


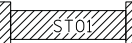
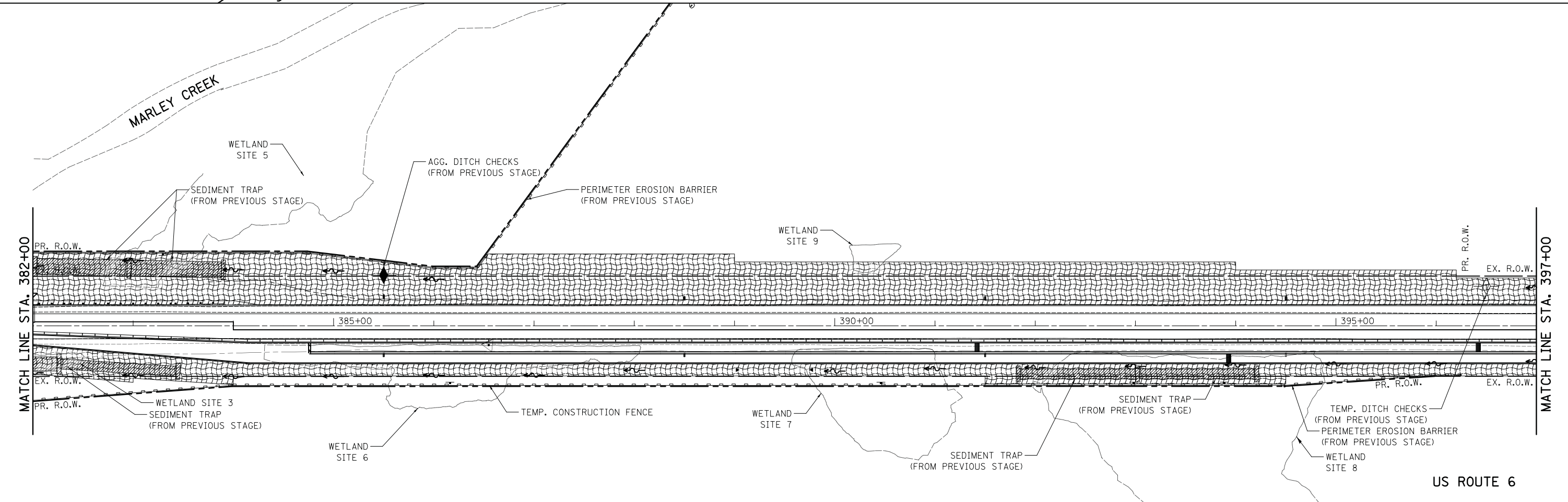
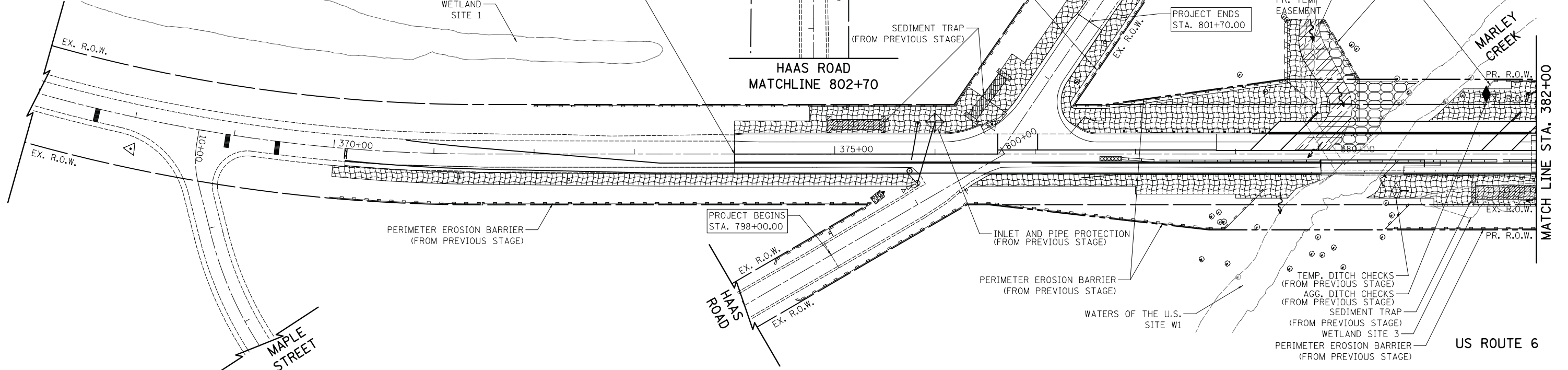


EROSION AND SEDIMENT CONTROL LEGEND

-  TEMPORARY EROSION CONTROL BLANKET AND TEMPORARY EROSION CONTROL SEEDING
-  TEMPORARY HEAVY DUTY EROSION CONTROL BLANKET AND TEMPORARY EROSION CONTROL SEEDING
-  TURF REINFORCEMENT MAT AND TEMPORARY EROSION CONTROL SEEDING
-  TEMPORARY SEDIMENT TRAP SEE DETAIL SHEET 225



FILE NAME = ...\\D160R52-sht-eros06.dgn	USER NAME = jet	DESIGNED - KWH	REVISED -
		DRAWN - KWH	REVISED -
		CHECKED - JRJ	REVISED -
		DATE - 1/30/2019	REVISED -





**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

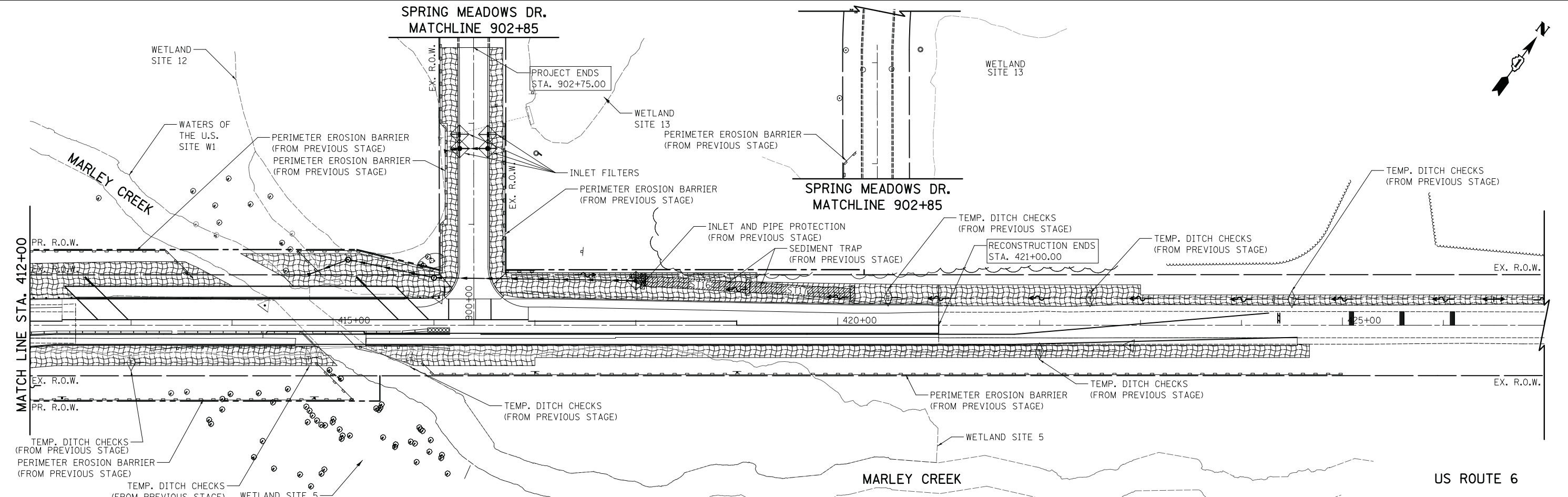
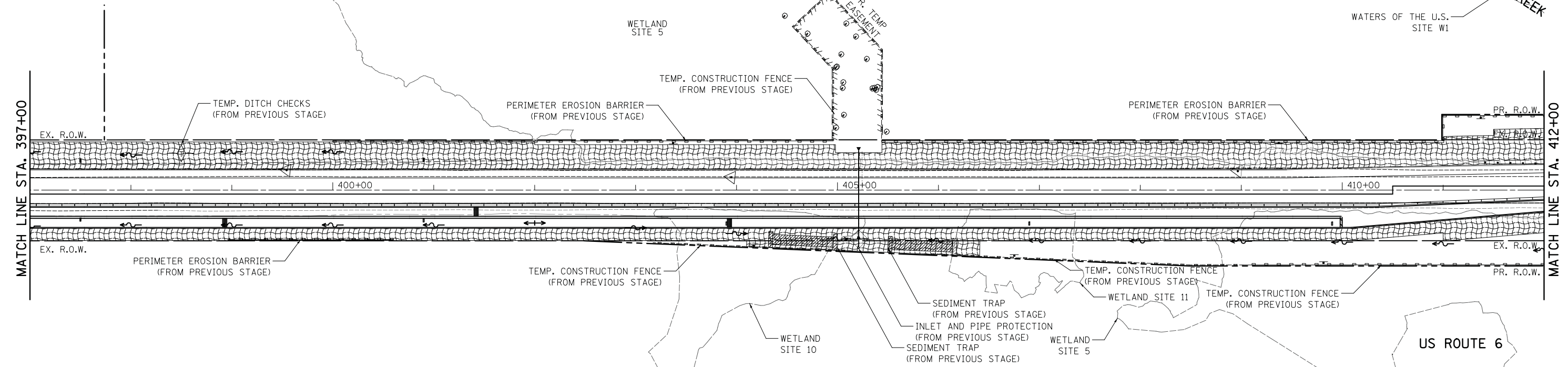
**US ROUTE 6 EROSION AND SEDIMENT CONTROL
STAGE 2**

SCALE: 1" = 50' SHEET 6 OF 9 SHEETS STA. 374+00.00 TO STA. 397+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R) & 33X-RS-2	WILL	275	101
CONTRACT NO. 60R52				
ILLINOIS FED. AID PROJECT				

EROSION AND SEDIMENT CONTROL LEGEND

-  TEMPORARY EROSION CONTROL BLANKET AND TEMPORARY EROSION CONTROL SEEDING
-  TEMPORARY HEAVY DUTY EROSION CONTROL BLANKET AND TEMPORARY EROSION CONTROL SEEDING
-  TURF REINFORCEMENT MAT AND TEMPORARY EROSION CONTROL SEEDING
-  TEMPORARY SEDIMENT TRAP
SEE DETAIL SHEET 225



FILE NAME = ...\\D160R52-sht-eros07.dgn	USER NAME = jet	DESIGNED - KWH	REVISED -
		DRAWN - KWH	REVISED -
		CHECKED - JRV	REVISED -
		DATE - 1/30/2019	REVISED -





**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

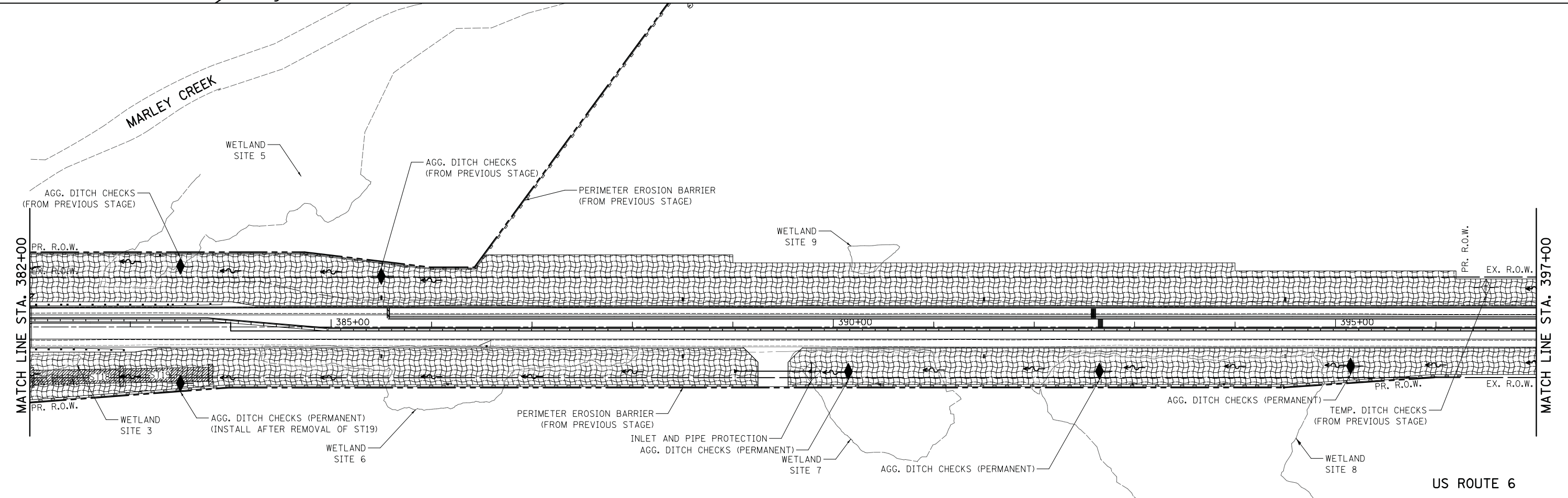
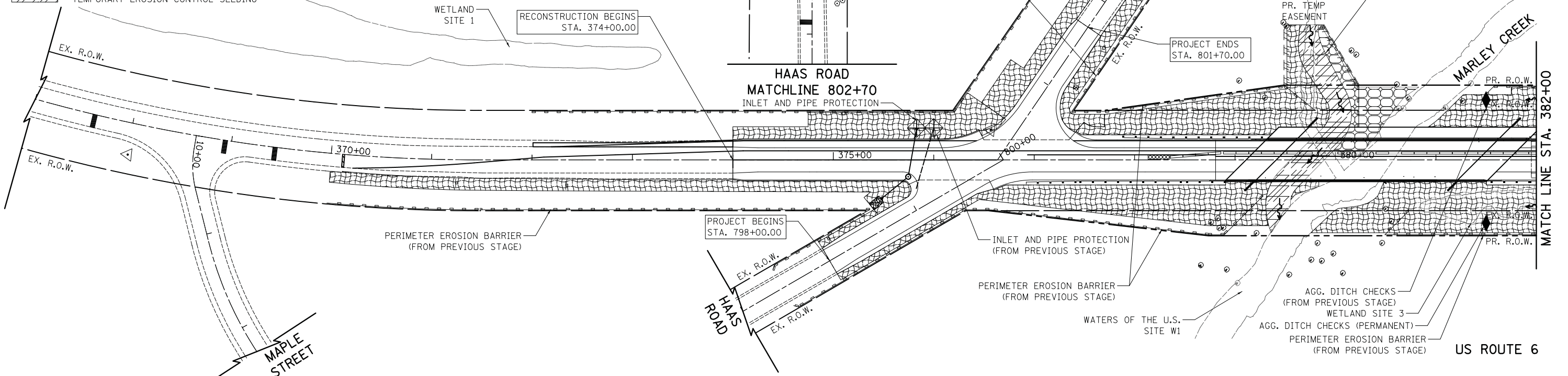
**US ROUTE 6 EROSION AND SEDIMENT CONTROL
STAGE 2**

SCALE: 1" = 50' SHEET 7 OF 9 SHEETS STA. 397+00.00 TO STA. 421+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R) & 33X-RS-2	WILL	275	102
CONTRACT NO. 60R52				
ILLINOIS FED. AID PROJECT				

EROSION AND SEDIMENT CONTROL LEGEND

-  TEMPORARY EROSION CONTROL BLANKET AND TEMPORARY EROSION CONTROL SEEDING
-  TEMPORARY HEAVY DUTY EROSION CONTROL BLANKET AND TEMPORARY EROSION CONTROL SEEDING
-  TURF REINFORCEMENT MAT AND TEMPORARY EROSION CONTROL SEEDING
-  TEMPORARY SEDIMENT TRAP SEE DETAIL SHEET 225



FILE NAME = ...\\D160R52-sht-eros08.dgn	USER NAME = jet	DESIGNED - KWH	REVISED -
Default	PLOT SCALE = 50.0000' / in.	DRAWN - KWH	REVISED -
	PLOT DATE = 1/31/2019	CHECKED - JRV	REVISED -
		DATE - 1/30/2019	REVISED -




**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

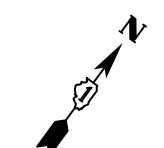
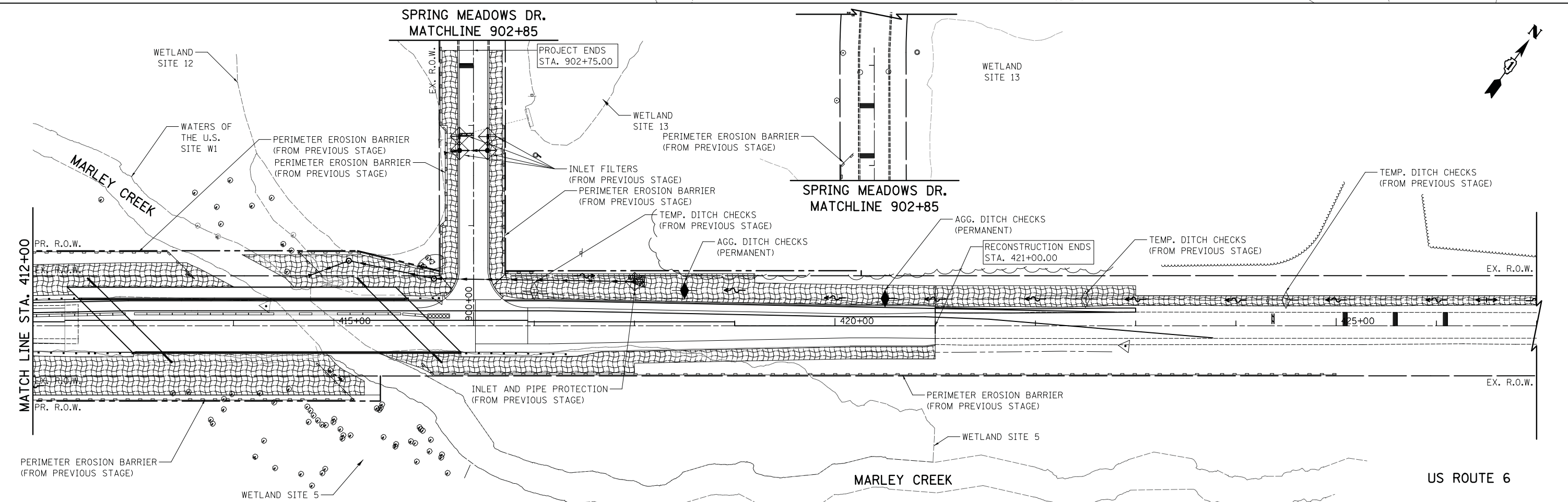
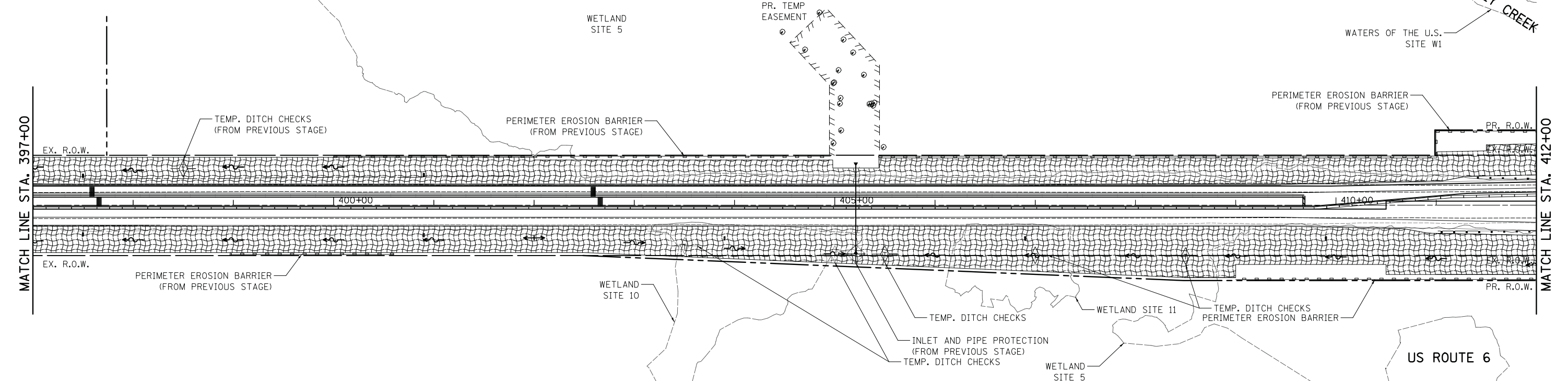
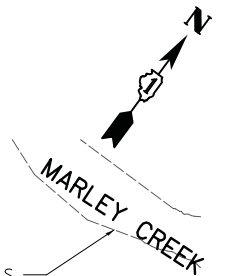
**US ROUTE 6 EROSION AND SEDIMENT CONTROL
STAGE 3**

SCALE: 1" = 50' SHEET 8 OF 9 SHEETS STA. 374+00.00 TO STA. 397+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R) & 33X-RS-2	WILL	275	103
CONTRACT NO. 60R52				
ILLINOIS FED. AID PROJECT				

EROSION AND SEDIMENT CONTROL LEGEND

-  TEMPORARY EROSION CONTROL BLANKET AND TEMPORARY EROSION CONTROL SEEDING
-  TEMPORARY HEAVY DUTY EROSION CONTROL BLANKET AND TEMPORARY EROSION CONTROL SEEDING
-  TURF REINFORCEMENT MAT AND TEMPORARY EROSION CONTROL SEEDING



FILE NAME = ...\\D160R52-sht-eros09.dgn	USER NAME = jet	DESIGNED - KWH	REVISED -
		DRAWN - KWH	REVISED -
		CHECKED - JRV	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**US ROUTE 6 EROSION AND SEDIMENT CONTROL
STAGE 3**

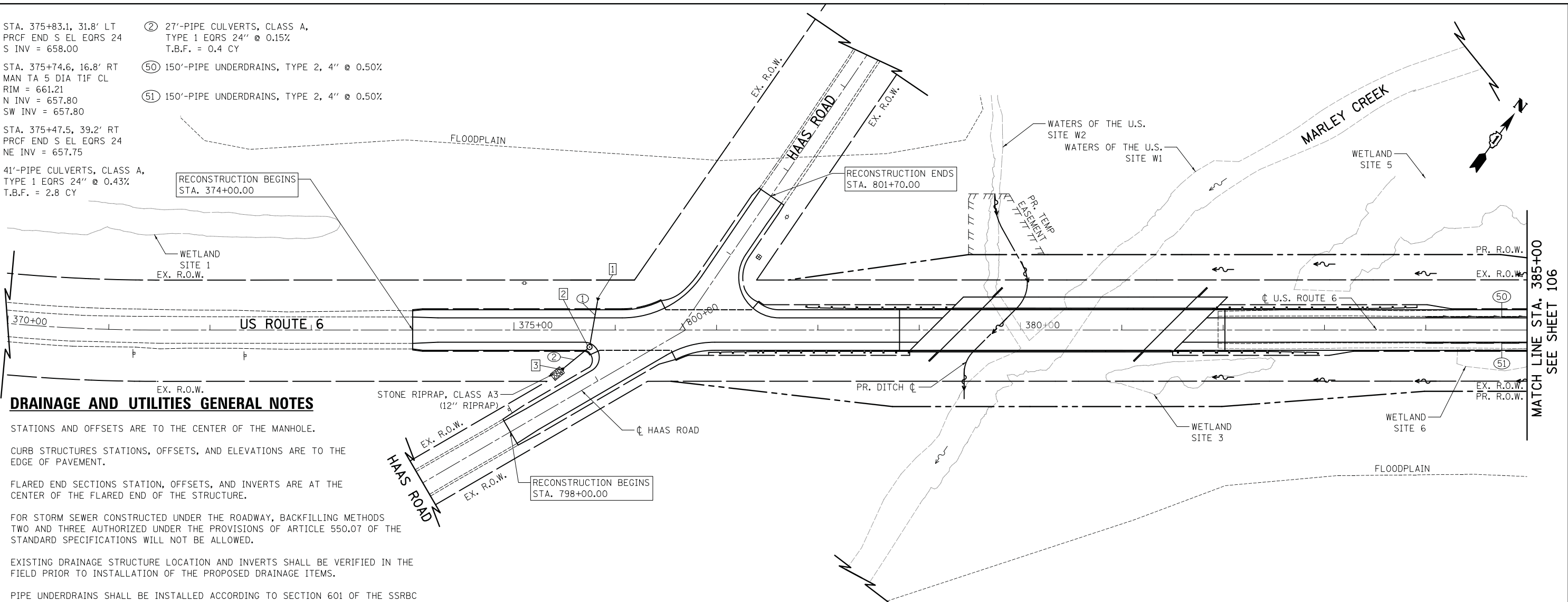
SCALE: 1" = 50' SHEET 9 OF 9 SHEETS STA. 397+00.00 TO STA. 421+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R) & 33X-RS-2	WILL	275	104
CONTRACT NO. 60R52				
ILLINOIS FED. AID PROJECT				

- ① STA. 375+83.1, 31.8' LT
PRCF END S EL EORS 24
S INV = 658.00
- ② STA. 375+74.6, 16.8' RT
MAN TA 5 DIA T1F CL
RIM = 661.21
N INV = 657.80
SW INV = 657.80
- ③ STA. 375+47.5, 39.2' RT
PRCF END S EL EORS 24
NE INV = 657.75
- ④ 41'-PIPE CULVERTS, CLASS A,
TYPE 1 EORS 24" @ 0.43%
T.B.F. = 2.8 CY
- ⑤ 27'-PIPE CULVERTS, CLASS A,
TYPE 1 EORS 24" @ 0.15%
T.B.F. = 0.4 CY
- ⑤0 150'-PIPE UNDERDRAINS, TYPE 2, 4" @ 0.50%
- ⑤1 150'-PIPE UNDERDRAINS, TYPE 2, 4" @ 0.50%

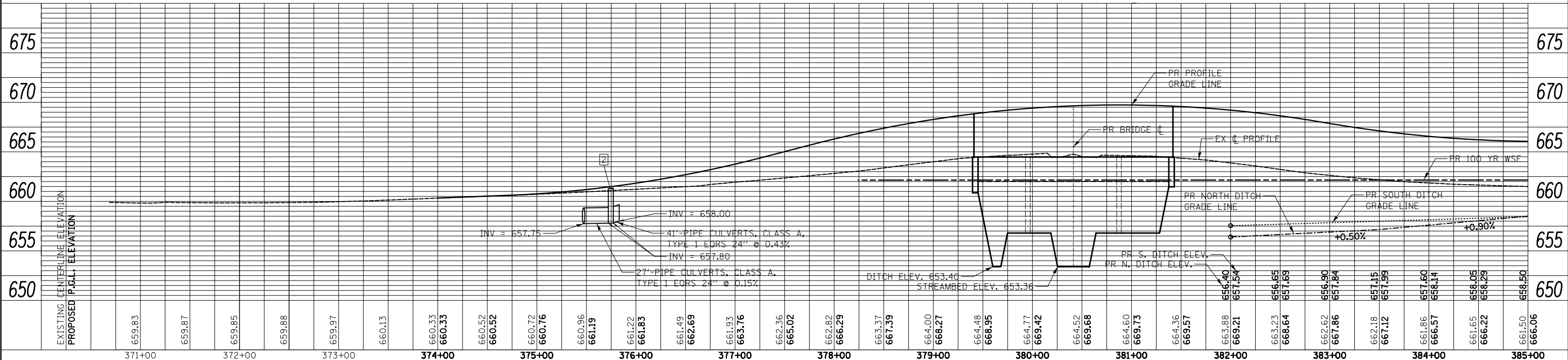
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	PLOTTED	BY
	CHECKED	
	NO. _____	
	FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	CHECKED	
	NO. _____	
	FILE NAME	



DRAINAGE AND UTILITIES GENERAL NOTES

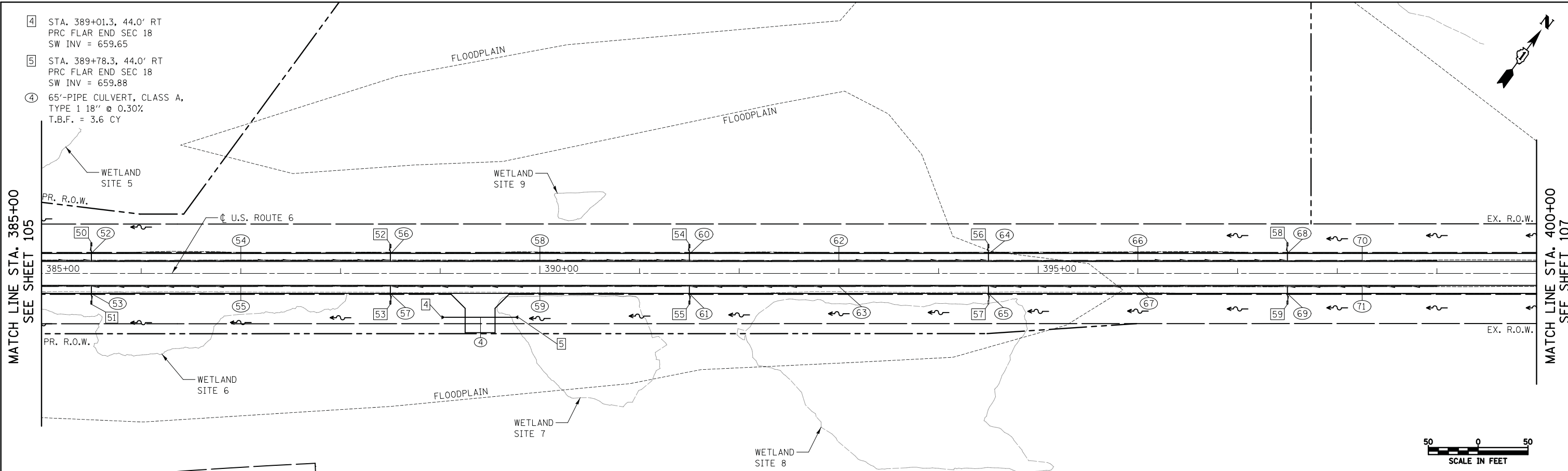
1. STATIONS AND OFFSETS ARE TO THE CENTER OF THE MANHOLE.
2. CURB STRUCTURES STATIONS, OFFSETS, AND ELEVATIONS ARE TO THE EDGE OF PAVEMENT.
3. FLARED END SECTIONS STATION, OFFSETS, AND INVERTS ARE AT THE CENTER OF THE FLARED END OF THE STRUCTURE.
4. FOR STORM SEWER CONSTRUCTED UNDER THE ROADWAY, BACKFILLING METHODS TWO AND THREE AUTHORIZED UNDER THE PROVISIONS OF ARTICLE 550.07 OF THE STANDARD SPECIFICATIONS WILL NOT BE ALLOWED.
5. EXISTING DRAINAGE STRUCTURE LOCATION AND INVERTS SHALL BE VERIFIED IN THE FIELD PRIOR TO INSTALLATION OF THE PROPOSED DRAINAGE ITEMS.
6. PIPE UNDERDRAINS SHALL BE INSTALLED ACCORDING TO SECTION 601 OF THE SSRBC AND STANDARD 601001-05. TOP OF PIPE UNDERDRAINS SHALL BE PLACED A MINIMUM OF 6 INCHES BELOW THE AGGREGATE SUBGRADE IMPROVEMENT LAYER. THE COST OF MAKING PIPE UNDERDRAIN CONNECTIONS TO DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COST OF THE PIPE UNDERDRAINS.



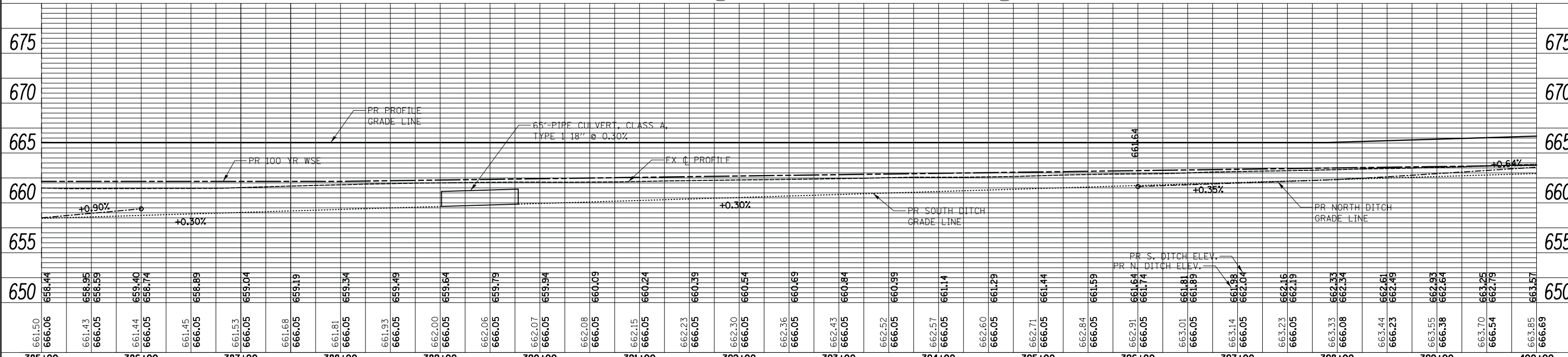
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	PLOT SCALE = 50.0000' / in.	CHECKED - KWH	REVISED -			297	33B (B-R) & 33X-RS-2	WILL	275	105	
	PLOT DATE = 1/31/2019	DATE - 1/30/2019	REVISED -			CONTRACT NO. 60R52					
						ILLINOIS FED. AID PROJECT					

PLAN	SURVEYED	DATE
NOTE BOOK	PLOTTED	BY
NO.	CHECKED	
	ALIGNED	
	FILE NAME	

PROFILE	SURVEYED	DATE
GRADES CHECKED	PLOTTED	BY
STRUCTURE	CHECKED	
NOTATIONS	FILE NAME	



- METRA SOUTHWEST SERVICE**
- 50 STA. 385+50.00, 30.9' LT CONCRETE HEADWALLS FOR PIPE DRAINS INV = 662.90
 - 51 STA. 385+50.00, 30.9' RT CONCRETE HEADWALLS FOR PIPE DRAINS INV = 662.90
 - 52 STA. 388+50.00, 29.2' LT CONCRETE HEADWALLS FOR PIPE DRAINS INV = 662.94
 - 53 STA. 388+50.00, 30.9' RT CONCRETE HEADWALLS FOR PIPE DRAINS INV = 662.90
 - 54 STA. 391+50.00, 29.2' LT CONCRETE HEADWALLS FOR PIPE DRAINS INV = 662.94
 - 55 STA. 391+50.00, 30.9' RT CONCRETE HEADWALLS FOR PIPE DRAINS INV = 662.90
 - 56 STA. 394+50.00, 29.2' LT CONCRETE HEADWALLS FOR PIPE DRAINS INV = 662.94
 - 57 STA. 394+50.00, 30.9' RT CONCRETE HEADWALLS FOR PIPE DRAINS INV = 662.90
 - 58 STA. 397+50.00, 30.9' LT CONCRETE HEADWALLS FOR PIPE DRAINS INV = 662.90
 - 59 STA. 397+50.00, 30.9' RT CONCRETE HEADWALLS FOR PIPE DRAINS INV = 662.90
 - 62 300'-PIPE UNDERDRAINS, TYPE 2, 4" @ 0.40%
 - 63 300'-PIPE UNDERDRAINS, TYPE 2, 4" @ 0.40%
 - 64 13'-PIPE UNDERDRAINS 4" (SPECIAL) @ 2.00%
 - 65 15'-PIPE UNDERDRAINS 4" (SPECIAL) @ 2.00%
 - 66 300'-PIPE UNDERDRAINS, TYPE 2, 4" @ 0.40%
 - 67 300'-PIPE UNDERDRAINS, TYPE 2, 4" @ 0.40%
 - 68 15'-PIPE UNDERDRAINS 4" (SPECIAL) @ 2.00%
 - 69 15'-PIPE UNDERDRAINS 4" (SPECIAL) @ 2.00%
 - 70 150'-PIPE UNDERDRAINS, TYPE 2, 4" @ 0.40%
 - 71 150'-PIPE UNDERDRAINS, TYPE 2, 4" @ 0.40%



FILE NAME = ...\\D160R52-sht-drain-02.dgn	USER NAME = jet	DESIGNED - DTE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	U.S. ROUTE 6 OVER MARLEY CREEK DRAINAGE AND UTILITIES PLAN & PROFILE			F.A.U. R.T.E. 297	SECTION 33B (B-R) & 33X-RS-2	COUNTY WILL	TOTAL SHEETS 275	SHEET NO. 106
Default	PLOT SCALE = 50.0000' / in.	CHECKED - KWH	REVISED -		SCALE: 1" = 50'	SHEET 2	OF 7 SHEETS	STA. 385+00.00	TO STA. 400+00.00	CONTRACT NO. 60R52		
	PLOT DATE = 1/31/2019	DATE - 1/30/2019	REVISED -		ILLINOIS FED. AID PROJECT							

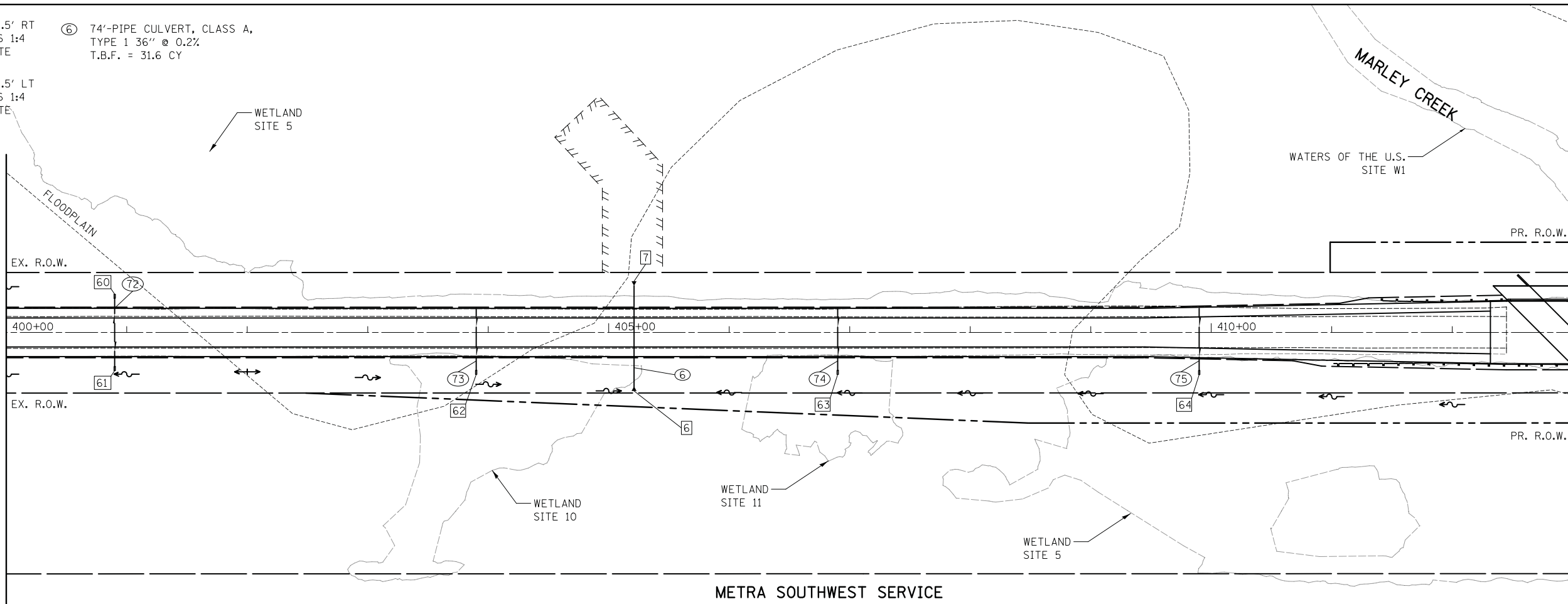
- 6 STA. 405+21.00, 48.5' RT
CONC ES 542001 36 1:4
TRAVERS PIPE GRATE
SW INV = 660.77
- 7 STA. 405+21.00, 42.5' LT
CONC ES 542001 36 1:4
TRAVERS PIPE GRATE
SW INV = 660.59
- 6 74'-PIPE CULVERT, CLASS A,
TYPE 1 36" @ 0.2%
T.B.F. = 31.6 CY

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	ATTEMPTED		
	FILE NAME		
	NO.		

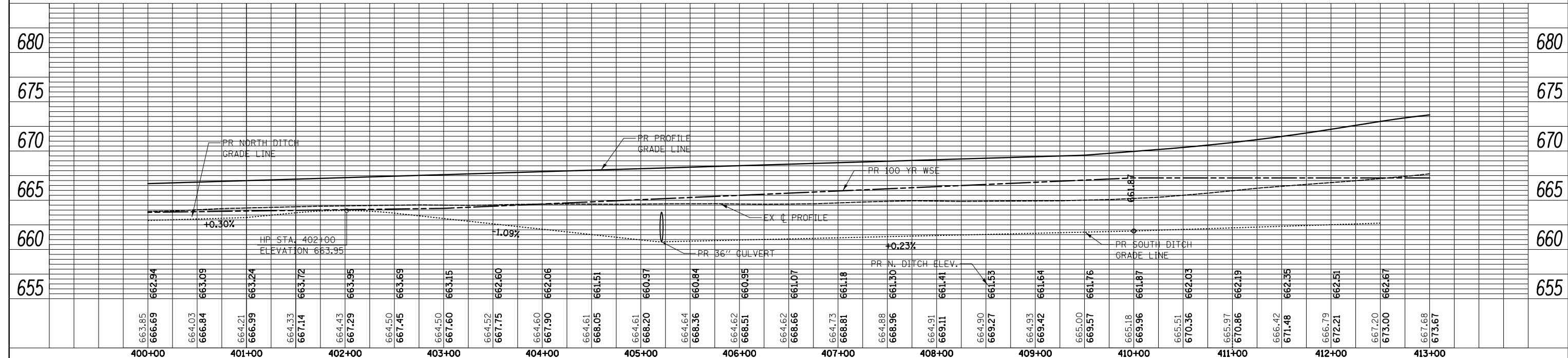
PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	ATTEMPTED		
	FILE NAME		
	NO.		

MATCH LINE STA. 400+00
SEE SHEET 106

MATCH LINE STA. 413+00
SEE SHEET 108



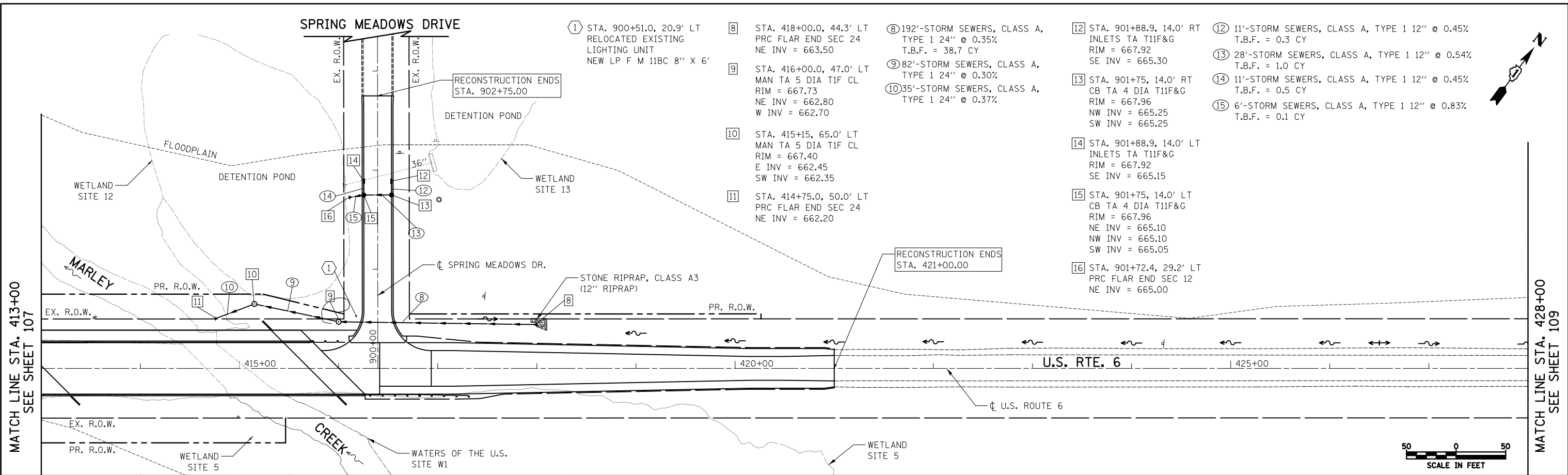
- 60 STA. 400+90.00, 31.8' LT
CONCRETE HEADWALLS FOR PIPE DRAINS
INV = 662.90
- 61 STA. 400+90.00, 31.8' RT
CONCRETE HEADWALLS FOR PIPE DRAINS
INV = 662.90
- 62 STA. 403+90.00, 34.9' RT
CONCRETE HEADWALLS FOR PIPE DRAINS
INV = 662.94
- 63 STA. 406+90.00, 34.9' RT
CONCRETE HEADWALLS FOR PIPE DRAINS
INV = 662.90
- 64 STA. 409+90.00, 35.0' RT
CONCRETE HEADWALLS FOR PIPE DRAINS
INV = 662.90
- 72 57'-PIPE UNDERDRAINS, TYPE 2, 4" @ 0.40%
- 73 52'-PIPE UNDERDRAINS, TYPE 2, 4" @ 0.40%
- 74 52'-PIPE UNDERDRAINS, TYPE 2, 4" @ 2.00%
- 75 52'-PIPE UNDERDRAINS, TYPE 2, 4" @ 2.00%



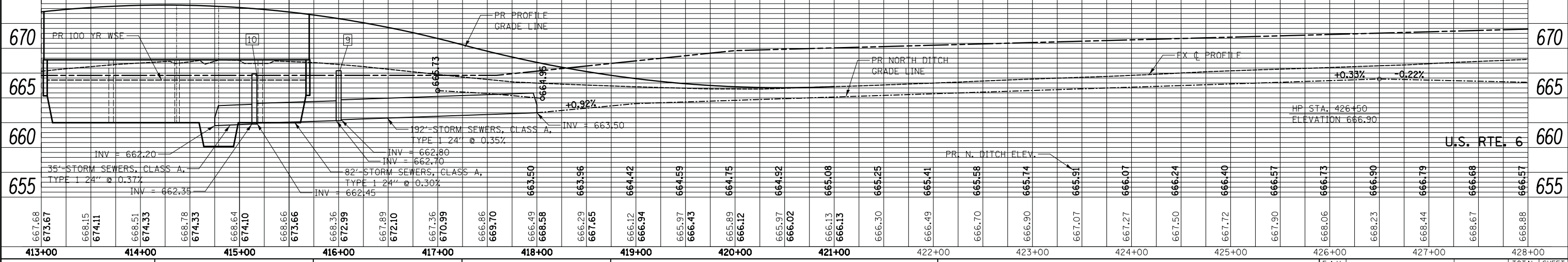
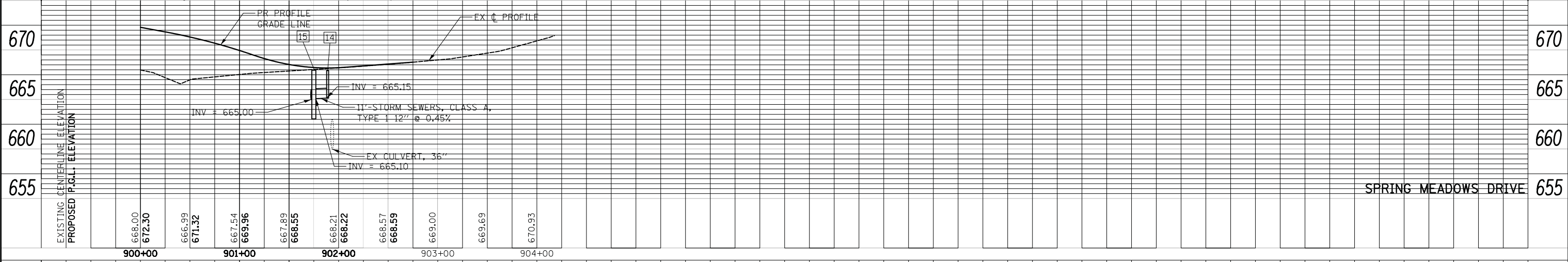
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PLOT SCALE = 50.0000' / in.	CHECKED - KWH	REVISED -	REVISED -		SCALE: 1" = 50'			SHEET 3 OF 7 SHEETS			CONTRACT NO. 60R52	
PLOT DATE = 1/31/2019	DATE - 1/30/2019	REVISED -	REVISED -		STA. 400+00.00 TO STA. 413+00.00			ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	ALIGNED	
	FILED	
	NO.	

PROFILE	SURVEYED	DATE
	GRADES CHECKED	
	STRUCTURE	
	NOTATIONS	
	CHP/D	
	NO.	



- ① STA. 900+51.0, 20.9' LT RELOCATED EXISTING LIGHTING UNIT NEW LP F M 11BC 8" X 6'
- ② STA. 418+00.0, 44.3' LT PRC FLAR END SEC 24 NE INV = 663.50
- ③ STA. 416+00.0, 47.0' LT MAN TA 5 DIA TIF CL RIM = 667.73 NE INV = 662.80 W INV = 662.70
- ④ STA. 415+15, 65.0' LT MAN TA 5 DIA TIF CL RIM = 667.40 E INV = 662.45 SW INV = 662.35
- ⑤ STA. 414+75.0, 50.0' LT PRC FLAR END SEC 24 NE INV = 662.20
- ⑥ 192'-STORM SEWERS, CLASS A, TYPE 1 24" @ 0.35% T.B.F. = 38.7 CY
- ⑦ 82'-STORM SEWERS, CLASS A, TYPE 1 24" @ 0.30%
- ⑧ 35'-STORM SEWERS, CLASS A, TYPE 1 24" @ 0.37%
- ⑨ STA. 901+88.9, 14.0' RT INLETS TA T11F&G RIM = 667.92 SE INV = 665.30
- ⑩ STA. 901+75, 14.0' RT CB TA 4 DIA T11F&G RIM = 667.96 NW INV = 665.25 SW INV = 665.25
- ⑪ STA. 901+88.9, 14.0' LT INLETS TA T11F&G RIM = 667.92 SE INV = 665.15
- ⑫ STA. 901+75, 14.0' LT CB TA 4 DIA T11F&G RIM = 667.96 NE INV = 665.10 NW INV = 665.10 SW INV = 665.05
- ⑬ STA. 901+72.4, 29.2' LT PRC FLAR END SEC 12 NE INV = 665.00
- ⑭ 11'-STORM SEWERS, CLASS A, TYPE 1 12" @ 0.45% T.B.F. = 0.3 CY
- ⑮ 28'-STORM SEWERS, CLASS A, TYPE 1 12" @ 0.54% T.B.F. = 1.0 CY
- ⑯ 11'-STORM SEWERS, CLASS A, TYPE 1 12" @ 0.45% T.B.F. = 0.5 CY
- ⑰ 6'-STORM SEWERS, CLASS A, TYPE 1 12" @ 0.83% T.B.F. = 0.1 CY

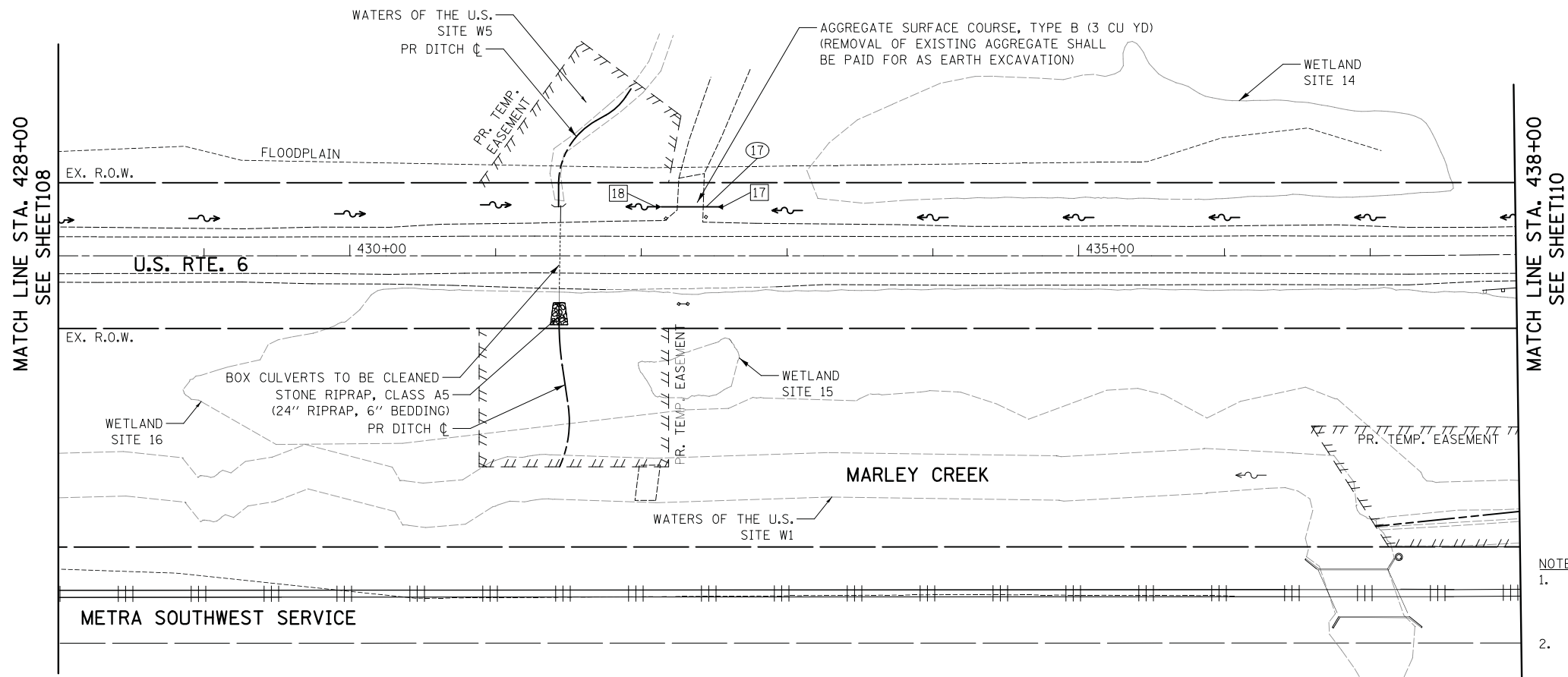


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Default	PLOT SCALE = 50.0000' / in.	CHECKED - KWH	REVISED -			SCALE: 1" = 50'	SHEET 4 OF 7 SHEETS	STA. 413+00.00 TO STA. 428+00	CONTRACT NO. 60R52			
	PLOT DATE = 1/31/2019	DATE - 1/30/2019	REVISED -			ILLINOIS FED. AID PROJECT						

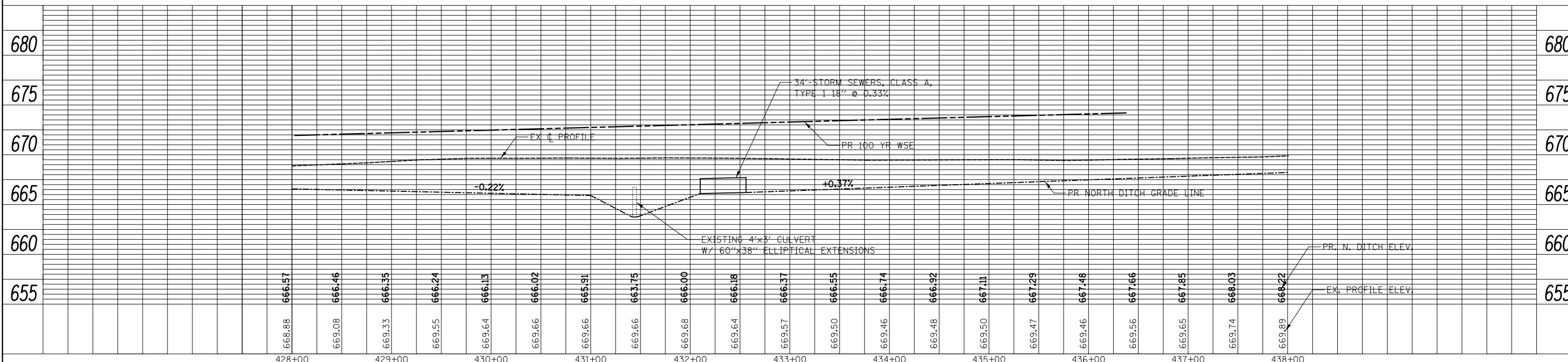
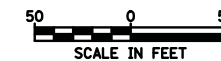
- 17 STA. 432+56.0, 33.6' LT
PRC FLAR END SEC 18
NE INV = 666.25
- 18 STA. 432+10.0, 33.6' LT
PRC FLAR END SEC 18
SW INV = 666.10
- 17 34'-PIPE CULVERT, CLASS A,
TYPE 1 18" @ 0.33%
T.B.F. = 5.4 CY

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	ALIGNED		
	FILE NAME		
	NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE		
	NOTATIS CHFD		
	NO.		



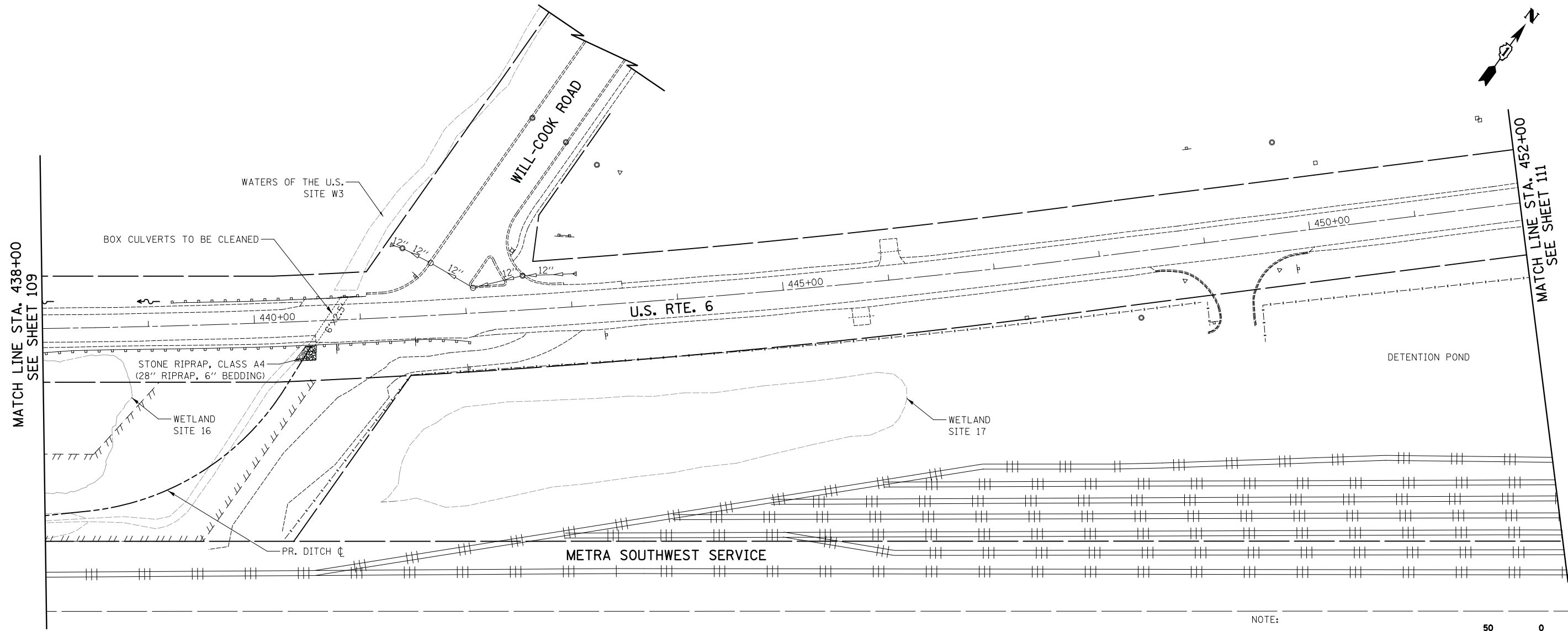
- NOTES
1. FLARED END SECTIONS STATION, OFFSETS, AND INVERTS ARE AT THE CENTER OF THE FLARED END OF THE STRUCTURE.
 2. SEE SHEET 221 FOR GRADING WITHIN PROPOSED TEMPORARY EASEMENTS,



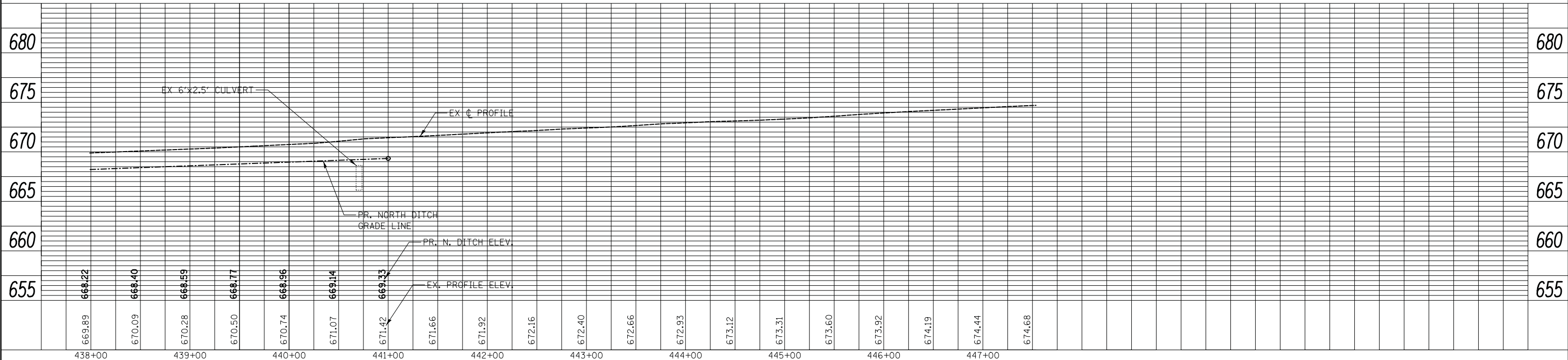
FILE NAME = ...\\D160R52-sht-drain-05.dgn	USER NAME = jet	DESIGNED - DTE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	U.S. ROUTE 6 OVER MARLEY CREEK DRAINAGE AND UTILITIES PLAN & PROFILE	F.A.U. RTE. 297	SECTION 33B (B-R) & 33X-RS-2	COUNTY WILL	TOTAL SHEETS 275	SHEET NO. 109
PLOT SCALE = 50.0000' / in.	CHECKED - KWH	REVISED -	CONTRACT NO. 60R52							
PLOT DATE = 1/31/2019	DATE - 1/30/2019	REVISED -	SCALE: 1" = 50'			SHEET 5 OF 7 SHEETS	STA. 428+00.00 TO STA. 438+00.00	ILLINOIS FED. AID PROJECT		

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	ALIGNED		
	FILE NAME		
	NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	GRADES		
	STRUCTURE		
	NOTATIONS		
	CHPO		
	NO.		



NOTE:
SEE SHEET 222 FOR GRADING WITHIN
PROPOSED TEMPORARY EASEMENTS



FILE NAME = ...\\D160R52-sht-drain-06.dgn
Default

USER NAME = jet
PLOT SCALE = 50.0000' / in.
PLOT DATE = 1/31/2019

DESIGNED - DTE
DRAWN - DTE
CHECKED - KWH
DATE - 1/30/2019

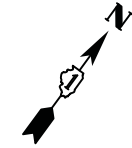
REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**US ROUTE 6 OVER MARLEY CREEK
DRAINAGE AND UTILITIES PLAN & PROFILE**

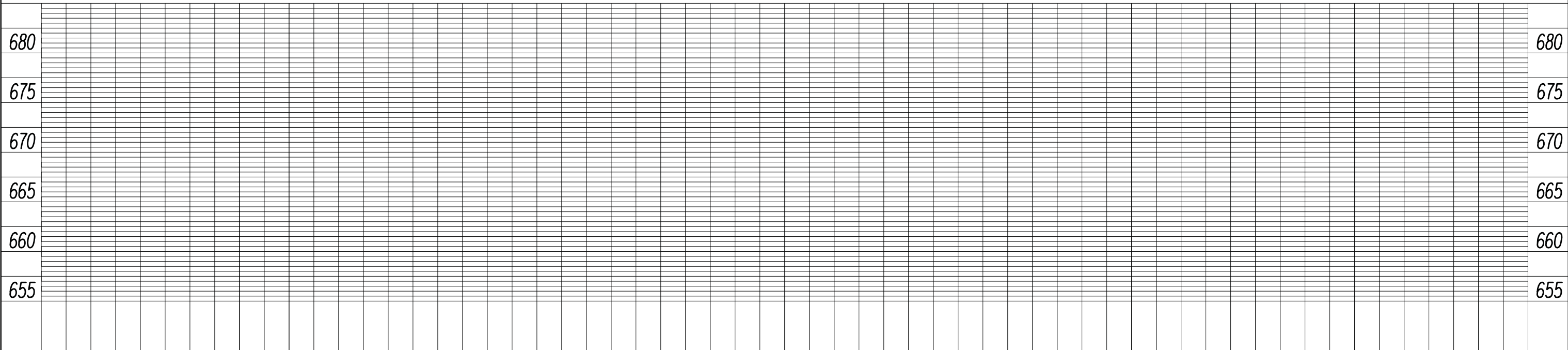
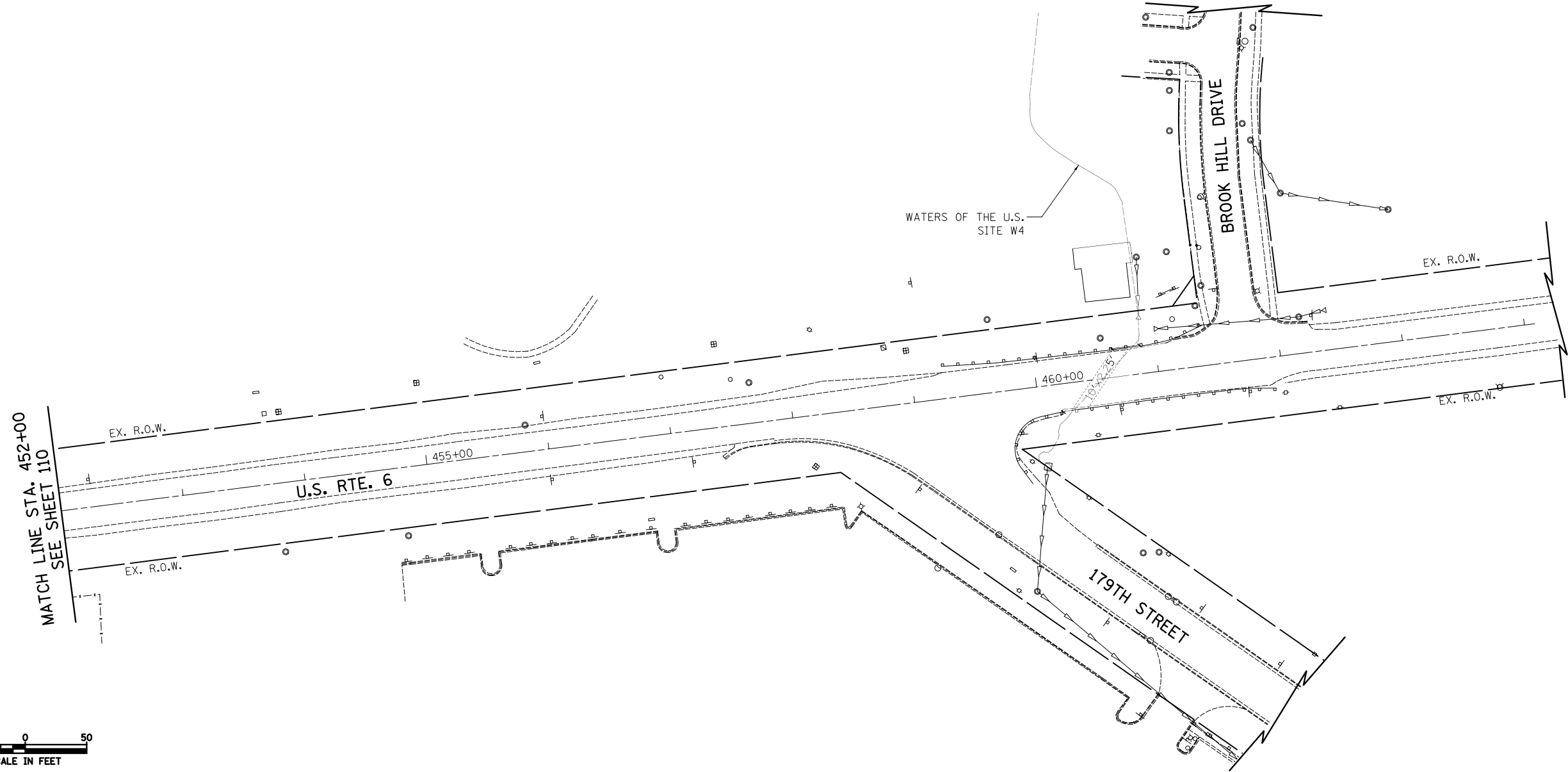
SCALE: 1" = 50' SHEET 6 OF 7 SHEETS STA. 438+00.00 TO STA. 452+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R) & 33X-RS-2	WILL	275	110
CONTRACT NO. 60R52				
ILLINOIS FED. AID PROJECT				



PLAN	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	ALIGNED	
	FILE NAME	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	STRUCTURE	
	NOTATION	
	NO.	



FILE NAME =
...\\D160R52-sht-drain-07.dgn

USER NAME = jet
PLOT SCALE = 50.0000' / in.
PLOT DATE = 1/31/2019

DESIGNED - DTE
DRAWN - DTE
CHECKED - KWH
DATE - 1/30/2019

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**US ROUTE 6 OVER MARLEY CREEK
DRAINAGE AND UTILITIES PLAN & PROFILE**
SCALE: 1" = 50' SHEET 7 OF 7 SHEETS STA. 452+00.00 TO STA. 462+00.00

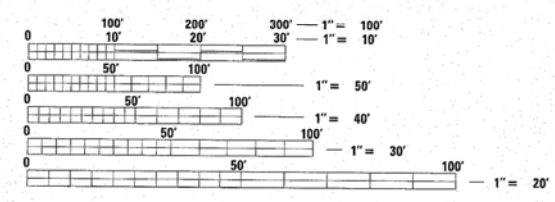
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R) & 33X-RS-2	WILL	275	111
CONTRACT NO. 60R52				
ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED RIGHT-OF-WAY PLANS

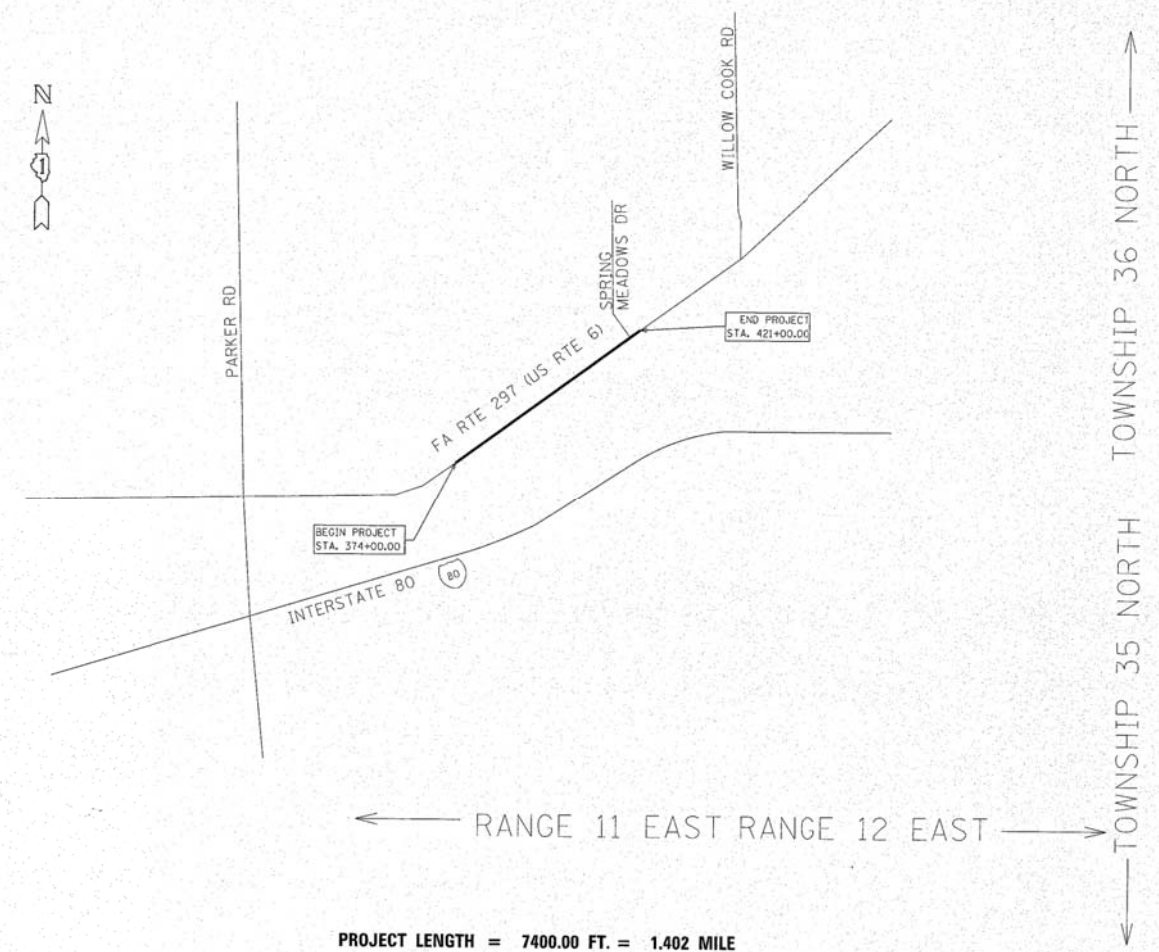
ROUTE: FA RTE 297 (US ROUTE 6)
JOB NO: R-91-019-11
COUNTY: WILL
LIMITS: 374+00 TO 421+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				1
ILLINOIS CONTRACT NO.				



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

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



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED _____ 20 _____

DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
_____ 20 _____

ENGINEER OF DESIGN AND ENVIRONMENT
_____ 20 _____

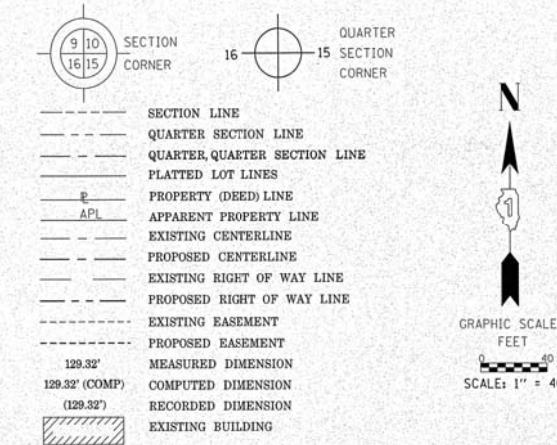
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**

RECEIVED
Feb 2 8 2014
PLATS & LEGALS

PART OF THE NW 1/4 OF SECTION 1, T35N, R11 EAST OF THE 3rd PM, WILL COUNTY, ILLINOIS

LEGEND



BEARINGS ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, NAD83 (2007 ADJUSTMENT), EAST ZONE.

- IRON PIPE OR ROD FOUND
- + CUT CROSS FOUND OR SET
- "MAG" NAIL SET
- 5/8" REBAR SET
- T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- T2
- T3
- BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- BT2
- BT3
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET

STATE OF ILLINOIS)
COUNTY OF COOK)

THIS IS TO CERTIFY THAT WE, ENVIRONMENTAL DESIGN INTERNATIONAL INC., ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-001224, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 36, TOWNSHIP 36 NORTH, AND SECTION 1, TOWNSHIP 35 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, WILL COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT _____, ILLINOIS THIS _____ DAY OF _____, 20____ A.D.

JESUS M. LOPEZ
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-003774
LICENSE EXPIRATION DATE: 11/30/2014

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

RECEIVED
NOV 25 2014
PLATS & LEGALS

EDI Environmental Design International Inc.
Civil, Survey, Environmental and Construction Inspection Services
33 W. MONROE STREET, SUITE 1825, CHICAGO, IL 60603
Ph. (312) 345-1400 Fax (312) 345-0529
www.envdesign.com MBE/WBE/DBE
Excellence. Dedication. Innovation.

