

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	1

+8
145

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

F.A.I. ROUTE 55 (INTERSTATE 55)
BRIDGE WIDENING
AT CSX RAILROAD AND SUNNYLAND DRAIN

SECTION: 2006-031 BY
~~PROJECT NO.:~~

WILL COUNTY
C-91-440-06

FOR INDEX OF SHEETS, SEE SHEET NO. 2

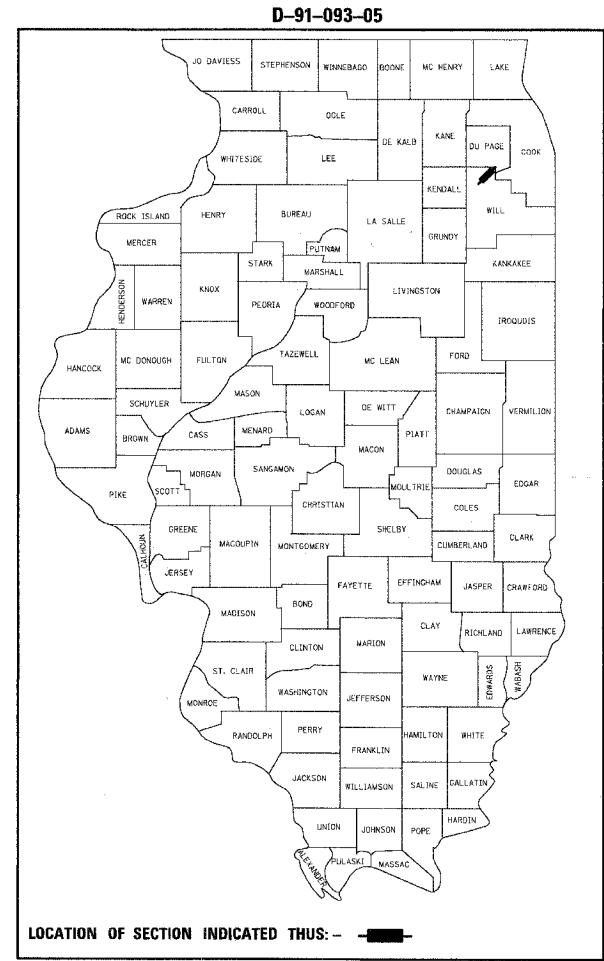
TRAFFIC DATA

ADT (2030) :
US 6 to I-80 = 64,000
U.S. 52 to U.S. 30 = 60,000

POSTED SPEED :
65 mph I-55

DESIGN DESIGNATION :
NA

MICROFILMED _____
REEL NUMBER _____
AWARDED _____
RESIDENT ENGINEER _____
AS BUILT CHANGES WERE MADE
ON THE FOLLOWING SHEETS _____



S.N. 099-0014 & 099-0015
BRIDGE WIDENING OF SB & NB I-55
OVER SUNNYLAND DRAIN

I-55
STA 492 + 49.25
PROJECT ENDS

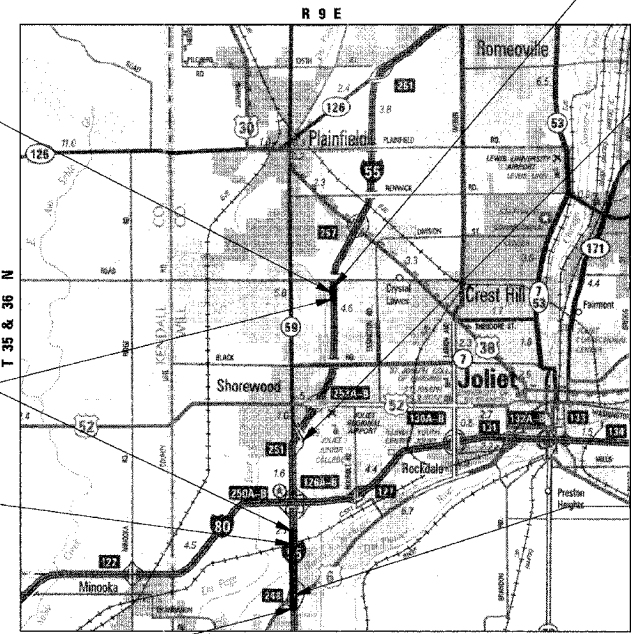
S.N. 099-0030
PROTECTIVE SHIELD (PERMANENT)
INSTALLED ON NB I-55 EXIT
RAMP OVER I-55

OMISSION FROM
STA. 186 + 03.63 TO STA. 216 + 37.60 (SB BL)
STA. 187 + 28.31 TO STA. 216 + 37.60 (NB BL)
STA. 216 + 37.60 TO 491 + 42.75 (I-55 MAINLINE)

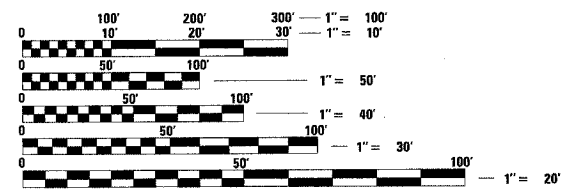
S.N. 099-0312
BRIDGE WIDENING OF SB I-55
OVER CSX RAILROAD

OMISSION FROM
STA 144 + 75.48 TO
STA 145 + 86.25 (SB PGL)

I-55
STA 137 + 12.40 (SB BL)
STA. 169 + 75.00 (NB BL)
PROJECT BEGINS



I-55 GROSS LENGTH OF PROJECT = 35,536.85 feet (6.730 miles)
I-55 NET LENGTH OF PROJECT = 5,011.67 feet (0.949 miles)



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



BYRON T. DAMLEY, S.E.
IL. REG. NO. 081-004737
EXPIRES: 11/30/2006
DATE: 7/5/06



DOUGLAS D. HANSEN, P.E.
IL. REG. NO. 062-45293
EXPIRES: 11/30/2007
DATE: 7/5/06

TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
205 N. MICHIGAN AVE. CHICAGO, IL 60601

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED: June 22, 2006

Diane M. Olkaf/cnl
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

August 18, 2006
Mike Lane
ENGINEER OF DESIGN AND ENVIRONMENT

August 18, 2006
Milton R. Sosa, P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

DISTRICT 1 - DESIGN /CONSULTANT SERVICES
PROJECT MANAGER: RAJENDRA SHAH 847-705-4555

CONTRACT NO. 60B85

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031	BY WILL	137	2
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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LIST OF STATE STANDARDS

STD. NO.	DESCRIPTION
000001-04	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-02	TEMPORARY EROSION CONTROL SYSTEMS
420001-06	PAVEMENT JOINTS
420401-05	BRIDGE APPROACH PAVEMENT
421001-01	BAR REINFORCEMENT FOR CRC PAVEMENT
421206-04	10.8 M (36") CRC PAVEMENT
442201-01	CLASS C AND D PATCHES
483001-02	PCC SHOULDER
515001-02	NAME PLATE FOR BRIDGES
542101	REINFORCED CONCRETE END SECTIONS FOR PIPE CULVERTS, 375 MM (15") THRU 900 MM (36") DIAMETER AT RIGHT ANGLES WITH ROADWAY
542106	REINFORCED CONCRETE END SECTIONS FOR PIPE CULVERTS, 1050 mm (42") THRU 1500 mm (60") DIA. AT RIGHT ANGLES WITH ROADWAY
542301	PRECAST REINFORCED CONCRETE FLARED END SECTION
545526	INLET BOX TYPE F 600mm (24")
601001	SUB-SURFACE DRAINS
601101	CONCRETE HEADWALL FOR PIPE DRAIN
602001	CATCH BASIN, TYPE A
602401-01	MANHOLE, TYPE A
602406-02	MANHOLE, TYPE A 72" DIAMETER
602601	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
604001-02	FRAME AND LIDS TYPE 1
604036-01	GRATE TYPE B
606401	PAVED DITCH
609006-02	BRIDGE APPROACH PAVEMENT (DRAIN DETAIL)
630001-06	STEEL PLATE BEAM GUARDRAIL
630201-03	PCC/BITUMINOUS STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-03	SHOULDER WIDENING FOR TYPE I GUARDRAIL TERMINALS
631011-02	TRAFFIC BARRIER TERMINAL, TYPE 2
631026-02	TRAFFIC BARRIER TERMINAL, TYPE 5-5A
631031-05	TRAFFIC BARRIER TERMINAL, TYPE 6
635001	DELINEATORS
635006-02	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-01	REFLECTOR MARKER AND MOUNTING DETAILS
637006	CONCRETE BARRIER, DOUBLE FACE, 1065mm (42 IN.) HEIGHT
642001	SHOULDER RUMBLE STRIP
701101-01	OFF-ROAD OPERATIONS, MULTILANE LESS THAN 4.5M AWAY FOR SPEEDS > OR = 45 MPH
701106-01	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 4.5M (15') AWAY
701201-02	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS > 45 MPH
701400-02	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-03	LANE CLOSURE, FREEWAY/EXPRESSWAY
701402-05	LANE CLOSURE, FREEWAY/EXPRESSWAY, WITH BARRIER
701411-03	LANE CLOSURE, MULTILANE AT ENTRANCE OR EXIT RAMP FOR SPEEDS > OR = 45 MPH
701446	TWO LANE CLOSURE FREEWAY/EXPRESSWAY
702001-06	TRAFFIC CONTROL DEVICES
704001-02	TEMPORARY CONCRETE BARRIER

DRAINAGE NOTES

- THE STATION AND OFFSET OF ALL DRAINAGE STRUCTURES ARE TO THE CENTER OF THE FRAME.
- INVERT ELEVATIONS FOR EXISTING PIPES HAVE BEEN SHOWN ON THE PLANS WHEN SURVEY INFORMATION WAS AVAILABLE. INVERT ELEVATIONS FOR EXISTING PIPES SHOULD BE VERIFIED IN THE FIELD AT THE TIME OF CONSTRUCTION.
- FOR INSTALLATION OF PROPOSED DRAINAGE STRUCTURES IN EXISTING SEWERS A PORTION OF THE EXISTING PIPE SHALL BE CUT AND REMOVED. THE PROPOSED STRUCTURE SHALL BE PROVIDED WITH ADEQUATELY SIZED OPENINGS SUCH THAT THE EXISTING PIPE MAY BE CONNECTED AT ITS EXISTING INVERT ELEVATIONS. THE COST OF THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE EACH FOR THE TYPE AND KIND OF DRAINAGE STRUCTURE TO BE INSTALLED.
- IN ADDITION TO THE REQUIREMENTS OF ARTICLE 602.15 OF THE STANDARD SPECIFICATIONS, THE CONTRACT UNIT PRICE FOR THE DRAINAGE STRUCTURE SHALL INCLUDE THE SAND CUSHION, FURNISHING AND INSTALLING STEPS WHEN REQUIRED, ADJUSTING RINGS OR CONCRETE BLOCKS WHEN REQUIRED AND FURNISHING AND COMPACTING THE SPECIFIED BACKFILL MATERIAL.
- FOR PROPOSED STORM SEWER OR PIPE CULVERT CONNECTIONS TO EXISTING PIPES, BOX CULVERTS, OR STRUCTURES, THE CONNECTION AND REMOVAL OF CONCRETE TO MAKE NECESSARY HOLES IN THE EXISTING PIPES, EXISTING BOX CULVERTS, OR EXISTING STRUCTURES WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR STORM SEWERS OR PIPE CULVERTS OF THE DIAMETER, TYPE, AND CLASS SPECIFIED, AND OF THE PARTICULAR KIND OF MATERIAL WHEN SPECIFIED.
- REMOVAL OF MANHOLES, CATCH BASINS AND ANY OTHER EXISTING DRAINAGE STRUCTURES IN THE EXISTING MEDIAN DITCH OF I-55 OR ELSEWHERE ON THE I-55 EXPRESSWAY, SHALL BE REMOVED IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 605 OF THE STANDARD SPECIFICATIONS AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "REMOVING MANHOLES", REGARDLESS OF SHAPE, DEPTH OR SIZE OF THE STRUCTURE, EXCEPT FOR MEDIAN INLET BOXES AND INLET BOXES IN BRIDGE APPROACH PAVEMENT, WHICH WILL BE PAID SEPARATELY AS "MEDIAN INLET BOX REMOVAL" AND "REMOVE INLET BOX" RESPECTIVELY. REMOVAL OF EXISTING UNDERDRAINS AND HEADWALLS FOR UNDERDRAINS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CU. YD. FOR EARTH EXCAVATION.
- TOP OF GRATE ELEVATIONS FOR EXISTING STRUCTURES SHOWN ON THE PLANS WERE DETERMINED BY COMPUTER TERRAIN MODELING. THE RESIDENT ENGINEER MAY REVISE THE TOP OF GRATE ELEVATIONS AT THE TIME OF CONSTRUCTION BASED ON FIELD CONDITIONS.
- WHEN PIPE CULVERTS ARE TO BE GROUTED, THE COST OF GROUTING END SECTIONS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR "PIPE CULVERTS TO BE GROUTED", UNLESS OTHERWISE SPECIFIED ON THE PLANS.
- WHEN A PIPE LATERAL IS REMOVED FROM AN EXISTING STORM SEWER, THE COST OF PATCHING THE EXISTING STORM SEWER SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "PIPE CULVERT REMOVAL".
- THE REMOVAL OF END SECTIONS ON PIPE CULVERTS SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 501 OF THE STANDARD SPECIFICATIONS AND WILL BE MEASURED IN PLACE ALONG THE FLOWLINE OF THE CULVERT END SECTION IN FEET AND PAID FOR AS "PIPE CULVERT REMOVAL".

GENERAL NOTES

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOURS NOTIFICATION REQUIRED).
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH AFFECTED UTILITY COMPANIES AND MUNICIPALITIES.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE I OR TYPE II BARRICADE USED AND ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL.
- WHEN ARTIFICIAL LIGHTING IS USED IN NIGHT OPERATIONS THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING COMMERCIAL AND RESIDENTIAL AREAS.
- BARRIER WALL MARKERS, TYPE C SHALL BE INSTALLED ON CONCRETE BARRIER WALL AND PARAPETS AT A HEIGHT OF 28 INCHES FROM THE TOP OF SHOULDER TO THE BOTTOM OF THE REFLECTOR AND SPACED AT 50 FEET CENTER-TO-CENTER ON CURVES AND 100 FEET CENTER-TO-CENTER ON TANGENTS OR AS DIRECTED BY THE TRAFFIC OPERATIONS FIELD ENGINEER.
- SINCE THIS IS AN EXPRESSWAY FACILITY, THE CONTRACTOR MAY HAVE CREWS WORKING IN THE NORTHBOUND AND SOUTHBOUND DIRECTIONS AT THE SAME TIME.
- ANY GUARDRAIL REMOVED AND DEEMED SALVAGEABLE BY THE RESIDENT ENGINEER SHALL BE DELIVERED BY THE CONTRACTOR TO THE NEAREST IDOT MAINTENANCE FACILITY. TEMPORARY STORAGE AND DELIVERY SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "GUARDRAIL REMOVAL".
- IN AREAS BEYOND THE PAVEMENT MILLING AND RESURFACING LIMITS, THE CONTRACTOR SHALL REMOVE THE REFLECTIVE ELEMENT FROM ALL RAISED REFLECTIVE PAVEMENT MARKERS THAT CONFLICT WITH THE TEMPORARY TRAFFIC LANES AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL REPLACE THE REFLECTIVE ELEMENT WITH A NEW REFLECTIVE ELEMENT AT THE END OF THE PROJECT. THE COST OF REMOVAL AND REPLACEMENT OF THE REFLECTIVE ELEMENT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "REPLACEMENT REFLECTOR."

LIST OF DISTRICT ONE DETAILS (INCLUDED AS PLAN SHEETS 99-106)

STD. NO.	DESCRIPTION
BD37	MANHOLE TYPE A, 7 FOOT DIAMETER
BD51	BENCHING DETAIL FOR EMBANKMENT WIDENING
TC09	TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE LANE OR MULTILANE WEAVE
TC11	RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT)
TC12	MULTI-LANE FREEWAY PAVEMENT MARKING
TC17	TRAFFIC CONTROL FOR SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES
TC18	SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
BRIDGE WIDENING

**INDEX OF SHEETS,
STATE STANDARDS,
& GENERAL NOTES**

SCALE: N.T.S. DRAWN BY AG
DATE 07/21/06 CHECKED BY DDH

TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	3
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

URBAN
100% STATE
CSXRR SUNNYLAND DRAIN
099-0312 099-0014
~~X171-50~~ X020-2A
099-0015

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	1000-2A	099-0312	099-0014	099-0015
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	9	9			
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	34	34			
20200100	EARTH EXCAVATION	CU YD	5971	5971			
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	7669	7669			
20400800	FURNISHED EXCAVATION	CU YD	7852	7852			
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	198		95		103
20800150	TRENCH BACKFILL	CU YD	17	17			
21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	21483	21483			
25000210	SEEDING, CLASS 2A	ACRE	4.44	4.44			
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	394	394			
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	394	394			
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	394	394			
25100115	MULCH, METHOD 2	ACRE	4.69	4.69			
25100630	EROSION CONTROL BLANKET	SQ YD	21483	21483			
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	469	469			
28000300	TEMPORARY DITCH CHECKS	EACH	6	6			
28000510	INLET FILTERS	EACH	7	7			
28100107	STONE RIPRAP, CLASS A4	SQ YD	8	8			
28200200	FILTER FABRIC	SQ YD	8	8			
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	0.5	0.5			
40600895	CONSTRUCTING TEST STRIP	EACH	3	3			
42001165	BRIDGE APPROACH PAVEMENT	SQ YD	420	420			
42001400	BRIDGE APPROACH PAVEMENT (SPECIAL)	SQ YD	267	267			
42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SQ YD	95	95			
42100320	CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 11"	SQ YD	5171	5171			
42100920	PAVEMENT REINFORCEMENT 11"	SQ YD	5171	5171			
42101300	PROTECTIVE COAT	SQ YD	6030	6030			
44000011	BITUMINOUS SURFACE REMOVAL 4"	SQ YD	766	766			
44000700	APPROACH SLAB REMOVAL	SQ YD	441	441			
44001430	BITUMINOUS SHOULDER REMOVAL	SQ YD	1360	1360			
44004000	PAVED DITCH REMOVAL	FOOT	192	192			
44004510	PORTLAND CEMENT CONCRETE SHOULDER REMOVAL	SQ YD	962	962			
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	67	67			
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	153	153			
44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	111	111			
48101600	AGGREGATE SHOULDERS, TYPE B 8"	SQ YD	1928	1928			
48300600	PORTLAND CEMENT CONCRETE SHOULDERS 11"	SQ YD	6982	6982			
48301000	PROTECTIVE COAT	SQ YD	6982	6982			
50102400	CONCRETE REMOVAL	CU YD	50.6		6.6		44.0
50104400	CONCRETE HEADWALL REMOVAL	EACH	3	3.0			
50104720	REMOVAL OF EXISTING CONCRETE DECK	EACH	1.0		1.0		
50105220	PIPE CULVERT REMOVAL	FOOT	163	163			
50200100	STRUCTURE EXCAVATION	CU YD	344		252.0		92.0
50200300	COFFERDAM EXCAVATION	CU YD	20				20.0
50200500	COFFERDAMS	EACH	2				2.0
50300100	FLOOR DRAINS	EACH	14		12.0		2.0

* SPECIALTY ITEMS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
BRIDGE WIDENING

SUMMARY OF QUANTITIES
I

SCALE: N.T.S. DRAWN BY AG
DATE: 07/21/06 CHECKED BY DDH

TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS-PLANNERS
CHICAGO, ILLINOIS

PLT DATE = 08/01/06
FILE NAME = 60B85.DWG
USER NAME = JWB
7-19-2006 13:45:51
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Rev

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	4
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN 100% STATE	
				CSXRR	SUNNYLAND DRAIN
50300120	PREFORMED JOINT SEAL 2 1/2"	FOOT	23.5	1000-2A	X171-58
50300225	CONCRETE STRUCTURES	CU YD	181.7	156.5	25.2
50300255	CONCRETE SUPERSTRUCTURE	CU YD	480.5	395.4	35.1
50300260	BRIDGE DECK GROOVING	SQ YD	1455	1389	66
50300300	PROTECTIVE COAT	SQ YD	1959	1585	374
50500305	ERECTING STRUCTURAL STEEL	L SUM	1	1	
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	110	110	
50500505	STUD SHEAR CONNECTORS	EACH	3192	3192	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	118990	108420	10570
51100100	SLOPE WALL 4 INCH	SQ YD	341	341	
51201400	FURNISHING STEEL PILES HP10X42	FOOT	622	622	
51201710	FURNISHING STEEL PILES HP12X84	FOOT	46	46	
51202700	DRIVING STEEL PILES	FOOT	668	668	
51203400	TEST PILE STEEL HP10X42	EACH	3	3	
51203710	TEST PILE STEEL HP12X84	EACH	1	1	
51204600	METAL SHOES	EACH	15	15	
51500100	NAME PLATES	EACH	3	1	2
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	1	1	
54215424	CAST-IN-PLACE REINFORCED CONCRETE END SECTIONS 24"	EACH	1	1	
54215448	CAST-IN-PLACE REINFORCED CONCRETE END SECTIONS 48"	EACH	1	1	
54246205	INLET BOX, STANDARD 542526	EACH	1	1	
55019600	STORM SEWERS, TYPE 1, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS IV 15"	FOOT	3	3	
55019700	STORM SEWERS, TYPE 1, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS IV 18"	FOOT	217	217	
55019900	STORM SEWERS, TYPE 1, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS IV 24"	FOOT	201	201	
55020500	STORM SEWERS, TYPE 1, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS II 48"	FOOT	51	51	
55021700	STORM SEWERS, TYPE 2, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS III 15"	FOOT	11	11	
55022000	STORM SEWERS, TYPE 2, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS III 24"	FOOT	170	170	
55022500	STORM SEWERS, TYPE 2, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS III 42"	FOOT	543	543	
55100500	STORM SEWER REMOVAL 12"	FOOT	13	13	
55101600	STORM SEWER REMOVAL 36"	FOOT	552	552	
59000100	EPOXY CRACK SEALING	FOOT	10		10
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	98	52	46
60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	16	16	
60107700	PIPE UNDERDRAINS 6"	FOOT	5747	5747	
60108200	PIPE UNDERDRAINS 6" (SPECIAL)	FOOT	344	344	
60109582	PIPE UNDERDRAINS FOR STRUCTURES 6"	FOOT	195	195	
60200805	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	4	4	
60204505	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 8 GRATE	EACH	3	3	
60223800	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1	
60224446	MANHOLES, TYPE A, 7'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1	
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	2	2	
60500040	REMOVING MANHOLES	EACH	3	3	
60615400	PAVED DITCH, TYPE A-15	FOOT	192	192	
* 63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	338	338	
* 63001305	FURNISHING AND INSTALLING RAIL ELEMENT PLATES	EACH	57	57	
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	2	2	

* SPECIALTY ITEMS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
 BRIDGE WIDENING

SUMMARY OF QUANTITIES
II

SCALE: N.T.S. DRAWN BY AG
 DATE 07/21/06 CHECKED BY DDH

TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

* PLOT DATE = DATE *
 * FILE NAME = FILE *
 * USER = USER *
 * S:\PP104801.DGN, S:\PP104801.DGN, S:\PP104801.DGN, S:\PP104801.DGN
 * 7-27-2006 11:50:24 *

Rev.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	5
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

URBAN
100% STATE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN 100% STATE				
				1000-2A	CSXRR 099-0312 X171-5B	SUNNYLAND DRAIN 099-0014 099-0015 X020-2A	IL 59 099-0030 SFTY-2A	SFTY-3N
* 63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	1	1				
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2	2				
* 63100167	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	EACH	1	1				
63200310	GUARDRAIL REMOVAL	FOOT	699	699				
63300600	GUARD RAIL POST VERTICAL ADJUSTMENT	EACH	5	5				
64200105	SHOULDER RUMBLE STRIP	FOOT	987	987				
67100100	MOBILIZATION	L SUM	1	1				
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	39998	39998				
70300530	PAVEMENT MARKING TAPE, TYPE III 5"	FOOT	4786	4786				
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	15313	15313				
70400100	TEMPORARY CONCRETE BARRIER	FOOT	7488	7488				
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	467	467				
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	12921	12921				
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	1742	1742				
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	466	466				
* 78003110	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 4"	FOOT	103	103				
* 78003120	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 5"	FOOT	1596	1596				
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	14505	14505				
* 78008220	POLYUREA PAVEMENT MARKING TYPE I - LINE 5"	FOOT	1803	1803				
* 78008250	POLYUREA PAVEMENT MARKING TYPE I - LINE 12"	FOOT	583	583				
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	6	6				
* 78100300	REPLACEMENT REFLECTOR	EACH	382	382				
* 78200100	MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR	EACH	1500	1500				
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	27	27				
* 78200530	BARRIER WALL MARKERS, TYPE C	EACH	4	4				
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	1	1				
* 78300100	PAVEMENT MARKING REMOVAL	SQ FT	12396	12396				
* 81200120	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., GALVANIZED STEEL	FOOT	453		406	47		
X0322066	PROTECTIVE SHIELD (PERMANENT)	SQ YD	527				527	
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	340	340				
X0322323	WEED CONTROL, TEASEL	GALLON	2.5	2.5				
X0323426	SEDIMENT CONTROL, DRAINAGE STRUCTURE INLET FILTER CLEANING	EACH	6	6				
X0323973	SEDIMENT CONTROL, SILT FENCE	FOOT	475	475				
X0323974	SEDIMENT CONTROL, SILT FENCE MAINTENANCE	FOOT	475	475				
X0323988	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	2251		1249	1002		
X0324045	SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE REMOVAL	EACH	3	3				
X0324774	SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE	SQ YD	699	699				
X0324775	SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE MAINTENANCE	SQ YD	699	699				
X3120700	STABILIZED SUB-BASE 4, SUPERPAVE	SQ YD	12035	12035				
X4066426	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70	TON	93	93				
X4066616	BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N70	TON	93	93				
X4073161	BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH), SUPERPAVE, 14"	SQ YD	300	300				
X6370940	CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT	FOOT	23	23				
X6700410	ENGINEER'S FIELD OFFICE, TYPE A (SPECIAL)	CAL MO	12	12				
X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	1				
X7013820	TRAFFIC CONTROL SURVEILLANCE, EXPRESSWAYS	CAL DA	274	274				

* SPECIALTY ITEMS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55 OVER CSX RR AND SUNNYLAND DRAIN
BRIDGE WIDENING

**SUMMARY OF QUANTITIES
III**

SCALE: N.T.S. DRAWN BY AG
DATE 07/21/06 CHECKED BY DDH

TENG TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

PLOT DATE = 08/01/06
FILE NAME = 072106.DWG
USER NAME = JGIBSON

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	6
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

URBAN 100' STATE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN 100' STATE		099-0312 X171-5B	099-0014 099-0015 X020-2A	IL 59	099-0030 SFTY-2A	Δ	SFTY-3N
				1000-2A							
X7015000	CHANGEABLE MESSAGE SIGN	CAL MO	21	21							
XX002870	AGGREGATE SHOULDERS, TYPE B (SPECIAL)	SQ YD	240	240							
Z0001050	AGGREGATE SUBGRADE 12"	SQ YD	12335	12335							
Z0002600	BAR SPLICERS	EACH	818		818						
Z0005305	BOX CULVERTS TO BE CLEANED	FOOT	94	94							
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1							
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	2	2							
Δ Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	4								4
Δ Z0030260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	1								1
Δ Z0030330	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3	EACH	1								1
Δ Z0030350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	1								1
Z0047300	PROTECTIVE SHIELD	SQ YD	391		391						
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1							
Z0073700	TEMPORARY WALL BRACING SYSTEM	L SUM	1				1				
Z0076600	FRANCS	 HOUR									
X0325566	LUG SYSTEM COMPLETE 10	EACH	2	2							
X0325305	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5")	SQ FT	450				450				
X0325303	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5")	SQ FT	50				50				
X0325561	CULVERTS TO BE GROUTED	CU YD	98	98							

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* SPECIALTY ITEMS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
 BRIDGE WIDENING

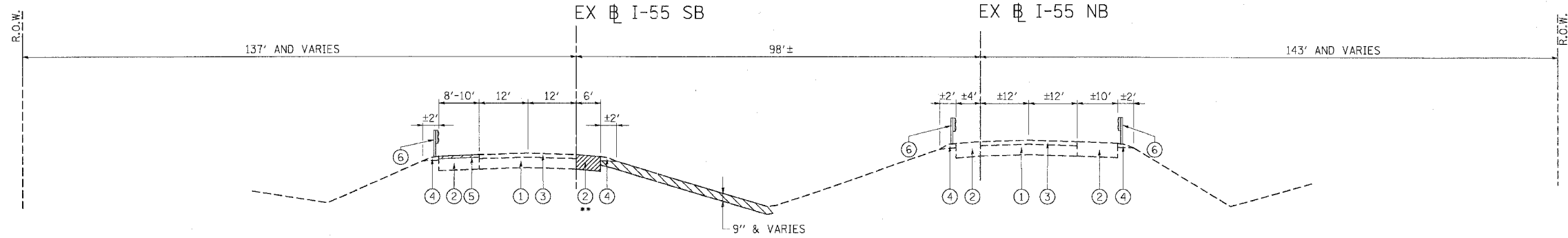
SUMMARY OF QUANTITIES IV

SCALE: N.T.S. DRAWN BY AG
 DATE 07/21/06 CHECKED BY DDH



TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	7
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



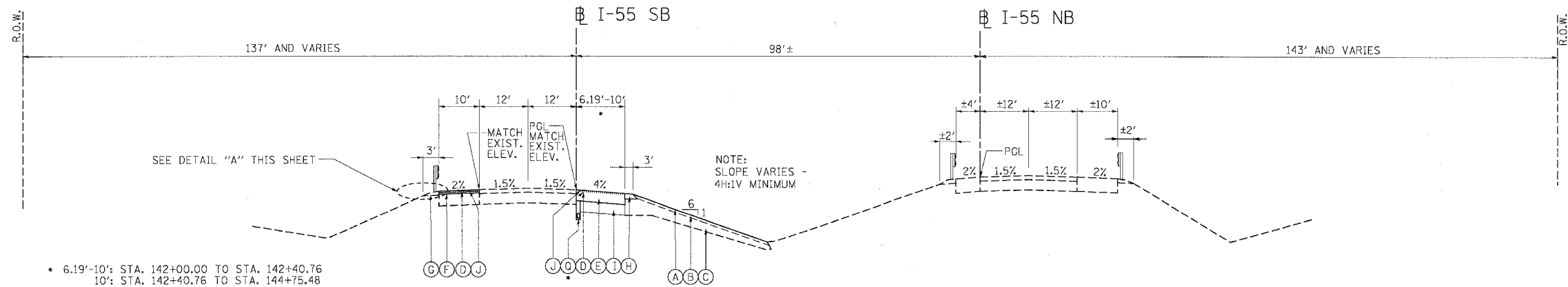
LEGEND:

- BITUMINOUS SURFACE REMOVAL, 4"
- BITUMINOUS SHOULDER REMOVAL
- REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS

- TO BE REMOVED
- TO BE PARTIALLY REMOVED BY MILLING

EXISTING ROADWAY TYPICAL SECTION

STA. 137+12.40 TO STA. 144+75.48 (SOUTHBOUND)
 STA. 144+75.48 TO STA. 145+86.25 (SOUTHBOUND - I&M CANAL BRIDGE OMISSION)



PROPOSED ROADWAY TYPICAL SECTION

STA. 137+12.40 TO STA. 144+75.48 (SOUTHBOUND)
 STA. 144+75.48 TO STA. 145+86.25 (SOUTHBOUND - I&M CANAL BRIDGE OMISSION)

MIXTURE TYPE	AC TYPE	RAP %	AIR VOIDS
STABILIZED SUB-BASE (BAM, N30)	PG 58-22	50	2% @ 30
BITUMINOUS CONC SURFACE COURSE, SUPERPAVE, MIX "D", N70	PG 64-22	10	4% @ 70
BITUMINOUS CONC BINDER COURSE, SUPERPAVE, IL-19, N70	PG 64-22	15	4% @ 70
CLASS D PATCHES, 10" (BINDER IL-19, N70)	PG 64-22	15	4% @ 70

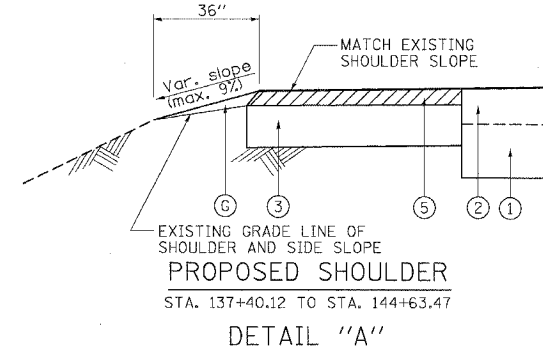
NOTE
 BITUMINOUS CONCRETE PAVEMENT, (FULL-DEPTH), SUPERPAVE, 14" SHALL CONSIST OF:
 - BITUMINOUS CONC SURFACE COURSE, SUPERPAVE, MIX "D", N70, 2"
 - BITUMINOUS CONC BINDER COURSE, SUPERPAVE, IL-19, N70, 12"

EXISTING LEGEND

- ① P.C.C. PAVEMENT 10" AND VARIES
- ② BITUMINOUS SHOULDER 10" AND VARIES
- ③ BITUMINOUS RESURFACING 7" AND VARIES
- ④ AGGREGATE SHOULDER
- ⑤ BITUMINOUS SURFACE REMOVAL, 4"
- ⑥ SPBGR (SEE ROADWAY PLANS FOR LOCATIONS)

PROPOSED LEGEND

- Ⓐ SEEDING, CLASS 2A
- Ⓑ TOPSOIL FURNISH AND PLACE, 6"
- Ⓒ EMBANKMENT
- Ⓓ BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N 70, 2"
- Ⓔ BITUMINOUS CONCRETE PAVEMENT (FULL DEPTH), SUPERPAVE, 14"
- Ⓕ BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N70, 2"
- Ⓖ AGGREGATE SHOULDERS, TYPE B (SPECIAL)
- Ⓗ AGGREGATE SHOULDERS, TYPE B, 8"
- Ⓘ AGGREGATE SUBGRADE, 12"
- Ⓣ SHOULDER RUMBLE STRIP
- Ⓚ PIPE UNDERDRAINS 6" (SEE DRAINAGE PLANS FOR LOCATIONS)



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
 BRIDGE WIDENING

TYPICAL SECTIONS
STA. 137+12.40 TO STA. 144+75.48 SB

SCALE: N.T.S. DRAWN BY AG/GF
 DATE 07/21/06 CHECKED BY DDH

TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

PLOT DATE: 07/21/06
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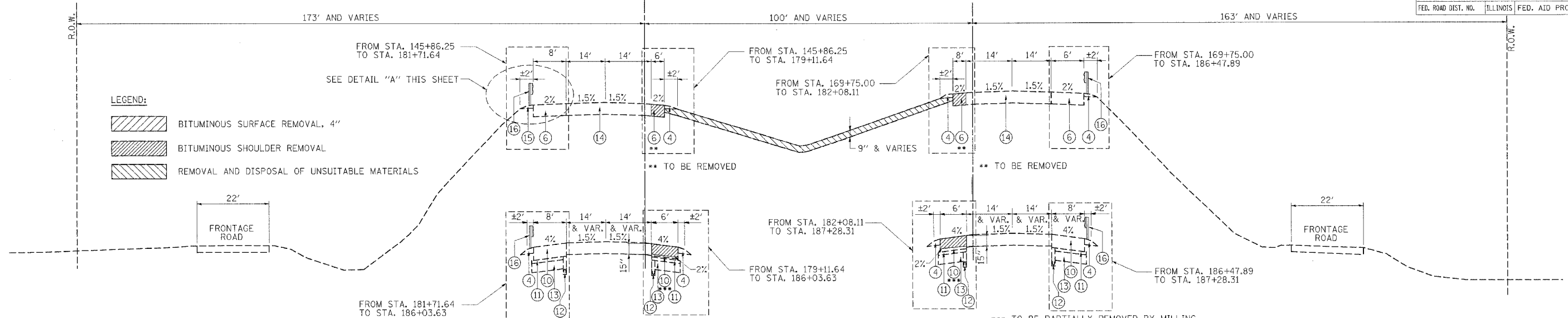
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	7A
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

LEGEND:

- BITUMINOUS SURFACE REMOVAL, 4"
- BITUMINOUS SHOULDER REMOVAL
- REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS

EX I-55 SB

EX I-55 NB

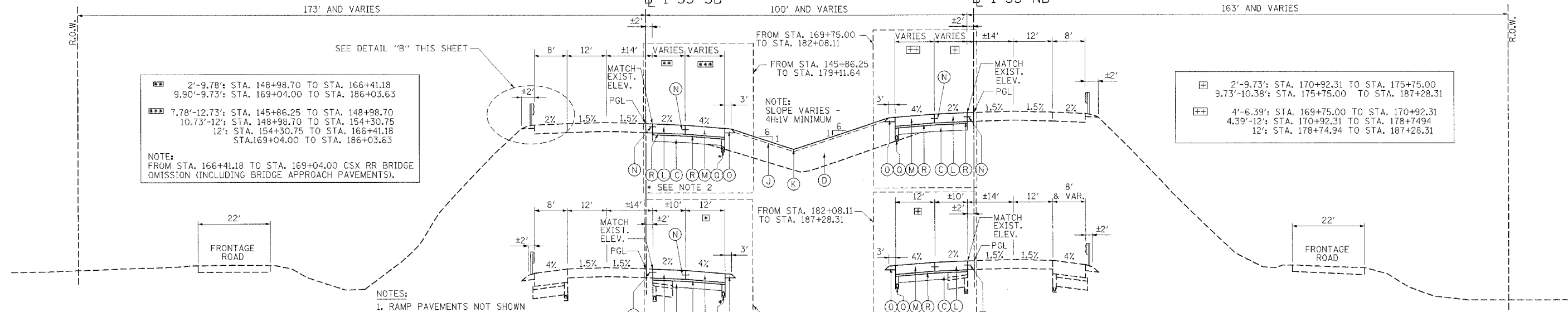


EXISTING ROADWAY TYPICAL SECTION

STA. 145+86.25 TO STA. 186+03.63 (SOUTHBOUND)
STA. 169+75.00 TO STA. 187+28.31 (NORTHBOUND)

I-55 SB

I-55 NB



PROPOSED ROADWAY TYPICAL SECTION

STA. 145+86.25 TO STA. 186+03.63 (SOUTHBOUND)
STA. 169+75.00 TO STA. 187+28.31 (NORTHBOUND)

■■■ 2'-9.78' STA. 148+98.70 TO STA. 166+41.18
 9.90'-9.73' STA. 169+04.00 TO STA. 186+03.63
 ■■■■ 7.78'-12.73' STA. 145+86.25 TO STA. 148+98.70
 10.73'-12' STA. 148+98.70 TO STA. 154+30.75
 12' STA. 154+30.75 TO STA. 166+41.18
 STA. 169+04.00 TO STA. 186+03.63
 NOTE:
 FROM STA. 166+41.18 TO STA. 169+04.00 CSX RR BRIDGE OMISSION (INCLUDING BRIDGE APPROACH PAVEMENTS).

