5-14-10 Special Letting, Item 053

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-2VB-I-1	WILL	38 *	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 60J25		

D-91-215-10 38+3=41

PROJECT LOCATED IN THE TOWNSHIP OF PEOTONE, WILL COUNTY, ILLINOIS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

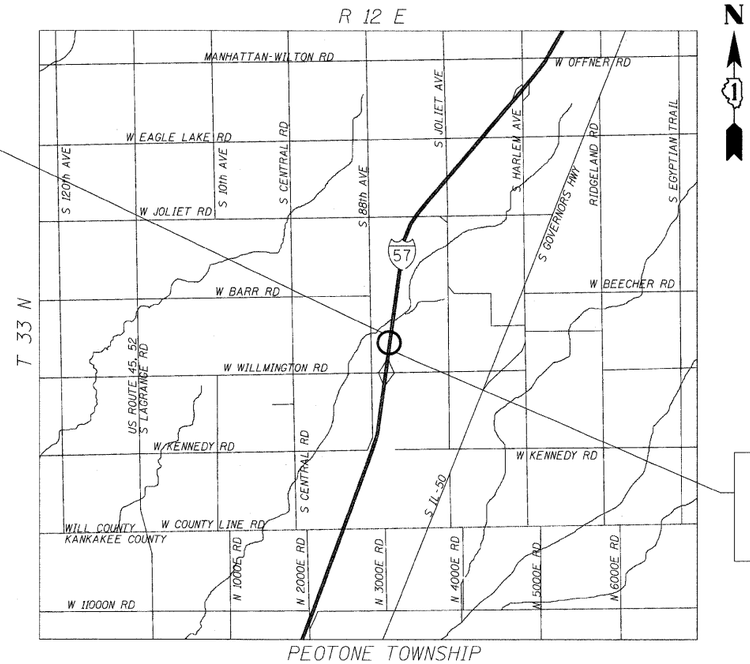
DESIGN DESIGNATION
OTHER PRINCIPAL ARTERIAL

ADT 31000 (2009)
POSTED SPEED LIMIT 65 MPH

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

(F.A.I. 57) I–57 NB & SB OVER ABANDONED RR
(12.8 MILES SOUTH OF US ROUTE 30)
SECTION: 99–2VB–I–1
WILL COUNTY
PROJECT: IM-057-7(287)327
C–91–215–10
BRIDGE REHABILITATION PROJECT
SN 099–0038 & 099–0039



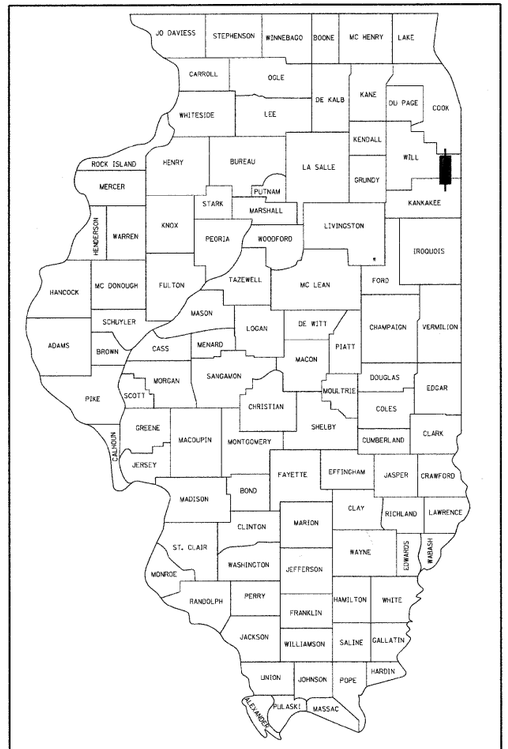
PROJECT BEGINS
STA. 940+38 SB
STA. 939+74 NB

PROJECT ENDS
STA. 943+21 SB
STA. 942+74 NB

LOCATION MAP

5000' 10000'
1" = 5000'

NET AND GROSS LENGTH OF PROJECT = 347' = 0.066 MI



LOCATION OF SECTION INDICATED THUS: –■–

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED JANUARY 28, 20 10
Diane M. O'Keefe pe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
March 19 20 10
Scott E. Stitt, PE/ke
ACTING ENGINEER OF DESIGN AND ENVIRONMENT
March 19 20 10
Christine M. Reed/ke
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

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

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

PROJECT MANAGER: KIM HARVEY (847) 705–4055
PROJECT ENGINEER: ERSKINE W. KLYCE (847) 705–4594

CONTRACT NO. 60J25

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

LONCO, INC.
CONSULTING ENGINEERS
1560 WALL ST, SUITE 222
NAPERVILLE, ILLINOIS 60563 PH: (630) 577-9100

WILLIAM W. KLYCE SR
062-047827
REGISTERED PROFESSIONAL ENGINEER
ILLINOIS
Exp. 11/30/11

SHEET NO.	TITLE
1	TITLE SHEET
2	GENERAL NOTES, STATE STANDARDS AND INDEX OF SHEETS
3-4	SUMMARY OF QUANTITIES
5	TYPICAL SECTIONS
6	STAGING TYPICAL SECTIONS
7	CONSTRUCTION STAGING PLAN - STAGE 1
8	CONSTRUCTION STAGING PLAN - STAGE 2
9	ROADWAY RESURFACING AND APPROACH OVERLAY PLAN
10	PAVEMENT MARKING PLAN
11-33	STRUCTURAL PLANS
34	BUTT JOINT AND HMA TAPER DETAILS
38A	TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE & MULTI-LANE WEAVE
38B-C	MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS
37	TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES
~~38~~	~~SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS~~

STATE STANDARDS

SHEET NO.	TITLE
000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT REBARS
642001-01	SHOULDER RUMBLE STRIP
701400-04	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-05	LANE CLOSURE FREEWAY/EXPRESSWAY
701411-06	LANE CLOSURE, MULTILANE AT ENTRANCE OR EXIT RAMP FOR SPEEDS $\geq$ 45 MPH
701901-01	TRAFFIC CONTROL DEVICES
704001-06	TEMPORARY CONCRETE BARRIER
701426-03	MULTI-LANE, INTERMITTENT OR MOVING OPERATIONS

GENERAL NOTES

ALL ELEVATIONS ARE BASED ON UNITED STATES COAST AND GEODETIC SURVEY DATUM.

DIMENSIONS ARE IN ENGLISH UNITS UNLESS OTHERWISE NOTED.

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES (48 HOURS NOTIFICATION IS REQUIRED).

THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.

ANY REFERENCE TO STANDARDS IN THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED TO BE THE LATEST STANDARDS OF THE DEPARTMENT LISTED IN THE PLANS WITH THE LATEST NUMBERS.

WHEN ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING PROPERTIES.

THE RESIDENT ENGINEER SHALL CONTACT REGINA COOPER, AREA TRAFFIC ENGINEER, AT (847) 705-4151 AT A MINIMUM OF 2 WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKING.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4151 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.

ALL WORK IS TO BE COMPLETED BY THE COMPLETION DATE. THE COMPLETION DATE FOR THIS CONTRACT IS SEPTEMBER 24, 2010

BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE DIRECTED BY THE ENGINEER.

LONCO, INC.
CONSULTING ENGINEERS
1560 WALL ST. SUITE 222
NAPERVILLE, ILLINOIS 60563 PH: (630) 577-9100

DESIGNED - MJY	REVISED -	
DRAWN - ST. TSC	REVISED -	
CHECKED - MJY, DC	REVISED -	
DATE - 1/29/2010	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES, STATE STANDARDS AND INDEX OF SHEETS
I-57 NB & SB OVER ABANDONED RR (12.8 MILES SOUTH OF US 30)

SCALE: NONE | SHEET NO. 2 OF 38 SHEETS | STA. 939+74 TO STA. 943+21

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-2VB-I-1	WILL	38	2
	D-91-215-10	CONTRACT NO. 60J25		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES				90% FEDERAL, 10% STATE	
CODE NO.	ITEM	UNIT	URBAN TOTAL	ROADWAY 1000-2A	BRIDGE X321-2A
20201006	GRADING AND SHAPING SHOULDERS	UNIT	3	3	
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	2	2	
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	208	208	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	83	83	
40600400	MIXTURE FOR CRACK, JOINTS AND FLANGEWAYS	TON	2	2	
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	1	1	
40600635	LEVELING BINDER (MACHNE METHOD), N70	TON	43	43	
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	100	100	
44000156	HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4"	SQ YD	369	369	
44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	563	563	
44002212	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 3"	SQ YD	5	5	
44000915	HOT-MIX ASPHALT SURFACE REMOVAL (DECK)	SQ YD	1369		1369
44201974	CLASS D PATCHES, TYPE 1	SQ YD	5	5	
48100100	AGGREGATE SHOULDER, TYPE A	TON	1	1	
50102400	CONCRETE REMOVAL	CU YD	27.3		27.3
50104000	BRIDGE RAIL REMOVAL	FOOT	683		683
50104650	SLOPE WALL REMOVAL	SQ YD	247		247
50157300	PROTECTIVE SHIELD	SQ YD	470		470
50300225	CONCRETE STRUCTURES	CU YD	2		2
50300255	CONCRETE SUPERSTRUCTURE	CU YD	40.7		40.7
50300260	BRIDGE DECK GROOVING	SQ YD	1293		1293
50300300	PROTECTIVE COAT	SQ YD	1490		1490
50300530	FLOOR DRAIN EXTENSION	EACH	40		40
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	LBS	3210		3210
50500715	JACK AND REMOVE EXISTING BEARINGS	EACH	28		28
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	8170		8170
50800515	BAR SPLICERS	EACH	52		52

SUMMARY OF QUANTITIES				90% FEDERAL, 10% STATE	
CODE NO.	ITEM	UNIT	URBAN TOTAL	ROADWAY 1000-2A	BRIDGE X321-2A
51100100	SLOPE WALL 4"	SQ YD	247		247
51205210	TEMPORARY SHEET PILING	SQ FT	232		232
51500200	RELOCATING NAME PLATES	EACH	2		2
52000110	PREFORMED JOINT STRIP SEAL	FOOT	184		184
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	14		14
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	14		14
52100520	ANCHOR BOLTS, 1"	EACH	112		112
59300100	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	81.9		81.9
* 63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	320	320	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	6	6	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	9	9	
* 63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	2	2	
63200310	GUARDRAIL REMOVAL	FOOT	720	720	
67100100	MOBILIZATION	L SUM	1	1	
64200105	SHOULDER RUMBLE STRIP	FOOT	2,700	2,700	
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	6	6	
70300240	TEMPORARY PAVEMENT MARKING, LINE 6"	FOOT	700	700	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	700	700	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	700	700	
* 78000200	THERMOPLASTIC PAVEMENT MARKING-LINE 4"	FOOT	23,420	22528	892
* 78000300	THERMOPLASTIC PAVEMENT MARKING-LINE 5"	FOOT	1130	1050	80
* 78000500	THERMOPLASTIC PAVEMENT MARKING-LINE 8"	FOOT	13946	13946	
~~78000210~~	~~POLYUREA PAVEMENT MARKING TYPE-I-LINE 4"~~	~~FOOT~~	~~892~~		~~892~~
* 78000600	THERMOPLASTIC PAVEMENT MARKING-LINE 12"	FOOT	409	409	
~~78000220~~	~~POLYUREA PAVEMENT MARKING-TYPE-I-LINE 5"~~	~~FOOT~~	~~80~~		~~80~~
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	8	8	
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	8		8

* SPECIALTY ITEMS

Rev.

LONCO, INC.
CONSULTING ENGINEERS
1560 WALL ST. SUITE 222
NAPERVILLE, ILLINOIS 60563 PH: (630) 577-9100

DESIGNED - MJY		
DRAWN - ST, TSC	REVISED -	
CHECKED - MJY, DC	REVISED -	
DATE - 1/29/2010	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
I-57 NB & SB OVER ABANDONED RR (12.8 MILES SOUTH OF US 30)

SCALE: NONE | SHEET NO. 3 OF 38 SHEETS | STA. 939+74 TO STA. 943+21

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-2VB-I-1	WILL	38	3
	D-91-215-10	CONTRACT NO. 60J25		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

	SUMMARY OF QUANTITIES				90% FEDERAL, 10% STATE	
	CODE NO.	ITEM	UNIT	URBAN TOTAL	ROADWAY 1000-2A	BRIDGE X321-2A
*	78200530	BARRIER WALL MARKERS, TYPE C	EACH	29	29	
	78300100	PAVEMENT MARKING REMOVAL	SQ FT	9060	9060	
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	16	8	8
	X0321468	PLUG EXISTING DECK DRAINS	EACH	32		32
	X0322185	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 1/4"	SQ YD	1369		1369
	X0325303	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	89		89
	X0325305	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	475		475
	X0325775	WET REFLECTIVE TEMPORARY TAPE TYPE III, 4 INCH	FOOT	27,989	27,989	
	X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	1	
	X7013820	TRAFFIC CONTROL SURVEILLANCE, EXPRESSWAYS	CAL DA	30	30	
	X5080600	MECHANICAL SPLICERS	EACH	85		85
	Z0006204	BRIDGE DECK HYDRO-SCARIFICATION 1/2"	SQ YD	1369		1369
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
	Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	121		121
	Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
	Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
Ø	~~Z0076600~~	~~TRAINEES~~	~~HOUR~~	~~1000~~	~~1000~~	
	Z0073200	TEMPORARY SHORING AND CRIBBING	EACH	2	2	

SUMMARY OF QUANTITIES					
CODE NO.	ITEM	UNIT	URBAN TOTAL	ROADWAY	BRIDGE

* SPECIALTY ITEMS Ø-4080

Rev.

LONCO, INC.
CONSULTING ENGINEERS
1560 WALL ST, SUITE 222
NAPERVILLE, ILLINOIS 60563 PH: (630) 577-9100

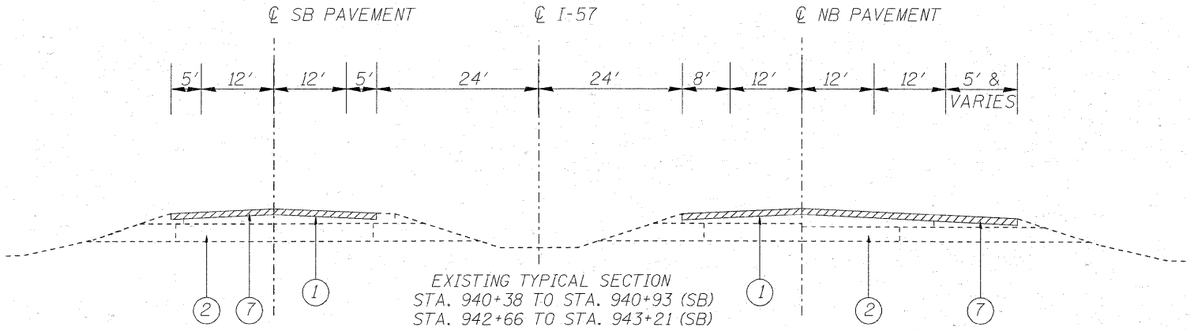
DESIGNED - MJY		
DRAWN - ST, TSC	REVISED -	
CHECKED - MJY, DC	REVISED -	
DATE - 01/29/2010	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

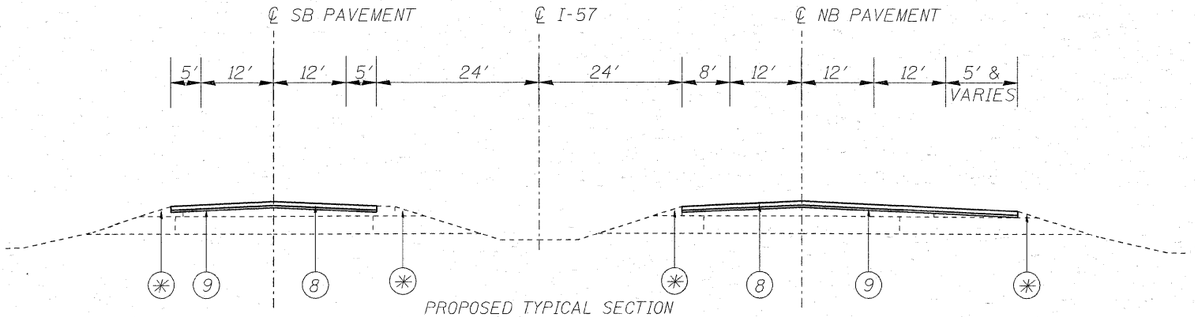
SUMMARY OF QUANTITIES
I-57 NB & SB OVER ABANDONED RR (12.8 MILES SOUTH OF US 30)

SCALE: NONE | SHEET NO. 4 OF 38 SHEETS | STA. 939+74 TO STA. 943+21

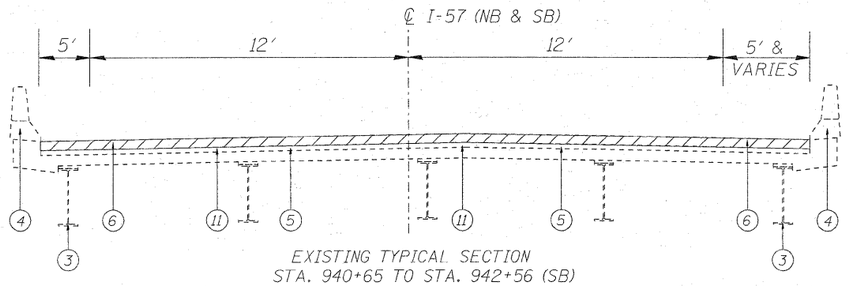
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-2VB-I-1	WILL	38	4
	D-91-215-10	CONTRACT NO. 60J25		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



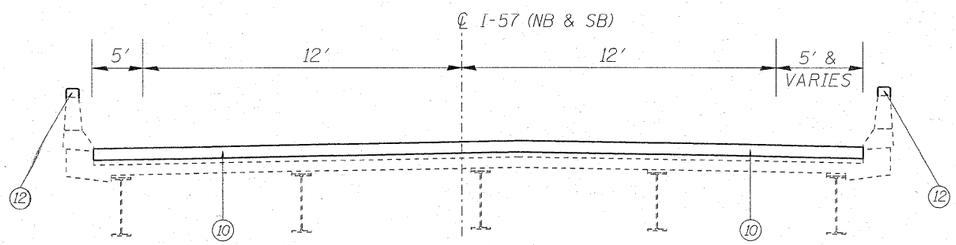
EXISTING TYPICAL SECTION
STA. 940+38 TO STA. 940+93 (SB)
STA. 942+66 TO STA. 943+21 (SB)
STA. 939+74 TO STA. 940+29 (NB)
STA. 942+19 TO 942+74 (NB)



PROPOSED TYPICAL SECTION
STA. 940+38 TO STA. 940+93 (SB)
STA. 942+66 TO STA. 943+21 (SB)
STA. 939+74 TO STA. 940+29 (NB)
STA. 942+19 TO 942+74 (NB)



EXISTING TYPICAL SECTION
STA. 940+65 TO STA. 942+56 (SB)
STA. 939+54 TO STA. 942+09 (NB)



PROPOSED TYPICAL SECTION
STA. 940+65 TO STA. 942+56 (SB)
STA. 939+54 TO STA. 942+09 (NB)

LEGEND

1. EXISTING PCC PAVEMENT, 8"
2. EXISTING STABILIZED SUB-BASE
3. EXISTING WF STEEL BEAMS
4. EXISTING PARAPET WALLS
5. EXISTING CONCRETE DECK
6. EXISTING HMA SURFACE AND WATERPROOFING MEMBRANE SYSTEM TO BE REMOVED, 2"
7. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
8. PROPOSED POLYMERIZED HMA SURFACE CSE., MIX "F", N90, 1 ¾"
9. PROPOSED LEVELING BINDER (MACHINE METHOD), N70, ¾"
10. PROPOSED BRIDGE DECK LATEX CONCRETE OVERLAY, 2 ¼"
11. PROPOSED BRIDE DECK HYDRO-SCARIFICATION, ½"
12. PROPOSED CONCRETE PARAPET EXTENSION, 9"
13. PROPOSED AGGREGATE SHOULDER, 3"

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
OPERATION	MIXTURE TYPE	DESIGN AIR VOIDS
ROADWAY	POLYMERIZED HMA SURFACE COURSE, MIX "F", N90 (IL 9.5 mm)	4% @ 90 GYR
	LEVELING BINDER (MACHINE METHOD), N70	4% @ 70 GYR
SHOULDER	POLYMERIZED HMA SURFACE COURSE, MIX "F", N90 (IL 9.5 mm)	4% @ 90 GYR
	LEVELING BINDER (MACHINE METHOD), N70	4% @ 70 GYR

NOTES:

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE COURSE MIXTURES IS 112 LBS/SQ-YD/IN.

FOR "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70 -22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

*GRADING AND SHAPING SHOULDER AND AGGREGATE SHOULDER , TYPE A WOULD BE USE TO REPAIR THE EXISTING AGGREGATE SHOULDER.

LAKCO INC.
CONSULTING ENGINEERS
1560 WALL ST. SUITE 222
NAPERVILLE, ILLINOIS 60563 PH: (630) 577-8800

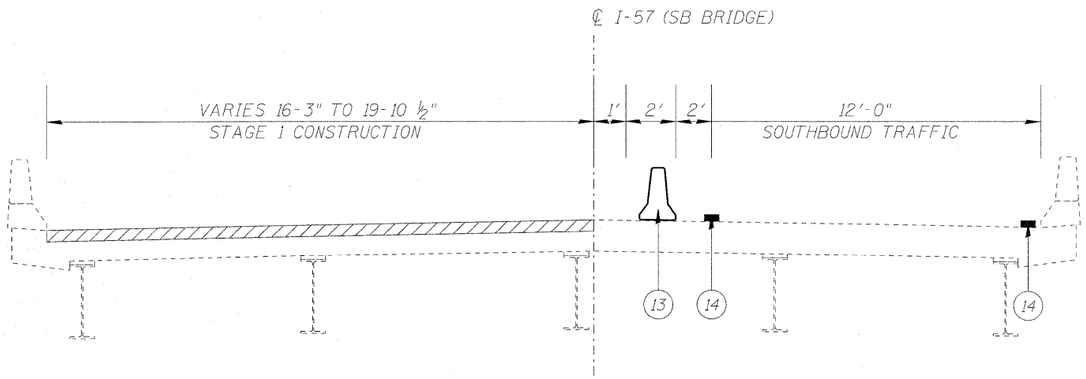
DESIGNED - MJY		
DRAWN - ST. TSC	REVISED -	
CHECKED - MJY, DC	REVISED -	
DATE - 1/29/2010	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

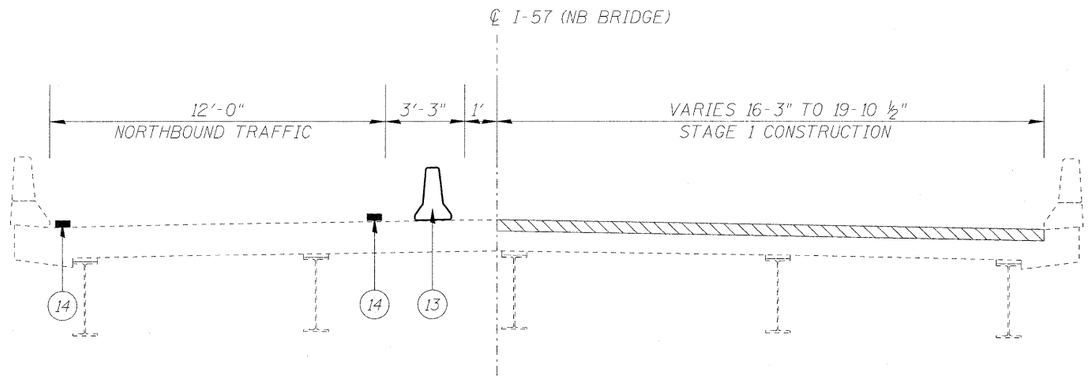
TYPICAL SECTIONS
I-57 NB & SB OVER ABANDONED RR (12.8 MILES SOUTH OF US 30)

SCALE: NONE | SHEET NO. 5 OF 38 SHEETS | STA. 939+74 TO STA. 943+21

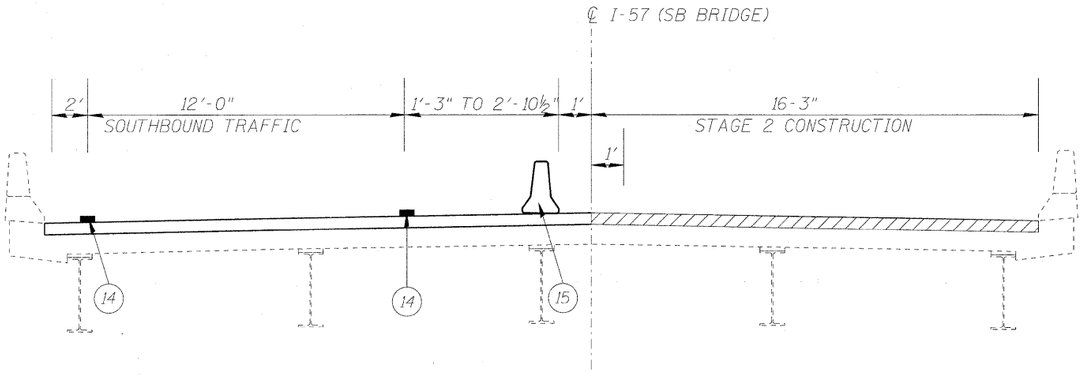
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-2VB-I-1	WILL	38	5
	D-91-215-10	CONTRACT NO. 60J25		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



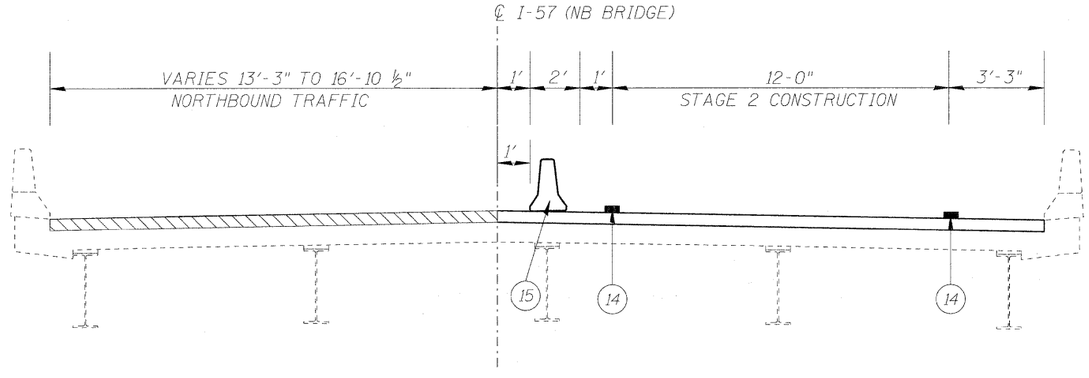
STAGE 1 TYPICAL SECTION - SB BRIDGE



STAGE 1 TYPICAL SECTION - NB BRIDGE



STAGE 2 TYPICAL SECTION- SB BRIDGE



STAGE 2 TYPICAL SECTION- NB BRIDGE

(13) TEMPORARY CONCRETE BARRIER

(14) WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4"

(15) RELOCATE TEMPORARY CONCRETE BARRIER

LONCO, INC.
CONSULTING ENGINEERS
1560 WALL ST, SUITE 222
NAPERVILLE, ILLINOIS 60563 PH: (630) 577-9100

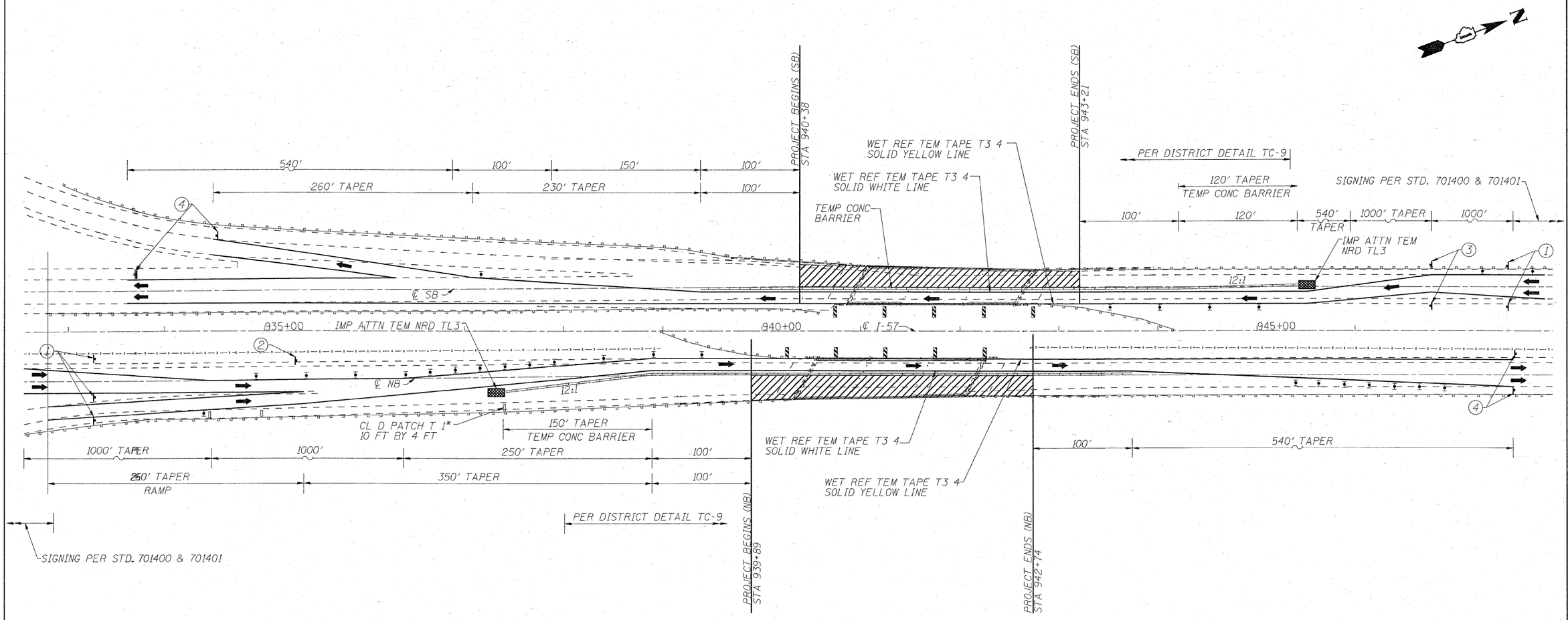
DESIGNED - MJY		
DRAWN - ST, TSC	REVISED -	
CHECKED - MJY, DC	REVISED -	
DATE - 1/29/2010	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING TYPICAL SECTIONS
I-57 NB & SB OVER ABANDONED RR (12.8 MILES SOUTH OF US 30)

SCALE: NONE | SHEET NO. 6 OF 38 SHEETS | STA. 939+74 TO STA. 943+21

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-2VB-I-1	WILL	38	6
	D-91-215-10	CONTRACT NO. 60J25		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND

- WORK ZONE
- BARRICADE W/ STEADY BURN LIGHT
- TYPE III BARRICADE WITH FLASHING LIGHTS
- SIGN
- IMPACT ATTENUATORS
- CONCRETE BARRIER
- TYPE II BARRICADE, DRUM OR VERITICAL BARRICADE WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
- SINGLE VERTICAL PANEL

NOTES:

BARRICADE SPACING SHALL BE 50' CENTERS IN TAPER SECTIONS AND 100' CENTERS IN TANGENT SECTIONS.

VERTICAL PANELS SHALL BE USED WHEN BARRICADES CANNOT BE PLACED ON THE EXISTING PAVEMENT OR PAVED SHOULDER.

