

Bench Mark: Cut  $\square$  in Northwest corner of Median wall of F.A.P. RTE. 112 (IL-53) North of F.A.I. RTE. 55 Bridge, Sta. 210+36.66 Offset 73.72' Rtl., Elevation 703.84

Existing Structure: SN 099-0260 structure was rehabilitated in 1979 and is composed of a positive moment only composite 2-span 36" WF continuous steel girders. In 1994, the structures were rehabilitated by replacing, jacking, and cribbing both bridge decks; each span is 91'-9". The substructure consists of vaulted stub abutments with concrete slopewalls and a single pier with a crashwall; there is a gap between each of the structure's pier caps and the abutments have an expansion joint at the centerline of F.A.I. 55. The existing approach slabs are 29'-3" and are resting on approach bents. The existing total out-to-out between both existing structures is 111'-2" with a 1" gap between the adjacent existing structures; each bridge deck contains three 12'-0" lanes, a 16'-11" outside shoulder, 6'-9 1/2" inside shoulder, 1'-5" outside parapet, and a 1'-3" inside parapet.

Traffic Control: Traffic is to be maintained during construction utilizing Stage Construction. Control traffic along IL-53 during pier extension work if needed.

No Salvage.

**NOTES:**

1. Stage construction along IL-53 will be required during cleaning and painting of existing beams and substructure expansion.
2. No waiting time will be required after the construction of the embankment since the new widening area will undergo less than 0.4" of long-term consolidation settlement under the applied load resulting from 2 feet of new fill material.
3. See Sheet SA-2 for Profile Grades.
4. Up to 1/4" may be ground off the bridge deck and the bridge approach slabs.

**LOADING HS20-44 AND ALT**

Allow 50#/sq. ft. for future wearing surface

**DESIGN SPECIFICATIONS**

2002 AASHTO Standard Specifications

**SEISMIC DATA**

Seismic Performance Category (SPC) = A  
Bedrock Acceleration Coefficient (A) = 0.04g  
Site Coefficient (S) = 1.0

**DESIGN STRESSES**

**FIELD UNITS (NEW STRUCTURE)**

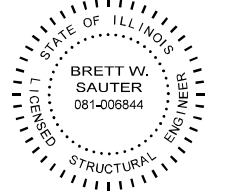
f'c = 3,500 psi  
f'c = 4,000 psi (Superstructure Concrete)  
f'c = 3,500 psi (Substructure Concrete)  
fy = 60,000 psi (Reinforcement)  
fy = 50,000 psi (AASHTO M270, Grade 50)  
fy = 36,000 psi (AASHTO M270, Grade 36)

**FIELD UNITS (EXISTING STRUCTURE)**

f'c = 3,000 psi (Superstructure and Substructure Concrete - Load Factor Design)  
fs = 27,000 psi, M223, Grade 50 (Structural Steel)  
fy = 60,000 psi (Reinforcement)

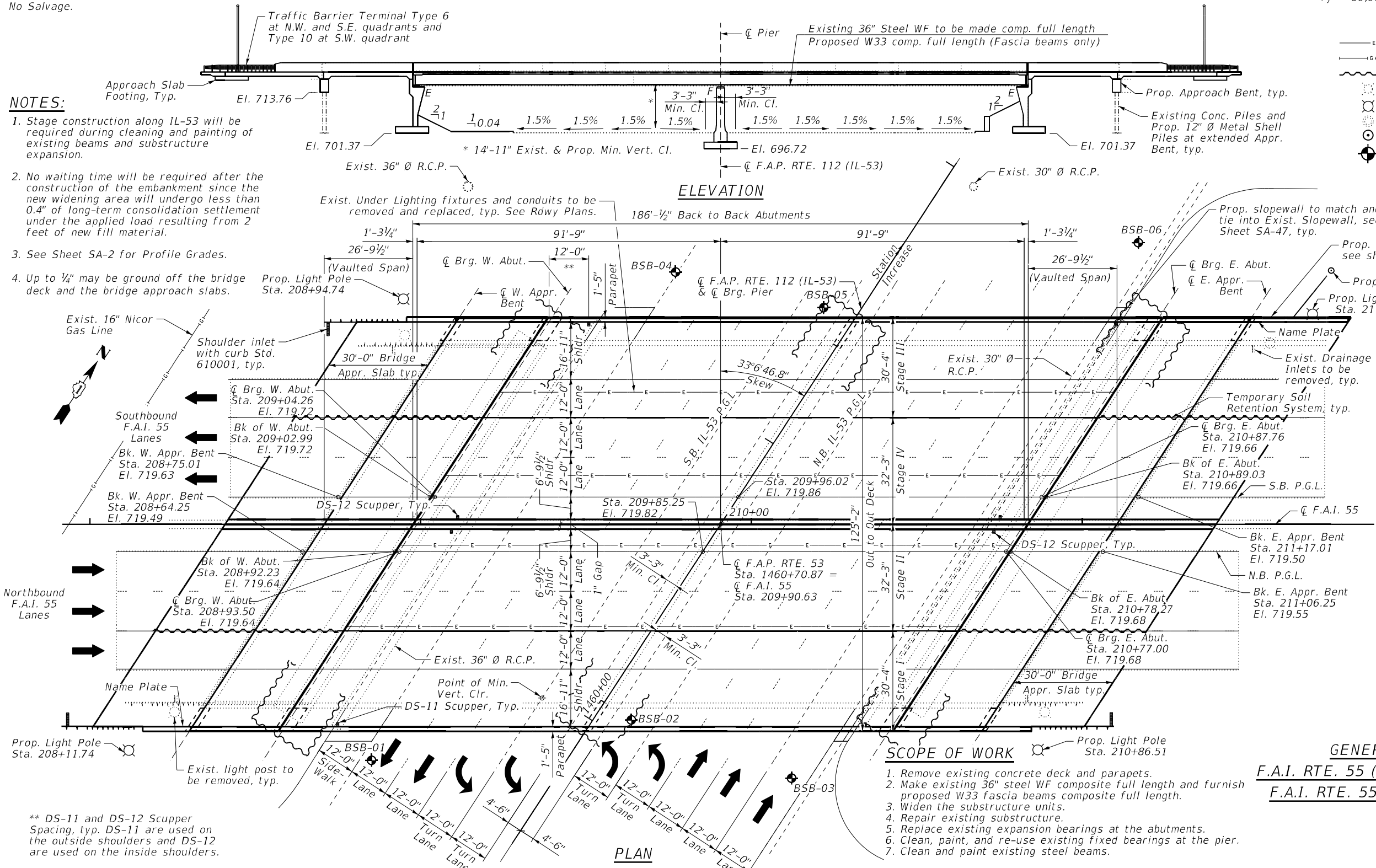
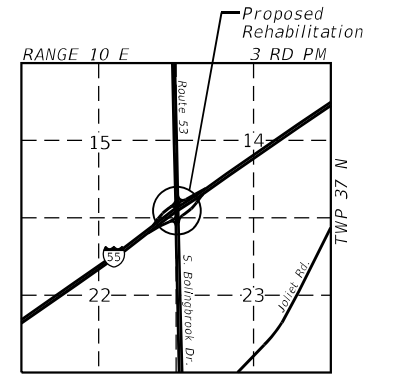
**LEGEND**

- Existing Underground Electric
- Existing Underground Gas Line
- Temporary Soil Retention System
- Existing Light Pole
- Proposed Light Pole
- Existing 30" Ø R.C.P.
- Proposed Storm Sewer
- ⊕ Soil Borings



DATE: 5/3/2021  
SEAL EXPIRES: 11/30/2022

*Brett W. Sauter*



**SCOPE OF WORK**

1. Remove existing concrete deck and parapets.
2. Make existing 36" steel WF composite full length and furnish proposed W33 fascia beams composite full length.
3. Widen the substructure units.
4. Repair existing substructure.
5. Replace existing expansion bearings at the abutments.
6. Clean, paint, and re-use existing fixed bearings at the pier.
7. Clean and paint existing steel beams.

**GENERAL PLAN AND ELEVATION**

F.A.I. RTE. 55 (I-55) OVER F.A.P. RTE. 112 (IL-53)

F.A.I. RTE. 55 (I-55) - SEC. 2018-043-BD&BJR

**WILL COUNTY**  
**STATION 209+90.63**  
**S.N. 099-0260**



USER NAME = Structural	DESIGNED - RA	REVISED -
DRAWN - SBA	REVISED -	
CHECKED - BWS	REVISED -	
DATE - 3/16/2021	REVISED -	

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**GENERAL PLAN & ELEVATION**  
**STRUCTURE NO. 099-0260**  
SHEET SA-1 OF SA-66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	201
CONTRACT NO.			62H03	
ILLINOIS FED. AID PROJECT				

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**GENERAL NOTES**

- Fasteners shall be ASTM F3125 Grade A325 Type 1, mechanically galvanized bolts. Bolts 7/8 in. dia., holes 1 1/16 in. dia., unless otherwise noted.
- Calculated weight of Structural Steel:  
Grade 50 = 95,050 lbs.  
Grade 36 = 5,360 lbs. (Prop. Diaphragms and Connecting Angles)
- 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 beams 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 1#4 in. 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 additional quantity furnished at the unit price bid for the work.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance 1/8" (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- Concrete Sealer shall be applied to the designated areas of the Pier and Abutments.
- Slip forming of parapets will not be allowed.
- No field welding is permitted except as specified in the contract documents.
- The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
- All new structural steel shall be shop painted with an inorganic zinc rich primer per AASHTO M 300, Type 1.
- Cleaning and painting of the existing and new structural steel shall be as specified in the special provisions for "Cleaning and Painting Existing Steel Structures". All existing and new steel shall be cleaned per Near White Blast Cleaning - SSPC-SP10. All existing and new steel shall be painted according to the requirements of Paint System 1 - 0Z/E/U. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Reddish Brown, Munsell No. 2.5YR 3/4.
- A minimum of (2) air monitors will be required to monitor abrasive blasting operation at this site. See special provisions for "Containment and Disposal of Lead Paint Cleaning Residues".

**INDEX OF SHEETS**

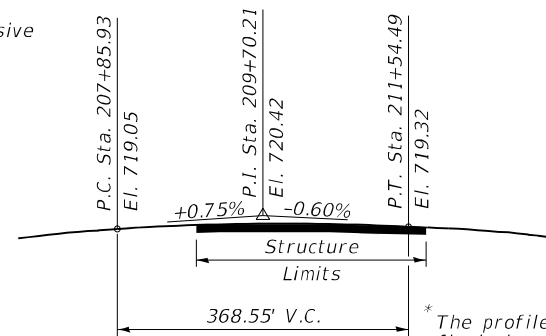
- SA-1 General Plan and Elevation
- SA-2 General Data
- SA-3 Temporary Soil Retention System and Temporary Support System
- SA-4 Existing Structure Removal Details
- SA-5 Bridge Construction Staging I
- SA-6 Bridge Construction Staging II
- SA-7 Bridge Construction Staging III
- SA-8 Bridge Construction Staging IV
- SA-9 Temporary Barrier Details
- SA-10 Top of Slab Elevations
- SA-11 SB Top of Slab Elevations I
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- SA-15 Top of Approach and Vaulted Slab Elevations
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- SA-61 Existing Bridge Details XI
- SA-62 Soil Boring Logs I
- SA-63 Soil Boring Logs II
- SA-64 Soil Boring Logs III
- SA-65 Soil Boring Logs IV
- SA-66 Soil Boring Logs V

**TOTAL BILL OF MATERIAL**

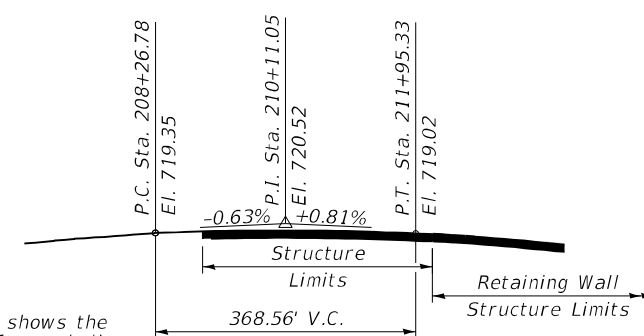
DESCRIPTION	UNIT	SP	SUB	SUPER	TOTAL
Aggregate Subgrade Improvement	Cu Yd		96		96
Concrete Removal	Cu Yd		51		50.5
Slope Wall Removal	Sq Yd		82.0		82
Removal Of Existing Concrete Deck No. 1	Each			1	1
Structure Excavation	Cu Yd		859		859
Removal And Disposal Of Unsuitable Material For Structures	Cu Yd		96		96
Concrete Structures	Cu Yd		415.4		415.4
Concrete Superstructure	Cu Yd			1,115.0	1,115.0
Protective Coat	Sq Yd			4,682	4,682
Concrete Superstructure (Approach Slab)	Cu Yd			354.2	354.2
Furnishing And Erecting Structural Steel	L Sum			0.1	0.1
Stud Shear Connectors	Each			2,508	2,508
Reinforcement Bars, Epoxy Coated	Pound		25,860	475,830	501,690
Bar Splicers	Each			2,108	2,108
Mechanical Splicers	Each			12	12
Slope Wall 4 Inch	Sq Yd		111		111
Furnishing Metal Shell Piles 14" X 0.250"	Foot		125		125
Driving Piles	Foot		125		125
Test Pile Metal Shells	Each		4		4
Name Plates	Each			2	2
Preformed Joint Seal 2 1/2"	Foot			301	301
Preformed Joint Strip Seal	Foot			296	296
Elastomeric Bearing Assembly, Type I	Each		32		32
Anchor Bolts, 1"	Each			20	20
Temporary Soil Retention System	Sq Ft		3,558		3,558
Granular Backfill For Structures	Cu Yd		283		283
Concrete Sealer	Sq Ft		2,690		2,690
Epoxy Crack Injection	Foot		126		126
Bridge Deck Grooving (Longitudinal)	Sq Yd	*		2,377	2,377
Jack And Remove Existing Bearings	Each	*		24	24
Structural Steel Repair	Pound	*		770	770
Removal Of Existing Bearings	Each	*		4	4
Containment And Disposal Of Lead Paint Cleaning Residues No. 1	L Sum	*		1	1
Cleaning And Painting Steel Bridge No. 1	L Sum	*		1	1
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq Ft	*	1,554		1,554
Structural Repair Of Concrete (Depth Greater Than 5 Inches)	Sq Ft	*	96		96
Drainage Scuppers, DS-11	Each	*		4	4
Drainage Scuppers, DS-12	Each	*		4	4
Diamond Grinding (Bridge Section)	Sq Yd	*		3,083	3,083
Temporary Shoring And Cribbing	Each	*		4	4
Temporary Support System	L Sum	*		1	1

	S.B. IL-53	N.B. IL-53
"X1"	1459+25.47	1459+69.39
"X2"	1461+71.08	1462+18.75
"Y1"	701.28	701.13
"Y2"	700.29	700.16

**PROFILE GRADE**  
(along S.B. & N.B. F.A.P. 112 (IL-53) P.G.L.)



**PROFILE GRADE**  
(along N.B. F.A.I. 55 P.G.L.)\*



**PROFILE GRADE**  
(along S.B. F.A.I. 55 P.G.L.)\*

STATION 209+90.63  
REBUILT 202 BY  
STATE OF ILLINOIS  
F.A.I. RTE. 55 (NB & SB) - SEC. 2018-043-BD&BJR  
LOADING HS20 & ALT  
STRUCTURE NO. 099-0260

Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.

**NAME PLATE**  
See Std. 515001

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

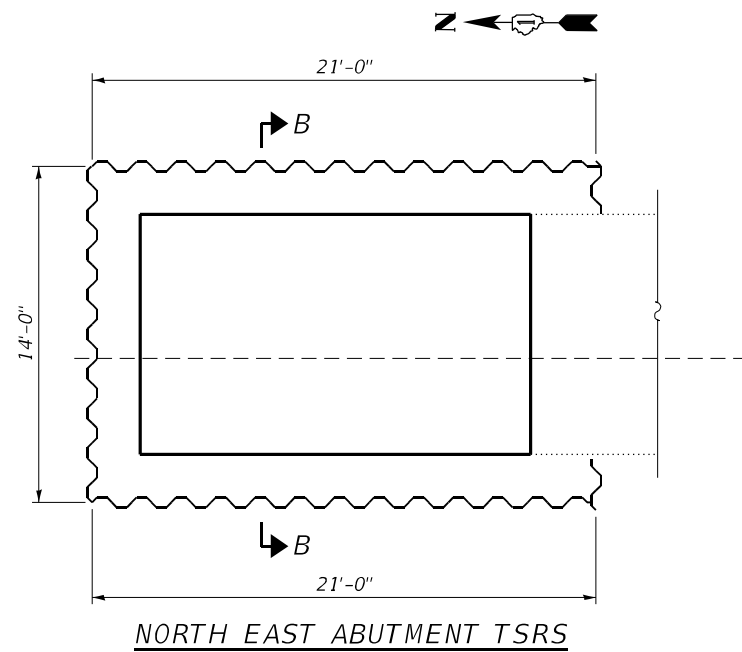
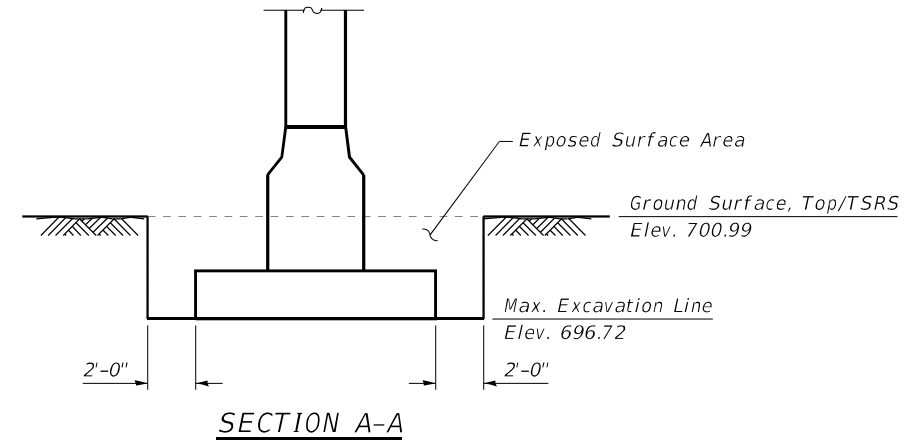
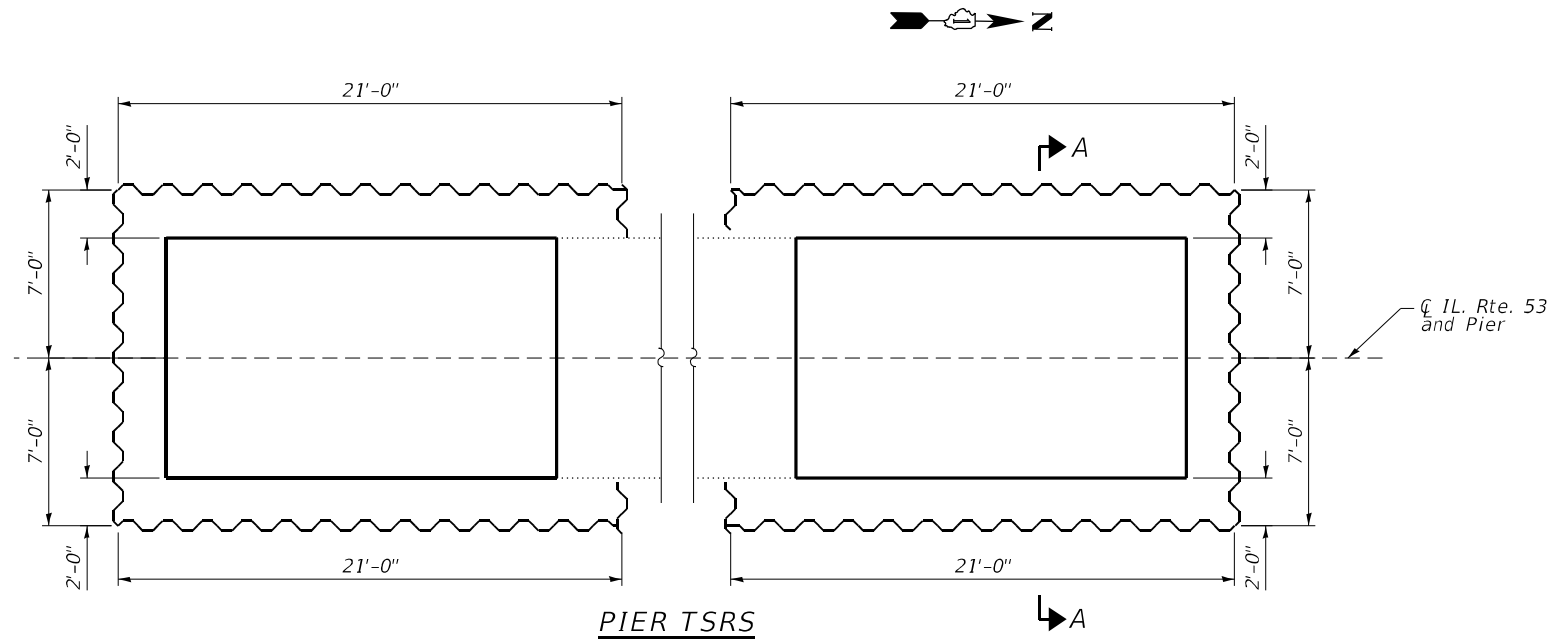
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STRUCTURE NO. 099-0260

SHEET SA-2 OF SA-66 SHEETS

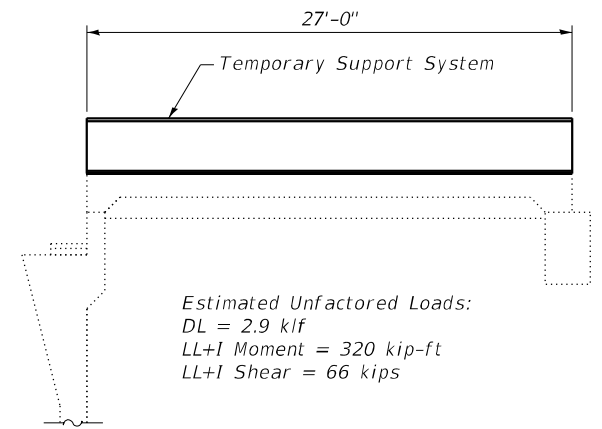
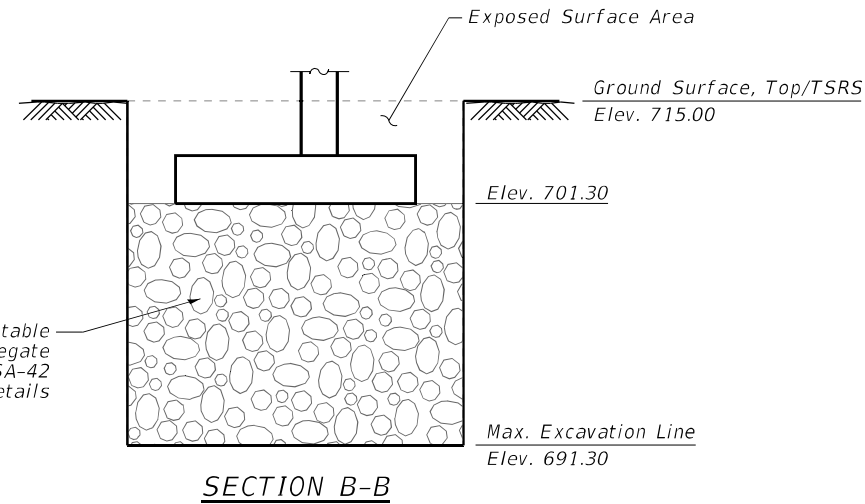
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CONTRACT NO.			62H03	
ILLINOIS FED. AID PROJECT				

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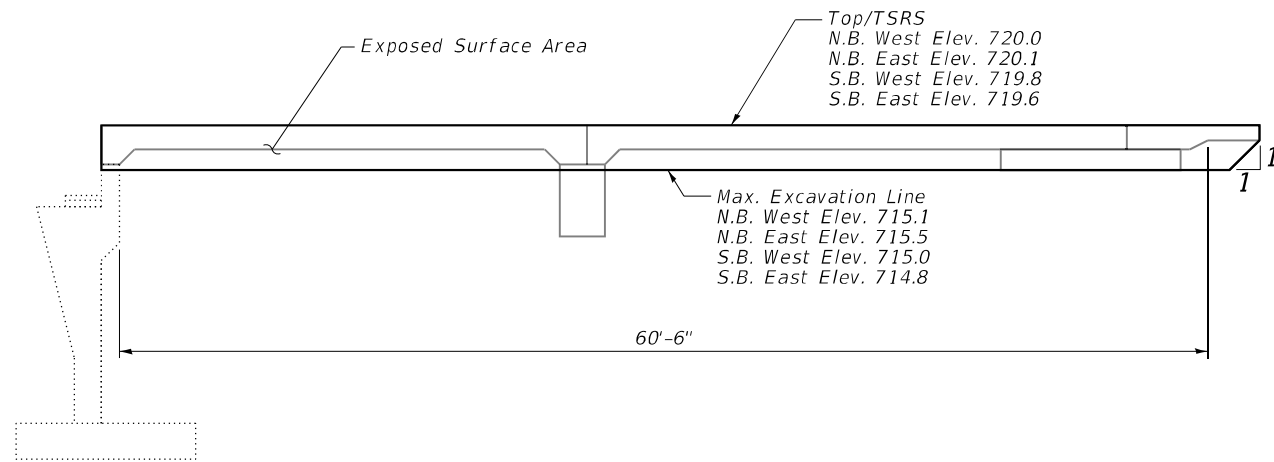
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Temporary Soil Retention System	Sq. Ft.	3,558
Temporary Support System	L. Sum	1



Removal and Disposal of Unsuitable Material for Structures and Aggregate Subgrade Improvement, see sheets SA-42 and SA-43 for additional details



**TEMPORARY SUPPORT SYSTEM**  
(See sheets SA-7 and SA-8 for relative locations)



**STAGED CONSTRUCTION LINE TSRS**

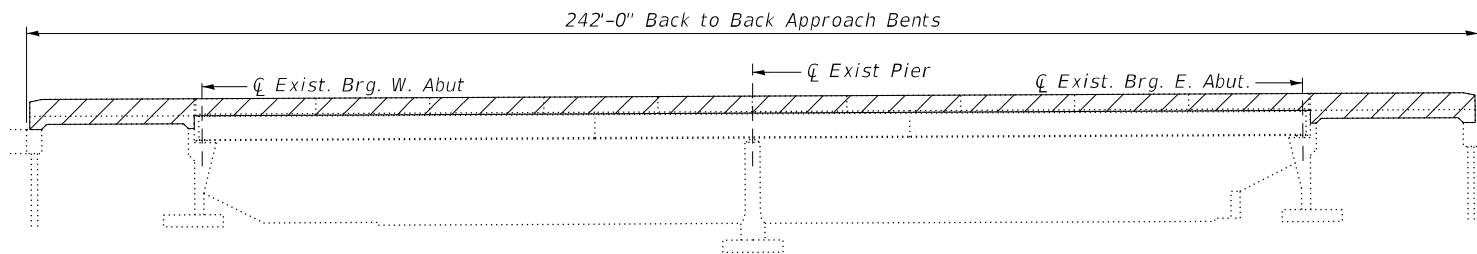
**NOTE:**

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

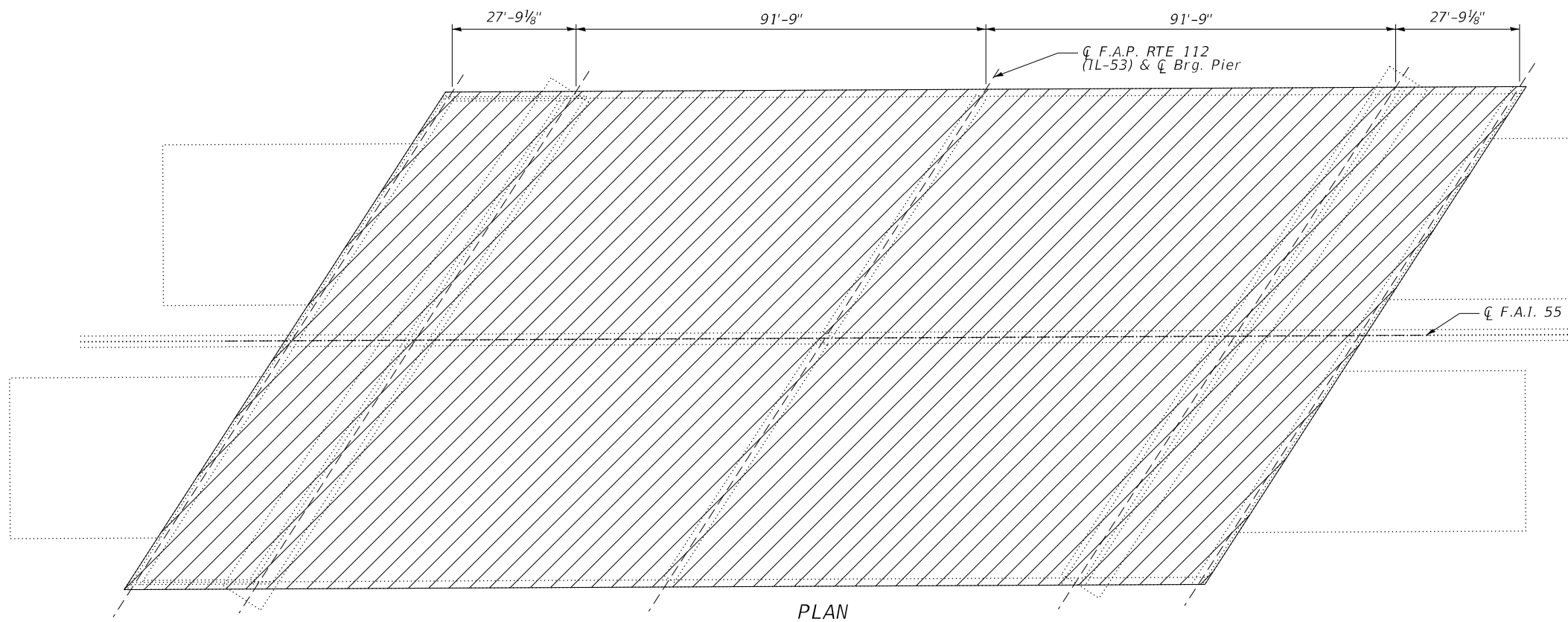
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CONTRACT NO.			62H03	
ILLINOIS FED. AID PROJECT				



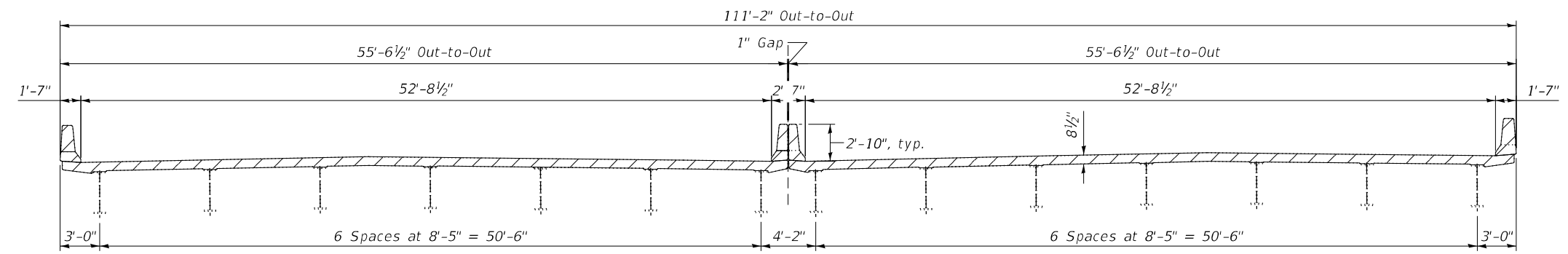
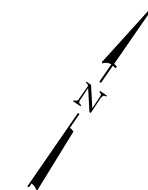
ELEVATION



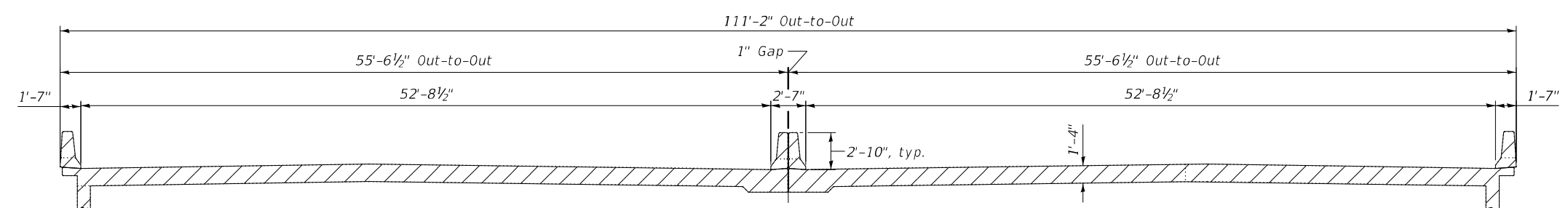
PLAN

- NOTES:**
1. Protective shield is to be used under all spans and along the entire width of the removal limits shown in the plan view. Permanent protective shield is in place based on Contract Plan 62K50 and may be re-used. The existing protective shield is to be inspected and capacity verified by an IL. licensed Structural Engineer, and a sealed submittal provided for review and approval prior to start of work. Any additional and/or supplemental protective shield, as well as protective shield for the overhangs, that may be required, as well as engineering costs, will be included in the cost of "Removal of Existing Concrete Deck No. 1".
  2. See Electrical Plans for removal of existing under deck lighting to be removed.

See Roadway plans for Approach Slab Removal, Typ.



EXISTING CROSS SECTION



SECTION THRU VAULTED SPAN

**LEGEND**

Removal of Existing Concrete Deck, No. 1

**BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Removal of Existing Concrete Deck, No. 1	Each	1

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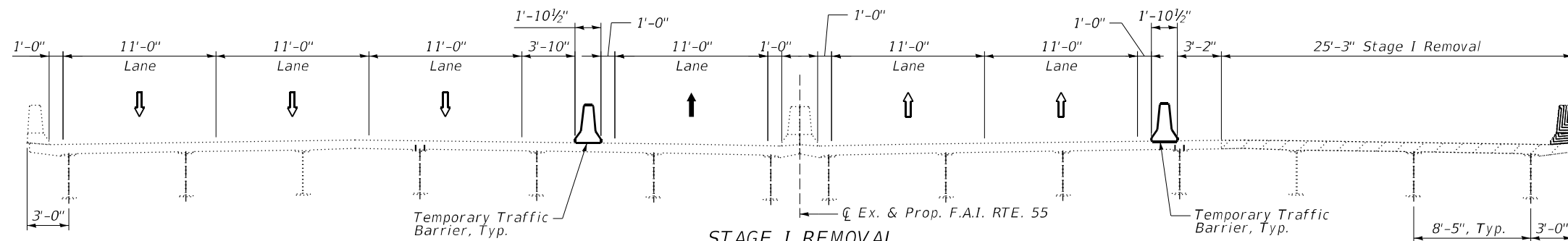
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	DATE - 3/16/2021	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE REMOVAL DETAILS  
STRUCTURE NO. 099-0260

SHEET SA-4 OF SA-66 SHEETS

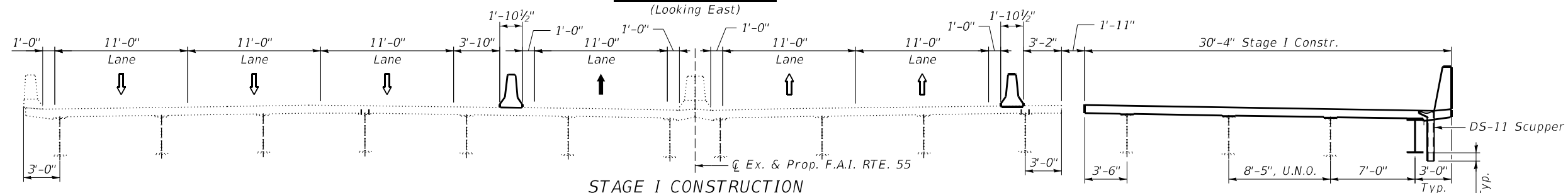
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CONTRACT NO. 62H03			ILLINOIS FED. AID PROJECT	



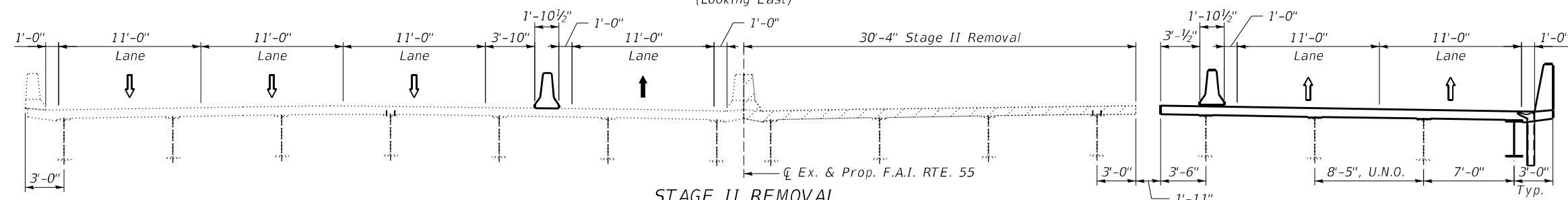
**LEGEND**

- ↕ Lane Direction
- ↕ Crossover Lane Direction
- Existing Deck Removal

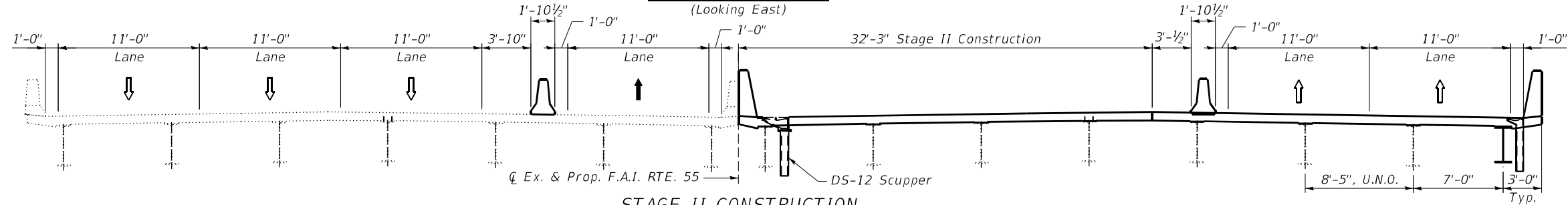
**STAGE I REMOVAL**  
(Looking East)



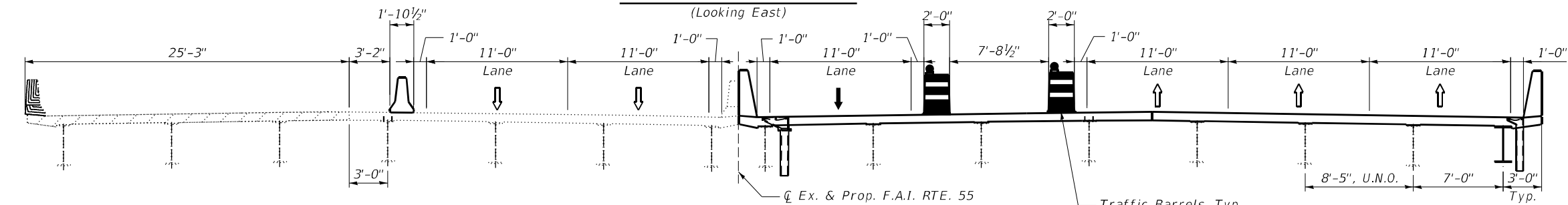
**STAGE I CONSTRUCTION**  
(Looking East)



**STAGE II REMOVAL**  
(Looking East)



**STAGE II CONSTRUCTION**  
(Looking East)



**STAGE III REMOVAL**  
(Looking East)

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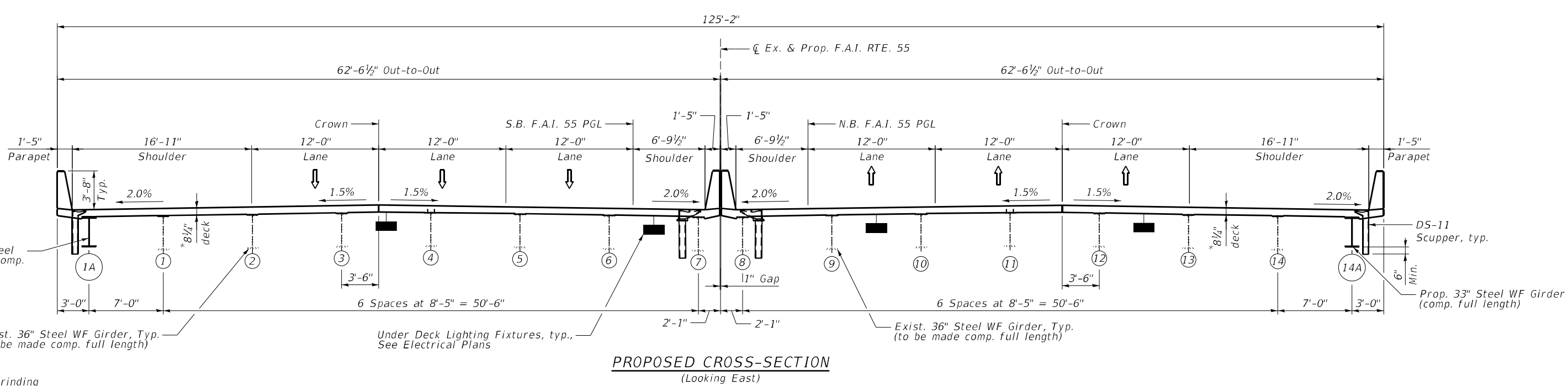
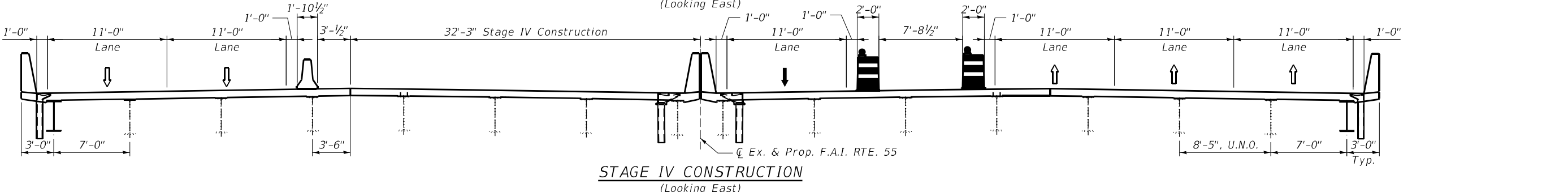
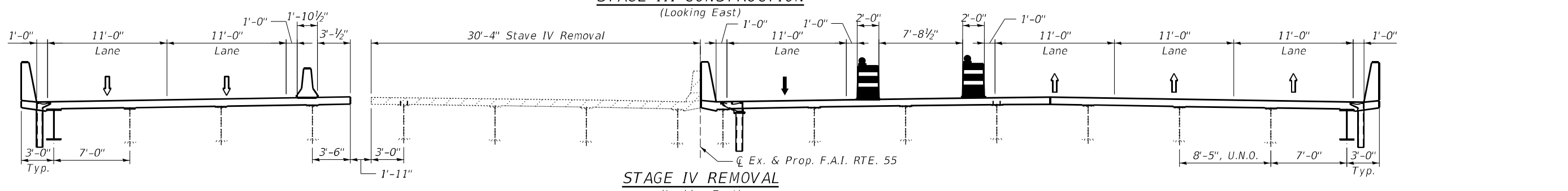
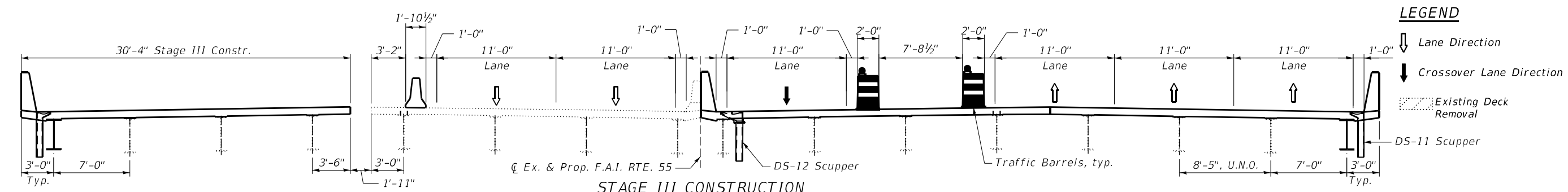
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BRIDGE CONSTRUCTION STAGING I  
STRUCTURE NO. 099-0260**

SHEET SA-5 OF SA-66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	205
CONTRACT NO.			62H03	
ILLINOIS FED. AID PROJECT				



\*Prior to grinding

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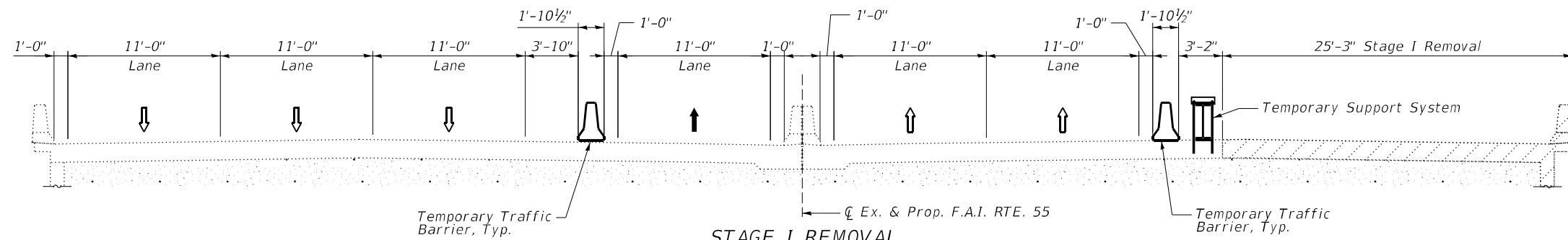
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	DATE - 3/16/2021	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

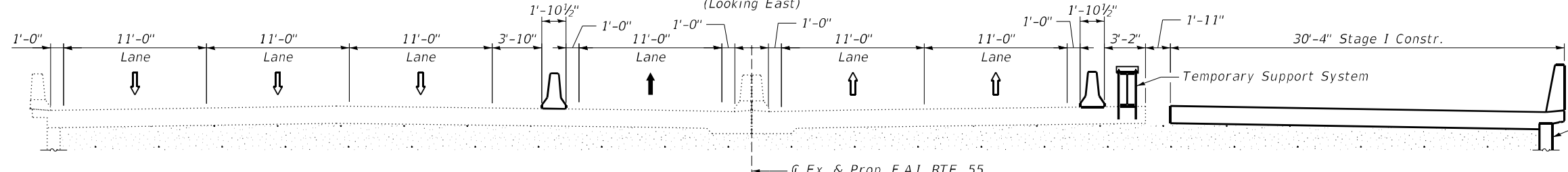
BRIDGE CONSTRUCTION STAGING II  
STRUCTURE NO. 099-0260

SHEET SA-6 OF SA-66 SHEETS

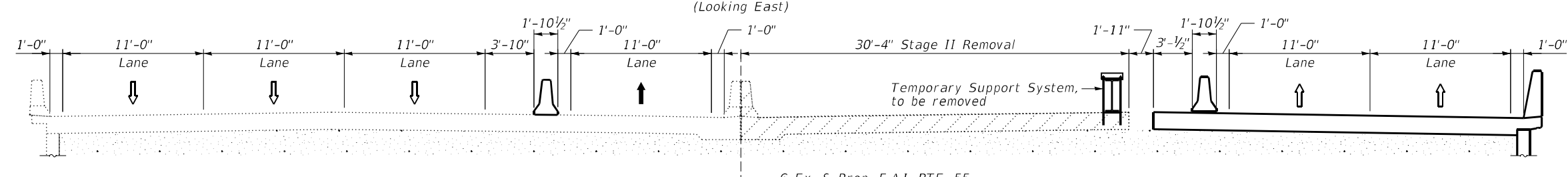
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55	2018-043-BD&BJR	WILL	430	206
CONTRACT NO.			62H03	
ILLINOIS FED. AID PROJECT				



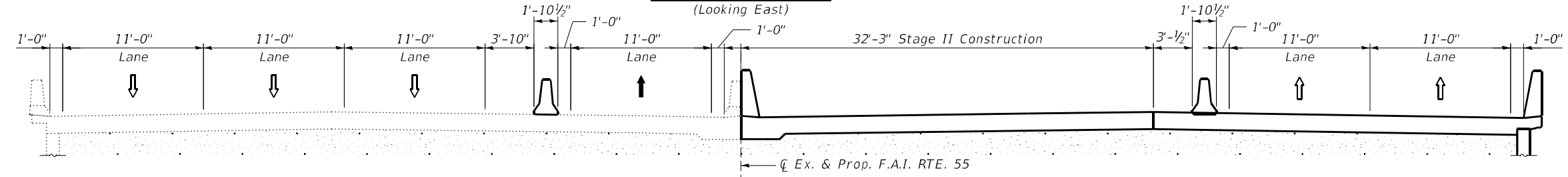
**STAGE I REMOVAL**  
(Looking East)



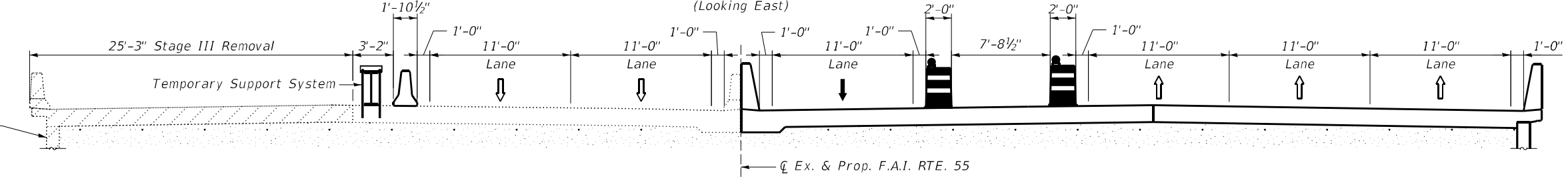
**STAGE I CONSTRUCTION**  
(Looking East)



**STAGE II REMOVAL**  
(Looking East)



**STAGE II CONSTRUCTION**  
(Looking East)



**STAGE III REMOVAL**  
(Looking East)

**LEGEND**

- ↕ Lane Direction
- ↕ Crossover Lane Direction
- Existing Deck Removal
- Temporary Support System
- Temporary Traffic Barrier, Typ.
- Curtain Wall, Typ.

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	DRAWN - SBA	REVISED -
PLOT SCALE = N.T.S.	CHECKED - BWS	REVISED -
PLOT DATE = 4/14/2021	DATE - 3/16/2021	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

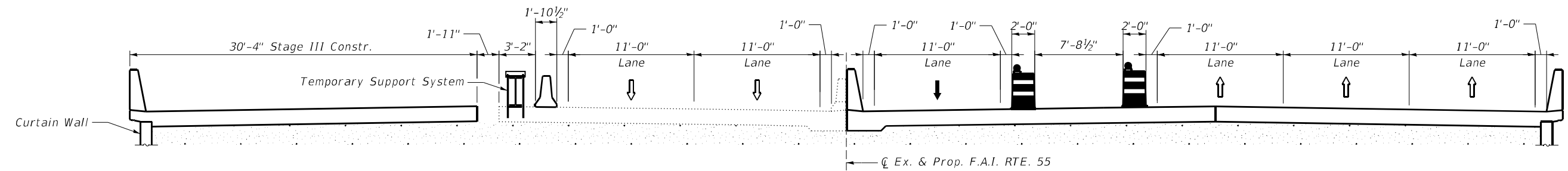
**BRIDGE CONSTRUCTION STAGING III**  
**STRUCTURE NO. 099-0260**

SHEET SA-7 OF SA-66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO.			62H03	
ILLINOIS FED. AID PROJECT				

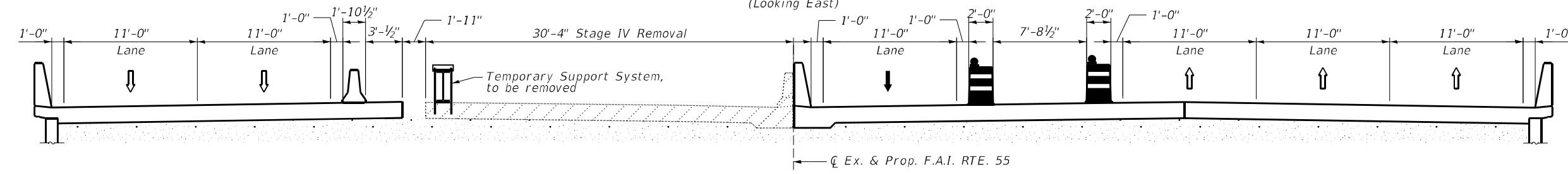
**LEGEND**

- ↓ Lane Direction
- ↕ Crossover Lane Direction
- Existing Deck Removal



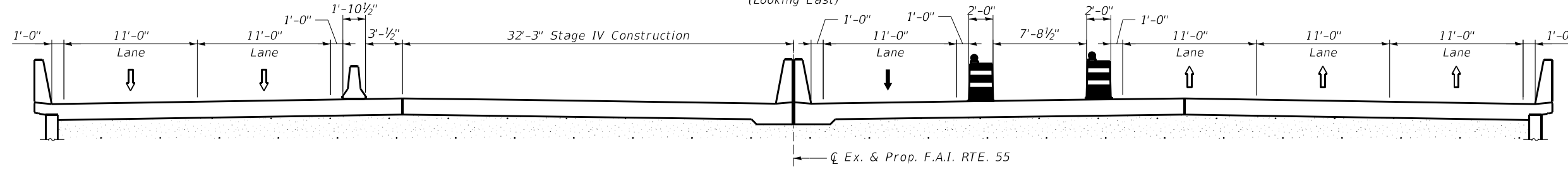
**STAGE III CONSTRUCTION**

(Looking East)



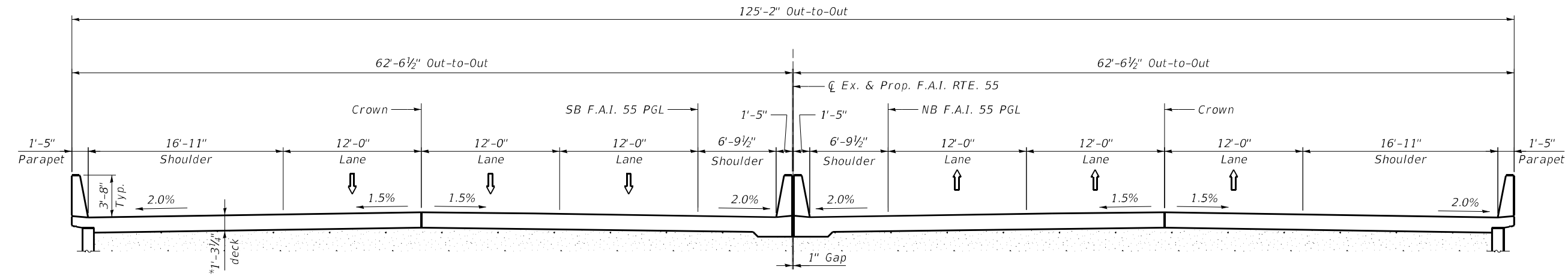
**STAGE IV REMOVAL**

(Looking East)



**STAGE IV CONSTRUCTION**

(Looking East)



**PROPOSED CROSS-SECTION**

(Looking East)

\* Prior to grinding.

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**CiorbaGroup**  
 8725 W. Higgins Rd, Ste 600, Chicago, IL 60631  
 P 773.775.4009 | www.ciorba.com

USER NAME = Structural	DESIGNED - RA	REVISED -
PLOT SCALE = N.T.S.	DRAWN - SBA	REVISED -
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	DATE - 3/16/2021	REVISED -

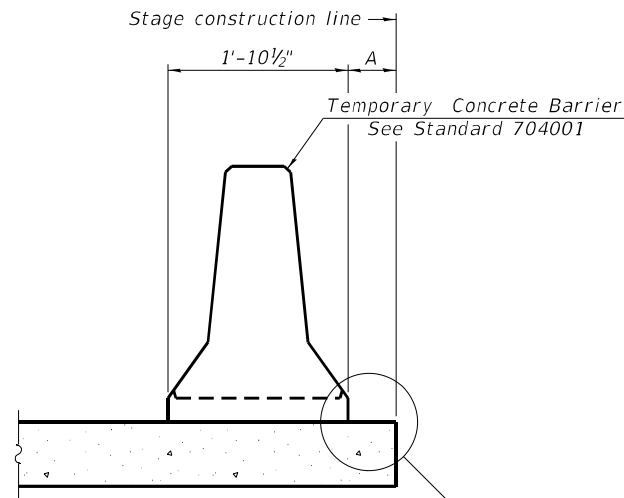
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**BRIDGE CONSTRUCTION STAGING IV  
 STRUCTURE NO. 099-0260**

SHEET SA-8 OF SA-66 SHEETS

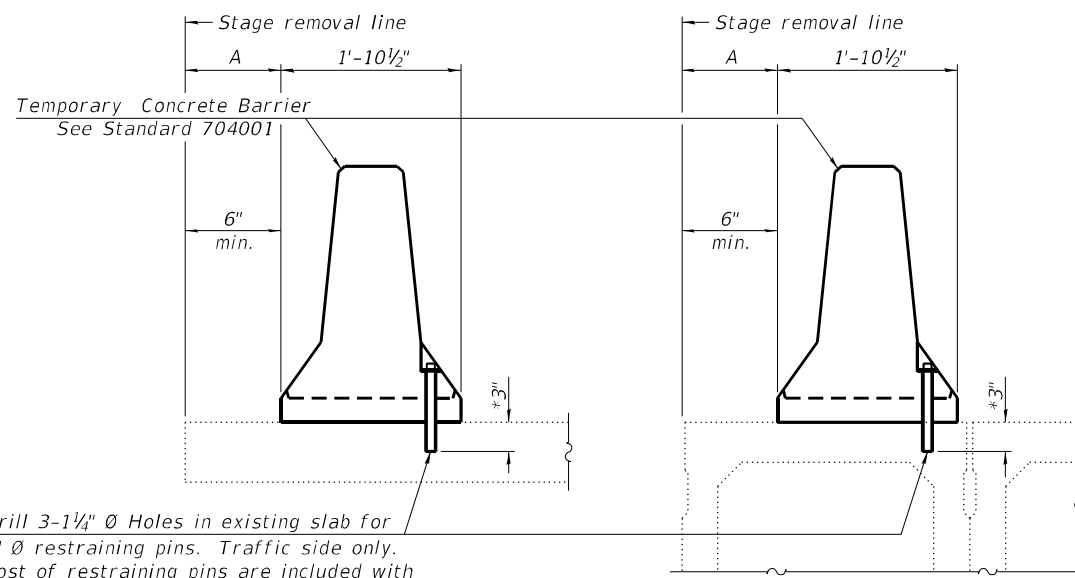
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55	2018-043-BD&BJR	WILL	430	208
CONTRACT NO.				62H03
ILLINOIS FED. AID PROJECT				





When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

**NEW SLAB OR NEW DECK BEAM**



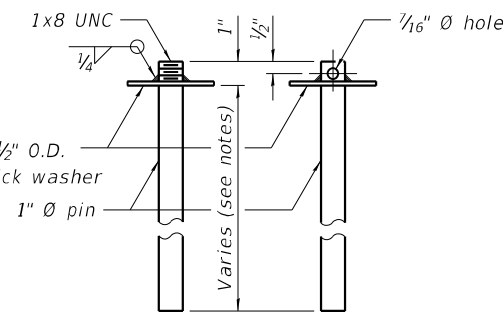
Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

**EXISTING SLAB**

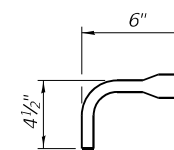
**EXISTING DECK BEAM**

\* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

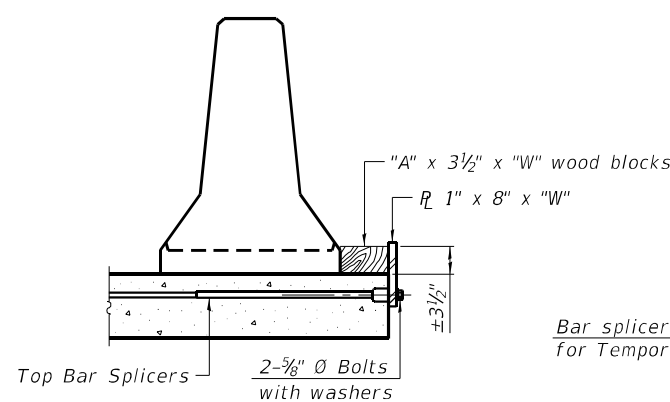
**SECTIONS THRU SLAB OR DECK BEAM**



**RESTRAINING PIN**

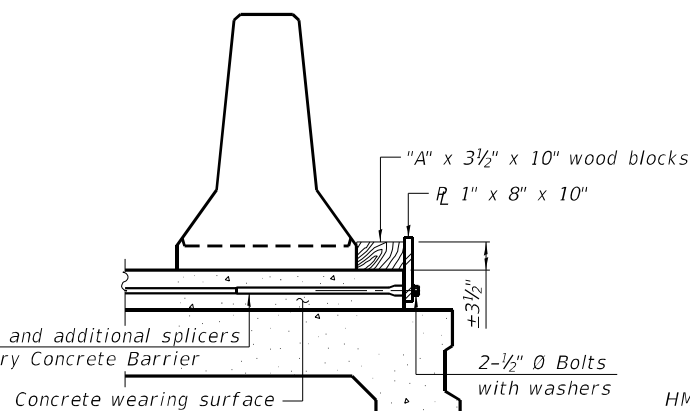


**BAR SPLICER FOR #4 BAR - DETAIL III**

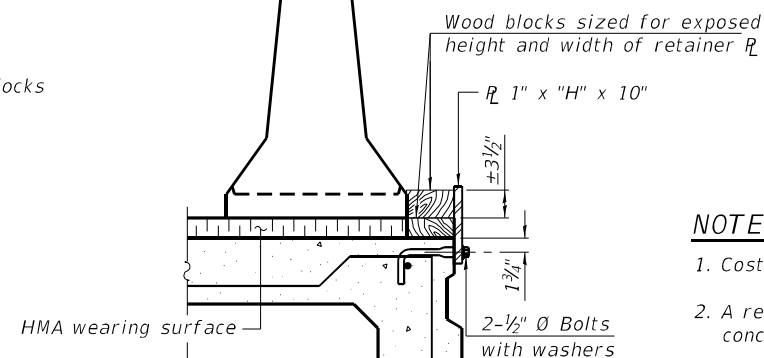


**DETAIL I**

Bar splicers and additional splicers for Temporary Concrete Barrier



**DETAIL II**



**DETAIL III**

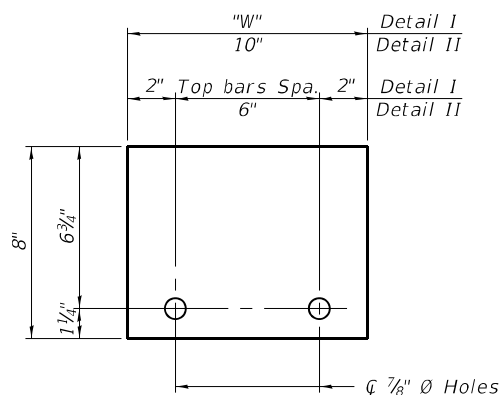
**NOTES:**

1. Cost of retainer assembly is included with Temporary Concrete Barrier.
2. A retainer assembly shall be located at the approximate  $\bar{C}$  of each temporary concrete barrier.
3. The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
4. When the 'A' dimension is less than 1 1/2", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

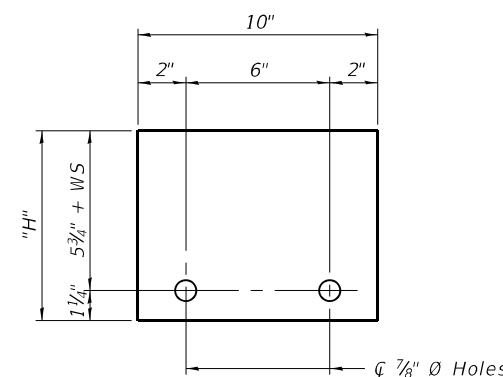
Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.



**STEEL RETAINER R 1" x 8" x "W"**  
(Detail I and II)

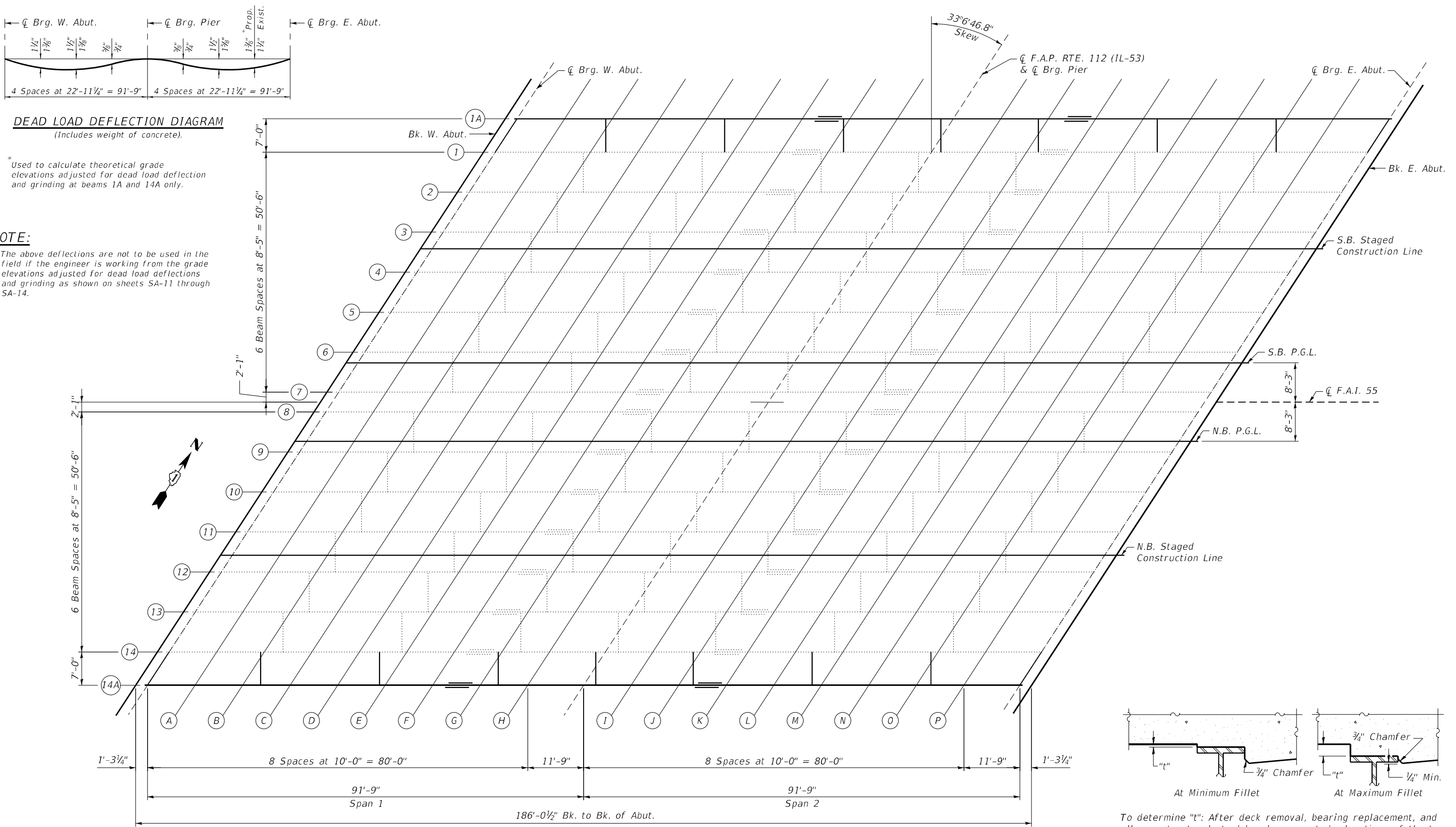


**STEEL RETAINER R 1" x "H" x 10"**  
(Detail III)

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	DATE - 3/16/2021	REVISED -

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	209
CONTRACT NO.			62H03	
ILLINOIS FED. AID PROJECT				



**PLAN**

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	DATE - 3/16/2021	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 099-0260**

SHEET SA-10 OF SA-66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	210
CONTRACT NO.			62H03	
ILLINOIS		FED. AID PROJECT		

**BEAM 1A**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut	209+36.47	-59.58	719.68	719.70
CL. Brg. W. Abut.	209+37.74	-59.58	719.68	719.70
A	209+47.74	-59.58	719.70	719.77
B	209+57.74	-59.58	719.71	719.83
C	209+67.74	-59.58	719.72	719.87
D	209+77.74	-59.58	719.73	719.88
E	209+87.74	-59.58	719.73	719.86
F	209+97.74	-59.58	719.73	719.83
G	210+07.74	-59.58	719.72	719.79
H	210+17.74	-59.58	719.71	719.75
CL. Brg. Pier	210+29.49	-59.58	719.70	719.72
I	210+39.49	-59.58	719.68	719.71
J	210+49.49	-59.58	719.66	719.72
K	210+59.49	-59.58	719.63	719.73
L	210+69.49	-59.58	719.60	719.73
M	210+79.49	-59.58	719.57	719.71
N	210+89.49	-59.58	719.53	719.67
O	210+99.49	-59.58	719.49	719.61
P	211+09.49	-59.58	719.44	719.53
CL. Brg. E. Abut.	211+21.24	-59.58	719.38	719.41
Bk. E. Abut	211+22.51	-59.58	719.38	719.40

**BEAM 1**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut	209+31.91	-52.58	719.81	719.83
CL. Brg. W. Abut.	209+33.17	-52.58	719.81	719.83
A	209+43.17	-52.58	719.83	719.91
B	209+53.17	-52.58	719.85	719.97
C	209+63.17	-52.58	719.86	720.01
D	209+73.17	-52.58	719.87	720.03
E	209+83.17	-52.58	719.87	720.01
F	209+93.17	-52.58	719.87	719.98
G	210+03.17	-52.58	719.87	719.94
H	210+13.17	-52.58	719.86	719.90
CL. Brg. Pier	210+24.92	-52.58	719.84	719.87
I	210+34.92	-52.58	719.83	719.86
J	210+44.92	-52.58	719.81	719.88
K	210+54.92	-52.58	719.78	719.89
L	210+64.92	-52.58	719.76	719.89
M	210+74.92	-52.58	719.72	719.88
N	210+84.92	-52.58	719.69	719.84
O	210+94.92	-52.58	719.65	719.78
P	211+04.92	-52.58	719.60	719.69
CL. Brg. E. Abut.	211+16.67	-52.58	719.55	719.57
Bk. E. Abut	211+17.94	-52.58	719.54	719.56

**BEAM 2**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut	209+26.42	-44.17	719.97	719.99
CL. Brg. W. Abut.	209+27.69	-44.17	719.97	719.99
A	209+37.69	-44.17	719.99	720.07
B	209+47.69	-44.17	720.01	720.13
C	209+57.69	-44.17	720.02	720.17
D	209+67.69	-44.17	720.03	720.19
E	209+77.69	-44.17	720.04	720.18
F	209+87.69	-44.17	720.04	720.15
G	209+97.69	-44.17	720.04	720.11
H	210+07.69	-44.17	720.03	720.07
CL. Brg. Pier	210+19.44	-44.17	720.02	720.04
I	210+29.44	-44.17	720.01	720.04
J	210+39.44	-44.17	719.99	720.06
K	210+49.44	-44.17	719.97	720.07
L	210+59.44	-44.17	719.94	720.08
M	210+69.44	-44.17	719.91	720.07
N	210+79.44	-44.17	719.88	720.03
O	210+89.44	-44.17	719.84	719.97
P	210+99.44	-44.17	719.80	719.88
CL. Brg. E. Abut.	211+11.19	-44.17	719.74	719.76
Bk. E. Abut	211+12.45	-44.17	719.74	719.76

**BEAM 3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut	209+20.93	-35.75	720.08	720.10
CL. Brg. W. Abut.	209+22.20	-35.75	720.08	720.10
A	209+32.20	-35.75	720.10	720.18
B	209+42.20	-35.75	720.12	720.25
C	209+52.20	-35.75	720.14	720.29
D	209+62.20	-35.75	720.15	720.31
E	209+72.20	-35.75	720.16	720.30
F	209+82.20	-35.75	720.16	720.28
G	209+92.20	-35.75	720.17	720.24
H	210+02.20	-35.75	720.16	720.20
CL. Brg. Pier	210+13.95	-35.75	720.15	720.17
I	210+23.95	-35.75	720.14	720.17
J	210+33.95	-35.75	720.12	720.19
K	210+43.95	-35.75	720.10	720.21
L	210+53.95	-35.75	720.08	720.22
M	210+63.95	-35.75	720.05	720.21
N	210+73.95	-35.75	720.02	720.18
O	210+83.95	-35.75	719.99	720.12
P	210+93.95	-35.75	719.95	720.03
CL. Brg. E. Abut.	211+05.70	-35.75	719.89	719.92
Bk. E. Abut	211+06.96	-35.75	719.89	719.91

**SB STAGE CONSTRUCTION LINE**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut	209+18.64	-32.25	720.12	720.14
CL. Brg. W. Abut.	209+19.91	-32.25	720.13	720.15
A	209+29.91	-32.25	720.15	720.23
B	209+39.91	-32.25	720.17	720.30
C	209+49.91	-32.25	720.19	720.34
D	209+59.91	-32.25	720.20	720.36
E	209+69.91	-32.25	720.21	720.35
F	209+79.91	-32.25	720.22	720.33
G	209+89.91	-32.25	720.22	720.29
H	209+99.91	-32.25	720.22	720.26
CL. Brg. Pier	210+11.66	-32.25	720.21	720.23
I	210+21.66	-32.25	720.20	720.23
J	210+31.66	-32.25	720.18	720.25
K	210+41.66	-32.25	720.16	720.27
L	210+51.66	-32.25	720.14	720.28
M	210+61.66	-32.25	720.11	720.27
N	210+71.66	-32.25	720.08	720.24
O	210+81.66	-32.25	720.05	720.18
P	210+91.66	-32.25	720.01	720.10
CL. Brg. E. Abut.	211+03.41	-32.25	719.96	719.98
Bk. E. Abut	211+04.68	-32.25	719.95	719.97

**BEAM 4**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut	209+15.44	-27.33	720.04	720.06
CL. Brg. W. Abut.	209+16.71	-27.33	720.04	720.07
A	209+26.71	-27.33	720.07	720.15
B	209+36.71	-27.33	720.09	720.22
C	209+46.71	-27.33	720.11	720.26
D	209+56.71	-27.33	720.13	720.28
E	209+66.71	-27.33	720.14	720.28
F	209+76.71	-27.33	720.14	720.25
G	209+86.71	-27.33	720.14	720.22
H	209+96.71	-27.33	720.14	720.18
CL. Brg. Pier	210+08.46	-27.33	720.14	720.16
I	210+18.46	-27.33	720.13	720.16
J	210+28.46	-27.33	720.11	720.18
K	210+38.46	-27.33	720.09	720.20
L	210+48.46	-27.33	720.07	720.21
M	210+58.46	-27.33	720.05	720.20
N	210+68.46	-27.33	720.02	720.17
O	210+78.46	-27.33	719.98	720.12
P	210+88.46	-27.33	719.95	720.03
CL. Brg. E. Abut.	211+00.21	-27.33	719.90	719.92
Bk. E. Abut	211+01.48	-27.33	719.89	719.91

**NOTE:**  
All offsets are taken from C of F.A.I. 55.

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PLOT DATE = 4/30/2021	DATE - 3/16/2021	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SB TOP OF SLAB ELEVATIONS I  
 STRUCTURE NO. 099-0260**

SHEET SA-11 OF SA-66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	211
CONTRACT NO.			62H03	
ILLINOIS		FED. AID PROJECT		

**BEAM 5**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut	209+09.95	-18.92	719.90	719.92
CL. Brg. W. Abut.	209+11.22	-18.92	719.90	719.92
A	209+21.22	-18.92	719.93	720.01
B	209+31.22	-18.92	719.95	720.08
C	209+41.22	-18.92	719.98	720.13
D	209+51.22	-18.92	719.99	720.15
E	209+61.22	-18.92	720.00	720.15
F	209+71.22	-18.92	720.01	720.12
G	209+81.22	-18.92	720.02	720.09
H	209+91.22	-18.92	720.02	720.06
CL. Brg. Pier	210+02.97	-18.92	720.01	720.03
I	210+12.97	-18.92	720.01	720.04
J	210+22.97	-18.92	719.99	720.06
K	210+32.97	-18.92	719.98	720.08
L	210+42.97	-18.92	719.96	720.10
M	210+52.97	-18.92	719.94	720.09
N	210+62.97	-18.92	719.91	720.06
O	210+72.97	-18.92	719.88	720.01
P	210+82.97	-18.92	719.84	719.93
CL. Brg. E. Abut.	210+94.72	-18.92	719.80	719.82
Bk. E. Abut	210+95.99	-18.92	719.79	719.81

**BEAM 6**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut	209+04.46	-10.50	719.76	719.78
CL. Brg. W. Abut.	209+05.73	-10.50	719.76	719.78
A	209+15.73	-10.50	719.79	719.87
B	209+25.73	-10.50	719.82	719.94
C	209+35.73	-10.50	719.84	719.99
D	209+45.73	-10.50	719.86	720.02
E	209+55.73	-10.50	719.87	720.01
F	209+65.73	-10.50	719.88	719.99
G	209+75.73	-10.50	719.89	719.96
H	209+85.73	-10.50	719.89	719.93
CL. Brg. Pier	209+97.48	-10.50	719.89	719.91
I	210+07.48	-10.50	719.88	719.92
J	210+17.48	-10.50	719.87	719.94
K	210+27.48	-10.50	719.86	719.97
L	210+37.48	-10.50	719.84	719.98
M	210+47.48	-10.50	719.82	719.98
N	210+57.48	-10.50	719.80	719.95
O	210+67.48	-10.50	719.77	719.90
P	210+77.48	-10.50	719.74	719.82
CL. Brg. E. Abut.	210+89.23	-10.50	719.69	719.71
Bk. E. Abut	210+90.50	-10.50	719.69	719.71

**SB PGL**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut	209+02.99	-8.25	719.72	719.74
CL. Brg. W. Abut.	209+04.26	-8.25	719.72	719.74
A	209+14.26	-8.25	719.75	719.83
B	209+24.26	-8.25	719.78	719.90
C	209+34.26	-8.25	719.80	719.95
D	209+44.26	-8.25	719.82	719.98
E	209+54.26	-8.25	719.84	719.98
F	209+64.26	-8.25	719.85	719.96
G	209+74.26	-8.25	719.85	719.93
H	209+84.26	-8.25	719.86	719.90
CL. Brg. Pier	209+96.02	-8.25	719.86	719.88
I	210+06.02	-8.25	719.85	719.89
J	210+16.02	-8.25	719.84	719.91
K	210+26.02	-8.25	719.83	719.94
L	210+36.02	-8.25	719.81	719.95
M	210+46.02	-8.25	719.79	719.95
N	210+56.02	-8.25	719.77	719.92
O	210+66.02	-8.25	719.74	719.87
P	210+76.02	-8.25	719.71	719.79
CL. Brg. E. Abut.	210+87.76	-8.25	719.66	719.68
Bk. E. Abut	210+89.03	-8.25	719.66	719.68

**BEAM 7**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut	209+07.01	-2.08	719.61	719.63
CL. Brg. W. Abut.	209+08.28	-2.08	719.61	719.63
A	209+18.28	-2.08	719.64	719.72
B	209+28.28	-2.08	719.66	719.79
C	209+38.28	-2.08	719.69	719.84
D	209+48.28	-2.08	719.70	719.86
E	209+58.28	-2.08	719.72	719.86
F	209+68.28	-2.08	719.73	719.84
G	209+78.28	-2.08	719.73	719.81
H	209+88.28	-2.08	719.73	719.78
CL. Brg. Pier	210+00.03	-2.08	719.73	719.75
I	210+10.03	-2.08	719.73	719.76
J	210+20.03	-2.08	719.71	719.78
K	210+30.03	-2.08	719.70	719.81
L	210+40.03	-2.08	719.68	719.82
M	210+50.03	-2.08	719.66	719.82
N	210+60.03	-2.08	719.63	719.79
O	210+70.03	-2.08	719.60	719.73
P	210+80.03	-2.08	719.57	719.66
CL. Brg. E. Abut.	210+91.78	-2.08	719.52	719.55
Bk. E. Abut	210+93.05	-2.08	719.52	719.54

**NOTE:**  
All offsets are taken from  $\mathcal{C}$  of F.A.I. 55.

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PLOT DATE = 4/30/2021	CHECKED - BWS	REVISED -
	DATE - 3/16/2021	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SB TOP OF SLAB ELEVATIONS II  
STRUCTURE NO. 099-0260**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	212
CONTRACT NO.			62H03	
SHEET SA-12 OF SA-66 SHEETS		ILLINOIS FED. AID PROJECT		

BEAM 8

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include Bk. W. Abut, CL. Brg. W. Abut, A through P, CL. Brg. Pier, CL. Brg. E. Abut, and Bk. E. Abut.

NB PGL

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include Bk. W. Abut, CL. Brg. W. Abut, A through P, CL. Brg. Pier, CL. Brg. E. Abut, and Bk. E. Abut.

BEAM 9

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include Bk. W. Abut, CL. Brg. W. Abut, A through P, CL. Brg. Pier, CL. Brg. E. Abut, and Bk. E. Abut.

BEAM 10

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include Bk. W. Abut, CL. Brg. W. Abut, A through P, CL. Brg. Pier, CL. Brg. E. Abut, and Bk. E. Abut.

BEAM 11

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include Bk. W. Abut, CL. Brg. W. Abut, A through P, CL. Brg. Pier, CL. Brg. E. Abut, and Bk. E. Abut.

NB STAGE CONSTRUCTION LINE

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include Bk. W. Abut, CL. Brg. W. Abut, A through P, CL. Brg. Pier, CL. Brg. E. Abut, and Bk. E. Abut.

NOTE:

All offsets are taken from C of F.A.I. 55.

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DRAWN - SBA
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CHECKED - BWS
PLOT DATE = 4/30/2021
DATE - 3/16/2021
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NB TOP OF SLAB ELEVATIONS I
STRUCTURE NO. 099-0260

Table with 6 columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO. Values include 55, 2018-043-BD&BJR, WILL, 430, 213, 62H03.