■■■ 2'-9.73' STA. 170+92.31 TO STA. 175+75.00
 9.73'-10.38' STA. 175+75.00 TO STA. 187+28.31
 ■■■■ 4'-6.39' STA. 169+75.00 TO STA. 170+92.31
 4.39'-12' STA. 170+92.31 TO STA. 178+74.94
 12' STA. 178+74.94 TO STA. 187+28.31

NOTES:
 1. RAMP PAVEMENTS NOT SHOWN ON TYPICAL SECTION.
 2. SEE DETAIL "C" THIS SHEET.

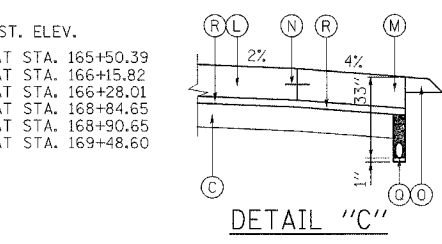
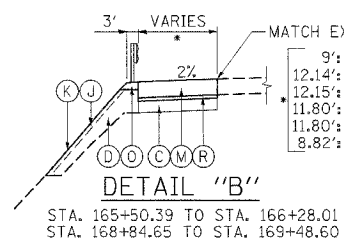
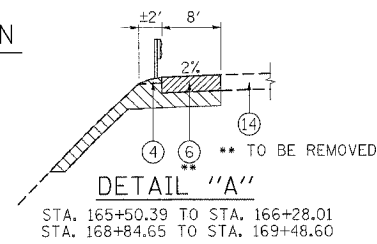
EXISTING LEGEND

- ① P.C.C. PAVEMENT, 10" AND VARIES
- ② BITUMINOUS RESURFACING 7" AND VARIES
- ③ BITUMINOUS SHOULDER 10" AND VARIES
- ④ AGGREGATE SHOULDER
- ⑤ BITUMINOUS SURFACE REMOVAL, 4"
- ⑥ P.C.C. SHOULDER 11"
- ⑦ NOT USED
- ⑧ NOT USED
- ⑨ NOT USED
- ⑩ BITUMINOUS SHOULDERS, SUPERPAVE, 17"
- ⑪ STABILIZED SUB-BASE 4"
- ⑫ PIPE UNDERDRAINS 6"
- ⑬ AGGREGATE SUBGRADE 12"
- ⑭ CRC PAVEMENT, 11"
- ⑮ NOT USED
- ⑯ SPBGR (SEE PLANS FOR LOCATIONS)

PROPOSED LEGEND

- (A) NOT USED
- (B) NOT USED
- (C) AGGREGATE SUBGRADE, 12"
- (D) EMBANKMENT
- (E) NOT USED
- (F) NOT USED
- (G) NOT USED
- (H) NOT USED
- (I) NOT USED
- (J) TOPSOIL FURNISH AND PLACE, 6"

- (K) SEEDING, CLASS 2A
- (L) CRC PAVEMENT, 11"
- (M) PCC SHOULDERS, 11"
- (N) TIE BARS (#6x24 @ 24 CTS)
- (O) AGGREGATE SHOULDERS, TYPE B, 8"
- (P) NOT USED
- (Q) PIPE UNDERDRAINS 6" (SEE DRAINAGE PLANS FOR LOCATIONS)
- (R) STABILIZED SUB-BASE 4, SUPERPAVE
- (S) BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N TO, 2"
- (T) AGGREGATE SHOULDERS, TYPE B (SPECIAL)



REVISIONS	
NAME	DATE
GF	7/26/06

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
BRIDGE WIDENING

TYPICAL SECTIONS
STA. 145+86.25 TO STA. 186+03.63 SB
STA. 169+75.00 TO STA. 187+28.31 NB

SCALE: N.T.S. DRAWN BY AG/GF
DATE 07/21/06 CHECKED BY DDH



PLOT DATE = 07/26/06
 FILE NAME = 071114
 PLOT SCALE = 0.5000
 USER NAME = 015878

NEW SHEET

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	8B
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PIPE CULVERT REMOVAL							TOTAL	163	FOOT
LOCATION	STATION	OFFSET	STATION	OFFSET	SIZE		Sub	totals	
I-55	176+97.85	-82.9	176+95.70	-136.7	36		54		
I-55	180+36.61	-41.8	181+24.60	-42.2	18		101		
I-55	182+50.50	-58.9	182+50.50	-50.6	18		8		

REMOVING MANHOLES						TOTAL	3	EACH
LOCATION	STATION	OFFSET	DIRECTION			Sub	totals	
I-55 SB	182+50.10	27.2	RT			1		
I-55 SB	182+64.40	49.4	RT			1		
I-55 SB	176+97.90	82.9	LT			1		

STORM SEWER REMOVAL 12"								TOTAL	13	FOOT
LOCATION	STATION	OFFSET	DIRECTION	STATION	OFFSET	DIRECTION	Sub	totals		
I-55 NB	182+52	47.1	LT	182+62	39.40	LT	12.8			

PAVED DITCH, TYPE A-15					TOTAL	192	FOOT
LOCATION	FROM STA.	TO STA.			Sub	totals	
I-55 SB MEDIAN DITCH	175+00.00	176+92.00			192		

STORM SEWER REMOVAL 36"								TOTAL	552	FOOT
LOCATION	STATION	OFFSET	DIRECTION	STATION	OFFSET	DIRECTION	Sub	totals		
I-55	176+97	42.9	RT	182+49	38.40	RT	552.2			

STEEL PLATE BEAM GUARD RAIL, TYPE A						TOTAL	338	FOOT
FROM STA.	OFFSET	TO STA.	OFFSET	LENGTH		Sub	totals	
165+38.83	34.05' LT.	166+38.78	37.63' LT.	99.95		100.0		
168+85.51	37.65' LT.	169+60.54	34.56' LT.	75.03		75.0		
169+16.86	23.97' RT.	170+79.34	23.97' RT.	162.48		162.5		

TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)						TOTAL	1	EACH
FROM STA.	OFFSET	TO STA.	OFFSET			Sub	totals	
170+79.34	23.97' RT.	171+29.34	23.97' RT.			1		

GUARDRAIL REMOVAL								TOTAL	699	FOOT
DIRECTION	STATION	OFFSET	STATION	OFFSET	LENGTH		Sub	totals		
S.B.	165+38.83	34.05 LT.	166+38.78	34.65 LT.	115.02		115.02			
S.B.	168+55.98	33.90 LT.	169+60.54	34.88 LT.	104.56		104.56			
S.B.	168+78.13	5.89 RT.	172+47.74	6.37 RT.	369.61		369.61			
ML	491+30.25		491+79.76		49.51		49.51			
ML	492+01.10		492+61.75		60.65		60.65			

CONCRETE HEADWALL FOR PIPE DRAINS								TOTAL	20	EACH
LOCATION	STATION	OFFSET	DIRECTION				Sub	totals		
I-55 SB	148+98.80	25.8	RT				1			
I-55 SB	152+00.00	28.0	RT				1			
I-55 SB	156+00.00	31.2	RT				1			
I-55 SB	160+00.00	31.2	RT				1			
I-55 SB	164+00.00	31.2	RT				1			
I-55 SB	173+00.00	31.8	RT				1			
I-55 SB	177+00.00	30.5	RT				1			
I-55 SB	181+00.00	30.5	RT				2			
I-55 SB	184+00.00	30.5	RT				1			
I-55 NB	175+00.00	25.7	LT				1			
I-55 NB	179+00.00	31.1	LT				1			
I-55 NB	182+40.00	31.1	LT				2			
I-55 SB	179+11.60	34.9	RT				1			
I-55 SB	183+96.60	32.1	RT				1			
I-55 NB	182+08.50	31.5	LT				1			
FROM STRUCTURAL CALCULATIONS										
CSXRR							4			

FURNISHING AND INSTALLING RAIL ELEMENT PLATES					TOTAL	57	EACH
FROM STA.	FROM STA.	DIRECTION	# PLATES		Sub	totals	
175+00.00	182+00.00	I-55 S.B.	57		57		

GUARD RAIL POST VERTICAL ADJUSTMENT						TOTAL	5	EACH
FROM STA.	TO STA.	# RAIL POSTS	DIRECTION			Sub	totals	
186+12.83	194+62.83	5	I-55 S.B.			5		

PIPE UNDERDRAINS 6"								TOTAL	5,747	FOOT
LOCATION	FROM STA.	OFFSET	TO STA.	OFFSET			Sub	totals		
I-55 SB	142+00		144+75				275.0			
I-55 SB	146+10		148+99				288.8			
I-55 SB	148+99		166+41				1,742.5			
I-55 SB	169+16		186+04				1,687.5			
I-55 NB	169+75		187+28				1,753.3			

TRAFFIC BARRIER TERMINAL, TYPE 2						TOTAL	2	EACH
FROM STA.	TO STA.					Sub	totals	
491+30.25	491+42.75					1		
492+49.25	492+61.75					1		

TRAFFIC BARRIER TERMINAL, TYPE 5						TOTAL	1	EACH
FROM STA.	OFFSET	TO STA.	OFFSET			Sub	totals	
166+38.78	(37.63' LT.)	166+52.03	(38.21' LT.)			1		

PIPE UNDERDRAINS 6" (SPECIAL)								TOTAL	344	FOOT
LOCATION	STATION	FROM OFFSET	TO OFFSET				Sub	totals		
I-55 SB	148+98.80	4.4	25.8				21.4			
I-55 SB	152+00.00	8.7	28				19.3			
I-55 SB	156+00.00	12.0	31.2				19.2			
I-55 SB	160+00.00	12.0	31.2				19.2			
I-55 SB	164+00.00	12.0	31.2				19.2			
I-55 SB	173+00.00	12.0	31.8				19.8			
I-55 SB	177+00.00	12.0	30.5				18.5			
I-55 SB	181+00.00	12.0	30.5				18.5			
I-55 SB	181+00.00	12.0	30.5				18.5			
I-55 SB	184+00.00	12.0	30.5				18.5			
I-55 NB	175+00.00	10.8	25.7				14.9			
I-55 NB	179+00.00	12.0	31.1				19.1			
I-55 NB	182+40.00	12.0	31.1				19.1			
I-55 NB	182+40.00	12.0	31.1				19.1			
I-55 NB	182+08.50	14.2	31.5				17.3			

TRAFFIC BARRIER TERMINAL, TYPE 6						TOTAL	2	EACH
FROM STA.	OFFSET	TO STA.	OFFSET			Sub	totals	
168+52.36	37.65' LT.	168+85.51	37.65' LT.			1		
168+83.71	23.97' RT.	169+16.86	23.97' RT.			1		

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55 COVER CSX RR AND SUNNYLAND DRAIN
 BRIDGE WIDENING

**SCHEDULE OF QUANTITIES
 III**

SCALE: N.T.S. DRAWN BY JFS
 DATE 07/21/06 CHECKED BY DDH

TENG TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

PLOT DATE = 8/24/06
 FILE NAME = 071106.DWG
 USER NAME = JFS
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	80
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE REMOVAL		TOTAL 3	EACH
			Sub totals
SEE STABILIZED CONTROL, STABILIZED CONSTRUCTION ENTRANCE			3

SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE		TOTAL 699	SQ YD
			Sub totals
SOUTH OF I&M CANAL			233
BETWEEN I&M CANAL AND CSX RAILROAD			233
NORTH OF CSX RAILROAD			233

SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE MAINTENANCE		TOTAL 699	SQ YD
			Sub totals
SEE STABILIZED CONTROL, STABILIZED CONSTRUCTION ENTRANCE			699

STABILIZED SUB-BASE 4, SUPERPAVE		TOTAL 12,035.00	SQ YD
			Sub totals
CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 11"		5,053.00	
PORTLAND CEMENT CONCRETE SHOULDERS 11"		6,982.00	

BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70		TOTAL 93	TON					
FROM STA.	TO STA.	LENGTH FT	WIDTH FT	AREA SQ FT	AREA SQ YD	LB/SY/IN	DEPTH INCHE	Sub totals
137+12.40	144+63.47	751.07	10	7,510.70	834.52	112	2	93.47

BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N70		TOTAL 93	TON					
FROM STA.	TO STA.	LENGTH FT	WIDTH FT	AREA SQ FT	AREA SQ YD	LB/SY/IN	DEPTH INCHE	Sub totals
137+12.40	144+63.47	751.07	10	7,510.70	834.52	112	2	93.47

BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH), SUPERPAVE, 14"		TOTAL 300	SQ YD			
FROM STA.	WIDTH	TO STA.	WIDTH FT	LENGTH FT	AREA SQ FT	Sub totals
142+00.00	6.19	142+40.76	10.00	40.76	329.95	36.66
142+40.76	10.00	144+75.48	10.00	234.72	2,347.20	260.8
144+75.48	10.00	144+80.43	0.00	4.95	24.75	2.75

CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT		TOTAL 23	FOOT
FROM STA.	TO STA.		Sub totals
491+42.75	491+48.75		6.00
492+32.45	492+49.25		16.80

ENGINEER'S FIELD OFFICE, TYPE A (SPECIAL)		TOTAL 12	CAL MO
			Sub totals
			12

CHANGEABLE MESSAGE SIGN		TOTAL 21	CAL MO
			Sub totals
NB I-55 b/f I-80			7
NB I-55 before SUNNYLAND			7
SB I-55 before I-80			7

AGGREGATE SHOULDERS, TYPE B (SPECIAL)		TOTAL 240	SQ YD			
LOCATION	FROM STA.	TO STA.	LENGTH X 3	SQ. FT.	X/9	Sub totals
SB	137+40.12	144+58.71	718.59	2155.77	239.53	239.53

AGGREGATE SUBGRADE 12"		TOTAL 12335	SQ YD
			Sub totals
CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 11"		5053.00	
PORTLAND CEMENT CONCRETE SHOULDERS 11"		6982.00	
BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH), SUPERPAVE, 14"		300.00	

BOX CULVERTS TO BE CLEANED		TOTAL 94	FOOT				
LOCATION	STATION	OFFSET	STATION	OFFSET	SIZE	LENGTH	Sub totals
I-55	182+50.00	2	182+50.00	96	3X3	94	94

DRAINAGE STRUCTURES TO BE CLEANED		TOTAL 2	EACH	
LOCATION	STATION	OFFSET	DIRECTION	Sub totals
I-55 SB	176+95.40	42.7	RT	1
I-55 SB	182+50.00	39.0	RT	1

IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3		TOTAL 4	EACH
LOCATION	STATION		Sub totals
I-55 SB	187+27.00		1
I-55 NB	165+58.00		1
I-55 NB	490+72.00		1
I-55 SB	493+47.00		1

LUG SYSTEM COMPLETE 10		TOTAL 2	EACH
LOCATION	FROM STA.	TO STA.	Sub totals
S.B.	165+53.88	166+07.88	1
N.B.	169+31.15	169+85.15	1

CULVERTS TO BE GROUTED		TOTAL 98	CU YD			
LOCATION	STATION	SIZE OF PIPE (IN)	LENGTH OF PIPE (FT)	AREA SQ. FT.	VOLUME (CU FT)	Sub totals
66" CMP Under CSX brIdge	168+82	66	141.95	18.68	2651	98

PLOT DATE = 8/21/06
 FILE NAME = 8/21/06
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 GARETJAZ

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 I-55 OVER CSX RR AND SUNNYLAND DRAIN
 BRIDGE WIDENING

SCHEDULE OF QUANTITIES
 V

SCALE: N.T.S. DRAWN BY JFS
 DATE 07/21/06 CHECKED BY DDH

TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	10
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

COORDINATES

DESCRIPTION	NORTHING	EASTING	STATION	OFFSET
PGL I-55 NB				
P.T. PNBPL2-4	1,750,094.351	1,021,665.656	156+13.82	0.00 FT
P.O.T. PNB202	1,755,071.879	1,021,513.226	205+93.68	0.00 FT
P.O.T. PNB203	1,756,115.332	1,021,481.944	216+37.60	0.00 FT
PGL I-55 SB				
P.T. PSBPGL2-2	1,746,366.920	1,021,790.499	118+81.88	0.00 FT
P.C. PSBPGL2-3	1,749,121.616	1,021,611.052	146+42.42	0.00 FT
P.I. PSBPGL2-3	1,749,611.179	1,021,579.161	151+33.02	4.20 FT
P.T. PSBPGL2-3	1,750,101.547	1,021,564.058	156+23.52	0.00 FT
P.O.T. PSB202	1,751,087.688	1,021,533.686	166+10.13	0.00 FT
P.O.T. PSB203	1,751,400.424	1,021,524.474	169+23.00	0.00 FT
P.C. PSBPGL2-4	1,751,665.177	1,021,516.430	171+87.88	0.00 FT
P.I. PSBPGL2-4	1,752,165.030	1,021,501.243	176+87.96	2.84 FT
P.T. PSBPGL2-4	1,752,665.100	1,021,497.405	181+88.00	0.00 FT
P.C. PSBPGL2-5	1,754,323.389	1,021,484.678	198+46.34	0.00 FT
P.I. PSBPGL2-5	1,754,815.159	1,021,480.904	203+38.12	2.74 FT
P.T. PSBPGL2-5	1,755,306.723	1,021,466.167	208+29.87	0.00 FT
P.O.T. PSB204	1,756,114.096	1,021,441.963	216+37.60	0.00 FT
CL I-55				
P.O.T. I-5501	1,756,114.714	1,021,461.954	216+37.60	0.00 FT
P.C. C16	1,761,862.568	1,021,284.330	273+88.19	0.00 FT
P.I. C16	1,763,363.968	1,021,237.933	288+90.31	192.32 FT
P.T. C16	1,764,697.401	1,021,929.534	303+27.19	0.00 FT
P.C. C17	1,771,871.139	1,025,650.280	384+08.43	0.00 FT
P.I. C17	1,773,206.496	1,026,342.879	399+12.72	194.33 FT
P.T. C17	1,774,709.836	1,026,289.590	413+50.50	0.00 FT
P.C. C18	1,785,324.534	1,025,913.333	519+71.86	0.00 FT
P.I. C18	1,787,209.594	1,025,846.513	538+58.11	371.71 FT
P.T. C18	1,788,598.891	1,027,122.354	555+51.97	0.00 FT
P.C. C19	1,791,550.750	1,029,833.150	595+59.70	0.00 FT

BENCHMARKS

B.M. 3069	SQUARE CUT AT N END OF E PIER AND E EDGE OF I-80 WB PIER AND UNDER LIGHT BOX *PA8, EL. 590.48 (N 1755516.67, E 1021480.72)	B.M. 3097	SQUARE CUT E EDGE OF 2' DIA CONC BASE SIGN "GAS-EXIT 253 PHILLIPS 66- SHELL- AMOCO", EL. 601.00 (N 1765612.170, E 1022501.210)
B.M. 3070	PK NAIL IN E EDGE BIT. SHOULDER 100' N OF GORE OF I-55 NB TO WB I-80, EL. 589.80 (N 1755959.92, E 1021521.02)	B.M. 3098	PK NAIL E EP OF E FRONTAGE RD AND ABOUT 200' S OF OLD BIT DR WITH CURBS AND W OF 2 TALL CELL PHONE TOWERS, EL.601.49
B.M. 3071	SQUARE CUT ON SW CORNER OF 2' x 2' CONC LP BASE, LP *PC4 IN THE NE QUADRANT OF I-55 NB AND I-80 WB, EL. 589.44 (N 1756078.95, E 1021524.49)	B.M. 3099	PK NAIL E EP OF FRONTAGE RD AT RISE IN HILL AND WITH 2 TALL CELL TOWERS TO EAST, EL. 601.30
B.M. 3072	FND PK NAIL *9 IN E EDGE BIT SHOULDER 10' W OF GORE OF I-80 BW TO I-55 NB, EL.589.82 (N 1756320.54, E 1021510.64)	B.M. 3100	FND SQUARE CUT TOP AND E END OF S HEADWALL 15' CMP UNDER BIT DR TO ELKS MOTOR INN LODGE ON E FRONTAGE RD, EL. 599.28
B.M. 3073	PK NAIL SET IN E EP OF E FRONTAGE RD NEAR N R OF *21607, EL. 589.57	B.M. 3101	PK NAIL E EP OF E FRONTAGE RD 150' N OF ELKS DR., EL 593.76
B.M. 3074	PK NAIL SET E EP OF E FRONTAGE RD 10' N OF MAILBOX FOR *21525, EL. 589.40	B.M. 3102	PK NAIL E EP OF E FRONTAGE RD 400' OF ELKS DR, EL. 586.62
B.M. 3075	FND REBAR *8 2' E OF E EP OF E FRONTAGE RD AND ABOUT 200' S OF GRAVEL DR TO *, OPPOSITE PP W/TRANSFORMER, EL. 589.89	B.M. 3103	PK NAIL E EP OF BIT SHOULDER OF I-55, 300' S OF RTE 52 EXIT RAMP AT S END OF GR AND 50' N OF LP *N08 AND MP 252.58, EL. 583.24 (N 1767096.33, E 1023252.907)
B.M. 3076	PK NAIL IN E EP OF E FRONTAGE RD AND 7' N OF MAIL BOX *21363, EL. 590.80		
B.M. 3077	PK NAIL SET IN E EP OF E FRONTAGE RD OPPOSITE PP, 1ST PP S OF LARGE SIGN W/3 SUPPORT POST, EL. 591.38		
B.M. 3078	PK NAIL IN E EP OF E FRONTAGE RD OPPOSITE GREEN MAIL BOX AND 10' N OF LAST GRAVEL DR BEFORE RTE 59, EL. 590.64		
B.M. 3079	SQUARE CUT ON W SIDE S OF 2' DIA. CONC BASE FOR SIGN EXIT 251 (IL 59 SHOREWOOD-PLAINFIELD 1/2 MILE), EL. 587.76		
B.M. 3080	FND REBAR 2' E OF E EP OF E FRONTAGE RD AND 100' N OF ABOVE SIGN, EL. 588.13		
B.M. 3081	SQUARE CUT ON HEADWALL OF 24" CMP ON E SIDE OF E FRONTAGE RD IN LOW WET AREA. 24" CMP RUNS UNDER FRONTAGE RD BUT NOT I-55, EL. 584.90		
B.M. 3082	FND PK NAIL W EP OF E FRONTAGE RD "TENG #410" AND ABOUT 100' S OF "NATURAL GAS LINE CROSSING", EL. 587.96		
B.M. 3083	FND PK NAIL "TENG #412" W EP OF E FRONTAGE RD AND ABOUT 150' N OF "NATURAL GAS LINE CROSSING", EL. 591.43		
B.M. 3084	FND PK NAIL "TENG #414" IN W EP OF E FRONTAGE RD AND IN MIDDLE OF 4" GAS LINE CROSSING AND ABOUT 500' S OF RTE 54 RTE 59 OVERHEAD SIGN, EL. 594.57		
B.M. 3085	SQUARE CUT ON W SIDE 4' DIA LP CONC BASE ABOUT 200' S OF OVERHEAD SIGN "RT 30" 1 MILE RTE 59, EL. 594.95 (N 1761950.005, E 1021365.626)		
B.M. 3086	SQUARE CUT TOP AND CENTER OF S EDGE OF 2' x 10' CONC FD OF OVERHEAD SIGN "EXIT 253 RTE 52 1 MILE / EXIT 251 RTE 59" AT RTE 59 EXIT RAMP, EL. 597.03 (N 1762196.801, E 1021370.072)		
B.M. 3087	FND REBAR "CP #2" ON W. ROW I-55 AND ABOUT 50' S OF OVERHEAD SIGN W AND ABOUT 150' N OF MP 97.9 SIGN OF NATURAL GAS LINE, EL. 593.68		
B.M. 3088	PK NAIL E EP OF W FRONTAGE RD OPPOSITE 33087, EL. 596.13		
B.M. 3089	PK NAIL W EP OF W FRONTAGE RD I-55 AND ABOUT 100' N OF LP *3-0CD1 ABOUT 400' S OF WILL 621, EL. 594.86		
B.M. 3090	SQUARE CUT ON S EDGE 4' DIA. CONC LP BASE *4-0CD2 BETWEEN RTE 59 ENTRANCE RAMP AND SB I-55 AND 1ST LP S OF RTE 59, EL. 593.72 (N 1763233.649, E 1021321.982)		
B.M. 3091	PK NAIL W BIT SHOULDER OF I-55 SB AND ABOUT 400' S OF RTE 59 BRIDGE, EL. 597.11		
B.M. 3092	SQUARE CUT ON TOP AND MIDDLE AND N EDGE OF S 1/2 OF CENTER PIER OF RTE 59 FLYOVER BRIDGE AND AT "TENG STA. 1140+00", EL. 599.15 (N 1764024.646, E 1021631.306)		
B.M. 3093	PK NAIL E EP SHOULDER OF I-55 NB, 300 N OF RTE 59 BRIDGE AND AT MP 252 SIGN, EL. 597.52 (N 1764353.512, E 1021824.719)		
B.M. 3094	SQUARE CUT TOP HEADWALL OF 18" P CULVERT ON E SIDE OF E FRONTAGE RD ABOUT 600' N RTE 59 FLYOVER BRIDGE, EL. 596.09 (N 1764429.128, E 1021942.974)		
B.M. 3095	SQUARE CUT S EDGE OF E 2' DIA CONC BASE SIGN FOR "EXIT 253 SHORE WOOD-JOLIET 1/2 MILE", EL. 598.47 (N 1764879.556, E 1022121.727)		
B.M. 3096	PK NAIL E EP OF E FRONTAGE RD OPPOSITE OLD GRAVEL DR TO E AND I-55 NB SIGN "OFF-TRACK WAGERING FACILITY EXIT 253", EL. 599.84		

D247 1960 USGS (NAVD 88) EL. 543.27
BRASS DISC ON TOP OF W END OF CONC ABUT., AT THE N END OF NB LANES, I-55 BRIDGE OVER DES PLAINES RIVER

MC11 USGS, 1952 RESET 1990, EL. 584.503
BRASS CAP ON TOP AT N END OF SOUTHERLY PARAPHET WALL ON THE W SIDE OF US RTE 52 BRIDGE OVER DUPAGE RIVER

NOTE:
THE LOCATION AND DESCRIPTION OF ADDITIONAL BENCHMARKS ARE PRESENTED AS CONTROL POINTS (TP1 - TP35) ON ATTACHED SHEETS 12 - 14

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
BRIDGE WIDENING

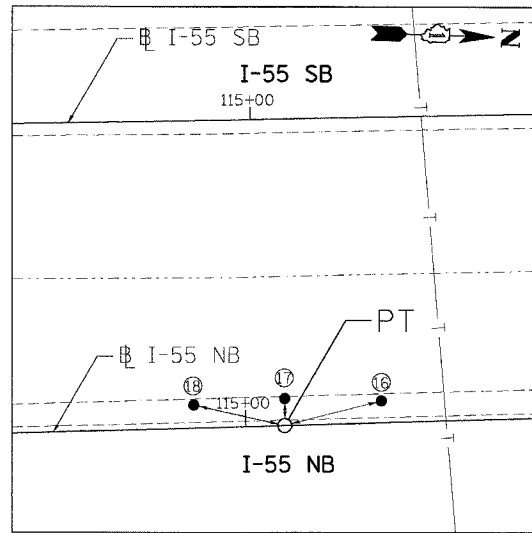
ALIGNMENT, TIES AND BENCHMARKS II

SCALE: DATE 07/07/06 DRAWN BY JFS CHECKED BY DDH

TENG
TENGG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

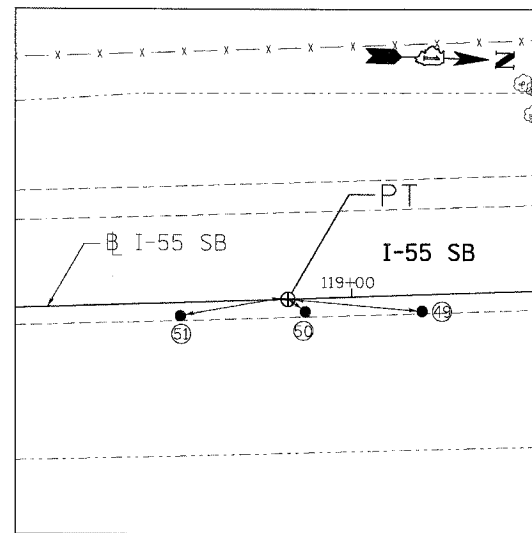
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	11
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



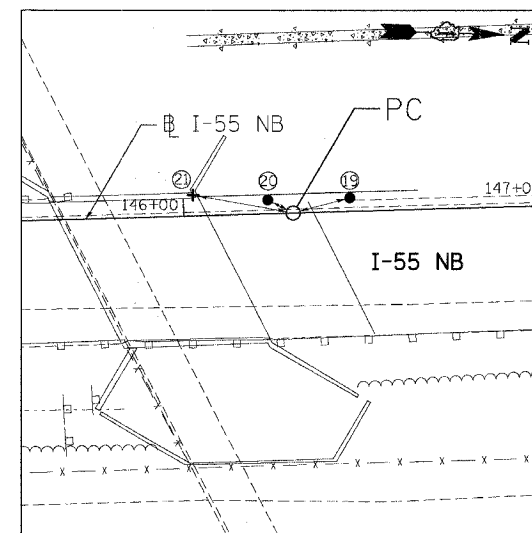
PT STA. 115+11.06 (SET PK NAIL)

- 15 SET PK NAIL, 28.36'
- 17 FND PK NAIL, 7.61'
- 16 SET PK NAIL, 26.54'



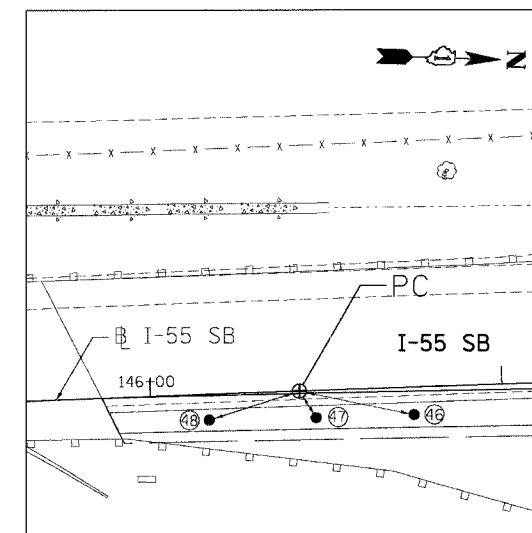
PT STA. 118+81.88 (SET PK NAIL)

- 49 SET PK NAIL, 31.02'
- 50 SET PK NAIL, 5.81'
- 51 SET PK NAIL, 26.49'



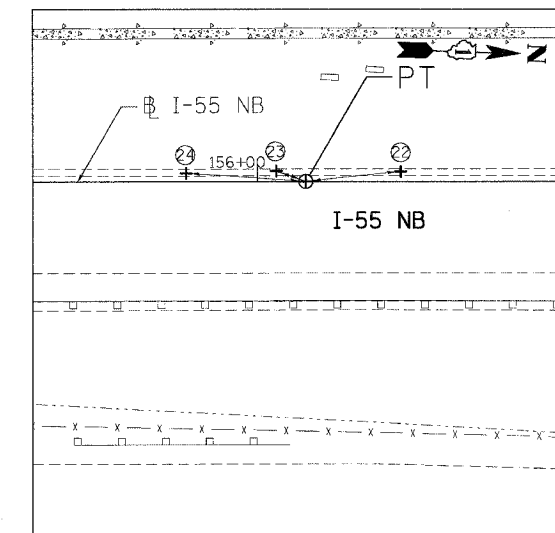
PC STA. 146+31.11 (SET PK NAIL)

- 19 SET PK NAIL, 16.73'
- 20 SET PK NAIL, 8.13'
- 21 SET + T/BWW, 28.94'



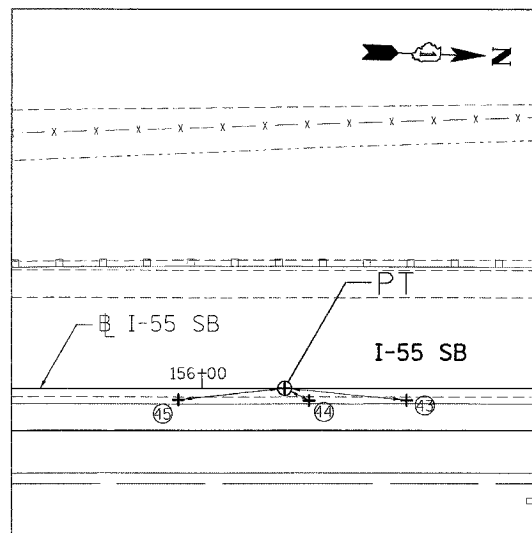
PC STA. 146+42.42 (SET CROSS)

- 45 SET PK NAIL, 33.33'
- 47 SET PK NAIL, 8.94'
- 48 SET PK NAIL, 26.82'



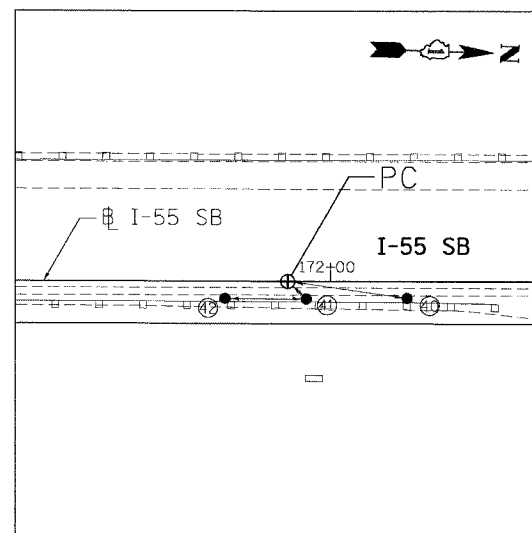
PT STA. 156+13.82 (SET C/CROSS)

- 23 SET CUT/CROSS, 27.17'
- 24 SET CUT/CROSS, 8.95'
- 24 SET CUT/CROSS, 34.13'



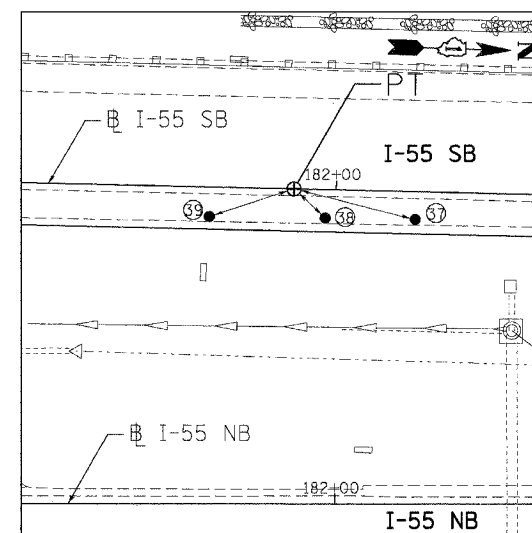
PT STA. 156+23.52 (SET CROSS)

- 43 SET CROSS, 34.81'
- 44 SET CROSS, 7.69'
- 45 SET CROSS, 30.39'