1. W24-1
2. W4-2
3. W4-2
4. END CONSTRUCTION G20-2

*REPAIR OF PAVEMENT AROUND THE STUCTURE TO BY DETERMINE BY THE ENGINEER.

STAGE 1

1. INSTALL TRAFFIC CONTROL AND TEMPORARY CONCRETE BARRIER IN ACCORDANCE WITH STAGE 1 MAINTENANCE OF TRAFFIC AND STANDARDS 701400, 701401 AND DISTRICT DETAILS TC-9 AND TC-17.
2. COMPLETE REMOVAL OF ½" OF TOP OF DECK, EASTERN PORTION OF EXISTING NORTHBOUND OUTSIDE LANES, AND WESTERN PORTION OF EXISTING SOUTHBOUND LANES DECK SURFACE, AND EXISTING APPROACH PAVEMENT.
3. INSTALL NEW DECK SLAB REPAIR (FULL DEPTH, TYPE II) AND BRIDGE DECK LATEX CONCRETE OVERLAY, 2¼"
4. CONSTRUCT NEW APPROACH PAVEMENT.
5. CONSTRUCT ROADWAY ON EAST AND WEST SIDE, OUTSIDE LANES OF I-57 IN ACCORDANCE WITH SHEET 9.

0' 25' 50' 100'

SCALE: 1"= 50'

LOMCO, INC.
CONSULTING ENGINEERS
1560 WALL ST, SUITE 222
NAPERVILLE, ILLINOIS 60563 PH: (630) 577-1100

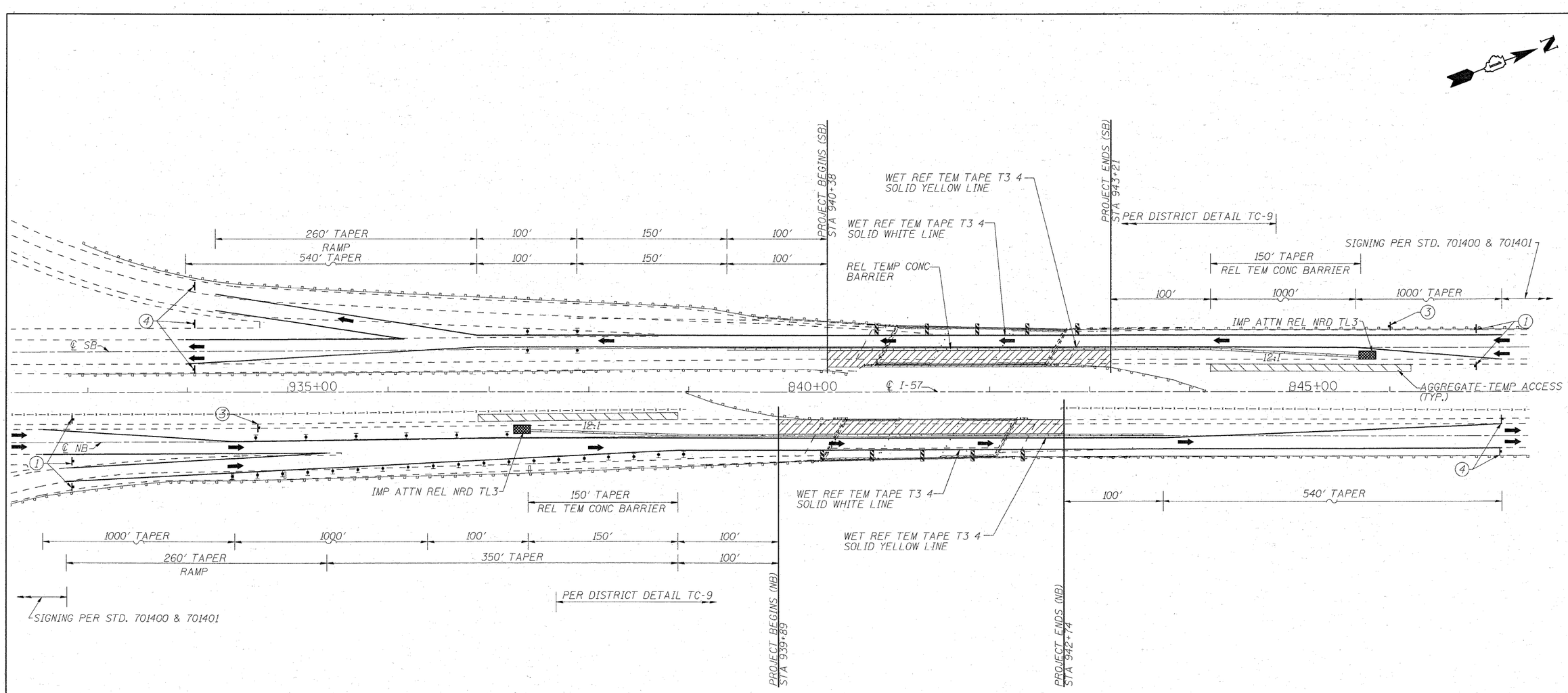
DESIGNED - MJY		
DRAWN - ST, TSC	REVISED -	
CHECKED - MJY, DC	REVISED -	
DATE - 01/29/2010	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION STAGING PLAN – STAGE 1
I-57 NB & SB OVER ABANDONED RR (12.8 MILES SOUTH OF US 30)

SCALE: 1 = 50 | SHEET NO. 7 OF 38 SHEETS | STA. 939+74 TO STA. 943+21

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-2VB-I-1	WILL	38	7
	D-91-215-10	CONTRACT NO. 60J25		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



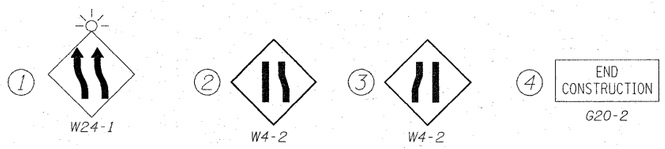
LEGEND

- WORK ZONE
- BARRICADE W/ STEADY BURN LIGHT
- TYPE III BARRICADE WITH FLASHING LIGHTS
- SIGN
- IMPACT ATTENUATORS
- CONCRETE BARRIER
- TYPE II BARRICADE, DRUM OR VERITICAL BARRICADE WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
- SINGLE VERTICAL PANEL
- AGGREGATE FOR TEMPORARY ACCESS 200 FT BY 7 FT

NOTES:

BARRICADE SPACING SHALL BE 50' CENTERS IN TAPER SECTIONS AND 100' CENTERS IN TANGENT SECTIONS.

VERTICAL PANELS SHALL BE USED WHEN BARRICADES CANNOT BE PLACED ON THE EXISTING PAVEMENT OR PAVED SHOULDER.



STAGE 2

1. INSTALL TRAFFIC CONTROL AND TEMPORARY CONCRETE BARRIER IN ACCORDANCE WITH STAGE 2 MAINTENANCE OF TRAFFIC AND STANDARDS 701400, 701401 AND DISTRICT DETAILS TC-9 AND TC-17.
2. COMPLETE REMOVAL OF THE OF TOP ½" OF DECK, WESTERN PORTION OF EXISTING NORTHBOUND INSIDE LANES, AND EASTERN PORTION OF EXISTING SOUTHBOUND LANES DECK SURFACE, AND EXISTING APPROACH PAVEMENT.
3. INSTALL NEW DECK SLAB REPAIR (FULL DEPTH, TYPE II) AND BRIDGE DECK LATEX CONCRETE OVERLAY, 2¼"
4. CONSTRUCT NEW APPROACH PAVEMENT.
5. CONSTRUCT ROADWAY ON EAST AND WEST SIDE. INSIDE LANES OF I-57 IN ACCORDANCE WITH SHEET 9.

0' 25' 50' 100'

SCALE: 1"= 50'

LOUIS INC.
CONSULTING ENGINEERS
1560 WALL ST, SUITE 222
NAPERVILLE, ILLINOIS 60563 PH: (630) 577-9100

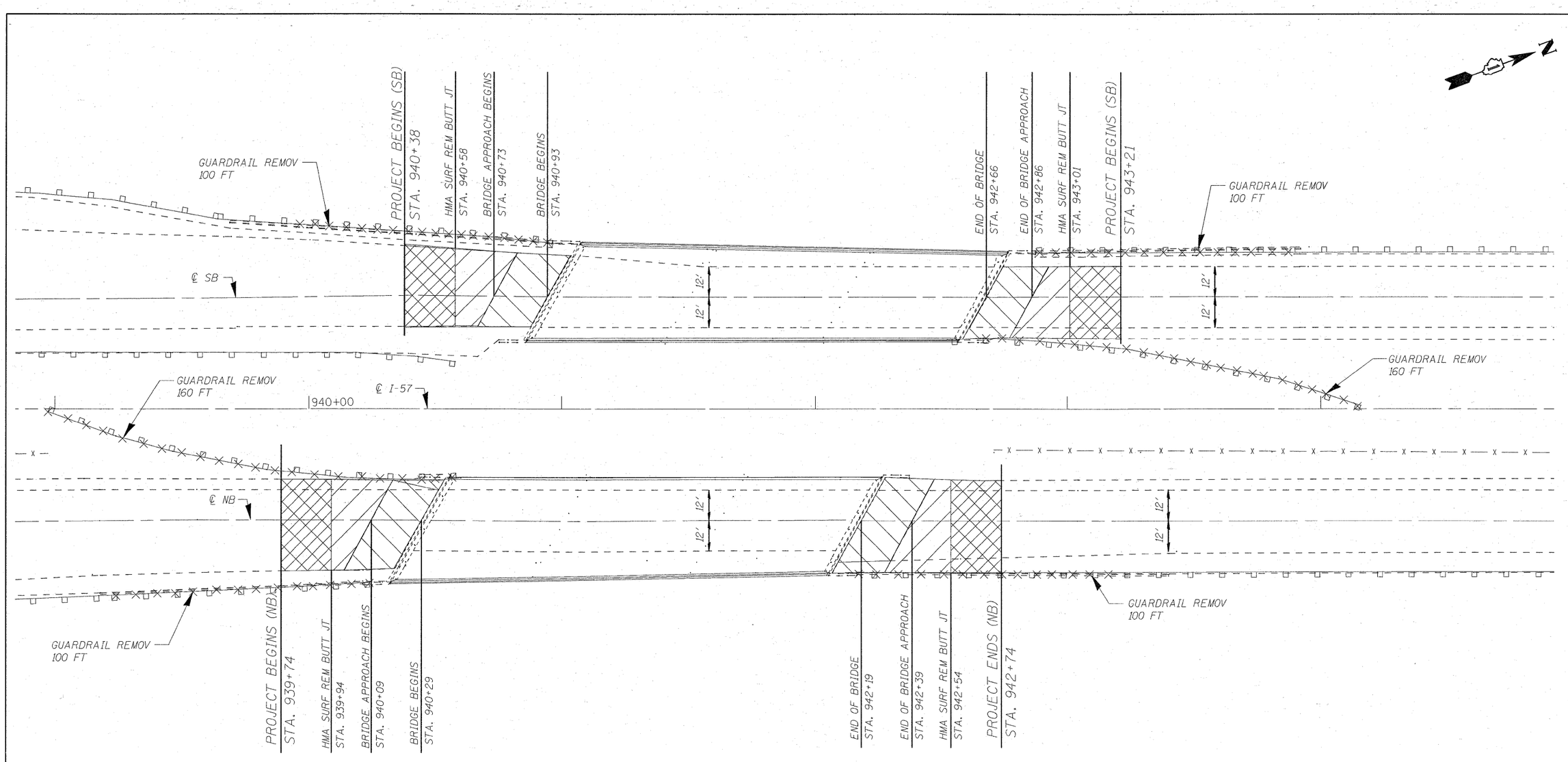
DESIGNED - MJY		
DRAWN - ST, TSC	REVISED -	
CHECKED - MJY, DC	REVISED -	
DATE - 01/29/2010	REVISED -	

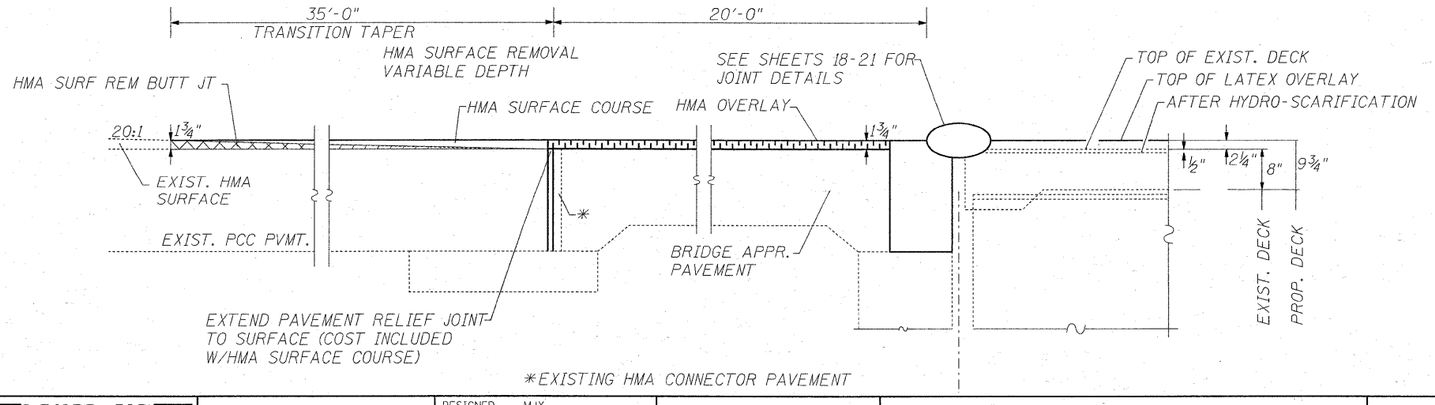
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION STAGING PLAN – STAGE 2
I-57 NB & SB OVER ABANDONED RR (12.8 MILES SOUTH OF US 30)

SCALE: 1 = 50 | SHEET NO. 8 OF 38 SHEETS | STA. 939+74 TO STA. 943+21

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-2VB-I-1	WILL	38	8
	D-91-215-10	CONTRACT NO. 60J25		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





LEGEND

- HMA OVERLAY 1 ¾"
- HMA SURF REM VAR DP & HMA OVERLAY VARIABLE DEPTH (AT BRIDGE APPROACH)
- HMA SURF REM BUTT JT

0' 10' 20' 40'

SCALE: 1"= 20'

LONCO, INC.
CONSULTING ENGINEERS
1560 WALL ST, SUITE 222
NAPERVILLE, ILLINOIS 60563 PH: (630) 577-9100

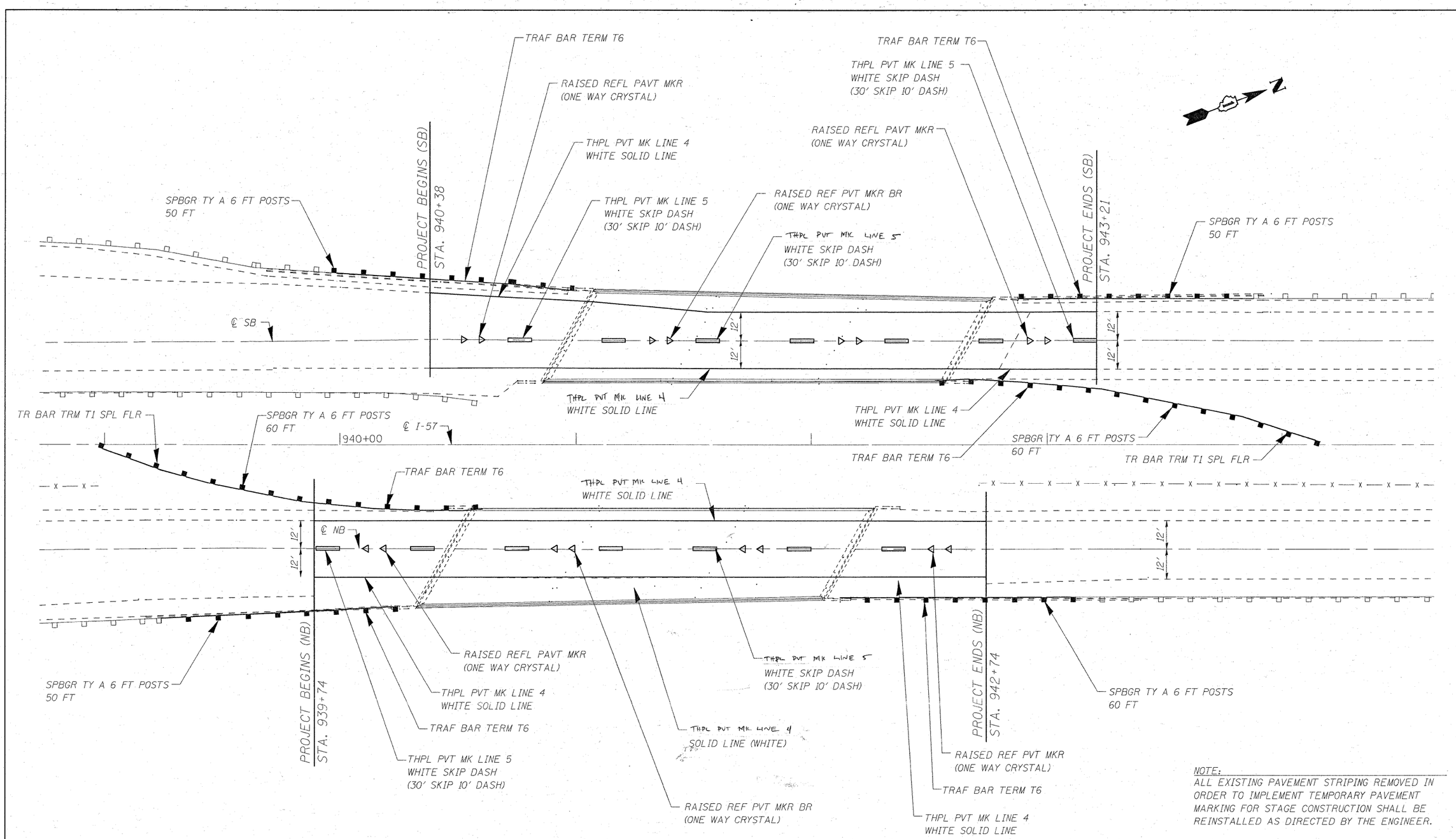
DESIGNED - MJY		
DRAWN - SV	REVISED -	
CHECKED - MJY, DC	REVISED -	
DATE - 1/29/2010	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY RESURFACING AND APPROACH OVERLAY
I-57 NB & SB OVER ABANDONED RR (12.8 MILES SOUTH OF US 30)

SCALE: 1 = 20 | SHEET NO. 9 OF 38 SHEETS | STA. 939+74 TO STA. 943+21

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-2VB-I-1	WILL	38	9
	D-91-215-10	CONTRACT NO. 60J25		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTE:
ALL EXISTING PAVEMENT STRIPING REMOVED IN ORDER TO IMPLEMENT TEMPORARY PAVEMENT MARKING FOR STAGE CONSTRUCTION SHALL BE REINSTALLED AS DIRECTED BY THE ENGINEER.

LOYCO, INC.
CONSULTING ENGINEERS
1560 WALL ST. SUITE 222
NAPERVILLE, ILLINOIS 60563 PH: (630) 577-9100

DESIGNED - MJY		
DRAWN - SV	REVISED -	
CHECKED - MJY, DC	REVISED -	
DATE - 1/29/2010	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

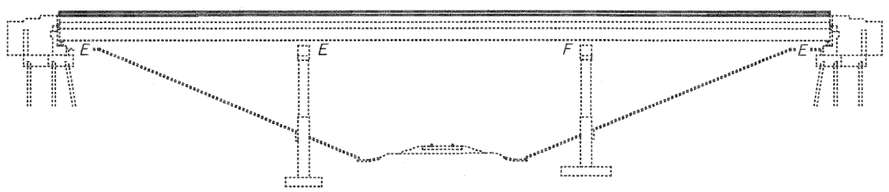
PAVEMENT MARKING PLAN
I-57 NB & SB OVER ABANDONED RR (12.8 MILES SOUTH OF US 30)

SCALE: 1 = 20 | SHEET NO. 10 OF 38 SHEETS | STA. 939+74 TO STA. 943+21

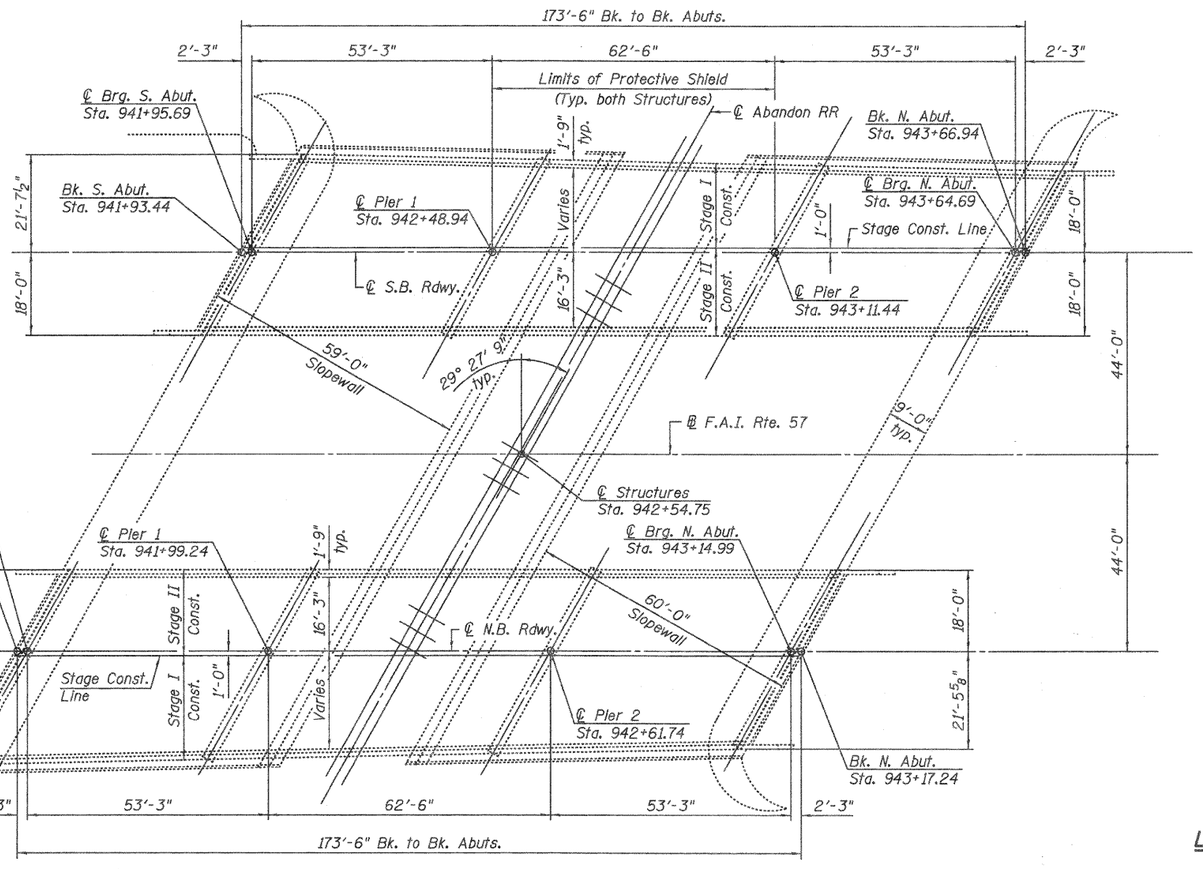
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-2VB-I-1	WILL	38	10
	D-91-215-10	CONTRACT NO. 60J25		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Existing Structure: Existing Structure No. 099-0038(NB) & 099-0039(SB) were built in 1962 as F.A.I. Rte. 57, Section 99-2VB. Existing structures are 3 span continuous wide flange beam bridge on pile supported piers and abutments, with 7" deck slab and 2" bituminous wearing surface. Traffic to be maintained using stage construction.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ELEVATION



PLAN

DESIGNED	- CMV
CHECKED	- SDS
DRAWN	- DLH
CHECKED	- CMV

WHKS & CO.
ENGINEERING
7018 KINGSMILL CT.,
SPRINGFIELD, IL
(217) 483-9457
DESIGN FIRM #184001036

INDEX OF SHEETS

SCOPE OF WORK

1. Remove concrete deck and parapet adjacent to expansion joints.
2. Provide Preformed Joint Strip Seal expansion joints at abutments.
3. Replace concrete deck and parapet adjacent to expansion joints.
4. Apply ½" hydro-scarification to deck slab.
5. Repair deck slab.
6. Place 2¼" latex concrete overlay on bridge deck.
7. Place bituminous overlay on approaches.
8. Apply protective coat and bridge deck grooving to top of bridge deck overlay and new concrete at joints.
9. Jack and remove existing abutment bearings and replace with elastomeric bearings.
10. Repair deteriorated concrete at substructures.
11. Plug or extend existing deck drains.

STATE OF ILLINOIS
SCOTT D SANFORD
081-005468
SPRINGFIELD
STRUCTURAL ENGINEER
02-27-2010
Expires: 11/30/2010

Sheets 1 thru 12 and 15 thru 23

STATE OF ILLINOIS
WILLIAM H. EPP
081-005150
REGISTERED
PROFESSIONAL ENGINEER

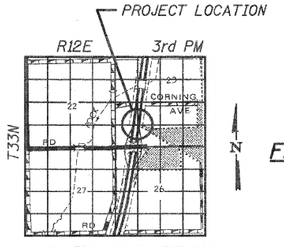
EXP. 11/30/10

Sheets 13 & 14

LOADING HS20-44
Original Construction

DESIGN SPECIFICATIONS
2002 Standard Specifications for Highway Bridges 17th Edition

DESIGN STRESSES
NEW CONSTRUCTION
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 36,000 psi (Structural Steel)



LOCATION SKETCH

GENERAL PLAN AND ELEVATION
I-57 OVER ABANDONED RAILROAD
F.A.I. RTE. 57 - SECTION 99-2VB-I-1
WILL COUNTY
STATION 942+54.75
STRUCTURE NO. 099-0038 (NB)
STRUCTURE NO. 099-0039 (SB)

SHEET NO. 1	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
23 SHEETS	57	99-2VB-I-1	WILL	38	11
	C-91-215-10		CONTRACT NO. 60J25		
		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.

Reinforcement bars designated (E) shall be epoxy coated.

Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.

As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer.

Any cracks that cannot be removed by grinding $\frac{1}{4}$ inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

All structural steel shall be shop painted with inorganic zinc rich primer per AASHTO M300, Type 1. Cost included with Furnishing and Erecting Structural Steel.

All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.

The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 36.

Two $\frac{1}{8}$ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

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

Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.

Joint openings shall be adjusted according to Article 520.04 of the Standard Specifications, when the deck is poured at an ambient temperature other than 50°F.

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

The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.

The Contractor shall be responsible for maintaining the stability and structural integrity of the existing structure, in accordance with the project specifications.

Temporary shoring and cribbing required to complete Structural Repair of Concrete (Depth Greater than 5") shall not be paid for separately but shall be included in the cost of Structural Repair of Concrete (Depth Greater than 5"). When doing the pier repair, the structure shall not be jacked from the pier, the weight must be taken off the pier in the area of the repairs. Concrete must be cured to minimum strength before the weight can be put back on the pier, according to the special provisions.

