

NORTH EDGE OF CURB

Location	Station	Offset	Theoretical Grade Elevations
W. END OF E. APPR. SLAB	8019+07.20	-46.00	623.47
A1	8019+17.20	-46.00	623.19
A2	8019+27.20	-46.00	622.89
E. END OF E. APPR. SLAB	8019+37.20	-46.00	622.58

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. END OF E. APPR. SLAB	8019+32.91	-28.00	622.36
A1	8019+42.91	-28.00	622.03
A2	8019+52.91	-28.00	621.69
E. END OF E. APPR. SLAB	8019+62.91	-28.00	621.33

IL RTE 59 NB, PROFILE GRADE

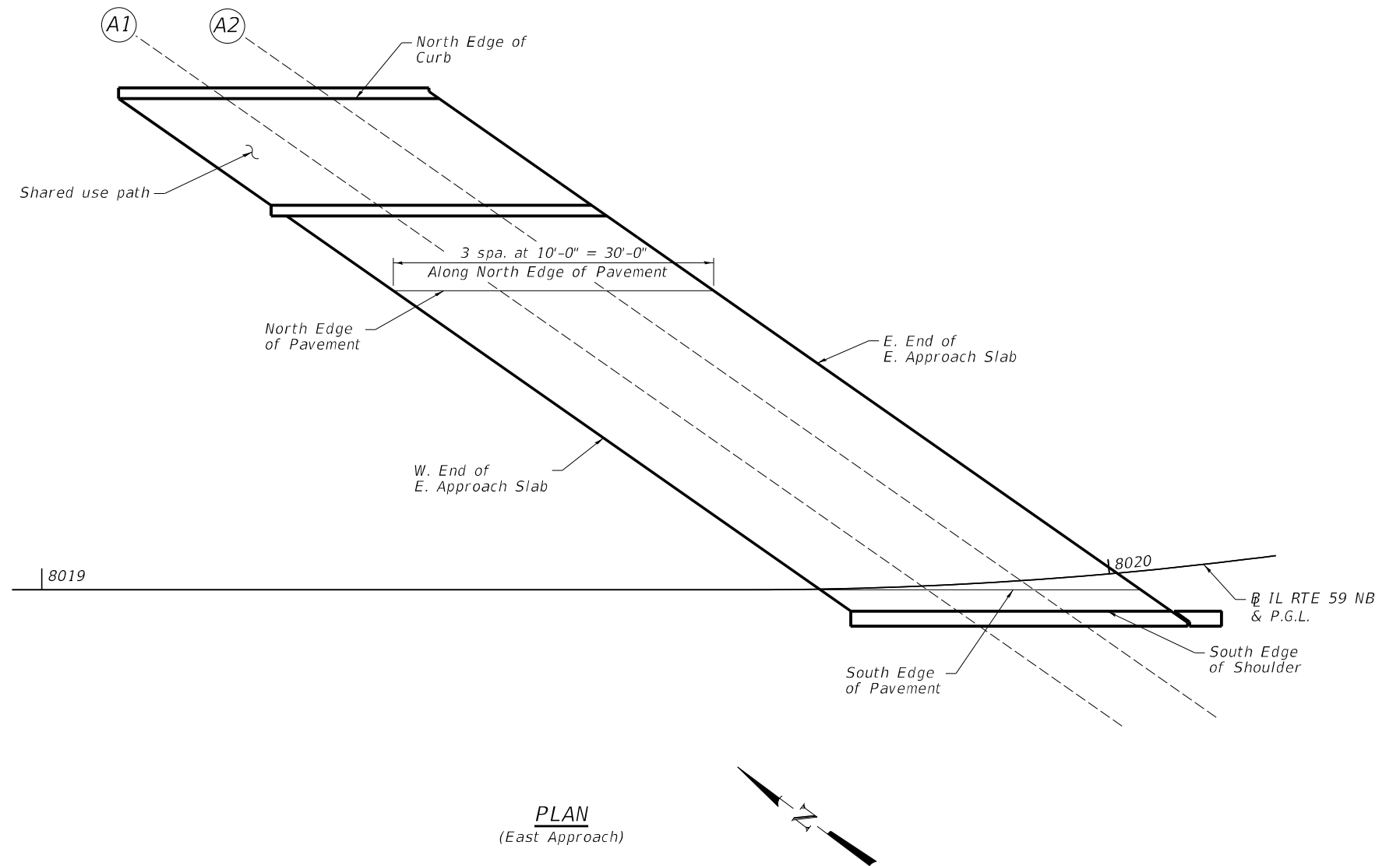
Location	Station	Offset	Theoretical Grade Elevations
W. END OF E. APPR. SLAB	8019+72.81	0.00	620.40
A1	8019+82.40	0.00	620.04
A2	8019+91.70	0.00	619.71
E. END OF E. APPR. SLAB	8020+00.72	0.00	619.39

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. END OF E. APPR. SLAB	8019+72.89	0.06	620.41
A1	8019+82.88	0.36	620.02
A2	8019+92.85	0.93	619.65
E. END OF E. APPR. SLAB	8020+02.76	1.75	619.29

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. END OF E. APPR. SLAB	8019+75.70	2.12	620.26
A1	8019+85.63	2.50	619.88
A2	8019+95.54	3.13	619.51
E. END OF E. APPR. SLAB	8020+05.39	4.02	619.16



PLAN
(East Approach)

NOTES:

1. Station and offsets are measured from @ IL RTE 59 NB & P.G.L.
2. All theoretical grade elevations are measured to the top of the concrete wearing surface.

MODEL: D:\p\aut\1\benesch\p\aut\benesch\p\91\Documents\07709\07748\08\Eng_Docs_Phase_1\Structures\SN_099-4666 (IL_59_NB)\Final\Sheets\02H15-sh-4666-SA05-approachslabrev.dgn
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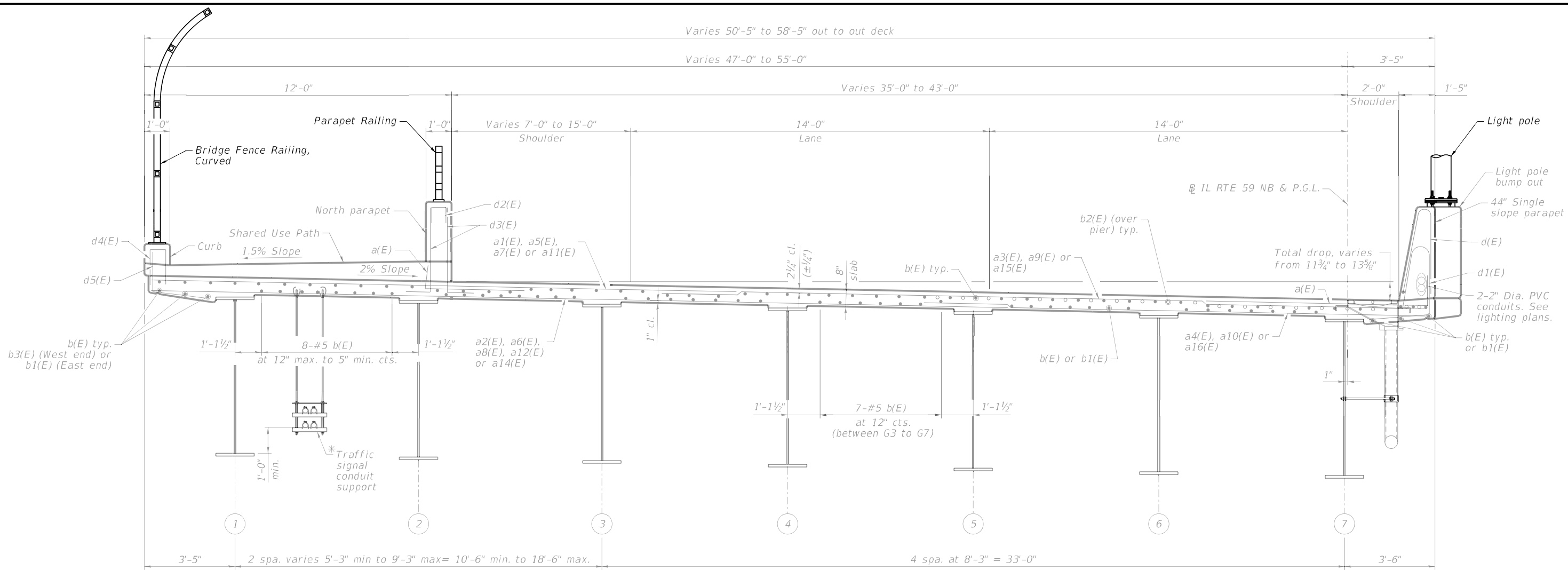
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DATE = 02/04/2022	DRAWN - AJB	REVISD -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF EAST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 099-4666

SHEET SA-05 OF SA-26 SHEETS

F.A./P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	1001
CONTRACT NO. 62H15				
* FAI 55, FAP 338		ILLINOIS	FED. AID PROJECT	



* Cost included with conduit attached to structure. See Traffic Signal Plans. Space to miss steel cross frames.

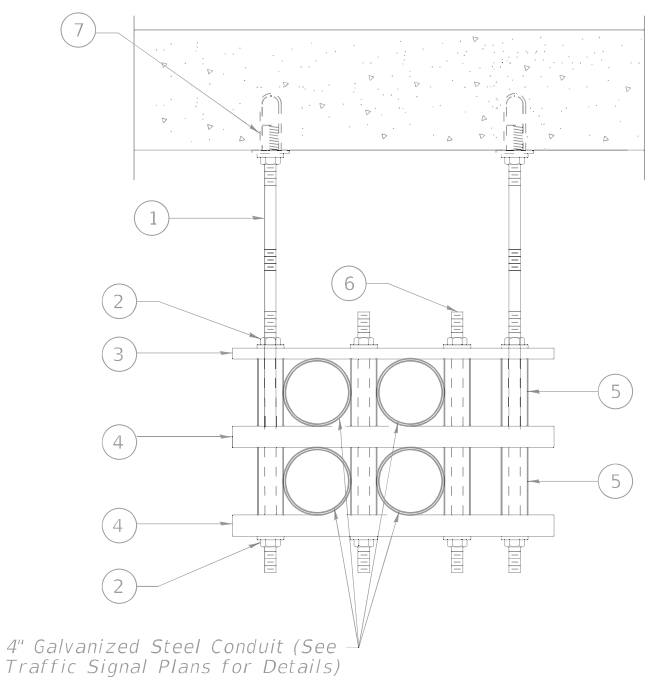
CONDUIT HANGER NOTES

1. Conduit shall be supported at a maximum interval of 5' and within 2'-6" of any junction box, coupling/fitting or change in direction.
2. All hardware shall be stainless steel in accordance with article 1006.31 of the standard specifications.
3. The electrical contractor shall coordinate the location of the concrete inserts with the bridge contractor.
4. The cost of the concrete inserts and hangers shall be included in the cost of conduit attached to structure (See Traffic Signal Plans).
5. Conduit shall not come into contact with any bracing or other structural members.
6. Provide 1" minimum clearance to all structural members.
7. Split stop ring and brace shall be in accordance with fiberglass conduit manufacturer's requirements.

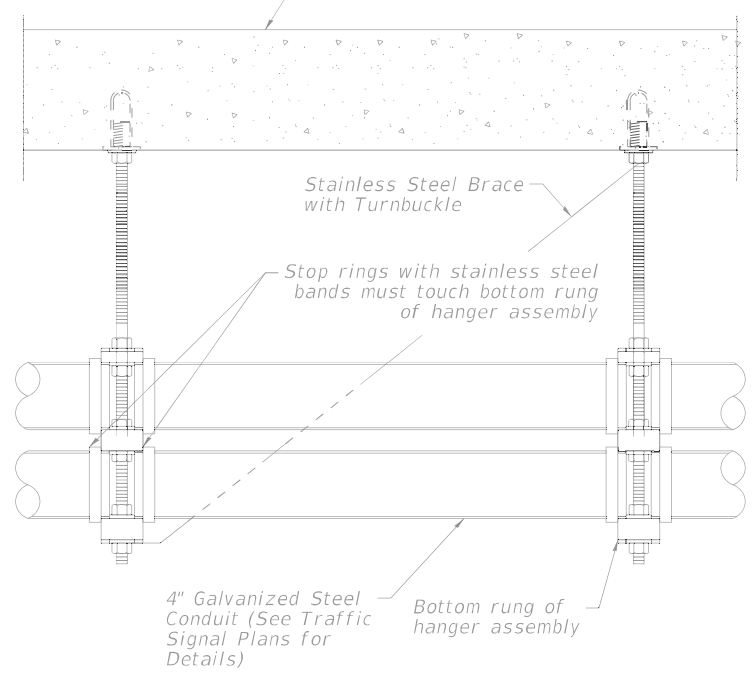
MIDSPAN

CROSS SECTION
(Looking East)

NEAR PIER



HANGER SECTION VIEW



TYPICAL SPLIT STOP RING INSTALLATION

CONDUIT/HANGER LEGEND

- 1 3/4" stainless steel threaded rod
- 2 3/4" stainless steel hex nut, stainless steel flat washer and stainless steel lock washer, typ.
- 3 1/2" x 2" x 2'-6" fiberglass flat bar (level)
- 4 1/4" x 2" x 2'-6" fiberglass square tube (level)
- 5 1" fiberglass round tube 9" long
- 6 3/4" stainless steel threaded rod 2'-6" long
- 7 1000 lbs. minimum capacity stainless steel concrete inserts cast in deck for 3/4" threaded rods

Above sizes/lengths shall be verified by contractor to ensure proper conduit fit before ordering material.

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PLOT SCALE =	CHECKED - DTS	REVISD -
DATE = 05/10/2022	DRAWN - AJB	REVISD -
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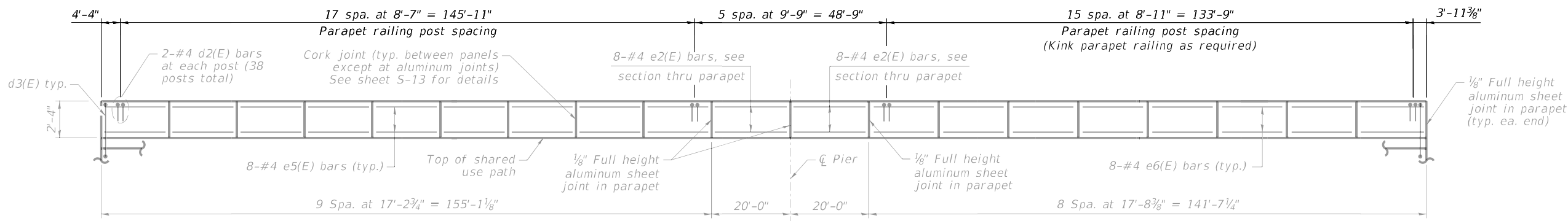
EXISTING DECK CROSS SECTION
STRUCTURE NO. 099-4666

SHEET SA-06 OF SA-26 SHEETS

F.A./P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62H15				
* FAI 55, FAP 338		ILLINOIS	FED. AID PROJECT	

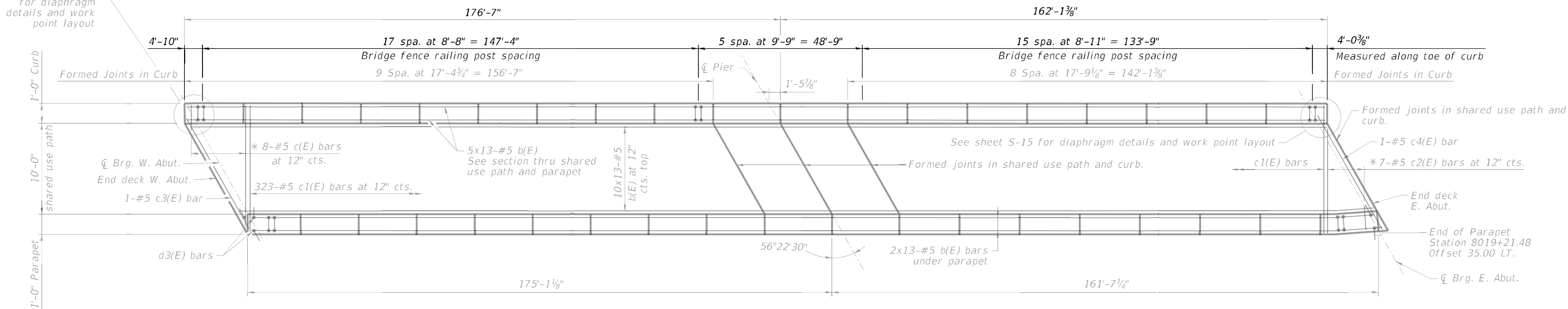
MINIMUM BAR LAP

#4 bar = 2'-5"
#5 bar = 3'-6"



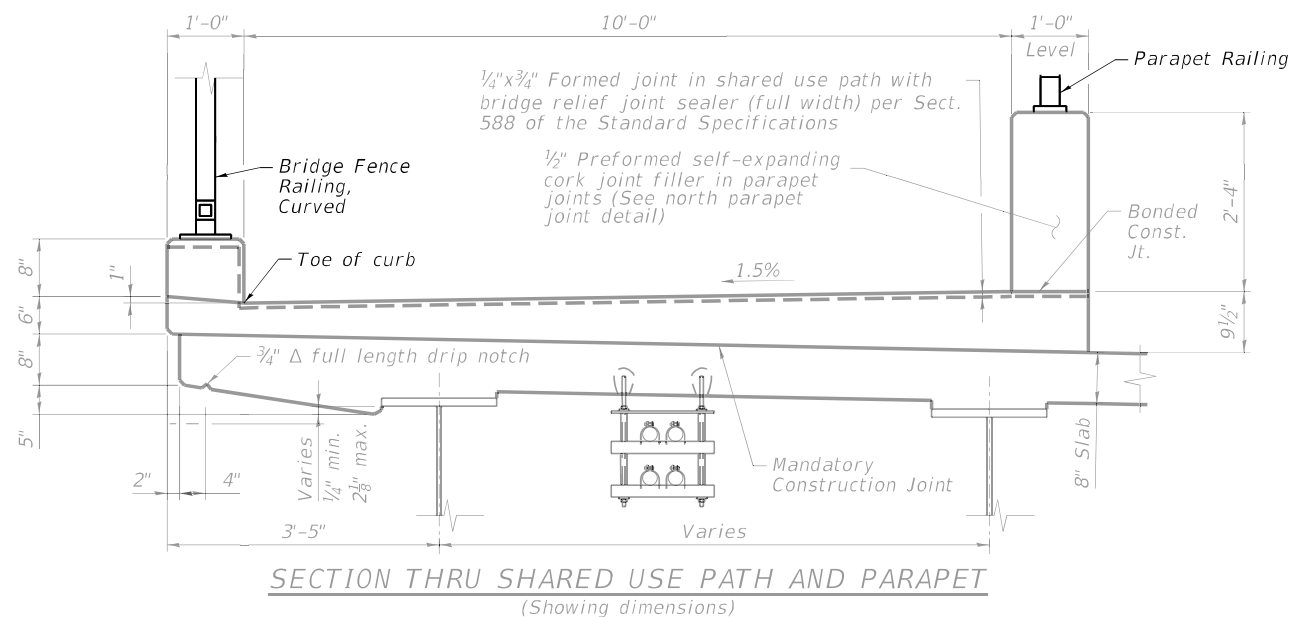
INSIDE ELEVATION OF NORTH PARAPET
Dimensions along roadway face of parapet

See sheet S-15 for diaphragm details and work point layout

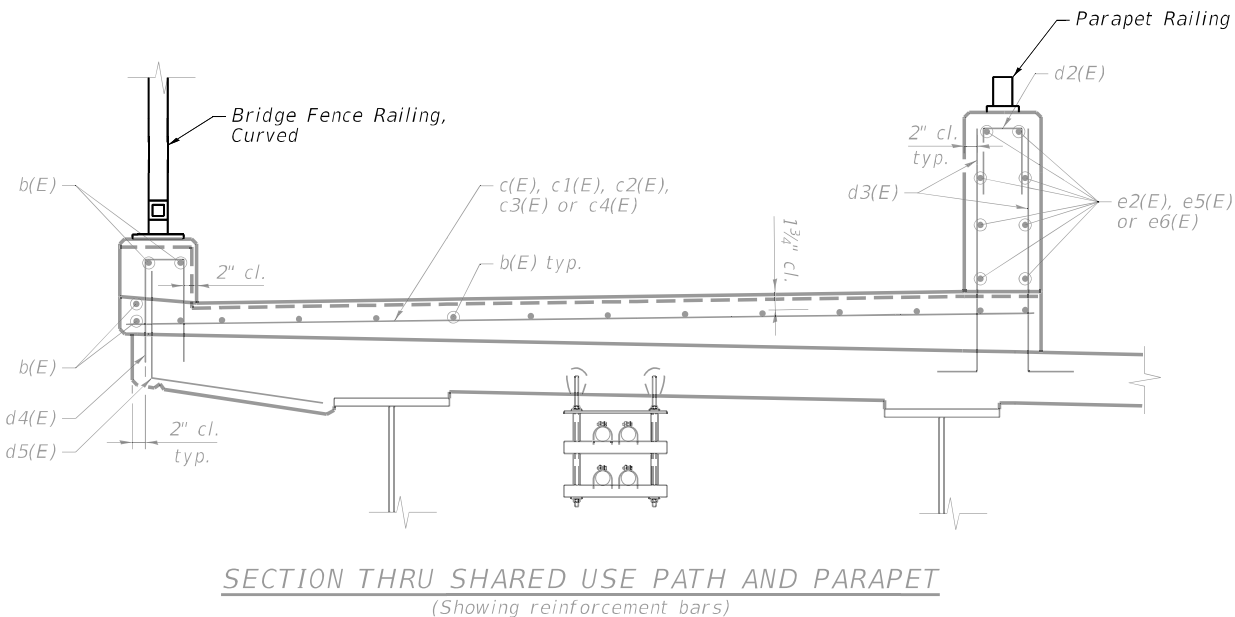


* Cut reinforcement in the field to fit the skew and place them in the order of smallest to largest. See field cutting diagram.

SHARED USE PATH - PLAN
(Shown Parallel with North Edge of Deck)



SECTION THRU SHARED USE PATH AND PARAPET
(Showing dimensions)



SECTION THRU SHARED USE PATH AND PARAPET
(Showing reinforcement bars)

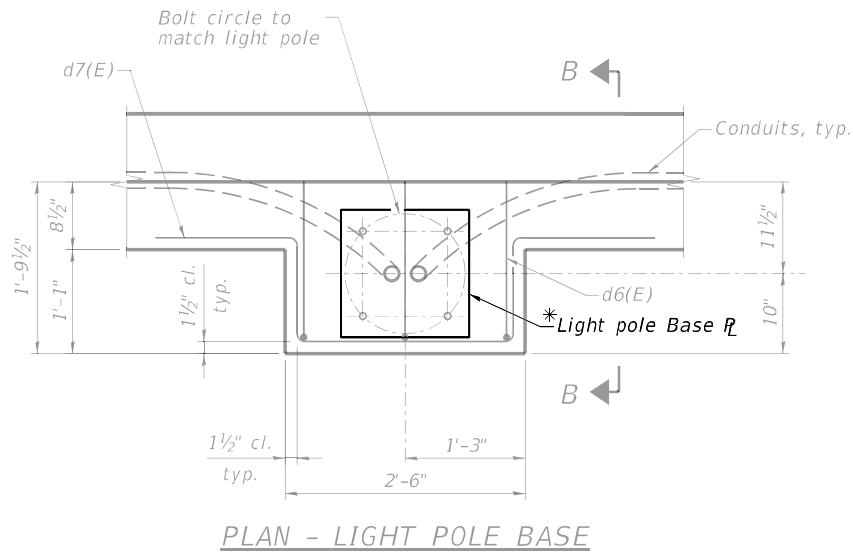
NOTES:

1. Sheet sheet S-16 for Bridge Fence Railing (Sidewalk) and Parapet Railing Mounted Details.
2. See Sheet S-13 for North Parapet Joint Details.

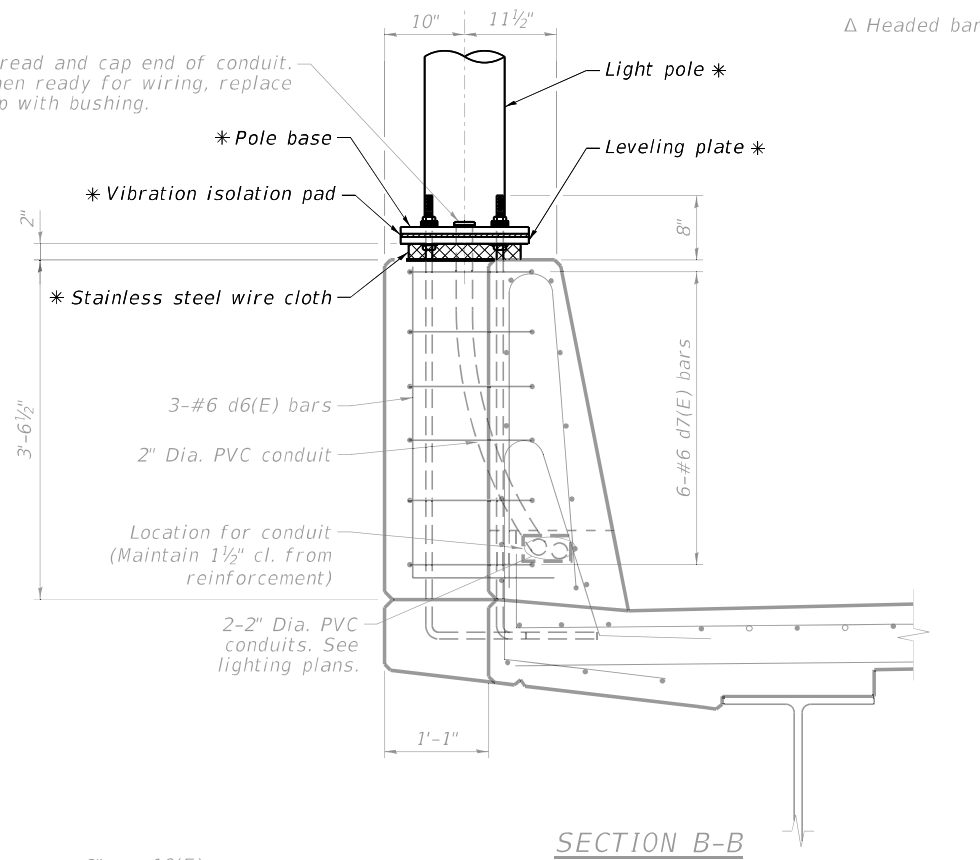
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F.A./P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	1003
CONTRACT NO. 62H15				
* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				

* See lighting plans.



Thread and cap end of conduit. When ready for wiring, replace cap with bushing.

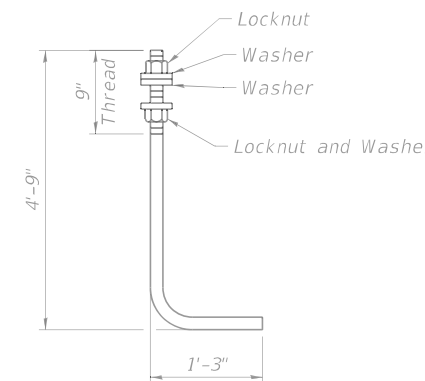
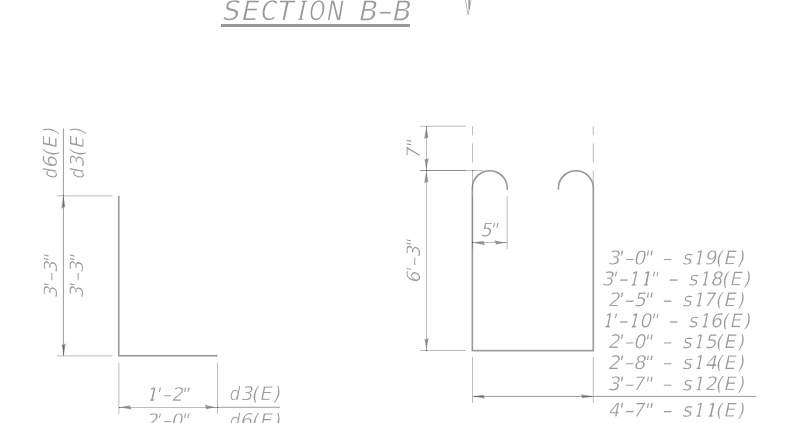
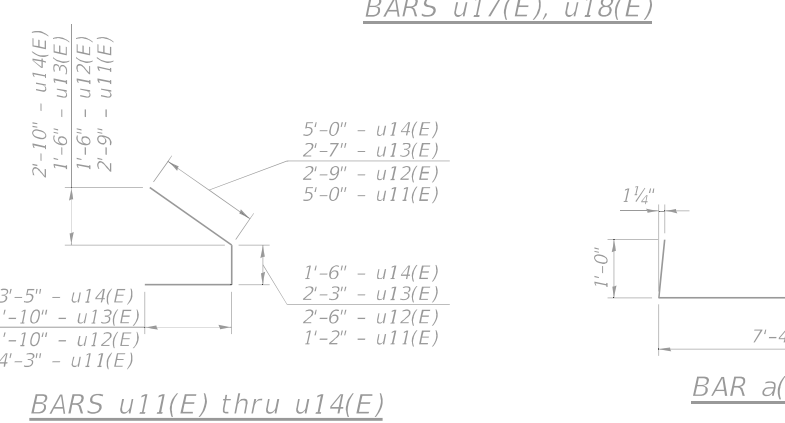
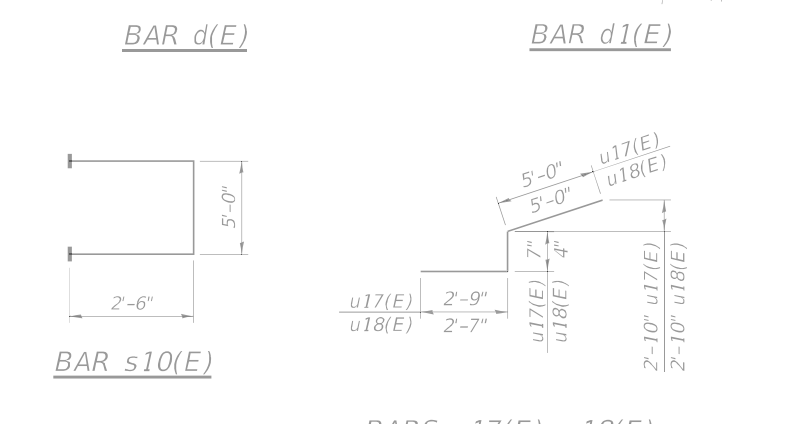
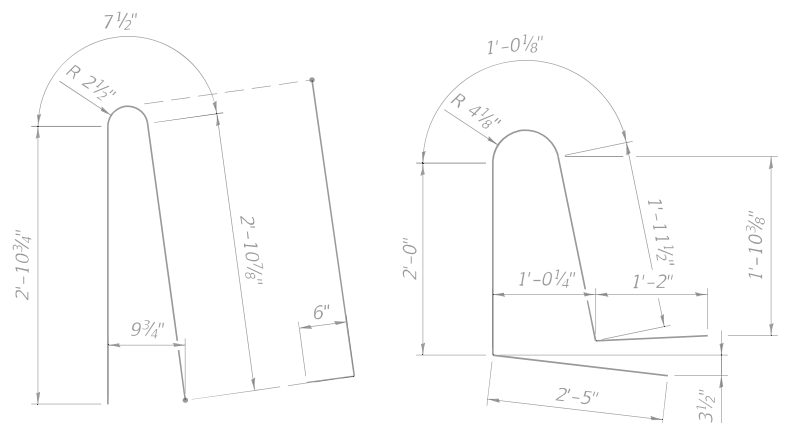


BILL OF MATERIAL

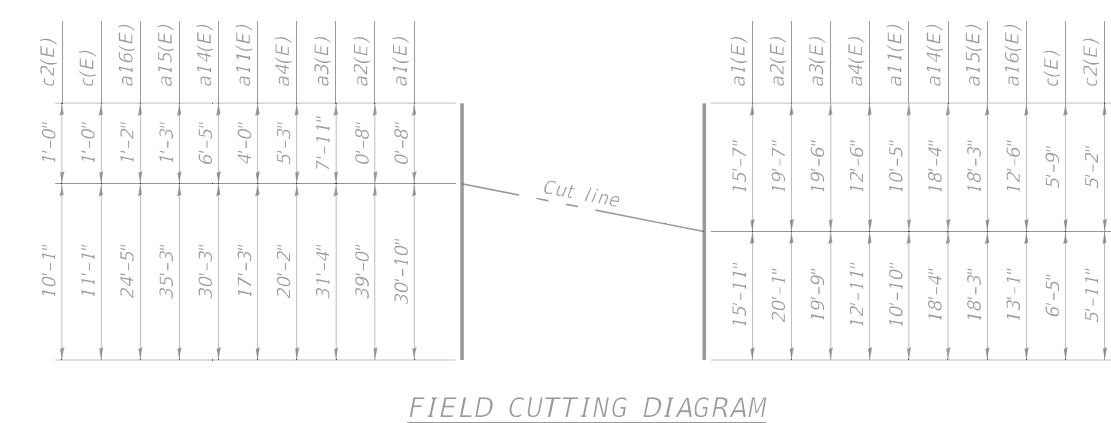
Bar	No.	Size	Length	Shape
m11(E)	16	#6	13'-7"	▬
m12(E)	4	#6	15'-6"	▬
m13(E)	2	#6	5'-6"	▬
m14(E)	1	#6	1'-8"	▬
m15(E)	1	#6	2'-7"	▬
m16(E)	4	#6	8'-4"	▬
m17(E)	1	#6	2'-0"	▬
m18(E)	1	#6	3'-0"	▬
m19(E)	2	#6	5'-5"	▬
m21(E)	48	#6	13'-7"	▬
m22(E)	12	#6	15'-6"	▬
m23(E)	6	#6	5'-6"	▬
m24(E)	6	#6	1'-8"	▬
m26(E)	12	#6	8'-4"	▬
m27(E)	6	#6	2'-0"	▬
m29(E)	6	#6	5'-5"	▬
m30(E)	30	#6	37'-3"	▬
m31(E)	30	#6	33'-0"	▬
m32(E)	6	#4	30'-6"	▬
m33(E)	6	#4	35'-6"	▬
u11(E)	6	#4	10'-5"	┘
u12(E)	6	#4	7'-1"	┘
u13(E)	6	#4	6'-8"	┘
u14(E)	6	#4	9'-11"	┘
u15(E)	6	#4	9'-3"	┘
u16(E)	6	#4	8'-5"	┘
u17(E)	6	#4	8'-4"	┘
u18(E)	6	#4	7'-11"	┘

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	1463	#6	8'-4"	▬
a1(E)	54	#5	31'-6"	▬
a2(E)	43	#5	39'-8"	▬
a3(E)	42	#5	39'-3"	▬
a4(E)	17	#5	25'-5"	▬
a5(E)	84	#5	26'-8"	▬
a6(E)	34	#5	37'-8"	▬
a7(E)	303	#5	24'-7"	▬
a8(E)	195	#5	37'-9"	▬
a9(E)	606	#5	35'-1"	▬
a10(E)	414	#5	22'-1"	▬
a11(E)	282	#5	21'-3"	▬
a12(E)	170	#5	34'-4"	▬
a13(E)	24	#5	2'-0"	▬
a14(E)	25	#5	36'-8"	▬
a15(E)	54	#5	36'-6"	▬
a16(E)	24	#5	25'-7"	▬
a17(E)	6	#5	35'-8"	▬
a18(E)	6	#5	30'-9"	▬
a19(E)	32	#5	4'-0"	▬
b(E)	1614	#5	29'-4"	▬
b1(E)	81	#5	10'-6"	▬
b2(E)	177	#6	38'-3"	▬
b3(E)	19	#5	22'-0"	▬
c(E)	8	#5	12'-1"	▬
c1(E)	323	#5	11'-8"	▬
c2(E)	7	#5	11'-1"	▬
c3(E)	1	#5	19'-9"	▬
c4(E)	1	#5	20'-4"	▬
d(E)	491	#5	7'-0"	┘
d1(E)	491	#5	8'-7"	┘
d2(E)	76	#4	2'-2"	┘
d3(E)	676	#6	4'-5"	┘
d4(E)	76	#4	3'-6"	┘
d5(E)	339	#5	3'-8"	┘
d6(E)	6	#6	5'-3"	┘
d7(E)	12	#6	8'-11"	┘
e(E)	64	#4	18'-6"	▬
e1(E)	24	#4	27'-2"	▬
e2(E)	40	#4	19'-8"	▬
e3(E)	56	#4	19'-2"	▬
e4(E)	20	#4	29'-3"	▬
e5(E)	72	#4	16'-11"	▬
e6(E)	64	#4	17'-4"	▬
s10(E)	94	#5	10'-0"	┘
s11(E)	87	#5	18'-3"	┘
s12(E)	1	#5	17'-3"	┘
s14(E)	1	#5	16'-4"	┘
s15(E)	1	#5	15'-8"	┘
s16(E)	1	#5	15'-6"	┘
s17(E)	1	#5	16'-1"	┘
s18(E)	1	#5	17'-7"	┘
s19(E)	1	#5	16'-8"	┘
Concrete Superstructure		Cu. Yd.	814.2	
Reinforcement Bars, Epoxy Coated		Pound	184,030	



Diameter as specified for light poles.
(ASTM F 1554 Grade 105) Full length hot dipped galvanized
(Cost of anchor rod included with "Concrete Superstructure".)



- NOTES:
1. Bars indicated thus "58x13-#5" etc. indicate 58 line of bars with 13 lengths per line.
 2. Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

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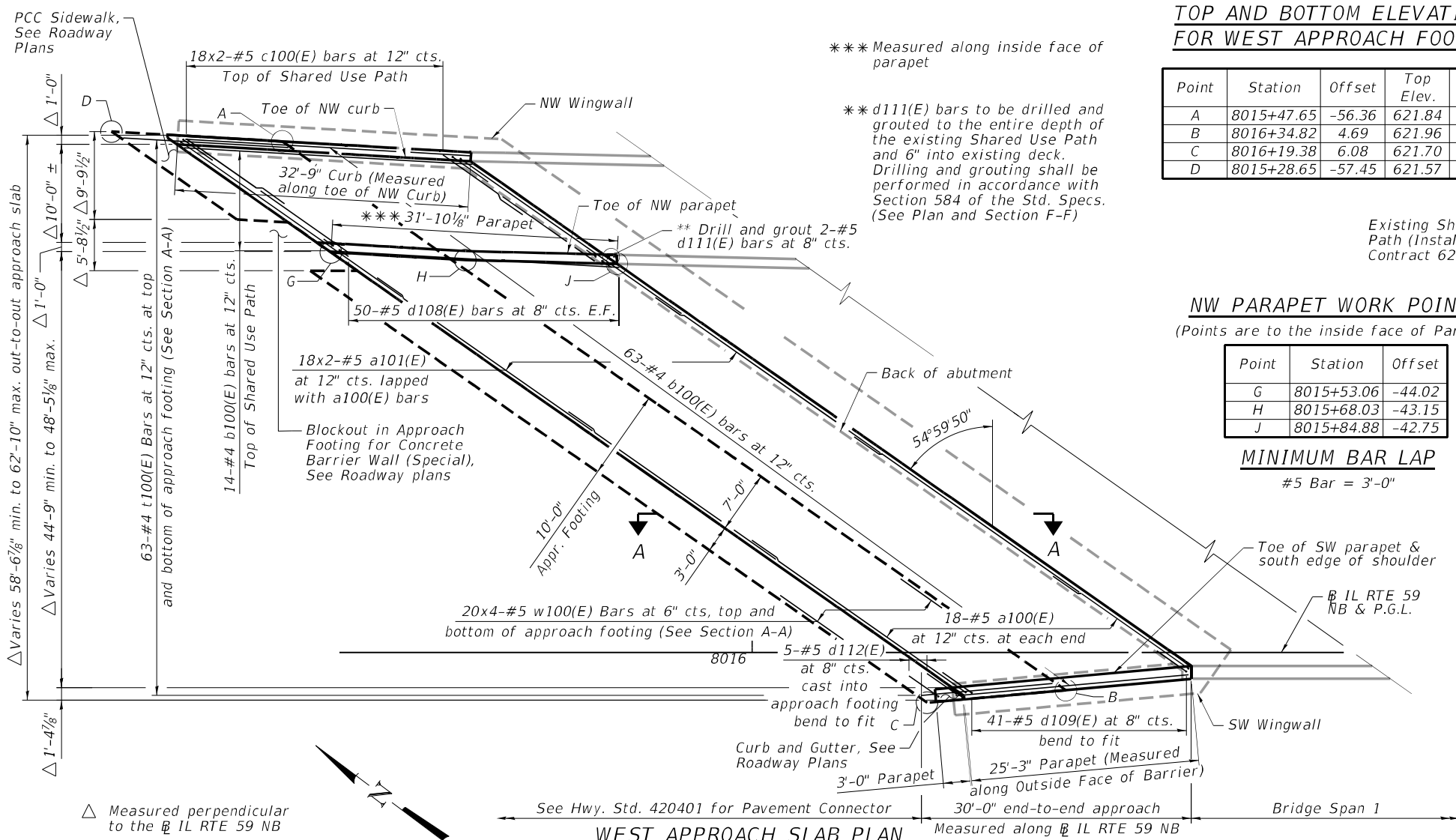
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING SUPERSTRUCTURE DETAILS
STRUCTURE NO. 099-4666

SHEET SA-08 OF SA-26 SHEETS

F.A./P.RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	1004
CONTRACT NO. 62H15				
* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				

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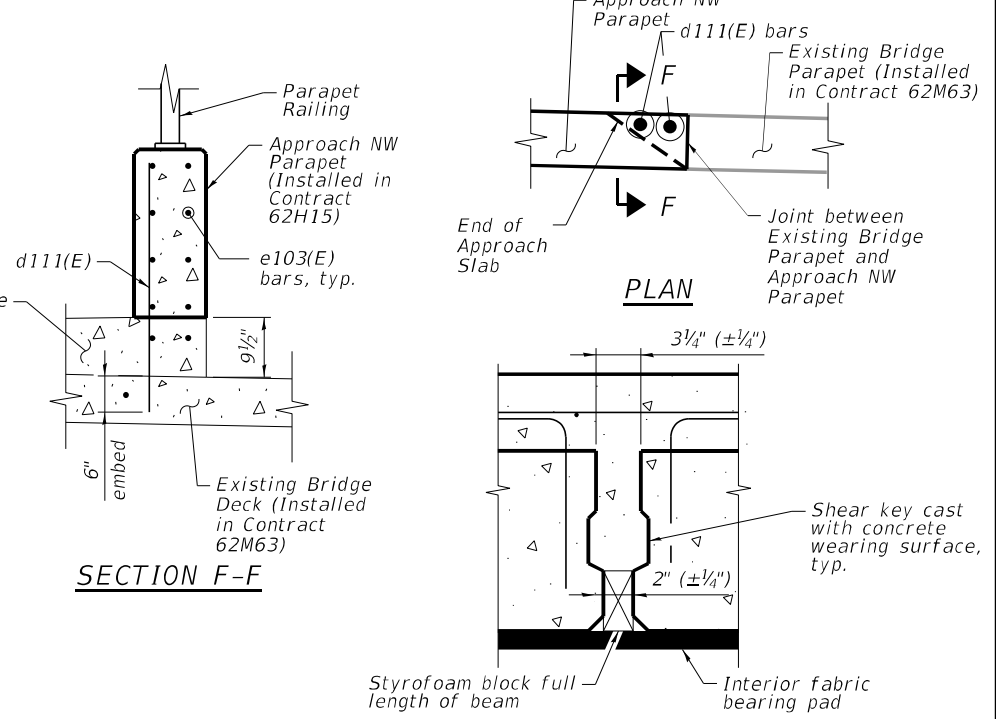
TOP AND BOTTOM ELEVATIONS FOR WEST APPROACH FOOTING

Point	Station	Offset	Top Elev.	Bottom Elev.
A	8015+47.65	-56.36	621.84	621.01
B	8016+34.82	4.69	621.96	621.13
C	8016+19.38	6.08	621.70	620.87
D	8015+28.65	-57.45	621.57	620.74

NW PARAPET WORK POINTS
(Points are to the inside face of Parapet)

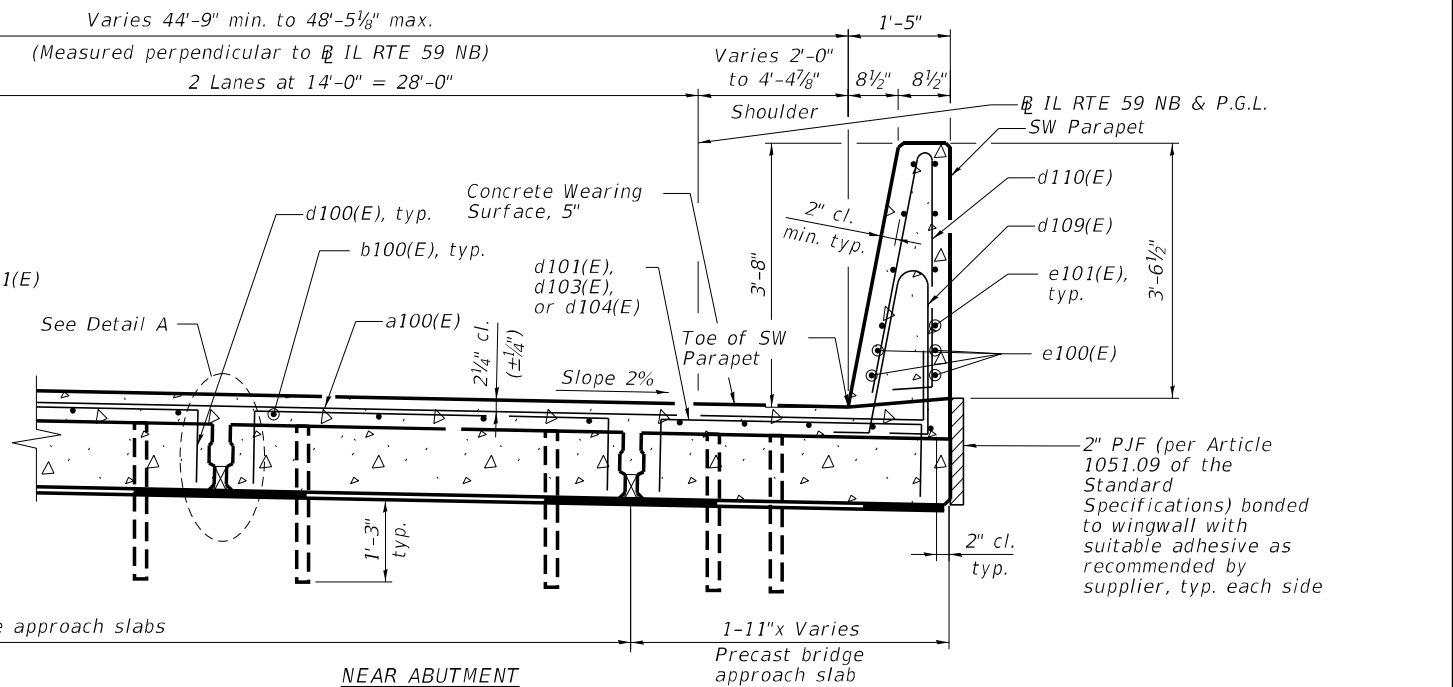
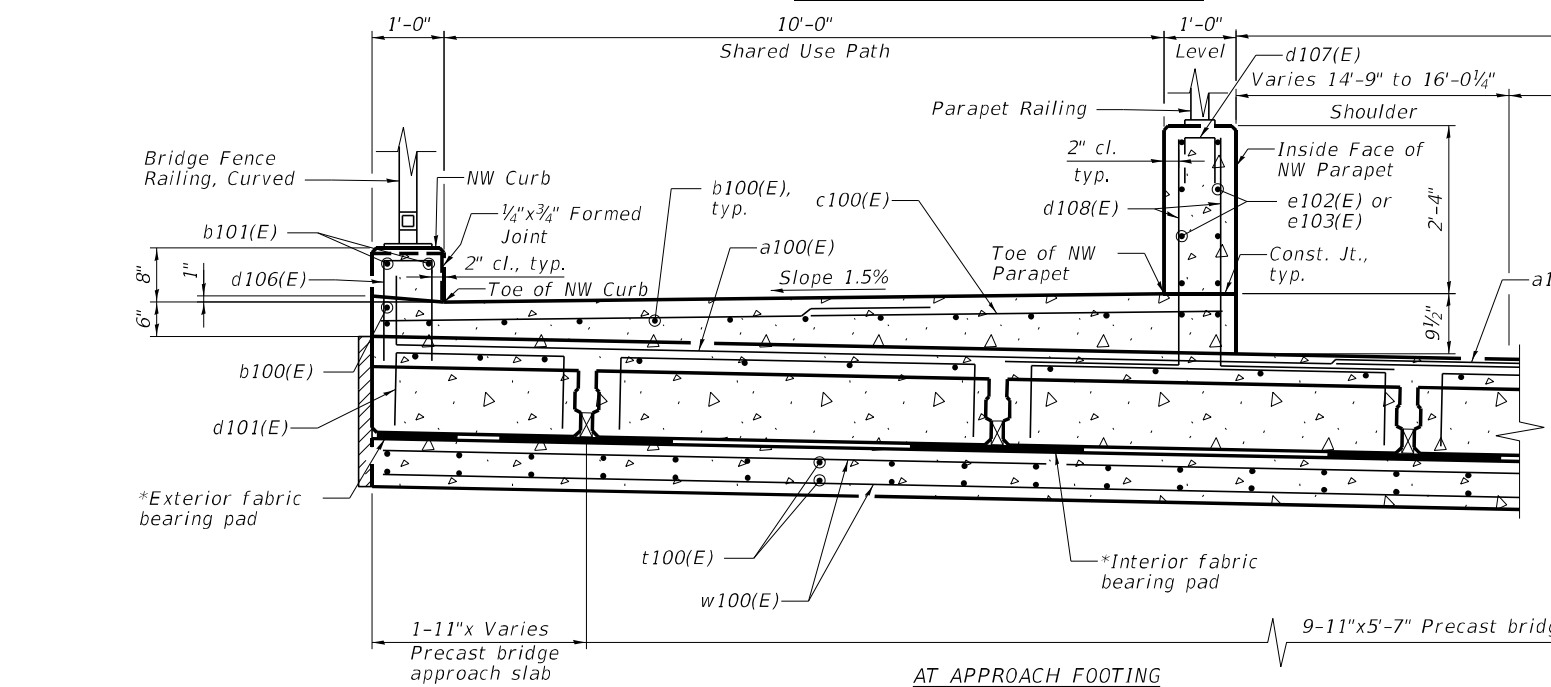
Point	Station	Offset
G	8015+53.06	-44.02
H	8015+68.03	-43.15
J	8015+84.88	-42.75

MINIMUM BAR LAP
#5 Bar = 3'-0"



NOTES:

- The precast bridge approach slab shall be according to Section 504 of the Standard Specifications and shall be paid for at the contract unit price per square foot for Precast Bridge Approach Slab.
- Cast-in-place substitution of Precast Bridge Approach Slab is not allowed.
- The top surface of precast bridge approach slabs shall be finished similar to precast prestressed deck beams with concrete wearing surface as specified in the IDOT "Manual for Fabrication of Precast Prestressed Concrete Products."
- Two 1/8" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location. Cost included with Precast Bridge Approach Slab.
- A minimum 2 1/2" lifting pins shall be used to engage the lifting loops during handling.
- Compressive strength of precast concrete, f'c shall be 6,000 psi.
- Compressive strength of precast concrete during initial lifting, f'ci shall be 5,000 psi.
- See Sheet SA-13 for Section A-A.
- See Sheet SA-18 for Bar List, cork joint details, quantities, and bar bends.
- Bars indicated thus 20x4-#5 indicates 20 lines of bars with 4 lengths per line.
- Stations and offsets are referenced to IL 59 NB.



* Fabric bearing pads at the expansion end shall be recessed 1/4" into the approach footing and bonded. Adjusting shims, when required, shall be bonded to the top of the fabric bearing pads.

CROSS SECTION
(Looking east)



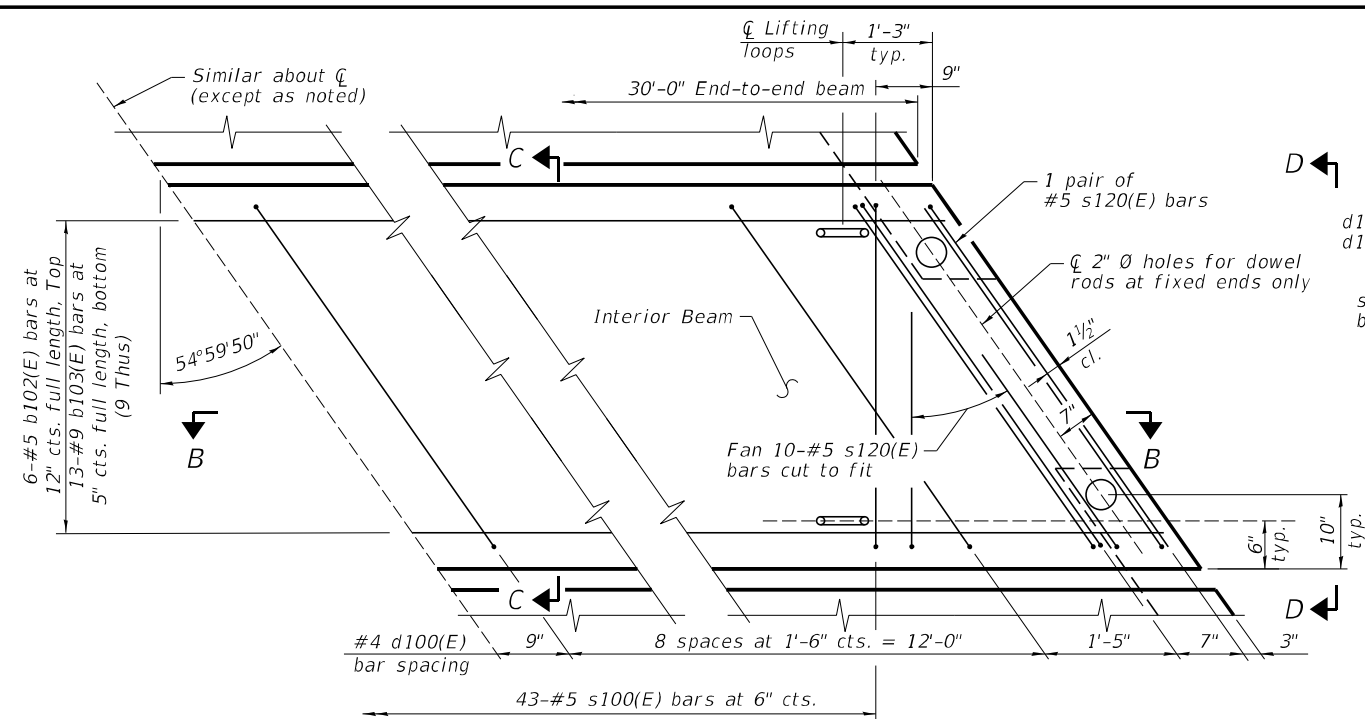
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

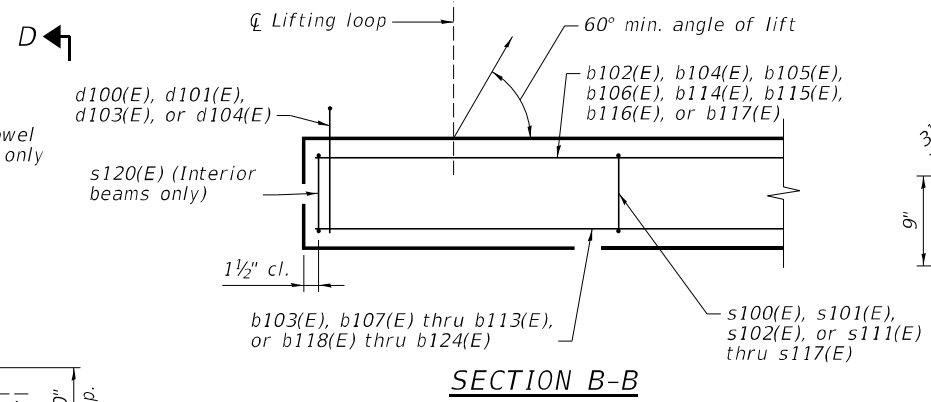
WEST APPROACH SLAB PLAN
STRUCTURE NO. 099-4666

SHEET SA-10 OF SA-26 SHEETS

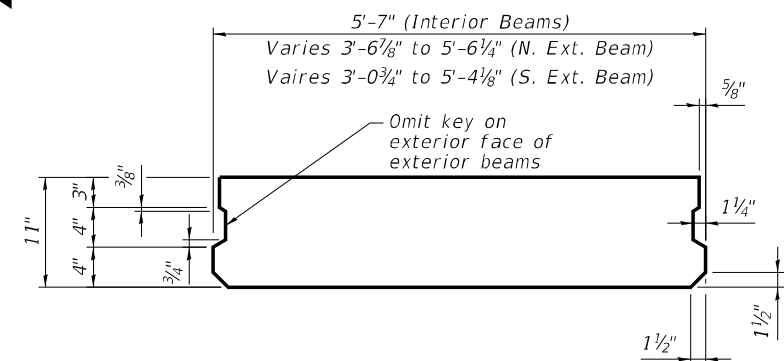
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	2018-075-R	WILL	1510	1006
CONTRACT NO. 62H15				
* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				



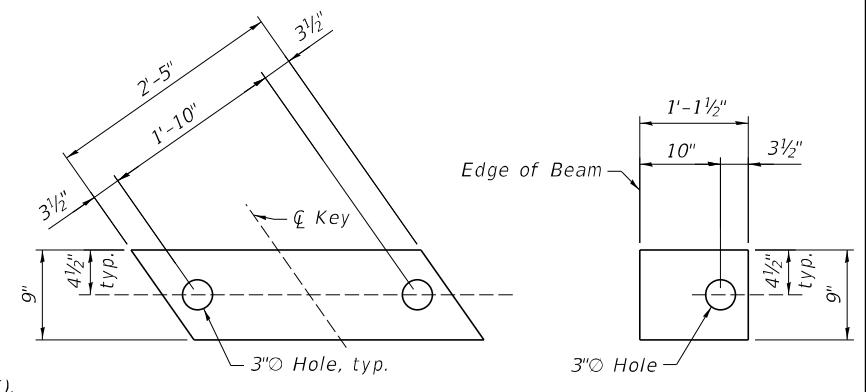
INTERIOR BEAM PLAN VIEW
(showing precast bridge approach beams)
(Spacing of d100(E) bars may be adjusted up to 3" to miss the dowel rod holes and the lifting loops at the beam ends)



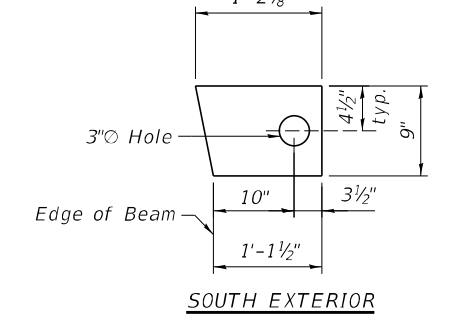
SECTION B-B



SECTION C-C
(Showing dimensions)



INTERIOR NORTH EXTERIOR



SOUTH EXTERIOR

FABRIC BEARING PAD

NOTES:

- Bearing pads at fixed end shall be 1/2" thick and bearing pads at expansion end shall be 3/4" thick.
- Omit holes for fabric bearing pads at approach slab footing end of beams.

BAR LIST
EACH INTERIOR BEAM
(For information only)

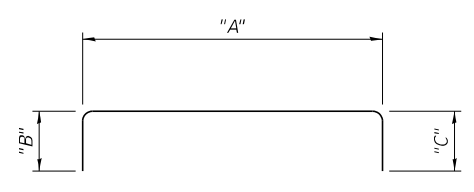
Bar	No.	Size	Length	Shape
b102(E)	6	#5	29'-5"	—
b103(E)	13	#9	29'-5"	—
d100(E)	22	#4	11'-2"	□
s100(E)	43	#5	12'-8"	—
s120(E)	24	#5	13'-1"	—

d(E) Bar Dimensions

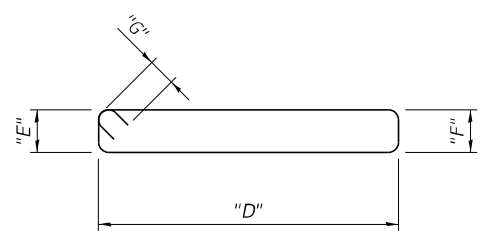
Bar	"A"	"B"	"C"
d100(E)	9'-2"	1'-0"	1'-0"
d101(E)	5'-7"	1'-0"	0"
d103(E)	4'-5"	1'-0"	0"
d104(E)	3'-5"	1'-0"	1'-0"

s(E) Bar Dimensions

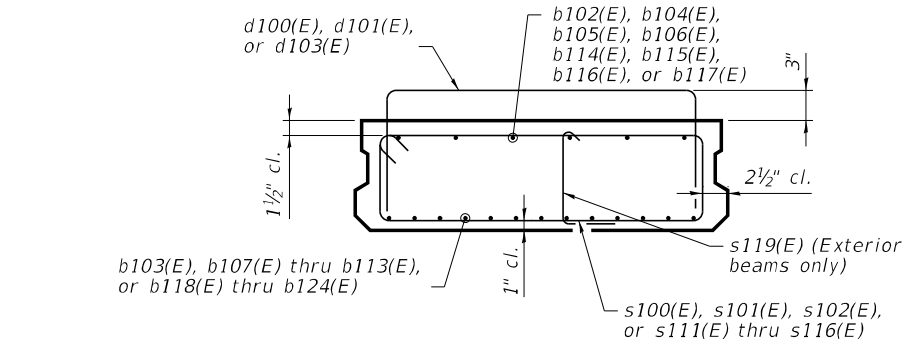
Bar	"D"	"E"	"F"	"G"
s100(E)	5'-2"	8 1/2"	8 1/2"	5 1/2"
s101(E)	6'-8"	8 1/2"	0"	0"
s102(E)	5'-6"	8 1/2"	0"	0"
s111(E)	6'-6"	8 1/2"	0"	0"
s112(E)	5'-5"	8 1/2"	0"	0"
s113(E)	4'-11"	8 1/2"	0"	0"
s114(E)	4'-8"	8 1/2"	0"	0"
s115(E)	4'-3"	8 1/2"	8 1/2"	5 1/2"
s116(E)	3'-7"	8 1/2"	8 1/2"	5 1/2"
s117(E)	2'-6"	8 1/2"	8 1/2"	5 1/2"
s118(E)	1'-2"	8 1/2"	0"	0"
s120(E)	6'-2"	8 1/2"	0"	0"



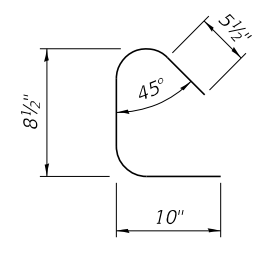
BARS d100(E), d101(E), d103(E), & d104(E)



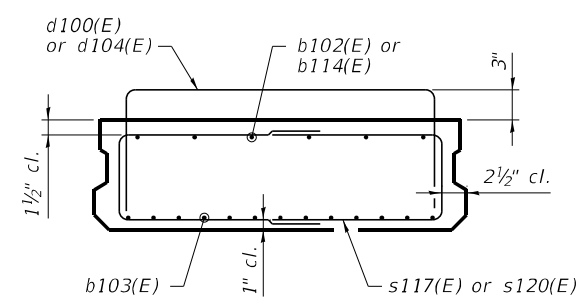
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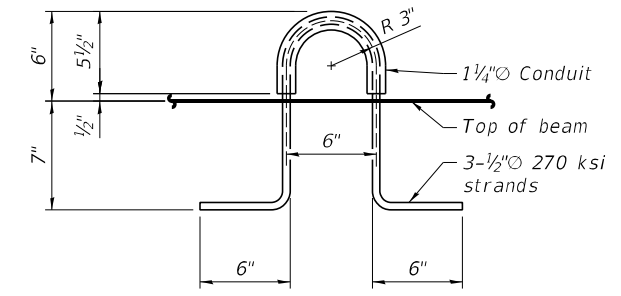
SECTION C-C
(Showing reinforcement)



BARS s119(E)



VIEW D-D
(Showing reinforcement)



LIFTING LOOP DETAIL

(An alternate lifting loop with a proof load of 25,000 lbs. and utilized according to the manufacturer's recommendations may be used)

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 CHECKED - TPS
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 DRAWN - AJB
 DATE = 02/04/2022

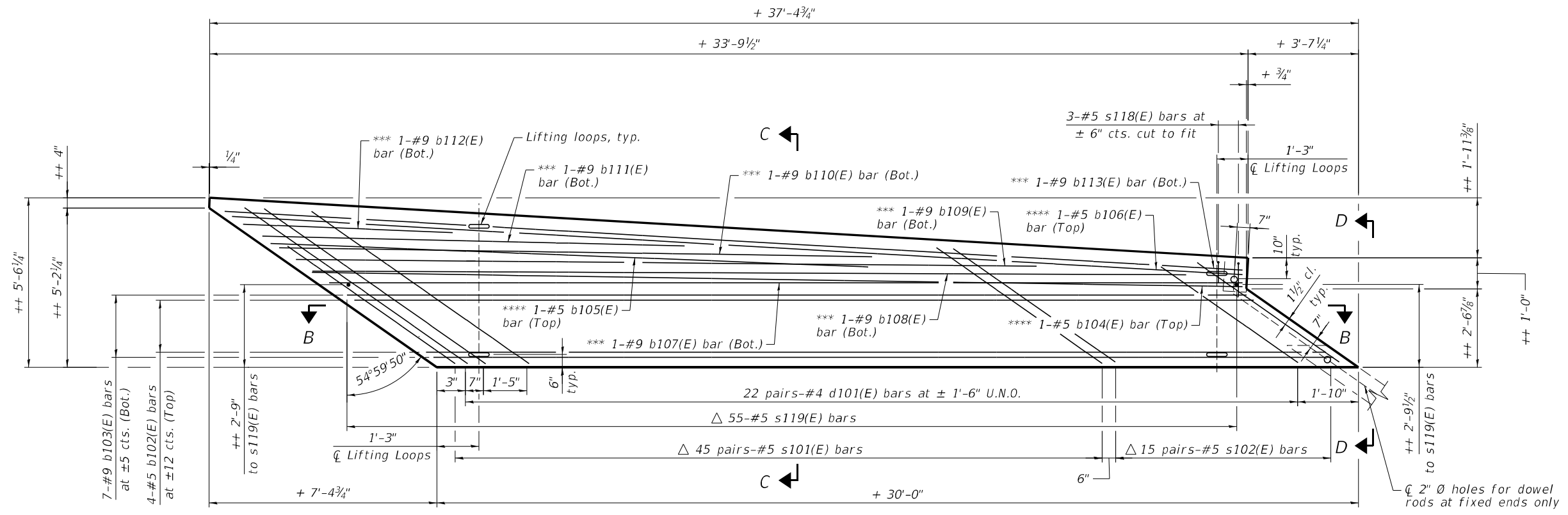
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH SLAB SECTIONS AND DETAILS (1 OF 3)
STRUCTURE NO. 099-4666

SHEET SA-11 OF SA-26 SHEETS

F.A./P.RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2018-075-R	WILL	1510	1007
CONTRACT NO. 62H15				
* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				



BAR LIST
NORTH EXTERIOR BEAM
 (For information only)

Bar	No.	Size	Length	Shape
b102(E)	4	#5	29'-5"	—
b103(E)	7	#9	29'-5"	—
b104(E)	1	#5	30'-5"	—
b105(E)	1	#5	19'-6"	—
b106(E)	1	#5	33'-4"	—
b107(E)	1	#9	29'-11"	—
b108(E)	1	#9	28'-5"	—
b109(E)	1	#9	24'-2"	—
b110(E)	1	#9	19'-4"	—
b111(E)	1	#9	13'-9"	—
b112(E)	1	#9	6'-9"	—
b113(E)	1	#9	33'-4"	—
d101(E)	44	#4	6'-8"	┌
s101(E)	90	#5	14'-1"	—
s102(E)	30	#5	11'-9"	—
s118(E)	3	#5	3'-1"	—
s119(E)	55	#5	2'-0"	└

MINIMUM BAR LAP

#4 bar = 2'-5"
 #5 bar = 3'-0"

BAR LIST
SOUTH EXTERIOR BEAM
 (For information only)

Bar	No.	Size	Length	Shape
b103(E)	5	#9	29'-5"	—
b114(E)	8	#5	16'-2"	—
b115(E)	1	#5	22'-0"	—
b116(E)	1	#5	14'-8"	—
b117(E)	1	#9	28'-6"	—
b118(E)	1	#9	26'-6"	—
b119(E)	1	#9	22'-10"	—
b120(E)	1	#9	19'-0"	—
b121(E)	1	#9	14'-10"	—
b122(E)	1	#9	10'-8"	—
b123(E)	1	#9	5'-5"	—
b124(E)	1	#9	24'-10"	—
d101(E)	32	#4	6'-7"	┌
d103(E)	8	#4	5'-5"	┌
d104(E)	1	#4	5'-5"	┌
s111(E)	64	#5	13'-9"	—
s112(E)	32	#5	11'-7"	—
s113(E)	14	#5	10'-7"	—
s114(E)	4	#5	10'-1"	—
s115(E)	1	#5	10'-10"	—
s116(E)	1	#5	9'-6"	—
s117(E)	1	#5	7'-4"	—
s119(E)	60	#5	2'-0"	└

NOTE:

1. Bars indicated thus 1 x 2 -#4 etc., indicates 1 lines of bars with 2 lengths per line.

NORTH EXTERIOR BEAM PLAN VIEW

(Spacing of d101(E) bars may be adjusted up to 3" to miss the dowel rod holes and the lifting loops at the beam ends)
 Δ All sx(E) bars are spaced at 6" cts.
 + Dimensions measured parallel to the IL RTE 59 NB
 ++ Dimensions measured perpendicular to the IL RTE 59 NB

SOUTH EXTERIOR BEAM PLAN VIEW

(Spacing of d101(E) and d103(E) bars may be adjusted up to 3" to miss the dowel rod holes and the lifting loops at the beam ends)

*** All bottom flared bars in the north exterior precast beam are spaced at ±5" cts. max. and 2" min.
 **** All top flared bars in the north exterior precast beam are spaced at ±12" cts. max.

* All bottom flared bars in the south exterior precast beam are spaced at ±5" cts. max. and 2" min.
 ** All top flared bars in the south exterior precast beam are spaced at ±12" cts. max.

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DATE = 02/04/2022	DRAWN - AJB	REVISED -
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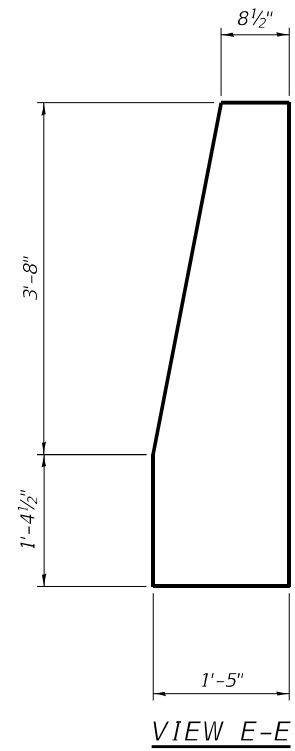
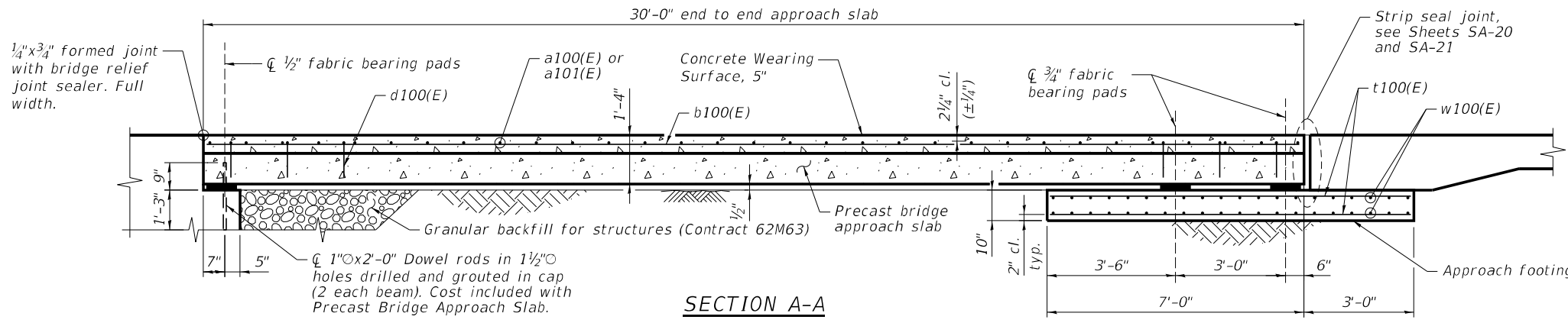
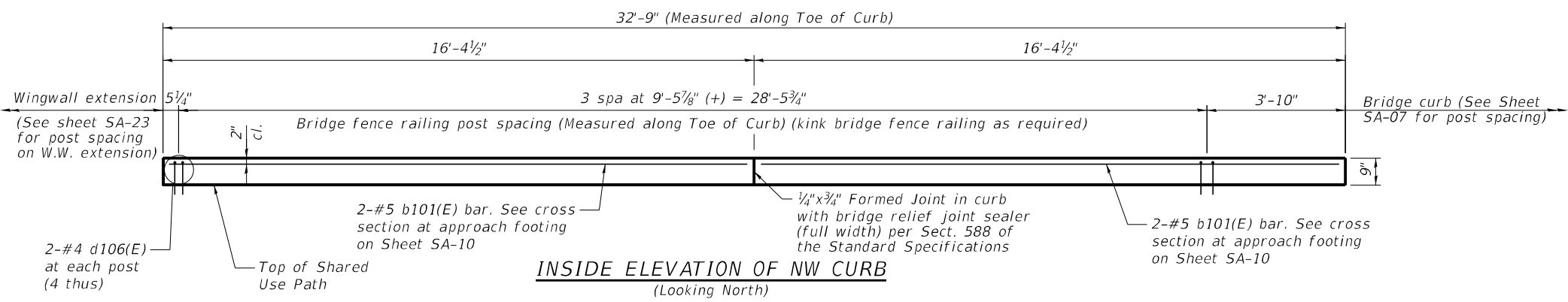
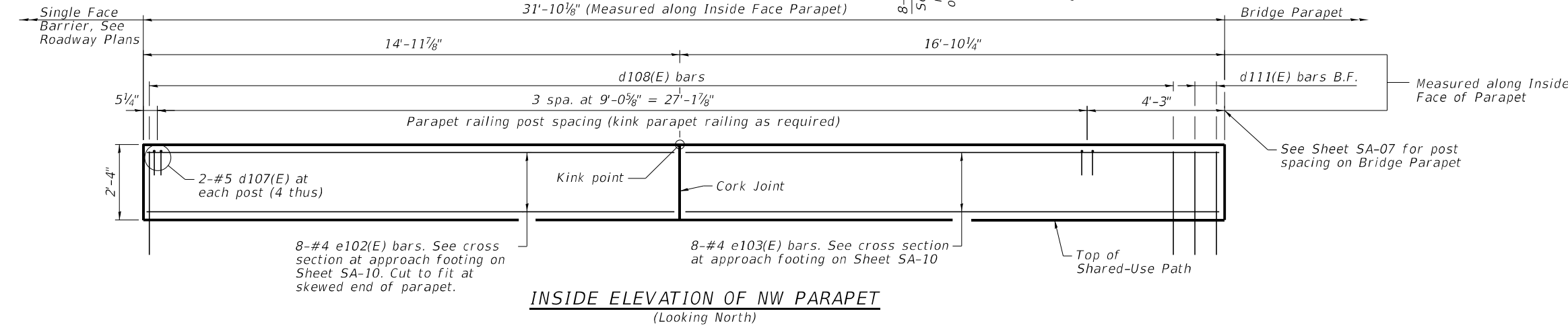
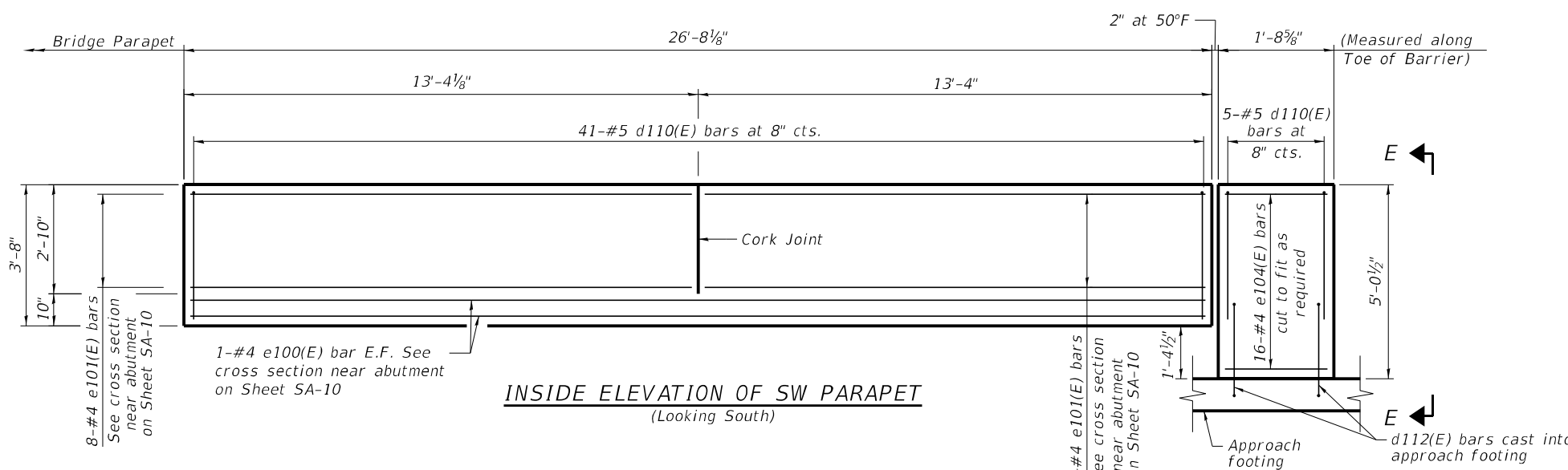
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH SLAB SECTIONS AND DETAILS (2 OF 3)
STRUCTURE NO. 099-4666
 SHEET SA-12 OF SA-26 SHEETS

F.A./P.RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2018-075-R	WILL	1510	1008
CONTRACT NO. 62H15				
FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				

NOTES:

1. The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
2. After precast bridge approach slabs have been erected, holes shall be drilled into abutment and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of precast slab and cured according to Article 1020.13(a)(3) or 1020.13(a)(5) of the Standard Specifications for a minimum of 24 hours before casting the shear keys and wearing surface.
3. Any concrete poured monolithically with the wearing surface, such as curbs, shall not be paid for separately, but will be included in the cost of Concrete Wearing Surface, 5".
4. The strip seal shall extend 6" beyond the edge of the approach slab on each end, unless noted otherwise.
5. Parapet, shared use path, and curb concrete shall be paid for as Concrete Superstructure.
6. Approach footing concrete shall be paid for as Concrete Structures.
7. The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
8. Cost of excavation for approach footing included with Concrete Structures.
9. For Granular Backfill for Structures and drainage treatment details, see Sheet SA-03.
10. See Sheet SA-18 for bars, cork joints, quantities, and bar bends.



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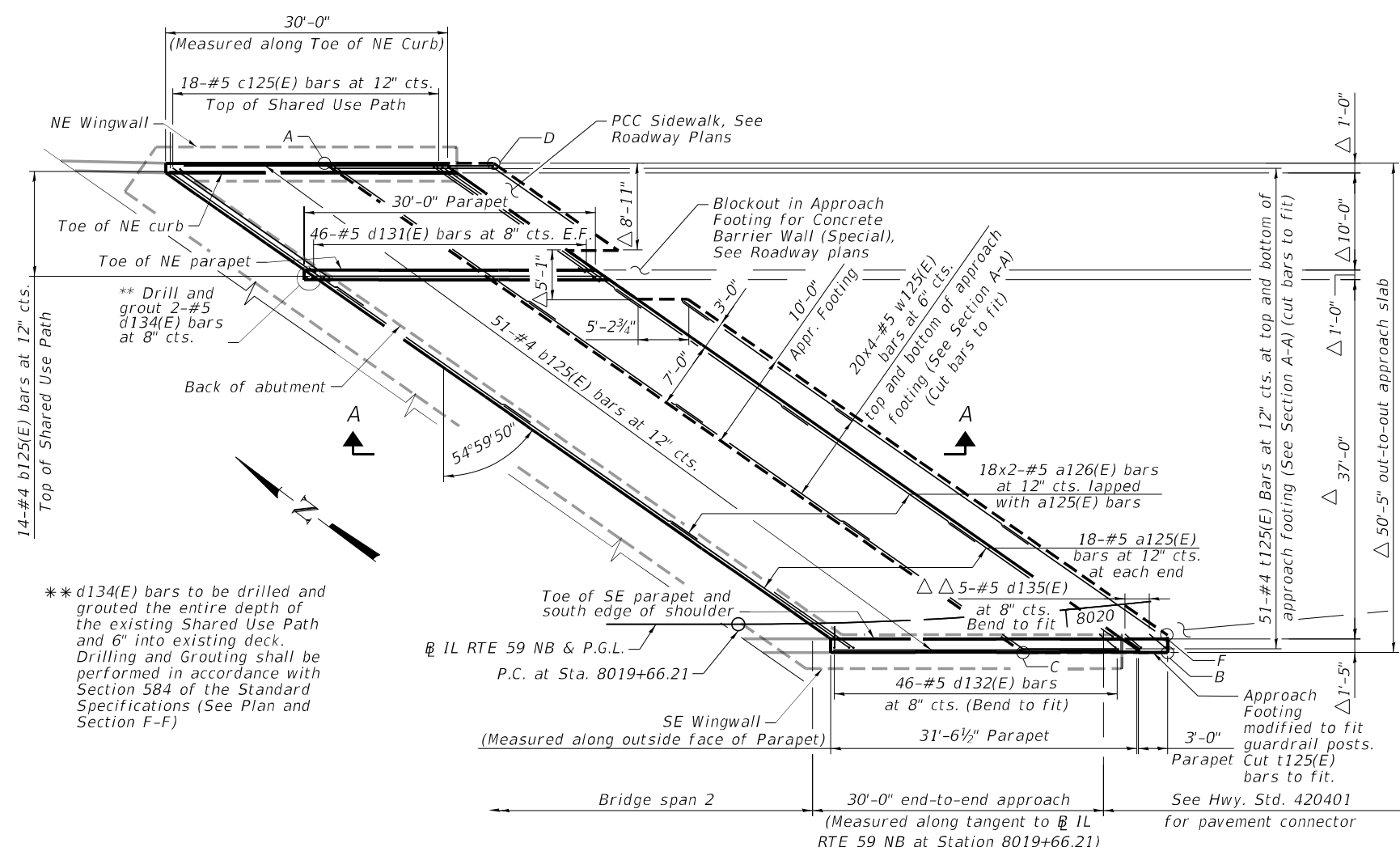
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WEST APPROACH SLAB SECTIONS AND DETAILS (3 OF 3)
STRUCTURE NO. 099-4666**

F.A./P.RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62H15				
FAI 55, FAP 338		ILLINOIS FED. AID PROJECT		

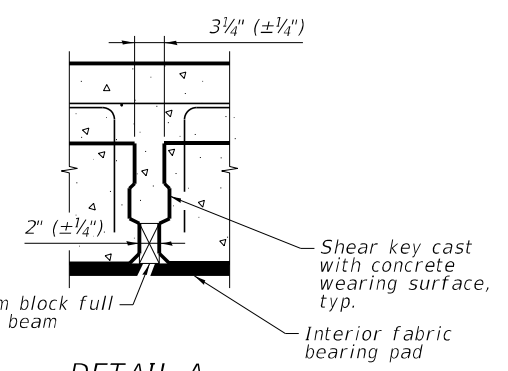
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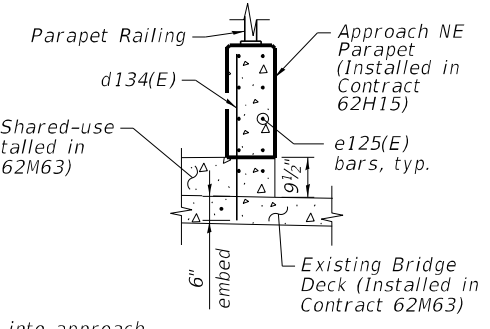
EAST APPROACH SLAB PLAN

TOP AND BOTTOM ELEVATIONS FOR EAST APPROACH FOOTING

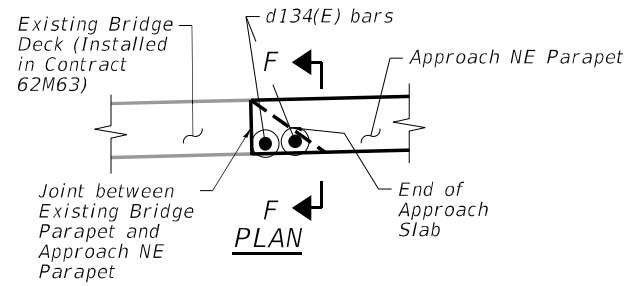
Point	Station	Offset	Top Elev.	Bottom Elev.
A	8019+23.57	-47.00	621.65	620.82
B	8020+05.26	5.43	617.76	616.93
C	8019+95.25	4.53	618.11	617.28
D	8019+41.01	-47.00	621.10	620.27
E	8020+05.44	3.61	617.79	616.96
F	8020+10.01	4.11	617.63	616.80



DETAIL A



SECTION F-F

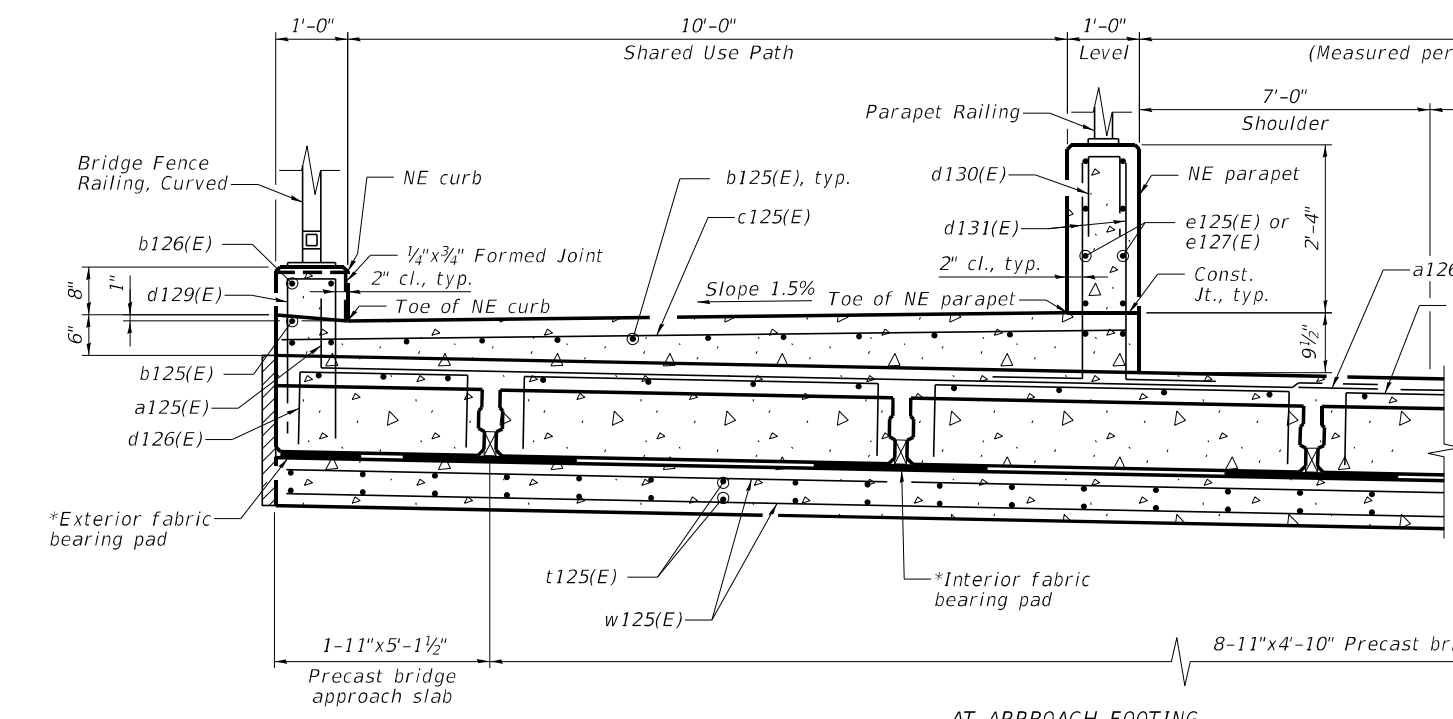


PLAN

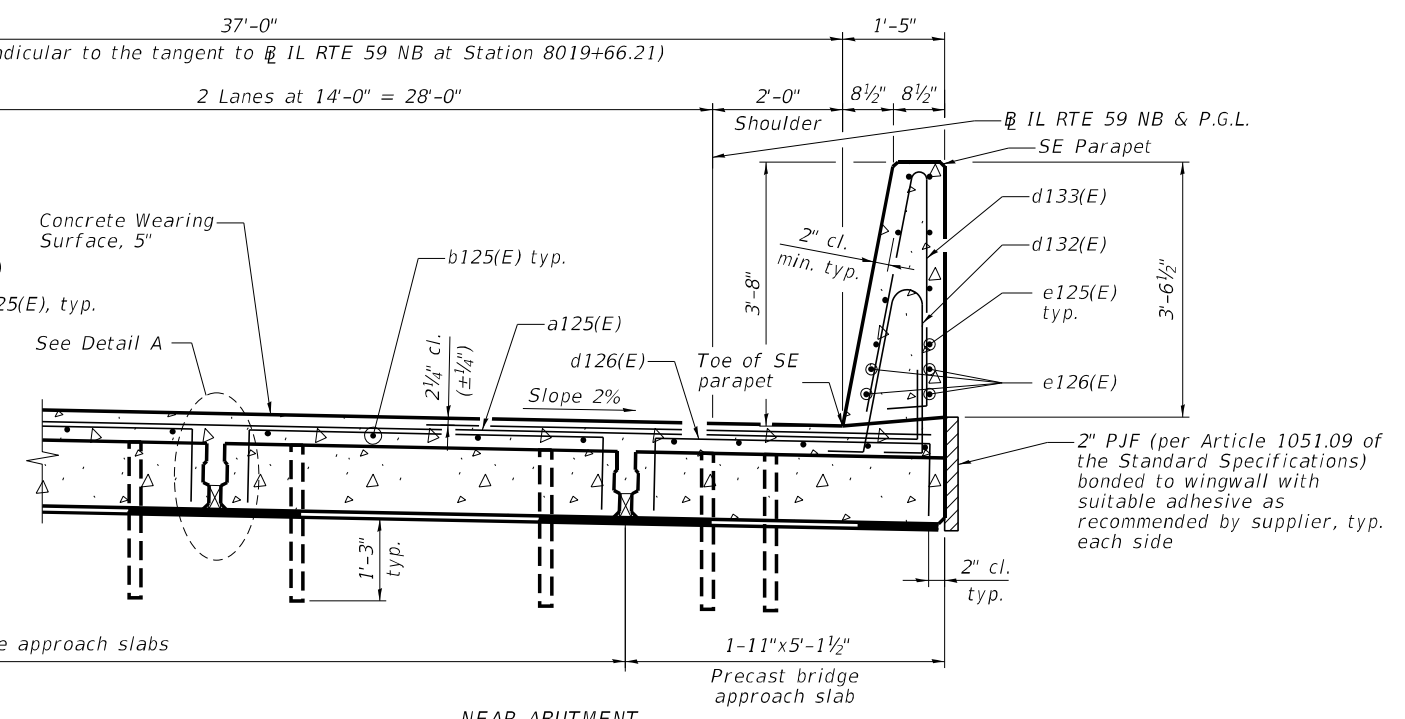
NOTES:

1. The precast bridge approach slab shall be according to Section 504 of the Standard Specifications and shall be paid for at the contract unit price per square foot for Precast Bridge Approach Slab.
2. Cast-in-place substitution of Precast Bridge Approach Slab is not allowed.
3. The top surface of precast bridge approach slabs shall be finished similar to precast prestressed deck beams with concrete wearing surface as specified in the IDOT "Manual for Fabrication of Precast Prestressed Concrete Products."
4. Two 1/8" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location. Cost included with Precast Bridge Approach Slab.
5. A minimum 2 1/2" lifting pins shall be used to engage the lifting loops during handling.
6. Compressive strength of precast concrete, f'c shall be 6,000 psi.
7. Compressive strength of precast concrete during initial lifting, f'ci shall be 5,000 psi.
8. See Sheet SA-17 for Section A-A.
9. See Sheet SA-18 for Bar List, cork joints, quantities, and bar bends.
10. Bars indicated thus 20 x 4 indicates 20 lines of bars with 4 lengths of bar.
11. Stations and offsets are referenced to IL 59 NB.

MINIMUM BAR LAP
#5 bar = 3'-0"



AT APPROACH FOOTING



NEAR ABUTMENT

CROSS SECTION
(Looking east)

* Fabric bearing pads at the expansion end shall be recessed 1/4" into the approach footing and bonded. Adjusting shims, when required, shall be bonded to the top of the fabric bearing pads.



