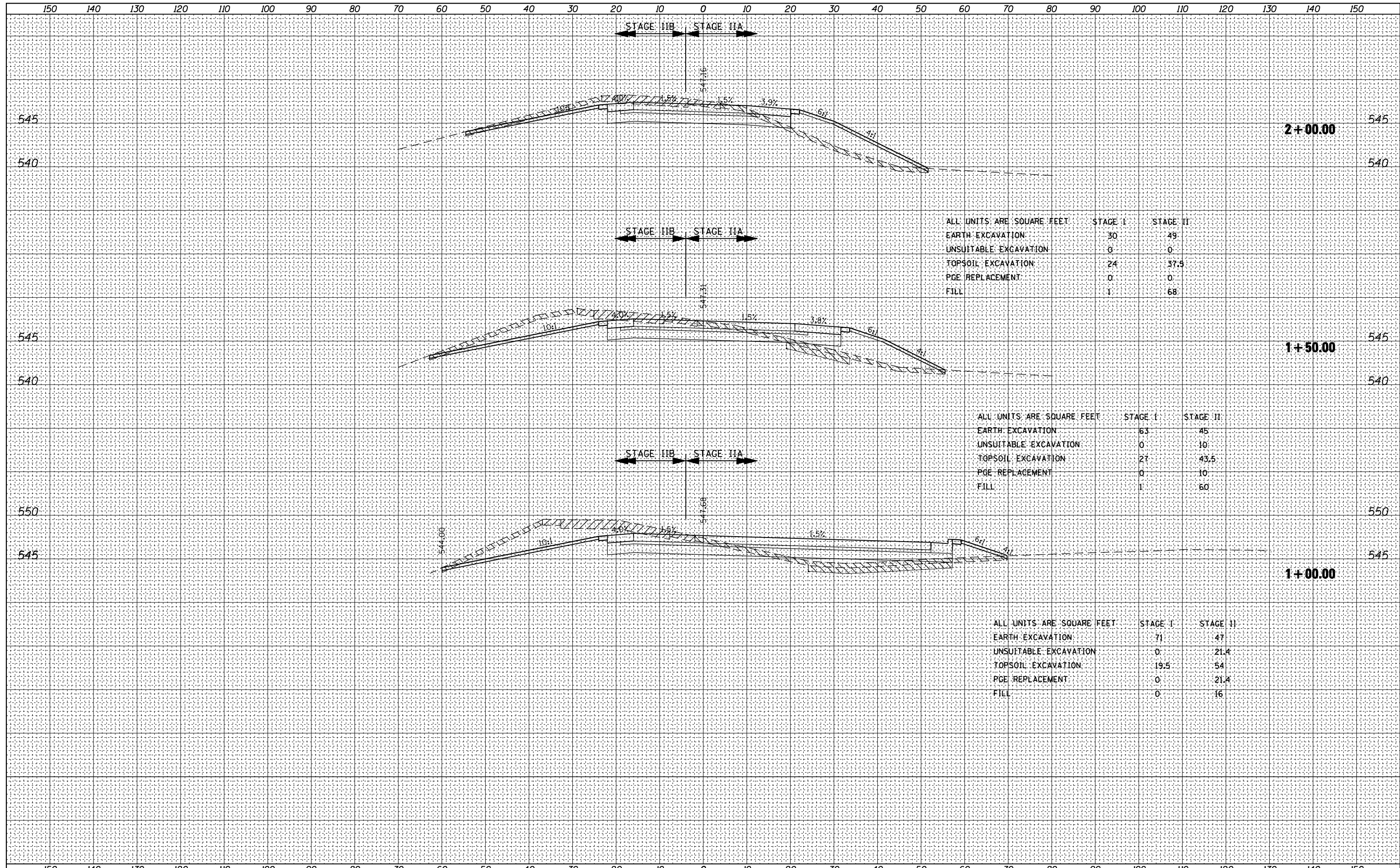
ALL UNITS ARE SQUARE FEET

| | STAGE I | STAGE II |
|-----------------------|---------|----------|
| EARTH EXCAVATION | 7.35 | 23 |
| UNSLITABLE EXCAVATION | 0 | 0 |
| TOPSOIL EXCAVATION | 13.5 | 16 |
| PGE REPLACEMENT | 0 | 0 |
| FILL | 10 | 1 |

