

INDEX OF SHEETS 06-15-12 LETTING ITEM 015

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT LOCATED IN VILLAGE OF UNIVERSITY PARK

TRAFFIC DATA:	ADT (2030)	DESIGN SPEED	POSTED SPEED
STUENKEL ROAD*	20,000	45 MPH	40 MPH
FAI 57 I-57	97,000	65 MPH	55 MPH

* STUENKEL ROAD CURRENTLY CLOSED TO THRU TRAFFIC

PROJECT DESCRIPTION

THE PROPOSED STUENKEL ROAD IMPROVEMENT INCLUDES REMOVAL OF EXISTING BRIDGE (S.N. 099-0200) AND REPLACEMENT WITH A NEW BRIDGE (S.N. 099-0526) OVER I-57.

DESIGN DESIGNATION

1130(30) MINOR ARTERIAL

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

F.A.I. ROUTE 57 (INTERSTATE-57)
AT STUENKEL ROAD

BRIDGE RECONSTRUCTION
WILL COUNTY

D-91-001-11

SECTION 99-1HB-R

PROJECT

C-91-348-12

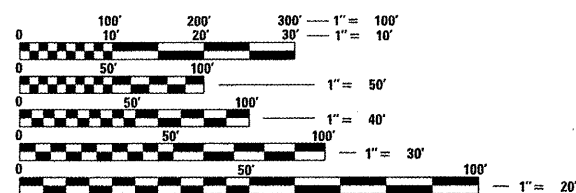
PROJECT:
IM-057-7(294)337

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-1HB-R	WILL	63	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO.	60T40	

D-91-001-11 *63 + 1 = 64

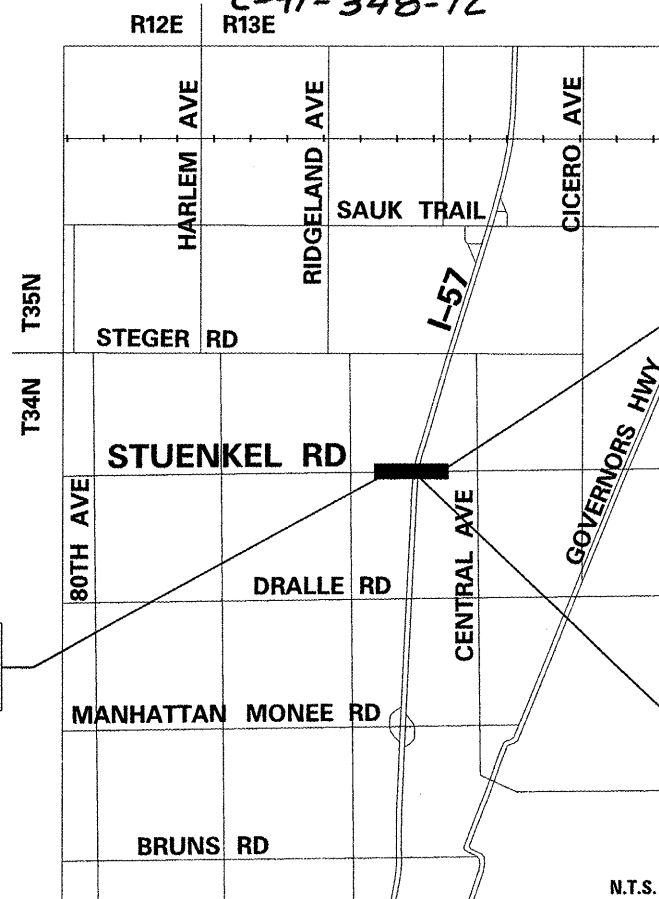


LOCATION OF SECTION INDICATED THIS: - [Black Box] -



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

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



STUENKEL ROAD PROJECT LIMIT STA. 16033+00

John P. Marnoul
John P. Marnoul, P.E. 11- Ltc. No. 62.054958
62054958 LICENSED PROFESSIONAL ENGINEER
Date 3/28/2012 Expires 11-30-2013 For drawings thru

d Po
Spiros Pantazis, S.E. 11- Ltc. No. 081-006448
081-006448 LICENSED PROFESSIONAL ENGINEER
Date 3/28/2012 Expires 11-30-2012 For drawings thru

S.N. 099-0526

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED APRIL 3 20 12

Diane OKeefe /ASO
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 11 20 12
John D. Baranzelli, P.E.
ENGINEER OF DESIGN AND ENVIRONMENT

May 11 20 12
William R. Frey
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PROJECT MANAGER: HELEN PAZON (847) 705-4523

CONTRACT NO. 60T40

LOCATION MAP

GROSS LENGTH OF PROJECT = 450.00 FT. = 0.08 MI.
NET LENGTH OF PROJECT = 450.00 FT. = 0.08 MI.

TYLIN INTERNATIONAL
200 SOUTH WACKER DRIVE, SUITE 1400
CHICAGO, ILLINOIS 60606
TEL: 312-777-2900 FAX: 312-705-0305

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OF THE STATE OF ILLINOIS

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* added 22A.

INDEX OF IDOT STANDARDS

STANDARD NO.	TITLE
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664001-02	CHAIN LINK FENCE
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701401-06	LANE CLOSURE FREEWAY/ EXPRESSWAY
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701901-02	TRAFFIC CONTROL DEVICES
704001-07	TEMPORARY CONCRETE BARRIER
780001-03	TYPICAL PAVEMENT MARKINGS

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TYLIN INTERNATIONAL	USER NAME : #USERS#	DESIGNED - BES	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STUENKEL ROAD BRIDGE OVER I-57 INDEX OF SHEETS AND INDEX OF STATE STANDARDS				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE : #SCALES#	DRAWN - BES	REVISED -		57	99-1HB-R	WILL	63	2				
	PLOT DATE : 3/29/2012	CHECKED - JFM	REVISED -		CONTRACT NO. 60T40								
	PLOT DATE : 3/30/2012	DATE - 3/30/2012	REVISED -		SCALE: N.T.S.	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT				

GENERAL NOTES:

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2012; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2012; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" (MUTCD); THE "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS" (SSCI); THE DETAILS IN THE PLANS AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS.
2. THE CONTRACTOR SHALL MAINTAIN I-57 OPEN TO TRAFFIC AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS. STUENKEL ROAD IS CLOSED TO THROUGH TRAFFIC.
3. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL J.U.L.I.E. AT (800) 892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, CABLE, AND GAS FACILITIES (48 HOURS NOTIFICATION IS REQUIRED). CONTACT PUBLIC WORKS, CITY OF MARKHAM AT (708)331-4905 (EXT. 243) FOR SEWER AND WATER LOCATIONS.
4. FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.
5. NIGHT OPERATIONS: IF CONTRACTOR ELECTS TO UTILIZE ARTIFICIAL LIGHTING IN NIGHT OPERATIONS, HE SHALL EXERCISE THE UTMOST PRECAUTION IN PREVENTING ADVERSE VISIBILITY TO THE MOToring PUBLIC AS WELL AS THE ADJOINING RESIDENTIAL AREAS.
6. ALL HORIZONTAL COORDINATES AND VERTICAL ELEVATIONS REFER TO NAD83 ILLINOIS EAST ZONE HORIZONTAL DATUM AND NAVD88 VERTICAL DATUM, RESPECTIVELY.
7. A "BOXED" NOTE INDICATES AN ITEM OF WORK THAT IS NOT PAID FOR SEPARATELY, BUT IS PAID FOR AS PART OF ANOTHER ITEM LISTED IN THE SUMMARY OF QUANTITIES.
8. THE REMOVAL OF FIELD CULVERTS SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
9. THE SCALE SHOWN ON THE DRAWINGS APPLIES ONLY TO FULL SIZE PLANS AND NOT TO THE REDUCED SIZE PLANS.
10. DIMENSIONS: IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.
11. THE LOCATIONS OF EXISTING DRAINAGE STRUCTURES, STORM AND SANITARY SEWERS, WATER SERVICE LINES AND OTHER UTILITY LINES ARE APPROXIMATE, AND IDOT DOES NOT GUARANTEE THEIR ACCURACY. THEIR EXACT HORIZONTAL AND VERTICAL LOCATIONS ARE TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR AT HIS OWN EXPENSE. THE CONTRACTOR SHALL CONTACT J.U.L.I.E. PRIOR TO CONSTRUCTION AND COORDINATE HIS ACTIVITIES WITH THE ENGINEER.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE.
13. ANY EXISTING OR PROPOSED STORM SEWER DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE REPLACED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
14. ANY ABANDONED UTILITY OR SEWER ENCOUNTERED DURING CONSTRUCTION OR ANY EXISTING UTILITY OR SEWER ABANDONED AS PART OF THE CONSTRUCTION THAT IS NOT BEING FILLED WITH C.L.S.M., AS PER PLAN, SHALL BE PLUGGED AS DIRECTED BY THE ENGINEER AND ABANDONED IN PLACE. THIS WORK SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
15. DURING CONSTRUCTION OPERATIONS, IF ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, THE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL UTILITY STRUCTURES SHALL BE FREE FROM DUST AND DEBRIS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
16. THE CONTRACTOR SHALL MAINTAIN THE SURFACE DRAINAGE OF ALL ROADWAYS DURING CONSTRUCTION OF THIS PROJECT. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS, AND CATCH BASINS. HE SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS AND DISCHARGE THE SAME. HE SHALL PROVIDE AND MAINTAIN A PUMPING PLANT, IF NECESSARY, AND A TEMPORARY OUTLET AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM THESE TEMPORARY CONNECTIONS UNTIL SUCH TIME AS THE PERMANENT CONNECTIONS WITH SEWERS ARE BUILT AND IN SERVICE. THIS WORK SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
17. FENCE: EXISTING FENCE THAT HAS TO BE DISCONNECTED AND/OR REMOVED FOR THE CONTRACTOR'S OPERATION SHALL BE RECONNECTED AND/OR REPLACED BY THE CONTRACTOR IN KIND AT NO ADDITIONAL COST TO THE DEPARTMENT. TEMPORARY FENCE SHOULD BE INSTALLED IF EXISTING FENCE IS REMOVED BY THE CONTRACTOR IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. ANY RIGHT-OF-WAY MARKERS DISTURBED BY THE CONTRACTOR'S OPERATION SHALL BE REESTABLISHED BY A REGISTERED LAND SURVEYOR AT THE CONTRACTOR'S EXPENSE.

18. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY IDOT AT LEAST 10 DAYS IN ADVANCE OF ANY CONSTRUCTION NEAR DEPARTMENT OWNED ELECTRICAL, COMMUNICATIONS, OR TRAFFIC CONTROL CABLES. IDOT ELECTRICIANS WILL LOCATE ANY POSSIBLE INTERFERING CABLES. ANY BURIED CABLE AT OR NEAR A PROPOSED CONSTRUCTION LOCATION SHALL FIRST BE EXPOSED BY THE CONTRACTOR BY HAND DIGGING. ONCE EXPOSED, AND IF THE ENGINEER DETERMINES THERE IS A CONFLICT, THE CONTRACTOR SHALL RELOCATE THE CABLES. IF THE CONTRACTOR CUTS OR DAMAGES ANY CABLES, EITHER THROUGH CARELESSNESS OR FAILURE TO FOLLOW THE ABOVE PROCEDURE, HE SHALL THEN BE HELD RESPONSIBLE FOR THE REPAIRING OF ALL DAMAGES AT HIS EXPENSE, TO THE SATISFACTION OF THE AGENCY.
19. THE CONTRACTOR SHALL TAKE ALL NECESSARY SAFETY PRECAUTIONS TO PROTECT AND PROVIDE ACCESS TO ABUTTING PROPERTY, UTILITIES, PEDESTRIANS, AND VEHICULAR TRAFFIC.
20. NO PAYMENT WILL BE MADE FOR RESTORATION BEYOND THE LIMITS SHOWN ON THE PLANS.
21. THE ENGINEER SHALL CONTACT THE IDOT TRAFFIC CONTROL SUPERVISOR AT 847-705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
22. THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS THAT WILL NOT BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S OWN EXPENSE.
23. NOT USED
24. ANY EXISTING UTILITY ADJUSTMENT AGREEMENTS AND SCHEDULES FOR THE ADJUSTMENT OF UTILITIES, WHICH MAY AFFECT THE WORK, WILL BE MADE AVAILABLE TO THE BIDDERS UPON REQUEST.
25. THE CONTRACTOR SHALL USE IDOT GRADATION FA-6 TRENCH BACKFILL FOR FILLING TRENCHES THAT HAVE STORM SEWERS TO BE REMOVED.
26. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING AND PRESERVING THE PROJECT'S SURVEY CONTROL POINTS AND BENCHMARKS. RELOCATING AND REPLACING CONTROL POINTS AND BENCHMARKS SHALL BE THE CONTRACTORS RESPONSIBILITY AT HIS OWN EXPENSE.
27. EXISTING DRAINAGE STRUCTURES, EXISTING STORM SEWERS AND EXISTING FLARED END SECTIONS TO REMAIN SHALL BE RECONNECTED WITH THE DRAINAGE SYSTEM. THIS WORK SHALL BE INCLUDED IN THE COST OF DRAINAGE STRUCTURES OR STORM SEWERS, OF THE TYPE AND SIZE SPECIFIED.
28. NO PROPOSED RIGHT-OF-WAY OR TEMPORARY EASEMENTS WILL BE ACQUIRED FOR THIS CONTRACT.

DEFINITIONS

IDOT: ILLINOIS DEPARTMENT OF TRANSPORTATION

TYLIN INTERNATIONAL

USER NAME : #USER#	DESIGNED - CM	REVISED -
	DRAWN - CM	REVISED -
PLOT SCALE : #SCALE#	CHECKED - JPM	REVISED -
PLOT DATE : 3/29/2012	DATE - 3/30/2012	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STUENKEL ROAD BRIDGE OVER I-57
GENERAL NOTES**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-IHB-R	WILL	63	3
FED. ROAD DIST. NO.			CONTRACT NO. 60T40	
ILLINOIS			FED. AID PROJECT	

SCALE: N.T.S. SHEET NO. 1 OF 1 SHEETS STA. TO STA.

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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN - 90 % FEDERAL, 10 % STATE		
				0004		0011
				STUENKEL ROAD	I-57	SN099-0526
20101000	TEMPORARY FENCE	FOOT	416	416		
20200100	EARTH EXCAVATION	CU YD	2230	2230		
20400800	FURNISHED EXCAVATION	CU YD	2420	2420		
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	4006	4006		
25000210	SEEDING, CLASS 2A	ACRE	1.00	0.50	0.50	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	90	90		
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	90	90		
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	90	90		
25100135	MULCH, METHOD 4	ACRE	0.50	0.50		
25100630	EROSION CONTROL BLANKET	SO YD	4006	4006		
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	44	44		
28000305	TEMPORARY DITCH CHECKS	FOOT	40		40	
28200200	FILTER FABRIC	SO YD	1167			1167
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1			1

* SPECIALTY ITEM

TYLIN INTERNATIONAL	USER NAME * #USER#	DESIGNED - BES	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STUENKEL ROAD BRIDGE OVER I-57 SUMMARY OF QUANTITIES			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLLOT SCALE * #SCALE#	DRAWN - BES	REVISED -		SCALE: N.T.S.	SHEET NO. 1 OF 5 SHEETS	STA. TO STA.	57	99-IHB-R	WILL	63	4	
	PLLOT DATE * 4/4/2012	CHECKED - JPM	REVISED -		CONTRACT NO. 60T40			ILLINOIS FED. AID PROJECT					
		DATE - 3/30/2012	REVISED -										

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN - 90% FEDERAL, 10% STATE		
				0004		0011
				STUENKEL ROAD	I-57	SN099-0526
50157300	PROTECTIVE SHIELD	SO YD	449			449
50200100	STRUCTURE EXCAVATION	CU YD	485			485
50300225	CONCRETE STRUCTURES	CU YD	349.6			349.6
50300255	CONCRETE SUPERSTRUCTURE	CU YD	1056.0			1056.0
50300260	BRIDGE DECK GROOVING	SO YD	1862			1862
50300280	CONCRETE ENCASEMENT	CU YD	25.1			25.1
50300300	PROTECTIVE COAT	SO YD	3541			3541
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1			1.00
50500505	STUD SHEAR CONNECTORS	EACH	10,088			10,088
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	315,710			315,710
50800515	BAR SPLICERS	EACH	360			360
50901735	BRIDGE FENCE RAILING (SIDEWALK)	FOOT	261			261
50901730	BRIDGE FENCE RAILING	FOOT	260			260
50901750	PARAPET RAILING	FOOT	261			261

* SPECIALTY ITEM

TYLIN INTERNATIONAL

USER NAME = #USERS#	DESIGNED - BES	REVISED -
	DRAWN - BES	REVISED -
PLDT SCALE = #SCALE#	CHECKED - JPM	REVISED -
PLDT DATE = 4/4/2012	DATE - 3/30/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STUENKEL ROAD BRIDGE OVER I-57
SUMMARY OF QUANTITIES

SCALE: N.T.S. SHEET NO. 2 OF 5 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-1HB-R	WILL	63	5
CONTRACT NO. 60T40			ILLINOIS FED. AID PROJECT	

Rev.

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN - 90 % FEDERAL, 10 % STATE		
				0004		0011
				STUENKEL ROAD	I-57	SN099-0526
51201800	FURNISHING STEEL PILES HP14X73	FOOT	6308			6308
51202305	DRIVING PILES	FOOT	6308			6308
51203800	TEST PILE STEEL HP14X73	EACH	3			3
51500100	NAME PLATES	EACH	1			1
52100520	ANCHOR BOLTS, 1"	EACH	52			52
52100540	ANCHOR BOLTS, 1 1/2"	EACH	52			52
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	70		70	
* 63100045	TRAFFIC BARRIER TERMINAL TYPE 2	EACH	2		2	
63200310	GUARDRAIL REMOVAL	FOOT	573	503	70	
64300450	IMPACT ATTENUATORS (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2		2	
66400305	CHAIN LINK FENCE, 6'	FOOT	415	415		
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	11	11		
67100100	MOBILIZATION	L SUM	1	1		
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	14		14	

* SPECIALTY ITEM

* Specialty Items

Rev.

TYLIN INTERNATIONAL	USER NAME = *USER#	DESIGNED - BES	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STUENKEL ROAD BRIDGE OVER I-57 SUMMARY OF QUANTITIES			F.A. RTE. 57	SECTION 99-1HB-R	COUNTY WILL	TOTAL SHEETS 63	SHEET NO. 6	
	PLOT SCALE = *SCALE#	CHECKED - JPM	REVISED -		SCALE: N.T.S.	SHEET NO. 3 OF 5 SHEETS	STA. TO STA.	CONTRACT NO. 60T40					
	PLOT DATE = 4/4/2012	DATE - 3/30/2012	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT								
	4/7/2012												

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN -90% FEDERAL, 10% STATE		
				0004		0011
				STUENKEL ROAD	I-57	SN099-0526
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	1313		1313	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	775		775	
* 72400200	REMOVE SIGN PANEL ASSEMBLY, TYPE B	EACH	1		1	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	537.5		537.5	
* 72400600	RELOCATE SIGN PANEL ASSEMBLY, TYPE B	EACH	1		1	
78200100	MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR	EACH	106		106	
* 78200530	BARRIER WALL MARKERS, TYPE C	EACH	106		106	
X0322792	BEDDING MATERIAL (SPECIAL)	CU YD	196			196
X4400110	TEMPORARY PAVEMENT REMOVAL	SQ YD	333		333	
X5210180	HIGH LOAD MULTI-ROTATIONAL BEARINGS, GUIDED EXPANSION, 550K	EACH	13			13
X6640300	CHAIN LINK FENCE REMOVAL	FOOT	339	339		
X7010216	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1		1	
X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1		1	
Z0013797	STABILIZED CONSTRUCTION ENTRANCE	SO YD	327	327		
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1		
Z0018002	DRAINAGE SCUPPERS, DS-11	EACH	10			10
Z0018800	DRAINAGE SYSTEM	L SUM	1			1

* SPECIALTY ITEM

TYLIN INTERNATIONAL

USER NAME : #USERS	DESIGNED - BES	REVISED -
PLOT SCALE : #SCALE#	DRAWN - BES	REVISED -
PLOT DATE : 4/4/2012	CHECKED - JPM	REVISED -
	DATE - 3/30/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STUENKEL ROAD BRIDGE OVER I-57
SUMMARY OF QUANTITIES

SCALE: N.T.S. SHEET NO. 4 OF 5 SHEETS STA. TO STA.

F.A. RTE. 57	SECTION 99-1HB-R	COUNTY WILL	TOTAL SHEETS 63	SHEET NO. 7
CONTRACT NO. 60T40			ILLINOIS FED. AID PROJECT	

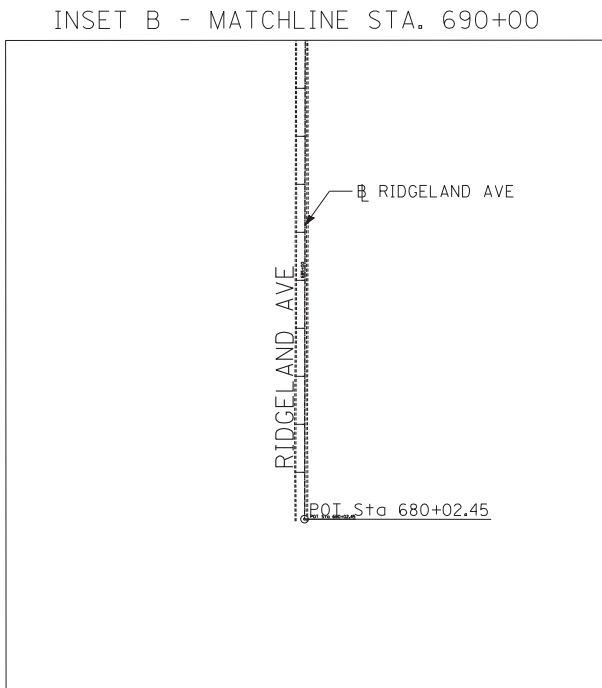
Rev.

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN - 90% FEDERAL, 10% STATE		
				URBAN		STATE
				STUENKEL ROAD	I-57	SN099-0526
Z0021904	SILICONE JOINT SEALER, 1"	FOOT	262			262
Z0023204	SEDIMENT CONTROL, SILT FENCE	FOOT	824	824		
Z0023206	SEDIMENT CONTROL, SILT FENCE MAINTENANCE	FOOT	824	824		
Z0029999	IMPACT ATTENUATOR REMOVAL	EACH	2	2		
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2		2	
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2		2	
Z0037000	PAVEMENT CRACKING AND SEATING	SO YD	547	547		
Z0062456	TEMPORARY PAVEMENT	SO YD	333		333	
Z0073002	TEMPORARY SOIL RETENTION SYSTEM	SO FT	7633			7633
Z0076600	TRAINEES	HOUR				

• SPECIALTY ITEM

TYLIN INTERNATIONAL	USER NAME = #USER#	DESIGNED - BES	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STUENKEL ROAD BRIDGE OVER I-57 SUMMARY OF QUANTITIES			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = #SCALE#	DRAWN - BES	REVISED -		SCALE: N.T.S.	SHEET NO. 5 OF 5 SHEETS	STA. TO STA.	57	99-1HB-R	WILL	63	8
	PLOT DATE = 4/4/2012	CHECKED - JPM	REVISED -		CONTRACT NO. 60T40			ILLINOIS FED. AID PROJECT				

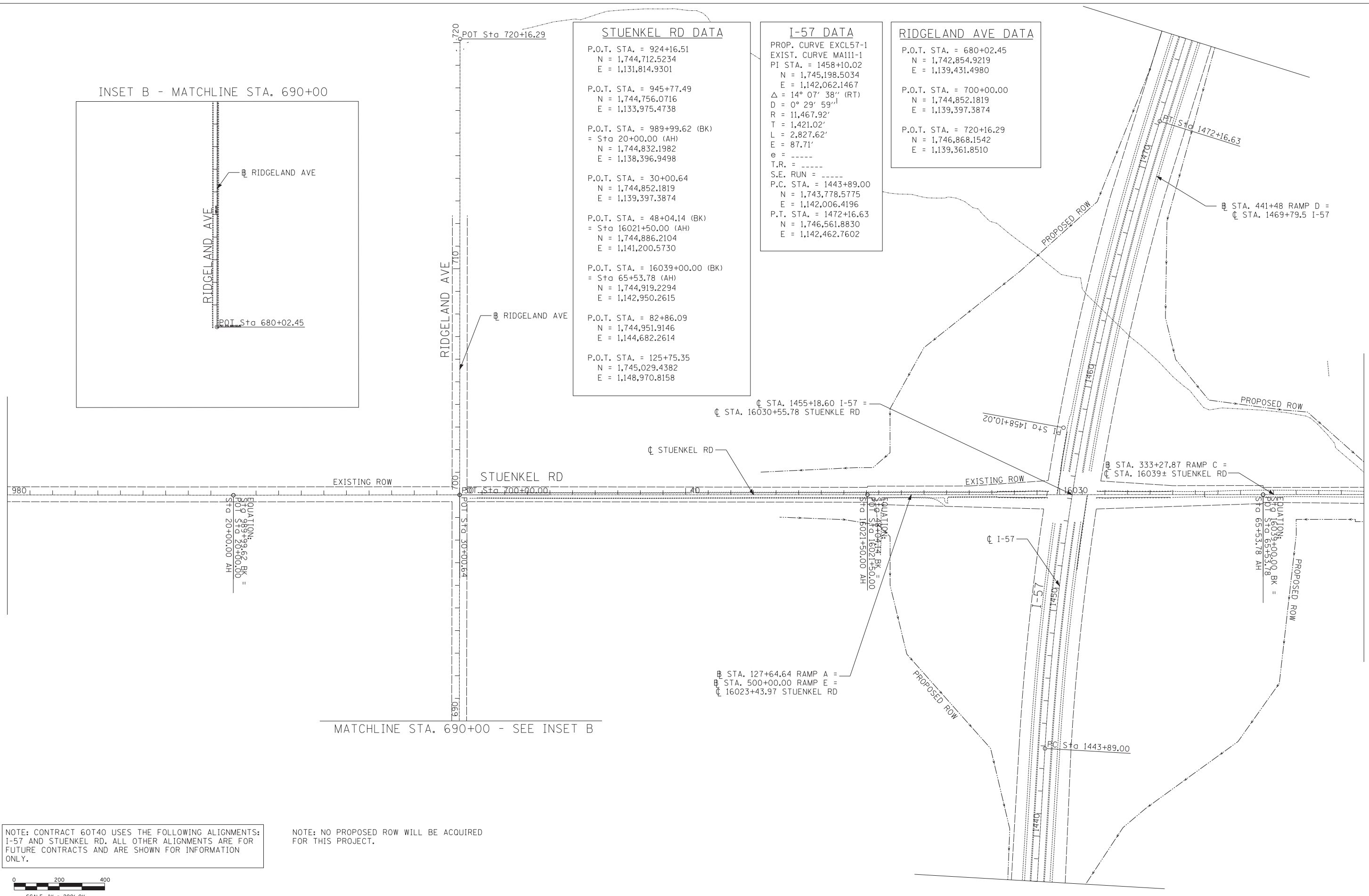
Rev.



STUENKEL RD DATA	
P.O.T. STA. = 924+16.51	N = 1,744,712.5234 E = 1,131,814.9301
P.O.T. STA. = 945+77.49	N = 1,744,756.0716 E = 1,133,975.4738
P.O.T. STA. = 989+99.62 (BK)	= Sta 20+00.00 (AH) N = 1,744,832.1982 E = 1,138,396.9498
P.O.T. STA. = 30+00.64	N = 1,744,852.1819 E = 1,139,397.3874
P.O.T. STA. = 48+04.14 (BK)	= Sta 16021+50.00 (AH) N = 1,744,886.2104 E = 1,141,200.5730
P.O.T. STA. = 16039+00.00 (BK)	= Sta 65+53.78 (AH) N = 1,744,919.2294 E = 1,142,950.2615
P.O.T. STA. = 82+86.09	N = 1,744,951.9146 E = 1,144,682.2614
P.O.T. STA. = 125+75.35	N = 1,745,029.4382 E = 1,148,970.8158

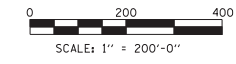
I-57 DATA	
PROP. CURVE EXCL57-1	EXIST. CURVE MA111-1
PI STA. = 1458+10.02	N = 1,745,198.5034 E = 1,142,062.1467
$\Delta = 14^\circ 07' 38''$ (RT)	D = $0^\circ 29' 59''$
R = 11,467.92'	T = 1,421.02'
L = 2,827.62'	E = 87.71'
e = -----	T.R. = -----
S.E. RUN = -----	P.C. STA. = 1443+89.00
	N = 1,743,778.5775 E = 1,142,006.4196
	P.T. STA. = 1472+16.63 N = 1,746,561.8830 E = 1,142,462.7602

RIDGELAND AVE DATA	
P.O.T. STA. = 680+02.45	N = 1,742,854.9219 E = 1,139,431.4980
P.O.T. STA. = 700+00.00	N = 1,744,852.1819 E = 1,139,397.3874
P.O.T. STA. = 720+16.29	N = 1,746,868.1542 E = 1,139,361.8510



NOTE: CONTRACT 60T40 USES THE FOLLOWING ALIGNMENTS: I-57 AND STUENKEL RD. ALL OTHER ALIGNMENTS ARE FOR FUTURE CONTRACTS AND ARE SHOWN FOR INFORMATION ONLY.

NOTE: NO PROPOSED ROW WILL BE ACQUIRED FOR THIS PROJECT.



TYLIN INTERNATIONAL

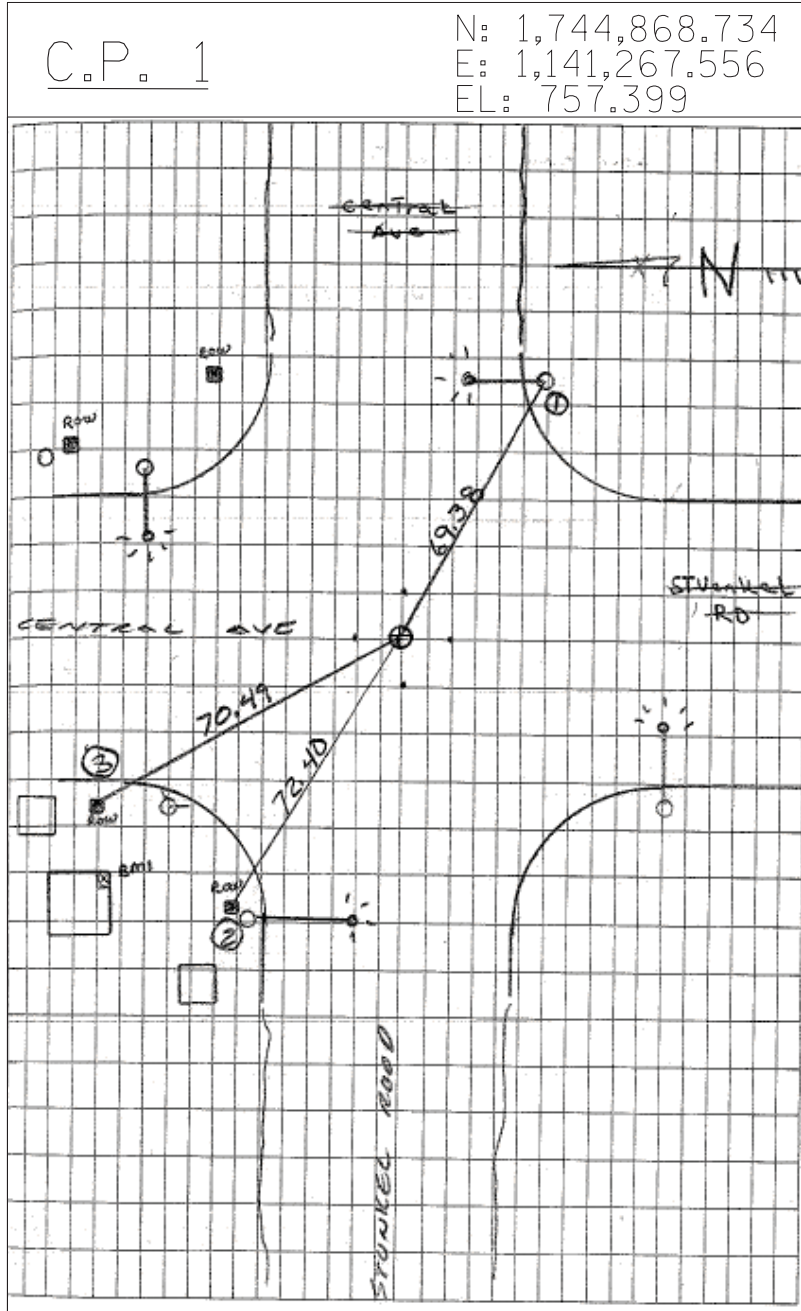
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PLOT SCALE = *SCALE*	DRAWN - BES	REVISED -
PLOT DATE = 3/29/2012	CHECKED - JPM	REVISED -
	DATE - 3/30/2012	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

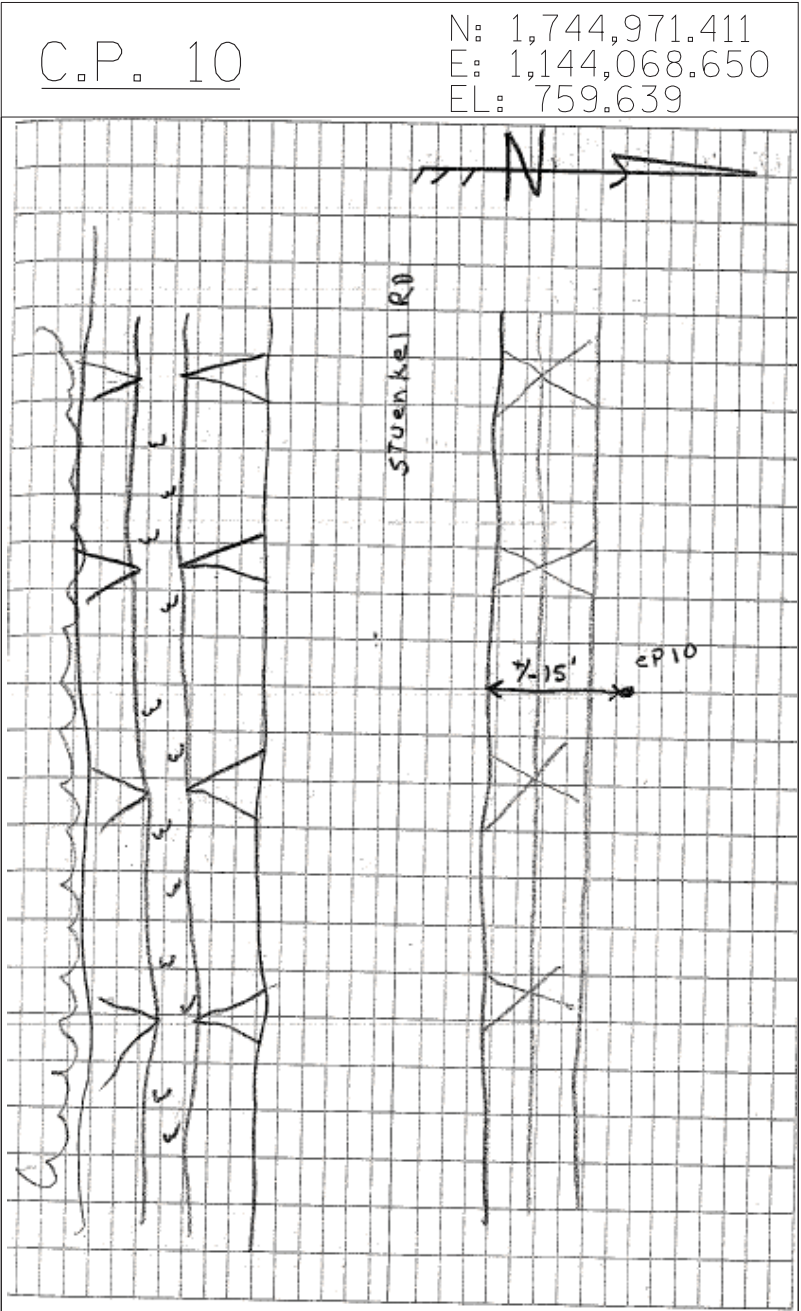
**STUENKEL ROAD BRIDGE OVER I-57
ALIGNMENT PLAN**

SCALE: 1"=200' SHEET NO. 1 OF 1 SHEETS STA. TO STA.

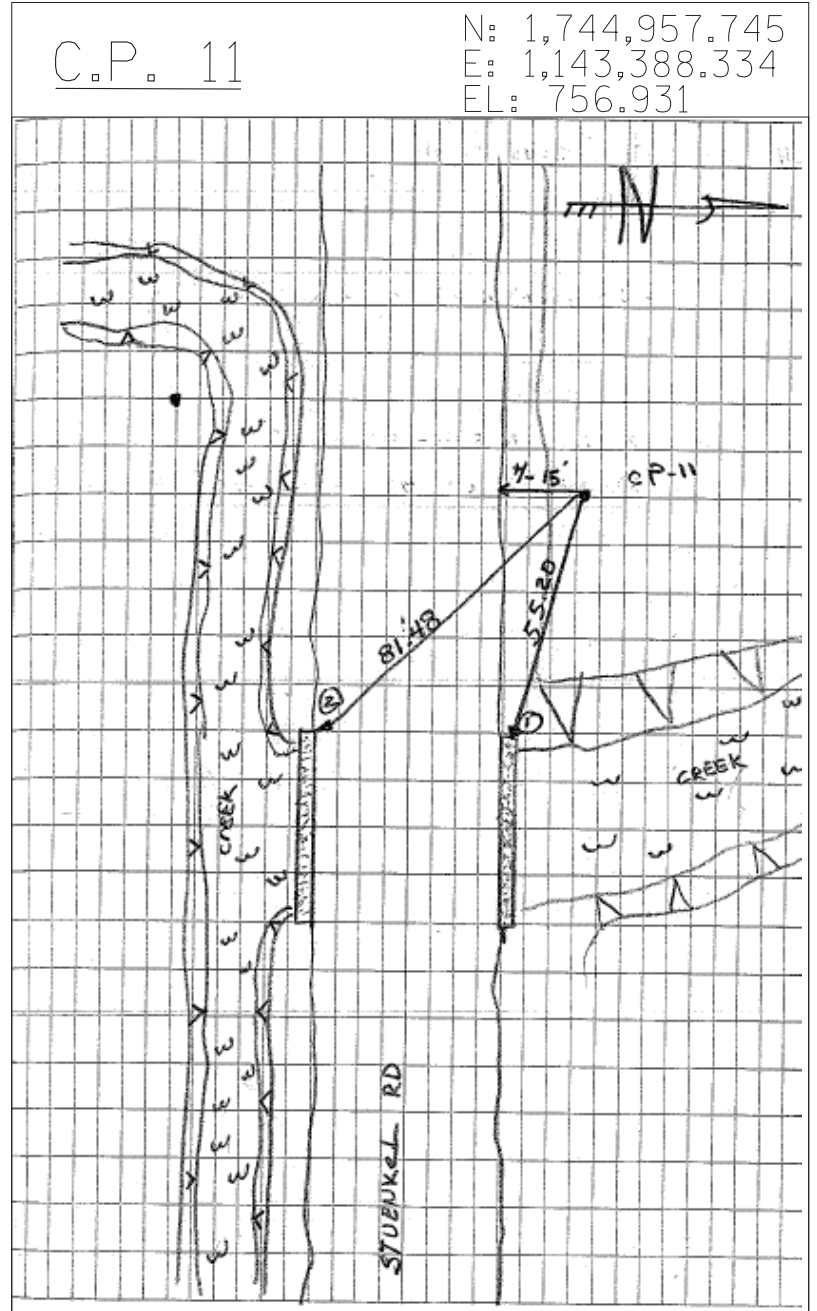
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-1HB-R	WILL	63	9
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 60T40	



CPT 1 BRASS MON (SECTION COR)
TIE 1 NW FACE OF STREET LIGHT @ SEX.
STUENKEL & CENTRAL



CPT 10 IR W/ CENTER PUNCH
UNTIEABLE
+/- 500 WEST OF CP1
+/- 15' NORTH OF GRAVEL RD EDGE



CPT 11 IR W/ CENTER PUNCH
+/- 15' NORTH OF EDGE OF GRAVEL RD.
TIE 1: 55.20 NWX OF HEAD WALL
ON N. SIDE OF STUENKEL RD
TIE 2: 81.48 NWX OF HEAD WALL
ON S. SIDE OF STUENKEL RD

TYLIN INTERNATIONAL	USER NAME = *USER*	DESIGNED - BES	REVISED -
	PLOT SCALE = *SCALE*	DRAWN - BES	REVISED -
	PLOT DATE = 3/29/2012	CHECKED - JPM	REVISED -
		DATE - 3/30/2012	REVISED -

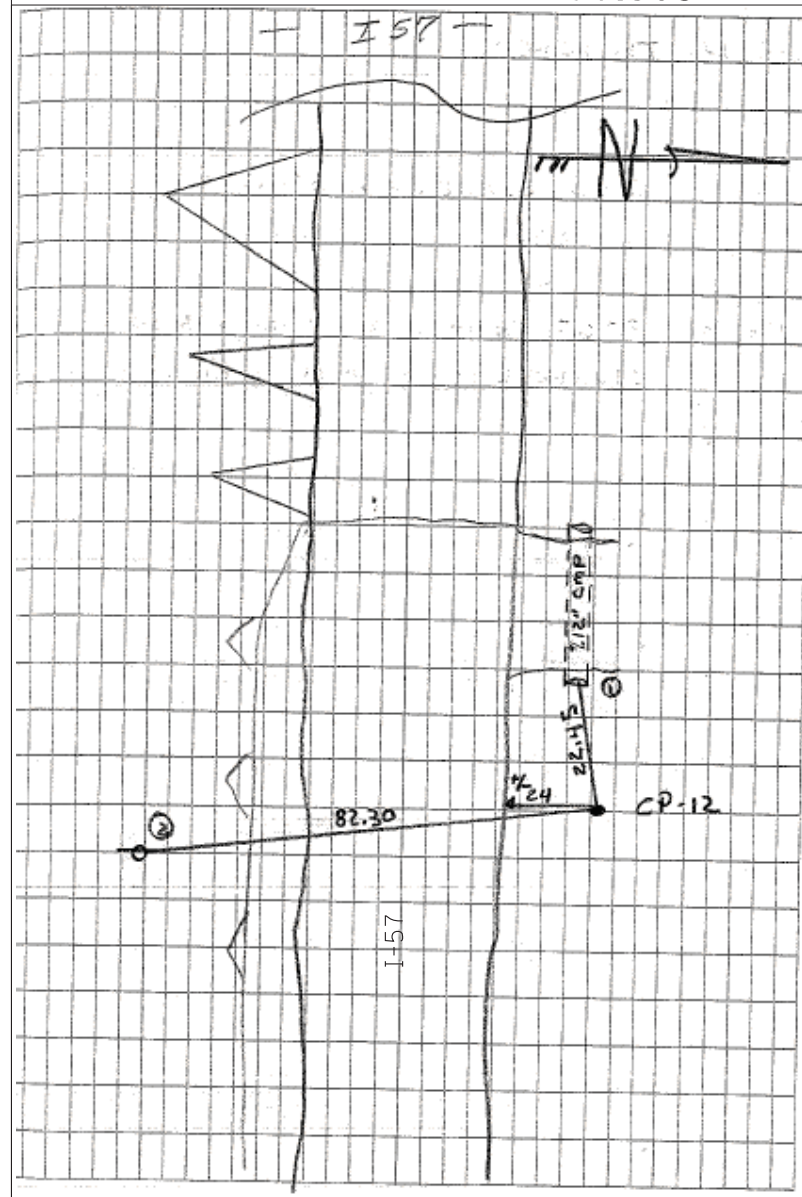
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STUENKEL ROAD BRIDGE OVER I-57 SURVEY TIES FOR CONTROL POINTS			
SCALE: N.T.S.	SHEET NO. 1 OF 5 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-1HB-R	WILL	63	10
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 60T40	

C.P. 12

N: 1,744,954.627
E: 1,142,729.124
EL: 760.595



CPT 12 IR W/ CENTER PUNCH

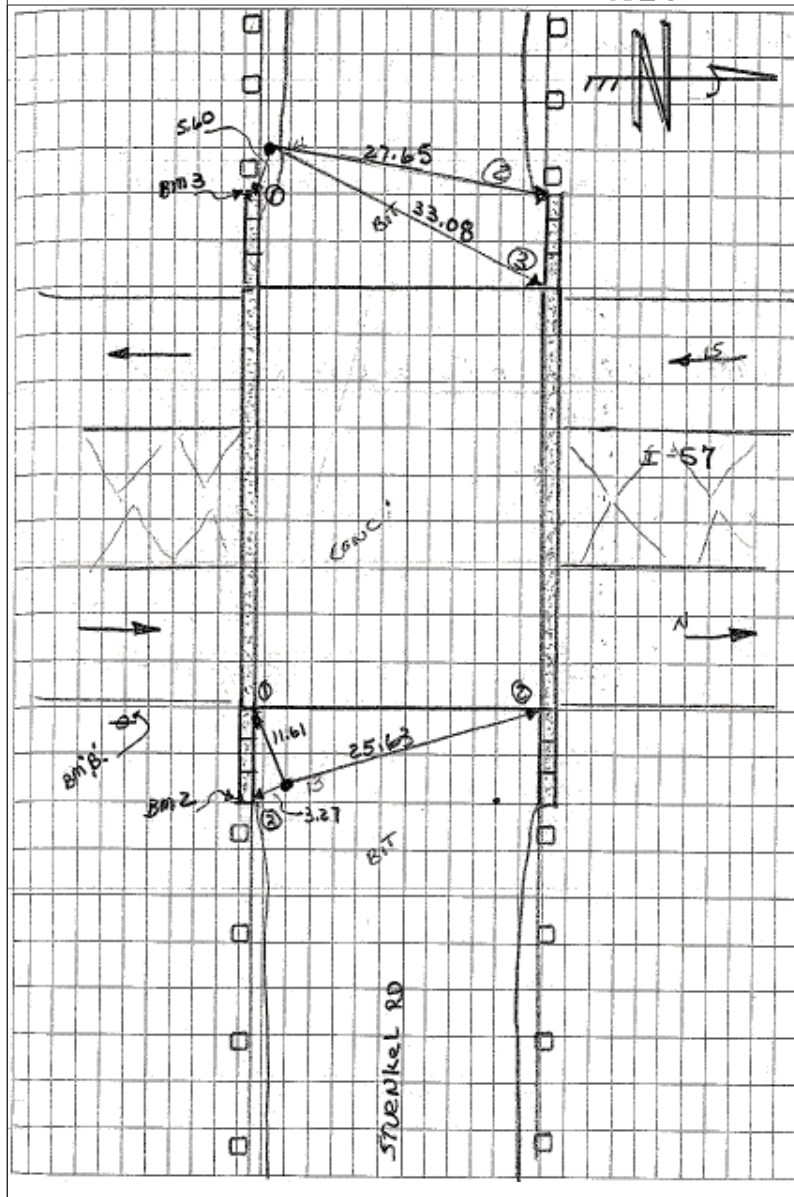
TIE 1 22.45 E. END OF +/- 12" CMP ON N. SIDE STUENKEL RD

TIE 2 82.30 N. FACE OF PP ON S. SIDE STUENKEL RD 4TH POLE E. OF I-57

+/- 24' N. OF EDGE OF GRAVEL RD

C.P. 14

N: 1,744,889.540
E: 1,141,976.263
EL: 777.128



CPT 14 FOUND IRC

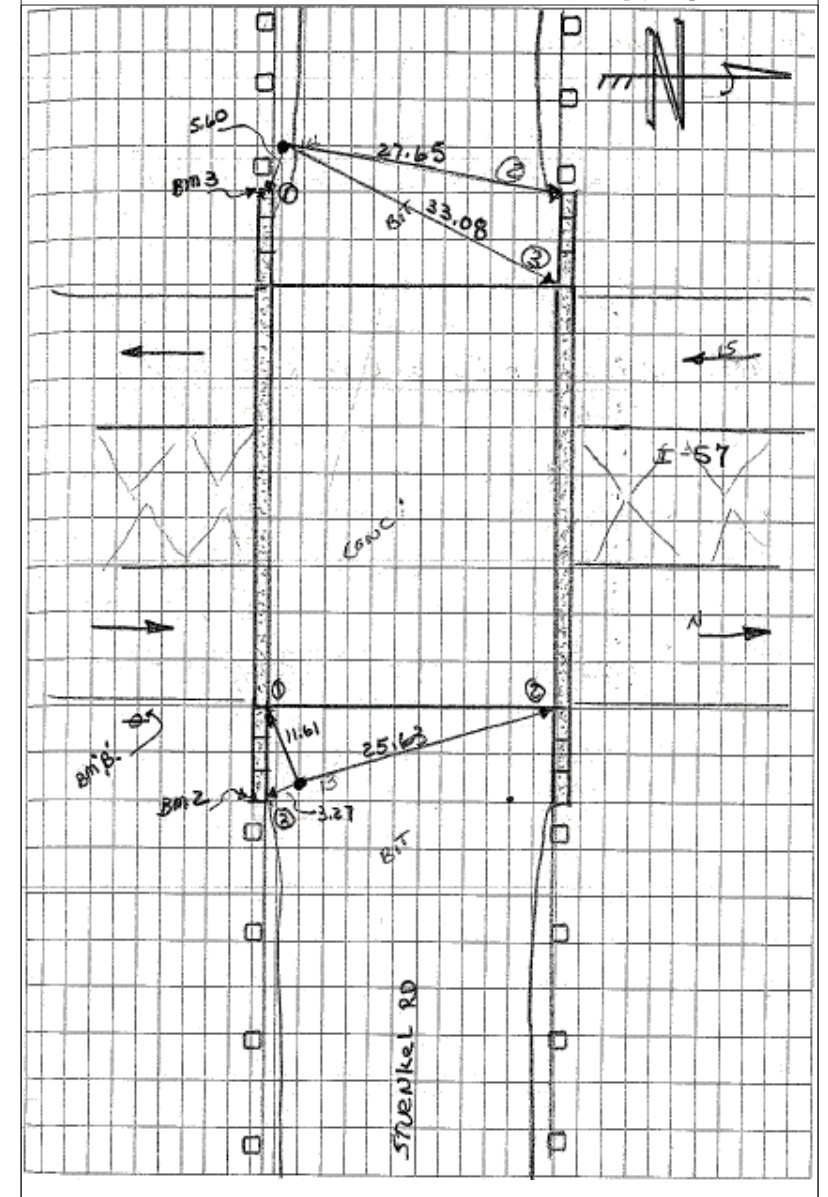
TIE 1 5.60 NWX OF RET WALL ON S. SIDE STUENKEL RD (E. END OF BRIDGE OVER I-57)

TIE 2 27.65 NWX OF RET WALL ON N. SIDE STUENKEL RD. (E. END OF BRIDGE OVER I-57)

TIE 3 33.08 NWX OF BRIDGE DECK

C.P. 13

N: 1,744,895.178
E: 1,142,227.294
EL: 777.643



CPT 13 PKN IN BIT PAV

TIE 1 11.61 SEX OF BRIDGE DECK

TIE 2 25.63 NEX OF BRIDGE DECK

TIE 3 3.27 NEX OF RET WALL ON S. SIDE STUENKEL RD (W. END OF BRIDGE OVER I-57)

TYLIN INTERNATIONAL

USER NAME = *USER*	DESIGNED - BES	REVISED -
PLOT SCALE = *SCALE*	DRAWN - BES	REVISED -
PLOT DATE = 3/29/2012	CHECKED - JPM	REVISED -
	DATE - 3/30/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

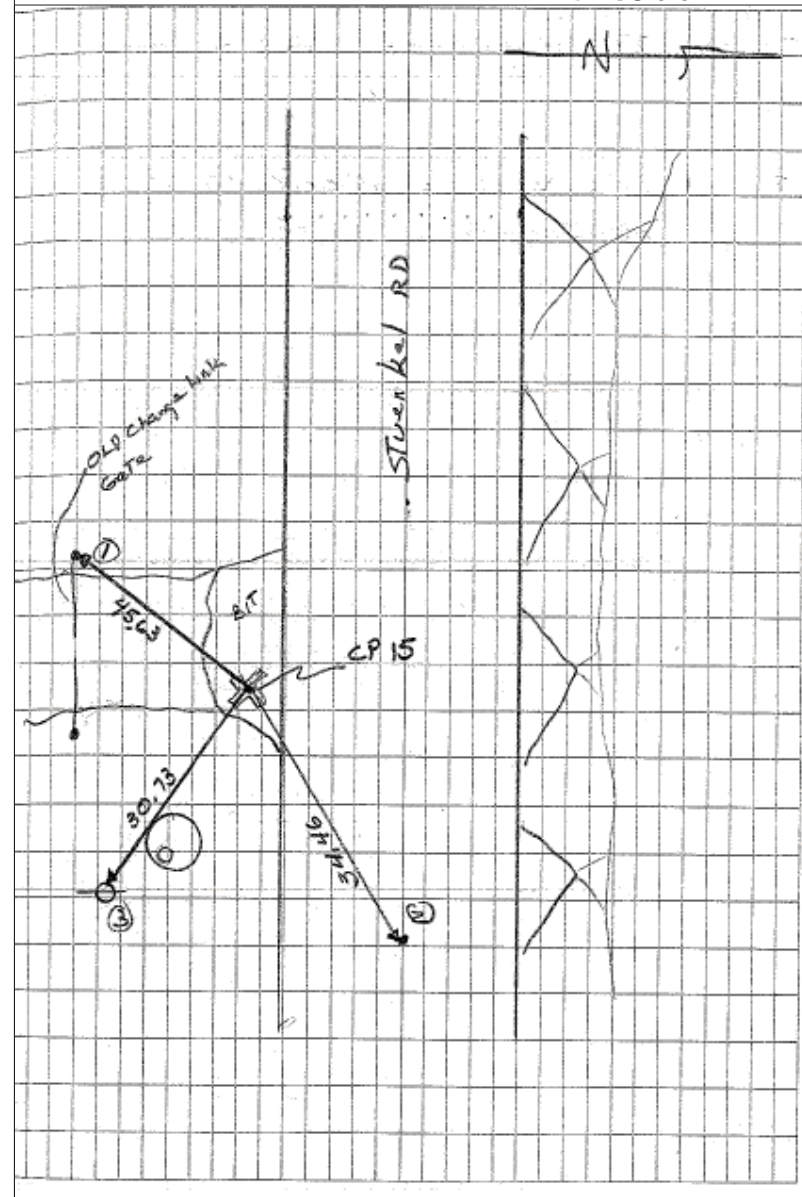
STUENKEL ROAD BRIDGE OVER I-57
SURVEY TIES FOR CONTROL POINTS

SCALE: N.T.S. SHEET NO. 2 OF 5 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-1HB-R	WILL	63	11
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 60T40	