TOTAL BILL OF MATERIAL (TWO STRUCTURES)

	ITEM	UNIT	SUPER	SUB	TOTAL
*	Hot-Mix Asphalt Surface Removal (Deck)	Sq. Yd.	1,369		1,369
	Protective Shield	Sq. Yd.	470		470
	Concrete Removal	Cu. Yd.	25.3	2.0	27.3
*	Bridge Rail Removal	Foot	683		683
	Slope Wall Removal	Sq. Yd.		247	247
	Concrete Structures	Cu. Yd.		2.0	2.0
	Concrete Superstructure	Cu. Yd.	40.7		40.7
	Bridge Deck Grooving	Sq. Yd.	1,293		1,293
	Protective Coat	Sq. Yd.	1,490		1,490
	Furnishing and Erecting Structural Steel	Pound	3,210		3,210
*	Jack and Remove Existing Bearings	Each		28	28
	Reinforcement Bars, Epoxy Coated	Pound	8,100	70	8,170
	Bar Splicers	Each	52		52
	Slope Wall 4 Inch	Sq. Yd.		247	247
*	Temporary Sheet Piling	Sq. Ft.		232	232
*	Relocating Name Plates	Each	2		2
	Preformed Joint Strip Seal	Foot	184		184
	Elastomeric Bearing Assembly, Type I	Each		14	14
	Elastomeric Bearing Assembly, Type II	Each		14	14
	Anchor Bolts 1"	Each		112	112
	Controlled Low-Strength Material	Cu. Yd.		81.9	81.9
*	Plug Existing Deck Drains	Each	32		32
*	Mechanical Splice	Each		85	85
*	Bridge Deck Latex Concrete Overlay, $2\frac{1}{4}$"	Sq. Yd.	1,369		1,369
*	Structural Repair of Concrete (Depth > 5")	Sq. Ft.		89	89
*	Structural Repair of Concrete (Depth =< 5")	Sq. Ft.		475	475
*	Bridge Deck Hydro-Scarification $\frac{1}{2}$"	Sq. Yd.	1,369		1,369
*	Floor Drain Extension	Each	40		40
*	Deck Slab Repair (Full Depth, Type II)	Sq. Yd	121		121
**	Deck Slab Repair (Partial)	Sq. Yd.	222		222

* Special Provision

** Quantity of Deck Slab Repair (Partial) is for information only. Cost of Deck Slab Repair (Partial) to be included in the cost of Bridge Deck Hydro-Scarification $\frac{1}{2}$"

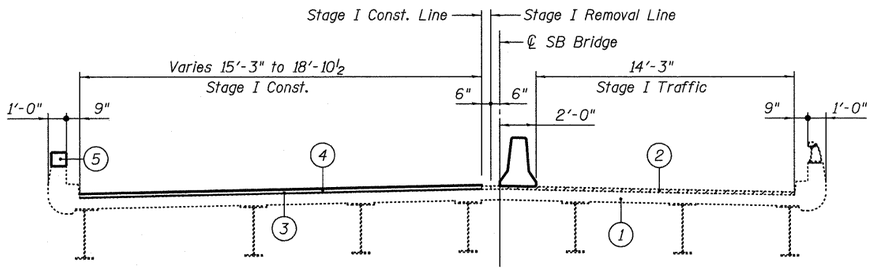
DESIGNED	- CMV
CHECKED	- SDS
DRAWN	- DLH
CHECKED	- CMV

WHKS & co. ENGINEERING
7018 KINGSMILL CT.,
SPRINGFIELD, IL
(217) 483-9457
DESIGN FIRM #184001036

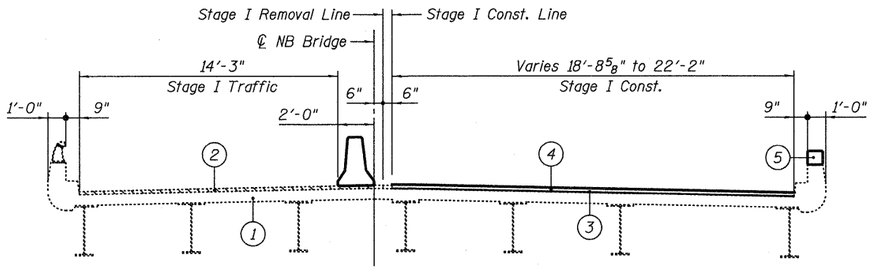
GENERAL NOTES AND BILL OF MATERIAL
I-57 OVER ABANDONED RAILROAD
F.A.I. RTE. 57 - SECTION 99-2VB-I-1
WILL COUNTY
STATION 942+54.75
STRUCTURE NO. 099-0038 (NB)
STRUCTURE NO. 099-0039 (SB)

SHEET NO. 2	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
23 SHEETS	57	99-2VB-I-1	WILL	38	12
	C-91-215-10		CONTRACT NO. 60J25		
		ILLINOIS	FED. AID PROJECT		

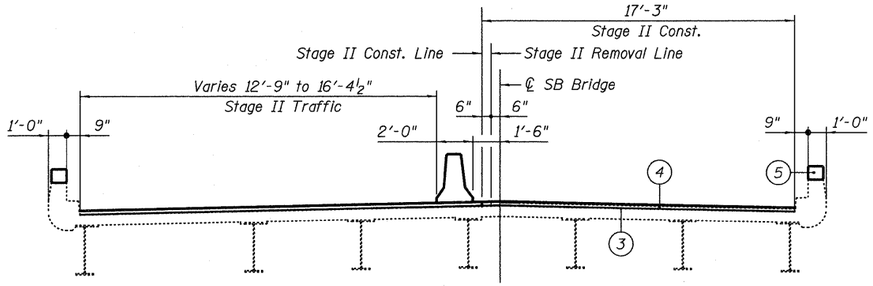
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



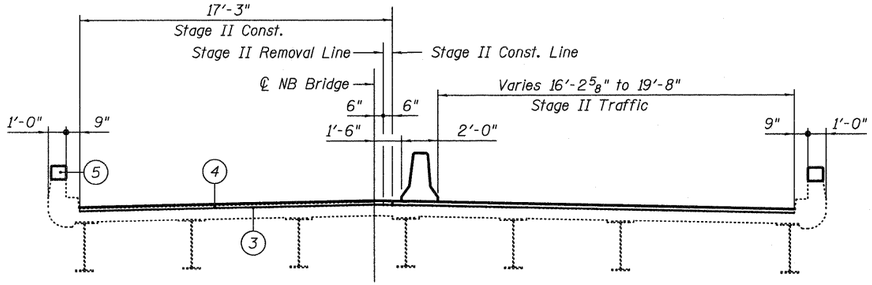
STAGE I CONST. - SB BRIDGE
(Looking North)



STAGE I CONST. - NB BRIDGE
(Looking North)



STAGE II CONST. - SB BRIDGE
(Looking North)



STAGE II CONST. - NB BRIDGE
(Looking North)

LEGEND

1. Existing 7" slab
2. Existing 2" HMA Wearing Surface and Waterproofing Membrane System to be removed
3. Proposed ½" Bridge Deck Hydro-Scarification
4. Proposed 2¼" Bridge Deck Latex Concrete Overlay
5. Proposed 9" Concrete Parapet Extension

DESIGNED	- CMV
CHECKED	- SDS
DRAWN	- DLH
CHECKED	- CMV

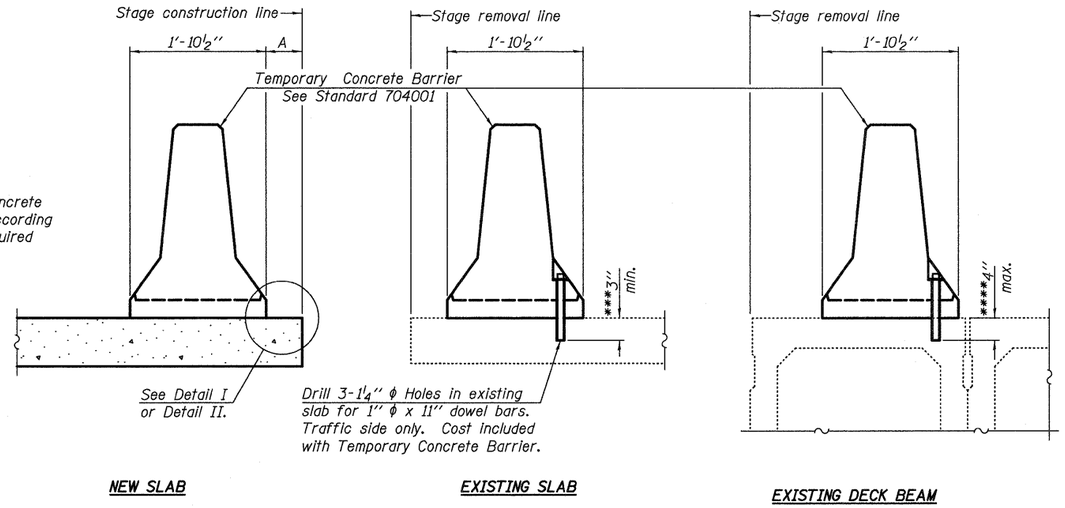
WHKS & CO. ENGINEERING
7018 KINGSMILL CT.,
SPRINGFIELD, IL
(217) 483-9457
DESIGN FIRM #184001036

STAGE CONSTRUCTION DETAILS
I-57 OVER ABANDONED RAILROAD
F.A.I. RTE. 57 - SECTION 99-2VB-I-1
WILL COUNTY
STATION 942+54.75
STRUCTURE NO. 099-0038 (NB)
STRUCTURE NO. 099-0039 (SB)

SHEET NO. 3	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
23 SHEETS	57	99-2VB-I-1	WILL	38	13
	C-91-215-10		CONTRACT NO. 60J25		
		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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



NEW SLAB | EXISTING SLAB | EXISTING DECK BEAM

SECTIONS THRU SLAB OR DECK BEAM

NOTES

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

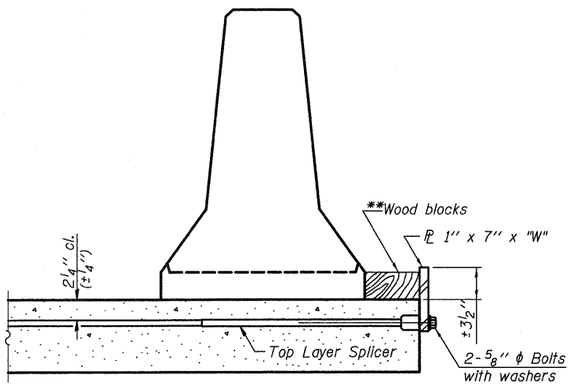
Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x 10" steel ℙ to the concrete slab or concrete wearing surface with 2-⅝" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ℄ of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier.

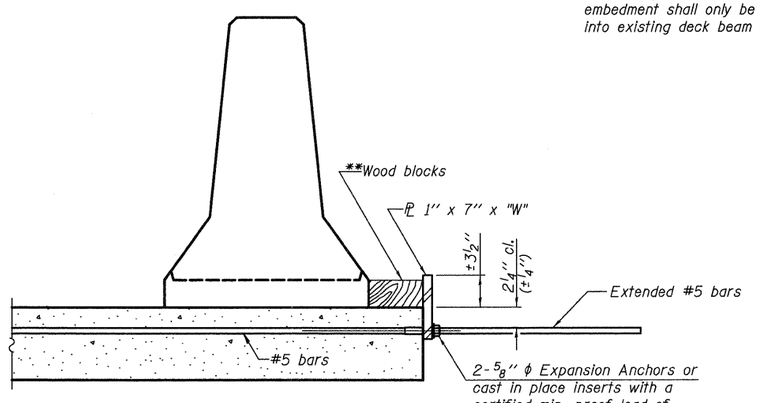
The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

*** Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



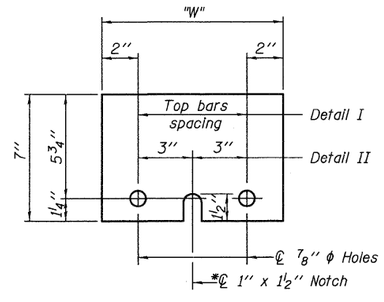
DETAIL I



DETAIL II

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

"W" = Top bars spacing + 4"



STEEL RETAINER ℙ 1" x 7" x 10"

* Required only with Detail II

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION I-57 OVER ABANDONED RAILROAD F.A.I. RTE. 57 - SECTION 99-2VB-I-1 WILL COUNTY STATION 942+54.75 STRUCTURE NO. 099-0038 (NB) STRUCTURE NO. 099-0039 (SB)

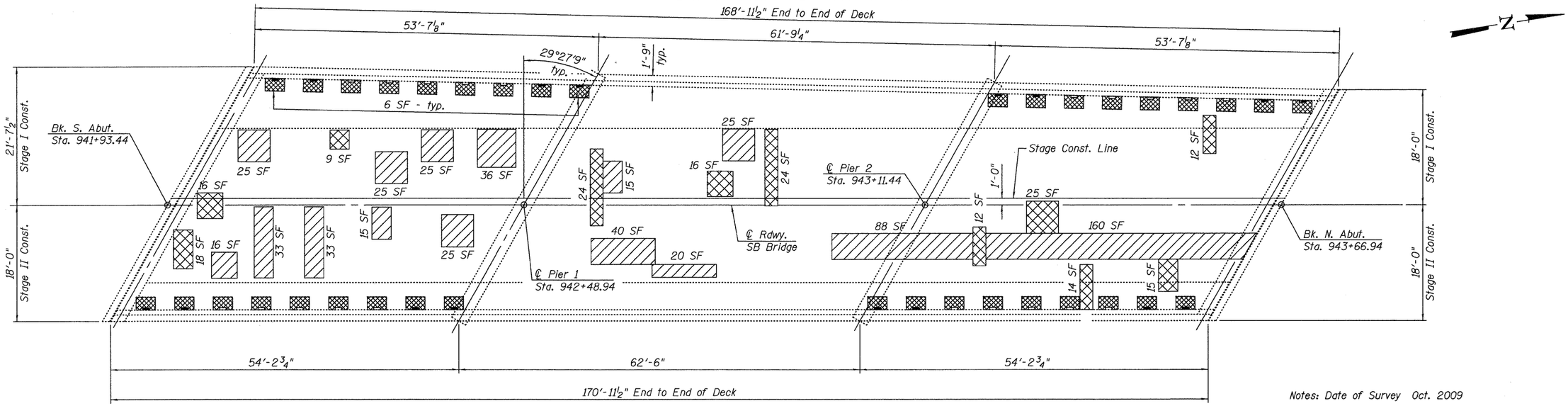
DESIGNED	- CMV
CHECKED	- SDS
DRAWN	- DLH
CHECKED	- CMV

WHKS & co. ENGINEERING
7018 KINGSMILL CT., SPRINGFIELD, IL
(217) 483-9457
DESIGN FIRM #184001036

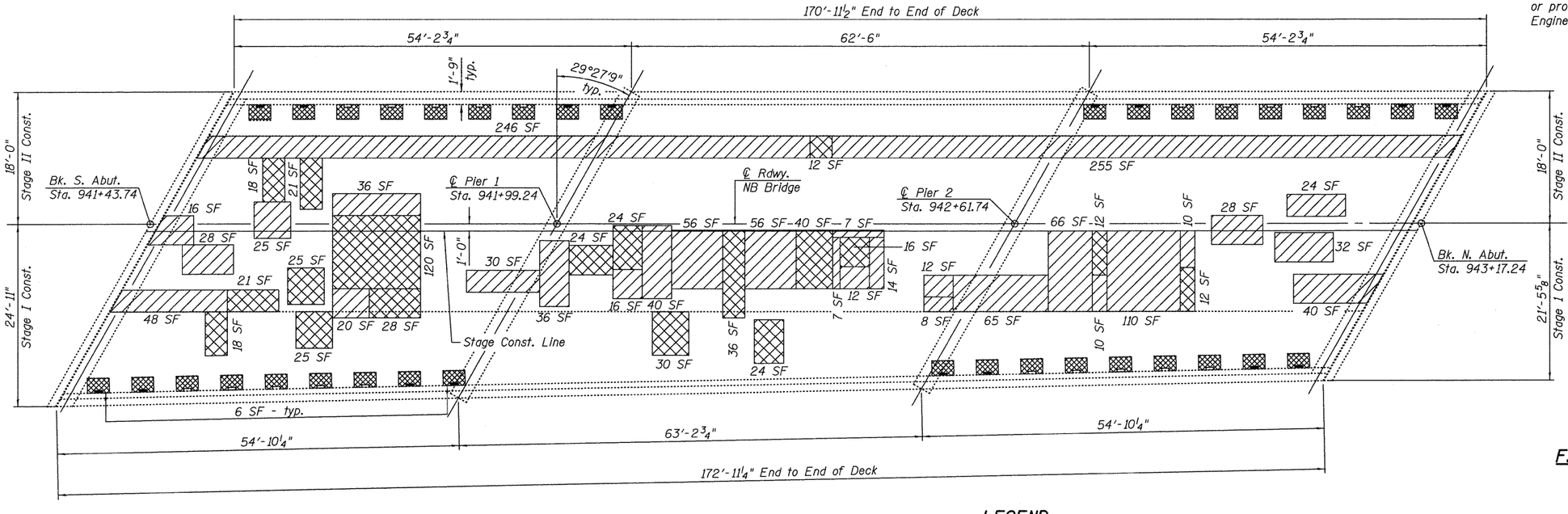
R-27 11-1-09

SHEET NO. 4	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
23 SHEETS	57	99-2VB-I-1	WILL	38	14
	C-91-215-10		CONTRACT NO. 60J25		
	ILLINOIS	FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SB BRIDGE - DECK SLAB REPAIR PLAN



NB BRIDGE - DECK SLAB REPAIR PLAN

* For information only. Cost to be included with Bridge Deck Hydro-Scarification ½".

LEGEND

* Deck Slab Repair (Partial) = 222 SY

Deck Slab Repair (Full Depth, Type II) = 121 SY

4" x 12" Drain to be extended (See detail sheet 22 of 23).

4" x 12" Drain to be plugged (See detail sheet 22 of 23).

Notes: Date of Survey Oct. 2009

The Engineer shall record the actual Deck Slab Repair areas in the plans. Patches shown are taken from existing inspection reports. Full depth patches shall only be used in areas where Hydr-Scarification reveals or produces unsound concrete as determined by the Engineer. See Special Provisions for Deck Slab Repair.

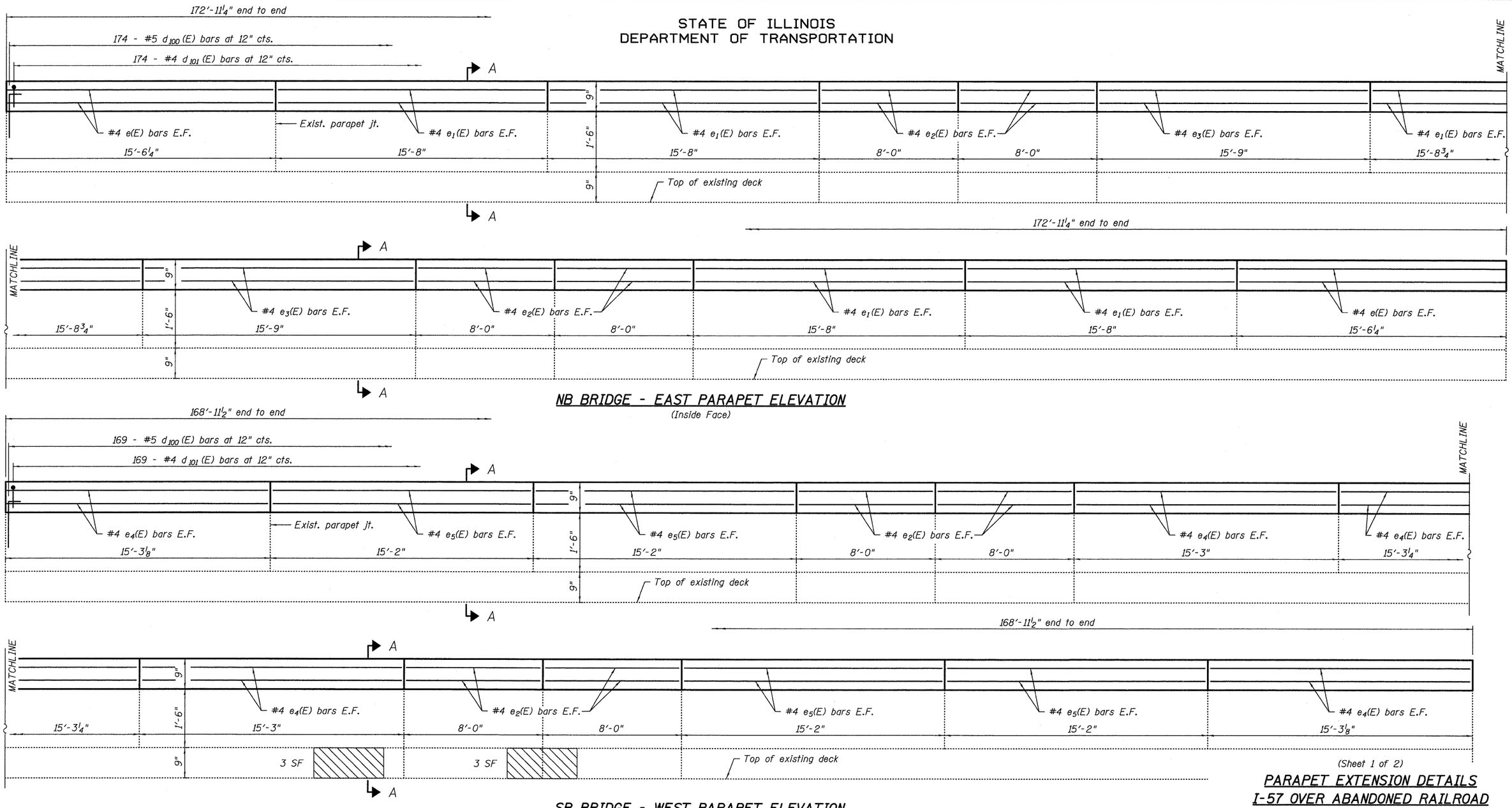
DECK SLAB REPAIR PLAN
I-57 OVER ABANDONED RAILROAD
F.A.I. RTE. 57 - SECTION 99-2VB-I-1
WILL COUNTY
STATION 942+54.75
STRUCTURE NO. 099-0038 (NB)
STRUCTURE NO. 099-0039 (SB)

DESIGNED	- CMV
CHECKED	- SDS
DRAWN	- DLH
CHECKED	- CMV

WHKS & CO. ENGINEERING
7018 KINGSMILL CT., SPRINGFIELD, IL
(217) 483-9457
DESIGN FIRM #184001036

SHEET NO. 5	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
23 SHEETS	57	99-2VB-I-1	WILL	38	15
	C-91-215-10		CONTRACT NO. 60J25		
	ILLINOIS	FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



NB BRIDGE - EAST PARAPET ELEVATION

(Inside Face)

SB BRIDGE - WEST PARAPET ELEVATION

(Inside Face)

Notes:
See sheet 7 of 23 for Section A-A and Bill of Material.

LEGEND

Structural Repair of Concrete (Depth equal to or less than 5") = 6 SF

DESIGNED	- CMV
CHECKED	- SDS
DRAWN	- DLH
CHECKED	- CMV

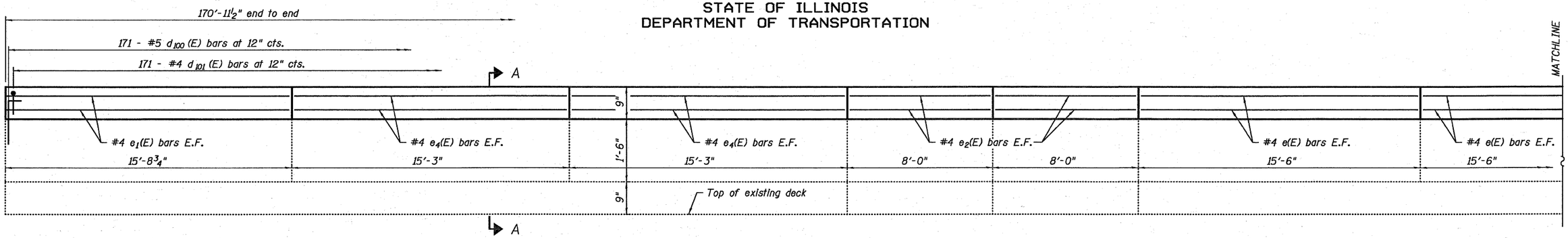
WHKS & CO. ENGINEERING
7018 KINGSMILL CT.,
SPRINGFIELD, IL
(217) 483-9457
DESIGN FIRM #184001036

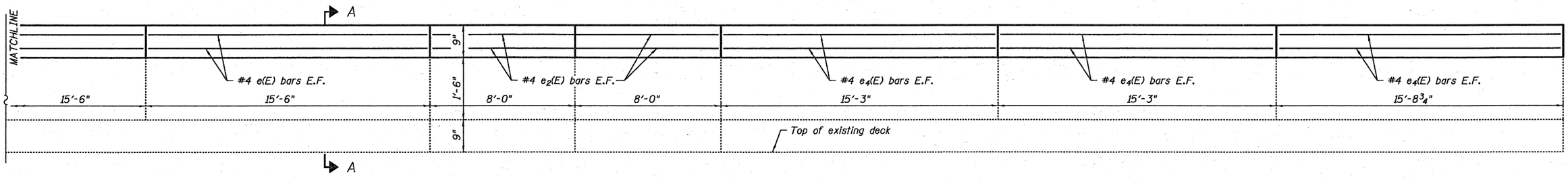
(Sheet 1 of 2)

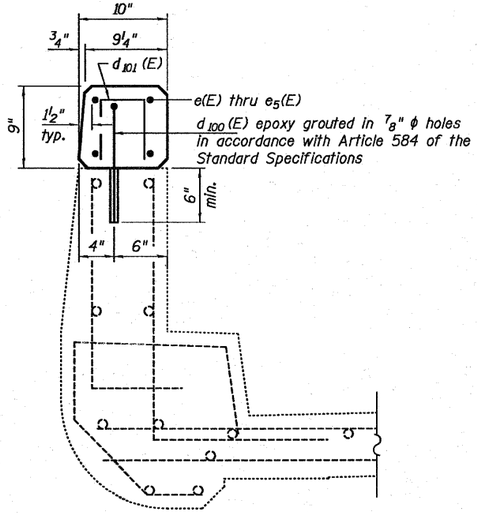
PARAPET EXTENSION DETAILS
I-57 OVER ABANDONED RAILROAD
F.A.I. RTE. 57 - SECTION 99-2VB-I-1
WILL COUNTY
STATION 942+54.75
STRUCTURE NO. 099-0038 (NB)
STRUCTURE NO. 099-0039 (SB)

SHEET NO. 6	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
23 SHEETS	57	99-2VB-I-1	WILL	38	16
	C-91-215-10		CONTRACT NO. 60J25		
			ILLINOIS	FED. AID PROJECT	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

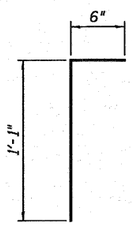




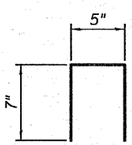


SECTION A-A
(Section thru parapet extension)

SB BRIDGE - EAST PARAPET / NB BRIDGE - WEST PARAPET ELEVATION
(Inside Face)



BAR d_{100} (E)



BAR d_{101} (E)

BILL OF MATERIAL
(TWO BRIDGES)

Bar	No.	Size	Length	Shape
d_{100}(E)	685	#5	1'-7"	
d_{101}(E)	685	#4	1'-7"	
e(E)	32	#4	15'-3"	
e_1(E)	36	#4	15'-5"	
e_2(E)	64	#4	7'-9"	
e_3(E)	8	#4	15'-6'	
e_4(E)	52	#4	15'-0"	
e_5(E)	16	#4	14'-9"	
Reinforcement Bars, Epoxy Coated			Pound	3,650
Concrete Superstructure			Cu. Yd.	15.2
Protective Coat			Sq. Yd.	117
Bridge Rail Removal			Foot	683

Notes:
Protective Coat shall be applied to top and inside face of parapet extensions. Cost of drilling and epoxy grouting d(E) bars shall be included with the cost of reinforcement bars, epoxy coated.

DESIGNED	- CMV
CHECKED	- SDS
DRAWN	- DLH
CHECKED	- CMV

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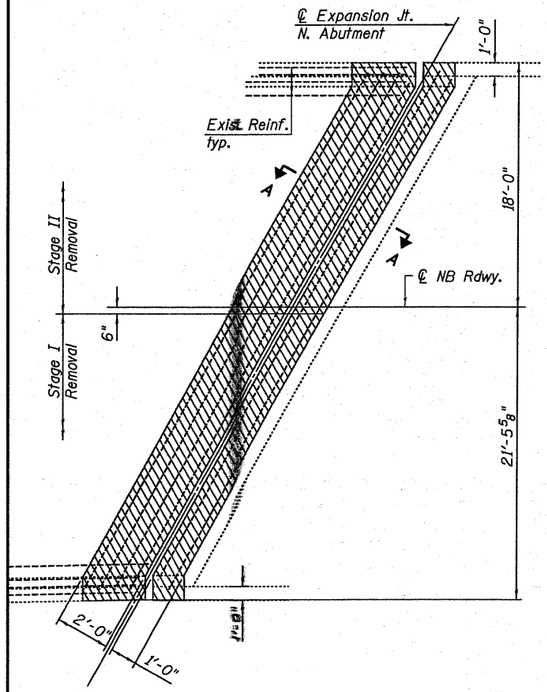
(217) 483-9457
DESIGN FIRM #184001036

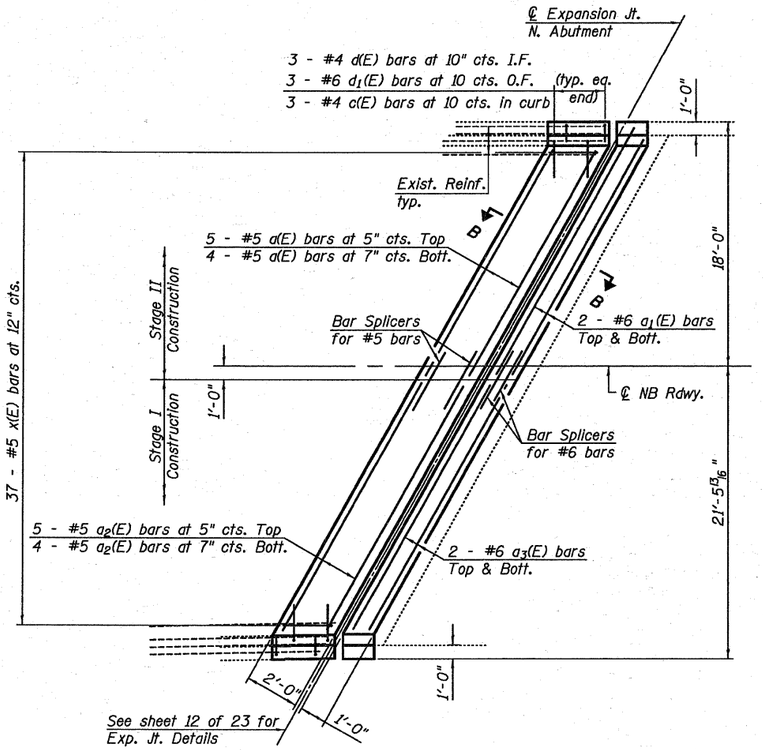
(Sheet 2 of 2)

PARAPET EXTENSION DETAILS
I-57 OVER ABANDONED RAILROAD
F.A.I. RTE. 57 - SECTION 99-2VB-I-1
WILL COUNTY
STATION 942+54.75
STRUCTURE NO. 099-0038 (NB)
STRUCTURE NO. 099-0039 (SB)

SHEET NO. 7	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
23 SHEETS	57	99-2VB-I-1	WILL	38	17
	C-91-215-10		CONTRACT NO. 60J25		
		ILLINOIS	FED. AID PROJECT		

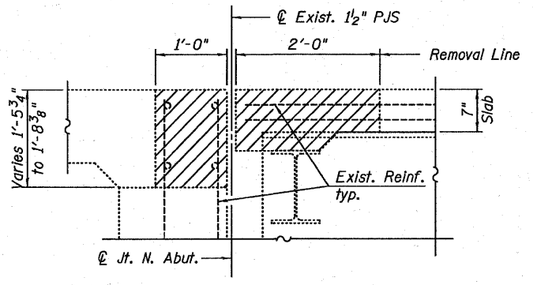
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



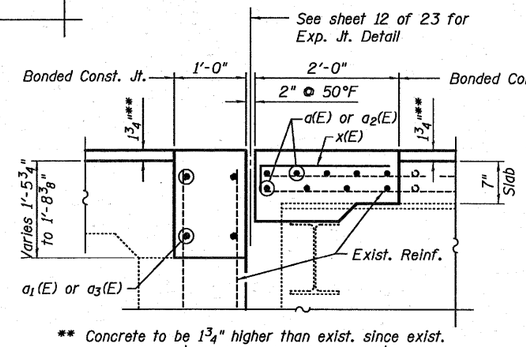


PARTIAL PLAN SHOWING CONCRETE REMOVAL AT NB BRIDGE - NORTH ABUT.

PARTIAL PLAN SHOWING CONCRETE REPLACEMENT AT NB BRIDGE - NORTH ABUT.



SECTION A-A



** Concrete to be $1\frac{3}{4}$" higher than exist. since exist. deck will get ½" hydroscarification, and $2\frac{1}{4}$" Latex concrete overlay, for an increase of $1\frac{3}{4}$".

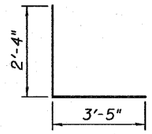
SECTION B-B

Notes:

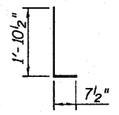
Hatched areas indicate concrete sections to be removed and replaced. Perimeters at concrete removal areas shall be saw cut ¾" prior to removal of the concrete.

Existing reinforcement shall be cleaned, straightened (if required) and incorporated into the new construction. Cost included with Concrete Removal.

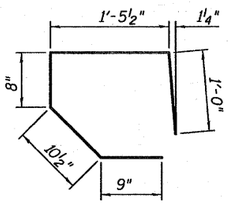
* Concrete removal of the existing wingwalls in the area of the existing Name Plates shall be adjusted to ensure complete removal and reinstallation of the Name Plates. Cost included with "Relocating Name Plates".