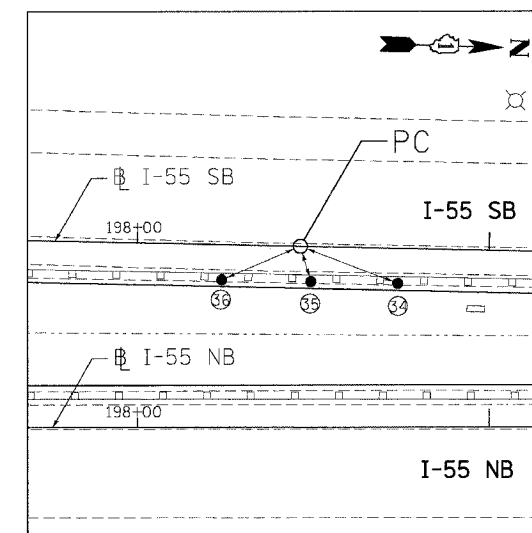
PC STA. 171+87.88 (SET CROSS)

- 40 SET PK NAIL, 34.28'
- 41 SET PK NAIL, 7.24'
- 42 SET PK NAIL, 23.16'



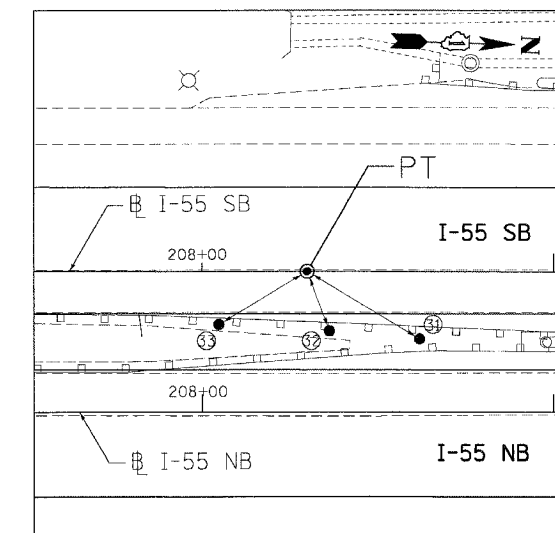
PT STA. 181+88.00 (SET CROSS)

- 37 SET PK NAIL, 35.57'
- 38 SET PK NAIL, 12.11'
- 39 SET PK NAIL, 25.28'



PC STA. 198+46.34 (SET PK NAIL)

- 33 SET PK NAIL, 29.66'
- 35 SET PK NAIL, 10.60'
- 36 SET PK NAIL, 24.34'



PT STA. 208+29.87

- 31 SET PK NAIL, 37.30'
- 32 SET PK NAIL, 18.07'
- 34 SET PK NAIL, 29.25'

PLOT DATE = 07/07/06
 PLOT SCALE = 1"=40'
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 7-85-2806_B22546

REVISIONS	
NAME	DATE

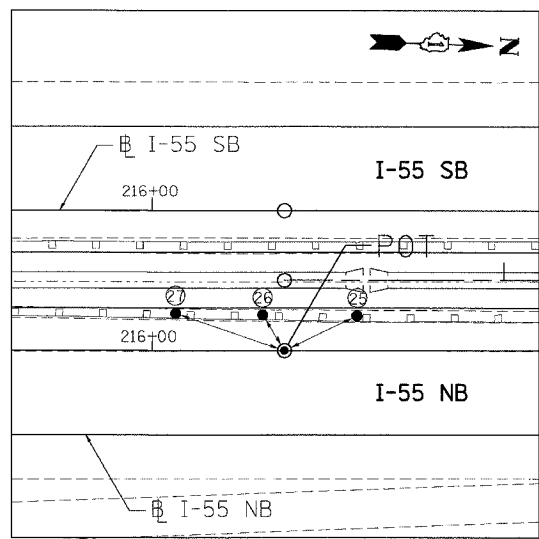
ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAT ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
 BRIDGE WIDENING

ALIGNMENT, TIES AND BENCHMARKS III

SCALE: N.T.S. DRAWN BY JFS
 DATE 07/07/06 CHECKED BY DDH

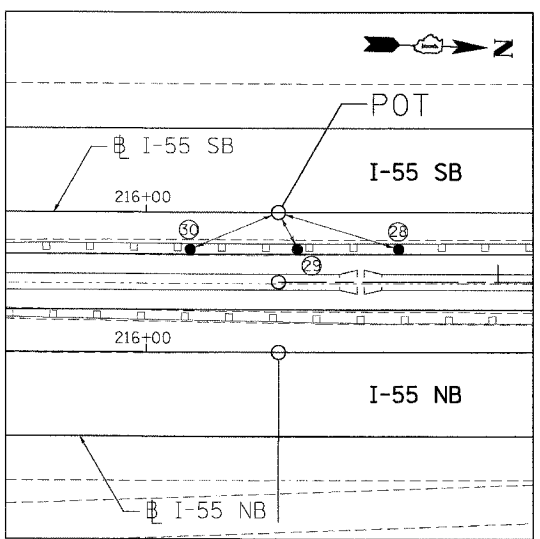
TENG TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL.	137	12
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



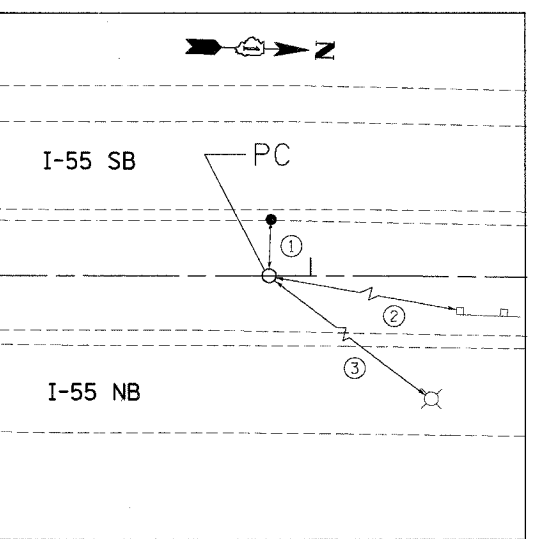
POT STA. 216+37.60 (SET PK NAIL)

- ② SET PK NAIL, 22.84'
- ③ SET PK NAIL, 11.78'
- ④ SET PK NAIL, 32.62'



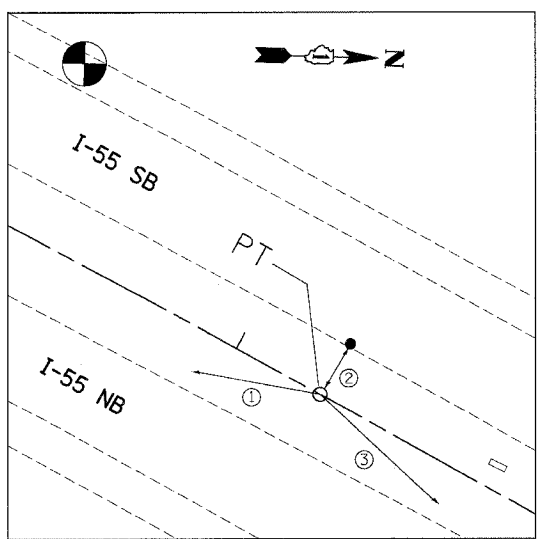
POT STA. 216+37.60 (SET PK NAIL)

- ② SET PK NAIL, 35.82'
- ③ SET PK NAIL, 11.90'
- ④ SET PK NAIL, 27.24'



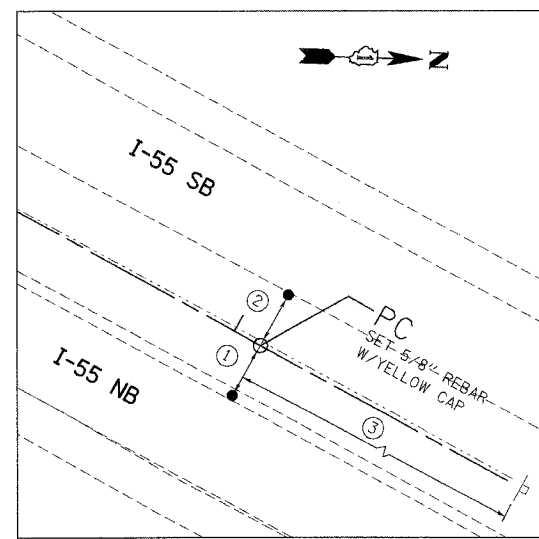
PC STA. 273+88.19

- ① PK NAIL, EDGE OF E. SHLDR OF I-55 SB, 15.97'
- ② PK NAIL, GR POST ALONG W. SHLDR. OF NB I-55, 139.33'
- ③ 'X' CUT ON W. SIDE OF CONC. BASE OF LP, 119.43'



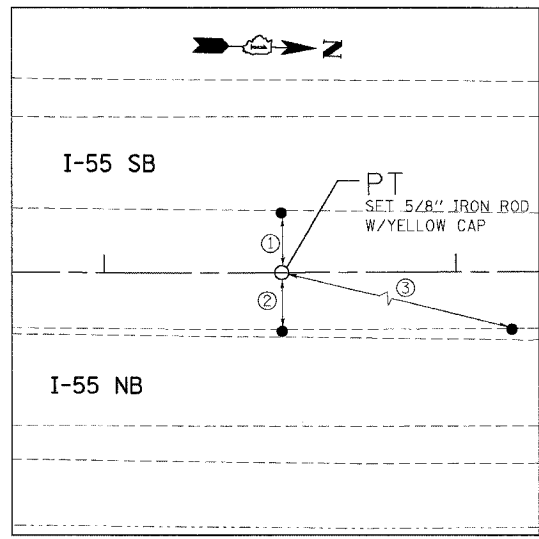
PT STA. 303+27.19

- ① PK NAIL, TOP OF WD. SPACER TO GR, 36.22'
- ② PK NAIL, E. EDGE OF SB I-55 SHLDR, 16.26'
- ③ PK NAIL, TOP OF WD. SPACER S. OF TIE #1, 45.48'



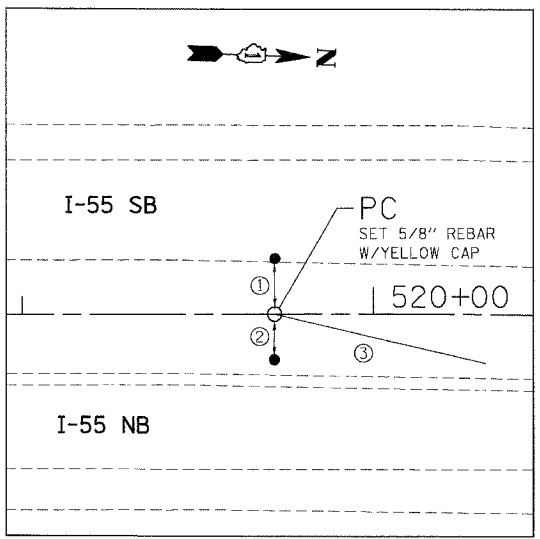
PC STA. 384+08.43

- ① PK NAIL, W. E.P. SHLDR ON NB, 16.39'
- ② PK NAIL, E. E.P. SHLDR ON SB, 16.44'
- ③ PK NAIL, E. FACE OF WD POST, 160.77'



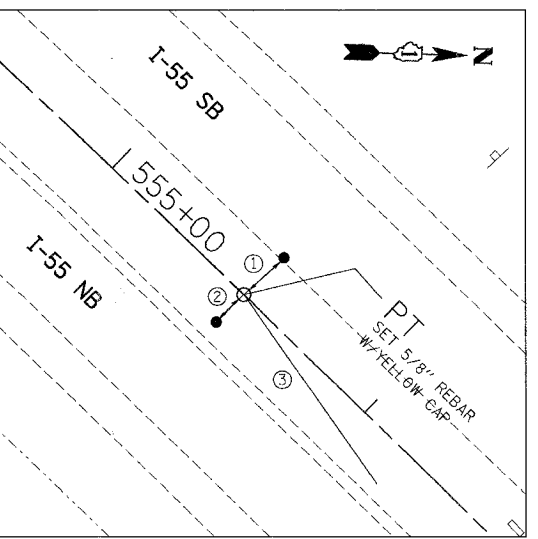
PT STA. 413+50.50

- ① PK NAIL, E. E.P. OF SHLDR ON SB I-55 OPPOSITE P.T., 17.305'
- ② PK NAIL, W. E.P. OF SHLDR ON NB I-55 OPPOSITE P.T., 16.747'
- ③ PK NAIL, W. E.P. OF SHLDR ON NB I-55 OPPOSITE SURFACE DRAIN TO CENTER MEDIAN, 130.54'



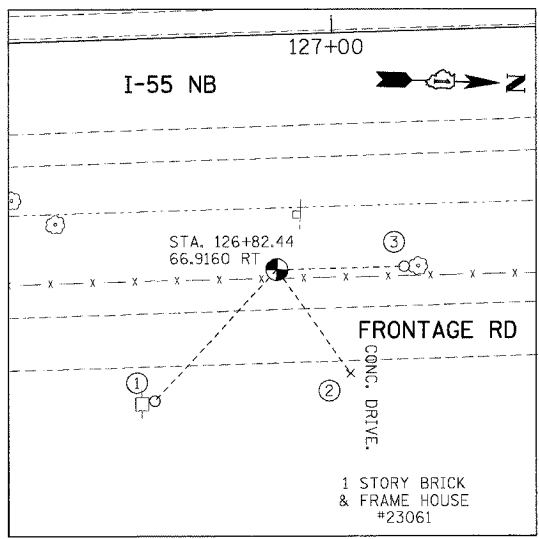
PC STA. 519+71.86

- ① PK NAIL, SHLDR E.P. OF SB I-55, 15.964'
- ② PK NAIL, ON TOP OF POST SPACER TO GR W, 12.796'
- ③ PK NAIL, ON 10TH I-BEAM N. OF TIE # 2, 61.467'



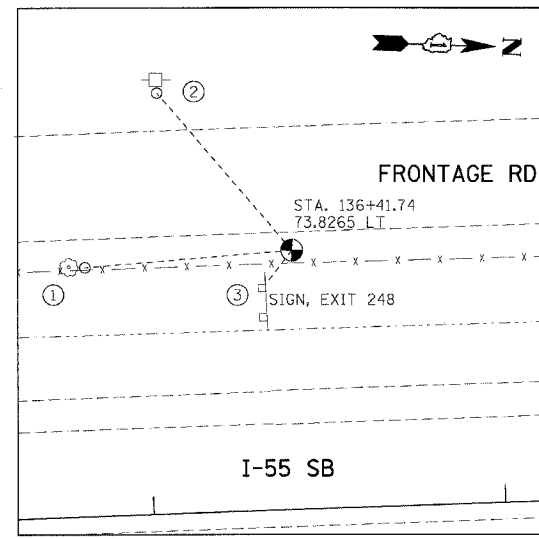
PT STA. 555+51.97

- ① PK NAIL, E. E.P. SB I-55 OPP. P.T., 15.601'
- ② PK NAIL, TOP OF WD. POST SPACER ON GR., 11.095'
- ③ PK NAIL, ON 10TH WD. POST SPACER ON GR NE'LY OF TIE # 2, 65.809'



TP1

- (N 1747171.665, E 1021895.312, ELEV. 537.694)
- ① PK NAIL ON WEST FACE OF POWER POLE, 70.70'
- ② CUT CROSS IN CONC. DRIVEWAY, 52.12'
- ③ PK NAIL ON SOUTH FACE OF 12" TREE, 36.18'



TP2

- (N 1748118.259, E 1021602.430, ELEV. 527.049)
- ① PK NAIL ON EAST FACE OF 10" TREE, 44.45'
- ② PK NAIL ON WEST FACE OF POWER POLE, 59.00'
- ③ NEAREST CORNER OF SIGN POST, 12.30'

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
 BRIDGE WIDENING

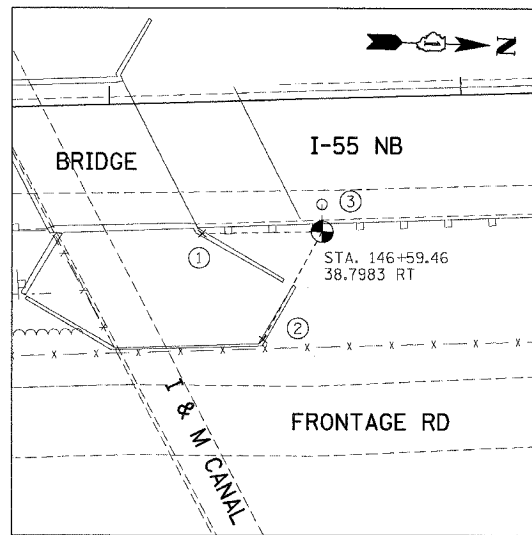
**ALIGNMENT, TIES AND BENCHMARKS
 IV**

SCALE: N.T.S. DRAWN BY JFS
 DATE 07/07/06 CHECKED BY DDH

TENG TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

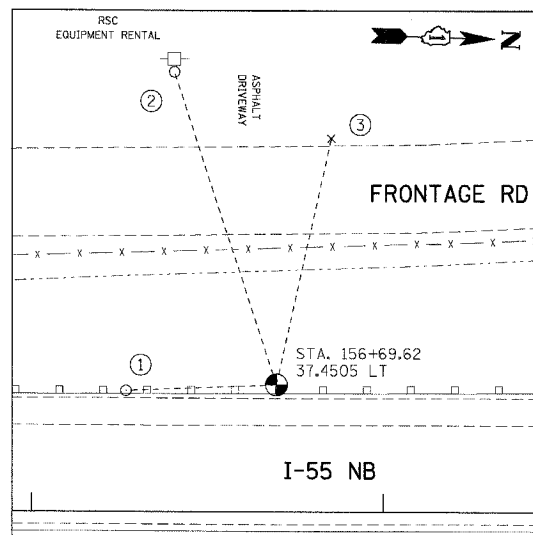
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 GARCIAZ

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



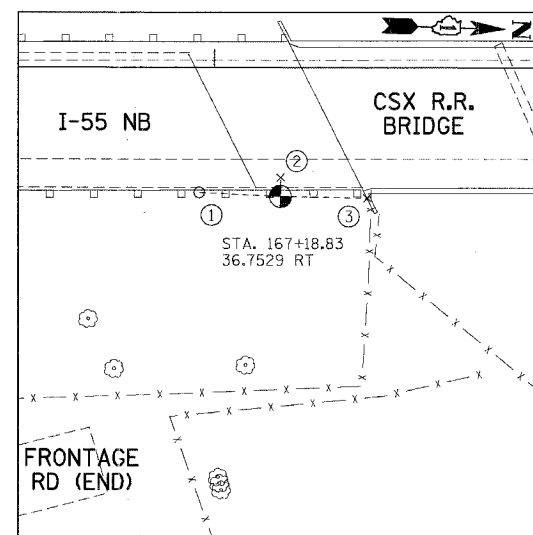
TP3

- (N 1749143.319, E 1021747.490, ELEV. 536.290)
- CUT CROSS ON TOP OF CONC. WALL, 34.20'
 - CUT CROSS ON TOP OF CONC. WALL, 35.25'
 - PK NAIL IN ASPH. SHOULDER, 7.86'



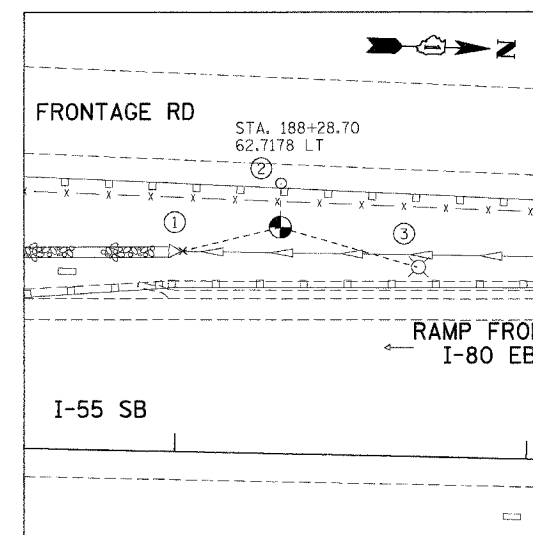
TP4

- (N 1750146.468, E 1021525.206, ELEV. 558.007)
- PK NAIL IN ASPHALT, 42.86'
 - PK NAIL ON EAST FACE OF POWER POLE, 93.72'
 - CUT CROSS ON TOP OF CONC. CURB, 71.98'



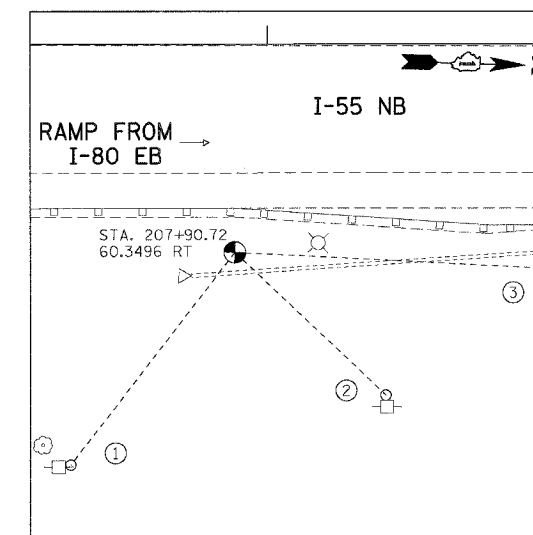
TP5

- (N 1751199.973, E 1021668.568, ELEV. 577.182)
- PK NAIL IN ASPHALT, 23.15'
 - CUT CROSS IN BRIDGE DECK, 5.35'
 - CUT CROSS ON TOP OF WINGWALL, 24.65'



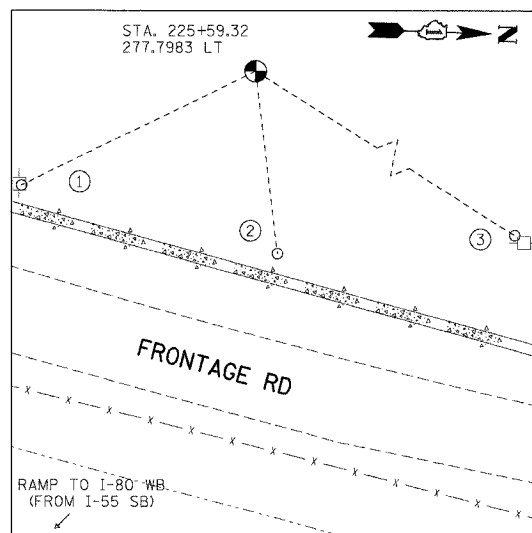
TP6

- (N 1753305.294, E 1021429.772, ELEV. 573.834)
- CUT CROSS ON TOP OF RCP 40", 28.60'
 - PK NAIL IN ASPHALT, 12.50'
 - SOUTH FACE OF LIGHT POLE, 40.50'



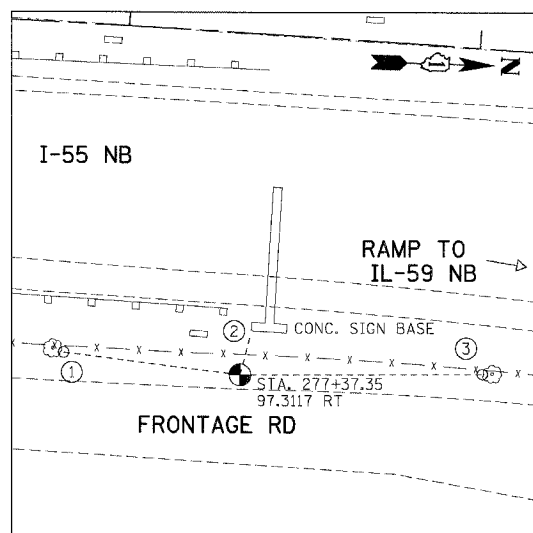
TP7

- (N 1755270.636, E 1021567.644, ELEV. 585.682)
- PK NAIL ON NORTH FACE OF POWER POLE, 76.45'
 - PK NAIL ON WEST FACE OF POWER POLE, 59.20'
 - PK NAIL ON SOUTH FACE OF POWER POLE, 87.50'



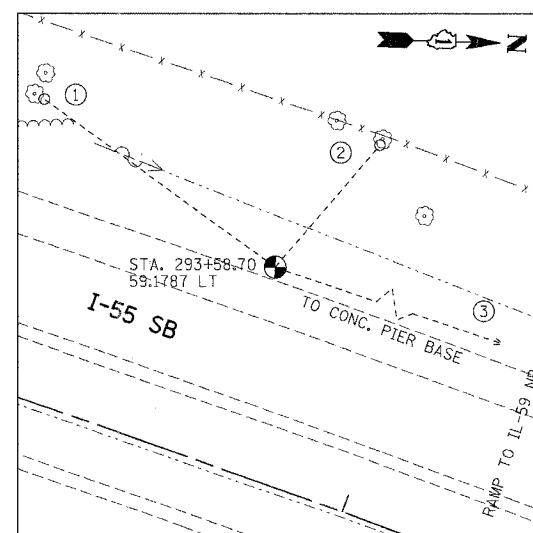
TP8

- (N 1757027.413, E 1021155.818, ELEV. 595.624)
- PK NAIL ON NORTH FACE OF POWER POLE, 74.05'
 - WILLTEL STAND. PIPE, 52.34'
 - PK NAIL ON SOUTH FACE OF POWER POLE, 139.20'



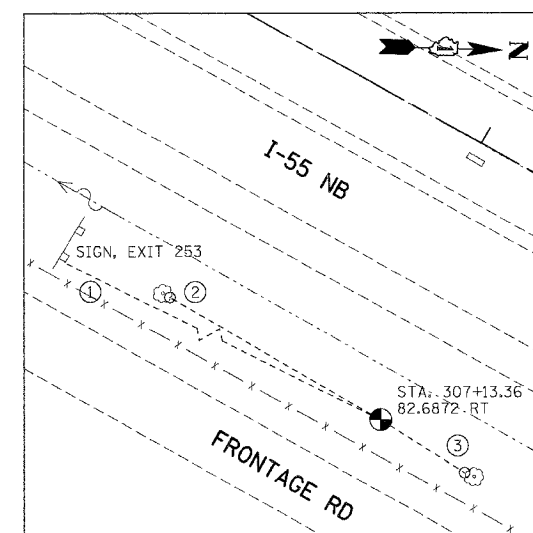
TP13

- (N 1762208.792, E 1021381.377, ELEV. 596.094)
- PK NAIL ON NORTH FACE OF 14" TREE, 50.53'
 - NEAREST CORNER OF CONC. SIGN BASE, 12.20'
 - PK NAIL ON EAST FACE OF 16" TREE, 68.97'



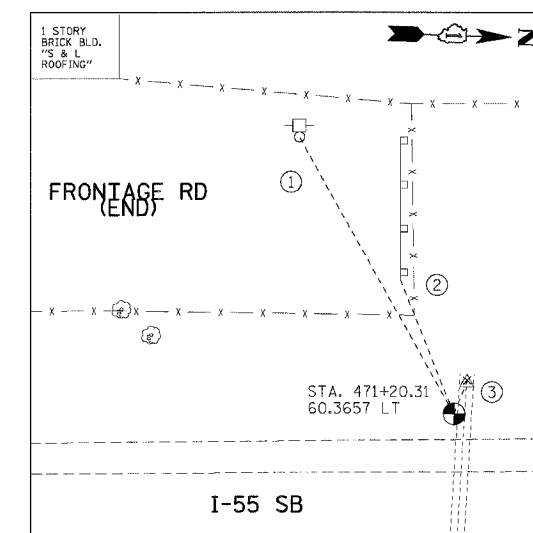
TP14

- (N 1763822.452, E 1021501.351, ELEV. 596.851)
- PK NAIL ON NORTH FACE OF 12" TREE, 81.23'
 - PK NAIL ON EAST FACE OF 12" TREE, 45.72'
 - CORNER OF CONC. PIER BASE, 274.15'



TP15

- (N 1765002.134, E 1022180.735, ELEV. 597.966)
- NEAREST CORNER OF SIGN POST, 134.40'
 - PK NAIL ON NORTH FACE OF 10" TREE, 69.33'
 - PK NAIL ON SOUTH FACE OF 6" TREE, 28.16'



TP31

- (N 1780473.889, E 1026024.869, ELEV. 590.948)
- PK NAIL ON EAST FACE OF POWER POLE, 90.30'
 - EAST END OF GUARDRAIL, 40.90'
 - CROSS CUT ON TOP OF CULVERT (48" RCP), 10.30'

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAT ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
 BRIDGE WIDENING

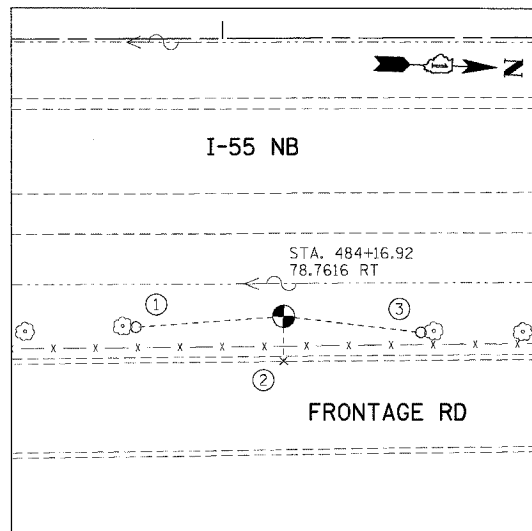
ALIGNMENT, TIES AND BENCHMARKS

SCALE: N.T.S. DRAWN BY JFS
 DATE 07/07/06 CHECKED BY DDH

TENG TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

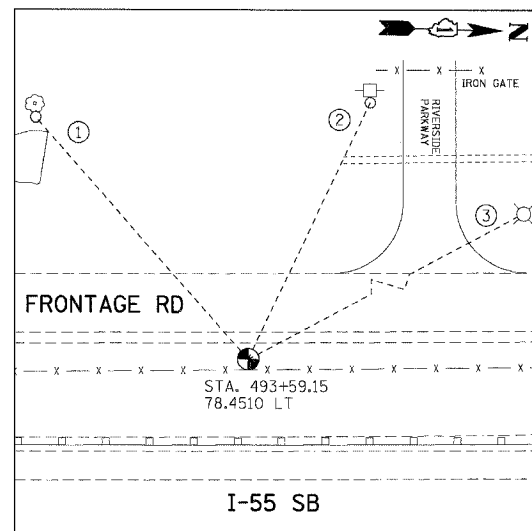
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



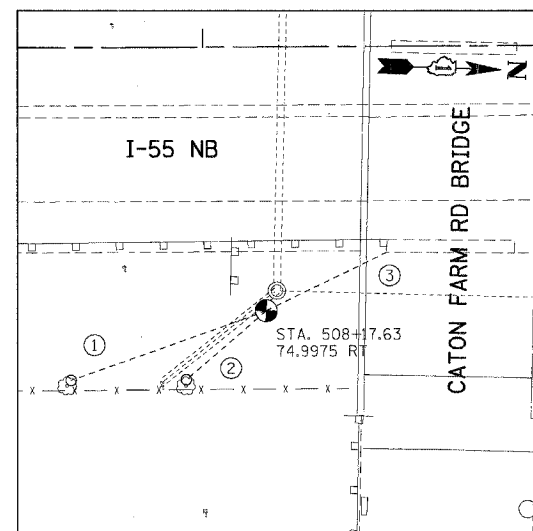
TP32

- (N 1781774.617, E 1026117.977, ELEV. 590.111)
- ① PK NAIL ON NORTH FACE OF 14" TREE, 42.10'
 - ② CROSS CUT ON TOP OF CURB, 12.70'
 - ③ PK NAIL ON SOUTH FACE OF 14" TREE, 39.35'



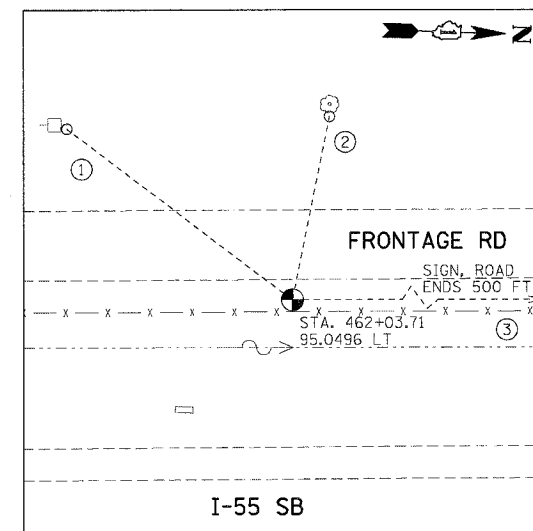
TP33

- (N 1782710.684, E 1025927.485, ELEV. 593.501)
- ① PK NAIL ON EAST FACE OF 14" TREE, 91.21'
 - ② PK NAIL ON EAST FACE OF POWER POLE, 80.63'
 - ③ NEAREST FACE OF LIGHT POLE, 123.90'



TP34

- (N 1784173.688, E 1026029.171, ELEV. 594.050)
- ① PK NAIL ON WEST FACE OF 10" TREE, 58.95'
 - ② PK NAIL ON WEST FACE OF 16" TREE, 30.10'
 - ③ NEAREST CORNER OF CONC. PIER BASE, 38.40'



TP35

- (N 1779556.639, E 1026022.677, ELEV. 591.351)
- ① PK NAIL ON NORTH FACE OF POWER POLE, 80.45'
 - ② PK NAIL ON EAST FACE OF 8" TREE, 63.00'
 - ③ NEAREST CORNER OF SIGN POST, 232.20'

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REVISIONS	
NAME	DATE

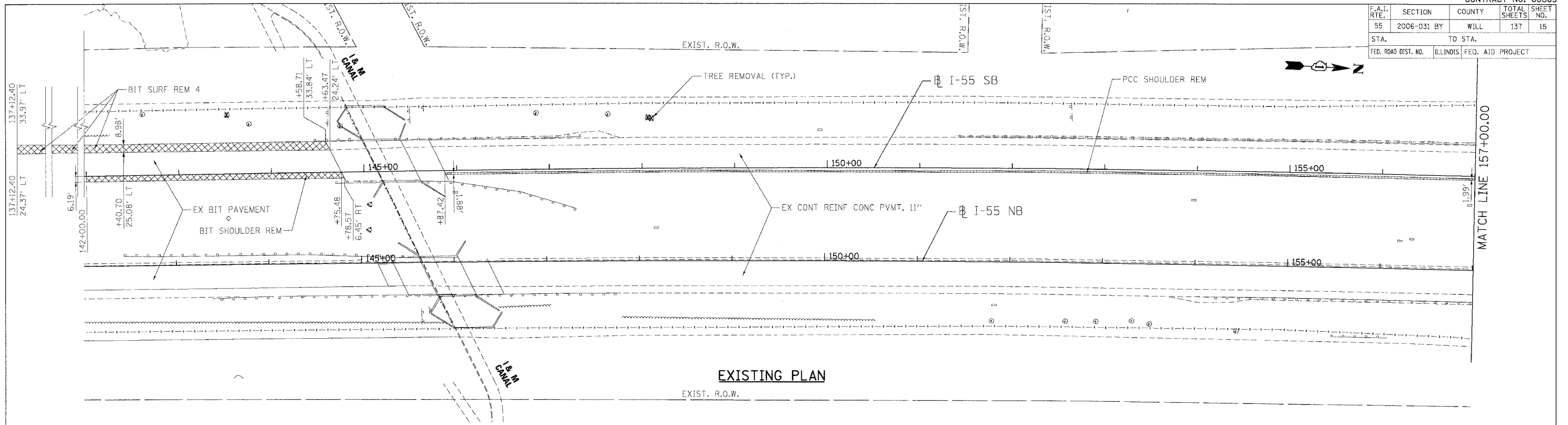
ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
 BRIDGE WIDENING

**ALIGNMENT, TIES AND BENCHMARKS
 VI**

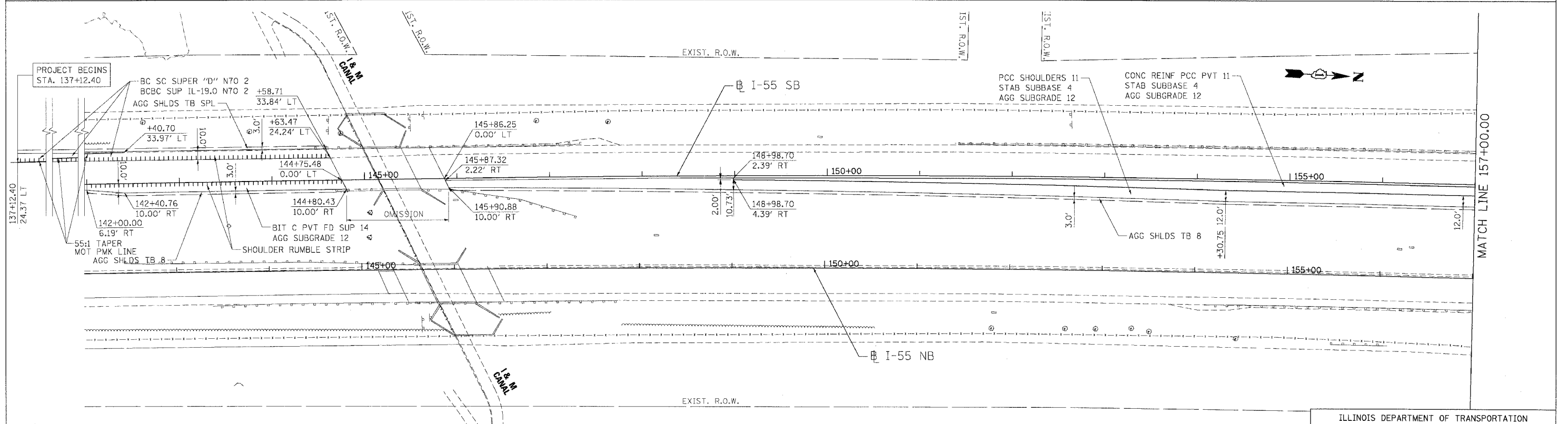
SCALE: N.T.S. DRAWN BY JFS
 DATE 07/07/06 CHECKED BY DDH