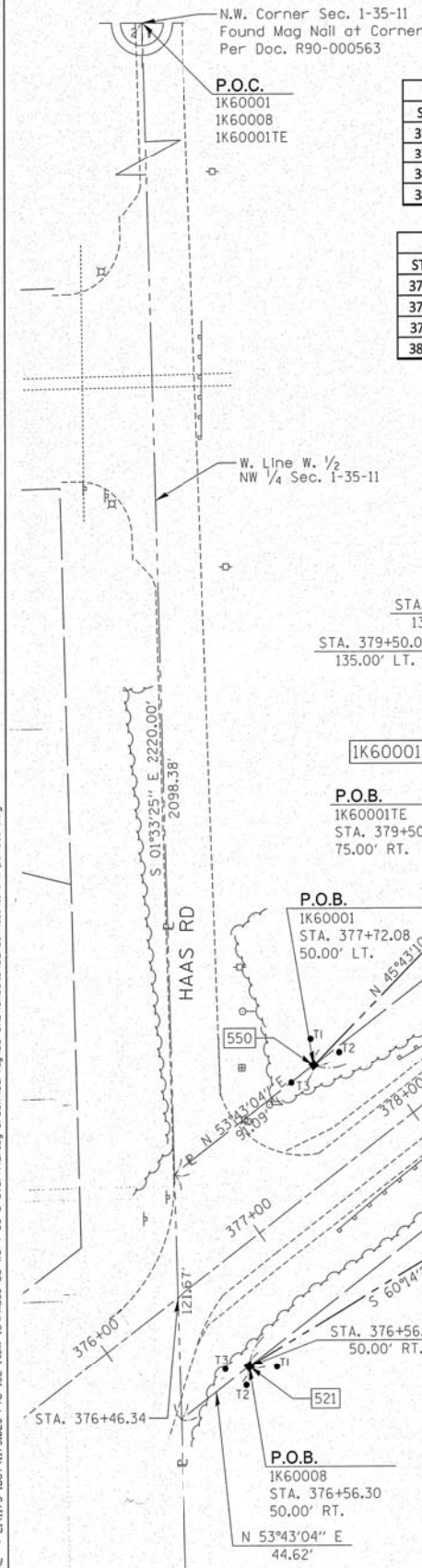
STATION	OFFSET	NORTH	EAST
377+72.08	50.00' Lt.	1,779,143.053	1,095,158.337
379+50.00	75.00' Lt.	1,779,268.490	1,095,286.964
384+75.00	75.00' Lt.	1,779,579.165	1,095,710.174
386+00.00	60.00' Lt.	1,779,641.044	1,095,819.814

STATION	OFFSET	NORTH	EAST
379+50.00	75.00' Lt.	1,779,268.490	1,095,286.964
379+50.00	135.00' Lt.	1,779,316.857	1,095,251.459
379.90.00	135.00' Lt.	1,779,340.528	1,095,283.703
380+25.00	75.00' Lt.	1,779,312.872	1,095,347.423

Point Number	Tie to point	Tie Distance (feet)
502	T1	8.94
	T2	8.14
	T3	8.53
506	T1	9.43
	T2	11.81
	T3	12.33
521	T1	14.5
	T2	9.50
	T3	12.68
522	T1	11.86
	T2	14.21
	T3	11.76
523	T1	14.01
	T2	23.84
	T3	15.82
524	T1	13.30
	T2	10.31
	T3	12.37
550	T1	13.41
	T2	14.92
	T3	14.59

STATION	OFFSET	NORTH	EAST
376+56.30	50.00' Rt.	1,778,993.926	1,095,124.179
378+75.00	75.00' Rt.	1,779,103.191	1,095,315.270
382+00.00	75.00' Rt.	1,779,295.514	1,095,577.257
384+00.00	60.00' Rt.	1,779,425.958	1,095,729.603

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA N EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
1K60001	NORTH STAR TRUST COMPANY, AS SUCCESSOR TO NLSB, AS TRUSTEE UNDER TRUST AGREEMENT DATED THE 7TH DAY OF MAY, 1992, KNOWN AS TRUST NUMBER 1592	49.785	5.045	N/A	44.740	0	N/A	15-08-01-100-001	
1K60001TE			N/A	N/A		0.079	CONSTRUCTION		
1K60008	NORTH STAR TRUST COMPANY, AS SUCCESSOR TO NLSB, AS TRUSTEE UNDER TRUST AGREEMENT DATED THE 7TH DAY OF MAY, 1992, KNOWN AS TRUST NUMBER 1592	7.915	0.516	N/A	7.399	0	N/A	15-08-01-100-001	



PLOT DATE = 11/12/2014
 PLOT TIME = 12:00:57 PM
 FILE NAME = L:\1173\1001\1173_023_PTB_02_Item_16\Phase_05_004_US_6_creek_Marley_Creek\Survey\03_CAD\Sheets\02-018\0181-011-shr-parcel-1.dgn

ROUTE NAME: _____ SECTION: _____ COUNTY: _____ JOB NO.: _____ REVISION DATE: _____ REVISION: _____ MADE BY: _____ RECORDING: RECORDED ON _____

FILE NAME = ...\\0160R52-shr-parcel-02.dgn

USER NAME = jet	DESIGNED - DTE	REVISED -
PLOT SCALE = 1:8000' / in.	DRAWN - DTE	REVISED -
PLOT DATE = 1/31/2019	CHECKED - GAB	REVISED -
	DATE - 1/30/2019	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

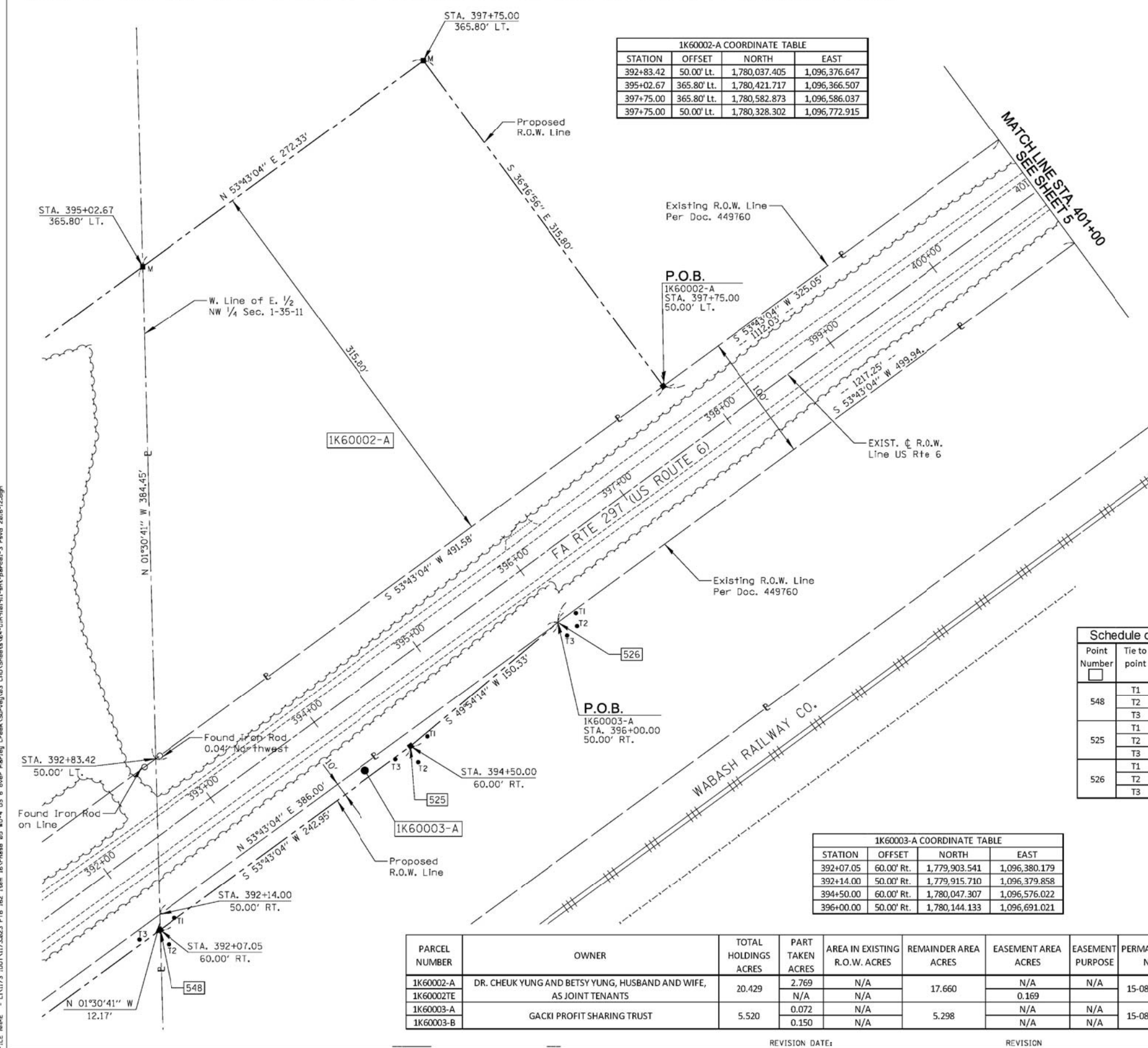
**U.S. ROUTE 6 OVER MARLEY CREEK
R.O.W. PLATS**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R)	WILL	275	113

CONTRACT NO. 60R52

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

PART OF THE NW 1/4 OF SECTION 1, T35N, R11 EAST OF THE 3rd PM, WILL COUNTY, ILLINOIS



STATION	OFFSET	NORTH	EAST
392+83.42	50.00' Lt.	1,780,037.405	1,096,376.647
395+02.67	365.80' Lt.	1,780,421.717	1,096,366.507
397+75.00	365.80' Lt.	1,780,582.873	1,096,586.037
397+75.00	50.00' Lt.	1,780,328.302	1,096,772.915

STATION	OFFSET	NORTH	EAST
392+07.05	60.00' Rt.	1,779,903.541	1,096,380.179
392+14.00	50.00' Rt.	1,779,915.710	1,096,379.858
394+50.00	60.00' Rt.	1,780,047.307	1,096,576.022
396+00.00	50.00' Rt.	1,780,144.133	1,096,691.021

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
1K60002-A	DR. CHEUK YUNG AND BETSY YUNG, HUSBAND AND WIFE, AS JOINT TENANTS	20.429	2.769	N/A	17.660	N/A	N/A	15-08-01-100-003	
1K60002TE			N/A	N/A		0.169			
1K60003-A	GACKI PROFIT SHARING TRUST	5.520	0.072	N/A	5.298	N/A	N/A	15-08-01-101-001	
1K60003-B			0.150	N/A		N/A	N/A		

LEGEND

BEARINGS ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, NAD83 (2007 ADJUSTMENT), EAST ZONE.

STATE OF ILLINOIS)
COUNTY OF COOK)

THIS IS TO CERTIFY THAT WE, ENVIRONMENTAL DESIGN INTERNATIONAL INC., ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-001224, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 36, TOWNSHIP 36 NORTH, AND SECTION 1, TOWNSHIP 35 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, WILL COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT CHICAGO, ILLINOIS THIS 28TH DAY OF DECEMBER 2016 A.D.

WILLIAM J. FLEMING
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-003226
LICENSE EXPIRATION DATE: 11/30/2018

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

Point Number	Tie to point	Tie Distance (feet)
548	T1	14.63
	T2	13.13
	T3	17.87
525	T1	15.11
	T2	13.87
	T3	15.69
526	T1	15.75
	T2	15.16
	T3	12.46

EDI PROJECT #1173.023.025

EDI Environmental Design International Inc.
Civil, Survey, Environmental and Construction Inspection Services
33 W. MONROE STREET, SUITE 1825, CHICAGO, IL 60603
Ph: (312) 345-1400 Fax: (312) 345-0529
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PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
US 6 OVER MARLEY CREEK

SECTION: COUNTY: WILL
PROJECT: JOB NO.: R-91-019-11
STATION: 392+48.71 TO STATION: 401+00
SCALE: 1" = 40' SHEET 4 OF 13

BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196

PART OF THE NE 1/4 OF SECTION 1, T35N, R11 EAST OF THE 3rd PM, WILL COUNTY, ILLINOIS

STATION	OFFSET	NORTH	EAST
411+00.00	50.00' Lt.	1,781,112.386	1,097,841.015
411+00.00	75.00' Lt.	1,781,132.539	1,097,826.221
413+64.09	75.00' Lt.	1,781,288.815	1,098,039.104
414+00.83	50.00' Lt.	1,781,290.404	1,098,083.515

LEGEND

SECTION LINE
 QUARTER SECTION LINE
 QUARTER QUARTER SECTION LINE
 PLATTED LOT LINES
 PROPERTY (DEED) LINE
 APPARENT PROPERTY LINE
 EXISTING CENTERLINE
 PROPOSED CENTERLINE
 EXISTING RIGHT OF WAY LINE
 PROPOSED RIGHT OF WAY LINE
 EXISTING EASEMENT
 PROPOSED EASEMENT
 MEASURED DIMENSION
 COMPUTED DIMENSION
 RECORDED DIMENSION
 EXISTING BUILDING

SECTION CORNER
 QUARTER SECTION CORNER

GRAPHIC SCALE
 FEET
 SCALE: 1" = 40'

BEARINGS ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, NAD83 (2007 ADJUSTMENT), EAST ZONE.

- IRON PIPE OR ROD FOUND
- ⊕ "MAG" NAIL SET
- + CUT CROSS FOUND OR SET
- 5/8" REBAR SET
- THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- BT1 BT2 BT3 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ⊙ PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET

STATE OF ILLINOIS)
 COUNTY OF COOK)

THIS IS TO CERTIFY THAT WE, ENVIRONMENTAL DESIGN INTERNATIONAL INC., ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-001224, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 36, TOWNSHIP 36 NORTH, AND SECTION 1, TOWNSHIP 35 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, WILL COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT _____, ILLINOIS THIS _____ DAY OF _____ 20____ A.D.

JESUS M. LOPEZ
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-003774
 LICENSE EXPIRATION DATE: 11/30/2016

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

Environmental Design International Inc.
 Civil, Survey, Environmental and Construction Inspection Services
 33 W. MONROE STREET, SUITE 1825, CHICAGO, IL 60603
 Ph. (312) 345-1400 Fax (312) 345-0529
 www.ediintl.com MBE/WBE/DBE

PLAT OF HIGHWAYS
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 US 6 OVER MARLEY CREEK

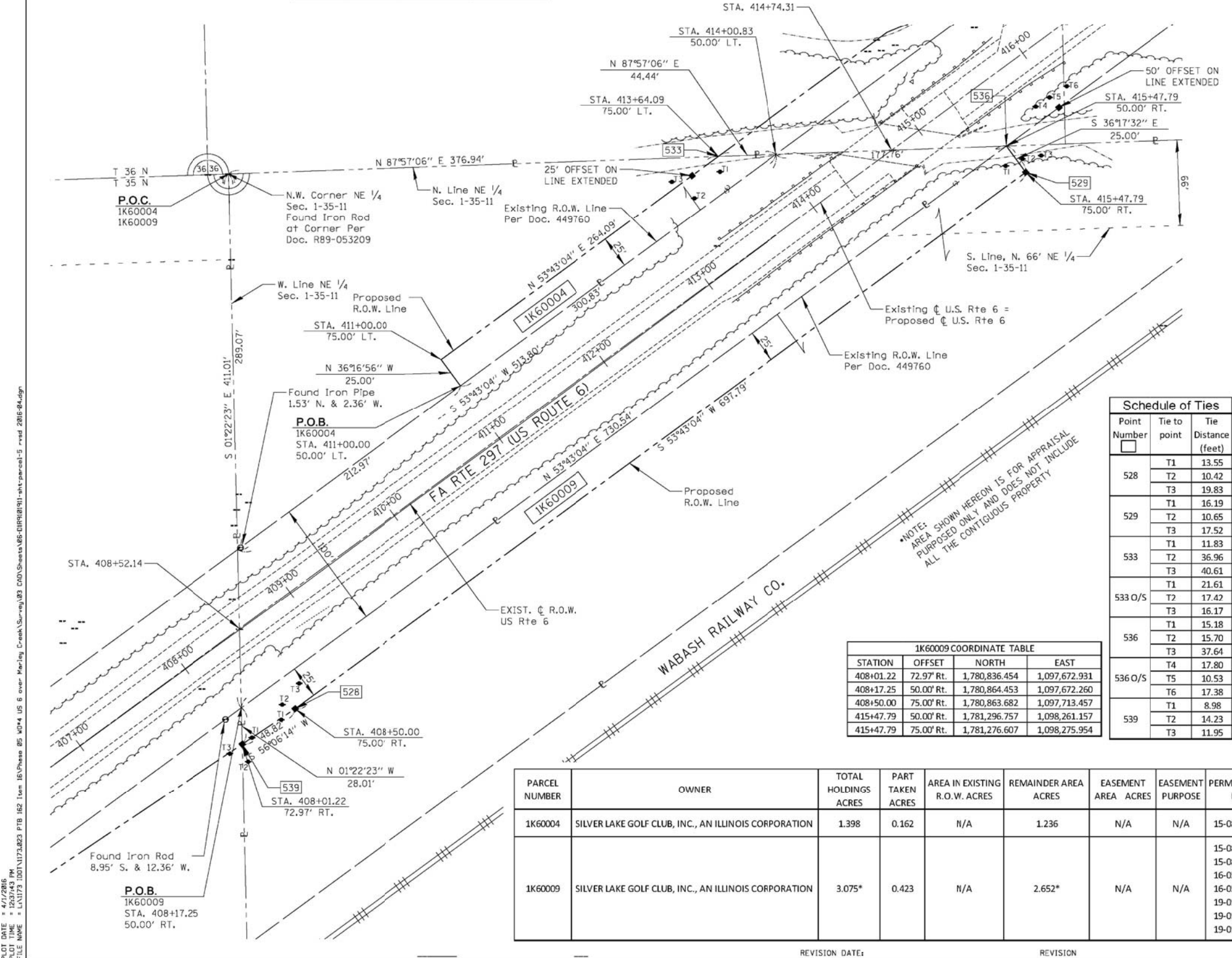
SECTION: COUNTY: WILL
 PROJECT: JOB NO.: R-91-019-11
 STATION: 408+52.14 TO STATION: 414+74.31
 SCALE: 1" = 40' SHEET 6 OF 13

RECEIVED BUREAU OF LAND ACQUISITION
 APR 01 2016
 PLATS & LEGALS SCHAUMBURG, ILLINOIS 60196

Point Number	Tie to point	Tie Distance (feet)
528	T1	13.55
	T2	10.42
	T3	19.83
529	T1	16.19
	T2	10.65
	T3	17.52
533	T1	11.83
	T2	36.96
	T3	40.61
533 O/S	T1	21.61
	T2	17.42
	T3	16.17
536	T1	15.18
	T2	15.70
	T3	37.64
536 O/S	T4	17.80
	T5	10.53
	T6	17.38
539	T1	8.98
	T2	14.23
	T3	11.95

STATION	OFFSET	NORTH	EAST
408+01.22	72.97' Rt.	1,780,836.454	1,097,672.931
408+17.25	50.00' Rt.	1,780,864.453	1,097,672.260
408+50.00	75.00' Rt.	1,780,863.682	1,097,713.457
415+47.79	50.00' Rt.	1,781,296.757	1,098,261.157
415+47.79	75.00' Rt.	1,781,276.607	1,098,275.954

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
1K60004	SILVER LAKE GOLF CLUB, INC., AN ILLINOIS CORPORATION	1.398	0.162	N/A	1.236	N/A	N/A	15-08-01-200-008	
1K60009	SILVER LAKE GOLF CLUB, INC., AN ILLINOIS CORPORATION	3.075*	0.423	N/A	2.652*	N/A	N/A	15-08-01-200-007 15-08-01-200-008 16-05-36-400-018 16-05-36-400-020 19-09-06-100-011 19-09-06-100-025 19-09-06-100-013	



PLOT DATE = 4/1/2016
 PLOT TIME = 12:37:43 PM
 FILE NAME = \\N1173\DOT\1173\2823 P18 182 Item 16\Phase 05\014 US 6 over Marley Creek\Survey\03 CAD Sheets\US-018\018\1173-1173-parcel-5_rev1 2016-04.dgn

ROUTE NAME: _____ SECTION: _____ COUNTY: _____ JOB NO.: _____ REVISION DATE: _____ REVISION: _____ RECORDING: RECORDED ON _____ MADE BY: _____

FILE NAME = ...\\D160R52-sht-parcel-06.dgn

USER NAME	DESIGNED	REVISION
jet	DTE	-
	DTE	-
	GAB	-
	-	-

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 6 OVER MARLEY CREEK
 R.O.W. PLATS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R)	WILL	275	117
CONTRACT NO. 60R52				

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

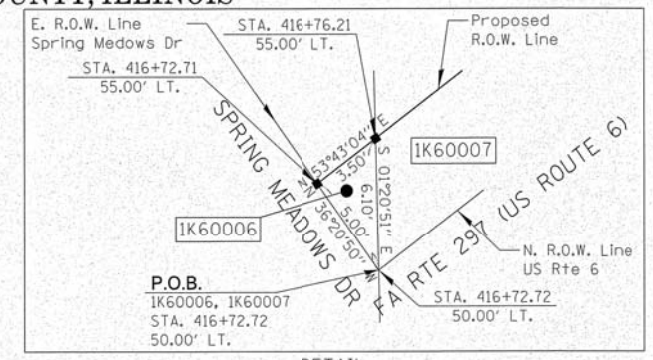
PART OF THE SE 1/4 OF SECTION 36, T36N, R11 EAST OF THE 3rd PM, WILL COUNTY, ILLINOIS

Schedule of Ties		
Point Number	Tie to point	Tie Distance (feet)
517	T1	11.67
	T2	14.70
	T3	20.91
	T1	14.83
517 O/S	T2	8.89
	T3	11.09
	T1	16.59
518	T2	18.75
	T3	30.14
	T1	25.76
519	T2	30.79
	T3	16.96
	T1	16.24
520	T2	11.57
	T3	18.45
	T1	15.20
530	T2	7.22
	T3	18.02
	T1	23.20
532	T2	26.65
	T3	17.68
	T1	11.83
533	T2	36.96
	T3	40.61
	T1	21.61
533 O/S	T2	17.42
	T3	16.17

1K60005 COORDINATE TABLE				
STATION	OFFSET	NORTH	EAST	
413+64.09	75.00' Lt.	1,781,288.815	1,098,039.104	
414+00.83	50.00' Lt.	1,781,290.404	1,098,083.515	
415+25.00	75.00' Lt.	1,781,384.038	1,098,168.819	
416+06.71	55.00' Lt.	1,781,416.268	1,098,246.521	
416+06.72	50.00' Lt.	1,781,412.241	1,098,249.484	

1K60006 COORDINATE TABLE				
STATION	OFFSET	NORTH	EAST	
416+72.71	55.00' Lt.	1,781,455.324	1,098,299.725	
416+72.72	50.00' Lt.	1,781,451.297	1,098,302.688	
416+76.21	55.00' Lt.	1,781,457.394	1,098,302.545	

1K60007 COORDINATE TABLE				
STATION	OFFSET	NORTH	EAST	
416+72.72	50.00' Lt.	1,781,451.297	1,098,302.688	
416+76.21	55.00' Lt.	1,781,457.394	1,098,302.545	
420+27.50	55.00' Lt.	1,781,665.276	1,098,585.726	
420+27.50	50.00' Lt.	1,781,661.245	1,098,588.685	



LEGEND

SECTION CORNER 9 10 16 15
QUARTER CORNER 16 15 SECTION CORNER

SECTION LINE
QUARTER SECTION LINE
QUARTER, QUARTER SECTION LINE
PLATTED LOT LINES
PROPERTY (DEED) LINE
APPLICABLE APPARENT PROPERTY LINE
EXISTING CENTERLINE
PROPOSED CENTERLINE
EXISTING RIGHT OF WAY LINE
PROPOSED RIGHT OF WAY LINE
EXISTING EASEMENT
PROPOSED EASEMENT
MEASURED DIMENSION
COMPUTED DIMENSION
RECORDED DIMENSION
EXISTING BUILDING

129.32' (COMP)
129.32' (RECORDED)

BEARINGS ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, NAD83 (2007 ADJUSTMENT), EAST ZONE.

STATE OF ILLINOIS)
COUNTY OF COOK)

THIS IS TO CERTIFY THAT WE, ENVIRONMENTAL DESIGN INTERNATIONAL INC., ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-001224, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 36, TOWNSHIP 36 NORTH, AND SECTION 1, TOWNSHIP 35 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, WILL COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT _____, ILLINOIS THIS _____ DAY OF _____, 20____ A.D.

JESUS M. LOPEZ
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-003774
LICENSE EXPIRATION DATE: 11/30/2014

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

RECEIVED
NOV 25 2014
PLATS & LEGALS

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Environmental Design International Inc.
Civil, Survey, Environmental and Construction Inspection Services
33 W. MONROE STREET, SUITE 1825, CHICAGO, IL 60603
Ph. (312) 345-1400 Fax (312) 345-0529
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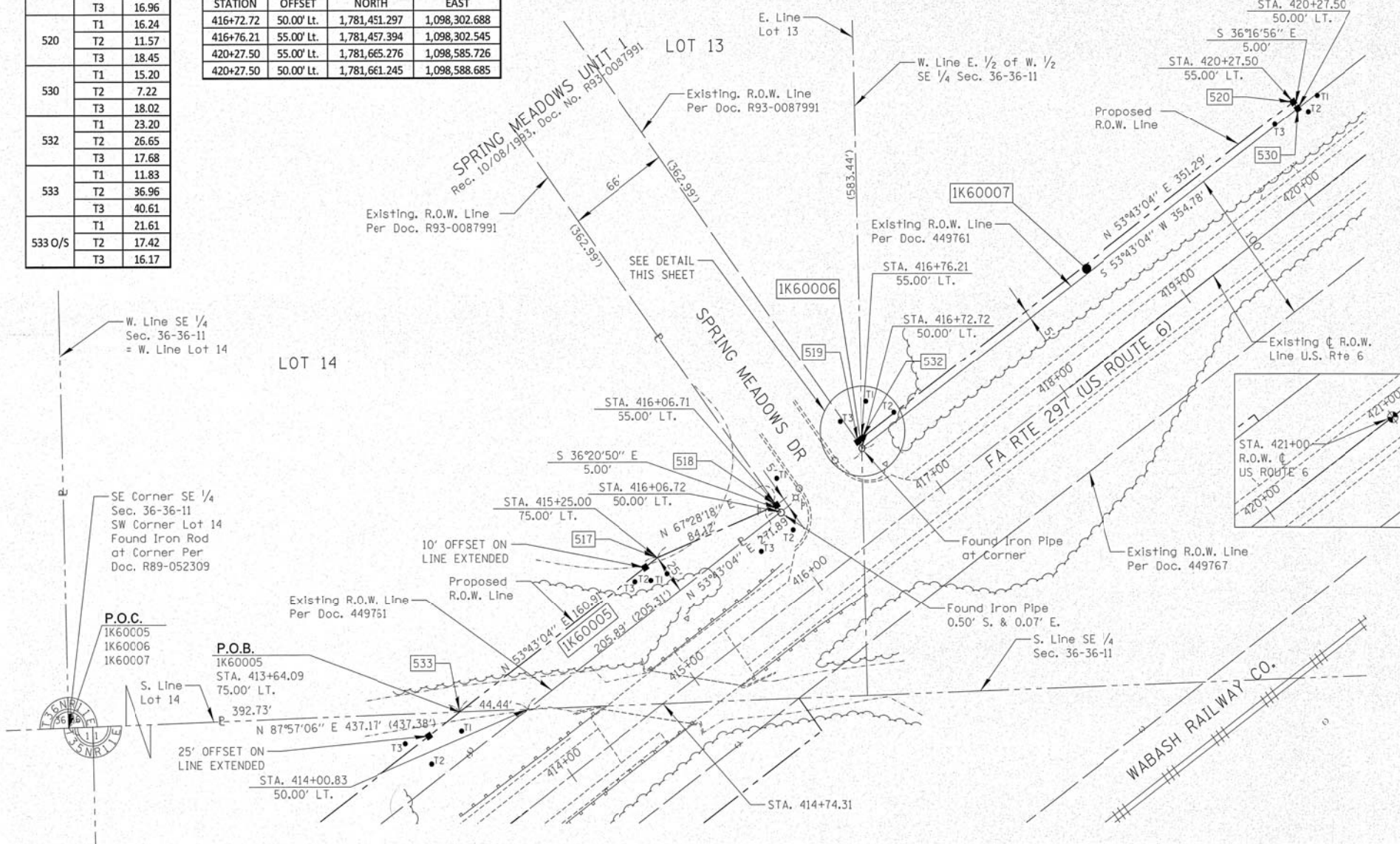
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PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
US 6 OVER MARLEY CREEK

SECTION: COUNTY: WILL
PROJECT: JOB NO.: R-91-019-11
STATION: 414+74.31 TO STATION: 421+00
SCALE: 1" = 40' SHEET 7 OF 13

BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196

PLOT DATE = 11/12/2014
PLOT TIME = 11:40:11 PM
FILE NAME = ...\\D160R52-sht-parcel-07.dgn



PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
1K60005	TEIMOUR FAHLY	4.949	0.11	N/A	4.839	N/A	N/A	16-05-36-401-004	
1K60006	NADIA KUTZ AND EDUARD J. KUTZ, HUSBAND AND WIFE, AS TENANTS BY THE ENTIRETY	2.480	8.75 SQ FT	N/A	2.480	N/A	N/A	16-05-36-402-002	
1K60007	ANDELIN S. CZERWINSKI AND RAYMOND J. CZERWINSKI, HER HUSBAND, IN JOINT TENANCY	34.498	0.040	N/A	34.458	N/A	N/A	16-05-36-400-005	

REVISION DATE: _____ REVISION _____ MADE BY _____
ROUTE NAME: _____ SECTION: _____ COUNTY: _____ JOB NO.: _____ RECORDING: RECORDED ON _____

FILE NAME = ...\\D160R52-sht-parcel-07.dgn	USER NAME = jet	DESIGNED - DTE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	U.S. ROUTE 6 OVER MARLEY CREEK R.O.W. PLATS	F.A.U. R.T.E. = 297	SECTION = 33B (B-R)	COUNTY = WILL	TOTAL SHEETS = 275	SHEET NO. = 118
PLOT SCALE = 1:8000' / in.	CHECKED - GAB	REVISOR -	REVISOR -			SCALE: NONE	SHEET NO. 7 OF 13 SHEETS	CONTRACT NO. 60R52		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT
PLOT DATE = 1/31/2019	DATE - 1/30/2019	REVISOR -	REVISOR -							

PART OF THE SE 1/4 OF SECTION 36, T36N, R11 EAST OF THE 3rd PM, WILL COUNTY, ILLINOIS

STATION	OFFSET	NORTH	EAST
430+90.00	50.00' LT.	1,782,289.989	1,099,445.177
431+60.00	147.00' LT.	1,782,409.767	1,099,444.086
432+20.00	50.00' LT.	1,782,366.919	1,099,549.972
432+28.50	96.00' LT.	1,782,409.352	1,099,529.366

STATION	OFFSET	NORTH	EAST
430+90.00	50.00' RT.	1,782,209.378	1,099,504.353
432+20.00	50.00' RT.	1,785,286.307	1,099,609.148
432+20.00	145.00' RT.	1,782,209.726	1,099,665.365
430+90.00	145.00' RT.	1,782,132.797	1,099,560.571

STATION	OFFSET	NORTH	EAST
436+61.00	117.00' RT.	1,782,493.264	1,100,004.292
437+14.00	200.00' RT.	1,782,457.722	1,100,096.135
438+49.58	118.00' RT.	1,782,604.055	1,100,156.903
439+11.43	50.00' RT.	1,782,695.471	1,100,166.522
439+16.16	200.00' RT.	1,782,577.353	1,100,259.099
440+21.62	50.00' RT.	1,782,760.674	1,100,255.344

LEGEND

SECTION CORNER 16 QUARTER SECTION CORNER

SECTION LINE
 QUARTER SECTION LINE
 QUARTER, QUARTER SECTION LINE
 PLATTED LOT LINES
 PROPERTY (DEED) LINE
 APPARENT PROPERTY LINE
 EXISTING CENTERLINE
 PROPOSED CENTERLINE
 EXISTING RIGHT OF WAY LINE
 PROPOSED RIGHT OF WAY LINE
 EXISTING EASEMENT
 PROPOSED EASEMENT
 MEASURED DIMENSION
 COMPUTED DIMENSION
 RECORDED DIMENSION
 EXISTING BUILDING

GRAPHIC SCALE
 FEET
 SCALE: 1" = 40'

BEARINGS ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, NAD83 (2007 ADJUSTMENT), EAST ZONE.

IRON PIPE OR ROD FOUND
 CUT CROSS FOUND OR SET

"MAG" NAIL SET
 5/8" REBAR SET

THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)

RIGHT OF WAY STAKING PROPOSED TO BE SET

STATE OF ILLINOIS)
 COUNTY OF COOK)SS

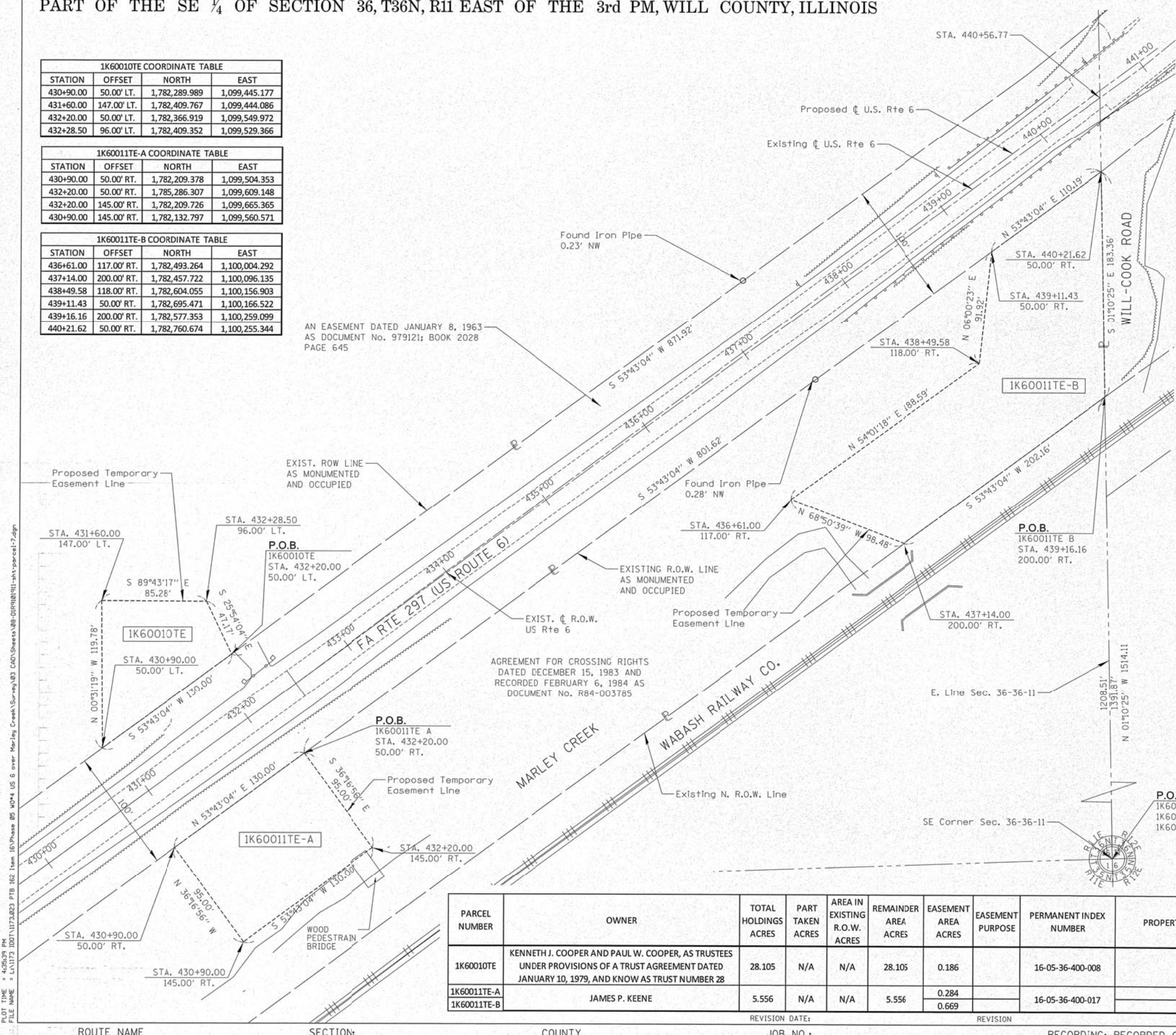
THIS IS TO CERTIFY THAT WE, ENVIRONMENTAL DESIGN INTERNATIONAL INC, ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-001224, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 36, TOWNSHIP 36 NORTH, AND SECTION 1, TOWNSHIP 35 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, WILL COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT _____, ILLINOIS THIS _____ DAY OF _____, 20__ A.D.

JESUS M. LOPEZ
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-003774
 LICENSE EXPIRATION DATE: 11/30/2016

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

PLOT DATE = 3/15/2015
 PLOT TIME = 4:26:59 PM
 FILE NAME = ...\\1610R52-sht-parcel-08.dgn



AN EASEMENT DATED JANUARY 8, 1963 AS DOCUMENT No. 979121; BOOK 2028 PAGE 645

AGREEMENT FOR CROSSING RIGHTS DATED DECEMBER 15, 1983 AND RECORDED FEBRUARY 6, 1984 AS DOCUMENT No. R84-003785

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
1K60010TE	KENNETH J. COOPER AND PAUL W. COOPER, AS TRUSTEES UNDER PROVISIONS OF A TRUST AGREEMENT DATED JANUARY 10, 1979, AND KNOW AS TRUST NUMBER 28	28.105	N/A	N/A	28.105	0.186		16-05-36-400-008	
1K60011TE-A	JAMES P. KEENE	5.556	N/A	N/A	5.556	0.284		16-05-36-400-017	
1K60011TE-B						0.669			

ED I Environmental Design International Inc.
 Civil, Survey, Environmental and Construction Inspection Services
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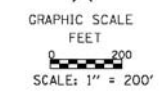
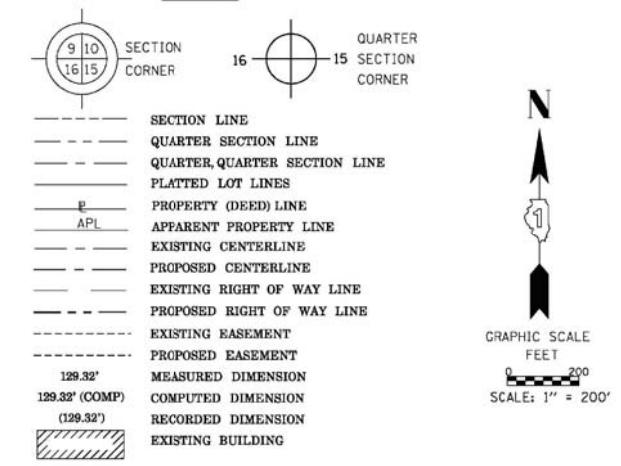
PLAT OF HIGHWAYS
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 US 6 OVER MARLEY CREEK

SECTION: COUNTY: WILL
 PROJECT: JOB NO.: R-91-019-11
 STATION: 430+90 TO STATION: 440+21.62
 SCALE: 1" = 40' SHEET 8 OF 13

BUREAU OF LAND ACQUISITION
 201 WEST CENTER COURT
 SCHAMBURG, ILLINOIS 60196

PART OF NW 1/4 OF SECTION 1, T35N, R11 EAST OF THE 3rd PM, WILL COUNTY, ILLINOIS

LEGEND



BEARINGS ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, NAD83 (2007 ADJUSTMENT), EAST ZONE.

- IRON PIPE OR ROD FOUND
- ⊕ "MAG" NAIL SET
- + CUT CROSS FOUND OR SET
- 5/8" REBAR SET
- T1, T2, T3 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- BT1, BT2, BT3 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ⊕ PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET

STATE OF ILLINOIS)
) SS
 COUNTY OF COOK)

THIS IS TO CERTIFY THAT WE, ENVIRONMENTAL DESIGN INTERNATIONAL INC, ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-001224, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 36, TOWNSHIP 36 NORTH, AND SECTION 1, TOWNSHIP 35 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, WILL COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT CHICAGO, ILLINOIS THIS 28TH DAY OF DECEMBER 2016 A.D.

WILLIAM J. FLEMING
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-003226
 LICENSE EXPIRATION DATE: 11/30/2018

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

EDI PROJECT #1173.023.025

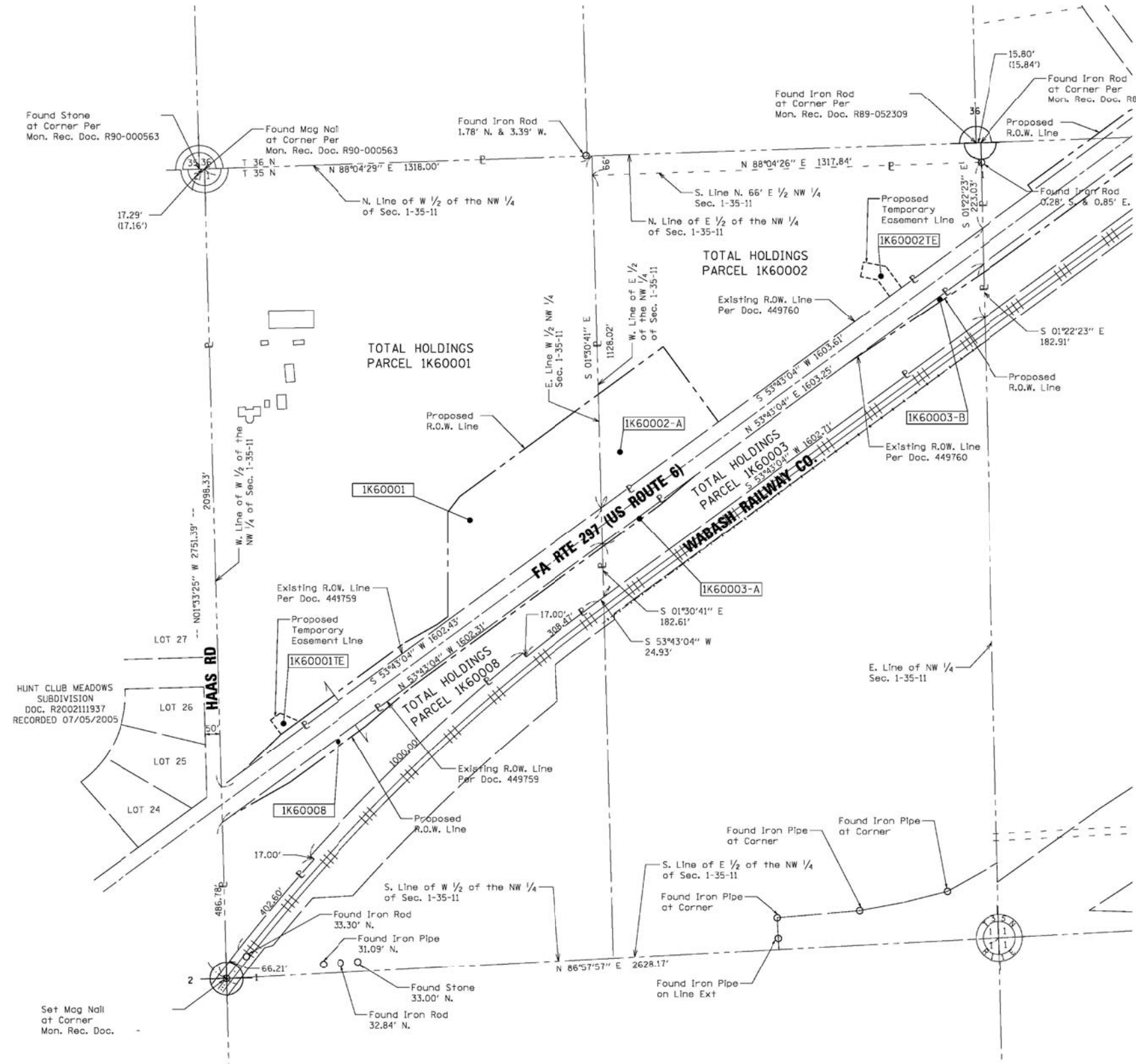
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PLAT OF HIGHWAYS
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 US 6 OVER MARLEY CREEK

SECTION: COUNTY: WILL
 PROJECT: JOB NO.: R-91-019-11
 STATION: 374+00 TO STATION: 440+22
 SCALE: 1" = 200' SHEET 9 OF 13

RECEIVED
 DEC 29 2016
 PLATS & LEGALS
 MADE BY

BUREAU OF LAND ACQUISITION
 201 WEST CENTER COURT
 SCHAUMBURG, ILLINOIS 60196



PLOT DATE = 12/29/2016
 PLOT TIME = 2:47:54 PM
 FILE NAME = L:\1173\1001\1173.023\PTB 182 Item 16\Phase 05\04 US 6 over Marley Creek\Survey\03 CAD Sheets\09-DIR\01\11-sht-parcel-09.dgn

ROUTE NAME SECTION: COUNTY JOB NO.: RECORDING: RECORDED ON

FILE NAME = ...\\160R52-sht-parcel-09.dgn	USER NAME = jet	DESIGNED - DTE	REVISION -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	U.S. ROUTE 6 OVER MARLEY CREEK R.O.W. PLATS	F.A.U. R.T.E. 297	SECTION 33B (B-R)	COUNTY WILL	TOTAL SHEETS 275	SHEET NO. 120	
PLOT SCALE = 1,000.00' / in.	CHECKED - GAB	REVISION -	SCALE: NONE			SHEET NO. 9 OF 13 SHEETS	CONTRACT NO. 60R52		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		
PLOT DATE = 1/31/2019	DATE - 1/30/2019	REVISION -									

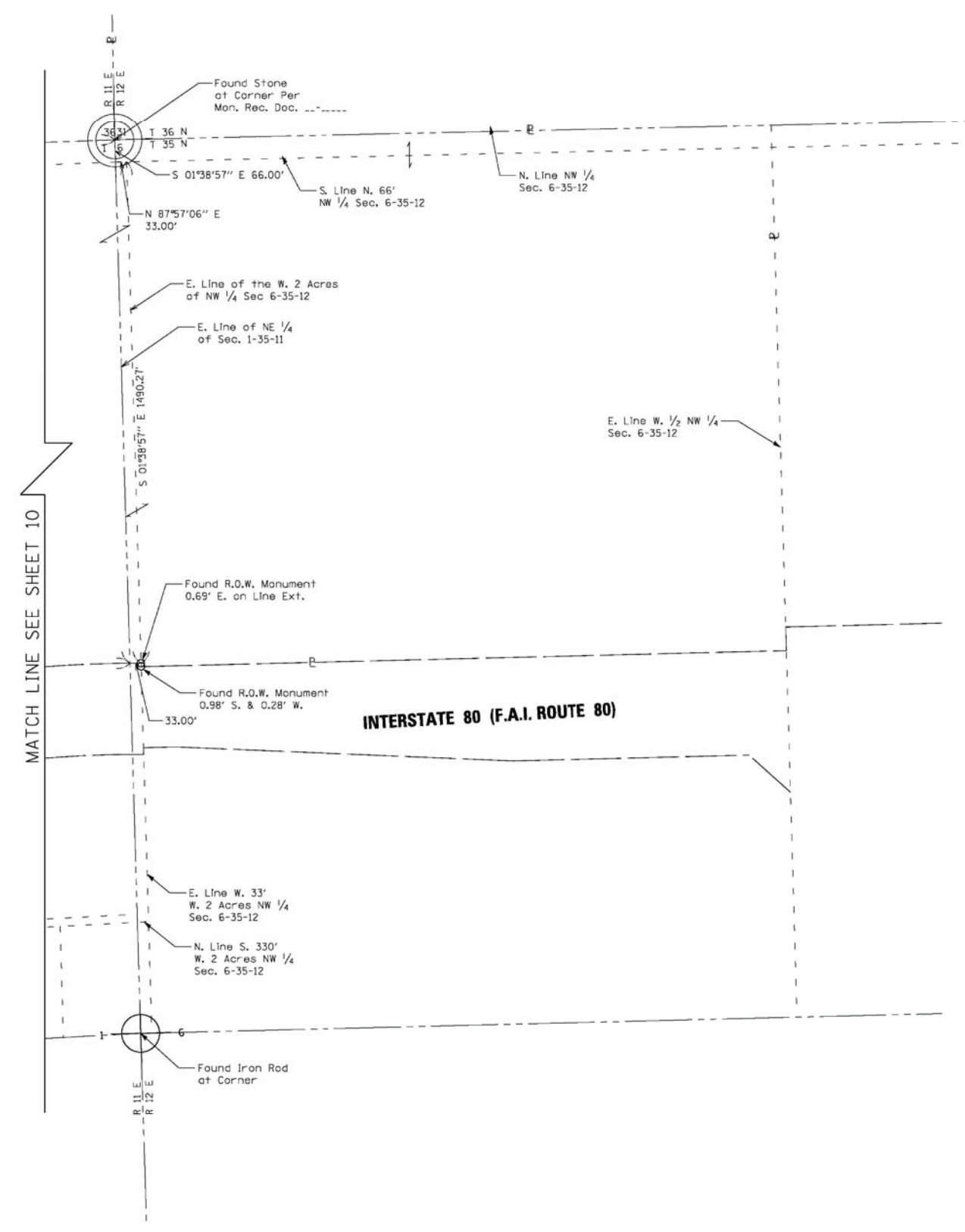
PART OF NW 1/4 OF SECTION 6, T35N, R12 EAST OF THE 3rd PM, WILL COUNTY, ILLINOIS

LEGEND

- SECTION LINE
- QUARTER SECTION LINE
- QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINES
- PROPERTY (DEED) LINE
- APL APPARENT PROPERTY LINE
- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- MEASURED DIMENSION
- 129.32' (COMP) COMPUTED DIMENSION
- (129.32') RECORDED DIMENSION
- EXISTING BUILDING

SECTION CORNER: 9 10 16 15
 QUARTER SECTION CORNER: 16 15

GRAPHIC SCALE: 1" = 200'



BEARINGS ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, NAD83 (2007 ADJUSTMENT), EAST ZONE.

- IRON PIPE OR ROD FOUND
- ⊕ "MAG" NAIL SET
- + CUT CROSS FOUND OR SET
- 5/8" REBAR SET
- T1, T2, T3: THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- BT1, BT2, BT3: THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ⊙ PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET

STATE OF ILLINOIS)
 COUNTY OF COOK)

THIS IS TO CERTIFY THAT WE, ENVIRONMENTAL DESIGN INTERNATIONAL INC., ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-001224, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 36, TOWNSHIP 36 NORTH, AND SECTION 1, TOWNSHIP 35 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, WILL COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT _____, ILLINOIS THIS _____ DAY OF _____ 20____ A.D.

JESUS M. LOPEZ
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-003774
 LICENSE EXPIRATION DATE: 11/30/2016

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

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PLAT OF HIGHWAYS
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 US 6 OVER MARLEY CREEK

SECTION: COUNTY: WILL
 PROJECT: JOB NO.: R-91-019-11
 STATION: 374+00 TO STATION: 440+22
 SCALE: 1" = 200' SHEET 11 OF 13

RECEIVED
 APR 01 2016
 PLATS & LEGALS
 MADE BY

BUREAU OF LAND ACQUISITION
 201 WEST CENTER COURT
 SCHAUMBURG, ILLINOIS 60196

ROUTE NAME: _____ SECTION: _____ COUNTY: _____ JOB NO.: _____ REVISION DATE: _____ REVISION: _____ RECORDING: RECORDED ON _____

FILE NAME = ...\\D160R52-sht-parcel-11.dgn	USER NAME = jet	DESIGNED - DTE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	U.S. ROUTE 6 OVER MARLEY CREEK R.O.W. PLATS	F.A.U. RTE. 297	SECTION 33B (B-R)	COUNTY WILL	TOTAL SHEETS 275	SHEET NO. 122
PLOT SCALE = 1,0000' / in.	CHECKED - GAB	REVISED -	SCALE: NONE			SHEET NO. 11 OF 13 SHEETS	CONTRACT NO. 60R52			
PLOT DATE = 1/31/2019	DATE - 1/30/2019	REVISED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							

PART OF SW 1/4 OF SECTION 3, T36N, R12 EAST OF THE 3rd PM, COOK COUNTY, ILLINOIS

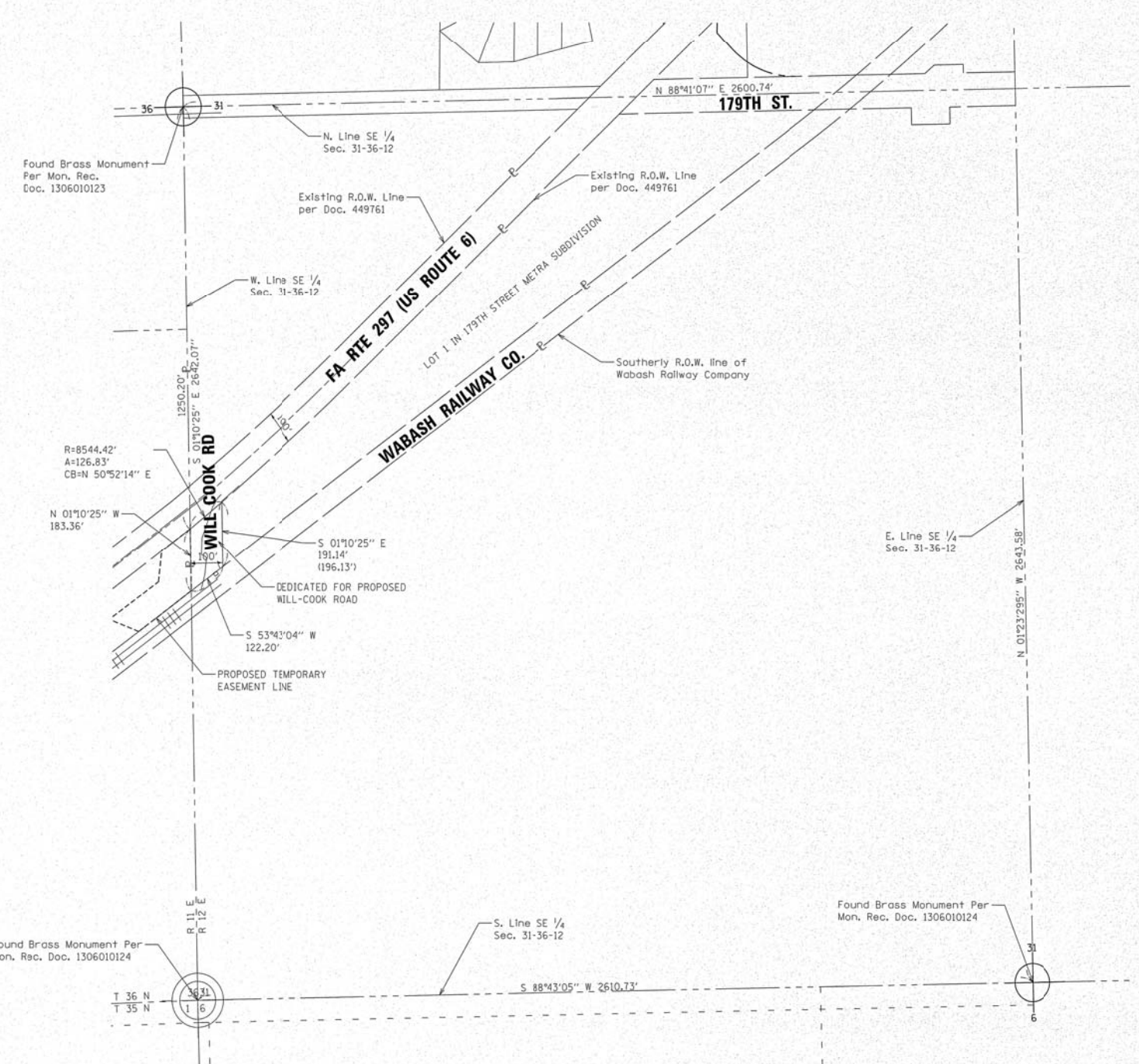
LEGEND

- SECTION LINE
- QUARTER SECTION LINE
- QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINES
- PROPERTY (DEED) LINE
- APPL APPARENT PROPERTY LINE
- EXISTING CENTERLINE
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- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORDED DIMENSION
- EXISTING BUILDING

SECTION CORNER: 9, 10, 15, 16

QUARTER CORNER: 15

GRAPHIC SCALE: FEET, 0 to 200, SCALE: 1" = 200'



- BEARINGS ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, NAD83 (2007 ADJUSTMENT), EAST ZONE.
- IRON PIPE OR ROD FOUND
 - + CUT CROSS FOUND OR SET
 - "MAG" NAIL SET
 - 5/8" REBAR SET
 - T1, T2, T3 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
 - BT1, BT2, BT3 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
 - STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
 - M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
 - ⊙ PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)
 - RIGHT OF WAY STAKING PROPOSED TO BE SET

STATE OF ILLINOIS)
 COUNTY OF COOK)

THIS IS TO CERTIFY THAT WE, ENVIRONMENTAL DESIGN INTERNATIONAL INC., ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-001224, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 36, TOWNSHIP 36 NORTH, AND SECTION 1, TOWNSHIP 35 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, WILL COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT _____, ILLINOIS THIS _____ DAY OF _____ 20____ A.D.

JESUS M. LOPEZ
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-003774
 LICENSE EXPIRATION DATE: 11/30/2014

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

EDI Environmental Design International Inc.
 Civil, Survey, Environmental and Construction Inspection Services
 33 W. MONROE STREET, SUITE 1625, CHICAGO, IL 60603
 Ph. (312) 345-1400 Fax (312) 345-6529
 www.edi.com MBE/WBE/DBE

RECEIVED
 NOV 25 2014
 PLATS & LEGALS

PLAT OF HIGHWAYS
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 US 6 OVER MARLEY CREEK

SECTION: COUNTY: WILL
 PROJECT: JOB NO.: R-91-019-11
 STATION: 374+00 TO STATION: 440+22
 SCALE: 1" = 200' SHEET 13 OF 13

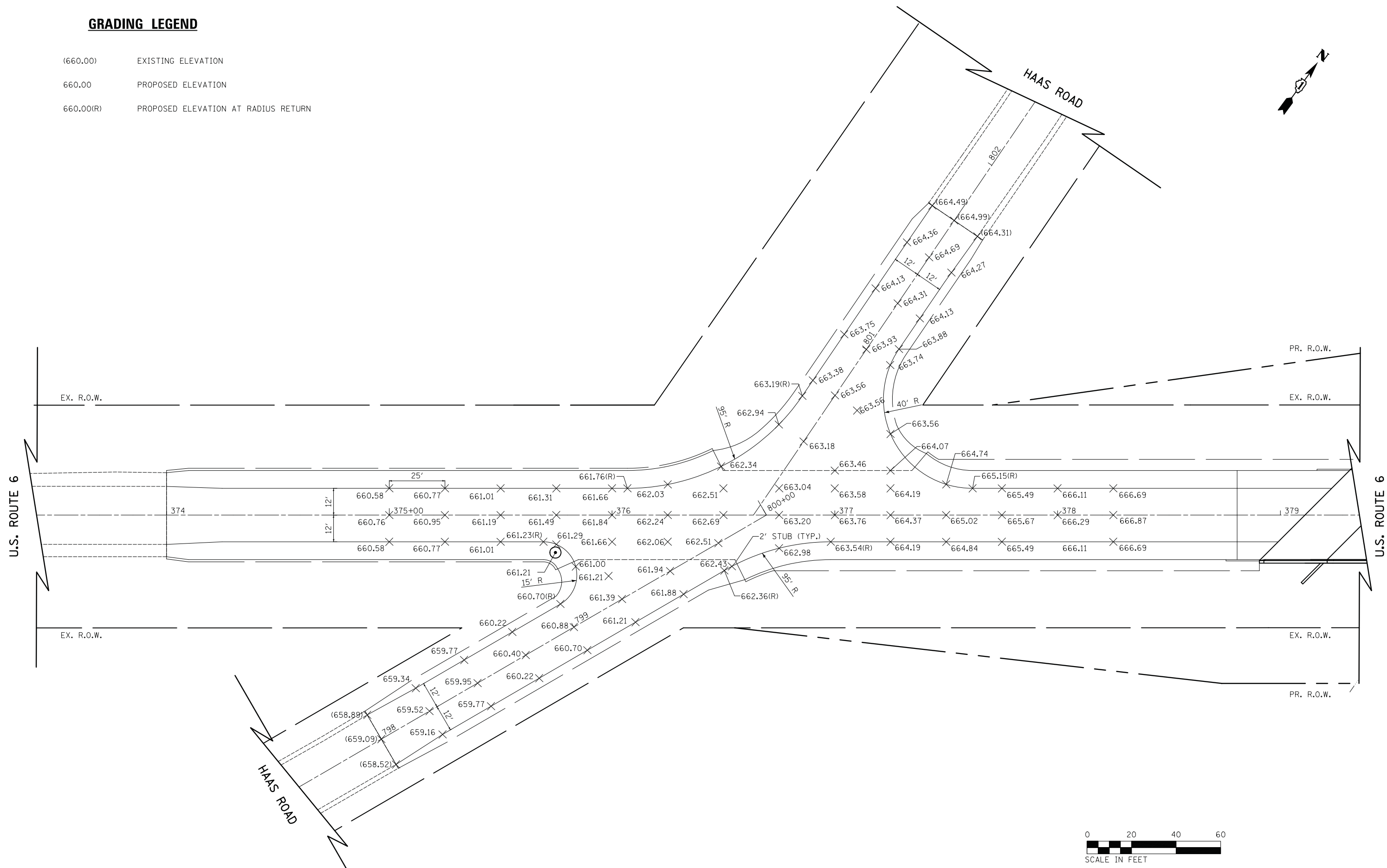
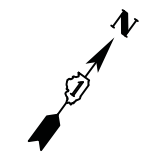
BUREAU OF LAND ACQUISITION
 201 WEST CENTER COURT
 SCHAUMBURG, ILLINOIS 60195

ROUTE NAME SECTION: COUNTY JOB NO.: REVISION DATE: REVISION MADE BY RECORDING: RECORDED ON

FILE NAME = ...\\D160R52-sht-parcel-13.dgn	USER NAME = jet	DESIGNED - DTE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	U.S. ROUTE 6 OVER MARLEY CREEK R.O.W. PLATS		F.A.U. R.T.E. 297	SECTION 33B (B-R)	COUNTY WILL	TOTAL SHEETS 275	SHEET NO. 124	
PLOT SCALE = 1,0000' / in.	CHECKED - GAB	DRAWN - DTE	REVISED -		SCALE: NONE	SHEET NO. 13 OF 13 SHEETS	CONTRACT NO. 60R52		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			
PLOT DATE = 1/31/2019	DATE - 1/30/2019	REVISOR -	REVISOR -									
BUREAU OF LAND ACQUISITION 201 WEST CENTER COURT SCHAUMBURG, ILLINOIS 60195												

GRADING LEGEND

- (660.00) EXISTING ELEVATION
- 660.00 PROPOSED ELEVATION
- 660.00(R) PROPOSED ELEVATION AT RADIUS RETURN



FILE NAME = ...\\D160R52-sht-intersec-01.dgn	USER NAME = jet	DESIGNED - DTE	REVISED -
Default	PLOT SCALE = 20.0000' / in.	DRAWN - DTE	REVISED -
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		DATE - 1/30/2019	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

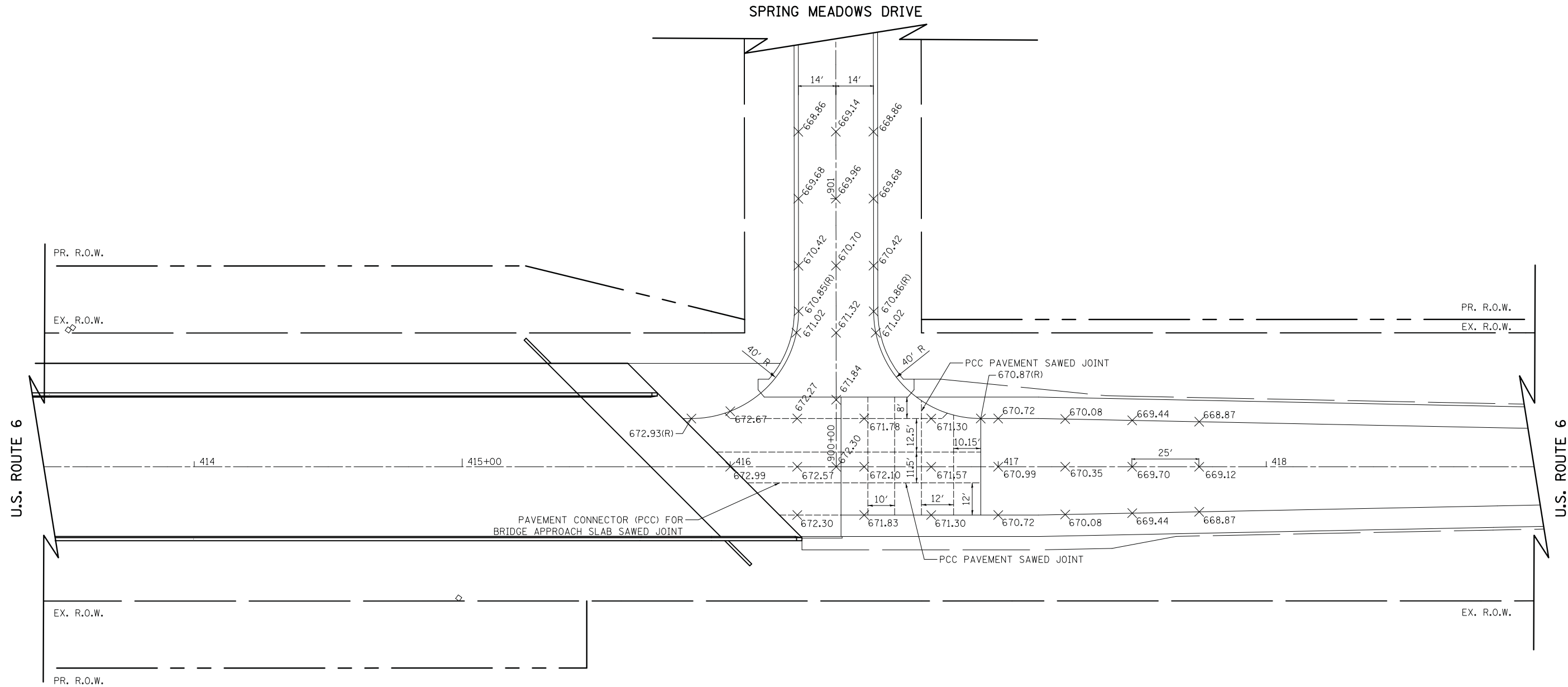
**INTERSECTION DETAIL
U.S. ROUTE 6 / HAAS RD.**

SCALE: 1" = 20' SHEET 1 OF 2 SHEETS STA. 375+00.00 TO STA. 378+25.00

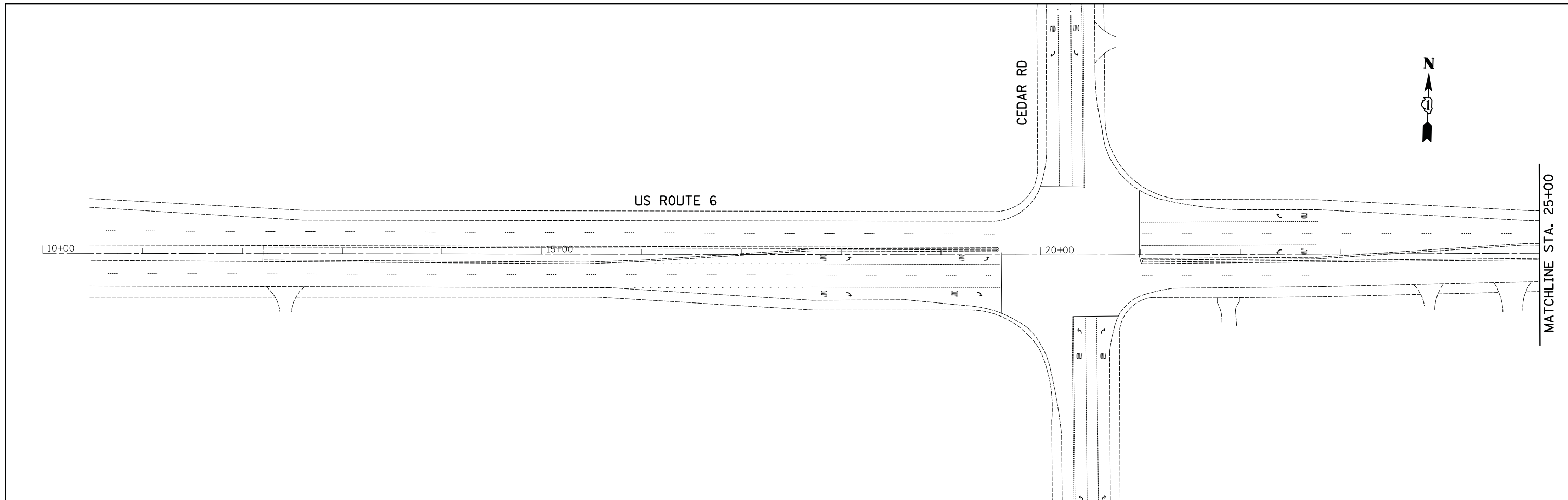
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R) & 33X-RS-2	WILL	275	125
CONTRACT NO. 60R52				
ILLINOIS FED. AID PROJECT				

GRADING LEGEND

- (660.00) EXISTING ELEVATION
- 660.00 PROPOSED ELEVATION
- 660.00(R) PROPOSED ELEVATION AT RADIUS RETURN

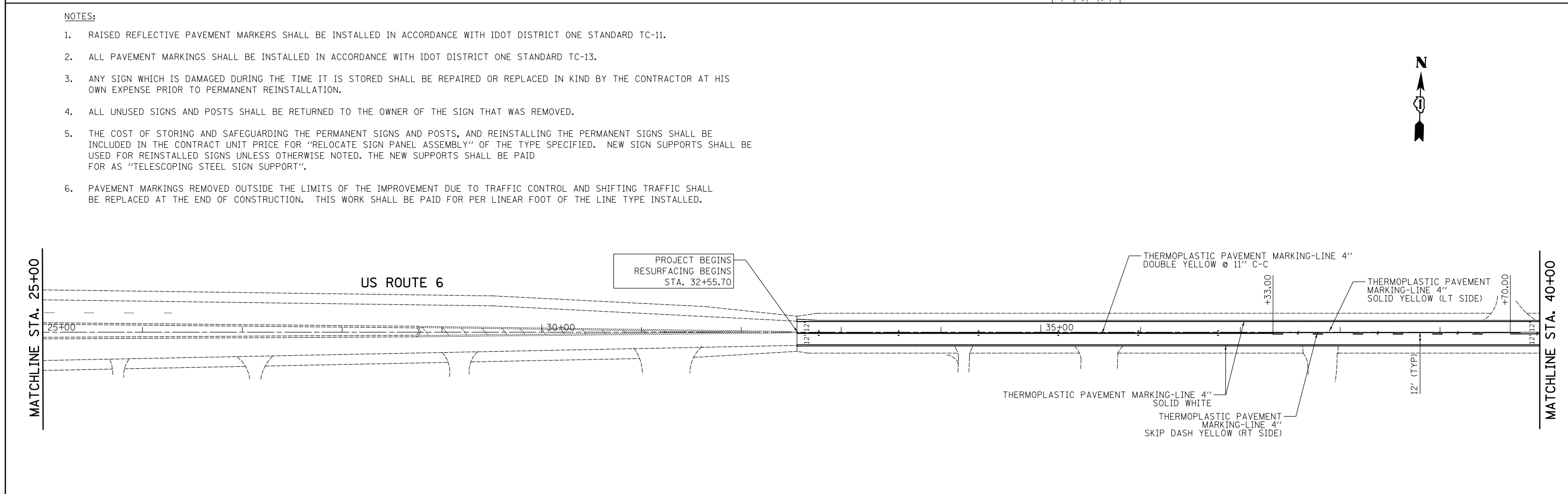


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	PLOT SCALE = 20.0000' / in.	CHECKED - KWH	REVISED -		SCALE: 1" = 20'	SHEET 2 OF 2 SHEETS	STA. 416+00.00 TO STA. 417+75.00	297	33B (B-R) & 33X-RS-2	WILL	275	126
Default	PLOT DATE = 1/31/2019	DATE - 1/30/2019	REVISED -					CONTRACT NO. 60R52				
											ILLINOIS FED. AID PROJECT	



NOTES:

1. RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE INSTALLED IN ACCORDANCE WITH IDOT DISTRICT ONE STANDARD TC-11.
2. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH IDOT DISTRICT ONE STANDARD TC-13.
3. ANY SIGN WHICH IS DAMAGED DURING THE TIME IT IS STORED SHALL BE REPAIRED OR REPLACED IN KIND BY THE CONTRACTOR AT HIS OWN EXPENSE PRIOR TO PERMANENT REINSTALLATION.
4. ALL UNUSED SIGNS AND POSTS SHALL BE RETURNED TO THE OWNER OF THE SIGN THAT WAS REMOVED.
5. THE COST OF STORING AND SAFEGUARDING THE PERMANENT SIGNS AND POSTS, AND REINSTALLING THE PERMANENT SIGNS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "RELOCATE SIGN PANEL ASSEMBLY" OF THE TYPE SPECIFIED. NEW SIGN SUPPORTS SHALL BE USED FOR REINSTALLED SIGNS UNLESS OTHERWISE NOTED. THE NEW SUPPORTS SHALL BE PAID FOR AS "TELESCOPING STEEL SIGN SUPPORT".
6. PAVEMENT MARKINGS REMOVED OUTSIDE THE LIMITS OF THE IMPROVEMENT DUE TO TRAFFIC CONTROL AND SHIFTING TRAFFIC SHALL BE REPLACED AT THE END OF CONSTRUCTION. THIS WORK SHALL BE PAID FOR PER LINEAR FOOT OF THE LINE TYPE INSTALLED.



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... \D183515-sht-pmk-01.dgn	
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DRAWN -	REVISED -
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PLOT DATE = 1/31/2019	DATE - 1/30/2019

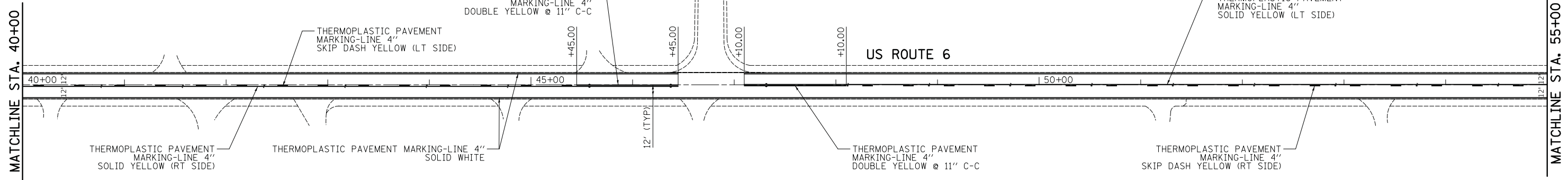
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REVISED -	REVISED -
REVISED -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING & SIGNING PLAN
U.S. ROUTE 6 (EAST OF CEDAR ROAD TO COOK COUNTY LINE)**

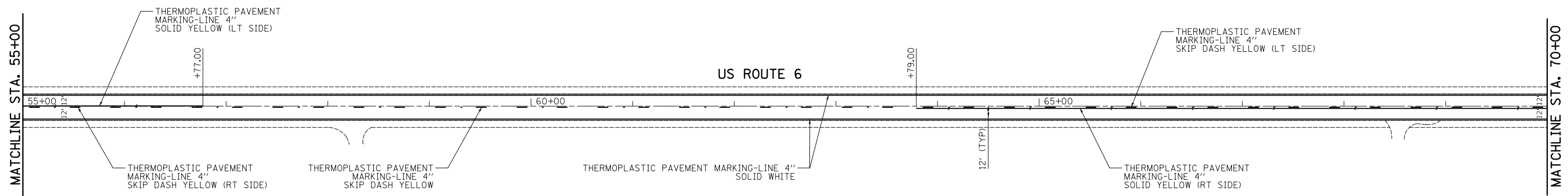
SCALE: 1" = 50' SHEET 1 OF 8 SHEETS STA. 32+55.70 TO STA. 40+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R) & 33X-RS-2	WILL	275	127
CONTRACT NO. 60R52				
ILLINOIS FED. AID PROJECT				



NOTES:

1. RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE INSTALLED IN ACCORDANCE WITH IDOT DISTRICT ONE STANDARD TC-11.
2. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH IDOT DISTRICT ONE STANDARD TC-13.
3. ANY SIGN WHICH IS DAMAGED DURING THE TIME IT IS STORED SHALL BE REPAIRED OR REPLACED IN KIND BY THE CONTRACTOR AT HIS OWN EXPENSE PRIOR TO PERMANENT REINSTALLATION.
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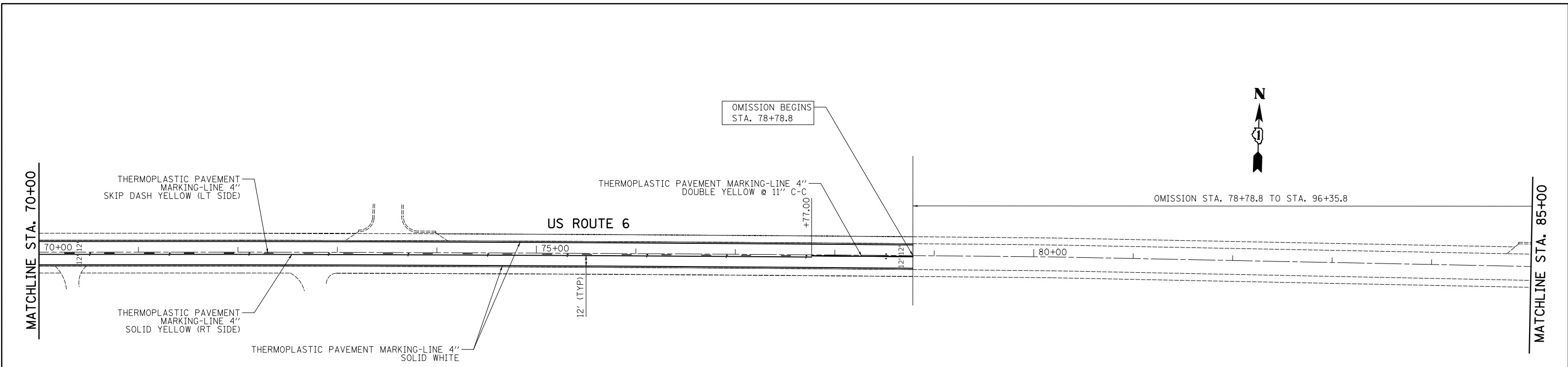
DESIGNED -
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 CHECKED - KWH
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REVISED -
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

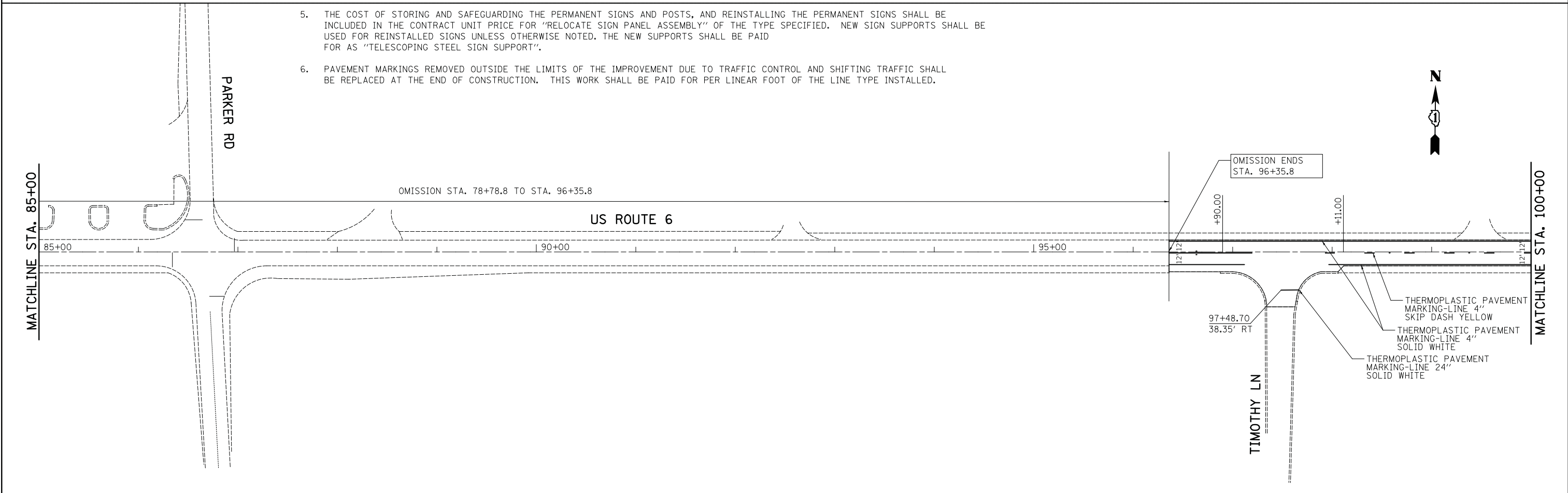
**PAVEMENT MARKING & SIGNING PLAN
 U.S. ROUTE 6 (EAST OF CEDAR ROAD TO COOK COUNTY LINE)**
 SCALE: 1" = 50' SHEET 2 OF 8 SHEETS STA. 40+00.00 TO STA. 70+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R) & 33X-RS-2	WILL	275	128
CONTRACT NO. 60R52				
ILLINOIS FED. AID PROJECT				



NOTES:

1. RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE INSTALLED IN ACCORDANCE WITH IDOT DISTRICT ONE STANDARD TC-11.
2. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH IDOT DISTRICT ONE STANDARD TC-13.
3. ANY SIGN WHICH IS DAMAGED DURING THE TIME IT IS STORED SHALL BE REPAIRED OR REPLACED IN KIND BY THE CONTRACTOR AT HIS OWN EXPENSE PRIOR TO PERMANENT REINSTALLATION.
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6. PAVEMENT MARKINGS REMOVED OUTSIDE THE LIMITS OF THE IMPROVEMENT DUE TO TRAFFIC CONTROL AND SHIFTING TRAFFIC SHALL BE REPLACED AT THE END OF CONSTRUCTION. THIS WORK SHALL BE PAID FOR PER LINEAR FOOT OF THE LINE TYPE INSTALLED.