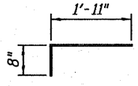
BAR d(E)



BAR d1(E)



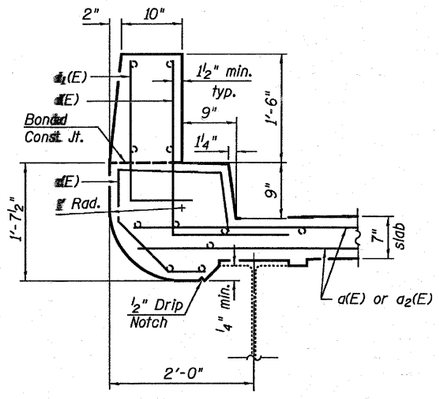
BAR c(E)



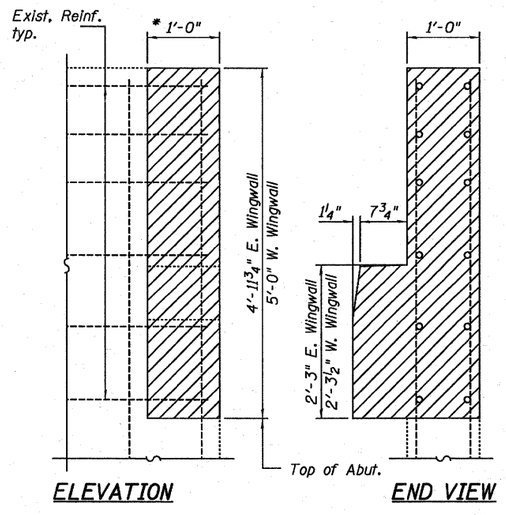
BAR x(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	9	#5	20'-3"	
a1(E)	4	#6	18'-5"	
a2(E)	9	#5	23'-7"	
a3(E)	4	#6	24'-3"	
c(E)	6	#4	4'-9"	
d(E)	6	#4	5'-9"	
d1(E)	6	#6	2'-6"	
x(E)	37	#5	2'-7"	
Concrete Removal			Cu. Yd.	5.6
Concrete Superstructure			Cu. Yd.	6.3
Bar Splicers			Each	13
Reinforcement Bars, Epoxy Coated			Pound	840

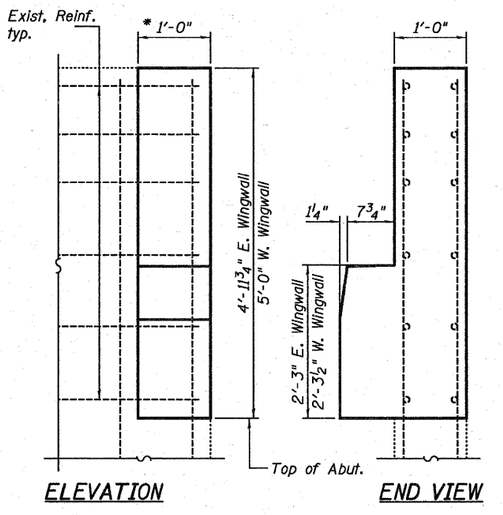


SECTION THRU PARAPET



ELEVATION END VIEW

WINGWALL CONCRETE REMOVAL DETAIL



ELEVATION END VIEW

WINGWALL CONCRETE REPLACEMENT DETAIL

DESIGNED	- CMV
CHECKED	- SDS
DRAWN	- DLH
CHECKED	- CMV

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7018 KINGSMILL CT.,
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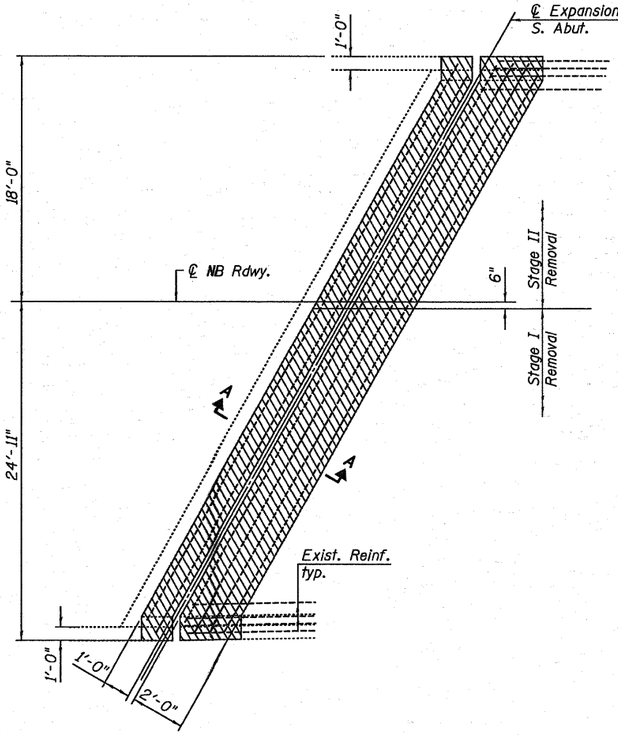
(217) 483-9457
DESIGN FIRM #184001036

(Sheet 1 of 4)

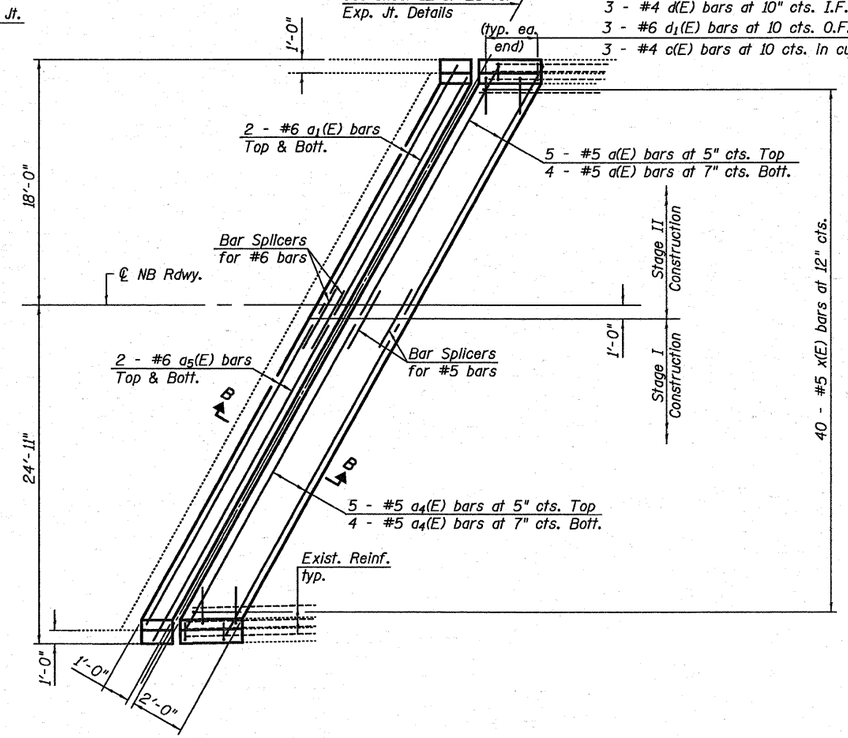
NB BRIDGE N. JOINT REPLACEMENT
I-57 OVER ABANDONED RAILROAD
F.A.I. RTE. 57 - SECTION 99-2VB-I-1
WILL COUNTY
STATION 942+54.75
STRUCTURE NO. 099-0038 (NB)
STRUCTURE NO. 099-0039 (SB)

SHEET NO. 8	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
23 SHEETS	57	99-2VB-I-1	WILL	38	18
	C-91-215-10		CONTRACT NO. 60J25		
	ILLINOIS	FED. AID PROJECT			

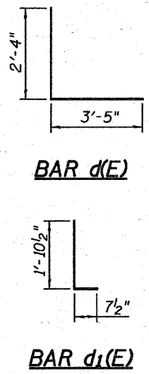
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PARTIAL PLAN SHOWING CONCRETE REMOVAL AT NB BRIDGE - SOUTH ABUT.

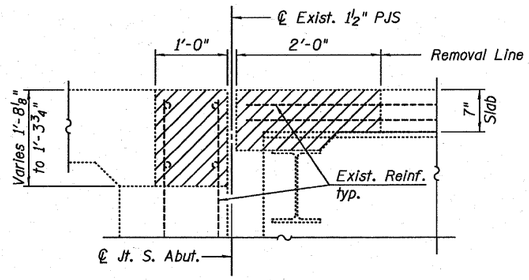


PARTIAL PLAN SHOWING CONCRETE REPLACEMENT AT NB BRIDGE - SOUTH ABUT.

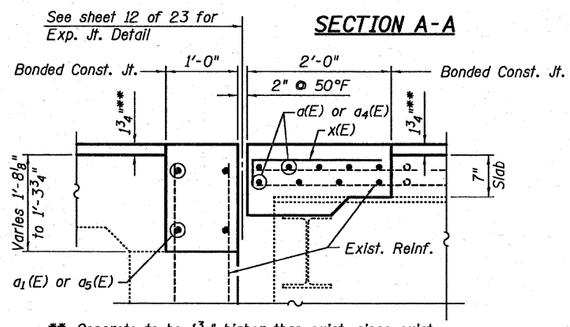


BAR d(E)

BAR $d_1(E)$



SECTION A-A



** Concrete to be $1\frac{3}{4}$" higher than exist. since exist. deck will get $\frac{1}{2}$" hydroscarification, and $2\frac{1}{4}$" Latex concrete overlay, for an increase of $1\frac{3}{4}$".

SECTION B-B

Notes:

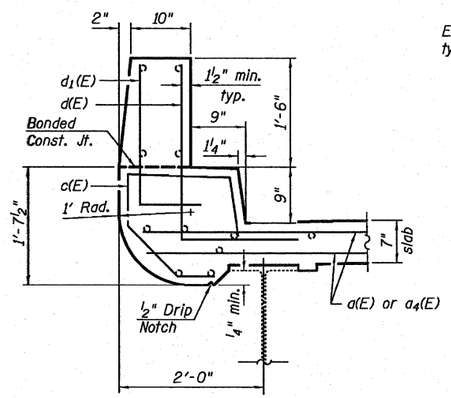
Hatched areas indicate concrete sections to be removed and replaced. Perimeters at concrete removal areas shall be saw cut $\frac{3}{4}$" prior to removal of the concrete.

Existing reinforcement shall be cleaned, straightened (if required) and incorporated into the new construction. Cost included with Concrete Removal.

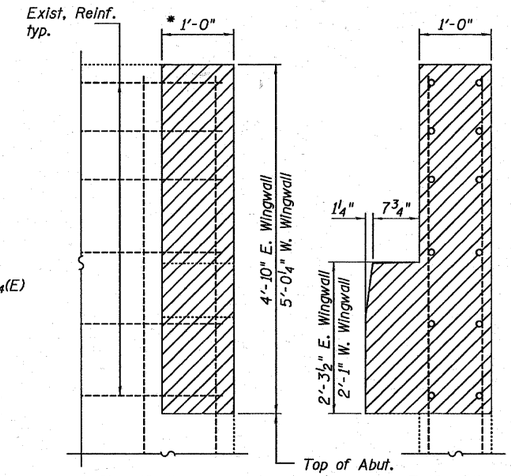
* Concrete removal of the existing wingwalls in the area of the existing Name Plates shall be adjusted to ensure complete removal and reinstallation of the Name Plates. Cost included with "Relocating Name Plates".

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	9	#5	20'-3"	
$a_1(E)$	4	#6	18'-5"	
$a_4(E)$	9	#5	27'-5"	
$a_5(E)$	4	#6	26'-4"	
c(E)	6	#4	4'-9"	
d(E)	6	#4	5'-9"	
$d_1(E)$	6	#6	2'-6"	
x(E)	40	#5	2'-7"	
Concrete Removal			Cu. Yd.	5.9
Concrete Superstructure			Cu. Yd.	6.7
Bar Splicers			Each	13
Reinforcement Bars, Epoxy Coated			Pound	890

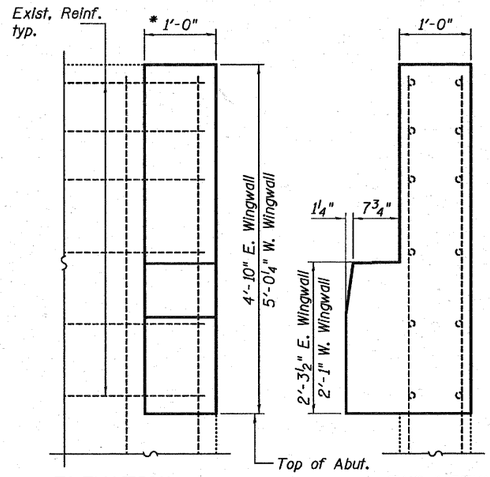


SECTION THRU PARAPET



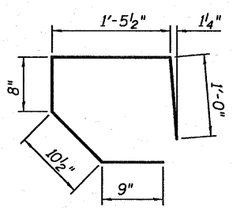
ELEVATION END VIEW

WINGWALL CONCRETE REMOVAL DETAIL

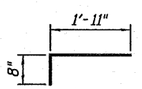


ELEVATION END VIEW

WINGWALL CONCRETE REPLACEMENT DETAIL



BAR c(E)



BAR x(E)

(Sheet 2 of 4)

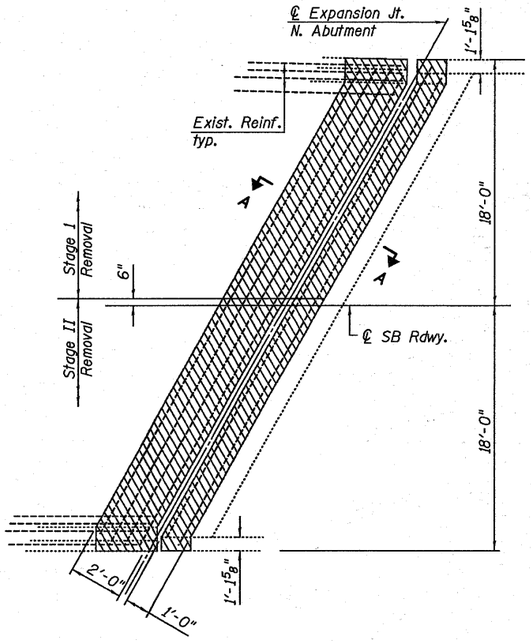
NB BRIDGE S. JOINT REPLACEMENT
I-57 OVER ABANDONED RAILROAD
F.A.I. RTE. 57 - SECTION 99-2VB-I-1
WILL COUNTY
STATION 942+54.75
STRUCTURE NO. 099-0038 (NB)
STRUCTURE NO. 099-0039 (SB)

DESIGNED	CMV
CHECKED	SDS
DRAWN	DLH
CHECKED	CMV

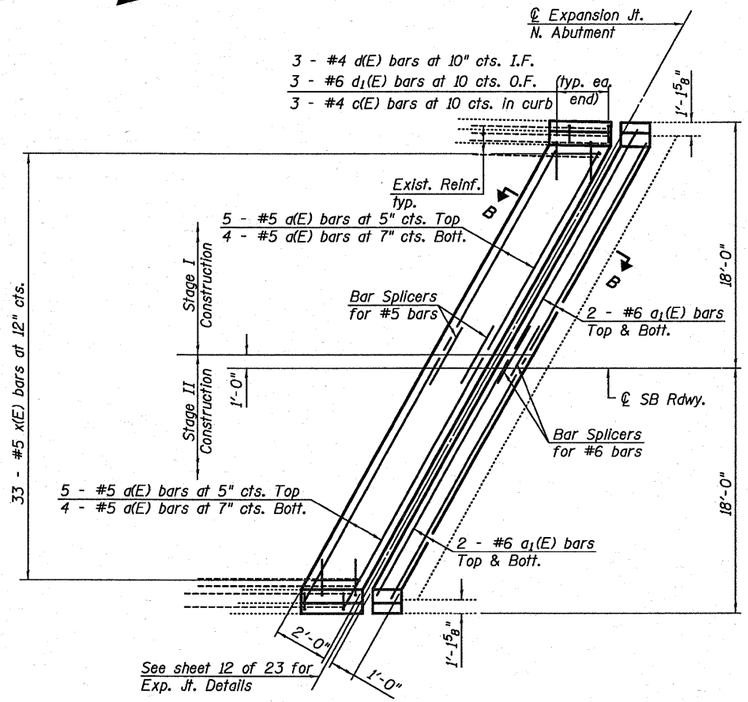
WHKS & Co. ENGINEERING
7018 KINGSMILL CT., SPRINGFIELD, IL
(217) 483-9457
DESIGN FIRM #184001036

SHEET NO. 9	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
23 SHEETS	57	99-2VB-I-1	WILL	38	19
	C-91-215-10		CONTRACT NO. 60J25		
		ILLINOIS FED. AID PROJECT			

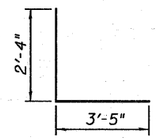
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



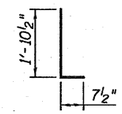
PARTIAL PLAN SHOWING CONCRETE REMOVAL AT SB BRIDGE - NORTH ABUT.



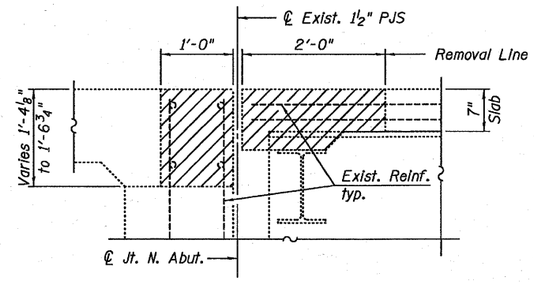
PARTIAL PLAN SHOWING CONCRETE REPLACEMENT AT SB BRIDGE - NORTH ABUT.



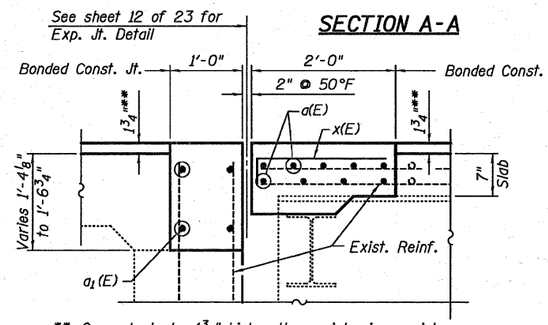
BAR d(E)



BAR $d_1(E)$



SECTION A-A



** Concrete to be $1\frac{3}{4}$" higher than exist. since exist. deck will get $\frac{1}{2}$" hydroscarification, and $2\frac{1}{4}$" Latex concrete overlay, for an increase of $1\frac{3}{4}$".

SECTION B-B

Notes:

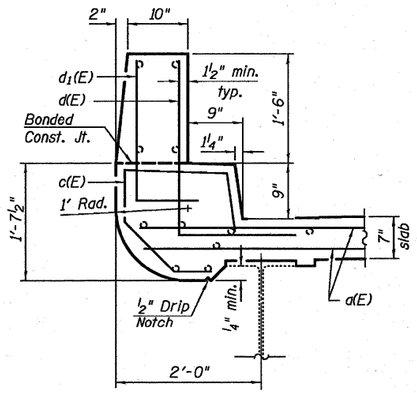
Hatched areas indicate concrete sections to be removed and replaced. Perimeters at concrete removal areas shall be saw cut $\frac{3}{4}$" prior to removal of the concrete.

Existing reinforcement shall be cleaned, straightened (if required) and incorporated into the new construction. Cost included with Concrete Removal.

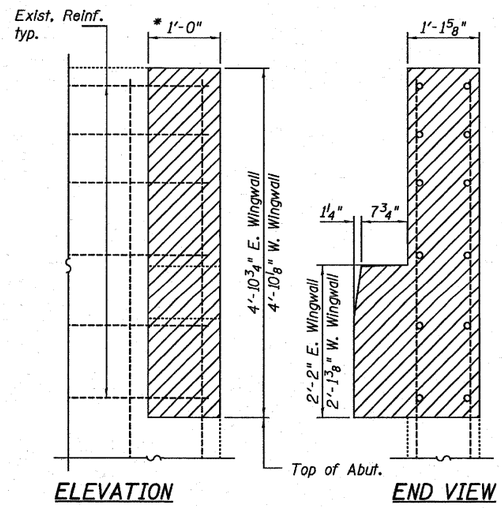
* Concrete removal of the existing wingwalls in the area of the existing Name Plates shall be adjusted to ensure complete removal and reinstallation of the Name Plates. Cost included with "Relocating Name Plates".

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	18	#5	20'-3"	
a_1(E)	8	#6	18'-5"	
c(E)	6	#4	4'-9"	
d(E)	6	#4	5'-9"	
d_1(E)	6	#6	2'-6"	
x(E)	33	#5	2'-7"	
Concrete Removal			Cu. Yd.	5.0
Concrete Superstructure			Cu. Yd.	5.6
Bar Splicers			Each	13
Reinforcement Bars, Epoxy Coated			Pound	760

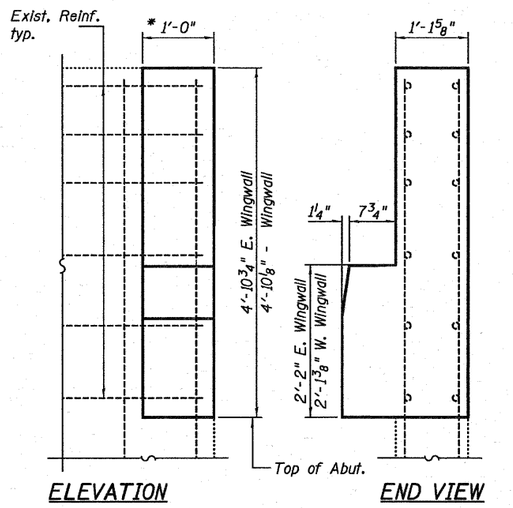


SECTION THRU PARAPET



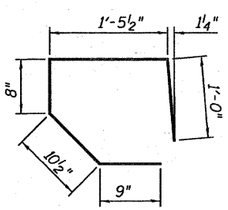
ELEVATION END VIEW

WINGWALL CONCRETE REMOVAL DETAIL

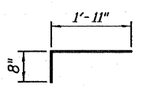


ELEVATION END VIEW

WINGWALL CONCRETE REPLACEMENT DETAIL



BAR c(E)



BAR x(E)

DESIGNED	- CMV
CHECKED	- SDS
DRAWN	- DLH
CHECKED	- CMV

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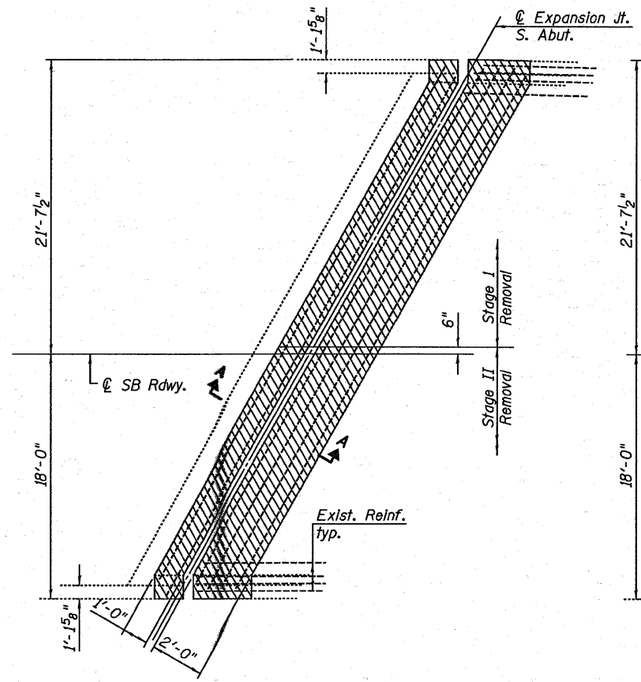
(217) 483-9457
DESIGN FIRM #184001036

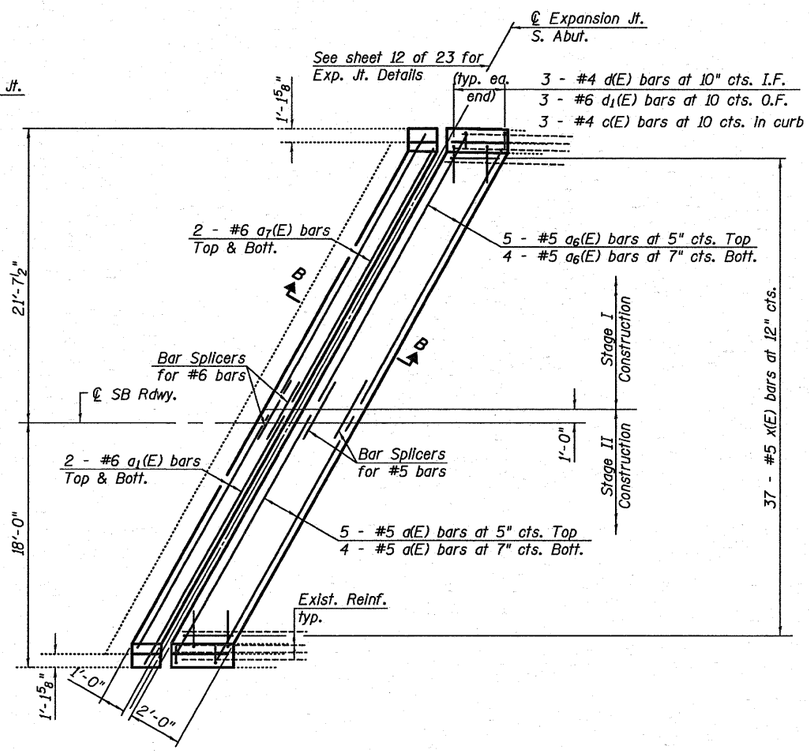
(Sheet 3 of 4)

SB BRIDGE N. JOINT REPLACEMENT
I-57 OVER ABANDONED RAILROAD
F.A.I. RTE. 57 - SECTION 99-2VB-I-1
WILL COUNTY
STATION 942+54.75
STRUCTURE NO. 099-0038 (NB)
STRUCTURE NO. 099-0039 (SB)

SHEET NO. 10	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
23 SHEETS	57	99-2VB-I-1	WILL	38	20
	C-91-215-10		CONTRACT NO. 60J25		
	ILLINOIS	FED. AID PROJECT			

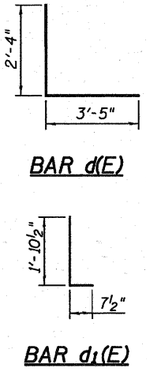
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

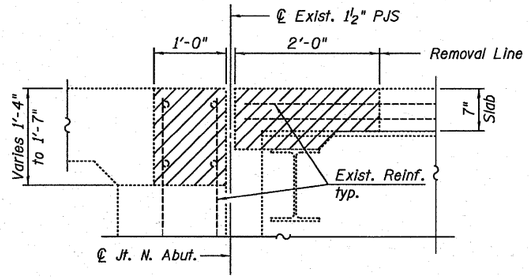




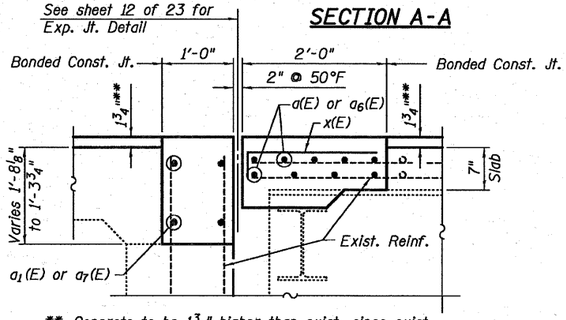
PARTIAL PLAN SHOWING CONCRETE REMOVAL AT SB BRIDGE - SOUTH ABUT.

PARTIAL PLAN SHOWING CONCRETE REPLACEMENT AT SB BRIDGE - SOUTH ABUT.





SECTION A-A



** Concrete to be $1\frac{3}{4}$" higher than exist. since exist. deck will get $\frac{1}{2}$" hydroscarification, and $2\frac{1}{4}$" Latex concrete overlay, for an increase of $1\frac{3}{4}$".

SECTION B-B

Notes:

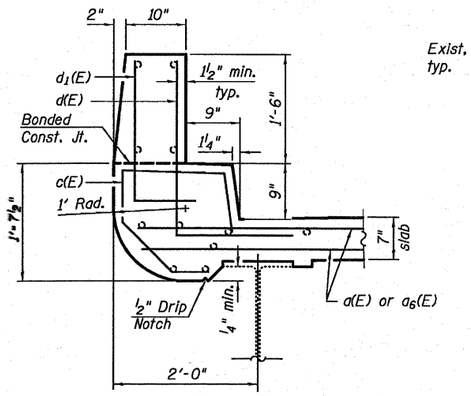
Hatched areas indicate concrete sections to be removed and replaced. Perimeters at concrete removal areas shall be saw cut $\frac{3}{4}$" prior to removal of the concrete.

Existing reinforcement shall be cleaned, straightened (if required) and incorporated into the new construction. Cost included with Concrete Removal.

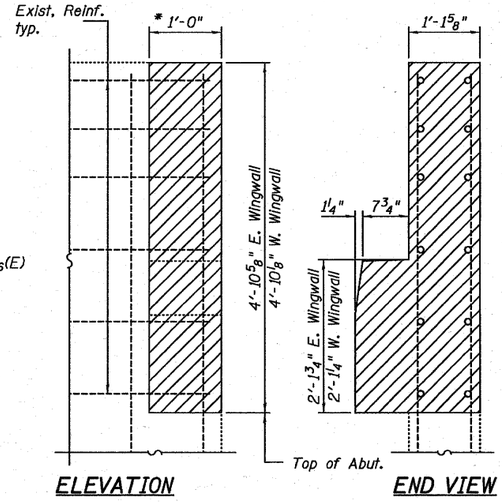
* Concrete removal of the existing wingwalls in the area of the existing Name Plates shall be adjusted to ensure complete removal and reinstallation of the Name Plates. Cost included with "Relocating Name Plates".

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	9	#5	20'-3"	
a1(E)	4	#6	18'-5"	
a6(E)	9	#5	23'-10"	
a7(E)	4	#6	22'-6"	
c(E)	6	#4	4'-9"	
d(E)	6	#4	5'-9"	
d1(E)	6	#6	2'-6"	
x(E)	37	#5	2'-7"	
Concrete Removal			Cu. Yd.	5.4
Concrete Superstructure			Cu. Yd.	6.2
Bar Splicers			Each	13
Reinforcement Bars, Epoxy Coated			Pound	830

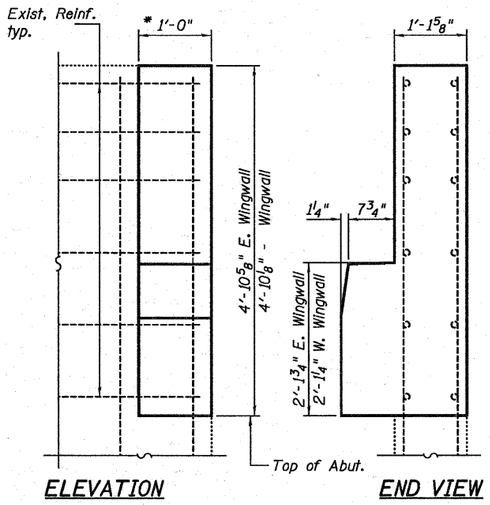


SECTION THRU PARAPET



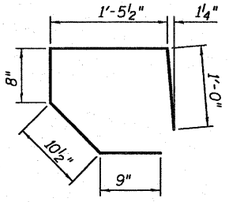
ELEVATION END VIEW

WINGWALL CONCRETE REMOVAL DETAIL

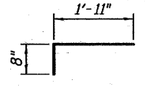


ELEVATION END VIEW

WINGWALL CONCRETE REPLACEMENT DETAIL



BAR c(E)



BAR x(E)

DESIGNED - CMV					
CHECKED - SDS					
DRAWN - DLH					
CHECKED - CMV					

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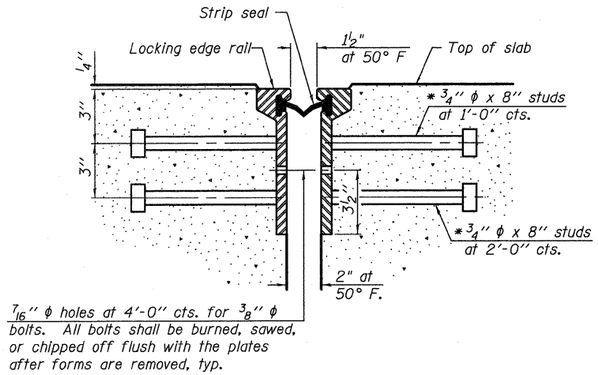
(Sheet 4 of 4)

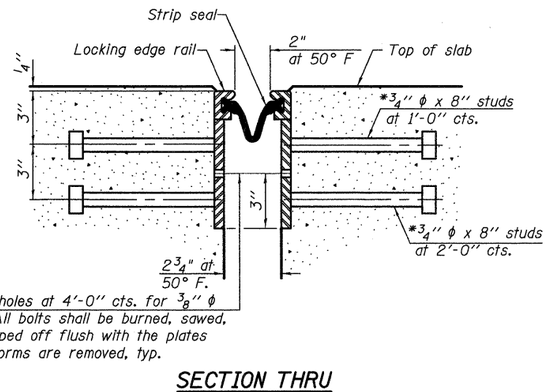
SB BRIDGE S. JOINT REPLACEMENT
I-57 OVER ABANDONED RAILROAD
F.A.I. RTE. 57 - SECTION 99-2VB-I-1
WILL COUNTY
STATION 942+54.75
STRUCTURE NO. 099-0038 (NB)
STRUCTURE NO. 099-0039 (SB)

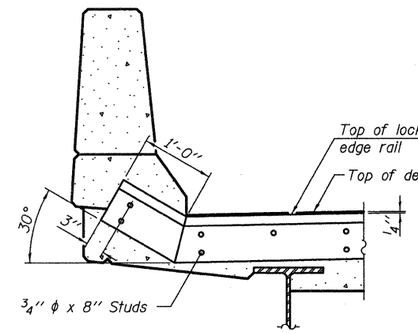
SHEET NO. 11	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
23 SHEETS	57	99-2VB-I-1	WILL	38	21
	C-91-215-10		CONTRACT NO. 60J25		
			ILLINOIS	FED. AID PROJECT	

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

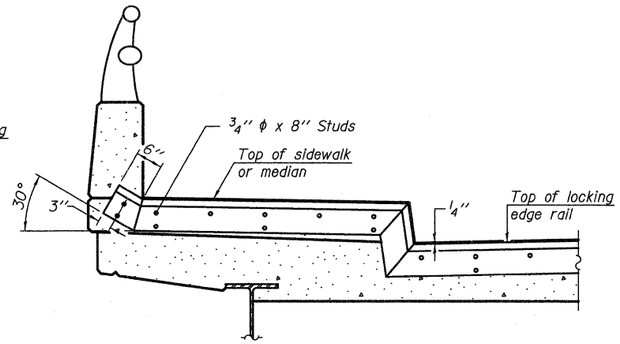






AT PARAPET

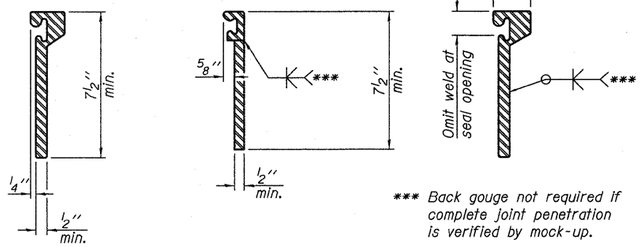
See Section A-A for end treatment of skews > 30°.