TENG ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	15
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



EXISTING PLAN



PROPOSED PLAN

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REVISIONS	
NAME	DATE

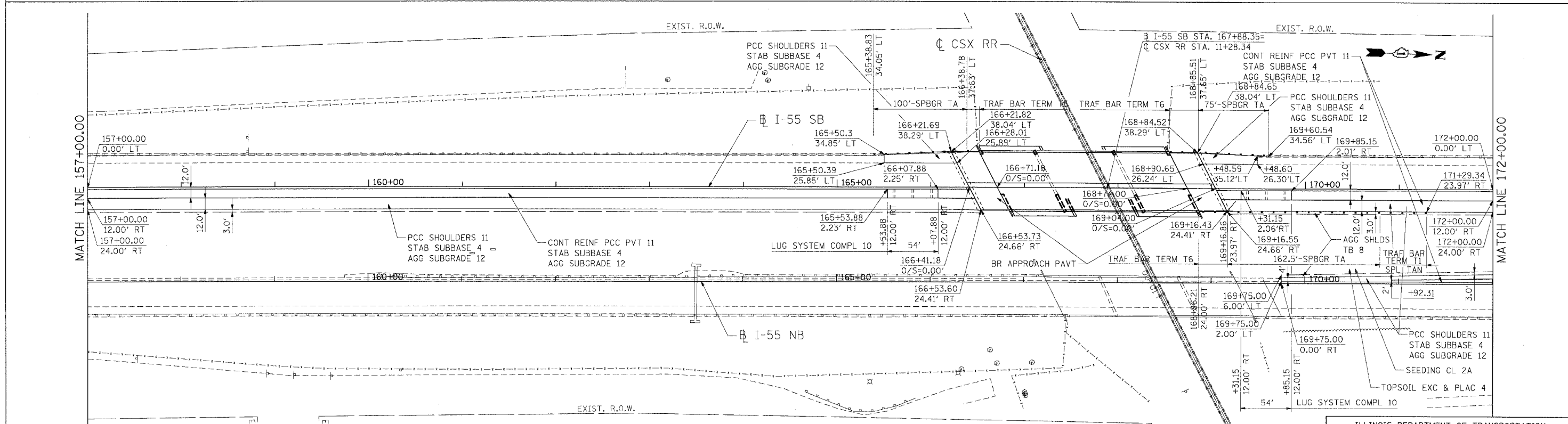
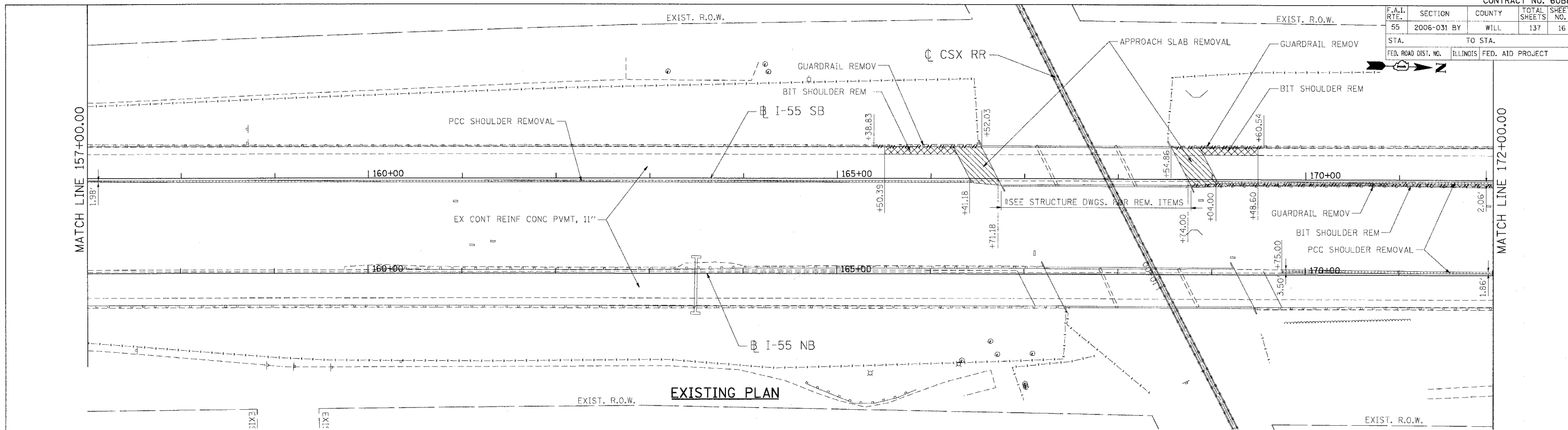
ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
 BRIDGE WIDENING

ROADWAY PLAN
FAI 55
STA. 137+12+40.00 TO STA. 157+00.00

SCALE: 1"=50'
 DATE: 07/21/06
 DRAWN BY: AG
 CHECKED BY: DDH

TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	16
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



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REVISIONS

NAME	DATE

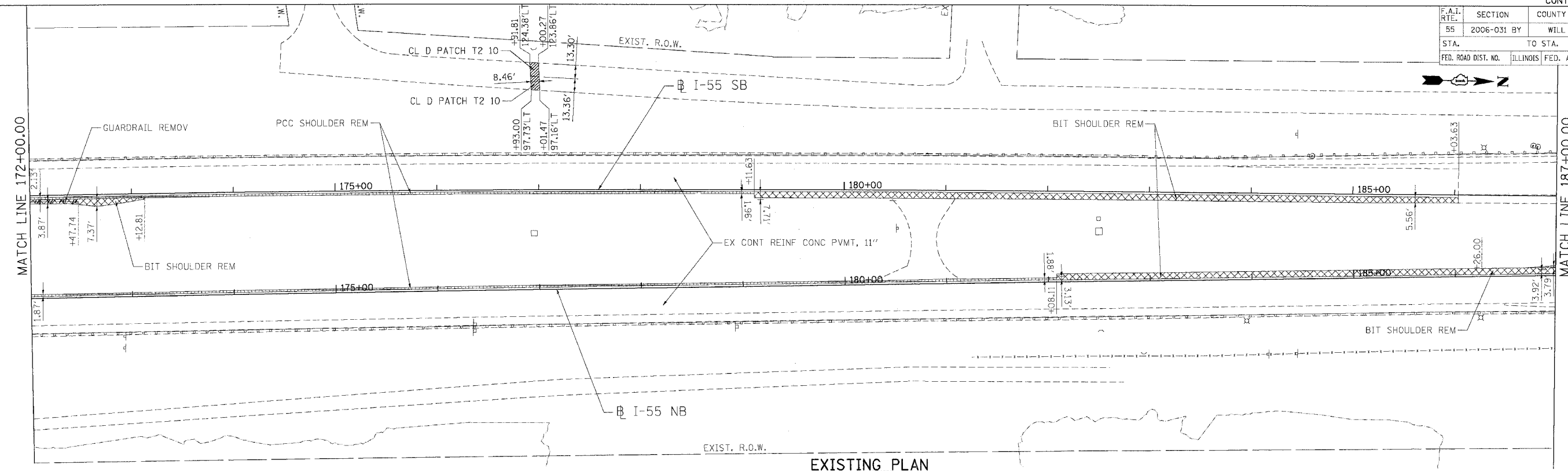
ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
 BRIDGE WIDENING

**ROADWAY PLAN
 FAI 55
 STA. 157+00.00 TO STA. 172+00.00**

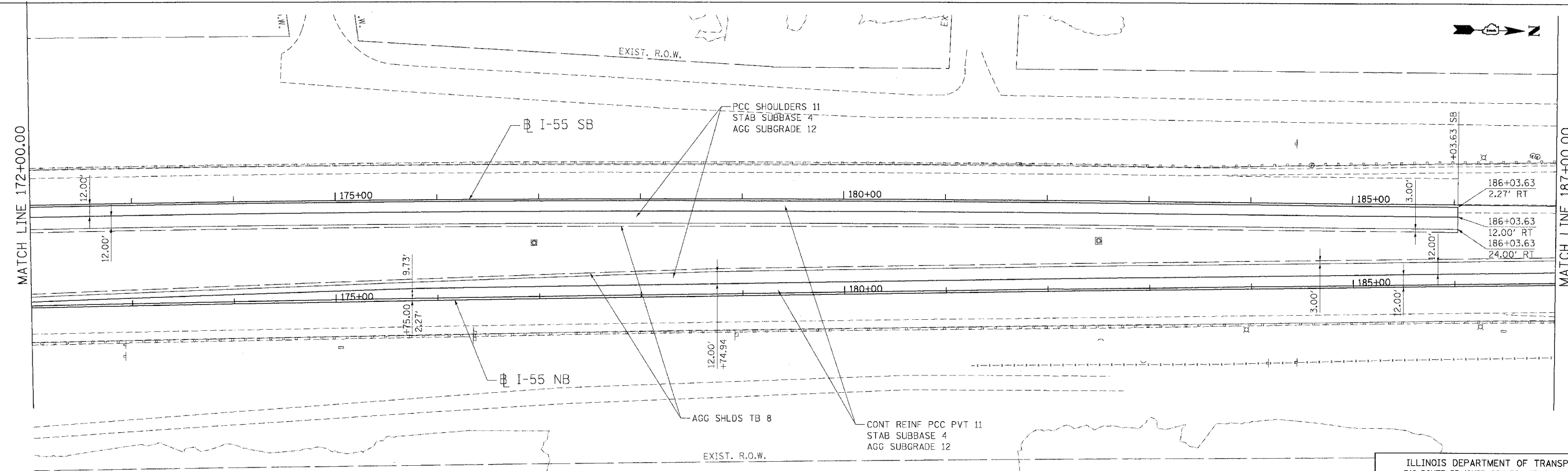
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 DATE 07/21/06 CHECKED BY DDH

TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	17
STA. TO STA.		ILLINOIS FED. AID PROJECT		



EXISTING PLAN



PROPOSED PLAN

PLOT DATE = 08/21/06
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 USER NAME = RUSHER

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55 OVER CSX RR AND SUNNYLAND DRAIN
 BRIDGE WIDENING

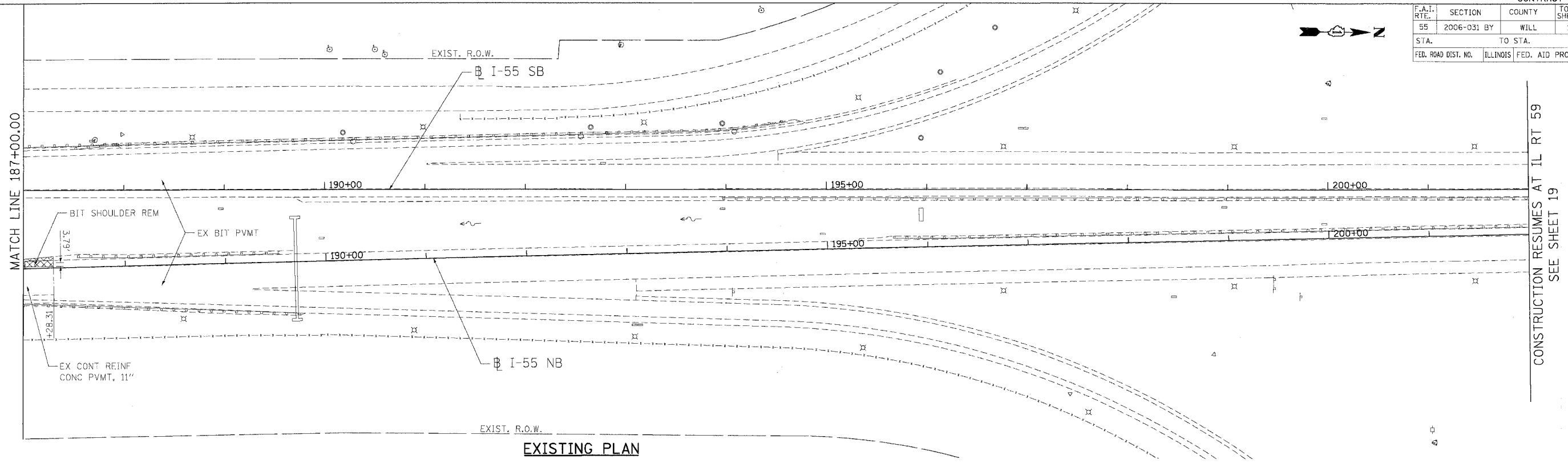
ROADWAY PLAN
FAI 55
STA. 172+00.00 TO STA. 187+00.00

SCALE: 1"=50'
 DATE 07/21/06

DRAWN BY AG
 CHECKED BY DDH

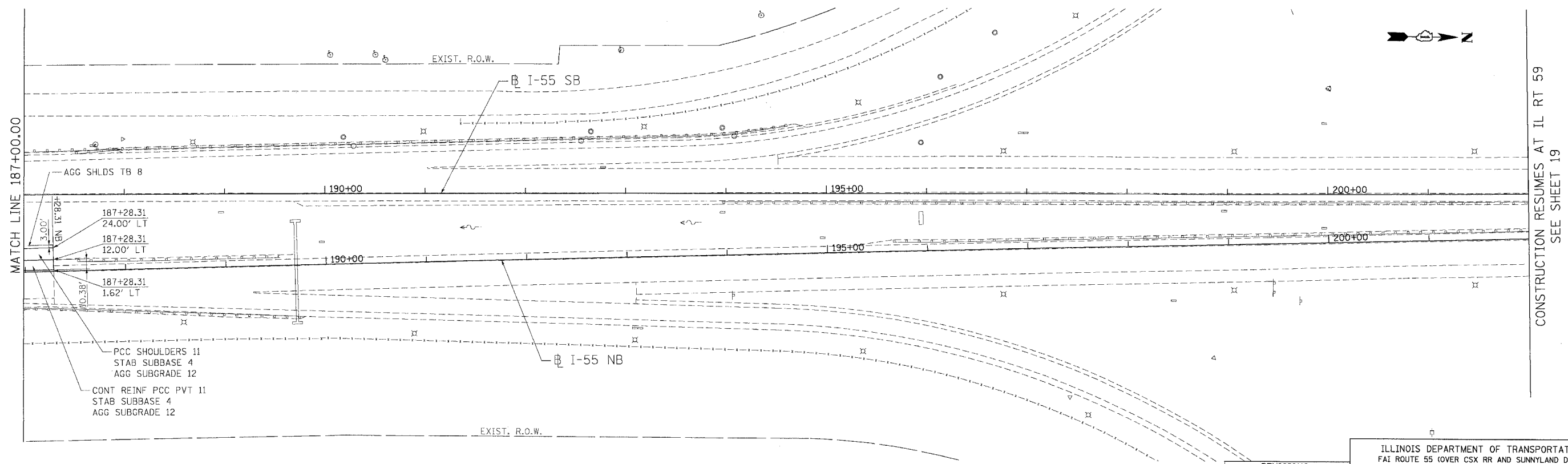
TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

F.A.T. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	18
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



EXISTING PLAN

CONSTRUCTION RESUMES AT IL RT 59
SEE SHEET 19



PROPOSED PLAN

CONSTRUCTION RESUMES AT IL RT 59
SEE SHEET 19

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
BRIDGE WIDENING

ROADWAY PLAN
FAI 55
STA. 187+00.00 TO STA. 187+28.31

SCALE: 1"=50'
DATE 07/21/06

DRAWN BY AG
CHECKED BY DDH

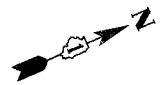


TENGO & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

REVISIONS	
NAME	DATE

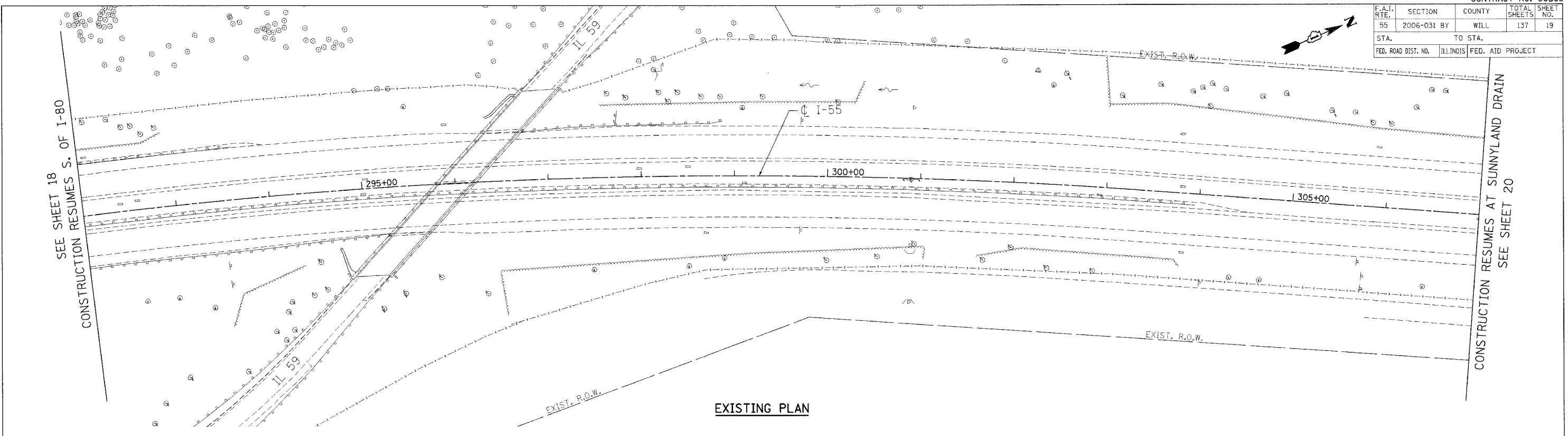
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031	WILL	137	19
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



SEE SHEET 18
CONSTRUCTION RESUMES S. OF I-80

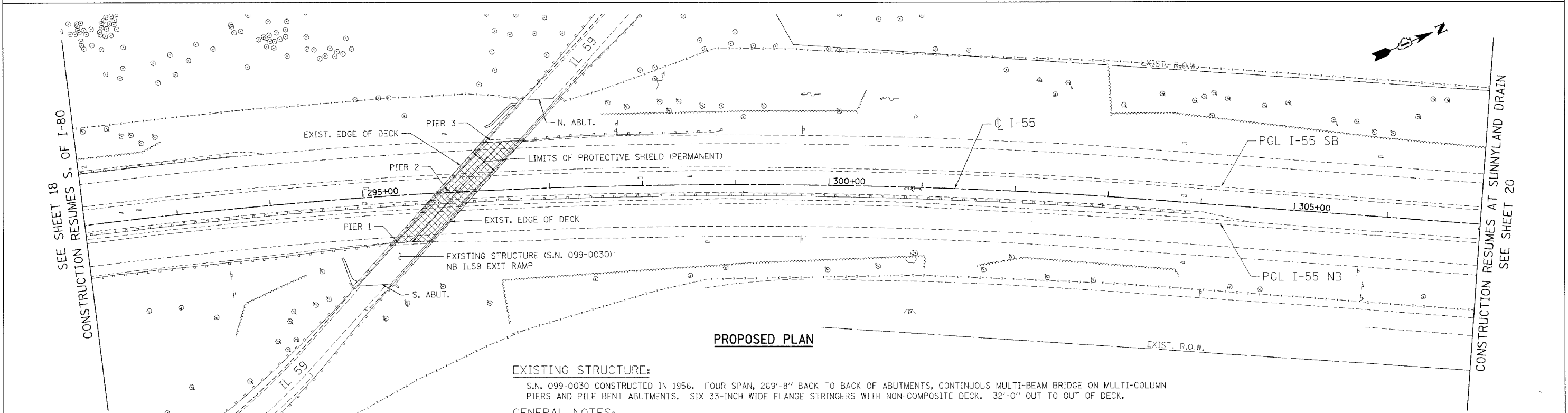
CONSTRUCTION RESUMES AT SUNNYLAND DRAIN
SEE SHEET 20



EXISTING PLAN

SEE SHEET 18
CONSTRUCTION RESUMES S. OF I-80

CONSTRUCTION RESUMES AT SUNNYLAND DRAIN
SEE SHEET 20



PROPOSED PLAN

EXISTING STRUCTURE:

S.N. 099-0030 CONSTRUCTED IN 1956. FOUR SPAN, 269'-8" BACK TO BACK OF ABUTMENTS, CONTINUOUS MULTI-BEAM BRIDGE ON MULTI-COLUMN PIERS AND PILE BENT ABUTMENTS. SIX 33-INCH WIDE FLANGE STRINGERS WITH NON-COMPOSITE DECK. 32'-0" OUT TO OUT OF DECK.

GENERAL NOTES:

1. FIELD WELDING OF CONSTRUCTION ACCESSORIES WILL NOT BE PERMITTED TO BEAMS OR GIRDERS.
2. PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF THE WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE FOR THE WORK.
3. THE EXISTING STRUCTURAL STEEL COATING CONTAINS LEAD. THE CONTRACTOR SHALL TAKE APPROPRIATE PRECAUTIONS TO DEAL WITH THE PRESENCE OF LEAD ON THIS PROJECT.
4. TRAFFIC CONTROL FOR OFF-ROAD OPERATIONS SHALL BE ACCORDING TO STANDARDS 701101 AND 701106. LANE CLOSURES, AS REQUIRED, SHALL BE ACCORDING TO STANDARDS 701400 AND 701401 AND WILL ONLY BE ALLOWED DURING THE OFF PEAK HOURS AS DETAILED IN THE SPECIAL PROVISION FOR "KEEPING THE EXPRESSWAY OPEN TO TRAFFIC." THE COST FOR ALL TRAFFIC CONTROL REQUIRED TO INSTALL THE PROTECTIVE SHIELD SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)."

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
BRIDGE WIDENING

**ROADWAY PLAN
FAI 55
AT IL ROUTE 59**

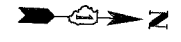
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DATE: 07/21/06

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CHECKED BY: DDH

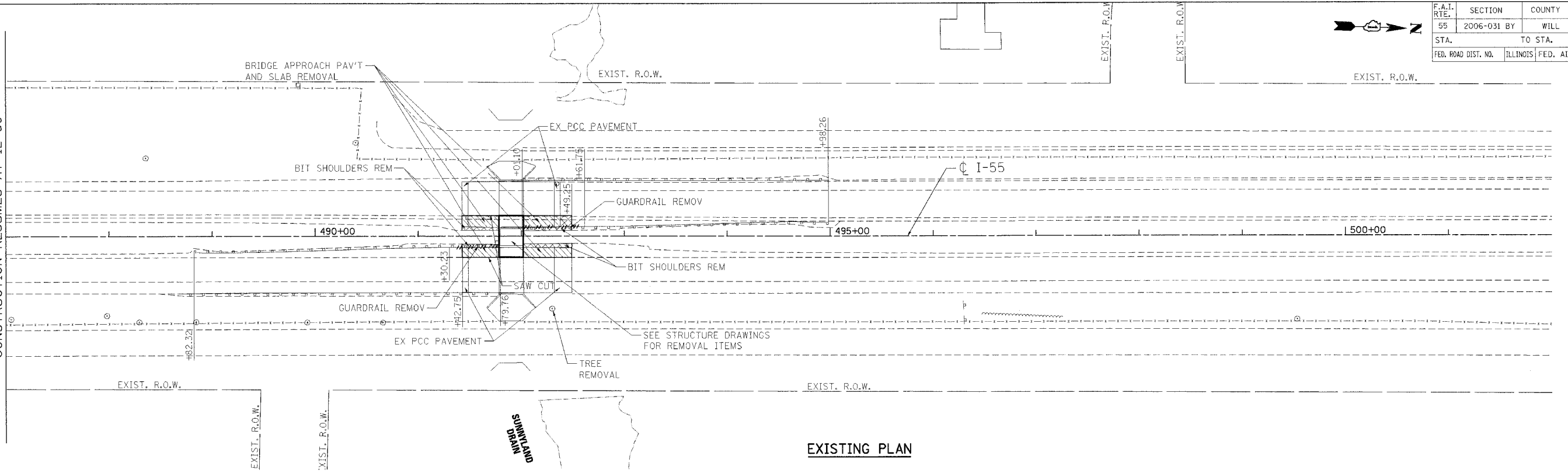
TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

PLT DATE = 08/07/06
FILE NAME = 081118
PLOT SCALE = 1/8"=1'-0"
USER NAME = 081118

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	20
STA. 491+00 TO STA. 492+00		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		

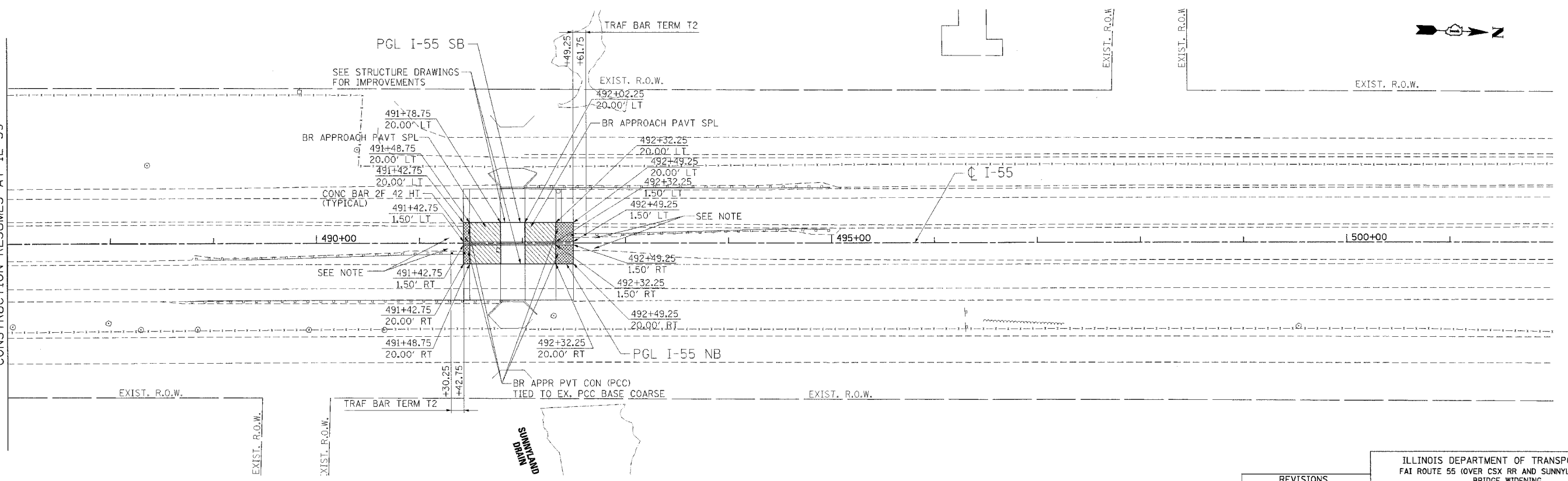


SEE SHEET 19
CONSTRUCTION RESUMES AT IL 59



EXISTING PLAN

SEE SHEET 19
CONSTRUCTION RESUMES AT IL 59



PROPOSED PLAN

NOTE:
GRADE MEDIAN TO MATCH PROPOSED BRIDGE APPROACH PAVEMENT CONNECTOR, USING MAXIMUM LONGITUDINAL SLOPES OF 10:1 AND AS DIRECTED BY THE ENGINEER.

DATE = 07/21/06
FILE NAME = 60B85.DWG
PLOT SCALE = 1/4"=1'-0"
USER NAME = JG/DF

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
BRIDGE WIDENING

ROADWAY PLAN
FAI 55
STA. 491+42.75 TO STA. 492+49.25

SCALE: 1"=50'
DATE: 07/21/06
DRAWN BY: AG/GF
CHECKED BY: DDH

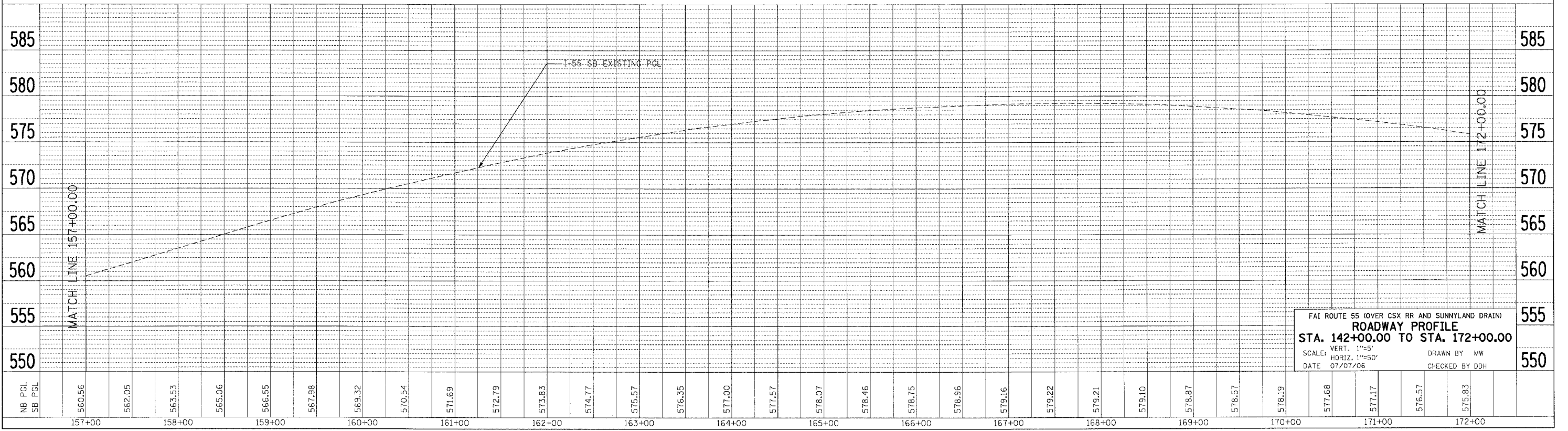
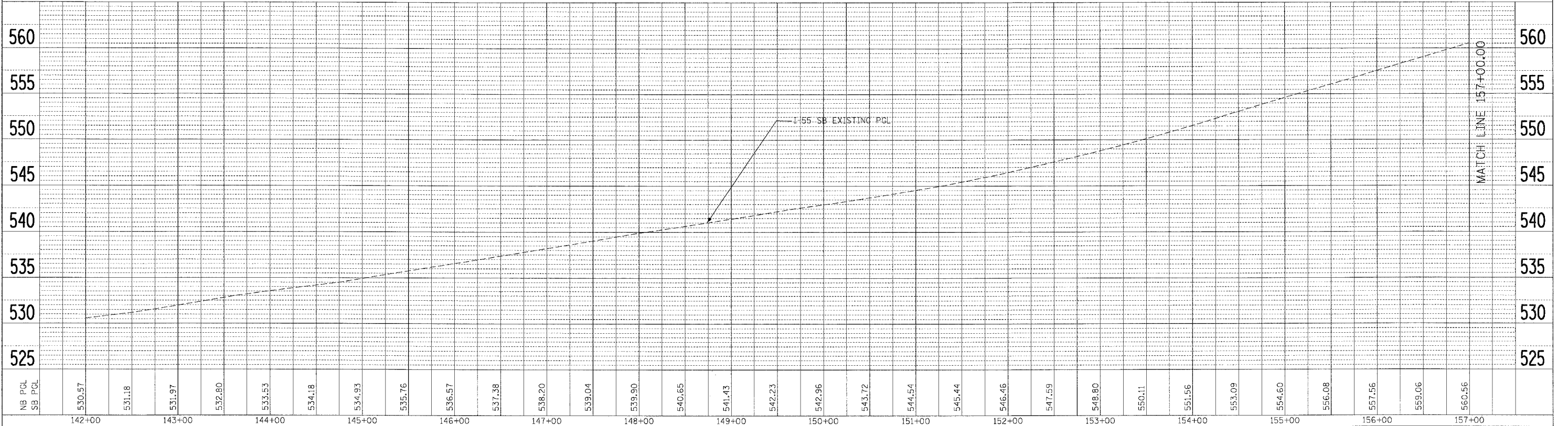
TENG
TENGG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	21
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PLAN	SURVEYED	DATE
NOTE BOOK NO.	BY	

PROFILE	SURVEYED	DATE
NOTE BOOK NO.	BY	

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 PLOT SCALE = 8SCALE8
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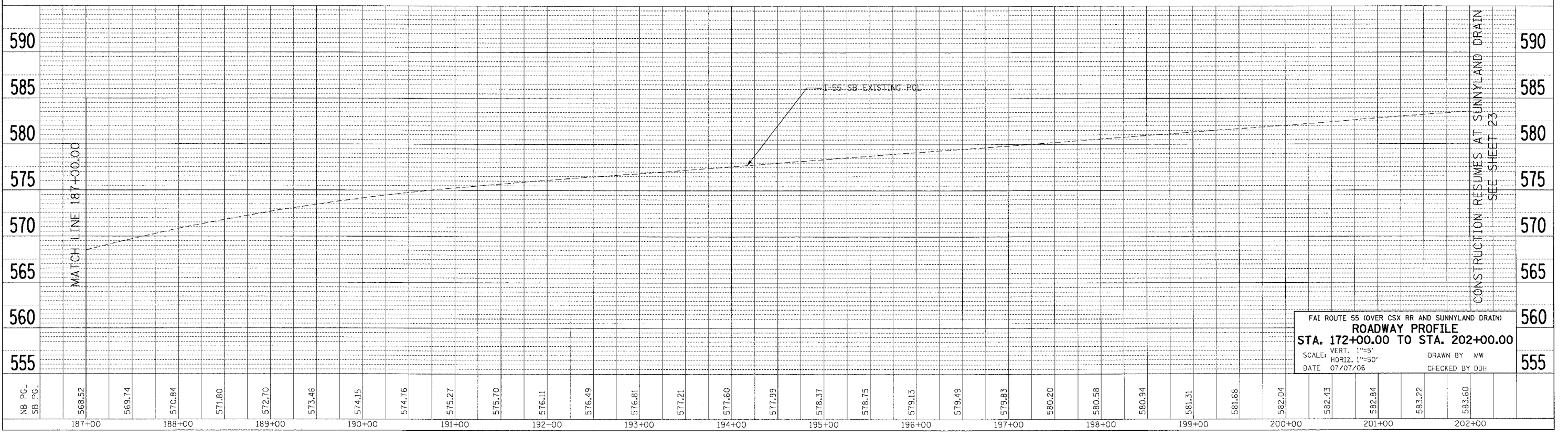
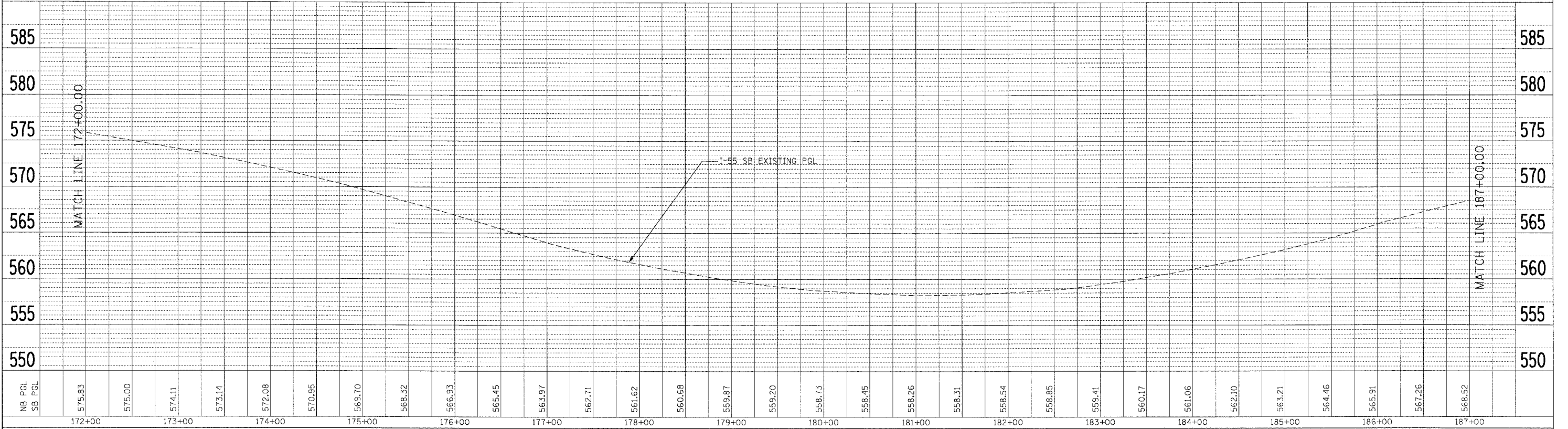
FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
ROADWAY PROFILE
 STA. 142+00.00 TO STA. 172+00.00
 SCALE: VERT. 1"=5'
 HORIZ. 1"=50'
 DATE 07/07/06
 DRAWN BY MW
 CHECKED BY DDH