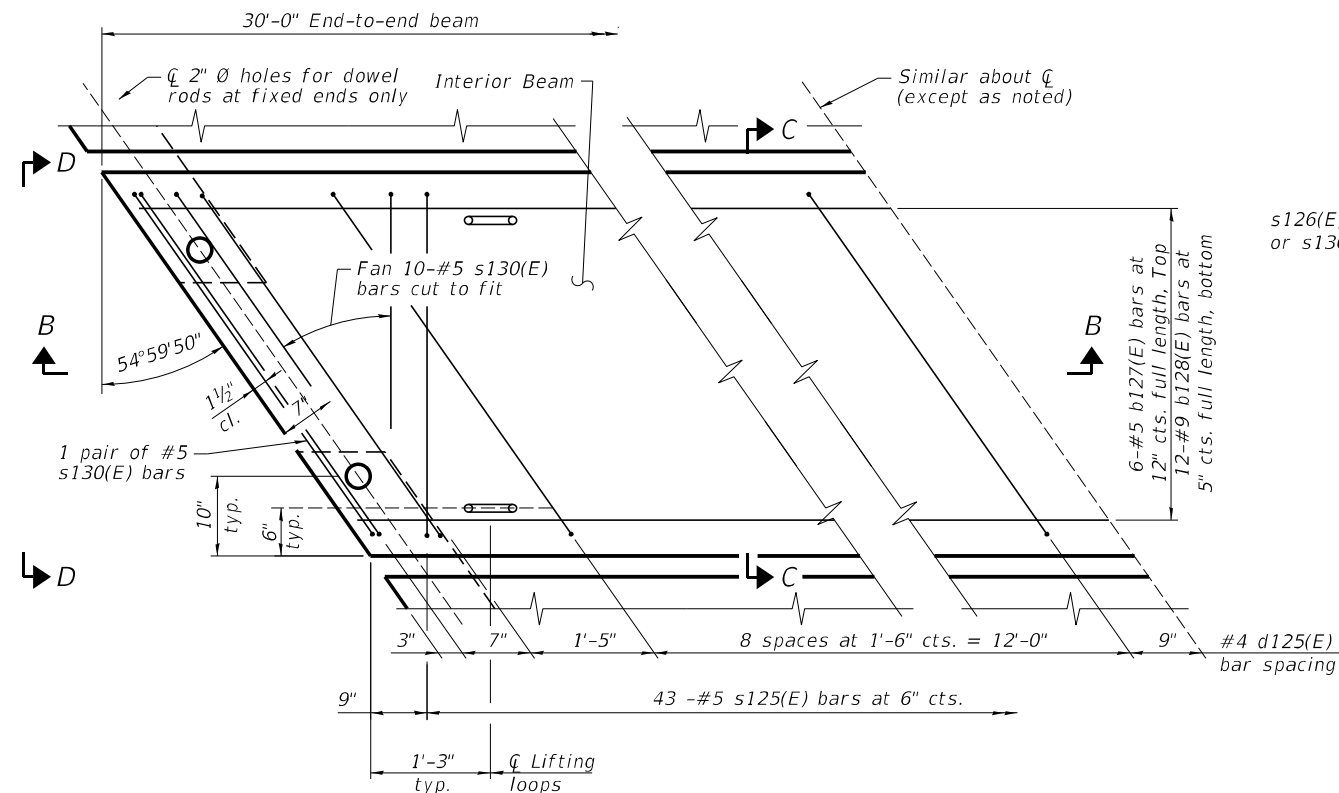
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

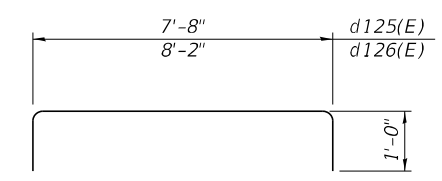
EAST APPROACH SLAB PLAN
STRUCTURE NO. 099-4666

SHEET SA-14 OF SA-26 SHEETS

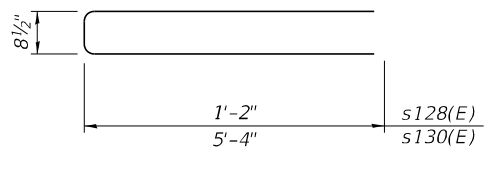
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	2018-075-R	WILL	1510	1010
CONTRACT NO. 62H15				
FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				



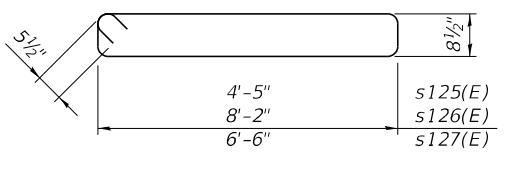
INTERIOR BEAM PLAN VIEW
 (showing precast bridge approach beams)
 (Spacing of d125(E) bars may be adjusted up to 3" to miss the dowel rod holes and the lifting loops at the beam ends)



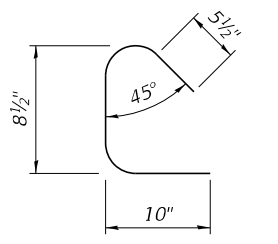
BARS d125(E) & d126(E)



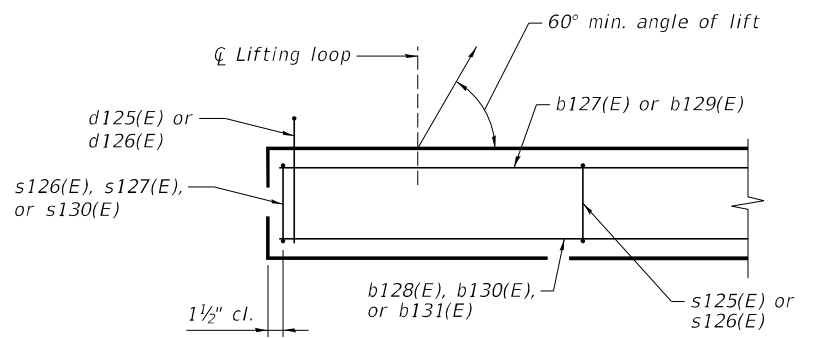
BARS s128(E) & s130(E)



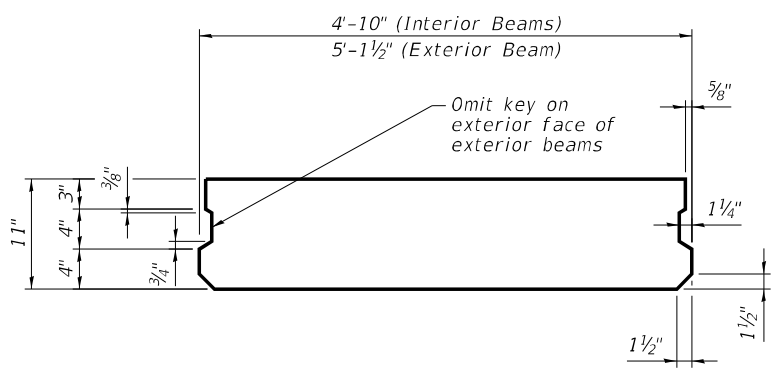
BARS s125(E), s126(E), & s127(E)



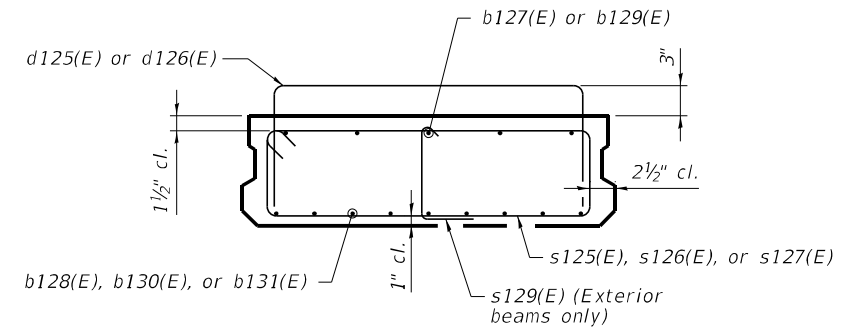
BARS s129(E)



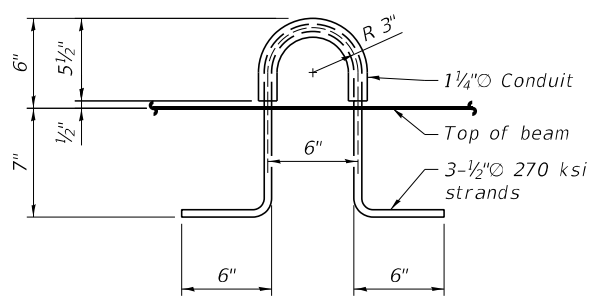
SECTION B-B



SECTION C-C
 (Showing dimensions)

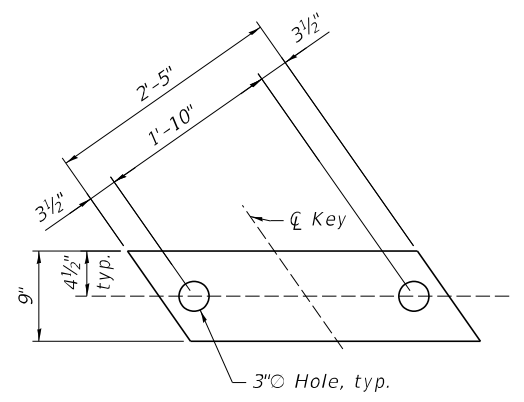


SECTION C-C
 (Showing reinforcement)

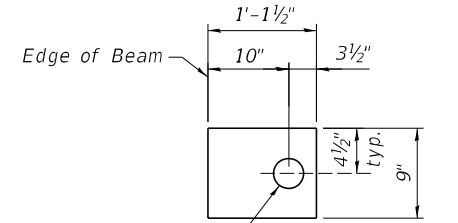


LIFTING LOOP DETAIL

(An alternate lifting loop with a proof load of 25,000 lbs. and utilized according to the manufacturer's recommendations may be used)



INTERIOR



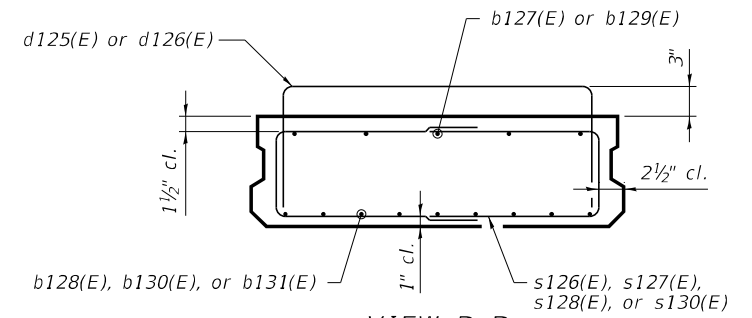
NORTH AND SOUTH EXTERIOR

FABRIC BEARING PAD

- Notes:
- Bearing pads at fixed end shall be 1/2" thick and bearing pads at expansion end shall be 3/4" thick.
 - Omit holes for fabric bearing pads at approach slab footing end of beams.

BAR LIST
EACH INTERIOR BEAM
 (For information only)

Bar	No.	Size	Length	Shape
b127(E)	6	#5	29'-5"	—
b128(E)	12	#9	29'-5"	—
d125(E)	22	#4	9'-8"	□
s125(E)	43	#5	11'-2"	▭
s130(E)	24	#5	11'-5"	▭



VIEW D-D
 (Showing reinforcement)

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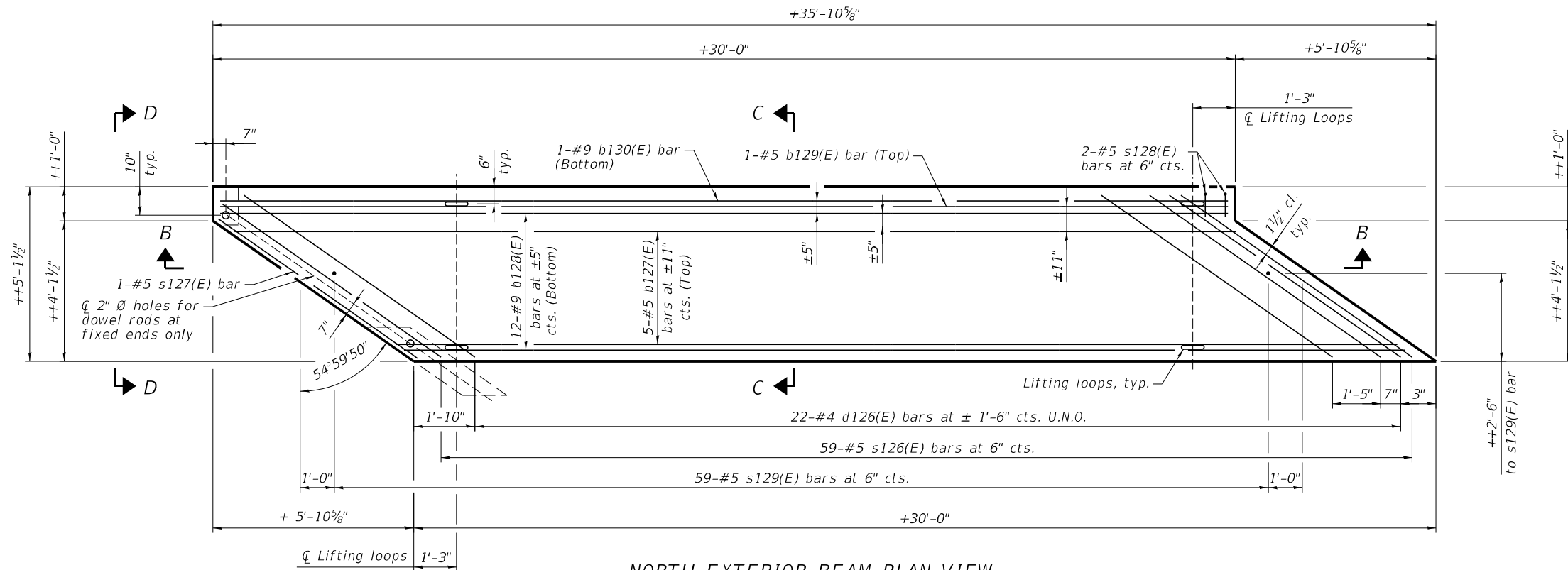
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH SLAB SECTIONS AND DETAILS (1 OF 3)
STRUCTURE NO. 099-4666

SHEET SA-15 OF SA-26 SHEETS

F.A./P.RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62H15				
FAI 55, FAP 338		ILLINOIS	FED. AID PROJECT	



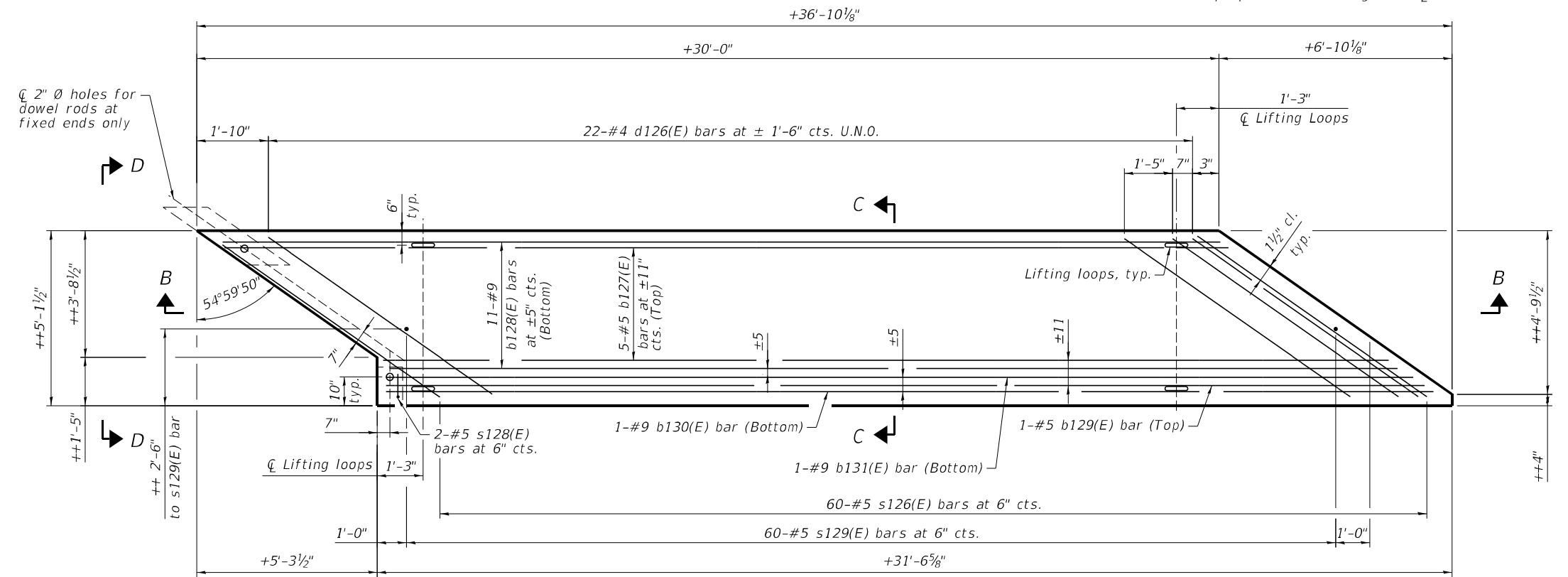
NORTH EXTERIOR BEAM PLAN VIEW

(Spacing of d126(E) bars may be adjusted up to 3" to miss the dowel rods holes and the lifting loops at the beam ends.)

+ Measured parallel to tangent to \mathbb{B} IL RTE 59 NB at Station 8019+66.21
 ++ Measured perpendicular to tangent to \mathbb{B} IL RTE 59 NB at Station 8019+66.21

BAR LIST
NORTH EXTERIOR BEAM
 (For information only)

Bar	No.	Size	Length	Shape
b127(E)	5	#5	29'-5"	—
b128(E)	12	#9	29'-5"	—
b129(E)	1	#5	29'-8"	—
b130(E)	1	#9	29'-8"	—
d126(E)	22	#4	10'-2"	⌊
s126(E)	59	#5	18'-8"	⌊
s127(E)	1	#5	15'-4"	⌊
s128(E)	2	#5	3'-1"	⌊
s129(E)	59	#5	2'-0"	⌊



SOUTH EXTERIOR BEAM PLAN VIEW

(Spacing of d126(E) bars may be adjusted up to 3" to miss the dowel rods holes and the lifting loops at the beam ends.)

BAR LIST
SOUTH EXTERIOR BEAM
 (For information only)

Bar	No.	Size	Length	Shape
b127(E)	5	#5	29'-5"	—
b128(E)	11	#9	29'-5"	—
b129(E)	1	#5	30'-9"	—
b130(E)	1	#9	30'-9"	—
b131(E)	1	#9	30'-2"	—
d126(E)	22	#4	10'-2"	⌊
s126(E)	60	#5	18'-8"	⌊
s128(E)	2	#5	3'-1"	⌊
s129(E)	60	#5	2'-0"	⌊

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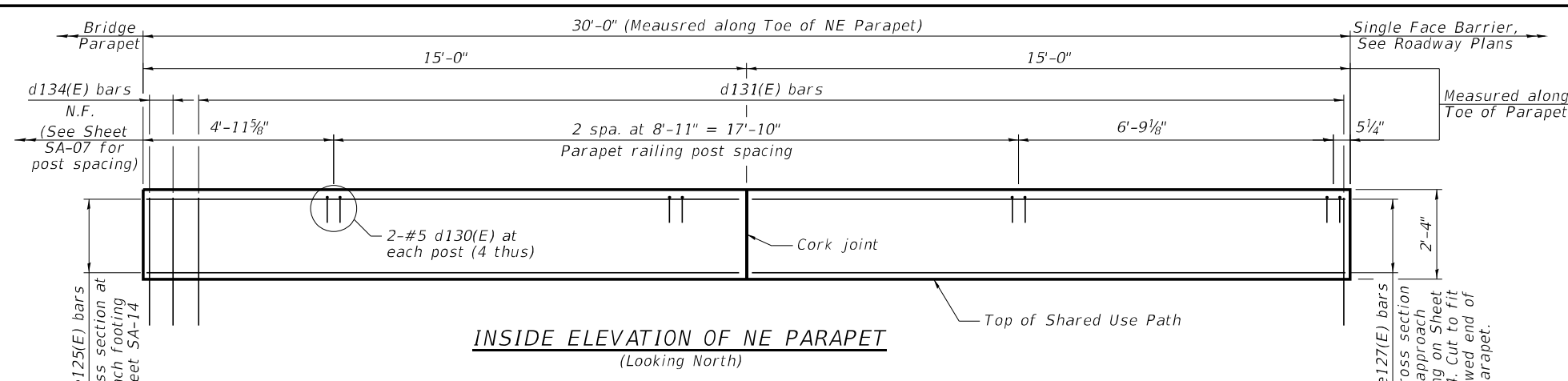
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH SLAB SECTIONS AND DETAILS (2 OF 3)
STRUCTURE NO. 099-4666

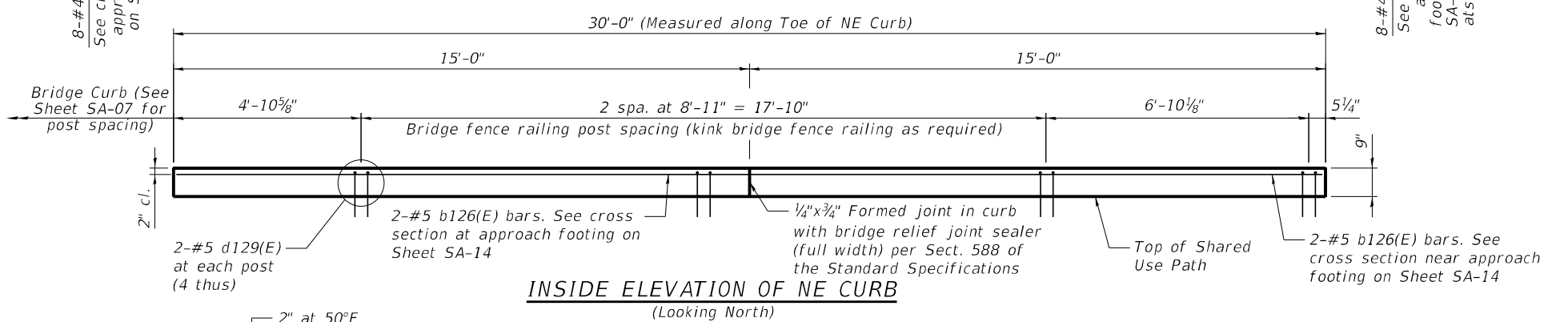
SHEET SA-16 OF SA-26 SHEETS

F.A./P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62H15				
* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				

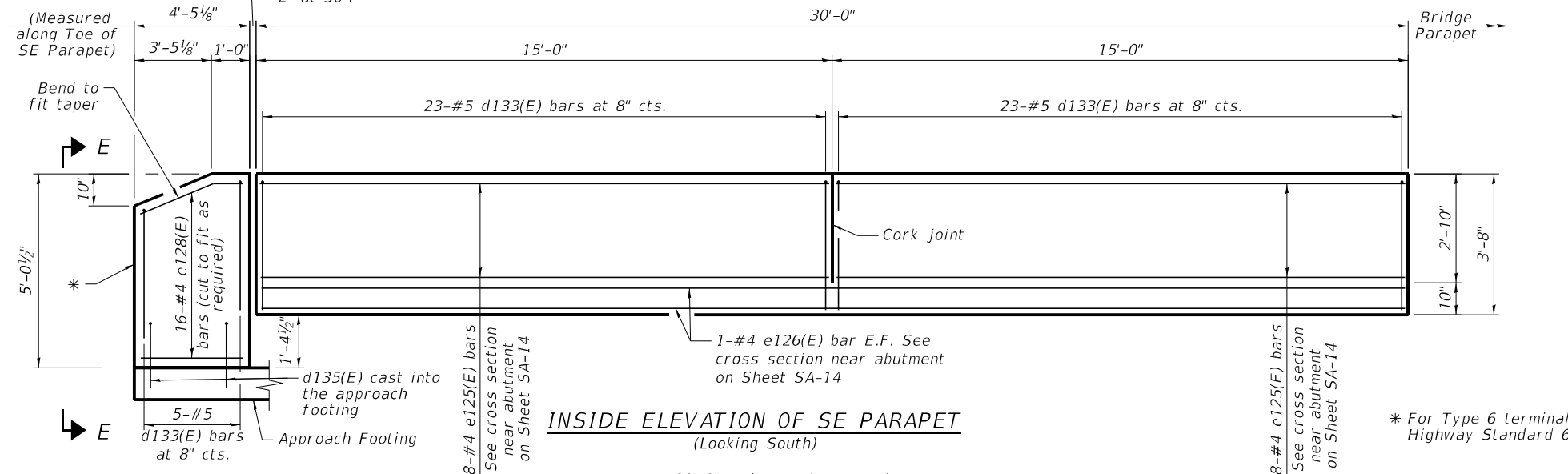
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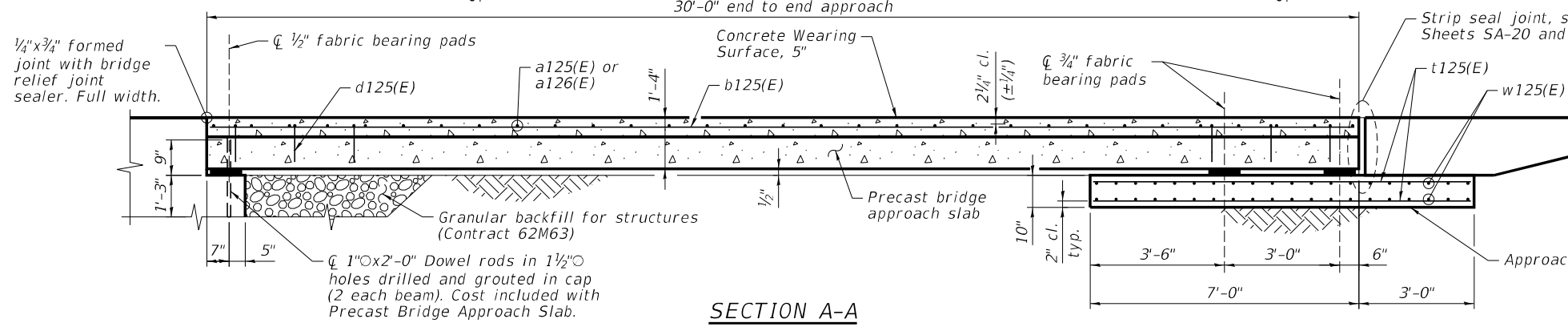
INSIDE ELEVATION OF NE PARAPET
(Looking North)



INSIDE ELEVATION OF NE CURB
(Looking North)



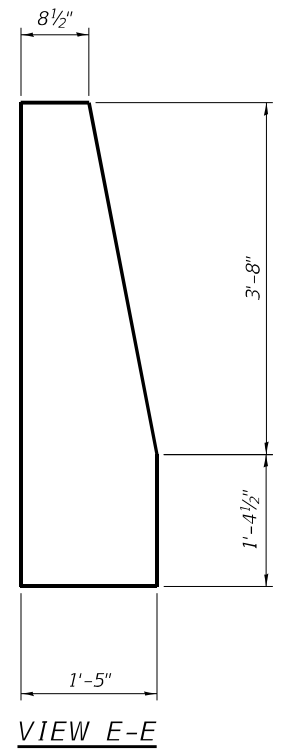
INSIDE ELEVATION OF SE PARAPET
(Looking South)



SECTION A-A

NOTES:

1. The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
2. After precast bridge approach slabs have been erected, holes shall be drilled into abutment and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of precast slab and cured according to Article 1020.13(a)(3) or 1020.13(a)(5) of the Standard Specifications for a minimum of 24 hours before casting the shear keys and wearing surface.
3. Any concrete poured monolithically with the wearing surface, such as curbs, shall not be paid for separately, but will be included in the cost of Concrete Wearing Surface, 5".
4. The strip seal shall extend 6" beyond the edge of the approach slab on each end, unless noted otherwise.
5. Parapet, Shared Use Path, and curb concrete shall be paid for as Concrete Superstructure.
6. Approach footing concrete shall be paid for as Concrete Structures.
7. The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
8. Cost of excavation for approach footing included with Concrete Structures.
9. For Granular Backfill for Structures and drainage treatment details, see Sheet SA-03.
10. See Sheet SA-18 for Bar lists, cork joint details, quantities, and bar bends.



VIEW E-E



USER NAME = kkeny	DESIGNED - WKK	REVISED -
PLOT SCALE =	CHECKED - TPS	REVISED -
DATE = 02/04/2022	DRAWN - AJB	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

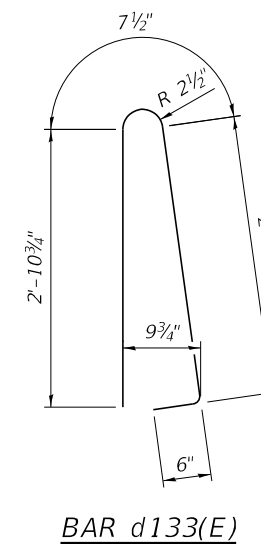
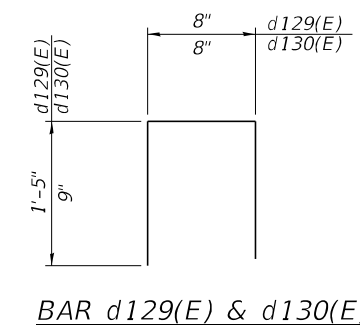
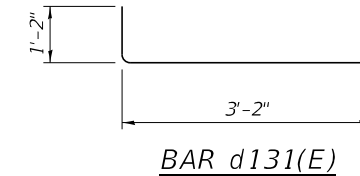
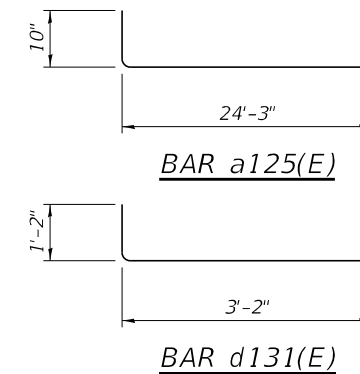
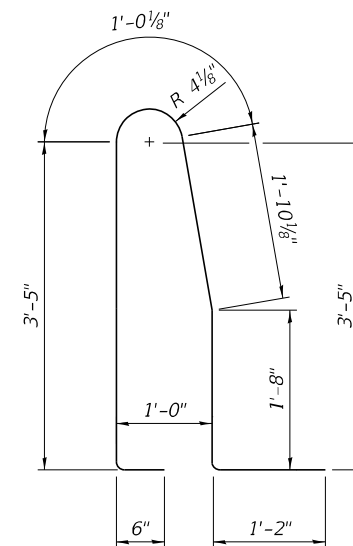
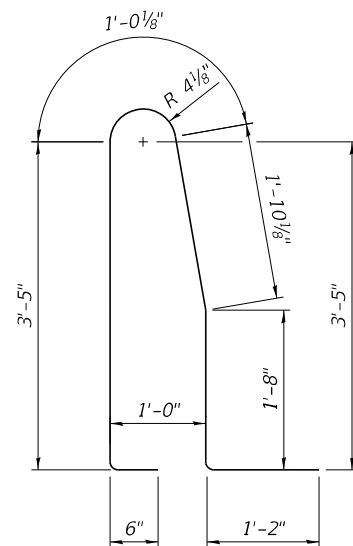
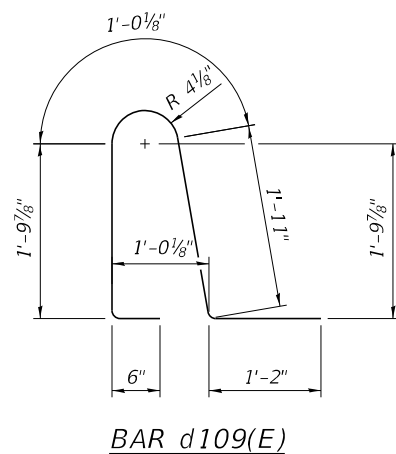
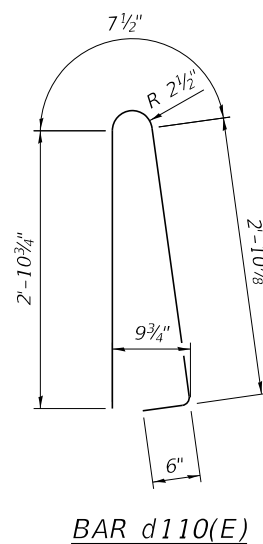
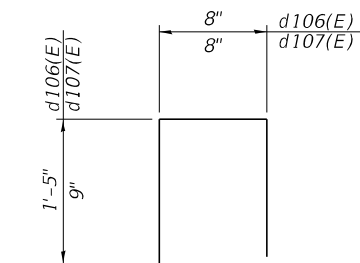
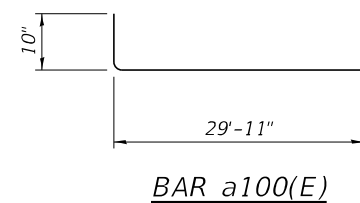
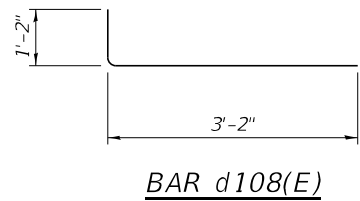
**EAST APPROACH SLAB SECTIONS AND DETAILS (3 OF 3)
STRUCTURE NO. 099-4666**

SHEET SA-17 OF SA-26 SHEETS

F.A./P.RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2018-075-R	WILL	1510	1013
CONTRACT NO. 62H15				
* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				

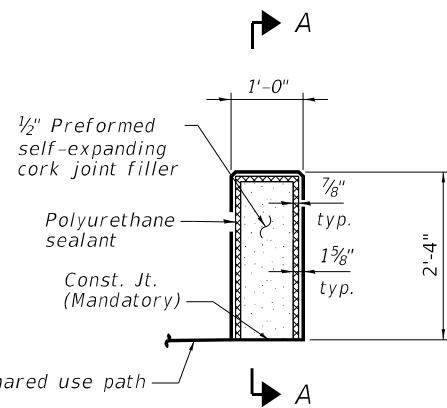
**WEST APPROACH SLAB
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a100(E)	36	#5	30'-9"	┌
a101(E)	36	#5	29'-11"	┌
b100(E)	77	#4	29'-8"	┌
b101(E)	4	#5	15'-11"	┌
c100(E)	36	#5	12'-11"	┌
d106(E)	8	#5	3'-6"	┌
d107(E)	8	#5	2'-2"	┌
d108(E)	100	#5	4'-4"	┌
d109(E)	41	#5	6'-5"	┌
d110(E)	46	#5	7'-0"	┌
d111(E)	2	#5	3'-7"	┌
d112(E)	5	#5	9'-8"	┌
e100(E)	4	#4	26'-4"	┌
e101(E)	16	#4	13'-0"	┌
e102(E)	8	#4	16'-3"	┌
e103(E)	8	#4	16'-6"	┌
e104(E)	16	#4	2'-8"	┌
t100(E)	126	#4	17'-1"	┌
w100(E)	160	#5	30'-0"	┌
Concrete Superstructure			Cu. Yd.	16.8
Concrete Structures			Cu. Yd.	32.6
Reinforcement Bars, Epoxy Coated			Pound	12,380
Precast Bridge Approach Slab			Sq. Ft.	1,772
Conc. Wearing Surface 5"			Sq. Yd.	203
Protective Coat			Sq. Yd.	236
Bridge Deck Grooving			Sq. Yd.	149

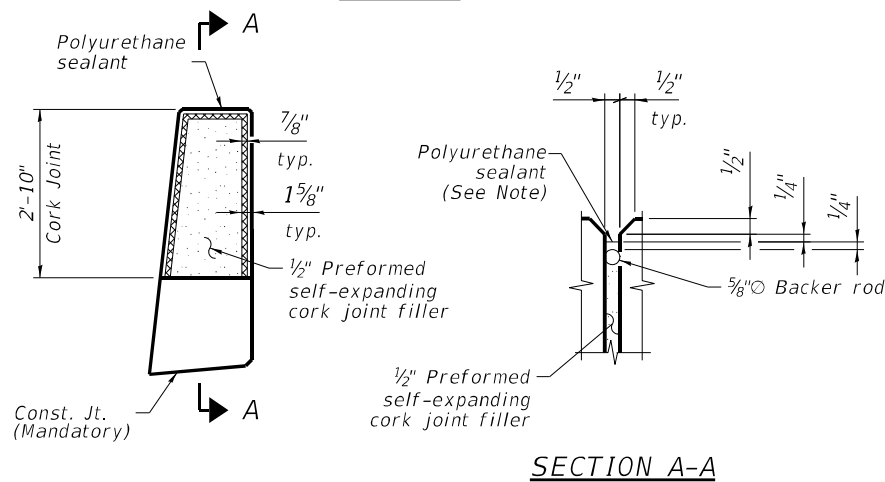


**EAST APPROACH SLAB
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a125(E)	36	#5	25'-1"	┌
a126(E)	36	#5	24'-3"	┌
b125(E)	65	#4	29'-8"	┌
b126(E)	4	#5	14'-8"	┌
c125(E)	18	#5	20'-7"	┌
d129(E)	8	#5	3'-6"	┌
d130(E)	8	#5	2'-2"	┌
d131(E)	92	#5	4'-4"	┌
d132(E)	46	#5	6'-5"	┌
d133(E)	51	#5	7'-0"	┌
d134(E)	2	#5	3'-7"	┌
d135(E)	5	#5	9'-8"	┌
e125(E)	24	#4	14'-8"	┌
e126(E)	4	#4	29'-7"	┌
e127(E)	8	#4	16'-0"	┌
e128(E)	16	#4	4'-0"	┌
t125(E)	102	#4	17'-1"	┌
w125(E)	160	#5	24'-4"	┌
Concrete Superstructure			Cu. Yd.	16.4
Concrete Structures			Cu. Yd.	26.2
Reinforcement Bars, Epoxy Coated			Pound	10,460
Precast Bridge Approach Slab			Sq. Ft.	1,468
Conc. Wearing Surface 5"			Sq. Yd.	169
Protective Coat			Sq. Yd.	201
Bridge Deck Grooving			Sq. Yd.	117



NORTH PARAPET JOINT DETAILS



SOUTH PARAPET JOINT DETAILS

NOTE:

The polyurethane sealant shall be according to Article 1050.04 of the Standard Specifications and the color shall be gray.

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**APPROACH SLAB BILL OF MATERIALS
STRUCTURE NO. 099-4666**

SHEET SA-18 OF SA-26 SHEETS

F.A./P.RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2018-075-R	WILL	1510	1014
CONTRACT NO. 62H15				

* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT

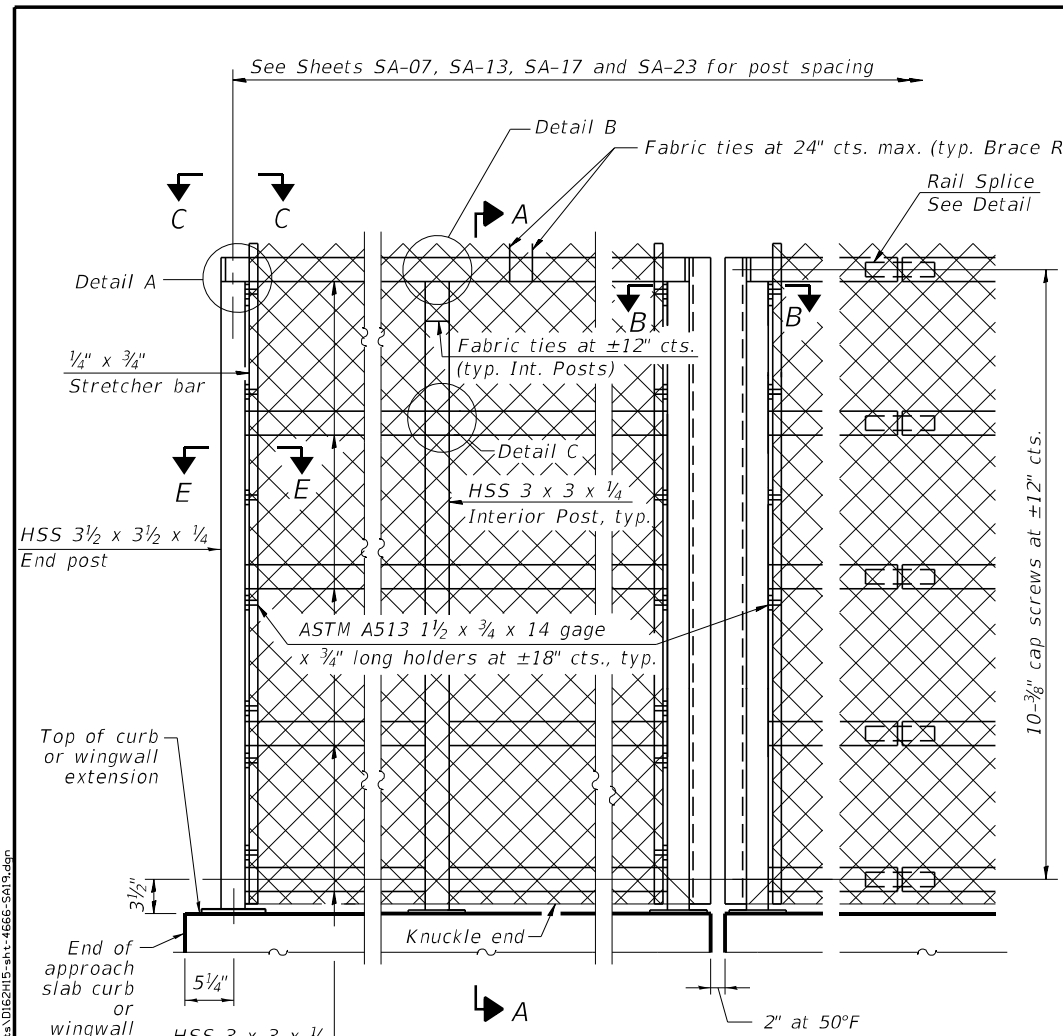
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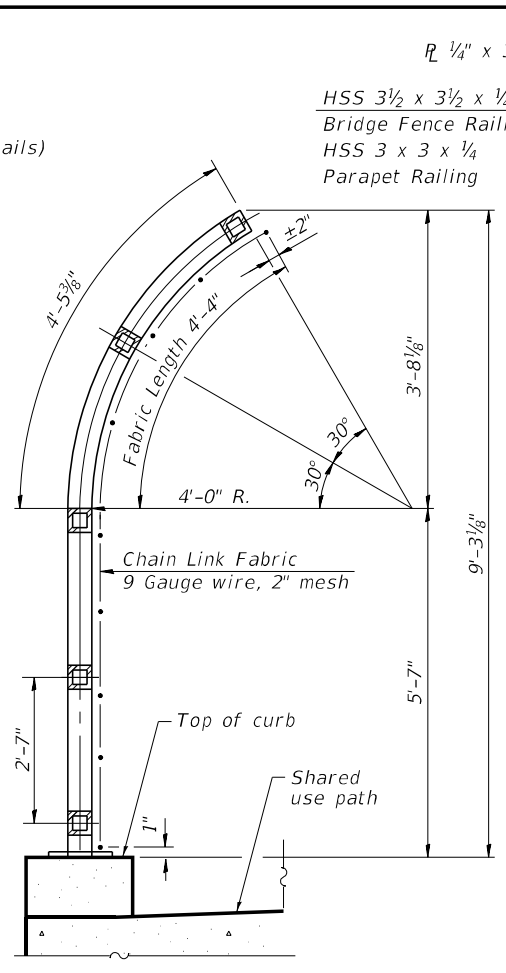
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DESIGNED -	WKK
CHECKED -	TPS
DRAWN -	AJB
DATE =	05/10/2022

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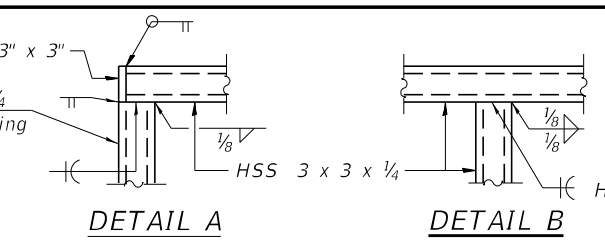
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 ALFRED BENESCH & COMPANY
 35 W WENDELL DRIVE, SUITE 2300
 CHICAGO, ILLINOIS 60601
 312-466-0460 Job No. 10740



ELEVATION
(Inside Face)

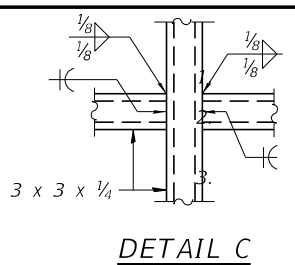


SECTION A-A

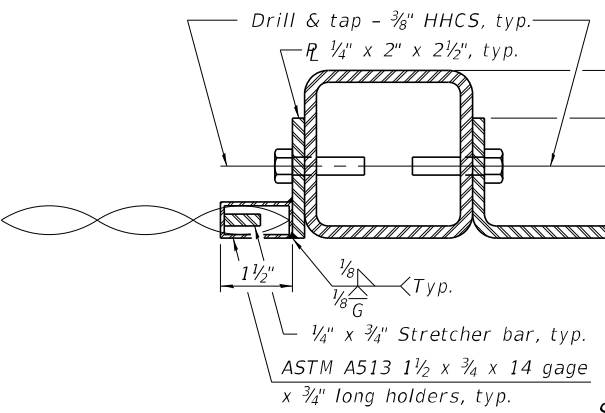


DETAIL A

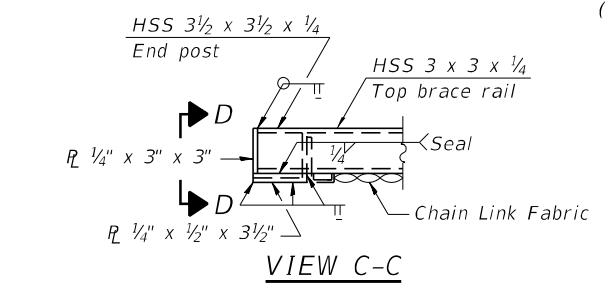
DETAIL B



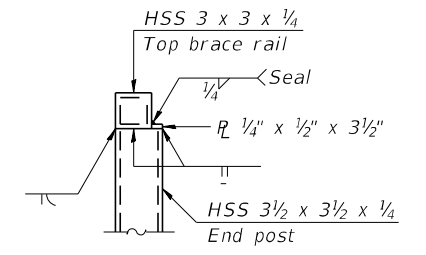
DETAIL C



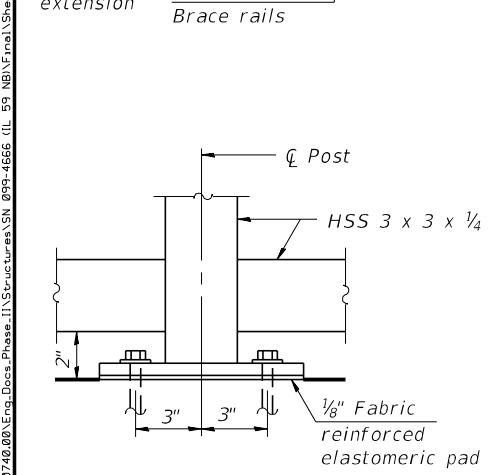
SECTION B-B
(At Expansion Joint)



VIEW C-C

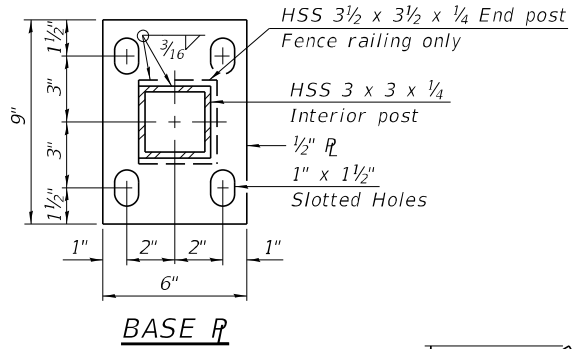


VIEW D-D

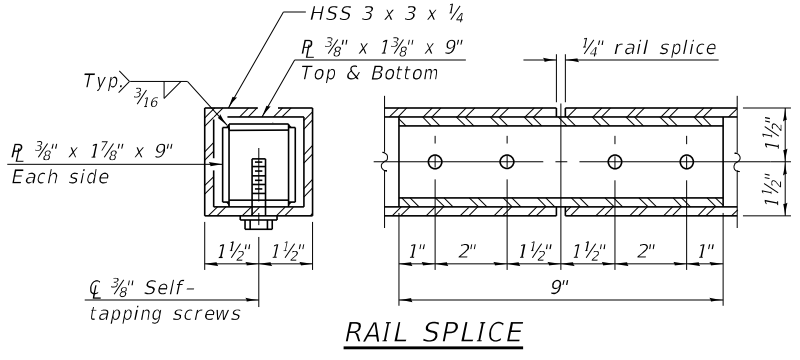


ANCHOR BOLT DETAILS

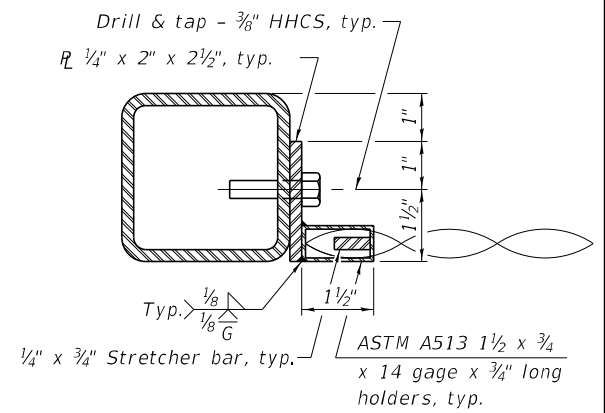
The Contractor shall drill and set 3/8" Ø anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



BASE R



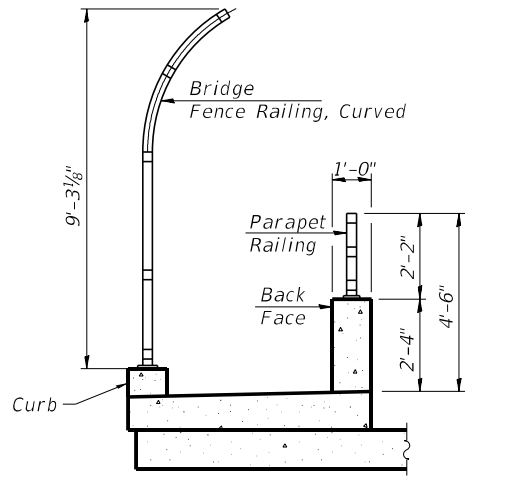
RAIL SPLICE



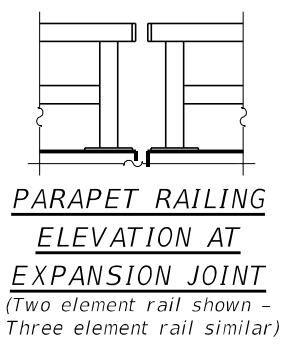
SECTION E-E

BILL OF MATERIAL

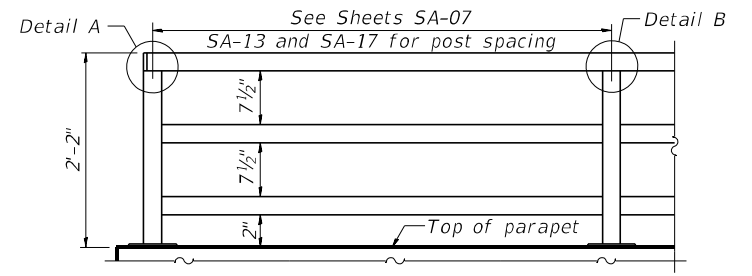
Item	Unit	Quantity
Bridge Fence Railing, Curved	Foot	436
Parapet Railing	Foot	399



SECTION THRU SHARED USE PATH



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



PARAPET RAILING ELEVATION
(Inside Face of Three Element Rail)

NOTES:
 All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.
 All structural steel tubing, post and railing, for parapet railing shall be CVN tested according to 1006.34(b) of the Standard Specifications.
 CVN testing may be omitted for the Bridge Fence Railing. The bridge fence railing work will be paid for at the unit cost per foot of BRIDGE FENCE RAILING, CURVED.

(10'-0" Maximum Post Spacing)

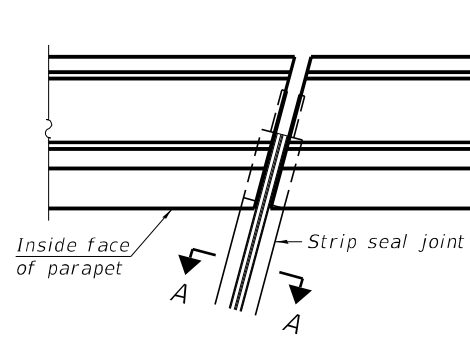


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tachmidt	- EAO	- TPS	-

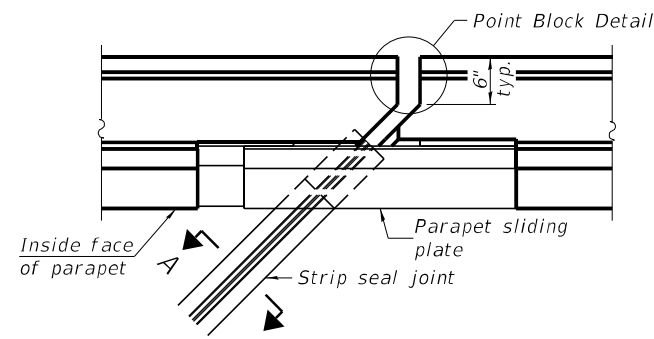
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE RAILING AND FENCING DETAILS
STRUCTURE NO. 099-4666
SHEET SA-19 OF SA-26 SHEETS

F.A./P.RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62H15				
FAI 55, FAP 338		ILLINOIS	FED. AID PROJECT	

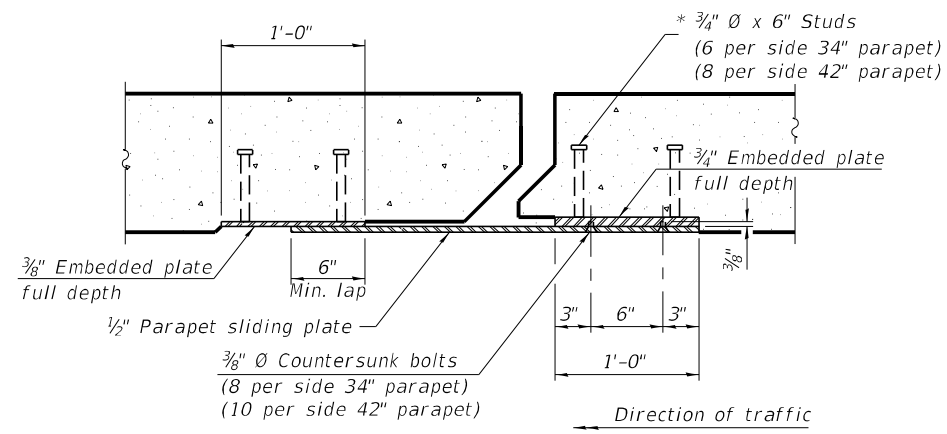


FOR SKEWS $\leq 30^\circ$

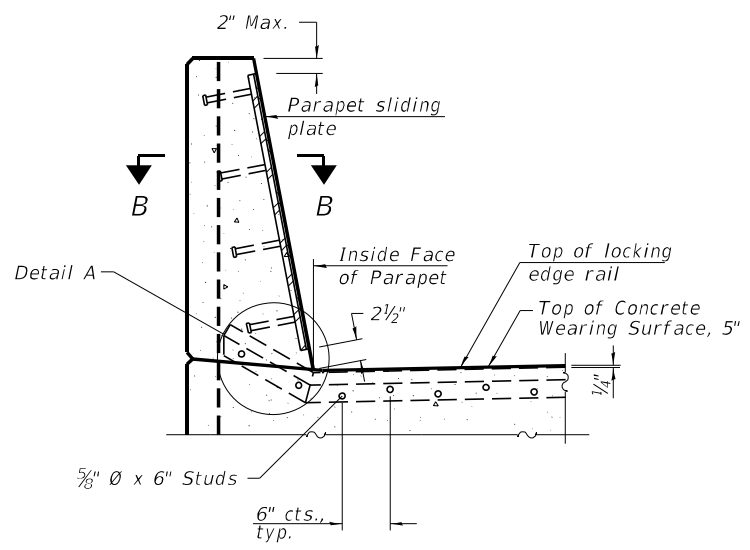


FOR SKEWS $> 30^\circ$

PLAN AT PARAPET

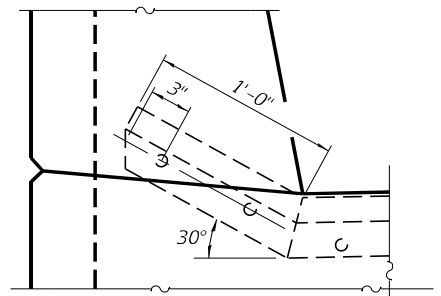


SECTION B-B

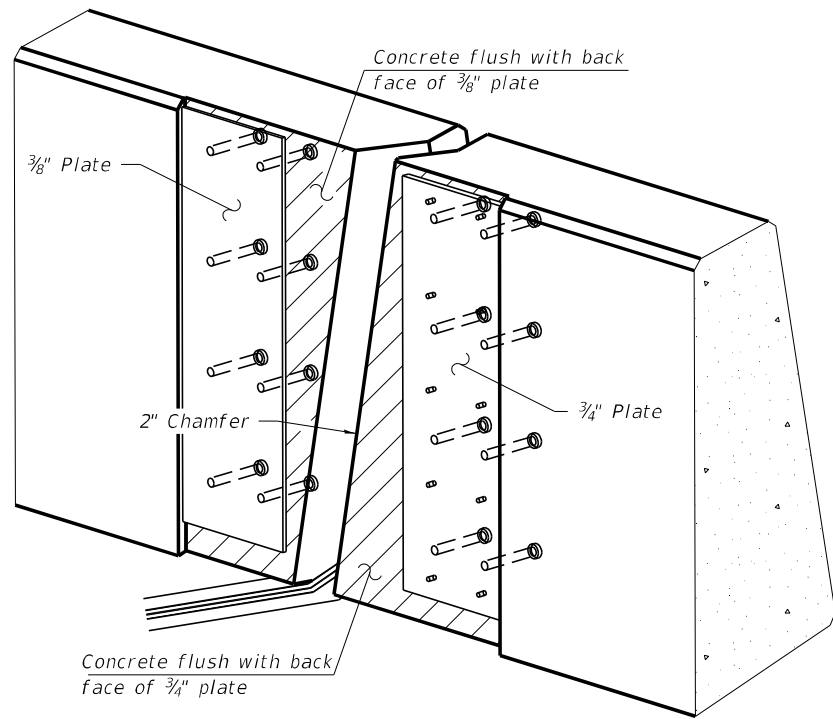


SECTION AT PARAPET

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

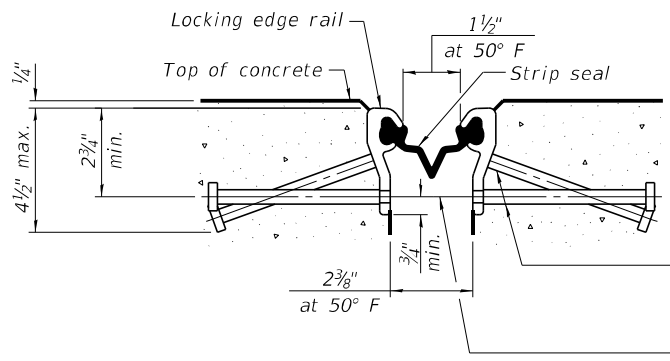


DETAIL A



TRIMETRIC VIEW

(Showing embedded plates only)



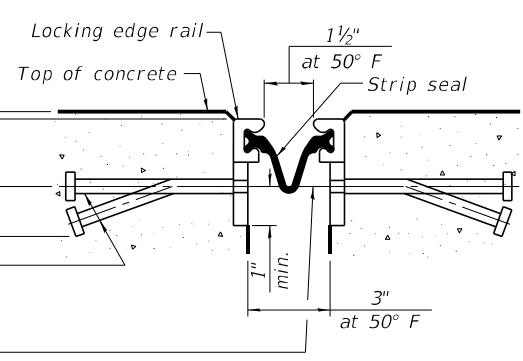
SHOWING ROLLED RAIL JOINT

* $5/8$ inch ϕ x 6 inch studs @ 6 inch cts. (alternate angled/bent studs with horizontal studs)

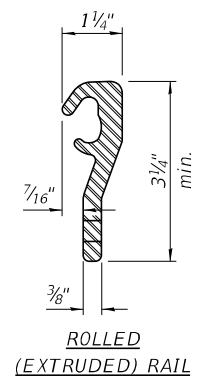
$3/8$ inch ϕ threaded rods in $7/16$ inch ϕ holes at ± 4 -0 inch cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

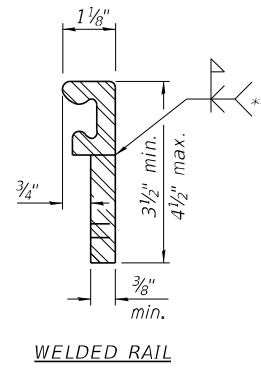
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



SHOWING WELDED RAIL JOINT



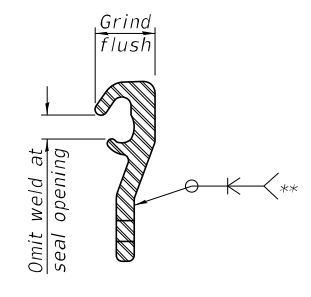
ROLLED (EXTRUDED) RAIL



WELDED RAIL

LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	190

Notes:
 The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.
 The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed.
 The manufacturer's recommended installation methods shall be followed.
 All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
 The Maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.
 The top surface of sidewalk sliding plates shall have a raised pattern according to ASTM A786.
 Cost of parapet sliding plates, sidewalk sliding plates, embedded plates, anchorage studs, and expansion anchors included with Preformed Joint Strip Seal.
 44" constant slope barrier shown.
 The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.

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EJ-SS-S

1-1-2020



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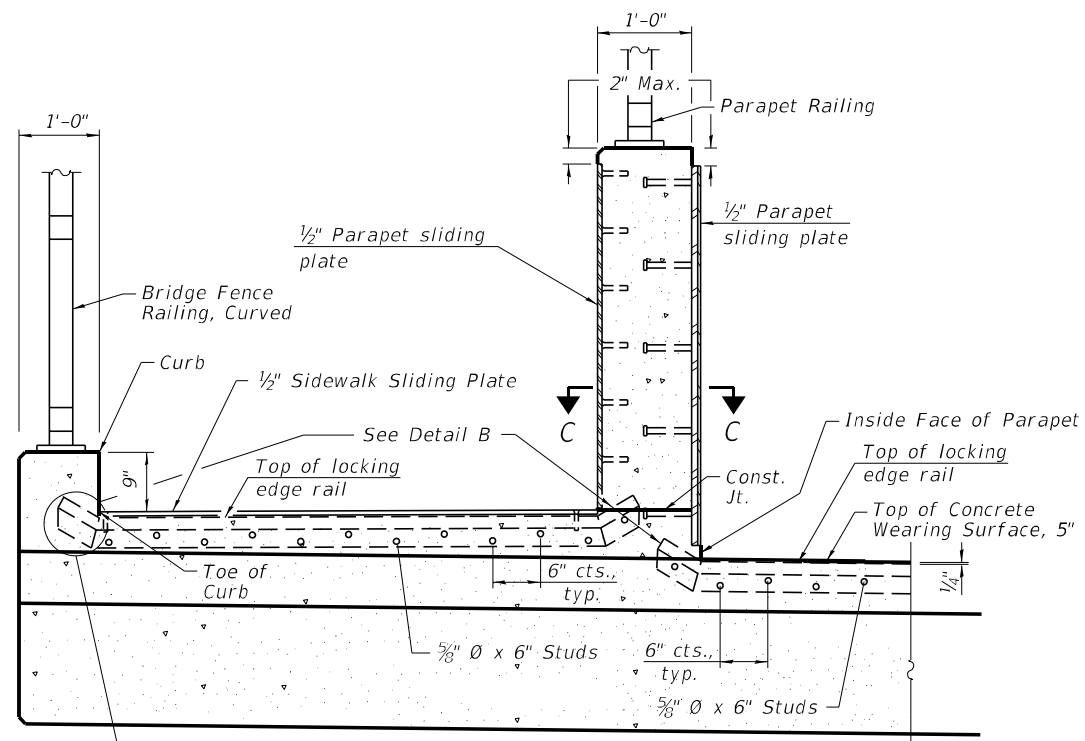
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PREFORMED JOINT STRIP SEAL (1 OF 2)
STRUCTURE NO. 099-4666**

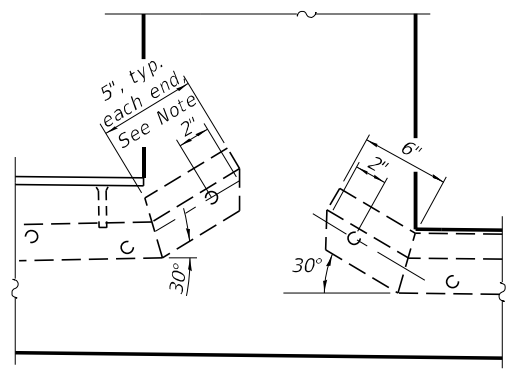
SHEET SA-20 OF SA-26 SHEETS

F.A./P.RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62H15				
* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				

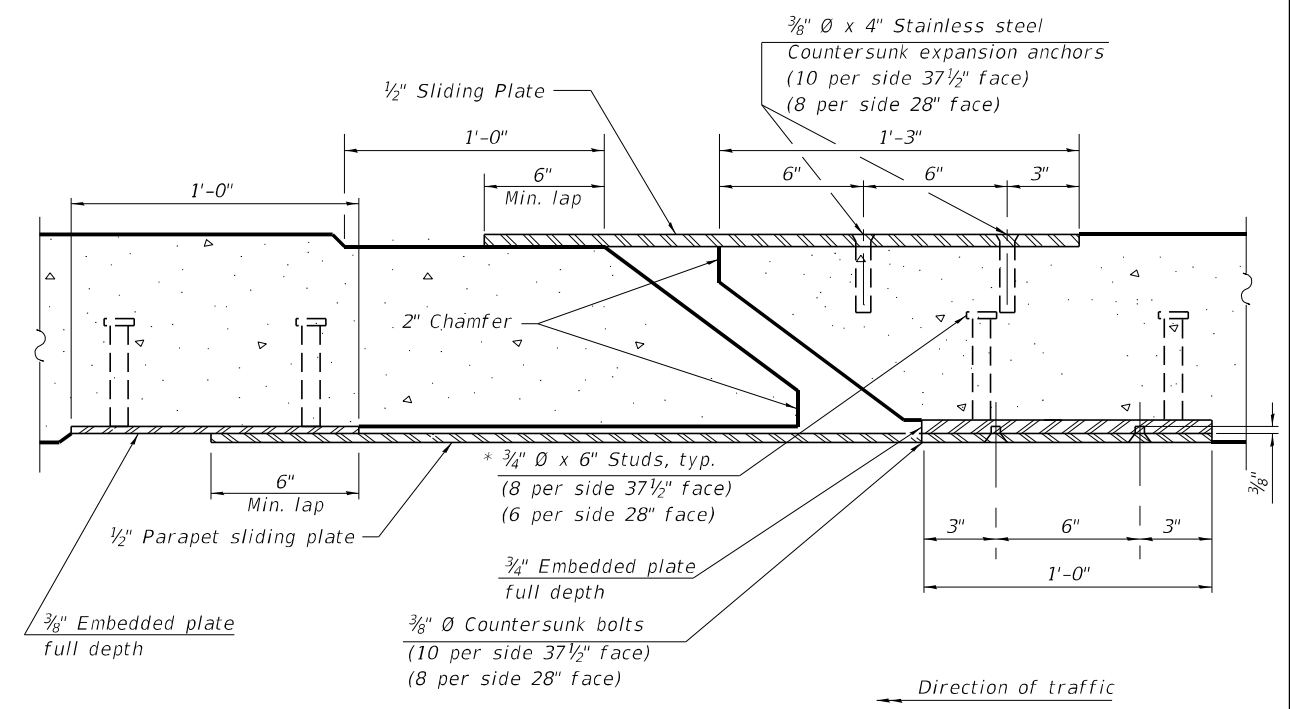
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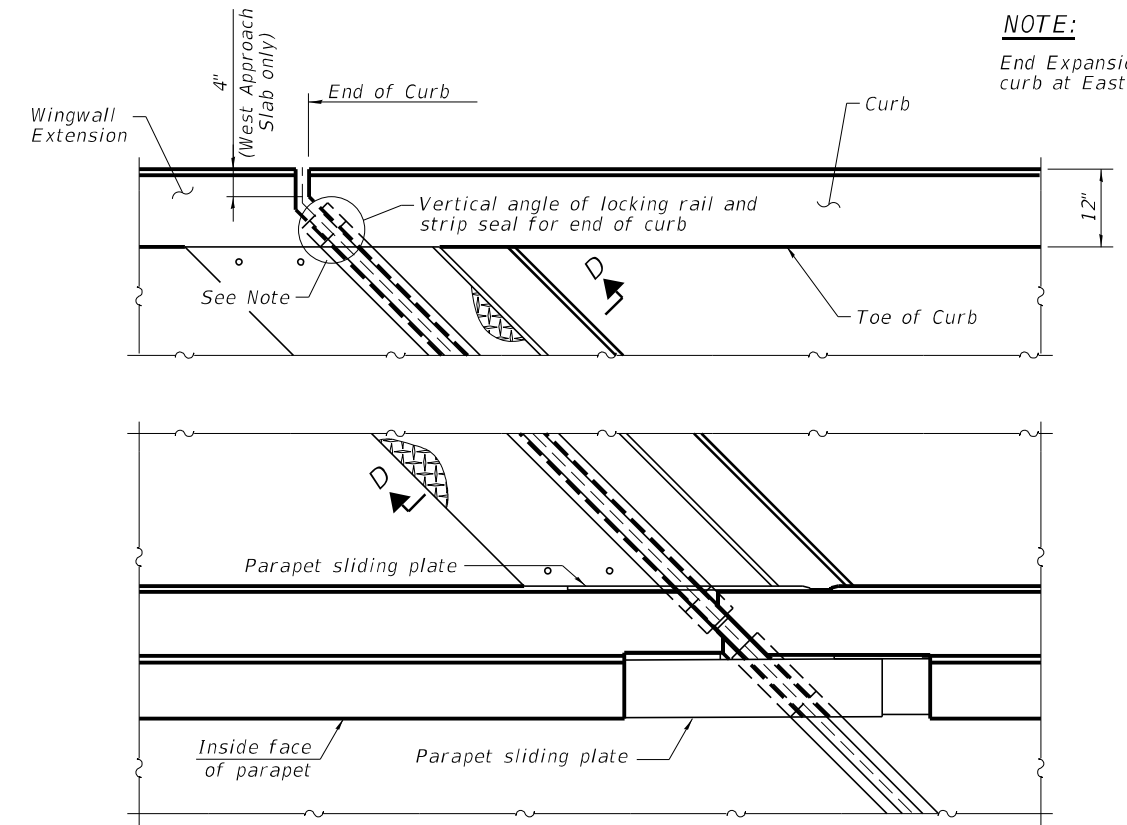
SECTION AT RAISED SIDEWALK
(West Approach Slab Shown, East Approach Slab Similar)
Omit Studs at curbs and wingwall extension (See Note)



DETAIL B

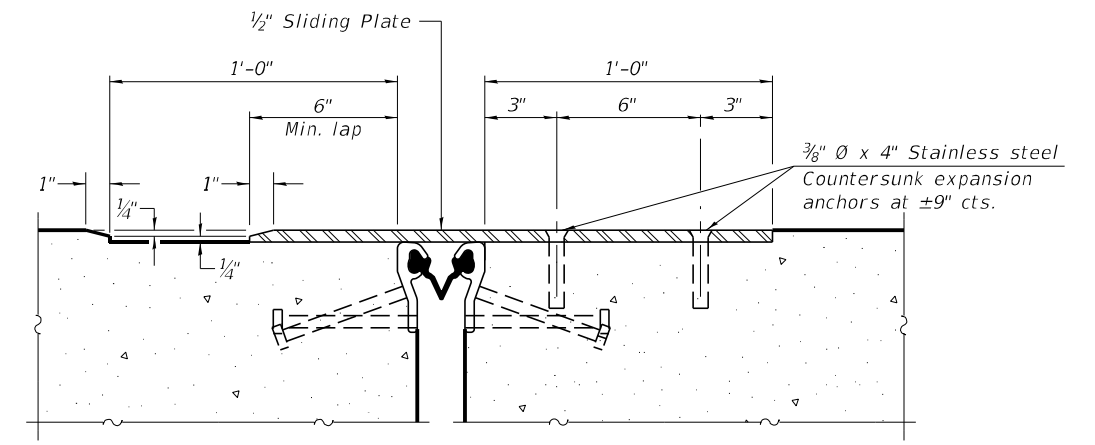


SECTION C-C



PLAN AT RAISED SIDEWALK
(West Approach Slab Shown, East Approach Slab Similar)

NOTE:
End Expansion joint at toe of curb at East Approach Slab.



SECTION D-D



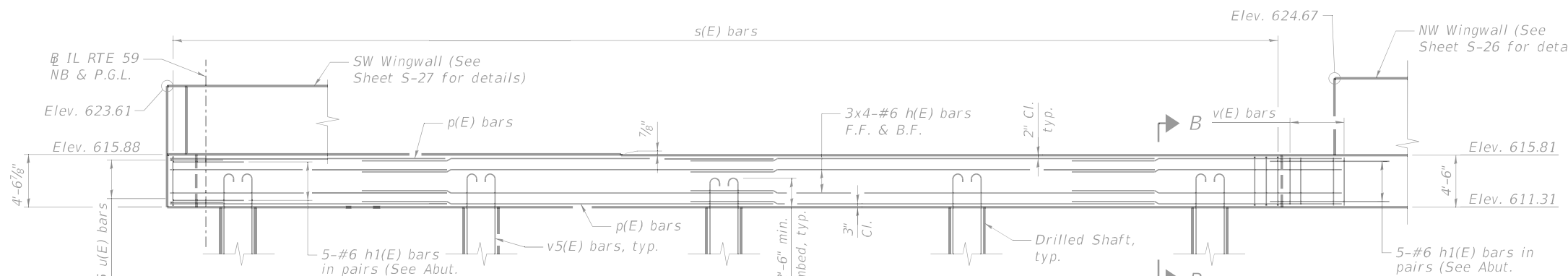
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

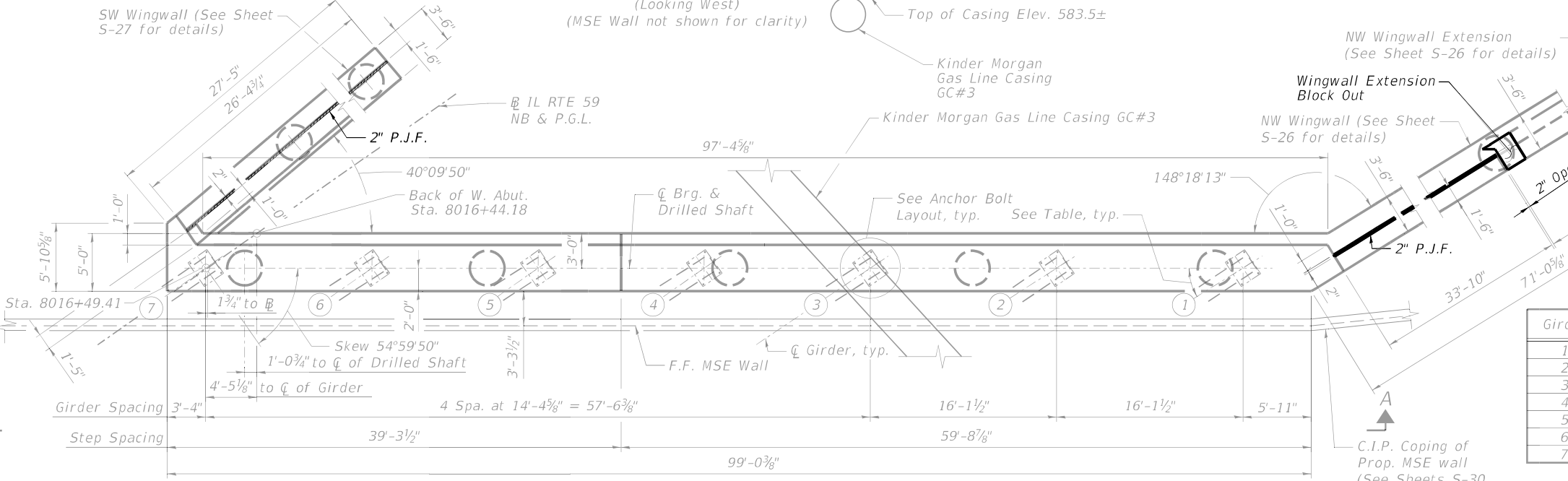
**PREFORMED JOINT STRIP SEAL (2 OF 2)
STRUCTURE NO. 099-4666**

SHEET SA-21 OF SA-26 SHEETS

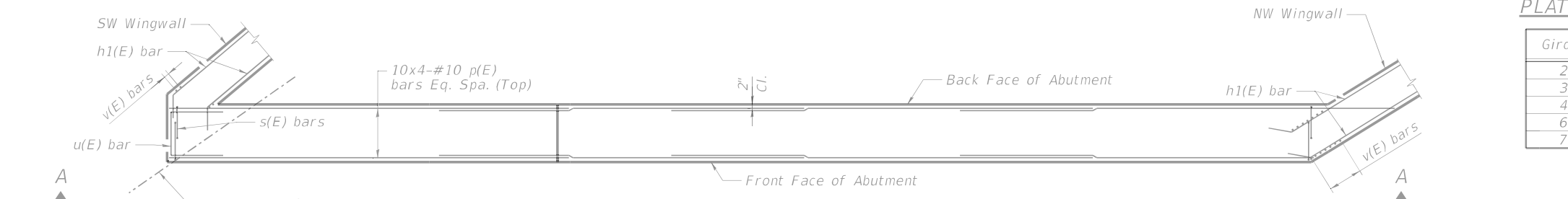
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CONTRACT NO. 62H15				
* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				



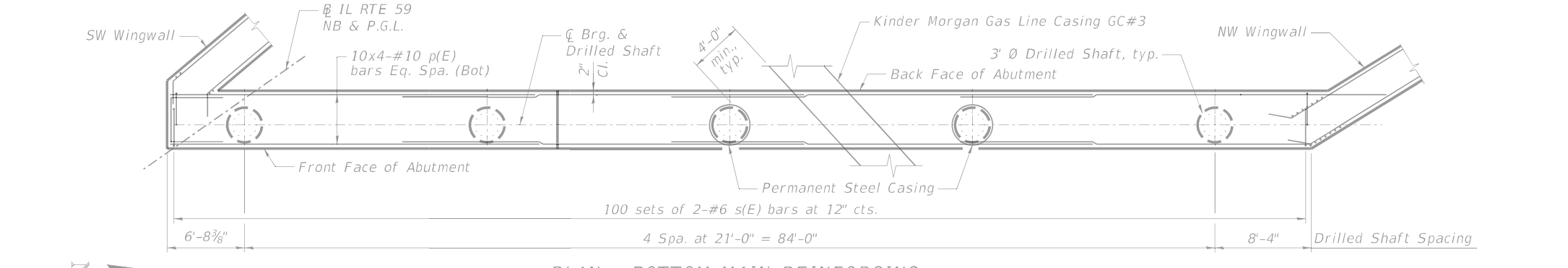
ELEVATION A-A
(Looking West)
(MSE Wall not shown for clarity)



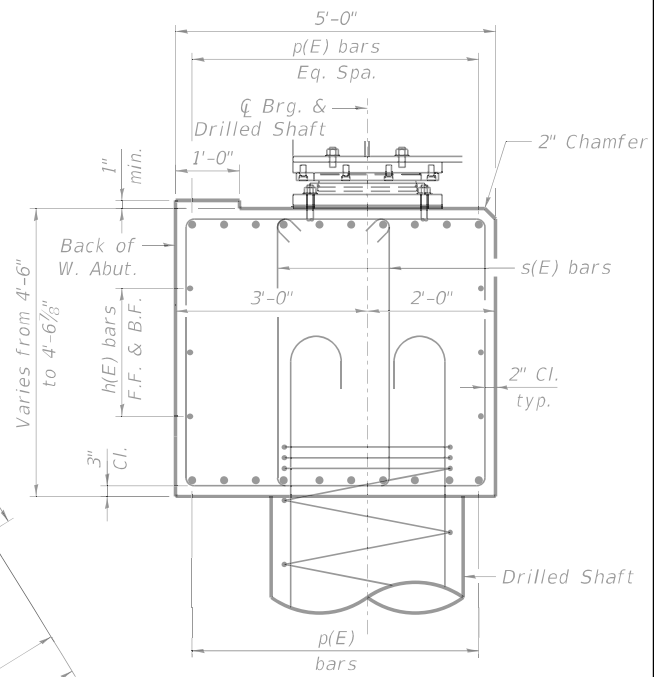
PLAN - WEST ABUTMENT



PLAN - TOP MAIN REINFORCING



PLAN - BOTTOM MAIN REINFORCING

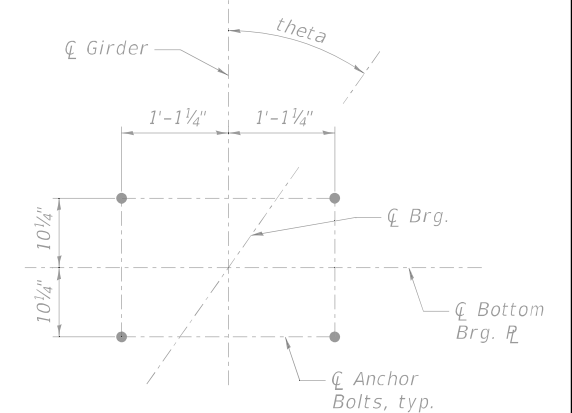


SECTION B-B

Girder	theta
1	33° 37' 12"
2	34° 17' 57"
3	35° 00' 10"
4	35° 00' 10"
5	35° 00' 10"
6	35° 00' 10"
7	35° 00' 10"

BEARING SHIM PLATE HEIGHTS

Girder	Height
2	1/4"
3	1/2"
4	5/8"
6	1/4"
7	3/8"



ANCHOR BOLT LAYOUT

- NOTES:**
- Space reinforcement in cap to miss anchor bolts and vertical drilled shaft bars.
 - Pour steps monolithically with cap.
 - Slope abutment seats 1/4" between bearings.
 - For details of drilled shafts, see Sheet S-35.
 - See Foundation Layout Plan on Sheet S-04 for locations of drilled shafts.
 - Min. lap for #6 bars is 4'-4". Min. lap for #10 bars is 11'-6".
 - Bars indicated thus m x n -#6 etc., indicates m lines of bars with n lengths per line.

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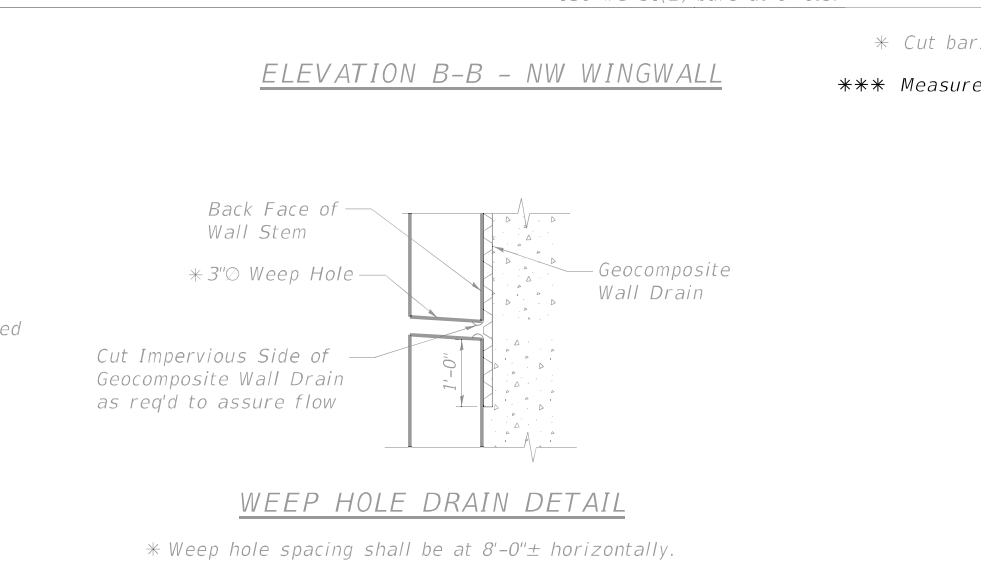
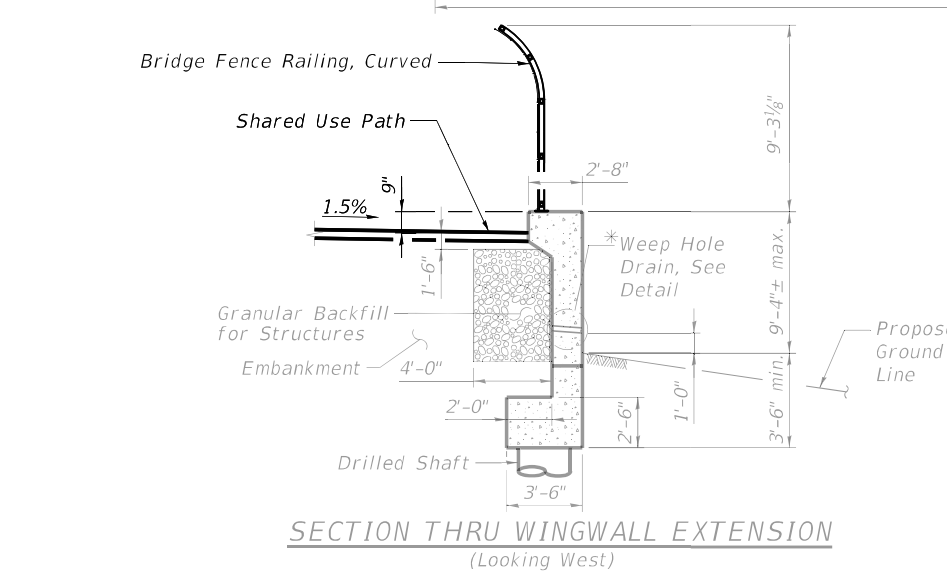
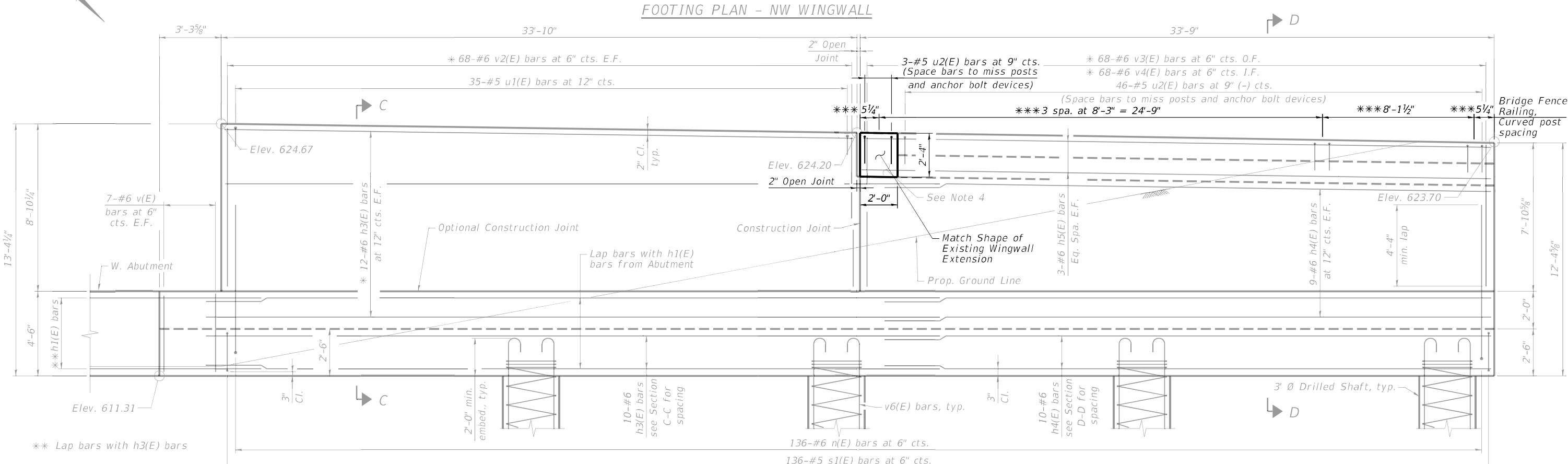
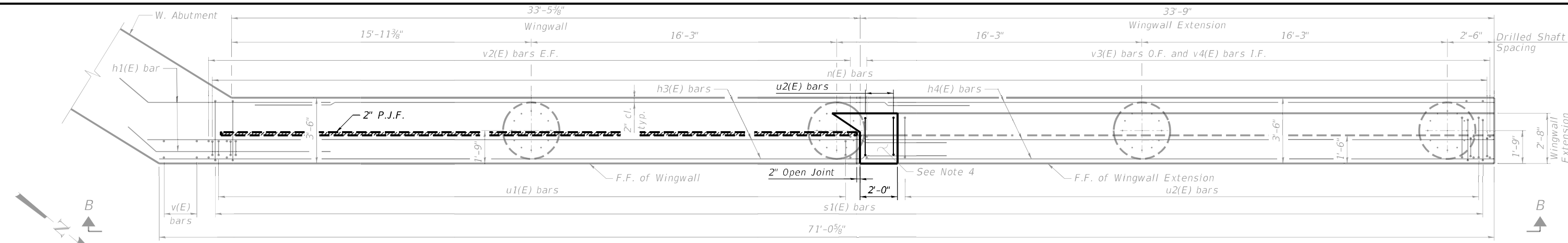
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING WEST ABUTMENT PLAN AND ELEVATION
STRUCTURE NO. 099-4666**

SHEET SA-22 OF SA-26 SHEETS

F.A./P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2018-075-R	WILL	1510	1018
CONTRACT NO. 62H15				
* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				



- NOTES:**
1. For Sections C-C & D-D, see Sheet S-27.
 2. For Bill of Materials, see Sheet S-27.
 3. See Foundation Layout Plan on Sheet S-04 for locations of drilled shafts.
 4. The concrete and u2(E) bars for this portion of the wingwall extension will be installed in Contract 62H15.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

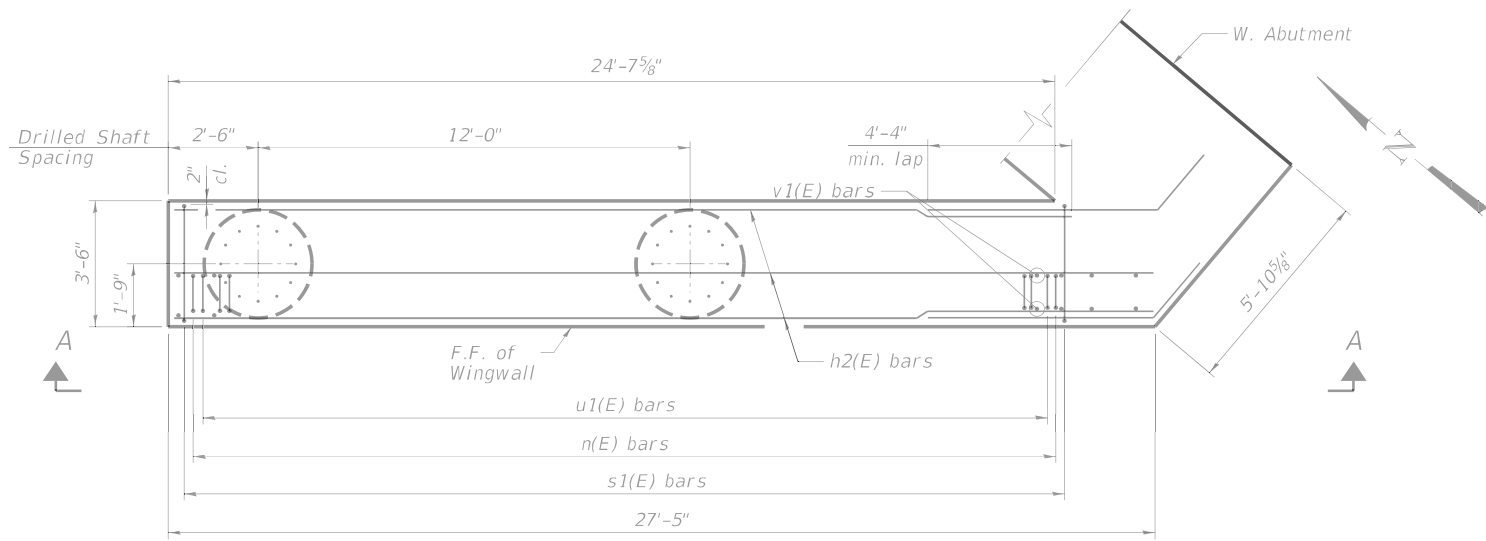
EXISTING WEST ABUTMENT DETAILS (1 OF 2)
STRUCTURE NO. 099-4666

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* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				

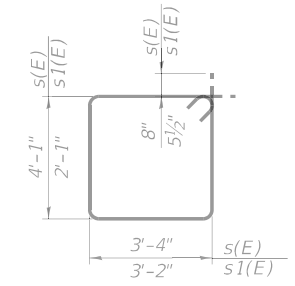
SHEET SA-23 OF SA-26 SHEETS

BILL OF MATERIAL

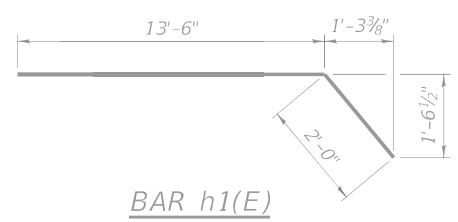
Bar	No.	Size	Length	Shape
h(E)	24	#6	29'-10"	
h1(E)	20	#6	15'-6"	
h2(E)	30	#6	27'-1"	
h3(E)	34	#6	39'-10"	
h4(E)	28	#6	31'-10"	
h5(E)	6	#6	33'-6"	
n(E)	189	#6	16'-10"	
p(E)	80	#10	35'-2"	
s(E)	200	#6	16'-2"	
s1(E)	189	#5	11'-5"	
u(E)	5	#6	13'-6"	
u1(E)	62	#5	3'-2"	
u2(E)	3	#5	4'-8"	
v(E)	18	#6	4'-1"	
v1(E)	106	#6	7'-6"	
v2(E)	136	#6	8'-7"	
v3(E)	68	#6	8'-2"	
v4(E)	68	#6	8'-8"	
Concrete Structures		Cu. Yd.	0.5	
Granular Backfill for Structures		Cu. Yd.	293	
Reinforcement Bars, Epoxy Coated		Pound	20	



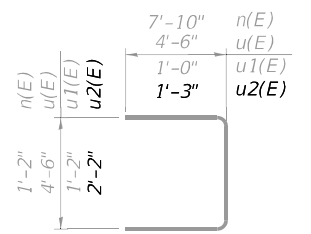
FOOTING PLAN - SW WINGWALL



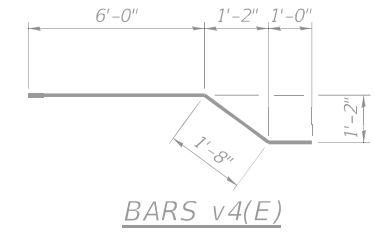
BARS s(E) & s1(E)



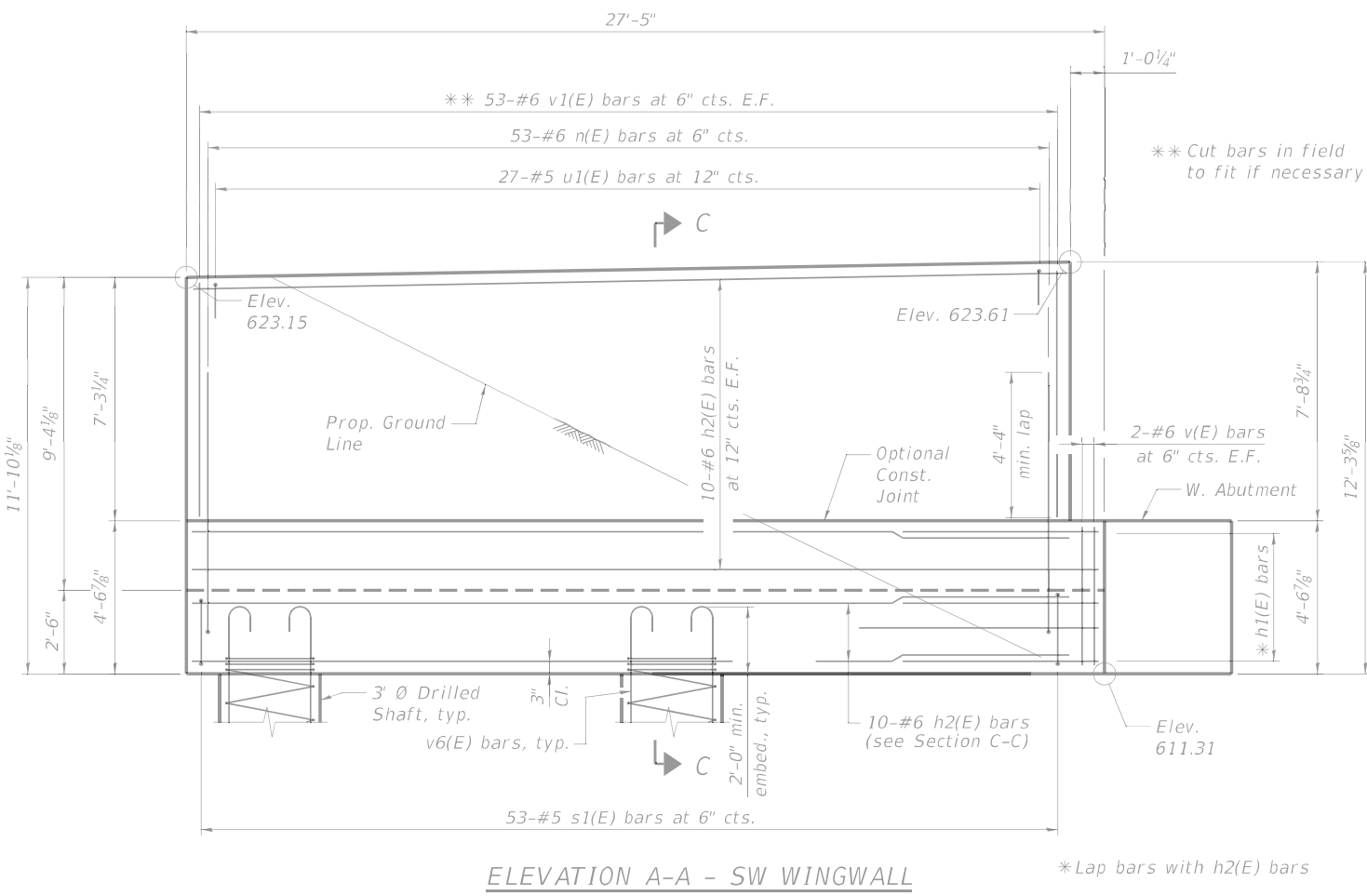
BAR h1(E)



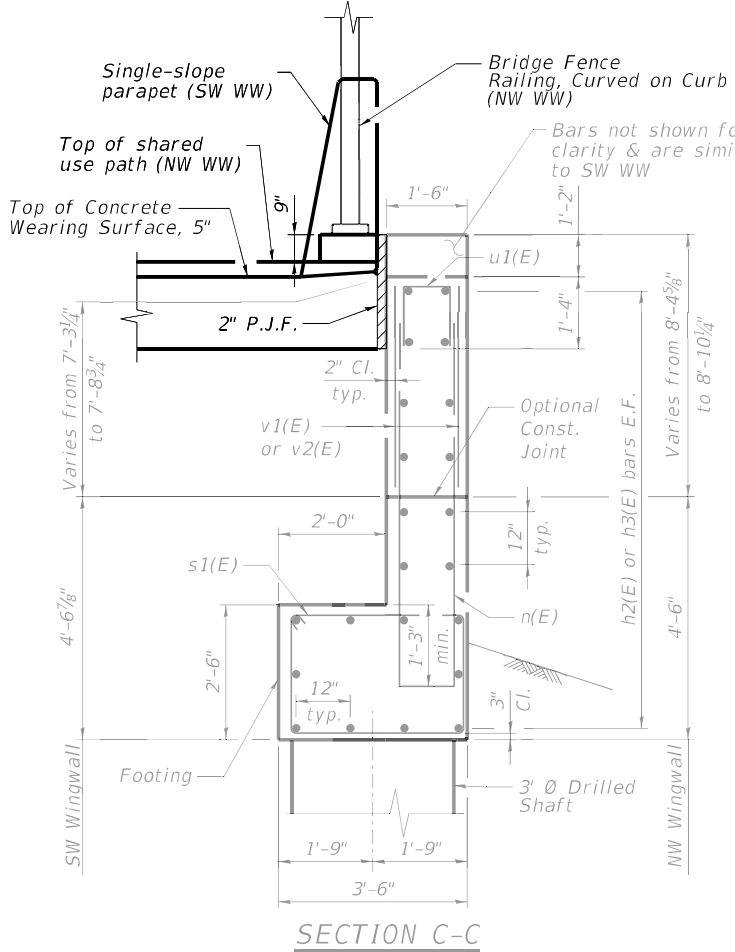
BARS n(E), u(E), u1(E), & u2(E)



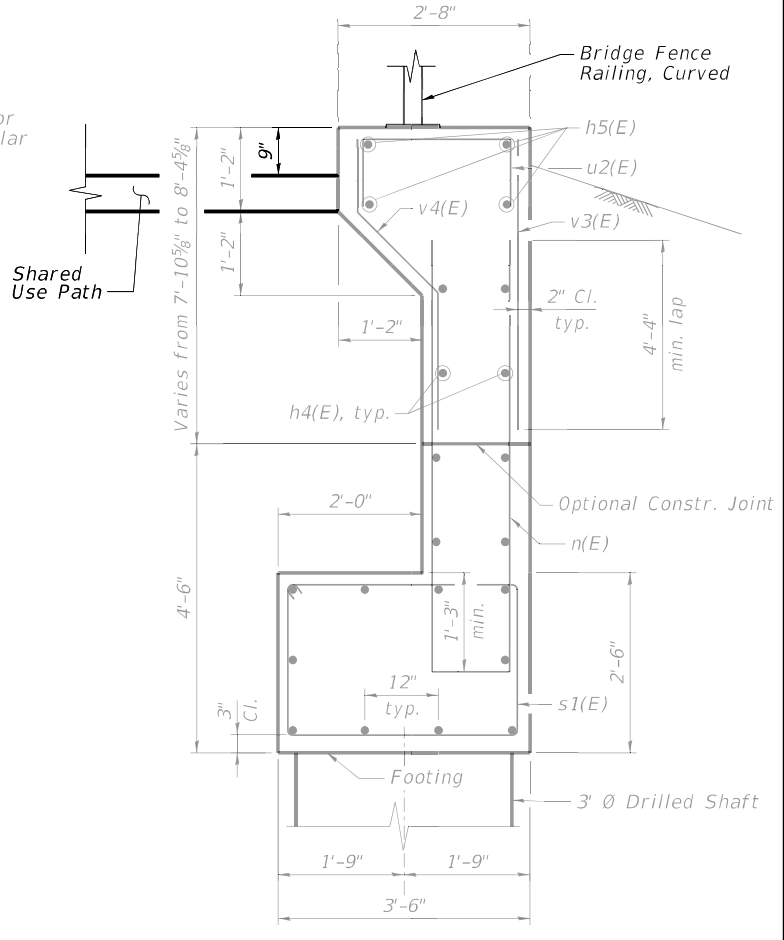
BARS v4(E)



ELEVATION A-A - SW WINGWALL



SECTION C-C



SECTION D-D

- NOTES:**
1. Front Faces of NW Wingwall and Wingwall Extension shall align.
 2. See Foundation Layout Plan on Sheet S-04 for locations of drilled shafts.