C.P. 15

N: 1,744,868.734
E: 1,141,267.556
EL: 757.399



CPT 15 MAG NAIL IN CENTER OF ARCH PANEL

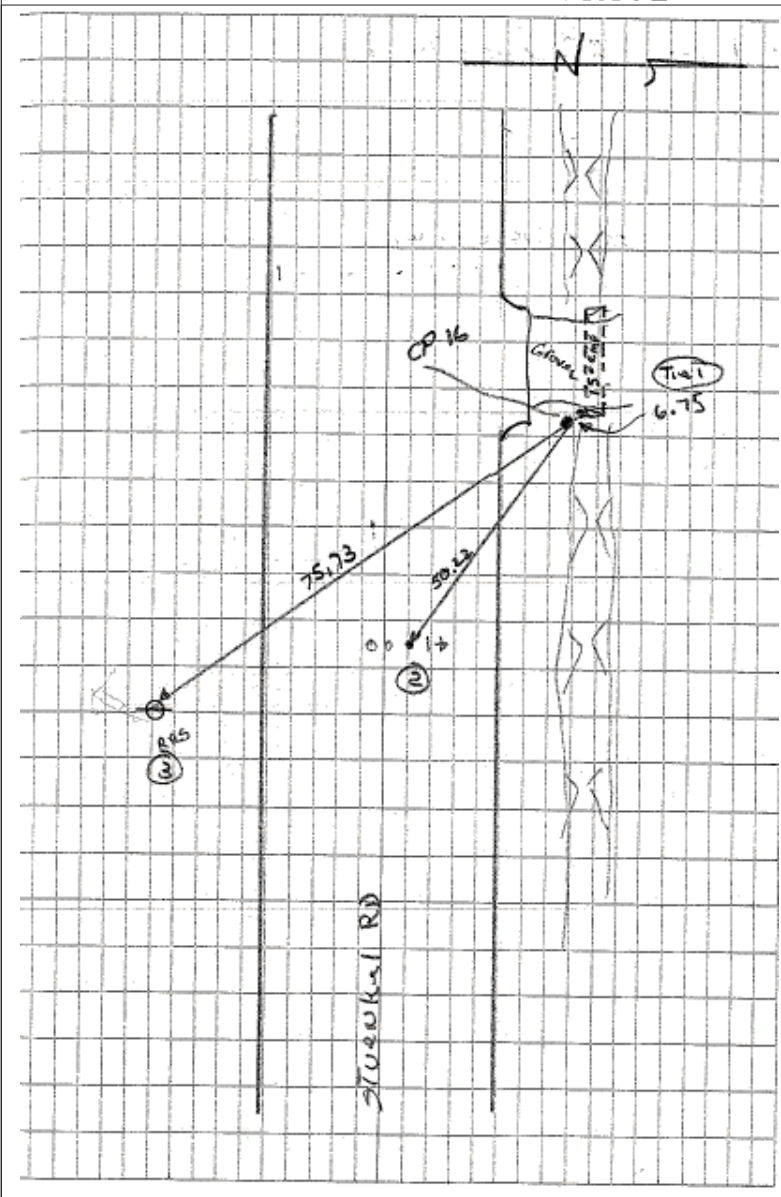
TIE 1 N.E. FACE OF W. GATE POST ON S. SIDE STUENKEL RD (45.63)

TIE 2 34.46 MAG NAIL IN ϕ OF STUENKEL RD E. OF GRAVEL DR

TIE 3 30.73 W. FACE OF PP E. SIDE OF GRAVEL DR (5TH PP W OF I-57)

C.P. 16

N: 1,744,886.409
E: 1,140,448.140
EL: 761.192



CPT 16 IR W/ CENTER PUNCH

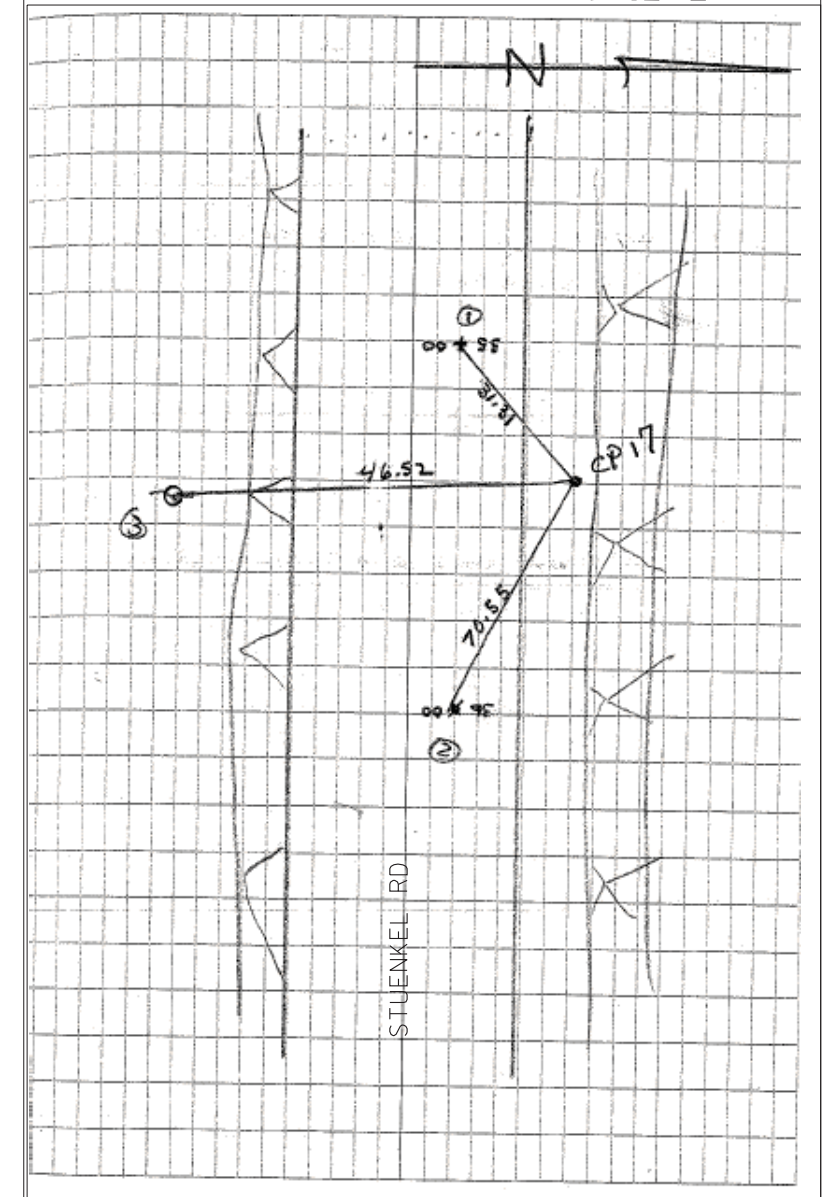
TIE 1 6.75 W. END OF 15" CMP ON N. SIDE OF STUENKEL RD

TIE 2 50.22 TO MAG NAIL STA BY OTHERS 41+00 N. SIDE OF ϕ STUENKEL RD

TIE 3 75.73 TO RRS IN N. FACE OF PP ON S. SIDE OF STUENKEL RD

C.P. 17

N: 1,744,872.932
E: 1,139,926.685
EL: 764.272



CPT 17 IR W/ CENTER PUNCH

TIE 1 MAG NAIL IN W. BOUND LANE OF STUENKEL RD STA. 35+00 BY OTHERS

TIE 2 MAG NAIL IN W. BOUND LANE OF STUENKEL RD STA. 36+00 BY OTHERS

TIE 3 RRS IN N. FACE OF 3 PP W. OF RIDGELAND

TYLIN INTERNATIONAL

USER NAME = *USER*	DESIGNED - BES	REVISED -
	DRAWN - BES	REVISED -
PLOT SCALE = *SCALE*	CHECKED - JPM	REVISED -
PLOT DATE = 3/29/2012	DATE - 3/30/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STUENKEL ROAD BRIDGE OVER I-57
SURVEY TIES FOR CONTROL POINTS

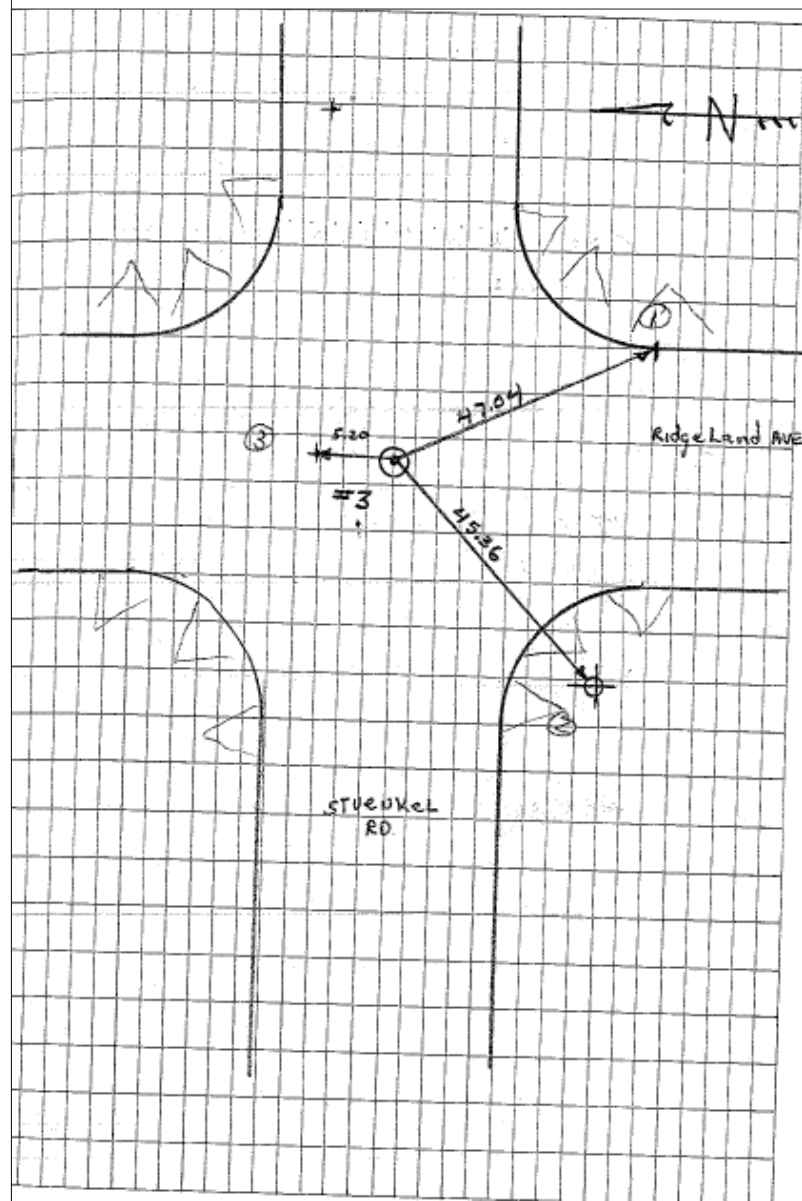
SCALE: N.T.S. SHEET NO. 3 OF 5 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-1HB-R	WILL	63	12
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 60T40	



C.P. 3

N: 1,744,850.105
E: 1,139,395.977



CPT 3 RRS 0.60 BELOW PAV. @ @ STUENKEL & RIDGELAND

TIE 1 47.04 PK NAIL @ PC @ SEX OF RIDGELAND & STUENKEL RD

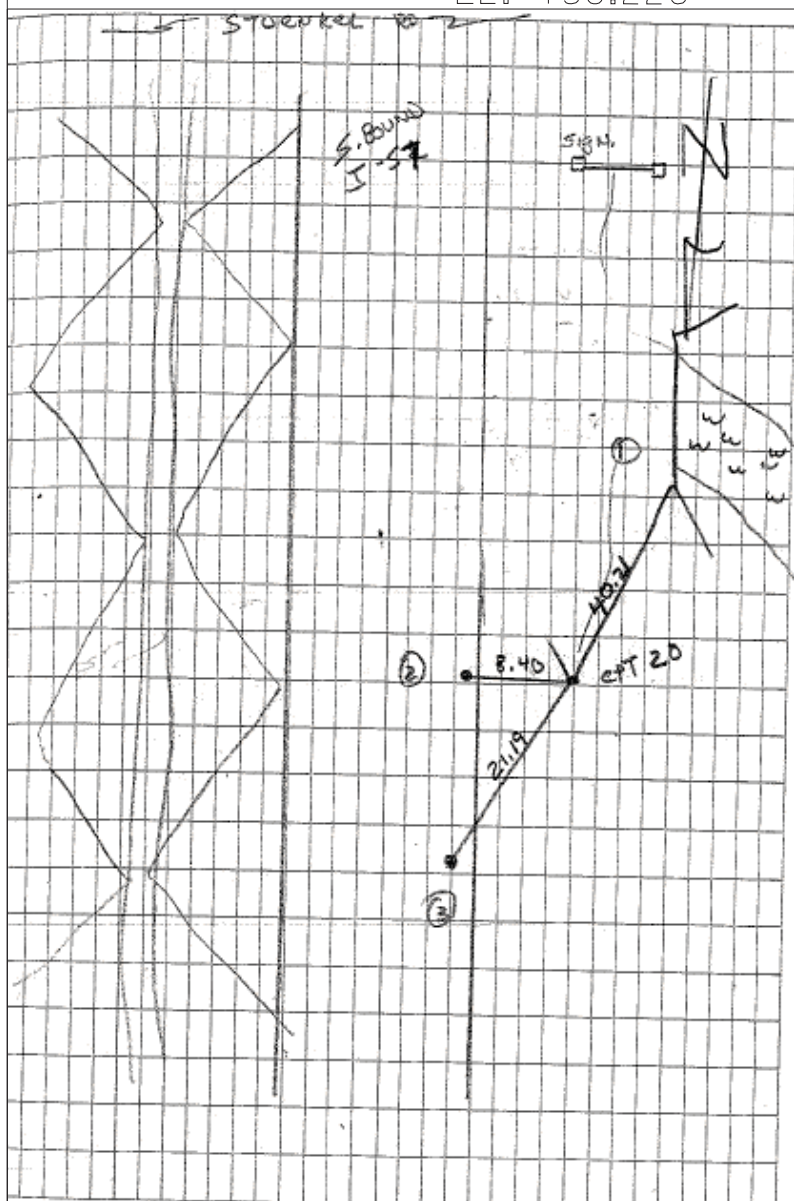
TIE 2 45.36 TO RRS IN W. FACE OF PP @ SWX RIDGELAND & STUENKEL RD

TIE 3 MAG NAIL 5.20 N. OF RRS



C.P. 20

N: 1,745,818.895
E: 1,142,195.504
EL: 758.226



CPT 20 IRC

TIE 1 NEX OF HEAD WALL ON W. SIDE OF S. BOUND LANE OF I-57 (40.21)

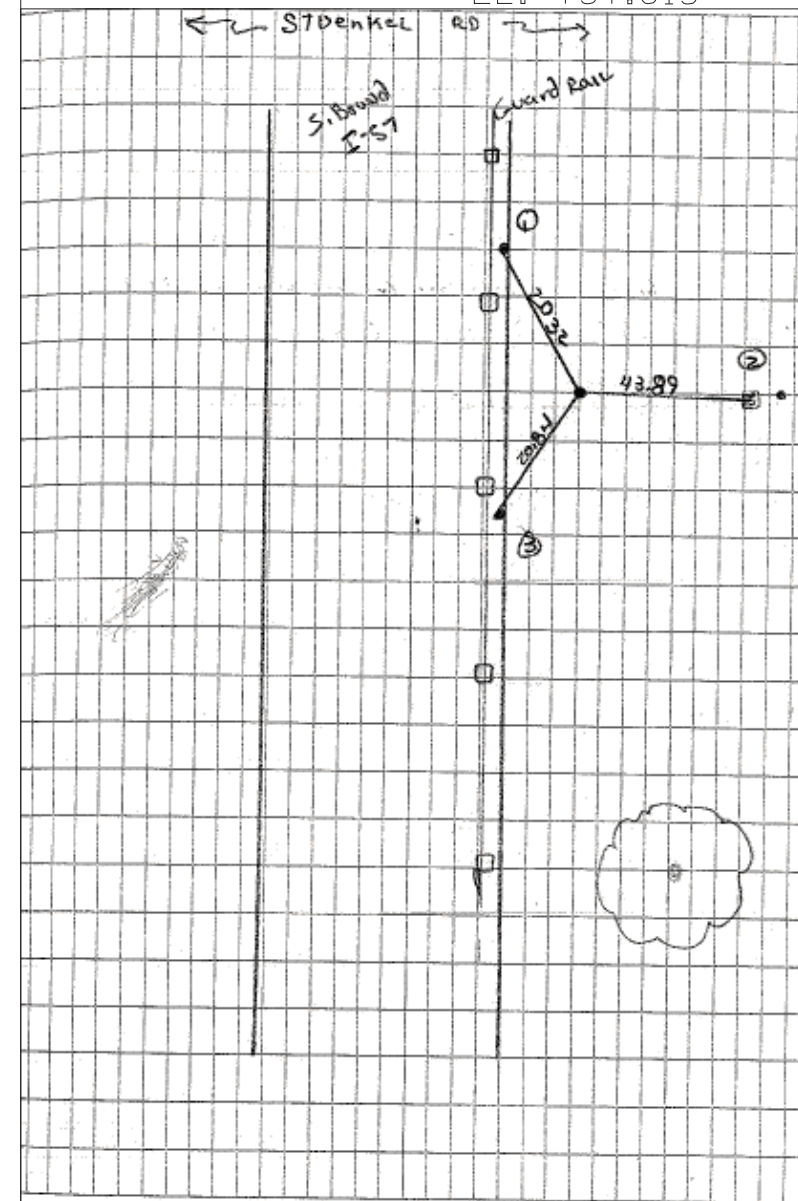
TIE 2 8.40 PK NAIL E ON W EDGE OF S. BOUND LANE

TIE 3 21.19 PK NAIL ON W. EDGE OF S. BOUND LANE



C.P. 18

N: 1,745,204.500
E: 1,142,079.993
EL: 757.615



CPT 18 IR W/ CENTER PUNCH

TIE 1 20.32 MAG NAIL W. EDGE OF PAV. W. SIDE OF GUARD RAIL S. BOUND LANE OF I-57 N. OF STUENKEL RD

TIE 2 43.89 TOP CENTER OF CONE ROW MARKER

TIE 3 20.84 MAG NAIL W. EDGE OF PAV. W. SIDE OF GUARD RAIL S. BOUND LANE.

TYLIN INTERNATIONAL

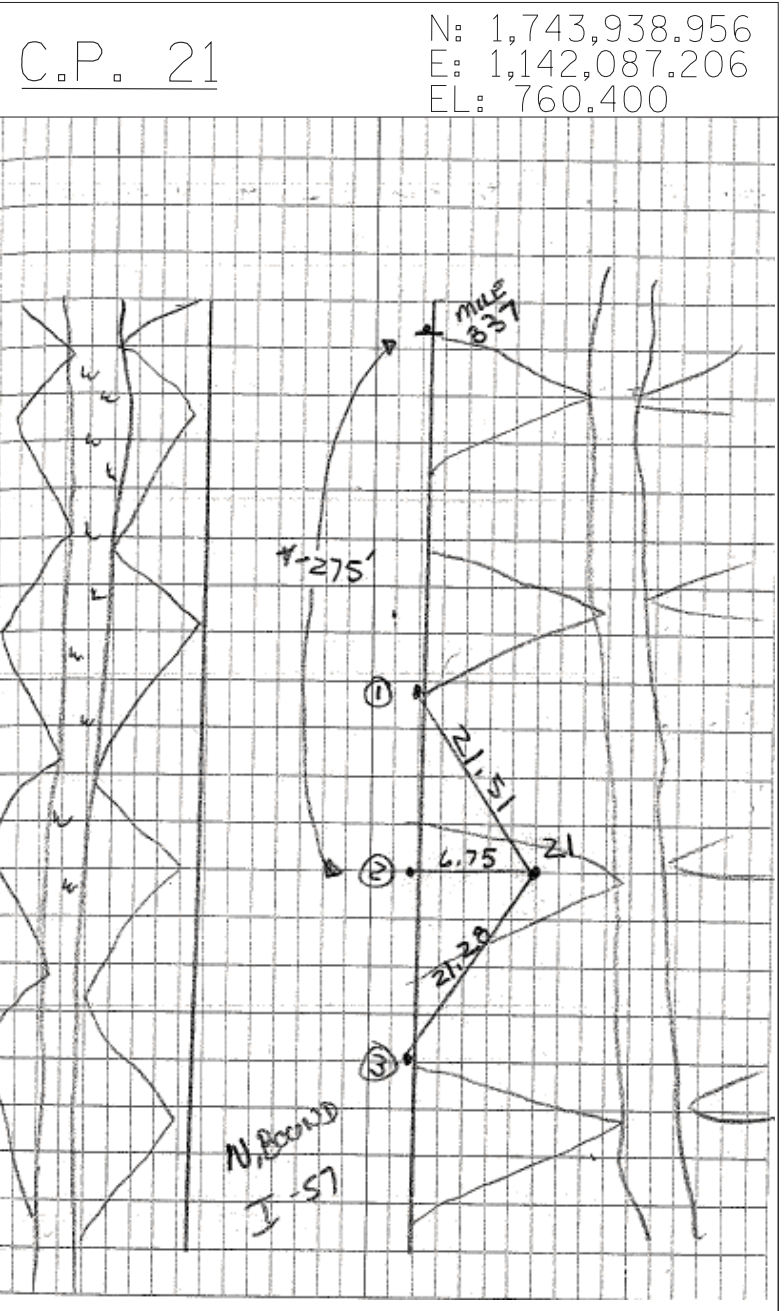
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	DRAWN - BES	REVISED -
PLOT SCALE = *SCALE*	CHECKED - JPM	REVISED -
PLOT DATE = 3/29/2012	DATE - 3/30/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STUENKEL ROAD BRIDGE OVER I-57
SURVEY TIES FOR CONTROL POINTS

SCALE: N.T.S. SHEET NO. 4 OF 5 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-1HB-R	WILL	63	13
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 60T40	

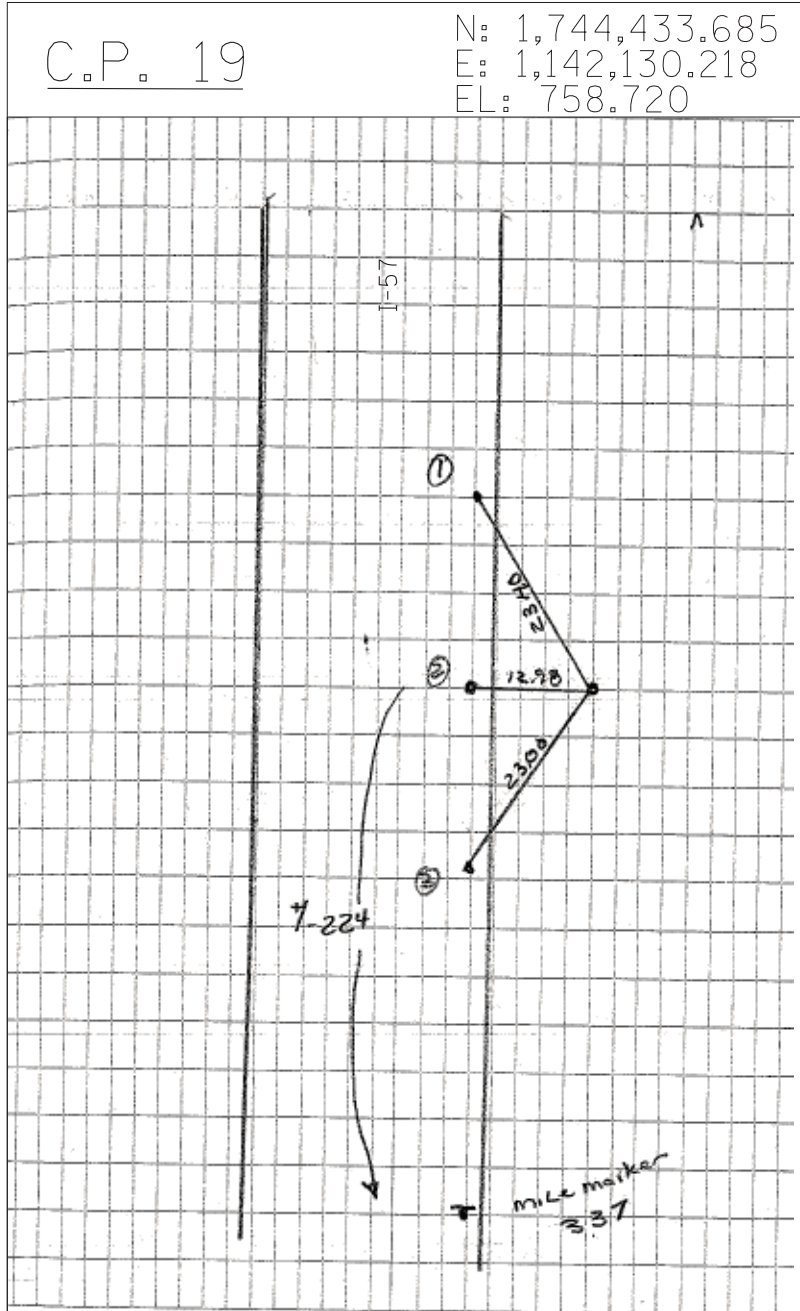


CPT 21 IRC +/- 275 S. OF MILE MARKER 337
ON E. SIDE N. BOUND LANES I-57

TIE 1 21.51 PK NAIL N. ON EDGE OF PAV.
N. BOUND LANES I-57

TIE 2 6.75 W. PK NAIL N. EDGE OF PAV.
N. BOUND LANES I-57

TIE 3 21.28 PK NAIL. N. ON EDGE OF
PAV. N. BOUND LANES I-57



CPT 19 IR W/ CENTER PUNCH +/- 224 N OF MILE MARKER
337

TIE 1 2340 PK

TIE 2 12.98 PK

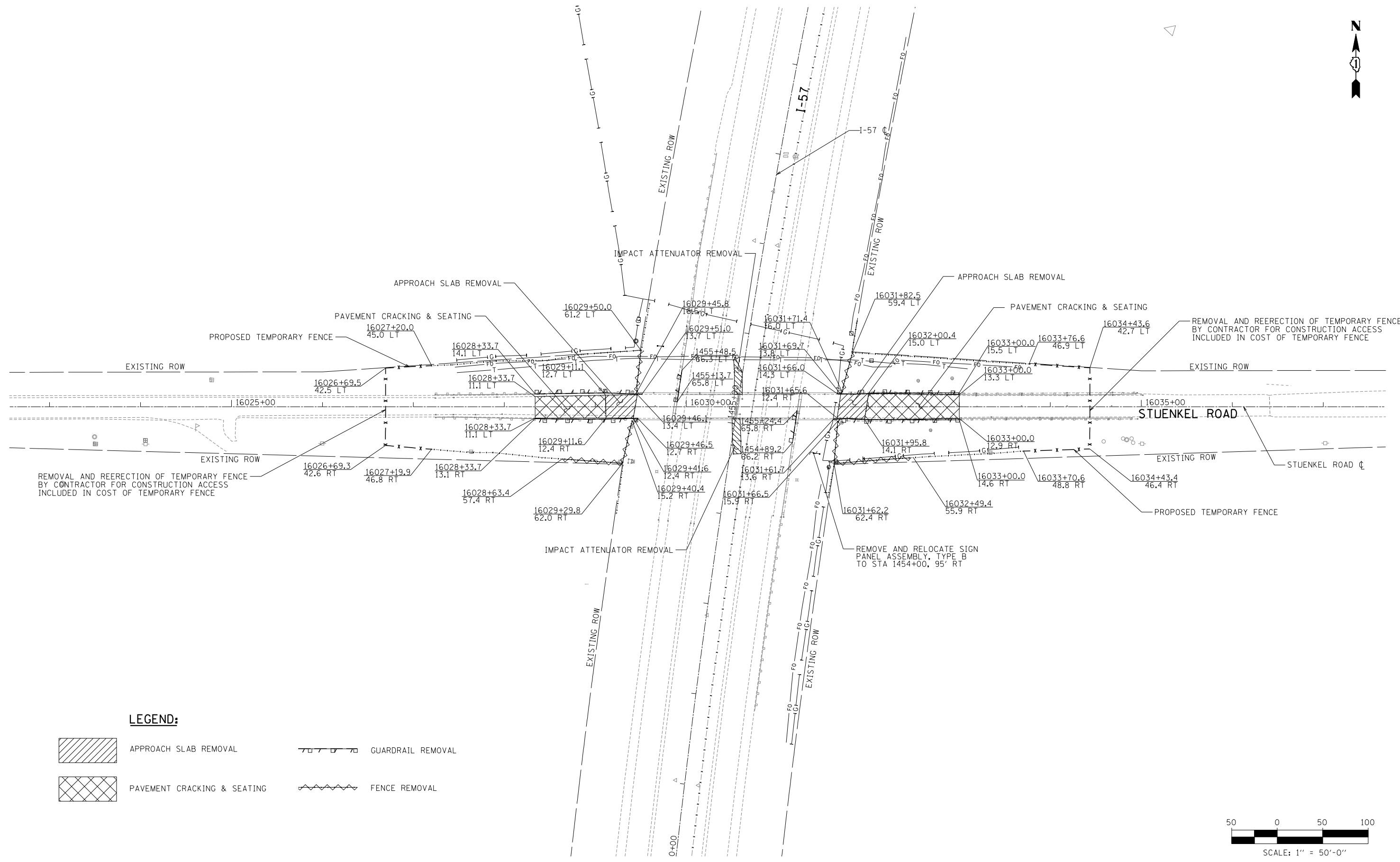
TIE 3 23.00 PK

TYLIN INTERNATIONAL	USER NAME = *USER*	DESIGNED - BES	REVISED -
		DRAWN - BES	REVISED -
	PLOT SCALE = *SCALE*	CHECKED - JPM	REVISED -
	PLOT DATE = 3/29/2012	DATE - 3/30/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

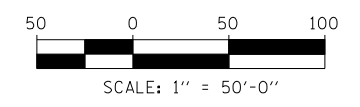
STUENKEL ROAD BRIDGE OVER I-57 SURVEY TIES FOR CONTROL POINTS			
SCALE: N.T.S.	SHEET NO. 5 OF 5 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-1HB-R	WILL	63	14
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 60T40	



LEGEND:

-
-
-
-
-
-



TYLIN INTERNATIONAL

USER NAME = #USER#	DESIGNED - BES	REVISED -
	DRAWN - BES	REVISED -
PLOT SCALE = #SCALE#	CHECKED - JPM	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

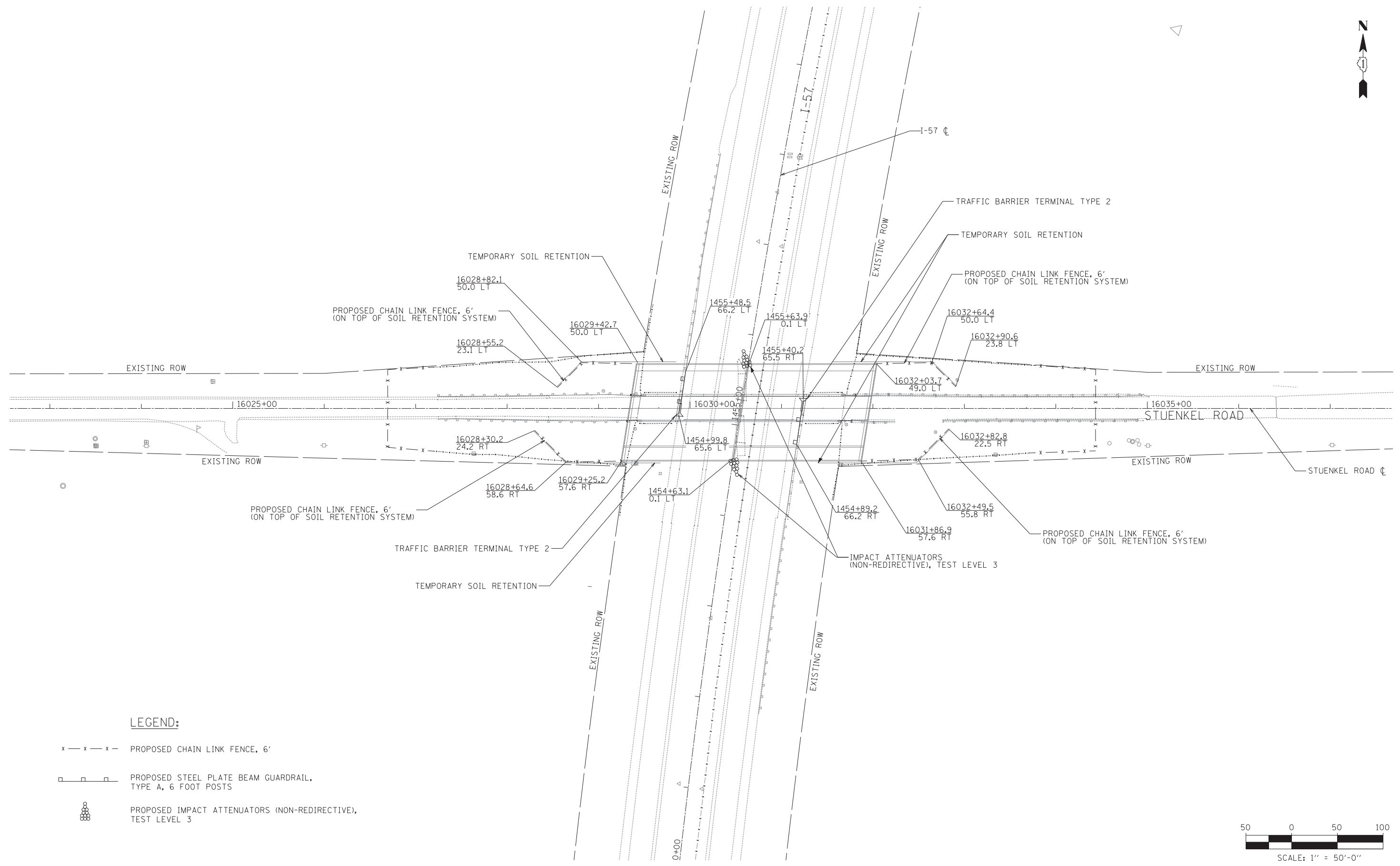
**STUENKEL ROAD BRIDGE OVER I-57
REMOVAL PLANS**

SCALE: 1"=50' SHEET NO. 1 OF 1 SHEETS STA. 16022+50 TO STA. 16037+50

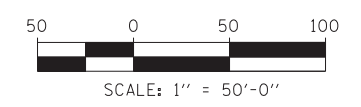
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-1HB-R	WILL	63	15
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 60T40	

\$FILE\$

\$TIMES\$



- x — x — x — PROPOSED CHAIN LINK FENCE, 6'
- — □ — □ — PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
- ⊙ ⊙ ⊙ ⊙ ⊙ PROPOSED IMPACT ATTENUATORS (NON-REDIRECTIVE), TEST LEVEL 3



TYLIN INTERNATIONAL

USER NAME = *USER*	DESIGNED - BES	REVISED -
	DRAWN - BES	REVISED -
PLOT SCALE = *SCALE*	CHECKED - JPM	REVISED -
PLOT DATE = 3/29/2012	DATE - 3/30/2012	REVISED -

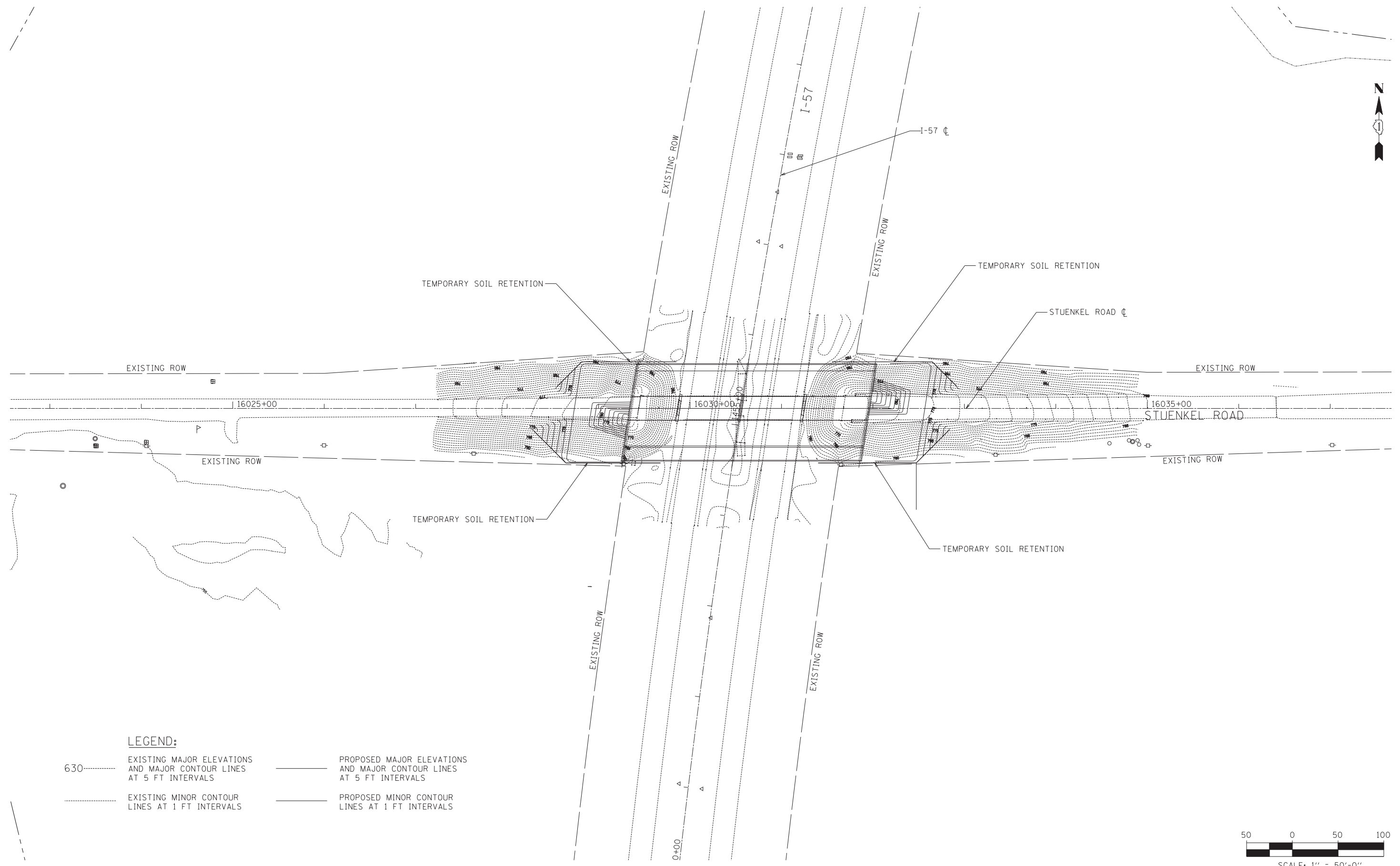
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STUENKEL ROAD BRIDGE OVER I-57
PROPOSED PLANS**

SCALE: 1"=50'	SHEET NO. 1 OF 1 SHEETS	STA. 16022+50 TO STA. 16037+50
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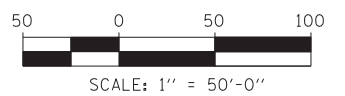
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-1HB-R	WILL	63	16
CONTRACT NO. 60T40			ILLINOIS FED. AID PROJECT	

p:\602612\1-57_@_stuenkel\road\c_1(bridge)\c_1.STUENKEL_GP_SHT50.dgn 3/29/2012 11:50:22 AM



LEGEND:

630-----	EXISTING MAJOR ELEVATIONS AND MAJOR CONTOUR LINES AT 5 FT INTERVALS	-----	PROPOSED MAJOR ELEVATIONS AND MAJOR CONTOUR LINES AT 5 FT INTERVALS
-----	EXISTING MINOR CONTOUR LINES AT 1 FT INTERVALS	-----	PROPOSED MINOR CONTOUR LINES AT 1 FT INTERVALS



TYLIN INTERNATIONAL	USER NAME = *USER*	DESIGNED - JDU	REVISED -
		DRAWN - JDU	REVISED -
	PLOT SCALE = *SCALE*	CHECKED - JPM	REVISED -
	PLOT DATE = 3/29/2012	DATE - 3/30/2012	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STUENKEL ROAD BRIDGE OVER I-57
PROPOSED GRADING PLAN**

SCALE: 1"=50' SHEET NO. 1 OF 1 SHEETS STA. 16022+50 TO STA. 16037+50

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-1HB-R	WILL	63	17
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 60T40	

MAINTENANCE OF TRAFFIC GENERAL NOTES:

1. AGENCY JURISDICTION: INTERSTATE 57 (I-57) AND STUENKEL ROAD BRIDGE SUBSTRUCTURE ARE UNDER THE JURISDICTION OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT).
2. THE CONTRACTOR SHALL COORDINATE MAINTENANCE OF TRAFFIC OF THIS PROJECT WITH OTHER PROJECTS IN ADJACENT CONTRACTS. SEE MAINTENANCE OF TRAFFIC SPECIAL PROVISION FOR COORDINATION REQUIREMENTS.
3. THE CONTRACTOR SHALL REMOVE OR COVER ALL CONFLICTING EXISTING SIGNS FOR THE DURATION OF THE CONSTRUCTION.
4. THE FOLLOWING APPLY TO CONSTRUCTION SIGNS:
 - A) THE CONTRACTOR SHALL FURNISH ALL SIGNS.
 - B) THE CONTRACTOR SHALL BE RESPONSIBLE FOR AND REPLACE ANY SIGNS THAT ARE SUPPLIED BY OTHERS AND DAMAGED BY THE CONTRACTOR'S WORK FORCE OR SUBCONTRACTORS DURING RELOCATION OR CONSTRUCTION OPERATIONS.
 - C) ALL SIGNS AND ASSEMBLIES SHALL BE CERTIFIED BY THE CONTRACTOR AS MEETING THE APPLICABLE REQUIREMENTS OF NCHRP REPORT 350, TEST LEVEL 3.
5. THE CONTRACTOR SHALL MAINTAIN A 3.5 FT DEFLECTION ZONE FROM THE BACK OF ANY TEMPORARY CONCRETE BARRIER WALL TO ANY OBSTRUCTION OR DROP OFF. IF DEFLECTION DISTANCE CANNOT BE MAINTAINED, THE TEMPORARY CONCRETE BARRIER WALL SHALL BE ANCHORED TO THE PAVEMENT THRU THE THREE (3) ANCHORING HOLES ON THE TRAFFIC SIDE OF THE TEMPORARY BARRIER WALL. THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF TEMPORARY CONCRETE BARRIER WALL.
6. ALL TEMPORARY PAVEMENT TO SUPPORT TEMPORARY BARRIER WALL SHALL BE, AT THE OPTION OF THE CONTRACTOR, EITHER (1) 4" PORTLAND CEMENT CONCRETE BASE COURSE, OR (2) 4" HMA PAVEMENT CONSISTING OF 4" HOT-MIX ASPHALT BASE COURSE. (SEE CHART AND NOTES ON THIS SHEET FOR ADDITIONAL INFORMATION)

CONSTRUCTION STAGING NOTES

1. CLOSE OUTSIDE SHOULDERS PER MAINTENANCE OF TRAFFIC SHEET *I-57 OUTER PIER WORK ZONE*. AFTER DEMOLITION OF STUENKEL ROAD BRIDGE SUPERSTRUCTURE AND EXISTING OUTSIDE ABUTMENTS AND PIERS, CONSTRUCT ABUTMENTS FOR PROPOSED BRIDGE.
 2. CLOSE INSIDE SHOULDERS PER MAINTENANCE OF TRAFFIC SHEET *I-57 INNER PIER WORK ZONE*. REMOVE CENTER PIER. CONSTRUCT CENTER PIER FOR PROPOSED BRIDGE. ERECT BRIDGE SUPERSTRUCTURE.
 3. TEMPORARY NIGHT CLOSURES OF I-57 FOR DEMOLITION AND ERECTION OF BRIDGE SUPERSTRUCTURE WILL BE REQUIRED.
 4. ALL REMOVAL AND PROPOSED CONSTRUCTION MUST CONFORM TO THE LIMITS SHOWN ON THE STRUCTURAL PLANS MUST BE COORDINATED WITH I-57 STAGING.
5. CENTER PIER WORK ZONE ACCESS SHALL BE RESTRICTED TO SOUTHBOUND I-57 ONLY. CABLE ROAD GUARD MUST REMAIN IN OPERATION AT ALL TIMES.

TEMPORARY PAVEMENT REQUIREMENTS

IDOT HOT-MIX ASPHALT MIXTURE REQUIREMENTS

ITEM	AIR VOIDS @ Ndes
TEMPORARY PAVEMENT - UNDER TEMPORARY BARRIER WALL	
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4"	4%±50 Gyr

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LB/SQ YD/IN.

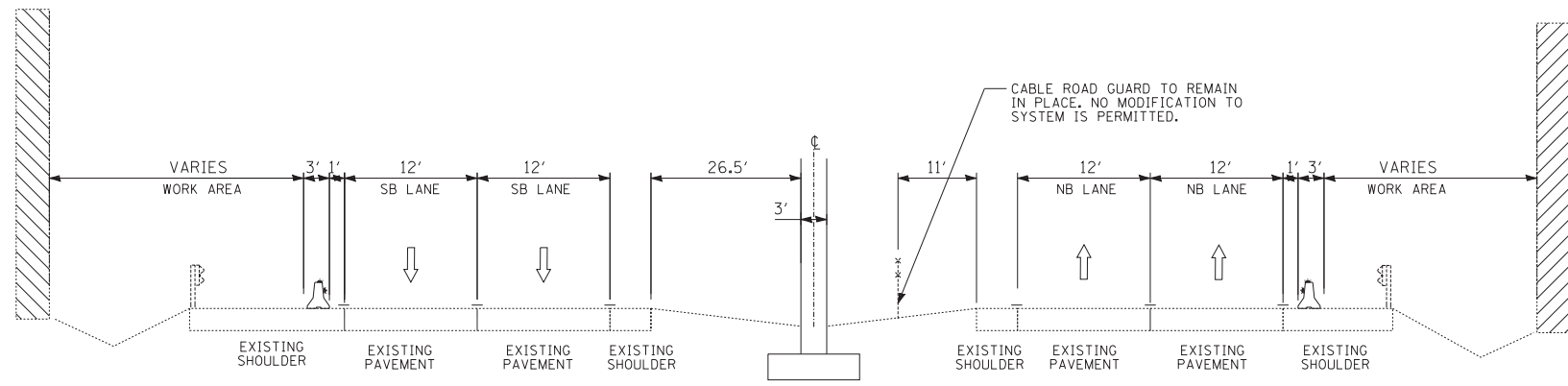
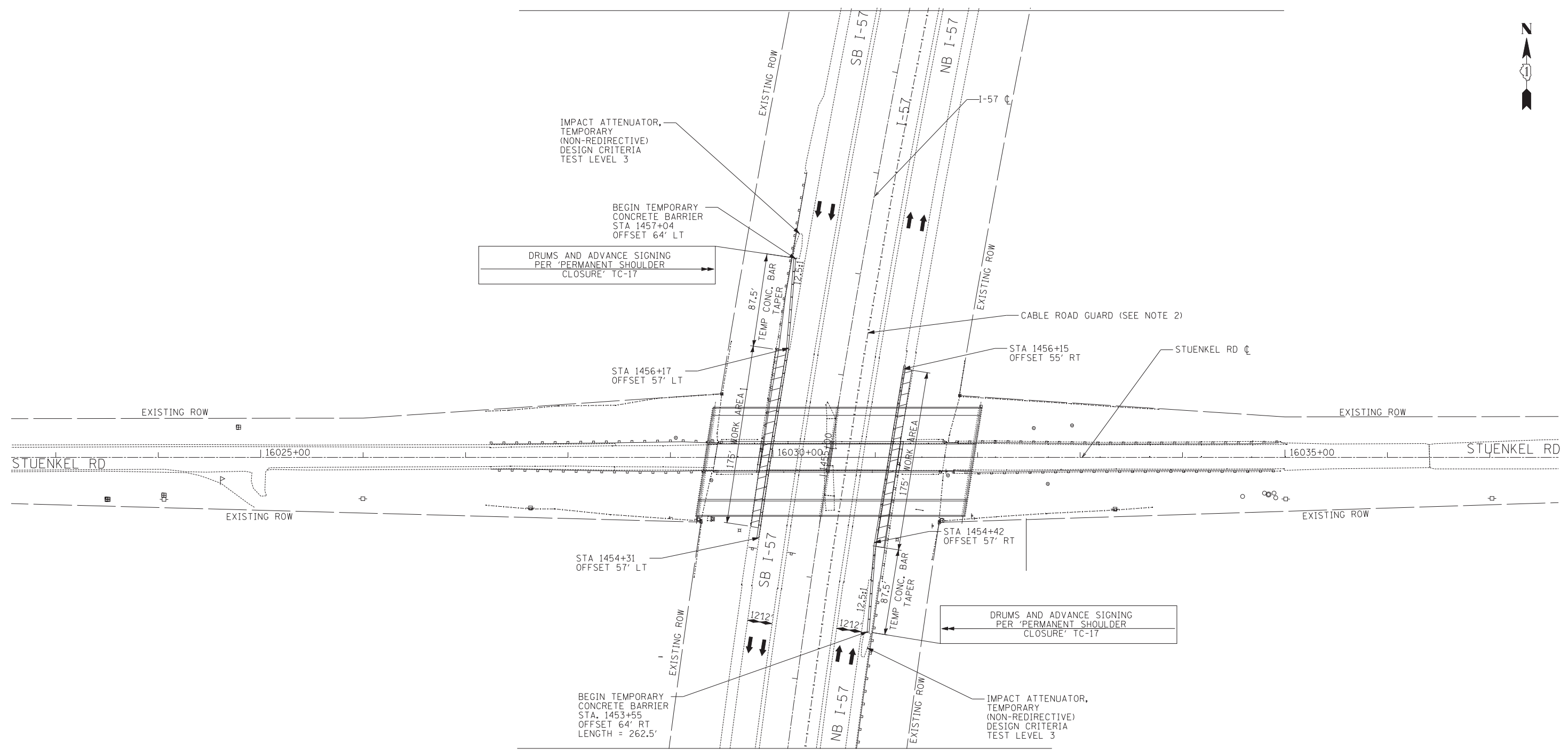
THE "AC TYPE" FOR POLYMERIZED HMA MIXTURES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.

FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

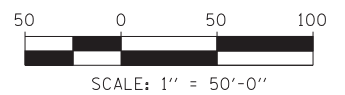
PCC REQUIREMENTS

PCC TEMPORARY PAVEMENT SHALL CONSIST OF CLASS PV CONCRETE MEETING THE REQUIREMENTS OF ART. 1020 OF THE STANDARD SPECIFICATIONS

TYLIN INTERNATIONAL	USER NAME = *USER*	DESIGNED - AZ	REVISED <input type="checkbox"/> -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STUENKEL ROAD BRIDGE OVER I-57 MOT GENERAL AND STAGING NOTES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = *SCALE*	DRAWN - AZ	REVISED -			57	99-1HB-R	WILL	63	18
	PLOT DATE = 3/29/2012	CHECKED - JPM	REVISED -			CONTRACT NO. 60T40				
	DATE - 3/30/2012	DATE - 3/30/2012	REVISED -			SCALE: N.T.S.	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS



- NOTES:**
1. PERMANENT SHOULDER CLOSURES WILL NOT BE ALLOWED BETWEEN DECEMBER 1 AND APRIL 1.
 2. DUE TO PRESENCE OF CABLE ROAD GUARD, MEDIAN WORK ZONE ACCESS IS NOT PERMITTED FROM NB I-57.