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031	WILL.	137	22
STA. _____ TO STA. _____		ILLINOIS FED. AID PROJECT		

PLAN	DATE	BY
SURVEYED _____ PLOTTED _____ CHECKED _____ REVISIONS _____ NO. _____ FILE NAME _____		

PROFILE	DATE	BY
SURVEYED _____ PLOTTED _____ CHECKED _____ REVISIONS _____ NO. _____ FILE NAME _____		

PLOT DATE = 8/10/06
 FILE NAME = 60B85
 PLOT SCALE = 1"=50'
 USER NAME = USER8



FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
ROADWAY PROFILE
STA. 172+00.00 TO STA. 202+00.00
 SCALE: VERT. 1"=5'
 HORIZ. 1"=50'
 DATE 07/07/06
 DRAWN BY MW
 CHECKED BY DDH

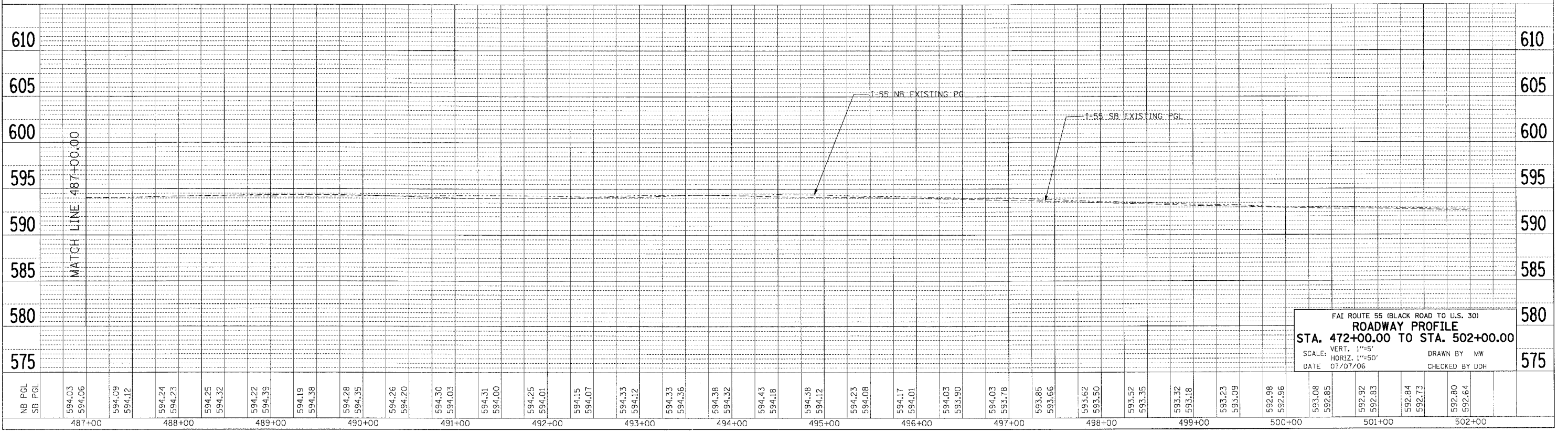
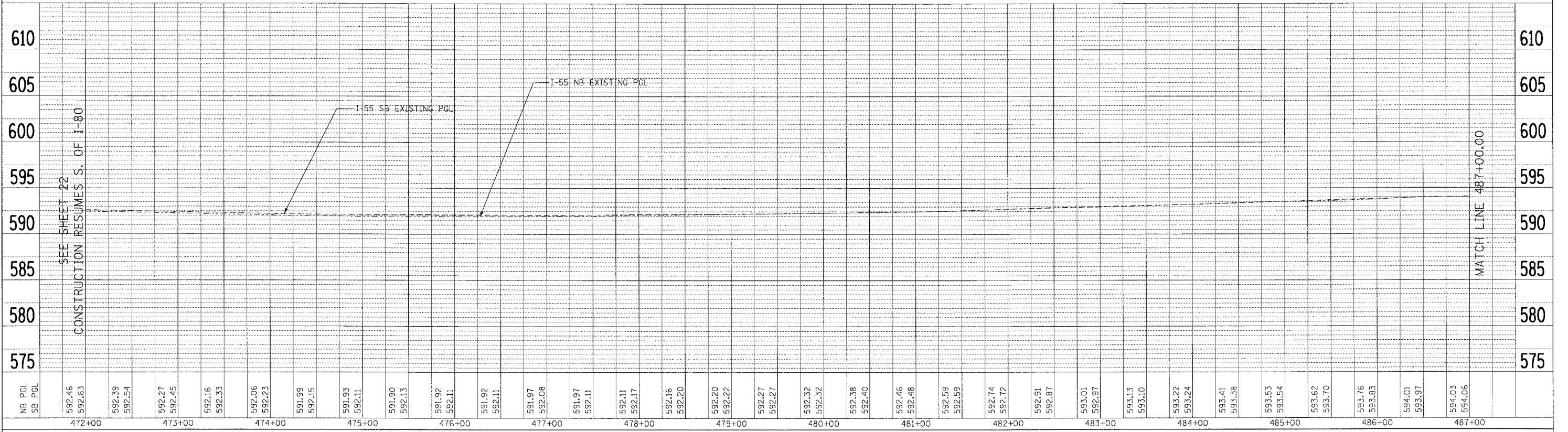
CONSTRUCTION RESUMES AT SUNNYLAND DRAIN
 SEE SHEET 23

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (1&2) WRS-2	WILL	137	23
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

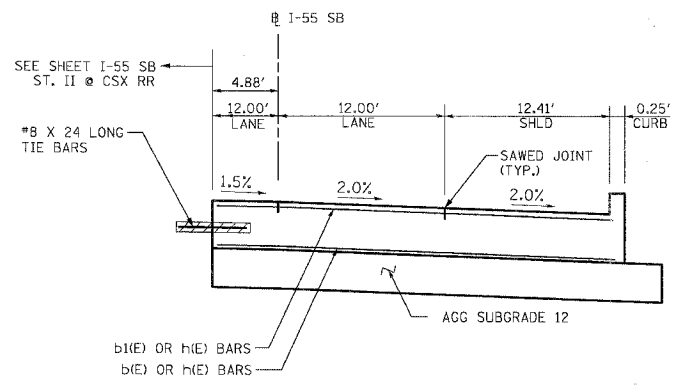
PLAN	SURVEYED	BY	DATE
NOTE BOOK NO.	ADJUSTED		
	BY "W.A. CHECKED"		
	PAID FILE NAME		

PROFILE	SURVEYED	BY	DATE
NOTE BOOK NO.	ADJUSTED		
	BY "W.A. CHECKED"		
	STRUCTURE NOTATIONS CHECKED		

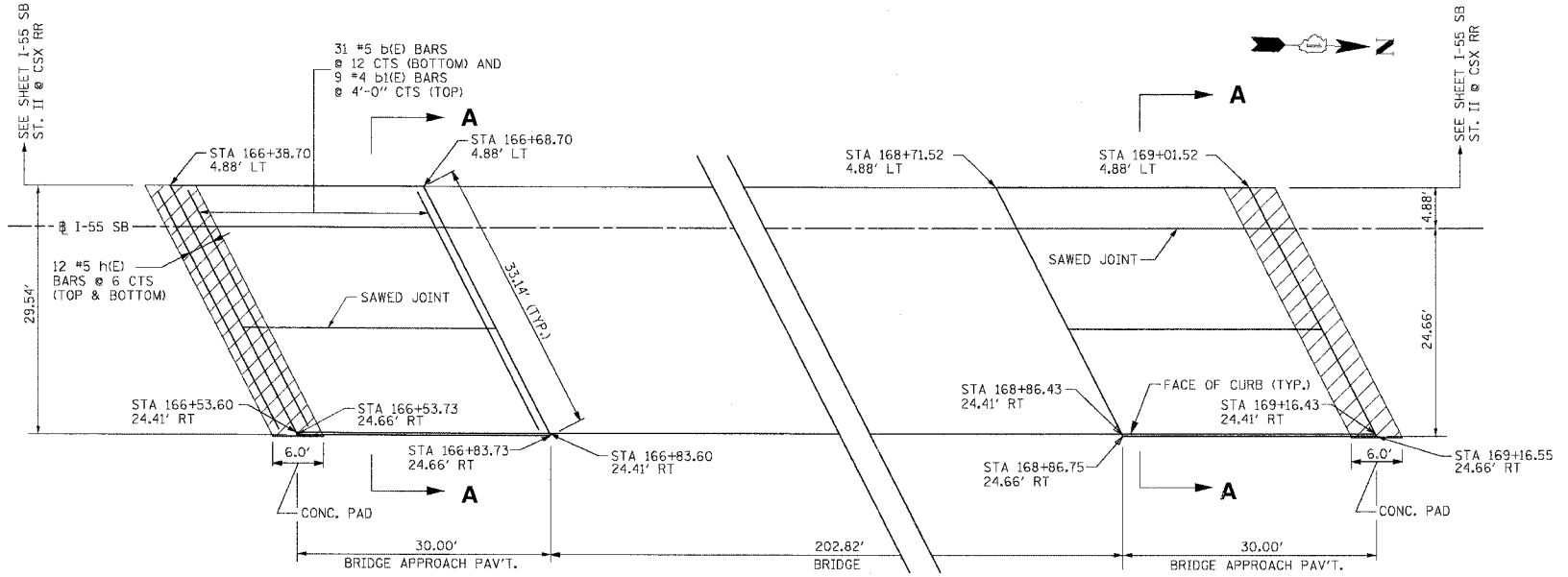
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	24
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



SECTION A-A: I-55 SB ST. I @ CSX RR



PLAN: I-55 SB ST. I @ CSX RR

BILL OF MATERIALS
I-55 SB SOUTH AT CSX RR

Bar	No.	Size #	Length (feet)	Shape
a (E)	62	9	29.75	()
a ₁ (E)	30	5	29.50	—
a ₂ (E)	30	4	6.76	—
a ₃ (E)	30	4	5.58	—
b (E)	31	5	33.00	—
b ₁ (E)	9	4	33.00	—
h (E)	24	5	33.00	—
d (E)	-	-	-	—
t (E)	-	-	-	—

Item	Unit	Total
* Concrete Structures	Cu Yd	41.4
* Reinforcement Bars, Epoxy Coated	Pound	9,535
* Preformed Joint Seal	Foot	33.2
* Polyethylene Bond Breaker	Sq Yd	22.1
* Concrete Pad	Sq Yd	22.1
* Bridge Approach Pavement	Sq Yd	98.5
* Tie Bars	Each	16
* Aggregate Subgrade 12"	Sq Yd	103.5

BILL OF MATERIALS
I-55 SB NORTH AT CSX RR

Bar	No.	Size #	Length (feet)	Shape
a (E)	62	9	29.75	()
a ₁ (E)	30	5	29.50	—
a ₂ (E)	30	4	6.76	—
a ₃ (E)	30	4	5.58	—
b (E)	31	5	33.00	—
b ₁ (E)	9	4	33.00	—
h (E)	24	5	33.00	—
d (E)	-	-	-	—
t (E)	-	-	-	—

Item	Unit	Total
* Concrete Structures	Cu Yd	41.4
* Reinforcement Bars, Epoxy Coated	Pound	9,535
* Preformed Joint Seal	Foot	33.2
* Polyethylene Bond Breaker	Sq Yd	22.1
* Concrete Pad	Sq Yd	22.1
* Bridge Approach Pavement	Sq Yd	98.5
* Tie Bars	Each	16
* Aggregate subgrade 12"	Sq Yd	103.5

* ITEM INCLUDED IN THE COST OF BRIDGE APPROACH PAVEMENT.

NOTES:

- ALL DIMENSIONS ARE IN FEET (') UNLESS OTHERWISE NOTED.
- ALL REINFORCING BARS SHALL BE EPOXY COATED.
- DETAILING NOT SHOWN ON THIS SHEET SHALL CONFORM TO STATE STANDARD 420401 (BRIDGE APPROACH PAVEMENT).
- THE UNIT PRICE BID FOR BRIDGE APPROACH PAVEMENT SHALL INCLUDE TIE BARS, PREFORMED JOINT SEAL, POLYETHYLENE BOND BREAKER, AGGREGATE SUBGRADE, REINFORCEMENT BARS, THE CONCRETE PAD (INCLUDING REINFORCEMENT AND EXCAVATION), CONCRETE BARRIERS (INCLUDING ALL CONCRETE AND REINFORCEMENT), AND ALL OTHER ITEMS NECESSARY TO COMPLETE THIS ITEM OF WORK.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 I-55 SB NORTH AT CSX RR
 BRIDGE WIDENING

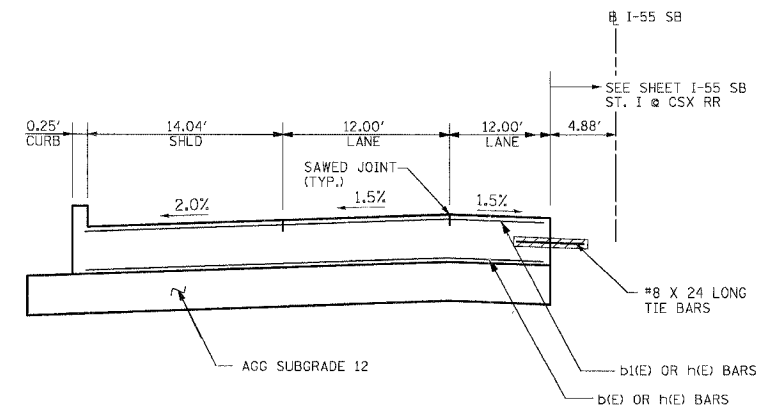
**ROADWAY DETAILS
 BRIDGE APPROACH PAVEMENT
 SB I-55 OVER CSX RR (STAGE I)**

SCALE: N.T.S. DRAWN BY: CJF
 DATE: 07/07/06 CHECKED BY: DDH

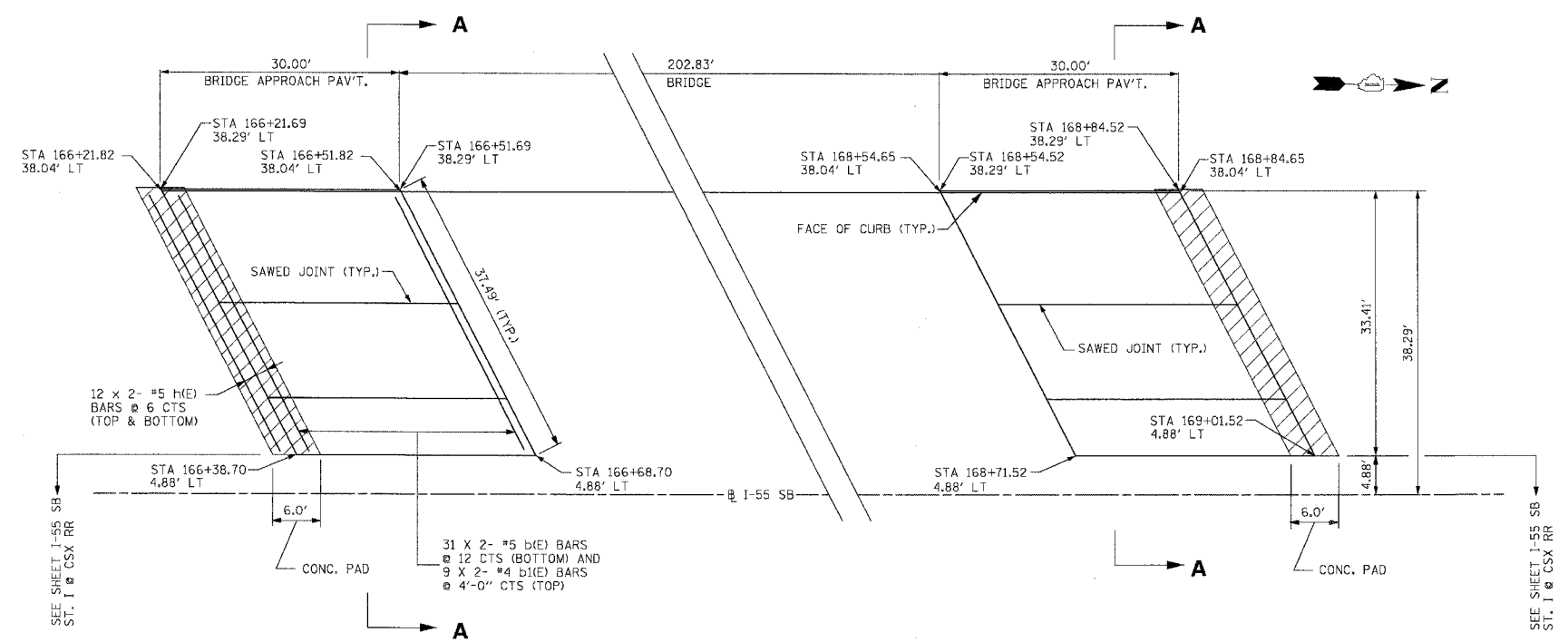
TENG TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

PLOT DATE = 07/07/06
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL.	137	25
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



SECTION A-A: I-55 SB ST. II @ CSX RR



PLAN: I-55 SB ST. II @ CSX RR

BILL OF MATERIALS
I-55 SB SOUTH AT CSX RR

Bar	No.	Size #	Length (feet)	Shape
a (E)	68	9	29.75	U
a ₁ (E)	34	5	29.50	—
a ₂ (E)	34	4	6.76	—
a ₃ (E)	34	4	5.58	—
b (E)	31	5	37.30	—
b ₁ (E)	9	4	37.30	—
h (E)	24	5	37.30	—
d (E)	-	-	-	—
t (E)	-	-	-	—

Item	Unit	Total
* Concrete Structures	Cu Yd	46.8
* Reinforcement Bars, Epoxy Coated	Pound	10,569
* Preformed Joint Seal	Foot	37.5
* Polyethylene Bond Breaker	Sq Yd	25.0
* Concrete Pad	Sq Yd	25.0
* Bridge Approach Pavement	Sq Yd	111.4
* Tie Bars	Each	-
* Aggregate Subgrade 12"	Sq Yd	116.4

BILL OF MATERIALS
I-55 SB NORTH AT CSX RR

Bar	No.	Size #	Length (feet)	Shape
a (E)	68	9	29.75	U
a ₁ (E)	34	5	29.50	—
a ₂ (E)	34	4	6.76	—
a ₃ (E)	34	4	5.58	—
b (E)	31	5	37.30	—
b ₁ (E)	9	4	37.30	—
h (E)	24	5	37.30	—
d (E)	-	-	-	—
t (E)	-	-	-	—

Item	Unit	Total
* Concrete Structures	Cu Yd	46.8
* Reinforcement Bars, Epoxy Coated	Pound	10,569
* Preformed Joint Seal	Foot	37.5
* Polyethylene Bond Breaker	Sq Yd	25.0
* Concrete Pad	Sq Yd	25.0
* Bridge Approach Pavement	Sq Yd	111.4
* Tie Bars	Each	-
* Aggregate Subgrade 12"	Sq Yd	116.4

* ITEM INCLUDED IN THE COST OF BRIDGE APPROACH PAVEMENT.

NOTES:

- ALL DIMENSIONS ARE IN FEET (') UNLESS OTHERWISE NOTED.
- ALL REINFORCING BARS SHALL BE EPOXY COATED.
- DETAILING NOT SHOWN ON THIS SHEET SHALL CONFORM TO STATE STANDARD 420401 (BRIDGE APPROACH PAVEMENT).
- BARS INDICATED THUS: 31 x 2 - #5 INDICATES 31 LINES OF #5 BARS WITH 2 LENGTHS PER LINE.
- THE UNIT PRICE BID FOR BRIDGE APPROACH PAVEMENT SHALL INCLUDE TIE BARS, PREFORMED JOINT SEAL, POLYETHYLENE BOND BREAKER, AGGREGATE SUBGRADE, REINFORCEMENT BARS, THE CONCRETE PAD (INCLUDING REINFORCEMENT AND EXCAVATION), CONCRETE BARRIERS (INCLUDING ALL CONCRETE AND REINFORCEMENT), AND ALL OTHER ITEMS NECESSARY TO COMPLETE THIS ITEM OF WORK.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
BRIDGE WIDENING

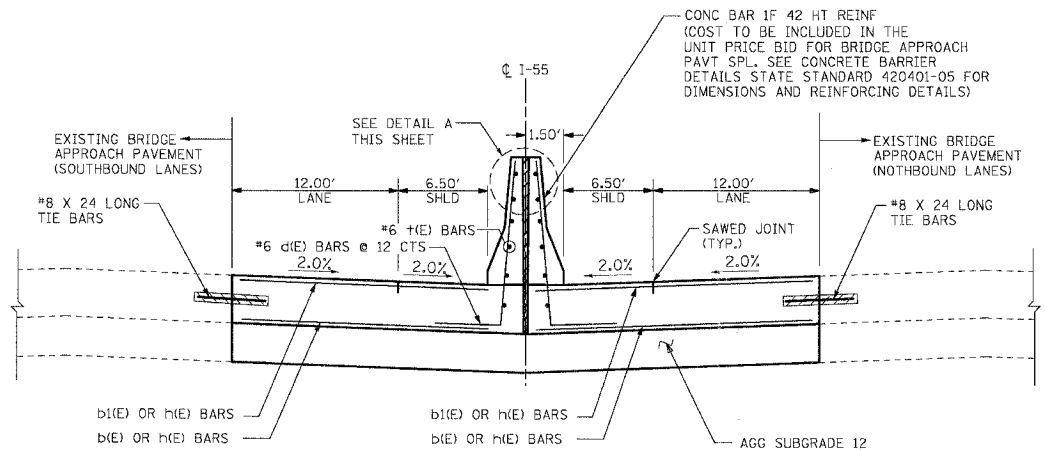
**ROADWAY DETAILS
BRIDGE APPROACH PAVEMENT
SB I-55 OVER CSX RR (STAGE II)**

SCALE: N.T.S. DRAWN BY: GJF
DATE: 07/07/06 CHECKED BY: DDH

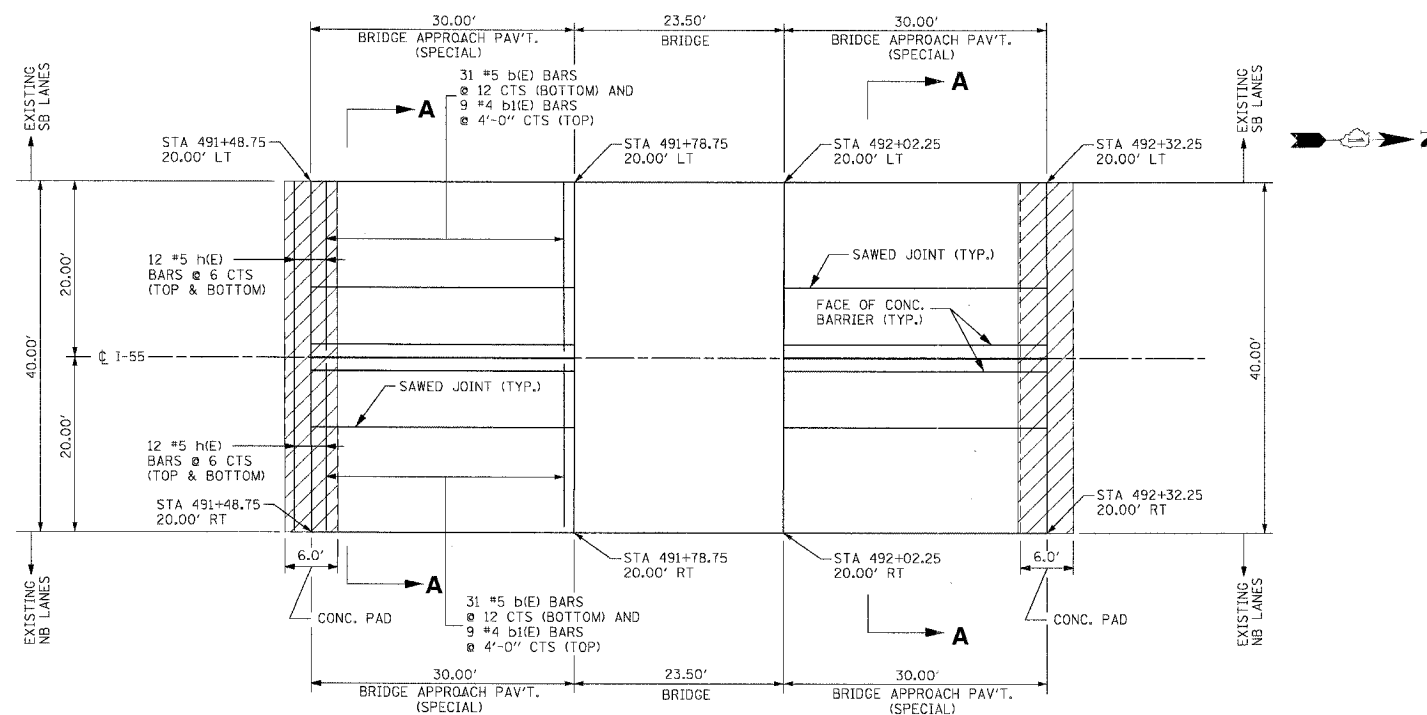
TENG TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

PLOT DATE = 07/07/06
 PLOT SCALE = AS SHOWN
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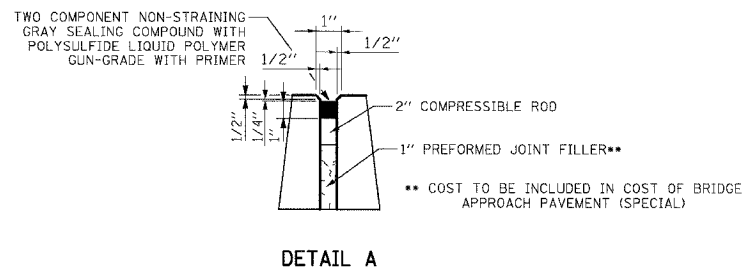
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031	WILL	137	26
STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		



SECTION A-A: I-55 ML ST. I @ SANNYLAND DRAIN



PLAN: I-55 ML ST. I @ SANNYLAND DRAIN



DETAIL A

NOTES:

- ALL DIMENSIONS ARE IN FEET (') UNLESS OTHERWISE NOTED.
- ALL REINFORCING BARS SHALL BE EPOXY COATED.
- DETAILING NOT SHOWN ON THIS SHEET SHALL CONFORM TO STATE STANDARD 420401 (BRIDGE APPROACH PAVEMENT).
- THE UNIT PRICE BID FOR BRIDGE APPROACH PAVEMENT (SPECIAL) SHALL INCLUDE TIE BARS, PREFORMED JOINT SEAL, POLYETHYLENE BOND BREAKER, AGGREGATE SUBGRADE, REINFORCING BARS, THE CONCRETE PAD (INCLUDING REINFORCEMENT AND EXCAVATION), CONCRETE BARRIERS (INCLUDING ALL CONCRETE AND REINFORCEMENT), AND ALL OTHER ITEMS NECESSARY TO COMPLETE THIS ITEM OF WORK.

BILL OF MATERIALS
I-55 ML SOUTH AT SANNYLAND DRAIN

Bar	No.	Size #	Length (feet)	Shape
a (E)	74	9	29.75	○
a ₁ (E)	37	5	29.50	—
a ₂ (E)	37	4	6.76	—
a ₃ (E)	37	4	5.58	—
b (E)	62	5	19.83	—
b ₁ (E)	18	4	19.83	—
h (E)	48	5	19.83	—
d (E)	62	6	5.94	—
t (E)	12	6	29.75	—

Item	Unit	Total
* Concrete Structures	Cu Yd	63.7
* Reinforcement Bars, Epoxy Coated	Pound	12,532
* Preformed Joint Seal	Foot	40.0
* Polyethylene Bond Breaker	Sq Yd	26.7
* Concrete Pad	Sq Yd	26.7
* Bridge Approach Pavement (Special)	Sq Yd	133.3
* Tie Bars	Each	32
* Aggregate Subgrade 12"	Sq Yd	133.3

BILL OF MATERIALS
I-55 ML NORTH AT SANNYLAND DRAIN

Bar	No.	Size #	Length (feet)	Shape
a (E)	74	9	29.75	○
a ₁ (E)	37	5	29.50	—
a ₂ (E)	37	4	6.76	—
a ₃ (E)	37	4	5.58	—
b (E)	62	5	19.83	—
b ₁ (E)	18	4	19.83	—
h (E)	48	5	19.83	—
d (E)	62	6	5.94	—
t (E)	12	6	29.75	—

Item	Unit	Total
* Concrete Structures	Cu Yd	63.7
* Reinforcement Bars, Epoxy Coated	Pound	12,532
* Preformed Joint Seal	Foot	40.0
* Polyethylene Bond Breaker	Sq Yd	26.7
* Concrete Pad	Sq Yd	26.7
* Bridge Approach Pavement (Special)	Sq Yd	133.3
* Tie Bars	Each	32
* Aggregate Subgrade 12"	Sq Yd	133.3

* ITEM INCLUDED IN THE COST OF BRIDGE APPROACH PAVEMENT (SPECIAL).

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
BRIDGE WIDENING

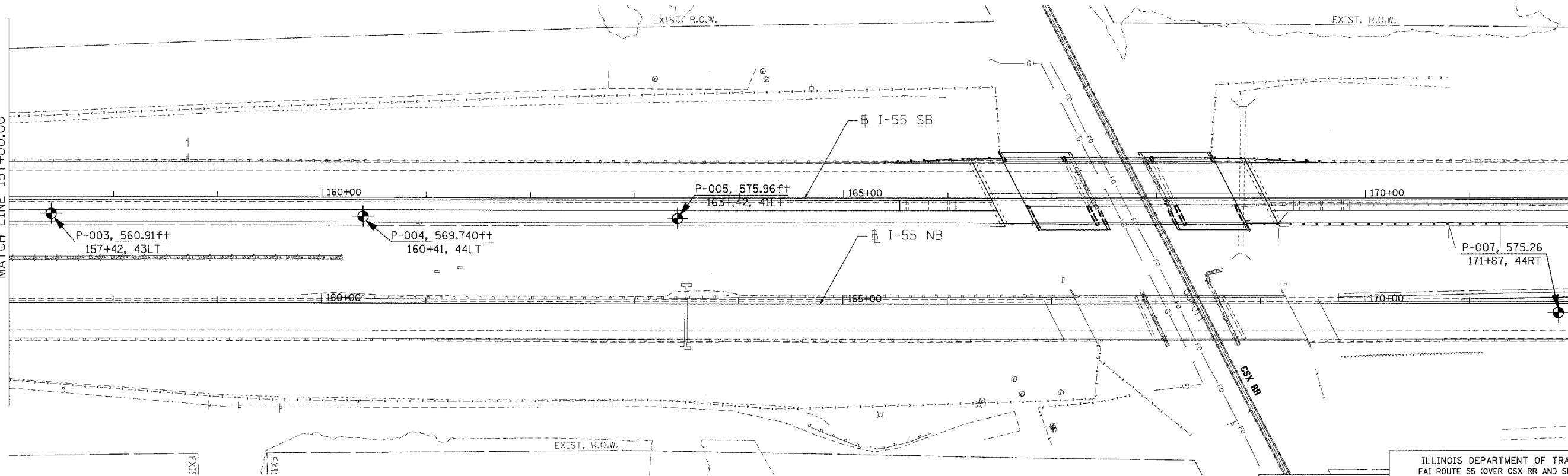
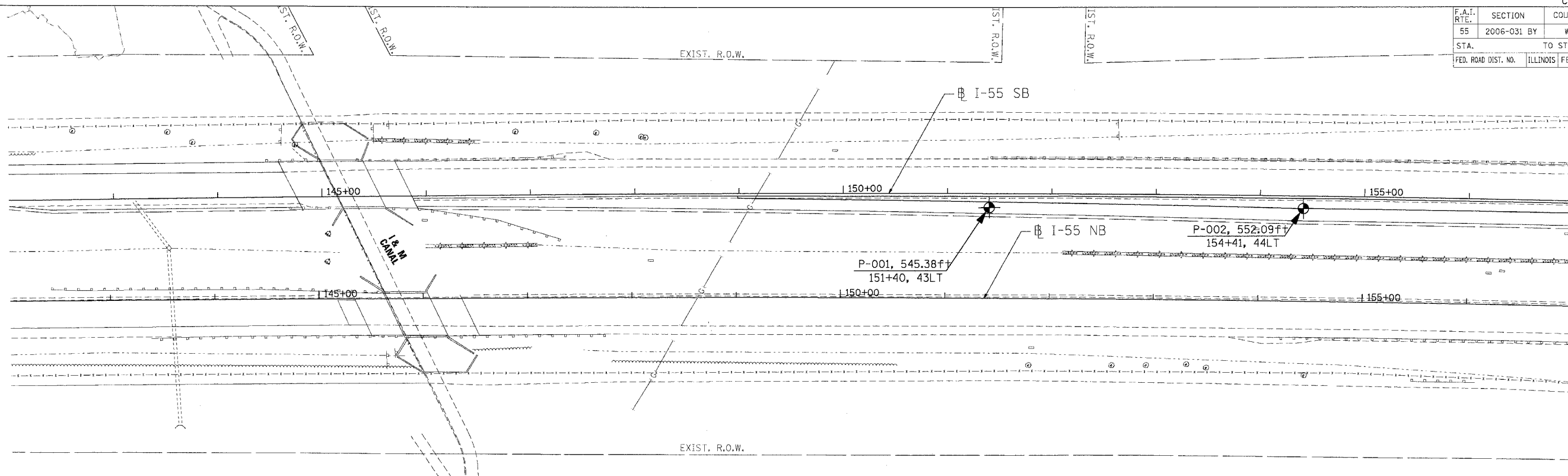
ROADWAY DETAILS
BRIDGE APPROACH PAV'T (SPECIAL)
I-55 OVER SUNNYLAND DRAIN (ST I)

SCALE: N.T.S. DRAWN BY: GJF
DATE: 07/07/06 CHECKED BY: DDH

TENG TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

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USER = GJF

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	27
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



MATCH LINE 157+00.00

MATCH LINE 172+00.00

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
 BRIDGE WIDENING

SOIL BORING PLAN
FAI 55
STA. 142+00.00 TO STA. 172+00.00

SCALE: 1"=50'
 DATE 07/07/06
TENG

DRAWN BY MW
 CHECKED BY DDH
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

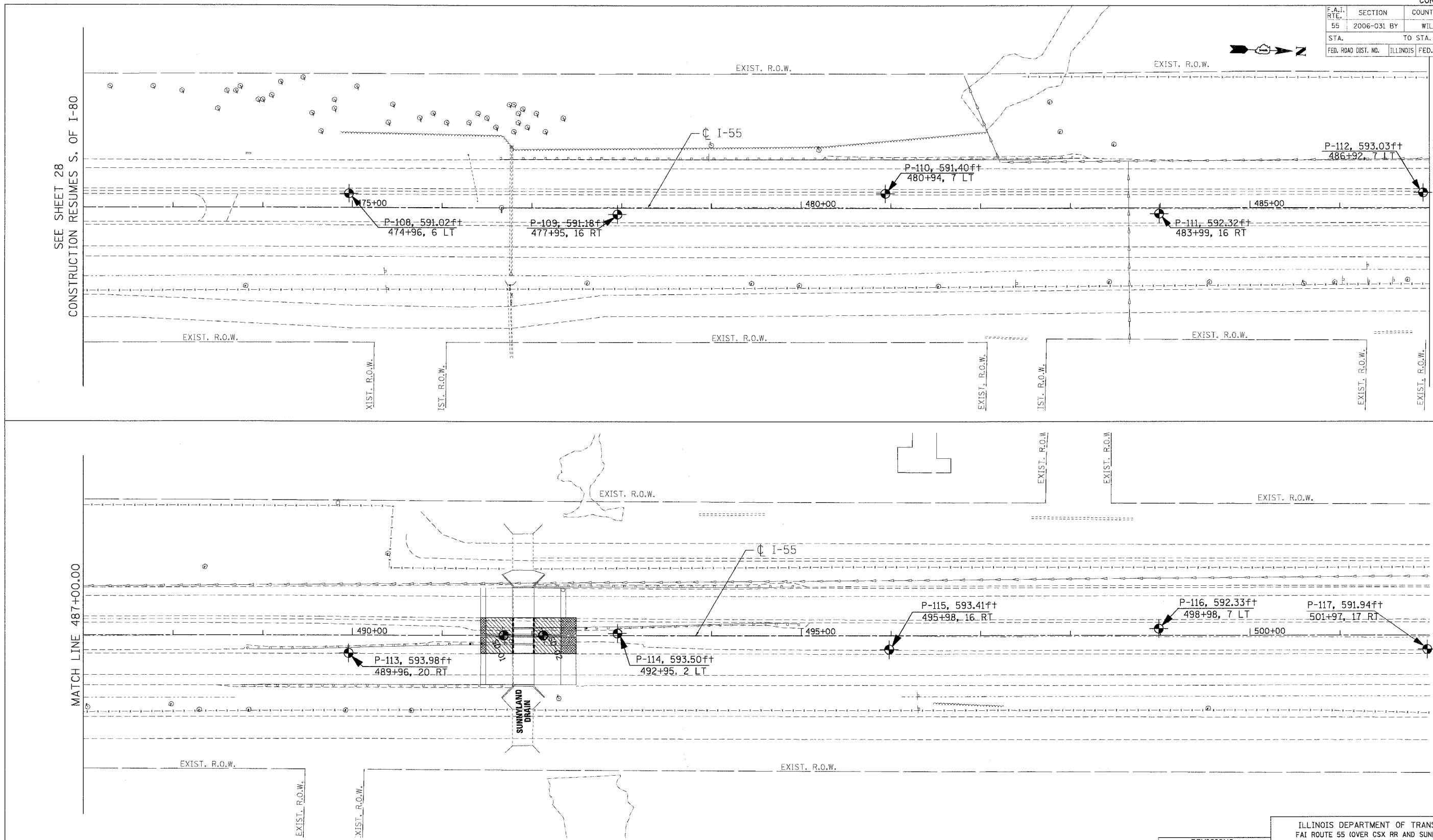
DRAWN BY: ED/AB CHECKED BY: LI 555-11-01

W Wang Engineering, Inc. 1146 Main Street
 Lombard, IL 60148
 Geo-Environmental Engineers 630-953-9928

CREATED BASED ON DRAWINGS PREPARED BY TENG AND ASSOCIATES, INC.

