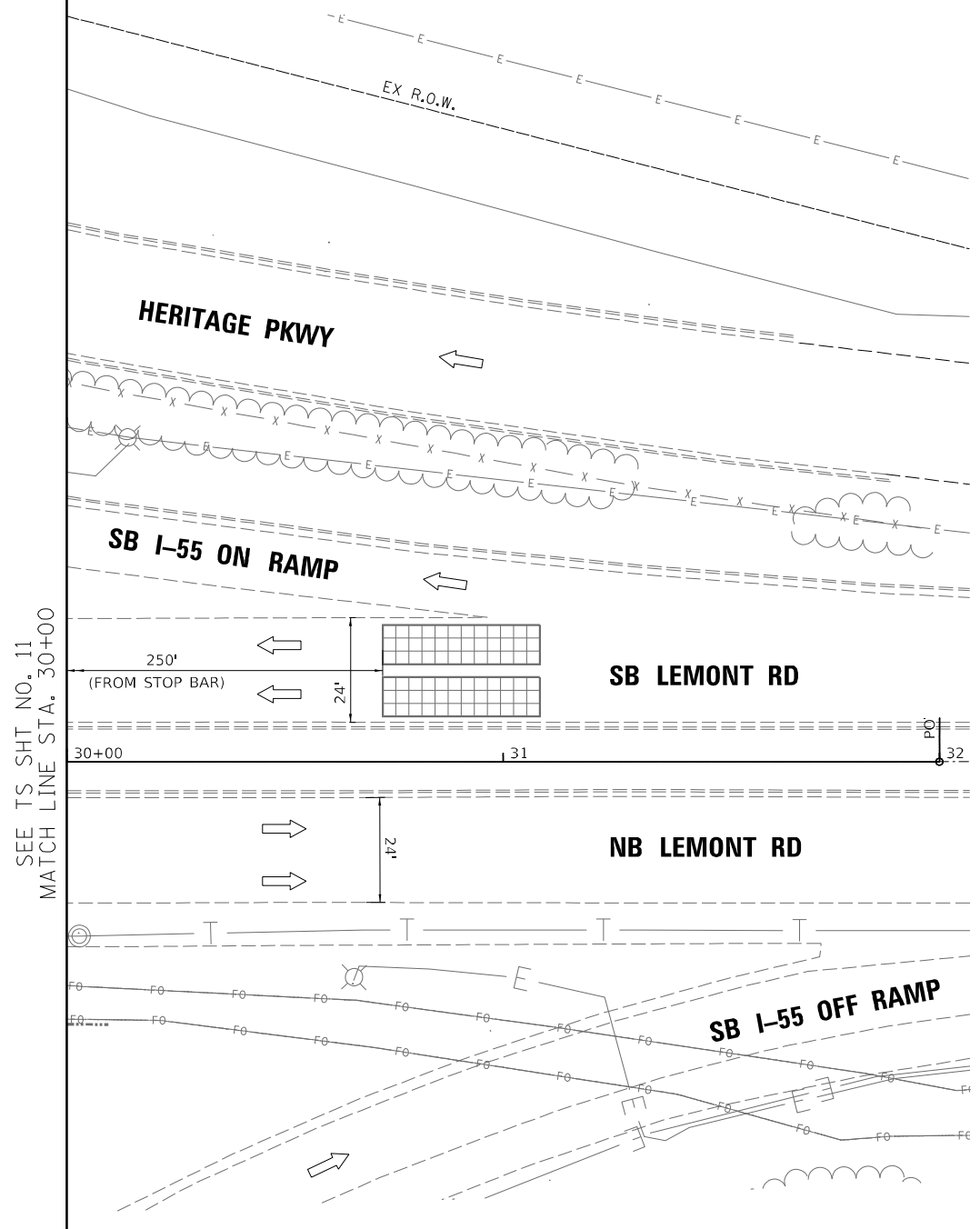
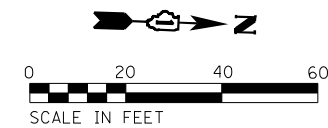


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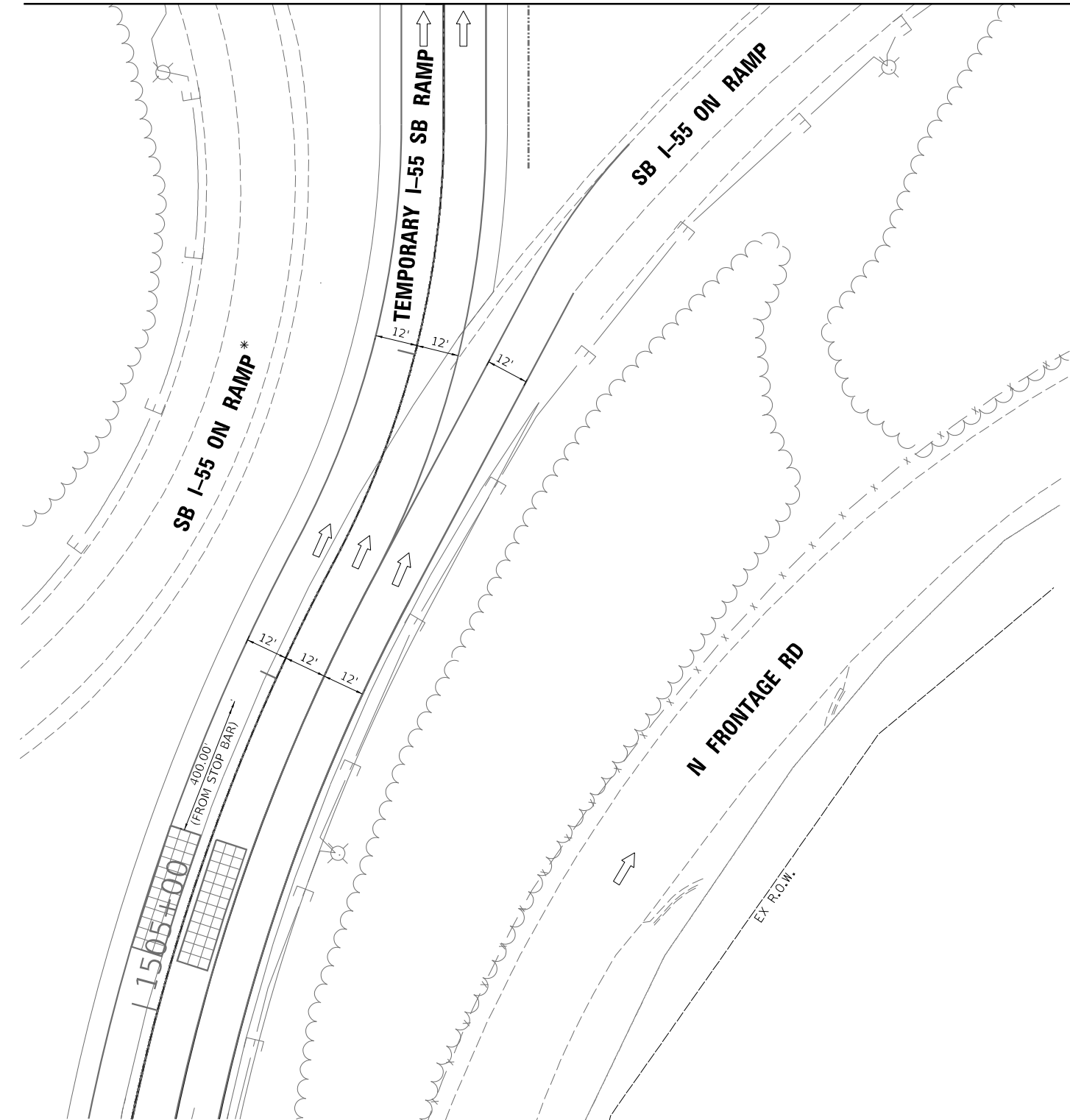
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LEGEND:

- VIDEO DETECTION ZONE
- * - RAMP CLOSED ONCE TEMP SIGNALS ARE OPERATIONAL

SEE TS SHT NO. 11
MATCH LINE STA. 1508+00



USER NAME = nsharma	DESIGNED - NS	REVISED -
	DRAWN - NS	REVISED -
PLOT SCALE = 40,0000 * / in.	CHECKED - MA	REVISED -
PLOT DATE = 1/28/2021	DATE - 01/29/21	REVISED -

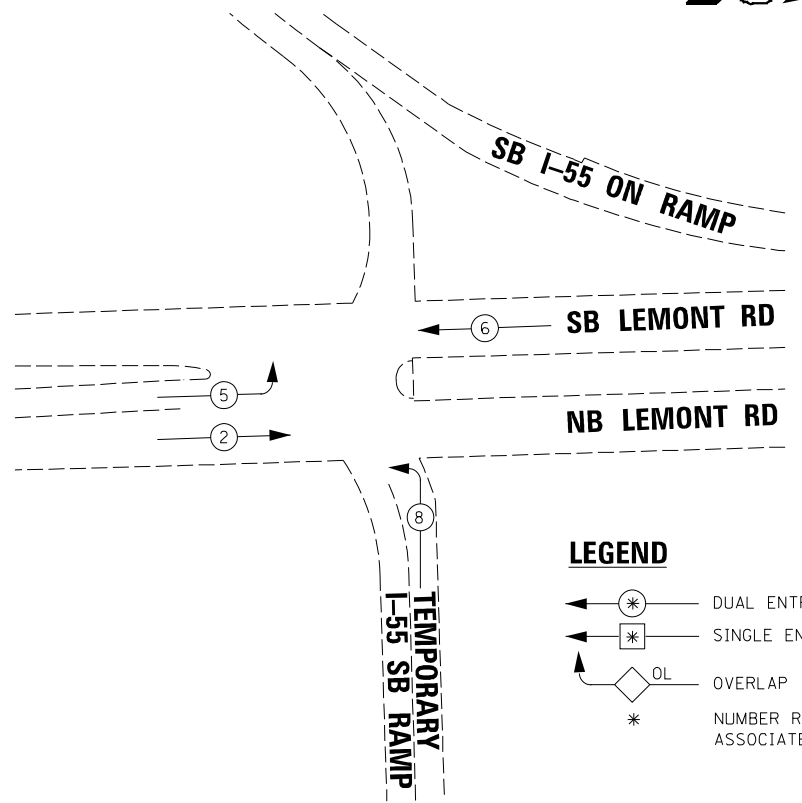
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
TEMPORARY I-55 SB RAMP AT LEMONT RD

SCALE: 1"=20' SHEET OF SHEETS STA. TO STA.

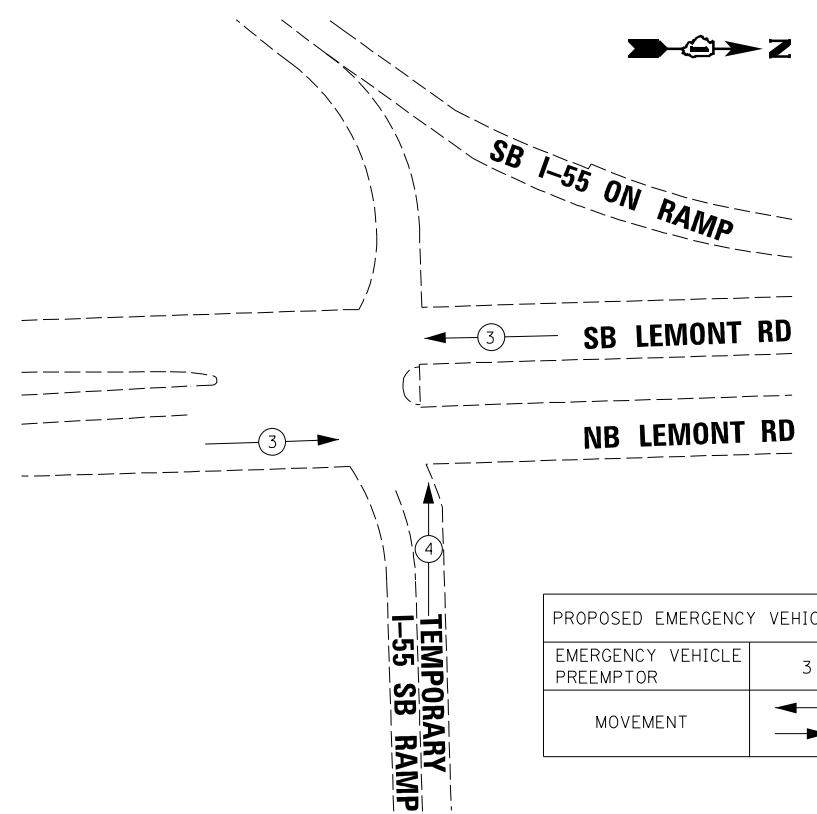
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	202
			CONTRACT NO. 62G39	
ILLINOIS FED. AID PROJECT				

TEMPORARY CONTROLLER SEQUENCE

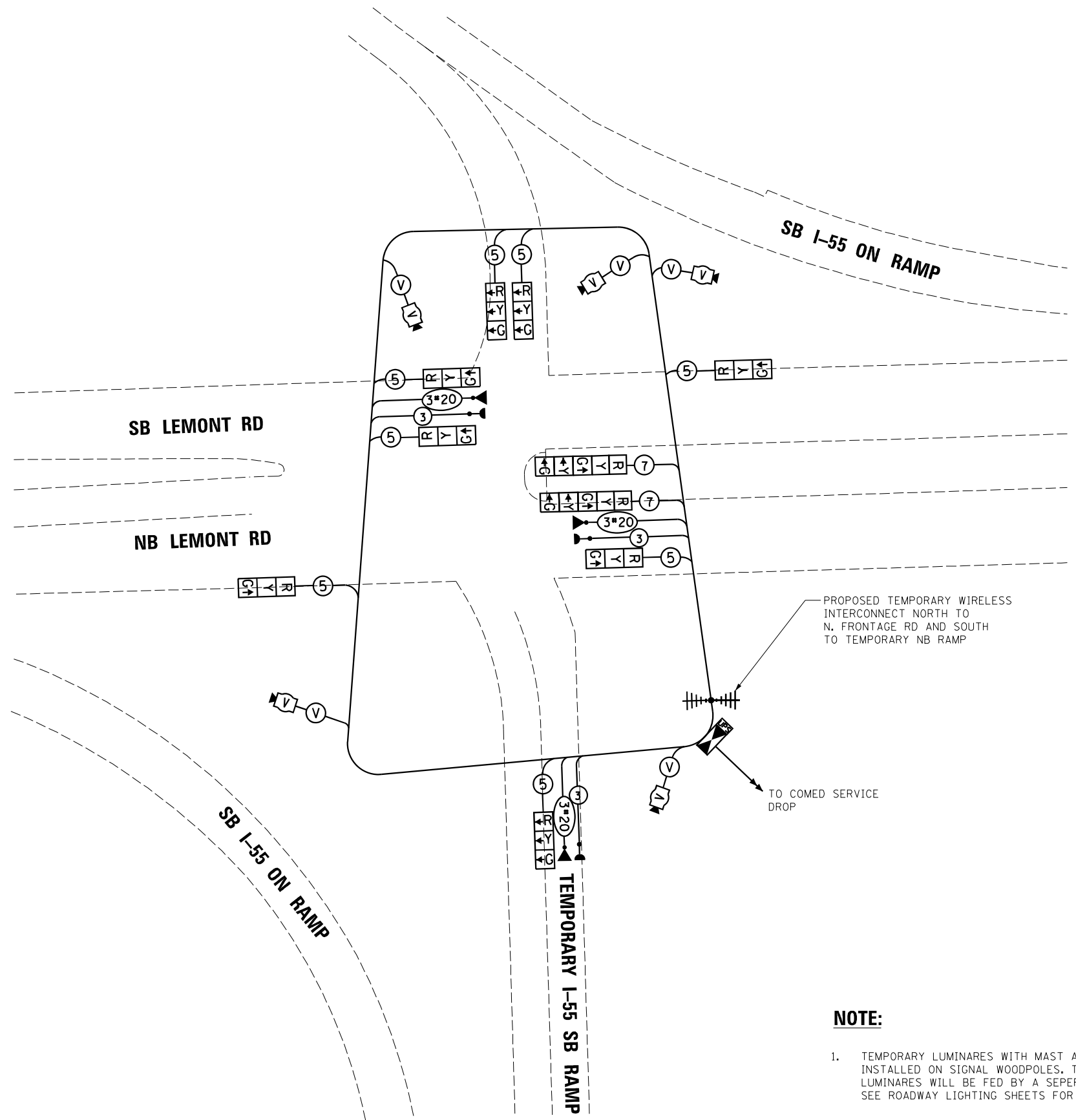
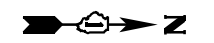


- LEGEND**
- ← * → DUAL ENTRY PHASE
 - ← * → SINGLE ENTRY PHASE
 - ◊ OL OVERLAP
 - * NUMBER REFERS TO ASSOCIATED PHASE

PROPOSED EMERGENCY VEHICLE PREEMPTORS



PROPOSED EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	← →	↓ ↑



PROPOSED TEMPORARY WIRELESS INTERCONNECT NORTH TO N. FRONTAGE RD AND SOUTH TO TEMPORARY NB RAMP

TO COMED SERVICE DROP

TEMPORARY CABLE PLAN

NOTE:

- TEMPORARY LUMINARES WITH MAST ARM WILL BE INSTALLED ON SIGNAL WOODPOLES. THESE LUMINARES WILL BE FED BY A SEPERATE CURCUIT. SEE ROADWAY LIGHTING SHEETS FOR DETAILS.

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	DRAWN - NS	REVISED -
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PLOT DATE = 1/28/2021	DATE - 01/29/21	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

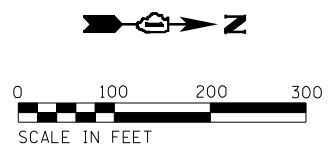
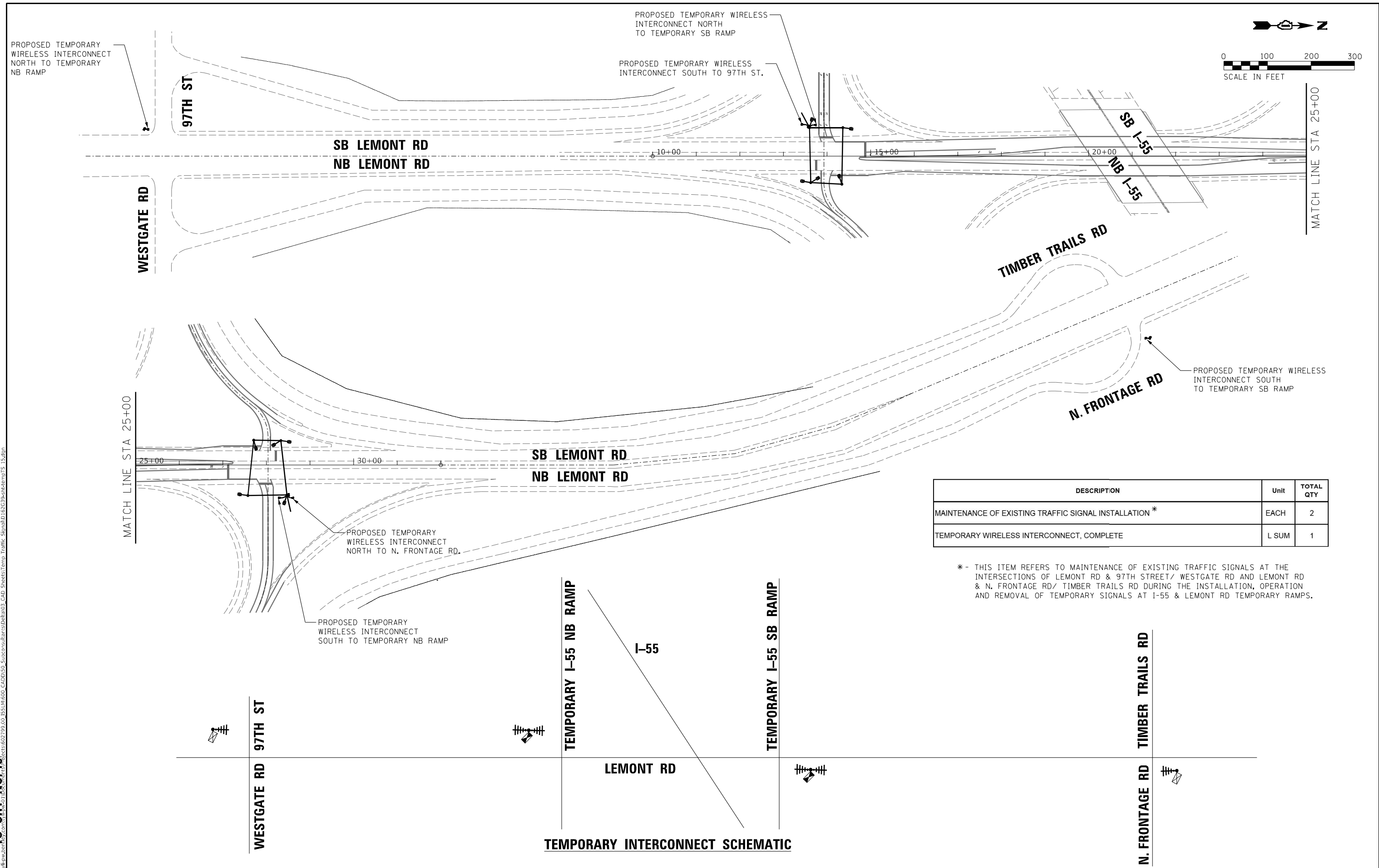
**TEMPORARY CABLE PLAN,
TEMPORARY PHASE DESIGNATION DIAGRAM, AND
TEMPORARY EVP SEQUENCE**

SCALE: 1"=20' SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	204
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT				

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 DRAWING: 62399-15
 SHEET: 15 OF 15
 DATE: 1/28/2021
 USER: nsharma

TS SHT NO. 15



DESCRIPTION	Unit	TOTAL QTY
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION *	EACH	2
TEMPORARY WIRELESS INTERCONNECT, COMPLETE	L SUM	1

* - THIS ITEM REFERS TO MAINTENANCE OF EXISTING TRAFFIC SIGNALS AT THE INTERSECTIONS OF LEMONT RD & 97TH STREET/ WESTGATE RD AND LEMONT RD & N. FRONTAGE RD/ TIMBER TRAILS RD DURING THE INSTALLATION, OPERATION AND REMOVAL OF TEMPORARY SIGNALS AT I-55 & LEMONT RD TEMPORARY RAMPS.

TEMPORARY INTERCONNECT SCHEMATIC



USER NAME = nsharma	DESIGNED - NS	REVISED -
PLOT SCALE = 200,0000' / in.	DRAWN - NS	REVISED -
PLOT DATE = 1/28/2021	CHECKED - MA	REVISED -
	DATE - 01/29/21	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

**TEMPORARY INTERCONNECT PLAN
 AND SCHEMATIC PLAN
 I-55 AT LEMONT RD**

SCALE: 1"=100' SHEET OF SHEETS STA. TO STA.

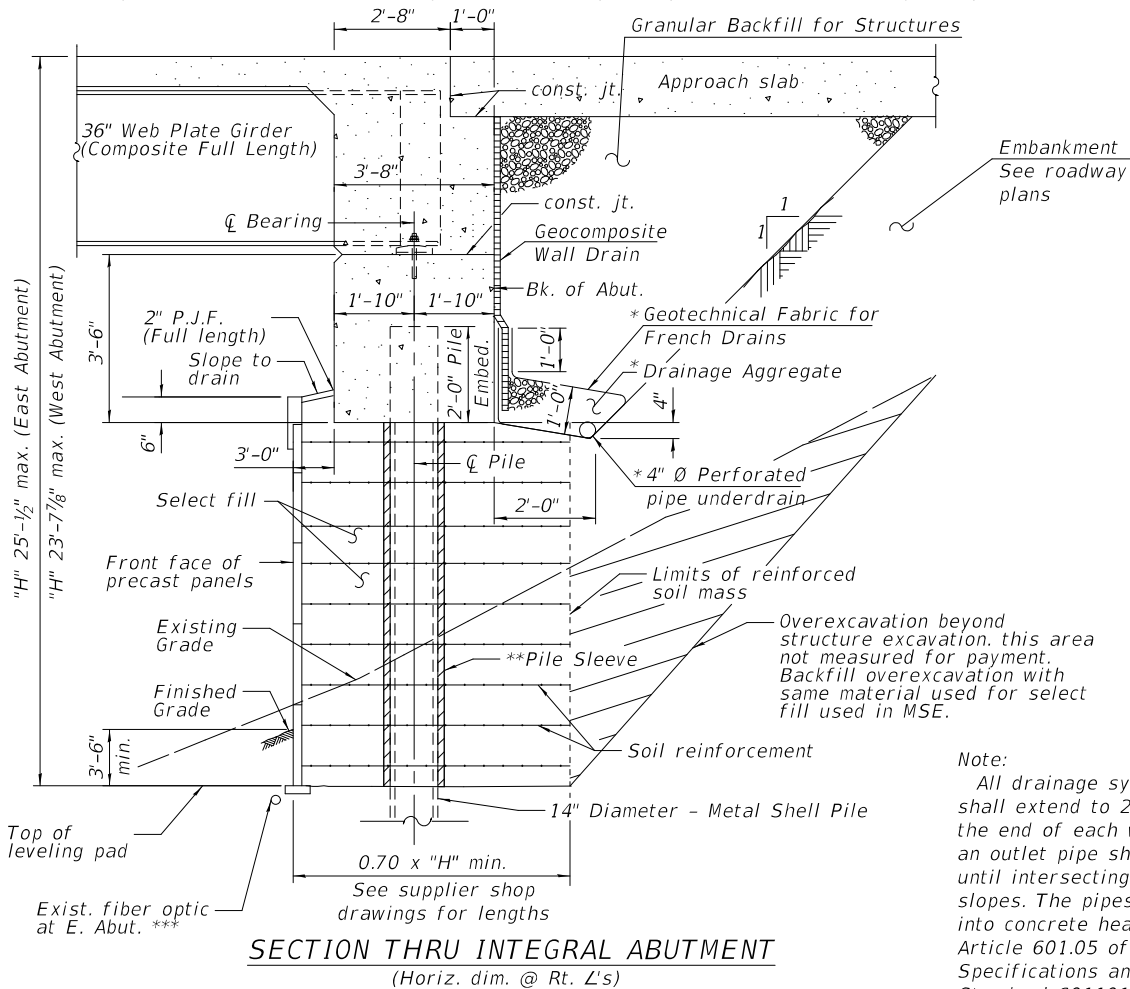
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	205
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

Fasteners shall be ASTM F 3125 Grade A325 Type 1, mechanically galvanized bolts in painted areas.
 Calculated weight of Structural Steel (Grade 50) = 1,059,070 lbs
 Calculated weight of Structural Steel (Grade 36) = 78,250 lbs
 No field welding is permitted except as specified in the contract documents.
 Reinforcement bars designated (E) shall be epoxy coated.
 If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications.
 If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.
 Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8" (0.01 ft.). Adjustment shall be made either by grinding the surface or by shiming the bearings.
 Concrete Sealer shall be applied to all exposed faces of the pier.
 The Organic Zinc Rich Primer/Epoxy/Urethane paint system shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception that the exterior surfaces and bottom of the bottom flange of the fascia beams, masked off connection surfaces, and field installed fasteners, all of which shall be touched up and finish coated in the field. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be reddish brown, Munsell No. 2.5Yr 3/4.
 Slipforming of the outside parapets is allowed.

Current Ratings on File for Existing Structure

Inventory: HS 16.8
 Operating: HS 41.8
 Live Load Restrictions: No
 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 the special provisions.



Note:
 All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101)

* Included in the cost of Pipe Underdrains for Structures. (See Special Provisions)
 ** A pile sleeve consisting of either corrugated metal pipe (10 ga. min.) or HDPE pipe shall be placed around each pile for the full height of the MSE select backfill. The void between the pile and the pipe sleeve shall be filled with bentonite. The minimum space between the pile and pile sleeve shall be 3". Cost of pile sleeve and bentonite shall be included in Furnishing Metal Shell Piles 14" X 0.250".

***To be relocated by others between approx. Sta. 22+00 to Sta. 23+00.

INDEX OF SHEETS

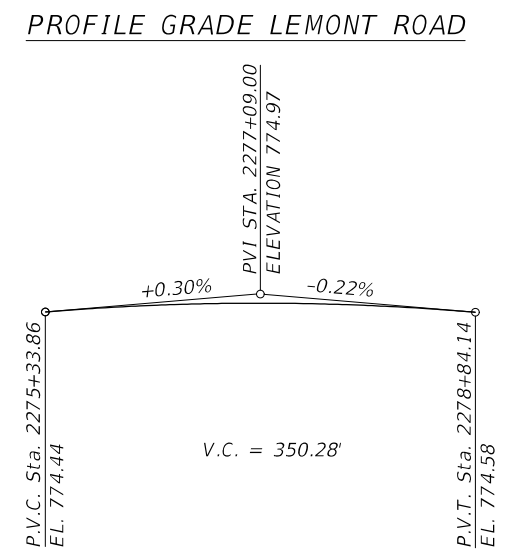
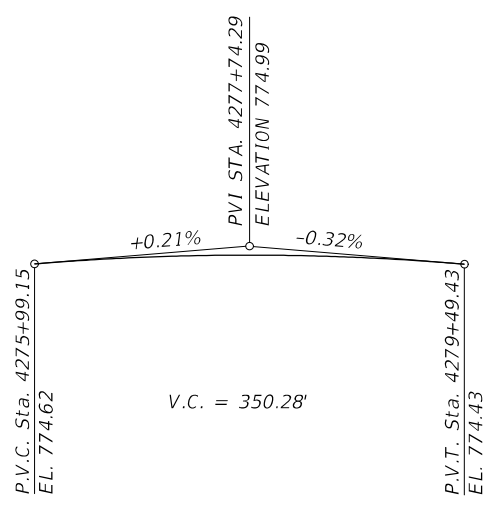
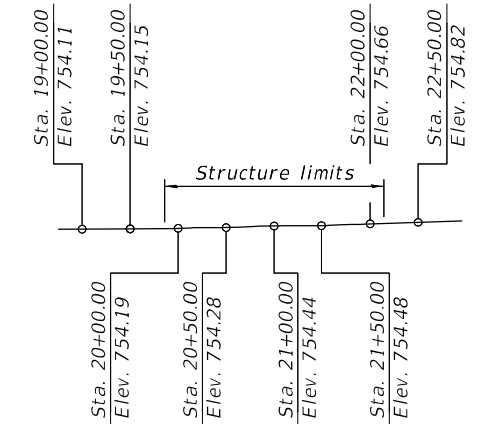
- S-1 GENERAL PLAN AND ELEVATION
- S-2 GENERAL DATA
- S-3 STAGE CONSTRUCTION I
- S-4 STAGE CONSTRUCTION II
- S-5 STAGE CONSTRUCTION LAYOUT
- S-6 PIER 1 & 3 REMOVAL
- S-7 PIER 2 REMOVAL
- S-8 TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
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- S-20 SUPERSTRUCTURE CROSS SECTIONS
- S-21 SUPERSTRUCTURE DETAILS
- S-22 DIAPHRAGM DETAILS
- S-23 PARAPET ELEVATIONS
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- S-25 NB WEST APPROACH SLAB PLAN
- S-26 APPROACH SLAB DETAILS - 1
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- S-28 DRAINAGE SYSTEM
- S-29 DRAINAGE SCUPPER, DS -11
- S-30 FRAMING PLAN
- S-31 GIRDER ELEVATION AND DETAILS
- S-32 GIRDER DETAILS AND MOMENT TABLE
- S-33 PIER BEARING DETAILS
- S-34 WEST ABUTMENT - NORTHBOUND - STAGE I
- S-35 WEST ABUTMENT - NORTHBOUND - STAGE II
- S-36 WEST ABUTMENT - SOUTHBOUND - STAGE II
- S-37 WEST ABUTMENT - SOUTHBOUND - STAGE I
- S-38 WEST WINGWALL EXTENSIONS
- S-39 WEST ABUTMENT DETAILS
- S-40 EAST ABUTMENT - SOUTHBOUND - STAGE I
- S-41 EAST ABUTMENT - SOUTHBOUND - STAGE II
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- S-46 WEST MSE WALL DETAILS
- S-47 EAST MSE WALL DETAILS
- S-48 MSE WALL COPING
- S-49 PIER - NORTHBOUND - STAGE I
- S-50 PIER - NORTHBOUND - STAGE II
- S-51 PIER - SOUTHBOUND - STAGE II
- S-52 PIER - SOUTHBOUND - STAGE I
- S-53 PIER DETAILS
- S-54 METAL SHELL PILE DETAILS
- S-55 BAR SPICER ASSEMBLY AND MECHANICAL SPICER DETAILS
- S-56 CONCRETE PARAPET SLIPFORMING OPTION
- S-57 BORING LOGS - 1
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- S-59 BORING LOGS - 3
- S-60 BORING LOGS - 4
- S-61 BORING LOGS - 5
- S-62 BORING LOGS - 6
- S-63 BORING LOGS - 7
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- S-68 BORING LOGS - 12
- S-69 BORING LOGS - 13
- S-70 BORING LOGS - 14
- S-71 BORING LOGS - 15

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class B3	Sq Yd		15	15
Removal Of Existing Structures	Each		1	1
Protective Shield	Sq Yd	2,645		2,645
Structure Excavation	Cu Yd		3,807	3,807
Concrete Structures	Cu Yd		1,153.0	1,153.0
Concrete Superstructure	Cu Yd	1,149.4		1,149.4
Protective Coat	Sq Yd	4,866		4,866
Concrete Superstructure (Approach Slab)	Cu Yd	445.6		445.6
Furnishing And Erecting Structural Steel	L Sum	1		1
Stud Shear Connectors	Each	25,344		25,344
Reinforcement Bars, Epoxy Coated	Pound	443,610	163,530	607,140
Bar Splicers	Each	1,816	188	2,004
Furnishing Metal Shell Piles 14" X 0.250"	Foot		15,578	15,578
Driving Piles	Foot		15,578	15,578
Test Pile Metal Shells	Each		6	6
Name Plates	Each	1		1
Elastomeric Bearing Assembly, Type I	Each		24	24
Anchor Bolts, 1"	Each		144	144
Temporary Sheet Piling	Sq Ft		5,534	5,534
Mechanically Stabilized Earth Retaining Wall	Sq Ft		8,839	8,839
Temporary Soil Retention System	Sq Ft		3,776	3,776
Granular Backfill For Structures	Cu Yd		751	751
Concrete Sealer	Sq Ft		6,591	6,591
Geocomposite Wall Drain	Sq Yd		398	398
Pile Extraction	Each		26	26
Bridge Deck Grooving (Longitudinal)	Sq Yd	2,748		2,748
Chain Link Fence, 42" Attached To Structure (Special)	Foot		269	269
Pipe Underdrains For Structures 4"	Foot		571	571
Drainage Scuppers, Ds-11	Each		24	24
Drainage System	L Sum		1	1
Diamond Grinding (Bridge Section)	Sq Yd	4,152		4,152

STATION 277+41.64
 BUILT 20__ BY
 STATE OF ILLINOIS
 F.A.I. RTE. 55 SECTION 22-36HB-1
 LOADING HL-93
 STRUCTURE NO. 022-2036

NAME PLATE
 See Std. 515001



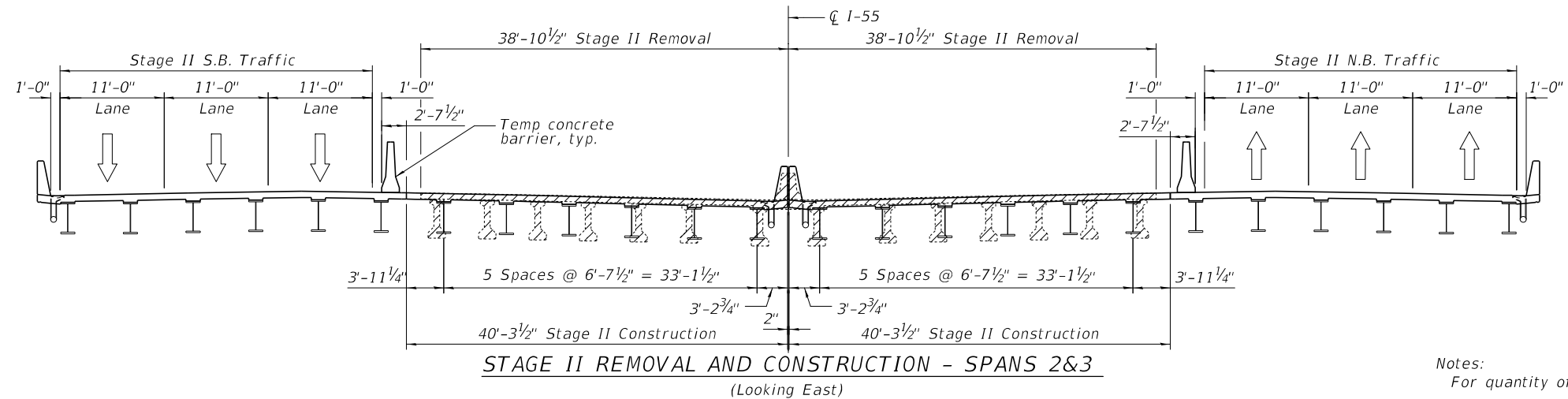
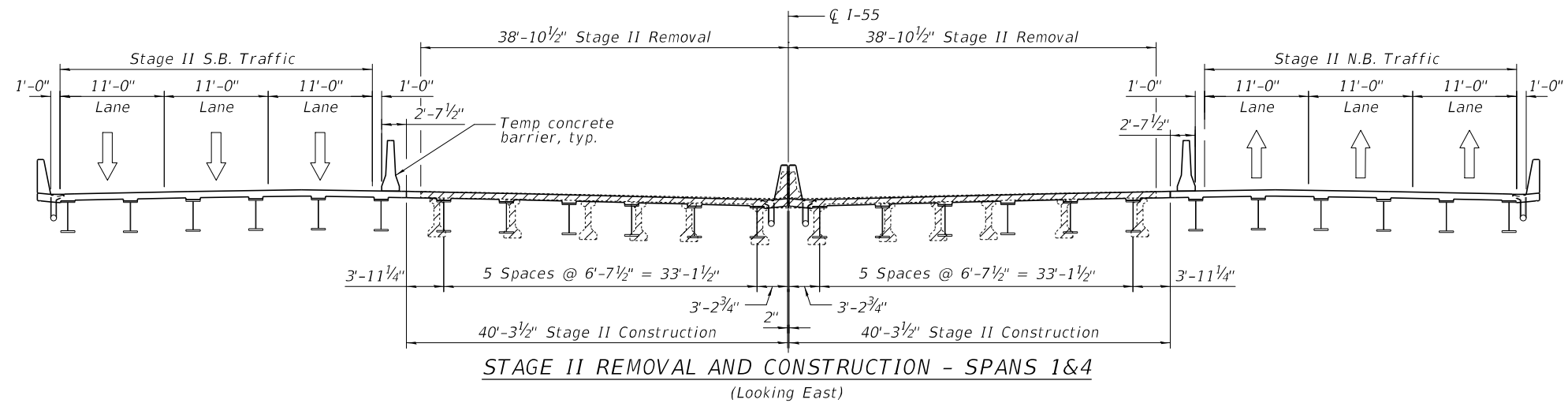
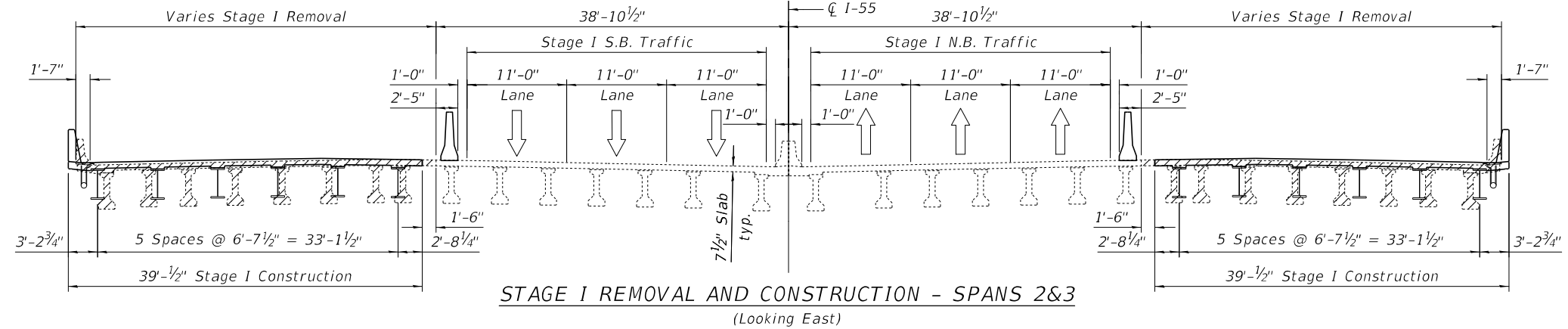
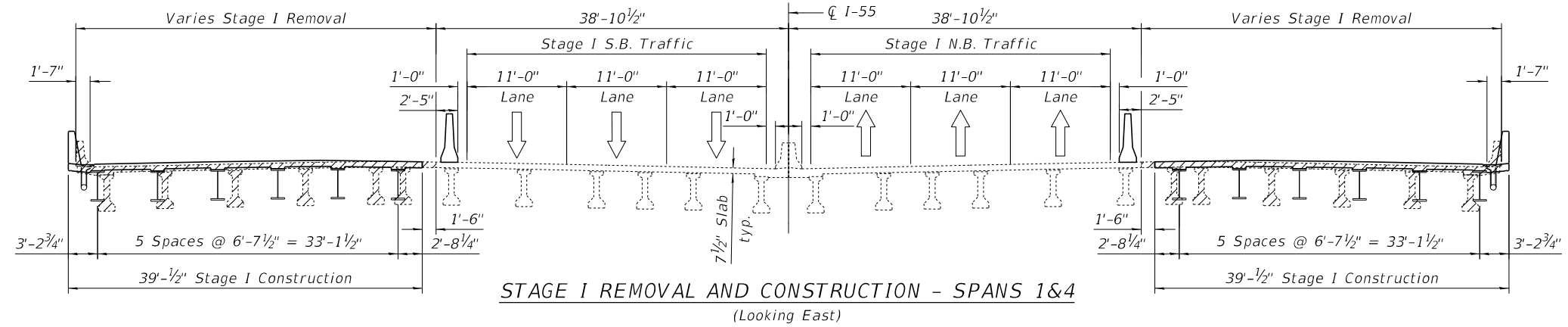
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 022-2036
 SHEET S-2 OF S-71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	207
CONTRACT NO. 62G39			ILLINOIS FED. AID PROJECT: NHP-PR24(873)	



LEGEND

Denotes concrete removal

Notes:
For quantity of temporary concrete barrier, see roadway plans

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200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

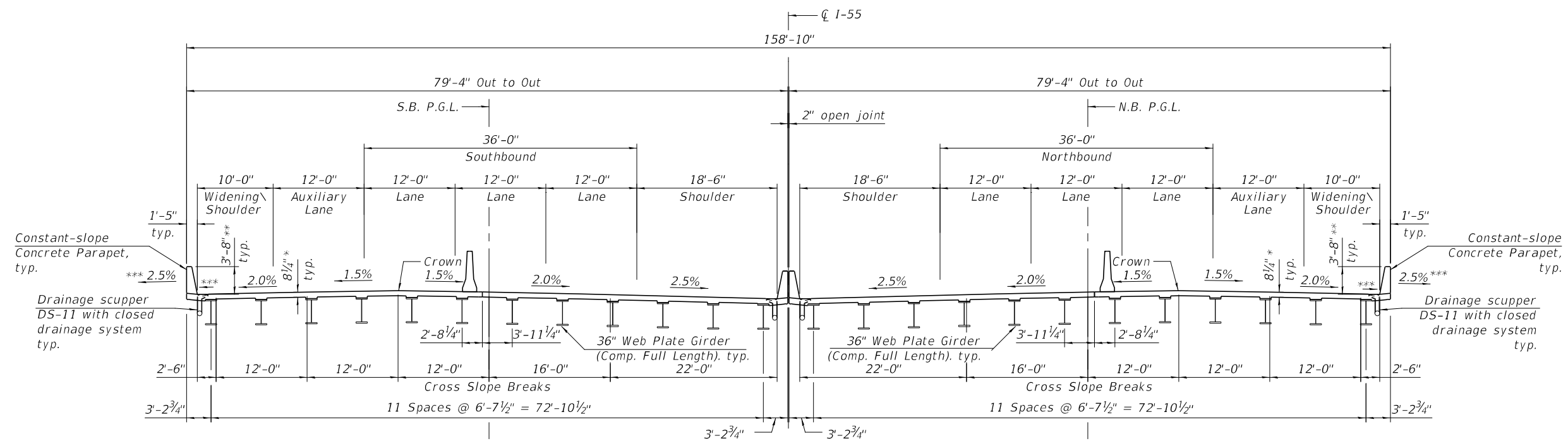
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	DATE 1/29/2021	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION I
STRUCTURE NO. 022-2036**

SHEET S-3 OF S-71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	208
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT: NHPP-PR24(873)				



PROPOSED CROSS SECTION
(Looking East)

Note:
Dimensions are measured perpendicular to CL I-55
* Prior to grinding
** After grinding

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TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

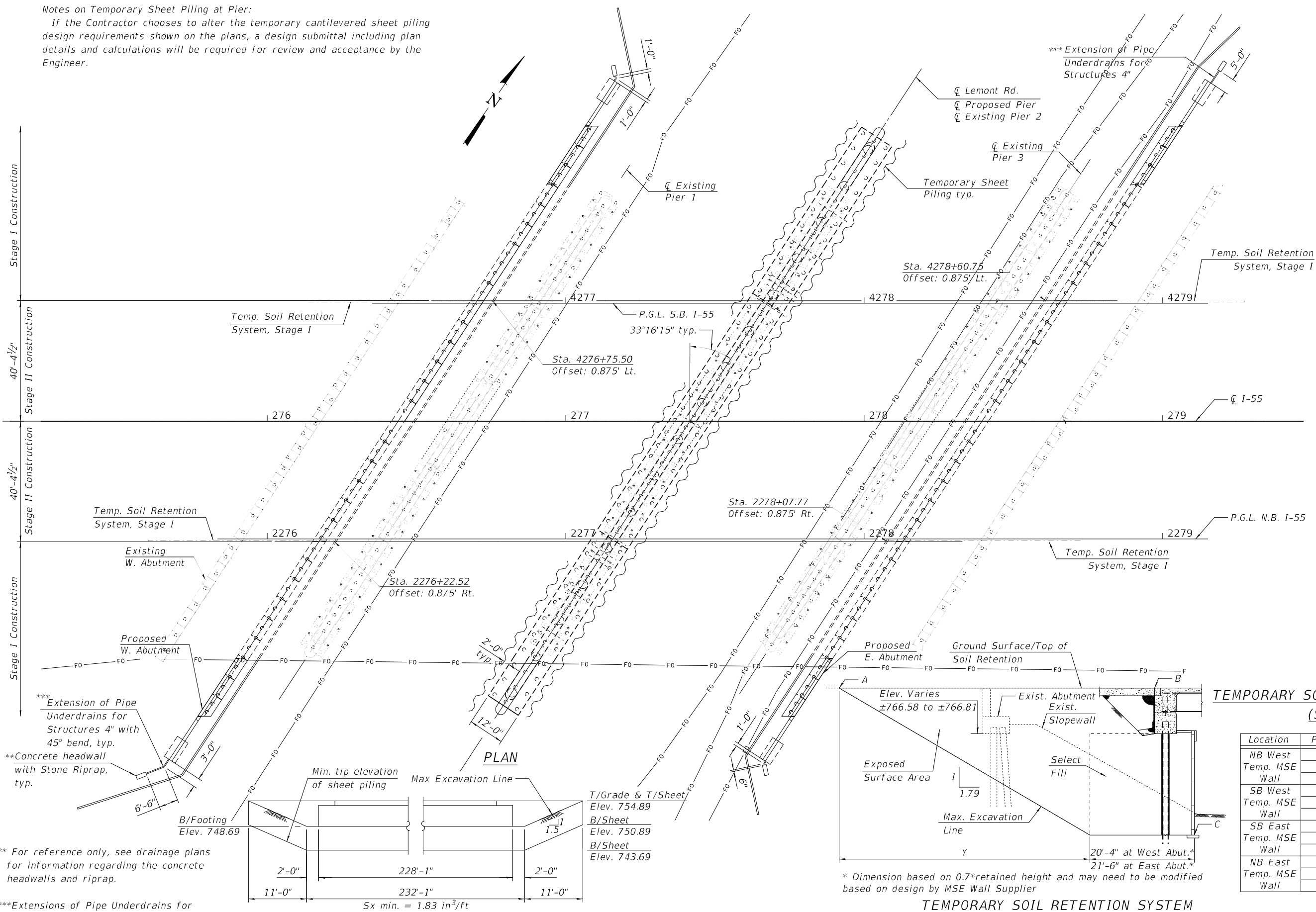
STAGE CONSTRUCTION II
STRUCTURE NO. 022-2036

SHEET S-4 OF S-71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	209
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT: NHPP-PR24(873)				

Notes on Temporary Sheet Piling at Pier:

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.



TEMPORARY SOIL RETENTION TABLE (STAGE I)

Location	Point	Elevation	Y
NB West	A	774.54	
Temp. MSE Wall	B	774.65	42'-0"
	C	751.18	
SB West	A	774.66	
Temp. MSE Wall	B	774.74	42'-0"
	C	751.30	
SB East	A	774.51	
Temp. MSE Wall	B	774.65	43'-9"
	C	750.11	
NB East	A	774.62	
Temp. MSE Wall	B	774.71	44'-6"
	C	749.89	

TEMPORARY SOIL RETENTION SYSTEM

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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TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

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PLOT DATE = 4/22/2021

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CHECKED - PDF
DATE 1/29/2021

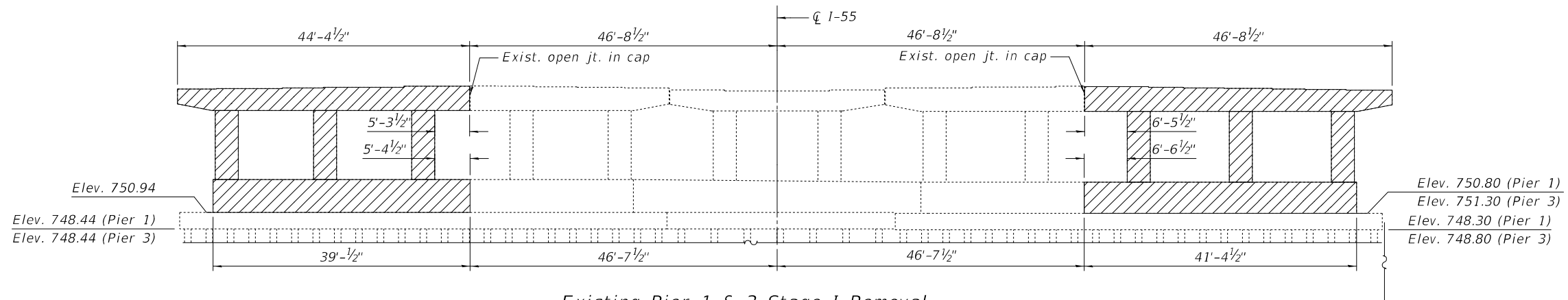
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REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

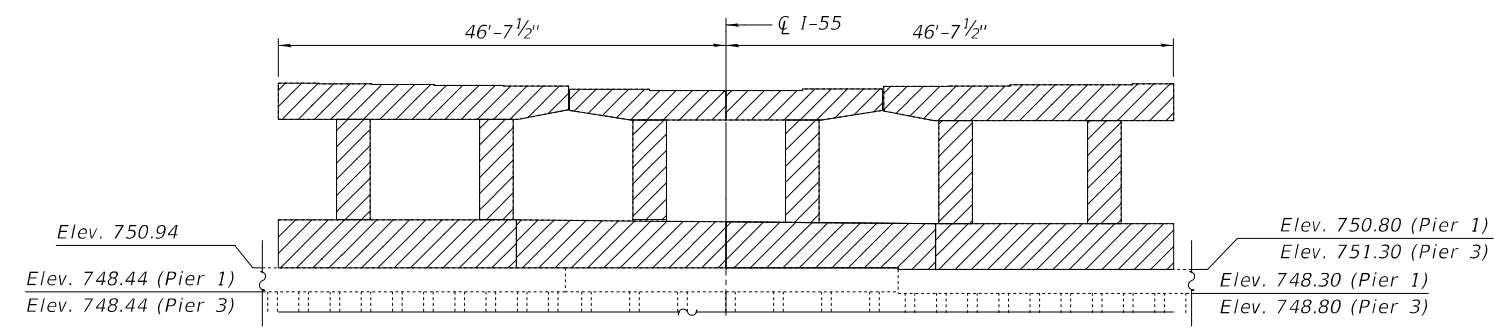
**STAGE CONSTRUCTION LAYOUT
STRUCTURE NO. 022-2036**

SHEET 5-5 OF 5-71 SHEETS

F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	210
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT: NHPP-PR24(873)				




Existing Pier 1 & 3 Stage I Removal
 (Looking east Pier 1)
 (Looking west Pier 3)



Existing Pier 1 & 3 Stage II Removal

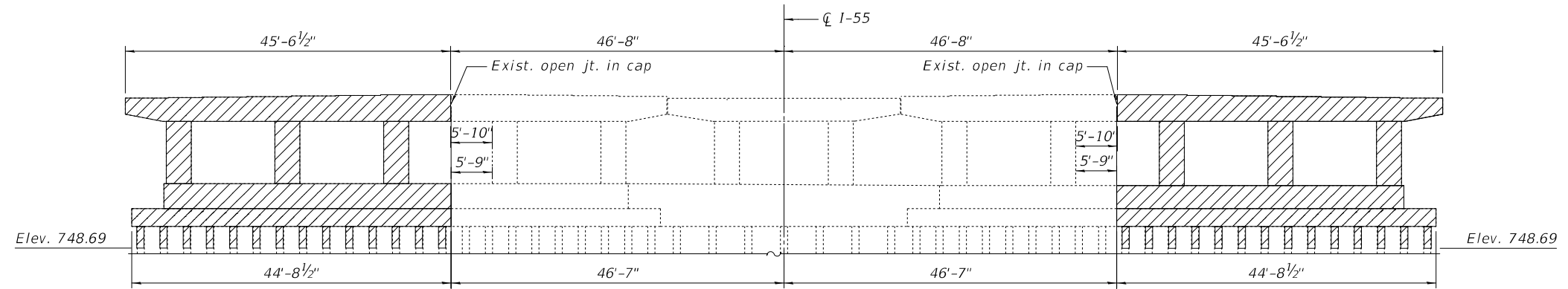
LEGEND

 Removal of Existing Structures

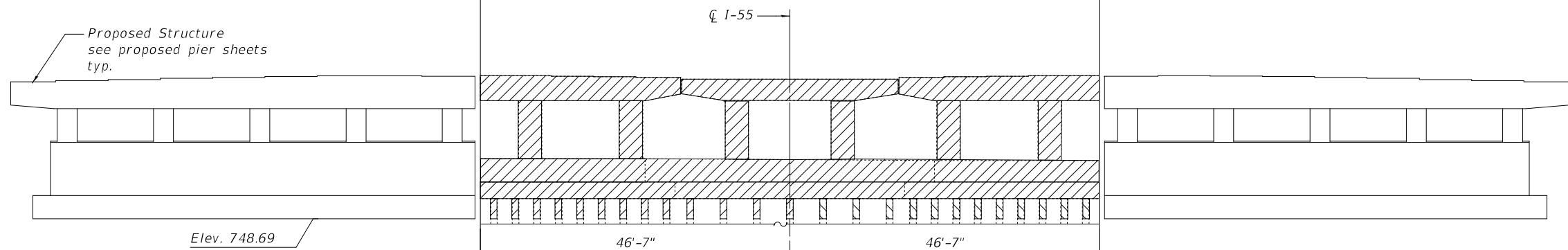
Notes:
 All cut lines are perpendicular to pier face.

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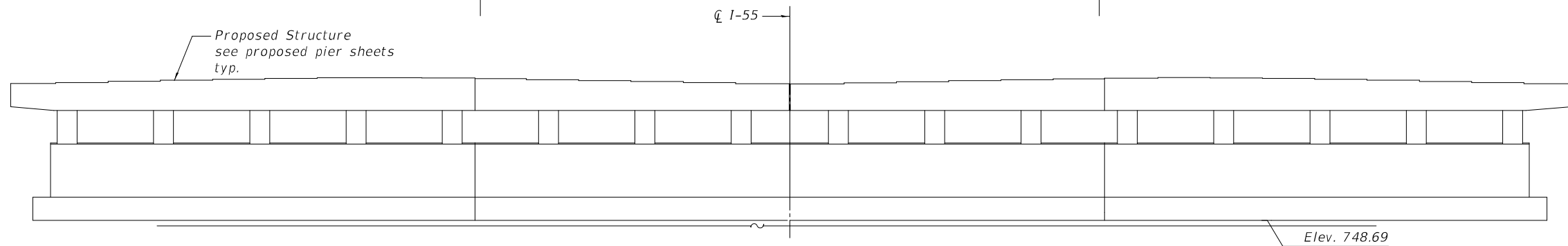
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	PLOT DATE = 1/26/2021	DATE = 1/29/2021	REVISED -			ILLINOIS FED. AID PROJECT: NHPP-PRZ4(873)				
	SHEET S-6 OF S-71 SHEETS									



Existing Pier 2 Stage I Removal
(Looking east)




Existing Pier 2 Stage II Removal
(Looking east)



Proposed Pier 1
(Looking east)

Notes:
All cut lines are perpendicular to pier face.

LEGEND

 Removal of Existing Structures

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TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

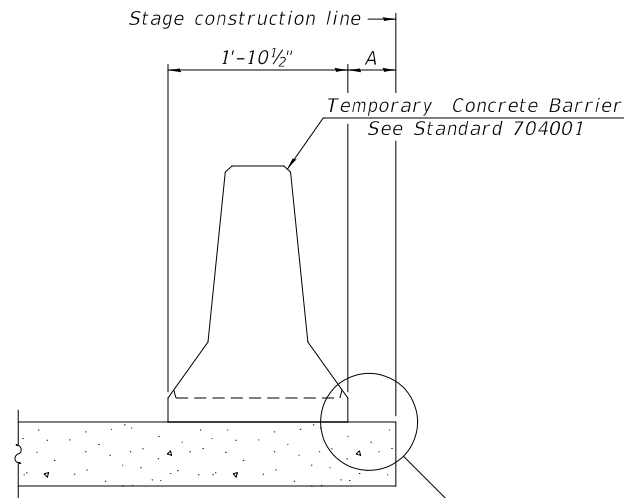
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	DRAWN - VPS	REVISED -
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PLOT DATE = 1/26/2021	DATE 1/29/2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 2 REMOVAL
STRUCTURE NO. 022-2036

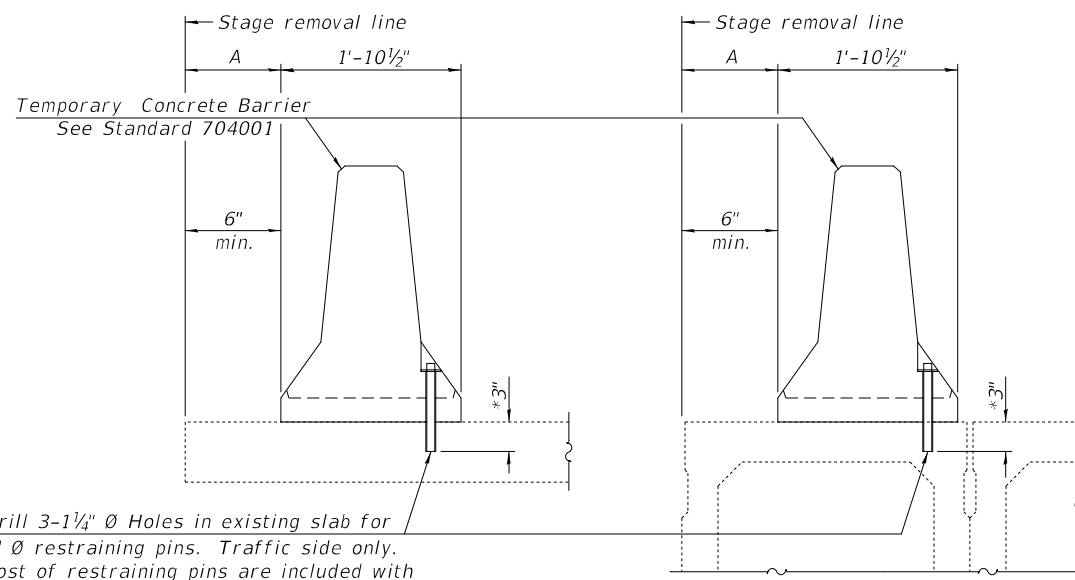
SHEET S-7 OF S-71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	212
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT: NHPP-PRZ4(873)				



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

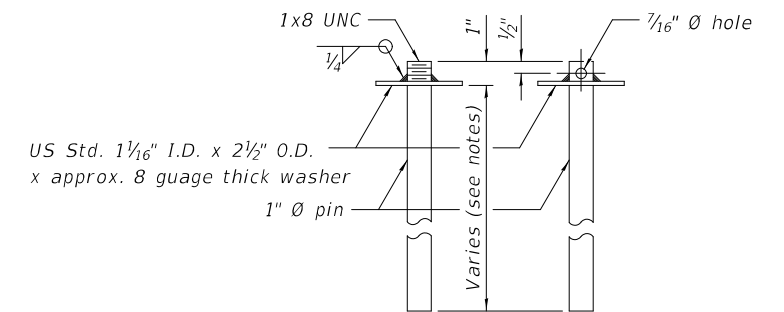


Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

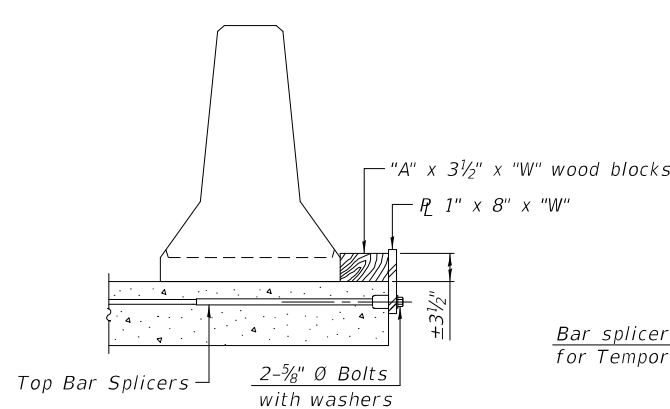
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

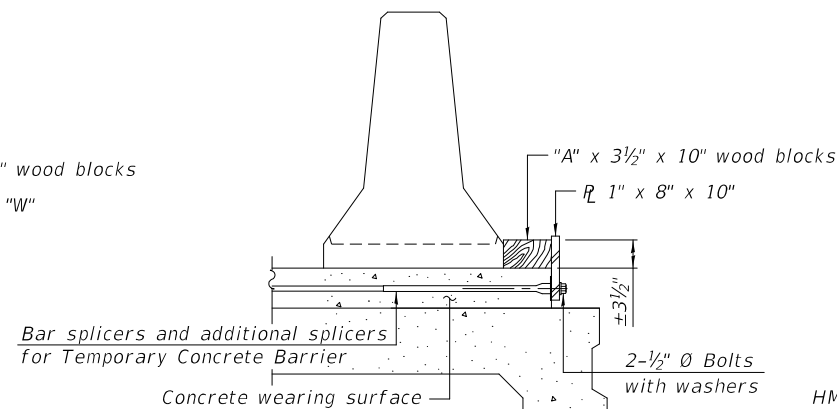


RESTRAINING PIN

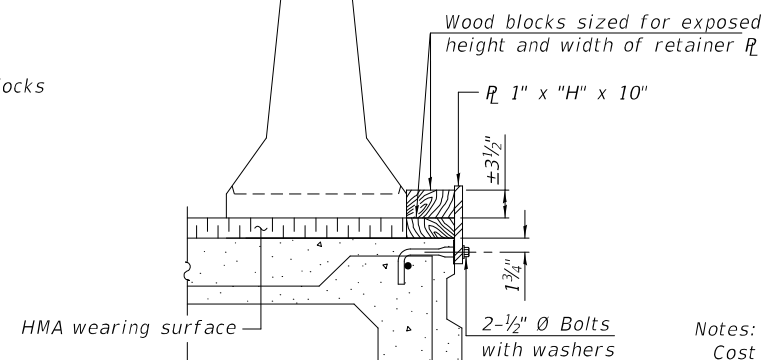
SECTIONS THRU SLAB OR DECK BEAM



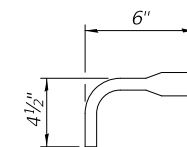
DETAIL I



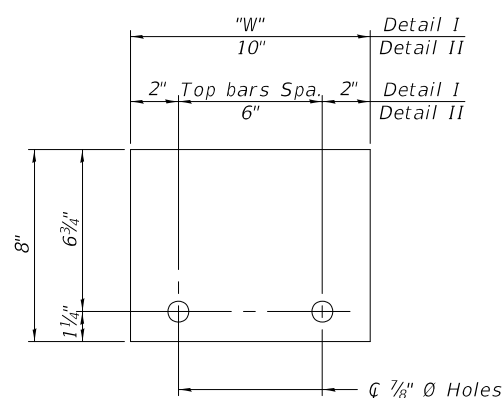
DETAIL II



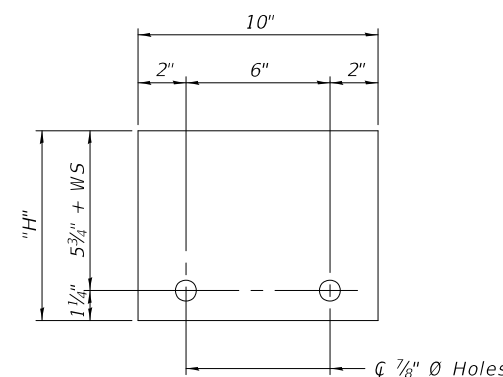
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



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



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

Notes:

- Cost of retainer assembly is included with Temporary Concrete Barrier.
- A retainer assembly shall be located at the approximate C of each temporary concrete barrier.
- The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
- When the 'A' dimension is less than 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.