TYLIN INTERNATIONAL

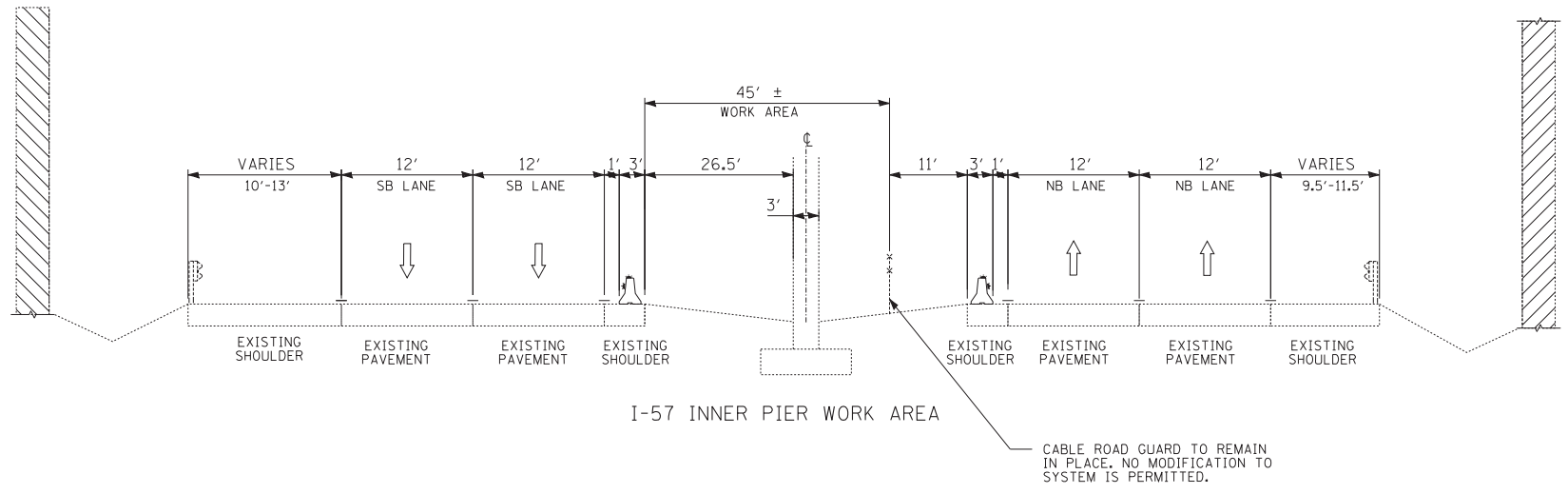
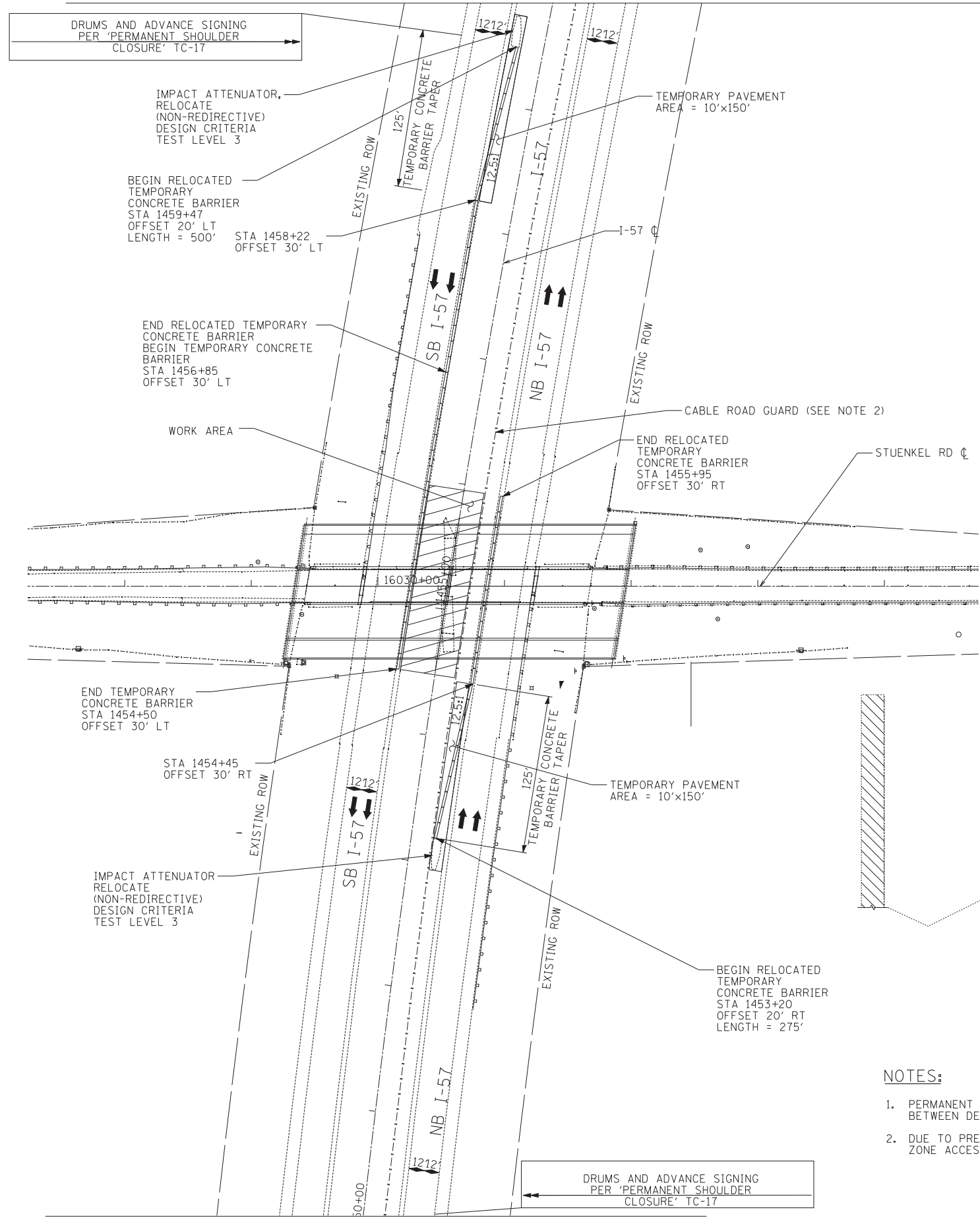
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PLOT DATE = 3/29/2012	DATE = 3/30/2012	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

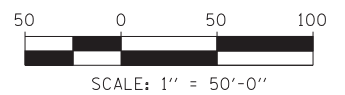
**STUENKEL ROAD BRIDGE OVER I-57
MOT - I-57 OUTER PIER WORK ZONE**

SCALE: 1"=50' SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-1HB-R	WILL	63	19
CONTRACT NO. 60T40				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



- NOTES:**
1. PERMANENT SHOULDER CLOSURES WILL NOT BE ALLOWED BETWEEN DECEMBER 1 AND APRIL 1.
 2. DUE TO PRESENCE OF CABLE ROAD GUARD, MEDIAN WORK ZONE ACCESS IS NOT PERMITTED FROM NB I-57.



TYLIN INTERNATIONAL	USER NAME = *USER*	DESIGNED - AZ	REVISED -
	PLOT SCALE = *SCALE*	DRAWN - AZ	REVISED -
	PLOT DATE = 3/29/2012	CHECKED - JPM	REVISED -
		DATE - 3/30/2012	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STUENKEL ROAD BRIDGE OVER I-57			
MOT - I-57 INNER PIER WORK ZONE			
SCALE: 1"=50'	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-1HB-R	WILL	63	20
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 60T40	

EROSION AND SEDIMENT CONTROL GENERAL NOTES

1. THE WORK DESCRIBED ON THESE DRAWINGS ARE AN INTEGRAL PART OF THE STORM WATER POLLUTION PREVENTION PLAN USED TO OBTAIN A NPDES PERMIT FROM IEPA FOR THE CONSTRUCTION OF THIS PROJECT.
2. THE PURPOSE OF THE EROSION AND SEDIMENT CONTROL MEASURES INCLUDED FOR THIS PROJECT IS TO LIMIT THE SEDIMENT POLLUTION IMPACT, OF AN STORM WATER DISCHARGES THAT ORIGINATE ON THIS SITE OR OFF-SITE FLOWS THAT FLOW OVER THE DISTURBED AREAS, ON DOWNSTREAM AREAS.
3. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INSURE THAT SEDIMENT TRANSPORT OFF THE SITE IS REDUCED BY A COMBINATION OF MINIMIZATION OF EROSION AT THE SOURCE AND INSTALLATION OF SPECIFIC MEASURES TO CONTROL OR REDUCE THE TRANSPORT OF SEDIMENT. A COPY OF THE EROSION AND SEDIMENT CONTROL SCHEDULE BEING IMPLEMENTED BY THE CONTRACTOR WILL BE ON THE CONSTRUCTION SITE AT ALL TIMES.
4. TO THE MAXIMUM EXTENT POSSIBLE, ALL FLOWS ORIGINATING OFF THE CONSTRUCTION SITE WILL BE DIVERTED AROUND DISTURBED AREAS OR WILL BE CONVEYED THROUGH THE SITE IN A MANNER THAT UNTREATED ON-SITE RUNOFF DOES NOT MIX WITH THE OFF-SITE RUNOFF.
5. ALL RUNOFF ORIGINATING ON DISTURBED AREAS ASSOCIATED WITH THE PROJECT WILL PASS THROUGH ONE OR MORE MEASURES THAT WILL MINIMIZE THE OFF-SITE SEDIMENT IMPACTS OF THE CONSTRUCTION ACTIVITY.
6. ALL PERMANENT SEDIMENT BASINS, PERMANENT STORM WATER CONTROL MEASURES, AND RUNOFF CONTROL MEASURES REQUIRED TO KEEP OFF-SITE RUNOFF FROM FLOWING OVER THE CONSTRUCTION AREA WILL BE INSTALLED BEFORE CLEARING AND STRIPPING OF THE SITE PROCEEDS. PRIOR TO PROCEEDING WITH GENERAL EARTH WORK ON A PROJECT THE CONTRACTOR WILL OBTAIN APPROVAL OF HIS PROPOSED EARTHWORK AND STABILIZATION SCHEDULE.
7. DISTURBED AREAS ARE TO BE PROTECTED FROM EROSION IN A TIMELY MANNER. UPON COMPLETION OF GRADING OR CONSTRUCTION, THE AREA WILL BE STABILIZED (USING PERMANENT MEASURES WHEN POSSIBLE) WITHIN 7 CALENDAR DAYS. TEMPORARY STABILIZATION THROUGH USE OF GROUND COVER, MULCHING, OR OTHER APPROVED MEASURE WILL BE INSTALLED WHENEVER SITE DEVELOPMENT WORK, GRADING, OR OTHER EARTH DISTURBING ACTIVITIES CEASE TO BE CONTINUOUS FOR A PERIOD EXCEEDING 14 CALENDAR DAYS. THE 7/14 DAY REQUIREMENT IS TAKEN TO MEAN THAT THE STABILIZATION OPERATION IS COMPLETE OR NEARING COMPLETION IN THE DEFINED TIME.
8. STABILIZATION OF CUT OR FILL SLOPES WITH TEMPORARY OR PERMANENT EROSION CONTROL MEASURE IS REQUIRED WHENEVER THE CUT OF FILL ACTIVITY REACHES 10 FEET VERTICALLY OR THE FINISHED SLOPE EQUALS 30 FEET, WHICHEVER IS MORE RESTRICTIVE. ONCE THE STABILIZATION MEASURES ARE INSTALLED, THE PLACEMENT OF FILL EXCAVATION ACTIVITIES ARE ALLOWED TO PROCEED.

EROSION AND SEDIMENT CONTROL GENERAL NOTES (CONT.)

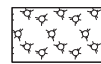

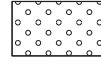
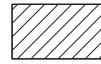
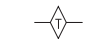
9. THE CONTRACTOR SHALL DESIGNATE ONE OF HIS EMPLOYEES AS RESPONSIBLE FOR IMPLEMENTATION OF THE EROSION AND SEDIMENT CONTROL PLAN ON ALL DISTURBED AREAS. THIS PERSON IS TO BE KNOWLEDGEABLE ABOUT INSTALLATION AND MAINTENANCE OF THE REQUIRED MEASURES. THIS EMPLOYEE IS TO HAVE THE AUTHORITY TO CARRY OUR THE IMPLEMENTATION OF ANY INSTRUCTIONS CONCERNING THE EROSION AND SEDIMENT CONTROL PLAN GIVEN BY THE ENGINEER. ALL MEASURES WILL BE INSPECTED BY THE INDIVIDUAL AND THE ENGINEER ON A REGULAR BASIS (AT LEAST ONCE EVERY 7 DAYS) AND AFTER RAINFALL EVENTS GREATER THAN 1.2 INC.
10. SEDIMENT TRAPS, SEDIMENT BASINS, DITCHES, SEDIMENT CONTROL, SILT FENCE, STONE OUTLET STRUCTURES, EARTH BERMS, ETC. SHALL BE MAINTAINED DURING THE CONSTRUCTION SEASON AS WELL AS THE WINTER MONTHS AND OTHER TIMES WHEN THE PROJECT IS CLOSED DOWN. TRAPS WILL BE CLEANED WHEN THEY ARE 50% FILLED. SILT FENCES AND STONE OUTLET STRUCTURES SHALL HAVE SEDIMENT REMOVED WHEN IT REACHES 50% THE HEIGHT OF THE CONTROL DEVICE. THESE SPOILS WILL BE REMOVED TO AN APPROVED SITE.
11. MATERIALS EXCAVATED FOR THE CONSTRUCTION OR CLEANOUT OF SEDIMENT TRAPS OR SEDIMENT BASINS SHALL NOT BE STOCKPILED IN THE VICINITY OF THE TRAP OR BASIN. IT WILL EITHER BE PLACED IN AN EMBANKMENT OR WASTED AS DIRECTED BY THE ENGINEER.
12. EXCAVATION TO BE USED FOR EMBANKMENTS SHALL NOT BE STOCKPILED UNLESS PERIMETER CONTROLS ARE UTILIZED. WHEN THIS MATERIAL IS STOCKPILED FOR THE CONVENIENCE OF THE CONTRACTOR THE COST OF THE CONTROLS ARE BORNE BY THE CONTRACTOR. IF THE MATERIAL IS STOCKPILED AT THE DIRECTION OF THE ENGINEER, THE DEPARTMENT WILL ASSUME THE COSTS OF THE CONTROLS.
13. SEDIMENT LADEN DEWATERING DISCHARGE MUST BE DIRECTED TO AN APPROVED SEDIMENT TRAPPING MEASURE PRIOR TO RELEASE FROM THE SITE.

EROSION AND SEDIMENT CONTROL GENERAL NOTES (CONT.)

14. WHEN THE CONTRACTOR REQUESTS A CHANGE TO POSTPONE COMPLETION OF THE EXCAVATION OF A SPECIFIC AREA AS A CONTINUOUS OPERATION AND PLACING THE TOPSOIL AS DEFINED IN THE STANDARD SPECIFICATIONS, THE ENGINEER MAY ALLOW THE CONTRACTOR TO STABILIZE THE AREA USING TEMPORARY STABILIZATION WITH STRAW MULCH PROVIDING THE FOLLOWING CONDITIONS ARE MET.
 - (A) ALL AREAS BEING STABILIZED ARE 3:1 SLOPES OR FLATTER
 - (B) THE CONTRACTOR BEARS THE COST OF PREPARING THE SEED BED AND STABILIZING THE AREA WITH TEMPORARY STABILIZATION WITH STRAW MULCH.
 - (C) ALL REQUIRED SEDIMENT CONTROL MEASURES FOR THE SECTION OF ROAD IN QUESTION HAVE BEEN INSTALLED ARE BEING MAINTAINED.
15. SEEDING USAGE:
TEMPORARY EROSION CONTROL SEEDING • USED ON SHORT TERM TEMPORARY SEEDING
16. TOP SOIL PLACEMENT:
TOPSOIL WILL BE PLACED ON FINAL SLOPES WHICH WILL NOT BE DISTURBED BY FUTURE CONSTRUCTION. TOPSOIL WILL NOT BE PLACED ON SURFACES WHICH WILL BE PAVED IN THE FUTURE, NOR ON TEMPORARILY STEEP SLOPES.
17. THE CONSTRUCTION LIMITS WILL BE STAKED BY THE ENGINEER PRIOR TO COMMENCING CONSTRUCTIONS. THE CONSTRUCTION LIMITS MAY BE ADJUSTED BY TH ENGINEER TO PRESERVE TREES AND NO ADDITIONAL COMPENSATION WILL BE PAID TO THE CONTRACTOR FOR CHANGED CONSTRUCTION LIMITS.
18. THE RESIDENT ENGINEER SHALL HAVE FINAL DETERMINATION OF THE PLACEMENT AND LOCATION OF THE PERIMETER EROSION BARRIER.
19. EROSION CONTROL MEASURES SHALL BE REMOVED ONLY WHERE INDICATED ON THE PLANS. COST OF REMOVAL SHALL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE TYPE OF MEASURE INDICATED ON THE PLANS.

TYLIN INTERNATIONAL	USER NAME = \$USER*	DESIGNED - CM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STUENKEL ROAD BRIDGE OVER I-57 EROSION CONTROL GENERAL NOTES			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - CM	REVISED -		57	99-IHB-R	WILL	63	21			
	PLOT SCALE = \$SCALE*	CHECKED - JPM	REVISED -		CONTRACT NO. 60T40							
	PLOT DATE = 3/29/2012	DATE - 3/30/2012	REVISED -		SCALE: N.T.S.	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

LEGEND:

-  MULCH (METHOD 4) AND TEMPORARY EROSION CONTROL SEEDING*
-  SEDIMENT CONTROL, SILT FENCE
-  POSTCONSTRUCTION ONLY LANDSCAPING:
EROSION CONTROL BLANKET, SEEDING, CLASS 2A (SALT TOLERANT ROADSIDE MIXTURE), NITROGEN, PHOSPHORUS, AND POTASSIUM FERTILIZER NUTRIENTS, TOPSOIL FURNISH AND PLACE, 4".
-  STABILIZED CONSTRUCTION ENTRANCE
-  TEMPORARY DITCH CHECK

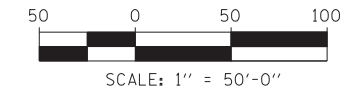
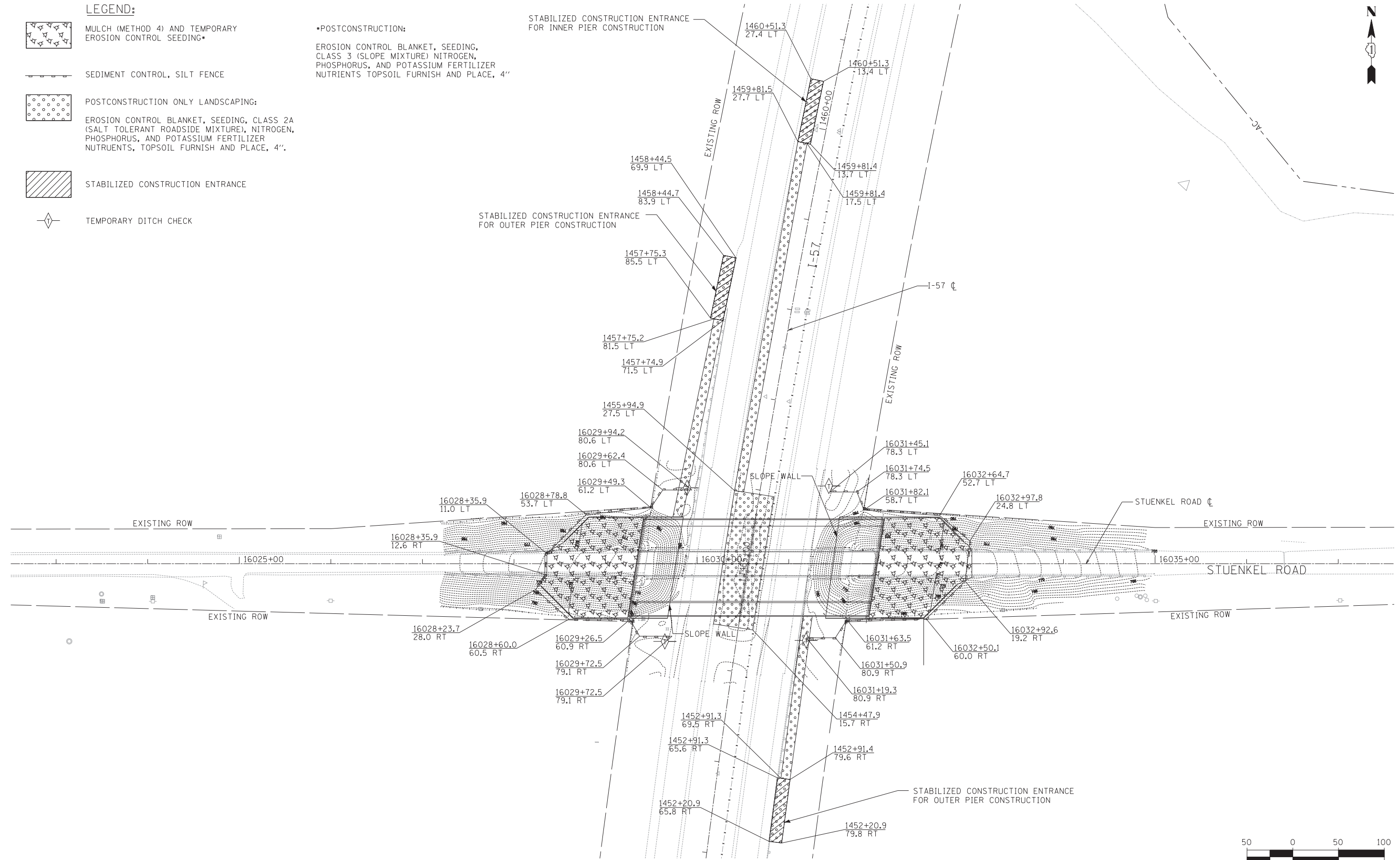
***POSTCONSTRUCTION:**

EROSION CONTROL BLANKET, SEEDING, CLASS 3 (SLOPE MIXTURE) NITROGEN, PHOSPHORUS, AND POTASSIUM FERTILIZER NUTRIENTS TOPSOIL FURNISH AND PLACE, 4"

STABILIZED CONSTRUCTION ENTRANCE FOR INNER PIER CONSTRUCTION

STABILIZED CONSTRUCTION ENTRANCE FOR OUTER PIER CONSTRUCTION

STABILIZED CONSTRUCTION ENTRANCE FOR OUTER PIER CONSTRUCTION



TYLIN INTERNATIONAL

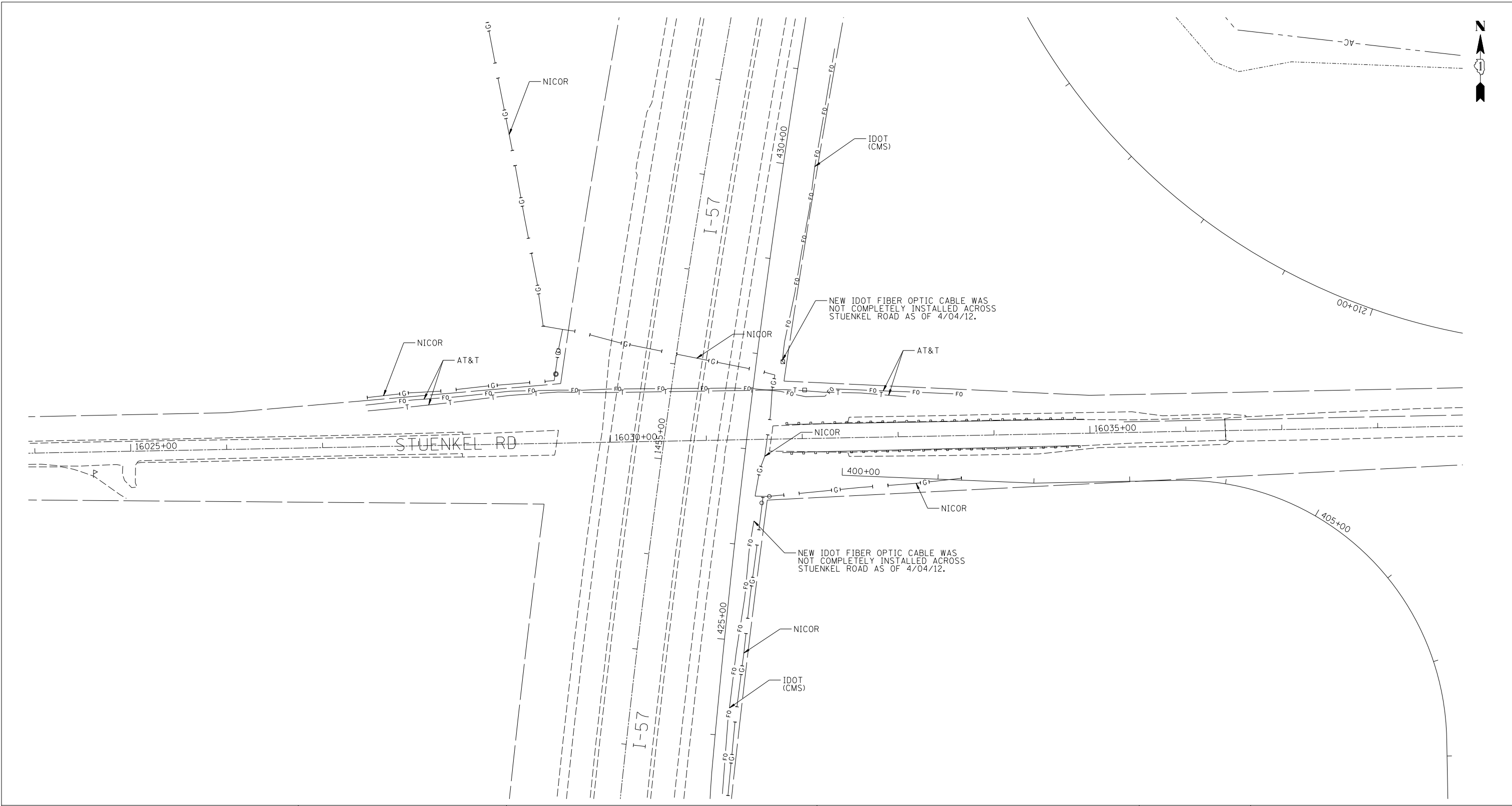
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PLOT DATE = 3/29/2012	DATE - 3/30/2012	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STUENKEL ROAD BRIDGE OVER I-57
EROSION CONTROL AND LANDSCAPING PLAN**

SCALE: 1"=50' SHEET NO. 1 OF 1 SHEETS STA. 16022+50 TO STA. 16037+50

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-1HB-R	WILL	63	22
CONTRACT NO. 60T40				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



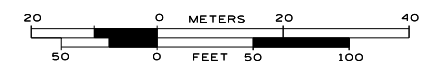
A — A — AERIAL
 - - - - - UNKNOWN
 CTV — CTV — CABLE TV
 T — T — TELEPHONE
 G — G — GAS
 E — E — ELECTRIC
 W — W — WATER
 FO — FO — FIBER OPTIC

TBE TEST HOLE

UTILITY OWNERS	
AT&T = TELEPHONE	
AT&T = FIBER OPTIC	
NICOR = GAS	
IDOT (CMS) = FIBER OPTIC	

Utilities shown on these plans as depicted in the legend have been investigated by Cardno TBE in accordance with SUE Industry Standards. All other information shown has been provided to Cardno TBE by others. Cardno TBE's QL "B" SUE field investigation was performed on 4/04/12. Changes to utilities after 4/04/12 may have been made and therefore may result in variances from this plan. Consideration should be given to updating this plan if deemed advisable prior to final design and construction.

ALL UTILITIES SHOWN QUALITY LEVEL "B" UNLESS NOTED OTHERWISE.



TBE Job No. IL09510478
SUE Plan Page: 1 of 1

Utility Quality Level "A": visually verified Test Hole
 Utility Quality Level "B": Designating/non Visually Verified Test Hole
 Utility Quality Level "C": Research with Survey
 Utility Quality Level "D": Records Research

DESIGNED LP	REVISED
DRAWN SRC	REVISED
CHECKED KFS	REVISED
DATE 4/11/12	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-57 at Stuenkel Road
Monee, Illinois

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	99-1 HB-R-1	Will	63	22A
Contract No. 60T40				
FED. ROAD DIST. NO. ILLINOIS IDOT Project No.				

Benchmark: Railroad spike in west side of power pole east of I-57, southeast corner of bridge over I-57. Elev. 759.80

Existing Structure: Structure Number 099-0200 was built in 1967 under Section 99-1-HB. It consists of a four span, reinforced concrete deck on steel wide flange beams supported on concrete pile bent abutments and hammerhead piers on creosoted timber piles. Bridge measures 225'-6" back to back abuts. and 29'-8" out to out of parapets. Structure to be removed and replaced. Stuenkel Road is currently closed with detour.

Salvage: None.

APPROVED
For Structural Adequacy Only

Carl Krueger
Engineer of Bridges & Structures

DESIGN SPECIFICATIONS
2010 AASHTO LRFD Bridge Design Specifications,
5th Edition with 2010 Interims

LOADING HL-93
Allow 50#/sq. ft. for future wearing surface.

DESIGN STRESSES

FIELD UNITS
f'c = 3,500 psi
fy = 80,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)

SEISMIC DATA

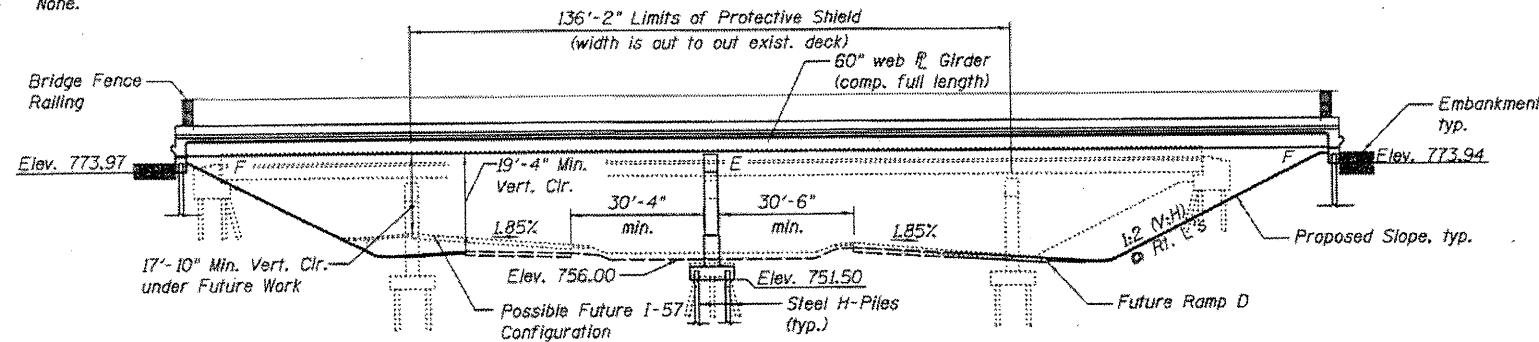
Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S₀₁) = 0.094
Design Spectral Acceleration at 0.2 sec. (S_s) = 0.160
Soil Site Class = D

CURVE DATA

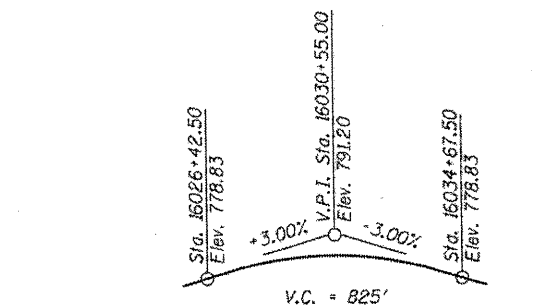
I-57 Exist. (MAIII-D)
Δ = 14° 07' 38" (RT)
D = 0° 29' 59"
T = 1,420.98'
L = 2,827.55'
E = 87.70'
R = 11,467.60'
S.E. = 1.85%
P.C. = Sta. 1443+88.41
P.T. = Sta. 1472+15.95
P.I. = Sta. 1458+09.39

CURVE DATA

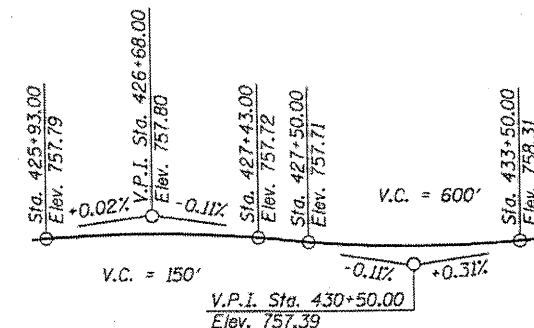
Ramp D (RDIII-4)
Δ = 8° 56' 47" (RT)
D = 0° 30' 09"
T = 891.84'
L = 1,750.05'
E = 34.83'
R = 11,400.00'
S.E. = 2.0%
P.C. = Sta. 423+68.01
P.T. = Sta. 441+18.05
P.I. = Sta. 432+59.85



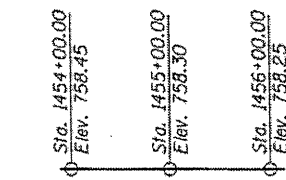
ELEVATION
(Looking North)



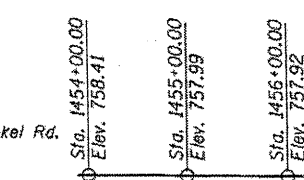
PROFILE GRADE STUENKEL RD.



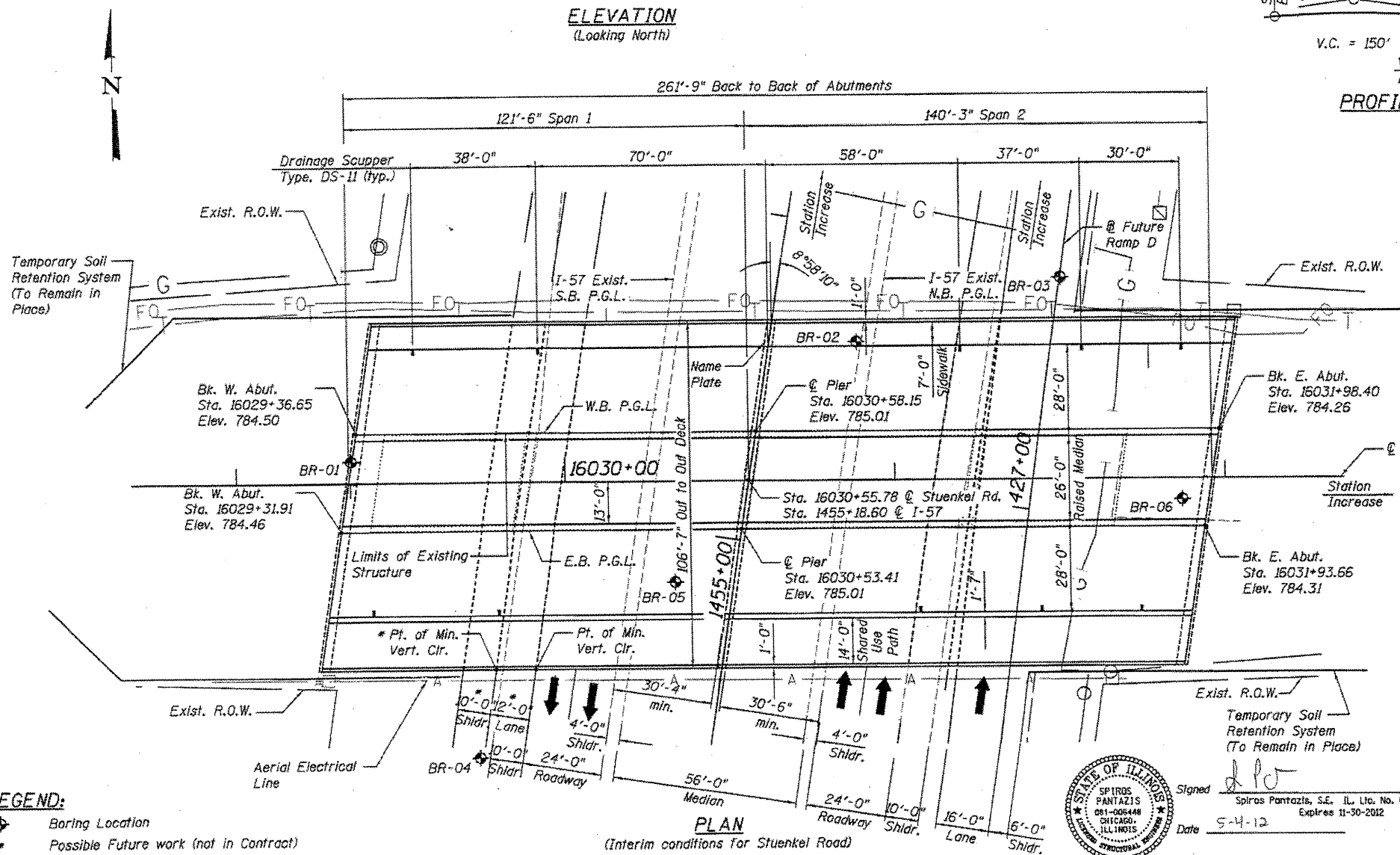
PROFILE GRADE RAMP D



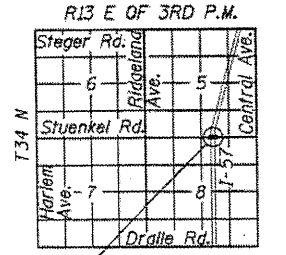
PROFILE GRADE NB I-57
(From Existing Survey)



PROFILE GRADE SB I-57
(From Existing Survey)



PLAN
(Interim conditions for Stuenkel Road)



LOCATION SKETCH
Stuenkel Rd. over I-57

NOTES:
1. Stuenkel approach roadway and Ramp D to be built under future contract.

GENERAL PLAN & ELEVATION
INTERIM CONDITION
STUENKEL RD. OVER F.A.I. 57
F.A.I. RTE. 57 - SEC. 99-1HB-R
WILL COUNTY
STATION 16030+55.78
STRUCTURE NO. 099-0526

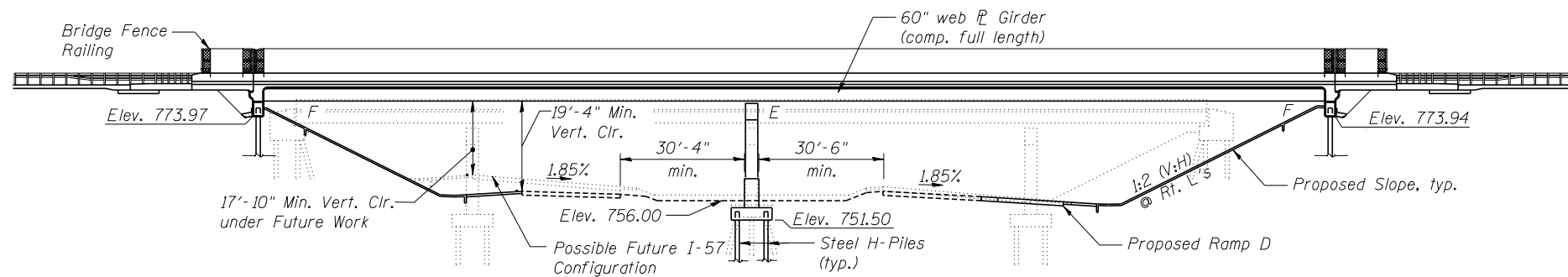
LEGEND:
◆ Boring Location
* Possible Future work (not in Contract)
P.G.L. Denotes Profile Grade Line

TYLINT INTERNATIONAL USER NAME: _____ PLOT SCALE: _____ PLOT DATE: _____	DESIGNED - PK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN AND ELEVATION (INTERIM CONDITION) STRUCTURE NO. 099-0526 SHEET NO. 1 OF 35 SHEETS	F.A.I. RTE. 57	SECTION 99-1HB-R	COUNTY WILL	TOTAL SHEETS 63	SHEET NO. 23
	CHECKED - SP	REVISED -			CONTRACT NO. 60740				
	DRAWN - PK	REVISED -			ILLINOIS FED. AID PROJECT				
	CHECKED - SP	REVISED -							

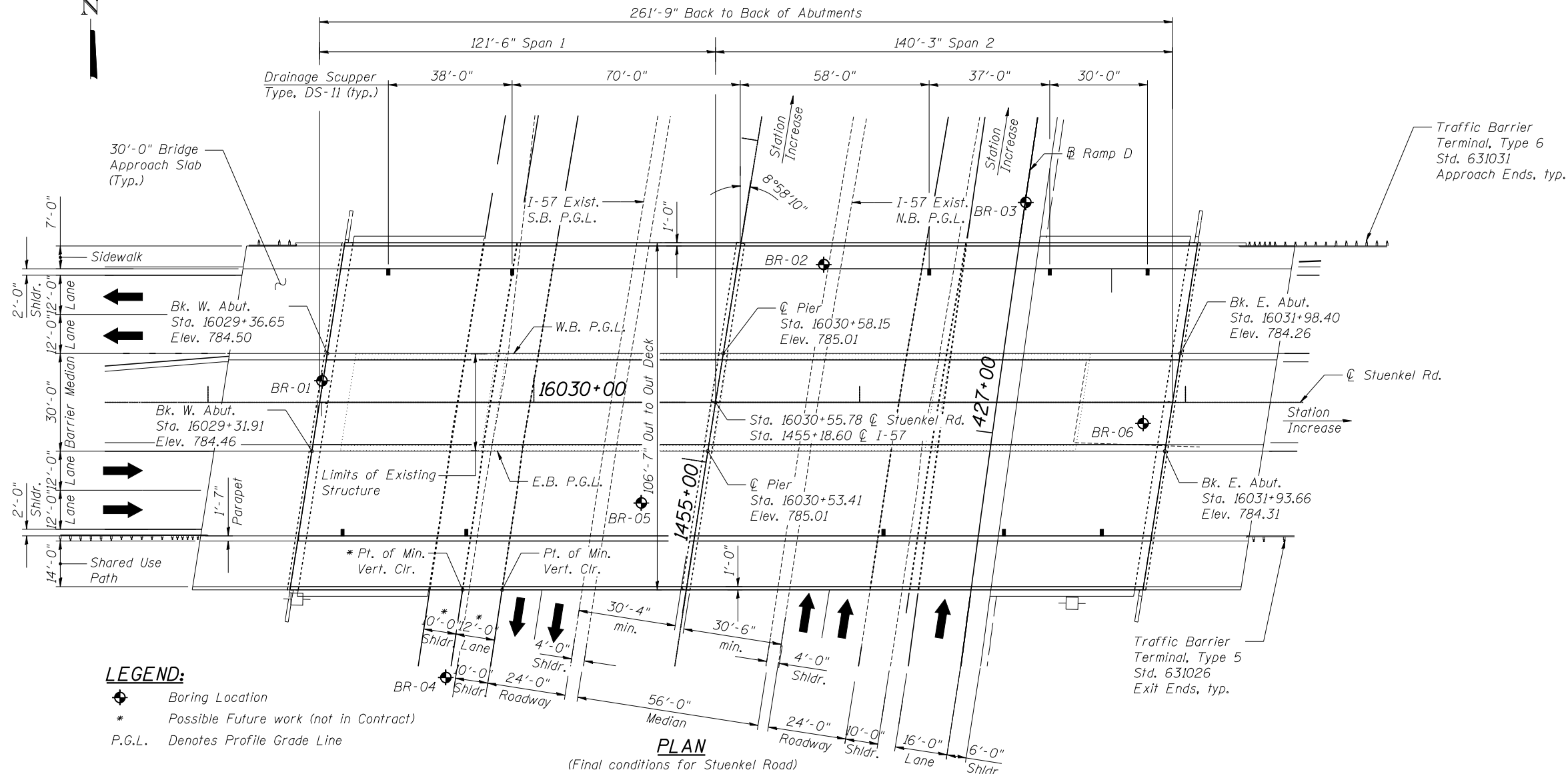
Benchmark: Railroad spike in west side of power pole east of I-57, southeast corner of bridge over I-57.
Elev. 759.80

Existing Structure: Structure Number 099-0200 was built in 1967 under Section 99-1-HB. It consists of a four span, reinforced concrete deck on steel wide flange beams supported on concrete pile bent abutments and hammerhead piers on creosoted timber piles. Bridge measures 225'-6" back to back abuts. and 29'-8" out to out of parapets. Structure to be removed and replaced. Stuenkel Road is currently closed with detour.

Salvage: None.



ELEVATION
(Looking North)



PLAN
(Final conditions for Stuenkel Road)

NOTE:
This sheet is provided for information only.

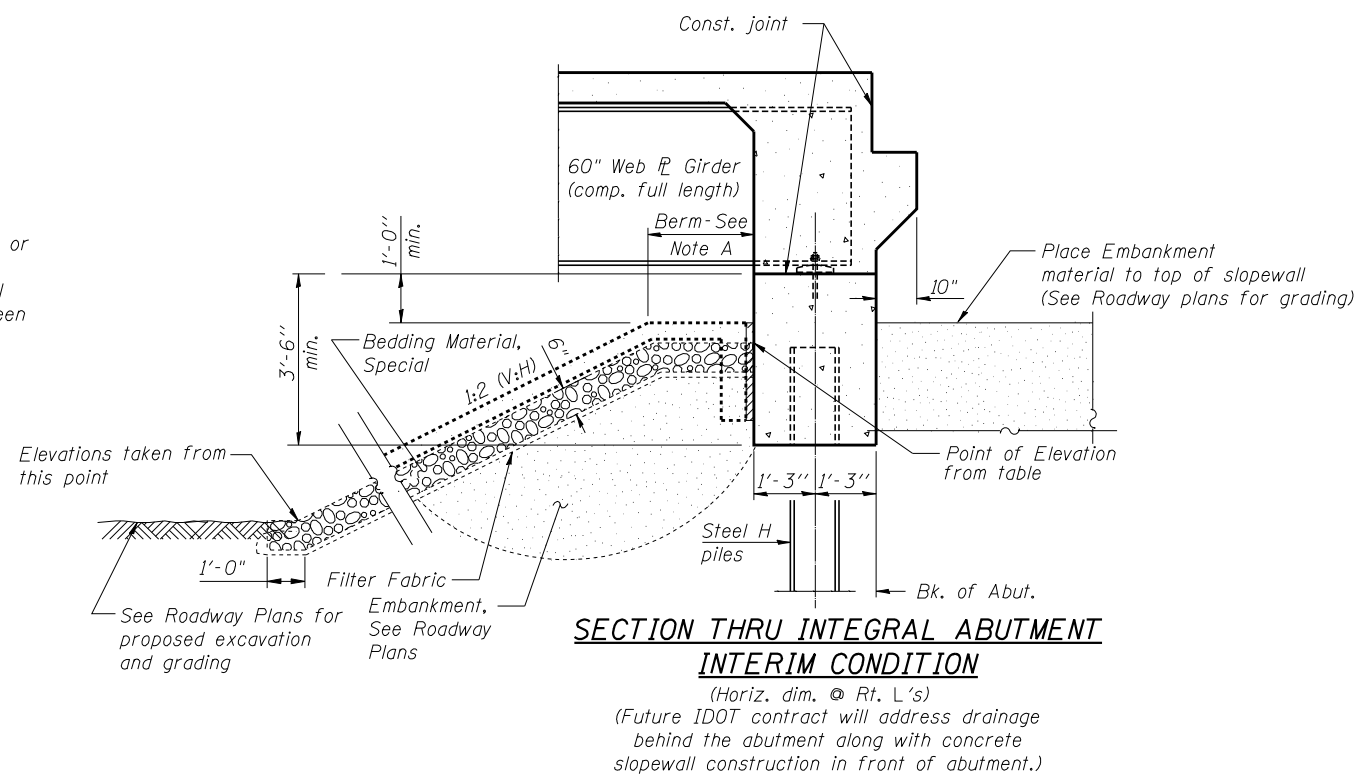
LEGEND:
 Boring Location
 * Possible Future work (not in Contract)
 P.G.L. Denotes Profile Grade Line

GENERAL PLAN & ELEVATION
FINAL CONDITION
STUENKEL RD. OVER F.A.I. 57
F.A.I. RTE. 57 - SEC. 99-1HB-R
WILL COUNTY
STATION 16030+55.78
STRUCTURE NO. 099-0526

TYLIN INTERNATIONAL	USER NAME =	DESIGNED - PK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN AND ELEVATION (FINAL CONDITION) STUENKEL ROAD OVER I-57	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	CHECKED - SP	REVISED -			57	99-1HB-R	WILL	63	24
	PLOT DATE =	DRAWN - PK	REVISED -			CONTRACT NO. 60T40				
		CHECKED - SP	REVISED -			ILLINOIS FED. AID PROJECT				

GENERAL NOTES:

- Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts 7/8-in. ϕ , holes 15/16-in. ϕ , unless otherwise noted.
- Calculated weight of Structural Steel =
Grade 50 = 1,064,700 lbs
Grade 36 = 66,310 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 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
- 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 of the exterior surface and the bottom of the bottom flange of fascia beams, masked off connection surfaces, field installed fasteners and damaged areas shall be touched up 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 Interstate Green, Munsell No. 7.5G 4/8.
- The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
- Slipforming of the parapets is not allowed.

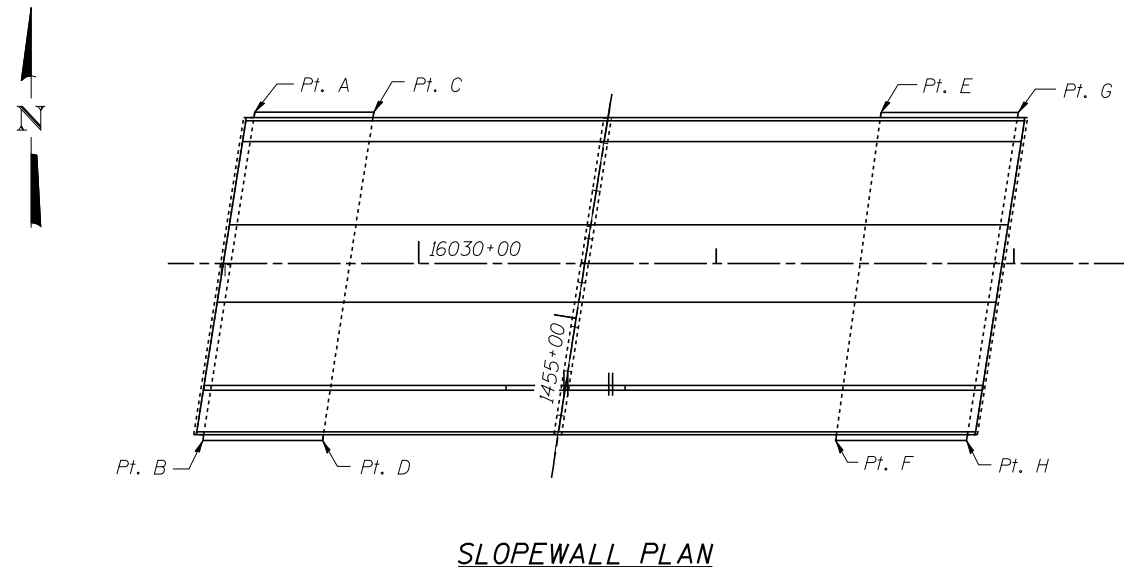


Note A:
See Slopewall Elevations table to see if berm is applicable.

STATION 16030+55.78
BUILT 2011 BY
STATE OF ILLINOIS
F.A.I. 57 SEC. 99-1HB-R
LOADING HL-93
STR. NO. 099-0526

NAME PLATE
See Std. 515001

SLOPEWALL ELEVATIONS		
LOCATION	Elev.	Berm Width
Pt. A - Sta. 1455+51.34, Offset 117.56' Lt.	775.72	
Pt. B - Sta. 1454+40.53, Offset 117.78' Lt.	776.12	
Pt. C - Sta. 1455+57.65, Offset 78.09' Lt.	759.00	
Pt. D - Sta. 1454+46.45, Offset 78.24' Lt.	759.40	
Pt. E - Sta. 1455+85.03, Offset 90.23' Rt.	757.10	
Pt. F - Sta. 1454+72.51, Offset 92.36' Rt.	757.20	
Pt. G - Sta. 1455+92.59, Offset 135.80' Rt.	776.13	1'-8"
Pt. H - Sta. 1454+79.29, Offset 135.97' Rt.	776.05	



TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Filter Fabric	Sq Yd	-	1,167	1,167
Removal of Existing Structures	Each	-	-	1
Protective Shield	Sq Yd	449	-	449
Structure Excavation	Cu Yd	-	485	485
Concrete Structures	Cu Yd	-	349.6	349.6
Concrete Superstructure	Cu Yd	1,056.0	-	1,056.0
Bridge Deck Grooving	Sq Yd	1,862	-	1,862
Concrete Encasement	Cu Yd	-	25.1	25.1
Protective Coat	Sq Yd	3,541	-	3,541
Furnishing and Erecting Structural Steel	L Sum	1	-	1
Stud Shear Connectors	Each	10,088	-	10,088
Reinforcement Bars, Epoxy Coated	Pound	259,990	55,720	315,710
Bar Splicers	Each	216	144	360
Bridge Fence Railing (Sidewalk)	Foot	260	-	260
Bridge Fence Railing	Foot	261	-	261
Parapet Railing	Foot	261	-	261
Furnishing Steel Piles HP14x73	Foot	-	6,308	6,308
Driving Piles	Foot	-	6,308	6,308
Test Pile Steel HP14x73	Each	-	3	3
Name Plates	Each	-	1	1
Anchor Bolts, 1"	Each	-	52	52
Anchor Bolts, 1 1/2"	Each	-	52	52
High Load Multi-Rotational Bearings, Guided Expansion, 550K	Each	13	-	13
Drainage Scuppers, DS-11	Each	10	-	10
Drainage System	L Sum	1	-	1
Silicone Joint Sealer, 1"	Foot	262	-	262
Bedding Material, Special	Cu Yd	-	196	196
Temporary Soil Retention System	Sq Ft	-	7,633	7,633

INDEX OF SHEETS

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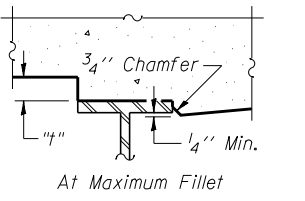
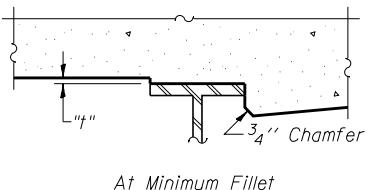
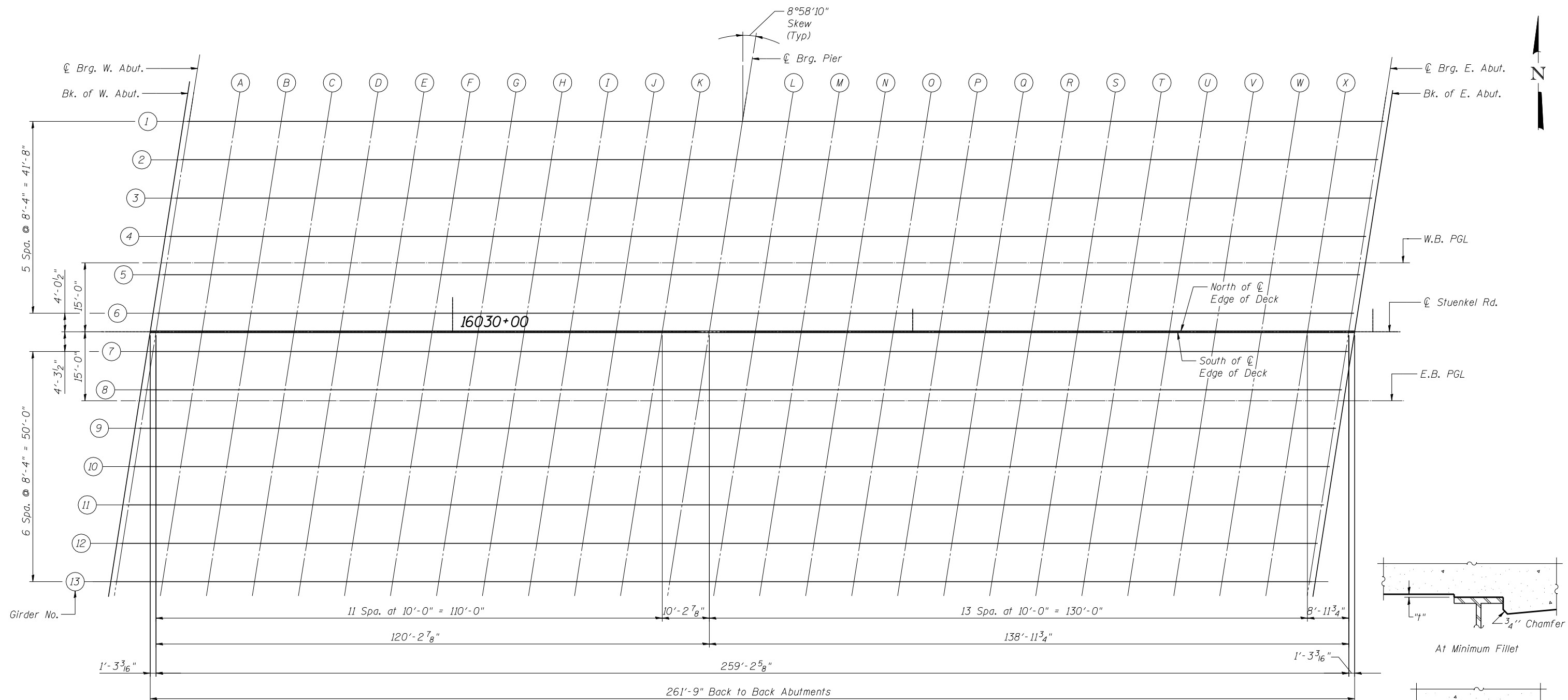
TYLIN INTERNATIONAL	USER NAME =	DESIGNED - PK	REVISED -
		CHECKED - SP	REVISED -
	PLOT SCALE =	DRAWN - PK	REVISED -
	PLOT DATE =	CHECKED - SP	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

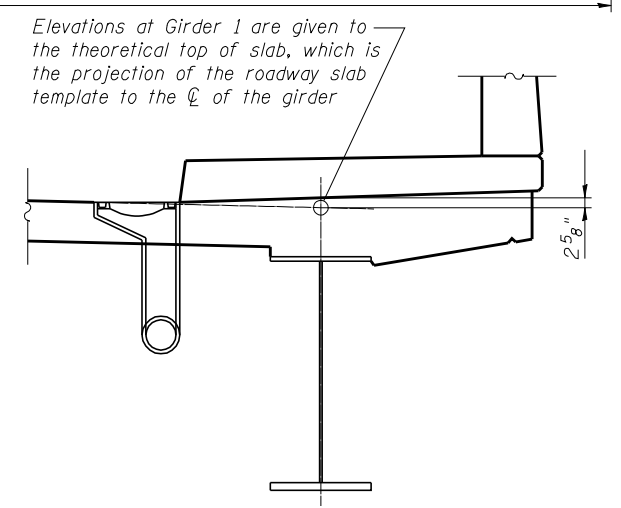
**GENERAL NOTES, INDEX OF SHEETS & BILL OF MATERIAL
STRUCTURE NO. 099-0526**

SHEET NO. 3 OF 35 SHEETS

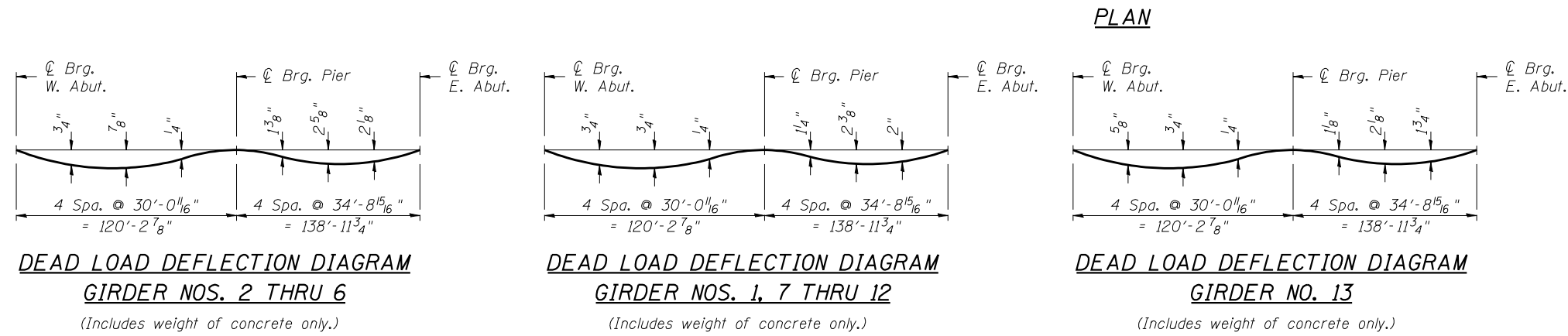
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-1HB-R	WILL	63	25
CONTRACT NO. 60T40			ILLINOIS FED. AID PROJECT	



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown in the "Dead Load Deflection Diagram". These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on the following sheets, minus slab thickness, equals the fillet heights "t" above top flange of girders.