PLOT DATE = 08/07/06
 PLOT SCALE = 1"=50'
 USER NAME = jibber

F.A.T. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	29
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



SEE SHEET 28
CONSTRUCTION RESUMES S. OF I-80

MATCH LINE 487+00.00

MATCH LINE 487+00.00

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PLOT DATE = 07/07/06
 PLOT SCALE = 1"=50'
 USER NAME = EUSER

DRAWN BY: EDVAR	CHECKED BY: LJ	555-11-01
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Wong Engineering, Inc.
146 Main Street
Lombard, IL 60148
Geo-Environmental Engineers 630-953-9928
CREATED BASED ON DRAWINGS PREPARED BY TENG AND ASSOCIATES, INC.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55 (OVER CSX RR AND SUNNYSLAND DRAIN)
BRIDGE WIDENING

**SOIL BORING PLAN
FAI 55
STA. 472+00.00 TO STA. 502+00.00**

SCALE: 1"=50' DRAWN BY MW
DATE 07/07/06 CHECKED BY DDH

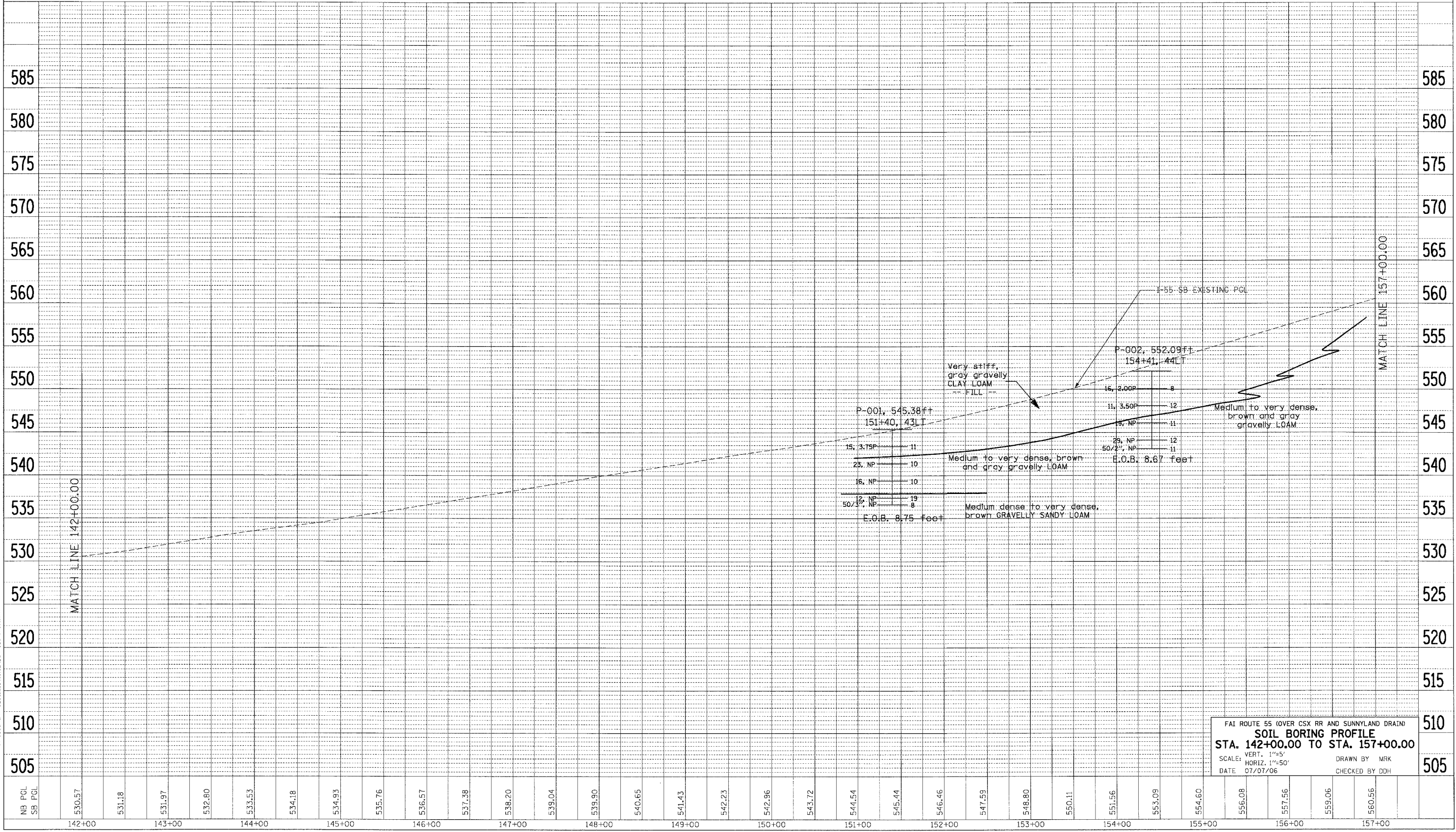
TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031	WILL	137	30
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PLAN	STARTED	BY	DATE
NOTE BOOK NO.	PLANNED		
	BY		
	DATE		

PROFILE	REVISED	BY	DATE
NOTE BOOK NO.	PLANNED		
	BY		
	DATE		

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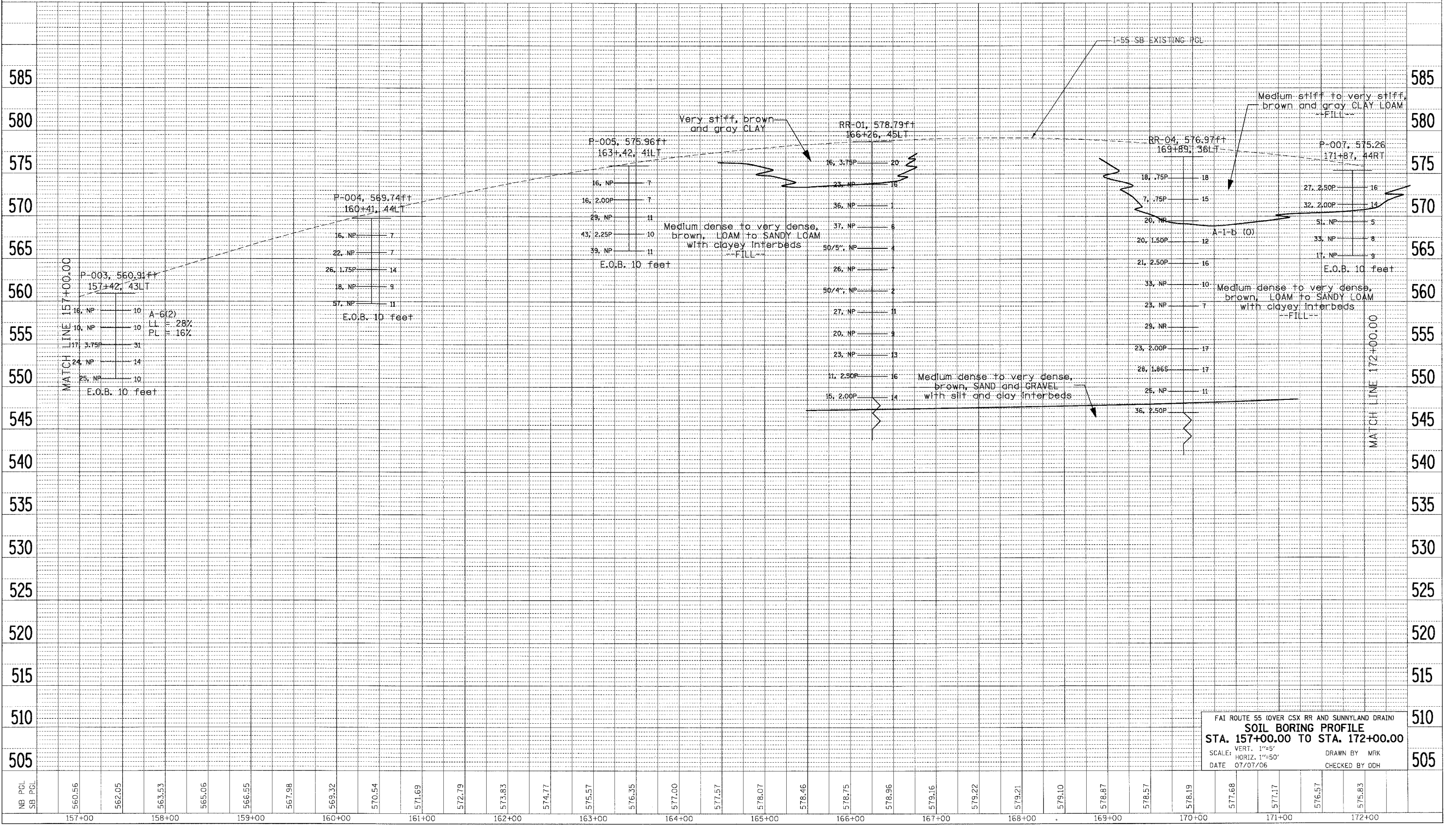
FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
SOIL BORING PROFILE
STA. 142+00.00 TO STA. 157+00.00
 SCALE: VERT. 1"=5'
 HORIZ. 1"=50'
 DATE 07/07/06
 DRAWN BY MIRK
 CHECKED BY DDH

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031	WILL	137	31
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PLAN	REVIEWED	DATE
NOTE BOOK	ALWAYS CHECKED	
	BY	
	DATE	

PROFILE	REVIEWED	DATE
NOTE BOOK	ALWAYS CHECKED	
	BY	
	DATE	

PLOT DATE = 04/07/06
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 PLOT SCALE = 1"=50'
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FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
SOIL BORING PROFILE
 STA. 157+00.00 TO STA. 172+00.00
 SCALE: VERT. 1"=5'
 HORIZ. 1"=50'
 DATE 07/07/06
 DRAWN BY MRK
 CHECKED BY DDH

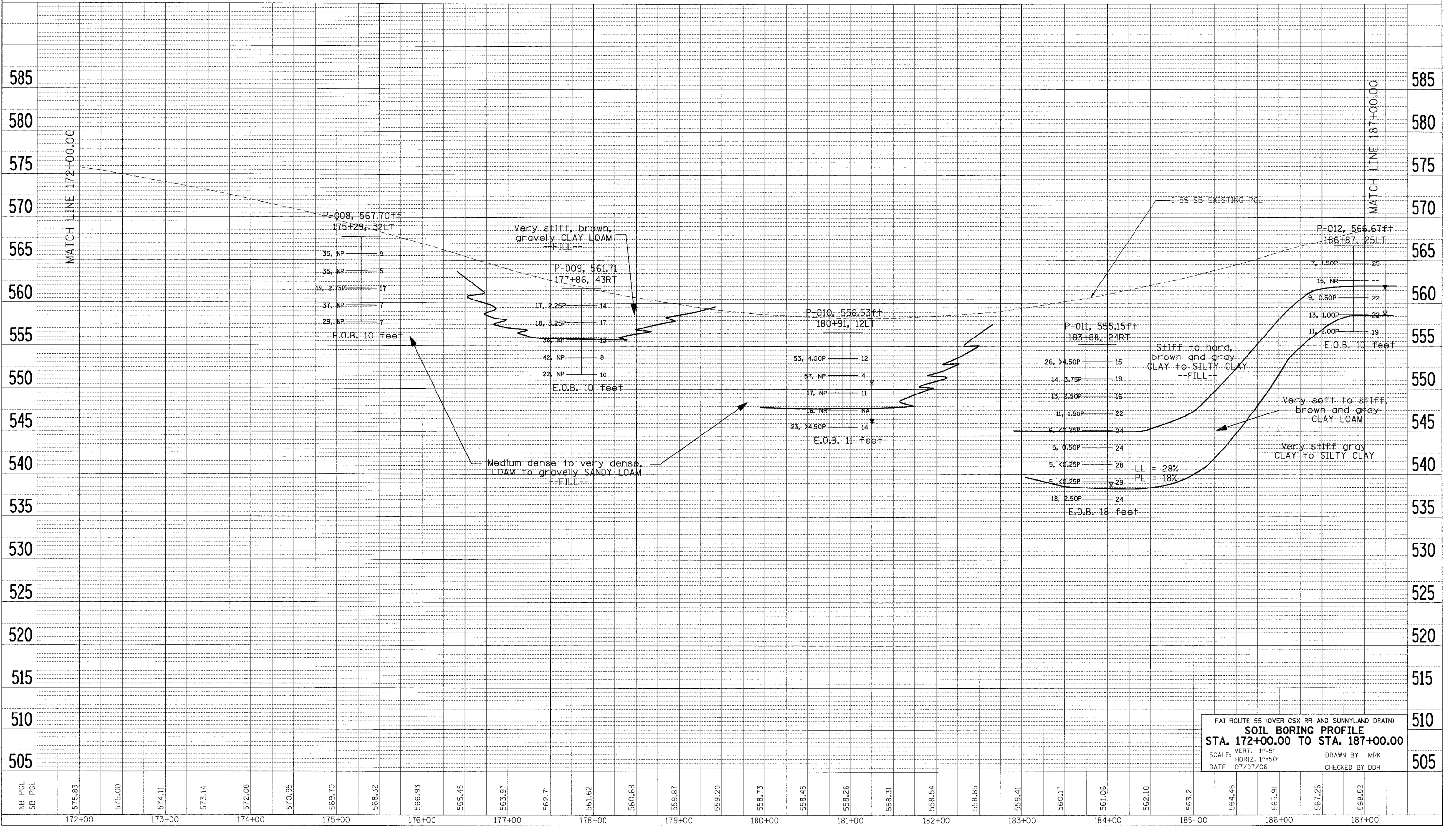
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL.	137	32
STA. 172+00.00		TO STA. 187+00.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PLAN	SURVEYED	DATE
NOTE BOOK	BY	
NO.		
	ADULTS ONLY CHECKED	
	BY	
	DATE	
	NO.	
	ADDP FILE NAME	

PROFILE	SURVEYED	DATE
NOTE BOOK	BY	
NO.		
	ADULTS ONLY CHECKED	
	BY	
	DATE	
	NO.	
	ADDP FILE NAME	

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FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
SOIL BORING PROFILE
 STA. 172+00.00 TO STA. 187+00.00
 SCALE: VERT. 1"=5'
 HORIZ. 1"=50'
 DATE 07/07/06
 DRAWN BY MRK
 CHECKED BY DDH

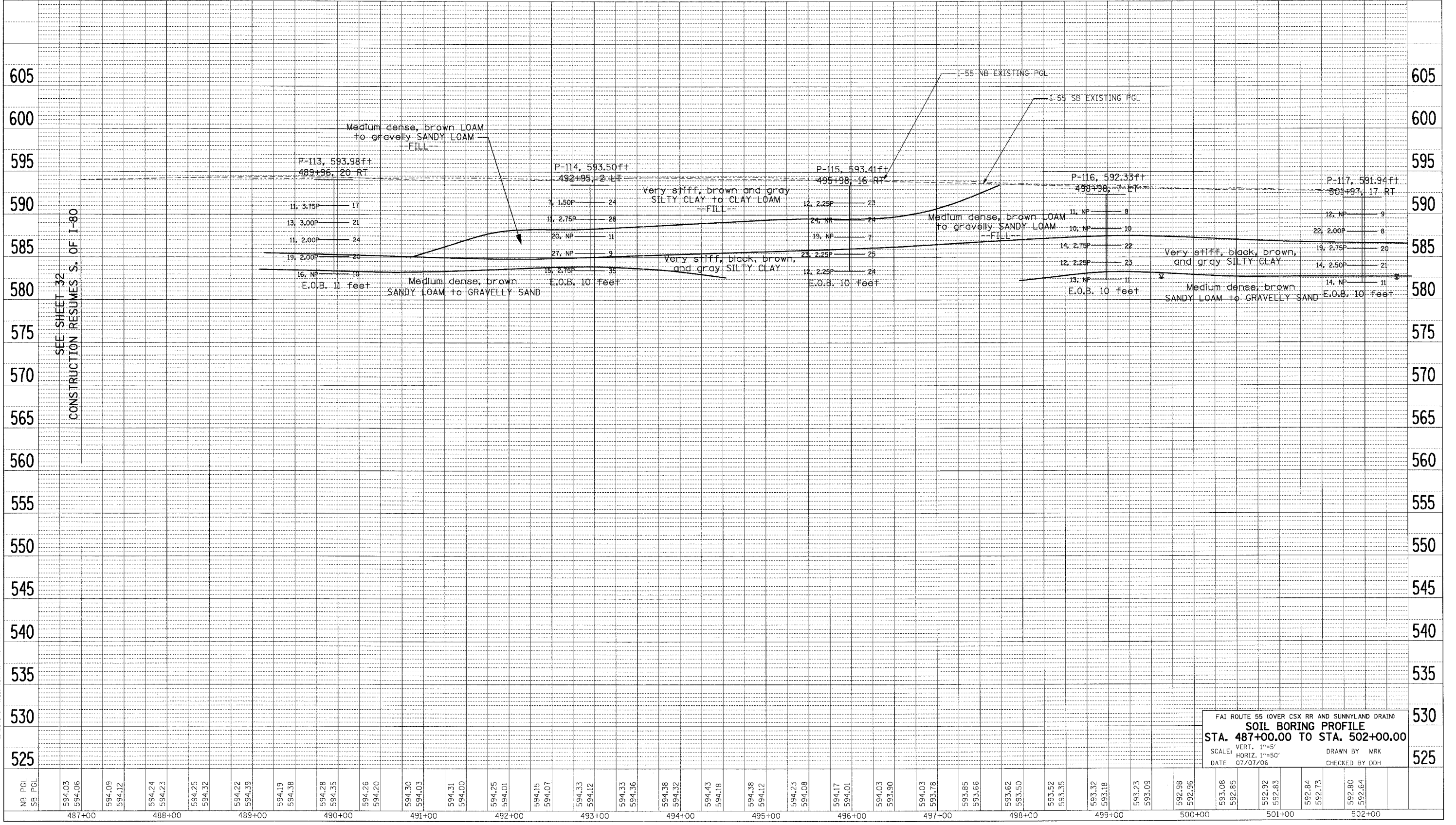
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	33
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

DATE	BY

DATE	BY

PLAN SERVED BY: _____
 DATE: _____
 NOTE BOOK NO. _____
 FILE NAME: _____
 PLOT SCALE: _____
 USER NAME: _____

PROFILE SERVED BY: _____
 DATE: _____
 NOTE BOOK NO. _____
 FILE NAME: _____
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 USER NAME: _____



FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
SOIL BORING PROFILE
STA. 487+00.00 TO STA. 502+00.00
 SCALE: VERT. 1"=5'
 HORIZ. 1"=50'
 DATE 07/07/06
 DRAWN BY MRK
 CHECKED BY DDH

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	34
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SUGGESTED STAGES OF CONSTRUCTION

PRE-STAGE

1. INSTALL "CHANGEABLE MESSAGE BOARDS" PRIOR TO THE START OF CONSTRUCTION ACTIVITY ON FAI-55.
2. CONSTRUCT PROPOSED CULVERT BENEATH THE FRONTAGE ROAD NEAR THE C.S.X. RAILROAD USING STANDARD 701201.
3. BEGIN SUBSTRUCTURE WIDENING FOR THE I-55 BRIDGE OVER THE C.S.X. RAILROAD.
4. CONSTRUCT THE PERMANENT PROTECTIVE SHIELD AT IL RTE 59.
5. MILL, PATCH, AND RESURFACE THE OUTSIDE SHOULDERS OF THE SB LANES SOUTH OF THE I & M CANAL USING STANDARDS 701400 AND 701401 DURING ALLOWABLE PERIODS FOR LANE CLOSURES SPECIFIED IN THE SPECIAL PROVISIONS.

STAGE I

1. ESTABLISH TRAFFIC CONTROL AND INSTALL TEMPORARY CONCRETE BARRIER AND TEMPORARY PAVEMENT MARKINGS AS SHOWN ON STAGE I TYPICAL SECTIONS AND STAGING AND TRAFFIC CONTROL PLAN SHEETS. ALL LANE CLOSURES SHALL USE STANDARDS 701400 AND 701401. THESE LANE CLOSURES WILL ONLY BE ALLOWED DURING THE OFF PEAK HOURS AS DETAILED IN THE SPECIAL PROVISION FOR "KEEPING THE EXPRESSWAY OPEN TO TRAFFIC".
2. I-55 BRIDGE OVER SUNNYLAND DRAIN - REMOVE EXISTING SLAB AND MEDIAN RETAINING WALLS, CONSTRUCT ABUTMENT WIDENING, AND CONSTRUCT BRIDGE SLAB FOR THE INSIDE PORTION OF THE BRIDGE AS SHOWN ON THE CONSTRUCTION STAGING SECTIONS SHEET 87.
3. I-55 SB BRIDGE OVER CSX RAILROAD - REMOVE EXISTING DECK, COMPLETE PROPOSED SUBSTRUCTURE WIDENING, ERECT BEAMS, AND CONSTRUCT DECK FOR THE INSIDE PORTION OF THE BRIDGE AS SHOWN ON THE CONSTRUCTION STAGING SECTIONS SHEET 65.
4. CONSTRUCT STABILIZED CONSTRUCTION ENTRANCES.
5. REMOVE SHOULDER AND GUARDRAIL FROM WITHIN THE MEDIAN.
6. CONSTRUCT ALL DRAINAGE ITEMS WITHIN STAGE I WORK AREA.
7. EXCAVATE AND CONSTRUCT AGGREGATE SUBGRADE, STABILIZED SUBBASE, PAVEMENT, SHOULDERS, AND GUARDRAIL WITHIN THE STAGE I WORKING AREA.

STAGE II

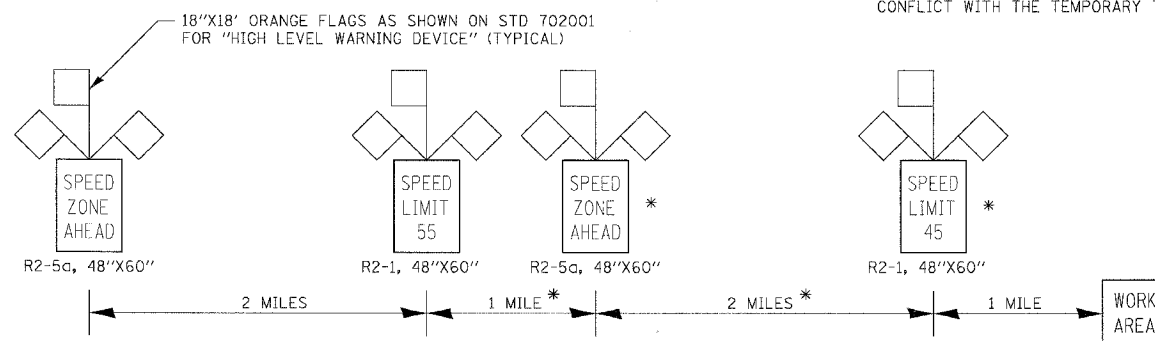
1. ESTABLISH TRAFFIC CONTROL AS SHOWN ON STAGE II TYPICAL SECTIONS AND SUGGESTED STAGING AND TRAFFIC CONTROL PLAN SHEETS. ALL LANE CLOSURES SHALL USE STANDARDS 701400 AND 701401. THESE LANE CLOSURES WILL ONLY BE ALLOWED DURING OFF PEAK HOURS AS DETAILED IN THE SPECIAL PROVISION FOR "KEEPING EXPRESSWAY OPEN TO TRAFFIC".
2. I-55 SB BRIDGE OVER CSX RAILROAD - REMOVE EXISTING DECK, COMPLETE PROPOSED SUBSTRUCTURE WIDENING, ERECT BEAM, AND CONSTRUCT DECK FOR THE OUTSIDE PORTION OF THE BRIDGE AS SHOWN ON THE CONSTRUCTION STAGING SECTIONS SHEET 65.
3. COMPLETE ALL GUARDRAIL WORK AND SHOULDER WIDENING ON OUTSIDE SHOULDERS.

STAGE III

1. USING FREEWAY STANDARD 701400, 701401 AND 701446 FOR ONE LANE AND TWO LANE CLOSURES, DURING THE OFF PEAK HOURS AS DETAILED IN THE SPECIAL PROVISIONS FOR "KEEPING THE EXPRESSWAY OPEN TO TRAFFIC", CONSTRUCT PERMANENT PAVEMENT MARKINGS, AND REPLACE THE REFLECTIVE ELEMENTS IN THE RAISED REFLECTIVE PAVEMENT MARKERS.

TRAFFIC CONTROL - GENERAL NOTES

1. ONCE THE OUTSIDE SHOULDER OF THE SB LANES SOUTH OF THE I & M CANAL ARE MILLED, THE CONTRACTOR SHALL PATCH THE SHOULDER AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FILL ALL PATCH HOLES BEFORE OPENING THE ADJACENT LANE CLOSURE TO TRAFFIC. THIS WORK SHALL BE PAID FOR AS CLASS D PATCHES OF THE TYPE REQUIRED.
2. AT THE END OF EACH NIGHTLY LANE CLOSURE, THE CONTRACTOR SHALL SWEEP THE PAVEMENT SURFACE CLEAN AND THEN OPEN THE ADJACENT LANE TO TRAFFIC BY THE TIME SPECIFIED IN THE SPECIAL PROVISION "KEEPING THE EXPRESSWAY OPEN TO TRAFFIC." SHOULDERS WHICH HAVE BEEN MILLED SHALL REMAIN CLOSED USING STANDARD 701101 FROM THE START OF SHOULDER MILLING OPERATIONS UNTIL THE SHOULDER RESURFACING IS COMPLETED, OR AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION STAGING AND TRAFFIC CONTROL OPERATIONS WITH ADJACENT CONTRACTS. THE COST OF ANY ADDITIONAL TRAFFIC CONTROL AND/OR TEMPORARY CONSTRUCTION ITEMS REQUIRED FOR SUCH COORDINATION WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)."
4. PRIOR TO REMOVING TRAFFIC CONTROL FOR LANE CLOSURES, THE CONTRACTOR SHALL SWEEP THE PAVEMENT SURFACE CLEAN.
5. THE CONTRACTOR SHALL INSTALL TEMPORARY W21-1108 SIGNS ON BOTH SIDES OF THE PAVEMENT IN ADVANCE OF AREAS WITH A GRADE DIFFERENTIAL BETWEEN LANES AND AFTER EACH ENTRANCE RAMP. SIGN LOCATIONS SHALL BE APPROVED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)." THESE SIGNS SHALL BE 48" X 48".
6. THE REGULATORY SPEED LIMIT SHALL BE REDUCED TO 55 MPH DURING STAGE I ADJACENT TO AND BEFORE THE WORK AREAS WHERE TEMPORARY CONCRETE BARRIER IS INSTALLED AND TO 45 MPH DURING STAGE I AND II ADJACENT TO WORK AREAS WHERE TEMPORARY CONCRETE BARRIER IS NOT INSTALLED AS FOLLOWS:
 - A. IN CONJUNCTION WITH IMPLEMENTING TRAFFIC CONTROL AS SHOWN ON THE PLANS FOR STAGES I AND II, THE CONTRACTOR SHALL:
 - SIMULTANEOUSLY COVER THE EXISTING REGULATORY SPEED LIMIT SIGNS AND ERECT 55 OR 45 MPH REGULATORY SPEED LIMIT SIGNS (R2-1, 48"X60") ADJACENT TO ALL EXISTING SPEED LIMIT SIGNS WITHIN THE WORK AREA LIMITS AS DIRECTED BY THE ENGINEER.
 - SIMULTANEOUSLY ERECT SIGNS AS SHOWN IN THE "SPEED LIMIT REDUCTION SIGNING" DIAGRAM ON BOTH SIDES OF THE TRAVELED WAY AND COVER THE EXISTING REGULATORY SPEED LIMIT SIGNS WITHIN THE LIMITS OF THE "SPEED LIMIT REDUCTION SIGNING."
 - B. THE EXISTING SPEED LIMIT SIGNING OUTSIDE THE WORK AREA LIMITS AND BEYOND THE "SPEED LIMIT REDUCTION SIGNING" SHALL BE MAINTAINED, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
 - C. THE CONTRACTOR SHALL UNCOVER THE EXISTING SPEED LIMIT SIGNS AND REMOVE THE 55 OR 45 MPH REGULATORY SPEED LIMIT SIGNS SIMULTANEOUS WITH THE REMOVAL OF TRAFFIC CONTROL DEVICES IN ANY SEGMENT OF THE ROADWAY AS DIRECTED BY THE ENGINEER.
 - D. THE COST OF THIS WORK (NOTE 6) SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)."
7. DURING STAGE I, THE CONTRACTOR SHALL ERECT REGULATORY HIGHWAY SIGNS R4-5 (48" X 60") "TRUCKS USE LEFT LANE" ON BOTH SIDES OF THE TRAVEL LANES AT 1/2 MILE AND 1 MILE IN ADVANCE OF THE WORK AREA, AT 1/2 MILE INTERVALS ADJACENT TO THE WORK AREA, AND AT EACH ENTRANCE RAMP OF THE PROJECT AS DIRECTED BY THE ENGINEER. THE SIGNS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR "TEMPORARY INFORMATION SIGNING".
8. SINCE THIS IS AN EXPRESSWAY FACILITY, THE CONTRACTOR MAY HAVE CREWS WORKING IN THE NORTHBOUND AND SOUTHBOUND DIRECTIONS AT THE SAME TIME.
9. SEE GENERAL NOTES ON SHEET 2 FOR TREATMENT OF PAVEMENT MARKERS THAT CONFLICT WITH THE TEMPORARY TRAFFIC LANES.



* THE SIGNS AND SEGMENTS MARKED WITH AN ASTERISK ARE NOT REQUIRED WHEN THE SPEED LIMIT IS ONLY REDUCED TO 55 M.P.H.

SPEED LIMIT REDUCTION SIGNING

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
BRIDGE WIDENING

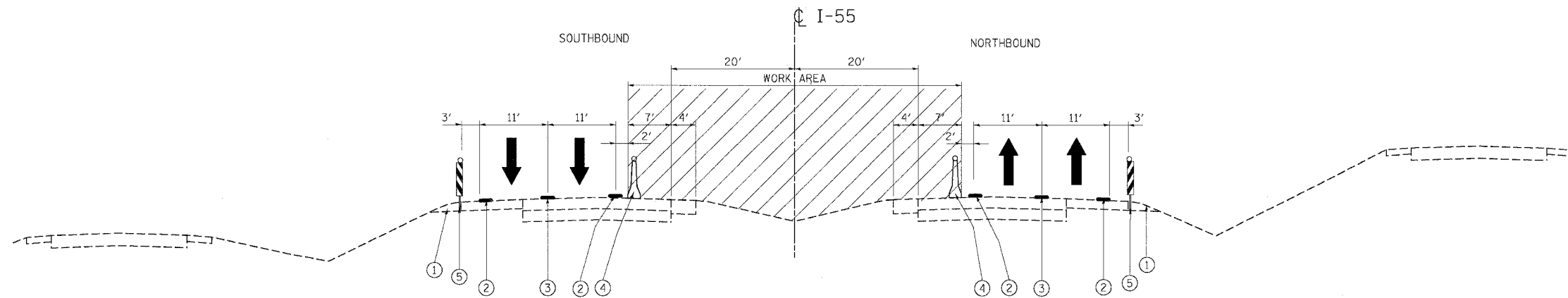
STAGING AND TRAFFIC CONTROL SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL GENERAL NOTES

SCALE: DATE 07/07/06 DRAWN BY DP CHECKED BY DDH

TENG TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

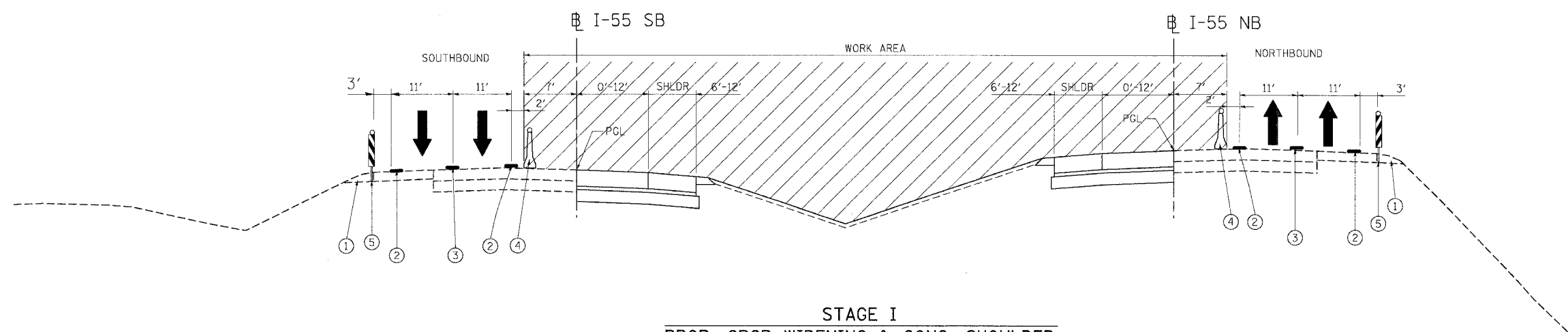
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031	WILL	137	35
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



**STAGE I
PROP. BIT. WIDENING**

• SEE STRUCTURAL PLANS FOR STAGING TYPICAL SECTION AT SUNNYLAND DRAIN.