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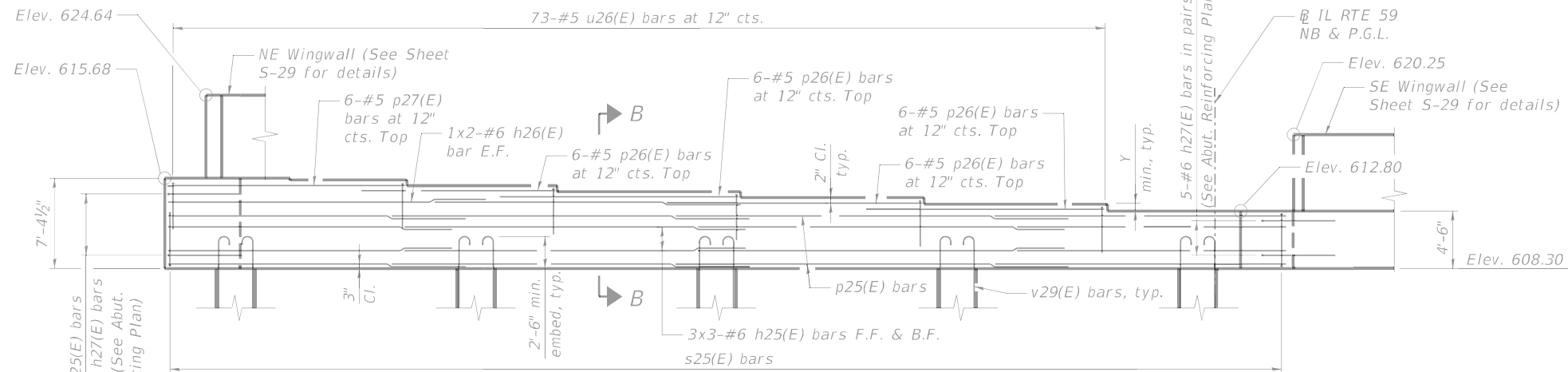
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

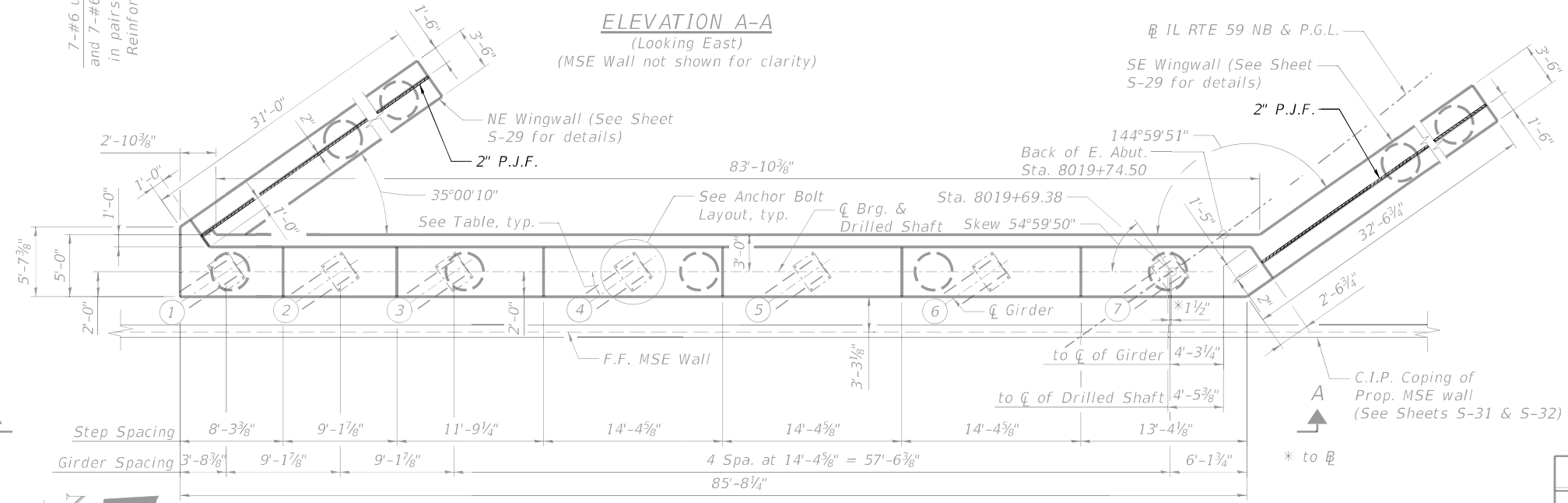
EXISTING WEST ABUTMENT DETAILS (2 OF 2)
STRUCTURE NO. 099-4666

SHEET SA-24 OF SA-26 SHEETS

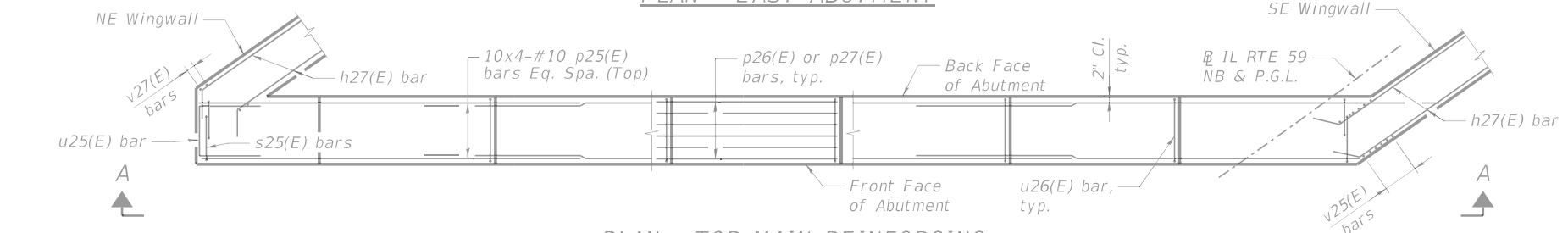
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CONTRACT NO. 62H15				
* FAI 55, FAP 338		ILLINOIS	FED. AID PROJECT	



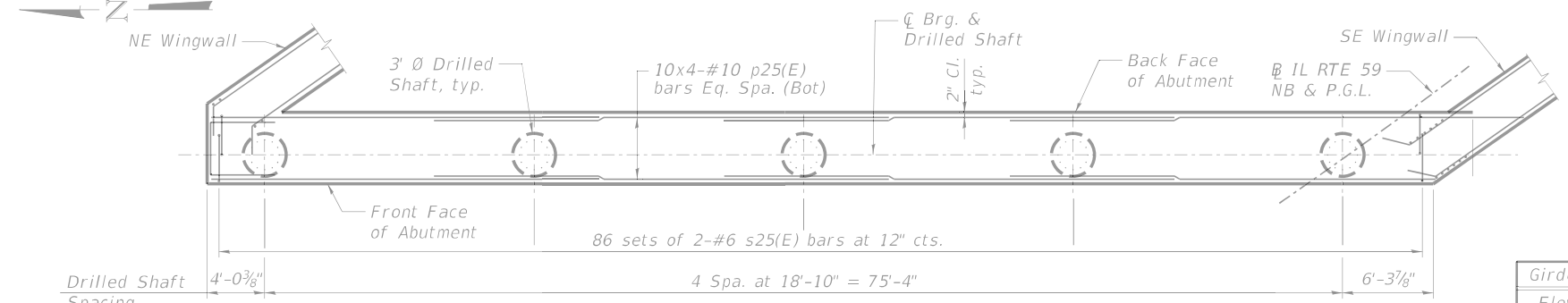
ELEVATION A-A
(Looking East)
(MSE Wall not shown for clarity)



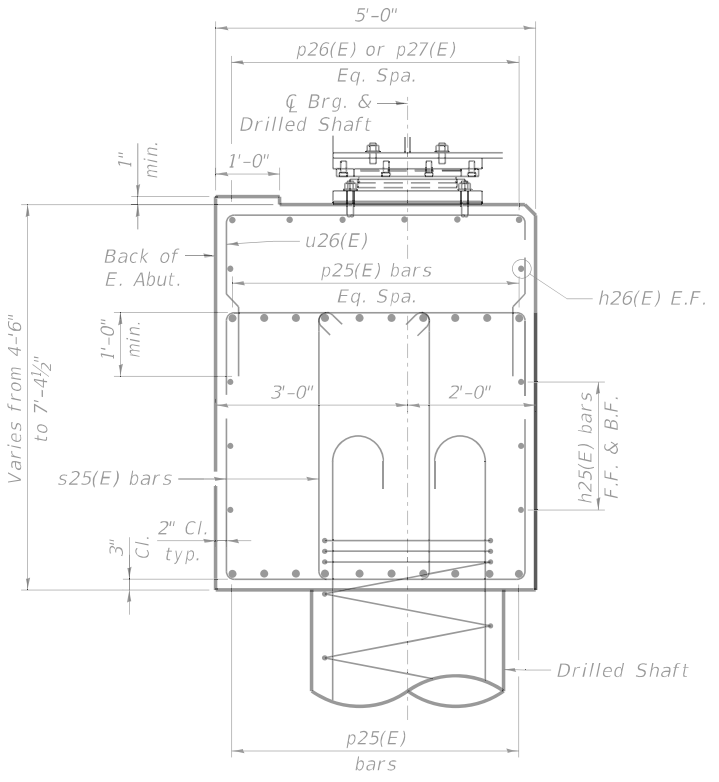
PLAN - EAST ABUTMENT



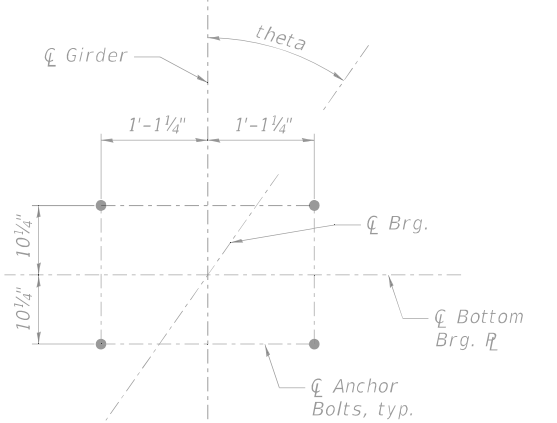
PLAN - TOP MAIN REINFORCING



PLAN - BOTTOM MAIN REINFORCING



SECTION B-B



ANCHOR BOLT LAYOUT

Girder	theta
1	33° 37' 12"
2	34° 17' 57"
3	35° 00' 10"
4	35° 00' 10"
5	35° 00' 10"
6	35° 00' 10"
7	35° 00' 10"

SEAT ELEVATIONS & SEAT HEIGHTS

Girder	1	2	3	4	5	6	7
Elev.	615.68	615.37	615.05	614.52	613.97	613.40	612.80
Y	3 3/4"	3 3/4"	6 3/8"	6 3/8"	6 7/8"	7 1/4"	-

NOTES:

- Space reinforcement in cap to miss anchor bolts and vertical drilled shaft bars.
- Pour steps monolithically with cap.
- Slope abutment seats 1/4" between bearings.
- For details of drilled shafts, see Sheet S-35.
- See Foundation Layout Plan on sheet S-04 for locations of drilled shafts.
- Min. lap for #5 bar is 3'-9". Min. lap for #6 bars is 4'-4". Min. lap for #10 bars is 11'-6".
- Bars indicated thus m x n -#6 etc., indicates m lines of bars with n lengths per line.

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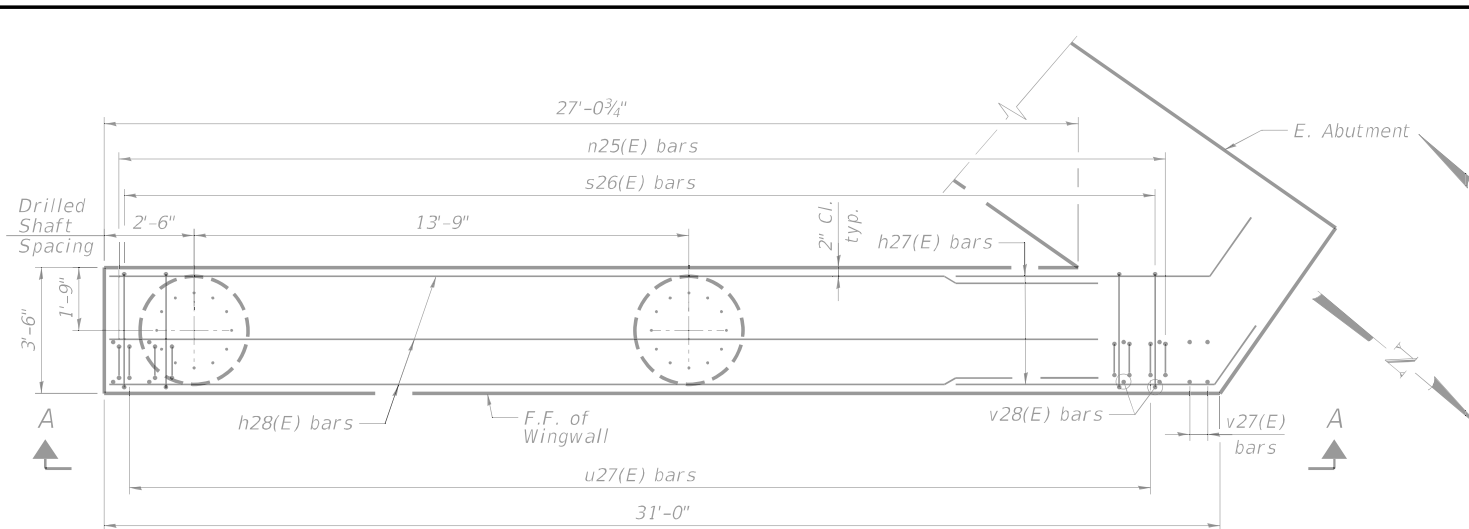
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING EAST ABUTMENT PLAN AND ELEVATION
STRUCTURE NO. 099-4666**

SHEET SA-25 OF SA-26 SHEETS

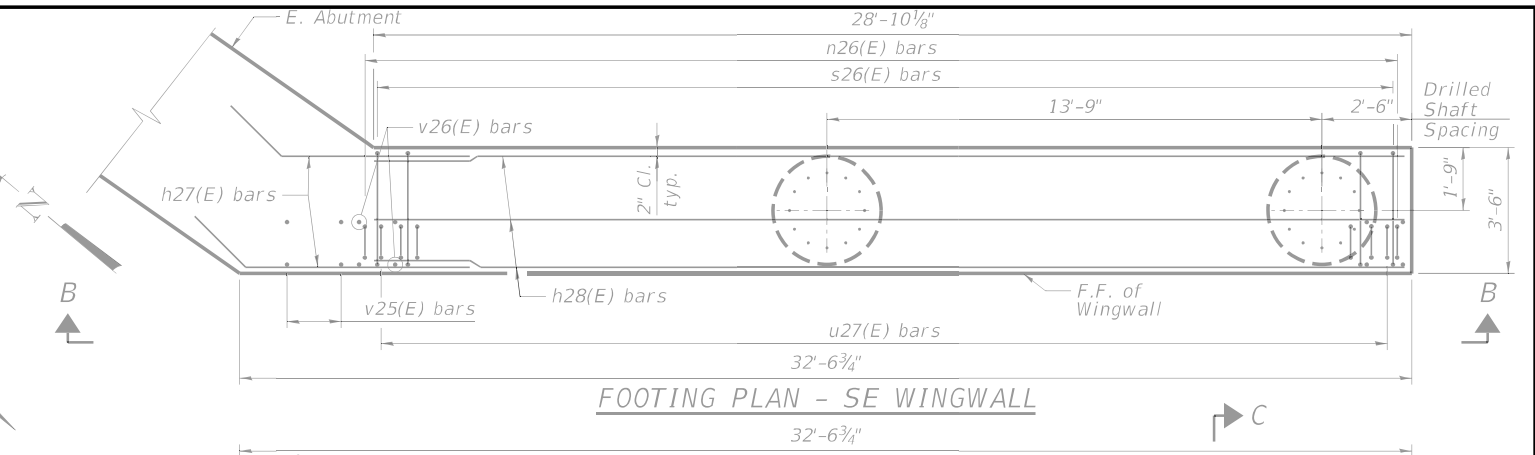
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* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				

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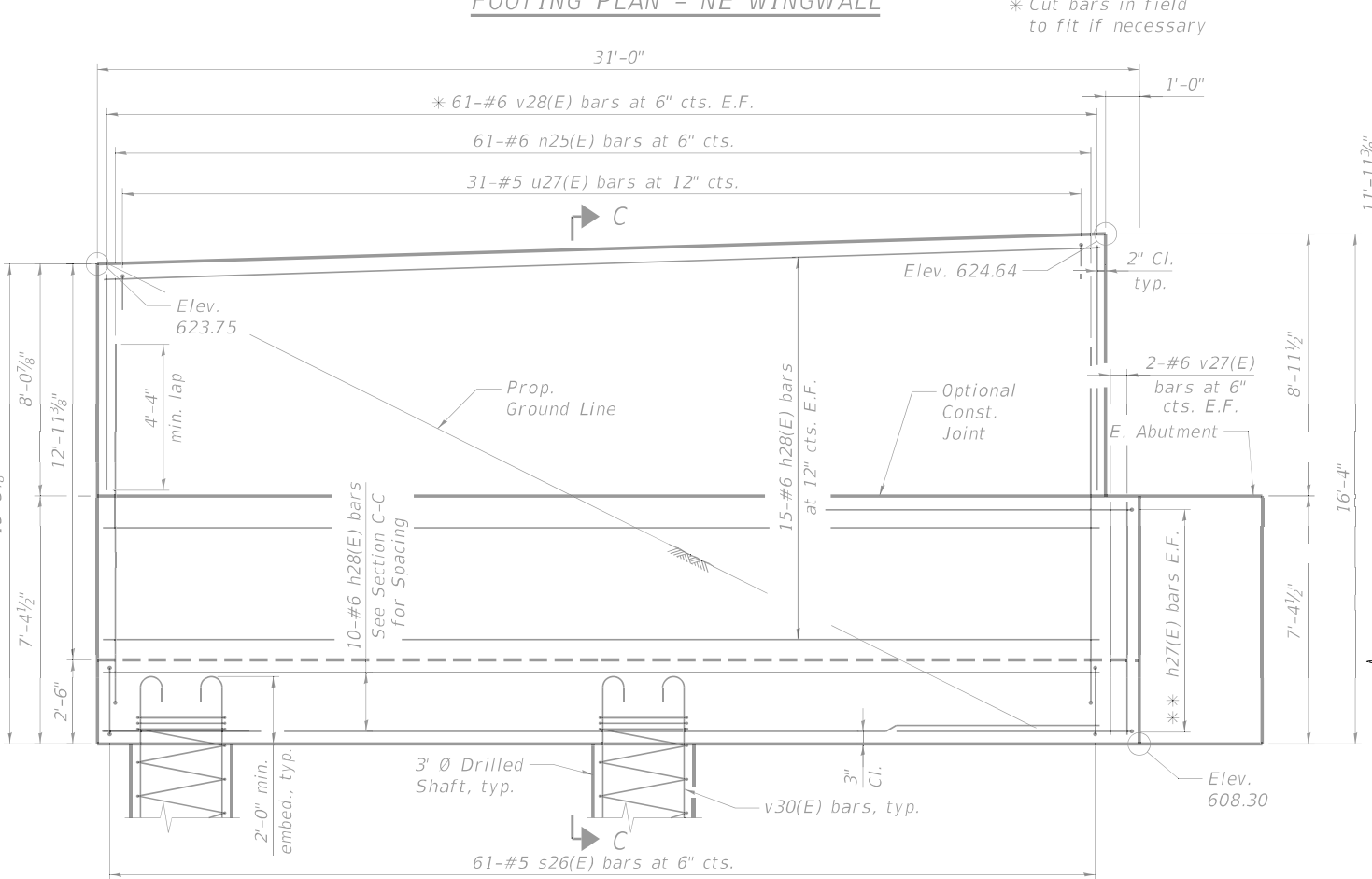


FOOTING PLAN - NE WINGWALL

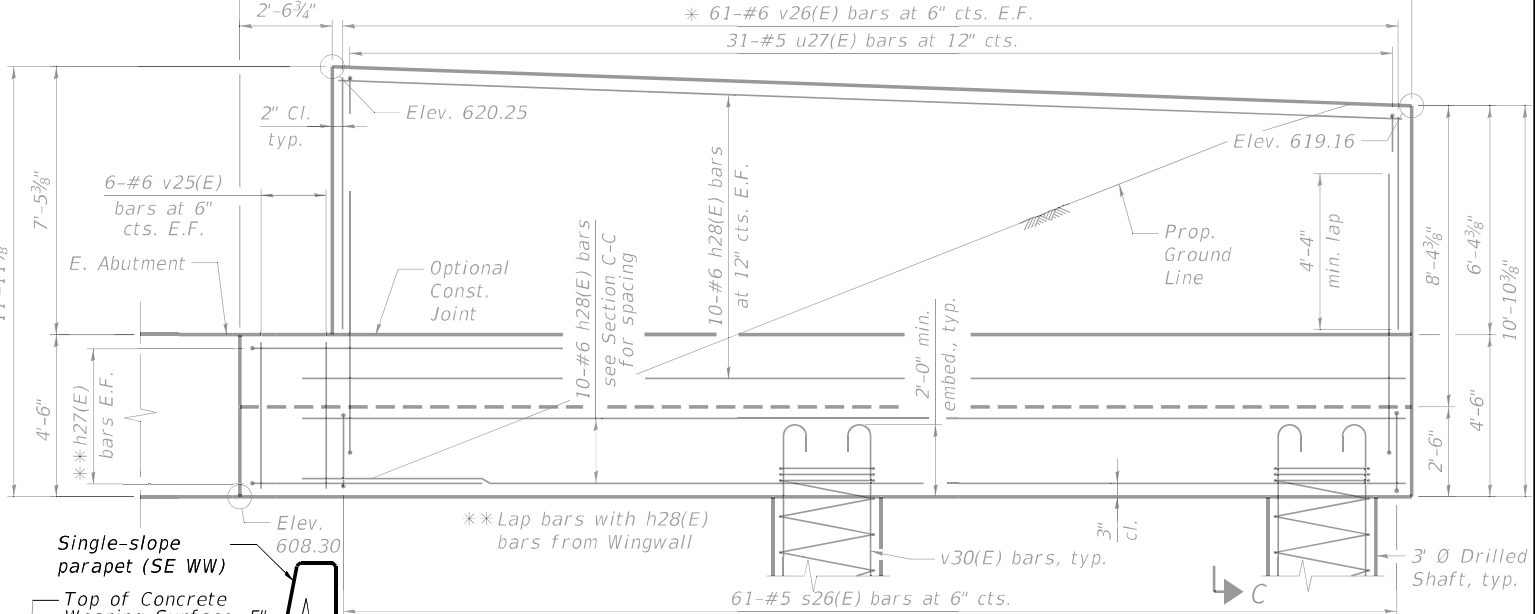
* Cut bars in field to fit if necessary



FOOTING PLAN - SE WINGWALL



ELEVATION A-A - NE WINGWALL

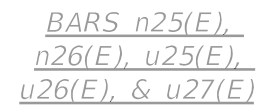
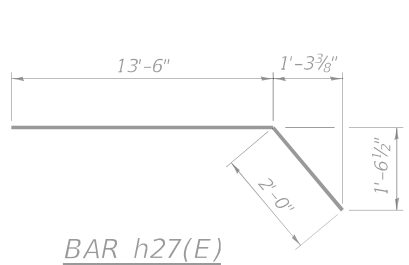


ELEVATION B-B - SE WINGWALL

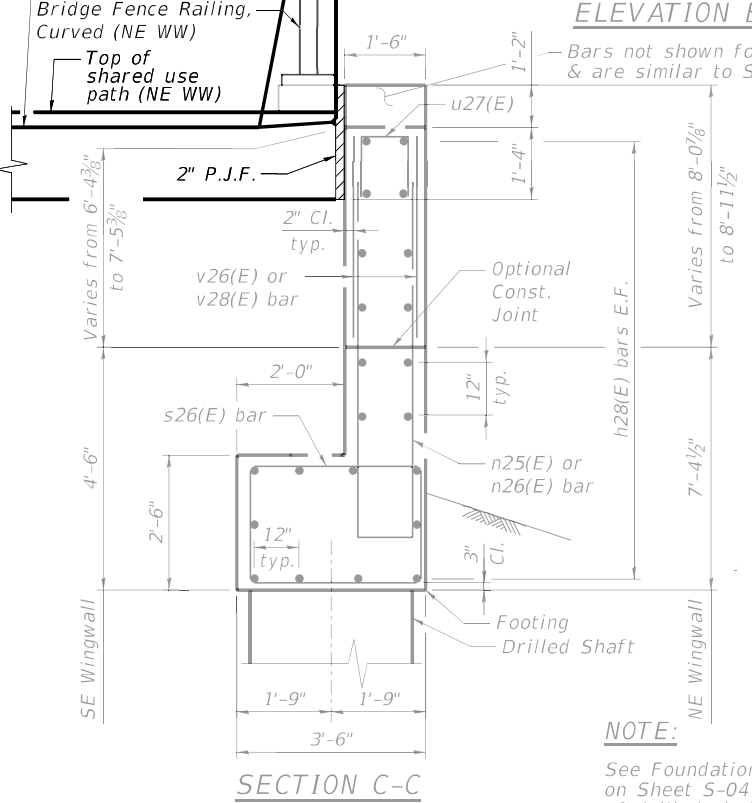
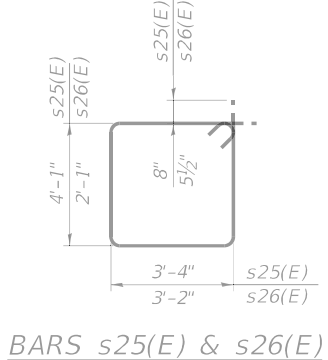
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h25(E)	18	#6	33'-10"	—
h26(E)	4	#6	24'-0"	—
h27(E)	24	#6	15'-6"	—
h28(E)	70	#6	29'-8"	—
n25(E)	61	#6	22'-6"	—
n26(E)	61	#6	16'-8"	—
p25(E)	80	#10	31'-10"	—
p26(E)	24	#5	18'-3"	—
p27(E)	6	#5	17'-1"	—
s25(E)	172	#6	16'-2"	□
s26(E)	122	#5	11'-5"	□
u25(E)	7	#6	13'-6"	—
u26(E)	73	#5	12'-6"	—
u27(E)	62	#5	3'-2"	—
v25(E)	12	#6	4'-1"	—
v26(E)	122	#6	7'-3"	—
v27(E)	4	#6	6'-11"	—
v28(E)	122	#6	8'-9"	—

Concrete Structures	Cu. Yd.	149.1
Granular Backfill for Structures	Cu. Yd.	237
Reinforcement Bars, Epoxy Coated	Pound	29,830



Bar	A	B
n25(E)	10'-8"	1'-2"
n26(E)	7'-9"	1'-2"
u25(E)	4'-6"	4'-6"
u26(E)	3'-11"	4'-8"
u27(E)	1'-0"	1'-2"



SECTION C-C

NOTE: See Foundation Layout Plan on Sheet S-04 for locations of drilled shafts.



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DATE = 05/10/2022	DRAWN - RMG	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

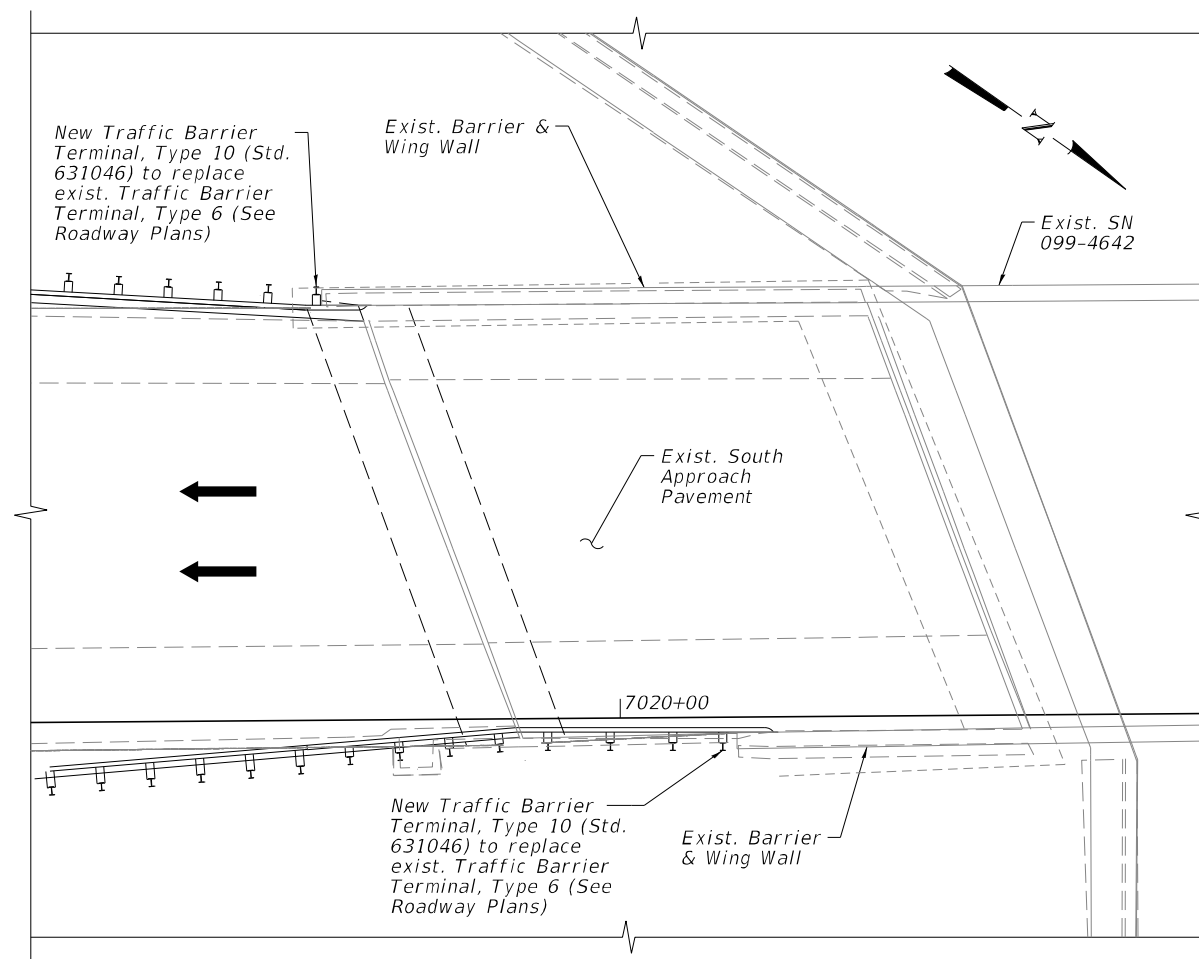
EXISTING EAST ABUTMENT DETAILS
STRUCTURE NO. 099-4666

SHEET SA-26 OF SA-26 SHEETS

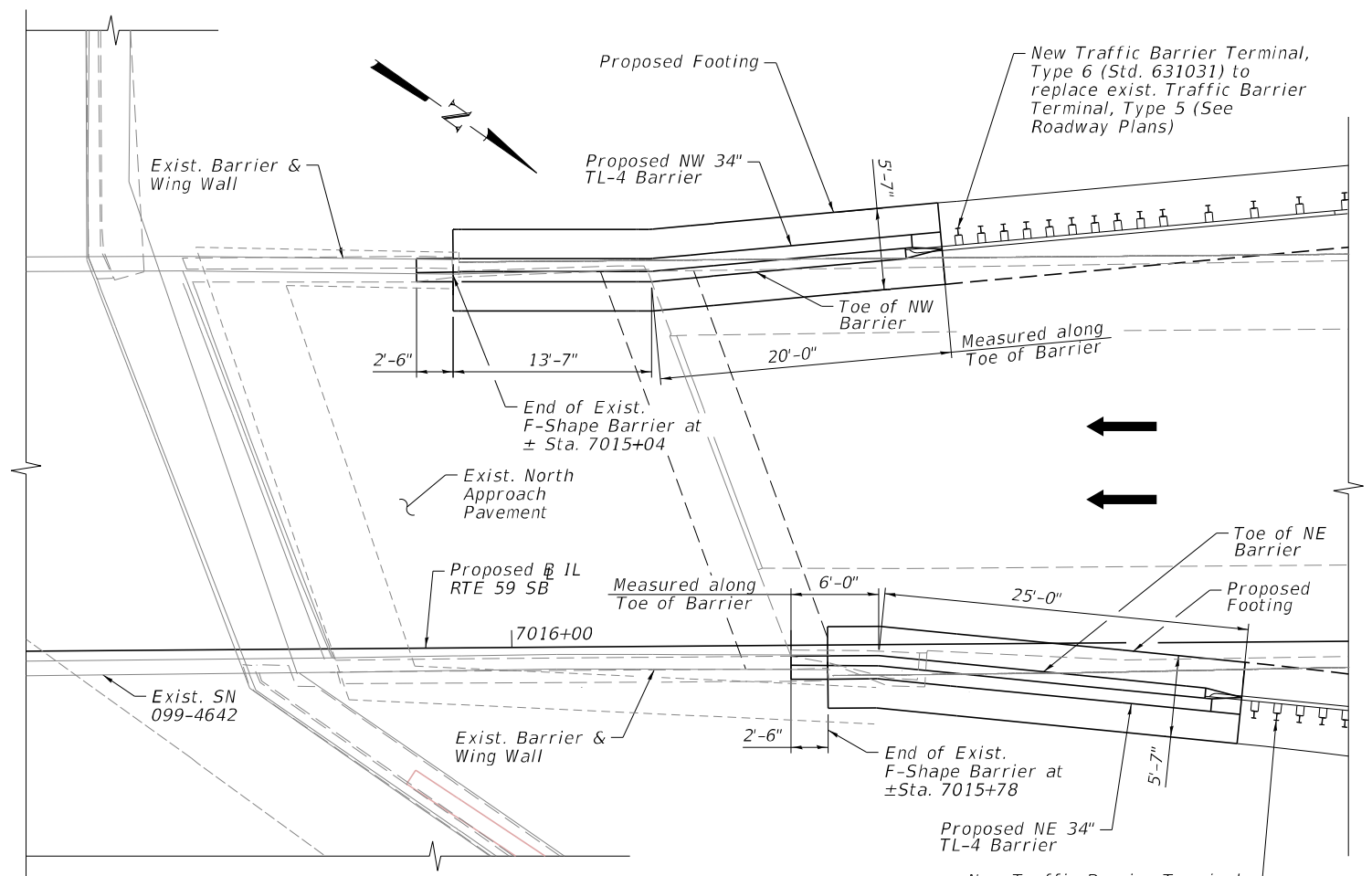
F.A./P.RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62H15				

* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT

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SOUTH APPROACH PLAN



NORTH APPROACH PLAN

INDEX OF SHEETS:

- SB-01 Approach Modification Details (1 OF 4)
- SB-02 Approach Modification Details (2 OF 4)
- SB-03 Approach Modification Details (3 OF 4)
- SB-04 Approach Modification Details (4 OF 4)
- SB-05 Existing Plans (1 OF 7)
- SB-06 Existing Plans (2 OF 7)
- SB-07 Existing Plans (3 OF 7)
- SB-08 Existing Plans (4 OF 7)
- SB-09 Existing Plans (5 OF 7)
- SB-10 Existing Plans (6 OF 7)
- SB-11 Existing Plans (7 OF 7)

PROPOSED SCOPE OF WORK:

1. Removal of existing Traffic Barrier Terminals, Type 5 and Type 6 at North and South approaches (See Removal Plans and Schedules).
2. Partial removal of existing approach pavement and barriers at North Approach.
3. Construction of 34" TL-4 barrier and footing at West and East sides of North Approach.
4. Install Traffic Barrier Terminals, Type 6 to new barriers at North approach and install Traffic Barrier Terminals, Type 10 to existing barriers at South Approach (See Roadway Plans).

DESIGN SPECIFICATIONS

2017 AASHTO LRFD Bridge Design Specifications, 8th Edition
 IDOT Bridge Manual, January 2012

DESIGN STRESSES

FIELD UNITS

$f'c = 4,000$ psi
 $f_y = 60,000$ psi (reinforcement bars)

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	4
Protective Coat	Sq. Yd.	44
Concrete Superstructure	Cu. Yd.	27.5
Reinforcement Bars, Epoxy Coated	Pound	3,210
Structure Excavation	Cu. Yd.	19

GENERAL NOTES:

1. Reinforcement bars designated (E) shall be epoxy coated.
2. Slipforming of the barriers is not allowed.
3. Protective coat shall be applied to the inside and top faces of the barriers and the inside top of footing.
4. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.



USER NAME	EOSkouf	DESIGNED	- EAO	REVISED	-
CHECKED	- TPS	REVISIONS	-	REVISIONS	-
PLOT SCALE	- NTS	DRAWN	- AJB	REVISIONS	-
DATE	02/04/2022	CHECKED	- TPS	REVISIONS	-

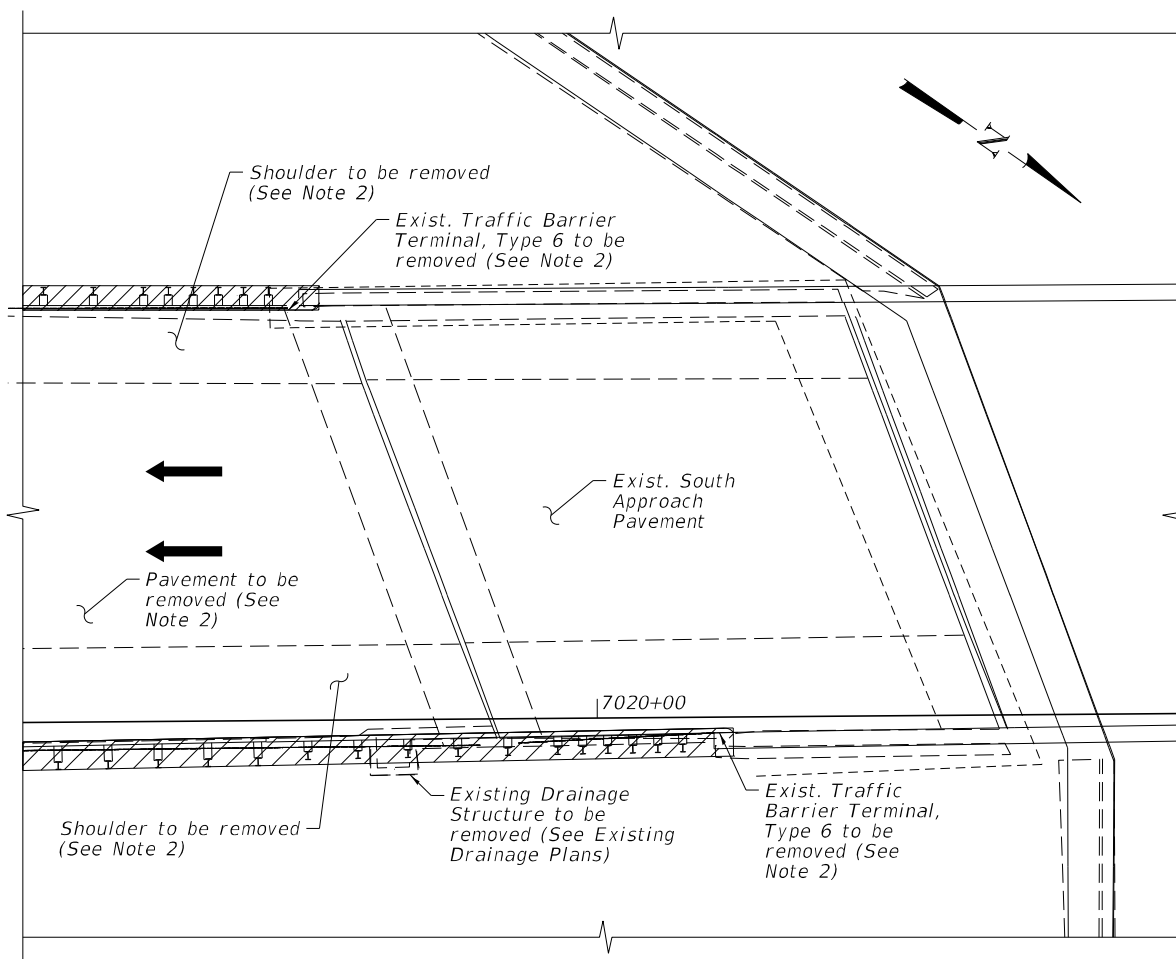
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**APPROACH MODIFICATION DETAILS (1 OF 4)
 STRUCTURE NO. 099-4642**

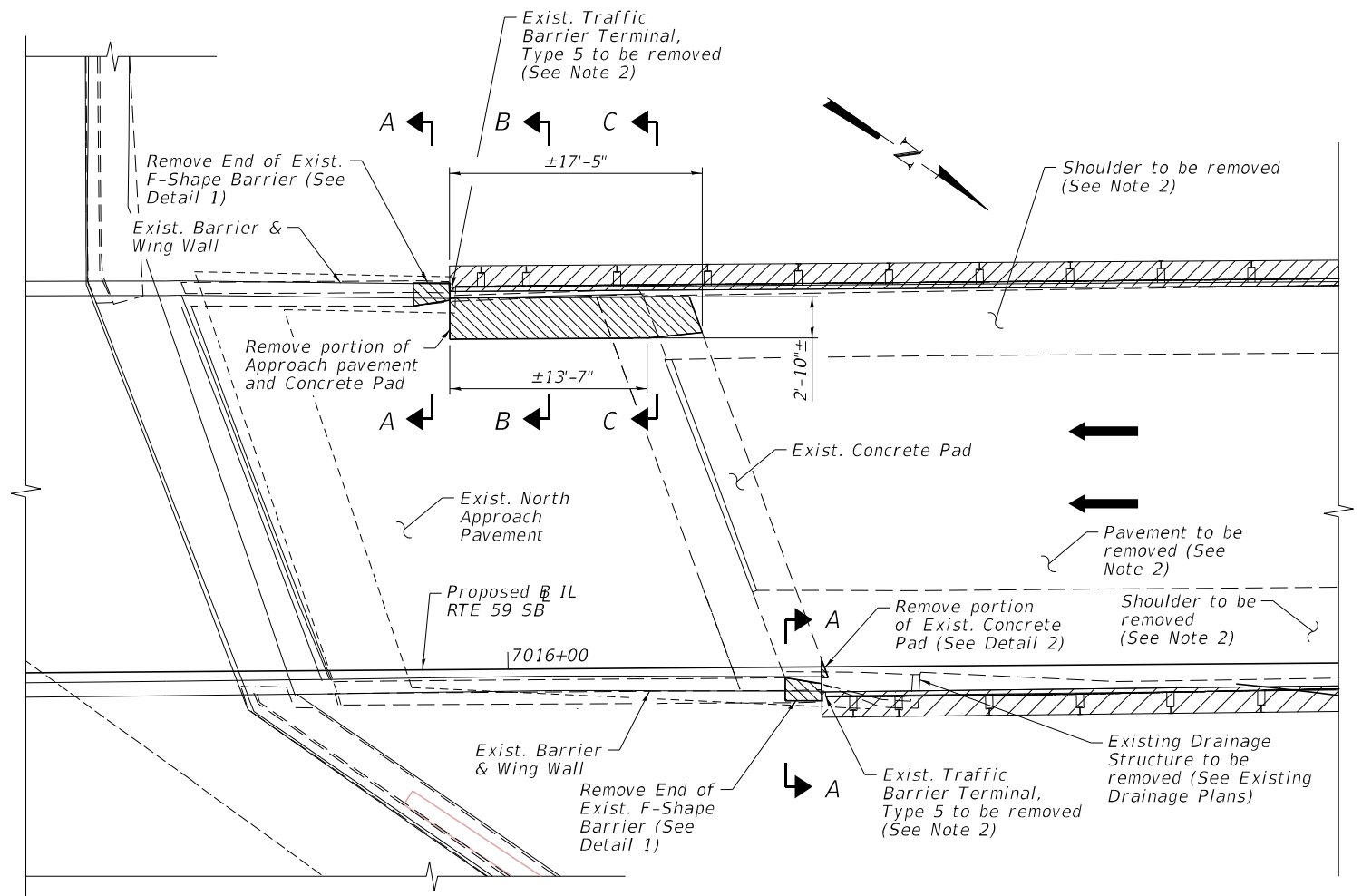
SHEET SB-01 OF SB-11 SHEETS

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* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				

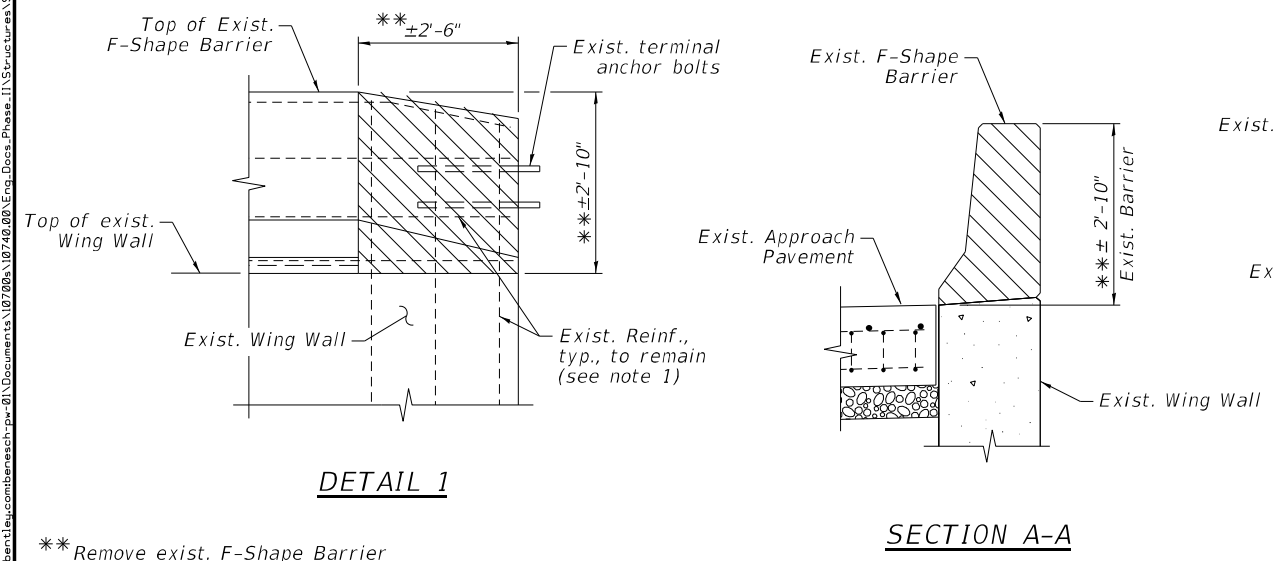
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SOUTH APPROACH REMOVAL PLAN

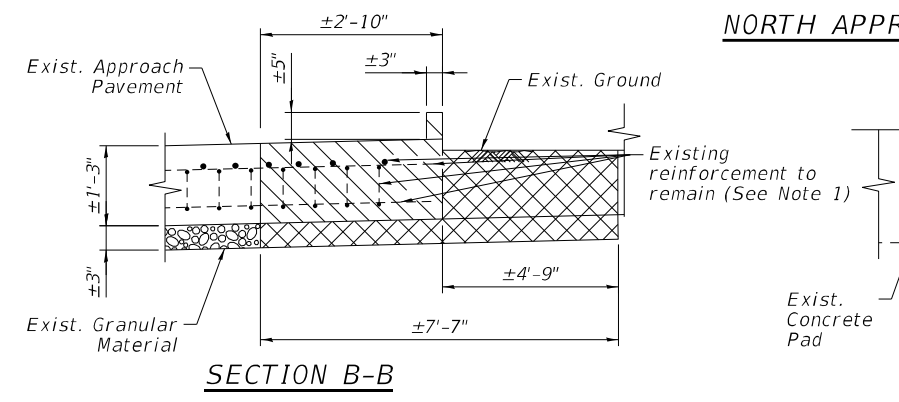


NORTH APPROACH REMOVAL PLAN

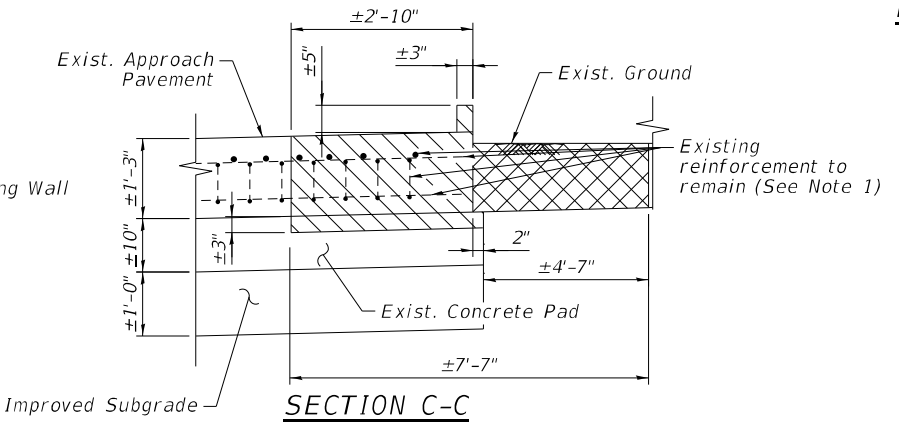


DETAIL 1

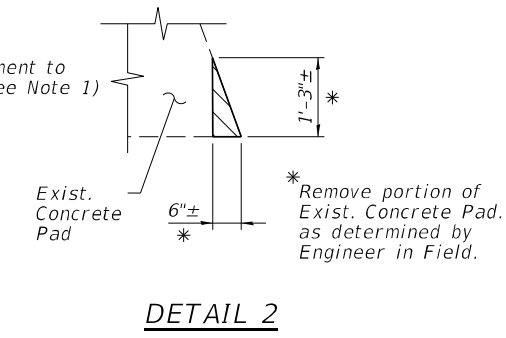
SECTION A-A



SECTION B-B



SECTION C-C



DETAIL 2

LEGEND

- Exist. Guardrail & Terminal Removal (See Removal Plans)
- Concrete Removal
- Structure Excavation

NOTES:

1. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.
2. See Removal Plans for limits.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	4

** Remove exist. F-Shape Barrier to limits shown, including terminal anchor bolts. Exist. reinforcement to remain. (See note 1)



USER NAME	E0skoul	DESIGNED	- EAO	REVISED	-
CHECKED	- TPS	CHECKED	- TPS	REVISED	-
PLOT SCALE	- NTS	DRAWN	- AJB	REVISED	-
DATE	02/04/2022	CHECKED	- TPS	REVISED	-

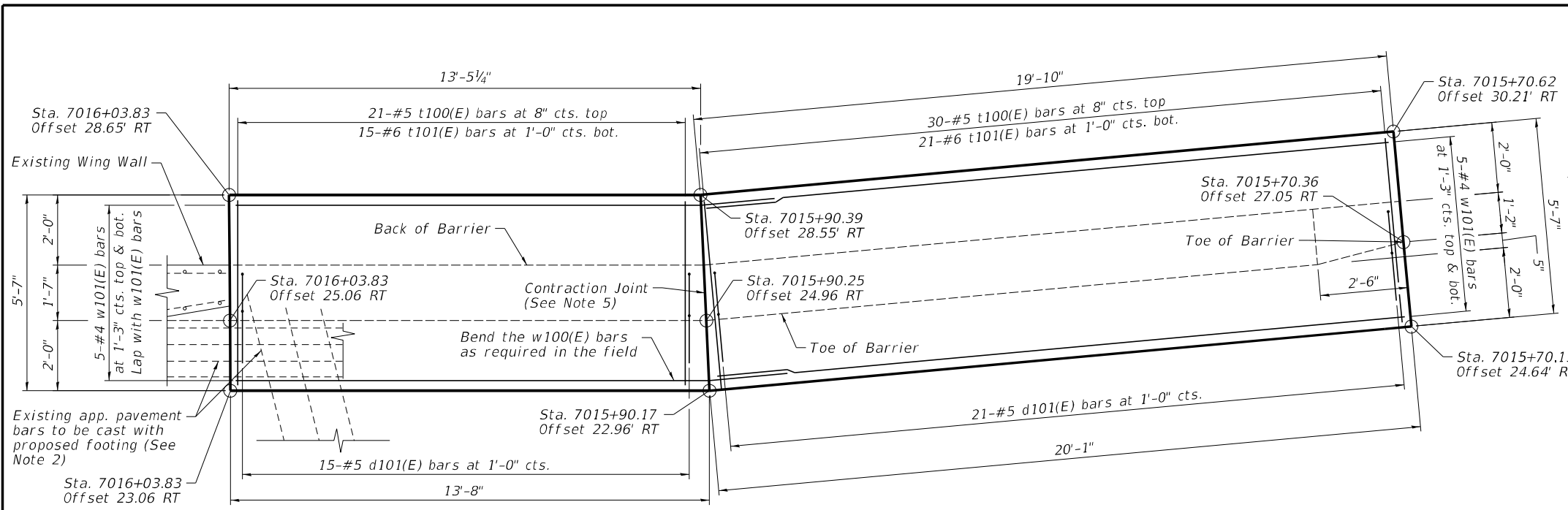
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH MODIFICATION DETAILS (2 OF 4)
STRUCTURE NO. 099-4642

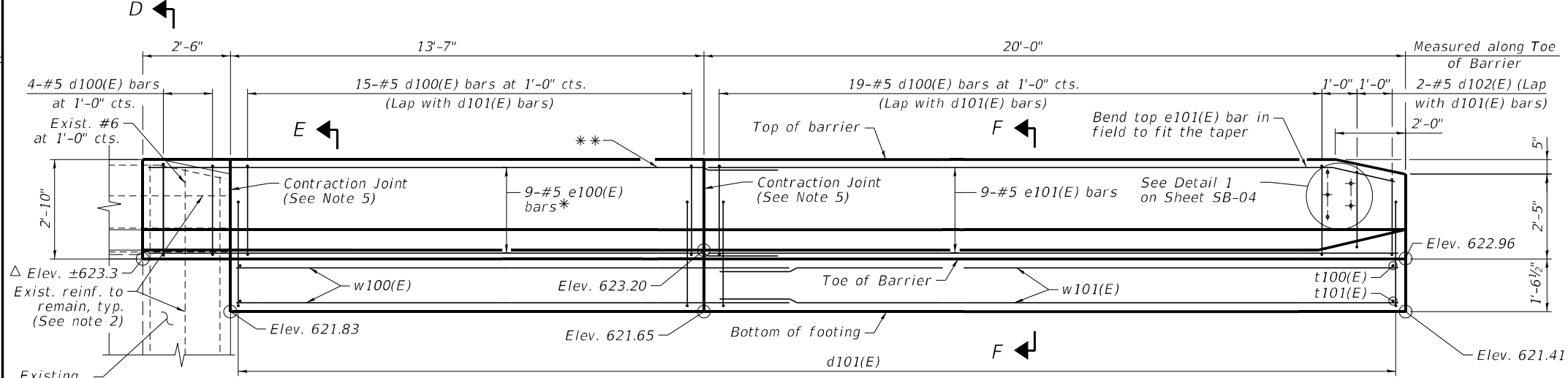
SHEET SB-02 OF SB-11 SHEETS

F.A./P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2018-075-R	WILL	1510	1024
CONTRACT NO. 62H15				

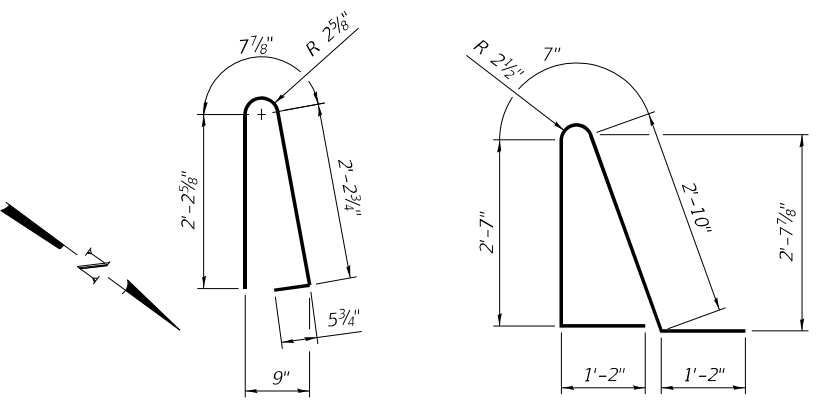
* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT



PLAN - NW BARRIER FOOTING

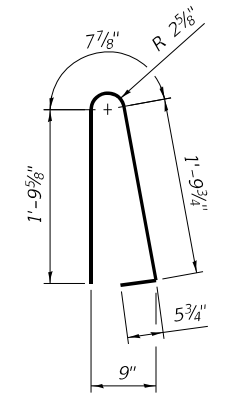


UNFOLDED ELEVATION - NW BARRIER



BAR d100(E)

BAR d101(E)

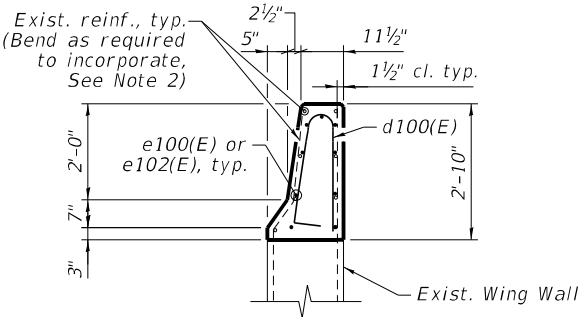


BAR d102(E)

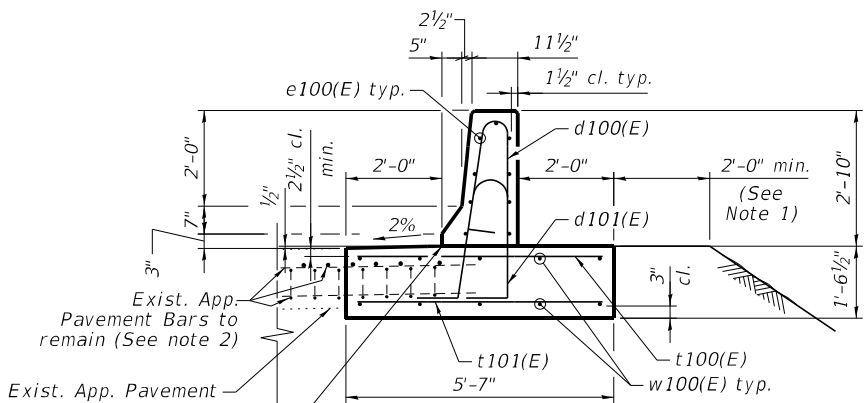
MINIMUM BAR LAP

- #4 Bar = 2'-8"
- #5 Bar = 3'-4"

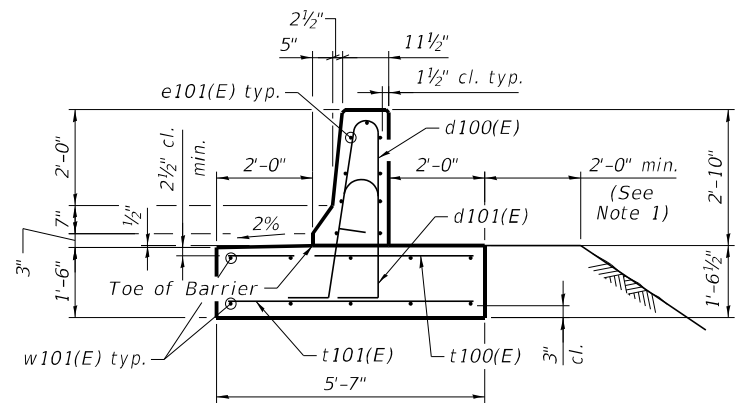
- * Lap with existing reinforcement in the existing barrier
- ** Bend e100(E) bars to fit the kink as required in the field



SECTION D-D



SECTION E-E



SECTION F-F

NOTES:

1. A minimum of 2' of grading shall be provided at the back of the footing, level with top of the footing.
2. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.
3. Stations and offsets are measured from Proposed IL RTE 59 SB.
4. See sheet SB-04 for bar list and Bill of Materials.
5. 1" deep contraction joints shall be constructed in both the reinforced concrete barrier wall and footing.

MODEL: D:\Defaul...
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 3/12/2022 10:45:00 AM



USER NAME	EOKoul	DESIGNED	- EAO	REVISED	-
CHECKED	- TPS	CHECKED	- TPS	REVISED	-
PLOT SCALE	- NTS	DRAWN	- AJB	REVISED	-
DATE	02/04/2022	CHECKED	- TPS	REVISED	-

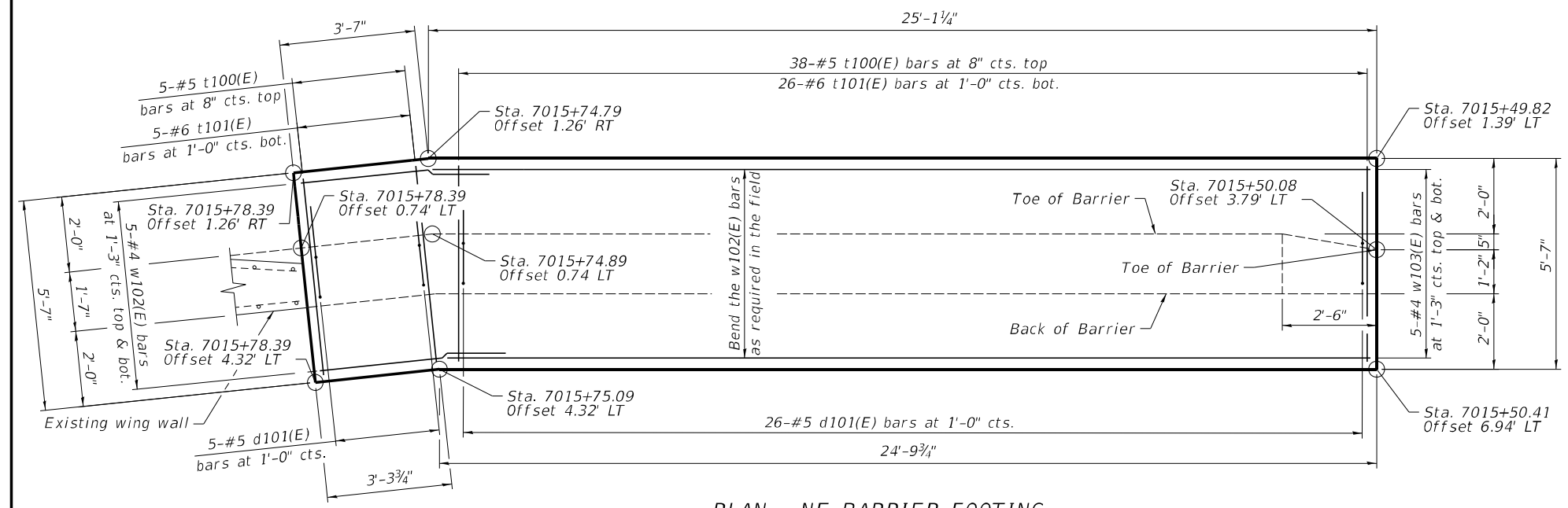
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH MODIFICATION DETAILS (3 OF 4)
STRUCTURE NO. 099-4642

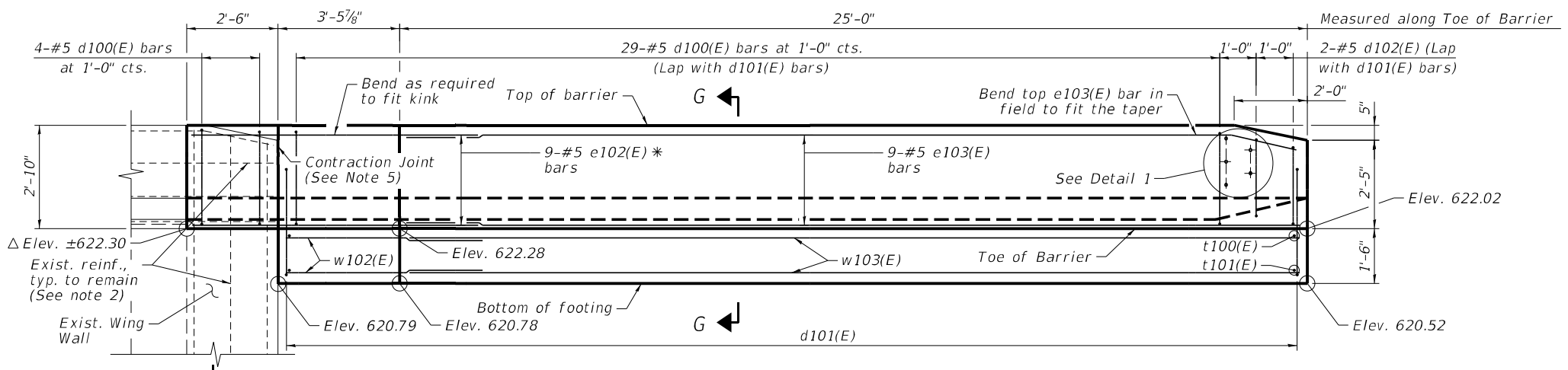
SHEET SB-03 OF SB-11 SHEETS

F.A./P.RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2018-075-R	WILL	1510	1025
CONTRACT NO. 62H15				
* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				

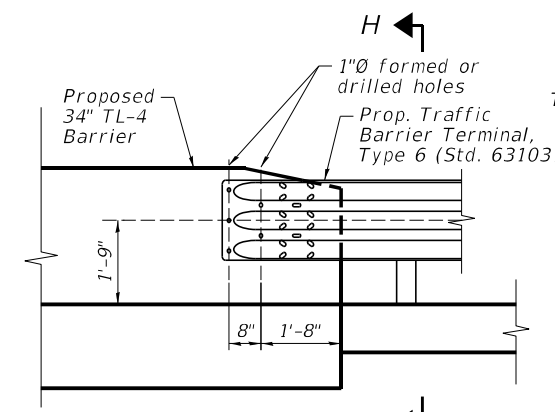
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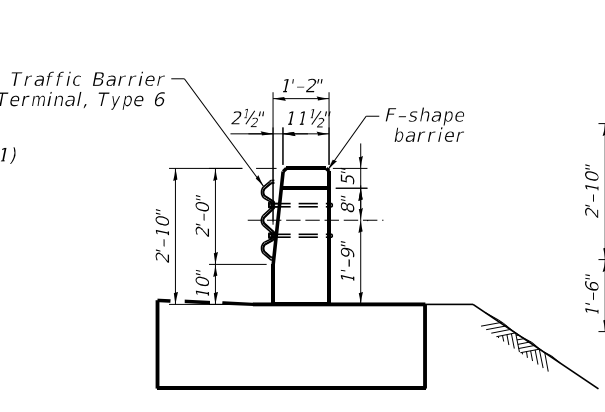
PLAN - NE BARRIER FOOTING



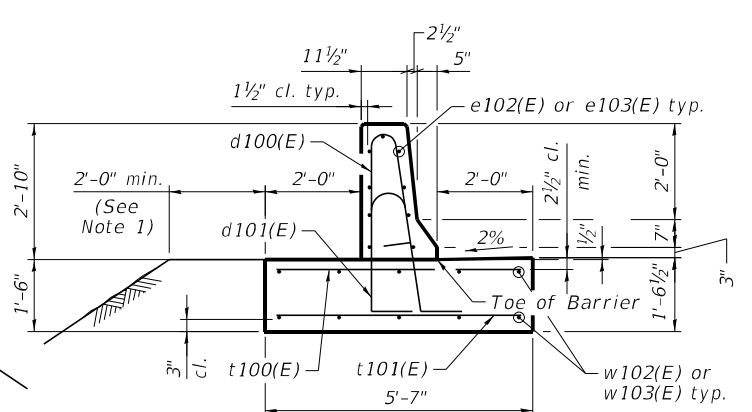
UNFOLDED REFLECTED ELEVATION - NE BARRIER



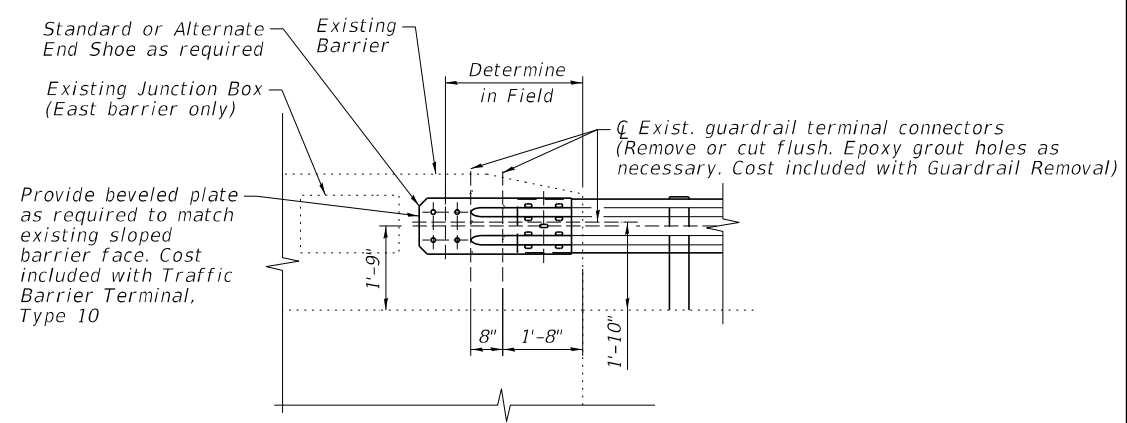
DETAIL 1



VIEW H-H



SECTION G-G



TRAFFIC BARRIER TERMINAL, TYPE 10 CONNECTION DETAIL

(Located at South Approach for East & West Barriers)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d100(E)	71	#5	5'-7"	
d101(E)	67	#5	8'-4"	
d102(E)	4	#5	4'-9"	
e100(E)	9	#5	19'-7"	
e101(E)	9	#5	19'-9"	
e102(E)	9	#5	9'-5"	
e103(E)	9	#5	24'-10"	
t100(E)	94	#5	5'-3"	
t101(E)	67	#6	5'-3"	
w100(E)	10	#4	16'-6"	
w101(E)	10	#4	19'-11"	
w102(E)	10	#4	6'-6"	
w103(E)	10	#4	24'-10"	
Concrete Superstructure			Cu. Yd.	27.5
Structure Excavation			Cu. Yd.	19
Protective Coat			Sq. Yd.	44
Reinforcement Bars, Epoxy Coated			Pound	3,210

MINIMUM BAR LAP

#4 Bar = 2'-8"
#5 Bar = 3'-4"

NOTES:

1. A minimum of 2' of grading shall be provided at the back of the footing, level with top of the footing.
2. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.
3. Stations and offsets are measured from Prop. @ IL RTE 59 SB.
4. See Sheet SB-03 for Section D-D and bar bend details.
5. 1" deep contraction joints shall be constructed in both the reinforced concrete barrier wall and footing.



USER NAME	EOKouli	DESIGNED	EAO	REVISED	-
CHECKED	TPS	CHECKED	TPS	REVISED	-
PLOT SCALE	NTS	DRAWN	AJB	REVISED	-
DATE	02/04/2022	CHECKED	TPS	REVISED	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**APPROACH MODIFICATION DETAILS (4 OF 4)
STRUCTURE NO. 099-4642**

SHEET SB-04 OF SB-11 SHEETS

F.A./P.RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2018-075-R	WILL	1510	1026
CONTRACT NO. 62H15				
* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
59	*	WILL.	608	347
STA.	TO STA.			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
* 126, 264B-1 & 1141 R-2				
CONTRACT NO. 60363				

BENCHMARK:
FBW#1 Top of a large nail set in the east face of power pole on west side of West Frontage Rd. near Interstate 55 Sta. 116+00, El. 595.91.

EXISTING STRUCTURE:
S.N. 099-0030 Four span, 269'-8" back to back of abutments, continuous steel multi-beam bridge on multi-column concrete piers and open abutments. 26' between barriers. Existing structure is approximately 2500' north of proposed structure.

SALVAGE:
None.

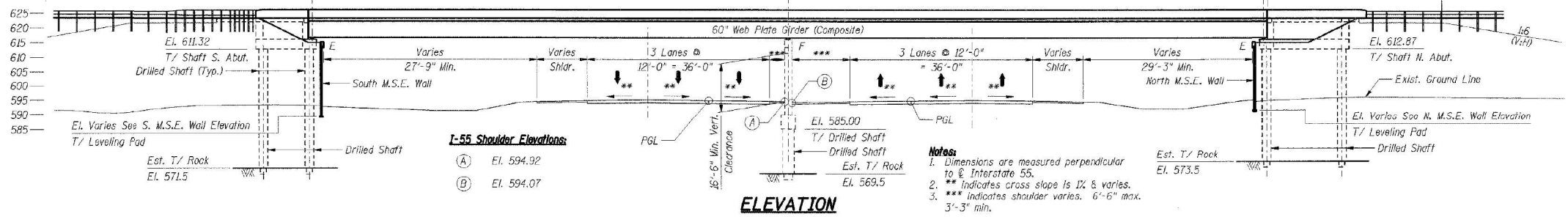
STAGING:
Traffic will be maintained on existing NB IL 59 Exit Ramp until proposed structure is constructed. Frontage roads will be relocated prior to construction of proposed structure.

DESIGN SPECIFICATIONS:
2002 AASHTO Standard Specifications for Highway Bridges

DESIGN LOADING:
Roadway Live Load: HS 20-44
Future Wearing Surface = 50 psf

DESIGN STRESSES:
Concrete, $f'_c = 3,500$ psi
Reinforcement, $f_y = 60,000$ psi
Structural Steel, $f_y = 50,000$ psi (M 270 Grade 50)

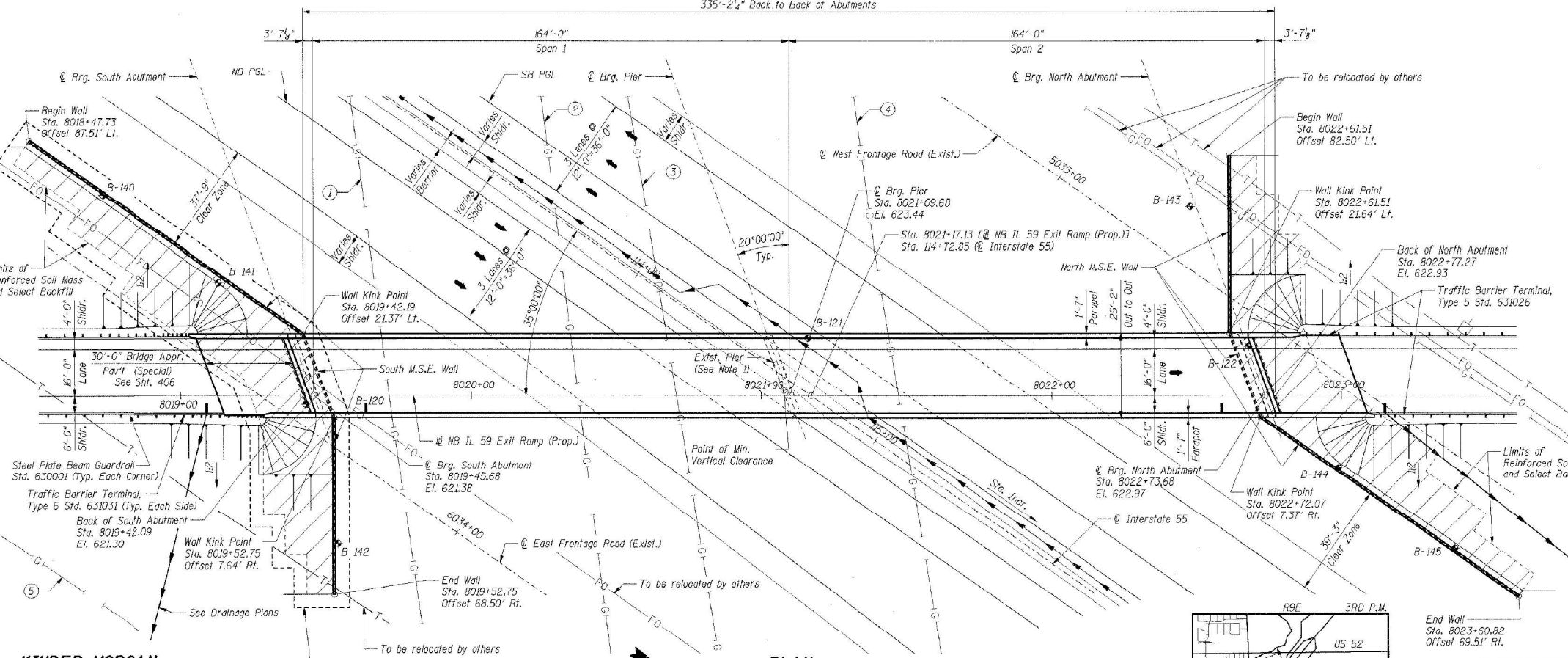
SEISMIC DATA:
Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.04g
Site Coefficient (S) = 1.0



I-55 Shoulder Elevations:

(A)	El. 594.92
(B)	El. 594.07

Notes:
1. Dimensions are measured perpendicular to Interstate 55.
2. ** Indicates cross slope is IX & varies.
3. *** Indicates shoulder varies. 6'-6" max. 3'-3" min.



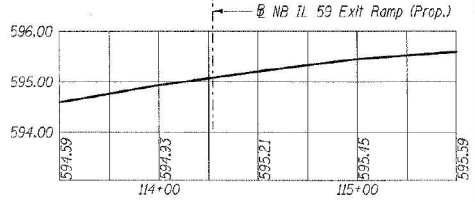
KINDER MORGAN GAS PIPELINES

ID	DESIGNATION	DIAMETER
1	GC #1	30"
2	AM #1	36"
3	AM #2	24"
4	GC #3	36"
5	GC #2	36"

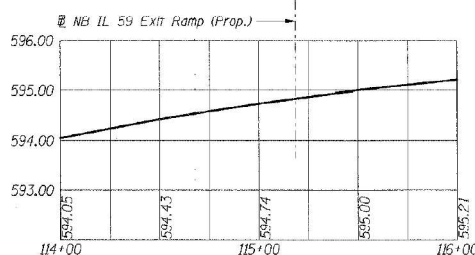
LEGEND

B-0	Soil Boring Location
T	Exist. Telephone Line
G	Exist. Gas Line
FO	Exist. Fiber Optic Line
□	Exist. Electrical Pole
—	Prop. Storm Sewer
I	Drainage Scupper or Inlet

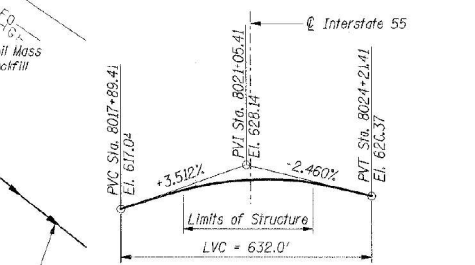
Notes:
1. Center pier constructed under a separate previous contract (Contract 62895).



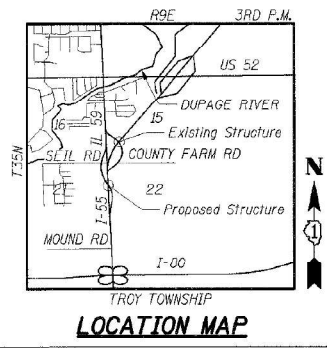
PROFILE GRADE NB INTERSTATE 55



PROFILE GRADE SB INTERSTATE 55



PROFILE GRADE NB IL 59 EXIT RAMP (PROP.)



SHT. S-1 OF S-24

REVISIONS	NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.P. ROUTE 338 (ILLINOIS ROUTE 59)
IL ROUTE 59 OVER F.A.I. 55 (I-55)
SECTION 126, 264B-1 & 1141 R-2
STRUCTURE NUMBER 099-4642
STATION 8021+71.3, WILL COUNTY
GENERAL PLAN AND ELEVATION

DATE: 03/14/08
DRAWN BY: TMH
CHECKED BY: MDE

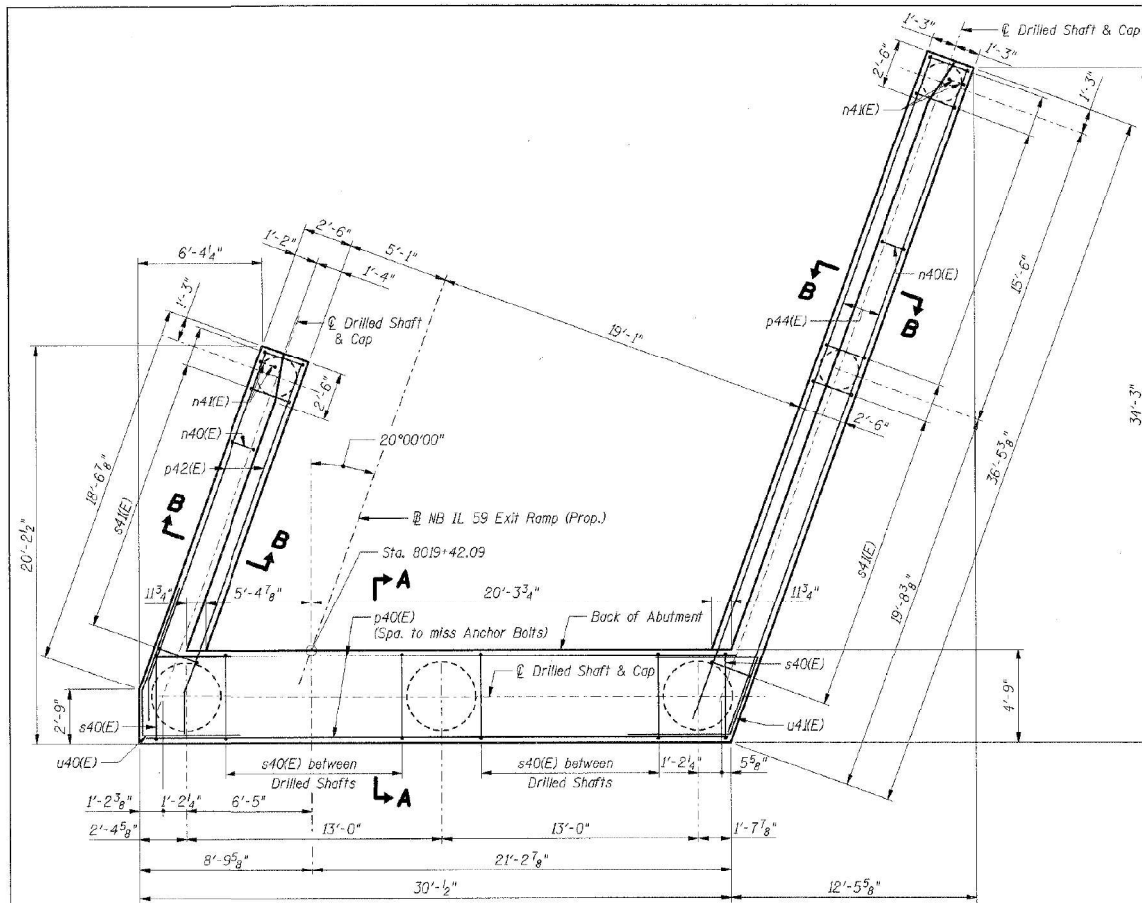
TENG

FOR INFORMATION ONLY

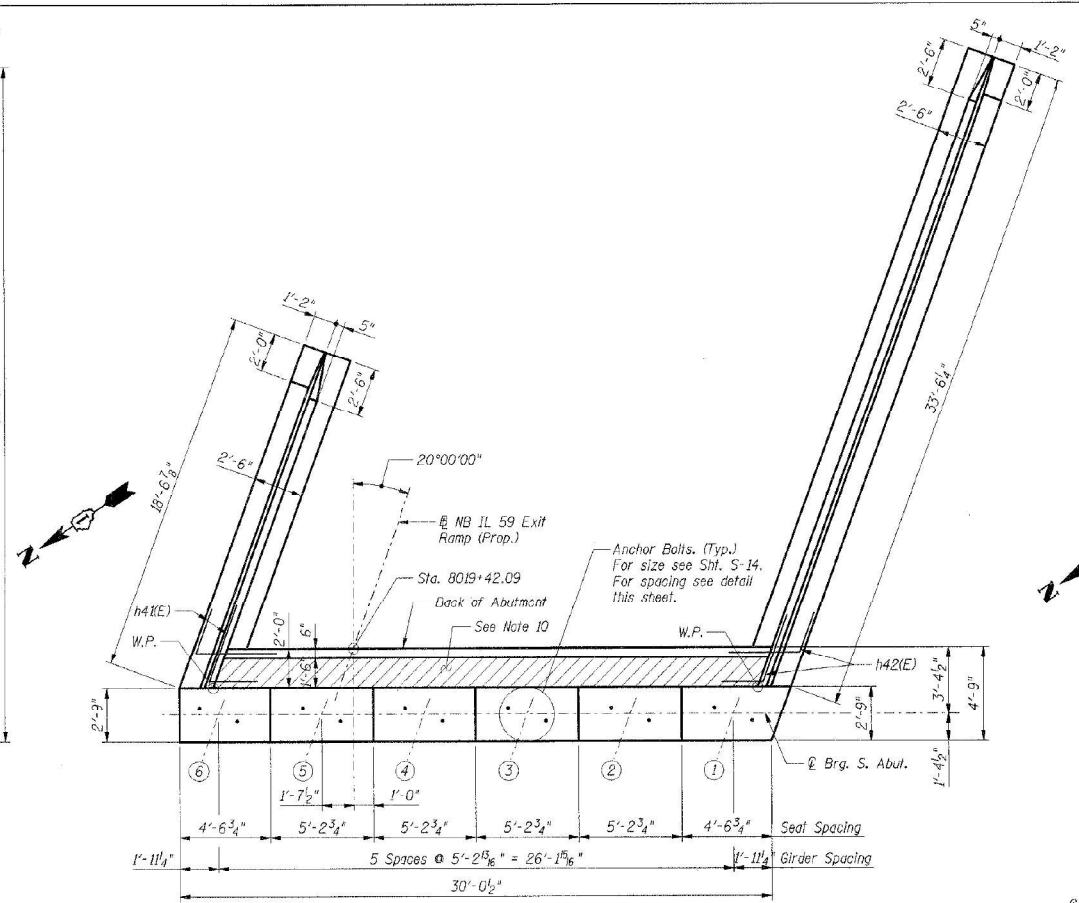
USER NAME	DESIGNED	CHECKED	DATE
Eoskoul	- EAO	- TPS	02/04/2022

F.A.I.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
59	2018-075-R	WILL	1510	1027
CONTRACT NO. 62H15				
* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				

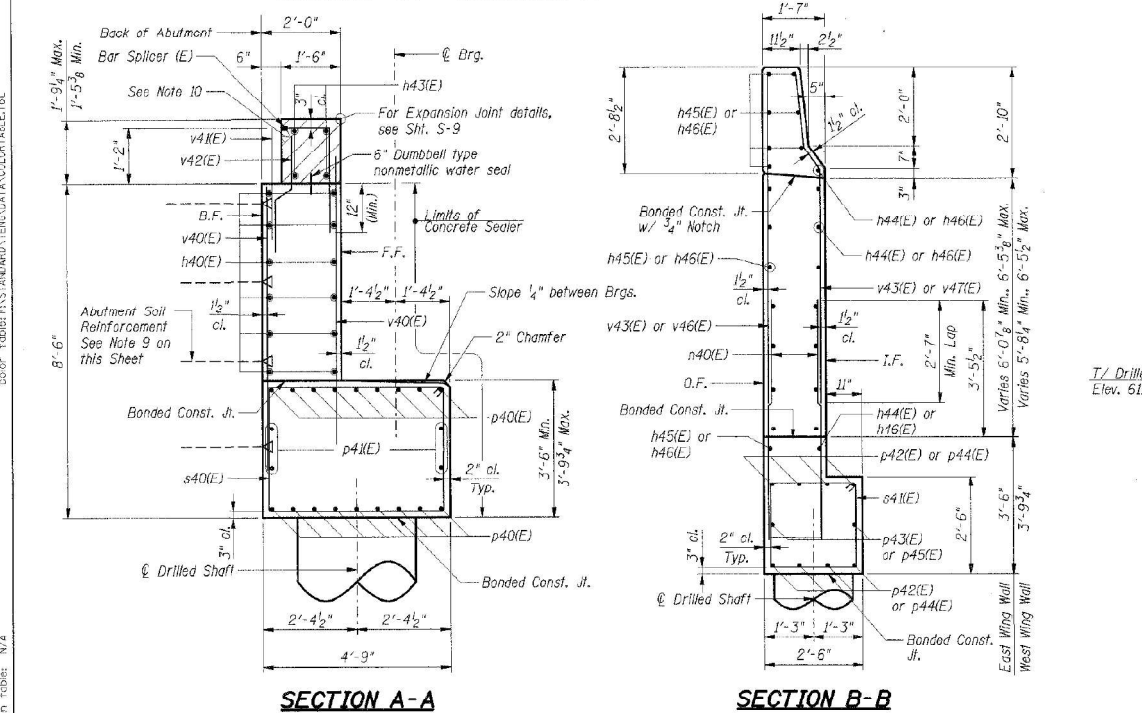
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DRILLED SHAFT CAP PLAN

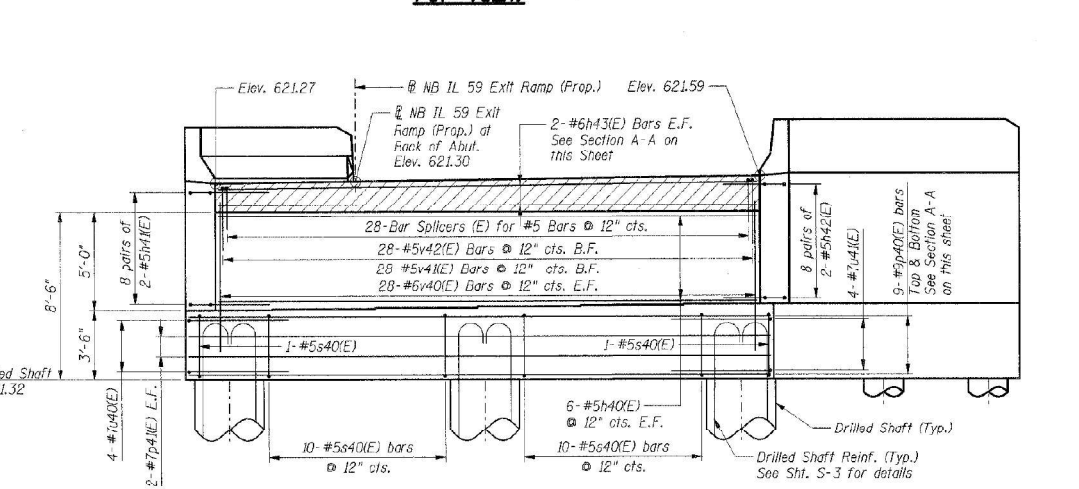


TOP VIEW



SECTION A-A

SECTION B-B

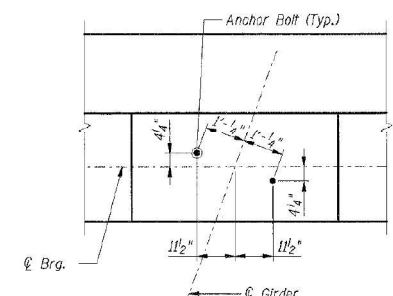


ELEVATION (Looking South)

Table with columns: F.A.I.P. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO. Values: 59, 26HB-1 & 1141 R-2, WILL, 608, 361.