MODEL: D:\c\m\...
FILE NAME: 0222036-6239-008-TmpConBar.dgn

R-27 2-17-2017

TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

USER NAME = TYLIPW01KCS01S
DESIGNED - SP
DRAWN - JM
CHECKED - PDF
PLOT SCALE = 0:1.0000 " = 1" / in.
PLOT DATE = 1/26/2021

DESIGNED - SP
DRAWN - JM
CHECKED - PDF
DATE 1/29/2021

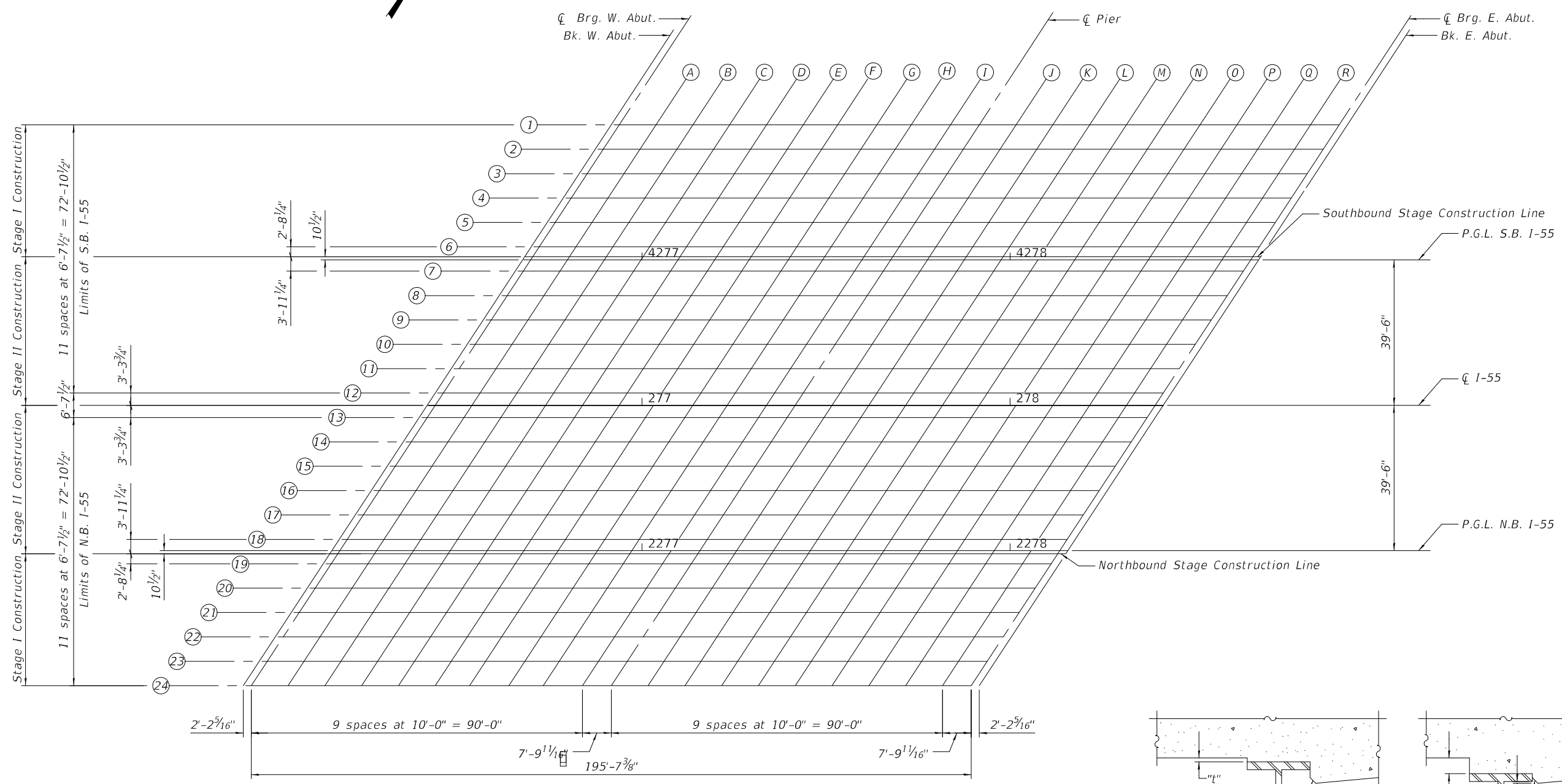
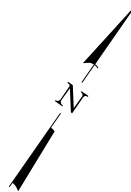
REVISED -
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REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

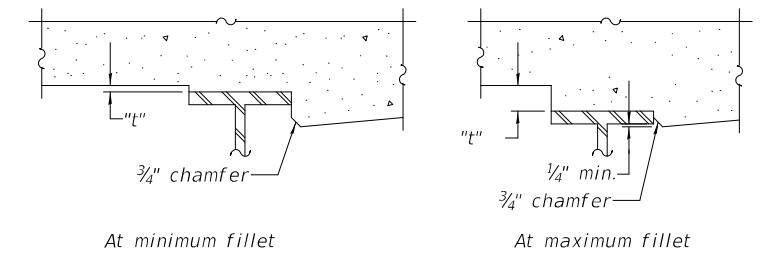
**TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 022-2036**

SHEET 5-8 OF 5-71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	213
ILLINOIS			CONTRACT NO. 62G39	
FED. AID PROJECT: NHPP-PR24(073)				



PLAN



FILLET HEIGHTS

To determine "t": after all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown on this sheet. These elevations subtracted from the "theoretical grade elevations adjusted for dead load deflection and grinding" shown on sheets S-10 to S-15 of S-71, minus 8 1/4" slab thickness, equals the fillet heights "t" above top flange of girders.

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 S-10 to S-15 of S-71. For grinding the deck, see special provisions.

MODEL: D:\6111... FILE NAME: 022203662G39-009-TOS_Elevs1.dgn

TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

USER NAME = TYLIPW01ICS01S	DESIGNED - SP	REVISED -
PLOT SCALE = 0:1" = 1' / in.	DRAWN - JM	REVISED -
PLOT DATE = 1/26/2021	CHECKED - PDF	REVISED -
	DATE 1/29/2021	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS - LAYOUT
STRUCTURE NO. 022-2036**

SHEET S-9 OF S-71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	214
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT: NHPP-PR24(873)				

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. W. Abut	4276+91.63	-36.688	774.49	774.52
CL W. Brg.	4276+93.82	-36.688	774.50	774.52
A	4277+03.82	-36.688	774.50	774.57
B	4277+13.82	-36.688	774.51	774.61
C	4277+23.82	-36.688	774.51	774.64
D	4277+33.82	-36.688	774.51	774.65
E	4277+43.82	-36.688	774.51	774.64
F	4277+53.82	-36.688	774.51	774.62
G	4277+63.82	-36.688	774.51	774.59
H	4277+73.82	-36.688	774.50	774.55
I	4277+83.82	-36.688	774.49	774.52
CL Brg. Pier	4277+91.63	-36.688	774.49	774.51
J	4278+01.63	-36.688	774.48	774.51
K	4278+11.63	-36.688	774.47	774.52
L	4278+21.63	-36.688	774.46	774.54
M	4278+31.63	-36.688	774.44	774.56
N	4278+41.63	-36.688	774.43	774.56
O	4278+51.63	-36.688	774.41	774.55
P	4278+61.63	-36.688	774.40	774.52
Q	4278+71.63	-36.688	774.38	774.47
R	4278+81.63	-36.688	774.35	774.41
CL E. Brg.	4278+89.43	-36.688	774.34	774.36
Bk. E. Abut	4278+91.63	-36.688	774.33	774.35

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. W. Abut	4276+87.28	-30.063	774.63	774.65
CL W. Brg.	4276+89.47	-30.063	774.63	774.65
A	4276+99.47	-30.063	774.64	774.70
B	4277+09.47	-30.063	774.64	774.74
C	4277+19.47	-30.063	774.64	774.77
D	4277+29.47	-30.063	774.65	774.78
E	4277+39.47	-30.063	774.65	774.77
F	4277+49.47	-30.063	774.65	774.75
G	4277+59.47	-30.063	774.64	774.72
H	4277+69.47	-30.063	774.64	774.69
I	4277+79.47	-30.063	774.63	774.66
CL Brg. Pier	4277+87.28	-30.063	774.63	774.65
J	4277+97.28	-30.063	774.62	774.65
K	4278+07.28	-30.063	774.61	774.66
L	4278+17.28	-30.063	774.60	774.68
M	4278+27.28	-30.063	774.59	774.69
N	4278+37.28	-30.063	774.57	774.70
O	4278+47.28	-30.063	774.56	774.69
P	4278+57.28	-30.063	774.54	774.66
Q	4278+67.28	-30.063	774.52	774.61
R	4278+77.28	-30.063	774.50	774.55
CL E. Brg.	4278+85.09	-30.063	774.48	774.50
Bk. E. Abut	4278+87.28	-30.063	774.48	774.50

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. W. Abut	4276+82.93	-23.438	774.75	774.77
CL W. Brg.	4276+85.13	-23.438	774.76	774.78
A	4276+95.13	-23.438	774.76	774.83
B	4277+05.13	-23.438	774.77	774.87
C	4277+15.13	-23.438	774.77	774.90
D	4277+25.13	-23.438	774.78	774.91
E	4277+35.13	-23.438	774.78	774.90
F	4277+45.13	-23.438	774.78	774.88
G	4277+55.13	-23.438	774.77	774.85
H	4277+65.13	-23.438	774.77	774.82
I	4277+75.13	-23.438	774.77	774.79
CL Brg. Pier	4277+82.93	-23.438	774.76	774.78
J	4277+92.93	-23.438	774.75	774.78
K	4278+02.93	-23.438	774.74	774.80
L	4278+12.93	-23.438	774.73	774.81
M	4278+22.93	-23.438	774.72	774.83
N	4278+32.93	-23.438	774.71	774.83
O	4278+42.93	-23.438	774.69	774.82
P	4278+52.93	-23.438	774.68	774.80
Q	4278+62.93	-23.438	774.66	774.75
R	4278+72.93	-23.438	774.64	774.69
CL E. Brg.	4278+80.74	-23.438	774.62	774.64
Bk. E. Abut	4278+82.93	-23.438	774.62	774.64

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. W. Abut	4276+78.59	-16.813	774.85	774.87
CL W. Brg.	4276+80.78	-16.813	774.85	774.87
A	4276+90.78	-16.813	774.86	774.92
B	4277+00.78	-16.813	774.87	774.97
C	4277+10.78	-16.813	774.87	775.00
D	4277+20.78	-16.813	774.87	775.01
E	4277+30.78	-16.813	774.88	775.00
F	4277+40.78	-16.813	774.88	774.98
G	4277+50.78	-16.813	774.87	774.95
H	4277+60.78	-16.813	774.87	774.92
I	4277+70.78	-16.813	774.87	774.90
CL Brg. Pier	4277+78.59	-16.813	774.86	774.88
J	4277+88.59	-16.813	774.86	774.89
K	4277+98.59	-16.813	774.85	774.90
L	4278+08.59	-16.813	774.84	774.92
M	4278+18.59	-16.813	774.83	774.93
N	4278+28.59	-16.813	774.81	774.94
O	4278+38.59	-16.813	774.80	774.93
P	4278+48.59	-16.813	774.78	774.90
Q	4278+58.59	-16.813	774.77	774.86
R	4278+68.59	-16.813	774.75	774.80
CL E. Brg.	4278+76.39	-16.813	774.73	774.75
Bk. E. Abut	4278+78.59	-16.813	774.73	774.75

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. W. Abut	4276+74.24	-10.188	774.89	774.91
CL W. Brg.	4276+76.43	-10.188	774.89	774.91
A	4276+86.43	-10.188	774.90	774.97
B	4276+96.43	-10.188	774.91	775.01
C	4277+06.43	-10.188	774.91	775.04
D	4277+16.43	-10.188	774.92	775.05
E	4277+26.43	-10.188	774.92	775.05
F	4277+36.43	-10.188	774.92	775.03
G	4277+46.43	-10.188	774.92	775.00
H	4277+56.43	-10.188	774.92	774.97
I	4277+66.43	-10.188	774.91	774.94
CL Brg. Pier	4277+74.24	-10.188	774.91	774.93
J	4277+84.24	-10.188	774.90	774.93
K	4277+94.24	-10.188	774.90	774.95
L	4278+04.24	-10.188	774.89	774.97
M	4278+14.24	-10.188	774.88	774.98
N	4278+24.24	-10.188	774.86	774.99
O	4278+34.24	-10.188	774.85	774.98
P	4278+44.24	-10.188	774.84	774.95
Q	4278+54.24	-10.188	774.82	774.91
R	4278+64.24	-10.188	774.80	774.85
CL E. Brg.	4278+72.05	-10.188	774.78	774.81
Bk. E. Abut	4278+74.24	-10.188	774.78	774.80

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. W. Abut	4276+69.89	-3.563	774.79	774.81
CL W. Brg.	4276+72.09	-3.563	774.79	774.81
A	4276+82.09	-3.563	774.80	774.86
B	4276+92.09	-3.563	774.81	774.90
C	4277+02.09	-3.563	774.81	774.93
D	4277+12.09	-3.563	774.82	774.94
E	4277+22.09	-3.563	774.82	774.94
F	4277+32.09	-3.563	774.82	774.92
G	4277+42.09	-3.563	774.82	774.90
H	4277+52.09	-3.563	774.82	774.87
I	4277+62.09	-3.563	774.82	774.85
CL Brg. Pier	4277+69.89	-3.563	774.81	774.83
J	4277+79.89	-3.563	774.81	774.84
K	4277+89.89	-3.563	774.80	774.85
L	4277+99.89	-3.563	774.79	774.87
M	4278+09.89	-3.563	774.78	774.88
N	4278+19.89	-3.563	774.77	774.89
O	4278+29.89	-3.563	774.76	774.88
P	4278+39.89	-3.563	774.74	774.85
Q	4278+49.89	-3.563	774.73	774.81
R	4278+59.89	-3.563	774.71	774.76
CL E. Brg.	4278+67.70	-3.563	774.69	774.71
Bk. E. Abut	4278+69.89	-3.563	774.69	774.71

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TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

USER NAME = TYLIPW01KCS01S	DESIGNED - SP	REVISED -
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PLOT DATE = 1/26/2021	DATE 1/29/2021	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS - 1
STRUCTURE NO. 022-2036**

SHEET 5-10 OF 5-71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	215
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT: NHP-PR24(873)				

SOUTHBOUND STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. W. Abut	4276+68.13	-0.875	774.74	774.77
CL W. Brg.	4276+70.32	-0.875	774.75	774.77
A	4276+80.32	-0.875	774.76	774.82
B	4276+90.32	-0.875	774.76	774.87
C	4277+00.32	-0.875	774.77	774.90
D	4277+10.32	-0.875	774.78	774.91
E	4277+20.32	-0.875	774.78	774.90
F	4277+30.32	-0.875	774.78	774.89
G	4277+40.32	-0.875	774.78	774.86
H	4277+50.32	-0.875	774.78	774.83
I	4277+60.32	-0.875	774.78	774.81
CL Brg. Pier	4277+68.13	-0.875	774.77	774.79
J	4277+78.13	-0.875	774.77	774.80
K	4277+88.13	-0.875	774.76	774.81
L	4277+98.13	-0.875	774.75	774.83
M	4278+08.13	-0.875	774.74	774.85
N	4278+18.13	-0.875	774.73	774.86
O	4278+28.13	-0.875	774.72	774.85
P	4278+38.13	-0.875	774.71	774.82
Q	4278+48.13	-0.875	774.69	774.78
R	4278+58.13	-0.875	774.67	774.73
CL E. Brg.	4278+65.94	-0.875	774.66	774.68
Bk. E. Abut	4278+68.13	-0.875	774.65	774.67

SOUTHBOUND PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. W. Abut	4276+67.55	0.000	774.73	774.75
CL W. Brg.	4276+69.75	0.000	774.73	774.75
A	4276+79.75	0.000	774.74	774.81
B	4276+89.75	0.000	774.75	774.85
C	4276+99.75	0.000	774.76	774.88
D	4277+09.75	0.000	774.76	774.90
E	4277+19.75	0.000	774.77	774.89
F	4277+29.75	0.000	774.77	774.87
G	4277+39.75	0.000	774.77	774.85
H	4277+49.75	0.000	774.77	774.82
I	4277+59.75	0.000	774.76	774.79
CL Brg. Pier	4277+67.55	0.000	774.76	774.78
J	4277+77.55	0.000	774.76	774.79
K	4277+87.55	0.000	774.75	774.80
L	4277+97.55	0.000	774.74	774.82
M	4278+07.55	0.000	774.73	774.84
N	4278+17.55	0.000	774.72	774.85
O	4278+27.55	0.000	774.71	774.84
P	4278+37.55	0.000	774.69	774.81
Q	4278+47.55	0.000	774.68	774.77
R	4278+57.55	0.000	774.66	774.71
CL E. Brg.	4278+65.36	0.000	774.65	774.67
Bk. E. Abut	4278+67.55	0.000	774.64	774.66

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. W. Abut	4276+65.55	3.063	774.67	774.69
CL W. Brg.	4276+67.74	3.063	774.67	774.69
A	4276+77.74	3.063	774.68	774.75
B	4276+87.74	3.063	774.69	774.80
C	4276+97.74	3.063	774.69	774.83
D	4277+07.74	3.063	774.70	774.84
E	4277+17.74	3.063	774.70	774.84
F	4277+27.74	3.063	774.71	774.82
G	4277+37.74	3.063	774.71	774.79
H	4277+47.74	3.063	774.71	774.76
I	4277+57.74	3.063	774.70	774.73
CL Brg. Pier	4277+65.55	3.063	774.70	774.72
J	4277+75.55	3.063	774.70	774.73
K	4277+85.55	3.063	774.69	774.74
L	4277+95.55	3.063	774.68	774.77
M	4278+05.55	3.063	774.67	774.79
N	4278+15.55	3.063	774.66	774.79
O	4278+25.55	3.063	774.65	774.79
P	4278+35.55	3.063	774.63	774.76
Q	4278+45.55	3.063	774.62	774.72
R	4278+55.55	3.063	774.60	774.66
CL E. Brg.	4278+63.35	3.063	774.59	774.61
Bk. E. Abut	4278+65.55	3.063	774.58	774.60

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. W. Abut	4276+61.20	9.688	774.53	774.55
CL W. Brg.	4276+63.39	9.688	774.53	774.55
A	4276+73.39	9.688	774.54	774.61
B	4276+83.39	9.688	774.55	774.65
C	4276+93.39	9.688	774.56	774.69
D	4277+03.39	9.688	774.57	774.70
E	4277+13.39	9.688	774.57	774.70
F	4277+23.39	9.688	774.57	774.68
G	4277+33.39	9.688	774.57	774.65
H	4277+43.39	9.688	774.57	774.62
I	4277+53.39	9.688	774.57	774.60
CL Brg. Pier	4277+61.20	9.688	774.57	774.59
J	4277+71.20	9.688	774.57	774.60
K	4277+81.20	9.688	774.56	774.61
L	4277+91.20	9.688	774.55	774.63
M	4278+01.20	9.688	774.54	774.65
N	4278+11.20	9.688	774.53	774.66
O	4278+21.20	9.688	774.52	774.65
P	4278+31.20	9.688	774.51	774.63
Q	4278+41.20	9.688	774.49	774.59
R	4278+51.20	9.688	774.48	774.53
CL E. Brg.	4278+59.01	9.688	774.46	774.48
Bk. E. Abut	4278+61.20	9.688	774.46	774.48

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. W. Abut	4276+56.85	16.313	774.39	774.41
CL W. Brg.	4276+59.04	16.313	774.39	774.41
A	4276+69.04	16.313	774.40	774.47
B	4276+79.04	16.313	774.41	774.52
C	4276+89.04	16.313	774.42	774.55
D	4276+99.04	16.313	774.43	774.56
E	4277+09.04	16.313	774.43	774.56
F	4277+19.04	16.313	774.44	774.54
G	4277+29.04	16.313	774.44	774.52
H	4277+39.04	16.313	774.44	774.49
I	4277+49.04	16.313	774.44	774.47
CL Brg. Pier	4277+56.85	16.313	774.44	774.46
J	4277+66.85	16.313	774.43	774.46
K	4277+76.85	16.313	774.43	774.48
L	4277+86.85	16.313	774.42	774.50
M	4277+96.85	16.313	774.41	774.52
N	4278+06.85	16.313	774.40	774.53
O	4278+16.85	16.313	774.39	774.52
P	4278+26.85	16.313	774.38	774.50
Q	4278+36.85	16.313	774.37	774.46
R	4278+46.85	16.313	774.35	774.41
CL E. Brg.	4278+54.66	16.313	774.34	774.36
Bk. E. Abut	4278+56.85	16.313	774.33	774.35

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. W. Abut	4276+52.50	22.938	774.22	774.24
CL W. Brg.	4276+54.70	22.938	774.22	774.24
A	4276+64.70	22.938	774.23	774.30
B	4276+74.70	22.938	774.24	774.35
C	4276+84.70	22.938	774.25	774.38
D	4276+94.70	22.938	774.26	774.39
E	4277+04.70	22.938	774.27	774.39
F	4277+14.70	22.938	774.27	774.38
G	4277+24.70	22.938	774.27	774.35
H	4277+34.70	22.938	774.27	774.32
I	4277+44.70	22.938	774.27	774.30
CL Brg. Pier	4277+52.50	22.938	774.27	774.29
J	4277+62.50	22.938	774.27	774.30
K	4277+72.50	22.938	774.27	774.32
L	4277+82.50	22.938	774.26	774.34
M	4277+92.50	22.938	774.25	774.36
N	4278+02.50	22.938	774.24	774.37
O	4278+12.50	22.938	774.23	774.36
P	4278+22.50	22.938	774.22	774.34
Q	4278+32.50	22.938	774.21	774.30
R	4278+42.50	22.938	774.19	774.25
CL E. Brg.	4278+50.31	22.938	774.18	774.20
Bk. E. Abut	4278+52.50	22.938	774.18	774.20

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FILE NAME: 0222036-G39-011-TOS_Elev.scd

TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

USER NAME = TYLIPW01KCS01S	DESIGNED - SP	REVISED -
PLOT SCALE = 0:1,0000 " = 1/4" IN.	CHECKED - PDF	REVISED -
PLOT DATE = 1/26/2021	DATE 1/29/2021	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS - 2
STRUCTURE NO. 022-2036**

SHEET 5-11 OF 5-71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	216
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT: NHP-PR24(873)				

GIRDER 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. W. Abut	4276+48.16	29.563	774.05	774.07
CL W. Brg.	4276+50.35	29.563	774.05	774.07
A	4276+60.35	29.563	774.06	774.13
B	4276+70.35	29.563	774.07	774.18
C	4276+80.35	29.563	774.08	774.21
D	4276+90.35	29.563	774.09	774.23
E	4277+00.35	29.563	774.10	774.22
F	4277+10.35	29.563	774.10	774.21
G	4277+20.35	29.563	774.11	774.18
H	4277+30.35	29.563	774.11	774.16
I	4277+40.35	29.563	774.11	774.14
CL Brg. Pier	4277+48.16	29.563	774.11	774.13
J	4277+58.16	29.563	774.11	774.14
K	4277+68.16	29.563	774.10	774.15
L	4277+78.16	29.563	774.10	774.18
M	4277+88.16	29.563	774.09	774.20
N	4277+98.16	29.563	774.08	774.21
O	4278+08.16	29.563	774.07	774.20
P	4278+18.16	29.563	774.06	774.18
Q	4278+28.16	29.563	774.05	774.14
R	4278+38.16	29.563	774.03	774.09
CL E. Brg.	4278+45.96	29.563	774.02	774.04
Bk. E. Abut	4278+48.16	29.563	774.02	774.04

GIRDER 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. W. Abut	4276+43.81	36.188	773.88	773.90
CL W. Brg.	4276+46.00	36.188	773.88	773.90
A	4276+56.00	36.188	773.89	773.96
B	4276+66.00	36.188	773.90	774.01
C	4276+76.00	36.188	773.91	774.05
D	4276+86.00	36.188	773.92	774.07
E	4276+96.00	36.188	773.93	774.06
F	4277+06.00	36.188	773.94	774.05
G	4277+16.00	36.188	773.94	774.02
H	4277+26.00	36.188	773.94	773.99
I	4277+36.00	36.188	773.94	773.97
CL Brg. Pier	4277+43.81	36.188	773.94	773.96
J	4277+53.81	36.188	773.94	773.97
K	4277+63.81	36.188	773.94	773.99
L	4277+73.81	36.188	773.93	774.02
M	4277+83.81	36.188	773.93	774.04
N	4277+93.81	36.188	773.92	774.05
O	4278+03.81	36.188	773.91	774.05
P	4278+13.81	36.188	773.90	774.03
Q	4278+23.81	36.188	773.89	773.99
R	4278+33.81	36.188	773.87	773.93
CL E. Brg.	4278+41.62	36.188	773.86	773.88
Bk. E. Abut	4278+43.81	36.188	773.86	773.88

MODEL: D:\6\11
FILE NAME: 0222036-G39-012-TOS_Elev.sgn

TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

USER NAME = TYLIPW01KCS01S	DESIGNED - SP	REVISED -
	DRAWN - JM	REVISED -
PLOT SCALE = 0:1.0000 " = 1/8" / in.	CHECKED - PDF	REVISED -
PLOT DATE = 1/26/2021	DATE 1/29/2021	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS - 3
STRUCTURE NO. 022-2036**

SHEET 5-12 OF 5-71 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	217
			CONTRACT NO. 62G39	
		ILLINOIS FED. AID PROJECT: NHPP-PR24(873)		

GIRDER 13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. W. Abut	2276+39.46	-36.188	773.85	773.87
CL W. Brg.	2276+41.66	-36.188	773.86	773.88
A	2276+51.66	-36.188	773.87	773.94
B	2276+61.66	-36.188	773.88	773.99
C	2276+71.66	-36.188	773.89	774.03
D	2276+81.66	-36.188	773.90	774.04
E	2276+91.66	-36.188	773.91	774.04
F	2277+01.66	-36.188	773.91	774.03
G	2277+11.66	-36.188	773.92	774.00
H	2277+21.66	-36.188	773.92	773.97
I	2277+31.66	-36.188	773.92	773.95
CL Brg. Pier	2277+39.46	-36.188	773.92	773.94
J	2277+49.46	-36.188	773.92	773.95
K	2277+59.46	-36.188	773.92	773.97
L	2277+69.46	-36.188	773.91	774.00
M	2277+79.46	-36.188	773.91	774.02
N	2277+89.46	-36.188	773.90	774.03
O	2277+99.46	-36.188	773.89	774.03
P	2278+09.46	-36.188	773.88	774.01
Q	2278+19.46	-36.188	773.87	773.97
R	2278+29.46	-36.188	773.86	773.92
CL E. Brg.	2278+37.27	-36.188	773.85	773.87
Bk. E. Abut	2278+39.46	-36.188	773.84	773.86

GIRDER 14

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. W. Abut	2276+35.12	-29.563	774.01	774.03
CL W. Brg.	2276+37.31	-29.563	774.02	774.04
A	2276+47.31	-29.563	774.03	774.10
B	2276+57.31	-29.563	774.04	774.15
C	2276+67.31	-29.563	774.05	774.18
D	2276+77.31	-29.563	774.06	774.20
E	2276+87.31	-29.563	774.07	774.20
F	2276+97.31	-29.563	774.08	774.18
G	2277+07.31	-29.563	774.08	774.16
H	2277+17.31	-29.563	774.09	774.14
I	2277+27.31	-29.563	774.09	774.12
CL Brg. Pier	2277+35.12	-29.563	774.09	774.11
J	2277+45.12	-29.563	774.09	774.12
K	2277+55.12	-29.563	774.09	774.14
L	2277+65.12	-29.563	774.08	774.16
M	2277+75.12	-29.563	774.08	774.18
N	2277+85.12	-29.563	774.07	774.20
O	2277+95.12	-29.563	774.06	774.19
P	2278+05.12	-29.563	774.05	774.17
Q	2278+15.12	-29.563	774.04	774.13
R	2278+25.12	-29.563	774.03	774.08
CL E. Brg.	2278+32.92	-29.563	774.02	774.04
Bk. E. Abut	2278+35.12	-29.563	774.02	774.04

GIRDER 15

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. W. Abut	2276+30.77	-22.938	774.17	774.19
CL W. Brg.	2276+32.96	-22.938	774.18	774.20
A	2276+42.96	-22.938	774.19	774.26
B	2276+52.96	-22.938	774.20	774.31
C	2276+62.96	-22.938	774.21	774.34
D	2276+72.96	-22.938	774.22	774.36
E	2276+82.96	-22.938	774.23	774.36
F	2276+92.96	-22.938	774.24	774.35
G	2277+02.96	-22.938	774.25	774.32
H	2277+12.96	-22.938	774.25	774.30
I	2277+22.96	-22.938	774.25	774.28
CL Brg. Pier	2277+30.77	-22.938	774.25	774.27
J	2277+40.77	-22.938	774.25	774.28
K	2277+50.77	-22.938	774.25	774.31
L	2277+60.77	-22.938	774.25	774.33
M	2277+70.77	-22.938	774.25	774.35
N	2277+80.77	-22.938	774.24	774.36
O	2277+90.77	-22.938	774.23	774.36
P	2278+00.77	-22.938	774.22	774.34
Q	2278+10.77	-22.938	774.21	774.31
R	2278+20.77	-22.938	774.20	774.26
CL E. Brg.	2278+28.58	-22.938	774.19	774.21
Bk. E. Abut	2278+30.77	-22.938	774.19	774.21

GIRDER 16

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. W. Abut	2276+26.42	-16.313	774.33	774.35
CL W. Brg.	2276+28.62	-16.313	774.33	774.36
A	2276+38.62	-16.313	774.35	774.42
B	2276+48.62	-16.313	774.36	774.47
C	2276+58.62	-16.313	774.38	774.50
D	2276+68.62	-16.313	774.39	774.52
E	2276+78.62	-16.313	774.40	774.52
F	2276+88.62	-16.313	774.40	774.51
G	2276+98.62	-16.313	774.41	774.49
H	2277+08.62	-16.313	774.41	774.46
I	2277+18.62	-16.313	774.42	774.45
CL Brg. Pier	2277+26.42	-16.313	774.42	774.44
J	2277+36.42	-16.313	774.42	774.45
K	2277+46.42	-16.313	774.42	774.47
L	2277+56.42	-16.313	774.42	774.50
M	2277+66.42	-16.313	774.41	774.52
N	2277+76.42	-16.313	774.41	774.53
O	2277+86.42	-16.313	774.40	774.53
P	2277+96.42	-16.313	774.39	774.51
Q	2278+06.42	-16.313	774.38	774.48
R	2278+16.42	-16.313	774.37	774.43
CL E. Brg.	2278+24.23	-16.313	774.36	774.38
Bk. E. Abut	2278+26.42	-16.313	774.36	774.38

GIRDER 17

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. W. Abut	2276+22.08	-9.688	774.46	774.48
CL W. Brg.	2276+24.27	-9.688	774.46	774.48
A	2276+34.27	-9.688	774.48	774.54
B	2276+44.27	-9.688	774.49	774.59
C	2276+54.27	-9.688	774.50	774.63
D	2276+64.27	-9.688	774.52	774.65
E	2276+74.27	-9.688	774.53	774.65
F	2276+84.27	-9.688	774.53	774.64
G	2276+94.27	-9.688	774.54	774.62
H	2277+04.27	-9.688	774.55	774.60
I	2277+14.27	-9.688	774.55	774.58
CL Brg. Pier	2277+22.08	-9.688	774.55	774.57
J	2277+32.08	-9.688	774.55	774.58
K	2277+42.08	-9.688	774.55	774.61
L	2277+52.08	-9.688	774.55	774.63
M	2277+62.08	-9.688	774.55	774.66
N	2277+72.08	-9.688	774.54	774.67
O	2277+82.08	-9.688	774.54	774.67
P	2277+92.08	-9.688	774.53	774.65
Q	2278+02.08	-9.688	774.52	774.61
R	2278+12.08	-9.688	774.51	774.57
CL E. Brg.	2278+19.88	-9.688	774.50	774.52
Bk. E. Abut	2278+22.08	-9.688	774.50	774.52

GIRDER 18

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. W. Abut	2276+17.73	-3.063	774.58	774.60
CL W. Brg.	2276+19.92	-3.063	774.59	774.61
A	2276+29.92	-3.063	774.60	774.67
B	2276+39.92	-3.063	774.62	774.73
C	2276+49.92	-3.063	774.63	774.77
D	2276+59.92	-3.063	774.64	774.79
E	2276+69.92	-3.063	774.65	774.79
F	2276+79.92	-3.063	774.66	774.78
G	2276+89.92	-3.063	774.67	774.75
H	2276+99.92	-3.063	774.68	774.73
I	2277+09.92	-3.063	774.68	774.71
CL Brg. Pier	2277+17.73	-3.063	774.68	774.70
J	2277+27.73	-3.063	774.69	774.72
K	2277+37.73	-3.063	774.69	774.74
L	2277+47.73	-3.063	774.69	774.77
M	2277+57.73	-3.063	774.68	774.80
N	2277+67.73	-3.063	774.68	774.81
O	2277+77.73	-3.063	774.67	774.81
P	2277+87.73	-3.063	774.67	774.79
Q	2277+97.73	-3.063	774.66	774.76
R	2278+07.73	-3.063	774.65	774.71
CL E. Brg.	2278+15.54	-3.063	774.64	774.66
Bk. E. Abut	2278+17.73	-3.063	774.64	774.66

MODEL: D:\6\11
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TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

USER NAME = TYLIPW01KCS01S	DESIGNED - SP	REVISED -
PLOT SCALE = 0:1.0000 " = 1/8" IN.	DRAWN - JM	REVISED -
PLOT DATE = 1/26/2021	CHECKED - PDF	REVISED -
	DATE 1/29/2021	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS - 4
STRUCTURE NO. 022-2036**

SHEET 5-13 OF 5-71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	218
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT: NHP-PR24(873)				

NORTHBOUND PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. W. Abut	2276+15.72	0.000	774.64	774.66
CL W. Brg.	2276+17.91	0.000	774.64	774.67
A	2276+27.91	0.000	774.66	774.73
B	2276+37.91	0.000	774.68	774.78
C	2276+47.91	0.000	774.69	774.82
D	2276+57.91	0.000	774.70	774.84
E	2276+67.91	0.000	774.71	774.84
F	2276+77.91	0.000	774.72	774.83
G	2276+87.91	0.000	774.73	774.81
H	2276+97.91	0.000	774.74	774.79
I	2277+07.91	0.000	774.74	774.77
CL Brg. Pier	2277+15.72	0.000	774.74	774.77
J	2277+25.72	0.000	774.75	774.78
K	2277+35.72	0.000	774.75	774.80
L	2277+45.72	0.000	774.75	774.83
M	2277+55.72	0.000	774.74	774.85
N	2277+65.72	0.000	774.74	774.87
O	2277+75.72	0.000	774.74	774.87
P	2277+85.72	0.000	774.73	774.85
Q	2277+95.72	0.000	774.72	774.81
R	2278+05.72	0.000	774.71	774.77
CL E. Brg.	2278+13.53	0.000	774.70	774.72
Bk. E. Abut	2278+15.72	0.000	774.70	774.72

NORTHBOUND STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. W. Abut	2276+15.14	0.875	774.65	774.67
CL W. Brg.	2276+17.34	0.875	774.66	774.68
A	2276+27.34	0.875	774.67	774.74
B	2276+37.34	0.875	774.69	774.79
C	2276+47.34	0.875	774.70	774.83
D	2276+57.34	0.875	774.71	774.85
E	2276+67.34	0.875	774.73	774.85
F	2276+77.34	0.875	774.74	774.84
G	2276+87.34	0.875	774.74	774.82
H	2276+97.34	0.875	774.75	774.80
I	2277+07.34	0.875	774.75	774.78
CL Brg. Pier	2277+15.14	0.875	774.76	774.78
J	2277+25.14	0.875	774.76	774.79
K	2277+35.14	0.875	774.76	774.81
L	2277+45.14	0.875	774.76	774.84
M	2277+55.14	0.875	774.76	774.86
N	2277+65.14	0.875	774.75	774.88
O	2277+75.14	0.875	774.75	774.88
P	2277+85.14	0.875	774.74	774.86
Q	2277+95.14	0.875	774.73	774.83
R	2278+05.14	0.875	774.73	774.78
CL E. Brg.	2278+12.95	0.875	774.72	774.74
Bk. E. Abut	2278+15.14	0.875	774.71	774.74

GIRDER 19

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. W. Abut	2276+13.38	3.563	774.69	774.71
CL W. Brg.	2276+15.57	3.563	774.69	774.71
A	2276+25.57	3.563	774.71	774.77
B	2276+35.57	3.563	774.73	774.82
C	2276+45.57	3.563	774.74	774.86
D	2276+55.57	3.563	774.75	774.88
E	2276+65.57	3.563	774.76	774.88
F	2276+75.57	3.563	774.77	774.87
G	2276+85.57	3.563	774.78	774.86
H	2276+95.57	3.563	774.79	774.84
I	2277+05.57	3.563	774.79	774.82
CL Brg. Pier	2277+13.38	3.563	774.80	774.82
J	2277+23.38	3.563	774.80	774.83
K	2277+33.38	3.563	774.80	774.85
L	2277+43.38	3.563	774.80	774.88
M	2277+53.38	3.563	774.80	774.90
N	2277+63.38	3.563	774.80	774.91
O	2277+73.38	3.563	774.79	774.91
P	2277+83.38	3.563	774.78	774.90
Q	2277+93.38	3.563	774.78	774.86
R	2278+03.38	3.563	774.77	774.82
CL E. Brg.	2278+11.19	3.563	774.76	774.78
Bk. E. Abut	2278+13.38	3.563	774.76	774.78

GIRDER 20

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. W. Abut	2276+09.03	10.188	774.78	774.80
CL W. Brg.	2276+11.23	10.188	774.79	774.81
A	2276+21.23	10.188	774.80	774.87
B	2276+31.23	10.188	774.82	774.92
C	2276+41.23	10.188	774.83	774.96
D	2276+51.23	10.188	774.85	774.98
E	2276+61.23	10.188	774.86	774.99
F	2276+71.23	10.188	774.87	774.98
G	2276+81.23	10.188	774.88	774.96
H	2276+91.23	10.188	774.89	774.94
I	2277+01.23	10.188	774.89	774.92
CL Brg. Pier	2277+09.03	10.188	774.90	774.92
J	2277+19.03	10.188	774.90	774.93
K	2277+29.03	10.188	774.90	774.95
L	2277+39.03	10.188	774.90	774.98
M	2277+49.03	10.188	774.90	775.01
N	2277+59.03	10.188	774.90	775.02
O	2277+69.03	10.188	774.89	775.02
P	2277+79.03	10.188	774.89	775.01
Q	2277+89.03	10.188	774.88	774.97
R	2277+99.03	10.188	774.87	774.93
CL E. Brg.	2278+06.84	10.188	774.86	774.88
Bk. E. Abut	2278+09.03	10.188	774.86	774.88

GIRDER 21

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. W. Abut	2276+04.69	16.813	774.73	774.75
CL W. Brg.	2276+06.88	16.813	774.73	774.75
A	2276+16.88	16.813	774.75	774.82
B	2276+26.88	16.813	774.77	774.87
C	2276+36.88	16.813	774.78	774.91
D	2276+46.88	16.813	774.80	774.93
E	2276+56.88	16.813	774.81	774.94
F	2276+66.88	16.813	774.82	774.93
G	2276+76.88	16.813	774.83	774.91
H	2276+86.88	16.813	774.84	774.89
I	2276+96.88	16.813	774.84	774.87
CL Brg. Pier	2277+04.69	16.813	774.85	774.87
J	2277+14.69	16.813	774.85	774.88
K	2277+24.69	16.813	774.85	774.91
L	2277+34.69	16.813	774.86	774.94
M	2277+44.69	16.813	774.85	774.96
N	2277+54.69	16.813	774.85	774.98
O	2277+64.69	16.813	774.85	774.98
P	2277+74.69	16.813	774.84	774.96
Q	2277+84.69	16.813	774.84	774.93
R	2277+94.69	16.813	774.83	774.88
CL E. Brg.	2278+02.49	16.813	774.82	774.84
Bk. E. Abut	2278+04.69	16.813	774.82	774.84

GIRDER 22

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. W. Abut	2276+00.34	23.438	774.62	774.64
CL W. Brg.	2276+02.53	23.438	774.62	774.64
A	2276+12.53	23.438	774.64	774.71
B	2276+22.53	23.438	774.66	774.76
C	2276+32.53	23.438	774.68	774.80
D	2276+42.53	23.438	774.69	774.83
E	2276+52.53	23.438	774.70	774.83
F	2276+62.53	23.438	774.72	774.82
G	2276+72.53	23.438	774.73	774.80
H	2276+82.53	23.438	774.73	774.78
I	2276+92.53	23.438	774.74	774.77
CL Brg. Pier	2277+00.34	23.438	774.75	774.77
J	2277+10.34	23.438	774.75	774.78
K	2277+20.34	23.438	774.75	774.81
L	2277+30.34	23.438	774.76	774.84
M	2277+40.34	23.438	774.76	774.86
N	2277+50.34	23.438	774.75	774.88
O	2277+60.34	23.438	774.75	774.88
P	2277+70.34	23.438	774.75	774.87
Q	2277+80.34	23.438	774.74	774.83
R	2277+90.34	23.438	774.73	774.79
CL E. Brg.	2277+98.15	23.438	774.73	774.75
Bk. E. Abut	2278+00.34	23.438	774.73	774.75

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TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

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	DATE 1/29/2021	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS - 5
STRUCTURE NO. 022-2036**

SHEET 5-14 OF 5-71 SHEETS

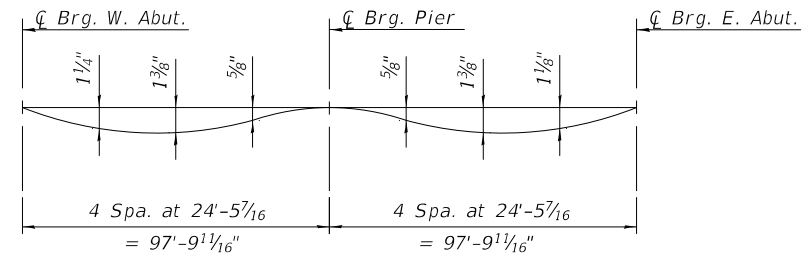
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55	22-36HB-1	DUPAGE	333	219
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT: NHP-PR24(873)				

GIRDER 23

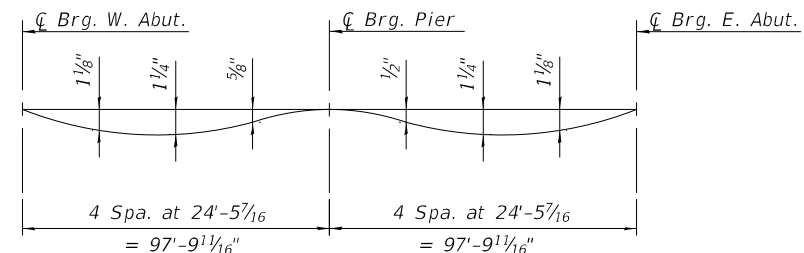
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
Bk. W. Abut	2275+95.99	30.063	774.48	774.50
CL W. Brg.	2275+98.19	30.063	774.49	774.51
A	2276+08.19	30.063	774.51	774.57
B	2276+18.19	30.063	774.52	774.63
C	2276+28.19	30.063	774.54	774.67
D	2276+38.19	30.063	774.56	774.69
E	2276+48.19	30.063	774.57	774.70
F	2276+58.19	30.063	774.58	774.69
G	2276+68.19	30.063	774.59	774.67
H	2276+78.19	30.063	774.60	774.65
I	2276+88.19	30.063	774.61	774.64
CL Brg. Pier	2276+95.99	30.063	774.61	774.64
J	2277+05.99	30.063	774.62	774.65
K	2277+15.99	30.063	774.62	774.68
L	2277+25.99	30.063	774.63	774.71
M	2277+35.99	30.063	774.63	774.73
N	2277+45.99	30.063	774.63	774.75
O	2277+55.99	30.063	774.62	774.75
P	2277+65.99	30.063	774.62	774.74
Q	2277+75.99	30.063	774.61	774.71
R	2277+85.99	30.063	774.61	774.66
CL E. Brg.	2277+93.80	30.063	774.60	774.62
Bk. E. Abut	2277+95.99	30.063	774.60	774.62

GIRDER 24

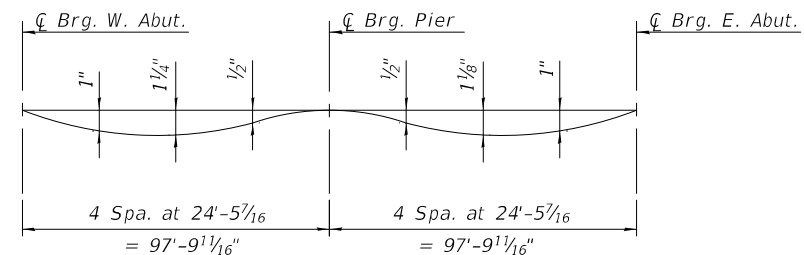
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Bk. W. Abut	2275+91.65	36.688	774.34	774.36
CL W. Brg.	2275+93.84	36.688	774.34	774.36
A	2276+03.84	36.688	774.36	774.43
B	2276+13.84	36.688	774.38	774.49
C	2276+23.84	36.688	774.40	774.53
D	2276+33.84	36.688	774.41	774.56
E	2276+43.84	36.688	774.43	774.56
F	2276+53.84	36.688	774.44	774.55
G	2276+63.84	36.688	774.45	774.53
H	2276+73.84	36.688	774.46	774.51
I	2276+83.84	36.688	774.47	774.50
CL Brg. Pier	2276+91.65	36.688	774.48	774.50
J	2277+01.65	36.688	774.48	774.51
K	2277+11.65	36.688	774.49	774.54
L	2277+21.65	36.688	774.49	774.57
M	2277+31.65	36.688	774.49	774.60
N	2277+41.65	36.688	774.49	774.62
O	2277+51.65	36.688	774.49	774.63
P	2277+61.65	36.688	774.49	774.61
Q	2277+71.65	36.688	774.48	774.58
R	2277+81.65	36.688	774.48	774.53
CL E. Brg.	2277+89.45	36.688	774.47	774.49
Bk. E. Abut	2277+91.65	36.688	774.47	774.49



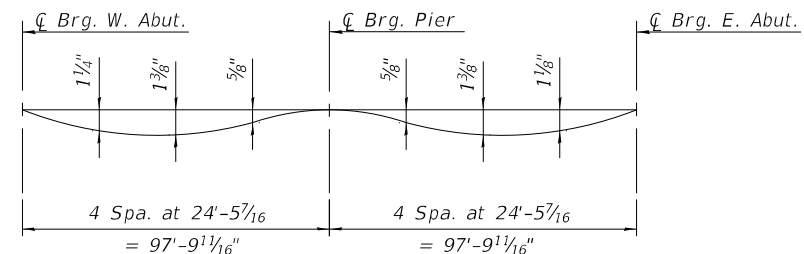
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GIRDERS 1, 12-13, & 24**
(Includes weight of concrete).



**DEAD LOAD DEFLECTION DIAGRAM
GIRDERS 2-5, 8-11, 14-17, & 20-23**
(Includes weight of concrete).



**DEAD LOAD DEFLECTION DIAGRAM
GIRDERS 6 & 19**
(Includes weight of concrete).



**DEAD LOAD DEFLECTION DIAGRAM
GIRDERS 7 & 18**
(Includes weight of concrete).

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets S-10 to S-15 of S-71.

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TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

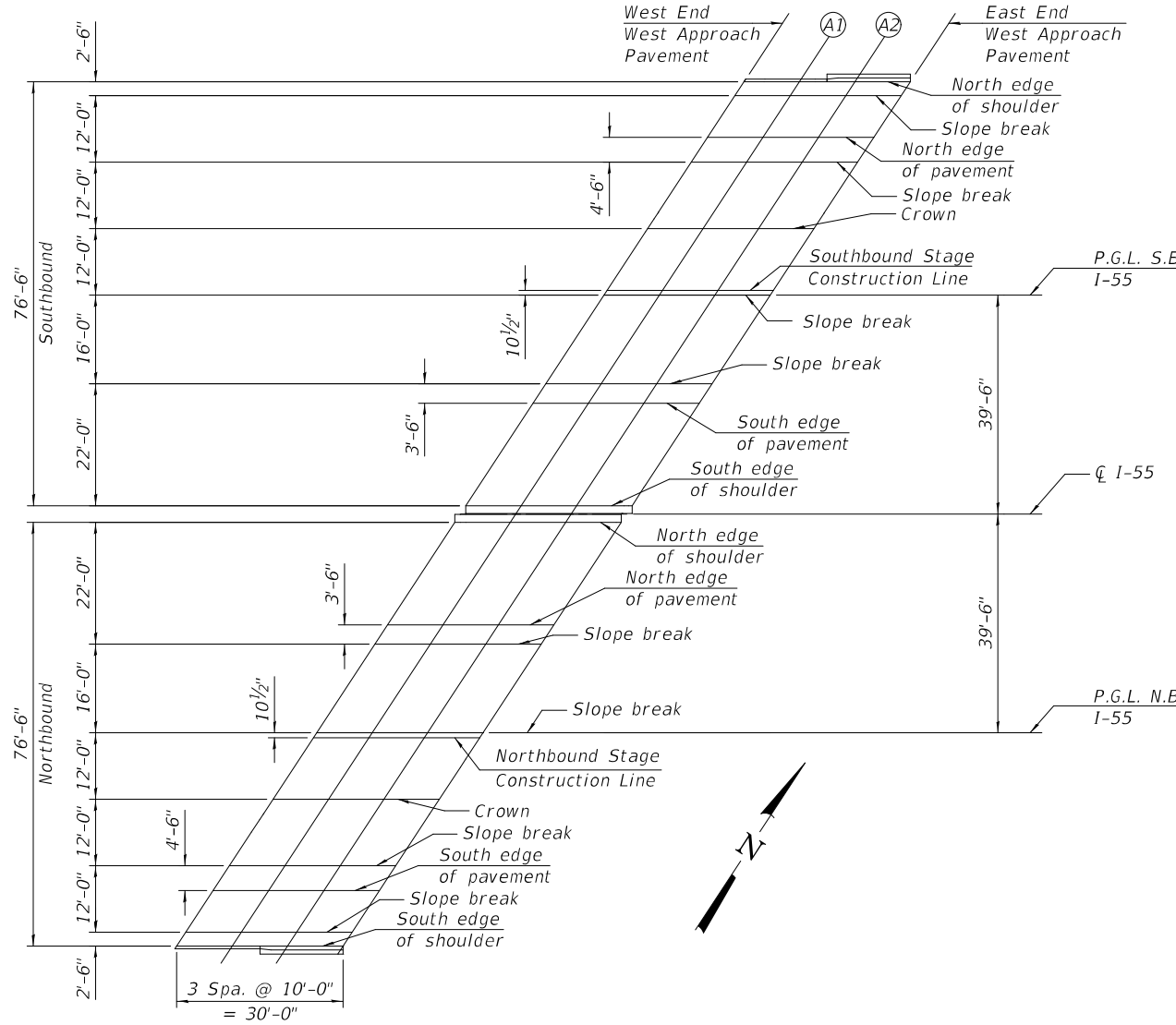
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	DATE 1/29/2021	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS - 6
STRUCTURE NO. 022-2036**

SHEET S-15 OF S-71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	220
ILLINOIS			CONTRACT NO. 62G39	
FED. AID PROJECT: NHPP-PR24(873)				



PLAN WEST APPROACH SLAB

SOUTHBOUND STAGE CONSTRUCTION LINE
S.B. I-55

Location	Station	Offset	Theoretical Grade Elev.	Theo. Grade Elev. Adj. For Grinding
W. End Appr. Pav't.	4276+39.32	-0.875	774.71	774.73
A1	4276+49.32	-0.875	774.72	774.74
A2	4276+59.32	-0.875	774.73	774.76
E. End Appr. Pav't.	4276+69.32	-0.875	774.75	774.77

NORTHBOUND STAGE CONSTRUCTION LINE
N.B. I-55

Location	Station	Offset	Theoretical Grade Elev.	Theo. Grade Elev. Adj. For Grinding
W. End Appr. Pav't.	2275+86.34	0.875	774.59	774.62
A1	2275+96.34	0.875	774.62	774.64
A2	2276+06.34	0.875	774.64	774.66
E. End Appr. Pav't.	2276+16.34	0.875	774.65	774.68

S.B. I-55
NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elev.	Theo. Grade Elev. Adj. For Grinding
W. End Appr. Pav't.	4276+64.01	-38.500	774.42	774.44
A1	4276+74.01	-38.500	774.43	774.46
A2	4276+84.01	-38.500	774.44	774.46
E. End Appr. Pav't.	4276+94.01	-38.500	774.45	774.47

SLOPE BREAK

Location	Station	Offset	Theoretical Grade Elev.	Theo. Grade Elev. Adj. For Grinding
W. End Appr. Pav't.	4276+62.37	-36.000	774.48	774.51
A1	4276+72.37	-36.000	774.50	774.52
A2	4276+82.37	-36.000	774.50	774.53
E. End Appr. Pav't.	4276+92.37	-36.000	774.51	774.53

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elev.	Theo. Grade Elev. Adj. For Grinding
W. End Appr. Pav't.	4276+57.45	-28.500	774.63	774.65
A1	4276+67.45	-28.500	774.64	774.66
A2	4276+77.45	-28.500	774.65	774.67
E. End Appr. Pav't.	4276+87.45	-28.500	774.66	774.68

SLOPE BREAK

Location	Station	Offset	Theoretical Grade Elev.	Theo. Grade Elev. Adj. For Grinding
W. End Appr. Pav't.	4276+54.50	-24.000	774.72	774.74
A1	4276+64.50	-24.000	774.73	774.75
A2	4276+74.50	-24.000	774.74	774.76
E. End Appr. Pav't.	4276+84.50	-24.000	774.75	774.77

CROWN

Location	Station	Offset	Theoretical Grade Elev.	Theo. Grade Elev. Adj. For Grinding
W. End Appr. Pav't.	4276+46.62	-12.000	774.88	774.91
A1	4276+56.62	-12.000	774.90	774.92
A2	4276+66.62	-12.000	774.91	774.93
E. End Appr. Pav't.	4276+76.62	-12.000	774.92	774.94

SOUTHBOUND P.G.L. & SLOPE BREAK

Location	Station	Offset	Theoretical Grade Elev.	Theo. Grade Elev. Adj. For Grinding
W. End Appr. Pav't.	4276+38.75	0.000	774.69	774.71
A1	4276+48.75	0.000	774.71	774.73
A2	4276+58.75	0.000	774.72	774.74
E. End Appr. Pav't.	4276+68.75	0.000	774.73	774.75

SLOPE BREAK

Location	Station	Offset	Theoretical Grade Elev.	Theo. Grade Elev. Adj. For Grinding
W. End Appr. Pav't.	4276+28.25	16.000	774.36	774.38
A1	4276+38.25	16.000	774.37	774.39
A2	4276+48.25	16.000	774.39	774.41
E. End Appr. Pav't.	4276+58.25	16.000	774.40	774.42

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elev.	Theo. Grade Elev. Adj. For Grinding
W. End Appr. Pav't.	4276+25.96	19.500	774.27	774.29
A1	4276+35.96	19.500	774.28	774.30
A2	4276+45.96	19.500	774.30	774.32
E. End Appr. Pav't.	4276+55.96	19.500	774.31	774.33

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elev.	Theo. Grade Elev. Adj. For Grinding
W. End Appr. Pav't.	4276+13.82	38.000	773.78	773.80
A1	4276+23.82	38.000	773.80	773.82
A2	4276+33.82	38.000	773.82	773.84
E. End Appr. Pav't.	4276+43.82	38.000	773.83	773.85

N.B. I-55
NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elev.	Theo. Grade Elev. Adj. For Grinding
W. End Appr. Pav't.	2276+11.85	-38.000	773.76	773.78
A1	2276+21.85	-38.000	773.78	773.80
A2	2276+31.85	-38.000	773.80	773.82
E. End Appr. Pav't.	2276+41.85	-38.000	773.81	773.83

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elev.	Theo. Grade Elev. Adj. For Grinding
W. End Appr. Pav't.	2275+99.71	-19.500	774.20	774.22
A1	2276+09.71	-19.500	774.22	774.24
A2	2276+19.71	-19.500	774.24	774.26
E. End Appr. Pav't.	2276+29.71	-19.500	774.26	774.28

SLOPE BREAK

Location	Station	Offset	Theoretical Grade Elev.	Theo. Grade Elev. Adj. For Grinding
W. End Appr. Pav't.	2275+97.41	-16.000	774.29	774.31
A1	2276+07.41	-16.000	774.31	774.33
A2	2276+17.41	-16.000	774.32	774.34
E. End Appr. Pav't.	2276+27.41	-16.000	774.34	774.36

NORTHBOUND P.G.L. & SLOPE BREAK

Location	Station	Offset	Theoretical Grade Elev.	Theo. Grade Elev. Adj. For Grinding
W. End Appr. Pav't.	2275+86.91	0.000	774.58	774.60
A1	2275+96.91	0.000	774.60	774.63
A2	2276+06.91	0.000	774.62	774.64
E. End Appr. Pav't.	2276+16.91	0.000	774.64	774.66

CROWN

Location	Station	Offset	Theoretical Grade Elev.	Theo. Grade Elev. Adj. For Grinding
W. End Appr. Pav't.	2275+79.04	12.000	774.74	774.77
A1	2275+89.04	12.000	774.77	774.79
A2	2275+99.04	12.000	774.79	774.81
E. End Appr. Pav't.	2276+09.04	12.000	774.81	774.83

SLOPE BREAK

Location	Station	Offset	Theoretical Grade Elev.	Theo. Grade Elev. Adj. For Grinding
W. End Appr. Pav't.	2275+71.17	24.000	774.55	774.57
A1	2275+81.17	24.000	774.57	774.59
A2	2275+91.17	24.000	774.59	774.61
E. End Appr. Pav't.	2276+01.17	24.000	774.61	774.63

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elev.	Theo. Grade Elev. Adj. For Grinding
W. End Appr. Pav't.	2275+68.21	28.500	774.45	774.47
A1	2275+78.21	28.500	774.47	774.49
A2	2275+88.21	28.500	774.50	774.52
E. End Appr. Pav't.	2275+98.21	28.500	774.52	774.54