**STAGE I
PROP. CRCP WIDENING & CONC. SHOULDER**

LEGEND:

- ① EXIST. AGGREGATE SHOULDER
- ② PROP. PAVT. MARKING TAPE, TYP III 4"
- ③ PROP. PAVT. MARKING TAPE, TYP III 5"
- ④ TEMPORARY CONC. BARRIER
- ⑤ VERTICAL PANEL OR VERTICAL BARRICADE

- PAVEMENT PATCHING (AS DIRECTED BY THE ENGINEER)
- BITUMINOUS SURFACE REMOVAL AND RESURFACING
- TRAFFIC CONTROL ARROW
- WORK AREA

PLOT DATE = 07/21/06
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NAME	DATE

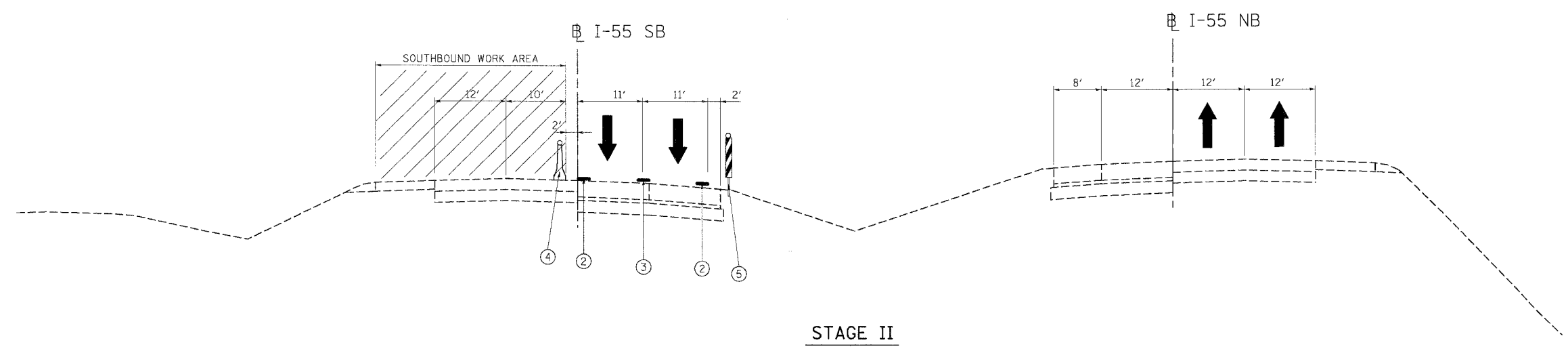
ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
 BRIDGE WIDENING

**STAGING AND TRAFFIC CONTROL
 FAI 55 - TYPICAL SECTIONS
 STAGE I**

SCALE: DATE 07/21/06 DRAWN BY: JP
 CHECKED BY: DDH

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL.	137	36
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



STAGE II

LEGEND

- ① EXIST. AGGREGATE SHOULDER
- ② PROP. PAVT. MARKING TAPE, TYPE III 4"
- ③ PROP. PAVT. MARKING TAPE, TYPE III 5"
- ④ TEMPORARY CONCRETE BARRIER
- ⑤ VERTICAL PANEL OR VERTICAL BARRICADE

- PAVT. PATCHING (AS DIRECTED BY THE ENGINEER)
- BIT. SURFACE REMOVAL AND RESURFACING
- TRAFFIC FLOW ARROW
- WORK AREA

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
 BRIDGE WIDENING

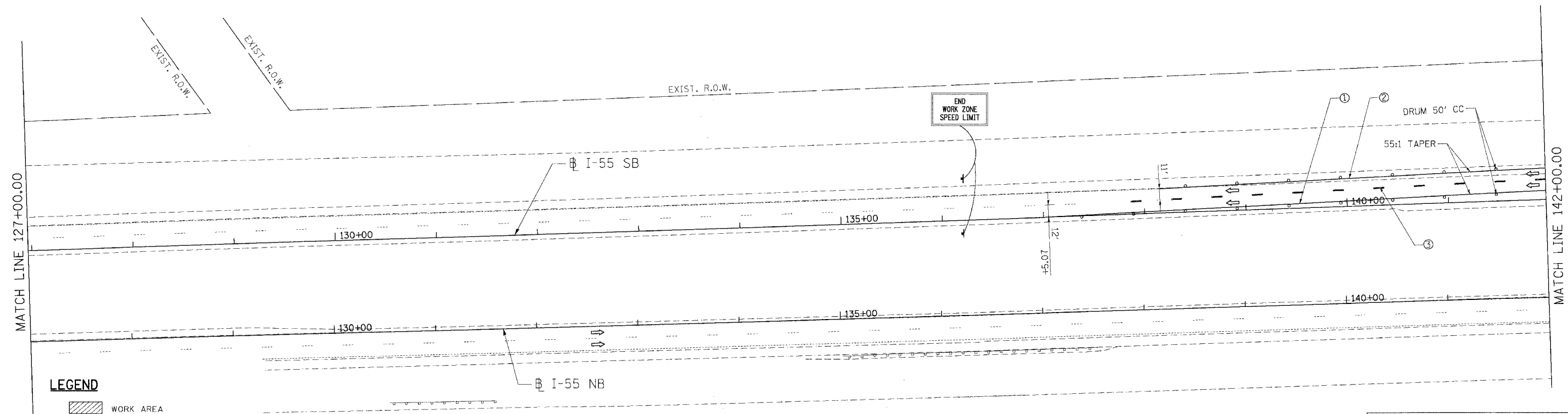
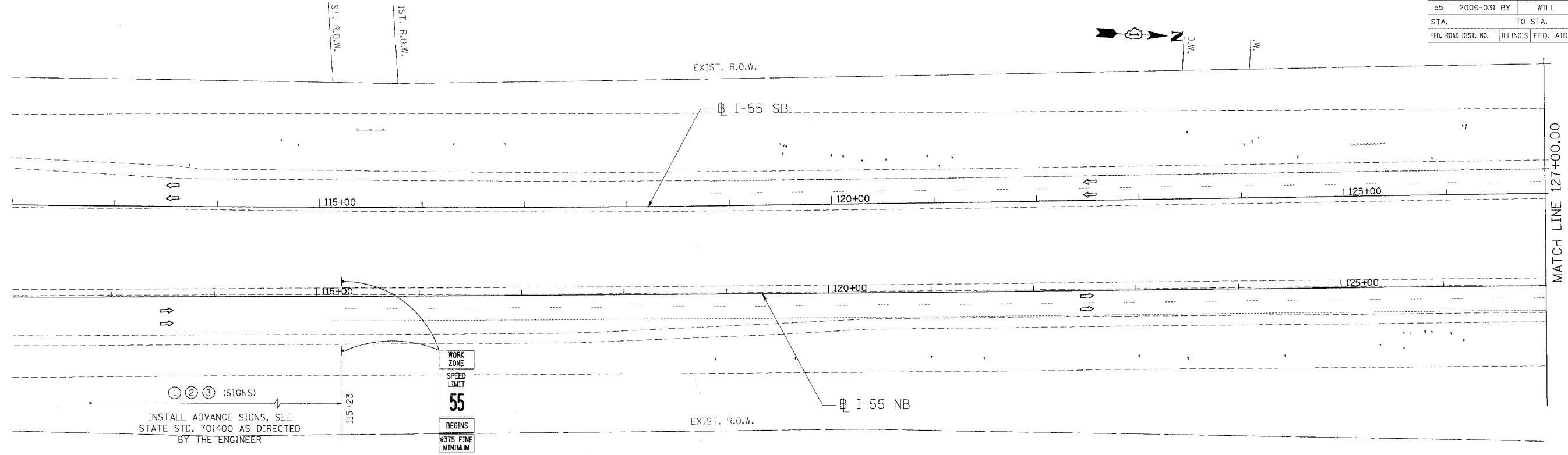
**STAGING AND TRAFFIC CONTROL
 FAI 55 - TYPICAL SECTIONS
 STAGE II**

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 DATE 07/07/06 CHECKED BY DDH

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 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL.	137	37
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



LEGEND

- WORK AREA
- DRUMS W/ MONO-DIRECTIONAL STEADY BURN LIGHT
- VERTICAL PANEL
- TEMPORARY CONC. BARRIER
- TRAFFIC FLOW
- BARRICADE, TYPE III WITH TWO FLASHING LIGHTS

- ① PVMT. MARKING TAPE, TYPE III, 4", YELLOW
- ② PVMT. MARKING TAPE, TYPE III, 4", WHITE
- ③ PVMT. MARKING TAPE, TYPE III, 5" (10' DASH 30' SKIP)
- ④ PVMT. MARKING TAPE, TYPE III, 4" WHITE (2' DASH 6' SKIP)

NOTE:

AFTER CONSTRUCTION OF THE CONCRETE BARRIER AND THE BASE COURSE FOR THE NEW INSIDE LANES AND SHOULDERS IS COMPLETED, THE TEMPORARY CONCRETE BARRIER SHALL BE REMOVED AND REPLACED WITH DRUMS WITH STEADY BURN LIGHTS AT THE SPACING SHOWN IN THE PLANS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
BRIDGE WIDENING

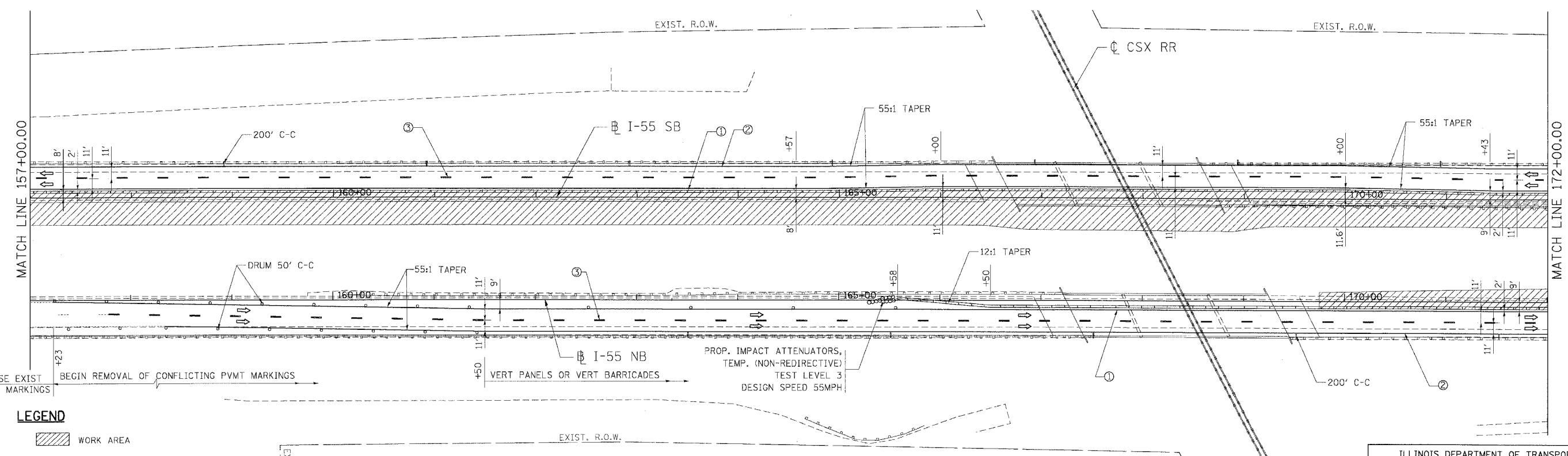
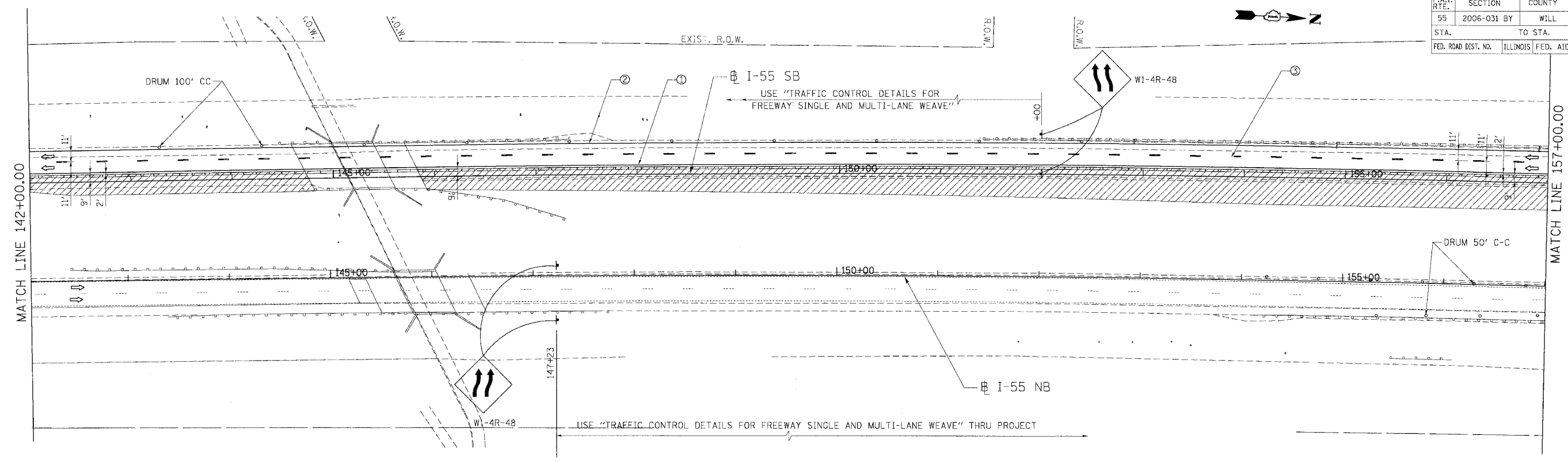
**STAGING AND TRAFFIC CONTROL
FAI 55 - STAGE I
STA. 112+00.00 TO STA. 142+00.00**

SCALE: 1"=50'
DATE: 07/07/06
DRAWN BY: SEB
CHECKED BY: DDH

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TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	38
STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		



LEGEND

- WORK AREA
- DRUMS W/ MONO-DIRECTIONAL STEADY BURN LIGHT
- VERTICAL PANEL
- TEMPORARY CONC. BARRIER
- TRAFFIC FLOW
- BARRICADE, TYPE III WITH TWO FLASHING LIGHTS

- ① PVMT. MARKING TAPE, TYPE III, 4", YELLOW
- ② PVMT. MARKING TAPE, TYPE III, 4", WHITE
- ③ PVMT. MARKING TAPE, TYPE III, 5" (10' DASH 30' SKIP)
- ④ PVMT. MARKING TAPE, TYPE III, 4" WHITE (2' DASH 6' SKIP)

NOTE:

AFTER CONSTRUCTION OF THE CONCRETE BARRIER AND THE BASE COURSE FOR THE NEW INSIDE LANES AND SHOULDERS IS COMPLETED, THE TEMPORARY CONCRETE BARRIER SHALL BE REMOVED AND REPLACED WITH DRUMS WITH STEADY BURN LIGHTS AT THE SPACING SHOWN IN THE PLANS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
 BRIDGE WIDENING

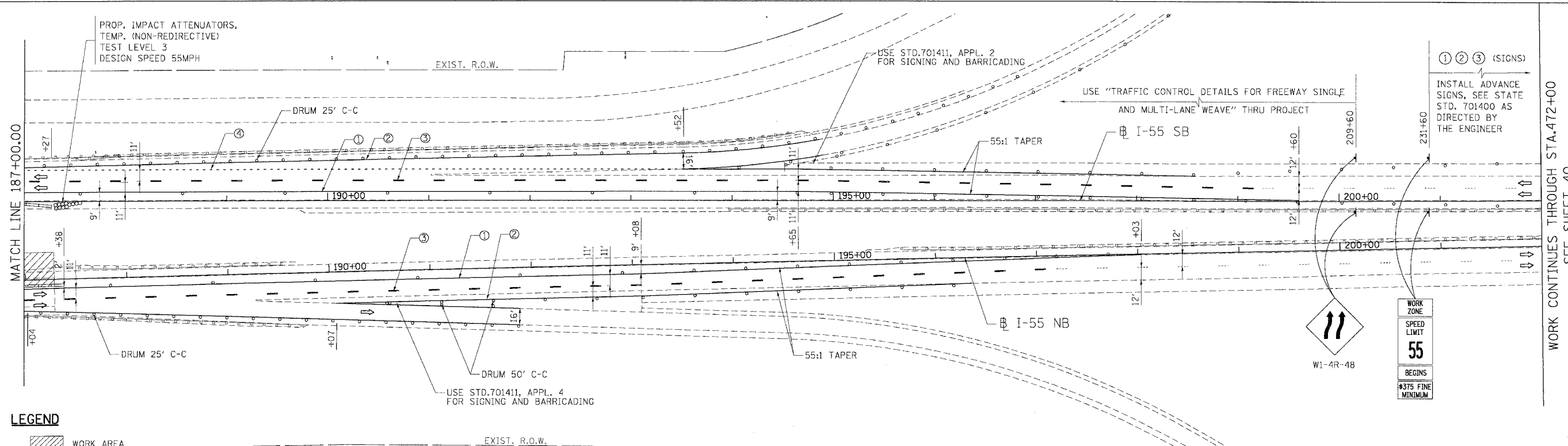
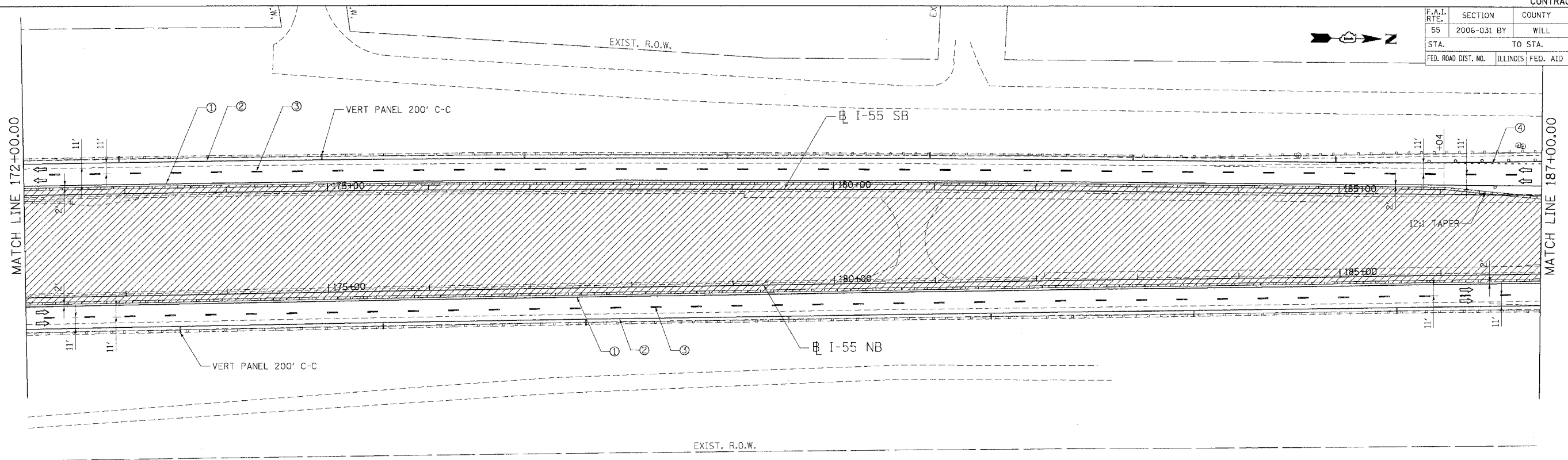
STAGING AND TRAFFIC CONTROL
 FAI 55 - STAGE I
 STA. 142+00.00 TO STA. 172+00.00

SCALE: 1"=50'
 DATE 07/21/06
 DRAWN BY JP
 CHECKED BY DDH

TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

PLOT DATE = 8/24/06
 FILE NAME = I:\PROJECTS\60B85\DRAWINGS\STAGING AND TRAFFIC CONTROL\STAGING AND TRAFFIC CONTROL\STAGING AND TRAFFIC CONTROL.DWG
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	39
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND

- WORK AREA
- DRUMS W/ MONO-DIRECTIONAL STEADY BURN LIGHT
- VERTICAL PANEL
- TEMPORARY CONC. BARRIER
- TRAFFIC FLOW
- BARRICADE, TYPE III WITH TWO FLASHING LIGHTS
- ① PVMT. MARKING TAPE, TYPE III, 4", YELLOW
- ② PVMT. MARKING TAPE, TYPE III, 4", WHITE
- ③ PVMT. MARKING TAPE, TYPE III, 5" (10' DASH 30' SKIP)
- ④ PVMT. MARKING TAPE, TYPE III, 4" WHITE (2' DASH 6' SKIP)

NOTE:

AFTER CONSTRUCTION OF THE CONCRETE BARRIER AND THE BASE COURSE FOR THE NEW INSIDE LANES AND SHOULDERS IS COMPLETED, THE TEMPORARY CONCRETE BARRIER SHALL BE REMOVED AND REPLACED WITH DRUMS WITH STEADY BURN LIGHTS AT THE SPACING SHOWN IN THE PLANS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
 BRIDGE WIDENING

**STAGING AND TRAFFIC CONTROL
 FAI 55 - STAGE I
 STA. 172+00.00 TO STA. 202+00.00**

SCALE: 1"=50' DRAWN BY JP
 DATE 07/21/06 CHECKED BY DDH

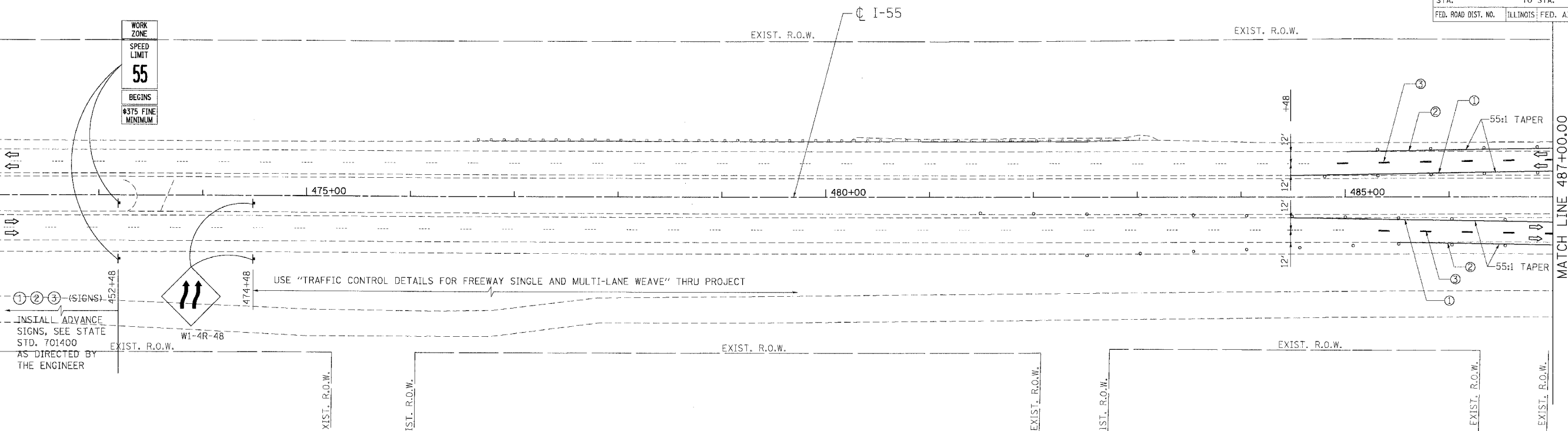
TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

PLOT DATE = 07/21/06
 FILE NAME = I:\PROJECTS\60B85\DRAWINGS\STAGING AND TRAFFIC CONTROL\STAGING AND TRAFFIC CONTROL\STAGING AND TRAFFIC CONTROL.DWG
 USER NAME = JGIBSON

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	40
STA. TO STA.		ILLINOIS FED. AID PROJECT		
FED. ROAD DIST. NO.				

WORK CONTINUES THROUGH STA. 202+00
SEE SHEET 39

WORK ZONE
SPEED LIMIT
55
BEGINS
#375 FINE MINIMUM



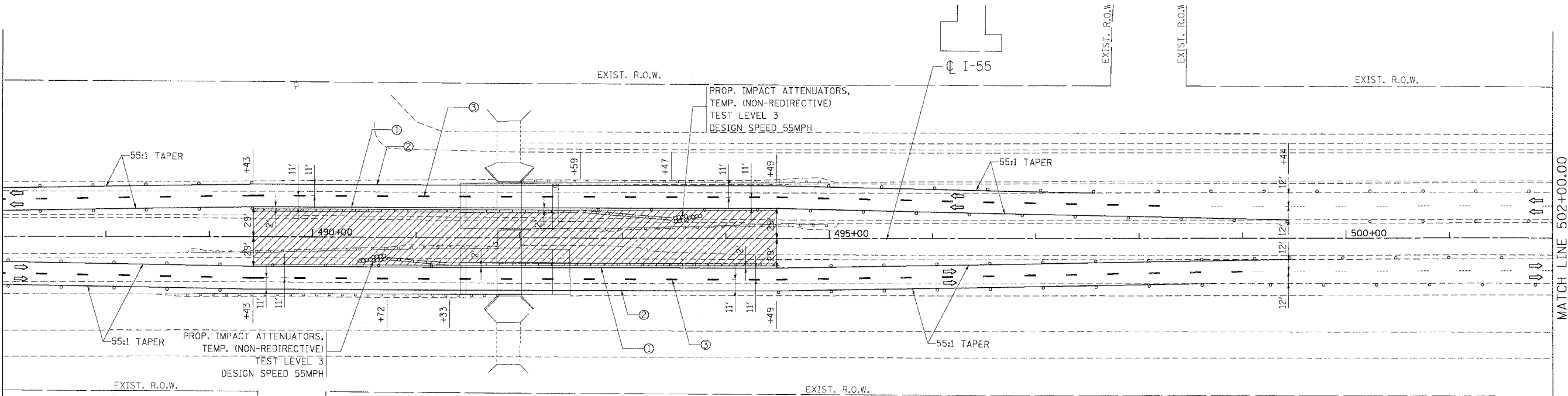
USE "TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE AND MULTI-LANE WEAVE" THRU PROJECT

INSTALL ADVANCE SIGNS, SEE STATE STD. 701400 AS DIRECTED BY THE ENGINEER

EXIST. R.O.W.

PROP. IMPACT ATTENUATORS, TEMP. (NON-REDIRECTIVE) TEST LEVEL 3 DESIGN SPEED 55MPH

MATCH LINE 487+00.00



MATCH LINE 502+00.00

LEGEND

- WORK AREA
- DRUMS W/ MONO-DIRECTIONAL STEADY BURN LIGHT
- VERTICAL PANEL
- TEMPORARY CONC. BARRIER
- TRAFFIC FLOW
- BARRICADE, TYPE III WITH TWO FLASHING LIGHTS

- ① PVMT. MARKING TAPE, TYPE III, 4", YELLOW
- ② PVMT. MARKING TAPE, TYPE III, 4", WHITE
- ③ PVMT. MARKING TAPE, TYPE III, 5" (10' DASH 30' SKIP)
- ④ PVMT. MARKING TAPE, TYPE III, 4" WHITE (2' DASH 6' SKIP)

NOTE:

AFTER CONSTRUCTION OF THE CONCRETE BARRIER AND THE BASE COURSE FOR THE NEW INSIDE LANES AND SHOULDERS IS COMPLETED, THE TEMPORARY CONCRETE BARRIER SHALL BE REMOVED AND REPLACED WITH DRUMS WITH STEADY BURN LIGHTS AT THE SPACING SHOWN IN THE PLANS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
BRIDGE WIDENING

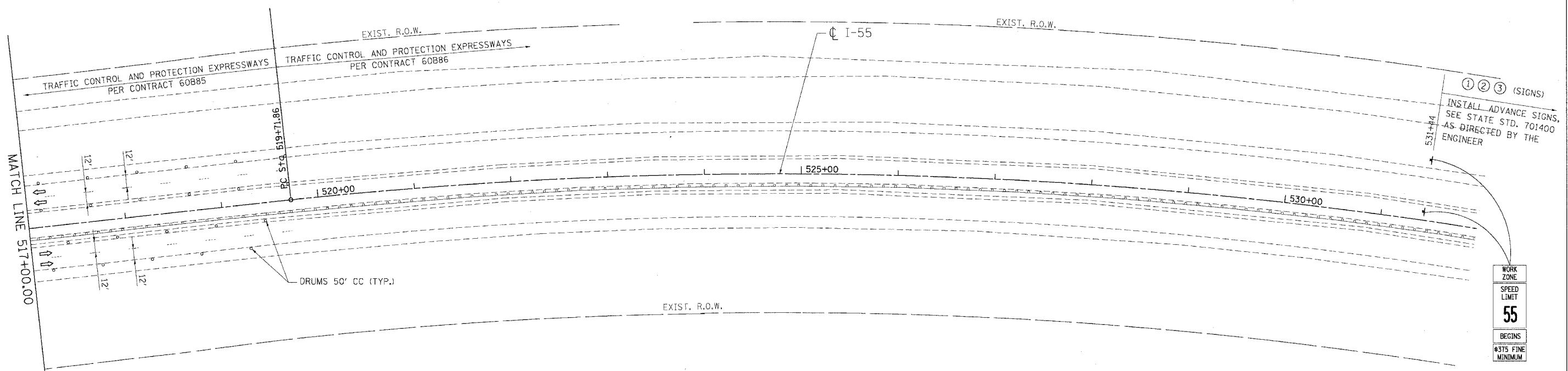
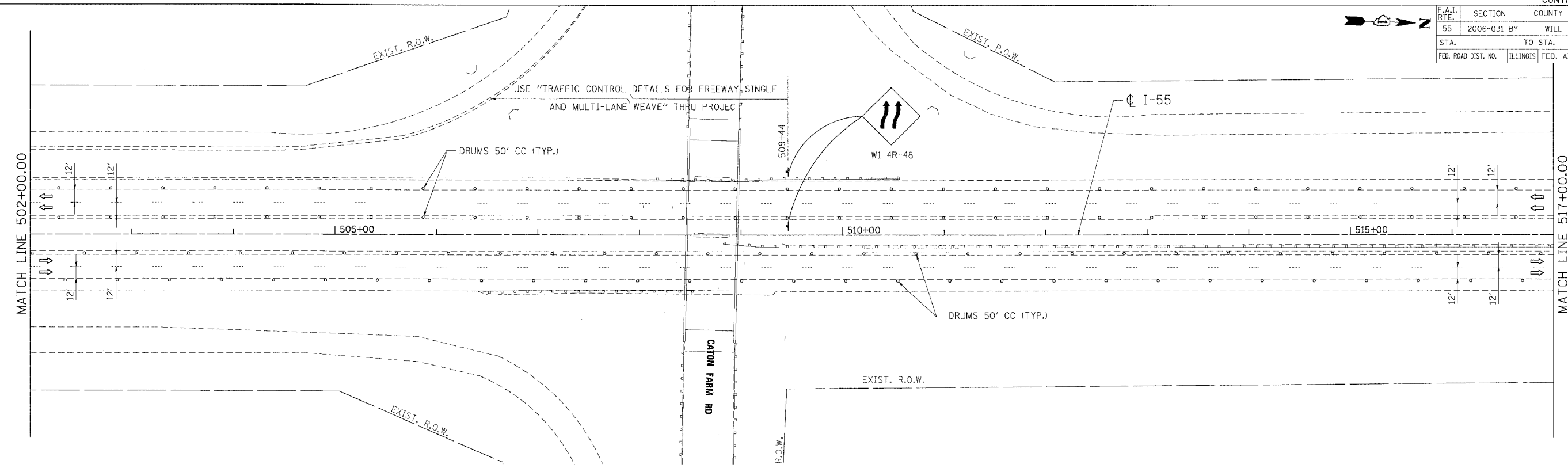
**STAGING AND TRAFFIC CONTROL
FAI 55 - STAGE I
STA. 472+00.00 TO STA. 502+00.00**

SCALE: 1"=50' DRAWN BY AG
DATE 07/07/06 CHECKED BY DDH



TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	41
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND

- WORK AREA
- DRUMS W/ MONO-DIRECTIONAL STEADY BURN LIGHT
- VERTICAL PANEL
- TEMPORARY CONC. BARRIER
- TRAFFIC FLOW
- BARRICADE, TYPE III WITH TWO FLASHING LIGHTS
- ① PVMT. MARKING TAPE, TYPE III, 4", YELLOW
- ② PVMT. MARKING TAPE, TYPE III, 4", WHITE
- ③ PVMT. MARKING TAPE, TYPE III, 5" (10' DASH 30' SKIP)
- ④ PVMT. MARKING TAPE, TYPE III, 4" WHITE (2' DASH 6' SKIP)

NOTE:

AFTER CONSTRUCTION OF THE CONCRETE BARRIER AND THE BASE COURSE FOR THE NEW INSIDE LANES AND SHOULDERS IS COMPLETED, THE TEMPORARY CONCRETE BARRIER SHALL BE REMOVED AND REPLACED WITH DRUMS WITH STEADY BURN LIGHTS AT THE SPACING SHOWN IN THE PLANS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
 BRIDGE WIDENING

**STAGING AND TRAFFIC CONTROL
 FAI 55 - STAGE I
 STA. 502+00.00 TO STA. 532+00.00**

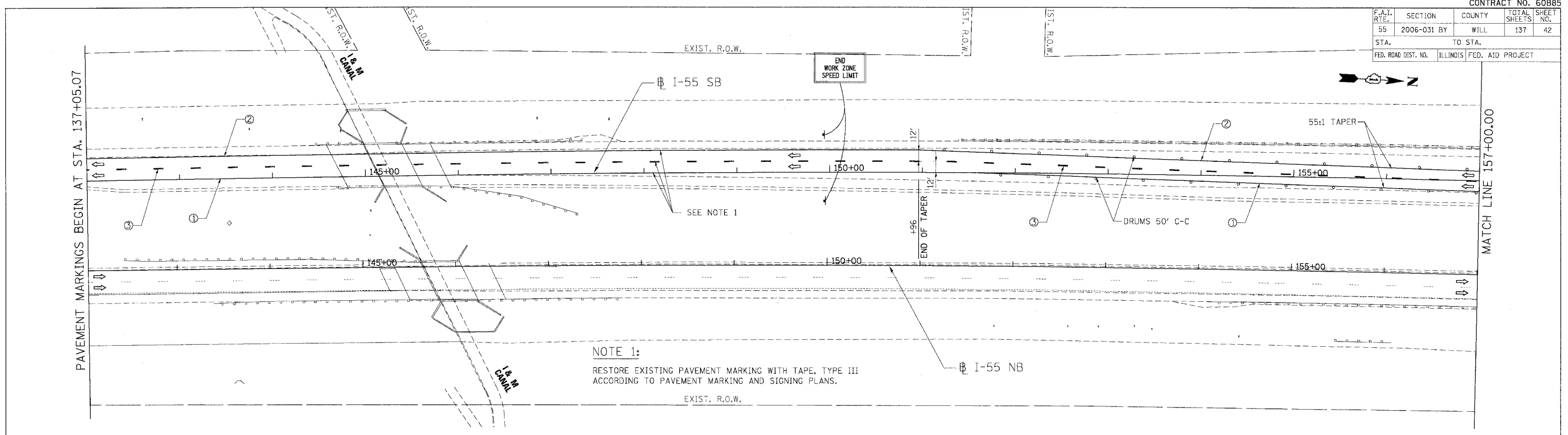
SCALE: 1"=50' DRAWN BY FS

DATE 07/07/06 CHECKED BY DDH

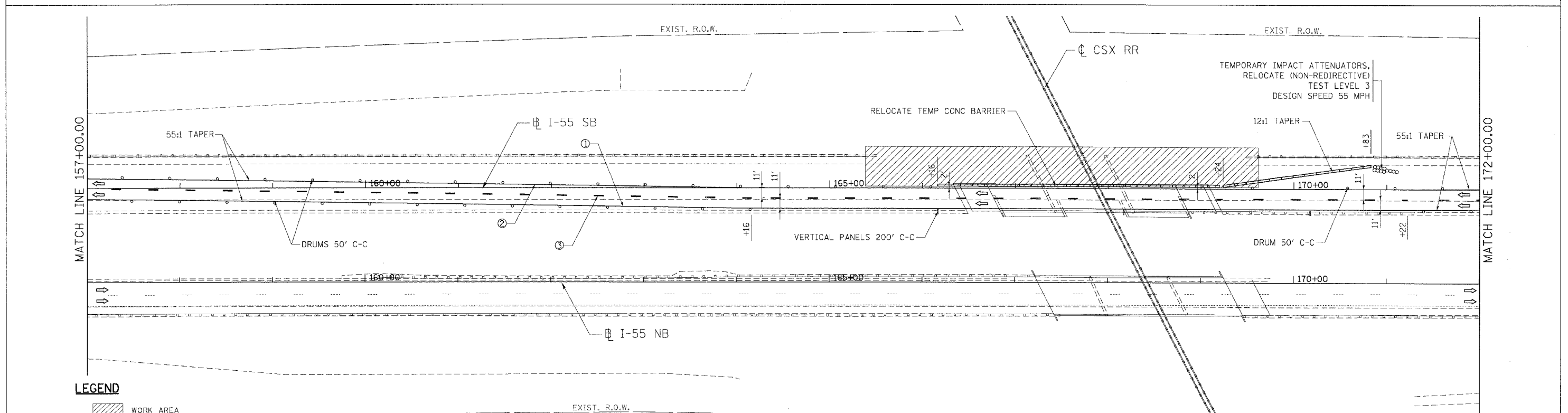
TENG ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

PLOT DATE = 08/07/06
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 USER NAME = #USER#
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	42
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



NOTE 1:
RESTORE EXISTING PAVEMENT MARKING WITH TAPE, TYPE III ACCORDING TO PAVEMENT MARKING AND SIGNING PLANS.