LOCATIONS OF ELEVATIONS AT GIRDER 1 FILLET HEIGHTS



Note:
 The above deflections are not for use in the field if the Engineer is working from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections".

TYLIN INTERNATIONAL USER NAME = PLOT SCALE = PLOT DATE =	DESIGNED - PK CHECKED - SP DRAWN - PK CHECKED - SP	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS - LAYOUT STRUCTURE NO. 099-0526 SHEET NO. 4 OF 35 SHEETS	F.A.I. RTE. 57 SECTION 99-1HB-R COUNTY WILL TOTAL SHEETS 63 SHEET NO. 26 CONTRACT NO. 60T40 ILLINOIS FED. AID PROJECT	

GIRDER - 1

Location	Station	Offset*	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut	16029+41.50	-45.71	783.90	783.90
☉ Brg. W. Abut	16029+42.76	-45.71	783.91	783.91
A	16029+52.76	-45.71	783.99	784.02
B	16029+62.76	-45.71	784.06	784.11
C	16029+72.76	-45.71	784.13	784.19
D	16029+82.76	-45.71	784.18	784.25
E	16029+92.76	-45.71	784.23	784.30
F	16030+02.76	-45.71	784.27	784.34
G	16030+12.76	-45.71	784.31	784.36
H	16030+22.76	-45.71	784.33	784.37
I	16030+32.76	-45.71	784.35	784.37
J	16030+42.76	-45.71	784.37	784.37
K	16030+52.76	-45.71	784.37	784.37
☉ Pier	16030+63.00	-45.71	784.37	784.37
L	16030+73.00	-45.71	784.36	784.38
M	16030+83.00	-45.71	784.34	784.39
N	16030+93.00	-45.71	784.32	784.40
O	16031+03.00	-45.71	784.29	784.41
P	16031+13.00	-45.71	784.25	784.40
Q	16031+23.00	-45.71	784.20	784.39
R	16031+33.00	-45.71	784.15	784.35
S	16031+43.00	-45.71	784.09	784.29
T	16031+53.00	-45.71	784.02	784.22
U	16031+63.00	-45.71	783.95	784.12
V	16031+73.00	-45.71	783.87	784.01
W	16031+83.00	-45.71	783.78	783.88
X	16031+93.00	-45.71	783.68	783.73
☉ Brg. E. Abut	16032+01.98	-45.71	783.59	783.59
Bk. E. Abut	16032+03.25	-45.71	783.57	783.57

GIRDER - 2

Location	Station	Offset*	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut	16029+40.18	-37.38	784.07	784.07
☉ Brg. W. Abut	16029+41.45	-37.38	784.08	784.08
A	16029+51.45	-37.38	784.16	784.18
B	16029+61.45	-37.38	784.23	784.28
C	16029+71.45	-37.38	784.29	784.36
D	16029+81.45	-37.38	784.35	784.42
E	16029+91.45	-37.38	784.40	784.48
F	16030+01.45	-37.38	784.44	784.51
G	16030+11.45	-37.38	784.48	784.53
H	16030+21.45	-37.38	784.51	784.54
I	16030+31.45	-37.38	784.53	784.55
J	16030+41.45	-37.38	784.54	784.54
K	16030+51.45	-37.38	784.55	784.54
☉ Pier	16030+61.68	-37.38	784.54	784.54
L	16030+71.68	-37.38	784.54	784.56
M	16030+81.68	-37.38	784.52	784.57
N	16030+91.68	-37.38	784.50	784.59
O	16031+01.68	-37.38	784.47	784.60
P	16031+11.68	-37.38	784.43	784.60
Q	16031+21.68	-37.38	784.38	784.58
R	16031+31.68	-37.38	784.33	784.55
S	16031+41.68	-37.38	784.27	784.49
T	16031+51.68	-37.38	784.21	784.42
U	16031+61.68	-37.38	784.13	784.32
V	16031+71.68	-37.38	784.05	784.21
W	16031+81.68	-37.38	783.96	784.07
X	16031+91.68	-37.38	783.87	783.92
☉ Brg. E. Abut	16032+00.66	-37.38	783.77	783.77
Bk. E. Abut	16032+01.93	-37.38	783.76	783.76

GIRDER - 3

Location	Station	Offset*	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut	16029+38.86	-29.04	784.23	784.23
☉ Brg. W. Abut	16029+40.13	-29.04	784.24	784.24
A	16029+50.13	-29.04	784.32	784.35
B	16029+60.13	-29.04	784.39	784.44
C	16029+70.13	-29.04	784.46	784.52
D	16029+80.13	-29.04	784.52	784.59
E	16029+90.13	-29.04	784.57	784.64
F	16030+00.13	-29.04	784.61	784.68
G	16030+10.13	-29.04	784.65	784.70
H	16030+20.13	-29.04	784.68	784.71
I	16030+30.13	-29.04	784.70	784.72
J	16030+40.13	-29.04	784.71	784.72
K	16030+50.13	-29.04	784.72	784.72
☉ Pier	16030+60.36	-29.04	784.72	784.72
L	16030+70.36	-29.04	784.71	784.73
M	16030+80.36	-29.04	784.70	784.75
N	16030+90.36	-29.04	784.67	784.77
O	16031+00.36	-29.04	784.65	784.78
P	16031+10.36	-29.04	784.61	784.77
Q	16031+20.36	-29.04	784.56	784.76
R	16031+30.36	-29.04	784.51	784.73
S	16031+40.36	-29.04	784.45	784.67
T	16031+50.36	-29.04	784.39	784.60
U	16031+60.36	-29.04	784.32	784.51
V	16031+70.36	-29.04	784.24	784.39
W	16031+80.36	-29.04	784.15	784.26
X	16031+90.36	-29.04	784.05	784.11
☉ Brg. E. Abut	16031+99.35	-29.04	783.96	783.96
Bk. E. Abut	16032+00.62	-29.04	783.95	783.95

GIRDER - 4

Location	Station	Offset*	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut	16029+37.55	-20.71	784.39	784.39
☉ Brg. W. Abut	16029+38.81	-20.71	784.40	784.40
A	16029+48.81	-20.71	784.48	784.51
B	16029+58.81	-20.71	784.56	784.61
C	16029+68.81	-20.71	784.62	784.69
D	16029+78.81	-20.71	784.68	784.76
E	16029+88.81	-20.71	784.73	784.81
F	16029+98.81	-20.71	784.78	784.85
G	16030+08.81	-20.71	784.82	784.87
H	16030+18.81	-20.71	784.85	784.88
I	16030+28.81	-20.71	784.87	784.89
J	16030+38.81	-20.71	784.88	784.89
K	16030+48.81	-20.71	784.89	784.89
☉ Pier	16030+59.05	-20.71	784.89	784.89
L	16030+69.05	-20.71	784.89	784.91
M	16030+79.05	-20.71	784.87	784.93
N	16030+89.05	-20.71	784.85	784.94
O	16030+99.05	-20.71	784.82	784.95
P	16031+09.05	-20.71	784.79	784.95
Q	16031+19.05	-20.71	784.74	784.94
R	16031+29.05	-20.71	784.69	784.91
S	16031+39.05	-20.71	784.64	784.86
T	16031+49.05	-20.71	784.57	784.78
U	16031+59.05	-20.71	784.50	784.69
V	16031+69.05	-20.71	784.42	784.58
W	16031+79.05	-20.71	784.33	784.44
X	16031+89.05	-20.71	784.24	784.29
☉ Brg. E. Abut	16031+98.03	-20.71	784.15	784.15
Bk. E. Abut	16031+99.30	-20.71	784.14	784.14

WB PGL

Location	Station	Offset*	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut	16029+36.65	-15.00	784.50	784.50
☉ Brg. W. Abut	16029+37.91	-15.00	784.51	784.51
A	16029+47.91	-15.00	784.60	784.62
B	16029+57.91	-15.00	784.67	784.72
C	16029+67.91	-15.00	784.74	784.80
D	16029+77.91	-15.00	784.80	784.87
E	16029+87.91	-15.00	784.85	784.93
F	16029+97.91	-15.00	784.89	784.96
G	16030+07.91	-15.00	784.93	784.99
H	16030+17.91	-15.00	784.96	785.00
I	16030+27.91	-15.00	784.99	785.01
J	16030+37.91	-15.00	785.00	785.01
K	16030+47.91	-15.00	785.01	785.01
☉ Pier	16030+58.15	-15.00	785.01	785.01
L	16030+68.15	-15.00	785.01	785.03
M	16030+78.15	-15.00	784.99	785.05
N	16030+88.15	-15.00	784.97	785.06
O	16030+98.15	-15.00	784.94	785.08
P	16031+08.15	-15.00	784.91	785.08
Q	16031+18.15	-15.00	784.87	785.06
R	16031+28.15	-15.00	784.82	785.03
S	16031+38.15	-15.00	784.76	784.98
T	16031+48.15	-15.00	784.70	784.91
U	16031+58.15	-15.00	784.63	784.81
V	16031+68.15	-15.00	784.55	784.70
W	16031+78.15	-15.00	784.46	784.57
X	16031+88.15	-15.00	784.37	784.42
☉ Brg. E. Abut	16031+97.13	-15.00	784.28	784.28
Bk. E. Abut	16031+98.40	-15.00	784.26	784.26

GIRDER - 5

Location	Station	Offset*	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut	16029+36.23	-12.38	784.55	784.55
☉ Brg. W. Abut	16029+37.50	-12.38	784.57	784.57
A	16029+47.50	-12.38	784.65	784.67
B	16029+57.50	-12.38	784.72	784.77
C	16029+67.50	-12.38	784.79	784.85
D	16029+77.50	-12.38	784.85	784.92
E	16029+87.50	-12.38	784.90	784.98
F	16029+97.50	-12.38	784.95	785.02
G	16030+07.50	-12.38	784.99	785.04
H	16030+17.50	-12.38	785.02	785.05
I	16030+27.50	-12.38	785.04	785.06
J	16030+37.50	-12.38	785.06	785.06
K	16030+47.50	-12.38	785.07	785.06
☉ Pier	16030+57.73	-12.38	785.07	785.07
L	16030+67.73	-12.38	785.06	785.08
M	16030+77.73	-12.38	785.05	785.10
N	16030+87.73	-12.38	785.03	785.12
O	16030+97.73	-12.38	785.00	785.13
P	16031+07.73	-12.38	784.97	785.13
Q	16031+17.73	-12.38	784.92	785.12
R	16031+27.73	-12.38	784.87	785.09
S	16031+37.73	-12.38	784.82	785.04
T	16031+47.73	-12.38	784.75	784.96
U	16031+57.73	-12.38	784.68	784.87
V	16031+67.73	-12.38	784.61	784.76
W	16031+77.73	-12.38	784.52	784.63
X	16031+87.73	-12.38	784.43	784.48
☉ Brg. E. Abut	16031+96.72	-12.38	784.34	784.34
Bk. E. Abut	16031+97.98	-12.38	784.32	784.32

* Offset measured from ☉ Stuenkel Rd.

TYLIN INTERNATIONAL

USER NAME =	DESIGNED - PK	REVISED -
	CHECKED - SP	REVISED -
PLOT SCALE =	DRAWN - PK	REVISED -
PLOT DATE =	CHECKED - SP	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS - 1
STRUCTURE NO. 099-0526**

SHEET NO. 5 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-1HB-R	WILL	63	27
CONTRACT NO. 60T40			ILLINOIS FED. AID PROJECT	

GIRDER - 6

Location	Station	Offset*	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut	16029+34.92	-4.04	784.72	784.72
☉ Brg. W. Abut	16029+36.18	-4.04	784.73	784.73
A	16029+46.18	-4.04	784.81	784.84
B	16029+56.18	-4.04	784.89	784.93
C	16029+66.18	-4.04	784.95	785.02
D	16029+76.18	-4.04	785.01	785.09
E	16029+86.18	-4.04	785.07	785.14
F	16029+96.18	-4.04	785.12	785.18
G	16030+06.18	-4.04	785.15	785.21
H	16030+16.18	-4.04	785.19	785.22
I	16030+26.18	-4.04	785.21	785.23
J	16030+36.18	-4.04	785.23	785.23
K	16030+46.18	-4.04	785.24	785.23
☉ Pier	16030+56.42	-4.04	785.24	785.24
L	16030+66.42	-4.04	785.24	785.26
M	16030+76.42	-4.04	785.22	785.28
N	16030+86.42	-4.04	785.20	785.30
O	16030+96.42	-4.04	785.18	785.31
P	16031+06.42	-4.04	785.14	785.31
Q	16031+16.42	-4.04	785.10	785.30
R	16031+26.42	-4.04	785.06	785.27
S	16031+36.42	-4.04	785.00	785.22
T	16031+46.42	-4.04	784.94	785.14
U	16031+56.42	-4.04	784.87	785.05
V	16031+66.42	-4.04	784.79	784.94
W	16031+76.42	-4.04	784.70	784.81
X	16031+86.42	-4.04	784.61	784.66
☉ Brg. E. Abut	16031+95.40	-4.04	784.52	784.52
Bk. E. Abut	16031+96.67	-4.04	784.51	784.51

NORTH OF ☉ EDGE OF DECK

Location	Station	Offset*	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut	16029+34.29	-0.04	784.79	784.79
☉ Brg. W. Abut	16029+35.55	-0.04	784.81	784.81
A	16029+45.55	-0.04	784.89	784.91
B	16029+55.55	-0.04	784.96	785.01
C	16029+65.55	-0.04	785.03	785.10
D	16029+75.55	-0.04	785.09	785.17
E	16029+85.55	-0.04	785.15	785.22
F	16029+95.55	-0.04	785.20	785.26
G	16030+05.55	-0.04	785.24	785.29
H	16030+15.55	-0.04	785.27	785.30
I	16030+25.55	-0.04	785.29	785.31
J	16030+35.55	-0.04	785.31	785.32
K	16030+45.55	-0.04	785.32	785.32
☉ Pier	16030+55.79	-0.04	785.32	785.32
L	16030+65.79	-0.04	785.32	785.34
M	16030+75.79	-0.04	785.31	785.36
N	16030+85.79	-0.04	785.29	785.38
O	16030+95.79	-0.04	785.26	785.39
P	16031+05.79	-0.04	785.23	785.39
Q	16031+15.79	-0.04	785.19	785.38
R	16031+25.79	-0.04	785.14	785.36
S	16031+35.79	-0.04	785.09	785.30
T	16031+45.79	-0.04	785.02	785.23
U	16031+55.79	-0.04	784.95	785.14
V	16031+65.79	-0.04	784.88	785.03
W	16031+75.79	-0.04	784.79	784.90
X	16031+85.79	-0.04	784.70	784.75
☉ Brg. E. Abut	16031+94.77	-0.04	784.61	784.61
Bk. E. Abut	16031+96.04	-0.04	784.60	784.60

SOUTH OF ☉ EDGE OF DECK

Location	Station	Offset*	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut	16029+34.27	0.04	784.79	784.79
☉ Brg. W. Abut	16029+35.54	0.04	784.81	784.81
A	16029+45.54	0.04	784.89	784.91
B	16029+55.54	0.04	784.96	785.01
C	16029+65.54	0.04	785.03	785.09
D	16029+75.54	0.04	785.09	785.16
E	16029+85.54	0.04	785.15	785.22
F	16029+95.54	0.04	785.20	785.26
G	16030+05.54	0.04	785.24	785.29
H	16030+15.54	0.04	785.27	785.30
I	16030+25.54	0.04	785.29	785.31
J	16030+35.54	0.04	785.31	785.32
K	16030+45.54	0.04	785.32	785.32
☉ Pier	16030+55.77	0.04	785.32	785.32
L	16030+65.77	0.04	785.32	785.34
M	16030+75.77	0.04	785.31	785.36
N	16030+85.77	0.04	785.29	785.37
O	16030+95.77	0.04	785.26	785.38
P	16031+05.77	0.04	785.23	785.38
Q	16031+15.77	0.04	785.19	785.37
R	16031+25.77	0.04	785.14	785.34
S	16031+35.77	0.04	785.09	785.29
T	16031+45.77	0.04	785.02	785.22
U	16031+55.77	0.04	784.95	785.13
V	16031+65.77	0.04	784.88	785.02
W	16031+75.77	0.04	784.79	784.89
X	16031+85.77	0.04	784.70	784.75
☉ Brg. E. Abut	16031+94.76	0.04	784.61	784.61
Bk. E. Abut	16031+96.02	0.04	784.60	784.60

GIRDER - 7

Location	Station	Offset*	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut	16029+33.60	4.29	784.70	784.70
☉ Brg. W. Abut	16029+34.87	4.29	784.71	784.71
A	16029+44.87	4.29	784.79	784.82
B	16029+54.87	4.29	784.87	784.92
C	16029+64.87	4.29	784.94	785.00
D	16029+74.87	4.29	785.00	785.07
E	16029+84.87	4.29	785.06	785.13
F	16029+94.87	4.29	785.10	785.17
G	16030+04.87	4.29	785.14	785.20
H	16030+14.87	4.29	785.18	785.21
I	16030+24.87	4.29	785.20	785.22
J	16030+34.87	4.29	785.22	785.23
K	16030+44.87	4.29	785.23	785.23
☉ Pier	16030+55.10	4.29	785.24	785.24
L	16030+65.10	4.29	785.23	785.25
M	16030+75.10	4.29	785.22	785.27
N	16030+85.10	4.29	785.20	785.29
O	16030+95.10	4.29	785.18	785.30
P	16031+05.10	4.29	785.14	785.30
Q	16031+15.10	4.29	785.10	785.28
R	16031+25.10	4.29	785.06	785.26
S	16031+35.10	4.29	785.00	785.21
T	16031+45.10	4.29	784.94	785.13
U	16031+55.10	4.29	784.87	785.05
V	16031+65.10	4.29	784.79	784.94
W	16031+75.10	4.29	784.71	784.81
X	16031+85.10	4.29	784.62	784.67
☉ Brg. E. Abut	16031+94.09	4.29	784.53	784.53
Bk. E. Abut	16031+95.35	4.29	784.52	784.52

GIRDER - 8

Location	Station	Offset*	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut	16029+32.29	12.63	784.51	784.51
☉ Brg. W. Abut	16029+33.55	12.63	784.53	784.53
A	16029+43.55	12.63	784.61	784.63
B	16029+53.55	12.63	784.69	784.73
C	16029+63.55	12.63	784.76	784.82
D	16029+73.55	12.63	784.82	784.89
E	16029+83.55	12.63	784.88	784.95
F	16029+93.55	12.63	784.92	784.99
G	16030+03.55	12.63	784.97	785.02
H	16030+13.55	12.63	785.00	785.03
I	16030+23.55	12.63	785.03	785.04
J	16030+33.55	12.63	785.05	785.05
K	16030+43.55	12.63	785.06	785.05
☉ Pier	16030+53.79	12.63	785.06	785.06
L	16030+63.79	12.63	785.06	785.08
M	16030+73.79	12.63	785.05	785.10
N	16030+83.79	12.63	785.03	785.12
O	16030+93.79	12.63	785.01	785.13
P	16031+03.79	12.63	784.98	785.13
Q	16031+13.79	12.63	784.94	785.11
R	16031+23.79	12.63	784.89	785.09
S	16031+33.79	12.63	784.84	785.04
T	16031+43.79	12.63	784.78	784.97
U	16031+53.79	12.63	784.71	784.88
V	16031+63.79	12.63	784.63	784.77
W	16031+73.79	12.63	784.55	784.65
X	16031+83.79	12.63	784.46	784.51
☉ Brg. E. Abut	16031+92.77	12.63	784.37	784.37
Bk. E. Abut	16031+94.03	12.63	784.36	784.36

EB PGL

Location	Station	Offset*	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut	16029+31.91	15.00	784.46	784.46
☉ Brg. W. Abut	16029+33.18	15.00	784.47	784.47
A	16029+43.18	15.00	784.56	784.58
B	16029+53.18	15.00	784.64	784.68
C	16029+63.18	15.00	784.71	784.77
D	16029+73.18	15.00	784.77	784.84
E	16029+83.18	15.00	784.82	784.89
F	16029+93.18	15.00	784.87	784.94
G	16030+03.18	15.00	784.91	784.97
H	16030+13.18	15.00	784.95	784.98
I	16030+23.18	15.00	784.98	784.99
J	16030+33.18	15.00	785.00	785.00
K	16030+43.18	15.00	785.01	785.00
☉ Pier	16030+53.41	15.00	785.01	785.01
L	16030+63.41	15.00	785.01	785.03
M	16030+73.41	15.00	785.00	785.05
N	16030+83.41	15.00	784.98	785.07
O	16030+93.41	15.00	784.96	785.08
P	16031+03.41	15.00	784.93	785.08
Q	16031+13.41	15.00	784.89	785.07
R	16031+23.41	15.00	784.84	785.04
S	16031+33.41	15.00	784.79	784.99
T	16031+43.41	15.00	784.73	784.92
U	16031+53.41	15.00	784.66	784.83
V	16031+63.41	15.00	784.59	784.73
W	16031+73.41	15.00	784.50	784.60
X	16031+83.41	15.00	784.41	784.46
☉ Brg. E. Abut	16031+92.40	15.00	784.33	784.33
Bk. E. Abut	16031+93.66	15.00	784.31	784.31

* Offset measured from ☉ Stuenkel Rd.

TYLIN INTERNATIONAL

USER NAME =	DESIGNED - PK	REVISED -
	CHECKED - SP	REVISED -
PLOT SCALE =	DRAWN - PK	REVISED -
PLOT DATE =	CHECKED - SP	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS - 2
STRUCTURE NO. 099-0526**

SHEET NO. 6 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-1HB-R	WILL	63	28
CONTRACT NO. 60T40			ILLINOIS FED. AID PROJECT	

GIRDER - 9

Location	Station	Offset*	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut	16029+30.97	20.96	784.33	784.33
⊕ Brg. W. Abut	16029+32.24	20.96	784.34	784.34
A	16029+42.24	20.96	784.43	784.45
B	16029+52.24	20.96	784.50	784.55
C	16029+62.24	20.96	784.58	784.64
D	16029+72.24	20.96	784.64	784.71
E	16029+82.24	20.96	784.70	784.77
F	16029+92.24	20.96	784.75	784.81
G	16030+02.24	20.96	784.79	784.84
H	16030+12.24	20.96	784.82	784.86
I	16030+22.24	20.96	784.85	784.87
J	16030+32.24	20.96	784.87	784.87
K	16030+42.24	20.96	784.88	784.88
⊕ Pier	16030+52.47	20.96	784.89	784.89
L	16030+62.47	20.96	784.89	784.91
M	16030+72.47	20.96	784.88	784.93
N	16030+82.47	20.96	784.86	784.94
O	16030+92.47	20.96	784.84	784.96
P	16031+02.47	20.96	784.81	784.96
Q	16031+12.47	20.96	784.77	784.95
R	16031+22.47	20.96	784.72	784.92
S	16031+32.47	20.96	784.67	784.87
T	16031+42.47	20.96	784.61	784.80
U	16031+52.47	20.96	784.54	784.72
V	16031+62.47	20.96	784.47	784.61
W	16031+72.47	20.96	784.39	784.48
X	16031+82.47	20.96	784.30	784.35
⊕ Brg. E. Abut	16031+91.46	20.96	784.21	784.21
Bk. E. Abut	16031+92.72	20.96	784.20	784.20

GIRDER - 10

Location	Station	Offset*	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut	16029+29.66	29.29	784.14	784.14
⊕ Brg. W. Abut	16029+30.92	29.29	784.15	784.15
A	16029+40.92	29.29	784.24	784.27
B	16029+50.92	29.29	784.32	784.37
C	16029+60.92	29.29	784.39	784.45
D	16029+70.92	29.29	784.46	784.53
E	16029+80.92	29.29	784.52	784.58
F	16029+90.92	29.29	784.57	784.63
G	16030+00.92	29.29	784.61	784.66
H	16030+10.92	29.29	784.64	784.68
I	16030+20.92	29.29	784.67	784.69
J	16030+30.92	29.29	784.69	784.70
K	16030+40.92	29.29	784.71	784.70
⊕ Pier	16030+51.16	29.29	784.71	784.71
L	16030+61.16	29.29	784.71	784.73
M	16030+71.16	29.29	784.71	784.75
N	16030+81.16	29.29	784.69	784.77
O	16030+91.16	29.29	784.67	784.79
P	16031+01.16	29.29	784.64	784.79
Q	16031+11.16	29.29	784.60	784.78
R	16031+21.16	29.29	784.56	784.75
S	16031+31.16	29.29	784.50	784.70
T	16031+41.16	29.29	784.44	784.64
U	16031+51.16	29.29	784.38	784.55
V	16031+61.16	29.29	784.30	784.45
W	16031+71.16	29.29	784.22	784.32
X	16031+81.16	29.29	784.14	784.18
⊕ Brg. E. Abut	16031+90.14	29.29	784.05	784.05
Bk. E. Abut	16031+91.40	29.29	784.04	784.04

GIRDER - 11

Location	Station	Offset*	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut	16029+28.34	37.63	783.96	783.96
⊕ Brg. W. Abut	16029+29.61	37.63	783.97	783.97
A	16029+39.61	37.63	784.06	784.08
B	16029+49.61	37.63	784.14	784.18
C	16029+59.61	37.63	784.21	784.27
D	16029+69.61	37.63	784.28	784.34
E	16029+79.61	37.63	784.33	784.40
F	16029+89.61	37.63	784.39	784.45
G	16029+99.61	37.63	784.43	784.48
H	16030+09.61	37.63	784.47	784.50
I	16030+19.61	37.63	784.50	784.51
J	16030+29.61	37.63	784.52	784.52
K	16030+39.61	37.63	784.53	784.53
⊕ Pier	16030+49.84	37.63	784.54	784.54
L	16030+59.84	37.63	784.54	784.56
M	16030+69.84	37.63	784.53	784.58
N	16030+79.84	37.63	784.52	784.60
O	16030+89.84	37.63	784.50	784.62
P	16030+99.84	37.63	784.47	784.62
Q	16031+09.84	37.63	784.43	784.61
R	16031+19.84	37.63	784.39	784.59
S	16031+29.84	37.63	784.34	784.54
T	16031+39.84	37.63	784.28	784.47
U	16031+49.84	37.63	784.21	784.39
V	16031+59.84	37.63	784.14	784.28
W	16031+69.84	37.63	784.06	784.16
X	16031+79.84	37.63	783.97	784.02
⊕ Brg. E. Abut	16031+88.83	37.63	783.89	783.89
Bk. E. Abut	16031+90.09	37.63	783.88	783.88

GIRDER - 12

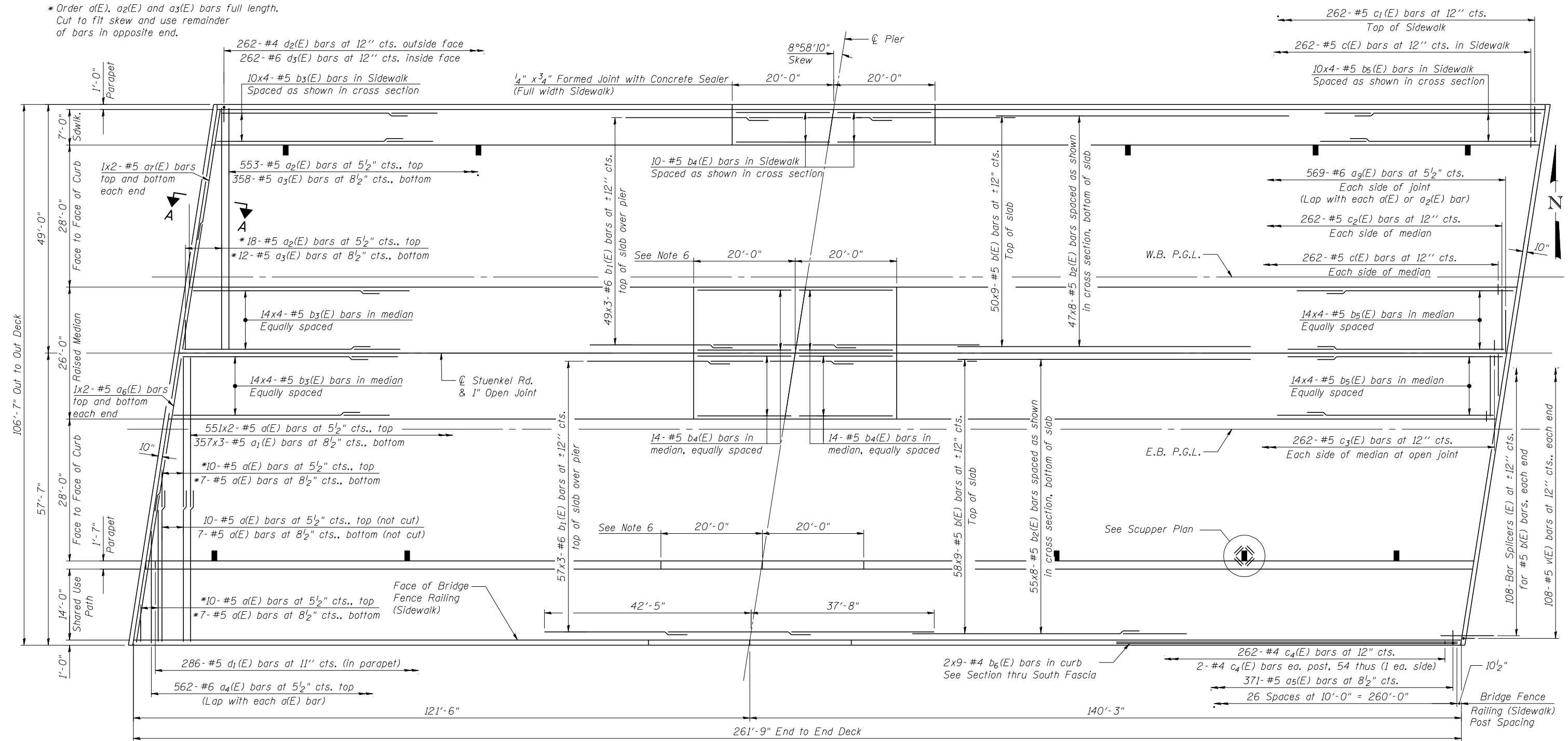
Location	Station	Offset*	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut	16029+27.03	45.96	783.77	783.77
⊕ Brg. W. Abut	16029+28.29	45.96	783.78	783.78
A	16029+38.29	45.96	783.87	783.90
B	16029+48.29	45.96	783.95	784.00
C	16029+58.29	45.96	784.03	784.09
D	16029+68.29	45.96	784.09	784.16
E	16029+78.29	45.96	784.15	784.22
F	16029+88.29	45.96	784.21	784.27
G	16029+98.29	45.96	784.25	784.30
H	16030+08.29	45.96	784.29	784.32
I	16030+18.29	45.96	784.32	784.34
J	16030+28.29	45.96	784.34	784.35
K	16030+38.29	45.96	784.36	784.35
⊕ Pier	16030+48.53	45.96	784.37	784.37
L	16030+58.53	45.96	784.37	784.39
M	16030+68.53	45.96	784.36	784.41
N	16030+78.53	45.96	784.35	784.43
O	16030+88.53	45.96	784.33	784.45
P	16030+98.53	45.96	784.30	784.45
Q	16031+08.53	45.96	784.26	784.44
R	16031+18.53	45.96	784.22	784.42
S	16031+28.53	45.96	784.17	784.37
T	16031+38.53	45.96	784.11	784.31
U	16031+48.53	45.96	784.05	784.22
V	16031+58.53	45.96	783.98	784.12
W	16031+68.53	45.96	783.90	784.00
X	16031+78.53	45.96	783.81	783.86
⊕ Brg. E. Abut	16031+87.51	45.96	783.73	783.73
Bk. E. Abut	16031+88.77	45.96	783.72	783.72

GIRDER - 13

Location	Station	Offset*	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut	16029+25.71	54.29	783.59	783.59
⊕ Brg. W. Abut	16029+26.98	54.29	783.60	783.60
A	16029+36.98	54.29	783.69	783.71
B	16029+46.98	54.29	783.77	783.81
C	16029+56.98	54.29	783.84	783.90
D	16029+66.98	54.29	783.91	783.97
E	16029+76.98	54.29	783.97	784.04
F	16029+86.98	54.29	784.03	784.08
G	16029+96.98	54.29	784.07	784.12
H	16030+06.98	54.29	784.11	784.14
I	16030+16.98	54.29	784.14	784.16
J	16030+26.98	54.29	784.17	784.17
K	16030+36.98	54.29	784.18	784.18
⊕ Pier	16030+47.21	54.29	784.19	784.19
L	16030+57.21	54.29	784.19	784.21
M	16030+67.21	54.29	784.19	784.23
N	16030+77.21	54.29	784.18	784.25
O	16030+87.21	54.29	784.16	784.27
P	16030+97.21	54.29	784.13	784.27
Q	16031+07.21	54.29	784.09	784.26
R	16031+17.21	54.29	784.05	784.23
S	16031+27.21	54.29	784.00	784.19
T	16031+37.21	54.29	783.95	784.12
U	16031+47.21	54.29	783.88	784.04
V	16031+57.21	54.29	783.81	783.94
W	16031+67.21	54.29	783.74	783.83
X	16031+77.21	54.29	783.65	783.69
⊕ Brg. E. Abut	16031+86.20	54.29	783.57	783.57
Bk. E. Abut	16031+87.46	54.29	783.56	783.56

* Offset measured from ⊕ Stuenkel Rd.

* Order a(E), a₂(E) and a₃(E) bars full length.
Cut to fit skew and use remainder of bars in opposite end.



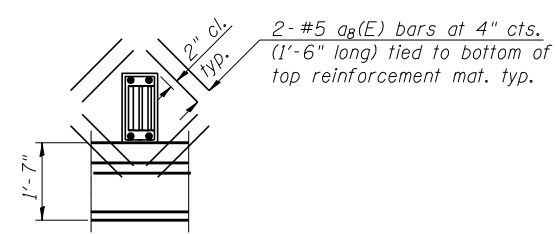
DECK PLAN

NOTES:

- See Sheet 9 thru 11 of 35 for superstructure details.
- See Sheet 10 of 35 for Bill of Material.
- Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
- See Sheets 10 and 12 of 35 for parapet reinforcement.
- For Scupper locations see Sheet 1 and 16 of 35.
- 1/8" Aluminum Sheet ASTM B209 alloy 3003-H14, coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

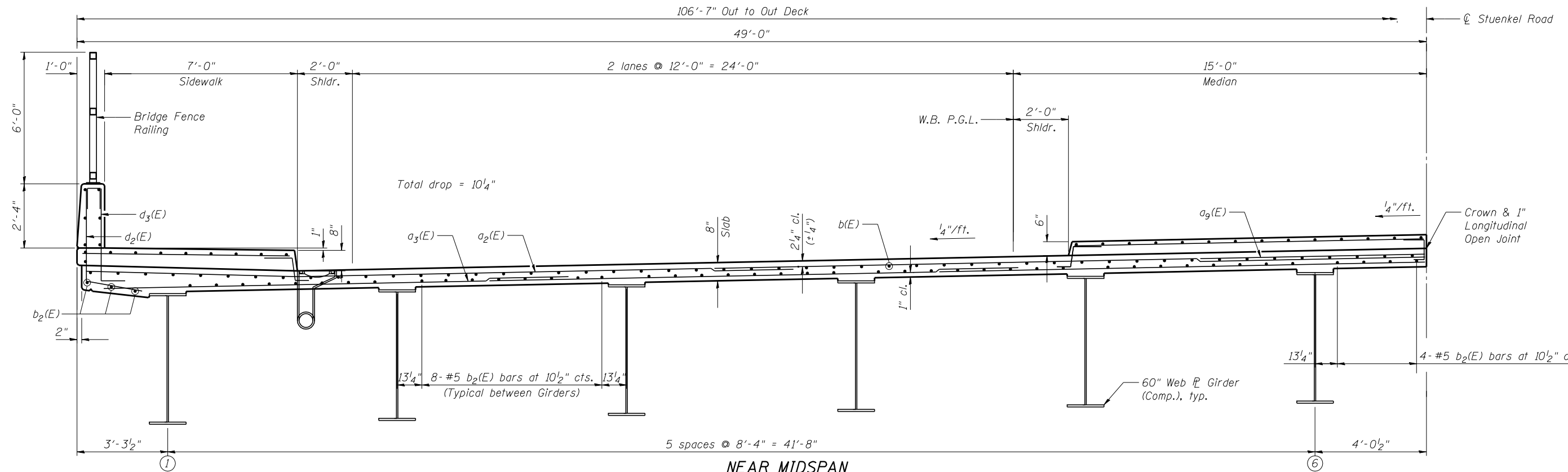
MINIMUM BAR LAPS

Bar	Lap
#4	2'-7"
#5	3'-3"
#6	3'-10"

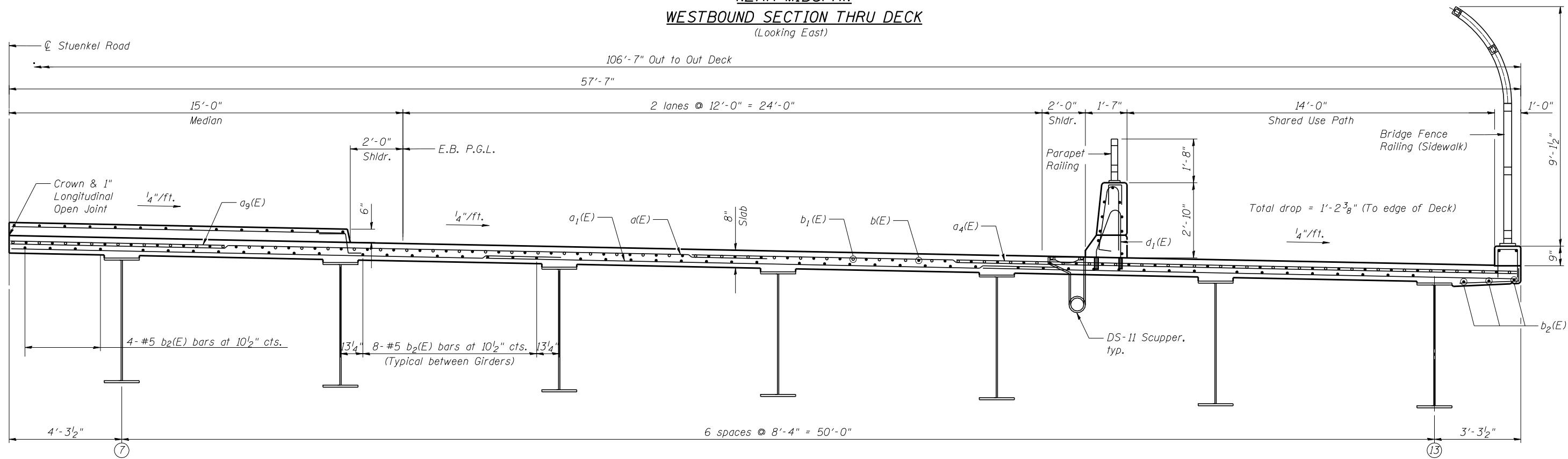


SCUPPER PLAN

Note:
Cut longitudinal reinforcement to clear drainage scuppers.



**NEAR MIDSPAN
WESTBOUND SECTION THRU DECK**
(Looking East)



**NEAR PIER
EASTBOUND SECTION THRU DECK**
(Looking East)

NOTES:

1. For median, curb and sidewalk reinforcement, see Sheet 10 of 35.

TYLIN INTERNATIONAL

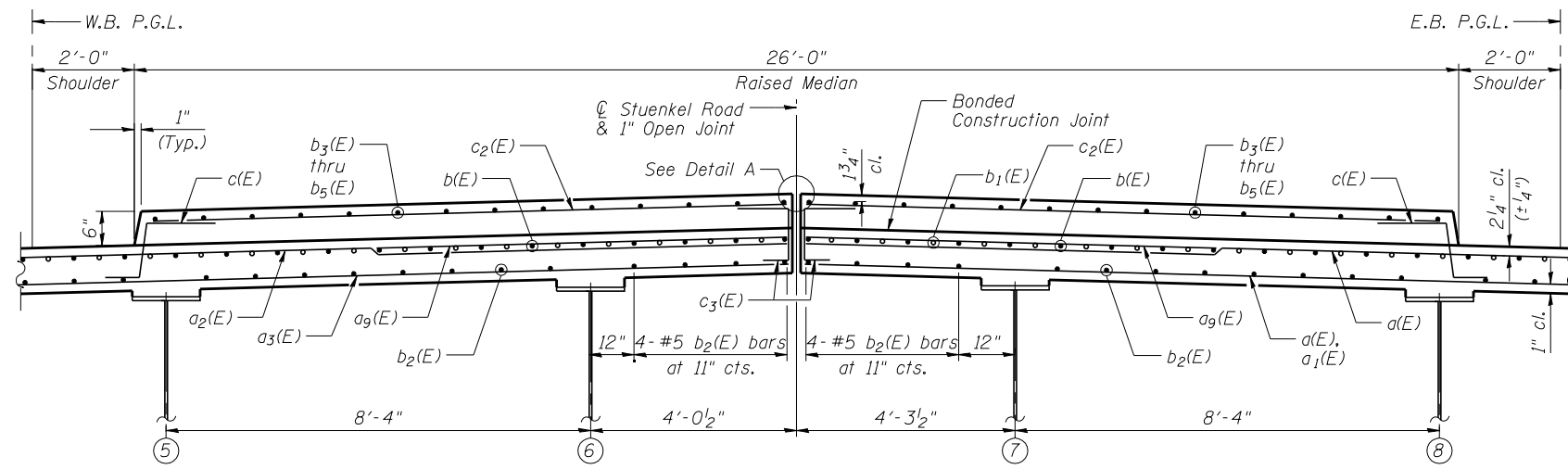
USER NAME =	DESIGNED - PK	REVISED -
PLOT SCALE =	CHECKED - SP	REVISED -
PLOT DATE =	DRAWN - PK	REVISED -
	CHECKED - SP	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS - 1
STRUCTURE NO. 099-0526**

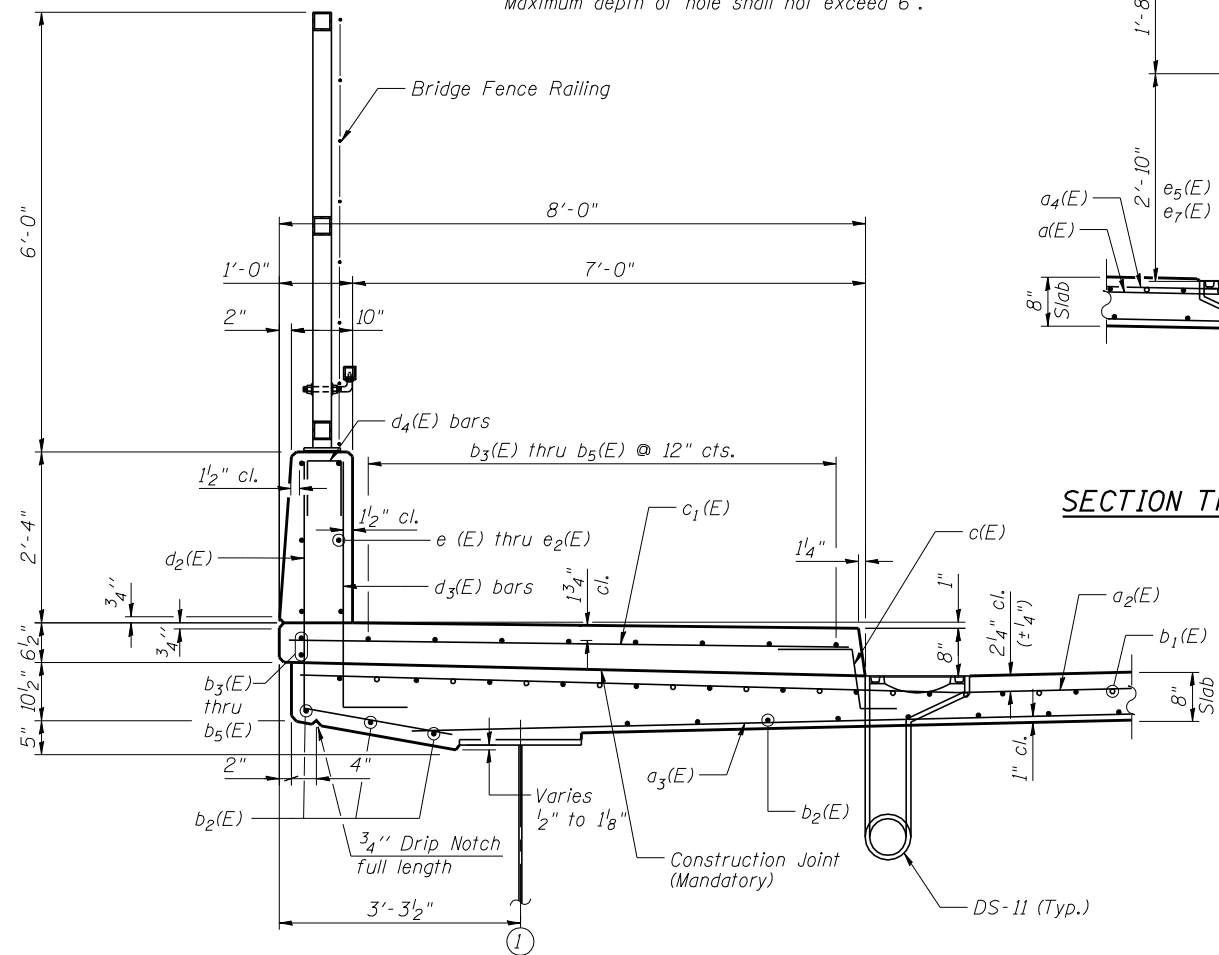
SHEET NO. 9 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-1HB-R	WILL	63	31
			CONTRACT NO. 60T40	
ILLINOIS FED. AID PROJECT				

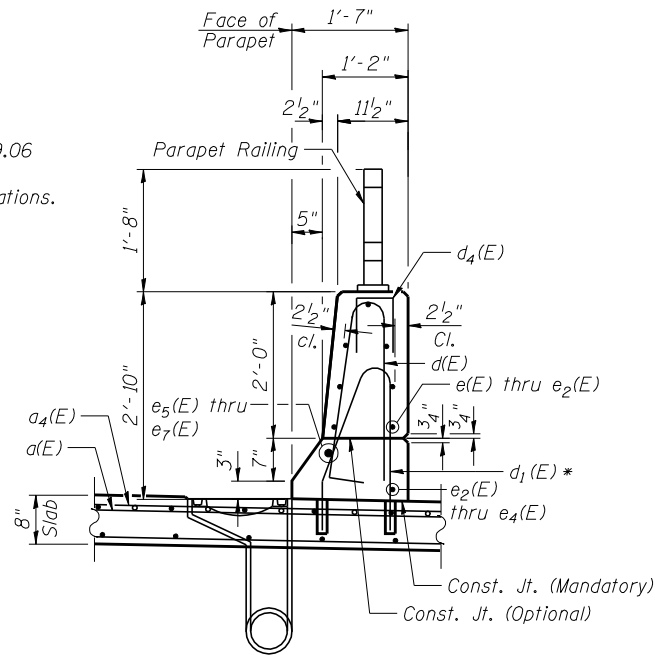


SECTION THRU MEDIAN
(Looking east)

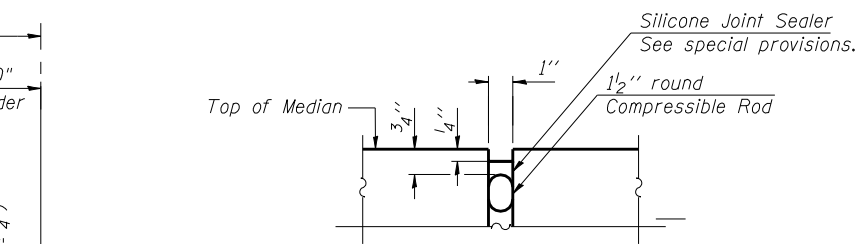
* Core and set #5 d₁(E) bar according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 6\"/>



SECTION THRU NORTH PARAPET



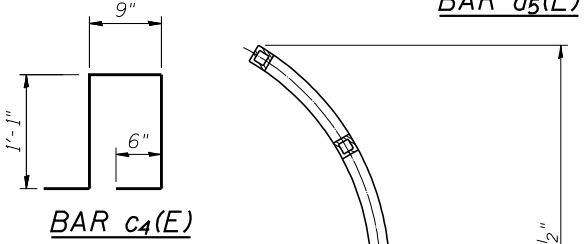
SECTION THRU SOUTH PARAPET



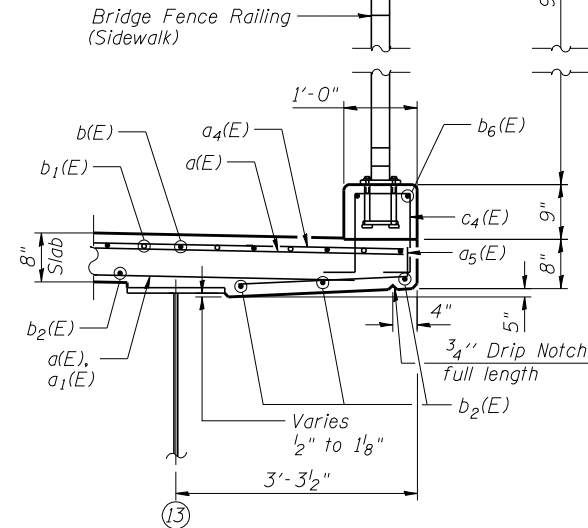
DETAIL A



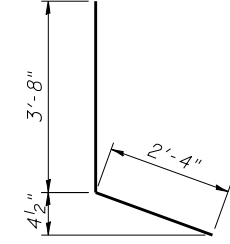
BAR a₅(E)



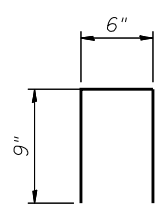
BAR c₄(E)



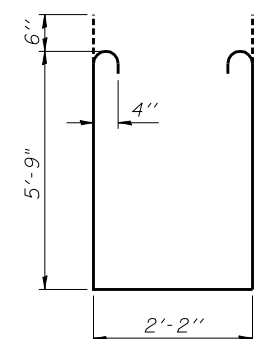
SECTION THRU SOUTH FASCIA



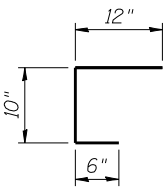
BAR d₂(E)



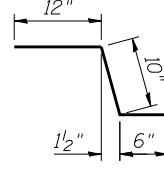
BAR d₄(E)



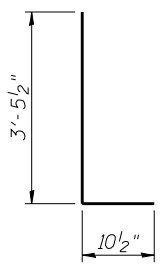
BAR s₁(E)



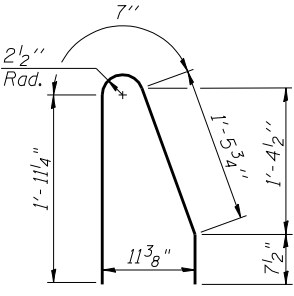
BAR c₃(E)