SLOPE BREAK

Location	Station	Offset	Theoretical Grade Elev.	Theo. Grade Elev. Adj. For Grinding
W. End Appr. Pav't.	2275+63.29	36.000	774.29	774.31
A1	2275+73.29	36.000	774.31	774.33
A2	2275+83.29	36.000	774.33	774.36
E. End Appr. Pav't.	2275+93.29	36.000	774.36	774.38

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elev.	Theo. Grade Elev. Adj. For Grinding
W. End Appr. Pav't.	2275+61.65	38.500	774.22	774.24
A1	2275+71.65	38.500	774.24	774.27
A2	2275+81.65	38.500	774.27	774.29
E. End Appr. Pav't.	2275+91.65	38.500	774.29	774.31

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TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

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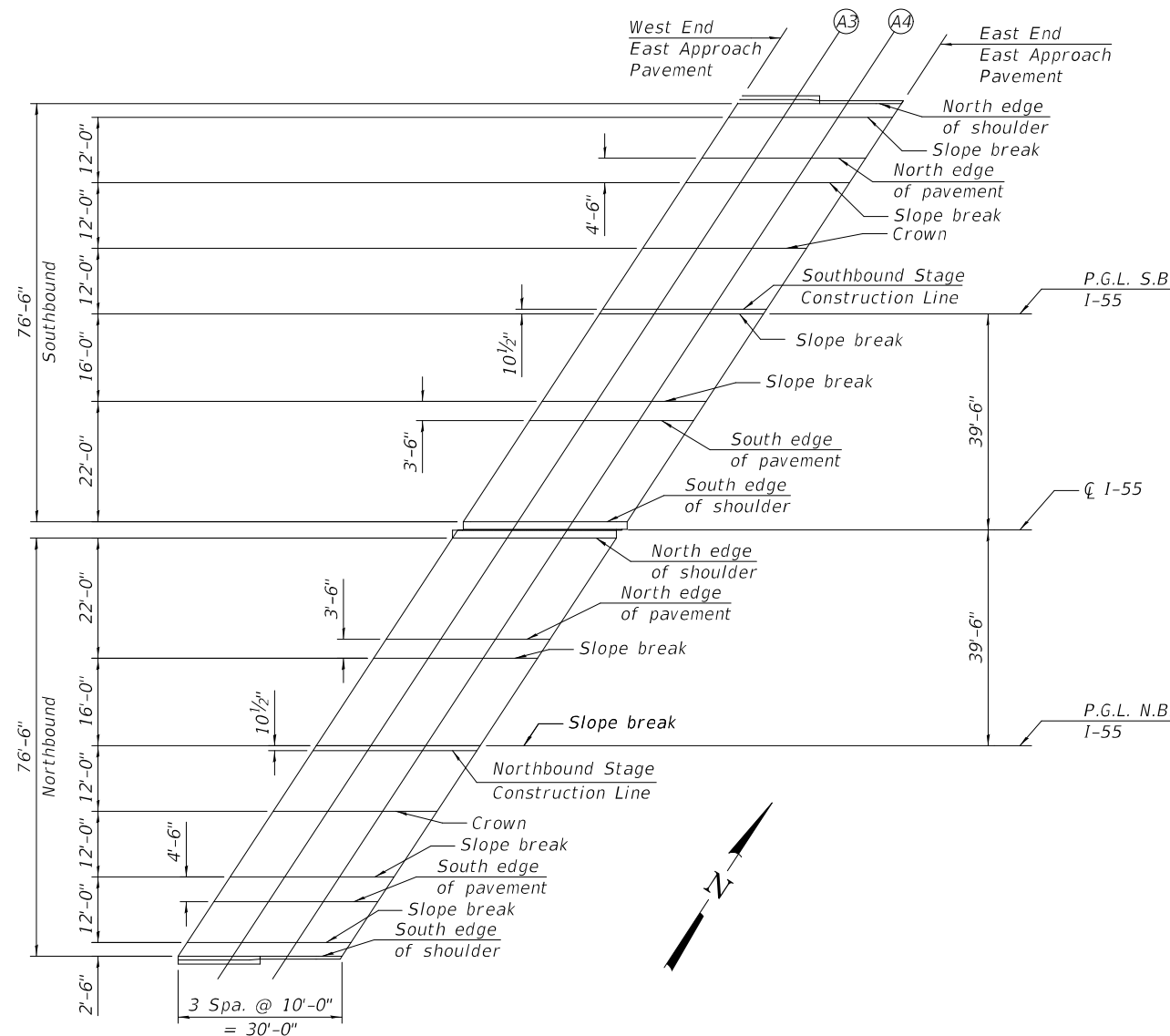
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF WEST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 022-2036**

SHEET 5-16 OF 5-71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	221
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT: NHPF-PR24(073)				



PLAN EAST APPROACH SLAB

SOUTHBOUND STAGE CONSTRUCTION LINE

S.B. I-55

Location	Station	Offset	Theoretical Grade Elev.	Theo. Grade Elev. Adj. For Grinding
W. End Appr. Pav't.	4278+66.93	-0.875	774.66	774.68
A3	4278+76.93	-0.875	774.63	774.66
A4	4278+86.93	-0.875	774.61	774.63
E. End Appr. Pav't.	4278+96.93	-0.875	774.59	774.61

NORTHBOUND STAGE CONSTRUCTION LINE

N.B. I-55

Location	Station	Offset	Theoretical Grade Elev.	Theo. Grade Elev. Adj. For Grinding
W. End Appr. Pav't.	2278+13.95	0.875	774.72	774.74
A3	2278+23.95	0.875	774.70	774.72
A4	2278+33.95	0.875	774.69	774.71
E. End Appr. Pav't.	2278+43.95	0.875	774.67	774.70

**S.B. I-55
NORTH EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elev.	Theo. Grade Elev. Adj. For Grinding
W. End Appr. Pav't.	4278+91.62	-38.500	774.29	774.31
A3	4279+01.62	-38.500	774.26	774.28
A4	4279+11.62	-38.500	774.24	774.26
E. End Appr. Pav't.	4279+21.62	-38.500	774.21	774.23

SLOPE BREAK

Location	Station	Offset	Theoretical Grade Elev.	Theo. Grade Elev. Adj. For Grinding
W. End Appr. Pav't.	4278+89.98	-36.000	774.35	774.37
A3	4278+99.98	-36.000	774.33	774.35
A4	4279+09.98	-36.000	774.30	774.32
E. End Appr. Pav't.	4279+19.98	-36.000	774.28	774.30

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elev.	Theo. Grade Elev. Adj. For Grinding
W. End Appr. Pav't.	4278+85.06	-28.500	774.51	774.54
A3	4278+95.06	-28.500	774.49	774.51
A4	4279+05.06	-28.500	774.47	774.49
E. End Appr. Pav't.	4279+15.06	-28.500	774.44	774.46

SLOPE BREAK

Location	Station	Offset	Theoretical Grade Elev.	Theo. Grade Elev. Adj. For Grinding
W. End Appr. Pav't.	4278+82.11	-24.000	774.61	774.63
A3	4278+92.11	-24.000	774.59	774.61
A4	4279+02.11	-24.000	774.56	774.58
E. End Appr. Pav't.	4279+12.11	-24.000	774.54	774.56

CROWN

Location	Station	Offset	Theoretical Grade Elev.	Theo. Grade Elev. Adj. For Grinding
W. End Appr. Pav't.	4278+74.23	-12.000	774.81	774.83
A3	4278+84.23	-12.000	774.79	774.81
A4	4278+94.23	-12.000	774.76	774.78
E. End Appr. Pav't.	4279+04.23	-12.000	774.74	774.76

SOUTHBOUND P.G.L. & SLOPE BREAK

Location	Station	Offset	Theoretical Grade Elev.	Theo. Grade Elev. Adj. For Grinding
W. End Appr. Pav't.	4278+66.36	0.000	774.64	774.66
A3	4278+76.36	0.000	774.62	774.64
A4	4278+86.36	0.000	774.60	774.62
E. End Appr. Pav't.	4278+96.36	0.000	774.58	774.60

SLOPE BREAK

Location	Station	Offset	Theoretical Grade Elev.	Theo. Grade Elev. Adj. For Grinding
W. End Appr. Pav't.	4278+55.86	16.000	774.34	774.36
A3	4278+65.86	16.000	774.32	774.34
A4	4278+75.86	16.000	774.30	774.32
E. End Appr. Pav't.	4278+85.86	16.000	774.28	774.30

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elev.	Theo. Grade Elev. Adj. For Grinding
W. End Appr. Pav't.	4278+53.56	19.500	774.26	774.28
A3	4278+63.56	19.500	774.24	774.26
A4	4278+73.56	19.500	774.22	774.24
E. End Appr. Pav't.	4278+83.56	19.500	774.20	774.22

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elev.	Theo. Grade Elev. Adj. For Grinding
W. End Appr. Pav't.	4278+41.42	38.000	773.82	773.84
A3	4278+51.42	38.000	773.80	773.82
A4	4278+61.42	38.000	773.78	773.80
E. End Appr. Pav't.	4278+71.42	38.000	773.76	773.78

**N.B. I-55
NORTH EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elev.	Theo. Grade Elev. Adj. For Grinding
W. End Appr. Pav't.	2278+39.46	-38.000	773.80	773.82
A3	2278+49.46	-38.000	773.78	773.80
A4	2278+59.46	-38.000	773.76	773.79
E. End Appr. Pav't.	2278+69.46	-38.000	773.75	773.77

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elev.	Theo. Grade Elev. Adj. For Grinding
W. End Appr. Pav't.	2278+27.32	-19.500	774.28	774.30
A3	2278+37.32	-19.500	774.26	774.28
A4	2278+47.32	-19.500	774.25	774.27
E. End Appr. Pav't.	2278+57.32	-19.500	774.23	774.25

SLOPE BREAK

Location	Station	Offset	Theoretical Grade Elev.	Theo. Grade Elev. Adj. For Grinding
W. End Appr. Pav't.	2278+25.02	-16.000	774.37	774.39
A3	2278+35.02	-16.000	774.35	774.38
A4	2278+45.02	-16.000	774.34	774.36
E. End Appr. Pav't.	2278+55.02	-16.000	774.32	774.34

NORTHBOUND P.G.L. & SLOPE BREAK

Location	Station	Offset	Theoretical Grade Elev.	Theo. Grade Elev. Adj. For Grinding
W. End Appr. Pav't.	2278+14.52	0.000	774.70	774.72
A3	2278+24.52	0.000	774.69	774.71
A4	2278+34.52	0.000	774.68	774.70
E. End Appr. Pav't.	2278+44.52	0.000	774.66	774.68

CROWN

Location	Station	Offset	Theoretical Grade Elev.	Theo. Grade Elev. Adj. For Grinding
W. End Appr. Pav't.	2278+06.65	12.000	774.89	774.91
A3	2278+16.65	12.000	774.88	774.90
A4	2278+26.65	12.000	774.87	774.89
E. End Appr. Pav't.	2278+36.65	12.000	774.85	774.87

SLOPE BREAK

Location	Station	Offset	Theoretical Grade Elev.	Theo. Grade Elev. Adj. For Grinding
W. End Appr. Pav't.	2277+98.78	24.000	774.72	774.74
A3	2278+08.78	24.000	774.71	774.73
A4	2278+18.78	24.000	774.70	774.72
E. End Appr. Pav't.	2278+28.78	24.000	774.68	774.70

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elev.	Theo. Grade Elev. Adj. For Grinding
W. End Appr. Pav't.	2277+95.82	28.500	774.63	774.65
A3	2278+05.82	28.500	774.62	774.64
A4	2278+15.82	28.500	774.61	774.63
E. End Appr. Pav't.	2278+25.82	28.500	774.60	774.62

SLOPE BREAK

Location	Station	Offset	Theoretical Grade Elev.	Theo. Grade Elev. Adj. For Grinding
W. End Appr. Pav't.	2277+90.90	36.000	774.49	774.51
A3	2278+00.90	36.000	774.48	774.50
A4	2278+10.90	36.000	774.47	774.49
E. End Appr. Pav't.	2278+20.90	36.000	774.45	774.47

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elev.	Theo. Grade Elev. Adj. For Grinding
W. End Appr. Pav't.	2277+89.26	38.500	774.42	774.44
A3	2277+99.26	38.500	774.42	774.44
A4	2278+09.26	38.500	774.41	774.43
E. End Appr. Pav't.	2278+19.26	38.500	774.39	774.41

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TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

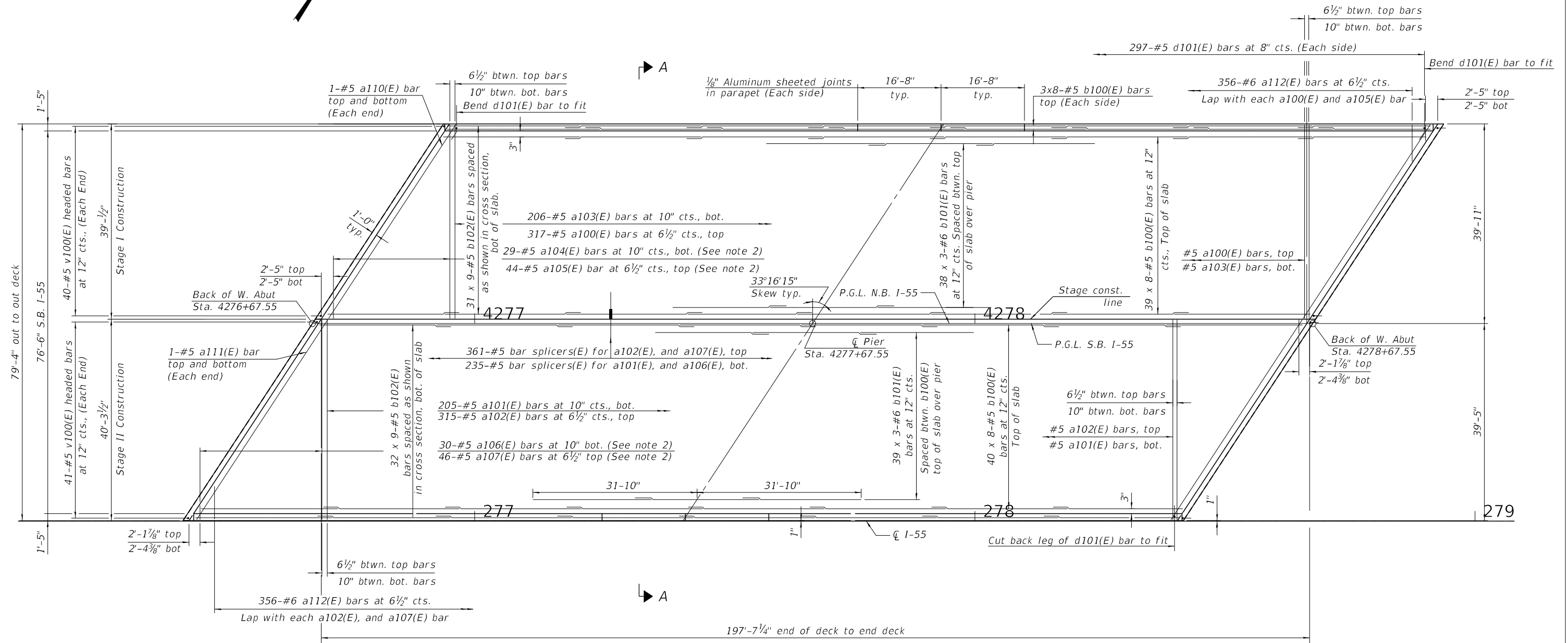
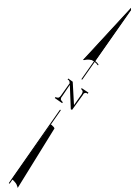
**TOP OF EAST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 022-2036**

SHEET 5-17 OF 5-71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	222
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT: NHP-PR24(873)				

Minimum Bar Laps

#5 = 3'-6"
#6 = 3'-7"



DECK PLAN - SOUTHBOUND

Notes

1. Bars indicated thus: 3x8 -#5, etc., indicate 3 lines of bars with 8 lengths per line.
2. Order bars a104(E) thru a107(E) full length, cut to fit skew, and use remainder in opposite end
3. See field cutting diagram on sheet S-21 of S-71.
4. See sheet S-20 of S-71 for Section A-A.

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 CHICAGO, IL 60606
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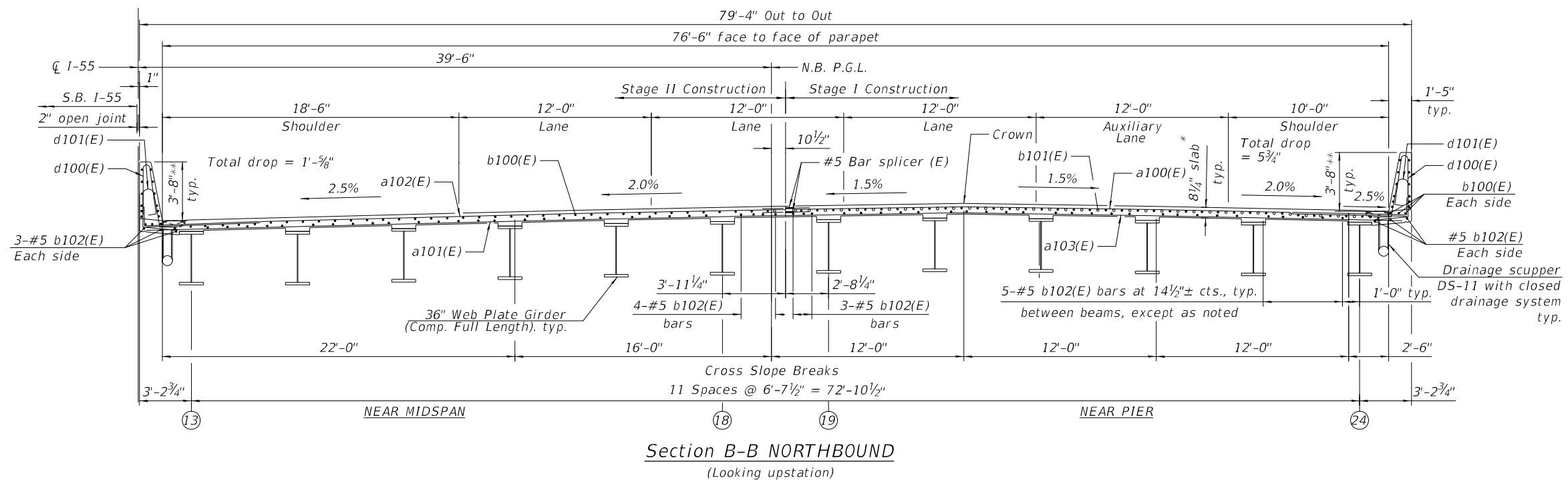
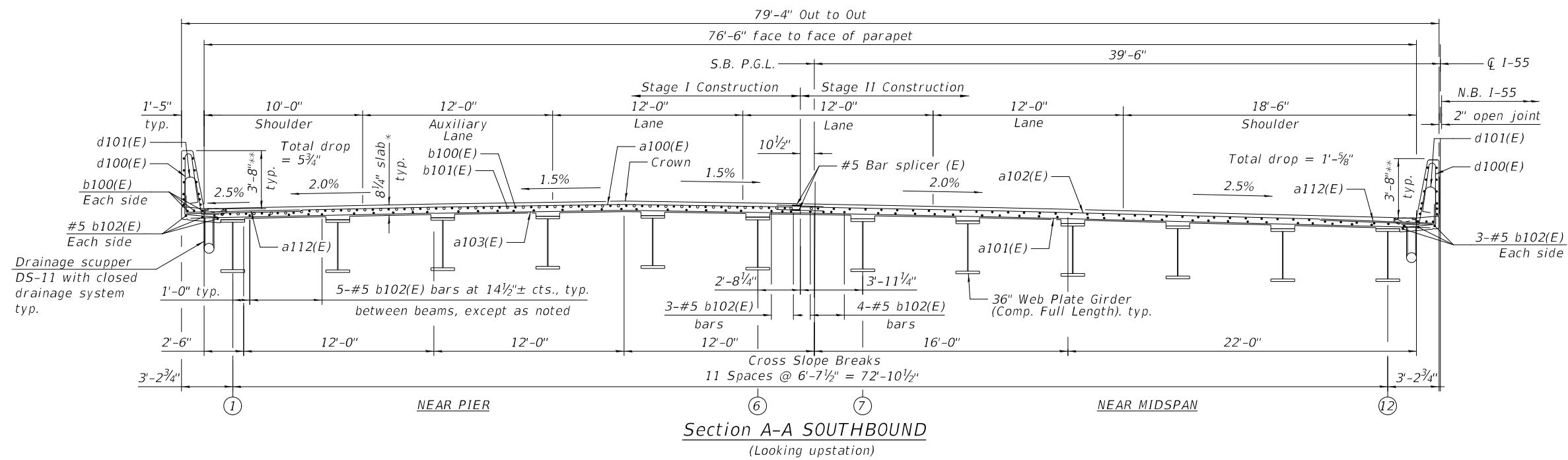
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	DATE 1/29/2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN - SOUTHBOUND
STRUCTURE NO. 022-2036

SHEET 5-19 OF 5-71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	224
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT: NHPP-PRZ4(073)				



* Prior to grinding
** After grinding

Notes:
See sheet S-21 of S-71 for superstructure details and Bill of Material.
See sheet S-23 of S-71 for parapet reinforcement.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

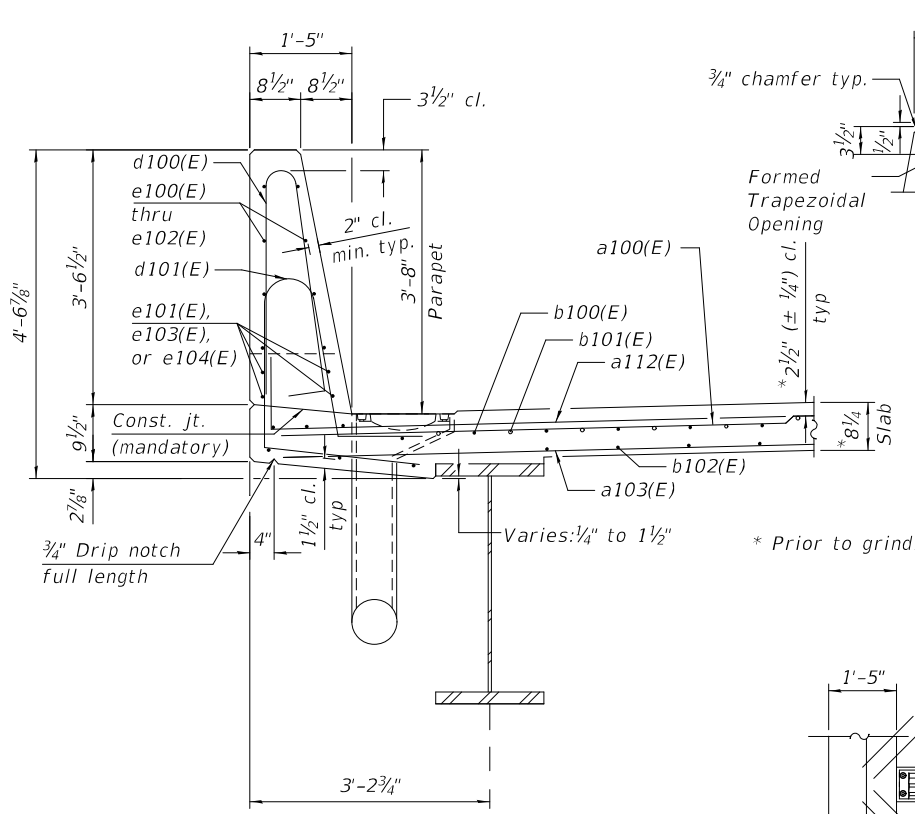
SUPERSTRUCTURE CROSS SECTIONS
STRUCTURE NO. 022-2036

SHEET 5-20 OF 5-71 SHEETS

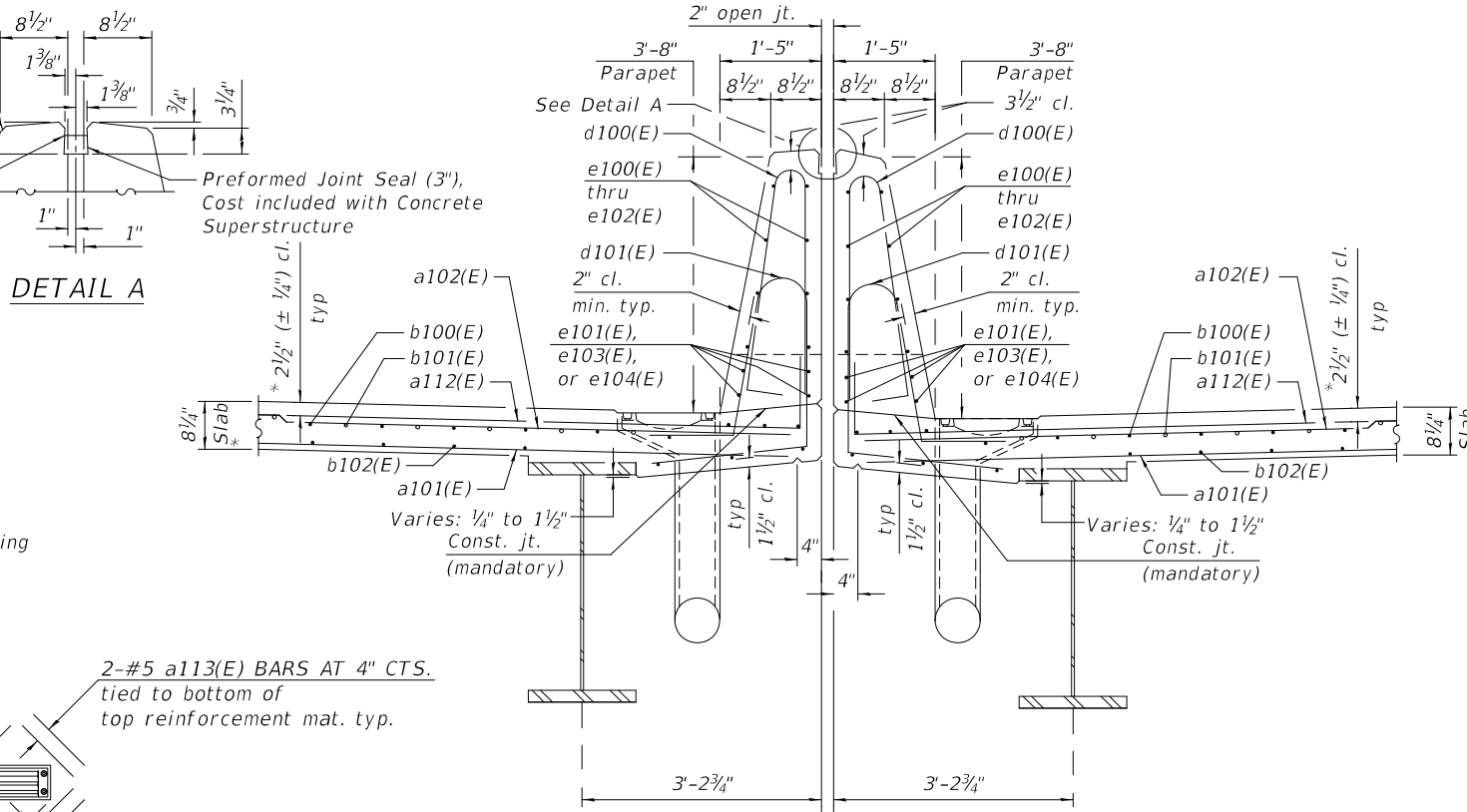
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55	22-36HB-1	DUPAGE	333	225
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT: NHPP-PRZ4(073)				

**SUPERSTRUCTURE
BILL OF MATERIAL**

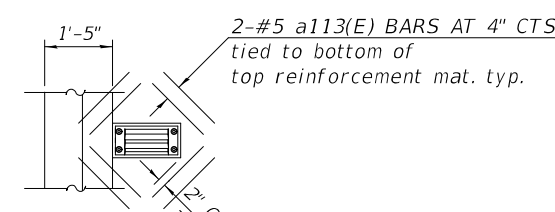
Bar	No.	Size	Length	Shape
a100(E)	634	#5	38'-9"	
a101(E)	410	#5	39'-9"	
a102(E)	630	#5	40'-0"	
a103(E)	412	#5	38'-6"	
a104(E)	58	#5	41'-9"	
a105(E)	88	#5	42'-0"	
a106(E)	60	#5	42'-11"	
a107(E)	92	#5	42'-10"	
a110(E)	8	#5	46'-4"	
a111(E)	8	#5	47'-10"	
a112(E)	1424	#6	8'-4"	
a113(E)	192	#5	1'-6"	
b100(E)	1360	#5	27'-9"	
b101(E)	462	#6	23'-8"	
b102(E)	1134	#5	25'-1"	
d100(E)	1188	#5	7'-0"	
d101(E)	1188	#5	8'-5"	
e100(E)	160	#4	16'-2"	
e101(E)	96	#4	16'-4"	
e102(E)	160	#4	16'-0"	
e103(E)	48	#4	29'-1"	
e104(E)	48	#4	28'-9"	
m100(E)	20	#6	46'-4"	
m101(E)	160	#6	7'-6"	
m102(E)	32	#6	3'-6"	
m103(E)	20	#6	47'-10"	
m104(E)	16	#6	4'-4"	
m105(E)	16	#6	2'-10"	
s100(E)	300	#5	10'-6"	
s101(E)	300	#5	11'-6"	
v100(E)	324	#5	3'-1"	
Concrete Superstructure		Cy. Yd.	1,124.0	
Reinforcement Bars, Epoxy Coated		Pound	241,330	
Bridge Deck Grooving (Longitudinal)		Sq. Yd.	2,108	
Diamond Grinding (Bridge Section)		Sq. Yd.	3,184	
Protective Coat		Sq. Yd.	3,750	



SECTION THRU PARAPET

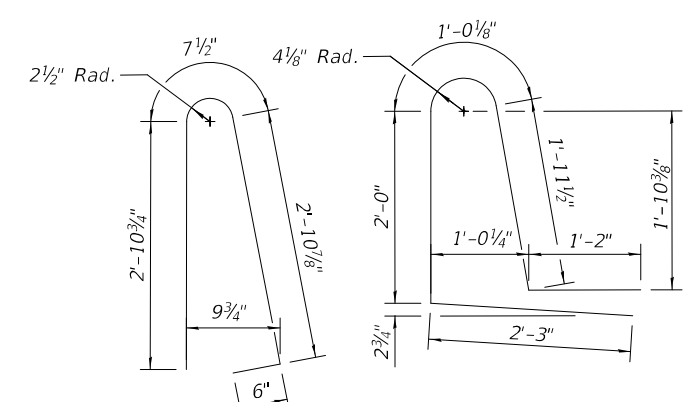


SECTION THRU MEDIAN PARAPET



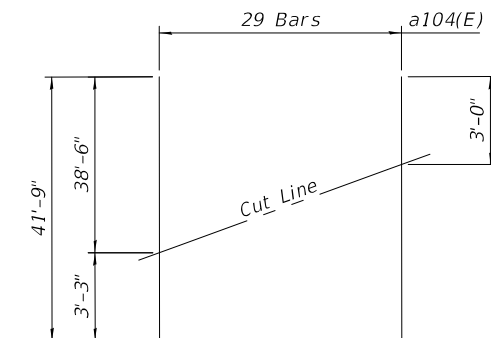
DRAINAGE SCUPPER PLAN

Note:
Cut longitudinal reinforcement to clear drainage scuppers.



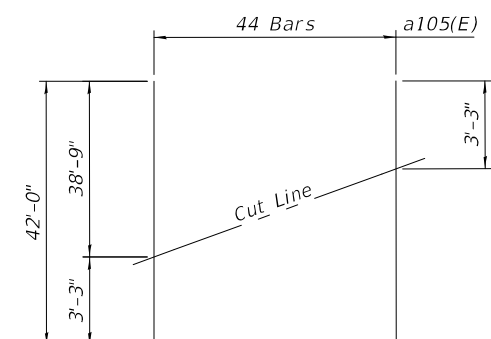
BAR d100(E)

BAR d101(E)



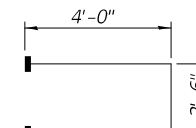
BAR a104(E)

Order bars full length. Cut as shown and use remainder of bars in opposite end.



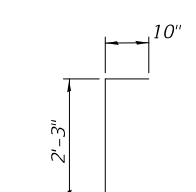
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Order bars full length. Cut as shown and use remainder of bars in opposite end.



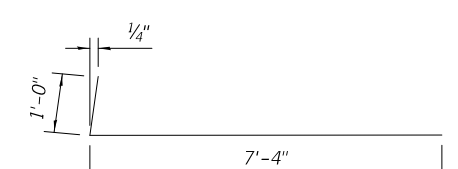
BAR s100(E)

(Headed)

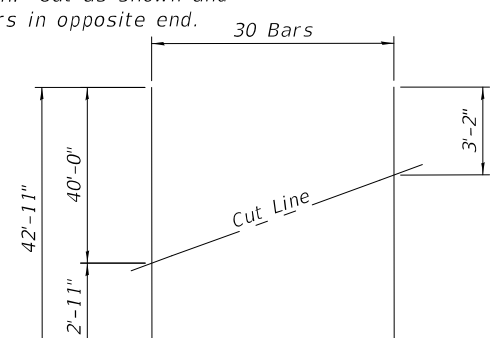


BAR v100(E)

(Headed)

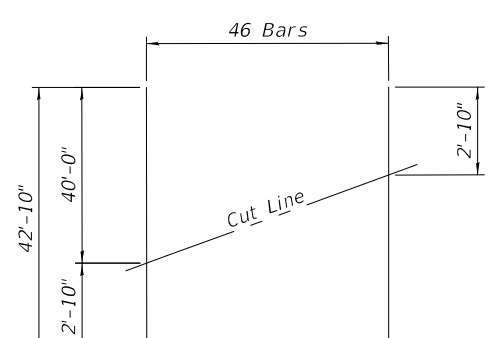


BAR a112(E)



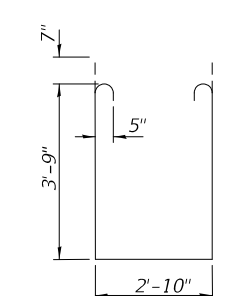
BAR a106(E)

Order bars full length. Cut as shown and use remainder of bars in opposite end.



BAR a107(E)

Order bars full length. Cut as shown and use remainder of bars in opposite end.



BAR s101(E)

Notes:
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

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200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

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DATE 1/29/2021	REVISI

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

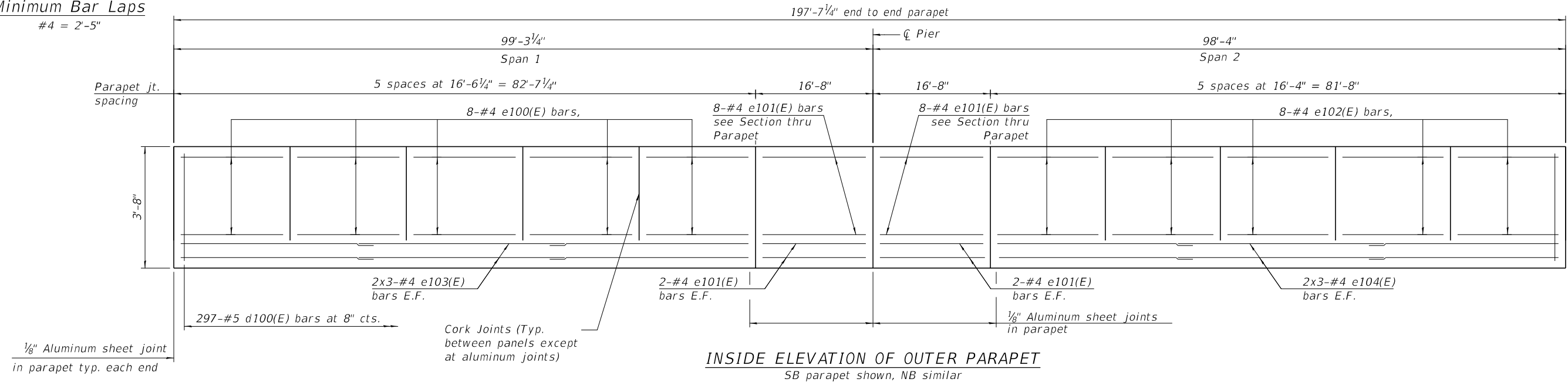
**SUPERSTRUCTURE DETAILS
STRUCTURE NO. 022-2036**

SHEET 5-21 OF 5-71 SHEETS

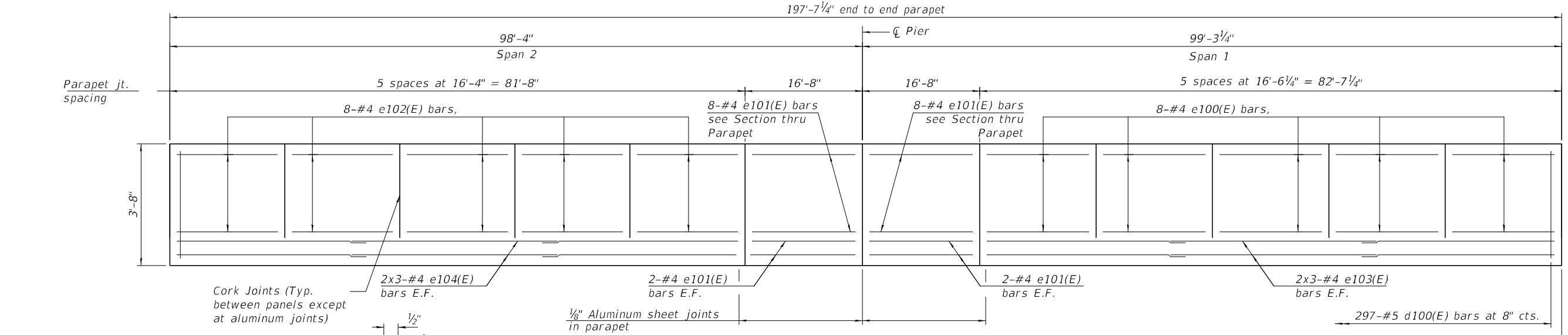
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CONTRACT NO. 62G39			ILLINOIS FED. AID PROJECT: NHPP-PR24(873)	

Minimum Bar Laps

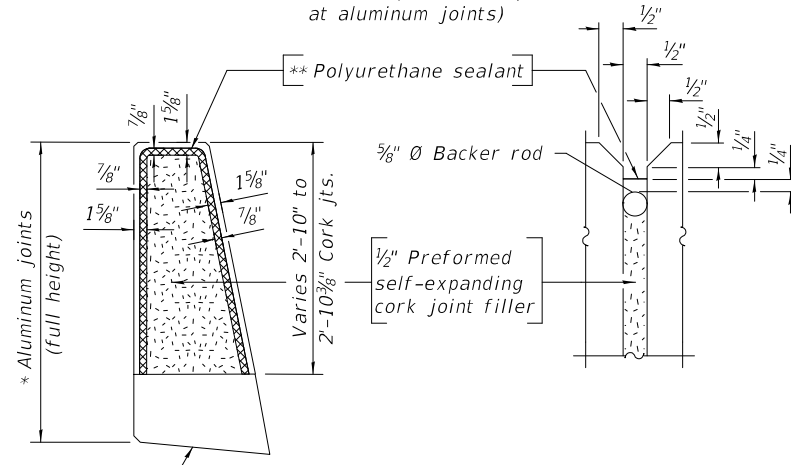
#4 = 2'-5"



INSIDE ELEVATION OF OUTER PARAPET
SB parapet shown, NB similar



INSIDE ELEVATION OF INNER PARAPET
SB Parapet Shown, NB Similar



PARAPET JOINT DETAILS

- * 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.

Notes:
See sheet S-21 of S-71 for section thru parapet.
Bars indicated thus: 1x2-#4 etc. indicate 1 line of bars with 2 lengths per line.

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200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

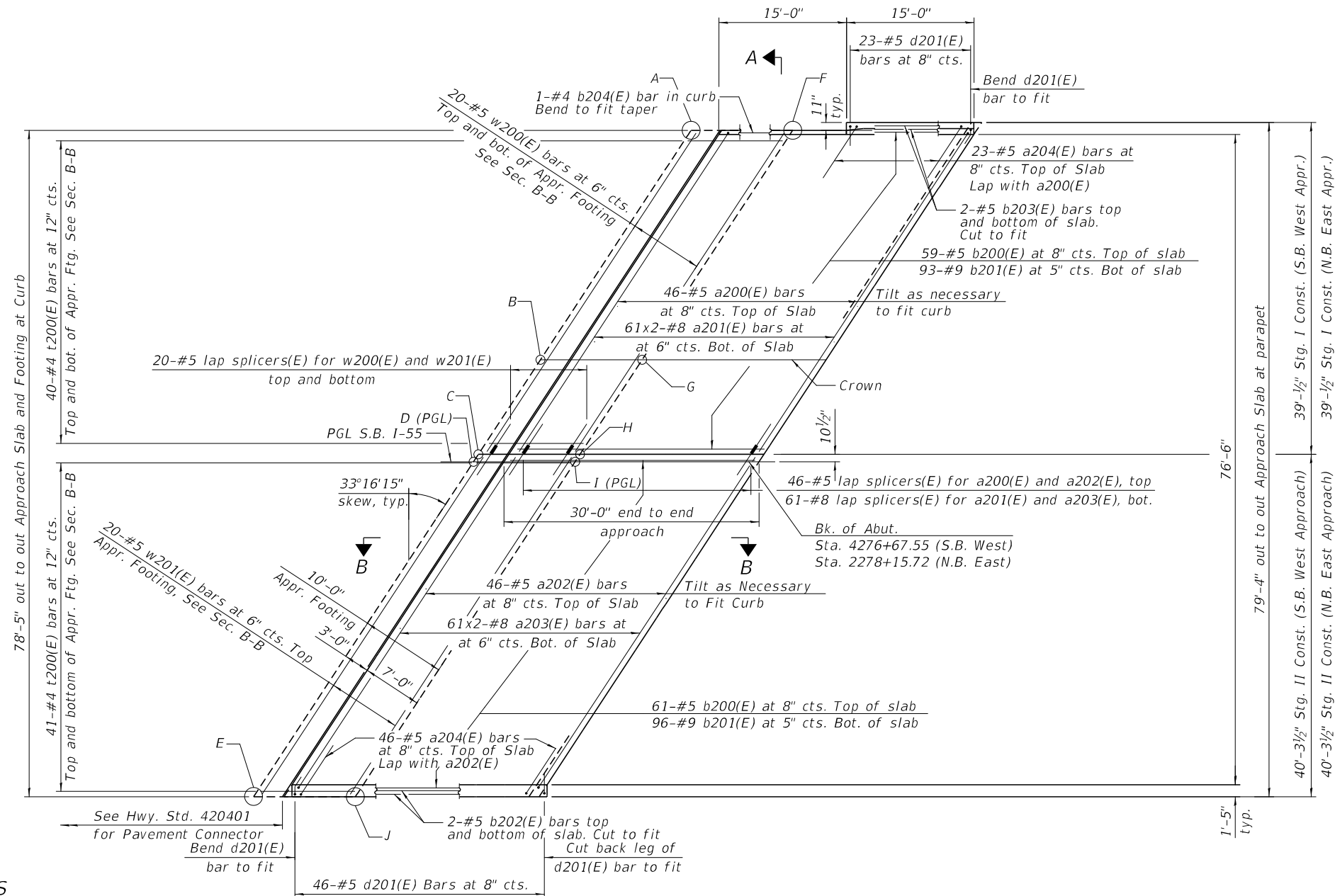
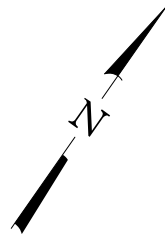
**PARAPET ELEVATIONS
STRUCTURE NO. 022-2036**

SHEET S-23 OF S-71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	228
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT: NHPP-PR24(873)				

Minimum Bar Laps

- #4 = 2'-5"
- #5 = 3'-6"
- #8 = 4'-9"



TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

SB West Approach			NB East Approach		
Point/Location	Top	Bottom	Point/Location	Top	Bottom
A - NW	773.16	772.32	A - SE	773.13	772.29
B - W CR.	773.63	772.80	B - E CR.	773.60	772.76
C - W S.L.	773.45	772.62	C - E S.L.	773.42	772.59
D - W PGL	773.44	772.60	D - E PGL	773.40	772.57
E - SW	772.49	771.65	E - NE	772.45	771.62
F - NE	773.17	772.34	F - SW	773.14	772.31
G - E CR.	773.65	772.81	G - W CR.	773.61	772.78
H - S.L.	773.47	772.64	H - W S.L.	773.44	772.60
I - E PGL	773.46	772.62	I - W PGL	773.42	772.59
J - SE	772.51	771.68	J - NW	772.47	771.64

Where "CR." is crown and "S.L." is stage line

SOUTHBOUND WEST APPROACH SLAB PLAN

(Southbound West approach shown; Northbound East approach similar by 180° rotation)

Notes:

See sheet S-26 of S-71 for sections A-A and B-B. Bars indicated thus: 3x8-#8, etc., indicate 3 lines of bars with 8 lengths per line.

MODEL: D:\p1\02220306-6239-02-Appr_eiab_Rna_W_SB.dgn

TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

USER NAME = TYLIPW01CS01S
DESIGNED - SP
DRAWN - CT
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PLOT DATE = 1/26/2021

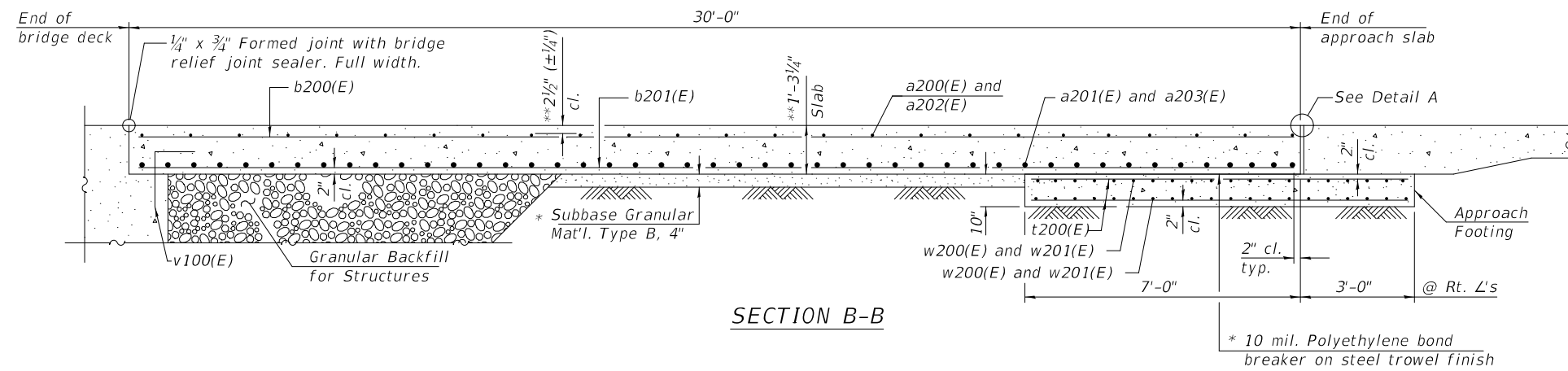
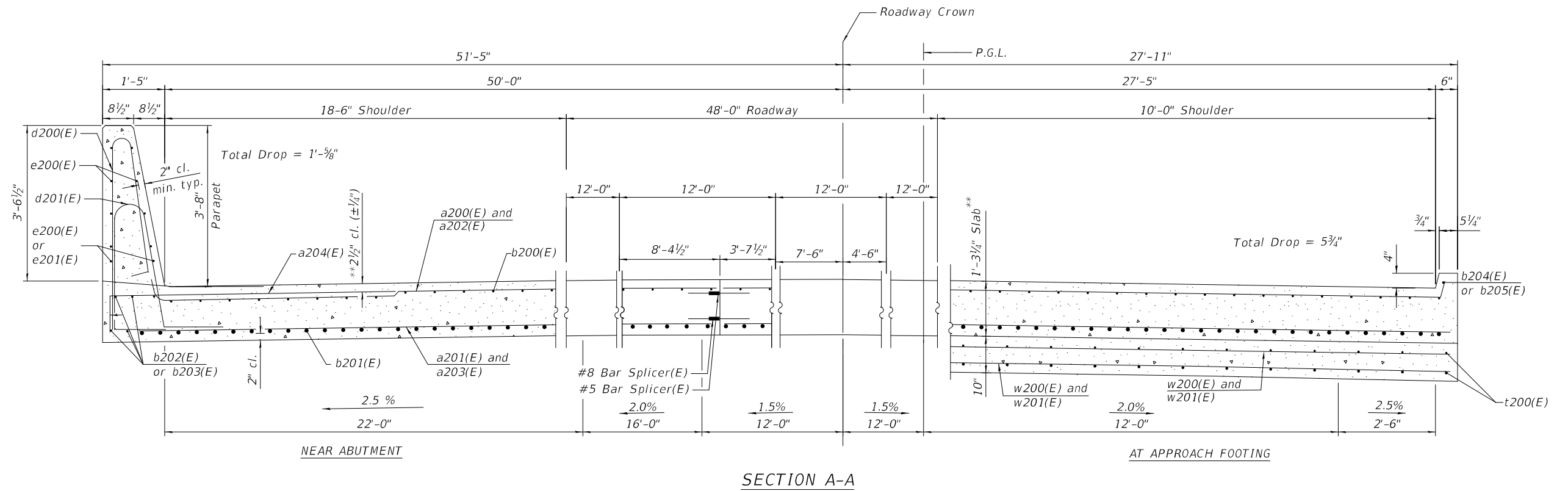
REVISOR -
REVISION -
CHECKED - PDF
DATE 1/29/2021

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SB WEST APPROACH SLAB PLAN
STRUCTURE NO. 022-2036**

SHEET 5-24 OF 5-71 SHEETS

F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	229
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT: NHPP-PR24(873)				



* Cost included with Concrete Superstructure (Approach Slab)
 ** Prior to grinding

Notes:
 See Sheet S-21 of S-71 for superstructure BOM including v100(E).
 See Sheet S-27 of S-71 for Detail A.

MODEL: D:\p\h\...
 FILE NAME: 0222036-6239-026-Appr_slab_Detail.dgn

TYLIN INTERNATIONAL
 200 S. WACKER DR.
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 CHICAGO, IL 60606
 TEL: 312-777-2900

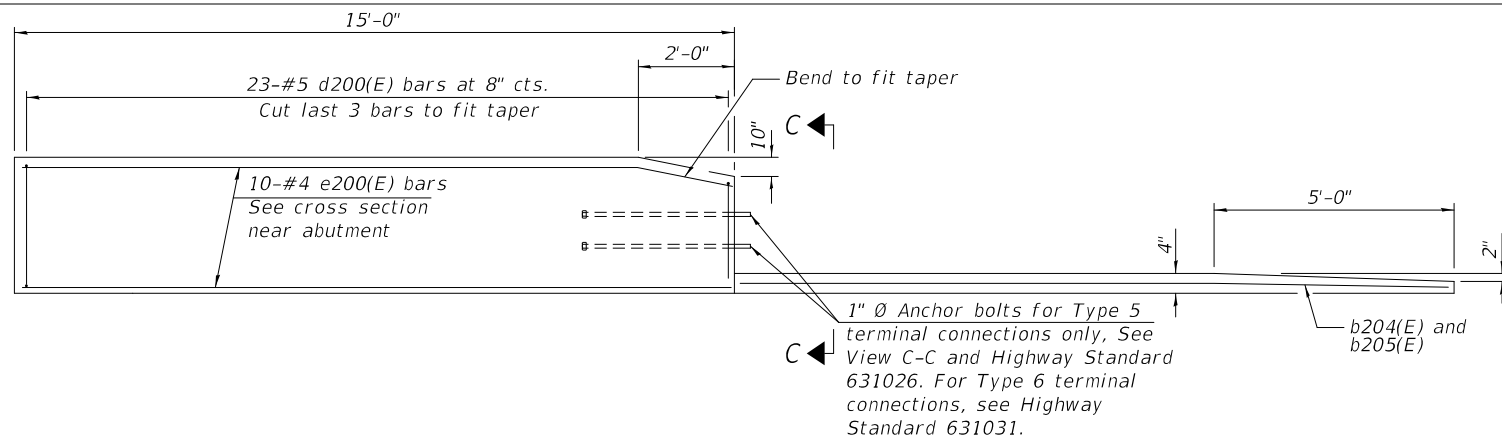
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	DATE 1/29/2021	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

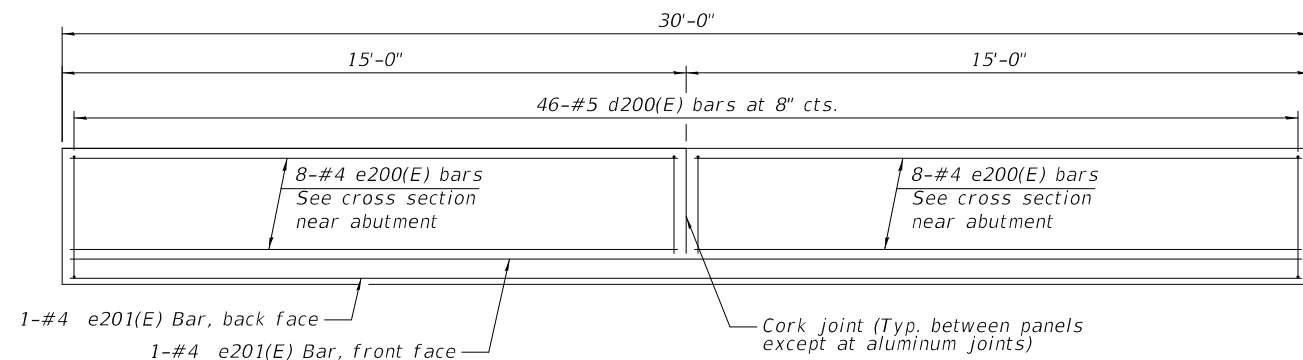
**APPROACH SLAB DETAILS - 1
 STRUCTURE NO. 022-2036**

SHEET 5-26 OF 5-71 SHEETS

F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	231
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT: NHPP-PR24(873)				



INSIDE ELEVATION OF OUTER PARAPET AND CURB
(Type 5 Barrier)



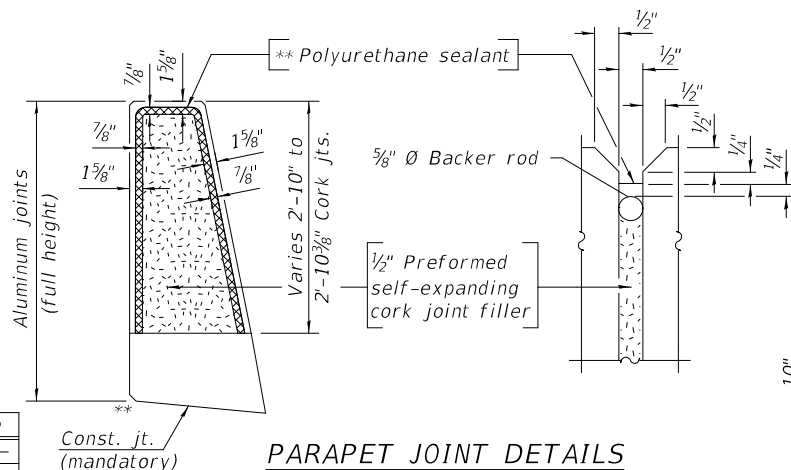
INSIDE ELEVATION OF INNER PARAPET

TWO WEST APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a200(E)	92	#5	45'-6"	—
a201(E)	244	#8	25'-3"	—
a202(E)	92	#5	47'-0"	—
a203(E)	244	#8	26'-0"	—
a204(E)	138	#5	7'-4"	—
b200(E)	240	#5	29'-8"	—
b201(E)	378	#9	29'-8"	—
b202(E)	8	#5	29'-8"	—
b203(E)	8	#5	15'-7"	—
b204(E)	1	#4	14'-6"	—
b205(E)	1	#4	14'-10"	—
d200(E)	138	#5	7'-0"	▲
d201(E)	138	#5	8'-6"	▲
e200(E)	52	#4	14'-8"	—
e201(E)	4	#4	29'-8"	—
t200(E)	162	#4	11'-8"	—
w200(E)	80	#5	45'-4"	—
w201(E)	80	#5	47'-11"	—
Concrete Superstructure (Approach Slab)	Cu. Yd.		222.8	
Concrete Structures	Cu. Yd.		57.9	
Concrete Superstructures	Cu. Yd.		12.7	
Protective Coat	Sq. Yd.		558	
Reinforcement Bars, Epoxy Coated	Pound		101,140	
Diamond Grinding (Bridge Section)	Sq. Yd.		484	
Bridge Deck Grooving (Longitudinal)	Sq. Yd.		320	

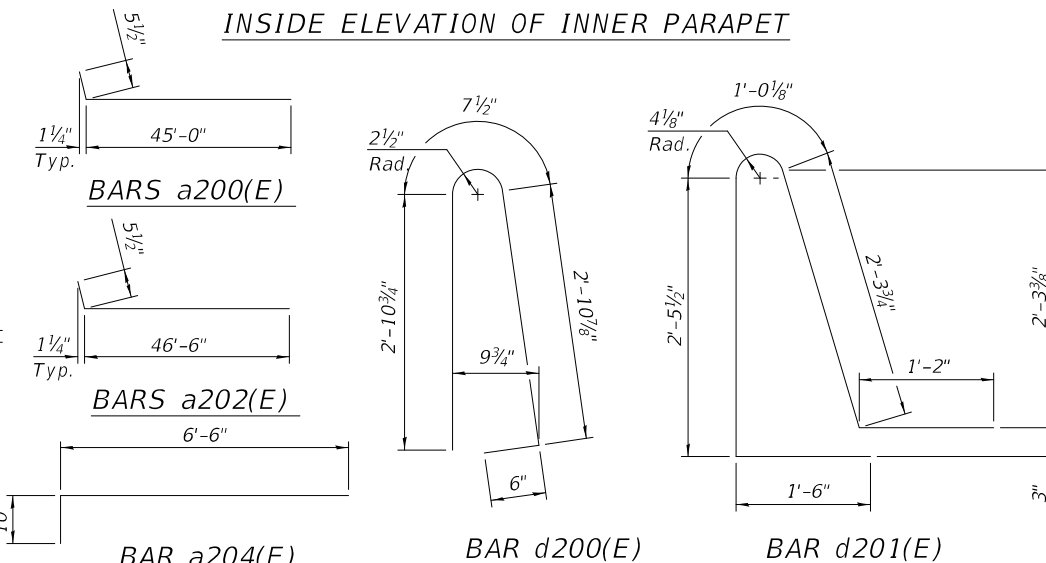
TWO EAST APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a200(E)	92	#5	45'-6"	—
a201(E)	244	#8	25'-3"	—
a202(E)	92	#5	47'-0"	—
a203(E)	244	#8	26'-0"	—
a204(E)	138	#5	7'-4"	—
b200(E)	240	#5	29'-8"	—
b201(E)	378	#9	29'-8"	—
b202(E)	8	#5	29'-8"	—
b203(E)	8	#5	15'-7"	—
b204(E)	1	#4	14'-6"	—
b205(E)	1	#4	14'-10"	—
d200(E)	138	#5	7'-0"	▲
d201(E)	138	#5	8'-6"	▲
e200(E)	52	#4	14'-8"	—
e201(E)	4	#4	29'-8"	—
t200(E)	162	#4	11'-8"	—
w200(E)	80	#5	45'-4"	—
w201(E)	80	#5	47'-11"	—
Concrete Superstructure (Approach Slab)	Cu. Yd.		222.8	
Concrete Structures	Cu. Yd.		57.9	
Concrete Superstructures	Cu. Yd.		12.7	
Protective Coat	Sq. Yd.		558	
Reinforcement Bars, Epoxy Coated	Pound		101,140	
Diamond Grinding (Bridge Section)	Sq. Yd.		484	
Bridge Deck Grooving (Longitudinal)	Sq. Yd.		320	

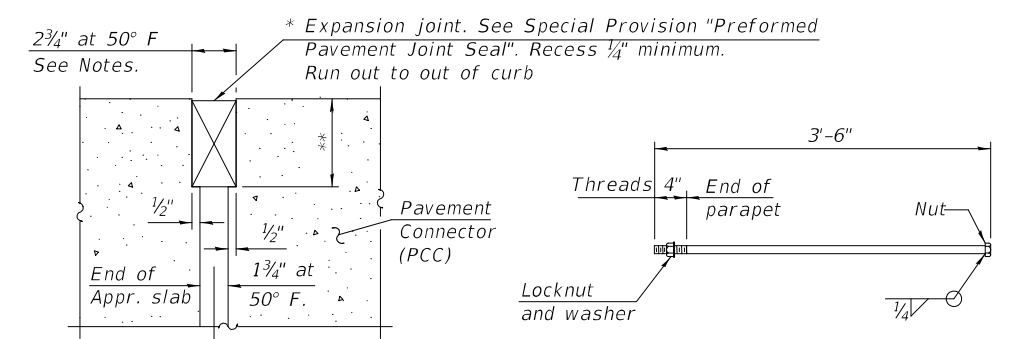


PARAPET JOINT DETAILS

*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.

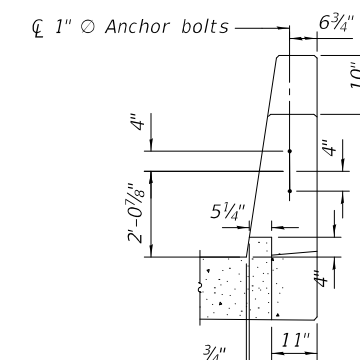


BAR a204(E) BAR d200(E) BAR d201(E)



DETAIL A
(@ Rt. L's)

* Expansion joint. See Special Provision "Preformed Pavement Joint Seal". Recess 1/4" minimum. Run out to out of curb.
* Cost included with Concrete Superstructure (Approach Slab).
** Per manufacturer recommendations



VIEW C-C
(Type 5 Barrier)

Notes:
The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
Parapet concrete shall be paid for as Concrete Superstructure.
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
Approach footing concrete shall be paid for as Concrete Structures.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
Cost of excavation for approach footing included with Concrete Structures.
For Granular Backfill for Structures and drainage treatment details, see sheet S-2 of S-71.