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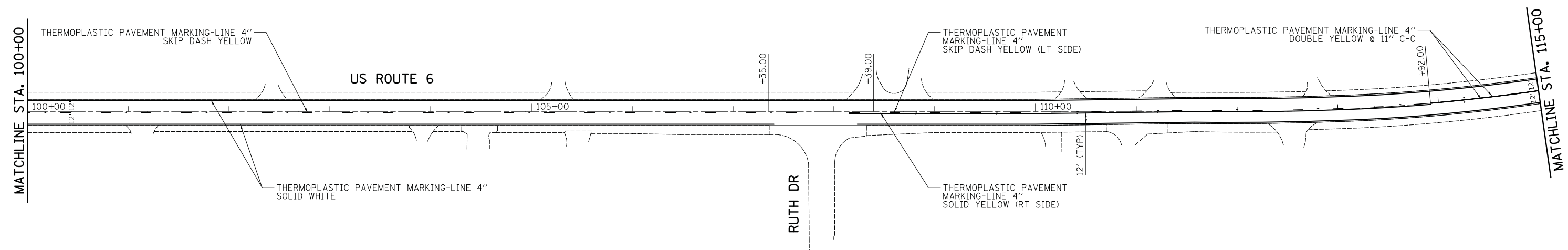
DESIGNED -
 DRAWN -
 CHECKED - KWH
 DATE - 1/30/2019

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

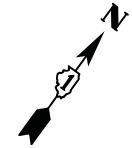
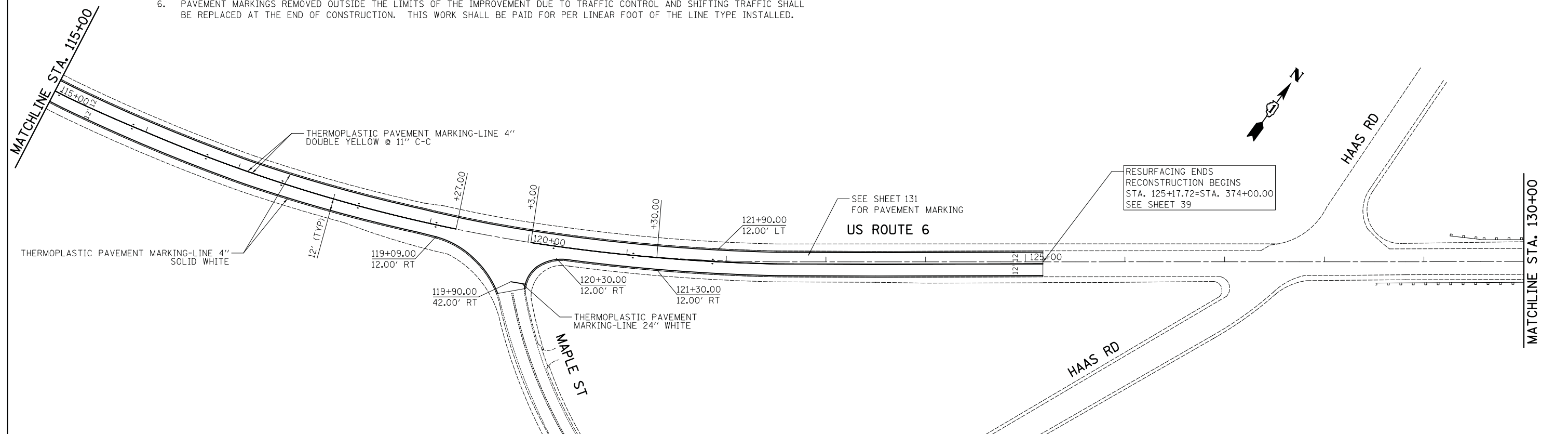
PAVEMENT MARKING & SIGNING PLAN
U.S. ROUTE 6 (EAST OF CEDAR ROAD TO COOK COUNTY LINE)
 SCALE: 1" = 50' SHEET 3 OF 8 SHEETS STA. 70+00.00 TO STA. 100+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R) & 33X-RS-2	WILL	275	129
CONTRACT NO. 60R52				
ILLINOIS FED. AID PROJECT				



NOTES:

1. RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE INSTALLED IN ACCORDANCE WITH IDOT DISTRICT ONE STANDARD TC-11.
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6. PAVEMENT MARKINGS REMOVED OUTSIDE THE LIMITS OF THE IMPROVEMENT DUE TO TRAFFIC CONTROL AND SHIFTING TRAFFIC SHALL BE REPLACED AT THE END OF CONSTRUCTION. THIS WORK SHALL BE PAID FOR PER LINEAR FOOT OF THE LINE TYPE INSTALLED.



FILE NAME = ... \D183515-sht-pmk-04.dgn	USER NAME = jet	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING & SIGNING PLAN U.S. ROUTE 6 (EAST OF CEDAR ROAD TO COOK COUNTY LINE)	F.A.U. RTE. 297	SECTION 33B (B-R) & 33X-RS-2	COUNTY WILL	TOTAL SHEETS 275	SHEET NO. 130		
PLOT SCALE = 50.0000' / in.						SCALE: 1" = 50'						
PLOT DATE = 1/31/2019						SHEET 4 OF 8 SHEETS STA. 100+00.00 TO STA. 130+00.00						
DATE = 1/30/2019						CONTRACT NO. 60R52 ILLINOIS FED. AID PROJECT						

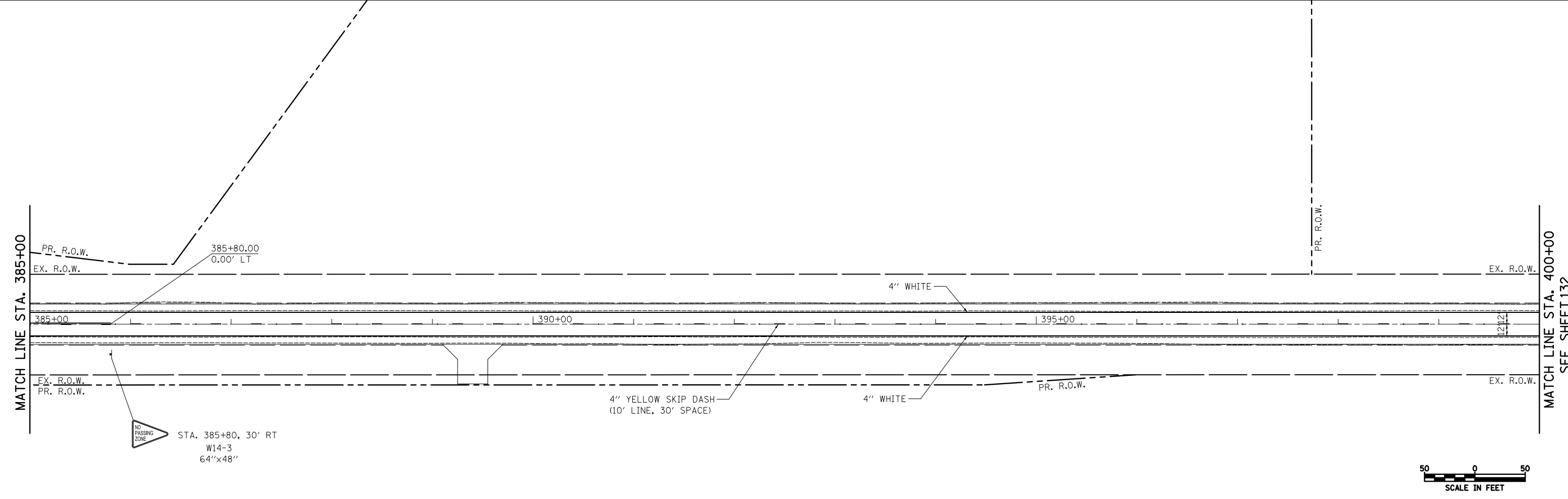
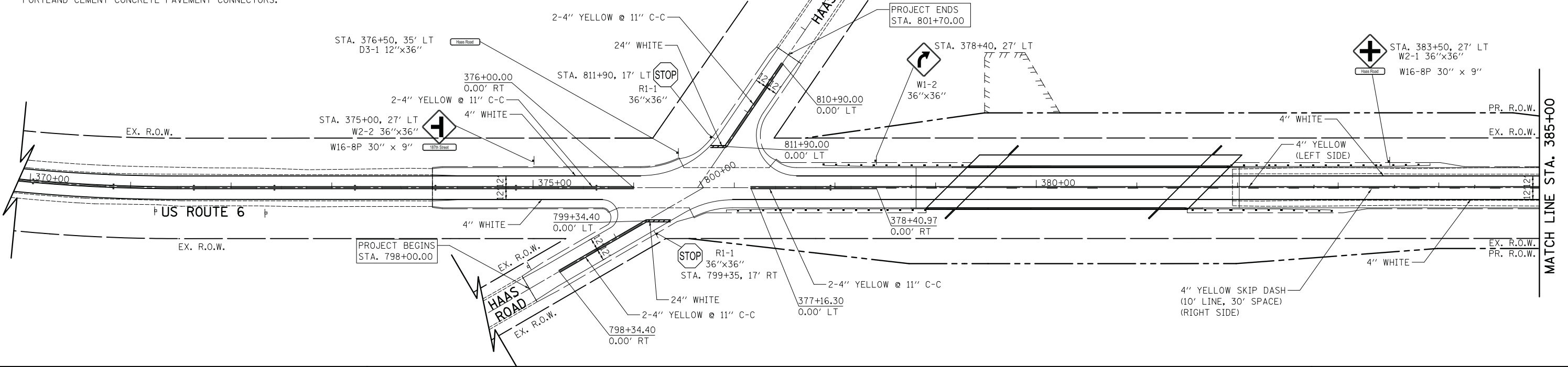
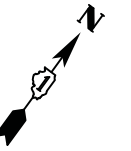
RAISED PAVEMENT MARKINGS LEGEND

- ◁ ONE-WAY CRYSTAL
- ◄ ONE-WAY AMBER
- ◆ TWO-WAY AMBER

RAISED REFLECTIVE PAVEMENT MARKERS SHALL NOT BE INSTALLED ON BRIDGES, BRIDGE APPROACH SLABS OR PORTLAND CEMENT CONCRETE PAVEMENT CONNECTORS.

NOTES:

1. ALL PERMANENT PAVEMENT MARKINGS SHALL BE THERMOPLASTIC ON H.M.A. PAVEMENT AND MODIFIED URETHANE ON P.C.C. PAVEMENT UNLESS OTHERWISE NOTED.



FILE NAME = ... \D160R52-sht-pmk-01.dgn	USER NAME = jet	DESIGNED - DTE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING & SIGNING PLAN			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 50.0000' / in.	CHECKED - KWH	REVISED -					297	33B (B-R) & 33X-RS-2	WILL	275	131	
Default	PLOT DATE = 1/31/2019	DATE - 1/30/2019	REVISED -	SCALE: 1" = 50'			SHEET 5 OF 8 SHEETS			STA. 374+00.00 TO STA. 400+00.00		CONTRACT NO. 60R52	
											ILLINOIS FED. AID PROJECT		

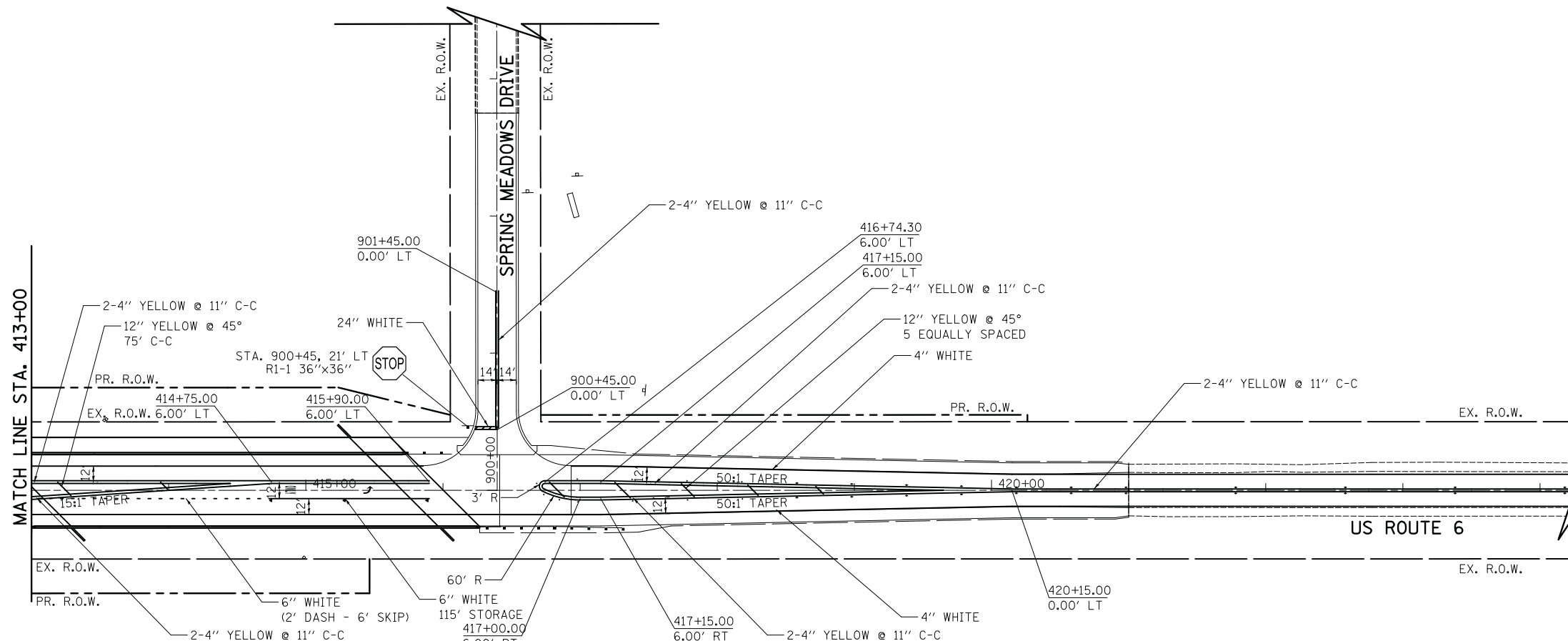
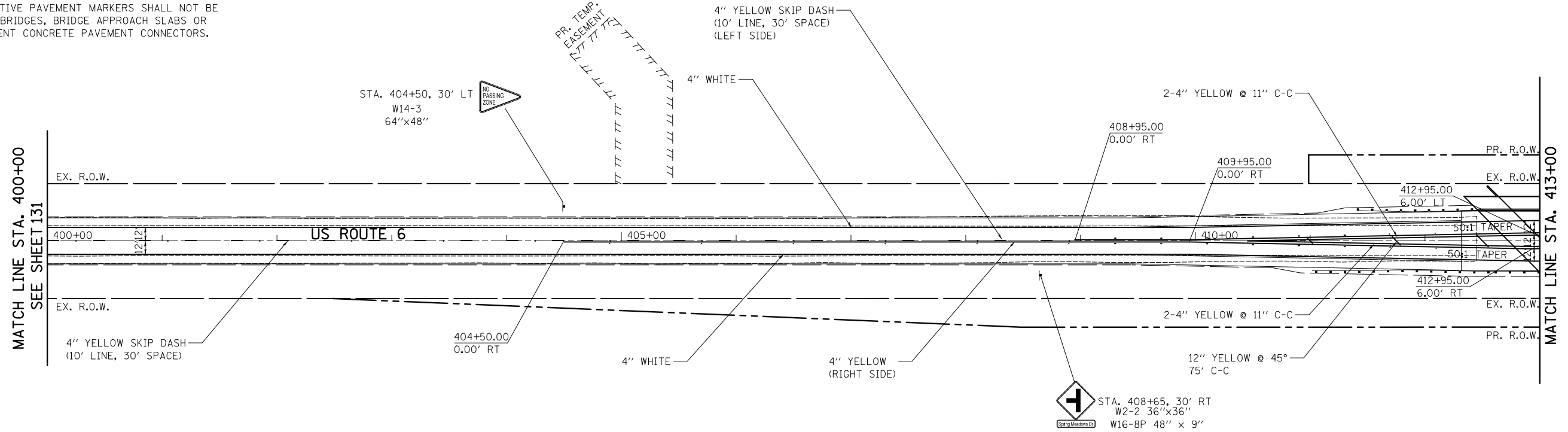
RAISED PAVEMENT MARKINGS LEGEND

- ◀ ONE-WAY CRYSTAL
- ◀ ONE-WAY AMBER
- ◆ TWO-WAY AMBER

RAISED REFLECTIVE PAVEMENT MARKERS SHALL NOT BE INSTALLED ON BRIDGES, BRIDGE APPROACH SLABS OR PORTLAND CEMENT CONCRETE PAVEMENT CONNECTORS.

NOTES:

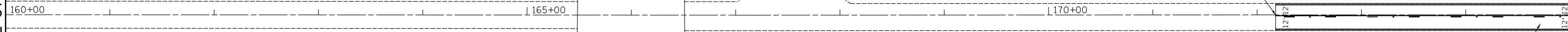
1. ALL PERMANENT PAVEMENT MARKINGS SHALL BE THERMOPLASTIC ON H.M.A. PAVEMENT AND MODIFIED URETHANE ON P.C.C. PAVEMENT UNLESS OTHERWISE NOTED.



FILE NAME = ... \D160R52-shr-pmk-02.dgn	USER NAME = jet	DESIGNED - DTE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING & SIGNING PLAN			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	PLOT SCALE = 50.0000' / in.	CHECKED - KWH	REVISED -		SCALE: 1" = 50'	SHEET 6	OF 8 SHEETS	STA. 400+00.00	TO STA. 421+00.00	297	33B (B-R) & 33X-RS-2	WILL	275 132
	PLOT DATE = 1/31/2019	DATE - 1/30/2019	REVISED -		CONTRACT NO. 60R52								
											ILLINOIS FED. AID PROJECT		

MATCHLINE STA. 160+00

MATCHLINE STA. 175+00



NOTES:

1. RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE INSTALLED IN ACCORDANCE WITH IDOT DISTRICT ONE STANDARD TC-11.
2. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH IDOT DISTRICT ONE STANDARD TC-13.
3. ANY SIGN WHICH IS DAMAGED DURING THE TIME IT IS STORED SHALL BE REPAIRED OR REPLACED IN KIND BY THE CONTRACTOR AT HIS OWN EXPENSE PRIOR TO PERMANENT REINSTALLATION.

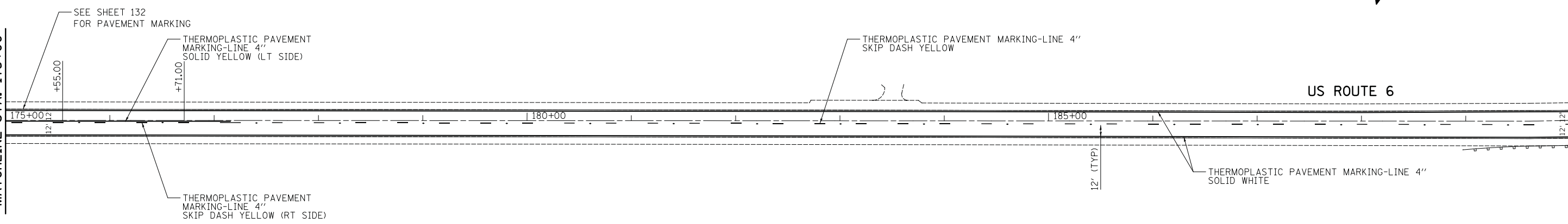
NIRC RR



4. ALL UNUSED SIGNS AND POSTS SHALL BE RETURNED TO THE OWNER OF THE SIGN THAT WAS REMOVED.
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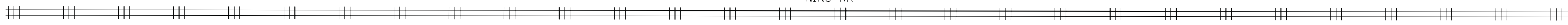
MATCHLINE STA. 175+00

MATCHLINE STA. 190+00



NIRC RR

NIRC RR



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PLOT DATE = 1/31/2019

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CHECKED - KWH
DATE - 1/30/2019

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REVISED -

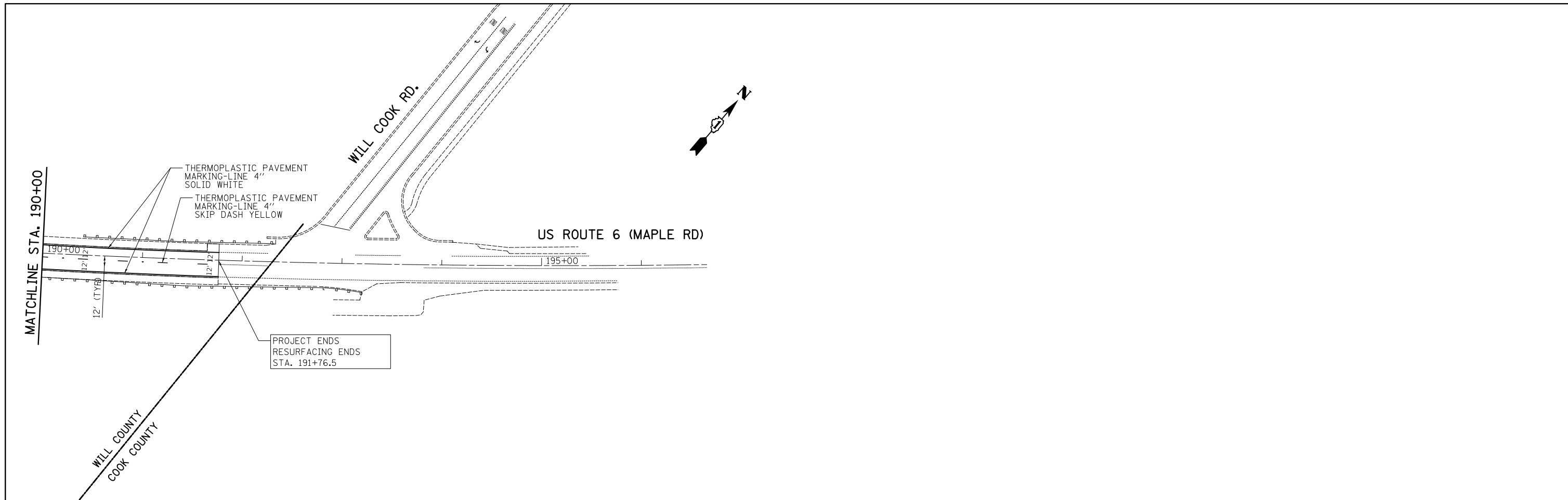
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING & SIGNING PLAN
U.S. ROUTE 6 (EAST OF CEDAR ROAD TO COOK COUNTY LINE)

SCALE: 1"= 50' SHEET 7 OF 8 SHEETS STA. 160+00.00 TO STA. 190+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R) & 33X-RS-2	WILL	275	133
CONTRACT NO. 60R52				

ILLINOIS FED. AID PROJECT









NOTES:

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2. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH IDOT DISTRICT ONE STANDARD TC-13.
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5. THE COST OF STORING AND SAFEGUARDING THE PERMANENT SIGNS AND POSTS, AND REINSTALLING THE PERMANENT SIGNS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "RELOCATE SIGN PANEL ASSEMBLY" OF THE TYPE SPECIFIED. NEW SIGN SUPPORTS SHALL BE USED FOR REINSTALLED SIGNS UNLESS OTHERWISE NOTED. THE NEW SUPPORTS SHALL BE PAID FOR AS "TELESCOPING STEEL SIGN SUPPORT".
6. PAVEMENT MARKINGS REMOVED OUTSIDE THE LIMITS OF THE IMPROVEMENT DUE TO TRAFFIC CONTROL AND SHIFTING TRAFFIC SHALL BE REPLACED AT THE END OF CONSTRUCTION. THIS WORK SHALL BE PAID FOR PER LINEAR FOOT OF THE LINE TYPE INSTALLED.

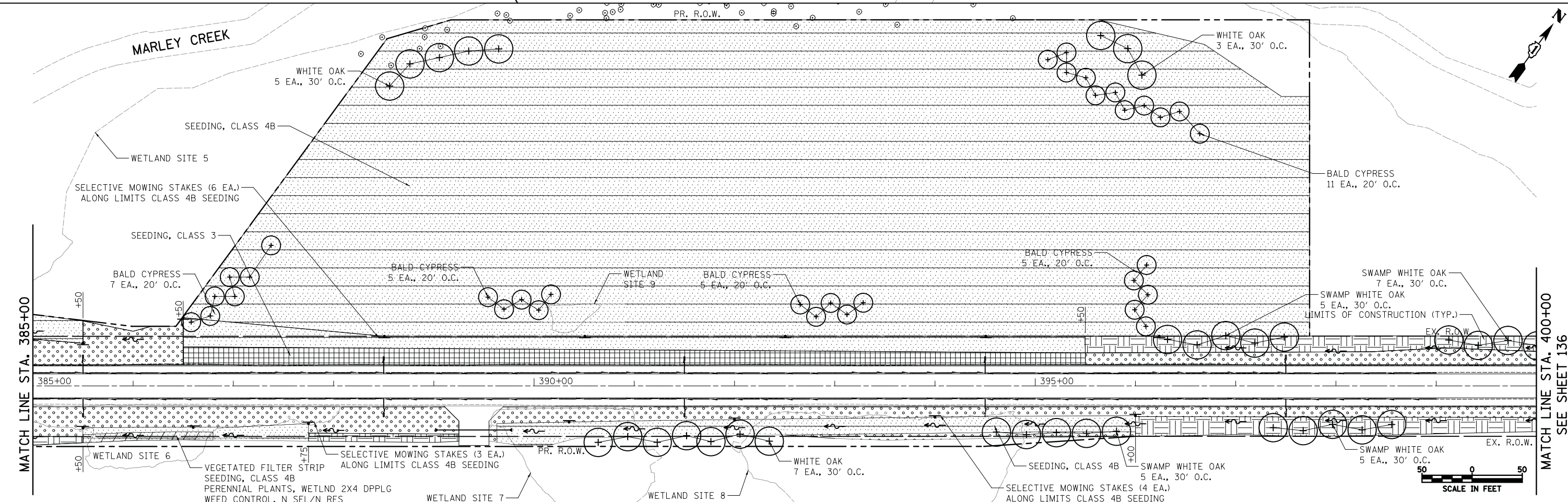
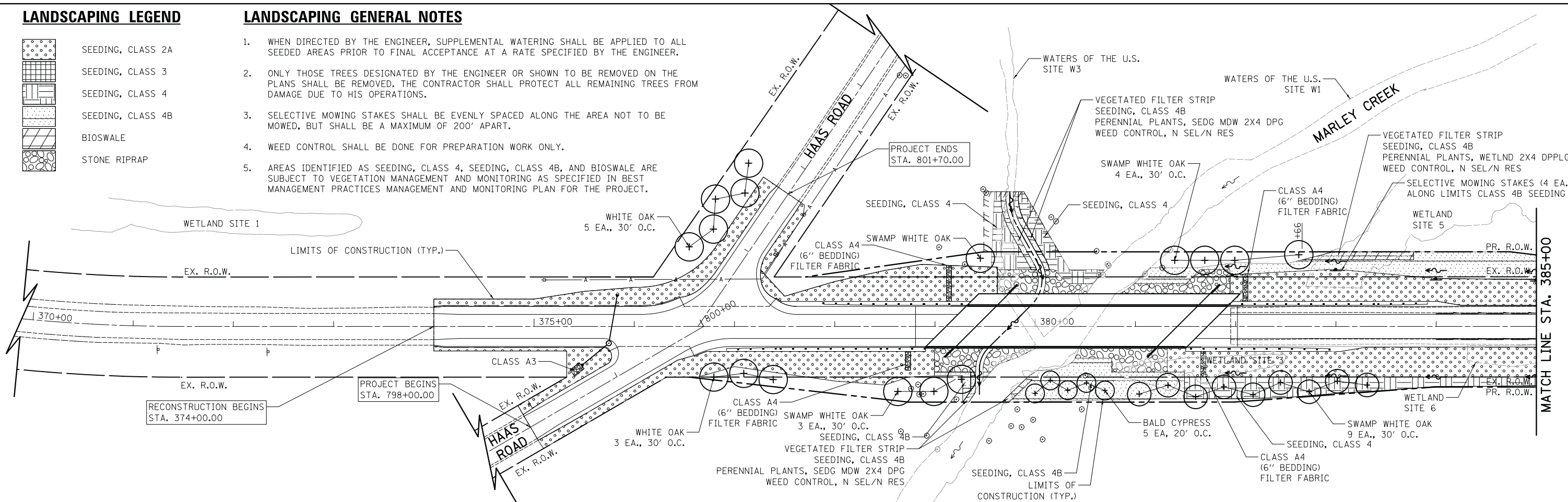
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	PLOT SCALE = 50.0000' / in.	DRAWN -	REVISED -		297	33B (B-R) & 33X-RS-2	WILL	275	134				
#MODELNAME#	PLOT DATE = 1/31/2019	CHECKED - KWH	REVISED -		SCALE: 1" = 50'			SHEET 8 OF 8 SHEETS		STA. 190+00.00 TO STA. 191+76.5		CONTRACT NO. 60R52	
		DATE - 1/30/2019	REVISED -		ILLINOIS FED. AID PROJECT								

LANDSCAPING LEGEND

-  SEEDING, CLASS 2A
-  SEEDING, CLASS 3
-  SEEDING, CLASS 4
-  SEEDING, CLASS 4B
-  BIOSWALE
-  STONE RIPRAP

LANDSCAPING GENERAL NOTES

1. WHEN DIRECTED BY THE ENGINEER, SUPPLEMENTAL WATERING SHALL BE APPLIED TO ALL SEEDED AREAS PRIOR TO FINAL ACCEPTANCE AT A RATE SPECIFIED BY THE ENGINEER.
2. ONLY THOSE TREES DESIGNATED BY THE ENGINEER OR SHOWN TO BE REMOVED ON THE PLANS SHALL BE REMOVED. THE CONTRACTOR SHALL PROTECT ALL REMAINING TREES FROM DAMAGE DUE TO HIS OPERATIONS.
3. SELECTIVE MOWING STAKES SHALL BE EVENLY SPACED ALONG THE AREA NOT TO BE MOWED, BUT SHALL BE A MAXIMUM OF 200' APART.
4. WEED CONTROL SHALL BE DONE FOR PREPARATION WORK ONLY.
5. AREAS IDENTIFIED AS SEEDING, CLASS 4, SEEDING, CLASS 4B, AND BIOSWALE ARE SUBJECT TO VEGETATION MANAGEMENT AND MONITORING AS SPECIFIED IN BEST MANAGEMENT PRACTICES MANAGEMENT AND MONITORING PLAN FOR THE PROJECT.

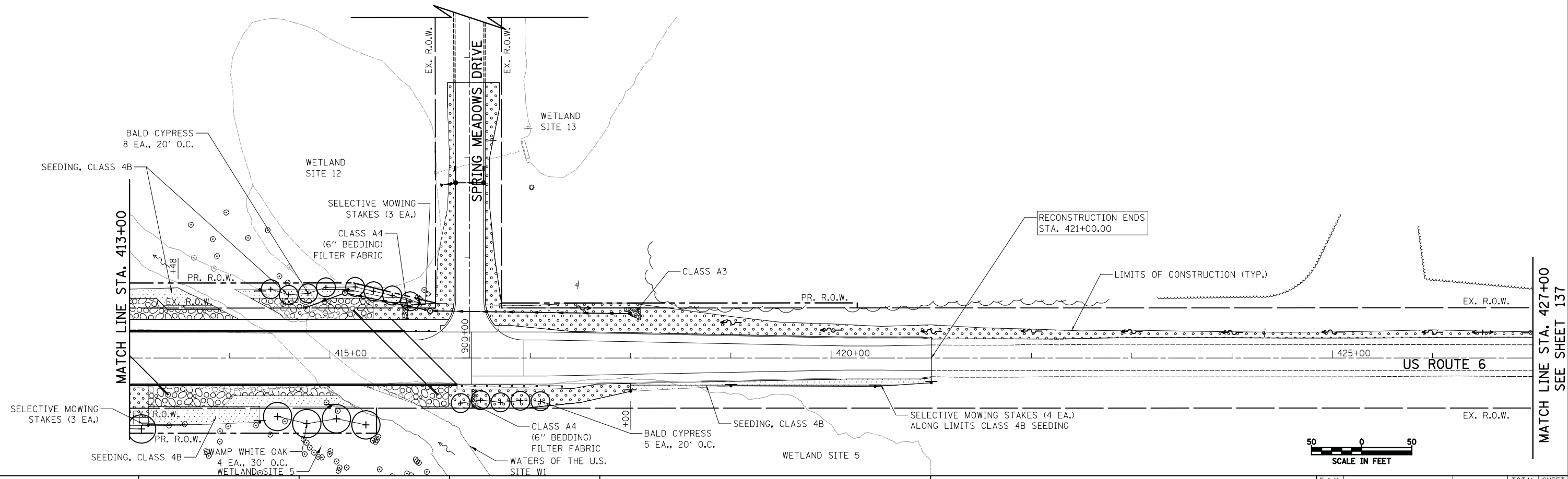
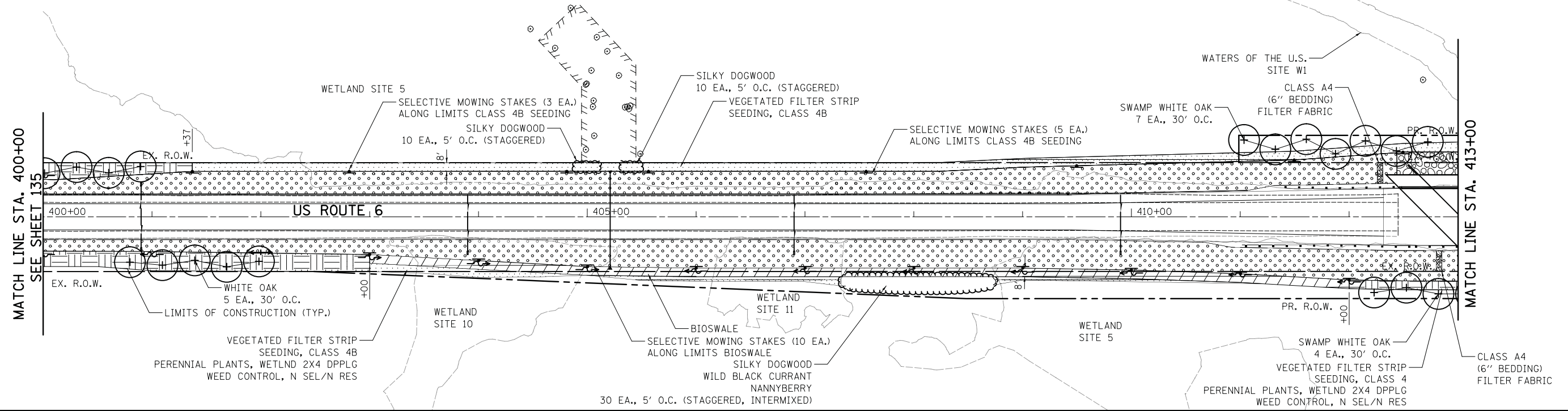
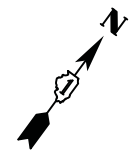


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PLOT DATE = 1/31/2019	DATE - 1/30/2019	REvised -	CONTRACT NO. 60R52							
Default			ILLINOIS FED. AID PROJECT							

SCALE: 1" = 50' SHEET 1 OF 3 SHEETS STA. 374+00.00 TO STA. 400+00.00

LANDSCAPING LEGEND

	SEEDING, CLASS 2A		SEEDING, CLASS 4B
	SEEDING, CLASS 3		BIOSWALE
	SEEDING, CLASS 4		STONE RIPRAP



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		DATE - 1/30/2019	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

LANDSCAPING PLAN

SCALE: 1" = 50' SHEET 2 OF 3 SHEETS STA. 400+00.00 TO STA. 427+00.00

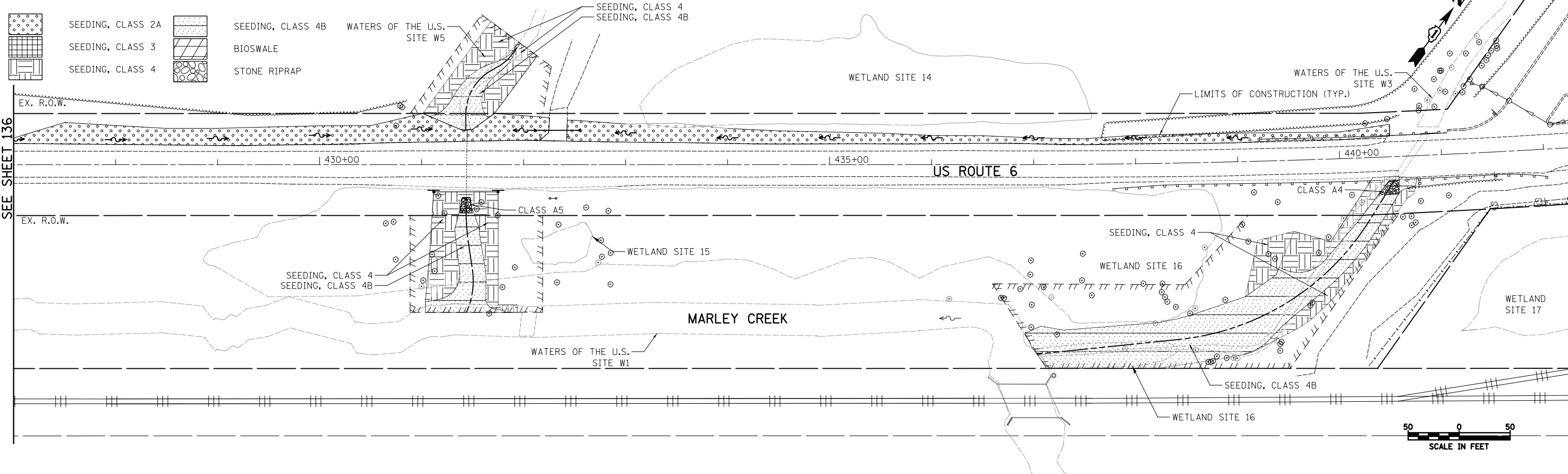
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297	33B (B-R) & 33X-RS-2	WILL	275	136
CONTRACT NO. 60R52				
ILLINOIS FED. AID PROJECT				

MATCH LINE STA. 427+00 SEE SHEET 137

LANDSCAPING LEGEND

	SEEDING, CLASS 2A		SEEDING, CLASS 4B
	SEEDING, CLASS 3		BIOSWALE
	SEEDING, CLASS 4		STONE RIPRAP

MATCH LINE STA. 427+00
SEE SHEET 136



**PERENNIAL PLANTS, 2" DIAMETER BY 4" DEEP PLUG
PERENNIAL PLANT, SEDGE MEADOW TYPE - 12.00 UNITS TOTAL**

VEGETATED FILTER STRIP TO MARLEY CREEK (WOUS 1W & 3W (NORTH & SOUTH SIDES))

CAREX COMOSA	BRISTLY SEDGE	200 EACH
CAREX VULPINOIDEA	BROWN FOX SEDGE	200 EACH
GLYCERIA STRIATA	FOWL MANNA GRASS	200 EACH
JUNCUS TORREYI	TORREY'S RUSH	200 EACH
SCIRPUS ATROVIRENS	DARK-GREEN BULRUSH	200 EACH
SPARTINA PECTINATA	PRAIRIE CORD GRASS	200 EACH

PERENNIAL PLANT, WETLAND TYPE - 71.00 UNITS TOTAL

BIOSWALE (STA. 403+00 TO 412+00 RT) - 32.00 UNITS

CAREX SCOPARIA	POINTED BROOM SEDGE	800 EACH
CHASMANTHIUM LATIFOLIUM	NORTHERN SEA OATS	800 EACH
EUPATORIUM PERFORIATUM	COMMON BONESET	800 EACH
VERBENA HASTATA	BLUE VERVAIN	800 EACH

VEGETATED FILTER STRIP TO WETLAND SITE 5 LT FLOODPLAIN FOREST) - 8.00 UNITS

CAREX CRISTATELLA	CRESTED SEDGE	200 EACH
IRIS VIRGINICA VAR. SHREVEI	BLUE FLAG IRIS	200 EACH
LOBELIA SILPHILLITICA	GREAT BLUE LOBELIA	200 EACH
SYMPHYOTRICHUM LATERIFLORUM (ASTER LATERIFLORUS)	SIDE-FLOWERING ASTER	200 EACH

VEGETATED FILTER STRIP TO WETLAND SITE 6 RT (SEDEGE MEADOW) - 10.00 UNITS

CAREX SYRICYA	TUSSOCK SEDGE	200 EACH
EUPATORIUM ADELPHUS MACULATUS (EUPATORIUM MACULATUM)	SPOTTED JOE-PYE WEED	200 EACH
PHYCANTHEMUM VIRGINIANUM	MOUNTAIN MINT	200 EACH
SCUTELLARIA LATERIFLORA	MAD-DOG SKULLCAP	200 EACH
VERBENA HASTATA	BLUE VERVAIN	200 EACH

VEGETATED FILTER STRIP TO WETLAND SITE 10 RT FLOODPLAIN FOREST) - 5.00 UNITS

CAREX LANUGINOSA	WOOLLY SEDGE	300 EACH
GLYCERIA STRIATA	FOWL MANNA GRASS	300 EACH
LEERSTIA ORYZOIDES	RICE CUT GRASS	300 EACH
SCIRPUS ATROVIRENS	DARK GREEN BULRUSH	300 EACH
SYMPHYOTRICHUM LATERIFLORUM (ASTER LATERIFLORUS)	SIDE-FLOWERING ASTER	300 EACH

VEGETATED FILTER STRIP TO WETLAND SITE 5 NEAR STA. 412+00 RT (FLOODPLAIN FOREST) - 6.00 UNITS

ASCLEPIAS INCARNATA	SWAMP MILKWEED	100 EACH
CAREX VULPINOIDEA	BROWN FOX SEDGE	100 EACH
IRIS VIRGINICA VAR. SHREVEI	BLUE FLAG IRIS	100 EACH
RUDBECKIA LACINIATA	WILD GOLDEN GLOW	100 EACH
SCHOENOPLECTUS FLUVIATILLIS (SCIRPUS FLUVIATILLIS)	RIVER BULRUSH	100 EACH
SYMPHYOTRICHUM LATERIFLORUM (ASTER LATERIFLORUS)	SIDE-FLOWERING ASTER	100 EACH

Note: All perennial plants shall be intermixed, staggered and spaced 12" on-center unless noted on plans.

PERENNIAL PLANT CARE CALENDAR

Activity	Time
Plant Perennials as per Plan	May 1 - June 15
Mulch Perennial Beds	24 Hours After Planting
Install Selective Mow Stakes as per Plan or Direction of RE	Prior to Period of Establishment Inspection
Perennial Plant Period of Establishment - Water Once Every 7 Days for 4 Weeks	Within 30 Days After Planting
Replace Dead Plants	After Period of Establishment Inspection
Perennial Plant Care (First Cycle)	30 Days After Period of Establishment Inspection
Perennial Plant Care (Second Cycle)	60 Days After Period of Establishment Inspection
Perennial Plant Care (Third Cycle)	90 Days After Period of Establishment Inspection
Supplemental Watering	Use After Period of Est. Insp. As Directed by Resident Engineer

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






**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

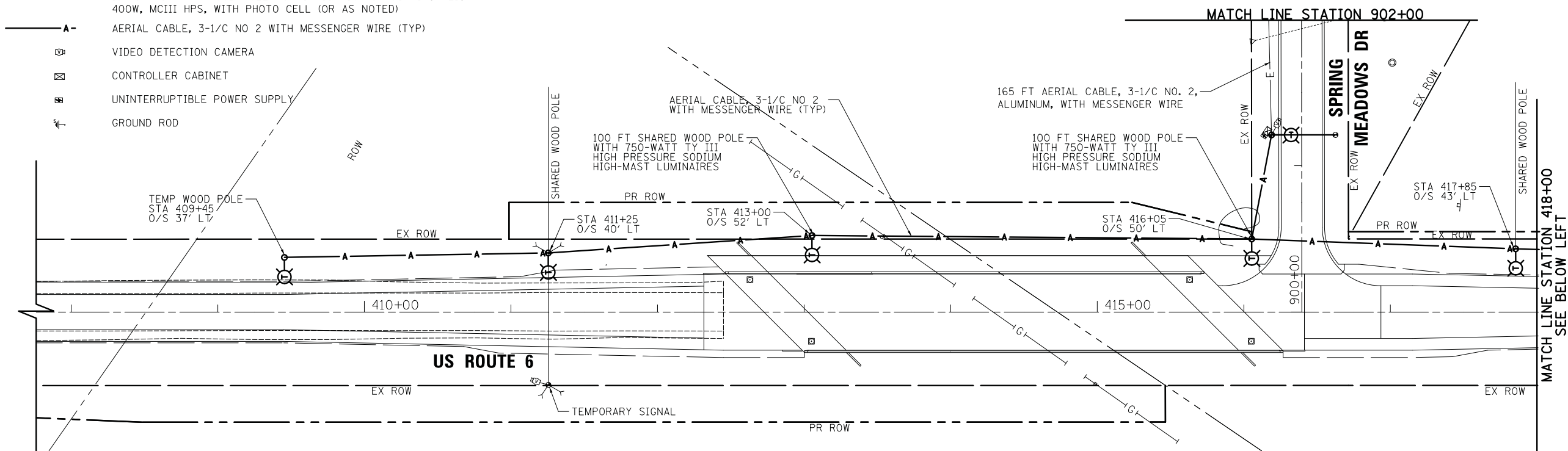
LANDSCAPING PLAN

SCALE: 1" = 50' SHEET 3 OF 3 SHEETS STA. 400+00.00 TO STA. 427+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R) & 33X-RS-2	WILL	275	137
CONTRACT NO. 60R52				
ILLINOIS FED. AID PROJECT				

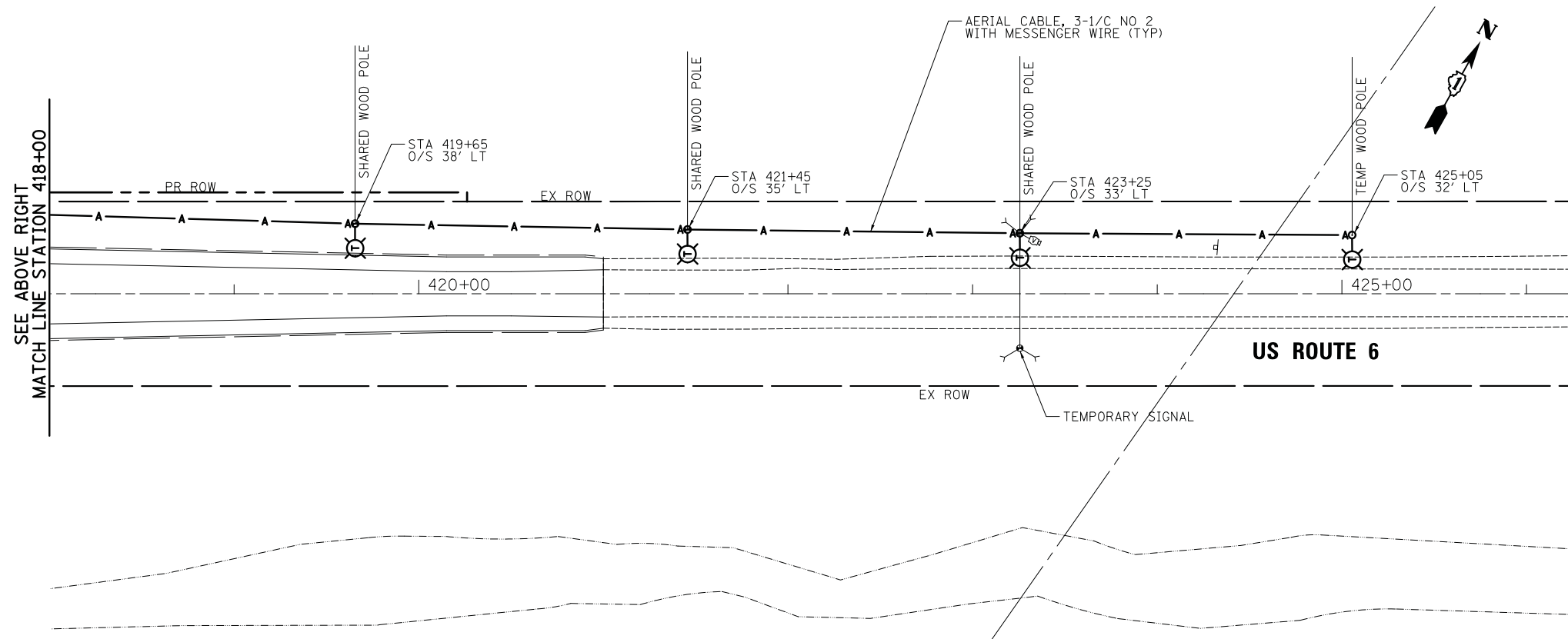
SYMBOLS AND LEGEND:

-  TEMPORARY WOOD POLE
(CLASS 4 OR BETTER) 60 FOOT (OR AS NOTED)
-  TEMPORARY LIGHTING UNIT, 400W, MCIII HPS, WITH PHOTO CELL
15FT. MAST ARM WOOD POLE TO FURNISH 50FT. MOUNTING HEIGHT
-  SHARED TEMPORARY WOOD POLE
15FT. MAST ARM WOOD POLE TO FURNISH 50FT. MOUNTING HEIGHT
400W, MCIII HPS, WITH PHOTO CELL (OR AS NOTED)
-  AERIAL CABLE, 3-1/C NO 2 WITH MESSENGER WIRE (TYP)
-  VIDEO DETECTION CAMERA
-  CONTROLLER CABINET
-  UNINTERRUPTIBLE POWER SUPPLY
-  GROUND ROD



NOTES:

1. THE CONTRACTOR SHALL USE THE SAME TRAFFIC SIGNAL CONFIGURATION FOR ALL STAGES.
2. TEMPORARY WOOD POLES USED FOR TEMPORARY LIGHTING SHALL BE PAID FOR AT THE UNIT BID PRICE FOR EACH AS LIGHT POLE, WOOD, 60 FOOT, CLASS 4, WITH 15 FT MAST ARM UNLESS SPECIFIED.
3. TEMPORARY WOOD POLES THAT DO NOT SUPPORT A LIGHTING LUMINAIRE SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT BID PRICE FOR TEMPORARY BRIDGE TRAFFIC SIGNAL INSTALLATION.
4. TEMPORARY WOOD POLES DESIGNATED AS A SHARED WOOD POLE SHALL BE USED FOR BOTH THE TEMPORARY TRAFFIC SIGNAL INSTALLATION AND THE TEMPORARY LIGHTING INSTALLATION.



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**US ROUTE 6 OVER MARLEY CREEK
TEMPORARY LIGHTING**









SCALE: 1"=40' SHEET NO. 2 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R) & 33X-RS-2	WILL	275	139
CONTRACT NO. 60R52				

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

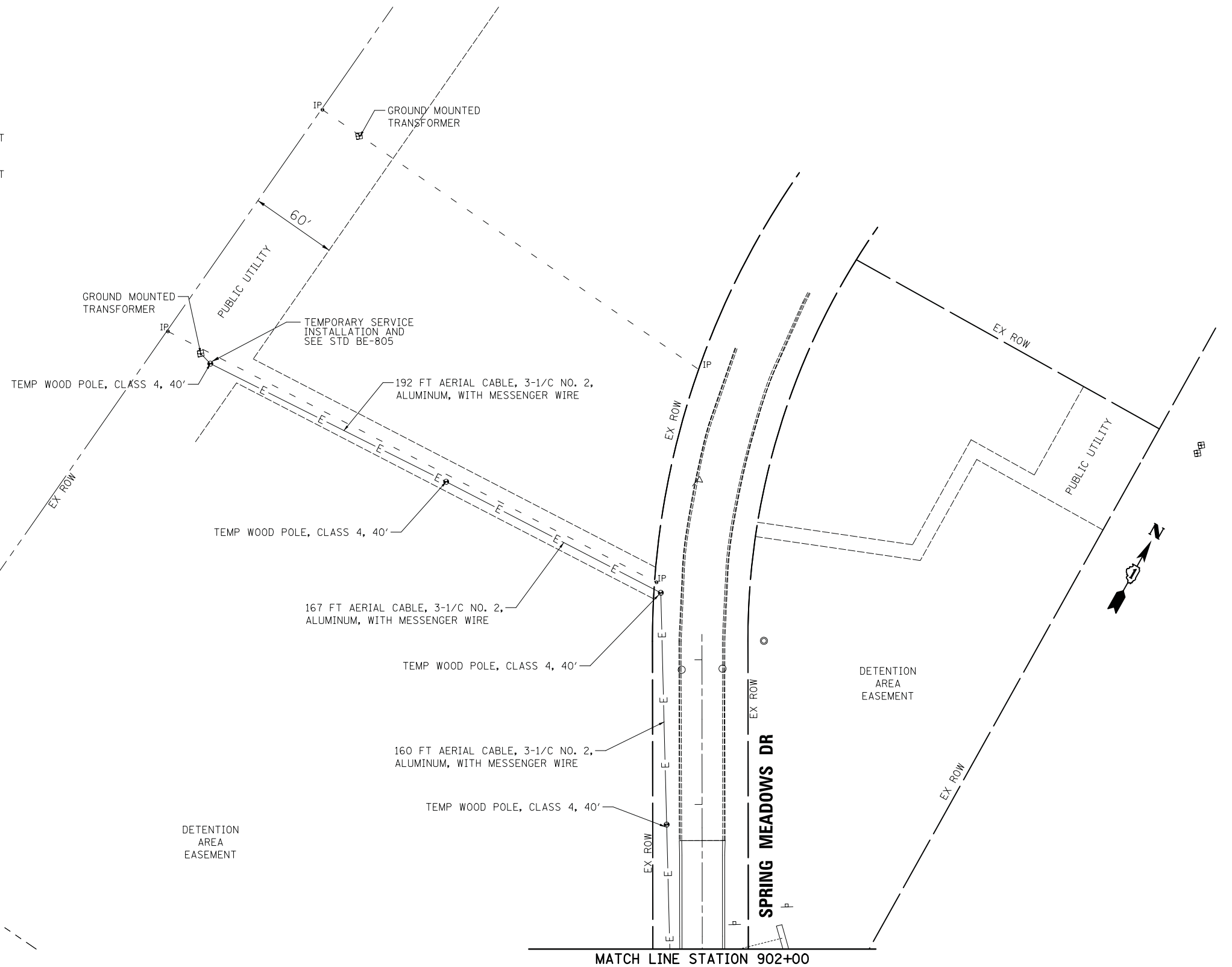
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SYMBOLS AND LEGEND:

-  TEMPORARY WOOD POLE
(CLASS 4 OR BETTER) 60 FOOT (OR AS NOTED)
-  TEMPORARY LIGHTING UNIT, 400W, MCIII HPS, WITH PHOTO CELL
15FT. MAST ARM WOOD POLE TO FURNISH 50FT. MOUNTING HEIGHT
-  SHARED TEMPORARY WOOD POLE
15FT. MAST ARM WOOD POLE TO FURNISH 50FT. MOUNTING HEIGHT
400W, MCIII HPS, WITH PHOTO CELL (OR AS NOTED)
-  AERIAL CABLE, 3-1/C NO 2 WITH MESSENGER WIRE (TYP)
-  VIDEO DETECTION CAMERA
-  CONTROLLER CABINET
-  UNINTERRUPTIBLE POWER SUPPLY
-  GROUND ROD

NOTES:

1. THE CONTRACTOR SHALL USE THE SAME TRAFFIC SIGNAL CONFIGURATION FOR ALL STAGES.
2. TEMPORARY WOOD POLES USED FOR TEMPORARY LIGHTING SHALL BE PAID FOR AT THE UNIT BID PRICE FOR EACH AS LIGHT POLE, WOOD, 60 FOOT, CLASS 4, WITH 15 FT MAST ARM UNLESS SPECIFIED.
3. TEMPORARY WOOD POLES THAT DO NOT SUPPORT A LIGHTING LUMINAIRE SHALL NOT BE PAID FOR SEPERATELY BUT SHALL BE INCLUDED IN THE UNIT BID PRICE FOR TEMPORARY BRIDGE TRAFFIC SIGNAL INSTALLATION.
4. TEMPORARY WOOD POLES DESIGNATED AS A SHARED WOOD POLE SHALL BE USED FOR BOTH THE TEMPORARY SIGNAL INSTALLATION AND THE TEMPORARY LIGHTING INSTALLATION.



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

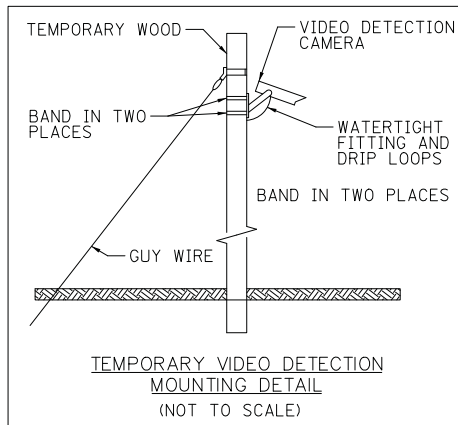
**US ROUTE 6 OVER MARLEY CREEK
TEMPORARY LIGHTING**

SCALE: 1"=40' SHEET NO. 3 OF 3 SHEETS STA. TO STA.



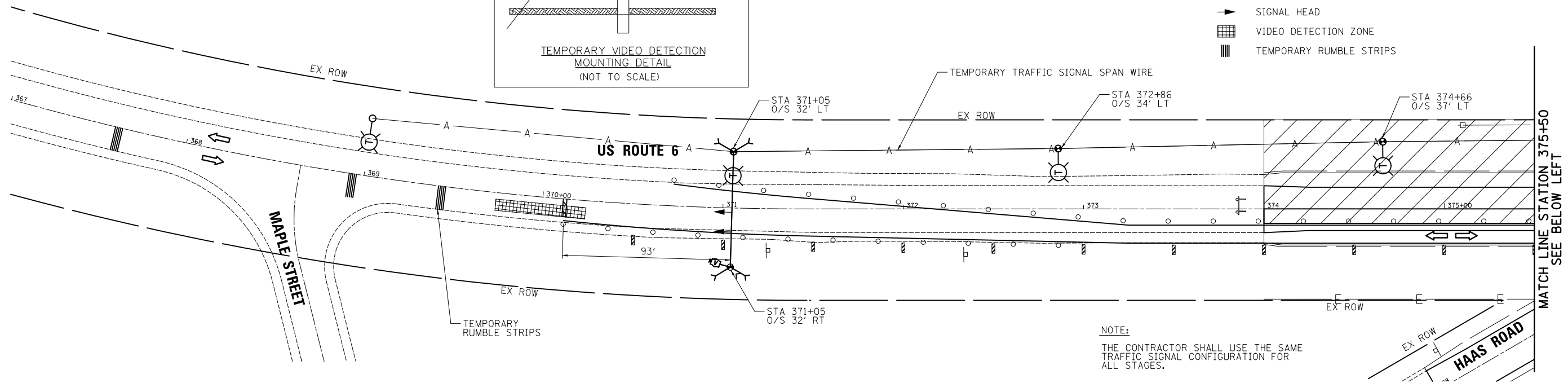
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297	33B (B-R) & 33X-RS-2	WILL	275	140
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 60R52	

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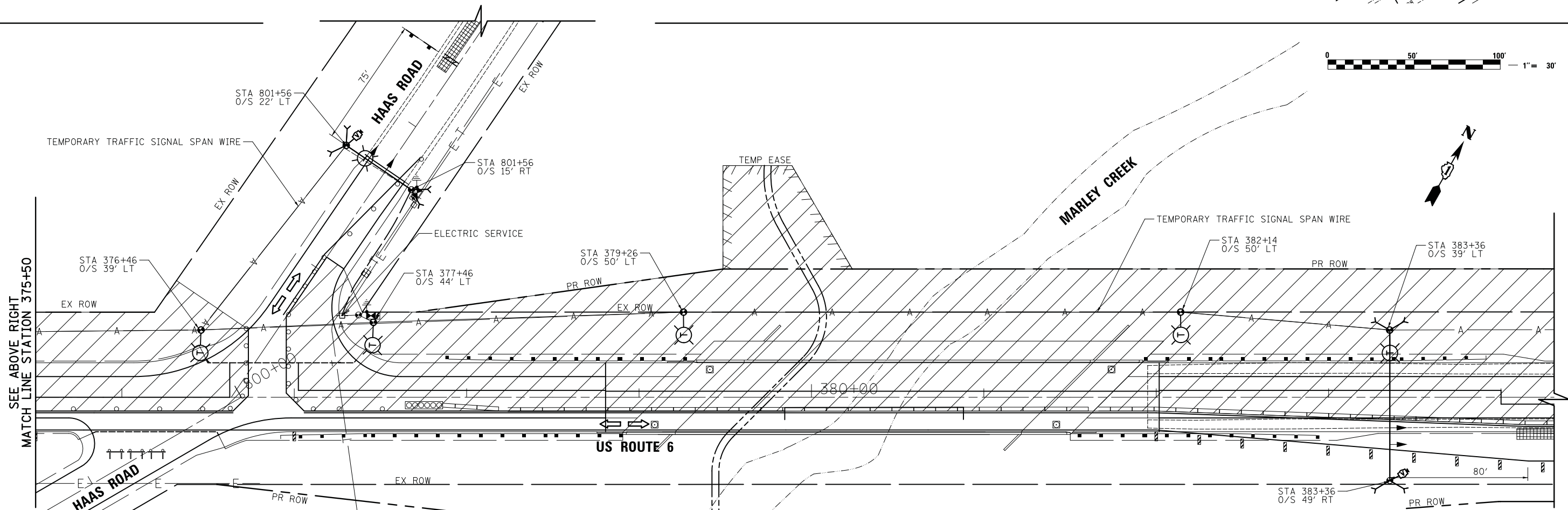


SYMBOLS AND LEGEND:

- ⊙ TEMPORARY WOOD POLE
- 📷 VIDEO DETECTION CAMERA
- 📦 CONTROLLER CABINET
- ⚡ UNINTERRUPTIBLE POWER SUPPLY
- ⊕ GROUND ROD
- ➡ SIGNAL HEAD
- ▤ VIDEO DETECTION ZONE
- ▨ TEMPORARY RUMBLE STRIPS



NOTE:
THE CONTRACTOR SHALL USE THE SAME TRAFFIC SIGNAL CONFIGURATION FOR ALL STAGES.



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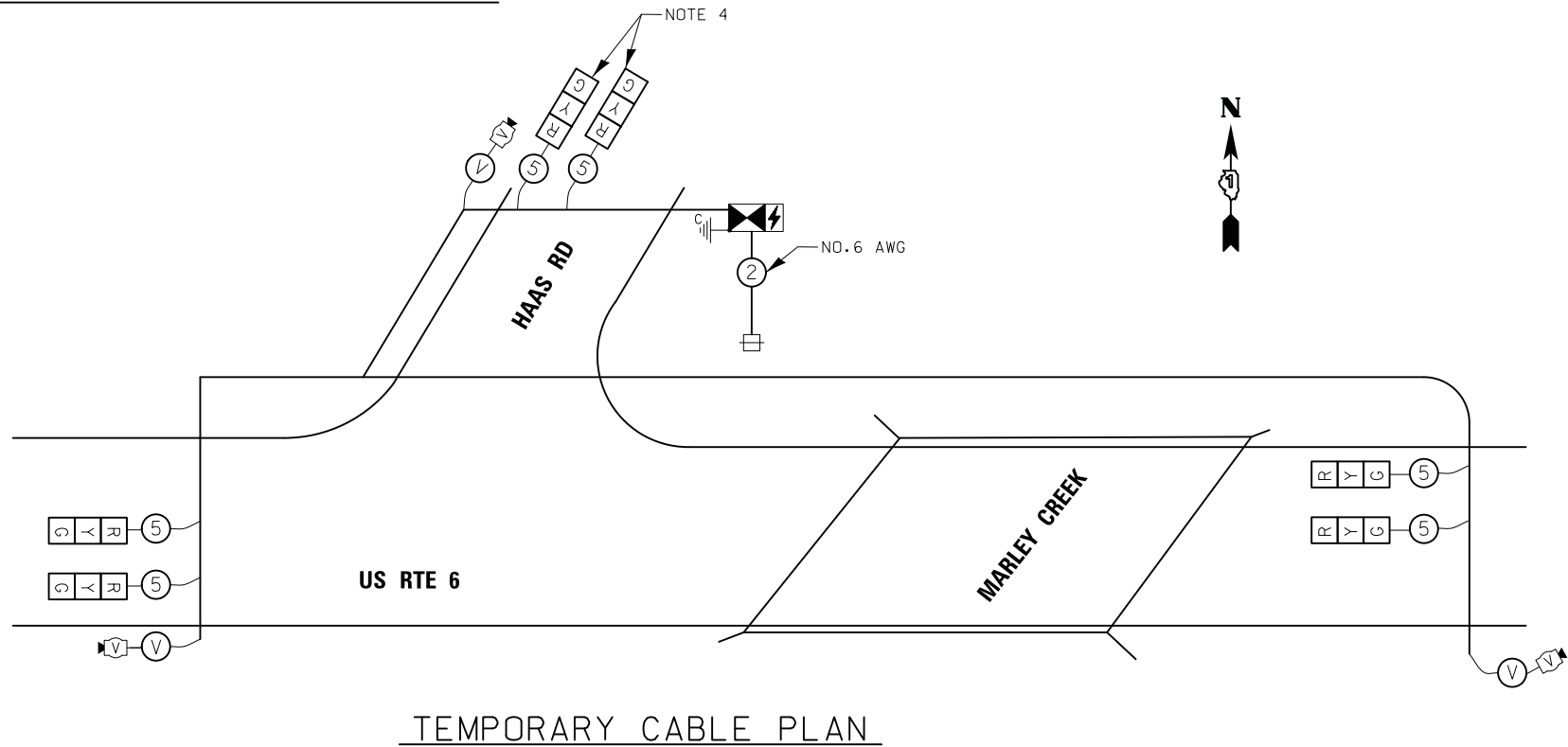
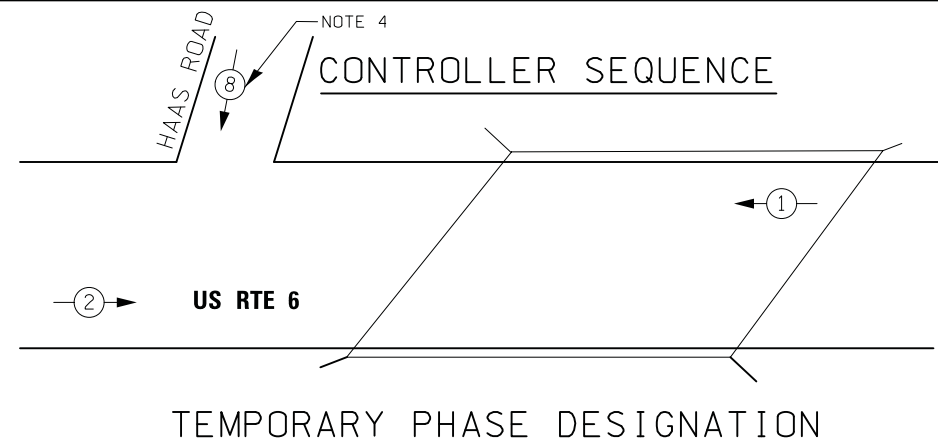
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**US ROUTE 6 OVER MARLEY CREEK
TEMPORARY TRAFFIC SIGNAL PLAN**

SCALE: 1"=30' SHEET NO. 1 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R) & 33X-RS-2	WILL	275	141
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 60R52	

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NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. THE CONTRACTOR SHALL USE THE SAME TRAFFIC SIGNAL CONFIGURATION FOR ALL STAGES.
2. TEMPORARY WOOD POLES THAT DO NOT SUPPORT A LIGHTING LUMINAIRE SHALL NOT BE PAID FOR SEPERATELY BUT SHALL BE INCLUDED IN THE UNIT BID PRICE FOR TEMPORARY BRIDGE TRAFFIC SIGNAL INSTALLATION.
3. TEMPORARY WOOD POLES DESIGNATED AS A SHARED WOOD POLE SHALL BE USED FOR BOTH THE TEMPORARY TRAFFIC SIGNAL INSTALLATION AND THE TEMPORARY LIGHTING INSTALLATION.
4. THESE SIGNAL HEADS SHALL BE BAGGED AND PHASE 8 DISCONNECTED DURING MOT STAGE 2.

TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	6	17	50	51.0
(YELLOW)	6	25	5	7.5
(GREEN)	6	15	45	40.5
PERMISSIVE ARROW	-	12	10	-
PED. SIGNAL	-	25	100	-
CONTROLLER	1	100	100	100.0
UPS	1	25	100	25.0
VIDEO SYSTEM	1	150	100	150.0
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	-	120	50	-
LUMINAIRE	-	-	-	-
TOTAL =				374.0

ENERGY COSTS TO:

ENERGY SUPPLY - CONTACT: TIM COSLET
 PHONE: 815-724-5015
 COMPANY: COMMONWEATH EDISON
 ACCOUNT NUMBER: ---

SCHEDULE OF QUANTITIES

ITEM	UNIT	QUANTITY
TEMPORARY BRIDGE TRAFFIC SIGNAL INSTALLATION	EACH	1
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1

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	DATE - 1/30/2019	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**US ROUTE 6 OVER MARLEY CREEK (WEST)
TEMPORARY TRAFFIC SIGNAL CABLE PLAN, PHASE DESIGNATION DIAGRAM**

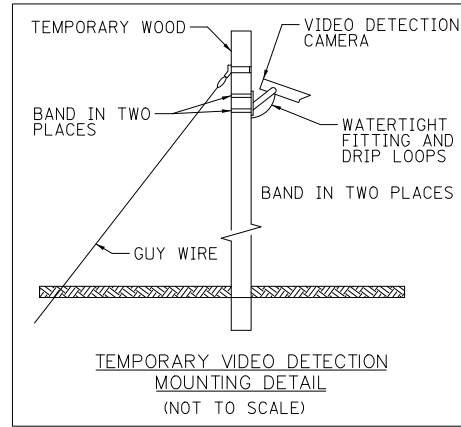
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R) & 33X-RS-2	WILL	275	142

CONTRACT NO. 60R52

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

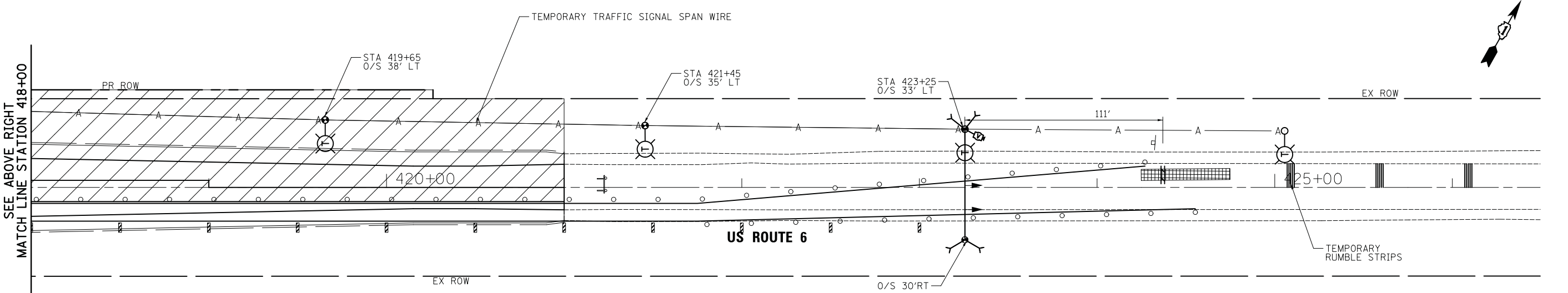
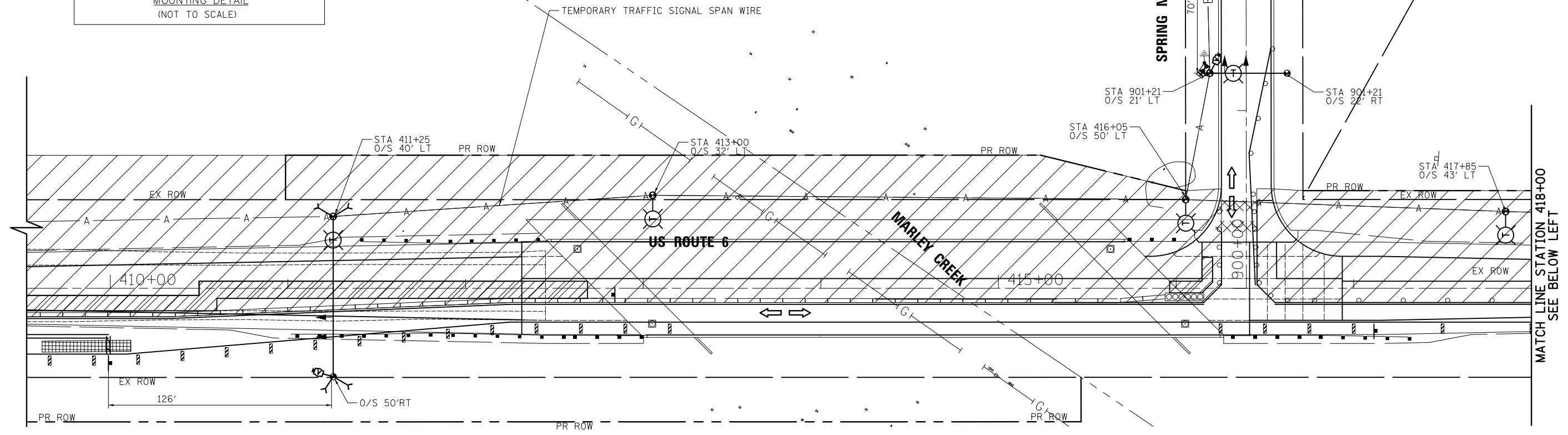
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SYMBOLS AND LEGEND:

- ⊙ TEMPORARY WOOD POLE
- ⊙ VIDEO DETECTION CAMERA
- ⊠ CONTROLLER CABINET
- ⊠ UNINTERRUPTIBLE POWER SUPPLY
- ⊠ GROUND ROD
- ⊠ SIGNAL HEAD
- ▤ VIDEO DETECTION ZONE
- ▤ TEMPORARY RUMBLE STRIPS

FOR ELECTRIC SERVICE CONNECTION
SEE TEMPORARY LIGHT PLAN.



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**US ROUTE 6 OVER MARLEY CREEK
TEMPORARY TRAFFIC SIGNAL PLAN**

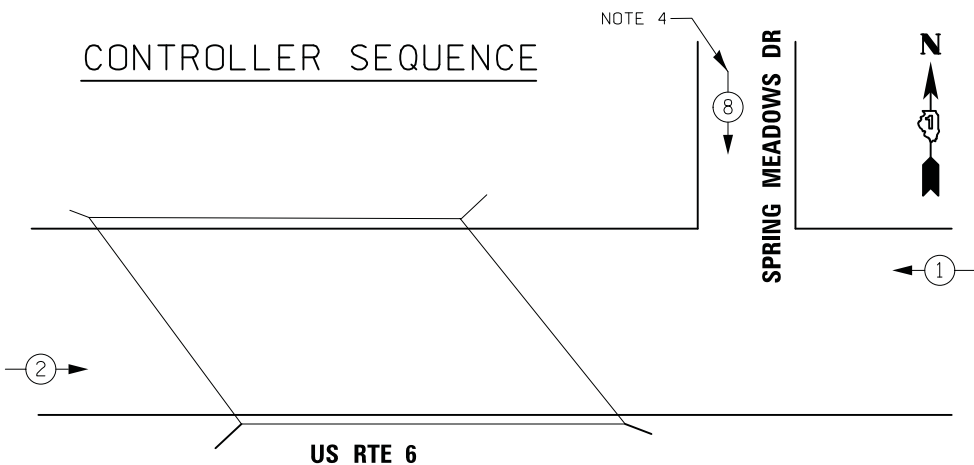
SCALE: 1"=30' SHEET NO. 1 OF 2 SHEETS STA. TO STA.