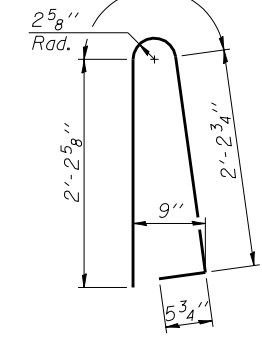
BAR c(E)



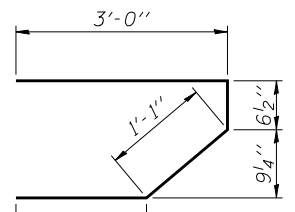
BAR d₃(E)



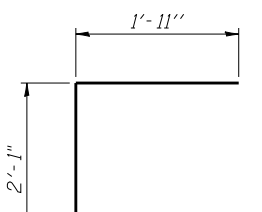
BAR d₁(E)



BAR d(E)



BAR s(E)



BAR v(E)

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a (E)	1170	#5	30'-3"	—
a ₁ (E)	1071	#5	21'-2"	—
a ₂ (E)	571	#5	48'-6"	—
a ₃ (E)	370	#5	48'-1"	—
a ₄ (E)	562	#6	21'-6"	—
a ₅ (E)	371	#5	2'-8"	—
a ₆ (E)	8	#5	30'-8"	—
a ₇ (E)	8	#5	26'-3"	—
a ₈ (E)	80	#5	1'-6"	—
a ₉ (E)	1138	#6	8'-4"	—
b (E)	972	#5	32'-0"	—
b ₁ (E)	318	#6	29'-3"	—
b ₂ (E)	816	#5	35'-7"	—
b ₃ (E)	152	#5	28'-3"	—
b ₄ (E)	76	#5	19'-8"	—
b ₅ (E)	152	#5	33'-0"	—
b ₆ (E)	18	#4	31'-5"	—
c (E)	786	#5	2'-4"	—
c ₁ (E)	262	#5	7'-8"	—
c ₂ (E)	524	#5	12'-8"	—
c ₃ (E)	524	#5	2'-4"	—
c ₄ (E)	316	#4	3'-11"	—
d (E)	286	#5	5'-7"	—
d ₁ (E)	286	#5	4'-8"	—
d ₂ (E)	262	#4	6'-0"	—
d ₃ (E)	262	#6	4'-4"	—
d ₄ (E)	112	#4	2'-0"	—
e (E)	78	#4	16'-7"	—
e ₁ (E)	91	#4	16'-10"	—
e ₂ (E)	28	#4	19'-8"	—
e ₃ (E)	3	#4	35'-1"	—
e ₄ (E)	4	#4	31'-6"	—
e ₅ (E)	3	#8	37'-2"	—
e ₆ (E)	4	#8	33'-11"	—
e ₇ (E)	2	#8	19'-8"	—
m (E)	20	#6	30'-8"	—
m ₁ (E)	44	#6	11'-10"	—
m ₂ (E)	22	#6	8'-1"	—
m ₃ (E)	4	#6	3'-0"	—
m ₄ (E)	20	#6	26'-4"	—
m ₅ (E)	2	#6	3'-9"	—
m ₆ (E)	2	#6	4'-0"	—
m ₇ (E)	4	#6	9'-10"	—
m ₈ (E)	4	#6	10'-1"	—
s (E)	228	#5	6'-10"	—
s ₁ (E)	204	#4	14'-8"	—
v (E)	216	#5	4'-0"	—
Reinforcement Bars, Epoxy Coated		Pound	259,990	
Concrete Superstructure		Cu. Yds.	1,056.0	

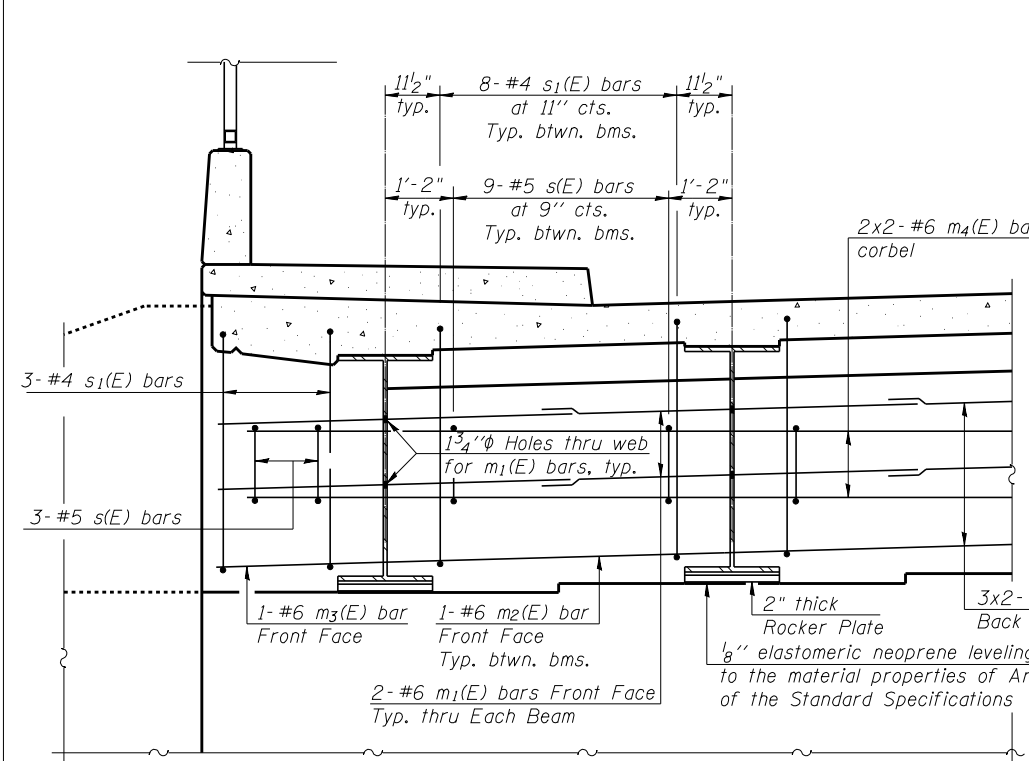
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	PLOT SCALE =	CHECKED - SP	REVISED -
	PLOT DATE =	DRAWN - PK	REVISED -
		CHECKED - SP	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

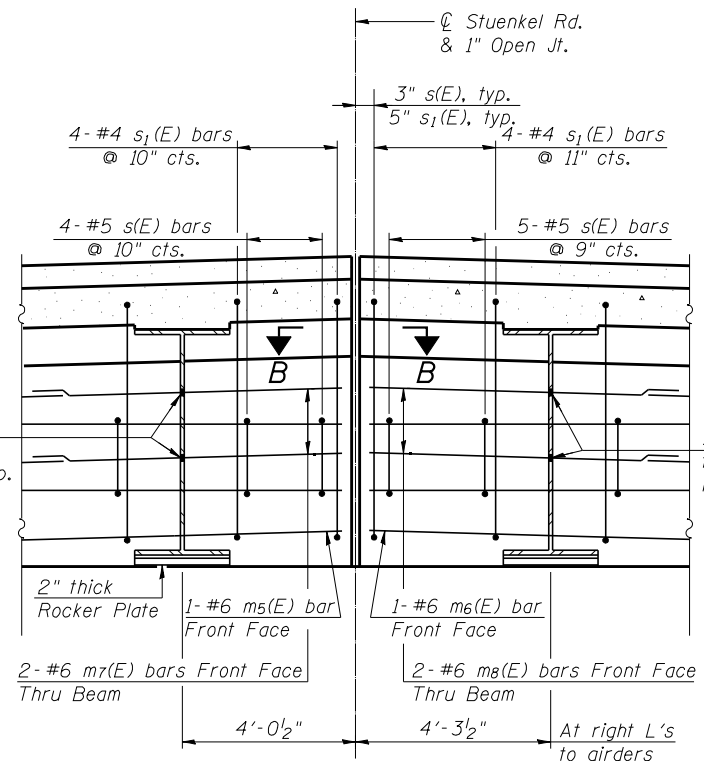
SUPERSTRUCTURE DETAILS - 2
STRUCTURE NO. 099-0526

SHEET NO. 10 OF 35 SHEETS

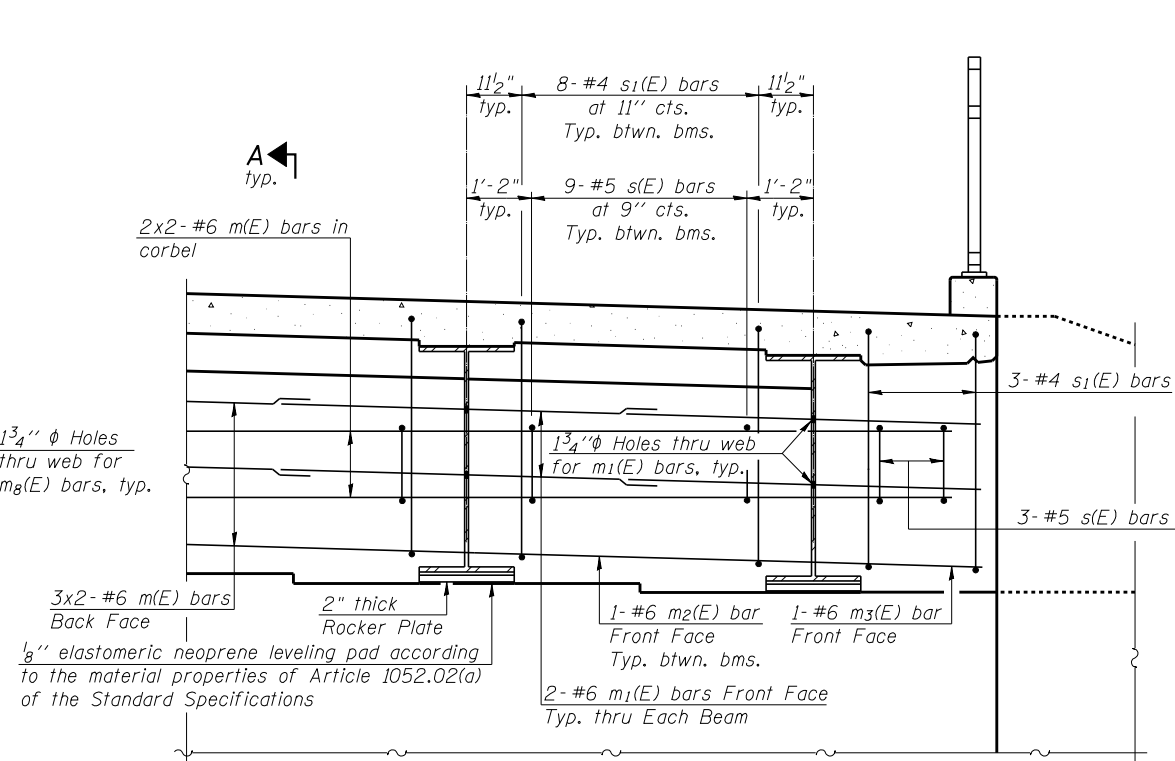
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-1HB-R	WILL	63	32
CONTRACT NO. 60T40			ILLINOIS FED. AID PROJECT	



NORTH OF \bar{C} STUENKEL ROAD

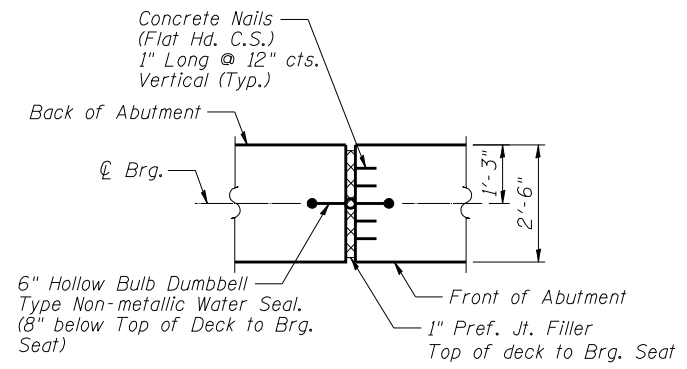


NEAR \bar{C} STUENKEL ROAD



SOUTH OF \bar{C} STUENKEL ROAD

DIAPHRAGM ELEVATION AT ABUTMENT
East Abutment shown, West Abutment similar.



SECTION B-B

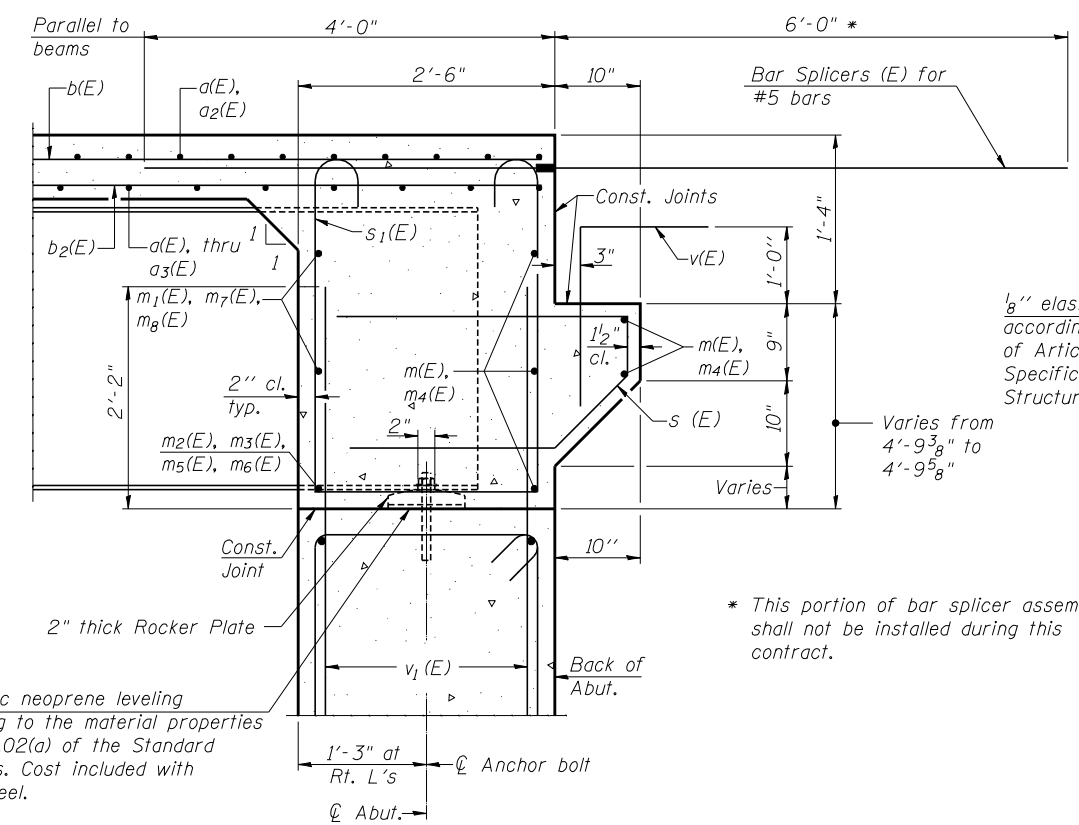
Cost of Water Seal included with Concrete Superstructure.

NOTES:

1. Reinforcement bars in diaphragm are billed with superstructure on sheet 10 of 35.
2. Concrete in diaphragm is included with Concrete Superstructure on sheet 10 of 35.
3. For details of bars s(E) & s1(E) see sheet 10 of 35.
4. The s(E) and s1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

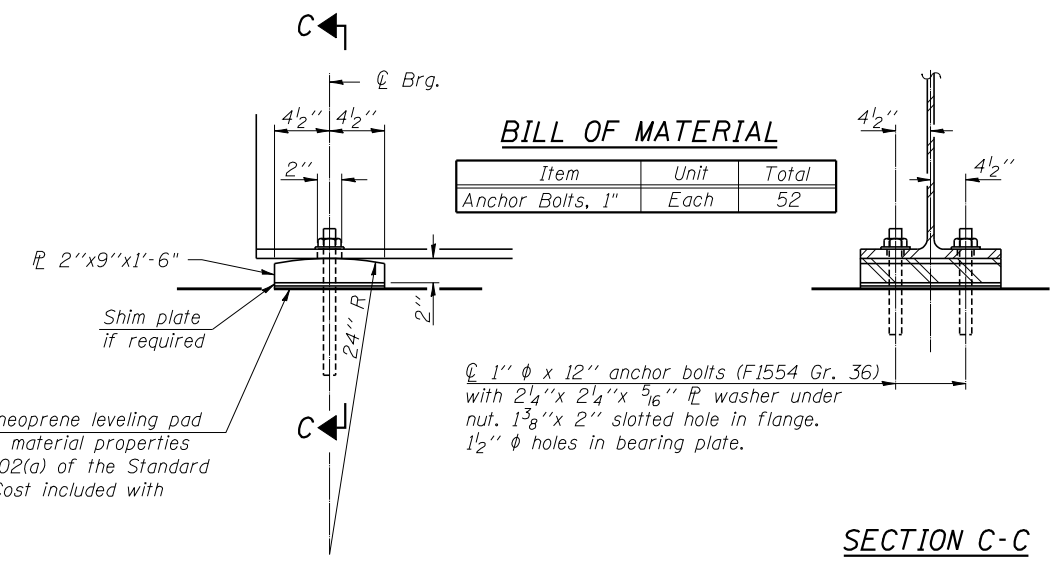
MIN. BAR LAP

#6 bar = 3'-4"



SECTION A-A

Dimensions at right angles to abutment, except as shown.



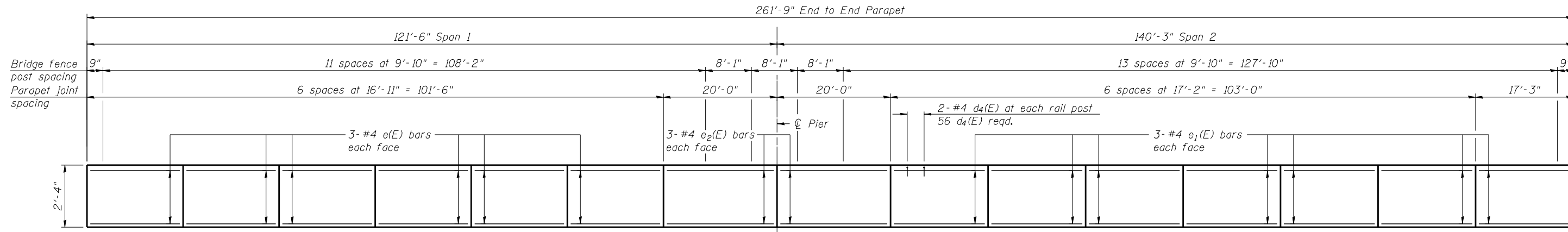
BILL OF MATERIAL

ELEVATION AT ABUTMENT

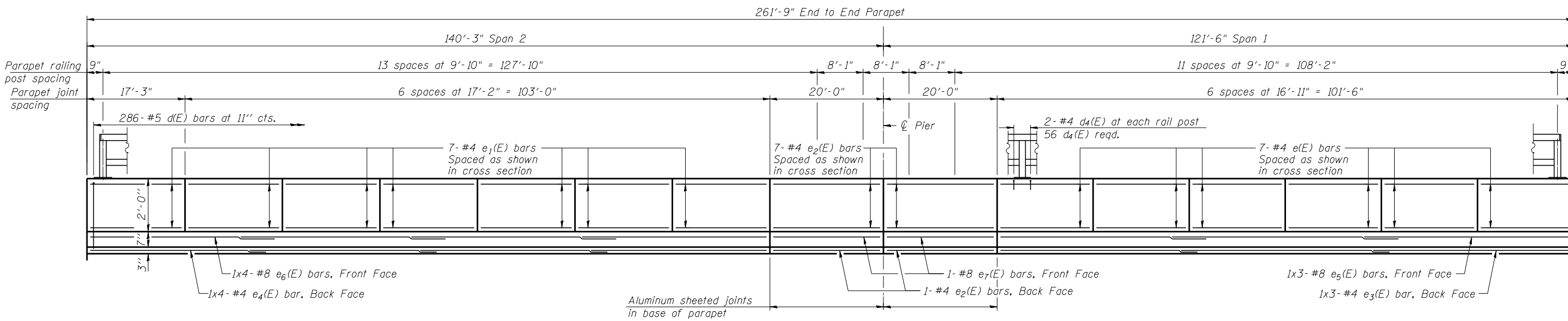
FIXED BEARING

Notes for Fixed Bearings:

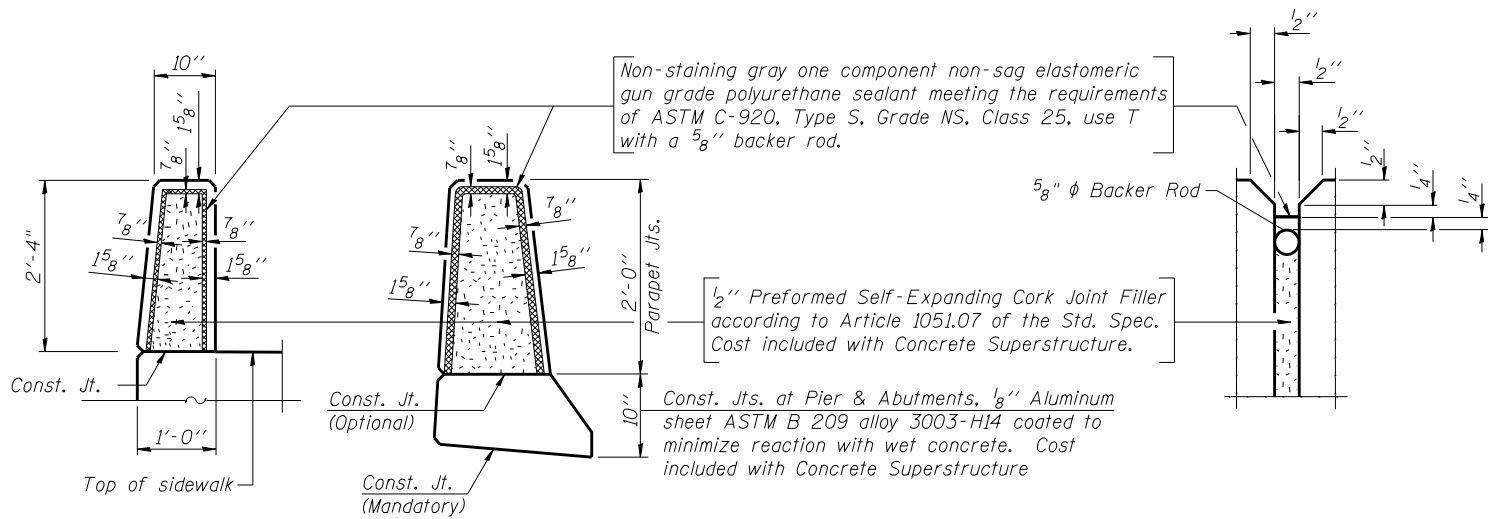
1. Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternative material) of the grade and diameter specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
2. Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
3. Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
4. Two 1/8 inch adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.



INSIDE ELEVATION OF PARAPET
(North Parapet - Bridge Fence Railing not shown for clarity)



INSIDE ELEVATION OF PARAPET
(South Parapet)



PARAPET JOINT DETAILS

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

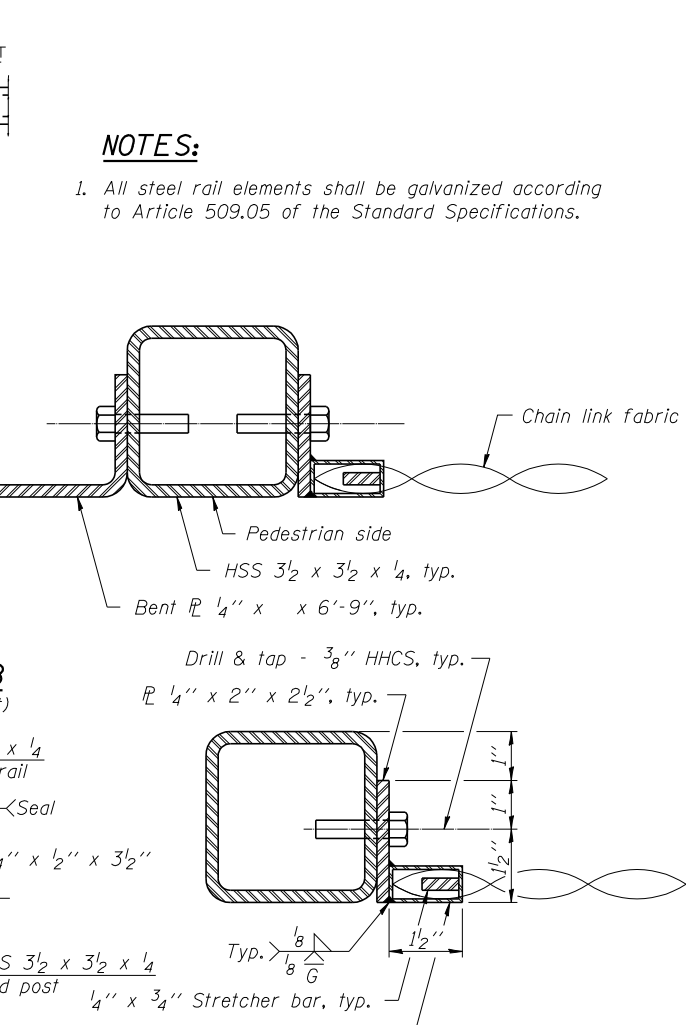
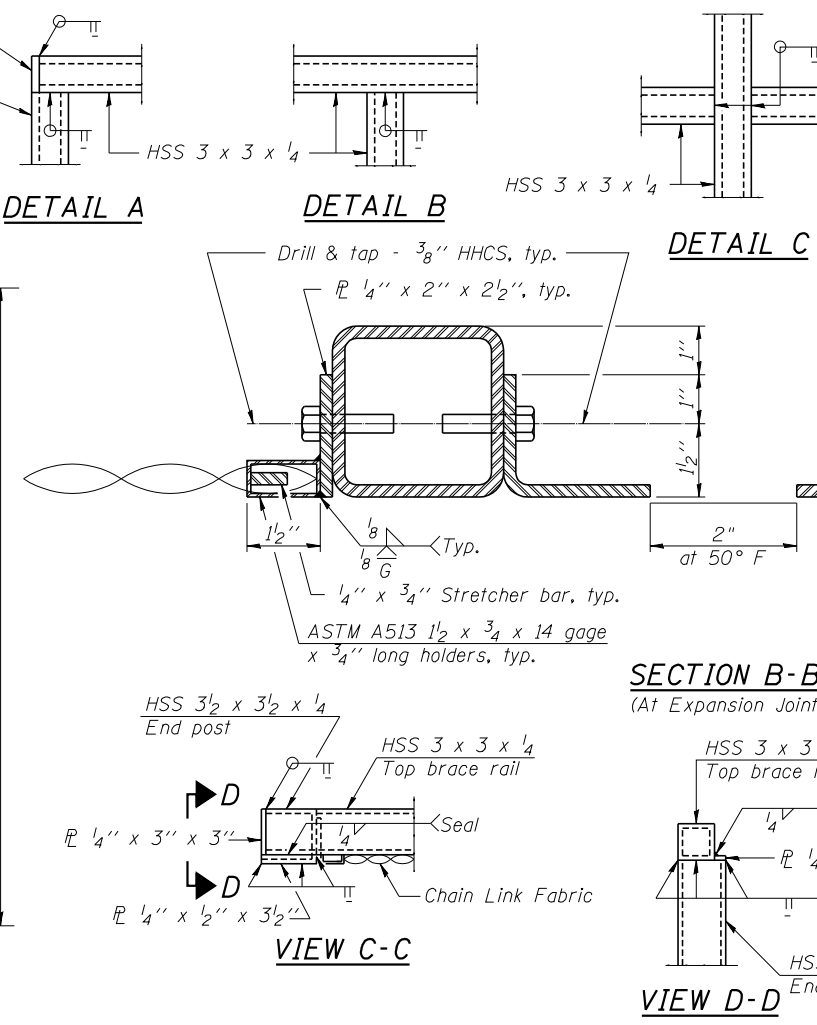
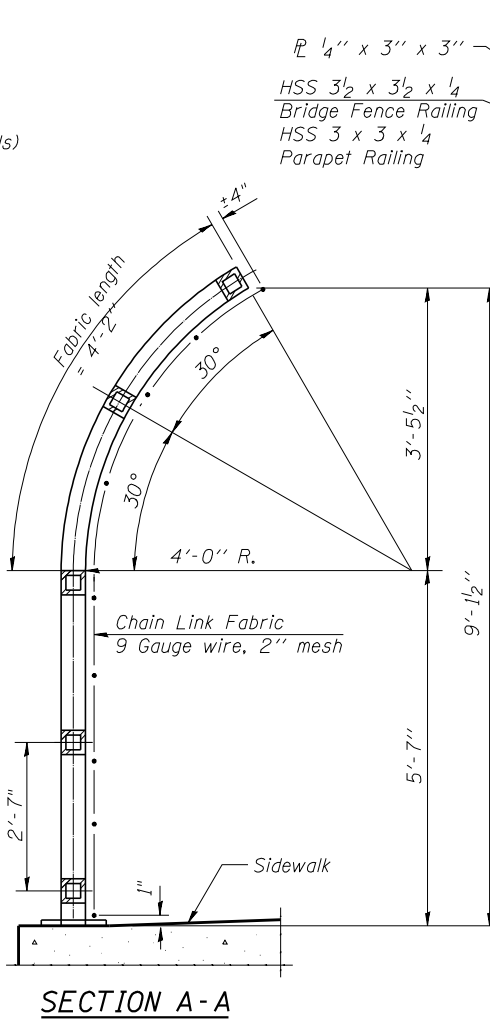
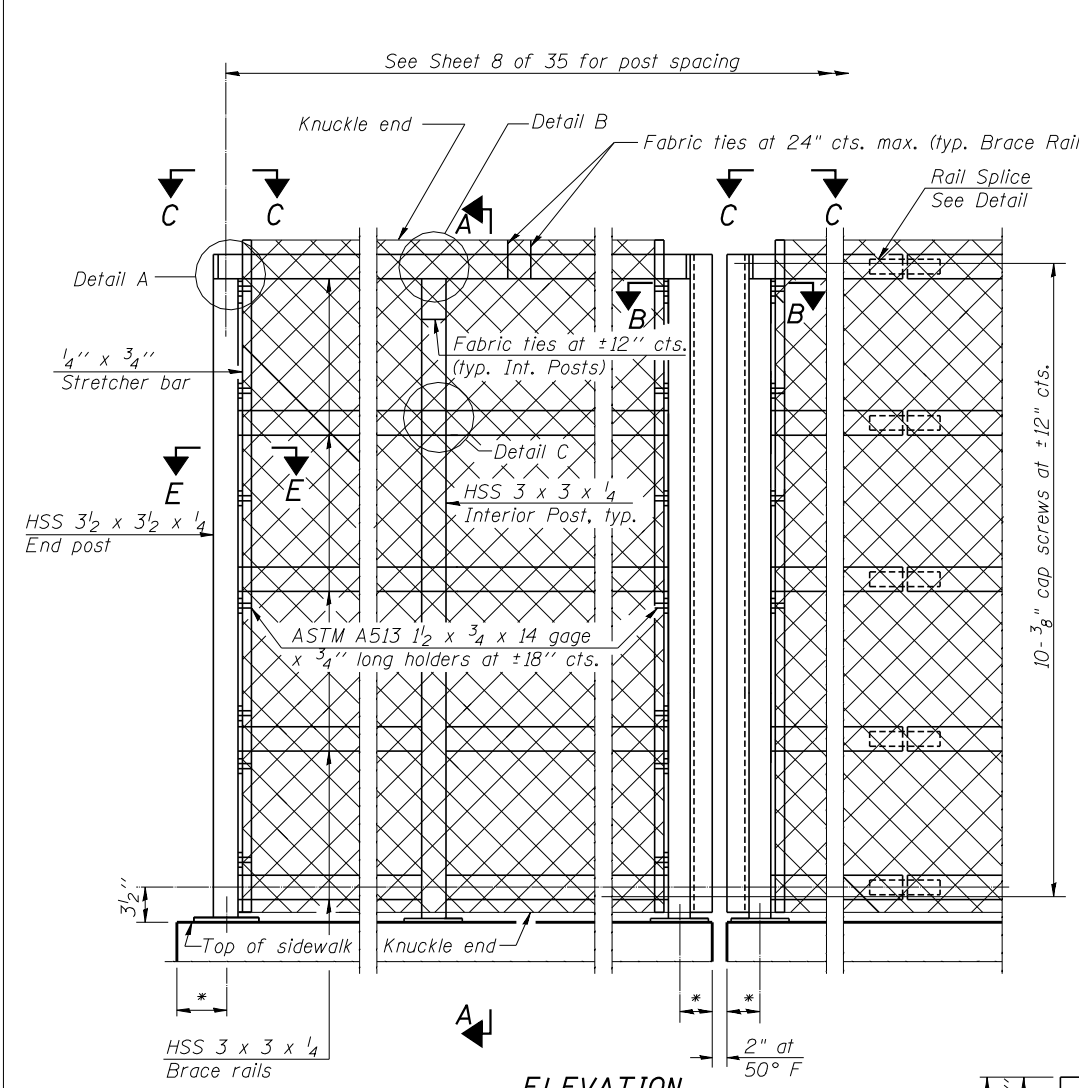
TYLIN INTERNATIONAL	USER NAME =	DESIGNED - PK	REVISED -
	PLOT SCALE =	CHECKED - SP	REVISED -
	PLOT DATE =	DRAWN - PK	REVISED -
		CHECKED - SP	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

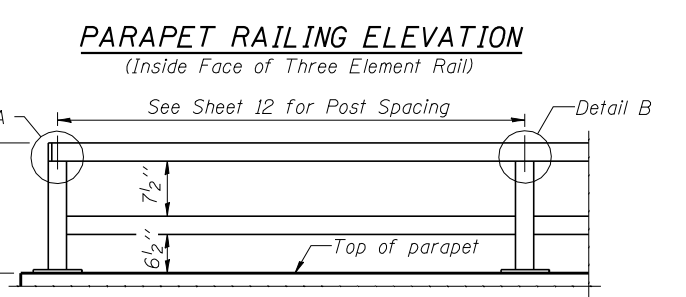
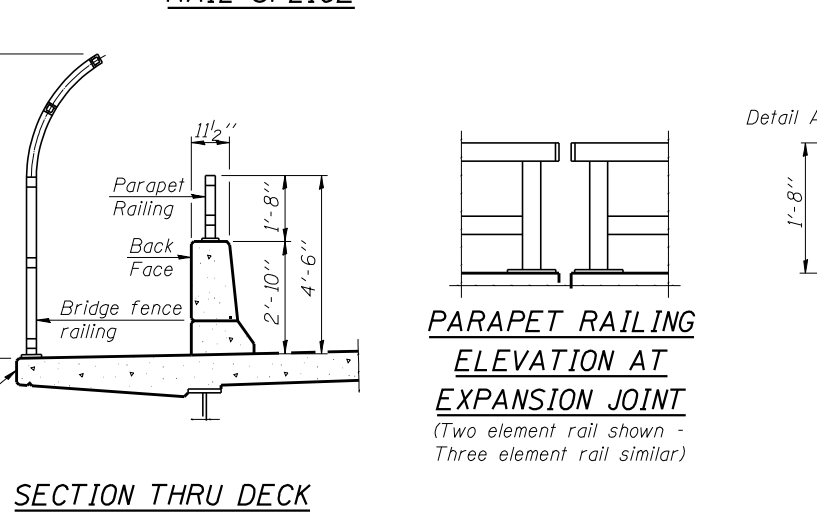
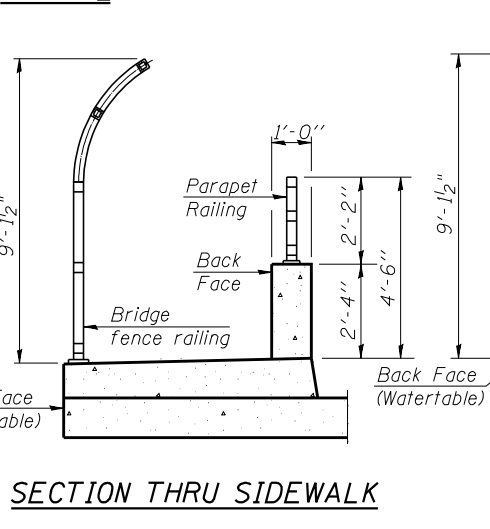
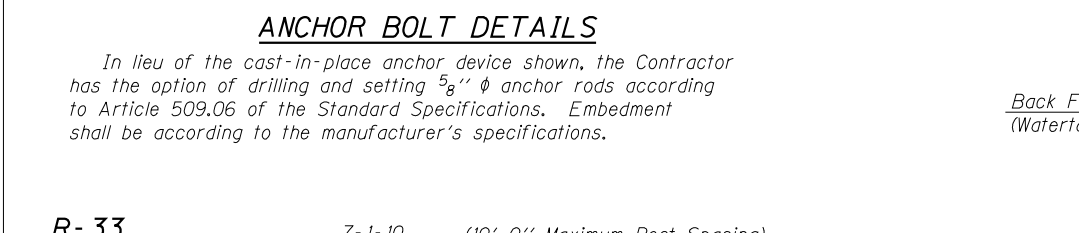
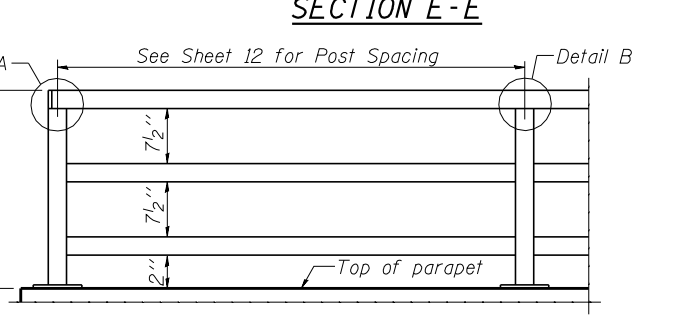
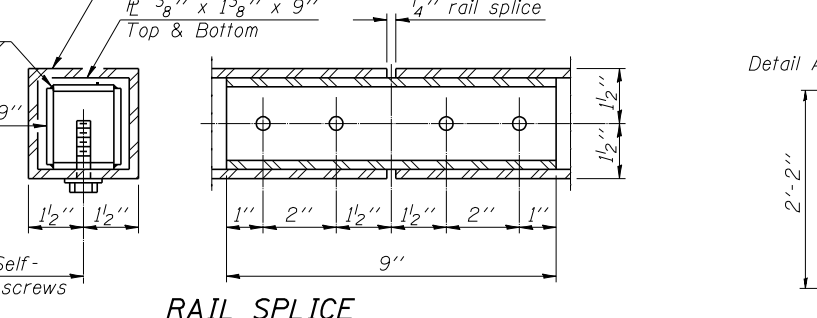
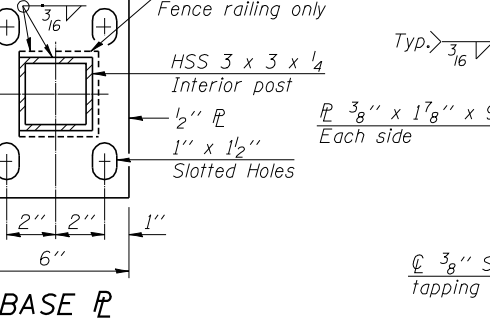
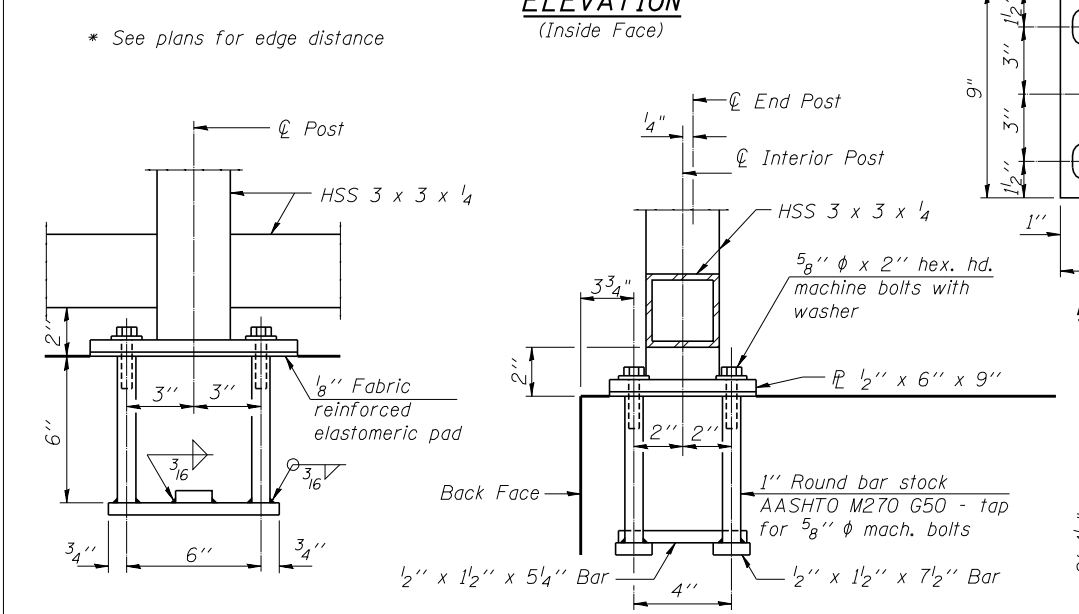
PARAPET ELEVATIONS
STRUCTURE NO. 099-0526

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-1HB-R	WILL	63	34
CONTRACT NO. 60T40				
ILLINOIS FED. AID PROJECT				

SHEET NO. 12 OF 35 SHEETS



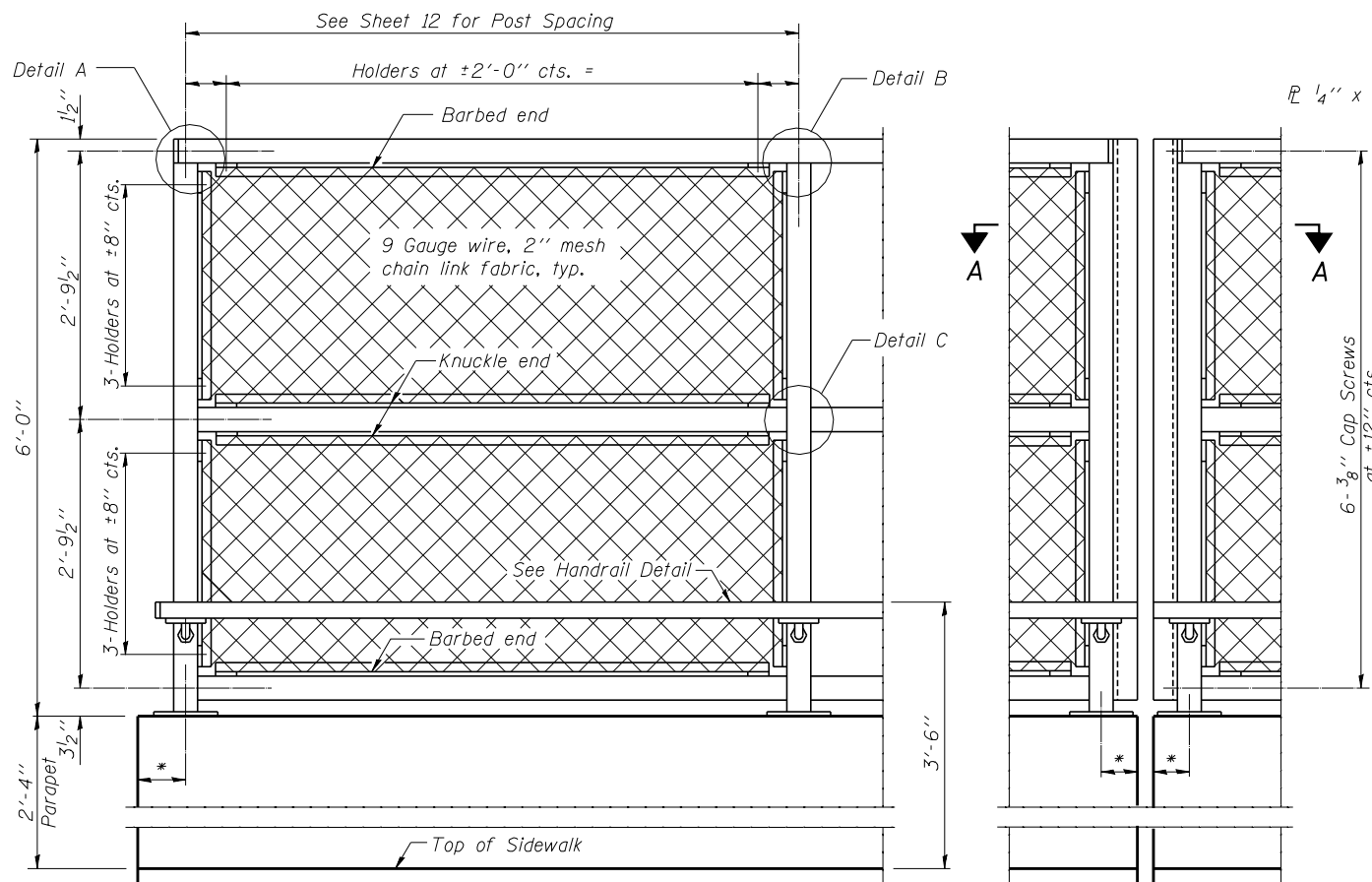
NOTES:
 1. All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.



PARAPET RAILING ELEVATION AT EXPANSION JOINT
 (Two element rail shown - Three element rail similar)

BILL OF MATERIAL

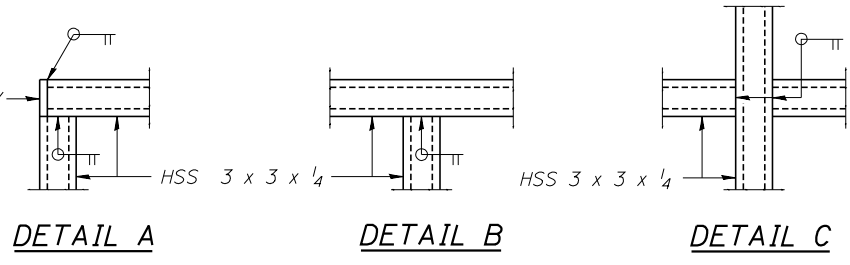
Item	Unit	Quantity
Bridge Fence Railing (Sidewalk)	Foot	260
Parapet Railing	Foot	261



ELEVATION
(Inside Face)

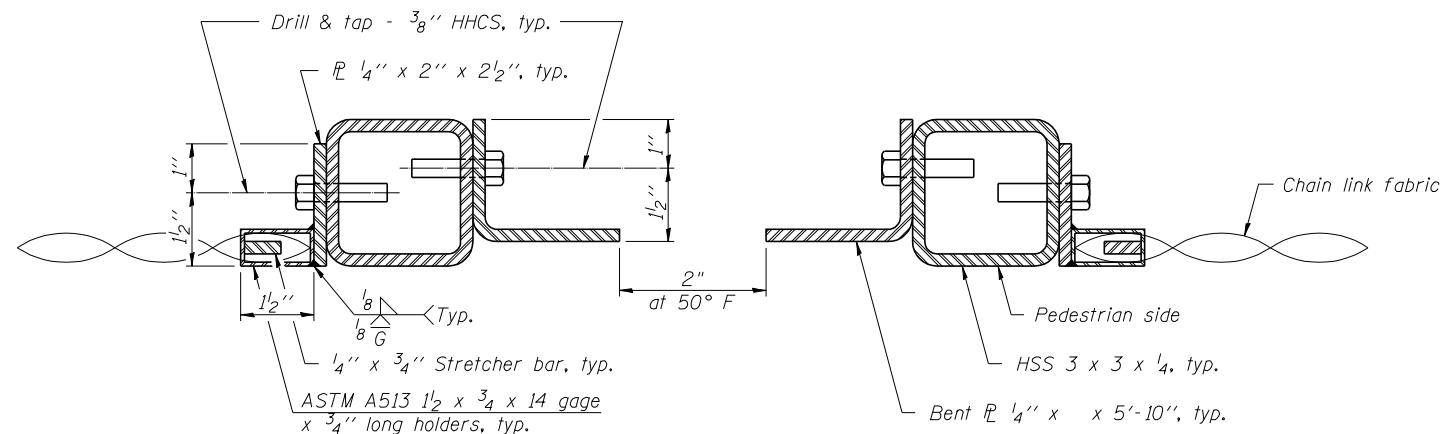
ELEVATION
(At Expansion Joint)

* See plans for edge distance

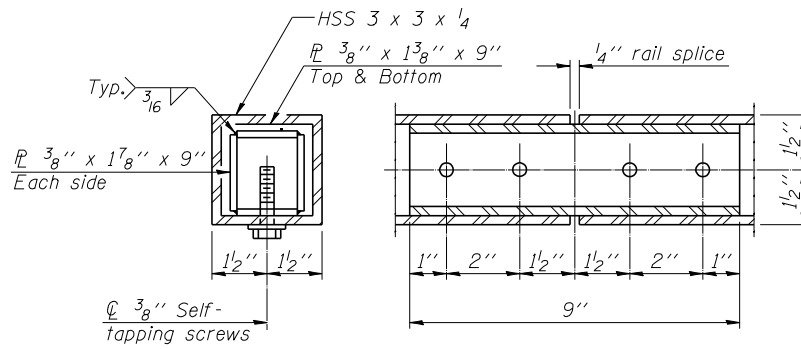


DETAIL A **DETAIL B** **DETAIL C**

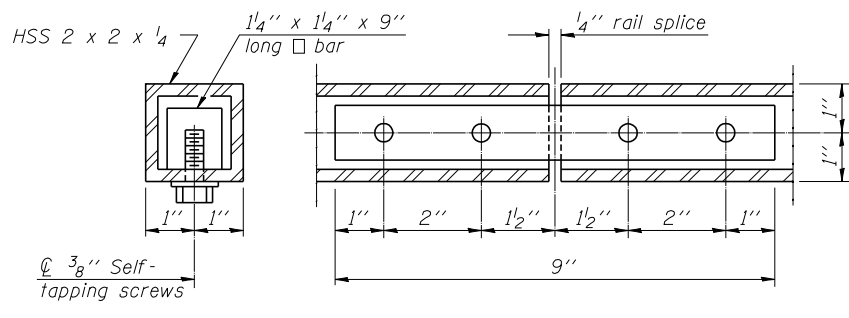
NOTES:
1. All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.