MODEL: Defn.dwg
FILE NAME: 0222036-62-027-Appr_slab_Defn.dwg

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200 S. WACKER DR.
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USER NAME = TYLIPW01CS01S
PLOT SCALE = 0:1.0000 " = 1/8" / in.
PLOT DATE = 1/26/2021

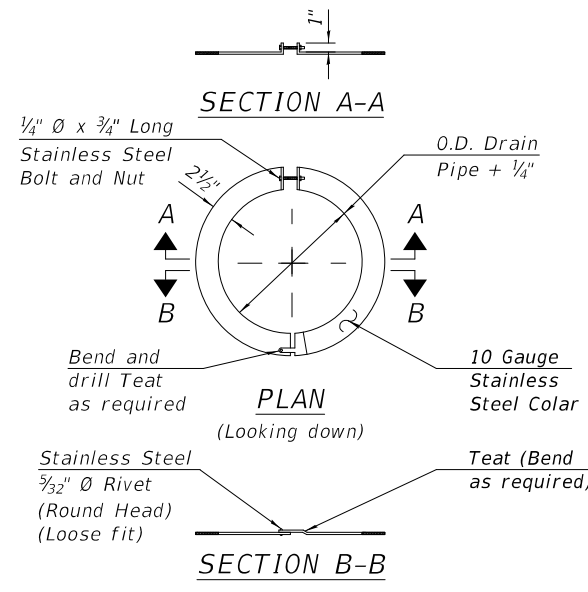
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CHECKED - PDF
DATE 1/29/2021

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REVISED -

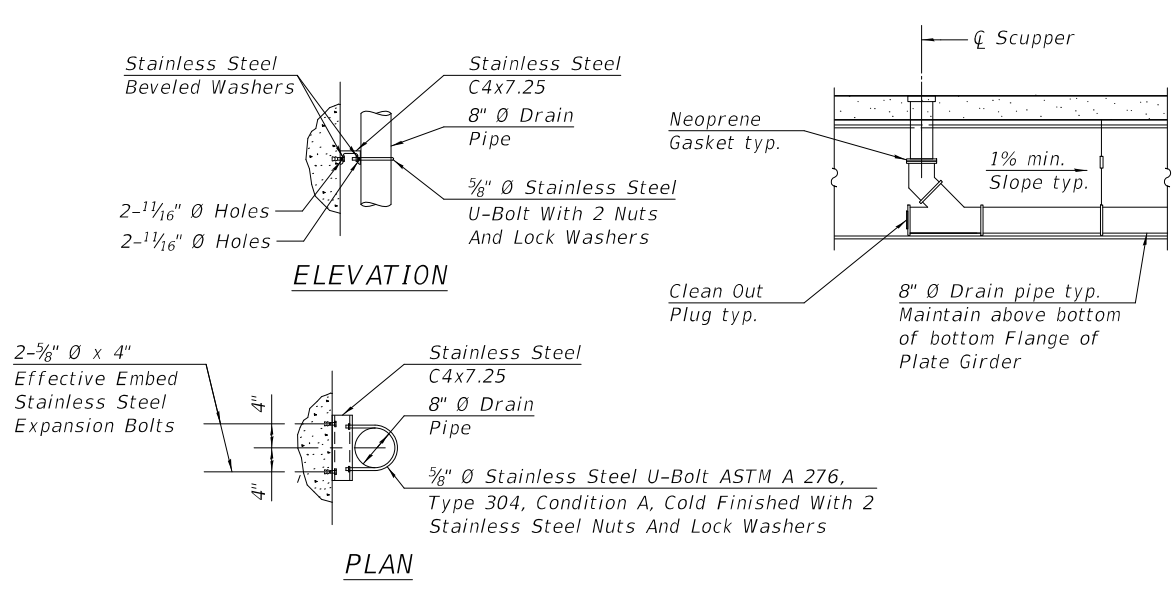
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH SLAB DETAILS - 2
STRUCTURE NO. 022-2036
SHEET S-27 OF S-71 SHEETS

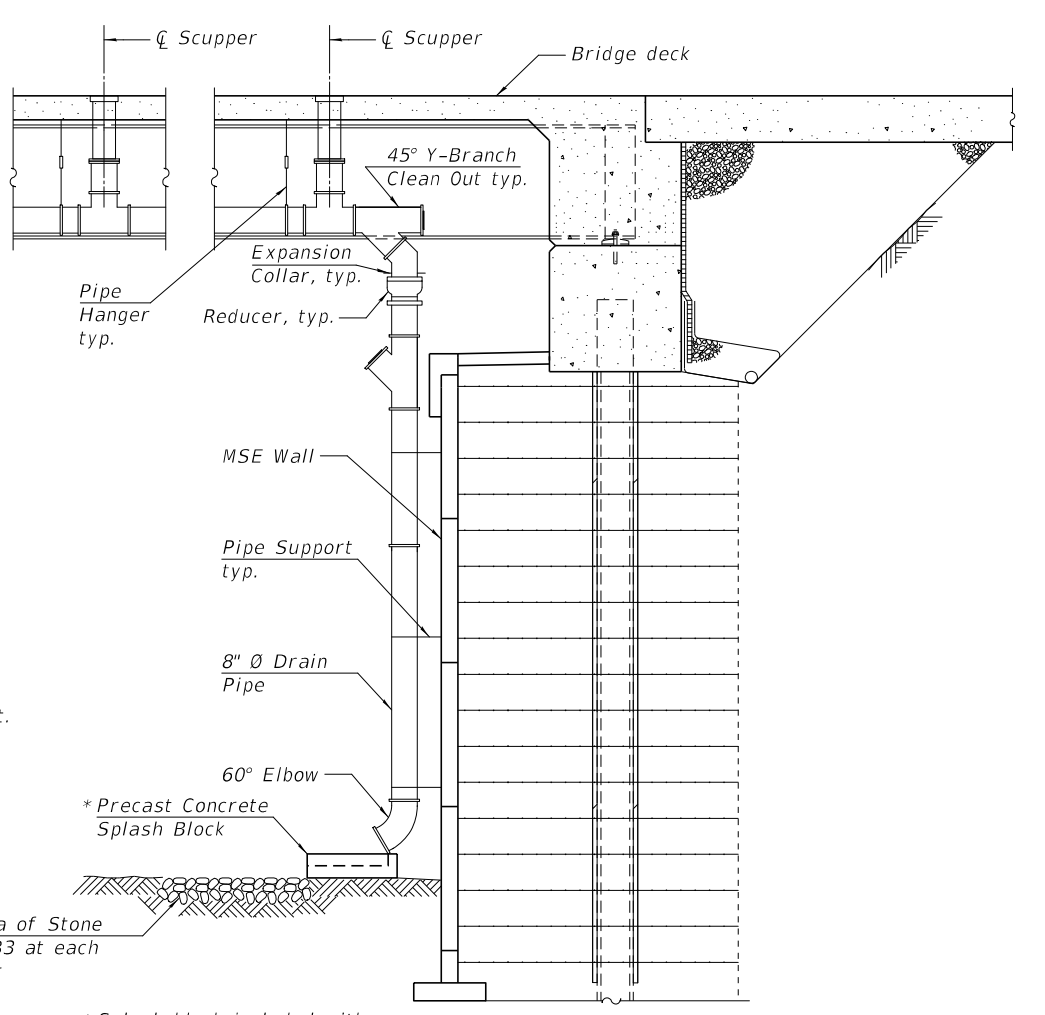
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	232
ILLINOIS FED. AID PROJECT: NHPP-PR24(073)			CONTRACT NO. 62G39	



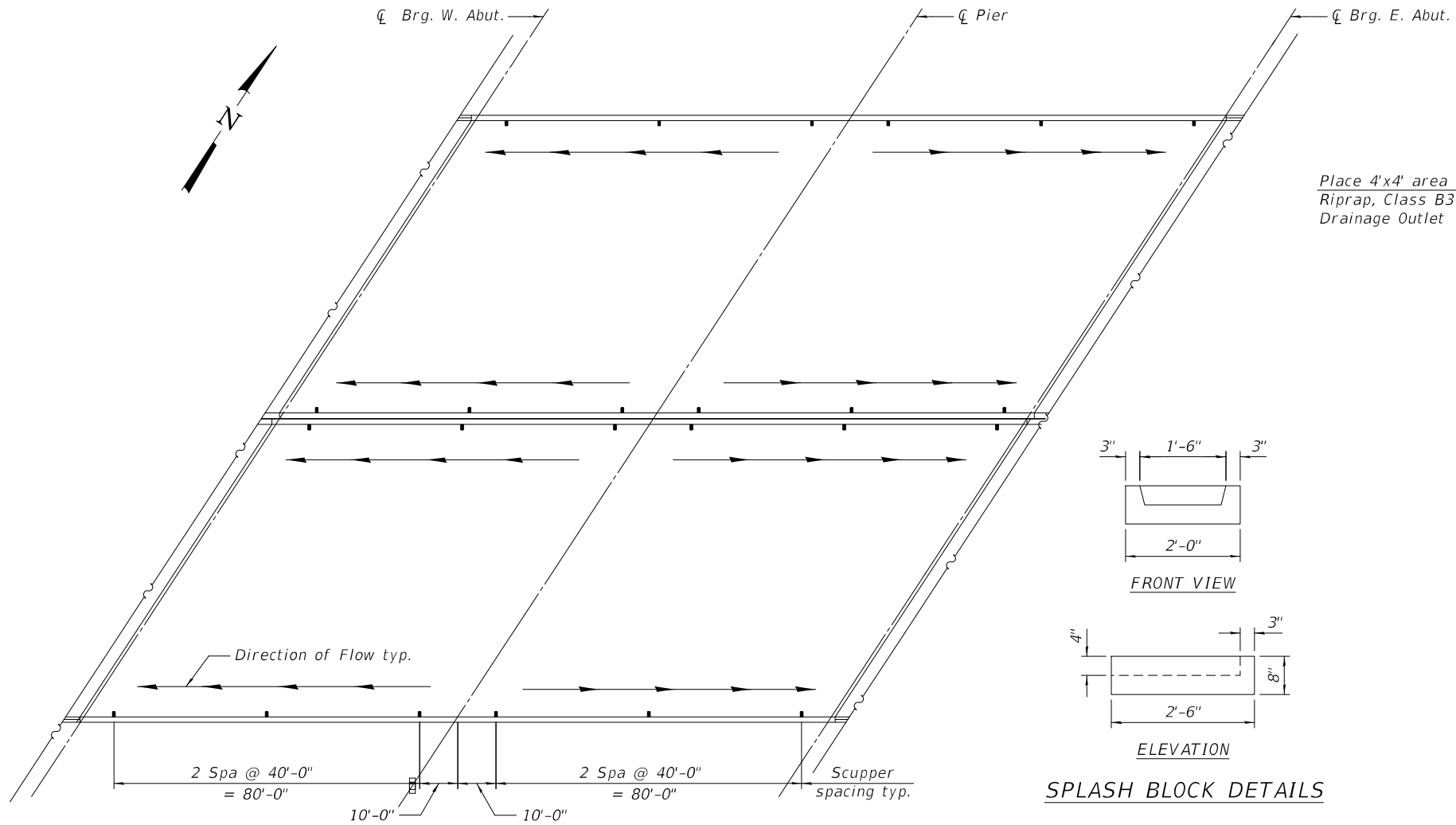
EXPANSION COLLAR DETAILS



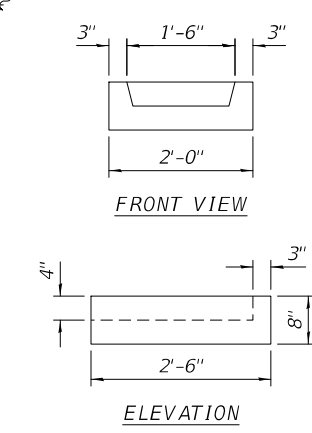
VERTICAL DRAIN PIPE SUPPORT DETAILS



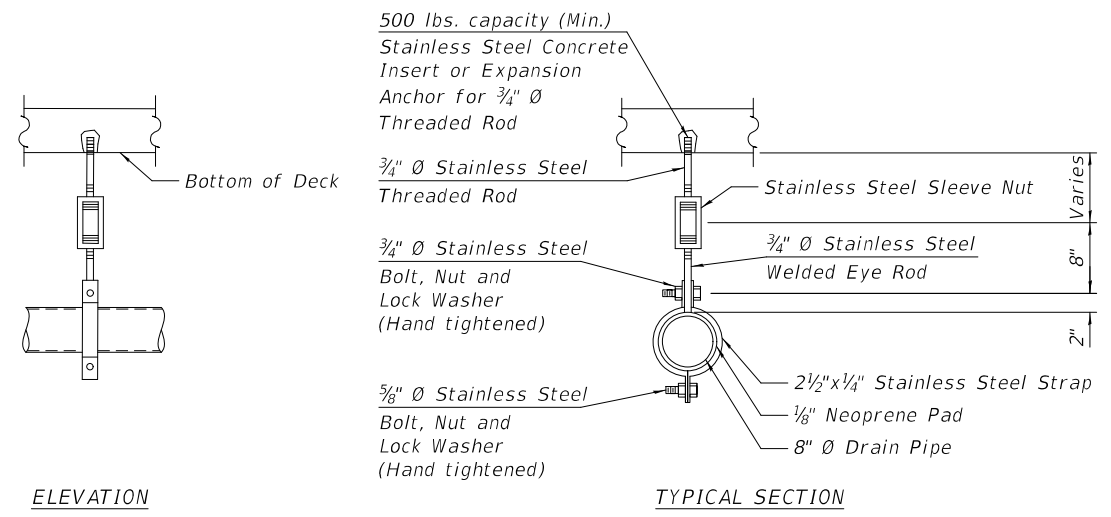
ELEVATION



PLAN



SPLASH BLOCK DETAILS



COLLECTOR PIPE HANGER DETAILS

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage System	LSUM	1

Notes:
 Pipe supports shall be provided on all horizontal pipes at each tee, elbow, and at intermediate points not more than 5'-0" on centers.
 For scupper details see sheet S-29 of S-71.

MODEL: Def.mtl
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TYLIN INTERNATIONAL
 200 S. WACKER DR.
 SUITE 1400
 CHICAGO, IL 60606
 TEL: 312-777-2900

USER NAME = TYLIPW01CS01S
 PLOT SCALE = 0:1.0000 " = 1/8" / in.
 PLOT DATE = 1/26/2021

DESIGNED - SP
 DRAWN - JM
 CHECKED - PDF
 DATE 1/29/2021

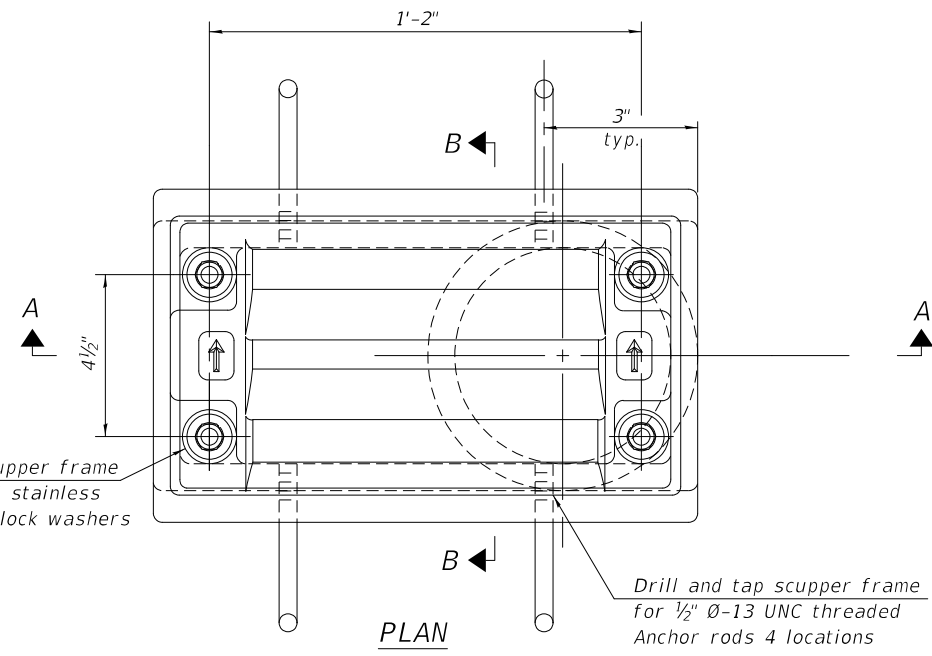
REVISED -
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DRAINAGE SYSTEM
 STRUCTURE NO. 022-2036**
 SHEET S-28 OF S-71 SHEETS

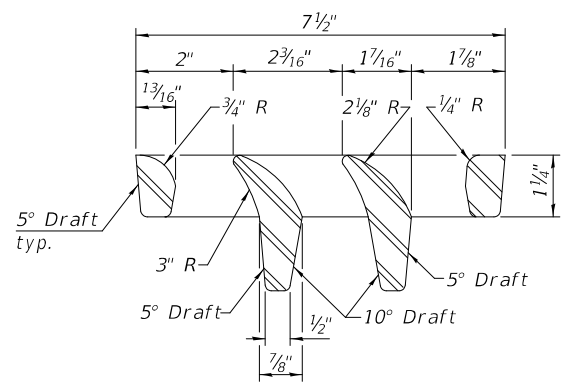
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	233
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT: NHPP-PR24(873)				

Drill and tap scupper frame for 1/2" Ø-13 UNC stainless steel bolts with lock washers 4 locations

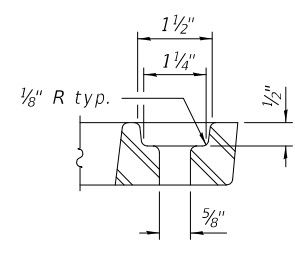


PLAN

Drill and tap scupper frame for 1/2" Ø-13 UNC threaded Anchor rods 4 locations

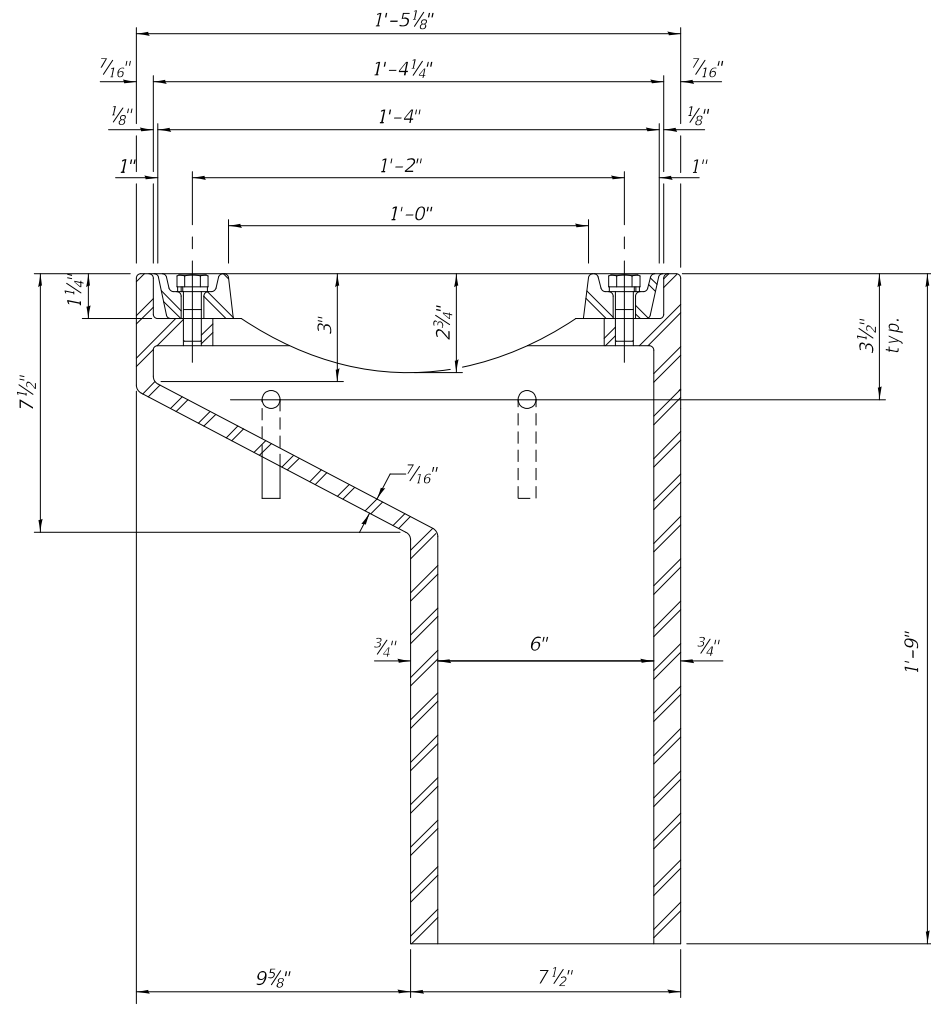


VANE GRATE DETAIL



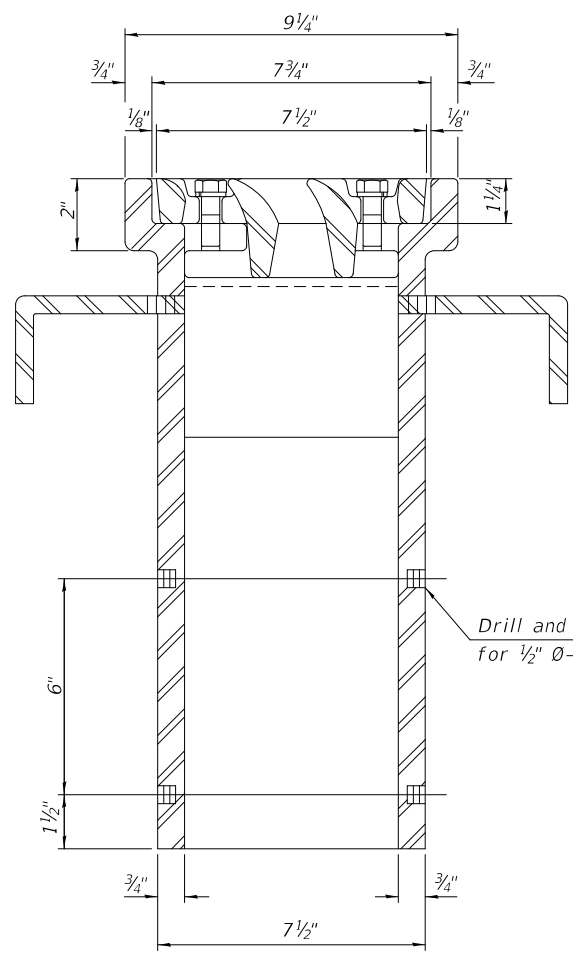
GRATE BOLT HOLE DETAIL

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.
 Exterior surfaces of downspouts and exterior exposed surfaces of the scupper frame below deck shall be treated as specified on sheet of .
 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.



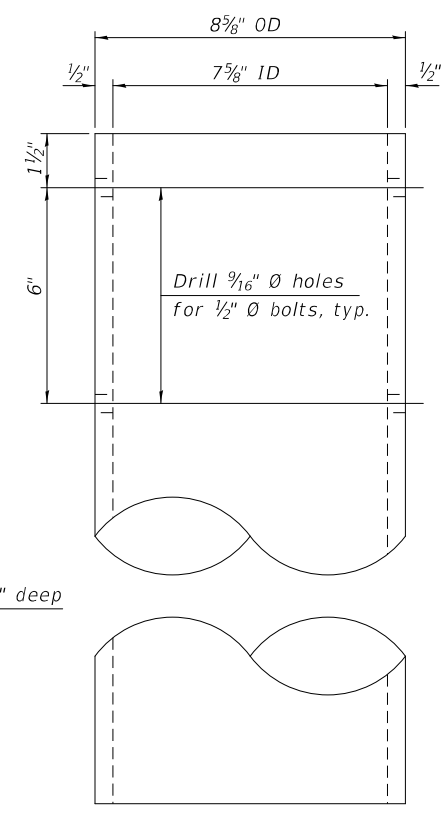
SECTION A-A

See sheet of for scupper location relative to parapet.

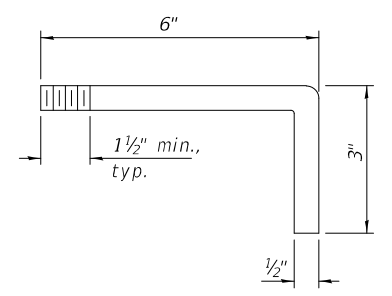


SECTION B-B

Drill and tap 4 holes 1/2" deep for 1/2" Ø-13 UNC bolts.



DOWNSPOUT



ANCHOR ROD DETAIL

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	24

DS-11

1-1-2020

TYLIN INTERNATIONAL
 200 S. WACKER DR.
 SUITE 1400
 CHICAGO, IL 60606
 TEL: 312-777-2900

USER NAME = TYLIPW01KCS01S	DESIGNED - SP	REVISED -
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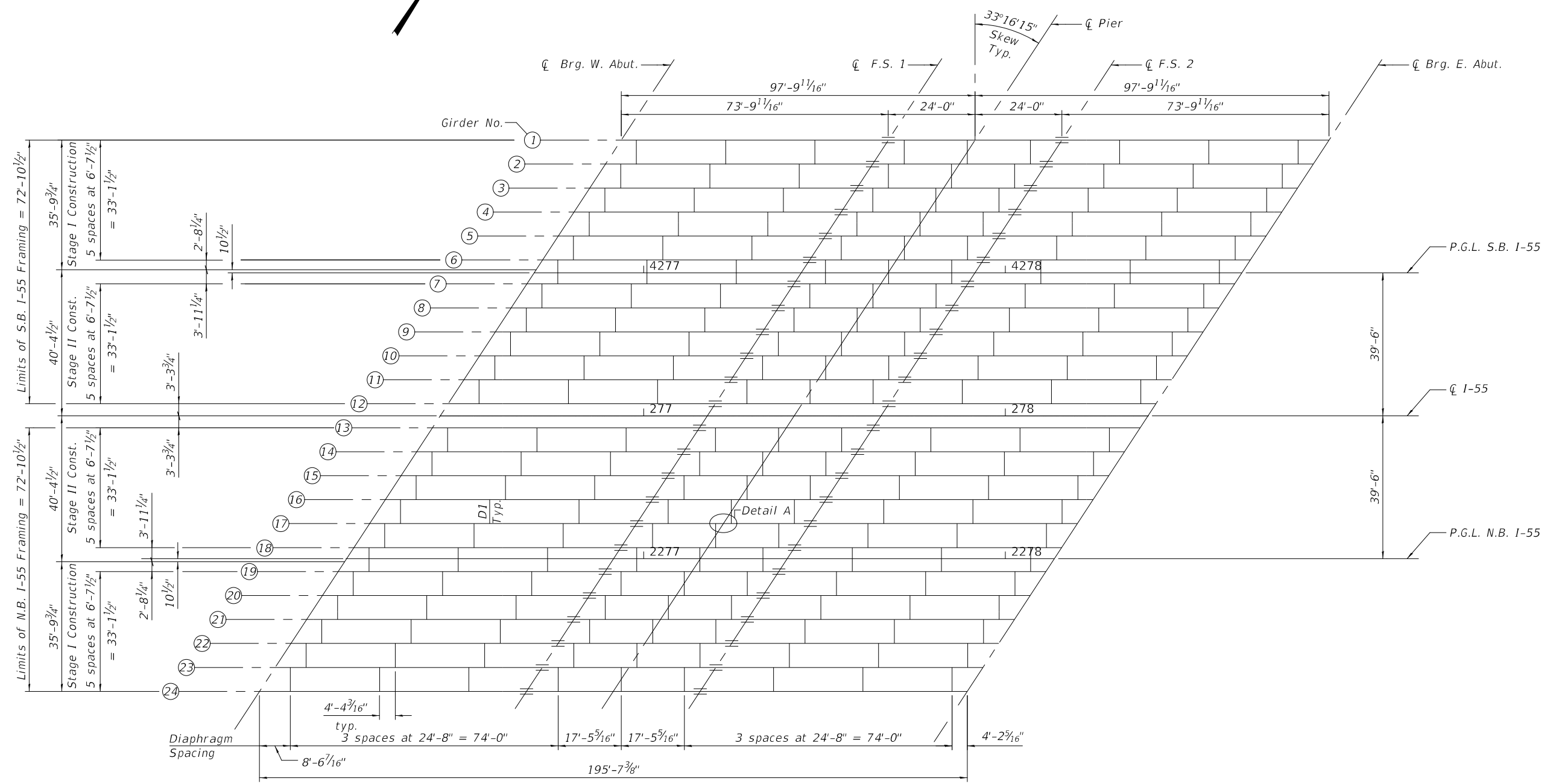
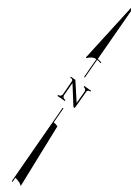
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER, DS -11
STRUCTURE NO. 022-2036

SHEET 5-29 OF 5-71 SHEETS

F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	234
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT: NHPP-PRZ4(873)				

MODEL: D:\p\11\0222036-62G39-029-Drainage_Scupper_DS-11.dgn



FRAMING PLAN

Notes:
 All structural steel for girders, bearing stiffener plates, and splice plates except fill plates shall be AASHTO M270 Grade 50.
 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.
 Diaphragm Spacing measured to Back face of Channel
 For Detail A see sheet S-31 of S-71.
 All interior diaphragms are to be D1 Diaphragms except those between girders 6 & 7 and 18 & 19, which are to be D2 diaphragms.

MODEL: Defn.dgn
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TYLIN INTERNATIONAL
 200 S. WACKER DR.
 SUITE 1400
 CHICAGO, IL 60606
 TEL: 312-777-2900

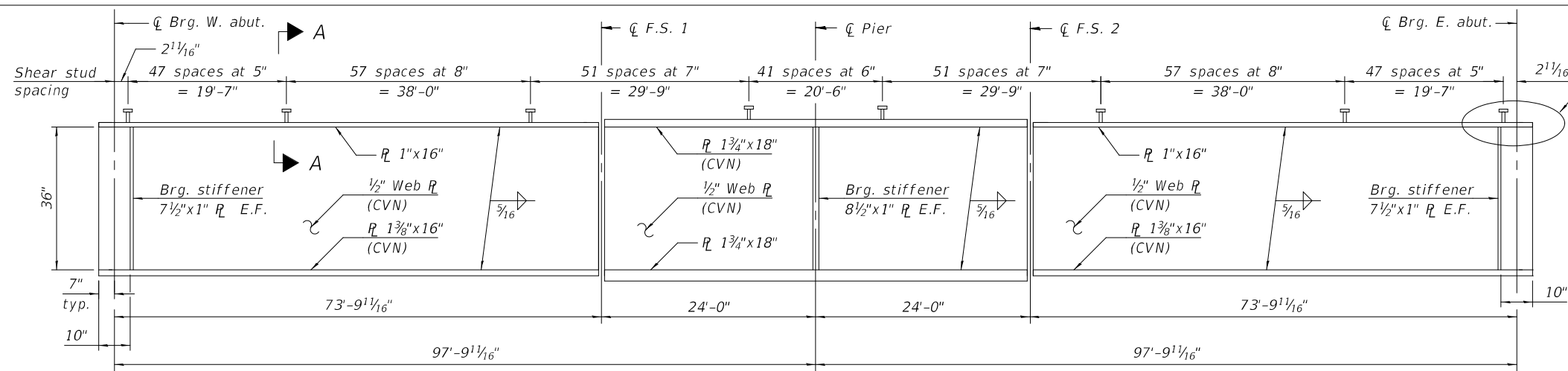
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	DATE 1/29/2021	REVISED -

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DEPARTMENT OF TRANSPORTATION

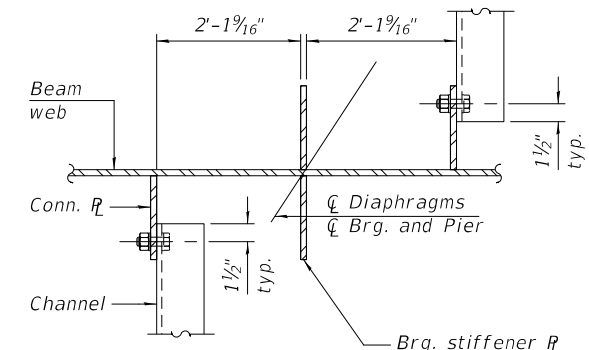
FRAMING PLAN
STRUCTURE NO. 022-2036

SHEET 5-30 OF 5-71 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	235
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT: NHPP-PR24(873)				

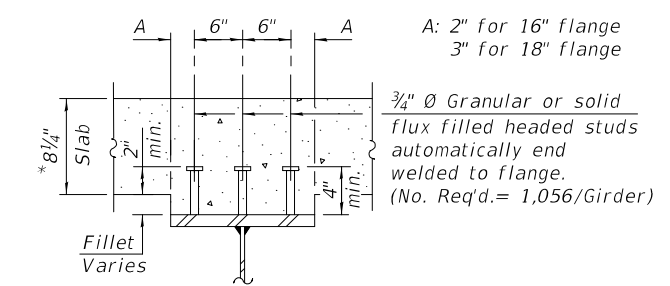


GIRDER ELEVATION

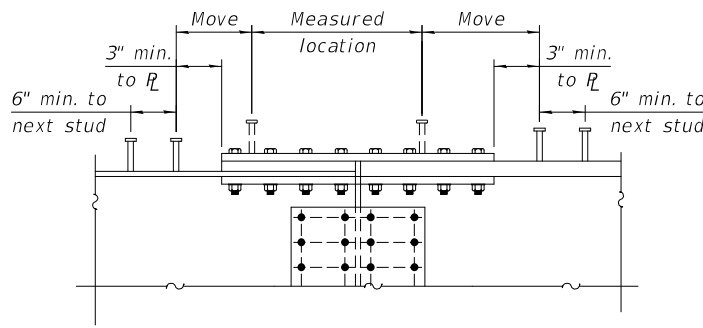


DETAIL A

Clip channel as necessary for ease of installation of diaphragms on skews.

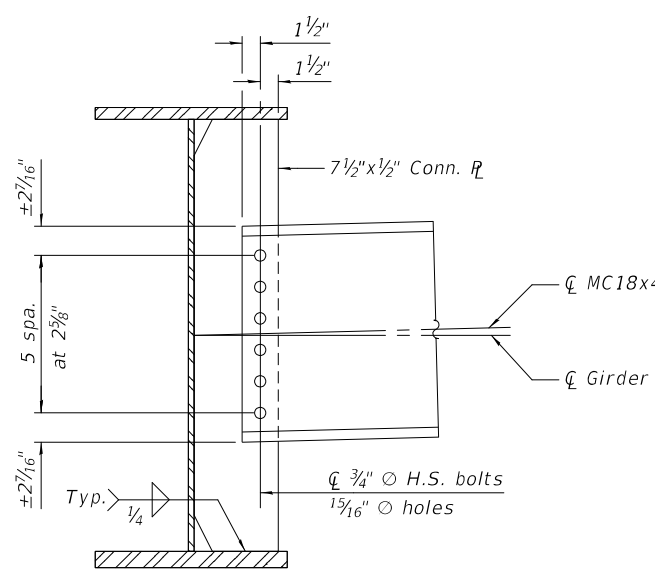


SECTION A-A

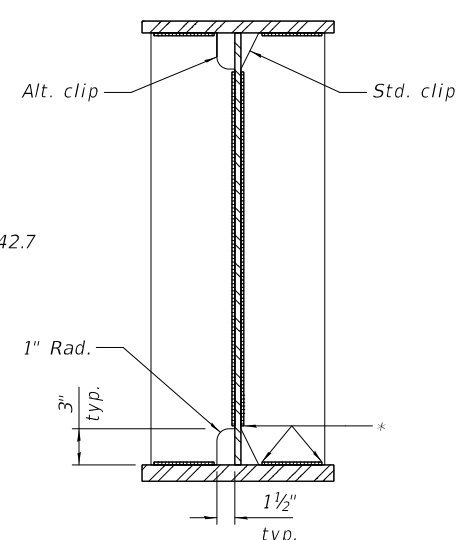


SHEAR STUD DETAIL AT SPLICES AND FLANGE TRANSITIONS

Do not place shear studs on splice plates. move row of studs to 6" beyond nearest edge of splice plate from measured location. similarly, move studs as required to maintain 6" clear between studs and welded flange transitions.



INTERIOR DIAPHRAGM - D1



WELD LIMITS AND CLIP DETAILS

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

INTERIOR DIAPHRAGM CONNECTION DETAILS

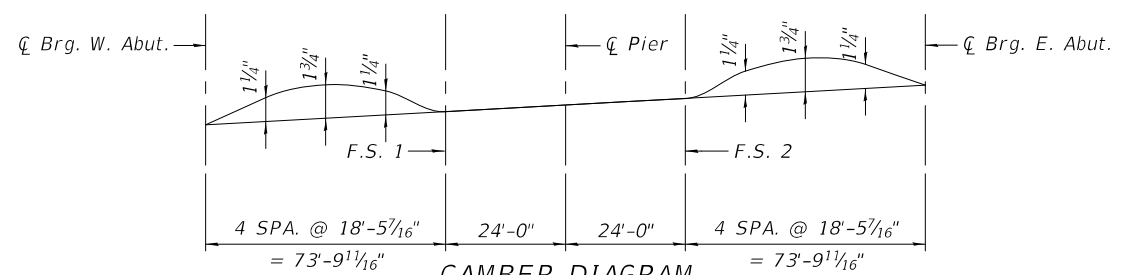
Two hardened washers required for each set of oversized holes. Alternate channels of equal depth and larger weight are permitted to facilitate material acquisition. Alternate channels, if utilized, shall be provided at no additional cost to the Department. See Detail A for connection plate orientation.

TOP OF WEB ELEVATIONS (SB) (FOR FABRICATION ONLY)

Girder	Cl Brg. W. Abut.	Cl Field Splice 1	Cl Brg. Pier	Cl Field Splice 2	Cl Brg. E. Abut.
1	773.66	773.60	773.58	773.56	773.51
2	773.80	773.74	773.72	773.70	773.65
3	773.92	773.87	773.85	773.83	773.79
4	774.02	773.97	773.95	773.94	773.90
5	774.06	774.02	774.00	773.99	773.95
6	773.96	773.91	773.90	773.89	773.86
7	773.84	773.81	773.79	773.78	773.76
8	773.70	773.67	773.66	773.65	773.63
9	773.56	773.54	773.53	773.52	773.51
10	773.39	773.37	773.36	773.36	773.35
11	773.22	773.20	773.20	773.19	773.19
12	773.05	773.04	773.04	773.03	773.03

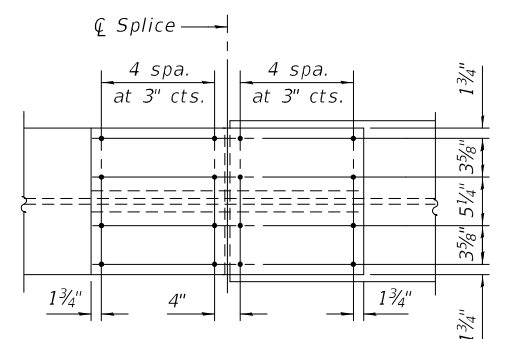
TOP OF WEB ELEVATIONS (NB) (FOR FABRICATION ONLY)

Girder	Cl Brg. W. Abut.	Cl Field Splice 1	Cl Brg. Pier	Cl Field Splice 2	Cl Brg. E. Abut.
13	773.03	773.02	773.02	773.01	773.02
14	773.19	773.18	773.18	773.18	773.19
15	773.34	773.34	773.34	773.35	773.36
16	773.50	773.51	773.51	773.51	773.53
17	773.63	773.64	773.64	773.64	773.67
18	773.76	773.77	773.78	773.78	773.81
19	773.86	773.88	773.88	773.89	773.93
20	773.95	773.98	773.99	773.99	774.03
21	773.90	773.93	773.94	773.95	773.99
22	773.79	773.83	773.84	773.85	773.90
23	773.65	773.69	773.71	773.72	773.77
24	773.51	773.55	773.57	773.58	773.64

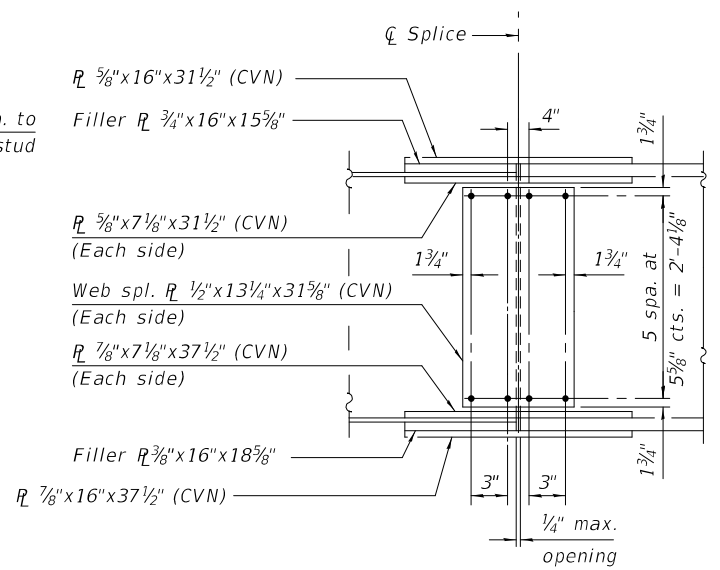


CAMBER DIAGRAM

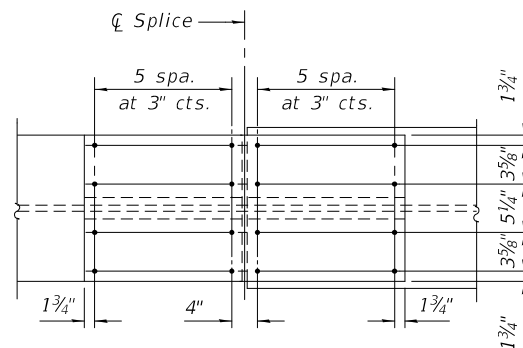
Not to scale (NB shown, SB mirrored)



TOP FLANGE SPLICE



WEB PLATES



BOTTOM FLANGE SPLICE

FIELD SPLICE

Notes: Load carrying components designated "CVN" denotes Charpy-V-Notch impact energy requirements, zone 2.

MODEL: D:\p\1... FILE NAME: 0222036-6239-031-GirderDet.dgn

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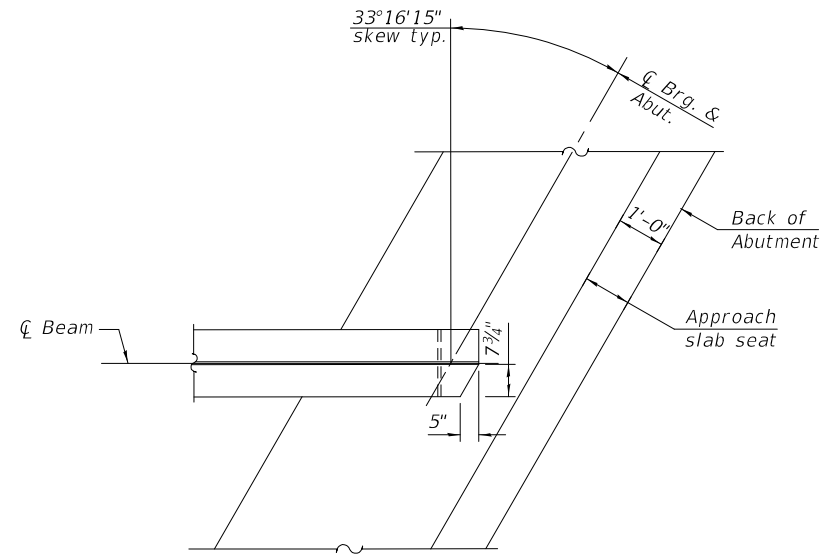
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**GIRDER ELEVATION AND DETAILS
STRUCTURE NO. 022-2036**

SHEET S-31 OF S-71 SHEETS

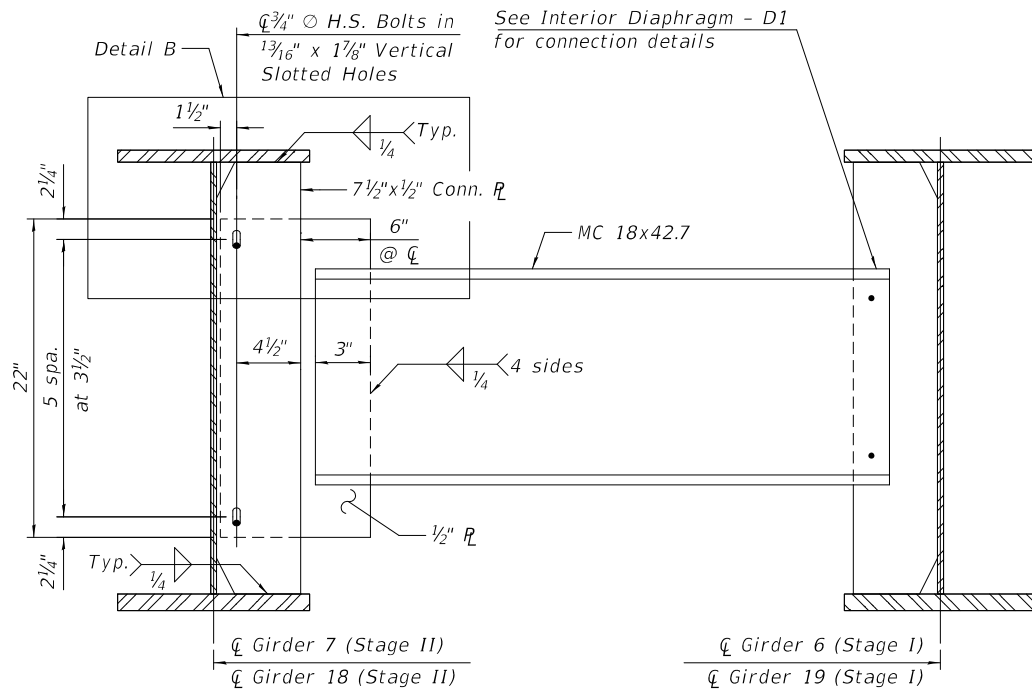
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55	22-36HB-1	DUPAGE	333	236
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT: NHPP-PR24(073)				



TOP FLANGE PLAN - CLIPPED
(E. Abut. shown, W. Abut. similar)

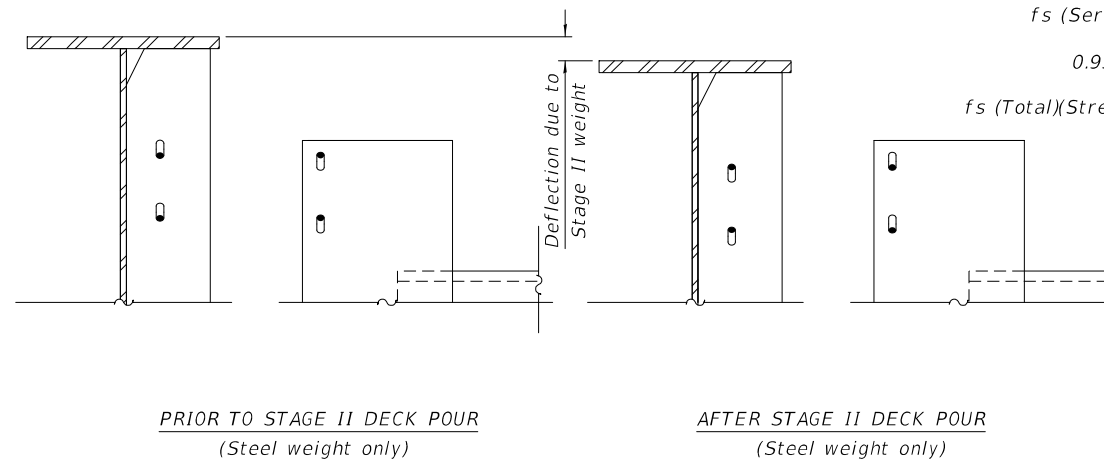
INTERIOR GIRDER MOMENT TABLE			
		0.4 Sp. 1 or 0.6 Sp. 2	Pier
I_s	(in ⁴)	14,871	24,405
$I_c(n)$	(in ⁴)	36,439	48,145
$I_c(3n)$	(in ⁴)	26,757	36,310
$I_c(cr)$	(in ⁴)	-	28,026
S_s	(in ³)	859	1,236
$S_c(n)$	(in ³)	1,127	1,514
$S_c(3n)$	(in ³)	1,043	1,406
$S_c(cr)$	(in ³)	-	1,297
DC1	(k/ft)	0.956	1.04
MDC1	(k)	579	1,322
DC2	(k/ft)	0.19	0.19
MDC2	(k)	119	248
DW	(k/ft)	0.331	0.331
MDW	(k)	207	432
LLDF		.531	0.531
$M_L + IM$	(k)	1,136	1,289
M_u (Strength I)	(k)	3,171	4,867
$\phi_f M_n$	(k)	5,305	-
f_s DC1	(ksi)	8.09	12.84
f_s DC2	(ksi)	1.37	2.30
f_s DW	(ksi)	2.38	4.00
f_s (L+IM)	(ksi)	12.09	11.93
f_s (Service II)	(ksi)	27.57	34.64
0.95Rh Fyf	(ksi)	47.50	47.50
f_s (Total)(Strength I)	(ksi)	-	45.8
$\phi_f F_n$	(ksi)	-	50.0
Vf	(k)	34.8	36.4

	GIRDER REACTION TABLE			
	Abut.		Pier	
	Interior	Exterior	Interior	Exterior
LLDF	0.716	0.716	0.716	0.716
OCF	-	1.093	-	-
RDC1 (k)	34.4	37.1	124.2	133.9
RDC2 (k)	6.8	6.8	23.7	23.7
RDW (k)	11.8	11.7	41.2	40.8
R_L (k)	64.8	70.8	125.3	125.3
R_{IM} (k)	15.0	16.4	24.5	24.5
R_{Total} (k)	132.8	142.8	338.9	348.2



INTERIOR DIAPHRAGM - D2
Orientation for N.B. (Stage II), Looking West
Similar for S.B. (Stage II)

- Denotes bolt location
- Denotes slotted hole



DETAIL B

The Fabricator shall detail connection plate locations on channel to allow for differential deflection during Stage II deck pour. The bolts shall be finger tight until the Stage II deck concrete is poured, allowing the Stage II girders to deflect vertically without stressing the D2 diaphragms or Stage I girders. The bolts shall be fully tightened after the Stage II deck concrete is poured. The diaphragm connection shall be detailed so that the centerline of girder web and centerline of diaphragm channel align in their final position.

- I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in⁴ and in³).
- $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in⁴ and in³).
- $I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in⁴ and in³).
- $I_c(cr), S_c(cr)$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in⁴ and in³).
- DC1: Un-factored non-composite dead load (kips/ft.).
- MDC1: Un-factored moment due to non-composite dead load (kip-ft.).
- DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- MDC2: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- MDW: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- LLDF: Live Load Distribution Factor
- $M_L + IM$: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
- M_u (Strength I): Factored design moment (kip-ft.).
 $1.25 (MDC1 + MDC2) + 1.5 MDW + 1.75 M_L + IM$
- $\phi_f M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).
- f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
MDC1/ S_{nc}
- f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
MDC2/ $S_c(3n)$ or MDC2/ $S_c(cr)$ as applicable.
- f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
MDW/ $S_c(3n)$ or MDW/ $S_c(cr)$ as applicable.
- f_s (L+IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
 $M_L + IM / S_c(n)$ or $M_L + IM / S_c(cr)$ as applicable.
- f_s (Service II): Sum of stresses as computed below (ksi).
 $f_s DC1 + f_s DC2 + f_s DW + 1.3 f_s (L + IM)$
- 0.95RhFyf: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
- f_s (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
 $1.25 (f_s DC1 + f_s DC2) + 1.5 f_s DW + 1.75 f_s (L + IM)$
- $\phi_f F_n$: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).
- Vf: Maximum factored shear range in span computed according to Article 6.10.10.
- OCF: Obtuse Correction Factor

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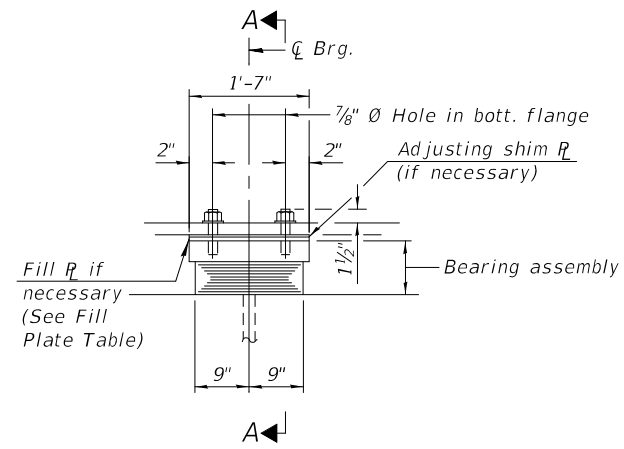
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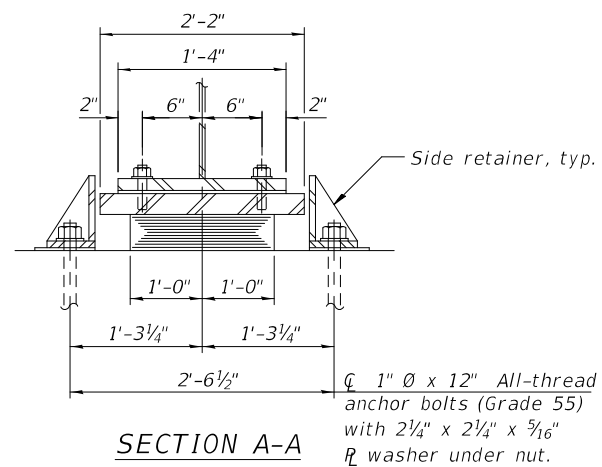
**GIRDER DETAILS AND MOMENT TABLE
STRUCTURE NO. 022-2036**

SHEET 5-32 OF 5-71 SHEETS

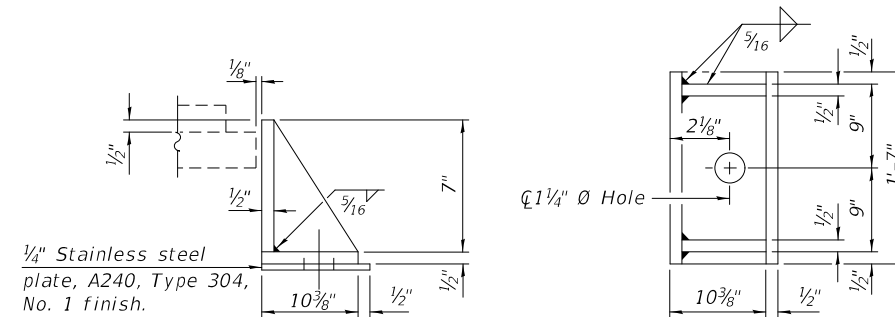
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55	22-36HB-1	DUPAGE	333	237
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT: NHPP-PR24(073)				



ELEVATION AT PIER



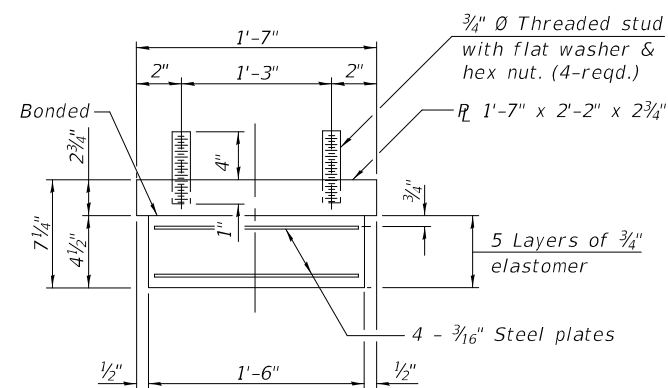
SECTION A-A



SIDE RETAINER

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

TYPE I ELASTOMERIC EXP. BRG.



BEARING ASSEMBLY

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

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 Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50.
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.

FILL PLATE

Girder #	Dimensions
5	P 3/8" x 1'-4" x 1'-7"
6	P 1/8" x 1'-4" x 1'-7"
21	P 1/4" x 1'-4" x 1'-7"

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	24
Anchor Bolts, 1"	Each	48

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6-15-2019

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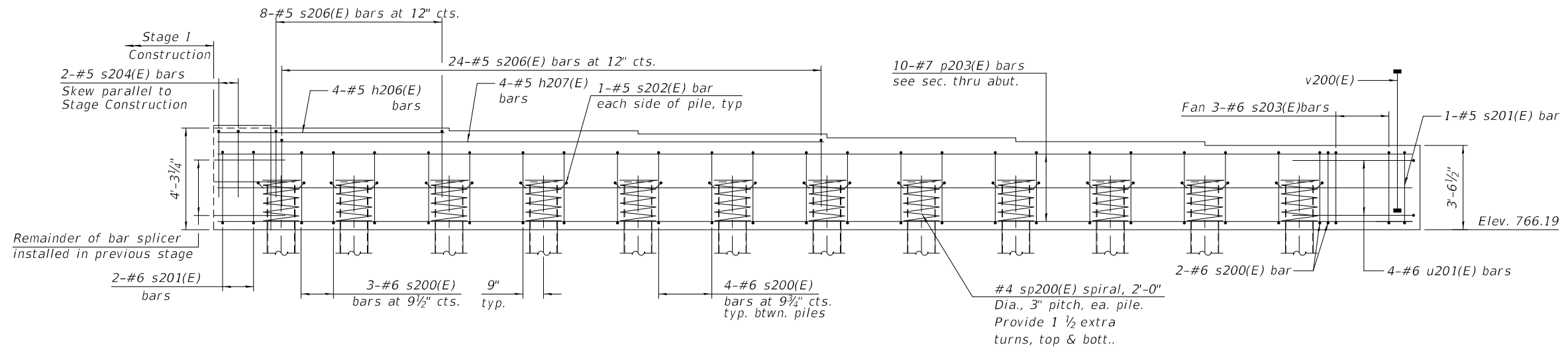
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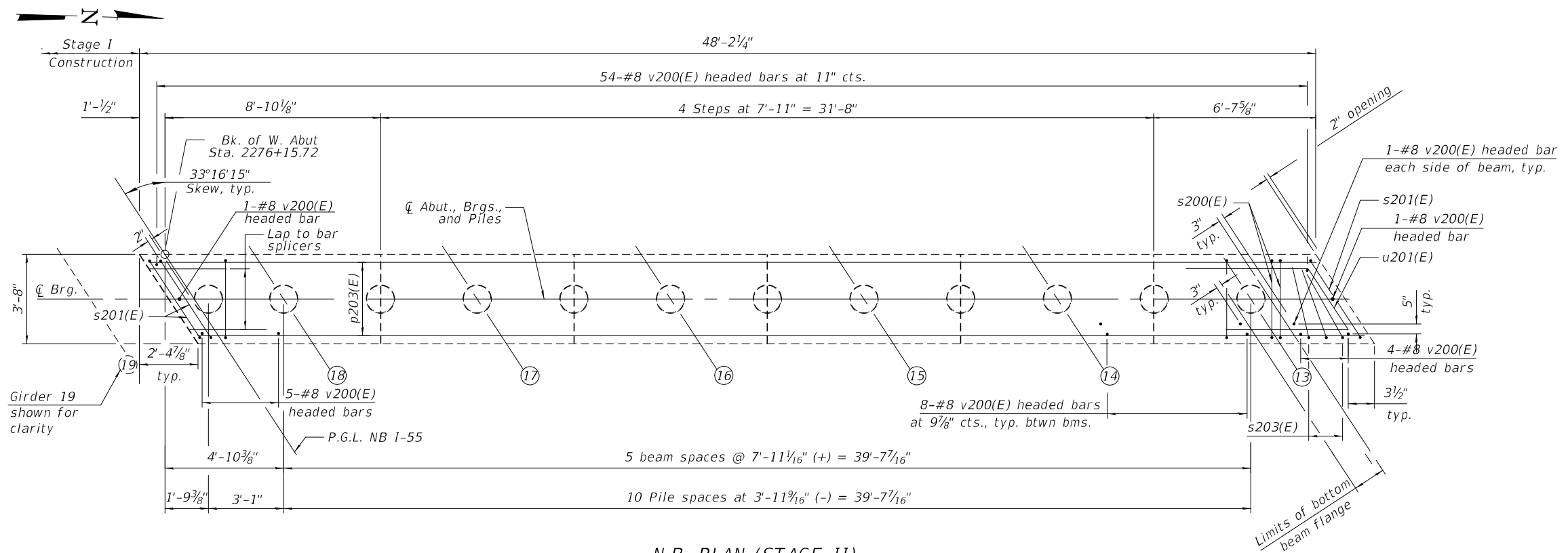
**PIER BEARING DETAILS
STRUCTURE NO. 022-2036**

SHEET 5-33 OF 5-71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	238
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT: NHPP-PR24(873)				



N.B. ELEVATION (STAGE II)



N.B. PLAN (STAGE II)

NORTHBOUND PILE DATA

Type: MS 14" x 0.25"
 Nominal Required Bearing: 413 kips
 Factored Resistance Available: 229 kips
 Est. Length: 60'
 No. Production Piles: 12
 No. Test Piles: 0

MINIMUM BAR LAP

#5 = 3'-7"
 #7 = 5'-0"

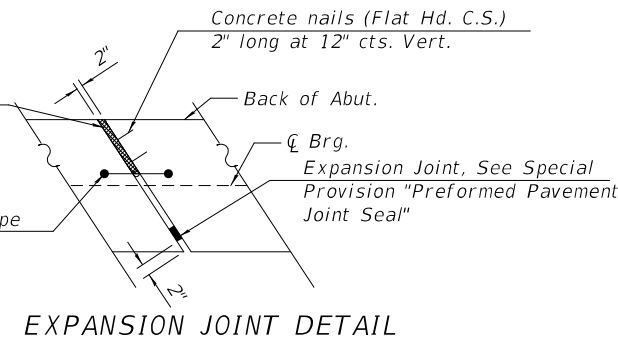
BEARING SEATS

Girder #	Elevation	Step Ht.
13	769.73	1 7/8"
14	769.89	1 7/8"
15	770.05	1 7/8"
16	770.21	1 1/2"
17	770.34	1 1/2"
18	770.46	1 1/2"
19	770.57	1 3/8"

*Bearing Seat for Girder 19 built in Stage I

2" PJF (per Article 1051.09 of the Standard Specs.) bonded

6" Hollow bulb dumbbell type non-metallic water seal



EXPANSION JOINT DETAIL

Notes:
 See Sheet S-39 of S-71 for bar cutting diagrams, typical section, bar diagrams, and BOM
 Cut h206(E) and h207(E) bars to fit skew.
 Pour steps monolithically with cap.
 For details of piles see sheet S-54 of S-71

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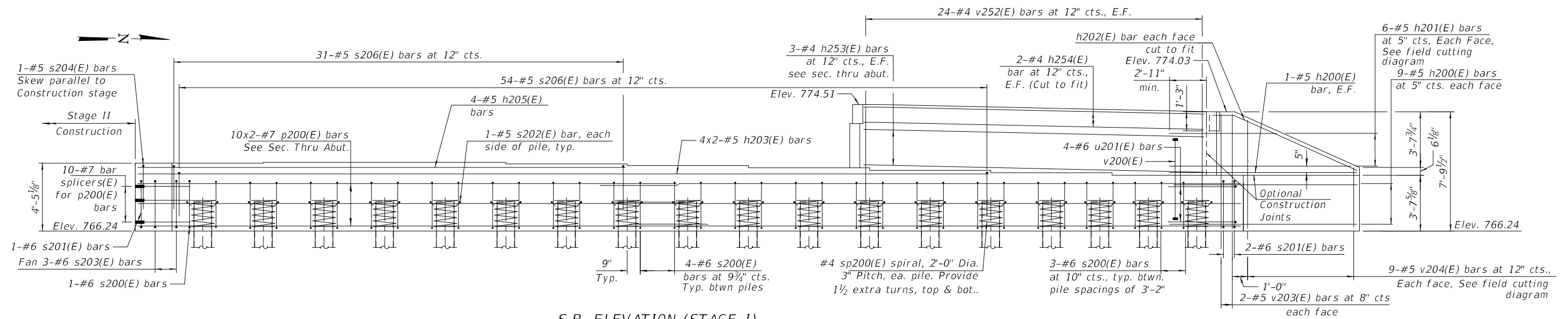
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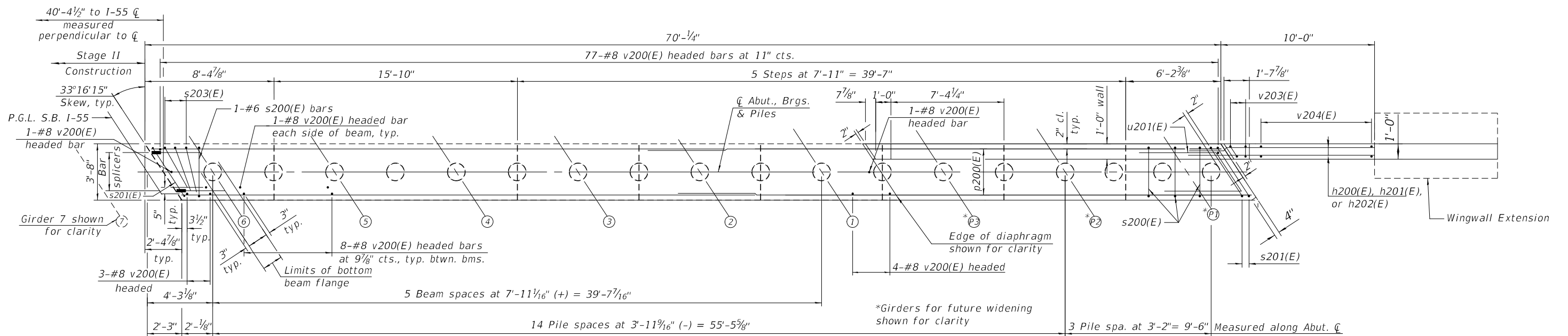
**WEST ABUTMENT - NORTHBOUND - STAGE II
 STRUCTURE NO. 022-2036**

SHEET S-35 OF S-71 SHEETS

F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	240
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT: NHPP-PR24(073)				



S.B. ELEVATION (STAGE I)



S.B. PLAN (STAGE I)

MINIMUM BAR LAP

#5 = 3'-7"
#7 = 5'-0"

BEARING SEATS

Girder #	Elevation	Step Ht.
P1	769.88	2"
P2	770.05	1 1/8"
P3	770.21	1 1/8"
1	770.37	1 3/8"
2	770.51	1 1/2"
3	770.63	1 1/4"
4	770.73	-
5	770.73	3/4"
6	770.67	-

SOUTHBOUND PILE DATA

Type: MS 14" x 0.25"
Nominal Required Bearing: 413 kips
Factored Resistance Available: 229 kips
Est. Length: 60'
No. Production Piles: 16
No. Test Piles: 1

Notes:
For bar cutting diagrams, typical section, bar diagrams, and BOM see Sheet S-39 of S-71.
Cut h205(E) bars to fit skew.
Pour steps monolithically with cap.
For details of piles see sheet S-54 of S-71.
For wingwall extension details, see sheet S-38 of S-71.