BEAM 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut	209+10.17	35.75	720.01	720.03
CL. Brg. W. Abut.	209+11.44	35.75	720.01	720.03
A	209+21.44	35.75	720.04	720.12
B	209+31.44	35.75	720.06	720.19
C	209+41.44	35.75	720.08	720.23
D	209+51.44	35.75	720.10	720.26
E	209+61.44	35.75	720.11	720.25
F	209+71.44	35.75	720.12	720.23
G	209+81.44	35.75	720.12	720.20
H	209+91.44	35.75	720.13	720.17
CL. Brg. Pier	210+03.19	35.75	720.12	720.14
I	210+13.19	35.75	720.12	720.15
J	210+23.19	35.75	720.11	720.17
K	210+33.19	35.75	720.09	720.20
L	210+43.19	35.75	720.07	720.21
M	210+53.19	35.75	720.05	720.21
N	210+63.19	35.75	720.03	720.18
O	210+73.19	35.75	720.00	720.13
P	210+83.19	35.75	719.97	720.06
CL. Brg. E. Abut.	210+94.94	35.75	719.93	719.95
Bk. E. Abut	210+96.20	35.75	719.92	719.94

BEAM 13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut	209+15.66	44.17	719.90	719.92
CL. Brg. W. Abut.	209+16.93	44.17	719.90	719.92
A	209+26.93	44.17	719.92	720.00
B	209+36.93	44.17	719.95	720.07
C	209+46.93	44.17	719.96	720.12
D	209+56.93	44.17	719.98	720.14
E	209+66.93	44.17	719.99	720.13
F	209+76.93	44.17	720.00	720.11
G	209+86.93	44.17	720.00	720.07
H	209+96.93	44.17	720.00	720.04
CL. Brg. Pier	210+08.68	44.17	719.99	720.01
I	210+18.68	44.17	719.98	720.02
J	210+28.68	44.17	719.97	720.04
K	210+38.68	44.17	719.96	720.06
L	210+48.68	44.17	719.94	720.08
M	210+58.68	44.17	719.91	720.07
N	210+68.68	44.17	719.89	720.04
O	210+78.68	44.17	719.86	719.99
P	210+88.68	44.17	719.82	719.91
CL. Brg. E. Abut.	211+00.43	44.17	719.78	719.80
Bk. E. Abut	211+01.69	44.17	719.77	719.79

BEAM 14

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut	209+21.15	52.58	719.74	719.76
CL. Brg. W. Abut.	209+22.41	52.58	719.75	719.77
A	209+32.41	52.58	719.77	719.85
B	209+42.41	52.58	719.79	719.91
C	209+52.41	52.58	719.80	719.96
D	209+62.41	52.58	719.82	719.98
E	209+72.41	52.58	719.83	719.97
F	209+82.41	52.58	719.83	719.94
G	209+92.41	52.58	719.83	719.91
H	210+02.41	52.58	719.83	719.87
CL. Brg. Pier	210+14.16	52.58	719.82	719.84
I	210+24.16	52.58	719.81	719.84
J	210+34.16	52.58	719.80	719.86
K	210+44.16	52.58	719.78	719.88
L	210+54.16	52.58	719.76	719.90
M	210+64.16	52.58	719.73	719.89
N	210+74.16	52.58	719.70	719.86
O	210+84.16	52.58	719.67	719.80
P	210+94.16	52.58	719.64	719.72
CL. Brg. E. Abut.	211+05.91	52.58	719.59	719.61
Bk. E. Abut	211+07.18	52.58	719.58	719.60

BEAM 14A

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut	209+25.71	59.58	719.61	719.63
CL. Brg. W. Abut.	209+26.98	59.58	719.62	719.64
A	209+36.98	59.58	719.64	719.71
B	209+46.98	59.58	719.66	719.77
C	209+56.98	59.58	719.67	719.81
D	209+66.98	59.58	719.68	719.83
E	209+76.98	59.58	719.69	719.82
F	209+86.98	59.58	719.69	719.80
G	209+96.98	59.58	719.69	719.76
H	210+06.98	59.58	719.69	719.73
CL. Brg. Pier	210+18.73	59.58	719.68	719.70
I	210+28.73	59.58	719.66	719.70
J	210+38.73	59.58	719.65	719.71
K	210+48.73	59.58	719.63	719.73
L	210+58.73	59.58	719.61	719.74
M	210+68.73	59.58	719.58	719.73
N	210+78.73	59.58	719.55	719.69
O	210+88.73	59.58	719.52	719.64
P	210+98.73	59.58	719.48	719.56
CL. Brg. E. Abut.	211+10.48	59.58	719.43	719.45
Bk. E. Abut	211+10.48	59.58	719.43	719.45

**NOTE:**  
All offsets are taken from  $\bar{C}$  of F.A.I. 55.

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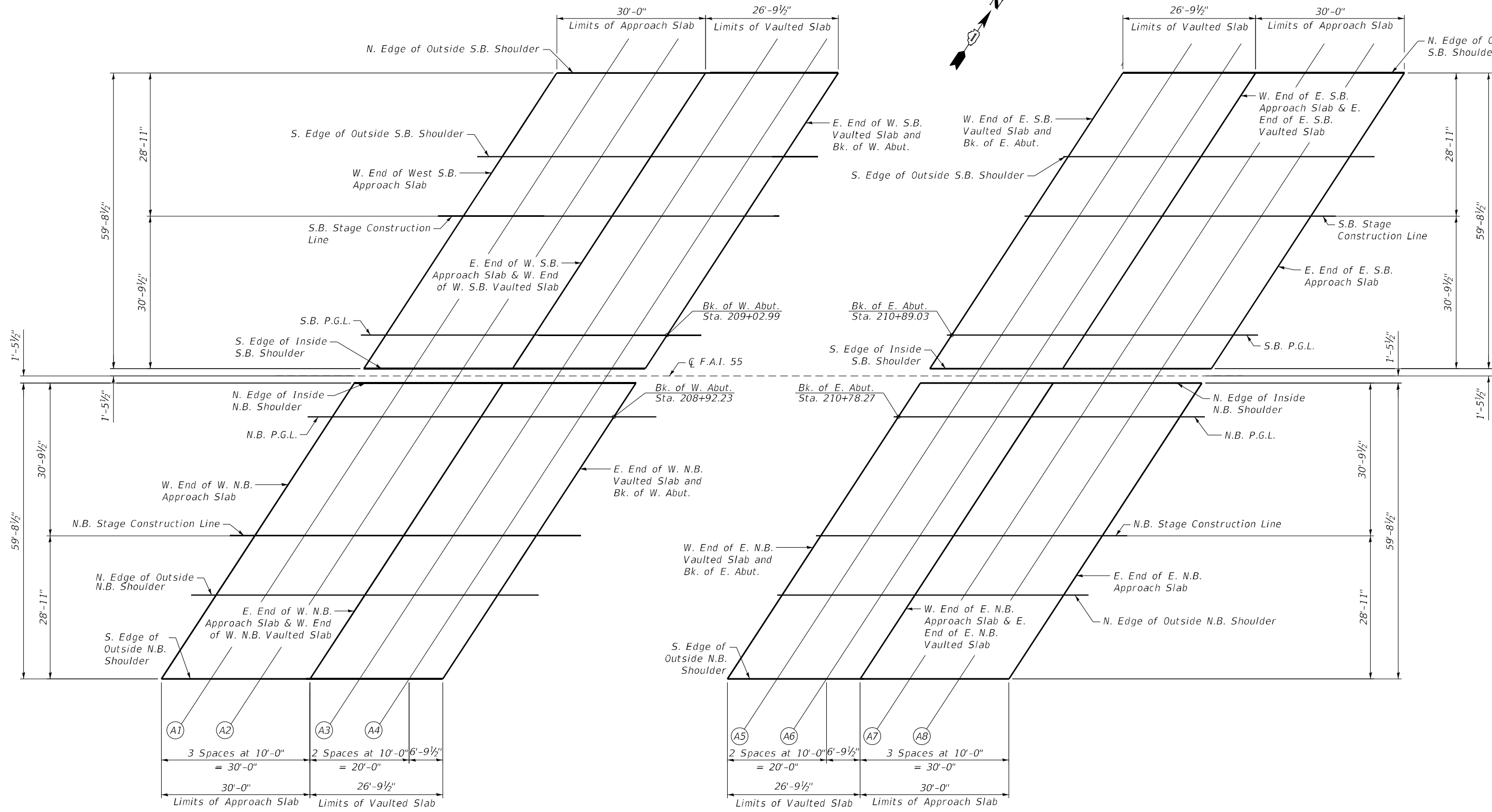


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PLOT DATE = 4/30/2021	CHECKED - BWS	REVISED -
	DATE - 3/16/2021	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**NB TOP OF SLAB ELEVATIONS II  
STRUCTURE NO. 099-0260**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	214
CONTRACT NO.			62H03	
SHEET SA-14 OF SA-66 SHEETS		ILLINOIS FED. AID PROJECT		



**WEST APPROACH**

**EAST APPROACH**

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DRAWN - SBA	REVISOR -	
PLOT SCALE = N.T.S.	CHECKED - BWS	REVISED -
PLOT DATE = 4/30/2021	DATE - 3/16/2021	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF APPROACH AND VAULTED SLAB ELEVATIONS  
STRUCTURE NO. 099-0260**

SHEET SA-15 OF SA-66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	215
CONTRACT NO.			62H03	
ILLINOIS FED. AID PROJECT				

**N. EDGE OF OUTSIDE S.B. SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of West S.B. App. Slab	208+80.72	-61.17	719.47	719.50
A1	208+90.72	-61.17	719.51	719.54
A2	209+00.72	-61.17	719.55	719.57
E. End of W. S.B. App. Slab & W. End of W. S.B. Vaulted Slab	209+10.72	-61.17	719.58	719.60
A3	209+20.72	-61.17	719.61	719.63
A4	209+30.72	-61.17	719.64	719.66
E. End of W. S.B. Vaulted Slab and Bk. of W. Abut.	209+37.51	-61.17	719.65	719.67

**S. EDGE OF S.B. SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of West S.B. App. Slab	208+69.69	-44.25	719.76	719.79
A1	208+79.69	-44.25	719.81	719.83
A2	208+89.69	-44.25	719.85	719.87
E. End of W. S.B. App. Slab & W. End of W. S.B. Vaulted Slab	208+99.69	-44.25	719.89	719.91
A3	209+09.69	-44.25	719.92	719.94
A4	209+19.69	-44.25	719.95	719.97
E. End of W. S.B. Vaulted Slab and Bk. of W. Abut.	209+26.47	-44.25	719.96	719.98

**S.B. STAGE CONSTRUCTION LINE**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of West S.B. App. Slab	208+61.86	-32.25	719.91	719.93
A1	208+71.86	-32.25	719.95	719.98
A2	208+81.86	-32.25	720.00	720.02
E. End of W. S.B. App. Slab & W. End of W. S.B. Vaulted Slab	208+91.86	-32.25	720.04	720.06
A3	209+01.86	-32.25	720.07	720.09
A4	209+11.86	-32.25	720.10	720.13
E. End of W. S.B. Vaulted Slab and Bk. of W. Abut.	209+18.65	-32.25	720.12	720.14

**S.B. P.G.L.**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of West S.B. App. Slab	208+46.21	-8.25	719.47	719.49
A1	208+56.21	-8.25	719.52	719.54
A2	208+66.21	-8.25	719.57	719.59
E. End of W. S.B. App. Slab & W. End of W. S.B. Vaulted Slab	208+76.21	-8.25	719.61	719.63
A3	208+86.21	-8.25	719.66	719.68
A4	208+96.21	-8.25	719.69	719.71
E. End of W. S.B. Vaulted Slab and Bk. of W. Abut.	209+02.99	-8.25	719.72	719.74

**S. EDGE OF INSIDE S.B. SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of West S.B. App. Slab	208+41.78	-1.46	719.30	719.33
A1	208+51.78	-1.46	719.36	719.38
A2	208+61.78	-1.46	719.41	719.43
E. End of W. S.B. App. Slab & W. End of W. S.B. Vaulted Slab	208+71.78	-1.46	719.46	719.48
A3	208+81.78	-1.46	719.50	719.52
A4	208+91.78	-1.46	719.54	719.56
E. End of W. S.B. Vaulted Slab and Bk. of W. Abut.	208+98.56	-1.46	719.57	719.59

**N. EDGE OF INSIDE N.B. SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of West S.B. App. Slab	208+39.88	1.46	719.27	719.29
A1	208+49.88	1.46	719.32	719.34
A2	208+59.88	1.46	719.37	719.39
E. End of W. S.B. App. Slab & W. End of W. S.B. Vaulted Slab	208+69.88	1.46	719.41	719.44
A3	208+79.88	1.46	719.46	719.48
A4	208+89.88	1.46	719.50	719.52
E. End of W. S.B. Vaulted Slab and Bk. of W. Abut.	208+96.66	1.46	719.52	719.54

**N.B. P.G.L.**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of West S.B. App. Slab	208+35.45	8.25	719.38	719.40
A1	208+45.45	8.25	719.43	719.45
A2	208+55.45	8.25	719.48	719.50
E. End of W. S.B. App. Slab & W. End of W. S.B. Vaulted Slab	208+65.45	8.25	719.53	719.55
A3	208+75.45	8.25	719.57	719.60
A4	208+85.45	8.25	719.62	719.64
E. End of W. S.B. Vaulted Slab and Bk. of W. Abut.	208+92.23	8.25	719.64	719.66

**N.B. STAGE CONSTRUCTION LINE**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of West S.B. App. Slab	208+19.79	32.25	719.64	719.66
A1	208+29.79	32.25	719.70	719.72
A2	208+39.79	32.25	719.76	719.78
E. End of W. S.B. App. Slab & W. End of W. S.B. Vaulted Slab	208+49.79	32.25	719.81	719.84
A3	208+59.79	32.25	719.86	719.88
A4	208+69.79	32.25	719.91	719.93
E. End of W. S.B. Vaulted Slab and Bk. of W. Abut.	208+76.58	32.25	719.94	719.96

**N. EDGE OF N.B. SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of West S.B. App. Slab	208+11.97	44.25	719.41	719.43
A1	208+21.97	44.25	719.48	719.50
A2	208+31.97	44.25	719.54	719.56
E. End of W. S.B. App. Slab & W. End of W. S.B. Vaulted Slab	208+41.97	44.25	719.59	719.61
A3	208+51.97	44.25	719.65	719.67
A4	208+61.97	44.25	719.69	719.72
E. End of W. S.B. Vaulted Slab and Bk. of W. Abut.	208+68.75	44.25	719.73	719.75

**S. EDGE OF OUTSIDE N.B. SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. S.B. Vaulted Slab and Bk. of E. Abut.	210+43.76	61.17	719.61	719.63
A5	210+53.76	61.17	719.59	719.61
A6	210+63.76	61.17	719.56	719.58
W. End of E. S.B. Approach Slab & E. End of E. S.B. Vaulted Slab	210+70.54	61.17	719.54	719.56
A7	210+80.54	61.17	719.51	719.53
A8	210+90.54	61.17	719.48	719.50
E. End of E. S.B. App. Slab	211+00.54	61.17	719.44	719.46

**NOTE:**

1. All offsets are taken from  $\zeta$  of FAI 55.

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PLOT DATE = 4/30/2021	CHECKED - BWS	REVISED -
	DATE - 3/16/2021	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**TOP OF WEST APPROACH AND VAULTED SLAB ELEVATIONS**  
**STRUCTURE NO. 099-0260**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	216
CONTRACT NO.			62H03	
ILLINOIS		FED. AID PROJECT		



**N. EDGE OF OUTSIDE S.B. SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. S.B. Vaulted Slab and Bk. of E. Abut.	211+23.54	-61.17	719.34	719.36
A5	211+33.54	-61.17	719.29	719.31
A6	211+43.54	-61.17	719.23	719.25
W. End of E. S.B. Approach Slab & E. End of E. S.B. Vaulted Slab	211+50.33	-61.17	719.18	719.21
A7	211+60.33	-61.17	719.12	719.14
A8	211+70.33	-61.17	719.05	719.07
E. End of E. S.B. App. Slab	211+80.33	-61.17	718.98	719.00

**S. EDGE OF S.B. SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. S.B. Vaulted Slab and Bk. of E. Abut.	211+12.51	-44.25	719.74	719.76
A5	211+22.51	-44.25	719.68	719.71
A6	211+32.51	-44.25	719.63	719.65
W. End of E. S.B. Approach Slab & E. End of E. S.B. Vaulted Slab	211+39.30	-44.25	719.59	719.61
A7	211+49.30	-44.25	719.53	719.55
A8	211+59.30	-44.25	719.46	719.49
E. End of E. S.B. App. Slab	211+69.30	-44.25	719.40	719.42

**S.B. STAGE CONSTRUCTION LINE**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. S.B. Vaulted Slab and Bk. of E. Abut.	211+04.68	-32.25	719.95	719.97
A5	211+14.68	-32.25	719.90	719.93
A6	211+24.68	-32.25	719.85	719.87
W. End of E. S.B. Approach Slab & E. End of E. S.B. Vaulted Slab	211+31.47	-32.25	719.82	719.84
A7	211+41.47	-32.25	719.76	719.78
A8	211+51.47	-32.25	719.70	719.72
E. End of E. S.B. App. Slab	211+61.47	-32.25	719.63	719.65

**S.B. P.G.L.**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. S.B. Vaulted Slab and Bk. of E. Abut.	210+89.03	-8.25	719.66	719.68
A5	210+99.03	-8.25	719.62	719.64
A6	211+09.03	-8.25	719.57	719.59
W. End of E. S.B. Approach Slab & E. End of E. S.B. Vaulted Slab	211+15.82	-8.25	719.54	719.56
A7	211+25.82	-8.25	719.49	719.51
A8	211+35.82	-8.25	719.43	719.45
E. End of E. S.B. App. Slab	211+45.82	-8.25	719.37	719.39

**S. EDGE OF INSIDE S.B. SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. S.B. Vaulted Slab and Bk. of E. Abut.	210+84.60	-1.46	719.54	719.56
A5	210+94.60	-1.46	719.50	719.52
A6	211+04.60	-1.46	719.46	719.48
W. End of E. S.B. Approach Slab & E. End of E. S.B. Vaulted Slab	211+11.39	-1.46	719.42	719.45
A7	211+21.39	-1.46	719.37	719.40
A8	211+31.39	-1.46	719.32	719.34
E. End of E. S.B. App. Slab	211+41.39	-1.46	719.26	719.28

**N. EDGE OF INSIDE N.B. SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. S.B. Vaulted Slab and Bk. of E. Abut.	210+82.70	1.46	719.53	719.55
A5	210+92.70	1.46	719.49	719.51
A6	211+02.70	1.46	719.45	719.47
W. End of E. S.B. Approach Slab & E. End of E. S.B. Vaulted Slab	211+09.49	1.46	719.42	719.44
A7	211+19.49	1.46	719.38	719.40
A8	211+29.49	1.46	719.33	719.35
E. End of E. S.B. App. Slab	211+39.49	1.46	719.28	719.30

**N.B. P.G.L.**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. S.B. Vaulted Slab and Bk. of E. Abut.	210+78.27	8.25	719.68	719.70
A5	210+88.27	8.25	719.64	719.66
A6	210+98.27	8.25	719.61	719.63
W. End of E. S.B. Approach Slab & E. End of E. S.B. Vaulted Slab	211+05.06	8.25	719.58	719.60
A7	211+15.06	8.25	719.53	719.56
A8	211+25.06	8.25	719.49	719.51
E. End of E. S.B. App. Slab	211+35.06	8.25	719.44	719.46

**N.B. STAGE CONSTRUCTION LINE**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. S.B. Vaulted Slab and Bk. of E. Abut.	210+62.62	32.25	720.08	720.10
A5	210+72.62	32.25	720.05	720.08
A6	210+82.62	32.25	720.02	720.04
W. End of E. S.B. Approach Slab & E. End of E. S.B. Vaulted Slab	210+89.40	32.25	720.00	720.02
A7	210+99.40	32.25	719.96	719.98
A8	211+09.40	32.25	719.92	719.94
E. End of E. S.B. App. Slab	211+19.40	32.25	719.87	719.90

**N. EDGE OF N.B. SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. S.B. Vaulted Slab and Bk. of E. Abut.	210+54.79	44.25	719.92	719.94
A5	210+64.79	44.25	719.90	719.92
A6	210+74.79	44.25	719.87	719.89
W. End of E. S.B. Approach Slab & E. End of E. S.B. Vaulted Slab	210+81.58	44.25	719.85	719.87
A7	210+91.58	44.25	719.81	719.83
A8	211+01.58	44.25	719.77	719.79
E. End of E. S.B. App. Slab	211+11.58	44.25	719.73	719.75

**S. EDGE OF OUTSIDE N.B. SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. S.B. Vaulted Slab and Bk. of E. Abut.	210+43.76	61.17	719.61	719.63
A5	210+53.76	61.17	719.59	719.61
A6	210+63.76	61.17	719.56	719.58
W. End of E. S.B. Approach Slab & E. End of E. S.B. Vaulted Slab	210+70.54	61.17	719.54	719.56
A7	210+80.54	61.17	719.51	719.53
A8	210+90.54	61.17	719.48	719.50
E. End of E. S.B. App. Slab	211+00.54	61.17	719.44	719.46

**NOTE:**

1. All offsets are taken from  $\phi$  of FAI 55.

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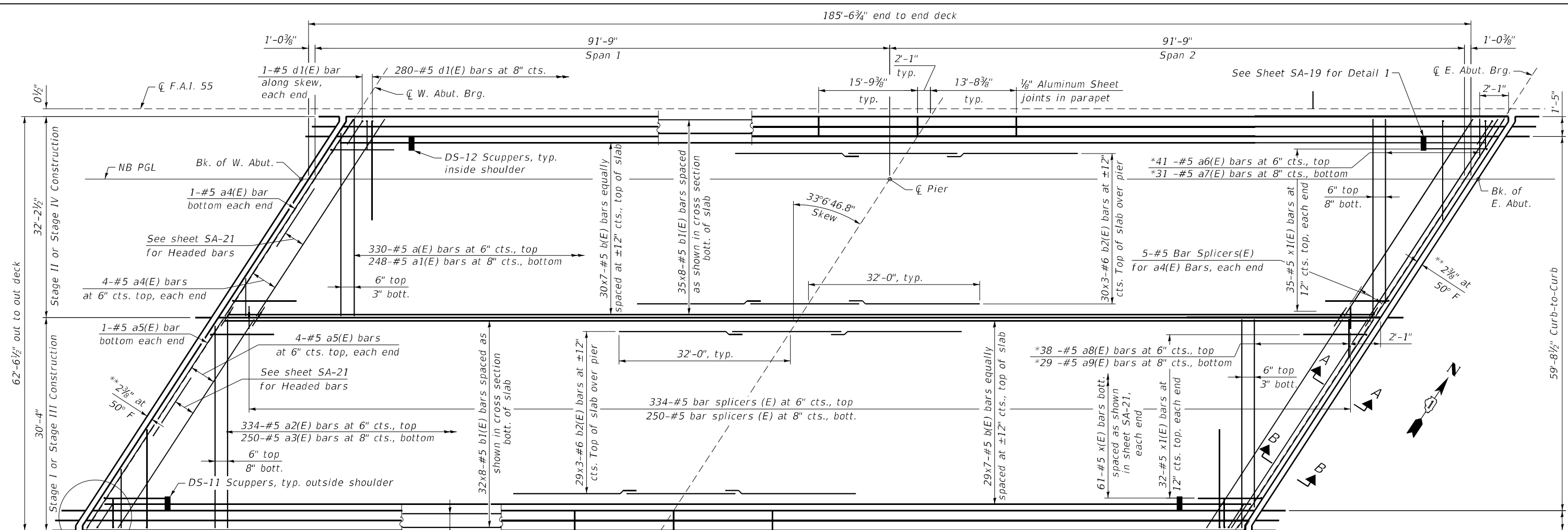
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TOP OF EAST APPROACH AND VAULTED SLAB ELEVATIONS  
 STRUCTURE NO. 099-0260**

SHEET SA-17 OF SA-66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	217
CONTRACT NO.				62H03
ILLINOIS		FED. AID PROJECT		



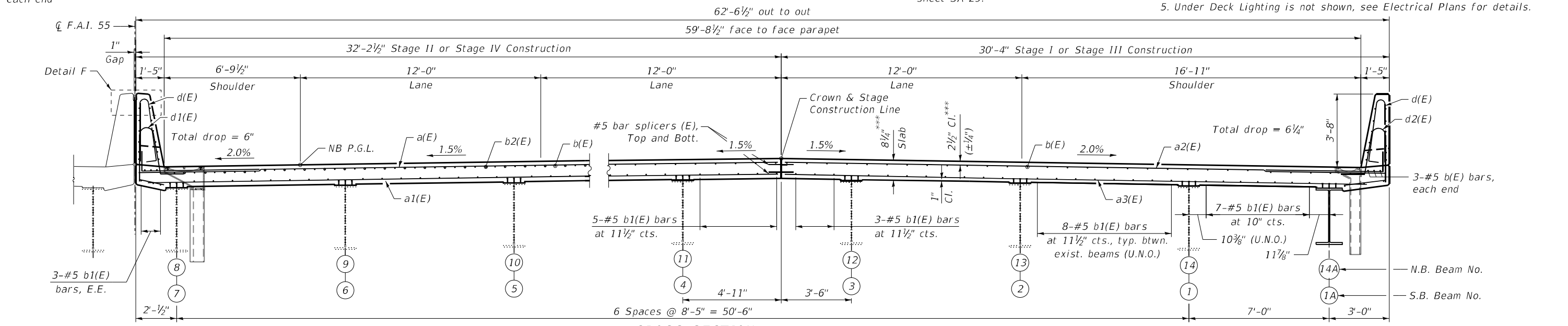
**PLAN**

Showing NB Rebar, SB Rebar is similar but mirrored about  $\bar{C}$  F.A.I. 55

- \* See Field Cutting Diagram on Sheet SA-20.
- \*\* Dimensions showing concrete opening. For joint opening, see sheet SA-29.

**NOTES:**

1. See Sheet SA-19 through SA-21 for superstructure details and Bill of Materials.
2. Bars indicated thus 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
3. See sheet SA-21 for Sections A-A and B-B.
4. See sheet SA-20 for Detail F.
5. Under Deck Lighting is not shown, see Electrical Plans for details.



**CROSS SECTION**

(Looking East)  
Showing NB Rebar, SB Rebar is similar but mirrored about  $\bar{C}$  F.A.I. 55

\*\*\* Prior to grinding.

**MINIMUM BAR LAP**

#5 bar = 3'-6"  
#6 bar = 4'-10"

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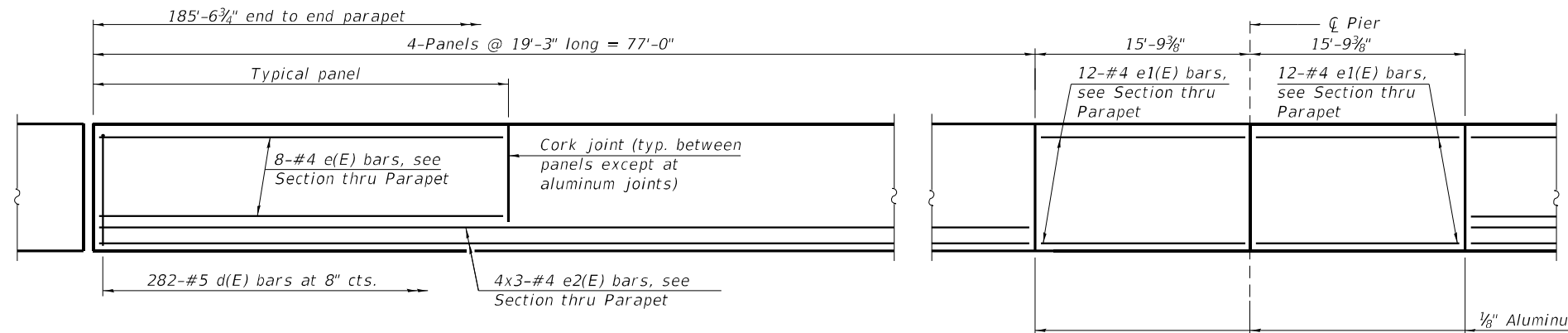


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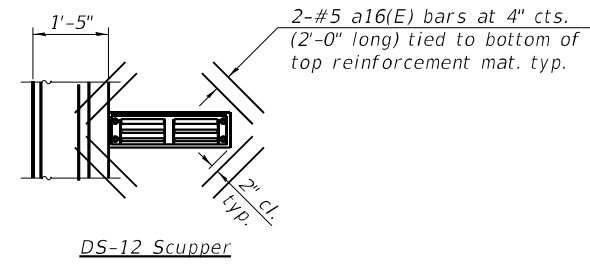
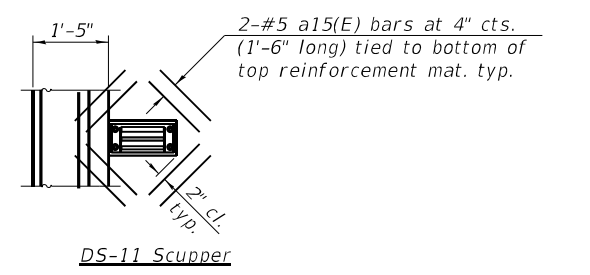
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DECK AND CROSS-SECTION  
STRUCTURE NO. 099-0260**

F.A.I. RTE. = 55	SECTION = 2018-043-BD&BJR	COUNTY = WILL	TOTAL SHEETS = 430	SHEET NO. = 218
CONTRACT NO. = 62H03			ILLINOIS FED. AID PROJECT	

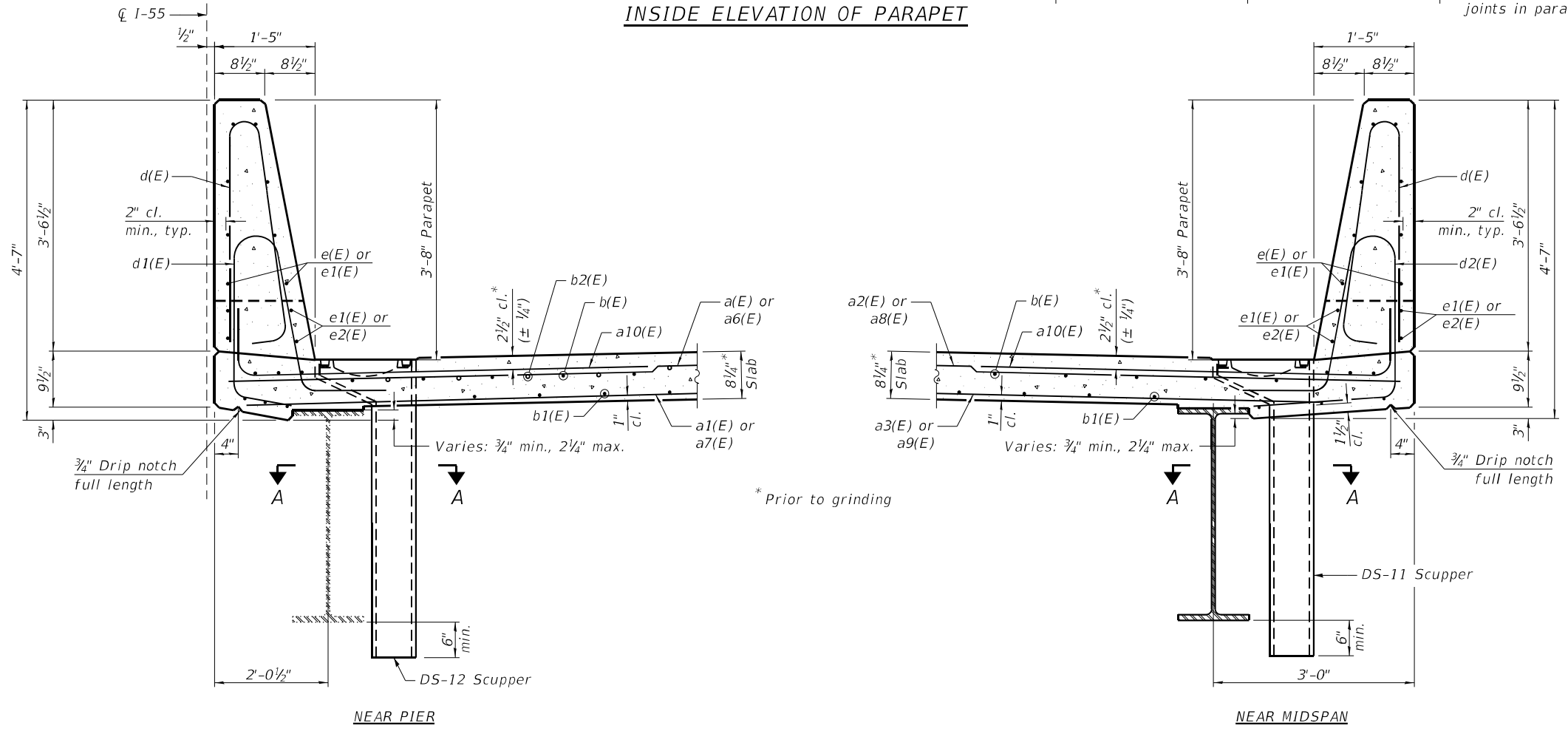


**INSIDE ELEVATION OF PARAPET**



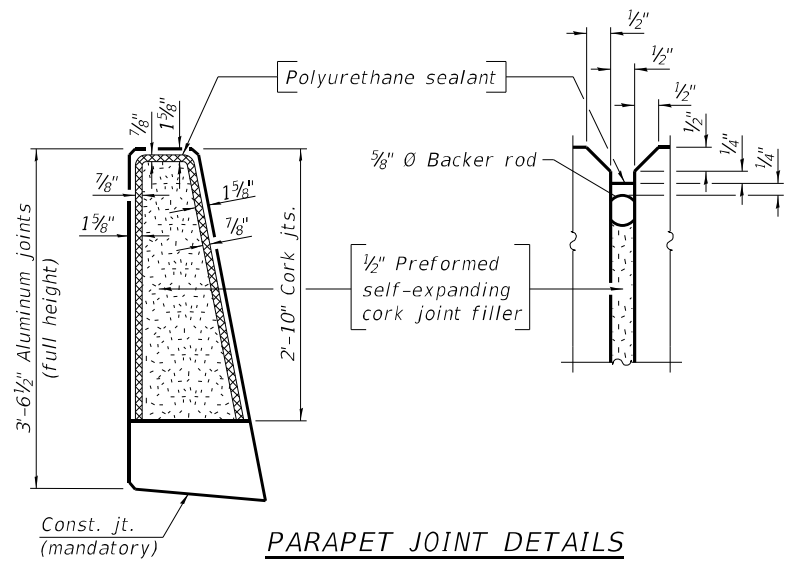
**DETAIL 1**

Note:  
Cut longitudinal reinforcement to clear drainage scuppers.



**SECTION THRU INSIDE PARAPET**  
(P.J.F. between parapets not shown for clarity)

**SECTION THRU OUTSIDE PARAPET**



**PARAPET JOINT DETAILS**

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

**NOTES:**

- The 1/8" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
- The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

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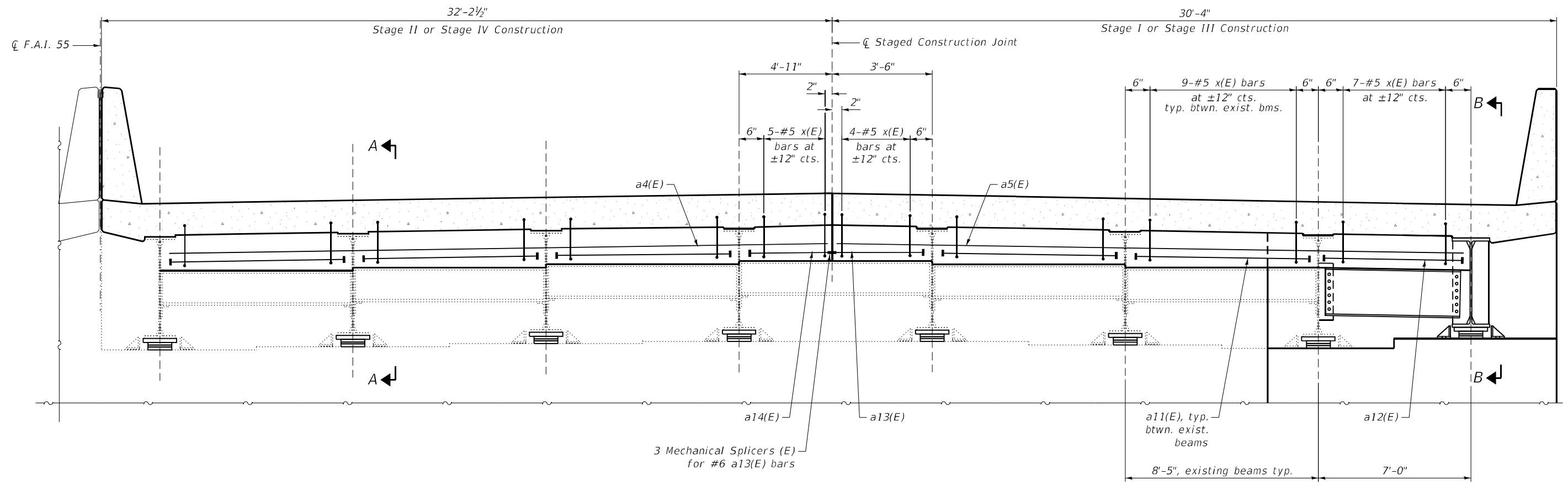
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS I  
STRUCTURE NO. 099-0260**

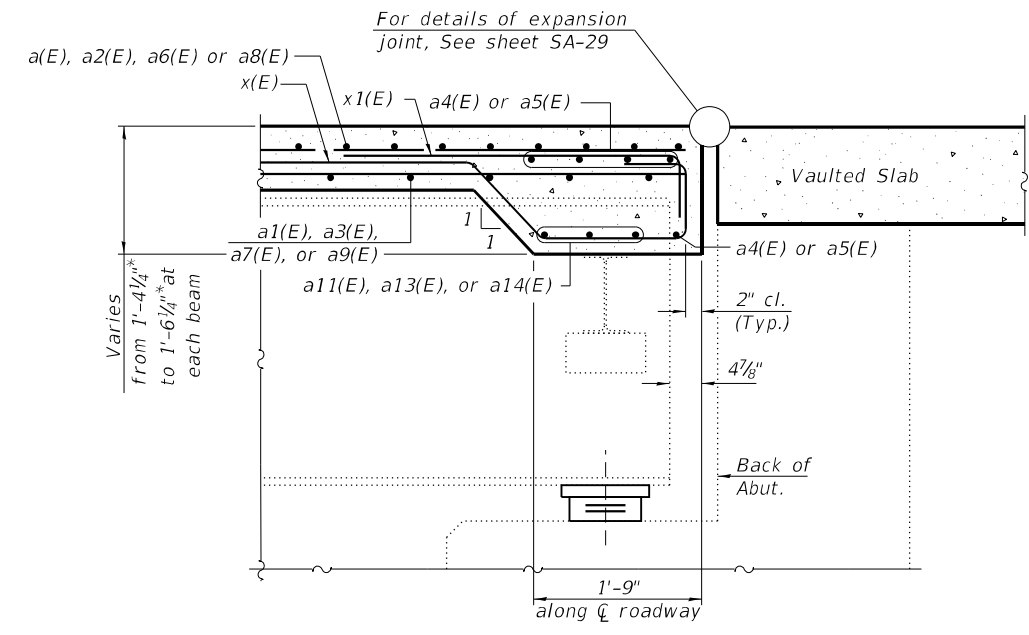
SHEET SA-19 OF SA-66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO.				62H03
ILLINOIS FED. AID PROJECT				

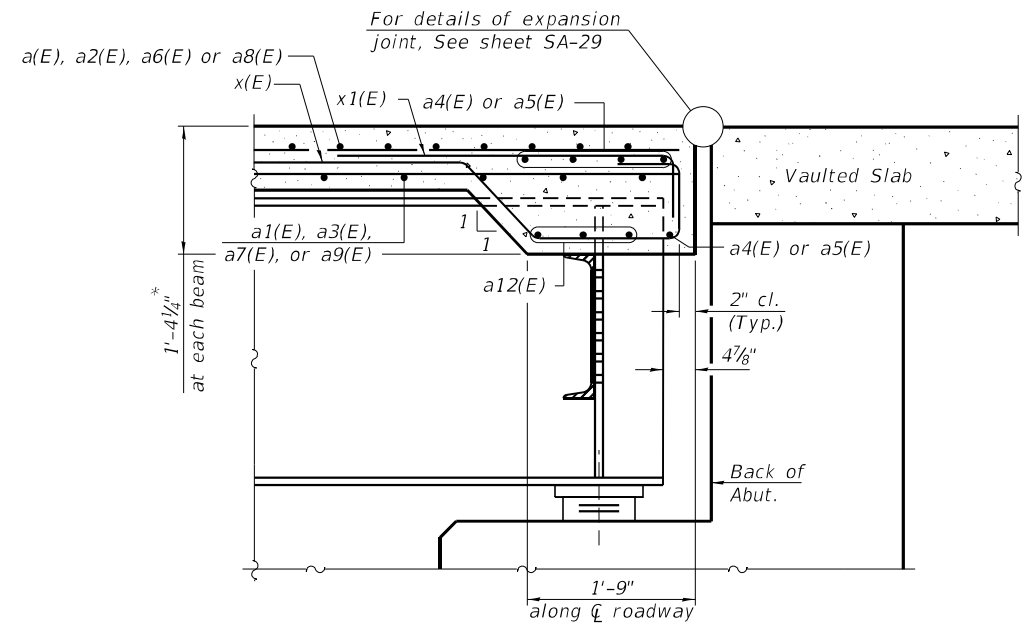




**DIAPHRAGM AT ABUTMENT**  
 Showing N.B. Diaphragm, S.B. Diaphragm is similar but mirrored about Cl F.A.I. 55



**SECTION A-A**  
(at Rt. L's)



**SECTION B-B**  
(at Rt. L's)

**NOTES:**

- See sheets SA-18 through SA-20 for Superstructure Details and Bill of Material.
- The x(E) and x1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

\* Prior to grinding  
 \*\* Bend to fit

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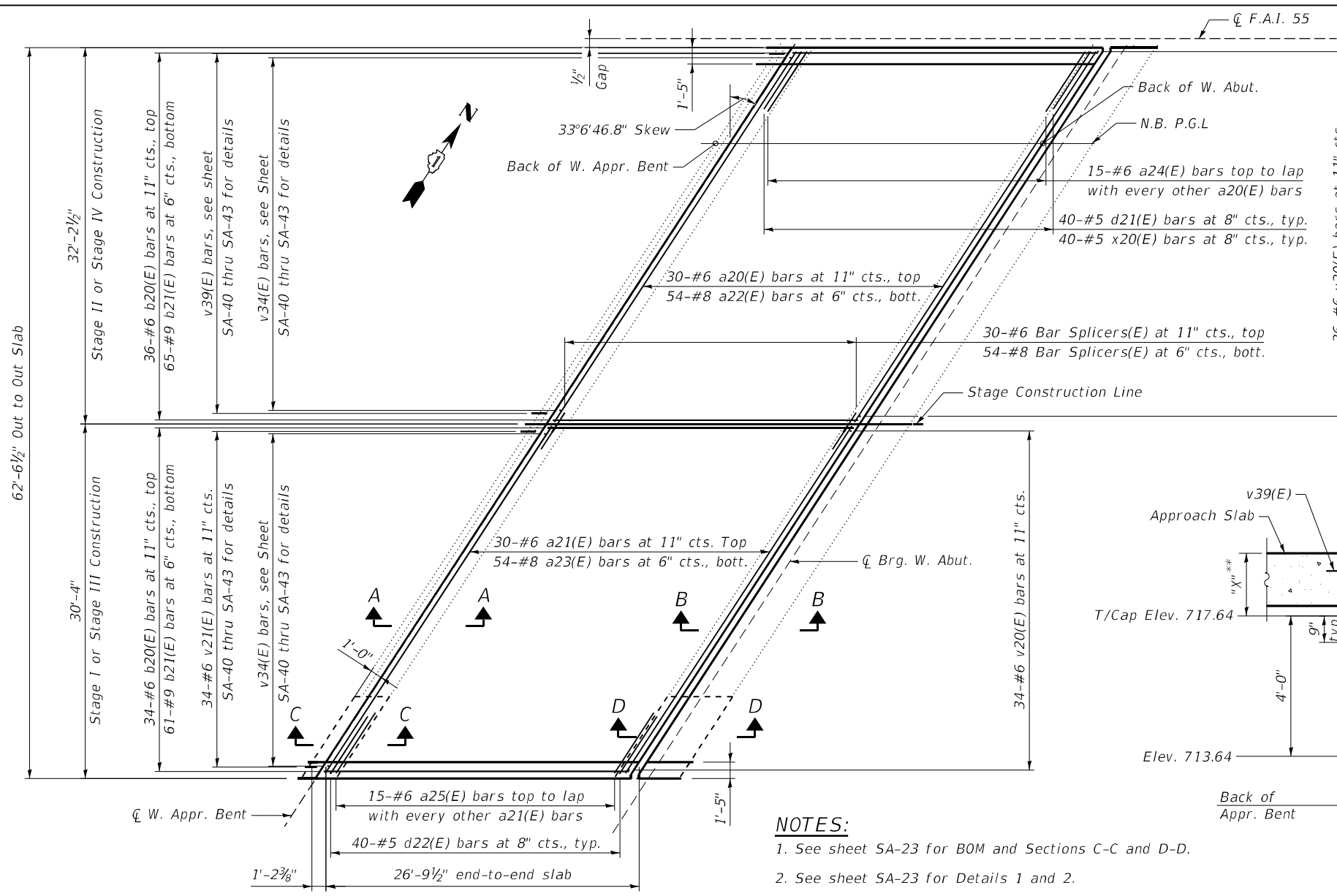
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DIAPHRAGM DETAILS  
 STRUCTURE NO. 099-0260**

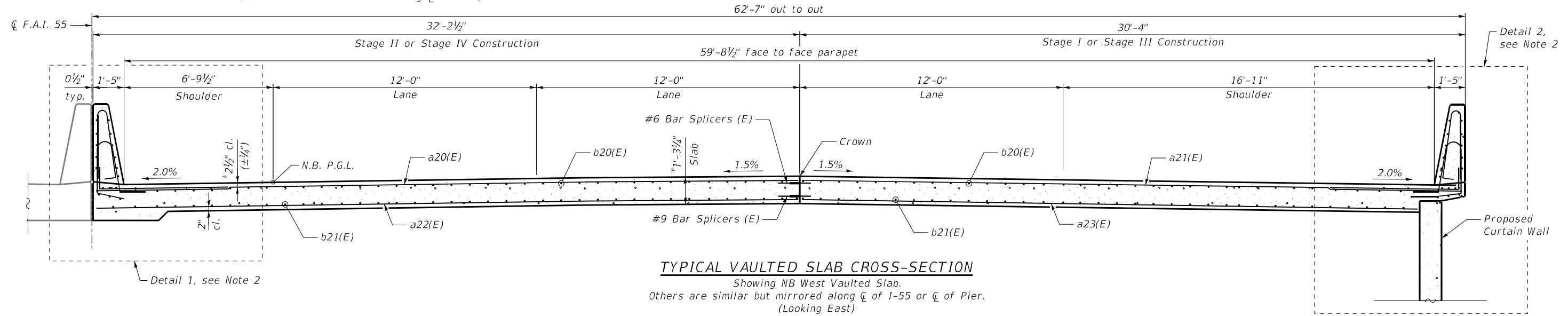
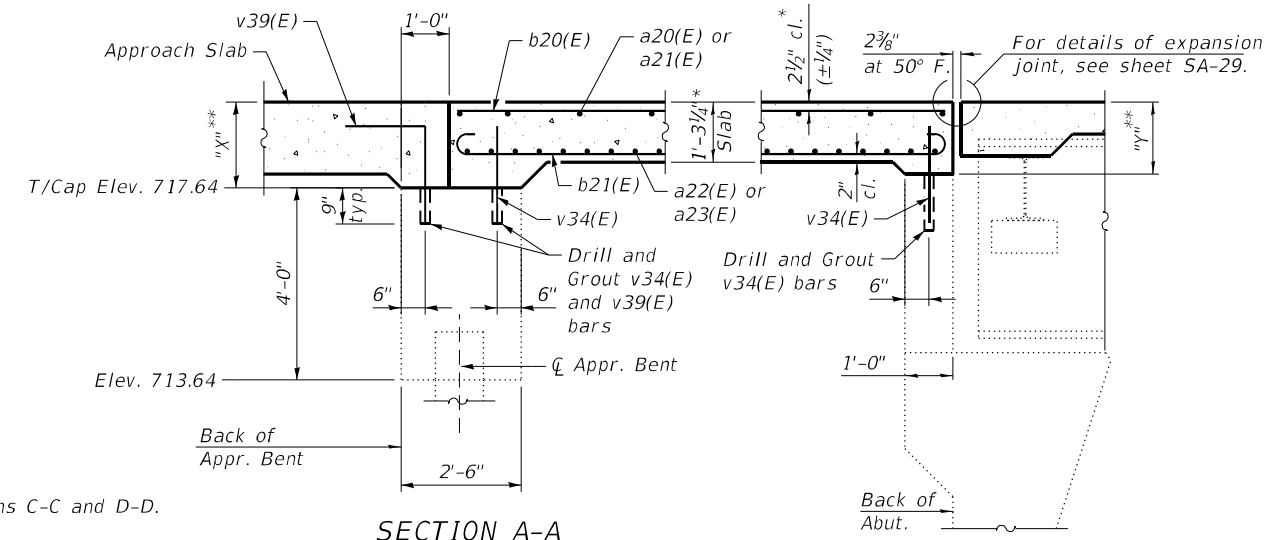
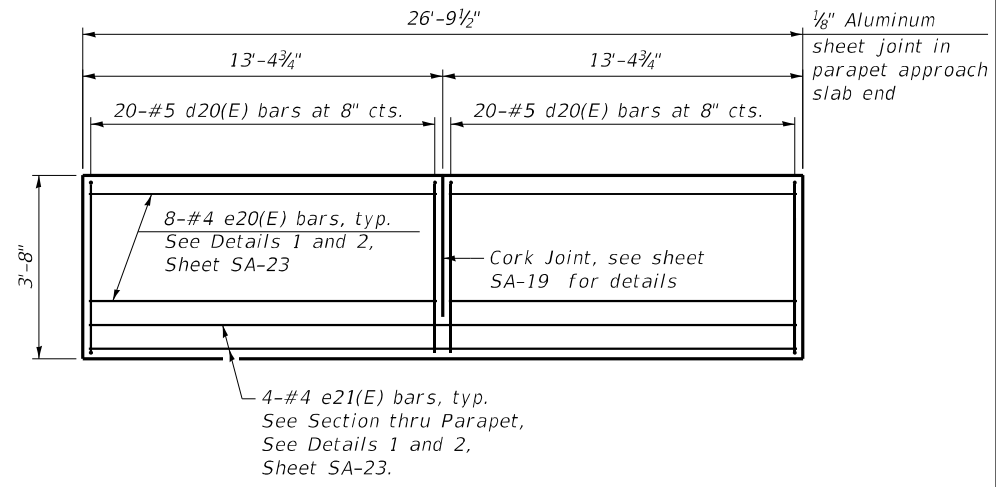
SHEET SA-21 OF SA-66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	221
CONTRACT NO.			62H03	
ILLINOIS FED. AID PROJECT				



**NB WEST VAULTED SLAB**  
 (NB East is similar but mirrored along  $\bar{C}$  of Pier)  
 (SB is similar but mirrored along  $\bar{C}$  of 1-55)

- NOTES:**
1. See sheet SA-23 for BOM and Sections C-C and D-D.
  2. See sheet SA-23 for Details 1 and 2.
  3. For v34(E) and v39(E) details, see Sheet SA-40 thru SA-43.



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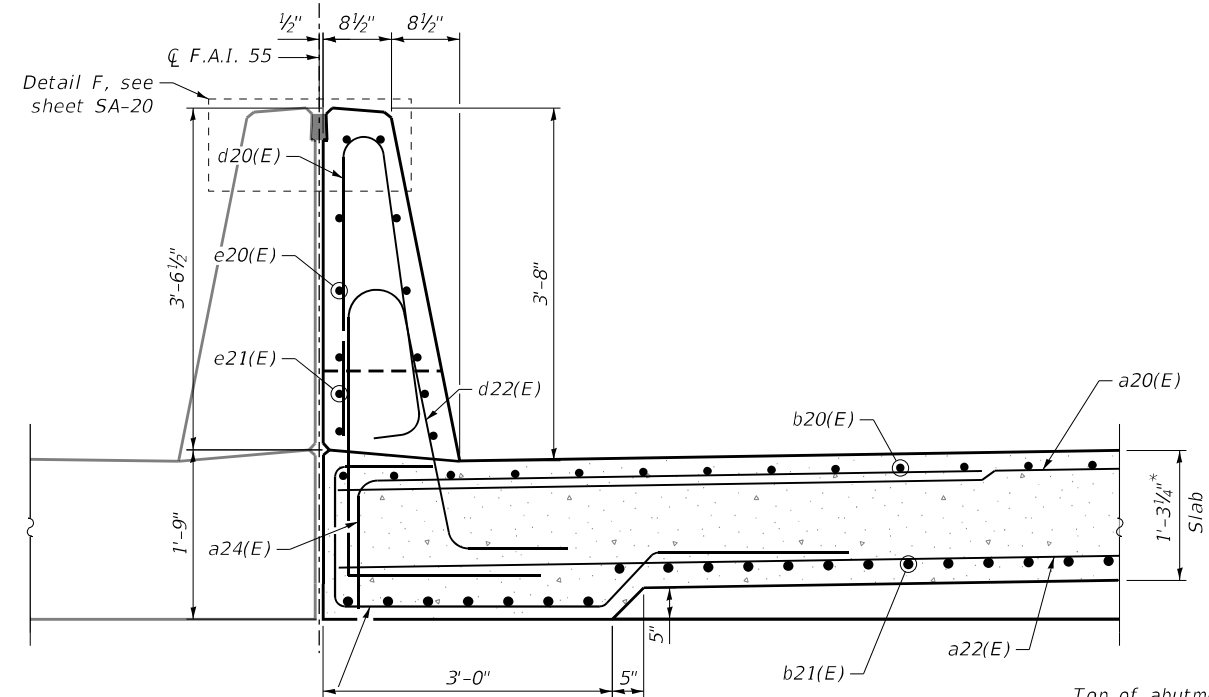
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

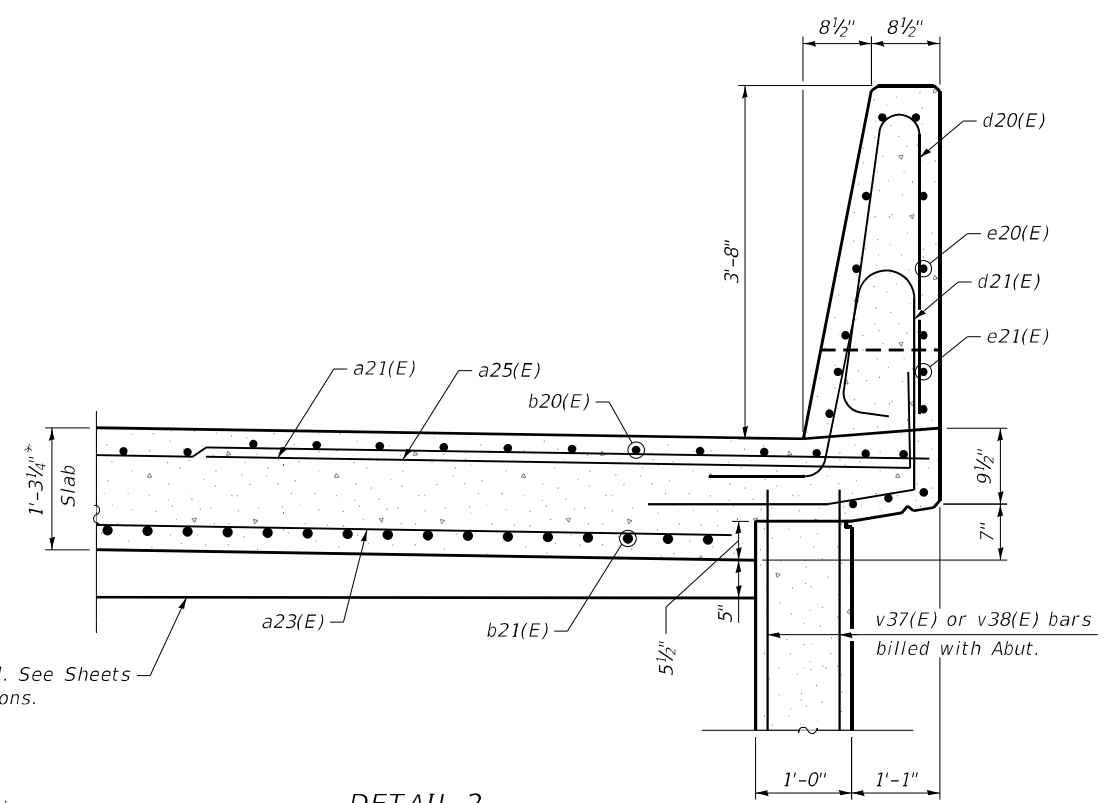
**VAULTED SLAB PLAN AND CROSS-SECTION**  
**STRUCTURE NO. 099-0260**

SHEET SA-22 OF SA-66 SHEETS

F.A.I. RTE. 55	SECTION 2018-043-BD&BJR	COUNTY WILL	TOTAL SHEETS 430	SHEET NO. 222
CONTRACT NO. 62H03			ILLINOIS FED. AID PROJECT	



Top of abutment back wall. See Sheets SA-40 thru 43 for elevations.



**DETAIL 1**

\* Prior to grinding

**DETAIL 2**

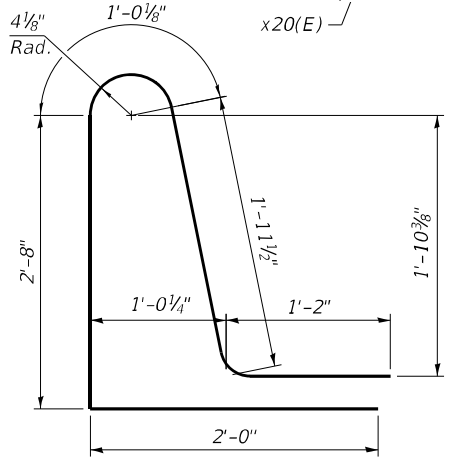
**NOTE:**  
1. For v34(E) and v37(E) through v39(E) details, see Sheet SA-40 thru SA-43.

**VAULTED SLAB DEPTHS**

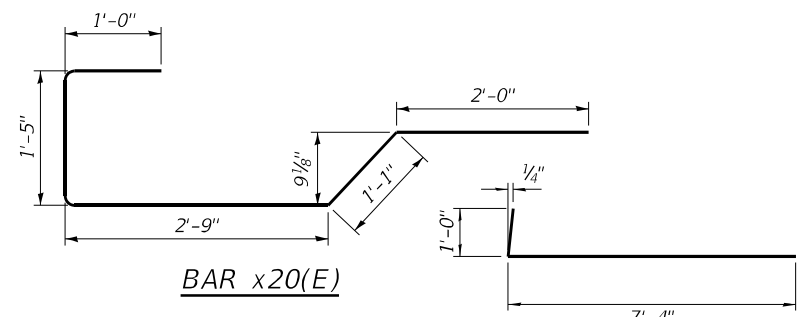
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SB Crown & Stage Construction Line	W. Appr. Bent	2'-5"	W. Abut.	2'-6"
	E. Appr. Bent	2'-2 3/8"	E. Abut.	2'-4"
NB Crown & Stage Construction Line	W. Appr. Bent	2'-2 3/8"	W. Abut.	2'-3 1/8"
	E. Appr. Bent	2'-4 1/2"	E. Abut.	2'-5 3/8"

**FOUR VAULTED SLABS  
BILL OF MATERIAL**

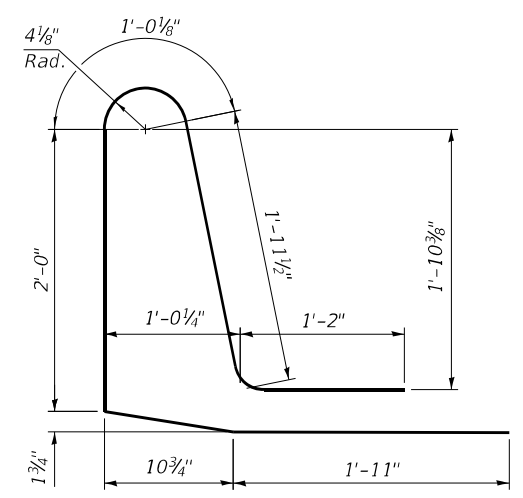
Bar	No.	Size	Length	Shape
a20(E)	120	#6	38'-1"	—
a21(E)	120	#6	35'-11"	—
a22(E)	216	#8	38'-1"	—
a23(E)	216	#8	33'-5"	—
a24(E)	60	#6	7'-10"	—
a25(E)	60	#6	8'-4"	—
b20(E)	280	#6	26'-6"	—
b21(E)	504	#9	28'-4"	—
d20(E)	320	#5	7'-0"	—
d21(E)	160	#5	9'-0"	—
d22(E)	160	#5	8'-2"	—
e20(E)	128	#4	13'-1"	—
e21(E)	32	#4	26'-6"	—
x20(E)	160	#5	8'-3"	—
Concrete Superstructure			Cu Yd	356.6
Protective Coat			Sq Yd	854
Reinforcement Bars, Epoxy Coated			Pound	124,000
Preformed Joint Seal 2 1/2"			Foot	54
Bridge Deck Grooving (Longitudinal)			Sq Yd	429
Diamond Grinding (Bridge Section)			Sq Yd	344



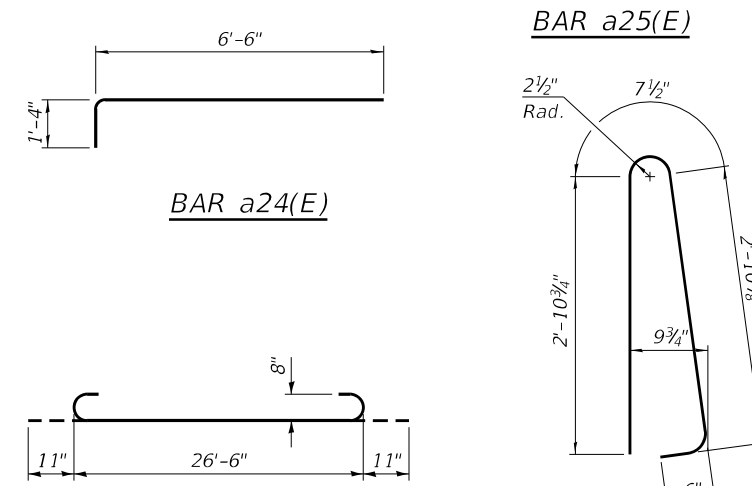
**BAR d22(E)**



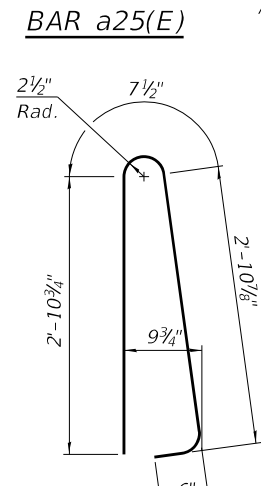
**BAR x20(E)**



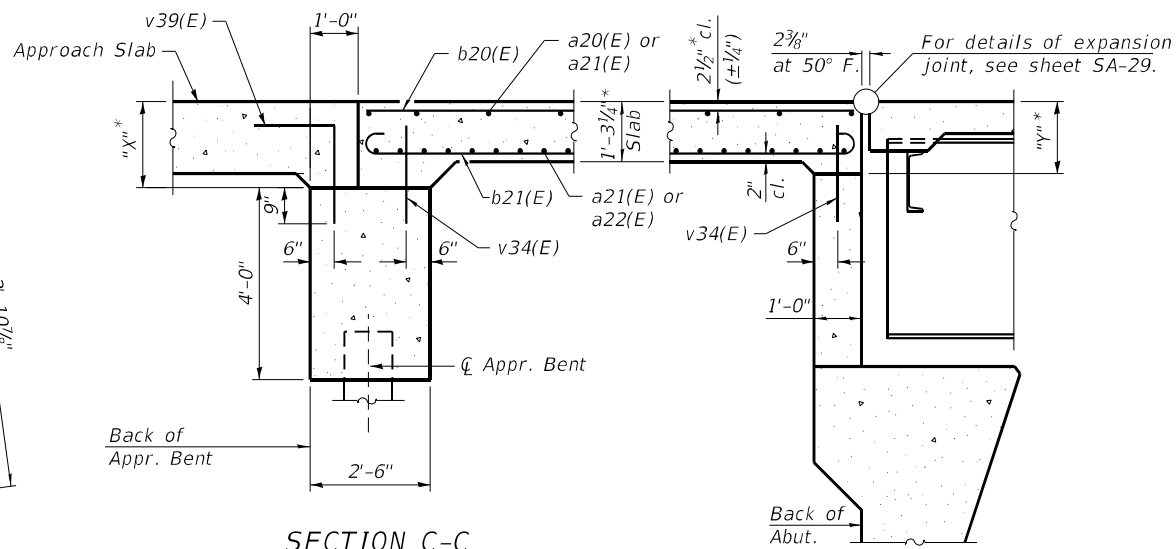
**BAR d21(E)**



**BAR a24(E)**



**BAR a25(E)**



**SECTION C-C**

**SECTION D-D**

\* Prior to grinding

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PLOT SCALE = N.T.S.	DRAWN - SBA	REVISED -
PLOT DATE = 4/14/2021	CHECKED - BWS	REVISED -
	DATE - 3/16/2021	REVISED -

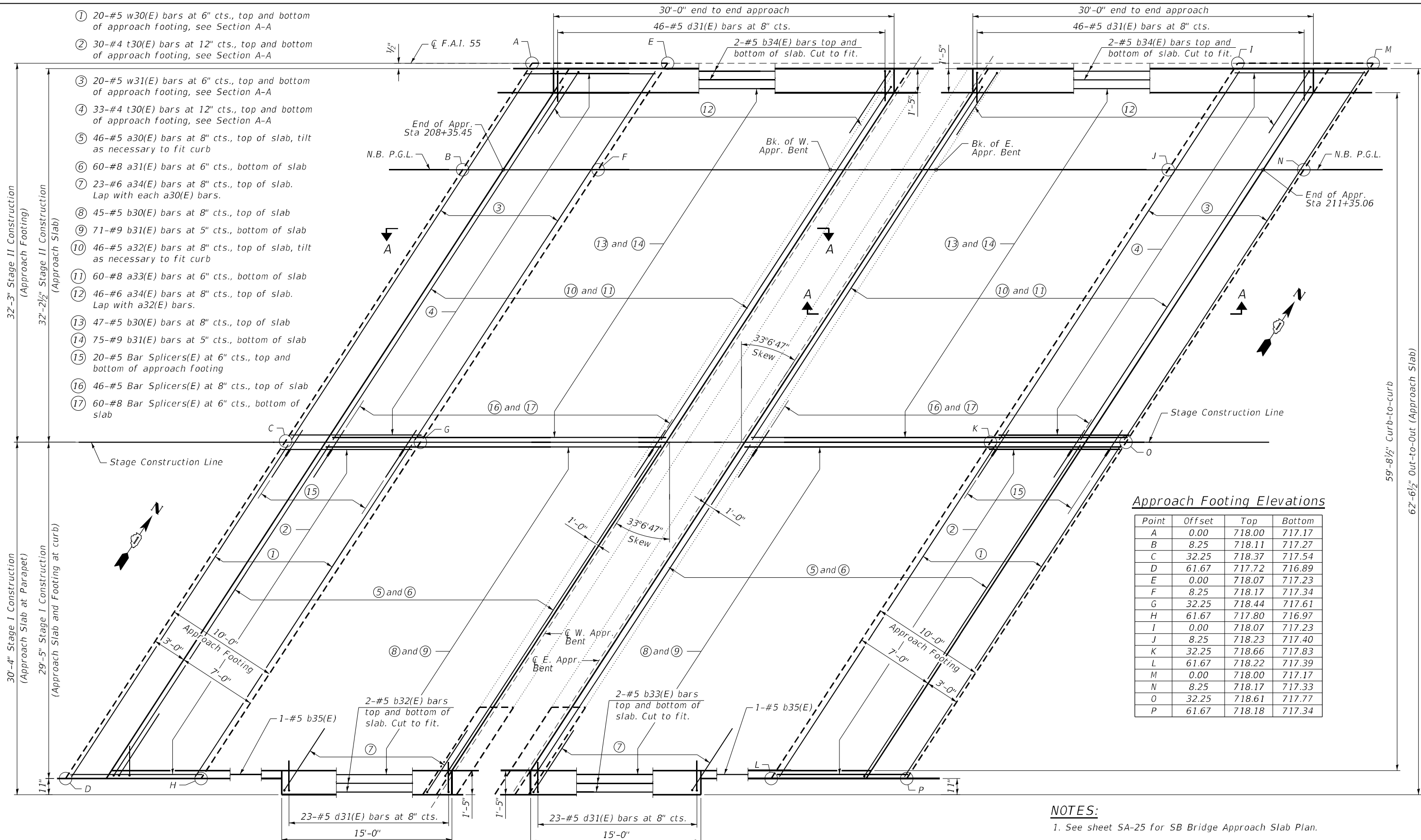
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**VAULTED SLAB DETAILS  
STRUCTURE NO. 099-0260**

SHEET SA-23 OF SA-66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	223
CONTRACT NO.			62H03	
ILLINOIS FED. AID PROJECT				

- ① 20-#5 w30(E) bars at 6" cts., top and bottom of approach footing, see Section A-A
- ② 30-#4 t30(E) bars at 12" cts., top and bottom of approach footing, see Section A-A
- ③ 20-#5 w31(E) bars at 6" cts., top and bottom of approach footing, see Section A-A
- ④ 33-#4 t30(E) bars at 12" cts., top and bottom of approach footing, see Section A-A
- ⑤ 46-#5 a30(E) bars at 8" cts., top of slab, tilt as necessary to fit curb
- ⑥ 60-#8 a31(E) bars at 6" cts., bottom of slab
- ⑦ 23-#6 a34(E) bars at 8" cts., top of slab. Lap with each a30(E) bars.
- ⑧ 45-#5 b30(E) bars at 8" cts., top of slab
- ⑨ 71-#9 b31(E) bars at 5" cts., bottom of slab
- ⑩ 46-#5 a32(E) bars at 8" cts., top of slab, tilt as necessary to fit curb
- ⑪ 60-#8 a33(E) bars at 6" cts., bottom of slab
- ⑫ 46-#6 a34(E) bars at 8" cts., top of slab. Lap with a32(E) bars.
- ⑬ 47-#5 b30(E) bars at 8" cts., top of slab
- ⑭ 75-#9 b31(E) bars at 5" cts., bottom of slab
- ⑮ 20-#5 Bar Splicers(E) at 6" cts., top and bottom of approach footing
- ⑯ 46-#5 Bar Splicers(E) at 8" cts., top of slab
- ⑰ 60-#8 Bar Splicers(E) at 6" cts., bottom of slab



Approach Footing Elevations

Point	Offset	Top	Bottom
A	0.00	718.00	717.17
B	8.25	718.11	717.27
C	32.25	718.37	717.54
D	61.67	717.72	716.89
E	0.00	718.07	717.23
F	8.25	718.17	717.34
G	32.25	718.44	717.61
H	61.67	717.80	716.97
I	0.00	718.07	717.23
J	8.25	718.23	717.40
K	32.25	718.66	717.83
L	61.67	718.22	717.39
M	0.00	718.00	717.17
N	8.25	718.17	717.33
O	32.25	718.61	717.77
P	61.67	718.18	717.34

- NOTES:**
1. See sheet SA-25 for SB Bridge Approach Slab Plan.
  2. See Sheet SA-28 for rebar details, and Bill of Materials.
  3. See Sheet SA-42 for bent elevations.
  4. See Sheet SA-27 for Section A-A.

WEST NB APPROACH SLAB

EAST NB APPROACH SLAB

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PLOT DATE = 4/14/2021	CHECKED - BWS	REVISED -
	DATE - 3/16/2021	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**NB BRIDGE APPROACH SLAB PLAN**  
**STRUCTURE NO. 099-0260**

SHEET SA-24 OF SA-66 SHEETS

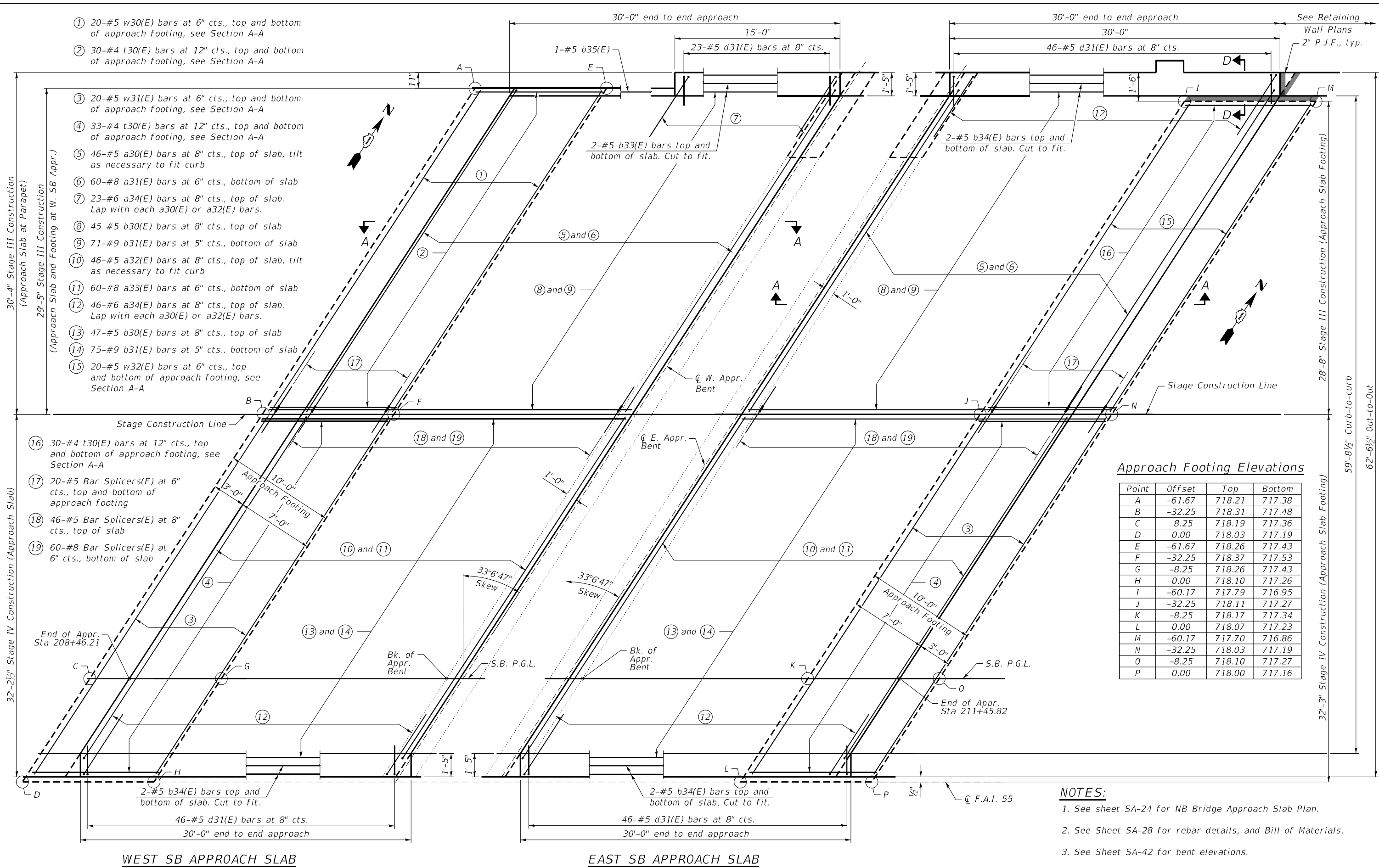
F.A.I. RTE. 55	SECTION 2018-043-BD&BJR	COUNTY WILL	TOTAL SHEETS 430	SHEET NO. 224
CONTRACT NO. ILLINOIS FED. AID PROJECT			62H03	



- ① 20-#5 w30(E) bars at 6" cts., top and bottom of approach footing, see Section A-A
- ② 30-#4 t30(E) bars at 12" cts., top and bottom of approach footing, see Section A-A

- ③ 20-#5 w31(E) bars at 6" cts., top and bottom of approach footing, see Section A-A
- ④ 33-#4 t30(E) bars at 12" cts., top and bottom of approach footing, see Section A-A
- ⑤ 46-#5 a30(E) bars at 8" cts., top of slab, tilt as necessary to fit curb
- ⑥ 60-#8 a31(E) bars at 6" cts., bottom of slab
- ⑦ 23-#6 a34(E) bars at 8" cts., top of slab. Lap with each a30(E) or a32(E) bars.
- ⑧ 45-#5 b30(E) bars at 8" cts., top of slab
- ⑨ 71-#9 b31(E) bars at 5" cts., bottom of slab
- ⑩ 46-#5 a32(E) bars at 8" cts., top of slab, tilt as necessary to fit curb
- ⑪ 60-#8 a33(E) bars at 6" cts., bottom of slab
- ⑫ 46-#6 a34(E) bars at 8" cts., top of slab. Lap with each a30(E) or a32(E) bars.
- ⑬ 47-#5 b30(E) bars at 8" cts., top of slab
- ⑭ 75-#9 b31(E) bars at 5" cts., bottom of slab
- ⑮ 20-#5 w32(E) bars at 6" cts., top and bottom of approach footing, see Section A-A

- ⑯ 30-#4 t30(E) bars at 12" cts., top and bottom of approach footing, see Section A-A
- ⑰ 20-#5 Bar Splicers(E) at 6" cts., top and bottom of approach footing
- ⑱ 46-#5 Bar Splicers(E) at 8" cts., top of slab
- ⑲ 60-#8 Bar Splicers(E) at 6" cts., bottom of slab



Approach Footing Elevations

Point	Offset	Top	Bottom
A	-61.67	718.21	717.38
B	-32.25	718.31	717.48
C	-8.25	718.19	717.36
D	0.00	718.03	717.19
E	-61.67	718.26	717.43
F	-32.25	718.37	717.53
G	-8.25	718.26	717.43
H	0.00	718.10	717.26
I	-60.17	717.79	716.95
J	-32.25	718.11	717.27
K	-8.25	718.17	717.34
L	0.00	718.07	717.23
M	-60.17	717.70	716.86
O	-8.25	718.10	717.27
P	0.00	718.00	717.16

- NOTES:**
1. See sheet SA-24 for NB Bridge Approach Slab Plan.
  2. See Sheet SA-28 for rebar details, and Bill of Materials.
  3. See Sheet SA-42 for bent elevations.
  4. See Sheet SA-27 for Section A-A.

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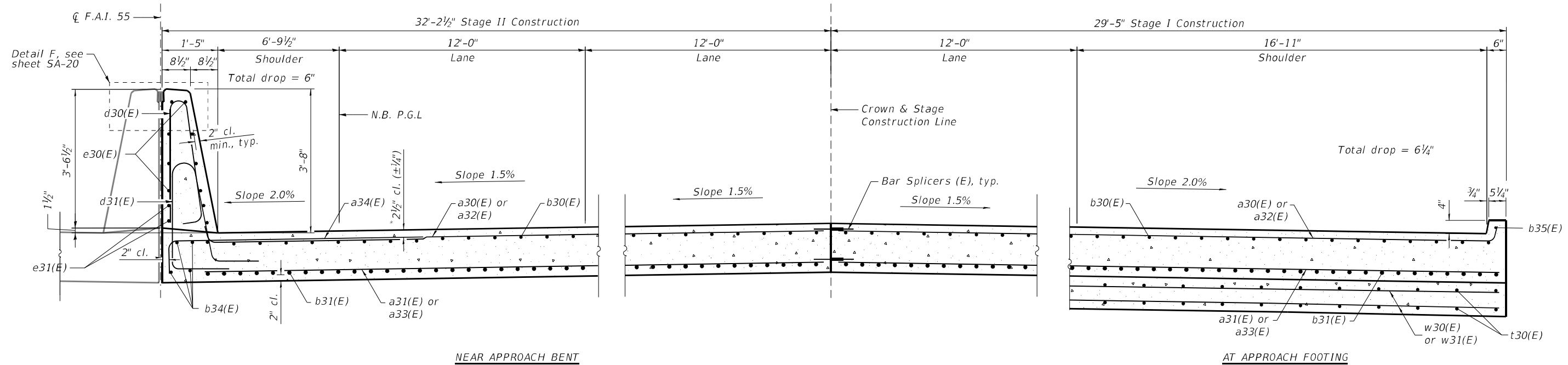
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	DATE - 3/16/2021	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**SB BRIDGE APPROACH SLAB PLAN**  
**STRUCTURE NO. 099-0260**

SHEET SA-25 OF SA-66 SHEETS

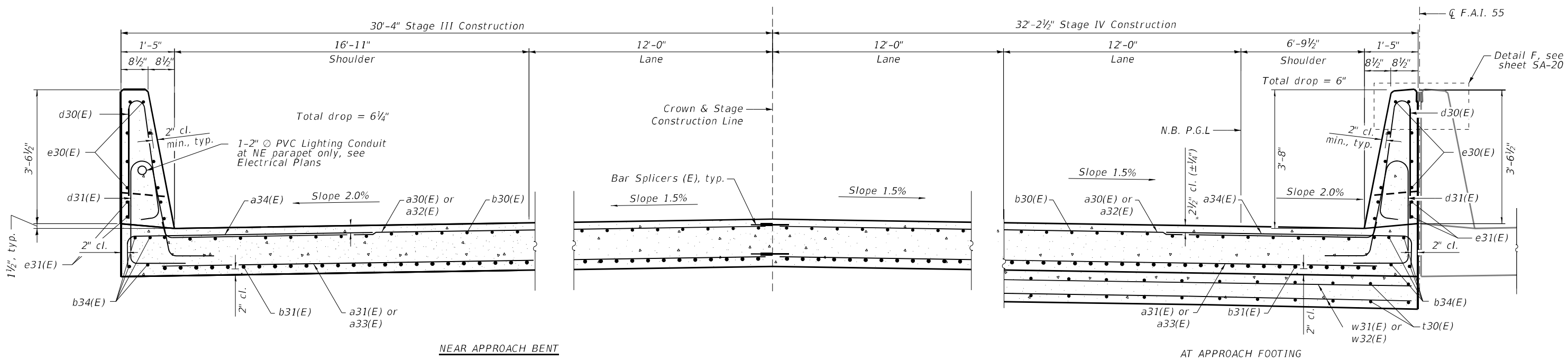
F.A.I. RTE. 55	SECTION 2018-043-BD&BJR	COUNTY WILL	TOTAL SHEETS 430	SHEET NO. 225
CONTRACT NO. 62H03			ILLINOIS FED. AID PROJECT	



**TYPICAL CROSS SECTION WITH CURB AT FOOTING**

Other approach slabs similar but mirrored along  $\bar{C}$  F.A.I. 55 or  $\bar{C}$  of Pier (Looking East at NB East Approach)

\*Prior to grinding.