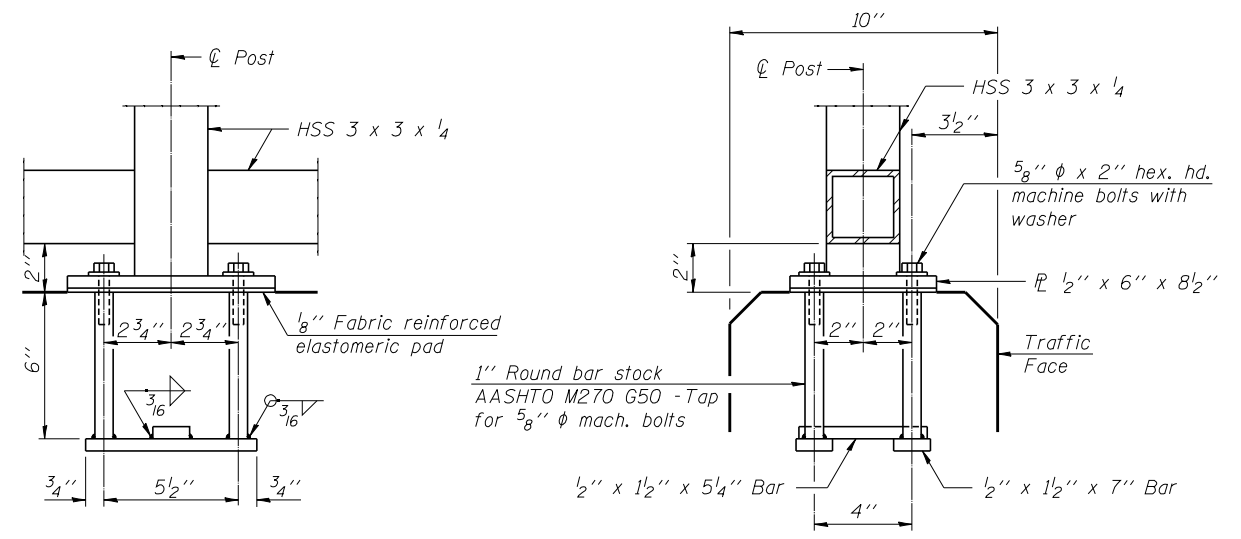
SECTION A-A



RAIL SPLICE

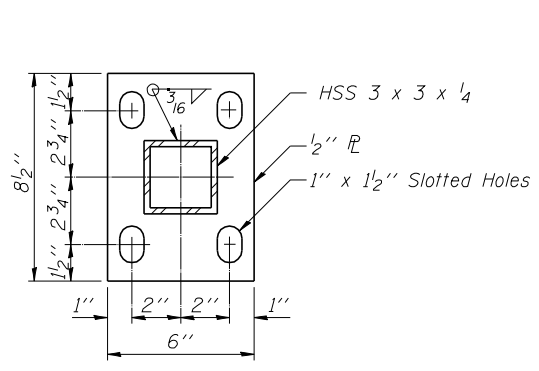


HANDRAIL SPLICE

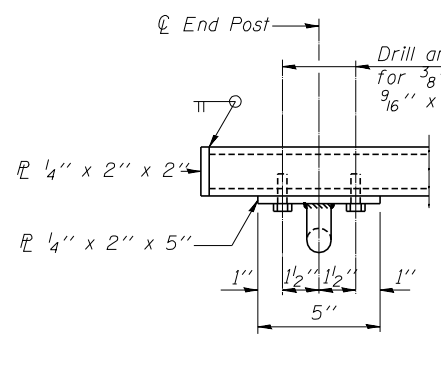


ANCHOR BOLT DETAILS

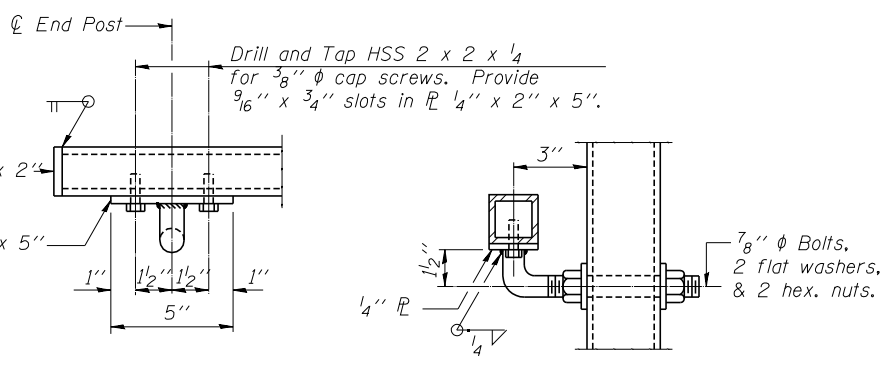
In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" ϕ anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



BASE R



BASE R
(Handrail)



HANDRAIL DETAIL

BILL OF MATERIAL

Item	Unit	Quantity
Bridge Fence Railing	Foot	261

R-28 7-1-10 (10'-0" Maximum Post Spacing)

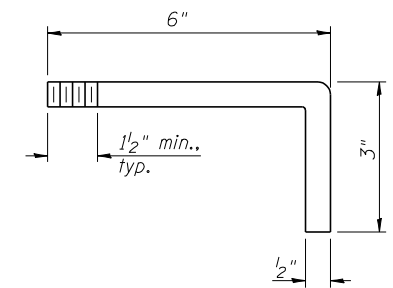
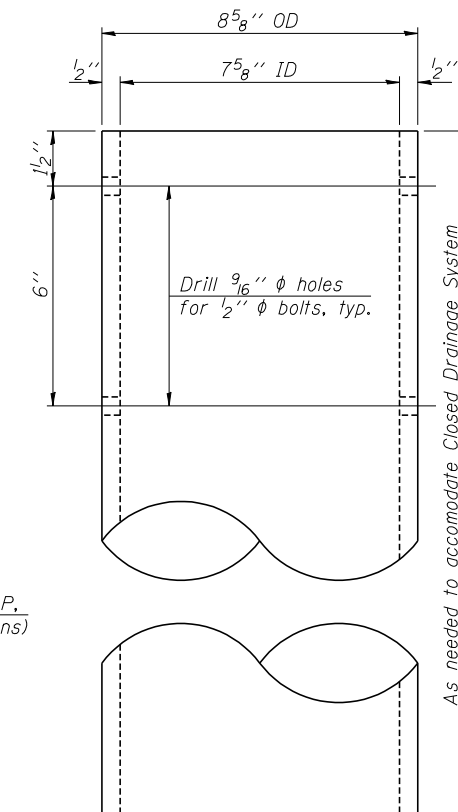
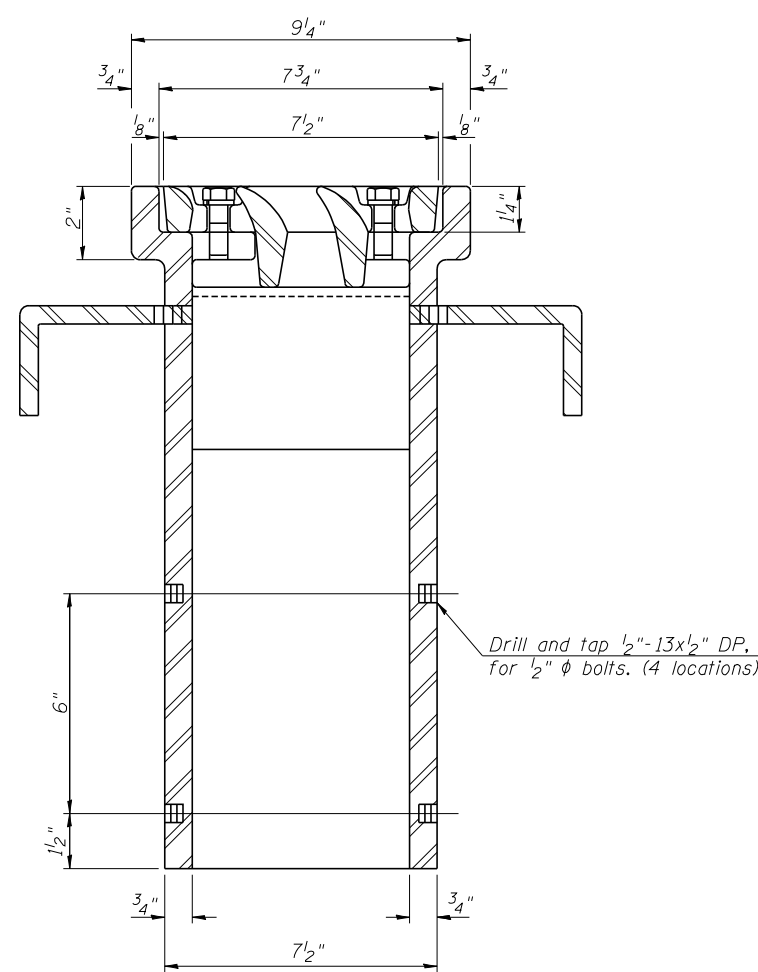
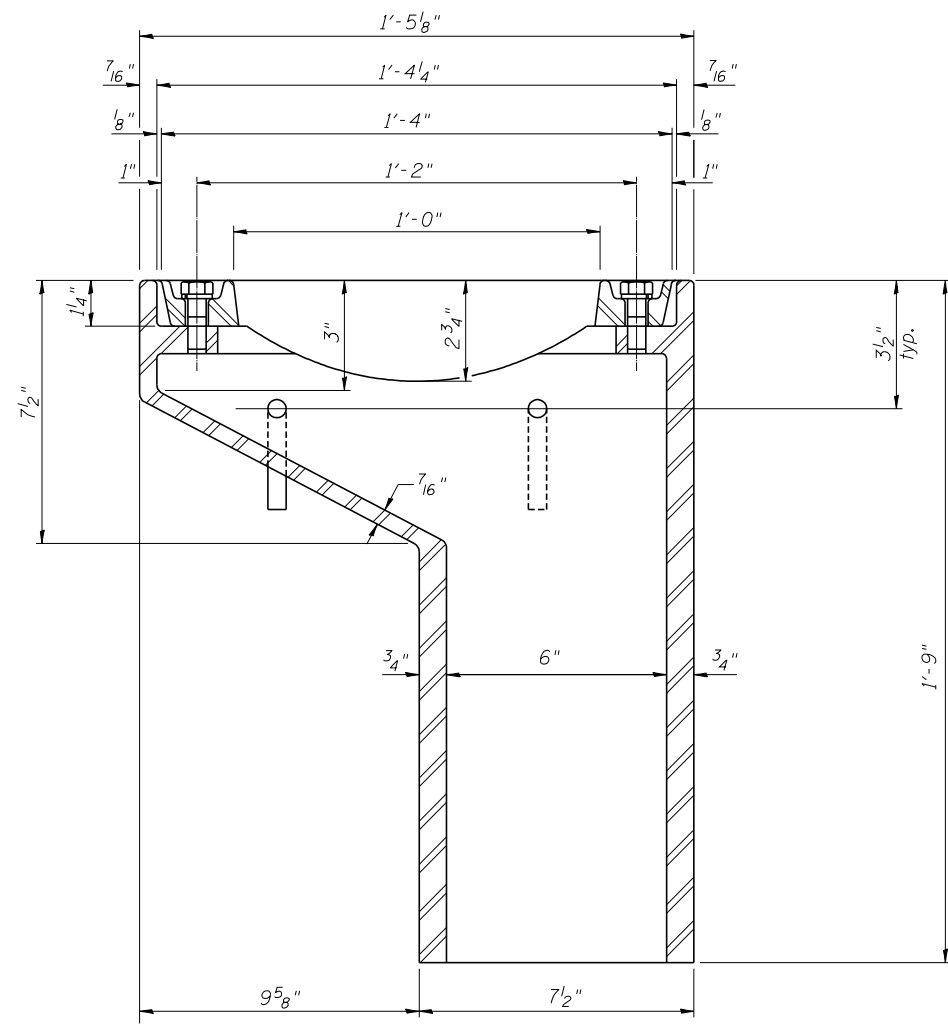
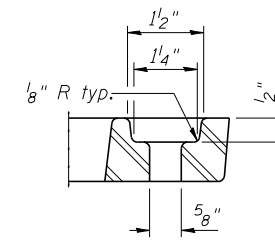
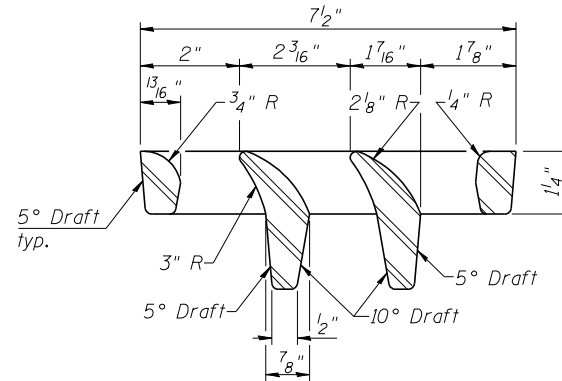
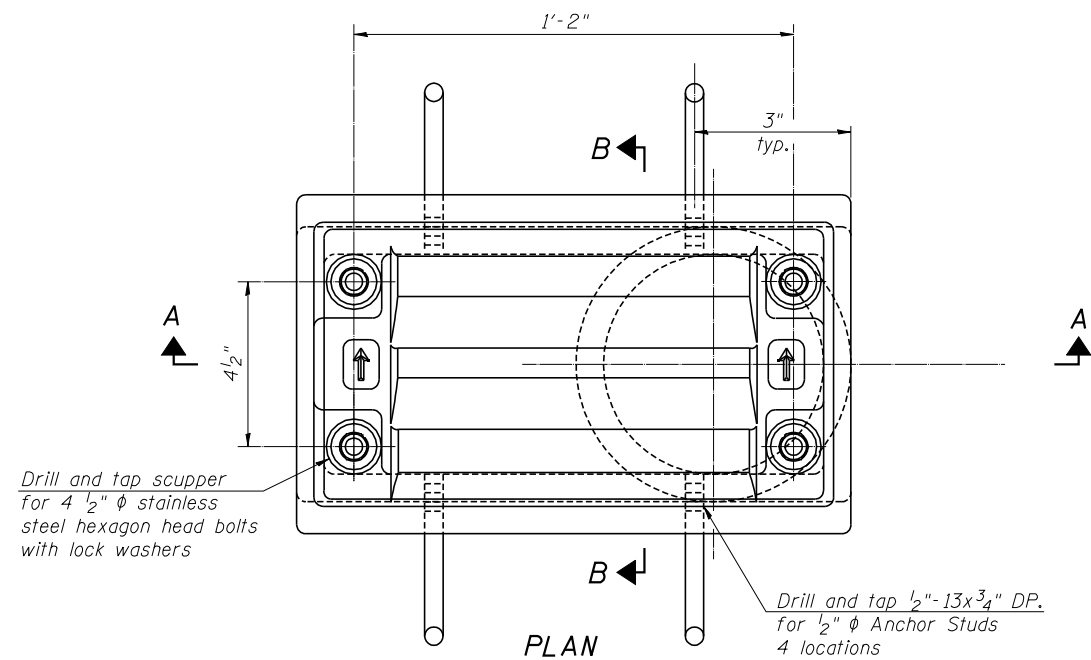
TYLIN INTERNATIONAL	USER NAME =	DESIGNED - PK	REVISED -
	PLOT SCALE =	CHECKED - SP	REVISED -
	PLOT DATE =	DRAWN - PK	REVISED -
		CHECKED - SP	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE FENCE RAILING, PARAPET MOUNTED
STRUCTURE NO. 099-0526

SHEET NO. 14 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-1HB-R	WILL	63	36
			CONTRACT NO. 60T40	
ILLINOIS FED. AID PROJECT				



See sheet 10 of 28 for scupper location relative to parapet.

Notes:
 All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.
 Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.
 Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.
 As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.
 Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.
 The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.
 Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-11.
 Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.

ANCHOR STUD DETAIL

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	10

DS-11 7-1-10

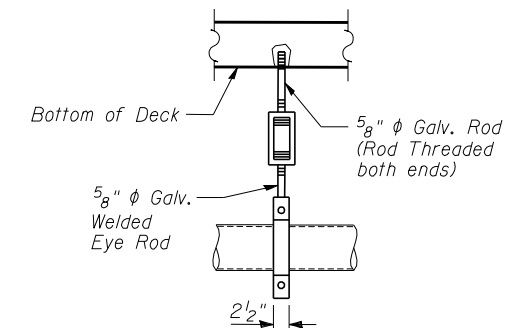
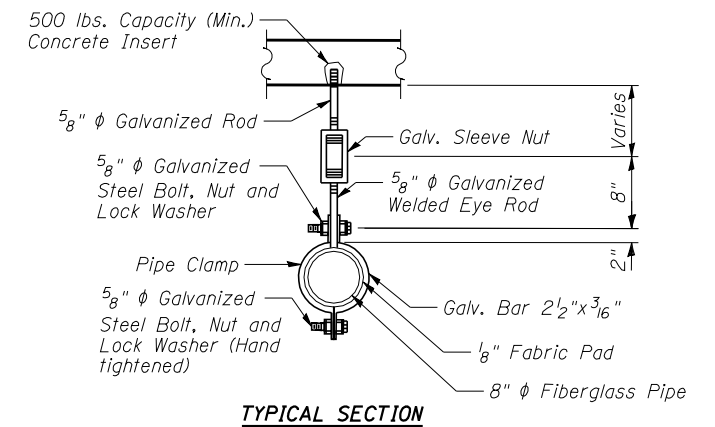
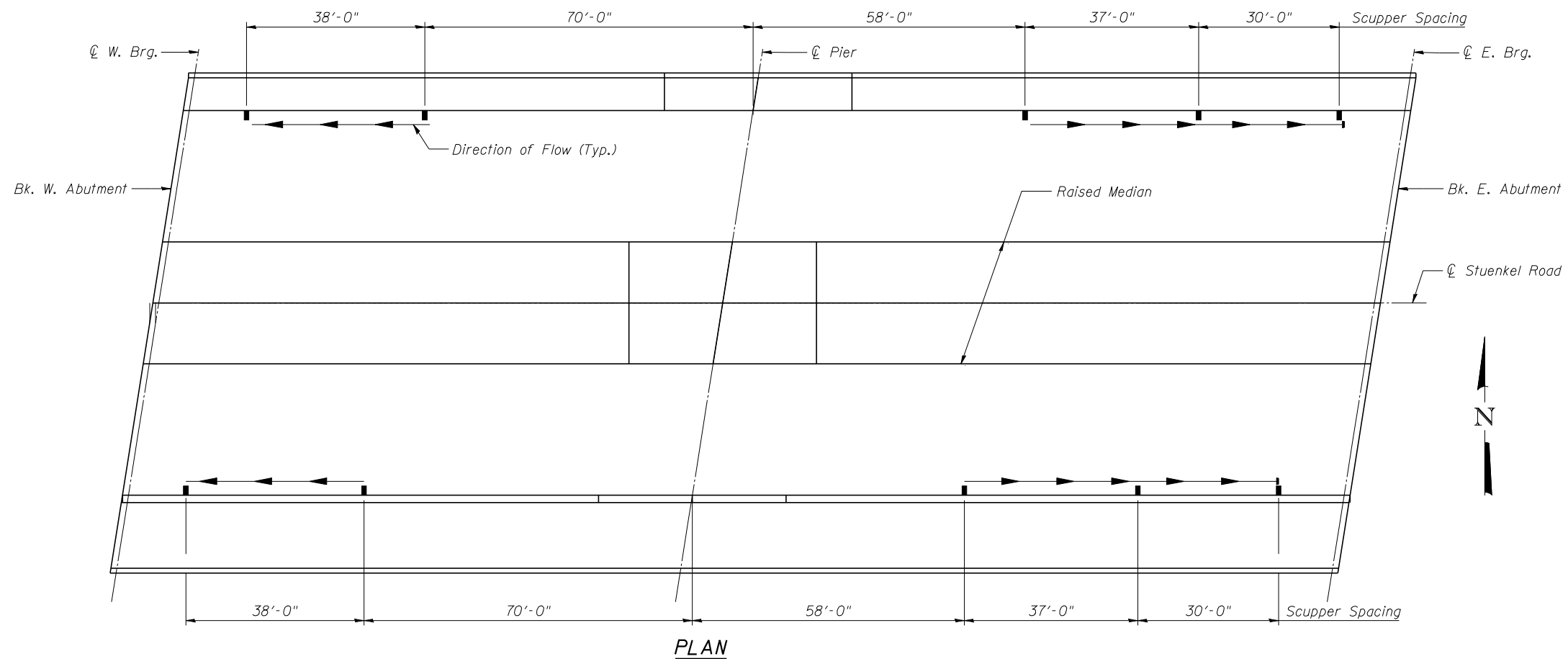
USER NAME =	DESIGNED - PK	REVISED -
PLOT SCALE =	CHECKED - SP	REVISED -
PLOT DATE =	DRAWN - PK	REVISED -
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

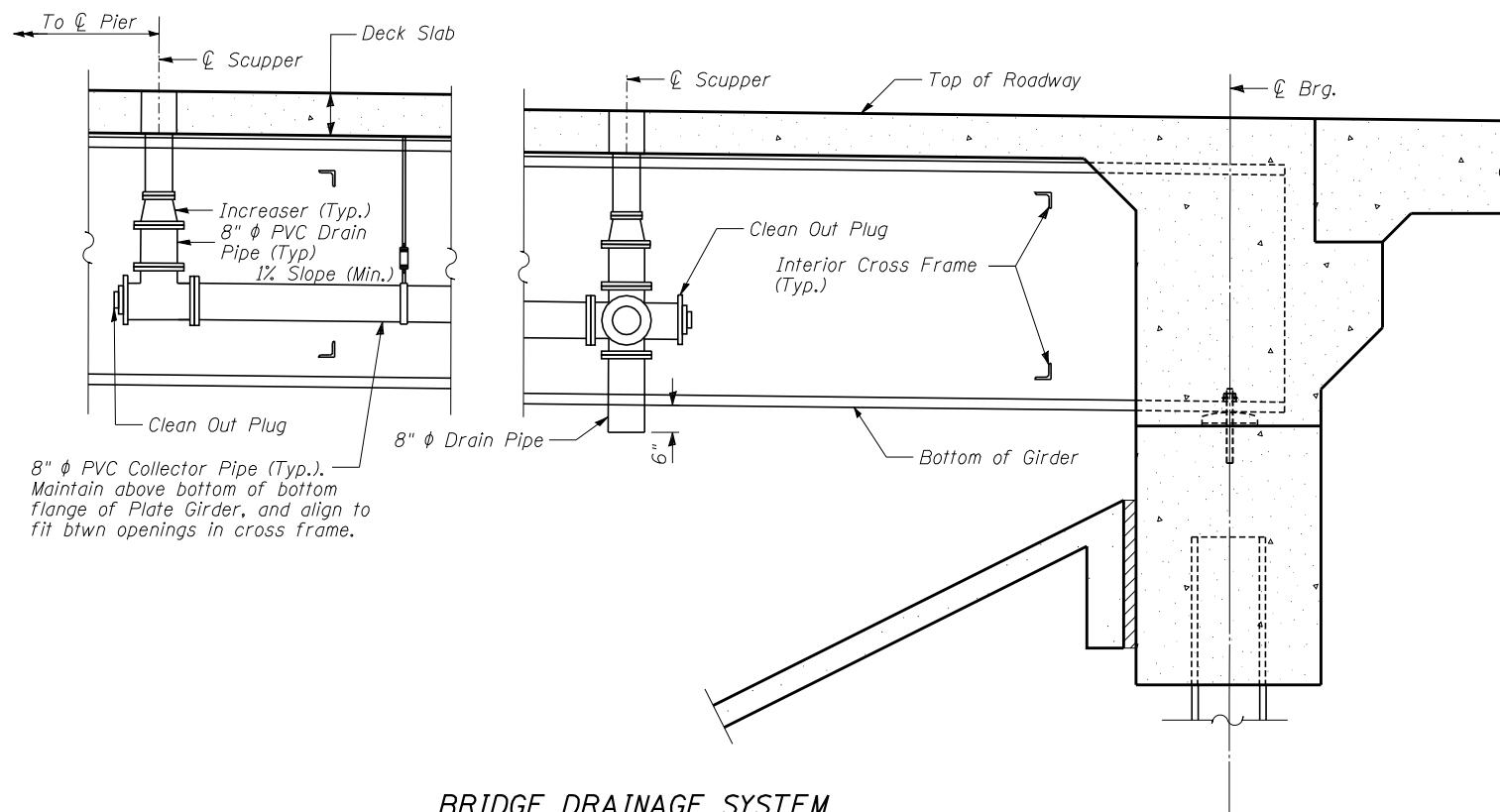
**DRAINAGE SCUPPER, DS-11
 STRUCTURE NO. 099-0526**

SHEET NO. 15 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-1HB-R	WILL	63	37
			CONTRACT NO. 60T40	
ILLINOIS FED. AID PROJECT				



PIPE HANGER DETAIL



BILL OF MATERIAL

ITEM	UNIT	TOTAL
Drainage System	L Sum	1

NOTES

1. See Special Provisions for additional requirements.
2. Pipe hangers shall have a load capacity of not less than 500 lbs.
3. Contractor to provide shop drawings for drainage system.

TYLIN INTERNATIONAL

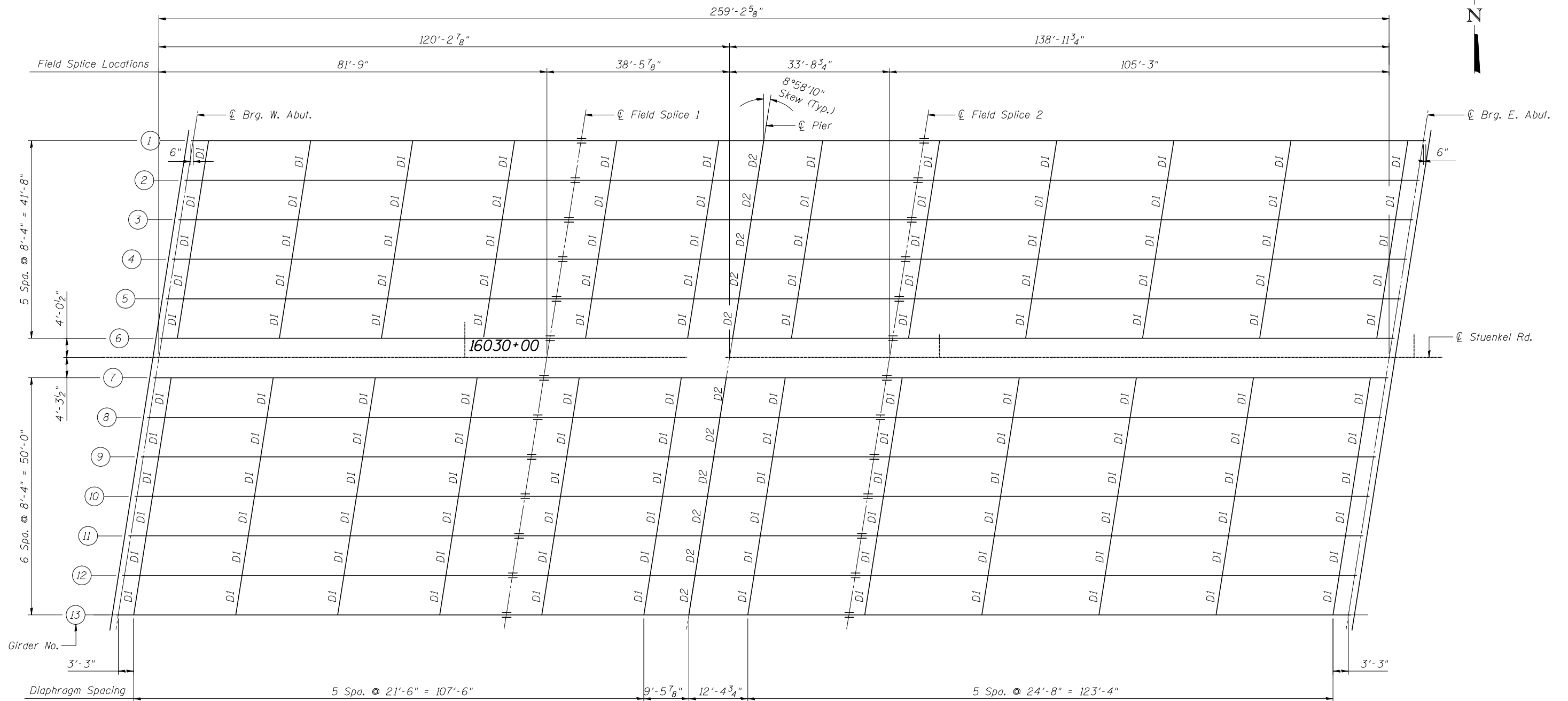
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PLOT SCALE =	CHECKED - SP	REVISED -
PLOT DATE =	DRAWN - PK	REVISED -
	CHECKED - SP	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SYSTEM
STRUCTURE NO. 099-0526

SHEET NO. 16 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-1HB-R	WILL	63	38
			CONTRACT NO. 60T40	
ILLINOIS FED. AID PROJECT				

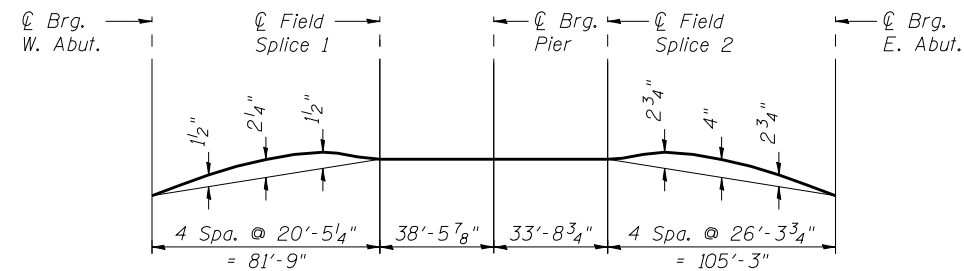


FRAMING PLAN

TOP OF WEB ELEVATIONS

For Fabrication Only

Girder	℄ Brg. W. Abut.	℄ Field Splice 1	℄ Brg. Pier	℄ Field Splice 2	℄ Brg. E. Abut.
1	783.09	783.44	783.46	783.48	782.76
2	783.25	783.61	783.64	783.67	782.95
3	783.42	783.78	783.82	783.84	783.14
4	783.58	783.95	783.99	784.02	783.33
5	783.74	784.12	784.16	784.20	783.51
6	783.90	784.29	784.34	784.37	783.70
7	783.89	784.28	784.33	784.37	783.71
8	783.70	784.11	784.16	784.20	783.55
9	783.52	783.93	783.99	784.03	783.39
10	783.33	783.75	783.81	783.86	783.23
11	783.15	783.57	783.64	783.69	783.07
12	782.96	783.40	783.46	783.52	782.91
13	782.77	783.21	783.28	783.34	782.74



CAMBER DIAGRAM - GIRDERS 1 THRU 13

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Structural Steel	L Sum	1
Stud Shear Connectors	Each	10,088

NOTES:

- All structural steel for girders and splice plates shall conform to the requirements of AASHTO M270, Grade 50.
- All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

TYLIN INTERNATIONAL

USER NAME =
 PLOT SCALE =
 PLOT DATE =

DESIGNED - PK
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 CHECKED - SP

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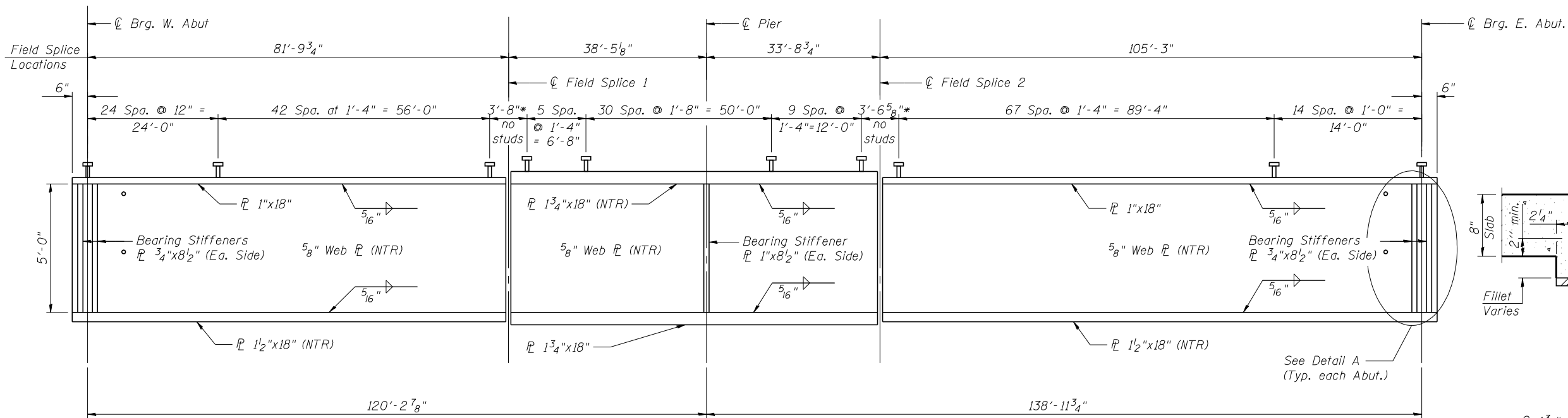
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**FRAMING PLAN
 STRUCTURE NO. 099-0526**

SHEET NO. 17 OF 35 SHEETS

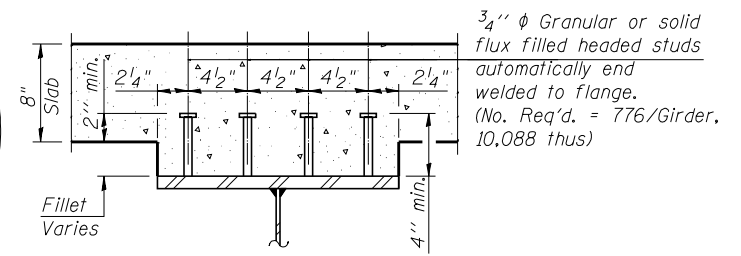
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-1HB-R	WILL	63	39

CONTRACT NO. 60T40
 ILLINOIS FED. AID PROJECT



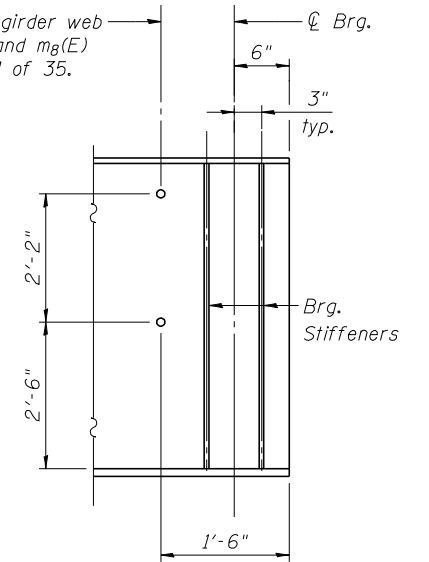
GIRDER ELEVATION

* Contractor shall adjust shear stud spacing at Field Splice to provide minimum of 3" clearance from shear stud to splice plate.



SECTION A-A

ϕ 1 3/4" ϕ Holes in girder web for m₁(E), m₇(E) and m₈(E) bars. See sheet 11 of 35.



DETAIL "A"

INTERIOR GIRDER MOMENT TABLE				
		0.4 Sp. 1	Pier	0.6 Sp. 2
I _s	(in ⁴)	52,573	71,322	52,573
I _c (n)	(in ⁴)	116,170	132,081	116,170
I _c (3n)	(in ⁴)	84,892	100,726	84,892
I _c (cr)	(in ⁴)	-	82,204	-
S _s	(in ³)	1,872	2,246	1,872
S _c (n)	(in ³)	2,420	2,722	2,420
S _c (3n)	(in ³)	2,220	2,525	2,220
S _c (cr)	(in ³)	-	2,853	-
DC1	(k/ft)	1,219	1,28	1,219
M _{DC1}	(k)	995	2,855	1,698
DC2	(k/ft)	0,354	0,354	0,354
M _{DC2}	(k)	296	795	503
DW	(k/ft)	0,417	0,417	0,417
M _{DW}	(k)	349	935	592
M _κ · IM	(k)	1,847	2,169	2,133
M _u (Strength I)	(k)	5,368	9,762	7,372
ϕ _r M _n	(k)	12,312	10,589	12,121
f _s DC1	(ksi)	6.4	15.3	10.9
f _s DC2	(ksi)	1.6	3.3	2.7
f _s DW	(ksi)	1.9	3.9	3.2
f _s (κ+IM)	(ksi)	9.2	9.1	10.6
f _s (Service II)	(ksi)	21.8	34.3	30.6
0.95R _h F _{yf}	(ksi)	47.5	47.5	47.5
f _s (Total)(Strength I)	(ksi)	-	45.0	-
ϕ _r F _n	(ksi)	-	47.1	-
V _f	(k)	68.8	-	63.8

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 steels 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.).

M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

M_κ · IM: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

M_u (Strength I): Factored design moment (kip-ft.).

1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_κ · IM

ϕ_rM_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).

M_{DC1} / 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).

M_{DC2} / S_c(3n) or M_{DC2} / S_c(cr) as applicable.

f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).

M_{DW} / S_c(3n) or M_{DW} / S_c(cr) as applicable.

f_s (κ+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_κ · IM / S_c(n) or M_κ · IM / S_c(cr) as applicable.

f_s (Service II): Sum of stresses as computed below (ksi).

f_sDC1 + f_sDC2 + f_sDW + 1.3 f_s (κ + IM)

0.95R_hF_{yf}: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

f (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).

1.25 (f_sDC1 + f_sDC2) + 1.5 f_sDW + 1.75 f_s (κ + IM)

ϕ_rF_n: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).

V_f: Maximum factored shear range in span computed according to Article 6.10.10.

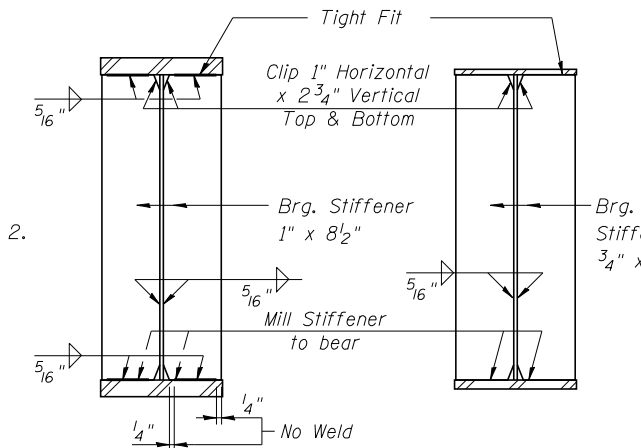
Note:

M_κ and R_κ include the effects of centrifugal force and superelevation.

NOTES:

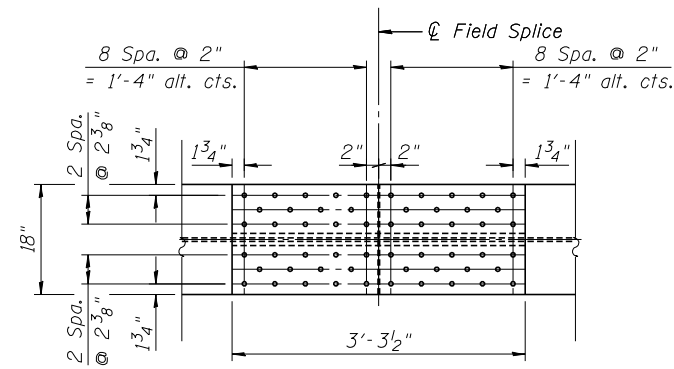
1. Load carrying components designated "NTR" shall conform to the Impact Testing Requirements, Zone 2.

INTERIOR GIRDER REACTION TABLE				
		W. Abut.	Pier	E. Abut.
R _{DC1}	(k)	51.1	206.2	65.5
R _{DC2}	(k)	14.7	58.2	18.9
R _{DW}	(k)	17.3	68.6	22.2
R _κ · IM	(k)	104.2	212.1	108.8
R _{Total}	(k)	187.3	545.0	215.4

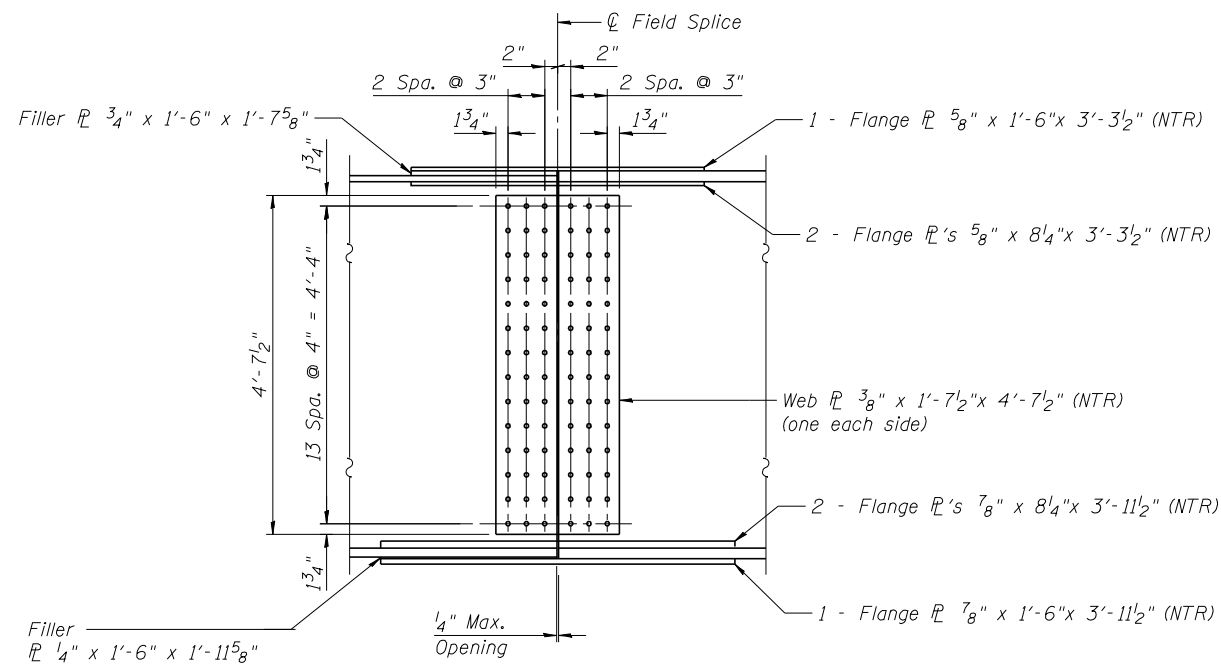


SECTION AT PIER

SECTION AT ABUTMENT

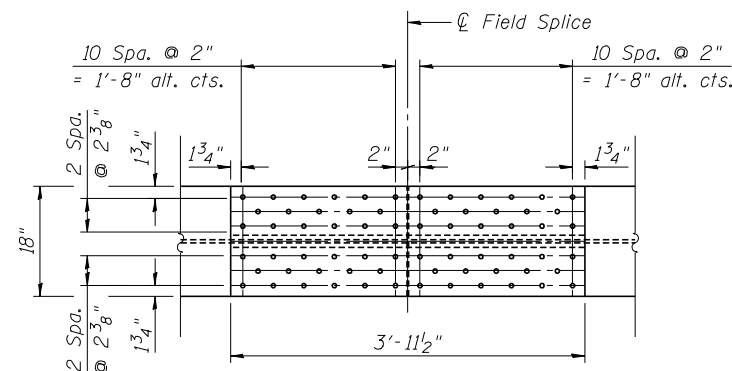


FIELD SPLICE TOP VIEW

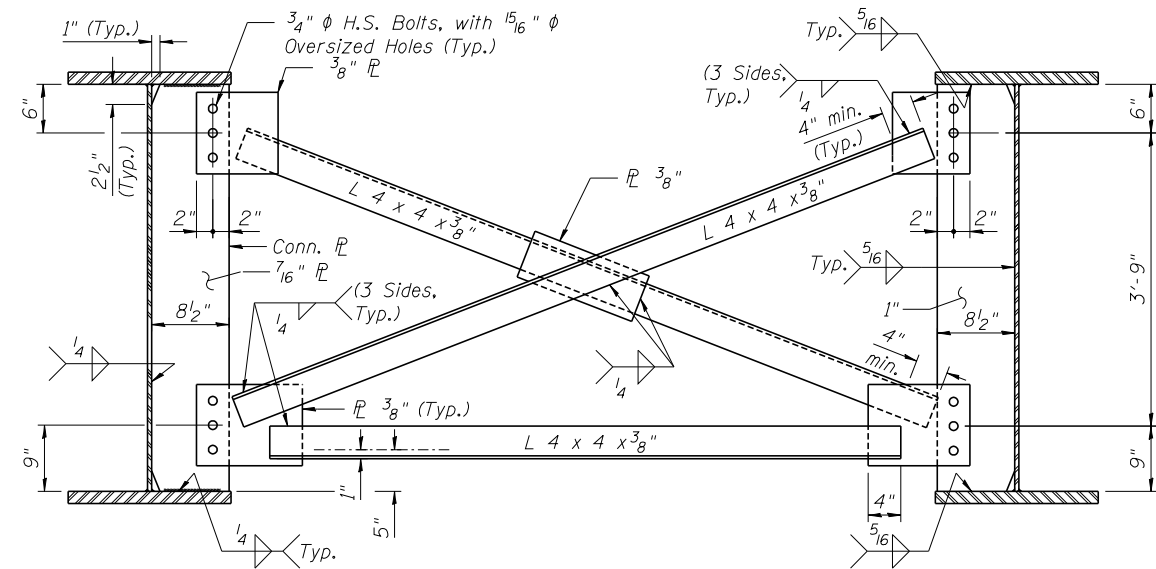


FIELD SPLICE ELEVATION

(26 Required)



FIELD SPLICE BOTTOM VIEW



TYPE D1
HALF SECTION AT
INTERMEDIATE LOCATIONS

CROSS FRAME DETAILS (D1), (D2)

TYPE D2
HALF SECTION AT PIER

NOTE:

1. Two hardened washers required for each set of oversized holes.

NOTES:

- All Structural Steel for girders and splice plates shall conform to the requirements of AASHTO M270, Grade 50.
- Load carrying components designated "NTR" shall conform to the Impact Testing Requirements, Zone 2.

TYLIN INTERNATIONAL

USER NAME =	DESIGNED - PK	REVISED -
PLOT SCALE =	CHECKED - SP	REVISED -
PLOT DATE =	DRAWN - PK	REVISED -
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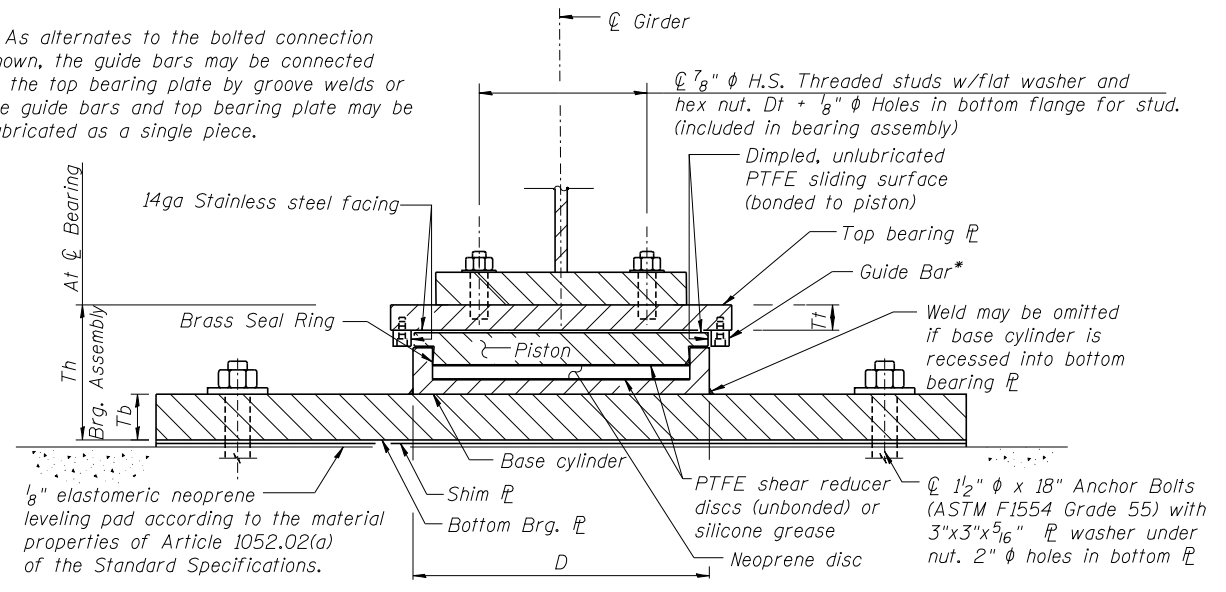
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FIELD SPLICE & CROSS FRAME DETAILS
STRUCTURE NO. 099-0526

SHEET NO. 19 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-IHB-R	WILL	63	41
			CONTRACT NO. 60T40	
ILLINOIS FED. AID PROJECT				

* As alternates to the bolted connection shown, the guide bars may be connected to the top bearing plate by groove welds or the guide bars and top bearing plate may be fabricated as a single piece.



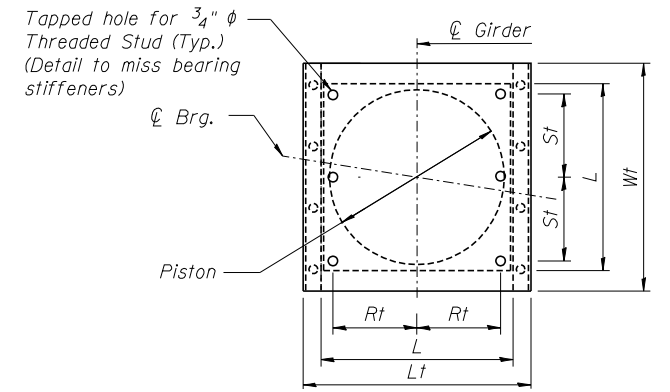
GUIDED EXPANSION HLMR BEARING

BILL OF MATERIAL

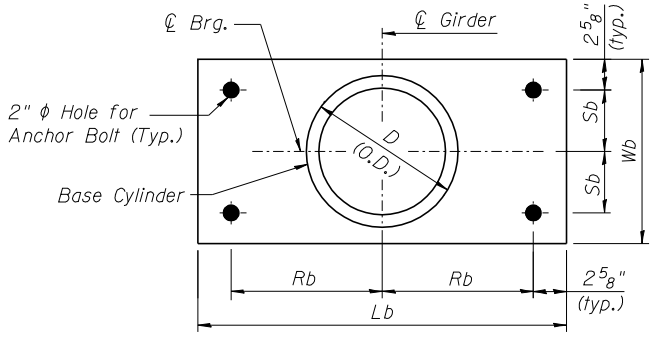
Item	Unit	Total
High Load Multi-Rotational Bearings, Guided Expansion, 550 kips	Each	13
Anchor Bolts, 1 1/2"	Each	52

NOTES:

- The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.
- Cost of top and bottom bearing plates, 1/8" elastomeric neoprene leveling pad, adjusting shims and threaded studs with washers shall be included with "High Load Multi-Rotational Bearings, Guided Expansion, 550 kips".
- Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternative material) of the grade and diameter specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
- Anchor bolts shall be placed in holes drilled in the concrete through holes in the bottom bearing plate after members are in place.
- Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
- 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.
- The 1/8" PTFE sheet shall be bonded directly to the piston with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.



TOP BEARING PLATE - PISTON PLAN



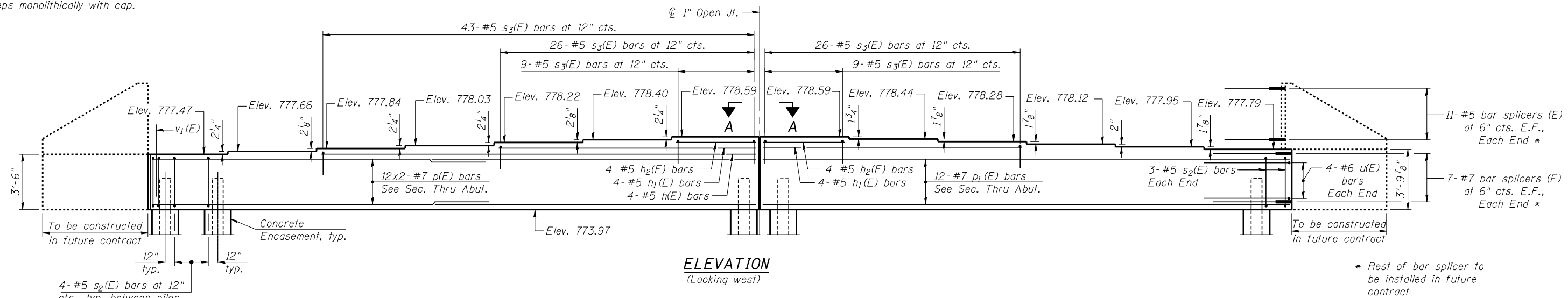
BOTTOM BEARING PLATE AND BASE CYLINDER PLAN

HIGH LOAD MULTI-ROTATIONAL BEARING SCHEDULE

Location	Quantity Each	Service Vertical Design Load * (kips)	Lateral Design Load (kips)	Total Required Movement (in)	Rotation (radians) **	D (in)	L (in)	Th (in)	Top Plate / Bearing Assembly					Masonry Plate				
									Wt (in)	Lt (in)	Tt (in)	Rt (in)	St (in)	Wb (in)	Lb (in)	Tb (in)	Rb (in)	Sb (in)
Pier	13	492	67	1"	0.005	17.75"	18"	10 7/8"	22"	24"	2 3/4"	7"	8"	20"	33 1/2"	2 1/4"	14 1/8"	7 3/8"

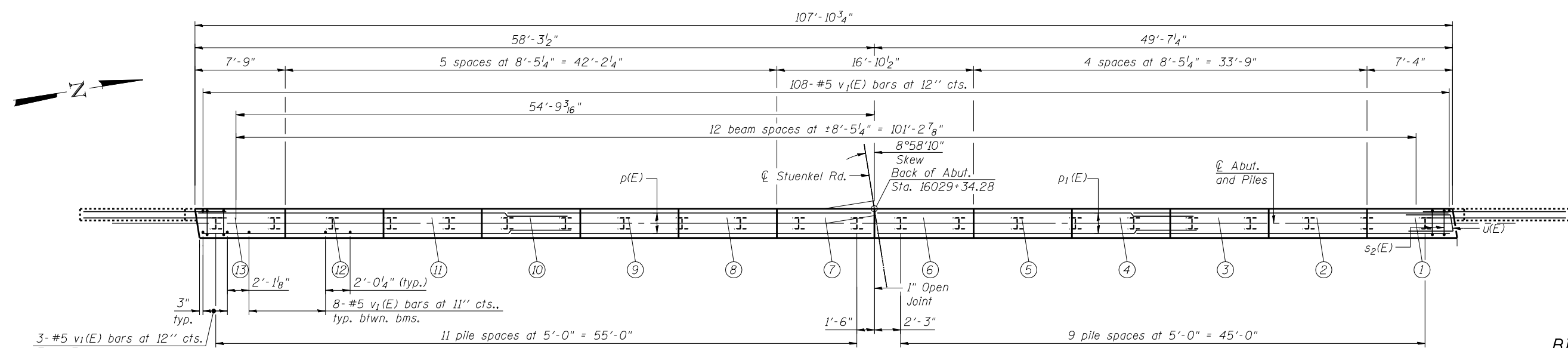
* No Impact
 ** Maximum Factored Ultimate (Strength) Design Rotation

Notes:
Pour steps monolithically with cap.



ELEVATION
(Looking west)

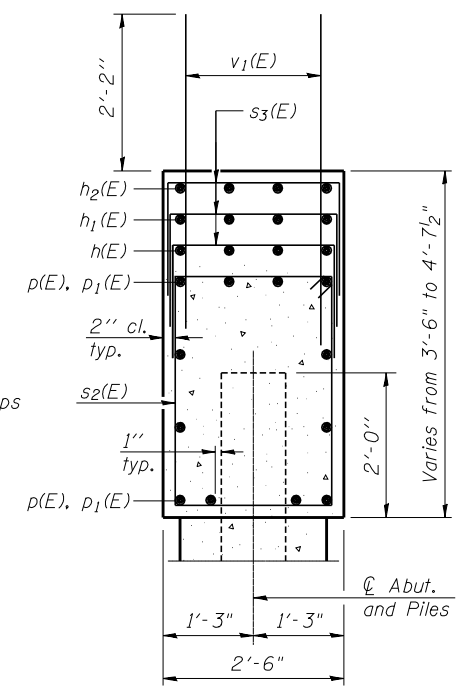
* Rest of bar splicer to be installed in future contract



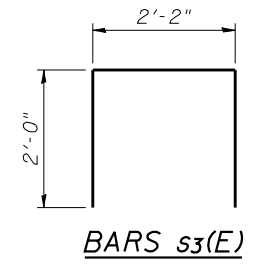
PLAN

PILE DATA

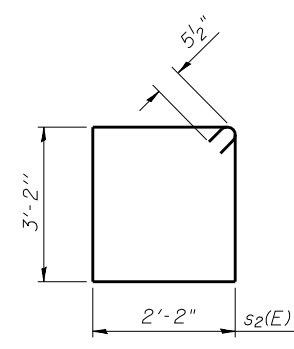
Type: HP 14x73
Nominal Required Bearing: 291 kips
Factored Resistance Available: 160 kips
Est. Length: 49 feet
No. Production Piles: 21
No. Test Piles: 1



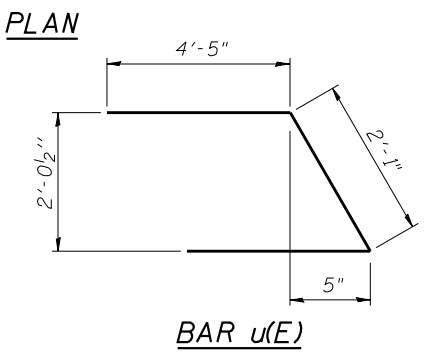
SEC. THRU ABUT.



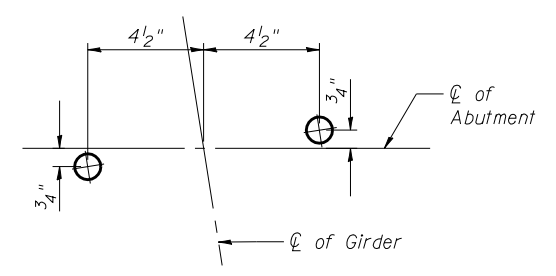
BARS s3(E)



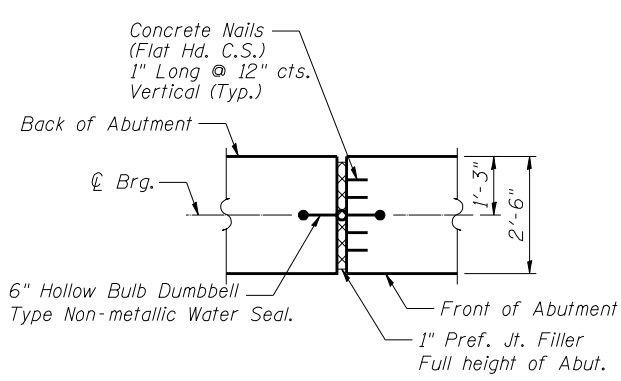
BARS s2(E)



BAR u(E)



ANCHOR BOLT LAYOUT



SECTION A-A

Cost of Water Seal included with Concrete Structures.