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DATE 1/29/2021

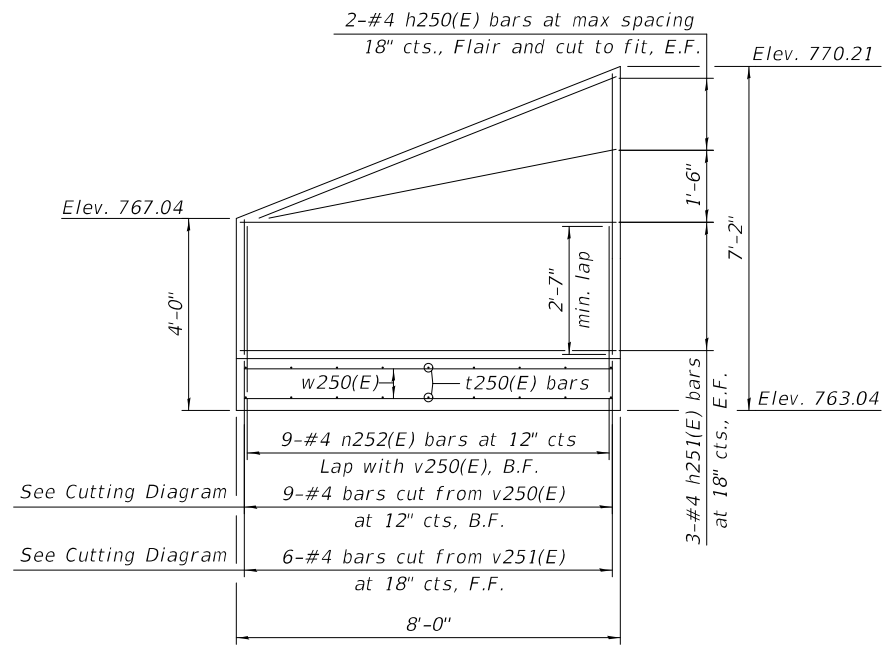
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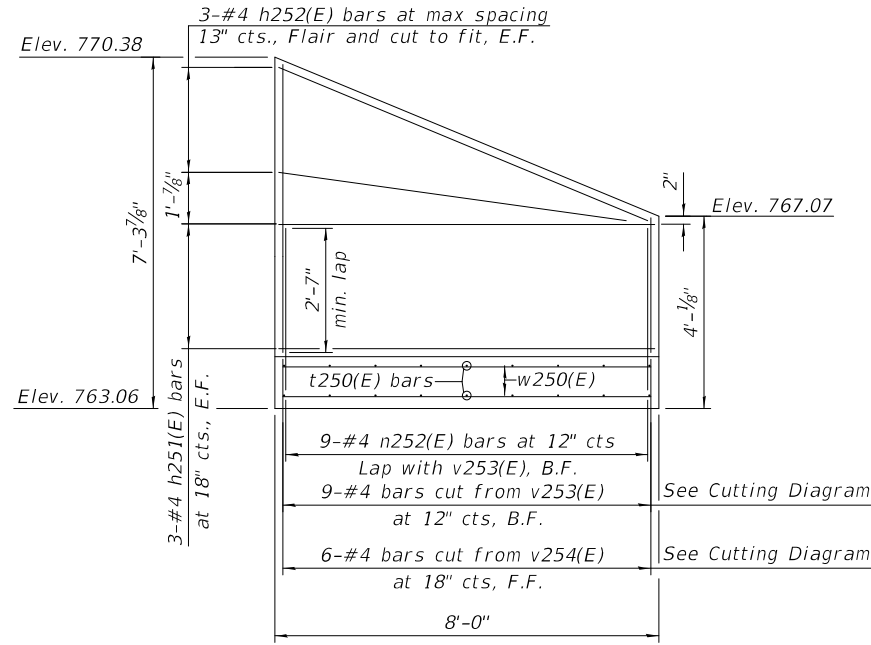
**WEST ABUTMENT - SOUTHBOUND - STAGE I
STRUCTURE NO. 022-2036**

SHEET S-37 OF S-71 SHEETS

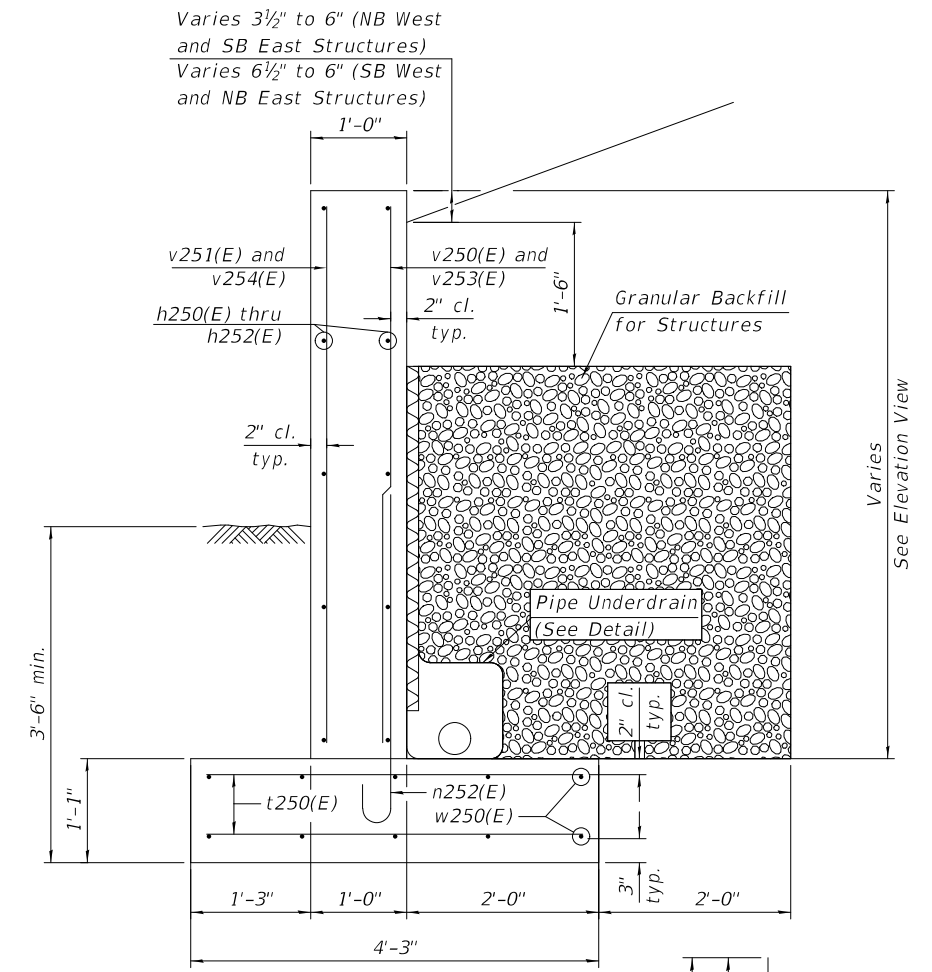
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55	22-36HB-1	DUPAGE	333	242
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT: NHPP-PR24(873)				



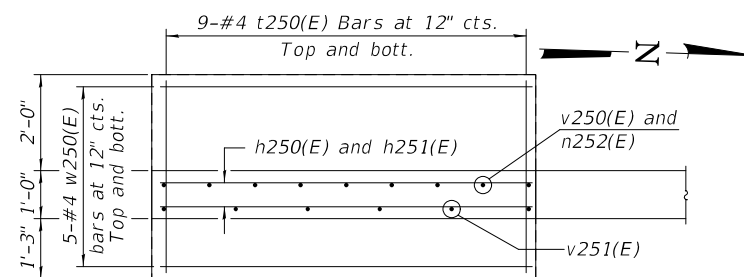
N.B. WEST WINGWALL EXTENSION ELEVATION



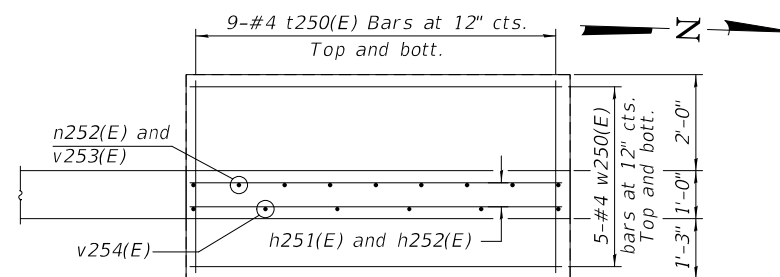
S.B. WEST WINGWALL EXTENSION ELEVATION



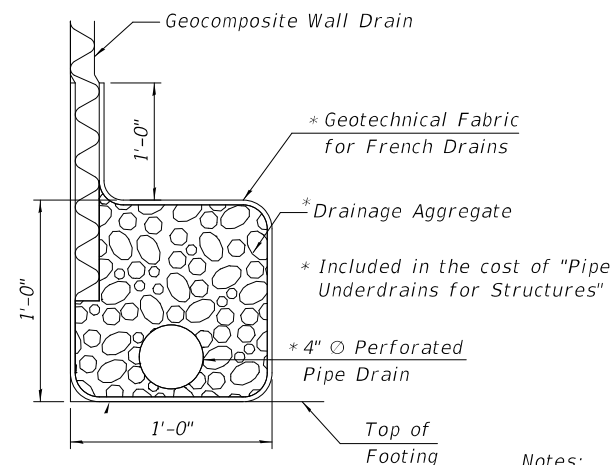
TYPICAL CROSS SECTION THROUGH WING WALL EXTENSION



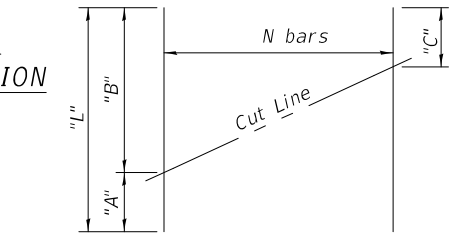
N.B. WEST WINGWALL EXTENSION PLAN



S.B. WEST WINGWALL EXTENSION PLAN



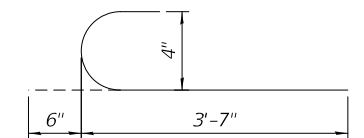
WINGWALL EXTENSION PIPE UNDERDRAIN DETAIL



BAR CUTTING TABLE

Bar	N	L	A	B	C
v250(E)	5	8'-4"	2'-8"	5'-8"	4'-2"
v251(E)	3	8'-4"	2'-8"	5'-8"	4'-6"
v253(E)	5	8'-6"	2'-8"	5'-10"	4'-3"
v254(E)	3	8'-6"	2'-8"	5'-10"	4'-7"

Order v250(E), v251(E), v253(E), and v254(E) full length. Cut as shown and use remainder of bars in opposite end of wall. Discard extra portions of v250(E) and v253(E)



n252(E) Bar

Notes:
For abutment plan and elevations, see sheets S-34 thru S-37 of S-71.
Contractor shall adjust the layout of the pipe underdrain to account for the elevation change in between the bottom of wingwall and top of wingwall extension footing.
Abutment Bill of Material include Wingwall Extension quantities, see sheet S-39 of S-71.

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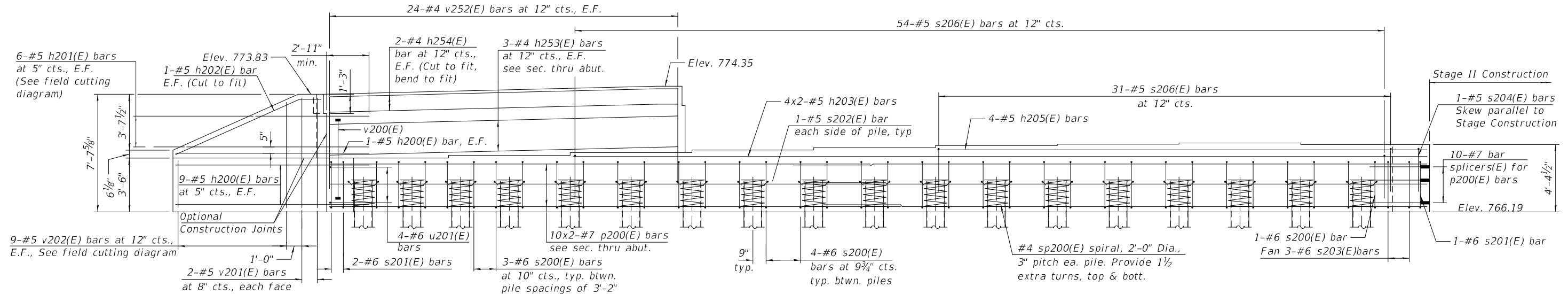
**WEST WINGWALL EXTENSIONS
STRUCTURE NO. 022-2036**

SHEET S-38 OF S-71 SHEETS

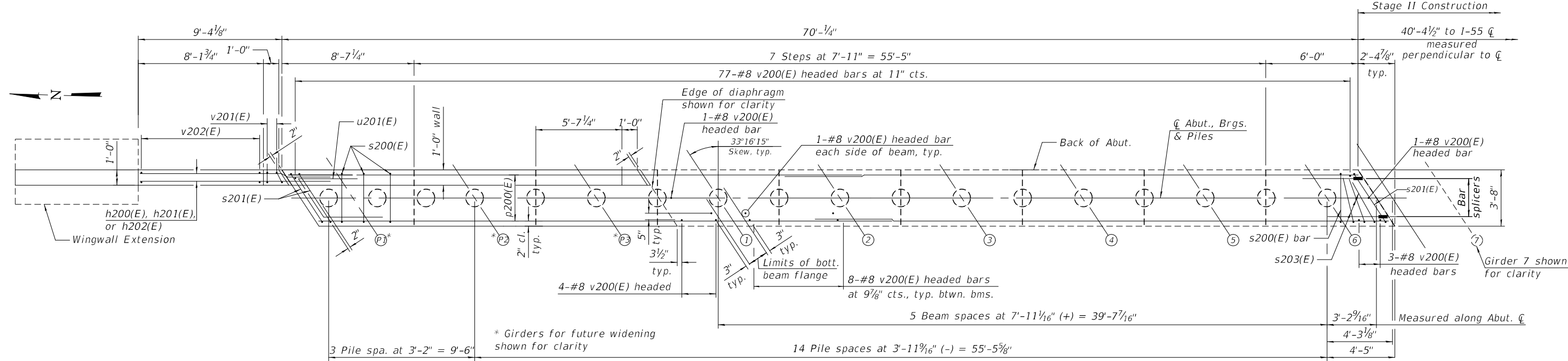
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55	22-36HB-1	DUPAGE	333	243
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT: NHP-PR24(873)				

MINIMUM BAR LAPS

#5 = 3'-7"
#7 = 5'-0"



S.B. ELEVATION (STAGE I)



S.B. PLAN (STAGE I)

BEARING SEATS

Girder #	Elevation	Step Ht.
P1	769.69	2"
P2	769.86	2 1/2"
P3	770.04	2"
1	770.21	1 3/4"
2	770.36	1 3/8"
3	770.50	1 1/8"
4	770.59	7/8"
5	770.66	1 1/8"
6	770.57	

SOUTHBOUND PILE DATA

Type: MS 14" x 0.25"
Nominal Required Bearing: 413 kips
Factored Resistance Available: 229 kips
Est. Length: 85'
No. Production Piles: 16
No. Test Piles: 1

Notes:
See Sheet S-45 of S-71 for bar cutting diagrams, typical section, bar diagrams, and BOM.
Cut h205(E) bars to fit skew.
Pour steps monolithically with cap.
For details of piles see sheet S-54 of S-71.
For wingwall extension details, see sheet S-44 of S-71.

MODEL: Defn.dwg
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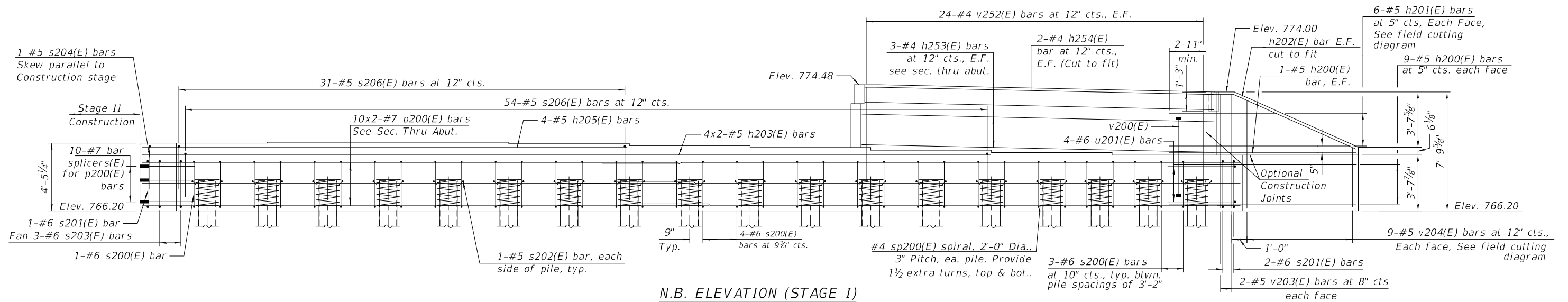
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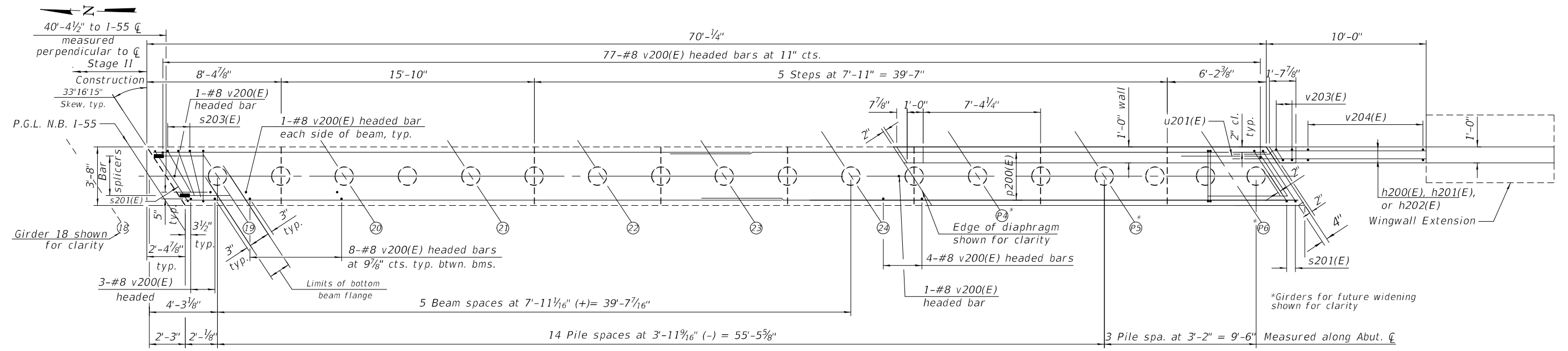
**EAST ABUTMENT - SOUTHBOUND - STAGE I
STRUCTURE NO. 022-2036**

SHEET S-40 OF S-71 SHEETS

F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	245
CONTRACT NO. 62G39			ILLINOIS FED. AID PROJECT: NHP-PR24(873)	



N.B. ELEVATION (STAGE I)



N.B. PLAN (STAGE I)

MINIMUM BAR LAP

#5 = 3'-7"
#7 = 5'-0"

BEARING SEATS

Girder #	Elevation	Step Ht.
19	770.64	
20	770.70	3/4"
21	770.70	-
22	770.60	1 1/4"
23	770.48	1 1/2"
24	770.35	1 1/2"
P4	770.18	2"
P5	770.02	1 7/8"
P6	769.86	1 7/8"

NORTHBOUND PILE DATA

Type: MS 14" x 0.25"
Nominal Required Bearing: 413 kips
Factored Resistance Available: 229 kips
Est. Length: 85'
No. Production Piles: 16
No. Test Piles: 1

Notes:

For bar cutting diagrams, typical section, bar diagrams, and BOM see Sheet S-45 of S-71.
Cut h205(E) bars to fit skew.
Pour steps monolithically with cap.
For details of piles see sheet S-54 of S-71.
For wingwall extension details, see sheet S-44 of S-71.

MODEL: D:\p1\02220366\02220366-043-Abutment_E_NB_S71.dgn
FILE NAME: 02220366-02220366-043-Abutment_E_NB_S71.dgn

TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

USER NAME = TYLIPW01ICS01S
DESIGNED - SP
DRAWN - CT
CHECKED - PDF
DATE = 1/29/2021

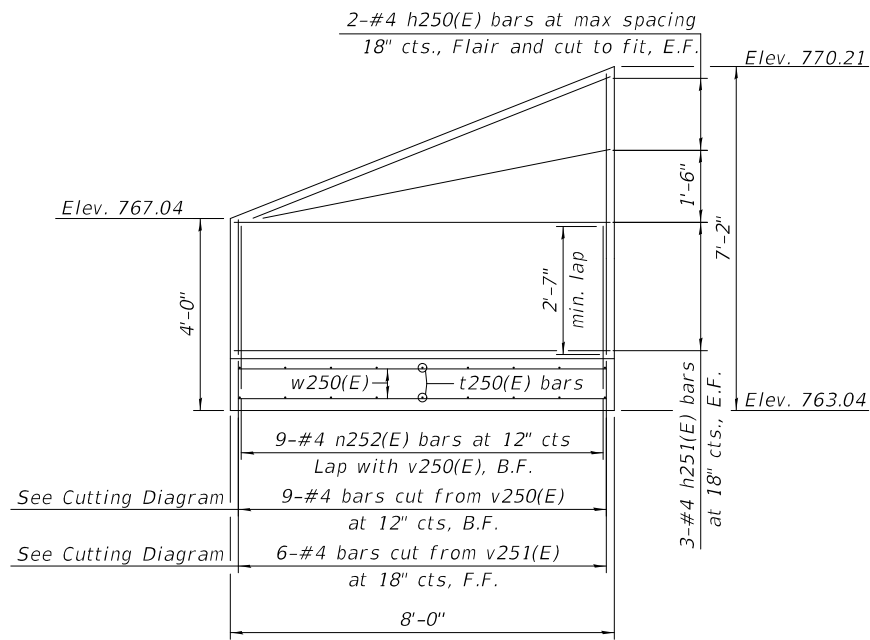
REVISOR -
REVISION -
REVISION -
REVISION -
REVISION -

**STATE OF ILLINOIS
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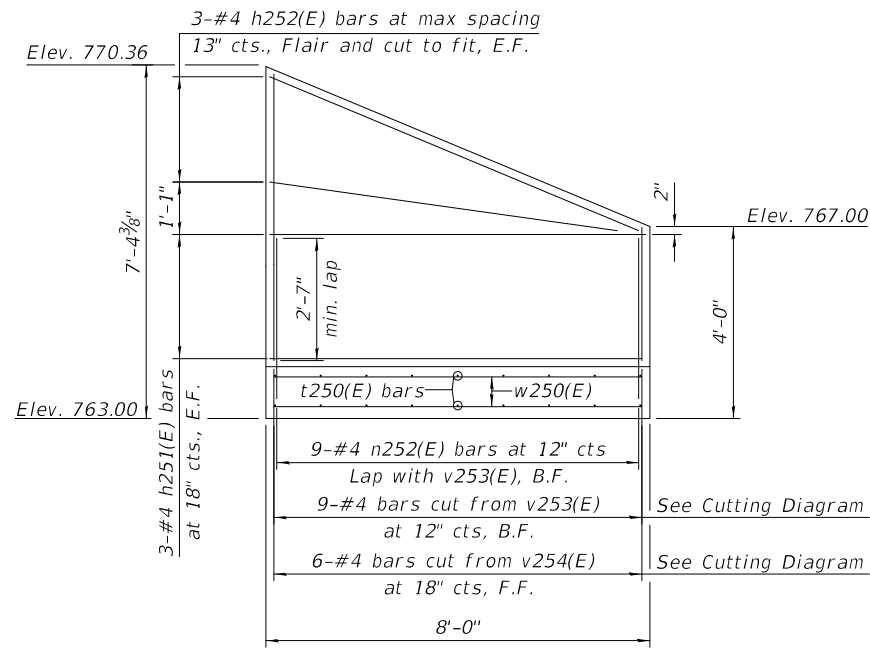
**EAST ABUTMENT - NORTHBOUND - STAGE I
STRUCTURE NO. 022-2036**

SHEET S-43 OF S-71 SHEETS

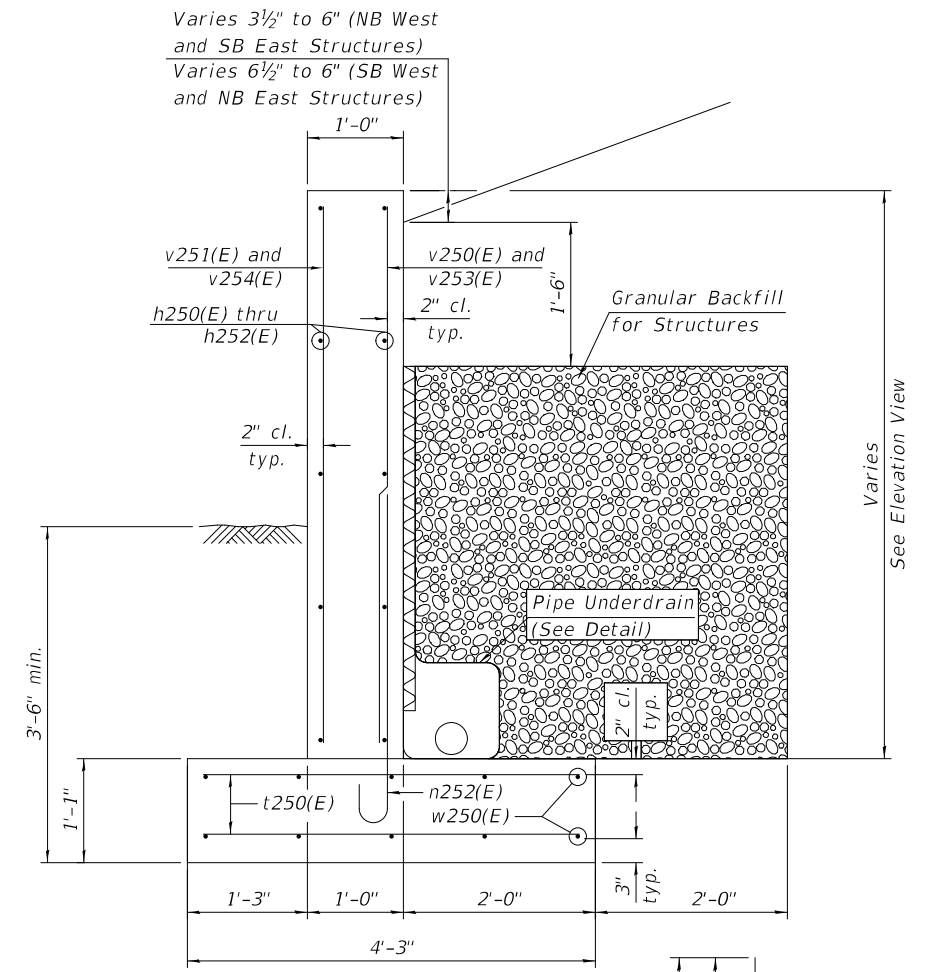
F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	248
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT: NHPP-PR24(873)				



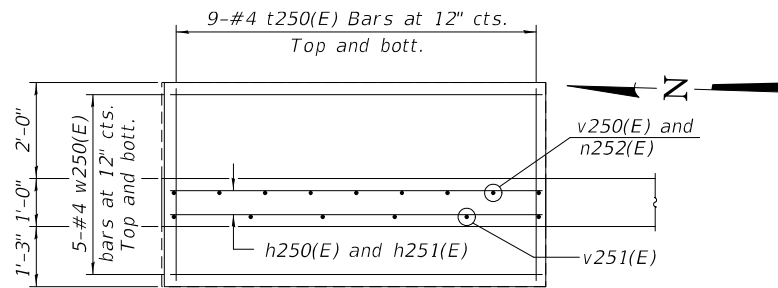
S.B. EAST WINGWALL EXTENSION ELEVATION



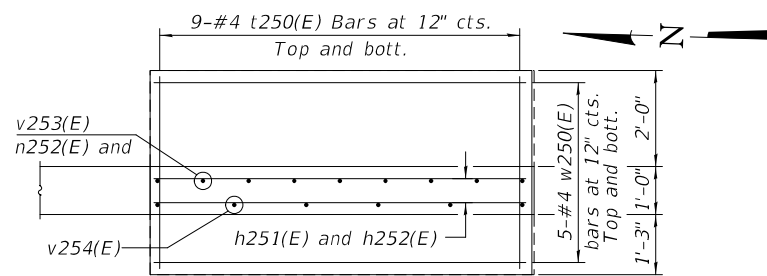
N.B. EAST WINGWALL EXTENSION ELEVATION



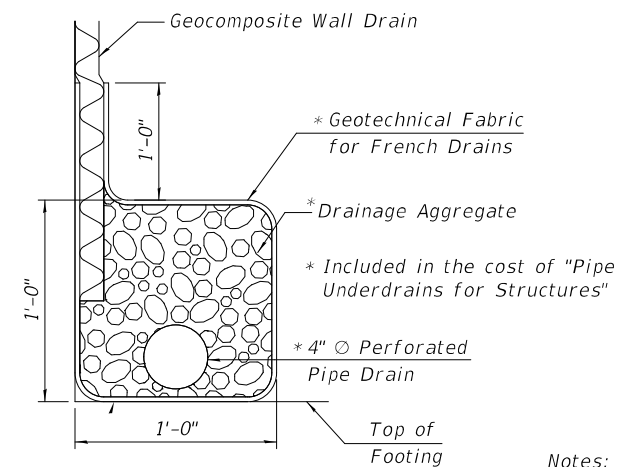
TYPICAL CROSS SECTION THROUGH WING WALL EXTENSION



S.B. EAST WINGWALL EXTENSION PLAN



N.B. EAST WINGWALL EXTENSION PLAN

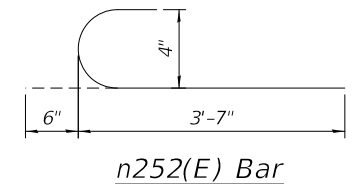


WINGWALL EXTENSION PIPE UNDERDRAIN DETAIL

BAR CUTTING TABLE

Bar	N	L	A	B	C
v250(E)	5	8'-4"	2'-8"	5'-8"	4'-2"
v251(E)	3	8'-4"	2'-8"	5'-8"	4'-6"
v253(E)	5	8'-6"	2'-8"	5'-10"	4'-3"
v254(E)	3	8'-6"	2'-8"	5'-10"	4'-7"

Order v250(E), v251(E), v253(E), and v254(E) full length. Cut as shown and use remainder of bars in opposite end of wall. Discard extra portions of v250(E) and v253(E)



Notes:
For abutment plan and elevations, see sheets S-40 thru S-43 of S-71.
Contractor shall adjust the layout of the pipe underdrain to account for the elevation change in between the bottom of wingwall and top of wingwall extension footing.
Abutment Bill of Material include Wingwall Extension quantities, see sheet S-45 of S-71.

MODEL: D:\p\11
FILE NAME: 0222036-6239-044-EB1 - Wingwall.dgn

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200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

USER NAME = TYLIPW01CS01S
DESIGNED - RH
DRAWN - CT
PLOT SCALE = 0:1.0000 " = 1/8" / in.
PLOT DATE = 1/26/2021
CHECKED - SP
DATE = 1/29/2021

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**EAST WINGWALL EXTENSIONS
STRUCTURE NO. 022-2036**

SHEET 5-44 OF S-71 SHEETS

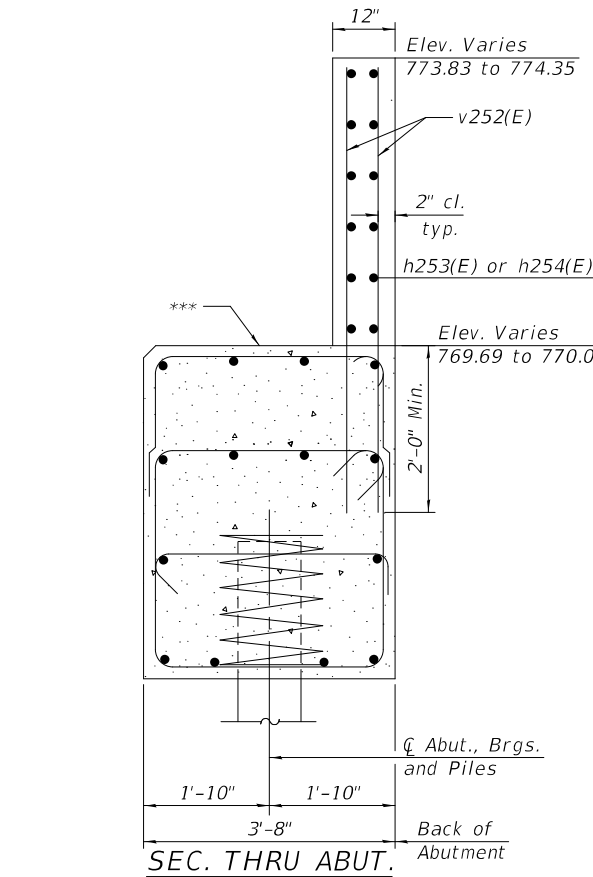
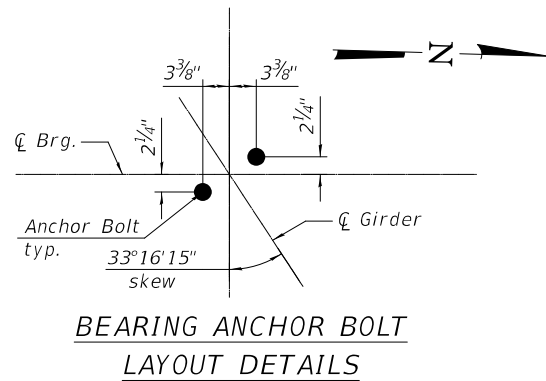
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	249
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT: NHPP-PR24(873)				

**SOUTHBOUND
BILL OF MATERIAL**

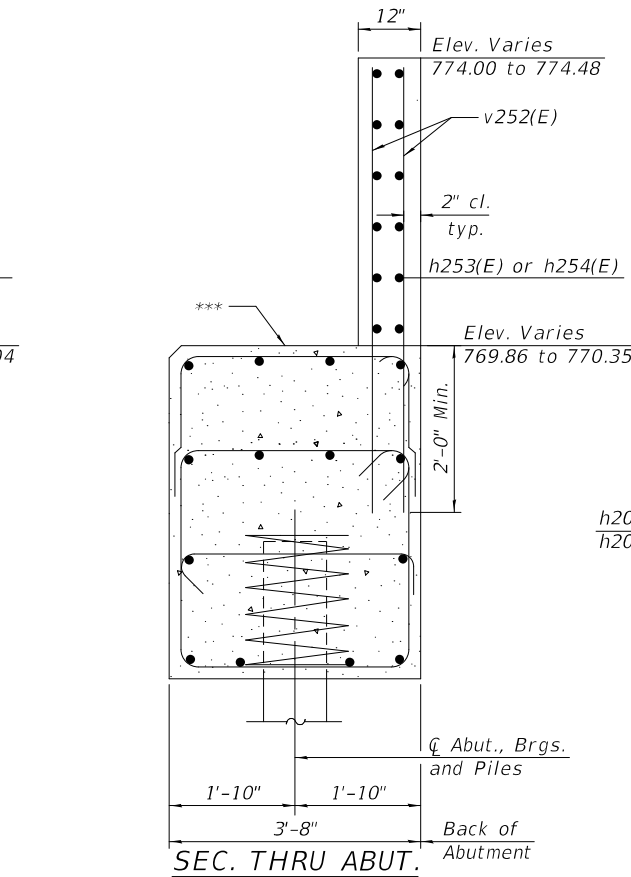
Bar	No.	Size	Length	Shape
h200(E)	20	#5	12'-9"	
h201(E)	6	#5	19'-8"	
h202(E)	2	#5	10'-2"	
h203(E)	8	#5	29'-6"	
h205(E)	4	#5	31'-8"	
h206(E)	4	#5	9'-5"	
h207(E)	4	#5	25'-3"	
h250(E)	4	#4	7'-11"	
h251(E)	6	#4	7'-8"	
h253(E)	6	#4	23'-0"	
h254(E)	4	#4	22'-10"	
n252(E)	9	#4	4'-1"	
p200(E)	20	#7	37'-4"	
p203(E)	10	#7	47'-10"	
s200(E)	111	#6	14'-4"	
s201(E)	6	#6	15'-8"	
s202(E)	60	#5	4'-4"	
s203(E)	6	#6	9'-0"	
s204(E)	3	#5	9'-10"	
s206(E)	117	#5	8'-2"	
* sp200(E)	30	#4	2'-6"	WWW
t250(E)	18	#4	3'-11"	
u201(E)	8	#6	12'-5"	
v200(E)	255	#8	6'-0"	
v201(E)	4	#5	7'-4"	
v202(E)	9	#5	10'-0"	
v250(E)	5	#4	8'-4"	
v251(E)	3	#4	8'-4"	
v252(E)	48	#4	6'-2"	
w250(E)	10	#4	7'-8"	
** Structure Excavation		Cu. Yd.	1,014	
Concrete Structures		Cu. Yd.	72.9	
Reinforcement Bars, Epoxy Coated		Pound	13,450	
Furnishing Metal Shell Piles 14" X 0.250"		Foot	2,465	
Driving Piles		Foot	2,465	
Test Pile Metal Shells		Each	1	
Geocomposite Wall Drain		Sq. Yd.	99	
Pipe Underdrains for Structures 4"		Foot	143	
Granular Backfill for Structures		Cu. Yd.	186	

**NORTHBOUND
BILL OF MATERIAL**

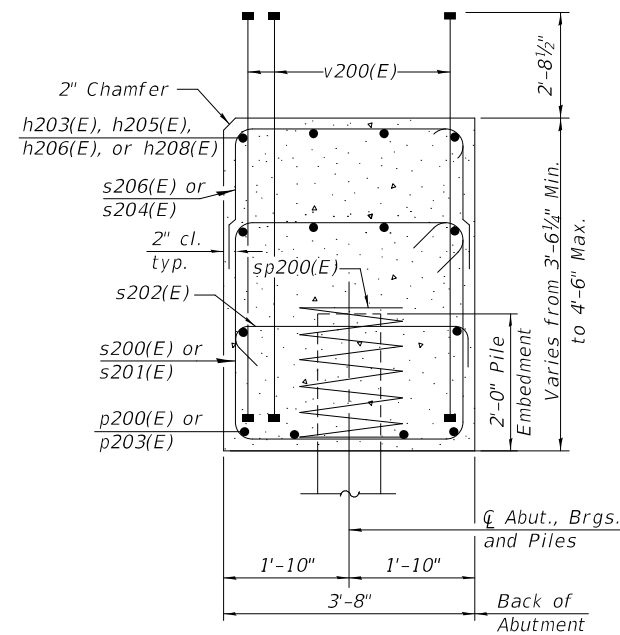
Bar	No.	Size	Length	Shape
h200(E)	20	#5	12'-9"	
h201(E)	6	#5	19'-8"	
h202(E)	2	#5	10'-2"	
h203(E)	8	#5	29'-6"	
h205(E)	4	#5	31'-8"	
h206(E)	4	#5	9'-5"	
h208(E)	4	#5	33'-2"	
h251(E)	6	#4	7'-8"	
h252(E)	6	#4	8'-3"	
h253(E)	6	#4	23'-0"	
h254(E)	4	#4	22'-10"	
n252(E)	9	#4	4'-1"	
p200(E)	20	#7	37'-4"	
p203(E)	10	#7	47'-10"	
s200(E)	111	#6	14'-4"	
s201(E)	6	#6	15'-8"	
s202(E)	60	#5	4'-4"	
s203(E)	6	#6	9'-0"	
s204(E)	3	#5	9'-10"	
s206(E)	125	#5	8'-2"	
* sp200(E)	30	#4	2'-6"	WWW
t250(E)	18	#4	3'-11"	
u201(E)	8	#6	12'-5"	
v200(E)	255	#8	6'-0"	
v203(E)	4	#5	7'-6"	
v204(E)	9	#5	11'-0"	
v252(E)	48	#4	6'-2"	
v253(E)	5	#4	8'-6"	
v254(E)	3	#4	8'-6"	
w250(E)	10	#4	7'-8"	
** Structure Excavation		Cu. Yd.	889	
Concrete Structures		Cu. Yd.	74.1	
Reinforcement Bars, Epoxy Coated		Pound	13,580	
Furnishing Metal Shell Piles 14" X 0.250"		Foot	2,465	
Driving Piles		Foot	2,465	
Test Pile Metal Shells		Each	1	
Geocomposite Wall Drain		Sq. Yd.	100	
Pipe Underdrains for Structures 4"		Foot	140	
Granular Backfill for Structures		Cu. Yd.	190	



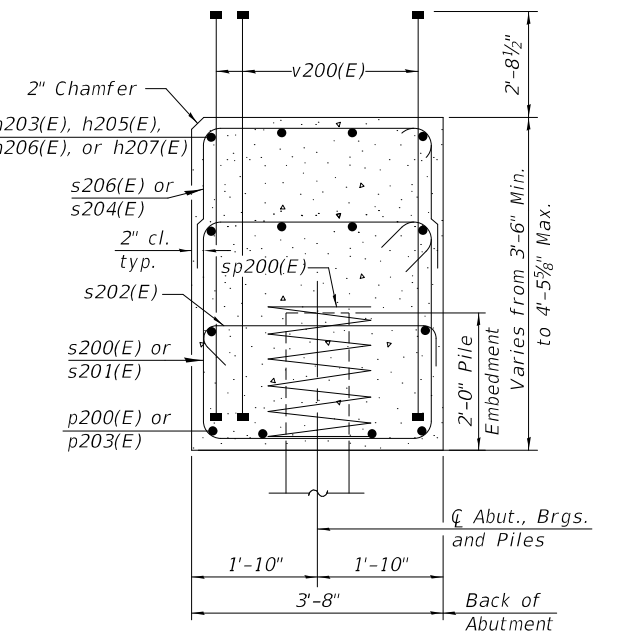
SEC. THRU ABUT. SOUTHBOUND STRUCTURE OUTSIDE SUPERSTRUCTURE LIMITS
Dimensions at right angles to abutment.



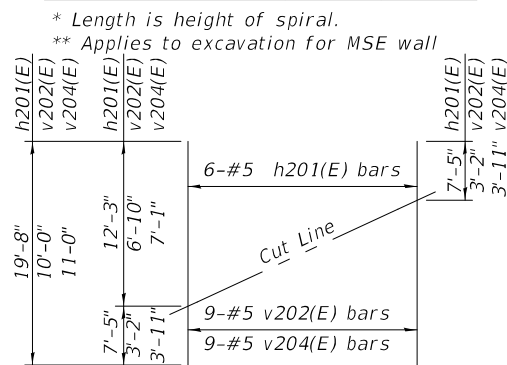
SEC. THRU ABUT. NORTHBOUND STRUCTURE OUTSIDE SUPERSTRUCTURE LIMITS
Dimensions at right angles to abutment.



SEC. THRU ABUT. NORTHBOUND STRUCTURE
Dimensions at right angles to abutment.

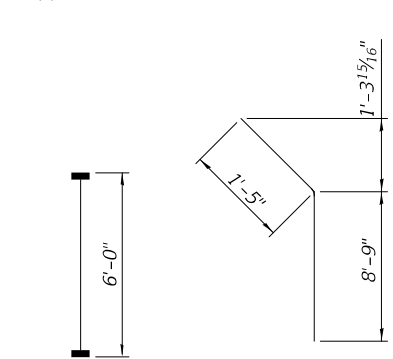


SEC. THRU ABUT. SOUTHBOUND STRUCTURE
Dimensions at right angles to abutment.

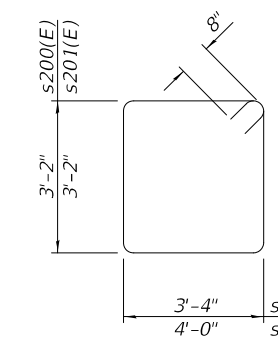


FIELD CUTTING DIAGRAM (NB)

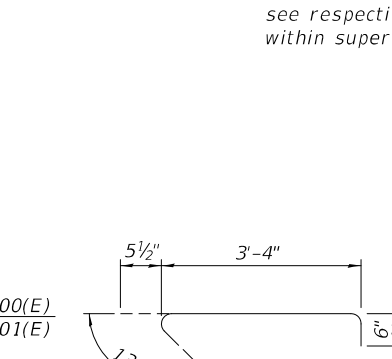
Order h201(E), v202(E), and v204(E) full length. Cut as shown and use remainder of bars in opposite wing.



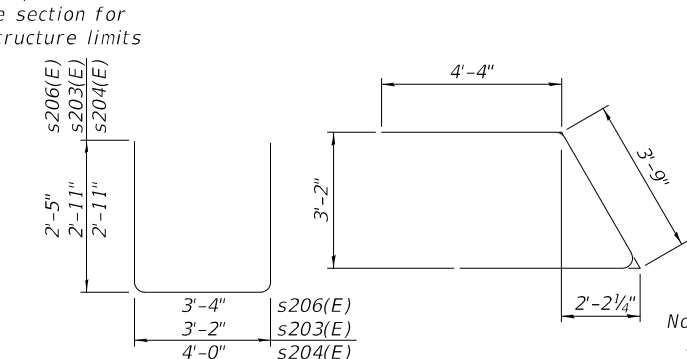
BAR v200(E) (Headed)



BAR h202(E)



BARS s200(E) & s201(E)



BARS s203(E), s204(E) & s206(E)

BAR u201(E)

Notes:
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.
For details of piles see sheet S-54 of S-71.

MODEL: D:\s\m\...
FILE NAME: 0222036-6239-045-Abutment_E.dwg

TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

USER NAME = TYLIPW01KCS01S
DESIGNED - SP
DRAWN - CT
PLOT SCALE = 0:1.0000 "/>

CHECKED - PDF
DATE 1/29/2021

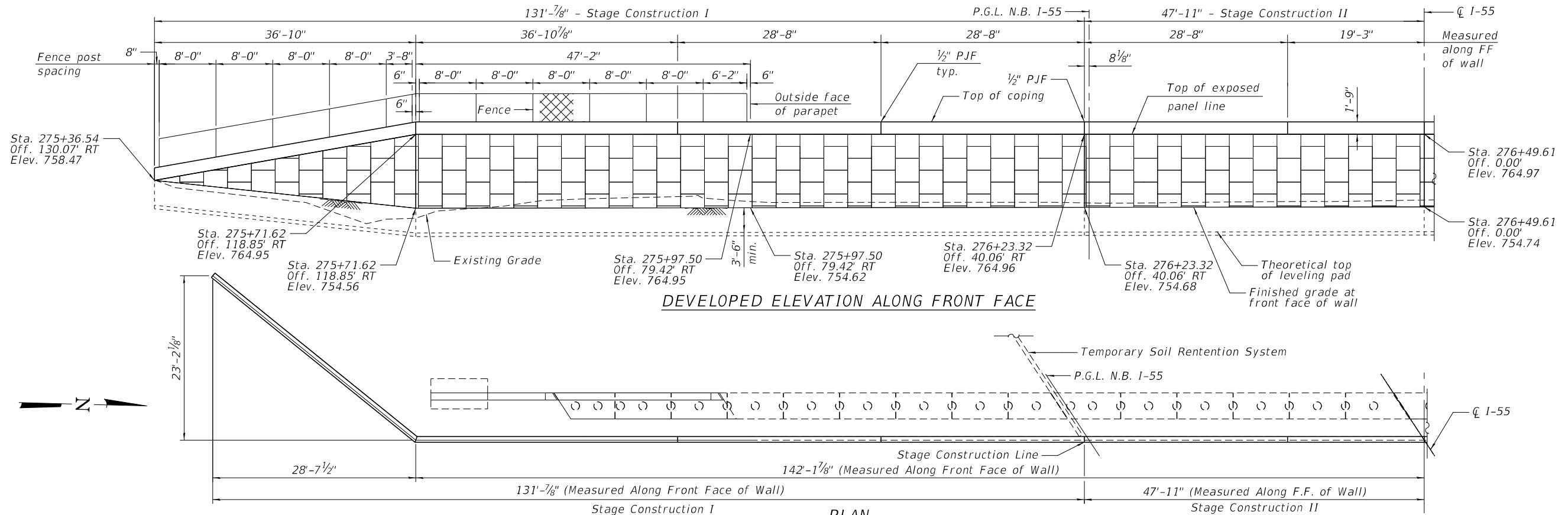
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REVISED -

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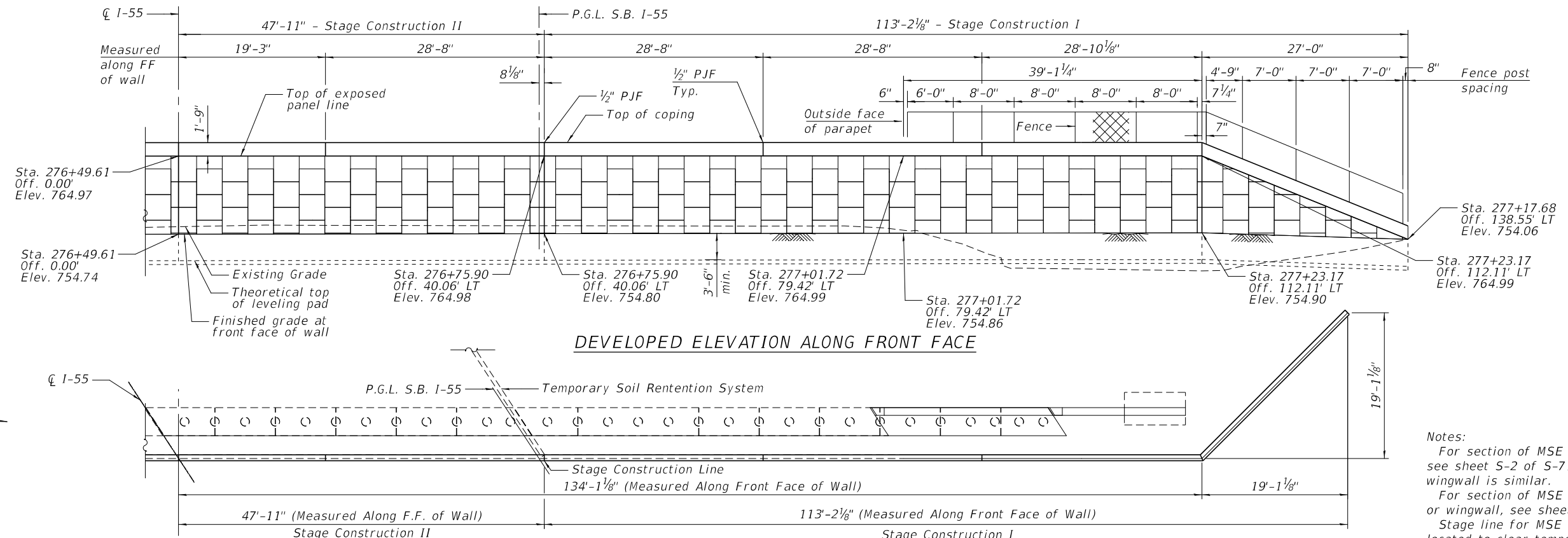
**EAST ABUTMENT DETAILS
STRUCTURE NO. 022-2036**

SHEET S-45 OF S-71 SHEETS

F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	250
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT: NHP-PR24(873)				



DEVELOPED ELEVATION ALONG FRONT FACE
 PLAN
 WEST ABUTMENT MSE WALL - NORTHBOUND



DEVELOPED ELEVATION ALONG FRONT FACE
 PLAN
 WEST ABUTMENT MSE WALL - SOUTHBOUND

Notes:
 For section of MSE wall at abutment, see sheet S-2 of S-71. MSE wall at wingwall is similar.
 For section of MSE wall not at abutment or wingwall, see sheet S-48 of S-71.
 Stage line for MSE wall and coping located to clear temporary soil retention system, contractor to verify based on their retention design.

MODEL: D:\p\11
 FILE NAME: 0222036-6239-046-MSE-Wall-W.dgn

TYLIN INTERNATIONAL
 200 S. WACKER DR.
 SUITE 1400
 CHICAGO, IL 60606
 TEL: 312-777-2900

USER NAME = TYLIPW01KCS01S
 DESIGNED - VPS
 DRAWN - JM
 CHECKED - PDF
 PLOT SCALE = 0.0833' / in.
 PLOT DATE = 1/26/2021

DESIGNED - VPS
 DRAWN - JM
 CHECKED - PDF
 DATE 1/29/2021

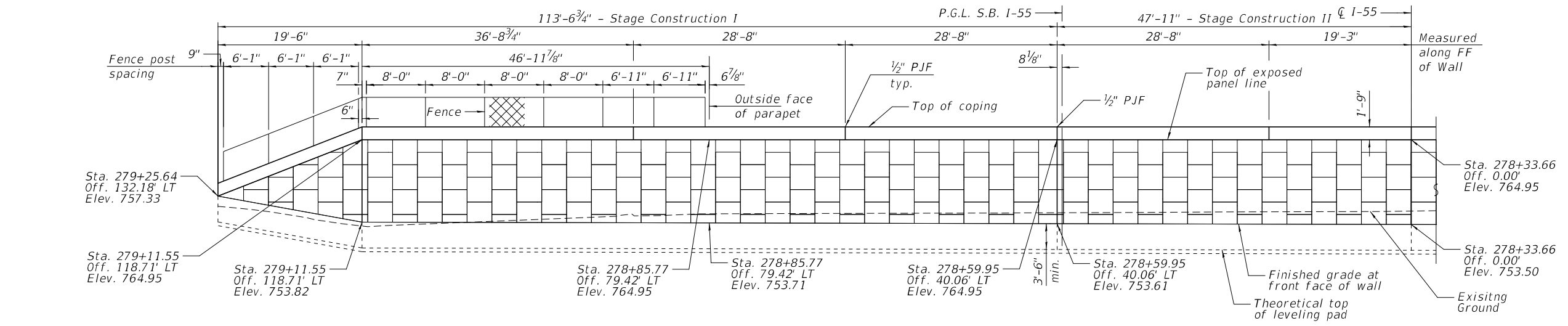
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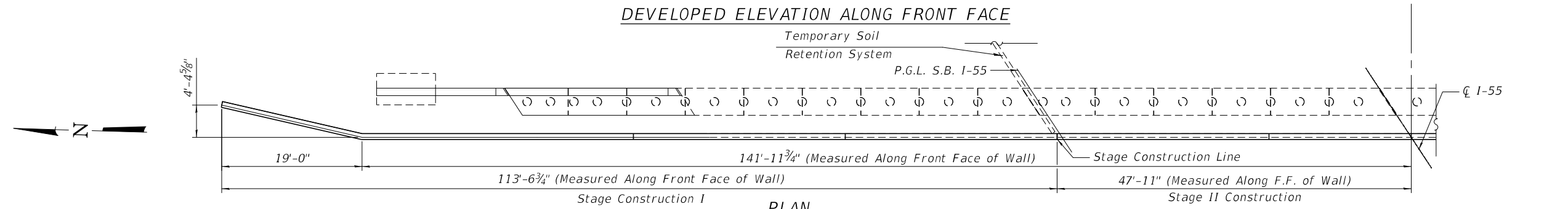
WEST MSE WALL DETAILS
STRUCTURE NO. 022-2036

SHEET 5-46 OF 5-71 SHEETS

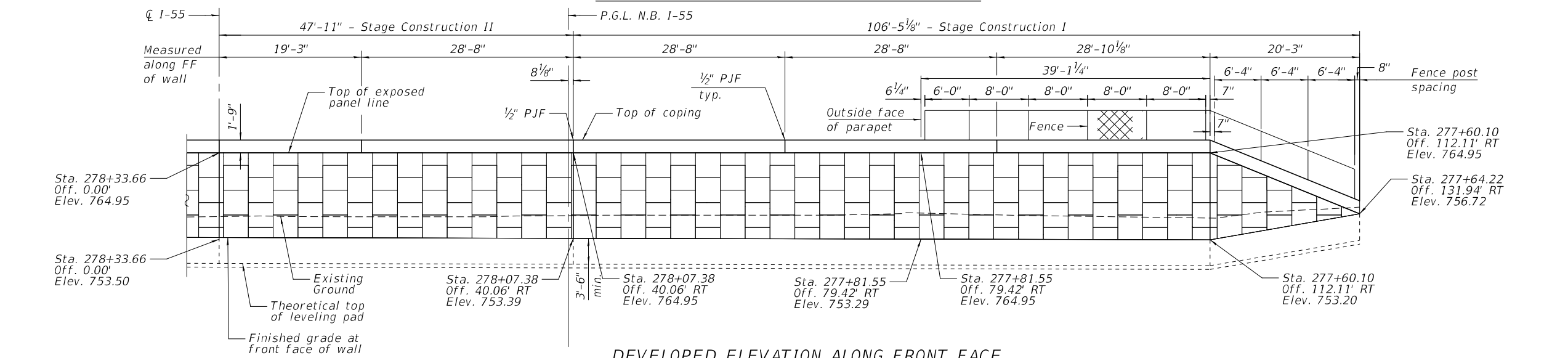
F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	251
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT: NHP-PR24(873)				



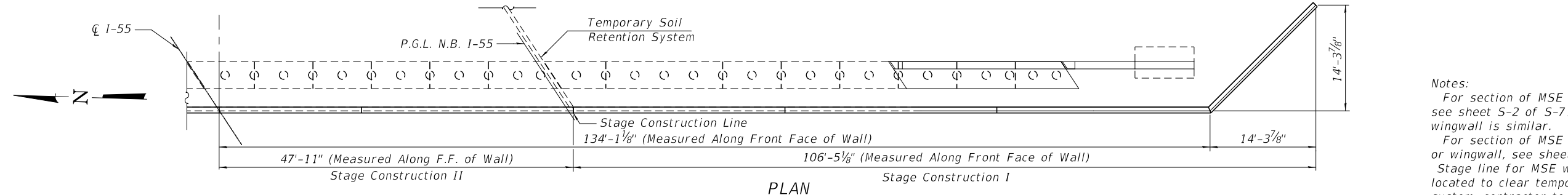
DEVELOPED ELEVATION ALONG FRONT FACE



PLAN EAST ABUTMENT MSE WALL - SOUTHBOUND



DEVELOPED ELEVATION ALONG FRONT FACE



PLAN EAST ABUTMENT MSE WALL - NORTHBOUND

Notes:
 For section of MSE wall at abutment, see sheet S-2 of S-71. MSE wall at wingwall is similar.
 For section of MSE wall not at abutment or wingwall, see sheet S-48 of S-71.
 Stage line for MSE wall and coping located to clear temporary soil retention system, contractor to verify based on their retention design.