4+00.00

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 NOTE BOOK _____
 AREAS CHECKED _____
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 TEMPLATE _____
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 NO. _____



ALL UNITS ARE SQUARE FEET

| | STAGE I | STAGE II |
|-----------------------|---------|----------|
| EARTH EXCAVATION | 30 | 49 |
| UNSUITABLE EXCAVATION | 0 | 0 |
| TOPSOIL EXCAVATION | 24 | 37.5 |
| PGE REPLACEMENT | 0 | 0 |
| FILL | 1 | 68 |

ALL UNITS ARE SQUARE FEET

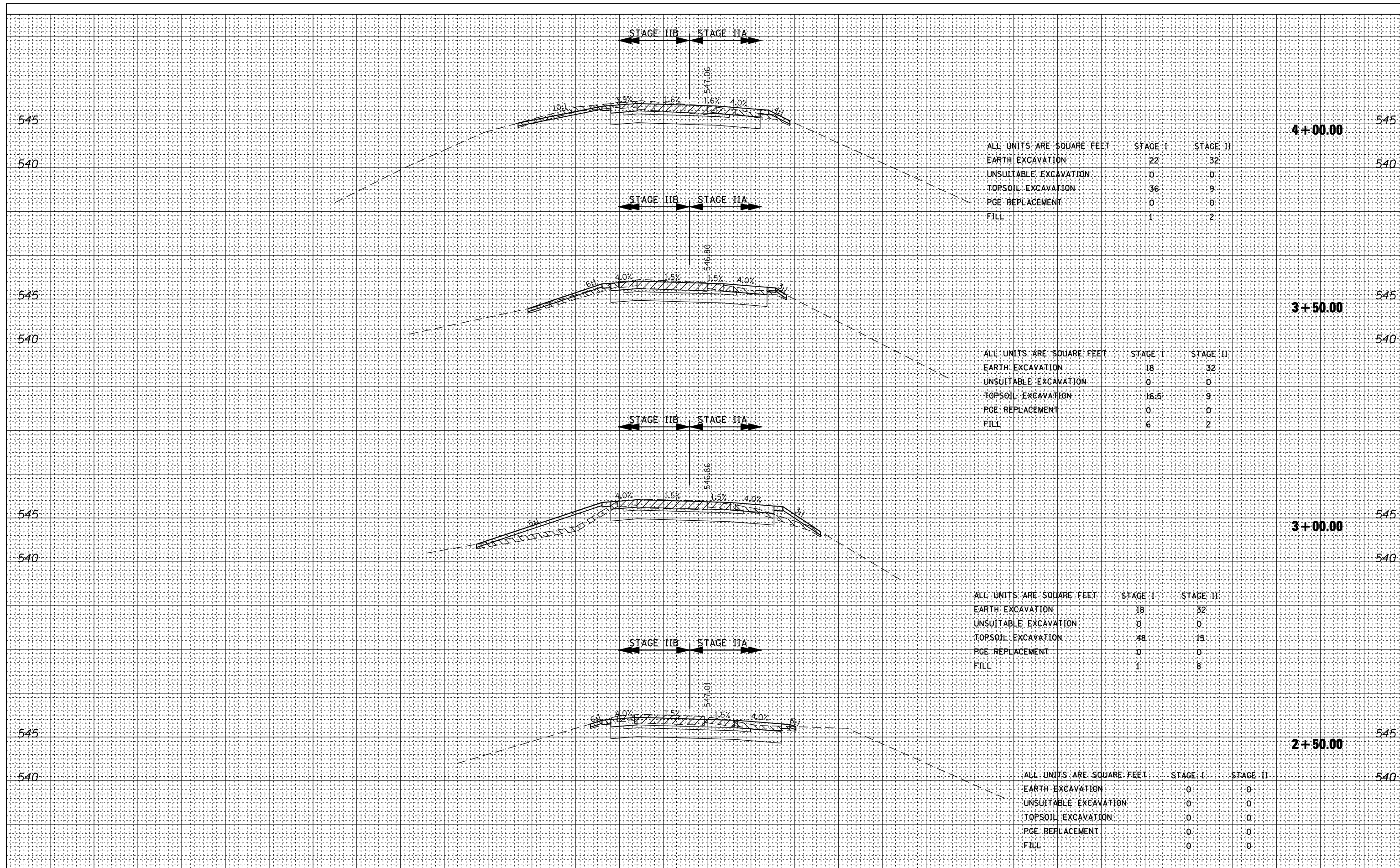
| | STAGE I | STAGE II |
|-----------------------|---------|----------|
| EARTH EXCAVATION | 63 | 45 |
| UNSUITABLE EXCAVATION | 0 | 10 |
| TOPSOIL EXCAVATION | 27 | 43.5 |
| PGE REPLACEMENT | 0 | 10 |
| FILL | 1 | 60 |