Table with columns: Girder, Elevation. Values: 1 (615.13), 2 (615.07), 3 (614.90), 4 (614.88), 5 (614.82), 6 (614.82).

BEARING SEAT ELEVATIONS



ANCHOR BOLT LAYOUT

- Notes: 1. Work this Sheet with Sht. S-16. 2. Reinforcement bars designated (E) shall be epoxy coated. 3. Bars indicated thus: 4x2-#5 etc. indicate 4 lines of bars with 2 lengths per line. 4. Space reinforcement in cap to miss anchor bolts. 5. All edges shall have standard 3/4" chamfers except as noted. 6. Pour steps monolithically with cap. 7. F.F. indicates Front Face, B.F. indicates Back Face, E.F. indicates Each Face. 8. For Substructure Layout and drilled shaft details, see Sht. S-3. 9. M.S.E. Wall Supplier shall design and supply system to transfer earth pressure of 40 psf equivalent fluid weight to the back of abutment and backwall, plus a longitudinal force of 15.5 k transmitted by the bearings applied to the bridge seats. 10. Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure.

SHT. S-15 OF S-24

Table with columns: REVISIONS, NAME, DATE. Includes a revision table with one entry for name and date.

ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.P. ROUTE 338 (ILLINOIS ROUTE 59) IL ROUTE 59 OVER F.A.I. 55 (I-55) SECTION (26, 26HB-1 & 1141) R-2 STRUCTURE NUMBER 099-4642 STATION 8021+17.13, WILL COUNTY

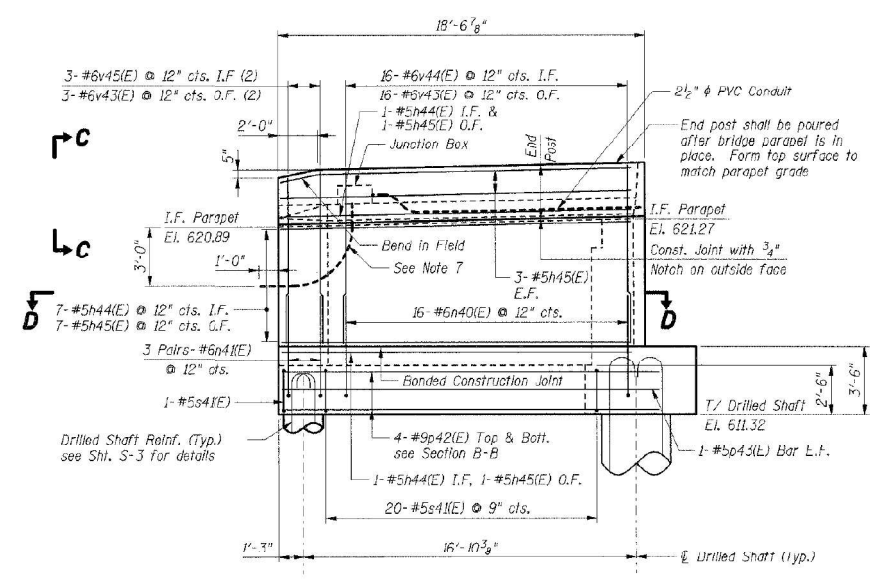
SOUTH ABUTMENT PLAN AND ELEVATION

DRAWN BY: MX CHECKED BY: MDG DATE: 03/14/08

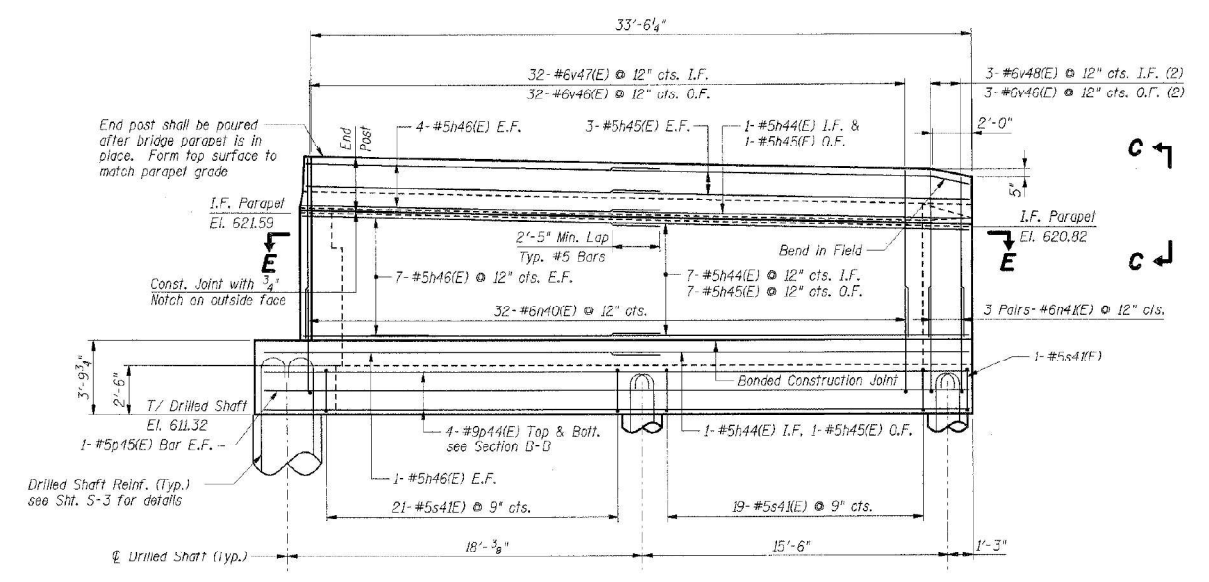
TENG TENG & ASSOCIATES, INC. 300 N. MICHIGAN AVE., CHICAGO, IL 60601 TEL: 312.281.1000 FAX: 312.281.1001

FOR INFORMATION ONLY

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
59		WILL	608	362
STA.	TO STA.			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
• (26, 26HB-1 & 114) R-2				
CONTRACT NO. 60363				



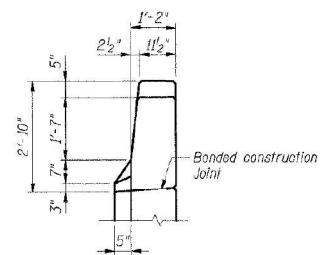
EAST WING WALL ELEVATION



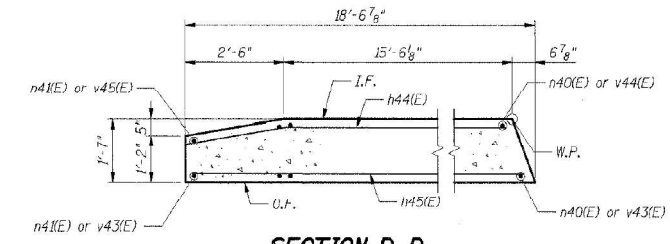
WEST WING WALL ELEVATION

BAR LIST

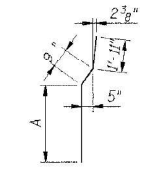
Bar	No.	Size	Length	Shape
n40(E)	12	#5	27'-5"	—
n42(E)	16	#5	6'-6"	—
n43(E)	4	#6	27'-5"	—
n44(E)	18	#5	17'-9"	—
n45(E)	30	#5	17'-9"	—
n46(E)	24	#5	18'-6"	—
n40(E)	48	#6	13'-4"	—
n42(E)	12	#6	6'-8"	—
d40(E)	18	#9	29'-6"	—
d42(E)	4	#7	29'-6"	—
d43(E)	8	#9	20'-5"	—
d44(E)	2	#5	19'-9"	—
d45(E)	8	#9	36'-0"	—
d46(E)	2	#5	36'-0"	—
s40(E)	22	#5	16'-1"	—
s42(E)	62	#5	9'-7"	—
v40(E)	4	#7	12'-6"	—
v42(E)	4	#7	14'-11"	—
v44(E)	56	#6	7'-6"	—
v46(E)	28	#5	3'-0"	—
v48(E)	28	#5	3'-0"	—
v43(E)	19	#6	8'-7"	—
v44(E)	16	#6	8'-9"	—
v45(E)	3	#6	8'-7"	—
v46(E)	35	#6	8'-3"	—
v47(E)	32	#6	8'-5"	—
v48(E)	3	#6	8'-3"	—
e40(E)	4	#4	2'-0"	—



VIEW C-C



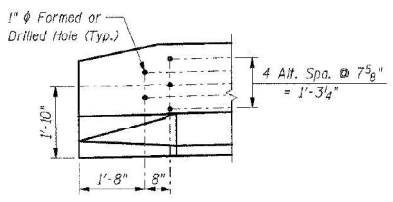
SECTION D-D



Bars v44(E) & v47(E)

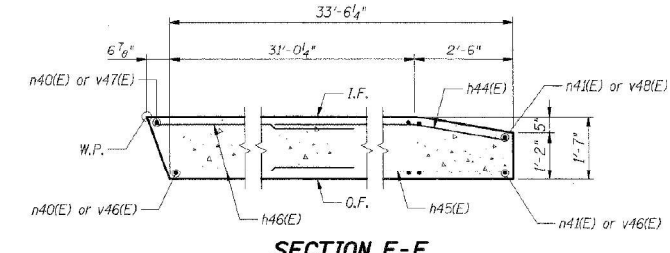
Bar	A	B	C
n44(E)	15'-4"	2'-5"	4 3/4"
n42(E)	18'-4"	2'-1"	8 1/2"
n43(E)	17'-8"	2'-1"	8 1/2"
n45(E)	6'-8"	1'-11"	2 3/8"
n46(E)	6'-4"	1'-11"	2 3/8"

Bars n44(E), n42(E), n43(E), v45(E) & v48(E)

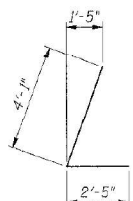


END DETAIL

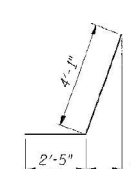
Cost of holes included with Concrete Structures



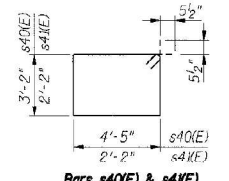
SECTION E-E



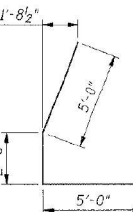
Bar n42(E)



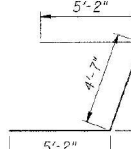
Bar n40(E)



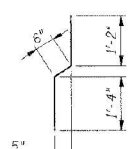
Bars s40(E) & s42(E)



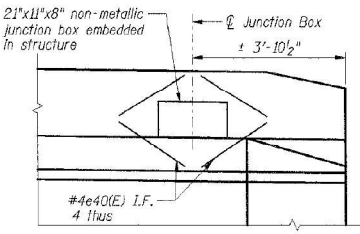
Bar v44(E)



Bar v46(E)



Bar v42(E)



JUNCTION BOX DETAIL

(Space v44(E) bars to miss junction box)

BILL OF MATERIAL

Item	Unit	Total
Concrete Structures	Cu Yd	68.5
Reinforcement Bars, Epoxy Coated	Lbs	10,250
Concrete Sealer	Sq Ft	362
Bar Splitters	Each	28

Reinforcing Notes:
 (1) Bend bars in field to fit as required.
 (2) Cut bars in field to fit as required.

Notes:
 1. Work this Sheet with Sht. S-15.
 2. Reinforcement bars designated (E) shall be epoxy coated.
 3. Bars indicated thus: 4x2-#5 etc. Indicate 4 lines of bars with 2 lengths per line.
 4. All edges shall have standard 3/4" chamfers except as noted.
 5. E.F. indicates Each Face.
 I.F. indicates Inside Face.
 O.F. indicates Outside Face.
 6. For Drilled Shaft details, see Sht. S-3.
 7. 2 1/2" Galvanized Steel Conduit Stub - thread and cap end.

SHT. S-16 OF S-24

REVISIONS	NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.P. ROUTE 338 (ILLINOIS ROUTE 59)
 IL ROUTE 59 OVER F.A.I. 55 (I-55)
 SECTION (26, 26HB-1 & 114) R-2
 STRUCTURE NUMBER 099-4642
 STATION 8021+17.13, WILL COUNTY

SOUTH ABUTMENT
 DETAILS AND BILL OF MATERIAL
 DRAWN BY: MX
 CHECKED BY: MOB
 DATE: 03/14/08

TENG
 TENG & ASSOCIATES, INC.
 300 N. MICHIGAN AVE., SUITE 200
 CHICAGO, ILLINOIS 60610

FOR INFORMATION ONLY

MODEL: D:\p\aut... benesch\pub\benesch\p\01\Documents\07708\07748\07748-Eng_Docs_Phase II\Structures\SN_099-4642_IL_59_SBN\Final\Sheets\026HB-1\026HB-1-114-R-2-Existing_Plans_0803.dgn
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 pen: tables: N/A



USER NAME	Eoskoul	DESIGNED	- EAO	REVISED	-
PLOT SCALE	NTS	CHECKED	- TPS	REVISED	-
DATE	02/04/2022	DRAWN	- AJB	REVISED	-
		CHECKED	- TPS	REVISED	-

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

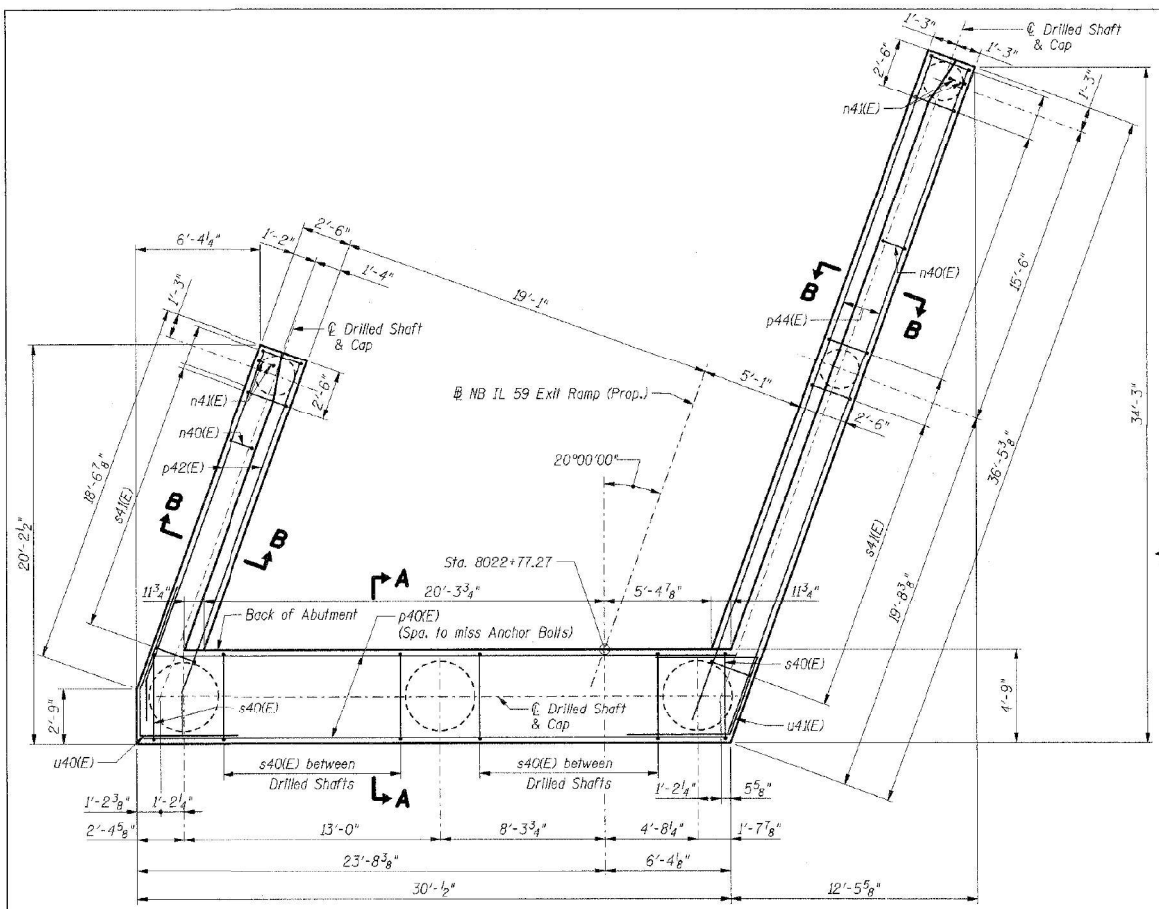
EXISTING PLANS (3 OF 7)
 STRUCTURE NO. 099-4642
 SHEET SB-07 OF SB-11 SHEETS

F.A.I.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
59	2018-075-R	WILL	1510	1029
CONTRACT NO. 62H15				
FAI 55, FAP 338		ILLINOIS		FED. AID PROJECT

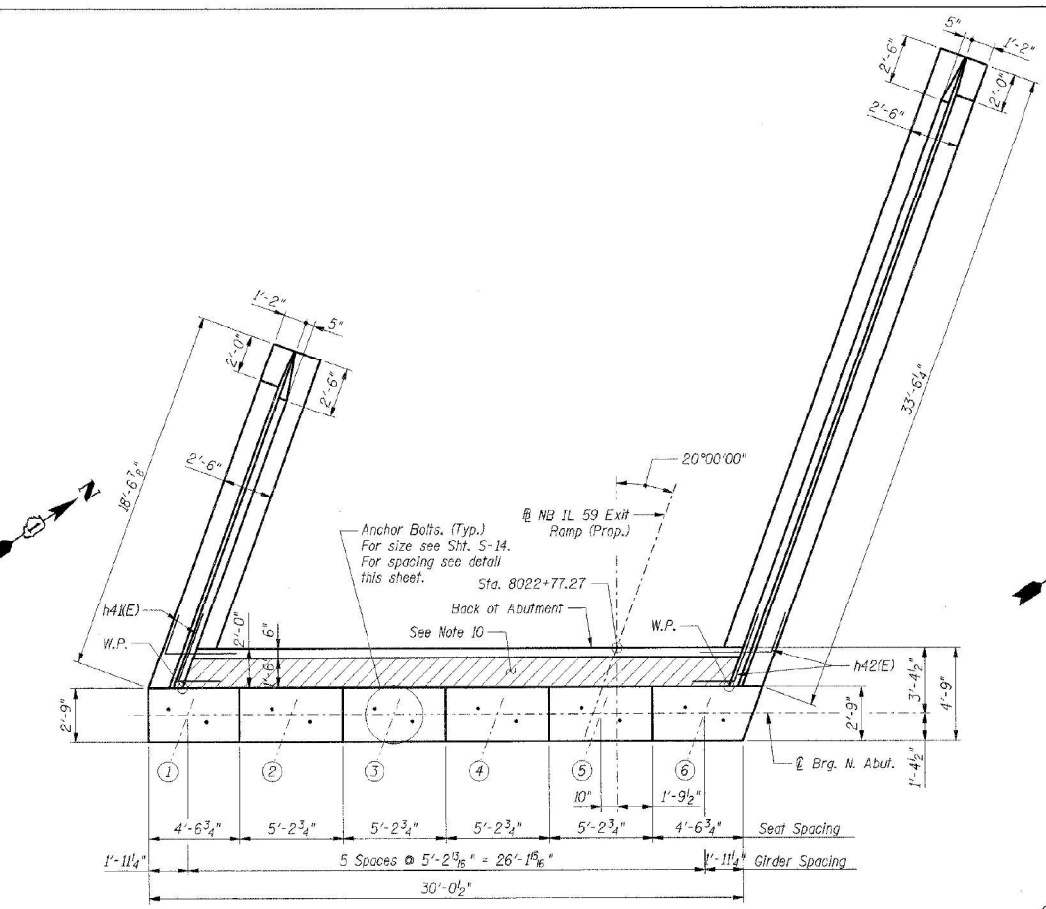
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
59		WILL.	608	364
STA.	TO STA.			
F&A ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
* (26, 26HB-1 & 114) R-2				
CONTRACT NO. 60363				

Girder	Elevation
1	616.95
2	616.83
3	616.72
4	616.60
5	616.48
6	616.37

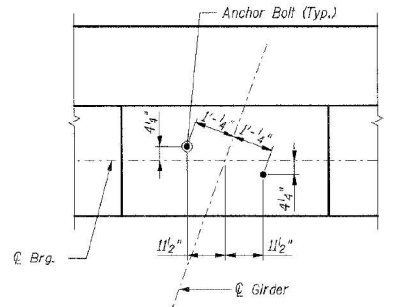
BEARING SEAT ELEVATIONS



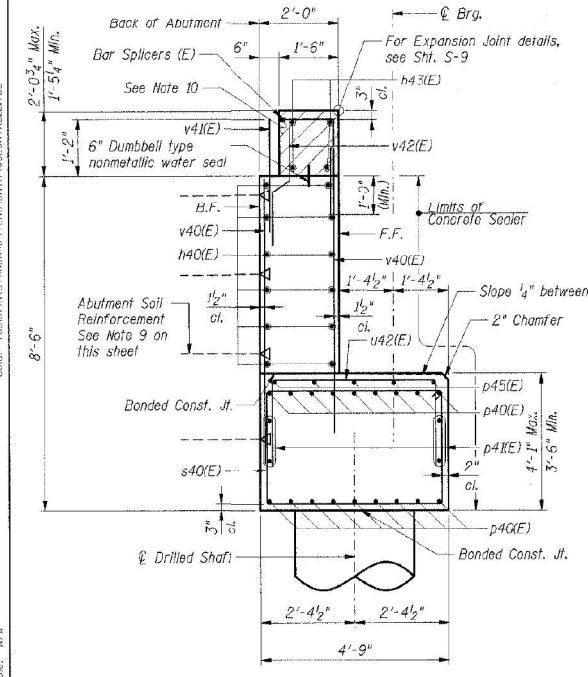
DRILLED SHAFT CAP PLAN



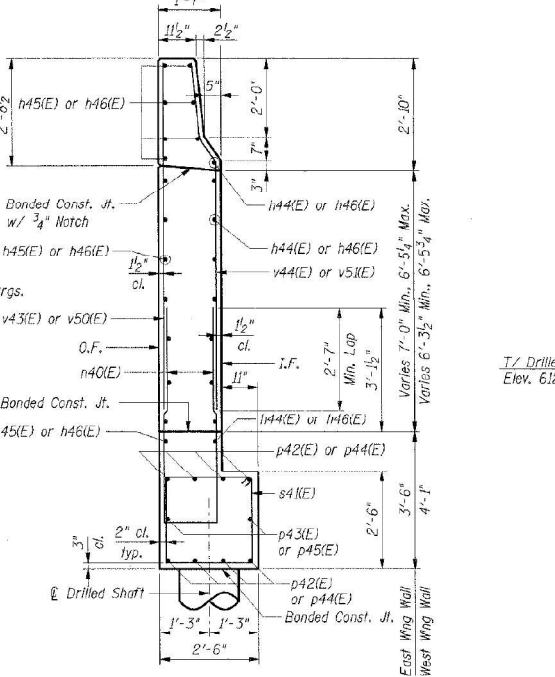
TOP VIEW



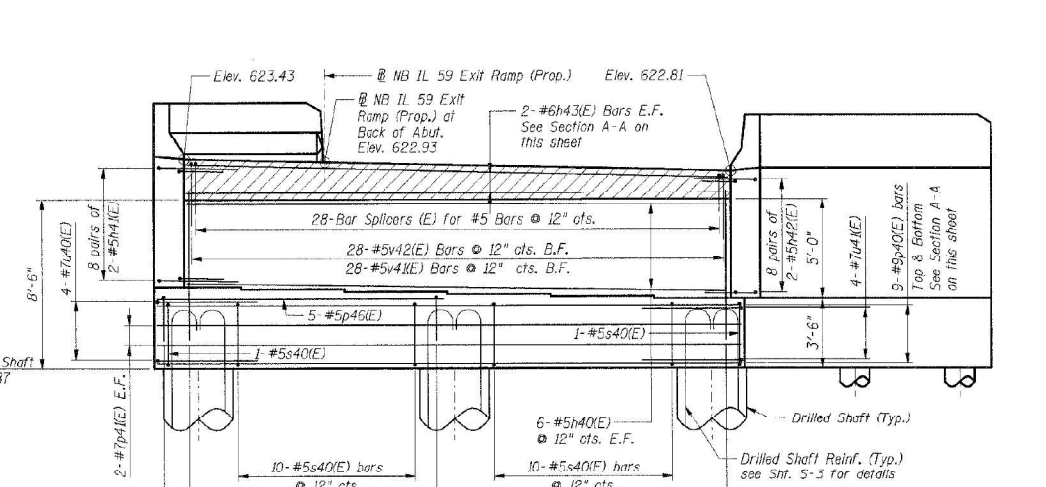
ANCHOR BOLT LAYOUT



SECTION A-A



SECTION B-B



ELEVATION
(Looking North)

- Notes:**
1. Work this Sheet with Sht. S-19.
 2. Reinforcement bars designated (E) shall be epoxy coated.
 3. Bars indicated thus: 4x2-#5 etc. indicate 4 lines of bars with 2 lengths per line.
 4. Space reinforcement in cap to miss anchor bolts.
 5. All edges shall have standard 1/4" chamfers except as noted.
 6. Four steps monolithically with cap.
 7. F.F. indicates Front Face.
 8. B.F. indicates Back Face.
 9. E.F. indicates Each Face.
 10. For Substructure Layout and Drilled Shaft details, see Sht. S-3.
 11. M.S.E. Wall Supplier shall design and supply system to transfer earth pressure of 40 pcf equivalent fluid weight to the back of abutment and backwall, plus a longitudinal force of 15.5 k transmitted by the bearings applied to the bridge seats.
 12. Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure.

SHT. S-18 OF S-24

REVISIONS	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.P. ROUTE 338 (ILLINOIS ROUTE 59)
 IL ROUTE 59 OVER F.A.I. 55 (I-55)
 SECTION (26, 26HB-1 & 114) R-2
 STRUCTURE NUMBER 099-4642
 STATION 8021+17.13, WILL COUNTY

**NORTH ABUTMENT
 PLAN AND ELEVATION**

DRAWN BY: MX
 CHECKED BY: MDB
 DATE: 03/14/08

TENG

FOR INFORMATION ONLY

MODEL: D:\p\...benesch\p\benesch\combenesch\p\91\Documents\107809\107809\08\Eng\Docs\Phase 1\Structures\SN_099-4642_IL_59_SBN\Final\Sheets\012H15-AD1-508-sh-4642-Existing_Plans_084.dgn
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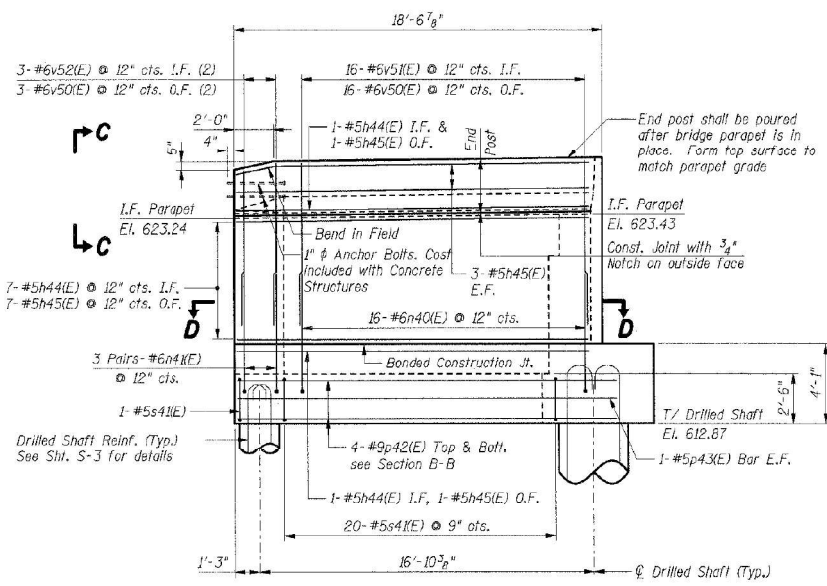
USER NAME	Eoskoul	DESIGNED	- EAO	REVISED	-
PLOT SCALE	NTS	CHECKED	- TPS	REVISED	-
DATE	02/04/2022	DRAWN	- AJB	REVISED	-
		CHECKED	- TPS	REVISED	-

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

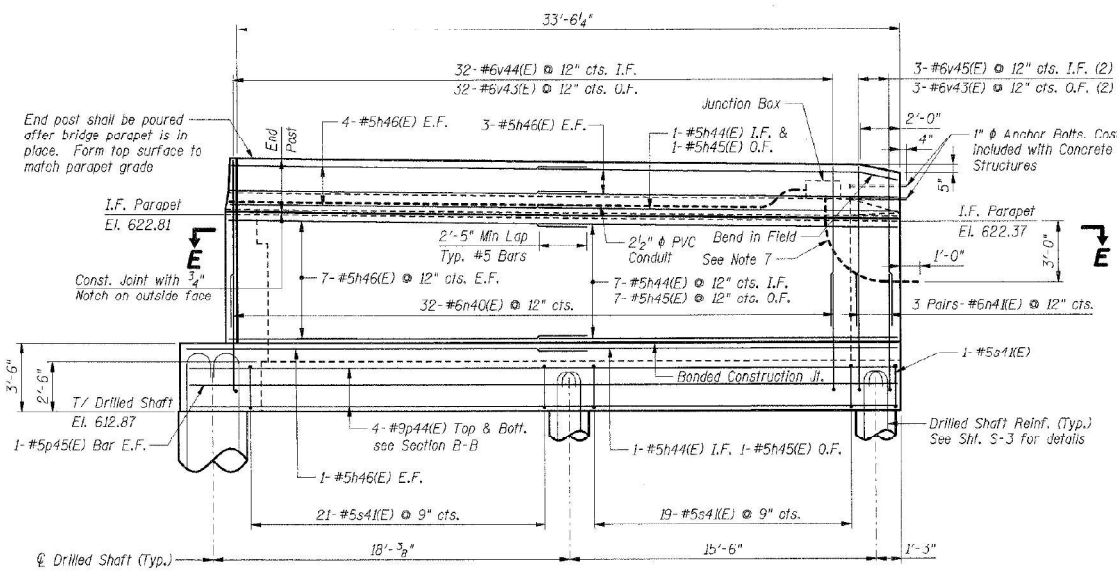
EXISTING PLANS (4 OF 7)
 STRUCTURE NO. 099-4642
 SHEET SB-08 OF SB-11 SHEETS

F.A.I.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
59	2018-075-R	WILL	1510	1030
CONTRACT NO. 62H15				
* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
59	*	WILL	608	365
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
* 126, 264B-1 & 1141 R-2				
CONTRACT NO. 60363				



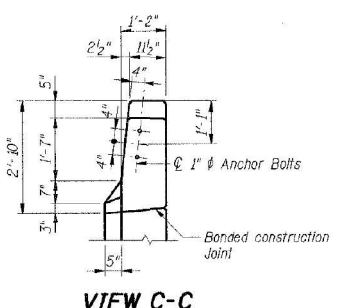
WEST WING WALL ELEVATION



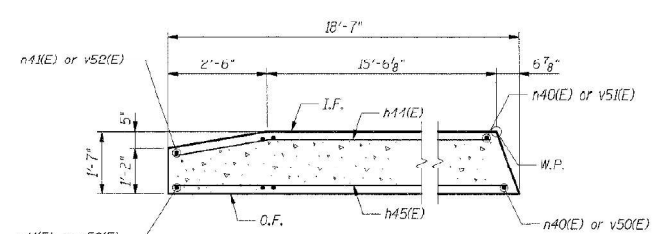
EAST WING WALL ELEVATION

BAR LIST

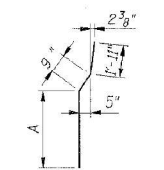
Bar	No.	Size	Length	Shape
n40(E)	12	#5	27'-5"	
n41(E)	16	#5	6'-6"	
n42(E)	16	#5	6'-6"	
n43(E)	4	#6	27'-5"	
n44(E)	18	#5	17'-9"	
n45(E)	30	#5	17'-9"	
n46(E)	24	#5	18'-6"	
n40(E)	48	#6	13'-4"	
n41(E)	12	#6	6'-8"	
p40(E)	18	#9	29'-6"	
p41(E)	4	#7	29'-6"	
p42(E)	8	#9	20'-5"	
p43(E)	2	#5	19'-9"	
p44(E)	8	#9	36'-0"	
p45(E)	2	#5	36'-0"	
p46(E)	5	#5	14'-6"	
s40(E)	22	#5	16'-1"	
s41(E)	62	#5	9'-7"	
u40(E)	4	#7	12'-6"	
u41(E)	4	#7	14'-11"	
u42(E)	16	#5	8'-5"	
v40(E)	56	#6	7'-6"	
v41(E)	28	#5	3'-0"	
v42(E)	28	#5	3'-0"	
v43(E)	35	#6	8'-7"	
v44(E)	32	#6	8'-9"	
v45(E)	3	#6	8'-7"	
v50(E)	19	#6	8'-10"	
v51(E)	16	#6	9'-0"	
v52(E)	3	#6	8'-10"	
e40(E)	4	#4	2'-0"	



VIEW C-C



SECTION D-D



Bar	A
v44(E)	6'-1"
v51(E)	6'-4"

Bars n41(E), n42(E), p43(E), v45(E) & v52(E)

Bar	A	B	C
n44(E)	15'-4"	2'-5"	4 3/4"
p42(E)	18'-4"	2'-1"	8 1/2"
p43(E)	17'-6"	2'-1"	8 1/2"
v45(E)	6'-8"	1'-11"	2 3/8"
v52(E)	6'-11"	1'-11"	2 3/8"

Bars n40(E) & u42(E)

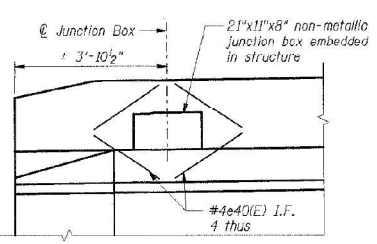
Bar	A	B
n40(E)	1'-4"	6'-0"
u42(E)	4'-1"	2'-2"

BILL OF MATERIAL

Item	Unit	Total
Concrete Structures	Cu Yd	69.3
Reinforcement Bars, Epoxy Coated	Lbs	10,510
Concrete Sealer	Sq Ft	36.3
Bar Splicers	Each	28

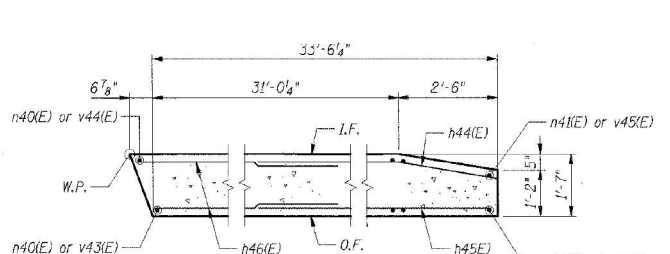
Reinforcing Notes:
 (1) Bend bars in field to fit as required.
 (2) Cut bars in field to fit as required.

Notes:
 1. Work this sheet with Sht. S-18.
 2. Reinforcement bars designated (E) shall be epoxy coated.
 3. Bars indicated thus: 4x2-#5 etc. Indicate 4 lines of bars with 2 lengths per line.
 4. All edges shall have standard 3/4" chamfers except as noted.
 5. I.F. indicates Inside Face.
 O.F. indicates Outside Face.
 6. For Drilled Shaft details, see Sht. S-3.
 7. 2 1/2" Galvanized Steel Conduit Stub - thread and cap end.

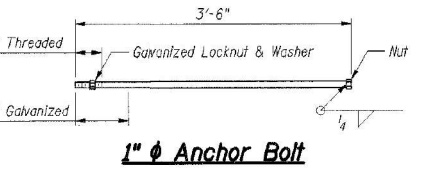
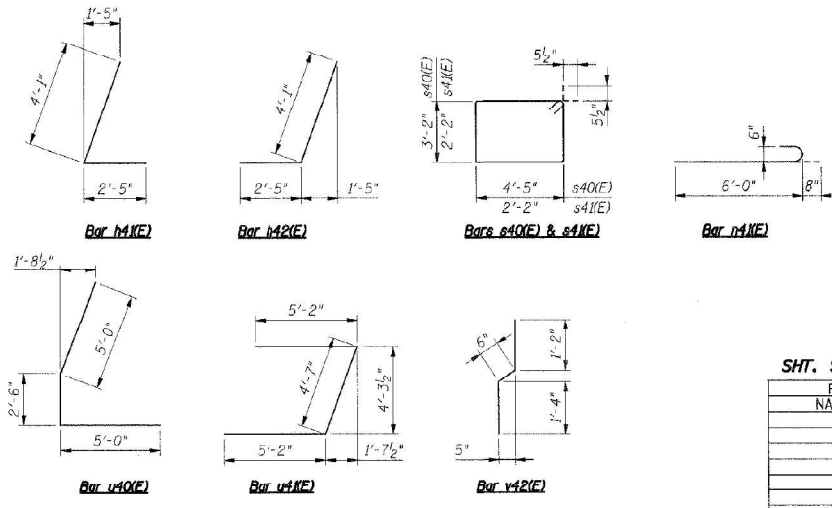


JUNCTION BOX DETAIL

(Space v44(E) bars to miss junction box)



SECTION E-E



1" phi Anchor Bolt

SHT. S-19 OF S-24

REVISIONS	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.P. ROUTE 338 (ILLINOIS ROUTE 59)
 1 1/2 MILE OVER F.A.I. 55 (I-55)
 SECTION 125, 264B-1 & 1141 R-2
 STRUCTURE NUMBER 099-4642
 STATION 8021+17.13, WILL COUNTY

**NORTH ABUTMENT
 DETAILS AND BILL OF MATERIAL**

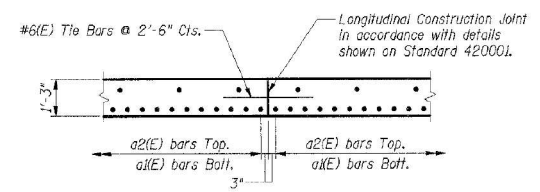
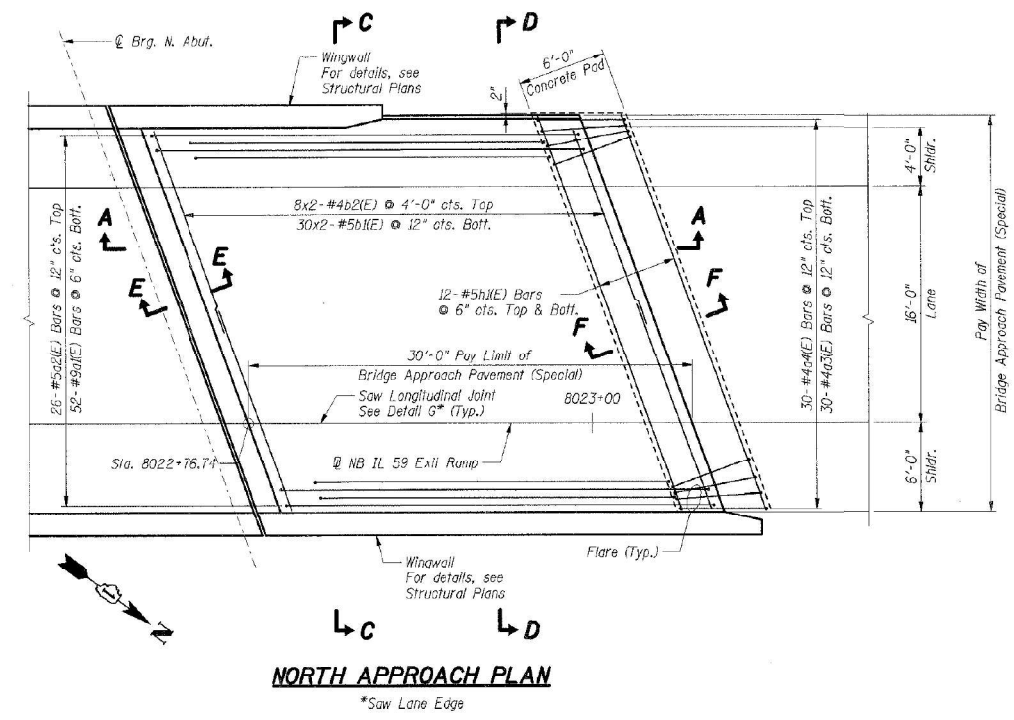
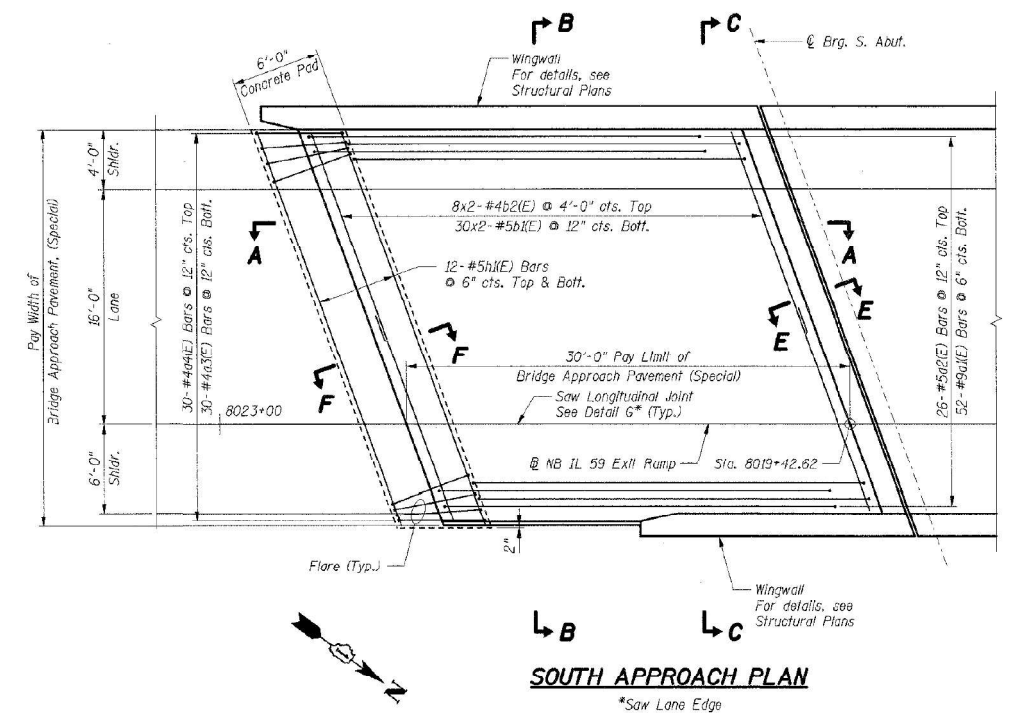
DRAWN BY: MX
 CHECKED BY: MDB
 DATE: 03/14/08

TENG

FOR INFORMATION ONLY

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F.A.I.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
59		WILL	608	406
STA.	TO STA.			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
• (26, 26HB-1 & 114) R-2				
CONTRACT NO. 60363				



As approved by the Engineer, the Contractor may elect to reduce the widths of pour by use of the Optional Longitudinal Construction Joint shown. Joints shall be located at the edge of a traffic lane.

LAP LENGTHS	
Bar Size	Min. Lap
#4	1'-4"
#5	1'-8"

- Notes:**
- For Sections A-A thru F-F see Sheet 407.
 - Reinforcement bars designated (F) shall be epoxy coated.
 - Bars indicated thus 30 x 2-#5 etc. indicates 30 lines of bars with 2 lengths per line.
 - Application of protective coat shall include pavement surface and the inside face and top of parapets and curbs.

BILL OF MATERIAL		
Item	Unit	Total
Bridge Approach Pavement (Special)	Sq Yd	176
Bridge Deck Grooving	Sq Yd	160
Protective Coat	Sq Yd	222

AP5-1 REVISIONS		
NAME	DATE	

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI 55 AT FAP 338 ILLINOIS ROUTE 59
SECTION: (26, 26HB-1 & 114) R-2
NB IL 59 EXIT RAMP BRIDGE APPROACH PAVEMENT PLANS
DRAWN BY: TMH
CHECKED BY:
DATE: 03/14/08
TENG
TENG & ASSOCIATES, INC.
1010 W. WASHINGTON AVENUE, SUITE 100
CHICAGO, ILLINOIS 60606
TELEPHONE: 312-465-0200

FOR INFORMATION ONLY

MODEL Defaul...
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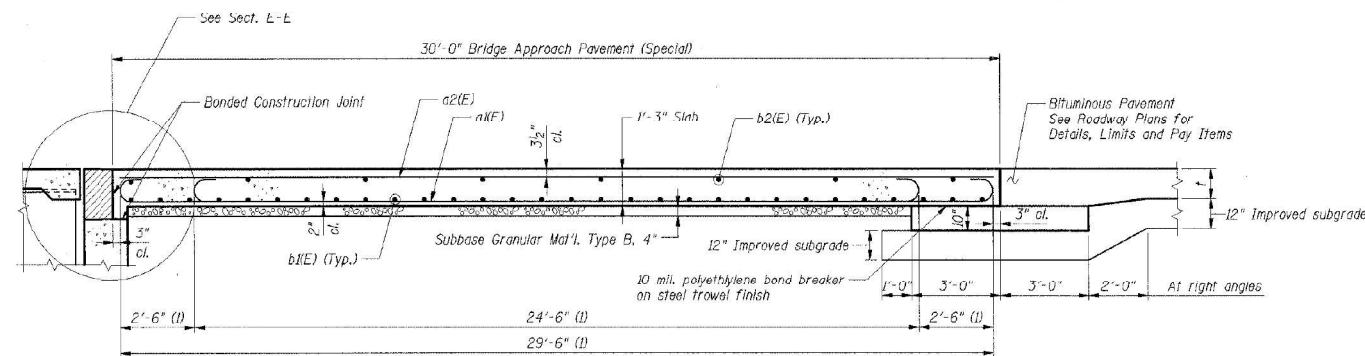
USER NAME	DESIGNED	CHECKED	PLOT SCALE	DATE
EOKoul	EAO	TPS	NTS	02/04/2022

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS (6 OF 7)
STRUCTURE NO. 099-4642
SHEET SB-10 OF SB-11 SHEETS

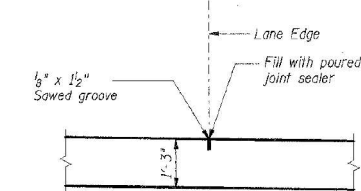
F.A.I.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2018-075-R	WILL	1510	1032
CONTRACT NO. 62H15				
• FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				

F.A.I.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
59	*	WILL	608	407
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
* (26, 26HB-1 & 114) R-2				
CONTRACT NO. 60363				



SECTION A-A

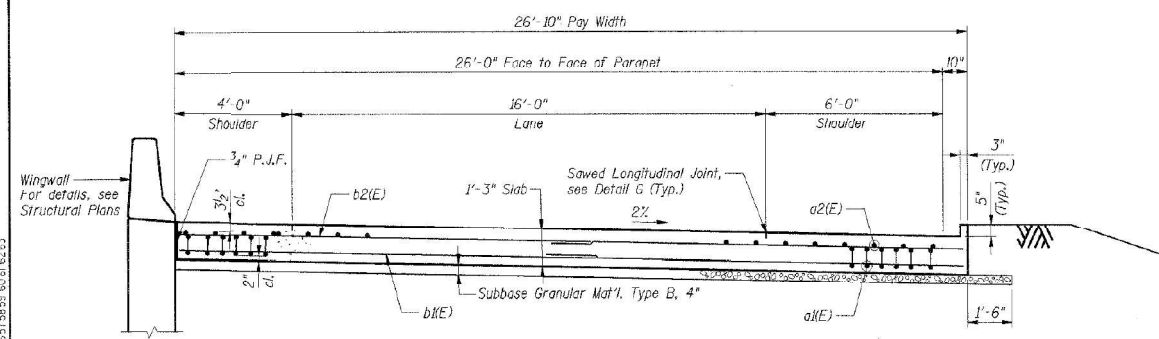
(I) Stagger a(E) bars as shown on plan - full width.



DETAIL G*

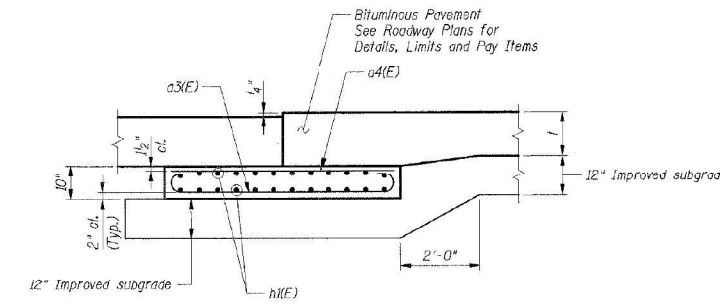
* Saw lane edge (Reinforcement not shown)

BRIDGE.DWG
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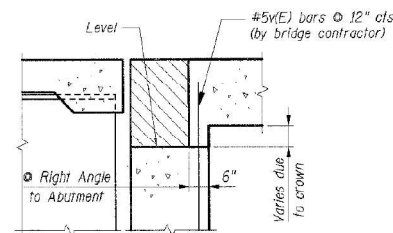
SECTION B-B

(Section D-D Opposite Hand)
(See Plans for Dimensions not shown)

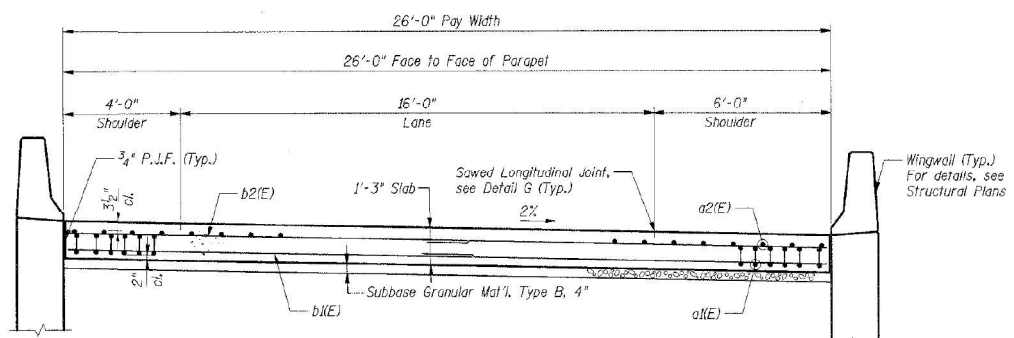


SECTION F-F

(Showing Reinforcement)

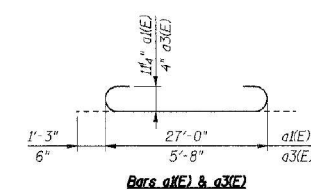


SECTION E-E



SECTION C-C

(See Plans for Dimensions not shown)



MATERIAL REQUIRED FOR BRIDGE APPROACH PAVEMENT (SPECIAL)

Bar	No.	Size	Length	Shape
a1(E)	104	#9	29'-6"	—
a2(E)	52	#5	29'-6"	—
a3(E)	60	#4	6'-8"	—
a4(E)	60	#4	5'-8"	—
b1(E)	120	#5	15'-0"	—
b2(E)	32	#4	14'-10"	—
h(E)	48	#5	28'-4"	—
Item	Unit	Total		
Concrete Structures	Cu Yd	73.9	**	
Reinforcement Bars, Epoxy Coated	Lbs	16,140	**	
Polyethylene Bond Breaker	Sq Yd	39	**	
Concrete Pad	Sq Yd	39	**	

** Item included in the cost for Bridge Approach Pavement (Special).

- Notes:**
1. Work this sheet with Sheet 406.
 2. Reinforcement bars designated (E) shall be epoxy coated.
 3. Thickness "t" = Thickness of Pavement.

APS-2

REVISIONS	NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI 55 AT FAP 338 ILLINOIS ROUTE 59
 SECTION: (26, 26HB-1 & 114) R-2
**NB IL 59 EXIT RAMP BRIDGE
 BRIDGE APPROACH PAVEMENT
 DETAILS**
 DRAWN BY: TMH
 CHECKED BY:
 DATE: 03/14/08
TENG
TENG & ASSOCIATES, INC.
 STRUCTURAL ENGINEERS
 311 N. MICHIGAN AVE., CHICAGO, IL 60610
 TEL: (312) 664-7000

FOR INFORMATION ONLY

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benesch
 Alfred Benesch & Company
 35 W Wacker Drive, Suite 3000
 Chicago, Illinois 60601
 312-465-0450 Job No. 10740

USER NAME	EOKou1	DESIGNED	- EAO	REVISED	-
		CHECKED	- TPS	REVISED	-
PLOT SCALE	NTS	DRAWN	- AJB	REVISED	-
DATE	02/04/2022	CHECKED	- TPS	REVISED	-

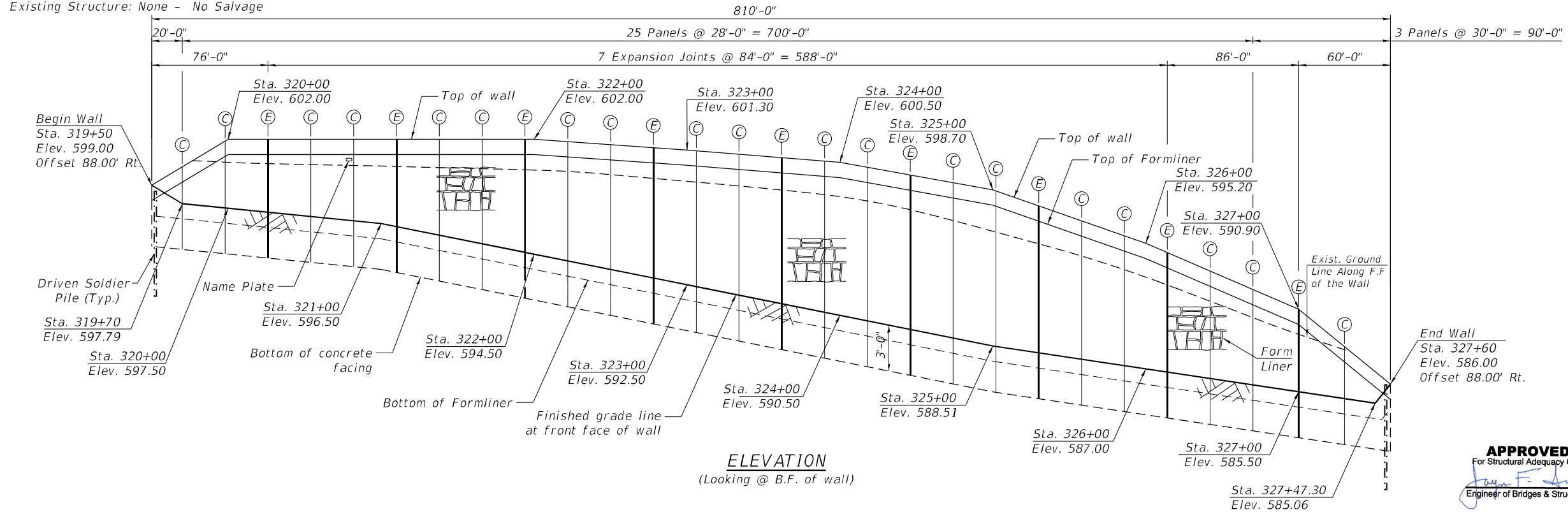
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**EXISTING PLANS (7 OF 7)
 STRUCTURE NO. 099-4642**
 SHEET SB-11 OF SB-11 SHEETS

F.A.I.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	1033
CONTRACT NO. 62H15				
* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				

Bench Mark: BM-302 Set 2" diameter Aluminum Disc in bridge wall at northwest corner of existing NB IL-59 Ramp Bridge over I-55, El. 625.23.

Existing Structure: None - No Salvage



ELEVATION
(Looking @ B.F. of wall)

STATION 319+50 TO 327+60
BUILT 202- BY
STATE OF ILLINOIS
F.A.I. RT. 55 SEC. 2018-075-R
STR. NO. 099-1002

NAME PLATE
See Std. 515001

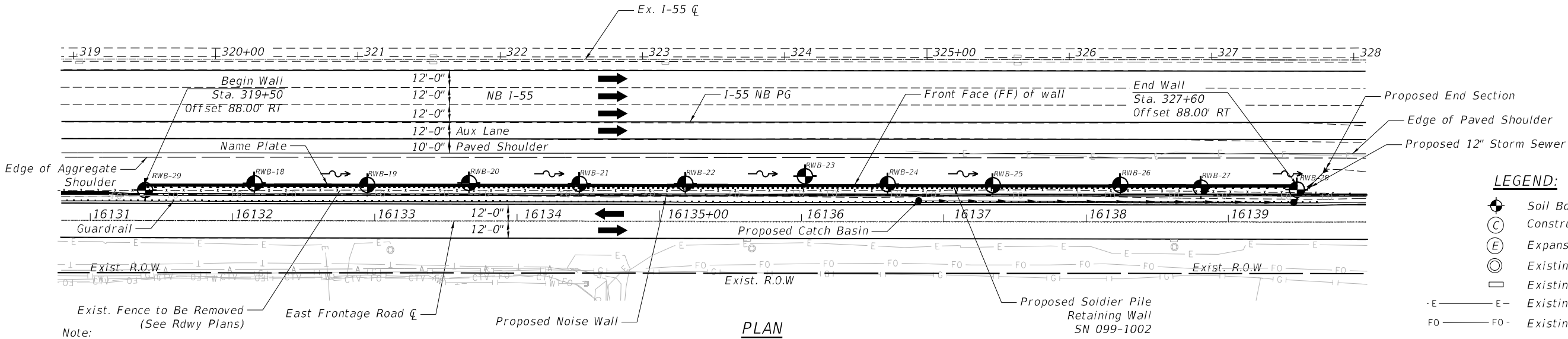


EXPIRES 11/30/2022

APPROVED
For Structural Adequacy Only
James F. Smith
Engineer of Bridges & Structures

Francis J. Powers

EXPIRATION DATE 11-30-2022
DATE: 03/16/2022



PLAN

LEGEND:

- ⊕ Soil Boring
- ⊙ Construction Joint
- ⊕ Expansion Joint
- ⊙ Existing Manhole
- ⊕ Existing Inlet
- E- Existing Underground Electric
- FO- Existing Underground Fiber Optic
- G- Existing Underground Gas Line
- T- Existing Underground Telephone
- W- Existing Underground Water
- CTV- Existing Underground Cable TV
- A- Existing Aerial Line

Note:
Wall offsets are measured from the \O I-55 to the front face of panels.

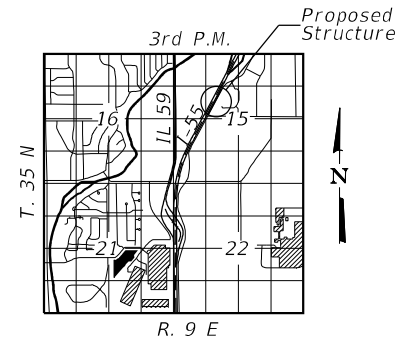


Sta. 319+50 Elev. 599.76	Sta. 320+00 Elev. 599.06	Sta. 321+00 Elev. 597.64	Sta. 322+00 Elev. 595.86	Sta. 323+00 Elev. 593.96	Sta. 324+00 Elev. 591.98	Sta. 325+00 Elev. 590.04	Sta. 326+00 Elev. 588.23	Sta. 327+00 Elev. 586.79	Sta. 327+50 Elev. 586.08
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PROFILE
(Along I-55 N.B.)

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

DESIGN STRESSES
FIELD UNITS
 $f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (M270 Grade 50)
 $f_b = 1,600$ psi (Untreated Timber Lagging)



LOCATION SKETCH

GENERAL PLAN AND ELEVATION
I-55 RETAINING WALL
F.A.I. 55 INTERSTATE 55 (I-55)
SECTION 2018-075-R
WILL COUNTY
STATION 319+50 TO 327+60
STRUCTURE NO. 099-1002

MODEL: D:\Defaul...
 FILE: I:\AEC\...
 MODEL: D:\Defaul...
 FILE: I:\AEC\...



USER NAME: rashmidsouza	DESIGNED - AS	REVISD -
PLOT SCALE: NTS	CHECKED - JCE	REVISD -
DATE: 03/16/2022	DRAWN - AS	REVISD -
	CHECKED - JCE	REVISD -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 099-1002
SHEET SC01 OF SC16 SHEETS

F.A.I.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2018-075-R	WILL	1510	1034
CONTRACT NO. 62H15				
* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				

GENERAL NOTES

1. Reinforcement bars designated "(E)" shall be epoxy coated.
2. The Contractor is responsible for the design and performance of the lagging using no less than a 3 inch nominal rough-sawn thickness and timber with a minimum allowable bending stress of 1,000 psi.
3. No construction joints except those shown on the plans shall be allowed unless approved by the engineer.
4. It shall be the contractor's responsibility to verify the location of all utilities prior to starting construction. Contact J.U.L.I.E., 800-892-0123.
5. Protective coat shall be applied to the front face and top of concrete facing to a distance of 1'-0" below finished grade.
6. No field welding is permitted except as specified in the contract documents.

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structure Excavation	Cu. Yd.	2,390
Form Liner Textured Surface	Sq. Ft.	6,878
Concrete Structures	Cu. Yd.	314.7
Protective Coat	Sq. Yd.	855
Stud Shear Connectors	Each	7,594
Reinforcement Bars, Epoxy Coated	Pound	82,080
Name Plates	Each	1
Furnishing Soldier Pile (HP Section)	Foot	6,164
Driving Soldier Piles	Foot	6,164
Untreated Timber Lagging	Sq. Ft.	8,498
Geocomposite Wall Drain	Sq. Yd.	794
Pipe Underdrains for Structures 4"	Foot	810

INDEX OF SHEETS

SC01	General Plan and Elevation
SC02	General Notes and Bill of Material
SC03-SC05	Soldier Piles Layout
SC06-SC07	Soldier Pile Schedule
SC08-SC09	Concrete Facing Details
SC10	Section and Details
SC11-SC16	Soil Boring Logs

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES AND BILL OF MATERIAL
STRUCTURE NO. 099-1002**

SHEET SC02 OF SC16 SHEETS

F.A./P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	1035
CONTRACT NO. 62H15				

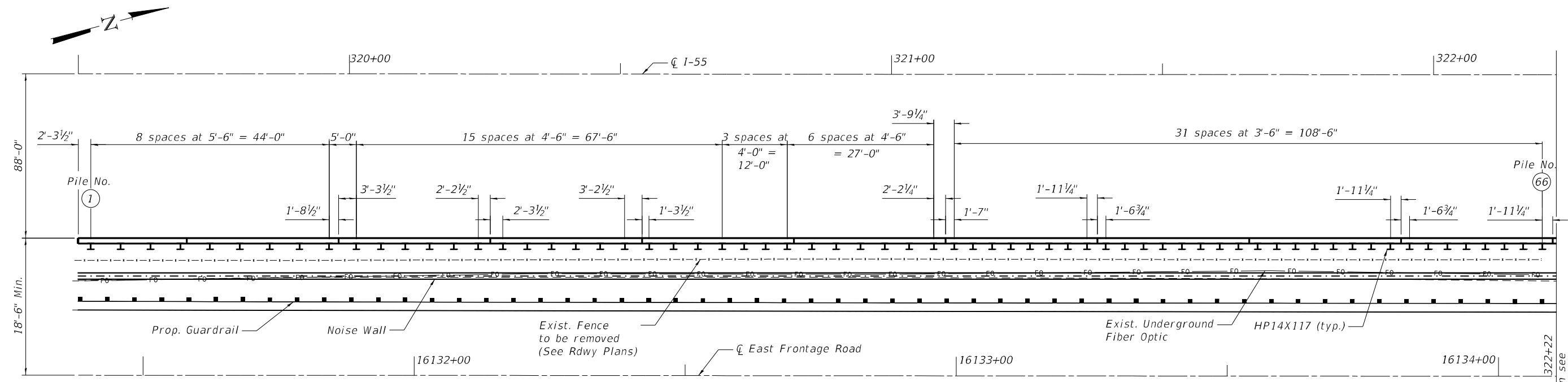
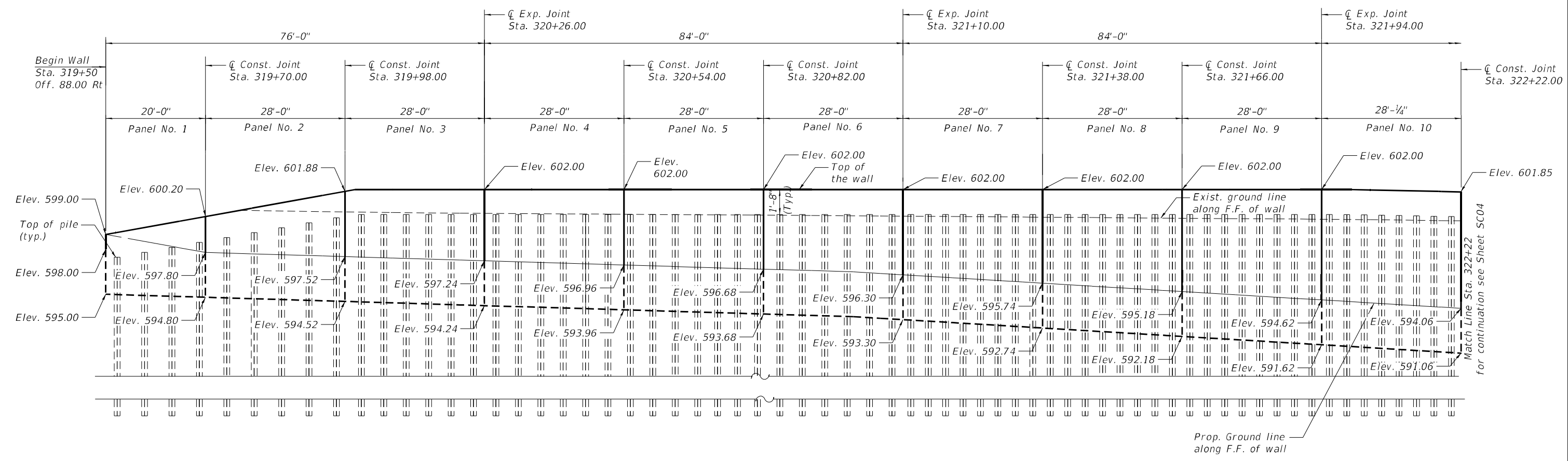
* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT

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USER NAME	rashmidsouza	DESIGNED	- AS	REVISED	-
		CHECKED	- JCE	REVISED	-
PLOT SCALE	NTS	DRAWN	- AS	REVISED	-
DATE	03/16/2022	CHECKED	- JCE	REVISED	-

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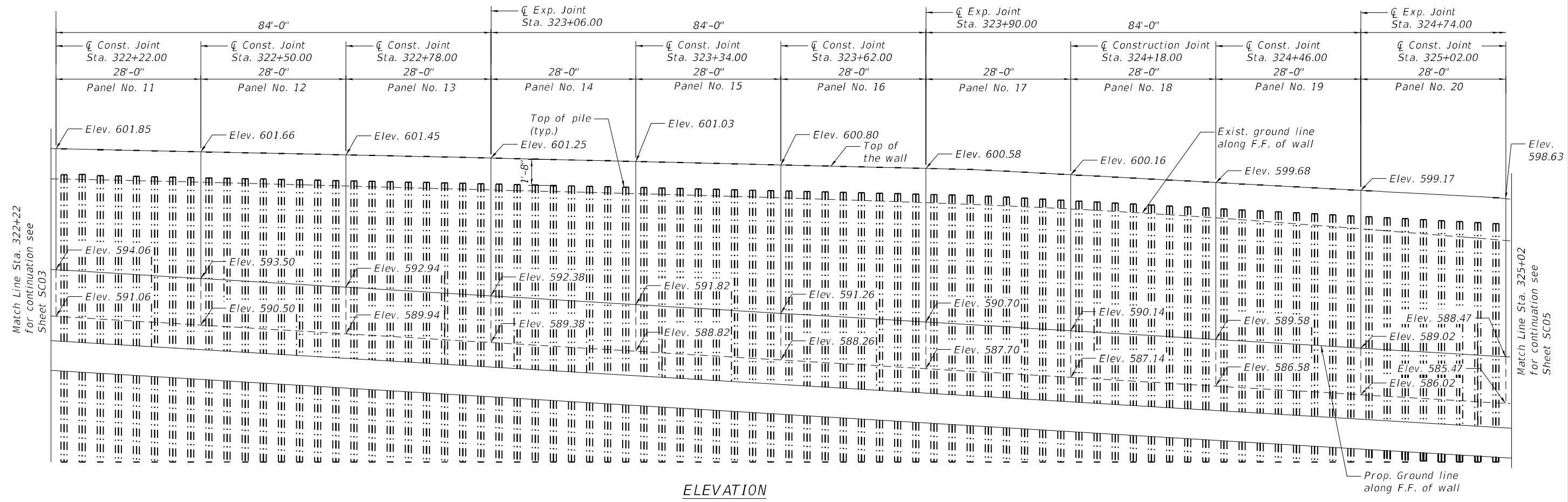
USER NAME	rashmidouza	DESIGNED	- AS	REVISED	-
CHECKED	- JCE	CHECKED	- JCE	REVISED	-
PLOT SCALE	- NTS	DRAWN	- AS	REVISED	-
DATE	03/16/2022	CHECKED	- JCE	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

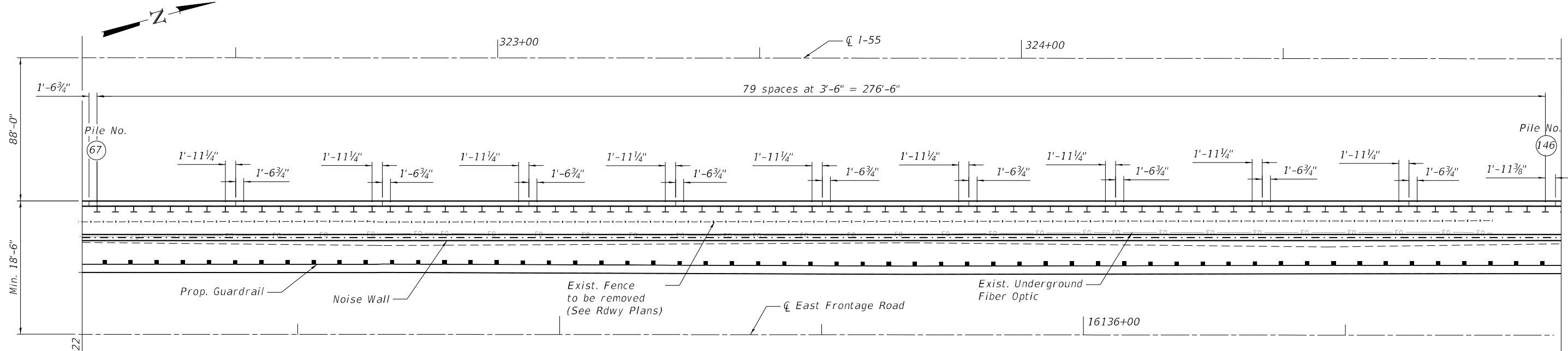
SOLDIER PILE LAYOUT - SHEET 1 OF 3
STRUCTURE NO. 099-1002
 SHEET SC03 OF SC16 SHEETS

F.A./P.RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2018-075-R	WILL	1510	1036
CONTRACT NO. 62H15				
* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				

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ELEVATION



PLAN



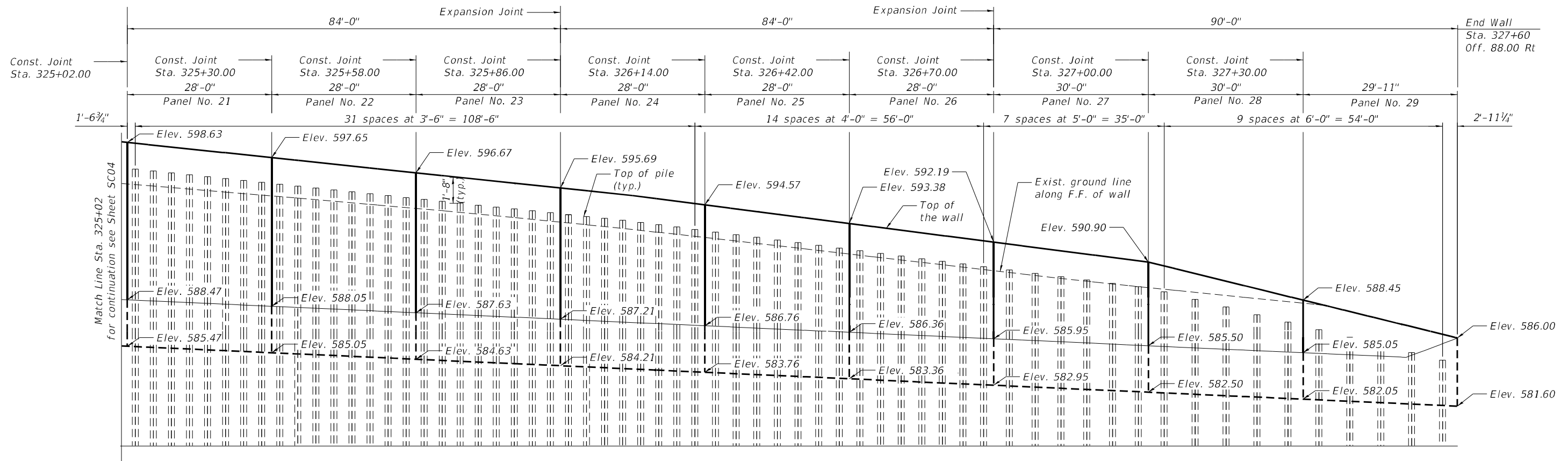
USER NAME	rashmidsouza	DESIGNED	- AS	REVISED	-
CHECKED	- JCE	REVISIONS	-	REVISIONS	-
PLOT SCALE	- NTS	DRAWN	- AS	REVISED	-
DATE	03/16/2022	CHECKED	- JCE	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

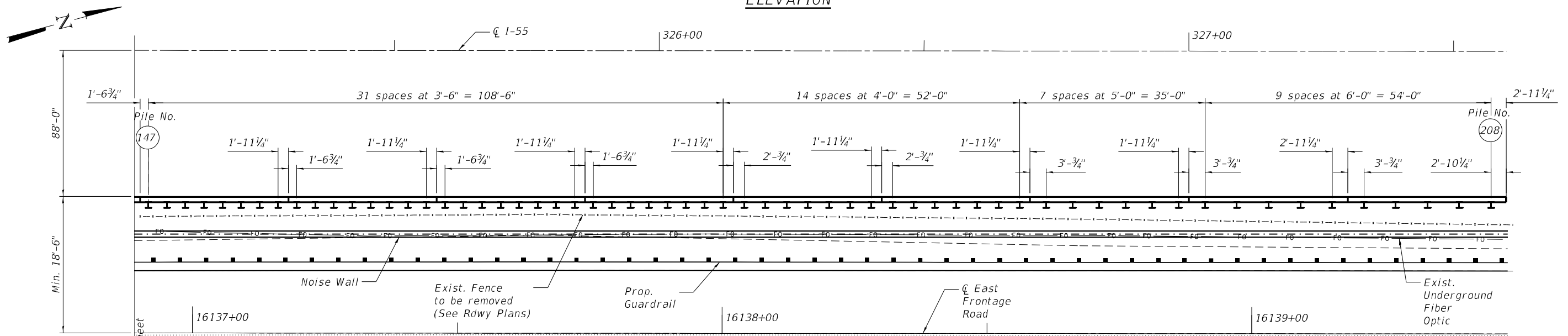
SOLDIER PILE LAYOUT - SHEET 2 OF 3
STRUCTURE NO. 099-1002

SHEET SC04 OF SC16 SHEETS

F.A./P.RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	1037
CONTRACT NO. 62H15				
* FAI 55, FAP 338		ILLINOIS	FED. AID PROJECT	



ELEVATION



PLAN

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 MODEL: D:\Defaul...
 FILE: \\P:\B...



USER NAME	rashmidsouza	DESIGNED	- AS	REVISED	-
CHECKED	- JCE	REVISIONS	-	REVISIONS	-
PLOT SCALE	- NTS	DRAWN	- AS	REVISIONS	-
DATE	03/16/2022	CHECKED	- JCE	REVISIONS	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOLDIER PILE LAYOUT - SHEET 3 OF 3
STRUCTURE NO. 099-1002
 SHEET SC05 OF SC16 SHEETS

F.A./P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2018-075-R	WILL	1510	1038
CONTRACT NO. 62H15				
* FAI 55, FAP 338		ILLINOIS	FED. AID PROJECT	

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Pile Number	Pile Size	Station at F.F. of Wall	Offset at F.F. of Wall	Top of Pile Elevation	Bottom of CIP Facing	Pile Tip Elev.	Length of Pile (Ft)	No. of Shear Studs
1	HP14X117	319+52.29	88	597.47	594.98	576.47	21	10
2	HP14X117	319+57.79	88	597.80	594.92	576.80	21	12
3	HP14X117	319+63.29	88	598.13	594.87	577.13	21	14
4	HP14X117	319+68.79	88	598.46	594.81	577.46	21	16
5	HP14X117	319+74.29	88	598.79	594.76	577.79	21	18
6	HP14X117	319+79.79	88	599.12	594.70	578.12	21	18
7	HP14X117	319+85.29	88	599.45	594.65	578.45	21	20
8	HP14X117	319+90.79	88	599.78	594.59	578.78	21	22
9	HP14X117	319+96.29	88	600.11	594.54	579.11	21	24
10	HP14X117	320+01.29	88	600.33	594.49	573.33	27	24
11	HP14X117	320+05.79	88	600.33	594.44	573.33	27	24
12	HP14X117	320+10.29	88	600.33	594.40	573.33	27	24
13	HP14X117	320+14.79	88	600.33	594.35	573.33	27	24
14	HP14X117	320+19.29	88	600.33	594.31	573.33	27	26
15	HP14X117	320+23.79	88	600.33	594.26	573.33	27	26
16	HP14X117	320+28.29	88	600.33	594.22	572.33	28	26
17	HP14X117	320+32.79	88	600.33	594.17	572.33	28	26
18	HP14X117	320+37.29	88	600.33	594.13	572.33	28	26
19	HP14X117	320+41.79	88	600.33	594.08	572.33	28	26
20	HP14X117	320+46.29	88	600.33	594.04	572.33	28	26
21	HP14X117	320+50.79	88	600.33	593.99	572.33	28	26
22	HP14X117	320+55.29	88	600.33	593.94	572.33	28	26
23	HP14X117	320+59.79	88	600.33	593.85	572.33	28	26
24	HP14X117	320+64.29	88	600.33	593.81	572.33	28	28
25	HP14X117	320+68.79	88	600.33	593.81	572.33	28	28
26	HP14X117	320+72.79	88	600.33	593.77	572.33	28	28
27	HP14X117	320+76.79	88	600.33	593.73	572.33	28	28
28	HP14X117	320+80.79	88	600.33	593.69	572.33	28	28
29	HP14X117	320+85.29	88	600.33	593.64	572.33	28	28
30	HP14X117	320+89.79	88	600.33	593.60	572.33	28	28
31	HP14X117	320+94.29	88	600.33	593.55	572.33	28	28
32	HP14X117	320+98.79	88	600.33	593.51	572.33	28	28
33	HP14X117	321+03.29	88	600.33	593.42	572.33	28	28
34	HP14X117	321+07.79	88	600.33	593.33	572.33	28	28
35	HP14X117	321+11.56	88	600.33	593.26	572.33	28	30
36	HP14X117	321+15.06	88	600.33	593.19	572.33	28	30
37	HP14X117	321+18.56	88	600.33	593.12	572.33	28	30
38	HP14X117	321+22.06	88	600.33	593.05	572.33	28	30
39	HP14X117	321+25.56	88	600.33	592.98	572.33	28	30
40	HP14X117	321+29.06	88	600.33	592.91	572.33	28	30
41	HP14X117	321+32.56	88	600.33	592.84	572.33	28	30
42	HP14X117	321+36.06	88	600.33	592.77	572.33	28	32
43	HP14X117	321+39.56	88	600.33	592.70	571.33	29	32
44	HP14X117	321+43.06	88	600.33	592.63	571.33	29	32
45	HP14X117	321+46.56	88	600.33	592.56	571.33	29	32
46	HP14X117	321+50.06	88	600.33	592.49	571.33	29	32
47	HP14X117	321+53.56	88	600.33	592.42	571.33	29	32
48	HP14X117	321+57.06	88	600.33	592.35	571.33	29	32
49	HP14X117	321+60.56	88	600.33	592.28	571.33	29	34
50	HP14X117	321+64.06	88	600.33	592.21	571.33	29	34
51	HP14X117	321+67.56	88	600.33	592.14	571.33	29	34
52	HP14X117	321+71.06	88	600.33	592.07	571.33	29	34
53	HP14X117	321+74.56	88	600.33	592.00	571.33	29	34
54	HP14X117	321+78.06	88	600.33	591.93	571.33	29	34
55	HP14X117	321+81.56	88	600.33	591.86	571.33	29	34
56	HP14X117	321+85.06	88	600.33	591.79	571.33	29	36
57	HP14X117	321+88.56	88	600.33	591.72	571.33	29	36
58	HP14X117	321+92.06	88	600.33	591.65	571.33	29	36
59	HP14X117	321+95.56	88	600.33	591.58	571.33	29	36
60	HP14X117	321+99.06	88	600.33	591.51	571.33	29	36
61	HP14X117	322+02.56	88	600.31	591.44	571.31	29	36
62	HP14X117	322+06.06	88	600.29	591.37	571.29	29	36
63	HP14X117	322+09.56	88	600.26	591.30	571.26	29	36
64	HP14X117	322+13.06	88	600.24	591.23	571.24	29	38
65	HP14X117	322+16.56	88	600.21	591.16	571.21	29	38
66	HP14X117	322+20.06	88	600.19	591.09	571.19	29	38
67	HP14X117	322+23.56	88	600.17	591.02	571.17	29	38
68	HP14X117	322+27.06	88	600.14	590.95	571.14	29	38
69	HP14X117	322+30.56	88	600.12	590.88	571.12	29	38
70	HP14X117	322+34.06	88	600.09	590.81	571.09	29	38

Pile Number	Pile Size	Station at F.F. of Wall	Offset at F.F. of Wall	Top of Pile Elevation	Bottom of CIP Facing	Pile Tip Elev.	Length of Pile (Ft)	No. of Shear Studs
71	HP14X117	322+37.56	88	600.07	590.74	571.07	29	38
72	HP14X117	322+41.06	88	600.04	590.67	571.04	29	38
73	HP14X117	322+44.56	88	600.02	590.60	571.02	29	38
74	HP14X117	322+48.06	88	599.99	590.53	570.99	29	38
75	HP14X117	322+51.56	88	599.97	590.46	570.97	29	40
76	HP14X117	322+55.06	88	599.94	590.39	570.94	29	40
77	HP14X117	322+58.56	88	599.92	590.32	570.92	29	40
78	HP14X117	322+62.06	88	599.90	590.25	570.90	29	40
79	HP14X117	322+65.56	88	599.87	590.18	570.87	29	40
80	HP14X117	322+69.06	88	599.85	590.11	570.85	29	40
81	HP14X117	322+72.56	88	599.82	590.04	570.82	29	40
82	HP14X117	322+76.06	88	599.80	589.97	570.80	29	40
83	HP14X117	322+79.56	88	599.77	589.90	568.77	31	40
84	HP14X117	322+83.06	88	599.75	589.83	568.75	31	40
85	HP14X117	322+86.56	88	599.72	589.76	568.72	31	40
86	HP14X117	322+90.06	88	599.70	589.69	568.70	31	42
87	HP14X117	322+93.56	88	599.68	589.62	568.68	31	42
88	HP14X117	322+97.06	88	599.65	589.55	568.65	31	42
89	HP14X117	323+00.56	88	599.63	589.48	568.63	31	42
90	HP14X117	323+04.06	88	599.60	589.41	568.60	31	42
91	HP14X117	323+07.56	88	599.57	589.33	568.57	31	42
92	HP14X117	323+11.06	88	599.54	589.27	568.54	31	42
93	HP14X117	323+14.56	88	599.51	589.20	568.51	31	42
94	HP14X117	323+18.06	88	599.49	589.13	568.49	31	42
95	HP14X117	323+21.56	88	599.46	589.06	568.46	31	42
96	HP14X117	323+25.06	88	599.43	588.99	568.43	31	42
97	HP14X117	323+28.56	88	599.40	588.92	568.40	31	42
98	HP14X117	323+32.06	88	599.37	588.85	568.37	31	44
99	HP14X117	323+35.56	88	599.35	588.78	568.35	31	44
100	HP14X117	323+39.06	88	599.32	588.71	568.32	31	44
101	HP14X117	323+42.56	88	599.29	588.64	568.29	31	44
102	HP14X117	323+46.06	88	599.26	588.57	568.26	31	44
103	HP14X117	323+49.56	88	599.23	588.50	568.23	31	44
104	HP14X117	323+53.06	88	599.21	588.43	568.21	31	44
105	HP14X117	323+56.56	88	599.18	588.36	568.18	31	44
106	HP14X117	323+60.06	88	599.15	588.29	568.15	31	44
107	HP14X117	323+63.56	88	599.12	588.22	566.12	33	44
108	HP14X117	323+67.06	88	599.09	588.15	566.09	33	44
109	HP14X117	323+70.56	88	599.07	588.08	566.07	33	44
110	HP14X117	323+74.06	88	599.04	588.00	566.04	33	46
111	HP14X117	323+77.56	88	599.01	587.94	566.01	33	46
112	HP14X117	323+81.06	88	598.98	587.87	565.98	33	46
113	HP14X117	323+84.56	88	598.95	587.80	565.95	33	46
114	HP14X117	323+88.06	88	598.93	587.73	565.93	33	46
115	HP14X117	323+91.56	88	598.90	587.66	565.90	33	46
116	HP14X117	323+95.06	88	598.87	587.59	565.87	33	46
117	HP14X117	323+98.56	88	598.84	587.52	565.84	33	46
118	HP14X117	324+02.06	88	598.79	587.45	565.79	33	46
119	HP14X117	324+05.56	88	598.73	587.38	565.73	33	46
120	HP14X117	324+09.06	88	598.67	587.31	565.67	33	46
121	HP14X117	324+12.56	88	598.60	587.24	565.60	33	46
122	HP14X117	324+16.06	88	598.54	587.17	565.54	33	46
123	HP14X117	324+19.56	88	598.48	587.10	565.48	33	46
124	HP14X117	324+23.06	88	598.41	587.03	565.41	33	46
125	HP14X117	324+26.56	88	598.35	586.96	565.35	33	46
126	HP14X117	324+30.06	88	598.29	586.89	565.29	33	46
127	HP14X117	324+33.56	88	598.23	586.82	565.23	33	46
128	HP14X117	324+37.06	88	598.16	586.75	565.16	33	46
129	HP14X117	324+40.56	88	598.10	586.68	565.10	33	46
130	HP14X117	324+44.06	88	598.04	586.61	565.04	33	46
131	HP14X117	324+47.56	88	597.97	586.54	564.97	33	46
132	HP14X117	324+51.06	88	597.91	586.47</			

Pile Number	Pile Size	Station at F.F. of Wall	Offset at F.F. of Wall	Top of Pile Elevation	Bottom of CIP Facing	Pile Tip Elev.	Length of Pile (Ft)	No. of Shear Studs
141	HP14X117	324+82.56	88	597.34	585.84	564.34	33	48
142	HP14X117	324+86.06	88	597.28	585.77	564.28	33	48
143	HP14X117	324+89.56	88	597.22	585.70	564.22	33	48
144	HP14X117	324+93.06	88	597.15	585.63	564.15	33	48
145	HP14X117	324+96.56	88	597.09	585.56	564.09	33	48
146	HP14X117	325+00.06	88	597.03	585.49	564.03	33	48
147	HP14X117	325+03.56	88	596.91	585.44	563.91	33	46
148	HP14X117	325+07.06	88	596.78	585.39	563.78	33	46
149	HP14X117	325+10.56	88	596.66	585.33	563.66	33	46
150	HP14X117	325+14.06	88	596.54	585.28	563.54	33	46
151	HP14X117	325+17.56	88	596.42	585.23	563.42	33	46
152	HP14X117	325+21.06	88	596.29	585.18	563.29	33	46
153	HP14X117	325+24.56	88	596.17	585.12	563.17	33	46
154	HP14X117	325+28.06	88	596.05	585.07	563.05	33	44
155	HP14X117	325+31.56	88	595.93	585.02	562.93	33	44
156	HP14X117	325+35.06	88	595.80	584.97	562.80	33	44
157	HP14X117	325+38.56	88	595.68	584.91	562.68	33	44
158	HP14X117	325+42.06	88	595.56	584.86	562.56	33	44
159	HP14X117	325+45.56	88	595.44	584.81	562.44	33	44
160	HP14X117	325+49.06	88	595.31	584.76	562.31	33	44
161	HP14X117	325+52.56	88	595.19	584.70	562.19	33	42
162	HP14X117	325+56.06	88	595.07	584.65	562.07	33	42
163	HP14X117	325+59.56	88	594.95	584.60	564.95	30	42
164	HP14X117	325+63.06	88	594.82	584.55	564.82	30	42
165	HP14X117	325+66.56	88	594.70	584.49	564.70	30	42
166	HP14X117	325+70.06	88	594.58	584.44	564.58	30	42
167	HP14X117	325+73.56	88	594.46	584.39	564.46	30	42
168	HP14X117	325+77.06	88	594.33	584.34	564.33	30	40
169	HP14X117	325+80.56	88	594.21	584.28	564.21	30	40
170	HP14X117	325+84.06	88	594.09	584.23	564.09	30	40
171	HP14X117	325+87.56	88	593.97	584.18	563.97	30	40
172	HP14X117	325+91.06	88	593.84	584.13	563.84	30	40
173	HP14X117	325+94.56	88	593.72	584.07	563.72	30	40
174	HP14X117	325+98.06	88	593.60	584.02	563.60	30	40
175	HP14X117	326+01.56	88	593.46	583.97	563.46	30	38
176	HP14X117	326+05.06	88	593.31	583.92	563.31	30	38
177	HP14X117	326+08.56	88	593.16	583.86	563.16	30	38
178	HP14X117	326+12.06	88	593.01	584.23	563.01	30	36
179	HP14X117	326+16.06	88	592.84	583.75	563.84	29	38
180	HP14X117	326+20.06	88	592.67	583.69	563.67	29	36
181	HP14X117	326+24.06	88	593.01	583.63	564.01	29	38
182	HP14X117	326+28.06	88	592.50	583.57	563.50	29	36
183	HP14X117	326+32.06	88	592.32	583.51	563.32	29	36
184	HP14X117	326+36.06	88	592.15	583.45	563.15	29	36
185	HP14X117	326+40.06	88	591.98	583.39	562.98	29	36
186	HP14X117	326+44.06	88	591.64	583.33	562.64	29	34
187	HP14X117	326+48.06	88	591.46	583.27	562.46	29	34
188	HP14X117	326+52.06	88	591.29	583.21	562.29	29	34
189	HP14X117	326+56.06	88	591.12	583.15	562.12	29	32
190	HP14X117	326+60.06	88	590.95	583.09	561.95	29	32
191	HP14X117	326+64.06	88	590.78	583.03	561.78	29	32
192	HP14X117	326+68.06	88	590.60	583.30	561.60	29	30
193	HP14X117	326+73.06	88	590.39	582.90	561.39	29	30
194	HP14X117	326+78.06	88	590.17	582.82	561.17	29	30
195	HP14X117	326+83.06	88	589.96	582.75	560.96	29	30
196	HP14X117	326+88.06	88	589.74	582.67	560.74	29	30
197	HP14X117	326+93.06	88	589.53	582.60	560.53	29	28
198	HP14X117	326+98.06	88	589.31	582.52	560.31	29	28
199	HP14X117	327+03.06	88	588.98	582.45	559.98	29	28
200	HP14X117	327+09.06	88	588.49	582.69	559.49	29	24
201	HP14X117	327+15.06	88	588.00	582.27	559.00	29	24
202	HP14X117	327+21.06	88	587.51	582.18	558.51	29	22
203	HP14X117	327+27.06	88	587.02	582.09	558.02	29	20
204	HP14X117	327+33.06	88	585.53	582.00	563.53	22	20
205	HP14X117	327+39.06	88	586.04	581.91	564.04	22	18
206	HP14X117	327+45.06	88	585.55	581.82	563.55	22	16
207	HP14X117	327+51.06	88	585.06	581.73	568.06	17	14
208	HP14X117	327+57.06	88	584.57	581.64	567.57	17	12

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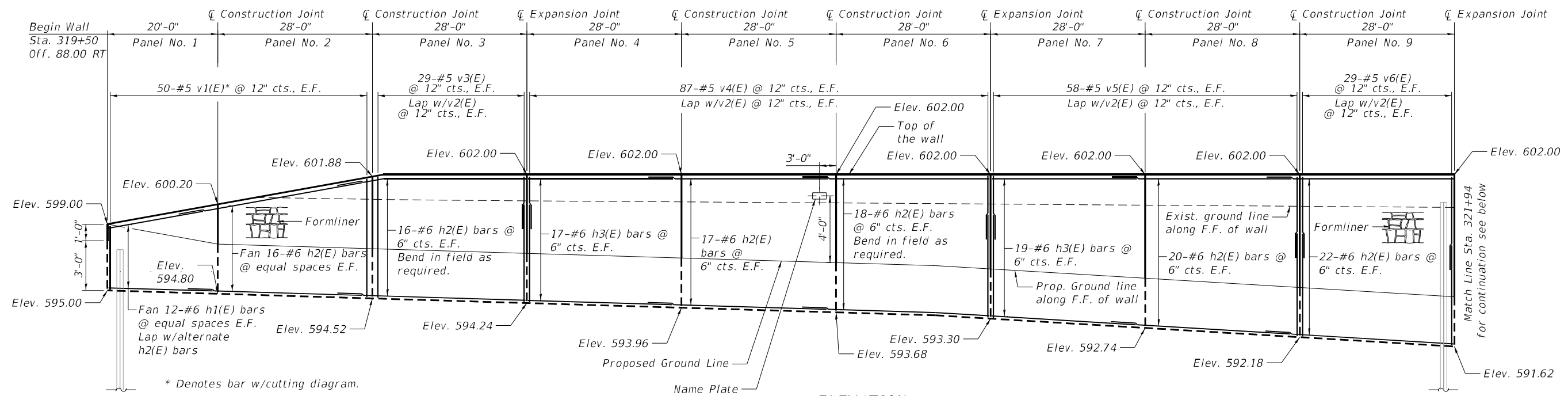
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PLOT SCALE	NTS	CHECKED - JCE	REVISED -
DATE	03/16/2022	DRAWN - AS	REVISED -
		CHECKED - JCE	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

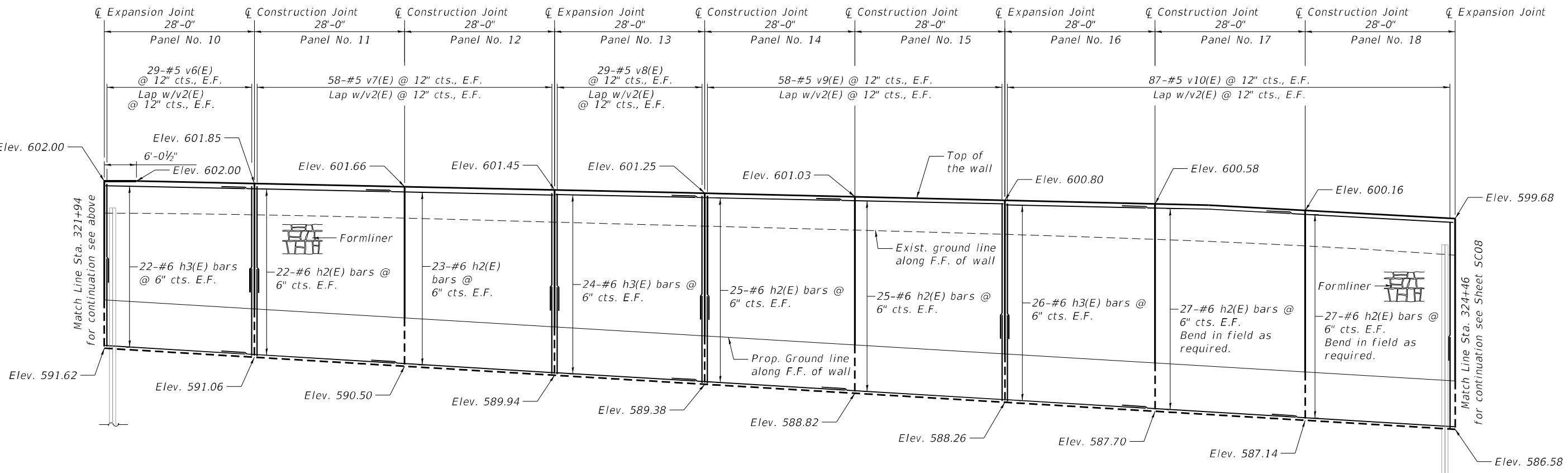
**PILE SCHEDULE 2 OF 2
STRUCTURE NO. 099-1002**

SHEET SC07 OF SC16 SHEETS

F.A./P.RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	1040
CONTRACT NO. 62H15				
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		



ELEVATION



ELEVATION
(continued)

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 MODEL: D:\p\aut\...
 FILE: W:\E\...