**TYPICAL CROSS SECTION WITH PARAPET AT FOOTING**

Other approach slabs similar but mirrored along  $\bar{C}$  F.A.I. 55 or  $\bar{C}$  of Pier (Looking West at SB West Approach)

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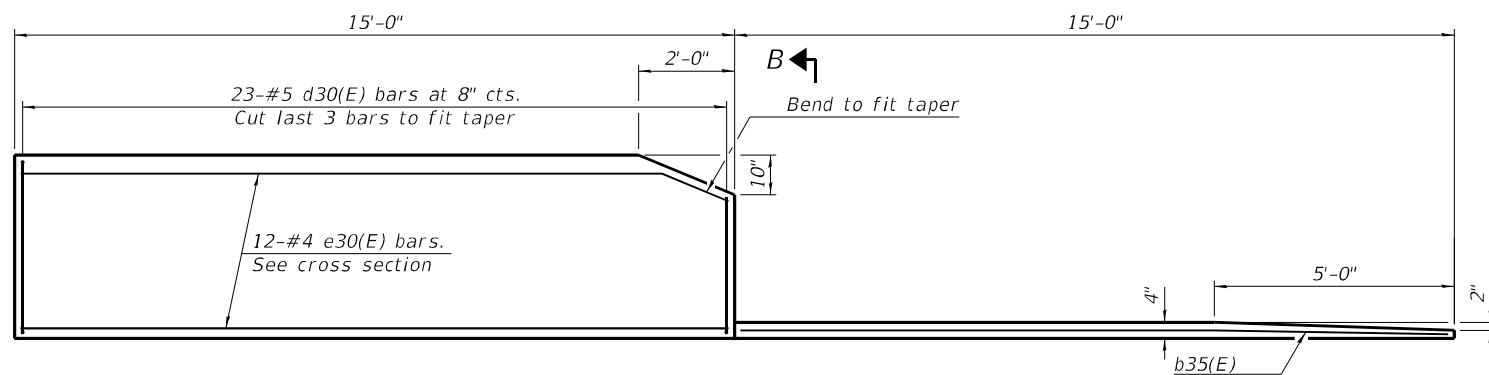
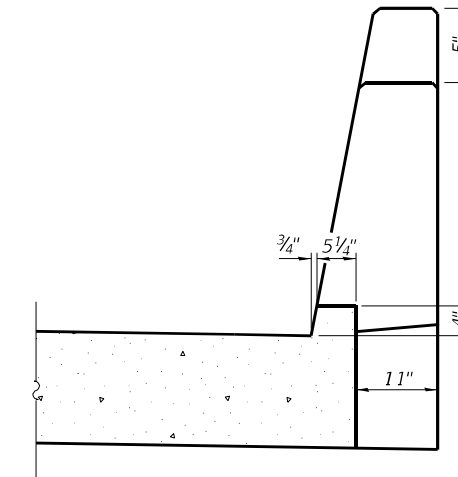
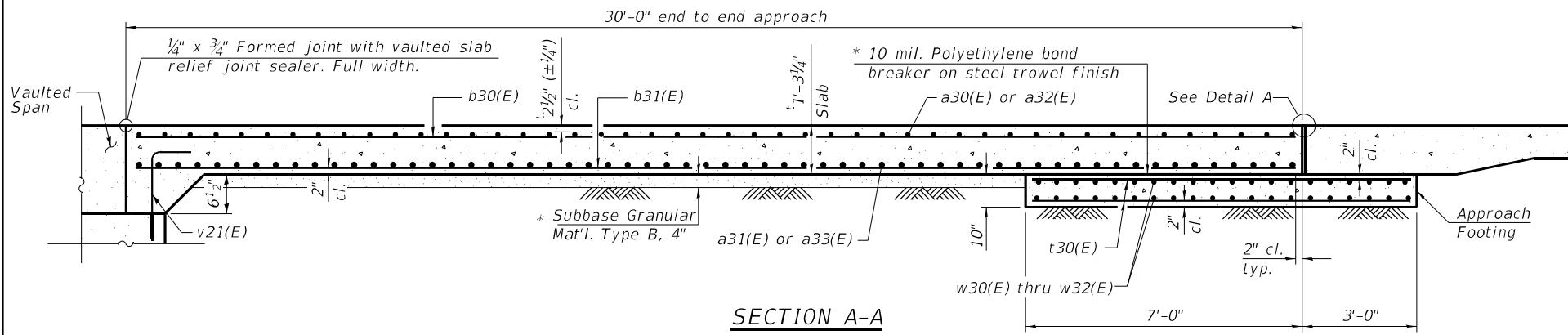
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PLOT SCALE = N.T.S.	DRAWN - SBA	REVISED -
PLOT DATE = 4/14/2021	CHECKED - BWS	REVISED -
	DATE - 3/16/2021	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

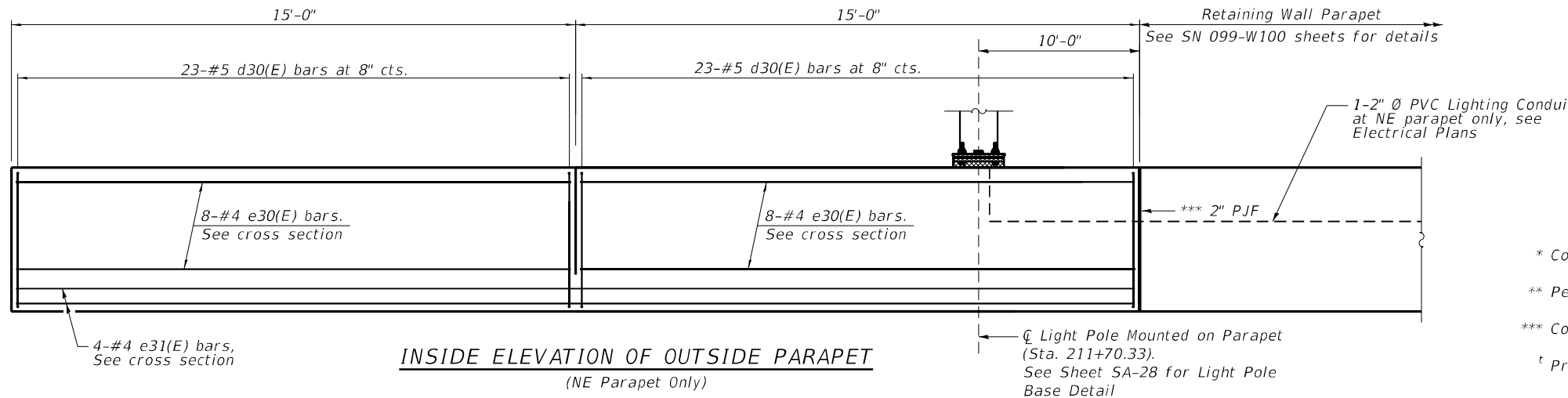
**APPROACH SLAB DETAILS I  
 STRUCTURE NO. 099-0260**

SHEET SA-26 OF SA-66 SHEETS

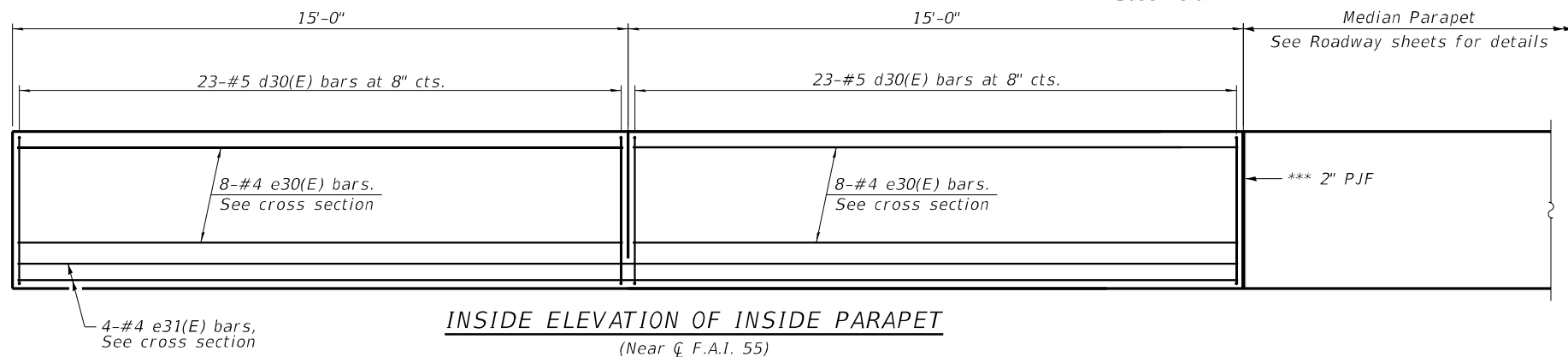
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	226
CONTRACT NO.			62H03	
ILLINOIS FED. AID PROJECT				



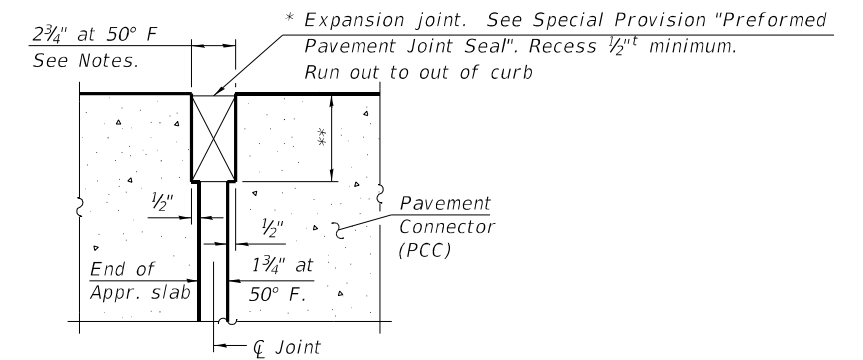
**INSIDE ELEVATION OF OUTSIDE PARAPET AND CURB**  
(Typical for NW, SW, and SE)



**INSIDE ELEVATION OF OUTSIDE PARAPET**  
(NE Parapet Only)



**INSIDE ELEVATION OF INSIDE PARAPET**  
(Near  $\bar{C}$  F.A.I. 55)



**DETAIL A**

\* Cost included with Concrete Superstructure (Approach Slab).

\*\* Per manufacturer recommendations

\*\*\* Cost included with Concrete Superstructure

† Prior to grinding

**NOTES:**

1. The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications.
2. Parapet concrete shall be paid for as Concrete Superstructure.
3. Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
4. Approach footing concrete shall be paid for as Concrete Structures.
5. The approach footing maximum applied service bearing pressure ( $Q_{max}$ ) = 2.0 ksf.
6. Cost of excavation for approach footing included with Concrete Structures.
7. For Type 6 terminal, see Highway Standard 631031.
8. For Type 10 terminal, see Highway Standard 631046.

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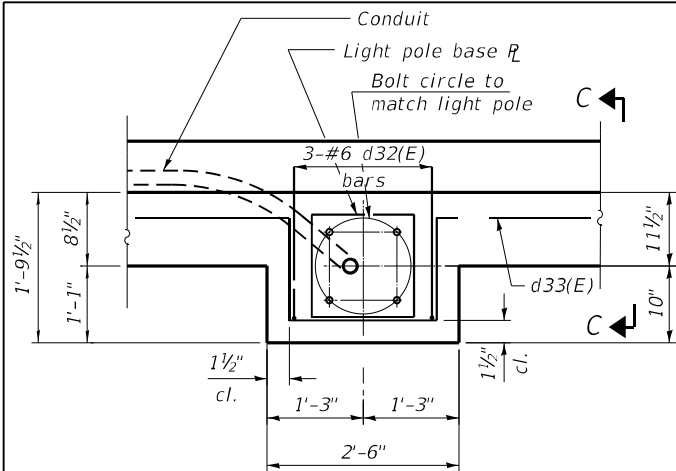
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PLOT SCALE = N.T.S.	DRAWN - SBA	REVISED -
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	DATE - 3/16/2021	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

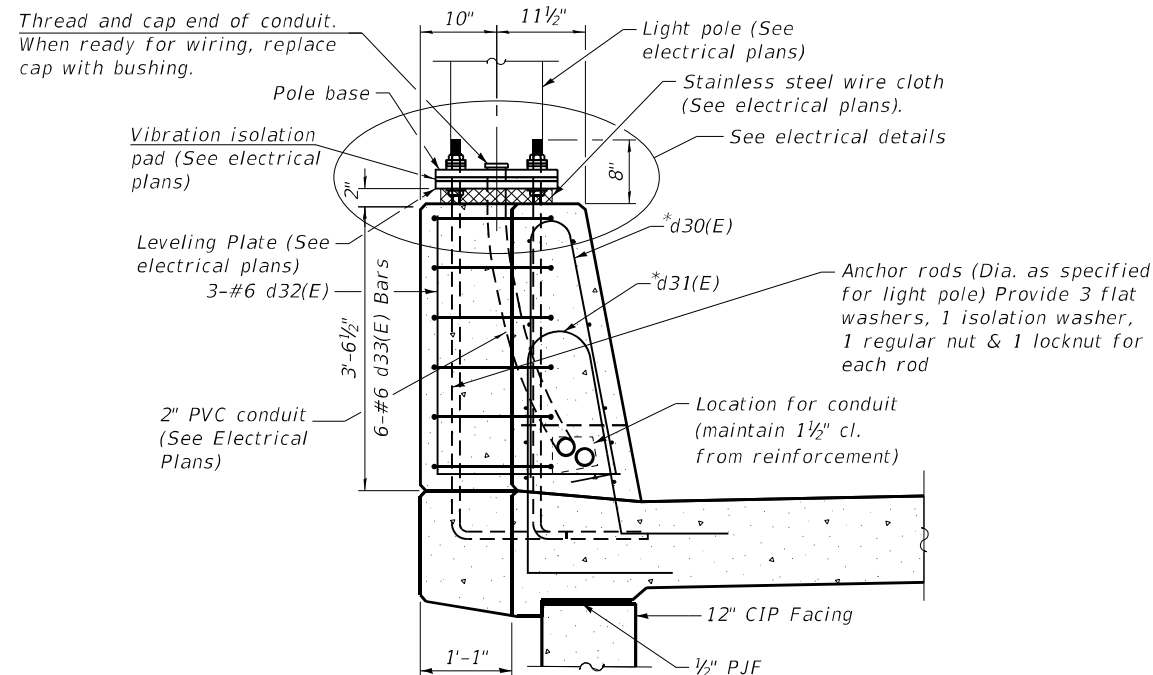
**APPROACH SLAB DETAIL II  
STRUCTURE NO. 099-0260**

F.A.I. RTE. 55	SECTION 2018-043-BD&BJR	COUNTY WILL	TOTAL SHEETS 430	SHEET NO. 227
CONTRACT NO. 62H03				
ILLINOIS FED. AID PROJECT				

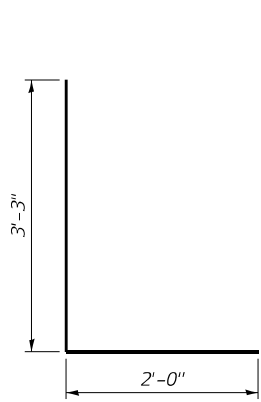
SHEET SA-27 OF SA-66 SHEETS



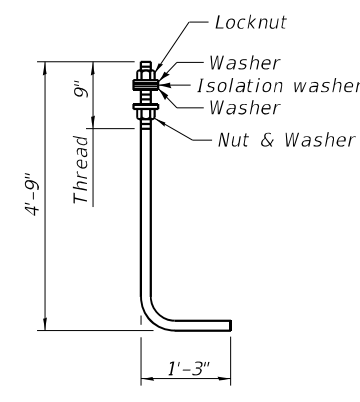
**LIGHT POLE BASE DETAIL**



**SECTION C-C**

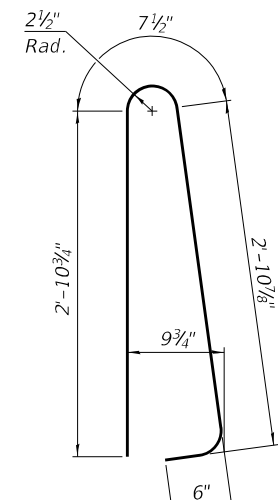


**BAR d32(E)**

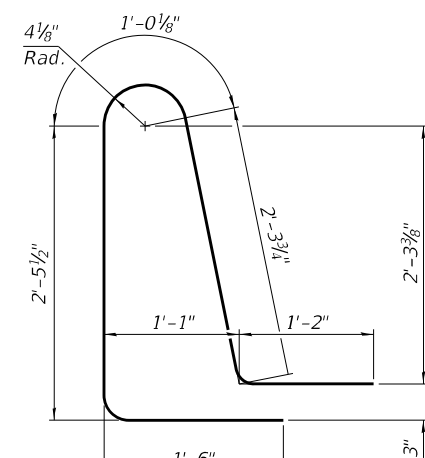


**ANCHOR ROD**

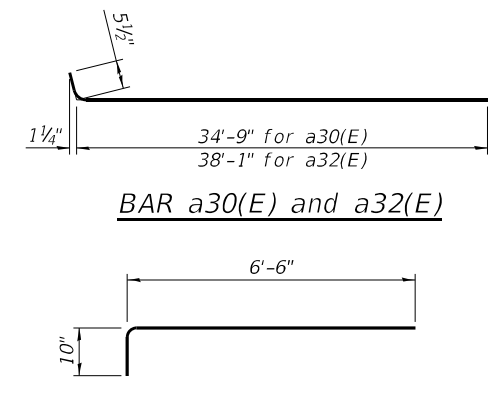
Diameter as specified for light poles. (ASTM F 1554 Grade 105)  
Full length hot dipped galvanized.



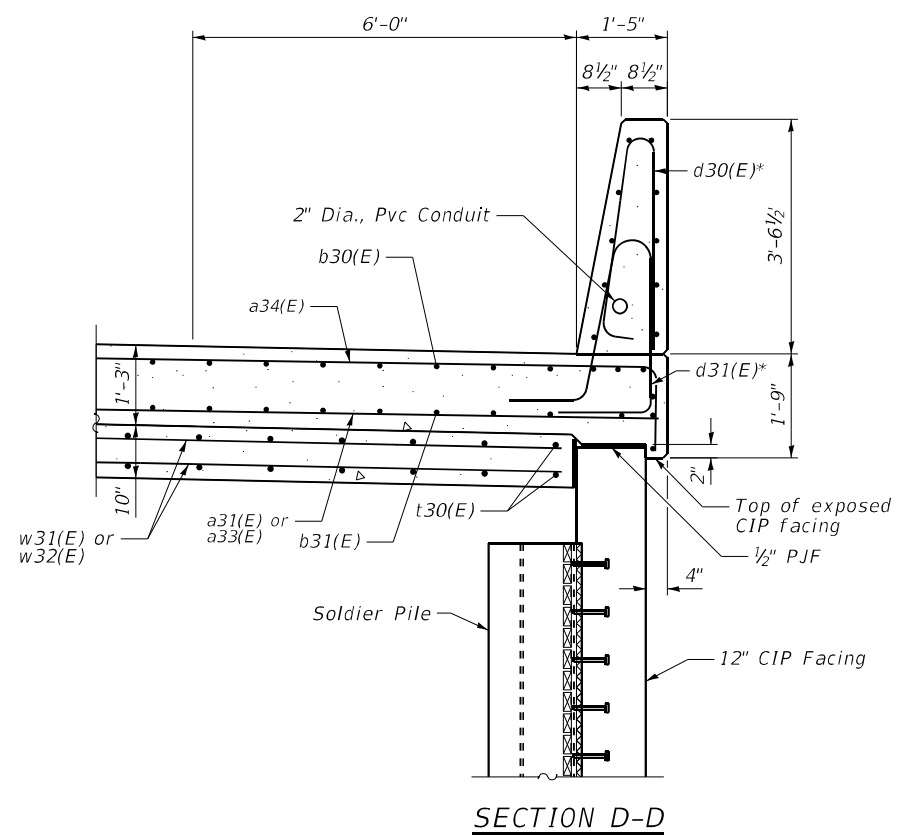
**BAR d30(E)**



**BAR d31(E)**



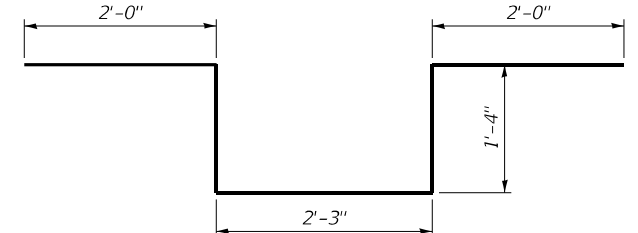
**BAR a34(E)**



**SECTION D-D**

\* See Sheets SA-24 and SA-25 for spacing of d30(E) and d31(E) bars.

\*\* Cost included with Concrete Superstructure



**BAR d33(E)**

**FOUR APPROACH SLABS  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a30(E)	184	#5	35'-3"	U
a31(E)	240	#8	34'-9"	U
a32(E)	184	#5	38'-7"	U
a33(E)	240	#8	38'-1"	U
a34(E)	299	#6	7'-4"	U
b30(E)	368	#5	29'-8"	U
b31(E)	584	#9	29'-8"	U
b32(E)	4	#5	14'-8"	U
b33(E)	8	#5	14'-8"	U
b34(E)	20	#5	29'-8"	U
d30(E)	299	#5	7'-0"	U
d31(E)	299	#5	8'-6"	U
d32(E)	3	#6	5'-3"	U
d33(E)	6	#6	8'-11"	U
e30(E)	116	#4	14'-8"	U
e31(E)	20	#4	29'-8"	U
t30(E)	504	#4	11'-7"	U
w30(E)	120	#5	34'-9"	U
w31(E)	160	#5	38'-1"	U
w32(E)	40	#5	33'-10"	U
Concrete Structures		Cu Yd	90.7	
Concrete Superstructure		Cu Yd	27.8	
Protective Coat		Sq Yd	904	
Concrete Superstructure (Approach Slab)		Cu Yd	354.2	
Reinforcement Bars, Epoxy Coated		Pound	157,770	
Preformed Joint Seal 2 1/2"		Foot	60	
Bridge Deck Grooving (Longitudinal)		Sq Yd	480	
Diamond Grinding (Bridge Section)		Sq Yd	385	

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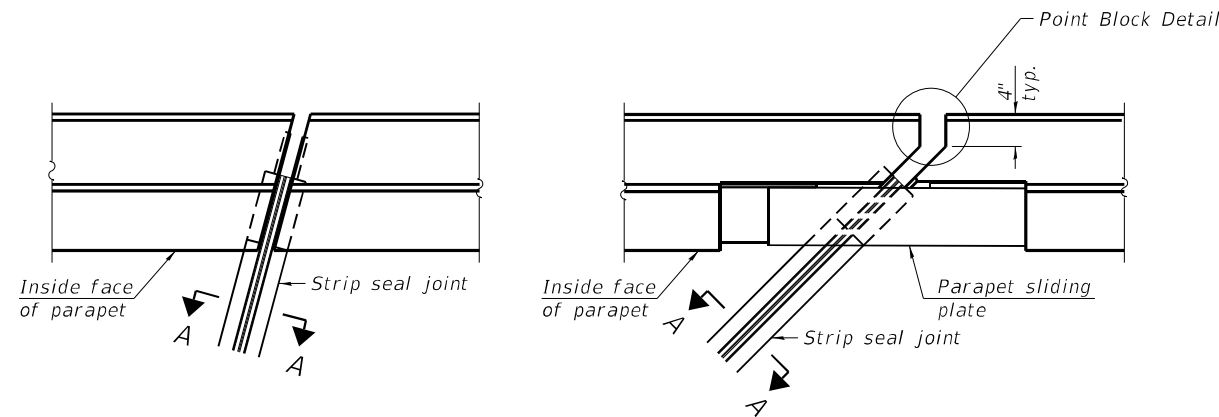
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	DRAWN - SBA	REVISED -
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PLOT DATE = 4/14/2021	DATE - 3/16/2021	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**APPROACH SLAB DETAILS III  
STRUCTURE NO. 099-0260**

F.A.I. RTE. = 55	SECTION = 2018-043-BD&BJR	COUNTY = WILL	TOTAL SHEETS = 430	SHEET NO. = 228
CONTRACT NO. =			62H03	
ILLINOIS FED. AID PROJECT				

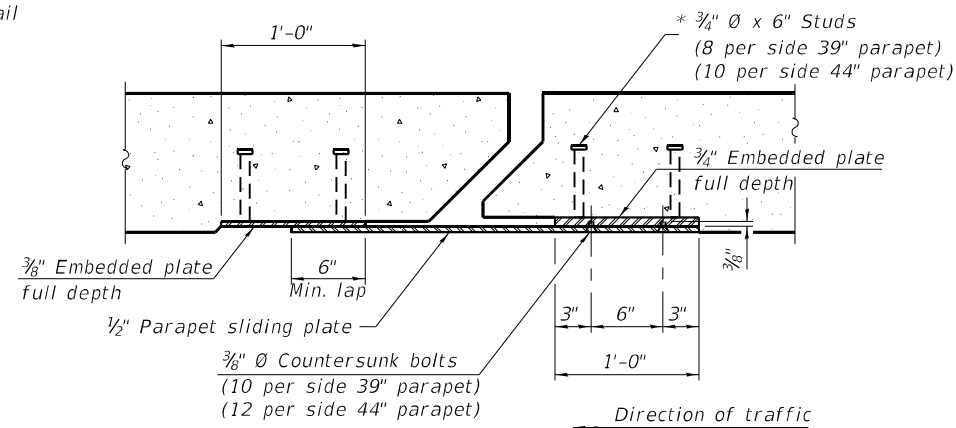
SHEET SA-28 OF SA-66 SHEETS



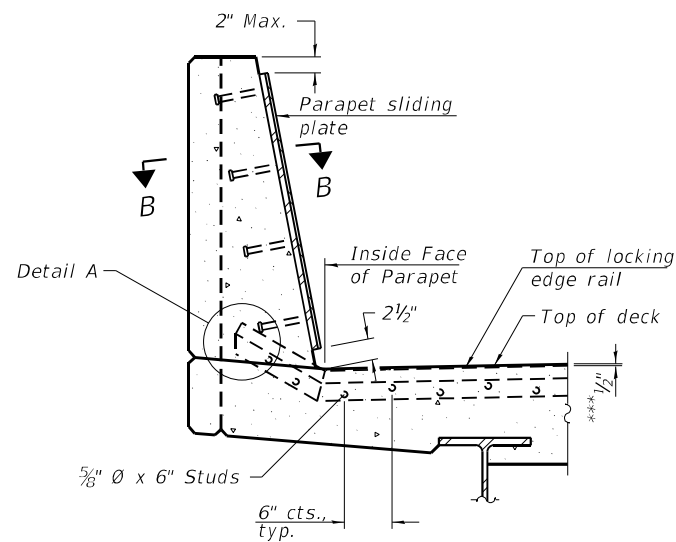
FOR SKEWS  $\leq 30^\circ$

PLAN AT PARAPET

FOR SKEWS  $> 30^\circ$

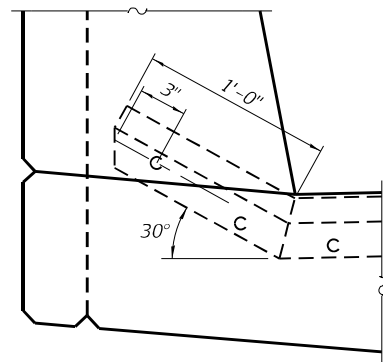


SECTION B-B

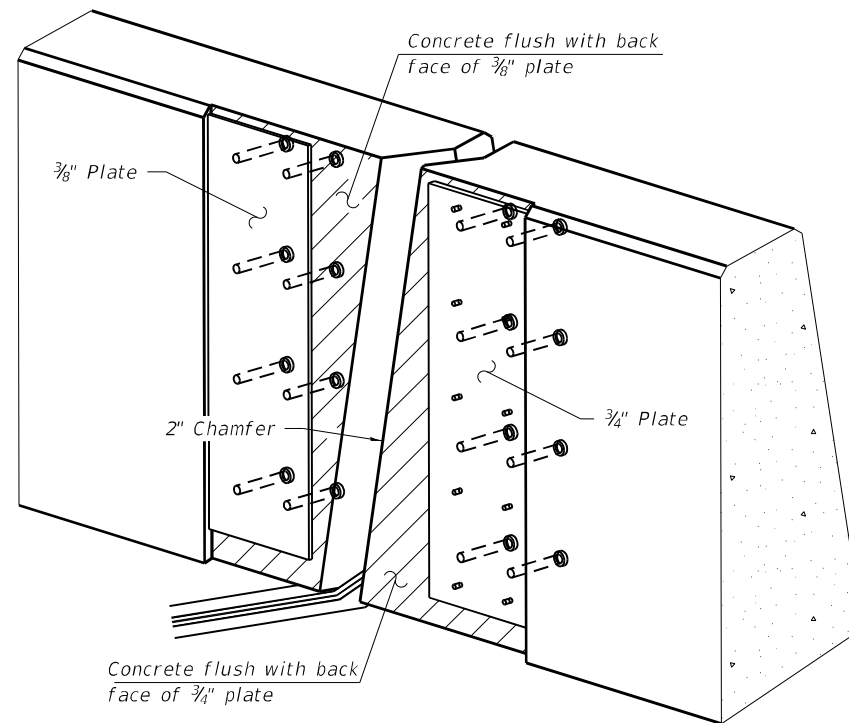


SECTION AT PARAPET

(Skews  $> 30^\circ$  shown. Skews  $\leq 30^\circ$  similar except as shown in plan view.)

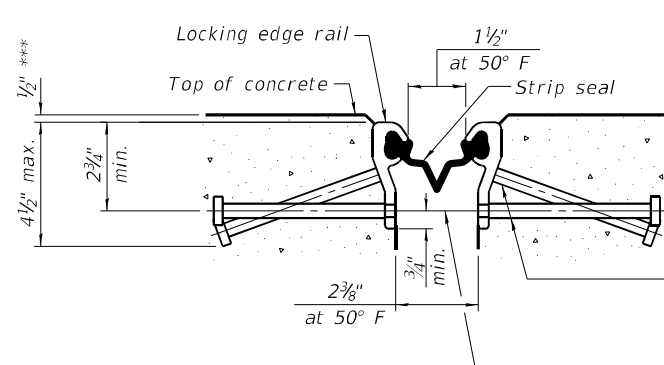


DETAIL A



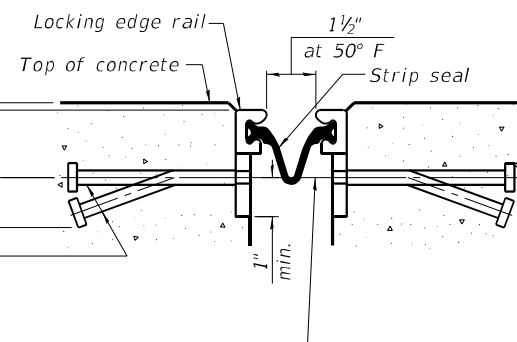
TRIMETRIC VIEW

(Showing embedded plates only)



SHOWING ROLLED RAIL JOINT

\*\*\* Prior to grinding



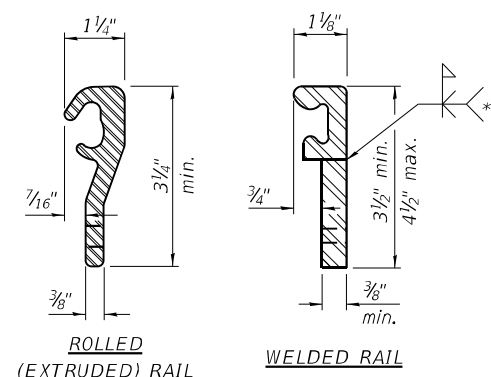
SHOWING WELDED RAIL JOINT

\*  $3/8$ "  $\phi$  x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

$3/8$ "  $\phi$  threaded rods in  $1/16$ "  $\phi$  holes at  $\pm 4$ "-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

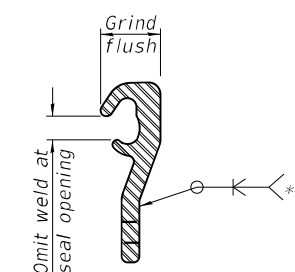
SECTION A-A

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



LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

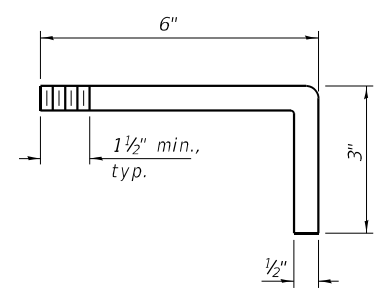
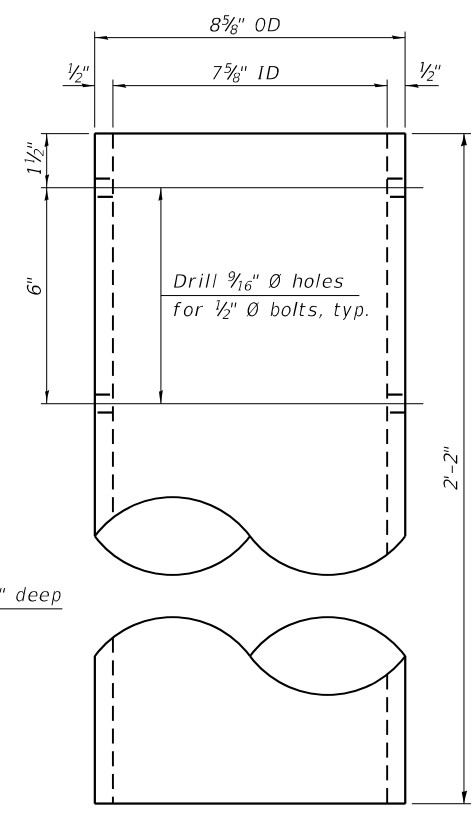
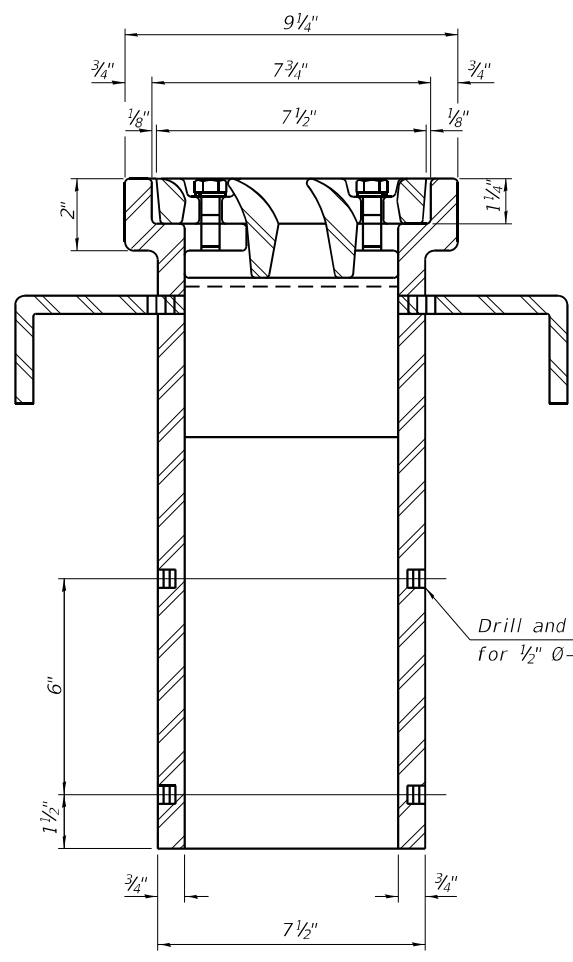
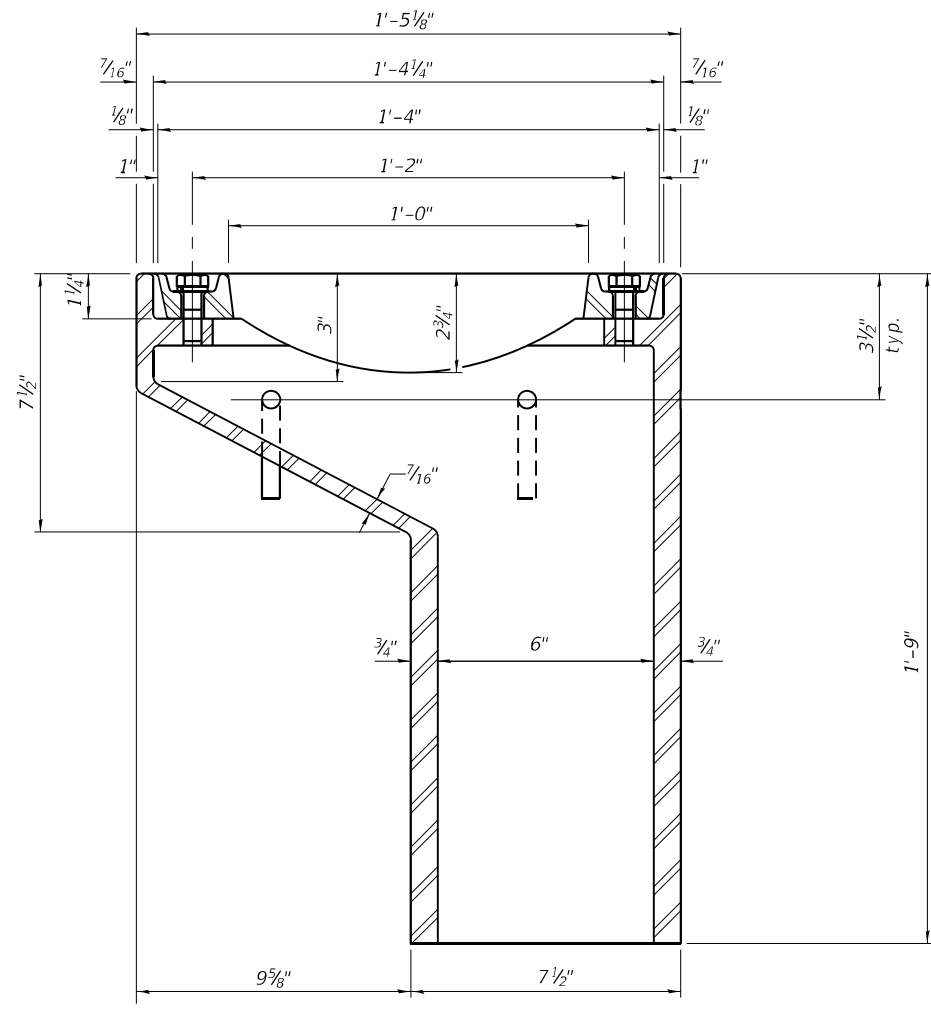
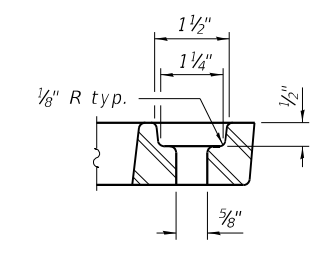
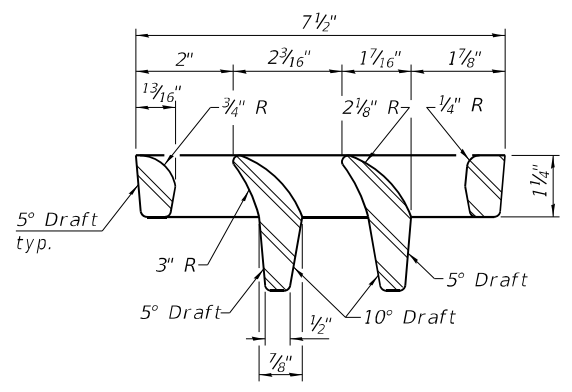
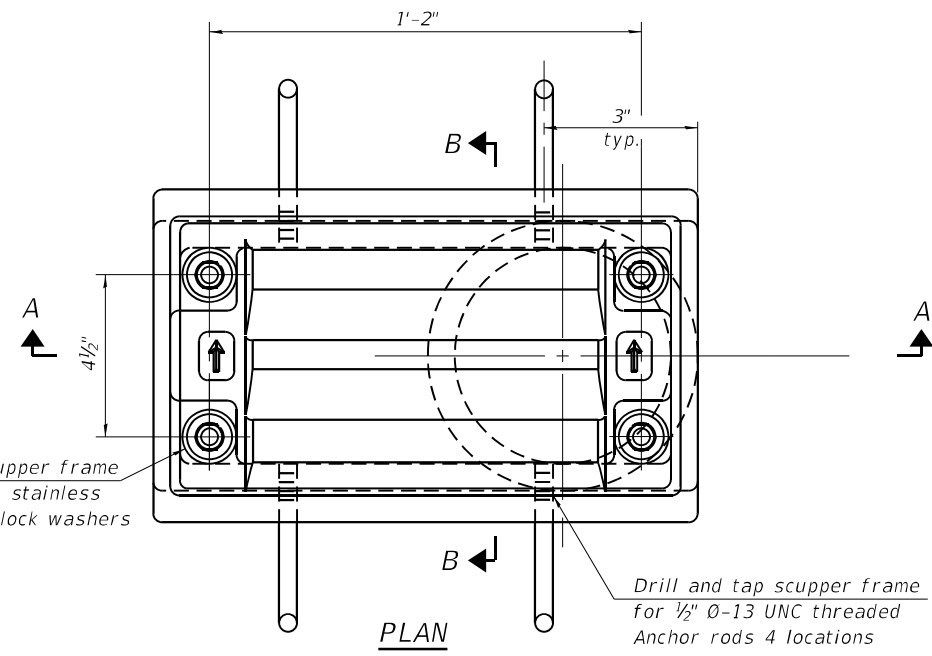
Item	Unit	Total
Preformed Joint Strip Seal	Foot	296

NOTES:

- The strip seal shall be made continuous and shall have a minimum thickness of  $1/4$ ". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.
- The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the  $4 1/2$ " maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.
- The manufacturer's recommended installation methods shall be followed.
- All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
- The Maximum space between locking edge rail segments shall be  $3/16$ " and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.
- Cost of parapet sliding plates, embedded plates, and anchorage studs included with Preformed Joint Strip Seal.
- 39" constant slope barrier shown, 44" constant slope barrier similar as noted.
- The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.

USER NAME = Structural	DESIGNED - RA	REVISED -
PLOT SCALE = N.T.S.	DRAWN - SBA	REVISED -
PLOT DATE = 4/14/2021	CHECKED - BWS	REVISED -
	DATE - 3/16/2021	REVISED -

F.A.I. RTE. 55	SECTION 2018-043-BD&BJR	COUNTY WILL	TOTAL SHEETS 430	SHEET NO. 229
CONTRACT NO. 62H03			ILLINOIS FED. AID PROJECT	



See sheet SA-19 for scupper location relative to parapet.

**BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	4

**NOTES:**

- All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 35B and AASHTO M306.
- Bolts, anchor rods, nuts and washers shall be according to ASTM A307 and shall be galvanized according to AASHTO M232. As an alternate stainless steel may be used.
- Stainless steel hardware shall be according to Article 1006.29(d) of the Standard Specifications.
- Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frames and downspouts; however, the scupper grates shall remain cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.
- Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111.
- As an alternate, fiberglass may be used for downspouts according to ASTM D2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. in lieu of the cast iron or structural steel.
- The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.
- Cost of the grate, frame, downspout, anchor rods, nuts and washers including complete installation of the scupper shall be paid for at the contract unit price for Drainage Scupper, DS-11.

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DS-11

1-1-2020



USER NAME = Structural	DESIGNED - RA	REVISED -
PLOT SCALE = N.T.S.	DRAWN - SBA	REVISED -
PLOT DATE = 4/14/2021	CHECKED - BWS	REVISED -
	DATE - 3/16/2021	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

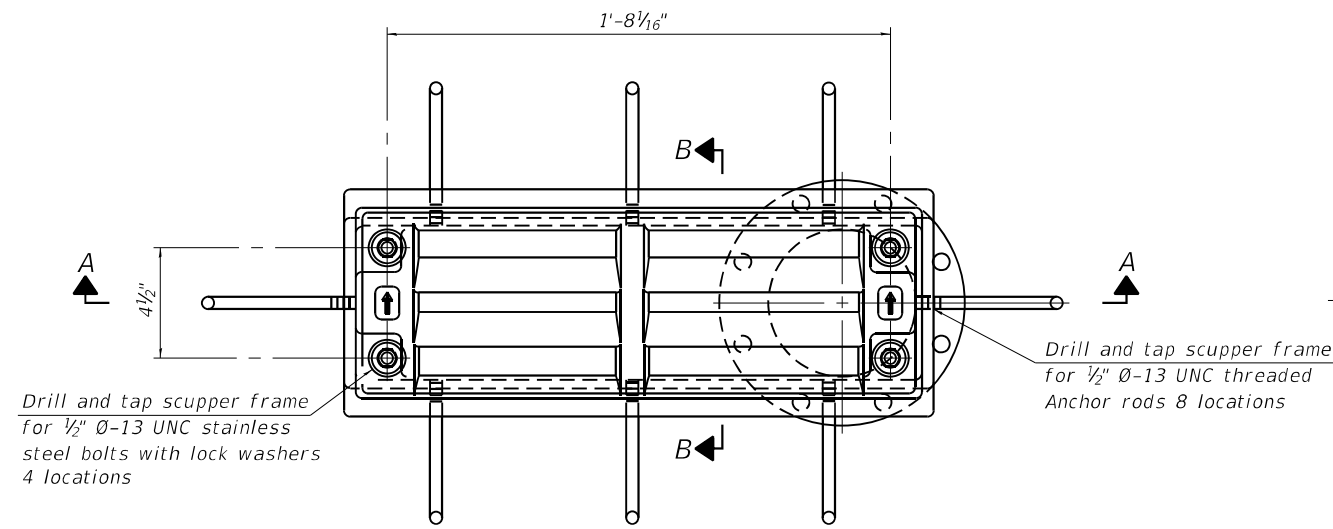
**DRAINAGE SCUPPER, DS-11  
STRUCTURE NO. 099-0260**

SHEET SA-30 OF SA-66 SHEETS

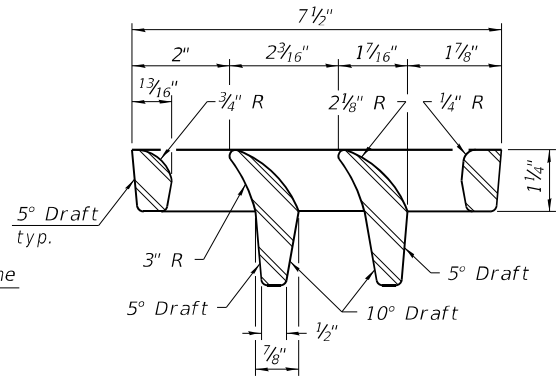
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55	2018-043-BD&BJR	WILL	430	230
CONTRACT NO.			62H03	
ILLINOIS FED. AID PROJECT				

**NOTES:**

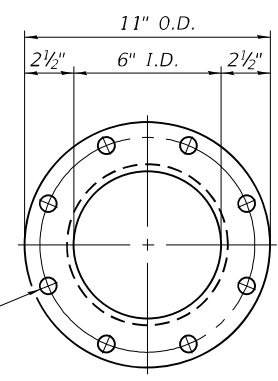
1. All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 35B and AASHTO M306.
2. Bolts, anchor rods, nuts and washers shall be according to ASTM A307 and shall be galvanized according to AASHTO M232. As an alternate stainless steel may be used.
3. Stainless steel hardware shall be according to Article 1006.29(d) of the Standard Specifications.
4. Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frames and downspouts; however, the scupper grates shall remain cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.
5. Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111.
6. As an alternate, fiberglass may be used for downspouts according to ASTM D2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. in lieu of the cast iron or structural steel.
7. The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.
8. Cost of the grate, frame, downspout, anchor rods, nuts and washers including complete installation of the scupper shall be paid for at the contract unit price for Drainage Scupper, DS-12.



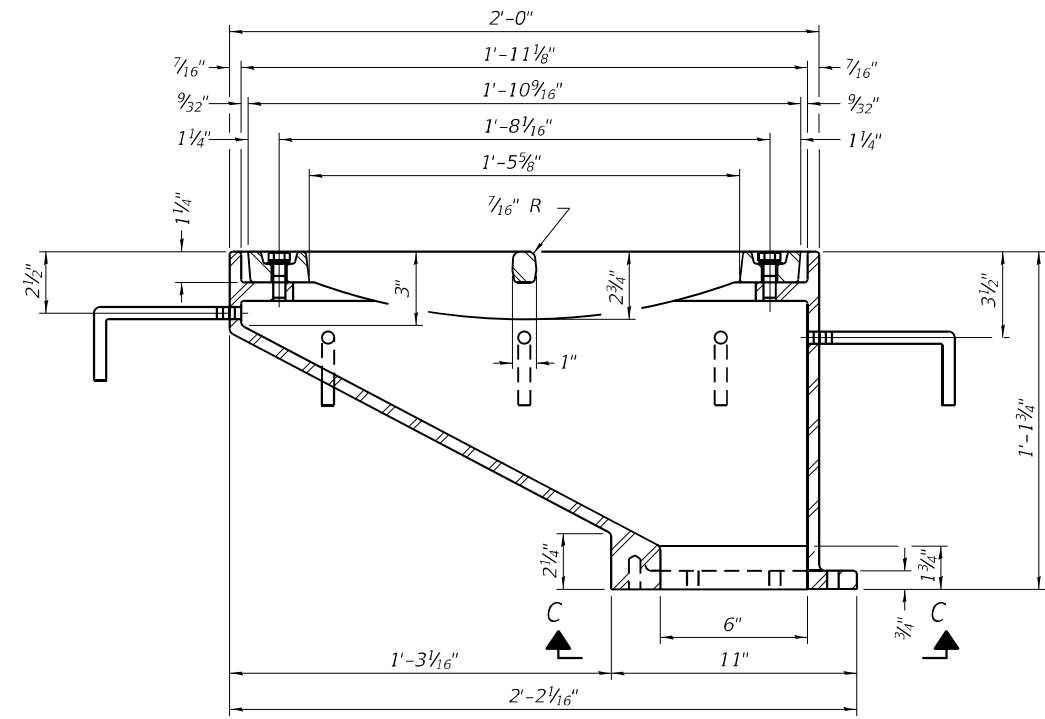
**PLAN**



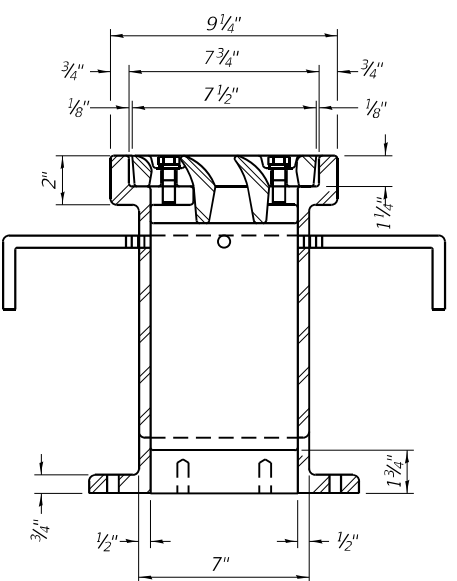
**VANE GRATE DETAIL**



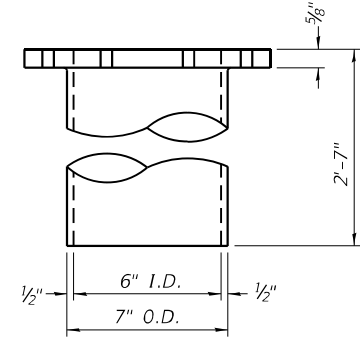
**VIEW C-C**



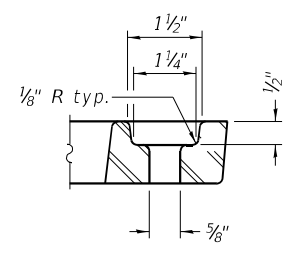
**SECTION A-A**  
See sheet SA-19 for scupper location relative to parapet.



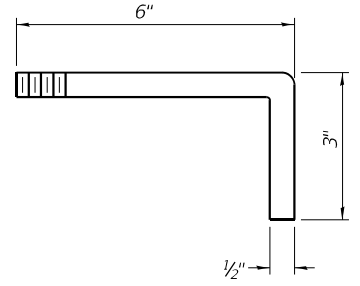
**SECTION B-B**



**DOWNSPOUT**

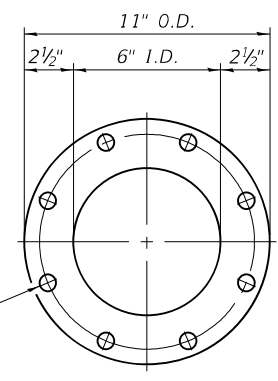


**GRATE BOLT HOLE DETAIL**



**ANCHOR ROD DETAIL**

Drill and tap 8 holes for 3/4" Ø-13 UNC bolts on 9 1/2" Ø bolt circle. (2 blind holes are 1 1/4" deep, 6 thru holes)



**VIEW C-C**

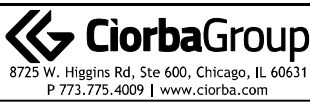
**BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-12	Each	4

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DS-12

1-1-2020



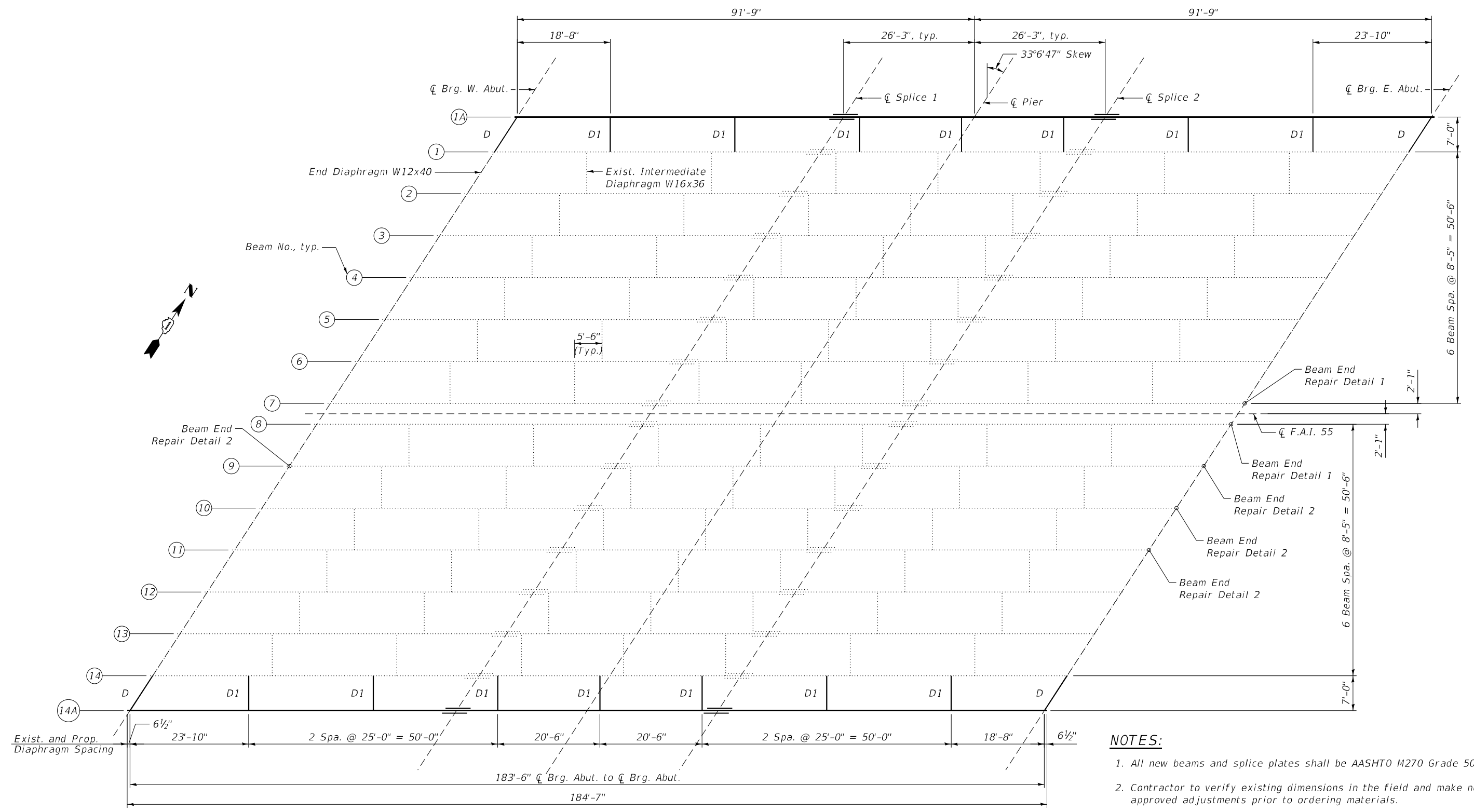
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PLOT DATE = 4/14/2021	CHECKED - BWS	REVISED -
	DATE - 3/16/2021	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DRAINAGE SCUPPER, DS-12  
STRUCTURE NO. 099-0260**

SHEET SA-31 OF SA-66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	231
CONTRACT NO.			62H03	
ILLINOIS FED. AID PROJECT				



PLAN

**\*TOP OF BEAM ELEVATIONS**

BEAM	CL BRG. W. ABUT.	CL Splice 1	CL PIER	CL Splice 2	CL BRG. E. ABUT.
BEAM 1A	718.96	719.07	719.03	718.99	718.66
BEAM 14A	718.66	718.96	718.97	719.04	718.92

**BILL OF MATERIAL**

Item	Unit	Quantity
Stud Shear Connectors	Each	2,508

\* For fabrication only.

**NOTES:**

- All new beams and splice plates shall be AASHTO M270 Grade 50.
- Contractor to verify existing dimensions in the field and make necessary approved adjustments prior to ordering materials.
- All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
- Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirements, Zone 2.
- See Sheets SA-50 through SA-53 for Existing Steel Details.
- See Sheets SA-33 through SA-35 for Proposed Steel Details.
- See Sheet SA-36 for Beam End Repair Details 1 and 2.

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	DATE - 3/16/2021	REVISED -

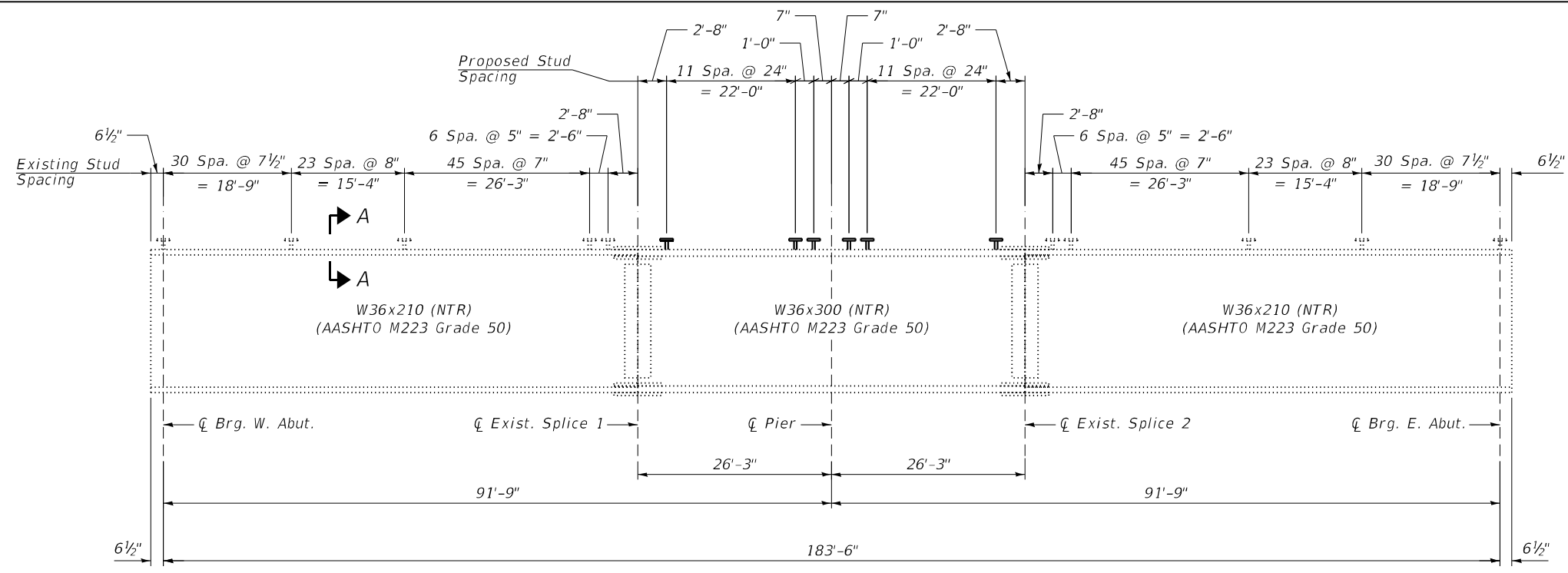
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**FRAMING PLAN  
STRUCTURE NO. 099-0260**

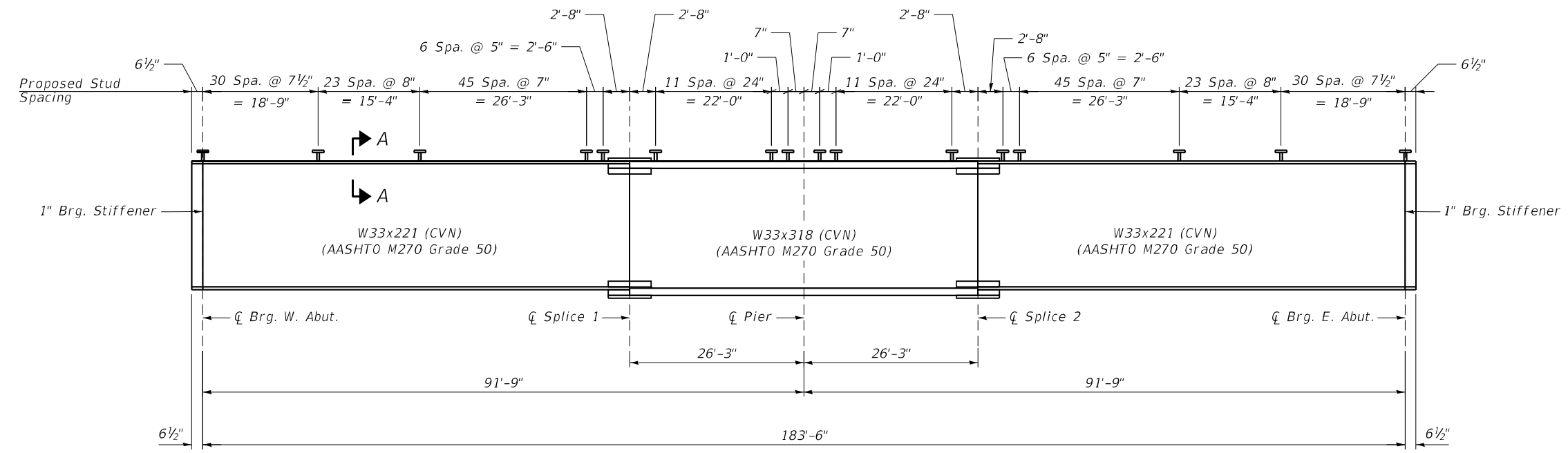
SHEET SA-32 OF SA-66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	232
CONTRACT NO.			62H03	
ILLINOIS FED. AID PROJECT				





**EXISTING BEAM ELEVATION**



**PROPOSED BEAM ELEVATION**

"CVN" denotes Charpy-V-Notch Impact Energy Requirements, Zone 2.

- NOTES:**
1. See sheet SA-32 for Framing Plan Layout.
  2. See Sheet SA-34 for Section A-A.

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PLOT DATE = 4/14/2021	DATE - 3/16/2021	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**STRUCTURAL STEEL DETAILS I**  
**STRUCTURE NO. 099-0260**  
 SHEET SA-33 OF SA-66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	233
CONTRACT NO.			62H03	
ILLINOIS FED. AID PROJECT				

(Proposed Girders)

EXTERIOR GIRDER MOMENT TABLE			
		0.4 Sp. 1 or 0.6 Sp. 2	Pier
$I_s$	(in <sup>4</sup> )	12,900	19,500
$I_c(n)$	(in <sup>4</sup> )	28,903	---
$I_c(3n)$	(in <sup>4</sup> )	21,197	---
$I_c(cr)$	(in <sup>4</sup> )	---	22,478
$S_s$	(in <sup>3</sup> )	761	1,108
$S_c(n)$	(in <sup>3</sup> )	1,019	---
$S_c(3n)$	(in <sup>3</sup> )	925	---
$S_c(cr)$	(in <sup>3</sup> )	---	1,183
$\rho$	(k/')	1.00	1.10
$M\rho$	('k)	545	1,200
$s\rho$	(k/')	0.50	0.50
$M_s\rho$	('k)	284	593
$M_t$	('k)	557	549
$MIM$	('k)	129	127
$^5_3 [M_t + i]$	('k)	1,143	1,127
$Ma$	('k)	2,564	3,796
$f_s \rho_{non-comp}$	(ksi)	8.6	13.0
$f_s \rho_{(comp)}$	(ksi)	4.0	6.0
$f_s ^5_3 [M_t + M_i]$	(ksi)	13.5	11.4
$f_s (Overload)$	(ksi)	26.1	30.4
** $f_s (Total)$	(ksi)	33.5	39.6
$VR$	(k)	44.6	---

EXTERIOR GIRDER REACTION TABLE			
		Abut.	Pier
$R\rho$	(k)	51.4	182.7
$R_t$	(k)	32.0	51.5
$R_i$	(k)	7.4	8.3
$R_{Total}$	(k)	90.8	242.5

(Existing Girders)

INTERIOR GIRDER MOMENT TABLE			
		0.4 Sp. 1 or 0.6 Sp. 2	Pier
$I_s$	(in <sup>4</sup> )	13,200	20,300
$I_c(n)$	(in <sup>4</sup> )	32,493	---
$I_c(3n)$	(in <sup>4</sup> )	23,902	---
$I_c(cr)$	(in <sup>4</sup> )	---	22,478
$S_s$	(in <sup>3</sup> )	718	1,105
$S_c(n)$	(in <sup>3</sup> )	1,017	---
$S_c(3n)$	(in <sup>3</sup> )	920	---
$S_c(cr)$	(in <sup>3</sup> )	---	1,183
$\rho$	(k/')	1.10	1.20
$M\rho$	('k)	608	1,299
$s\rho$	(k/')	0.50	0.50
$M_s\rho$	('k)	285	590
$M_t$	('k)	751	738
$MIM$	('k)	173	170
$^5_3 [M_t + i]$	('k)	1,540	1,513
$Ma$	('k)	3,163	4,423
$f_s \rho_{non-comp}$	(ksi)	10.2	14.1
$f_s \rho_{(comp)}$	(ksi)	4.0	6.0
$f_s ^5_3 [M_t + M_i]$	(ksi)	18.2	15.4
$f_s (Overload)$	(ksi)	32.4	35.5
** $f_s (Total)$	(ksi)	41.7	46.1
$VR$	(k)	68.7	---

INTERIOR GIRDER REACTION TABLE			
		Abut.	Pier
$R\rho$	(k)	55.6	197.2
$R_t$	(k)	50.2	69.3
$R_i$	(k)	11.6	11.2
$R_{Total}$	(k)	117.4	277.7

$I_s, S_s$ : Non-composite moment of inertia and section modulus of the steel section used for computing  $f_s$ (Total and Overload) due to non-composite dead loads (in.<sup>4</sup> and in.<sup>3</sup>).

$I_c(n), S_c(n)$ : Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing  $f_s$ (Total and Overload) due to short-term composite live loads (in.<sup>4</sup> and in.<sup>3</sup>).

$I_c(3n), S_c(3n)$ : Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing  $f_s$ (Total and Overload) due to long-term composite (superimposed) dead loads (in.<sup>4</sup> and in.<sup>3</sup>).

$I_c(cr), S_c(cr)$ : Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing  $f_s$  (Total and Overload) in cracked sections, due to short-term composite live loads and to non-composite dead loads (in.<sup>4</sup> and in.<sup>3</sup>).

$\rho$ : Un-factored non-composite dead load (kips/ft.).

$M\rho$ : Un-factored moment due to non-composite dead load (kip-ft.).

$s\rho$ : Un-factored long-term composite (superimposed) dead load (kips/ft.).

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

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

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

$Ma$ : Factored design moment (kip-ft.).

$1.3 [M\rho + M_s\rho + \frac{2}{3}(M_t + M_i)]$

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

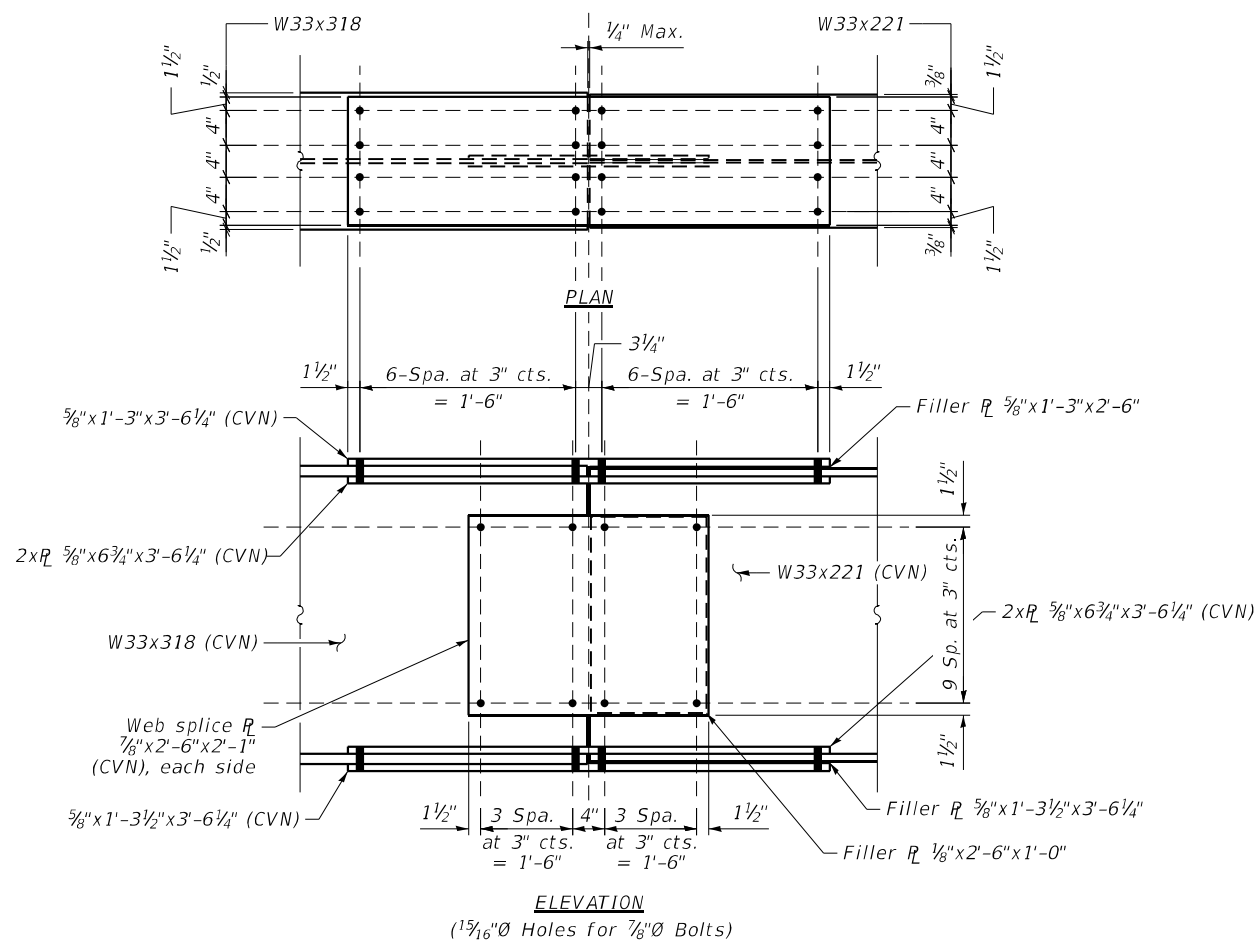
$1.3 [M\rho + M_s\rho + \frac{2}{3}(M_t + M_i)]$

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

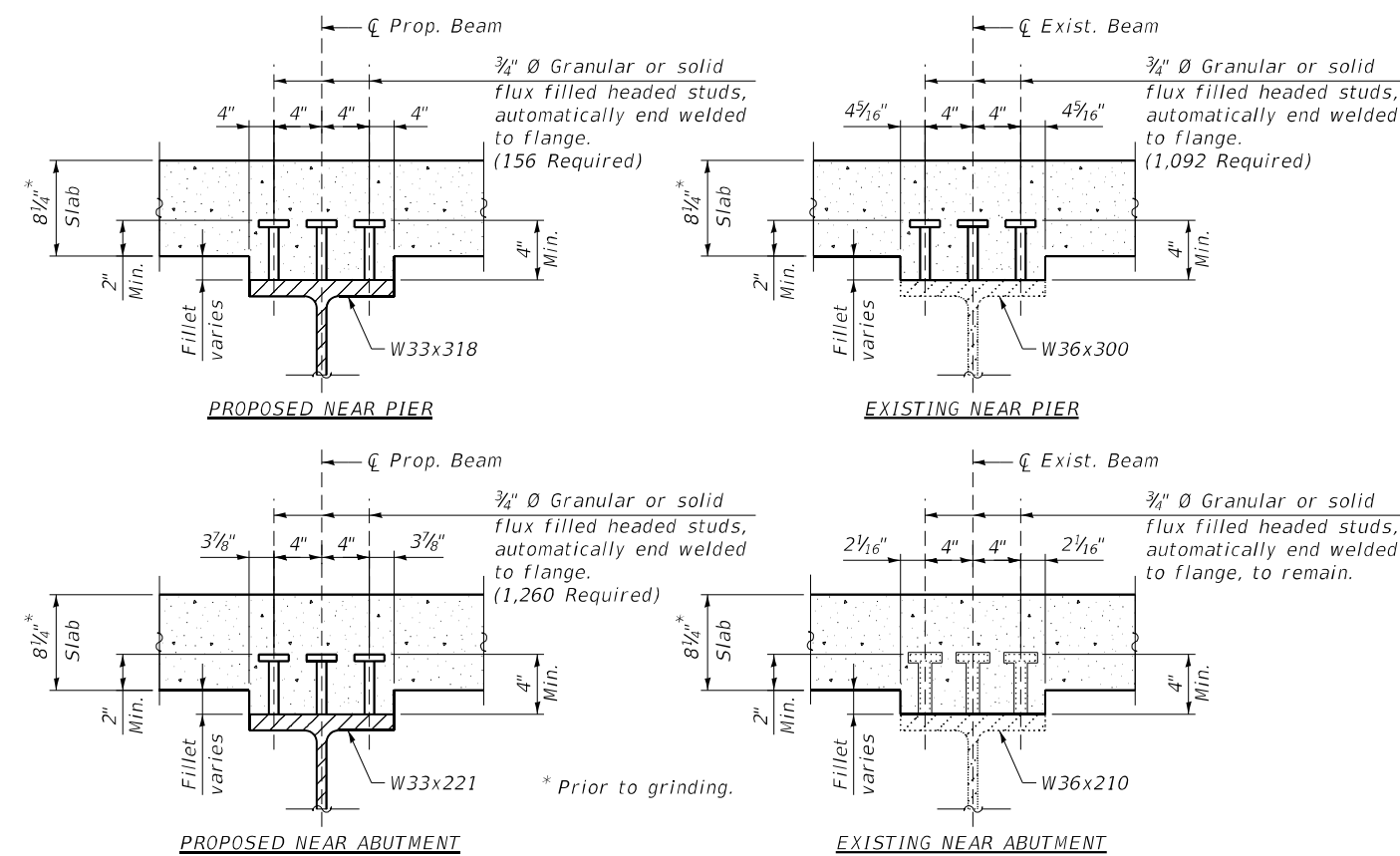
$1.3 [M\rho + M_s\rho + \frac{2}{3}(M_t + M_i)]$

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

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



SPlice Detail  
(4 Required)



SECTION A-A

NOTE:

1. Work this sheet with SA-32, SA-33 and SA-35.

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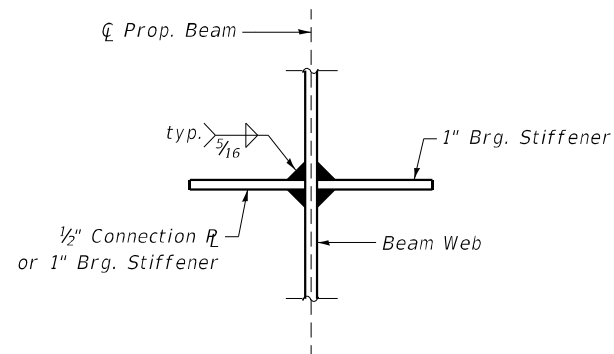
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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

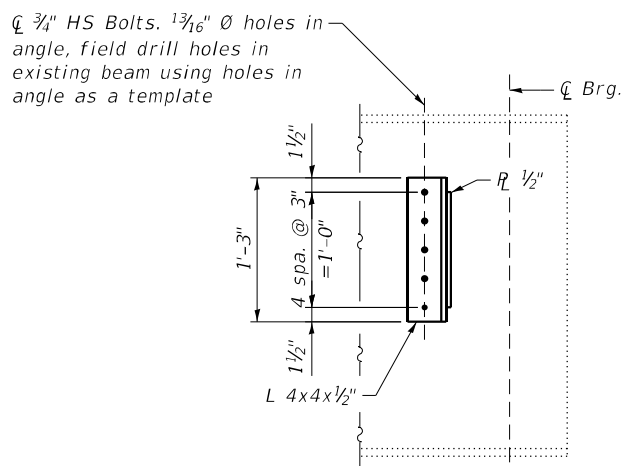
STRUCTURAL STEEL DETAILS II  
 STRUCTURE NO. 099-0260

SHEET SA-34 OF SA-66 SHEETS

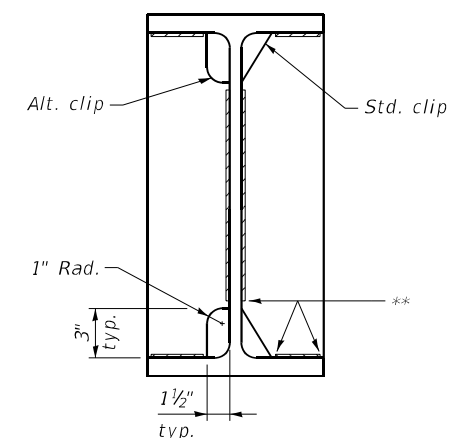
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55	2018-043-BD&BJR	WILL	430	234
CONTRACT NO.			62H03	
ILLINOIS		FED. AID PROJECT		



**WEB WELD DETAIL**

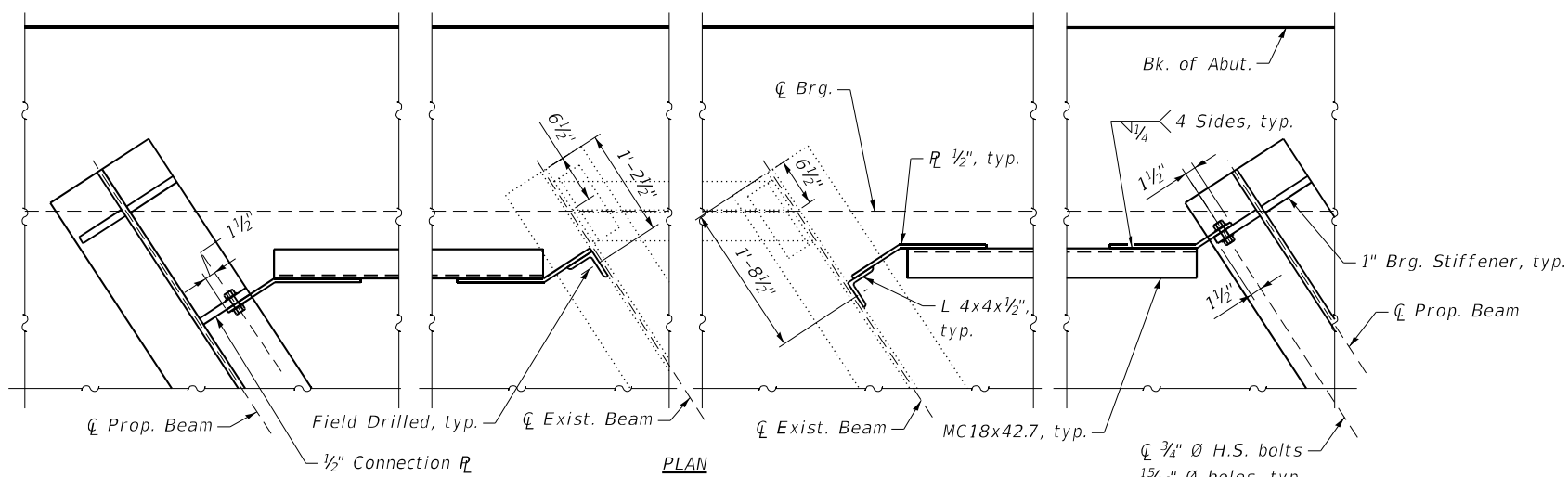


**VIEW A-A**

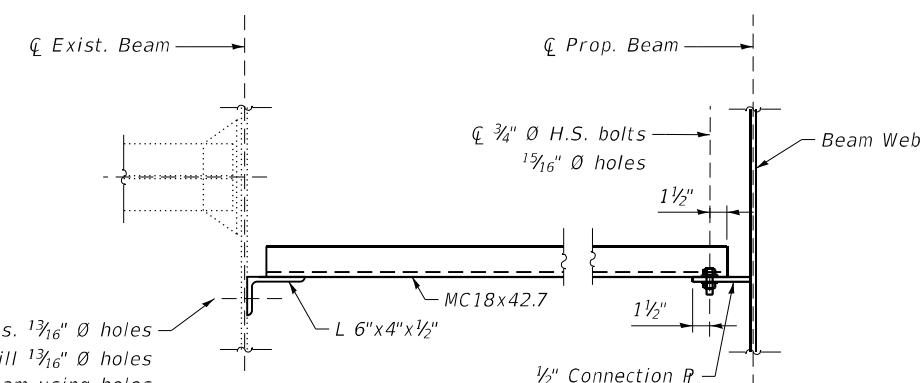


**WELD LIMITS AND CLIP DETAILS**

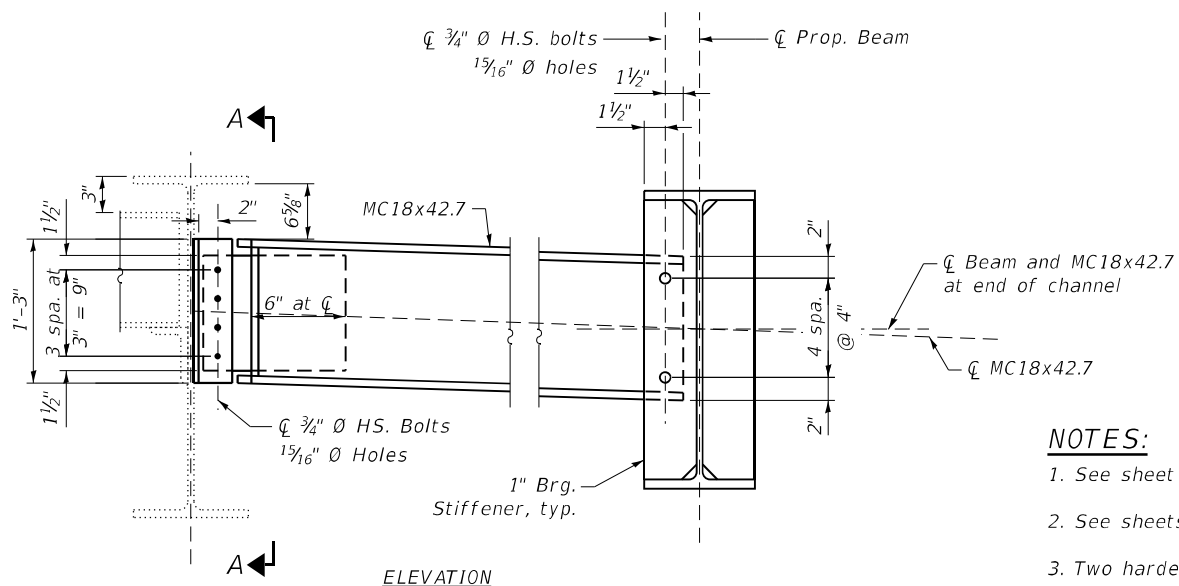
\*\* Stop welds 1/4" (±1/8") from edges as shown. Typical.