AT SIDEWALK OR MEDIAN

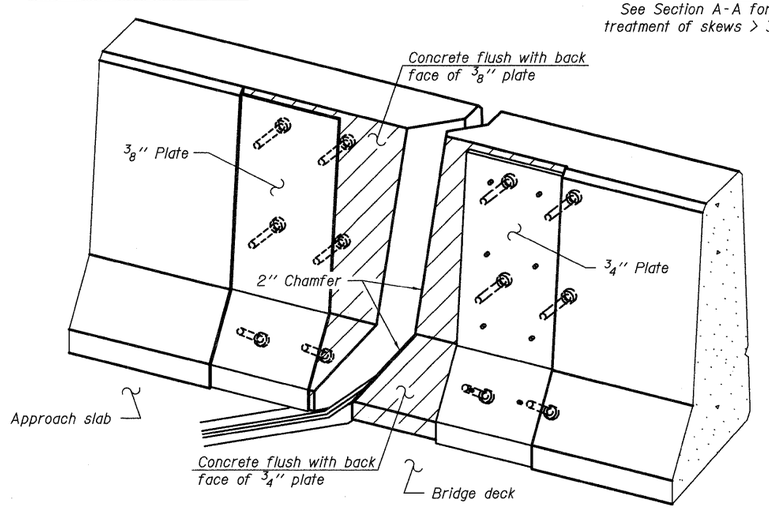
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.

SECTION THRU ROLLED RAIL JOINT



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

SECTION THRU WELDED RAIL JOINT



TYPICAL END TREATMENTS

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of ¼". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The Locking Edge Rails depicted are 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 at stage lines shall be 3/16", sealed with a suitable sealant.

ROLLED EXTRUDED RAIL

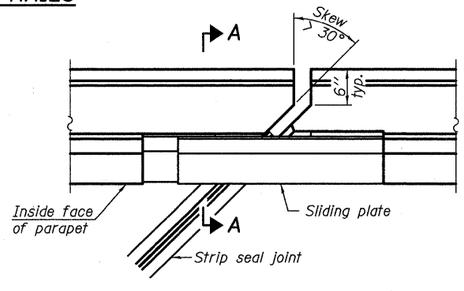
WELDED RAIL

LOCKING EDGE RAIL SPLICE

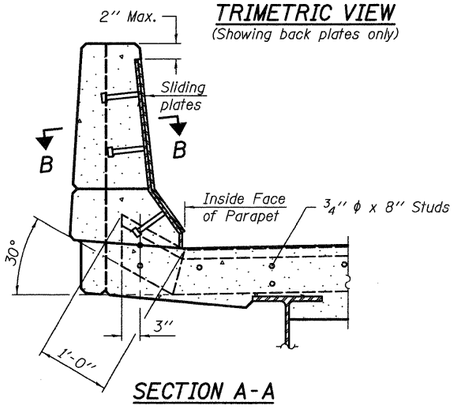
The inside of the locking edge rail groove shall be free of weld residue.

Rolled rail shown, welded rail similar.

LOCKING EDGE RAILS



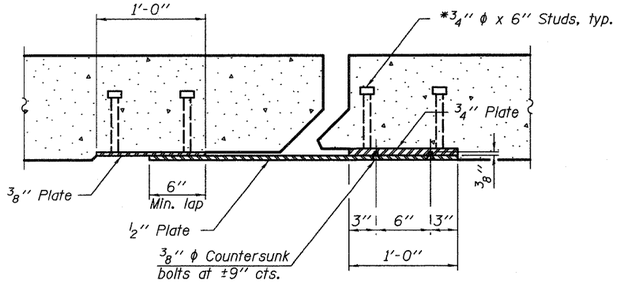
PLAN



SECTION A-A

TRIMETRIC VIEW

(Showing back plates only)



SECTION B-B

POINT BLOCK DETAILS

(for skews > 30°)

BILL OF MATERIAL (TWO STRUCTURES)

Item	Unit	Total
Preformed Joint Strip Seal	Foot	184

EXPANSION JOINT DETAILS
I-57 OVER ABANDONED RAILROAD
F.A.I. RTE. 57 - SECTION 99-2VB-I-1
WILL COUNTY
STATION 942+54.75
STRUCTURE NO. 099-0038 (NB)
STRUCTURE NO. 099-0039 (SB)

DESIGNED	CMV
CHECKED	SDS
DRAWN	DLH
CHECKED	CMV

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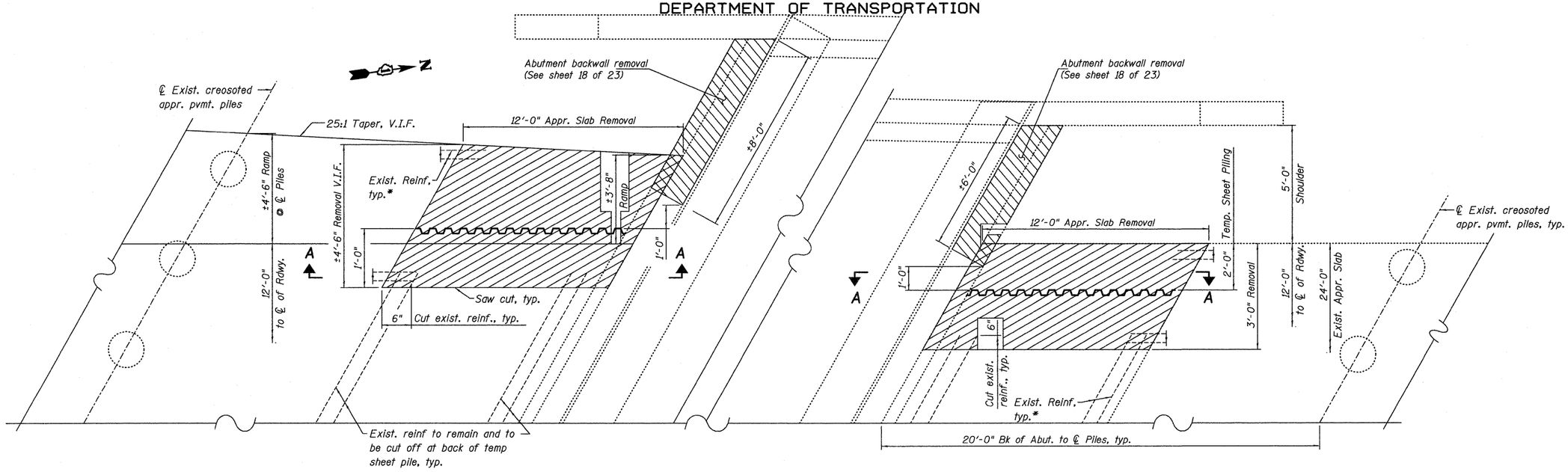
(217) 483-9457
DESIGN FIRM #184001036

EJ-SSJ 11-1-09

SHEET NO. 12	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
23 SHEETS	57	99-2VB-I-1	WILL	38	22
	C-91-215-10		CONTRACT NO. 60J25		
		ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



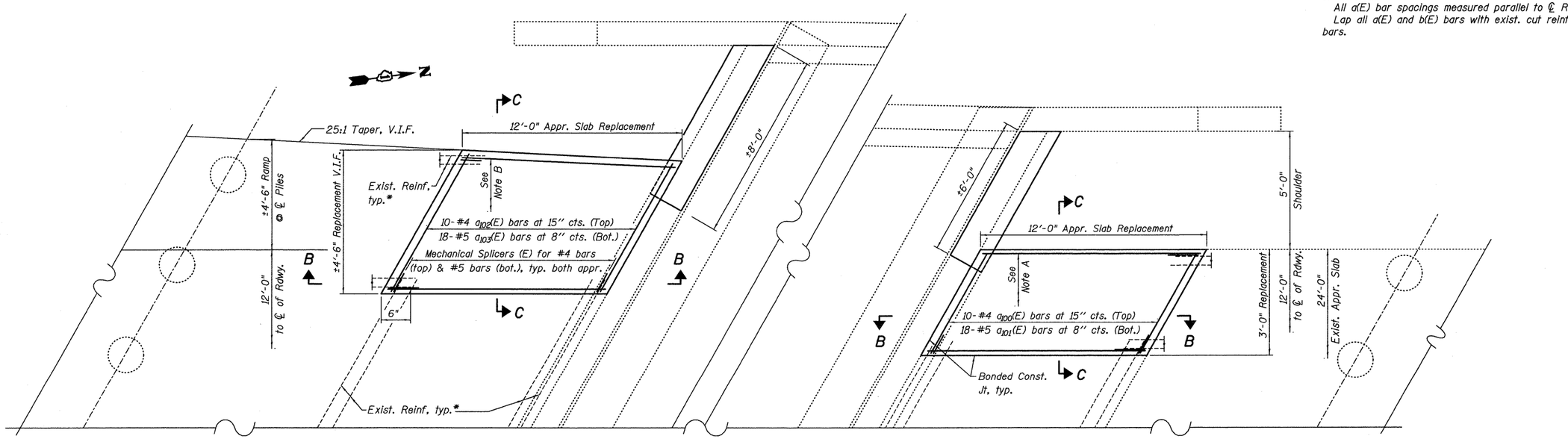
SB BRIDGE SOUTH ABUTMENT

SB BRIDGE NORTH ABUTMENT

NOTES

See sheet 14 of 23 for Sections A-A, B-B, C-C and Bill of Material.
All a(E) bar spacings measured parallel to ℄ Rdwy.
Lap all a(E) and b(E) bars with exist. cut reinforcement bars.

PARTIAL PLAN APPROACH SLAB REMOVAL



SB BRIDGE SOUTH ABUTMENT

SB BRIDGE NORTH ABUTMENT

PARTIAL PLAN APPROACH SLAB REPLACEMENT

Note A: 4-#4 b_{100}(E) bars at 12" cts. (Top)
8-#9 b_{101}(E) bars at 5" cts. (Bot)
Mechanical Splicers (E) for #4 bars (top) and #9 bars (bot.)
Note B: 5-#4 b_{100}(E) bars at 12" cts. (Top)
12-#9 b_{101}(E) bars at 5" cts. (Bot)
Mechanical Splicers (E) for #4 bars (top) and #9 bars (bot.)

*Use mechanical splicers on all a(E) and b(E) bars with exist. reinf, typ.

DESIGNED	SLV
CHECKED	DJB
DRAWN	SLV
CHECKED	DJB

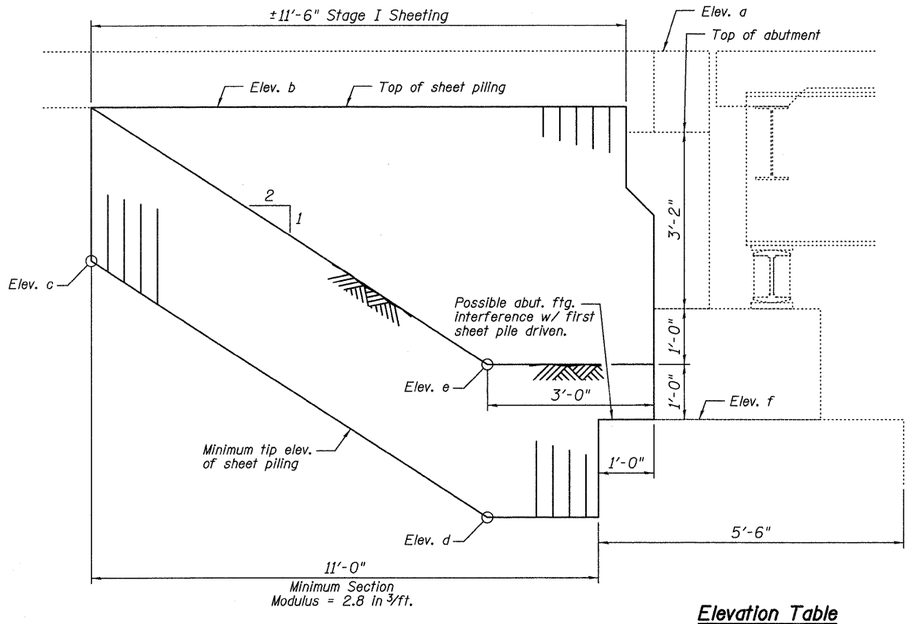
LONCO, INC.
CONSULTING ENGINEERS
1560 WALL ST, SUITE 222
NAPERVILLE, ILLINOIS 60563 PH: (630) 577-9100

(Sheet 1 of 2)

BRIDGE APPROACH SLAB DETAIL
STRUCTURE NO. 99-0039 (S.B.)

SHEET NO. 13	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
23 SHEETS	57	99-2VB-I-1	WILL	38	23
	C-91-215-10		CONTRACT NO. 60J25		
	ILLINOIS	FED. AID PROJECT			

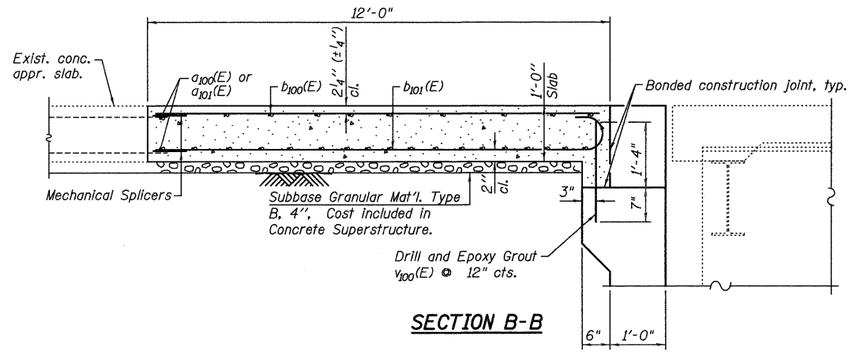
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



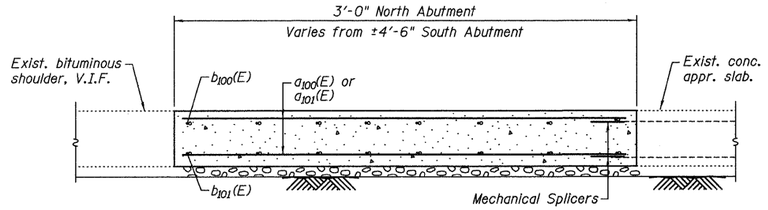
SECT A-A TEMPORARY SHEET PILING DETAILS

Elevation Table

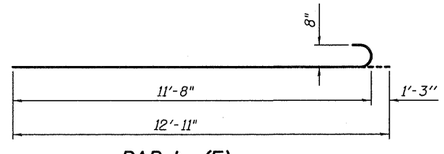
Elevation	N. Abut	S. Abut.
Elev. a	729.19	729.36
Elev. b	728.19	728.36
Elev. c	719.09	719.26
Elev. d	714.62	714.56
Elev. e	723.72	723.66
Elev. f	722.72	722.66



SECTION B-B



SECTION C-C



BAR $b_{101}(E)$

NOTES

Existing reinforcement shall be cleaned, straightened (if required) and incorporated into the new construction. Cost included with Concrete Removal.

Existing reinforcement bars which have lost 25% or more of their original diameter shall be supplemented by new epoxy coated bars of the same diameter. New bars shall be drilled and epoxy grouted in place adjacent to the original bars, as directed by the Engineer.

Drilling and epoxy grouting of reinforcement bars shall be in accordance with Article 584 of the Standard Specifications.

For Temporary Sheet Piling: the min. embedment length =9.1' and min. section modulus of Temporary Sheet Piling S = 2.8 in³/ft.

If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans for lesser design requirements, then full design submittals with required seals will be expected by the Contractor for review and approval at not extra cost to the project.

The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.

See sheet 13 of 23 for Detail Partial Plan Approach Slab Removal & Replacement..

Approach slab shall be paid for as Concrete Superstructure.

Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.

Cost of excavation for abutment backwall removal included with Concrete Superstructure.

TWO APPROACH SLABS
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$a_{100}(E)$	10	#4	2'-8"	——
$a_{101}(E)$	18	#5	2'-8"	——
$a_{102}(E)$	10	#4	3'-9"	——
$a_{103}(E)$	18	#5	3'-9"	——
$b_{100}(E)$	9	#4	11'-8"	——
$b_{101}(E)$	20	#9	12'-11"	——⌋
$v_{100}(E)$	7	#5	1'-11"	——
Concrete Removal			Cu. Yd.	3.4
Concrete Superstructure			Cu. Yd.	3.4
Temporary Sheet Piling			Sq. Ft.	232
Reinforcement Bars, Epoxy Coated			Pound	1130
Mechanical Splicers			Each	85

DESIGNED -	SLV
CHECKED -	DJB
DRAWN -	SLV
CHECKED -	DJB

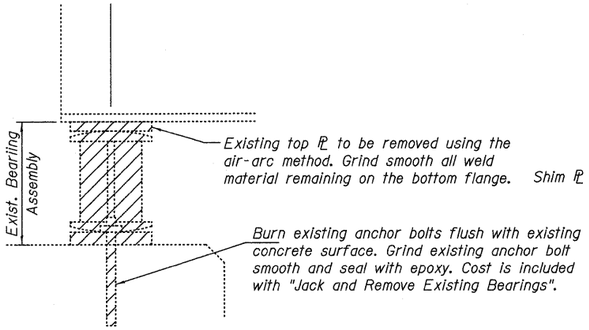
LONCO, INC.
CONSULTING ENGINEERS
1560 WALL ST, SUITE 222
NAPERVILLE, ILLINOIS 60563 PH: (630) 577-9100

(Sheet 2 of 2)

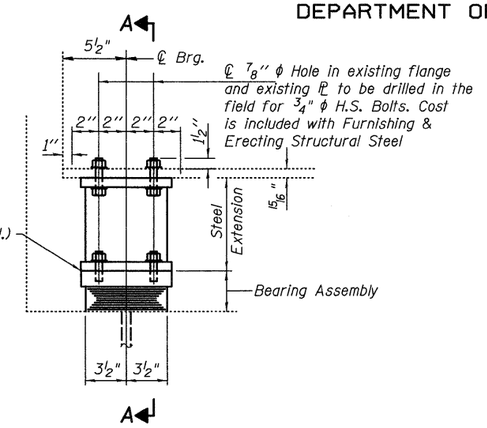
BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 099-0039 (SB)

SHEET NO. 14	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
23 SHEETS	57	99-2VB-I-1	WILL	38	24
	C-91-215-10		CONTRACT NO. 60J25		
		ILLINOIS FED. AID PROJECT			

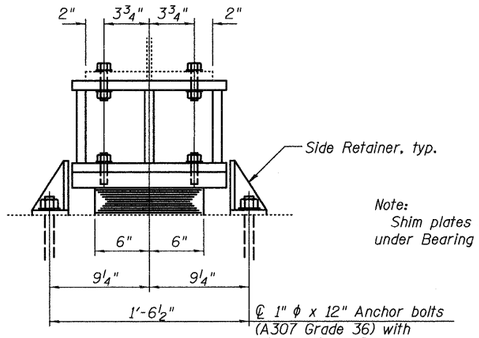
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



EXISTING BEARING REMOVAL DETAIL

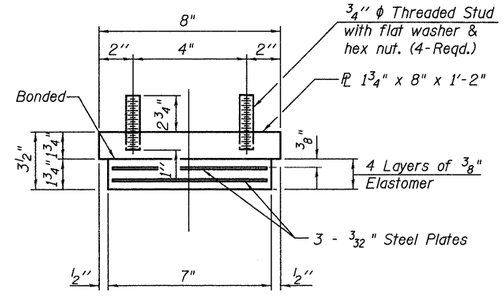


ELEVATION AT N. ABUT.



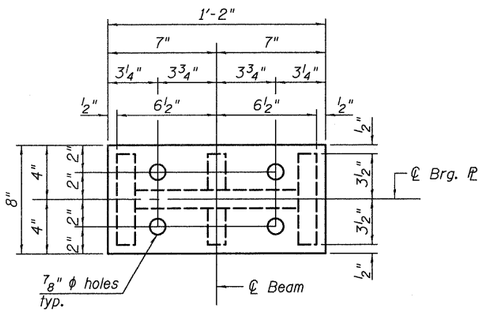
SECTION A-A

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

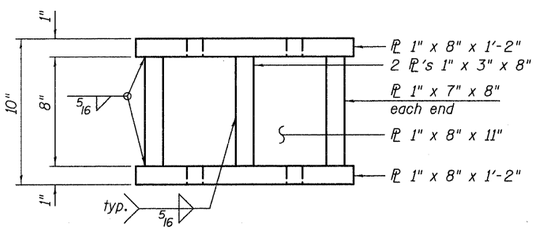


BEARING ASSEMBLY

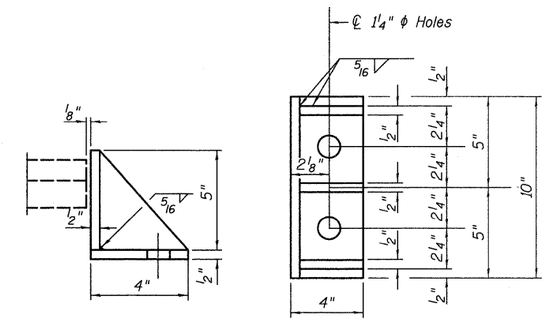
TYPE I ELASTOMERIC EXP. BRG.



PLAN - TOP & BOTTOM PLATES

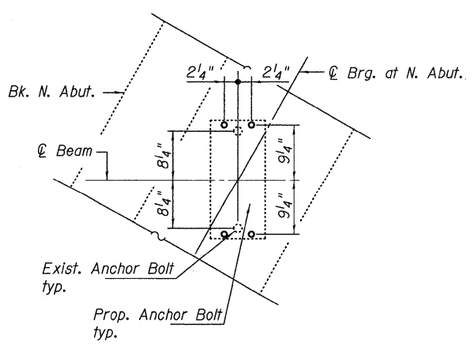


STEEL EXTENSION



SIDE RETAINER

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



PARTIAL PLAN ANCHOR BOLT LOCATIONS

GIRDER REACTION TABLE

Dead Load (k)	19.8
Live Load (K)	33.1
Impact (k)	9.3
Total (k)	62.2
Min. Jack Capacity (Tons)	35

Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

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 bearing assembly other than the steel extensions shall be included in the cost of Elastomeric Bearing Assembly, Type I.

BILL OF MATERIAL
(TWO STRUCTURES)

Item	Unit	Total
Jack and Remove Existing Bearings	Each	14
Elastomeric Bearing Assembly, Type I	Each	14
Anchor Bolts, 1"	Each	56
Furnishing and Erecting Structural Steel	Pound	1,910

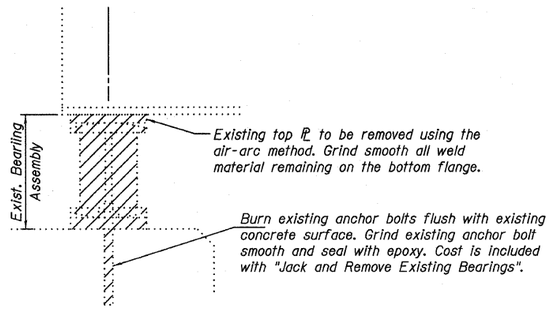
TYPE I BEARING DETAILS
I-57 OVER ABANDONED RAILROAD
F.A.I. RTE. 57 - SECTION 99-2VB-I-1
WILL COUNTY
STATION 942+54.75
STRUCTURE NO. 099-0038 (NB)
STRUCTURE NO. 099-0039 (SB)

DESIGNED	- CMV
CHECKED	- SDS
DRAWN	- DLH
CHECKED	- CMV

WHKS & co. ENGINEERING
7018 KINGSMILL CT.,
SPRINGFIELD, IL
(217) 483-9457
DESIGN FIRM #184001036

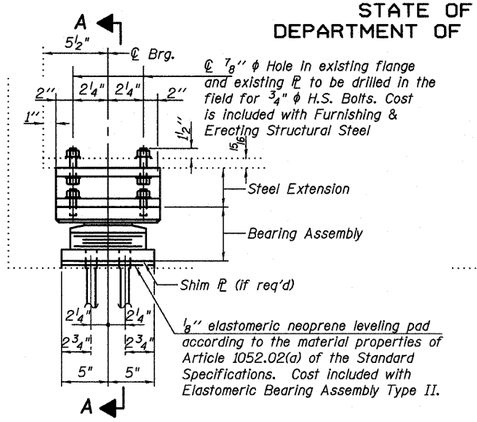
SHEET NO. 15	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
23 SHEETS	57	99-2VB-I-1	WILL	38	25
	C-91-215-10		CONTRACT NO. 60J25		
	ILLINOIS	FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

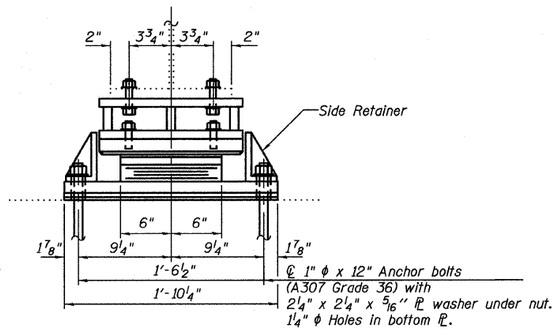


EXISTING BEARING REMOVAL DETAIL

EXISTING BEARING REMOVAL DETAIL

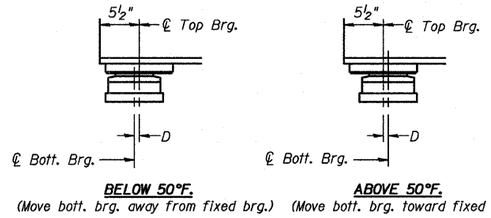


ELEVATION AT S. ABUT.



SECTION A-A

TYPE II ELASTOMERIC EXP. BRG.

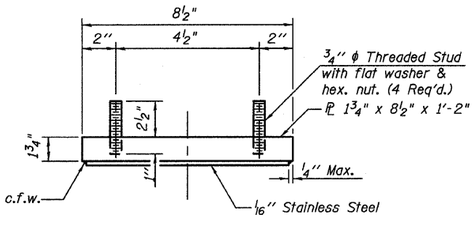


BELOW 50°F. (Move bott. brg. away from fixed brg.)

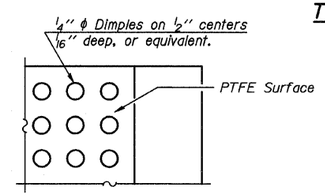
ABOVE 50°F. (Move bott. brg. toward fixed brg.)

SETTING ANCHOR BOLTS AT EXP. BRG.

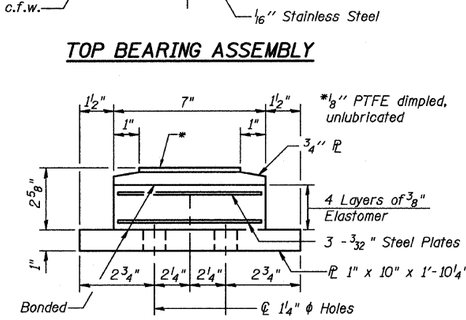
D=⅛" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.



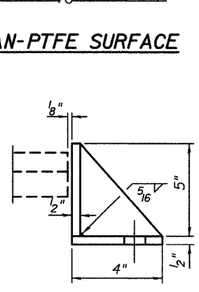
TOP BEARING ASSEMBLY



PLAN-PTFE SURFACE

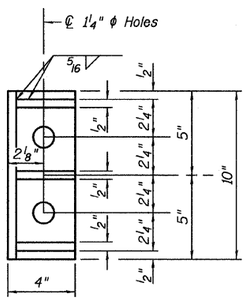


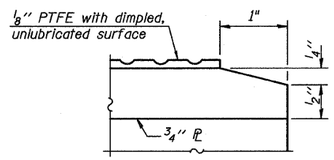
BOTTOM BEARING ASSEMBLY



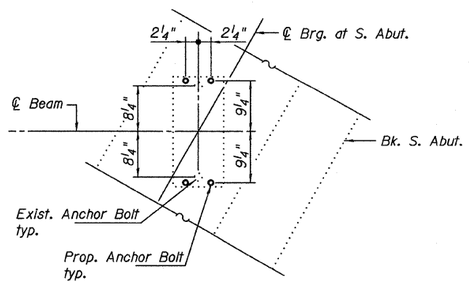
SIDE RETAINER

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

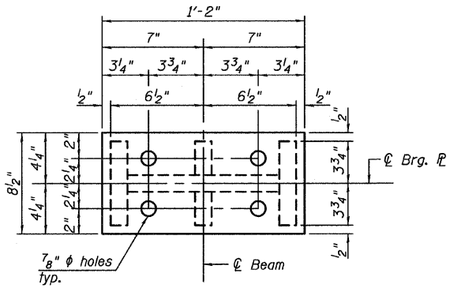




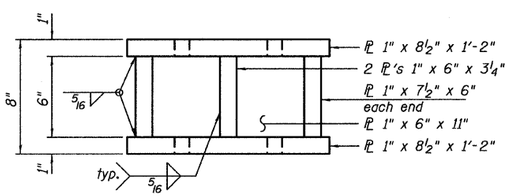
SECTION THRU PTFE



PARTIAL PLAN ANCHOR BOLT LOCATIONS



PLAN - TOP & BOTTOM PLATES



STEEL EXTENSION

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

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 bearing assembly other than the steel extensions shall be included in the cost of Elastomeric Bearing Assembly, Type I.