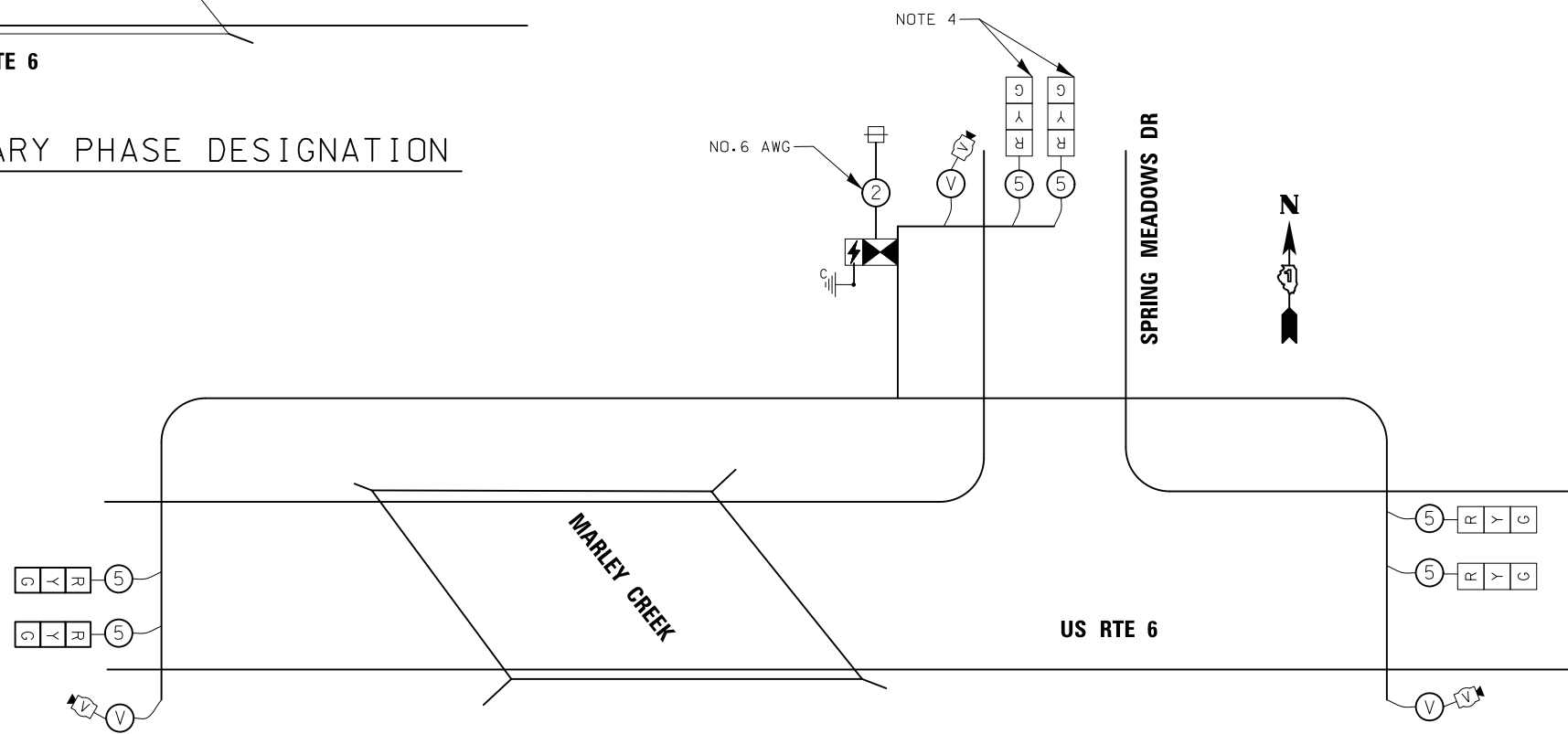
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R) & 33X-RS-2	WILL	275	143
CONTRACT NO. 60R52				
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				

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CONTROLLER SEQUENCE



TEMPORARY PHASE DESIGNATION



TEMPORARY CABLE PLAN

SCHEDULE OF QUANTITIES

ITEM	UNIT	QUANTITY
TEMPORARY BRIDGE TRAFFIC SIGNAL INSTALLATION	EACH	1
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1

NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. THE CONTRACTOR SHALL USE THE SAME TRAFFIC SIGNAL CONFIGURATION FOR ALL STAGES.
2. TEMPORARY WOOD POLES THAT DO NOT SUPPORT A LIGHTING LUMINAIRE SHALL NOT BE PAID FOR SEPERATELY BUT SHALL BE INCLUDED IN THE UNIT BID PRICE FOR TEMPORARY BRIDGE TRAFFIC SIGNAL INSTALLATION.
3. TEMPORARY WOOD POLES DESIGNATED AS A SHARED WOOD POLE SHALL BE USED FOR BOTH THE TEMPORARY TRAFFIC SIGNAL INSTALLATION AND THE TEMPORARY LIGHTING INSTALLATION.
4. THESE SIGNAL HEADS SHALL BE BAGGED AND PHASE 8 DISCONNECTED DURING MOT STAGE 2.

TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	6	17	50	51.0
(YELLOW)	6	25	5	7.5
(GREEN)	6	15	45	40.5
PERMISSIVE ARROW	-	12	10	-
PED. SIGNAL	-	25	100	-
CONTROLLER	1	100	100	100.0
UPS	1	25	100	25.0
VIDEO SYSTEM	1	150	100	150.0
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	-	120	50	-
LUMINAIRE	-	-	-	-
TOTAL =				374.0

ENERGY COSTS TO:

ENERGY SUPPLY - CONTACT: TIM COSLET
 PHONE: 815-724-5015
 COMPANY: COMMONWEATH EDISON
 ACCOUNT NUMBER: ---

FILE NAME = c:\pwworking\civil\tech-production\jst\dms07044\DI60R52-sht-TS-04-temp.dgn
 PLOT SCALE = 20.0000' / in.
 USER NAME = jst



USER NAME = jst	DESIGNED - TVN	REVISED -
	DRAWN - TVN	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - MG	REVISED -
PLOT DATE = 1/31/2019	DATE - 1/30/2019	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**US ROUTE 6 OVER MARLEY CREEK (EAST)
TEMPORARY TRAFFIC SIGNAL CABLE PLAN, PHASE DESIGNATION DIAGRAM**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R) & 33X-RS-2	WILL	275	144
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 60R52	

SCALE: N/A SHEET NO. 2 OF 2 SHEETS STA. TO STA.

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Benchmark: Box "□" cut at the north end of the east abutment backwall of the existing US Route 6 over Marley Creek bridge (Existing SN 099-0148); Station 414+76.71, Offset 23.65' Lt., Elevation 667.85

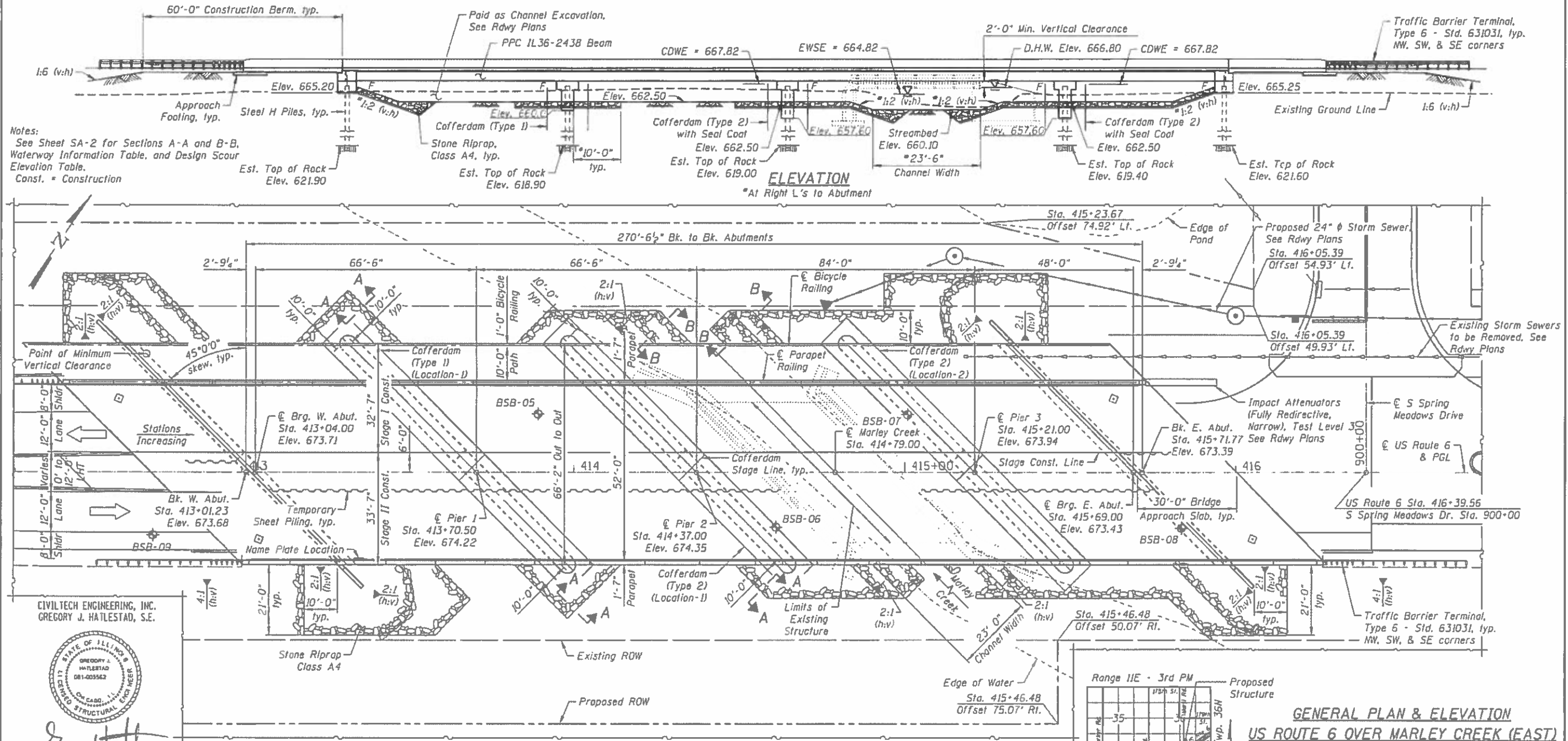
Existing Structure: SN 099-0148 was originally built in 1930 under SAR 38, Section 33B-15D. It was a single span reinforced concrete tee beam superstructure on a closed wall abutment supported on spread footings. In 1980, the structure was reconstructed as FAS 1294, Section 33-B2. Precast prestressed concrete deck beams (17"x36") replaced the concrete tee beam superstructure, and part of the substructure was removed and replaced. The out-to-out width of the superstructure is 42'-0", and the structure length is 39'-7½" measured back-to-back of abutments. One lane of traffic in alternating directions will be maintained utilizing temporary traffic signals and staged construction.

Salvage: None.

LOADING HL-93
Allow 50#/sq. ft. for future wearing surface.
DESIGN SPECIFICATIONS
2014 AASHTO LRFD Bridge Design Specifications, 7th Edition, with 2015 and 2016 Interims

SEISMIC DATA
Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.094g
Design Spectral Acceleration at 0.2 sec. (S_{D5}) = 0.163g
Soil Site Class = D

DESIGN STRESSES
FIELD UNITS
f'c = 3,500 psi
f'c = 4,000 psi (Superstructure Concrete)
fy = 60,000 psi (Reinforcement)
PRECAST PRESTRESSED UNITS
f'c = 8,500 psi
f'ci = 7,000 psi
fpu = 270,000 psi (0.6" ϕ low relax strands)
fpbt = 202,300 psi (0.6" ϕ low relax strands)



Notes:
See Sheet SA-2 for Sections A-A and B-B, Waterway Information Table, and Design Scour Elevation Table.
Const. = Construction

CIVILTECH ENGINEERING, INC.
GREGORY J. HATLESTAD, S.E.



Greg Hatlestad
GREGORY J. HATLESTAD, S.E.
081-005562

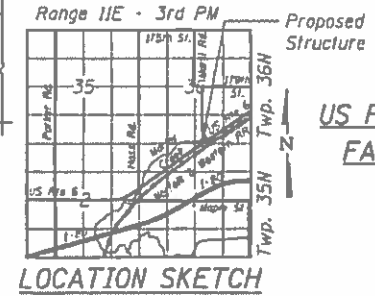
EXP 11-30-20
DATE 1-30-19

□ Designates Settlement Platforms. For locations, details, and total quantity, see Roadway Plans

APPROVED
For Structural Adequacy Only

Sh. Carl Ramsey
Engineer of Bridges & Structures

PLAN



GENERAL PLAN & ELEVATION
US ROUTE 6 OVER MARLEY CREEK (EAST)
FAU ROUTE 297 - SECTION 33B (B-R)
WILL COUNTY
STA. 414+79.00
STRUCTURE NO. 099-0542

CIVILTECH
Two Pierce Place, Suite 1400
Itasca, Illinois 60143
Tel 630.773.3900 Fax 630.773.3975
www.civiltechinc.com

DRAWN - E. VAYSMAN	REVISD -
DESIGNED - E. VAYSMAN	REVISD -
CHECKED - G. HATLESTAD	REVISD -
DATE - 1/30/2019	REVISD -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
US ROUTE 6 OVER MARLEY CREEK (EAST)
STRUCTURE NO. 099-0542
SHEET NO. SA-1 OF SA-40 SHEETS

F.A.L. RTE. 297	SECTION 33B (B-R)	COUNTY WILL	TOTAL SHEETS 145	SHEET NO. 145
				CONTRACT NO. 60R52
ILLINOIS FED. AID PROJECT				

GENERAL NOTES:

- Reinforcement bars designated (E) shall be epoxy coated.
- Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
- The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
- Seal coat thickness design is based on the Cofferdam Design Water Elevation (CDWE). Cofferdam design details and proposed changes in seal coat thickness shall be submitted to the Engineer for approval with the cofferdam design.
- The concrete for bridge decks finished according to Article 503.16(a) of the Standard Specifications shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The machine used for finishing shall be set parallel to the skew for striking off and screeding the concrete.
- Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure. The Contractor shall sawcut the upper portion of the existing abutment at the stage removal line before Stage I removal to ensure the remaining portion will not be prematurely damaged.
- Protective coat shall be applied to the bridge deck, bridge approach slab, inside and outside faces and top of the north parapet, and the inside face and top of the south parapet.

INDEX OF SHEETS

- SA-1 General Plan and Elevation
- SA-2 General Data
- SA-3 Stage Construction Details
- SA-4 Substructure Removal Details
- SA-5 Temporary Sheet Piling Details
- SA-6 Temporary Concrete Barrier for Stage Construction
- SA-7 Top of Slab Elevations I
- SA-8 Top of Slab Elevations II
- SA-9 Top of Slab Elevations III
- SA-10 Top of Slab Elevations IV
- SA-11 Top of Approach Slab Elevations
- SA-12 Superstructure
- SA-13 Superstructure Details
- SA-14 Abutment Diaphragm Details
- SA-15 Fixed Pier Diaphragm Details
- SA-16 Precast Bridge Approach Slab Details I
- SA-17 Precast Bridge Approach Slab Details II
- SA-18 Precast Bridge Approach Slab Details III
- SA-19 Precast Bridge Approach Slab Details IV
- SA-20 Railing Details
- SA-21 Framing Plan
- SA-22 IL36N Beam I
- SA-23 IL36N Beam II
- SA-24 IL36N Beam III
- SA-25 IL36N Beam Details
- SA-26 West Abutment
- SA-27 East Abutment
- SA-28 Pier 1
- SA-29 Pier 2
- SA-30 Pier 3
- SA-31 Pier Details
- SA-32 Concrete Parapet Slipforming Option
- SA-33 HP Pile Details
- SA-34 Bar Splicer Assembly and Mechanical Splicer Details
- SA-35 Soil Boring Logs I
- SA-36 Soil Boring Logs II
- SA-37 Soil Boring Logs III
- SA-38 Soil Boring Logs IV
- SA-39 Soil Boring Logs V
- SA-40 Soil Boring Profile

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.	-	2,046	2,046
Filter Fabric	Sq. Yd.	-	2,046	2,046
Removal of Existing Structures No. 1	Each	1	-	1
Structure Excavation	Cu. Yd.	-	101	101
Cofferdam Excavation	Cu. Yd.	-	1,447	1,447
Cofferdam (Type 1) (Location - 1)	Each	-	1	1
Cofferdam (Type 2) (Location - 1)	Each	-	1	1
Cofferdam (Type 2) (Location - 2)	Each	-	1	1
Concrete Structures	Cu. Yd.	87.3	552.9	640.2
Concrete Superstructure	Cu. Yd.	743.5	-	743.5
Bridge Deck Grooving	Sq. Yd.	1,822	-	1,822
Seal Coat Concrete	Cu. Yd.	-	362.2	362.2
Protective Coat	Sq. Yd.	2,679	-	2,679
Furnishing and Erecting Precast Prestressed Concrete Beams, IL36N	Foot	2,106	-	2,106
Reinforcement Bars, Epoxy Coated	Pound	178,660	60,920	239,580
Bar Splicers	Each	1,013	199	1,212
Bicycle Railing	Foot	327	-	327
Parapet Railing	Foot	327	-	327
Furnishing Steel Piles HP12x53	Foot	-	611	611
Furnishing Steel Piles HP12x63	Foot	-	598	598
Furnishing Steel Piles HP14x73	Foot	-	1,800	1,800
Driving Piles	Foot	-	3,009	3,009
Test Pile Steel HP 12x53	Each	-	1	1
Test Pile Steel HP 12x63	Each	-	1	1
Test Pile Steel HP 14x73	Each	-	3	3
Pile Shoes	Each	-	67	67
Name Plates	Each	1	-	1
Preformed Joint Strip Seal	Foot	188	-	188
Temporary Sheet Piling	Sq. Ft.	-	5,150	5,150
Granular Backfill for Structures	Cu. Yd.	-	293	293
Geocomposite Wall Drain	Sq. Yd.	-	166	166
Concrete Wearing Surface, 5 Inch	Sq. Yd.	442	-	442
Precast Bridge Approach Slab	Sq. Ft.	3,970	-	3,970
Asbestos Bearing Pad Removal	Each	30	-	30
Pipe Underdrains for Structures 4"	Foot	-	238	238

WATERWAY INFORMATION

Drainage Area = 10.5 sq. mi. Low Grade Elev. 666.0 @ Sta. 420+50.00

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.		Head - Ft.		Headwater El.	
			Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	Exist.	Prop.
	2	523	120	599	665.4	0.6	0.2	666.0	665.5	
	10	1199	137	678	666.1	1.4	0.3	667.5	666.4	
Design	50	2258	147	800	666.8	1.1	0.4	667.9	667.2	
Base	100	2815	147	870	667.2	1.1	0.5	668.3	667.7	
Scour Design Check	200	3071	147	888	667.3	1.1	0.6	668.4	667.9	
Overtopping (Ex.)	<2	450	118	-	665.3	0.6	-	665.9	-	
Overtopping (Pr.)	5	814	-	610	665.7	-	0.3	-	666.0	
Max Calc.	500	3838	147	905	667.4	1.4	0.9	668.8	668.3	

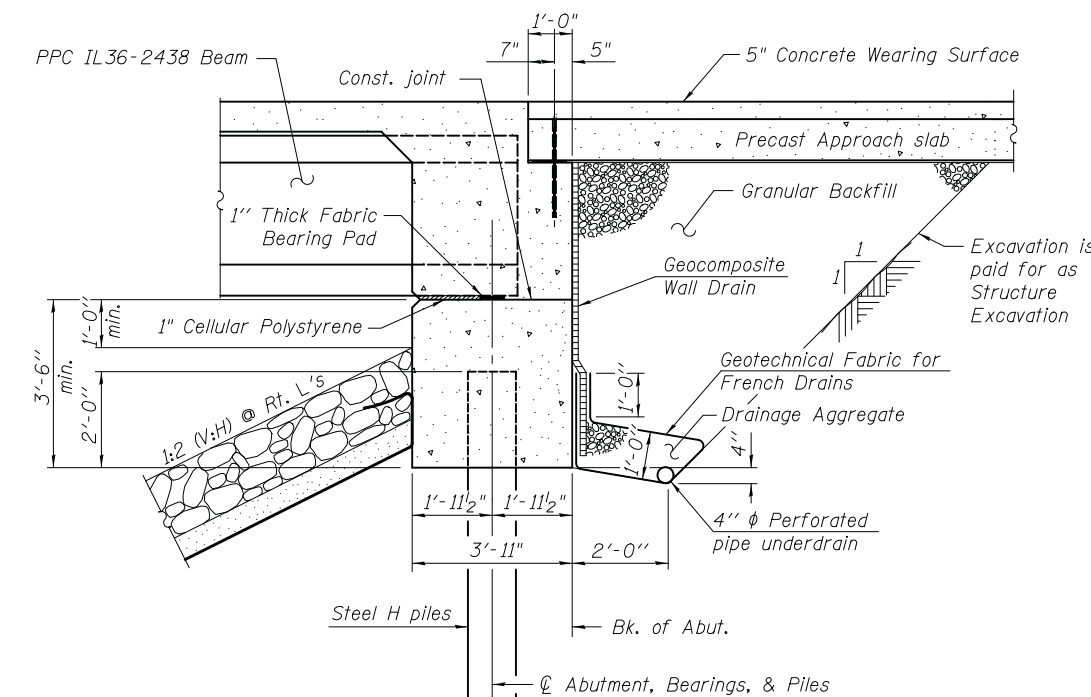
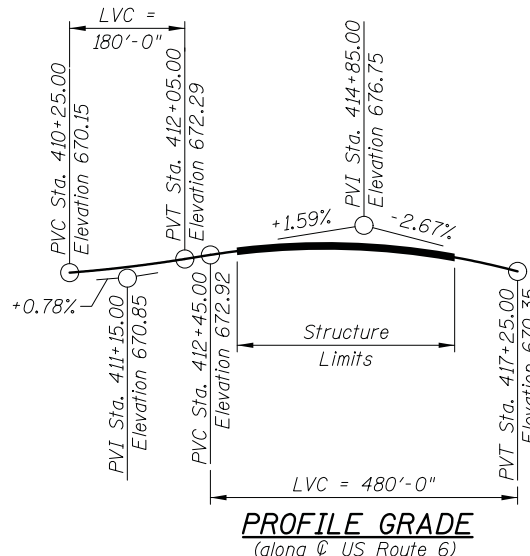
10 Year Velocity through Existing Bridge = 8.8 ft/sec
 10 Year Velocity through Proposed Bridge = 1.8 ft/sec

DESIGN SCOUR ELEVATION TABLE

Event/Limit State	Design Scour Elevations (ft.)					Item 113
	W. Abut.	Pier 1	Pier 2	Pier 3	E. Abut.	
Q100	665.20	657.75	657.75	658.40	665.25	8
Q200	665.20	657.54	657.54	658.30	665.25	
Design	665.20	657.75	657.60	657.60	665.25	
Check	665.20	657.54	657.54	657.60	665.25	

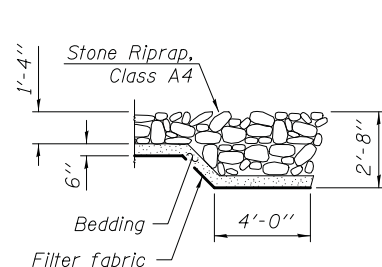
STATION 414+79.00
 BUILT 201 BY
 STATE OF ILLINOIS
 F.A.U. RT. 297 SEC. 33B (B-R)
 LOADING HL-93
 STR. NO. 099-0542

NAME PLATE
 See Std. 515001

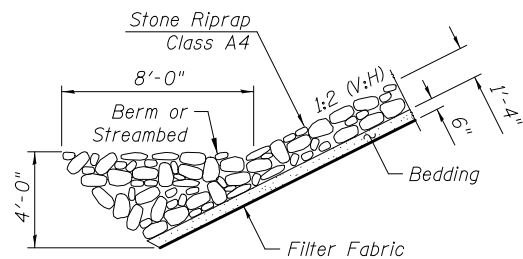


SECTION THRU INTEGRAL ABUTMENT
 (Horiz. dim. @ Rt. L's)

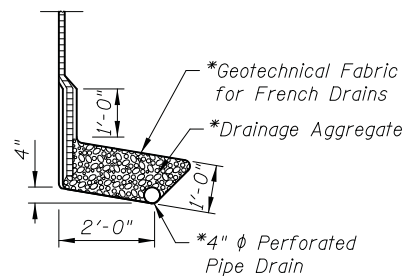
Note: All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).



SECTION A-A



SECTION B-B



PIPE UNDERDRAIN DETAIL

* Included in the cost of Pipe Underdrains for Structures 4"

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA
 US ROUTE 6 OVER MARLEY CREEK (EAST)
 STRUCTURE NO. 099-0542**

SHEET NO. SA-2 OF SA-40 SHEETS

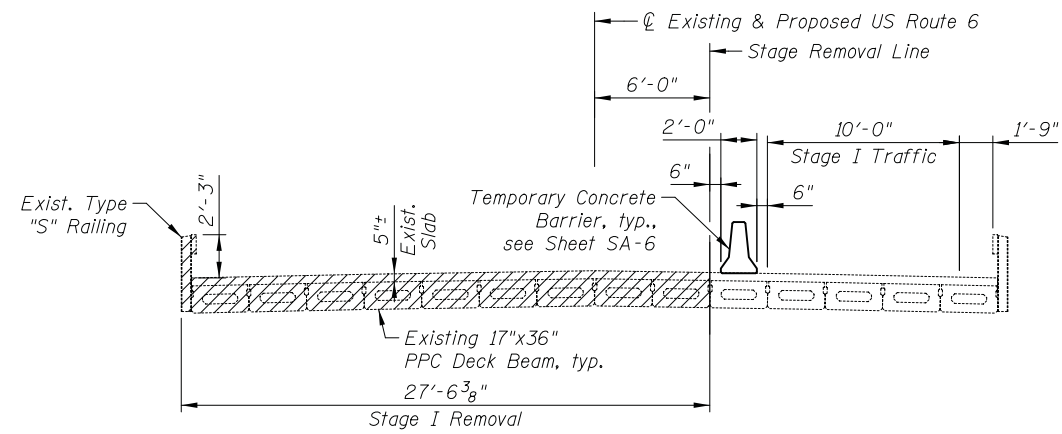
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R)	WILL	275	146
CONTRACT NO. 60R52				

ILLINOIS FED. AID PROJECT

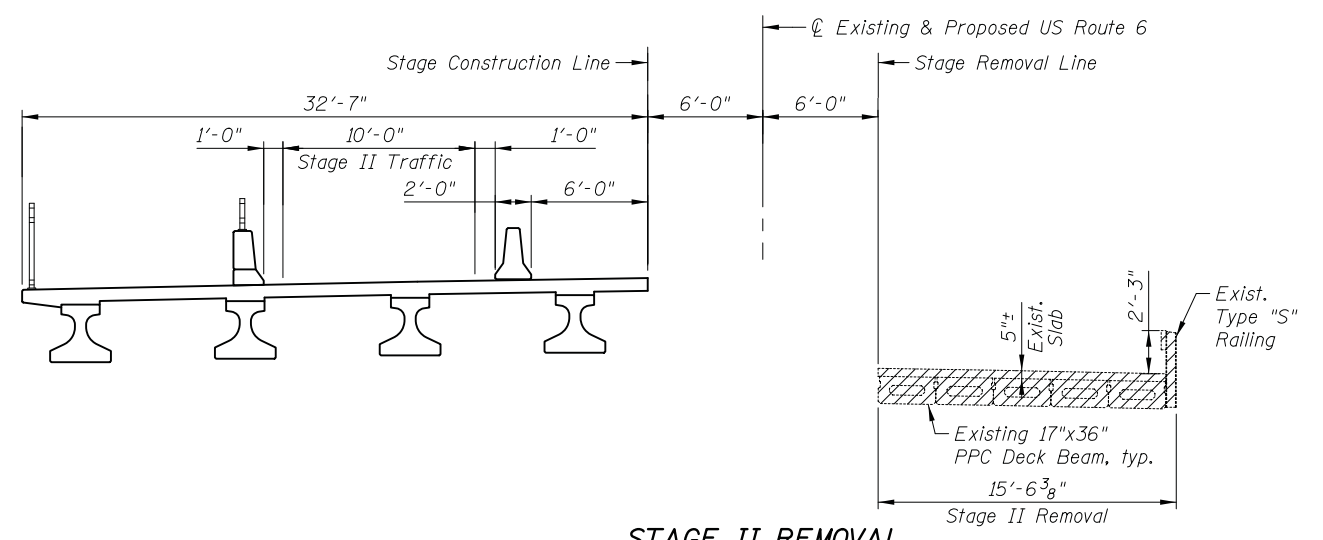
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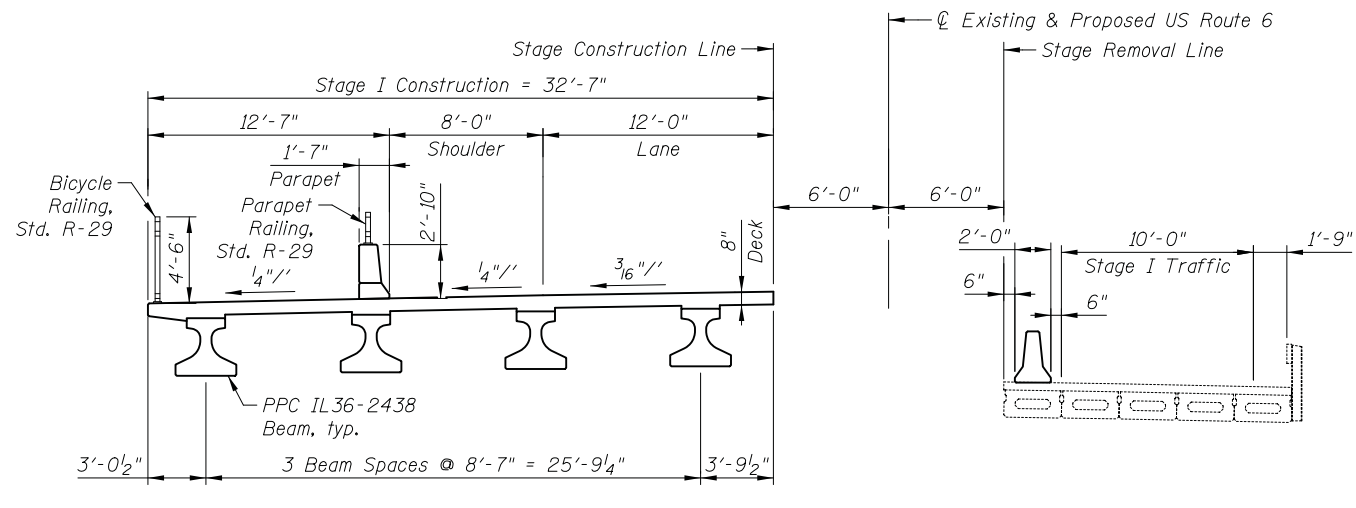
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DESIGNED	- E. VAYSMAN	REVISED	-
CHECKED	- G. HATLESTAD	REVISED	-
DATE	- 1/30/2019	REVISED	-



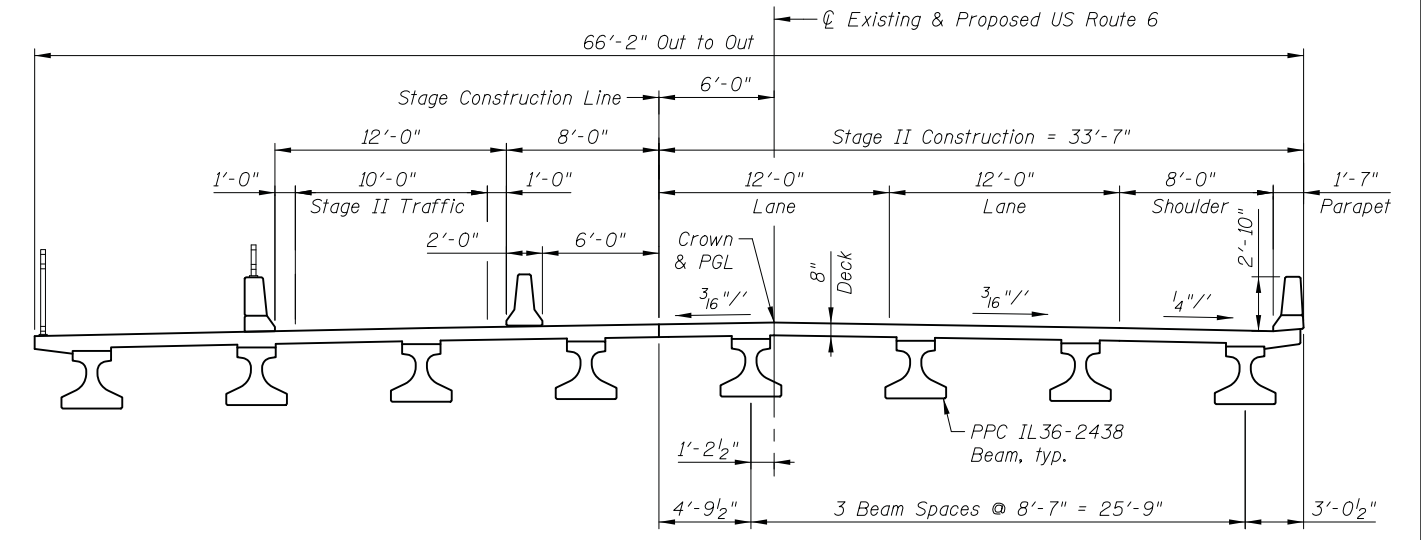
STAGE I REMOVAL
(Looking East)



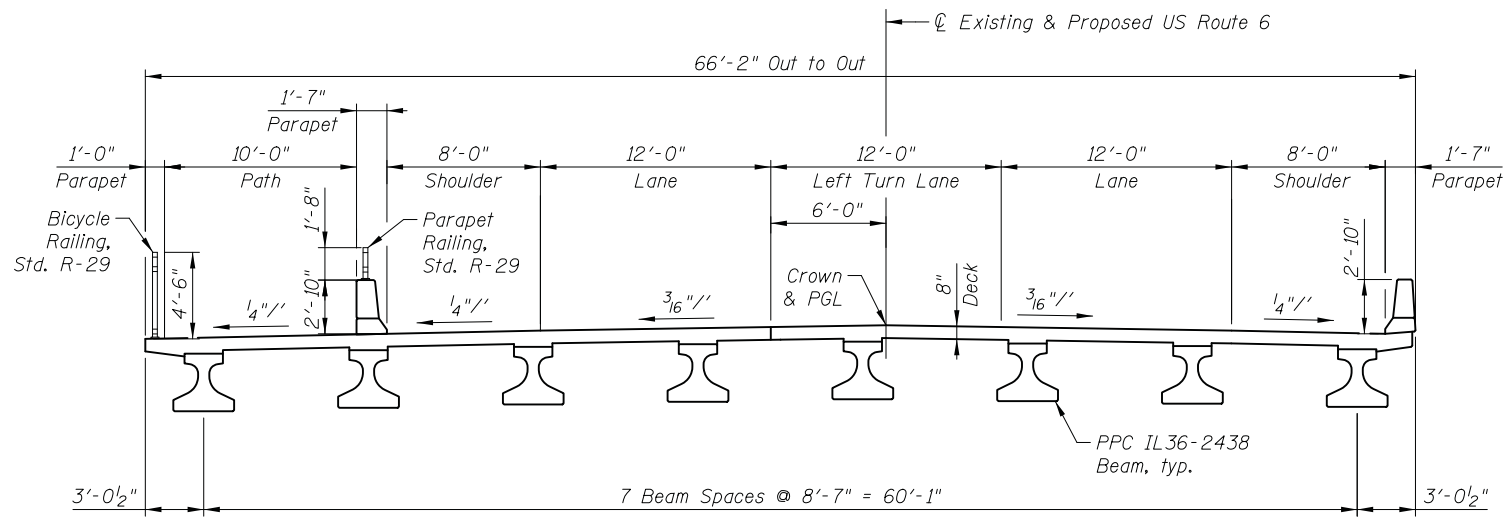
STAGE II REMOVAL
(Looking East)



STAGE I CONSTRUCTION
(Looking East)



STAGE II CONSTRUCTION
(Looking East)



CROSS SECTION
(Looking East)

- Note:
1. Hatched area indicates Removal of Existing Structures.
 2. For quantity of Temporary Concrete Barrier, see roadway plans.
 3. The stage construction lines and the stage removal lines for the superstructure and the substructure are different.
 4. For Substructure Removal details see sheet SA-4.

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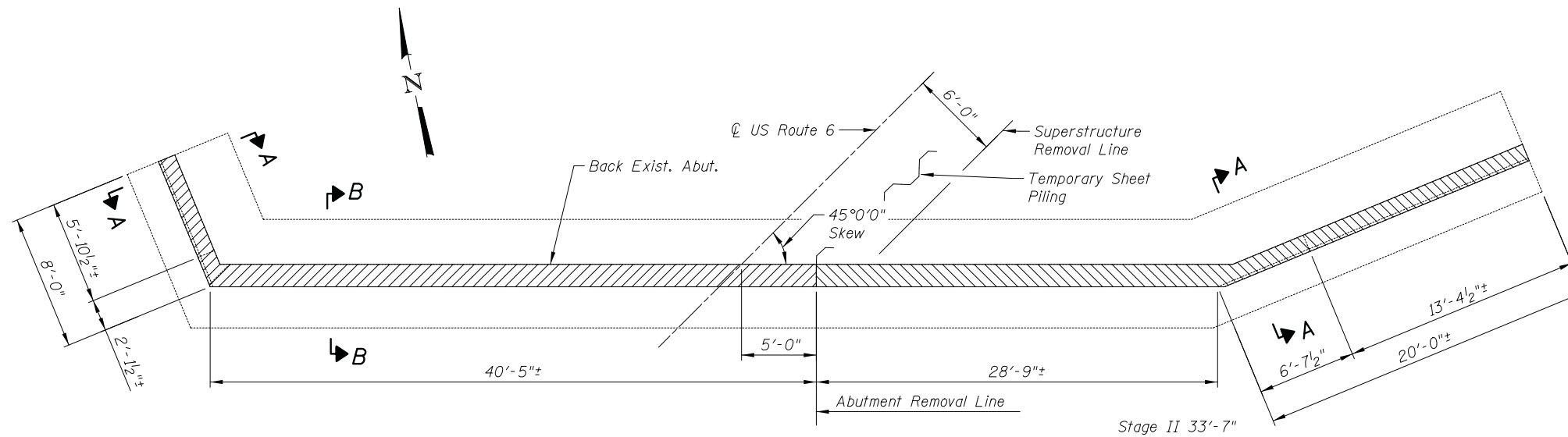
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DESIGNED	- E. VAYSMAN	REVISED	-
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DATE	- 1/30/2019	REVISED	-

**STATE OF ILLINOIS
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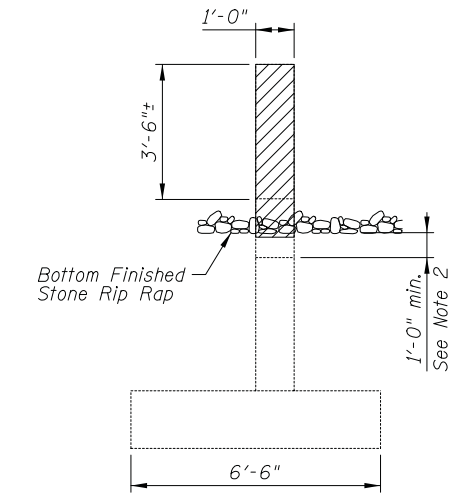
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US ROUTE 6 OVER MARLEY CREEK (EAST)
STRUCTURE NO. 099-0542**

SHEET NO. SA-3 OF SA-40 SHEETS

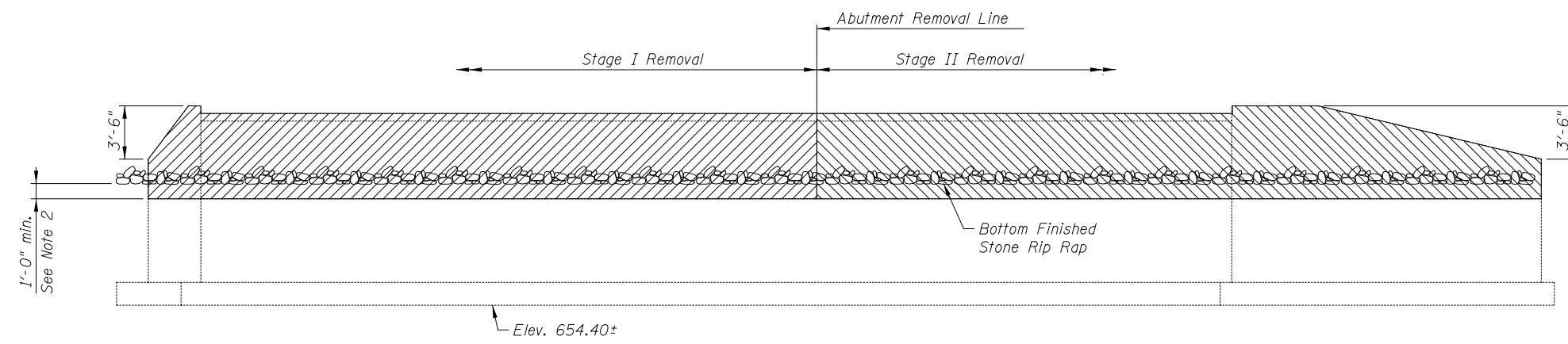
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R)	WILL	275	147
CONTRACT NO. 60R52			ILLINOIS FED. AID PROJECT	



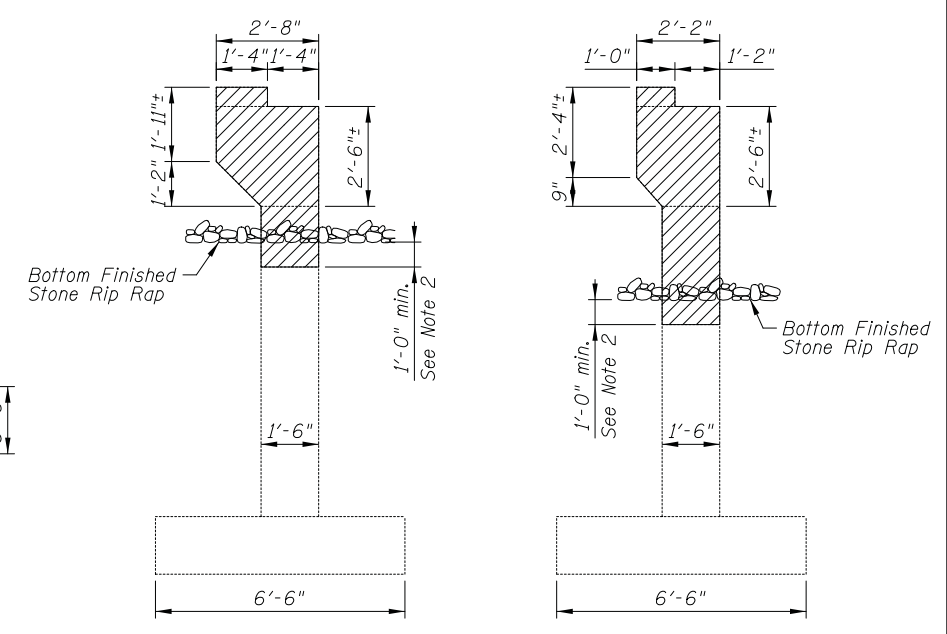
EXIST. ABUTMENT PLAN
East Abut. shown, West Abut. similar



SECTION A-A



EXIST. ABUTMENT ELEVATION
Looking East
East Abut. shown, West Abut. similar



SECTION B-B

LEGEND:

- Stage I Abut. Removal
- Stage II Abut. Removal

- Notes:
- For Temporary Sheet Piling see sheet SA-05.
 - Existing Abutment and Wingwall to be cut 1'-0" minimum below Bottom Finished Stone Rip Rap Line to accommodate riprap placement. Cost Included with Removal of Existing Structures, No. 1.
 - Plan dimensions and details relative to existing plans are subject to nominal construction variations.

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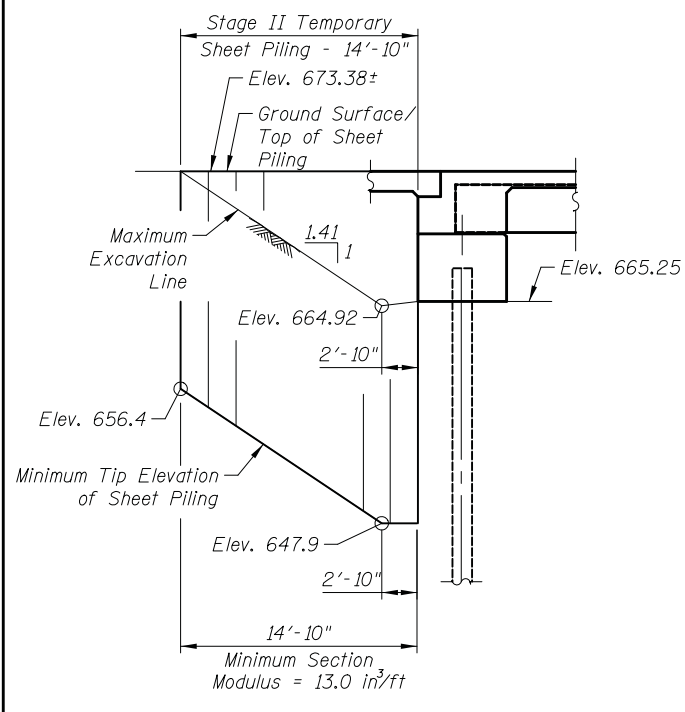
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DESIGNED	- E. VAYSMAN	REVISED	-
CHECKED	- G. HATLESTAD	REVISED	-
DATE	- 1/30/2019	REVISED	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

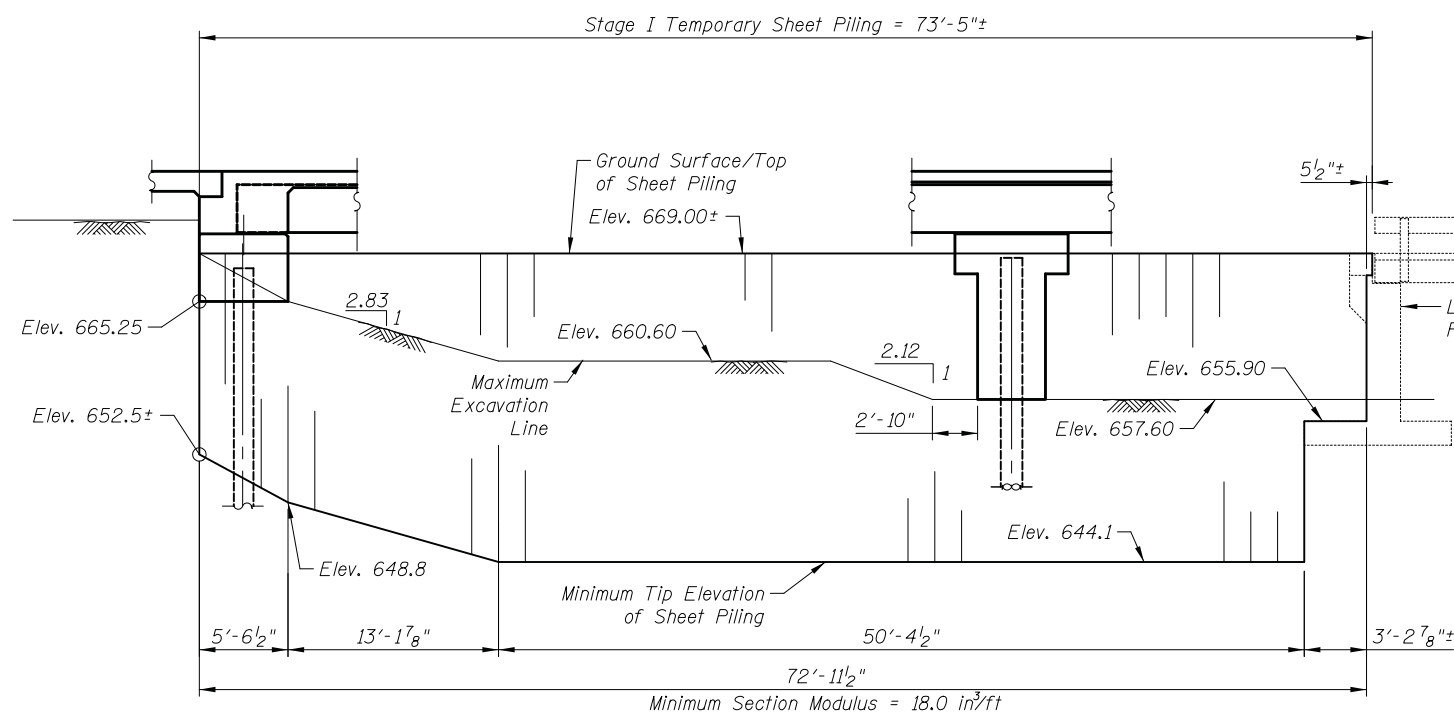
**SUBSTRUCTURE REMOVAL DETAILS
US ROUTE 6 OVER MARLEY CREEK (EAST)
STRUCTURE NO. 099-0542**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R)	WILL	275	148
CONTRACT NO. 60R52				
ILLINOIS FED. AID PROJECT				

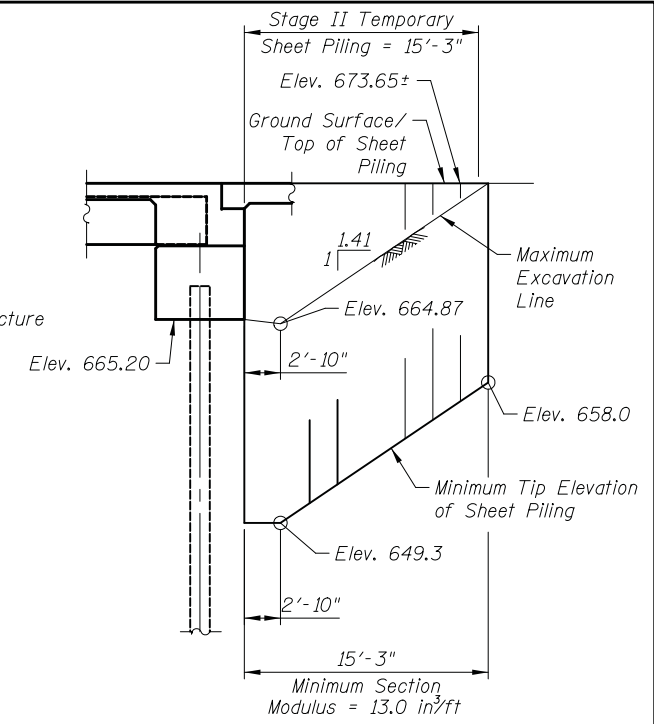
SHEET NO. SA-4 OF SA-40 SHEETS



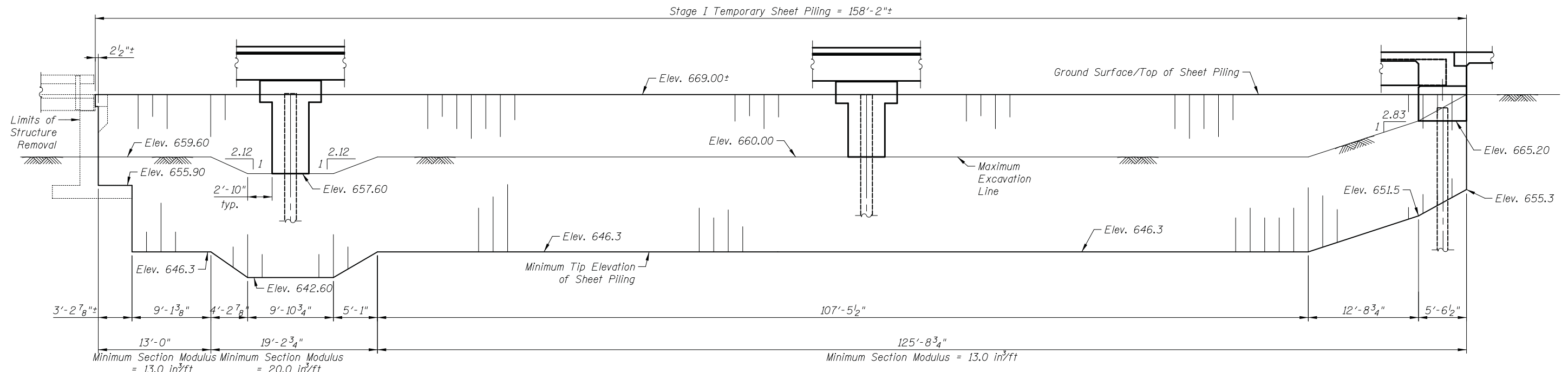
STAGE II - TEMPORARY SHEET PILING - EAST ABUTMENT
Looking South



STAGE I - TEMPORARY SHEET PILING - PIER 3 AND EAST ABUTMENT
Looking South



STAGE II - TEMPORARY SHEET PILING - WEST ABUTMENT
Looking South



STAGE I - TEMPORARY SHEET PILING - PIERS 1 & 2 AND WEST ABUTMENT
Looking South

- Notes:
1. If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.
 2. The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.
 3. For existing abutments removal details see sheet SA-4.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Temporary Sheet Piling	Sq. Ft.	5,150

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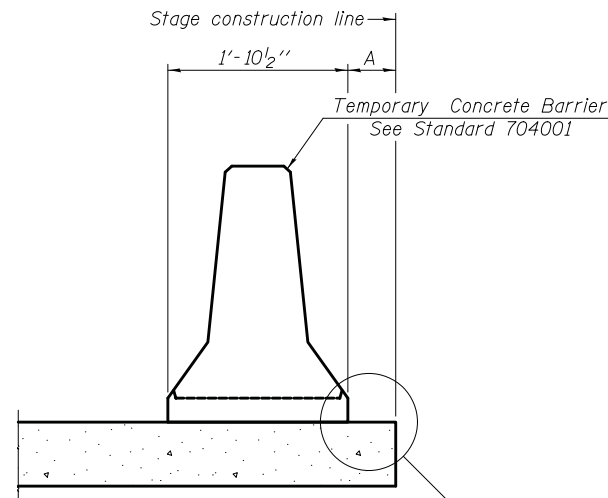
DRAWN	- E. VAYSMAN	REVISED	-
DESIGNED	- E. VAYSMAN	REVISED	-
CHECKED	- G. HATLESTAD	REVISED	-
DATE	- 1/30/2019	REVISED	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY SHEET PILING DETAILS
US ROUTE 6 OVER MARLEY CREEK (EAST)
STRUCTURE NO. 099-0542**

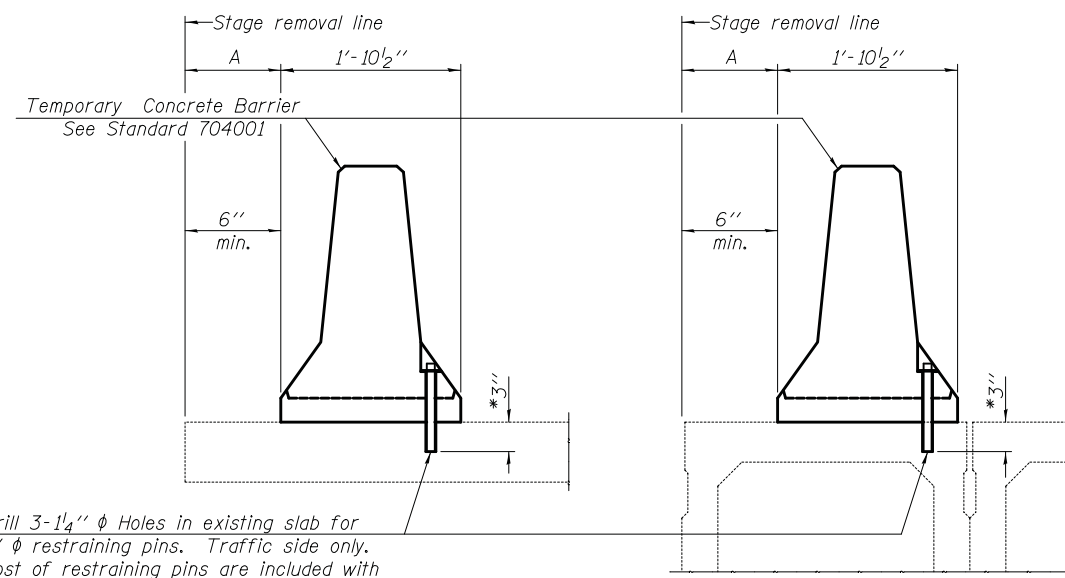
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R)	WILL	275	149
CONTRACT NO. 60R52				
ILLINOIS FED. AID PROJECT				

SHEET NO. SA-5 OF SA-40 SHEETS



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

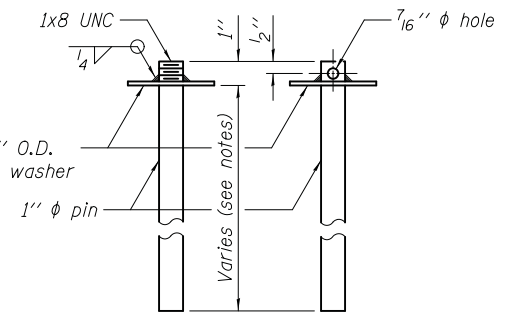
NEW SLAB OR NEW DECK BEAM



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

EXISTING SLAB

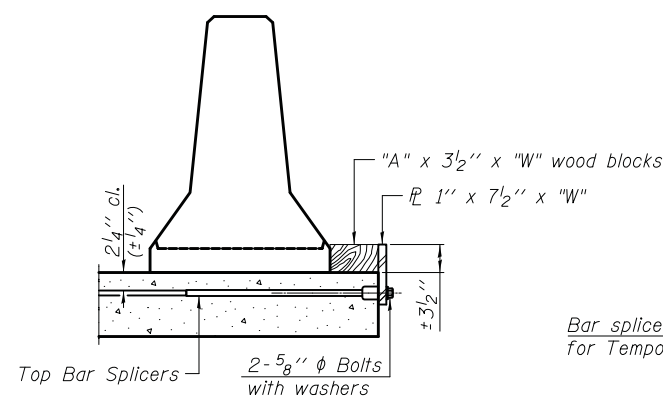
EXISTING DECK BEAM



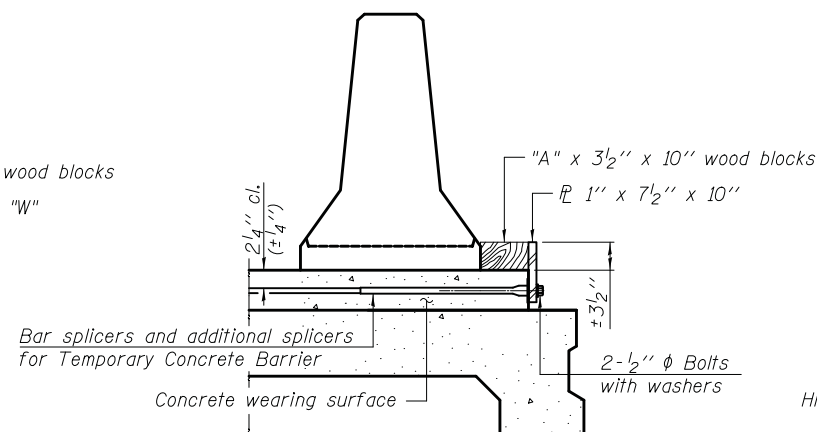
RESTRAINING PIN

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

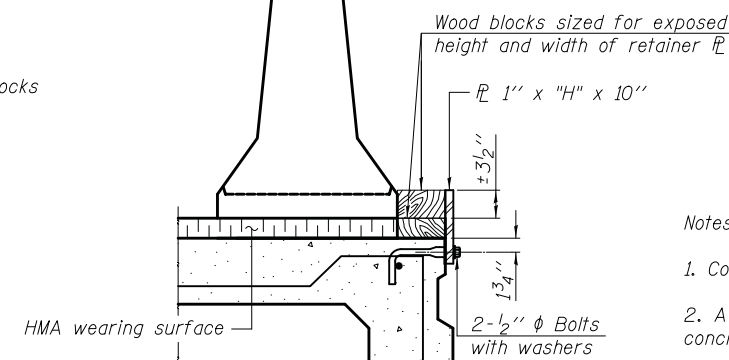
SECTIONS THRU SLAB OR DECK BEAM



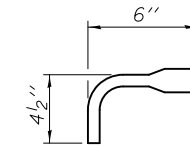
DETAIL I



DETAIL II



DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III

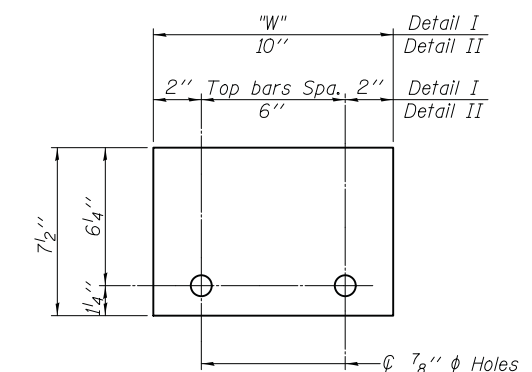
Notes:

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

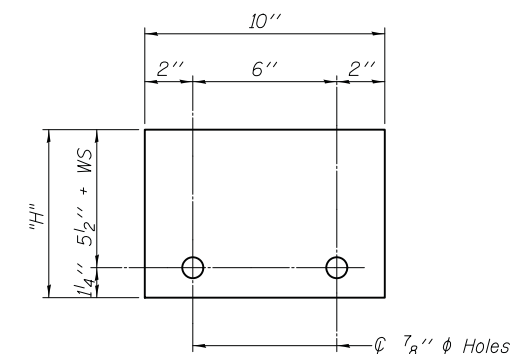
Detail I - Installation for a new bridge deck or bridge slab.

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

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



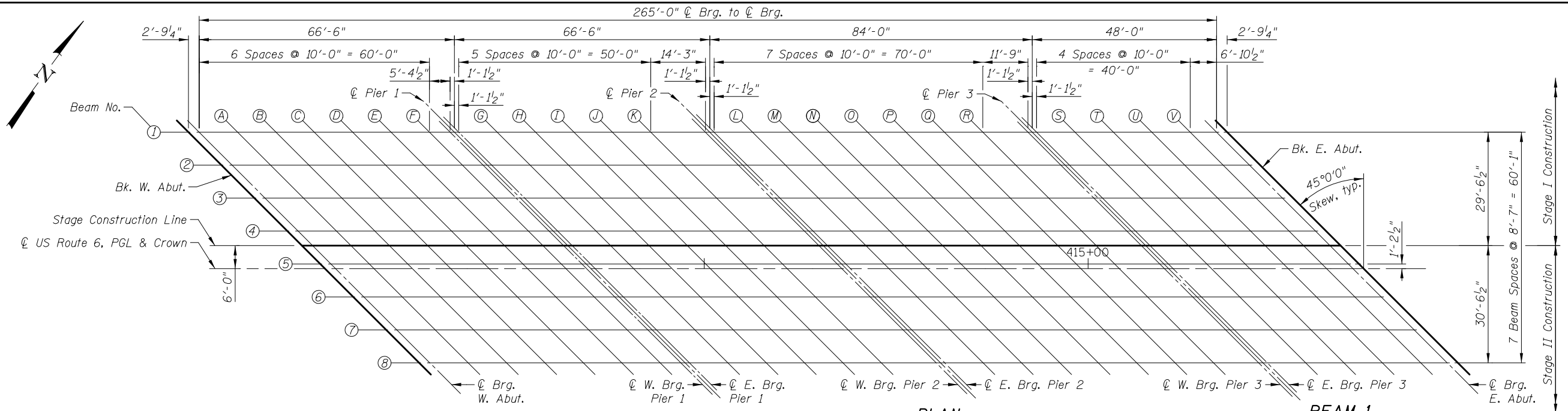
STEEL RETAINER 1" x 7 1/2" x "W"
(Detail I and II)



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

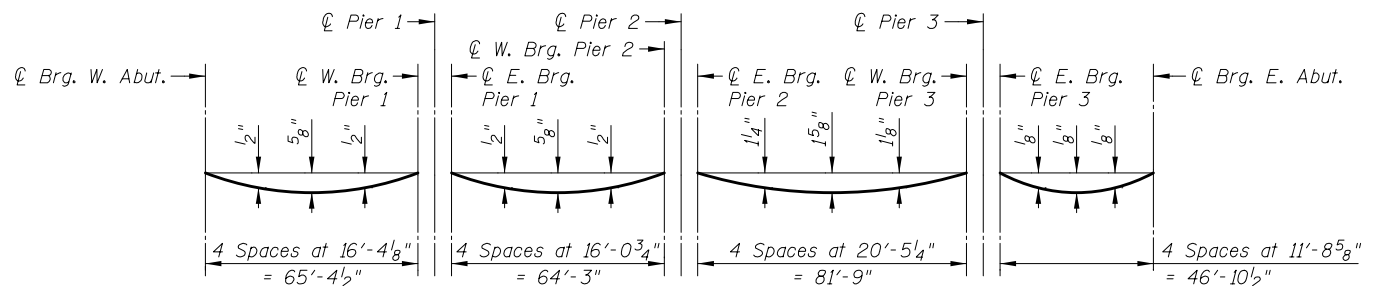
R-27 11-22-2016

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PLAN

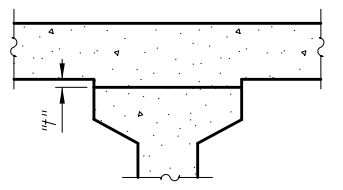
BEAM 1



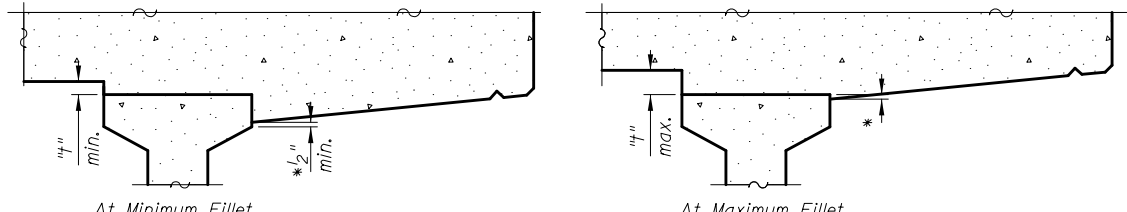
DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete, excluding beams).

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections shown on sheets SA-7 through SA-10.



INTERIOR BEAMS



* Variable (not less than 1/2")

EXTERIOR BEAMS

METHOD OF DETERMINING FILLET HEIGHTS "t"

To determine "t": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets SA-7 through SA-10, minus 8" deck, equals the fillet heights "t" above top flanges of beams.

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	412+65.69	-35.54	672.59	672.59
CL Brg. W. Abut.	412+68.46	-35.54	672.63	672.63
A	412+78.46	-35.54	672.76	672.79
B	412+88.46	-35.54	672.89	672.93
C	412+98.46	-35.54	673.00	673.06
D	413+08.46	-35.54	673.11	673.16
E	413+18.46	-35.54	673.21	673.25
F	413+28.46	-35.54	673.30	673.31
CL W. Brg. Pier 1	413+33.84	-35.54	673.34	673.34
CL Pier 1	413+34.96	-35.54	673.35	673.35
CL E. Brg. Pier 1	413+36.09	-35.54	673.36	673.36
G	413+46.09	-35.54	673.43	673.46
H	413+56.09	-35.54	673.50	673.54
I	413+66.09	-35.54	673.56	673.61
J	413+76.09	-35.54	673.60	673.65
K	413+86.09	-35.54	673.64	673.68
CL W. Brg. Pier 2	414+00.34	-35.54	673.68	673.68
CL Pier 2	414+01.46	-35.54	673.68	673.68
CL E. Brg. Pier 2	414+02.59	-35.54	673.69	673.69
L	414+12.59	-35.54	673.70	673.75
M	414+22.59	-35.54	673.71	673.80
N	414+32.59	-35.54	673.71	673.83
O	414+42.59	-35.54	673.69	673.83
P	414+52.59	-35.54	673.67	673.80
Q	414+62.59	-35.54	673.64	673.75
R	414+72.59	-35.54	673.61	673.67
CL W. Brg. Pier 3	414+84.34	-35.54	673.55	673.55
CL Pier 3	414+85.46	-35.54	673.54	673.54
CL E. Brg. Pier 3	414+86.59	-35.54	673.54	673.54
S	414+96.59	-35.54	673.48	673.49
T	415+06.59	-35.54	673.41	673.42
U	415+16.59	-35.54	673.33	673.35
V	415+26.59	-35.54	673.25	673.25
CL Brg. E. Abut.	415+33.46	-35.54	673.18	673.18
Bk. E. Abut.	415+36.23	-35.54	673.15	673.15

TOP OF SLAB ELEVATIONS I				
US ROUTE 6 OVER MARLEY CREEK (EAST)				
STRUCTURE NO. 099-0542				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R)	WILL	275	151
CONTRACT NO. 60R52				
ILLINOIS FED. AID PROJECT				

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DESIGNED	- E. VAYSMAN	REVISED	-
CHECKED	- G. HATLESTAD	REVISED	-
DATE	- 1/30/2019	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS I
US ROUTE 6 OVER MARLEY CREEK (EAST)
STRUCTURE NO. 099-0542
 SHEET NO. SA-7 OF SA-40 SHEETS

BEAM 2

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	412+74.27	-26.96	672.88	672.88
☉ Brg. W. Abut.	412+77.04	-26.96	672.92	672.92
A	412+87.04	-26.96	673.05	673.07
B	412+97.04	-26.96	673.16	673.21
C	413+07.04	-26.96	673.27	673.33
D	413+17.04	-26.96	673.37	673.43
E	413+27.04	-26.96	673.46	673.50
F	413+37.04	-26.96	673.55	673.56
☉ W. Brg. Pier 1	413+42.42	-26.96	673.59	673.59
☉ Pier 1	413+43.54	-26.96	673.60	673.60
☉ E. Brg. Pier 1	413+44.67	-26.96	673.60	673.60
G	413+54.67	-26.96	673.67	673.69
H	413+64.67	-26.96	673.73	673.77
I	413+74.67	-26.96	673.78	673.83
J	413+84.67	-26.96	673.82	673.86
K	413+94.67	-26.96	673.85	673.88
☉ W. Brg. Pier 2	414+08.92	-26.96	673.88	673.88
☉ Pier 2	414+10.04	-26.96	673.88	673.88
☉ E. Brg. Pier 2	414+11.17	-26.96	673.88	673.88
L	414+21.17	-26.96	673.89	673.94
M	414+31.17	-26.96	673.88	673.98
N	414+41.17	-26.96	673.87	674.00
O	414+51.17	-26.96	673.86	673.99
P	414+61.17	-26.96	673.83	673.96
Q	414+71.17	-26.96	673.79	673.89
R	414+81.17	-26.96	673.74	673.81
☉ W. Brg. Pier 3	414+92.92	-26.96	673.68	673.68
☉ Pier 3	414+94.04	-26.96	673.67	673.67
☉ E. Brg. Pier 3	414+95.17	-26.96	673.67	673.67
S	415+05.17	-26.96	673.60	673.61
T	415+15.17	-26.96	673.52	673.54
U	415+25.17	-26.96	673.44	673.45
V	415+35.17	-26.96	673.34	673.35
☉ Brg. E. Abut.	415+42.04	-26.96	673.27	673.27
Bk. E. Abut.	415+44.81	-26.96	673.24	673.24

BEAM 3

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	412+82.86	-18.38	673.17	673.17
☉ Brg. W. Abut.	412+85.63	-18.38	673.21	673.21
A	412+95.63	-18.38	673.33	673.35
B	413+05.63	-18.38	673.44	673.48
C	413+15.63	-18.38	673.54	673.60
D	413+25.63	-18.38	673.63	673.68
E	413+35.63	-18.38	673.71	673.75
F	413+45.63	-18.38	673.79	673.80
☉ W. Brg. Pier 1	413+51.01	-18.38	673.83	673.83
☉ Pier 1	413+52.13	-18.38	673.83	673.83
☉ E. Brg. Pier 1	413+53.26	-18.38	673.84	673.84
G	413+63.26	-18.38	673.90	673.92
H	413+73.26	-18.38	673.95	673.99
I	413+83.26	-18.38	673.99	674.04
J	413+93.26	-18.38	674.02	674.07
K	414+03.26	-18.38	674.05	674.08
☉ W. Brg. Pier 2	414+17.51	-18.38	674.06	674.06
☉ Pier 2	414+18.63	-18.38	674.06	674.06
☉ E. Brg. Pier 2	414+19.76	-18.38	674.06	674.06
L	414+29.76	-18.38	674.06	674.12
M	414+39.76	-18.38	674.06	674.15
N	414+49.76	-18.38	674.04	674.16
O	414+59.76	-18.38	674.01	674.15
P	414+69.76	-18.38	673.97	674.10
Q	414+79.76	-18.38	673.93	674.03
R	414+89.76	-18.38	673.88	673.94
☉ W. Brg. Pier 3	415+01.51	-18.38	673.80	673.80
☉ Pier 3	415+02.63	-18.38	673.79	673.79
☉ E. Brg. Pier 3	415+03.76	-18.38	673.79	673.79
S	415+13.76	-18.38	673.71	673.72
T	415+23.76	-18.38	673.63	673.64
U	415+33.76	-18.38	673.54	673.55
V	415+43.76	-18.38	673.43	673.44
☉ Brg. E. Abut.	415+50.63	-18.38	673.36	673.36
Bk. E. Abut.	415+53.39	-18.38	673.33	673.33

BEAM 4

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	412+91.44	-9.79	673.41	673.41
☉ Brg. W. Abut.	412+94.21	-9.79	673.45	673.45
A	413+04.21	-9.79	673.56	673.59
B	413+14.21	-9.79	673.66	673.71
C	413+24.21	-9.79	673.75	673.81
D	413+34.21	-9.79	673.84	673.89
E	413+44.21	-9.79	673.91	673.95
F	413+54.21	-9.79	673.98	674.00
☉ W. Brg. Pier 1	413+59.59	-9.79	674.01	674.01
☉ Pier 1	413+60.71	-9.79	674.02	674.02
☉ E. Brg. Pier 1	413+61.84	-9.79	674.03	674.03
G	413+71.84	-9.79	674.08	674.10
H	413+81.84	-9.79	674.12	674.16
I	413+91.84	-9.79	674.15	674.21
J	414+01.84	-9.79	674.18	674.23
K	414+11.84	-9.79	674.19	674.23
☉ W. Brg. Pier 2	414+26.09	-9.79	674.20	674.20
☉ Pier 2	414+27.21	-9.79	674.20	674.20
☉ E. Brg. Pier 2	414+28.34	-9.79	674.20	674.20
L	414+38.34	-9.79	674.19	674.25
M	414+48.34	-9.79	674.18	674.27
N	414+58.34	-9.79	674.15	674.28
O	414+68.34	-9.79	674.12	674.25
P	414+78.34	-9.79	674.07	674.20
Q	414+88.34	-9.79	674.02	674.12
R	414+98.34	-9.79	673.96	674.02
☉ W. Brg. Pier 3	415+10.09	-9.79	673.88	673.88
☉ Pier 3	415+11.21	-9.79	673.87	673.87
☉ E. Brg. Pier 3	415+12.34	-9.79	673.86	673.86
S	415+22.34	-9.79	673.78	673.79
T	415+32.34	-9.79	673.69	673.70
U	415+42.34	-9.79	673.59	673.60
V	415+52.34	-9.79	673.48	673.48
☉ Brg. E. Abut.	415+59.21	-9.79	673.40	673.40
Bk. E. Abut.	415+61.98	-9.79	673.36	673.36

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DESIGNED	- E. VAYSMAN	REVISED	-
CHECKED	- G. HATLESTAD	REVISED	-
DATE	- 1/30/2019	REVISED	-

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS II
 US ROUTE 6 OVER MARLEY CREEK (EAST)
 STRUCTURE NO. 099-0542**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R)	WILL	275	152
			CONTRACT NO. 60R52	
ILLINOIS FED. AID PROJECT				

SHEET NO. SA-8 OF SA-40 SHEETS

STAGE LINE

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	412+95.23	-6.00	673.52	673.52
☉ Brg. W. Abut.	412+98.00	-6.00	673.55	673.55
A	413+08.00	-6.00	673.66	673.68
B	413+18.00	-6.00	673.76	673.80
C	413+28.00	-6.00	673.85	673.90
D	413+38.00	-6.00	673.93	673.98
E	413+48.00	-6.00	674.00	674.04
F	413+58.00	-6.00	674.06	674.08
☉ W. Brg. Pier 1	413+63.38	-6.00	674.09	674.09
☉ Pier 1	413+64.50	-6.00	674.10	674.10
☉ E. Brg. Pier 1	413+65.63	-6.00	674.11	674.11
G	413+75.63	-6.00	674.15	674.18
H	413+85.63	-6.00	674.19	674.24
I	413+95.63	-6.00	674.22	674.28
J	414+05.63	-6.00	674.24	674.29
K	414+15.63	-6.00	674.26	674.29
☉ W. Brg. Pier 2	414+29.88	-6.00	674.26	674.26
☉ Pier 2	414+31.00	-6.00	674.26	674.26
☉ E. Brg. Pier 2	414+32.13	-6.00	674.26	674.26
L	414+42.13	-6.00	674.25	674.30
M	414+52.13	-6.00	674.23	674.32
N	414+62.13	-6.00	674.20	674.32
O	414+72.13	-6.00	674.16	674.30
P	414+82.13	-6.00	674.11	674.24
Q	414+92.13	-6.00	674.06	674.16
R	415+02.13	-6.00	673.99	674.05
☉ W. Brg. Pier 3	415+13.88	-6.00	673.91	673.91
☉ Pier 3	415+15.00	-6.00	673.90	673.90
☉ E. Brg. Pier 3	415+16.13	-6.00	673.89	673.89
S	415+26.13	-6.00	673.80	673.81
T	415+36.13	-6.00	673.71	673.72
U	415+46.13	-6.00	673.60	673.62
V	415+56.13	-6.00	673.49	673.50
☉ Brg. E. Abut.	415+63.00	-6.00	673.41	673.41
Bk. E. Abut.	415+65.77	-6.00	673.38	673.38

BEAM 5

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	413+00.02	-1.21	673.65	673.65
☉ Brg. W. Abut.	413+02.79	-1.21	673.68	673.68
A	413+12.79	-1.21	673.78	673.81
B	413+22.79	-1.21	673.88	673.92
C	413+32.79	-1.21	673.96	674.02
D	413+42.79	-1.21	674.04	674.09
E	413+52.79	-1.21	674.11	674.15
F	413+62.79	-1.21	674.17	674.18
☉ W. Brg. Pier 1	413+68.17	-1.21	674.19	674.19
☉ Pier 1	413+69.29	-1.21	674.20	674.20
☉ E. Brg. Pier 1	413+70.42	-1.21	674.21	674.21
G	413+80.42	-1.21	674.25	674.27
H	413+90.42	-1.21	674.28	674.33
I	414+00.42	-1.21	674.31	674.36
J	414+10.42	-1.21	674.33	674.37
K	414+20.42	-1.21	674.33	674.37
☉ W. Brg. Pier 2	414+34.67	-1.21	674.33	674.33
☉ Pier 2	414+35.79	-1.21	674.33	674.33
☉ E. Brg. Pier 2	414+36.92	-1.21	674.33	674.33
L	414+46.92	-1.21	674.31	674.37
M	414+56.92	-1.21	674.29	674.39
N	414+66.92	-1.21	674.26	674.38
O	414+76.92	-1.21	674.21	674.35
P	414+86.92	-1.21	674.16	674.29
Q	414+96.92	-1.21	674.10	674.21
R	415+06.92	-1.21	674.03	674.10
☉ W. Brg. Pier 3	415+18.67	-1.21	673.94	673.94
☉ Pier 3	415+19.79	-1.21	673.93	673.93
☉ E. Brg. Pier 3	415+20.92	-1.21	673.92	673.92
S	415+30.92	-1.21	673.83	673.84
T	415+40.92	-1.21	673.73	673.75
U	415+50.92	-1.21	673.63	673.64
V	415+60.92	-1.21	673.51	673.52
☉ Brg. E. Abut.	415+67.79	-1.21	673.42	673.42
Bk. E. Abut.	415+70.56	-1.21	673.39	673.39

☉, PGL AND CROWN

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	413+01.23	0.00	673.68	673.68
☉ Brg. W. Abut.	413+04.00	0.00	673.71	673.71
A	413+14.00	0.00	673.81	673.84
B	413+24.00	0.00	673.91	673.95
C	413+34.00	0.00	673.99	674.05
D	413+44.00	0.00	674.07	674.12
E	413+54.00	0.00	674.13	674.17
F	413+64.00	0.00	674.19	674.21
☉ W. Brg. Pier 1	413+69.38	0.00	674.22	674.22
☉ Pier 1	413+70.50	0.00	674.22	674.22
☉ E. Brg. Pier 1	413+71.63	0.00	674.23	674.23
G	413+81.63	0.00	674.27	674.30
H	413+91.63	0.00	674.31	674.35
I	414+01.63	0.00	674.33	674.38
J	414+11.63	0.00	674.35	674.40
K	414+21.63	0.00	674.35	674.39
☉ W. Brg. Pier 2	414+35.88	0.00	674.35	674.35
☉ Pier 2	414+37.00	0.00	674.35	674.35
☉ E. Brg. Pier 2	414+38.13	0.00	674.35	674.35
L	414+48.13	0.00	674.33	674.38
M	414+58.13	0.00	674.30	674.40
N	414+68.13	0.00	674.27	674.40
O	414+78.13	0.00	674.23	674.36
P	414+88.13	0.00	674.18	674.30
Q	414+98.13	0.00	674.11	674.22
R	415+08.13	0.00	674.04	674.11
☉ W. Brg. Pier 3	415+19.88	0.00	673.95	673.95
☉ Pier 3	415+21.00	0.00	673.94	673.94
☉ E. Brg. Pier 3	415+22.13	0.00	673.93	673.93
S	415+32.13	0.00	673.84	673.85
T	415+42.13	0.00	673.74	673.76
U	415+52.13	0.00	673.63	673.65
V	415+62.13	0.00	673.51	673.52
☉ Brg. E. Abut.	415+69.00	0.00	673.43	673.43
Bk. E. Abut.	415+71.77	0.00	673.39	673.39