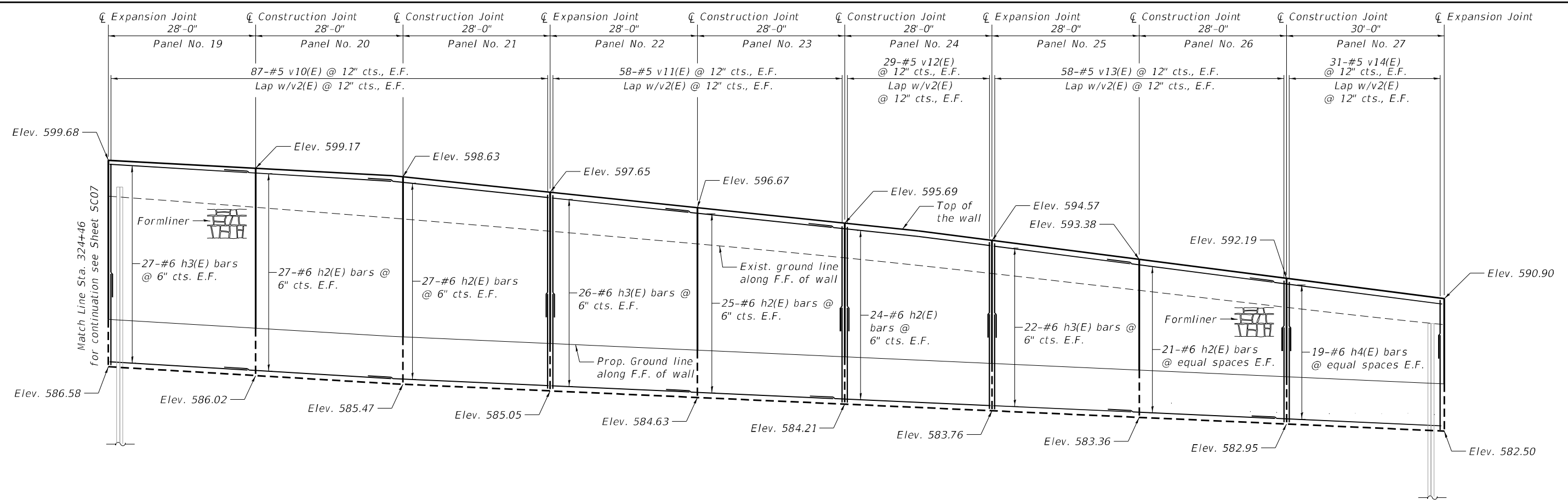
USER NAME	rashmidouza	DESIGNED	- AS	REVISED	-
CHECKED	- JCE	CHECKED	- JCE	REVISED	-
PLOT SCALE	- NTS	DRAWN	- AS	REVISED	-
DATE	03/16/2022	CHECKED	- JCE	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

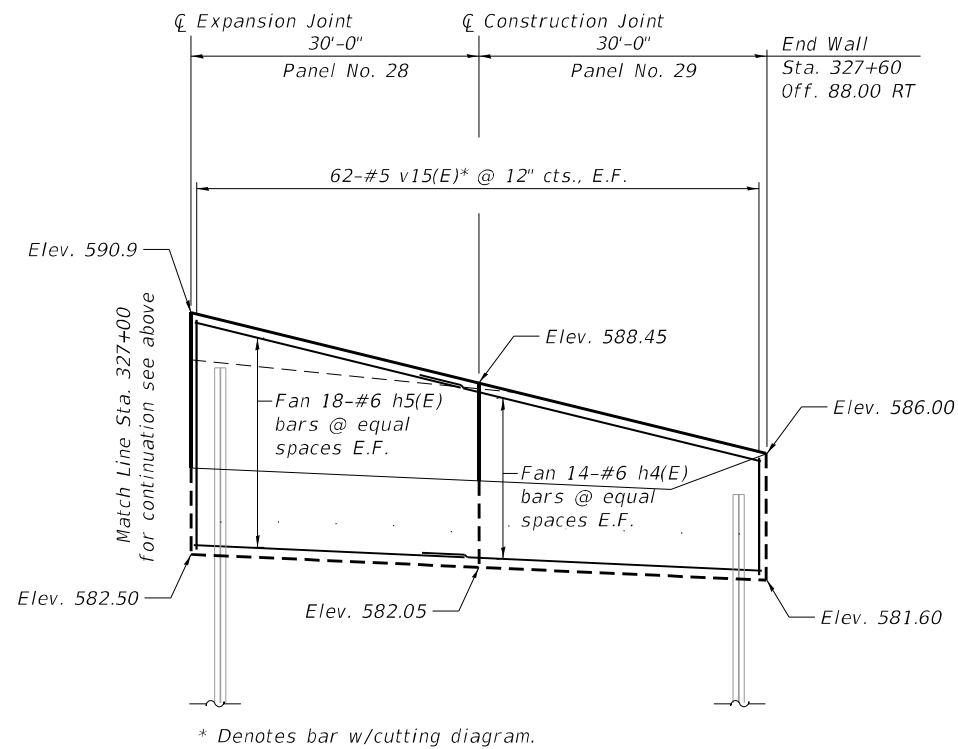
CONCRETE FACING DETAILS - SHEET 1 OF 2
STRUCTURE NO. 099-1002

SHEET SC08 OF SC16 SHEETS

F.A./P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	2018-075-R	WILL	1510	1041
CONTRACT NO. 62H15				
* FAI 55, FAP 338		ILLINOIS	FED. AID PROJECT	



ELEVATION



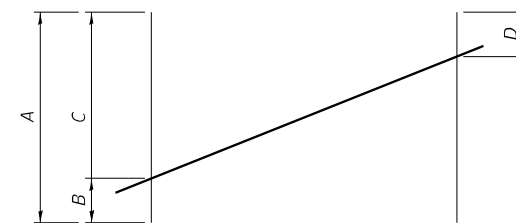
ELEVATION
(continued)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h1(E)	24	#6	19'-8"	——
h2(E)	776	#6	32'-2"	——
h3(E)	376	#6	27'-8"	——
h4(E)	66	#6	34'-2"	——
h5(E)	36	#6	29'-8"	——
v1(E)	50	#5	10'-8"	——
v2(E)	1450	#5	6'-0"	——
v3(E)	58	#5	5'-0"	——
v4(E)	174	#5	6'-0"	——
v5(E)	116	#5	7'-1"	——
v6(E)	116	#5	8'-1"	——
v7(E)	116	#5	8'-9"	——
v8(E)	58	#5	9'-2"	——
v9(E)	116	#5	9'-10"	——
v10(E)	348	#5	10'-5"	——
v11(E)	116	#5	9'-11"	——
v12(E)	58	#5	8'-9"	——
v13(E)	116	#5	8'-1"	——
v14(E)	58	#5	5'-5"	——
v15(E)	62	#5	12'-1"	——
Reinforcement Bars, Epoxy Coated			Pound	82,080

Reinforcement bars designated (E) shall be epoxy coated.

Min. bar lap:
#6 bars = 4'-4"
#5 bars = 3'-7"



FIELD CUTTING DIAGRAM
Order bars full length and cut as shown

Bar	A	B	C	D
v1(E)	10'-8"	3'-8"	7'-0"	3'-8"
v15(E)	12'-1"	4'-1"	8'-0"	4'-1"

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE FACING DETAILS – SHEET 2 OF 2
STRUCTURE NO. 099-1002

SHEET SC09 OF SC16 SHEETS

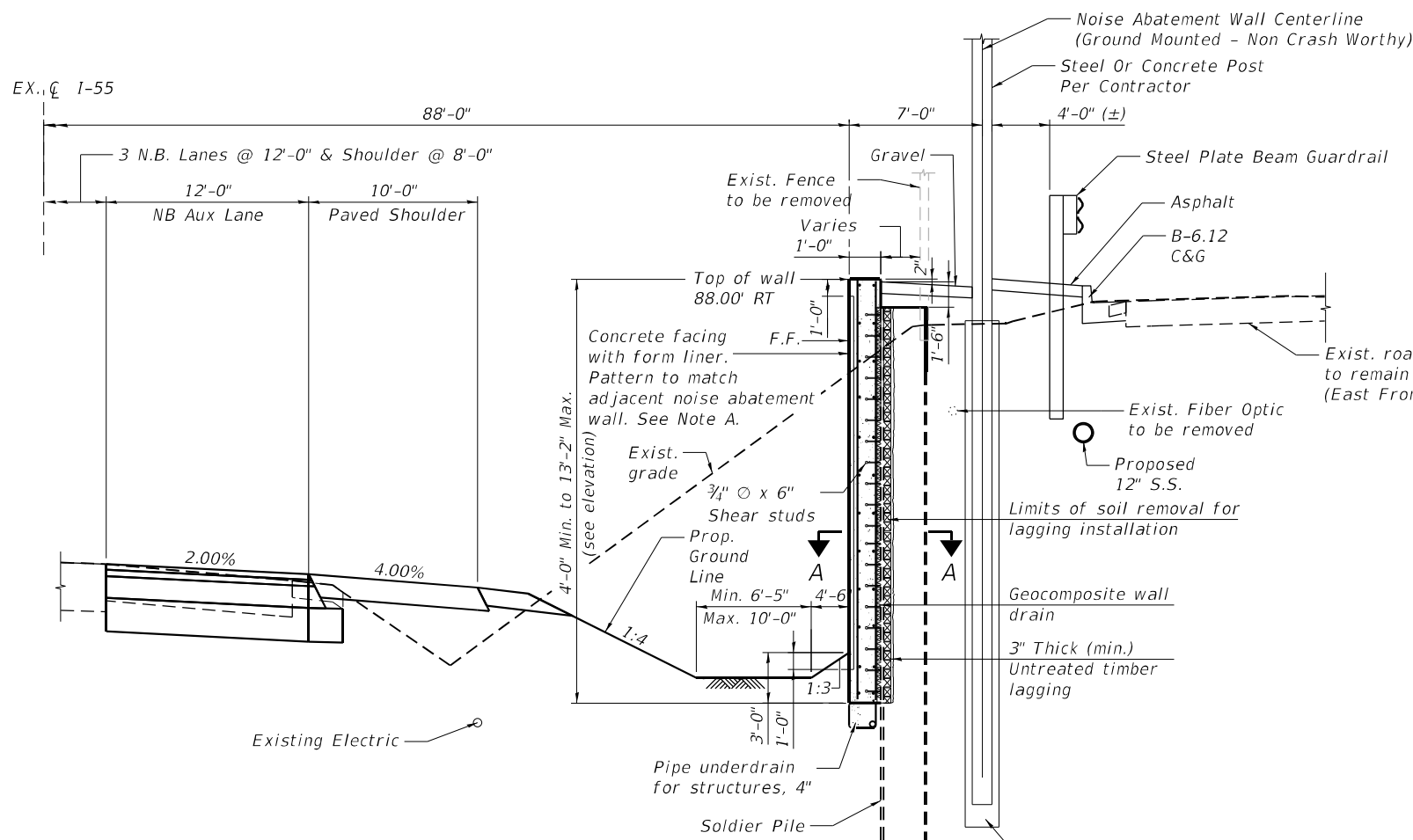
F.A./P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2018-075-R	WILL	1510	1042
CONTRACT NO. 62H15				

* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT

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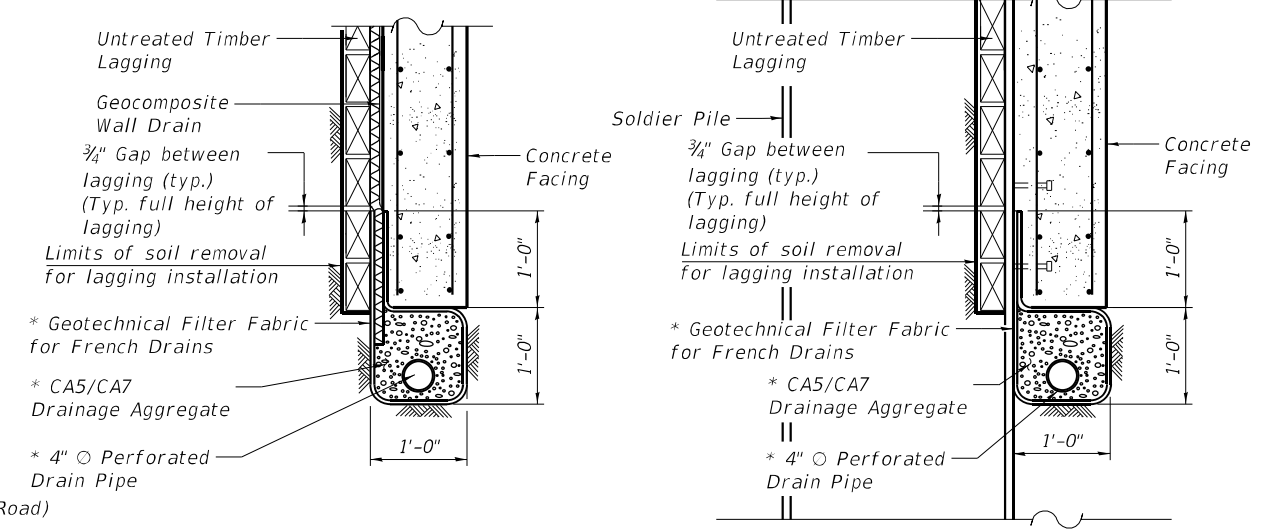
AR
Ardmore Roderick
1560 West Carroll Avenue, Suite 300
Chicago, Illinois 60607
312/755-1400

USER NAME	rashmidsouza	DESIGNED	- AS	REVISED	-
CHECKED	- JCE	CHECKED	- JCE	REVISED	-
PLOT SCALE	- NTS	DRAWN	- AS	REVISED	-
DATE	03/16/2022	CHECKED	- JCE	REVISED	-



Note A:
 The Form Liner Pattern shall have a rolled Ashlar Stone Finish with a 1 1/2" impression. The color of all exposed surfaces of the concrete facing including Ashlar Stone Finish, shall be Light Brown Earth tone. The Form Liner Pattern and Concrete Facing color shall match the adjacent Noise Abatement Wall.

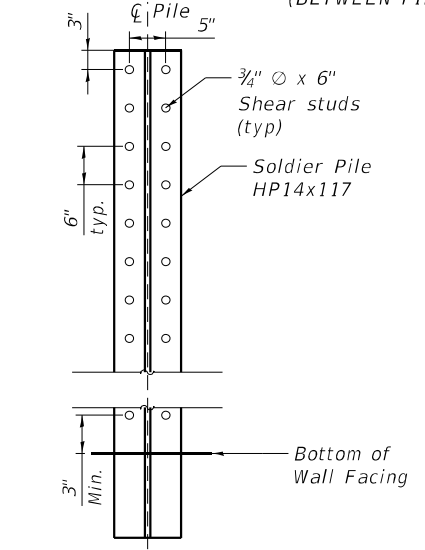
SECTION THRU WALL
 (Looking North)



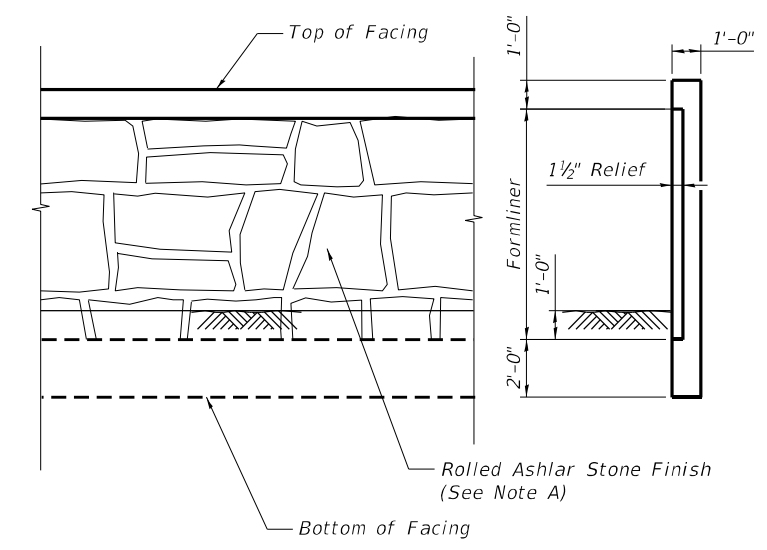
* Included in cost of "Pipe Underdrain for Structures, 4"

PIPE UNDERDRAIN DETAIL
 (BETWEEN PILES)

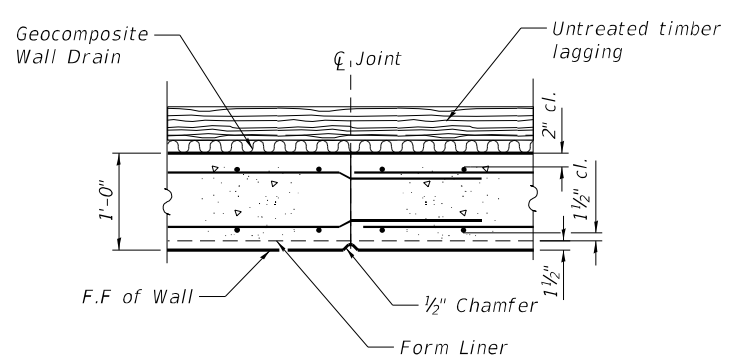
PIPE UNDERDRAIN DETAIL
 (AT PILES)



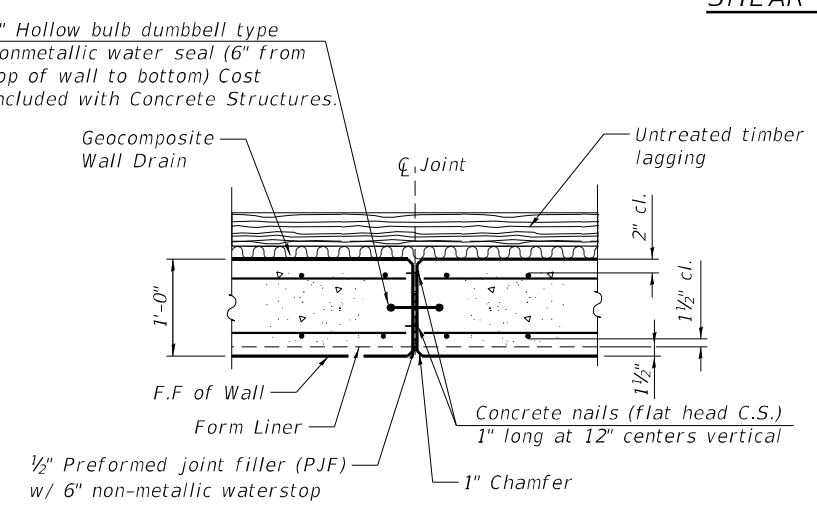
SHEAR STUD DETAIL



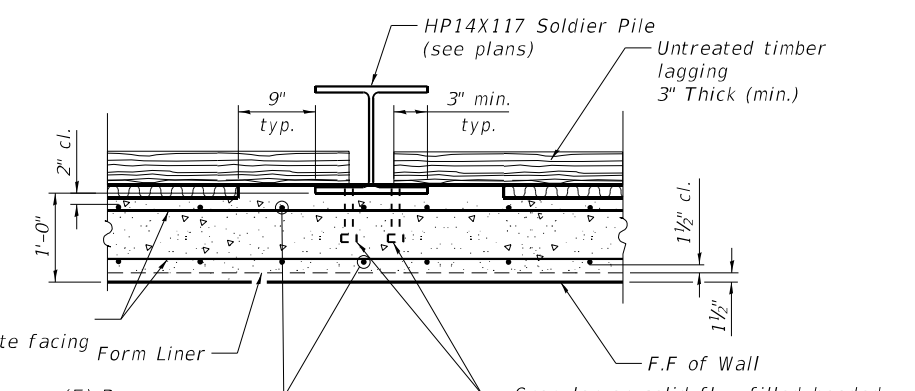
FORMLINER DETAILS



CONSTRUCTION JOINT DETAIL



EXPANSION JOINT DETAIL



SECTION A-A

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USER NAME	rashmidouza	DESIGNED	- AS	REVISED	-
CHECKED	- JCE	REVISIONS	-	REVISIONS	-
PLOT SCALE	- NTS	DRAWN	- AS	REVISIONS	-
DATE	04/21/2022	CHECKED	- JCE	REVISIONS	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SECTION AND DETAILS
STRUCTURE NO. 099-1002

SHEET SC10 OF SC16 SHEETS

F.A./P.RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	2018-075-R	WILL	1510	1043
CONTRACT NO. 62H15				
* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				



SOIL BORING LOG

Date 11/26/19

ROUTE I-55 and IL 59 DESCRIPTION I-55 NB RT LOGGED BY MH
SECTION 2018-075-R LOCATION Frontage RD W. SEC. TWP. RNG.
COUNTY WILL DRILLING METHOD HSA HAMMER TYPE AUTO

Table with columns: DEPTH, BULGE, UCS, MOIST, SOIL DESCRIPTION, ELEVATION. Includes data for Retaining Wall #4, BORING NO. RWB-18, and soil layers like 'Brown and Gray, Moist SILTY CLAY, trace sand and gravel'.

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



SOIL BORING LOG

Date 11/26/19

ROUTE I-55 and IL 59 DESCRIPTION I-55 NB RT LOGGED BY MH
SECTION 2018-075-R LOCATION Frontage RD W. SEC. TWP. RNG.
COUNTY WILL DRILLING METHOD HSA HAMMER TYPE AUTO

Table with columns: DEPTH, BULGE, UCS, MOIST, SOIL DESCRIPTION, ELEVATION. Includes data for Retaining Wall #4, BORING NO. RWB-19, and soil layers like 'Brown and Gray, Moist SILTY CLAY, trace sand and gravel'.

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



SOIL BORING LOG

Date 4/3/20

ROUTE I-55 and IL 59 DESCRIPTION I-55 NB RT LOGGED BY ES
SECTION 2018-075-R LOCATION Frontage RD W. SEC. TWP. RNG.
COUNTY WILL DRILLING METHOD HSA HAMMER TYPE AUTO

Table with columns: DEPTH, BULGE, UCS, MOIST, SOIL DESCRIPTION, ELEVATION. Includes data for Retaining Wall #4, BORING NO. RWB-20, and soil layers like 'Medium Dense to Dense Gray, Moist SILTY LOAM, trace clay (ML)'.

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

MODEL: D:\Defaul... FILE: I:\E\1\B... 03/16/2022



Table with columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, DATE, REVISED, DRAWN, CHECKED.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS - SHEET 1 OF 6 STRUCTURE NO. 099-1002

Table with columns: F.A./P.RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO.



SOIL BORING LOG

Date 4/3/20

ROUTE I-55 and IL 59 DESCRIPTION I-55 NB RT LOGGED BY ES
SECTION 2018-075-R LOCATION Frontage RD W. SEC. TWP. RNG.
COUNTY WILL DRILLING METHOD HSA HAMMER TYPE AUTO

Table with columns for DEPTH, BLOW COUNTS (B, U, M), and SOIL TYPE. Includes groundwater elevation data and soil descriptions like 'Medium Dense to Very Dense Gray, Moist SILTY LOAM (ML)'.

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



SOIL BORING LOG

Date 4/3/20

ROUTE I-55 and IL 59 DESCRIPTION I-55 NB RT LOGGED BY ES
SECTION 2018-075-R LOCATION Frontage RD W. SEC. TWP. RNG.
COUNTY WILL DRILLING METHOD HSA HAMMER TYPE AUTO

Table with columns for DEPTH, BLOW COUNTS (B, U, M), and SOIL TYPE. Includes groundwater elevation data and soil descriptions like 'Medium Dense to Dense Gray, Moist SILTY LOAM, trace clay (ML)'.

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



SOIL BORING LOG

Date 4/1/20

ROUTE I-55 and IL 59 DESCRIPTION I-55 NB RT LOGGED BY ES
SECTION 2018-075-R LOCATION Frontage RD W. SEC. TWP. RNG.
COUNTY WILL DRILLING METHOD HSA HAMMER TYPE AUTO

Table with columns for DEPTH, BLOW COUNTS (B, U, M), and SOIL TYPE. Includes groundwater elevation data and soil descriptions like 'Medium Dense to Dense Gray, Moist SILTY LOAM, trace clay (ML)'.

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

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Table with columns for USER NAME, DESIGNED, CHECKED, PLOT SCALE, DATE, REVISED, and REVISIONS.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS - SHEET 2 OF 6 STRUCTURE NO. 099-1002

SHEET SC12 OF SC16 SHEETS

Table with columns for F.A./P.RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., and CONTRACT NO.



SOIL BORING LOG

Date 4/1/20

ROUTE I-55 and IL 59 DESCRIPTION I-55 NB RT LOGGED BY ES
SECTION 2018-075-R LOCATION Frontage RD W. SEC. TWP. RNG.
COUNTY WILL DRILLING METHOD HSA HAMMER TYPE AUTO

Table with columns for DEPTH, BLOW COUNT, UCS, MOISTURE, and soil descriptions. Includes data for 6 inches of Topsoil, Brown and Gray, Moist to Very Moist, and WEATHERED LIMESTONE.

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



SOIL BORING LOG

Date 4/1/20

ROUTE I-55 and IL 59 DESCRIPTION I-55 NB RT LOGGED BY ES
SECTION 2018-075-R LOCATION Frontage RD W. SEC. TWP. RNG.
COUNTY WILL DRILLING METHOD HSA HAMMER TYPE AUTO

Table with columns for DEPTH, BLOW COUNT, UCS, MOISTURE, and soil descriptions. Includes data for 6 inches of Topsoil, Medium Dense to Dense Gray, Moist, and WEATHERED LIMESTONE.

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



SOIL BORING LOG

Date 4/1/20

ROUTE I-55 and IL 59 DESCRIPTION I-55 NB RT LOGGED BY ES
SECTION 2018-075-R LOCATION Frontage RD W. SEC. TWP. RNG.
COUNTY WILL DRILLING METHOD HSA HAMMER TYPE AUTO

Table with columns for DEPTH, BLOW COUNT, UCS, MOISTURE, and soil descriptions. Includes data for 4 inches of Topsoil, Stiff Gray, Moist, and WEATHERED LIMESTONE.

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

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Table with columns for USER NAME, DESIGNED, CHECKED, PLOT SCALE, DATE, REVISED, and DRAWN.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS - SHEET 3 OF 6 STRUCTURE NO. 099-1002

SHEET SC13 OF SC16 SHEETS

Table with columns for F.A./P.RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., and CONTRACT NO.



SOIL BORING LOG

ROUTE I-55 and IL 59 DESCRIPTION I-55 NB RT LOGGED BY MH
SECTION 2018-075-R LOCATION Frontage RD W. SEC. TWP. RNG.
COUNTY WILL DRILLING METHOD HSA HAMMER TYPE AUTO

Table with columns for DEPTH, BULGE, UCS, SPT, and SOIL DESCRIPTION. Includes data for 6 inches of Topsoil, Brown and Gray, Moist, FILL: SILTY CLAY, trace sand, etc.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

ROUTE I-55 and IL 59 DESCRIPTION I-55 NB RT LOGGED BY ES
SECTION 2018-075-R LOCATION Frontage RD W. SEC. TWP. RNG.
COUNTY WILL DRILLING METHOD HSA HAMMER TYPE AUTO

Table with columns for DEPTH, BULGE, UCS, SPT, and SOIL DESCRIPTION. Includes data for 6 inches of Topsoil, Back, Brown and Gray, Moist, FILL: SILTY CLAY, trace gravel, etc.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

ROUTE I-55 and IL 59 DESCRIPTION I-55 NB RT LOGGED BY ES
SECTION 2018-075-R LOCATION Frontage RD W. SEC. TWP. RNG.
COUNTY WILL DRILLING METHOD HSA HAMMER TYPE AUTO

Table with columns for DEPTH, BULGE, UCS, SPT, and SOIL DESCRIPTION. Includes data for 6 inches of Topsoil, Brown and Gray, Moist, FILL: SILTY CLAY, trace gravel, etc.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

MODEL: D:\p\... FILE: 1047... 03/16/2022



Table with columns for USER NAME, DESIGNED, CHECKED, PLOT SCALE, DATE, REVISED, and DRAWN.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS - SHEET 4 OF 6 STRUCTURE NO. 099-1002

SHEET SC14 OF SC16 SHEETS

Table with columns for F.A./P.RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., and CONTRACT NO.



SOIL BORING LOG

Date 11/3/20

ROUTE I-55 and IL 59 DESCRIPTION Noise Abatement Wall #2 LOGGED BY MH

SECTION 2018-075-R LOCATION Frontage RD W. SEC. TWP. RNG. Latitude, Longitude

COUNTY WILL DRILLING METHOD HSA HAMMER TYPE AUTO

Table with columns for Depth, Blow Count, UCS, Moisture, and Soil Description. Includes data for borings NAW#2 and NAW2-010.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Date 11/3/20

ROUTE I-55 and IL 59 DESCRIPTION Noise Abatement Wall #2 LOGGED BY MH

SECTION 2018-075-R LOCATION Frontage RD W. SEC. TWP. RNG. Latitude, Longitude

COUNTY WILL DRILLING METHOD HSA HAMMER TYPE AUTO

Table with columns for Depth, Blow Count, UCS, Moisture, and Soil Description. Includes data for borings NAW#2 and NAW2-010.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Date 11/3/20

ROUTE I-55 and IL 59 DESCRIPTION Noise Abatement Wall #2 LOGGED BY MH

SECTION 2018-075-R LOCATION Frontage RD W. SEC. TWP. RNG. Latitude, Longitude

COUNTY WILL DRILLING METHOD HSA HAMMER TYPE AUTO

Table with columns for Depth, Blow Count, UCS, Moisture, and Soil Description. Includes data for borings NAW#2 and NAW2-011.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

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Table with columns for USER NAME, DESIGNED, CHECKED, PLOT SCALE, DATE, REVISED, and REVISIONS.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS - SHEET 5 OF 6 STRUCTURE NO. 099-1002

SHEET SC15 OF SC16 SHEETS

Table with columns for F.A./P.RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., and CONTRACT NO.



SOIL BORING LOG

Date 11/2/20

ROUTE I-55 and IL 59 DESCRIPTION Noise Abatement Wall #2 LOGGED BY MH
SECTION 2018-075-R LOCATION Frontage RD W. SEC. TWP. RNG.
COUNTY WILL DRILLING METHOD HSA HAMMER TYPE AUTO

Table with columns for DEPTH, BULGE, UCS, SPT, and SOIL DESCRIPTION. Includes data for various soil layers like 'Very Stiff Brown and Gray, Moist to Very Moist SILTY CLAY, trace sand' and 'Medium Dense Gray, Moist SILT, with sand (ML)'.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Date 11/2/20

ROUTE I-55 and IL 59 DESCRIPTION Noise Abatement Wall #2 LOGGED BY MH
SECTION 2018-075-R LOCATION Frontage RD W. SEC. TWP. RNG.
COUNTY WILL DRILLING METHOD HSA HAMMER TYPE AUTO

Table with columns for DEPTH, BULGE, UCS, SPT, and SOIL DESCRIPTION. Includes data for various soil layers like 'Very Stiff Gray, Very Moist SILTY CLAY, with sand, trace organics (CL/ML)' and 'Stiff to Very Stiff Gray, Very Moist SILTY CLAY LOAM (ML/CL)'.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

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Table with columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, DATE, REVISIONS.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS - SHEET 6 OF 6 STRUCTURE NO. 099-1002

SHEET SC16 OF SC16 SHEETS

Table with columns: F.A./P.RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO.

* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT

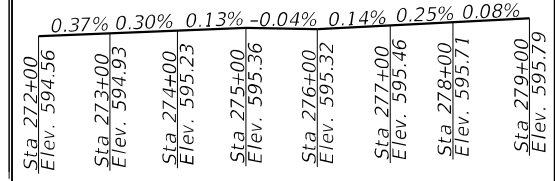
Bench Mark: BM-302 Set 2" diameter Aluminum Disc in brinidge wall at northwest corner of existing NB IL-59 Ramp Bridge over I-55, El. 625.23.
Existing Structure: A portion of Existing MSE Wall from SN 099-4642 to be removed. No Salvage.

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

DESIGN STRESSES

FIELD UNITS
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)

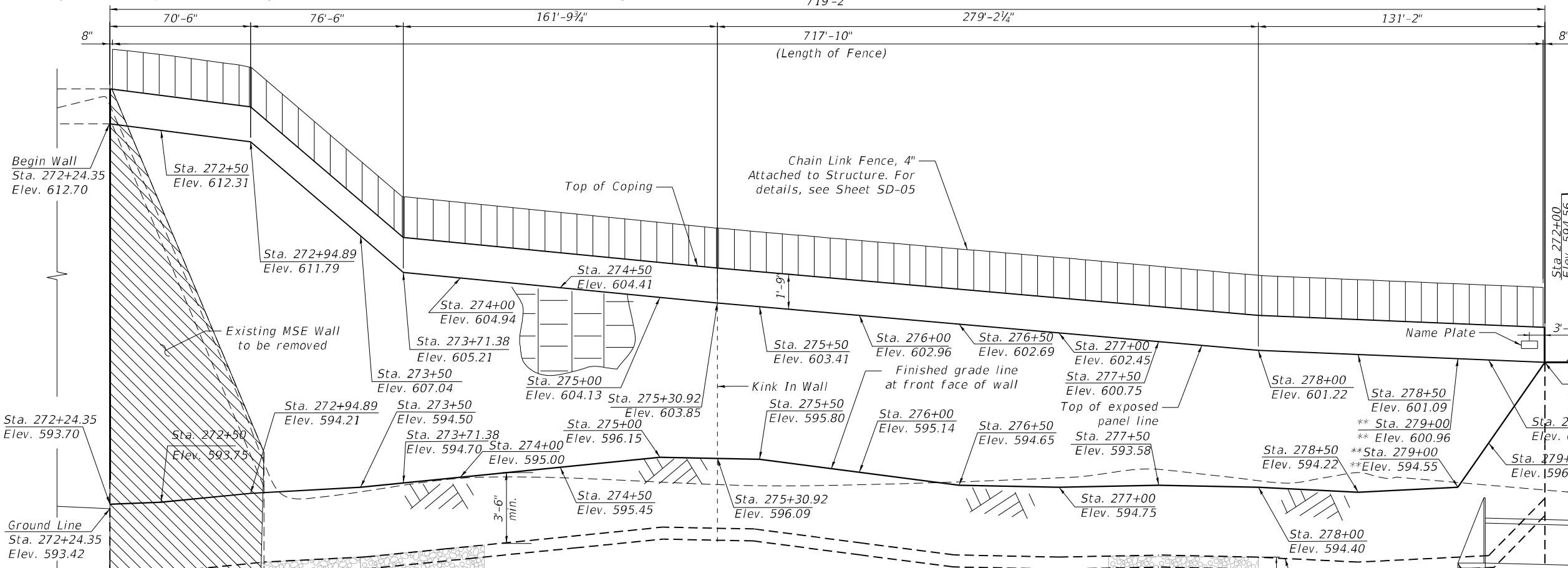
PRECAST UNITS
f'c = 4,000 psi



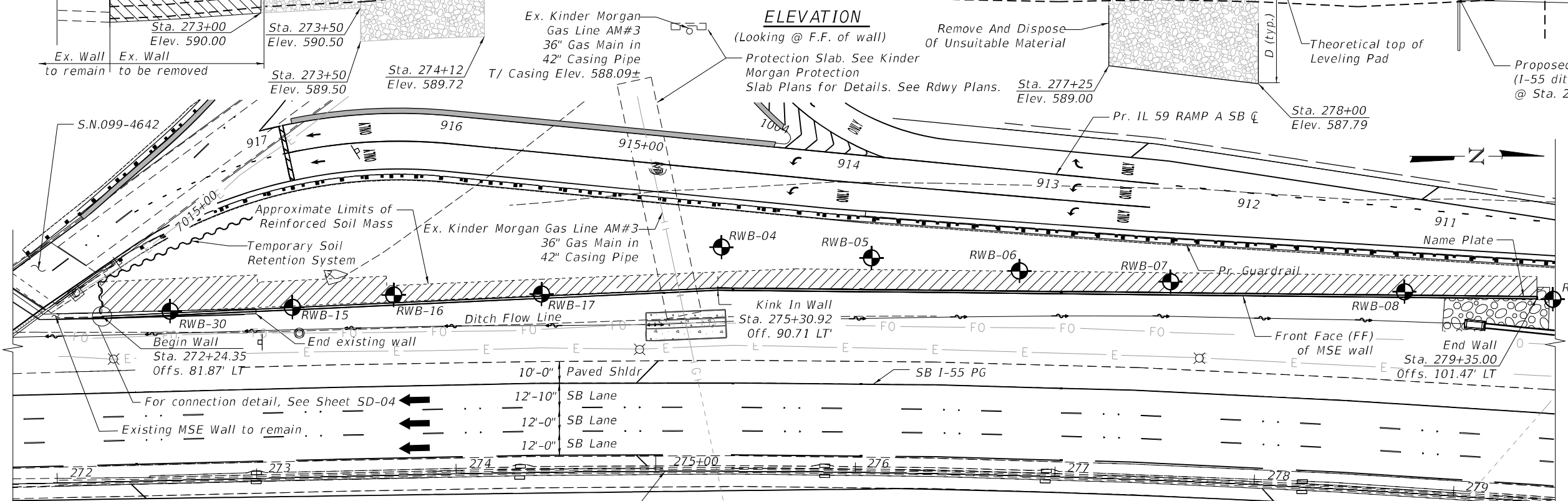
PROFILE
(SB I-55 PG)



EXPIRATION DATE 11-30-2022
DATE: 03/16/2022



ELEVATION
(Looking @ F.F. of wall)

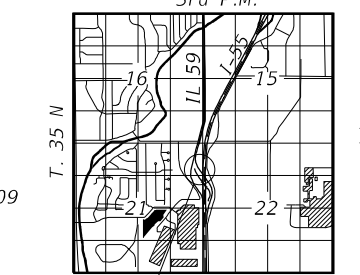


PLAN

APPROVED
For Structural Adequacy Only
[Signature]
Engineer of Bridges & Structures

Note:
Wall offsets are measured from the ϕ of I-55 to the front face of precast panels

**Approximate (Grading to be shaped around proposed culvert sloped end section)



LOCATION SKETCH

GENERAL PLAN & ELEVATION
I-55/IL 59 RETAINING WALL
F.A.I 55 INTERSTATE 55 (I-55)
SECTION 2018-075-R
WILL COUNTY
STATION 272+24.35 TO 279+35
STRUCTURE NO. 099-1003

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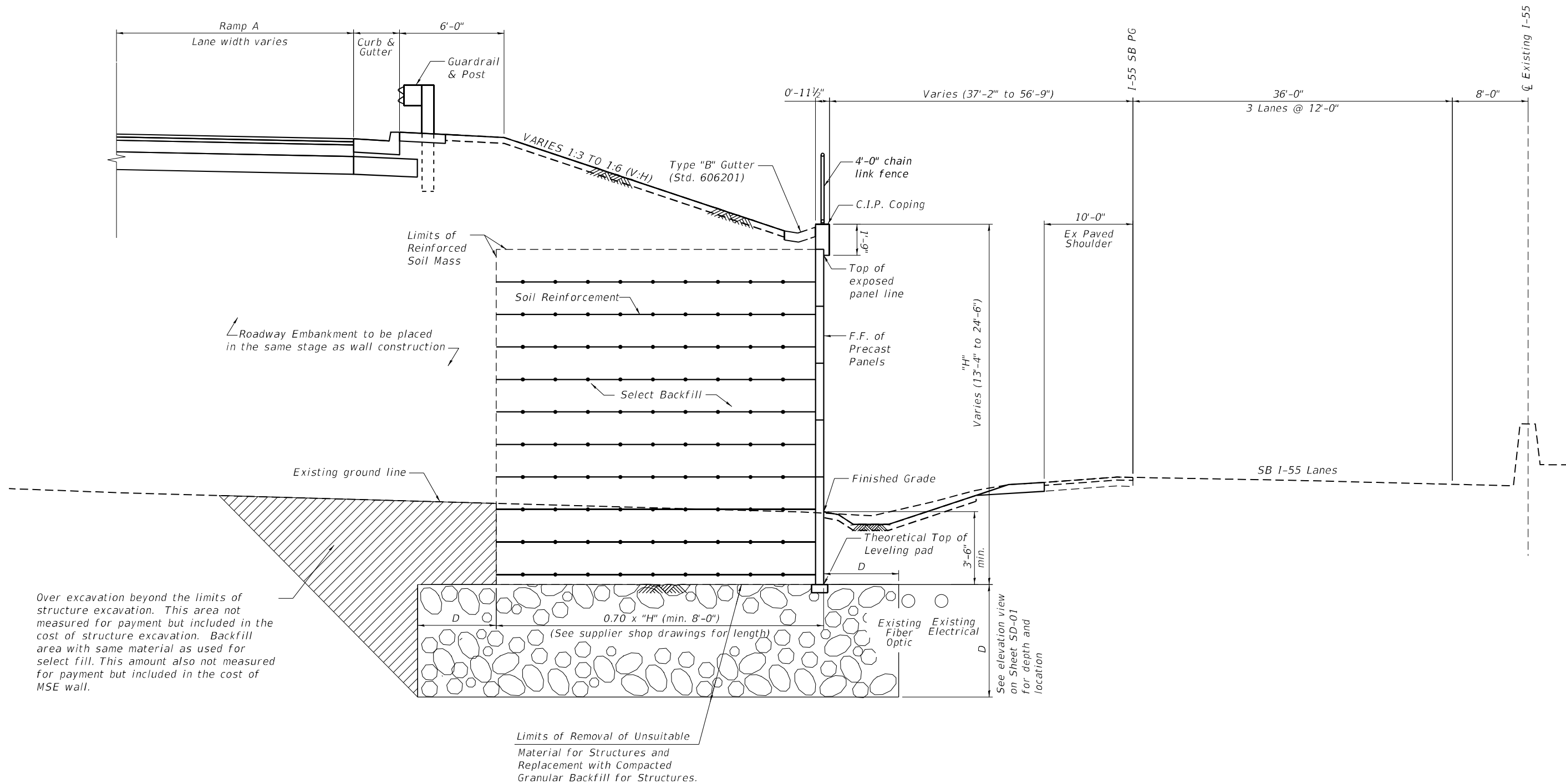
USER NAME	rashmidsoza	DESIGNED	- JPK	REVISED	-
CHECKED	- JCE	REVISIONS	-	REVISIONS	-
PLOT SCALE	- NTS	DRAWN	- JPK	REVISIONS	-
DATE	04/21/2022	CHECKED	- JCE	REVISIONS	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 099-1003
SHEET SD01 OF SD08 SHEETS

F.A./P.RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	2018-075-R	WILL	1510	1050
CONTRACT NO. 62H15				
* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				

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TYPICAL WALL SECTION
(Looking North)

NOTE:

"Granular Backfill for Structures" shall be compacted according to Article 205.06 of the Standard Specifications.



USER NAME	rashmidsouza	DESIGNED	JPK	REVISED	-
CHECKED	JCE	REVISED	-		
PLOT SCALE	NTS	DRAWN	JPK	REVISED	-
DATE	04/21/2022	CHECKED	JCE	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SECTION AND DETAILS
STRUCTURE NO. 099-1003

SHEET SD03 OF SD08 SHEETS

F.A./P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	1052
CONTRACT NO. 62H15				
* FAI 55, FAP 338		ILLINOIS	FED. AID PROJECT	



Illinois Department of Transportation
Division of Highways
GSG Consultants

SOIL BORING LOG

Page 1 of 1

Date 11/1/19

ROUTE I-55 and IL 59 DESCRIPTION Retaining Wall 5 LOGGED BY NP

SECTION 2018-075-R LOCATION I-55 SB off shoulder

COUNTY WILL DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 099-1003
Station _____

BORING NO. RWB-04
Station 275+32.73
Offset 112.32ft LT
Ground Surface Elev. 591.65 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter None ft
Upon Completion N/A ft
After N/A Hrs. N/A ft

DEPTH (ft)	BLOW COUNT (blows/ft)	UNCONFINED COMPRESSIVE STRENGTH (tsf)	MOISTURE CONTENT (%)	DESCRIPTION
0-6	2			6 inches of Topsoil
6-7	7	2.5	25	Dark Gray, Moist FILL: SILTY CLAY, trace organics
7-9	9	P		
9-588.15				
588.15-588.15	3			Very Stiff
588.15-588.15	2	2.3	28	Brown and Gray, Very Moist SILTY CLAY, trace sand and gravel (CH)
588.15-588.15	5	B		
588.15-588.65				
588.65-588.65	3			Very Stiff to Hard
588.65-588.65	5	5.2	21	Brown, Moist SILTY CLAY, trace sand and gravel (CL/ML)
588.65-588.65	8	B		
588.65-588.65	3			
588.65-588.65	4	4.2	22	
588.65-588.65	9	B		
588.65-588.65	-10			
588.65-588.65	5			
588.65-588.65	12	3.8	22	
588.65-588.65	11	B		
588.65-588.65	3			Very Stiff
588.65-588.65	6	2.9	22	Gray, Moist SILTY CLAY, trace sand (CL/ML)
588.65-588.65	8	B		
588.65-588.65	-15			
588.65-588.65	5			LIMESTONE, highly weathered
588.65-588.65	50/1"		6	Auger refusal at 16.1 feet End of Boring
588.65-588.65	-20			

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



Illinois Department of Transportation
Division of Highways
GSG Consultants

SOIL BORING LOG

Page 1 of 1

Date 10/28/19

ROUTE I-55 and IL 59 DESCRIPTION Retaining Wall 5 LOGGED BY NP

SECTION 2018-075-R LOCATION I-55 SB off shoulder

COUNTY WILL DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 099-1003
Station _____

BORING NO. RWB-05
Station 276+8.55
Offset 107.53ft LT
Ground Surface Elev. 595.60 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter None ft
Upon Completion N/A ft
After N/A Hrs. N/A ft

DEPTH (ft)	BLOW COUNT (blows/ft)	UNCONFINED COMPRESSIVE STRENGTH (tsf)	MOISTURE CONTENT (%)	DESCRIPTION
0-6	4			6 inches of Topsoil
6-8	6	2.9	24	Brown and Gray, Moist FILL: SILTY CLAY, trace sand and gravel
8-592.10				
592.10-592.10	1			Very Stiff to Hard
592.10-592.10	2	2.5	19	Brown and Gray, Moist SILTY CLAY, trace sand and gravel (CL/ML)
592.10-592.10	6	B		
592.10-592.10	4			
592.10-592.10	6	6.3	10	
592.10-592.10	8	B		
592.10-592.10	3			
592.10-592.10	5	6.7	19	
592.10-592.10	7	B		
592.10-592.10	-10			
592.10-592.10	3			Very Stiff
592.10-592.10	5	3.3	23	Gray, Moist SILTY CLAY, trace sand (CL/ML)
592.10-592.10	6	B		
592.10-592.10	4			
592.10-592.10	6	2.9	20	
592.10-592.10	7	B		
592.10-592.10	-15			
592.10-592.10	4			Medium Dense
592.10-592.10	6		18	Gray, Moist SILTY LOAM, trace sand and gravel (ML)
592.10-592.10	5			
592.10-592.10	2			
592.10-592.10	4		19	
592.10-592.10	8			
592.10-592.10	-20			

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



Illinois Department of Transportation
Division of Highways
GSG Consultants

SOIL BORING LOG

Page 1 of 1

Date 10/28/19

ROUTE I-55 and IL 59 DESCRIPTION Retaining Wall 5 LOGGED BY NP

SECTION 2018-075-R LOCATION I-55 SB off shoulder

COUNTY WILL DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 099-1003
Station _____

BORING NO. RWB-06
Station 276+79.52
Offset 102.60ft LT
Ground Surface Elev. 595.40 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 574.4 ft
Upon Completion N/A ft
After N/A Hrs. N/A ft

DEPTH (ft)	BLOW COUNT (blows/ft)	UNCONFINED COMPRESSIVE STRENGTH (tsf)	MOISTURE CONTENT (%)	DESCRIPTION
0-4	2			4 inches of Topsoil
4-5	4	2.1	26	Brown and Gray, Very Moist FILL: SILTY CLAY, trace sand and gravel
5-574.40				
574.40-574.40	4			LIMESTONE, highly weathered and fractured
574.40-574.40	10		14	
574.40-574.40	27			
574.40-574.40				Auger refusal at 23.0 feet End of Boring
574.40-574.40	2			Very Stiff to Hard
574.40-574.40	3	2.3	25	Brown and gray, Moist to Very Moist SILTY CLAY, trace sand and gravel (CL/ML)
574.40-574.40	5	B		
574.40-574.40	3			
574.40-574.40	6	3.1	10	
574.40-574.40	7	B		
574.40-574.40	3			
574.40-574.40	5	4.6	21	
574.40-574.40	8	B		
574.40-574.40	-10			
574.40-574.40	3			Hard
574.40-574.40	6	5.6	21	Gray, Moist SILTY CLAY, trace sand and gravel (CL/ML)
574.40-574.40	8	B		
574.40-574.40	2			
574.40-574.40	6	4.4	21	
574.40-574.40	9	B		
574.40-574.40	-15			
574.40-574.40	5			Medium Dense
574.40-574.40	7		23	Gray, Very Moist SILTY LOAM, trace sand (ML)
574.40-574.40	9			
574.40-574.40	4			
574.40-574.40	4		23	
574.40-574.40	5			
574.40-574.40	-20			

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

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BBS, form 137 (Rev. 8-99)



USER NAME: rshmidouza
DESIGNED: AS
CHECKED: JCE
PLOT SCALE: NTS
DATE: 03/16/2022

DESIGNED: AS
CHECKED: JCE
DRAWN: AS
CHECKED: JCE

REVISED: -
REVISED: -
REVISED: -
REVISED: -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS - SHEET 1 OF 3
STRUCTURE NO. 099-1003

SHEET SD06 OF SD08 SHEETS

F.A./P.RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2018-075-R	WILL	1510	1055
CONTRACT NO. 62H15				
* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				



SOIL BORING LOG

ROUTE I-55 and IL 59 DESCRIPTION Retaining Wall 5 LOGGED BY NP
SECTION 2018-075-R LOCATION I-55 SB off shoulder
COUNTY WILL DRILLING METHOD HSA HAMMER TYPE AUTO

Table with columns for Depth (ft), Blows (B), Unconfined Compressive Strength (UCS) (tsf), Moisture Content (M) (%), and Soil Description. Includes data for various soil layers like 'Dense Gray, Moist SAND AND GRAVEL' and 'LIMESTONE, highly weathered'.

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



SOIL BORING LOG

ROUTE I-55 and IL 59 DESCRIPTION Retaining Wall 5 LOGGED BY NP
SECTION 2018-075-R LOCATION I-55 SB off shoulder
COUNTY WILL DRILLING METHOD HSA HAMMER TYPE AUTO

Table with columns for Depth (ft), Blows (B), Unconfined Compressive Strength (UCS) (tsf), Moisture Content (M) (%), and Soil Description. Includes data for layers like 'Stiff Gray, Moist SILTY CLAY' and 'Hard Gray, Moist SILTY CLAY'.

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



SOIL BORING LOG

ROUTE I-55 and IL 59 DESCRIPTION Retaining Wall 5 LOGGED BY NP
SECTION 2018-075-R LOCATION I-55 SB off shoulder
COUNTY WILL DRILLING METHOD HSA HAMMER TYPE AUTO

Table with columns for Depth (ft), Blows (B), Unconfined Compressive Strength (UCS) (tsf), Moisture Content (M) (%), and Soil Description. Includes data for layers like 'Very Stiff to Hard Gray, Moist SILTY CLAY' and 'Hard Gray, Moist SILTY CLAY'.

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

MODEL: D:\routel\1\Barnes\p\01\Documents\072009\07246_00\Eng_Docs_Phase1\1\Structures\07246_00\0991003_Landmass_Roadwork\1\Final\0991003-62H15-SD07-1.dwg



Table with columns: USER NAME (rshmidouza), DESIGNED (AS), CHECKED (JCE), DRAWN (AS), DATE (03/16/2022), REVISED (empty).

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS - SHEET 2 OF 3 STRUCTURE NO. 099-1003 SHEET SD07 OF SD08 SHEETS

Table with columns: F.A./P.RTE., SECTION (2018-075-R), COUNTY (WILL), TOTAL SHEETS (1510), SHEET NO. (1056), CONTRACT NO. (62H15), FAI 55, FAP 338, ILLINOIS, FED. AID PROJECT.



SOIL BORING LOG

ROUTE I-55 and IL 59 DESCRIPTION Retaining Wall 5 LOGGED BY AB

SECTION 2018-075-R LOCATION 1.55 SB off shoulder

COUNTY WILL DRILLING METHOD HSA HAMMER TYPE AUTO

Table with columns for SOIL BORING LOG data including depth, blow counts, and soil descriptions.

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



SOIL BORING LOG

ROUTE I-55 and IL 59 DESCRIPTION Retaining Wall 5 LOGGED BY AB

SECTION 2018-075-R LOCATION 1.55 SB off shoulder

COUNTY WILL DRILLING METHOD HSA HAMMER TYPE AUTO

Table with columns for SOIL BORING LOG data including depth, blow counts, and soil descriptions.

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



SOIL BORING LOG

ROUTE I-55 and IL 59 DESCRIPTION Retaining Wall 5 LOGGED BY AB

SECTION 2018-075-R LOCATION 1.55 SB off shoulder

COUNTY WILL DRILLING METHOD HSA HAMMER TYPE AUTO

Table with columns for SOIL BORING LOG data including depth, blow counts, and soil descriptions.

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



SOIL BORING LOG

ROUTE I-55 and IL 59 DESCRIPTION Retaining Wall 5 LOGGED BY TEK

SECTION 2018-075-R LOCATION 1.55 SB off shoulder

COUNTY WILL DRILLING METHOD HSA HAMMER TYPE AUTO

Table with columns for SOIL BORING LOG data including depth, blow counts, and soil descriptions.

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

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Table with columns for USER NAME, DESIGNED, CHECKED, PLOT SCALE, DATE, REVISED, etc.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS - SHEET 3 OF 3 STRUCTURE NO. 099-1003

Table with columns for F.A./P.RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO., etc.

Benchmark: BM 302 set 2" diameter aluminum disc in bridge wall at NW corner of existing NB IL-59 ramp bridge over I-55. EL. 625.225.

Existing Structure: Existing Retaining Wall S.N. 099-W023 was constructed in 2008 under Project ACIM-055-6(232)255, Section (26, 26HB-1&114) R-2. The cantilevered, cast-in-place concrete retaining wall on spread footing is 153'-0" long and has a maximum height of 12'-10 1/2" measured from top of wall to bottom of footing. The existing retaining wall is to be partially removed and buried behind the proposed wall.

Traffic on Seil Road is to be maintained during construction.

No Salvage.

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

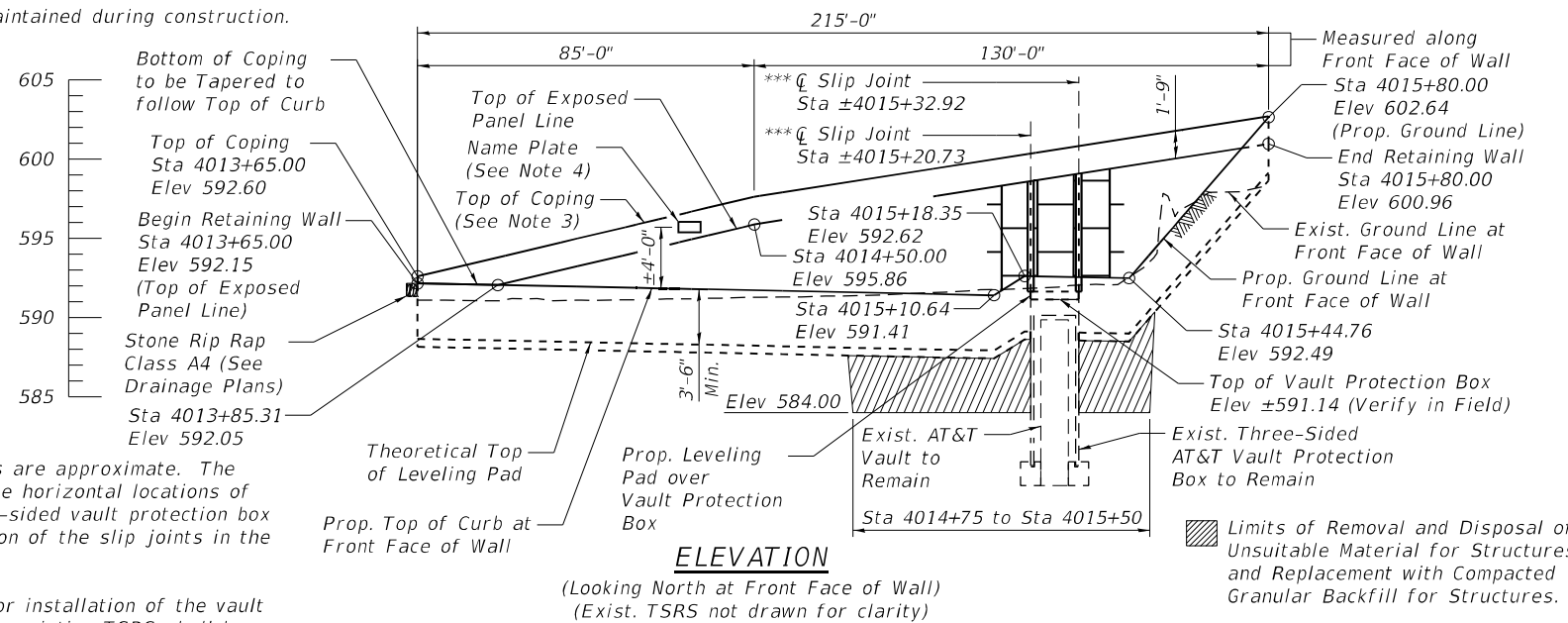
DESIGN STRESSES

FIELD UNITS
 f'c = 3,500 psi
 fy = 60,000 psi (Reinforcement)

PRECAST UNITS
 f'c = 4,500 psi

NOTES:

1. Stations and Offsets are Measured from Exist. \bar{C} Seil Road to the Front Face of the Retaining Wall.
2. See Roadway Plans for Seil Road, AT&T Utility Driveway and Grading Details.
3. Chain Link Fence, 4' Attached to Structure not shown for clarity.
4. Name Plate shall be installed level across the coping and at approx. 4' above ground elevation, which occurs at approx. Sta. 4014+33.75.



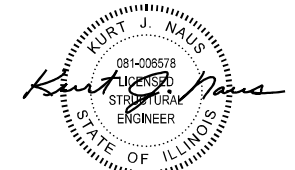
*** Stations of the \bar{C} of slip joints are approximate. The Contractor shall field verify the horizontal locations of the outside edges of the three-sided vault protection box to determine the correct location of the slip joints in the MSE wall panels.

**** Exist. TSRS was constructed for installation of the vault protection box. Portions of the existing TSRS shall be removed in this contract. See Sheets SE-06 & SE-07 for details. Cost included in Removal of Temporary Soil Retention System.

LEGEND

- A — Exist. Aerial Line
- G — Exist. Gas Line
- W — Exist. Water Line
- L — Exist. Lighting Line
- E — Exist. Electric Line
- FO — Exist. Fiber Optic Line
- T — Exist. Telephone Line
- CTV — Exist. Cable Television Line
- S — Exist. Sanitary Sewer
- ST — Exist. Storm Sewer
- x — x — x — Exist. Fence
- P — Prop. Storm Sewer
- Prop. Inlet
- Prop. Catch Basin
- ⊙ Prop. Manhole
- ⊗ Prop. Soil Boring

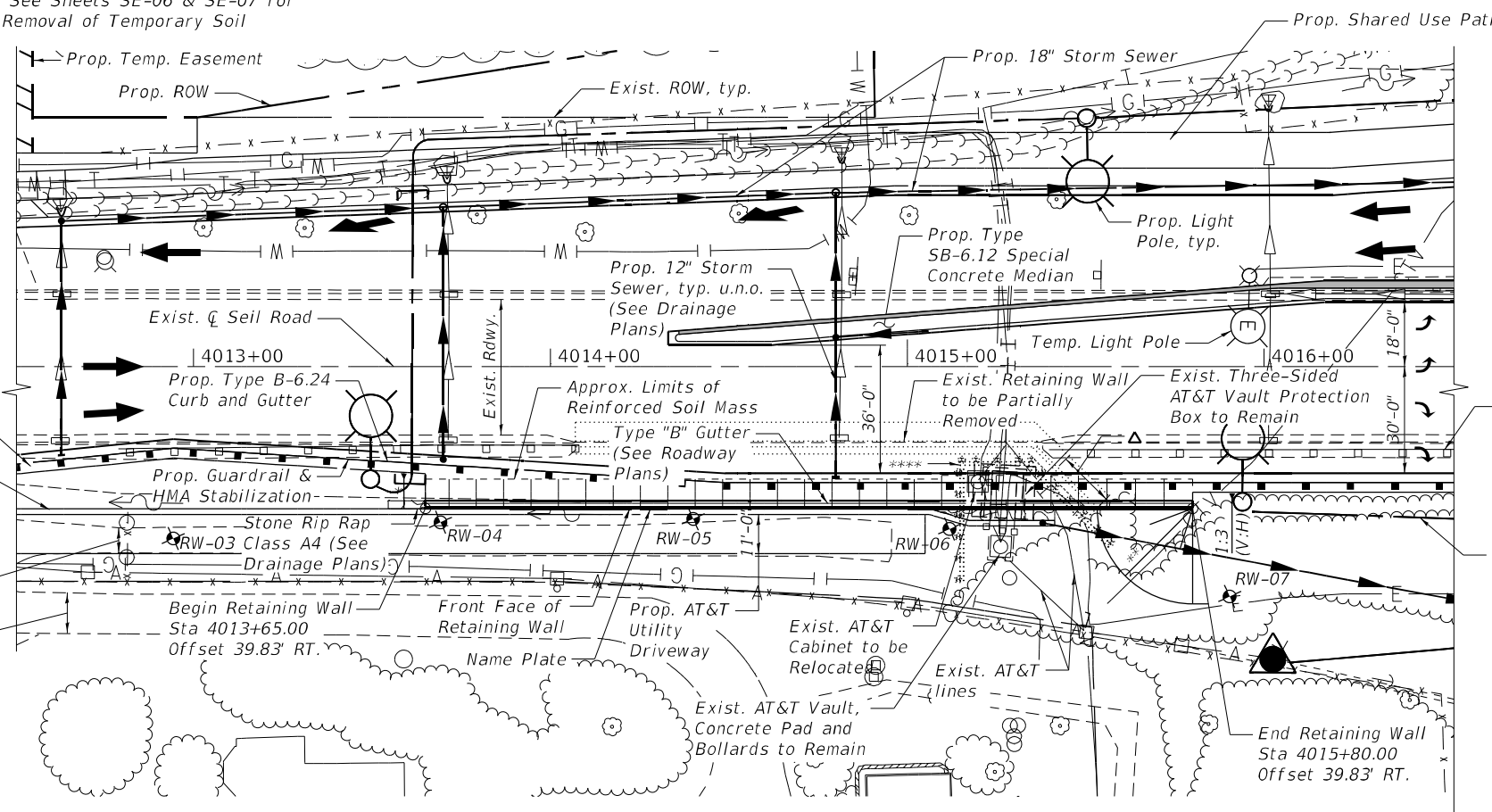
APPROVED
 For Structural Adequacy Only
 [Signature]
 Engineer of Bridges & Structures



EXPIRATION DATE 11-30-2022
 DATE: 03/16/2022

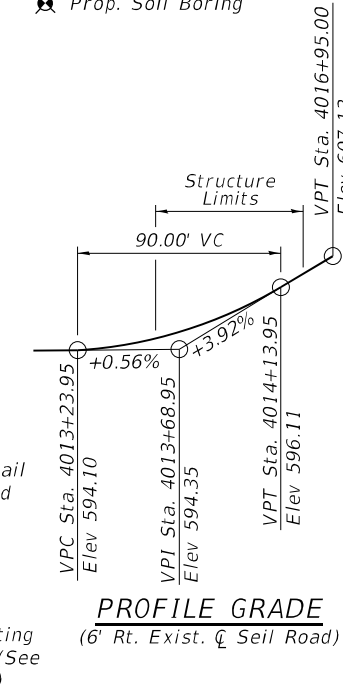
SEIL ROAD
 STA. 4013+65 to 4015+80
 BUILT 202- BY
 STATE OF ILLINOIS
 SEC. 2018-075-R
 LOADING HL-93
 STR. NO. 099-1004

NAME PLATE
 See Std. 515001

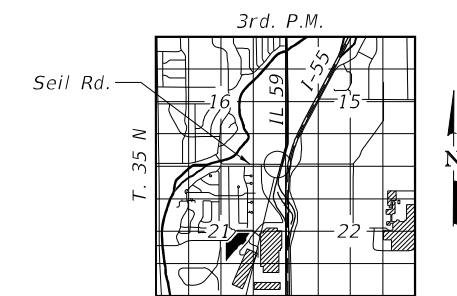


PLAN

* 1:8 (V:H) & Var.
 ** ±1:3 (V:H)



PROFILE GRADE
 (6' Rt. Exist. \bar{C} Seil Road)



LOCATION SKETCH

GENERAL PLAN AND ELEVATION
SEIL ROAD
SECTION NO. 2018-075-R
WILL COUNTY
STATION 4013+65.00 TO 4015+80.00
STRUCTURE NO. 099-1004



USER NAME: kskinder	DESIGNED - SLV	REVISIONS
	CHECKED - KJN	REVISIONS
	DRAWN - SLV	REVISIONS
	CHECKED - KJN	REVISIONS
DATE: 03/16/2022		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET SE-01 OF SE-10 SHEETS

F.A./P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2018-075-R	WILL	1510	1058
CONTRACT NO. 62H15				
FAI 55, FAP 338		ILLINOIS	FED. AID PROJECT	

GENERAL NOTES

1. Reinforcement bars designated (E) shall be epoxy coated.
2. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
3. The cost of the concrete and the reinforcing steel required for the coping shall be included in the cost of "Mechanically Stabilized Earth Retaining Wall".
4. All exposed concrete edges shall have a 3/4" x 45° chamfer, except where shown otherwise. Chamfer on vertical edges shall be continued a minimum of one foot below finished ground level.

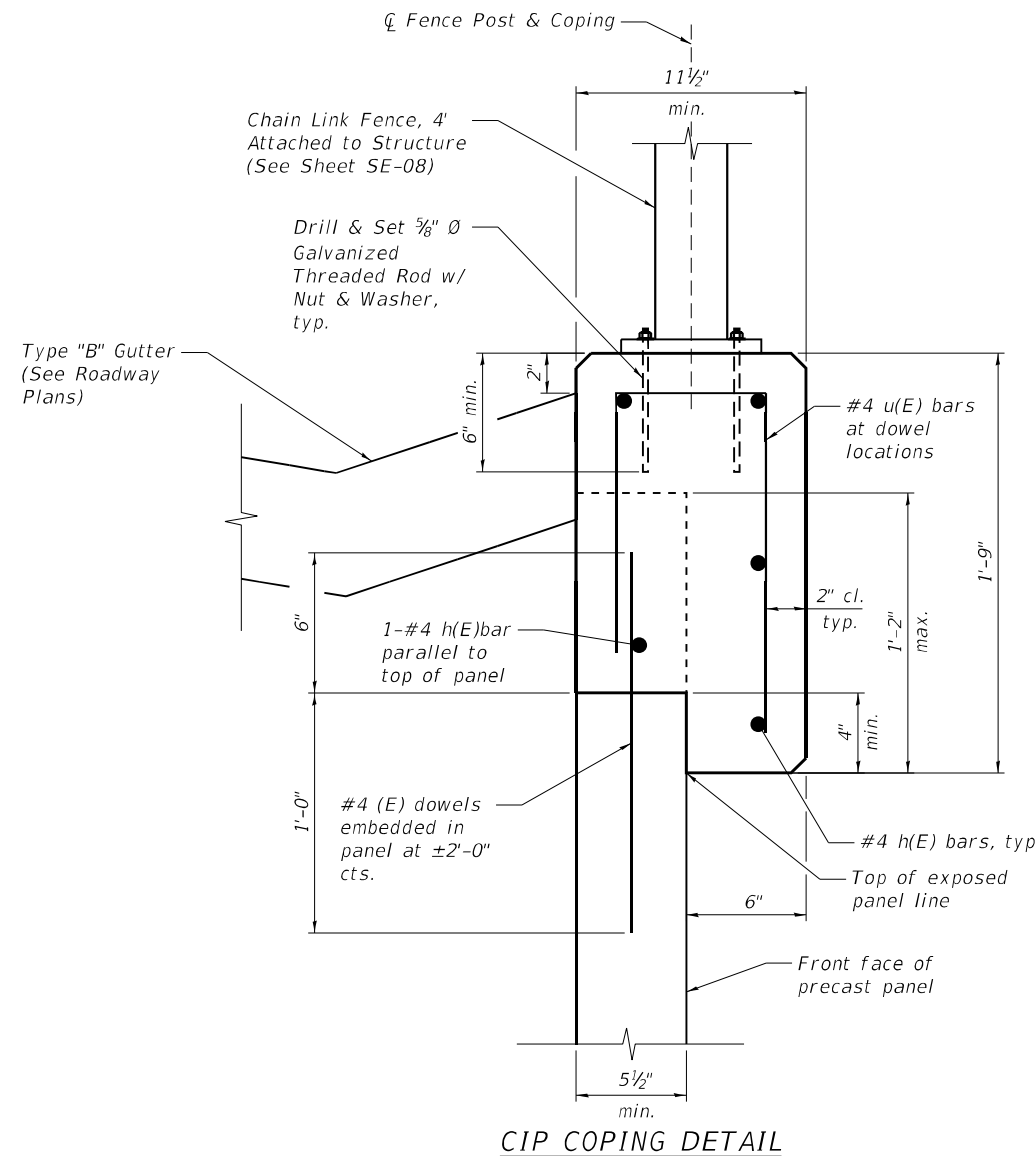
INDEX OF SHEETS

- SE-01 General Plan and Elevation
- SE-02 General Notes, Bill of Material and Index of Sheets
- SE-03 Typical Wall Section (1 of 2)
- SE-04 Typical Wall Section (2 of 2)
- SE-05 Removal Details (1 of 3)
- SE-06 Removal Details (2 of 3)
- SE-07 Removal Details (3 of 3)
- SE-08 Chain Link Fence Details
- SE-09 Soil Boring Logs (1 of 2)
- SE-10 Soil Boring Logs (2 of 2)

For Existing Retaining Wall (SN 099-W023)
Plans, see Sheets EX-01 through EX-03
immediately following Sheet SE-10.

TOTAL BILL OF MATERIAL

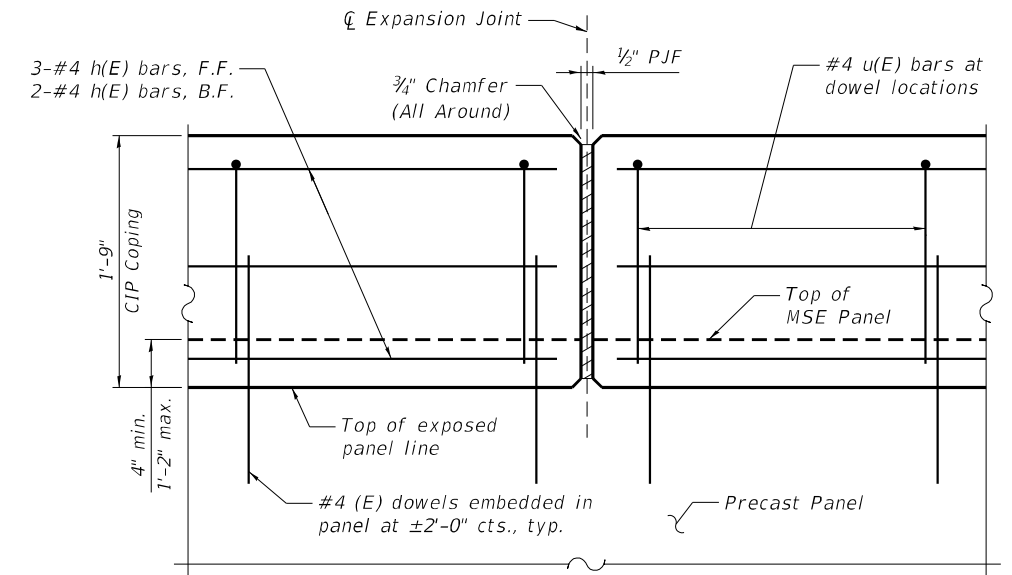
ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	60.0
Structure Excavation	Cu. Yd.	213
Removal and Disposal of Unsuitable Material for Structures	Cu. Yd.	128
Name Plates	Each	1
Mechanically Stabilized Earth Retaining Wall	Sq. Ft.	1,538
Granular Backfill for Structures	Cu. Yd.	128
Removal of Temporary Soil Retention System	Sq. Ft.	113
Chain Link Fence, 4' Attached to Structure	Foot	215



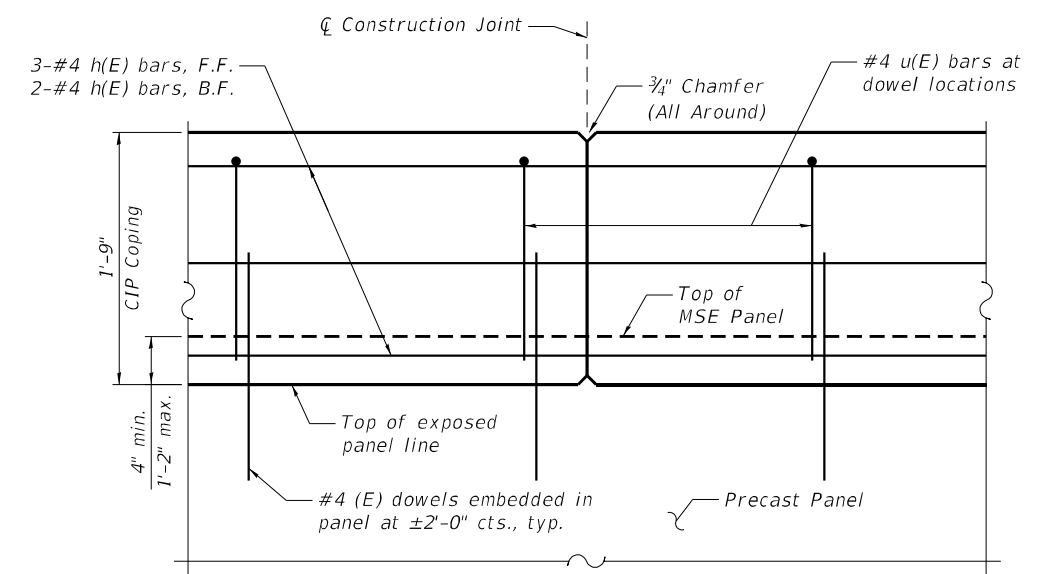
MINIMUM BAR LAP
(Coping)
#4 bar = 2'-11"

NOTE:

Coping reinforcement bars may be adjusted to miss fence base plate threaded rods.



COPING EXPANSION JOINT - ELEVATION
(Provide expansion joints at a max. spacing of 90'-0")



COPING CONSTRUCTION JOINT - ELEVATION
(Provide construction joints at a max. spacing of 30'-0")

MODEL: General Notes
 FILE: \\BENESCH\pub\benesch\comb\benesch\p-01\Documents\10789\10748\08\Eng_Docs_Phase1\1\Structures\Wall_E\Final\052415-502-general.dgn



USER NAME	ksnikler
DESIGNED	SLV
CHECKED	KJN
DRAWN	SLV
CHECKED	KJN
DATE	03/16/2022

DESIGNED	SLV	REVISED	-
CHECKED	KJN	REVISED	-
DRAWN	SLV	REVISED	-
CHECKED	KJN	REVISED	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

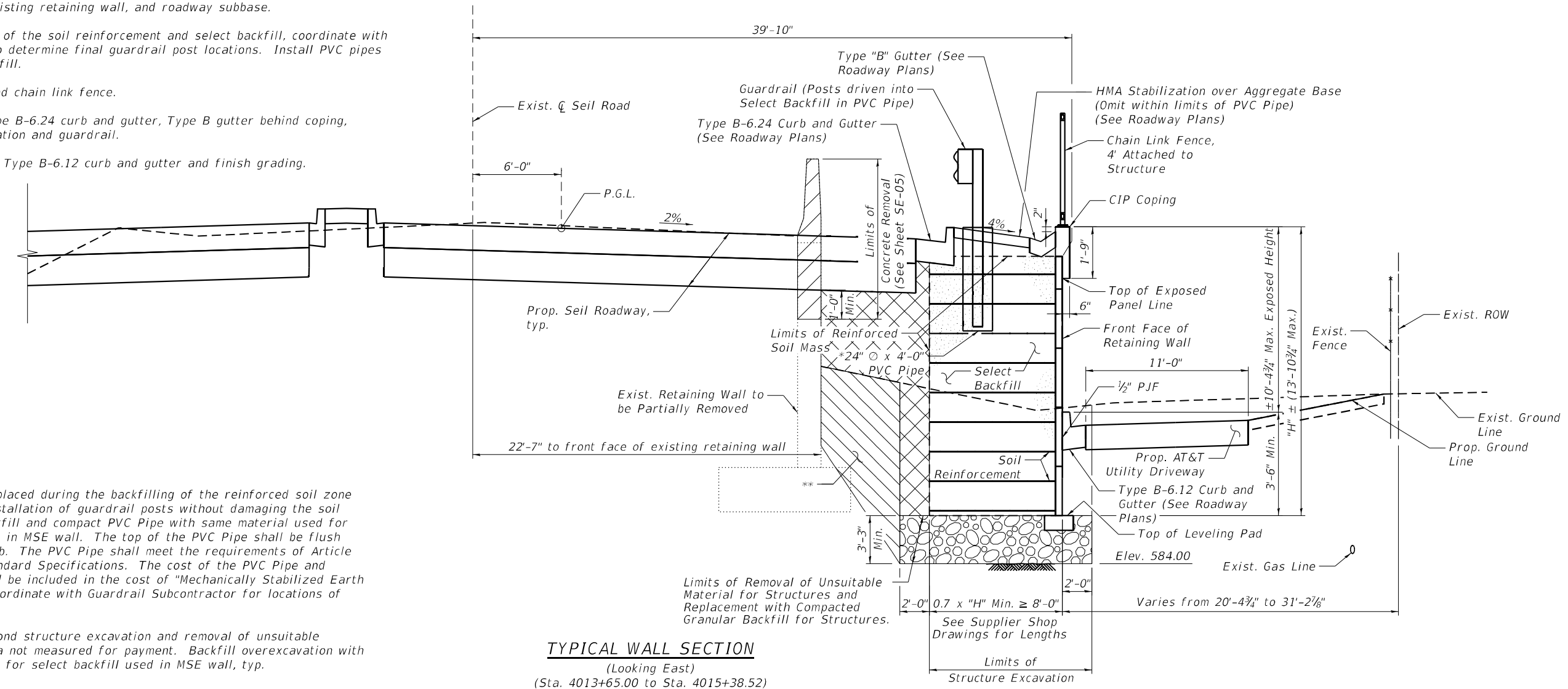
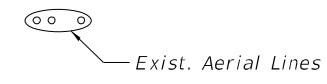
**GENERAL NOTES, BILL OF MATERIAL AND INDEX OF SHEETS
STRUCTURE NO. 099-1004**

SHEET SE-02 OF SE-10 SHEETS

F.A.I.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	1059
CONTRACT NO. 62H15				
* FAI 55, FAP 338		ILLINOIS	FED. AID PROJECT	

SUGGESTED CONSTRUCTION SEQUENCE

1. Shift traffic to WB lanes per Stage 2 MOT.
2. Remove existing EB pavement and portions of existing retaining wall (SN 099-W023).
3. Coordinate with AT&T and locate and stake limits of existing AT&T vault and three-sided protection box which must be protected throughout construction.
4. Excavate in front of existing retaining wall, including limits of structure excavation, overexcavation beyond structure excavation and removal of unsuitable material.
5. Remove portions of Temporary Soil Retention System that were left in place from a prior contract. See Sheet SE-06.
6. Place and compact granular backfill for structures.
7. Install leveling pad, MSE wall panels, soil reinforcement, select backfill, backfill between back of select backfill and existing retaining wall, and roadway subbase.
8. In conjunction with placement of the soil reinforcement and select backfill, coordinate with the guardrail subcontractor to determine final guardrail post locations. Install PVC pipes and fill them with select backfill.
9. Install CIP concrete coping and chain link fence.
10. Install roadway pavement, Type B-6.24 curb and gutter, Type B gutter behind coping, aggregate base, HMA stabilization and guardrail.
11. Install AT&T Utility Driveway, Type B-6.12 curb and gutter and finish grading.



* PVC Pipe shall be placed during the backfilling of the reinforced soil zone to allow for the installation of guardrail posts without damaging the soil reinforcement. Backfill and compact PVC Pipe with same material used for select backfill used in MSE wall. The top of the PVC Pipe shall be flush with the top of curb. The PVC Pipe shall meet the requirements of Article 1040.03 of the Standard Specifications. The cost of the PVC Pipe and select backfill shall be included in the cost of "Mechanically Stabilized Earth Retaining Wall". Coordinate with Guardrail Subcontractor for locations of the PVC Pipes.

** Overexcavation beyond structure excavation and removal of unsuitable material. This area not measured for payment. Backfill overexcavation with same material used for select backfill used in MSE wall, typ.

TYPICAL WALL SECTION
(Looking East)
(Sta. 4013+65.00 to Sta. 4015+38.52)

Note:
Existing Retaining Wall starts at Sta 4014+07.00.

Limits of Structure Excavation above undercut area. Backfill with same material used for select backfill used in MSE wall. The cost of select backfill shall be included in the cost of "Mechanically Stabilized Earth Retaining Wall".

MODEL: T:\projects\107709\107709-08-Eng-Docs\Phase 1\Structures\Wall 1 & F.msh\052115-583-structure.dgn
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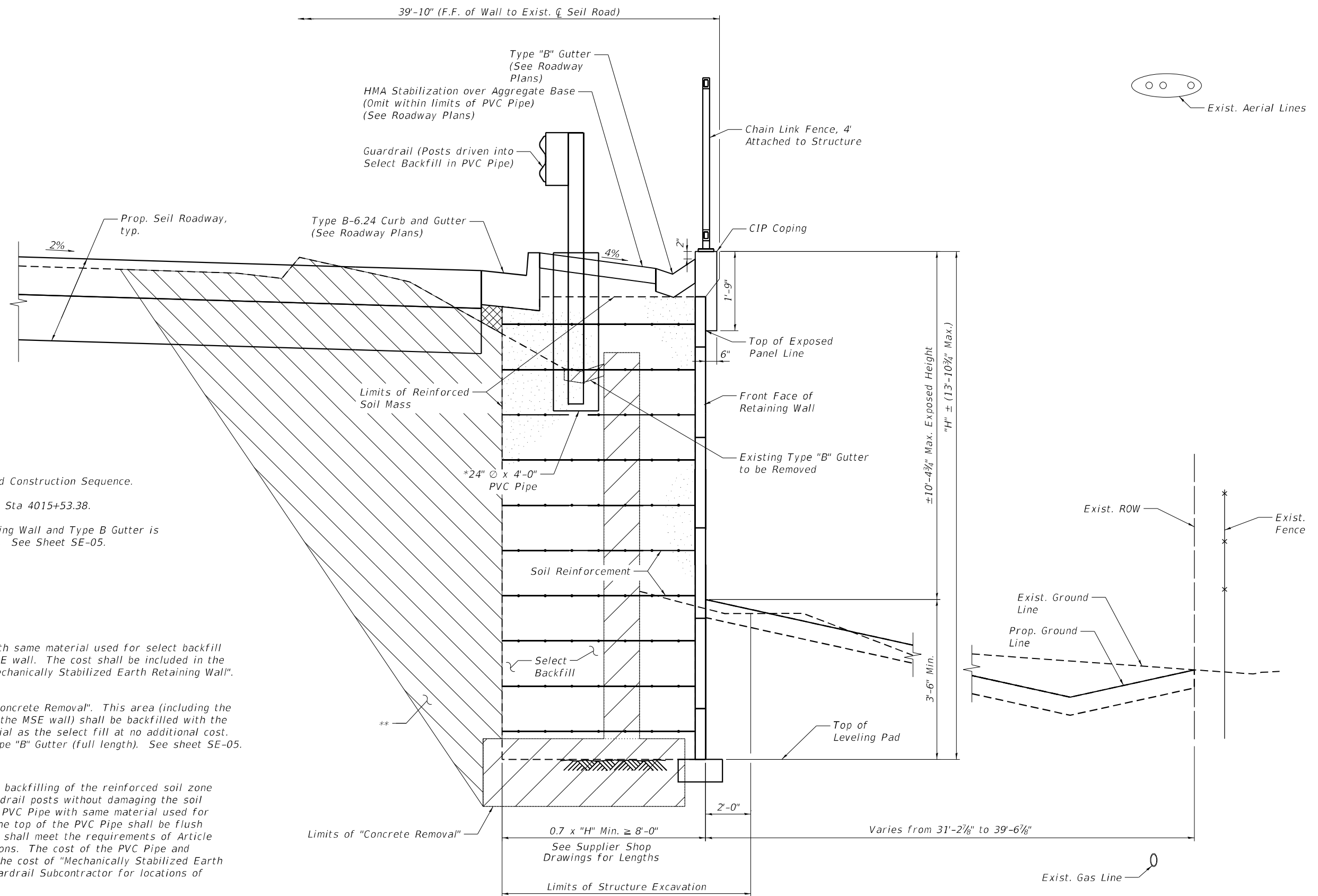


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		DRAWN	SLV	REVISED	-
DATE	03/16/2022	CHECKED	KJN	REVISED	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TYPICAL WALL SECTION (1 OF 2)
STRUCTURE NO. 099-1004**
SHEET SE-03 OF SE-10 SHEETS

F.A./IP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	1060
CONTRACT NO. 62H15				
* FAI 55, FAP 338		ILLINOIS	FED. AID PROJECT	



NOTES:

1. See Sheet SE-03 for Suggested Construction Sequence.
2. Existing Retaining wall ends at Sta 4015+53.38.
3. Removal of the Existing Retaining Wall and Type B Gutter is paid for as "Concrete Removal". See Sheet SE-05.



Backfill with same material used for select backfill used in MSE wall. The cost shall be included in the cost of "Mechanically Stabilized Earth Retaining Wall".



Limits of "Concrete Removal". This area (including the area below the MSE wall) shall be backfilled with the same material as the select fill at no additional cost. Includes Type "B" Gutter (full length). See sheet SE-05.

* PVC Pipe shall be placed during the backfilling of the reinforced soil zone to allow for the installation of guardrail posts without damaging the soil reinforcement. Backfill and compact PVC Pipe with same material used for select backfill used in MSE wall. The top of the PVC Pipe shall be flush with the top of curb. The PVC Pipe shall meet the requirements of Article 1040.03 of the Standard Specifications. The cost of the PVC Pipe and select backfill shall be included in the cost of "Mechanically Stabilized Earth Retaining Wall". Coordinate with Guardrail Subcontractor for locations of the PVC Pipes.

** Overexcavation beyond structure excavation. This area not measured for payment. Backfill overexcavation with same material used for select backfill used in MSE wall, typ.