BILL OF MATERIAL (TWO STRUCTURES)

Item	Unit	Total
Jack and Remove Existing Bearings	Each	14
Elastomeric Bearing Assembly, Type I	Each	14
Anchor Bolts, 1"	Each	56
Furnishing and Erecting Structral Steel	Pound	1,750

GIRDER REACTION TABLE

Dead Load (k)	19.8
Live LoAD (K)	33.1
Impact (k)	9.3
Total (k)	62.2
Min. Jack Capacity (Tons)	35

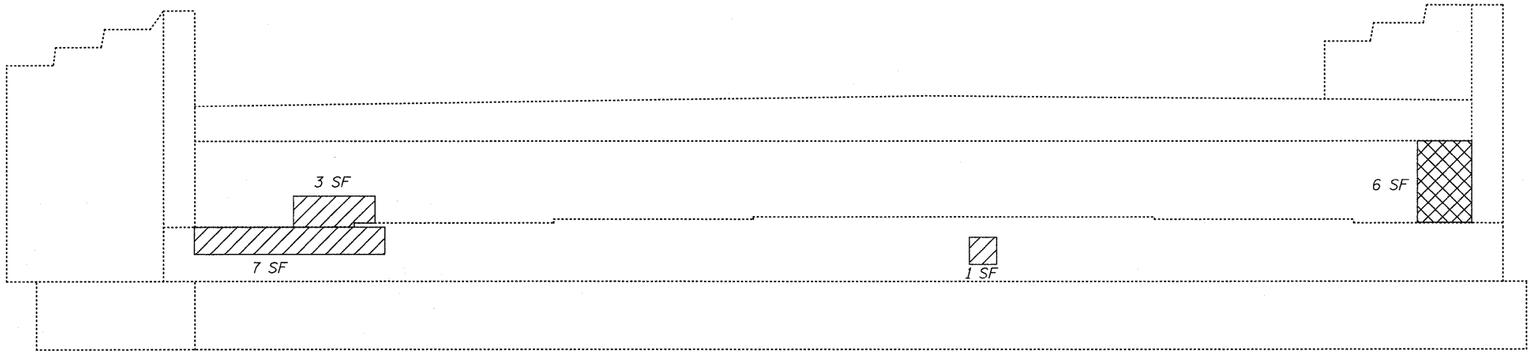
TYPE II BEARING DETAILS
I-57 OVER ABANDONED RAILROAD
F.A.I. RTE. 57 - SECTION 99-2VB-I-1
WILL COUNTY
STATION 942+54.75
STRUCTURE NO. 099-0038 (NB)
STRUCTURE NO. 099-0039 (SB)

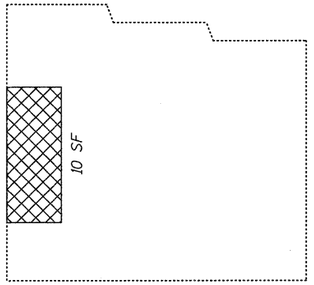
DESIGNED	- CMV
CHECKED	- SDS
DRAWN	- DLH
CHECKED	- CMV

WHKS & CO. ENGINEERING
7018 KINGSMILL CT., SPRINGFIELD, IL
(217) 483-9457
DESIGN FIRM #184001036

SHEET NO. 16 23 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	99-2VB-I-1	WILL	38	26
	C-91-215-10		CONTRACT NO. 60J25		
	ILLINOIS	FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

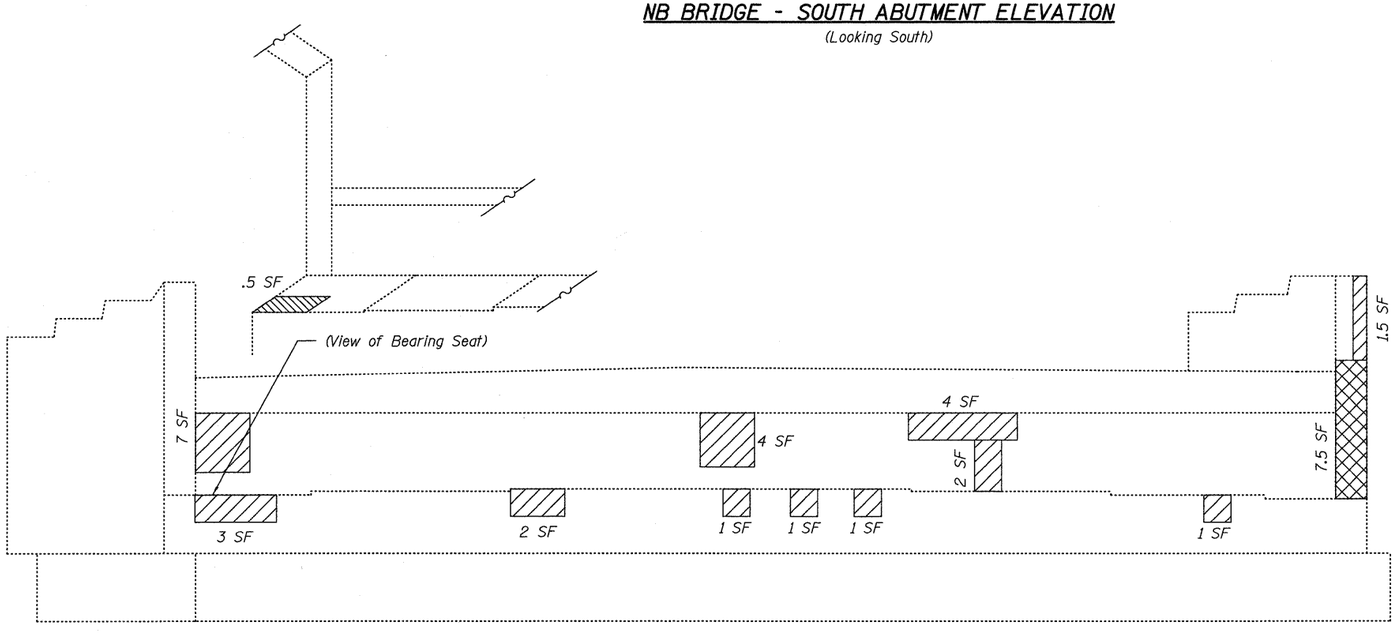


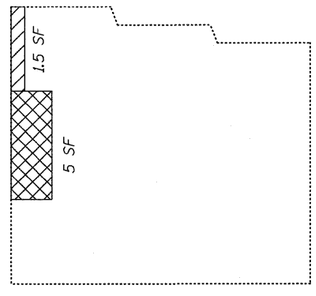


(End view of West Wingwall)

NB BRIDGE - SOUTH ABUTMENT ELEVATION

(Looking South)





(End view of East Wingwall)

NB BRIDGE - NORTH ABUTMENT ELEVATION

(Looking North)

Note:
Repairs of the existing abutments shall include but not limited to the areas shown. The actual area to be repaired will be determined by the Engineer at the time of construction.

LEGEND

Structural Repair of Concrete (Depth equal to or less than 5") = 41 SF

Structural Repair of Concrete (Depth greater than 5") = 29 SF

(Sheet 1 of 2)

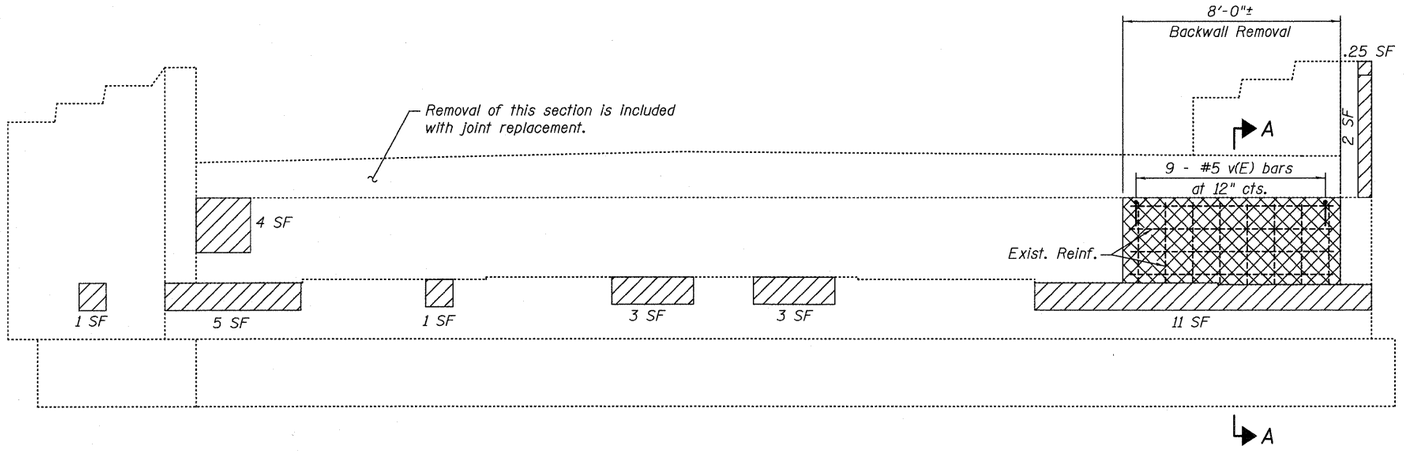
NB BRIDGE - ABUTMENT REPAIRS
I-57 OVER ABANDONED RAILROAD
F.A.I. RTE. 57 - SECTION 99-2VB-I-1
WILL COUNTY
STATION 942+54.75
STRUCTURE NO. 099-0038 (NB)
STRUCTURE NO. 099-0039 (SB)

DESIGNED	- CMV
CHECKED	- SDS
DRAWN	- DLH
CHECKED	- CMV

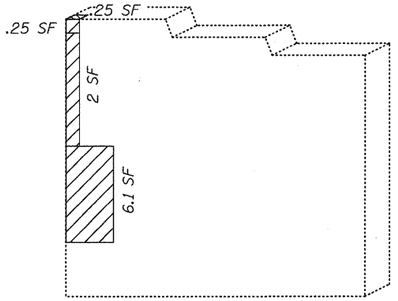
WHKS & CO. ENGINEERING
7018 KINGSMILL CT.,
SPRINGFIELD, IL
(217) 483-9457
DESIGN FIRM #184001036

SHEET NO. 17	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
23 SHEETS	57	99-2VB-I-1	WILL	38	27
	C-91-215-10		CONTRACT NO. 60J25		
		ILLINOIS FED. AID PROJECT			

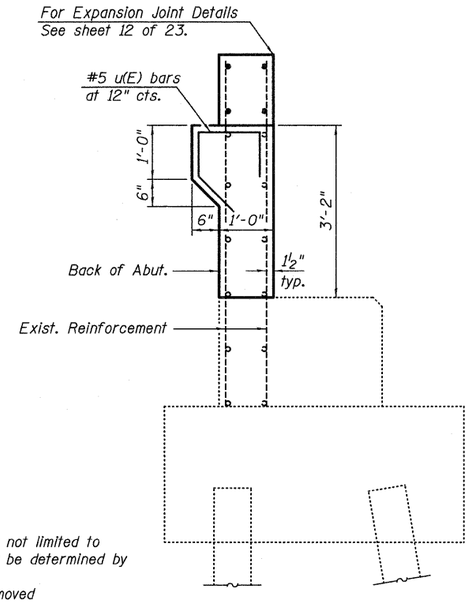
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SB BRIDGE - SOUTH ABUTMENT ELEVATION
(Looking South)



(End view of West Wingwall)



SECTION A-A
(Showing concrete replacement)

Notes:

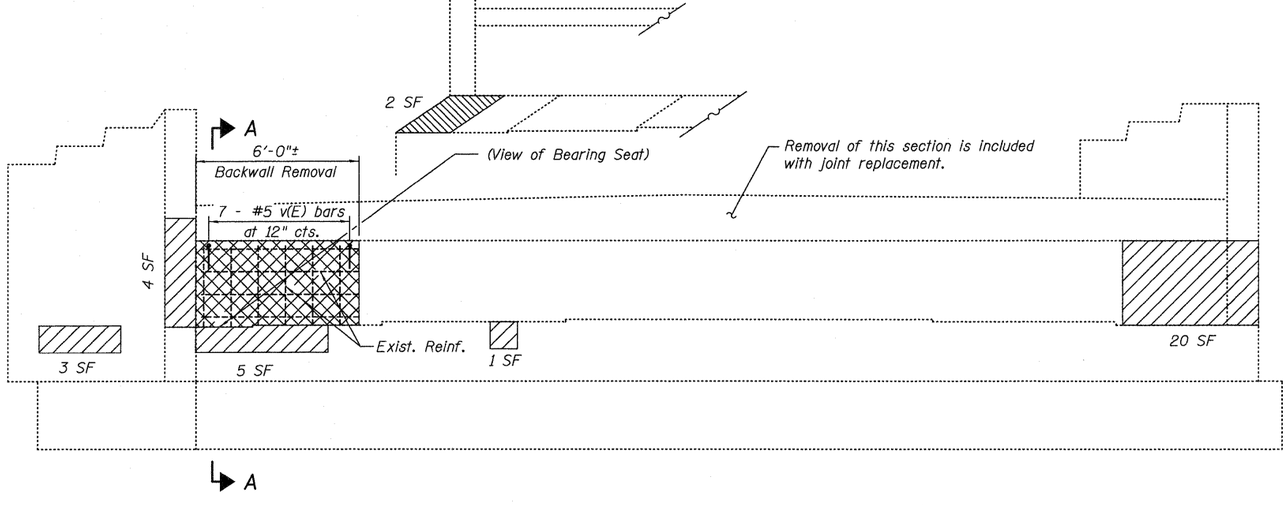
Repairs of the existing abutments shall include but not limited to the areas shown. The actual area to be repaired will be determined by the Engineer at the time of construction.

Hatched areas indicate concrete sections to be removed and replaced. Perimeters at concrete removal areas shall be saw cut ¾" prior to removal of the concrete.

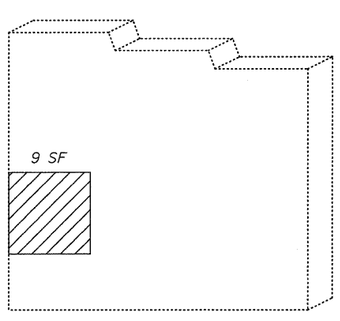
Existing reinforcement shall be cleaned, straightened (if required) and incorporated into the new construction. Cost included with Concrete Removal.

Existing reinforcement bars which have lost 25% or more of their original diameter shall be supplemented by new epoxy coated bars of the same diameter. New bars shall be drilled and epoxy grouted in adjacent to the original bars, as directed by the Engineer, or with an approved splicer.

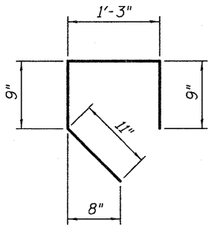
Drilling and epoxy grouting of reinforcement bars shall be in accordance with Article 584 of the Standard Specifications.



SB BRIDGE - NORTH ABUTMENT ELEVATION
(Looking North)



(End view of East Wingwall)



BAR v(E)

BILL OF MATERIAL
(TWO ABUTMENTS)

Bar	No.	Size	Length	Shape
v(E)	16	#5	3'-8"	
Reinforcement Bars, Epoxy Coated			Pound	70
Concrete Removal			Cu. Yd.	2.0
Concrete Structures			Cu. Yd.	2.0

LEGEND

Structural Repair of Concrete (Depth equal to or less than 5") = 87 SF

Concrete removal and replacement

DESIGNED	- CMV
CHECKED	- SDS
DRAWN	- DLH
CHECKED	- CMV

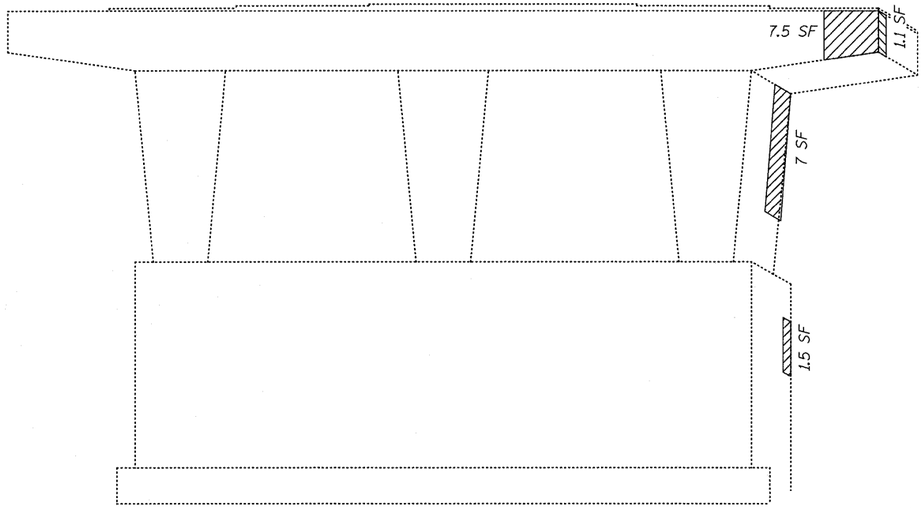
WHKS & CO. ENGINEERING
7018 KINGSMILL CT.,
SPRINGFIELD, IL
(217) 483-9457
DESIGN FIRM #184001036

(Sheet 2 of 2)

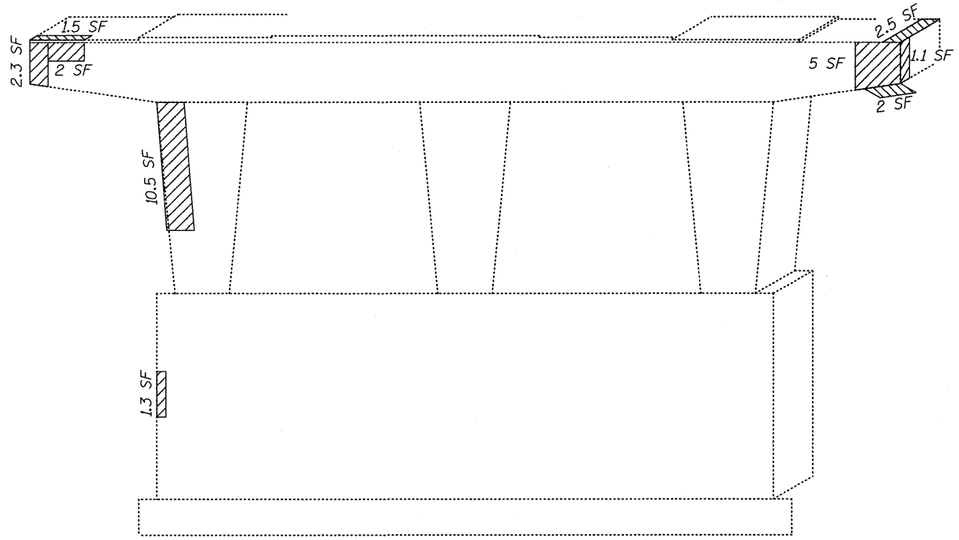
SB BRIDGE - ABUTMENT REPAIRS
I-57 OVER ABANDONED RAILROAD
F.A.I. RTE. 57 - SECTION 99-2VB-I-1
WILL COUNTY
STATION 942+54.75
STRUCTURE NO. 099-0038 (NB)
STRUCTURE NO. 099-0039 (SB)

SHEET NO. 18	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
23 SHEETS	57	99-2VB-I-1	WILL	38	28
	C-91-215-10		CONTRACT NO. 60J25		
		ILLINOIS	FED. AID PROJECT		

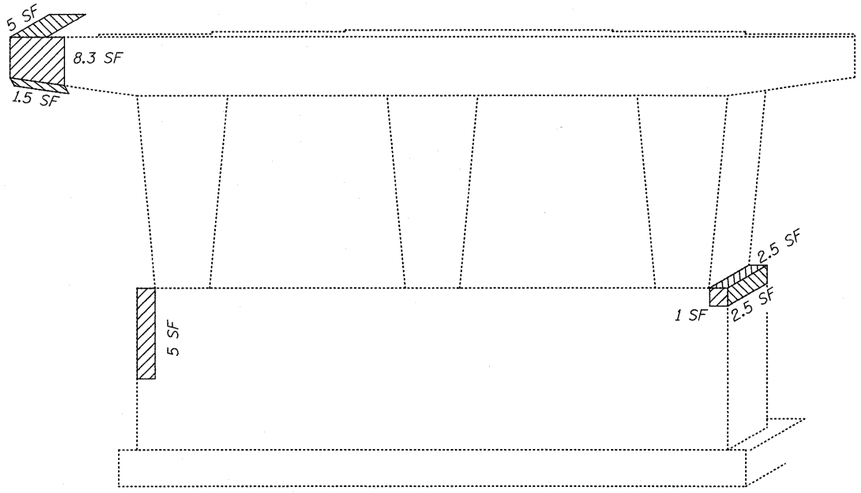
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



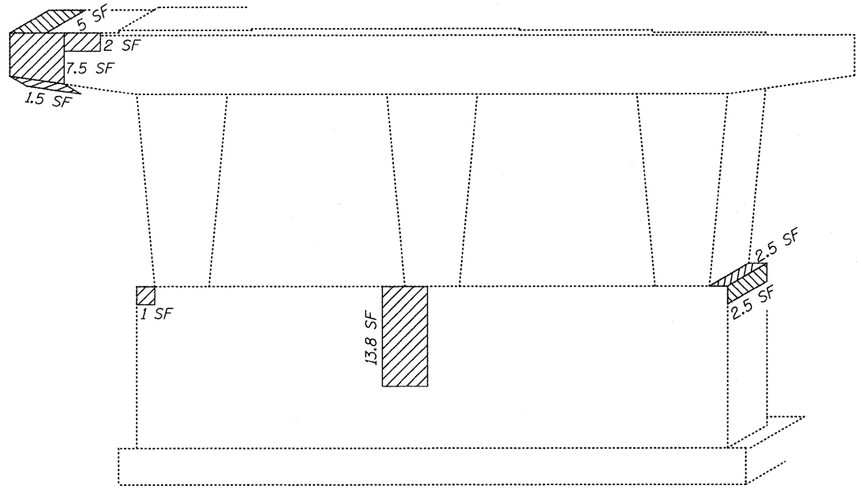
NB BRIDGE - PIER 1 ELEVATION
(North Face Looking South)



NB BRIDGE - PIER 1 ELEVATION
(South Face Looking North)



NB BRIDGE - PIER 2 ELEVATION
(North Face Looking South)



NB BRIDGE - PIER 2 ELEVATION
(South Face Looking North)

(Sheet 1 of 2)

NB BRIDGE - PIER REPAIRS
I-57 OVER ABANDONED RAILROAD
F.A.I. RTE. 57 - SECTION 99-2VB-I-1
WILL COUNTY
STATION 942+54.75
STRUCTURE NO. 099-0038 (NB)
STRUCTURE NO. 099-0039 (SB)

Note:
Repairs of the existing piers shall include but not limited to the areas shown. The actual area to be repaired will be determined by the Engineer at the time of construction.

LEGEND

▨ *Structural Repair of Concrete (Depth equal to or less than 5") = 106 SF*

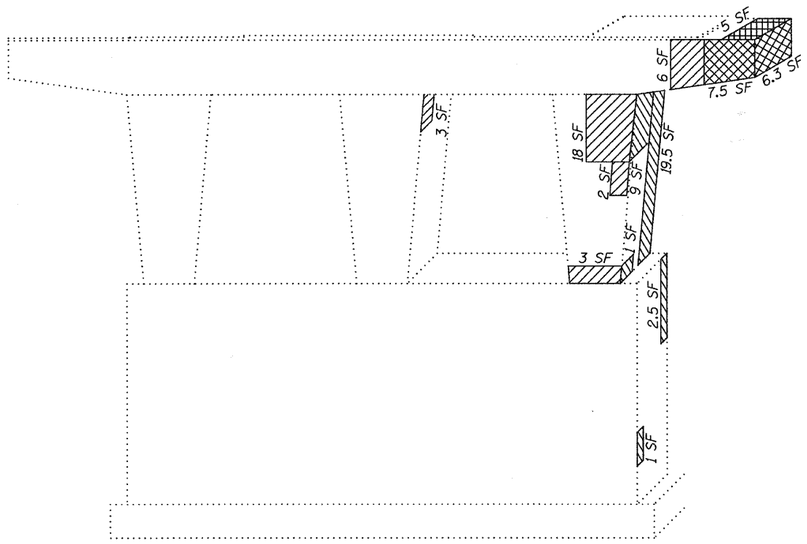
DESIGNED	- CMV
CHECKED	- SDS
DRAWN	- DLH
CHECKED	- CMV

WHKS & co.
ENGINEERING
7018 KINGSMILL CT.,
SPRINGFIELD, IL
(217) 483-9457
DESIGN FIRM #184001036

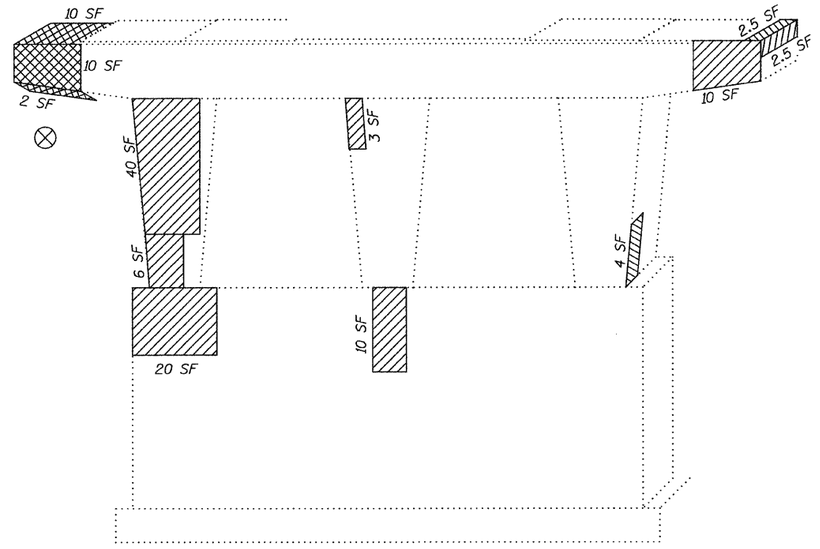
SHEET NO. 19
23 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-2VB-I-1	WILL	38	29
C-91-215-10		CONTRACT NO. 60J25		
	ILLINOIS FED. AID PROJECT			

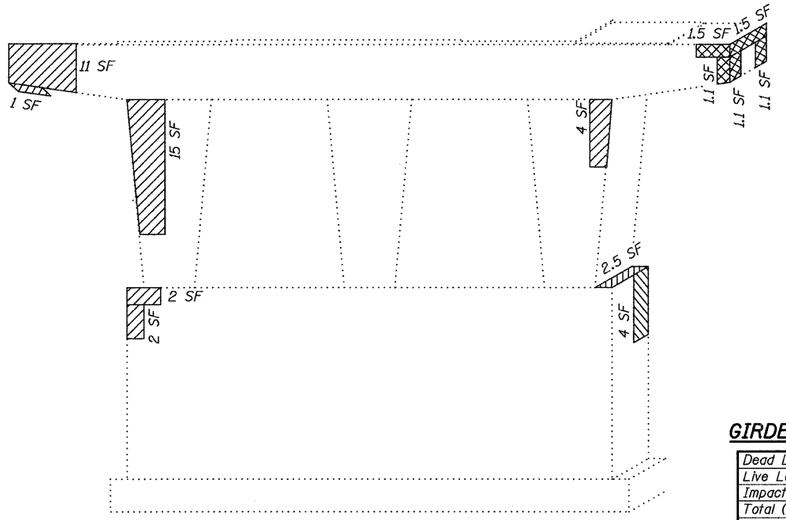
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



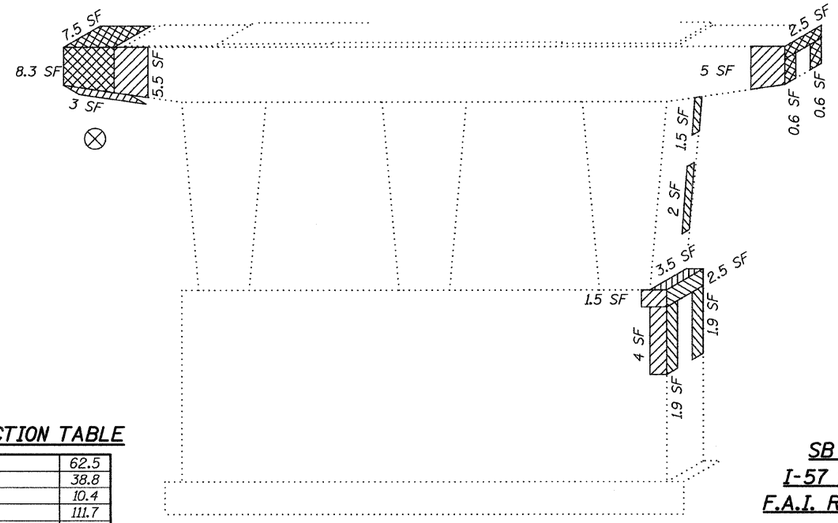
SB BRIDGE - PIER 1 ELEVATION
(North Face Looking South)



SB BRIDGE - PIER 1 ELEVATION
(South Face Looking North)



SB BRIDGE - PIER 2 ELEVATION
(North Face Looking South)



SB BRIDGE - PIER 2 ELEVATION
(South Face Looking North)

GIRDER REACTION TABLE

Dead Load (k)	62.5
Live Load (K)	38.8
Impact (k)	10.4
Total (k)	111.7
Min. Jack Capacity (Tons)	65

LEGEND

⊗ Temporary Shoring and Cribbing

▨ Structural Repair of Concrete (Depth equal to or less than 5") = 235 SF

▩ Structural Repair of Concrete (Depth greater than 5") = 60 SF

Notes: Repairs of the existing piers shall include but not limited to the areas shown. The actual area to be repaired will be determined by the Engineer at the time of construction. When performing the pier repair, the structure shall not be jacked from the pier, the weight must be taken off the pier in the area of the repairs. Concrete must be cured to minimum strength before the weight can be put back on the pier, according to the special provisions.