**PLAN**

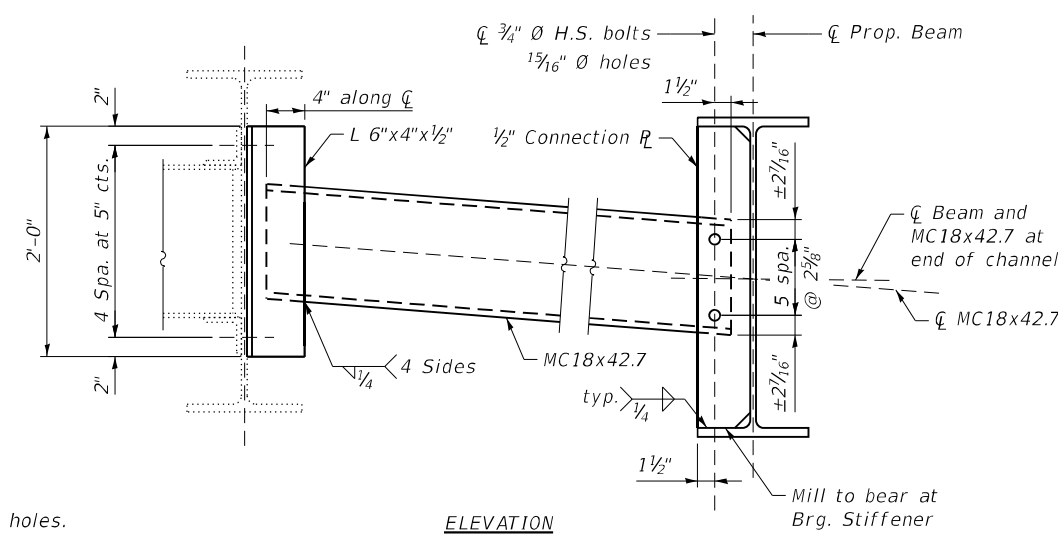


**PLAN**



**ELEVATION**

**END DIAPHRAGM D**  
(4 Required)



**ELEVATION**

**DIAPHRAGM D1**  
(14 Required)

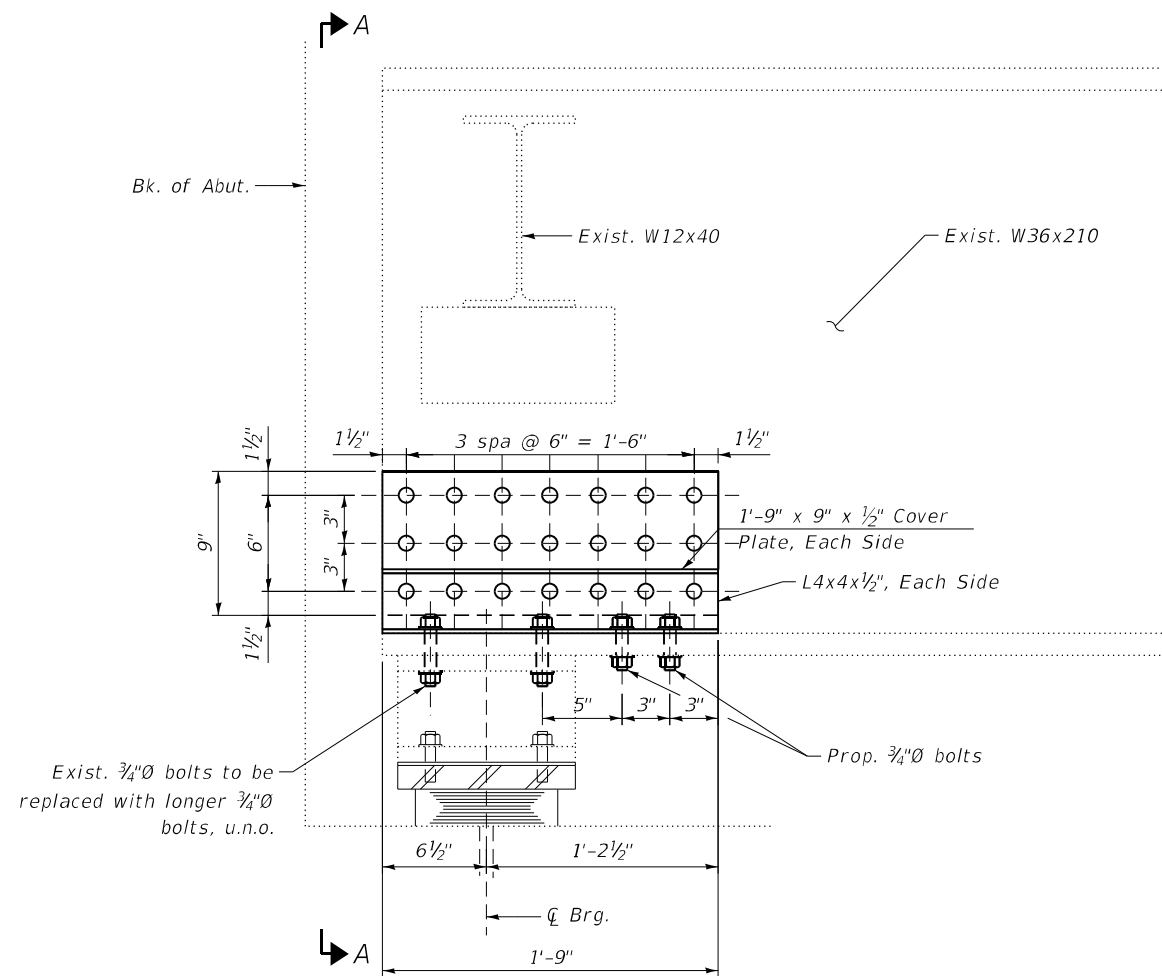
**NOTES:**

1. See sheet SA-32 for Framing Plan.
2. See sheets SA-33 and SA-34 for additional steel details.
3. Two hardened washers required for each set of oversized holes.
4. Alternate channels of equal depth and of equal depth and larger weight are permitted to facilitate material acquisition. Alternate channels, if utilized, shall be provided at no additional cost to the Department.

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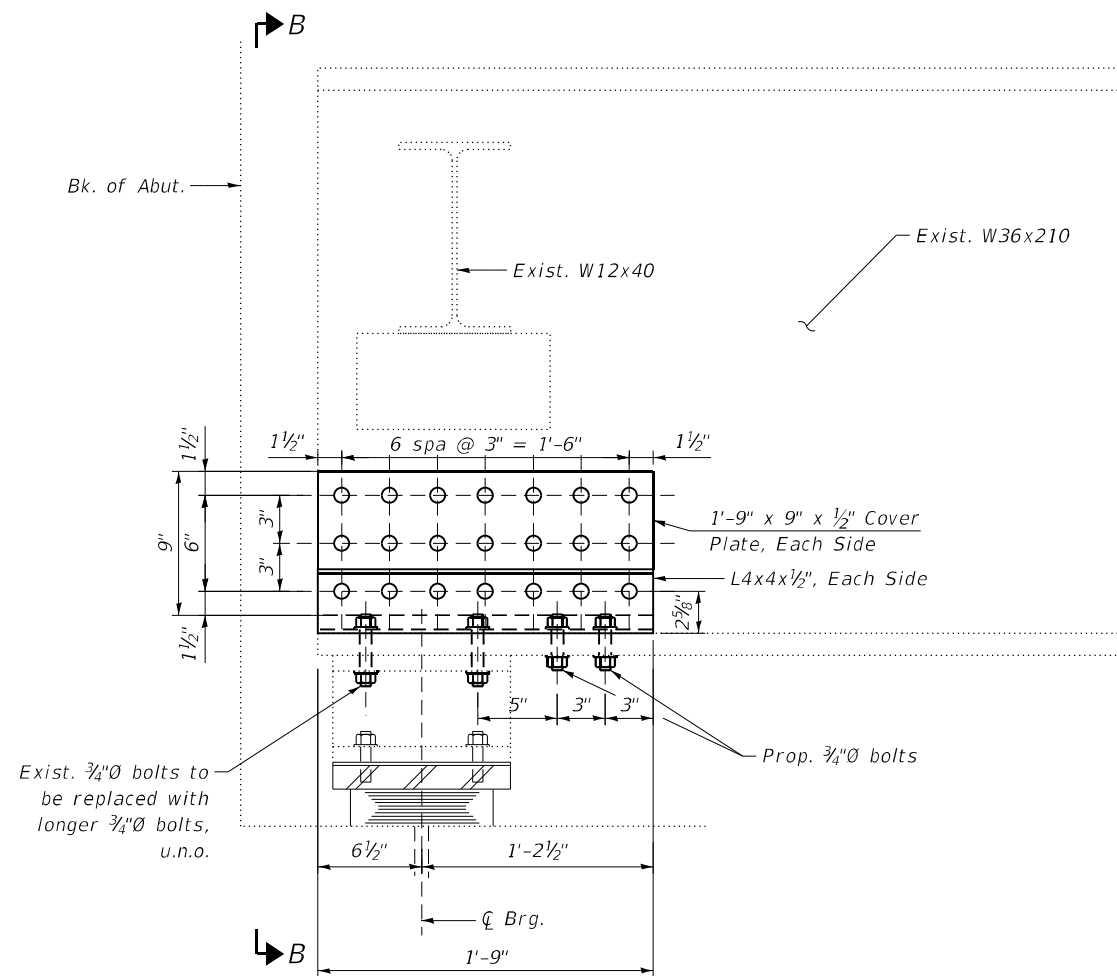
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	DATE - 3/16/2021	REVISED -

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	235
CONTRACT NO.			62H03	
ILLINOIS		FED. AID PROJECT		



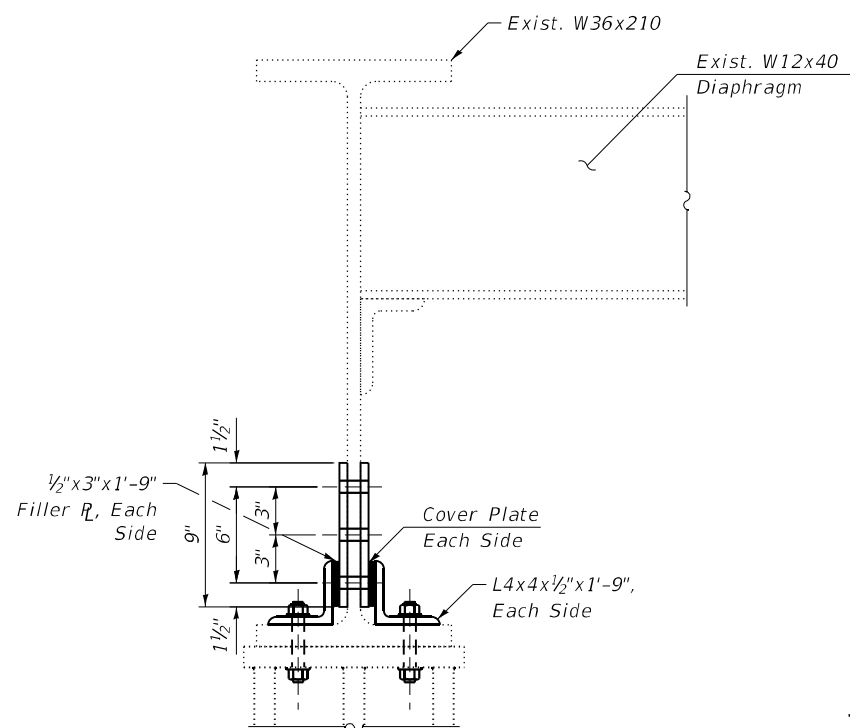
**BEAM END REPAIR DETAIL 1**

(2 Thus)

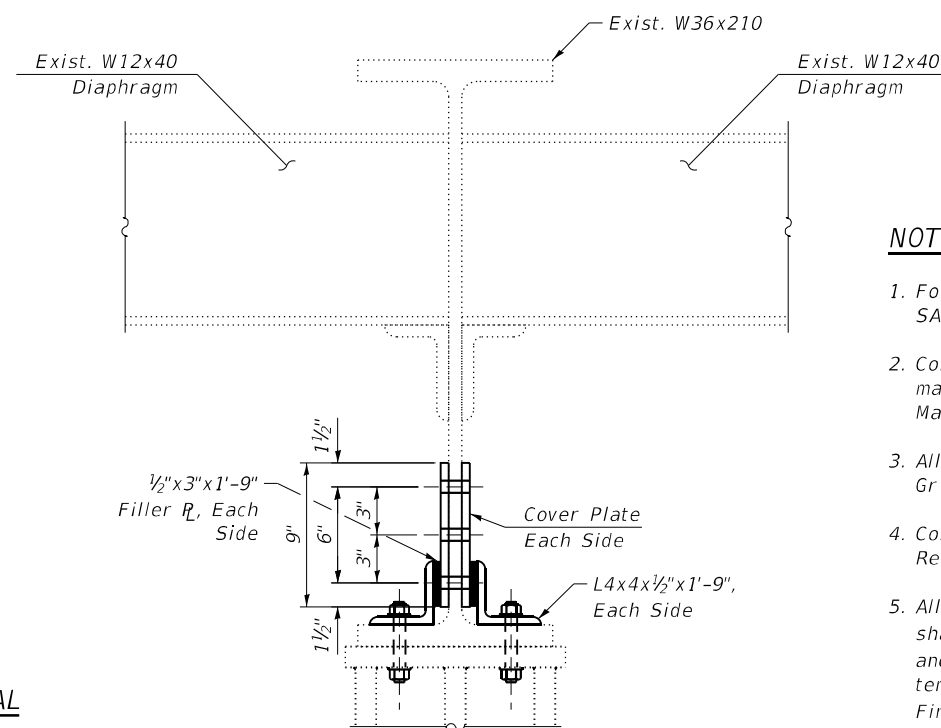


**BEAM END REPAIR DETAIL 2**

(4 Thus)



**SECTION A-A**



**SECTION B-B**

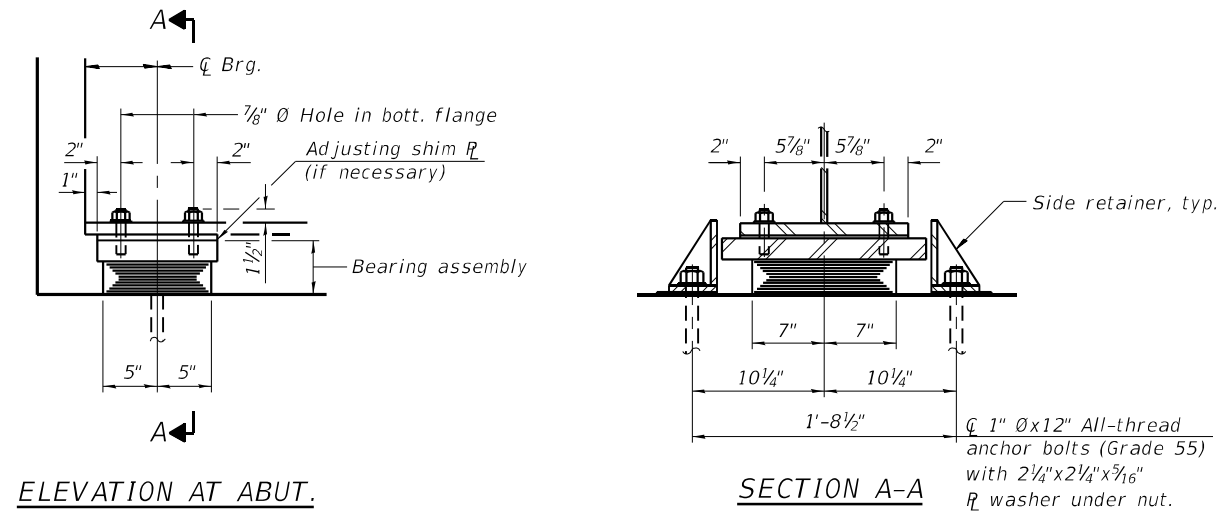
**BILL OF MATERIAL**

Item	Unit	Quantity
Structural Steel Repair	Pound	770

**NOTES:**

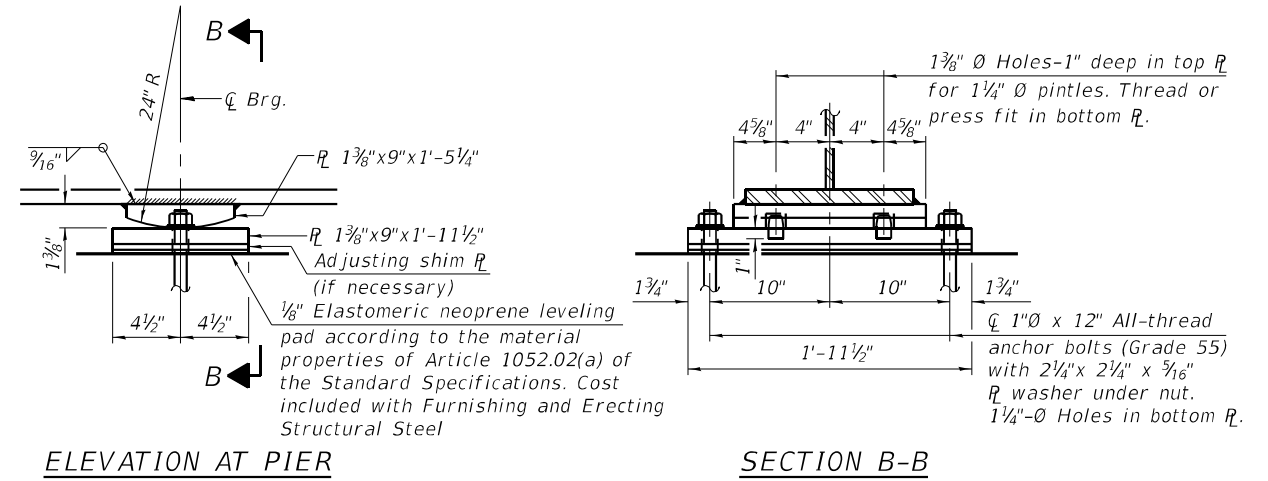
1. For locations of Repairs, see framing plan on Sheet SA-32.
2. Contractor to verify existing dimensions in the field and make necessary adjustments prior to ordering Materials.
3. All repair shapes, shall conform to AASHTO M-270 Gr 50.
4. Cost of field drilling is included with Structural Steel Repair.
5. All new fasteners shall be high strength bolts. Holes shall be shop drilled to  $1\frac{1}{16}$ "Ø in the new repair plates and shapes, with the plates and shapes used as templates to field drill holes into the existing beams. Final hole sizes to be  $1\frac{3}{16}$ "Ø for  $\frac{3}{4}$ "Ø bolts, unless otherwise noted.
6. See sheet SA-38 for jacking and shoring details.

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ELEVATION AT ABUT.

SECTION A-A

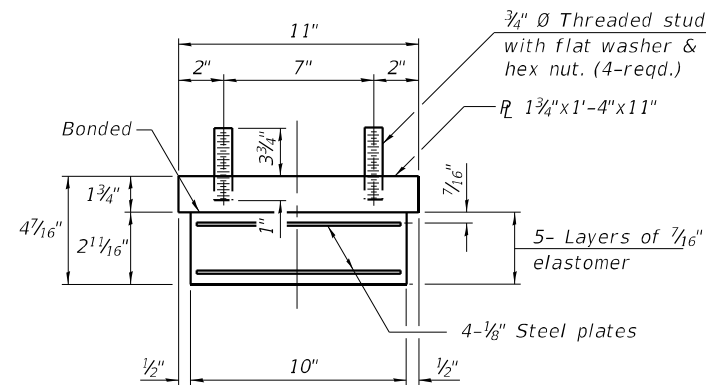


ELEVATION AT PIER

SECTION B-B

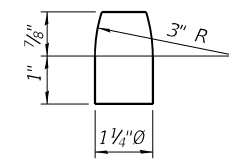
**TYPE I ELASTOMERIC EXP. BRG.**

(Beams 1A and 14A - 4 Required)



BEARING ASSEMBLY

Note:  
Shim plates shall not be placed under bearing assembly.



PINTLE

**FIXED BEARING**

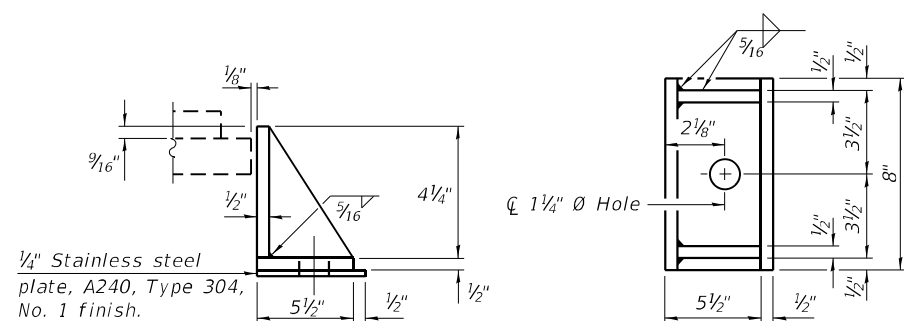
(Beams 1A and 14A - 2 Required)

**NOTES:**

- Side retainers and stainless steel plates shall be included in the cost of Elastomeric Bearing Assembly, Type I.
- Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
- The structural steel plates of the Fixed and Elastomeric Bearing Assemblies shall conform to the requirements of AASHTO M 270 Grade 50.
- Two 1/8 inch adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

**BILL OF MATERIAL**

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	4
Anchor Bolts, 1"	Each	12



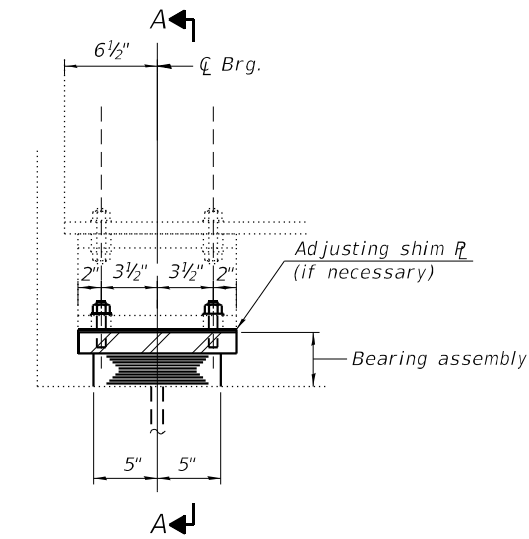
**SIDE RETAINER**

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

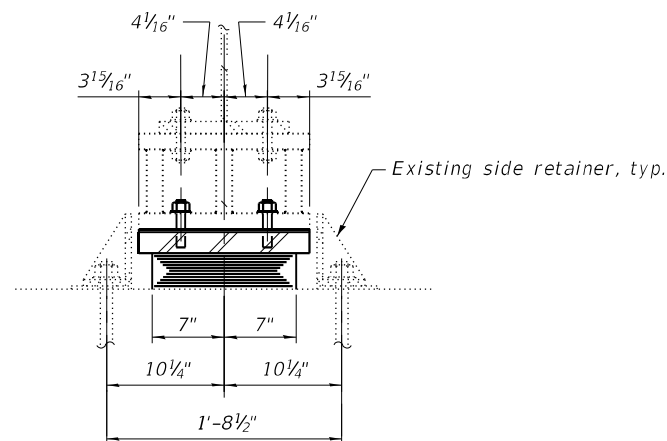
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	DATE - 3/16/2021	REVISED -

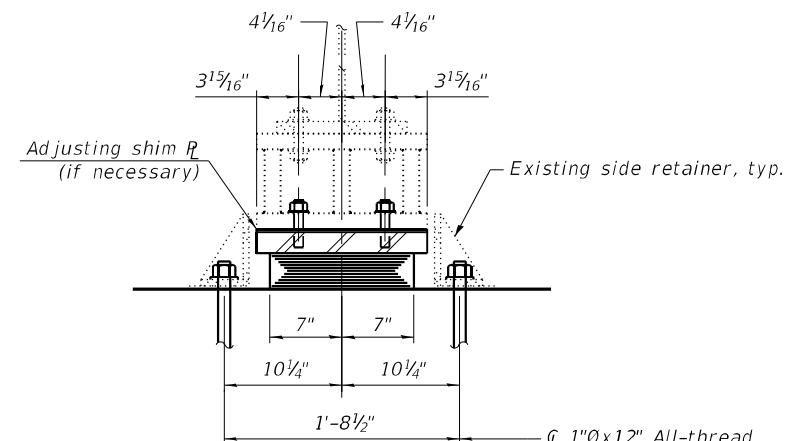
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	237
CONTRACT NO.			62H03	
ILLINOIS FED. AID PROJECT				



ELEVATION AT ABUT.



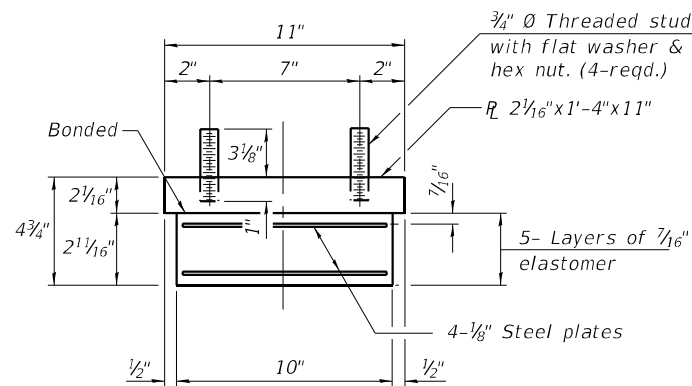
SECTION A-A  
Girders 2 thru 13



SECTION A-A  
Girders 1 and 14

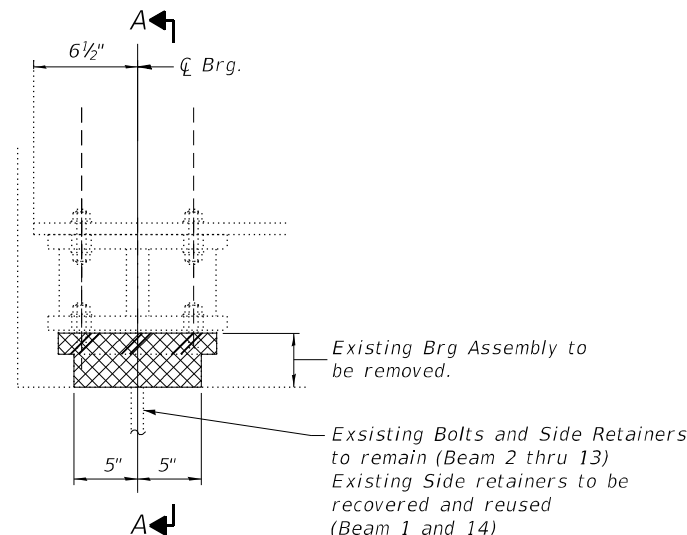
1" x 12" All-thread anchor bolts (Grade 55) with 2 1/4" x 2 1/4" x 5/16" R washer under nut.

**TYPE I ELASTOMERIC EXP. BRG.**  
(28 required)



BEARING ASSEMBLY

Note:  
Shim plates shall not be placed under bearing assembly.



EXISTING BEARING AT ABUTMENT

**JACKING PROCEDURE**

1. Remove existing deck. The Contractor shall submit, for review and approval, the Jack and Remove Existing Bearings Plan and the Temporary Shoring and Cribbing Plan, prior to beginning related work.
2. Jack each beam individually. Beams 2 through 13 will be jacked from the abutment. Beams 1 and 14 will be jacked from shoring towers (see note 6). The anticipated dead load reaction per beam is 8 kips. The jack must be sized for a minimum of twice the anticipated load.
3. Construct abutment extension (Beams 1 and 14).
4. Remove and replace elastomeric bearings.
5. Perform any steel repairs.
6. Lower Beam and remove jack.
7. New deck shall not be poured until new bearings are in place and all steel erected.

**NOTES:**

1. Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
2. Jacking and shoring shall be performed while the deck is removed. The anticipated dead load reaction is 8 kips.
3. Bolsters and side retainers to be cleaned, painted, and reused. Cost included with Cleaning and Painting Steel Bridge 1.
4. The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.
5. Two 1/8" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
6. Girders 1 and 14 require Temporary Shoring & Cribbing and Removal of Existing Bearings. See Jacking Procedure for when girders are to be jacked using the shoring towers and when they are set back down.
7. Girders 2 through 13 require Jack and Remove Existing Bearings. See Jacking Procedure for when girders are to be jacked and when they are set back down.

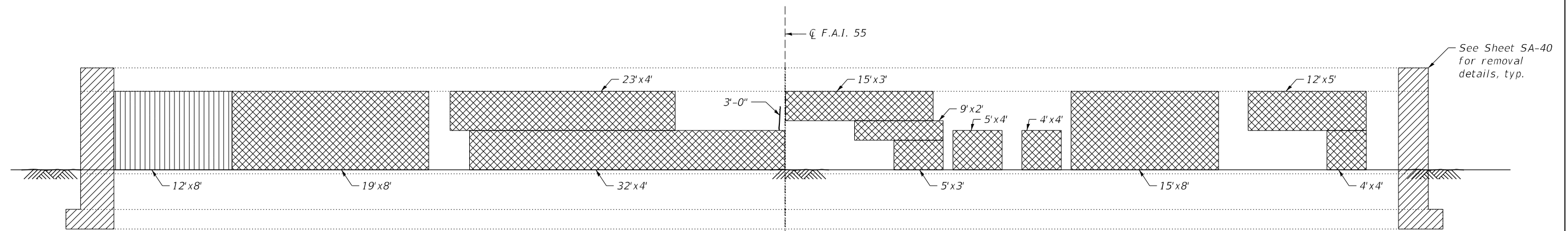
**BILL OF MATERIAL**

Item	Unit	Total
Removal of Existing Bearings	Each	4
Temporary Shoring and Cribbing	Each	4
Elastomeric Bearing Assembly, Type I	Each	28
Anchor Bolts, 1"	Each	8
Jack and Remove Existing Bearings	Each	24

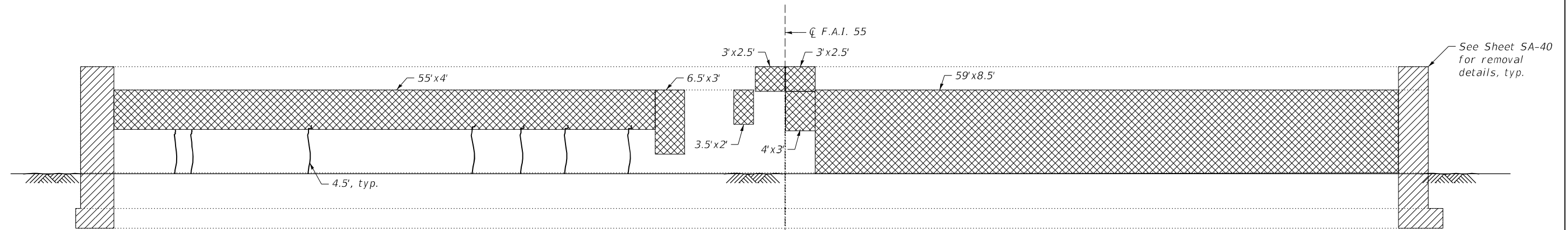
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	DATE - 3/16/2021	REVISED -

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	238
CONTRACT NO.			62H03	
ILLINOIS FED. AID PROJECT				







**WEST ABUTMENT**  
(Looking West)



**EAST ABUTMENT**  
(Looking East)

**LEGEND:**

-  Structural Repair of Concrete (Depth equal to or less than 5 inches)
-  Structural Repair of Concrete (Depth greater than 5 inches)
-  Epoxy Crack Injection
-  Concrete Removal

**BILL OF MATERIAL**

Item	Unit	Quantity
Structural Repair of Concrete (Depth equal to or less than 5 inches)	Sq. Ft.	1,457
Structural Repair of Concrete (Depth greater than 5 inches)	Sq. Ft.	96
Epoxy Crack Injection	Foot	35

**NOTES:**

1. Repairs of the existing abutment shall include but may not be limited to the areas shown. The actual areas to be repaired will be determined by the ENGINEER at the time of construction.
2. For proposed abutment details see Sheet SA-40 through SA-43.
3. See sheet SA-38 for Jacking and Shoring Details.

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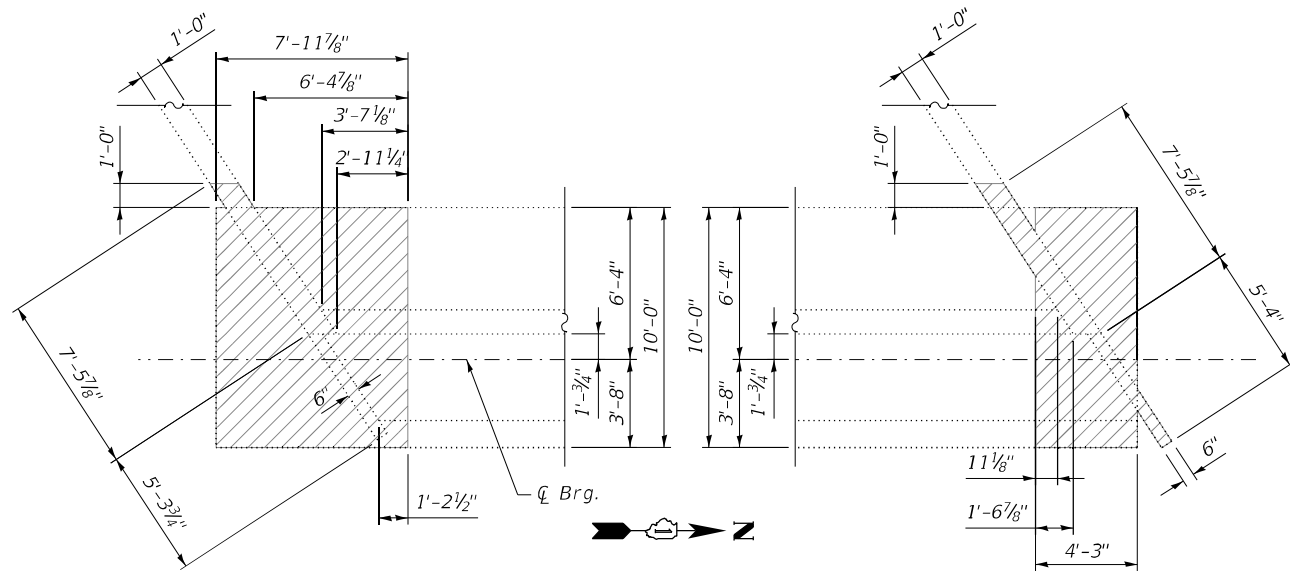
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PLOT DATE = 4/30/2021		

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**ABUTMENT REPAIR DETAILS**  
**STRUCTURE NO. 099-0260**

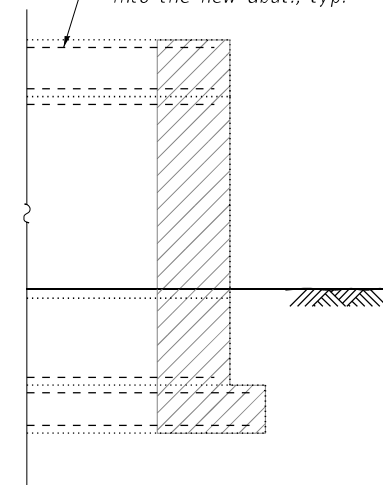
SHEET SA-39 OF SA-66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO.			62H03	
ILLINOIS		FED. AID PROJECT		

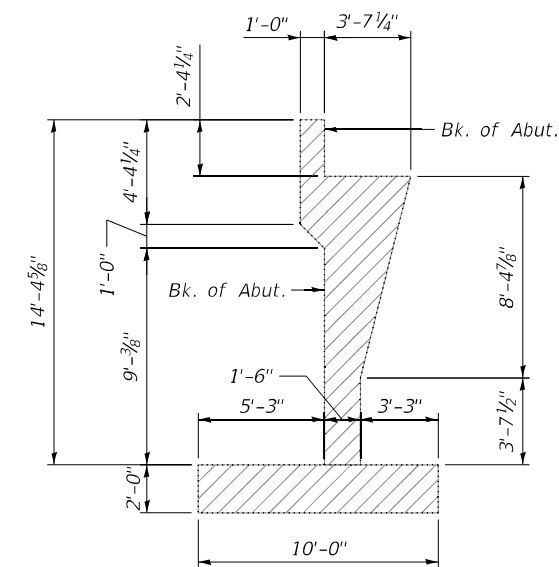


**WEST ABUTMENT PLAM**  
 East abutment is similar but rotated 180°

Exist. hor. bars shall extend a min. of 3'-3" into the new abut., typ.



**TYPICAL ABUTMENT ELEVATION**



**TYPICAL ABUTMENT SECTION**

**LEGEND:**  
 Concrete Removal

**NOTES:**

- Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal
- See sheet SA-38 for jacking and shoring details.

**BILL OF MATERIAL**

Item	Unit	Quantity
Concrete Removal	Cu. Yd.	37

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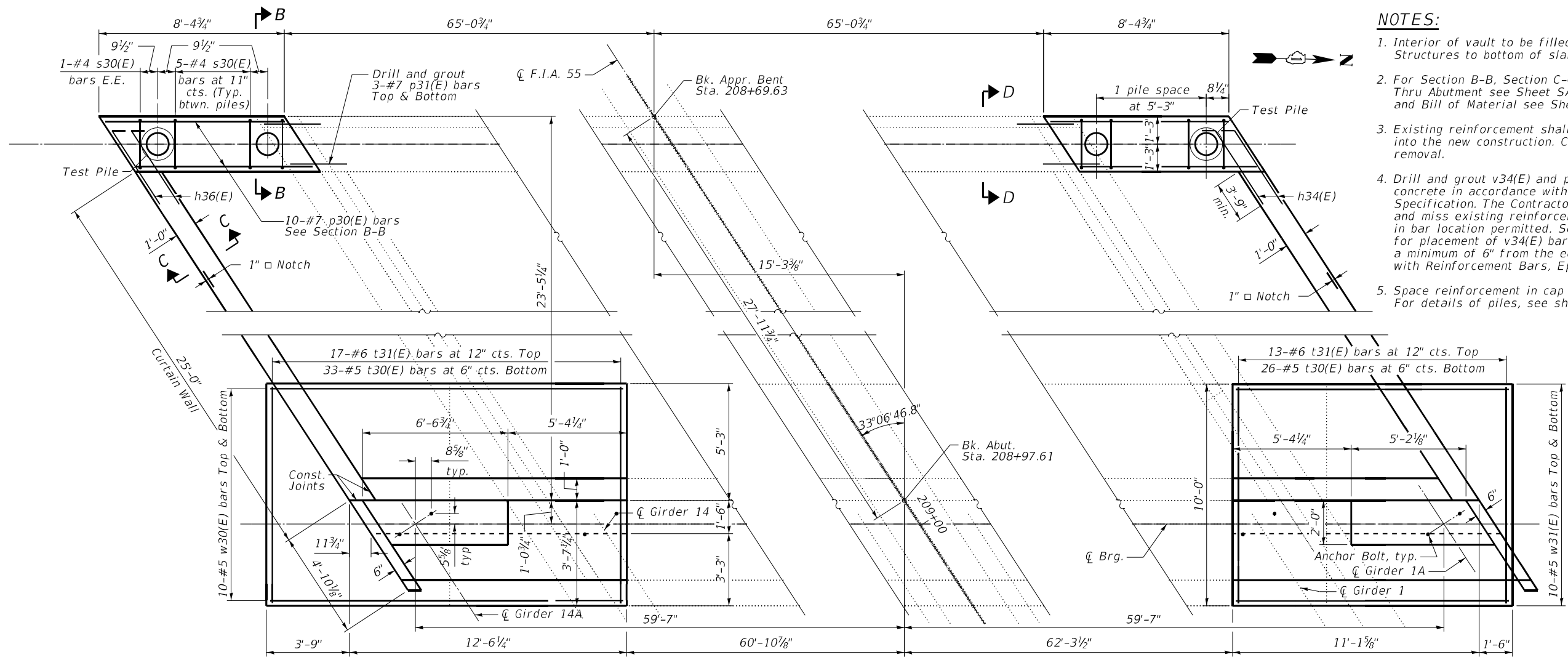
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**ABUTMENT REMOVAL DETAILS  
 STRUCTURE NO. 099-0260**

SHEET SA-40 OF SA-66 SHEETS

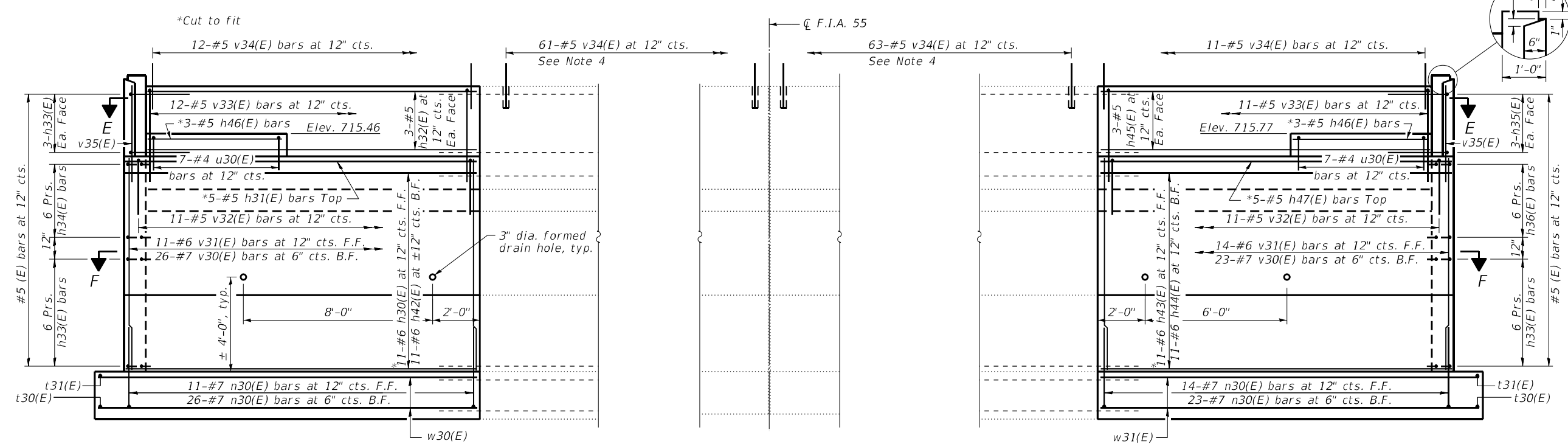
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	240
CONTRACT NO.			62H03	
ILLINOIS FED. AID PROJECT				





- NOTES:**
- Interior of vault to be filled with Granular Backfill for Structures to bottom of slab.
  - For Section B-B, Section C-C, Section D-D and Section Thru Abutment see Sheet SA-42. For Section E-E, F-F and Bill of Material see Sheet SA-43.
  - Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with concrete removal.
  - Drill and grout v34(E) and p31(E) bars 9" min. deep into concrete in accordance with Article 584 of the Standard Specification. The Contractor shall make efforts to locate and miss existing reinforcement with minor adjustments in bar location permitted. See Section B-B, Sheet SA-22 for placement of v34(E) bars. p31(E) bars shall be placed a minimum of 6" from the edge of concrete. Cost included with Reinforcement Bars, Epoxy Coated.
  - Space reinforcement in cap to miss anchor bolts. For details of piles, see sheet SA-44.

**PLAN WEST ABUTMENT**



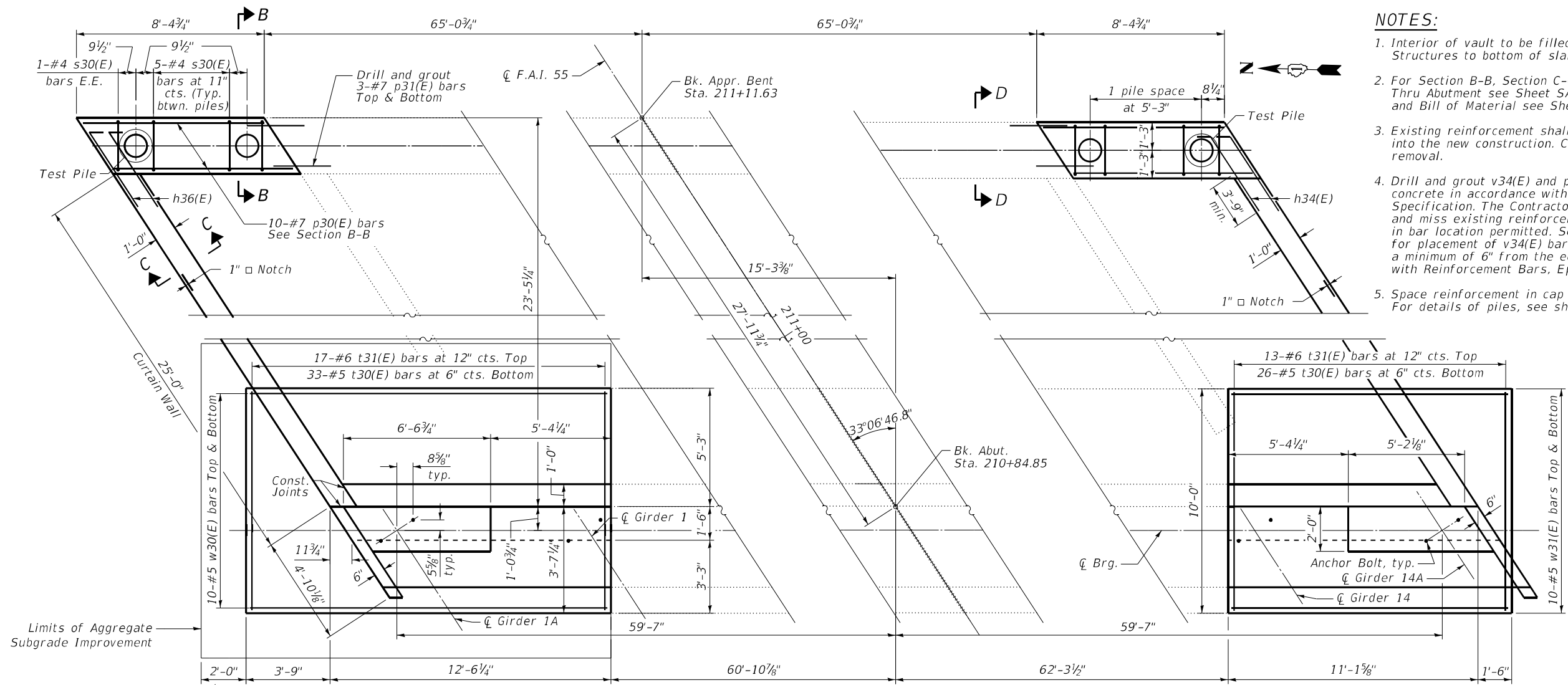
**ELEVATION**

Maximum applied service soil pressure, Qmax = 4810 psf.

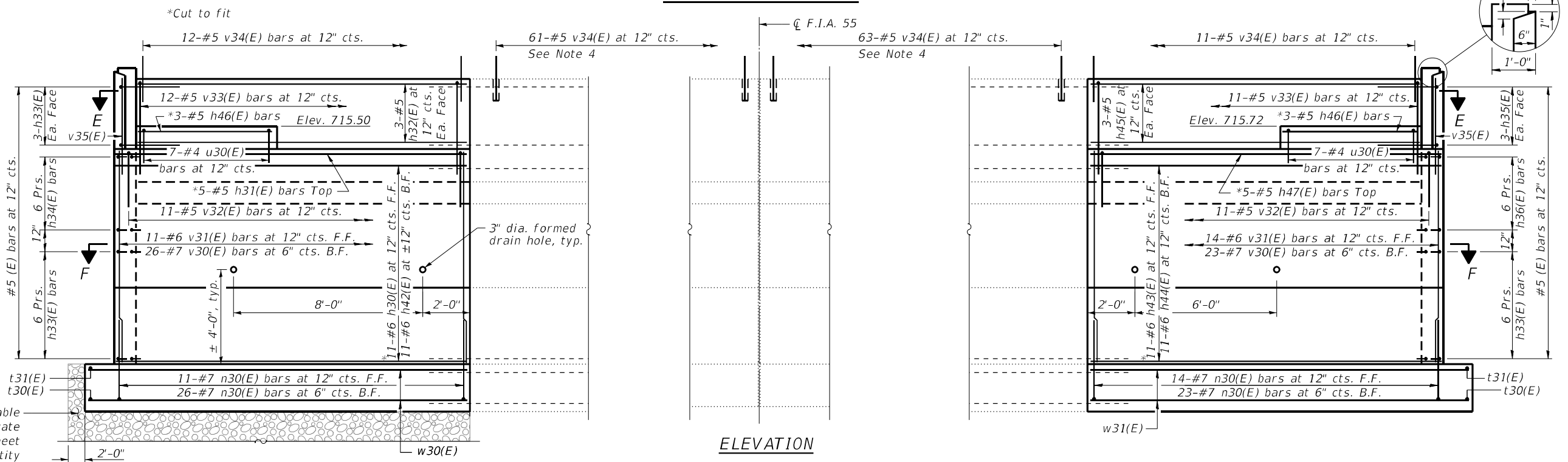
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F.A.I. RTE. 55	SECTION 2018-043-BD&BJR	COUNTY WILL	TOTAL SHEETS 430	SHEET NO. 241
CONTRACT NO. 62H03			ILLINOIS FED. AID PROJECT	



PLAN EAST ABUTMENT



ELEVATION

- NOTES:**
- Interior of vault to be filled with Granular Backfill for Structures to bottom of slab.
  - For Section B-B, Section C-C, Section D-D and Section Thru Abutment see Sheet SA-42. For Section E-E, F-F and Bill of Material see Sheet SA-43.
  - Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with concrete removal.
  - Drill and grout v34(E) and p31(E) bars 9" min. deep into concrete in accordance with Article 584 of the Standard Specification. The Contractor shall make efforts to locate and miss existing reinforcement with minor adjustments in bar location permitted. See Section B-B, Sheet SA-22 for placement of v34(E) bars. p31(E) bars shall be placed a minimum of 6" from the edge of concrete. Cost included with Reinforcement Bars, Epoxy Coated.
  - Space reinforcement in cap to miss anchor bolts. For details of piles, see sheet SA-44.

Maximum applied service soil pressure,  $Q_{max} = 4810$  psf.

Removal and Disposal of Unsuitable Material for Structures and Aggregate Subgrade Improvement, see sheet SA-43 for height and quantity

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

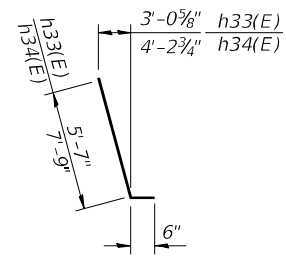
EAST ABUTMENT DETAILS  
STRUCTURE NO. 099-0260

SHEET SA-42 OF SA-66 SHEETS

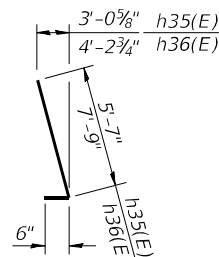
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CONTRACT NO. 62H03			ILLINOIS FED. AID PROJECT	



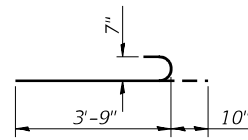
**FOUR ABUTMENTS AND  
FOUR BENT EXTENSIONS  
BILL OF MATERIAL**



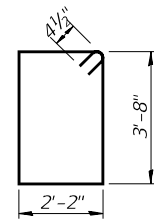
**BARS h33(E)  
& h34(E)**



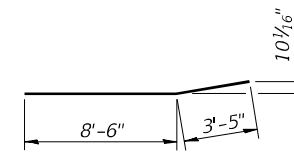
**BARS h35(E)  
& h36(E)**



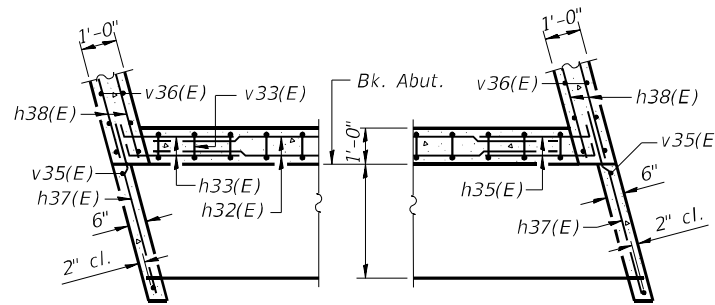
**BAR n30(E)**



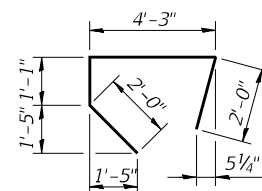
**BAR s30(E)**



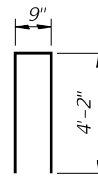
**BAR v31(E)**



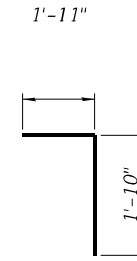
**SECTION E-E**



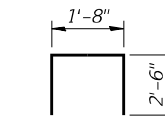
**BAR v32(E)**



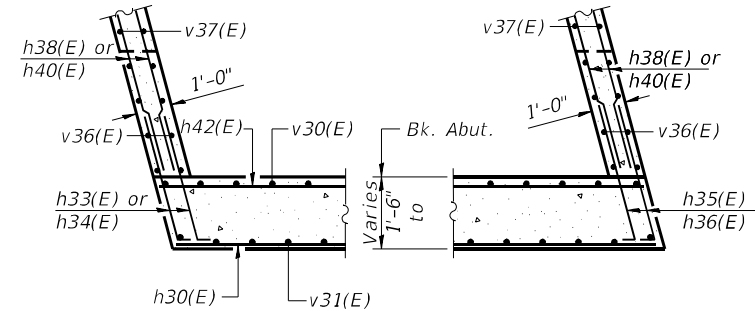
**BAR v33(E)**



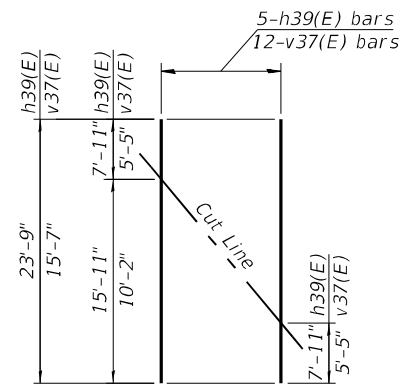
**BAR v39(E)**



**BAR u30(E)**



**SECTION F-F**



**FIELD CUTTING DIAGRAM**

\* Order h39(E) & v37(E) bars full length.  
Cut to fit as shown and use remainder  
of bars in other face.

**NORTHEAST APPR. BENT- PILE DATA**

Type: Metal Shell 12"x0.25"  
Nominal Required Bearing: 180 kips  
Allowable Resistance Available: 60 kips  
Est. Length: 31'-0"  
No. Production Piles: 1  
No. Test Piles: 1

**NORTHWEST APPR. BENT- PILE DATA**

Type: Metal Shell 12"x0.25"  
Nominal Required Bearing: 180 kips  
Allowable Resistance Available: 60 kips  
Est. Length: 32'-0"  
No. Production Piles: 1  
No. Test Piles: 1

**SOUTHEAST APPR. BENT- PILE DATA**

Type: Metal Shell 12"x0.25"  
Nominal Required Bearing: 180 kips  
Allowable Resistance Available: 60 kips  
Est. Length: 32'-0"  
No. Production Piles: 1  
No. Test Piles: 1

**SOUTHWEST APPR. BENT- PILE DATA**

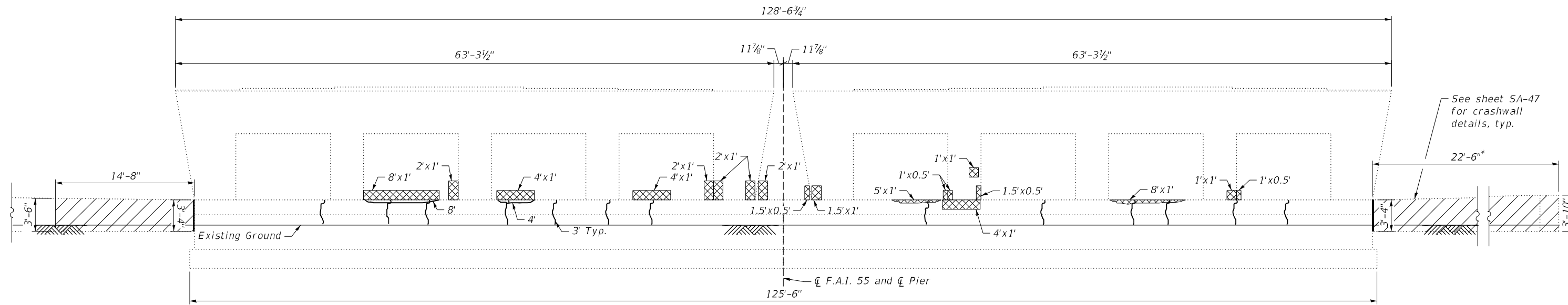
Type: Metal Shell 12"x0.25"  
Nominal Required Bearing: 180 kips  
Factored Resistance Available: 60 kips  
Est. Length: 30'-0"  
No. Production Piles: 1  
No. Test Piles: 1

Bar	No.	Size	Length	Shape
h30(E)	22	#6	11'-4"	—
h31(E)	10	#5	12'-2"	—
h32(E)	12	#5	9'-10"	—
h33(E)	36	#5	6'-1"	L
h34(E)	24	#5	8'-3"	L
h35(E)	36	#5	6'-1"	J
h36(E)	24	#5	8'-3"	J
h37(E)	16	#4	5'-11"	—
h38(E)	40	#5	31'-7"	—
h39(E)	20	#5	23'-9"	—
h40(E)	40	#5	3'-11"	—
h42(E)	44	#6	12'-9"	—
h43(E)	22	#6	13'-1"	—
h44(E)	44	#6	10'-9"	—
h45(E)	12	#5	10'-9"	—
h46(E)	12	#5	6'-1"	—
h47(E)	10	#5	13'-1"	—
n30(E)	204	#7	4'-9"	U
p30(E)	40	#7	8'-1"	—
p31(E)	24	#7	1'-9"	—
s30(E)	28	#4	12'-5"	□
t30(E)	118	#5	9'-8"	—
t31(E)	64	#6	9'-8"	—
u30(E)	28	#4	6'-8"	□
v30(E)	98	#7	11'-8"	—
v31(E)	50	#6	11'-11"	—
v32(E)	44	#5	9'-4"	L
v33(E)	46	#5	9'-1"	L
v34(E)	594	#5	1'-9"	—
v35(E)	24	#4	5'-0"	—
v36(E)	56	#5	15'-0"	—
v37(E)	48	#5	15'-7"	—
v38(E)	56	#5	5'-0"	—
v39(E)	300	#5	3'-9"	L
w30(E)	40	#5	15'-11"	—
w31(E)	40	#5	12'-3"	—

Removal And Disposal Of Unsuitable Material For Structures	Cu Yd	96
Aggregate Subgrade Improvement	Cu Yd	96
Structure Excavation	Cu Yd	774
Concrete Structures	Cu Yd	258.3
Reinforcement Bars, Epoxy Coated	Pound	20,820
Furnishing Metal Shell Piles 14" X 0.250"	Foot	125
Driving Piles	Foot	125
Test Pile Metal Shells	Each	4
Granular Backfill For Structures	Cu Yd	283
Concrete Sealer	Sq Ft	1,559

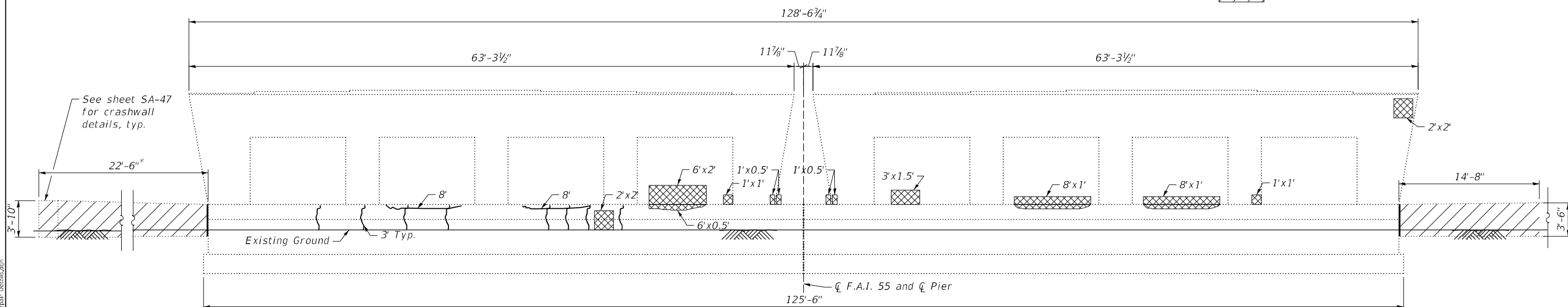
Concrete Sealer shall be applied to backwall, beam seats and front face of abutment extension.

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**EAST FACE PIER ELEVATION**  
(Looking West)

- LEGEND:**
- Structural Repair of Concrete (Depth Equal to or Less than 5 inches)
  - Epoxy Crack Injection
  - Concrete Removal



**WEST FACE PIER ELEVATION**  
(Looking East)

**NOTES:**

1. Repairs of the existing pier shall include but may not be limited to the areas shown. The actual areas to be repaired will be determined by the ENGINEER at the time of construction.
2. For proposed pier details, see Sheets SA-45 and SA-46.
3. See roadway plans, for removal and replacement of crashwall attenuators.

\* Removal of existing crashwall at north end of existing pier includes the cost of removal of the abandoned Traffic Signal Handhole structure. Contractor to verify dimension exceeds the limit of the abandoned handhole. See Roadway plans for additional information.

**BILL OF MATERIAL**

Item	Unit	Quantity
Concrete Removal	Cu. Yd.	13.5
Structural Repair of Concrete (Depth Equal to or Less than 5 inches)	Sq. Ft.	97
Epoxy Crack Injection	Foot	91

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	DRAWN - SBA	REVISED -
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PLOT DATE = 4/14/2021	DATE - 3/16/2021	REVISED -

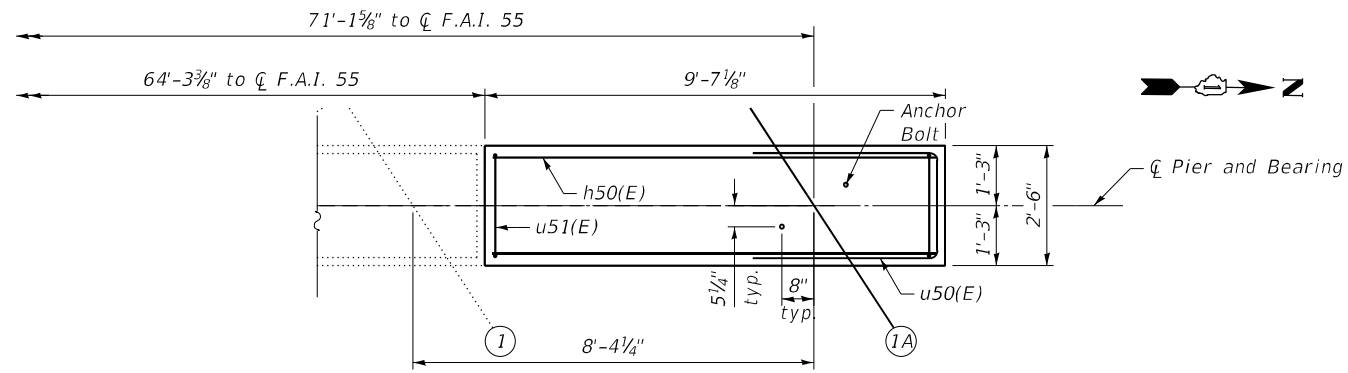
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**PIER REPAIR DETAILS**  
**STRUCTURE NO. 099-0260**

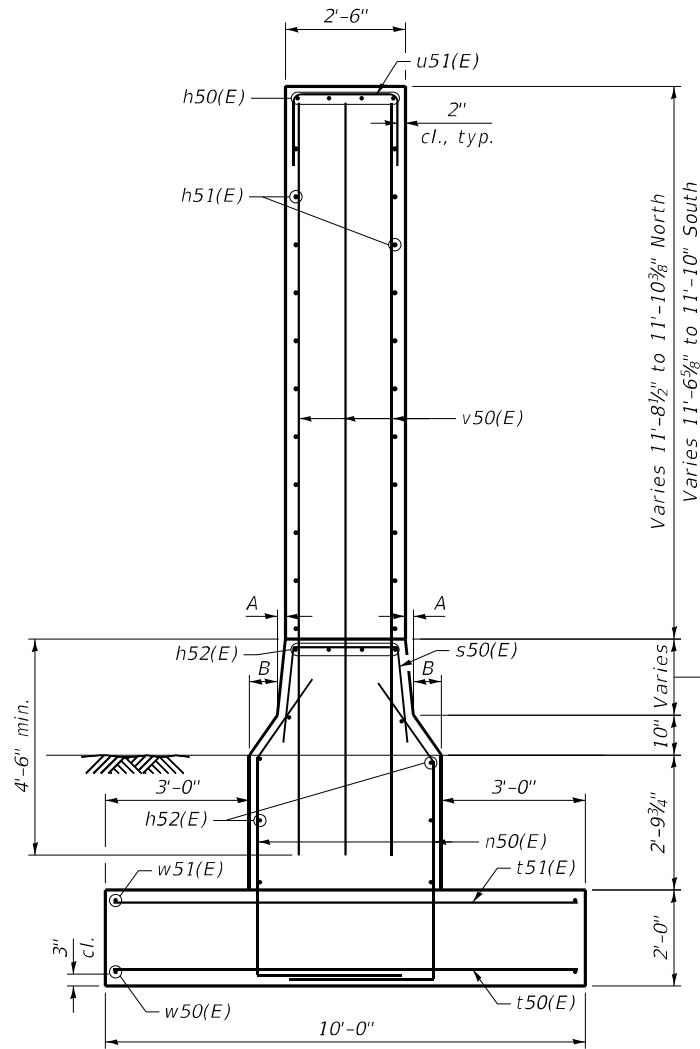
SHEET SA-45 OF SA-66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	245
CONTRACT NO.			62H03	
ILLINOIS FED. AID PROJECT				

Location	A	B
SB Pier, North End	Varies, 1" to 2"	Varies, 4 $\frac{1}{8}$ " to 7"
NB Pier, South End	Varies, 1 $\frac{3}{8}$ " to 2"	Varies, 6 $\frac{1}{2}$ " to 7"



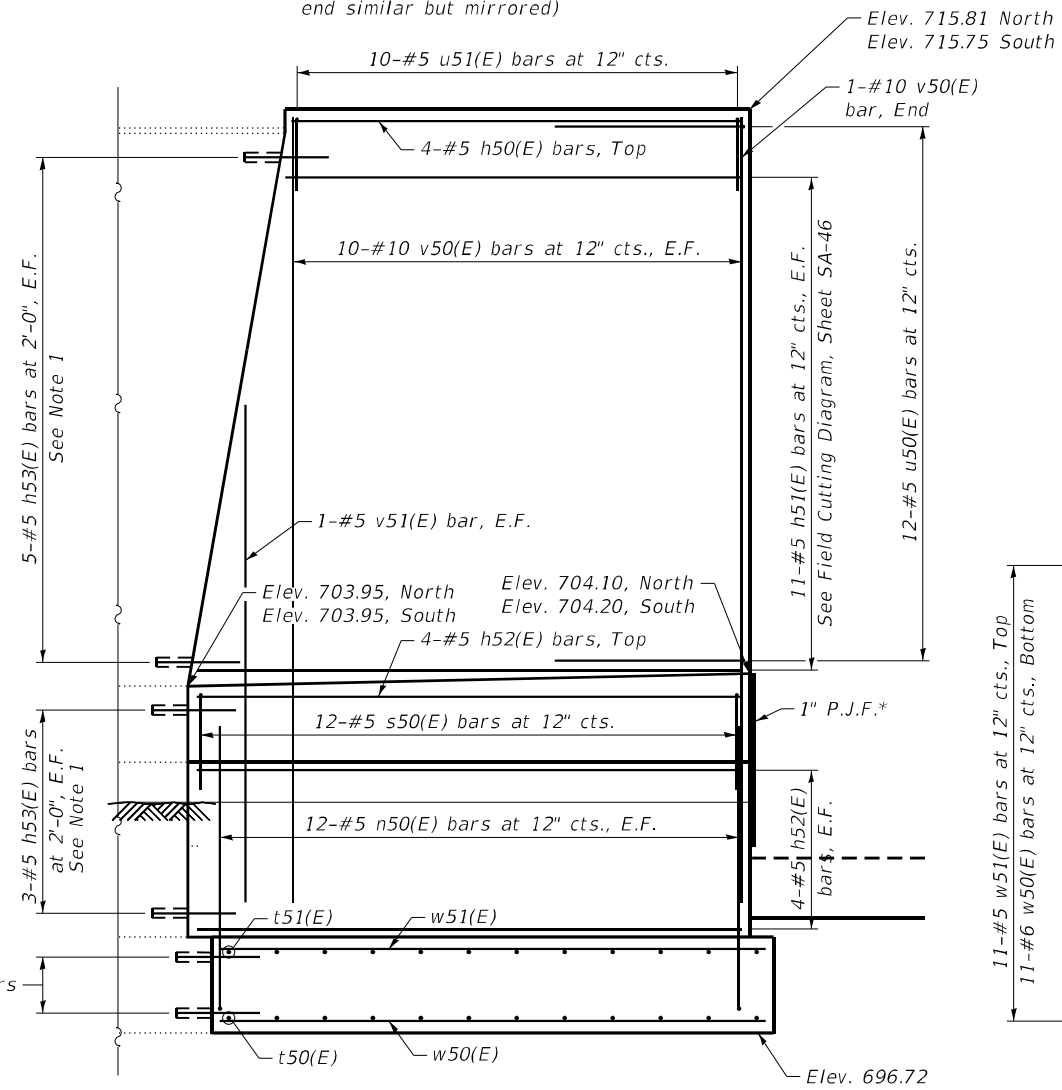
**TOP PLAN**  
(North end shown, south end similar but mirrored)



**END VIEW**

Concrete Sealer shall be placed on exposed faces of crashwall and pier wall.

Maximum applied service soil pressure,  $Q_{max} = 4000$  psf



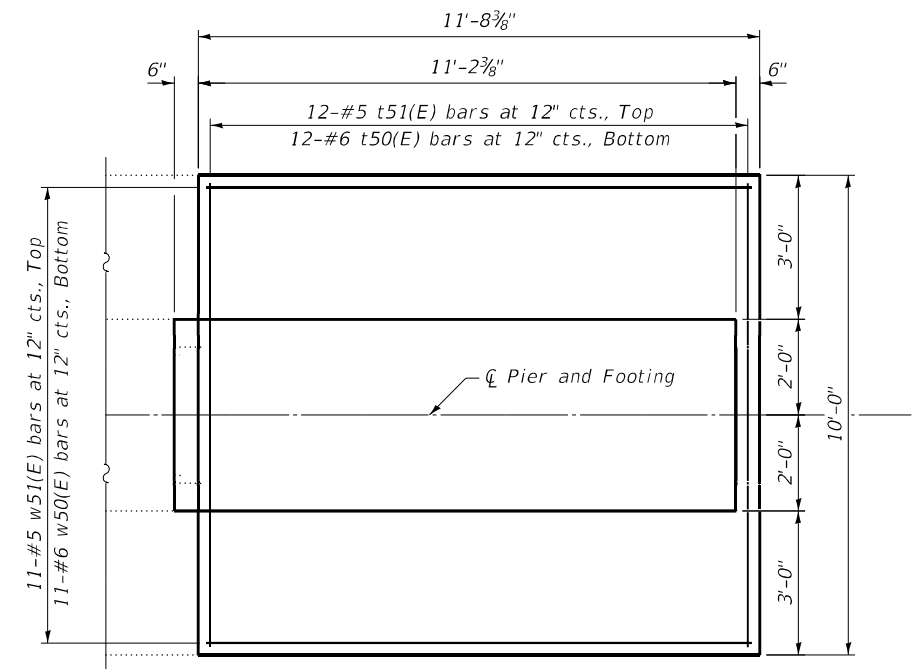
**PIER ELEVATION**

(S.B. Pier, Looking West  
N.B. Pier similar)

\*Cost included in Concrete Structures.

**NOTES:**

1. Drill and grout h53(E) bars 9" min. in accordance with Article 584 of the standard specification. The Contractor shall make efforts to locate and miss existing reinforcement with minor adjustments in bar locations permitted. The bars shall be placed a minimum of 6" from the edge of concrete. Cost included with Reinforcement Bars, Epoxy Coated.
2. See Sheet SA-47 for bar bending diagrams and Bill of Material.
3. See Sheet SA-47 for crashwall replacement details.
4. Space reinforcement in cap to miss anchor bolts.



**FOOTING PLAN**

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

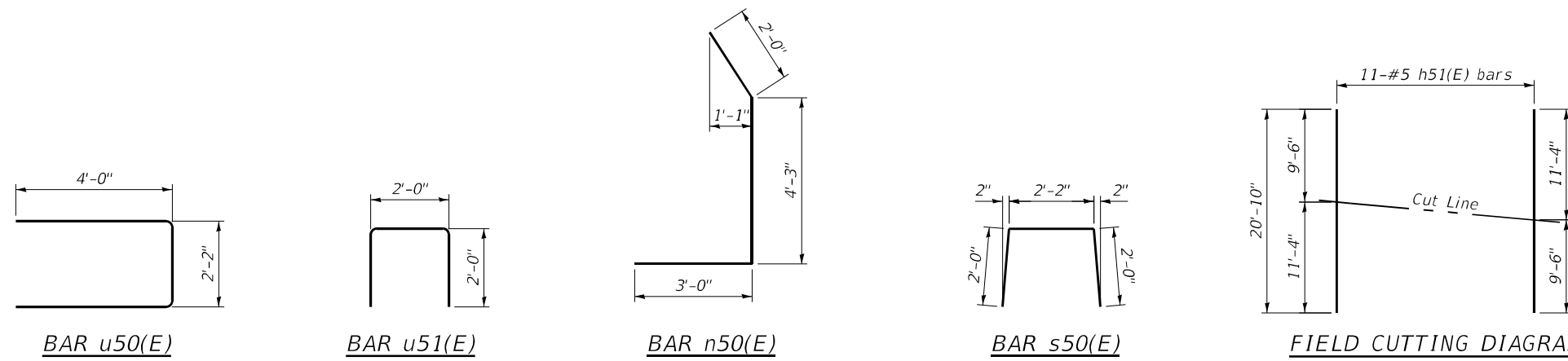
PIER EXTENSION DETAILS I  
STRUCTURE NO. 099-0260

SHEET SA-46 OF SA-66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO.				62H03
ILLINOIS FED. AID PROJECT				

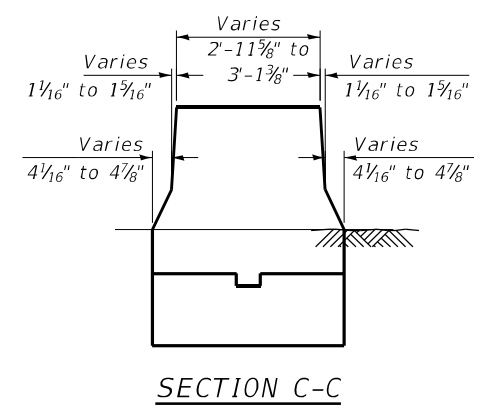
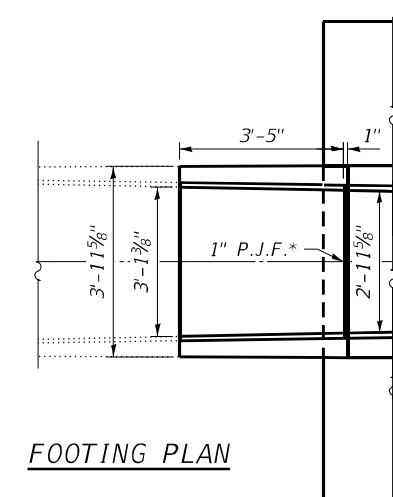
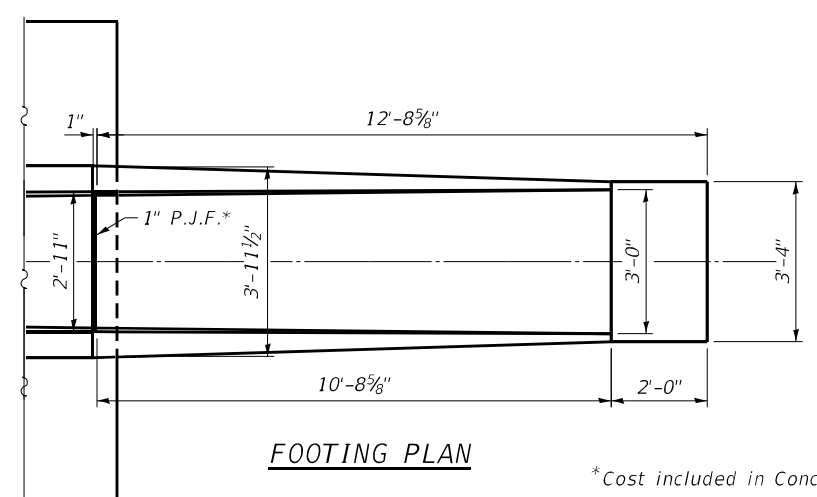
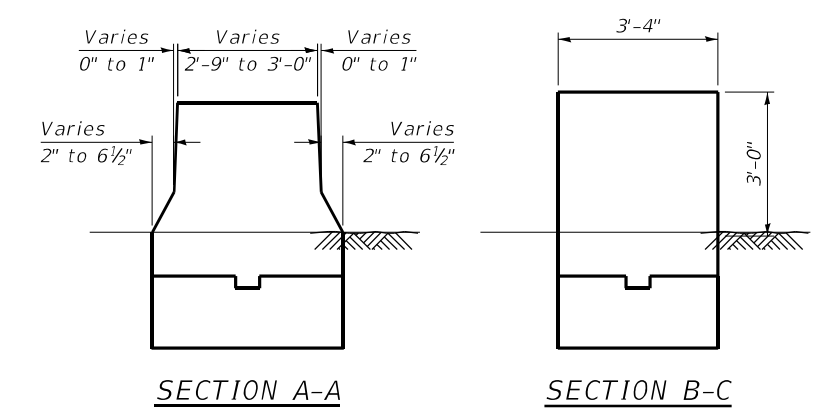
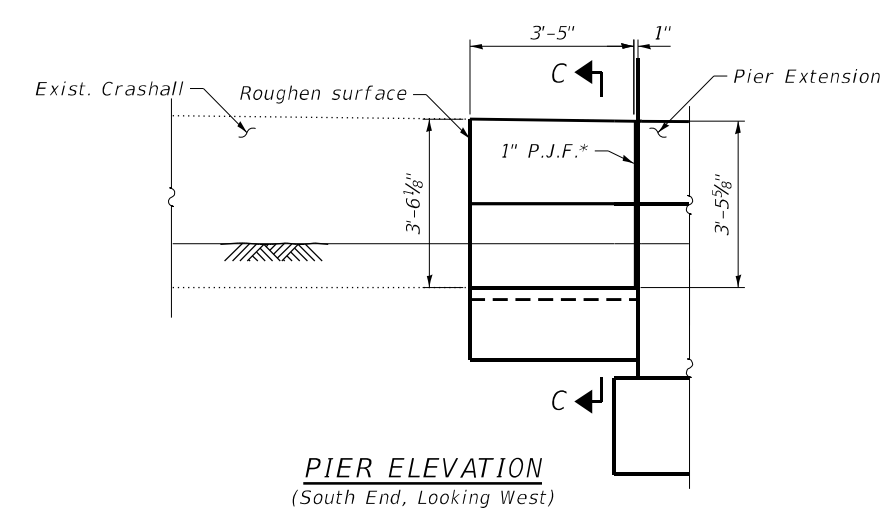
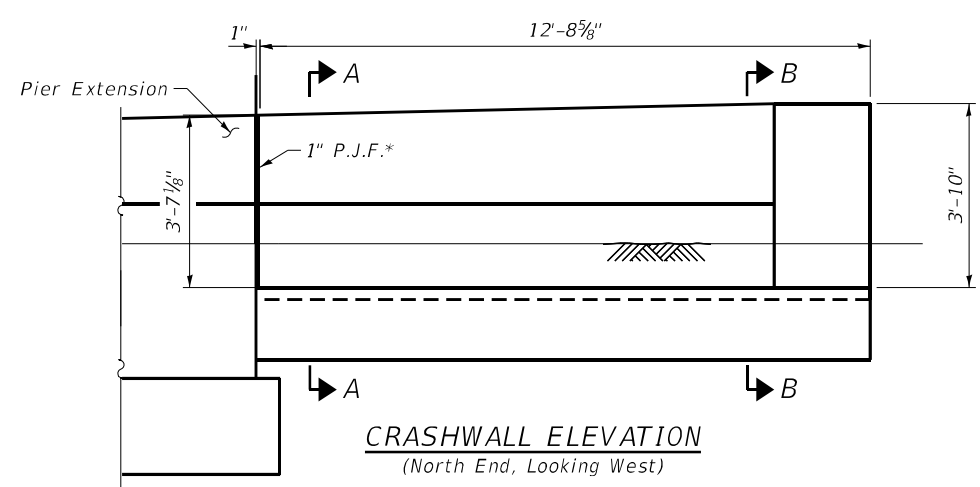
**TWO PIER EXTENSIONS  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h50(E)	8	#5	9'-3"	—
h51(E)	22	#5	20'-10"	—
h52(E)	24	#5	11'-4"	—
h53(E)	52	#5	1'-9"	—
n50(E)	48	#5	9'-3"	└┘
s50(E)	24	#5	6'-2"	└┘
t50(E)	24	#6	9'-8"	—
t51(E)	24	#5	9'-8"	—
u50(E)	24	#5	10'-2"	└┘
u51(E)	20	#5	6'-0"	└┘
v50(E)	42	#10	16'-4"	—
v51(E)	4	#5	10'-4"	—
w50(E)	22	#6	11'-4"	—
w51(E)	22	#5	11'-4"	—
Structure Excavation		Cu Yd	85	
Concrete Structures		Cu Yd	66.4	
Reinforcement Bars, Epoxy Coated		Pound	5,040	
Concrete Sealer		Sq Ft	1,131	



**FIELD CUTTING DIAGRAM**  
Order h51(E) bar full length.  
Cut as shown and use remainder of bars in opposite face.

**NOTE:**  
1. Existing crashwall is to be measured in the field prior to removal to ensure that the proposed crashwall will be able to replace in kind.