MODEL: D:\6111
 FILE NAME: 0222036-62G39-047-MSE_VWall_E.dgn

TYLIN INTERNATIONAL
 200 S. WACKER DR.
 SUITE 1400
 CHICAGO, IL 60606
 TEL: 312-777-2900

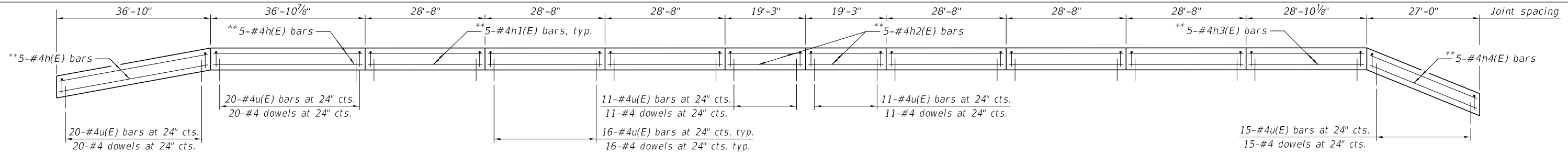
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PLOT SCALE = 0.0833' / in.	DRAWN - JM	REVISED -
PLOT DATE = 1/26/2021	CHECKED - PDF	REVISED -
	DATE 1/29/2021	REVISED -

STATE OF ILLINOIS
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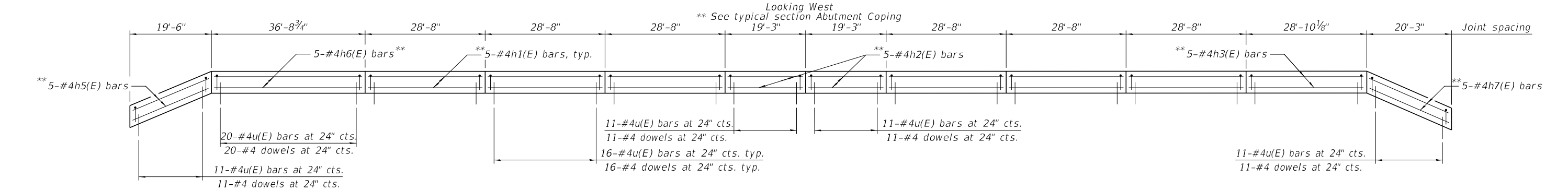
EAST MSE WALL DETAILS
STRUCTURE NO. 022-2036

SHEET S-47 OF S-71 SHEETS

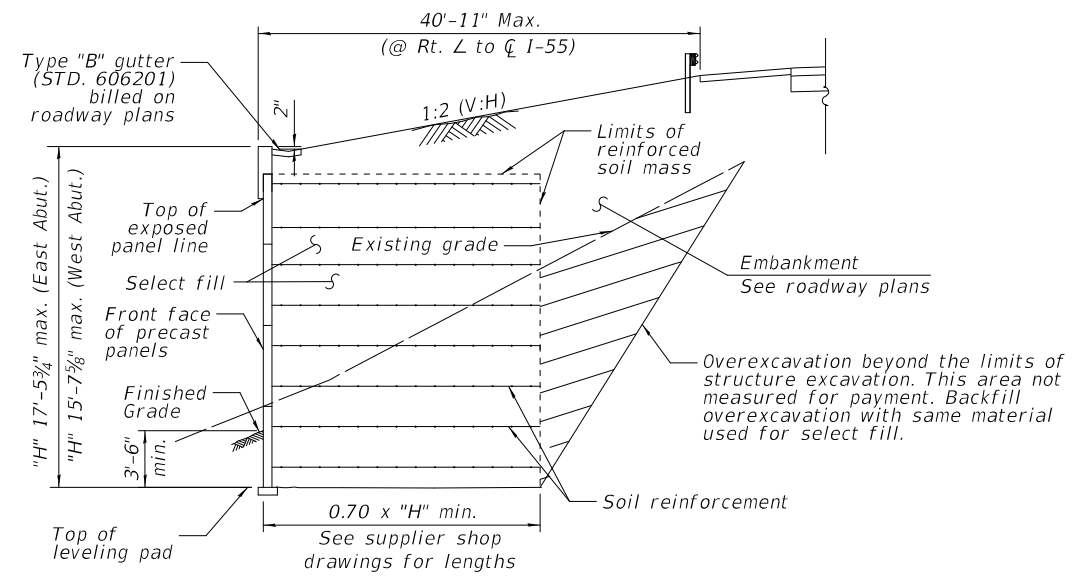
F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	252
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT: NHPP-PR24(873)				



WEST ABUTMENT MSE WALL COPING

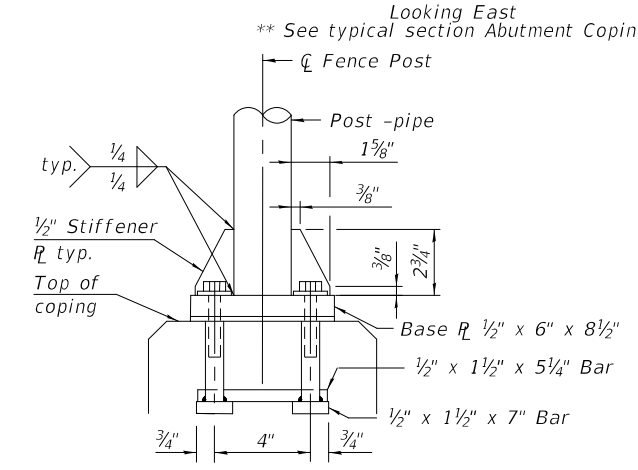


EAST ABUTMENT MSE WALL COPING

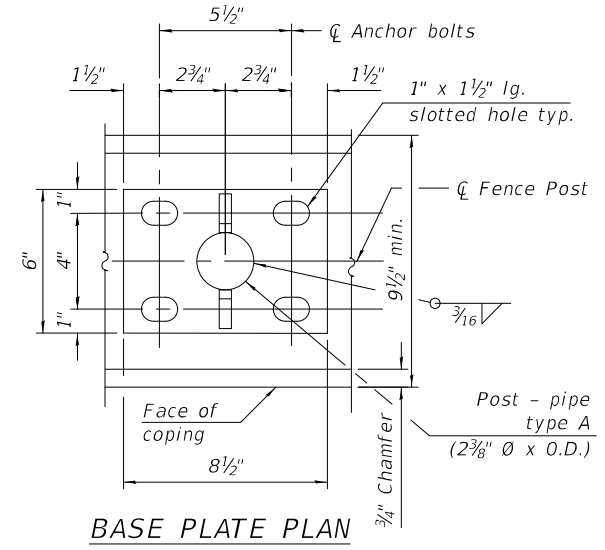


SECTION THRU MSE WALL

(Horiz. dim. @ Rt. L's)



SIDE VIEW



BASE PLATE PLAN

MINIMUM BAR LAPS
#4 = 2'-7"

* BILL OF MATERIAL
WEST ABUTMENT MSE WALL COPING

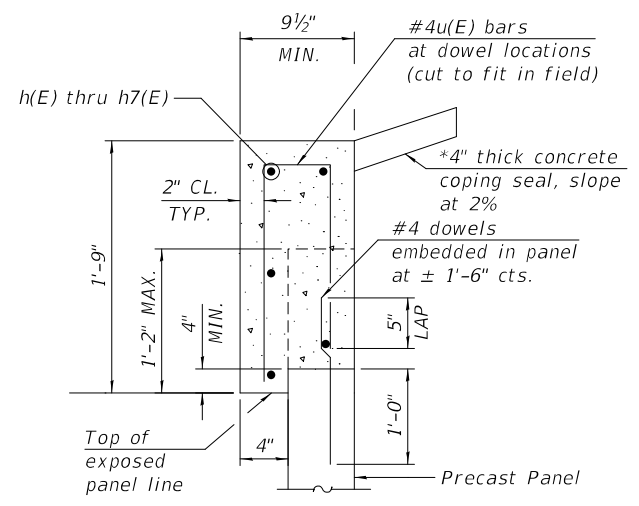
Bar	No.	Size	Length	Shape
h (E)	10	#4	36'-6"	—
h1(E)	30	#4	28'-4"	—
h2(E)	10	#4	18'-11"	—
h3(E)	5	#4	28'-6"	—
h4(E)	5	#4	26'-8"	—
u (E)	189	#4	3'-2"	⊔

* For information only

* BILL OF MATERIAL
EAST ABUTMENT MSE WALL COPING

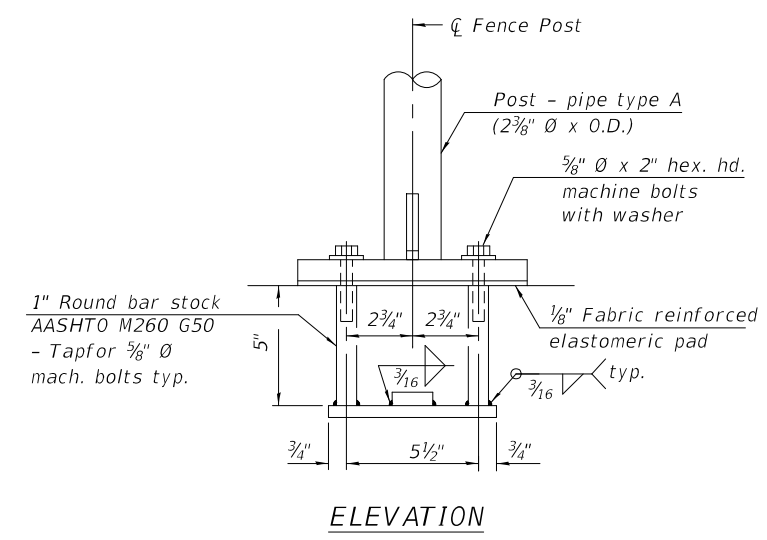
Bar	No.	Size	Length	Shape
h1(E)	30	#4	28'-4"	—
h2(E)	10	#4	18'-11"	—
h3(E)	5	#4	28'-6"	—
h5(E)	5	#4	19'-2"	—
h6(E)	5	#4	36'-5"	—
h7(E)	5	#4	19'-11"	—
u (E)	176	#4	3'-2"	⊔

* For information only

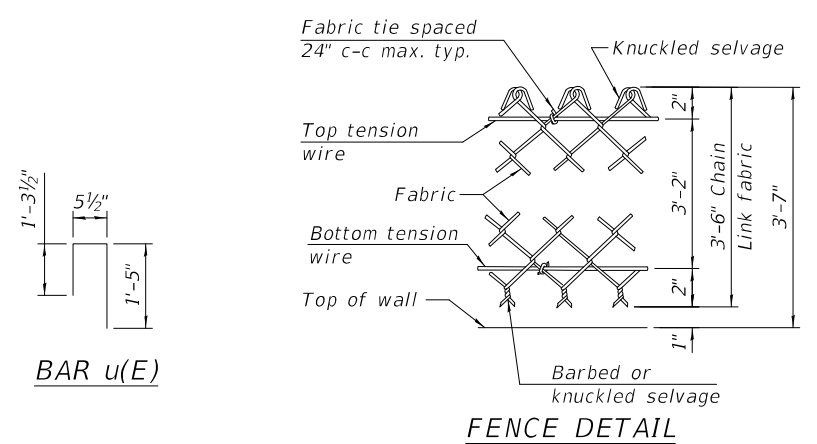


TYPICAL SECTION - COPING

*Use 4" thick concrete coping seal at abutment and wingwall



ELEVATION



FENCE DETAIL

BAR u(E)

Notes:
The costs of preformed joint filler, coping seal, cast-in-place concrete coping, geotextile fabric, reinforcement bars, and dowel bars are included in cost of "Mechanically Stabilized Earth Retaining Wall".
The contractor may substitute a precast coping at their own expense, the details of which must be included in the shop plans and approved by the engineer.

MODEL: D:\p\11... FILE NAME: 0222036-6239-048-MSE_Coping.dgn

TYLIN INTERNATIONAL
200 S. WACKER DR.
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CHICAGO, IL 60606
TEL: 312-777-2900

USER NAME = TYLIPW01ICS01S	DESIGNED - VPS	REVISED -
PLOT SCALE = 0:1.0000 "/>		

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CHECKED - PDF	REVISI
DATE 1/29/2021	REVISI

**STATE OF ILLINOIS
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**MSE WALL COPING
STRUCTURE NO. 022-2036**

SHEET 5-48 OF 5-71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	253
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT: NHPP-PR24(873)				

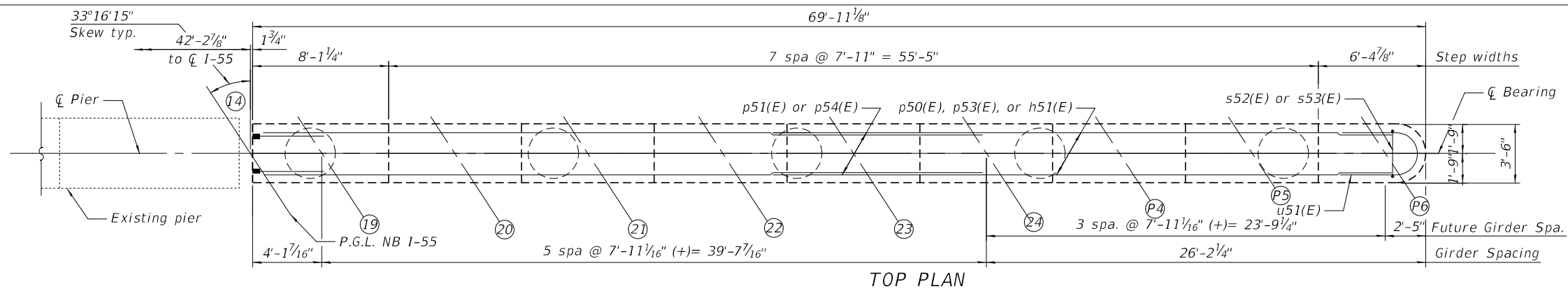
BEARING SEATS

GIRDER #	ELEVATION	STEP HT.
19	770.13	1 7/8"
20	770.24	1 7/8"
21	770.17	1"
22	770.09	1 1/2"
23	769.96	1 5/8"
24	769.82	2 1/4"
P4	769.63	2"
P5	769.46	2"
P6	769.29	2"

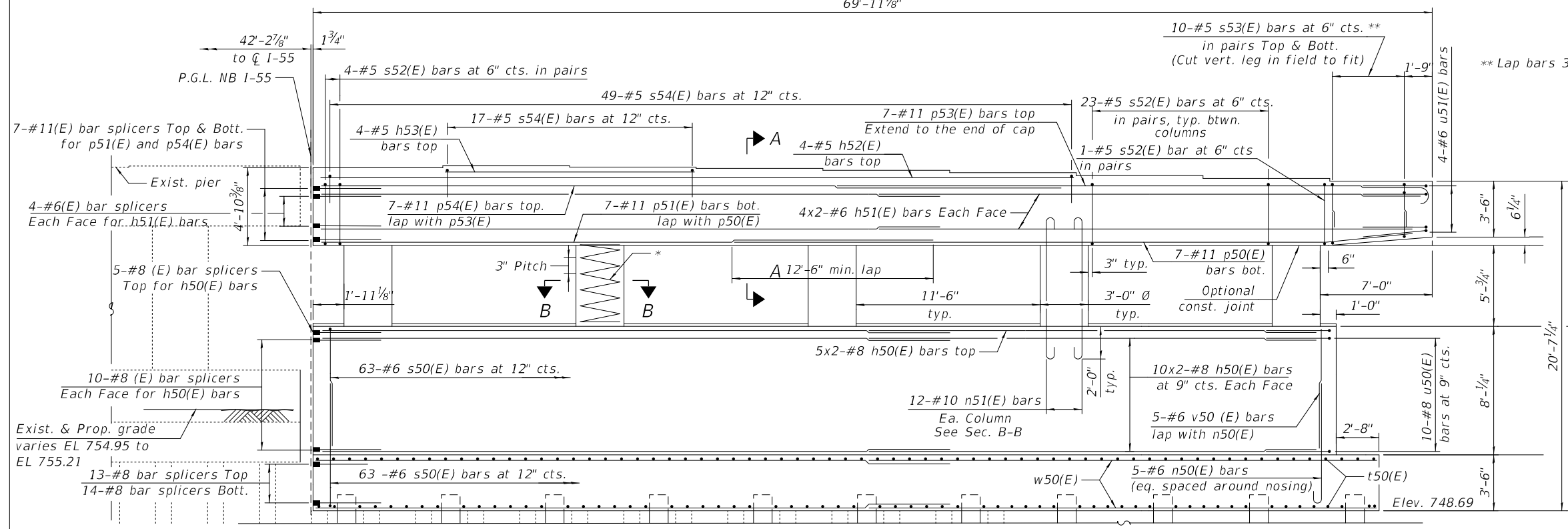
Girders P4-P6 are future girders that are not included in this contract

PILE DATA

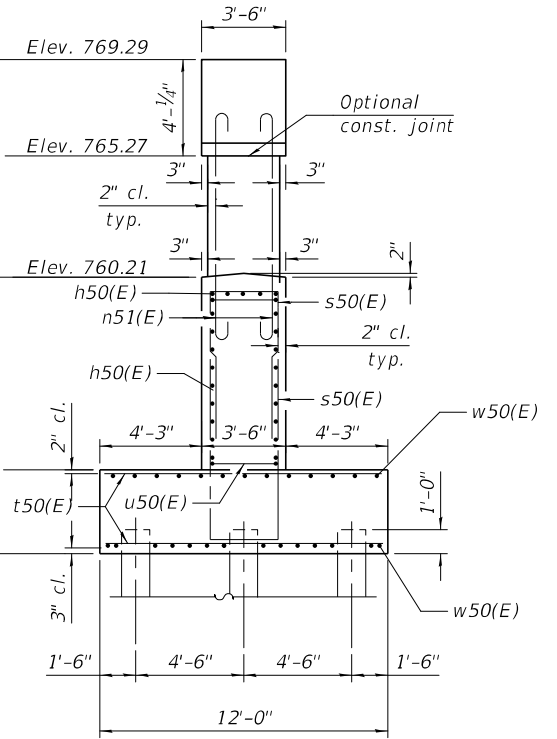
Type: MS 14" x 0.25"
 Nominal Required Bearing: 413 kips
 Factored Resistance Available: 229 kips
 Est. Length: 64'
 No. Production Piles: 32
 No. Test Piles: 1



TOP PLAN



ELEVATION
(Looking East)



END VIEW

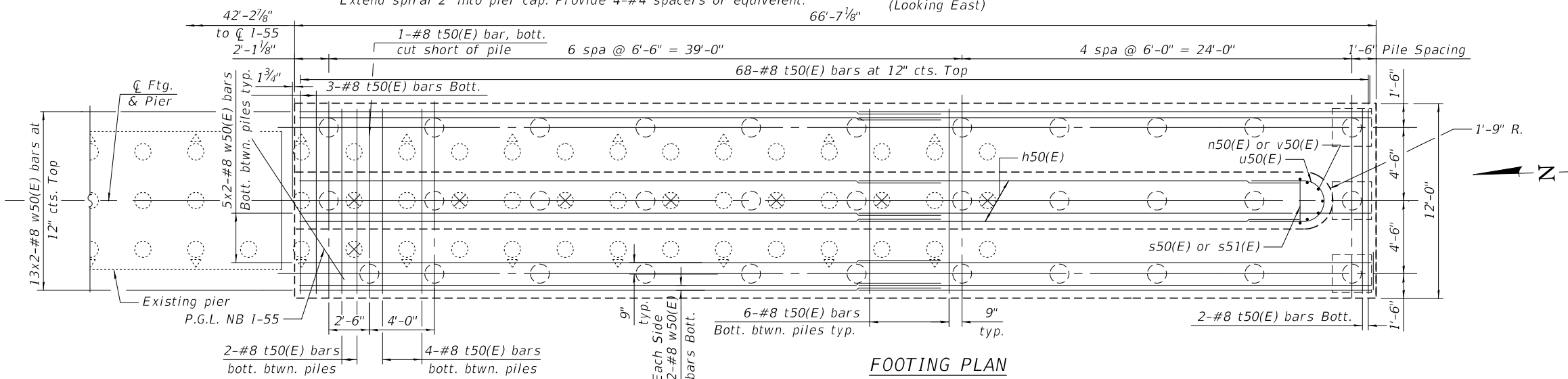
LEGEND

- Prop. Pile
- ⊙ Exist. Pile
- ⊗ Exist. Battered Pile
- ⊕ Proposed pile w/ welded rebar
- ⊗ Exist. Pile to be Extracted

MINIMUM BAR LAP

- #5 = 3'-7"
- #6 = 4'-4"
- #8 = 5'-9"
- #11 = 14'-2"

Notes:
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 For details of piles, see sheet S-54 of S-71.
 For section A-A and B-B, see sheet S-53 of S-71.
 Concrete sealer to be applied to all exposed surfaces of the pier.



FOOTING PLAN

MODEL: D:\p1\02220366\6239-049-Per-NB-ST1.dgn
 FILE NAME: 02220366-6239-049-Per-NB-ST1.dgn

TYLIN INTERNATIONAL
 200 S. WACKER DR.
 SUITE 1400
 CHICAGO, IL 60606
 TEL: 312-777-2900

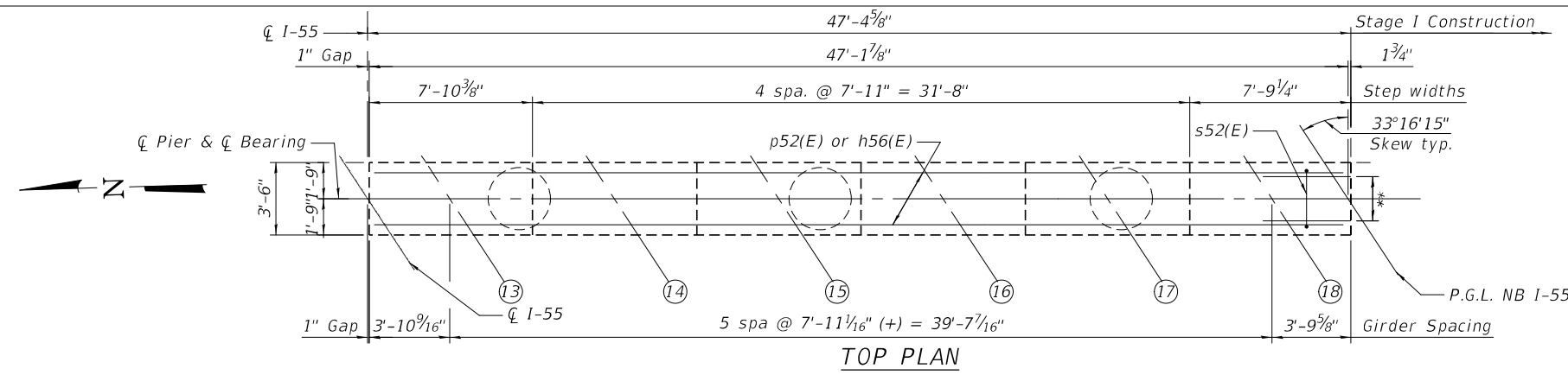
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

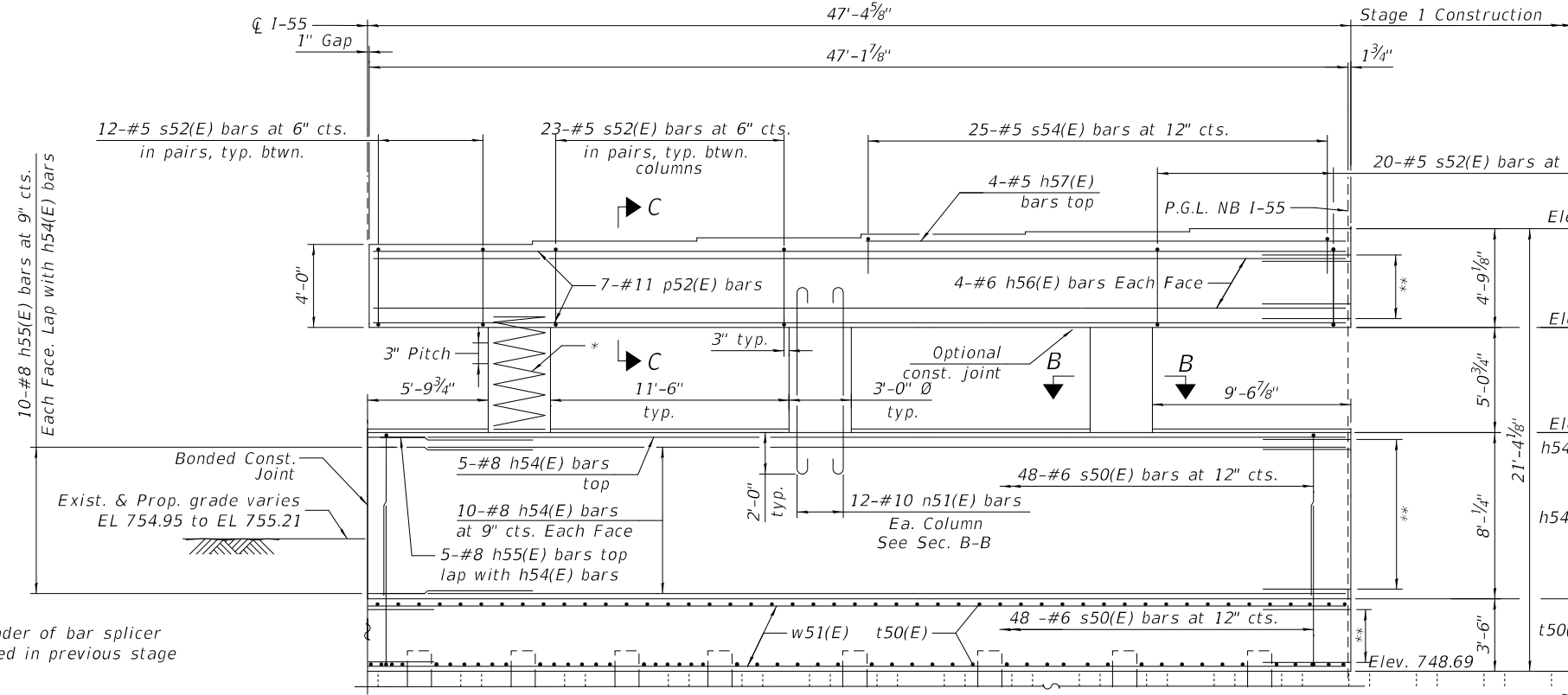
PIER - NORTHBOUND - STAGE I
STRUCTURE NO. 022-2036

SHEET 5-49 OF 5-71 SHEETS

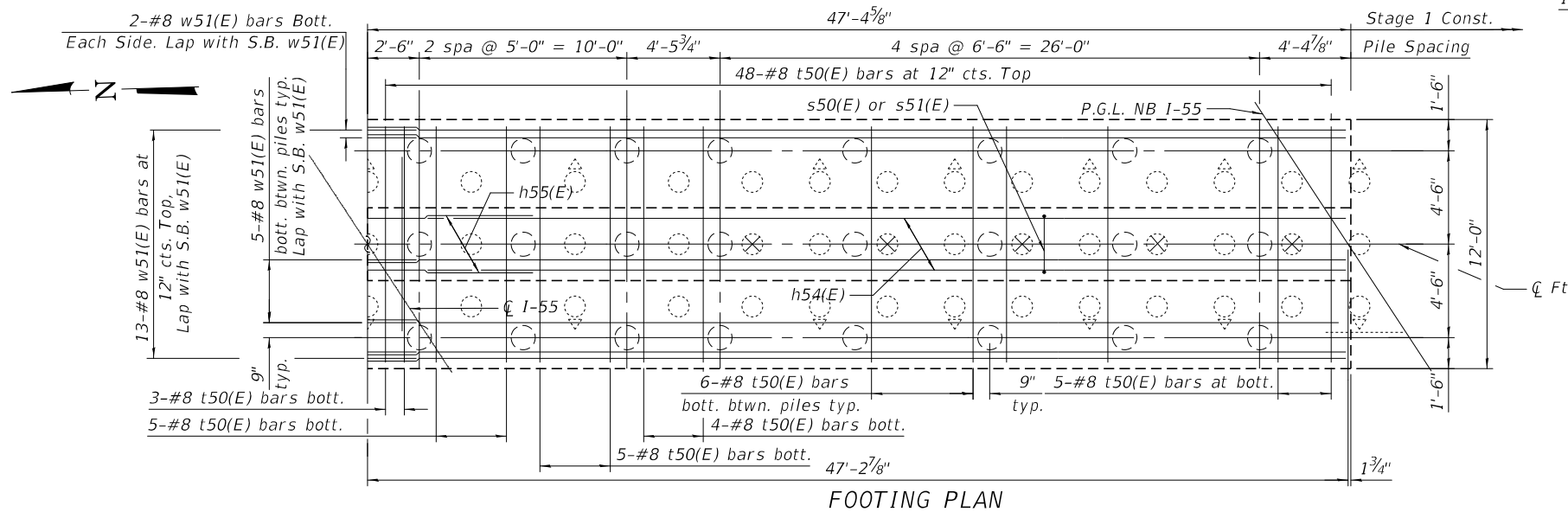
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	254
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT: NHP-PR24(873)				



TOP PLAN



ELEVATION
(Looking East)



FOOTING PLAN

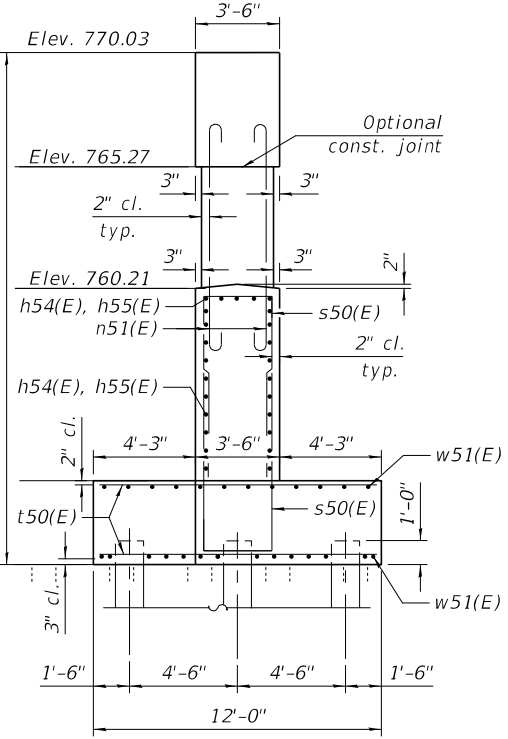
BEARING SEATS

GIRDER #	ELEVATION	STEP HT.
13	769.27	1 7/8"
14	769.43	1 7/8"
15	769.59	2"
16	769.76	1 1/2"
17	769.89	1 3/8"
18	770.03	1 1/4"
19	770.13	1 1/4"

*Bearing Seat for Girder 19 built in Stage I

PILE DATA

Type: MS 14" x 0.25"
 Nominal Required Bearing: 413 kips
 Factored Resistance Available: 229 kips
 Est. Length: 64'
 No. Production Piles: 24
 No. Test Piles: 0



END VIEW

MINIMUM BAR LAP

- #5 = 3'-7"
- #6 = 4'-4"
- #8 = 5'-9"

LEGEND

- Prop. Pile
- ⊙ Exist. Pile
- ⊙ Exist. Battered Pile
- ⊗ Existing Piles to be Extracted

Notes:
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 For details of piles, see sheet S-54 of S-71.
 For section B-B and D-D, see sheet S-53 of S-71.
 Concrete sealer to be applied to all exposed surfaces of the pier.

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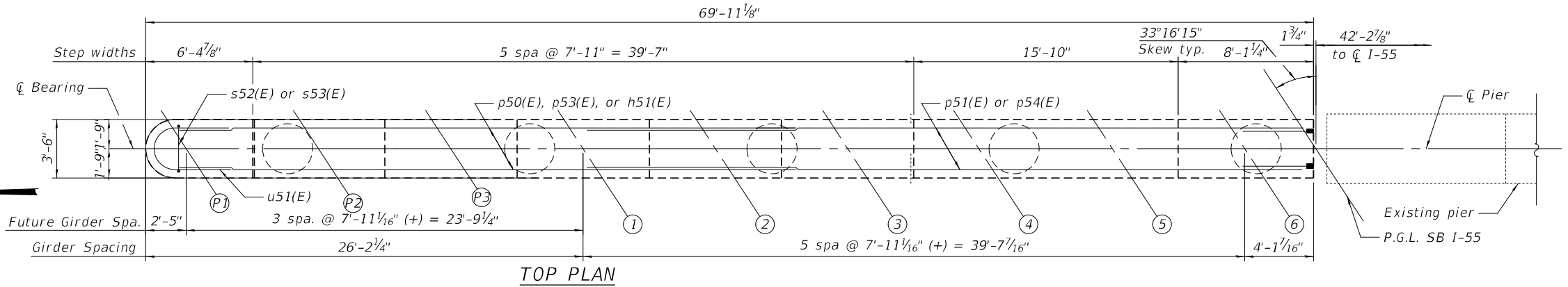
BEARING SEATS

GIRDER #	ELEVATION	STEP HT.
P1	769.30	2"
P2	769.47	2"
P3	769.64	2 1/4"
1	769.83	1 5/8"
2	769.97	1 1/2"
3	770.10	1 1/4"
4 & 5	770.20	3/4"
6	770.14	

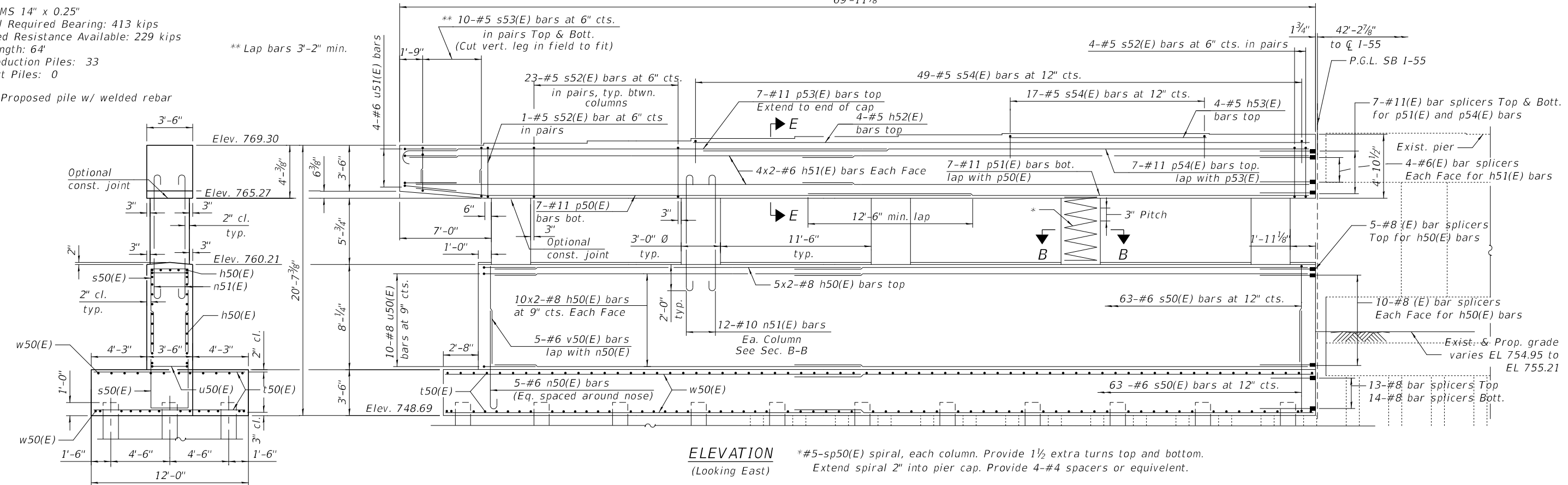
PILE DATA

Type: MS 14" x 0.25"
 Nominal Required Bearing: 413 kips
 Factored Resistance Available: 229 kips
 Est. Length: 64'
 No. Production Piles: 33
 No. Test Piles: 0

Proposed pile w/ welded rebar

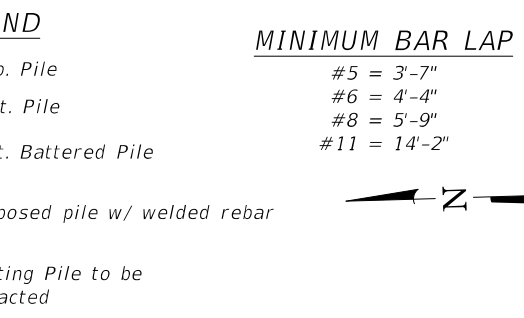


TOP PLAN



ELEVATION
(Looking East)

END VIEW



LEGEND

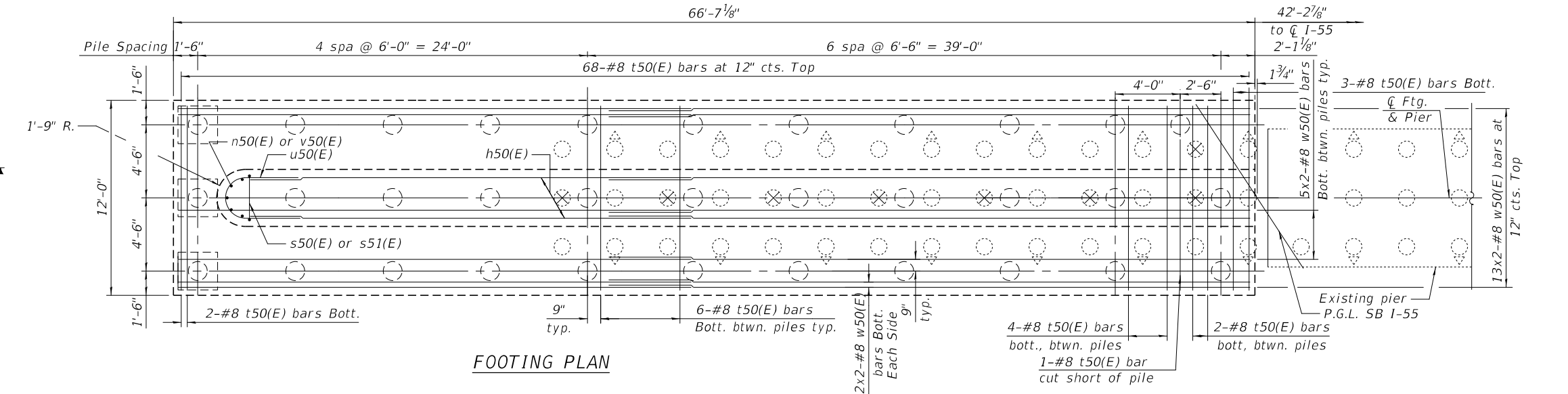
- Prop. Pile
- Exist. Pile
- Exist. Battered Pile
- Proposed pile w/ welded rebar
- Existing Pile to be Extracted

MINIMUM BAR LAP

- #5 = 3'-7"
- #6 = 4'-4"
- #8 = 5'-9"
- #11 = 14'-2"

Notes:

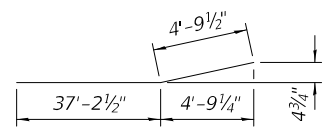
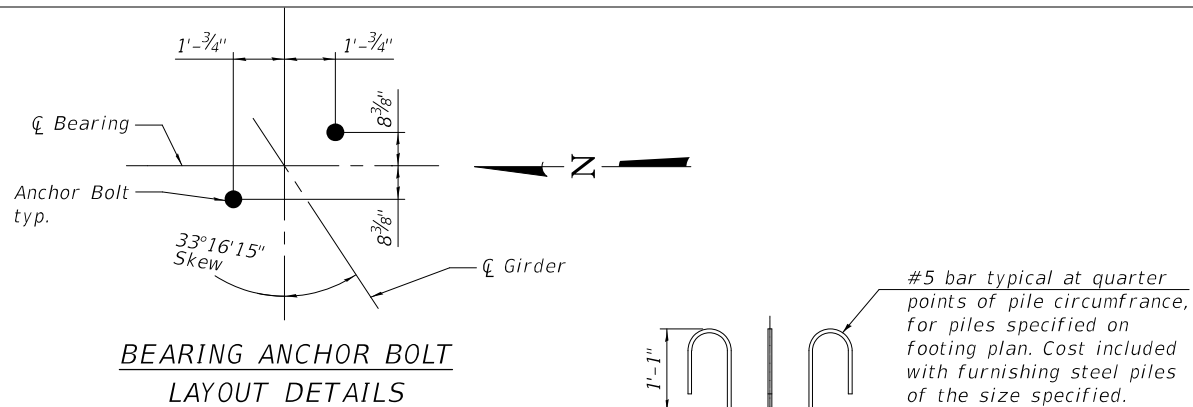
- Space reinforcement in cap to miss anchor bolts.
- Pour steps monolithically with cap.
- For details of piles, see sheet S-54 of S-71.
- For section A-A and B-B, see sheet S-53 of S-71.
- Concrete sealer to be applied to all exposed surfaces of the pier.



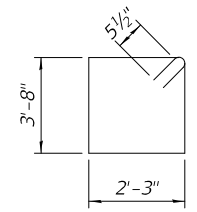
FOOTING PLAN

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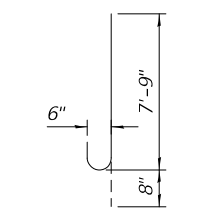
TYLIN INTERNATIONAL 200 S. WACKER DR. SUITE 1400 CHICAGO, IL 60606 TEL: 312-777-2900	USER NAME = TYLIPW01KCS01S DESIGNED - SJL DRAWN - VPS PLOT SCALE = 0:1.0000 "/>	REVISIONS REVISIONS REVISIONS REVISIONS	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PIER - SOUTHBOUND - STAGE I STRUCTURE NO. 022-2036	F.A.1 RTE. 55 SECTION 22-36HB-1 COUNTY DUPAGE TOTAL SHEETS 333 SHEET NO. 257
	PLOT DATE = 1/26/2021 DATE 1/29/2021	CONTRACT NO. 62G39 SHEET S-52 OF S-71 SHEETS ILLINOIS FED. AID PROJECT: NHPF-PR24(873)			



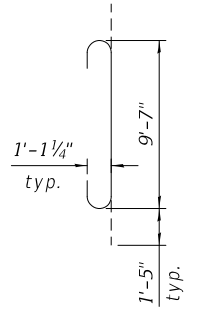
BAR p50(E)



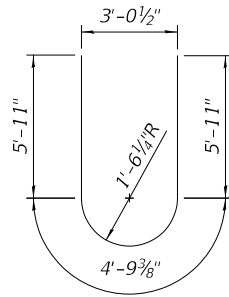
BAR s52(E)



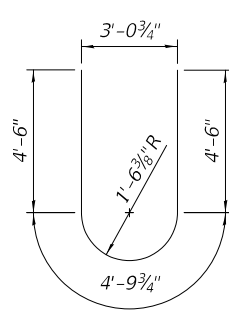
BAR n50(E)



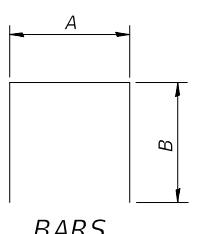
BAR n51(E)



BAR u50(E)



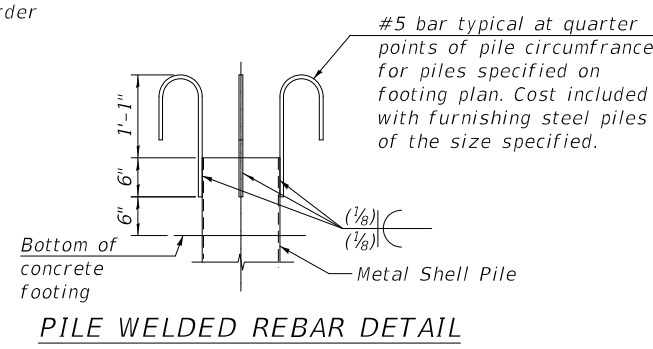
BAR u51(E)



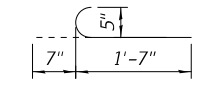
BARS

A & B DIMENSIONS

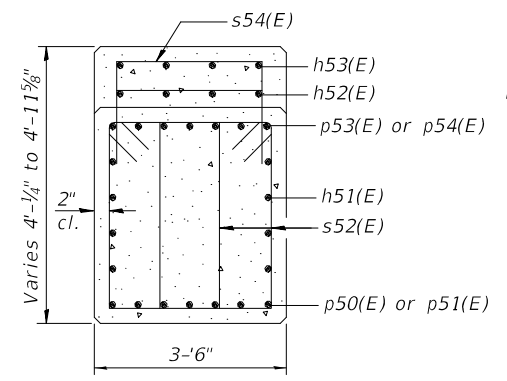
Bar	A	B
s50(E)	3'-2"	7'-9"
s53(E)	2'-3"	3'-5"
s54(E)	3'-2"	2'-0"



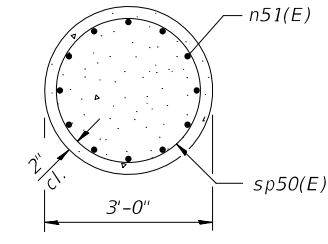
PILE WELDED REBAR DETAIL



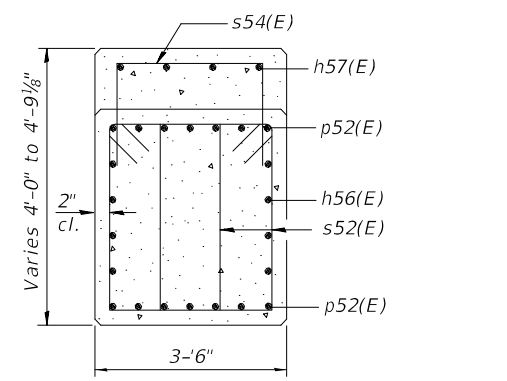
#5 PILE WELDED REBAR



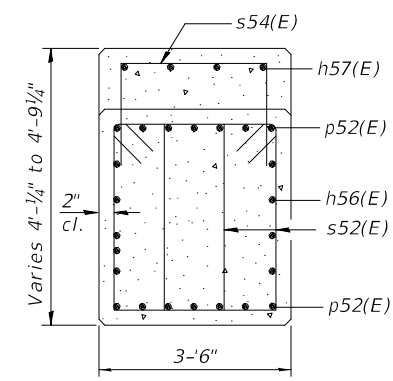
SEC. A-A



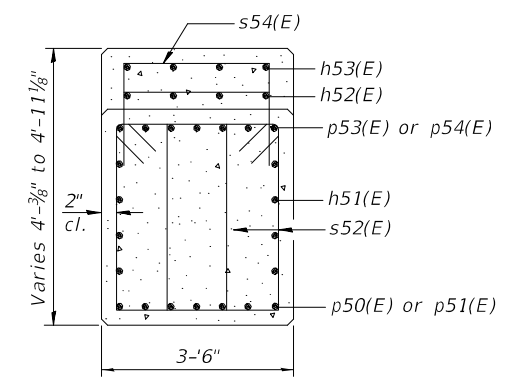
SEC. B-B



SEC. C-C



SEC. D-D



SEC. E-E

**BILL OF MATERIAL
PIER - NORTHBOUND**

Bar	No.	Size	Length	Shape
h50(E)	50	#8	33'-11"	—
h51(E)	16	#6	36'-2"	—
h52(E)	4	#5	47'-4"	—
h53(E)	4	#5	15'-6"	—
h54(E)	25	#8	45'-0"	—
h55(E)	25	#8	15'-11"	—
h56(E)	8	#6	47'-0"	—
h57(E)	4	#5	23'-3"	—
n50(E)	5	#6	8'-5"	U
n51(E)	96	#10	12'-5"	C
p50(E)	7	#11	42'-0"	—
p51(E)	7	#11	38'-7"	—
p52(E)	14	#11	47'-1"	—
p53(E)	7	#11	38'-9"	U
p54(E)	7	#11	46'-7"	—
s50(E)	222	#6	18'-8"	U
s52(E)	350	#5	12'-9"	U
s53(E)	40	#5	9'-1"	U
s54(E)	91	#5	7'-2"	U
** sp50(E)	8	#5	5'-3"	W
t50(E)	228	#8	11'-8"	—
u50(E)	10	#8	16'-7"	U
u51(E)	4	#6	13'-10"	U
v50(E)	5	#6	7'-8"	—
w50(E)	54	#8	36'-0"	—
w51(E)	27	#8	50'-1"	—
Structure Excavation		Cu. Yd.	259	
Concrete Structures		Cu. Yd.	371.5	
Reinforcement Bars, Epoxy Coated		Pound	55,290	
Furnishing Metal Shell Piles 14" X 0.250"		Foot	3,584	
Driving Piles		Foot	3,584	
Test Pile		Each	1	
Concrete Sealer		Sq. Ft.	3,309	
Pile Extraction		Each	13	

** Length is height of spiral.

**BILL OF MATERIAL
PIER - SOUTHBOUND**

Bar	No.	Size	Length	Shape
h50(E)	50	#8	33'-11"	—
h51(E)	16	#6	36'-2"	—
h52(E)	4	#5	47'-4"	—
h53(E)	4	#5	15'-6"	—
h54(E)	25	#8	45'-0"	—
h56(E)	8	#6	47'-0"	—
h57(E)	4	#5	23'-3"	—
n50(E)	5	#6	8'-5"	U
n51(E)	96	#10	12'-5"	C
p50(E)	7	#11	42'-0"	—
p51(E)	7	#11	38'-7"	—
p52(E)	14	#11	47'-1"	—
p53(E)	7	#11	38'-9"	U
p54(E)	7	#11	46'-7"	—
s50(E)	222	#6	18'-8"	U
s52(E)	350	#5	12'-9"	U
s53(E)	40	#5	9'-1"	U
s54(E)	91	#5	7'-2"	U
** sp50(E)	8	#5	5'-3"	W
t50(E)	228	#8	11'-8"	—
u50(E)	10	#8	16'-7"	U
u51(E)	4	#6	13'-10"	U
v50(E)	5	#6	7'-8"	—
w50(E)	54	#8	36'-0"	—
w51(E)	27	#8	50'-1"	—
Structure Excavation		Cu. Yd.	262	
Concrete Structures		Cu. Yd.	371.6	
Reinforcement Bars, Epoxy Coated		Pound	54,230	
Furnishing Metal Shell Piles 14" X 0.250"		Foot	3,584	
Driving Piles		Foot	3,584	
Test Pile		Each	1	
Concrete Sealer		Sq. Ft.	3,282	
Pile Extraction		Each	13	

** Length is height of spiral.

MODEL: D:\p\11
FILE NAME: 02220366-G39-053_Pier.dwg

TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

USER NAME = TYLIPW01CS01S
DESIGNED - SL
DRAWN - JM
CHECKED - SP
DATE 1/29/2021

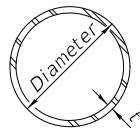
REVISIONS
REVISOR -
DATE -
REVISIONS
REVISOR -
DATE -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PIER DETAILS
STRUCTURE NO. 022-2036**

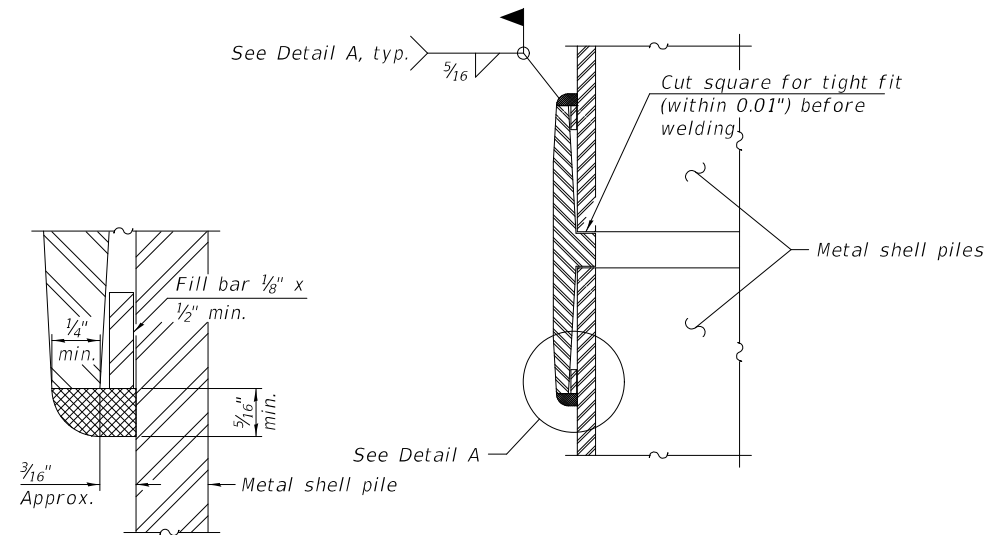
SHEET 5-53 OF 5-71 SHEETS

F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT: NHPP-PR24(873)				

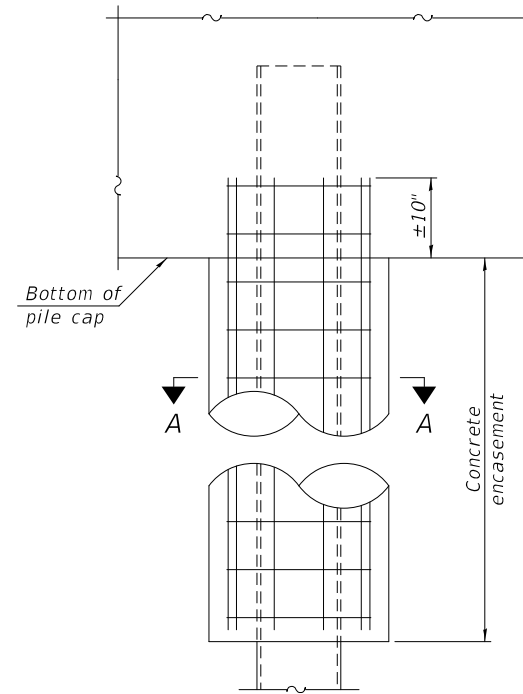


METAL SHELL PILE TABLE

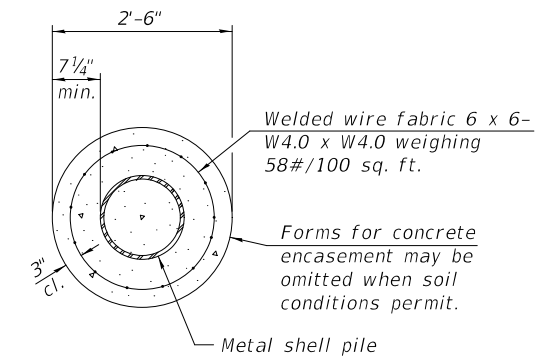
Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. ³ /ft.)
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361
PP16	0.312"	52.32	0.0478
PP16	0.375"	62.64	0.0470



DETAIL A

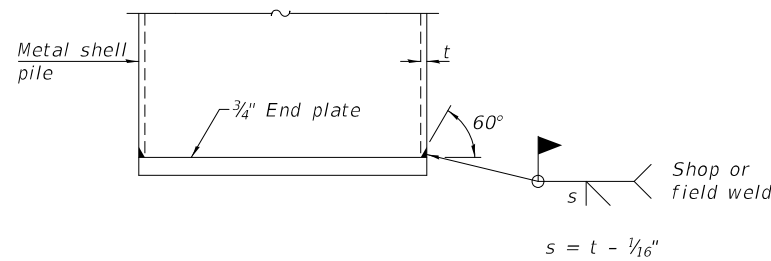


ELEVATION



SECTION A-A

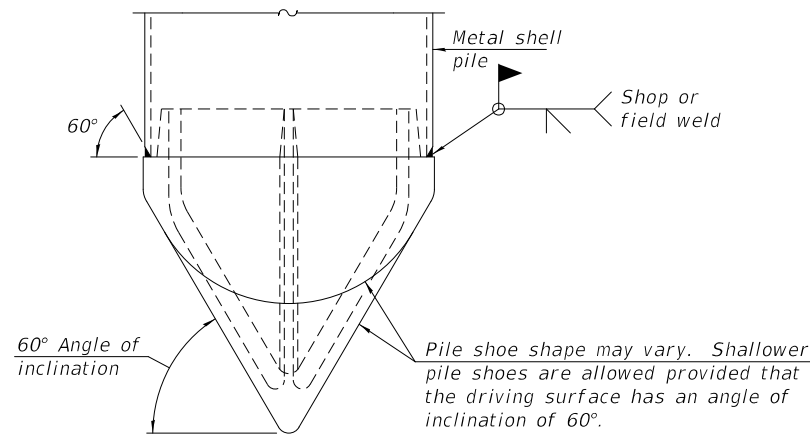
INDIVIDUAL PILE CONCRETE ENCASEMENT
(When specified)



END PLATE ATTACHMENT

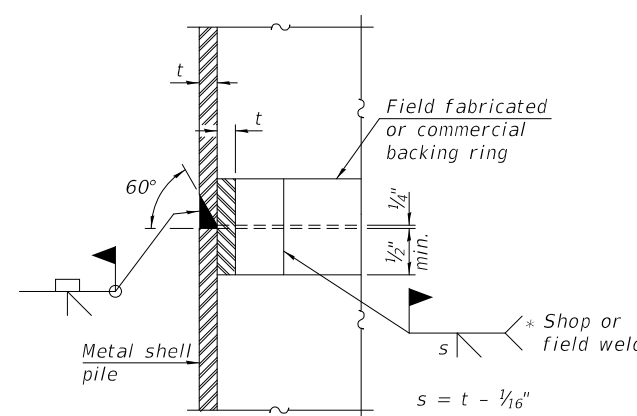
WELDED COMMERCIAL SPLICE

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.



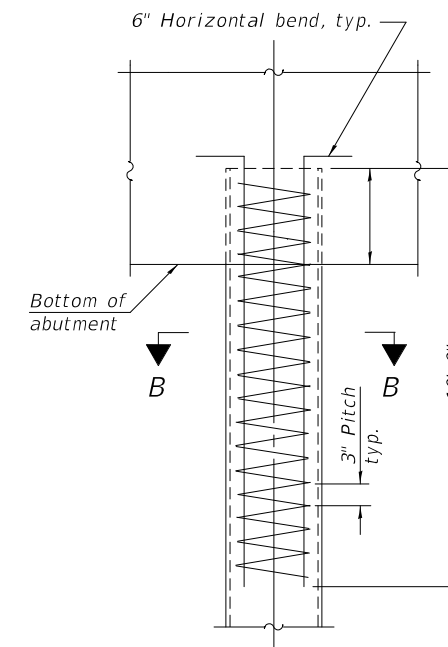
PILE SHOE ATTACHMENT

(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).

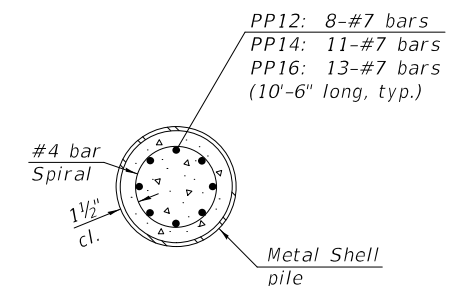


COMPLETE PENETRATION WELD SPLICE

* 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.

F-MS 1-1-2020

TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

USER NAME = TYLIPW01CS01S	DESIGNED - SP	REVISED -
PLOT SCALE = 0:1,0000 " = 1' / in.	DRAWN - JM	REVISED -
PLOT DATE = 1/26/2021	CHECKED - PDF	REVISED -
	DATE 1/29/2021	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

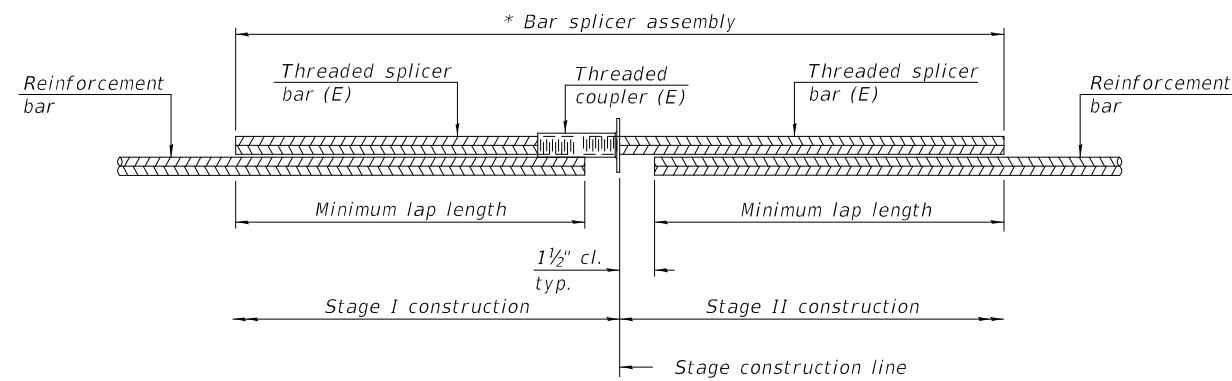
**METAL SHELL PILE DETAILS
STRUCTURE NO. 022-2036**

SHEET 5-54 OF 5-71 SHEETS

F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	259
CONTRACT NO. 62G39				

ILLINOIS FED. AID PROJECT: NHPF-PR24(873)

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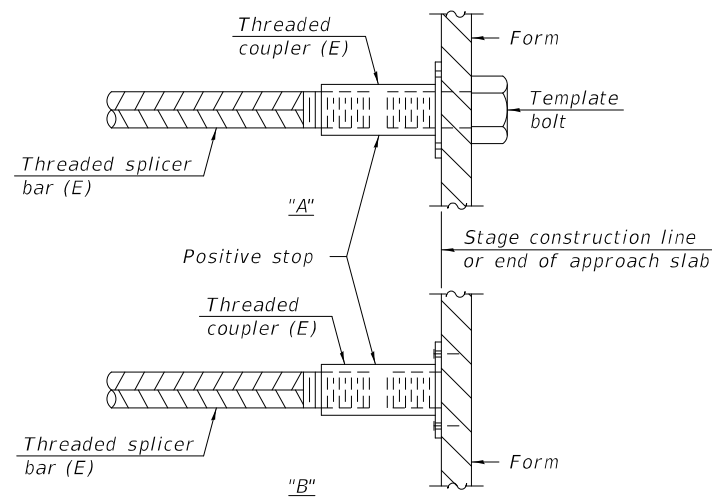
STANDARD BAR SPLICER ASSEMBLY PLAN

(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
Deck NB	#5	596	3'-6"
Deck SB	#5	596	3'-6"
Appr NB W	#5	86	3'-6"
Appr NB W	#8	61	4'-9"
Appr SB W	#5	86	3'-6"
Appr SB W	#8	61	4'-9"
Appr SB E	#5	86	3'-6"
Appr SB E	#8	61	4'-9"
Appr NB E	#5	86	3'-6"
Appr NB E	#8	61	4'-9"
NB Pier Crash/Foot	#8	52	5'-9"
NB Pier Cap	#6	8	4'-4"
NB Pier Cap	#11	14	14'-2"
SB Pier Crash/Foot	#8	52	5'-9"
SB Pier Cap	#6	8	4'-4"
SB Pier Cap	#11	14	14'-2"
NB W Abut	#7	10	5'-0"
SB W Abut	#7	10	5'-0"
SB E Abut	#7	10	5'-0"
NB E Abut	#7	10	5'-0"
NB W Diaphragm	#6	9	4'-0"
SB W Diaphragm	#6	9	4'-0"
NB E Diaphragm	#6	9	4'-0"
SB E Diaphragm	#6	9	4'-0"

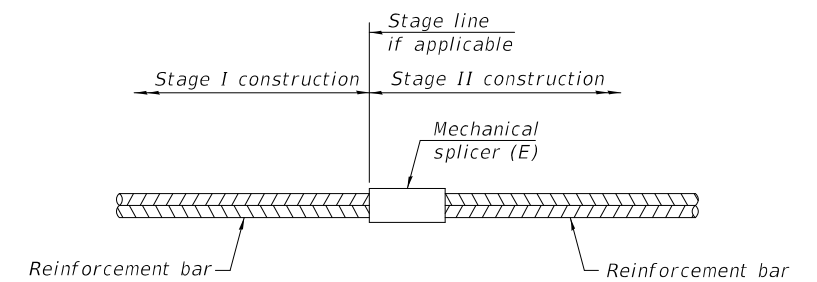


INSTALLATION AND SETTING METHODS

"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

Notes:

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

All reinforcement shall be lapped and tied to the splicer bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.