DESIGNED	CMV
CHECKED	SDS
DRAWN	DLH
CHECKED	CMV

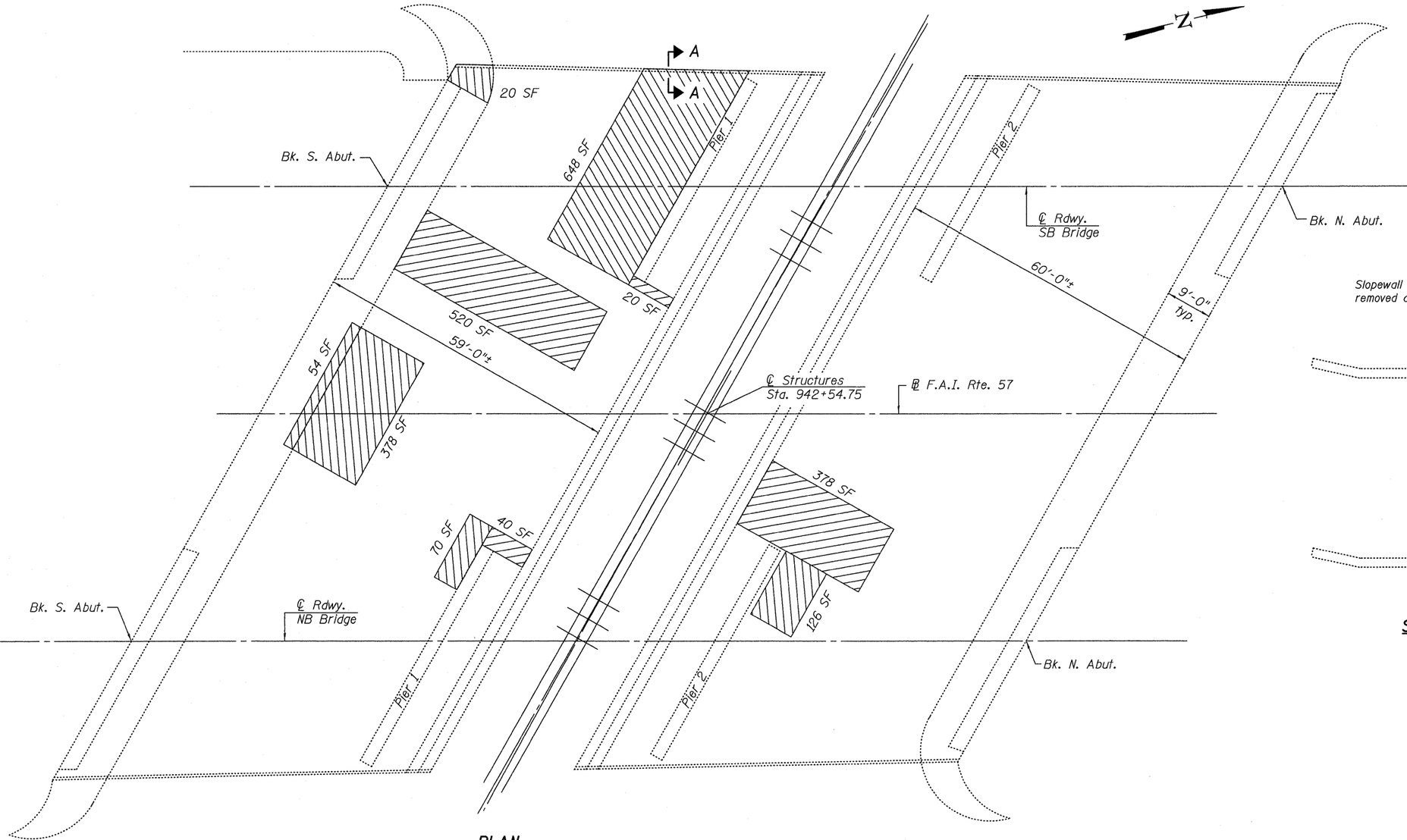
WHKS & CO. ENGINEERING
7018 KINGSMILL CT.,
SPRINGFIELD, IL
(217) 483-9457
DESIGN FIRM #184001036

(Sheet 2 of 2)

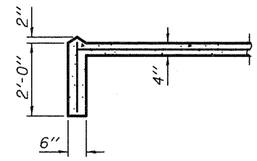
SB BRIDGE - PIER REPAIRS
I-57 OVER ABANDONED RAILROAD
F.A.I. RTE. 57 - SECTION 99-2VB-I-1
WILL COUNTY
STATION 942+54.75
STRUCTURE NO. 099-0038 (NB)
STRUCTURE NO. 099-0039 (SB)

SHEET NO. 20	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
23 SHEETS	57	99-2VB-I-1	WILL	38	30
	C-91-215-10		CONTRACT NO. 60J25		
		ILLINOIS	FED. AID PROJECT		

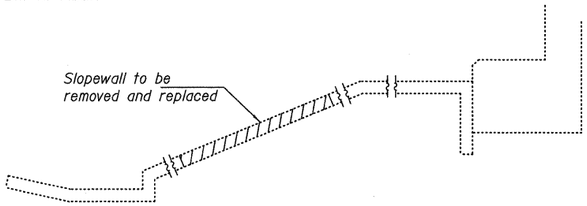
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



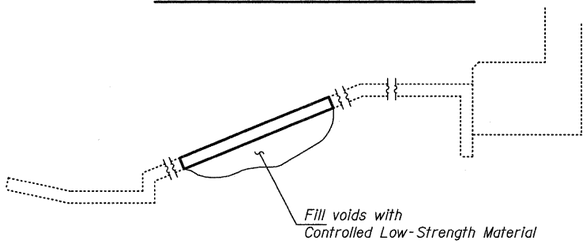
PLAN



SECTION A-A



SLOPEWALL REMOVAL DETAIL



SLOPEWALL REPLACEMENT DETAIL

BILL OF MATERIAL
(TWO STRUCTURES)

Item	Unit	Quantity
Slopewall Removal	Sq. Yd.	247
Slopewall, 4 inch	Sq. Yd.	247
Controlled Low Strength Material	Cu. Yd.	83

SLOPEWALL REPAIR
I-57 OVER ABANDONED RAILROAD
F.A.I. RTE. 57 - SECTION 99-2VB-I-1
WILL COUNTY
STATION 942+54.75
STRUCTURE NO. 099-0038 (NB)
STRUCTURE NO. 099-0039 (SB)

DESIGNED	- CMV
CHECKED	- SDS
DRAWN	- DLH
CHECKED	- CMV

WHKS & co. ENGINEERING
7018 KINGSMILL CT.,
SPRINGFIELD, IL
(217) 483-9457
DESIGN FIRM #184001036

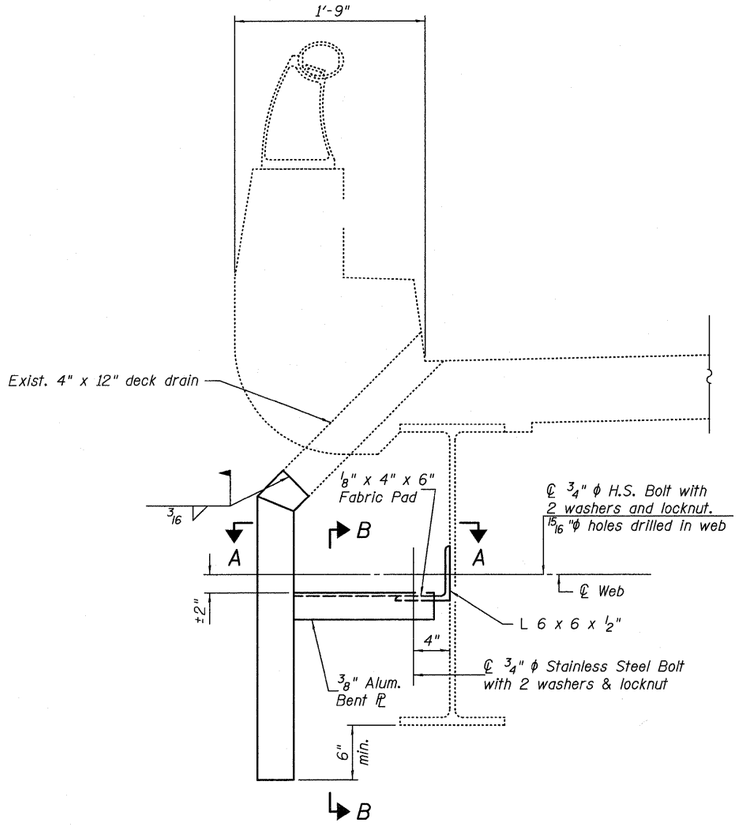
LEGEND

Slopewall repair areas

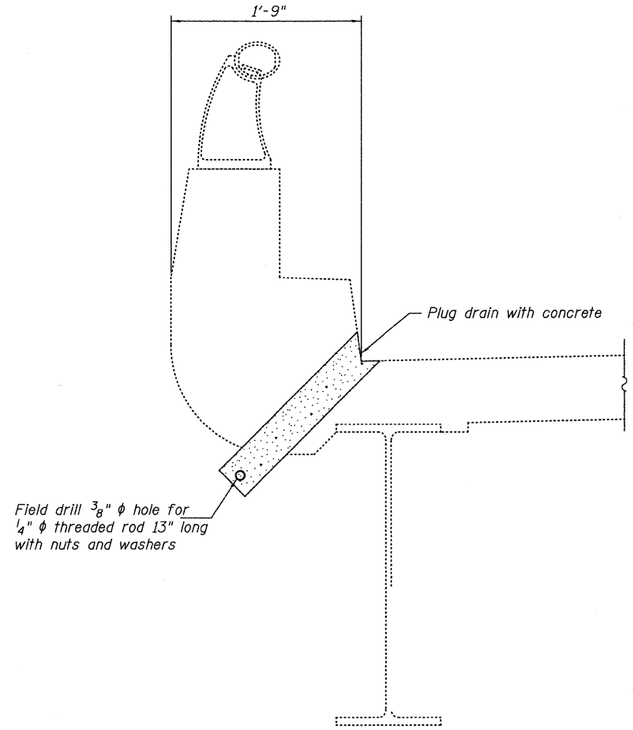
Notes:
Voids under existing slopewall shall be filled with Controlled Low-Strength Material.
Existing wire fabric extending into removal areas shall be cleaned, straightened and incorporated into the new construction. Cost included with Slopewall, 4 inch.
Slopewall shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58lbs per 100 sq. ft.
Existing and new reinforcement shall be lapped a minimum of 6".

SHEET NO. 21	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
23 SHEETS	57	99-2VB-I-1	WILL	38	31
	C-91-215-10		CONTRACT NO. 60J25		
	ILLINOIS	FED. AID PROJECT			

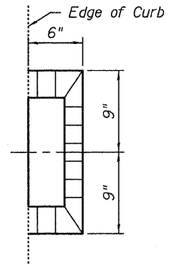
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



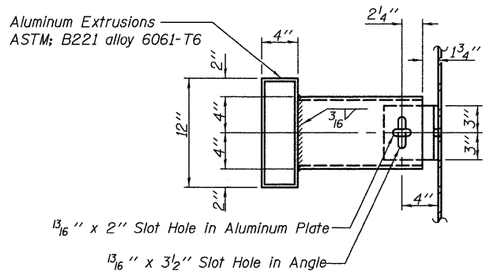
SECTION AT DRAIN EXTENSION
(40 each)



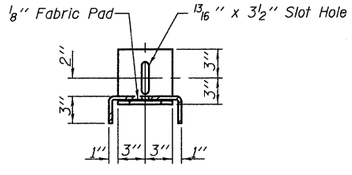
SECTION AT DRAIN PLUG
(32 each)



TOP PLAN



SECTION A-A



SECTION B-B

Note:
See sheet 5 of 23 for existing drain locations.

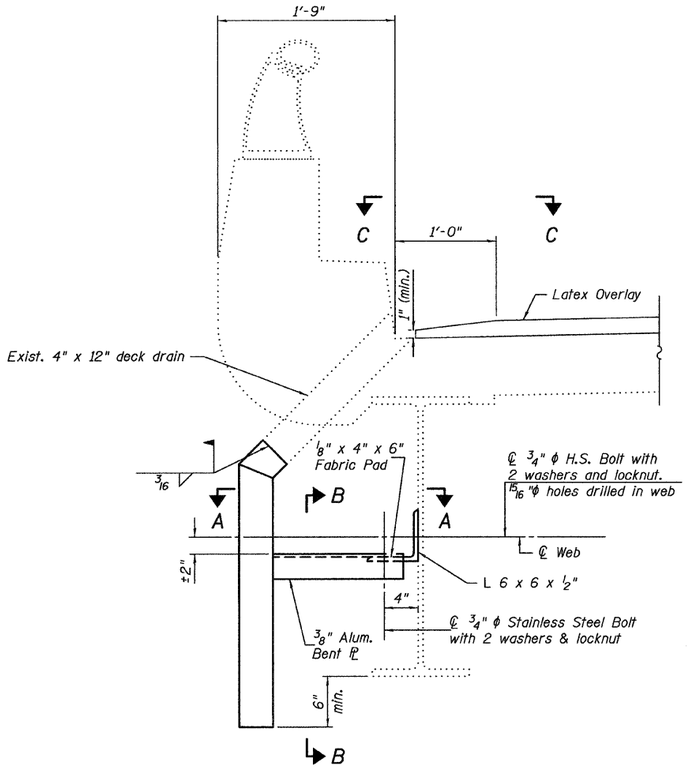
DRIAN MODIFICATION DETAILS
I-57 OVER ABANDONED RAILROAD
F.A.I. RTE. 57 - SECTION 99-2VB-I-1
WILL COUNTY
STATION 942+54.75
STRUCTURE NO. 099-0038 (NB)
STRUCTURE NO. 099-0039 (SB)

DESIGNED	- CMV
CHECKED	- SDS
DRAWN	- DLH
CHECKED	- CMV

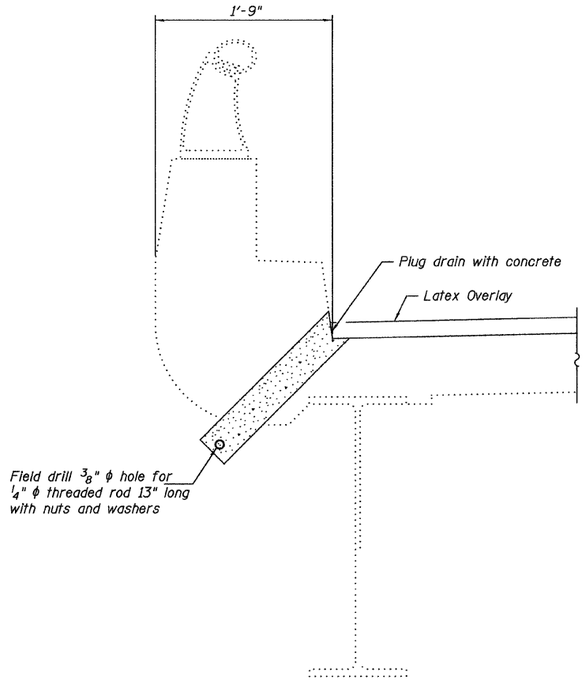
WHKS & CO. ENGINEERING
7018 KINGSMILL CT.,
SPRINGFIELD, IL
(217) 483-9457
DESIGN FIRM #184001036

SHEET NO. 22	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
23 SHEETS	57	99-2VB-I-1	WILL	38	32
	C-91-215-10		CONTRACT NO. 60J25		
		ILLINOIS	FED. AID PROJECT		

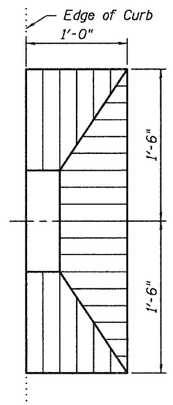
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



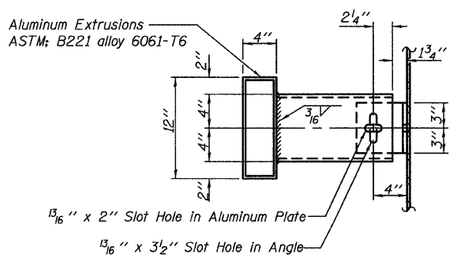
SECTION AT DRAIN EXTENSION
(40 each)



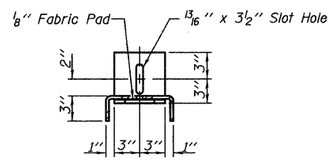
SECTION AT DRAIN PLUG
(32 each)



VIEW C-C



SECTION A-A



SECTION B-B

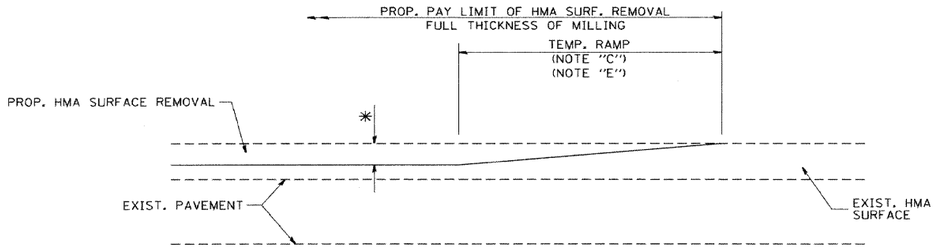
Note:
See sheet 5 of 23 for existing drain locations.

DRAIN MODIFICATION DETAILS
I-57 OVER ABANDONED RAILROAD
F.A.I. RTE. 57 - SECTION 99-2VB-I-1
WILL COUNTY
STATION 942+54.75
STRUCTURE NO. 099-0038 (NB)
STRUCTURE NO. 099-0039 (SB)

DESIGNED	- CMV
CHECKED	- SDS
DRAWN	- DLH
CHECKED	- CMV

WHKS & CO. ENGINEERING
7018 KINGSMILL CT.,
SPRINGFIELD, IL
(217) 483-9457
DESIGN FIRM #184001036

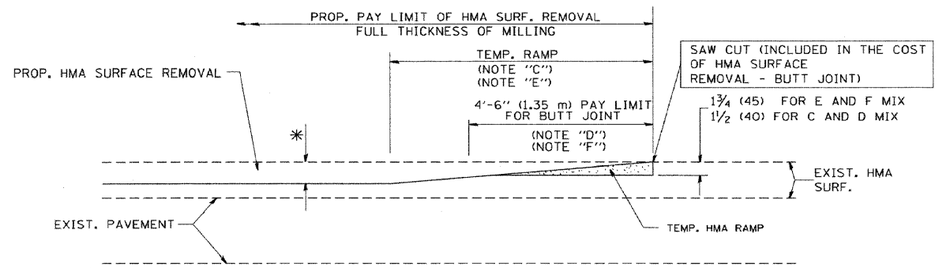
SHEET NO. 22	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
23 SHEETS	57	99-2VB-I-1	WILL	38	32
	C-91-215-10		CONTRACT NO. 60J25		
		ILLINOIS	FED. AID PROJECT		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

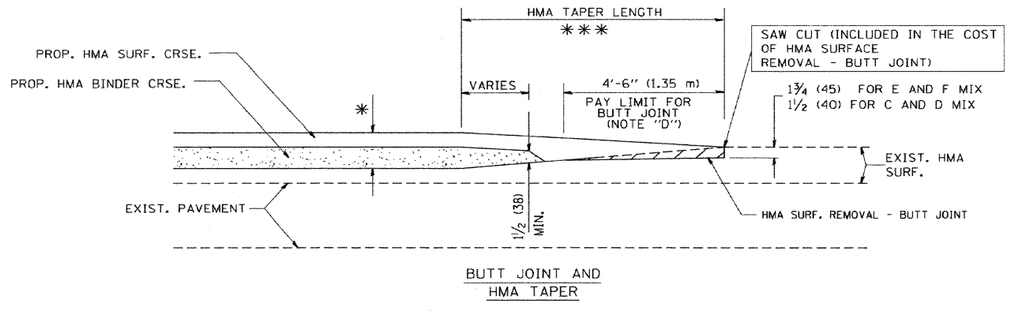


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

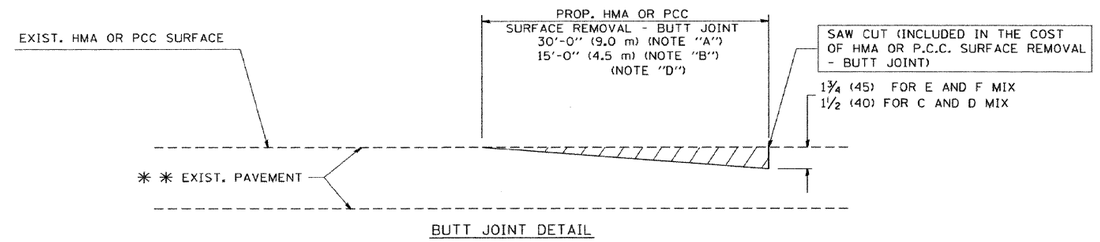
TYPICAL TEMPORARY RAMP



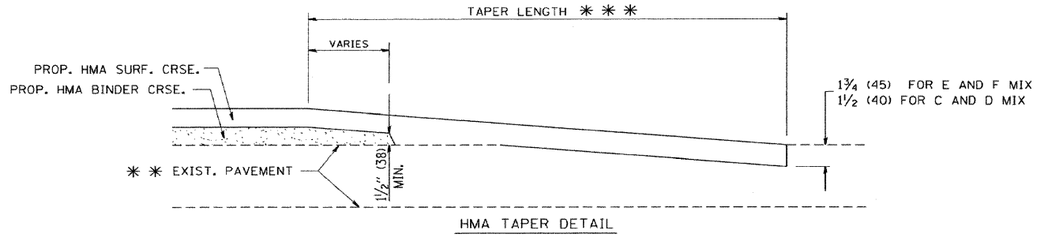
BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

REVISED	-	R. SHAH 10-25-94
REVISED	-	A. ABBAS 03-21-97
REVISED	-	M. GOMEZ 04-06-01
REVISED	-	R. BORO 01-01-07



BUTT JOINT DETAIL



HMA TAPER DETAIL

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.

BUTT JOINT AND HMA TAPER DETAILS

LONCO, INC.
CONSULTING ENGINEERS
1560 WALL ST. SUITE 222
NAPERVILLE, ILLINOIS 60563 PH: (630) 577-9100

DESIGNED	- MJY	REVISED -
DRAWN	- SLV	REVISED -
CHECKED	- MJY, DC	REVISED -
DATE	- 01/29/2010	REVISED -

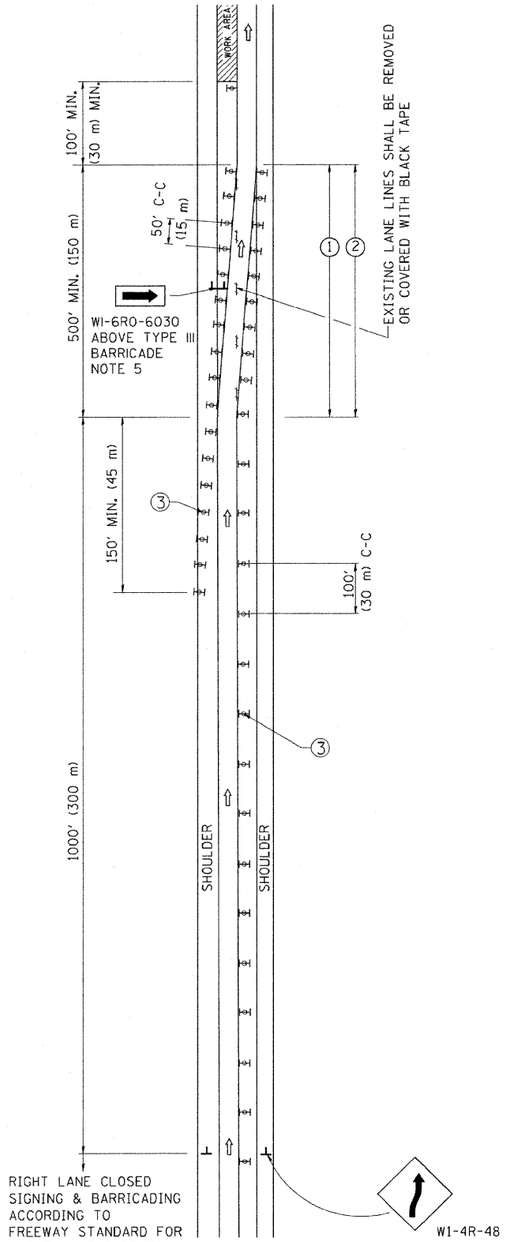
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE STANDARDS
I-57 NB & SB OVER ABANDONED RR (12.8 MILES SOUTH OF US 30)

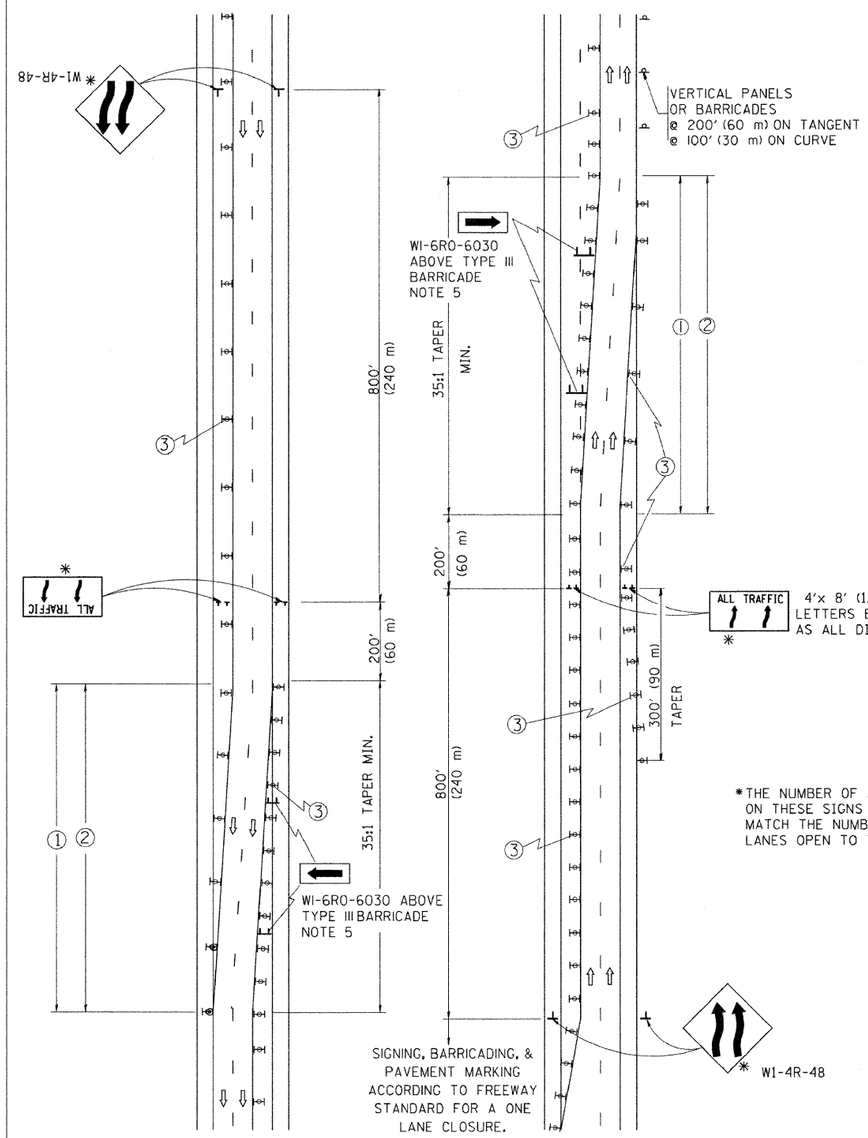
SCALE: NONE | SHEET NO. 34 OF 37 SHEETS | STA. 939+74 TO STA. 943+21

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-2VB-1-1	WILL	37	34
	D-91-215-10	CONTRACT NO. 60J25		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SINGLE LANE WEAVE



MULTI-LANE WEAVE



ALL TRAFFIC * 4'x 8' (1.2 m x 2.4 m); 1 (25) BORDER; 10 (250) CAPITAL LETTERS BACKGROUND SHEETING SHALL BE THE SAME AS ALL DIAMOND SHAPED CONSTRUCTION SIGNS.

*THE NUMBER OF ARROWS ON THESE SIGNS SHALL MATCH THE NUMBER OF LANES OPEN TO TRAFFIC

GENERAL NOTES

1. EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED OR COVERED WITH BLACK TAPE. PAVEMENT MARKING REMOVAL OR BLACK TAPE SHALL NOT BE REQUIRED FOR LANE CLOSURES UNDER 24 HOURS IN DURATION.
2. CONTINOUS 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 WEAVE LANE LINES SHALL BE 10'-30' (3 m-9 m) SKIP DASH, WHITE.
3. PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' (15 m) C-C SPACING IN TAPERS AND 100' (30 m) C-C SPACING IN TANGENTS.
4. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
5. IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 IS NOT AVAILABLE, THE SIGNS MAY BE MOUNTED ON NCHRP 350 TEMPORARY SIGN SUPPORTS DIRECTLY IN FRONT OF THE BARRICADE.
6. 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.

SYMBOLS

- DIRECTION OF TRAFFIC
- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH MONO-DIRECTIONAL STEADY BURNING LIGHT

REVISIONS	
NAME	DATE
DWS	2/87
DWS	1/90
DWS	12/27/94
DWS	11/96
JAF	4/03
JAF	2/06
SPB	1/07

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE & MULTI-LANE WEAVE

LONCO, INC.
CONSULTING ENGINEERS
1560 WALL ST. SUITE 222
NAPERVILLE, ILLINOIS 60563 PH: (630) 577-9100

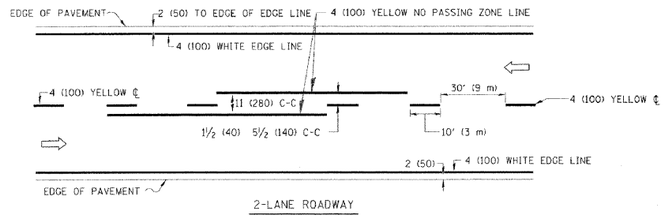
DESIGNED - MJY	REVISED -	
DRAWN - SLV	REVISED -	
CHECKED - MJY, DC	REVISED -	
DATE - 01/29/2010	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

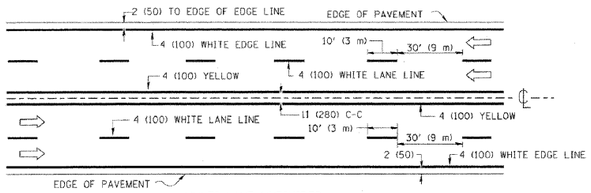
DISTRICT ONE STANDARDS
I-57 NB & SB OVER ABANDONED RR (12.8 MILES SOUTH OF US 30)

SCALE: NONE | SHEET NO. 35 OF 38 SHEETS | STA. 939+74 TO STA. 943+21

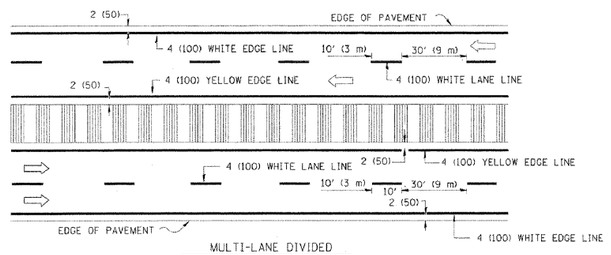
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-2VB-1-1	WILL	38	35
	D-91-215-10	CONTRACT NO. 60J25		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



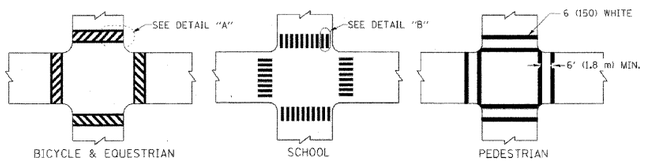
MULTI-LANE UNDIVIDED

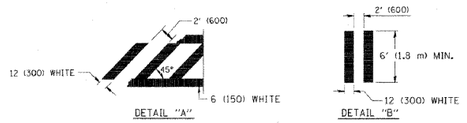


MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

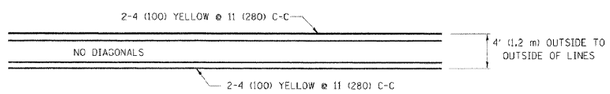
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

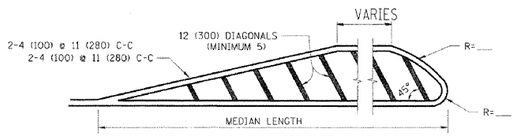




TYPICAL CROSSWALK MARKING



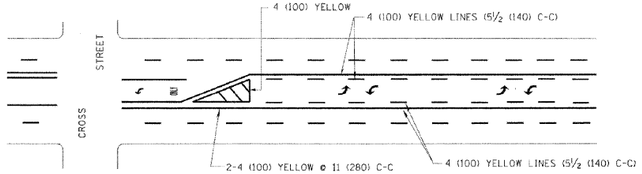
4' (1.2 m) WIDE MEDIANS ONLY



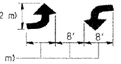
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

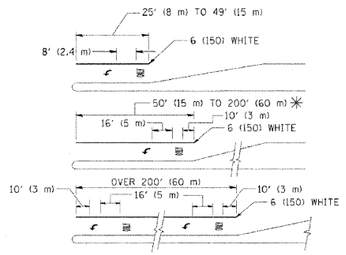


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

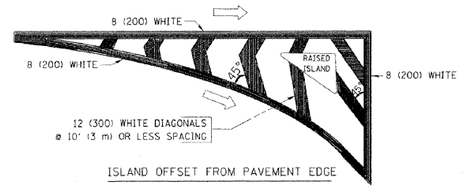


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m^2) | **ONLY** AREA = 20.8 SQ. FT. (1.9 m^2)

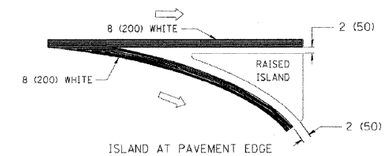
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND 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 FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE 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 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE 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° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	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.