\*Cost included in Concrete Structures.

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PROJECT = 2018-043-BD&BJR



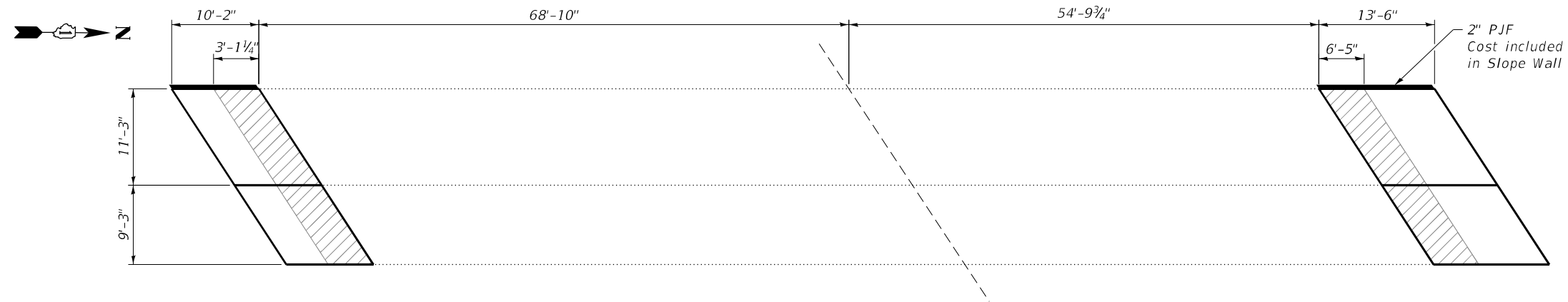
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	DATE - 3/16/2021	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

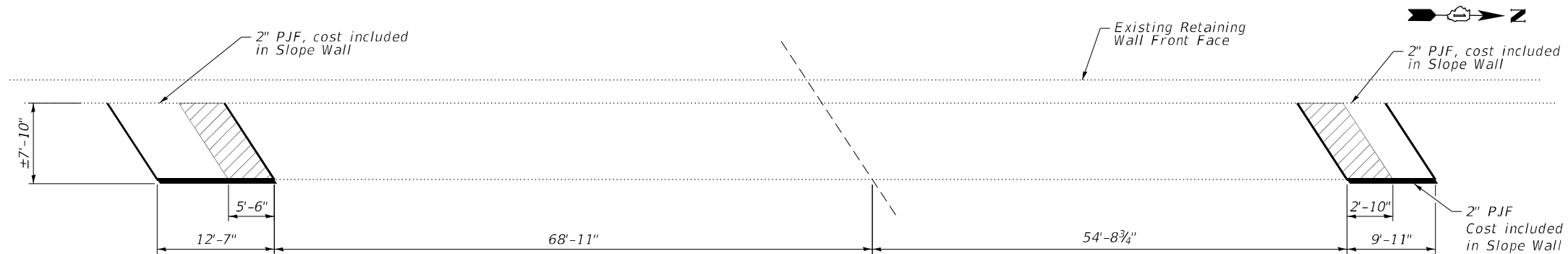
**PIER EXTENSION DETAILS II  
STRUCTURE NO. 099-0260**

SHEET SA-47 OF SA-66 SHEETS

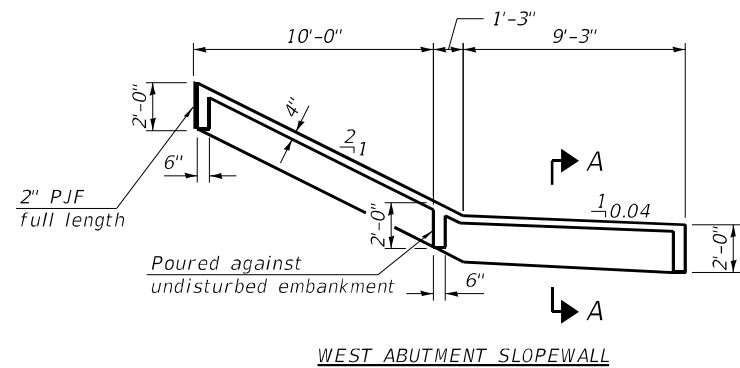
F.A.I. RTE. 55	SECTION 2018-043-BD&BJR	COUNTY WILL	TOTAL SHEETS 430	SHEET NO. 247
CONTRACT NO.			62H03	
ILLINOIS FED. AID PROJECT				



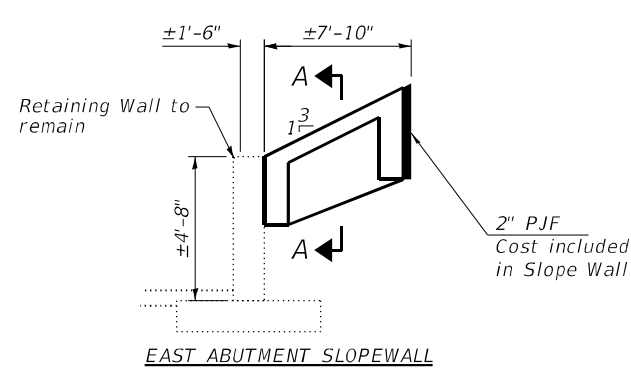
WEST SLOPE WALL PLAN



EAST SLOPE WALL PLAN



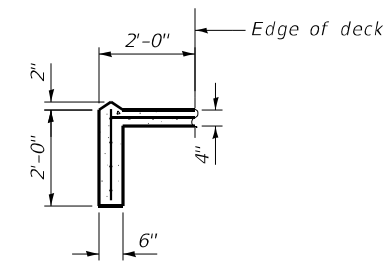
WEST ABUTMENT SLOPEWALL



EAST ABUTMENT SLOPEWALL

SECTION THROUGH CONCRETE SLOPEWALL

(Horizontal dimensions are at right angles)  
Slopewalls to match existing



SECTION A-A

NOTE:

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

LEGEND

Slopewall removal

BILL OF MATERIAL

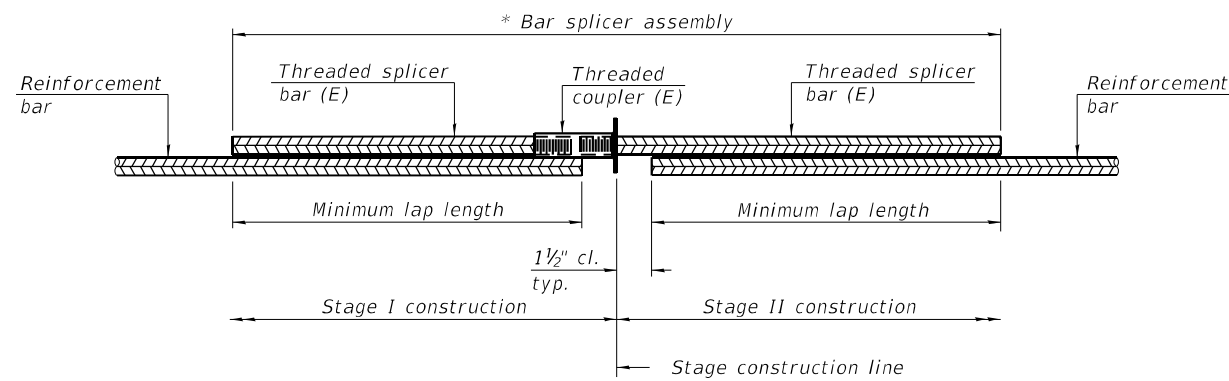
Item	Unit	Quantity
Slope Wall Removal	Sq. Yd.	82
Slope Wall, 4 Inch	Sq. Yd.	111

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	248
CONTRACT NO.			62H03	
ILLINOIS FED. AID PROJECT				



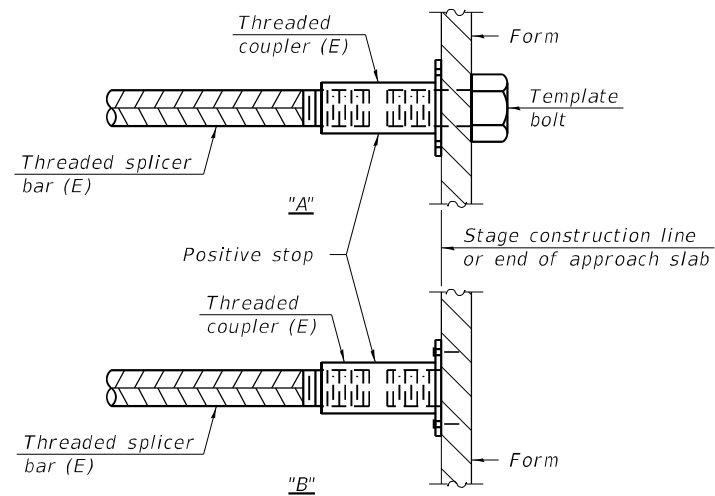


**STANDARD BAR SPLICER ASSEMBLY PLAN**  
 (All components shall be provided from one supplier)

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

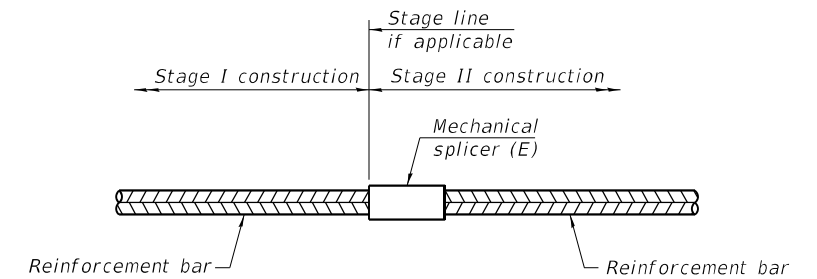
\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Approach Slab Top	#5	184	3'-6"
Approach Slab Bottom	#8	240	6'-9"
Approach Footing Top	#5	80	3'-6"
Approach Footing Bottom	#5	80	3'-6"
Deck Top	#5	668	3'-6"
Deck Bottom	#5	520	3'-6"
Vaulted Slab Top	#6	120	4'-0"
Vaulted Slab Bottom	#8	216	6'-9"



**INSTALLATION AND SETTING METHODS**

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



**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required
NB W. Diaphragm	#6	3
SB W. Diaphragm	#6	3
NB E. Diaphragm	#6	3
SB E. Diaphragm	#6	3

**NOTES:**

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

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BSD-1

1-1-2020



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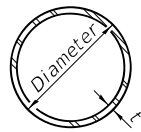
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**BAR SPLICER ASSEMBLY DETAILS  
 STRUCTURE NO. 099-0260**

SHEET SA-49 OF SA-66 SHEETS

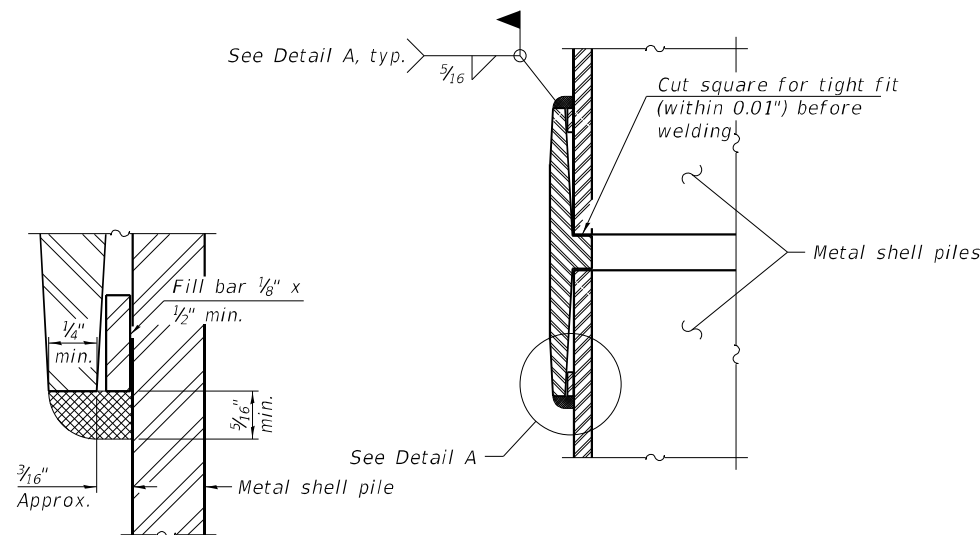
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	249
CONTRACT NO.			62H03	

ILLINOIS FED. AID PROJECT

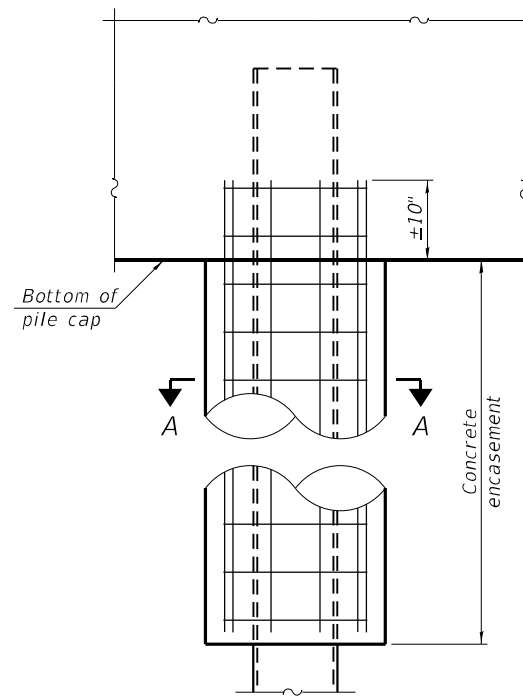


**METAL SHELL PILE TABLE**

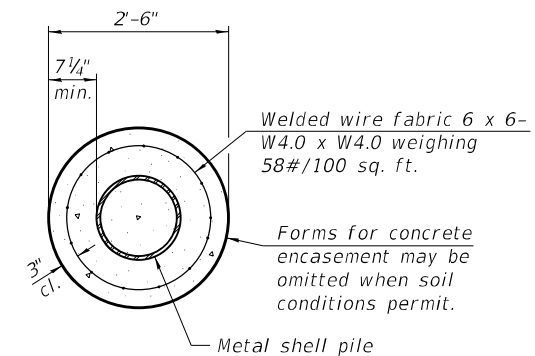
Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. <sup>3</sup> /ft.)
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361
PP16	0.312"	52.32	0.0478
PP16	0.375"	62.64	0.0470



**DETAIL A**

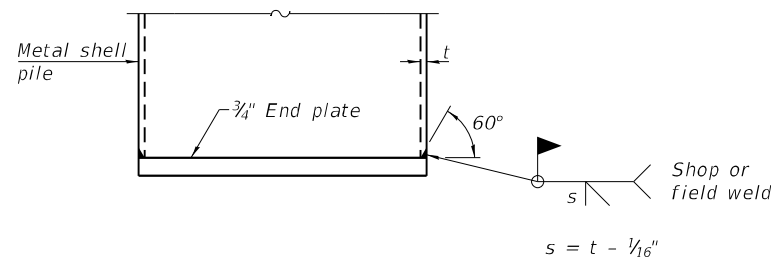


**ELEVATION**



**SECTION A-A**

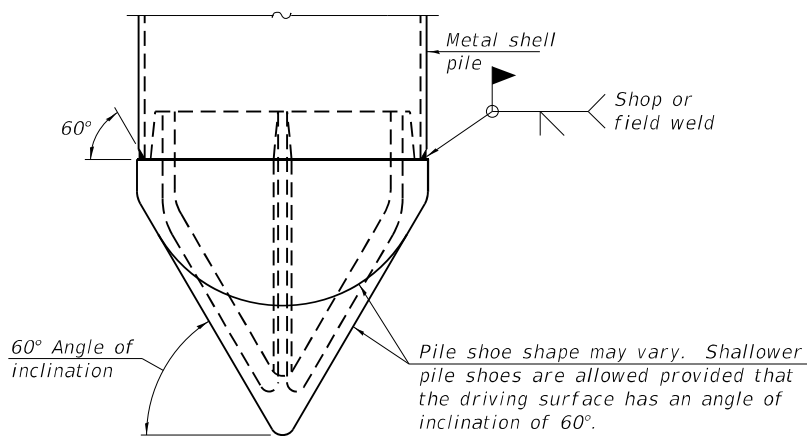
**INDIVIDUAL PILE CONCRETE ENCASUREMENT**  
(When specified)



**END PLATE ATTACHMENT**

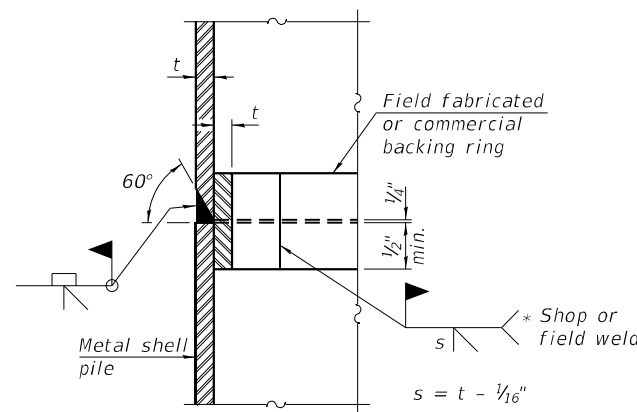
**WELDED COMMERCIAL SPLICE**

Notes:  
The 1/8" x 1/2" min. fill bar may be constructed of 2 bars with a 1/8" max. gap between them.  
Pile segments shall be driven to solid contact with splicer before welding.



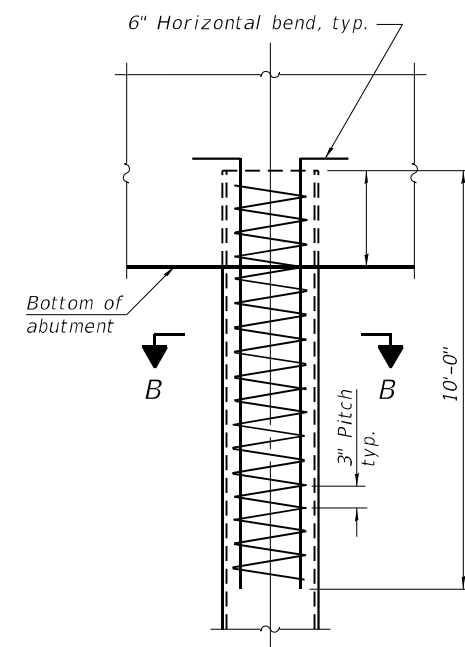
**PILE SHOE ATTACHMENT**

(When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 80-50 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full circumference of the metal shell pile. The pile shoe shall have tapered leads to assure proper alignment and fitting and shall be secured to the pile with a circumferential weld).

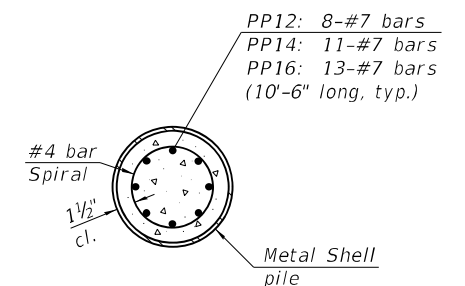


**COMPLETE PENETRATION WELD SPLICE**

\* Field fabricated backing ring may be made from pile shell by removing segment to allow reducing circumference and vertically rejoin with partial joint penetration weld.



**ELEVATION**



**SECTION B-B**

**REINFORCEMENT AT ABUTMENTS**  
(Omit when concrete encasement is specified)

Note:  
The metal shell piles shall be according to Article 1006.05 of the Standard Specifications.

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F-MS 1-1-2020



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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

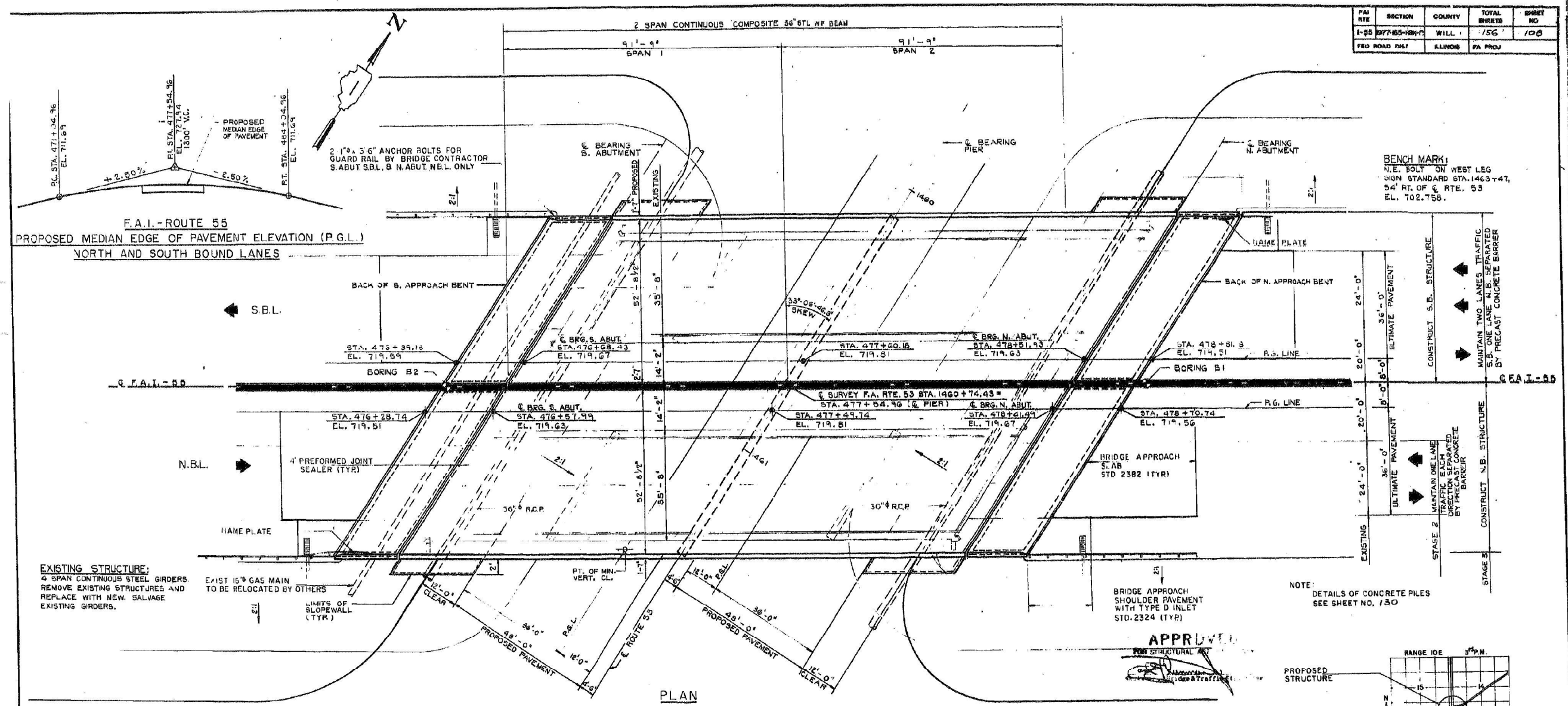
**METAL SHELL PILE DETAILS  
STRUCTURE NO. 099-0260**

SHEET SA-50 OF SA-66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	250
CONTRACT NO.			62H03	
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY

FAI RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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FED ROAD DIST	ILLINOIS	PA PROJ		

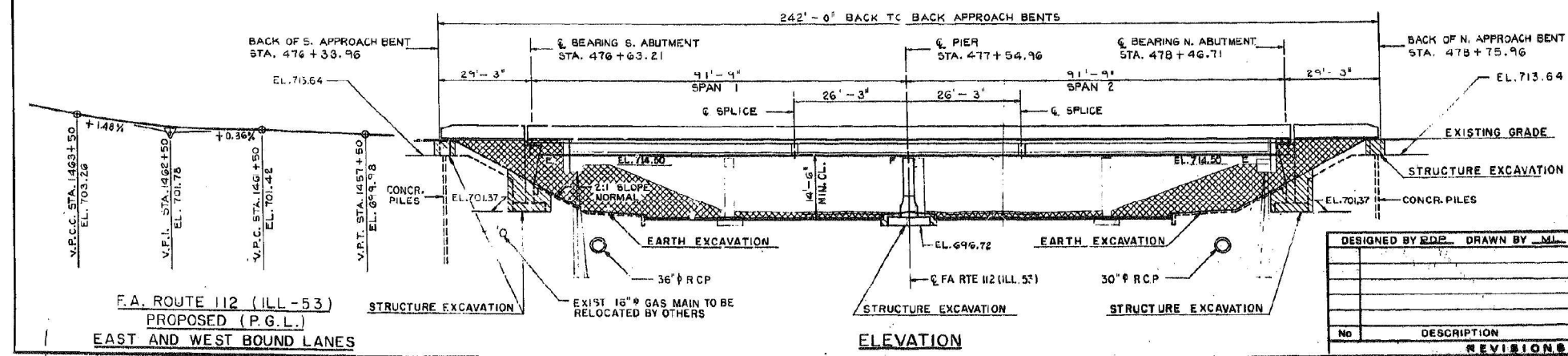
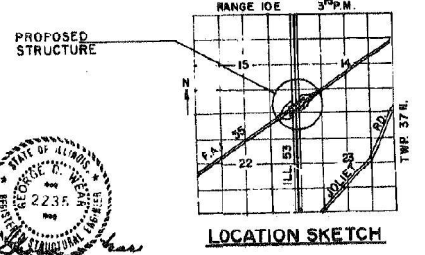


BENCH MARK:  
N.E. BOLT ON WEST LEG  
SIGN STANDARD STA. 1463+47,  
54' RT. OF C. RTE. 53  
EL. 102.758.

EXISTING STRUCTURE:  
4 SPAN CONTINUOUS STEEL GIRDERS.  
REMOVE EXISTING STRUCTURES AND  
REPLACE WITH NEW SALVAGE  
EXISTING GIRDERS.

NOTE:  
DETAILS OF CONCRETE PILES  
SEE SHEET NO. 150

APPROVED  
*[Signature]*



**ILLINOIS DEPARTMENT OF TRANSPORTATION  
INTERCHANGE @ ROUTE ILL-53/FAI-55**

PROJECT: IX-112 (15)  
GENERAL PLAN AND ELEVATION  
F.A.I. RTE. 55 (I-55) OVER F.A. RTE. 112 (ILL-53)  
F.A.I. RTE. 55 (I-55) SECTION 1977-165-HBKR  
WILL COUNTY  
STATION 477+54.86

DESIGNED BY RDP DRAWN BY ML CHECKED BY ADM

JACK E. LEISCH & ASSOCIATES  
TRANSPORTATION ENGINEERING  
EVANSTON, ILLINOIS

SCALES: DATE: SHEET NO. 106 OF 156

No	DESCRIPTION	NAME	DATE

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	DATE - 3/16/2021	REVISED -

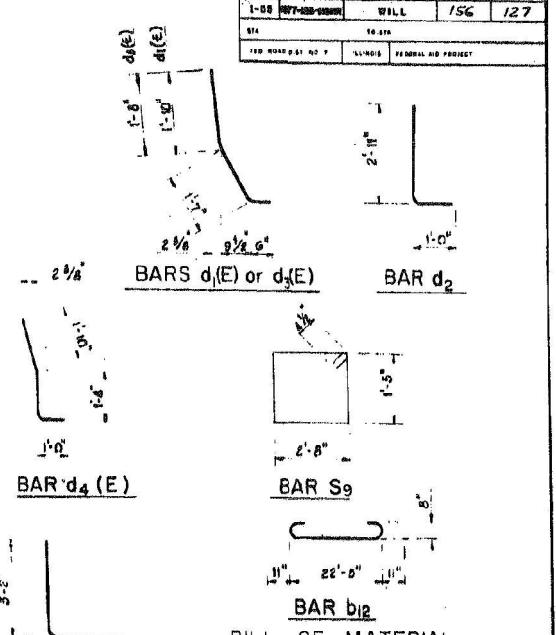
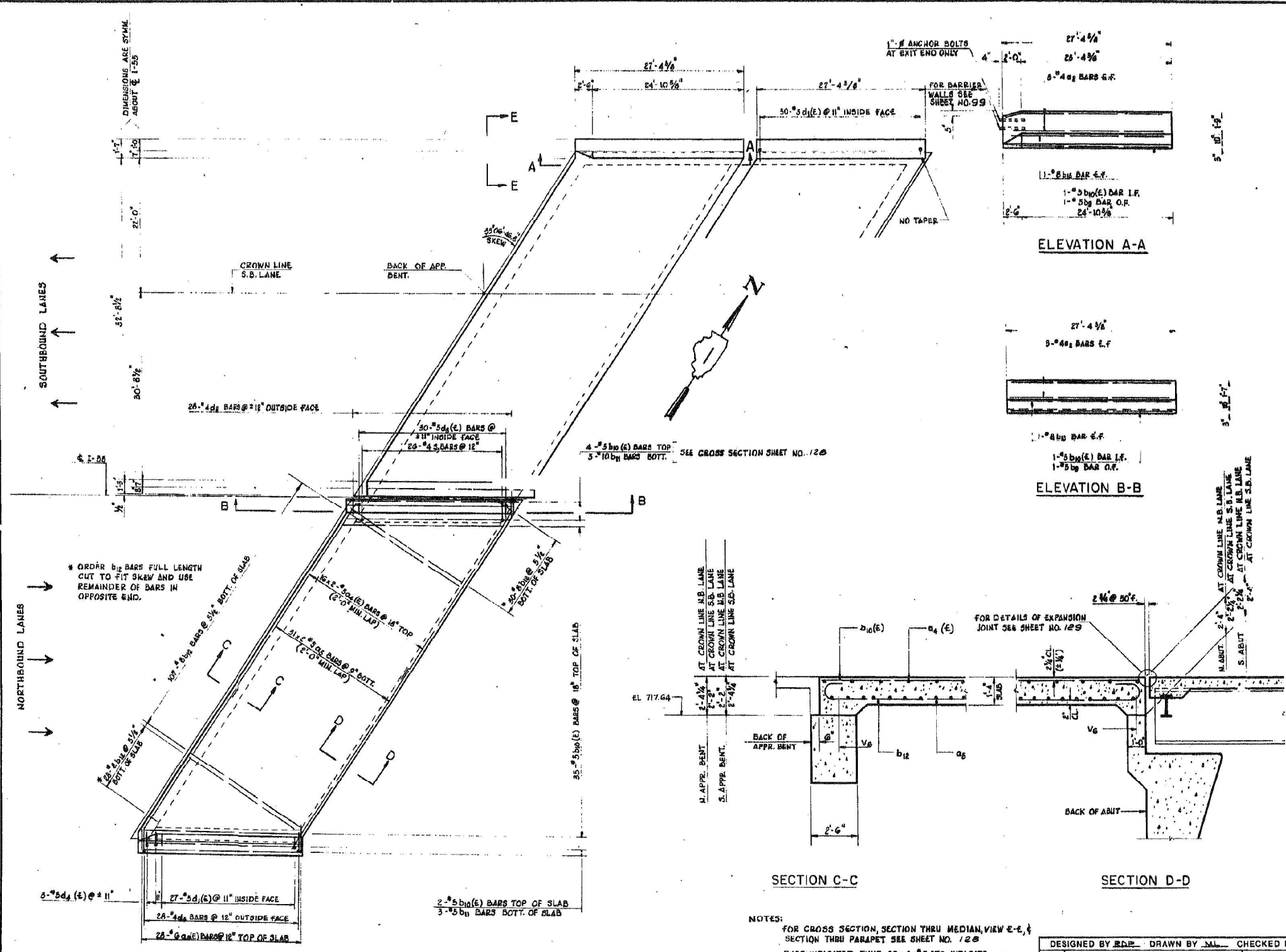
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE DETAILS I  
STRUCTURE NO. 099-0260

SHEET SA-51 OF SA-66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	251
CONTRACT NO.				62H03
ILLINOIS FED. AID PROJECT				

PROJECT	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1-08	2018-043-BD&BJR	WILL	156	127
DATE	SCALE	FEDERAL AID PROJECT		
12/1/2021	N.T.S.			



**BILL OF MATERIAL**

BAR	NO.	SIZE	LENGTH	SHAPE
d <sub>1</sub> (E)	112	#6	4'-0"	
d <sub>2</sub> (E)	128	#5	34'-0"	
d <sub>3</sub>	246	#5	55'-0"	
b <sub>9</sub>	16	#5	27'-0"	
b <sub>10</sub> (E)	172	#5	27'-0"	
b <sub>11</sub>	20	#10	27'-0"	
b <sub>12</sub>	244	#4	24'-5"	
b <sub>13</sub>	5	#6	27'-0"	
d <sub>4</sub> (E)	111	#5	5'-11"	
d <sub>5</sub>	112	#4	5'-11"	
d <sub>6</sub> (E)	120	#5	5'-9"	
d <sub>7</sub> (E)	9	#5	4'-2"	
d <sub>8</sub>	112	#4	6'-2"	
a <sub>2</sub>	48	#4	27'-0"	
S <sub>9</sub>	104	#4	8'-11"	
ITEM		UNIT	QUANTITY	
REINFORCEMENT BARS		LBS.	49500	
REINFORCEMENT BARS, EPOXY COATED		LBS.	11,020	
CLASS X CONCRETE		CU. YDS.	354.0	

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED. SEE SPECIAL PROVISIONS.  
BILL OF MATERIAL SHOWN INCLUDES N.F.S. APPROACH SLABS

**ILLINOIS DEPARTMENT OF TRANSPORTATION  
INTERCHANGE @ ROUTE ILL-53/FAI-55**

**APPROACH SLAB  
PLAN AND DETAILS**

F.A.I. RTE. 55 (I-55) SECTION 1977-165-HBKR  
WILL COUNTY  
STATION 477+54.96

**JACK E. LEISCH & ASSOCIATES  
TRANSPORTATION ENGINEERING  
EVANSTON, ILLINOIS**

SCALE: 1"=1'-0"  
DATE: 12/1/2021  
DRAWING NO. 1977-165-HBKR-01  
JOB NO. 16-2  
SHEET NO. 127 OF 156

**NOTES:**  
FOR CROSS SECTION, SECTION THRU MEDIAN, VIEW E-E, & SECTION THRU PARAPET SEE SHEET NO. 128  
BARS INDICATED THUS 20x3-#5 ETC. INDICATE 20 LINES OF BARS WITH 3 LENGTHS PER LINE

No.	DESCRIPTION	NAME	DATE

**FOR INFORMATION ONLY**

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PLOT SCALE = N.T.S.	DRAWN - SBA	REVISED -
PLOT DATE = 4/14/2021	CHECKED - BWS	REVISED -
	DATE - 3/16/2021	REVISED -

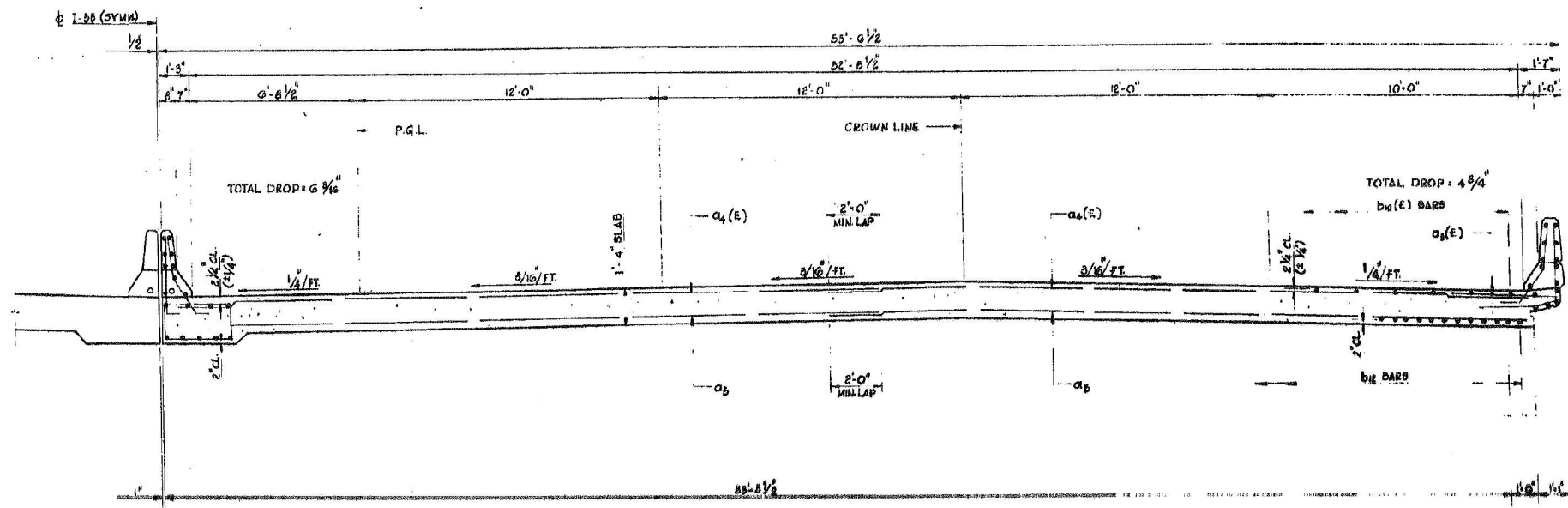
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**EXISTING BRIDGE DETAILS II  
STRUCTURE NO. 099-0260**

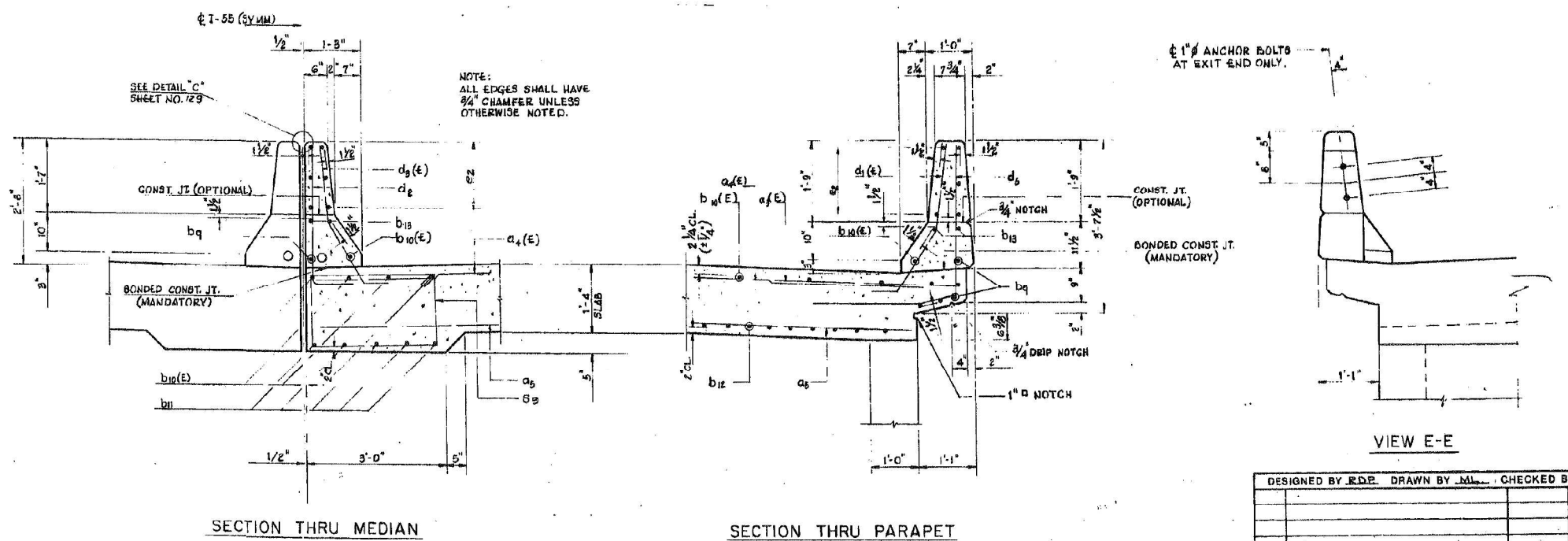
SHEET SA-52 OF SA-66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	252
CONTRACT NO.			62H03	
ILLINOIS FED. AID PROJECT				

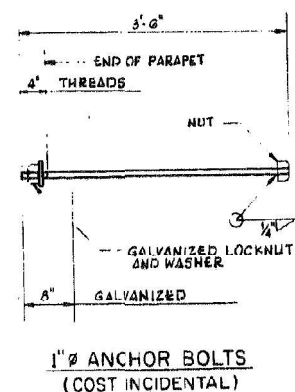
SECTION	ROUTE	COUNTY	TOTAL SHEETS	SHEET NO.
1-55	197-165-168	WILL	156	128
FED. ROAD DIST. NO. 1				
FED. AID PROJECT				



CROSS SECTION  
(LOOKING NORTH S. APPR. SLAB)  
(LOOKING SOUTH N. APPR. SLAB)



1" ANCHOR BOLTS AT EXIT END ONLY.



VIEW E-E

DESIGNED BY R.D.E. DRAWN BY M.L. CHECKED BY G.D.W.		
No.	DESCRIPTION	NAME DATE
REVISIONS		

ILLINOIS DEPARTMENT OF TRANSPORTATION  
INTERCHANGE @ ROUTE ILL-53/FAI-55

APPROACH SLAB  
CROSS SECTION AND DETAILS  
F.A.I. RTE. 55 (I-55) SECTION 1977-165-HBKR  
WILL COUNTY  
STATION 477 + 54.95

JACK E. LEISCH & ASSOCIATES  
TRANSPORTATION ENGINEERING  
EVANSTON, ILLINOIS

SCALES  
DATE

DRAWING NO. JOB NO. 116-2 SHEET NO. 128 OF 156

FOR INFORMATION ONLY

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PLOT SCALE = N.T.S.	DRAWN - SBA	REVISED -
PLOT DATE = 4/14/2021	CHECKED - BWS	REVISED -
	DATE - 3/16/2021	REVISED -

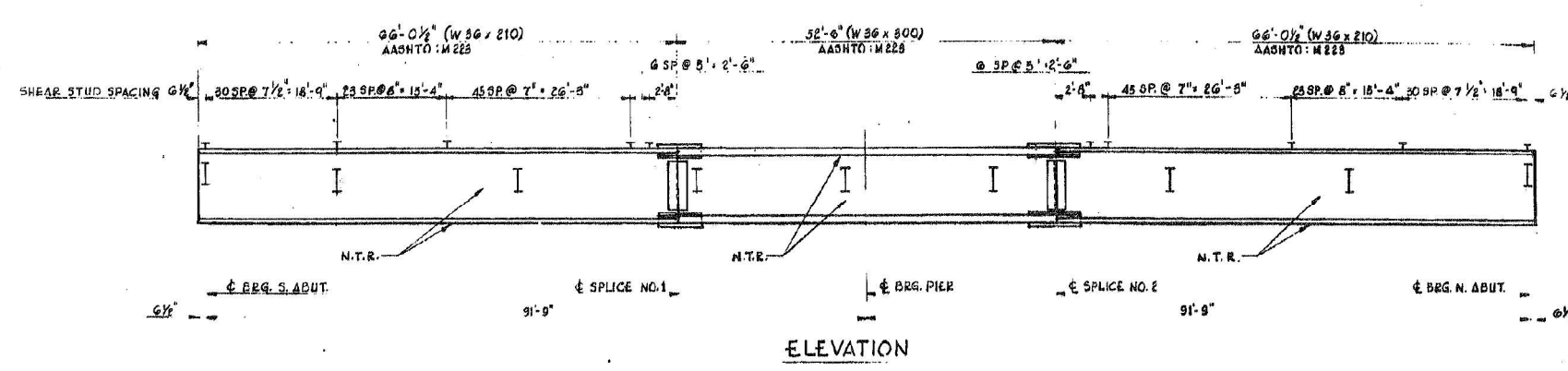
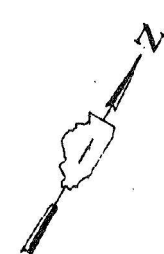
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE DETAILS III  
STRUCTURE NO. 099-0260

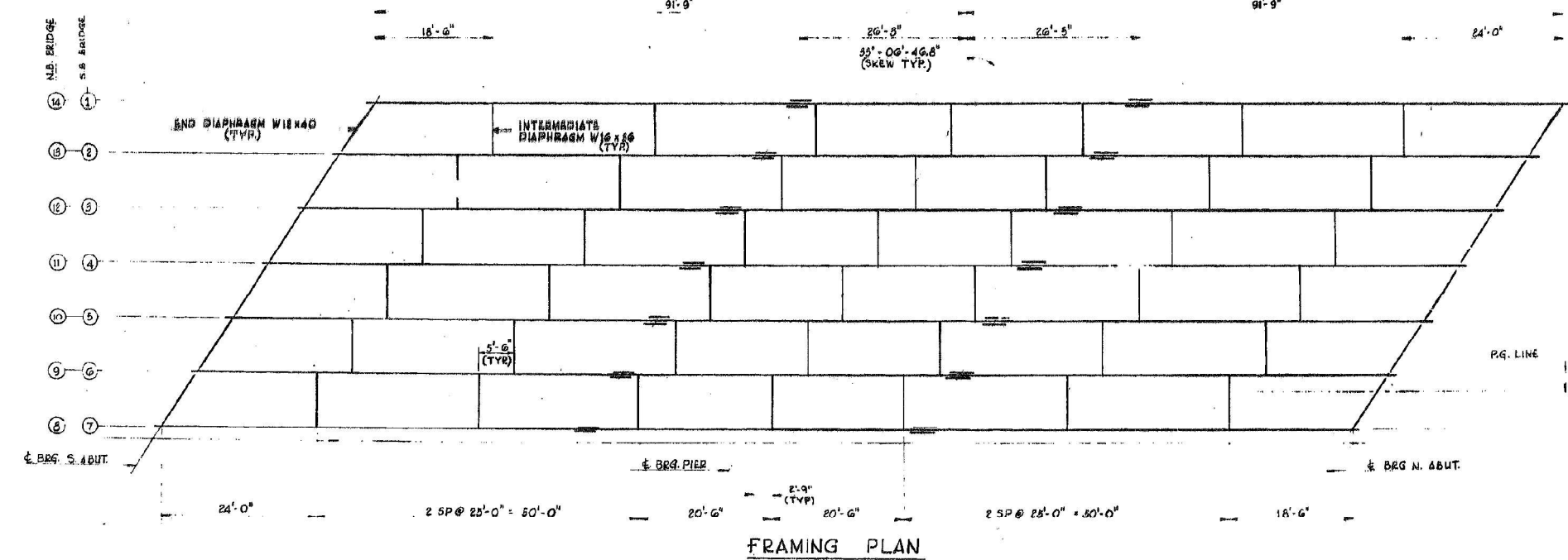
SHEET SA-53 OF SA-66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	253
				CONTRACT NO. 62H03
ILLINOIS FED. AID PROJECT				

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55 1977-185-HBKR	WILL.	156	116
DRAWN BY		CHECKED BY	
DESIGNED BY		DATE	



ELEVATION



FRAMING PLAN

INTERIOR BEAM MOMENT TABLE		INTERIOR BEAM REACTION TABLE	
	0.4 SP 1 OR SP 2	PIER	
I <sub>y</sub>	(IN <sup>4</sup> ) 18,200	20,300	R
I <sub>z</sub>	(IN <sup>4</sup> ) 80,100		IMP
S <sub>x</sub>	(IN <sup>3</sup> ) 719	1,100	R TOTAL
S <sub>y</sub>	(IN <sup>3</sup> ) 988		
I <sub>c</sub>	(IN <sup>4</sup> ) 1,054	1,054	
M <sub>x</sub>	(K) 270	294	
I <sub>c</sub> - NON-COMR	(KSI) 9.61	13.20	
S <sub>x</sub>	(IN) 0.895	0.895	
M <sub>x</sub> P	(K) 220	316	
M <sub>y</sub>	(K) 804	824	
M IMP	(K) 296	137	
TOTAL	(K) 1,320	1,159	
I <sub>c</sub> - COMP	(KSI) 16.03	12.58	
I <sub>c</sub> TOTAL	(KSI) 25.64	26.52	
V <sub>R</sub>	(K) 61		

I<sub>y</sub> & S<sub>y</sub> ARE THE MOMENT OF INERTIA AND SECTION MODULUS OF THE STEEL SECTION USED IN COMPUTING I<sub>c</sub> TOTAL.  
 I<sub>z</sub> & S<sub>z</sub> ARE THE MOMENT OF INERTIA AND SECTION MODULUS OF THE COMPOSITE SECTION USED IN COMPUTING I<sub>c</sub> TOTAL.  
 V<sub>R</sub> IS THE MAXIMUM I<sub>c</sub> + IMPACT SHEAR RANGE IN SPAN USED TO DETERMINE SHEAR CONNECTOR SPACING.  
 \* ELEVATIONS ARE BEFORE ANY DEFLECTION AND ARE TO BE USED FOR FABRICATION ONLY.

FOR INFORMATION ONLY

BILL OF MATERIAL		
ITEM	UNIT	QUANTITY
FURNISHING AND ERECTING STRUCTURAL STEEL.	LUMP SUM	1

ALL STRUCTURAL STEEL SHALL BE AASHTO: M183 EXCEPT AS NOTED

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 INTERCHANGE @ ROUTE ILL-53/FAI-55

FRAMING PLAN  
 F.A.I. RTE. 55 (I-55) SECTION 1977-185-HBKR  
 WILL COUNTY  
 STATION 477 + 84.96

JACK E. LEISCH & ASSOCIATES  
 TRANSPORTATION ENGINEERING  
 EVANSTON, ILLINOIS

DESIGNED BY RDP DRAWN BY ML CHECKED BY ADWL

REVISIONS

No.	DESCRIPTION	NAME	DATE

DRAWING NO. JOB NO. 116-2 SHEET NO. 116 OF 156

LOC. BEAM	TOP OF BEAM ELEVATION*													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
BRG. S. ABUT.	719.09	719.20	719.57	719.80	719.20	719.05	718.87	718.86	719.00	719.21	719.22	719.21	719.09	718.89
SPLICE NO. 1	719.08	719.20	719.58	719.80	719.20	719.11	718.94	718.94	719.09	719.22	719.24	719.20	719.01	
PIER	719.05	719.25	719.87	719.86	719.25	719.10	718.94	718.94	719.10	719.25	719.26	719.25	719.05	
SPLICE NO. 2	719.01	719.20	719.84	719.84	719.22	719.09	718.94	718.94	719.11	719.26	719.28	719.26	719.08	
BRG. N. ABUT.	718.85	719.05	719.21	719.22	719.11	719.00	718.87	718.87	719.05	719.20	719.25	719.26	719.09	

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**CiorbaGroup**  
 8725 W. Higgins Rd, Ste 600, Chicago, IL 60631  
 P 773.775.4009 | www.ciorba.com

USER NAME = Structural	DESIGNED - RA	REVISED -
PLOT SCALE = N.T.S.	DRAWN - SBA	REVISED -
PLOT DATE = 4/14/2021	CHECKED - BWS	REVISED -
	DATE - 3/16/2021	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE DETAILS IV  
 STRUCTURE NO. 099-0260

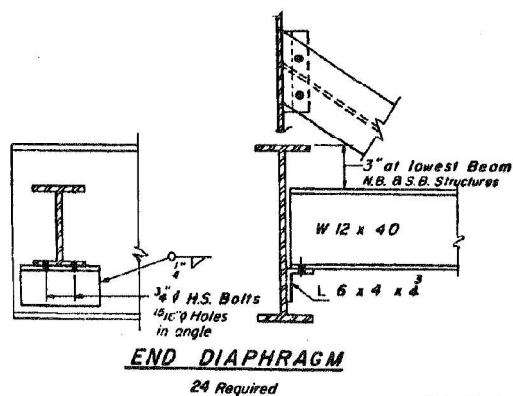
SHEET SA-54 OF SA-66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	254
CONTRACT NO.			62H03	
ILLINOIS FED. AID PROJECT				

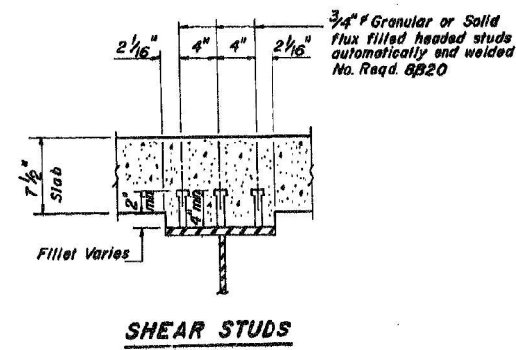
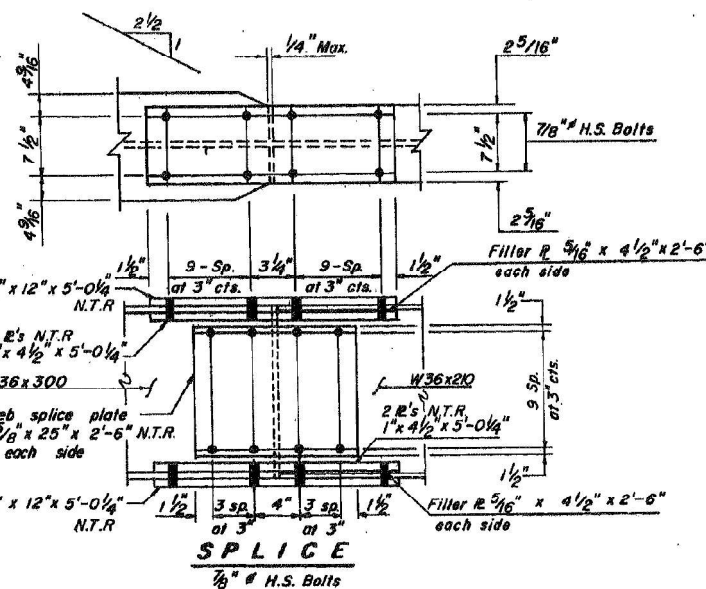
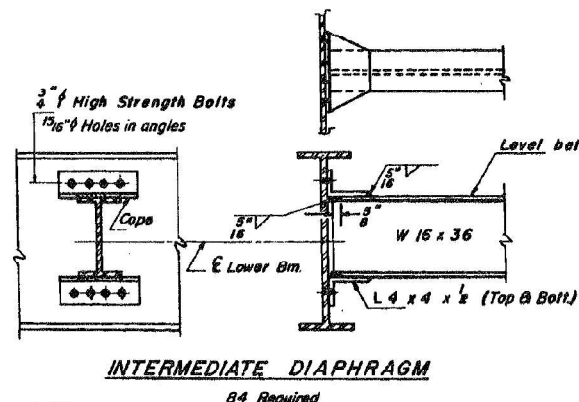
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

F.A. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	1977-165-HBKR	WILL	156	117
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

FOR INFORMATION ONLY



Note: Hardened washers shall be required over 15/16" holes in angles.



STRUCTURAL STEEL DETAILS  
F.A.I. RTE. 55 (I-55) SECTION 1977-165-HBKR  
WILL COUNTY  
STATION 477 + 54.96

DESIGNED	
CHECKED	
DRAWN	
CHECKED	

I-2-D 4-15-73

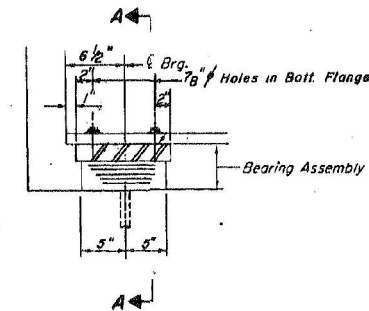
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	DATE - 3/16/2021	REVISED -

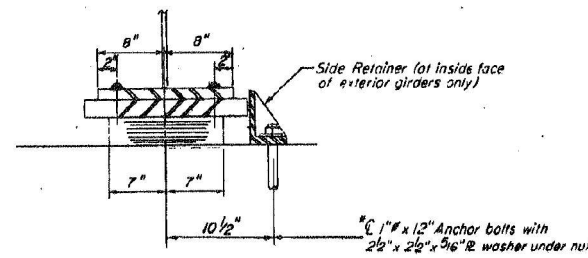
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55	2018-043-BD&BJR	WILL	430	255
				CONTRACT NO. 62H03
		ILLINOIS FED. AID PROJECT		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

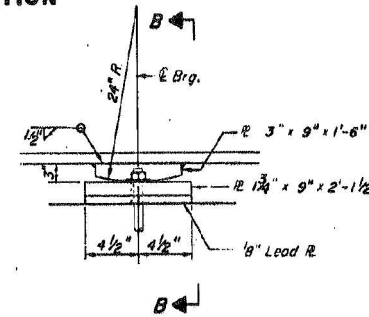
F.A.I. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET
I-55	1977-165-HBKR	WILL	156	11B
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



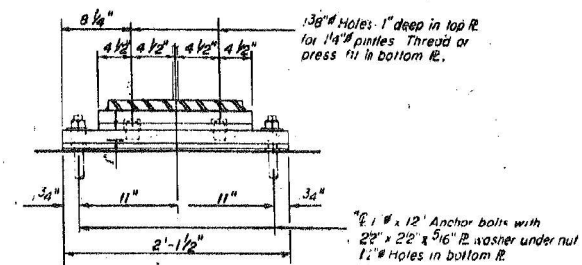
SECTION AT ABUT.



SECTION A-A



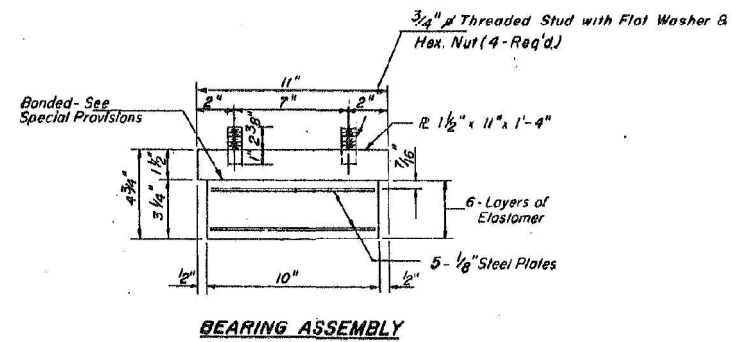
ELEVATION AT PIER



SECTION B-B

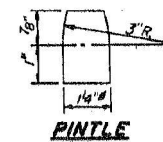
FIXED BEARING

TYPE I ELASTOMERIC EXP. BRG.

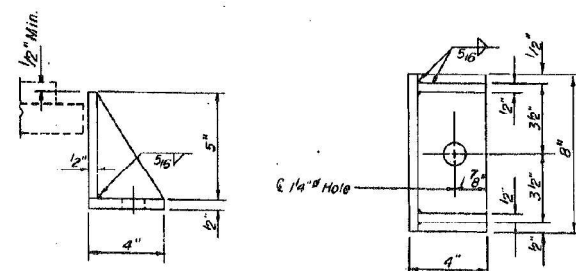


BEARING ASSEMBLY

Note: After beams have been erected holes at expansion bearings shall be drilled and anchor bolts grouted in place. Anchor bolts at fixed bearings may be built into the masonry.



PINTLE



SIDE RETAINER

FOR INFORMATION ONLY

ELASTOMERIC BEARING DETAILS  
F.A.I. RTE. 55 (I-55) SECTION 1977-165-HBKR  
WILL COUNTY  
STATION 477 + 54.96

DESIGNED	
CHECKED	
DRAWN	
CHECKED	

I-2-E1 12-1-78

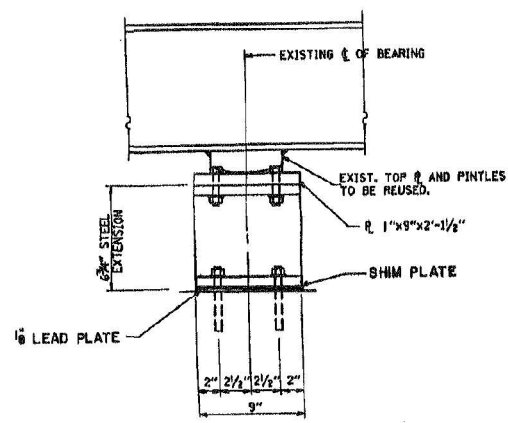
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USER NAME	DESIGNED	REVISION
Structural	RA	-
	SBA	-
	BWS	-
		-
		-
		-

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	256
		CONTRACT NO.		62H03
		ILLINOIS FED. AID PROJECT		



SHEET 8-5 OF 8-21	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	257
STA.	TO STA.		CONTRACT NO.	
			62H03	
#28 & 121 RS-1				

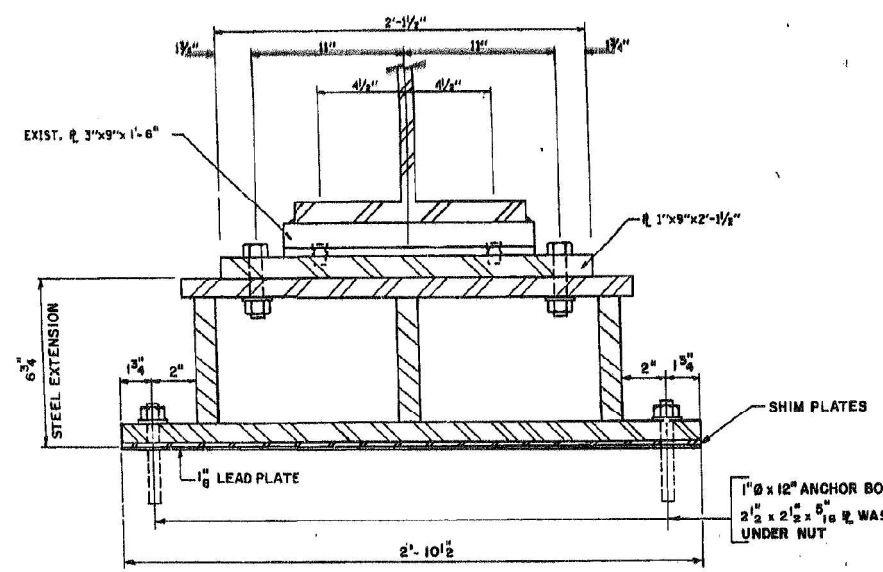


PROPOSED SECTION AT PIER #1  
(14 REQUIRED)

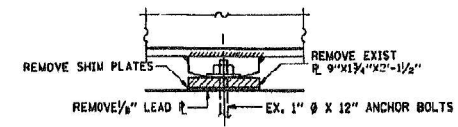
**NOTES:**  
 Drilling of proposed anchor bolts is incidental to the cost of Furnishing and Erecting Structural Steel. Replace broken or rusted out pintles subject to the approval of the Engineer. The cost is incidental to Furnishing and Erecting Structural Steel. For Anchor Bolts installation details see sheet 521 of 521. Burn existing anchor bolts flush with existing concrete surface. Grind smooth and seal with epoxy. The cost is incidental to Jacking Existing Superstructure.

Two 1/8" additional adjusting shims of the dimensions of the steel extension shall be provided for each bearing (beam) which are shown on the plans and shall be used as required. Proceed steel extension to be aligned above existing  $\epsilon$  of bearing. Proposed plates shall be AASHTO, M-270, G-36. For Jacking Information and the details of existing bearings see sheet 5B & 59. Contractor shall submit jacking details for approval by the bridge office. Existing portion of fixed bearings to be reused shall be cleaned and painted. See special provisions. New steel extensions, bearing plates, shim plates, lead plates connection bolts, and anchor bolts are included in Furnishing and Erecting Structural Steel.

FOR INFORMATION ONLY



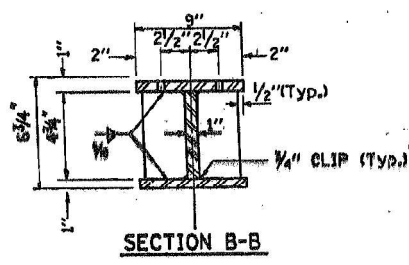
PROPOSED FRONT FACE AT PIER



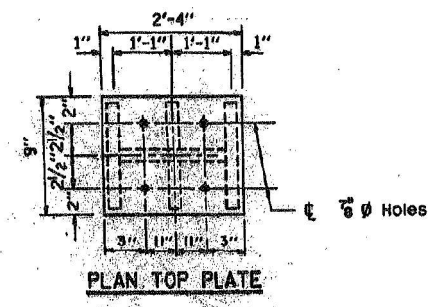
EXISTING SECTION AT PIER  
(HATCHED AREA INDICATES REMOVAL)

**GIRDER REACTIONS**

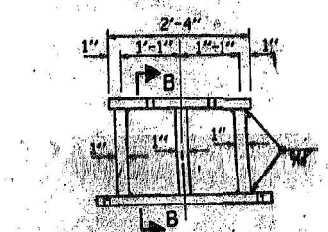
R DL (K)	163.6
R LL+Imp. (K)	93.3
R (Total) (K)	256.9



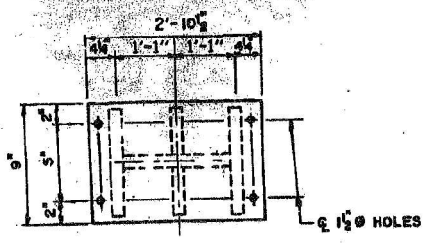
SECTION B-B



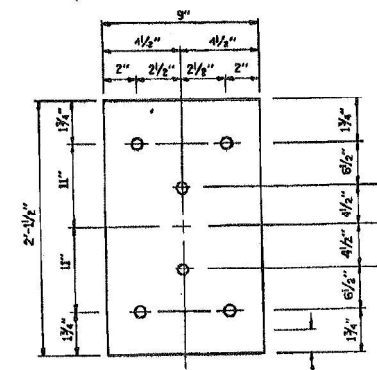
PLAN TOP PLATE



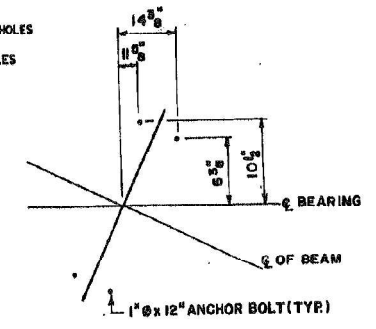
STEEL EXTENSION DETAIL



PLAN BOTTOM PLATE



PLAN OF  $\phi$  1" x 9" x 2'-1/2"



ANCHOR BOLT LOCATION AT PIER

**BILL OF MATERIAL**

Item	Unit	Total
Furn. and Erect Structural Steel	Lbs	4370
Jacking Existing Superstructure	L.S.	1.0

**REVISIONS**

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 INTERSTATE ROUTE 55  
 OVER ILLINOIS ROUTE 53  
 CENTER PIER  
 FIXED BEARING DETAILS  
 S.N. 099-0260/0261  
 SCALE: 50'-1" DRAWN BY CADD  
 DATE 04/29/94 CHECKED BY JAF

DATE PLOTTED = 4/14/2021 11:10:39 AM  
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 P1 43P 29 11:54:00 1934  
 I:\\_user\project\dl17393\dl17393.dwg 22 14-1-16-16:25



USER NAME = Structural	DESIGNED - RA	REVISED -
PLOT SCALE = N.T.S.	DRAWN - SBA	REVISED -
PLOT DATE = 4/14/2021	CHECKED - BWS	REVISED -
	DATE - 3/16/2021	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

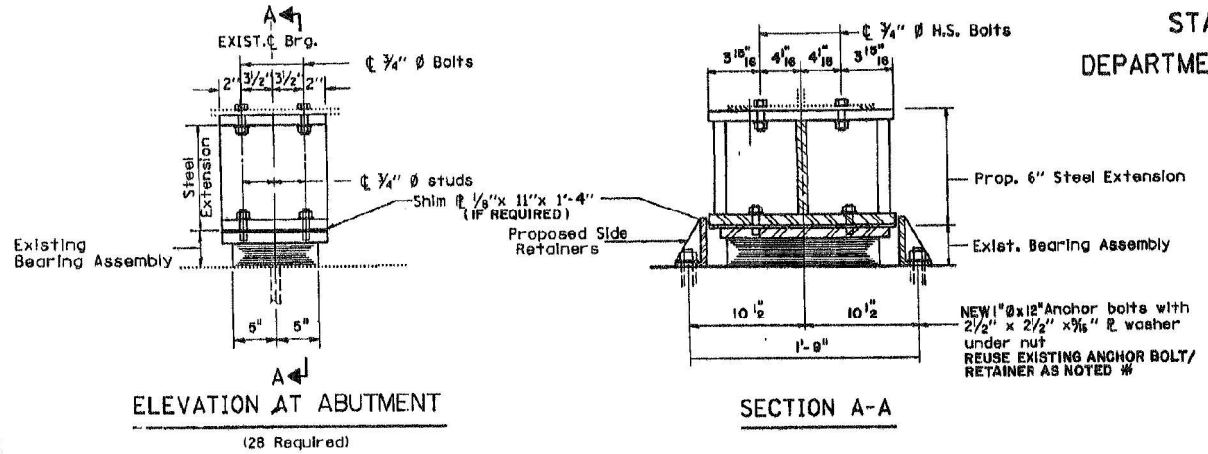
EXISTING BRIDGE DETAILS VII  
 STRUCTURE NO. 099-0260

SHEET SA-57 OF SA-66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	257
CONTRACT NO.			62H03	
ILLINOIS		FED. AID PROJECT		

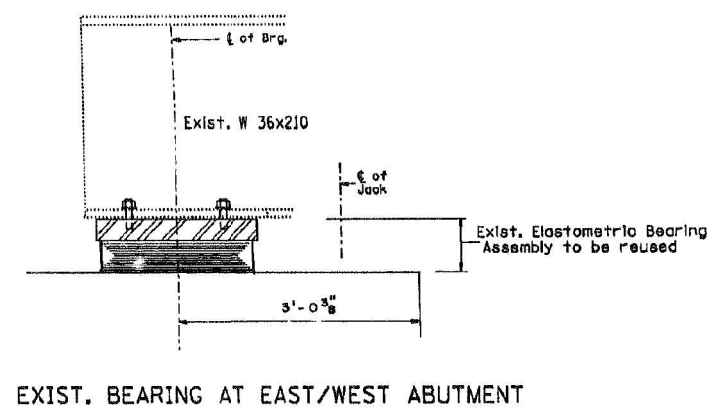
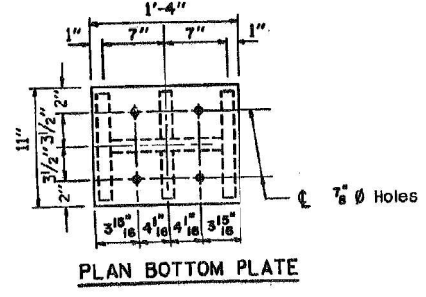
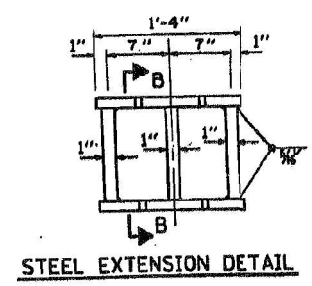
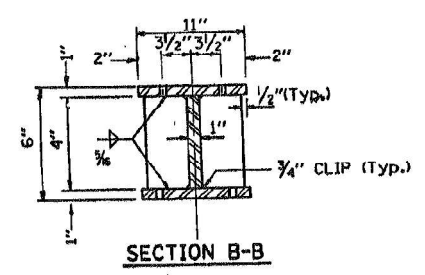
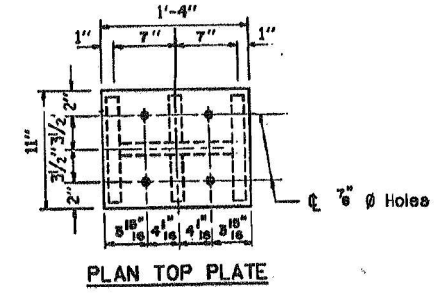
SHEET 8-6 OF 8-24		F.A.L. NO. 55	SECTION * WILL	COUNTY WILL	TOTAL SHEETS 230	SHEET NO. 94
STA. TO STA.		FED. AID PROJ. NO.		SLAB NO.	CONTRACT NO.	
		* 28		8.121		RS-1

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

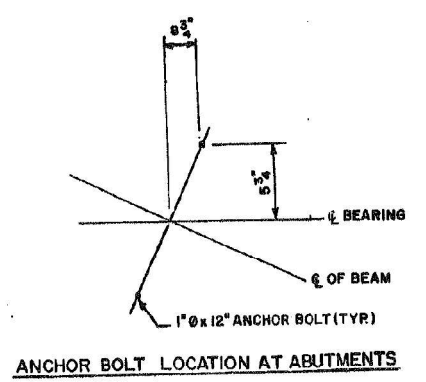


GIRDER REACTIONS

R DL (K)	47.1
R LL+Imp. (K)	59.9
R (Total) (K)	107.0

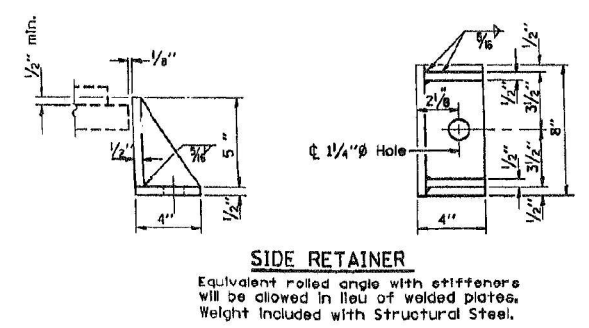


**NOTES:**  
 New steel extensions, shim plates, side retainers, connection bolts, and anchor bolts are included in furnishing and erecting structural steel.  
 Two 1/8" additional adjusting shims of the dimensions of the steel extension shall be provided for each bearing (beam) which are not shown on the plans and shall be used as required. Shim plates are not to be placed under bearing assembly.  
 Proposed extensions to be aligned above existing center of bearing. Proposed plates shall be AASHTO M-270, G-36.  
 For jacking information and the details of existing bearings see sheets 5B & 5C.  
 Contractor shall submit jacking details for approval by the bridge office.  
 Drilling of proposed anchor bolts is incidental to the cost of furnishing and erecting structural steel.  
 \* Proposed side retainers shall be placed at both sides of all beams except at the inside face of exterior beams.  
 \* Place 1 side retainer on outside face of exterior beams.  
 For anchor bolt installation details see Sheet of



**BILL OF MATERIAL**

Item	Unit	Total
Furn. and Erect Structural Steel	Lbs	5200



ILLINOIS DEPARTMENT OF TRANSPORTATION  
 INTERSTATE ROUTE 55  
 OVER ILLINOIS ROUTE 53  
 EAST/WEST ABUTMENT  
 ELASTOMERIC BEARING DETAILS  
 S.N. 099-0260/0261

SCALE: VERT. NONE  
 HORIZ. NONE  
 DATE 04/28/94

DRAWN BY JAF  
 CHECKED BY MVT

FOR INFORMATION ONLY

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	DATE - 3/16/2021	REVISED -

F.A.L. RTE. 55	SECTION 2018-043-BD&BJR	COUNTY WILL	TOTAL SHEETS 430	SHEET NO. 258
CONTRACT NO. 62H03			ILLINOIS FED. AID PROJECT	

**GENERAL NOTES**

1. Repair quantities have been prepared from notes received from IDOT Engineers.
2. 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.
3. The Contractor shall use PP-1, PP-2, PP-3 or PP-4 Concrete for all deck and approach slab patches.
4. The Contractor must use extreme caution during full depth deck slab repair and must not nick, cut or damage, in any way, any of the steel beams. The existing reinforcement bars shall be cleaned. If any of these reinforcement bars are damaged they must be replaced with an approved bar splicer or anchorage system. The cost of this work is included with Deck Slab Repair (Full Depth, Type II).
5. The bridge over IL 53 has temporary protective shield in-place. The Contractor must remove the temporary protective shield and replace it with Protective Shield (Permanent). The Protective Shield (Permanent) shall be installed from face-to-face of existing abutments. The width to be protected shall be from the centerline of the west fascia beam to the centerline of the east fascia beam. The removal and disposal of the existing temporary protective shield shall be paid for as Protective Shield Removal.
6. For construction staging see Maintenance of Traffic Sheets.

**SCOPE OF WORK**

1. Removal of existing temporary protective shield and replacement with Protective Shield (Permanent).
2. Partial depth and full depth repair of bridge decks and full depth repair of approach slabs utilizing staged construction.

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	TOTAL
PROTECTIVE SHIELD REMOVAL	L SUM	1
PROTECTIVE SHIELD (PERMANENT)	SQ YD	2,085
DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	9
DECK SLAB REPAIR (PARTIAL)	SQ YD	26
APPROACH SLAB REPAIR (FULL DEPTH)	SQ YD	12

**FOR INFORMATION ONLY**

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 8501 W. Higgins Road, Suite 280 Chicago, Illinois 60631 (773) 399-0112	USER NAME =	DESIGNED - JAZ	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES & TOTAL BILL OF MATERIAL S.N. 099-0260, I-55 OVER IL ROUTE 53	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	CHECKED -	REVISED -			55	2019-177-BR	WILL	37	25
	PLOT DATE =	DRAWN - TCK	REVISED -	SHEET NO. 2 OF 4 SHEETS		ILLINOIS FED. AID PROJECT				
		DATE - 2/2020	REVISED -							

 8725 W. Higgins Rd, Ste 600, Chicago, IL 60631 P 773.775.4009   www.ciorba.com	USER NAME = Structural	DESIGNED - RA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING BRIDGE DETAILS IX STRUCTURE NO. 099-0260	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = N.T.S.	DRAWN - SBA	REVISED -			55	2018-043-BD&BJR	WILL	430	259
	PLOT DATE = 4/14/2021	CHECKED - BWS	REVISED -	SHEET SA-59 OF SA-66 SHEETS		ILLINOIS FED. AID PROJECT				
		DATE - 3/16/2021	REVISED -							

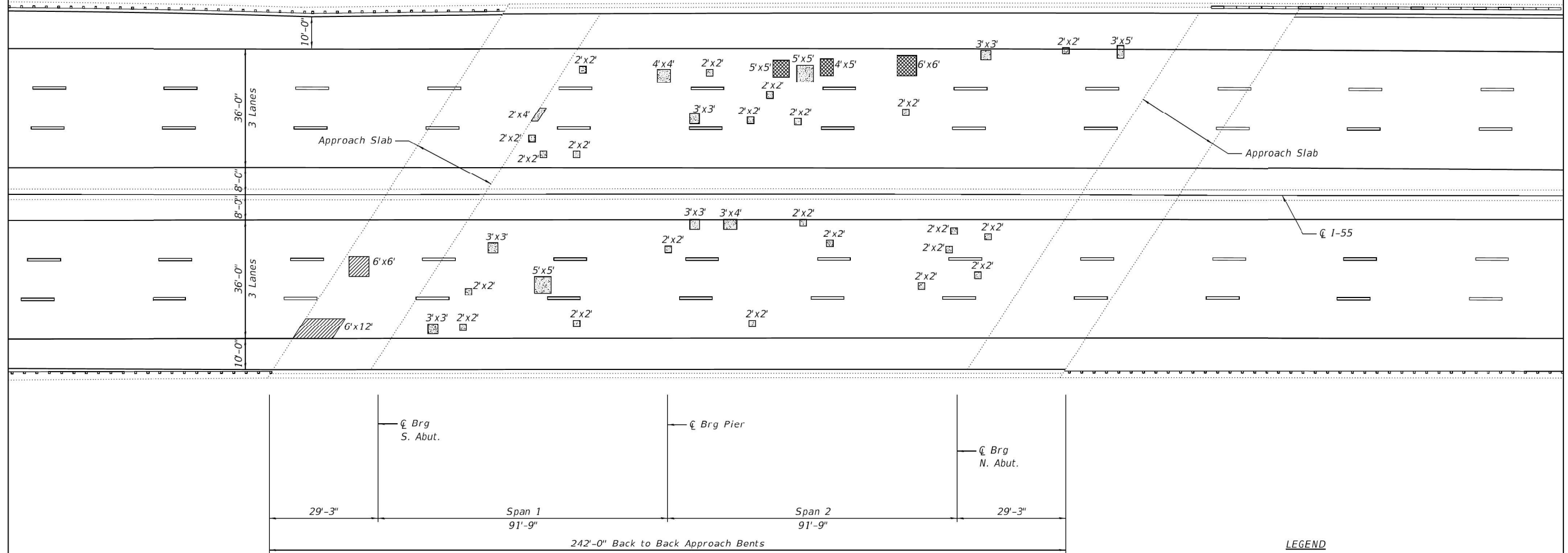
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**BILL OF MATERIALS**

ITEM	UNIT	TOTAL
DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	9
DECK SLAB REPAIR (PARTIAL)	SQ YD	26
APPROACH SLAB REPAIR (FULL DEPTH)	SQ YD	12

**NOTE**

Repair of the existing deck and approach slabs shall include but may not be limited to the areas shown. The actual areas to be repaired will be determined by the Engineer at the time of construction and recorded on as-built plans.