See approved list of bar splicer assemblies and mechanical splicers for alternatives.

MODEL: D:\p\11... FILE NAME: 0222036-62G39-055-Bar_Splacers.dgn

BSD-1

1-1-2020

TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

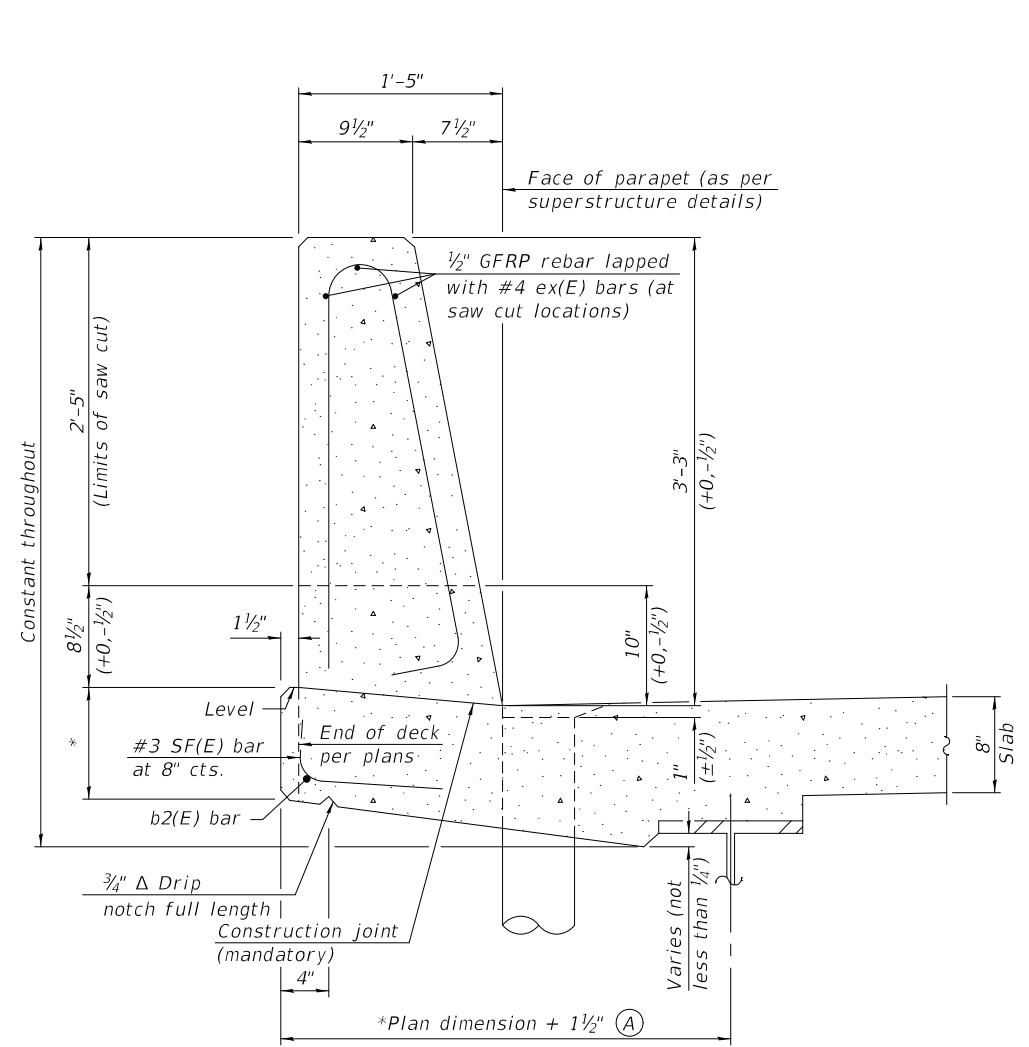
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PLOT SCALE = 0:1.0000 " = 1" / in.	DRAWN - JM	REVISED -
PLOT DATE = 1/26/2021	CHECKED - PDF	REVISED -
	DATE 1/29/2021	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 022-2036**

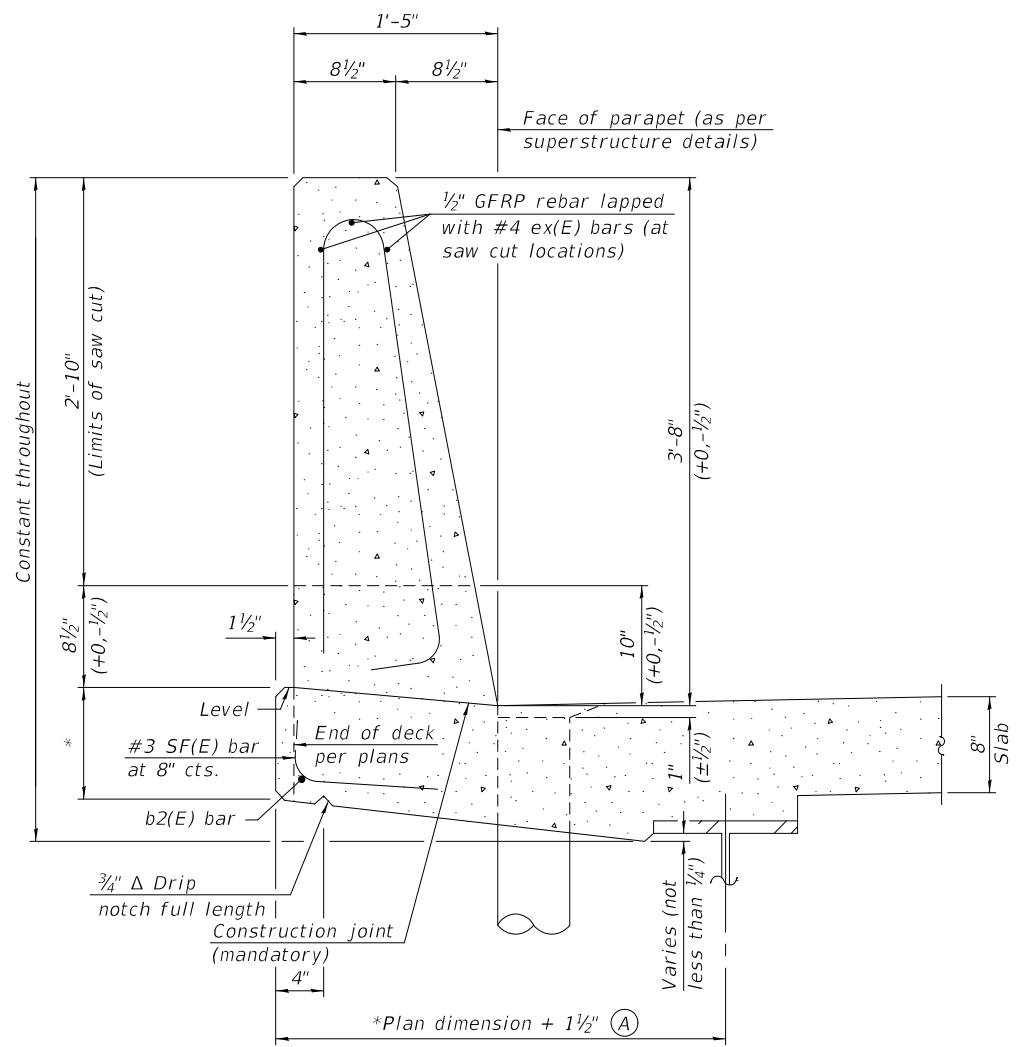
SHEET 5-55 OF 5-71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	260
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT: NHPP-PR24(073)				



**39" CONSTANT-SLOPE
PARAPET SECTION**

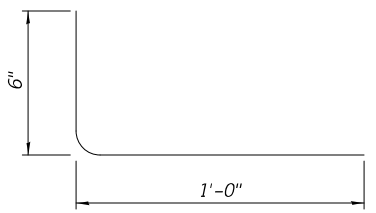
(Showing dimensions, d(E), and 1/2" Ø GFRP rebar)



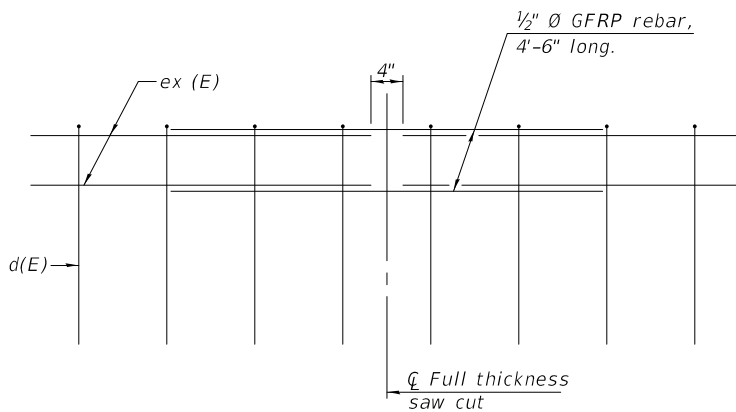
**44" CONSTANT-SLOPE
PARAPET SECTION**

(Showing dimensions, d(E), and 1/2" Ø GFRP rebar)

*See Superstructure Details.



#3 (E) BAR



GFRP REBAR STIFFENING DETAIL

(Place as shown in parapet section at each parapet joint location.)

Notes:
 All dimensions shall remain the same as shown on superstructure details, except dimension A which is to be revised as shown. Additional concrete needed to revise dimension A = 0.00348 cu. yds./ft. for 39" and 44" parapets.
 Place full depth aluminum sheets as shown on superstructure details.
 Replace all cork joint filler locations with a full thickness saw cut.
 Steel superstructure shown. Other superstructure types similar.

SFP 39-44

1-1-2020

MODEL: D:\p\11...
 FILE NAME: 0222036-62-39-056-ParapetSlipforming.dgn

TYLIN INTERNATIONAL
 200 S. WACKER DR.
 SUITE 1400
 CHICAGO, IL 60606
 TEL: 312-777-2900

USER NAME = TYLIPW01CS01S
 PLOT SCALE = 0:1.0000 " = 1/8" / in.
 PLOT DATE = 1/26/2021

DESIGNED - SP
 DRAWN - SP
 CHECKED - PDF
 DATE 1/29/2021

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CONCRETE PARAPET SLIPFORMING OPTION
 STRUCTURE NO. 022-2036**

SHEET 5-56 OF 5-71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	261
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT: NHPP-PRZ4(873)				



GSI Job No. 18080

SOIL BORING LOG

Page 1 of 4

Date 2/19/20

ROUTE I-55 DESCRIPTION I-55 Over Lemont Road Bridge Reconstruction LOGGED BY NW

SECTION LOCATION SW 1/4, SEC. 5, TWP. T37N, RNG. R11E, 3rd PM

COUNTY DuPage DRILLING METHOD HSA/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. Station	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev. _____ ft		D E P T H	B L O W S	U C S Qu	M O I S T
					Stream Bed Elev. _____ ft	Groundwater Elev.:				
BORING NO. BSB-05										
Station 276+21										
Offset 93.70ft Right										
Ground Surface Elev. 754.70 ft	(ft)	(/6")	(tsf)	(%)	(ft)	(/6")	(tsf)	(%)		
4.0" ASPHALT, 8.0" CONCRETE					734.20					
CLAY LOAM-brown & gray-stiff to very stiff	6									
	7	3.0	17							
	5	P								
becoming gray @ -3.0'					731.70					
	5									
	10	2.0	16							
	11	P								
	-5				729.20					
	6									
	9	1.5	18							
	11	P								
	7									
	10									
	17		22							
	-10									
	6									
	7	2.0	16							
	9	P								
	4									
	8	2.0	14							
	13	P								
	-15									
	6									
	8	3.3	18		717.70					
	11	P								
	11									
	14	2.5	15							
	13	P								
	-20									

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



GSI Job No. 18080

SOIL BORING LOG

Page 2 of 4

Date 2/19/20

ROUTE I-55 DESCRIPTION I-55 Over Lemont Road Bridge Reconstruction LOGGED BY NW

SECTION LOCATION SW 1/4, SEC. 5, TWP. T37N, RNG. R11E, 3rd PM

COUNTY DuPage DRILLING METHOD HSA/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. Station	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev. _____ ft		D E P T H	B L O W S	U C S Qu	M O I S T
					Stream Bed Elev. _____ ft	Groundwater Elev.:				
BORING NO. BSB-05										
Station 276+21										
Offset 93.70ft Right										
Ground Surface Elev. 754.70 ft	(ft)	(/6")	(tsf)	(%)	(ft)	(/6")	(tsf)	(%)		
SILTY CLAY LOAM-gray-dense (continued)										
	7									
	11									
	13	2.0	16							
	13	P								
	-45									
	7									
	11									
	12									
	9									
	13	2.0	16							
	13	P								
	-65									
	7									
	11									
	12									
	9									
	11	2.5	17							
	11	P								
	-70									
	5									
	9	3.0	25							
	13	P								
	-80									
	9									
	10	1.0	16							
	13	P								
	-85									
	9									
	10	1.0	16							
	13	P								
	-85									
	7									
	14	2.0	14							
	14	P								
	-90									
	42									
	-90									

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

MODEL: D:\m\h\... FILE NAME: 0222036-G39-065-Boring_Log6.dgn

TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

USER NAME = TYLIPW01ICS01S	DESIGNED - SP	REVISED -
PLOT SCALE = 0:1,0000 " = 1" / in.	DRAWN - JM	REVISED -
PLOT DATE = 1/26/2021	CHECKED - PDF	REVISED -
	DATE 1/29/2021	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BORING LOGS - 6
STRUCTURE NO. 022-2036**

SHEET 5-62 OF 5-71 SHEETS

F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	267
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT: NHPP-PR24(873)				



SOIL BORING LOG

GSI Job No. 18080
Page 1 of 3
Date 2/18/20

ROUTE I-55 DESCRIPTION I-55 Over Lemont Road Bridge Reconstruction LOGGED BY NW
SECTION LOCATION SW 1/4, SEC. 5, TWP. T37N, RNG. R11E, 3rd PM
COUNTY DuPage DRILLING METHOD HSA/Rotary HAMMER TYPE CME Automatic

STRUCT. NO.	DEPT	BLOW	UCS	MOIST	Surface Water Elev.	DEPT	BLOW	UCS	MOIST
Station	H	S	Qu	T	ft	H	S	Qu	T
4.0" ASPHALT, 8.0" CONCRETE									
CLAY LOAM-gray-stiff to very stiff		4			752.92	4			
		5	3.5	15		7			
		7	P			10			
		4			730.92	5			
		8	2.5	14		7	1.5	16	
		12	P			9	P		
		5			725.92	6			
		7	1.2	15		8	1.1	17	
		10	B			21	B		
		5			743.42	9			
		11	3.0	13		11		10	
		14	P			16			
		6			721.92	8			
		10	1.6	19		12		18	
		14	B			20			
		5			716.92	9			
		7	0.8	21		14		22	
		10	B			21			
		3				9			
		6				13	3.5	19	
		9				15	P		
		6				9			
		8	1.5	21		13		8	
		11	P			15	P		

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



SOIL BORING LOG

GSI Job No. 18080
Page 2 of 3
Date 2/18/20

ROUTE I-55 DESCRIPTION I-55 Over Lemont Road Bridge Reconstruction LOGGED BY NW
SECTION LOCATION SW 1/4, SEC. 5, TWP. T37N, RNG. R11E, 3rd PM
COUNTY DuPage DRILLING METHOD HSA/Rotary HAMMER TYPE CME Automatic

STRUCT. NO.	DEPT	BLOW	UCS	MOIST	Surface Water Elev.	DEPT	BLOW	UCS	MOIST
Station	H	S	Qu	T	ft	H	S	Qu	T
SANDY LOAM-gray-medium dense (continued)									
		4			711.92	7	1.5	20	
		10				10			
		6			691.92	10			
		8	2.5	15		11		15	
		14	P			11			
		9			706.92	10			
		8	1.1	17		11			
		21	B			13			
		9			686.92	18		13	
		12		18		17			
		20				17			
		9			676.92	13			
		14		22		24	4.5	9	
		21				25	P		
		9				29			
		13	3.5	19		50/5*		8	
		15	P			80			

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



SOIL BORING LOG

GSI Job No. 18080
Page 3 of 3
Date 2/18/20

ROUTE I-55 DESCRIPTION I-55 Over Lemont Road Bridge Reconstruction LOGGED BY NW
SECTION LOCATION SW 1/4, SEC. 5, TWP. T37N, RNG. R11E, 3rd PM
COUNTY DuPage DRILLING METHOD HSA/Rotary HAMMER TYPE CME Automatic

STRUCT. NO.	DEPT	BLOW	UCS	MOIST	Surface Water Elev.	DEPT	BLOW	UCS	MOIST
Station	H	S	Qu	T	ft	H	S	Qu	T
CLAY LOAM with Gravel-gray-very dense (continued)									
		28			666.92	28			
		37		9		37			
		46				46			
		12			653.92	12			
		19	3.5	14		19	3.5	14	
		28	P			28	P		
		15				15			
		22	4.5	14		22	4.5	14	
		31	P			31	P		
		13				13			
		19	4.5	15		19	4.5	15	
		27	P			27	P		

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

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TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

USER NAME = TYLIPW01CS01S	DESIGNED - SP	REVISED -
PLOT SCALE = 0:1.0000 " = 1" / in.	DRAWN - JM	REVISED -
PLOT DATE = 1/26/2021	CHECKED - PDF	REVISED -
	DATE 1/29/2021	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BORING LOGS - 9
STRUCTURE NO. 022-2036**

SHEET 5-65 OF 5-71 SHEETS

F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	270
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT: NHPP-PR24(873)				



SOIL BORING LOG

GSI Job No. 18080
Page 1 of 3
Date 1/7/20

ROUTE I-55 DESCRIPTION I-55 Over Lemont Road Bridge Reconstruction LOGGED BY TC
SECTION LOCATION SW 1/4, SEC. 5, TWP. T37N, RNG. R11E, 3rd PM
COUNTY DuPage DRILLING METHOD HSA/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. Station	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev. ft	Stream Bed Elev. ft	Groundwater Elev.: First Encounter Dry to -10.0 ft Upon Completion n/a ft After Hrs.	D E P T H	B L O W S	U C S Qu	M O I S T	Description
14.0" ASPHALT												CLAY LOAM-brown-stiff (continued)
		772.14	20						7			
CLAYEY SAND, GRAVEL & STONE-brown-medium dense		8		8					10	1.4	17	
		8							14	B		
CLAY LOAM-brown-very stiff		770.31					becoming gray @ -23.0'		5			
		8	3.5	16					8	1.8	16	
		8	P						12	B		
		4							5			
		5	2.0	17					9	1.8	16	
		7	B						12	B		
SILTY CLAY-dark brown & gray-stiff to very stiff		765.31					CLAY-gray-stiff to very stiff 745.31		5			
		6							8	1.8	21	
		6	2.3	25					13	P		
		7	B						9			
		4							10			
		11	1.5	22					13	P		
		9	P						10			
SAND & GRAVEL-brown-loose to medium dense		760.31							5			
		4							7	2.0	26	
		5		13					10	P		
		4							13			
		4		15					11			
		3							16	1.0	20	
CLAY LOAM-brown-stiff		755.31							7	1.4	23	
		6							8	B		
		11	1.2	17					13	P		
		15	B						10			

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



SOIL BORING LOG

GSI Job No. 18080
Page 2 of 3
Date 1/7/20

ROUTE I-55 DESCRIPTION I-55 Over Lemont Road Bridge Reconstruction LOGGED BY TC
SECTION LOCATION SW 1/4, SEC. 5, TWP. T37N, RNG. R11E, 3rd PM
COUNTY DuPage DRILLING METHOD HSA/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. Station	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev. ft	Stream Bed Elev. ft	Groundwater Elev.: First Encounter Dry to -10.0 ft Upon Completion n/a ft After Hrs.	D E P T H	B L O W S	U C S Qu	M O I S T	Description
CLAY-gray-stiff to very stiff (continued)												CLAY LOAM-gray-stiff to very stiff (continued)
		726.31							6			
		9	1.5	21					8	2.0	15	
		10	B						11	P		
		45							6			
		46							8			
		10							14	2.3	15	
		9	P						16	P		
		10							6			
		13	2.0	12					10	1.5	20	
		13	P						12	P		
		696.31							43			
		50/3"							50/3"		14	
		13	P						18			
		13	P						18	4.0	13	

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



SOIL BORING LOG

GSI Job No. 18080
Page 3 of 3
Date 1/7/20

ROUTE I-55 DESCRIPTION I-55 Over Lemont Road Bridge Reconstruction LOGGED BY TC
SECTION LOCATION SW 1/4, SEC. 5, TWP. T37N, RNG. R11E, 3rd PM
COUNTY DuPage DRILLING METHOD HSA/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. Station	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev. ft	Stream Bed Elev. ft	Groundwater Elev.: First Encounter Dry to -10.0 ft Upon Completion n/a ft After Hrs.	D E P T H	B L O W S	U C S Qu	M O I S T	Description
CLAYEY SAND & GRAVEL-gray-very dense (continued)												SILTY CLAY-gray-very dense (continued)
		691.31										SILTY SAND & GRAVEL-gray-very dense
		671.31										
		10							15	1.5	15	
		8							14	B		
		85							10			50/4"
		14							13	2.5	18	
		15	P						15	P		20
		28							13			
		13							15			
		15							18			
		90							15			
		681.31							32			
		50/4"							10	1.5	20	
		85							12	P		
		676.31							43			
		13							18			
		18							18	4.0	13	
		100	50/3"						48	P		

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

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TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

USER NAME = TYLIPW01CS01S
PLOT SCALE = 0:1.0000 " = 1/8" / in.
PLOT DATE = 1/26/2021

DESIGNED - SP
DRAWN - JM
CHECKED - PDF
DATE 1/29/2021

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BORING LOGS - 13
STRUCTURE NO. 022-2036**

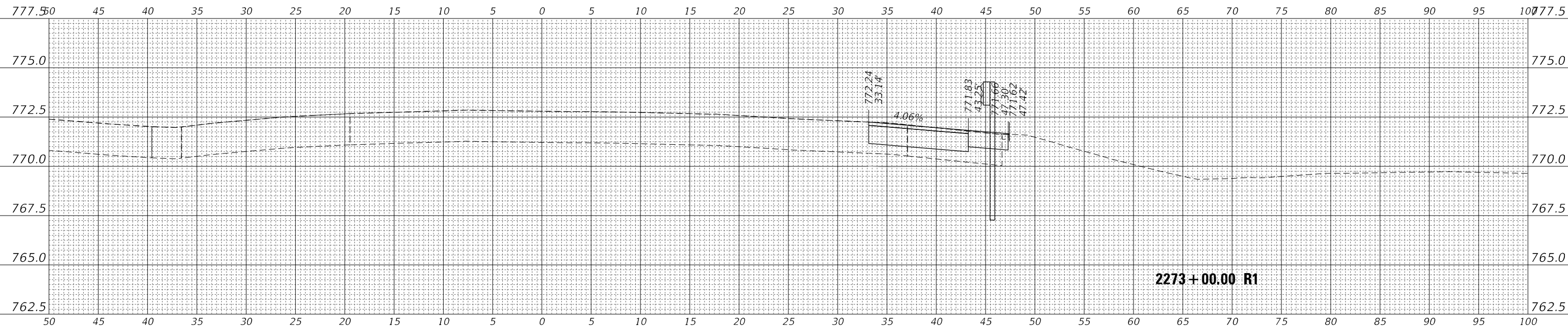
SHEET 5-69 OF 5-71 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	274
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT: NHPP-PR24(873)				

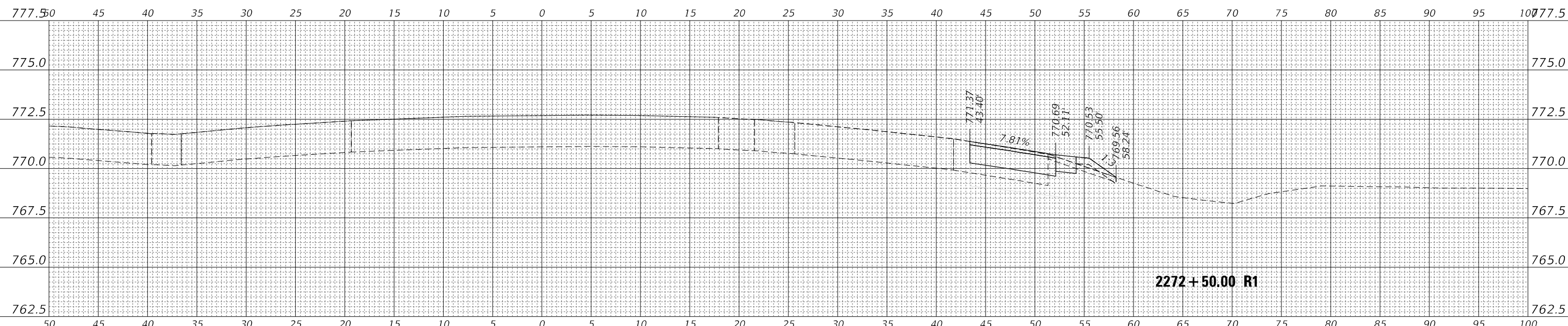
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AREAS CHECKED	TEMPLATE	
AREAS CHECKED	AREAS	

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

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2273+00.00 R1



2272+50.00 R1

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	DRAWN - KRP	REVISED -
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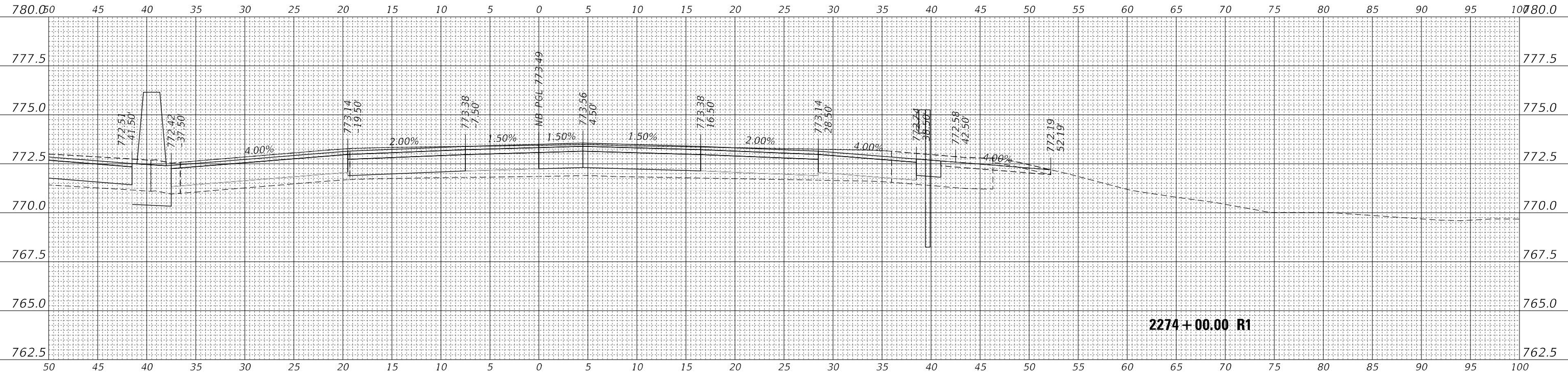
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**I-55 INTERCHANGE IMPROVEMENT OVER LEMONT ROAD
CROSS SECTIONS - NB I-55 MAINLINE**

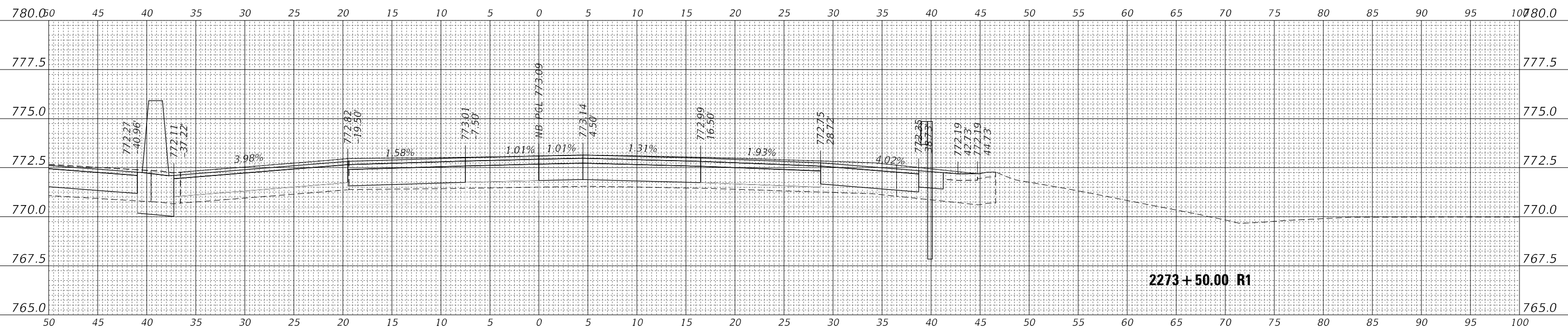
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	277
CONTRACT NO. 62G39				
ILLINOIS		FED. AID PROJECT		

FINAL SURVEY NO.	SURVEYED BY	DATE



ORIGINAL SURVEY NO.	SURVEYED BY	DATE



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	DATE - 1/29/2021	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

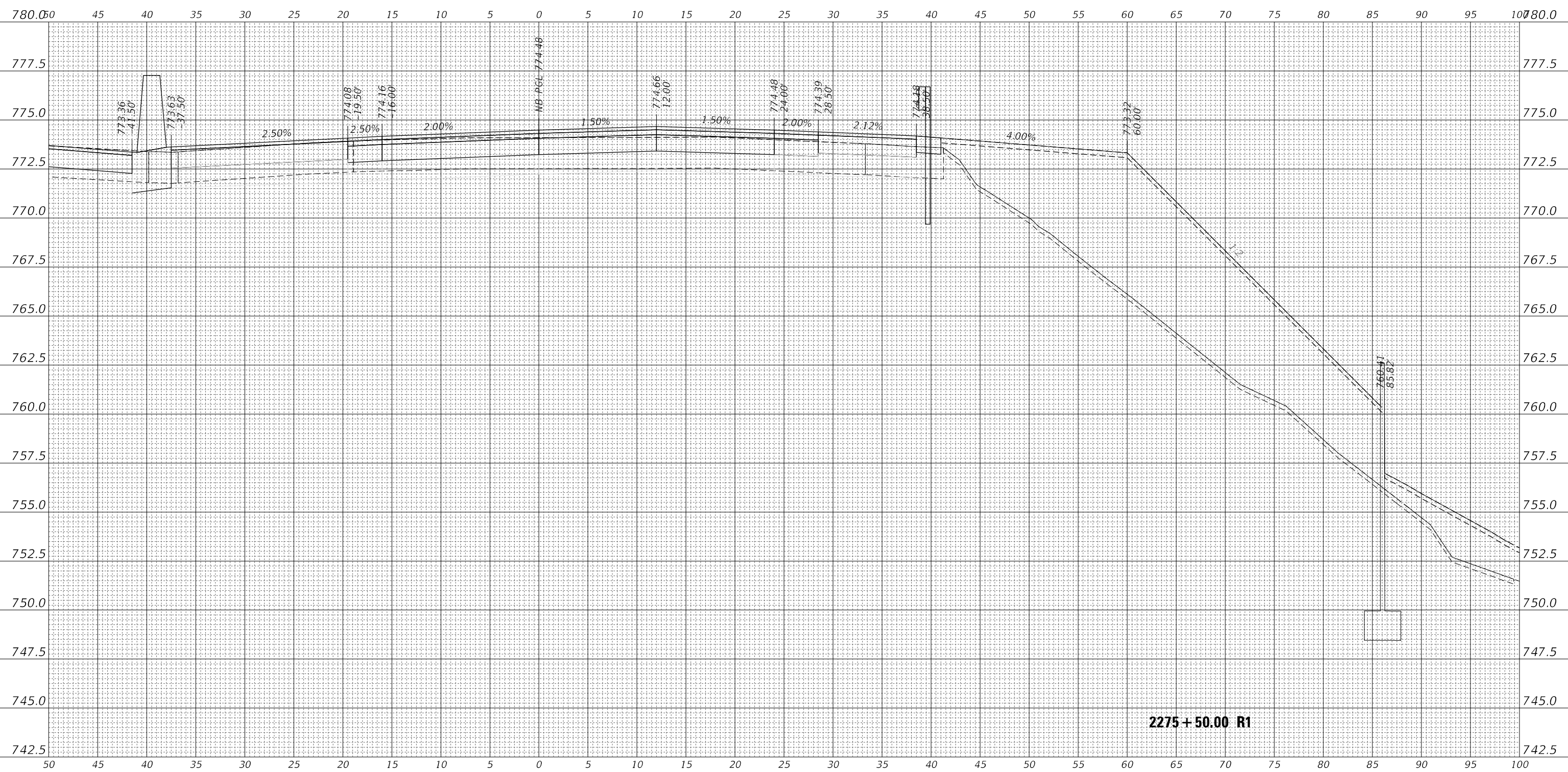
**I-55 INTERCHANGE IMPROVEMENT OVER LEMONT ROAD
 CROSS SECTIONS - NB I-55 MAINLINE**
 SCALE: 1"=5' SHEET 2 OF 9 SHEETS STA. 2273+50.00 R1 TO STA. 2274+00.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	278
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT				

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
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2275 + 50.00 R1

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	DRAWN - KRP	REVISED -
PLOT SCALE = 5,000' / in.	CHECKED - MPG	REVISED -
PLOT DATE = 1/26/2021	DATE - 1/29/2021	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

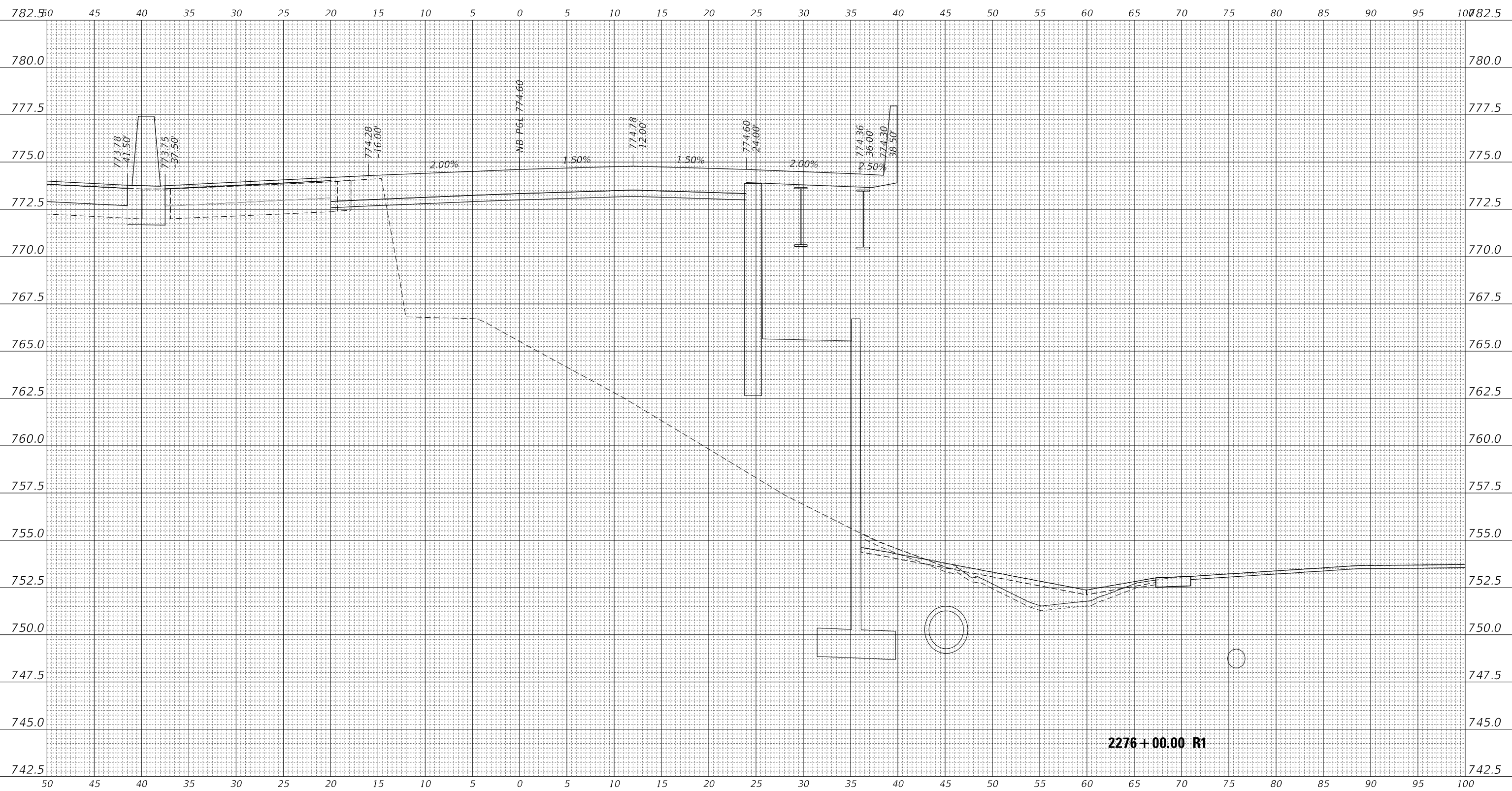
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 CROSS SECTIONS - NB I-55 MAINLINE**
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	280
			CONTRACT NO. 62G39	
		ILLINOIS	FED. AID PROJECT	

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

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

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USER NAME = TYLIPW01\CS01S	DESIGNED - KRP	REVISED -
	DRAWN - KRP	REVISED -
PLOT SCALE = 5,0000' / in.	CHECKED - MPG	REVISED -
PLOT DATE = 1/26/2021	DATE - 1/29/2021	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**I-55 INTERCHANGE IMPROVEMENT OVER LEMONT ROAD
 CROSS SECTIONS - NB I-55 MAINLINE**

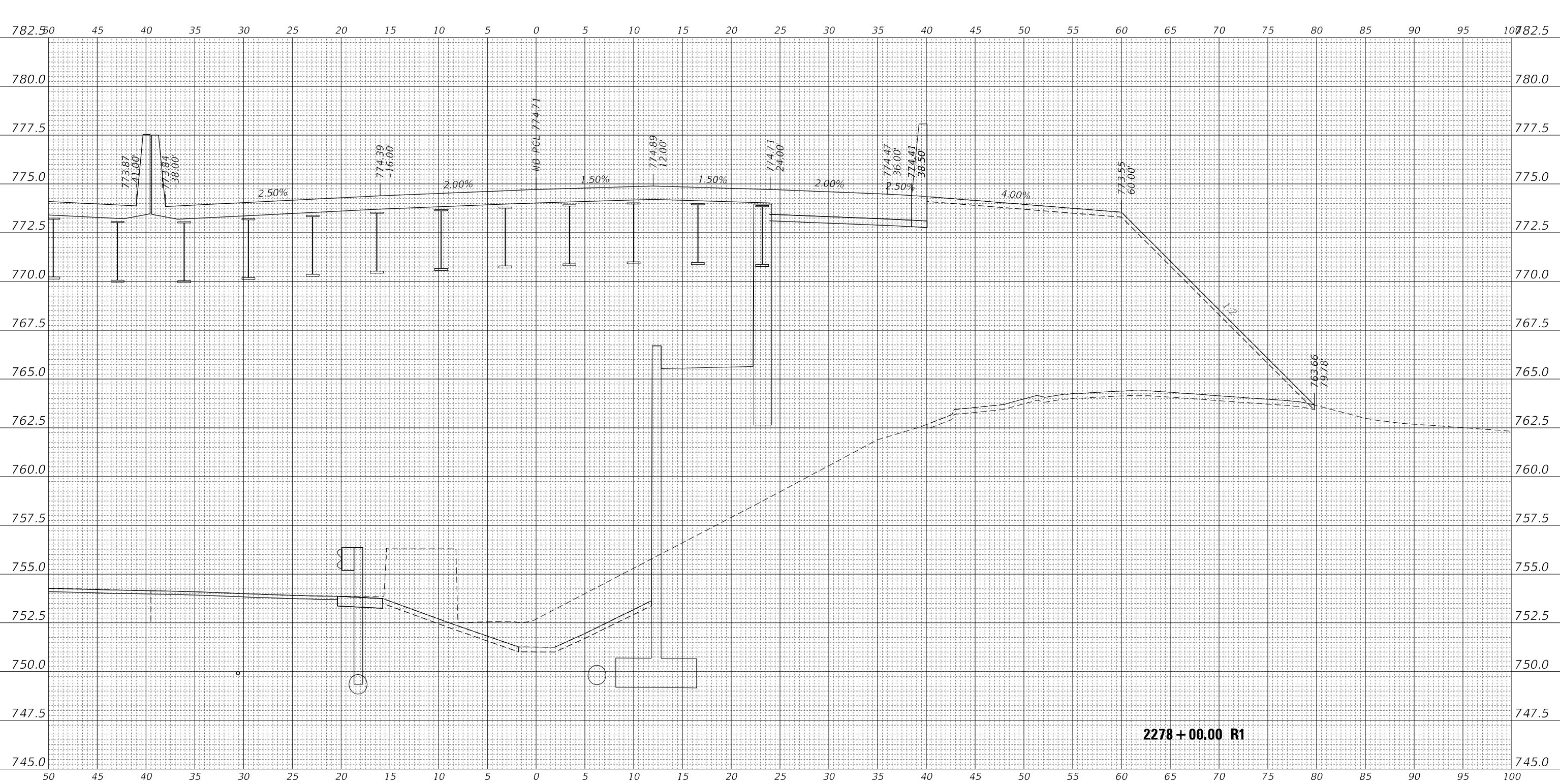
SCALE: 1"=5' SHEET 5 OF 9 SHEETS STA. 2276+00.00 R1 TO STA. 2276+00.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	281
			CONTRACT NO. 62G39	
		ILLINOIS	FED. AID PROJECT	

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

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

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USER NAME = TYLIPW01CS01S	DESIGNED - KRP	REVISED -
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PLOT SCALE = 5,000' / in.	CHECKED - MPG	REVISED -
PLOT DATE = 1/26/2021	DATE - 1/29/2021	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

I-55 INTERCHANGE IMPROVEMENT OVER LEMONT ROAD	
CROSS SECTIONS - NB I-55 MAINLINE	
SCALE: 1"=5'	SHEET 6 OF 9 SHEETS
STA. 2278+00.00 R1 TO STA. 2278+00.00 R1	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1		333	282
			CONTRACT NO. 62G39	
		ILLINOIS	FED. AID PROJECT	

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

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

MODEL: 5-SPRBL_NB
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DESIGNED	- KRP
DRAWN	- KRP
CHECKED	- MPG
DATE	- 1/29/2021

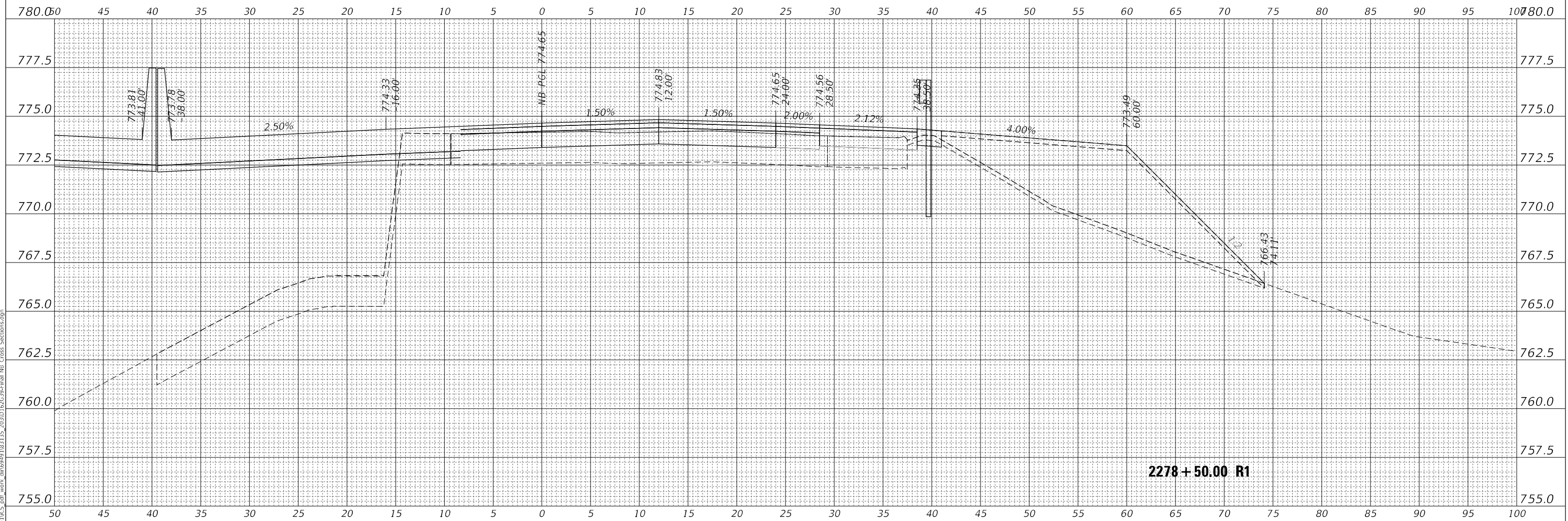
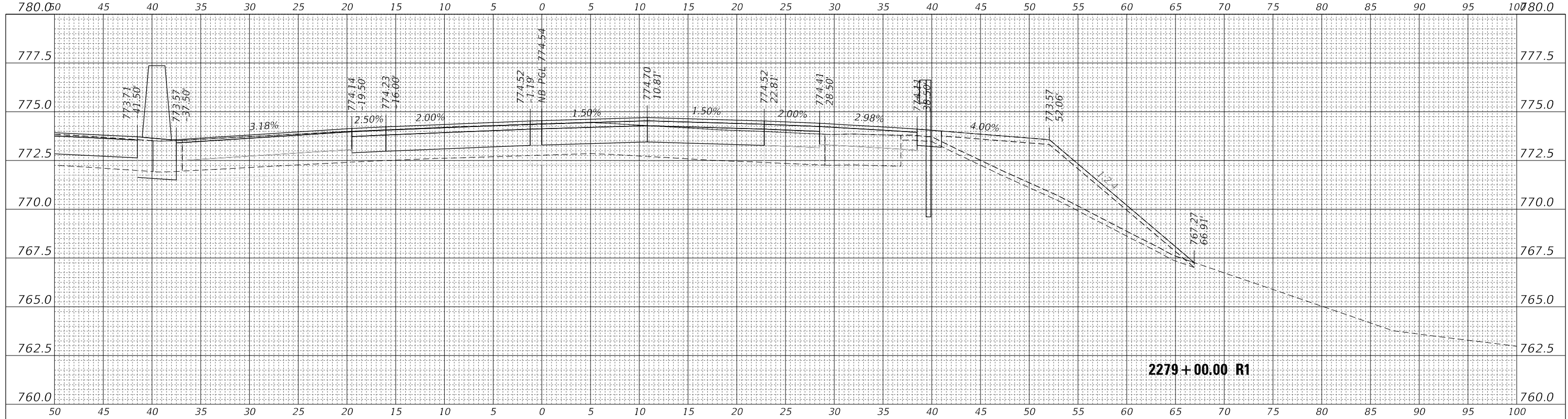
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REVIS	-
REVIS	-
REVIS	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**I-55 INTERCHANGE IMPROVEMENT OVER LEMONT ROAD
CROSS SECTIONS - NB I-55 MAINLINE**

SCALE: 1"=5' SHEET 7 OF 9 SHEETS STA. 2278+50.00 R1 TO STA. 2279+00.00 R1

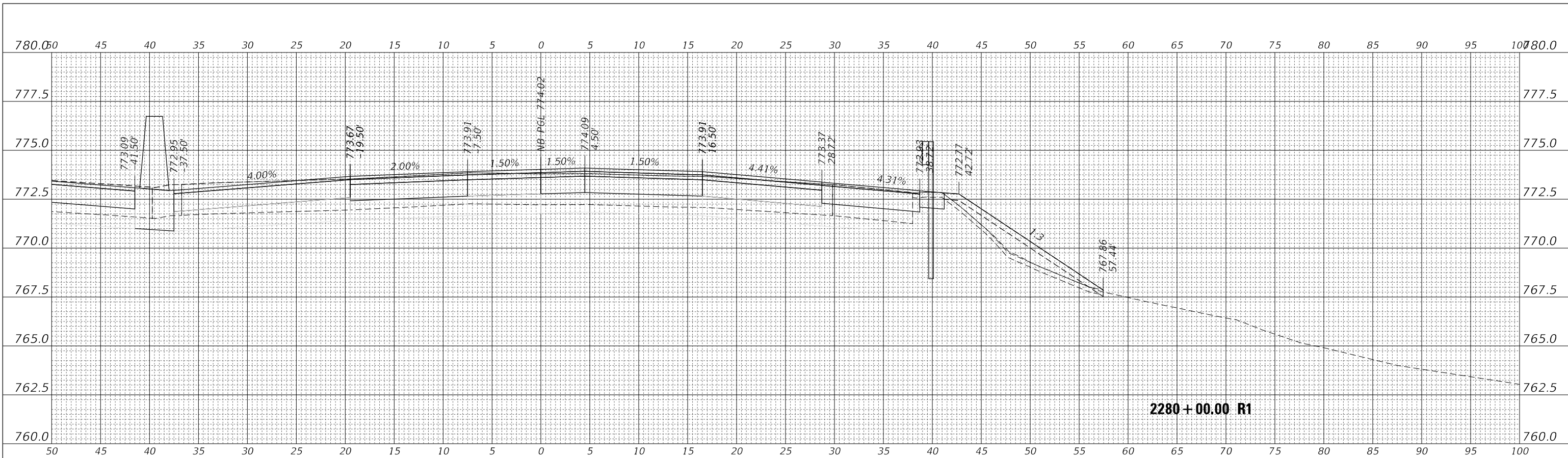
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	283
CONTRACT NO. 62G39				
ILLINOIS		FED. AID PROJECT		



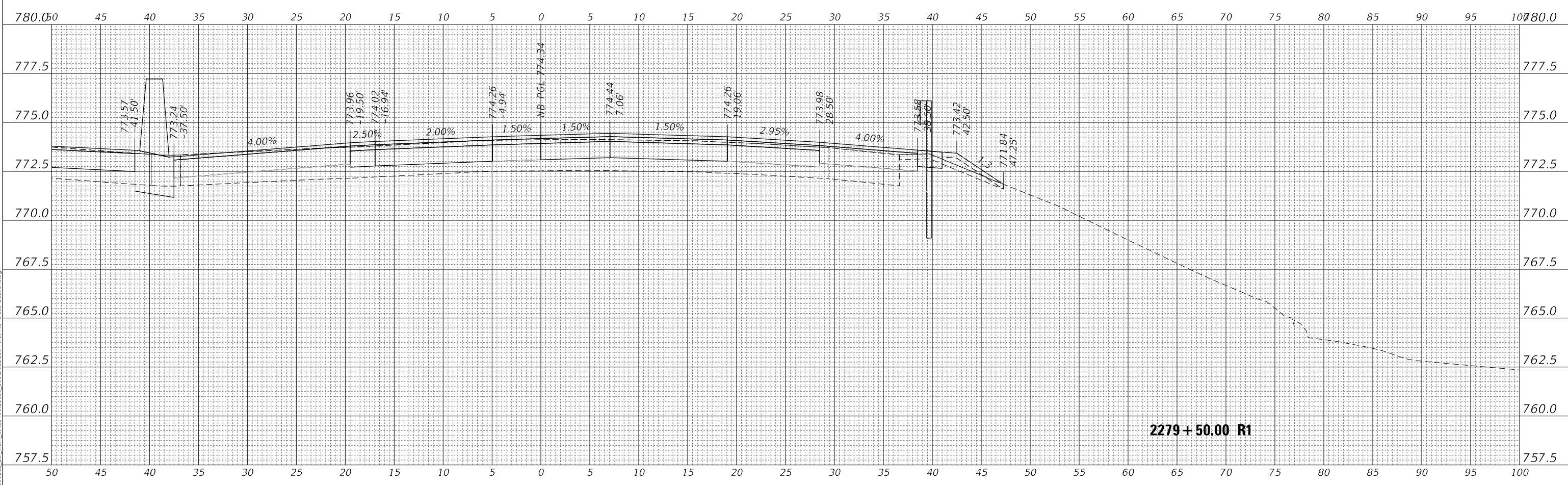
DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	
FINAL SURVEY	
NOTE BOOK	
NO.	
AREAS CHECKED	

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

MODEL: 5-SPRBL_NB
FILE NAME: \\TYLIPW01\CS01\ICE_pdf_work\ch64949103132_20210126\CS4-Final_NB_Cross Sections.dgn



2280+00.00 R1



2279+50.00 R1

USER NAME = TYLIPW01\CS01S	DESIGNED - KRP	REVISED -
	DRAWN - KRP	REVISED -
PLOT SCALE = 5,0000' / in.	CHECKED - MPG	REVISED -
PLOT DATE = 1/26/2021	DATE - 1/29/2021	REVISED -

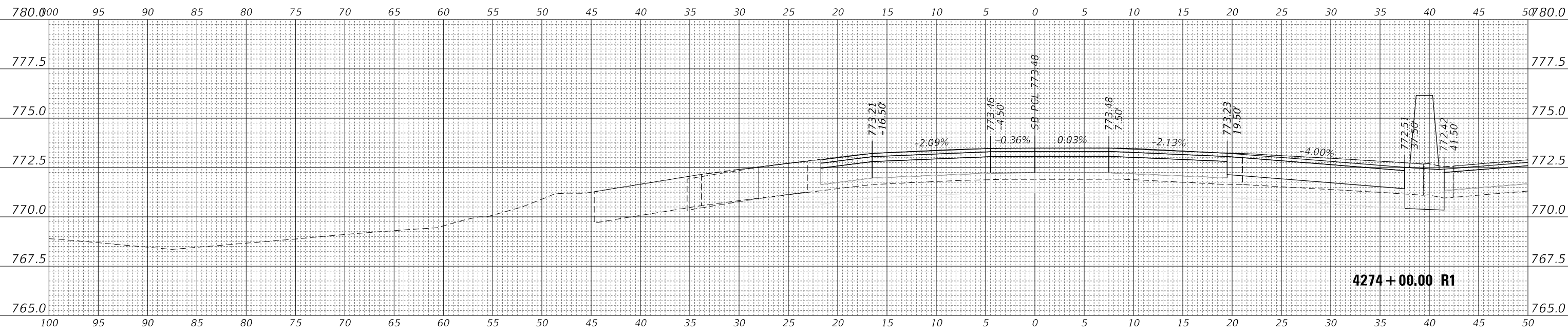
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**I-55 INTERCHANGE IMPROVEMENT OVER LEMONT ROAD
CROSS SECTIONS - NB I-55 MAINLINE**

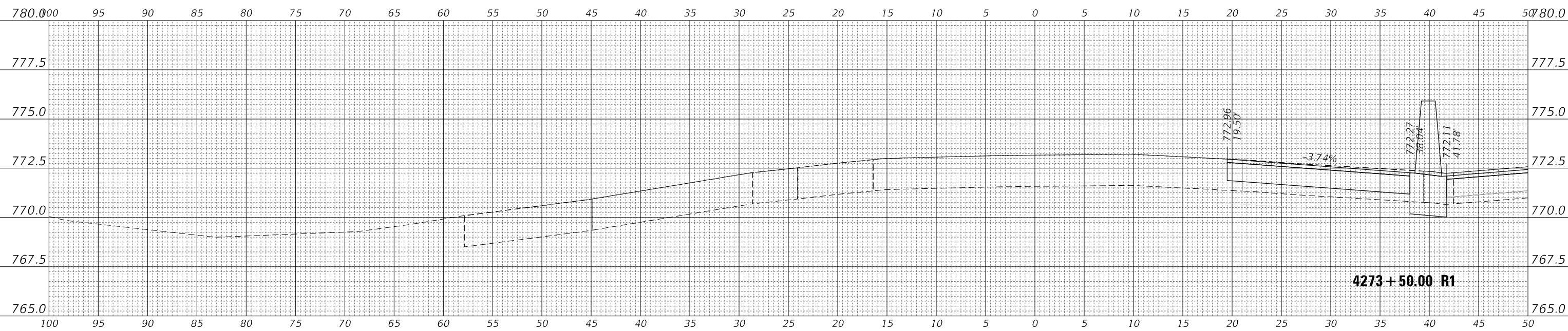
SCALE: 1"=5' SHEET 8 OF 9 SHEETS STA. 2279+50.00 R1 TO STA. 2280+00.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	284
CONTRACT NO. 62G39				
ILLINOIS		FED. AID PROJECT		

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



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



MODEL: 5-SPRBL_SB
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	DRAWN - KRP	REVISED -
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PLOT DATE = 1/26/2021	DATE - 1/29/2021	REVISED -

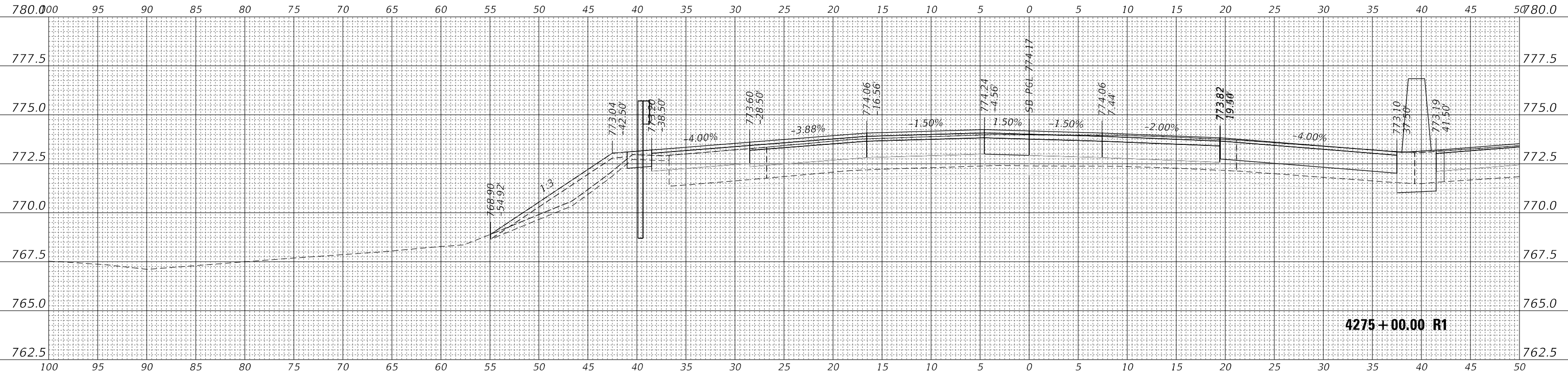
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**I-55 INTERCHANGE IMPROVEMENT OVER LEMONT ROAD
CROSS SECTIONS - SB I-55 MAINLINE**

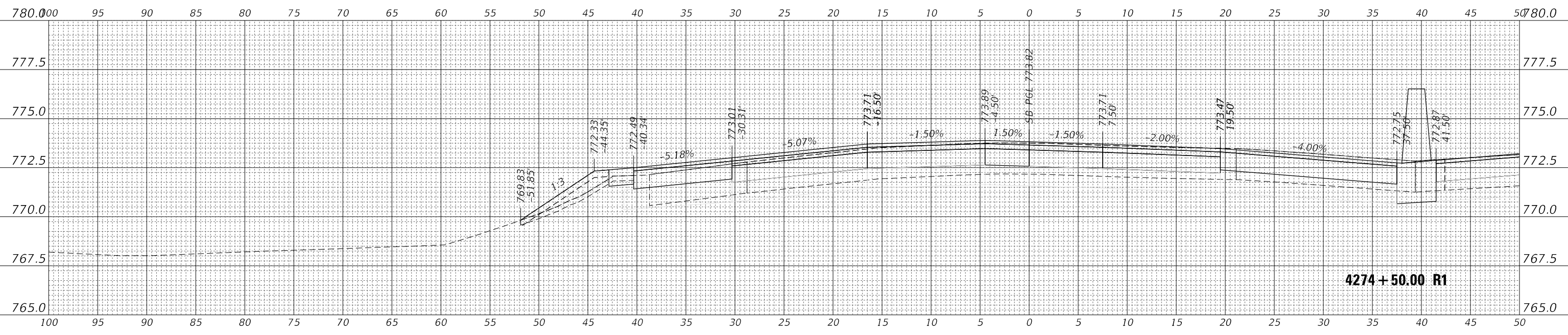
SCALE: 1"=5' SHEET 1 OF 9 SHEETS STA. 4273+50.00 R1 TO STA. 4274+00.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	286
			CONTRACT NO. 62G39	
ILLINOIS		FED. AID PROJECT		