TYPICAL WALL SECTION

(Looking East)
(Sta. 4015+38.52 to 4015+80.00)

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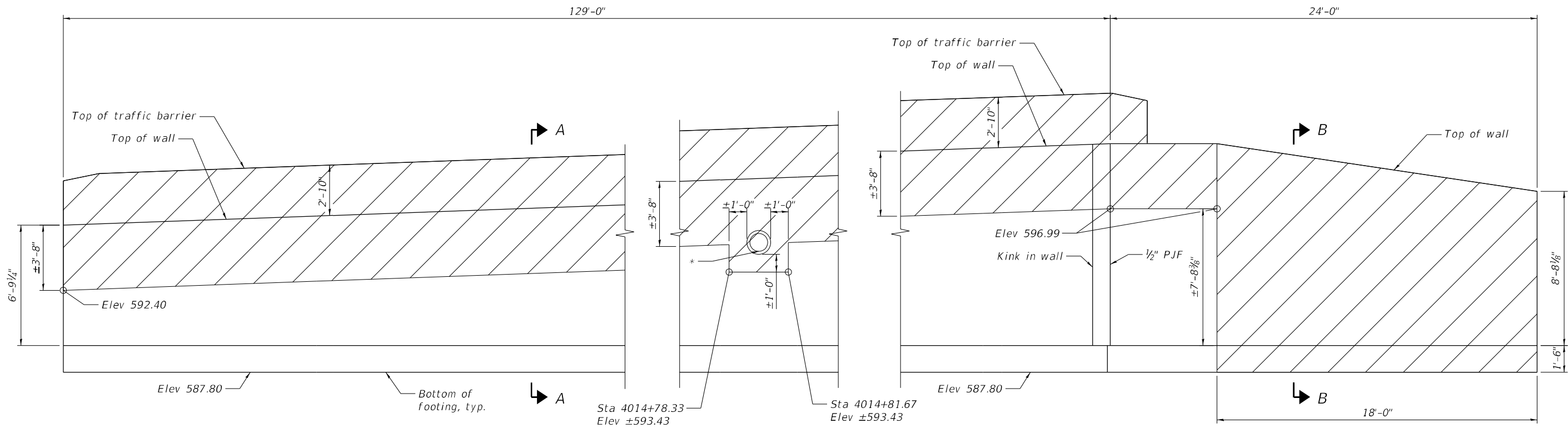
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DATE	03/16/2022				

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TYPICAL WALL SECTION (2 OF 2)
STRUCTURE NO. 099-1004**

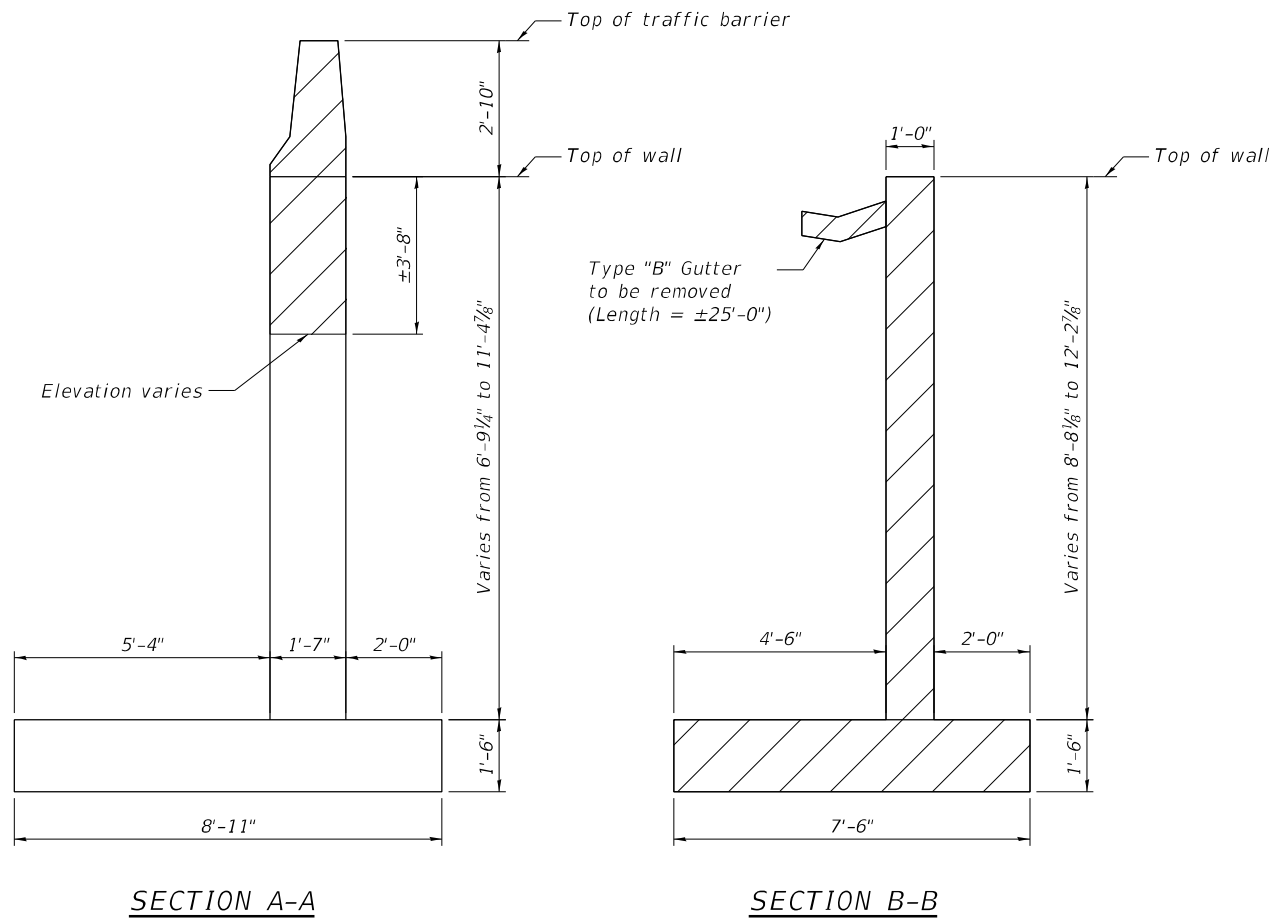
SHEET SE-04 OF SE-10 SHEETS

F.A./P.RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	1061
CONTRACT NO. 62H15				
* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				



EXISTING RETAINING WALL (SN 099-W023)
UNFOLDED ELEVATION
 (Looking North)

* Proposed 12" storm sewer, invert elev ±594.60



Limits of "Concrete Removal".
Includes Type "B" Gutter (full length).

NOTE:
For Existing Retaining Wall (SN 099-W023)
Plans, see Sheets EX-01 through EX-04.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	60.0

MODEL: Removal1.s
FILE: \\MSR\1\Benesch\pub\ban\comb\benesch.p-01\Documents\072009\0748.00\Eng_Docs_Phase II\Structures\Wall 6\Final\052115-505-removal.dgn



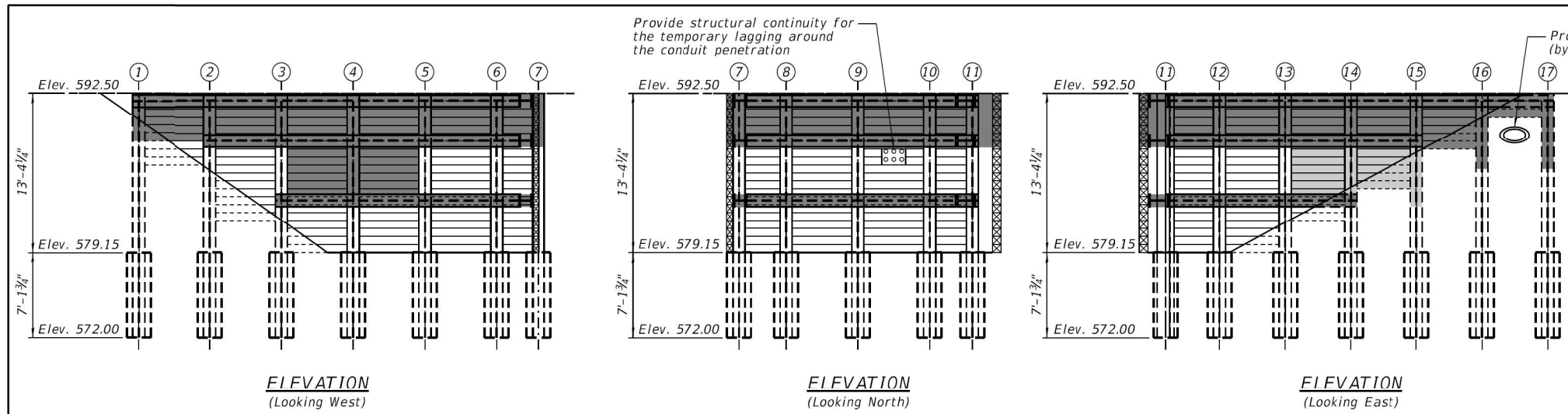
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DATE	03/16/2022				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL DETAILS (1 OF 3)
STRUCTURE NO. 099-1004

SHEET SE-05 OF SE-10 SHEETS

F.A./P.RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62H15				
* FAI 55, FAP 338		ILLINOIS	FED. AID PROJECT	

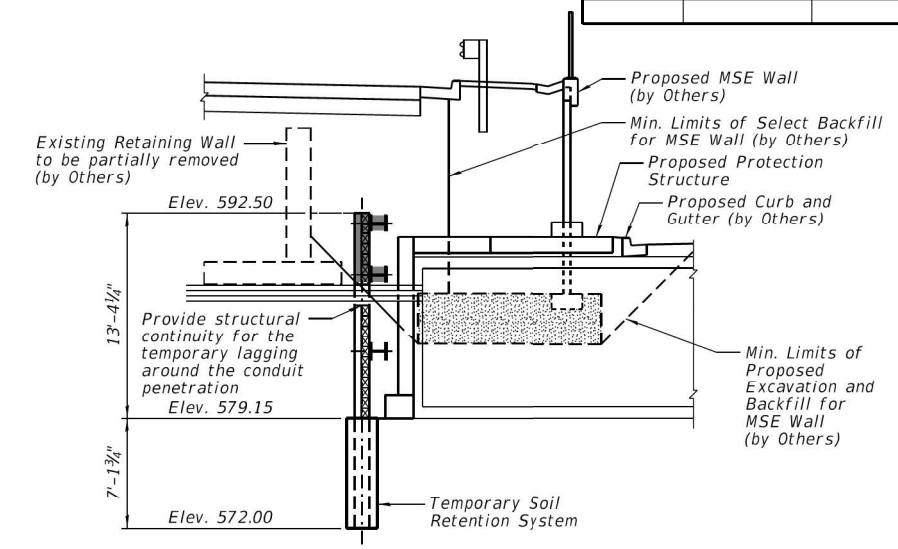
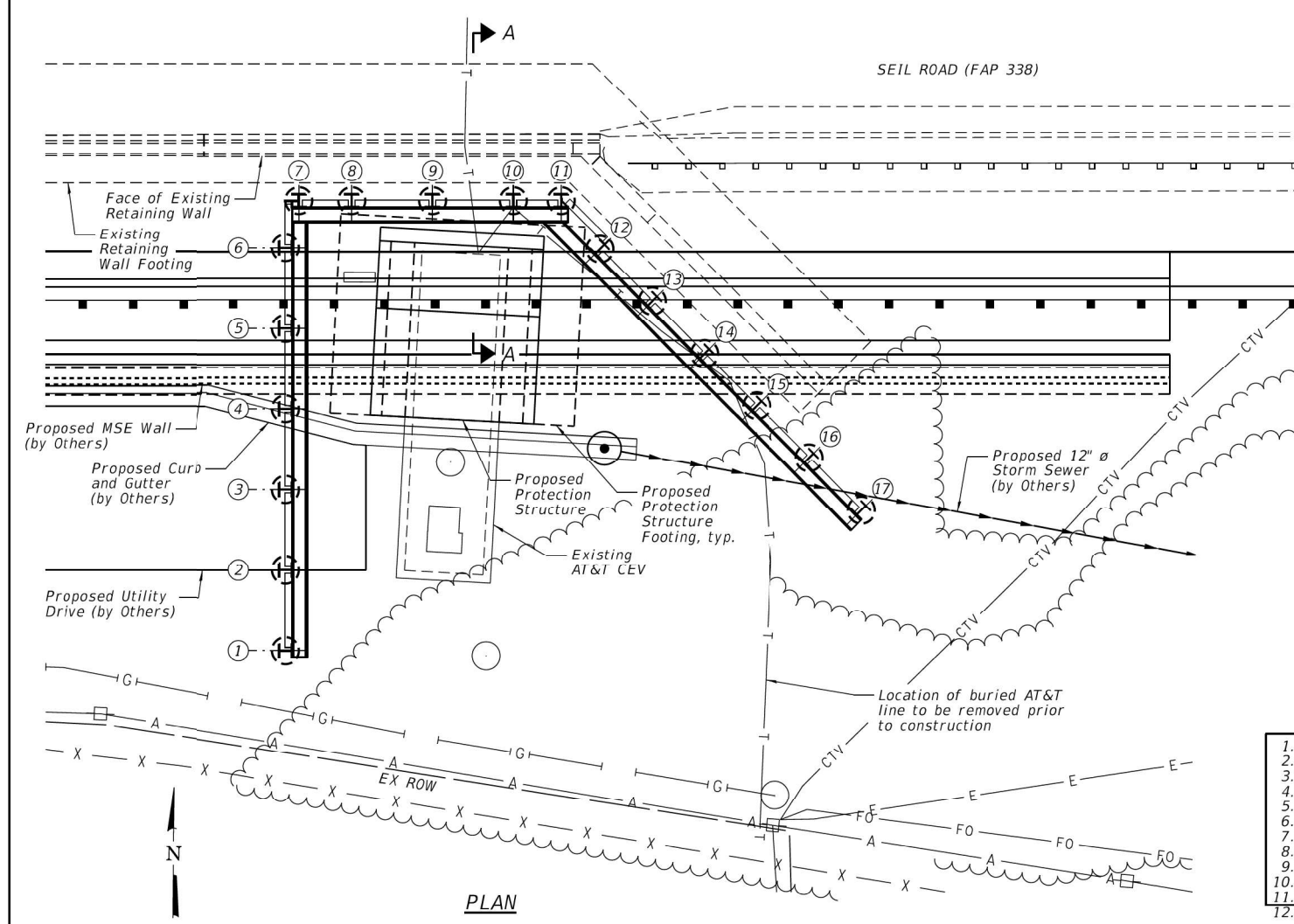


LEGEND

- Partial Removal
- Partial Removal (by Others)

PILE LOCATION TABLE

Center of Pile	Station	Offset
1	4015+14.30	59.70' Rt.
6	4015+14.30	29.70' Rt.
7	4015+15.29	26.20' Rt.
9	4015+25.23	26.20' Rt.
10	4015+31.23	26.20' Rt.
11	4015+34.79	26.20' Rt.
12	4015+37.67	29.79' Rt.
17	4015+57.11	49.24' Rt.



- SEQUENCE OF CONSTRUCTION**
- 1.) Remove buried cable located east of the Controlled Environment Vault (CEV).
 - 2.) Drill and set all soldier piles.
 - 3.) Excavate to elevation 587.5, installing timber lagging from the top down.
 - 4.) Erect all walers at elevations 591.83 and 588.50.
 - 5.) Excavate to elevation 582.5, installing timber lagging from the top down.
 - 6.) Erect all walers at elevation 583.50.
 - 7.) Excavate to maximum excavation elevation 579.15, installing timber lagging from the top down.
 - 8.) Construct CEV Protection Structure.
 - 9.) Backfill the excavation to elevation 582.5, and remove the walers at elevation 583.50.
 - 10.) From Pile 6 to Pile 15, backfill the excavation to elevation 587.5, and remove the walers at elevations 591.83 and 588.50.
 - 11.) Complete partial removal of the temporary soil retention system (see Sheet 6 of 7 for limits of partial removal).
 - 12.) Backfill the excavation to original grade.

Farnsworth GROUP 1011 WARRENVILLE ROAD, SUITE 378 Lisle, Illinois 60532 (630) 296-5877 / info@fw.com	DESIGNED - SHP	REVISED	AT&T JW4304-1 JOLIET WEST TEMPORARY SOIL RETENTION SYSTEM	STAGES OF CONSTRUCTION - PARTIAL REMOVAL			F.A.P. RTE. 33R	IDOT SECTION 2018-075-R	COUNTY WILL	TOTAL SHEETS 7	SHEET NO. 6	
	CHECKED - JCZ	REVISED		SHEET NO. 6 OF 7 SHEETS			IDOT CONTRACT NO. 62H15		ILLINOIS FED. AID PROJECT			
	DATE - 12/02/2021	DRAWN - DJM		REVISED								
		CHECKED - JML		REVISED								

FOR INFORMATION ONLY

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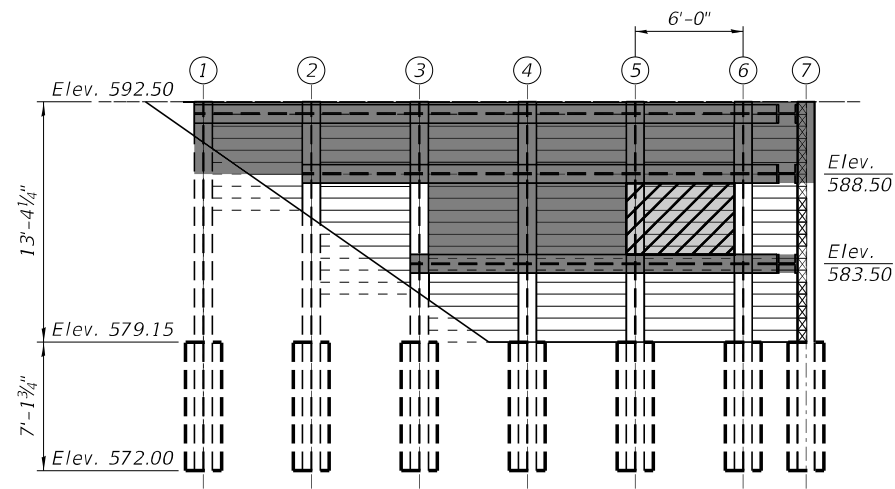
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DATE: 03/16/2022	CHECKED - KJN	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

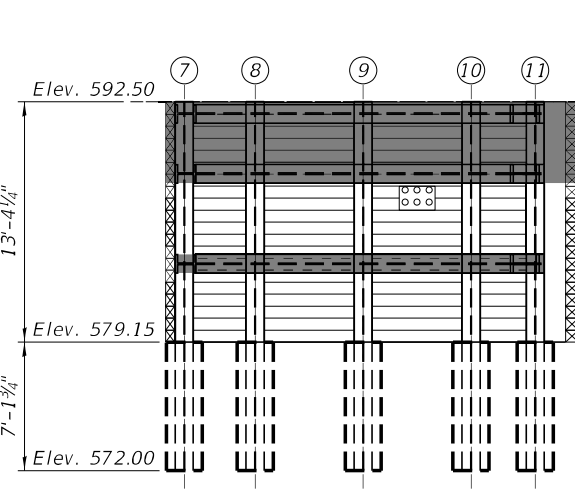
**REMOVAL DETAILS (2 OF 3)
STRUCTURE NO. 099-1004**

SHEET SE-06 OF SE-10 SHEETS

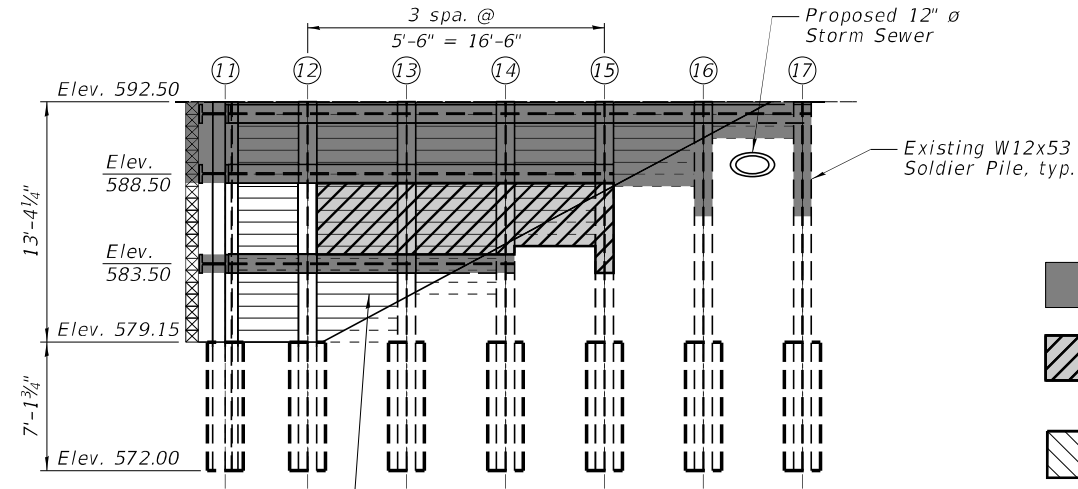
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
33R	2018-075-R	WILL	1510	1063
CONTRACT NO. 62H15				
* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				



ELEVATION
(Looking West)

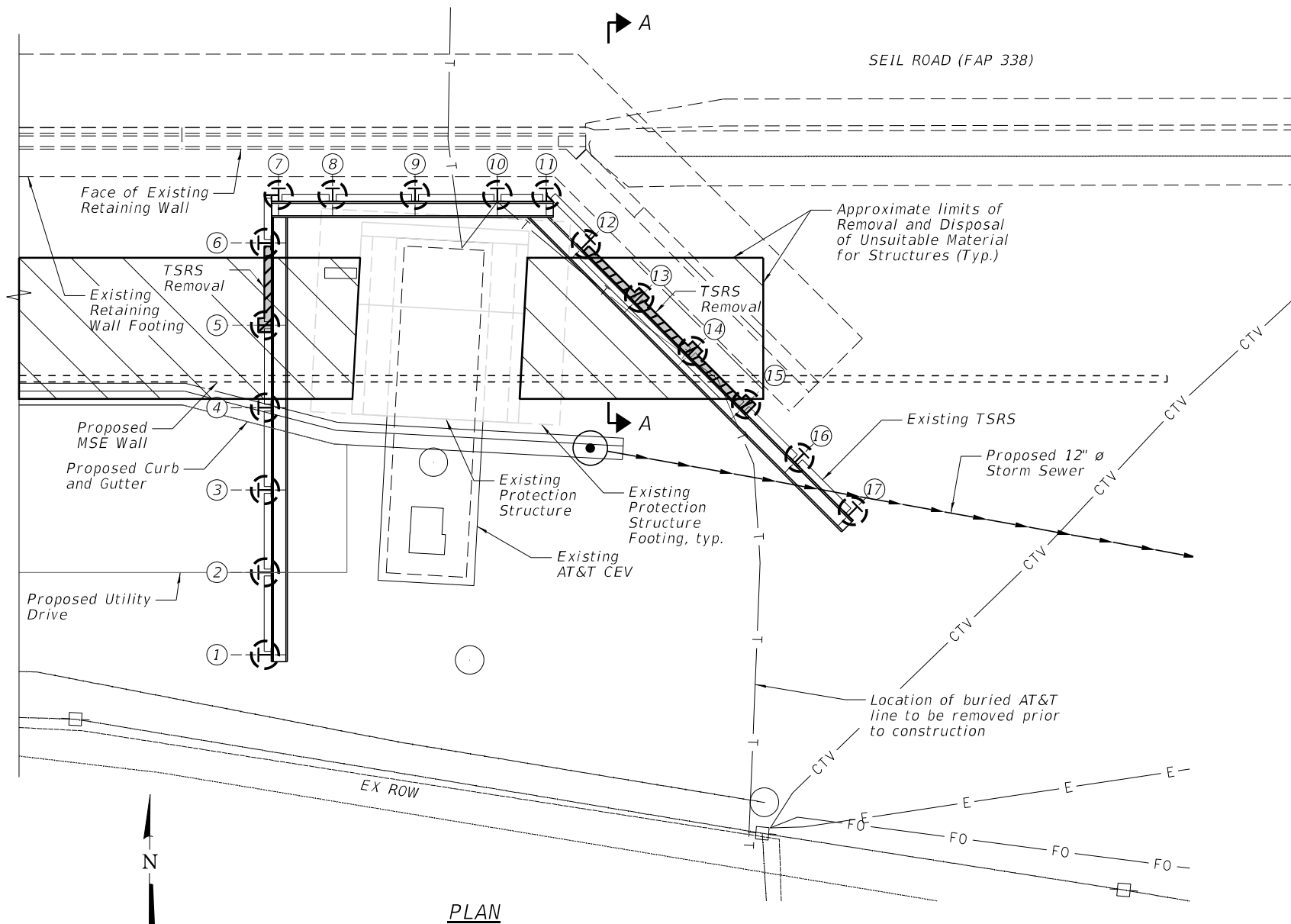


ELEVATION
(Looking North)

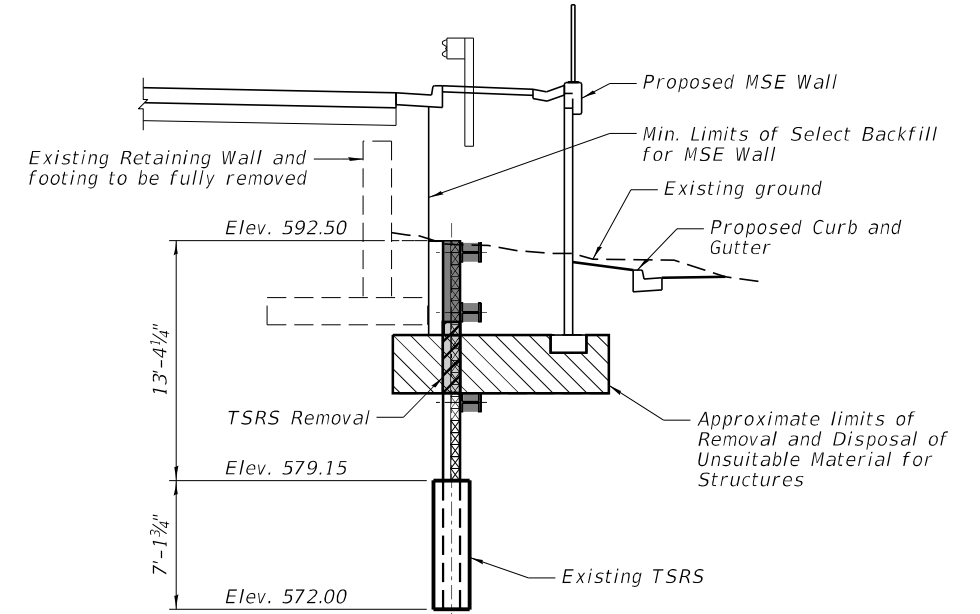


ELEVATION
(Looking East)

- LEGEND**
- Partial Removal (See Note 1)
 - Removal of Temporary Soil Retention System (TSRS)
 - Approximate limits of Removal and Disposal of Unsuitable Material for Structures



PLAN



SECTION A-A

NOTE 1:

The darker shaded areas of the TSRS are proposed to be removed (by others) prior to the start of this Contract.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Removal of Temporary Soil Retention System	Sq. Ft.	113

MODEL: Removal1.s
 FILE: \\BENESCH\pub\benesch\com\benesch\p-01\Documents\072009\072009-08\Eng_Docs_Phase II\Structures\Wall_Elevations\052415-507-removal3.dgn



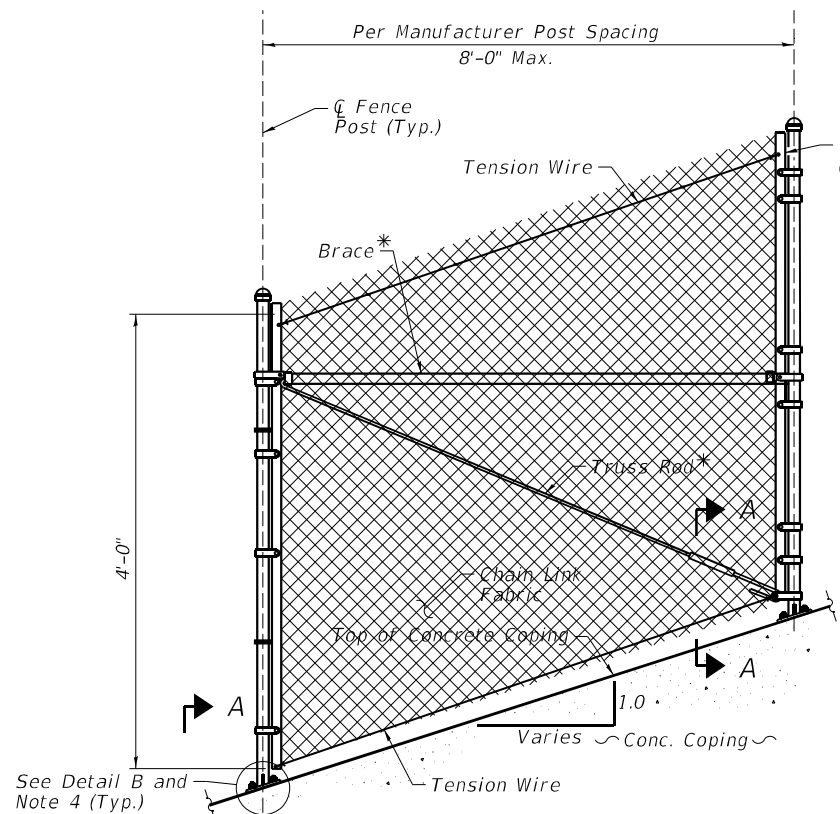
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		CHECKED	KJN	REVISED	-
DATE	03/16/2022				

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

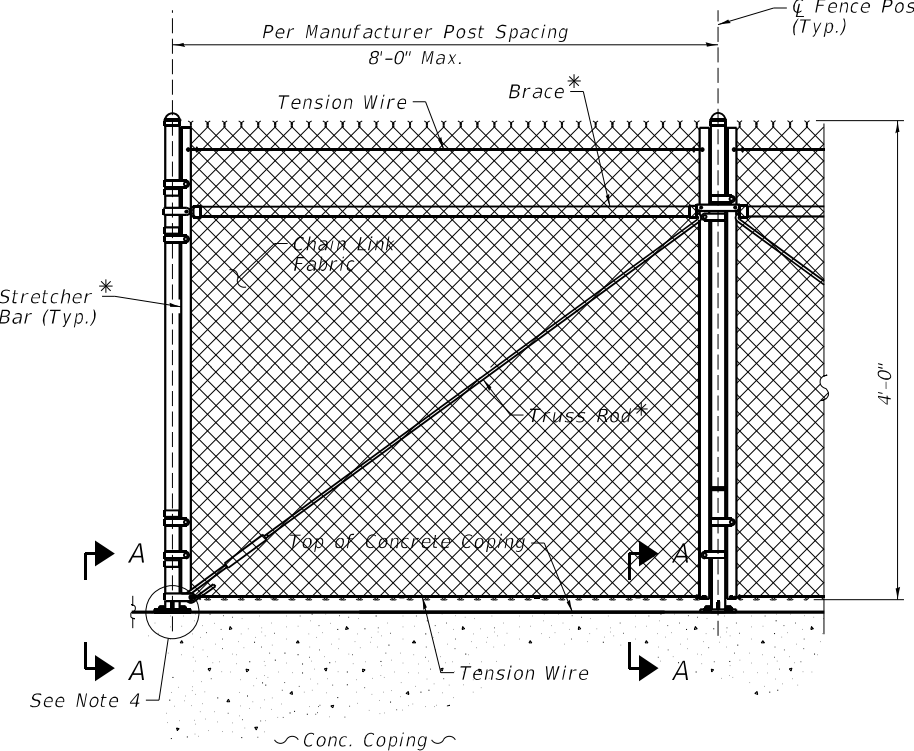
**REMOVAL DETAILS (3 OF 3)
STRUCTURE NO. 099-1004**

SHEET SE-07 OF SE-10 SHEETS

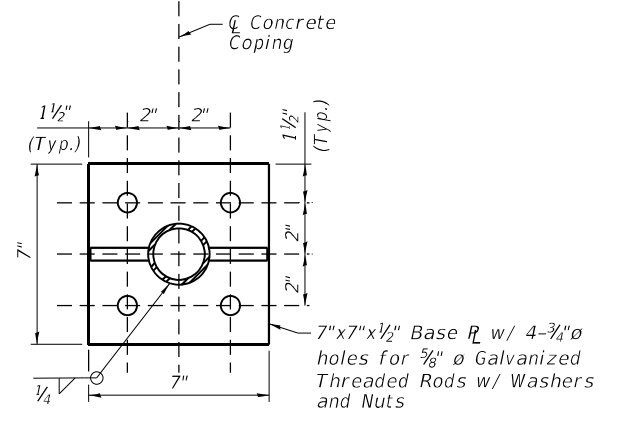
F.A./P.RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2018-075-R	WILL	1510	1064
CONTRACT NO. 62H15				
* FAI 55, FAP 338		ILLINOIS		FED. AID PROJECT



CHAIN LINK FENCE ELEVATION
(Along top of Concrete Coping)



CHAIN LINK FENCE ELEVATION
(Along top of Concrete Coping)



BASE PLATE PLAN

BASE PLATE NOTES:

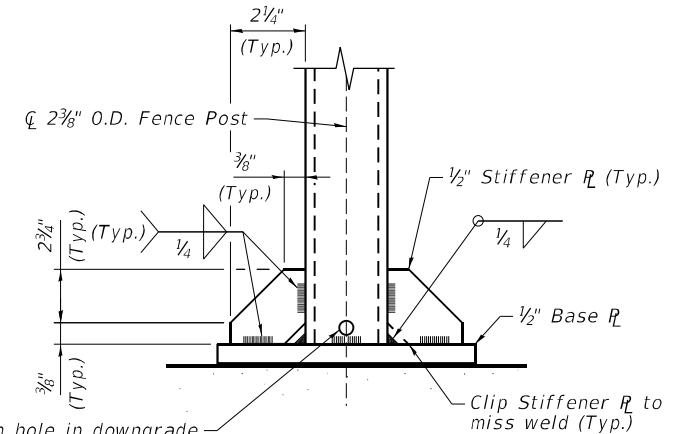
- A. Base Plates and Stiffeners shall be fabricated from material meeting the requirements of AASHTO M270 Grade 36.
- B. Base Plates, Stiffeners and Posts shall be Hot Dipped Galvanized after fabrication in accordance with AASHTO M111.
- C. All fabrication shall be per Article 505.04 of the Standard Specifications.
- D. Threaded rods shall have a minimum embedment of 6 inches and shall meet the requirements of ASTM F1554, Grade 36. The threaded rods shall be installed per Section 584 of the Standard Specifications.
- E. Threaded rods, nuts and washers shall be Hot Dipped Galvanized in accordance with AASHTO M232.

NOTES:

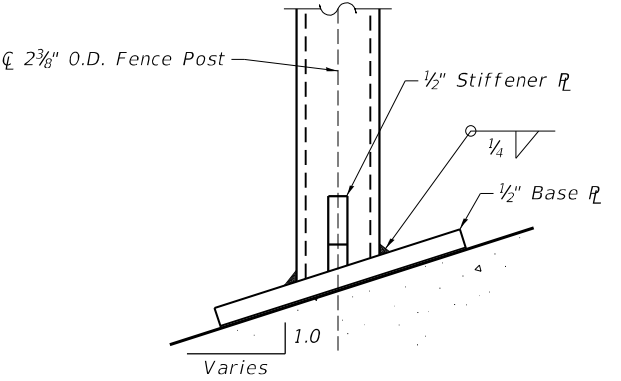
- 1. See IDOT Highway Standard Drawing 664001-02 for additional fence details.
- 2. Fence shall be continuous over concrete coping expansion joints.
- 3. Drill Drain hole to miss fillet weld and prior to galvanizing. Hole shall be drilled as close to the weld as possible.
- 4. Edge distance from a construction or expansion joint in the proposed coping to a threaded rod shall be per manufacturer's specifications.
- 5. For CIP Concrete Coping details, see Sheet SE-02.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Chain Link Fence, 4' Attached to Structure	Foot	215



SECTION A-A
(Fence Post base plate connection)



DETAIL B
(Sloped Concrete Coping Fence Post base plate connection)

MODEL: Fence
 FILE: \\Benesch-pub\ban\clm\combenech\p-01\Documents\107809\10748\08\Eng_Docs_Phase-II\Structures\Wall_6\Final\052415-588-Fence.dgn



USER NAME: ksnider	DESIGNED - SLV	REVISED -
	CHECKED - KJN	REVISED -
	DRAWN - SLV	REVISED -
	CHECKED - KJN	REVISED -
DATE: 03/16/2022		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CHAIN LINK FENCE DETAILS
STRUCTURE NO. 099-1004**

SHEET SE-08 OF SE-10 SHEETS

F.A./P.RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2018-075-R	WILL	1510	1065
CONTRACT NO. 62H15				
* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				

MODEL: Soil Borings
 FILE: \\benesch.com\benesch\p\01\Documents\10789\10789-08-Eng_Docs_Phase-II\Structures\Well_6\Final\052415-510-soil_borings-2.dgn

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

BORING LOG RW-06
 WEI Job No.: 555-16-04
 Client: **IDOT**
 Project: **I-55 at IL 59**
 Location: **Will County, IL**

Datum: NAVD 88
 Elevation: 592.08 ft
 North: 1762920.90 ft
 East: 1020682.20 ft
 Station: 4015+11.86
 Offset: 45.56 RT

Page 1 of 1

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/in)	Cu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/in)	Cu (tsf)	Moisture Content (%)
581.74	1.74-inch thick, black SILTY LOAM -TOPSOIL- Very stiff, brown and black SILTY CLAY LOAM	2.00	1	3	2.00	29							
589.1	-FILL- -RDR 2- Medium stiff, brown and gray CLAY to SILTY CLAY	0.50	2	2	0.50	26							
586.6	-RDR 2- Hard, brown and gray SILTY CLAY	5.35	3	3	5.35	20							
		5.25	4	8	5.25	22							
		4.02	5	2	4.02	22							
579.1	Medium dense, gray SILT, damp -clay lenses- -RDR 2-	NP	6	3	NP	18							
576.6	Very stiff, gray CLAY to SILTY CLAY	2.05	7	3	2.05	28							
574.8	Medium dense SAND, wet -RDR 2-	2.00	8	6	2.00	11							
571.6	Very stiff, gray SILTY LOAM to SILTY CLAY LOAM, some gravel -hard drilling, 20.0 to 20.5 feet- -AUGER REFUSAL- Boring terminated at 20.50 ft												

GENERAL NOTES		WATER LEVEL DATA	
Begin Drilling	10-03-2018	Complete Drilling	10-03-2018
Drilling Contractor	Wang Testing Services	Drill Rig	13CME55T [85%]
Driller	N&K	Logger	F. Bozga
Checked by	C. Marin	Depth to Water	NA
Drilling Method	3.25" ID HSA; auto hammer; boring grouted	The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.	
	backfilled		

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

BORING LOG RW-07
 WEI Job No.: 555-16-04
 Client: **IDOT**
 Project: **I-55 at IL 59**
 Location: **Will County, IL**

Datum: NAVD 88
 Elevation: 592.46 ft
 North: 1762902.62 ft
 East: 1020760.85 ft
 Station: 4015+90.36
 Offset: 64.49 RT

Page 1 of 1

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/in)	Cu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/in)	Cu (tsf)	Moisture Content (%)
622.23	2.23-inch thick, black SILTY LOAM -TOPSOIL- Hard, brown and gray SILTY CLAY LOAM	4.50	1	8	4.50	11							
589.5	-FILL- -RDR 2- Very stiff, brown and gray CLAY to SILTY CLAY	3.77	2	3	3.77	22							
587.0	-RDR 2- Very stiff to hard, brown and gray SILTY CLAY	2.30	3	2	2.30	17							
		NR	4	9	NR								
		4.26	5	6	4.26	22							
	-silt lenses; moist-	4.18	6	7	4.18	16							
677.0	Medium dense, gray SILT; damp -RDR 2-	0.82	7	10	0.82	31							
575.7	Medium stiff, gray CLAY to SILTY CLAY	NP	8	4	NP	13							
574.0	Medium dense to very dense, gray SILTY LOAM, little gravel; moist -RDR 2 to 4- -hard drilling, 20 to 23 feet-	NP	9	5	NP	11							
569.5	Strong, light grayish gray, very poor quality DOLOSTONE; closely spaced, fresh, horizontal joints, with <0.05 inch opening,												

GENERAL NOTES		WATER LEVEL DATA	
Begin Drilling	09-25-2018	Complete Drilling	09-25-2018
Drilling Contractor	Wang Testing	Drill Rig	D25 ATV [93%]
Driller	N&K	Logger	F. Bozga
Checked by	C. Marin	Depth to Water	NA
Drilling Method	3.25" ID HSA; auto hammer; boring grouted	The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.	
	backfilled		



USER NAME	ksnikler
DATE	03/16/2022

DESIGNED	-	SLV	REVISED	-
CHECKED	-	KJN	REVISED	-
DRAWN	-	SLV	REVISED	-
CHECKED	-	KJN	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (2 OF 2)
STRUCTURE NO. 099-1004

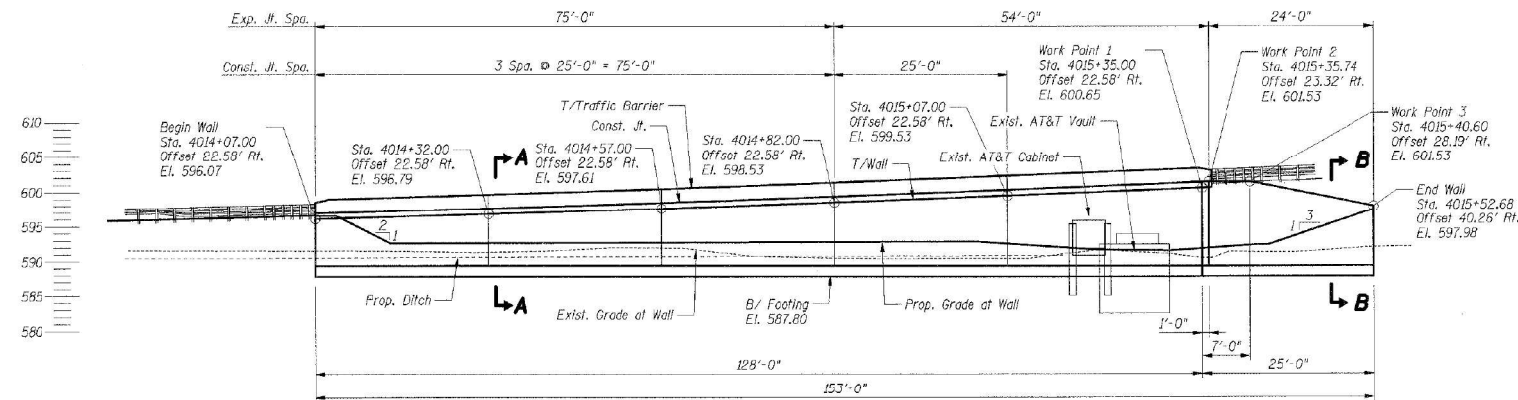
SHEET SE-10 OF SE-10 SHEETS

F.A./P.RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2018-075-R	WILL	1510	1067
CONTRACT NO. 62H15				
* FAI 55, FAP 338		ILLINOIS	FED. AID PROJECT	

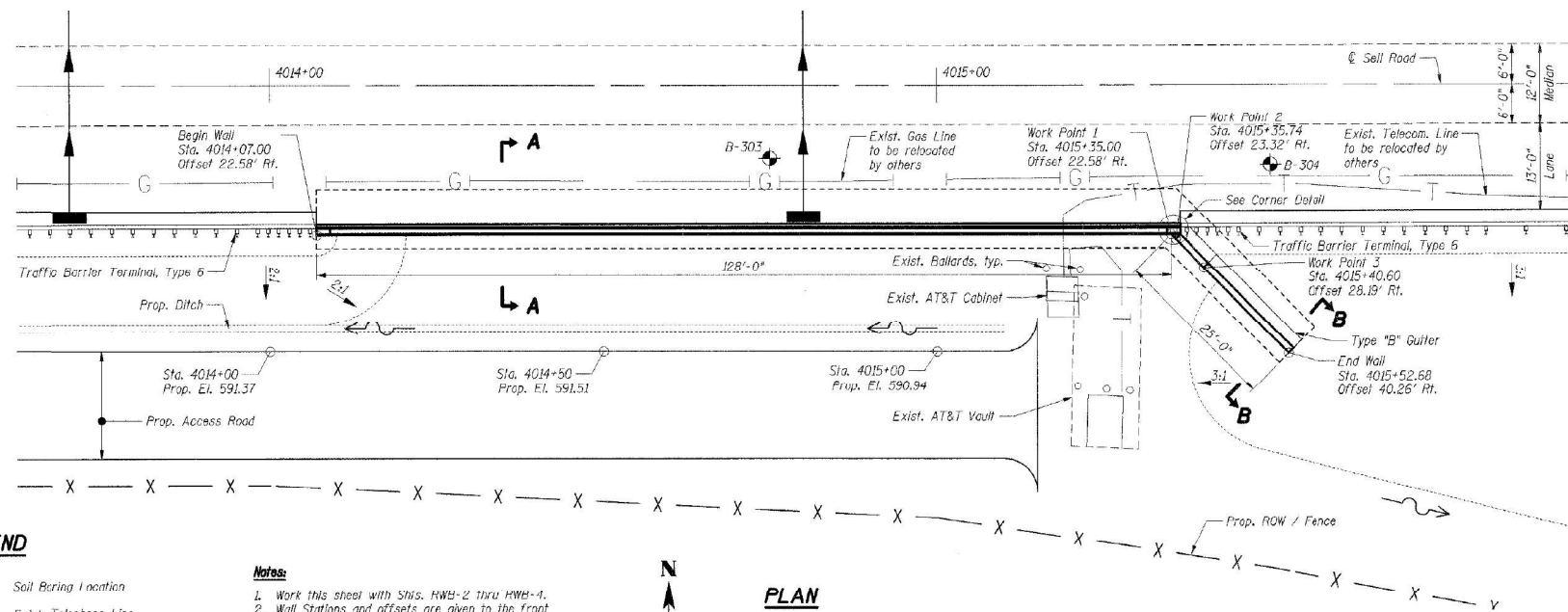
BENCHMARK: TBM#3: Square cut on top of box culvert headwall (near center of the headwall) at the northwest corner of the intersection of Seil Rd. and West Frontage Rd. Elev. 591.70

EXIST. STRUCTURE: None.

STAGING: None - traffic on Seil Road is to be re-routed on a temporary run-around. See roadway plans.



DEVELOPED ELEVATION
(Developed along Front Face of Wall)



LEGEND

- ⊕ Soil Boring Location
- T Exist. Telephone Line
- G Exist. Gas Line
- Prop. Storm Sewer
- Prop. Inlet

Notes:

1. Work this sheet with Stns. RWB-2 thru RWB-4.
2. Wall Stations and offsets are given to the front face of wall and are measured from E Seil Rd.
3. Const. J. denotes Construction Joint. Exp. J. denotes Expansion Joint.

PLAN

HIGHWAY CLASSIFICATION

SEIL ROAD
Functional Class: Urban Collector
ADT: 2,000 (1995)
3,000 (2020)
DHW: 300 (2020)
ADTT: n/a
Design Speed: 35 mph
Posted Speed: 30 mph

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges

LOADING

Apply 10k Impact to traffic barrier

DESIGN STRESSES

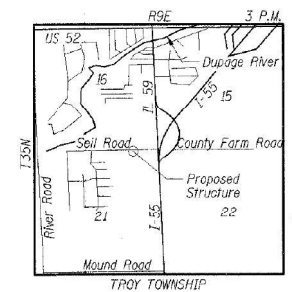
FIELD UNITS

f'a = 3,500 psi
fy = 60,000 psi (reinforcement)

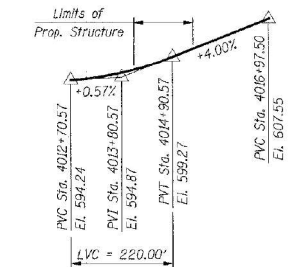
INDEX OF SHEETS

- RWB-1 GENERAL PLAN & ELEVATION
- RWB-2 PLAN & ELEVATION
- RWB-3 SECTIONS & DETAILS
- RWB-4 SOIL BORING LOGS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
59		WILL	608	377
STA. TO STA.		FED. AID PROJECT		
ED. ROAD DIST. NO. 1		ILLINOIS		
		CONTRACT NO. 60363		



LOCATION MAP



PROFILE GRADE ILLINOIS ROUTE 59
(Along E Roadway)

GENERAL NOTES

1. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60 (LL Modified). See Special Provisions.
2. Reinforcement Bars Designated (E) shall be epoxy coated.
3. Slipforming of the parapets is not allowed.

TOTAL BILL OF MATERIAL

DESCRIPTION	UNIT	TOTAL
Porous Granular Embankment (Special)	Cu. Yd.	86
Structure Excavation	Cu. Yd.	272
Concrete Structures	Cu. Yd.	150.7
Protective Coat	Sq. Yd.	54
Rustication Finish	Sq. Ft.	1,422
Reinforcement Bars, Epoxy Coated	Lbs.	15,210
Geocomposite Wall Drain	Sq. Yd.	63

SHT. RWB-1 OF RWB-4

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.P. ROUTE 338 (ILLINOIS ROUTE 59)
SEIL ROAD RETAINING WALL
SECTION (26, 26HB-1 & 114) R-2
STRUCTURE NUMBER 099-W023
STATION 4014+07 TO STATION 4015+54, WILL COUNTY
GENERAL PLAN & ELEVATION

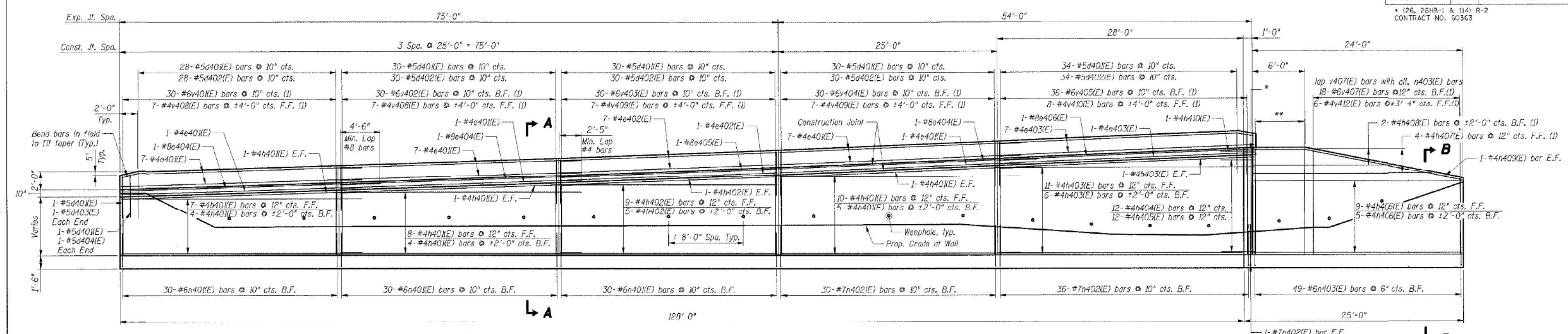
DATE: 03/14/08
DRAWN BY: MOB
CHECKED BY: [Signature]
TENG

FOR INFORMATION ONLY

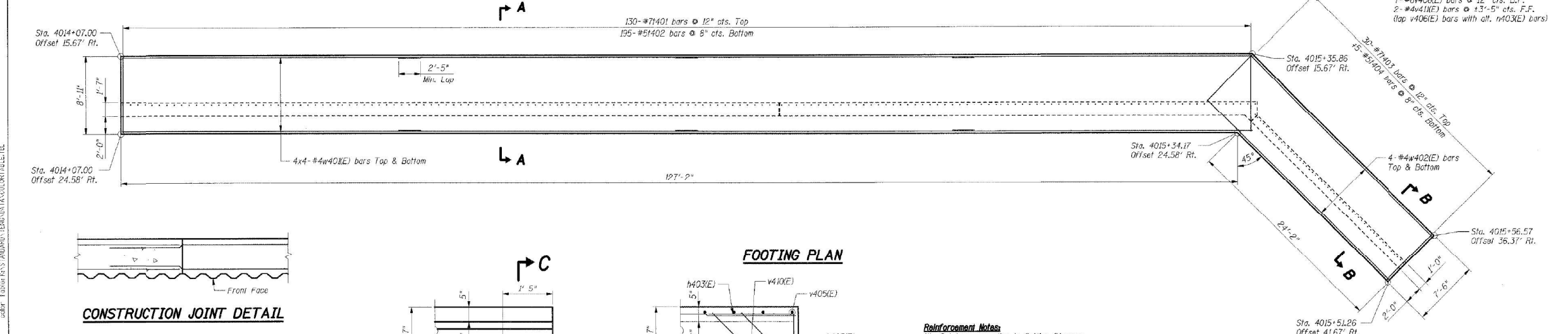
USER NAME	ksnikler	DESIGNED	SLV	REVISED	-
		CHECKED	KJN	REVISED	-
PLOT SCALE		DRAWN	SLV	REVISED	-
DATE	03/16/2022	CHECKED	KJN	REVISED	-

F.A.I.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 62H15		
		FAI 55, FAP 338 ILLINOIS FED. AID PROJECT		

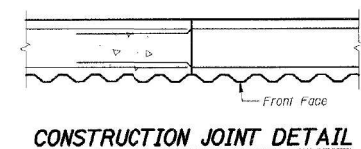
F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
59	WILL	ILLINOIS	608	378
STA.	TO STA.			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
* 126, 26HB-1 & 114) R-2				
CONTRACT NO. 60363				



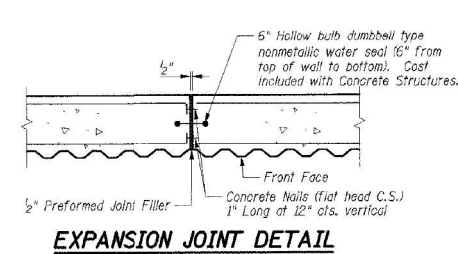
DEVELOPED ELEVATION



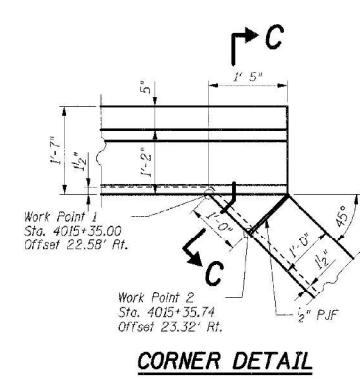
FOOTING PLAN



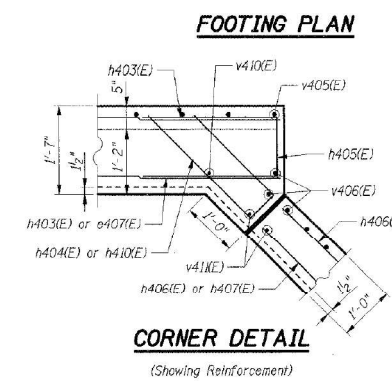
CONSTRUCTION JOINT DETAIL



EXPANSION JOINT DETAIL



CORNER DETAIL
(Showing Dimensions & Work Points)



CORNER DETAIL
(Showing Reinforcement)

Reinforcement Notes
(1) Cut bars according to Cutting Diagram.

- Notes**
1. Work this sheet with sheets RWB-1 & RWB-3
 2. Bars indicated thus: 4x2-#5 etc. indicate 4 lines of bars with 2 lengths per line.
 3. E.F. indicates Each Face.
 4. B.F. indicates Back Face.
 5. F.F. indicates Front Face.
 6. Const. Jt. denotes Construction Joint.
 7. Exp. Jt. denotes Expansion Joint.

SHT. RWB-2 OF RWB-4	
REVISIONS	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.P. ROUTE 338 ILLINOIS ROUTE 59)
 SEIL ROAD RETAINING WALL
 SECTION (26, 26HB-1 & 114) R-2
 STRUCTURE NUMBER 099-W023
 STATION 4014+07 TO STATION 4015+54, WILL COUNTY

PLAN & ELEVATION

DATE: 03/14/08
 DRAWN BY: WDB
 CHECKED BY: **TENG**

FOR INFORMATION ONLY

MODEL: Existing Plans
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 pen table: N/A



USER NAME	ksnikler	DESIGNED	SLV	REVISED	-
CHECKED	KJN	CHECKED	KJN	REVISED	-
PLOT SCALE	-	DRAWN	SLV	REVISED	-
DATE	03/16/2022	CHECKED	KJN	REVISED	-

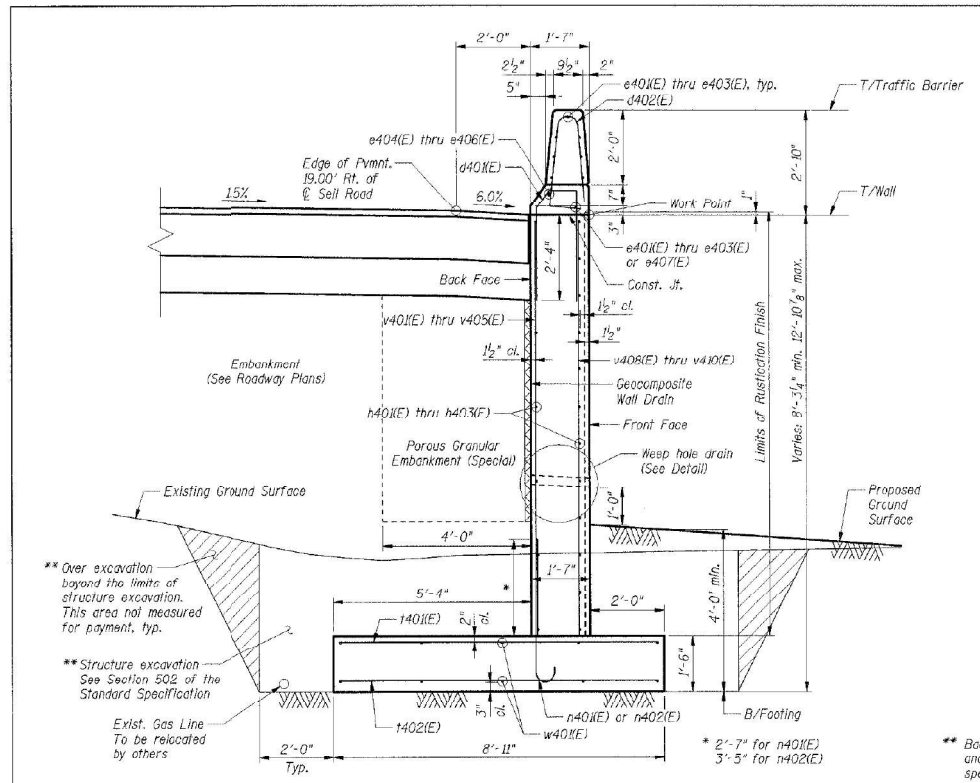
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING PLANS (2 OF 3)
 STRUCTURE NO. 099-W023

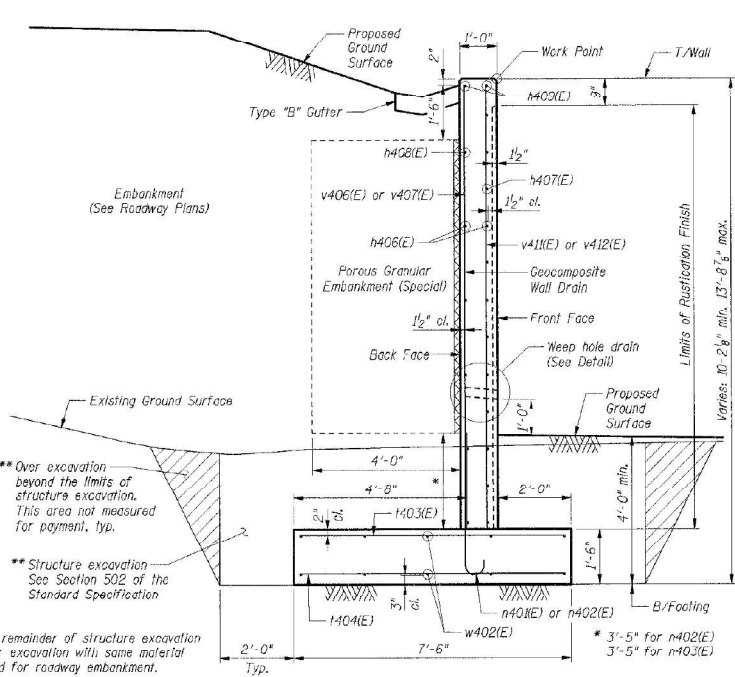
F.A.I.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1510	1069
CONTRACT NO. 62H15				
* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				

SHEET EX-02 OF EX-03 SHEETS

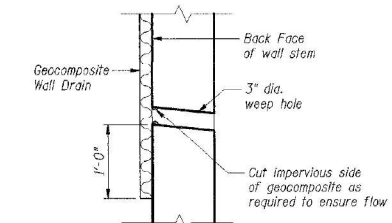
SECTION	COUNTY	TOTAL SHEETS
59	WILL.	609
STA.	TO STA.	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		
* 126, 264B-1 & 114 R-2		
CONTRACT NO. 60363		



SECTION A-A



SECTION B-B



WEEP HOLE DRAIN DETAIL
(Reinforcement not shown for clarity)

BAR LIST

Bar	No.	Size	Length	Shape
d40(E)	156	#5	6'-11"	
d402(E)	152	#5	5'-10"	
d403(E)	2	#5	5'-0"	
d404(E)	2	#5	5'-5"	
e401(E)	24	#4	27'-5"	
e402(E)	8	#4	24'-9"	
e403(E)	8	#4	29'-2"	
e404(E)	3	#8	29'-6"	
e405(E)	1	#8	24'-9"	
e406(E)	1	#8	29'-2"	
h401(E)	44	#4	27'-5"	
h402(E)	15	#4	24'-9"	
h403(E)	19	#4	29'-2"	
h404(E)	12	#4	5'-1"	
h405(E)	12	#4	6'-0"	
h406(E)	14	#4	23'-9"	
h407(E)	2	#4	26'-1"	
h408(E)	1	#4	21'-5"	
h409(E)	2	#4	18'-2"	
h410(E)	1	#4	4'-1"	
n401(E)	50	#6	4'-6"	
n402(E)	67	#7	5'-6"	
n403(E)	49	#6	5'-4"	
v401(E)	130	#7	8'-7"	
v402(E)	135	#5	8'-7"	
v403(E)	30	#7	7'-2"	
v404(E)	45	#5	7'-2"	
v405(E)	15	#6	13'-10"	
v406(E)	15	#6	15'-5"	
v407(E)	15	#6	17'-2"	
v408(E)	25	#6	19'-1"	
v409(E)	28	#6	21'-3"	
v410(E)	3	#6	12'-0"	
v411(E)	9	#6	20'-6"	
v412(E)	7	#4	14'-8"	
v413(E)	7	#4	18'-2"	
v414(E)	4	#4	21'-3"	
v415(E)	3	#4	12'-0"	
v416(E)	3	#4	20'-6"	
w401(E)	32	#4	34'-0"	
w402(E)	8	#4	29'-1"	

** Over excavation beyond the limits of structure excavation. This area not measured for payment, typ.

** Structure excavation See Section 502 of the Standard Specification

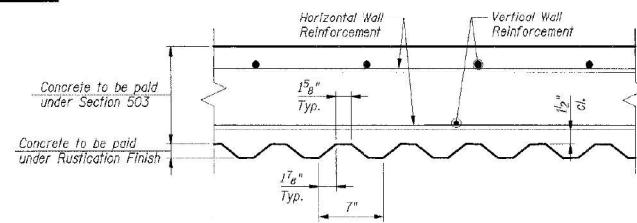
Exist. Gas Line To be relocated by others

** Backfill remainder of structure excavation and over excavation with same material specified for roadway embankment.

** Over excavation beyond the limits of structure excavation. This area not measured for payment, typ.

** Structure excavation See Section 502 of the Standard Specification

** Backfill remainder of structure excavation and over excavation with same material specified for roadway embankment.



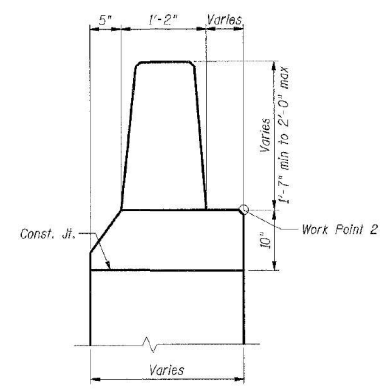
RUSTICATION DETAIL

Bar	N	a	b	c	d
h407(E)	2	5'-10"	20'-3"	10'-6"	15'-7"
h408(E)	1	5'-10"	15'-3"	n/a	n/a
v401(E)	15	6'-7"	7'-3"	6'-11"	6'-11"
v402(E)	15	7'-4"	8'-1"	7'-8 1/2"	7'-8 1/2"
v403(E)	15	8'-2"	9'-0"	8'-7"	8'-7"
v404(E)	15	9'-1"	10'-0"	9'-6 1/2"	9'-6 1/2"
v405(E)	17	10'-1"	11'-2"	10'-7 1/2"	10'-7 1/2"
v407(E)	9	8'-7"	11'-11"	10'-2"	10'-4"
v408(E)	7	6'-7"	8'-1"	7'-4"	7'-4"
v409(E)	7	8'-2"	10'-0"	9'-1"	9'-1"
v410(E)	4	10'-1"	11'-2"	10'-6"	10'-9"
v412(E)	3	8'-6"	12'-0"	9'-11"	10'-7"

BAR CUTTING DIAGRAM

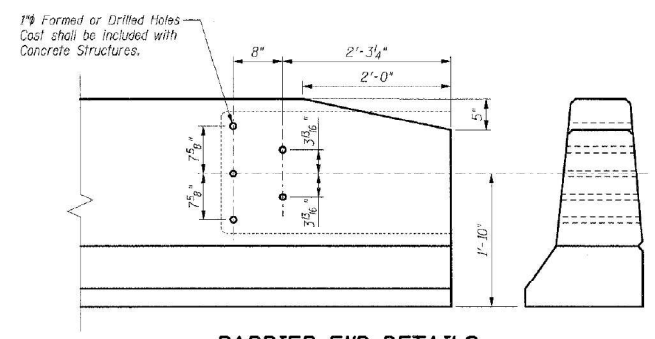
Notes:

1. Work this sheet with Shts. RWB-1 & RWB-2.
2. All edges shall have standard 1/4" chamfers except as noted.
3. Protective coat shall be applied to the front and top of barrier.
4. Maximum Applied Bearing Pressure $q_{max} = 3.1 \text{ ksf}$



SECTION C-C

(Reinforcement not shown for clarity)



BARRIER END DETAILS

(West end shown, East end opposite hand)

SHT. RWB-3 OF RWB-4

REVISIONS	NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.P. ROUTE 338 ILLINOIS ROUTE 59)
 SEIL ROAD RETAINING WALL
 SECTION (26, 264B-1 & 114) R-2
 STRUCTURE NUMBER 099-W023
 STATION 4014+07 TO STATION 4015+54, WILL COUNTY

SECTIONS & DETAILS

DATE: 03/14/08

DRAWN BY: WDB
 CHECKED BY:

TENG

FOR INFORMATION ONLY

MODEL: Existing Plans
 FILE: \\benesch-pub\benesch\com\benesch\p-01\Documents\07789\07748\08\Eng_Docs_Phase 1\Structures\Wall 1 & F.msh\052415-XB3-exist-plans_3.dgn

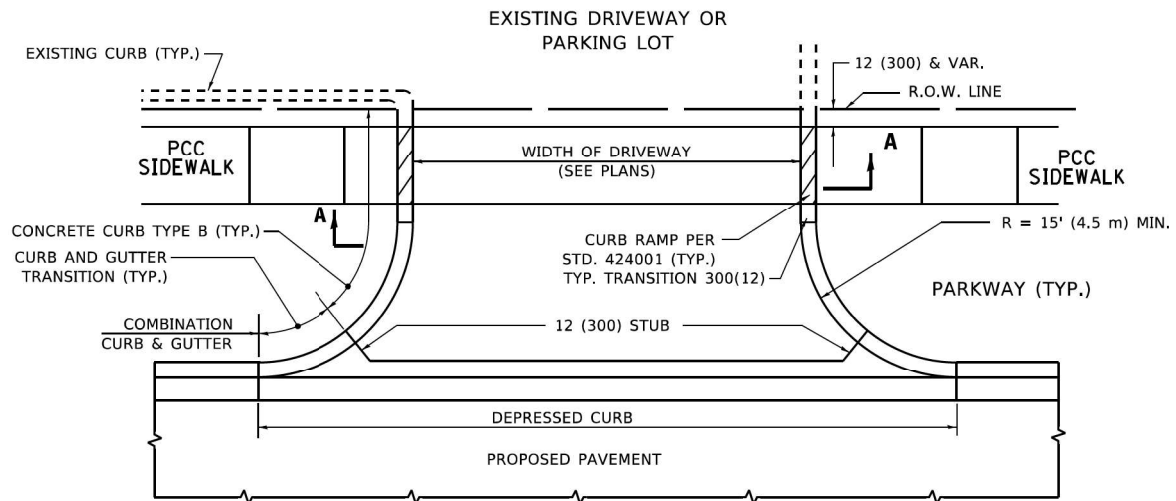
benesch
 Alfred Benesch & Company
 35 W Wacker Drive, Suite 3300
 Chicago, Illinois 60601
 312-465-2150 Job No. 10740

USER NAME	ksnikler	DESIGNED	SLV	REVISED	-
CHECKED	KJN	CHECKED	KJN	REVISED	-
PLOT SCALE		DRAWN	SLV	REVISED	-
DATE	03/16/2022	CHECKED	KJN	REVISED	-

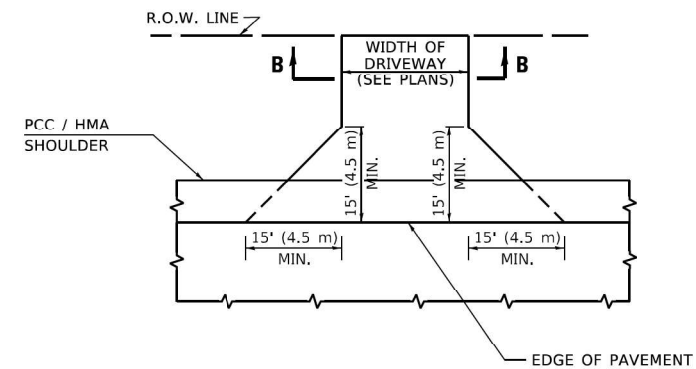
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING PLANS (3 OF 3)
 STRUCTURE NO. 099-W023
 SHEET EX-03 OF EX-03 SHEETS

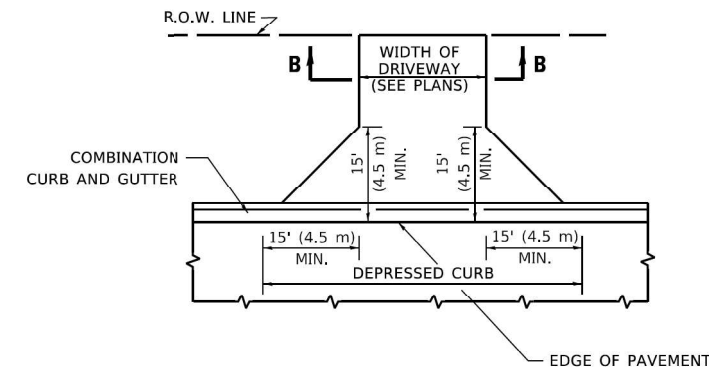
F.A./P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2018-075-R	WILL	1510	1070
CONTRACT NO. 62H15				
* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				



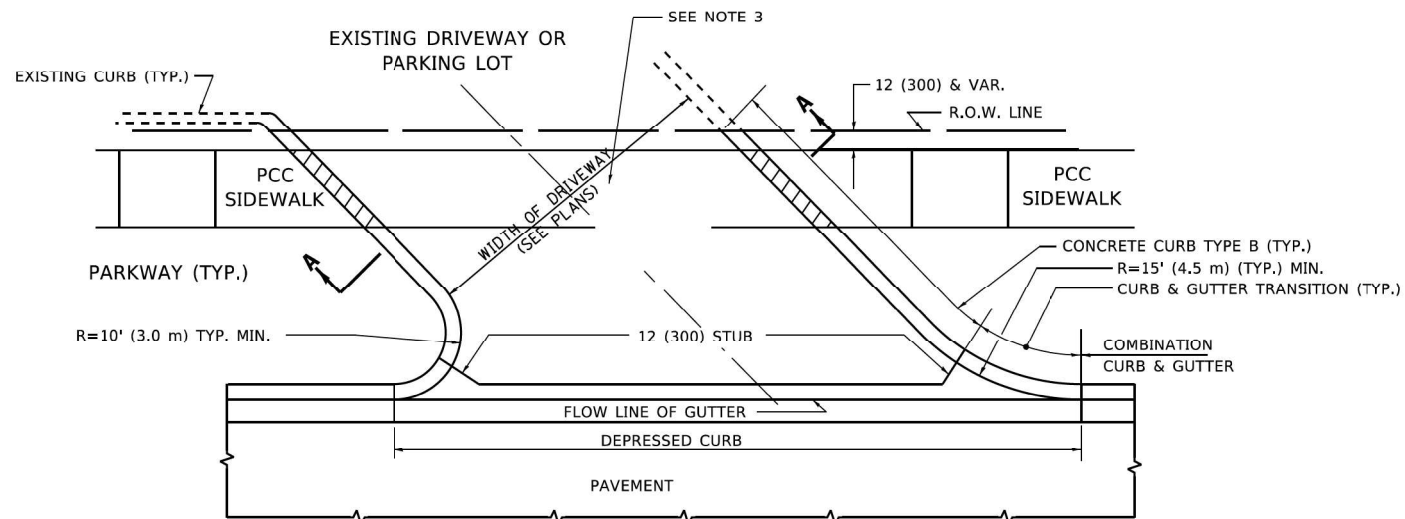
WITH CONCRETE CURB, TYPE B



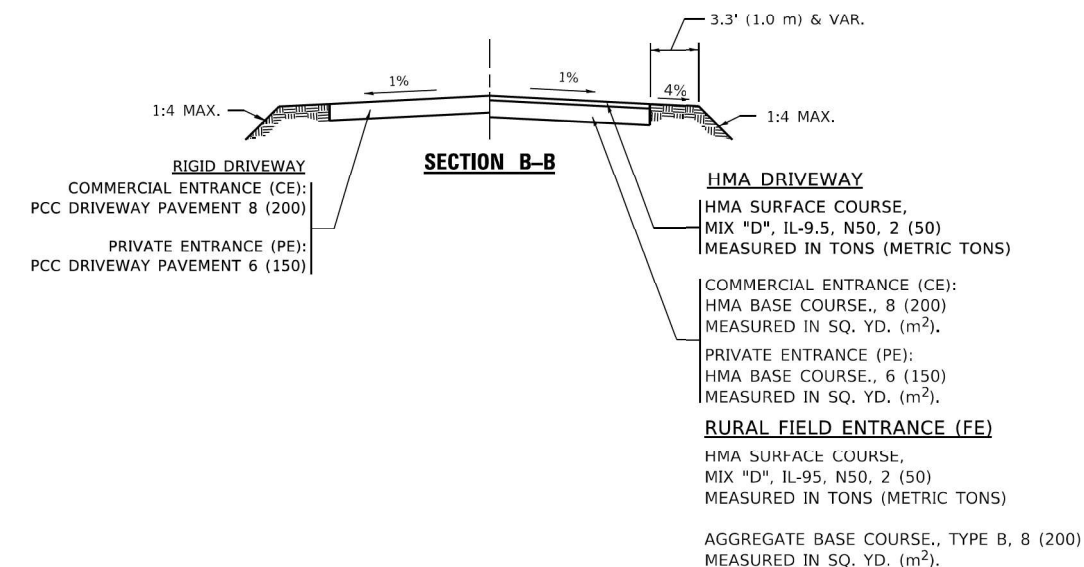
ADJACENT TO PCC /HMA SHOULDER



ADJACENT TO CURB AND GUTTER

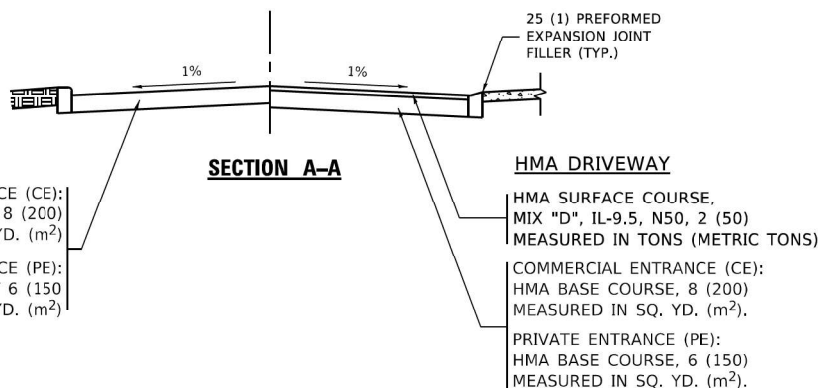


WITH CONCRETE CURB, TYPE B



GENERAL NOTES

- DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.
- COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.



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

MODEL: Default
FILE: I:\MISC\WIP\BID\22-23\0601.dgn

0162H15-shi-D1-standard-001.dgn
56453
2012/11/30

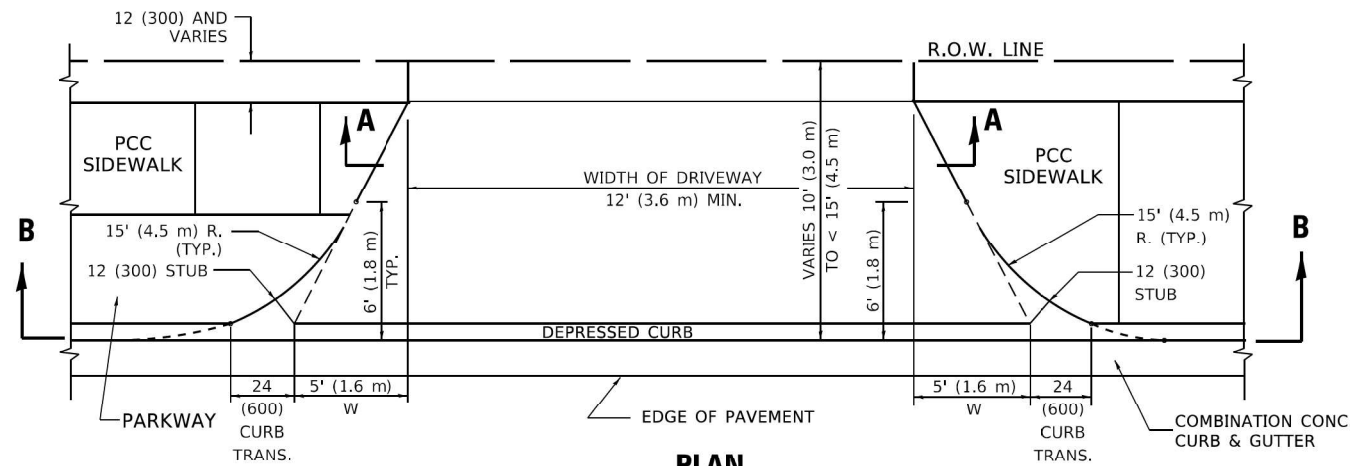
USER NAME = demanchelt	DESIGNED - R. SHAH	REVISED - R. BORO 06-11-08
	DRAWN - R. BORO 09-06-11	REVISED - R. BORO 09-06-11
PLOT SCALE = 100.0000' / 1in.	CHECKED - K. SMITH 08-28-19	REVISED - K. SMITH 08-28-19
PLOT DATE = 2/2/2022	DATE - 11-04-95	REVISED - K. SMITH 02-01-22

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

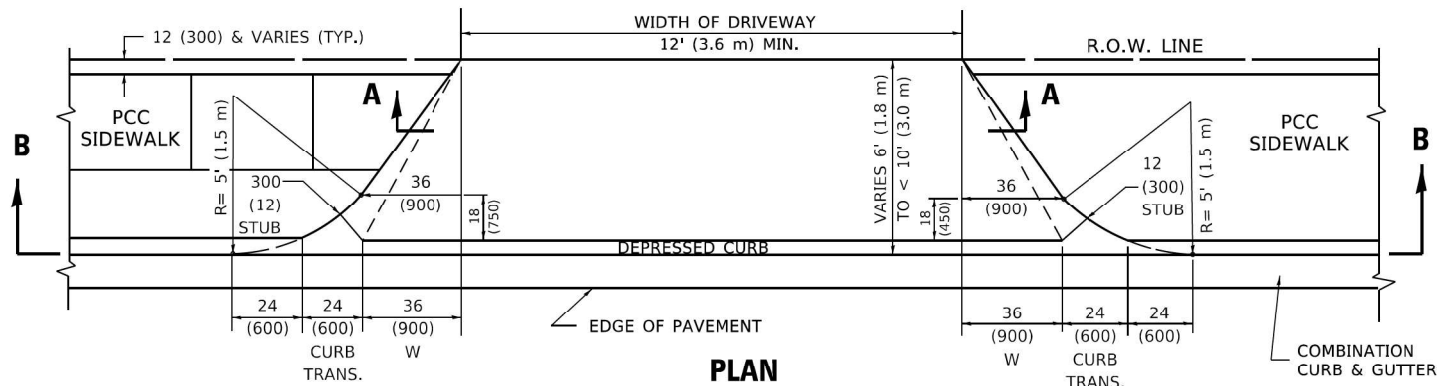
**DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W.
AND FACE OF CURB & EDGE OF SHOULDER ≥ 15'(4.5m)**

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

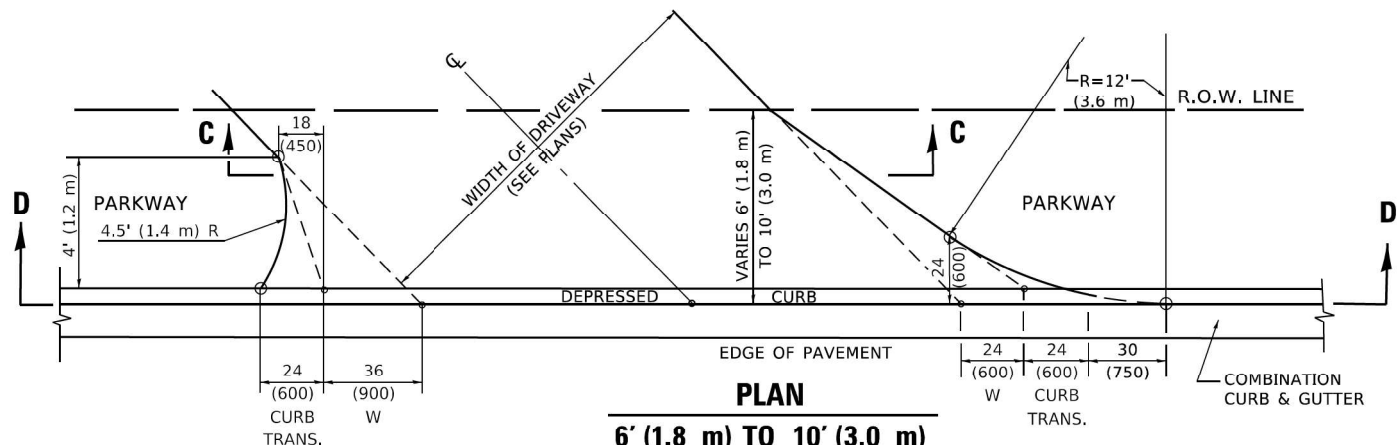
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-	2018-075-R	WILL	1510	1071
BD400-01 (BD-01)			CONTRACT NO. 62H15	
* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				



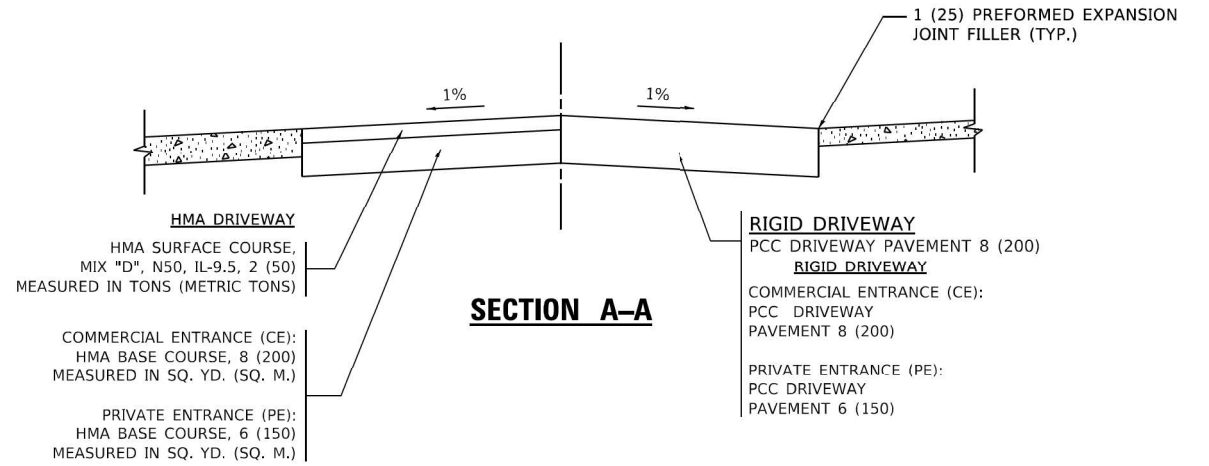
PLAN
10' (3.0 m) TO < 15' (4.5 m)



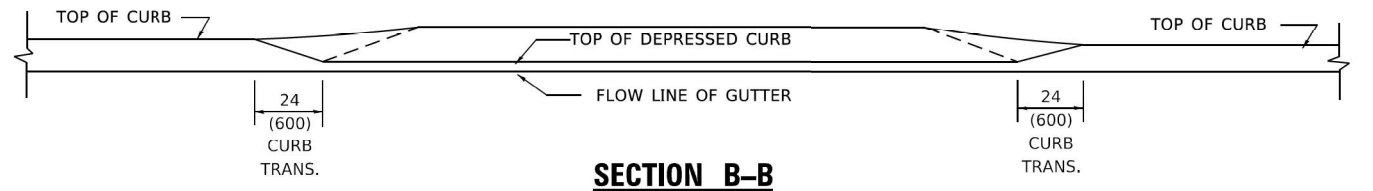
PLAN
6' (1.8 m) TO < 10' (3.0 m)



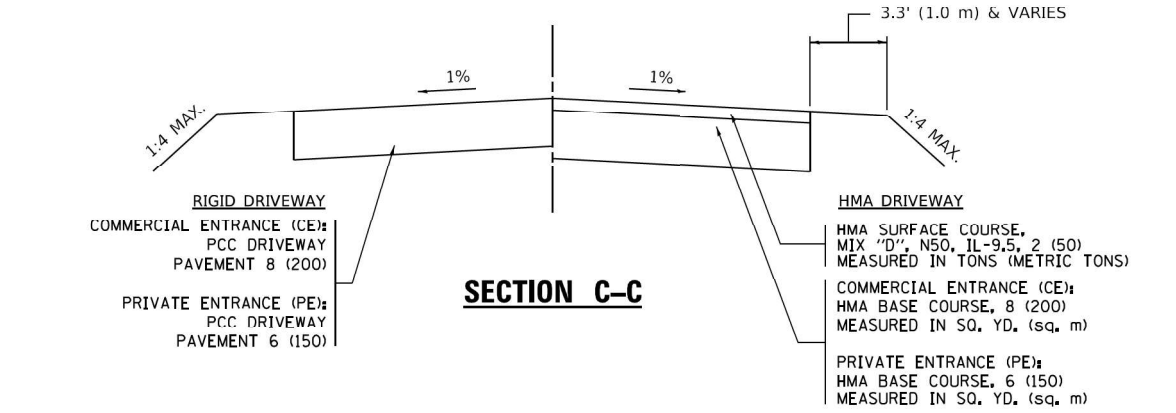
PLAN
6' (1.8 m) TO 10' (3.0 m)



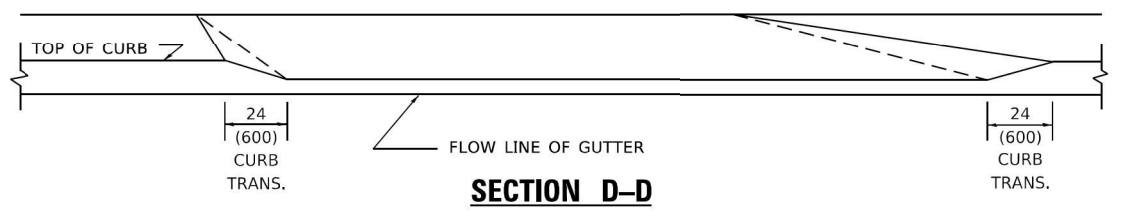
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

GENERAL NOTES

1. DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.
2. WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 8' (2.4 m), THE PCC SIDEWALK SHALL EXTEND TO THE BACK OF CURB.
3. "W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

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

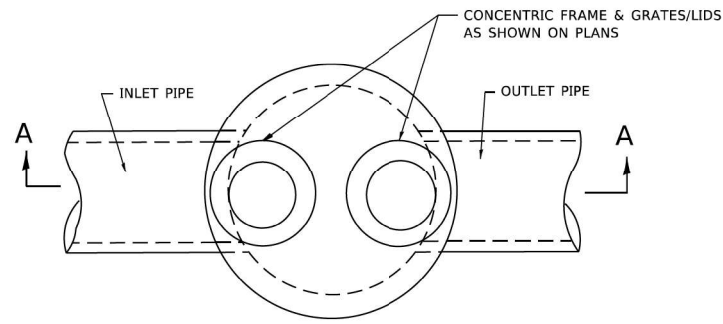
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	DRAWN - R. BORO 09-06-11	REVISED - R. BORO 09-06-11
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED - K. SMITH 08-27-19
PLOT DATE = 2/2/2022	DATE - 11-06-95	REVISED - K. SMITH 02-01-22

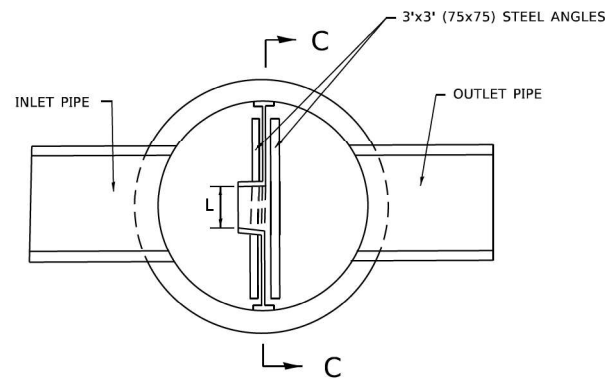
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DRIVEWAY DETAILS			
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5m)			
SCALE: NONE	SHEET 1	OF 1 SHEETS	STA. TO STA.

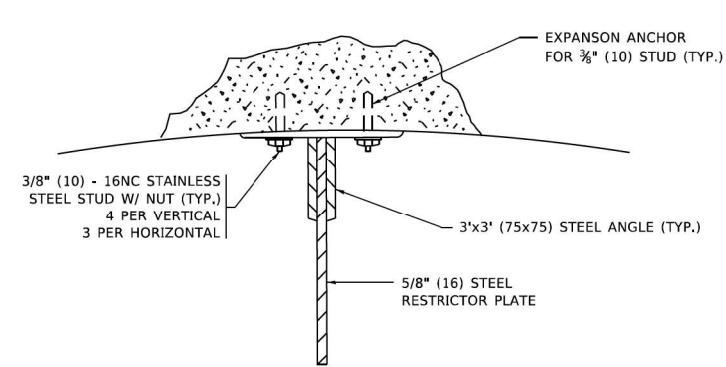
F.A./P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	2018-075-R	WILL	1510	1072
BD400-02 (BD-02)		CONTRACT NO. 62H15		
* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				



PLAN



SECTION B-B



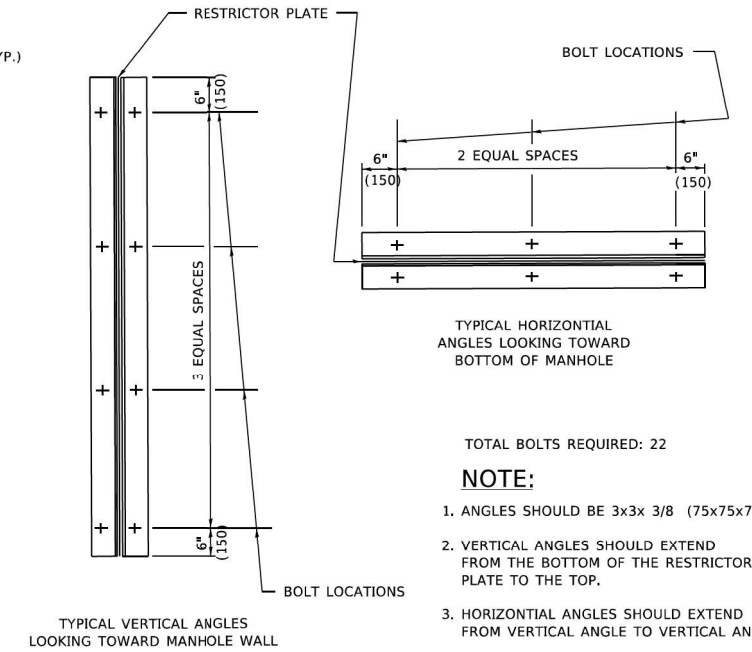
ANGLE FASTENER DETAIL

NOTES:

1. ALL STEEL ANGLES AND PLATES TO BE GALVANIZED AFTER FABRICATION.

BASIS OF PAYMENT:

1. TO BE PAID FOR AS "MANHOLES, TYPE A, 8FT. (1.8 m)-DIAMETER, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE" EACH
2. ALL RESTRICTOR PLATES, ANGLES AND HARDWARE TO BE INCLUDED IN THE COST OF THE MANHOLE.

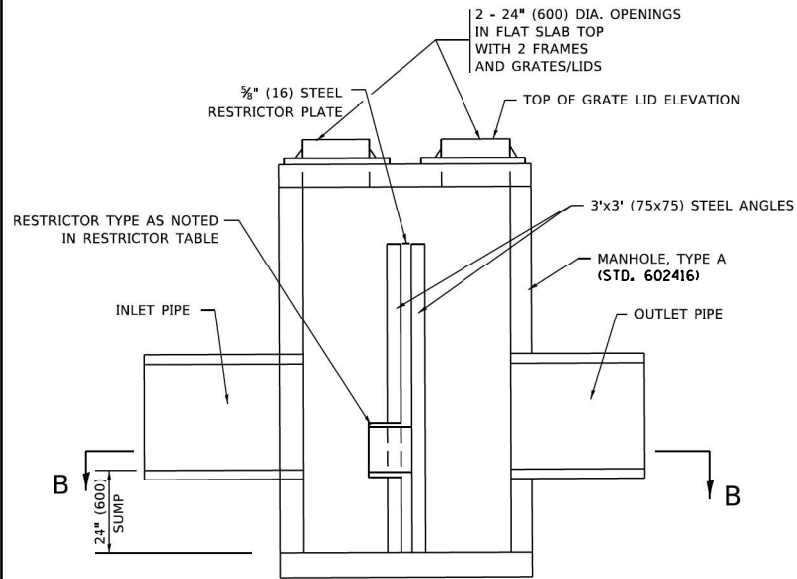


STEEL ANGLE BOLTING DETAILS

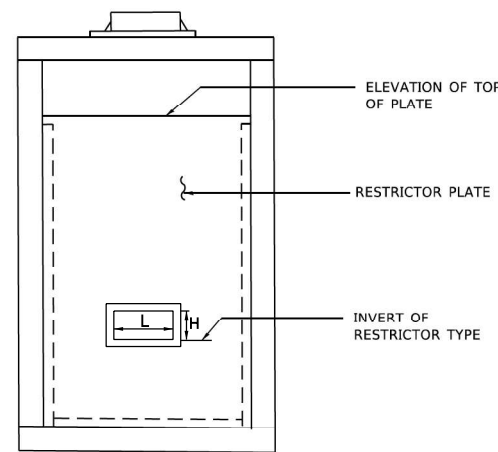
TOTAL BOLTS REQUIRED: 22

NOTE:

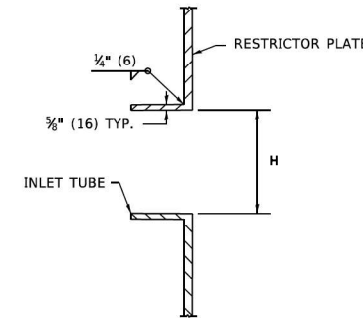
1. ANGLES SHOULD BE 3x3x 3/8 (75x75x75)
2. VERTICAL ANGLES SHOULD EXTEND FROM THE BOTTOM OF THE RESTRICTOR PLATE TO THE TOP.
3. HORIZONTAL ANGLES SHOULD EXTEND FROM VERTICAL ANGLE TO VERTICAL ANGLE.