**FOR INFORMATION ONLY**

**LEGEND**

- Deck Slab Repair (Partial)
- Deck Slab Repair (Full Depth, Type II)
- Approach Slab Repair (Full Depth)

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**GRÖEF**  
8501 W. Higgins Road, Suite 280  
Chicago, Illinois 60631 | (773) 399-0112

USER NAME =	DESIGNED - JAZ	REVISED -
PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE =	DRAWN - TCK	REVISED -
	DATE - 2/2020	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DECK & APPROACH CONCRETE PATCHING**  
S.N. 099-0260, I-55 OVER IL ROUTE 53

SHEET NO. 3 OF 4 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2019-177-BR	WILL	37	26
CONTRACT NO. 62K50				
ILLINOIS FED. AID PROJECT				

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**CiorbaGroup**  
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631  
P 773.775.4009 | www.ciorba.com

USER NAME = Structural	DESIGNED - RA	REVISED -
PLOT SCALE = N.T.S.	DRAWN - SBA	REVISED -
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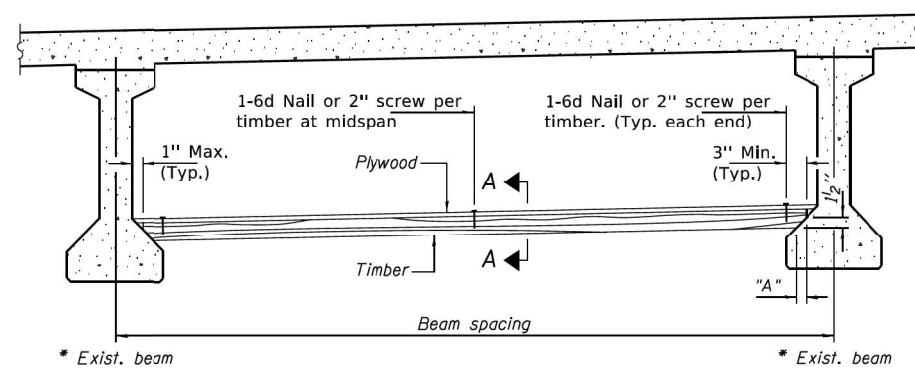
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**EXISTING BRIDGE DETAILS X  
STRUCTURE NO. 099-0260**

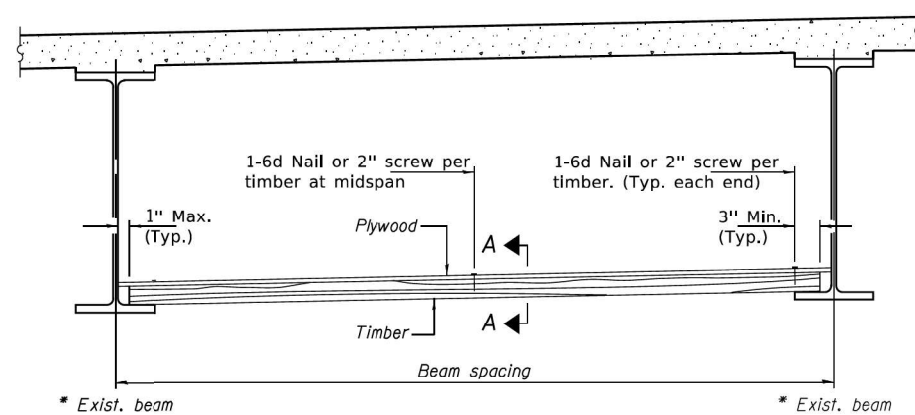
SHEET SA-60 OF SA-66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	260
CONTRACT NO. 62H03				
ILLINOIS FED. AID PROJECT				

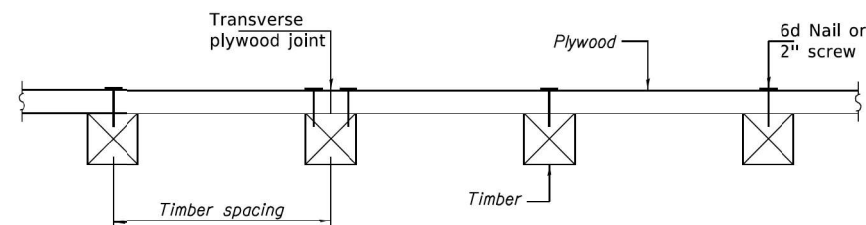
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



PPC I-BEAMS AND BULB-T'S



STEEL BEAMS



SECTION A-A

TIMBER SPACING

Beam Spacing (ft.)	Timber Sizes (in.)		
	4" x 4" with min. Fb=775 psi Fv=135 psi	4" x 6" with min. Fb=775 psi Fv=135 psi	6" x 6" with min. Fb=575 psi Fv=125 psi
	Maximum Timber Spacing (in.)		
4.5	16	16	16
4.75	16	16	16
5.0	16	16	16
5.25	16	16	16
5.5	16	16	16
5.75	16	16	16
6.0	16	16	16
6.25	12	16	16
6.5	12	16	16
6.75	12	16	16
7.0	8	16	16
7.25	8	16	16
7.5	8	16	16
7.75	8	16	16
8.0	8	12	16
8.25	8	12	16
8.5	6	12	12
8.75	6	12	12
9.0	6	8	12

PPC I-BEAMS AND BULB-T'S

BEAM	"A"
36" I-Beam	1 1/2"
42" I-Beam	1 1/2"
48" I-Beam	1 1/2"
54" I-Beam	1 5/8"
63" Bulb-T	3 3/8"
72" Bulb-T	3 3/8"

*Notes:* See special provision for Permanent Protective Shield System.

Timber sizes shown are nominal sizes. Rough sawn timber of the dimensions shown will also be considered acceptable.

The minimum Fb and Fv values shown are the tabulated design values given in the National Design Specification for Wood Construction for No. 2 Spruce-Pine-Fir without adjustment factors applied. Better grades or other species with equal or higher allowable stresses will also be considered acceptable.

The timber spacings shown have been determined using allowable stresses with all adjustment factors necessary for the anticipated service conditions. All timber shall be treated.

Plywood shall be 5/8" rated Exterior type plywood by APA.

Plywood shall be placed such that the face grain is perpendicular to the timber supports. When less than a full sheet (4' width) of plywood is used, the width of the strip used shall not be less than 2'.

Transverse plywood joints shall be supported by timbers.

When 4" x 6" timbers are used, they shall be placed such that the wide face is horizontal and the narrow face is vertical.

Design load = 200 psf.

BILL OF MATERIAL

Item	Unit	Total
Protective Shield (Permanent)	Sq. Yd.	2,085

FOR INFORMATION ONLY

PERMANENT PROTECTIVE SHIELD

PPS-1 01-22-09

**GRÄEF**  
8501 W. Higgins Road, Suite 280  
Chicago, Illinois 60631 (773) 399-0112

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	CHECKED -	REVISED -
PLOT SCALE =	DRAWN - TCK	REVISED -
PLOT DATE =	DATE - 2/2020	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PERMANENT PROTECTIVE SHIELD  
S.N. 099-0260, I-55 OVER IL ROUTE 53

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2019-177-BR	WILL	37	27
				CONTRACT NO. 62K50
ILLINOIS FED. AID PROJECT				

**CiorbaGroup**  
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631  
P 773.775.4009 | www.ciorba.com

USER NAME = Structural	DESIGNED - RA	REVISED -
	DRAWN - SBA	REVISED -
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PLOT DATE = 4/14/2021	DATE - 3/16/2021	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE DETAILS XI  
STRUCTURE NO. 099-0260

SHEET SA-61 OF SA-66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	261
				CONTRACT NO. 62H03
ILLINOIS FED. AID PROJECT				

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

**BORING LOG BSB-01**  
 WEI Job No.: 498-01-02  
 Client: Lin Engineering, Ltd.  
 Project: Interstate 55 over IL Route 53  
 Location: Will County, Illinois

Datum: NAVD 88  
 Elevation: 700.51 ft  
 North: 1827864.91 ft  
 East: 1056728.63 ft  
 Station: 208+86.73  
 Offset: 71.87 RT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/ft)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/ft)	Qu (tsf)	Moisture Content (%)
699.3	8-inch thick CONCRETE over 6-inch thick, ASPHALT --PAVEMENT--												
699.3	4-inch thick, brown SANDY GRAVEL; moist --AGGREGATE BASE--	1	3	6	1.50 P	16			9	5	1.89 B	16	
699.3	Stiff to hard, brown and gray SILTY CLAY to SILTY CLAY LOAM, trace gravel; damp --RDR 2--	2	14	18	NR				10	5	1.56 B	14	
699.3		3	9	12	0.23 B	15			11	8	3.20 B	11	
699.3		4	7	9	3.89 B	17			12	11	2.38 B	17	
699.3		5	5	9	3.89 B	17			13	4	2.46 B	17	
699.3		6	6	6	2.79 B	16			14	20	NP	11	
699.3		7	7	9	NR		663.5	Dense, brown SILTY LOAM, trace gravel; wet					
699.3		8	6	10	1.89 B	15			18	16	2.2	12	

**GENERAL NOTES**  
 Begin Drilling: 05-12-2020 Complete Drilling: 05-12-2020  
 Drilling Contractor: Wang Testing Services Drill Rig: 18CME55T [85%]  
 Driller: R&J Logger: F. Bozga Checked by: C. Marin  
 Drilling Method: 2.25" IDA HSA, mud rotary after 10 feet; boring backfilled upon completion

**WATER LEVEL DATA**  
 While Drilling: 37.00 ft  
 At Completion of Drilling: 10' mud  
 Time After Drilling: NA  
 Depth to Water: NA  
 The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

**Wang Engineering**  
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 Lombard, IL 60148  
 Telephone: 630 953-9928  
 Fax: 630 953-9938

**BORING LOG BSB-01**  
 WEI Job No.: 498-01-02  
 Client: Lin Engineering, Ltd.  
 Project: Interstate 55 over IL Route 53  
 Location: Will County, Illinois

Datum: NAVD 88  
 Elevation: 700.51 ft  
 North: 1827864.91 ft  
 East: 1056728.63 ft  
 Station: 208+86.73  
 Offset: 71.87 RT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/ft)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/ft)	Qu (tsf)	Moisture Content (%)
658.5	--frequent chatter from 42 ft, possible cobbles--												
658.5	Very dense, gray GRAVELLY LOAM; wet --RDR 3 to 4-- possible cobbles--	15	33	60	NP	10			19	20	NP	15	
658.5		16	13	19	NP	12			20	17	NP	21	
658.5	Dense, gray SILTY LOAM, trace gravel; wet --RDR 3 to 4-- possible cobbles--	11	18	19	3.20 B	11			21	12	16	16	
658.5		12	16	17	2.38 B	17			22	20	19	21	
658.5	Very dense, gray SANDY GRAVEL; wet --RDR 4--	17	23	40	NP	9			23	16	16	20	
658.5		18	16	22	NP	12			24	20	19	21	
658.5	Medium dense to very dense, gray, medium to coarse SAND; trace gravel, saturated --RDR 2--	18	16	22	NP	12			25	20	19	21	

**GENERAL NOTES**  
 Begin Drilling: 05-12-2020 Complete Drilling: 05-12-2020  
 Drilling Contractor: Wang Testing Services Drill Rig: 18CME55T [85%]  
 Driller: R&J Logger: F. Bozga Checked by: C. Marin  
 Drilling Method: 2.25" IDA HSA, mud rotary after 10 feet; boring backfilled upon completion

**WATER LEVEL DATA**  
 While Drilling: 37.00 ft  
 At Completion of Drilling: 10' mud  
 Time After Drilling: NA  
 Depth to Water: NA  
 The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

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 Telephone: 630 953-9928  
 Fax: 630 953-9938

**BORING LOG BSB-02**  
 WEI Job No.: 498-01-02  
 Client: Lin Engineering, Ltd.  
 Project: Interstate 55 over IL Route 53  
 Location: Will County, Illinois

Datum: NAVD 88  
 Elevation: 700.81 ft  
 North: 1827919.26 ft  
 East: 1056784.53 ft  
 Station: 209+63.65  
 Offset: 59.13' RT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/ft)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/ft)	Qu (tsf)	Moisture Content (%)
700.0	10-inch thick CONCRETE												
700.0	5.5-inch thick ASPHALT --PAVEMENT--												
699.5	Medium stiff, brown CLAY LOAM, trace gravel; damp --FILL--	1	2	4	0.25 P	16			9	5	NR		
699.5	Hard, brown SILTY CLAY LOAM, trace gravel; damp --FILL-- --RDR 2--	2	5	9	6.40 B	15			10	5	1.56 B	14	
699.5		3	6	6	4.26 B	16			11	7	1.89 B	12	
699.5		4	4	6	3.69 B	18			12	5	2.05 B	15	
699.5		5	4	7	3.36 B	17			13	7	1.75 P	18	
699.5		6	5	9	3.69 B	16			14	7	1.75 P	18	
699.5		7	7	10	3.94 B	17			15	7	1.75 P	18	
699.5		8	4	8	2.71 B	18			16	7	1.75 P	18	

**GENERAL NOTES**  
 Begin Drilling: 05-15-2020 Complete Drilling: 05-15-2020  
 Drilling Contractor: Wang Testing Services Drill Rig: 18CME55T [85%]  
 Driller: R&J Logger: F. Bozga Checked by: C. Marin  
 Drilling Method: 2.25" IDA HSA, mud rotary after 10 feet; boring backfilled upon completion

**WATER LEVEL DATA**  
 While Drilling: 41.50 ft  
 At Completion of Drilling: 10' mud  
 Time After Drilling: NA  
 Depth to Water: NA  
 The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

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	DATE - 3/16/2021	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

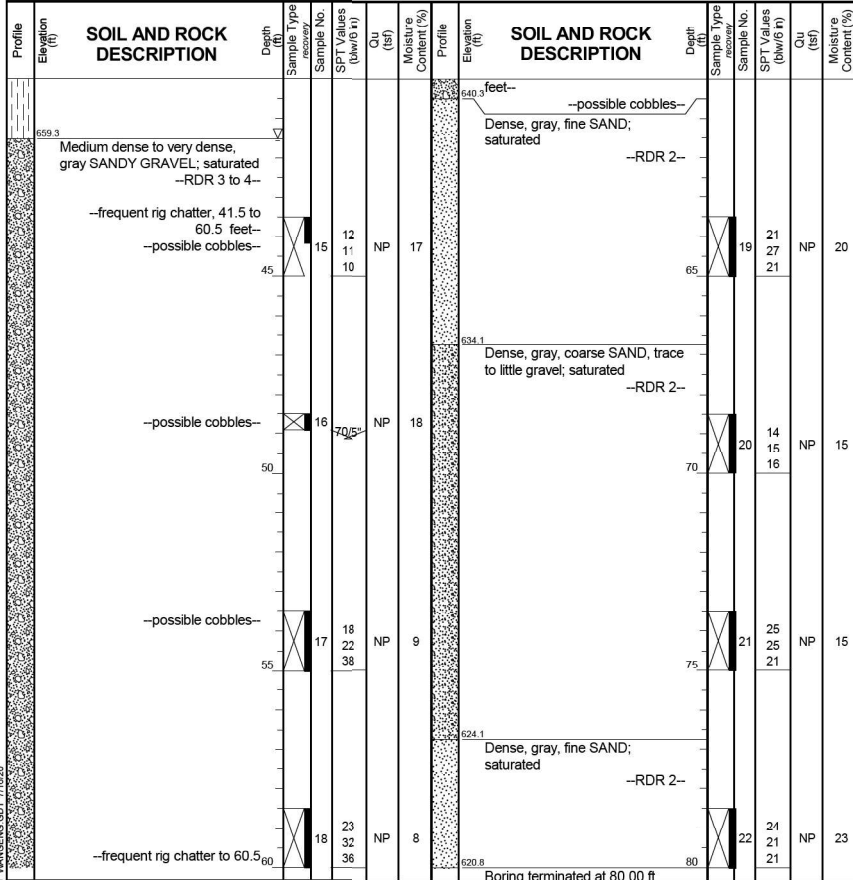
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STRUCTURE NO. 099-0260**

F.A.I. RTE. 55	SECTION 2018-043-BD&BJR	COUNTY WILL	TOTAL SHEETS 430	SHEET NO. 262
CONTRACT NO. 62H03				
ILLINOIS FED. AID PROJECT				

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 Lombard, IL 60148  
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**BORING LOG BSB-02** Page 2 of 2  
 WEI Job No.: 498-01-02  
 Client: **Lin Engineering, Ltd.**  
 Project: **Interstate 55 over IL Route 53**  
 Location: **Will County, Illinois**

Datum: NAVD 88  
 Elevation: 700.81 ft  
 North: 1827919.26 ft  
 East: 1056784.53 ft  
 Station: 209+63.65  
 Offset: 59.13' RT



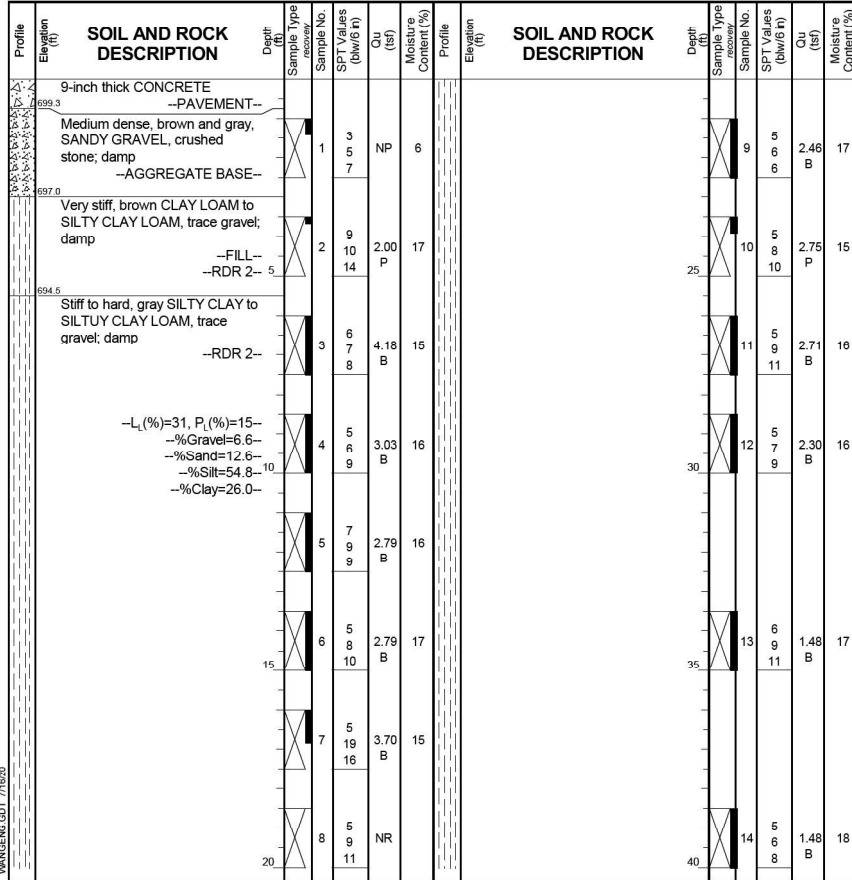
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 Drilling Contractor Wang Testing Services Drill Rig 18CME55T [85%]  
 Driller R&J Logger F. Bozga Checked by C. Marin  
 Drilling Method 2.25" IDA HSA, mud rotary after 10 feet; boring backfilled upon completion

**WATER LEVEL DATA**  
 While Drilling 41.50 ft  
 At Completion of Drilling 10' mud  
 Time After Drilling NA  
 Depth to Water NA  
 The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

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 Lombard, IL 60148  
 Telephone: 630 953-9928  
 Fax: 630 953-9938

**BORING LOG BSB-03** Page 1 of 2  
 WEI Job No.: 498-01-02  
 Client: **Lin Engineering, Ltd.**  
 Project: **Interstate 55 over IL Route 53**  
 Location: **Will County, Illinois**

Datum: NAVD 88  
 Elevation: 700.04 ft  
 North: 1827932.43 ft  
 East: 1056834.38 ft  
 Station: 210+12.11  
 Offset: 76.74' RT



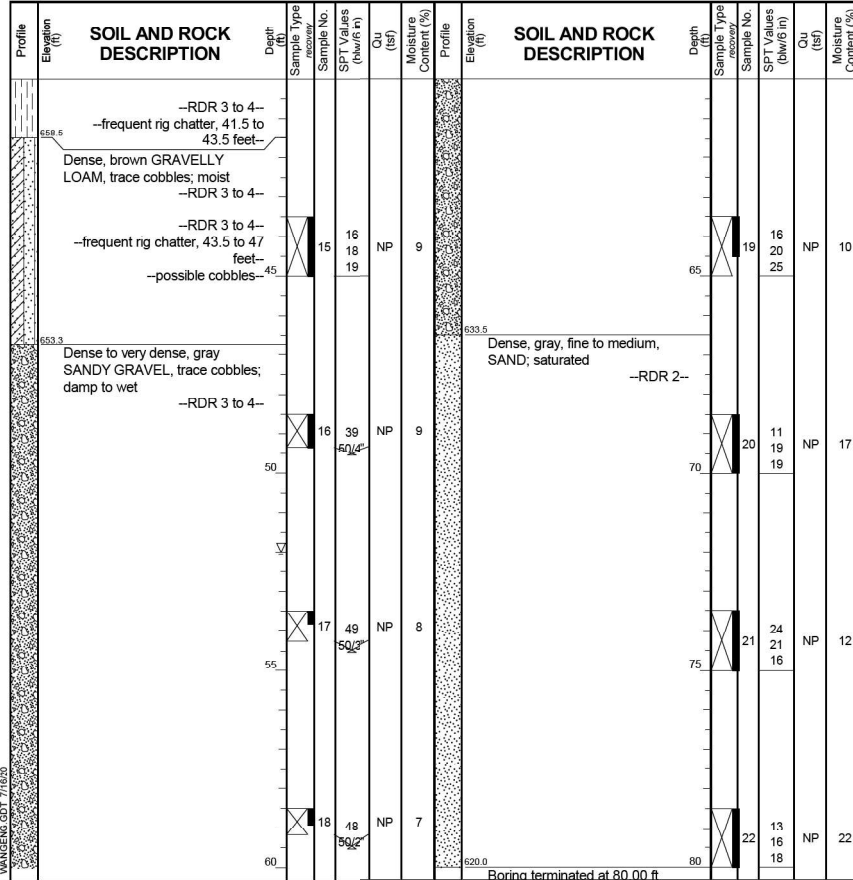
**GENERAL NOTES**  
 Begin Drilling 05-06-2020 Complete Drilling 05-06-2020  
 Drilling Contractor Wang Testing Services Drill Rig 17B57T [91%]  
 Driller R&J Logger F. Bozga Checked by C. Marin  
 Drilling Method 2.25" IDA HSA, mud rotary after 10 feet; boring backfilled upon completion

**WATER LEVEL DATA**  
 While Drilling 52.00 ft  
 At Completion of Drilling 10' mud  
 Time After Drilling NA  
 Depth to Water NA  
 The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

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**BORING LOG BSB-03** Page 2 of 2  
 WEI Job No.: 498-01-02  
 Client: **Lin Engineering, Ltd.**  
 Project: **Interstate 55 over IL Route 53**  
 Location: **Will County, Illinois**

Datum: NAVD 88  
 Elevation: 700.04 ft  
 North: 1827932.43 ft  
 East: 1056834.38 ft  
 Station: 210+12.11  
 Offset: 76.74' RT



**GENERAL NOTES**  
 Begin Drilling 05-06-2020 Complete Drilling 05-06-2020  
 Drilling Contractor Wang Testing Services Drill Rig 17B57T [91%]  
 Driller R&J Logger F. Bozga Checked by C. Marin  
 Drilling Method 2.25" IDA HSA, mud rotary after 10 feet; boring backfilled upon completion

**WATER LEVEL DATA**  
 While Drilling 52.00 ft  
 At Completion of Drilling 10' mud  
 Time After Drilling NA  
 Depth to Water NA  
 The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

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PLOT DATE = 4/14/2021	CHECKED - BWS	REVISED -
	DATE - 3/16/2021	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SOIL BORING LOGS II  
 STRUCTURE NO. 099-0260**

SHEET SA-63 OF SA-66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	263
CONTRACT NO.			62H03	
ILLINOIS FED. AID PROJECT				

**Wang Engineering**  
 wangeng@wangeng.com  
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**BORING LOG BSB-04**  
 WEI Job No.: 498-01-02  
 Client: Lin Engineering, Ltd.  
 Project: Interstate 55 over IL Route 53  
 Location: Will County, Illinois

Datum: NAVD 88  
 Elevation: 699.74 ft  
 North: 1828038.10 ft  
 East: 1056718.28 ft  
 Station: 209+77.03  
 Offset: 76.27 LT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	Sample Type	SPT Values (blows/ft)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	Sample Type	SPT Values (blows/ft)	Qu (tsf)	Moisture Content (%)
699.5	8-inch thick, CONCRETE over 4-inch thick, ASPHALT --PAVEMENT-- Dense, gray SANDY GRAVEL; damp --BASE COURSE-- --FILL--	1	1	NP	13	NP	6	699.5	--%Silt=64.6-- --%Clay=23.5--	1	9	NP	10	1.50	16
696.7	Very stiff to hard, brown and gray SILTY CLAY to SILTY CLAY LOAM, trace gravel; damp --RDR 2--	2	5	3.12	18	18	18	696.7	Medium dense to very dense, brown and gray SANDY GRAVEL, trace cobbles; moist to wet --RDR 3 to 4-- --possible cobbles--	2	10	NP	5	1.56	18
699.2	Medium dense, brown SILTY LOAM; wet --RDR 2--	5	8	NP	18	18	18	699.2	Medium dense to dense, gray coarse SAND, trace gravel; wet --RDR 2--	5	19	NP	11	NP	17
696.7	Medium stiff to very stiff, gray SILTY CLAY to SILTY CLAY LOAM, trace gravel; damp --RDR 2--	6	3	2.71	15	15	15	696.7	Medium stiff to hard, brown to gray SILTY CLAY to SILTY CLAY LOAM, trace gravel; damp --RDR 2--	6	20	NP	11	NP	18
	--L <sub>c</sub> (%)=29, P <sub>c</sub> (%)=15-- --%Gravel=3.8-- --%Sand=8.1--	8	4	1.72	17	17	17		--possible cobbles--	8	22	NP	14	NP	15

**GENERAL NOTES**  
 Begin Drilling 05-11-2020 Complete Drilling 05-11-2020  
 Drilling Contractor Wang Testing Services Drill Rig 18CME55T [85%]  
 Driller R&J Logger F. Bozga Checked by C. Marin  
 Drilling Method 2.25" IDA HSA, mud rotary after 10 feet; boring backfilled upon completion

**WATER LEVEL DATA**  
 While Drilling 3.00 ft  
 At Completion of Drilling 10' mud  
 Time After Drilling NA  
 Depth to Water NA  
 The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

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**BORING LOG BSB-04**  
 WEI Job No.: 498-01-02  
 Client: Lin Engineering, Ltd.  
 Project: Interstate 55 over IL Route 53  
 Location: Will County, Illinois

Datum: NAVD 88  
 Elevation: 699.74 ft  
 North: 1828038.10 ft  
 East: 1056718.28 ft  
 Station: 209+77.03  
 Offset: 76.27 LT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	Sample Type	SPT Values (blows/ft)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	Sample Type	SPT Values (blows/ft)	Qu (tsf)	Moisture Content (%)
699.5	--frequent chatter from 42' bgs-- --possible large gravel and cobbles--	9	10	1.50	16	16	16	699.5	Medium dense to dense, gray coarse SAND, trace gravel; wet --RDR 2--	9	19	NP	11	NP	17
696.7	Medium dense to very dense, brown and gray SANDY GRAVEL, trace cobbles; moist to wet --RDR 3 to 4-- --possible cobbles--	10	5	1.56	18	18	18	696.7	Medium stiff to hard, brown to gray SILTY CLAY to SILTY CLAY LOAM, trace gravel; damp --RDR 2--	10	20	NP	11	NP	18
	--possible cobbles--	15	45	NP	8	8	8		--possible cobbles--	15	21	NP	21	NP	20
	--possible cobbles--	17	28	NP	11	11	11		--sample sheared--	17	22	NP	14	NP	15

**GENERAL NOTES**  
 Begin Drilling 05-11-2020 Complete Drilling 05-11-2020  
 Drilling Contractor Wang Testing Services Drill Rig 18CME55T [85%]  
 Driller R&J Logger F. Bozga Checked by C. Marin  
 Drilling Method 2.25" IDA HSA, mud rotary after 10 feet; boring backfilled upon completion

**WATER LEVEL DATA**  
 While Drilling 3.00 ft  
 At Completion of Drilling 10' mud  
 Time After Drilling NA  
 Depth to Water NA  
 The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

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**BORING LOG BSB-05**  
 WEI Job No.: 498-01-02  
 Client: Lin Engineering, Ltd.  
 Project: Interstate 55 over IL Route 53  
 Location: Will County, Illinois

Datum: NAVD 88  
 Elevation: 700.34 ft  
 North: 1828054.81 ft  
 East: 1056761.20 ft  
 Station: 210+21.81  
 Offset: 65.52' LT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	Sample Type	SPT Values (blows/ft)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	Sample Type	SPT Values (blows/ft)	Qu (tsf)	Moisture Content (%)
699.5	10-inch thick CONCRETE --PAVEMENT-- 4-inch thick ASPHALT --PAVEMENT-- Dense, brown, gravelly LOAM; damp --FILL-- --RDR 2--	1	4	NP	10	10	10	699.5	Medium stiff to hard, brown to gray SILTY CLAY to SILTY CLAY LOAM, trace gravel; damp --RDR 2--	1	9	NP	4	1.89	16
697.1	Stiff, brown CLAY LOAM to SILTY CLAY LOAM, trace gravel; damp --FILL-- --RDR 2--	2	5	1.75	17	17	17	697.1	Medium stiff to hard, brown to gray SILTY CLAY to SILTY CLAY LOAM, trace gravel; damp --RDR 2--	2	10	NP	3	1.15	20
699.2	Medium stiff to hard, brown to gray SILTY CLAY to SILTY CLAY LOAM, trace gravel; damp --RDR 2--	3	4	4.59	17	17	17	699.2	--L <sub>c</sub> (%)=27, P <sub>c</sub> (%)=15-- --%Gravel=2.6-- --%Sand=9.4-- --%Silt=64.6-- --%Clay=23.4--	3	11	NP	4	0.98	16
	--sample sheared--	4	3	6.07	16	16	16		--sample sheared--	4	12	NP	7	1.07	15
	--sample sheared--	5	4	2.21	17	17	17		--sample sheared--	5	13	NP	7	2.38	16
	--sample sheared--	6	3	2.30	17	17	17		--sample sheared--	6	14	NP	8	2.00	22
	--sample sheared--	7	5	2.21	16	16	16		--sample sheared--	7	15	NP	8	2.00	22
	--sample sheared--	8	7	2.21	15	15	15		--sample sheared--	8	16	NP	14	NP	15

**GENERAL NOTES**  
 Begin Drilling 05-13-2020 Complete Drilling 05-13-2020  
 Drilling Contractor Wang Testing Services Drill Rig 18CME55T [85%]  
 Driller R&J Logger F. Bozga Checked by C. Marin  
 Drilling Method 2.25" IDA HSA, mud rotary after 10 feet; boring backfilled upon completion

**WATER LEVEL DATA**  
 While Drilling 42.00 ft  
 At Completion of Drilling 10' mud  
 Time After Drilling NA  
 Depth to Water NA  
 The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

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	DATE - 3/16/2021	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SOIL BORING LOGS III  
 STRUCTURE NO. 099-0260**

SHEET SA-64 OF SA-66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	264
CONTRACT NO.			62H03	
ILLINOIS FED. AID PROJECT				



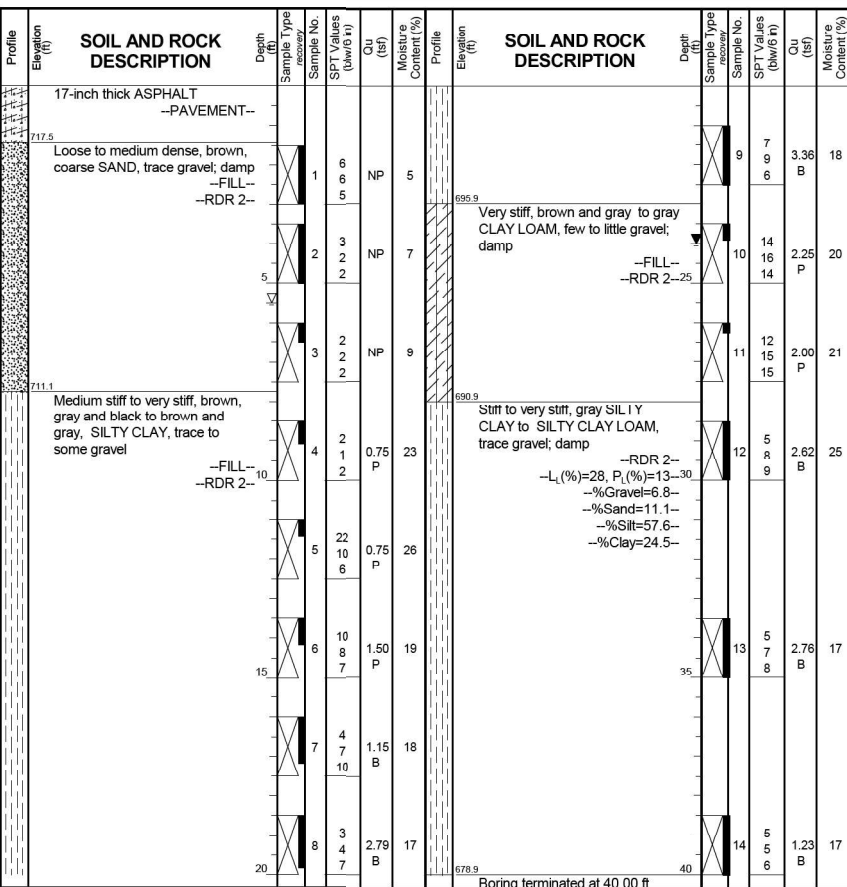


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**BORING LOG RWB-01** Page 1 of 1

WEI Job No.: 498-01-02  
 Client: Lin Engineering, Ltd.  
 Project: Interstate 55 over IL Route 53  
 Location: Will County, Illinois

Datum: NAVD 88  
 Elevation: 718.87 ft  
 North: 1828150.71 ft  
 East: 1056934.73 ft  
 Station: 212+19.05  
 Offset: 45.28' LT



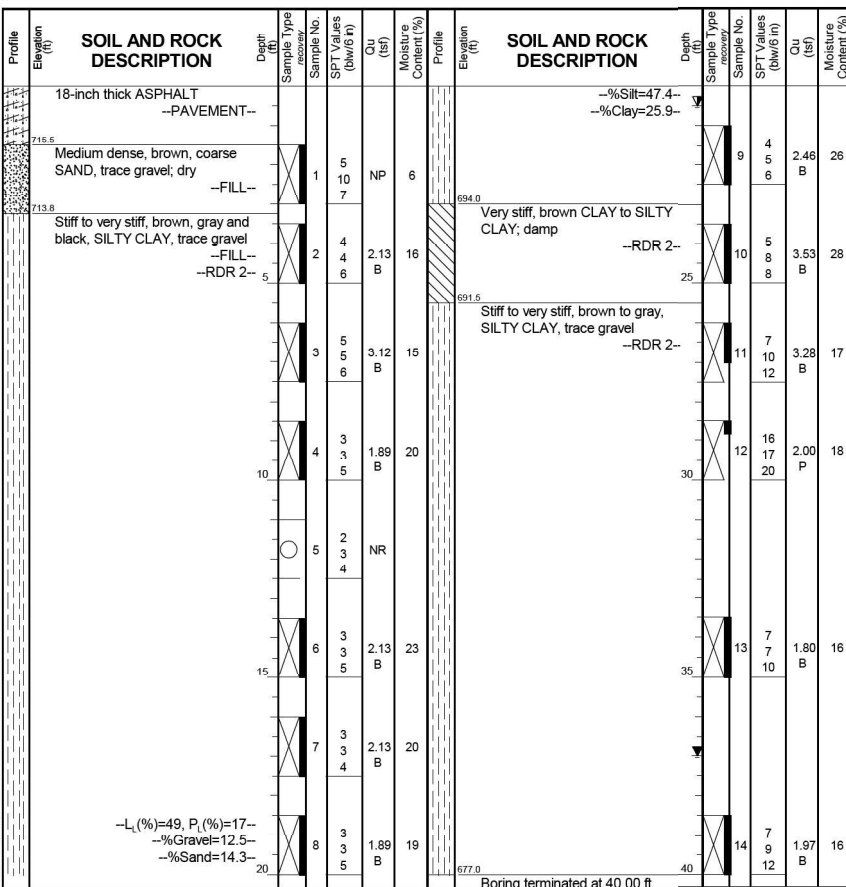
GENERAL NOTES				WATER LEVEL DATA			
Begin Drilling	05-20-2020	Complete Drilling	05-20-2020	While Drilling	5.50 ft		
Drilling Contractor	Wang Testing Services	Drill Rig	18CME55T [85%]	At Completion of Drilling	24.00 ft		
Driller	R&J	Logger	F. Bozga	Time After Drilling	NA		
Drilling Method	2.25" IDA HSA; boring backfilled upon completion			Depth to Water	NA		
The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.							

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 Fax: 630 953-9938

**BORING LOG RWB-03** Page 1 of 1

WEI Job No.: 498-01-02  
 Client: Lin Engineering, Ltd.  
 Project: Interstate 55 over IL Route 53  
 Location: Will County, Illinois

Datum: NAVD 88  
 Elevation: 717.00 ft  
 North: 1828234.91 ft  
 East: 1057057.42 ft  
 Station: 213+67.68  
 Offset: 44.63' LT



GENERAL NOTES				WATER LEVEL DATA			
Begin Drilling	05-19-2020	Complete Drilling	05-19-2020	While Drilling	20.50 ft		
Drilling Contractor	Wang Testing Services	Drill Rig	18CME55T [85%]	At Completion of Drilling	37.00 ft		
Driller	R&J	Logger	F. Bozga	Time After Drilling	24 hours		
Drilling Method	2.25" IDA HSA; boring backfilled upon completion			Depth to Water	20.50 ft		
The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.							

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	DATE - 3/16/2021	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SOIL BORING LOGS V  
 STRUCTURE NO. 099-0260**

SHEET SA-66 OF SA-66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	266
CONTRACT NO.				62H03
ILLINOIS		FED. AID PROJECT		

Bench Mark: Cut  $\square$  in Northwest corner of Median wall of F.A.P. RTE. 112 (IL-53) North of F.A.I. RTE. 55 Bridge, Sta. 210+36.66 Offset 73.72' Rt., Elevation 703.84

Existing Structure: Existing wall is cast in place reinforced wall.  
Year of construction and existing plans are not available.

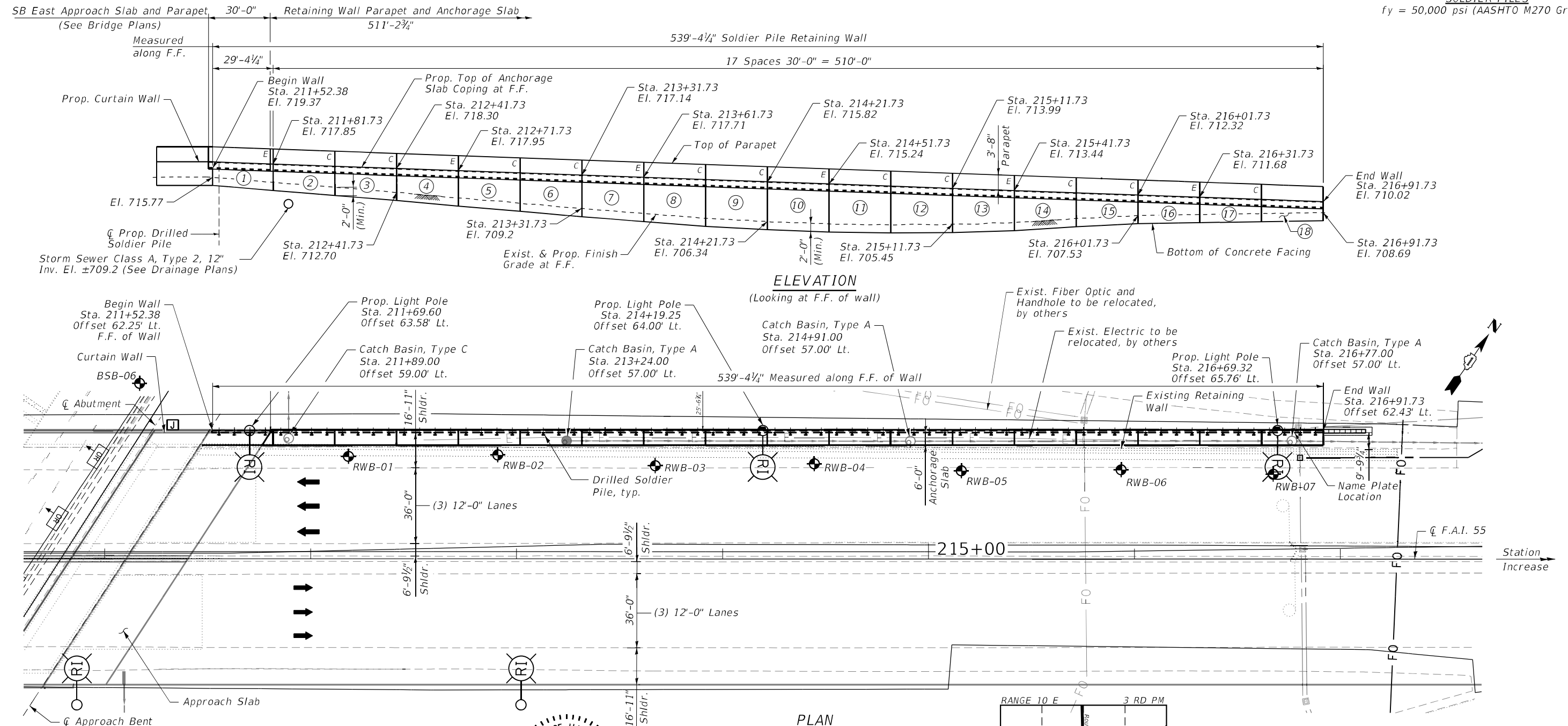
Traffic Control: Traffic is to be maintained during construction utilizing Stage Construction.

No Salvage.

**SEISMIC DATA**  
Seismic Performance Category (SPC) = A  
Bedrock Acceleration Coefficient (A) = 0.04g  
Site Coefficient (S) = 1.0

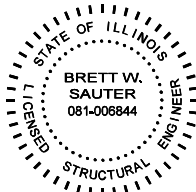
**DESIGN SPECIFICATIONS**  
2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

**DESIGN STRESSES**  
**FIELD UNITS**  
 $f'_c = 3,500$  psi  
 $f_y = 60,000$  psi (Reinforcement)  
**SOLDIER PILES**  
 $f_y = 50,000$  psi (AASHTO M270 Gr. 50)



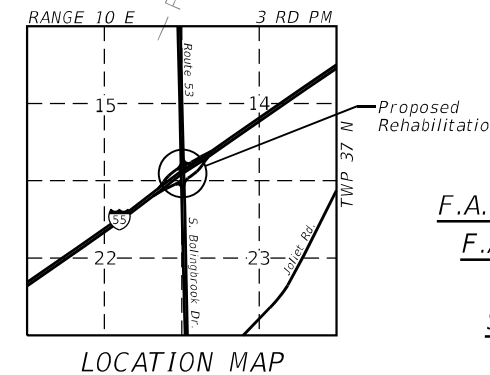
**NOTES:**

1. Stations and Offsets are measured from  $\square$  F.A.I. 55 to the Front Face of the Retaining Wall facing panels.
2. F.F. denotes Front Face.
3. B.F. denotes Back Face.
4. C denotes Construction Joint
5. E denotes Expansion Joint



DATE: 4/29/2021  
SEAL EXPIRES: 11/30/2022

**APPROVED**  
For Structural Adequacy Only  
*Dr. Carl Kumpke*  
Engineer of Bridges & Structures



**GENERAL PLAN & ELEVATION**  
F.A.I. RTE. 55 (I-55) OVER F.A.P. RTE. 112 (IL-53)  
F.A.I. RTE. 55 (I-55) - SEC. 2018-043-BD&BJR  
WILL COUNTY  
STATION 211+52.38 TO STATION 216+91.73  
S.N. 099-W100

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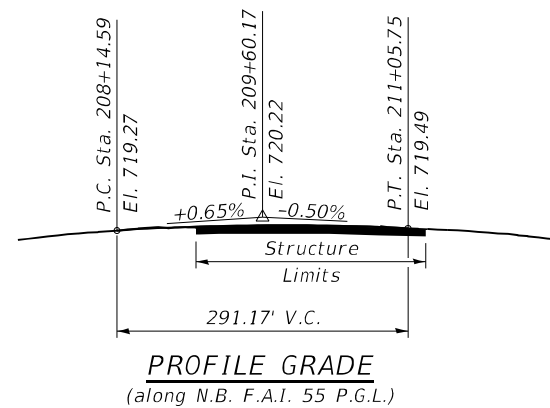
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

SHEET SB-1 OF SB-14 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	DUPAGE	430	267
CONTRACT NO.			62H03	
ILLINOIS FED. AID PROJECT				

**GENERAL NOTES**

- Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the additional quantity furnished at the unit price bid for the work.
- Reinforcement bars designated (E) shall be epoxy coated.
- Protective coat shall be applied to exposed surfaces of the parapet and Anchorage slab and concrete sealer shall be applied to exposed surfaces of the wall face.
- Existing utilities in conflict with retaining wall construction shall be protected or relocated according to directions given on the roadway plans.
- The CONTRACTOR shall exercise extreme caution during wall construction to make certain that construction activities, live load surcharge, and other loads applied to the wall will not have detrimental effects on the adjacent structures, buildings, and utilities.
- Slipforming of parapet is not allowed.
- The CONTRACTOR shall take all necessary precautions not to contaminate groundwater during the drilled shaft construction operation. CONTRACTOR is responsible for the proper containment and disposal of the contaminated groundwater and spoils resulting from Contractor's means and methods. No additional cost will be paid for this effort.
- Limited groundwater elevation data is available in the borings logs. In addition, groundwater may also be present in deeper granular layers. The groundwater may rise in the shafts to an elevation above the top of granular layers. The Contractor will not be compensated for issues related to the groundwater elevation.
- The CONTRACTOR shall provide a method to assure the soldier piles achieve at least the plan tip elevations. The soldier pile locations and elevations shall meet the tolerances provided in the Standard Specifications. Any additional measures required to satisfy the construction tolerances will not be paid for separately but shall be included in Drilling and Setting Soldier Piles (in Soil).
- Any storage of construction equipment and material behind the wall is not allowed.



**TOTAL BILL OF MATERIAL**

Description	Unit	Qty.
Concrete Removal	Cu Yd	59.5
Structure Excavation	Cu Yd	200
Concrete Structures	Cu Yd	290.1
Concrete Superstructure	Cu Yd	73.1
Protective Coat	Sq Yd	557
Stud Shear Connectors	Each	448
Reinforcement Bars, Epoxy Coated	Pound	53,380
Name Plates	Each	1
Furnishing Soldier Piles (Hp Section)	Foot	2,116
Drilling And Setting Soldier Piles (In Soil)	Cu Ft	5,406
Untreated Timber Lagging	Sq Ft	2,899
Concrete Sealer	Sq Ft	3,758
Geocomposite Wall Drain	Sq Yd	209
Pipe Underdrains For Structures 4"	Foot	544

**INDEX OF SHEETS**

- SB-1 General Plan and Elevation
- SB-2 General Data
- SB-3 Soldier Pile Retaining Wall Details
- SB-4 Soldier Pile Data
- SB-5 Retaining Wall Plan and Elevation I
- SB-6 Retaining Wall Plan and Elevation II
- SB-7 Retaining Wall Plan and Elevation III
- SB-8 Retaining Wall Plan and Elevation IV
- SB-9 Anchorage Slab Details I
- SB-10 Anchorage Slab Details II
- SB-11 Bill of Materials
- SB-12 Soil Boring Logs I
- SB-13 Soil Boring Logs II
- SB-14 Soil Boring Logs III

**SEQUENCE OF CONSTRUCTION**

- Locate existing utilities that are to remain. Contractor to coordinate any required improvements to, or removals of, existing utilities with utility owner.
- Remove portions of the existing Retaining Wall as shown on SB-3.
- Drill for Soldier Pile shafts, install soldier piles and concrete encasement.
- Excavate earth in front and perform excavation for Retaining Wall (SN 099-W100). Install timber lagging between soldier pile shafts.
- Construct concrete fascia as shown in the plans.

STATION 211+52.38 TO 216+91.73  
 BUILT 202\_ BY  
 STATE OF ILLINOIS  
 F.A.I. RTE. 55  
 SEC. 2018-043-BD&BJR  
 STRUCTURE NO. 099-W100

For Mounting See Sheet SB-01

**NAME PLATE**  
 See Std. 515001

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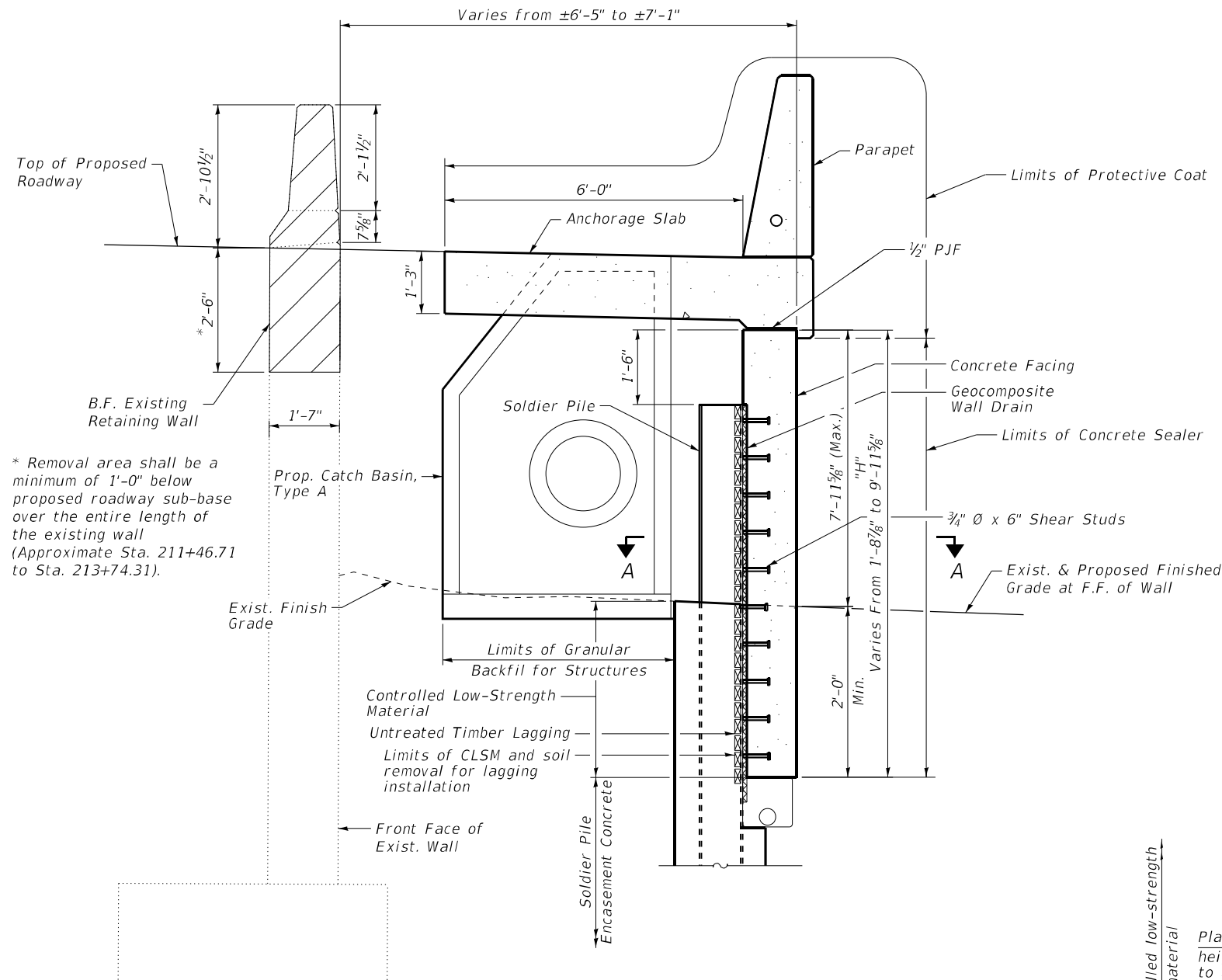
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

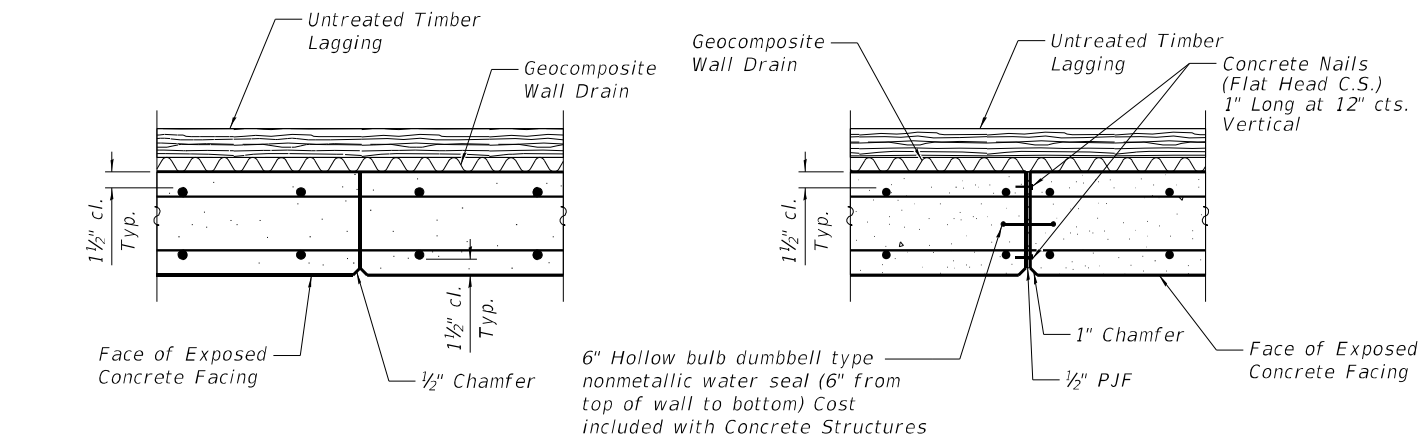
**GENERAL DATA  
 STRUCTURE NO. 099-W100**

SHEET SB-2 OF SB-14 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO.			62H03	
ILLINOIS FED. AID PROJECT				

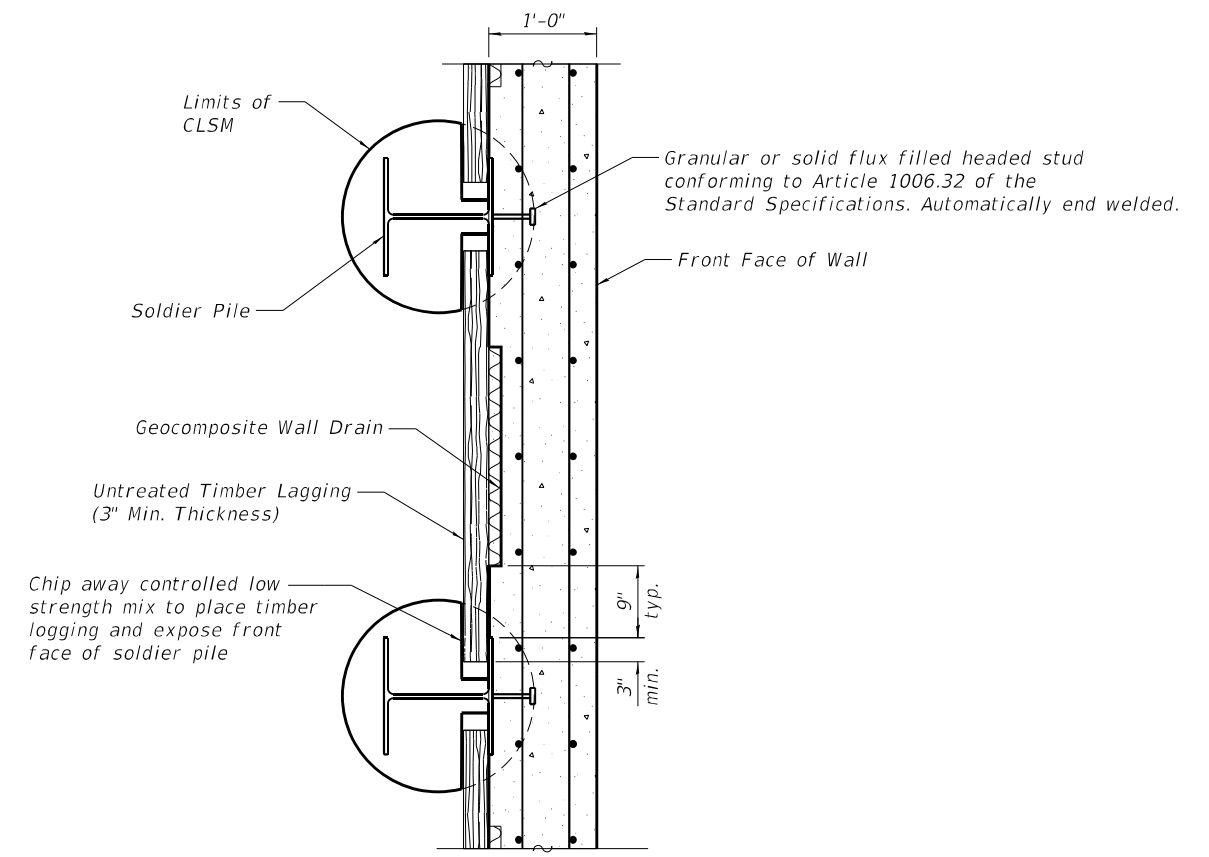


TYPICAL CROSS-SECTION

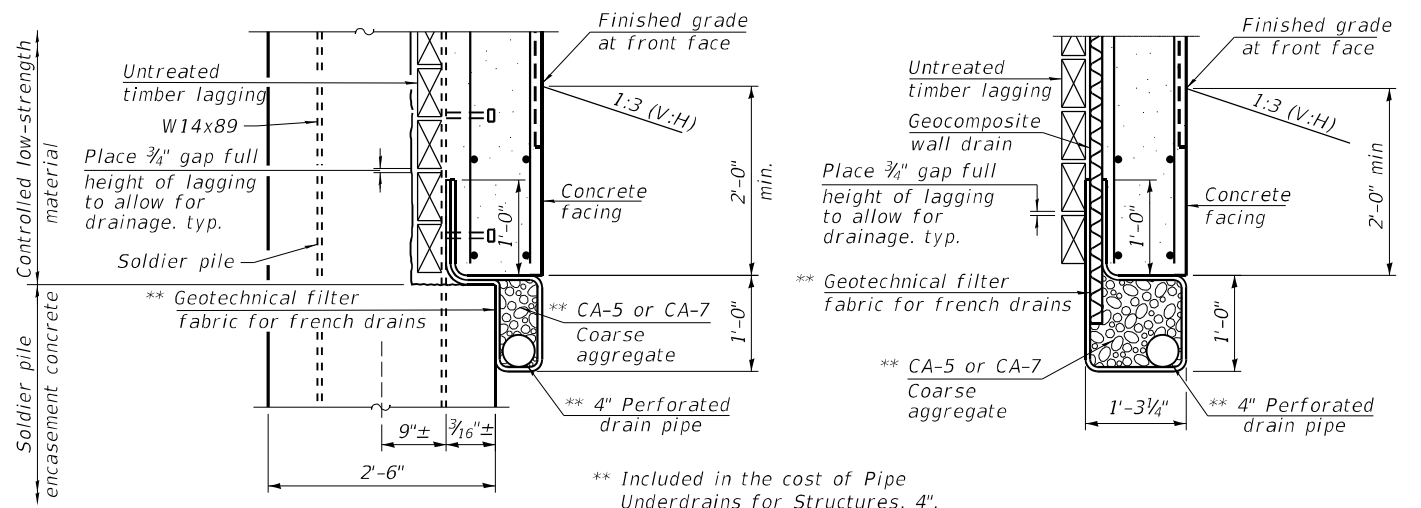


CONSTRUCTION JOINT

EXPANSION JOINT



SECTION A-A  
Catch Basin not shown for clarity



AT SOLDIER PILES

BETWEEN SOLDIER PILES

PIPE UNDERDRAIN DETAIL

LEGEND



NOTES:

- Concrete facing and Anchorage slab, paid for as Concrete Structures. Parapet paid for as Concrete Superstructures.
- The CONTRACTOR is responsible for the design and performance of the lagging using no less than 3 in. nominal rough-sawn thickness and timber with a minimum allowable bending stress of 1,000 psi.
- For Section thru Anchorage Slab, see sheet SB-10.

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**CiorbaGroup**  
 8725 W. Higgins Rd, Ste 600, Chicago, IL 60631  
 P 773.775.4009 | www.ciorba.com

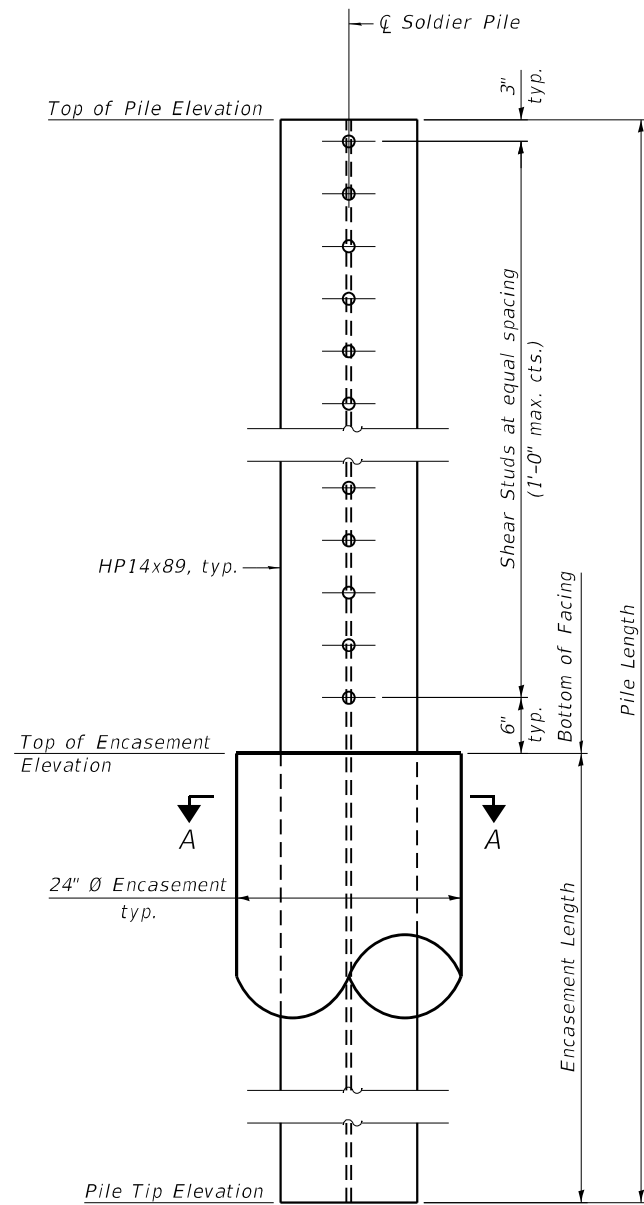
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	DATE - 3/16/2021	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

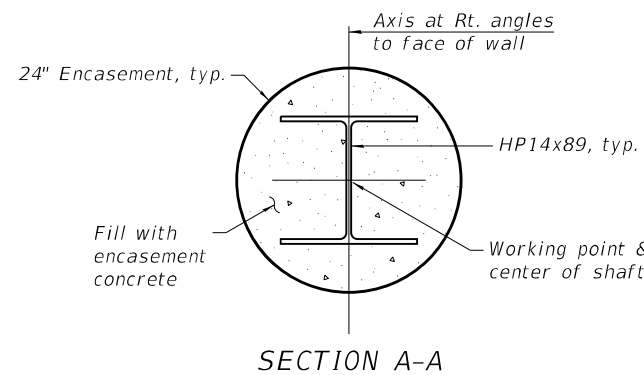
**SOLDIER PILE RETAINING WALL DETAILS  
 STRUCTURE NO. 099-W100**

SHEET SB-3 OF SB-14 SHEETS

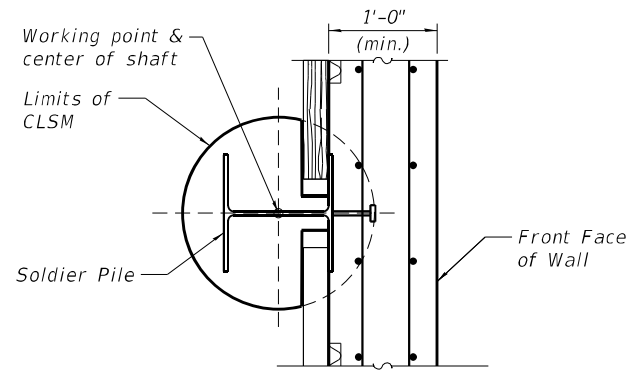
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55	2018-043-BD&BJR	DUPAGE	430	269
CONTRACT NO.			62H03	
ILLINOIS		FED. AID PROJECT		



**SOLDIER PILE ELEVATION AND SHEAR STUD CONNECTION DETAILS**



**SECTION A-A**



**SOLDIER PILE WORKING POINT**

Note:  
1. Stations and offsets are measured from  $\zeta$  I-55 to the working point.

Panel	Pile	HP-Shape	Station	Offset to W.P. (Ft.)	Top of Fascia Panel	Top of Pile Elev.	Bott. Of Panel Elev.	Pile Tip Elev.	Pile Length	Number of Shear Connectors
1	P-01	14x89	211+55.48	-60.73	717.82	716.32	713.56	691.70	24'-7.5"	4
	P-02	14x89	211+62.98	-60.73	717.84	716.34	713.14	691.28	25'-0.75"	4
	P-03	14x89	211+70.48	-60.73	717.79	716.29	712.96	691.10	25'-2.25"	4
	P-04	14x89	211+77.98	-60.74	717.62	716.12	712.78	690.92	25'-2.375"	4
2	P-05	14x89	211+85.48	-60.74	717.24	715.74	712.50	690.64	25'-1.25"	4
	P-06	14x89	211+92.98	-60.74	717.18	715.68	712.22	690.36	25'-3.875"	4
	P-07	14x89	212+00.48	-60.74	717.12	715.62	711.99	690.13	25'-5.875"	4
	P-08	14x89	212+07.98	-60.75	717.05	715.55	711.80	689.94	25'-7.375"	4
3	P-09	14x89	212+15.48	-60.75	716.98	715.48	711.58	689.72	25'-9.125"	5
	P-10	14x89	212+22.98	-60.75	716.90	715.40	711.36	689.50	25'-10.875"	5
	P-11	14x89	212+30.48	-60.75	716.83	715.33	711.14	689.28	26'-0.75"	5
	P-12	14x89	212+37.98	-60.76	716.76	715.26	710.91	689.05	26'-2.5"	5
4	P-13	14x89	212+45.48	-60.76	716.68	715.18	710.48	688.62	26'-6.875"	5
	P-14	14x89	212+52.98	-60.76	716.60	715.10	710.20	688.34	26'-9.125"	6
	P-15	14x89	212+60.48	-60.76	716.51	715.01	709.92	688.06	26'-11.5"	6
	P-16	14x89	212+67.98	-60.77	716.41	714.91	709.65	687.79	27'-1.625"	6
5	P-17	14x89	212+75.48	-60.77	716.32	714.82	709.37	684.52	30'-3.625"	6
	P-18	14x89	212+82.98	-60.77	716.23	714.73	709.12	684.27	30'-5.5"	6
	P-19	14x89	212+90.48	-60.77	716.14	714.64	708.85	684.00	30'-7.625"	7
	P-20	14x89	212+97.98	-60.78	716.04	714.54	708.55	683.70	30'-10.125"	7
6	P-21	14x89	213+05.48	-60.78	715.94	714.44	708.24	683.39	31'-0.625"	7
	P-22	14x89	213+12.98	-60.78	715.83	714.33	707.95	683.10	31'-2.75"	7
	P-23	14x89	213+20.48	-60.78	715.72	714.22	707.65	682.80	31'-5"	7
	P-24	14x89	213+27.98	-60.79	715.61	714.11	707.35	682.50	31'-7.375"	8
7	P-25	14x89	213+35.48	-60.79	715.50	714.00	707.05	682.20	31'-9.625"	8
	P-26	14x89	213+42.98	-60.79	715.39	713.89	706.75	681.90	31'-12"	8
	P-27	14x89	213+50.48	-60.80	715.28	713.78	706.51	681.66	32'-1.5"	8
	P-28	14x89	213+57.98	-60.80	715.18	713.68	706.26	681.41	32'-3.375"	8
8	P-29	14x89	213+65.48	-60.80	715.09	713.59	706.01	681.16	32'-5.125"	8
	P-30	14x89	213+72.98	-60.80	714.99	713.49	705.75	680.90	32'-7.125"	8
	P-31	14x89	213+80.48	-60.81	714.89	713.39	705.49	680.64	32'-9"	9
	P-32	14x89	213+87.98	-60.81	714.79	713.29	705.25	680.40	32'-10.875"	9
9	P-33	14x89	213+95.48	-60.81	714.70	713.20	704.99	678.10	35'-1.25"	9
	P-34	14x89	214+02.98	-60.81	714.58	713.08	704.79	677.90	35'-2.25"	9
	P-35	14x89	214+10.48	-60.82	714.44	712.94	704.62	677.73	35'-2.625"	9
	P-36	14x89	214+17.98	-60.82	714.30	712.80	704.43	677.54	35'-3.25"	9
10	P-37	14x89	214+25.48	-60.82	714.16	712.66	704.25	677.36	35'-3.625"	9
	P-38	14x89	214+32.98	-60.82	714.02	712.52	704.08	677.19	35'-4.125"	9
	P-39	14x89	214+40.48	-60.83	713.88	712.38	703.91	677.02	35'-4.375"	9
	P-40	14x89	214+47.98	-60.83	713.74	712.24	703.80	676.91	35'-4.125"	9
11	P-41	14x89	214+55.48	-60.83	713.59	712.09	703.68	676.79	35'-3.625"	9
	P-42	14x89	214+62.98	-60.83	713.42	711.92	703.65	676.76	35'-2"	9
	P-43	14x89	214+70.48	-60.84	713.26	711.76	703.55	676.66	35'-1.25"	9
	P-44	14x89	214+77.98	-60.84	713.10	711.60	703.45	676.56	35'-0.5"	9
12	P-45	14x89	214+85.48	-60.84	712.93	711.43	703.35	676.46	34'-11.75"	9
	P-46	14x89	214+92.98	-60.84	712.77	711.27	703.27	676.38	34'-10.75"	9
	P-47	14x89	215+00.48	-60.85	712.61	711.11	703.32	676.43	34'-8.25"	9
	P-48	14x89	215+07.98	-60.85	712.47	710.97	703.41	676.52	34'-5.5"	8
13	P-49	14x89	215+15.48	-60.85	712.34	710.84	703.50	676.61	34'-2.875"	8
	P-50	14x89	215+22.98	-60.85	712.20	710.70	703.59	676.70	34'-0.125"	8
	P-51	14x89	215+30.48	-60.86	712.07	710.57	703.68	676.79	33'-9.375"	8
	P-52	14x89	215+37.98	-60.86	711.93	710.43	703.79	676.90	33'-6.375"	7
14	P-53	14x89	215+45.48	-60.86	711.80	710.30	703.94	677.05	33'-3"	7
	P-54	14x89	215+52.98	-60.87	711.66	710.16	704.17	677.28	32'-10.75"	7
	P-55	14x89	215+60.48	-60.87	711.52	710.02	704.43	677.54	32'-5.875"	6
	P-56	14x89	215+67.98	-60.87	711.38	709.88	704.68	677.79	32'-1.125"	6
15	P-57	14x89	215+75.48	-60.87	711.24	709.74	704.94	678.05	31'-8.375"	6
	P-58	14x89	215+82.98	-60.88	711.10	709.60	705.19	678.30	31'-3.625"	5
	P-59	14x89	215+90.48	-60.88	710.96	709.46	705.21	678.32	31'-1.75"	5
	P-60	14x89	215+97.98	-60.88	710.82	709.32	705.47	678.58	30'-8.875"	5
16	P-61	14x89	216+05.48	-60.88	710.66	709.16	705.59	687.24	21'-11.125"	4
	P-62	14x89	216+12.98	-60.89	710.50	709.00	705.72	687.37	21'-7.75"	4
	P-63	14x89	216+20.48	-60.89	710.34	708.84	705.84	687.49	21'-4.375"	4
	P-64	14x89	216+27.98	-60.89	710.18	708.68	705.96	687.61	21'-0.875"	3
17	P-65	14x89	216+35.48	-60.89	710.03	708.53	706.37	688.02	20'-6.125"	3
	P-66	14x89	216+42.98	-60.90	709.87	708.37	706.46	688.11	20'-3.125"	3
	P-67	14x89	216+50.48	-60.90	709.70	708.20	706.56	688.21	19'-12"	2
	P-68	14x89	216+57.98	-60.90	709.47	707.97	706.59	688.24	19'-8.875"	2
18	P-69	14x89	216+65.48	-60.90	709.24	707.74	706.61	688.26	19'-5.875"	2
	P-70	14x89	216+72.98	-60.91	709.01	707.51	706.63	688.28	19'-2.875"	2
	P-71	14x89	216+80.48	-60.91	708.78	707.28	706.65	688.30	18'-11.75"	1
	P-72	14x89	216+87.98	-60.91	708.55	707.05	706.68	688.33	18'-8.75"	1

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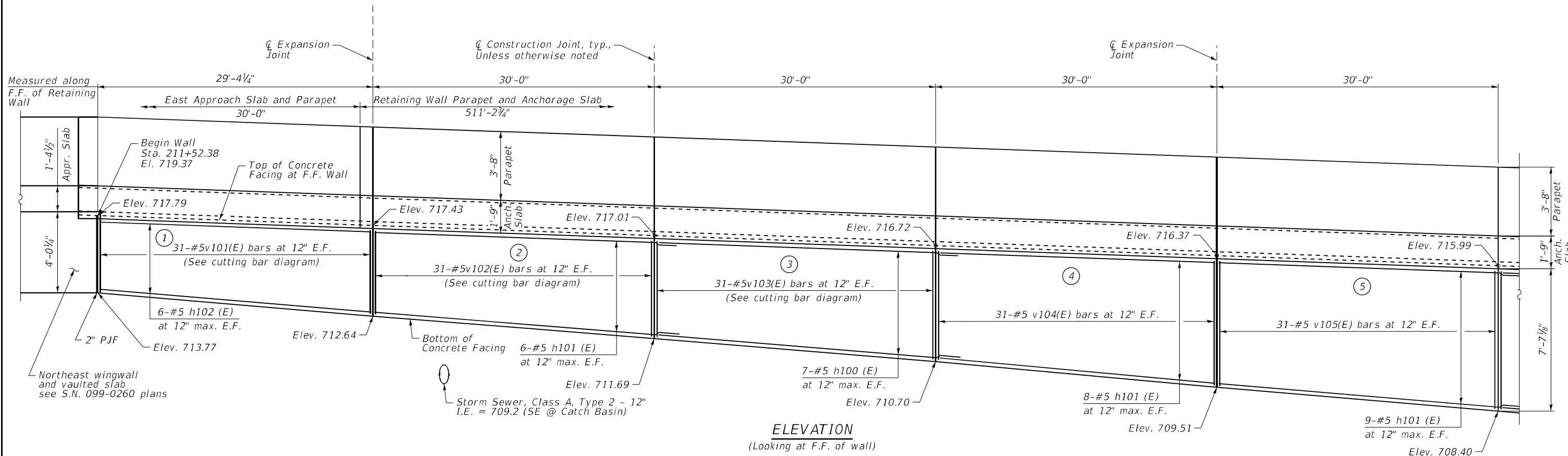
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	DATE - 3/16/2021	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SOLDIER PILE DATA  
STRUCTURE NO. 099-W100**

SHEET SB-4 OF SB-14 SHEETS

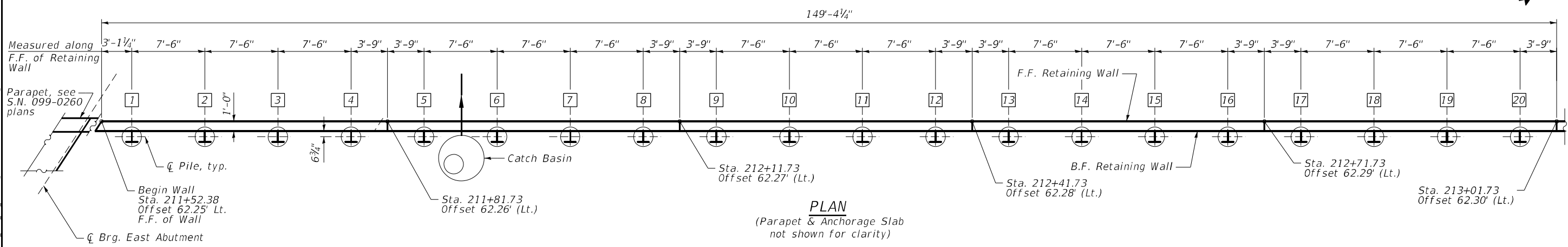
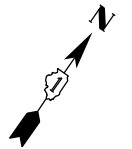
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55	2018-043-BD&BJR	DUPAGE	430	270
CONTRACT NO.				62H03
ILLINOIS FED. AID PROJECT				



**ELEVATION**  
(Looking at F.F. of wall)

**LEGEND**

- = Panel #
- = Pile #



**PLAN**  
(Parapet & Anchorage Slab not shown for clarity)

**MINIMUM BAR LAP**  
#5 bar = 3'-7"

**NOTES:**

1. See SB-9 for Anchorage slab and parapet details.
2. For bar cutting diagram, see Sheet SB-10.

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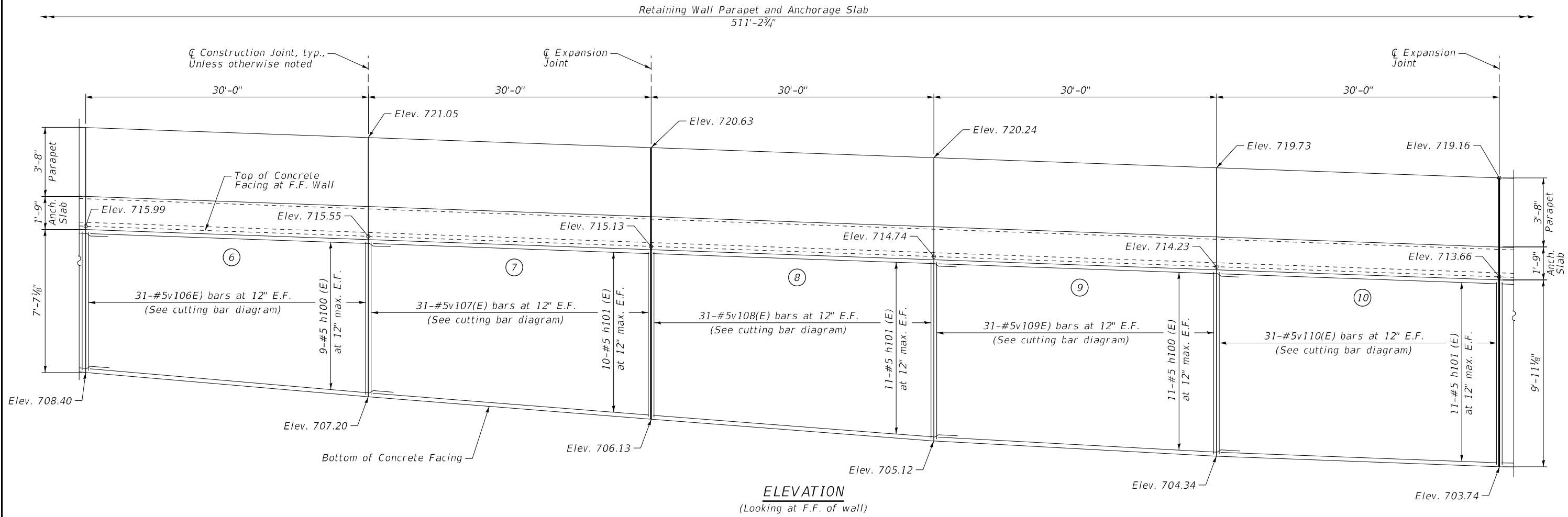
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**RETAINING WALL PLAN AND ELEVATION I**  
**STRUCTURE NO. 099-W100**

SHEET SB-5 OF SB-14 SHEETS

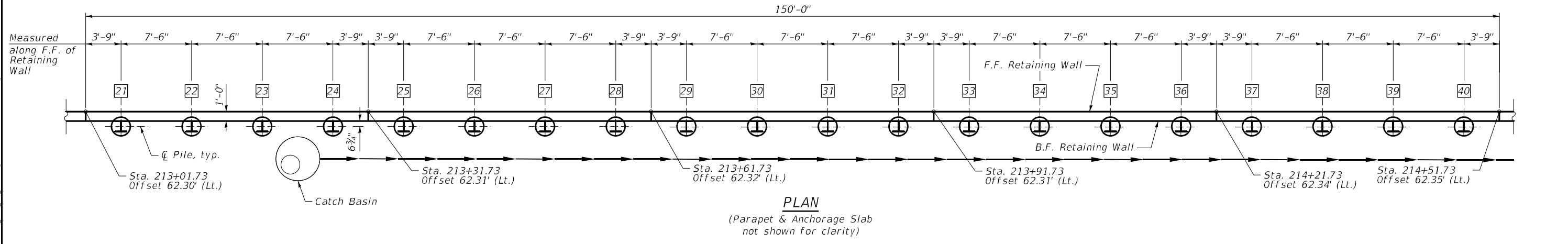
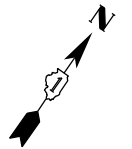
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	DUPAGE	430	271
CONTRACT NO.			62H03	
ILLINOIS FED. AID PROJECT				



**ELEVATION**  
(Looking at F.F. of wall)

**LEGEND**

- = Panel #
- = Pile #



**PLAN**  
(Parapet & Anchorage Slab not shown for clarity)

**MINIMUM BAR LAP**  
#5 bar = 3'-7"

**NOTES:**

1. See SB-9 for Anchorage slab and parapet details.
2. For bar cutting diagram, see Sheet SB-10.

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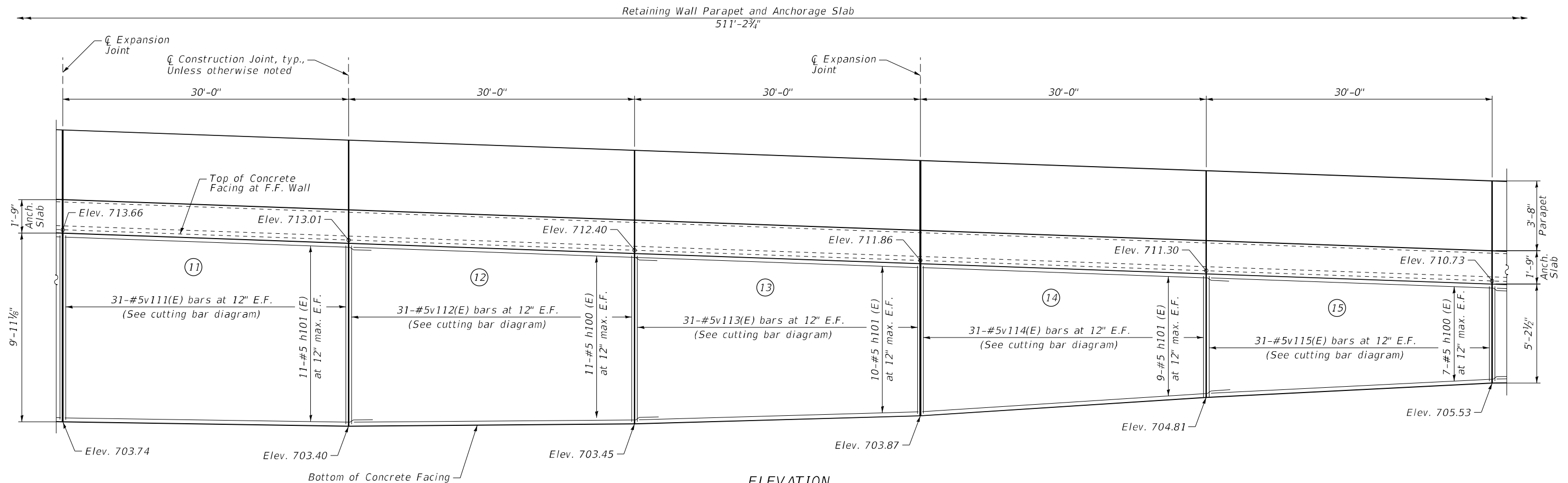
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**RETAINING WALL PLAN AND ELEVATION II  
STRUCTURE NO. 099-W100**

SHEET SB-6 OF SB-14 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	DUPAGE	430	272
CONTRACT NO.			62H03	
ILLINOIS FED. AID PROJECT				

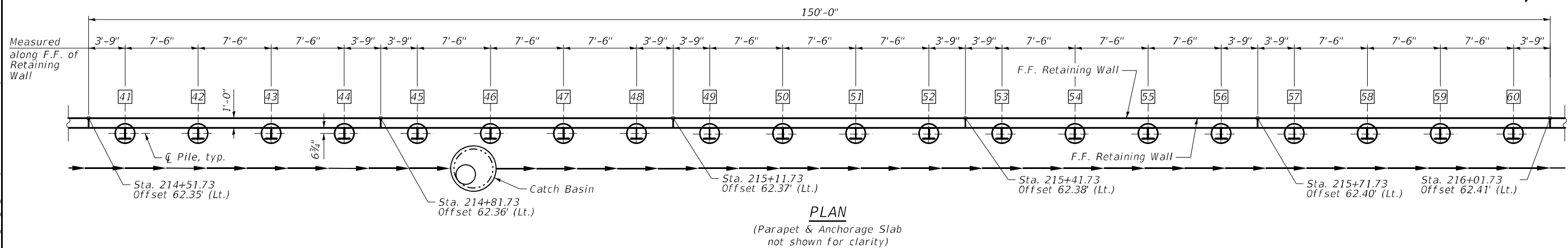
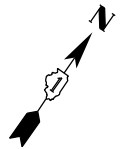




**ELEVATION**  
(Looking at F.F. of wall)

**LEGEND**

- = Panel #
- = Pile #



**PLAN**  
(Parapet & Anchorage Slab not shown for clarity)

**MINIMUM BAR LAP**  
#5 bar = 3'-7"

**NOTES:**

1. See SB-9 for Anchorage slab and parapet details.
2. For bar cutting diagram, see Sheet SB-10.

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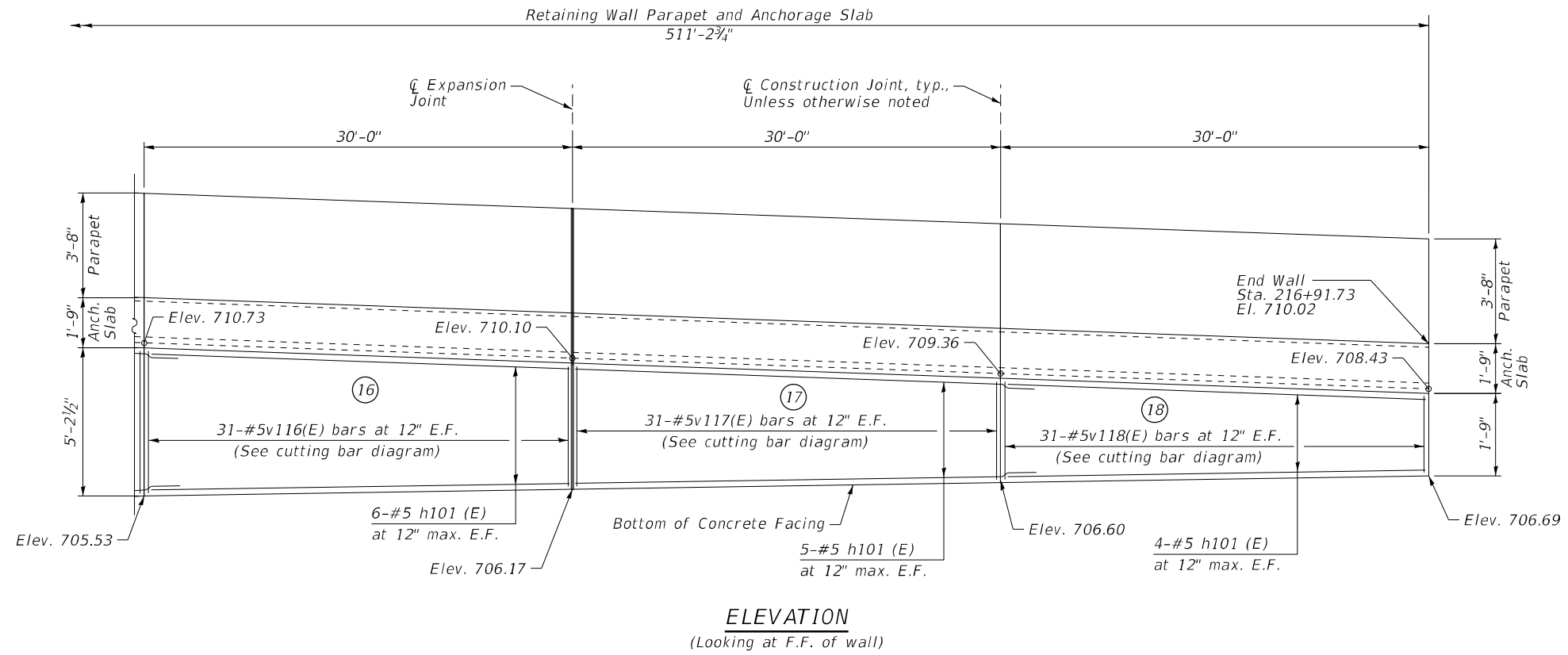
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

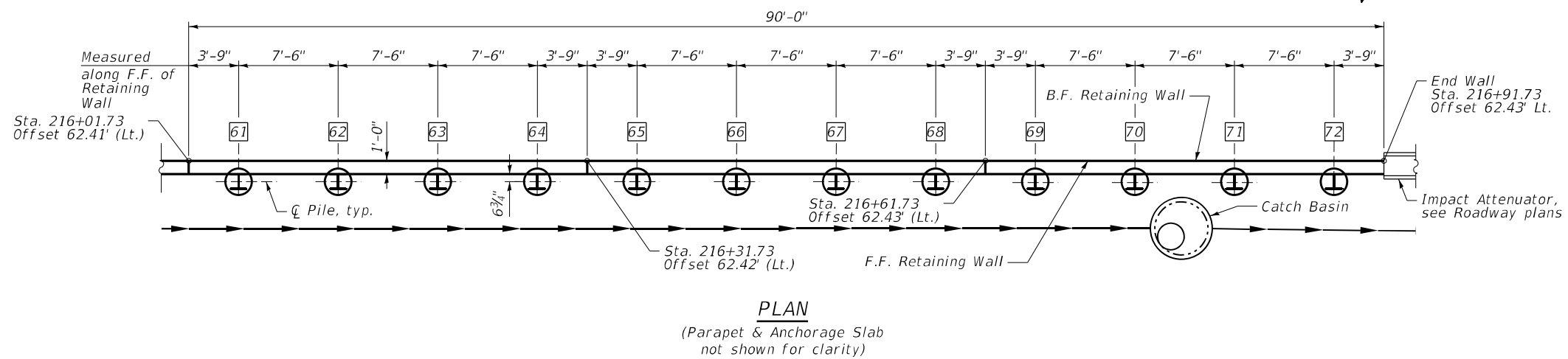
**RETAINING WALL PLAN AND ELEVATION III**  
**STRUCTURE NO. 099-W100**

SHEET SB-7 OF SB-14 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	DUPAGE	430	273
CONTRACT NO.			62H03	
ILLINOIS FED. AID PROJECT				



**ELEVATION**  
(Looking at F.F. of wall)



**PLAN**  
(Parapet & Anchorage Slab  
not shown for clarity)

**LEGEND**  
○ = Panel #  
□ = Pile #

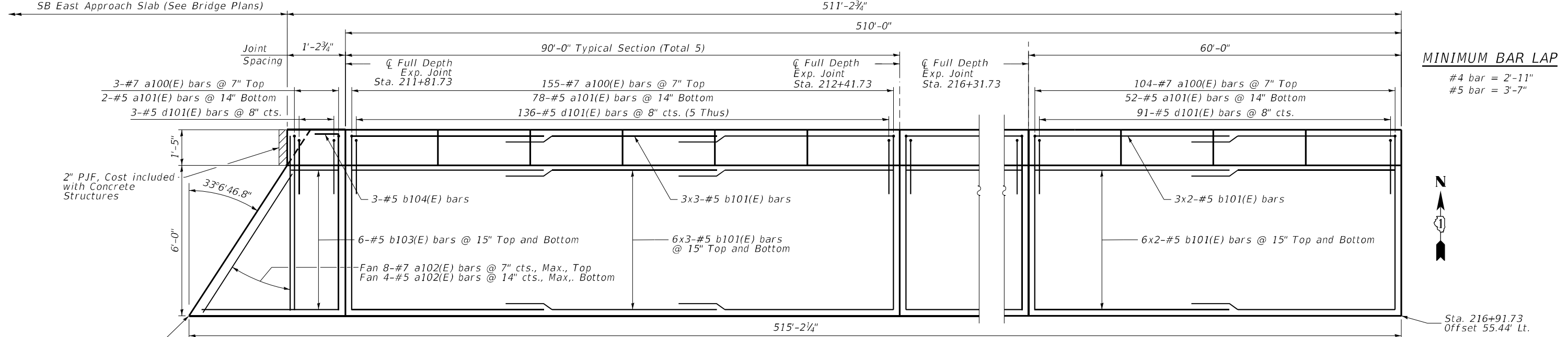
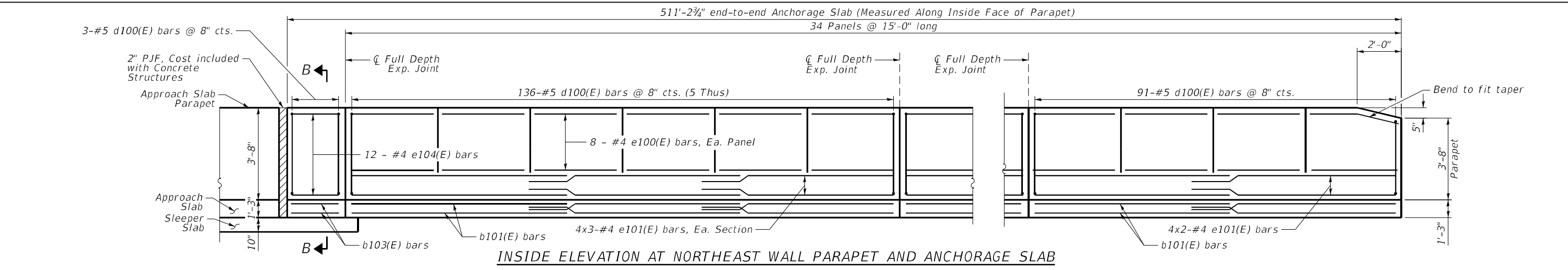
- NOTES:**
- See SB-9 for Anchorage slab and parapet details.
  - For bar cutting diagram, see Sheet SB-10.