ALL UNITS ARE SQUARE FEET

| | STAGE I | STAGE II |
|-----------------------|---------|----------|
| EARTH EXCAVATION | 71 | 47 |
| UNSUITABLE EXCAVATION | 0 | 21.4 |
| TOPSOIL EXCAVATION | 19.5 | 54 |
| PGE REPLACEMENT | 0 | 21.4 |
| FILL | 0 | 16 |

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 ORIGINAL SURVEY NO. _____



ALL UNITS ARE SQUARE FEET

| | STAGE I | STAGE II |
|-----------------------|---------|----------|
| EARTH EXCAVATION | 22 | 32 |
| UNSUITABLE EXCAVATION | 0 | 0 |
| TOPSOIL EXCAVATION | 36 | 9 |
| PGE REPLACEMENT | 0 | 0 |
| FILL | 1 | 2 |

ALL UNITS ARE SQUARE FEET

| | STAGE I | STAGE II |
|-----------------------|---------|----------|
| EARTH EXCAVATION | 18 | 32 |
| UNSUITABLE EXCAVATION | 0 | 0 |
| TOPSOIL EXCAVATION | 16.5 | 9 |
| PGE REPLACEMENT | 0 | 0 |
| FILL | 6 | 2 |

ALL UNITS ARE SQUARE FEET

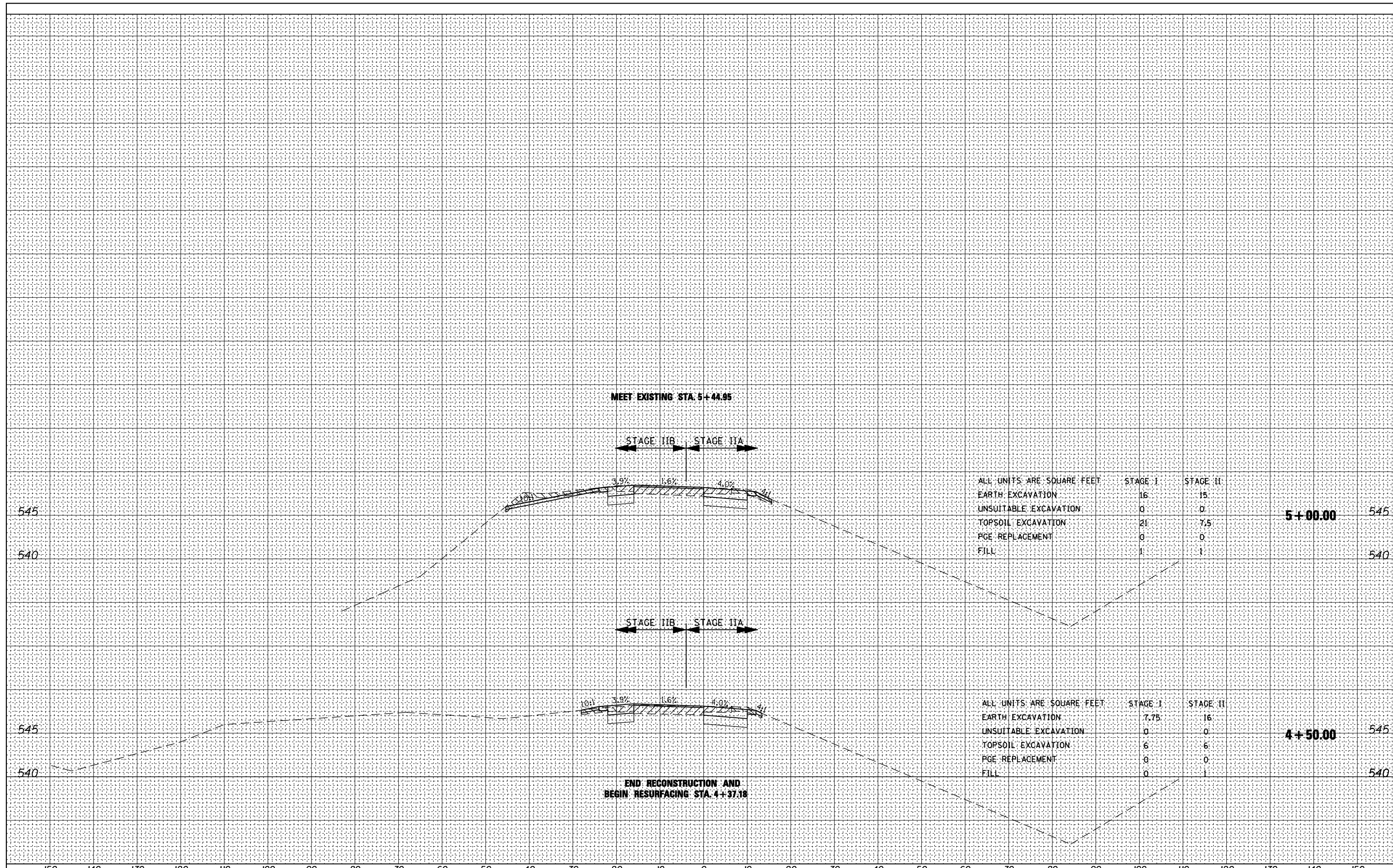
| | STAGE I | STAGE II |
|-----------------------|---------|----------|