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CHECKED	- G. HATLESTAD	REVISED	-
DATE	- 1/30/2019	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS III
US ROUTE 6 OVER MARLEY CREEK (EAST)
STRUCTURE NO. 099-0542

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R)	WILL	275	153
CONTRACT NO. 60R52				
ILLINOIS FED. AID PROJECT				

SHEET NO. SA-9 OF SA-40 SHEETS

BEAM 6

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	413+08.61	7.38	673.64	673.64
☉ Brg. W. Abut.	413+11.38	7.38	673.67	673.67
A	413+21.38	7.38	673.77	673.79
B	413+31.38	7.38	673.85	673.90
C	413+41.38	7.38	673.93	673.99
D	413+51.38	7.38	674.00	674.05
E	413+61.38	7.38	674.06	674.10
F	413+71.38	7.38	674.11	674.13
☉ W. Brg. Pier 1	413+76.76	7.38	674.14	674.14
☉ Pier 1	413+77.88	7.38	674.14	674.14
☉ E. Brg. Pier 1	413+79.01	7.38	674.15	674.15
G	413+89.01	7.38	674.18	674.21
H	413+99.01	7.38	674.21	674.25
I	414+09.01	7.38	674.23	674.28
J	414+19.01	7.38	674.24	674.29
K	414+29.01	7.38	674.24	674.27
☉ W. Brg. Pier 2	414+43.26	7.38	674.22	674.22
☉ Pier 3	414+44.38	7.38	674.22	674.22
☉ E. Brg. Pier 2	414+45.51	7.38	674.22	674.22
L	414+55.51	7.38	674.20	674.25
M	414+65.51	7.38	674.16	674.26
N	414+75.51	7.38	674.12	674.25
O	414+85.51	7.38	674.07	674.21
P	414+95.51	7.38	674.02	674.15
Q	415+05.51	7.38	673.95	674.05
R	415+15.51	7.38	673.87	673.93
☉ W. Brg. Pier 3	415+27.26	7.38	673.77	673.77
☉ Pier 3	415+28.38	7.38	673.76	673.76
☉ E. Brg. Pier 3	415+29.51	7.38	673.75	673.75
S	415+39.51	7.38	673.65	673.66
T	415+49.51	7.38	673.55	673.56
U	415+59.51	7.38	673.43	673.44
V	415+69.51	7.38	673.31	673.31
☉ Brg. E. Abut.	415+76.38	7.38	673.22	673.22
Bk. E. Abut.	415+79.14	7.38	673.18	673.18

BEAM 7

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	413+17.19	15.96	673.59	673.59
☉ Brg. W. Abut.	413+19.96	15.96	673.62	673.62
A	413+29.96	15.96	673.71	673.73
B	413+39.96	15.96	673.79	673.83
C	413+49.96	15.96	673.86	673.91
D	413+59.96	15.96	673.92	673.97
E	413+69.96	15.96	673.97	674.01
F	413+79.96	15.96	674.02	674.03
☉ W. Brg. Pier 1	413+85.34	15.96	674.04	674.04
☉ Pier 1	413+86.46	15.96	674.04	674.04
☉ E. Brg. Pier 1	413+87.59	15.96	674.04	674.04
G	413+97.59	15.96	674.07	674.10
H	414+07.59	15.96	674.09	674.14
I	414+17.59	15.96	674.10	674.15
J	414+27.59	15.96	674.10	674.15
K	414+37.59	15.96	674.10	674.13
☉ W. Brg. Pier 2	414+51.84	15.96	674.07	674.07
☉ Pier 3	414+52.96	15.96	674.07	674.07
☉ E. Brg. Pier 2	414+54.09	15.96	674.07	674.07
L	414+64.09	15.96	674.04	674.09
M	414+74.09	15.96	674.00	674.09
N	414+84.09	15.96	673.95	674.07
O	414+94.09	15.96	673.89	674.03
P	415+04.09	15.96	673.82	673.95
Q	415+14.09	15.96	673.75	673.85
R	415+24.09	15.96	673.67	673.73
☉ W. Brg. Pier 3	415+35.84	15.96	673.56	673.56
☉ Pier 3	415+36.96	15.96	673.54	673.54
☉ E. Brg. Pier 3	415+38.09	15.96	673.53	673.53
S	415+48.09	15.96	673.43	673.44
T	415+58.09	15.96	673.31	673.33
U	415+68.09	15.96	673.19	673.20
V	415+78.09	15.96	673.06	673.07
☉ Brg. E. Abut.	415+84.96	15.96	672.96	672.96
Bk. E. Abut.	415+87.73	15.96	672.92	672.92

BEAM 8

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	413+25.77	24.54	673.50	673.50
☉ Brg. W. Abut.	413+28.54	24.54	673.53	673.53
A	413+38.54	24.54	673.61	673.64
B	413+48.54	24.54	673.68	673.73
C	413+58.54	24.54	673.74	673.80
D	413+68.54	24.54	673.80	673.85
E	413+78.54	24.54	673.84	673.88
F	413+88.54	24.54	673.88	673.89
☉ W. Brg. Pier 1	413+93.92	24.54	673.90	673.90
☉ Pier 1	413+95.04	24.54	673.90	673.90
☉ E. Brg. Pier 1	413+96.17	24.54	673.90	673.90
G	414+06.17	24.54	673.92	673.95
H	414+16.17	24.54	673.93	673.98
I	414+26.17	24.54	673.94	673.99
J	414+36.17	24.54	673.93	673.98
K	414+46.17	24.54	673.92	673.95
☉ W. Brg. Pier 2	414+60.42	24.54	673.88	673.88
☉ Pier 2	414+61.54	24.54	673.88	673.88
☉ E. Brg. Pier 2	414+62.67	24.54	673.87	673.87
L	414+72.67	24.54	673.83	673.89
M	414+82.67	24.54	673.79	673.88
N	414+92.67	24.54	673.73	673.86
O	415+02.67	24.54	673.67	673.80
P	415+12.67	24.54	673.59	673.72
Q	415+22.67	24.54	673.51	673.61
R	415+32.67	24.54	673.42	673.48
☉ W. Brg. Pier 3	415+44.42	24.54	673.30	673.30
☉ Pier 3	415+45.54	24.54	673.29	673.29
☉ E. Brg. Pier 3	415+46.67	24.54	673.27	673.27
S	415+56.67	24.54	673.16	673.17
T	415+66.67	24.54	673.04	673.05
U	415+76.67	24.54	672.91	672.92
V	415+86.67	24.54	672.77	672.78
☉ Brg. E. Abut.	415+93.54	24.54	672.67	672.67
Bk. E. Abut.	415+96.31	24.54	672.63	672.63

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DATE	- 1/30/2019	REVISED	-

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS IV
 US ROUTE 6 OVER MARLEY CREEK (EAST)
 STRUCTURE NO. 099-0542**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R)	WILL	275	154
CONTRACT NO. 60R52			ILLINOIS FED. AID PROJECT	

SHEET NO. SA-10 OF SA-40 SHEETS

NORTH EDGE OF SLAB

Location	Station	Offset	Theoretical Grade Elevation
W. End W. Appr. Pav't	412+34.06	-38.58	672.04
A	412+44.06	-38.58	672.20
B	412+54.06	-38.58	672.35
E. End W. Appr. Pav't	412+64.06	-38.58	672.50
W. End E. Appr. Pav't	415+31.77	-38.58	673.14
C	415+41.77	-38.58	673.04
D	415+51.77	-38.58	672.93
E. End E. Appr. Pav't	415+61.77	-38.58	672.81

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevation
W. End W. Appr. Pav't	412+46.64	-26.00	672.50
A	412+56.64	-26.00	672.66
B	412+66.64	-26.00	672.80
E. End W. Appr. Pav't	412+76.64	-26.00	672.94
W. End E. Appr. Pav't	415+44.36	-26.00	673.27
C	415+54.36	-26.00	673.16
D	415+64.36	-26.00	673.04
E. End E. Appr. Pav't	415+74.36	-26.00	672.91

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevation
W. End W. Appr. Pav't	412+54.64	-18.00	672.79
A	412+64.64	-18.00	672.94
B	412+74.64	-18.00	673.08
E. End W. Appr. Pav't	412+84.64	-18.00	673.20
W. End E. Appr. Pav't	415+52.36	-18.00	673.35
C	415+62.36	-18.00	673.23
D	415+72.36	-18.00	673.10
E. End E. Appr. Pav't	415+82.36	-18.00	672.97

STAGE LINE

Location	Station	Offset	Theoretical Grade Elevation
W. End W. Appr. Pav't	412+66.64	-6.00	673.15
A	412+76.64	-6.00	673.29
B	412+86.64	-6.00	673.42
E. End W. Appr. Pav't	412+96.64	-6.00	673.53
W. End E. Appr. Pav't	415+64.36	-6.00	673.39
C	415+74.36	-6.00	673.26
D	415+84.36	-6.00	673.13
E. End E. Appr. Pav't	415+94.36	-6.00	672.98

CL, PGL & CROWN

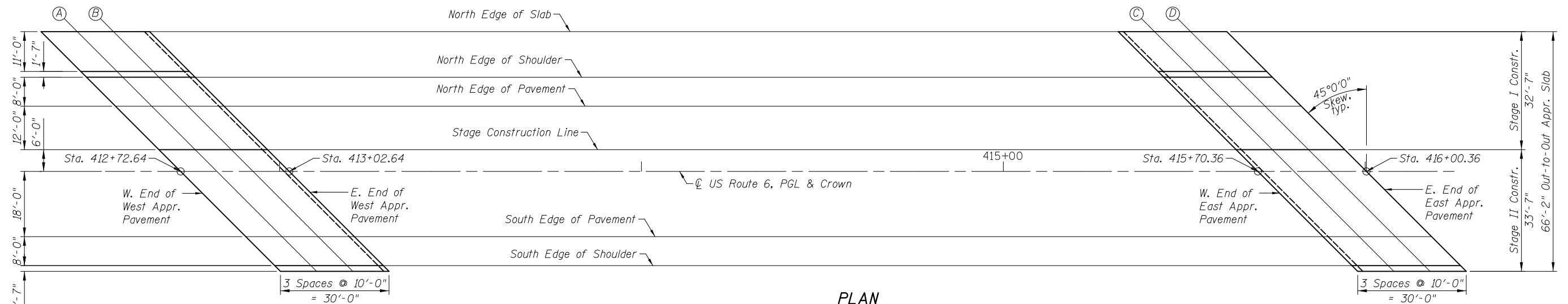
Location	Station	Offset	Theoretical Grade Elevation
W. End W. Appr. Pav't	412+72.64	0.00	673.33
A	412+82.64	0.00	673.46
B	412+92.64	0.00	673.58
E. End W. Appr. Pav't	413+02.64	0.00	673.69
W. End E. Appr. Pav't	415+70.36	0.00	673.41
C	415+80.36	0.00	673.28
D	415+90.36	0.00	673.13
E. End E. Appr. Pav't	416+00.36	0.00	672.98

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevation
W. End W. Appr. Pav't	412+90.64	18.00	673.28
A	413+00.64	18.00	673.39
B	413+10.64	18.00	673.50
E. End W. Appr. Pav't	413+20.64	18.00	673.59
W. End E. Appr. Pav't	415+88.36	18.00	672.88
C	415+98.36	18.00	672.73
D	416+08.36	18.00	672.57
E. End E. Appr. Pav't	416+18.36	18.00	672.41

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevation
W. End W. Appr. Pav't	412+98.64	26.00	673.28
A	413+08.64	26.00	673.39
B	413+18.64	26.00	673.50
E. End W. Appr. Pav't	413+28.64	26.00	673.59
W. End E. Appr. Pav't	415+96.36	26.00	672.88
C	416+06.36	26.00	672.73
D	416+16.36	26.00	672.57
E. End E. Appr. Pav't	416+26.36	26.00	672.41



PLAN

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DATE	- 1/30/2019	REVISED	-

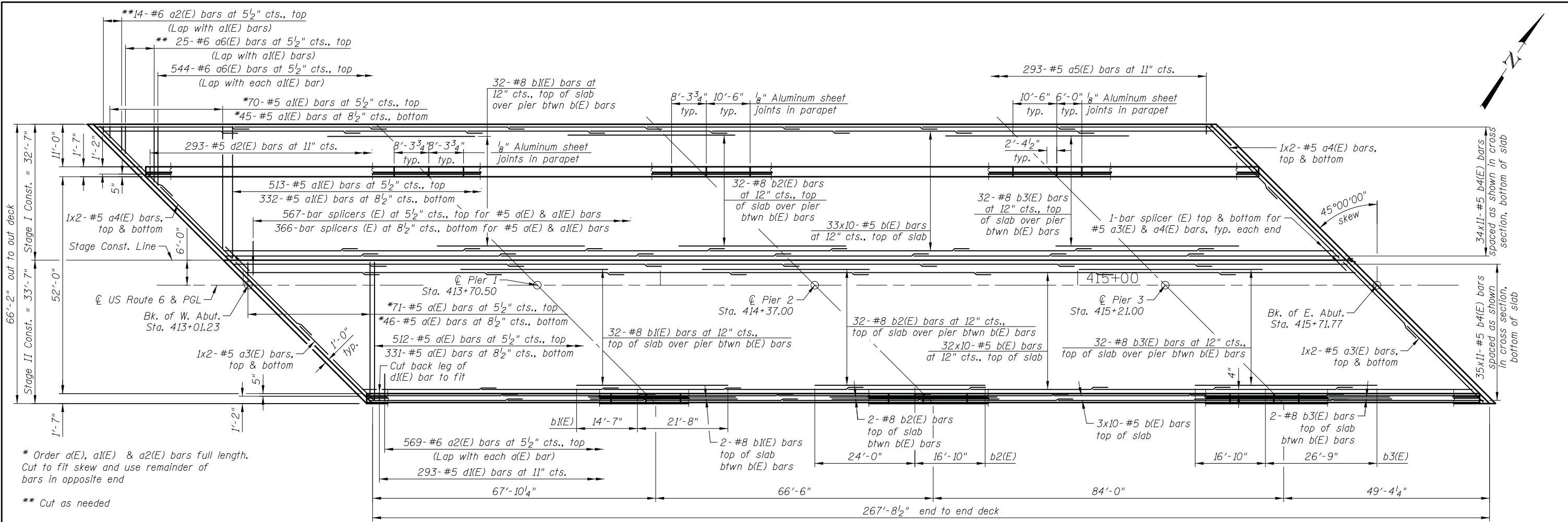
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF APPROACH SLAB ELEVATIONS
 US ROUTE 6 OVER MARLEY CREEK (EAST)
 STRUCTURE NO. 099-0542**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R)	WILL	275	155
CONTRACT NO. 60R52				

SHEET NO. SA-11 OF SA-40 SHEETS

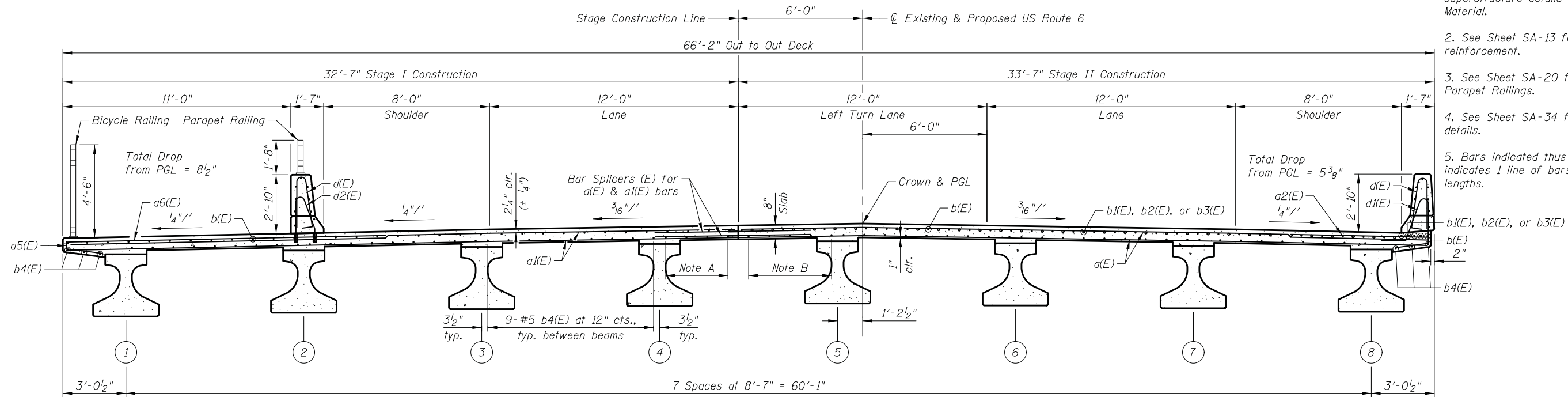
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MINIMUM BAR LAP
#5 bar = 3'-6"

PLAN

- Notes:
1. See Sheet SA-13 for superstructure details and Bill of Material.
 2. See Sheet SA-13 for parapet reinforcement.
 3. See Sheet SA-20 for Bicycle and Parapet Railings.
 4. See Sheet SA-34 for bar splicer details.
 5. Bars indicated thus 1 x 2-#8 etc. indicates 1 line of bars with 2 lengths.



NEAR MIDSPAN OR ABUTMENTS

CROSS SECTION
(Looking East)

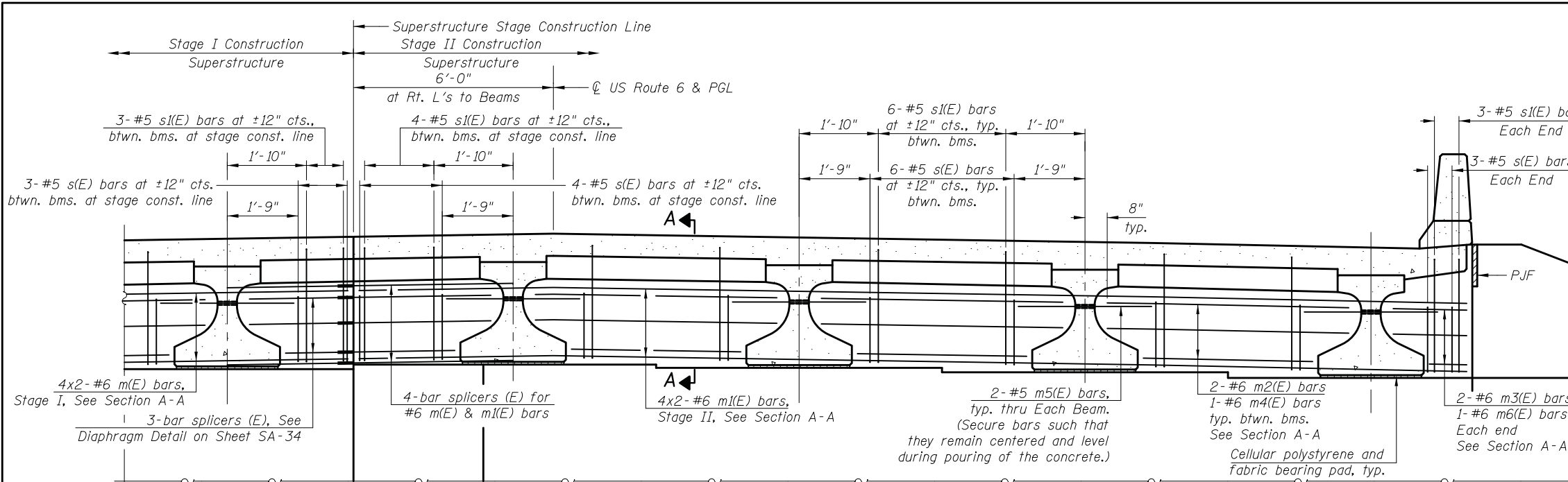
NEAR PIER

- Notes:
- A - 4-#5 b4(E) bars at 12" cts.,
 - B - 5-#5 b4(E) bars at 12" cts.

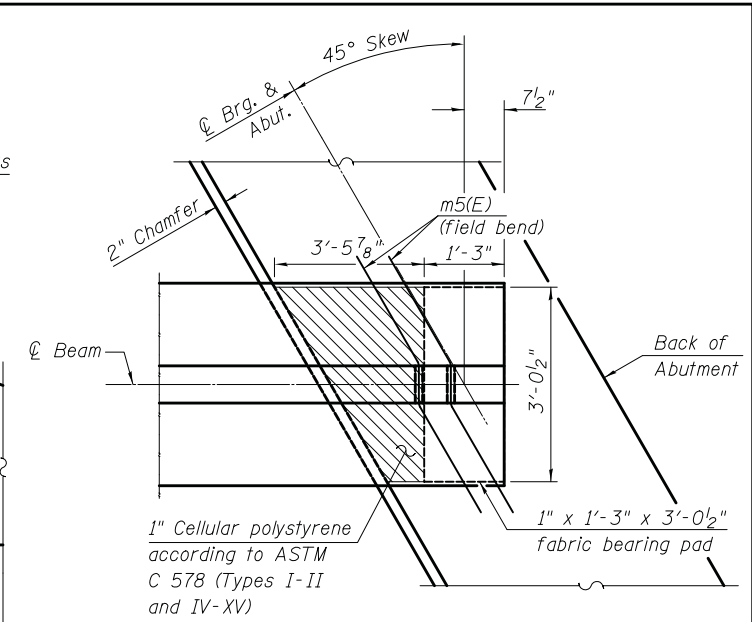
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DRAWN	- E. VAYSMAN	REVISED	-
DESIGNED	- E. VAYSMAN	REVISED	-
CHECKED	- G. HATLESTAD	REVISED	-
DATE	- 1/30/2019	REVISED	-

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R)	WILL	275	156
CONTRACT NO. 60R52				
ILLINOIS FED. AID PROJECT				



ELEVATION - DIAPHRAGM AT ABUTMENT
Looking East
East Abut. Diaphragm shown, W. Abut. Diaphragm similar

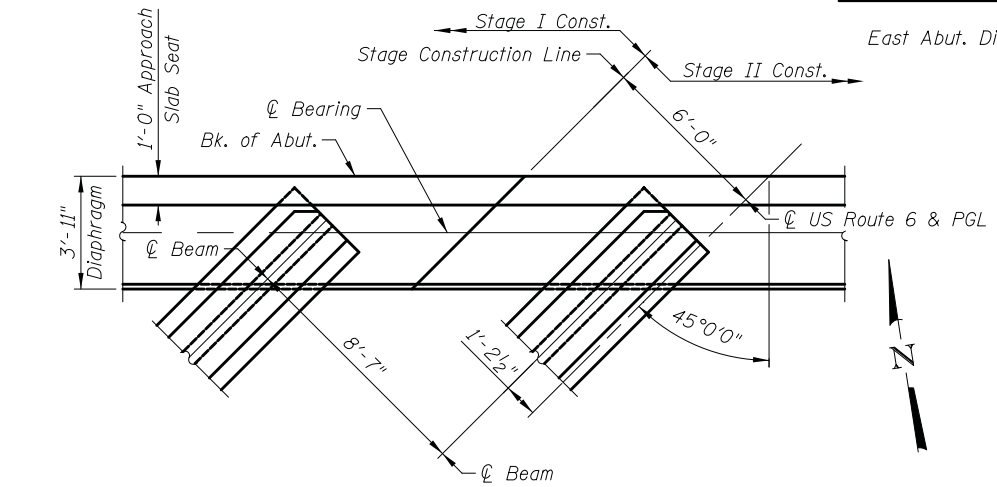


PLAN AT ABUTMENT
(Showing bottom flange of beam)

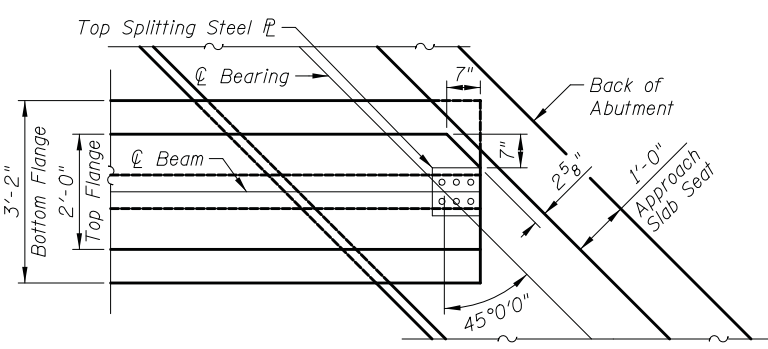
MINIMUM BAR LAP
(Diaphragm)
#6 bar = 4'-0"

Notes:

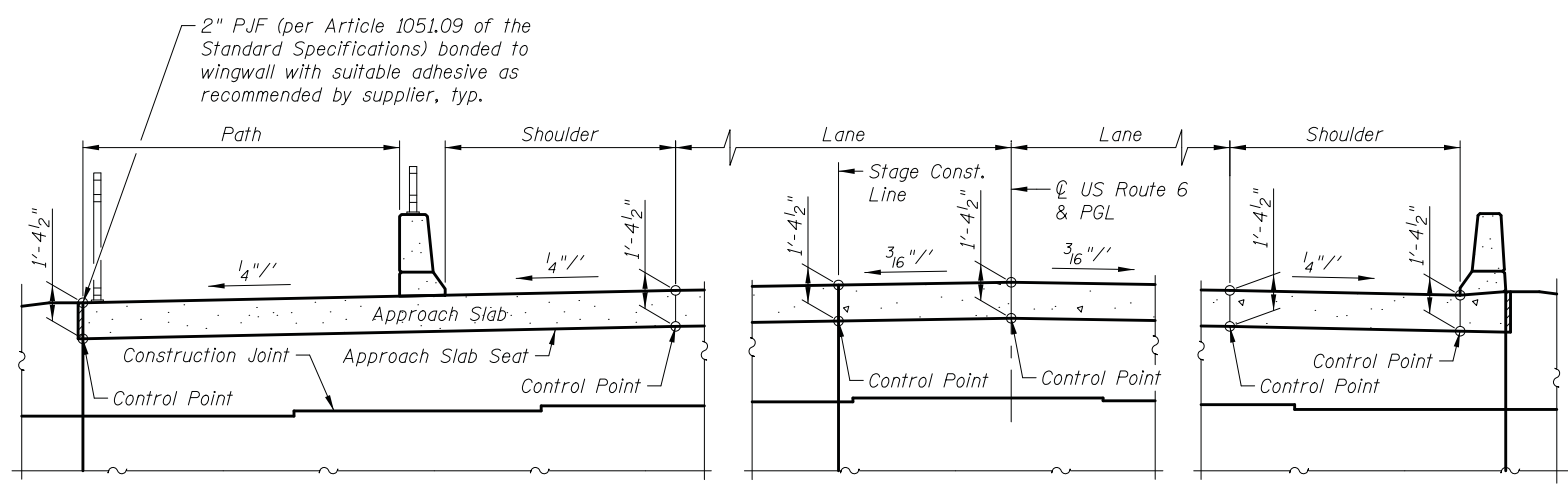
1. Reinforcement bars in diaphragm are billed with superstructure on sheet SA-13.
2. Concrete in diaphragm is included with Concrete Superstructure on sheet SA-13.
3. For details of bars s(E), s(E) and v(E) see sheet SA-13.
4. The s(E) and s(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
5. The approach slab seat shall have a constant slope determined from the control points shown.
6. Cost of cellular polystyrene is included with Concrete Superstructure.
7. Beams shall be braced for stability during erection and remain braced until deck is poured and cured.
8. The staged construction lines for the superstructure and the abutments are different.
9. Bars indicated thus 1 x 2-#8 etc. indicates 1 line of bars with 2 lengths per line.



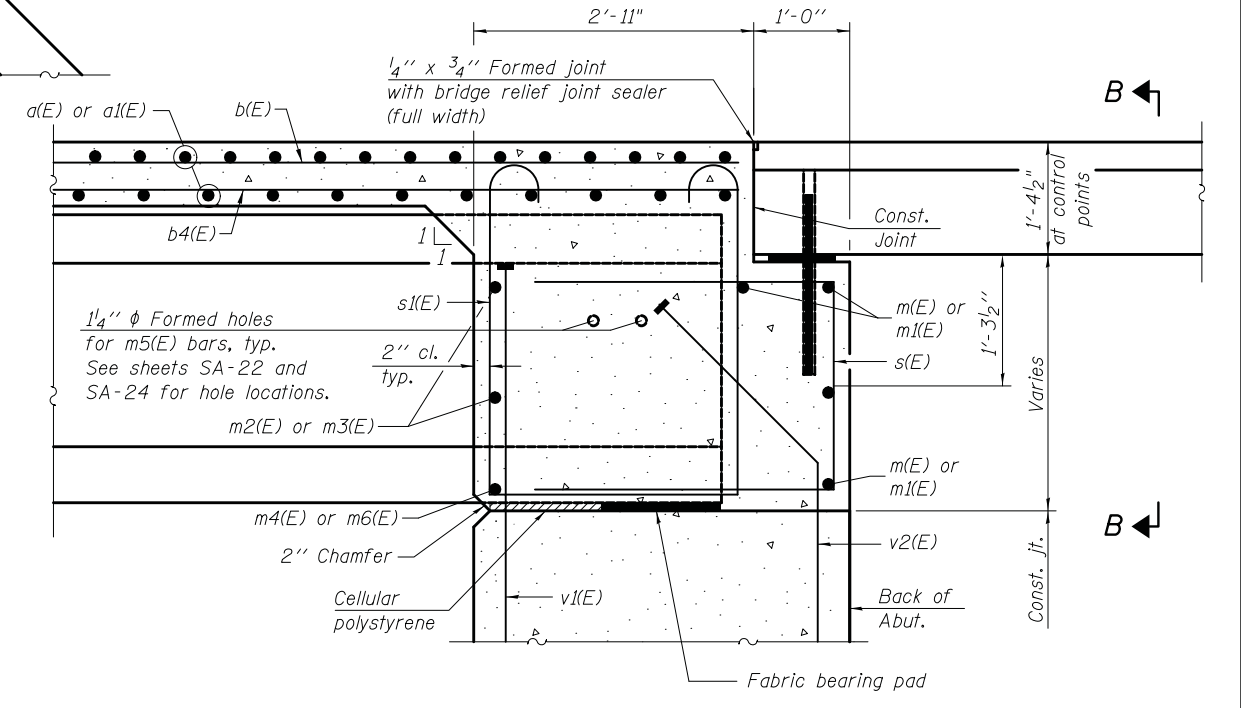
PLAN - ABUTMENT DIAPHRAGM AT STAGE CONSTRUCTION LINE
(East abutment shown, West abutment similar.)



TOP FLANGE CLIPPED



SECTION B-B



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

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DESIGNED	- E. VAYSMAN	REVISED	-
CHECKED	- G. HATLESTAD	REVISED	-
DATE	- 1/30/2019	REVISED	-

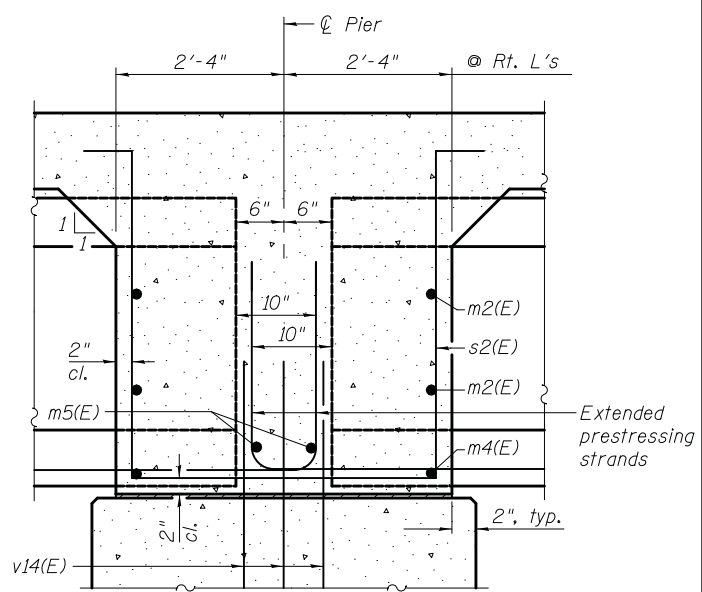
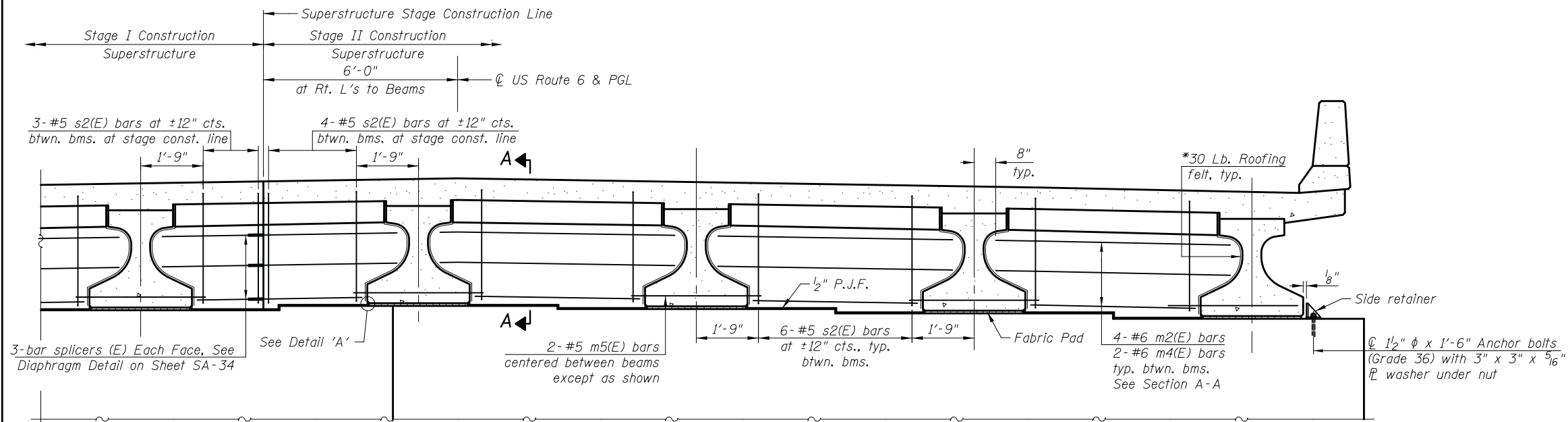
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT DIAPHRAGM DETAILS
US ROUTE 6 OVER MARLEY CREEK (EAST)
STRUCTURE NO. 099-0542

SHEET NO. SA-14 OF SA-40 SHEETS

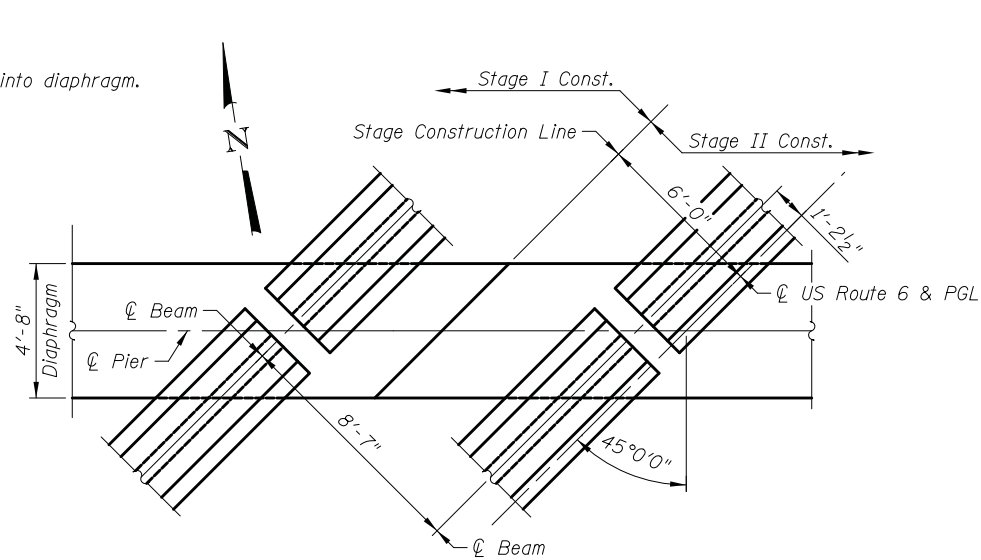
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R)	WILL	275	158
CONTRACT NO. 60R52				

ILLINOIS FED. AID PROJECT

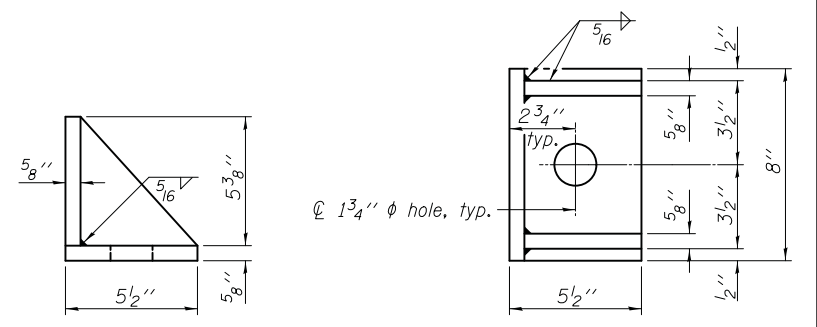


DIAPHRAGM AT PIER
Looking East

*Bonded to sides of beams embedded into diaphragm.

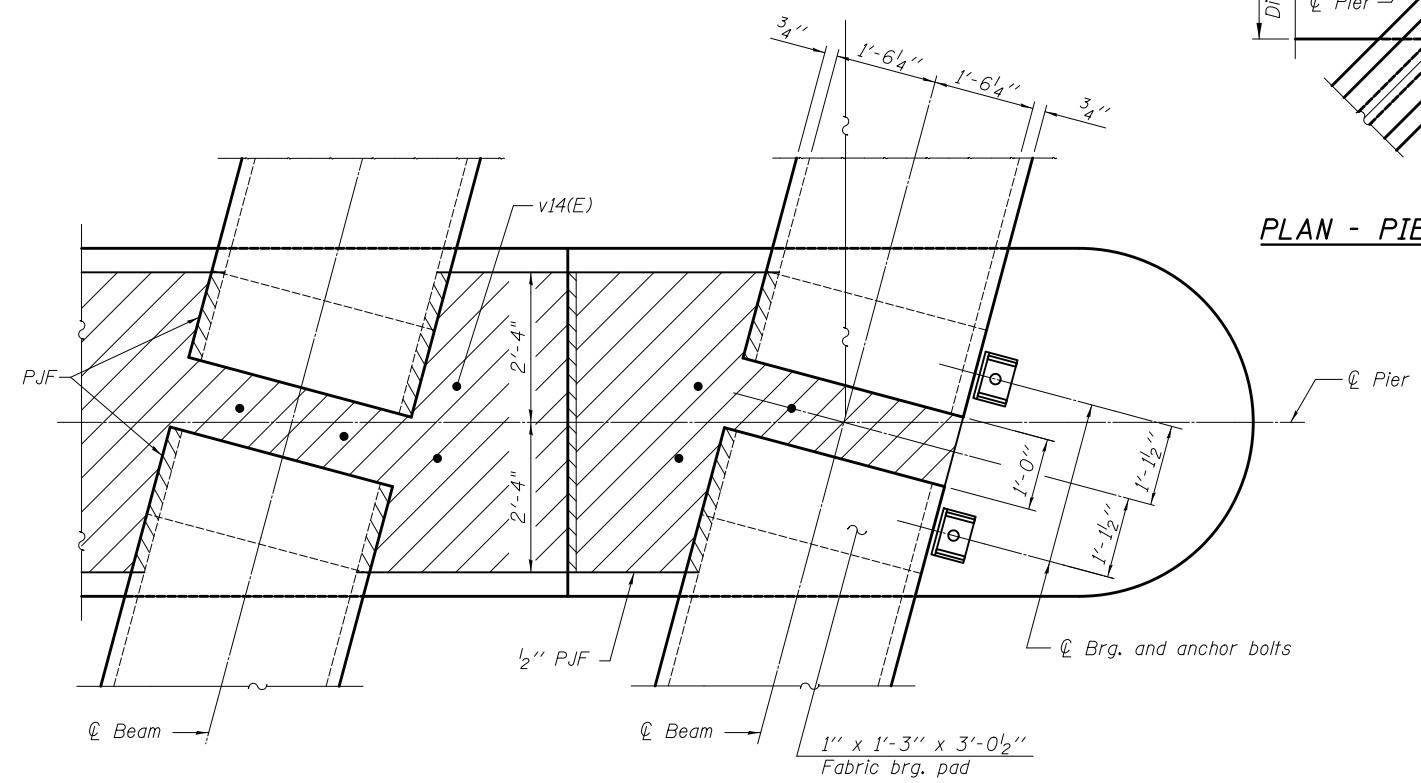


PLAN - PIER DIAPHRAGM AT STAGE CONSTRUCTION LINE



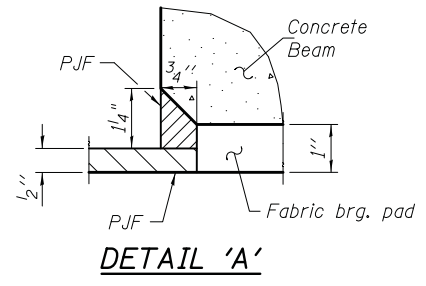
SIDE RETAINER

(2 required each side of pier).
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



PLAN AT PIER

(Showing bearing pads and P.J.F. details)



DETAIL 'A'

Notes:

1. Reinforcement bars in diaphragm are billed with superstructure on sheet SA-13.
2. Concrete in diaphragm is included with Concrete Superstructure on sheet SA-13.
3. Cost of 30 Lb. roofing felt is included with Concrete Superstructure.
4. Cost of side retainer and anchor bolts shall be included with Concrete Structures.
5. For details of bar s2(E) see sheet SA-13.
6. The s2(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
7. Anchor bolts and side retainers shall be according to Article 521.06 of the Standard Specifications. Side retainers shall be hot dip galvanized.
8. Beams shall be braced for stability during erection and remain braced until deck is poured and cured.
9. Anchor bolts and side retainers shall be installed as each exterior beam is erected unless an equivalent temporary means of lateral restraint is used.
10. The Stage Construction lines for the superstructure and for the piers are different.

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Two Pierce Place, Suite 1400
Itasca, Illinois 60143
Tel: 630.773.3900 Fax: 630.773.3975
www.civiltechinc.com

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DESIGNED	- E. VAYSMAN	REVISED	-
CHECKED	- G. HATLESTAD	REVISED	-
DATE	- 1/30/2019	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

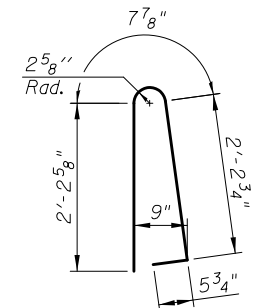
FIXED PIER DIAPHRAGM DETAILS
US ROUTE 6 OVER MARLEY CREEK (EAST)
STRUCTURE NO. 099-0542

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R)	WILL	275	159
CONTRACT NO. 60R52				
ILLINOIS FED. AID PROJECT				

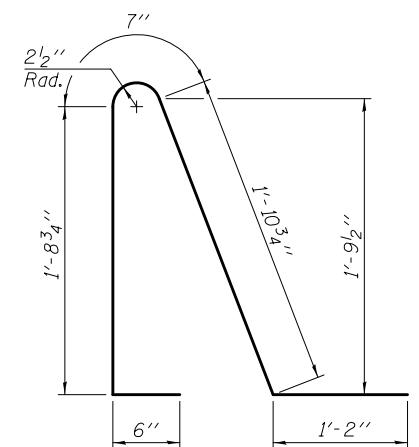
SHEET NO. SA-15 OF SA-40 SHEETS

MINIMUM LAP

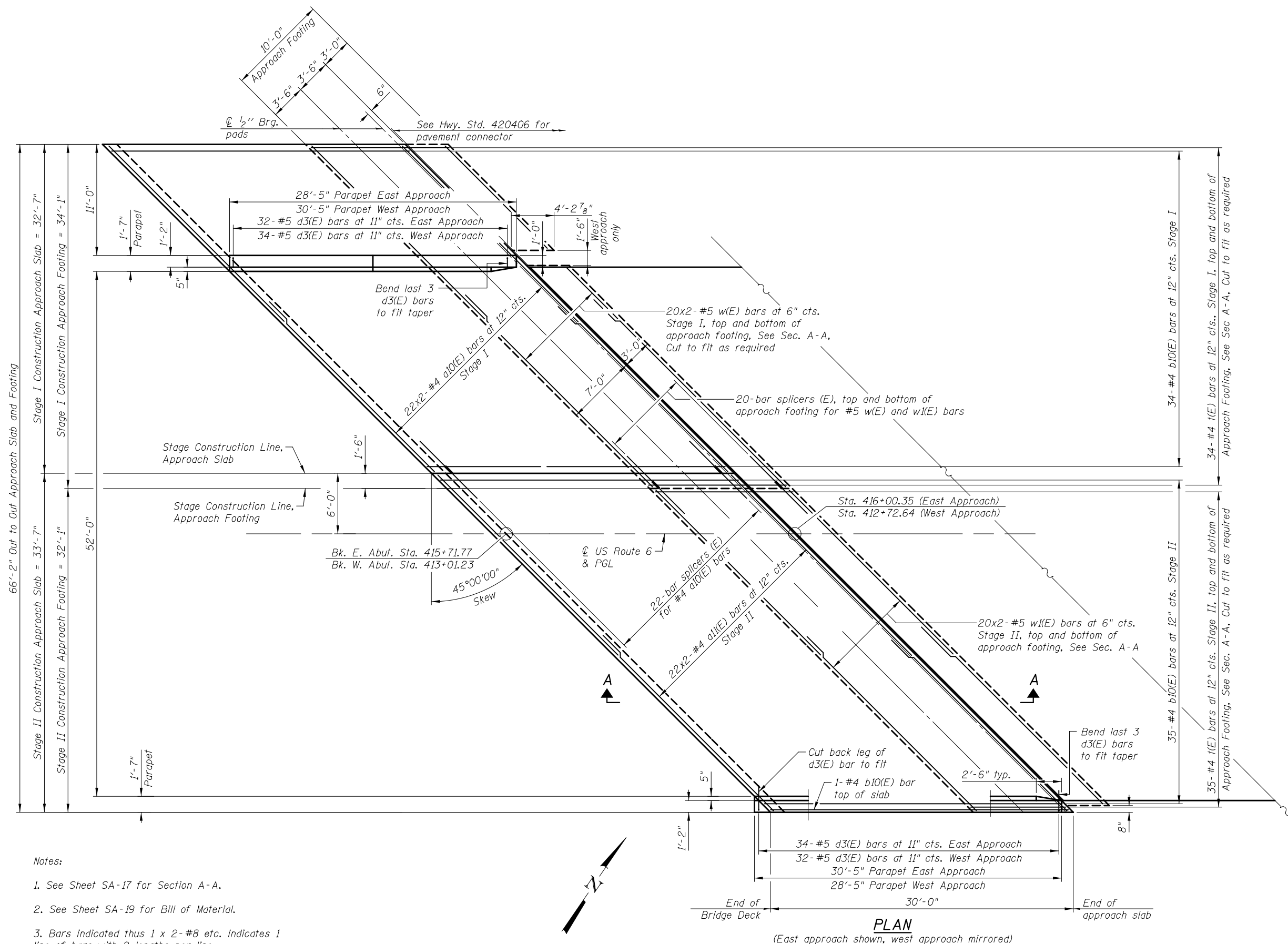
#4 bar = 2'-5"
#5 bar = 3'-2"



BAR d(E)



BAR d3(E)



PLAN

(East approach shown, west approach mirrored)

- Notes:
1. See Sheet SA-17 for Section A-A.
 2. See Sheet SA-19 for Bill of Material.
 3. Bars indicated thus 1 x 2-#8 etc. indicates 1 line of bars with 2 lengths per line.

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DATE	- 1/30/2019	REVISED	-

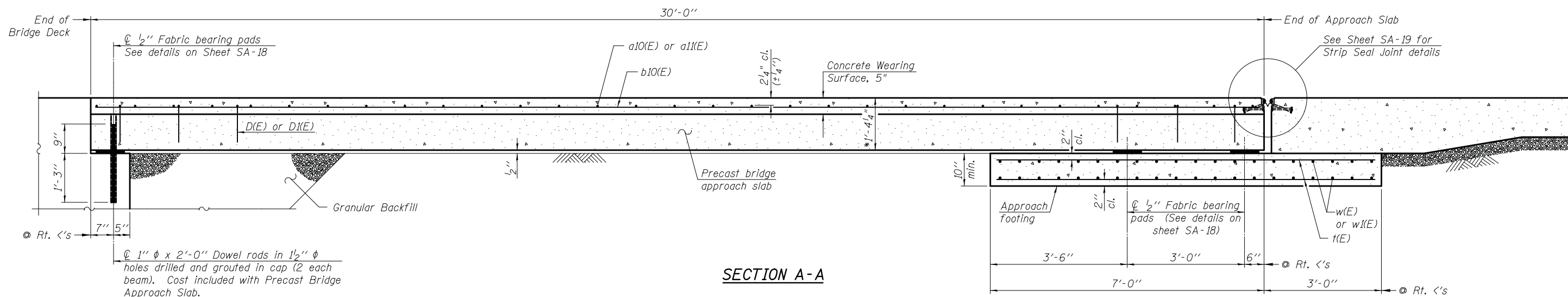
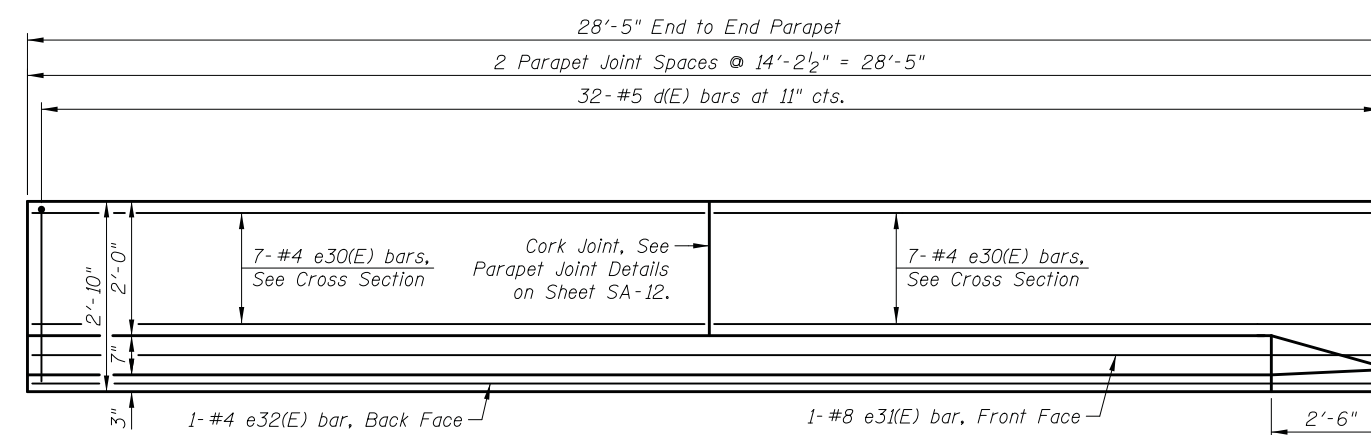
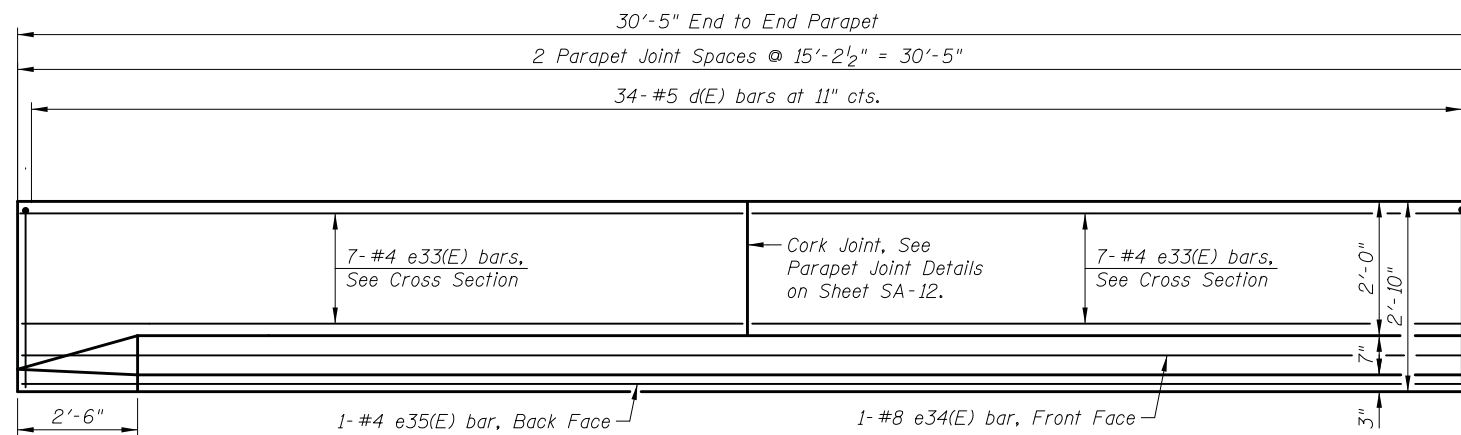
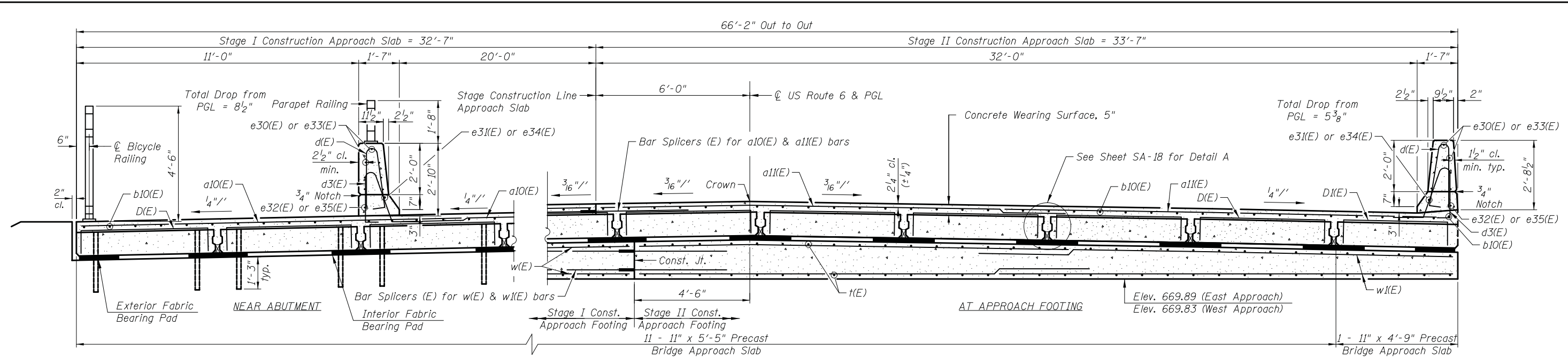
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PRECAST BRIDGE APPROACH SLAB DETAILS I
US ROUTE 6 OVER MARLEY CREEK (EAST)
STRUCTURE NO. 099-0542**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R)	WILL	275	160
CONTRACT NO. 60R52				

SHEET NO. SA-16 OF SA-40 SHEETS

ILLINOIS FED. AID PROJECT



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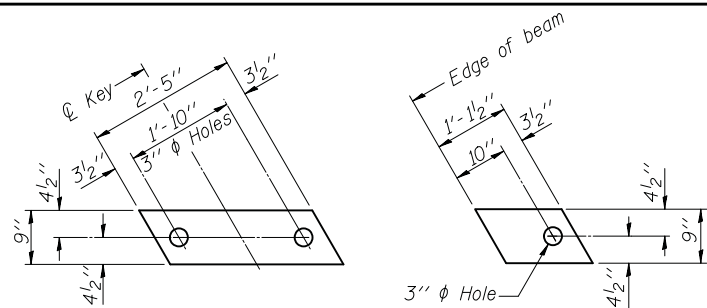
DRAWN	- E. VAYSMAN	REVISED	-
DESIGNED	- E. VAYSMAN	REVISED	-
CHECKED	- G. HATLESTAD	REVISED	-
DATE	- 1/30/2019	REVISED	-

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PRECAST BRIDGE APPROACH SLAB DETAILS II
 US ROUTE 6 OVER MARLEY CREEK (EAST)
 STRUCTURE NO. 099-0542

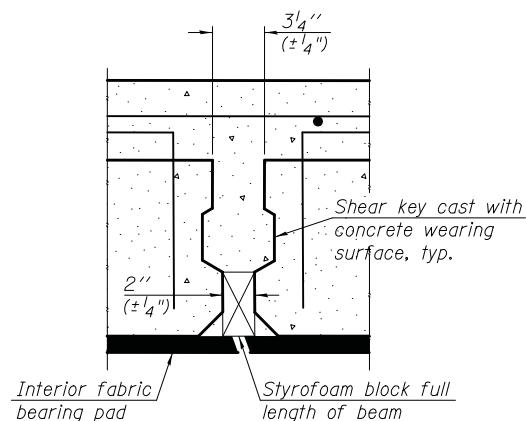
SHEET NO. SA-17 OF SA-40 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R)	WILL	275	161
CONTRACT NO. 60R52				
ILLINOIS FED. AID PROJECT				

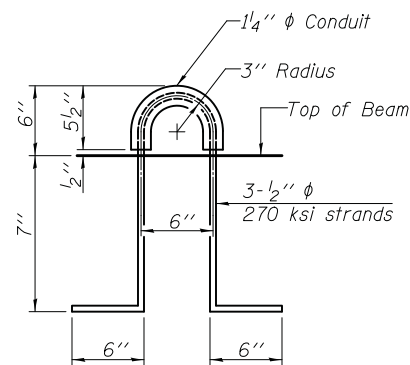


**INTERIOR EXTERIOR
FABRIC BEARING PAD**

Notes:
All bearing pads shall be 1/2" thick.
Omit holes for fabric bearing pads at approach slab footing end of beams.
Expansion bearing pad shall be bonded to the approach slab footing.



DETAIL 'A'

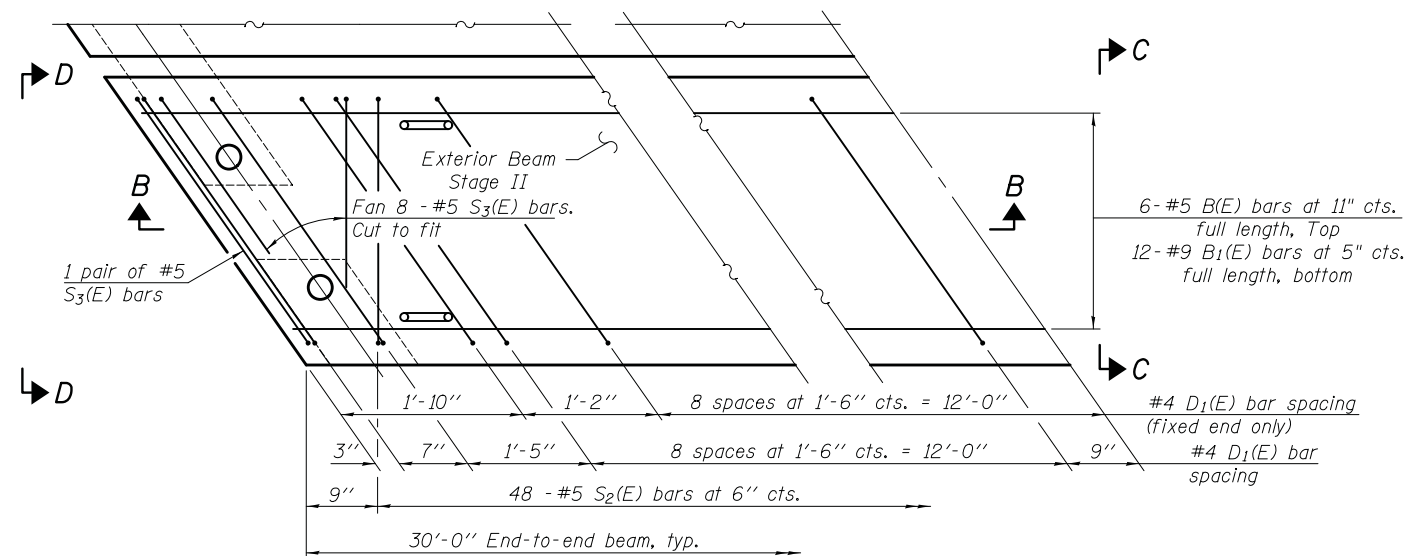
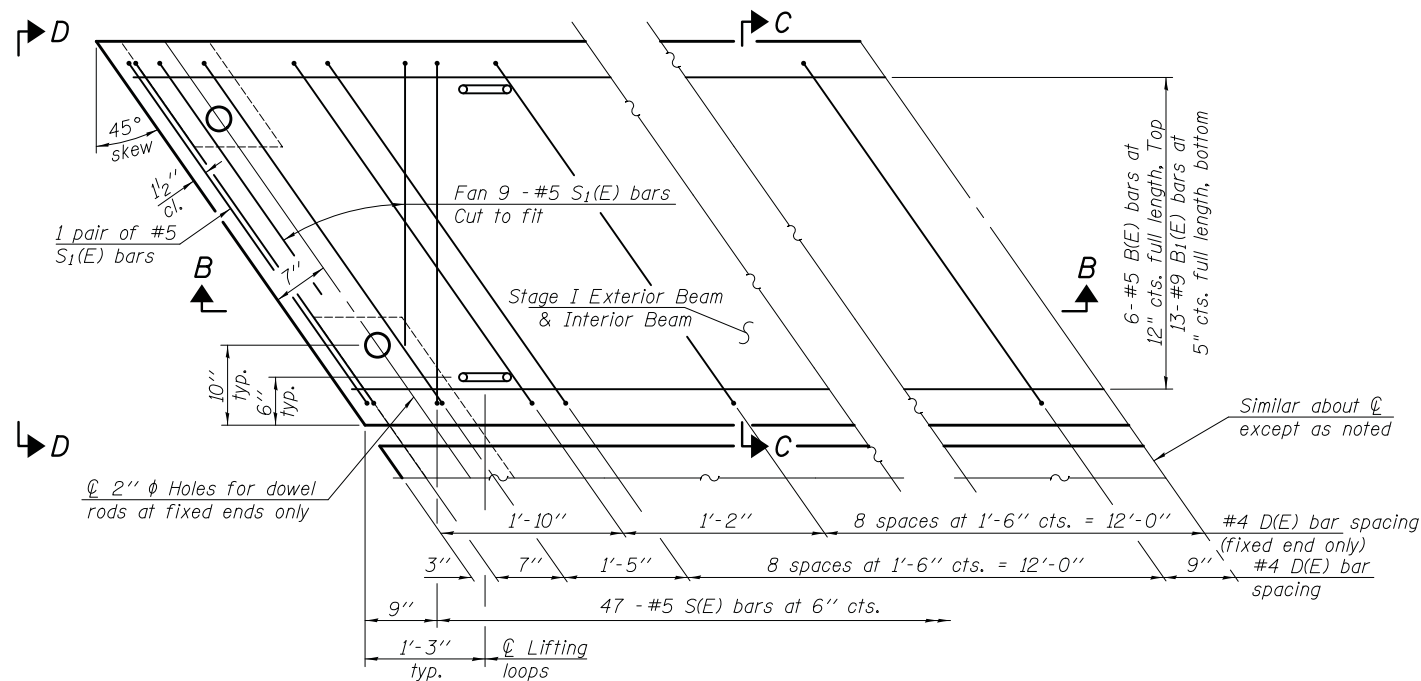


LIFTING LOOP DETAIL

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

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" diameter 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.



PLAN VIEW

(showing precast bridge approach beams)
(Spacing of D(E) and D1(E) bars may be adjusted up to 3" to miss the dowel rod holes and the lifting loops at the beam ends)

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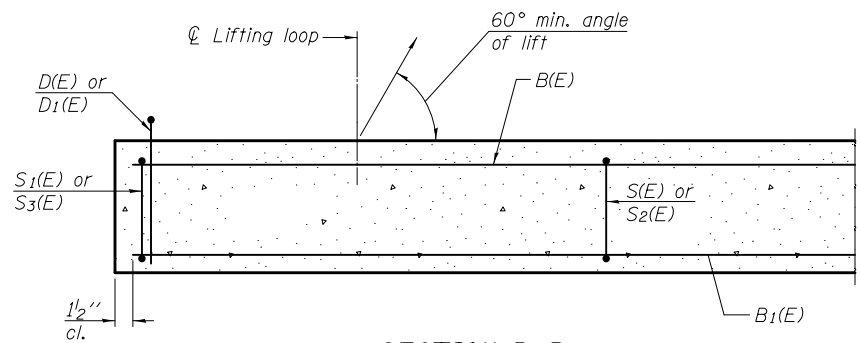
**PRECAST BRIDGE APPROACH SLAB DETAILS III
US ROUTE 6 OVER MARLEY CREEK (EAST)
STRUCTURE NO. 099-0542**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R)	WILL	275	162
CONTRACT NO. 60R52				

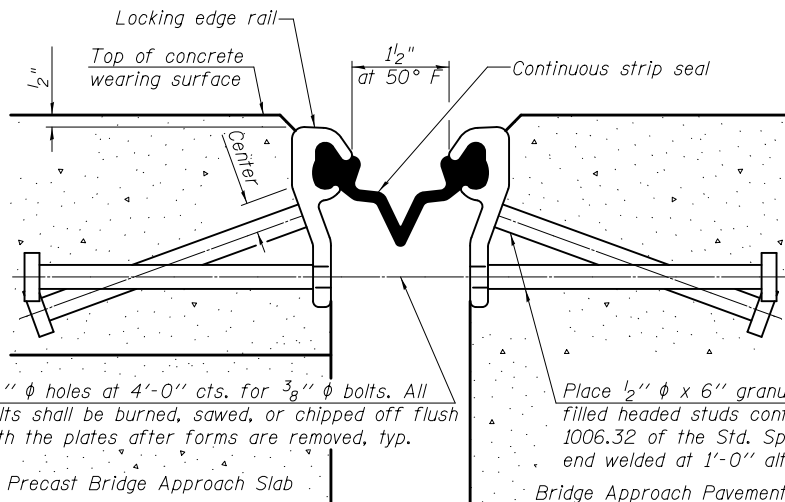
SHEET NO. SA-18 OF SA-40 SHEETS

ILLINOIS FED. AID PROJECT

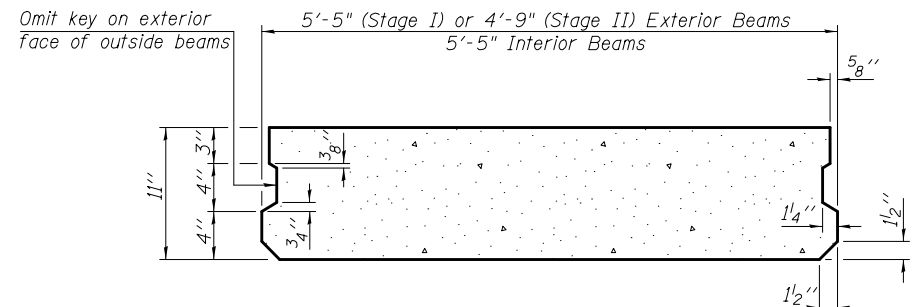
DRAWN	- E. VAYSMAN	REVISED	-
DESIGNED	- E. VAYSMAN	REVISED	-
CHECKED	- G. HATLESTAD	REVISED	-
DATE	- 1/30/2019	REVISED	-



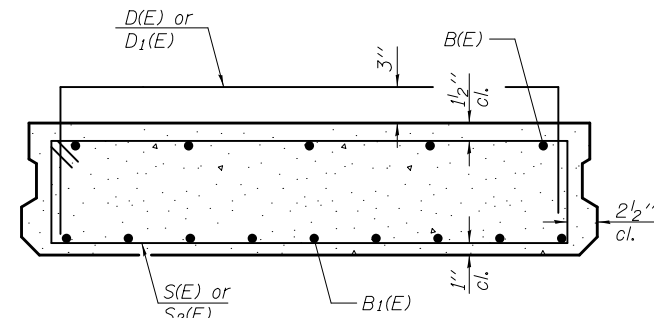
SECTION B-B



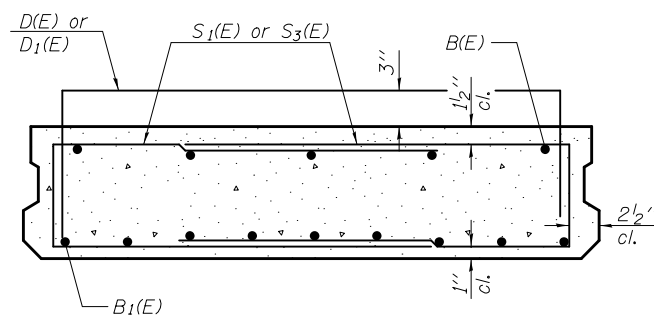
SECTION THRU STRIP SEAL JOINT (MODIFIED)
(at rt. angles)



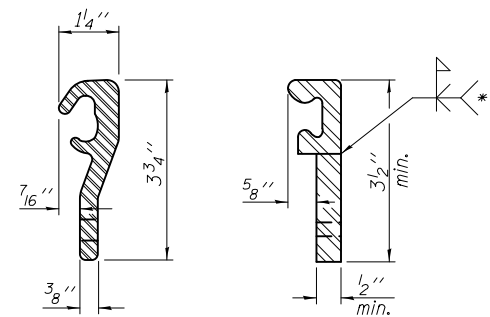
SECTION C-C
(Showing dimensions)



SECTION C-C
(Showing reinforcement)

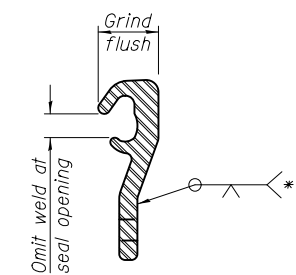


VIEW D-D
(Showing reinforcement)



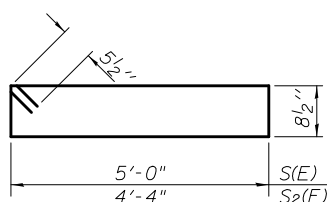
ROLLING EDGE RAIL
ROLLED (EXTRUDED) RAIL WELDED RAIL

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



LOCKING EDGE RAIL SPLICE

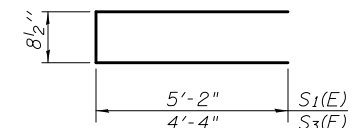
The inside of the locking edge rail groove shall be free of weld residue. Rolled rail shown, welded rail similar.



BARS S(E) & S2(E)

BAR LIST EACH INTERIOR BEAM
(For information only)

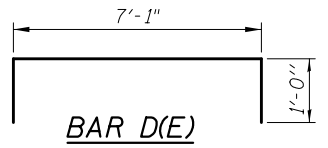
Bar	No.	Size	Length	Shape
B(E)	6	#5	29'-8"	—
B1(E)	13	#9	29'-8"	—
D(E)	22	#4	9'-1"	□
S(E)	47	#5	12'-4"	▭
S1(E)	11	#5	11'-0 1/2"	▭



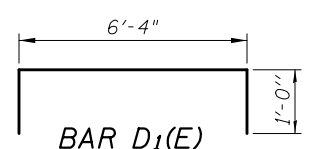
BARS S1(E) & S3(E)

BAR LIST EXTERIOR BEAM - STAGE I
(For information only)

Bar	No.	Size	Length	Shape
B(E)	6	#5	29'-8"	—
B1(E)	13	#9	29'-8"	—
D(E)	22	#4	9'-1"	□
S(E)	47	#5	12'-4"	▭
S1(E)	11	#5	11'-0 1/2"	▭



BAR D(E)



BAR D1(E)

BAR LIST EXTERIOR BEAM - STAGE II
(For information only)

Bar	No.	Size	Length	Shape
B(E)	6	#5	29'-8"	—
B1(E)	12	#9	29'-8"	—
D1(E)	22	#4	8'-4"	□
S2(E)	48	#5	11'-0"	▭
S3(E)	10	#5	9'-4 1/2"	▭

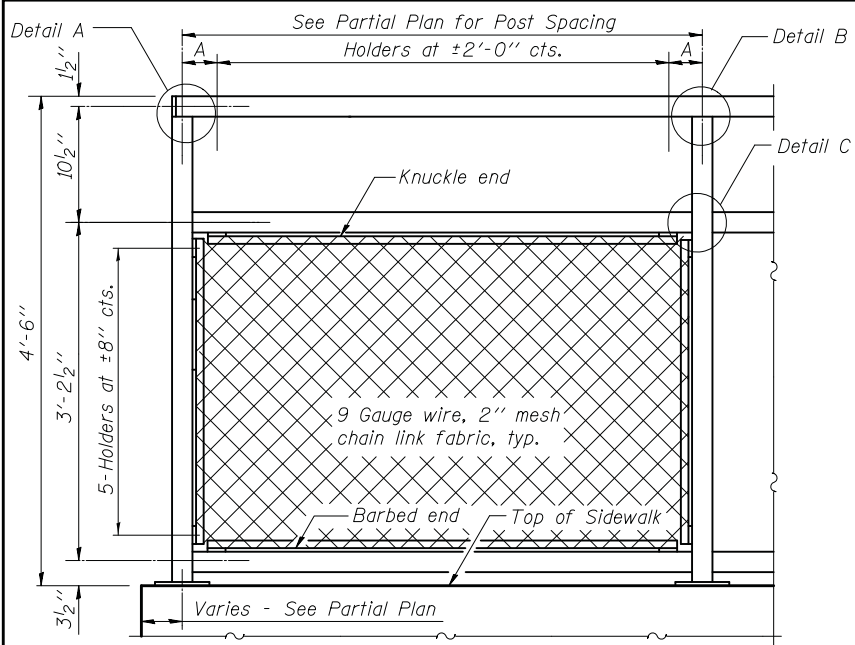
Notes:

- The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach pavement.
- 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.
- 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'.
- The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The strip seal shall extend 6" beyond the edge of the approach slab on each end. The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.
- The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.
- 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.
- Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.
- Parapet concrete shall be paid for as Concrete Superstructure. Approach footing concrete shall be paid for as Concrete Structures. Parapet and wearing surface reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
- The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf. Cost of excavation for approach footing included with Concrete Structures.
- For Granular Backfill for Structures and drainage treatment details, see SA-2.

TWO APPROACHES BILL OF MATERIAL

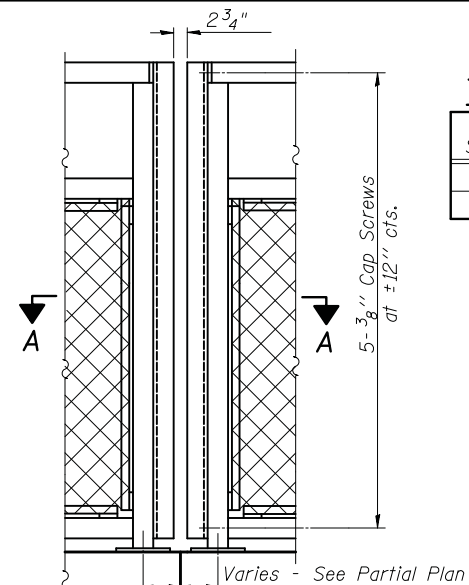
Bar	No.	Size	Length	Shape
a10(E)	88	#4	24'-1"	—
a11(E)	88	#4	24'-9"	—
b10(E)	140	#4	29'-8"	—
d(E)	132	#5	5'-7"	▭
d3(E)	132	#5	5'-11"	▭
e30(E)	28	#4	13'-11"	—
e31(E)	2	#8	28'-1"	—
e32(E)	2	#4	28'-1"	—
e33(E)	28	#4	14'-11"	—
e34(E)	2	#8	30'-1"	—
e35(E)	2	#4	30'-1"	—
t(E)	276	#4	13'-10"	—
w(E)	160	#5	25'-7"	—
w1(E)	160	#5	24'-2"	—
Concrete Structures			Cu. Yd.	87.3
Concrete Superstructure			Cu. Yd.	14.1
Bridge Deck Grooving			Sq. Yd.	334
Protective Coat			Sq. Yd.	491
Precast Bridge Approach Slab			Sq. Ft.	3,970
Reinforcement Bars, Epoxy Coated			Pound	19,020
Preformed Joint Strip Seal			Foot	188
Concrete Wearing Surface, 5"			Sq. Yd.	442

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BICYCLE RAILING

Note: See Table 1 for dimension "A".