SECTION A-A



SECTION C-C



INLET TUBE DETAIL

RESTRICTOR TYPE					
1	2	3	4	5	6
RE-ENTRANT TUBE	SHARP EDGED	SQUARE EDGED	RE-ENTRANT TUBE	SQUARE EDGED	ROUNDED
LENGTH: 1/2 TO 1 DIA.		STREAM CLEARS SIDES	LENGTH: 2-1/2 DIA.	LENGTH: 2-1/2 DIA.	
C=.52	C=.61	C=.61	C=.73	C=.82	C=.98

VALUES OF "C" FOR CIRCULAR AND SQUARE ORIFICES

STRUCTURE NUMBER	STATION	OFFSET	MANHOLE DIAMETER (FT)	FRAME AND GRATE	RIM ELEVATION	RESTRICTOR TYPE	RESTRICTOR DIAMETER	RESTRICTOR INVERT	TOP OF WEIR ELEVATION	BOTTOM OF SLAB TOP ELEVATION	HEAD OVER WEIR PLATE (FT)
S361	7489+96.90	50.2' RT	8	TYPE 1 FRAME CLOSED LID	590.50	SHARP EDGE	0.75' H X 2.50' L	586.00	587.75	588.75	1.00
S371	7489+88.70	65.3' RT	8	TYPE 1 FRAME CLOSED LID	590.50	SHARP EDGE	0.75' H X 2.50' L	586.00	587.75	588.75	1.00
S971	7027+66.30	122.8' RT	8	TYPE 1 FRAME CLOSED LID	588.50	SHARP EDGE	0.75' H X 3.33' L	583.50	585.00	586.75	1.75

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

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	DRAWN -	REVISED - E. GOMEZ 08-28-00
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - M. GOMEZ 01-08-01
PLOT DATE = 2/2/2022	DATE - 09-09-94	REVISED - K. SMITH 02-01-22

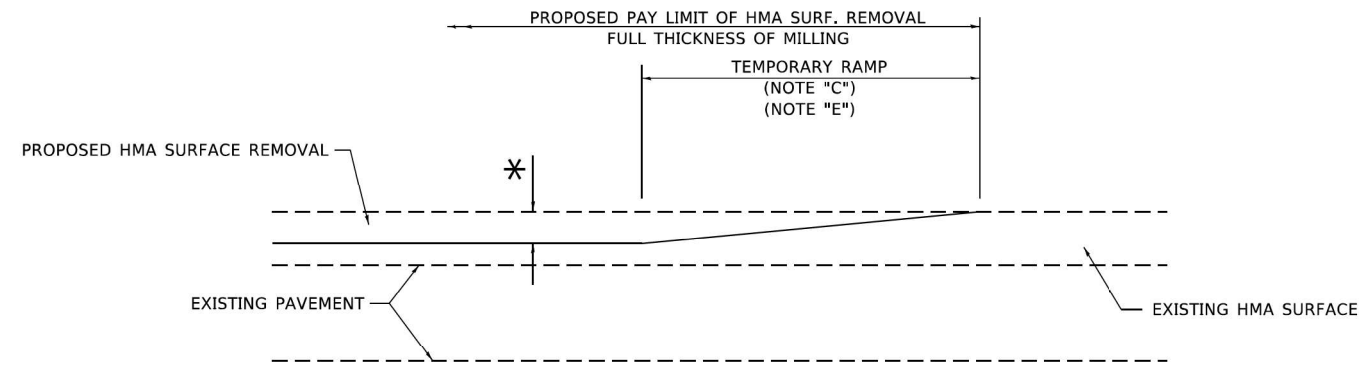
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MANHOLE WITH
RESTRICTOR PLATE**

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

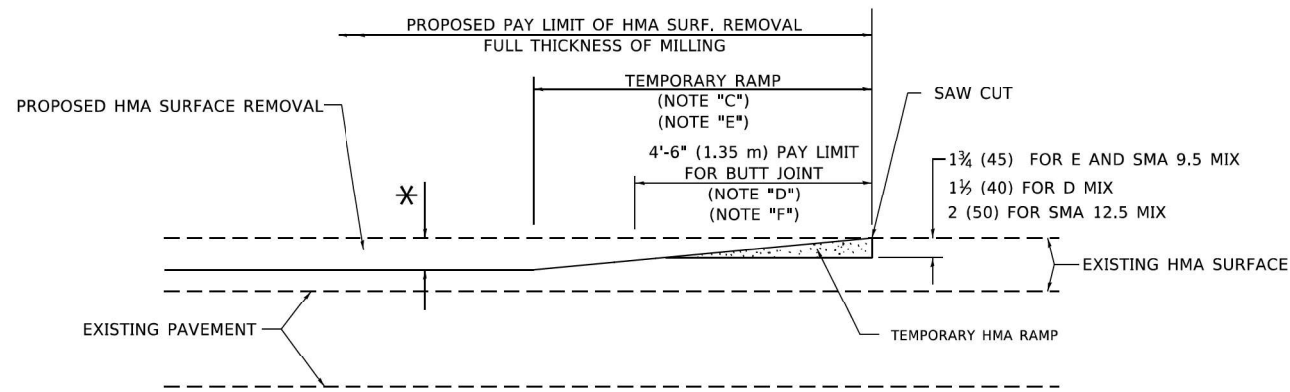
F.A./P.RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2018-075-R	WILL	1510	1073
BD600-04 (BD-12)		CONTRACT NO. 62H15		
* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				

D:\62H15-shi-D1-standard-003.dgn
56453
2012/11/30



MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

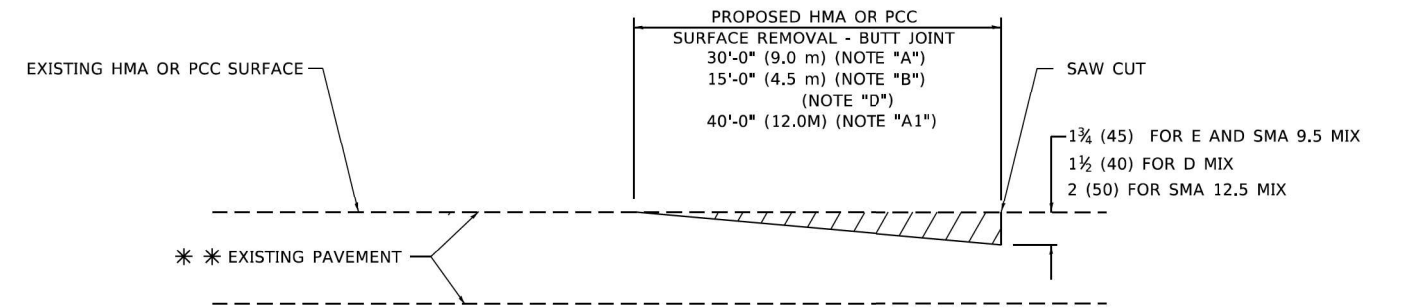
OPTION 1



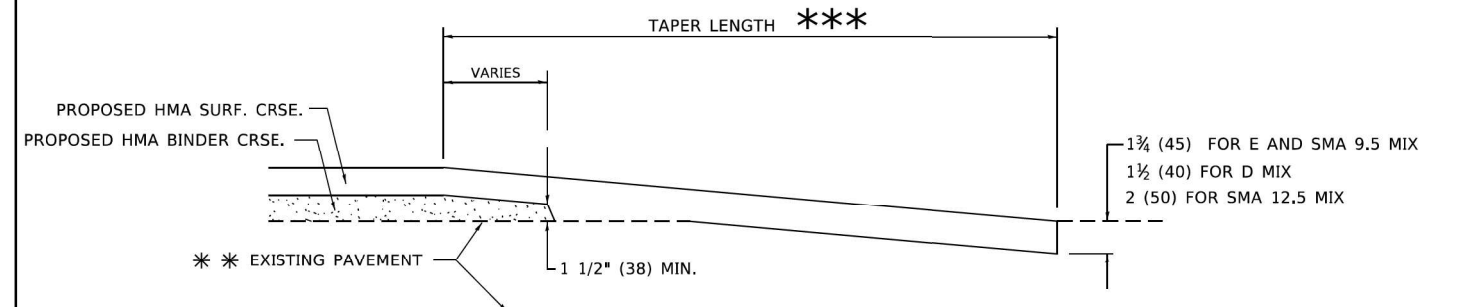
HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

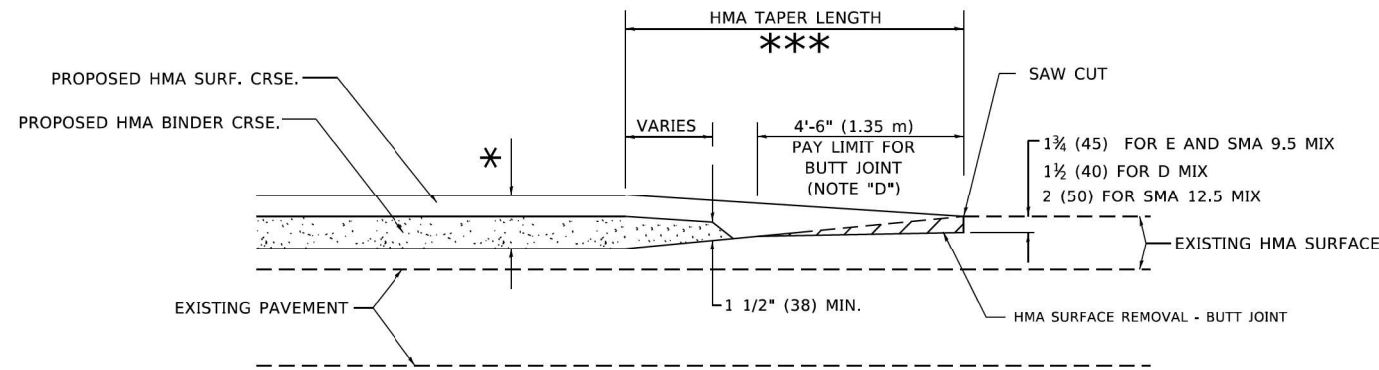
GENERAL NOTES

- A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
- A1. INTERSTATES
- B. MINOR SIDE ROADS.
- C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E. TAPER THE TEMP. RAMP AT A RATE OF 3' - 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.
* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT

- 1. THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT".
- 2. THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT.

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



BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

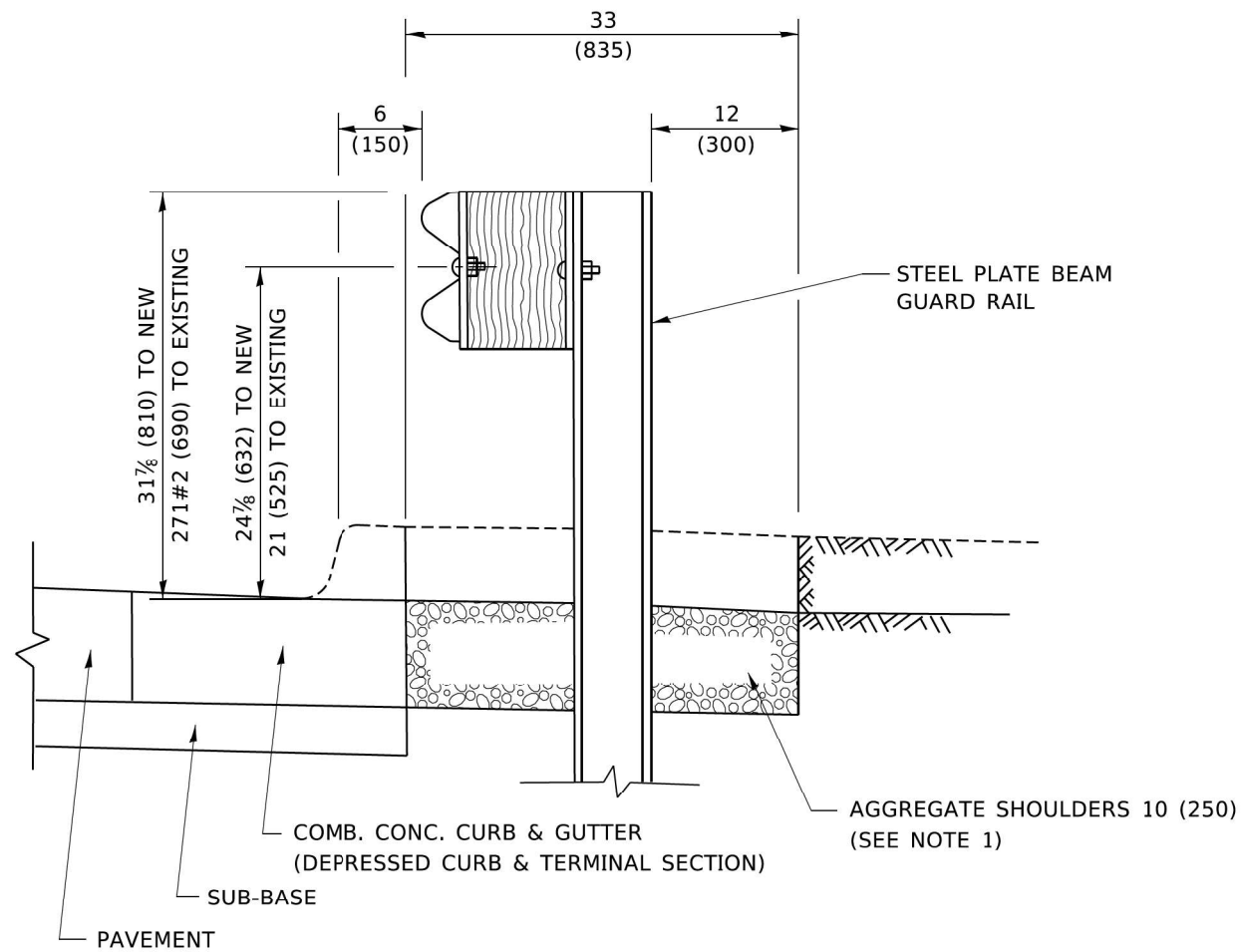
BUTT JOINT AND
HMA TAPER DETAILS

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	DRAWN -	REVISED - M. GOMEZ 04-06-01
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED - R. BORO 01-01-07
PLOT DATE = 2/2/2022	DATE - 06-13-90	REVISED - K. SMITH 02-01-22

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A./P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2018-075-R	WILL	1510	1074
BD400-05 BD-32		CONTRACT NO. 62H15		
* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				

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2012/11/30



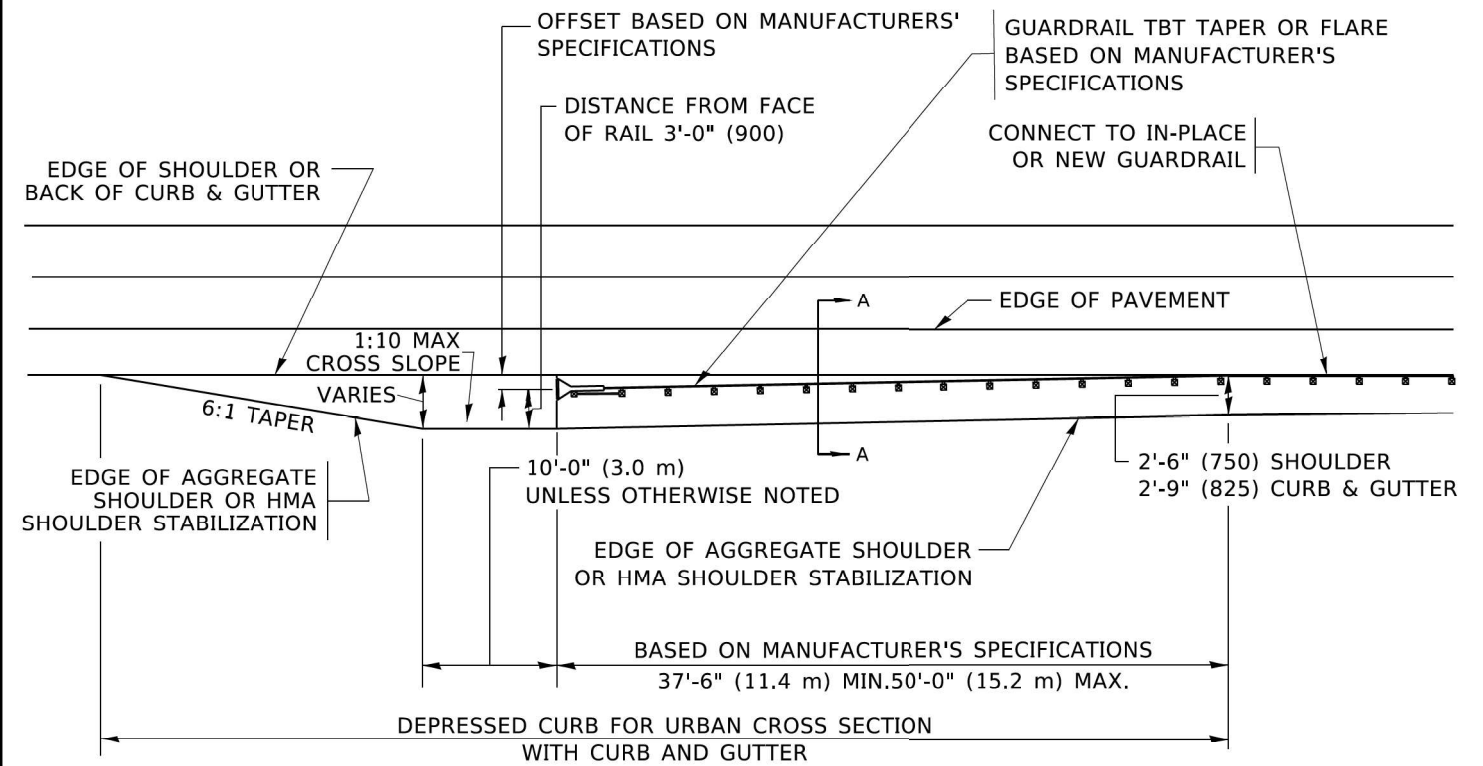
SECTION A-A

NOTES:

1. THE AGGREGATE SHOULDER, 10 (250) OR HMA SHOULDER, 6 (150) (IF REQUIRED) SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL.
2. "EXISTING" GUARDRAIL REFERS TO CONNECTING TERMINAL SECTION TO GUARD RAILING PRIOR TO THE MIDWEST GUARDRAIL SYSTEM.
3. THE CONTRACTOR SHALL VERIFY THE TYPE/HEIGHT OF GUARDRAIL IN-PLACE BEFORE ORDERING THE NEW TERMINAL SECTION. COST INCLUDED WITH THE COST OF THE TERMINAL. THE TERMINAL SECTION HEIGHT TO BE PLACED MUST MATCH THE HEIGHT OF THE IN-PLACE GUARDRAIL.

**DETAILS FOR STEEL PLATE BEAM
GUARD RAIL ADJACENT TO CURB AND GUTTER**

[FOR ROADWAY SPEED 35 MPH (60 kmh) TO 45 MPH (70 kmh)]



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

AGGREGATE SHOULDER, 10 (250) WILL BE PAID ACCORDING TO SECTION 481.

HMA SHOULDERS 6 (150) (IF REQUIRED) WILL BE PAID ACCORDING TO SECTION 482.

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

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

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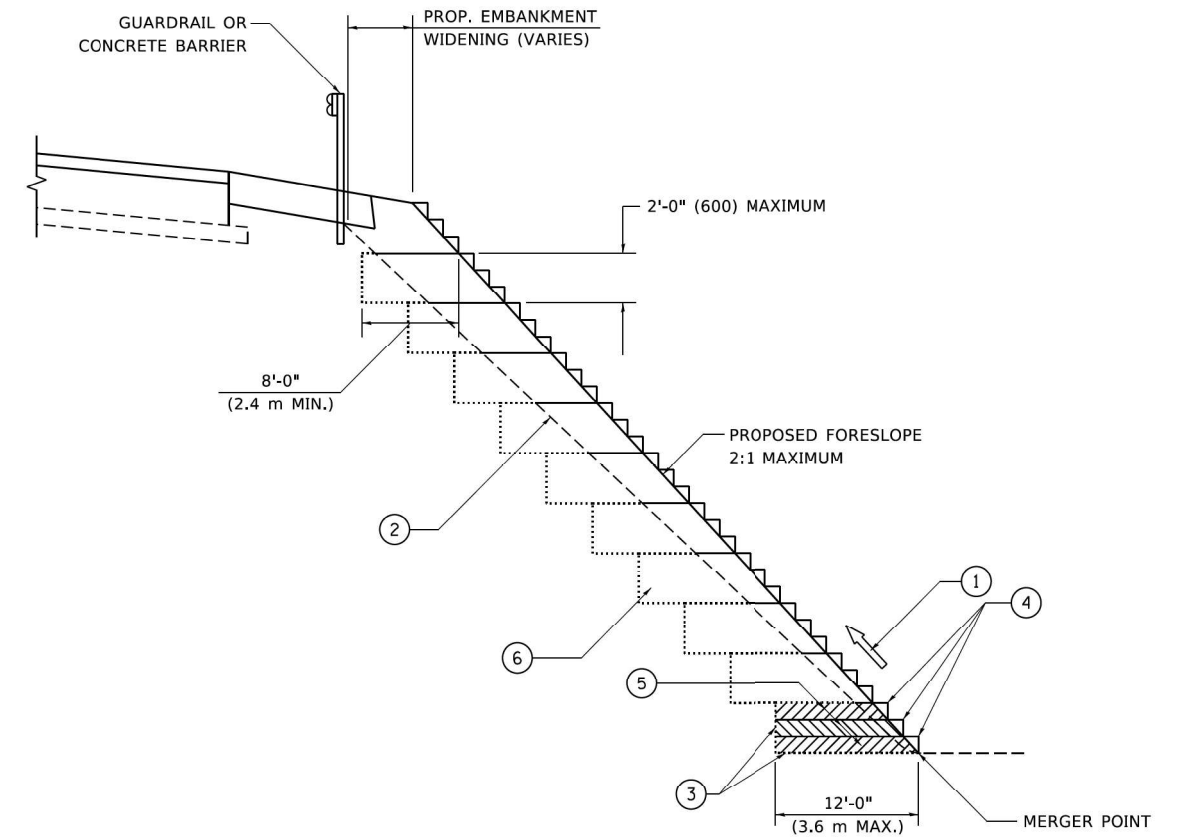
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PLOT DATE = 3/27/2019	DATE - 09-22-90	REVISED - R. BORO 05-08-2015

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETAILS FOR DEPRESSED CURB & GUTTER AND
SHOULDER TREATMENT AT TBT TY. 1 SPL.**

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A./P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	2018-075-R	WILL	1510	1075
BD600-10 (BD 34)			CONTRACT NO. 62H15	
* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				



**TYPICAL BENCHING DETAIL
FOR EMBANKMENT**

NOTES:

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

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

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	DRAWN - CADD	REVISED -
PLOT SCALE = 50,0000' / ft.	CHECKED - S.E.B.	REVISED -
PLOT DATE = 3/27/2019	DATE - 06-16-04	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

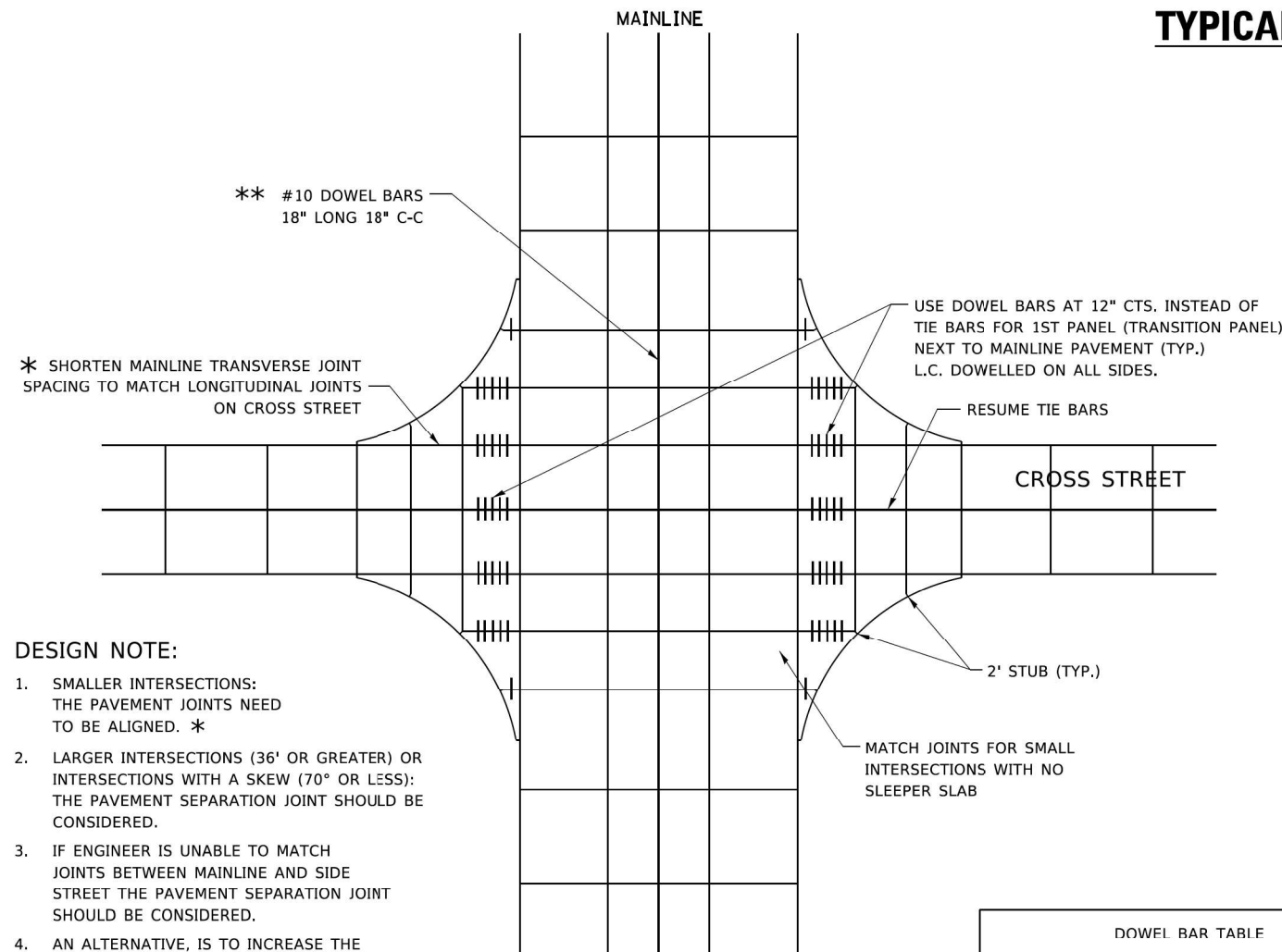
**BENCHING DETAIL
FOR EMBANKMENT WIDENING**

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A./P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	2018-075-R	WILL	1510	1076
BD-51			CONTRACT NO. 62H15	
F.A.I. 55, F.A.P. 338 ILLINOIS FED. AID PROJECT				

TYPICAL APPLICATION

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

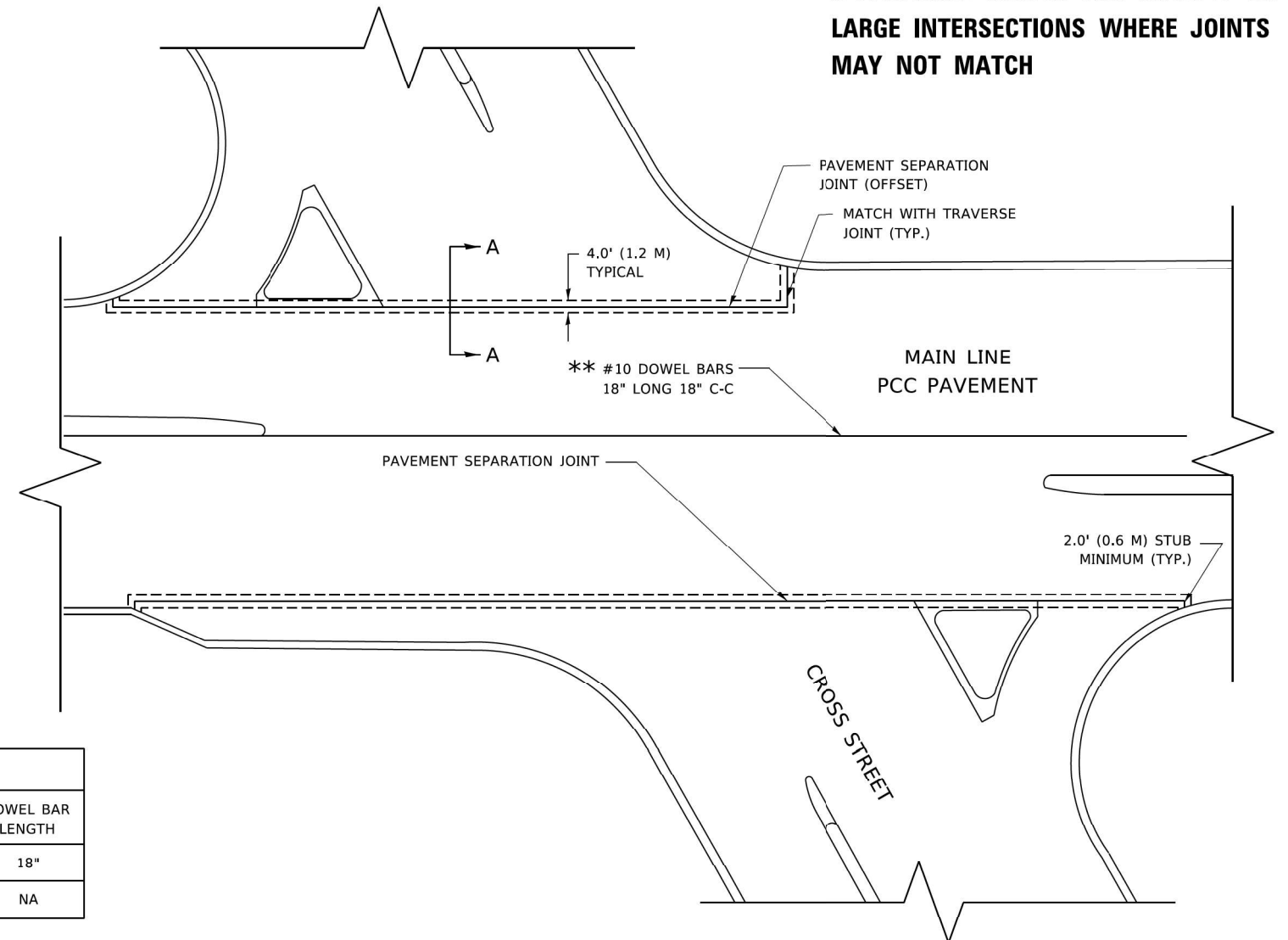


DESIGN NOTE:

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

PLAN

DOWEL BAR TABLE		
PAVEMENT THICKNESS	DOWEL BAR DIAMETER	DOWEL BAR LENGTH
8" OR GREATER	1 1/2"	18"
LESS THAN 8"	NA	NA



METHOD OF MEASUREMENT

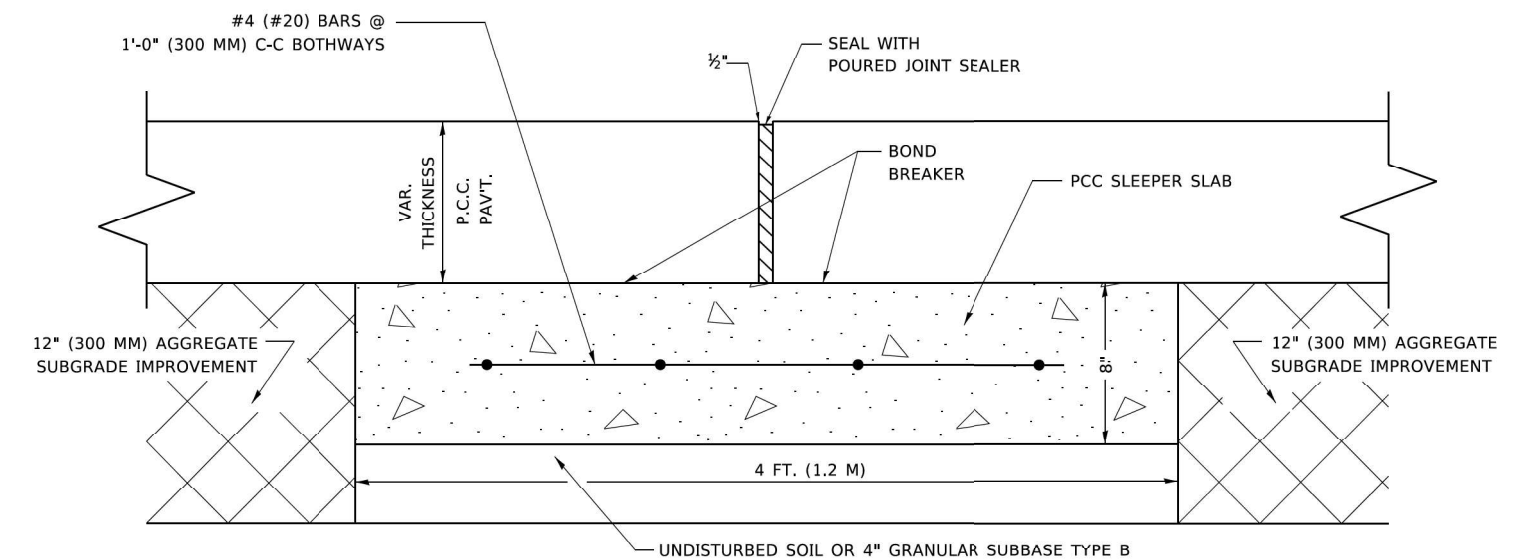
THIS WORK WILL BE MEASURED FOR PAYMENT IN FEET, MEASURED IN PLACE.

BASIS OF PAYMENT

1. THIS WORK WILL BE PAID FOR AT THE UNIT PRICE PER FOOT FOR "SLEEPER SLAB".
2. BOND BREAKER AND 1/2" (13MM) JOINT FILLER SHALL BE INCLUDED IN THE PAY ITEM "SLEEPER SLAB"

NOTE:

1. JOINT FILLER SHALL CONSIST OF A SHEET OF 1/2" BITUMINOUS PREFORMED FIBER JOINT FILLER CONFORMING TO ARTICLE 1051.03 OF THE STANDARD SPECIFICATIONS.
2. THE JOINT SHALL BE SEALED WITH A HOT POUR JOINT SEALER CONFORMING TO ARTICLE 1050.02 OF THE STANDARD SPECIFICATIONS.
3. A SINGLE LAYER OF FELT ROOFING PAPER SHALL SERVE AS A BOND BREAKER.
4. JOINT SHALL CONTINUE THROUGH COMBINATION CURB & GUTTER OR PCC SHOULDER.



PROPOSED SECTION A-A

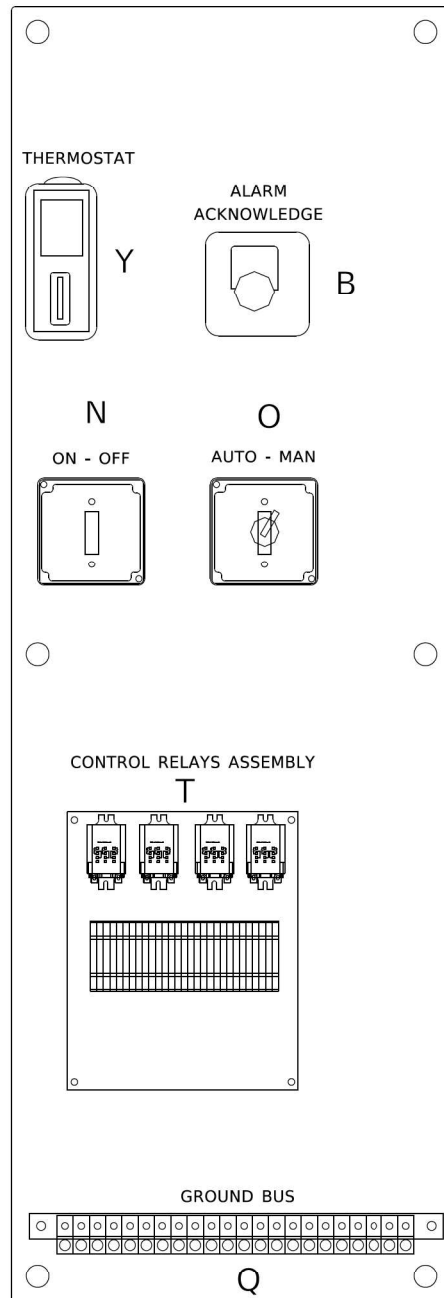
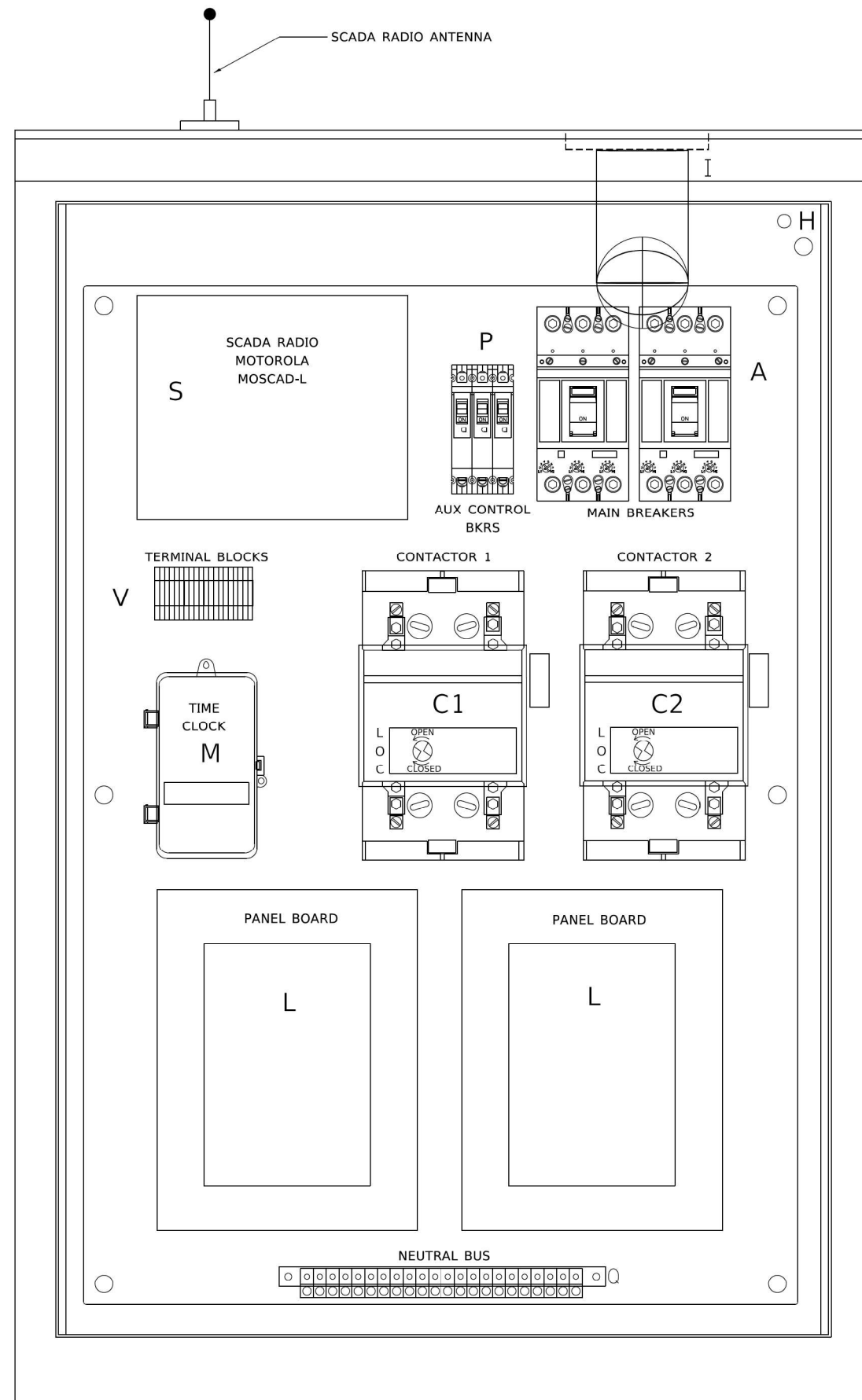
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	DRAWN -	REVISED - O. PATEL 3-27-19
PLOT SCALE = 50,0000' / 1.	CHECKED - AM	REVISED -
PLOT DATE = 3/27/2019	DATE - 05-14-2002	REVISED -

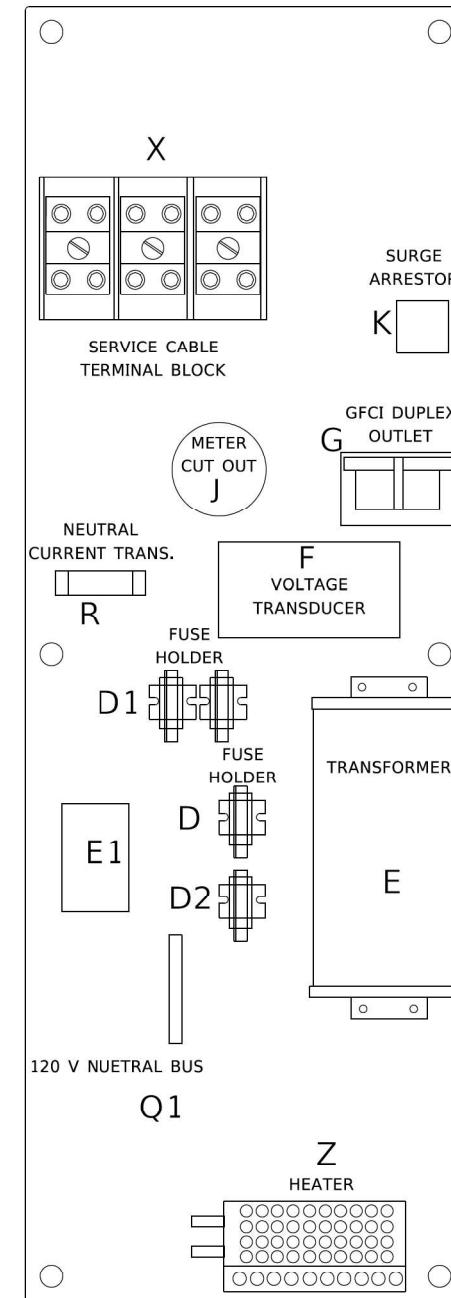
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETAIL OF PAVEMENT SEPARATION JOINT FOR JOINTED PCC PAVEMENTS AT INTERSECTIONS			
SCALE: NONE	SHEET 1	OF 1 SHEETS	STA. TO STA.

F.A./P.RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2018-075-R	WILL	1510	1077
BD52		CONTRACT NO. 62H15		
* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				



LEFT SIDE PANEL



RIGHT SIDE PANEL

BILL OF MATERIALS		
ITEM	QTY	DESCRIPTION
A	2	MAIN CIRCUIT BREAKERS 2 POLE 200 AMP WITH AUX CONTACT
B	1	ACKNOWLEDGE SWITCH, PUSH BUTTON WITH YELLOW INSERT
C1, C2*	2	CONTACTOR 2 POLE 200 AMP 240V COIL WITH AUX CONTACTS
D	1	FINGERSAFE FUSE HOLDER WITH KTK - 20A FUSE
D1	2	FINGERSAFE FUSE HOLDER WITH KTK - 1/2 A FUSE
D2	1	FINGERSAFE FUSE HOLDER WITH KTK - 2A FUSE
E	1	2.0 KVA 277V-240/120 TRANSFORMER
E1	1	0.25 KVA240/ 120 - 24 VAC TRANSFORMER
F	1	VOLTAGE TRANSDUCER WITH COVER TERMINALS
G	1	20 AMP GFCI DUPLEX OUTLET W/COVER
H	2	DOOR SWITCH
I	1	LIGHT FIXTURE
J	1	METER FITTING 1 PHASE 3 WIRE 200 AMP
K	1	SURGE ARRESTER
L	2	PANEL BOARD 480/ 240V 1 PHASE, 250 AMP COPPER BUS
M	1	2 CHANNEL DIGITAL TIME CLOCK
N	1	MOMENTARY SWITCH ON - OFF
O	1	SQUARE D, 9001KS11BH13, 2 POSITION SWITCH IN 9001KY1 ENCLOSURE OR APPROVED EQUAL
P	2	BREAKER 1P 15A
Q	2	COPPER GROUND AND NEUTRAL BUS 1 X 16 X 1/4
Q1	1	COPPER NEUTRAL BUS WITH 1 #6 AND 8 #12 CONDUCTOR POINTS
R	1	CURRENT TRANSDUCER
S	1	MOTOROLA MOSCAD-L RADIO, 240 V
T*	1	CONTROL RELAY ASSEMBLY 240V COILS WITH 4 - 3PDT 25A RELAYS (W389ACX-15) (R1, R2, R3, R4). QTY 32 TERMINAL BLOCKS
V	20	TERMINAL BLOCKS
X*	1	620 AMP SPLICE BLOCK
Y	1	40-80 DEGREE THERMOSTAT
Z	1	375 WATT HEATER

* TERMINALS SHALL BE COVERED WITH CLEAR PLEXIGLASS SHEET

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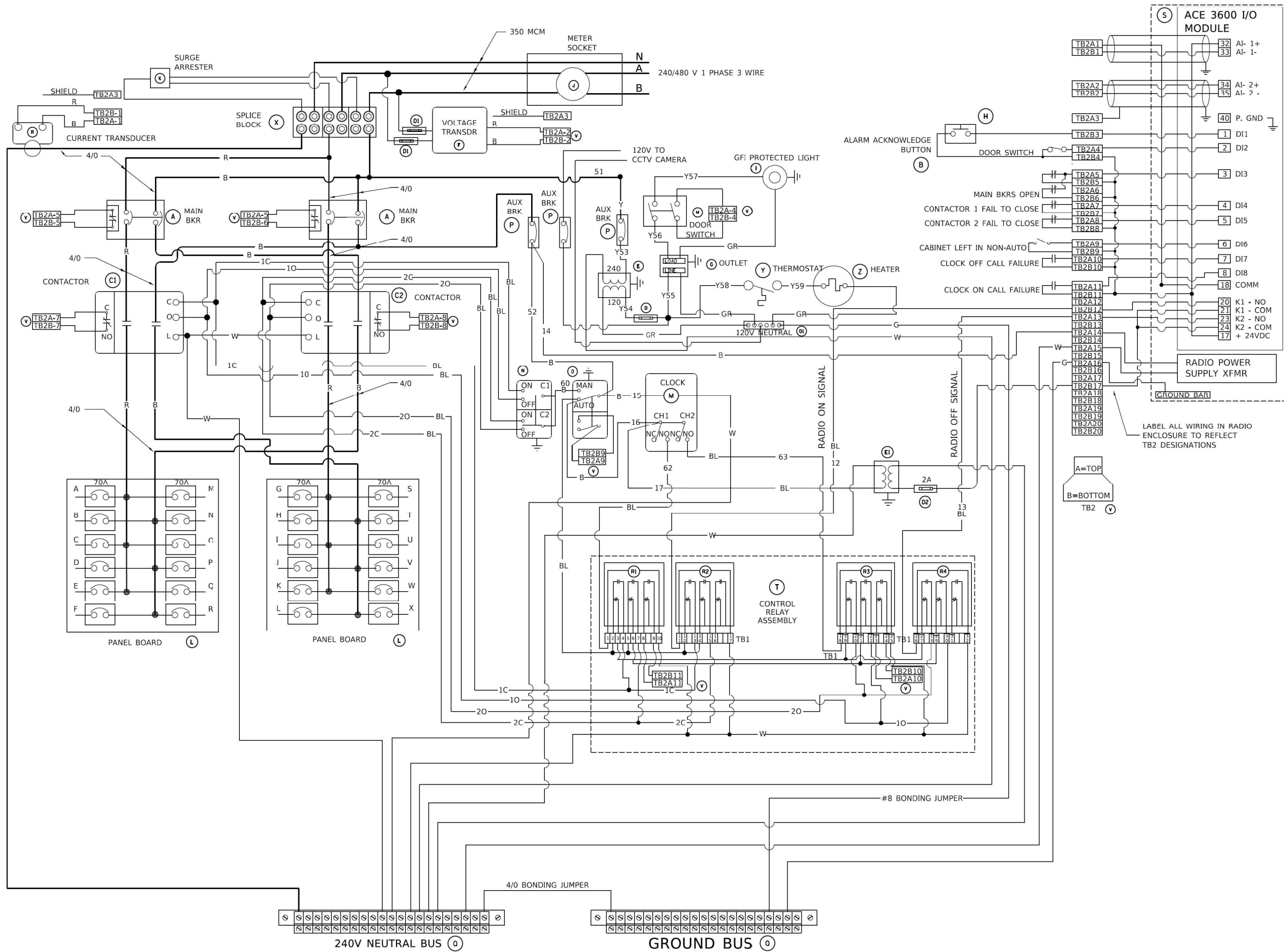
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	DRAWN -	REVISED - R. TOMSONS 05-11-09
PLOT SCALE = 50,0000 "/>		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING CONTROLLER, BASE MOUNTED,
480VOLT, 200AMP (DUAL) RADIO SCADA

SCALE: NONE SHEET 1 OF 4 SHEETS STA. TO STA.

F.A./P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	2018-075-R	WILL	1510	1078
BE-205			CONTRACT NO. 62H15	
FAY 55, FAP 338 ILLINOIS FED. AID PROJECT				



BILL OF MATERIALS		
ITEM	QTY	DESCRIPTION
A	2	MAIN CIRCUIT BREAKERS 2 POLE 200 AMP WITH AUX CONTACT
B	1	ACKNOWLEDGE SWITCH, PUSH BUTTON WITH YELLOW INSERT
C1, C2*	2	CONTACTOR 2 POLE 200 AMP 240V COIL WITH AUX CONTACTS
D	1	FINGERSAFE FUSE HOLDER WITH KTK - 20A FUSE
D1	2	FINGERSAFE FUSE HOLDER WITH KTK - 1/2 A FUSE
D2	1	FINGERSAFE FUSE HOLDER WITH KTK - 2A FUSE
E	1	2.0 KVA 277V-240/120 TRANSFORMER
E1	1	0.25 KVA240/ 120 - 24 VAC TRANSFORMER
F	1	VOLTAGE TRANSDUCER WITH COVER TERMINALS
G	1	20 AMP GFCI DUPLEX OUTLET W/COVER
H	2	DOOR SWITCH
I	1	LIGHT FIXTURE
J	1	METER FITTING 1 PHASE 3 WIRE 200 AMP
K	1	SURGE ARRESTER
L	2	PANEL BOARD 480/ 240V 1 PHASE, 250 AMP COPPER BUS
M	1	2 CHANNEL DIGITAL TIME CLOCK
N	1	MOMENTARY SWITCH ON - OFF
O	1	SQUARE D, 9001K511BH13, 2 POSITION SWITCH IN 9001KY1 ENCLOSURE OR APPROVED EQUAL
P	2	BREAKER 1P 15A
Q	2	COPPER GROUND AND NEUTRAL BUS 1 X 16 X 1/4
Q1	1	COPPER NEUTRAL BUS WITH 1 #6 AND 8 #12 CONDUCTOR POINTS
R	1	CURRENT TRANSDUCER
S	1	MOTOROLA MOSCAD-L RADIO, 240 V
T*	1	CONTROL RELAY ASSEMBLY 240V COILS WITH 4 - 3PDT 25A RELAYS (W389ACX-15) (R1, R2, R3, R4). QTY 32 TERMINAL BLOCKS
V	20	TERMINAL BLOCKS
X*	1	620 AMP SPLICE BLOCK
Y	1	40-80 DEGREE THERMOSTAT
Z	1	375 WATT HEATER

* TERMINALS SHALL BE COVERED WITH CLEAR PLEXIGLASS SHEET

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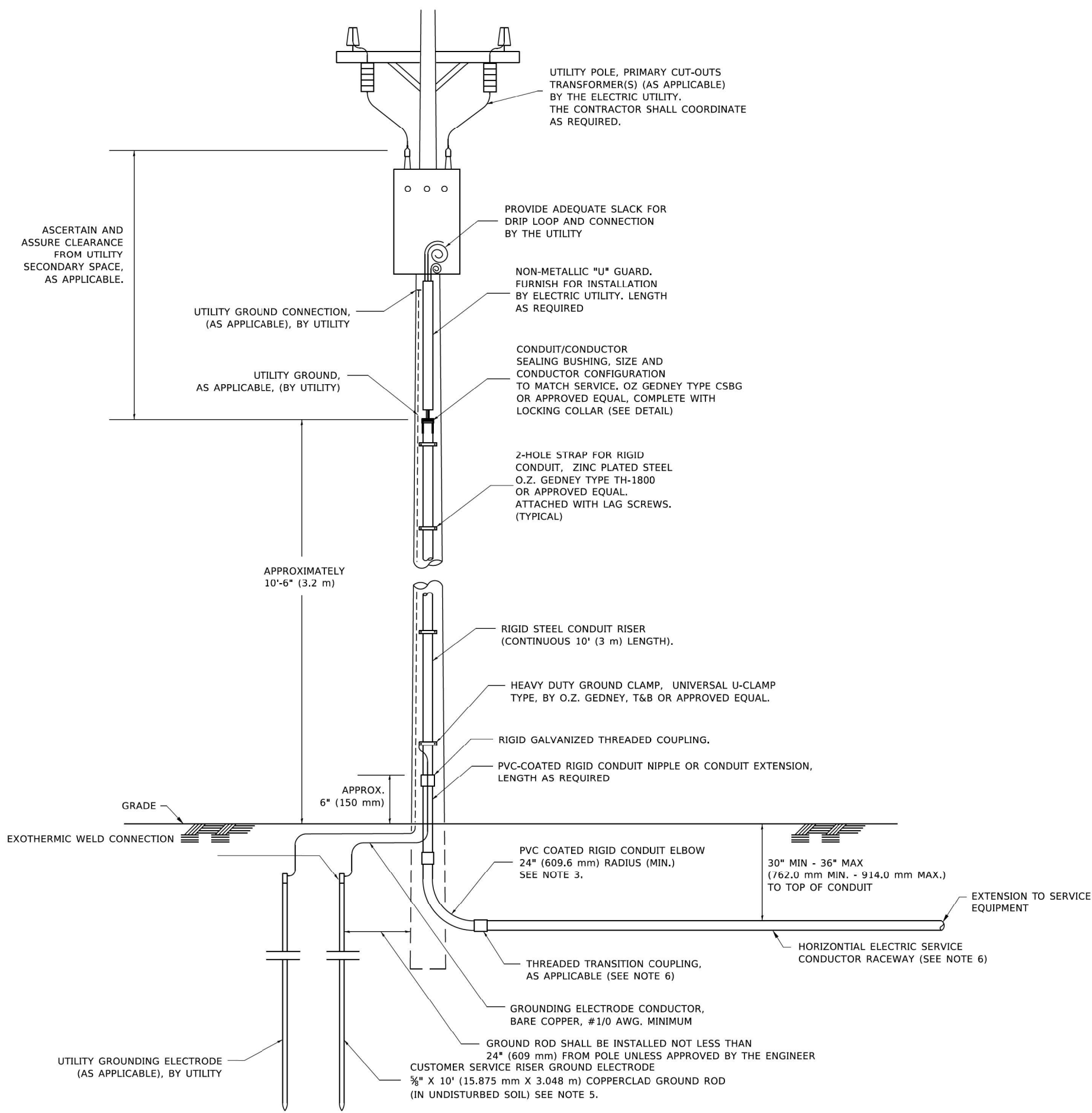
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PLOT DATE = 4/19/2019	DATE -	REVISED - R. TOMSONS 03-29-12

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**LIGHTING CONTROLLER, BASE MOUNTED,
480VOLT, 200AMP (DUAL) RADIO SCADA**

SCALE: NONE SHEET 2 OF 4 SHEETS STA. TO STA.

F.A./P.RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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BE-205			CONTRACT NO. 62H15	
F. 51 55, FAP 338 ILLINOIS FED. AID PROJECT				

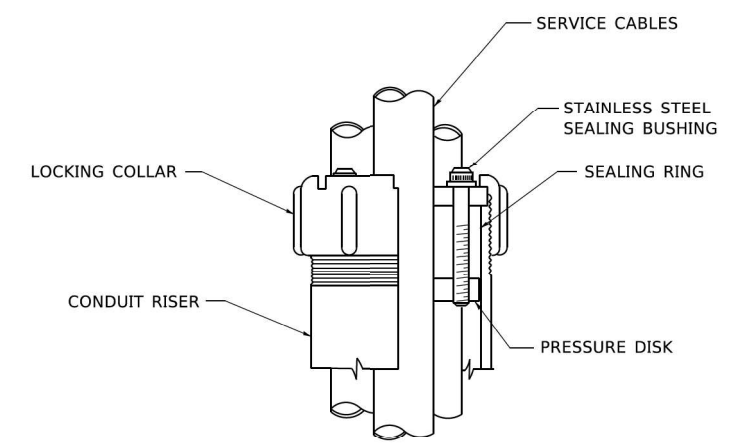


APPLICATION

THIS DETAIL APPLIES FOR LOW VOLTAGE ELECTRIC SERVICE (660 V OR LESS) FROM AN OVERHEAD UTILITY SUPPLY TO SEPERATLY-MOUNTED SERVICE EQUIPMENT.

NOTES

- SERVICE VOLTAGE SHALL BE AS INDICATED ELSEWHERE IN THE DRAWINGS.
- UNLESS OTHERWISE INDICATED, ITEMS AND WORK SHALL BE INCLUDED AND PAID AS PART OF THE ELECTRIC UTILITY SERVICE INSTALLATION PAY ITEM.
- CONDUIT AND CONNECTOR DIAMETER SHALL MATCH THE DIAMETER OF THE SERVICE CONDUCTOR RACEWAY AS INDICATED ON THE PLANS.
- PVC COATED RACEWAYS AND ACCESSORIES SHALL BE CAREFULLY INSTALLED WITH MFR RECOMMENDED TOOLS AND PROCEDURES TO AVOID DAMAGE. ANY DAMAGE SHALL BE REPAIRED WITH COMPATIBLE PVC TOUCH-UP MATERIAL TO THE SATISFACTION OF THE ENGINEER OR THE DAMAGED MATERIAL SHALL BE REPLACED AT NO ADDITIONAL COST.
- THE CONTRACTOR SHALL OBTAIN INSPECTION AND APPROVAL BY THE ENGINEER OF SERVICE RISER GROUND ELECTRODE, RISER ELBOW, NIPPLE AND CONNECTION TO SERVICE CONDUCTOR RACEWAY EXTENSION BEFORE BACKFILL AND SHALL ALSO OBTAIN INSPECTION OF SERVICE RISER AND SEALING BUSHING BEFORE UTILITY "U" GUARD INSTALLATION AND SERVICE CONNECTION.
- THE HORIZONTAL ELECTRIC SERVICE CONDUCTOR RACEWAY SHALL BE AS INDICATED AND SHALL BE MEASURED SEPARATELY FOR PAYMENT. WHEN THE RACEWAY IS PVC-COATED RIGID GALVANIZED STEEL, THE COUPLING SHALL BE THE SAME. WHEN THE RACEWAY IS PVC CONDUIT (IN CONCRETE), THE COUPLING SHALL BE A METALIC TO NON METALIC ADAPTER. WHEN THE RACEWAY IS ENCASED IN CONCRETE, THE CONCRETE SHALL EXTEND TO COVER THE COUPLING.
- PLANS AND DETAILS INDICATE THE GENERAL NATURE AND REQUIREMENTS. THEY DO NOT SHOW EVERY ACCESSORY AND ATTACHMENT, AND THEY DO NOT RELIEVE THE CONTRACTOR OF THE REQUIREMENTS OF THE SPECIFICATIONS AND SPECIAL PROVISIONS TO ASCERTAIN UTILITY REQUIREMENTS AND TO COORDINATE ACCORDINGLY. FURNISHING ALL ITEMS AND WORK NOT PROVIDED BY THE UTILITY, BUT NECESSARY FOR A COMPLETE SERVICE INSTALLATION IS REQUIRED AND SHALL BE INCLUDED IN THE ELECTRIC UTILITY SERVICE INSTALLATION PAY ITEM.



SEALING BUSHING DETAIL

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

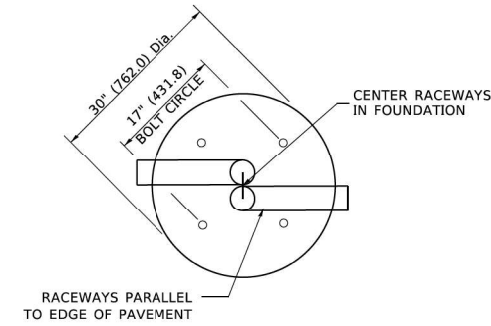
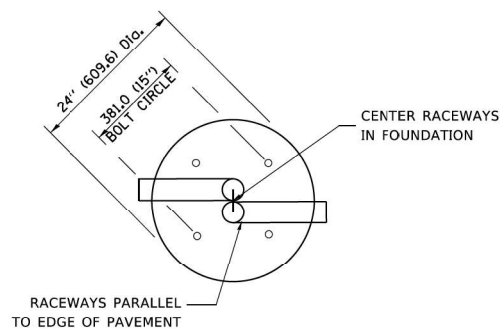
**ELECTRIC SERVICE INSTALLATION
AERIAL, REMOTE DISCONNECT**

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

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* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				

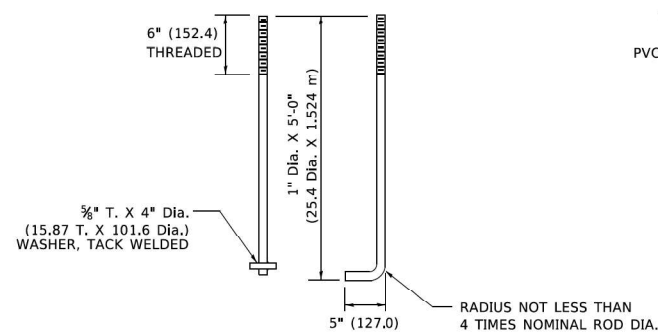
LIGHT POLE FOUNDATION DEPTH TABLE
40 FT. (12.192 m) TO 47.5 FT. (14.478 m) MOUNTING HEIGHT

SOIL CONDITIONS	DESIGN DEPTH "D" OF FOUNDATION	
	SINGLE ARM POLE	TWIN ARM POLE
SOFT CLAY Qu = 0.375 TON/SQ. FT.	13'-0" (3.96 m)	15'-0" (4.57 m)
MEDIUM CLAY Qu = 0.75 TON/SQ.FT	9'-6" (2.99 m)	10'-9" (3.23 m)
STIFF CLAY Qu = 1.50 TON/SQ. FT.	7'-0" (2.13 m)	8'-0" (2.44 m)
LOOSE SAND φ = 34°	9'-0" (2.74 m)	10'-0" (3.05 m)
MEDIUM SAND φ = 37.5°	8'-3" (2.52 m)	9'-0" (2.74 m)
DENSE SAND φ = 40°	7'-9" (2.36 m)	9'-0" (2.74 m)

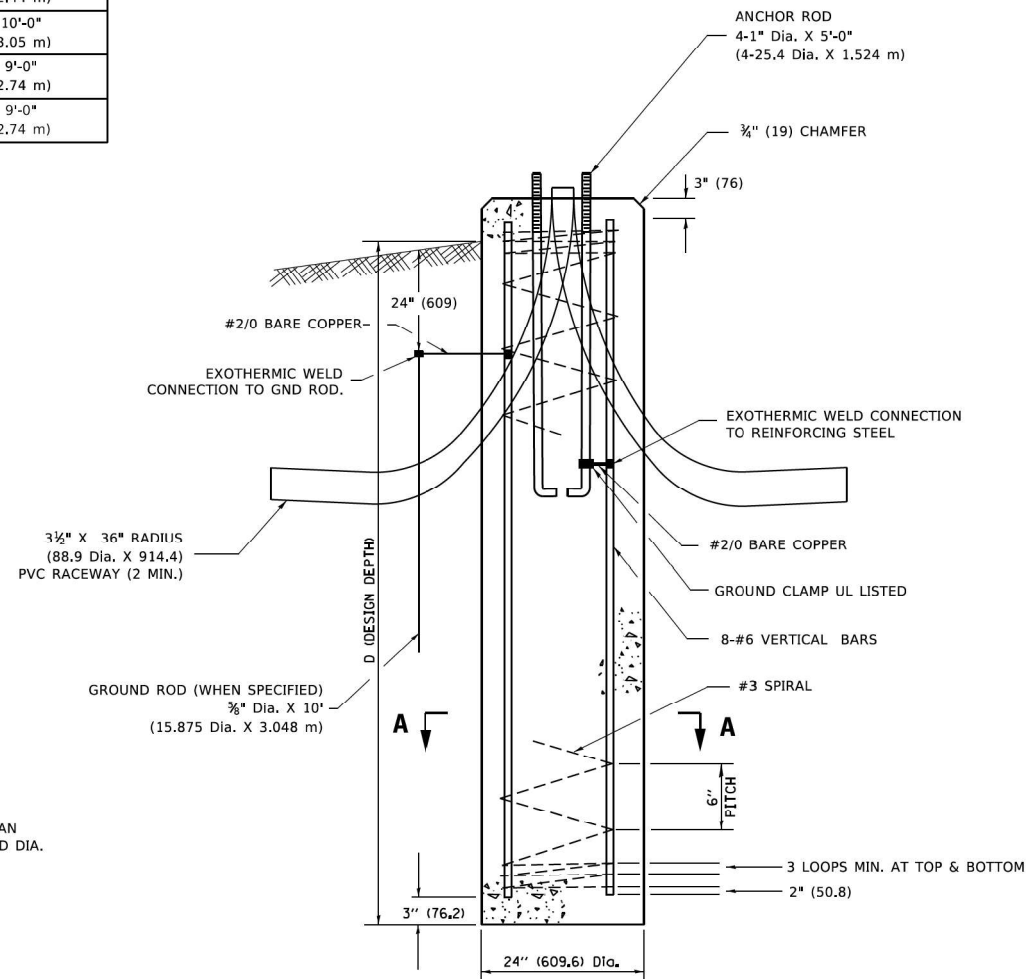


TOP VIEW

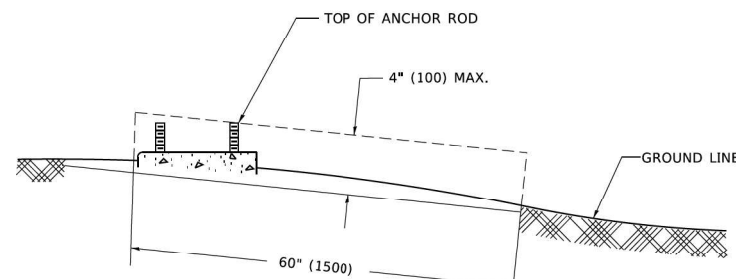
TOP VIEW



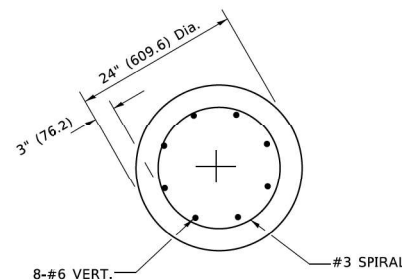
ANCHOR ROD DETAIL



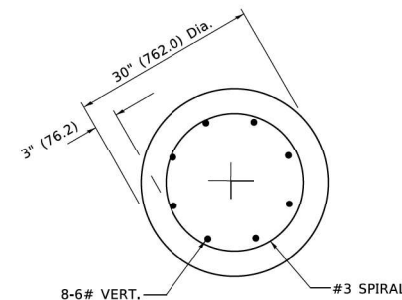
FOUNDATION DETAIL



FOUNDATION EXTENSION DETAIL



SECTION A-A



SECTION A-A

NOTES

- ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
- THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED.
- THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 100MM (4 IN.) ABOVE THE FINISHED GRADE WITHIN A 60 IN. (1.5 m) CHORD ACROSS THE FOUNDATION, WITH ANCHOR RODS INCLUDED. IN ACCORDANCE WITH AASHTO GUIDELINES, IF THE FOUNDATION HEIGHT, INCLUDING ANCHOR RODS, EXTENDS BEYOND THESE SPECIFIED LIMITS, THE FOUNDATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. SEE FOUNDATION EXTENSION DETAIL.
- THE HOLE FOR THE FOUNDATION SHALL BE MADE BY DRILLING WITH AN AUGER, OF THE SAME DIAMETER AS THE FOUNDATION. IF SOIL CONDITIONS REQUIRE THE USE OF A LINER TO FORM THE HOLE, THE LINER SHALL BE WITHDRAWN AS THE CONCRETE IS DEPOSITED.
- THE TOP OF THE FOUNDATION SHALL BE CONSTRUCTED LEVEL. A LINER OR FORM SHALL BE USED TO PRODUCE A UNIFORM SMOOTH SIDE TO THE TOP OF THE FOUNDATION. FOUNDATION TOP SHALL BE CHAMFERED 3/4-IN. (20 mm).
- THE CONCRETE SHALL BE CLASS SI. CONCRETE SHALL CURE ACCORDING TO ARTICLE 1020.13 BEFORE LIGHT POLES ARE INSTALLED.
- THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COIL BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE RADIUS OF THE HOOK BEND SHALL NOT BE LESS THAN 4 TIMES THE NOMINAL DIAMETER OF THE ANCHOR ROD. A TACK WELDED ANCHOR ROD MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
- THE ANCHOR RODS SHALL BE ACCORDING TO ASTM F1554 GRADE 725 (GRADE 105). NUTS SHALL BE HEXAGON NUTS ACCORDING TO ASTM A 194 2H OR ASTM A 563 DH, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
- ANCHOR RODS, NUTS AND WASHERS SHALL BE COMPLETELY GALVANIZED BY EITHER THE HOT-DIPPED PROCESS CONFORMING WITH AASHTO M 232, THE MECHANICAL PLATING METHOD CONFORMING TO AASHTO M 298, CLASS 50 WITH A MAXIMUM COATING THICKNESS OF 150 UM(6 MILS) OR THE ELECTROLYTIC PROCESS ACCORDING TO ASTM F 1139.
- THE ANCHOR RODS SHALL BE THREADED A MINIMUM OF 6 INCHES (150 mm) WITH A MINIMUM OF 3 INCHES (75 mm) OF THREADED ANCHOR ROD EMBEDDED IN THE FOUNDATION.
- ANCHOR RODS SHALL PROJECT 23/4" (69.9 mm) ABOVE THE TOP OF THE FOUNDATION. IF BREAKAWAY COUPLINGS ARE SPECIFIED, THE CONTRACTOR SHALL CAREFULLY COORDINATE THE ANCHOR ROD PROJECTION WITH THE INSTALLATION REQUIREMENTS OF THE BREAKAWAY COUPLINGS.
- THE CONTRACTOR SHALL USE A #3 SPIRAL AT 6" (152.4 mm) PITCH OR MAY SUBSTITUTE #3 TIES AT 12" (304.8 mm) O.C. WITH THE APPROVAL OF THE ENGINEER.
- THE CABLE TRENCHES AND FOUNDATION SHALL BE BACK FILLED AND COMPACTED AS SPECIFIED BEFORE THE LIGHT POLE IS ERECTED.
- THE RACEWAYS SHALL PROJECT 1" (25.4 mm) ABOVE THE TOP OF THE FOUNDATION.

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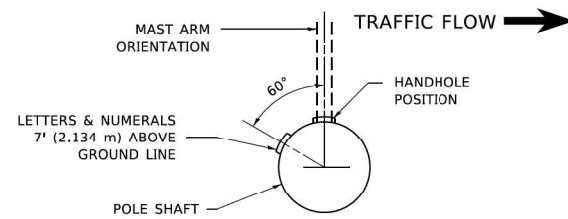
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

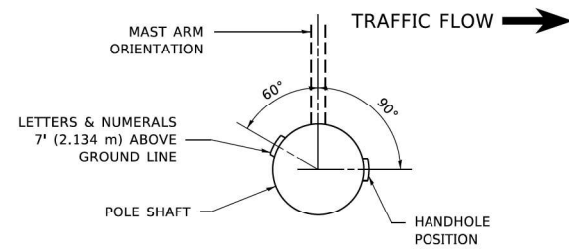
LIGHT POLE FOUNDATION
40' (12.192 m) TO 47' 1/2' (14.478 m) M.H. 15" (381 mm) BOLT CIRCLE

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

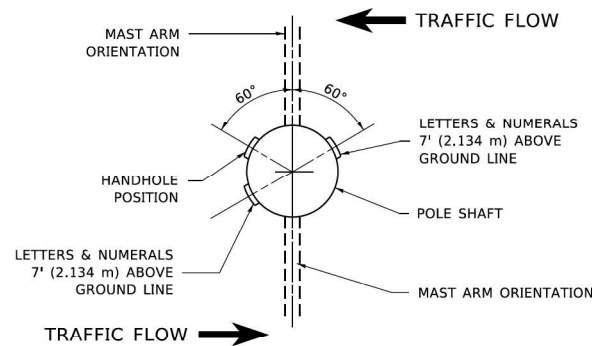
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F.A.I 55, FAP 338		ILLINOIS FED. AID PROJECT		



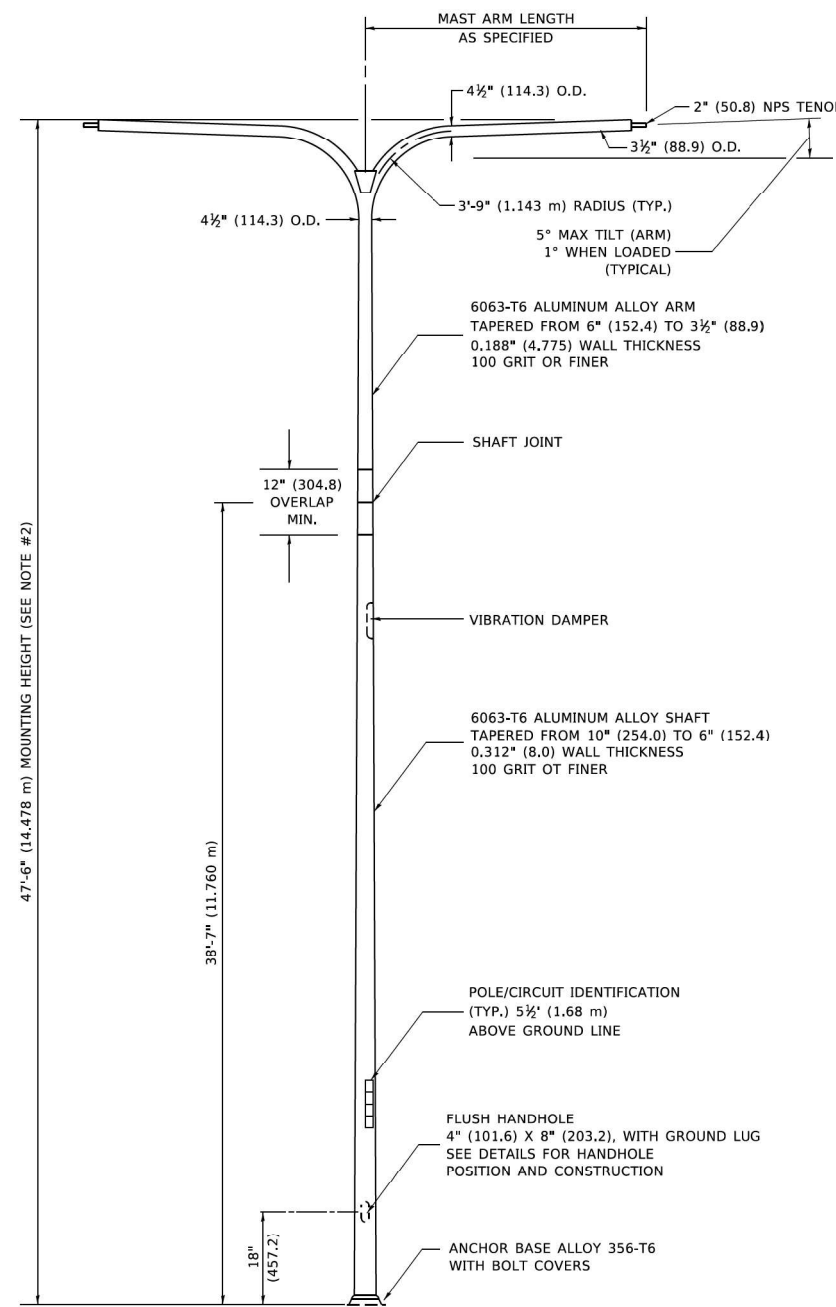
POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES MOUNTED ON BRIDGE PARAPET OR BARRIER WALL



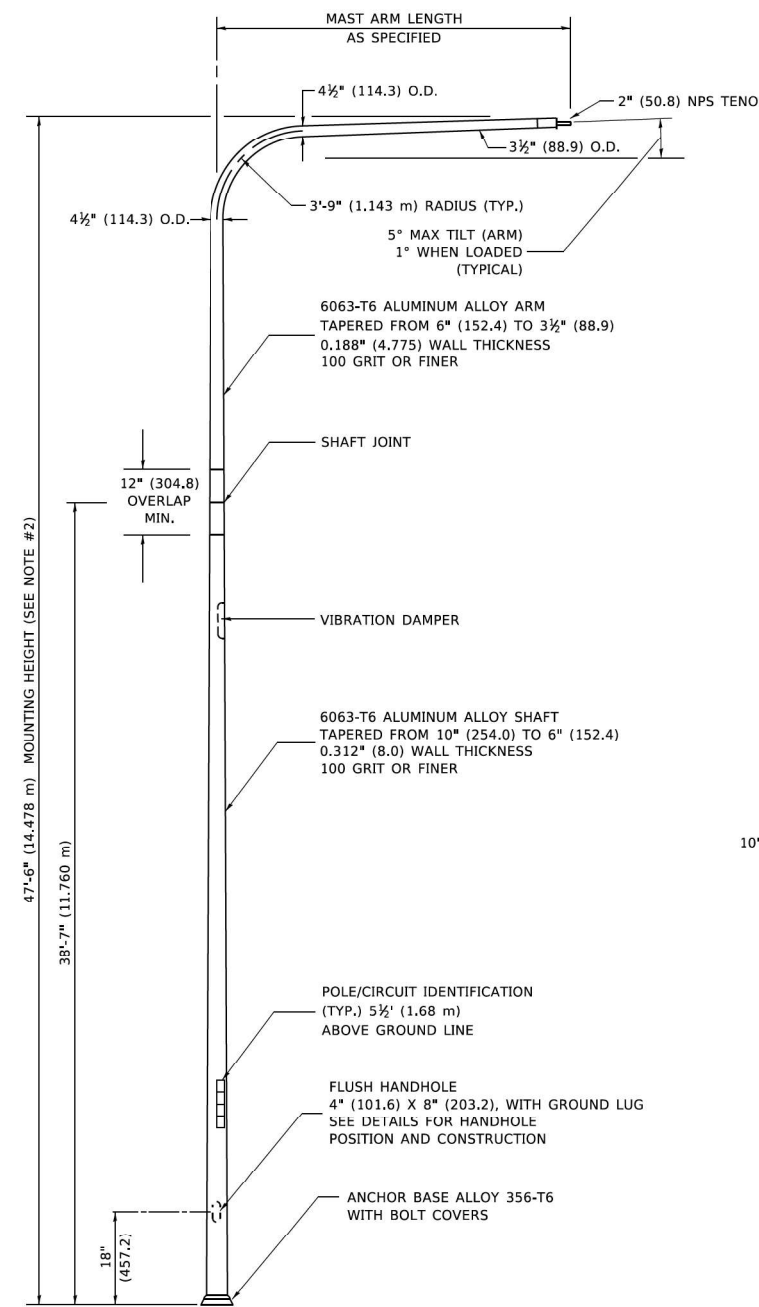
POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES



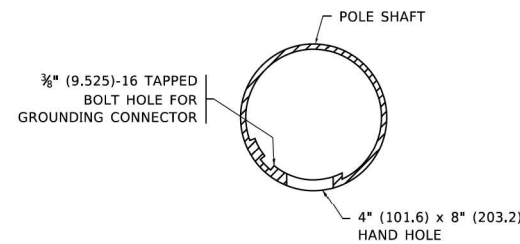
POSITION OF HANDHOLE AND POLE NUMBER FOR TWIN MAST ARM POLES



TWIN ARM POLE



SINGLE ARM POLE

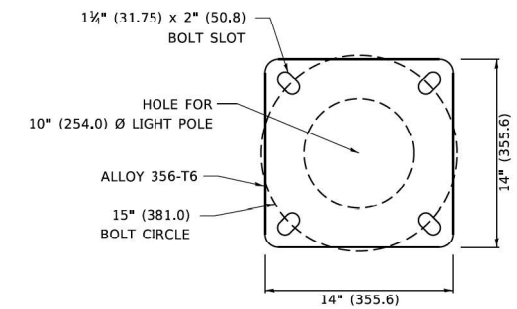


HANDHOLE DETAIL

(N.T.S.)

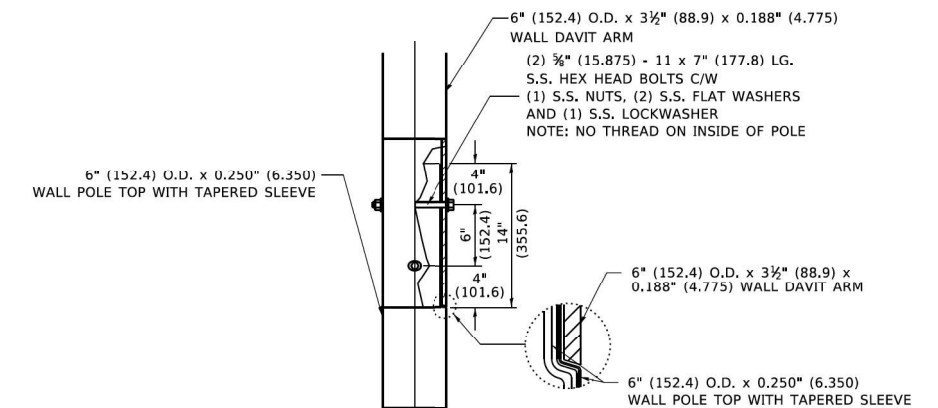
NOTES

1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
2. MOUNTING HEIGHT IS DEFINED AS THE DISTANCE FROM THE CENTERLINE OF THE TENON TO THE BOTTOM OF THE ANCHOR BASE.
3. TWO PIECE SHAFT WILL BE MATCHED MARKED AND INTERCHANGEABLE BETWEEN DIFFERENT UNITS. FIELD DRILLING OF THE HOLES WILL NOT BE ALLOWED.
4. THE LIGHT POLE WILL MEET AASHTO DESIGN CRITERIA AS SPECIFIED.
5. THE INSTALLING CONTRACTOR WILL PROVIDE A UL LISTED GROUNDING CONNECTOR. BURNDY K2C23, T&B SP4DL OR APPROVED EQUAL.
6. LIGHT POLES WILL NOT BE INSTALLED WITHOUT MAST ARMS AND LUMINAIRES.
7. LIGHT POLES WILL BE SET PLUMB ON THE FOUNDATION WITHOUT THE USE OF LEVELING NUTS, WASHERS OR SHIMS.
8. LIGHTING UNIT IDENTIFICATION NUMBERS SHALL BE INSTALLED BEFORE THE LIGHTING UNIT IS ENERGIZED.



LIGHT POLE BASE PLATE DETAIL

(FOR POLE MOUNTED ON 15 INCH (381.0) BOLT CIRCLE FOUNDATION)



DAVIT ARM CONNECTION

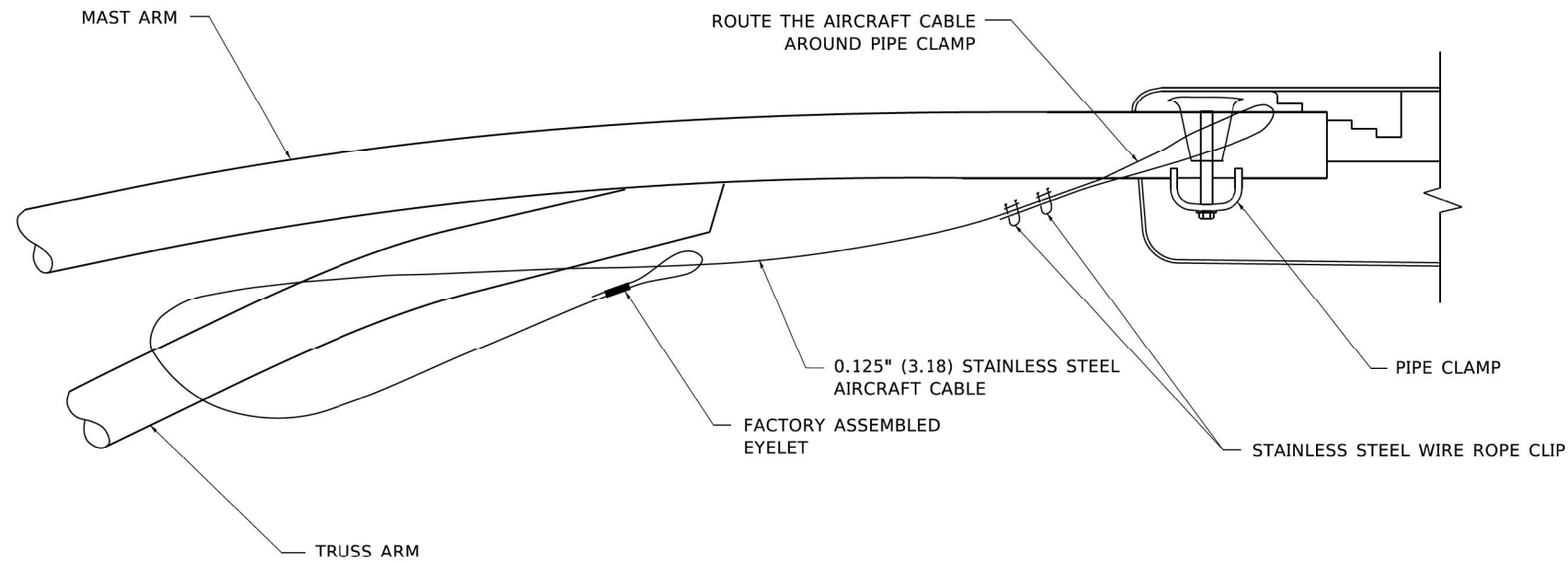
[14" (355.6) OVERLAP SHOWN]

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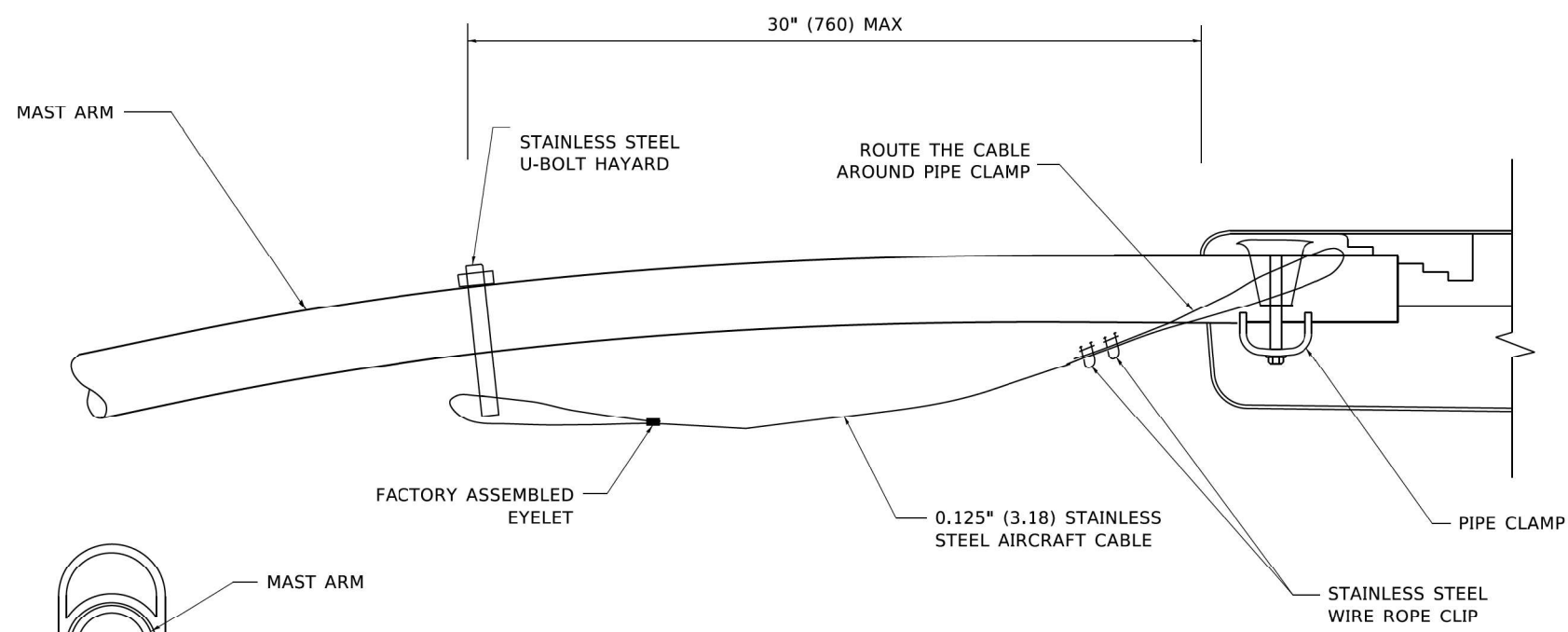
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

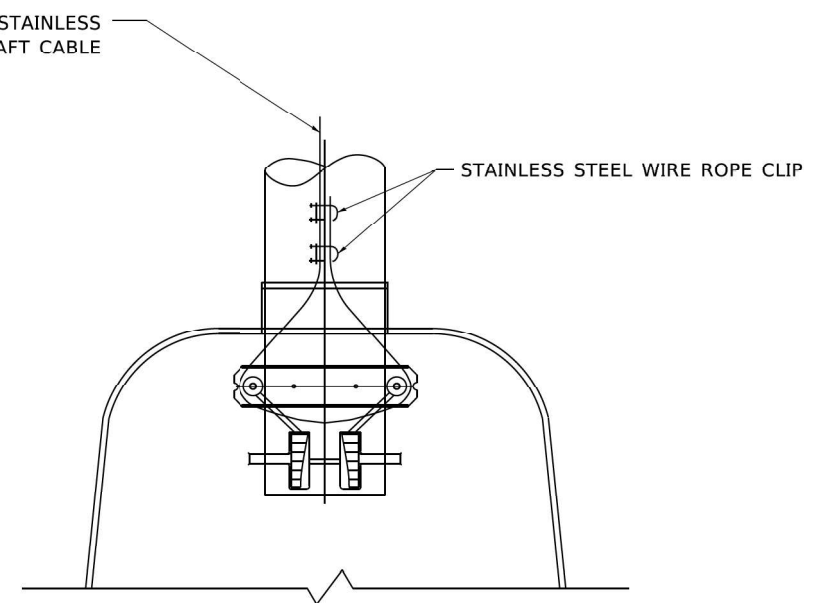
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47'-6" (14.478 m) MOUNTING HEIGHT		-	2018-075-R	WILL	1510	1082
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SHEET 1	OF 1 SHEETS	STA.	TO STA.		* F.A. 55, FAP 338 ILLINOIS FED. AID PROJECT	



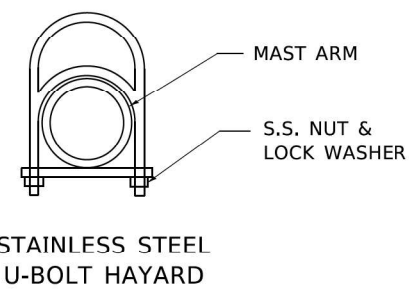
SIDE VIEW (TRUSS ARM)
N.T.S.



SIDE VIEW (SINGLE MEMBER OR DAVIT ARM)
N.T.S.



BOTTOM VIEW
N.T.S.



- NOTES:**
1. ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.
 2. CONTRACTOR SHALL ADJUST THE WIRE CLIP TO ELIMINATE ANY SLACK FROM THE WIRE ROPE.
 3. THE 0.125" (3.18) STAINLESS STEEL AIRCRAFT CABLE SHALL REMAIN VISIBLE FROM THE GROUND LEVEL.
 4. THE BREAKING STRENGTH OF THE CABLE SHALL BE 1700 LBS. MIN.