MINIMUM BAR LAP

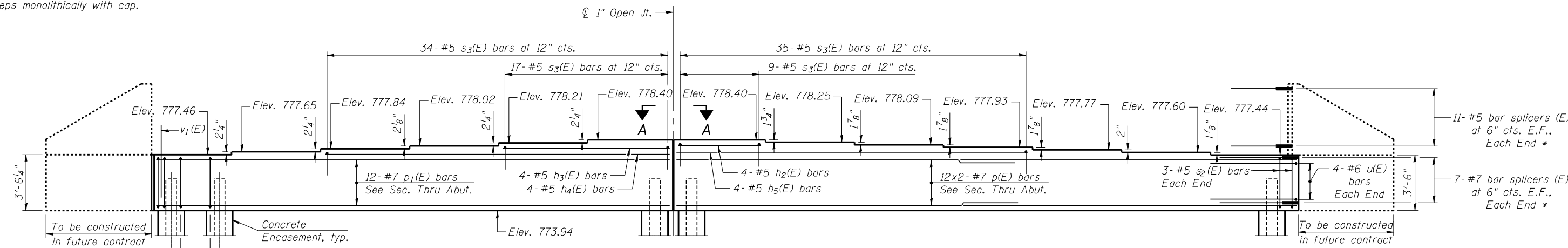
#6 bar = 4'-5"
#7 bar = 5'-10"

BILL OF MATERIAL

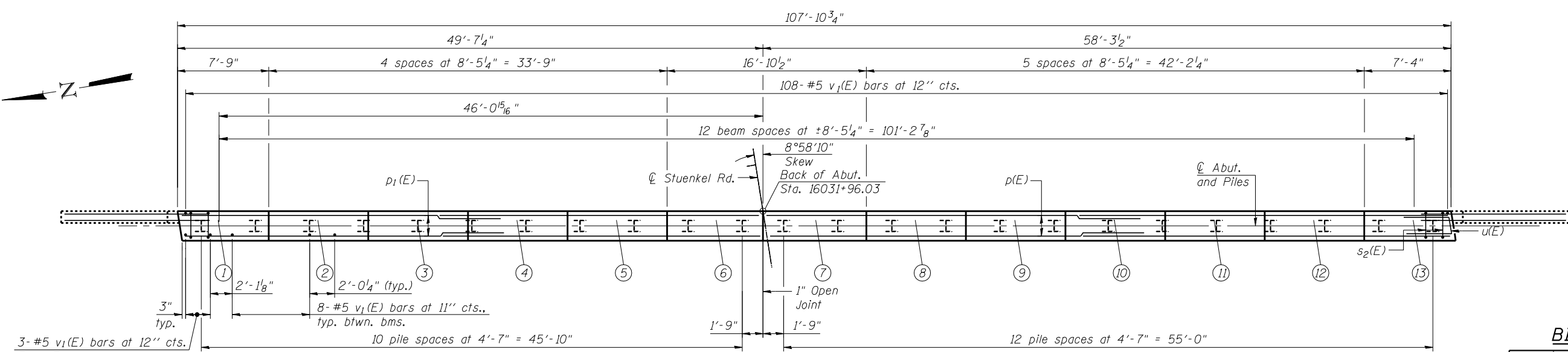
Bar	No.	Size	Length	Shape
h (E)	4	#5	41'-9"	—
h1 (E)	8	#5	24'-10"	—
h2 (E)	8	#5	8'-2"	—
p (E)	24	#7	31'-11"	—
p1 (E)	12	#7	49'-3"	—
s2 (E)	90	#5	11'-7"	□
s3 (E)	113	#5	6'-2"	□
u (E)	8	#6	10'-11"	⌒
v1 (E)	210	#5	4'-4"	—
Structure Excavation		Cu. Yd.	54	
Concrete Structures		Cu. Yd.	40.6	
Reinforcement Bars, Epoxy Coated		Pound	6,120	
Furnishing Steel Piles HP 14x73		Foot	1,029	
Driving Piles		Foot	1,029	
Test Pile Steel HP 14x73		Each	1	
Concrete Encasement		Cu. Yd.	12.0	

For details of Bar Splicers, see sheet 29 of 35.
For details of piles and Concrete Encasement, see sheet 28 of 35.

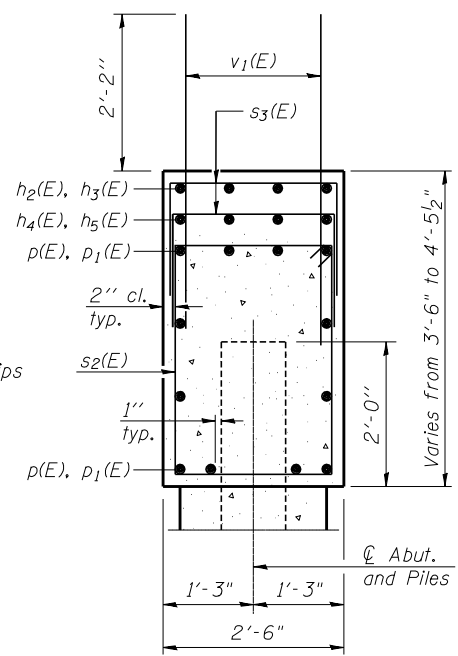
Notes:
Pour steps monolithically with cap.



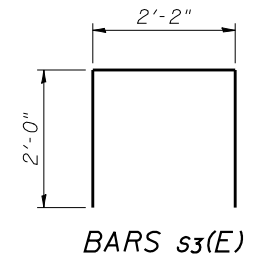
ELEVATION
(Looking East)



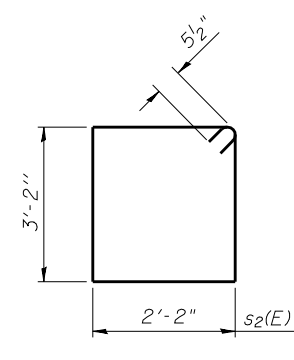
PLAN



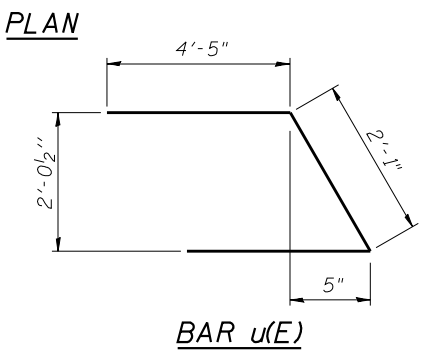
SEC. THRU ABUT.



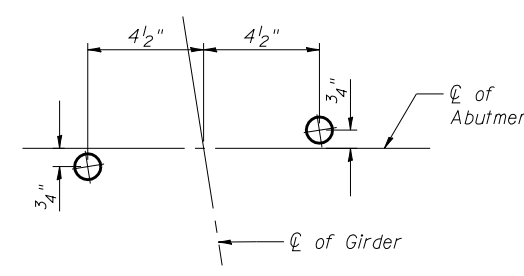
BARS s3(E)



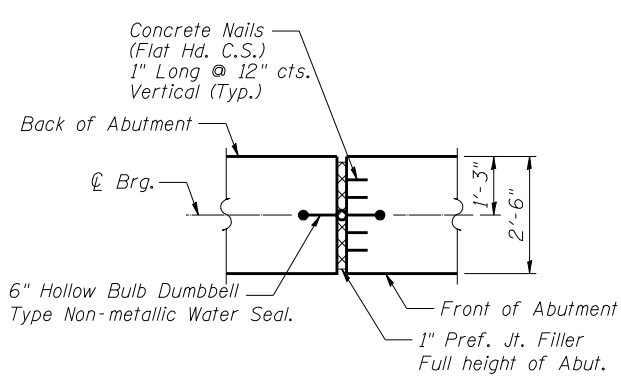
BARS s2(E)



BAR u(E)



ANCHOR BOLT LAYOUT



SECTION A-A

Cost of Water Seal included with Concrete Structures.

MINIMUM BAR LAP

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

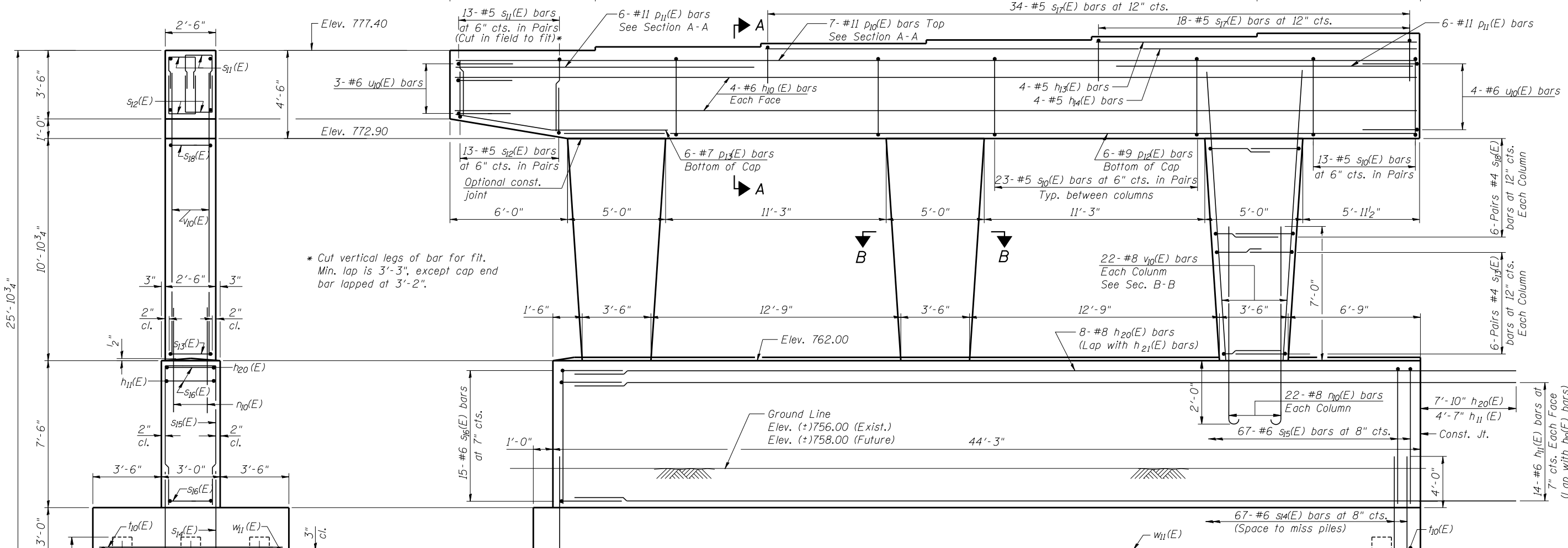
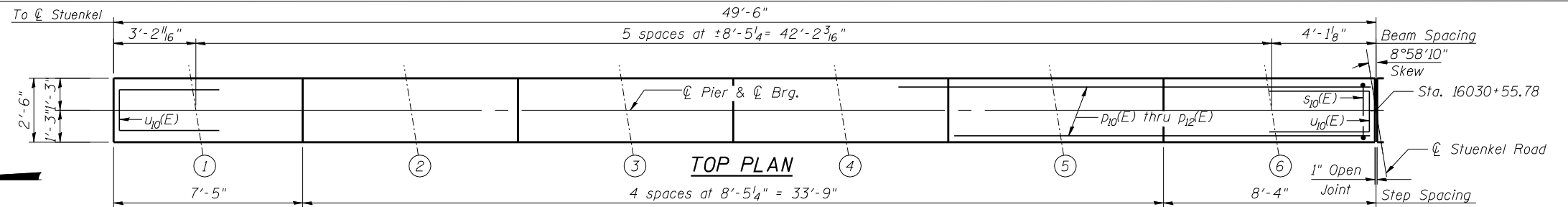
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h ₂ (E)	4	#5	8'-2"	—
h ₃ (E)	4	#5	16'-3"	—
h ₄ (E)	4	#5	33'-1"	—
h ₅ (E)	4	#5	33'-8"	—
p(E)	24	#7	31'-11"	—
p ₁ (E)	12	#7	49'-3"	—
s ₂ (E)	98	#5	11'-7"	□
s ₃ (E)	95	#5	6'-2"	□
u(E)	8	#6	10'-11"	—
v ₁ (E)	210	#5	4'-4"	—
Structure Excavation		Cu. Yd.	54	
Concrete Structures		Cu. Yd.	39.8	
Reinforcement Bars, Epoxy Coated		Pound	6,030	
Furnishing Steel Piles HP 14x73		Foot	1,219	
Driving Piles		Foot	1,219	
Test Pile Steel HP 14x73		Each	1	
Concrete Encasement		Cu. Yd.	13.1	

For details of Bar Splicers, see sheet 29 of 35.
For details of piles and Concrete Encasement, see sheet 28 of 35.

NOTES:

1. For Section A-A and B-B, see sheet 25 of 35.
2. For Bill of Material and Lap Splice Schedule, see sheet 25 of 35.
3. Space reinforcement in cap to miss anchor bolts.
4. Pour steps monolithically with cap.
5. For details of piles, see sheet 28 of 35.

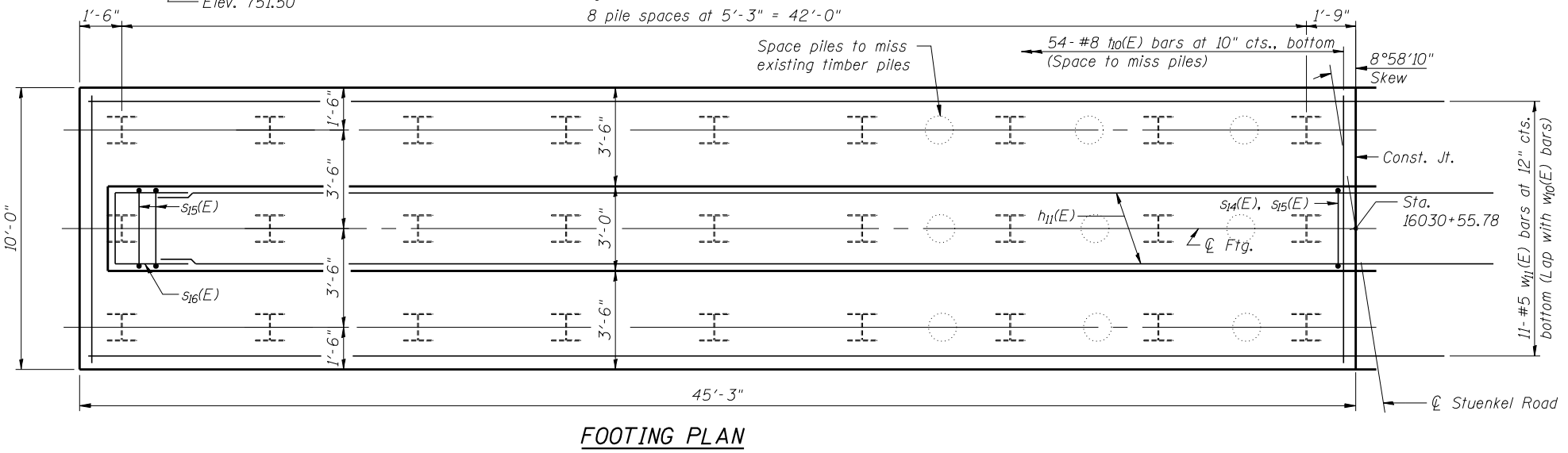


* Cut vertical legs of bar for fit. Min. lap is 3'-3", except cap end bar lapped at 3'-2".

END VIEW
(North end)

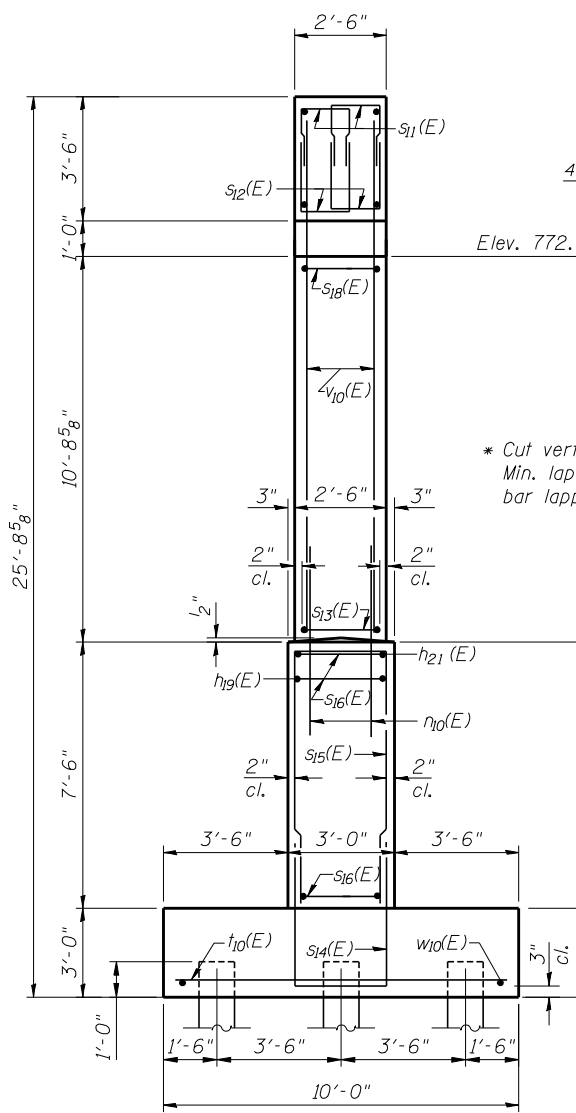
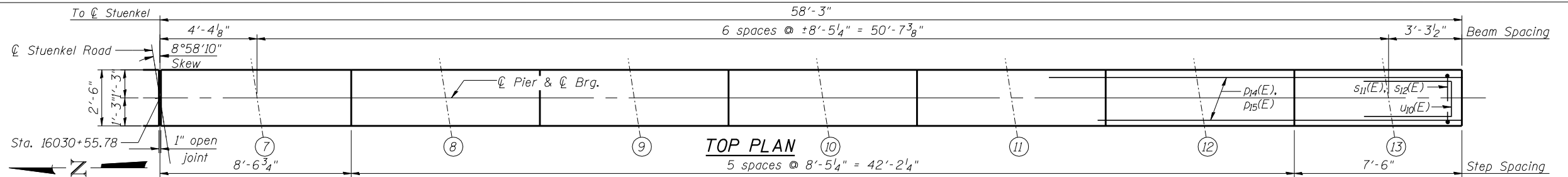
SEAT ELEVATIONS

Beam #	1	2	3	4	5	6
Elevation	777.40	777.58	777.75	777.93	778.10	778.27
Step Ht.	2 1/8"	2"	2 1/8"	2"	2"	2"

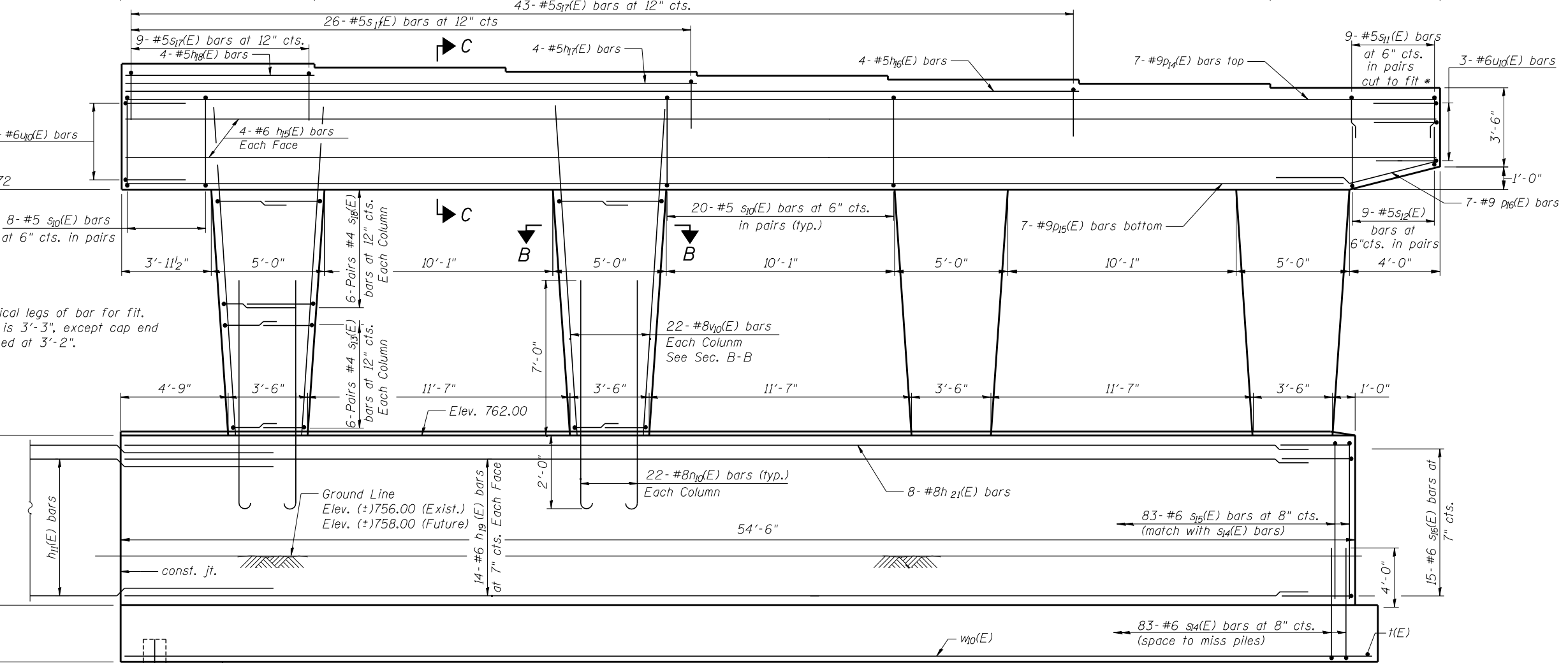


NOTES:

1. For Section B-B and C-C, see sheet 25 of 35.
2. For Bill of Material and Lap Splice Schedule, see sheet 25 of 35.
3. Space reinforcement in cap to miss anchor bolts.
4. Pour steps monolithically with cap.
5. For details of piles, see sheet 28 of 35.

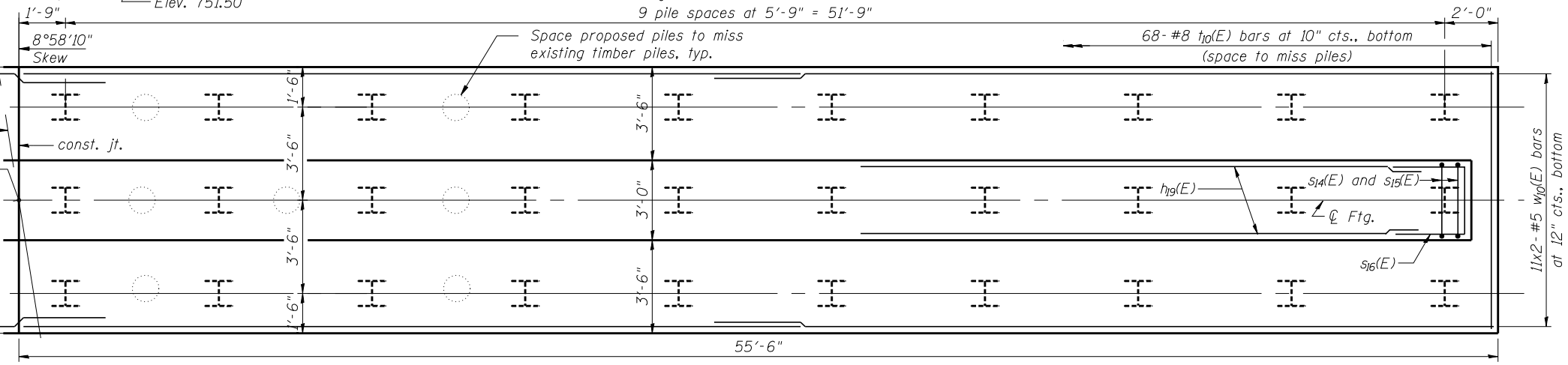


* Cut vertical legs of bar for fit. Min. lap is 3'-3", except cap end bar lapped at 3'-2".



ELEVATION
(Looking East)
9 pile spaces at 5'-9" = 51'-9"

END VIEW
(South end)



FOOTING PLAN

SEAT ELEVATIONS

Beam #	7	8	9	10	11	12	13
Elevation	778.27	778.10	777.92	777.75	777.57	777.40	777.22
Step Ht.	2"	2 1/8"	2"	2 1/8"	2"	2 1/8"	2"

TYLIN INTERNATIONAL

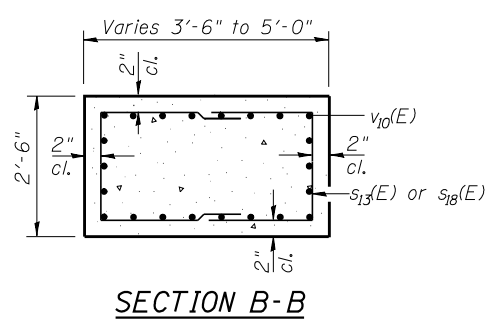
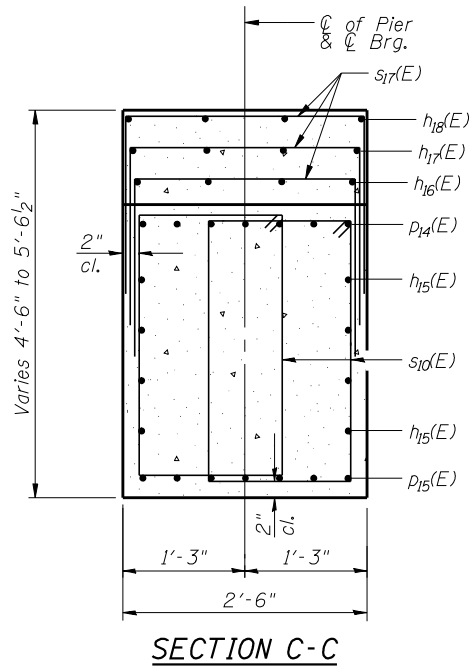
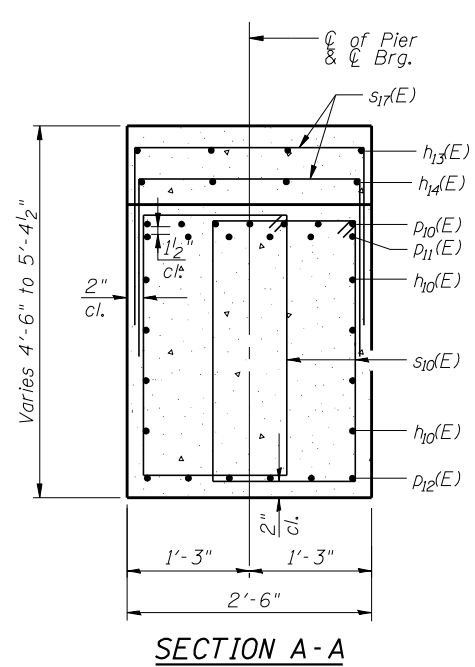
USER NAME =	DESIGNED - PK	REVISED -
PLOT SCALE =	CHECKED - SP	REVISED -
PLOT DATE =	DRAWN - PK	REVISED -
	CHECKED - SP	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER - EASTBOUND
STRUCTURE NO. 099-0526

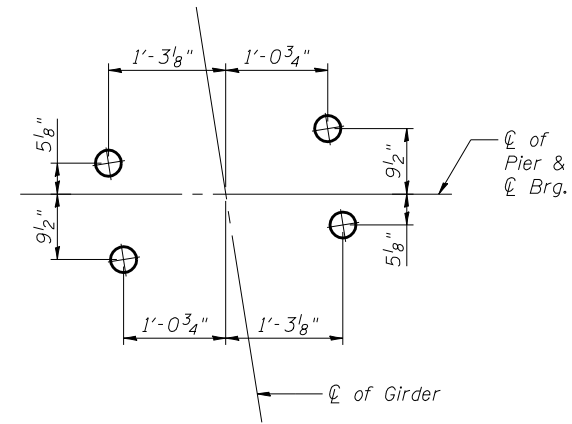
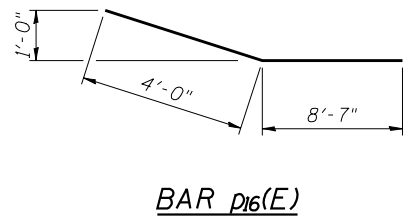
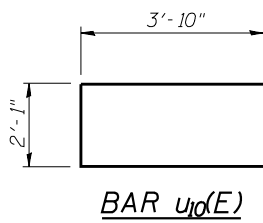
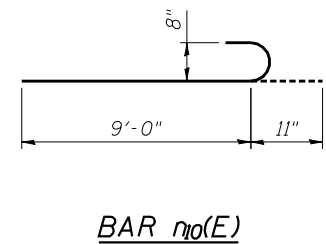
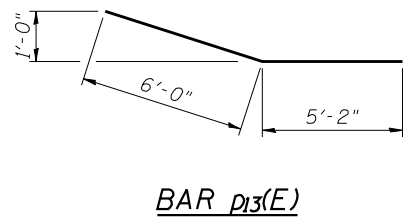
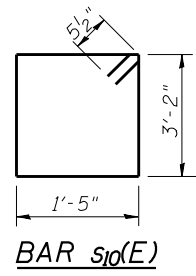
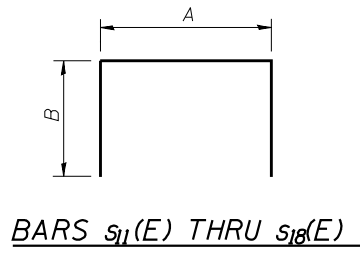
SHEET NO. 24 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-1HB-R	WILL	63	46
			CONTRACT NO. 60T40	
ILLINOIS FED. AID PROJECT				



A & B DIMENSIONS

Bar	A	B
s11(E)	1'-5"	4'-2"
s12(E)	1'-5"	3'-3"
s13(E)	2'-2"	3'-2"
s14(E)	2'-8"	6'-9"
s15(E)	2'-8"	7'-4"
s16(E)	2'-7"	4'-5"
s17(E)	2'-2"	2'-0"
s18(E)	2'-2"	3'-8"



BILL OF MATERIAL

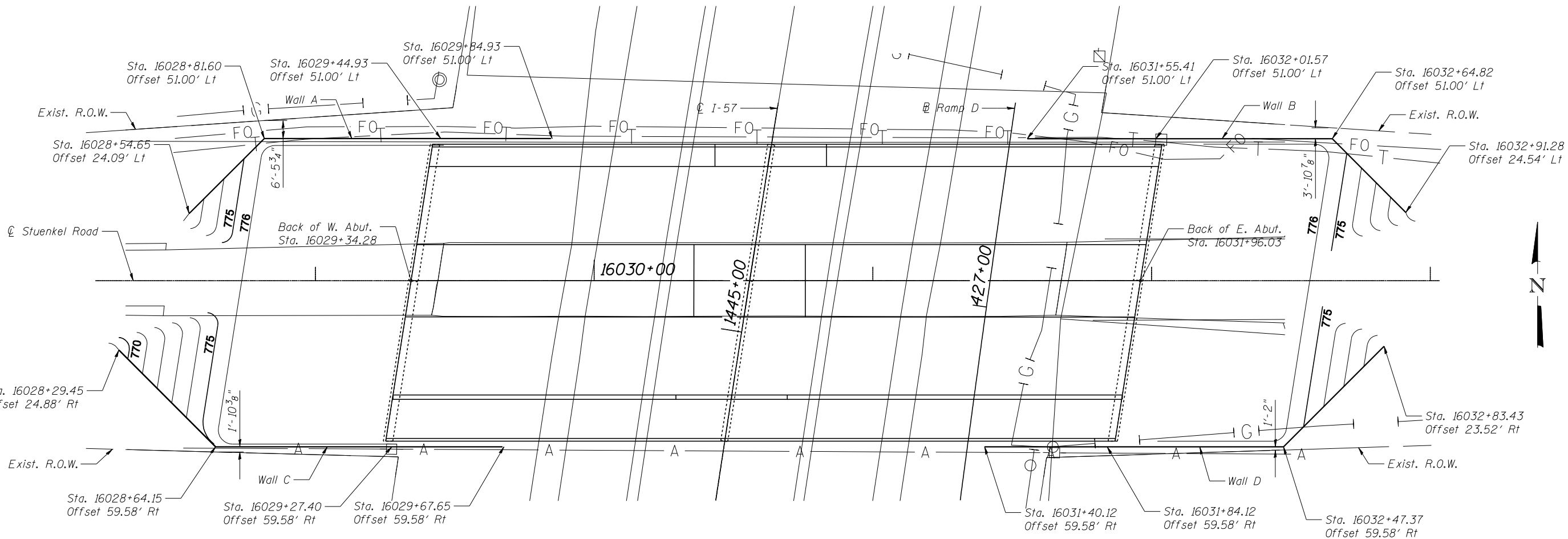
Bar	No.	Size	Length	Shape
h10(E)	8	#6	49'-2"	—
h11(E)	28	#6	48'-10"	—
h13(E)	4	#5	16'-5"	—
h14(E)	4	#5	33'-3"	—
h15(E)	8	#6	57'-10"	—
h16(E)	4	#5	42'-1"	—
h17(E)	4	#5	25'-3"	—
h18(E)	4	#5	8'-4"	—
h19(E)	28	#6	54'-2"	—
h20(E)	8	#8	52'-0"	—
h21(E)	8	#8	54'-2"	—
n10(E)	154	#8	9'-11"	U
p10(E)	7	#11	49'-2"	—
p11(E)	12	#11	18'-10"	—
p12(E)	6	#9	43'-4"	—
p13(E)	6	#7	11'-2"	—
p14(E)	7	#9	57'-10"	—
p15(E)	7	#9	53'-10"	—
p16(E)	7	#9	12'-7"	—
s10(E)	254	#5	10'-1"	□
s11(E)	44	#5	9'-9"	□
s12(E)	44	#5	7'-11"	□
s13(E)	84	#4	9'-0"	□
s14(E)	150	#6	16'-2"	□
s15(E)	150	#6	17'-4"	□
s16(E)	30	#6	11'-5"	□
s17(E)	130	#5	6'-2"	□
s18(E)	84	#4	9'-6"	□
u10(E)	14	#6	9'-9"	□
v10(E)	154	#8	14'-10"	—
w10(E)	22	#5	29'-4"	—
w11(E)	11	#5	48'-6"	—
Structure Excavation		Cu. Yd.	377	
Concrete Structures		Cu. Yd.	269.2	
Reinforcement Bars, Epoxy Coated		Pound	43,570	
Furnishing Steel Piles HP14x73		Foot	4,060	
Driving Piles		Foot	4,060	
Test Pile Steel HP14x73		Each	1	

PILE DATA

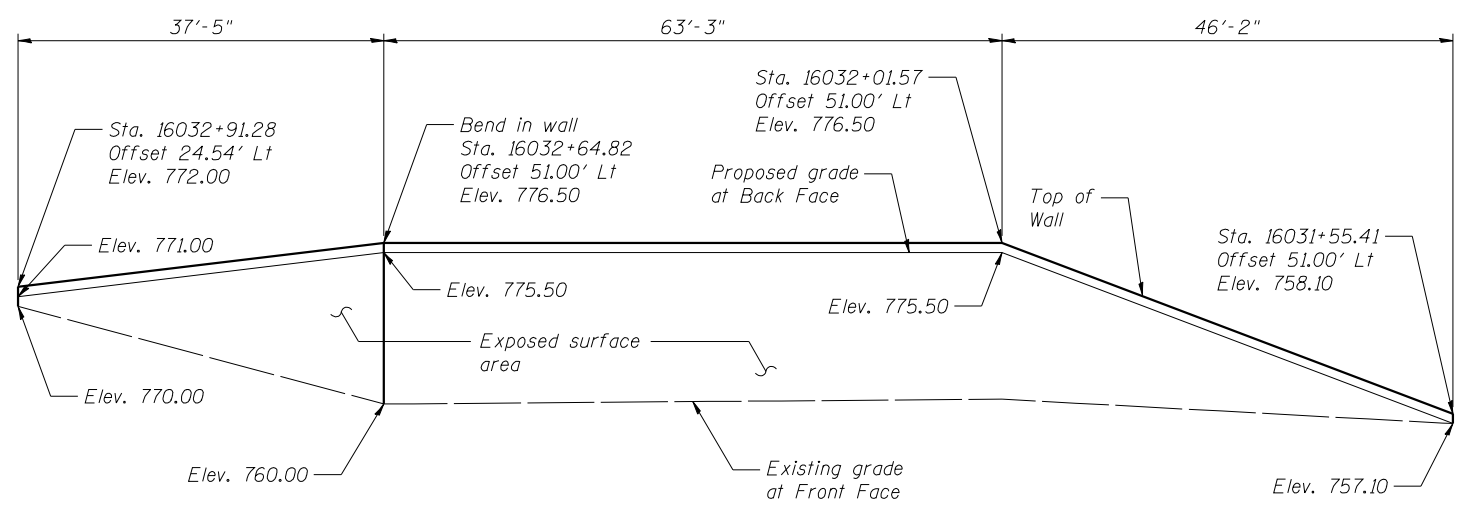
Type: Steel HP 14x73
 Nominal Required Bearing: 382 kips
 Factored Resistance Available: 210 kips
 Est. Length: 72.5 feet
 No. Production Piles: 56
 No. Test Piles: 1

MINIMUM BAR LAP

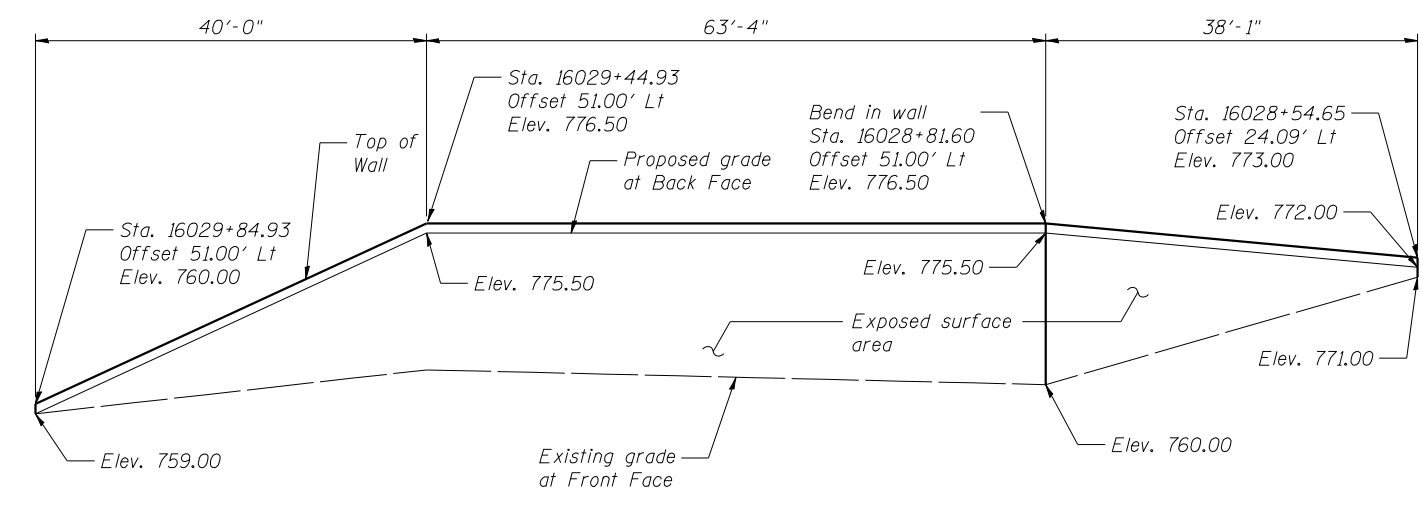
Bar	Lap
#4	2'-7"
#5	3'-3"
#6	3'-10"
#8	6'-9"
#9	8'-7"



PLAN



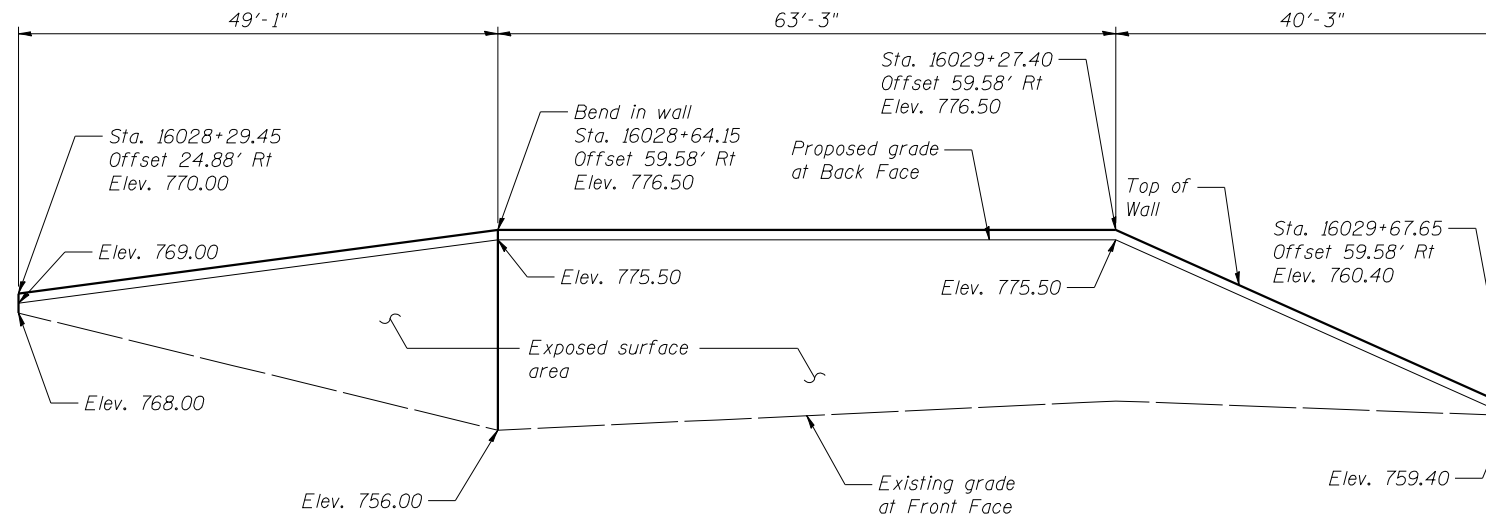
WALL B ELEVATION
(Looking South)



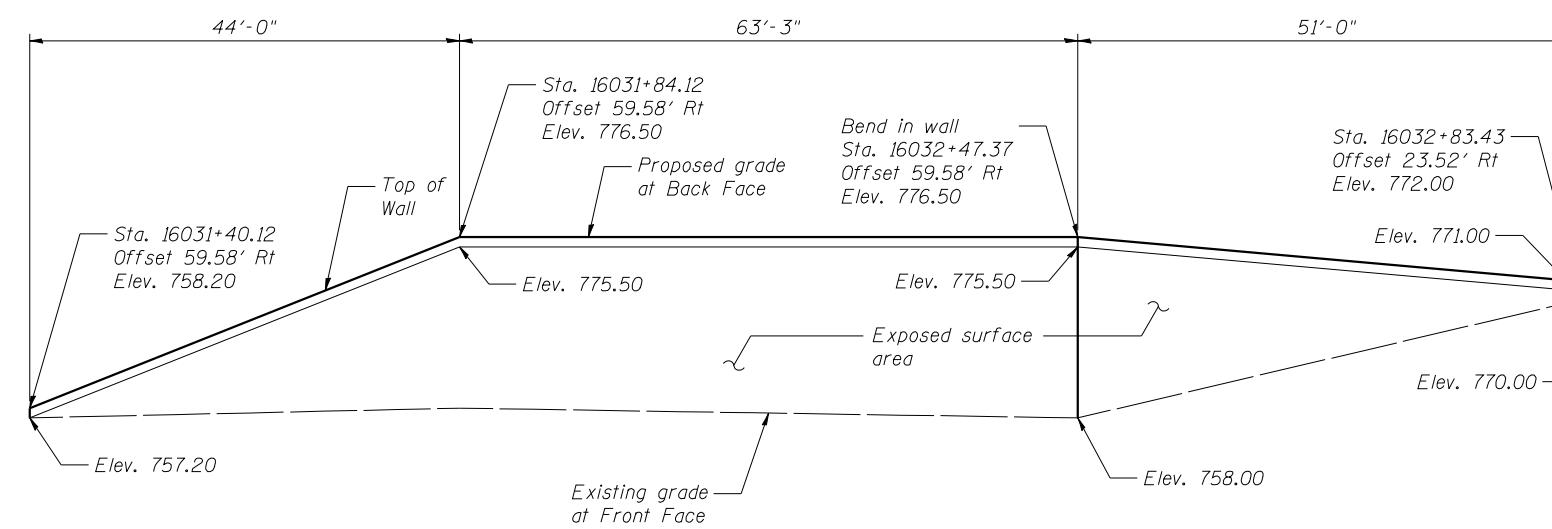
WALL A ELEVATION
(Looking South)

NOTE:
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.

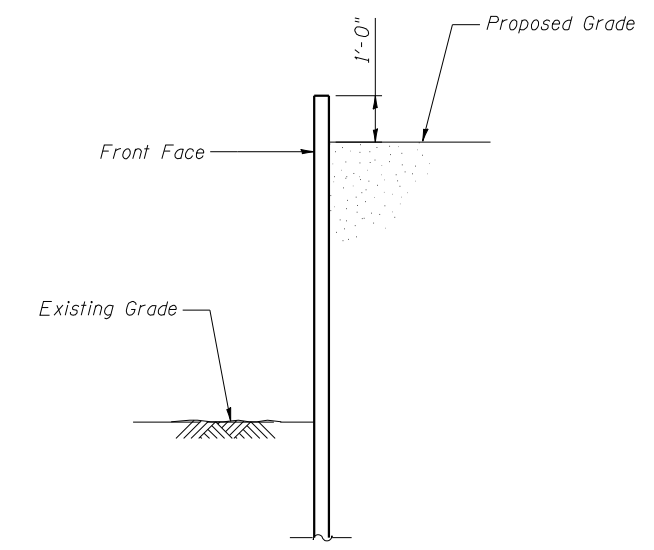
TYLIN INTERNATIONAL USER NAME = PLOT SCALE = PLOT DATE =	DESIGNED - PK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY SOIL RETENTION SYSTEM - 1 STRUCTURE NO. 099-0526		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	CHECKED - SP	REVISED -		57	99-1HB-R	WILL	63	48		
	DRAWN - PK	REVISED -		SHEET NO. 26 OF 35 SHEETS			CONTRACT NO. 60T40			
CHECKED - SP	REVISED -				ILLINOIS FED. AID PROJECT					



WALL C ELEVATION
(Looking North)



WALL D ELEVATION
(Looking North)



TYPICAL SECTION
(See Roadway plans for treatment behind the wall)

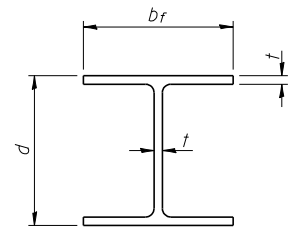
TYLIN INTERNATIONAL	USER NAME =	DESIGNED - PK	REVISED -
	PLOT SCALE =	CHECKED - SP	REVISED -
	PLOT DATE =	DRAWN - PK	REVISED -
		CHECKED - SP	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY SOIL RETENTION SYSTEM - 2
STRUCTURE NO. 099-0526

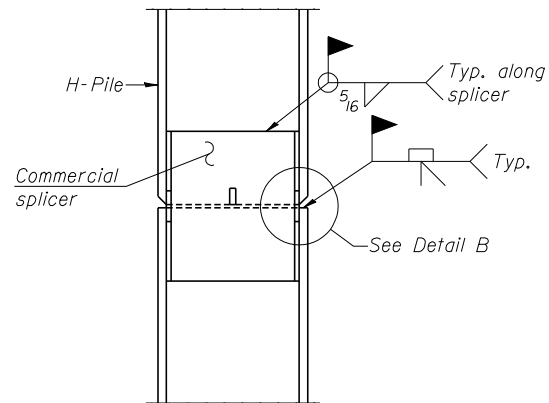
SHEET NO. 27 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-1HB-R	WILL	63	49
			CONTRACT NO. 60T40	
ILLINOIS FED. AID PROJECT				

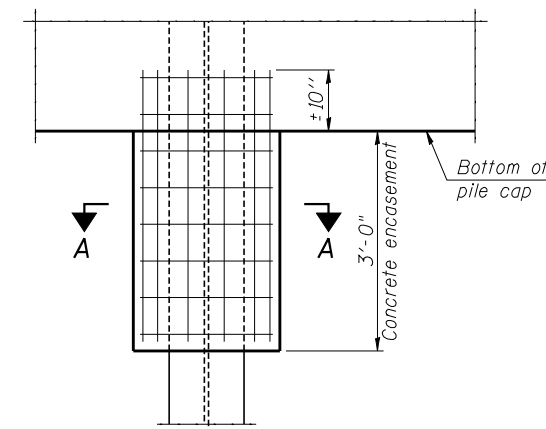


STEEL PILE TABLE

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

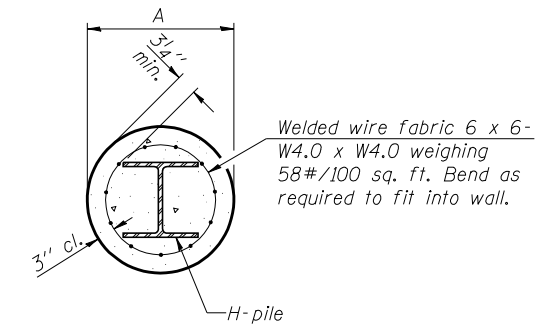


ELEVATION



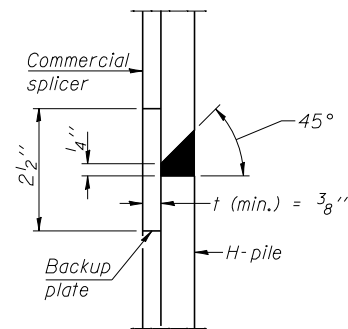
ELEVATION

PILE ENCASEMENT

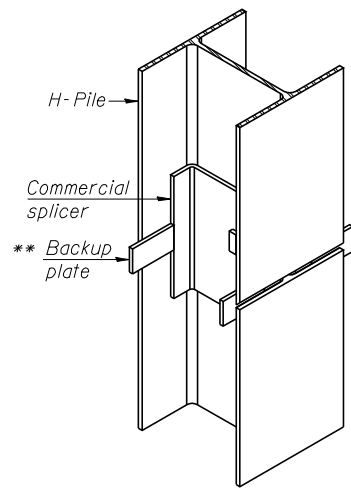


SECTION A-A

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

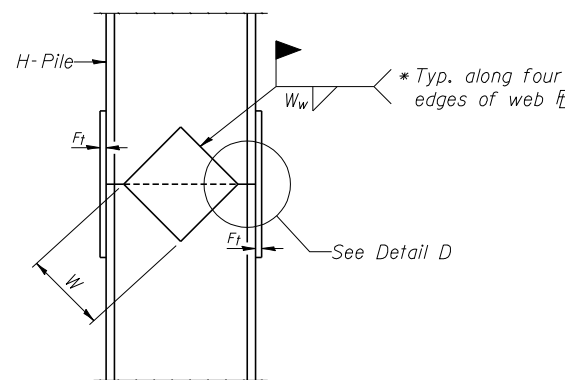


DETAIL "B"

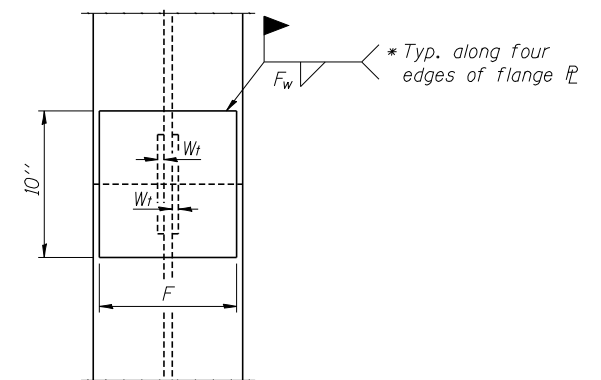


ISOMETRIC VIEW

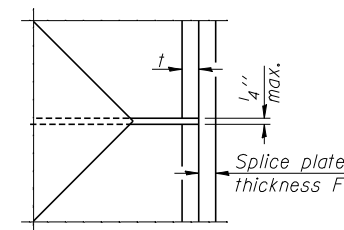
WELDED COMMERCIAL SPLICE



ELEVATION



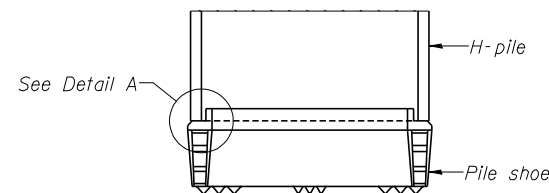
END VIEW



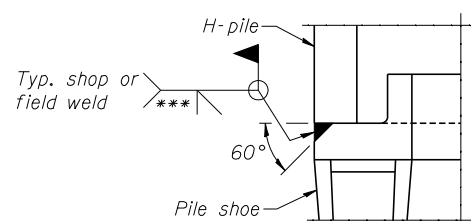
DETAIL D

WELDED PLATE FIELD SPLICE

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

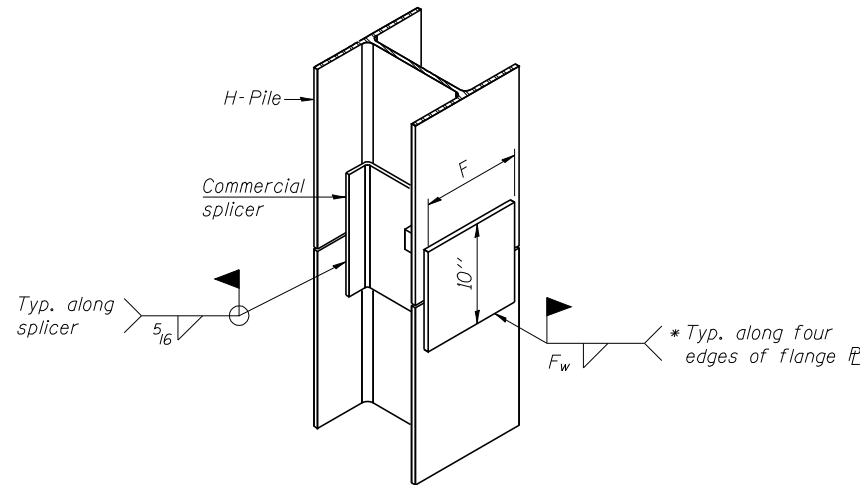


ELEVATION



DETAIL A

H-PILE SHOE ATTACHMENT



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

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

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

F-HP 1-27-12

TYLIN INTERNATIONAL

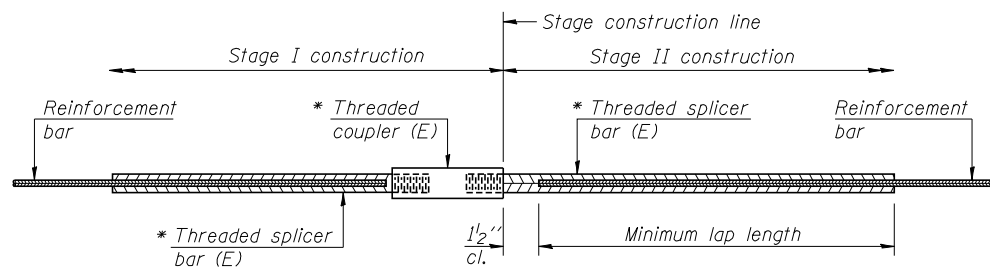
USER NAME =	DESIGNED - PK	REVISED -
PLOT SCALE =	CHECKED - SP	REVISED -
PLOT DATE =	DRAWN - PK	REVISED -
	CHECKED - SP	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**HP PILE DETAILS
STRUCTURE NO. 099-0526**