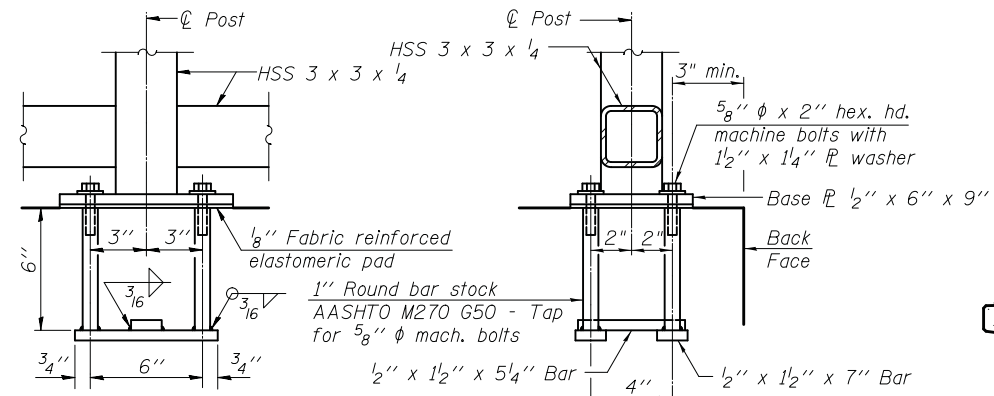


BICYCLE RAILING

Elevation at joint between bridge deck and approach slab

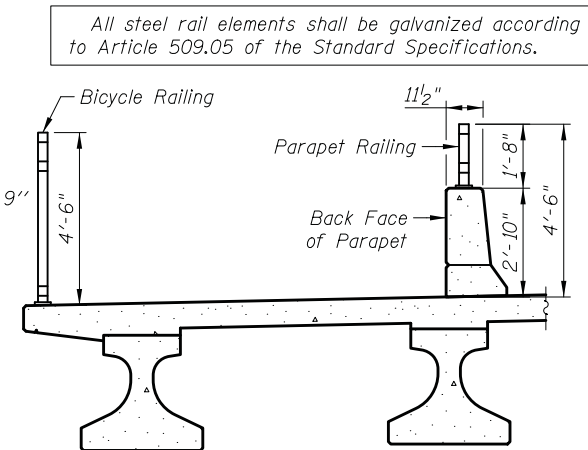
TABLE 1

Post Spacing	"A"
9'-5"	8 1/2"
9'-6"	9"

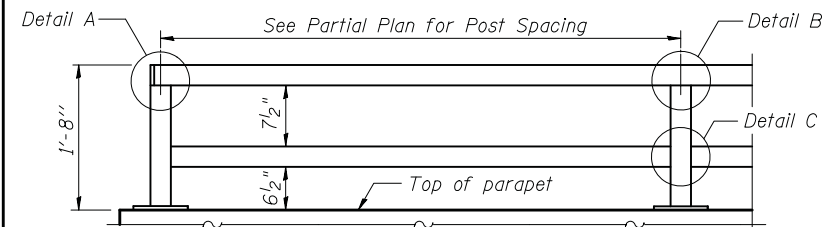


ANCHOR BOLT DETAILS

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

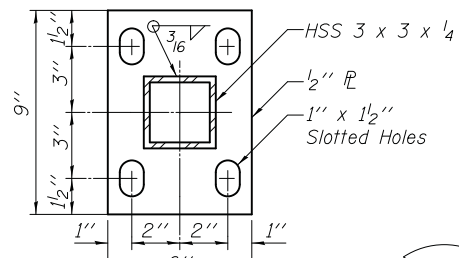


SECTION THRU DECK

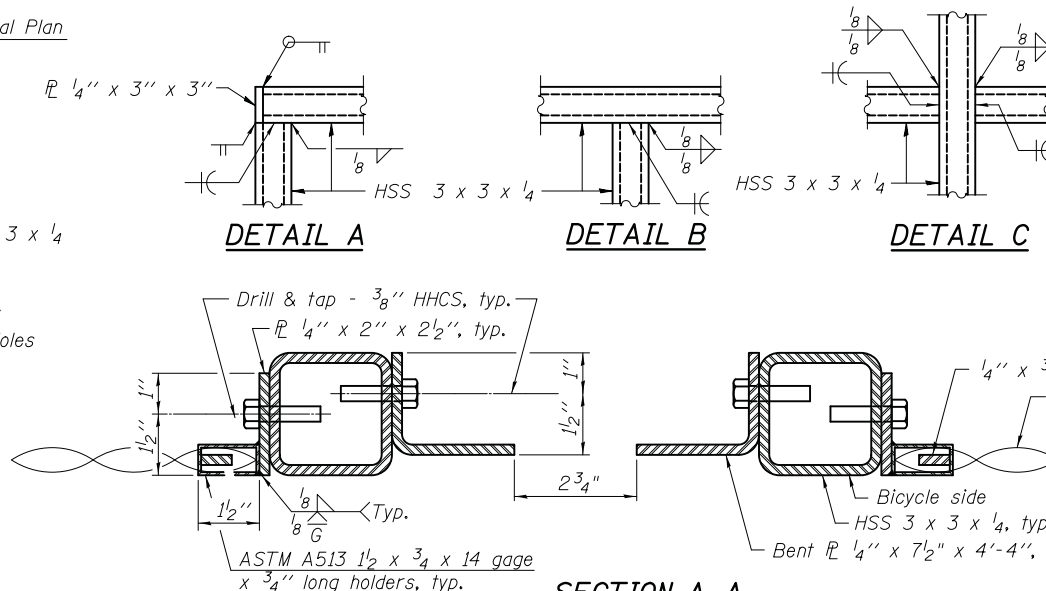


PARAPET RAILING ELEVATION

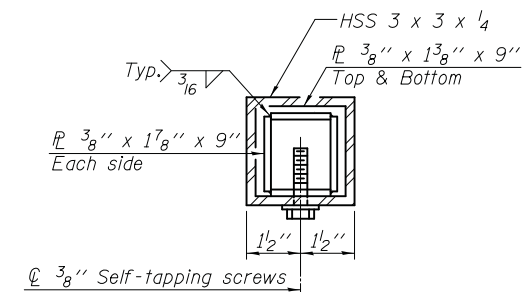
(Inside Face of Two Element Rail)



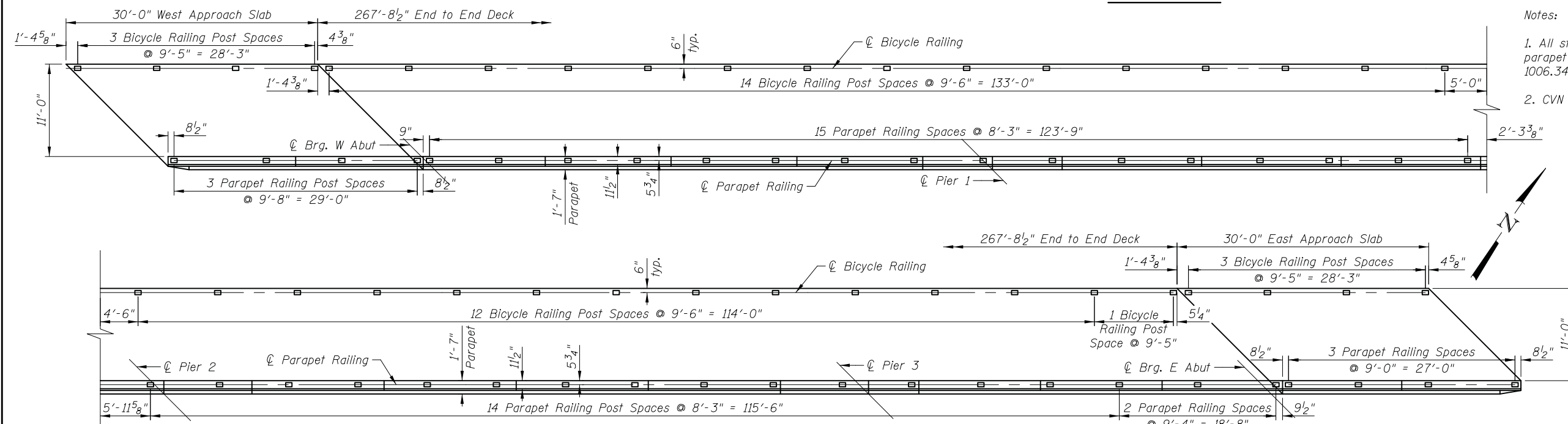
BASE PLATE



SECTION A-A



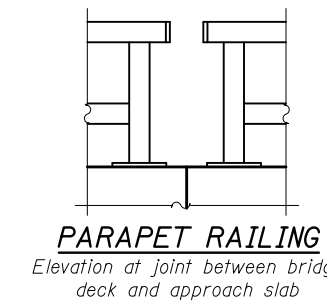
RAIL SPLICE



PARTIAL PLAN - NORTH PARAPET & BIKE PATH

Notes:

- 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 Bicycle Railing.



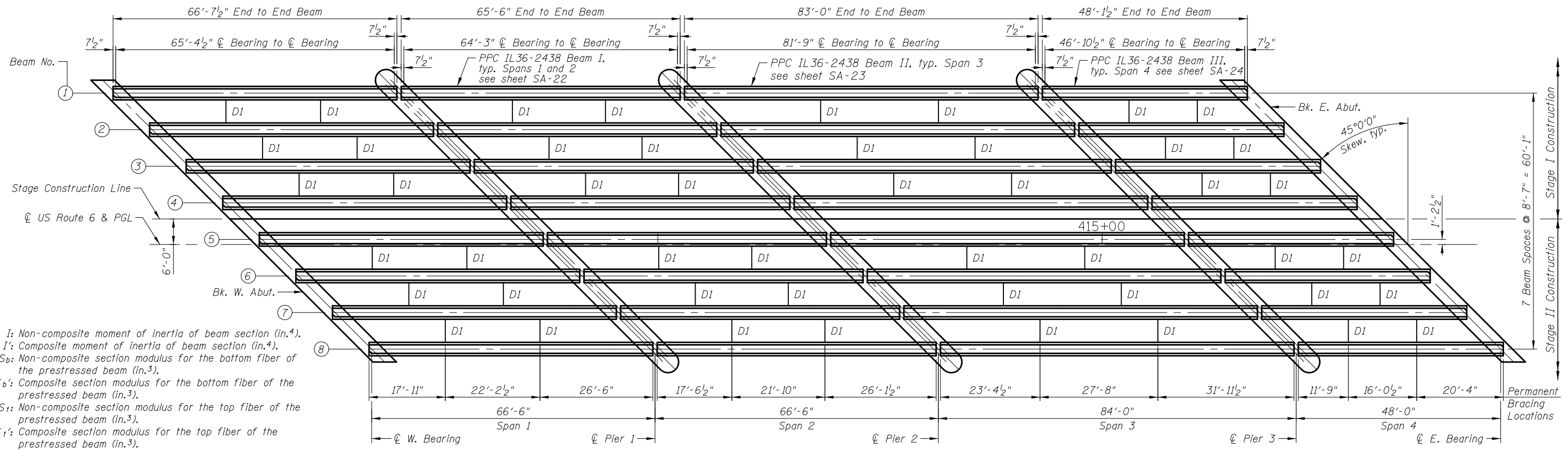
PARAPET RAILING

Elevation at joint between bridge deck and approach slab

BILL OF MATERIAL

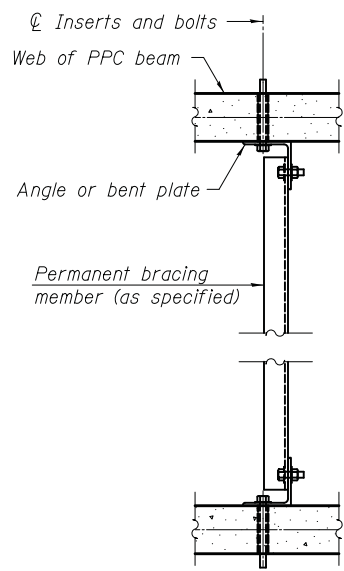
Item	Unit	Quantity
Bicycle Railing	Foot	327
Parapet Railing	Foot	327

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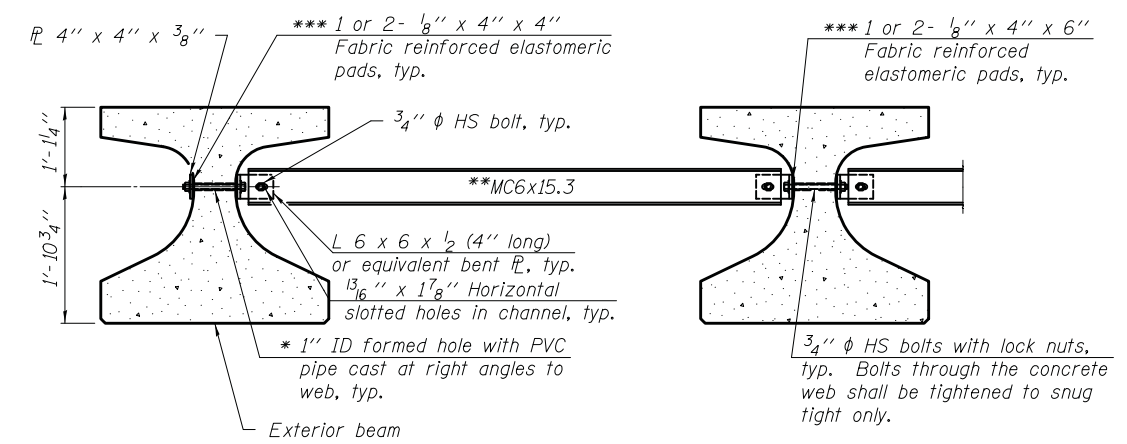


- I: Non-composite moment of inertia of beam section (in.⁴).
- I': Composite moment of inertia of beam section (in.⁴).
- S_b: Non-composite section modulus for the bottom fiber of the prestressed beam (in.³).
- S_b': Composite section modulus for the bottom fiber of the prestressed beam (in.³).
- S_t: Non-composite section modulus for the top fiber of the prestressed beam (in.³).
- S_t': Composite section modulus for the top fiber of the prestressed beam (in.³).
- DC1: Un-factored non-composite dead load (kips/ft.).
- M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).
- DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- M_L + I_M: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

FRAMING PLAN



PLAN



D1 PERMANENT BRACING DETAILS

(48 Required)

- Notes:
- All material for bracing shall be hot dip galvanized according to AASHTO M111 unless otherwise noted.
 - Two hardened washers are required for each set of oversized holes.
 - All holes shall be 5/16" φ unless otherwise noted.
 - 5/16" x 3" x 3" plate washers are required over all slotted holes.
 - All bolts shall be galvanized according to AASHTO M232.
 - Bracing shall be installed as beams are erected and tightened as soon as possible during erection.
 - Permanent bracing shall not be paid for separately, but shall be included in the cost of Furnishing and Erecting Precast Prestressed Concrete Beams.
- * Fabricator shall locate to miss strands within permissible tolerances.
 - ** Alternate MC6x18 channels are permitted to facilitate material acquisition.
 - *** Place pads as necessary to provide a flat mounting surface between the steel and concrete.

	0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.5 Sp. 3	Pier 3	0.6 Sp. 4
I	(in ⁴) 100,433	-	100,433	-	100,433	-	100,433
I'	(in ⁴) 307,121	-	307,121	-	307,121	-	307,121
S _b	(in ³) 6,832	-	6,832	-	6,832	-	6,832
S _b '	(in ³) 11,923	-	11,923	-	11,923	-	11,923
S _t	(in ³) 4,715	-	4,715	-	4,715	-	4,715
S _t '	(in ³) 29,987	-	29,987	-	29,987	-	29,987
DC1	(k/ft) 1.667	-	1.667	-	1.667	-	1.667
M _{DC1}	(k) 885	-	922	-	1,471	-	461
DC2	(k/ft) 0.126	0.126	0.126	0.126	0.126	0.126	0.126
M _{DC2}	(k) 45	-54	11	-63	48	-64	9
DW	(k/ft) 0.429	0.429	0.429	0.429	0.429	0.429	0.429
M _{DW}	(k) 154	-183	38	-215	162	-217	32
M _L + I _M	(k) 951	-864	767	-951	935	-857	599

	E. Abut.	Pier 1 Span 1	Pier 1 Span 2	Pier 2 Span 2	Pier 2 Span 3	Pier 3 Span 3	Pier 3 Span 4	W. Abut.
R _{DC1}	(k) 55.4	55.4	55.4	55.4	70.0	70.0	40.0	40.0
* R _{DC2}	(k) 3.4	4.5	4.5	4.8	4.8	4.8	4.8	1.7
* R _{DW}	(k) 11.5	15.4	15.4	16.4	16.4	16.4	16.4	5.8
* R _L + I _M	(k) 101.0	61.7	61.7	63.3	63.3	61.5	61.5	91.1
R Total	(k) 171.3	137.1	137.1	139.9	154.5	152.8	122.8	138.6

* At continuous piers, reactions from composite loads are assumed to be equally distributed to each bearing line.

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DESIGNED	- E. VAYSMAN	REVISED	-
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DATE	- 1/30/2019	REVISED	-

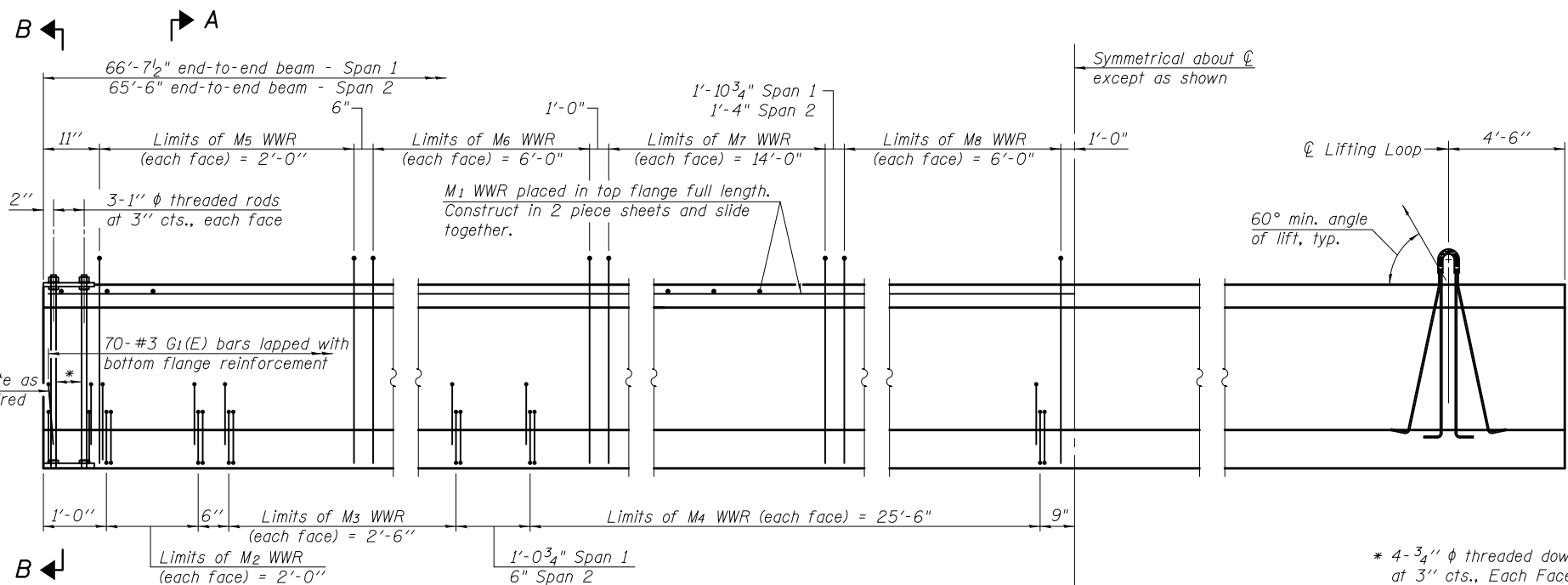
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN
US ROUTE 6 OVER MARLEY CREEK (EAST)
STRUCTURE NO. 099-0542

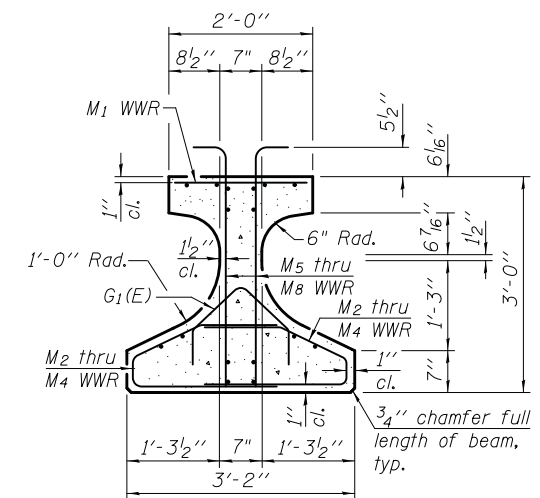
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R)	WILL	275	165
CONTRACT NO. 60R52				
ILLINOIS FED. AID PROJECT				

SHEET NO. SA-21 OF SA-40 SHEETS

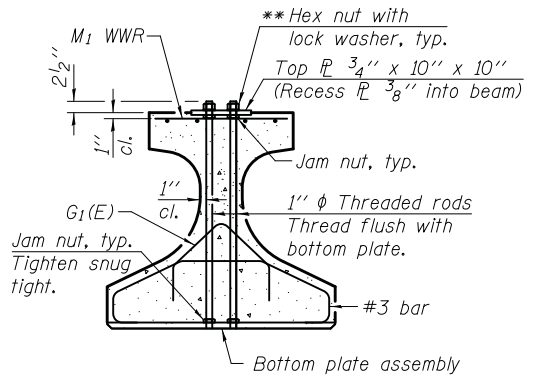
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ELEVATION OF BEAM
(Showing reinforcement & dimensions)

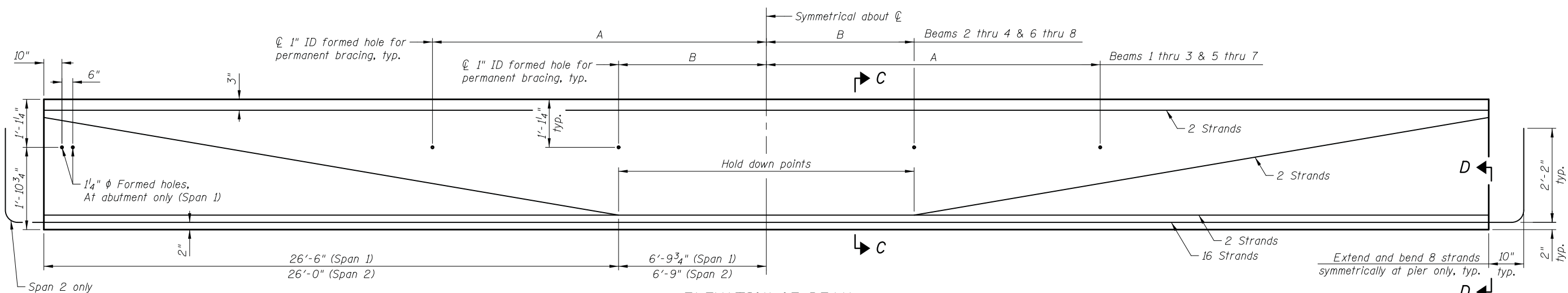


SECTION A-A



SECTION B-B

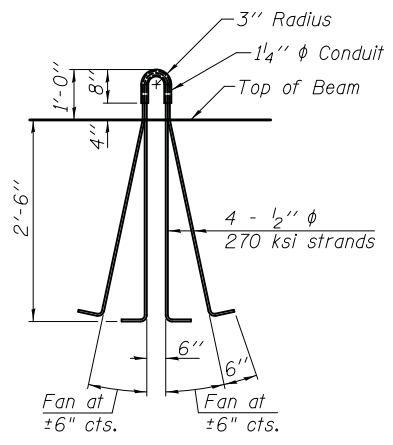
* 4-3/4" ϕ threaded dowel rods at 3" cts., Each Face
 ** Only tighten sufficiently to compress lock washers



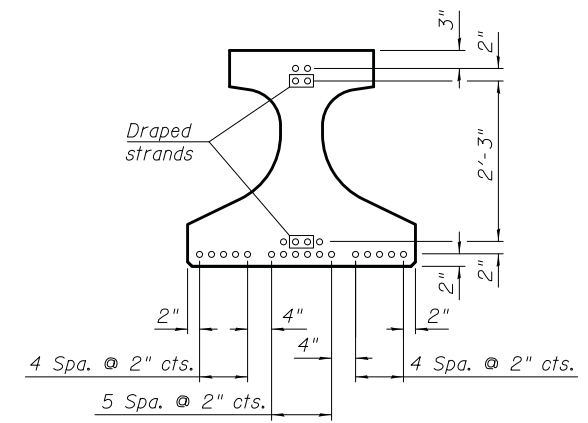
ELEVATION OF BEAM
Spans 1 & 2
(Showing prestressing steel)

FORMED HOLE LOCATIONS FOR PERMANENT BRACING

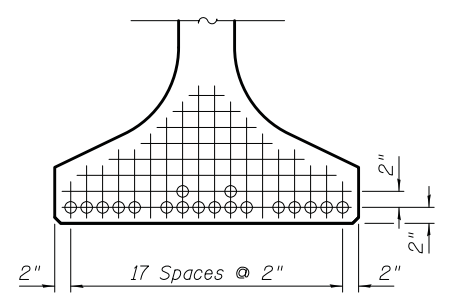
Span	A	B
1	15'-4 3/4"	6'-9 3/4"
2	15'-2 1/2"	6'-7 1/2"



LIFTING LOOP DETAIL



SECTION C-C
(22-0.6" ϕ 270 ksi strands)



VIEW D-D

○ Fully bonded strand

Note:
 1. See sheet SA-25 for additional details and Bill of Material.
 2. See sheet SA-14 for Top Flange Clipped detail.

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DATE - 1/30/2019	REVISED -

STATE OF ILLINOIS
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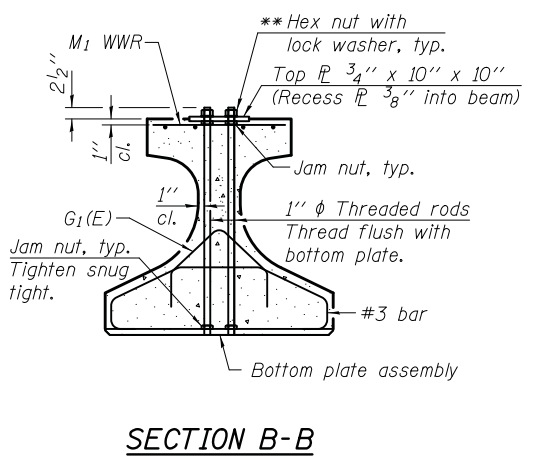
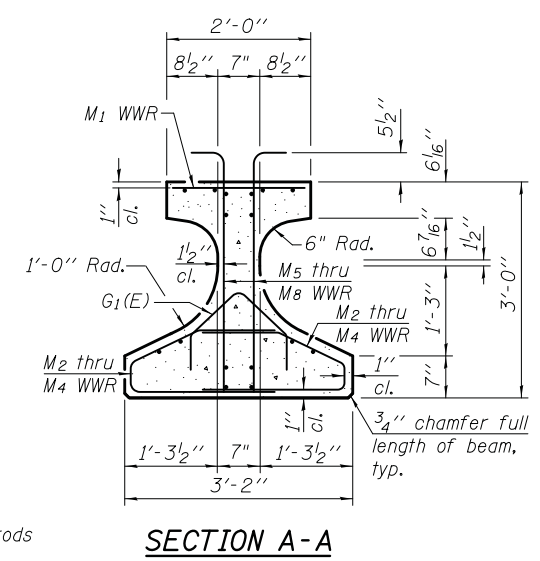
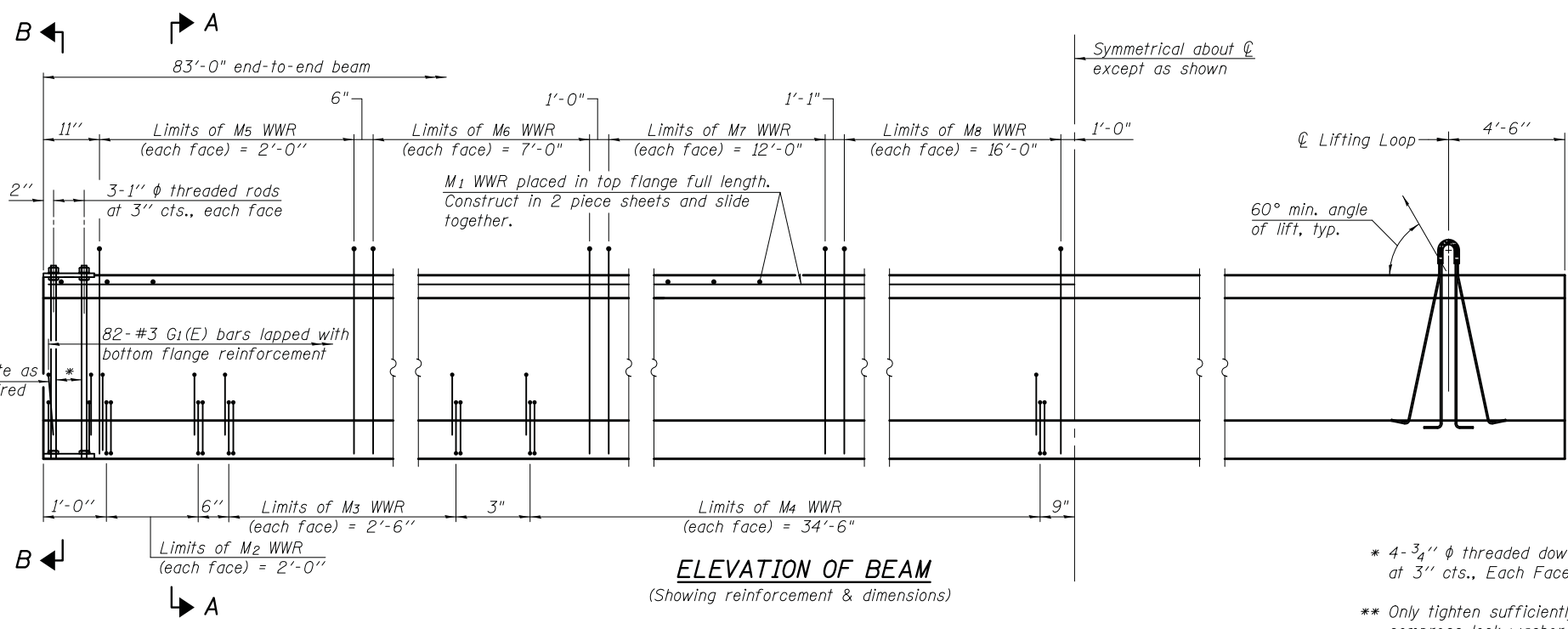
IL36N BEAM I
US ROUTE 6 OVER MARLEY CREEK (EAST)
STRUCTURE NO. 099-0542

SHEET NO. SA-22 OF SA-40 SHEETS

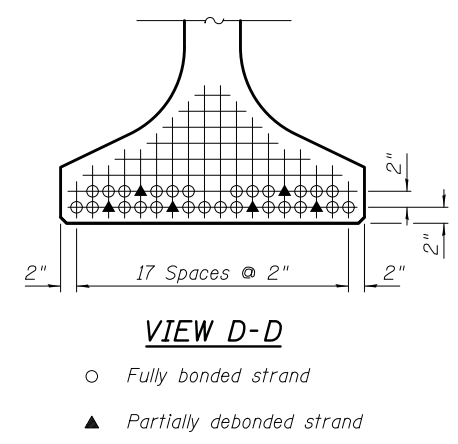
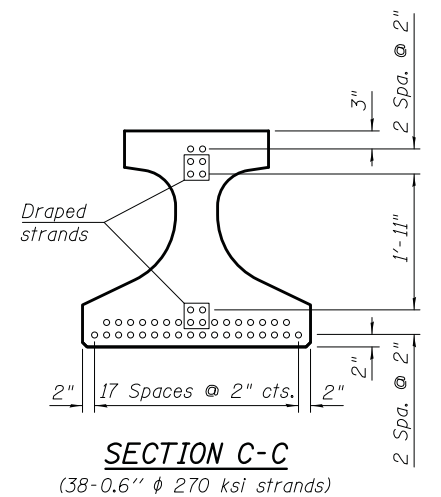
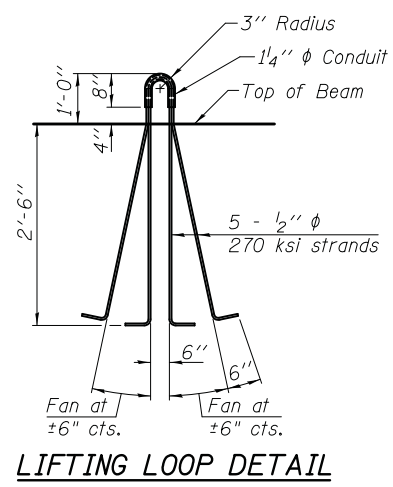
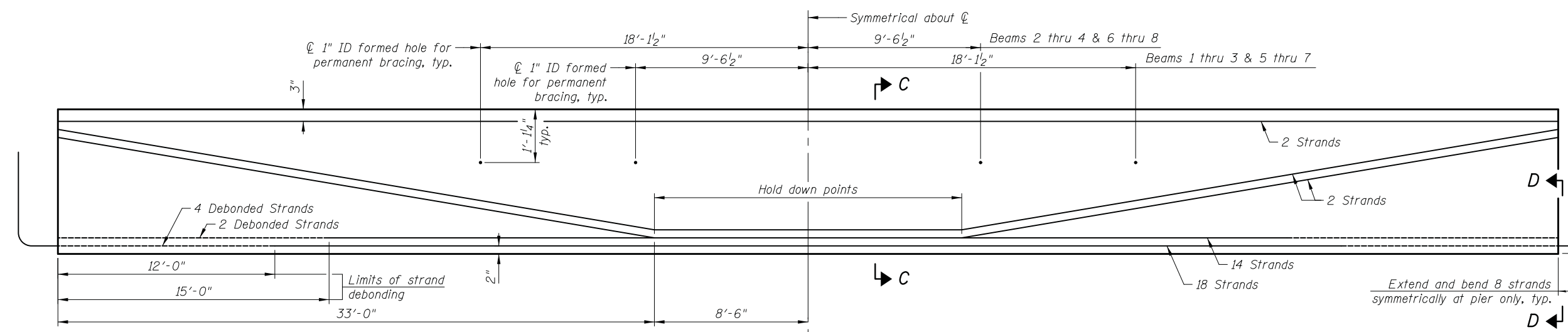
F.A.U. RTE. 297	SECTION 33B (B-R)	COUNTY WILL	TOTAL SHEETS 275	SHEET NO. 166
			CONTRACT NO. 60R52	

ILLINOIS FED. AID PROJECT

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* 4-3/4" ϕ threaded dowel rods at 3" cts., Each Face
 ** Only tighten sufficiently to compress lock washers



Note:
 1. See sheet SA-25 for additional details and Bill of Material.

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CHECKED	- G. HATLESTAD	REVISED	-
DATE	- 1/30/2019	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

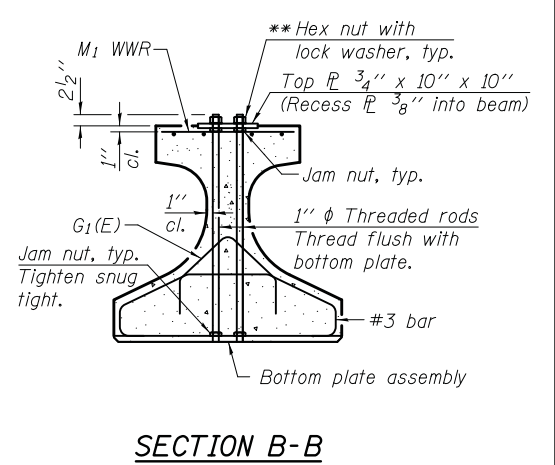
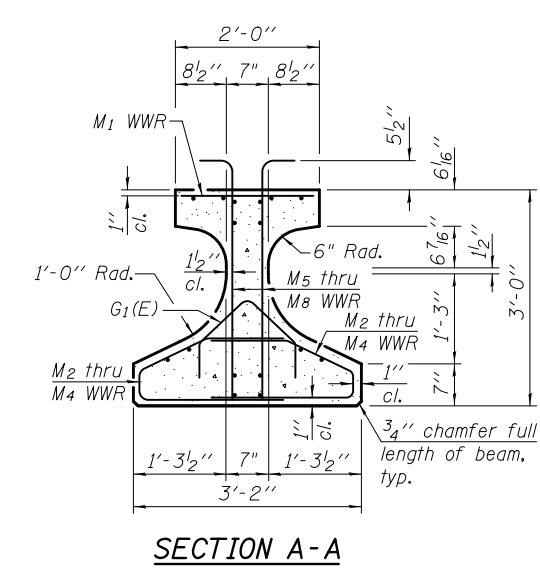
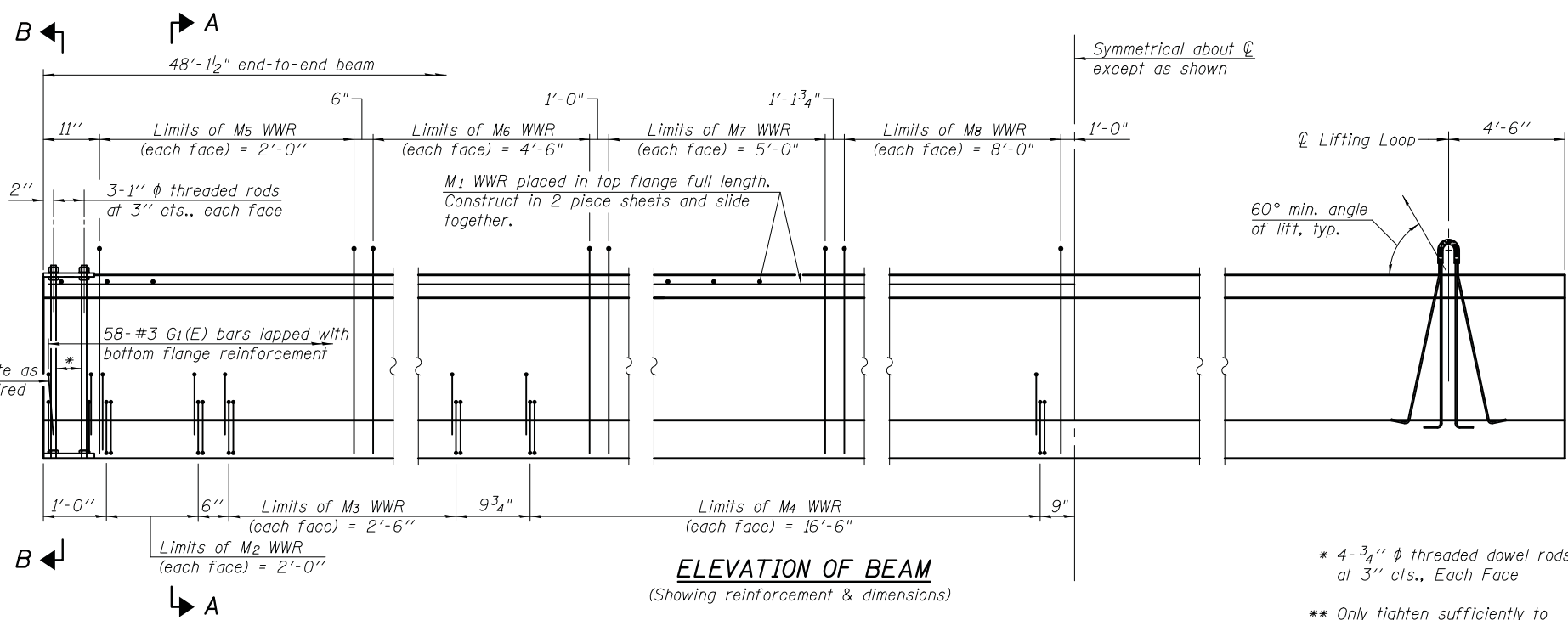
IL36N BEAM II
US ROUTE 6 OVER MARLEY CREEK (EAST)
STRUCTURE NO. 099-0542

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R)	WILL	275	167
CONTRACT NO. 60R52				

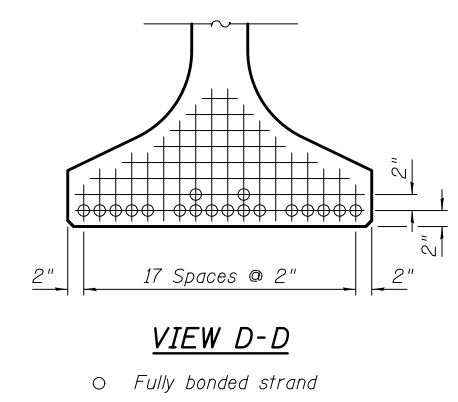
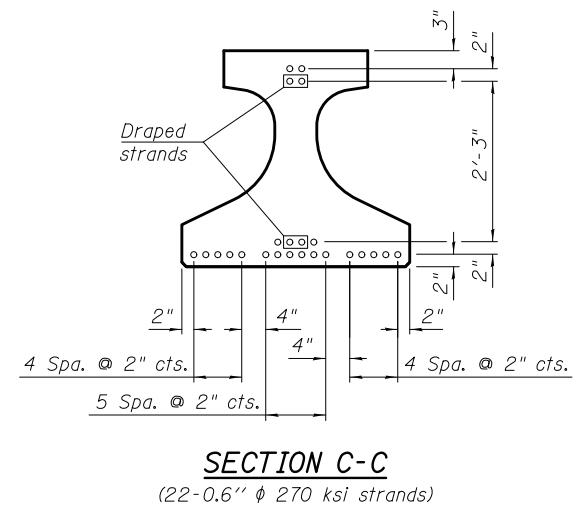
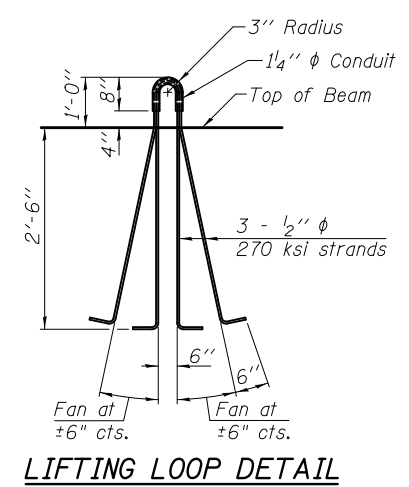
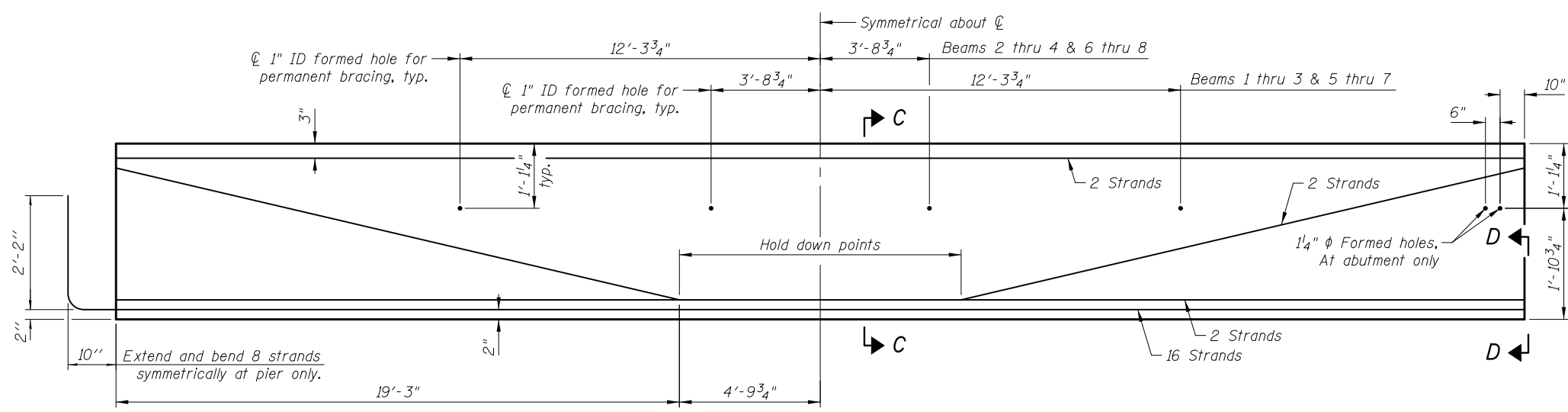
SHEET NO. SA-23 OF SA-40 SHEETS

ILLINOIS FED. AID PROJECT

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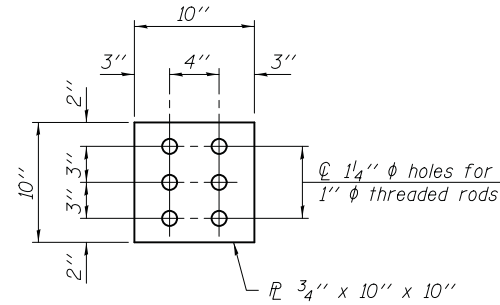
* 4-3/4" ϕ threaded dowel rods at 3' cts., Each Face
 ** Only tighten sufficiently to compress lock washers



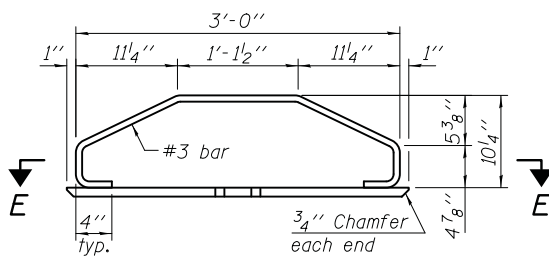
Note:
 1. See sheet SA-25 for additional details and Bill of Material.
 2. See sheet SA-14 for Top Flange Clipped detail.

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DESIGNED	- E. VAYSMAN	REVISED	-
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DATE	- 1/30/2019	REVISED	-

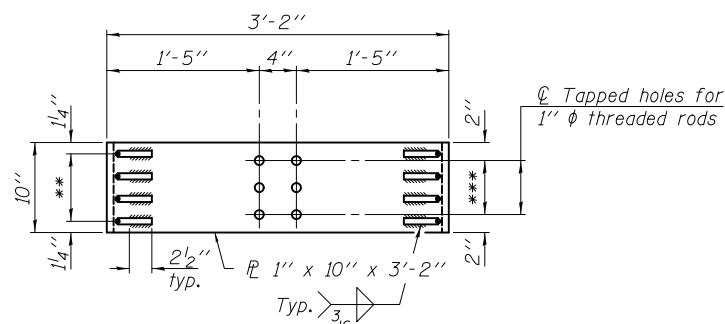
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R)	WILL	275	168
CONTRACT NO. 60R52				
ILLINOIS FED. AID PROJECT				



PLAN - TOP PLATE



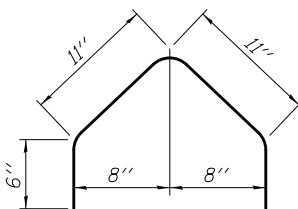
ELEVATION - BOTTOM PLATE ASSEMBLY



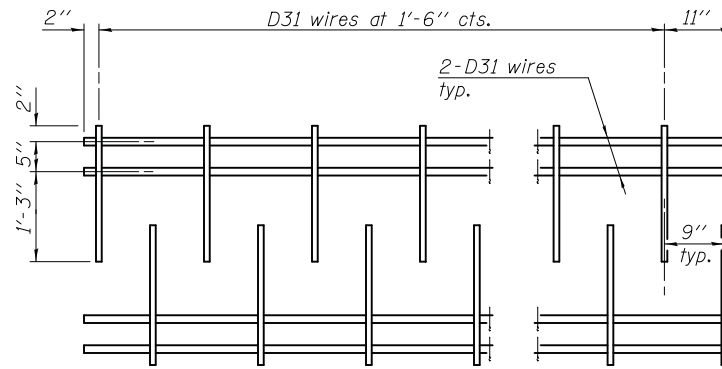
SECTION E-E

** 3 Spaces at 2 1/2" = 7 1/2"

*** 2 Spaces at 3" = 6"

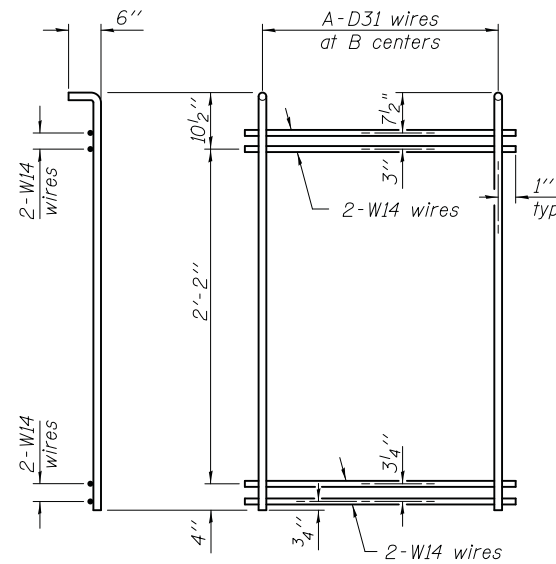


BAR G1(E)



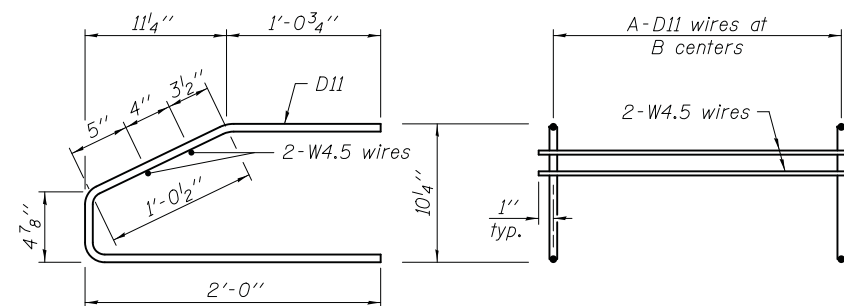
M1 WWR DETAIL

When multiple sheets of M1 WWR are required along the beam length, #5(E) bars (5'-0" long) shall be used to splice the longitudinal D31 wires together (Min. Lap 2'-2").



M5 THRU M8 WWR DETAIL

(See Table of Dimensions)



M2 THRU M4 WWR DETAIL

(See Table of Dimensions)

Notes:

1. Inserts for 3/4" ϕ threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior beams.
2. Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter for beam strands shall be 0.6" and the nominal cross-sectional area shall be 0.217 sq. in. The nominal diameter for lifting loops shall be 1/2" and the nominal cross sectional area shall be 0.153 sq. in.
3. The beams shall have a final concrete compressive strength, $f'c$, of 8500 psi and a release concrete compressive strength, $f'ci$, of 7000 psi.
4. A minimum 2 1/2" ϕ lifting pin shall be used to engage the lifting loops during handling.
5. Bend the extended strands inward on the fascia beams to maintain 1/2" clearance inside the pier diaphragm.
6. The top and bottom plates shall be AASHTO M270 Grade 50.
7. The top plates and bottom plate assemblies shall be galvanized according to AASHTO M111. The threaded rods, nuts and washers shall be galvanized according to AASHTO M232.
8. Threaded rods shall be ASTM F 1554 Grade 55.
9. Beams shall not be released from the fabricator until they have attained 45 days of age or older.
10. Welded Wire Reinforcement (WWR) shall conform to ASTM A884 with a Class A, Type 1 epoxy coating.

TABLE OF DIMENSIONS

SPANS 1 & 2

WWR	A	B
M2	9	3"
M3	6	6"
M4	18	1'-6"
M5	9	3"
M6	13	6"
M7	15	1'-0"
M8	4	2'-0"

SPAN 3

WWR	A	B
M2	9	3"
M3	6	6"
M4	24	1'-6"
M5	9	3"
M6	15	6"
M7	13	1'-0"
M8	9	2'-0"

SPAN 4

WWR	A	B
M2	9	3"
M3	6	6"
M4	12	1'-6"
M5	9	3"
M6	10	6"
M7	6	1'-0"
M8	5	2'-0"

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete Beams, IL36N	Ft.	2,106

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IL36-2438D 2-17-2017



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DATE - 1/30/2019

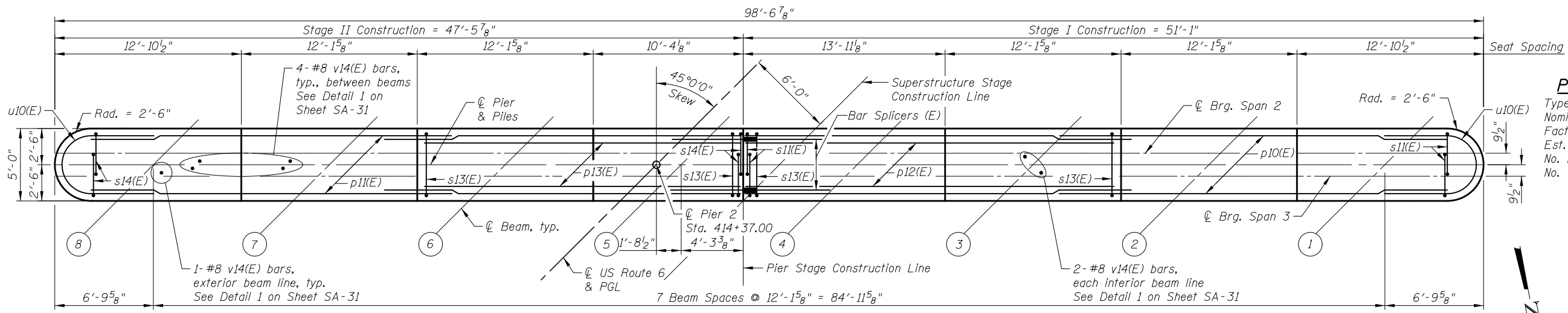
REVISED -
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REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL36N BEAM DETAILS
US ROUTE 6 OVER MARLEY CREEK (EAST)
STRUCTURE NO. 099-0542

SHEET NO. SA-25 OF SA-40 SHEETS

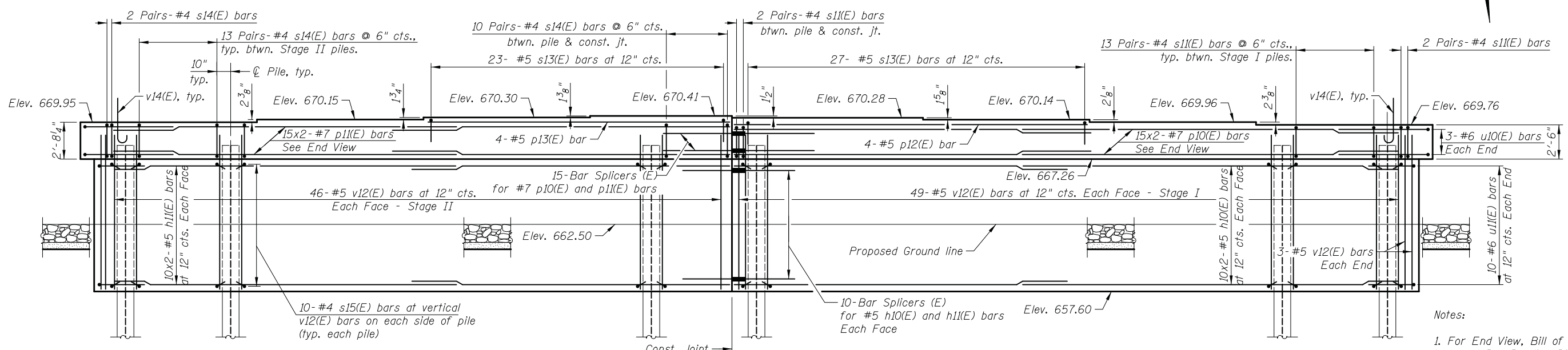
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R)	WILL	275	169
CONTRACT NO. 60R52				
ILLINOIS FED. AID PROJECT				



PILE DATA
 Type: HPI4x73 with pile shoes
 Nominal Required Bearing: 578 kips
 Factored Resistance Available: 318 kips
 Est. Length: 50 ft.
 No. Production Piles: 12
 No. Test Piles: 1

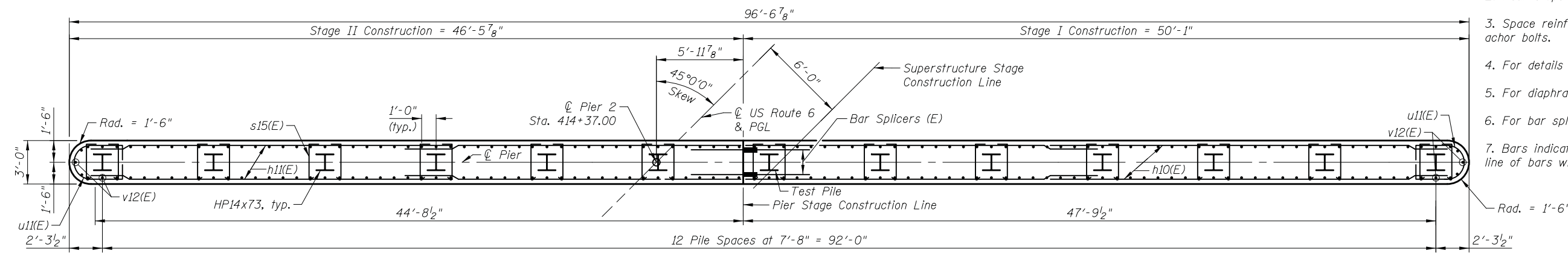
MINIMUM LAP
 #5 bar = 3'-7"
 #6 bar = 4'-4"
 #7 bar = 5'-0"

TOP PLAN



ELEVATION

- Notes:
1. For End View, Bill of Material, minimum bar laps and Bar Bending Diagrams, see Sheet SA-31.
 2. Pour steps monolithically with cap.
 3. Space reinforcement in cap to miss anchor bolts.
 4. For details of piles, see Sheet SA-33.
 5. For diaphragms details, see Sheet SA-15.
 6. For bar splicers, see Sheet SA-34.
 7. Bars indicated thus 1 x 2-#8 etc. indicates 1 line of bars with 2 lengths per line.



PILE LAYOUT

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DESIGNED	- E. VAYSMAN	REVISED	-
CHECKED	- G. HATLESTAD	REVISED	-
DATE	- 1/30/2019	REVISED	-

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

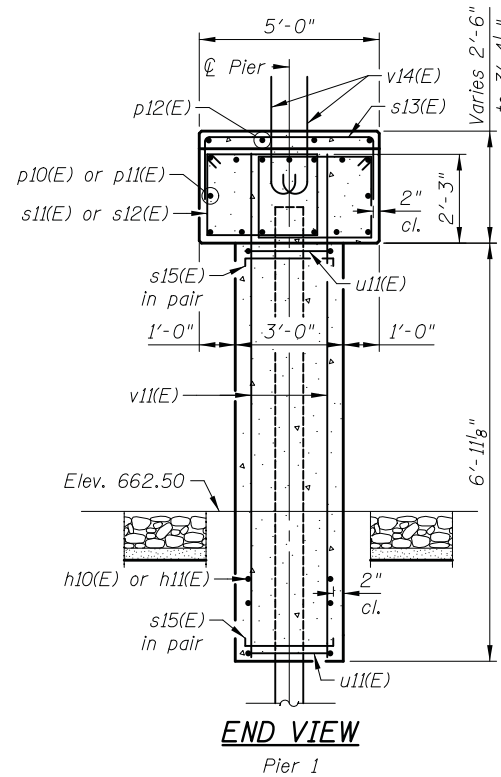
**PIER 2
 US ROUTE 6 OVER MARLEY CREEK (EAST)
 STRUCTURE NO. 099-0542**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R)	WILL	275	173
CONTRACT NO. 60R52				

SHEET NO. SA-29 OF SA-40 SHEETS

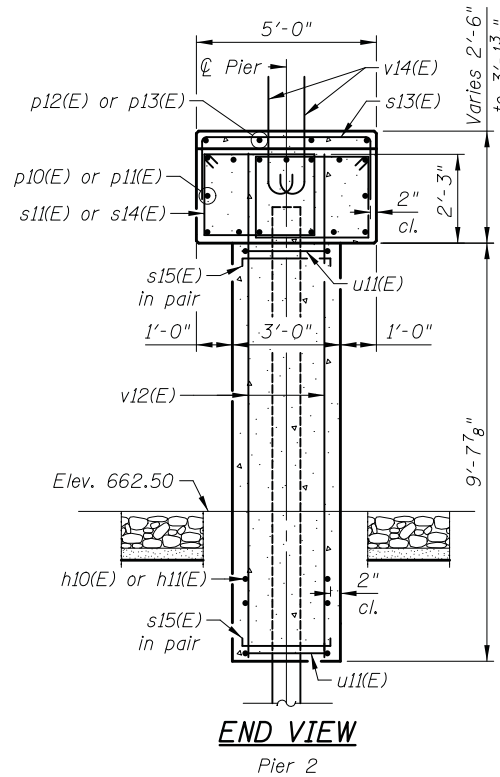
ILLINOIS FED. AID PROJECT

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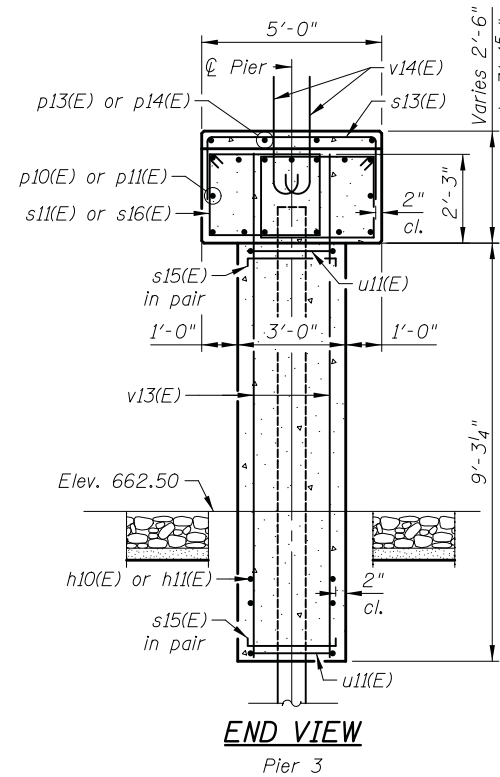
END VIEW

Pier 1



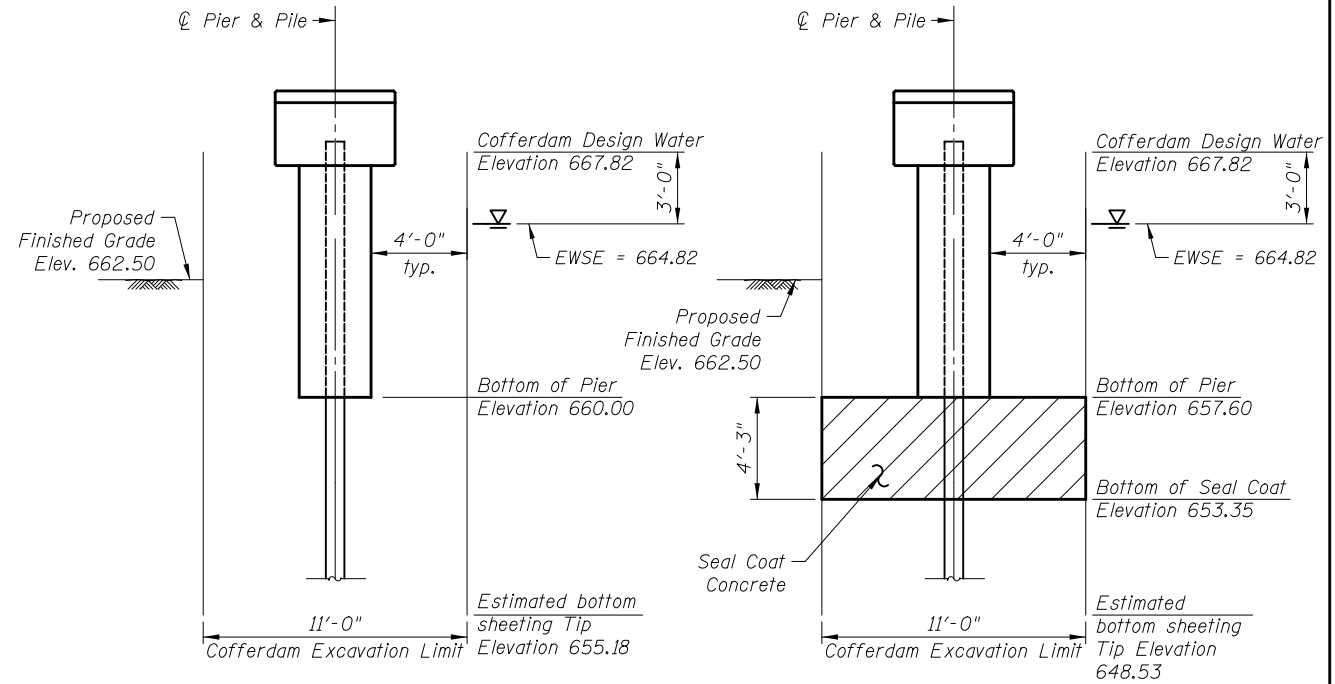
END VIEW

Pier 2



END VIEW

Pier 3



COFFERDAM DETAIL

(at Pier 1)

COFFERDAM DETAIL

(at Piers 2 & 3)

Note:

It is the Contractor's responsibility to provide a design for the cofferdam and the required appurtenances, subject to approval of the Engineer. Plan dimensions of the cofferdam are 11'-0" x 104'-6" min.

BILL OF MATERIAL
(Pier 1)

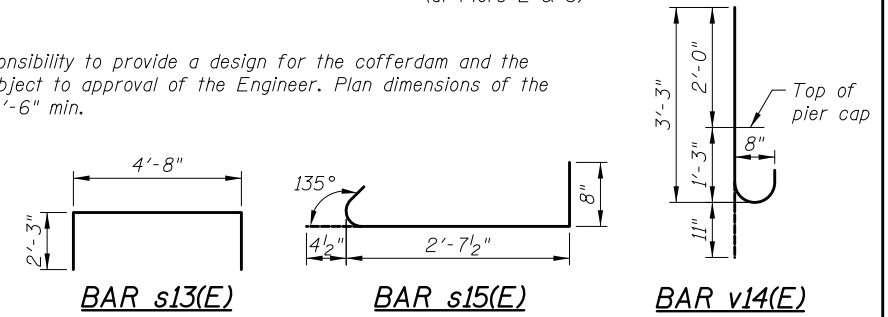
Bar	No.	Size	Length	Shape
h10(E)	28	#5	26'-0"	—
h11(E)	28	#5	24'-2"	—
p10(E)	30	#7	26'-8"	—
p11(E)	30	#7	24'-11"	—
p12(E)	4	#5	25'-9"	—
s11(E)	164	#4	11'-11"	□
s12(E)	154	#4	12'-11"	□
s13(E)	27	#5	9'-2"	□
s14(E)	182	#4	3'-8"	┌
u10(E)	6	#6	15'-0"	U
u11(E)	14	#6	13'-1"	U
v11(E)	196	#5	9'-1"	—
v14(E)	42	#8	4'-2"	—
Cofferdam Excavation		Cu. Yd.	292	
Cofferdam (Type 1) (Location-1)		Each	1	
Concrete Structures		Cu. Yd.	128.6	
Reinforcement Bars, Epoxy Coated		Pound	10,810	
Furnishing Steel Piles HP14x73		Foot	600	
Driving Piles		Foot	600	
Test Pile Steel HP14x73		Each	1	
Pile Shoes		Each	13	

BILL OF MATERIAL
(Pier 2)

Bar	No.	Size	Length	Shape
h10(E)	40	#5	26'-0"	—
h11(E)	40	#5	24'-2"	—
p10(E)	30	#7	26'-8"	—
p11(E)	30	#7	24'-11"	—
p12(E)	4	#5	25'-9"	—
p13(E)	4	#5	22'-2"	—
s11(E)	164	#4	11'-11"	□
s13(E)	50	#5	9'-2"	□
s14(E)	154	#4	12'-3"	□
s15(E)	260	#4	3'-8"	┌
u10(E)	6	#6	15'-0"	U
u11(E)	20	#6	13'-1"	U
v12(E)	196	#5	11'-9"	—
v14(E)	42	#8	4'-2"	—
Cofferdam Excavation		Cu. Yd.	584	
Cofferdam (Type 2) (Location-1)		Each	1	
Concrete Structures		Cu. Yd.	153.6	
Seal Coat Concrete		Cu. Yd.	181.1	
Reinforcement Bars, Epoxy Coated		Pound	12,540	
Furnishing Steel Piles HP14x73		Foot	600	
Driving Piles		Foot	600	
Test Pile Steel HP14x73		Each	1	
Pile Shoes		Each	13	

BILL OF MATERIAL
(Pier 3)

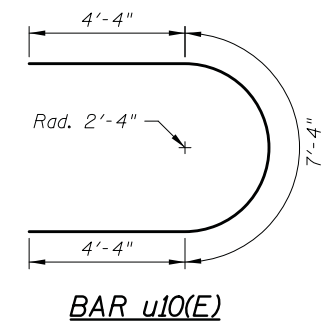
Bar	No.	Size	Length	Shape
h10(E)	40	#5	26'-0"	—
h11(E)	40	#5	24'-2"	—
p10(E)	30	#7	26'-8"	—
p11(E)	30	#7	24'-11"	—
p13(E)	4	#5	22'-9"	—
p14(E)	4	#5	13'-7"	—
s11(E)	154	#4	11'-11"	□
s13(E)	38	#5	9'-2"	□
s15(E)	260	#4	3'-8"	┌
s16(E)	164	#4	12'-5"	□
u10(E)	6	#6	15'-0"	U
u11(E)	20	#6	13'-1"	U
v13(E)	196	#5	11'-5"	—
v14(E)	42	#8	4'-2"	—
Cofferdam Excavation		Cu. Yd.	571	
Cofferdam (Type 2) (Location-2)		Each	1	
Concrete Structures		Cu. Yd.	149.9	
Seal Coat Concrete		Cu. Yd.	181.1	
Reinforcement Bars, Epoxy Coated		Pound	12,330	
Furnishing Steel Piles HP14x73		Foot	600	
Driving Piles		Foot	600	
Test Pile Steel HP14x73		Each	1	
Pile Shoes		Each	13	



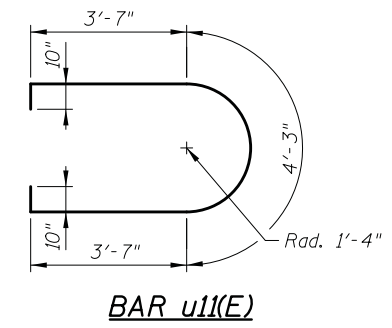
BAR s13(E)

BAR s15(E)

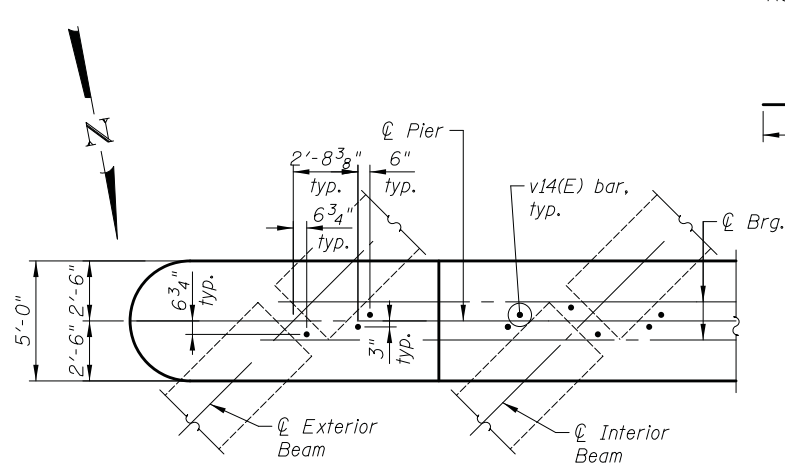
BAR v14(E)



BAR u10(E)



BAR u11(E)



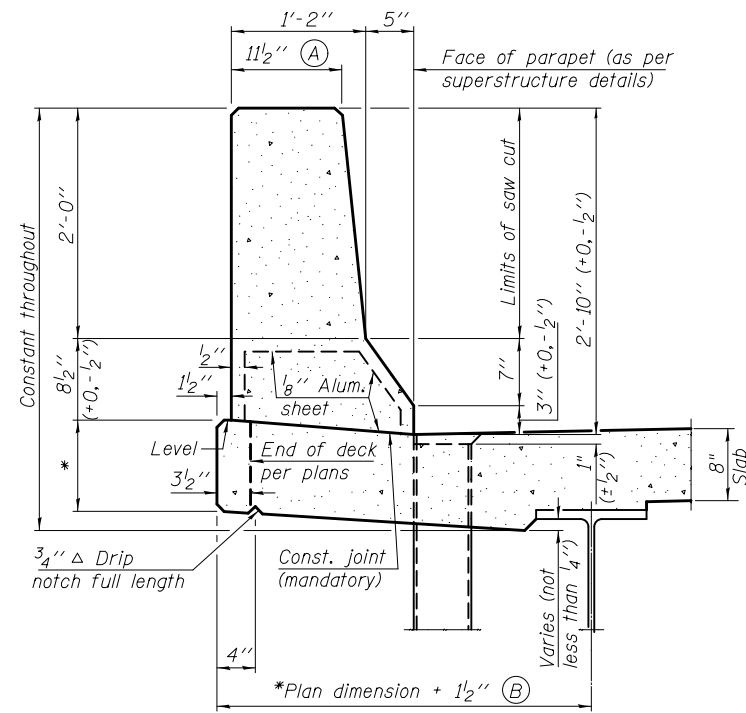
DETAIL 1

Note:

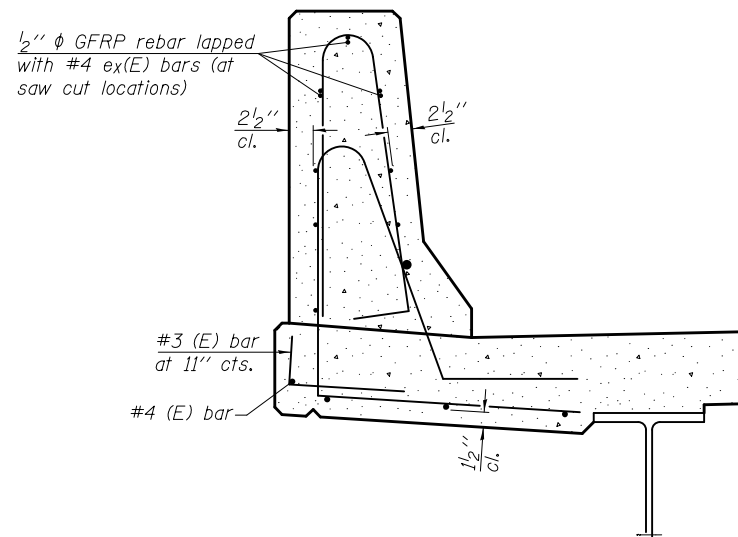
1. For location of Detail 1 see Sheets SA-28, SA-29 and SA-30.

BARS s11(E), s12(E), s14(E), & s16(E)

Bar	A
s11(E)	2'-2"
s12(E)	2'-8"
s14(E)	2'-4"
s16(E)	2'-5"



34" F SHAPE PARAPET SECTION
(Showing dimensions)

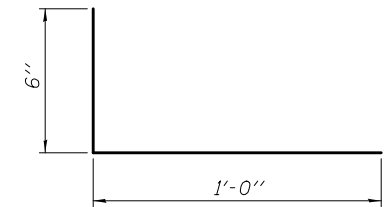


SECTION

(34" parapet shown - 42" parapet similar)
(Showing reinforcement clearances for slip forming and additional reinforcement bars)

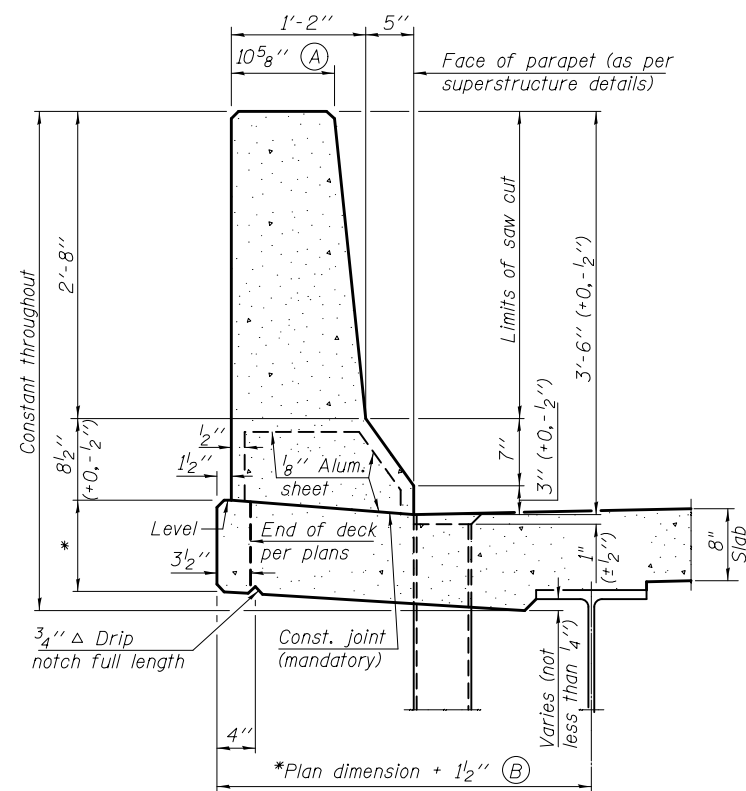
Notes:

- All dimensions shall remain the same as shown on superstructure details, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B = 0.0165 cu. yds./ft. for 34" parapet or = 0.0223 cu. yds./ft. for 42" parapet.
- Place aluminum sheet in curb portion at and near piers. Full thickness saw cut at all joint locations in lieu of cork joint filler.
- Steel superstructure shown. Other superstructure types similar.