| EARTH EXCAVATION | 18 | 32 |
| UNSUITABLE EXCAVATION | 0 | 0 |
| TOPSOIL EXCAVATION | 48 | 15 |
| PGE REPLACEMENT | 0 | 0 |
| FILL | 1 | 8 |

ALL UNITS ARE SQUARE FEET

| | STAGE I | STAGE II |
|-----------------------|---------|----------|
| EARTH EXCAVATION | 0 | 0 |
| UNSUITABLE EXCAVATION | 0 | 0 |
| TOPSOIL EXCAVATION | 0 | 0 |
| PGE REPLACEMENT | 0 | 0 |
| FILL | 0 | 0 |

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| ORIGINAL SURVEY NOTE BOOK NO. | |



ALL UNITS ARE SQUARE FEET

| | STAGE I | STAGE II |
|-----------------------|---------|----------|
| EARTH EXCAVATION | 16 | 15 |
| UNSUITABLE EXCAVATION | 0 | 0 |
| TOPSOIL EXCAVATION | 21 | 7.5 |
| PGE REPLACEMENT | 0 | 0 |
| FILL | 1 | 1 |

5+00.00

ALL UNITS ARE SQUARE FEET

| | STAGE I | STAGE II |
|-----------------------|---------|----------|
| EARTH EXCAVATION | 7.75 | 16 |
| UNSUITABLE EXCAVATION | 0 | 0 |
| TOPSOIL EXCAVATION | 6 | 6 |
| PGE REPLACEMENT | 0 | 0 |
| FILL | 0 | 1 |

4+50.00