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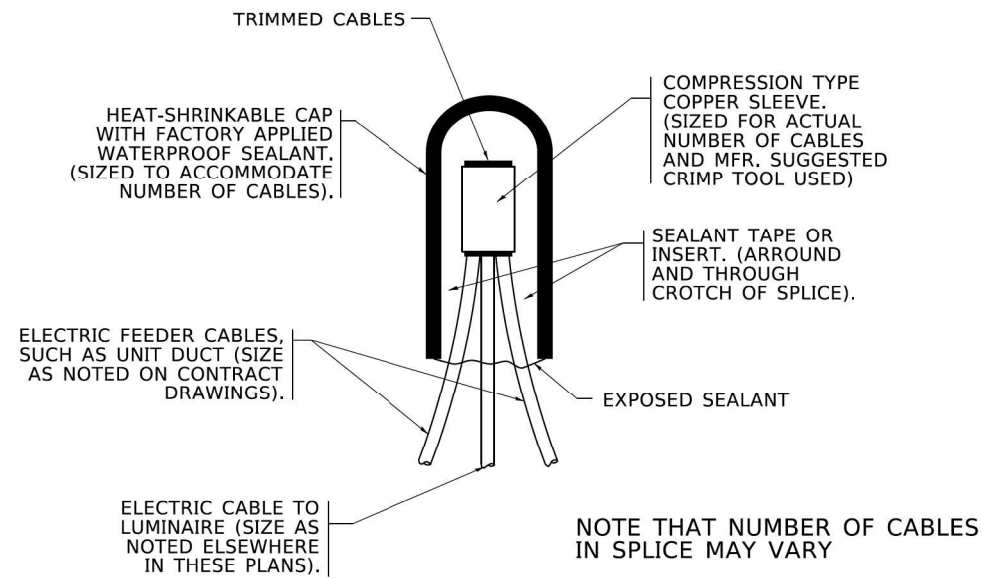
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LUMINAIRE SAFETY CABLE ASSEMBLY

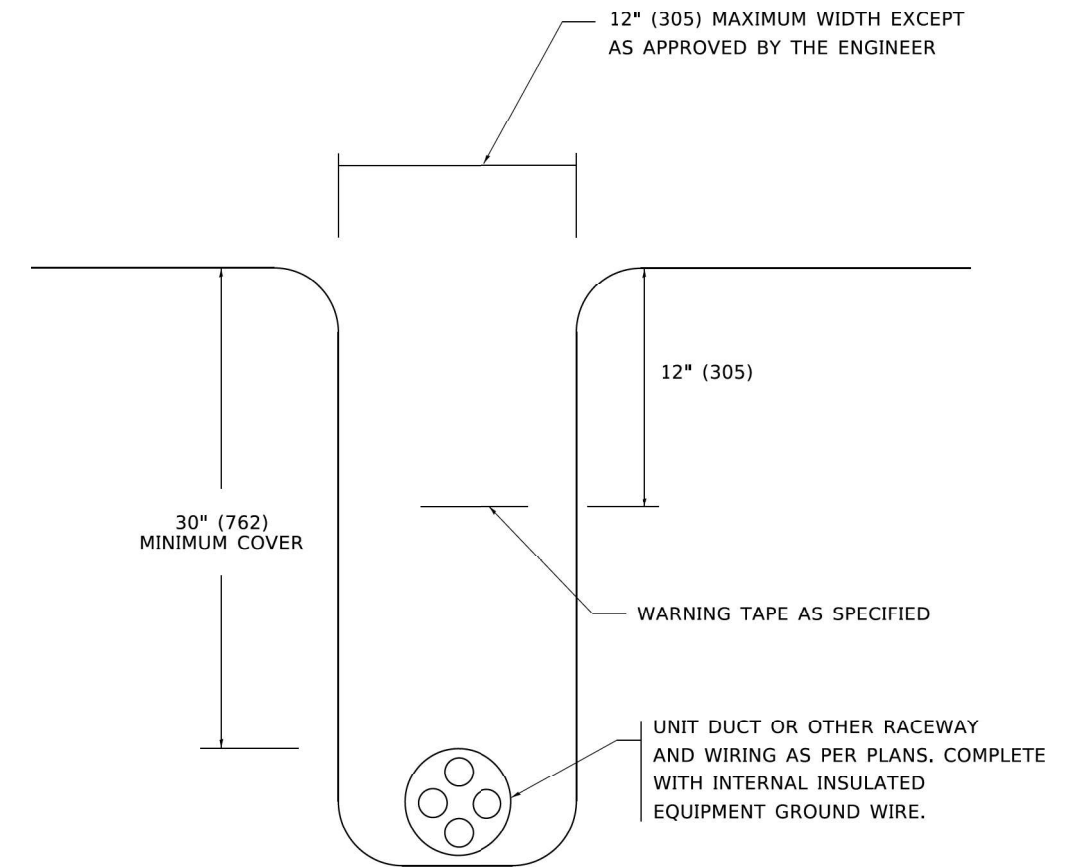
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* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				

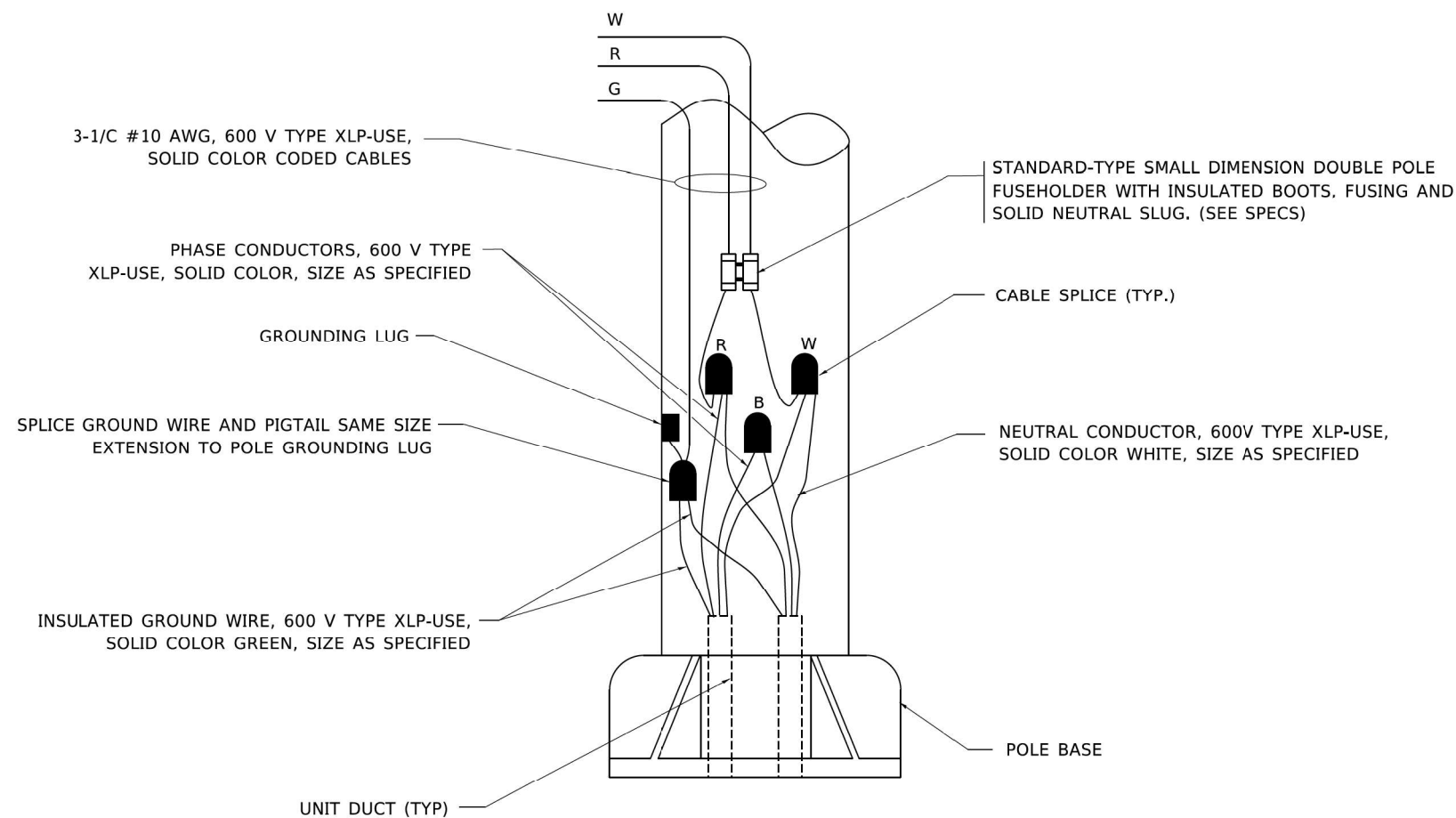


TYPICAL SPLICE DETAIL
N.T.S.

NOTE THAT NUMBER OF CABLES IN SPLICE MAY VARY



TYPICAL WIRING IN TRENCH DETAIL
N.T.S.



POLE WIRING DETAIL
N.T.S.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

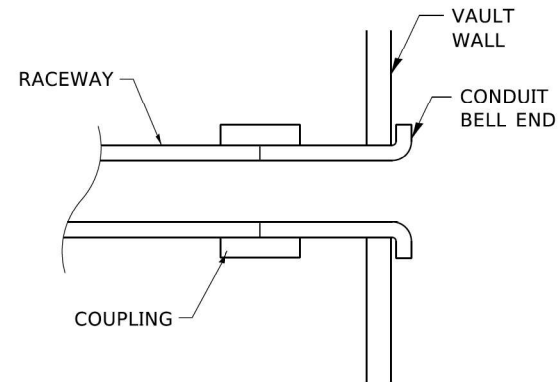
MISC. ELECTRICAL DETAILS
SHEET A

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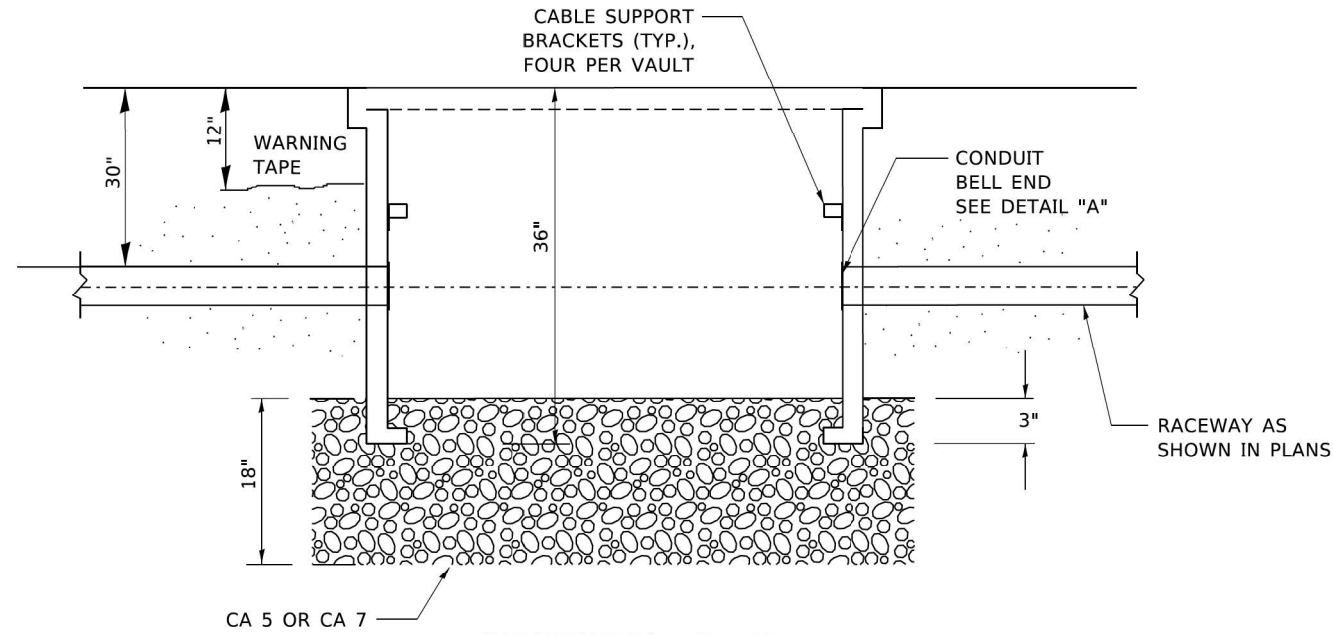
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* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				

COMMUNICATIONS VAULT LOAD RATINGS

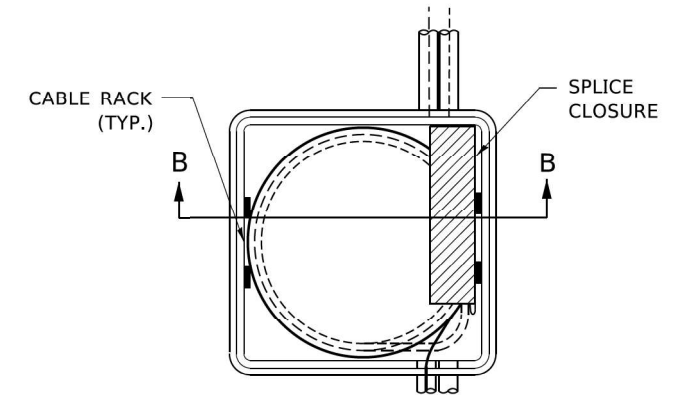
COMPONENT	ANSI TIER	LOADING	
		DESIGN	TEST
BOX	22	22,500 lbs.	37,750 lbs.
COVER	22	22,500 lbs.	37,750 lbs.



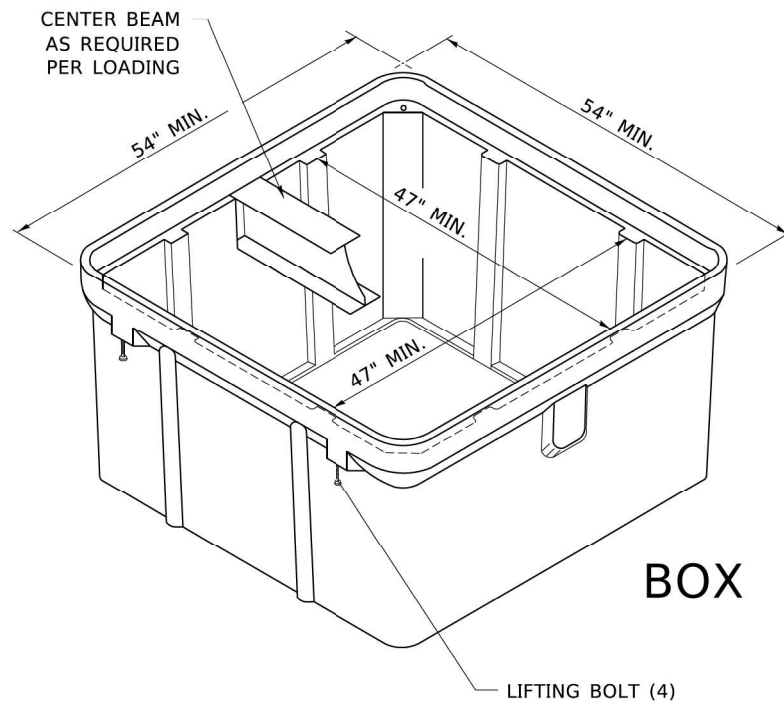
DETAIL A



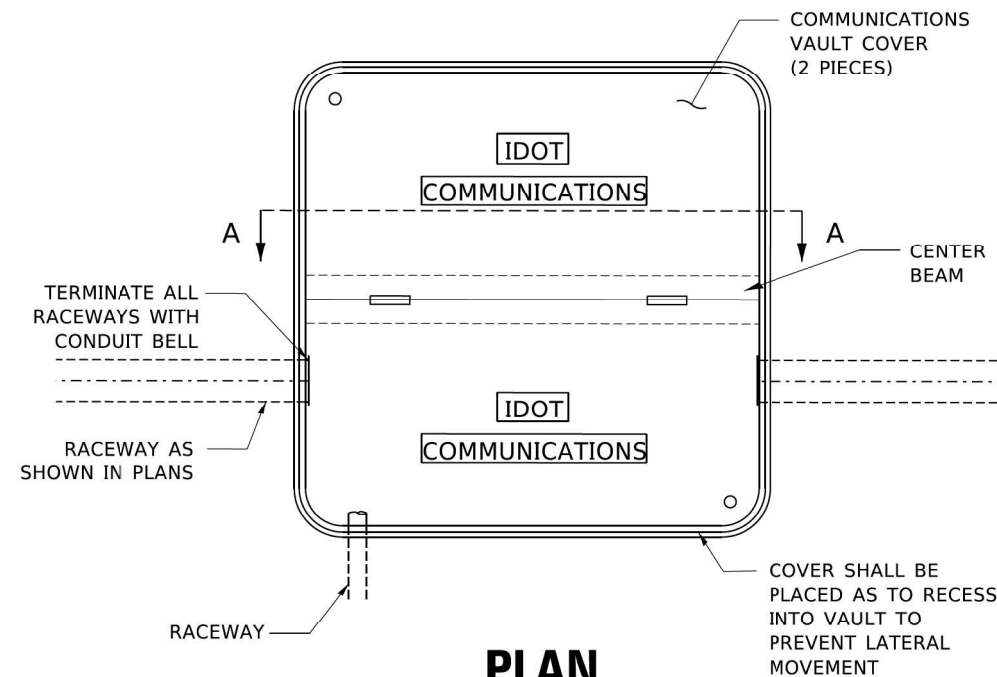
SECTION A-A



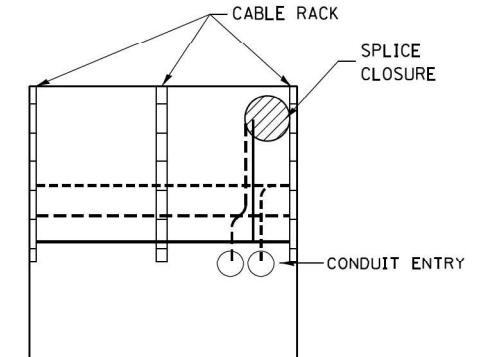
TOP VIEW



ISOMETRIC



PLAN



SECTION B-B

NOTES:

1. BOX SHALL HAVE AN OPEN BASE.
2. ALL OPENINGS IN STRUCTURE MUST BE MACHINED AT TIME OF FABRICATION OR PUNCH DRIVEN AT TIME OF PLACEMENT, IN ACCORDANCE WITH MANUFACTURER RECOMMENDATIONS.
3. FIELD PLACEMENT OF COMMUNICATIONS VAULT SHALL BE AS DIRECTED BY THE ENGINEER.
4. ALL DIMENSIONS ARE MINIMUM AND A LARGER SIZE HANDHOLE MAY BE USED, WITH THE APPROVAL OF THE ENGINEER, TO FACILITATE USING A MANUFACTURER'S STANDARD PRODUCT.

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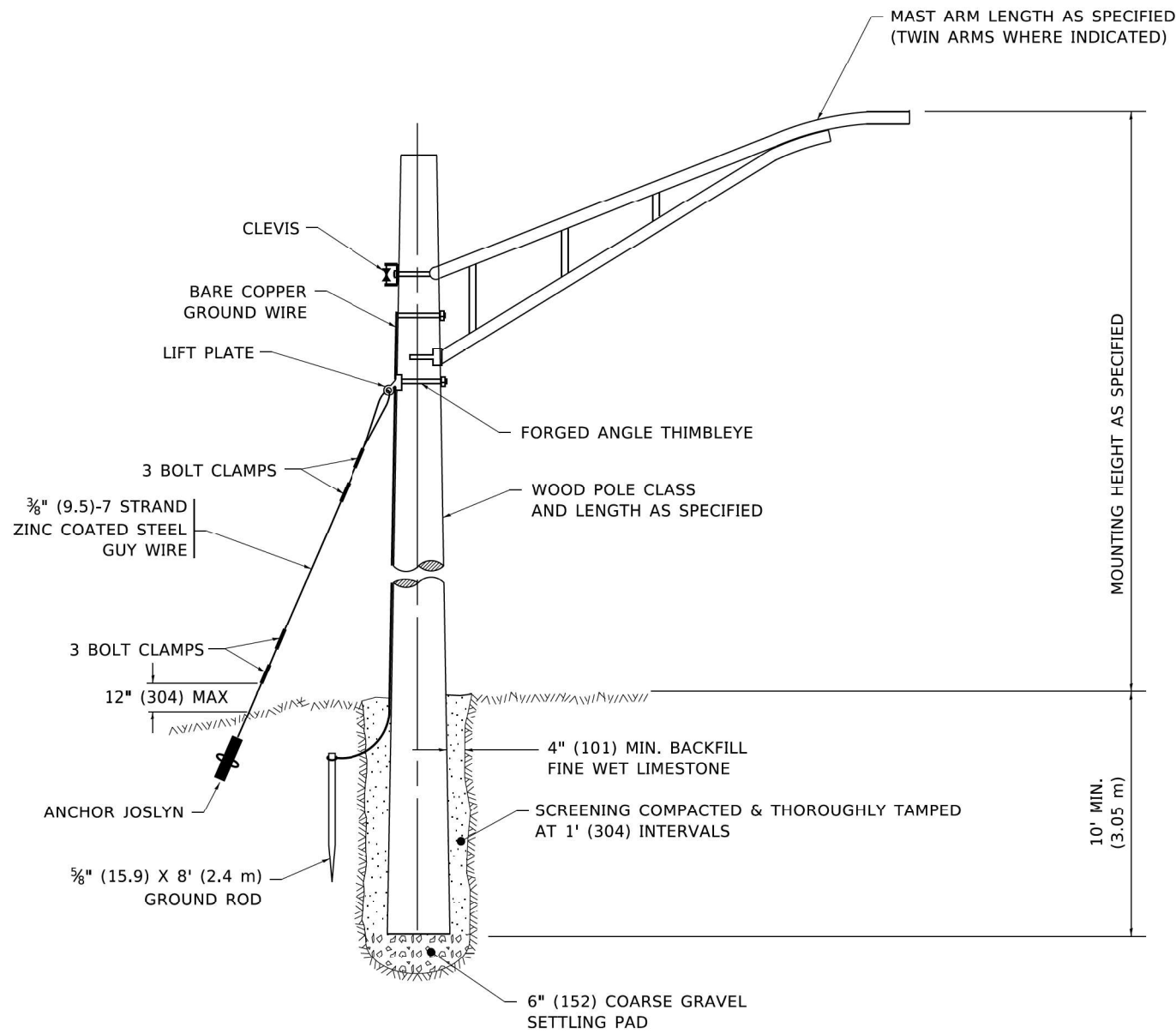
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PLOT DATE = 4/19/2019	DATE - 03-22-10	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

COMMUNICATIONS VAULT, COMPOSITE CONCRETE

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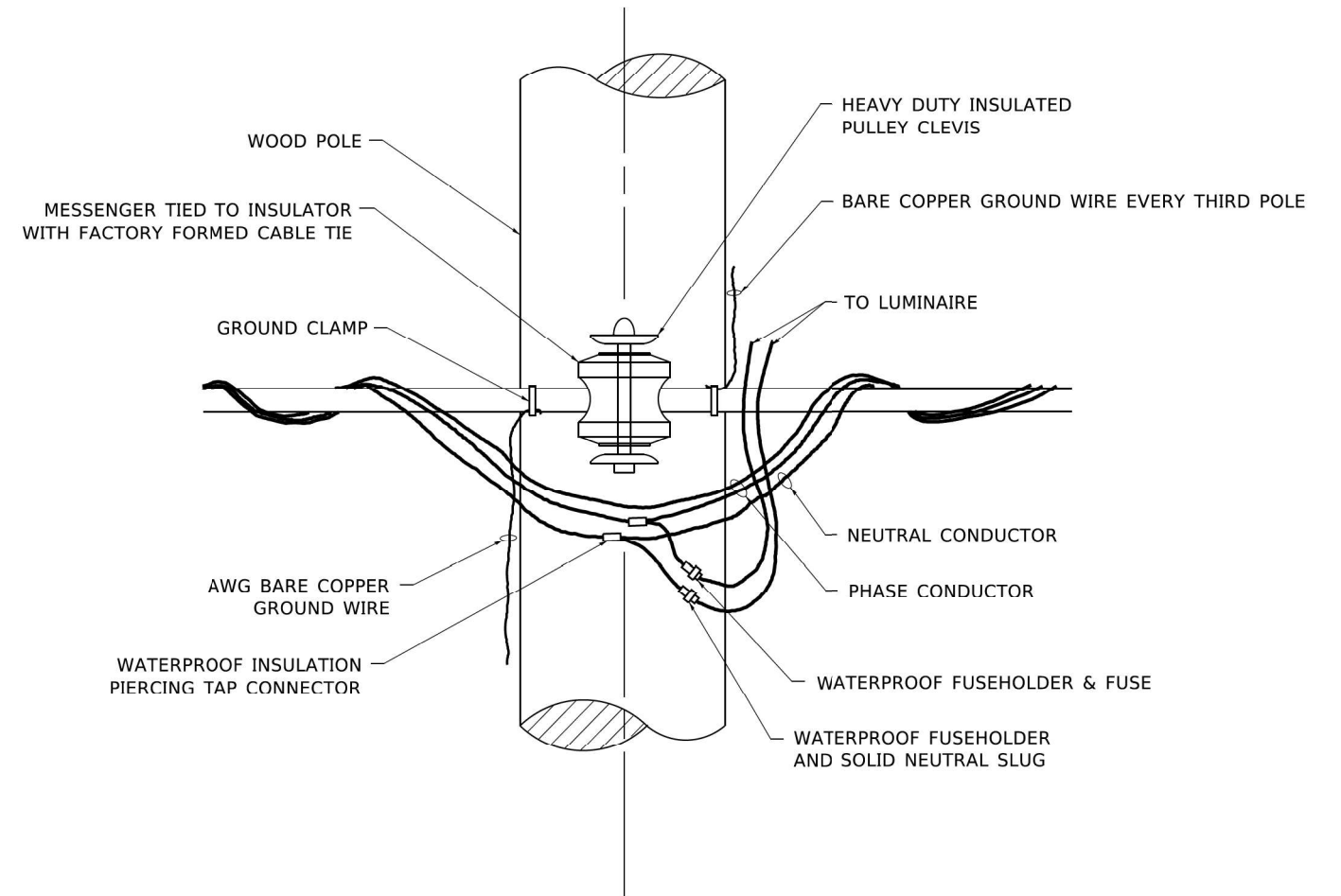
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-	2018-075-R	WILL	1510	1085
BE-705			CONTRACT NO. 62H15	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



TEMPORARY LIGHT POLE DETAIL

NOTE:

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED.
2. MAST ARM SHALL BE RATED FOR THE SPECIFIED MOUNTING HEIGHT.



TEMPORARY LIGHT POLE ATTACHMENT DETAIL

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 2012/11/30

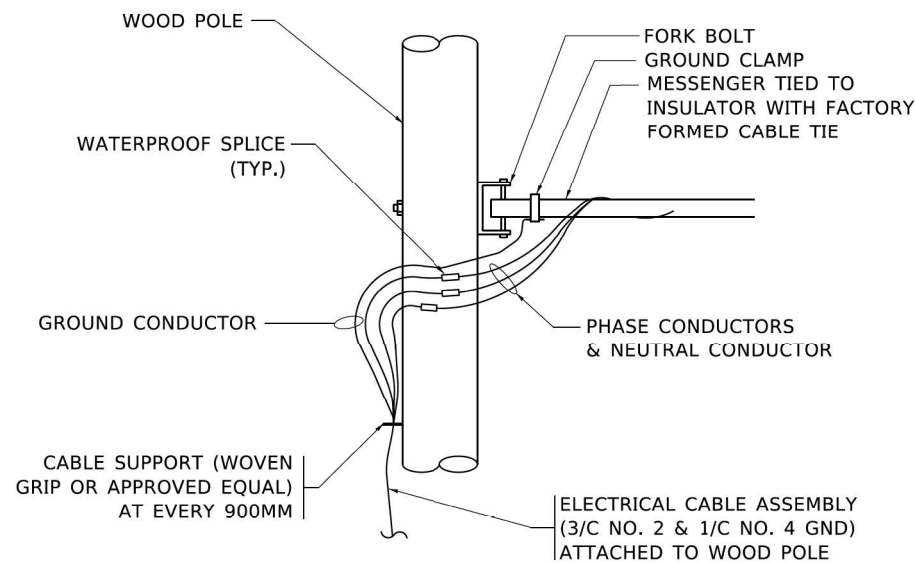
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PLOT DATE = 4/19/2019	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

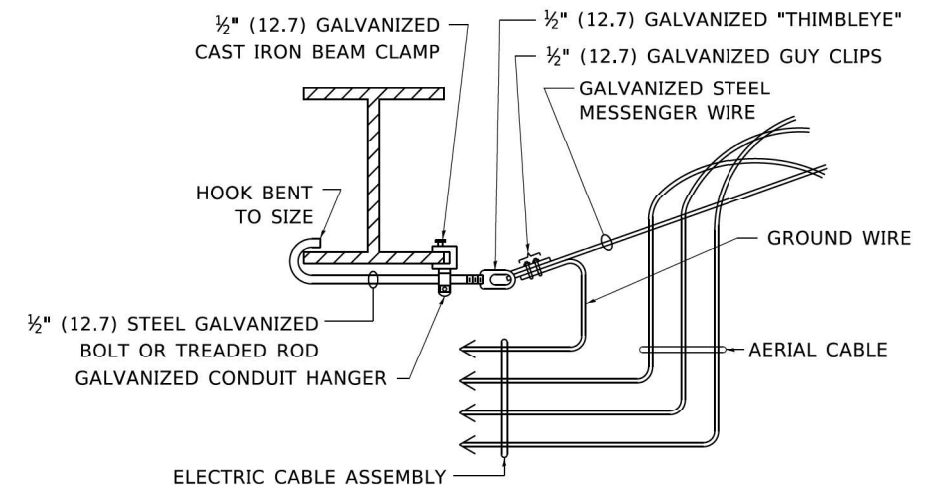
TEMPORARY LIGHT POLE DETAILS

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

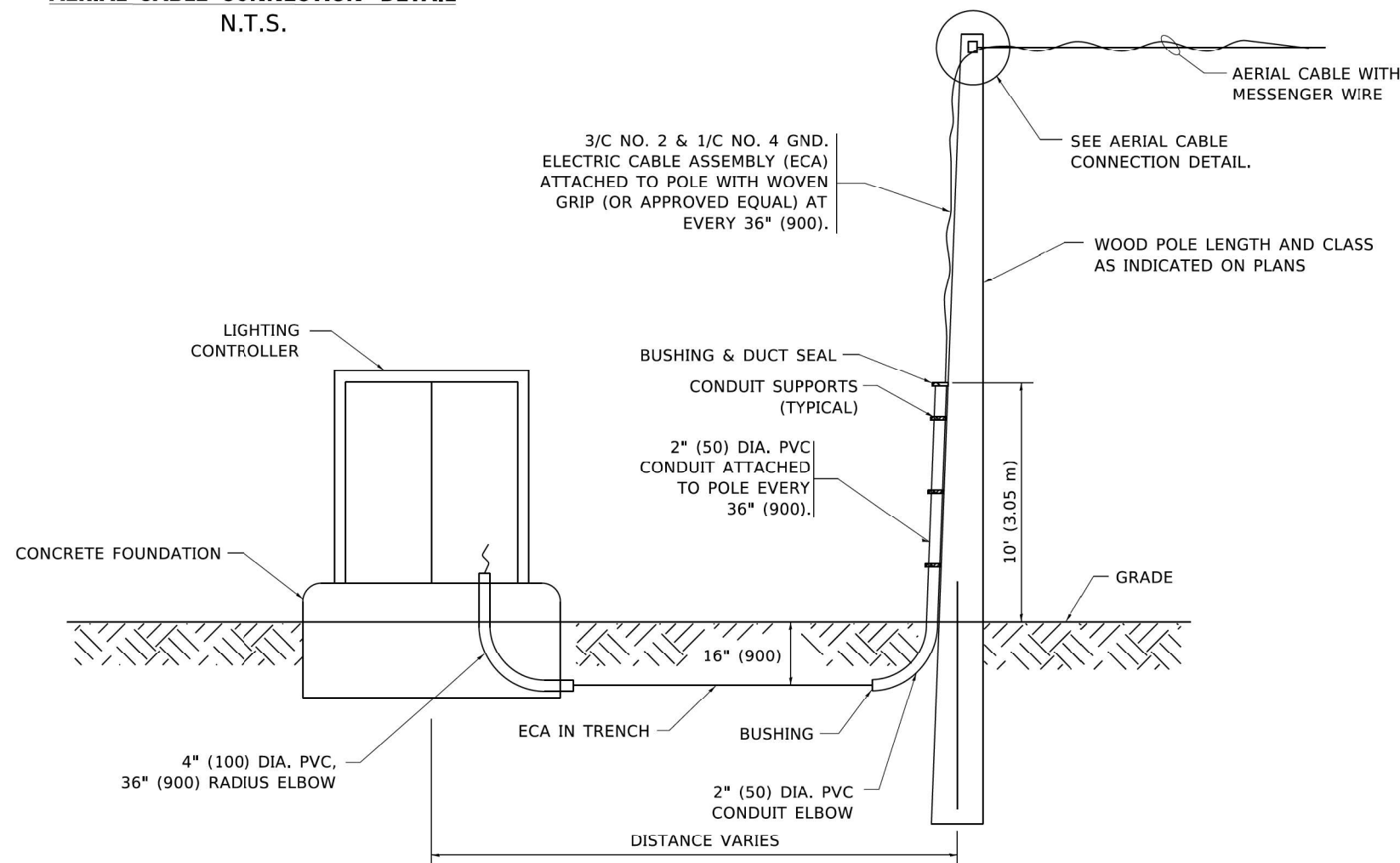
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-	2018-075-R	WILL	1510	1086
BE-800			CONTRACT NO. 62H15	
* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				



AERIAL CABLE CONNECTION DETAIL
N.T.S.



AERIAL CABLE ATTACHED TO STRUCTURE
NOT TO SCALE



WOOD POLE TO LIGHTING CONTROLLER WIRING CONNECTION DETAIL
N.T.S.

NOTES:

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED.
2. SEE PROPOSED LIGHTING PLAN FOR CONDUIT, CABLE AND ROUTING.
3. THE CONTRACTOR SHALL PROVIDE INTERMEDIATE SUPPORTS TO MAINTAIN MINIMUM CLEARANCES. REFER TO AERIAL AERIAL CABLE ATTACHED TO STRUCTURE DETAIL.
4. COST OF SPLICES AND MOUNTING HARDWARE SHALL BE INCLUDED IN THE UNIT PRICE FOR AERIAL CABLE.

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PLOT DATE = 4/19/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TEMPORARY AERIAL CABLE INSTALLATION

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A./P.RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2018-075-R	WILL	1510	1087
BE-801		CONTRACT NO. 62H15		
FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				

DISTRIBUTION CABLE FIBER ASSIGNMENTS				ORIGINATION		DESTINATION	
DISTRIBUTION CABLE DESIGNATION		DCF-		ORIGINATION		DESTINATION	
BUFFER TUBE	FIBER	FIBER NO	ASSIGNMENT	BUFFER TUBE	FIBER NO	FIBER NO	ASSIGNMENT
BLUE	Blue	1	1	SLATE	Blue	49	
	Orange	2	2		Orange	50	
	Green	3	3		Green	51	
	Brown	4	4		Brown	52	
	Slate	5	5		Slate	53	
	White	6	6		White	54	
	Red	7	7		Red	55	
	Black	8	8		Black	56	
	Yellow	9	9		Yellow	57	
	Violet	10	10		Violet	58	
	Rose	11	11		Rose	59	
	Aqua	12	12		Aqua	60	
ORANGE	Blue	1	13	WHITE	Blue	61	
	Orange	2	14		Orange	62	
	Green	3	15		Green	63	
	Brown	4	16		Brown	64	
	Slate	5	17		Slate	65	
	White	6	18		White	66	
	Red	7	19		Red	67	
	Black	8	20		Black	68	
	Yellow	9	21		Yellow	69	
	Violet	10	22		Violet	70	
	Rose	11	23		Rose	71	
	Aqua	12	24		Aqua	72	
GREEN	Blue	1	25	RED	Blue	73	
	Orange	2	26		Orange	74	
	Green	3	27		Green	75	
	Brown	4	28		Brown	76	
	Slate	5	29		Slate	77	
	White	6	30		White	78	
	Red	7	31		Red	79	
	Black	8	32		Black	80	
	Yellow	9	33		Yellow	81	
	Violet	10	34		Violet	82	
	Rose	11	35		Rose	83	
	Aqua	12	36		Aqua	84	
BROWN	Blue	1	37	BLACK	Blue	85	
	Orange	2	38		Orange	86	
	Green	3	39		Green	87	
	Brown	4	40		Brown	88	
	Slate	5	41		Slate	89	
	White	6	42		White	90	
	Red	7	43		Red	91	
	Black	8	44		Black	92	
	Yellow	9	45		Yellow	93	
	Violet	10	46		Violet	94	
	Rose	11	47		Rose	95	
	Aqua	12	48		Aqua	96	

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 2012/11/30

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	DRAWN -	REVISED - R. TOMSONS 1-18-18
PLOT SCALE = 50.0000' / 1"	CHECKED -	REVISED -
PLOT DATE = 4/22/2019	DATE - 06-29-10	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

FIBER ASSIGNMENTS 96 FIBER DISTRIBUTION CABLE			
SCALE: NONE	SHEET 1	OF 1 SHEETS	STA. TO STA.

F.A./P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	2018-075-R	WILL	1510	1090
BE-2110		CONTRACT NO. 62H15		
* FAI 55, FAP 338		ILLINOIS FED. AID PROJECT		

LATERAL CABLE FIBER ASSIGNMENTS		
LCF-		
FIBER NO	FUNCTION	CONNECTION
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		

LATERAL CABLE FIBER ASSIGNMENTS		
LCF-		
FIBER NO	FUNCTION	CONNECTION
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		

LATERAL CABLE FIBER ASSIGNMENTS		
LCF-		
FIBER NO	FUNCTION	CONNECTION
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		

LATERAL CABLE FIBER ASSIGNMENTS		
LCF-		
FIBER NO	FUNCTION	CONNECTION
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		

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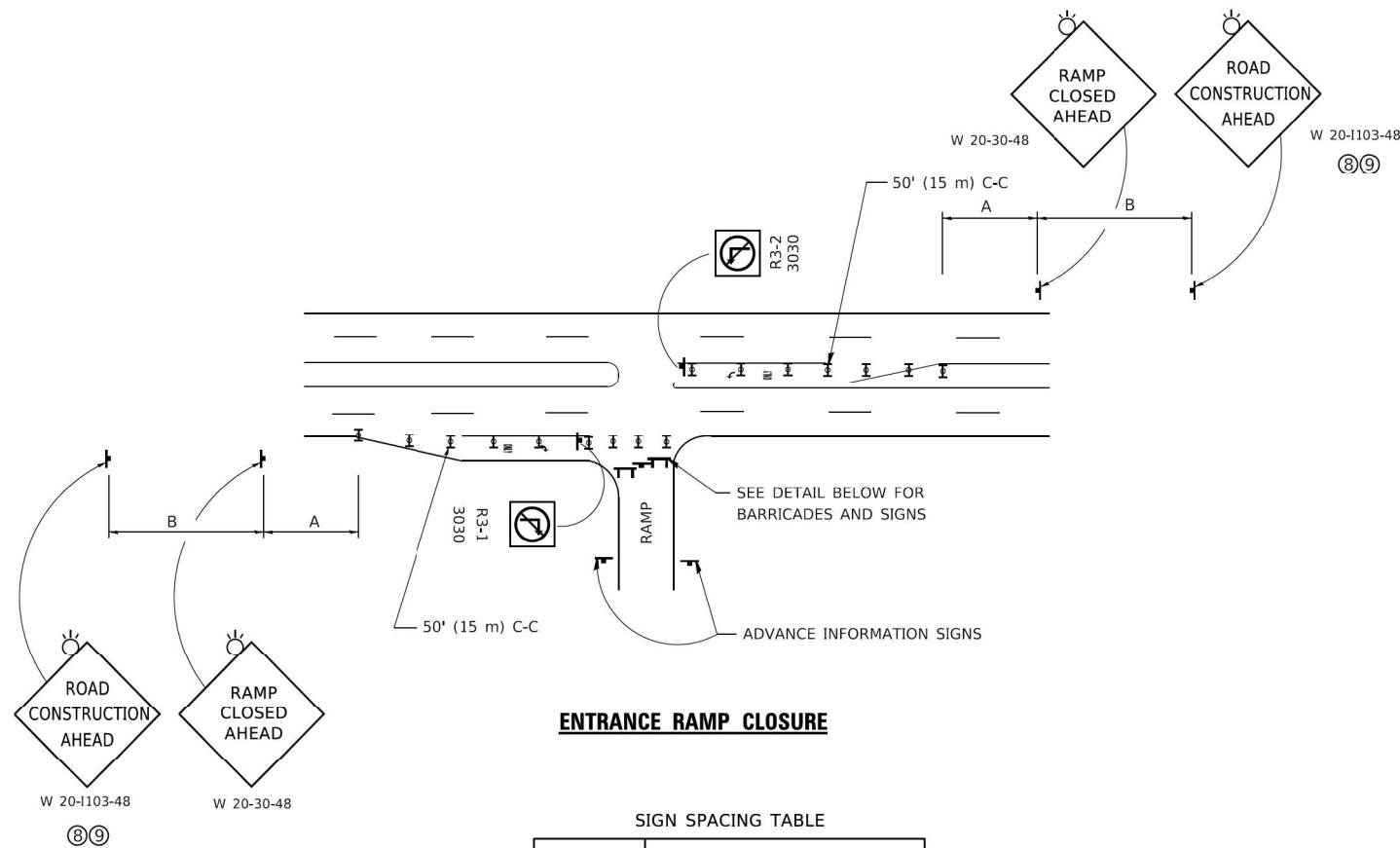
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PLOT DATE = 4/22/2019	DATE - 06-29-10	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FIBER ASSIGNMENTS
12 FIBER LATERAL CABLE**

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A./P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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BE-2130			CONTRACT NO. 62H15	
* FAI 55, FAP 338		ILLINOIS FED. AID PROJECT		

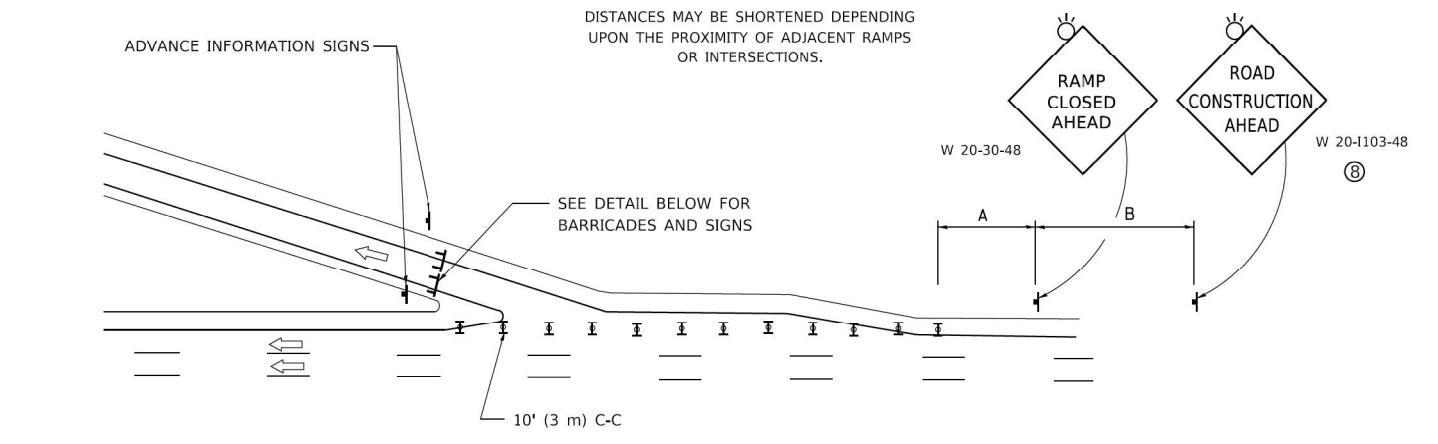


ENTRANCE RAMP CLOSURE

SIGN SPACING TABLE

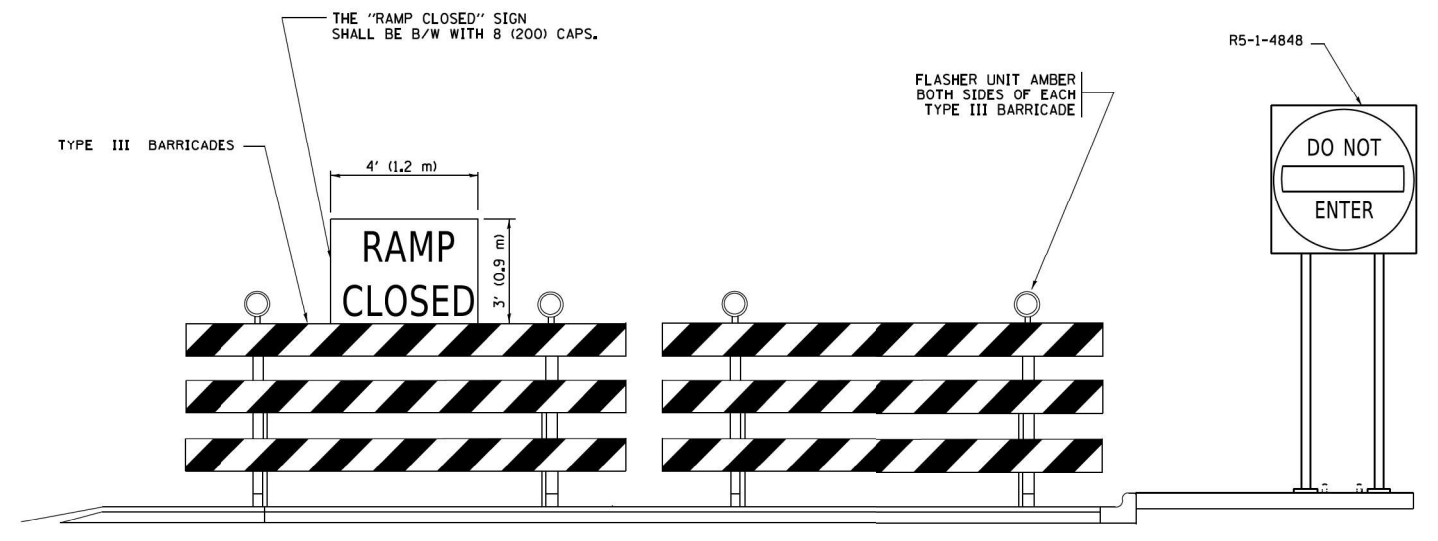
FACILITY	DISTANCE BETWEEN SIGNS	
	A	B
EXPRESSWAY >24 HOURS	1000' (300 m)	1500' (450 m)
EXPRESSWAY ≤24 HOURS	500' (150 m)	500' (150 m)
ARTERIAL 55 MPH	500' (150 m)	500' (150 m)
ARTERIAL 50-45 MPH	350' (100 m)	350' (100 m)
ARTERIAL <45 MPH	200' (60 m)	200' (60 m)

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

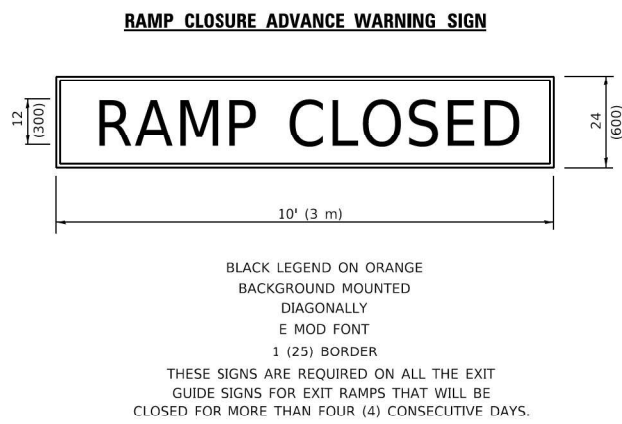


EXIT RAMP CLOSURE

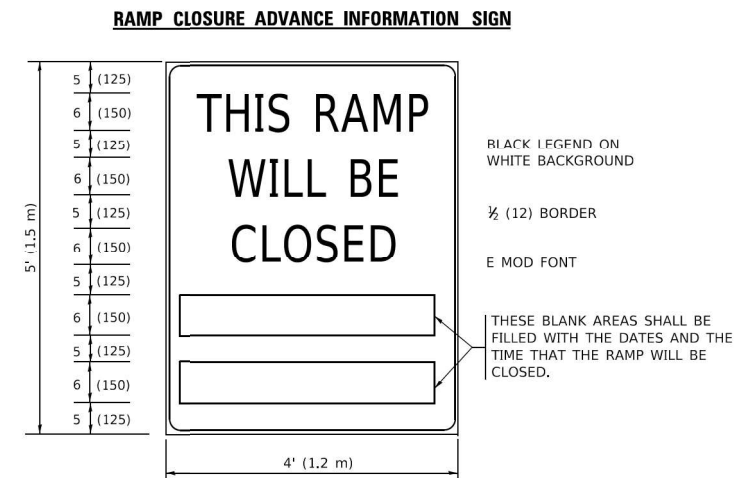
- SYMBOLS**
- ▬ TYPE II BARRICADE OR DRUM
 - ▬ TYPE III BARRICADE WITH 2 FLASHING LIGHTS



DETAIL FOR REQUIRED BARRICADES & SIGNS



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



THESE SIGNS ARE REQUIRED ON BOTH SIDES OF THE RAMP, MINIMUM OF 1 WEEK IN ADVANCE OF THE CLOSURE.
THESE SIGNS SHALL BE FABRICATED AND PAID FOR ACCORDING TO THE TEMPORARY INFORMATION SIGNING SPECIAL PROVISION

GENERAL NOTES:

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

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

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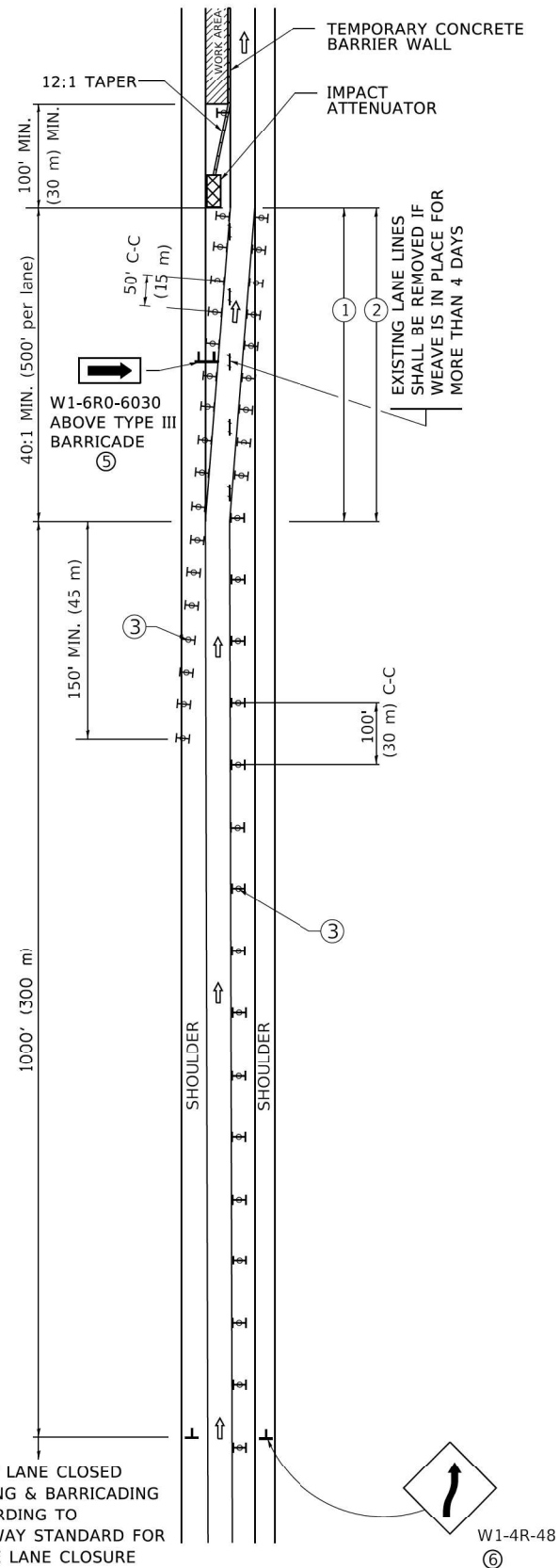
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ENTRANCE AND EXIT RAMP
CLOSURE DETAILS**

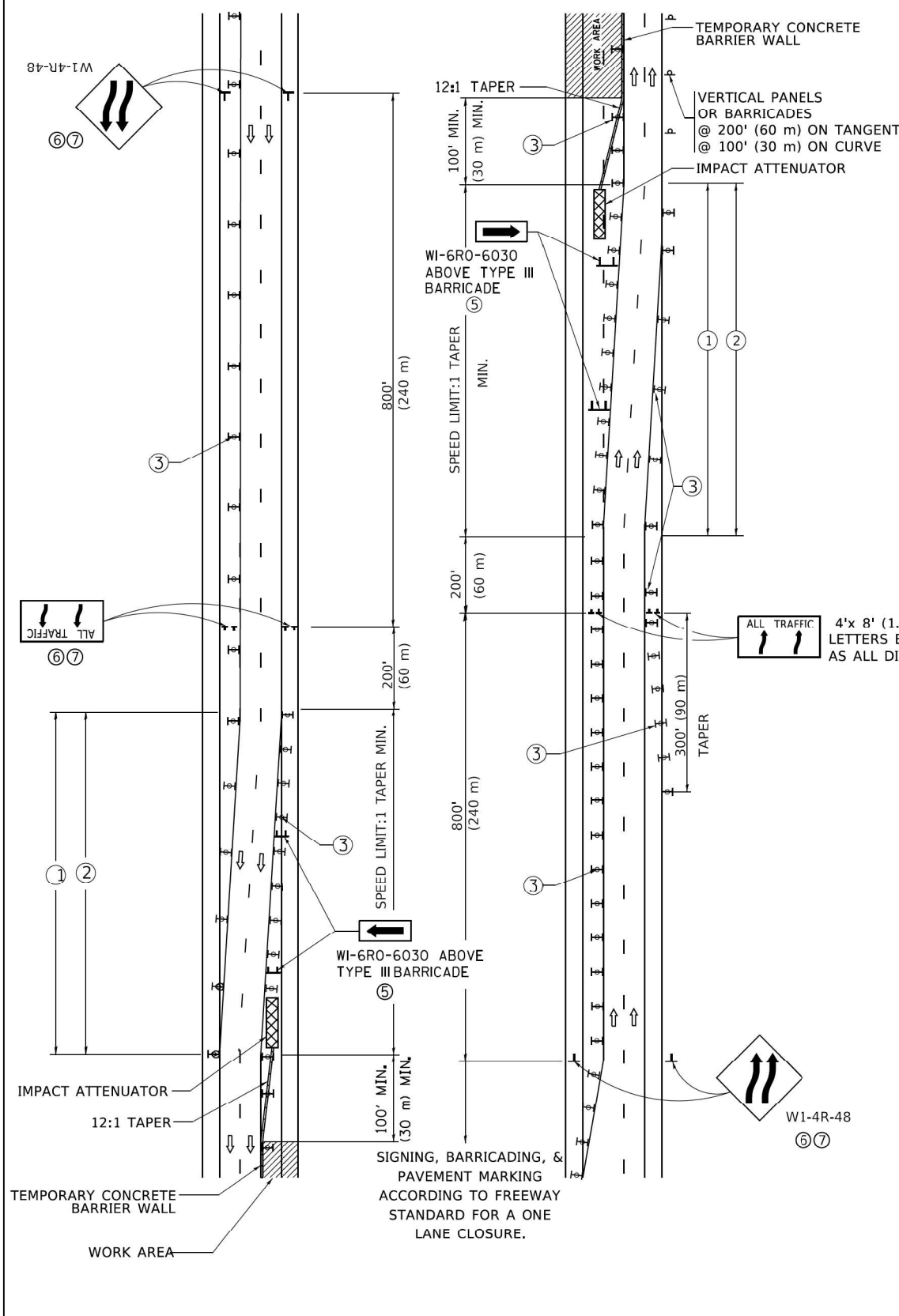
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TC-08			CONTRACT NO. 62H15	
* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				

SINGLE LANE WEAVE



MULTI-LANE WEAVE



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

SYMBOLS

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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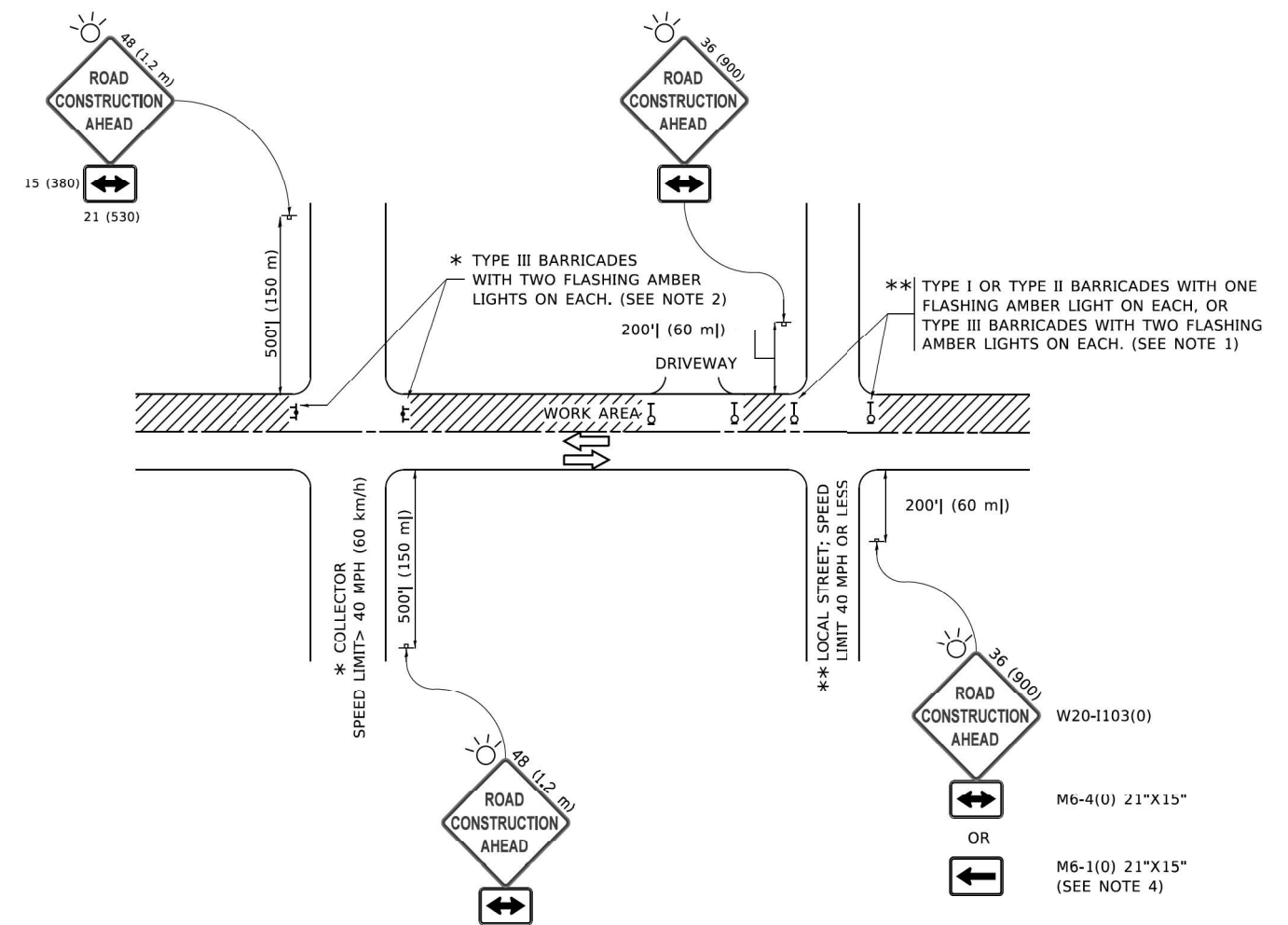
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PLOT DATE = 3/4/2019	DATE - 02-87	REVISED - M.D. 06-13

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL DETAILS FOR
FREEWAY SINGLE & MULTI-LANE WEAVE**

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A./P.RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	2018-075-R	WILL	1510	1093
TC-09			CONTRACT NO. 62H15	
* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				



NOTES:

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

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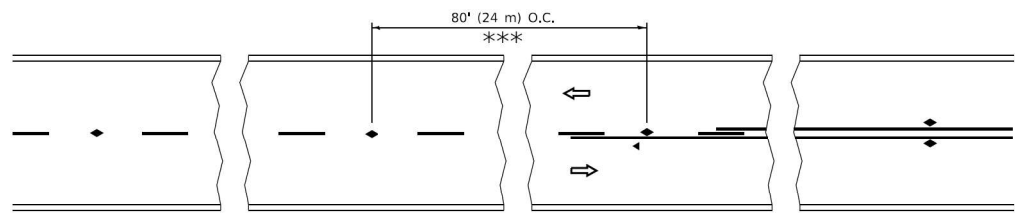
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PLOT DATE = 3/4/2019	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

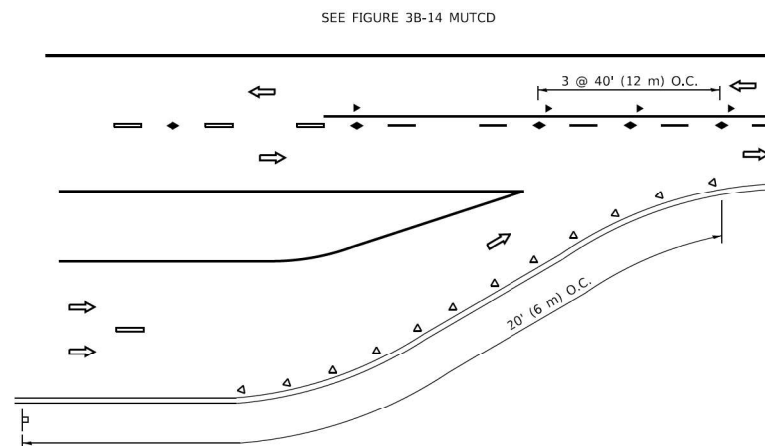
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TC-10			CONTRACT NO. 62H15	
* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				

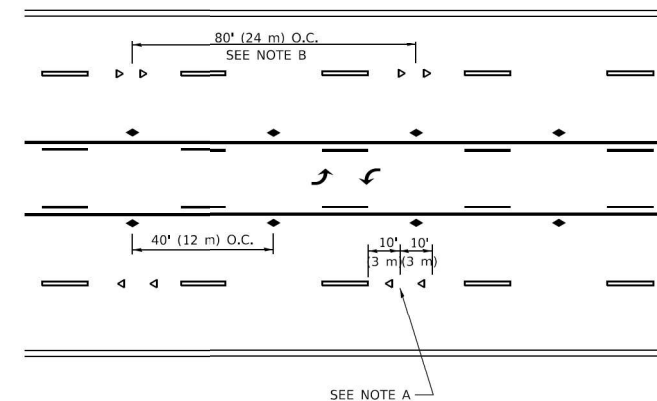


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

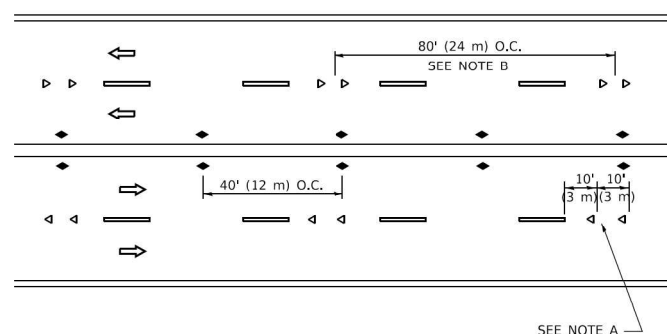
TWO-LANE/TWO-WAY



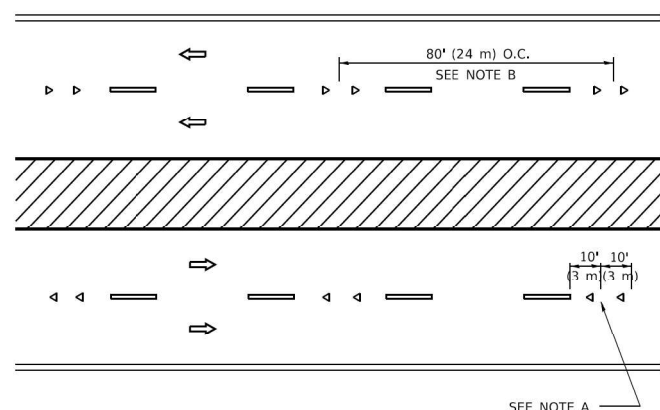
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

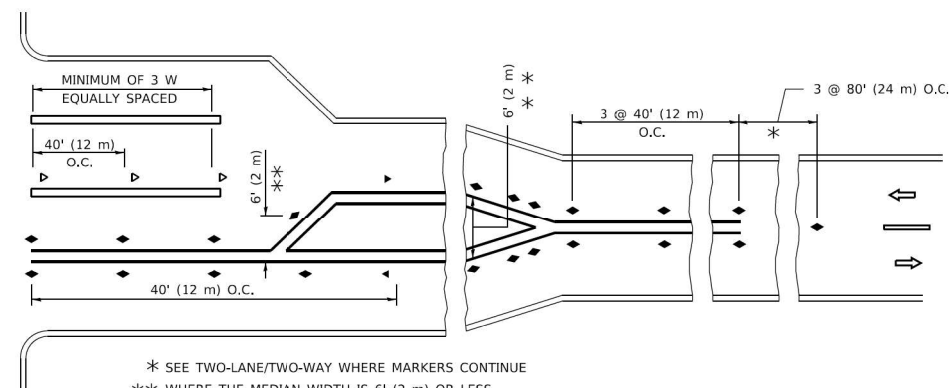
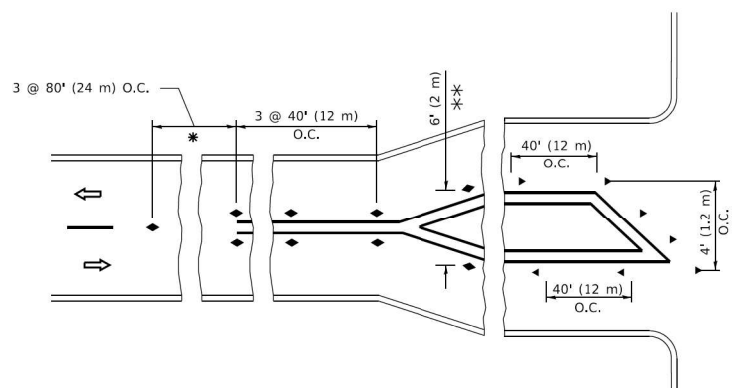
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



TURN LANES

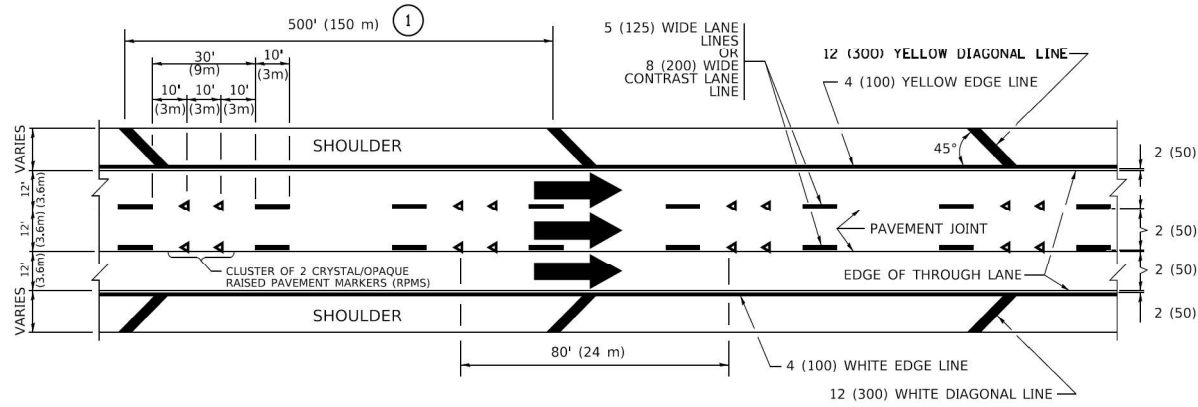
* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE
 ** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

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

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS
 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

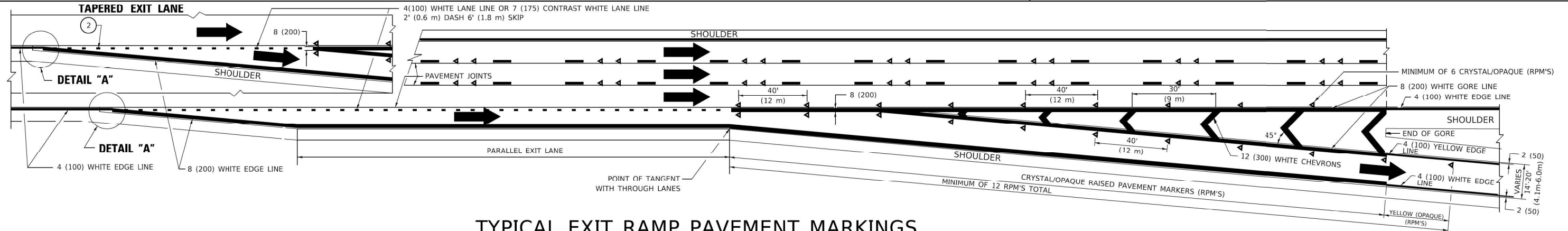
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TC-11			CONTRACT NO. 62H15	
SCALE: NONE		SHEET 1 OF 1 SHEETS STA. TO STA.		
F.A.I. 55, F.A.P. 338		ILLINOIS FED. AID PROJECT		



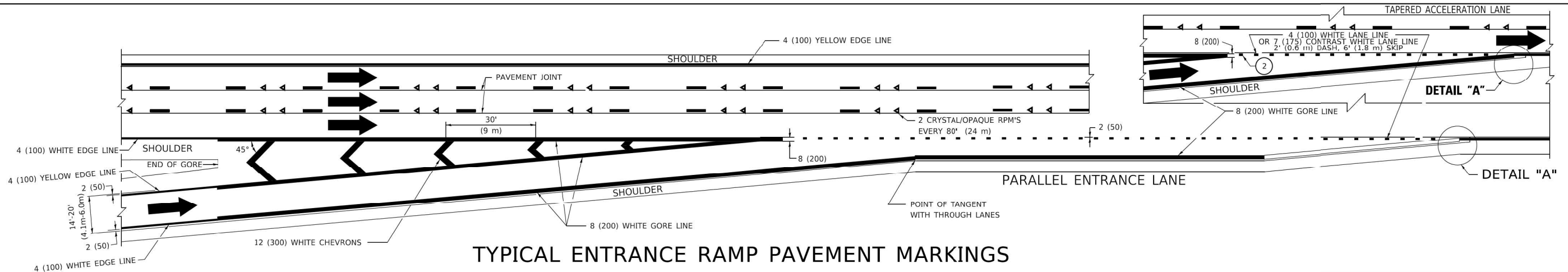
TYPICAL EDGE LINES & LANE LINES

PAVEMENT MARKING MATERIALS

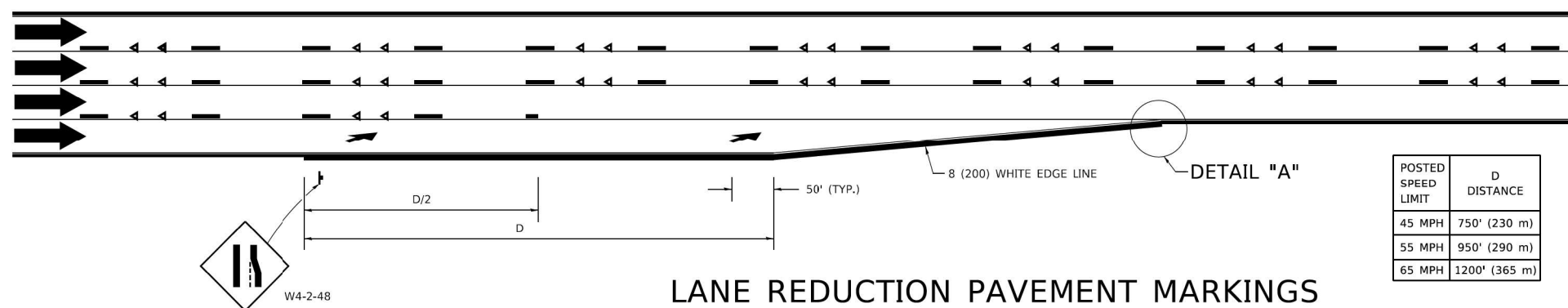
1. THERMOPLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON HMA PAVEMENTS.
2. POLYUREA OR MODIFIED URETHANE PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON PCC PAVEMENTS.
3. PREFORMED PLASTIC PAVEMENT MARKING LINE TYPE B, INLAID OR GROOVE IN, SHALL BE USED FOR ALL LANE LINES ON HMA PAVEMENTS.
4. CONTRAST PREFORMED PLASTIC PAVEMENT MARKING LINE TYPE B, GROOVE IN, SHALL BE USED FOR ALL LANE LINES ON PCC PAVEMENT.



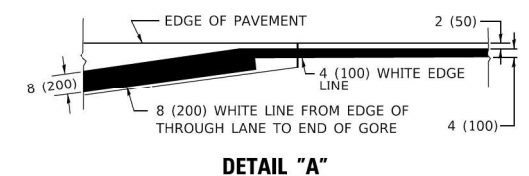
TYPICAL EXIT RAMP PAVEMENT MARKINGS



TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS



LANE REDUCTION PAVEMENT MARKINGS



NOTES:

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

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

USER NAME = footemj	DESIGNED - D.W.S.	REVISED - S.P.B. 01-07
	DRAWN -	REVISED - S.P.B. 01-10
PLOT SCALE = 50,0000' / 1"	CHECKED -	REVISED - M.D. 05-13
PLOT DATE = 3/4/2019	DATE - 01-90	REVISED - M.D. 09-17

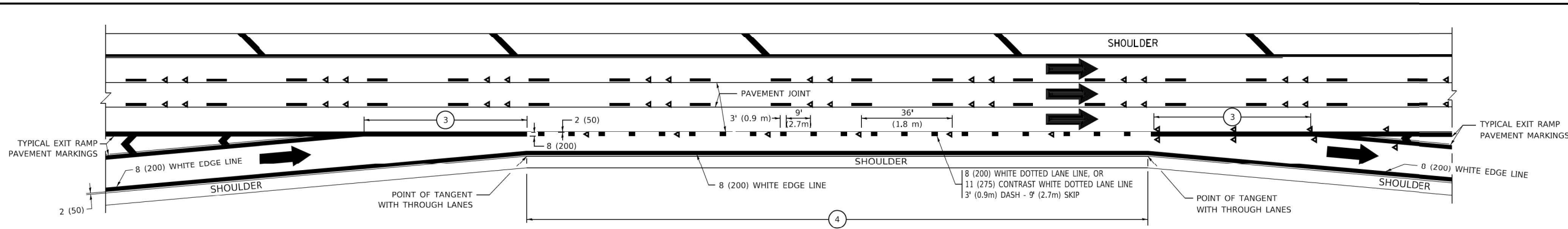
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MULTI-LANE FREEWAY
PAVEMENT MARKING DETAILS

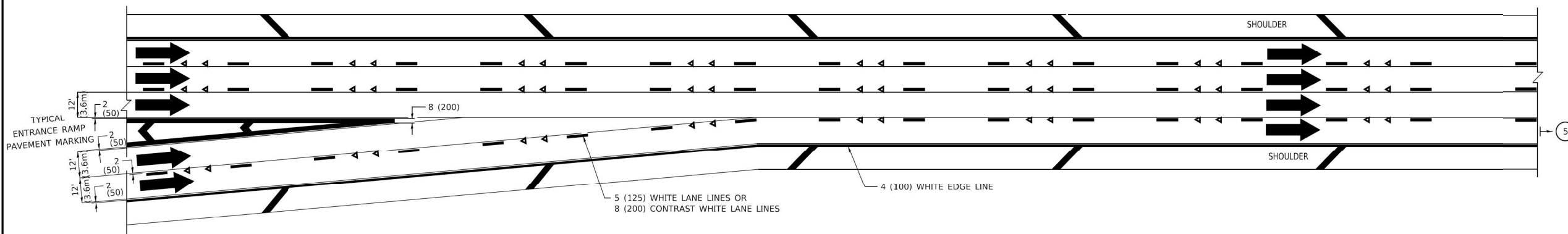
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F.A./P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				

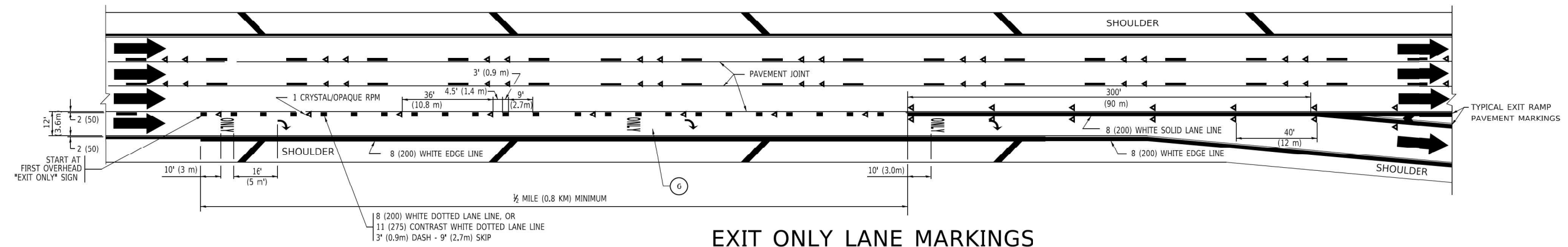
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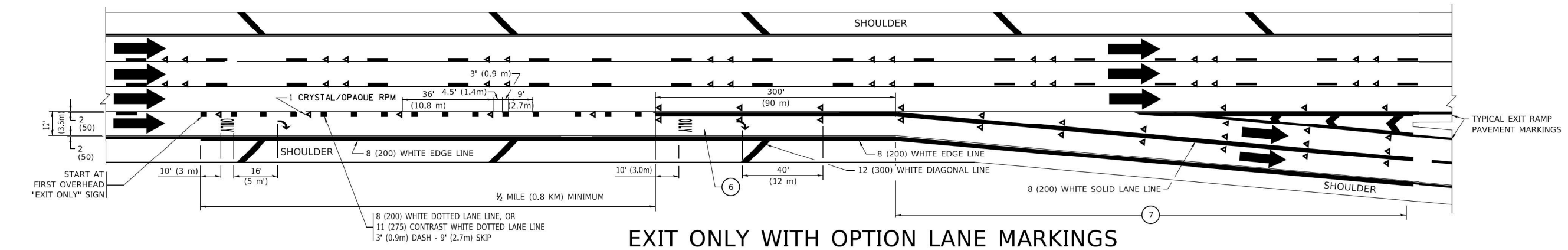
AUXILIARY LANE MARKINGS



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.

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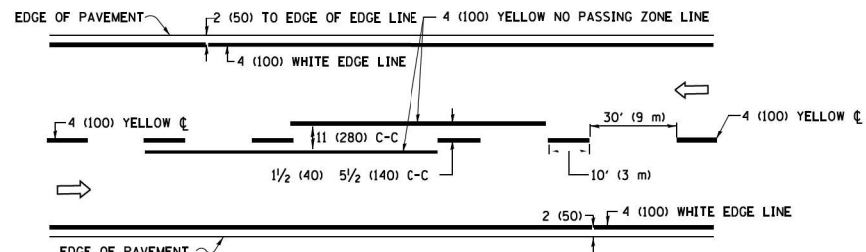
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PLOT DATE = 3/4/2019	DATE - 01-90	REVISED - M.D. 09-17

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

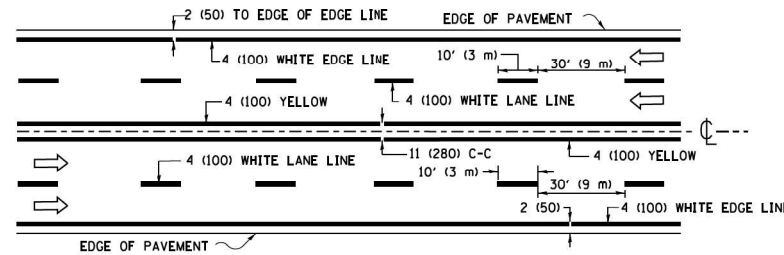
**MULTI-LANE FREEWAY
PAVEMENT MARKING DETAILS**

SCALE: NONE SHEET 1 OF 2 SHEETS STA. TO STA.

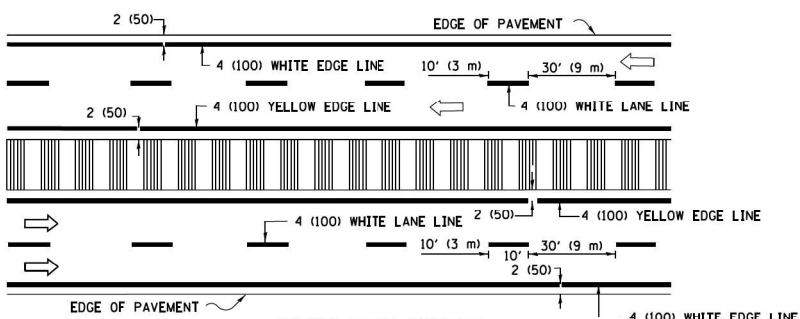
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-	2018-075-R	WILL	1510	1097
TC-12			CONTRACT NO. 62H15	
* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

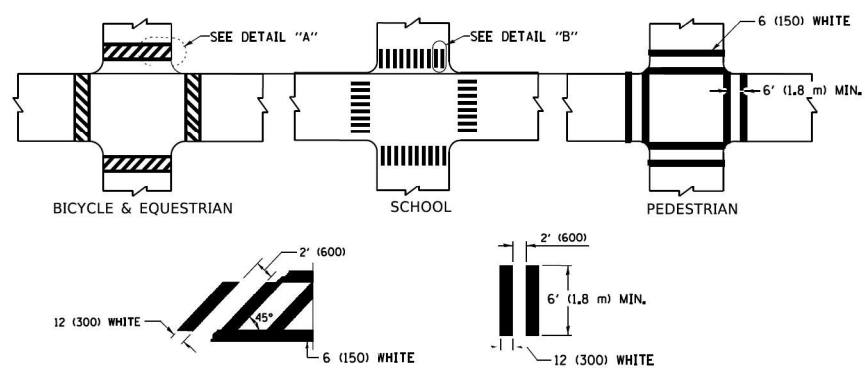


MULTI-LANE UNDIVIDED



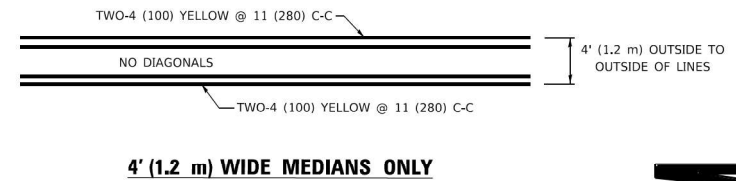
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

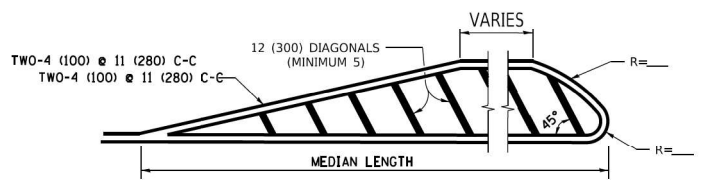


TYPICAL CROSSWALK MARKING

* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES

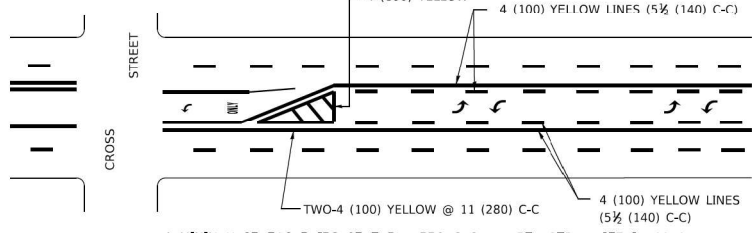


4' (1.2 m) WIDE MEDIANS ONLY



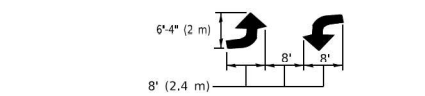
MEDIANS OVER 4' (1.2 m) WIDE

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

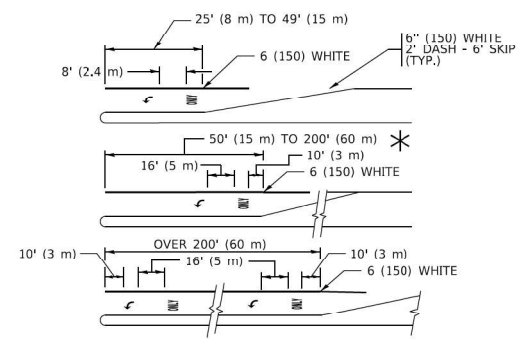


**MEDIAN WITH TWO-WAY LEFT TURN LANE
TYPICAL PAINTED MEDIAN MARKING**

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

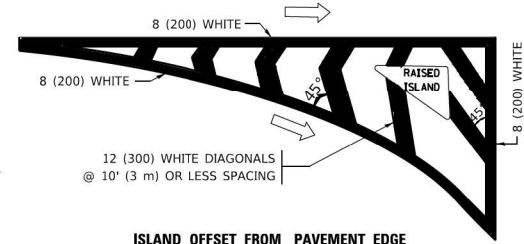


TYPICAL LEFT (OR RIGHT) TURN LANE MARKING

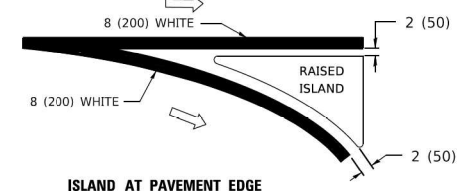


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

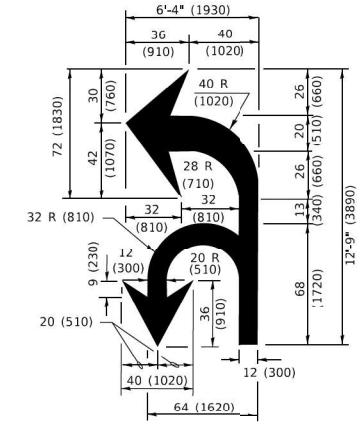
TYPICAL TURN LANE MARKING



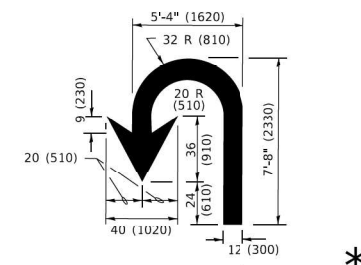
ISLAND OFFSET FROM PAVEMENT EDGE



**ISLAND AT PAVEMENT EDGE
TYPICAL ISLAND MARKING**



COMBINATION LEFT AND U-TURN



U-TURN

D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

LANE REDUCTION TRANSITION

* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE: FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	7 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE.
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES: "RR" 15' 6" (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: *R*=3.6 SQ. FT. (0.33 m ² EACH) *X*=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS > 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

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USER NAME = footemj	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
PLOT SCALE = 50.0000" / 1"	CHECKED -	REVISED - C. JUCIUS 07-01-13
PLOT DATE = 3/4/2019	DATE - 03-19-90	REVISED - C. JUCIUS 12-21-15
		REVISED - C. JUCIUS 04-12-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCALE: NONE		SHEET 1 OF 2 SHEETS		STA. TO STA.
DISTRICT ONE TYPICAL PAVEMENT MARKINGS				

F.A./P.RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	2018-075-R	WILL	1510	1098
TC-13			CONTRACT NO. 62H15	
* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

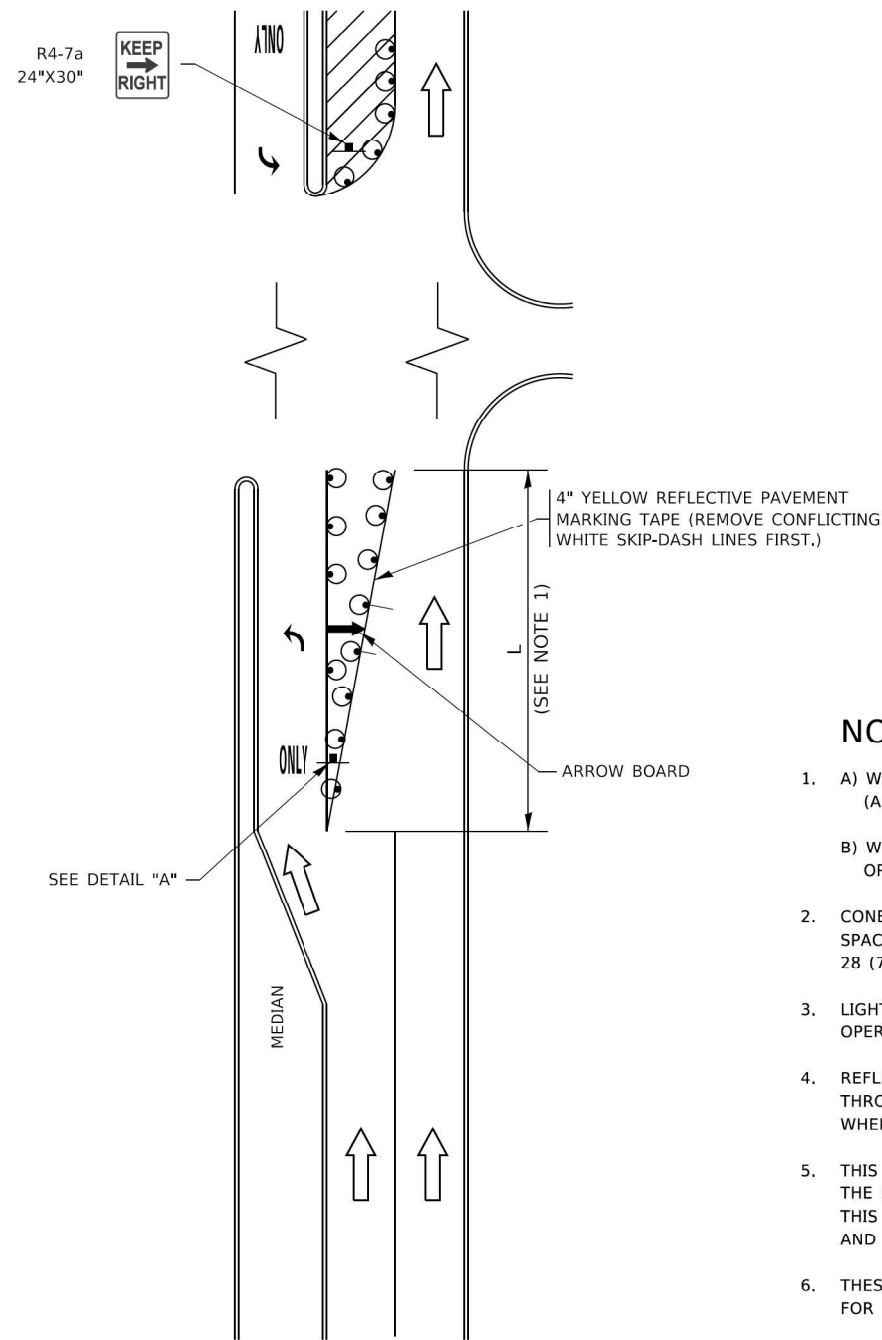


FIGURE 1

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

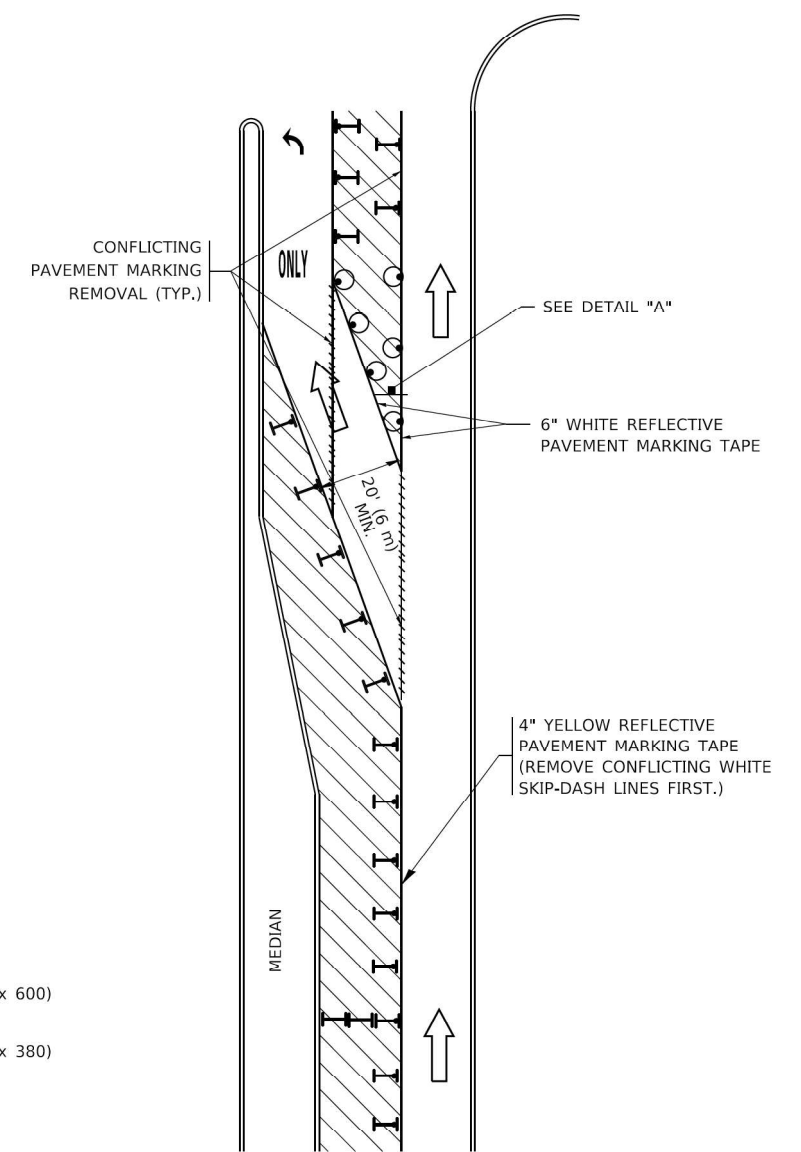


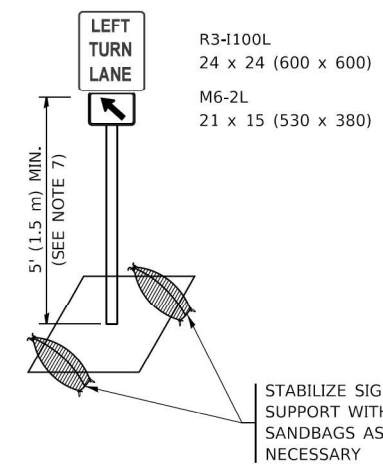
FIGURE 2

LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- ARROW BOARD
- TYPE I OR II BARRICADE OR DRUM WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- SIGN ASSEMBLY
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

NOTES:

1. A) WHEN "L" IS ≤ THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
B) WHEN "L" IS > THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-1100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH REQUIREMENTS.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.



DETAIL A

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

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 2012/11/30

USER NAME = footemj	DESIGNED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
	DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13
PLOT SCALE = 50,0000' / 1/4"	CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16
PLOT DATE = 3/4/2019	DATE - T. RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A./P.RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	2018-075-R	WILL	1510	1099
TC-14			CONTRACT NO. 62H15	
* FAI 55, FAP 338 ILLINOIS FED. AID PROJECT				