**MINIMUM BAR LAP**  
#5 bar = 3'-7"

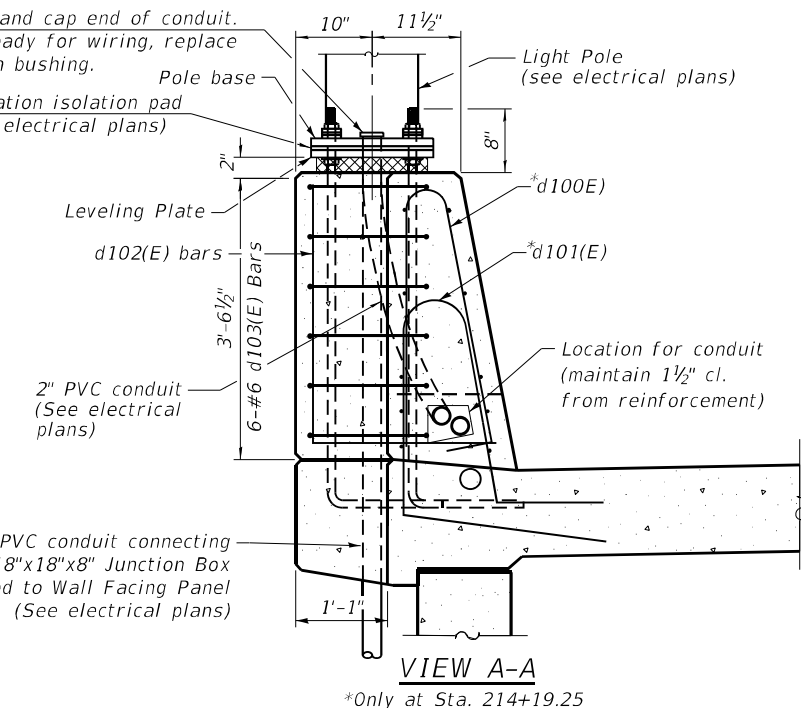
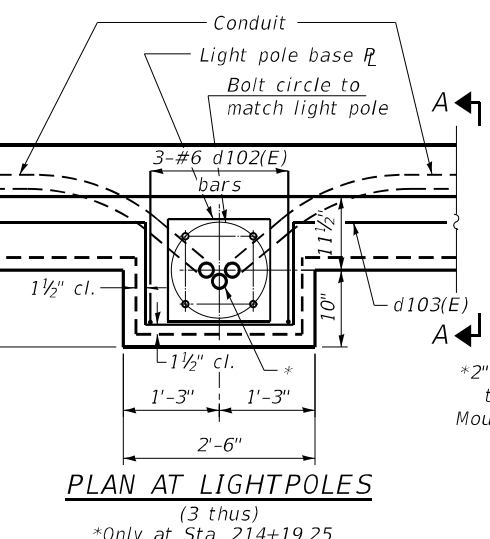
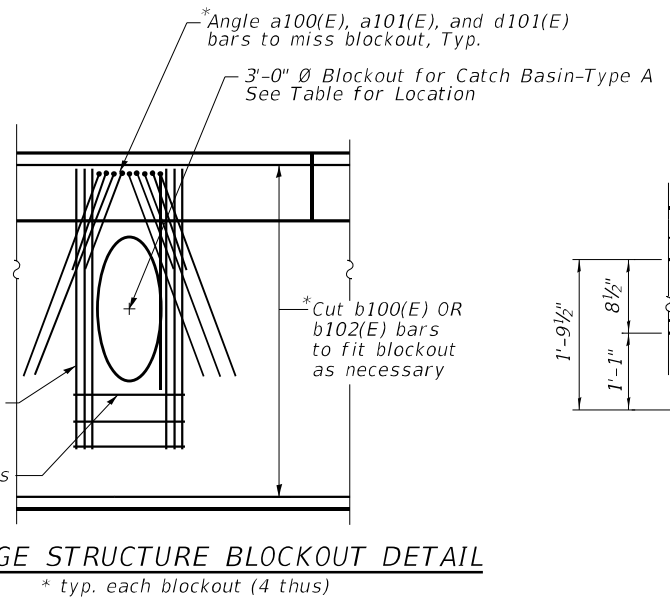
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PLOT DATE = 4/29/2021	DATE - 3/16/2021	REVISED -

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	DUPAGE	430	274
CONTRACT NO.			62H03	
ILLINOIS FED. AID PROJECT				



**NOTES:**  
 1. Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.  
 2. For Section B-B, see sheet SB-10.



**DRAINAGE STRUCTURE BLOCKOUT LOCATIONS**  
 (Offsets Measured to Center of Structure)

Description	Sta.	Off.
Catch Basin, Type A	211+89.00	59.00' Lt.
Catch Basin, Type A	213+24.00	57.00' Lt.
Catch Basin, Type A	214+91.00	57.00' Lt.
Catch Basin, Type A	216+77.00	57.00' Lt.

**LIGHTPOLE MOUNTED ON PARAPET LOCATIONS**  
 (Offsets Measured to Center of Pole)

Sta.	Off.
211+69.60	63.58' Lt.
214+19.25	64.00' Lt.
216+69.32	65.76' Lt.

**N.E. TOP OF PARAPET ELEVATION TABLE**  
 (Offsets Measured to Back Face of Parapet)

Location	Sta.	Elev.	Off.
W. End of Parapet	211+80.33	722.87	61.58' Lt.
Full Depth Exp. Jnt. 1	211+81.73	722.51	61.59' Lt.
Full Depth Exp. Jnt. 2	212+71.73	721.45	61.62' Lt.
Full Depth Exp. Jnt. 3	213+61.73	720.22	61.65' Lt.
Full Depth Exp. Jnt. 4	214+51.73	718.75	61.68' Lt.
Full Depth Exp. Jnt. 5	215+41.73	716.95	61.72' Lt.
Full Depth Exp. Jnt. 6	216+31.73	715.19	61.75' Lt.
E. End Parapet	216+91.73	713.52	61.76' Lt.

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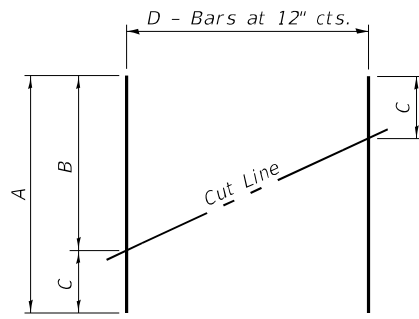


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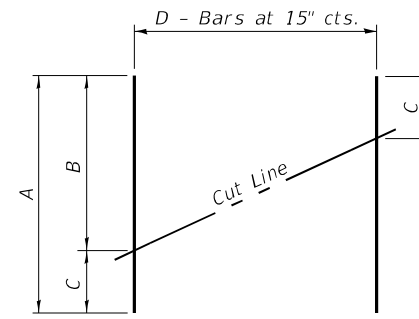
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

ANCHORAGE SLAB DETAILS I  
 STRUCTURE NO. 099-W100

F.A.I. RTE. = 55	SECTION = 2018-043-BD&BJR	COUNTY = DUPAGE	TOTAL SHEETS = 430	SHEET NO. = 275
CONTRACT NO. =				62H03
ILLINOIS FED. AID PROJECT				



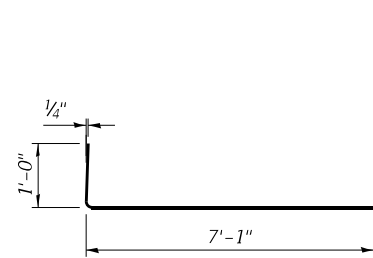
BAR CUTTING DIAGRAM



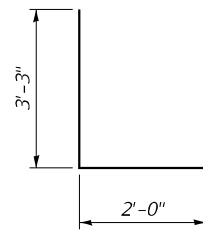
BAR CUTTING DIAGRAM

Bar	A	B	C	D
v101 (E)	7'-9"	3'-6"	4'-3"	31
v102 (E)	9'-1"	4'-9"	4'-3"	31
v103 (E)	10'-4"	5'-6"	4'-9"	31
v104 (E)	11'-10"	6'-4"	5'-6"	31
v105 (E)	13'-5"	7'-1"	6'-4"	31
v106 (E)	14'-11"	7'-10"	7'-1"	31
v107 (E)	16'-4"	8'-6"	7'-10"	31
v108 (E)	17'-7"	9'-1"	8'-6"	31
v109 (E)	18'-6"	9'-4"	9'-1"	31
v110 (E)	18'-9"	9'-5"	9'-4"	31
v111 (E)	18'-6"	9'-5"	9'-1"	31
v112 (E)	17'-6"	9'-1"	8'-5"	31
v113 (E)	15'-11"	8'-5"	7'-5"	31
v114 (E)	13'-5"	7'-5"	6'-0"	31
v115 (E)	10'-8"	6'-0"	4'-8"	31
v116 (E)	8'-1"	4'-8"	3'-5"	31
v117 (E)	5'-8"	3'-5"	2'-3"	31
v118 (E)	3'-9"	2'-3"	1'-5"	31

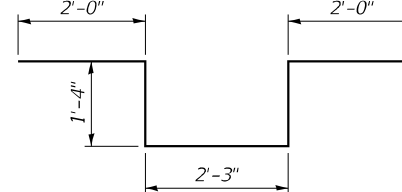
Bar	A	B	C	D
b103 (E)	5'-9"	4'-10"	0'-11"	6



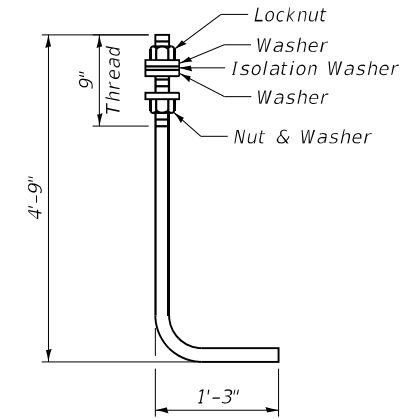
BAR a100(E)



BAR d102(E)



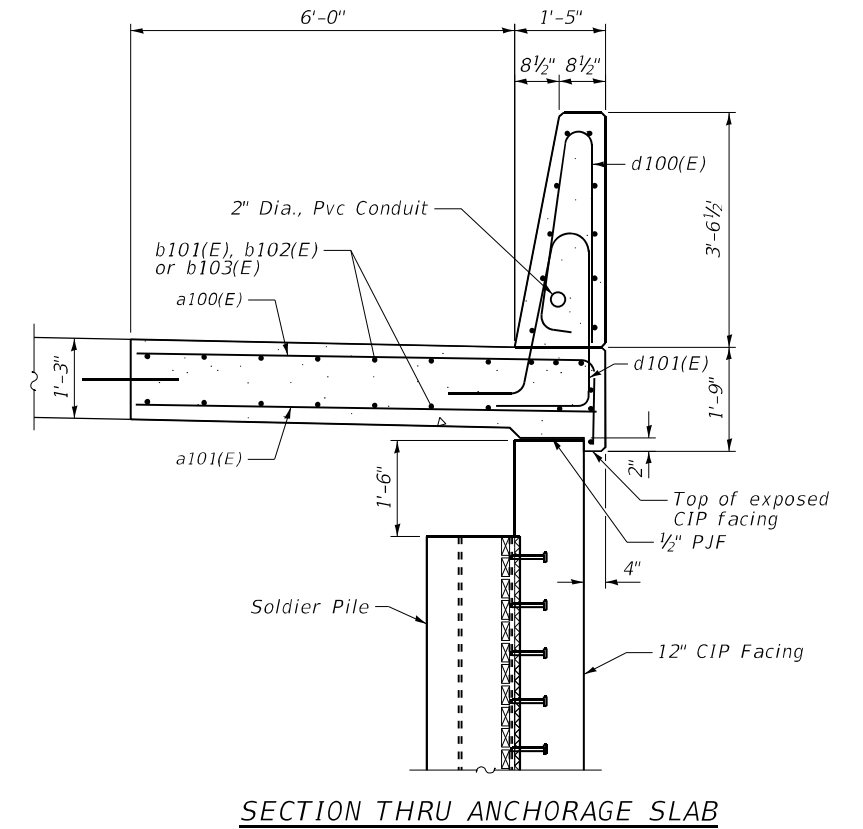
BAR d103(E)



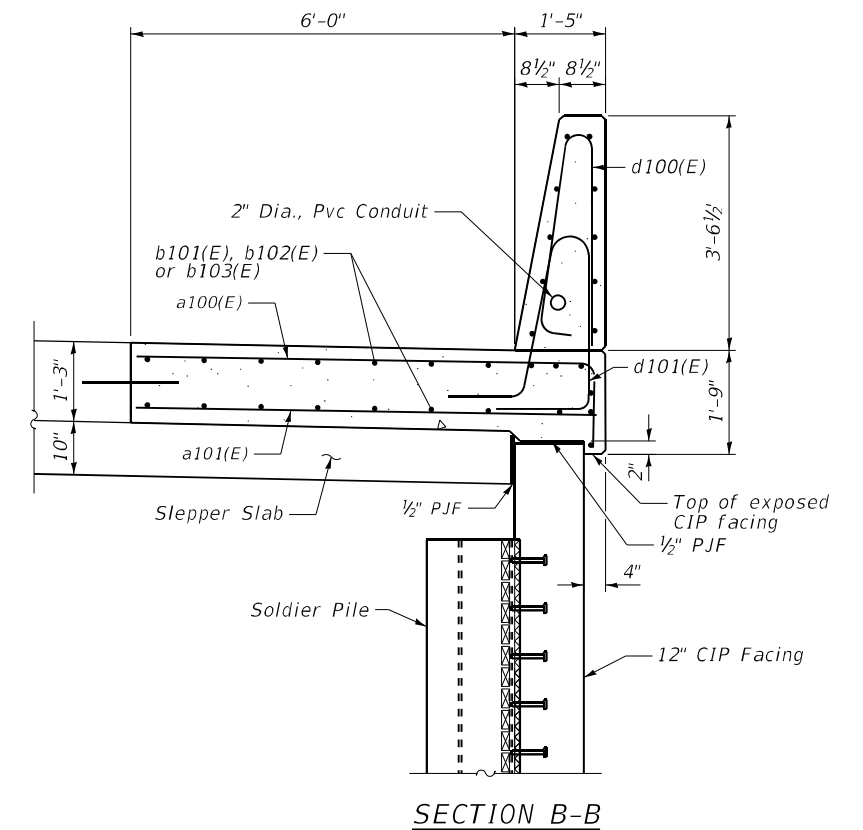
ANCHOR ROD

Diameter rod specified for light poles. (ASTM F 1554 Grade 105) Full Length hot dipped galvanized

Cost of anchor rods included in cost of Concrete Superstructure

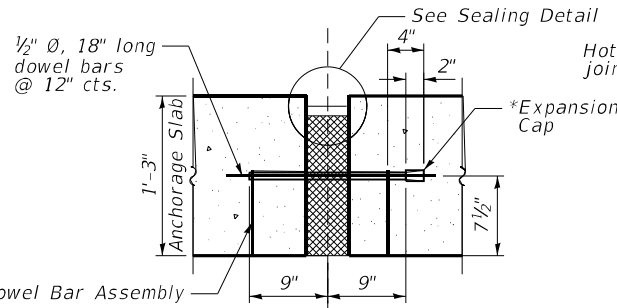


SECTION THRU ANCHORAGE SLAB

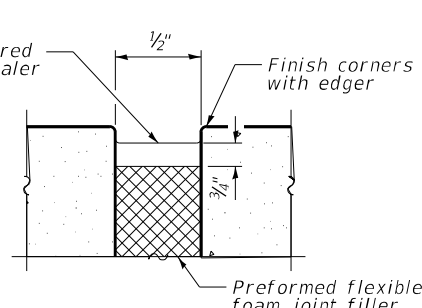


SECTION B-B

NOTE:  
1. For Bill of Material, see sheet SB-11.



SLAB TO SLAB

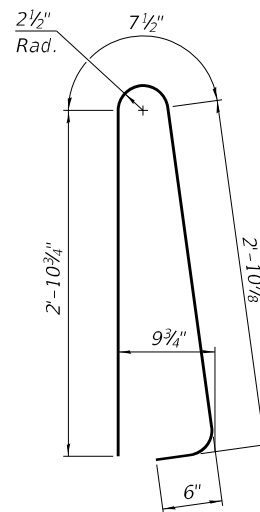


SEALING DETAIL

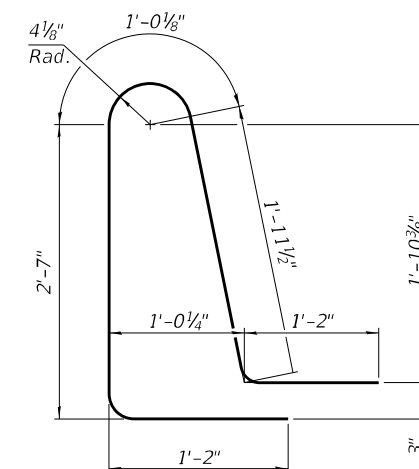
ANCHORAGE SLAB TRANSVERSE EXPANSION JOINT

Expansion Joint and Dowel Bars included in the cost of Concrete Structures.

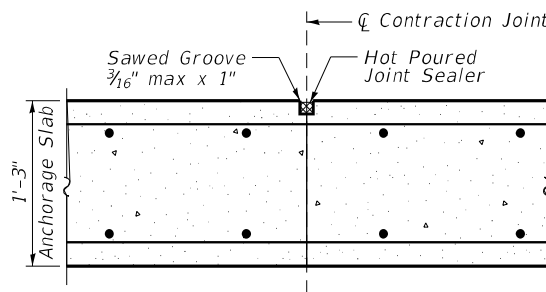
\* Expansion caps shall be installed on the exposed end of each dowel bar once the header has been removed and the joint filler material has been installed.



BAR d100(E)



BAR d101(E)



TRANSVERSE CONTRACTION JOINT

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	DRAWN - SBA	REVISED -
PLOT SCALE =	CHECKED - BWS	REVISED -
PLOT DATE = 4/14/2021	DATE - 3/16/2021	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ANCHORAGE SLAB DETAILS II  
STRUCTURE NO. 099-W100

SHEET SB-10 OF SB-14 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	DUPAGE	430	276
CONTRACT NO.			62H03	
ILLINOIS FED. AID PROJECT				

RETAINING WALL BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
h100(E)	90	# 5	33'-7"	————
h101(E)	200	# 5	31'-8"	————
h102(E)	12	# 5	29'-0"	————
v101(E)	31	# 5	7'-9"	————
v102(E)	31	# 5	9'-1"	————
v103(E)	31	# 5	10'-4"	————
v104(E)	31	# 5	11'-10"	————
v105(E)	31	# 5	13'-5"	————
v106(E)	31	# 5	14'-11"	————
v107(E)	31	# 5	16'-4"	————
v108(E)	31	# 5	17'-7"	————
v109(E)	31	# 5	18'-6"	————
v110(E)	31	# 5	18'-9"	————
v111(E)	31	# 5	18'-6"	————
v112(E)	31	# 5	17'-6"	————
v113(E)	31	# 5	15'-11"	————
v114(E)	31	# 5	13'-5"	————
v115(E)	31	# 5	10'-8"	————
v116(E)	31	# 5	8'-1"	————
v117(E)	31	# 5	5'-8"	————
v118(E)	31	# 5	3'-8"	————
Structure Excavation			Cu Yd	200
Concrete Structures			Cu Yd	139.2
Stud Shear Connectors			Each	448
Reinforcement Bars, Epoxy Coated			Pound	10,380
Furnishing Soldier Piles (Hp Section)			Foot	2,116
Drilling And Setting Soldier Piles (In Soil)			Cu Ft	5,406
Untreated Timber Lagging			Sq Ft	2,899
Concrete Sealer			Sq Ft	3,758
Geocomposite Wall Drain			Sq Yd	209
Pipe Underdrains For Structures 4"			Foot	544

ANCHORAGE SLAB AND PARAPET BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
a100(E)	869	# 5	8'-1"	└───┘
a101(E)	438	# 5	7'-1"	————
a102(E)	12	# 5	6'-10"	————
a103(E)	24	# 7	5'-2"	————
a104(E)	24	# 7	5'-8"	————
b101(E)	243	# 5	32'-4"	————
b103(E)	6	# 5	5'-9"	————
b104(E)	3	# 5	1'-0"	————
d100(E)	763	# 5	7'-0"	┆
d101(E)	763	# 5	7'-11"	┆
d102(E)	9	# 6	5'-3"	└──┘
d103(E)	18	# 6	8'-11"	└──┘
e100(E)	272	# 4	14'-8"	————
e101(E)	68	# 4	31'-10"	————
e102(E)	8	# 4	7'-2"	————
e104(E)	12	# 4	1'-0"	————
Concrete Structures			Cu Yd	150.9
Concrete Superstructure			Cu Yd	73.1
Protective Coat			Sq Yd	557
Reinforcement Bars, Epoxy Coated			Pound	43,000

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	DATE - 3/16/2021	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BILL OF MATERIALS  
STRUCTURE NO. 099-W100**

SHEET SB-11 OF SB-14 SHEETS

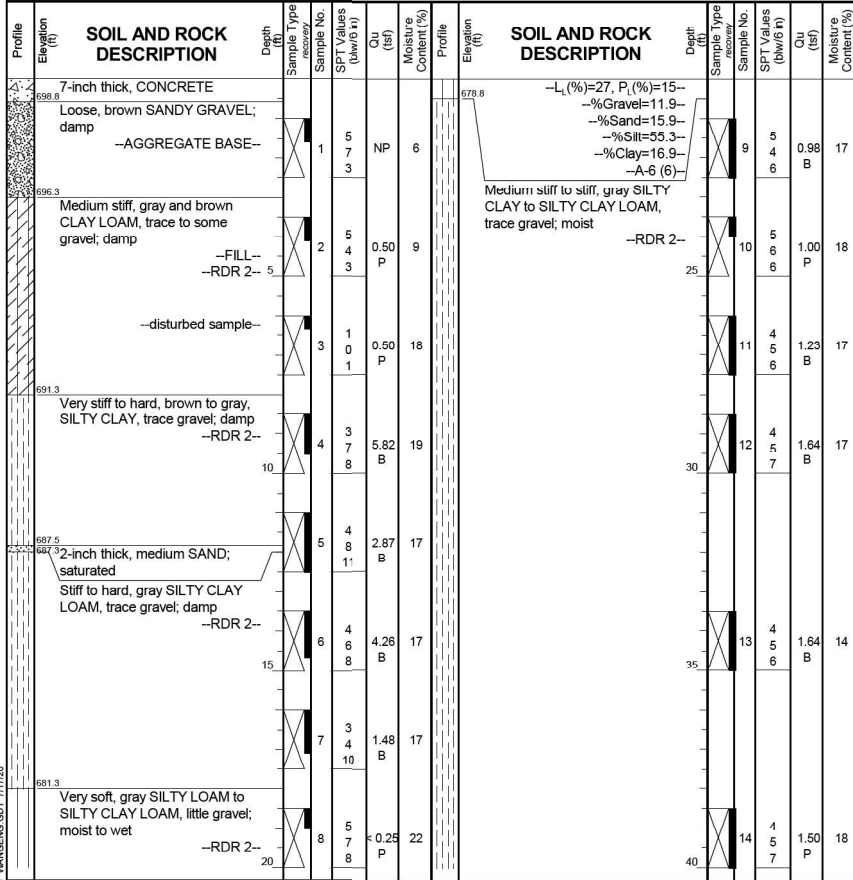
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	DUPAGE	430	277
CONTRACT NO.			62H03	
ILLINOIS		FED. AID PROJECT		

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**BORING LOG BSB-06**  
WEI Job No.: 498-01-02  
Client: Lin Engineering, Ltd.  
Project: Interstate 55 over IL Route 53  
Location: Will County, Illinois

Datum: NAVD 88  
Elevation: 699.35 ft  
North: 1828125.20 ft  
East: 1056828.11 ft  
Station: 211+16.92  
Offset: 85.15' LT

Page 1 of 2



**GENERAL NOTES**  
Begin Drilling 05-06-2020 Complete Drilling 05-06-2020  
Drilling Contractor Wang Testing Services Drill Rig 17B57T [91%]  
Driller N&K Logger I. Nenn Checked by C. Marin  
Drilling Method 2.25" IDA HSA, mud rotary after 10 feet; boring backfilled upon completion

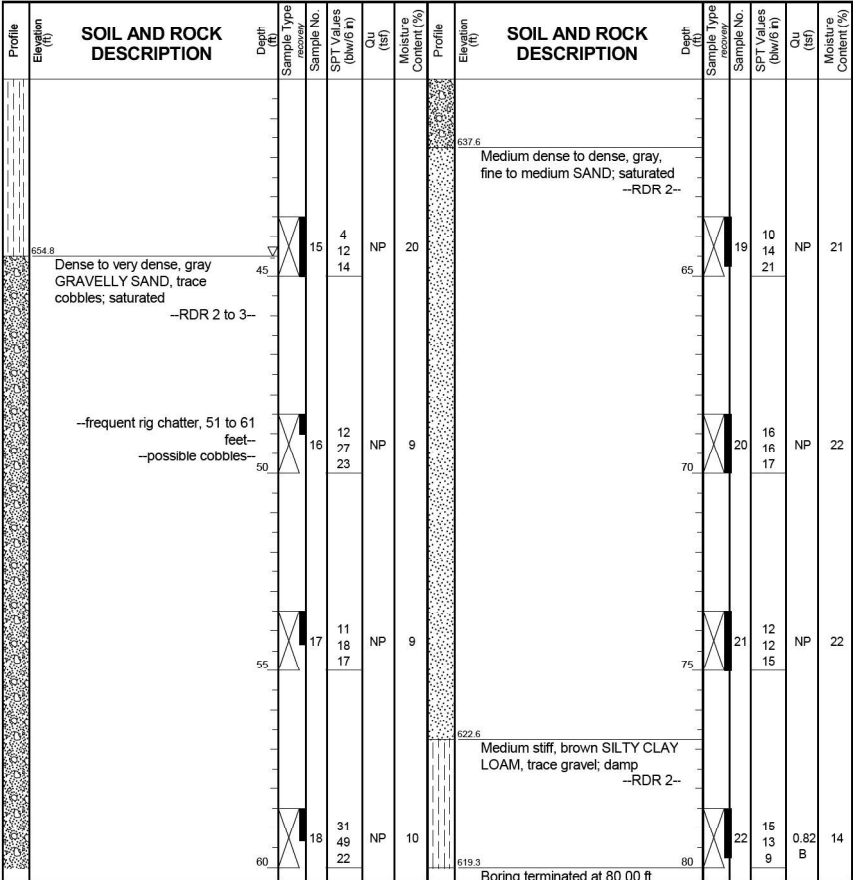
**WATER LEVEL DATA**  
While Drilling 44.50 ft  
At Completion of Drilling 9' mud  
Time After Drilling NA  
Depth to Water NA  
The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

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**BORING LOG BSB-06**  
WEI Job No.: 498-01-02  
Client: Lin Engineering, Ltd.  
Project: Interstate 55 over IL Route 53  
Location: Will County, Illinois

Datum: NAVD 88  
Elevation: 699.35 ft  
North: 1828125.20 ft  
East: 1056828.11 ft  
Station: 211+16.92  
Offset: 85.15' LT

Page 2 of 2



**GENERAL NOTES**  
Begin Drilling 05-06-2020 Complete Drilling 05-06-2020  
Drilling Contractor Wang Testing Services Drill Rig 17B57T [91%]  
Driller N&K Logger I. Nenn Checked by C. Marin  
Drilling Method 2.25" IDA HSA, mud rotary after 10 feet; boring backfilled upon completion

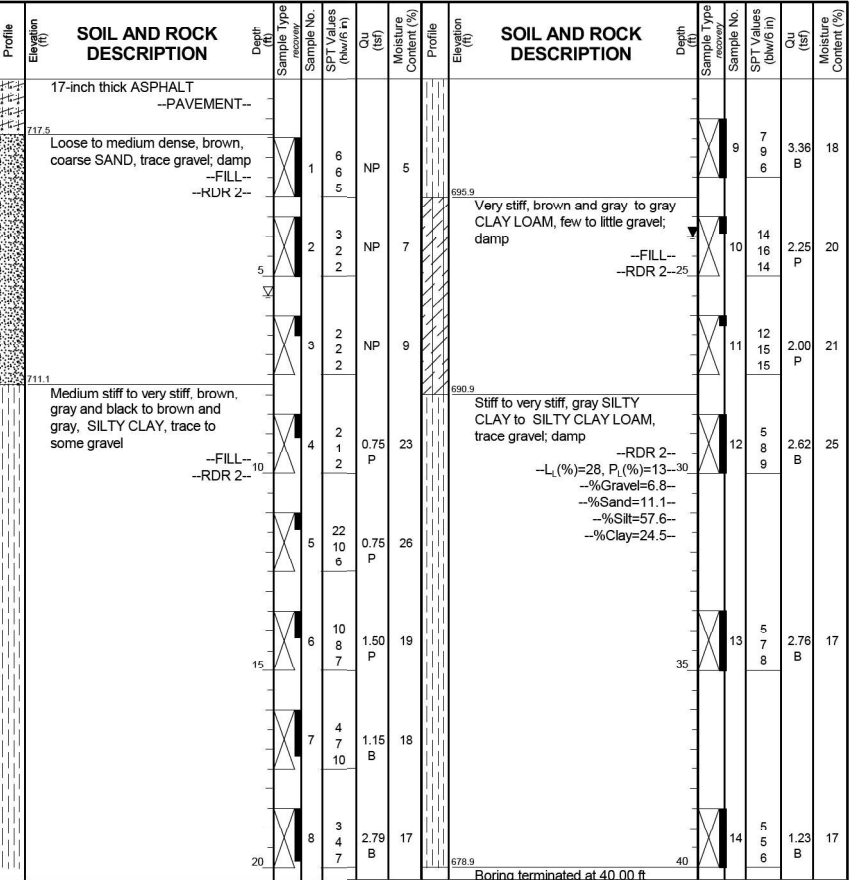
**WATER LEVEL DATA**  
While Drilling 44.50 ft  
At Completion of Drilling 9' mud  
Time After Drilling NA  
Depth to Water NA  
The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

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**BORING LOG RWB-01**  
WEI Job No.: 498-01-02  
Client: Lin Engineering, Ltd.  
Project: Interstate 55 over IL Route 53  
Location: Will County, Illinois

Datum: NAVD 88  
Elevation: 718.87 ft  
North: 1828150.71 ft  
East: 1056934.73 ft  
Station: 212+19.05  
Offset: 45.29' LT

Page 1 of 1



**GENERAL NOTES**  
Begin Drilling 05-20-2020 Complete Drilling 05-20-2020  
Drilling Contractor Wang Testing Services Drill Rig 18CME55T [85%]  
Driller R&J Logger F. Bozga Checked by C. Marin  
Drilling Method 2.25" IDA HSA; boring backfilled upon completion

**WATER LEVEL DATA**  
While Drilling 5.50 ft  
At Completion of Drilling 24.00 ft  
Time After Drilling NA  
Depth to Water NA  
The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

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FILE NAME: N:\PROJECTS\021086.01\CADD\Structural\00210861\_SB12\_RWB\_Soil\_Borings.dgn



USER NAME = Structural	DESIGNED - RA	REVISED -
PLOT SCALE =	DRAWN - SBA	REVISED -
PLOT DATE = 4/14/2021	CHECKED - BWS	REVISED -
	DATE - 3/16/2021	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**SOIL BORING LOGS I**  
**STRUCTURE NO. 099-W100**

SHEET SB-12 OF SB-14 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	DUPAGE	430	278
CONTRACT NO.				62H03
ILLINOIS FED. AID PROJECT				



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**BORING LOG RWB-05**  
 WEI Job No.: 498-01-02  
 Client: Lin Engineering, Ltd.  
 Project: Interstate 55 over IL Route 53  
 Location: Will County, Illinois

Datum: NAVD 88  
 Elevation: 714.30 ft  
 North: 1828321.90 ft  
 East: 1057178.30 ft  
 Station: 215+16.30  
 Offset: 48.08' LT

Page 1 of 1

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	Sample Type	SPT Values (blows/ft)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	Sample Type	SPT Values (blows/ft)	Qu (tsf)	Moisture Content (%)
713.0	16-inch thick ASPHALT -PAVEMENT-								SILTY CLAY; damp						
	Loose to medium dense, brown, coarse SAND, trace gravel; dry to wet	1	6	NP	5			691.3	Stiff, gray SILTY CLAY LOAM, little gravel; damp	9	1	NP	2	0.82	28
	-FILL- -RDR 2-	2	5	NP	3			688.8	Medium dense, gray SANDY GRAVEL to GRAVELLY SAND; wet	10	5	NP	5	1.75	18
		3	2	NP	2			685.3	Stiff, gray SILTY CLAY LOAM, trace gravel; damp	11	9	NP	10		15
		4	2	NP	2			685.3	Stiff, gray SILTY CLAY LOAM, trace gravel; damp	12	6	NP	4		17
		5	2	NP	3					13	4	NP	6		18
	Very stiff, brown and gray, SILTY CLAY, trace gravel; damp	6	4	NP	5	2.21	16			14	6	NP	8		17
	-FILL- -RDR 2-	7	5	NP	6					15	5	NP	7		18
		8	4	NP	5	2.46	21			16	6	NP	8		17
		9	5	NP	6	2.13	21			17	5	NP	7		18
	Very stiff, black SILTY CLAY LOAM	10	5	NP	6	1.89	29			18	6	NP	8		17
	-BURIED TOPSOIL- Medium stiff to stiff, gray CLAY to	19	5	NP	8					20	8	NP	12		17

**GENERAL NOTES**  
 Begin Drilling 05-18-2020 Complete Drilling 05-19-2020  
 Drilling Contractor Wang Testing Services Drill Rig 18CME55T [85%]  
 Driller R&J Logger F. Bozga Checked by C. Marin  
 Drilling Method 2.25" IDA HSA; boring backfilled upon completion

**WATER LEVEL DATA**  
 While Drilling 10.50 ft  
 At Completion of Drilling DRY  
 Time After Drilling NA  
 Depth to Water NA  
 The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

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**BORING LOG RWB-06**  
 WEI Job No.: 498-01-02  
 Client: Lin Engineering, Ltd.  
 Project: Interstate 55 over IL Route 53  
 Location: Will County, Illinois

Datum: NAVD 88  
 Elevation: 712.64 ft  
 North: 1828367.87 ft  
 East: 1057240.40 ft  
 Station: 215+93.76  
 Offset: 51.12' LT

Page 1 of 1

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	Sample Type	SPT Values (blows/ft)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	Sample Type	SPT Values (blows/ft)	Qu (tsf)	Moisture Content (%)
711.1	18-inch thick ASPHALT -PAVEMENT-														
	Loose to medium dense, brown, coarse SAND, trace gravel; damp to wet	1	8	NP	10			702.1	Medium dense, brown and gray SANDY GRAVEL; wet	7	7	NP	16		13
	-FILL- -RDR 1 to 2-	2	6	NP	4			699.6	Very stiff, black, brown and gray, SILTY CLAY LOAM, trace gravel	6	6	NP	3.75	18	
		3	2	NP	2			697.1	Very stiff, black, brown and gray CLAY to SILTY CLAY, trace gravel; damp	4	4	NP	3.03	28	
		4	3	NP	2			694.6	Very dense, gray SANDY GRAVEL; wet	7	7	NP	3.36	17	
		5	3	NP	2					8	8	NP	12		12
		6	3	NP	2					9	5	NP	8		15
		7	4	NP	5					10	4	NP	9		15
		8	6	NP	8					11	6	NP	11		15
		9	5	NP	7					12	5	NP	8		15
		10	4	NP	2					13	6	NP	8		15
		11	5	NP	7					14	5	NP	8		15
		12	5	NP	8					15	4	NP	17		15
		13	6	NP	8					16	6	NP	11		15
		14	6	NP	8					17	6	NP	11		15
		15	6	NP	8					18	6	NP	11		15
		16	6	NP	8					19	6	NP	11		15
		17	6	NP	8					20	6	NP	11		15
		18	6	NP	8					21	6	NP	11		15
		19	6	NP	8					22	6	NP	11		15
		20	6	NP	8					23	6	NP	11		15

**GENERAL NOTES**  
 Begin Drilling 05-18-2020 Complete Drilling 05-18-2020  
 Drilling Contractor Wang Testing Services Drill Rig 18CME55T [85%]  
 Driller R&J Logger F. Bozga Checked by C. Marin  
 Drilling Method 2.25" IDA HSA; boring backfilled upon completion

**WATER LEVEL DATA**  
 While Drilling 8.00 ft  
 At Completion of Drilling 22.00 ft  
 Time After Drilling NA  
 Depth to Water NA  
 The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

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**BORING LOG RWB-07**  
 WEI Job No.: 498-01-02  
 Client: Lin Engineering, Ltd.  
 Project: Interstate 55 over IL Route 53  
 Location: Will County, Illinois

Datum: NAVD 88  
 Elevation: 710.91 ft  
 North: 1828410.30 ft  
 East: 1057300.77 ft  
 Station: 216+67.54  
 Offset: 51.86' LT

Page 1 of 1

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	Sample Type	SPT Values (blows/ft)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	Sample Type	SPT Values (blows/ft)	Qu (tsf)	Moisture Content (%)
709.4	18-inch thick ASPHALT -PAVEMENT-														
	Medium dense, brown GRAVELLY SAND; dry	1	5	NP	10			707.7	Loose, brown, coarse SAND, trace gravel; dry to wet	2	2	NP	3		
	-AGGREGATE BASE- -RDR 2-	2	3	NP	3					3	2	NP	3		
		3	2	NP	2					4	2	NP	2		
		4	2	NP	2					5	2	NP	2		
	Very stiff to hard, brown to brown and gray, SILTY CLAY LOAM, trace gravel	5	5	NP	8	2.54	16			6	5	NP	8		16
	-FILL- -RDR 2-	6	4	NP	17	4.50	15			7	4	NP	17		15
		7	7	NP	9	2.75	27			8	7	NP	9		27
		8	7	NP	9	2.75	27			9	7	NP	9		27
		9	5	NP	6	2.46	22			10	5	NP	6		22
		10	6	NP	10	3.77	20			11	6	NP	10		20
		11	6	NP	10	3.77	20			12	6	NP	10		20
		12	6	NP	10	3.77	20			13	6	NP	10		20
		13	6	NP	10	3.77	20			14	6	NP	10		20
		14	6	NP	10	3.77	20			15	6	NP	10		20
		15	6	NP	10	3.77	20			16	6	NP	10		20
		16	6	NP	10	3.77	20			17	6	NP	10		20
		17	6	NP	10	3.77	20			18	6	NP	10		20
		18	6	NP	10	3.77	20			19	6	NP	10		20
		19	6	NP	10	3.77	20			20	6	NP	10		20

**GENERAL NOTES**  
 Begin Drilling 05-18-2020 Complete Drilling 05-18-2020  
 Drilling Contractor Wang Testing Services Drill Rig 18CME55T [85%]  
 Driller R&J Logger F. Bozga Checked by C. Marin  
 Drilling Method 2.25" IDA HSA; boring backfilled upon completion

**WATER LEVEL DATA**  
 While Drilling 5.50 ft  
 At Completion of Drilling 17.00 ft  
 Time After Drilling NA  
 Depth to Water NA  
 The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

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USER NAME = Structural	DESIGNED - RA	REVISED -
PLOT SCALE =	DRAWN - SBA	REVISED -
PLOT DATE = 4/14/2021	CHECKED - BWS	REVISED -
	DATE - 3/16/2021	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS III  
 STRUCTURE NO. 099-W100

SHEET SB-14 OF SB-14 SHEETS

F.A.I. RTE. 55	SECTION 2018-043-BD&BJR	COUNTY DUPAGE	TOTAL SHEETS 430	SHEET NO. 280
CONTRACT NO. 62H03			ILLINOIS FED. AID PROJECT	





**GENERAL NOTES**

- Fasteners shall be ASTM F 3125 Grade A325 Type 1, hot dipped galvanized bolts. Bolts 1/2 in. Ø, holes 5/16 in. Ø, unless otherwise noted. See Special Provision for "Hot Dip Galvanizing for Structural Steel".
- Calculated weight of Structural Steel: AASHTO M270 Grade 50 = 808,400 lbs.
- All new structural steel shall be galvanized. See special provision for "Hot Dip Galvanizing for Structural Steel."
- All structural steel shall be AASHTO M 270 Grade 50.
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated
- Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shiming the bearings.
- The concrete for bridge decks finished according to Article 503.16(a) of the Standard Specifications shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The machine used for finishing shall be set parallel to the skew for striking off and screeding the concrete.
- Concrete Sealer shall be applied to the designated areas of the substructure units.
- Existing Name Plates shall be cleaned and relocated next to the new Name Plates. Cost included with Name Plates.
- Slipforming of the parapets is not allowed.

**INDEX OF SHEETS**

SC-01	General Plan & Elevation
SC-02 - SC-03	General Data I & II
SC-04 - SC-05	Stage Construction Details I & II
SC-06 - SC-07	Temporary Sheet Piling and Soil Retention System I & II
SC-08	Temporary Concrete Barrier for Stage Construction
SC-09	Top Of Deck Slab Elevation Plan
SC-10 - SC-18	Top Of Deck Slab Elevations I Thru IX
SC-19 - SC-22	Top Of Approach Slab Elevations I Thru IV
SC-23	Superstructure Plan and Cross Section - SB
SC-24	Superstructure Plan and Cross Section - NB
SC-25 - SC-27	Superstructure Details I Thru III
SC-28 - SC-29	SB West Approach Slab Details I & II
SC-30 - SC-31	SB East Approach Slab Details I & II
SC-32 - SC-33	NB West Approach Slab Details I & II
SC-34 - SC-35	NB East Approach Slab Details I & II
SC-36	Bridge Approach Slab Details at Light Poles
SC-37	Performed Joint Strip Seal
SC-38	Drainage Scupper DS-11
SC-39	Framing Plan
SC-40 - SC-42	Superstructure Steel Details I Thru III
SC-43 - SC-45	Bearing Details I Thru III
SC-46	West Abutment Repairs and Removal
SC-47 - SC-48	West Abutment Modifications I & II
SC-49 - SC-50	West Abutment Details I & II
SC-51	East Abutment Repairs and Removal
SC-52 - SC-53	East Abutment Modifications I & II
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SC-56 - SC-58	Pier 1 Widening I Thru III
SC-59 - SC-61	Pier 2 Widening I Thru III
SC-62 - SC-65	Pier Repair Details I Thru IV
SC-66	Bar Splicer Assembly and Mechanical Splicer Details
SC-67	Metal Shell Pile Details
SC-68 - SC-73	Boring Logs I Thru VI

**TOTAL BILL OF MATERIAL**

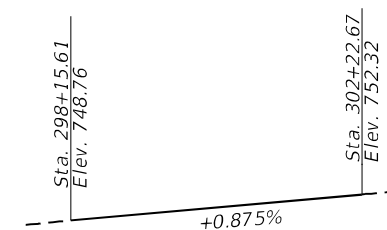
ITEM	UNIT	SUPER	SUB	TOTAL
REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	1		1
CONCRETE REMOVAL	CU YD		60.3	60.3
SLOPE WALL REMOVAL	SQ YD		72	72
PROTECTIVE SHIELD	SQ YD	1,157		1,157
STRUCTURE EXCAVATION	CU YD		912	912
CONCRETE STRUCTURES	CU YD		558.7	558.7
CONCRETE SUPERSTRUCTURE	CU YD	876.2		876.2
PROTECTIVE COAT	SQ YD	4,386		4,386
CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	371.0		371.0
FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	0.9		0.9
STUD SHEAR CONNECTORS	EACH	22,617		22,617
REINFORCEMENT BARS, EPOXY COATED	POUND	411,860	53,210	465,070
BAR SPLICERS	EACH	1,677		1,677
SLOPE WALL 4 INCH	SQ YD		397	397
FURNISHING METAL SHELL PILES 14" X 0.312"	FOOT		380	380
DRIVING PILES	FOOT		380	380
TEST PILE METAL SHELL	EACH		2	2
PILE SHOES	EACH		20	20
NAME PLATES	EACH		1	1
PREFORMED JOINT SEAL 2 1/2"	FOOT	271		271
PREFORMED JOINT STRIP SEAL	FOOT	546		546
ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH		63	63
ANCHOR BOLTS, 3/4"	EACH		84	84
ANCHOR BOLTS, 1"	EACH		42	42
ANCHOR BOLTS, 1 1/4"	EACH		42	42
TEMPORARY SHEET PILING	SQ FT		1,235	1,235
TEMPORARY SOIL RETENTION SYSTEM	SQ FT		110	110
GRANULAR BACKFILL FOR STRUCTURES	CU YD		999	999
CONCRETE SEALER	SQ FT		1,954	1,954
GEOCOMPOSITE WALL DRAIN	SQ YD		417	417
BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	2,518		2,518
STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT		466	466
DRAINAGE SCUPPERS, DS-11	EACH	4		4
DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	3,756		3,756
PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT		553	553

**STRUCTURAL ASSESSMENT OF EXISTING STRUCTURE NOTES:**

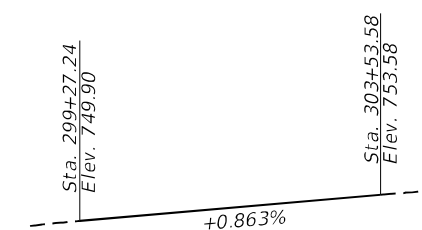
- The Contractor shall retain the services of an engineering firm, prequalified in the IDOT consultant selection category of Highway Bridges (Advanced Typical), for preparation of the Structural Assessment Report(s). Contractor's pre-approval shall not be applicable for this project. See Special Provision.  
 Current Ratings on File for Existing Structure  
 SN. 099-0028  
 Inventory: HS 21.2  
 Operating: HS 38.4  
 Live Load Restrictions: None
- Inventory and Operating Ratings and Live Load Restrictions are provided for information only. Inventory and Operating Ratings are based on HS loading and configuration. Live Load Restrictions are based on Illinois legal loads and configurations. The Ratings and Live Load Restrictions are not necessarily representative of capacities to support the Contractor's equipment.
- The Contractor is advised that the existing structure contains members that are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the existing structure when developing construction procedures for the complete or partial removal, or replacement of the structure. An Existing Structure Information Package is available upon request as noted in special provisions.

STATION 300+49.14  
 RE-BUILT 20\_\_ BY  
 STATE OF ILLINOIS  
 F.A.I. RT. 55  
 SEC. 2018-043-BD&BJR  
 LOADING HL-93  
 STRUCTURE NO. 099-0028

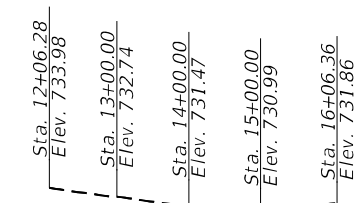
**NAME PLATE**  
 See Std. 515001



**EXISTING AND PROPOSED PROFILE GRADE F.A.I. I-55 NB**

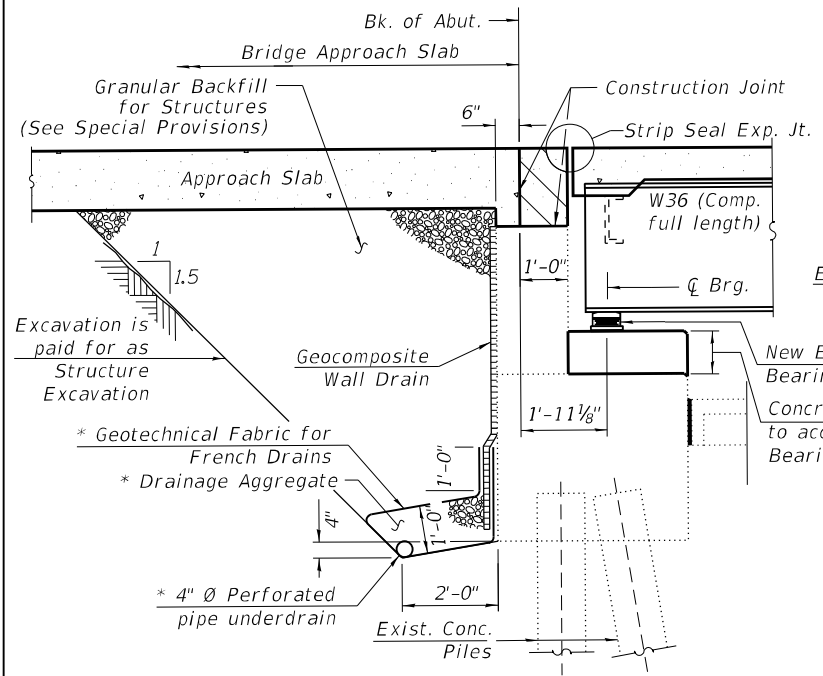


**EXISTING AND PROPOSED PROFILE GRADE F.A.I. I-55 SB**

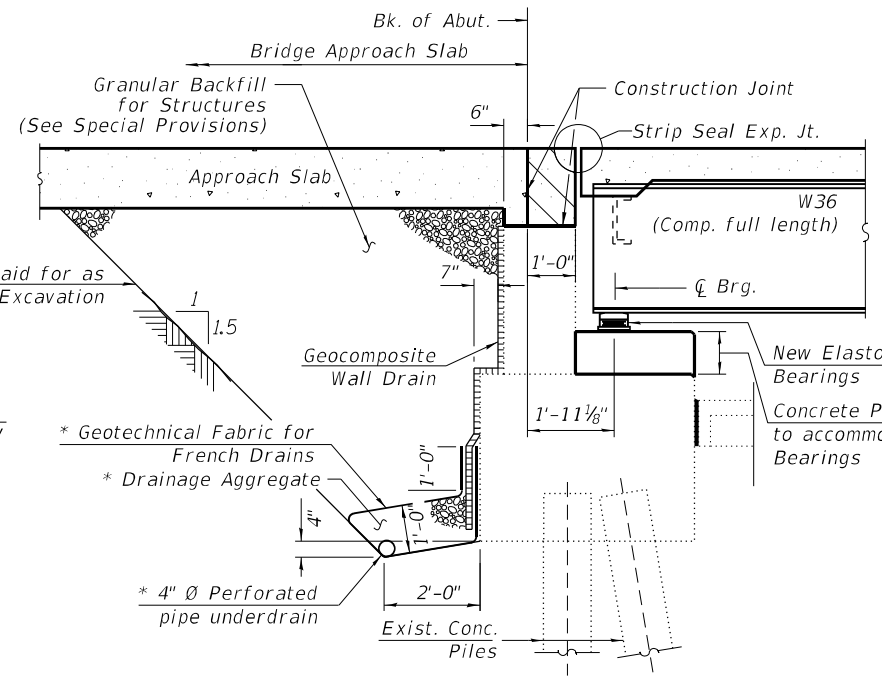


**EXISTING PROFILE GRADE JOLIET RD.**

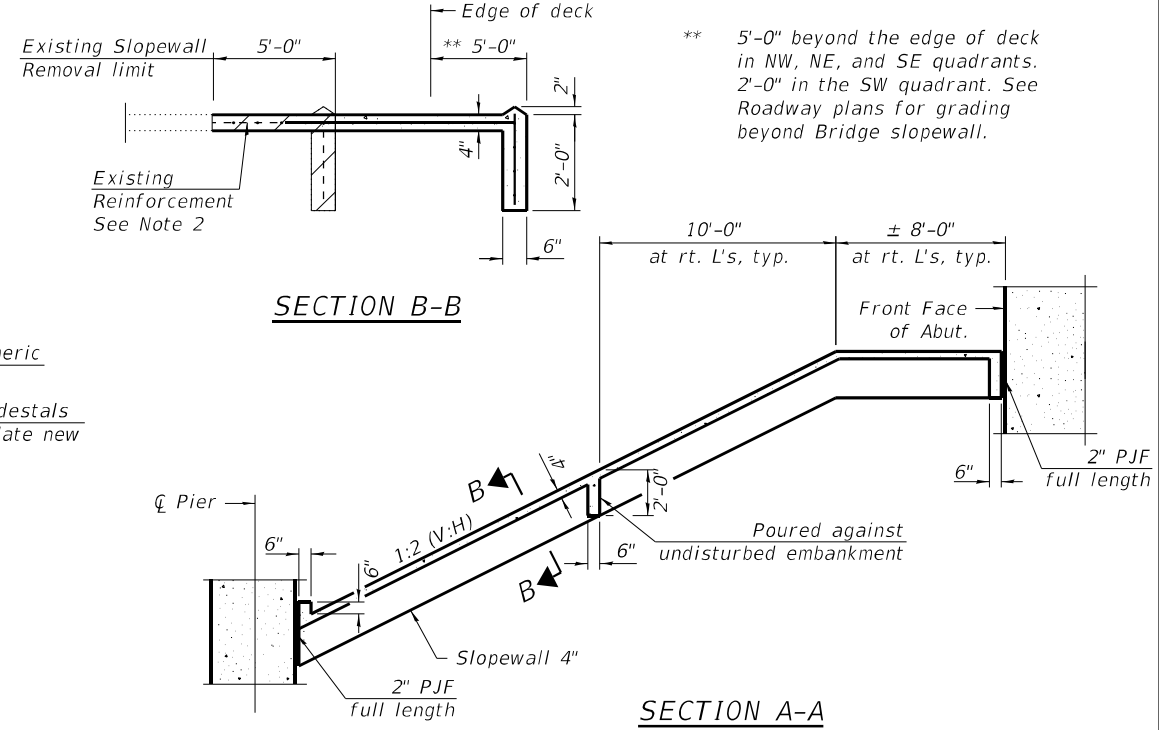
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**SECTION C-C**  
**EXISTING PILE SUPPORTED STUB ABUTMENT**  
 (Horiz. Dimensions @ Rt. ∠'s )



**SECTION D-D**  
**EXISTING PILE SUPPORTED STUB ABUTMENT**  
 (Horiz. Dimensions @ Rt. ∠'s )

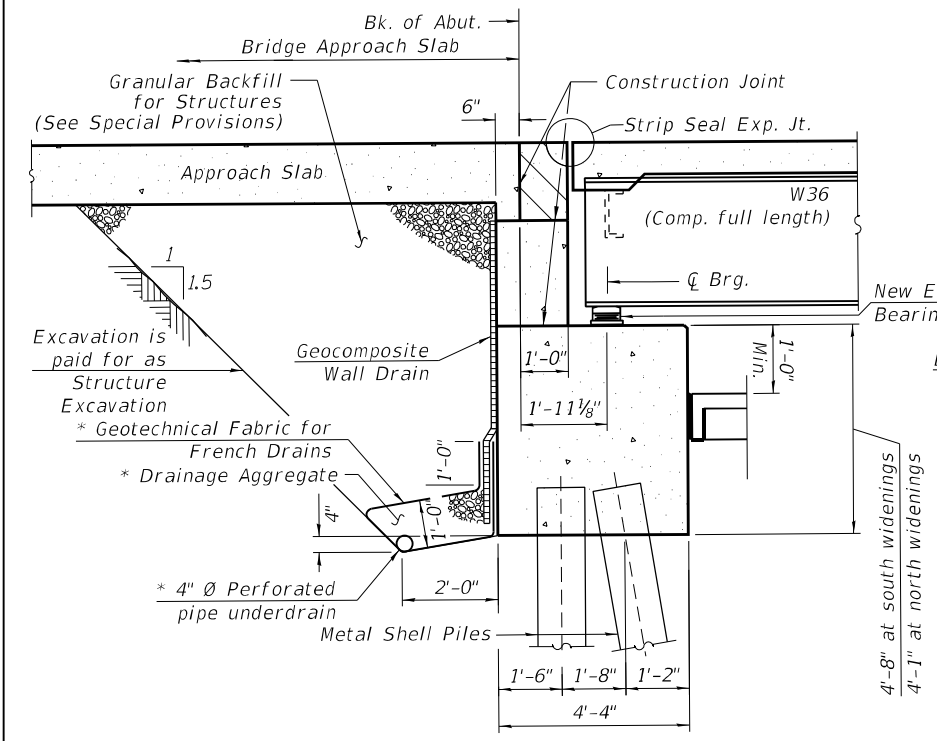


**SECTION A-A**  
**PROPOSED CONCRETE SLOPEWALL**

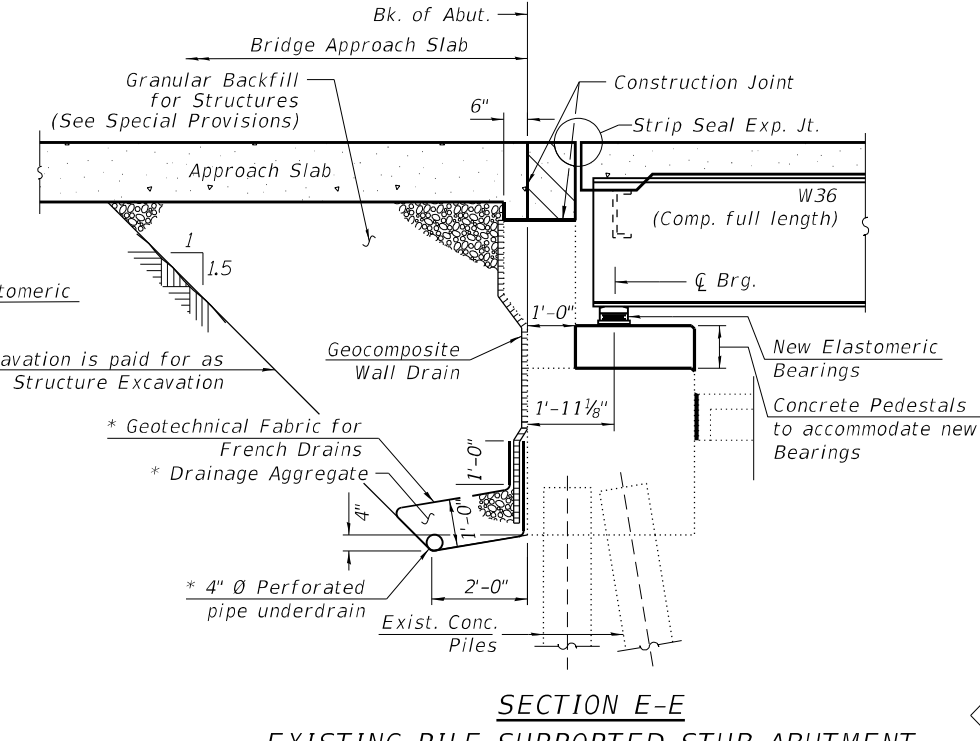
Notes:

- Slope wall 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 in the new construction. Cost included in Slope Wall Removal.

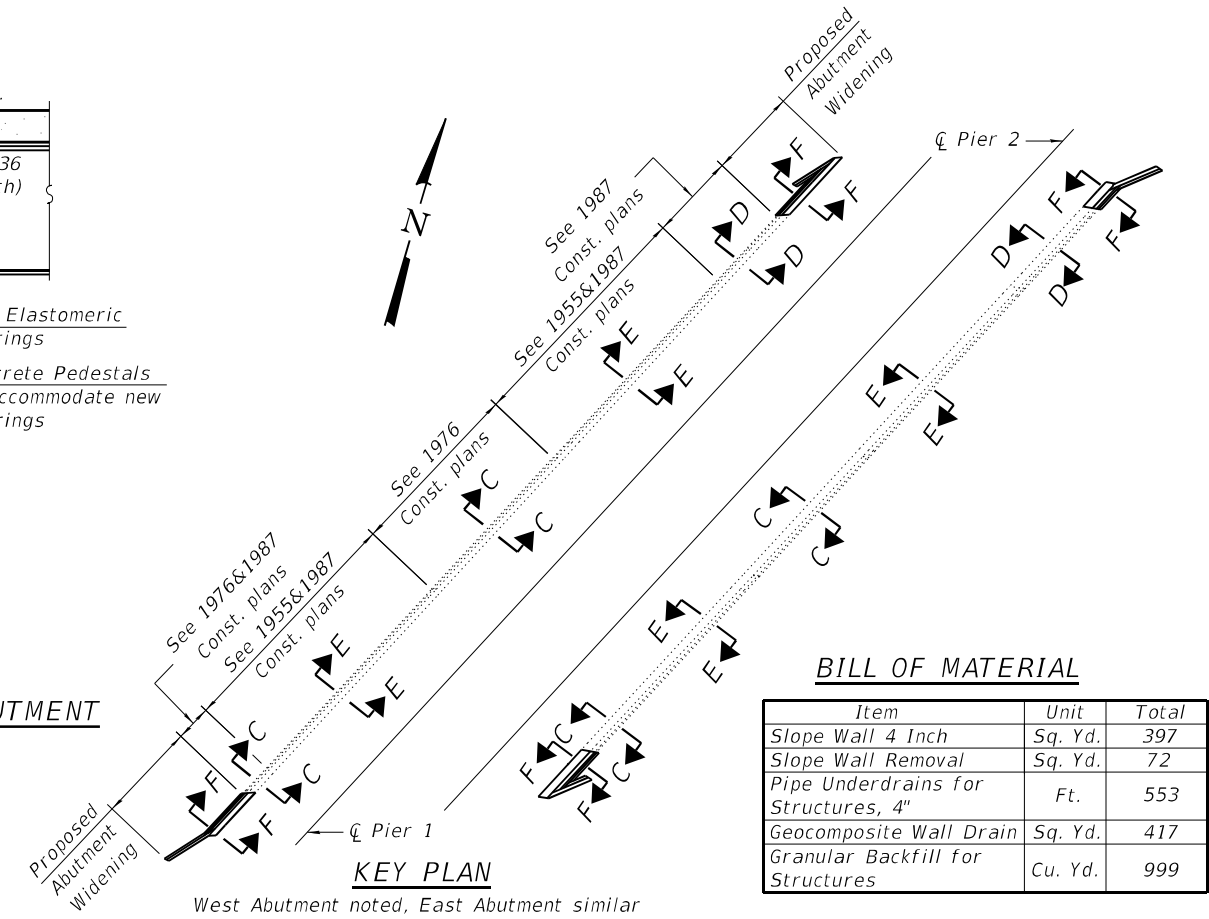
\* Included in the cost of Pipe Underdrain.



**SECTION F-F**  
**PROPOSED PILE SUPPORTED STUB ABUTMENT**  
 (Horiz. Dimensions @ Rt. ∠'s )



**SECTION E-E**  
**EXISTING PILE SUPPORTED STUB ABUTMENT**  
 (Horiz. Dimensions @ Rt. ∠'s )



**BILL OF MATERIAL**

Item	Unit	Total
Slope Wall 4 Inch	Sq. Yd.	397
Slope Wall Removal	Sq. Yd.	72
Pipe Underdrains for Structures, 4"	Ft.	553
Geocomposite Wall Drain	Sq. Yd.	417
Granular Backfill for Structures	Cu. Yd.	999

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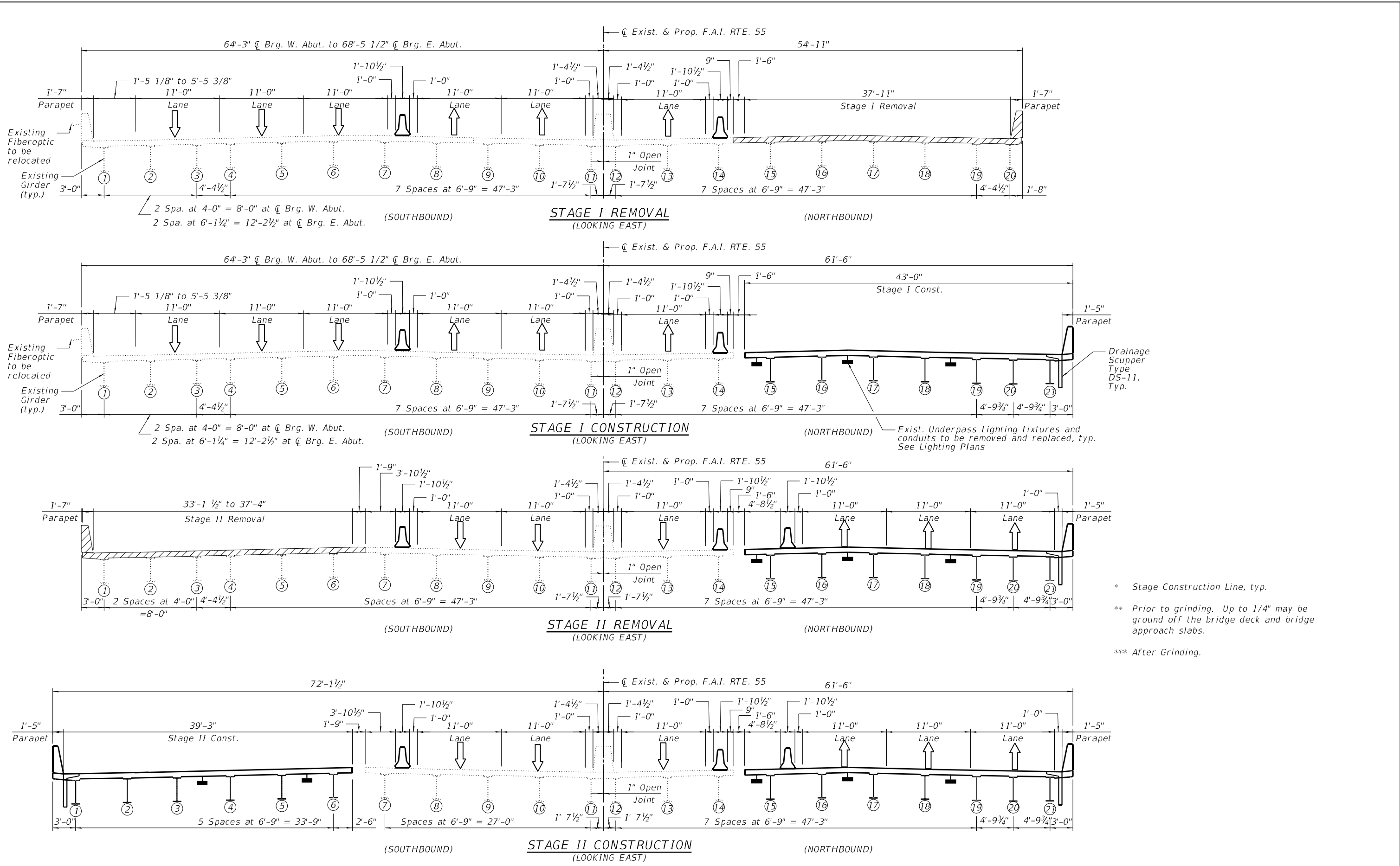
**GR&E**  
 8501 W. Higgins Road, Suite 280  
 Chicago, Illinois 60631; (773) 399-0112

USER NAME =	Structural	DESIGNED -	K.W.	REVISED -	
CHECKED -		H.A.	REVISED -		
PLOT SCALE =	N.T.S.	DRAWN -	O.M.	REVISED -	
PLOT DATE =	5/6/2021	CHECKED -	H.A.	REVISED -	

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA II**  
**SN 099-0028**  
 SHEET SC-03 OF SC-73 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	283
CONTRACT NO. 62H03				
ILLINOIS FED. AID PROJECT				



\* Stage Construction Line, typ.  
 \*\* Prior to grinding. Up to 1/4" may be ground off the bridge deck and bridge approach slabs.  
 \*\*\* After Grinding.

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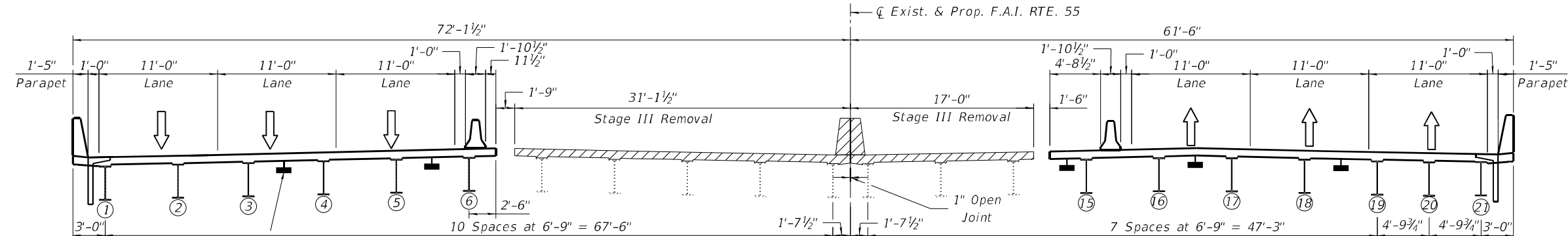
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PLOT DATE =	5/4/2021	CHECKED -	H.A.	REVISED -	

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS I**  
**SN 099-0028**

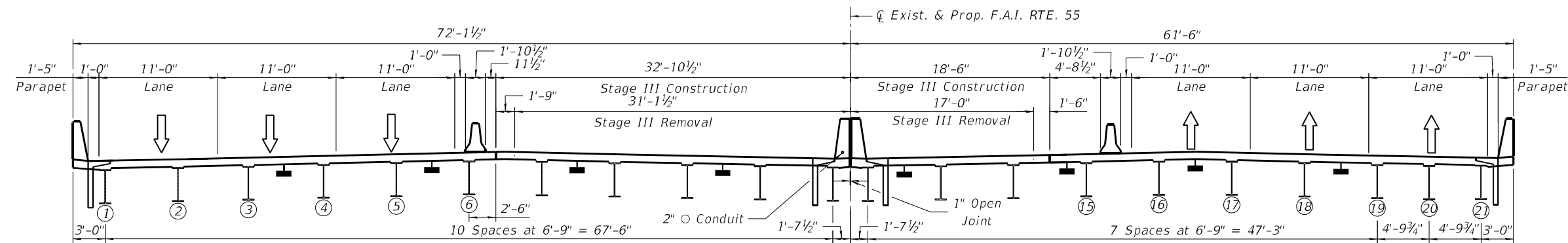
SHEET SC-04 OF SC-73 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62H03				
ILLINOIS		FED. AID PROJECT		



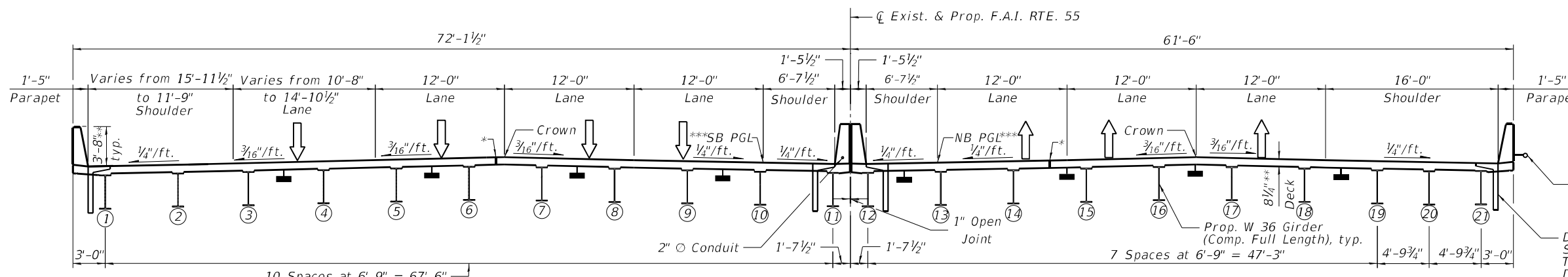
Exist. Underpass Lighting fixtures and conduits to be removed and replaced, typ. See Lighting Plans

**STAGE III REMOVAL**  
(LOOKING EAST)



**STAGE III CONSTRUCTION**  
(LOOKING EAST)

- \* Stage Construction Line, typ.
- \*\* Prior to grinding. Up to 1/4" may be ground off the bridge deck and bridge approach slabs.
- \*\*\* After Grinding.