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



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



MODEL: 5-PRBL_SB
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PLOT DATE = 1/26/2021	DATE - 1/29/2021	REVISED -

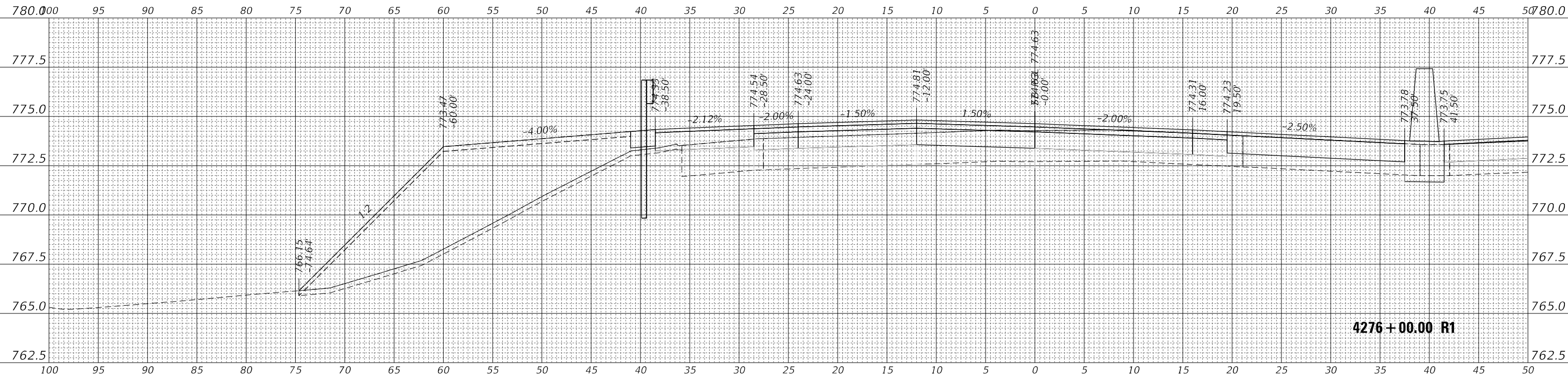
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**I-55 INTERCHANGE IMPROVEMENT OVER LEMONT ROAD
CROSS SECTIONS - SB I-55 MAINLINE**

SCALE: 1"=5' SHEET 2 OF 9 SHEETS STA. 4274+50.00 R1 TO STA. 4275+00.00 R1

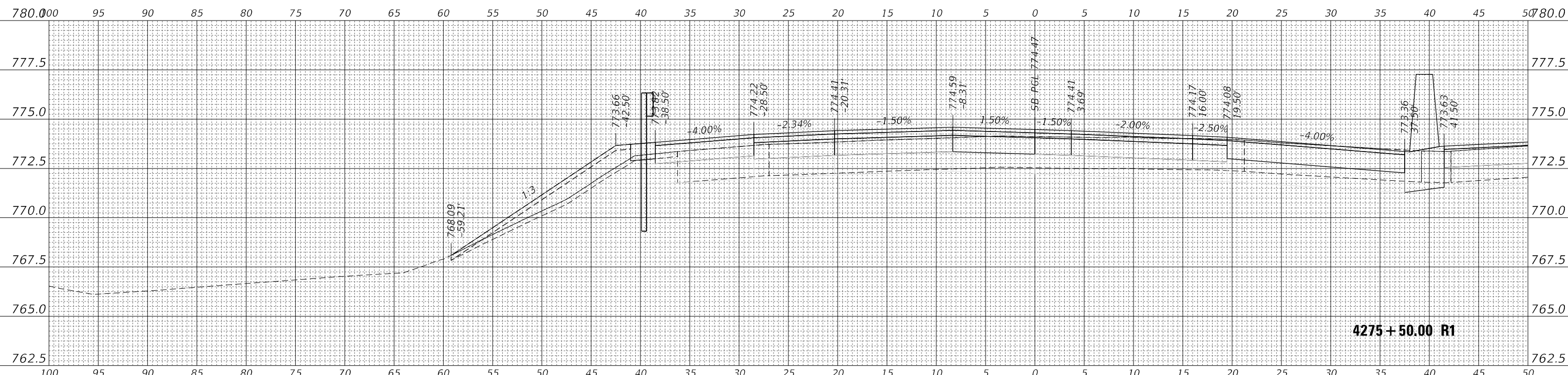
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	287
CONTRACT NO. 62G39				
ILLINOIS		FED. AID PROJECT		

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	



4276 + 00.00 R1

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	



4275 + 50.00 R1

MODEL: 5-SPRBL_SB
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USER NAME = TYLIPW01\CS01S	DESIGNED - KRP	REVISED -
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PLOT SCALE = 5,0000' / in.	CHECKED - MPG	REVISED -
PLOT DATE = 1/26/2021	DATE - 1/29/2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-55 INTERCHANGE IMPROVEMENT OVER LEMONT ROAD
CROSS SECTIONS - SB I-55 MAINLINE

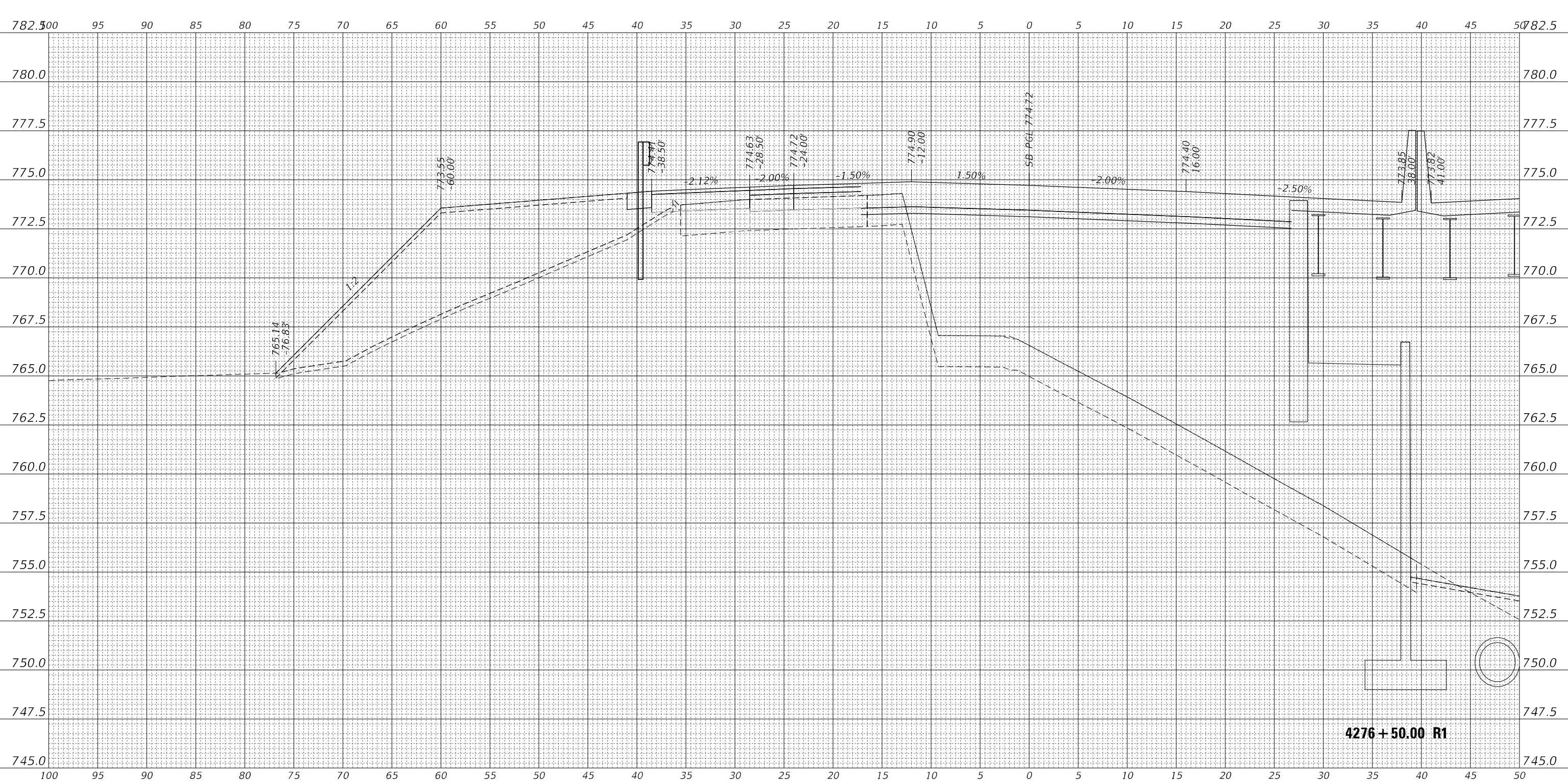
SCALE: 1"=5' SHEET 3 OF 9 SHEETS STA. 4275+50.00 R1 TO STA. 4276+00.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	288
CONTRACT NO. 62G39				
ILLINOIS		FED. AID PROJECT		

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

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

MODEL: 5-SPRBL_SB
FILE NAME: \\TYLIPW01\CS01\ICE_pdf\work\41649491\03135_2020\12\23\4276+50.00 SB Cross Sections.dgn



4276 + 50.00 R1

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PLOT SCALE = 5,000' / in.	CHECKED - MPG	REVISED -
PLOT DATE = 1/26/2021	DATE - 1/29/2021	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

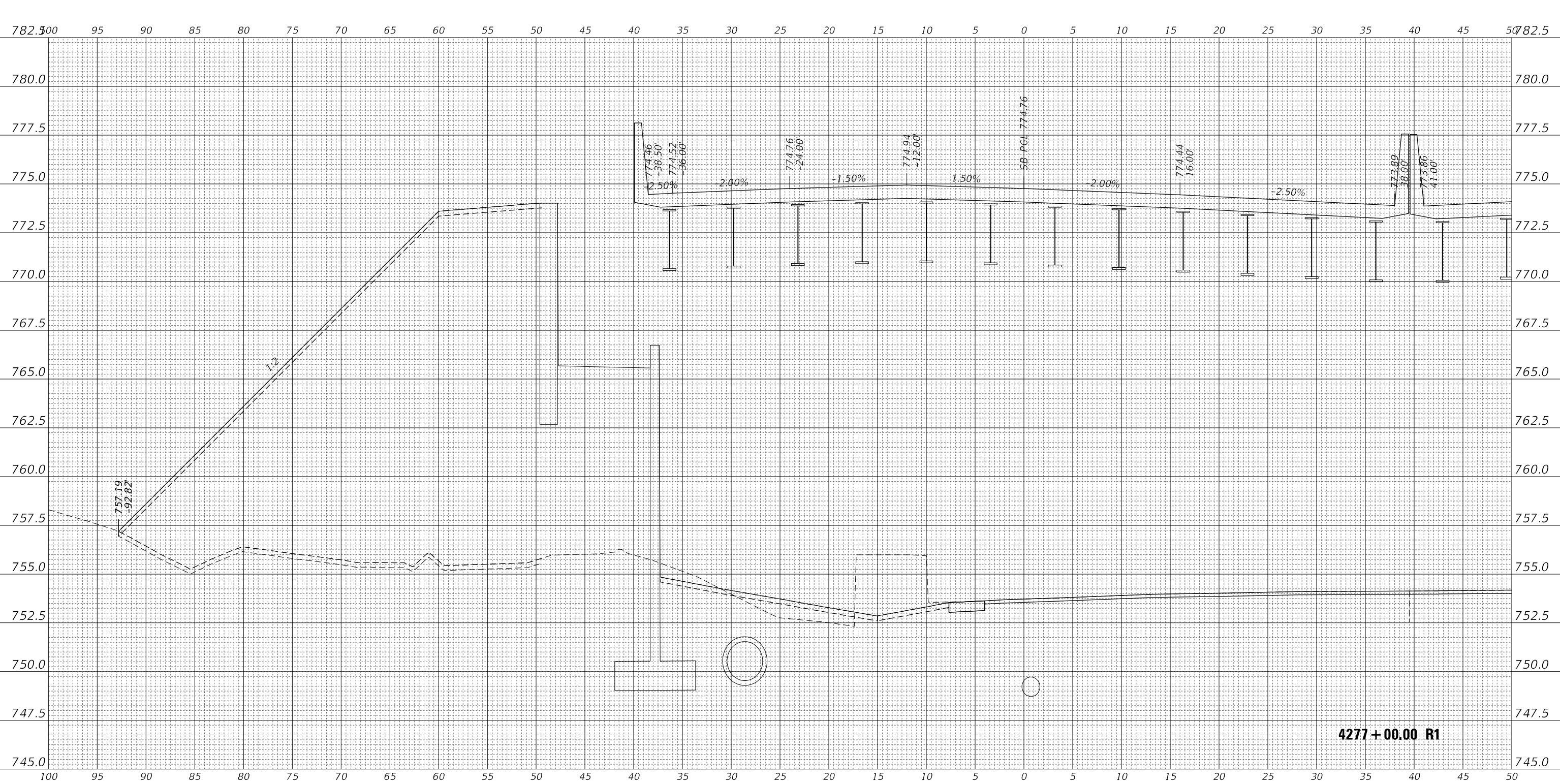
**I-55 INTERCHANGE IMPROVEMENT OVER LEMONT ROAD
CROSS SECTIONS - SB I-55 MAINLINE**
SCALE: 1"=5' SHEET 4 OF 9 SHEETS STA. 4276+50.00 R1 TO STA. 4276+50.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	289
CONTRACT NO. 62G39			ILLINOIS FED. AID PROJECT	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

MODEL: 5-SPRBL_SB
 FILE NAME: \\TYLIPW01\CS01\ICE_pdf_work\41669491\03135_2001D12\2394-final_SB_Cross Sections.dgn



4277 + 00.00 R1

USER NAME = TYLIPW01CS01S	DESIGNED - KRP	REVISED -
	DRAWN - KRP	REVISED -
PLOT SCALE = 5,000' / in.	CHECKED - MPG	REVISED -
PLOT DATE = 1/26/2021	DATE - 1/29/2021	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

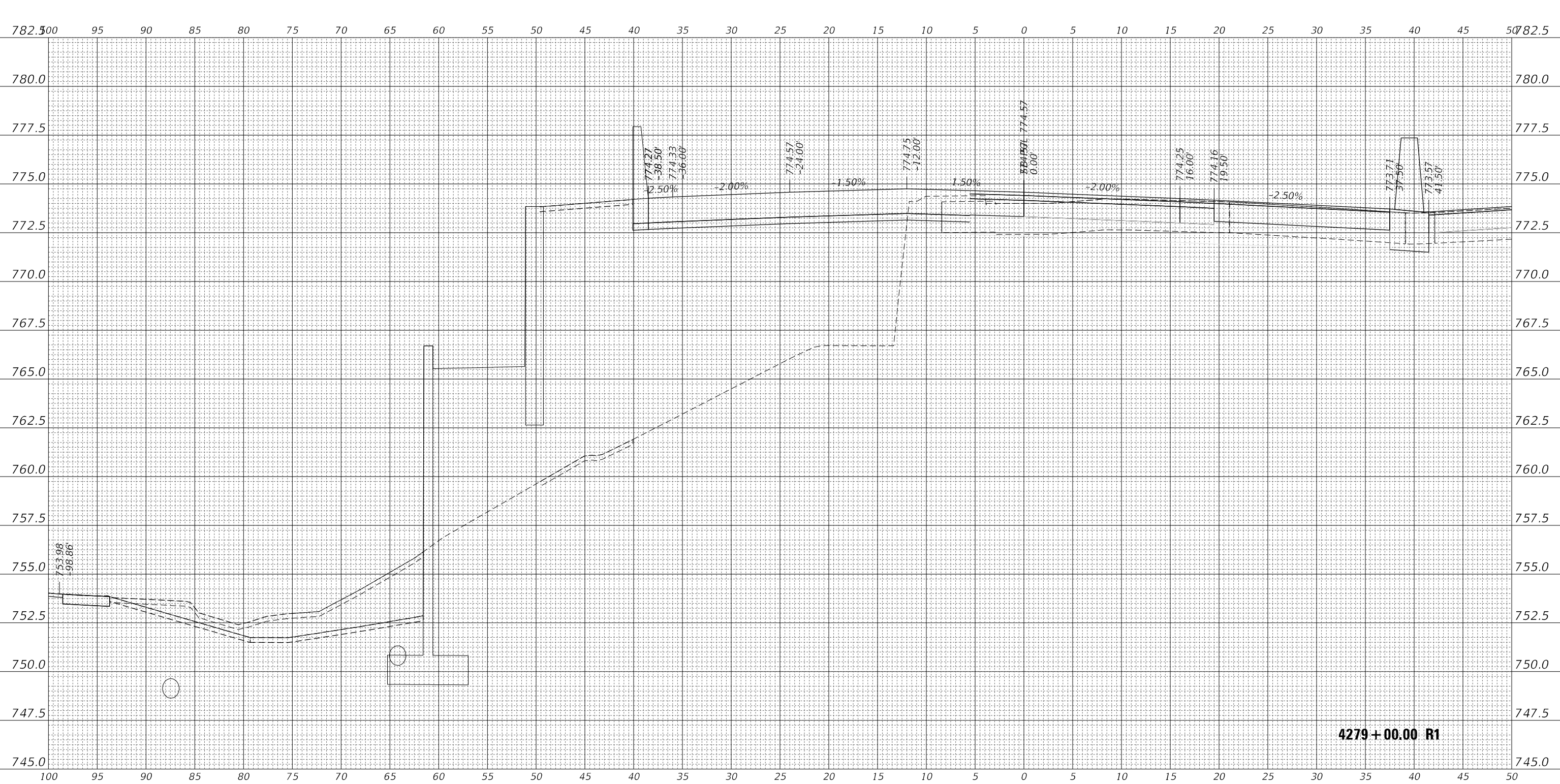
I-55 INTERCHANGE IMPROVEMENT OVER LEMONT ROAD			
CROSS SECTIONS - SB I-55 MAINLINE			
SCALE: 1"=5'	SHEET 5	OF 9 SHEETS	STA. 4277+00.00 R1 TO STA. 4277+00.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	290
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62G39	

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

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

MODEL: 5-SPRBL_SB
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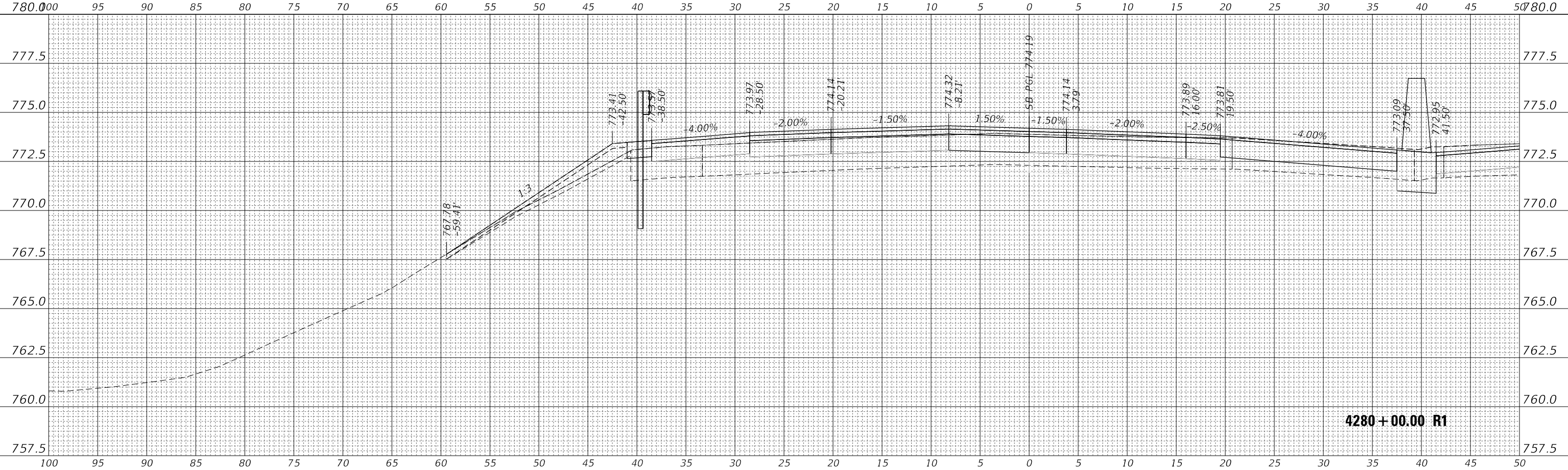
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PLOT DATE = 1/26/2021	DATE - 1/29/2021	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**I-55 INTERCHANGE IMPROVEMENT OVER LEMONT ROAD
 CROSS SECTIONS - SB I-55 MAINLINE**
 SCALE: 1"=5' SHEET 6 OF 9 SHEETS STA. 4279+00.00 R1 TO STA. 4279+00.00 R1

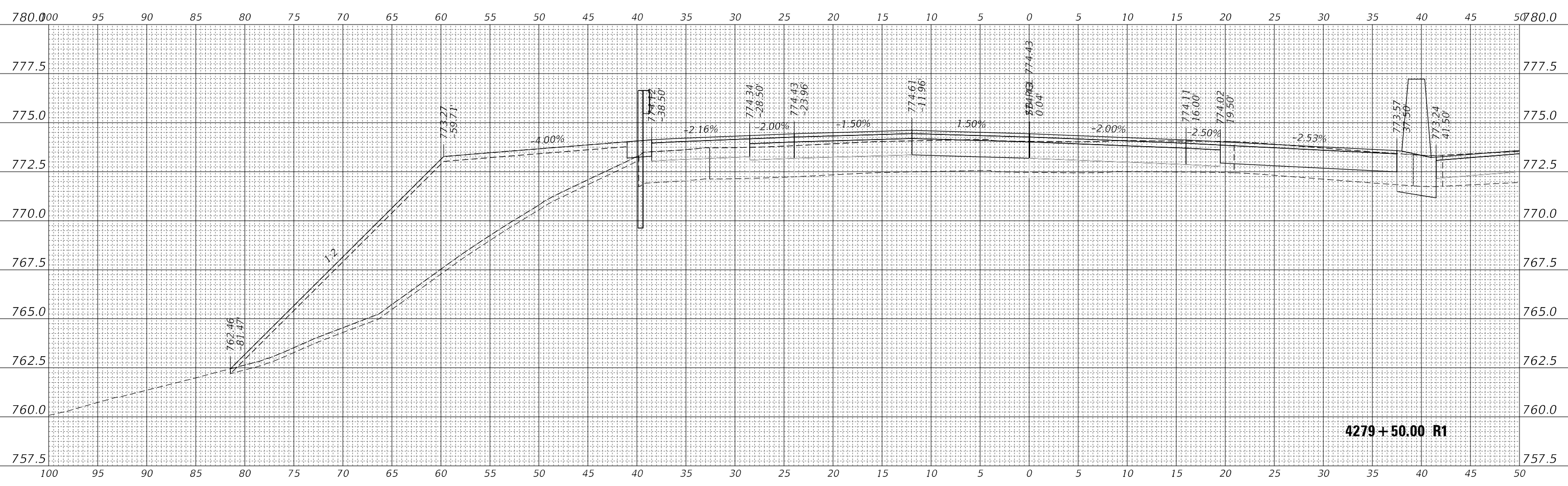
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	291
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62G39	

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



4280 + 00.00 R1

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



4279 + 50.00 R1

MODEL: 5-SPRBL_SB
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PLOT DATE = 1/26/2021	DATE - 1/29/2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-55 INTERCHANGE IMPROVEMENT OVER LEMONT ROAD
CROSS SECTIONS - SB I-55 MAINLINE

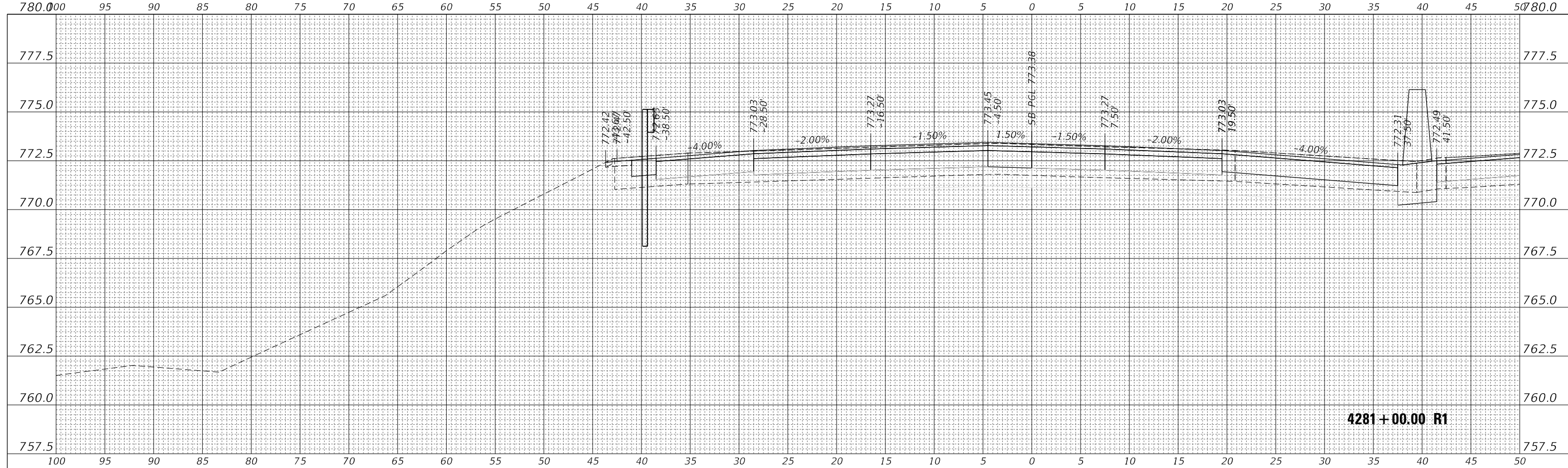
SCALE: 1"=5' SHEET 7 OF 9 SHEETS STA. 4279+50.00 R1 TO STA. 4280+00.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	292
CONTRACT NO. 62G39				
ILLINOIS		FED. AID PROJECT		

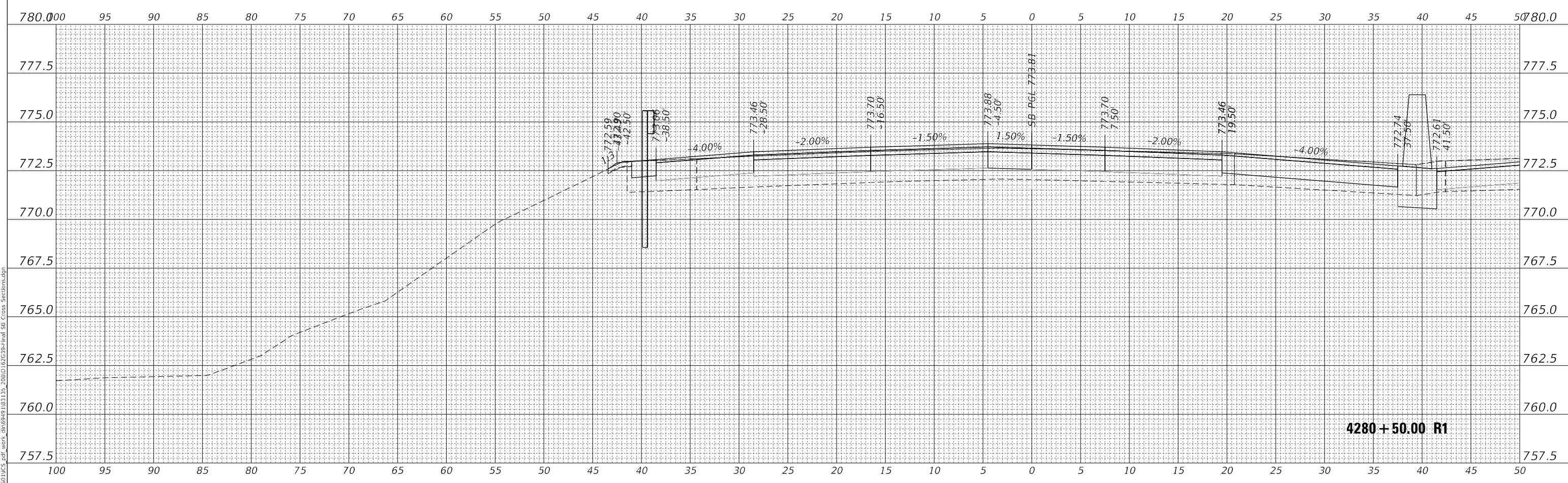
FINAL SURVEY NO.	SURVEYED	DATE
NOTE BOOK	PLOTTED	BY
AREAS CHECKED	TEMPLATE	
AREAS CORRECTED		

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

MODEL: 5-SPRBL_SB
 FILE NAME: \\TYLIPW01\CS01\ICE_pdf_work\466949103135_2081D126239-final_SB_Cross Sections.dgn



4281 + 00.00 R1



4280 + 50.00 R1

USER NAME = TYLIPW01CS01S	DESIGNED - KRP	REVISED -
	DRAWN - KRP	REVISED -
PLOT SCALE = 5,0000 ' / in.	CHECKED - MPG	REVISED -
PLOT DATE = 1/26/2021	DATE - 1/29/2021	REVISED -

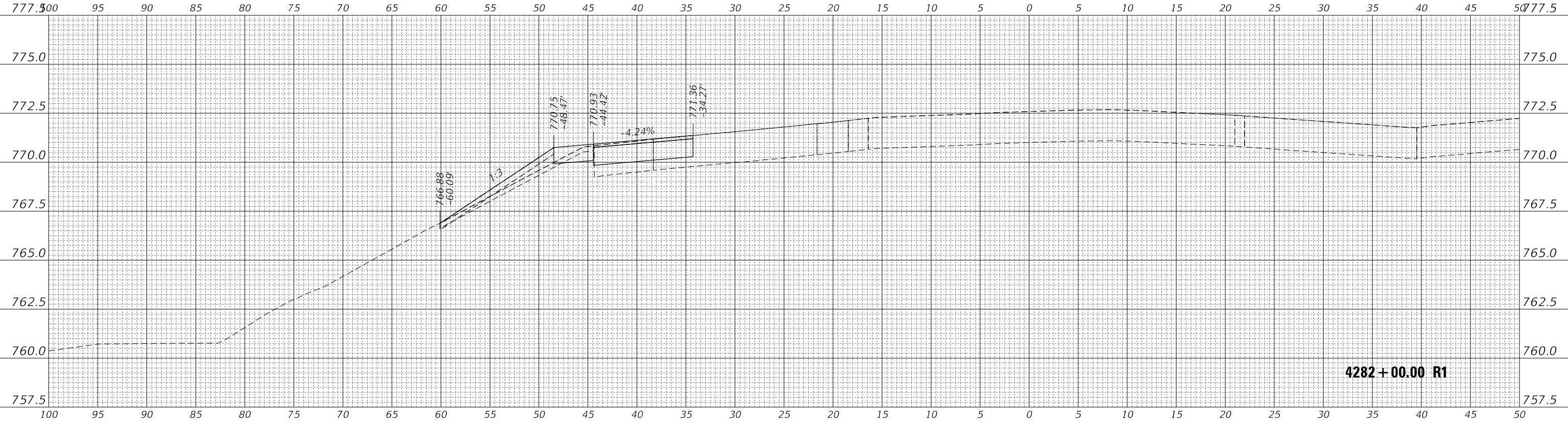
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**I-55 INTERCHANGE IMPROVEMENT OVER LEMONT ROAD
 CROSS SECTIONS - SB I-55 MAINLINE**

SCALE: 1"=5' SHEET 8 OF 9 SHEETS STA. 4280+50.00 R1 TO STA. 4281+00.00 R1

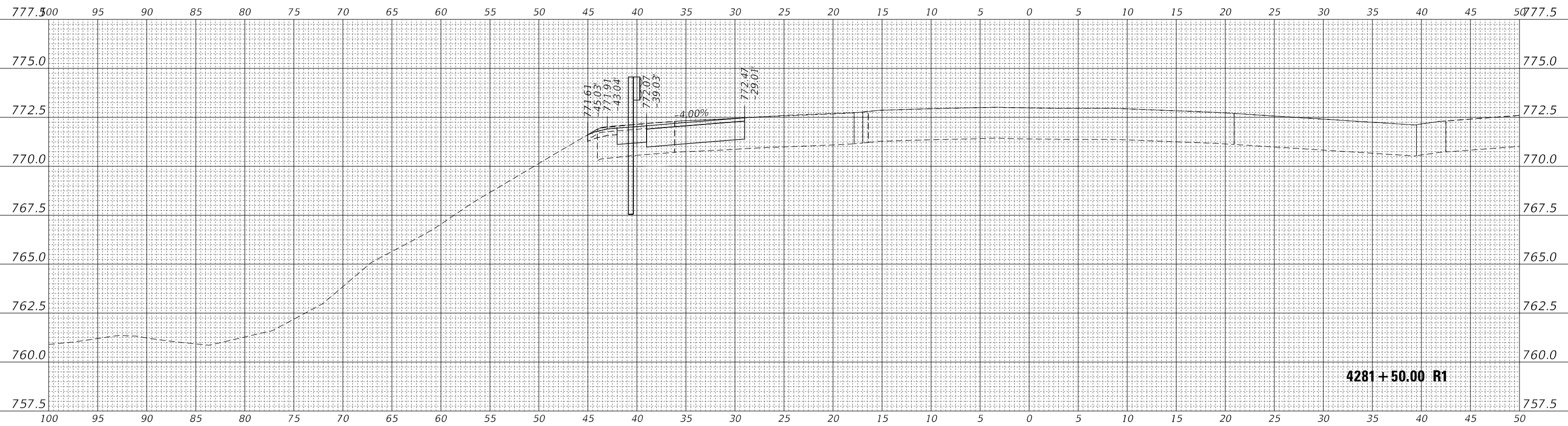
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	293
CONTRACT NO. 62G39			ILLINOIS FED. AID PROJECT	

FINAL SURVEY NO.	SURVEYED AREAS	DATE



4282 + 00.00 R1

ORIGINAL SURVEY NO.	SURVEYED AREAS	DATE



4281 + 50.00 R1

MODEL: 5-SPRBL_SB
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USER NAME = TYLIPW01\CS01S	DESIGNED - KRP	REVISED -
	DRAWN - KRP	REVISED -
PLOT SCALE = 5,0000 ' / in.	CHECKED - MPG	REVISED -
PLOT DATE = 1/26/2021	DATE - 1/29/2021	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**I-55 INTERCHANGE IMPROVEMENT OVER LEMONT ROAD
CROSS SECTIONS - SB I-55 MAINLINE**

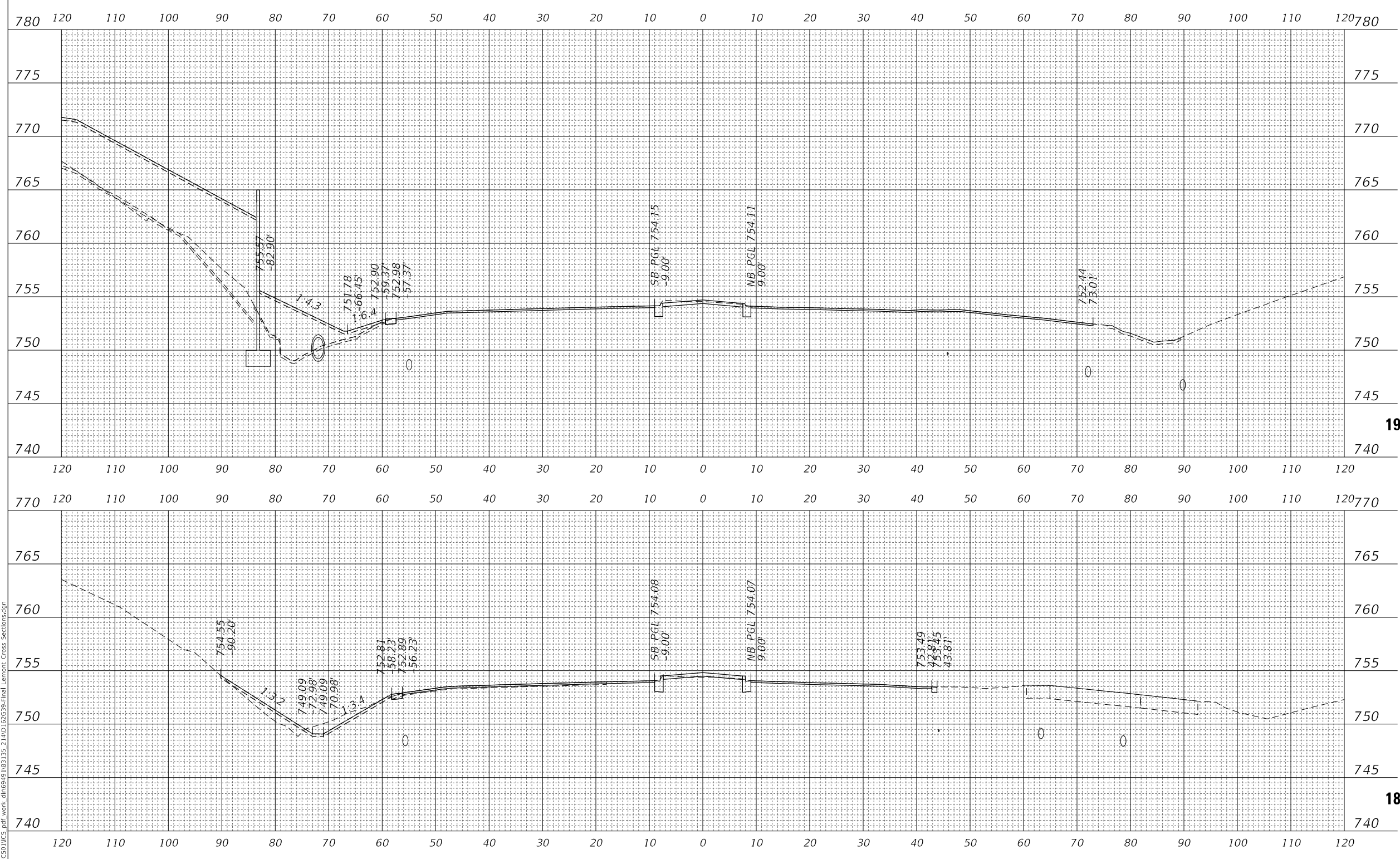
SCALE: 1"=5' SHEET 9 OF 9 SHEETS STA. 4281+50.00 R1 TO STA. 4282+00.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	294
CONTRACT NO. 62G39			ILLINOIS FED. AID PROJECT	

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

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

MODEL: LEMONT_SHEETS
 FILE NAME: \\TYLIPW01\CS01\ICE_def\work\sh66949183132_21410126239-Final Lemont Cross Sections.dgn



19+00.00 R1

18+50.00 R1

USER NAME = TYLIPW01\CS01S	DESIGNED - KRP	REVISED -
	DRAWN - KRP	REVISED -
PLOT SCALE = 10,0000 ' / in.	CHECKED - MPG	REVISED -
PLOT DATE = 1/26/2021	DATE - 1/29/2021	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

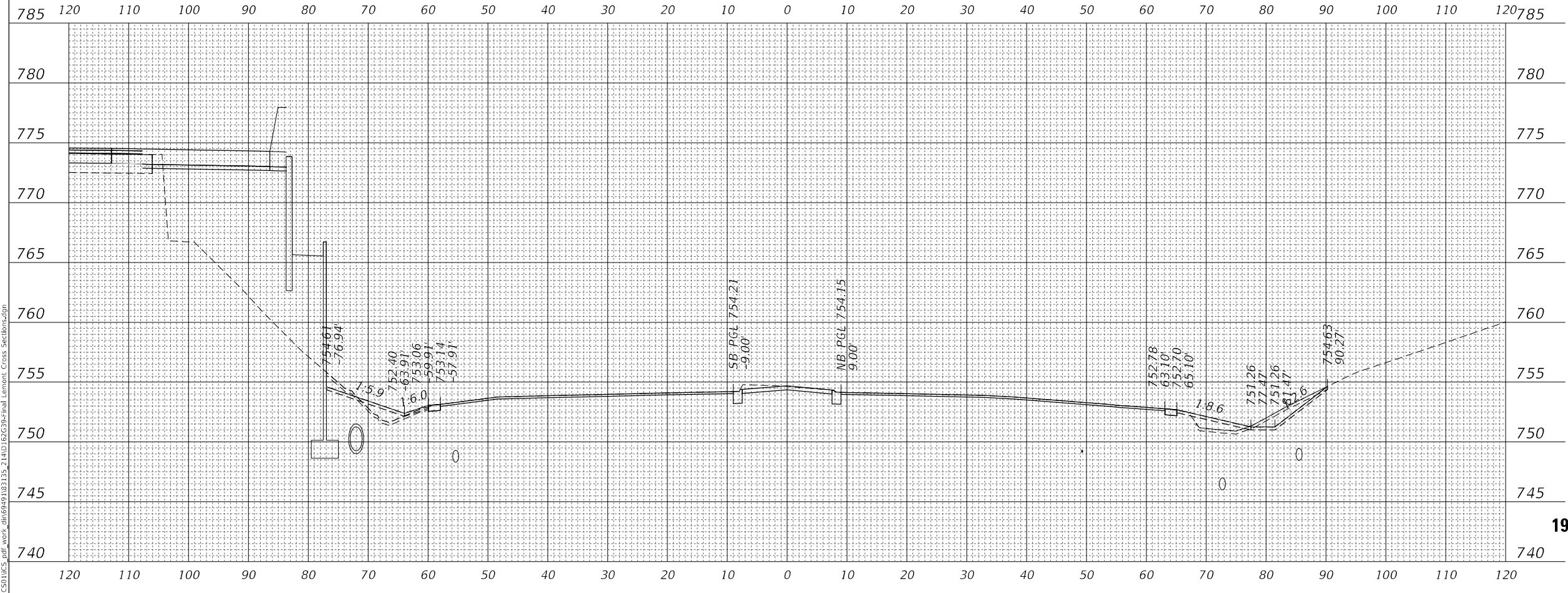
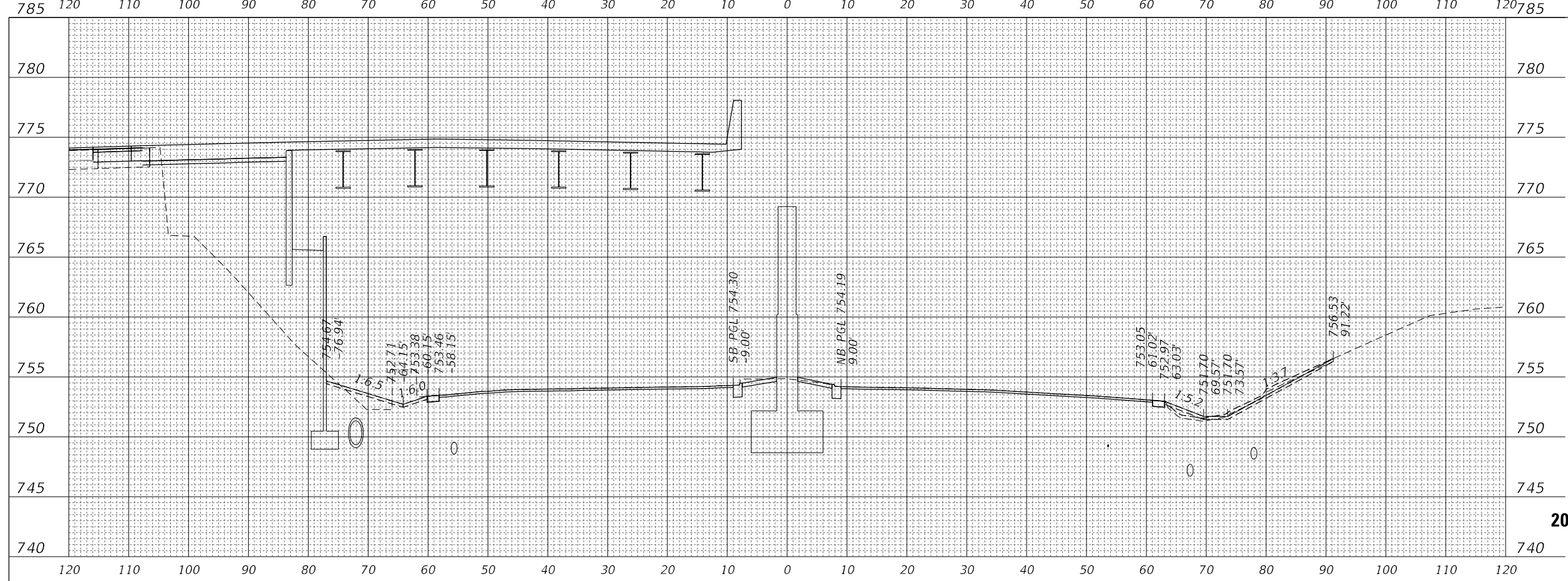
**I-55 INTERCHANGE IMPROVEMENT OVER LEMONT ROAD
 CROSS SECTIONS - LEMONT ROAD**
 SCALE: 1"=10' SHEET 1 OF 6 SHEETS STA. 18+50.00 R1 TO STA. 19+00.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	295
				CONTRACT NO. 62G39
		ILLINOIS	FED. AID PROJECT	

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

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

MODEL: LEMONT_SHEETS
 FILE NAME: \\TYLIPW01\CS01\ICE_pdf_work\sh66949183132_21410126239-Final Lemont Cross Sections.dgn



USER NAME = TYLIPW01\CS01S	DESIGNED - KRP	REVISED -
	DRAWN - KRP	REVISED -
PLOT SCALE = 10,0000 ' / in.	CHECKED - MPG	REVISED -
PLOT DATE = 1/26/2021	DATE - 1/29/2021	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

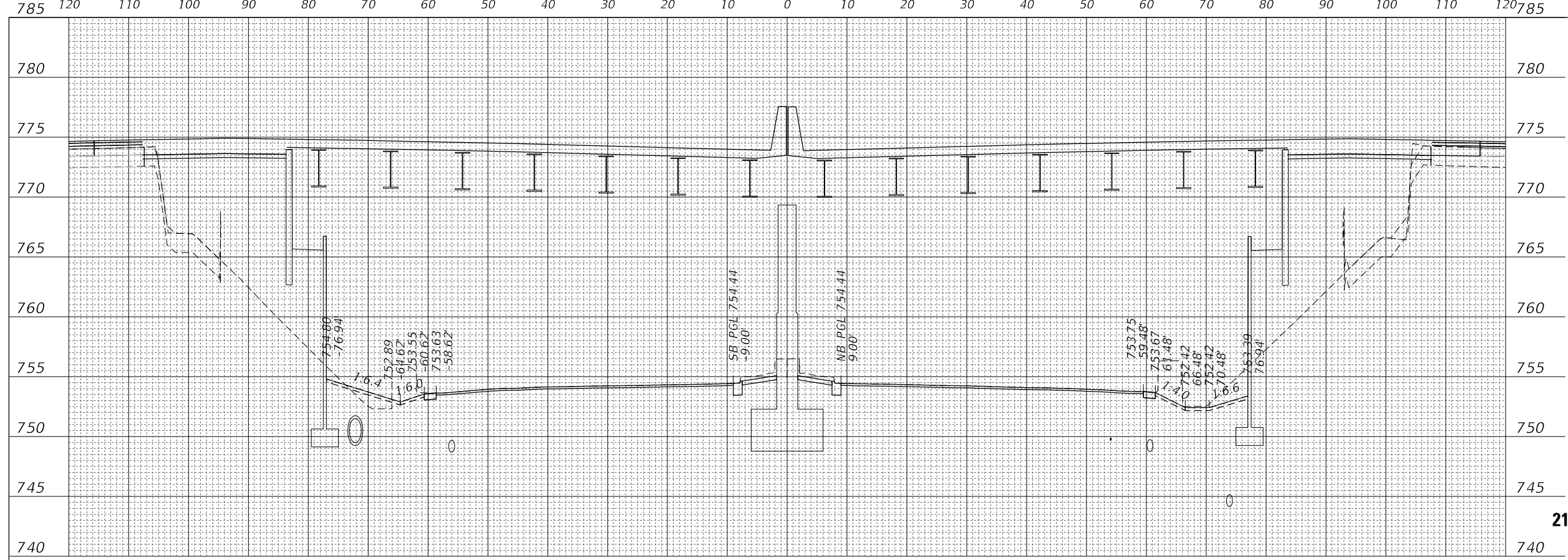
I-55 INTERCHANGE IMPROVEMENT OVER LEMONT ROAD			
CROSS SECTIONS - LEMONT ROAD			
SCALE: 1"=10'	SHEET 2	OF 6 SHEETS	STA. 19+50.00 R1 TO STA. 20+00.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	296
				CONTRACT NO. 62G39
				ILLINOIS FED. AID PROJECT

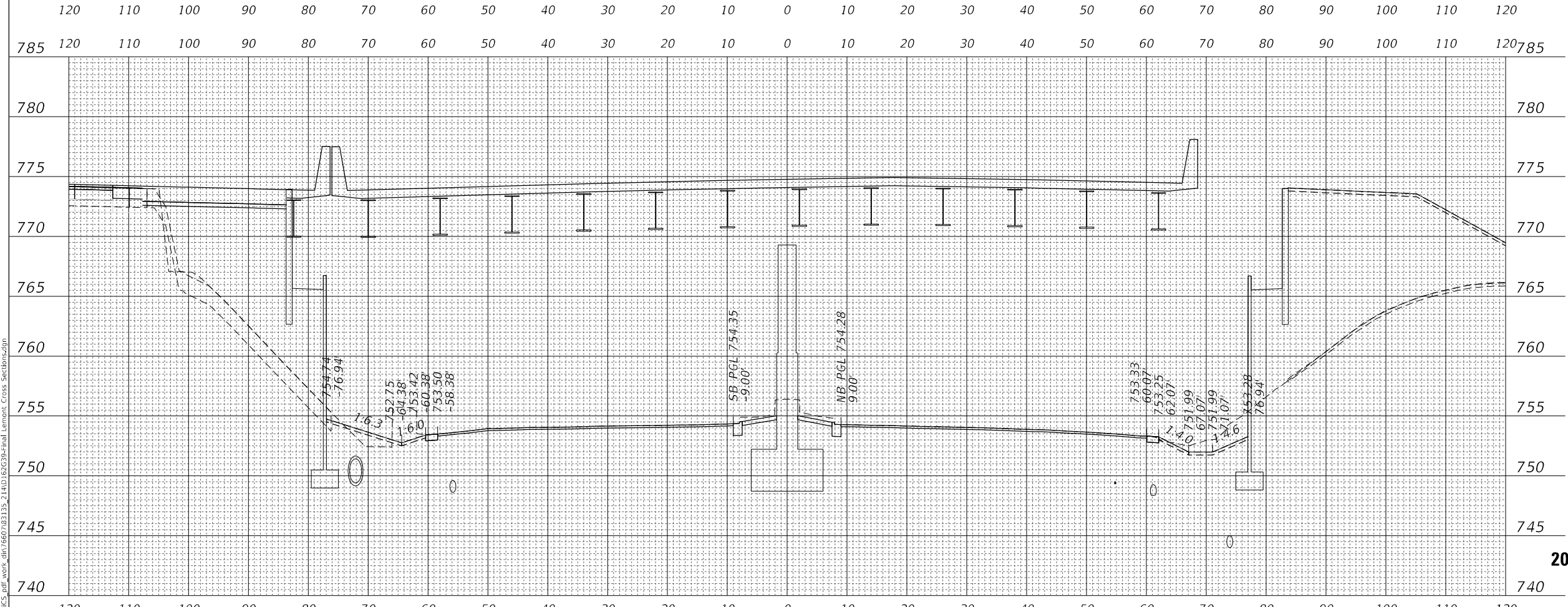
FINAL SURVEY NO.	SURVEYED	DATE
NOTE BOOK	PLOTTED	BY
AREAS CHECKED	TEMPLATE	
AREAS CHECKED	AREAS	

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

MODEL: LEMONT_SHEETS
 FILE NAME: \\TYLIPW01\CS01\ICE_def\work\411560103135_21410126239-Final Lemont Cross Sections.dgn



21+00.00 R1



20+50.00 R1

USER NAME = TYLIPW01\CS01S	DESIGNED - KRP	REVISED -
	DRAWN - KRP	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED - MPG	REVISED -
PLOT DATE = 4/22/2021	DATE - 1/29/2021	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

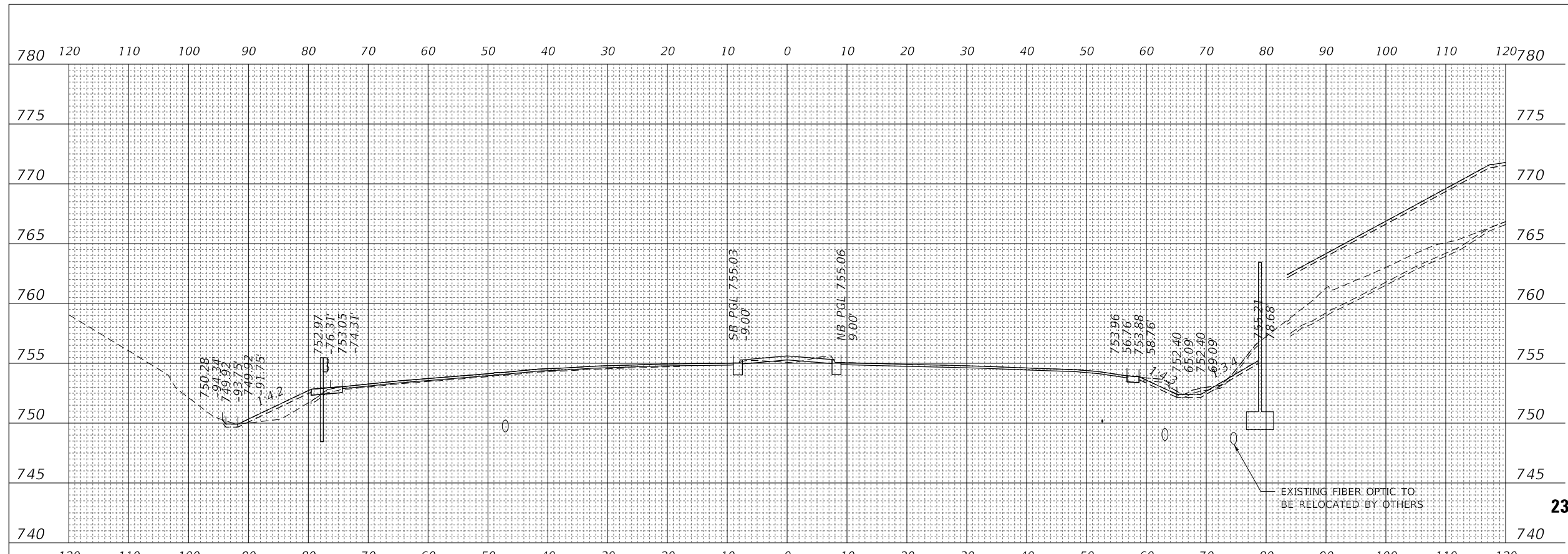
**I-55 INTERCHANGE IMPROVEMENT OVER LEMONT ROAD
 CROSS SECTIONS - LEMONT ROAD**
 SCALE: 1"=10' SHEET 3 OF 6 SHEETS STA. 20+50.00 R1 TO STA. 21+00.00 R1

F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	297
				CONTRACT NO. 62G39
		ILLINOIS	FED. AID PROJECT	

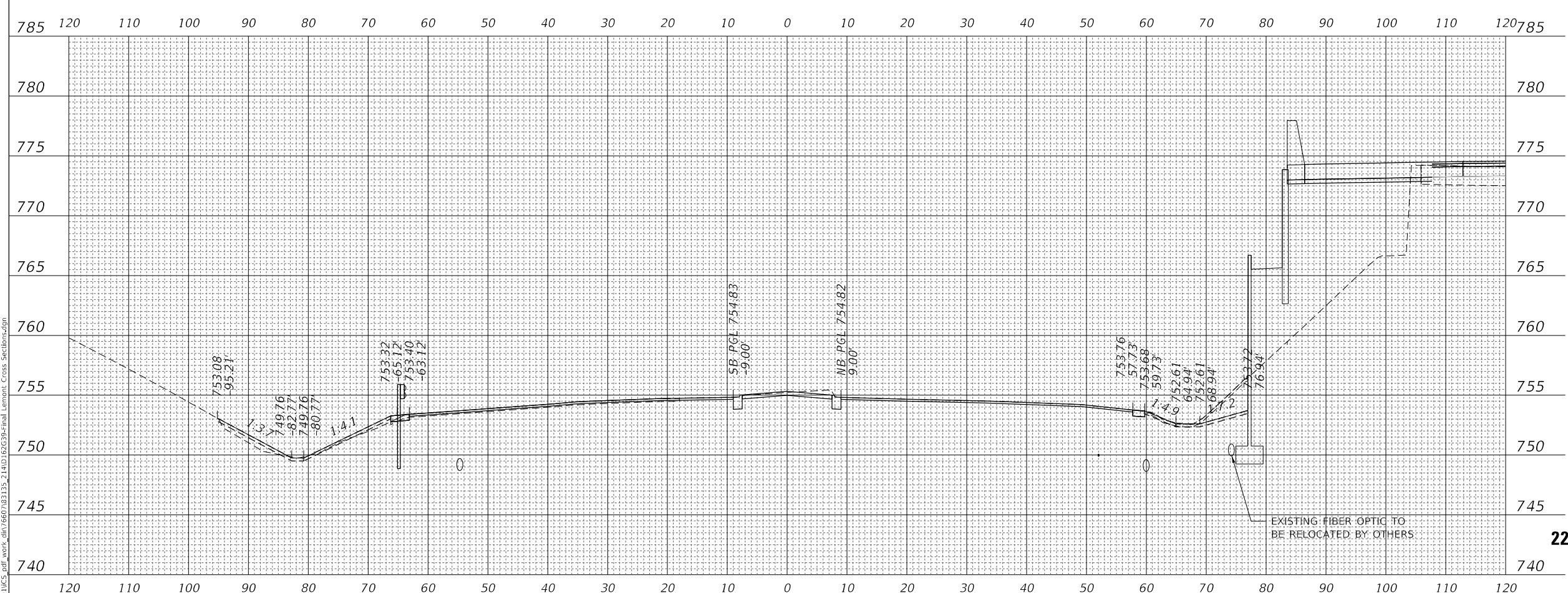
FINAL SURVEY NO.	SURVEYED	DATE
NOTE BOOK	PLOTTED	BY
AREAS CHECKED	TEMPLATE	
AREAS CORRECTED	AREAS	

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

MODEL: LEMONT_SHEETS
FILE NAME: \\TYLIPW01\CS01\ICE_pdf_work\sh1\60183132_2141D162G39-Final Lemont Cross Sections.dgn



23+00.00 R1



22+50.00 R1

USER NAME = TYLIPW01\CS01S	DESIGNED - KRP	REVISED -
PLOT SCALE = 10.0000 ' / in.	DRAWN - KRP	REVISED -
PLOT DATE = 4/22/2021	CHECKED - MPG	REVISED -
	DATE - 1/29/2021	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**I-55 INTERCHANGE IMPROVEMENT OVER LEMONT ROAD
CROSS SECTIONS - LEMONT ROAD**

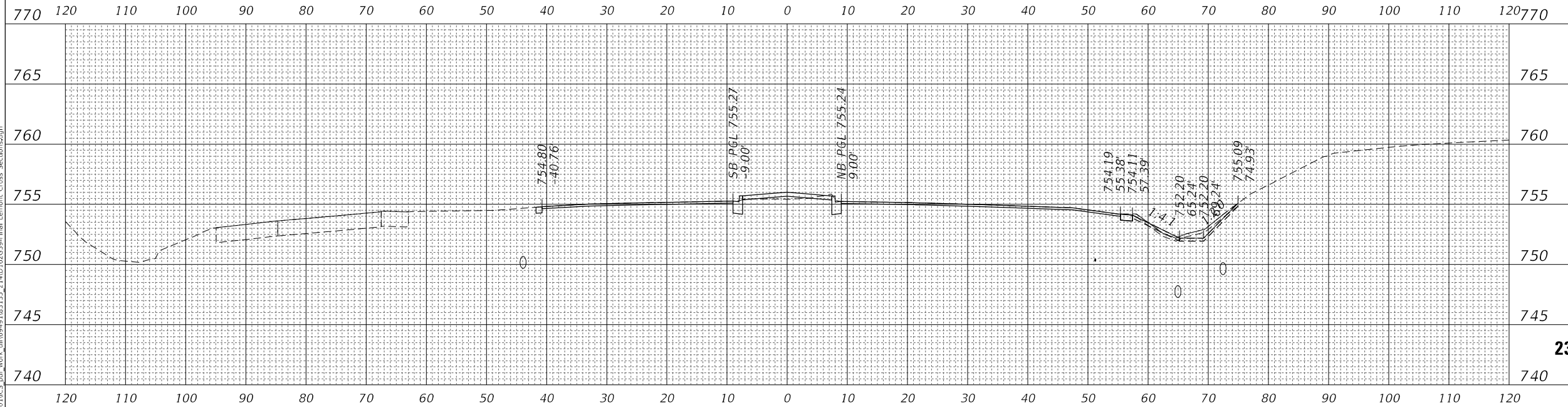
SCALE: 1"=10' SHEET 5 OF 6 SHEETS STA. 22+50.00 R1 TO STA. 23+00.00 R1

F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	299
CONTRACT NO. 62G39				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

MODEL: LEMONT_SHEETS
FILE NAME: \\TYLIPW01\CS01\ICE_def\work\sh669491\83135_2141D126239-Final Lemont Cross Sections.dgn



23 + 50.00 R1

USER NAME = TYLIPW01\CS01S	DESIGNED - KRP	REVISED -
PLOT SCALE = 10.0000 ' / in.	DRAWN - KRP	REVISED -
PLOT DATE = 1/26/2021	CHECKED - MPG	REVISED -
	DATE - 1/29/2021	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**I-55 INTERCHANGE IMPROVEMENT OVER LEMONT ROAD
CROSS SECTIONS - LEMONT ROAD**

SCALE: 1"=10' SHEET 6 OF 6 SHEETS STA. 23+50.00 R1 TO STA. 23+50.00 R1

F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-36HB-1	DUPAGE	333	300
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62G39	