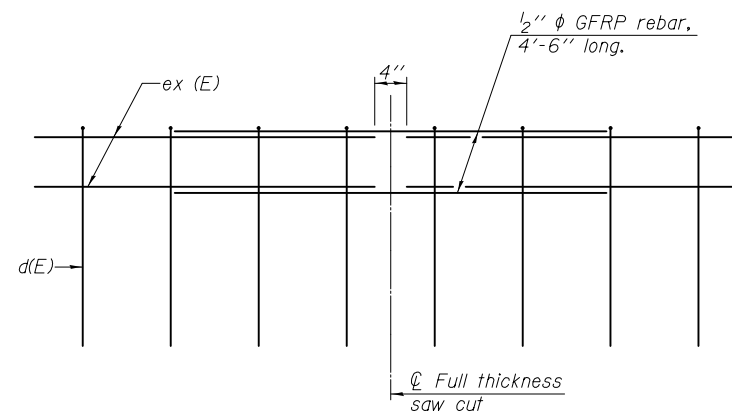


#3 (E) BAR

* See Superstructure Details

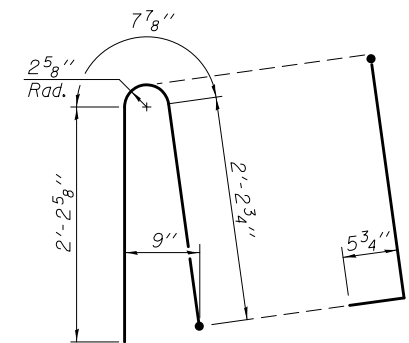


42" F SHAPE PARAPET SECTION
(Showing dimensions)

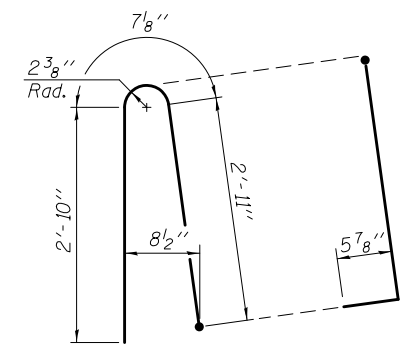


GFRP REBAR STIFFENING DETAIL

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



ALTERNATE BAR d(E)
(For 34" parapet when conduit is present)



ALTERNATE BAR d(E)
(For 42" parapet when conduit is present)

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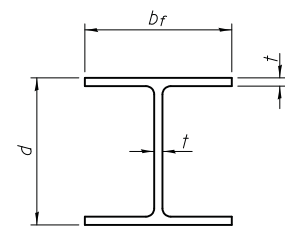
DRAWN	- E. VAYSMAN	REVISED	-
DESIGNED	- E. VAYSMAN	REVISED	-
CHECKED	- G. HATLESTAD	REVISED	-
DATE	- 1/30/2019	REVISED	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MODIFIED CONCRETE PARAPET SLIPFORMING OPTION
US ROUTE 6 OVER MARLEY CREEK (EAST)
STRUCTURE NO. 099-0542**

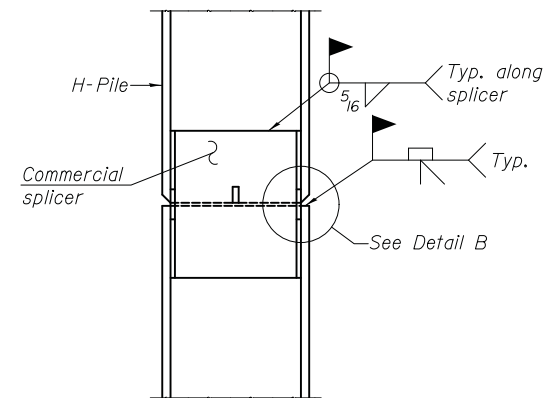
SHEET NO. SA-32 OF SA-40 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R)	WILL	275	176
CONTRACT NO. 60R52				
ILLINOIS FED. AID PROJECT				

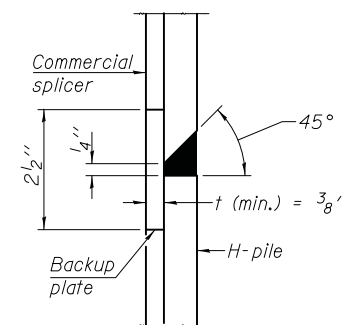


STEEL PILE TABLE

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

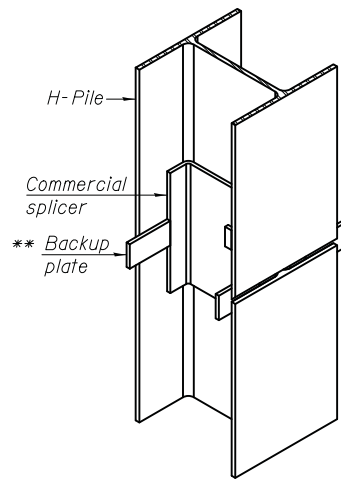


ELEVATION

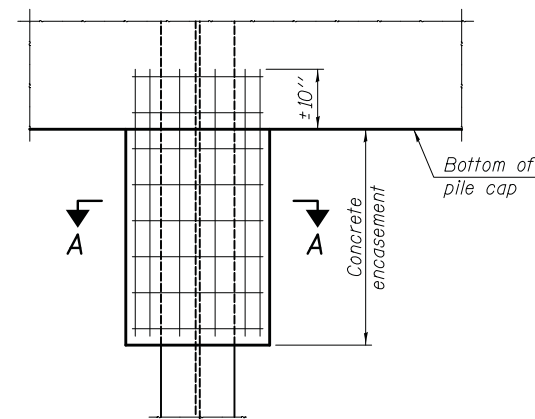


DETAIL "B"

WELDED COMMERCIAL SPLICE

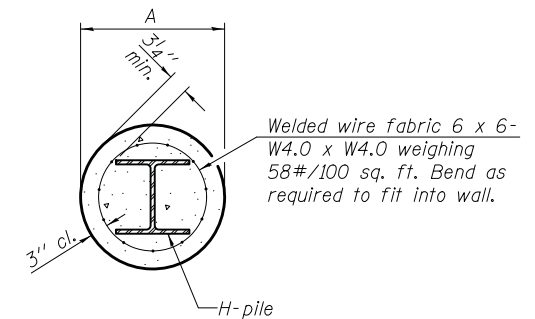


ISOMETRIC VIEW



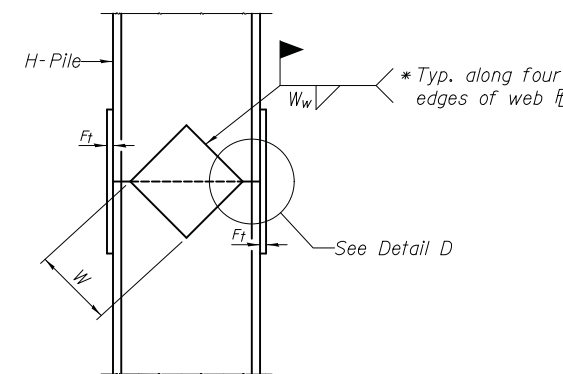
ELEVATION

PILE ENCASEMENT

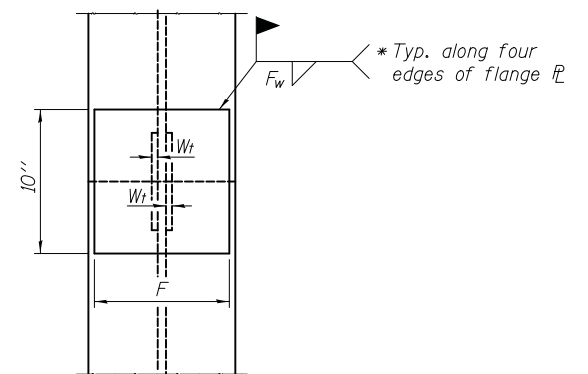


SECTION A-A

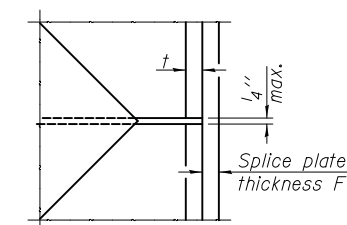
Note:
Forms for encasement may be omitted when soil conditions permit.



ELEVATION



END VIEW



DETAIL D

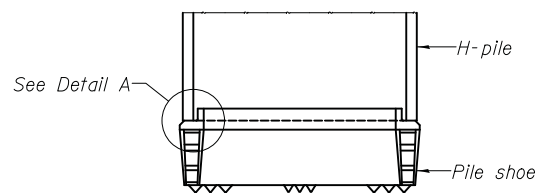
WELDED PLATE FIELD SPLICE

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

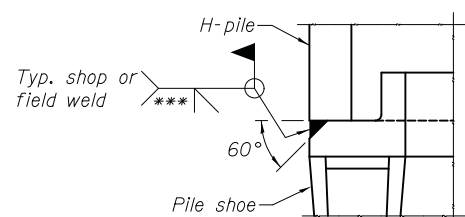
Note:
1. The steel H-piles shall be according to AASHTO M270 Grade 50.

WELDED COMMERCIAL SPLICE ALTERNATE

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

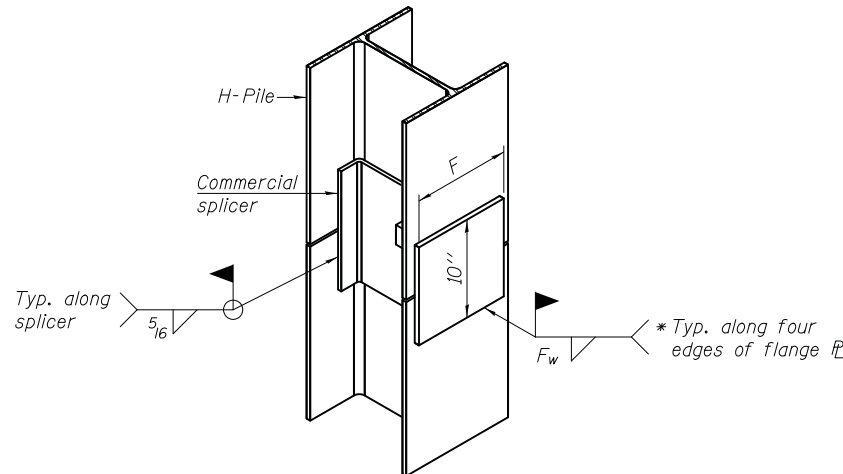


ELEVATION



DETAIL A

H-PILE SHOE ATTACHMENT



ISOMETRIC VIEW

F-HP 1-27-12

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CIVILTECH
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Tel: 630.773.3900 Fax: 630.773.3975
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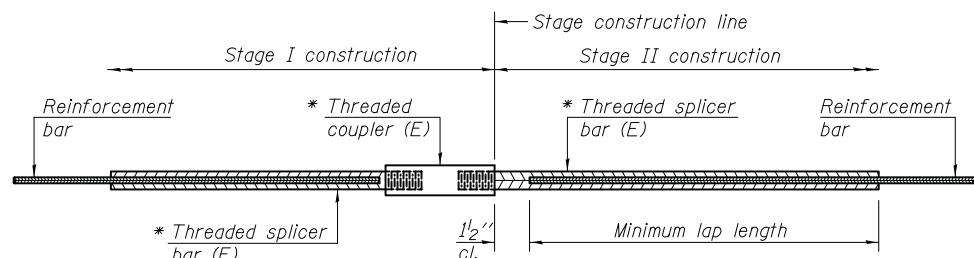
DRAWN - E. VAYSMAN	REVISED -
DESIGNED - E. VAYSMAN	REVISED -
CHECKED - G. HATLESTAD	REVISED -
DATE - 1/30/2019	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**HP PILE DETAILS
US ROUTE 6 OVER MARLEY CREEK (EAST)
STRUCTURE NO. 099-0542**

SHEET NO. SA-33 OF SA-40 SHEETS

F.A.U. RTE. 297	SECTION 33B (B-R)	COUNTY WILL	TOTAL SHEETS 275	SHEET NO. 177
CONTRACT NO. 60R52				ILLINOIS FED. AID PROJECT



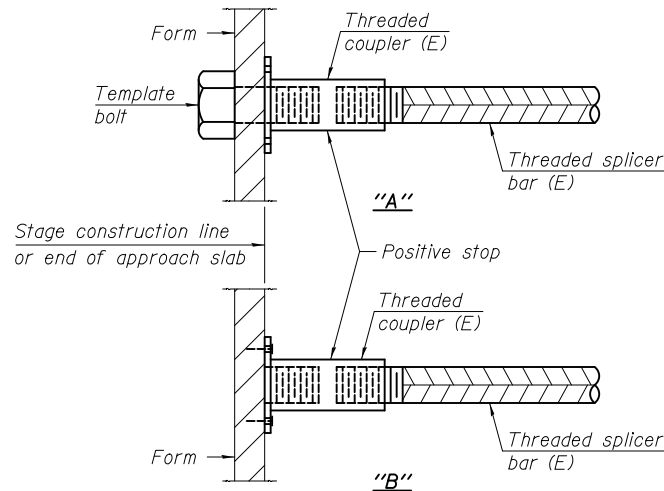
STANDARD BAR SPLICER ASSEMBLY

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

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

Location	Bar size	No. assemblies required	Minimum lap length
Deck, Top	#5	569	3'-6"
Deck, Bottom	#5	368	3'-6"
Abutment Diaphragms ** (between beam webs)	#6	4	4'-5", 5'-10"
Abutment Diaphragms ** (between beam flanges)	#6	2	2'-11", 4'-4"
Abutment Diaphragms	#6	8	4'-0"
Pier Diaphragms ** (between beam webs)	#6	12	4'-5", 5'-10"
Pier Diaphragms ** (between beam flanges)	#6	6	2'-11", 4'-4"
Approach Slabs	#4	44	2'-5"
Approach Footings, Top & Bottom	#5	80	3'-2"
West Abutment	#7	10	5'-0"
East Abutment	#7	10	5'-0"
Pier 1	#5	14	3'-7"
Pier 2	#7	15	5'-0"
Pier 2	#5	20	3'-7"
Pier 2	#7	15	5'-0"
Pier 3	#5	20	3'-7"
Pier 3	#7	15	5'-0"

** See Bar Splicer Assembly for Abutment & Pier Diaphragms at Stage Construction Line Detail below.

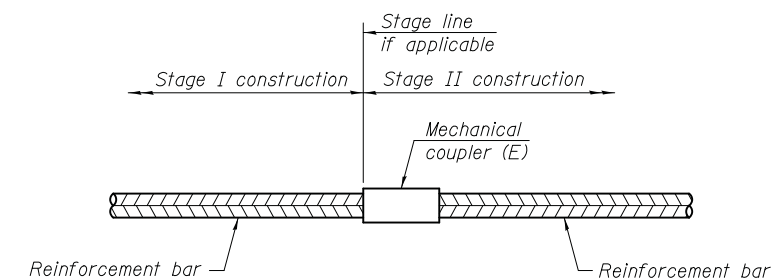


INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.

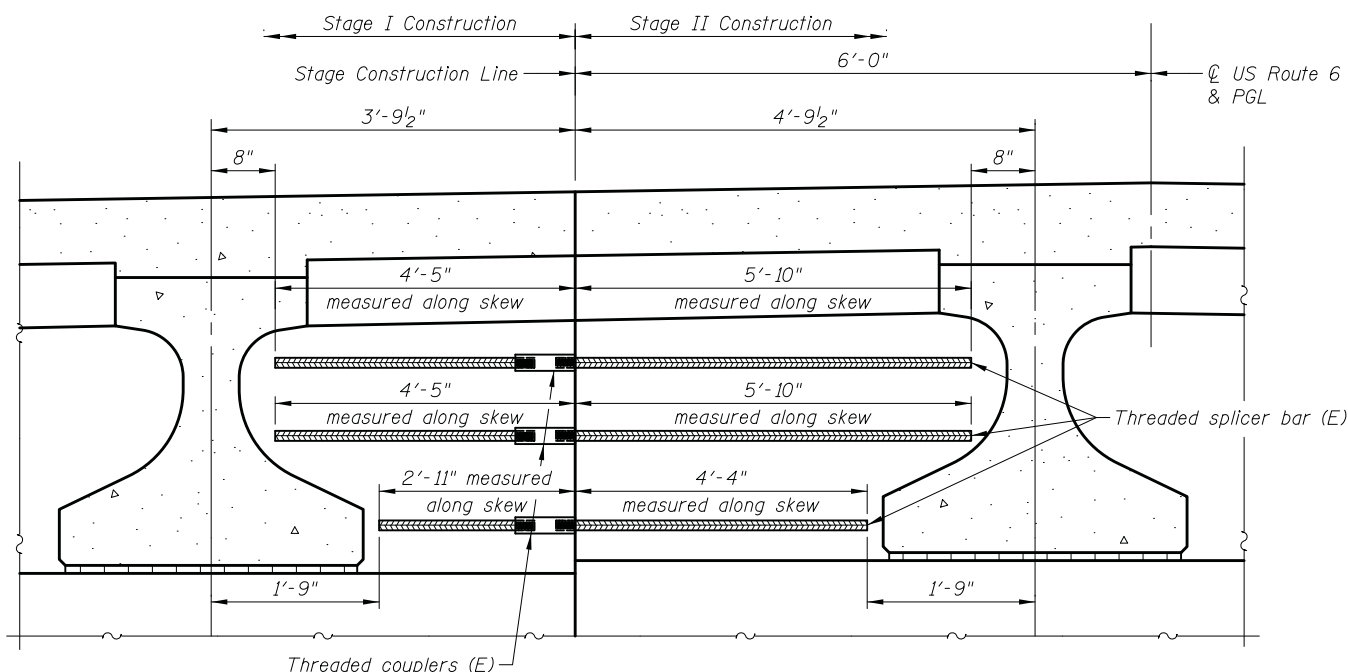
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



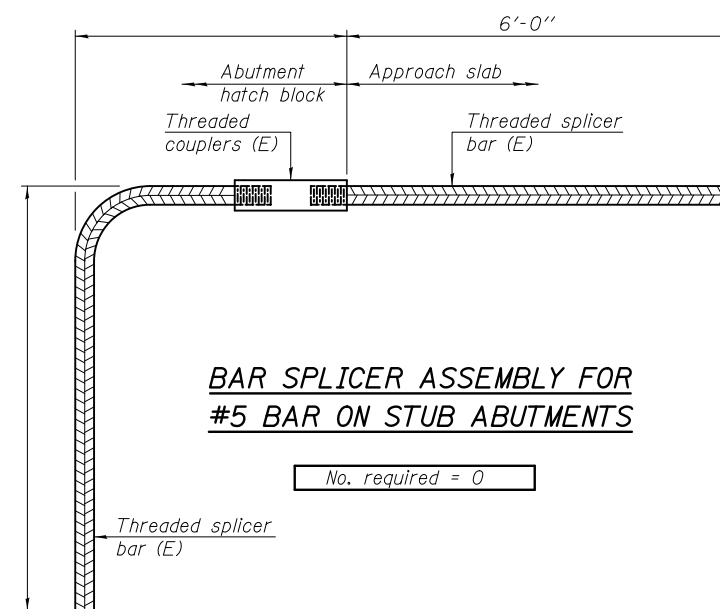
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR ABUTMENT & PIER DIAPHRAGMS AT STAGE CONSTRUCTION LINE

Dimensions are at right angles to US Route 6 unless otherwise noted.



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required = 0

Notes:

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

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Wang Engineering
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Lombard, IL 60148
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Fax

BORING LOG BSB-05
WEI Job No.: 401-05-01

Datum: NAVD88
Elevation: 667.40 ft
North: 1781256.94 ft
East: 1098093.57 ft
Station: 413+89.13
Offset: 17.51 LT

Client: **Civiltech Engineering, Inc.**
Project: **US Route 6 over Marley Creek**
Location: **New Lenox, Will County, IL**

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
668.9	5.5-inch thick SANDY GRAVEL														
	--SHOULDER AGGREGATE--														
668.4	6.5-inch thick ASPHALT														
	--PAVEMENT--														
	Medium stiff, brown and black SILTY CLAY LOAM, little gravel														
	--FILL--														
		1	X	1	2 3 4	0.75 P	19		--saturated--	9	X	9	9 9 9	NP	13
		2	X	2	1 5 4	0.50 P	25		--saturated--	10	X	10	25 15 15	NP	11
661.9	Soft to medium stiff, black SANDY LOAM, silt lamination, trace organic matter														
	--%Gravel = 2.2%--														
	--%Sand = 53.1%--														
	--%Silt = 34.6%--														
	--%Clay = 10.1%--														
		3	X	3	2 2 3	0.75 P	41		--saturated--	11	X	11	13 16 11	NP	16
		4	X	4	1 1 1	0.41 S	74		--saturated--	12	X	12	13 9 9	NP	15
656.9	Medium dense, grayish brown GRAVELLY SANDY LOAM														
	--saturated--														
		5	X	5	7 9 8	NP	12								
654.4	Medium dense, brown, fine SAND, trace gravel														
	--saturated--														
		6	X	6	6 5 7	NP	21		--moist--	13	X	13	4 6 9	NP	14
651.9	Medium dense to dense, grayish brown GRAVELLY SANDY LOAM														
	--saturated--														
		7	X	7	6 8 12	NP	23								
	--saturated--														
		8	X	8	21 10 10	NP	13		--moist--	14	X	14	7 14 15	NP	10

GENERAL NOTES				WATER LEVEL DATA			
Begin Drilling	06-09-2014	Complete Drilling	06-10-2014	While Drilling	▽	8.50 ft	
Drilling Contractor	Wang Testing Service	Drill Rig	D50 TMR	At Completion of Drilling	▽	NA	
Driller	R&J	Logger	S. Woods	Time After Drilling	NA		
Checked by	M. Snider	Depth to Water	▽	NA			
Drilling Method	2.25 SSA to 10 feet, mud rotary below 10 feet; 140 lb auto hammer; boring backfilled upon completion			The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.			

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BORING LOG BSB-05
WEI Job No.: 401-05-01

Datum: NAVD88
Elevation: 667.40 ft
North: 1781256.94 ft
East: 1098093.57 ft
Station: 413+89.13
Offset: 17.51 LT

Client: **Civiltech Engineering, Inc.**
Project: **US Route 6 over Marley Creek**
Location: **New Lenox, Will County, IL**

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
		15	X	15	7 9 5	NP	13		--moist--						
618.9	--ROLLER BIT REFUSAL--														
	Boring terminated at 48.50 ft														

GENERAL NOTES				WATER LEVEL DATA			
Begin Drilling	06-09-2014	Complete Drilling	06-10-2014	While Drilling	▽	8.50 ft	
Drilling Contractor	Wang Testing Service	Drill Rig	D50 TMR	At Completion of Drilling	▽	NA	
Driller	R&J	Logger	S. Woods	Time After Drilling	NA		
Checked by	M. Snider	Depth to Water	▽	NA			
Drilling Method	2.25 SSA to 10 feet, mud rotary below 10 feet; 140 lb auto hammer; boring backfilled upon completion			The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.			

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BORING LOG BSB-07
WEI Job No.: 401-05-01

Datum: NAVD88
Elevation: 667.94 ft
North: 1781322.87 ft
East: 1098183.73 ft
Station: 415+00.82
Offset: 17.32 LT

Client: **Civiltech Engineering, Inc.**
Project: **US Route 6 over Marley Creek**
Location: **New Lenox, Will County, IL**

Page 1 of 2

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
657.4	6-inch thick SANDY GRAVEL --SHOULDER AGGREGATE-- Medium stiff to very stiff, brown and black SILTY CLAY LOAM, trace to some gravel --FILL--	1	255	2.50	22		647.4	Medium dense, brown, medium to coarse SAND, some gravel --saturated--	9	11 10 13	NP	9	
		2	1226	0.57	25		644.9	Medium dense to dense, brown, coarse SANDY GRAVEL --wet--	10	24 9 7	NP	11	
		3	1222	0.75	26				11	60 22 17	NP	12	
659.9	Soft, black SILTY LOAM, sand lamination, trace gravel	4	011	0.49	40		639.9	Dense, grayish brown, GRAVELLY SANDY LOAM --saturated--	12	16 22 19	NP	10	
657.4	Stiff, black CLAY LOAM, little gravel --saturated--	5	1311	1.15	23				13	30 33 34	NP	10	
654.9	Medium dense to dense, brown GRAVELLY SANDY LOAM --saturated--	6	1512 17	NP	12		633.9	Dense to very dense, gray SILT, little to some gravel --dry--	13	30 33 34	NP	10	
		7	1631 14	NP	11				14	20 21 26	NP	11	
		8	1622 18	NP	12								

GENERAL NOTES		WATER LEVEL DATA	
Begin Drilling	06-06-2014	Complete Drilling	06-09-2014
Drilling Contractor	Wang Testing Service	Drill Rig	D50 TMR
Driller	R&J	Logger	S. Woods
Checked by	M. Snider	Time After Drilling	NA
Drilling Method	2.25 SSA to 10 feet, mud rotary below 10 feet; 140 lb auto hammer; boring backfilled upon completion		
While Drilling	8.50 ft	At Completion of Drilling	NA
Depth to Water	NA	The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.	

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BORING LOG BSB-07
WEI Job No.: 401-05-01

Datum: NAVD88
Elevation: 667.94 ft
North: 1781322.87 ft
East: 1098183.73 ft
Station: 415+00.82
Offset: 17.32 LT

Client: **Civiltech Engineering, Inc.**
Project: **US Route 6 over Marley Creek**
Location: **New Lenox, Will County, IL**

Page 2 of 2

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
		15	28 25 27	NP	11								
619.4	Strong, very poor quality, grayish and green DOLOSTONE, dry, slightly weathered, no infill, vertically and horizontally jointed, joint spacing approximately 2 inches, hard joint walls, slicken to slightly rough joint wall surface, joint openings < 0.05 in --Run#1: 48.5 to 58.5 feet-- --Recovery = 98%-- --RQD = 20%-- --Q _u = 11,140 psi--	50											
609.4	Boring terminated at 58.50 ft	60											

GENERAL NOTES		WATER LEVEL DATA	
Begin Drilling	06-06-2014	Complete Drilling	06-09-2014
Drilling Contractor	Wang Testing Service	Drill Rig	D50 TMR
Driller	R&J	Logger	S. Woods
Checked by	M. Snider	Time After Drilling	NA
Drilling Method	2.25 SSA to 10 feet, mud rotary below 10 feet; 140 lb auto hammer; boring backfilled upon completion		
While Drilling	8.50 ft	At Completion of Drilling	NA
Depth to Water	NA	The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.	

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Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
666.6	12-inch thick SANDY GRAVEL --SHOULDER AGGREGATE--														
	Stiff, black and brown SILTY CLAY LOAM, trace gravel --FILL--	1	X	1	4 3 6	1.00 P	20		--saturated--	9	X	9	11 20 13	NP	15
664.6	Very soft to medium stiff, black SILTY LOAM, sand lamination --L _i (%) = 58, P _i (%) = 34-- --%Gravel = 0.5%-- --%Sand = 28.5%-- --%Silt = 51.8%-- --%Clay = 19.2%--	2	X	2	1 2 2	< 0.25 P	43		--saturated--	10	X	10	13 22 27	NP	9
		3	X	3	1 2 3	0.41 B	36		--saturated--	11	X	11	18 12 11	NP	8
		4	X	4	1 2 2	0.66 B	53	639.6	Medium dense, brown and gray SILTY LOAM, trace to little gravel --moist--	12	X	12	22 18 6	NP	11
657.1	Loose, brown, fine SAND, trace gravel	5	X	5	4 4 5	NP	25		--saturated--	13	X	13	9 8 8	NP	14
654.6	Medium dense to dense, gray and brown SAND and GRAVEL	6	X	6	13 15 14	NP	13		--moist--	14	X	14	19 21 24	NP	
		7	X	7	12 10 8	NP	11	630.6	Very dense to dense, brown SAND and GRAVEL, some dolostone fragments	15	X	15		NP	
		8	X	8	8 11 12	NP	12		--wet--	16	X	16		NP	

GENERAL NOTES				WATER LEVEL DATA			
Begin Drilling	06-12-2014	Complete Drilling	06-12-2014	While Drilling	▽	6.00 ft	
Drilling Contractor	Wang Testing Service	Drill Rig	D50 TMR	At Completion of Drilling	▽	6.00 ft	
Driller	R&J	Logger	S. Woods	Checked by	M. Snider	Time After Drilling	NA
Drilling Method	2.25 SSA to 10 feet, mud rotary below 10 feet; 140 lb auto hammer; boring backfilled upon completion			Depth to Water	▽	NA	
The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.							

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
		15	X	15	24 30 22	NP	13		--saturated--	45	X	15			
621.6	--ROLLER BIT REFUSAL-- Boring terminated at 46.00 ft														

GENERAL NOTES				WATER LEVEL DATA			
Begin Drilling	06-12-2014	Complete Drilling	06-12-2014	While Drilling	▽	6.00 ft	
Drilling Contractor	Wang Testing Service	Drill Rig	D50 TMR	At Completion of Drilling	▽	6.00 ft	
Driller	R&J	Logger	S. Woods	Checked by	M. Snider	Time After Drilling	NA
Drilling Method	2.25 SSA to 10 feet, mud rotary below 10 feet; 140 lb auto hammer; boring backfilled upon completion			Depth to Water	▽	NA	
The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.							

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

BORING LOG BSB-09
 WEI Job No.: 401-05-01
 Client: **Civiltech Engineering, Inc.**
 Project: **US Route 6 over Marley Creek**
 Location: **New Lenox, Will County, IL**

Datum: NAVD88
 Elevation: 666.86 ft
 North: 1781159.16 ft
 East: 1098021.63 ft
 Station: 412+73.30
 Offset: 18.76 RT

Page 1 of 2

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
666.3	7-inch thick GRAVELLY LOAM --SHOULDER AGGREGATE-- Stiff, brown SILTY CLAY LOAM, trace gravel --FILL--	1	4 2 3	1.50	24		646.4	Medium dense, gray GRAVELLY SAND to SAND --saturated--	9	7 6 6	NP	14	
		2	1 1 2	1.00	27			--saturated--	10	4 5 6	NP	17	
661.9	Medium stiff, black SILTY CLAY LOAM, organics	5	1 2 2	0.98	46			--saturated--	11	6 9 11	NP	19	
		4	3 2 3	NR			638.9	Very dense, gray GRAVELLY LOAM --hard drilling 29.0 to 32.5 feet-- --possible cobbles--	12	15 19 50/5"	NP	10	
656.4	Medium dense, brown GRAVELLY SANDY LOAM --moist--	5	5 9 12	NP	10				13	5 5 6	1.75 P	12	
653.9	Medium dense, gray SANDY GRAVEL --saturated--	6	12 13 13	NP	10		634.4	Stiff, gray SILTY LOAM to SILTY CLAY LOAM, little to some gravel	14	4 5 7	1.23 B	11	
		7	6 8 10	NP	16				15	2 35 50/2"		12	
648.9	Very stiff, gray SILTY CLAY, trace gravel	8	4 6 7	3.61	20				15				
		15	6 8 10	NP	16				15				
		20	4 6 7	3.61	20				15				

GENERAL NOTES		WATER LEVEL DATA	
Begin Drilling	10-13-2015	Complete Drilling	10-13-2015
Drilling Contractor	Wang Testing Service	Drill Rig	D50 TMR
Driller	R&N	Logger	F. Bozga
Checked by	NSB	Time After Drilling	NA
Drilling Method	3.25 HSA to termination; boring backfilled upon completion	Depth to Water	NA
		The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.	
While Drilling	13.00 ft	At Completion of Drilling	10.00 ft

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 Fax:

BORING LOG BSB-09
 WEI Job No.: 401-05-01
 Client: **Civiltech Engineering, Inc.**
 Project: **US Route 6 over Marley Creek**
 Location: **New Lenox, Will County, IL**

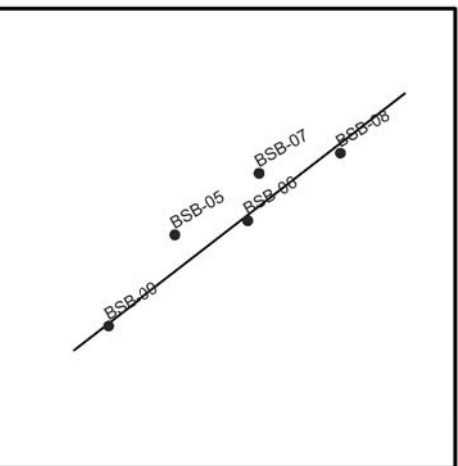
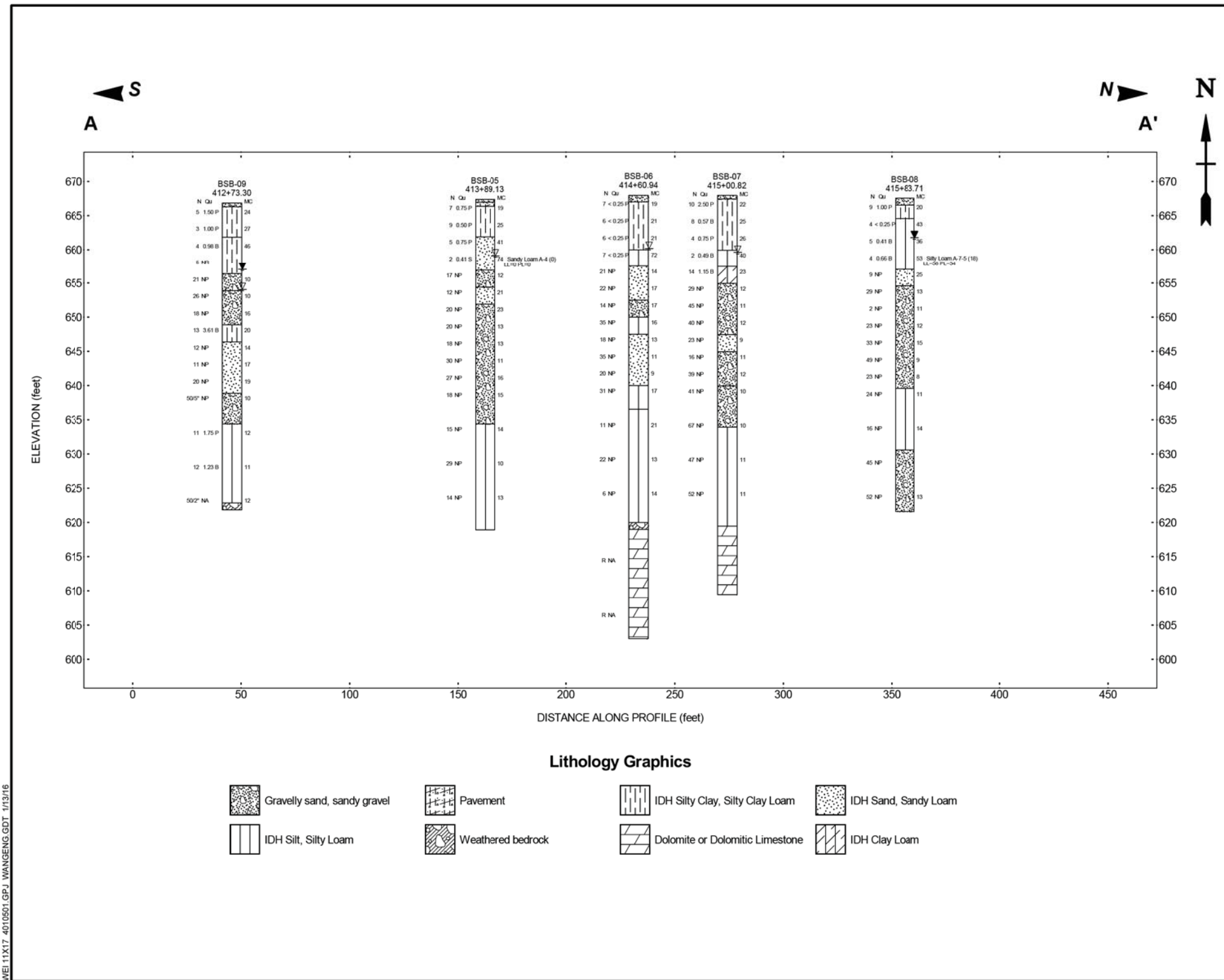
Datum: NAVD88
 Elevation: 666.86 ft
 North: 1781159.16 ft
 East: 1098021.63 ft
 Station: 412+73.30
 Offset: 18.76 RT

Page 2 of 2

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
622.9	WEATHERED ROCK FRAGMENTS --hard drilling 44.0 to 45.0 feet-- --ROLLER BIT REFUSAL-- Boring terminated at 45.00 ft	15	2 35 50/2"										

GENERAL NOTES		WATER LEVEL DATA	
Begin Drilling	10-13-2015	Complete Drilling	10-13-2015
Drilling Contractor	Wang Testing Service	Drill Rig	D50 TMR
Driller	R&N	Logger	F. Bozga
Checked by	NSB	Time After Drilling	NA
Drilling Method	3.25 HSA to termination; boring backfilled upon completion	Depth to Water	NA
		The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.	
While Drilling	13.00 ft	At Completion of Drilling	10.00 ft

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 1/31/2019



Site Map Scale 1 inch equals 165 feet

Explanation:

BSB-05 413+89.13 — Borehole Number Station

Borehole Lithology

N - N value (blow/12 in)
Q - UC Strength (blf)
MC - Moisture Content (%)

▽ Water Level Reading at time of drilling.
▼ Water Level Reading 24-hr after drilling or at end of drilling

0 45
Horizontal Scale (feet)

Vertical Exaggeration: 3x

Wang Engineering, Inc.
1145 N Main Street
Lombard, IL 60148

Soil Profile A-A'
SN 099-0542
East Bridge, Marley Creek

US Route 6 over Marley Creek
New Lenox, Will County, IL

JOB NUMBER	PLATE NUMBER
401-05-01	EXHIBIT 4

Lithology Graphics

	Gravelly sand, sandy gravel		Pavement		IDH Silty Clay, Silty Clay Loam		IDH Sand, Sandy Loam
	IDH Silt, Silty Loam		Weathered bedrock		Dolomite or Dolomitic Limestone		IDH Clay Loam

WEI11X17 4010501.GPJ WANGENG.GDT 1/13/16

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CIVILTECH
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DRAWN	- E. VAYSMAN	REVISED	-
DESIGNED	- E. VAYSMAN	REVISED	-
CHECKED	- G. HATLESTAD	REVISED	-
DATE	- 1/30/2019	REVISED	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOIL BORING PROFILE
US ROUTE 6 OVER MARLEY CREEK (EAST)
STRUCTURE NO. 099-0542**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R)	WILL	275	184
CONTRACT NO. 60R52				
ILLINOIS FED. AID PROJECT				

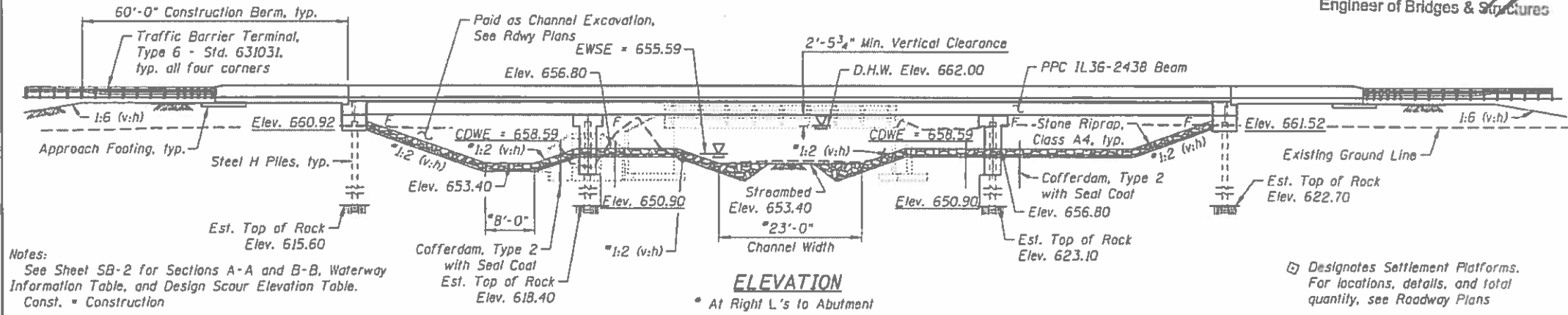
SHEET NO. SA-40 OF SA-40 SHEETS

Benchmark: Box "□" cut at the northwest wingwall of the existing US Route 6 over Marley Creek bridge (Existing SN 099-0149); Station 380+39.68, Offset 22.27' Lt., Elevation 664.41

Existing Structure: SN 099-0149 was originally built in 1930 under SAR 38, Section 33B-15D. It was a single span reinforced concrete tee beam superstructure on closed wall abutments supported on spread footings. In 1980, the structure was reconstructed as FAS 1294, Section 33-B1. Precast Prestressed Concrete Deck Beams (27"x36") replaced the concrete tee beam superstructure, and part of the substructure was removed and replaced. The out-to-out width of the superstructure is 42'-0", and the structure length is 53'-9" measured back-to-back of abutments.

One lane of traffic in alternating directions will be maintained utilizing temporary traffic signals and staged construction.

Salvage: None.



APPROVED
For Structural Adequacy Only
Gregory J. Hatlestad
Engineer of Bridges & Structures

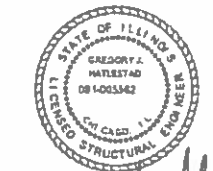
SEISMIC DATA
Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.094g
Design Spectral Acceleration at 0.2 sec. (S_{D5}) = 0.163g
Soil Site Class = D

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

DESIGN STRESSES
FIELD UNITS
f'c = 3,500 psi
f'c = 4,000 psi (Superstructure Concrete)
fy = 60,000 psi (Reinforcement)
PRECAST PRESTRESSED UNITS
f'c = 8,500 psi
f'ci = 7,000 psi
fpu = 270,000 psi (0.6" ϕ low relax strands)
fpbt = 202,300 psi (0.6" ϕ low relax strands)

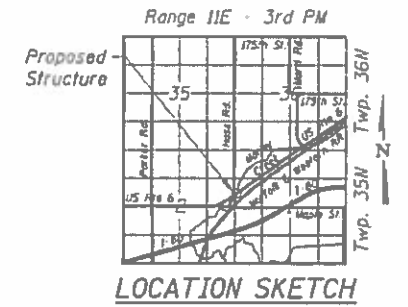
DESIGN SPECIFICATIONS
2014 AASHTO LRFD Bridge Design Specifications, 7th Edition, with 2015 and 2016 Interims

CIVILTECH ENGINEERING, INC.
GREGORY J. HATLESTAD, S.E.

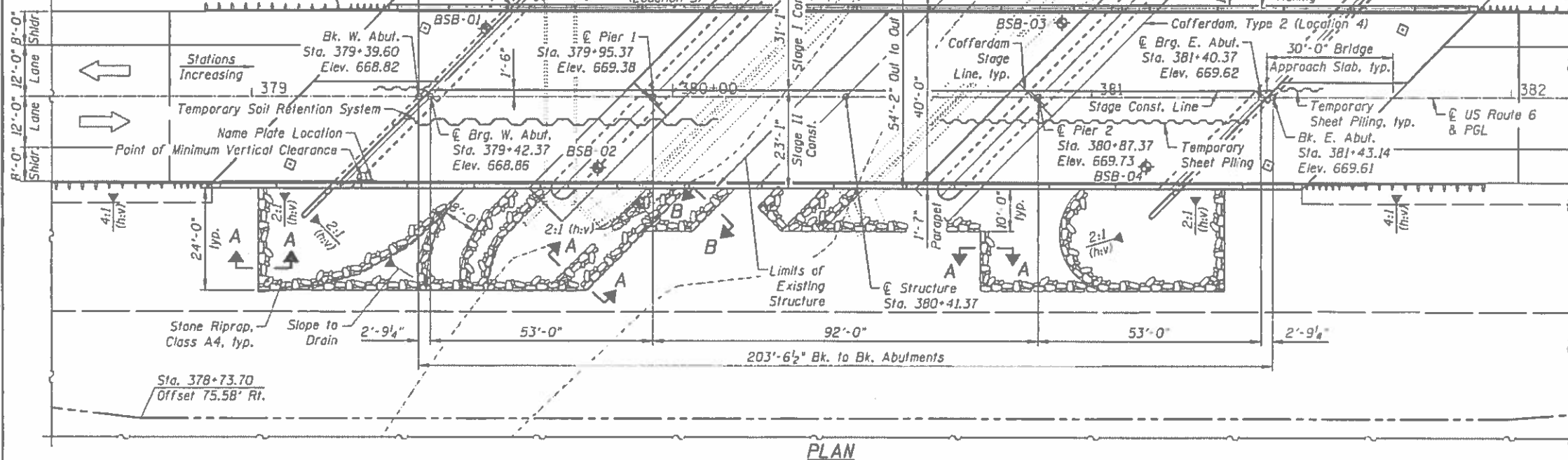


Gregory J. Hatlestad
GREGORY J. HATLESTAD, S.E.
081-005562

EXP 11-30-20
DATE 1-30-19



GENERAL PLAN & ELEVATION
US ROUTE 6 OVER MARLEY CREEK (WEST)
FAU ROUTE 297 - SECTION 33B (B-R)
WILL COUNTY
STA. 380+41.37
STRUCTURE NO. 099-0543



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Two Piazza Place, Suite 1400
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DRAWN - E. VATSMAN	REVISED -
DESIGNED - E. VATSMAN	REVISED -
CHECKED - G. HATLESTAD	REVISED -
DATE - 1/30/2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
US ROUTE 6 OVER MARLEY CREEK (WEST)
STRUCTURE NO. 099-0543
SHEET NO. 98-1 OF 98-35 SHEETS

F.A.I.L. #	SECTION	COUNTY	TOTAL SHEET NO.
297	33B (B-R)	WILL	275 185
			CONTRACT NO. 60R52
ILLINOIS FED. AID PROJECT			

GENERAL NOTES:

- Reinforcement bars designated (E) shall be epoxy coated.
- Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
- The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
- Seal coat thickness design is based on the Cofferdam Design Water Elevation (CDWE). Cofferdam design details and proposed changes in seal coat thickness shall be submitted to the Engineer for approval with the cofferdam design.
- The concrete for bridge decks finished according to Article 503.16(a) of the Standard Specifications shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The machine used for finishing shall be set parallel to the skew for striking off and screeding the concrete.
- Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure. The Contractor shall sawcut the upper portion of the existing abutment at the stage removal line before Stage I removal to ensure the remaining portion will not be prematurely damaged.
- Protective coat shall be applied to the bridge deck, bridge approach slab, inside and outside faces and top of the north parapet, and the inside face and top of the south parapet.

INDEX OF SHEETS

- SB-1 General Plan and Elevation
- SB-2 General Data
- SB-3 Stage Construction Details
- SB-4 Substructure Removal Details
- SB-5 Temporary Sheet Piling Details
- SB-6 Temporary Concrete Barrier for Stage Construction
- SB-7 Top of Slab Elevations I
- SB-8 Top of Slab Elevations II
- SB-9 Top of Slab Elevations III
- SB-10 Top of Slab Elevations IV
- SB-11 Top of Approach Slab Elevations
- SB-12 Superstructure
- SB-13 Superstructure Details
- SB-14 Abutment Diaphragm Details
- SB-15 Fixed Pier Diaphragm Details
- SB-16 Bridge Approach Slab Details I
- SB-17 Bridge Approach Slab Details II
- SB-18 Railing Details
- SB-19 Framing Plan
- SB-20 IL36N Beam I
- SB-21 IL36N Beam II
- SB-22 IL36N Beam Details
- SB-23 West Abutment
- SB-24 East Abutment
- SB-25 Pier 1
- SB-26 Pier 2
- SB-27 Pier Details
- SB-28 Concrete Parapet Slipforming Option
- SB-29 HP Pile Details
- SB-30 Bar Splicer Assembly and Mechanical Splicer Details
- SB-31 Soil Boring Logs I
- SB-32 Soil Boring Logs II
- SB-33 Soil Boring Logs III
- SB-34 Soil Boring Logs IV
- SB-35 Soil Boring Profile

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.	-	2,016	2,016
Filter Fabric	Sq. Yd.	-	2,016	2,016
Removal of Existing Structures No. 2	Each	1	-	1
Removal of Existing Structures No. 3	Each	-	1	1
Structure Excavation	Cu. Yd.	-	114	114
Cofferdam Excavation	Cu. Yd.	-	1,062	1,062
Cofferdam (Type 2) (Location - 3)	Each	-	1	1
Cofferdam (Type 2) (Location - 4)	Each	-	1	1
Concrete Structures	Cu. Yd.	69.1	385.0	454.1
Concrete Superstructure	Cu. Yd.	474.8	-	474.8
Bridge Deck Grooving	SQ YD	1,102	-	1,102
Seal Coat Concrete	Cu. Yd.	-	214.2	214.2
Protective Coat	Sq. Yd.	1,785	-	1,785
Concrete Superstructure (Approach Slab)	Cu. Yd.	150.7	-	150.7
Furnishing and Erecting Precast Prestressed Concrete Beams, IL36N	Foot	1,381	-	1,381
Reinforcement Bars, Epoxy Coated	Pound	171,210	38,470	209,680
Bar Splicers	Each	884	182	1,066
Bicycle Railing	Foot	260	-	260
Parapet Railing	Foot	260	-	260
Furnishing Steel Piles HP12x53	Foot	-	1,023	1,023
Furnishing Steel Piles HP14x73	Foot	-	1,001	1,001
Driving Piles	Foot	-	2,024	2,024
Test Pile Steel HP 12x53	Each	-	2	2
Test Pile Steel HP 14x73	Each	-	2	2
Pile Shoes	Each	-	48	48
Name Plates	Each	1	-	1
Temporary Sheet Piling	Sq. Ft.	-	2,405	2,405
Temporary Soil Retention System	Sq. Ft.	-	783	783
Granular Backfill for Structures	Cu. Yd.	-	245	245
Geocomposite Wall Drain	Sq. Yd.	-	139	139
Asbestos Bearing Pad Removal	Each	32	-	32
Pipe Underdrains for Structures 4"	Foot	204	-	204

WATERWAY INFORMATION

Drainage Area = 12.4 sq. mi. Low Grade Elev. 663.2 @ Sta. 376+73

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.		Head - Ft.		Headwater El.	
			Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	Exist.	Prop.
	2	533	193	396	658.5	0.3	0.5	658.8	659.0	
	10	1238	236	544	660.2	0.7	0.5	660.9	660.7	
Design	50	2342	285	771	662.0	1.0	0.3	663.0	662.3	
Base	100	2928	285	877	662.8	0.8	0.3	663.6	663.1	
Scour Design Check	200	3187	285	918	663.1	0.7	0.4	663.8	663.5	
Overtopping (Ex.)	20	1490	250	-	660.6	0.8	-	661.4	-	
Overtopping (Pr.)	125	3000	-	891	662.9	-	0.3	-	663.2	
Max. Calc.	500	3963	285	1039	664.1	0.3	0.4	664.4	664.5	

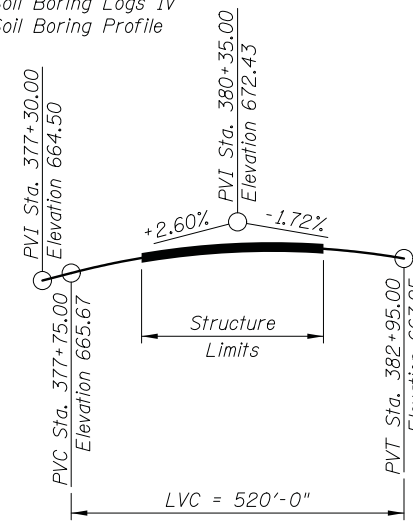
10 Year Velocity through Existing Bridge = 5.2 ft/sec
 10 Year Velocity through Proposed Bridge = 2.3 ft/sec

DESIGN SCOUR ELEVATION TABLE

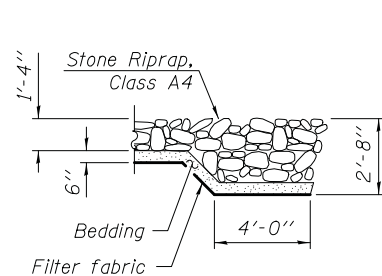
Event/Limit	Design Scour Elevations (ft.)				Item 113
	W. Abut.	Pier 1	Pier 2	E. Abut.	
Q100	660.92	651.51	650.33	661.52	5
Q200	660.92	651.16	650.67	661.52	
Design	660.92	650.90	650.33	661.52	
Check	660.92	650.90	650.67	661.52	

STATION 380+41.37
 BUILT 201 BY
 STATE OF ILLINOIS
 F.A.U. RT. 297 SEC. 33B (B-R)
 LOADING HL-93
 STR. NO. 099-0543

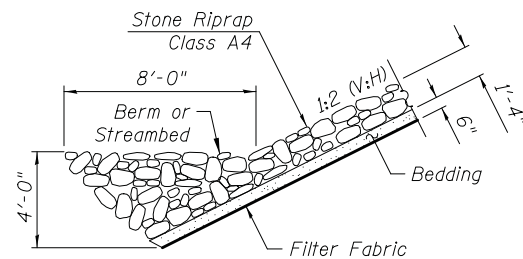
NAME PLATE
 See Std. 515001



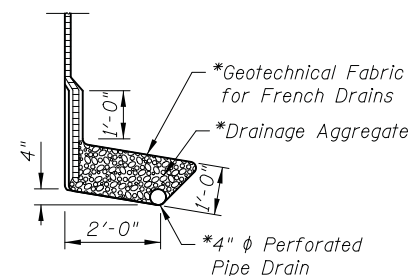
PROFILE GRADE
 (along C US Route 6)



SECTION A-A

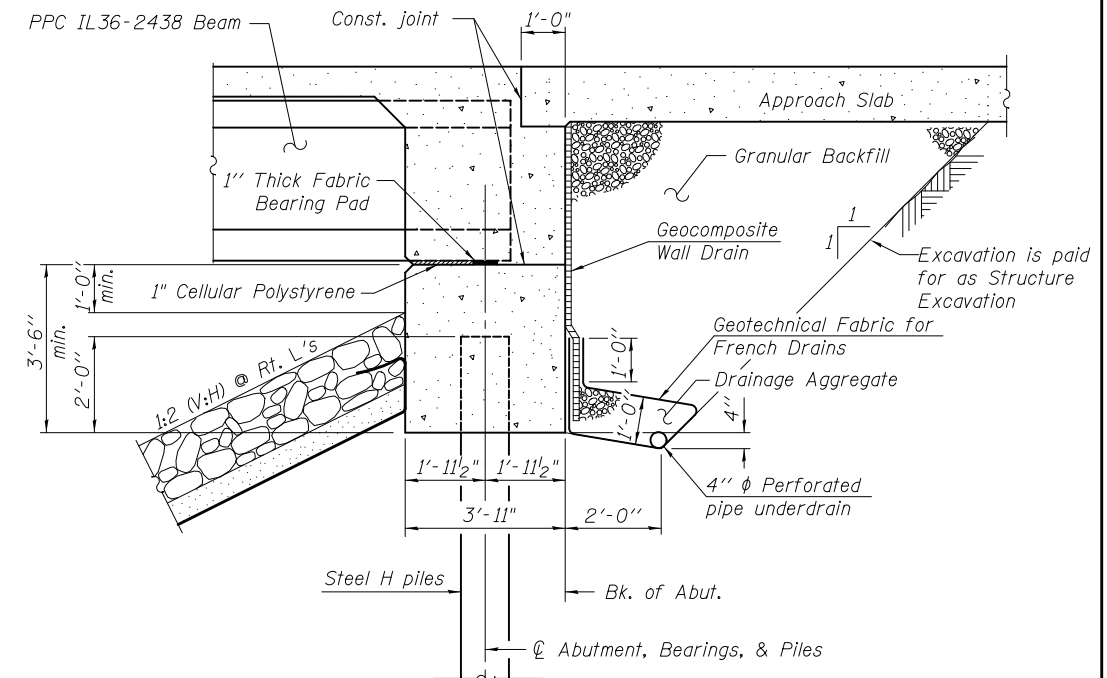


SECTION B-B



PIPE UNDERDRAIN DETAIL

* Included in the cost of Pipe Underdrains for Structures 4"



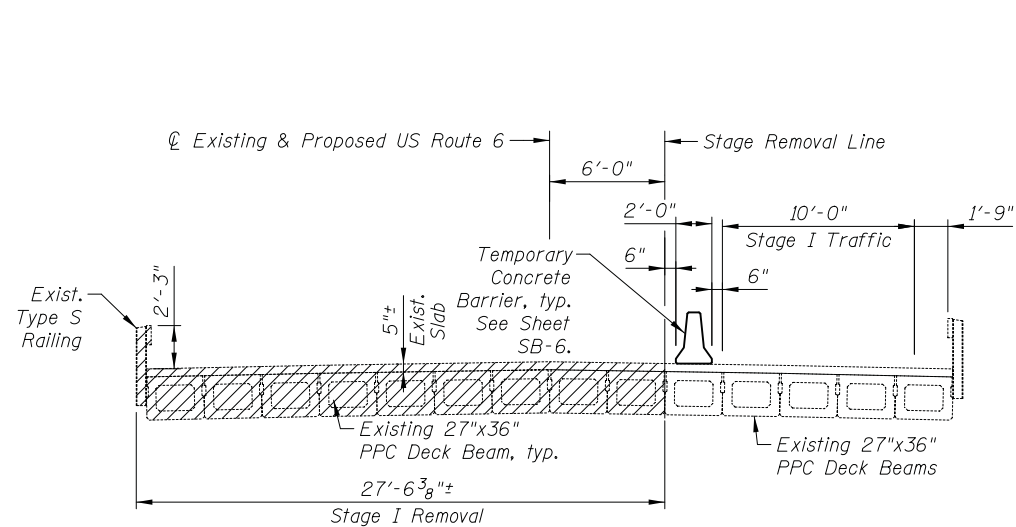
SECTION THRU INTEGRAL ABUTMENT

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

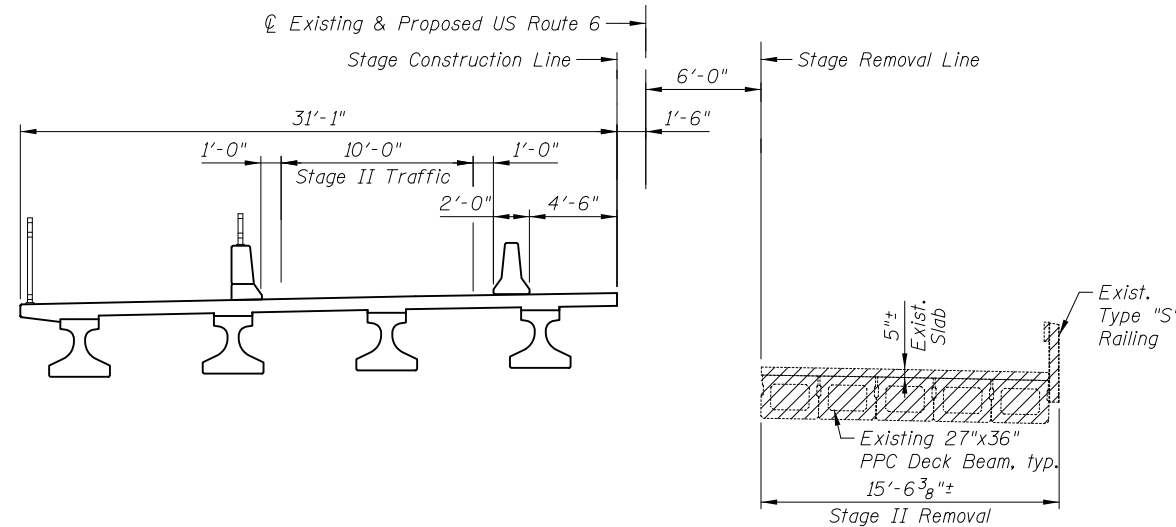
*Included in the cost of Pipe Underdrains for Structures 4"

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

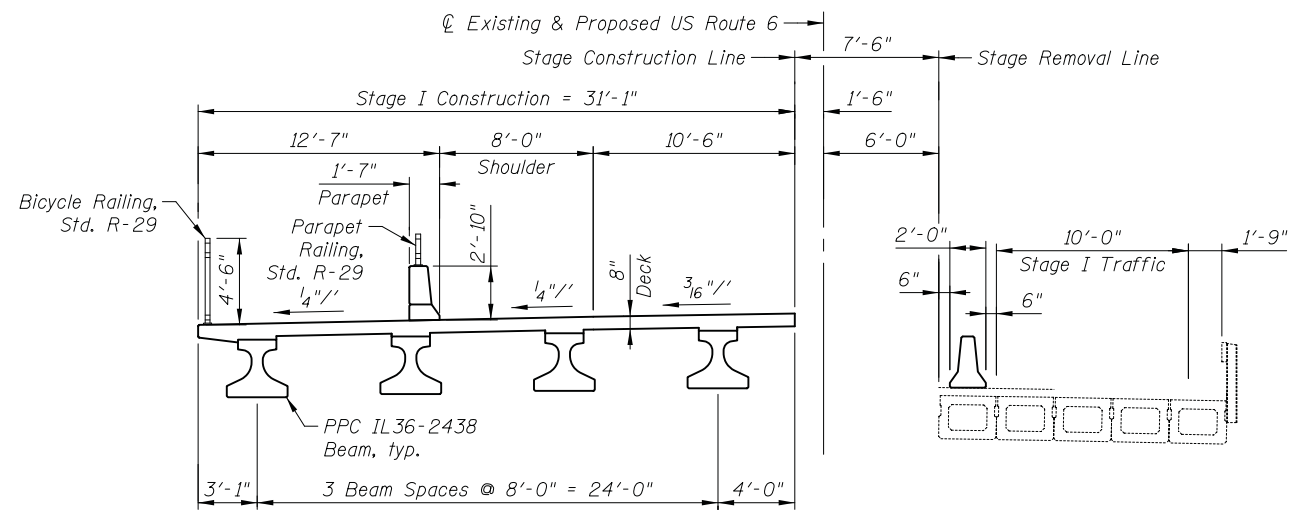
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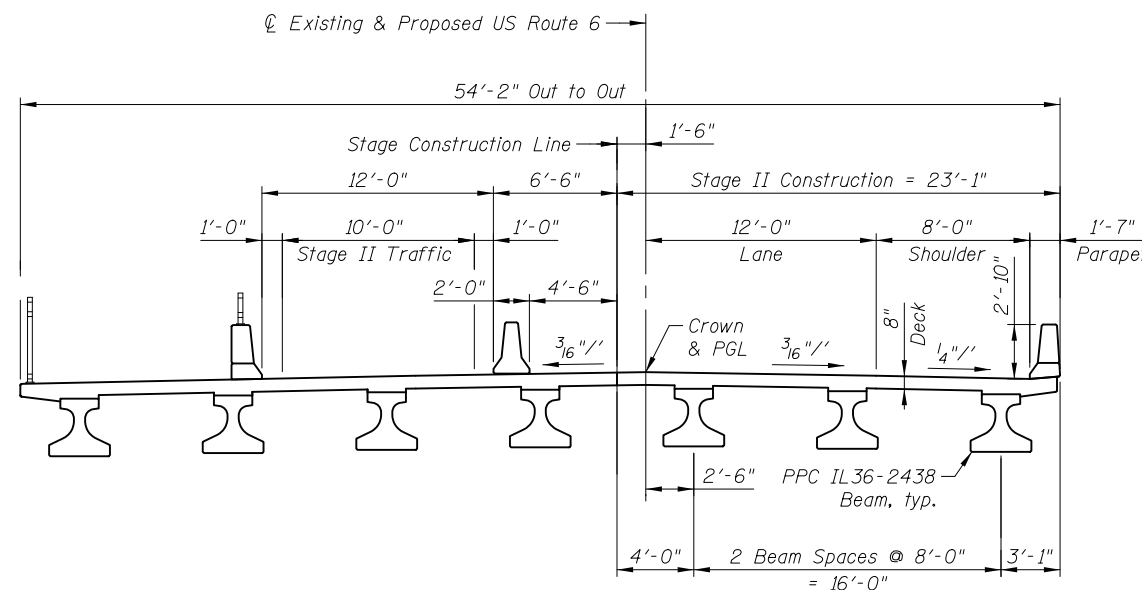
STAGE I REMOVAL
(Looking East)



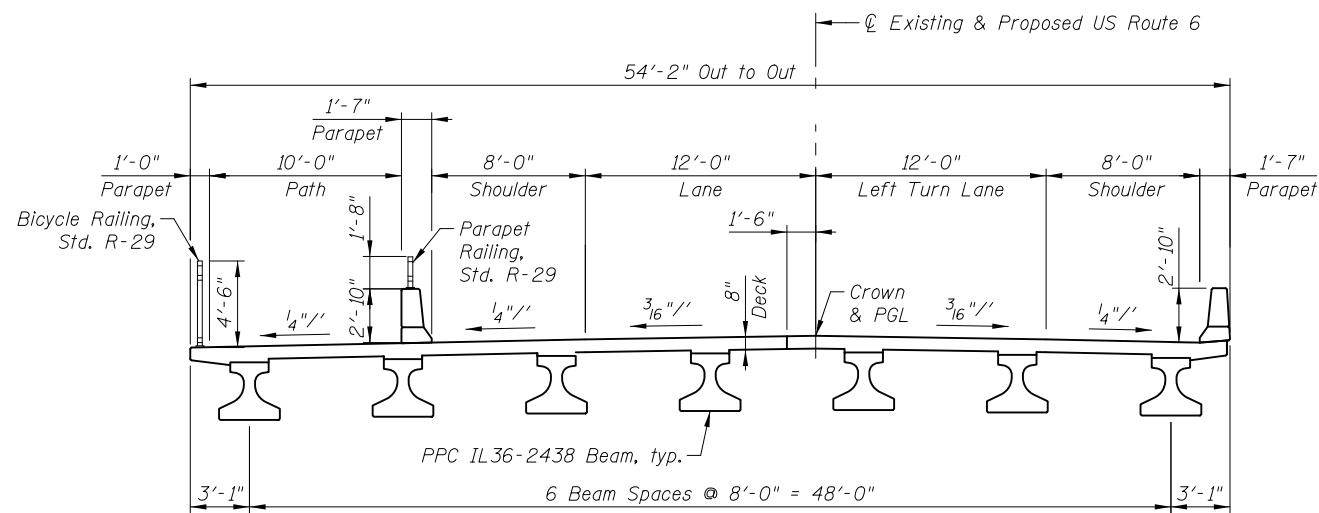
STAGE II REMOVAL
(Looking East)



STAGE I CONSTRUCTION
(Looking East)



STAGE II CONSTRUCTION
(Looking East)



CROSS SECTION
(Looking East)

Note:

1. Hatched area indicates Removal of Existing Structures.
2. For quantity of Temporary Concrete Barrier, see roadway plans.
3. The stage construction lines and the stage removal lines for the superstructure and the substructure are different.
4. For substructure Removal details see sheet SB-4.

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DRAWN	- E. VAYSMAN	REVISED	-
DESIGNED	- E. VAYSMAN	REVISED	-
CHECKED	- G. HATLESTAD	REVISED	-
DATE	- 1/30/2019	REVISED	-

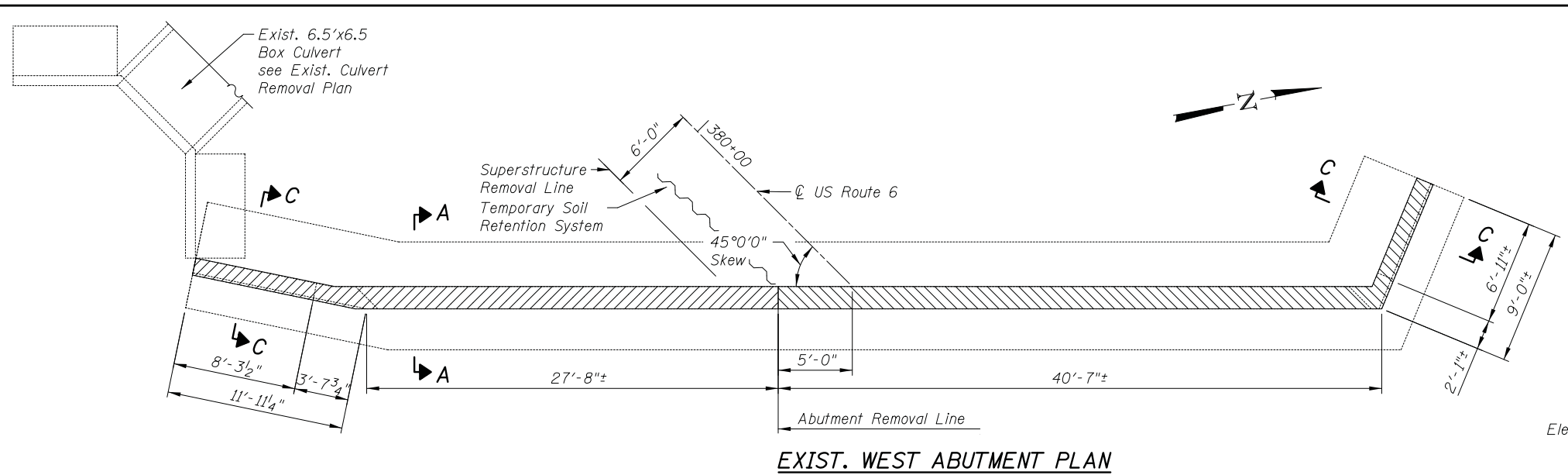
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS I
US ROUTE 6 OVER MARLEY CREEK (WEST)
STRUCTURE NO. 099-0543**

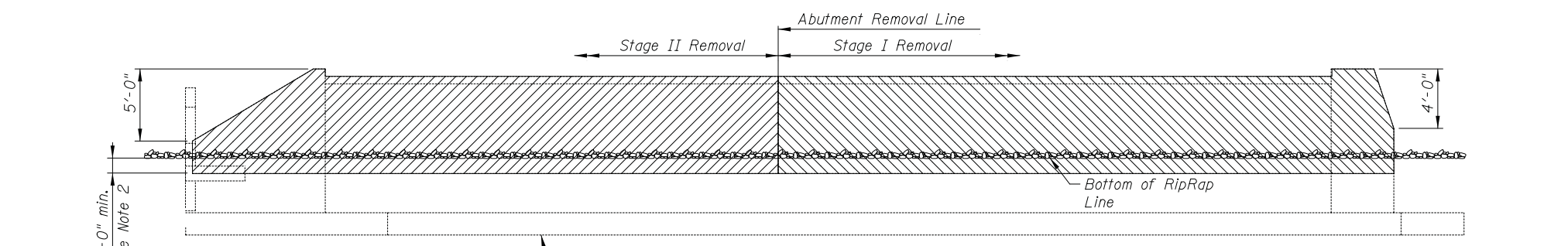
SHEET NO. SB-3 OF SB-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R)	WILL	275	187
			CONTRACT NO. 60R52	
ILLINOIS FED. AID PROJECT				

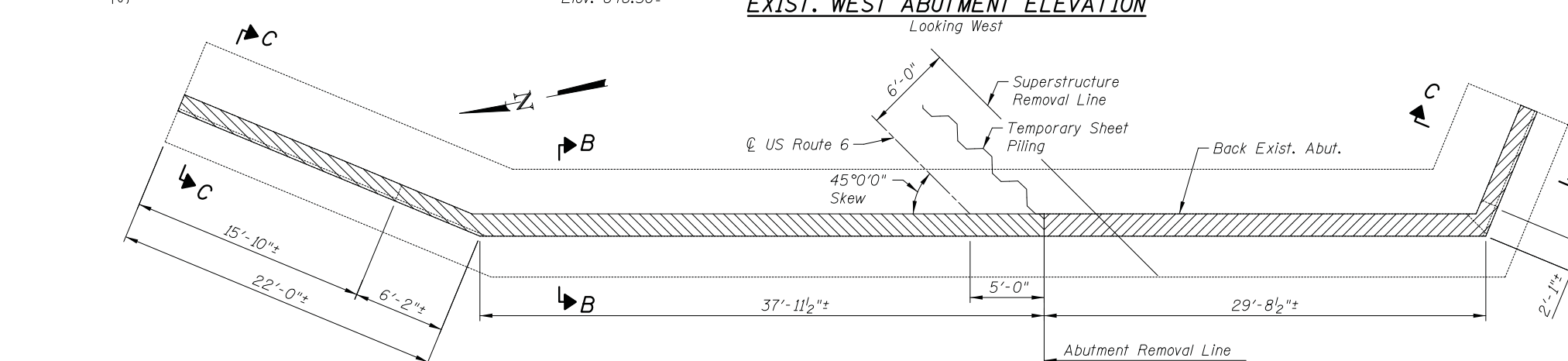
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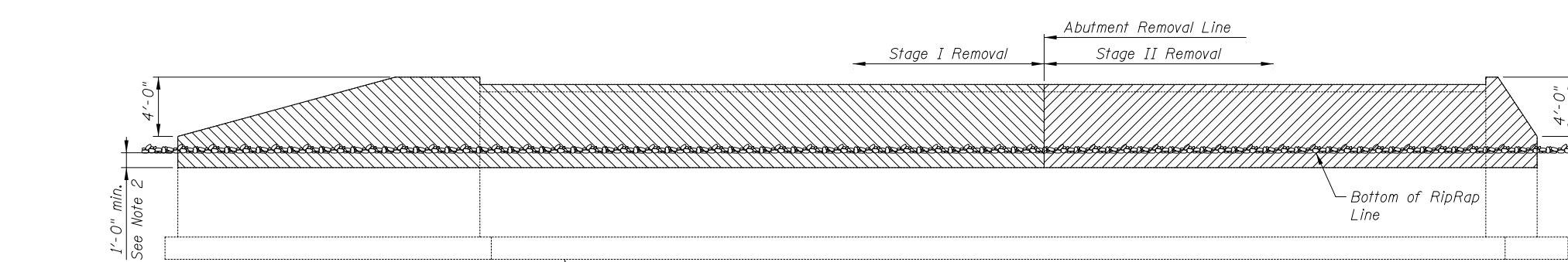
EXIST. WEST ABUTMENT PLAN



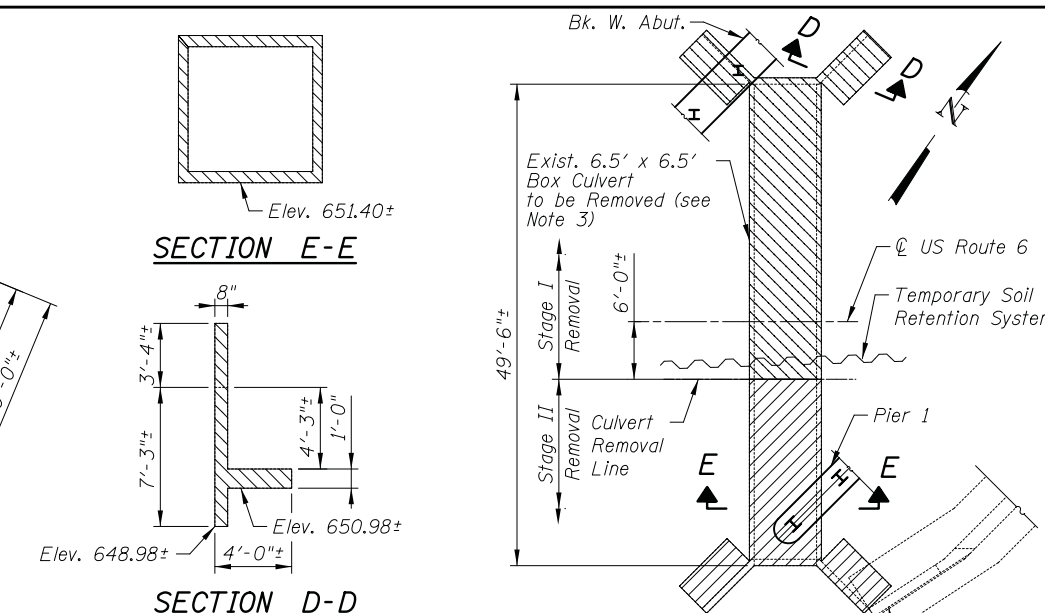
EXIST. WEST ABUTMENT ELEVATION
Looking West



EXIST. EAST ABUTMENT PLAN

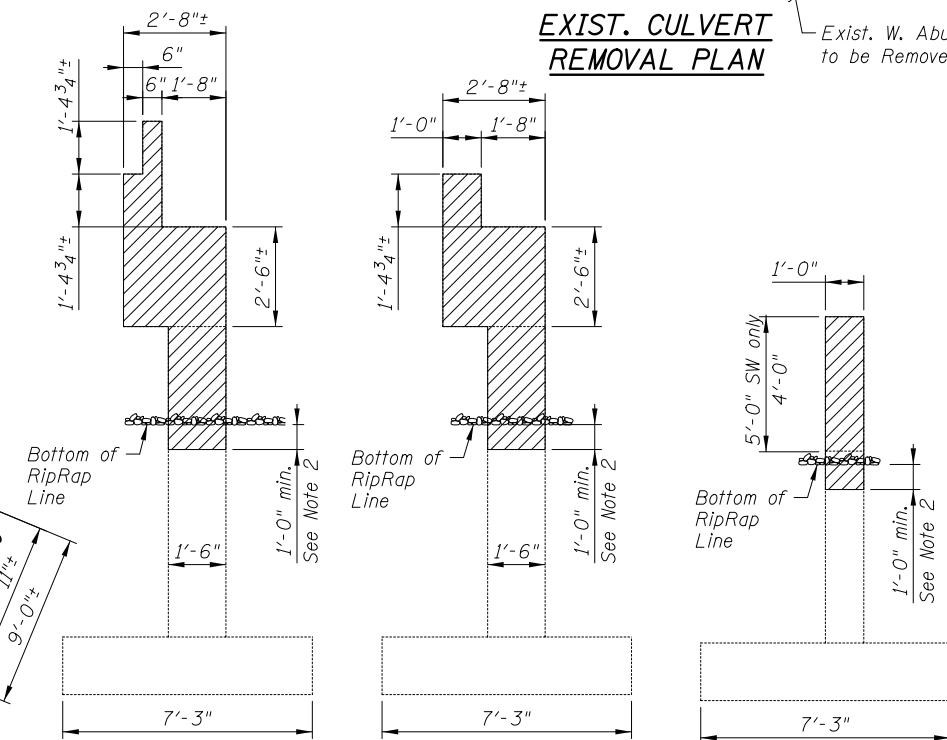


EXIST. EAST ABUTMENT ELEVATION
Looking East



SECTION E-E

SECTION D-D



EXIST. CULVERT REMOVAL PLAN

SECTION A-A

SECTION B-B

SECTION C-C

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Removal of Existing Structures No. 3	Each	1

LEGEND:

	Stage I Abut. Removal
	Stage II Abut. Removal
	Temporary Soil Retention System
	Temporary Sheet Piling

- Notes:**
- For Temporary Sheet Piling see sheet SB-5.
 - Existing Abutment and Wingwall to be cut 1'-0" minimum below Bottom of RipRap Line. Cost included with Removal of Existing Structures No. 2.
 - Existing 6.5'x6.5' Box Culvert removal paid as "Removal of Existing Structures No. 3".
 - Plan dimensions and details relative to existing plans are subject to nominal construction variations.