**FINAL CROSS-SECTION**  
(LOOKING EAST)

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**GRaeF**  
8501 W. Higgins Road, Suite 280  
Chicago, Illinois 60631; (773) 399-0112

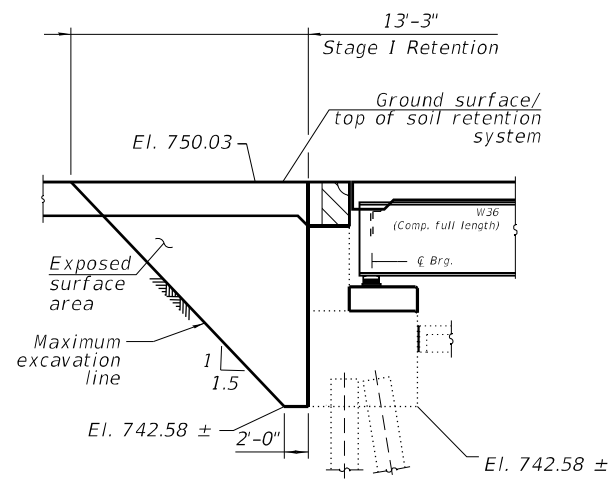
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CHECKED -		H.A.	REVISED -		
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PLOT DATE =	5/4/2021	CHECKED -	H.A.	REVISED -	

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS II**  
**SN 099-0028**

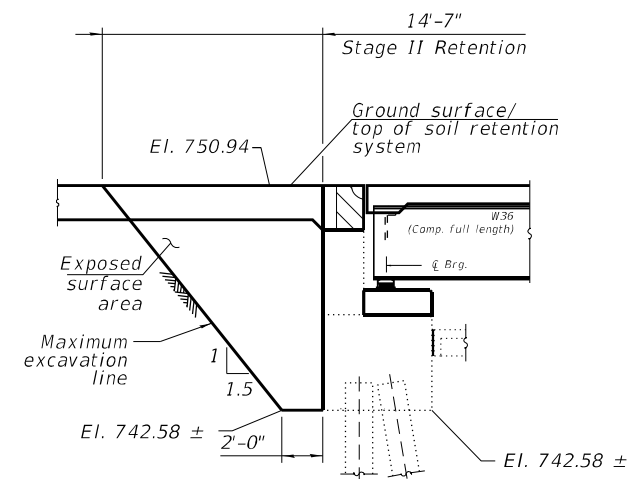
SHEET SC-05 OF SC-73 SHEETS

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CONTRACT NO. 62H03				
ILLINOIS		FED. AID PROJECT		



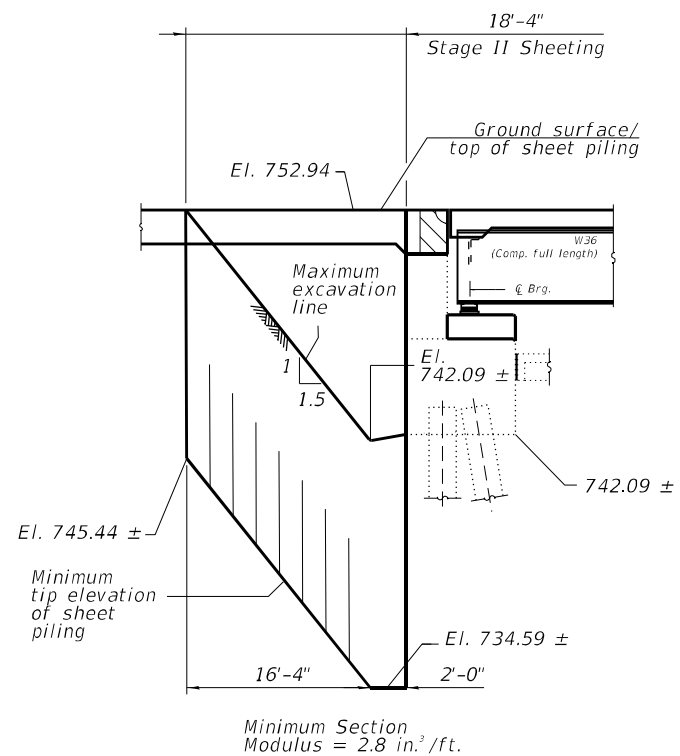
**ELEVATION VIEW OF TEMPORARY SOIL RETENTION SYSTEM (TSRS)  
NB AT WEST ABUTMENT**

(Looking North)



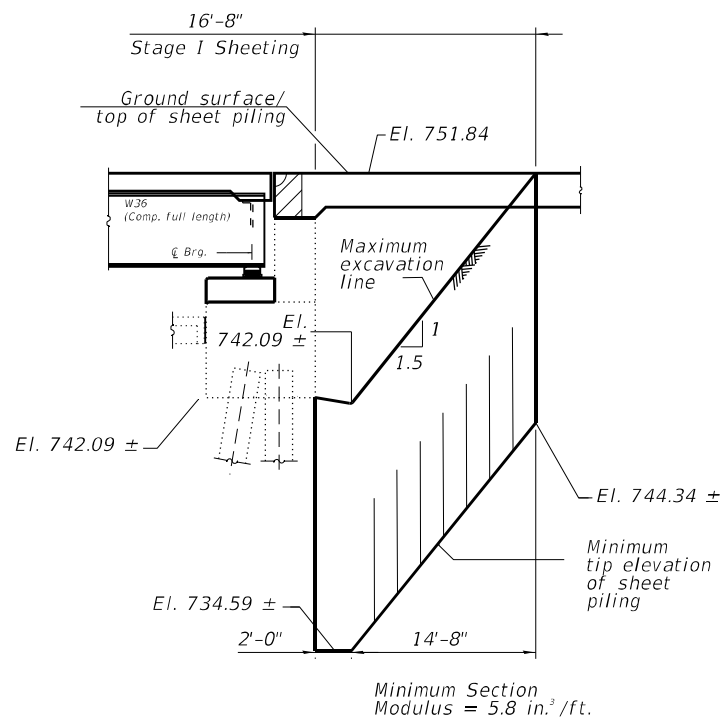
**ELEVATION VIEW OF TEMPORARY SOIL RETENTION SYSTEM (TSRS)  
SB AT WEST ABUTMENT**

(Looking South)



**ELEVATION VIEW OF TEMPORARY SHEET PILING  
SB AT EAST ABUTMENT**

(Looking South)



**ELEVATION VIEW OF TEMPORARY SHEET PILING  
NB AT EAST ABUTMENT**

(Looking North)

**Notes:**

1. A cantilevered sheet piling design does not appear feasible at the W. Abutment and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.
2. 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.

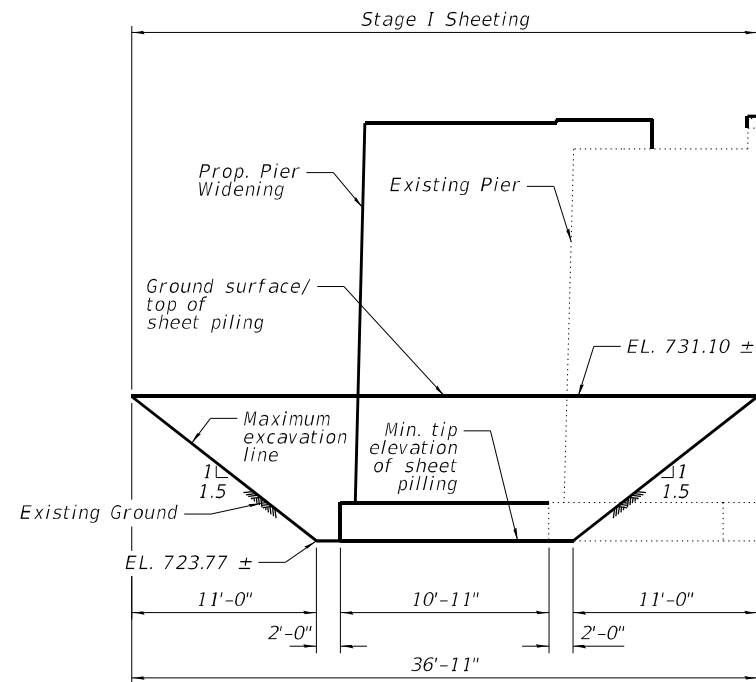
**BILL OF MATERIAL**

Item	Unit	Total
Temporary Sheet Piling	Sq. Ft.	464
Temporary Soil Retention System	Sq. Ft.	110

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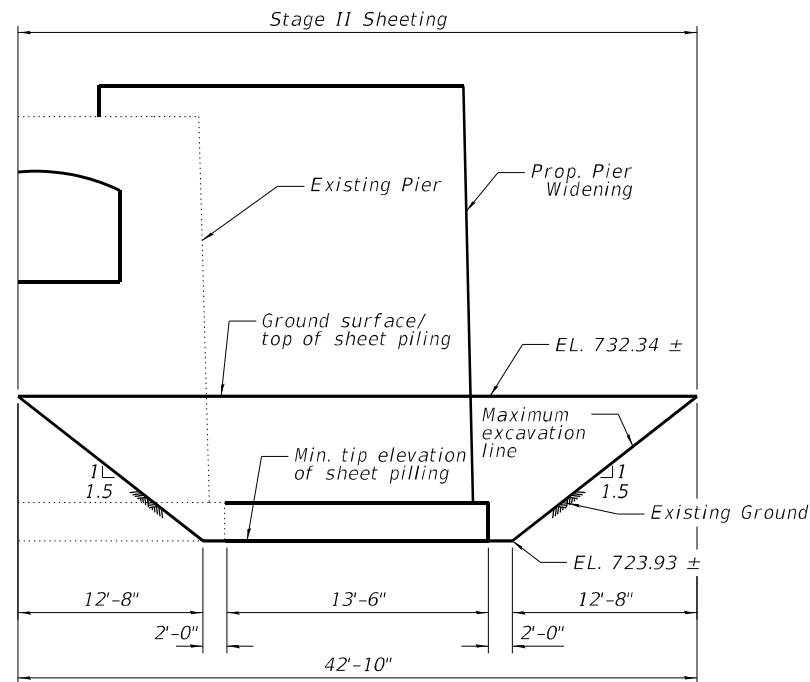
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62H03				
		ILLINOIS	FED. AID PROJECT	



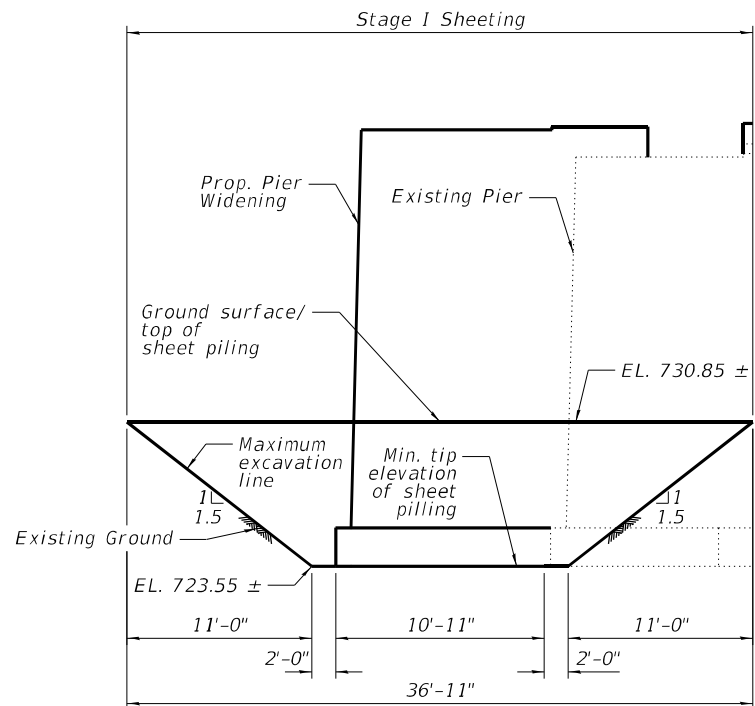
Minimum Section  
Modulus = 8.1 in.<sup>3</sup>/ft.

**ELEVATION VIEW OF TEMPORARY SHEET PILING  
LOOKING WEST PIER 1**



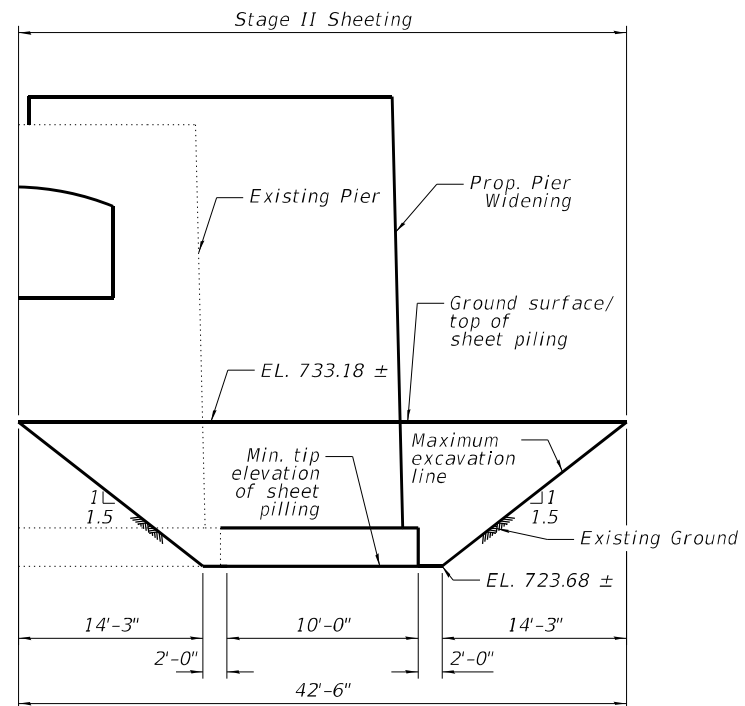
Minimum Section  
Modulus = 8.1 in.<sup>3</sup>/ft.

**ELEVATION VIEW OF TEMPORARY SHEET PILING  
LOOKING WEST PIER 1**



Minimum Section  
Modulus = 8.1 in.<sup>3</sup>/ft.

**ELEVATION VIEW OF TEMPORARY SHEET PILING  
LOOKING WEST PIER 2**



Minimum Section  
Modulus = 8.1 in.<sup>3</sup>/ft.

**ELEVATION VIEW OF TEMPORARY SHEET PILING  
LOOKING WEST PIER 2**

Note:

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.

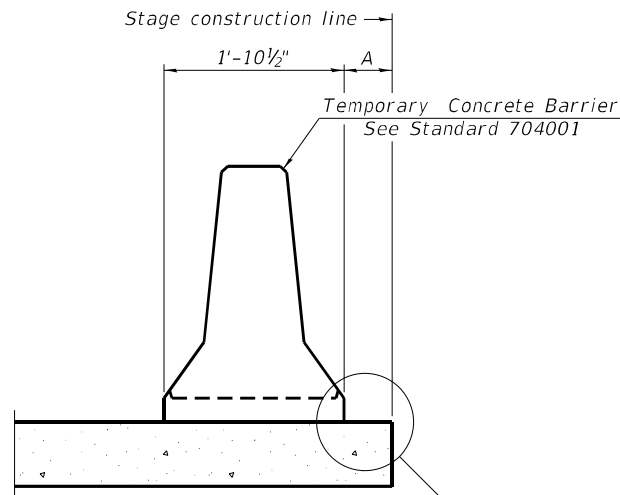
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Item	Unit	Total
Temporary Sheet Piling	Sq. Ft.	771

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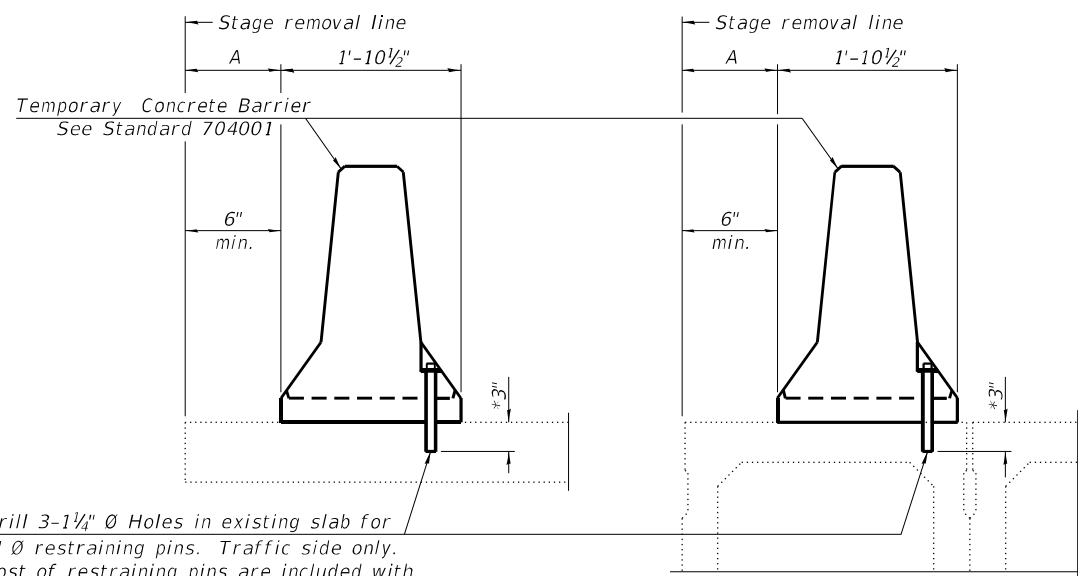
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55	2018-043-BD&BJR	WILL	430	287
CONTRACT NO. 62H03				
		ILLINOIS	FED. AID PROJECT	



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM

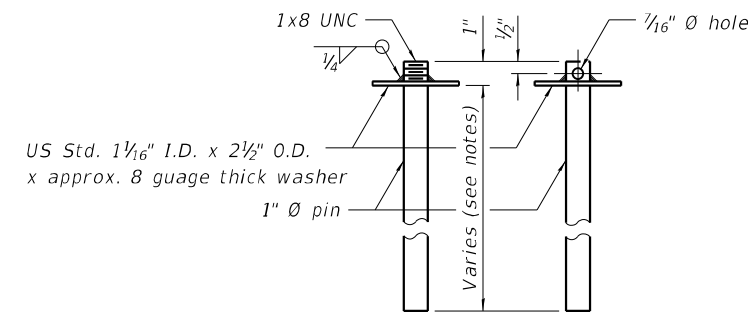


Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

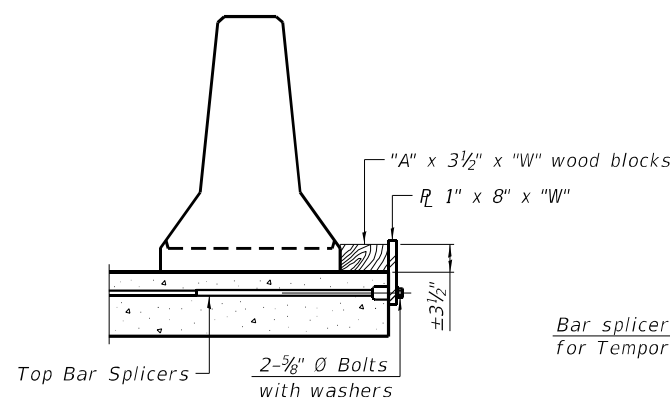
\* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

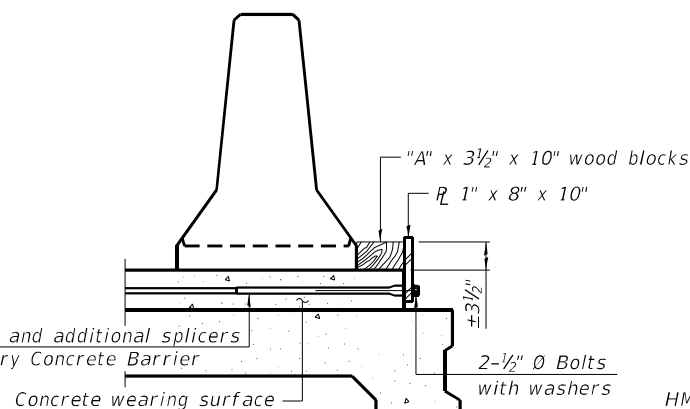


RESTRAINING PIN

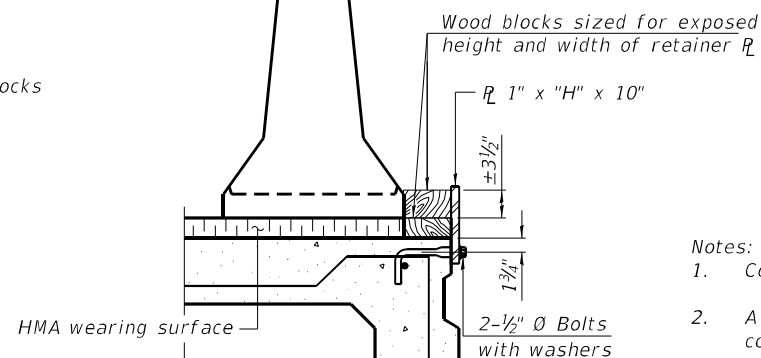
SECTIONS THRU SLAB OR DECK BEAM



DETAIL I



DETAIL II



DETAIL III

BAR SPLICER FOR #4 BAR - DETAIL III

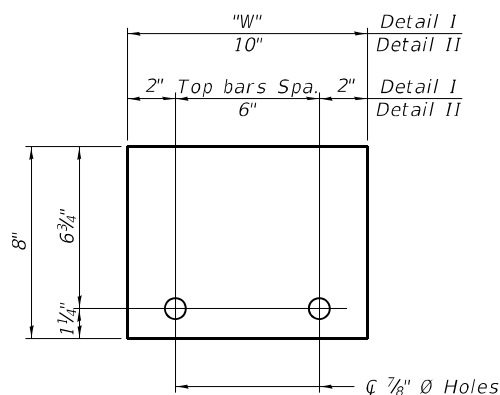
Notes:

1. Cost of retainer assembly is included with Temporary Concrete Barrier.
2. A retainer assembly shall be located at the approximate center of each temporary concrete barrier.
3. The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
4. When the 'A' dimension is less than 1 1/2", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

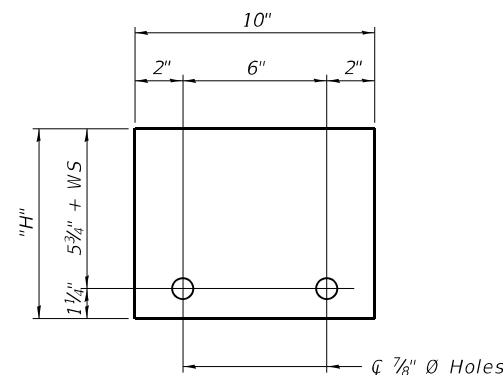
Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.



STEEL RETAINER R 1" x 8" x "W"  
(Detail I and II)



STEEL RETAINER R 1" x "H" x 10"  
(Detail III)

R-27

2-17-2017

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**GR&E**  
8501 W. Higgins Road, Suite 280  
Chicago, Illinois 60631; (773) 399-0112

USER NAME =	Structural	DESIGNED -	K.W.	REVISED -	
		CHECKED -	H.A.	REVISED -	
PLOT SCALE =	N.T.S.	DRAWN -	O.M.	REVISED -	
PLOT DATE =	5/4/2021	CHECKED -	H.A.	REVISED -	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

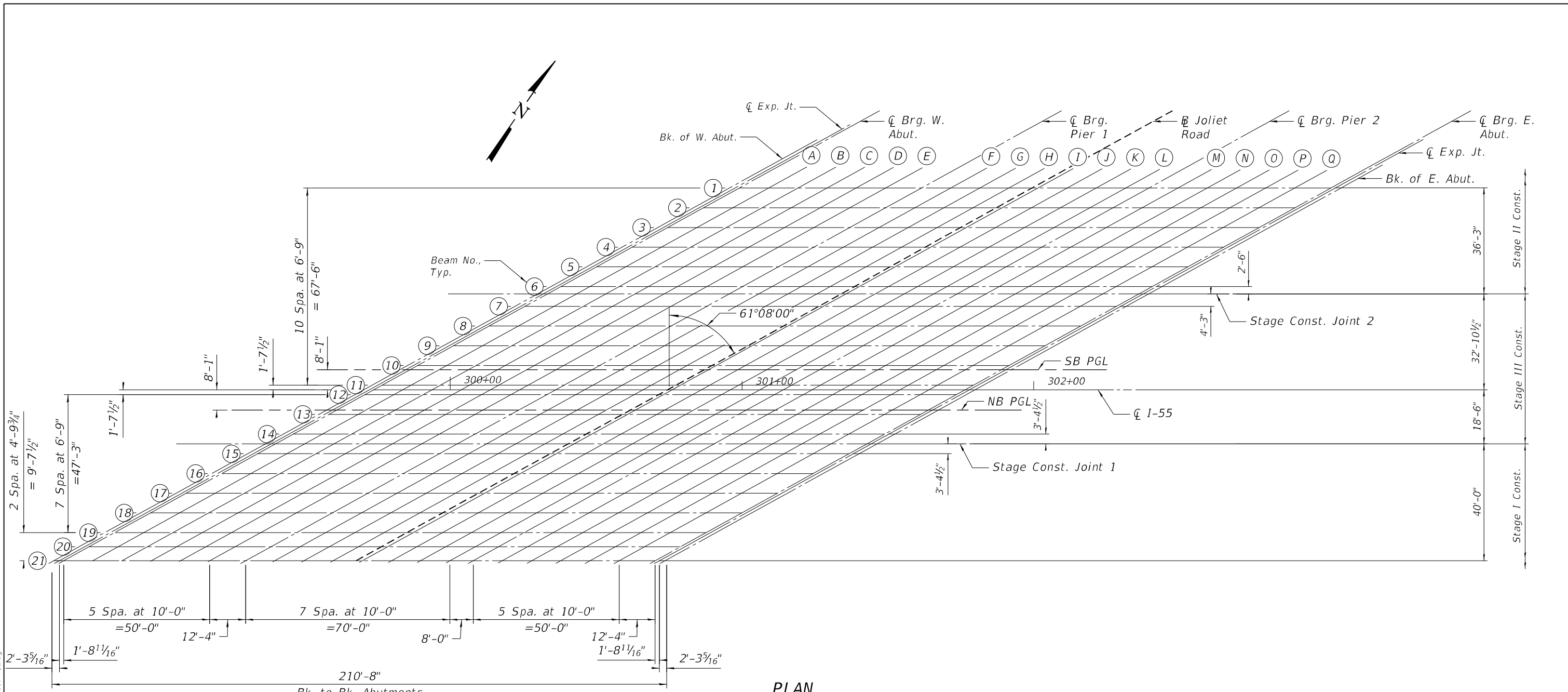
TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION  
SN 099-0028

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	288
CONTRACT NO. 62H03				
ILLINOIS FED. AID PROJECT				

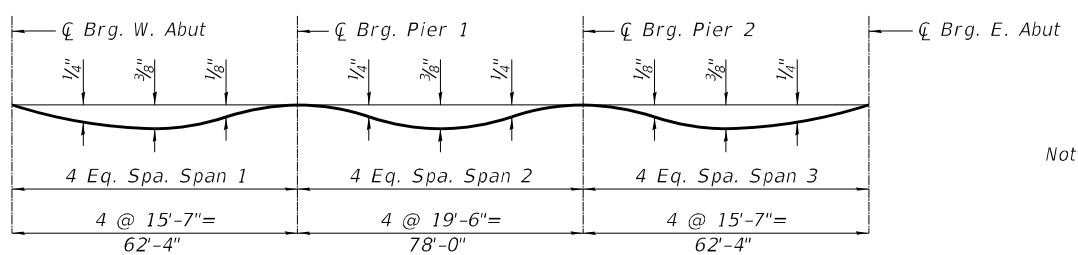
SHEET SC-08 OF SC-73 SHEETS



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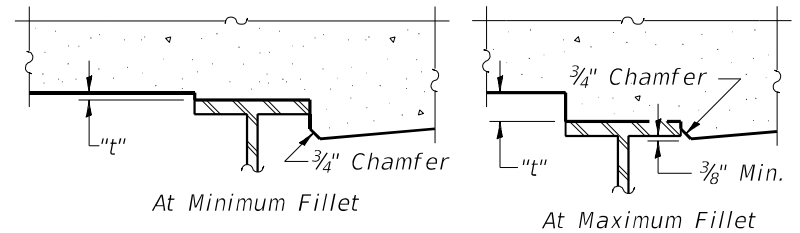
**PLAN**



**DEAD LOAD DEFLECTION DIAGRAM**

(Includes weight of concrete only.)

Note:  
 The deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on sheets SC-10 to SC-18.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets SC10 to SC18, minus the 8 1/4" deck thickness equals the fillet heights "t" above top flange of beams.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on sheets SC-10 to SC-18. For grinding the deck, see Special Provisions.

**FILLET HEIGHTS**



USER NAME =	Structural	DESIGNED -	K.W.	REVISED -	
		CHECKED -	H.A.	REVISED -	
PLOT SCALE =	N.T.S.	DRAWN -	O.M.	REVISED -	
PLOT DATE =	5/4/2021	CHECKED -	J.A.Z.	REVISED -	

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TOP OF DECK SLAB ELEVATION PLAN  
 SN 099-0028

SHEET SC-09 OF SC-73 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	289
CONTRACT NO. 62H03				
ILLINOIS FED. AID PROJECT				

BEAM 1

BEAM 2

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BK. W. ABUT.	300+95.08	-61.04	751.13	751.15
☉ EXP. JT.	300+97.36	-61.04	751.15	751.17
☉ BRG. W. ABUT.	300+99.08	-61.04	751.16	751.19
A	301+09.08	-61.04	751.25	751.29
B	301+19.08	-61.04	751.33	751.39
C	301+29.08	-61.04	751.42	751.47
D	301+39.08	-61.04	751.51	751.55
E	301+49.08	-61.04	751.59	751.62
☉ BRG. PIER 1	301+61.42	-61.04	751.70	751.72
F	301+71.42	-61.04	751.78	751.81
G	301+81.42	-61.04	751.87	751.91
H	301+91.42	-61.04	751.95	752.01
I	302+01.42	-61.04	752.04	752.10
J	302+11.42	-61.04	752.12	752.18
K	302+21.42	-61.04	752.21	752.25
L	302+31.42	-61.04	752.29	752.32
☉ BRG. PIER 2	302+39.42	-61.04	752.36	752.38
M	302+49.42	-61.04	752.45	752.48
N	302+59.42	-61.04	752.53	752.58
O	302+69.42	-61.04	752.62	752.67
P	302+79.42	-61.04	752.70	752.76
Q	302+89.42	-61.04	752.79	752.83
☉ BRG. E. ABUT.	303+01.75	-61.04	752.89	752.91
☉ EXP. JT.	303+03.47	-61.04	752.91	752.93
BK. E. ABUT.	303+05.75	-61.04	752.89	752.91

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BK. W. ABUT.	300+82.84	-54.29	751.17	751.19
☉ EXP. JT.	300+85.12	-54.29	751.19	751.21
☉ BRG. W. ABUT.	300+86.84	-54.29	751.20	751.22
A	300+96.84	-54.29	751.29	751.32
B	301+06.84	-54.29	751.37	751.42
C	301+16.84	-54.29	751.46	751.50
D	301+26.84	-54.29	751.54	751.58
E	301+36.84	-54.29	751.63	751.66
☉ BRG. PIER 1	301+49.17	-54.29	751.73	751.75
F	301+59.17	-54.29	751.82	751.85
G	301+69.17	-54.29	751.90	751.94
H	301+79.17	-54.29	751.99	752.04
I	301+89.17	-54.29	752.07	752.13
J	301+99.17	-54.29	752.16	752.21
K	302+09.17	-54.29	752.24	752.28
L	302+19.17	-54.29	752.33	752.35
☉ BRG. PIER 2	302+27.17	-54.29	752.40	752.42
M	302+37.17	-54.29	752.48	752.51
N	302+47.17	-54.29	752.57	752.61
O	302+57.17	-54.29	752.65	752.70
P	302+67.17	-54.29	752.74	752.79
Q	302+77.17	-54.29	752.82	752.86
☉ BRG. E. ABUT.	302+89.51	-54.29	752.93	752.95
☉ EXP. JT.	302+91.23	-54.29	752.94	752.96
BK. E. ABUT.	302+93.51	-54.29	752.96	752.98

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BK. W. ABUT.	300+70.59	-47.54	751.20	751.22
☉ EXP. JT.	300+72.87	-47.54	751.22	751.24
☉ BRG. W. ABUT.	300+74.59	-47.54	751.24	751.26
A	300+84.59	-47.54	751.32	751.36
B	300+94.59	-47.54	751.41	751.45
C	301+04.59	-47.54	751.49	751.54
D	301+14.59	-47.54	751.58	751.62
E	301+24.59	-47.54	751.66	751.69
☉ BRG. PIER 1	301+36.93	-47.54	751.77	751.79
F	301+46.93	-47.54	751.85	751.88
G	301+56.93	-47.54	751.94	751.98
H	301+66.93	-47.54	752.02	752.07
I	301+76.93	-47.54	752.11	752.16
J	301+86.93	-47.54	752.19	752.24
K	301+96.93	-47.54	752.28	752.32
L	302+06.93	-47.54	752.36	752.39
☉ BRG. PIER 2	302+14.93	-47.54	752.43	752.45
M	302+24.93	-47.54	752.52	752.55
N	302+34.93	-47.54	752.60	752.64
O	302+44.93	-47.54	752.69	752.74
P	302+54.93	-47.54	752.77	752.82
Q	302+64.93	-47.54	752.86	752.90
☉ BRG. E. ABUT.	302+77.26	-47.54	752.96	752.99
☉ EXP. JT.	302+78.98	-47.54	752.98	753.00
BK. E. ABUT.	302+81.26	-47.54	753.00	753.02

Note

Beams 1 - 11 offsets are measured from SB PGL and Beams 12 - 21 offsets are measured from NB PGL.

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USER NAME =	Structural	DESIGNED -	O.M.	REVISED -
PLOT SCALE =	N.T.S.	CHECKED -	J.A.Z.	REVISED -
PLOT DATE =	5/4/2021	DRAWN -	O.M.	REVISED -
		CHECKED -	J.A.Z.	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF DECK SLAB ELEVATIONS I  
SN 099-0028

SHEET SC - 10 OF SC - 73 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	290
CONTRACT NO. 62H03				
ILLINOIS FED. AID PROJECT				

BEAM 4

BEAM 5

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BK. W. ABUT.	300+58.35	-40.79	751.21	751.23
☉ EXP. JT.	300+60.63	-40.79	751.23	751.25
☉ BRG. W. ABUT.	300+62.35	-40.79	751.24	751.26
A	300+72.35	-40.79	751.33	751.37
B	300+82.35	-40.79	751.41	751.46
C	300+92.35	-40.79	751.50	751.55
D	301+02.35	-40.79	751.59	751.63
E	301+12.35	-40.79	751.67	751.70
☉ BRG. PIER 1	301+24.68	-40.79	751.78	751.80
F	301+34.68	-40.79	751.87	751.89
G	301+44.68	-40.79	751.95	751.99
H	301+54.68	-40.79	752.04	752.09
I	301+64.68	-40.79	752.12	752.18
J	301+74.68	-40.79	752.21	752.26
K	301+84.68	-40.79	752.30	752.33
L	301+94.68	-40.79	752.38	752.41
☉ BRG. PIER 2	302+02.68	-40.79	752.45	752.47
M	302+12.68	-40.79	752.54	752.57
N	302+22.68	-40.79	752.63	752.66
O	302+32.68	-40.79	752.71	752.76
P	302+42.68	-40.79	752.80	752.85
Q	302+52.68	-40.79	752.88	752.92
☉ BRG. E. ABUT.	302+65.02	-40.79	752.99	753.01
☉ EXP. JT.	302+66.74	-40.79	753.01	753.03
BK. E. ABUT.	302+69.02	-40.79	753.03	753.05

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BK. W. ABUT.	300+46.11	-34.04	751.21	751.23
☉ EXP. JT.	300+48.39	-34.04	751.23	751.25
☉ BRG. W. ABUT.	300+50.11	-34.04	751.24	751.26
A	300+60.11	-34.04	751.33	751.36
B	300+70.11	-34.04	751.41	751.46
C	300+80.11	-34.04	751.50	751.55
D	300+90.11	-34.04	751.59	751.63
E	301+00.11	-34.04	751.67	751.70
☉ BRG. PIER 1	301+12.44	-34.04	751.78	751.80
F	301+22.44	-34.04	751.87	751.89
G	301+32.44	-34.04	751.95	751.99
H	301+42.44	-34.04	752.04	752.09
I	301+52.44	-34.04	752.12	752.18
J	301+62.44	-34.04	752.21	752.26
K	301+72.44	-34.04	752.30	752.33
L	301+82.44	-34.04	752.38	752.41
☉ BRG. PIER 2	301+90.44	-34.04	752.45	752.47
M	302+00.44	-34.04	752.54	752.57
N	302+10.44	-34.04	752.63	752.66
O	302+20.44	-34.04	752.71	752.76
P	302+30.44	-34.04	752.80	752.85
Q	302+40.44	-34.04	752.88	752.92
☉ BRG. E. ABUT.	302+52.77	-34.04	752.99	753.01
☉ EXP. JT.	302+54.49	-34.04	753.01	753.03
BK. E. ABUT.	302+56.77	-34.04	753.02	753.05

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BK. W. ABUT.	300+33.86	-27.29	751.21	751.23
☉ EXP. JT.	300+36.14	-27.29	751.23	751.25
☉ BRG. W. ABUT.	300+37.86	-27.29	751.24	751.26
A	300+47.86	-27.29	751.33	751.36
B	300+57.86	-27.29	751.41	751.46
C	300+67.86	-27.29	751.50	751.55
D	300+77.86	-27.29	751.59	751.63
E	300+87.86	-27.29	751.67	751.70
☉ BRG. PIER 1	301+00.19	-27.29	751.78	751.80
F	301+10.19	-27.29	751.87	751.89
G	301+20.19	-27.29	751.95	751.99
H	301+30.19	-27.29	752.04	752.09
I	301+40.19	-27.29	752.12	752.18
J	301+50.19	-27.29	752.21	752.26
K	301+60.19	-27.29	752.30	752.33
L	301+70.19	-27.29	752.38	752.41
☉ BRG. PIER 2	301+78.19	-27.29	752.45	752.47
M	301+88.19	-27.29	752.54	752.57
N	301+98.19	-27.29	752.62	752.66
O	302+08.19	-27.29	752.71	752.76
P	302+18.19	-27.29	752.80	752.85
Q	302+28.19	-27.29	752.88	752.92
☉ BRG. E. ABUT.	302+40.53	-27.29	752.99	753.01
☉ EXP. JT.	302+42.25	-27.29	753.01	753.03
BK. E. ABUT.	302+44.53	-27.29	753.02	753.05

Note

Beams 1 - 11 offsets are measured from SB PGL and Beams 12 - 21 offsets are measured from NB PGL.

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8501 W. Higgins Road, Suite 280  
Chicago, Illinois 60631; (773) 399-0112

USER NAME =	Structural
PLOT SCALE =	N.T.S.
PLOT DATE =	5/4/2021

DESIGNED -	O.M.	REVISED -	
CHECKED -	J.A.Z.	REVISED -	
DRAWN -	O.M.	REVISED -	
CHECKED -	J.A.Z.	REVISED -	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF DECK SLAB ELEVATIONS II  
SN 099-0028

SHEET SC-11 OF SC-73 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	291
CONTRACT NO. 62H03				
ILLINOIS		FED. AID PROJECT		

STAGE CONST. JT. 2

BEAM 7

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BK. W. ABUT.	300+29.33	-24.79	751.21	751.23
☉ EXP. JT.	300+31.61	-24.79	751.23	751.25
☉ BRG. W. ABUT.	300+33.33	-24.79	751.24	751.26
A	300+43.33	-24.79	751.33	751.36
B	300+53.33	-24.79	751.41	751.46
C	300+63.33	-24.79	751.50	751.55
D	300+73.33	-24.79	751.59	751.63
E	300+83.33	-24.79	751.67	751.70
☉ BRG. PIER 1	300+95.66	-24.79	751.78	751.80
F	301+05.66	-24.79	751.87	751.89
G	301+15.66	-24.79	751.95	751.99
H	301+25.66	-24.79	752.04	752.09
I	301+35.66	-24.79	752.12	752.18
J	301+45.66	-24.79	752.21	752.26
K	301+55.66	-24.79	752.30	752.33
L	301+65.66	-24.79	752.38	752.41
☉ BRG. PIER 2	301+73.66	-24.79	752.45	752.47
M	301+83.66	-24.79	752.54	752.57
N	301+93.66	-24.79	752.62	752.66
O	302+03.66	-24.79	752.71	752.76
P	302+13.66	-24.79	752.80	752.85
Q	302+23.66	-24.79	752.88	752.92
☉ BRG. E. ABUT.	302+35.99	-24.79	752.99	753.01
☉ EXP. JT.	302+37.71	-24.79	753.00	753.03
BK. E. ABUT.	302+39.99	-24.79	753.02	753.05

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BK. W. ABUT.	300+21.62	-20.54	750.71	750.74
☉ EXP. JT.	300+23.90	-20.54	751.12	751.14
☉ BRG. W. ABUT.	300+25.62	-20.54	751.13	751.15
A	300+35.62	-20.54	751.22	751.26
B	300+45.62	-20.54	751.31	751.35
C	300+55.62	-20.54	751.39	751.44
D	300+65.62	-20.54	751.48	751.52
E	300+75.62	-20.54	751.56	751.59
☉ BRG. PIER 1	300+87.95	-20.54	751.67	751.69
F	300+97.95	-20.54	751.76	751.78
G	301+07.95	-20.54	751.84	751.88
H	301+17.95	-20.54	751.93	751.98
I	301+27.95	-20.54	752.02	752.07
J	301+37.95	-20.54	752.10	752.15
K	301+47.95	-20.54	752.19	752.23
L	301+57.95	-20.54	752.27	752.30
☉ BRG. PIER 2	301+65.95	-20.54	752.34	752.36
M	301+75.95	-20.54	752.43	752.46
N	301+85.95	-20.54	752.52	752.55
O	301+95.95	-20.54	752.60	752.65
P	302+05.95	-20.54	752.69	752.74
Q	302+15.95	-20.54	752.78	752.82
☉ BRG. E. ABUT.	302+28.28	-20.54	752.88	752.90
☉ EXP. JT.	302+30.00	-20.54	752.90	752.92
BK. E. ABUT.	302+32.28	-20.54	752.92	752.94

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BK. W. ABUT.	300+09.37	-13.79	750.89	750.91
☉ EXP. JT.	300+11.65	-13.79	750.91	750.93
☉ BRG. W. ABUT.	300+13.37	-13.79	750.92	750.94
A	300+23.37	-13.79	751.01	751.05
B	300+33.37	-13.79	751.09	751.14
C	300+43.37	-13.79	751.18	751.23
D	300+53.37	-13.79	751.27	751.31
E	300+63.37	-13.79	751.35	751.38
☉ BRG. PIER 1	300+75.71	-13.79	751.46	751.48
F	300+85.71	-13.79	751.55	751.57
G	300+95.71	-13.79	751.63	751.67
H	301+05.71	-13.79	751.72	751.77
I	301+15.71	-13.79	751.80	751.86
J	301+25.71	-13.79	751.89	751.94
K	301+35.71	-13.79	751.98	752.02
L	301+45.71	-13.79	752.06	752.09
☉ BRG. PIER 2	301+53.71	-13.79	752.13	752.15
M	301+63.71	-13.79	752.22	752.25
N	301+73.71	-13.79	752.31	752.34
O	301+83.71	-13.79	752.39	752.44
P	301+93.71	-13.79	752.48	752.53
Q	302+03.71	-13.79	752.56	752.60
☉ BRG. E. ABUT.	302+16.04	-13.79	752.67	752.69
☉ EXP. JT.	302+17.76	-13.79	752.69	752.71
BK. E. ABUT.	302+20.04	-13.79	752.71	752.73

Note

Beams 1 - 11 offsets are measured from SB PGL  
and Beams 12 - 21 offsets are measured from NB PGL.

MODEL: Default  
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USER NAME =	Structural	DESIGNED -	O.M.	REVISED -	
		CHECKED -	J.A.Z.	REVISED -	
PLOT SCALE =	N.T.S.	DRAWN -	O.M.	REVISED -	
PLOT DATE =	5/4/2021	CHECKED -	J.A.Z.	REVISED -	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF DECK SLAB ELEVATIONS III  
SN 099-0028**

SHEET SC - 12 OF SC - 73 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	292
CONTRACT NO. 62H03				
ILLINOIS		FED. AID PROJECT		

BEAM 9

BEAM 10

SB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BK. W. ABUT.	299+97.13	-7.04	750.65	750.67
☉ EXP. JT.	299+99.41	-7.04	750.67	750.69
☉ BRG. W. ABUT.	300+01.13	-7.04	750.68	750.71
A	300+11.13	-7.04	750.77	750.81
B	300+21.13	-7.04	750.86	750.90
C	300+31.13	-7.04	750.94	750.99
D	300+41.13	-7.04	751.03	751.07
E	300+51.13	-7.04	751.12	751.15
☉ BRG. PIER 1	300+63.46	-7.04	751.22	751.24
F	300+73.46	-7.04	751.31	751.34
G	300+83.46	-7.04	751.40	751.43
H	300+93.46	-7.04	751.48	751.53
I	301+03.46	-7.04	751.57	751.62
J	301+13.46	-7.04	751.65	751.70
K	301+23.46	-7.04	751.74	751.78
L	301+33.46	-7.04	751.83	751.85
☉ BRG. PIER 2	301+41.46	-7.04	751.90	751.92
M	301+51.46	-7.04	751.98	752.01
N	301+61.46	-7.04	752.07	752.11
O	301+71.46	-7.04	752.15	752.20
P	301+81.46	-7.04	752.24	752.29
Q	301+91.46	-7.04	752.33	752.37
☉ BRG. E. ABUT.	302+03.79	-7.04	752.43	752.45
☉ EXP. JT.	302+05.51	-7.04	752.45	752.47
BK. E. ABUT.	302+07.79	-7.04	752.47	752.49

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BK. W. ABUT.	299+84.88	-0.29	750.40	750.42
☉ EXP. JT.	299+87.16	-0.29	750.42	750.44
☉ BRG. W. ABUT.	299+88.88	-0.29	750.44	750.46
A	299+98.88	-0.29	750.52	750.56
B	300+08.88	-0.29	750.61	750.66
C	300+18.88	-0.29	750.70	750.75
D	300+28.88	-0.29	750.78	750.82
E	300+38.88	-0.29	750.87	750.90
☉ BRG. PIER 1	300+51.22	-0.29	750.98	751.00
F	300+61.22	-0.29	751.06	751.09
G	300+71.22	-0.29	751.15	751.19
H	300+81.22	-0.29	751.24	751.28
I	300+91.22	-0.29	751.32	751.37
J	301+01.22	-0.29	751.41	751.46
K	301+11.22	-0.29	751.49	751.53
L	301+21.22	-0.29	751.58	751.61
☉ BRG. PIER 2	301+29.22	-0.29	751.65	751.67
M	301+39.22	-0.29	751.74	751.76
N	301+49.22	-0.29	751.82	751.86
O	301+59.22	-0.29	751.91	751.95
P	301+69.22	-0.29	751.99	752.04
Q	301+79.22	-0.29	752.08	752.12
☉ BRG. E. ABUT.	301+91.55	-0.29	752.19	752.21
☉ EXP. JT.	301+93.27	-0.29	752.20	752.22
BK. E. ABUT.	301+95.55	-0.29	752.22	752.24

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BK. W. ABUT.	299+84.35	0.00	750.39	750.41
☉ EXP. JT.	299+86.63	0.00	750.41	750.43
☉ BRG. W. ABUT.	299+88.35	0.00	750.43	750.45
A	299+98.35	0.00	750.51	750.55
B	300+08.35	0.00	750.60	750.65
C	300+18.35	0.00	750.69	750.73
D	300+28.35	0.00	750.77	750.81
E	300+38.35	0.00	750.86	750.89
☉ BRG. PIER 1	300+50.68	0.00	750.97	750.99
F	300+60.68	0.00	751.05	751.07
G	300+70.68	0.00	751.14	751.16
H	300+80.68	0.00	751.22	751.26
I	300+90.68	0.00	751.31	751.36
J	301+00.68	0.00	751.40	751.45
K	301+10.68	0.00	751.48	751.53
L	301+20.68	0.00	751.57	751.61
☉ BRG. PIER 2	301+28.68	0.00	751.64	751.66
M	301+38.68	0.00	751.73	751.75
N	301+48.68	0.00	751.81	751.85
O	301+58.68	0.00	751.90	751.94
P	301+68.68	0.00	751.98	752.03
Q	301+78.68	0.00	752.07	752.11
☉ BRG. E. ABUT.	301+91.02	0.00	752.18	752.20
☉ EXP. JT.	301+92.74	0.00	752.19	752.21
BK. E. ABUT.	301+95.02	0.00	752.21	752.23

Note

Beams 1 - 11 offsets are measured from SB PGL  
and Beams 12 - 21 offsets are measured from NB PGL.

MODEL: Default  
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USER NAME =	Structural	DESIGNED -	O.M.	REVISED -	
		CHECKED -	J.A.Z.	REVISED -	
PLOT SCALE =	N.T.S.	DRAWN -	O.M.	REVISED -	
PLOT DATE =	5/4/2021	CHECKED -	J.A.Z.	REVISED -	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF DECK SLAB ELEVATIONS IV  
SN 099-0028**

SHEET SC - 13 OF SC - 73 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	293
CONTRACT NO. 62H03				
ILLINOIS		FED. AID PROJECT		

BEAM 11

BEAM 12

NB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BK. W. ABUT.	299+72.64	6.46	750.16	750.18
☒ EXP. JT.	299+74.92	6.46	750.18	750.20
☒ BRG. W. ABUT.	299+76.64	6.46	750.19	750.21
A	299+86.64	6.46	750.28	750.32
B	299+96.64	6.46	750.36	750.41
C	300+06.64	6.46	750.45	750.50
D	300+16.64	6.46	750.54	750.58
E	300+26.64	6.46	750.62	750.65
☒ BRG. PIER 1	300+38.97	6.46	750.73	750.75
F	300+48.97	6.46	750.82	750.84
G	300+58.97	6.46	750.90	750.94
H	300+68.97	6.46	750.99	751.04
I	300+78.97	6.46	751.08	751.13
J	300+88.97	6.46	751.16	751.21
K	300+98.97	6.46	751.25	751.29
L	301+08.97	6.46	751.33	751.36
☒ BRG. PIER 2	301+16.97	6.46	751.40	751.42
M	301+26.97	6.46	751.49	751.51
N	301+36.97	6.46	751.58	751.61
O	301+46.97	6.46	751.66	751.71
P	301+56.97	6.46	751.75	751.80
Q	301+66.97	6.46	751.83	751.87
☒ BRG. E. ABUT.	301+79.31	6.46	751.94	751.96
☒ EXP. JT.	301+81.03	6.46	751.96	751.98
BK. E. ABUT.	301+83.31	6.46	751.98	752.00

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BK. W. ABUT.	299+66.74	-6.46	749.95	749.97
☒ EXP. JT.	299+69.02	-6.46	749.97	749.99
☒ BRG. W. ABUT.	299+70.74	-6.46	749.98	750.00
A	299+80.74	-6.46	750.07	750.11
B	299+90.74	-6.46	750.16	750.20
C	300+00.74	-6.46	750.24	750.29
D	300+10.74	-6.46	750.33	750.37
E	300+20.74	-6.46	750.42	750.45
☒ BRG. PIER 1	300+33.08	-6.46	750.53	750.55
F	300+43.08	-6.46	750.61	750.64
G	300+53.08	-6.46	750.70	750.74
H	300+63.08	-6.46	750.79	750.84
I	300+73.08	-6.46	750.88	750.93
J	300+83.08	-6.46	750.96	751.01
K	300+93.08	-6.46	751.05	751.09
L	301+03.08	-6.46	751.14	751.16
☒ BRG. PIER 2	301+11.08	-6.46	751.21	751.23
M	301+21.08	-6.46	751.30	751.33
N	301+31.08	-6.46	751.38	751.42
O	301+41.08	-6.46	751.47	751.52
P	301+51.08	-6.46	751.56	751.61
Q	301+61.08	-6.46	751.65	751.69
☒ BRG. E. ABUT.	301+73.41	-6.46	751.75	751.78
☒ EXP. JT.	301+75.13	-6.46	751.77	751.79
BK. E. ABUT.	301+77.41	6.46	751.79	751.81

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BK. W. ABUT.	299+55.03	0.00	749.98	750.00
☒ EXP. JT.	299+57.31	0.00	750.00	750.02
☒ BRG. W. ABUT.	299+59.03	0.00	750.01	750.04
A	299+69.03	0.00	750.10	750.14
B	299+79.03	0.00	750.19	750.23
C	299+89.03	0.00	750.28	750.32
D	299+99.03	0.00	750.36	750.40
E	300+09.03	0.00	750.45	750.48
☒ BRG. PIER 1	300+21.36	0.00	750.56	750.58
F	300+31.36	0.00	750.65	750.68
G	300+41.36	0.00	750.73	750.77
H	300+51.36	0.00	750.82	750.87
I	300+61.36	0.00	750.91	750.96
J	300+71.36	0.00	751.00	751.04
K	300+81.36	0.00	751.08	751.12
L	300+91.36	0.00	751.17	751.20
☒ BRG. PIER 2	300+99.36	0.00	751.24	751.26
M	301+09.36	0.00	751.33	751.36
N	301+19.36	0.00	751.42	751.46
O	301+29.36	0.00	751.50	751.55
P	301+39.36	0.00	751.59	751.64
Q	301+49.36	0.00	751.68	751.72
☒ BRG. E. ABUT.	301+61.69	0.00	751.79	751.81
☒ EXP. JT.	301+63.41	0.00	751.80	751.82
BK. E. ABUT.	301+65.69	0.00	751.82	751.84

Note

Beams 1 - 11 offsets are measured from SB PGL  
and Beams 12 - 21 offsets are measured from NB PGL.

MODEL: Default  
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8501 W. Higgins Road, Suite 280  
Chicago, Illinois 60631; (773) 399-0112

USER NAME =	Structural	DESIGNED -	O.M.	REVISED -	
		CHECKED -	J.A.Z.	REVISED -	
PLOT SCALE =	N.T.S.	DRAWN -	O.M.	REVISED -	
PLOT DATE =	5/4/2021	CHECKED -	J.A.Z.	REVISED -	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF DECK SLAB ELEVATIONS V  
SN 099-0028

SHEET SC-14 OF SC-73 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	294
CONTRACT NO. 62H03				
ILLINOIS		FED. AID PROJECT		

BEAM 13

BEAM 14

STAGE CONS. JT. 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BK. W. ABUT.	299+54.50	0.29	749.98	750.00
☉ EXP. JT.	299+56.78	0.29	750.00	750.02
☉ BRG. W. ABUT.	299+58.50	0.29	750.02	750.04
A	299+68.50	0.29	750.10	750.14
B	299+78.50	0.29	750.19	750.24
C	299+88.50	0.29	750.28	750.32
D	299+98.50	0.29	750.37	750.40
E	300+08.50	0.29	750.45	750.48
☉ BRG. PIER 1	300+20.83	0.29	750.56	750.58
F	300+30.83	0.29	750.65	750.68
G	300+40.83	0.29	750.74	750.78
H	300+50.83	0.29	750.82	750.87
I	300+60.83	0.29	750.91	750.96
J	300+70.83	0.29	751.00	751.04
K	300+80.83	0.29	751.09	751.12
L	300+90.83	0.29	751.17	751.20
☉ BRG. PIER 2	300+98.83	0.29	751.24	751.26
M	301+08.83	0.29	751.33	751.35
N	301+18.83	0.29	751.42	751.45
O	301+28.83	0.29	751.51	751.54
P	301+38.83	0.29	751.59	751.64
Q	301+48.83	0.29	751.68	751.73
☉ BRG. E. ABUT.	301+61.17	0.29	751.79	751.81
☉ EXP. JT.	301+62.89	0.29	751.80	751.82
BK. E. ABUT.	301+65.17	0.29	751.82	751.84

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BK. W. ABUT.	299+42.25	7.04	750.01	750.04
☉ EXP. JT.	299+44.53	7.04	750.03	750.06
☉ BRG. W. ABUT.	299+46.25	7.04	750.05	750.07
A	299+56.25	7.04	750.14	750.17
B	299+66.25	7.04	750.22	750.27
C	299+76.25	7.04	750.31	750.36
D	299+86.25	7.04	750.40	750.44
E	299+96.25	7.04	750.49	750.52
☉ BRG. PIER 1	300+08.59	7.04	750.59	750.62
F	300+18.59	7.04	750.68	750.71
G	300+28.59	7.04	750.77	750.81
H	300+38.59	7.04	750.86	750.91
I	300+48.59	7.04	750.94	751.00
J	300+58.59	7.04	751.03	751.08
K	300+68.59	7.04	751.12	751.16
L	300+78.59	7.04	751.21	751.23
☉ BRG. PIER 2	300+86.59	7.04	751.28	751.30
M	300+96.59	7.04	751.36	751.39
N	301+06.59	7.04	751.45	751.49
O	301+16.59	7.04	751.54	751.59
P	301+26.59	7.04	751.63	751.67
Q	301+36.59	7.04	751.71	751.75
☉ BRG. E. ABUT.	301+48.92	7.04	751.82	751.84
☉ EXP. JT.	301+50.64	7.04	751.84	751.86
BK. E. ABUT.	301+52.92	7.04	751.86	751.88

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BK. W. ABUT.	299+36.13	10.42	750.03	750.05
☉ EXP. JT.	299+38.41	10.42	750.05	750.07
☉ BRG. W. ABUT.	299+40.13	10.42	750.07	750.09
A	299+50.13	10.42	750.15	750.19
B	299+60.13	10.42	750.24	750.29
C	299+70.13	10.42	750.33	750.38
D	299+80.13	10.42	750.42	750.46
E	299+90.13	10.42	750.50	750.53
☉ BRG. PIER 1	300+02.47	10.42	750.61	750.63
F	300+12.47	10.42	750.70	750.73
G	300+22.47	10.42	750.79	750.83
H	300+32.47	10.42	750.87	750.92
I	300+42.47	10.42	750.96	751.01
J	300+52.47	10.42	751.05	751.10
K	300+62.47	10.42	751.14	751.17
L	300+72.47	10.42	751.22	751.25
☉ BRG. PIER 2	300+80.47	10.42	751.29	751.31
M	300+90.47	10.42	751.38	751.41
N	301+00.47	10.42	751.47	751.51
O	301+10.47	10.42	751.56	751.60
P	301+20.47	10.42	751.64	751.69
Q	301+30.47	10.42	751.73	751.77
☉ BRG. E. ABUT.	301+42.80	10.42	751.84	751.86
☉ EXP. JT.	301+44.52	10.42	751.85	751.87
BK. E. ABUT.	301+46.80	10.42	751.87	751.89

Note

Beams 1 - 11 offsets are measured from SB PGL  
and Beams 12 - 21 offsets are measured from NB PGL.

MODEL: Default  
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		CHECKED -	J.A.Z.	REVISED -	
PLOT SCALE =	N.T.S.	DRAWN -	O.M.	REVISED -	
PLOT DATE =	5/4/2021	CHECKED -	J.A.Z.	REVISED -	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF DECK SLAB ELEVATIONS VI  
SN 099-0028

SHEET SC-15 OF SC-73 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	295
CONTRACT NO. 62H03				
ILLINOIS		FED. AID PROJECT		

BEAM 15

BEAM 16

BEAM 17

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BK. W. ABUT.	299+30.01	13.79	750.04	750.06
☉ EXP. JT.	299+32.29	13.79	750.06	750.08
☉ BRG. W. ABUT.	299+34.01	13.79	750.07	750.09
A	299+44.01	13.79	750.16	750.20
B	299+54.01	13.79	750.25	750.30
C	299+64.01	13.79	750.34	750.38
D	299+74.01	13.79	750.42	750.46
E	299+84.01	13.79	750.51	750.54
☉ BRG. PIER 1	299+96.34	13.79	750.62	750.64
F	300+06.34	13.79	750.71	750.73
G	300+16.34	13.79	750.79	750.83
H	300+26.34	13.79	750.88	750.93
I	300+36.34	13.79	750.97	751.02
J	300+46.34	13.79	751.06	751.10
K	300+56.34	13.79	751.14	751.18
L	300+66.34	13.79	751.23	751.26
☉ BRG. PIER 2	300+74.34	13.79	751.30	751.32
M	300+84.34	13.79	751.39	751.42
N	300+94.34	13.79	751.48	751.51
O	301+04.34	13.79	751.56	751.61
P	301+14.34	13.79	751.65	751.70
Q	301+24.34	13.79	751.74	751.78
☉ BRG. E. ABUT.	301+36.68	13.79	751.85	751.87
☉ EXP. JT.	301+38.40	13.79	751.86	751.88
BK. E. ABUT.	301+40.68	13.79	751.88	751.90

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BK. W. ABUT.	299+17.77	20.54	750.04	750.06
☉ EXP. JT.	299+20.05	20.54	750.06	750.08
☉ BRG. W. ABUT.	299+21.77	20.54	750.07	750.09
A	299+31.77	20.54	750.16	750.20
B	299+41.77	20.54	750.25	750.29
C	299+51.77	20.54	750.33	750.38
D	299+61.77	20.54	750.42	750.46
E	299+71.77	20.54	750.51	750.54
☉ BRG. PIER 1	299+84.10	20.54	750.62	750.64
F	299+94.10	20.54	750.70	750.73
G	300+04.10	20.54	750.79	750.83
H	300+14.10	20.54	750.88	750.93
I	300+24.10	20.54	750.97	751.02
J	300+34.10	20.54	751.05	751.10
K	300+44.10	20.54	751.14	751.18
L	300+54.10	20.54	751.23	751.25
☉ BRG. PIER 2	300+62.10	20.54	751.30	751.32
M	300+72.10	20.54	751.39	751.41
N	300+82.10	20.54	751.47	751.51
O	300+92.10	20.54	751.56	751.61
P	301+02.10	20.54	751.65	751.70
Q	301+12.10	20.54	751.74	751.78
☉ BRG. E. ABUT.	301+24.43	20.54	751.84	751.87
☉ EXP. JT.	301+26.15	20.54	751.86	751.88
BK. E. ABUT.	301+28.43	20.54	751.88	751.90

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BK. W. ABUT.	299+05.52	27.29	749.93	749.95
☉ EXP. JT.	299+07.80	27.29	749.95	749.97
☉ BRG. W. ABUT.	299+09.52	27.29	749.97	749.99
A	299+19.52	27.29	750.05	750.09
B	299+29.52	27.29	750.14	750.19
C	299+39.52	27.29	750.23	750.28
D	299+49.52	27.29	750.32	750.36
E	299+59.52	27.29	750.40	750.43
☉ BRG. PIER 1	299+71.85	27.29	750.51	750.53
F	299+81.85	27.29	750.60	750.63
G	299+91.85	27.29	750.69	750.73
H	300+01.85	27.29	750.77	750.82
I	300+11.85	27.29	750.86	750.92
J	300+21.85	27.29	750.95	751.00
K	300+31.85	27.29	751.04	751.07
L	300+41.85	27.29	751.12	751.15
☉ BRG. PIER 2	300+49.85	27.29	751.19	751.22
M	300+59.85	27.29	751.28	751.31
N	300+69.85	27.29	751.37	751.41
O	300+79.85	27.29	751.46	751.50
P	300+89.85	27.29	751.54	751.59
Q	300+99.85	27.29	751.63	751.67
☉ BRG. E. ABUT.	301+12.19	27.29	751.74	751.76
☉ EXP. JT.	301+13.91	27.29	751.75	751.78
BK. E. ABUT.	301+16.19	27.29	751.77	751.80

Note

Beams 1 - 11 offsets are measured from SB PGL and Beams 12 - 21 offsets are measured from NB PGL.

MODEL: Default  
FILE NAME: X:\OH\2019\20193008-03\Design\Design Files\62H03\CAD\_Sheets\030-099-028-60H03-5016-TSE.dgn



USER NAME =	Structural
PLOT SCALE =	N.T.S.
PLOT DATE =	5/4/2021

DESIGNED -	O.M.	REVISED -
CHECKED -	J.A.Z.	REVISED -
DRAWN -	O.M.	REVISED -
CHECKED -	J.A.Z.	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF DECK SLAB ELEVATIONS VII  
SN 099-0028

SHEET SC - 16 OF SC - 73 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	296
CONTRACT NO. 62H03				
ILLINOIS		FED. AID PROJECT		



**BEAM 18**

**BEAM 19**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BK. W. ABUT.	298+93.28	34.04	749.72	749.74
☉ EXP. JT.	298+95.56	34.04	749.74	749.76
☉ BRG. W. ABUT.	298+97.28	34.04	749.75	749.78
A	299+07.28	34.04	749.84	749.88
B	299+17.28	34.04	749.93	749.98
C	299+27.28	34.04	750.02	750.07
D	299+37.28	34.04	750.10	750.15
E	299+47.28	34.04	750.19	750.22
☉ BRG. PIER 1	299+59.61	34.04	750.30	750.32
F	299+69.61	34.04	750.39	750.41
G	299+79.61	34.04	750.47	750.51
H	299+89.61	34.04	750.56	750.61
I	299+99.61	34.04	750.65	750.70
J	300+09.61	34.04	750.74	750.79
K	300+19.61	34.04	750.82	750.86
L	300+29.61	34.04	750.91	750.94
☉ BRG. PIER 2	300+37.61	34.04	750.98	751.00
M	300+47.61	34.04	751.07	751.10
N	300+57.61	34.04	751.16	751.19
O	300+67.61	34.04	751.24	751.29
P	300+77.61	34.04	751.33	751.38
Q	300+87.61	34.04	751.42	751.46
☉ BRG. E. ABUT.	300+99.94	34.04	751.53	751.55
☉ EXP. JT.	301+01.66	34.04	751.54	751.56
BK. E. ABUT.	301+03.94	34.04	751.56	751.58

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BK. W. ABUT.	298+81.03	40.79	749.48	749.50
☉ EXP. JT.	298+83.31	40.79	749.50	749.52
☉ BRG. W. ABUT.	298+85.03	40.79	749.52	749.54
A	298+95.03	40.79	749.60	749.64
B	299+05.03	40.79	749.69	749.74
C	299+15.03	40.79	749.78	749.83
D	299+25.03	40.79	749.87	749.91
E	299+35.03	40.79	749.95	749.98
☉ BRG. PIER 1	299+47.37	40.79	750.06	750.08
F	299+57.37	40.79	750.15	750.18
G	299+67.37	40.79	750.24	750.27
H	299+77.37	40.79	750.32	750.37
I	299+87.37	40.79	750.41	750.46
J	299+97.37	40.79	750.50	750.55
K	300+07.37	40.79	750.59	750.62
L	300+17.37	40.79	750.67	750.70
☉ BRG. PIER 2	300+25.37	40.79	750.74	750.77
M	300+35.37	40.79	750.83	750.86
N	300+45.37	40.79	750.92	750.96
O	300+55.37	40.79	751.01	751.05
P	300+65.37	40.79	751.09	751.14
Q	300+75.37	40.79	751.18	751.22
☉ BRG. E. ABUT.	300+87.70	40.79	751.29	751.31
☉ EXP. JT.	300+89.42	40.79	751.30	751.33
BK. E. ABUT.	300+91.70	40.79	751.32	751.35

Note

Beams 1 - 11 offsets are measured from SB PGL  
and Beams 12 - 21 offsets are measured from NB PGL.

MODEL: Default  
FILE NAME: X:\OH\2019\20193008-03\Design\Design Files\62H03\CAD\_Sheets\030-099-0028-60H03-5017-TSE.dgn



USER NAME =	Structural	DESIGNED -	O.M.	REVISED -	
		CHECKED -	J.A.Z.	REVISED -	
PLOT SCALE =	N.T.S.	DRAWN -	O.M.	REVISED -	
PLOT DATE =	5/4/2021	CHECKED -	J.A.Z.	REVISED -	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF DECK SLAB ELEVATIONS VIII  
SN 099-0028

SHEET SC-17 OF SC-73 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	297
			CONTRACT NO. 62H03	
		ILLINOIS	FED. AID PROJECT	

BEAM 20

BEAM 21

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BK. W. ABUT.	298+72.30	45.60	749.31	749.33
☉ EXP. JT.	298+74.58	45.60	749.33	749.35
☉ BRG. W. ABUT.	298+76.30	45.60	749.34	749.36
A	298+86.30	45.60	749.43	749.46
B	298+96.30	45.60	749.52	749.56
C	299+06.30	45.60	749.60	749.65
D	299+16.30	45.60	749.69	749.73
E	299+26.30	45.60	749.78	749.81
		0.00		
☉ BRG. PIER 1	299+38.64	45.60	749.89	749.91
		0.00		
F	299+48.64	45.60	749.97	750.00
G	299+58.64	45.60	750.06	750.10
H	299+68.64	45.60	750.15	750.20
I	299+78.64	45.60	750.24	750.29
J	299+88.64	45.60	750.32	750.37
K	299+98.64	45.60	750.41	750.45
L	300+08.64	45.60	750.50	750.52
☉ BRG. PIER 2	300+16.64	45.60	750.57	750.59
M	300+26.64	45.60	750.66	750.68
N	300+36.64	45.60	750.74	750.78
O	300+46.64	45.60	750.83	750.87
P	300+56.64	45.60	750.92	750.96
Q	300+66.64	45.60	751.01	751.04
☉ BRG. E. ABUT.	300+78.97	45.60	751.11	751.13
☉ EXP. JT.	300+80.69	45.60	751.13	751.15
BK. E. ABUT.	300+82.97	45.60	751.15	751.17

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BK. W. ABUT.	298+63.57	50.42	749.13	749.15
☉ EXP. JT.	298+65.85	50.42	749.15	749.17
☉ BRG. W. ABUT.	298+67.57	50.42	749.16	749.18
A	298+77.57	50.42	749.25	749.29
B	298+87.57	50.42	749.34	749.39
C	298+97.57	50.42	749.43	749.48
D	299+07.57	50.42	749.51	749.56
E	299+17.57	50.42	749.60	749.63
☉ BRG. PIER 1	299+29.91	50.42	749.71	749.73
F	299+39.91	50.42	749.80	749.82
G	299+49.91	50.42	749.88	749.92
H	299+59.91	50.42	749.97	750.02
I	299+69.91	50.42	750.06	750.12
J	299+79.91	50.42	750.15	750.20
K	299+89.91	50.42	750.23	750.27
L	299+99.91	50.42	750.32	750.35
☉ BRG. PIER 2	300+07.91	50.42	750.39	750.41
M	300+17.91	50.42	750.48	750.50
N	300+27.91	50.42	750.57	750.60
O	300+37.91	50.42	750.65	750.70
P	300+47.91	50.42	750.74	750.79
Q	300+57.91	50.42	750.83	750.87
☉ BRG. E. ABUT.	300+70.24	50.42	750.94	750.96
☉ EXP. JT.	300+71.96	50.42	750.95	750.97
BK. E. ABUT.	300+74.24	50.42	750.97	750.99

Note

Beams 1 - 11 offsets are measured from SB PGL  
and Beams 12 - 21 offsets are measured from NB PGL.

MODEL: Default  
FILE NAME: X:\OH\2019\20193008-03\Design\Design Files\62H03\CAD\_Sheets\030-099-0028-60H03-50.18-TSE.dgn



8501 W. Higgins Road, Suite 280  
Chicago, Illinois 60631; (773) 399-0112

USER NAME =	Structural	DESIGNED -	O.M.	REVISED -	
		CHECKED -	J.A.Z.	REVISED -	
PLOT SCALE =	N.T.S.	DRAWN -	O.M.	REVISED -	
PLOT DATE =	5/4/2021	CHECKED -	J.A.Z.	REVISED -	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF DECK SLAB ELEVATIONS IX  
SN 099-0028

SHEET SC - 18 OF SC - 73 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	298
			CONTRACT NO. 62H03	
		ILLINOIS	FED. AID PROJECT	

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End West Appr. Slab	300+67.94	-62.63	750.87	750.89
A1	300+77.94	-62.63	750.95	750.97
A2	300+87.94	-62.63	751.04	751.06
E. End West Appr. Slab	300+97.94	-62.63	751.12	751.14

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End West Appr. Slab	300+38.99	-46.67	750.95	750.97
A1	300+48.99	-46.67	751.03	751.05
A2	300+58.99	-46.67	751.12	751.14
E. End West Appr. Slab	300+68.99	-46.67	751.21	751.23

STAGE CONST. JOINT 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End West Appr. Slab	299+99.32	-24.79	750.95	750.97
A1	300+09.32	-24.79	751.03	751.05
A2	300+19.32	-24.79	751.12	751.14
E. End West Appr. Slab	300+29.32	-24.79	751.21	751.23

CROWN

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End West Appr. Slab	299+97.88	-24.00	750.95	750.97
A1	300+07.88	-24.00	751.03	751.05
A2	300+17.88	-24.00	751.12	751.14
E. End West Appr. Slab	300+27.88	-24.00	751.21	751.23

LANE 1/LANE 2

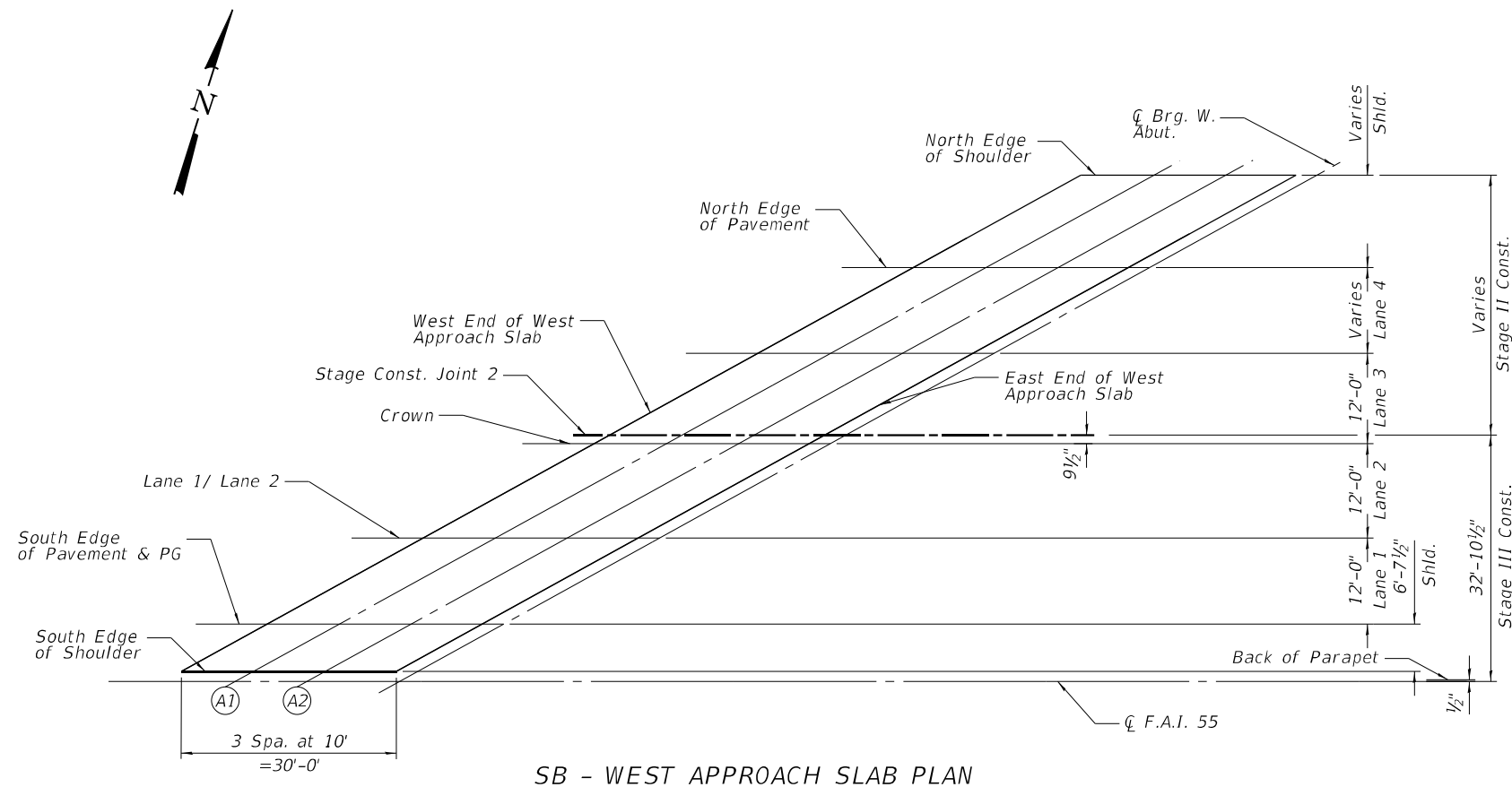
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End West Appr. Slab	299+76.11	-12.00	750.57	750.59
A1	299+86.11	-12.00	750.66	750.68
A2	299+96.11	-12.00	750.74	750.76
E. End West Appr. Slab	300+06.11	-12.00	750.83	750.85

SOUTH EDGE OF PAVEMENT & PG

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End West Appr. Slab	299+54.35	0.00	750.13	750.15
A1	299+64.35	0.00	750.22	750.24
A2	299+74.35	0.00	750.31	750.33
E. End West Appr. Slab	299+84.35	0.00	750.39	750.41

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End West Appr. Slab	299+42.33	6.63	749.89	749.91
A1	299+52.33	6.63	749.98	750.00
A2	299+62.33	6.63	750.06	750.08
E. End West Appr. Slab	299+72.33	6.63	750.15	750.17



SB - WEST APPROACH SLAB PLAN

MODEL: Default  
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 5/4/2021 3:02:08 PM

**GR&E**  
 8501 W. Higgins Road, Suite 280  
 Chicago, Illinois 60631; (773) 399-0112

USER NAME =	Structural	DESIGNED -	O.M.	REVISED -	
CHECKED -	J.A.Z.	REVISIONS -			
PLOT SCALE =	N.T.S.	DRAWN -	O.M.	REVISED -	
PLOT DATE =	5/4/2021	CHECKED -	J.A.Z.	REVISED -	

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS I  
 SN 099-0028

SHEET SC-19 OF SC-73 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	299
CONTRACT NO. 62H03				
ILLINOIS		FED. AID PROJECT		

**NORTH EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End East Appr. Slab	303+08.61	-62.63	752.94	752.96
A1	303+18.61	-62.63	753.03	753.05
A2	303+28.61	-62.63	753.12	753.14
E. End East Appr. Slab	303+38.61	-62.63	753.20	753.22

**NORTH EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End East Appr. Slab	302+79.66	-46.67	753.02	753.04
A1	302+89.66	-46.67	753.11	753.13
A2	302+99.66	-46.67	753.20	753.22
E. End East Appr. Slab	303+09.66	-46.67	753.28	753.30

**STAGE CONST. JOINT 2**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End East Appr. Slab	302+39.99	-24.79	753.02	753.04
A1	302+49.99	-24.79	753.11	753.13
A2	302+59.99	-24.79	753.20	753.22
E. End East Appr. Slab	302+69.99	-24.79	753.28	753.30

**CROWN**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End East Appr. Slab	302+38.55	-24.00	753.02	753.04
A1	302+48.55	-24.00	753.11	753.13
A2	302+58.55	-24.00	753.20	753.22
E. End East Appr. Slab	302+68.55	-24.00	753.28	753.30

**LANE 1/LANE 2**

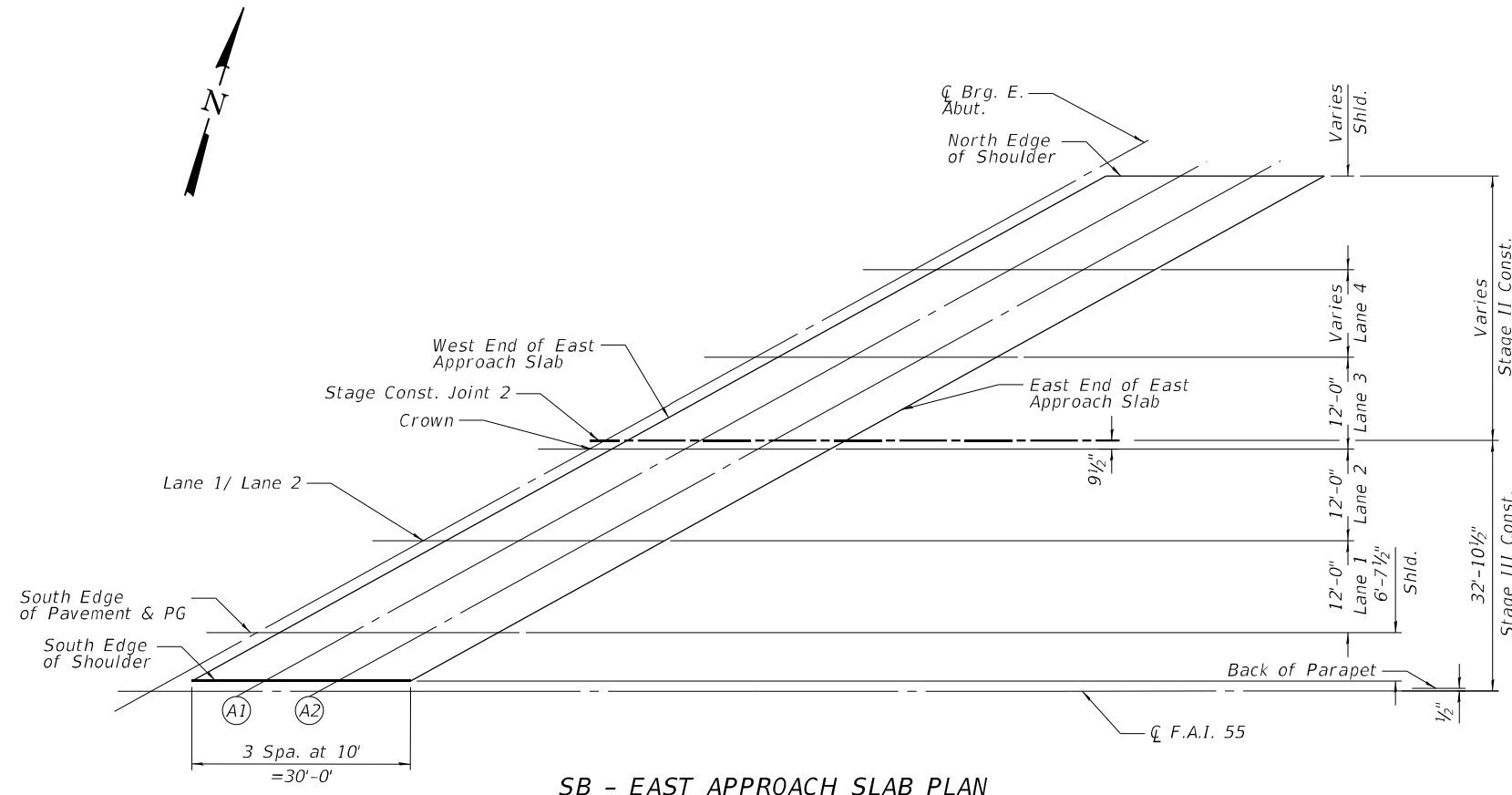
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End East Appr. Slab	302+16.78	-12.00	752.65	752.67
A1	302+26.78	-12.00	752.74	752.76
A2	302+36.78	-12.00	752.82	752.84
E. End East Appr. Slab	302+46.78	-12.00	752.91	752.93

**SOUTH EDGE OF PAVEMENT & PG**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End East Appr. Slab	301+95.02	0.00	752.21	752.23
A1	302+05.02	0.00	752.30	752.32
A2	302+15.02	0.00	752.38	752.40
E. End East Appr. Slab	302+25.02	0.00	752.47	752.49

**SOUTH EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End East Appr. Slab	301+83.00	6.63	751.97	751.99
A1	301+93.00	6.63	752.06	752.08
A2	302+03.00	6.63	752.14	752.16
E. End East Appr. Slab	302+13.00	6.63	752.23	752.25



**SB - EAST APPROACH SLAB PLAN**

MODEL: Default  
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USER NAME =	Structural	DESIGNED -	O.M.	REVISED -	
CHECKED -	J.A.Z.	CHECKED -	J.A.Z.	REVISED -	
PLOT SCALE =	N.T.S.	DRAWN -	O.M.	REVISED -	
PLOT DATE =	5/4/2021	CHECKED -	J.A.Z.	REVISED -	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2018-043-BD&BJR	WILL	430	300
CONTRACT NO. 62H03				
ILLINOIS FED. AID PROJECT				