REVISED	- T. RAMMACHER 10-27-94
REVISED	- C. JUCIUS 09-09-09
REVISED	-
REVISED	-

DISTRICT ONE TYPICAL PAVEMENT MARKINGS

LOMCO, INC.
CONSULTING ENGINEERS
1560 WALL ST. SUITE 222
NAPERVILLE, ILLINOIS 60563 PH: (630) 577-9100

DESIGNED	- MJY	REVISED -
DRAWN	- SLV	REVISED -
CHECKED	- MJY, DC	REVISED -
DATE	- 01/29/2010	REVISED -

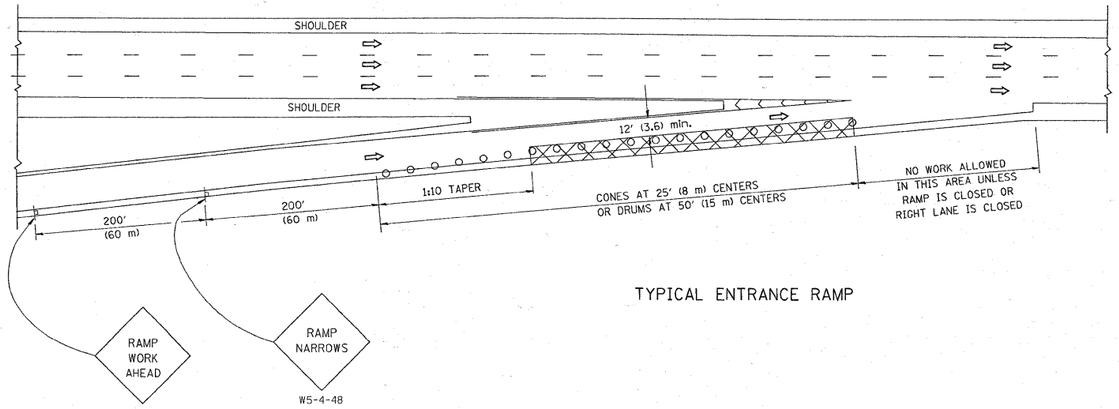
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE STANDARDS
I-57 NB & SB OVER ABANDONED RR (12.8 MILES SOUTH OF US 30)

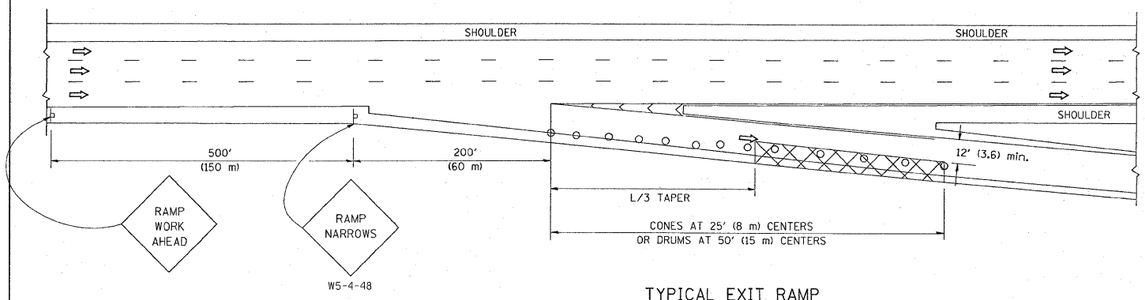
SCALE: NONE | SHEET NO. 36 OF 38 SHEETS | STA. 939+74 TO STA. 943+21

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-2VB-1-1	WILL	38	36
	D-91-215-10	CONTRACT NO. 60J25		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

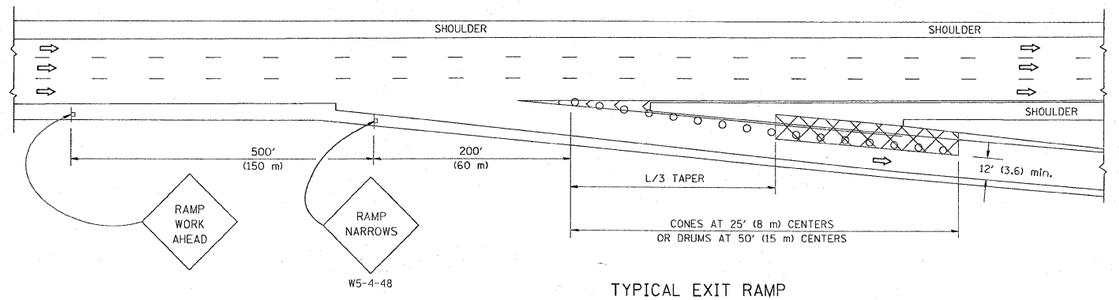
PARTIAL RAMP CLOSURE DETAILS



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, DRUM OR VERTICAL BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- CONE, DRUM OR BARRICADE

GENERAL NOTES

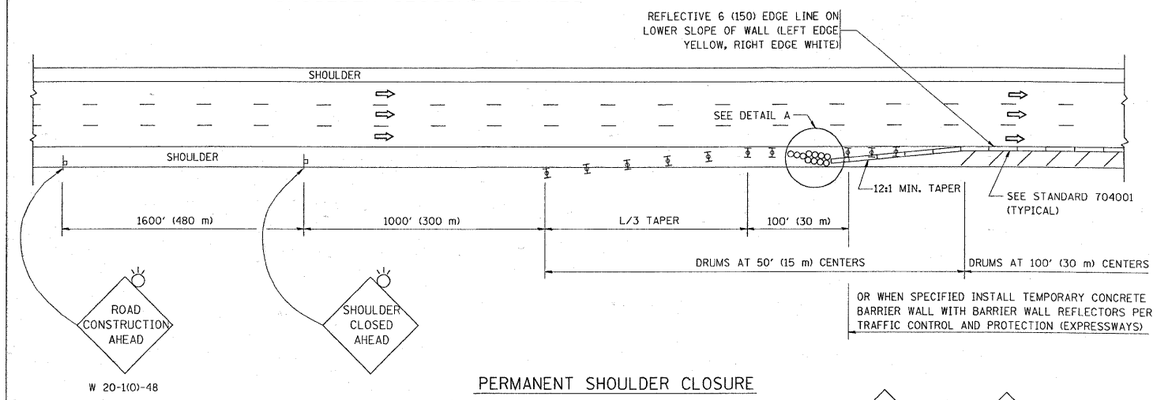
1. THE "L" DISTANCE EQUALS:

SPEED LIMIT	FORMULAS	
45 mph (80 km/h) OR GREATER:	METRIC	ENGLISH
	L=0.65(W)(S)	L=(W)(S)

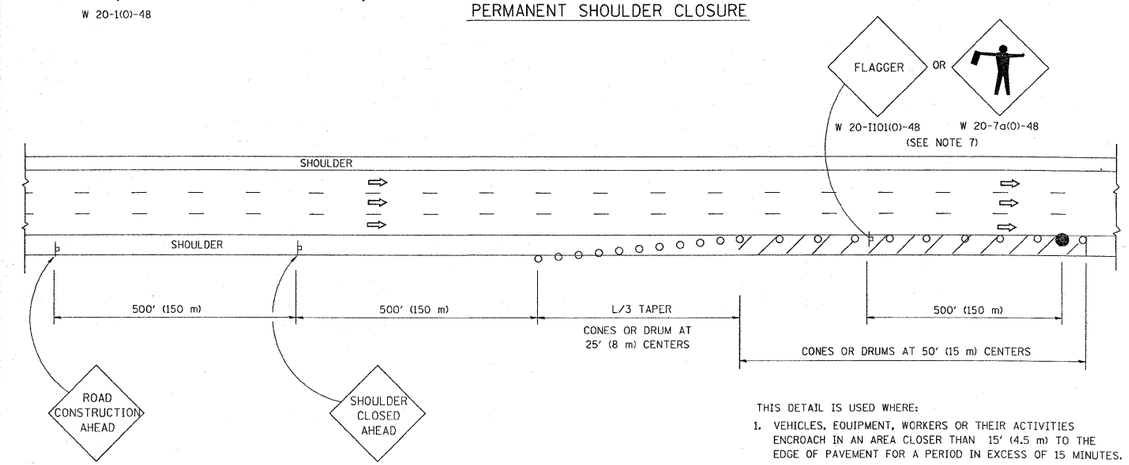
W = WIDTH OF OFFSET IN FEET (METERS)
S = NORMAL POSTED SPEED MPH (KM/H)

2. PLASTIC DRUMS WITH HIGH PERFORMANCE REFLECTIVE SHEETING AND STEADY BURNING LIGHTS ARE REQUIRED FOR ALL NIGHTIME 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



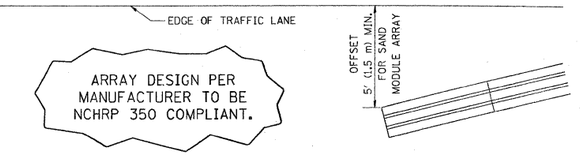
PERMANENT SHOULDER CLOSURE



THIS DETAIL IS USED WHERE:

1. VEHICLES, EQUIPMENT, WORKERS OR THEIR ACTIVITIES ENCROACH IN AN AREA CLOSER THAN 15' (4.5 m) TO THE EDGE OF PAVEMENT FOR A PERIOD IN EXCESS OF 15 MINUTES.

DAYTIME SHOULDER CLOSURE



DETAIL "A"
IMPACT ATTENTUATOR, TEMPORARY
(SEE NOTE 5)

5. THE IMPACT ATTENTUATOR, 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.
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.
   b. THE WORK AVTIVITY 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.

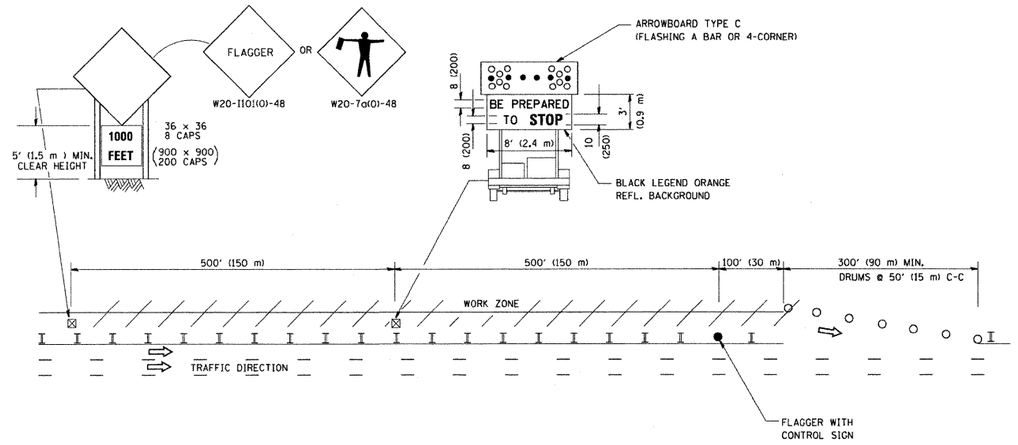
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME = W:\diststd\22x34\tc17.dgn	USER NAME = leyse	DESIGNED -	REVISED - 04-03	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES
		DRAWN - D.W.S.	REVISED - J.A.F. 12-06		
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - S.P.B. 01-07		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.
	PLOT DATE = 1/26/2010	DATE - 11-96	REVISED - S.P.B. 12-09		

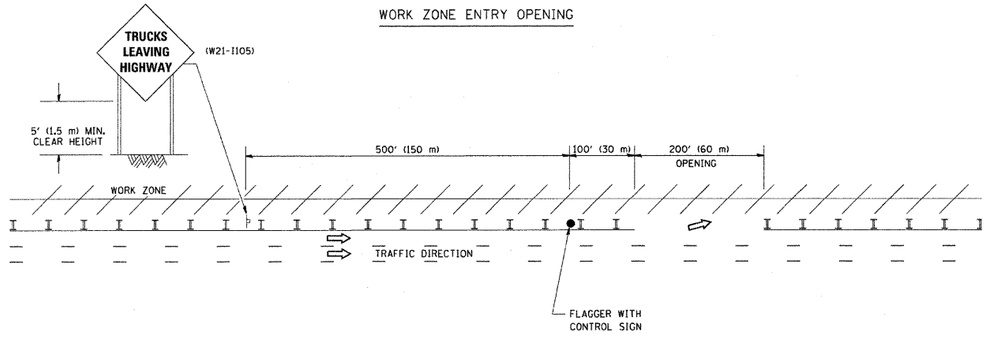
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			38	37
	TC-17	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

1. The Arrowboard, the Flagger Ahead trailer mounted sign, and the Trucks Leaving Highway sign shall be removed or turned away from traffic and the exit and entry openings shall be closed when the flagging operation ceases.
2. Work Zone Exit Openings should be a minimum of one half mile apart.
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

REVISED	-	D.W.S. 08-98
REVISED	-	J.A.F. 04-03
REVISED	-	J.A.F. 02-06
REVISED	-	S.P.B. 01-07

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

LONCO, INC.
CONSULTING ENGINEERS
1560 WALL ST. SUITE 222
NAPERVILLE, ILLINOIS 60563 PH: (630) 577-9100

DESIGNED	- MJY	REVISED -
DRAWN	- SLV	REVISED -
CHECKED	- MJY, DC	REVISED -
DATE	- 01/29/2010	REVISED -

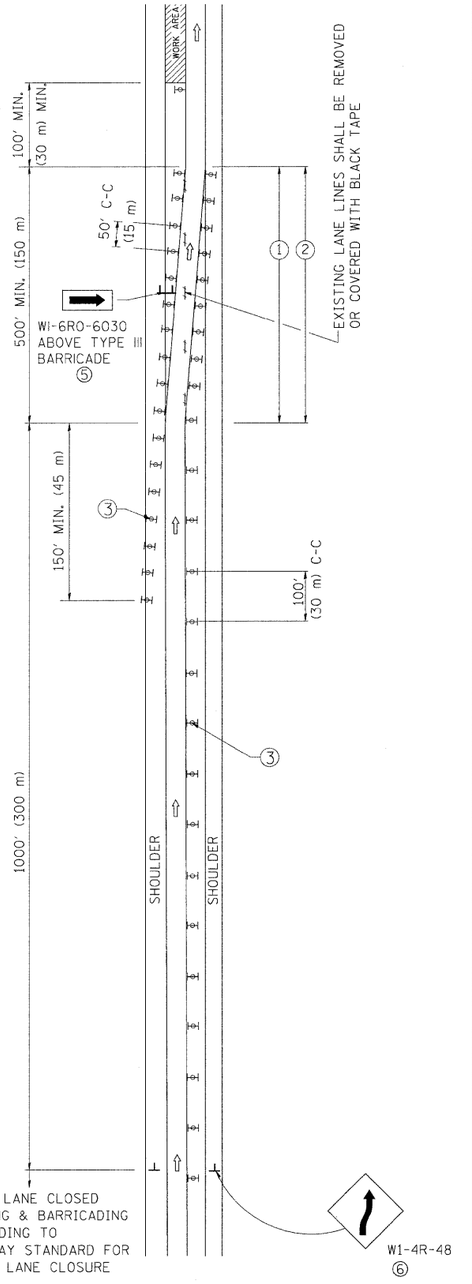
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE STANDARDS
I-57 NB & SB OVER ABANDONED RR (12.8 MILES SOUTH OF US 30)

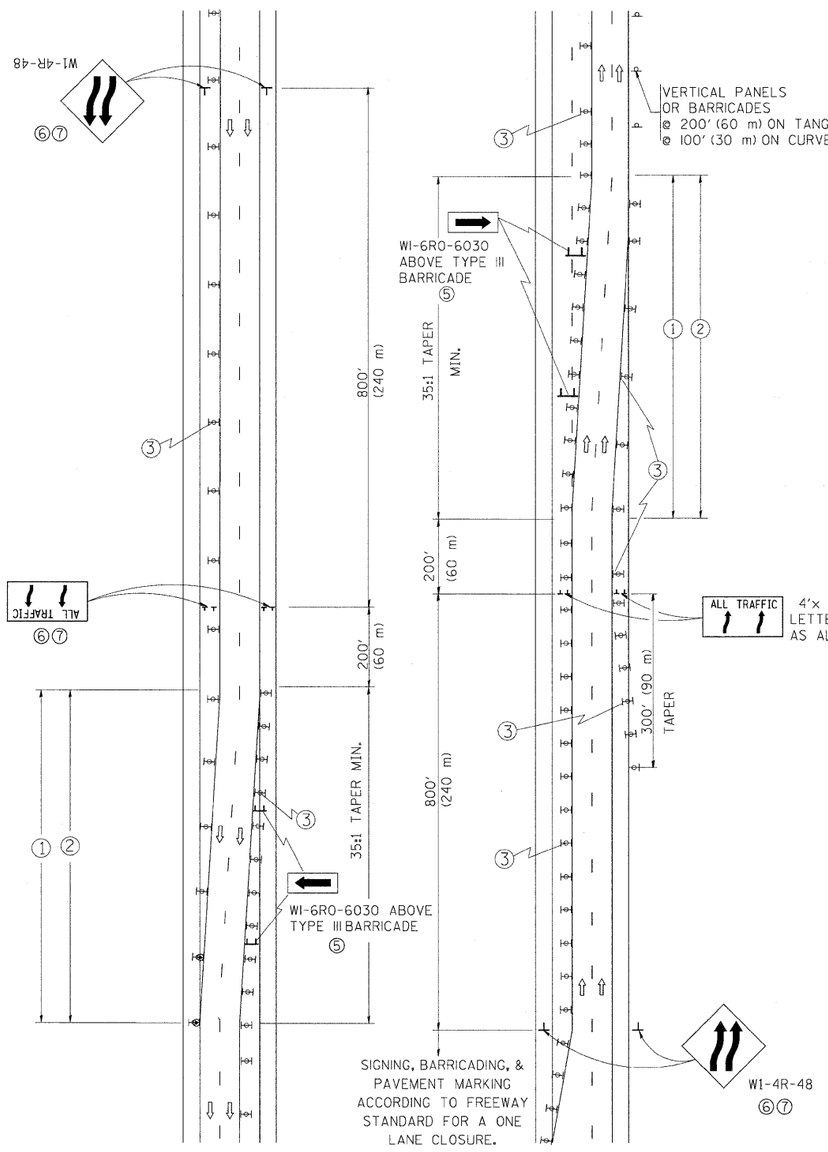
SCALE: NONE | SHEET NO. 38 OF 38 SHEETS | STA. 939+74 TO STA. 943+21

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-2VB-1-1	WILL	38	38
	D-91-215-10	CONTRACT NO. 60J25		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SINGLE LANE WEAVE



MULTI-LANE WEAVE



GENERAL NOTES

① EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED. PAVEMENT MARKING REMOVAL SHALL NOT BE REQUIRED FOR SINGLE LANE WEAVES UNDER 24 HOURS IN DURATION.

② CONTINOUS 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.

③ PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' (15 m) C-C SPACING IN TAPERS AND 100' (30 m) C-C SPACING IN TANGENTS.

④ ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.

⑤ IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 IS NOT AVAILABLE, THE SIGNS MAY BE MOUNTED ON NCHRP 350 TEMPORARY SIGN SUPPORTS. TYPE III BARRICADES MAY BE OMMITTED 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.

⑥ 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.

⑦ 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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

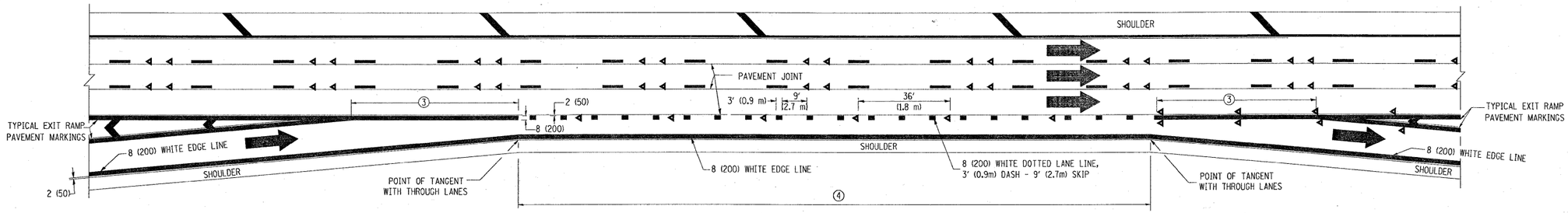
FILE NAME = W:\diststd\22x34\tc09.dgn	USER NAME = leyse	DESIGNED - DWS	REVISED - JAF 01-03
		DRAWN -	REVISED - JAF 02-06
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - SPB 01-07
	PLOT DATE = 1/26/2010	DATE - 02-87	REVISED - SPB 12-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

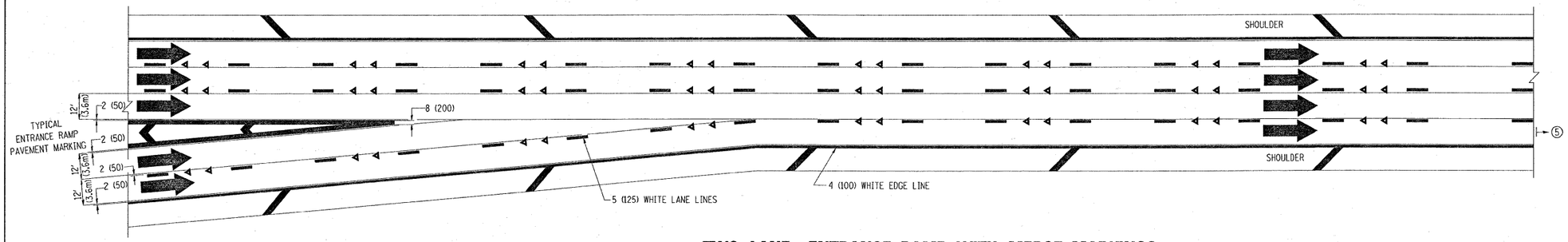
TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE & MULTI-LANE WEAVE

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

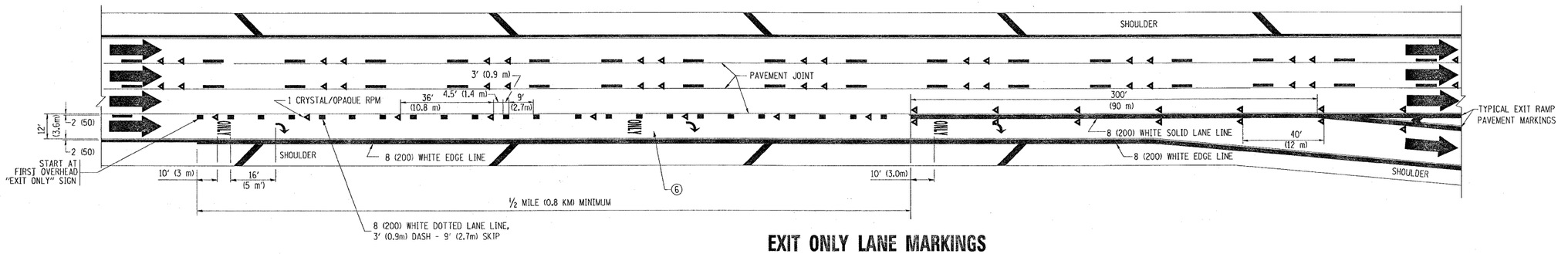
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			38	38A
	TC-09	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



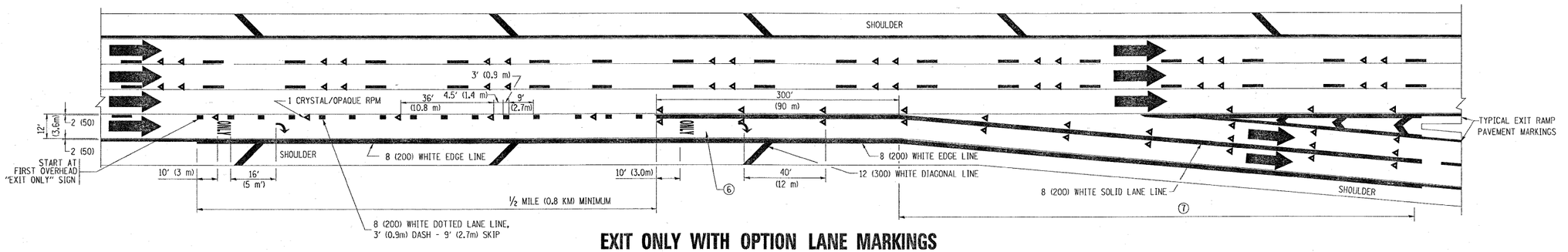
AUXILIARY LANE MARKINGS



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.

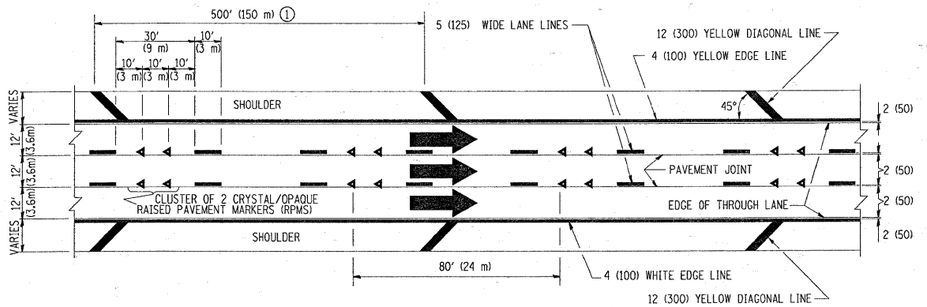
FILE NAME = c:\pw_work\PWIDOT\LEYSA\d0108315\tc12.dgn	USER NAME = leyso	DESIGNED - D.W.S.	REVISED - D.W.S. 07-96
		DRAWN -	REVISED - J.A.F. 02-06
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - S.P.B. 01-07
	PLOT DATE = 1/22/2010	DATE - 01-90	REVISED - S.P.B. 01-10

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MULTI-LANE FREEWAY
PAVEMENT MARKING DETAILS

SCALE: NONE | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

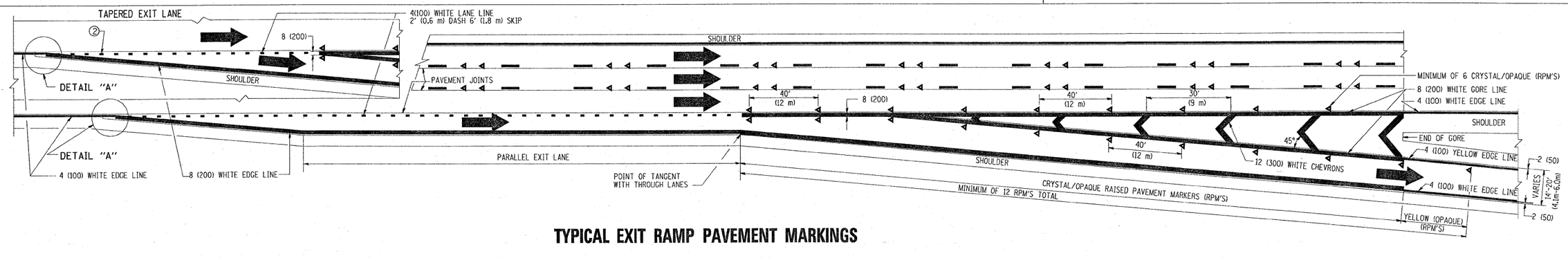
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			58	38
	TC-12	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



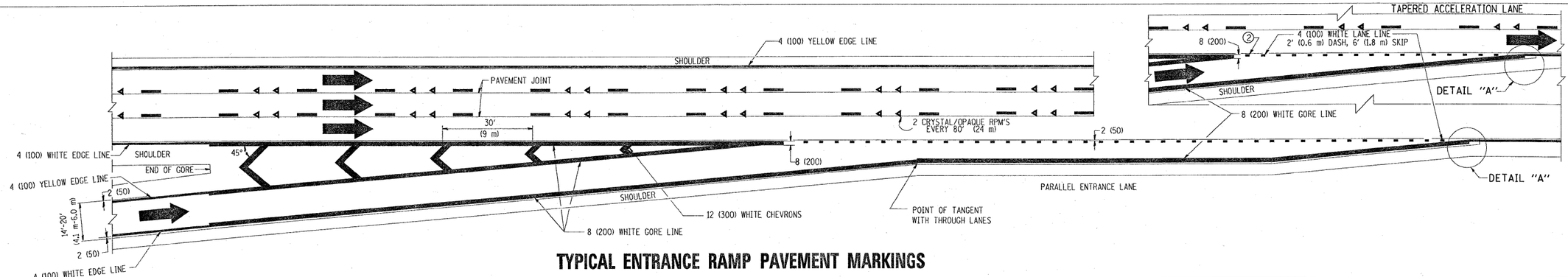
TYPICAL EDGE LINES & LANE LINES

PAVEMENT MARKING MATERIALS

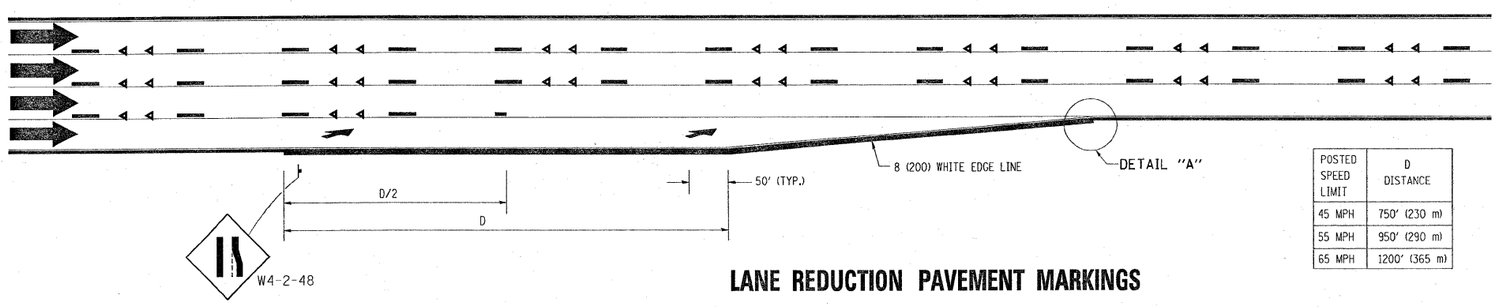
1. THERMO PLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR THE EDGE LINES, GORE LINES, AND DIAGONAL LINES ON BITUMINOUS PAVEMENT ONLY.
2. PREFORMED PLASTIC TYPE B PAVEMENT MARKING LINE SHALL BE USED FOR ALL LANE LINES ON BITUMINOUS PAVEMENT.
3. POLYUREA PAVEMENT MARKING SHALL BE USED FOR ALL MARKINGS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



TYPICAL EXIT RAMP PAVEMENT MARKINGS

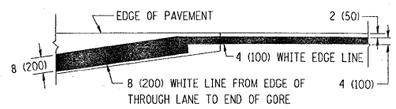


TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS



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

LANE REDUCTION PAVEMENT MARKINGS



DETAIL "A"

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 = c:\pw_work\PWIDOT\LEYSA\d0103\5\tc12.dgn	USER NAME = leysa	DESIGNED - D.W.S.	REVISED - D.W.S. 07-96
		DRAWN -	REVISED - J.A.F. 02-06
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - S.P.B. 01-07
	PLOT DATE = 1/22/2010	DATE - 01-90	REVISED - S.P.B. 01-10

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.
			38	38C
	TC-12	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		