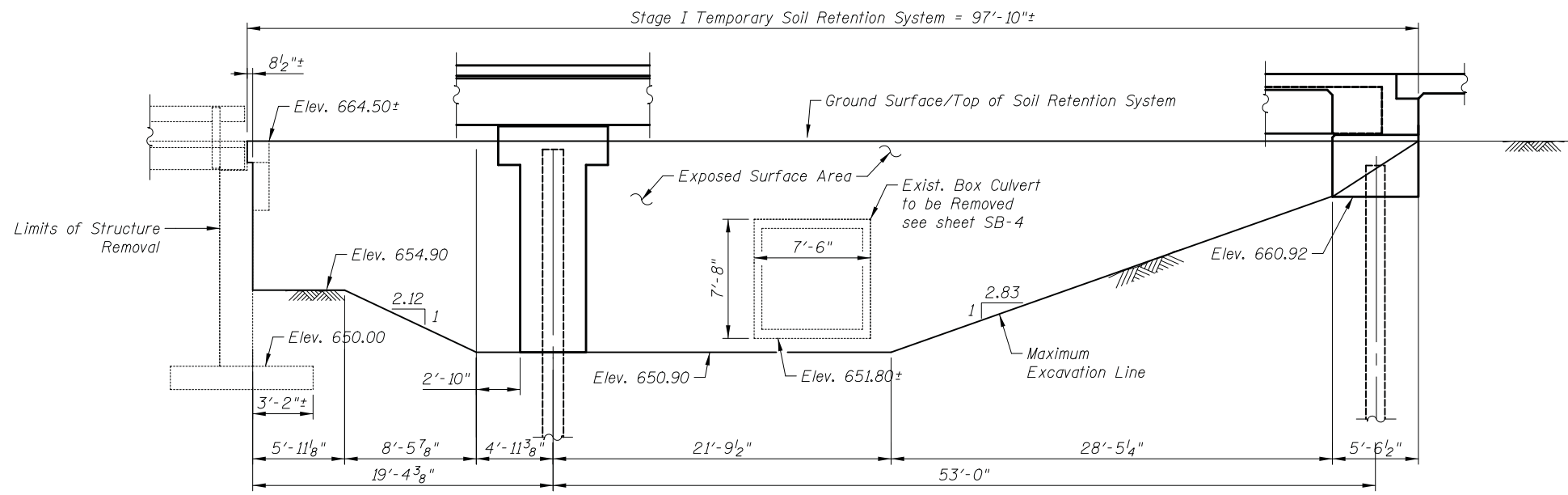
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DESIGNED - E. VAYSMAN	REVISED -
CHECKED - G. HATLESTAD	REVISED -
DATE - 1/30/2019	REVISED -

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DEPARTMENT OF TRANSPORTATION

SUBSTRUCTURE REMOVAL DETAILS
US ROUTE 6 OVER MARLEY CREEK (WEST)
STRUCTURE NO. 099-0543
 SHEET NO. SB-4 OF SB-35 SHEETS

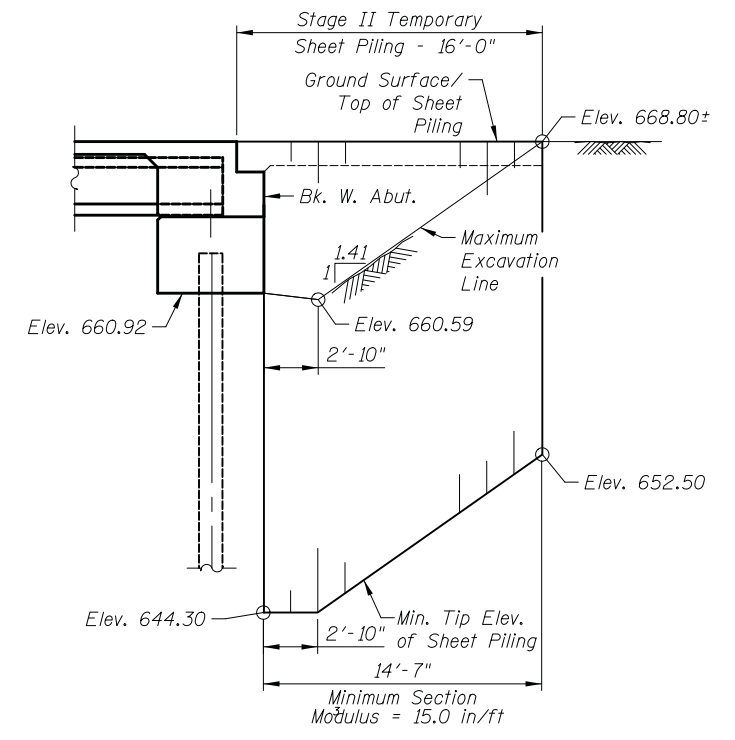
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R)	WILL	275	188
CONTRACT NO. 60R52				
ILLINOIS FED. AID PROJECT				



STAGE I - TEMPORARY SOIL RETENTION SYSTEM - PIER 1 AND WEST ABUTMENT

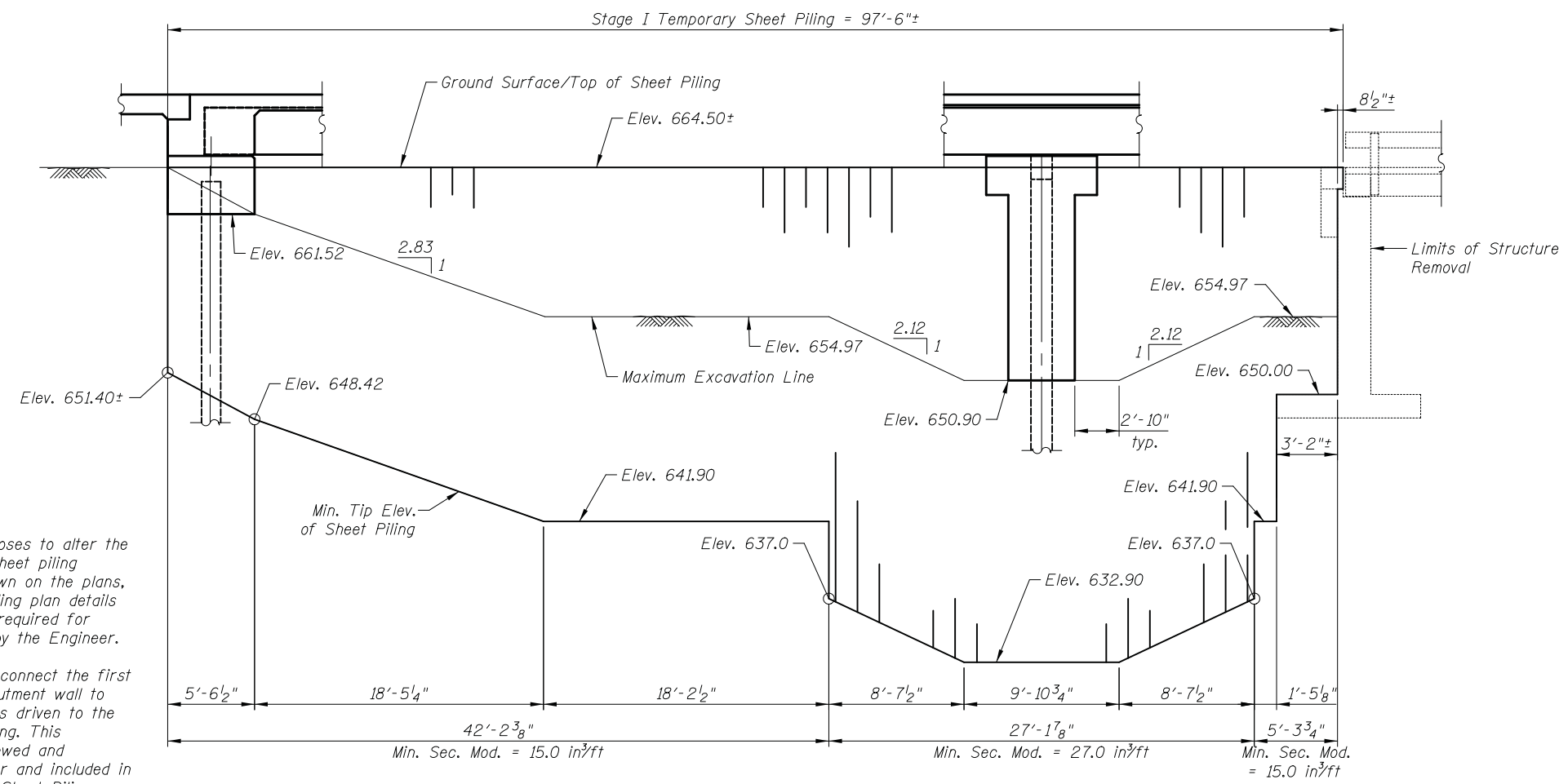
Looking South

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



STAGE II - TEMPORARY SHEET PILING AT W. ABUT.

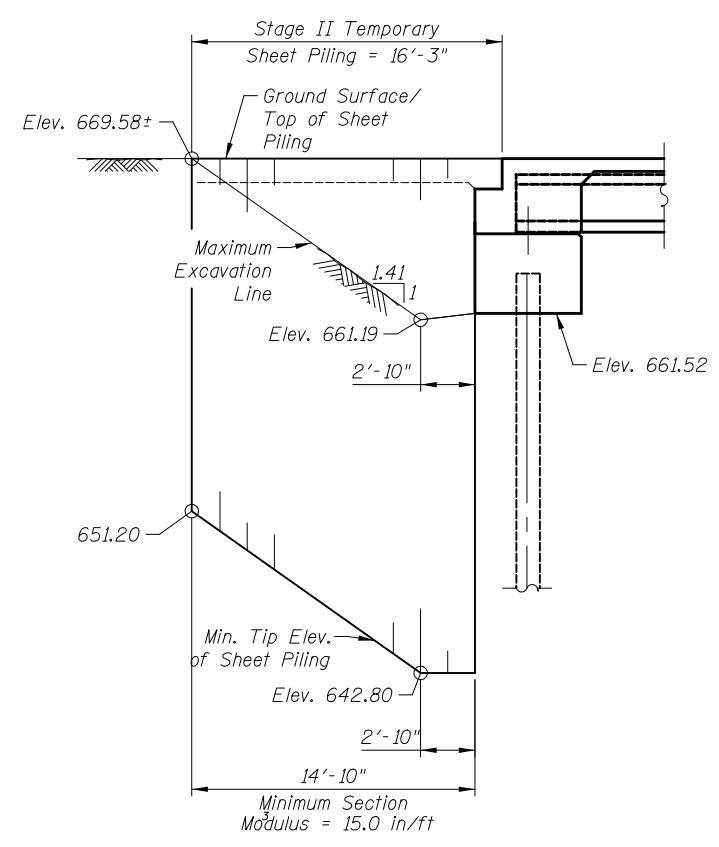
Looking South



STAGE I - TEMPORARY SHEET PILING - PIER 2 AND EAST ABUTMENT

Looking South

- Notes:
1. If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.
 2. The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.
 3. For existing abutments removal details see sheet SB-4.



STAGE II - TEMPORARY SHEET PILING AT E. ABUT.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Temporary Sheet Piling	Sq. Ft.	2,405
Temporary Soil Retention System	Sq. Ft.	783

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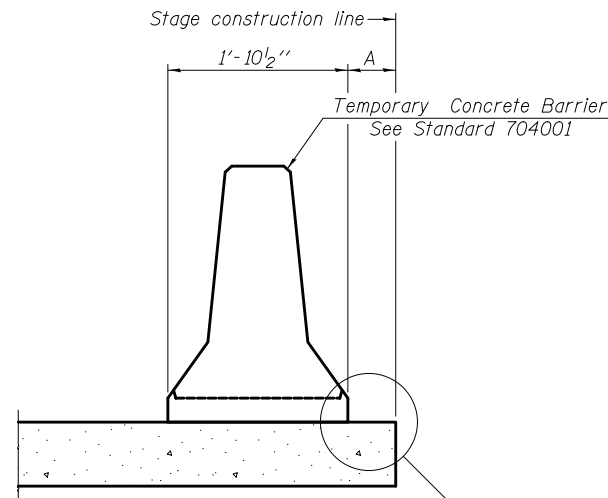
DRAWN - E. VAYSMAN	REVISED -
DESIGNED - E. VAYSMAN	REVISED -
CHECKED - G. HATLESTAD	REVISED -
DATE - 1/30/2019	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS II
 US ROUTE 6 OVER MARLEY CREEK (WEST)
 STRUCTURE NO. 099-0543**

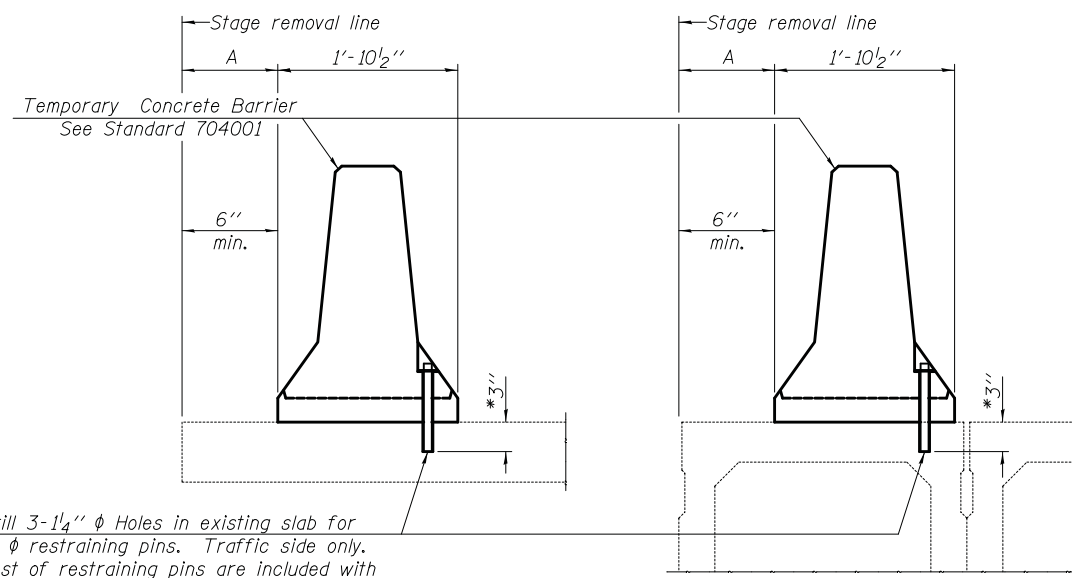
F.A.U. RTE. 297	SECTION 33B (B-R)	COUNTY WILL	TOTAL SHEETS 275	SHEET NO. 189
				CONTRACT NO. 60R52
ILLINOIS FED. AID PROJECT				

SHEET NO. SB-5 OF SB-35 SHEETS



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

NEW SLAB OR NEW DECK BEAM

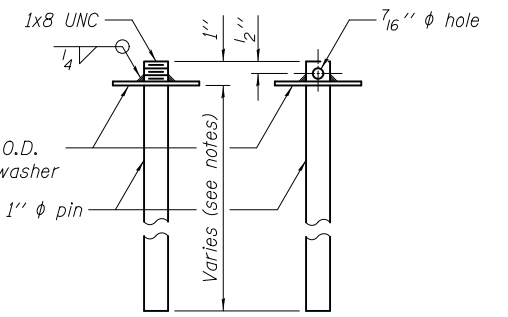


Drill 3-1/4" ϕ Holes in existing slab for 1" ϕ restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

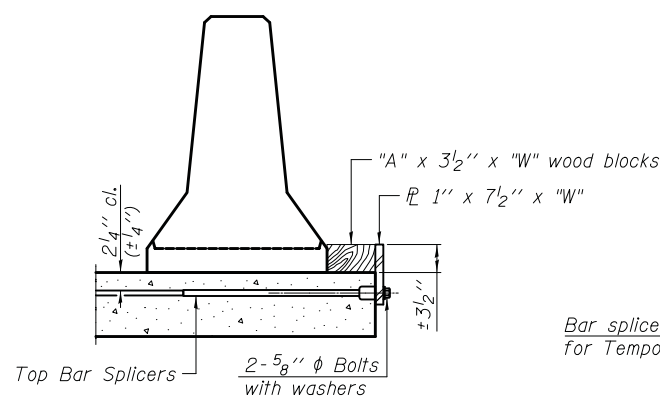
EXISTING DECK BEAM

SECTIONS THRU SLAB OR DECK BEAM

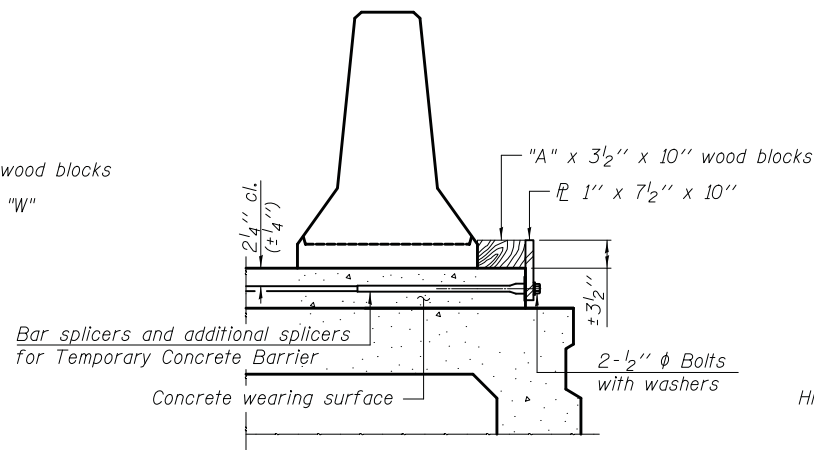


RESTRAINING PIN

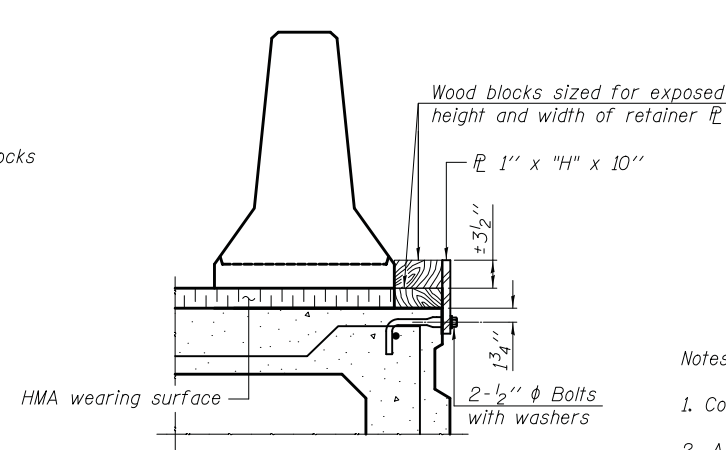
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.



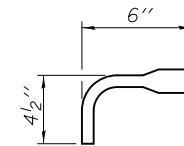
DETAIL I



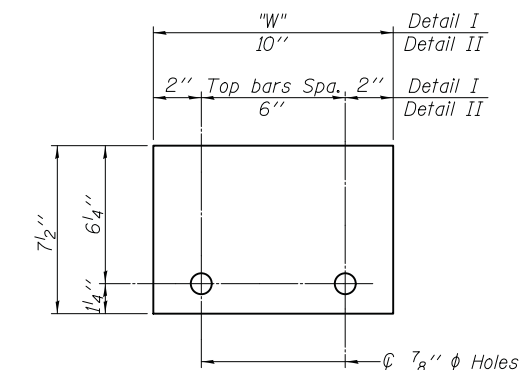
DETAIL II



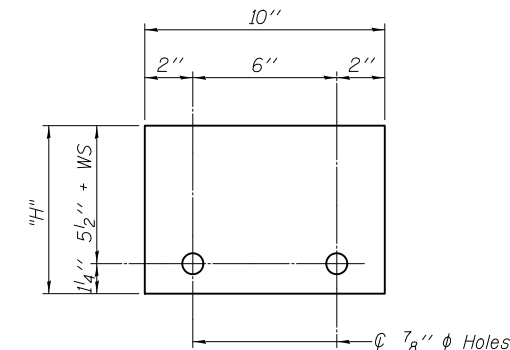
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER 1" x 7 1/2" x "W"
(Detail I and II)



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

Notes:

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

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

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

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

R-27

11-22-2016



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CHECKED	- G. HATLESTAD	REVISED	-
DATE	- 1/30/2019	REVISED	-

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DEPARTMENT OF TRANSPORTATION**

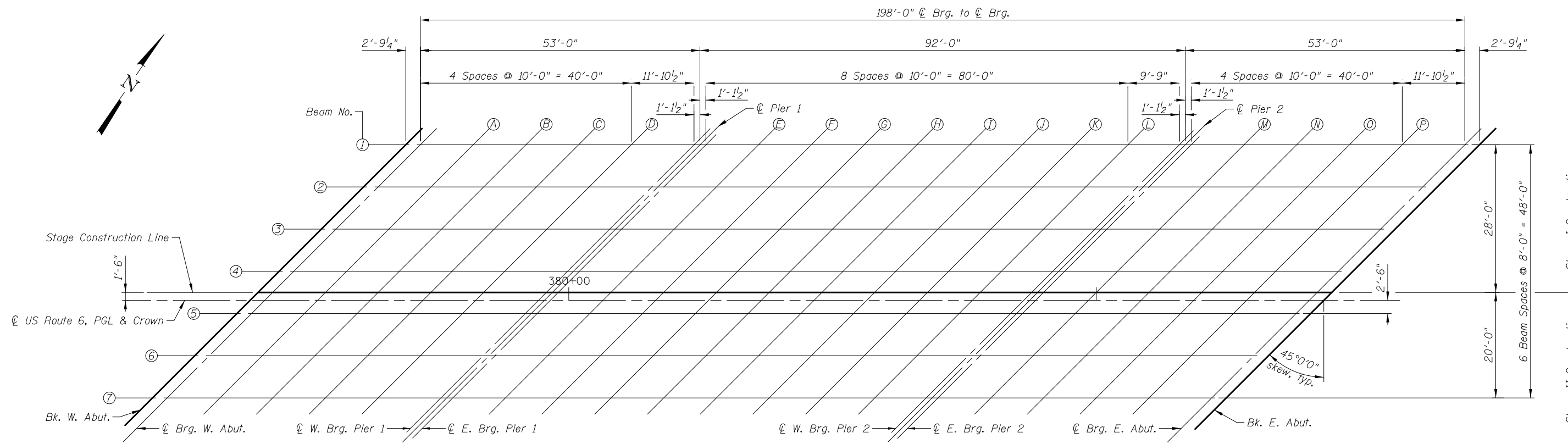
**TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
US ROUTE 6 OVER MARLEY CREEK (WEST)
STRUCTURE NO. 099-0543**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R)	WILL	275	190
CONTRACT NO. 60R52				

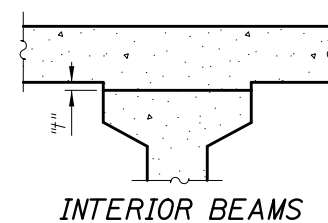
SHEET NO. SB-6 OF SB-35 SHEETS

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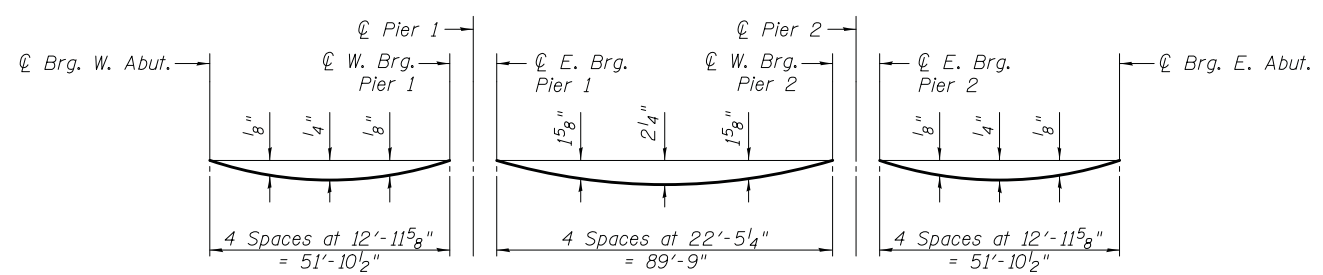
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PLAN

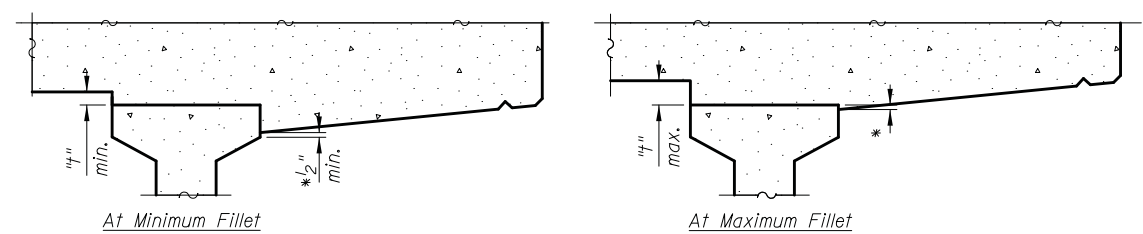


INTERIOR BEAMS



DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete, excluding beams).

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets SB-8 thru SB-10.



*Variable (not less than 1/2")
EXTERIOR BEAMS

METHOD OF DETERMINING FILLET HEIGHTS "t"

To determine "t": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown on Sheets SB-8 thru SB-10. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets SB-8 thru SB-10, minus 8" deck, equals the fillet heights "t" above top flanges of beams.

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DATE	- 1/30/2019	REVISED	-

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**TOP OF SLAB ELEVATIONS I
US ROUTE 6 OVER MARLEY CREEK (WEST)
STRUCTURE NO. 099-0543**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R)	WILL	275	191
CONTRACT NO. 60R52				

SHEET NO. SB-7 OF SB-35 SHEETS

ILLINOIS FED. AID PROJECT

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BEAM 1

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	379+69.10	-29.50	668.60	668.60
CL Brg. W. Abut.	379+71.87	-29.50	668.62	668.62
A	379+81.87	-29.50	668.72	668.73
B	379+91.87	-29.50	668.80	668.82
C	380+01.87	-29.50	668.88	668.90
D	380+11.87	-29.50	668.94	668.96
CL W. Brg. Pier 1	380+20.98	-29.50	669.00	669.00
CL Pier 1	380+24.87	-29.50	669.02	669.02
CL E. Brg. Pier 1	380+26.00	-29.50	669.02	669.02
E	380+36.00	-29.50	669.07	669.14
F	380+46.00	-29.50	669.11	669.23
G	380+56.00	-29.50	669.14	669.30
H	380+66.00	-29.50	669.16	669.35
I	380+76.00	-29.50	669.18	669.36
J	380+86.00	-29.50	669.18	669.35
K	380+96.00	-29.50	669.18	669.30
L	381+06.00	-29.50	669.17	669.23
CL W. Brg. Pier 2	381+15.75	-29.50	669.15	669.15
CL Pier 2	381+16.87	-29.50	669.15	669.15
CL E. Brg. Pier 2	381+18.00	-29.50	669.14	669.14
M	381+28.00	-29.50	669.11	669.13
N	381+38.00	-29.50	669.08	669.10
O	381+48.00	-29.50	669.03	669.05
P	381+58.00	-29.50	668.98	668.99
CL Brg. E. Abut.	381+69.87	-29.50	668.90	668.90
Bk. E. Abut.	381+72.64	-29.50	668.88	668.88

BEAM 2

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	379+61.10	-21.50	668.68	668.68
CL Brg. W. Abut.	379+63.87	-21.50	668.71	668.71
A	379+73.87	-21.50	668.81	668.82
B	379+83.87	-21.50	668.90	668.92
C	379+93.87	-21.50	668.98	669.00
D	380+03.87	-21.50	669.06	669.07
CL W. Brg. Pier 1	380+12.98	-21.50	669.12	669.12
CL Pier 1	380+16.87	-21.50	669.14	669.14
CL E. Brg. Pier 1	380+18.00	-21.50	669.15	669.15
E	380+28.00	-21.50	669.20	669.27
F	380+38.00	-21.50	669.25	669.37
G	380+48.00	-21.50	669.28	669.45
H	380+58.00	-21.50	669.31	669.50
I	380+68.00	-21.50	669.33	669.52
J	380+78.00	-21.50	669.35	669.51
K	380+88.00	-21.50	669.35	669.47
L	380+98.00	-21.50	669.34	669.41
CL W. Brg. Pier 2	381+07.75	-21.50	669.33	669.33
CL Pier 2	381+08.87	-21.50	669.33	669.33
CL E. Brg. Pier 2	381+10.00	-21.50	669.33	669.33
M	381+20.00	-21.50	669.31	669.32
N	381+30.00	-21.50	669.27	669.29
O	381+40.00	-21.50	669.24	669.25
P	381+50.00	-21.50	669.19	669.20
CL Brg. E. Abut.	381+61.87	-21.50	669.12	669.12
Bk. E. Abut.	381+64.64	-21.50	669.10	669.10

BEAM 3

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	379+53.10	-13.50	668.76	668.76
CL Brg. W. Abut.	379+55.87	-13.50	668.79	668.79
A	379+65.87	-13.50	668.90	668.91
B	379+75.87	-13.50	669.00	669.02
C	379+85.87	-13.50	669.08	669.10
D	379+95.87	-13.50	669.17	669.18
CL W. Brg. Pier 1	380+04.98	-13.50	669.23	669.23
CL Pier 1	380+08.87	-13.50	669.26	669.26
CL E. Brg. Pier 1	380+10.00	-13.50	669.26	669.26
E	380+20.00	-13.50	669.33	669.39
F	380+30.00	-13.50	669.38	669.50
G	380+40.00	-13.50	669.42	669.59
H	380+50.00	-13.50	669.46	669.64
I	380+60.00	-13.50	669.48	669.67
J	380+70.00	-13.50	669.50	669.67
K	380+80.00	-13.50	669.51	669.63
L	380+90.00	-13.50	669.52	669.58
CL W. Brg. Pier 2	380+99.75	-13.50	669.51	669.51
CL Pier 2	381+00.87	-13.50	669.51	669.51
CL E. Brg. Pier 2	381+02.00	-13.50	669.51	669.51
M	381+12.00	-13.50	669.49	669.50
N	381+22.00	-13.50	669.47	669.49
O	381+32.00	-13.50	669.43	669.45
P	381+42.00	-13.50	669.39	669.41
CL Brg. E. Abut.	381+53.87	-13.50	669.33	669.33
Bk. E. Abut.	381+56.64	-13.50	669.32	669.32

BEAM 4

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	379+45.10	-5.50	668.80	668.80
CL Brg. W. Abut.	379+47.87	-5.50	668.84	668.84
A	379+57.87	-5.50	668.95	668.96
B	379+67.87	-5.50	669.05	669.07
C	379+77.87	-5.50	669.15	669.17
D	379+87.87	-5.50	669.23	669.25
CL W. Brg. Pier 1	379+96.98	-5.50	669.31	669.31
CL Pier 1	380+00.87	-5.50	669.34	669.34
CL E. Brg. Pier 1	380+02.00	-5.50	669.34	669.34
E	380+12.00	-5.50	669.41	669.48
F	380+22.00	-5.50	669.47	669.59
G	380+32.00	-5.50	669.52	669.68
H	380+42.00	-5.50	669.56	669.75
I	380+52.00	-5.50	669.60	669.78
J	380+62.00	-5.50	669.62	669.78
K	380+72.00	-5.50	669.64	669.76
L	380+82.00	-5.50	669.65	669.71
CL W. Brg. Pier 2	380+91.75	-5.50	669.65	669.65
CL Pier 2	380+92.87	-5.50	669.65	669.65
CL E. Brg. Pier 2	380+94.00	-5.50	669.65	669.65
M	381+04.00	-5.50	669.64	669.65
N	381+14.00	-5.50	669.62	669.64
O	381+24.00	-5.50	669.59	669.61
P	381+34.00	-5.50	669.56	669.57
CL Brg. E. Abut.	381+45.87	-5.50	669.51	669.51
Bk. E. Abut.	381+48.64	-5.50	669.49	669.49

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	379+41.10	-1.50	668.82	668.82
CL Brg. W. Abut.	379+43.87	-1.50	668.85	668.85
A	379+53.87	-1.50	668.97	668.98
B	379+63.87	-1.50	669.07	669.09
C	379+73.87	-1.50	669.17	669.19
D	379+83.87	-1.50	669.26	669.28
CL W. Brg. Pier 1	379+92.98	-1.50	669.34	669.34
CL Pier 1	379+96.87	-1.50	669.37	669.37
CL E. Brg. Pier 1	379+98.00	-1.50	669.38	669.38
E	380+08.00	-1.50	669.45	669.51
F	380+18.00	-1.50	669.51	669.63
G	380+28.00	-1.50	669.56	669.73
H	380+38.00	-1.50	669.61	669.79
I	380+48.00	-1.50	669.65	669.83
J	380+58.00	-1.50	669.67	669.84
K	380+68.00	-1.50	669.69	669.82
L	380+78.00	-1.50	669.71	669.77
CL W. Brg. Pier 2	380+87.75	-1.50	669.71	669.71
CL Pier 2	380+88.87	-1.50	669.71	669.71
CL E. Brg. Pier 2	380+90.00	-1.50	669.71	669.71
M	381+00.00	-1.50	669.70	669.72
N	381+10.00	-1.50	669.69	669.71
O	381+20.00	-1.50	669.67	669.69
P	381+30.00	-1.50	669.64	669.65
CL Brg. E. Abut.	381+41.87	-1.50	669.59	669.59
Bk. E. Abut.	381+44.64	-1.50	669.58	669.58

US ROUTE 6 AND PGL

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	379+39.60	0.00	668.82	668.82
CL Brg. W. Abut.	379+42.37	0.00	668.86	668.86
A	379+52.37	0.00	668.97	668.99
B	379+62.37	0.00	669.08	669.10
C	379+72.37	0.00	669.18	669.20
D	379+82.37	0.00	669.27	669.29
CL W. Brg. Pier 1	379+91.48	0.00	669.35	669.35
CL Pier 1	379+95.37	0.00	669.38	669.38
CL E. Brg. Pier 1	379+96.50	0.00	669.39	669.39
E	380+06.50	0.00	669.46	669.53
F	380+16.50	0.00	669.52	669.65
G	380+26.50	0.00	669.58	669.74
H	380+36.50	0.00	669.63	669.81
I	380+46.50	0.00	669.66	669.85
J	380+56.50	0.00	669.69	669.86
K	380+66.50	0.00	669.72	669.84
L	380+76.50	0.00	669.73	669.79
CL W. Brg. Pier 2	380+86.25	0.00	669.73	669.73
CL Pier 2	380+87.37	0.00	669.73	669.73
CL E. Brg. Pier 2	380+88.50	0.00	669.73	669.73
M	380+98.50	0.00	669.73	669.74
N	381+08.50	0.00	669.72	669.74
O	381+18.50	0.00	669.69	669.71
P	381+28.50	0.00	669.67	669.68
CL Brg. E. Abut.	381+40.37	0.00	669.62	669.62
Bk. E. Abut.	381+43.14	0.00	669.61	669.61

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DRAWN	- E. VAYSMAN	REVISED	-
DESIGNED	- E. VAYSMAN	REVISED	-
CHECKED	- G. HATLESTAD	REVISED	-
DATE	- 1/30/2019	REVISED	-

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R)	WILL	275	193
			CONTRACT NO. 60R52	
ILLINOIS FED. AID PROJECT				

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BEAM 5

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	379+37.10	2.50	668.75	668.75
CL Brg. W. Abut.	379+39.87	2.50	668.79	668.79
A	379+49.87	2.50	668.91	668.92
B	379+59.87	2.50	669.02	669.04
C	379+69.87	2.50	669.12	669.14
D	379+79.87	2.50	669.21	669.23
CL W. Brg. Pier 1	379+88.98	2.50	669.29	669.29
CL Pier 1	379+92.87	2.50	669.32	669.32
CL E. Brg. Pier 1	379+94.00	2.50	669.33	669.33
E	380+04.00	2.50	669.40	669.47
F	380+14.00	2.50	669.47	669.59
G	380+24.00	2.50	669.53	669.69
H	380+34.00	2.50	669.58	669.76
I	380+44.00	2.50	669.62	669.80
J	380+54.00	2.50	669.65	669.81
K	380+64.00	2.50	669.67	669.79
L	380+74.00	2.50	669.69	669.75
CL W. Brg. Pier 2	380+83.75	2.50	669.69	669.69
CL Pier 2	380+84.87	2.50	669.70	669.70
CL E. Brg. Pier 2	380+86.00	2.50	669.70	669.70
M	380+96.00	2.50	669.69	669.70
N	381+06.00	2.50	669.68	669.70
O	381+16.00	2.50	669.66	669.68
P	381+26.00	2.50	669.63	669.65
CL Brg. E. Abut.	381+37.87	2.50	669.59	669.59
Bk. E. Abut.	381+40.64	2.50	669.58	669.58

BEAM 6

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	379+29.10	10.50	668.53	668.53
CL Brg. W. Abut.	379+31.87	10.50	668.56	668.56
A	379+41.87	10.50	668.69	668.70
B	379+51.87	10.50	668.80	668.82
C	379+61.87	10.50	668.91	668.93
D	379+71.87	10.50	669.01	669.03
CL W. Brg. Pier 1	379+80.98	10.50	669.10	669.10
CL Pier 1	379+84.87	10.50	669.13	669.13
CL E. Brg. Pier 1	379+86.00	10.50	669.14	669.14
E	379+96.00	10.50	669.22	669.29
F	380+06.00	10.50	669.29	669.42
G	380+16.00	10.50	669.36	669.52
H	380+26.00	10.50	669.41	669.60
I	380+36.00	10.50	669.46	669.65
J	380+46.00	10.50	669.50	669.66
K	380+56.00	10.50	669.53	669.65
L	380+66.00	10.50	669.55	669.61
CL W. Brg. Pier 2	380+75.75	10.50	669.56	669.56
CL Pier 2	380+76.87	10.50	669.57	669.57
CL E. Brg. Pier 2	380+78.00	10.50	669.57	669.57
M	380+88.00	10.50	669.57	669.58
N	380+98.00	10.50	669.57	669.58
O	381+08.00	10.50	669.55	669.57
P	381+18.00	10.50	669.53	669.55
CL Brg. E. Abut.	381+29.87	10.50	669.50	669.50
Bk. E. Abut.	381+32.64	10.50	669.49	669.49

BEAM 7

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	379+21.10	18.50	668.26	668.26
CL Brg. W. Abut.	379+23.87	18.50	668.30	668.30
A	379+33.87	18.50	668.43	668.44
B	379+43.87	18.50	668.55	668.57
C	379+53.87	18.50	668.67	668.69
D	379+63.87	18.50	668.77	668.79
CL W. Brg. Pier 1	379+72.98	18.50	668.86	668.86
CL Pier 1	379+76.87	18.50	668.90	668.90
CL E. Brg. Pier 1	379+78.00	18.50	668.91	668.91
E	379+88.00	18.50	669.00	669.06
F	379+98.00	18.50	669.08	669.20
G	380+08.00	18.50	669.15	669.31
H	380+18.00	18.50	669.21	669.40
I	380+28.00	18.50	669.26	669.45
J	380+38.00	18.50	669.31	669.47
K	380+48.00	18.50	669.35	669.47
L	380+58.00	18.50	669.37	669.44
CL W. Brg. Pier 2	380+67.75	18.50	669.40	669.40
CL Pier 2	380+68.87	18.50	669.40	669.40
CL E. Brg. Pier 2	380+70.00	18.50	669.40	669.40
M	380+80.00	18.50	669.41	669.42
N	380+90.00	18.50	669.41	669.43
O	381+00.00	18.50	669.41	669.43
P	381+10.00	18.50	669.39	669.40
CL Brg. E. Abut.	381+21.87	18.50	669.36	669.36
Bk. E. Abut.	381+24.64	18.50	669.35	669.35

NORTH EDGE OF SLAB

Location	Station	Offset	Theoretical Grade Elevation
W. End W. Appr. Pav't	379+43.60	-32.58	668.26
A	379+53.60	-32.58	668.37
B	379+63.60	-32.58	668.48
E. End W. Appr. Pav't	379+73.60	-32.58	668.58
W. End E. Appr. Pav't	381+74.31	-32.58	668.81
C	381+84.31	-32.58	668.73
D	381+94.31	-32.58	668.65
E. End E. Appr. Pav't	382+04.31	-32.58	668.55

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevation
W. End W. Appr. Pav't	379+31.01	-20.00	668.36
A	379+41.01	-20.00	668.49
B	379+51.01	-20.00	668.60
E. End W. Appr. Pav't	379+61.01	-20.00	668.71
W. End E. Appr. Pav't	381+61.72	-20.00	669.15
C	381+71.72	-20.00	669.09
D	381+81.72	-20.00	669.01
E. End E. Appr. Pav't	381+91.72	-20.00	668.93

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevation
W. End W. Appr. Pav't	379+23.01	-12.00	668.42
A	379+33.01	-12.00	668.55
B	379+43.01	-12.00	668.68
E. End W. Appr. Pav't	379+53.01	-12.00	668.79
W. End E. Appr. Pav't	381+53.72	-12.00	669.37
C	381+63.72	-12.00	669.31
D	381+73.72	-12.00	669.24
E. End E. Appr. Pav't	381+83.72	-12.00	669.16

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevation
W. End W. Appr. Pav't	379+12.51	-1.50	668.44
A	379+22.51	-1.50	668.58
B	379+32.51	-1.50	668.71
E. End W. Appr. Pav't	379+42.51	-1.50	668.84
W. End E. Appr. Pav't	381+43.22	-1.50	669.58
C	381+53.22	-1.50	669.53
D	381+63.22	-1.50	669.47
E. End E. Appr. Pav't	381+73.22	-1.50	669.41

☉ US ROUTE 6 AND PGL

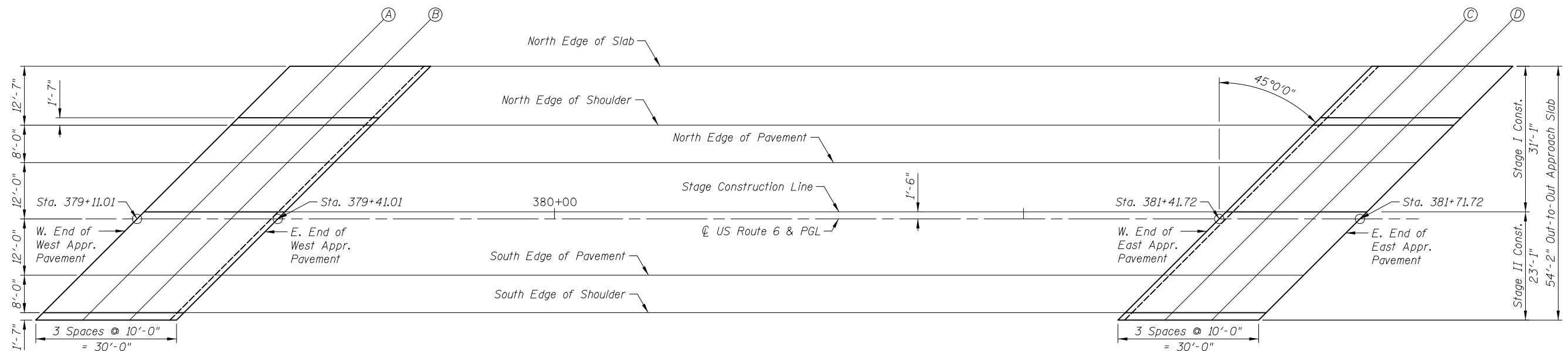
Location	Station	Offset	Theoretical Grade Elevation
W. End W. Appr. Pav't	379+11.01	0.00	668.44
A	379+21.01	0.00	668.58
B	379+31.01	0.00	668.71
E. End W. Appr. Pav't	379+41.01	0.00	668.84
W. End E. Appr. Pav't	381+41.72	0.00	669.61
C	381+51.72	0.00	669.56
D	381+61.72	0.00	669.51
E. End E. Appr. Pav't	381+71.72	0.00	669.44

SOUTH EDGE OF PAVEMENT

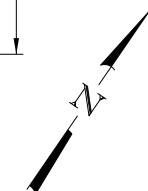
Location	Station	Offset	Theoretical Grade Elevation
W. End W. Appr. Pav't	378+99.01	12.00	668.07
A	379+09.01	12.00	668.22
B	379+19.01	12.00	668.36
E. End W. Appr. Pav't	379+29.01	12.00	668.50
W. End E. Appr. Pav't	381+29.72	12.00	669.47
C	381+39.72	12.00	669.43
D	381+49.72	12.00	669.39
E. End E. Appr. Pav't	381+59.72	12.00	669.33

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevation
W. End W. Appr. Pav't	378+91.01	20.00	667.77
A	379+01.01	20.00	667.93
B	379+11.01	20.00	668.08
E. End W. Appr. Pav't	379+21.01	20.00	668.23
W. End E. Appr. Pav't	381+21.72	20.00	669.33
C	381+31.72	20.00	669.30
D	381+41.72	20.00	669.26
E. End E. Appr. Pav't	381+51.72	20.00	669.21



PLAN



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 Two Pierce Place, Suite 1400
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 www.civiltechinc.com

DRAWN	- E. VAYSMAN	REVISED	-
DESIGNED	- E. VAYSMAN	REVISED	-
CHECKED	- G. HATLESTAD	REVISED	-
DATE	- 1/30/2019	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS
US ROUTE 6 OVER MARLEY CREEK (WEST)
STRUCTURE NO. 099-0543

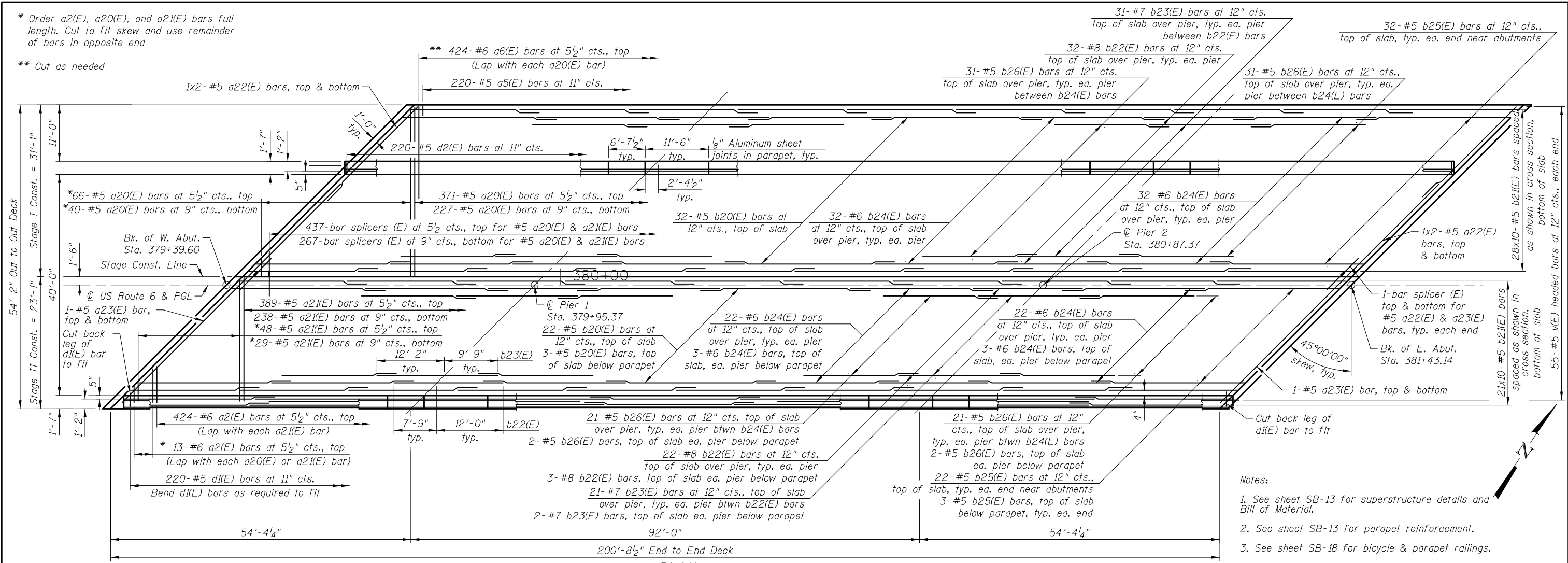
SHEET NO. SB-11 OF SB-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R)	WILL	275	195
CONTRACT NO. 60R52				

ILLINOIS FED. AID PROJECT

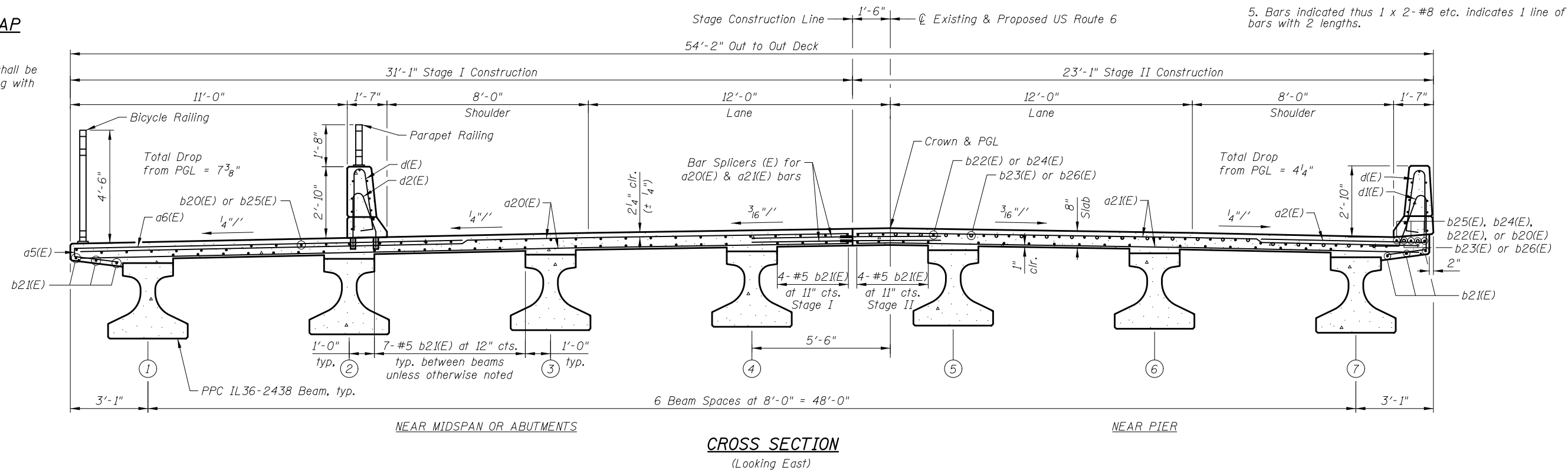
* Order a2(E), a20(E), and a21(E) bars full length. Cut to fit skew and use remainder of bars in opposite end

** Cut as needed



MINIMUM BAR LAP

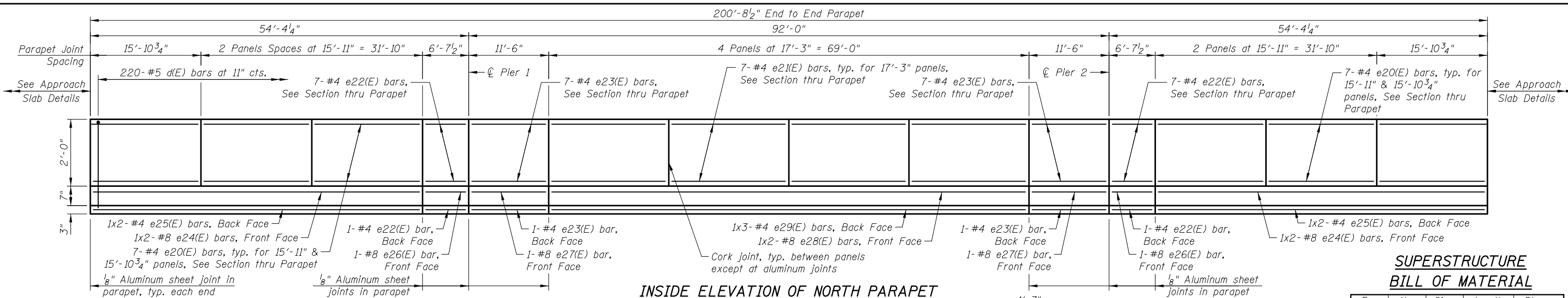
#5 bar = 3'-6"
 #6 bar = 3'-7"
 (the #6 bar lap length shall be used for #6 bars lapping with #7 or #8 bars)



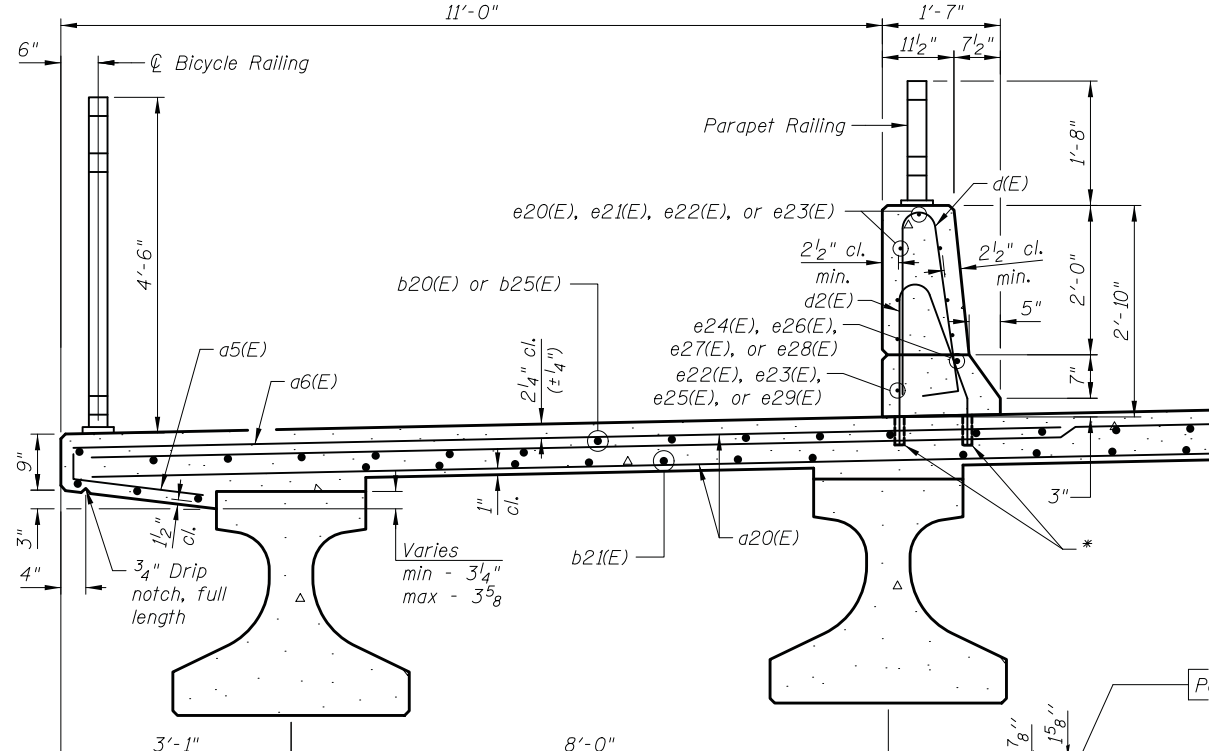
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DRAWN	- E. VAYSMAN	REVISED	-
DESIGNED	- E. VAYSMAN	REVISED	-
CHECKED	- G. HATLESTAD	REVISED	-
DATE	- 1/30/2019	REVISED	-

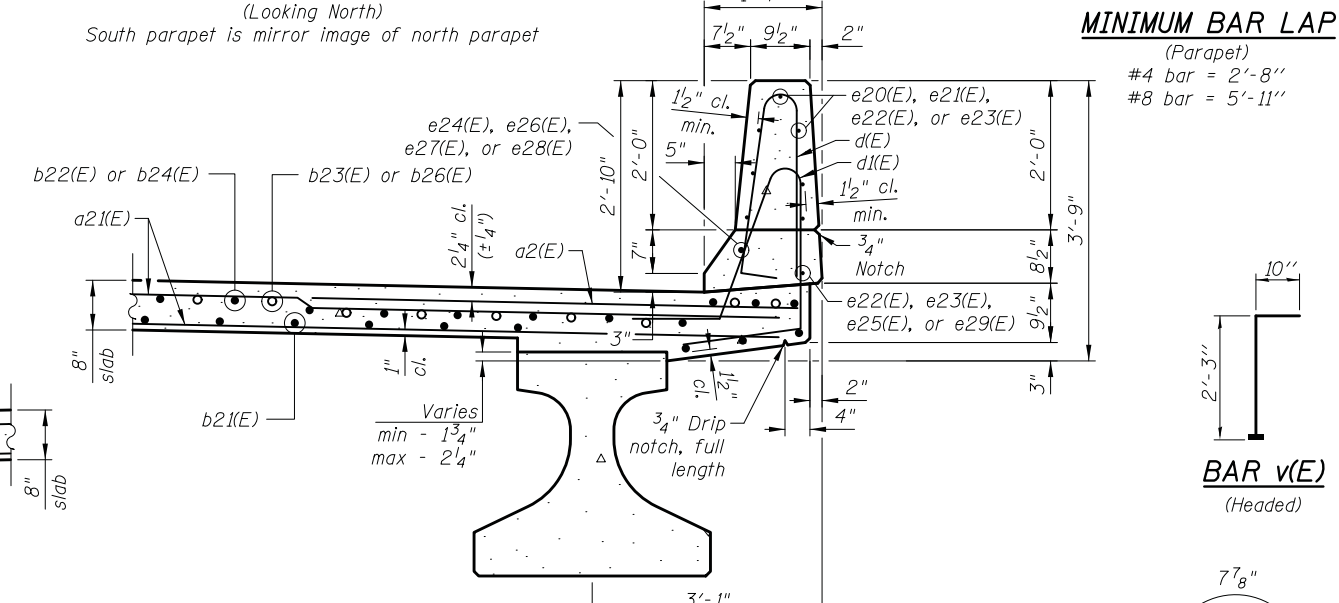
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R)	WILL	275	196
CONTRACT NO. 60R52				
ILLINOIS FED. AID PROJECT				



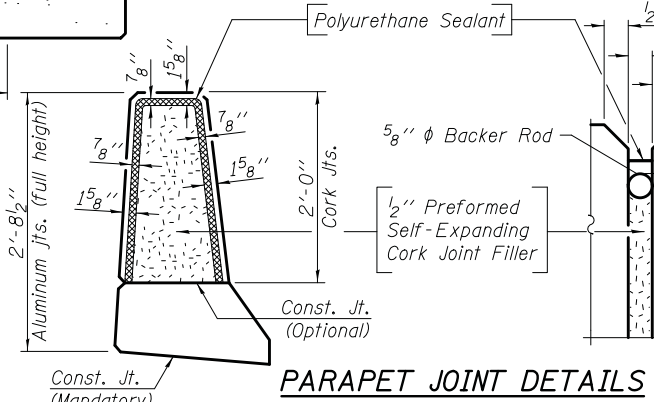
INSIDE ELEVATION OF NORTH PARAPET
(Looking North)
South parapet is mirror image of north parapet



SECTION THRU NORTH PARAPET
Looking East, near midspan or abutments
(All edges have a 3/4\"/>



SECTION THRU SOUTH PARAPET
Looking East, near piers
(All edges have a 3/4\"/>



PARAPET JOINT DETAILS

- Notes:**
- The 3/8\"/>
 - The Polyurethane Sealant shall be non-staining gray one component non-sag elastomeric gun grade meeting the requirements of ASTM C-920, Type S, Grade NS, Class 25. Use T with a 5/8\"/>
 - The 1/2\"/>
 - 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.
 - See Sheet SB-18 for bicycle & parapet railings.

MINIMUM BAR LAP
(Parapet)
#4 bar = 2'-8\"/>

SUPERSTRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a2(E)	437	#6	6'-6"	—
a5(E)	220	#5	2'-1"	—
a6(E)	424	#6	17'-6"	—
a20(E)	704	#5	30'-7"	—
a21(E)	704	#5	22'-6"	—
a22(E)	8	#5	23'-6"	—
a23(E)	4	#5	31'-11"	—
b20(E)	57	#5	30'-8"	—
b21(E)	490	#5	23'-3"	—
b22(E)	124	#8	19'-9"	—
b23(E)	108	#7	21'-11"	—
b24(E)	228	#6	25'-9"	—
b25(E)	114	#5	27'-9"	—
b26(E)	216	#5	20'-8"	—
d(E)	440	#5	5'-7"	—
d1(E)	220	#5	7'-3"	—
d2(E)	220	#5	4'-8"	—
e20(E)	84	#4	15'-7"	—
e21(E)	56	#4	16'-11"	—
e22(E)	32	#4	6'-3"	—
e23(E)	32	#4	11'-2"	—
e24(E)	8	#8	26'-8"	—
e25(E)	8	#4	25'-1"	—
e26(E)	4	#8	6'-3"	—
e27(E)	4	#8	11'-2"	—
e28(E)	4	#8	37'-5"	—
e29(E)	6	#4	24'-8"	—
m3(E)	8	#6	3'-2"	—
m5(E)	56	#5	4'-0"	—
m6(E)	4	#6	1'-7"	—
m20(E)	16	#6	23'-10"	—
m21(E)	8	#6	32'-4"	—
m22(E)	60	#6	10'-2"	—
m23(E)	30	#6	6'-5"	—
s20(E)	84	#5	8'-10"	—
s21(E)	74	#5	11'-10"	—
s30(E)	72	#5	14'-5"	—
v(E)	110	#5	3'-1"	—
Concrete Superstructure		Cu. Yd.	460.8	
Bridge Deck Grooving		Sq. Yd.	848	
Protective Coat		Sq. Yd.	1,374	
Reinforcement Bars, Epoxy Coated		Pound	111,200	

Bars indicated thus 20x3- #5 etc. indicates 20 lines of bars with 3 lengths per line.

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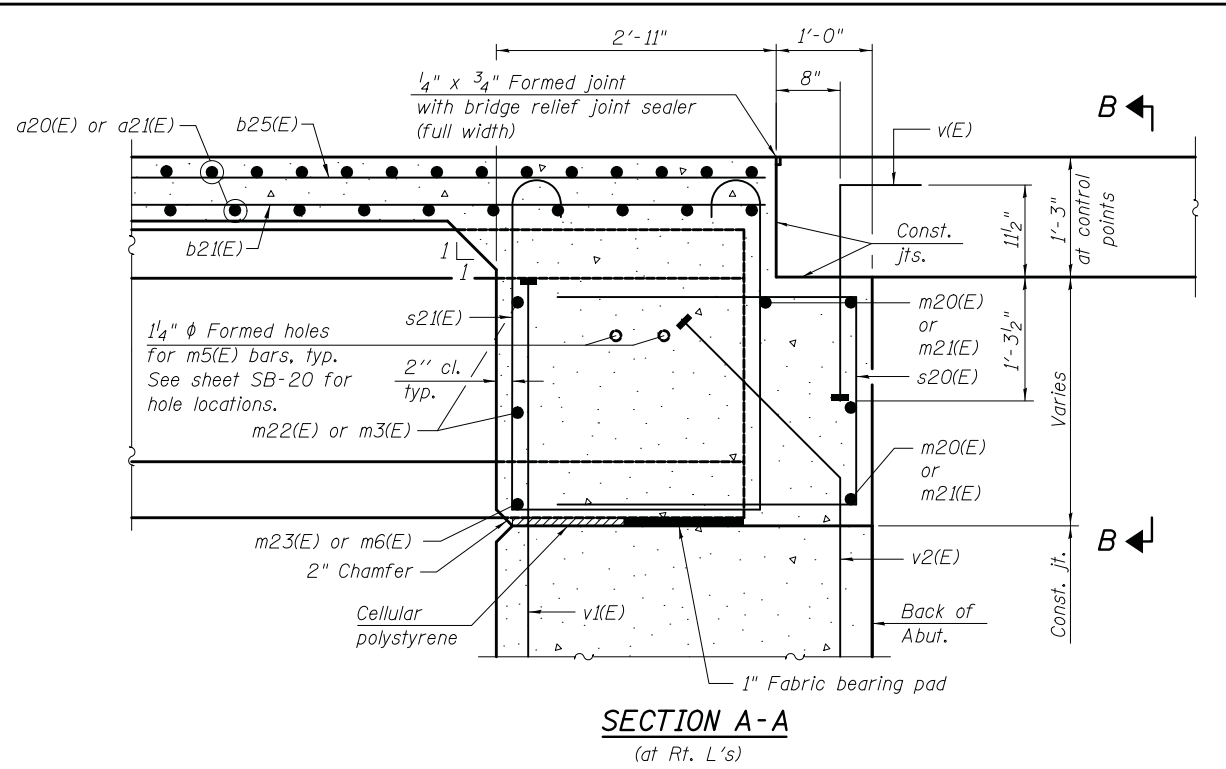
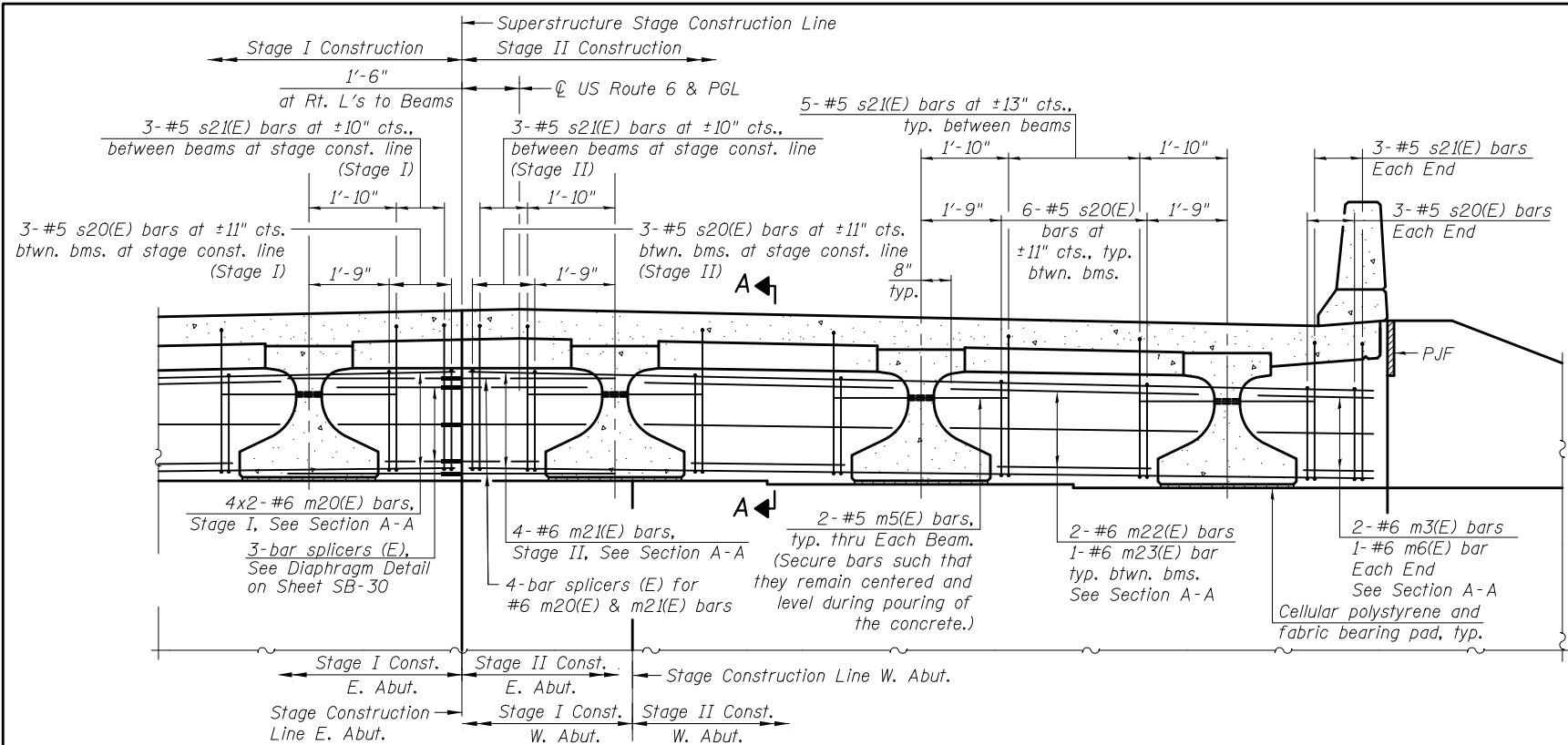
CIVILTECH
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DRAWN	- E. VAYSMAN	REVISED	-
DESIGNED	- E. VAYSMAN	REVISED	-
CHECKED	- G. HATLESTAD	REVISED	-
DATE	- 1/30/2019	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
US ROUTE 6 OVER MARLEY CREEK (WEST)
STRUCTURE NO. 099-0543
SHEET NO. SB-13 OF SB-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R)	WILL	275	197
CONTRACT NO. 60R52				
ILLINOIS FED. AID PROJECT				



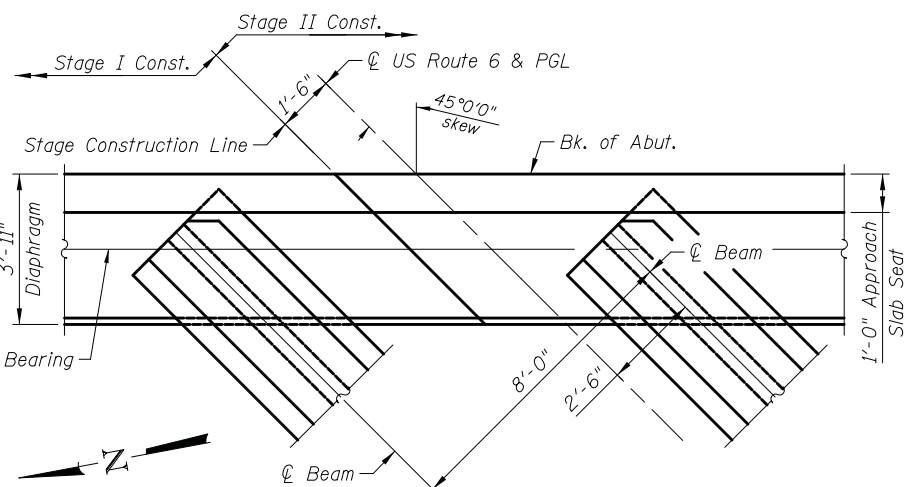
MINIMUM BAR LAP

(Diaphragm)
#6 bar = 4'-0"

1. Reinforcement bars in diaphragm are billed with superstructure on sheet SB-13.
2. Concrete in diaphragm is included with Concrete Superstructure on sheet SB-13.
3. For details of bars s20(E), s21(E) and v(E) see sheet SB-13.
4. The s20(E) and s21(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
5. The approach slab seat shall have a constant slope determined from the control points shown.
6. Cost of cellular polystyrene is included with Concrete Superstructure.
7. Beams shall be braced for stability during erection and remain braced until deck is poured and cured.
8. Bars indicated thus 1 x 2-#8 etc. indicates 1 line of bars with 2 lengths.

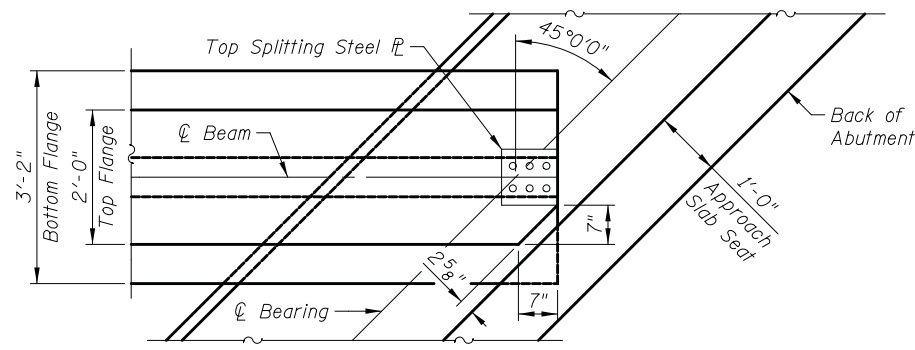
ELEVATION - DIAPHRAGM AT ABUTMENT

Looking East
East Abut. Diaphragm shown, W. Abut Diaphragm similar

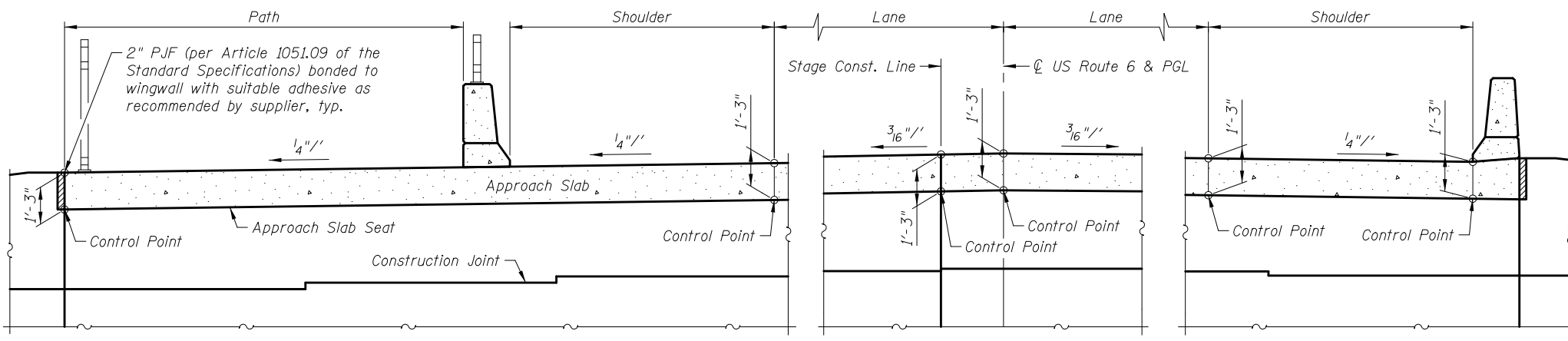


PLAN - ABUTMENT DIAPHRAGM AT STAGE CONSTRUCTION LINE

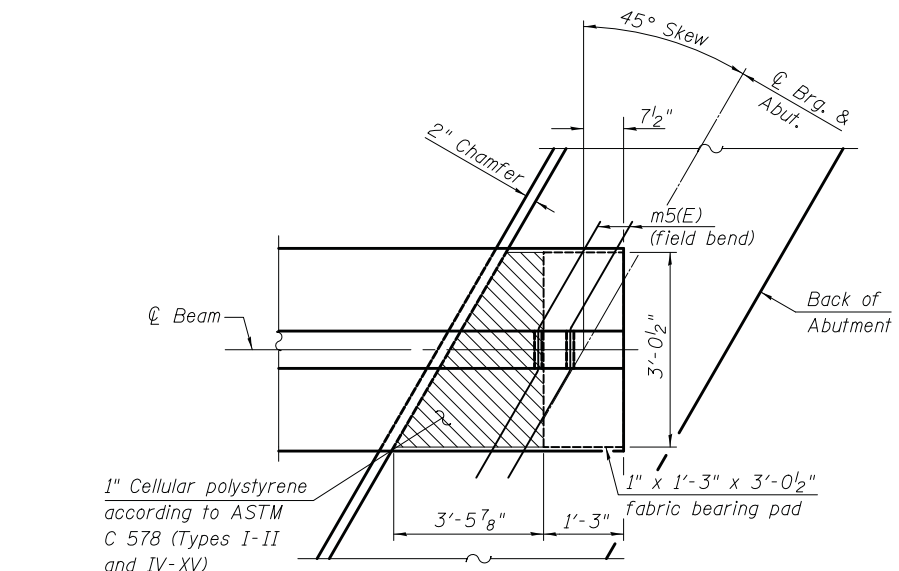
(East abutment shown, West abutment similar.)



TOP FLANGE PLAN - CLIPPED



SECTION B-B



PLAN AT ABUTMENT

(Showing bottom flange of beam)

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DESIGNED	- E. VAYSMAN	REVISED	-
CHECKED	- G. HATLESTAD	REVISED	-
DATE	- 1/30/2019	REVISED	-

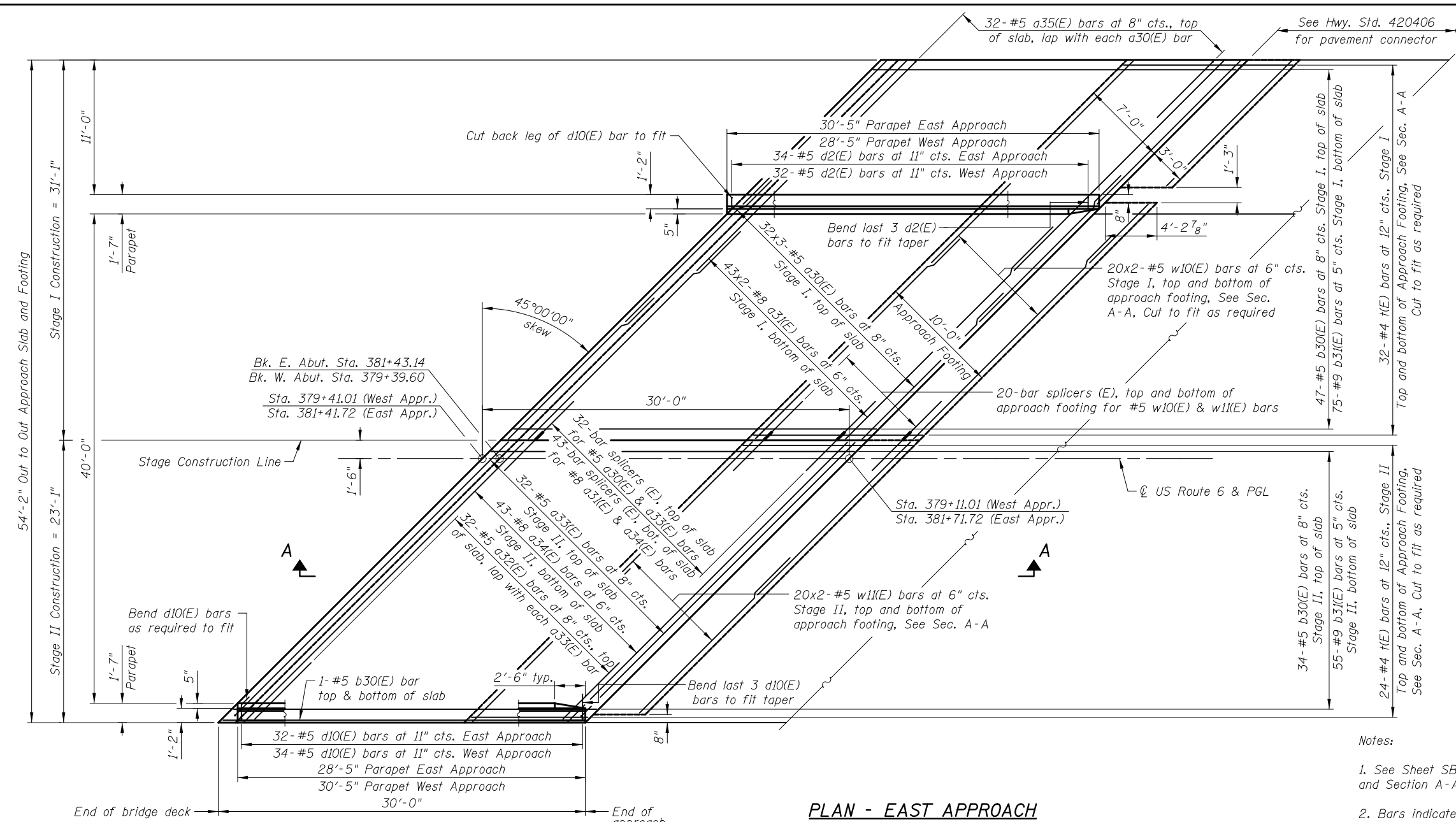
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT DIAPHRAGM DETAILS
US ROUTE 6 OVER MARLEY CREEK (WEST)
STRUCTURE NO. 099-0543

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R)	WILL	275	198
CONTRACT NO. 60R52				

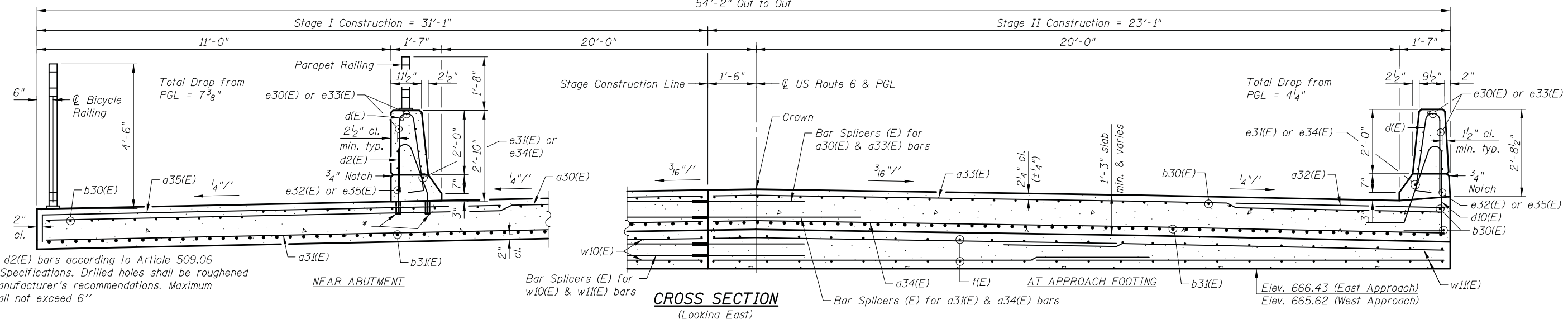
SHEET NO. SB-14 OF SB-35 SHEETS

ILLINOIS FED. AID PROJECT



MINIMUM LAP
#5 bar = 3'-6"
#8 bar = 5'-11"

- Notes:
- See Sheet SB-17 for Approach Slab Bill of Material and Section A-A.
 - Bars indicated thus 1 x 2-#8 etc. indicates 1 line of bars with 2 lengths.



* Drill and set #5 d2(E) bars according to Article 509.06 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 6"

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DRAWN	- E. VAYSMAN	REVISED	-
DESIGNED	- E. VAYSMAN	REVISED	-
CHECKED	- G. HATLESTAD	REVISED	-
DATE	- 1/30/2019	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS I
US ROUTE 6 OVER MARLEY CREEK (WEST)
STRUCTURE NO. 099-0543

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
297	33B (B-R)	WILL	275	200
CONTRACT NO. 60R52				
ILLINOIS FED. AID PROJECT				

SHEET NO. SB-16 OF SB-35 SHEETS