SHEET NO. 28 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-IHB-R	WILL	63	50
CONTRACT NO. 60T40			ILLINOIS FED. AID PROJECT	



STANDARD BAR SPLICER ASSEMBLY

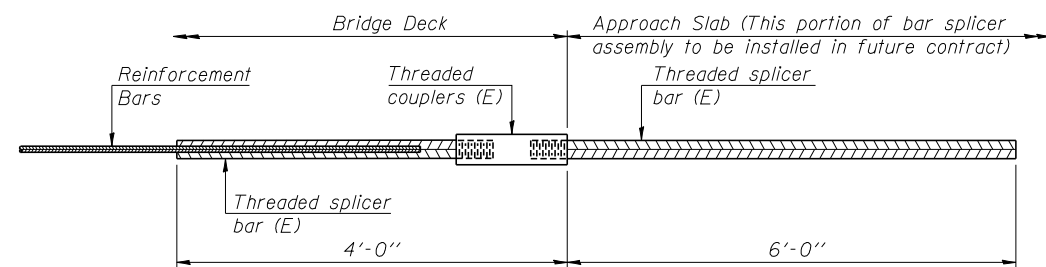
Bar size to be spliced	Minimum Lap Lengths					
	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"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

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

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

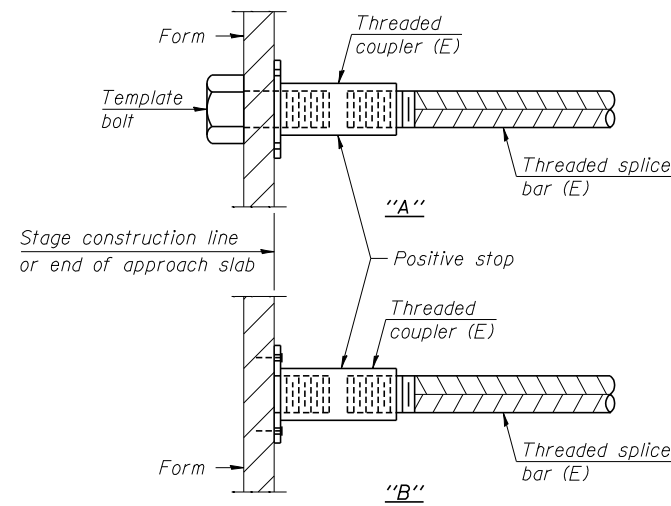
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
West Abutment	#5	44	Table 6
East Abutment	#5	44	Table 6
West Abutment	#7	28	Table 6
East Abutment	#7	28	Table 6



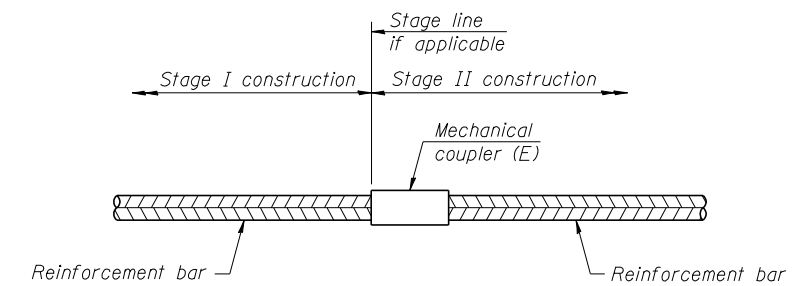
BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required = 216



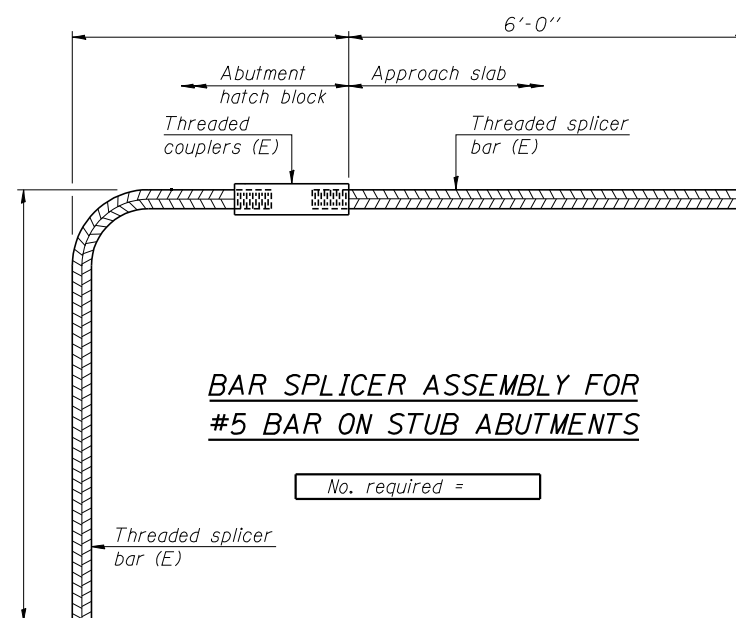
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

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

BSD-1 1-27-12

TYLIN INTERNATIONAL	USER NAME =	DESIGNED - PK	REVISED -
	PLOT SCALE =	CHECKED - SP	REVISED -
	PLOT DATE =	DRAWN - PK	REVISED -
		CHECKED - SP	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 099-0526

SHEET NO. 29 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-1HB-R	WILL	63	51
CONTRACT NO. 60T40			ILLINOIS FED. AID PROJECT	

Geo Services, Inc. Geotechnical, Environmental & Civil Engineering 805 Amberl-Court, Suite 204 Naperville, Illinois 60565 (630) 355-2838		SOIL BORING LOG				PAGE 1 of 2	
ROUTE <u>F.A.I. RTE. 57</u>		DESCRIPTION <u>I-57 at Stuenkel Road Interchange, Contract No. 60L69</u>				DATE <u>12/19/2011</u>	
SECTION <u>99-1HB-R-1</u>		LOCATION <u>SEC. 05 & 08, TWP. 34 N., RNG. 13 E., 3rd P.M., Monee Township</u>				LOGGED BY <u>RT</u>	
COUNTY <u>Will</u>		DRILLING METHOD <u>Hollow Stem Auger</u>		HAMMER TYPE <u>CME Automatic</u>		GSI JOB No. <u>10196</u>	
STRUCT. NO. <u>099-0526</u>		Surface Water Elev. <u>n/a</u>		DEPT H		B L O W S	
Station: <u>16030+55.78</u>		Stream Bed Elev. <u>n/a</u>		U C S		M O I S T	
BORING NO. <u>BR-03</u>		Groundwater Elevation:		(ft) (/6") (tsf) (%)			
Station: <u>16031+51</u>		First Encounter <u>752.5 WD</u>		Qu			
Offset: <u>61.4' Left</u>		Upon Completion <u>n/a</u>		H S Qu			
Ground Surface Elev. <u>758.0</u>		After _____ Hrs.		H S Qu			
CRUSHED STONE		757.0		AS - 7			
CLAY LOAM-dark brown, gray & black-very stiff (A-6) Fill		755.0		2 10B		4 11B	
				3 2.2S		6	
				3 14.1%		7 1.9B 17	
SANDY CLAY with GRAVEL-dark brown & gray-medium stiff (A-6) Possible Fill		752.5		1 9B		5	
				2		8	
				-5 2 0.5B		-25 12 NP 18	
SILTY SAND-dark brown-loose (A-2) Possible Fill		750.0		2		4 11B	
				3 NP		7 2.0B 15	
				3		7	
CLAY LOAM-gray-stiff (A-6)		747.5		4 10B		16	
				5		21	
				-10 6 1.6B		-30 30 NP 14	
SILTY SAND & GRAVEL-gray-medium dense (A-2)		726.0		5 NP		5	
				5		13	
				3		7	
SILTY CLAY-gray-hard (A-6)		742.5		5 NP		-35 22 4.5+P 18	
				-15 6			
CLAY TO CLAY LOAM-gray-stiff to hard (A-6)		721.0		7 101		18	
				9		20	
				12 2.0B		-40 31 NP 22	
SAND-gray-dense (A-3)				3 110			
				6			
				-20 10 4.1B			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR-No Recovery

Geo Services, Inc. Geotechnical, Environmental & Civil Engineering 805 Amberl-Court, Suite 204 Naperville, Illinois 60565 (630) 355-2838		SOIL BORING LOG				PAGE 2 of 2	
ROUTE <u>I-57</u>		DESCRIPTION <u>I-57 at Stuenkel Road Interchange, Contract No. 60L69</u>				DATE <u>12/19/2011</u>	
SECTION <u>99-1HB-R-1</u>		LOCATION <u>SEC. 05 & 08, TWP. 34 N., RNG. 13 E., 3rd P.M., Monee Township</u>				LOGGED BY <u>RT</u>	
COUNTY <u>Will</u>		DRILLING METHOD <u>3.25" Hollow Stem Auger</u>		HAMMER TYPE <u>CME Automatic</u>		GSI JOB No. <u>10196</u>	
STRUCT. NO. <u>099-0526</u>		Surface Water Elev. <u>n/a</u>		DEPT H		B L O W S	
Station: <u>16030+55.78</u>		Stream Bed Elev. <u>n/a</u>		U C S		M O I S T	
BORING NO. <u>BR-03</u>		Groundwater Elevation:		(ft) (/6") (tsf) (%)			
Station: <u>16031+51</u>		First Encounter <u>752.5 WD</u>		Qu			
Offset: <u>61.4' Left</u>		Upon Completion <u>n/a</u>		H S Qu			
Ground Surface Elev. <u>758.0</u>		After _____ Hrs.		H S Qu			
SAND-gray-dense (A-3)		716.0					
CLAY LOAM-gray-medium stiff to stiff (A-6)							
				9 11B		3 12B	
CLAY LOAM-gray-medium stiff to stiff (A-6)				9		3	
				-45 10 3.5B		-65 5 0.6B 14	
SILTY LOAM TO LOAM-gray-medium dense (A-4)		691.0		2		4	
				3		7	
				-50 3 2.0P		-70 8 NP 13	
SAND-gray-dense (A-3)		681.0		3 11B		15	
				4		12	
				-55 7 0.8B		-75 7 NP 10	
End Of Boring @ -80.0'							
Hollow Stem Augers To -10.0'				9		18	
Rotary Drilling To Completion				8		25	
22.0' Of 4.0" Casing Used				-60 7 0.75P		678.0-80 32 NP 20	
CME Automatic Hammer							

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR-No Recovery

TYLIN INTERNATIONAL


USER NAME =	DESIGNED - PK	REVISED -
	CHECKED - SP	REVISED -
PLOT SCALE =	DRAWN - PK	REVISED -
PLOT DATE =	CHECKED - SP	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION


BORING LOGS 3
STRUCTURE NO. 099-0526

SHEET NO. 32 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-1HB-R	WILL	63	54
				CONTRACT NO. 60T40
ILLINOIS FED. AID PROJECT				

 Geo Services, Inc. Geotechnical, Environmental & Civil Engineering 805 Amberl-Court, Suite 204 Naperville, Illinois 60565 (630) 355-2838		SOIL BORING LOG		PAGE <u>1</u> of <u>2</u> DATE <u>12/20/2011</u> LOGGED BY <u>RT</u> GSI JOB No. <u>10196</u>	
ROUTE <u>F.A.I. RTE. 57</u> DESCRIPTION <u>I-57 at Stuenkel Road Interchange, Contract No. 60L69</u>		SECTION <u>99-1HB-R-1</u> LOCATION <u>SEC. 05 & 08, TWP. 34 N., RNG. 13 E., 3rd P.M., Monee Township</u>			
COUNTY <u>Will</u> DRILLING METHOD <u>Hollow Stem Auger</u> HAMMER TYPE <u>CME Automatic</u>		STRUCT. NO. <u>099-0526</u> Station: <u>16030+55.78</u>			
BORING NO. <u>BR-04</u> Station: <u>16029+73</u> Offset: <u>84.5' Right</u> Ground Surface Elev. <u>758.0</u>		Surface Water Elev. <u>n/a</u> Stream Bed Elev. <u>n/a</u> Groundwater Elevation: First Encounter <u>Dry To -10.0'</u> Upon Completion <u>n/a</u> After _____ Hrs. _____		DEPT H BLOW S UCS Qu MOIST (%) (ft) (/6") (tsf) (%)	
SAND, GRAVEL & STONE-black (Fill) 757.5		CLAY LOAM-gray-very stiff (A-6) 737.5			
CLAY-dark brown & gray-very stiff (A-6) 755.0		SILTY CLAY LOAM-gray-medium dense (A-4) 735.0			
CLAY LOAM-brown & gray-very stiff to hard (A-6) 747.5		CLAY LOAM-gray-stiff to hard (A-6) 691.0			
SILTY CLAY-gray-very stiff (A-6) 745.0		SANDY LOAM-gray-dense (A-2) 711.0			
SILTY LOAM-gray-medium dense (A-4) 742.5		SILTY CLAY LOAM-gray-dense (A-4/A-6) 706.0			
CLAY LOAM-gray-very stiff (A-6) 742.5		SANDY LOAM with Fractured Rock-gray-medium dense (A-2) 681.0			
CLAY LOAM-gray-very stiff (A-6) 742.5		CLAY LOAM-gray-stiff to hard (A-6) 678.0			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%) NR-No Recovery

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COUNTY <u>Will</u> DRILLING METHOD <u>3.25" Hollow Stem Auger</u> HAMMER TYPE <u>CME Automatic</u>		STRUCT. NO. <u>099-0526</u> Station: <u>16030+55.78</u>			
BORING NO. <u>BR-04</u> Station: <u>16029+73</u> Offset: <u>84.5' Right</u> Ground Surface Elev. <u>758.0</u>		Surface Water Elev. <u>n/a</u> Stream Bed Elev. <u>n/a</u> Groundwater Elevation: First Encounter <u>Dry To -10.0'</u> Upon Completion <u>n/a</u> After _____ Hrs. _____		DEPT H BLOW S UCS Qu MOIST (%) (ft) (/6") (tsf) (%)	
CLAY LOAM-gray-stiff to hard (A-6) 716.0		CLAY LOAM-gray-stiff to hard (A-6) 691.0			
SANDY LOAM-gray-dense (A-2) 711.0		SANDY LOAM-gray-medium dense (A-2) 686.0			
SILTY CLAY LOAM-gray-dense (A-4/A-6) 706.0		SANDY LOAM with Fractured Rock-gray-medium dense (A-2) 681.0			
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BORING NO. <u>BR-05</u> Station: <u>16030+33</u> Offset: <u>30.9' Right</u> Ground Surface Elev. <u>757.2</u>		Groundwater Elevation: First Encounter <u>Dry To -10.0'</u> Upon Completion <u>n/a</u> After _____ Hrs. _____																																																																																																																																																																																																																																																																																																									
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<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:30%;">SAND, GRAVEL & STONE-black (Fill)</td> <td style="width:10%;">756.3</td> <td style="width:10%;">AS</td> <td style="width:10%;">-</td> <td style="width:10%;">6</td> <td style="width:10%;"></td> <td style="width:10%;"></td> <td style="width:10%;"></td> <td style="width:10%;"></td> <td style="width:10%;"></td> <td style="width:10%;"></td> <td style="width:10%;"></td> </tr> <tr> <td>CLAY LOAM-dark brown, gray & black-very stiff (A-6) Fill</td> <td>754.2</td> <td>3</td> <td></td> <td></td> <td>5</td> <td></td> <td></td> <td></td> <td></td> <td>5</td> <td>111</td> </tr> <tr> <td></td> <td></td> <td>5</td> <td></td> <td></td> <td>5</td> <td></td> <td></td> <td></td> <td></td> <td>5</td> <td></td> </tr> <tr> <td></td> <td></td> <td>6</td> <td>3.5P</td> <td>17</td> <td>6</td> <td>1.2B</td> <td>16</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>SANDY CLAY LOAM-brown & gray-stiff (A-6) Possible Fill</td> <td>751.7</td> <td>4</td> <td></td> <td>109</td> <td>4</td> <td></td> <td>115</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>4</td> <td></td> <td></td> <td>6</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>-5</td> <td>4</td> <td>1.4B</td> <td>19</td> <td>1.8B</td> <td>16</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>CLAYEY SAND & GRAVEL-brown & gray-loose (A-2) Possible Fill</td> <td>749.2</td> <td>3</td> <td></td> <td></td> <td>4</td> <td></td> <td>121</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>4</td> <td></td> <td></td> <td>4</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>5</td> <td>NP</td> <td>18</td> <td>5</td> <td>2.3B</td> <td>14</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>SANDY LOAM-gray-medium dense (A-2)</td> <td>746.7</td> <td>5</td> <td></td> <td></td> <td>11</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>5</td> <td></td> <td></td> <td>26</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>-10</td> <td>6</td> <td>NP</td> <td>21</td> <td>NP</td> <td>15</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>CLAY TO CLAY LOAM-gray-stiff to very stiff (A-6)</td> <td>725.2</td> <td>3</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>4</td> <td>1.0P</td> <td>15</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>4</td> <td></td> <td></td> <td>10</td> <td></td> <td>121</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>6</td> <td></td> <td>114</td> <td>15</td> <td>10.1S</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>-15</td> <td>6</td> <td>2.4B</td> <td>17</td> <td>14.1%</td> <td>11</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>4</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>4</td> <td></td> <td>113</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>5</td> <td>1.9B</td> <td>17</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>4</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>5</td> <td></td> <td>109</td> <td>15</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>-20</td> <td>6</td> <td>1.3B</td> <td>18</td> <td>NP</td> <td>20</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>												SAND, GRAVEL & STONE-black (Fill)	756.3	AS	-	6								CLAY LOAM-dark brown, gray & black-very stiff (A-6) Fill	754.2	3			5					5	111			5			5					5				6	3.5P	17	6	1.2B	16					SANDY CLAY LOAM-brown & gray-stiff (A-6) Possible Fill	751.7	4		109	4		115							4			6									-5	4	1.4B	19	1.8B	16					CLAYEY SAND & GRAVEL-brown & gray-loose (A-2) Possible Fill	749.2	3			4		121							4			4									5	NP	18	5	2.3B	14					SANDY LOAM-gray-medium dense (A-2)	746.7	5			11									5			26									-10	6	NP	21	NP	15					CLAY TO CLAY LOAM-gray-stiff to very stiff (A-6)	725.2	3												4	1.0P	15										4			10		121							6		114	15	10.1S								-15	6	2.4B	17	14.1%	11							4												4		113										5	1.9B	17										4												5		109	15									-20	6	1.3B	18	NP	20				
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BORING NO. <u>BR-05</u> Station: <u>16030+33</u> Offset: <u>30.9' Right</u> Ground Surface Elev. <u>757.2</u>		Groundwater Elevation: First Encounter <u>Dry To -10.0'</u> Upon Completion <u>n/a</u> After _____ Hrs. _____																																																																																																																																																									
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<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:30%;">SANDY LOAM-gray-dense (A-2)</td> <td style="width:10%;">710.2</td> <td style="width:10%;">21</td> <td style="width:10%;">8</td> <td style="width:10%;">125</td> <td style="width:10%;"></td> <td style="width:10%;"></td> <td style="width:10%;"></td> <td style="width:10%;"></td> <td style="width:10%;"></td> <td style="width:10%;"></td> <td style="width:10%;"></td> </tr> <tr> <td></td> <td></td> <td>24</td> <td></td> <td></td> <td>8</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>-45</td> <td>27</td> <td>NP</td> <td>16</td> <td>7</td> <td>1.5B</td> <td>12</td> <td></td> <td></td> <td></td> </tr> <tr> <td>SILTY CLAY LOAM-gray-very dense (A-4)</td> <td>705.2</td> <td>23</td> <td></td> <td></td> <td>7</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>50/5"</td> <td></td> <td></td> <td>8</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>-50</td> <td>6</td> <td>4.5+P</td> <td>16</td> <td>8</td> <td>1.25P</td> <td>14</td> <td></td> <td></td> <td></td> </tr> <tr> <td>SILTY SAND & GRAVEL-gray-medium dense (A-2)</td> <td>700.2</td> <td>8</td> <td></td> <td></td> <td>15</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>9</td> <td></td> <td></td> <td>18</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>-55</td> <td>11</td> <td>NP</td> <td>15</td> <td>19</td> <td>NP</td> <td>9</td> <td></td> <td></td> <td></td> </tr> <tr> <td>CLAY LOAM-gray-stiff to very stiff (A-6)</td> <td>677.2</td> <td>7</td> <td></td> <td></td> <td>21</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>7</td> <td></td> <td>120</td> <td>18</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>-60</td> <td>10</td> <td>2.5B</td> <td>13</td> <td>23</td> <td>NP</td> <td>11</td> <td></td> <td></td> <td></td> </tr> </table>												SANDY LOAM-gray-dense (A-2)	710.2	21	8	125										24			8									-45	27	NP	16	7	1.5B	12				SILTY CLAY LOAM-gray-very dense (A-4)	705.2	23			7									50/5"			8									-50	6	4.5+P	16	8	1.25P	14				SILTY SAND & GRAVEL-gray-medium dense (A-2)	700.2	8			15									9			18									-55	11	NP	15	19	NP	9				CLAY LOAM-gray-stiff to very stiff (A-6)	677.2	7			21									7		120	18									-60	10	2.5B	13	23	NP	11			
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The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%) NR-No Recovery

TYLIN INTERNATIONAL

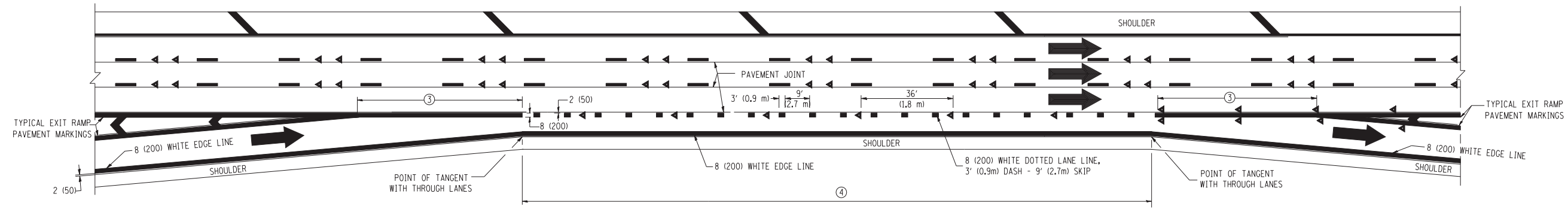
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	CHECKED - SP	REVISED -
PLOT SCALE =	DRAWN - PK	REVISED -
PLOT DATE =	CHECKED - SP	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

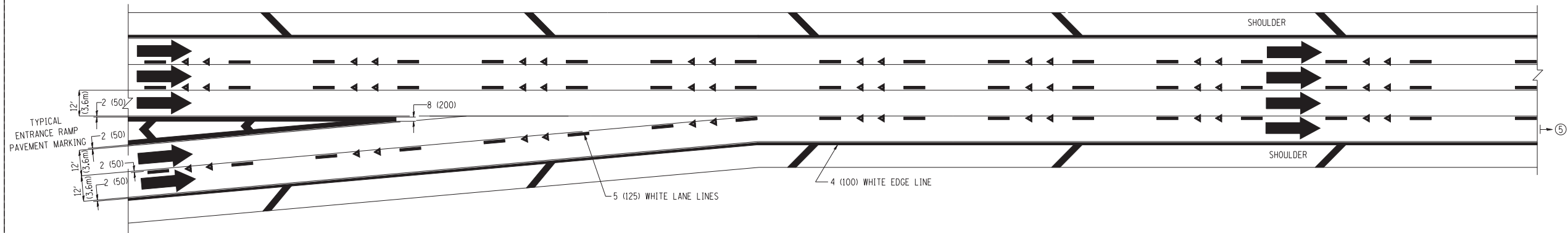
**BORING LOGS 5
STRUCTURE NO. 099-0526**

SHEET NO. 34 OF 35 SHEETS

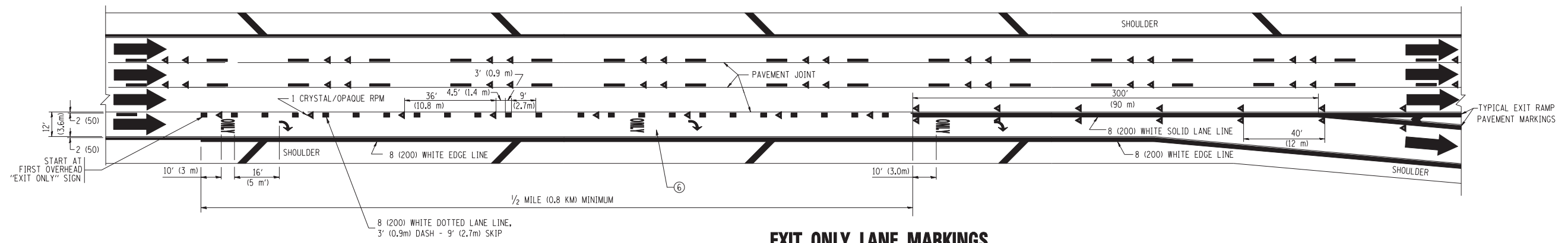
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-1HB-R	WILL	63	56
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60T40	



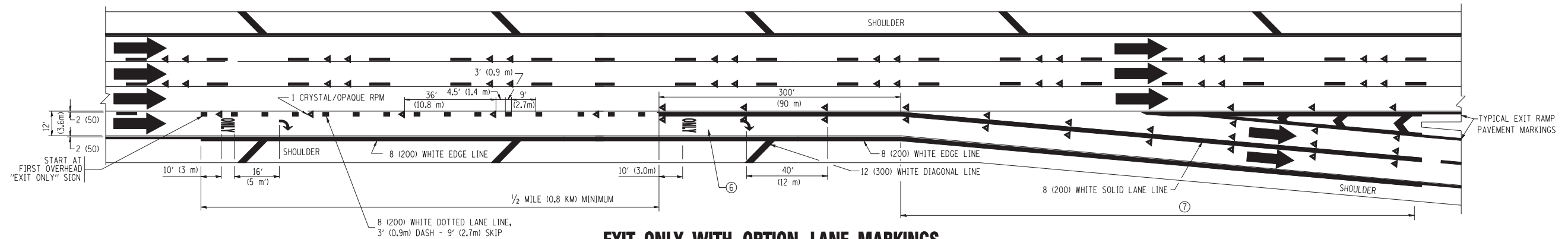
AUXILIARY LANE MARKINGS



TWO LANE ENTRANCE RAMP WITH MERGE MARKINGS



EXIT ONLY LANE MARKINGS



EXIT ONLY WITH OPTION LANE MARKINGS

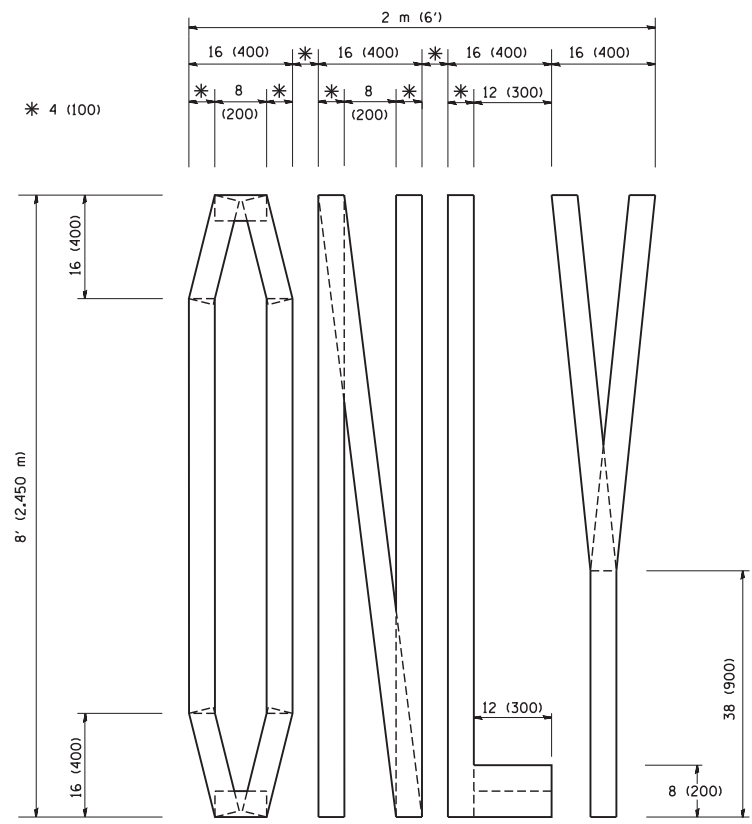
- NOTES**
- ③ OMIT WHEN LENGTH OF AUXILIARY LANE IS LESS THAN 500' (150 m).
 - ④ 8-INCH WIDE DOTTED LANE LINE MARKINGS SHALL BE USED WHEN THE LENGTH OF THE AUXILIARY LANE IS 2 MILES OR LESS.
 - ⑤ FOR TWO-LANE ENTRANCE RAMP, IF RIGHT LANE ENDS, USE TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS.
 - ⑥ ONLY AND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

FILE NAME =	USER NAME = leysa	DESIGNED - D.W.S.	REVISED - D.W.S. 07-96
ce:\pw\work\PWIDOT\LEYSAN\0108315\tc12.dgn		DRAWN -	REVISED - J.A.F. 02-06
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - S.P.B. 01-07
	PLOT DATE = 1/22/2010	DATE - 01-90	REVISED - S.P.B. 01-10

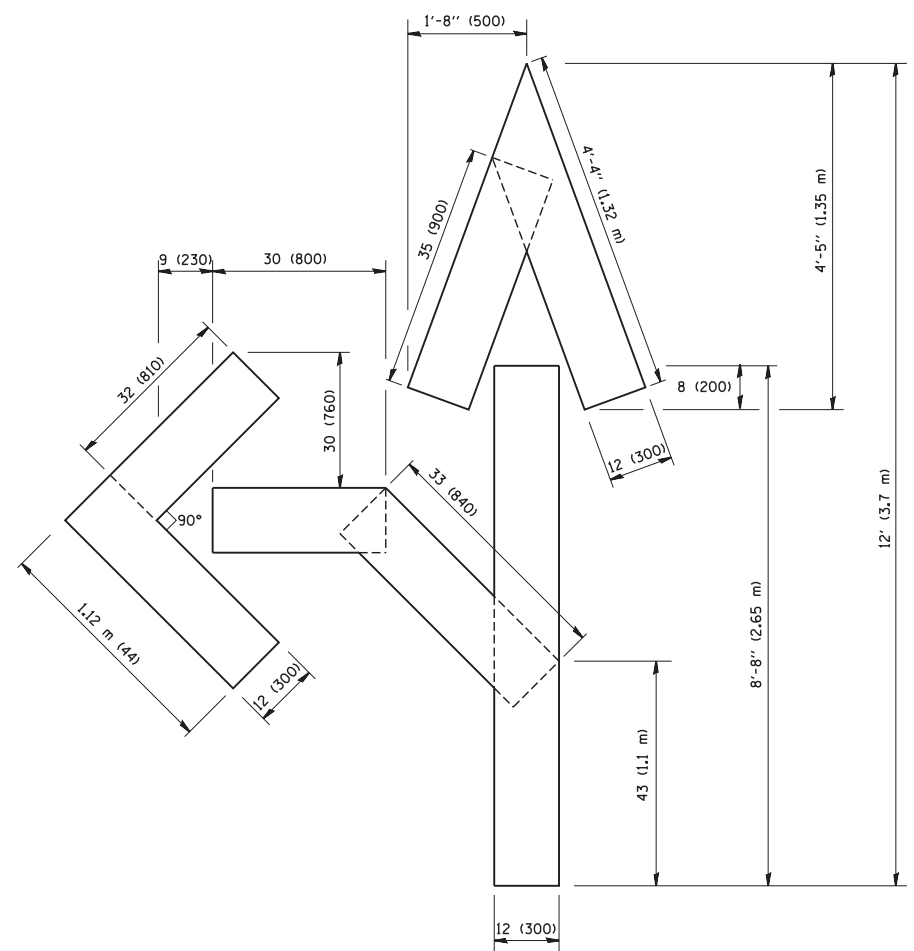
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

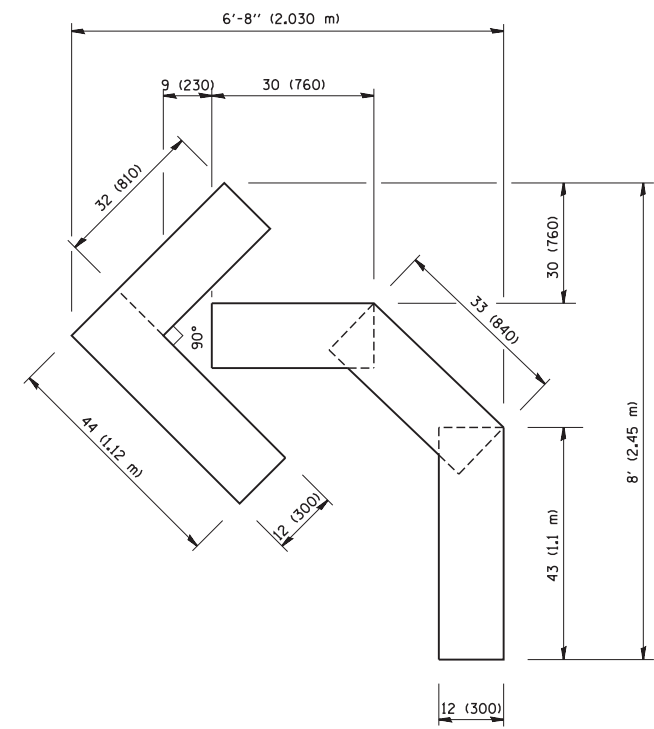
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			63	59
TC-12			CONTRACT NO.	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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



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



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

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

FILE NAME = W:\diststd\22x34\tc16.dgn	USER NAME = gaglionobt	DESIGNED -	REVISED -T. RAMMACHER 06-05-96
		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

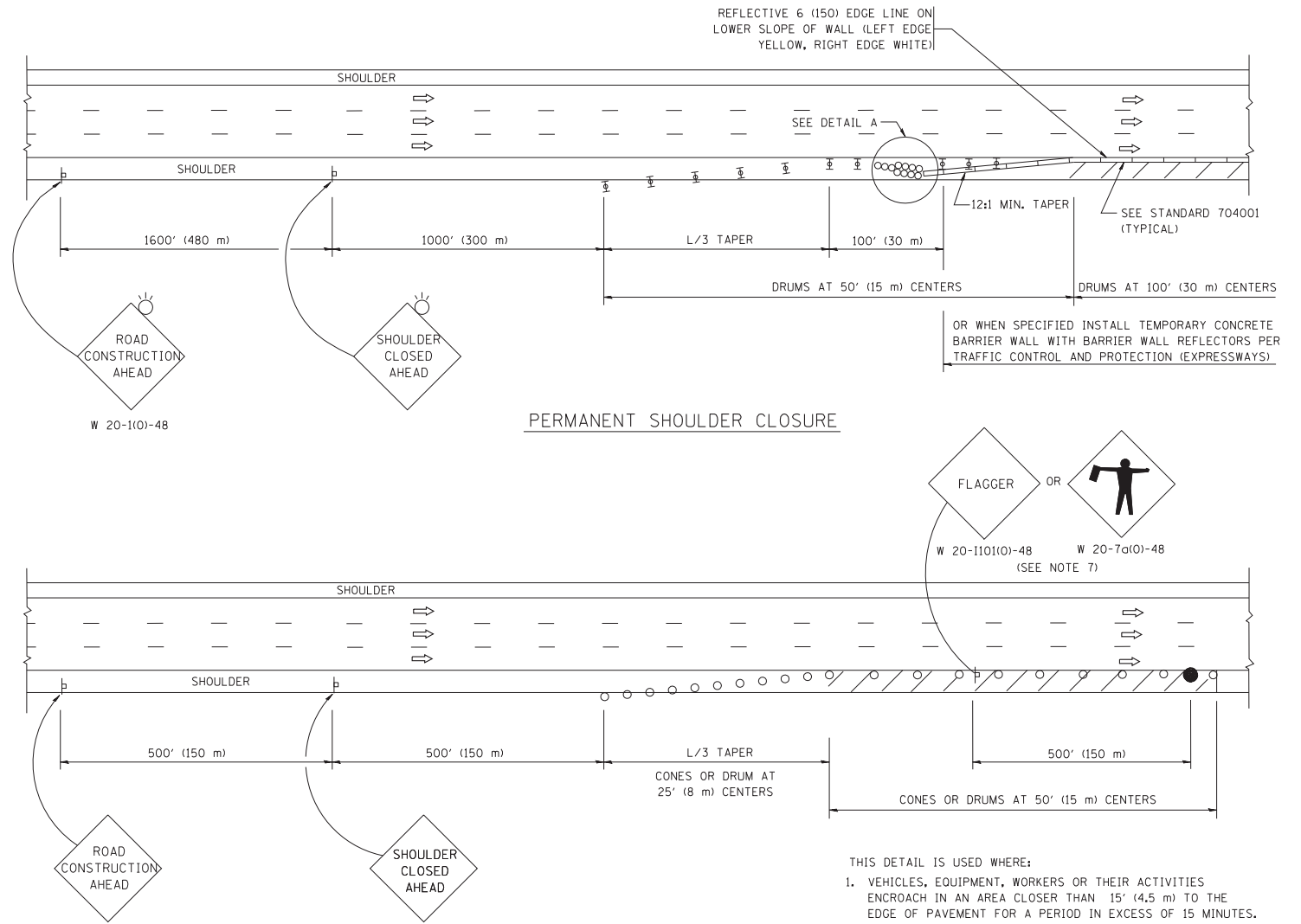
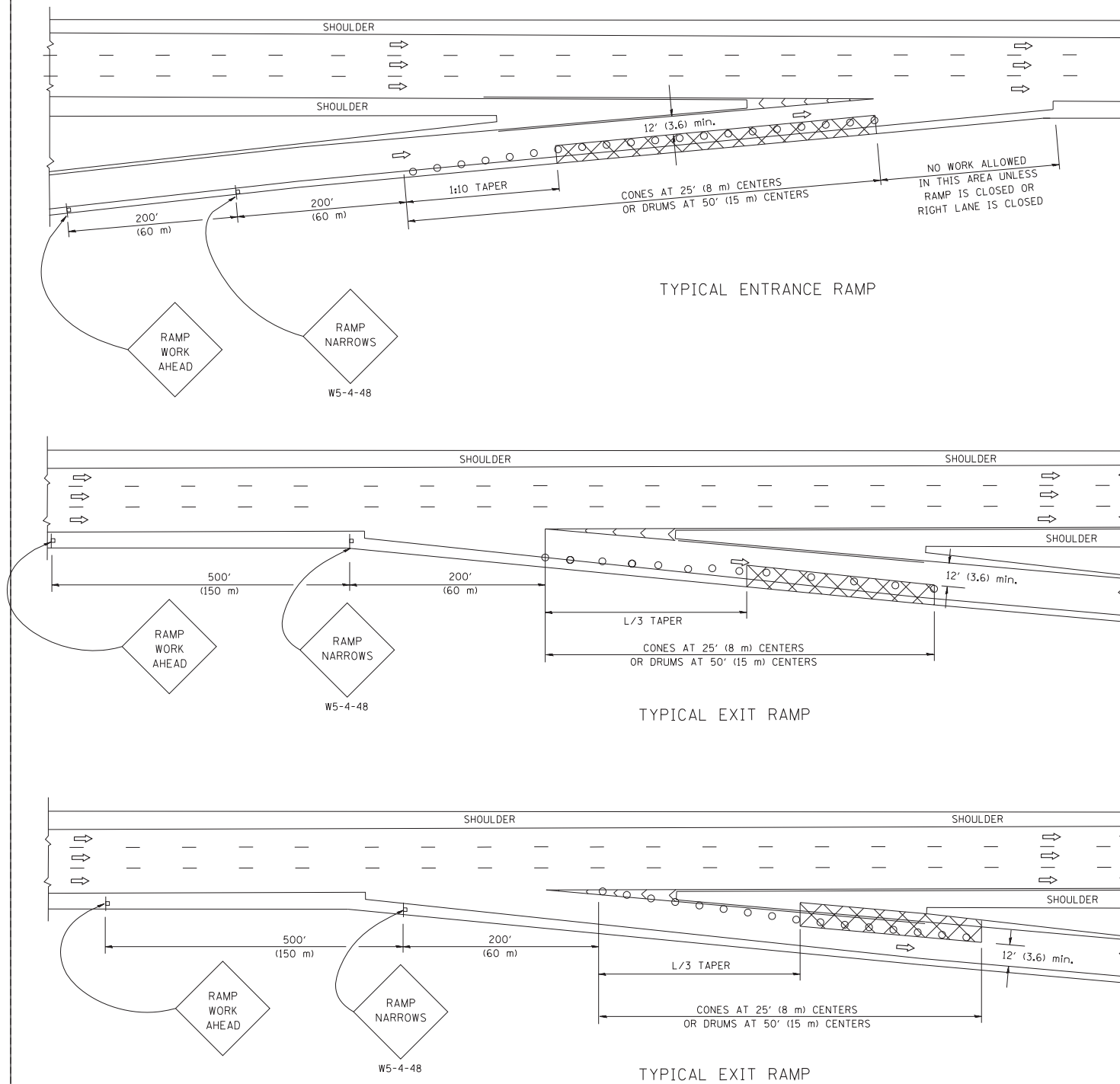
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			63	60
TC-16			CONTRACT NO.	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

PARTIAL RAMP CLOSURE DETAILS

SHOULDER CLOSURE DETAILS



SYMBOLS

- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- CONE, DRUM OR BARRICADE

GENERAL NOTES

1. THE "L" DISTANCE EQUALS:

SPEED LIMIT	FORMULAS
45 mph (80 km/h) OR GREATER:	METRIC ENGLISH
	$L=0.65(W)(S)$ $L=(W)(S)$
	W = WIDTH OF OFFSET IN FEET (METERS)
	S = NORMAL POSTED SPEED MPH (KM/H)
2. PLASTIC DRUMS WITH HIGH PERFORMANCE REFLECTIVE SHEETING AND STEADY BURNING LIGHTS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES.
3. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.

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

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

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

FILE NAME = W:\diststd\22x34\17.dgn	USER NAME = leuss	DESIGNED -	REVISED - 04-03
		DRAWN - D.W.S.	REVISED - J.A.F. 12-06
		CHECKED -	REVISED - S.P.B. 01-07
		DATE - 11-96	REVISED - S.P.B. 12-09

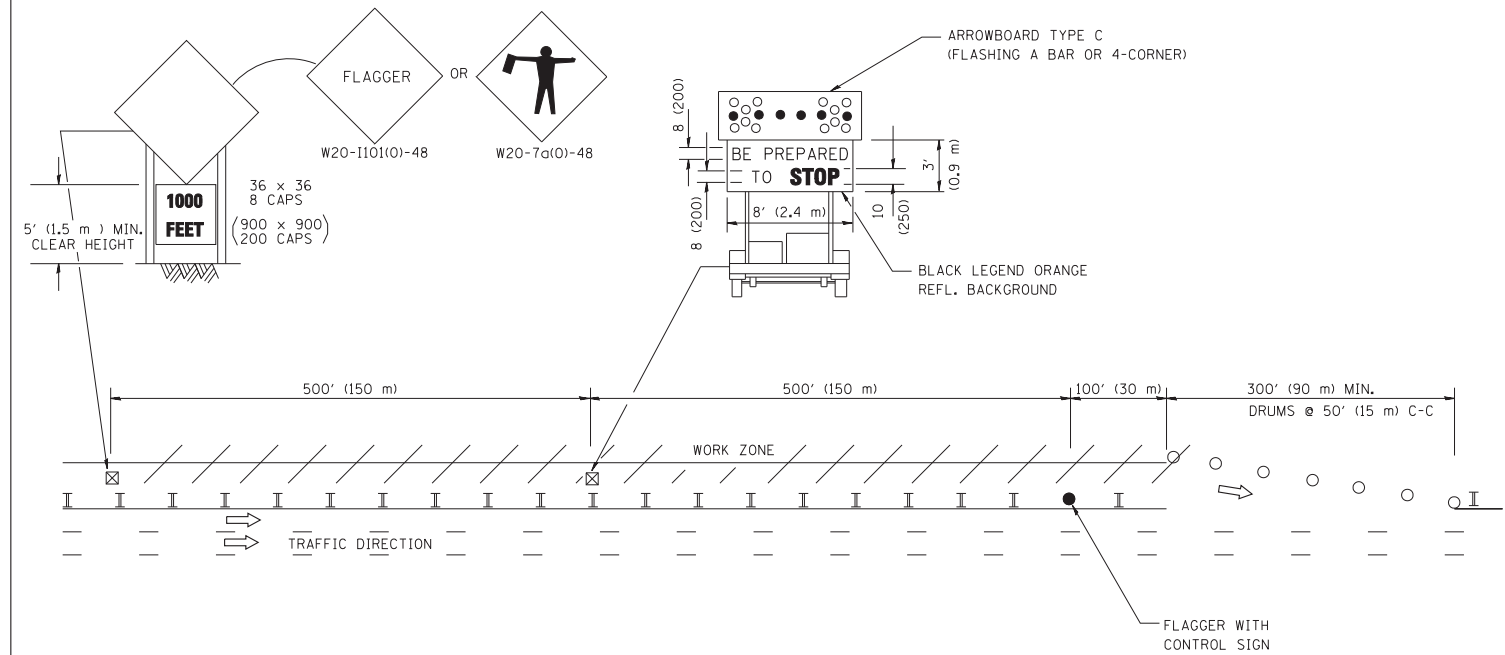
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

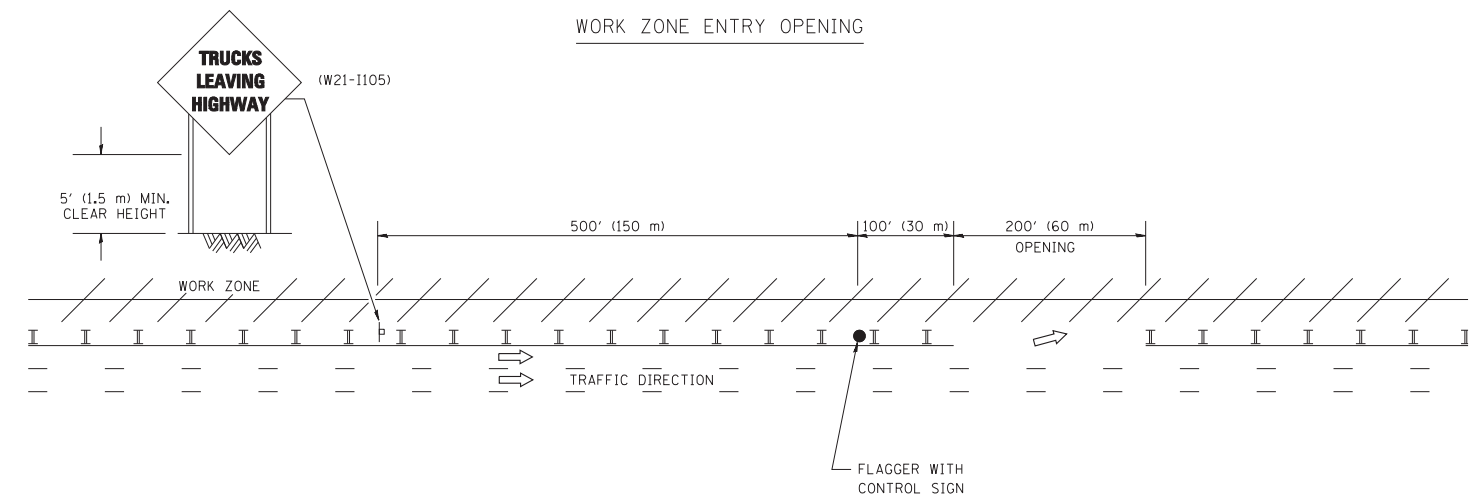
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			63	61
TC-17		CONTRACT NO.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

1. THE ARROWBOARD, THE FLAGGER AHEAD SIGN AND THE TRUCKS LEAVING HIGHWAY SIGN SHALL BE REMOVED OR TURNED AWAY FROM TRAFFIC AND THE EXIT AND ENTRY OPENINGS SHALL BE CLOSED WHEN THE FLAGGING OPERATION CEASES. NON OPERATING EQUIPMENT SHALL COMPLY WITH ARTICLE 701.11
2. WORK ZONE EXIT OPENINGS SHOULD BE A MINIMUM OF ONE HALF MILE APART.
3. EXITING THE WORK ZONE AT ANY PLACE OTHER THAN AT A WORK ZONE EXIT OPENING WILL BE PROHIBITED.
4. ALL VEHICLES SHALL ENTER THE WORK ZONE AT ENTRY OPENINGS, USING THEIR TURN SIGNALS TO WARN MOTORISTS

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

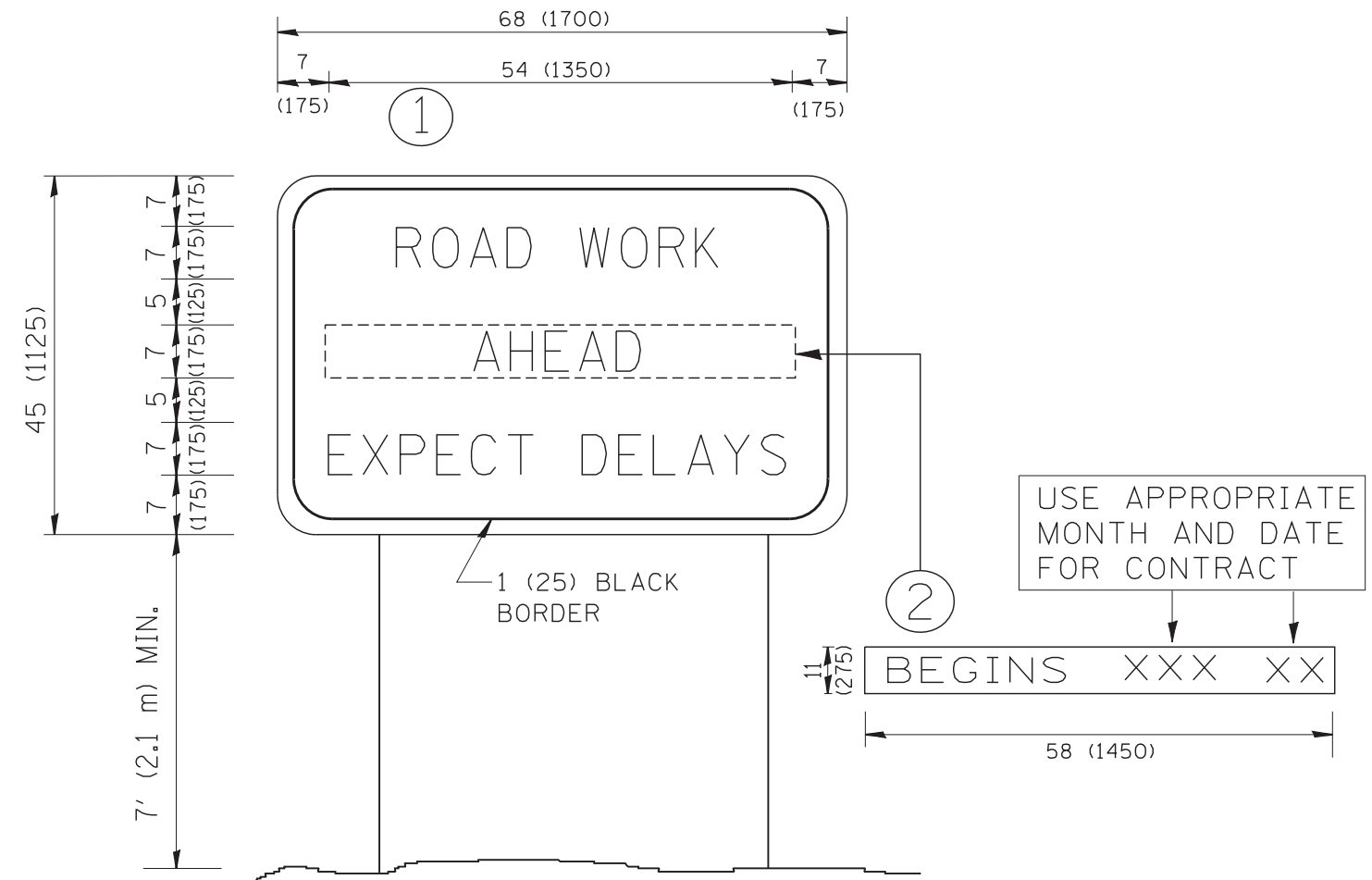
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		DRAWN -	REVISED - J.A.F. 02-06
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - S.P.B. 01-07
	PLOT DATE = 1/26/2010	DATE -	REVISED - S.P.B. 12-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGNING FOR FLAGGING OPERATIONS
AT WORK ZONE OPENINGS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-18		63	62
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO.	



NOTES:

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

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

FILE NAME = W:\diststd\22x34\tc22.dgn	USER NAME = gegl1onobt	DESIGNED - DRAWN -	REVISED - R. MIRS 09-15-97 REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			63	63
TC-22		CONTRACT NO.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				