LEGEND

- WORK AREA
- DRUMS W/ MONO-DIRECTIONAL STEADY BURN LIGHT
- VERTICAL PANEL
- TEMPORARY CONC. BARRIER
- TRAFFIC FLOW
- BARRICADE, TYPE III WITH TWO FLASHING LIGHTS

- ① PVMT. MARKING TAPE, TYPE III, 4", YELLOW
- ② PVMT. MARKING TAPE, TYPE III, 4", WHITE
- ③ PVMT. MARKING TAPE, TYPE III, 5" (10' DASH 30' SKIP)
- ④ PVMT. MARKING TAPE, TYPE III, 4" WHITE (2' DASH 6' SKIP)

NOTE:

AFTER CONSTRUCTION OF THE CONCRETE BARRIER AND THE BASE COURSE FOR THE NEW INSIDE LANES AND SHOULDERS IS COMPLETED, THE TEMPORARY CONCRETE BARRIER SHALL BE REMOVED AND REPLACED WITH DRUMS WITH STEADY BURN LIGHTS AT THE SPACING SHOWN IN THE PLANS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
BRIDGE WIDENING

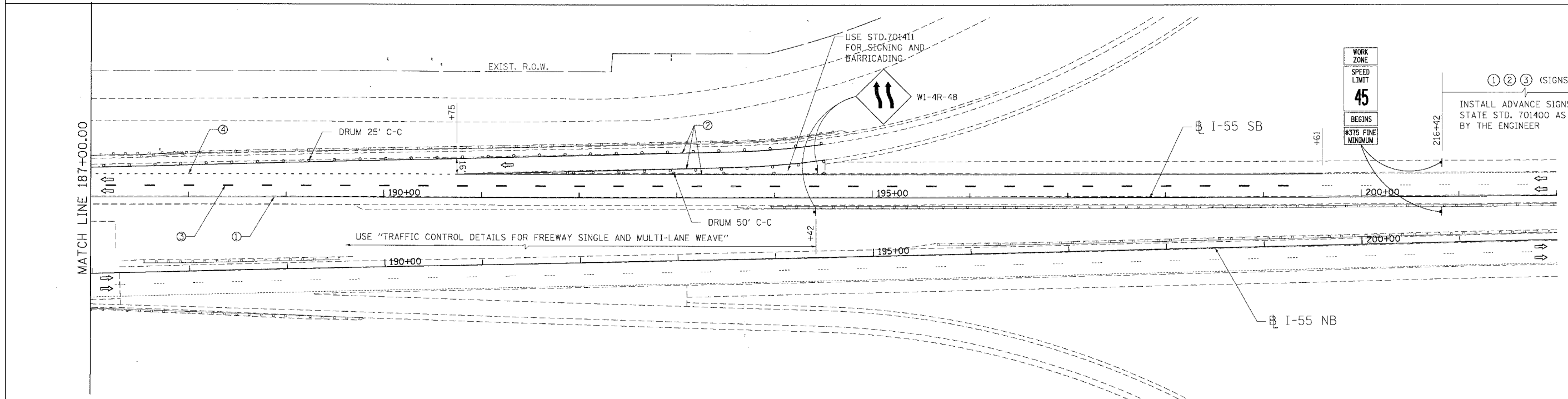
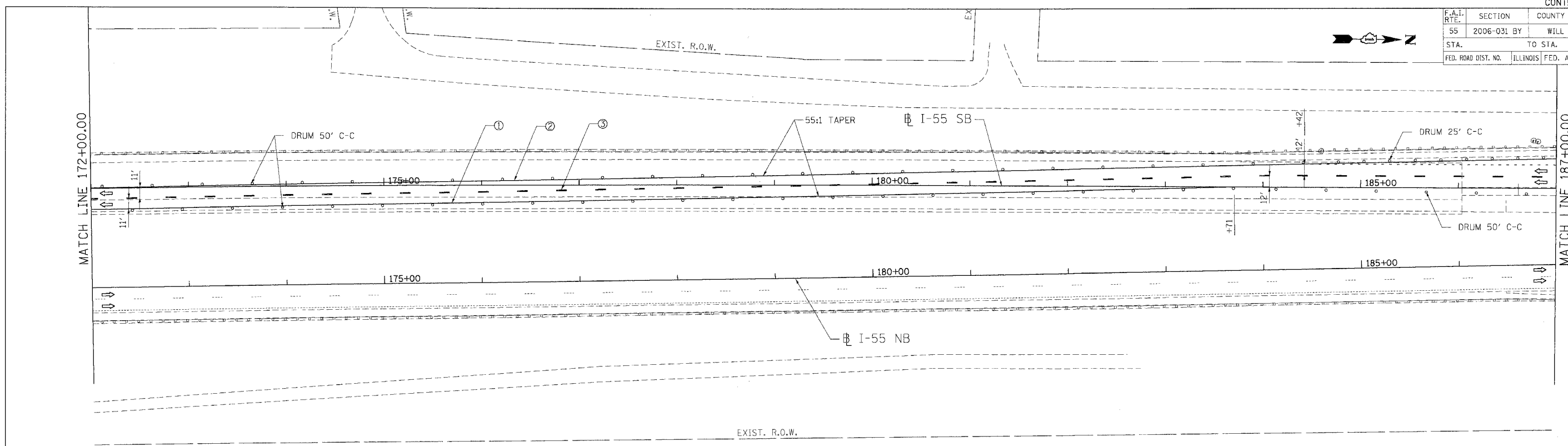
**STAGING AND TRAFFIC CONTROL
FAI 55 - STAGE II
STA. 142+00.00 TO STA. 172+00.00**

SCALE: 1"=50' DRAWN BY JP
DATE 07/21/06 CHECKED BY DDH

TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

PLOT DATE = 08/07/06
 FILE NAME = I:\PROJECTS\60B85\DRAWING\STAGING AND TRAFFIC CONTROL\STAGING AND TRAFFIC CONTROL\STAGING AND TRAFFIC CONTROL.DWG
 USER = JPB
 PLOTTER = HPGLA240

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	43
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



LEGEND

- WORK AREA
- DRUMS W/ MONO-DIRECTIONAL STEADY BURN LIGHT
- VERTICAL PANEL
- TEMPORARY CONC. BARRIER
- TRAFFIC FLOW
- BARRICADE, TYPE III WITH TWO FLASHING LIGHTS
- PVMT. MARKING TAPE, TYPE III, 4", YELLOW
- PVMT. MARKING TAPE, TYPE III, 4", WHITE
- PVMT. MARKING TAPE, TYPE III, 5" (10' DASH 30' SKIP)
- PVMT. MARKING TAPE, TYPE III, 4" WHITE (2' DASH 6' SKIP)

NOTE:

AFTER CONSTRUCTION OF THE CONCRETE BARRIER AND THE BASE COURSE FOR THE NEW INSIDE LANES AND SHOULDERS IS COMPLETED, THE TEMPORARY CONCRETE BARRIER SHALL BE REMOVED AND REPLACED WITH DRUMS WITH STEADY BURN LIGHTS AT THE SPACING SHOWN IN THE PLANS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
BRIDGE WIDENING

**STAGING AND TRAFFIC CONTROL
FAI 55 - STAGE II
STA. 172+00.00 TO STA. 202+00.00**

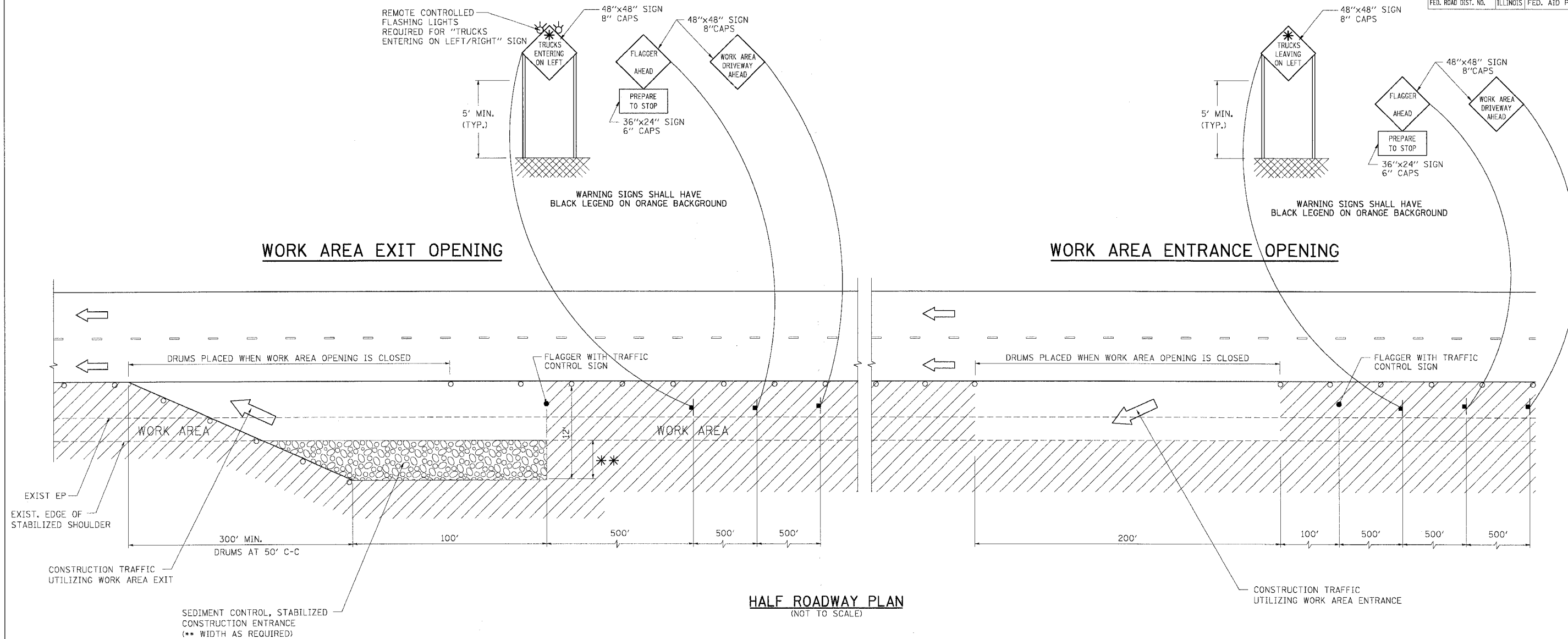
SCALE: 1"=50' DRAWN BY JP
DATE 07/07/06 CHECKED BY DDH
TENG TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

PLOT DATE = 07/07/06
 PLOT SCALE = 1"=50'
 USER NAME = JGIBER

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	43A
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* SIGNS ARE TO READ "TRUCKS ENTERING ON LEFT/RIGHT"

* SIGNS ARE TO READ "TRUCKS LEAVING ON LEFT/RIGHT"



HALF ROADWAY PLAN
(NOT TO SCALE)

NOTES

1. THE "FLAGGER AHEAD" AND "TRUCKS ENTERING OR TRUCKS LEAVING ON LEFT/RIGHT" SIGNS SHALL BE REMOVED OR COVERED WHEN THE FLAGGING OPERATION CEASES.
2. THE FLASHING LIGHTS SHALL MEET THE REQUIREMENTS OF ARTICLE 702.05(G) AND BE OPERATED BY THE FLAGGER REMOTELY. THE LIGHTS SHALL BE FLASHING ONLY WHEN A VEHICLE IS ENTERING THE EXPRESSWAY.
3. WORK AREA EXIT OPENINGS SHALL BE LOCATED A MINIMUM OF ONE HALF MILE APART. WORK AREA EXIT OPENINGS AND WORK AREA ENTRANCE OPENINGS SHALL BE LOCATED A MINIMUM OF 2,300' APART. WORK AREA OPENINGS INTO THE MEDIAN FROM BOTH DIRECTIONS OF TRAFFIC SHALL NOT BE PLACED DIRECTLY ACROSS FROM EACH OTHER. THE WORK AREA OPENING LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
4. ALL CONSTRUCTION VEHICLES SHALL EXIT THE WORK AREA AT A WORK AREA EXIT OPENING.
5. ALL CONSTRUCTION VEHICLES SHALL ENTER THE WORK AREA AT A WORK AREA ENTRANCE OPENING AND SHALL USE THEIR TURN SIGNALS TO WARN MOTORISTS.
6. THE CONTRACTOR SHALL PLACE DRUMS WITH STEADY BURNING MONODIRECTIONAL LIGHTS, SPACED AT 50' CENTERS, ACROSS THE WORK AREA OPENING WHEN THE WORK AREA OPENING IS CLOSED. THE COSTS OF INSTALLING, MAINTAINING AND REMOVING THESE DRUMS AND SIGNS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)".
7. WORK AREA OPENINGS SHALL NOT BE SIMULTANEOUSLY USED AS A WORK AREA ENTRANCE AND A WORK AREA EXIT.
8. THE CONTRACTOR SHALL CLOSE THE WORK AREA OPENING WHEN REVISING THE SIGNING FROM AN ENTRANCE TO AN EXIT AND FROM AN EXIT TO AN ENTRANCE.
9. A FLAGGER IS REQUIRED AT ALL TIMES UNLESS THE WORK AREA OPENING IS CLOSED. THE COST OF THE FLAGGER WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)".
10. SEE EROSION AND SEDIMENT CONTROL DETAIL FOR STABILIZED CONSTRUCTION ENTRANCE.

LEGEND:

- FLAGGER WITH TRAFFIC CONTROL SIGN
- ← DIRECTION OF TRAFFIC
- SIGN ON SUPPORT
- DRUM W/ MONODIRECTIONAL STEADY BURN LIGHT
- ▨ WORK AREA

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
BRIDGE WIDENING

**STAGING AND TRAFFIC CONTROL
DETAIL FOR SIGNING FOR FLAGGING
OPERATIONS AT WORK AREA OPENINGS**

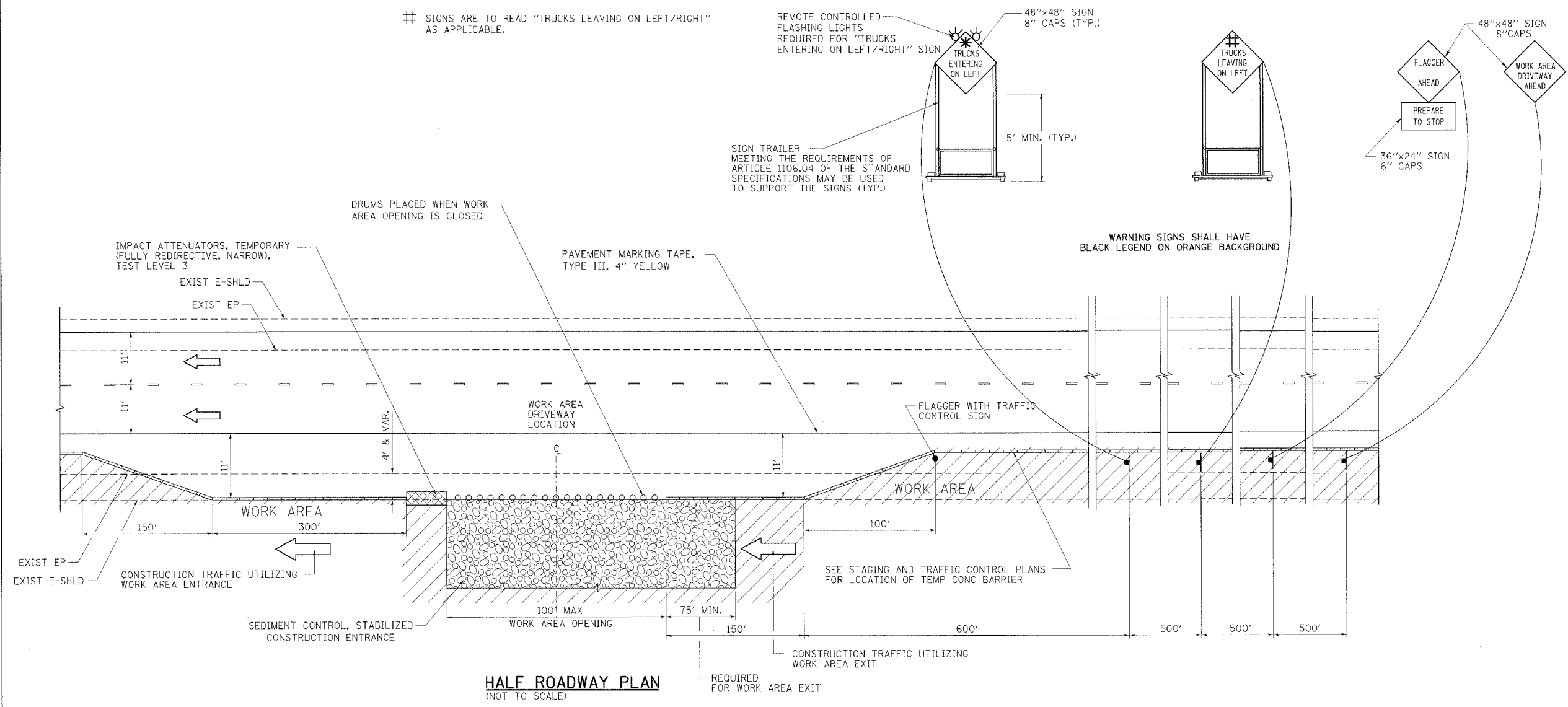
SCALE: N.T.S. DRAWN BY JP
DATE 07/21/06 CHECKED BY DDH

TENG
TENGG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

PLOT DATE = 8/04/06
 FILE NAME = FILEL8
 SCALE = 1/8"=1'-0"
 USER NAME = ROBERT

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (1&2) WRS	WILL	137	43B
STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		

* SIGNS ARE TO READ "TRUCKS ENTERING ON LEFT/RIGHT" AS APPLICABLE.
 # SIGNS ARE TO READ "TRUCKS LEAVING ON LEFT/RIGHT" AS APPLICABLE.



HALF ROADWAY PLAN
(NOT TO SCALE)

- LEGEND:**
- FLAGGER WITH TRAFFIC CONTROL SIGN
 - ← DIRECTION OF TRAFFIC
 - SIGN ON SUPPORT
 - DRUM W/ MONODIRECTIONAL STEADY BURN LIGHT
 - TBT = TRAFFIC BARRIER TERMINAL
 - TCB = TEMPORARY CONCRETE BARRIER
 - ▨ WORK AREA
 - ▩ IMPACT ATTENUATOR

- NOTES**
- THIS DETAIL IS ONLY USED WHEN A SINGLE WORK AREA DRIVEWAY IS USED TO ACCESS AN ISOLATED WORK AREA.
 - THE "FLAGGER AHEAD" AND "TRUCKS ENTERING OR TRUCKS LEAVING ON LEFT/RIGHT" SIGNS SHALL BE COVERED OR TURNED AWAY FROM TRAFFIC WHEN THE FLAGGING OPERATION CEASES.
 - THE FLASHING LIGHTS SHALL MEET THE REQUIREMENTS OF ARTICLE 702.05(c) AND BE OPERATED BY THE FLAGGER REMOTELY. THE LIGHTS SHALL BE FLASHING ONLY WHEN A VEHICLE IS ENTERING THE EXPRESSWAY.
 - THE WORK AREA DRIVEWAY SHALL BE LOCATED A MINIMUM OF 500' FROM ADVANCE WARNING SIGNS FOR DOWNSTREAM WORK AREA OPENINGS AND A MINIMUM OF 2800' FROM UPSTREAM WORK AREA DRIVEWAY LOCATIONS. WORK AREA OPENINGS INTO THE MEDIAN FROM BOTH DIRECTIONS OF TRAFFIC SHALL NOT BE PLACED DIRECTLY ACROSS FROM EACH OTHER. THE WORK AREA OPENING LOCATION SHALL BE APPROVED BY THE ENGINEER.
 - ALL CONSTRUCTION VEHICLES SHALL EXIT THE WORK AREA AT A WORK AREA OPENING.
 - ALL CONSTRUCTION VEHICLES SHALL ENTER THE WORK AREA AT A WORK AREA ENTRANCE OPENING AND SHALL USE THEIR TURN SIGNALS TO WARN MOTORISTS.

- THE CONTRACTOR SHALL PLACE DRUMS WITH STEADY BURNING MONODIRECTIONAL LIGHTS, SPACED AT 10' CENTERS, ACROSS THE WORK AREA OPENING WHEN THE WORK AREA OPENING IS CLOSED. THE COSTS OF INSTALLING, MAINTAINING AND REMOVING THESE DRUMS AND SIGNS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)".
- A FLAGGER IS REQUIRED AT ALL TIMES UNLESS THE WORK AREA OPENING IS CLOSED. THE COST OF THE FLAGGER WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)".
- SEE STAGING AND TRAFFIC CONTROL DETAIL FOR STABILIZED CONSTRUCTION ENTRANCE.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 I-80 TO BLACK ROAD
 WIDENING AND RESURFACING

**STAGING AND TRAFFIC CONTROL
 DETAIL FOR ISOLATED WORK AREA
 DRIVEWAY ENTRANCE/EXIT**

SCALE: N.T.S. DRAWN BY: SEB
 DATE: 07/21/06 CHECKED BY: DDH

TENG TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

PLOT DATE = 07/21/06
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	44
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

EROSION AND SEDIMENT CONTROL GENERAL NOTES

1. THE WORK DESCRIBED ON THESE DRAWINGS ARE AN INTEGRAL PART OF THE STORM WATER POLLUTION PREVENTION PLAN USED TO OBTAIN A NPDES PERMIT FROM IEPA FOR THE CONSTRUCTION OF THIS PROJECT.
2. THE PURPOSE OF THE EROSION AND SEDIMENT CONTROL MEASURES INCLUDED FOR THIS PROJECT IS TO LIMIT THE SEDIMENT POLLUTION IMPACT, OF ANY STORM WATER DISCHARGES THAT ORIGINATE ON THIS SITE OR OFF-SITE FLOWS THAT FLOW OVER THE DISTURBED AREAS, ON DOWNSTREAM AREAS.
3. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INSURE THAT SEDIMENT TRANSPORT OFF THE SITE IS REDUCED BY A COMBINATION OF MINIMIZATION OF EROSION AT THE SOURCE AND INSTALLATION OF SPECIFIC MEASURES TO CONTROL OR REDUCE THE TRANSPORT OF SEDIMENT. A COPY OF THE EROSION AND SEDIMENT CONTROL SCHEDULE BEING IMPLEMENTED BY THE CONTRACTOR WILL BE ON THE CONSTRUCTION SITE AT ALL TIMES.
4. TO THE MAXIMUM EXTENT POSSIBLE, ALL FLOWS ORIGINATING OFF THE CONSTRUCTION SITE WILL BE DIVERTED AROUND DISTURBED AREAS OR WILL BE CONVEYED THROUGH THE SITE IN A MANNER THAT UNTREATED ON-SITE RUNOFF DOES NOT MIX WITH THE OFF-SITE RUNOFF.
5. ALL RUNOFF ORIGINATING ON DISTURBED AREAS ASSOCIATED WITH THIS PROJECT WILL PASS THROUGH ONE OR MORE MEASURES THAT WILL MINIMIZE THE OFF-SITE SEDIMENT IMPACTS OF THE CONSTRUCTION ACTIVITY.
6. ALL PERMANENT SEDIMENT BASINS, PERMANENT STORM WATER CONTROL MEASURES, AND RUNOFF CONTROL MEASURES REQUIRED TO KEEP OFF-SITE RUNOFF FROM FLOWING OVER THE CONSTRUCTION AREA WILL BE INSTALLED BEFORE CLEARING AND STRIPPING OF THE SITE PROCEEDS. PRIOR TO PROCEEDING WITH GENERAL EARTHWORK ON A PROJECT THE CONTRACTOR WILL OBTAIN APPROVAL OF HIS PROPOSED EARTHWORK AND STABILIZATION SCHEDULE.
7. A MAXIMUM OF 10 ACRES MAY BE IN SOME STAGE OF GRADING AT A SINGLE TIME. ADDITIONAL AREAS (UP TO 10 ACRES) MAY BE CLEARED BUT WILL NOT BE STRIPPED OF VEGETATION UNTIL THE GRADED AREAS HAVE BEEN PROTECTED FROM EROSION THROUGH INSTALLATION OF EITHER TEMPORARY OR PERMANENT MEASURES. WHENEVER POSSIBLE, THE GRADING WILL BE COMPLETED TO THE DESIGN GRADE AND THE PERMANENT VEGETATION PLAN IMPLEMENTED PRIOR TO STARTING GRADING ACTIVITIES ON THE NEXT SITE.
 - (A) WHEN BALANCING EARTHWORK (BORROW FROM A CUT USED AS FILL AT A LOCATION DISTANT FROM THE CUT) THE ENGINEER WILL CONSIDER ALLOWING MORE THAN 10 ACRES OF GRADING AT A TIME. THE 10 ACRES LIMITATION DOES NOT INCLUDE HAUL ROADS, BRIDGE CONSTRUCTION WORK AREAS AND STORAGE AREAS.
 - (B) VARIATIONS TO THE ABOVE MAY BE CONSIDERED BY THE ENGINEER UNDER ALL THE FOLLOWING CONDITIONS:
 - * IF THE CONTRACTOR FALLS BEHIND SCHEDULE THROUGH NO FAULT OF HIS OWN.
 - * THE CONTRACTOR MUST PRESENT A SCHEDULE DEMONSTRATING THE NEED FOR SUCH VARIATION IN ORDER TO COMPLETE THE WORK ON TIME.
 - * THE CONTRACTOR MUST COMPLY WITH ALL OTHER CONTRACT REQUIREMENTS.
8. DISTURBED AREAS ARE TO BE PROTECTED FROM EROSION IN A TIMELY MANNER. UPON COMPLETION OF GRADING OR CONSTRUCTION, THE AREA WILL BE STABILIZED (USING PERMANENT MEASURES WHEN POSSIBLE) WITHIN 7 CALENDAR DAYS. TEMPORARY STABILIZATION THROUGH USE OF GROUND COVER, MULCHING, OR OTHER APPROVED MEASURES WILL BE INSTALLED WHENEVER SITE DEVELOPMENT WORK, GRADING OR OTHER EARTH DISTURBING ACTIVITIES CEASE TO BE CONTINUOUS FOR A PERIOD EXCEEDING 14 CALENDAR DAYS. THE 7/14 DAY REQUIREMENT IS TAKEN TO MEAN THAT THE STABILIZATION OPERATION IS COMPLETE OR NEARING COMPLETION IN THE DEFINED TIME.
9. STABILIZATION OF CUT OR FILL SLOPES WITH TEMPORARY OR PERMANENT EROSION CONTROL MEASURES IS REQUIRED WHENEVER THE CUT OR FILL ACTIVITY REACHES 10 FEET VERTICALLY OR THE FINISHED SLOPE EQUALS 30 FEET, WHICHEVER IS MORE RESTRICTIVE. ONCE THE STABILIZATION MEASURES ARE INSTALLED, THE PLACEMENT OF FILL EXCAVATION ACTIVITIES ARE ALLOWED TO PROCEED.
10. THE CONTRACTOR SHALL DESIGNATE ONE OF HIS EMPLOYEES AS RESPONSIBLE FOR IMPLEMENTATION OF THE EROSION AND SEDIMENT CONTROL PLAN ON ALL DISTURBED AREAS. THIS PERSON IS TO BE KNOWLEDGEABLE ABOUT INSTALLATION AND MAINTENANCE OF THE REQUIRED MEASURES. THIS EMPLOYEE IS TO HAVE THE AUTHORITY TO CARRY OUT THE IMPLEMENTATION OF ANY INSTRUCTIONS CONCERNING THE EROSION AND SEDIMENT CONTROL PLAN GIVEN BY THE ENGINEER. ALL MEASURES WILL BE INSPECTED BY THIS INDIVIDUAL AND THE ENGINEER ON A REGULAR BASIS (AT LEAST ONCE EVERY 7 DAYS) AND AFTER RAINFALL EVENTS GREATER THAN 1/2 INCH.
11. SEDIMENT TRAPS, SEDIMENT BASINS, DITCHES, SEDIMENT CONTROL, SILT FENCE, STONE OUTLET STRUCTURES, EARTH BERMS, ETC. SHALL BE MAINTAINED DURING THE CONSTRUCTION SEASON AS WELL AS THE WINTER MONTHS AND OTHER TIMES WHEN THE PROJECT IS CLOSED DOWN. TRAPS WILL BE CLEANED WHEN THEY ARE 50% FILLED, SILT FENCE STONE OUTLET STRUCTURES SHALL HAVE SEDIMENT REMOVED WHEN IT REACHES 50% THE HEIGHT OF THE CONTROL DEVICE. THESE SPOILS WILL BE REMOVED TO AN APPROVED SITE.
12. SALVAGED TOPSOIL SHALL BE PLACED ON WELL DRAINED LAND AWAY FROM INTERMITTENT AND LIVE STREAMS OR WETLANDS WITH THE APPROPRIATE RUNOFF CONTROL AND SEDIMENT CONTROL MEASURES INSTALLED AROUND THE STORAGE SITE AND STABILIZED IMMEDIATELY AFTER FINAL SHAPING OF THE PILE IN ACCORDANCE WITH MULCH, METHOD 2. THE CONTRACTOR WILL PROVIDE AN ADEQUATE QUANTITY OF SILT FENCE TO CONTROL THE PERIMETER OF THE STOCKPILE.
13. MATERIALS EXCAVATED FOR THE CONSTRUCTION OR CLEANOUT OF SEDIMENT TRAPS OR SEDIMENT BASINS SHALL NOT BE STOCKPILED IN THE (VICINITY) OF THE TRAP OR BASIN. IT WILL EITHER BE PLACED IN AN EMBANKMENT OR WASTED AS DIRECTED BY THE ENGINEER.
14. EXCAVATION TO BE USED FOR EMBANKMENTS SHALL NOT BE STOCKPILED UNLESS PERIMETER CONTROLS ARE UTILIZED. WHEN THIS MATERIAL IS STOCKPILED FOR THE CONVENIENCE OF THE CONTRACTOR THE COST OF THE CONTROLS ARE BORNE BY THE CONTRACTOR. IF THE MATERIAL IS STOCKPILED AT THE DIRECTION OF THE ENGINEER THE DEPARTMENT WILL ASSUME THE COSTS OF THE CONTROLS.
15. SEDIMENT LADEN DEWATERING DISCHARGE MUST BE DIRECTED TO AN APPROVED SEDIMENT TRAPPING MEASURE PRIOR TO RELEASE FROM THE SITE.
16. WHEN THE CONTRACTOR REQUESTS A CHANGE TO POSTPONE COMPLETION OF THE EXCAVATION OF A SPECIFIC AREA AS A CONTINUOUS OPERATION AND PLACING THE TOPSOIL AS DEFINED IN THE STANDARD SPECIFICATIONS, THE ENGINEER MAY ALLOW THE CONTRACTOR TO STABILIZE THE AREA USING TEMPORARY STABILIZATION WITH STRAW MULCH PROVIDING THE FOLLOWING CONDITIONS ARE MET:
 - (A) ALL AREAS BEING STABILIZED ARE 3:1 SLOPES OR FLATTER.
 - (B) THE CONTRACTOR BEARS THE COST OF PREPARING THE SEED BED AND STABILIZING THE AREA WITH TEMPORARY STABILIZATION WITH STRAW MULCH.
 - (C) ALL REQUIRED SEDIMENT CONTROL MEASURES FOR THE SECTION OF ROAD IN QUESTION HAVE BEEN INSTALLED ARE BEING MAINTAINED.
17. SEEDING USAGE

TEMPORARY EROSION CONTROL SEEDING - USED ON SHORT TERM TEMPORARY SEEDING.

CLASS 2A - SALT TOLERANT ROADSIDE MIX USED FOR NEW CONSTRUCTION OF LIMITED ACCESS ROUTES INTENDED TO BE MOWED BY IDOT.

CLASS 4 - USED IN PERMANENT 1:2 SLOPES AND 1:3 SLOPES HIGHER THAN 10 FEET.
18. TOP SOIL PLACEMENT

TOPSOIL WILL BE PLACED ON FINAL SLOPES WHICH WILL NOT BE DISTURBED BY FUTURE CONSTRUCTION. TOPSOIL WILL NOT BE PLACED ON SURFACES WHICH WILL BE PAVED IN THE FUTURE, NOR ON TEMPORARILY STEEP SLOPES.
19. INLET FILTERS ARE REQUIRED FOR THE STRUCTURES SHOWN ON THE PLANS. STRUCTURE OPENINGS VARY SUCH THAT FIELD MEASUREMENT AND/OR CONTRACTOR DESIGN WILL BE REQUIRED. COST OF DESIGN, LABOR AND MATERIALS WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE CONTRACT UNIT PRICE PER EACH FOR "INLET FILTER".
20. THE CONSTRUCTION LIMITS WILL BE STAKED BY THE ENGINEER PRIOR TO COMMENCING CONSTRUCTION. THE CONSTRUCTION LIMITS MAY BE ADJUSTED BY THE ENGINEER TO PRESERVE TREES AND NO ADDITIONAL COMPENSATION WILL BE PAID TO THE CONTRACTOR FOR CHANGED CONSTRUCTION LIMITS.
21. THE RESIDENT ENGINEER SHALL HAVE FINAL DETERMINATION OF THE PLACEMENT AND LOCATION OF THE SEDIMENT CONTROL, SILT FENCE.
22. SEE EROSION AND SEDIMENT CONTROL PLANS FOR PLACEMENT OF ALL EROSION AND SEDIMENT CONTROL PAY ITEMS.
23. SEE PROPOSED DRAINAGE PLANS FOR FINAL DRAINAGE STRUCTURE, STORM SEWER AND PIPE CULVERT INFORMATION.
24. SEE EXISTING DRAINAGE AND UTILITY PLANS FOR INFORMATION CONCERNING THE REMOVAL, ADJUSTMENT, RECONSTRUCTION, ETC. OF EXISTING STRUCTURE AND PIPES.
25. THE ACTUAL NEED FOR TEMPORARY DRAINAGE FACILITIES, AS WELL AS THE STAGING OF THE PERMANENT DRAINAGE SYSTEM CONSTRUCTION, MAY BE MODIFIED BY THE RESIDENT ENGINEER, WHO SHALL BE CONSULTED BEFORE THE INSTALLATION. WHERE APPLICABLE, TEMPORARY STRUCTURE AND PIPE TABLES FOR THIS WORK ARE SHOWN ON THE EROSION CONTROL PLANS.
26. AS DETERMINED BY THE CONTRACTOR, SOME OF THE PROPOSED DRAINAGE STRUCTURES WILL BE STAGE CONSTRUCTED VERTICALLY TO FACILITATE CONSTRUCTION OPERATIONS. IF THE TOP SLAB OF THE STRUCTURE MUST BE PLACED AT AN INTERIM ELEVATION, THE TOP SLAB WILL THEN BE REMOVED AND THE REMAINING PORTION OF THE STRUCTURE ADDED AND THE TOP SLAB RE-INSTALLED IN A LATER STAGE. FOR DRAINAGE STRUCTURES COMPLETED TO FULL HEIGHT IN THIS CONTRACT, THE COST OF STAGE CONSTRUCTING THEM VERTICALLY WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE CONTRACT UNIT PRICE PER EACH FOR THE DRAINAGE STRUCTURE OF THE TYPE SPECIFIED IN THE PLANS.
27. EROSION CONTROL MEASURES SHALL BE REMOVED ONLY WHERE INDICATED ON THE PLANS. COST OF REMOVAL SHALL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE TYPE OF MEASURE INDICATED ON THE PLANS.
28. TEES REQUIRED TO MAKE TEMPORARY CONNECTIONS TO EXISTING SEWER SHALL BE INSTALLED ACCORDING TO IDOT DISTRICT 1 STANDARD BD-07 AND PAID FOR AT CONTRACT UNIT PRICE PER EACH FOR "REINFORCED CONCRETE PIPE TEE" OF THE SIZES REQUIRED TO MAKE THE CONNECTIONS. CONTRACTOR MAY AT HIS OPTION USE PRE-FABRICATED WYES INSTEAD OF TEES, AT HIS COST. ELBOWS AND OTHER FITTINGS REQUIRED TO MAKE TEMPORARY CONNECTIONS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER METER FOR THE TYPE AND CLASS OF PROPOSED LATERAL PIPE SPECIFIED.
29. THE SOIL AND WATER CONSERVATION DISTRICT IS RESPONSIBLE FOR CONDUCTING SITE VISITS AND VERIFYING THAT THE PRACTICES ARE WORKING PROPERLY AND DETERMINE IF ADDITIONAL PRACTICES ARE NEEDED FOR BETTER SOIL EROSION AND SEDIMENT CONTROL. IF ADDITIONAL PRACTICES ARE DEEMED NECESSARY BY THE SWCD THE CONTRACTOR WILL IMPLEMENT THE PRACTICES IN A TIMELY MANNER.
30. THE WILL/SOUTH COOK SOIL AND WATER CONSERVATION DISTRICT MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO FINAL INSPECTION.
31. THE SOIL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE INSPECTED WEEKLY AND AFTER 1/2 INCH OF RAIN OR MORE BY THE INDIVIDUAL ON SITE IN CHARGE OF SOIL EROSION AND SEDIMENT CONTROL DURING THE CONSTRUCTION OF THE PROJECT.
32. EROSION CONTROL BLANKET SHALL BE INSTALLED TO ALL DISTURBED AREAS WITH SLOPES EQUAL TO OR GREATER THAN 5H:1V AND IN CRITICAL AREAS (I.e. DETENTION BASIN PERIMETERS, STREAMBANKS, BERMS, etc.) IMMEDIATELY UPON FINAL GRADING.
33. SILT FENCE SHALL BE INSTALLED FOLLOWING THE COMPLETION AND STABILIZATION OF THE STORMWATER FACILITIES WILL REMAIN IN PLACE UNTIL THE CONTRIBUTING AREA IS STABILIZED.
34. STOCKPILES OF SOIL AND OTHER BUILDING MATERIALS TO REMAIN IN PLACE MORE THAN THREE (3) DAYS SHALL BE FURNISHED WITH EROSION AND SEDIMENT CONTROL MEASURES (I.e. PERIMETER SILT FENCE). STOCKPILES TO REMAIN IN PLACE FOR 30 DAYS OR MORE SHALL RECEIVE TEMPORARY SEEDING.
35. ALL ADJACENT STREETS MUST BE KEPT CLEAR OF DEBRIS, INSPECTED DAILY AND CLEANED WHEN NECESSARY.
36. ALL SOIL EROSION AND SEDIMENT CONTROL PRACTICES ARE REFERENCED FROM THE ILLINOIS URBAN MANUAL.
37. A STAMPED AND SIGNED COPY OF THE APPROVED SOIL EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES AND BE PRESENTED WHEN REQUESTED BY WILL/SOUTH COOK SWCD, U.S. ARMY CORPS OF ENGINEERS OR ANY OTHER AUTHORIZED AGENCY.

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REVISIONS	
NAME	DATE

MORCOM, N.V., INC.
 CONSULTING ENGINEERS
 CHICAGO, ILLINOIS

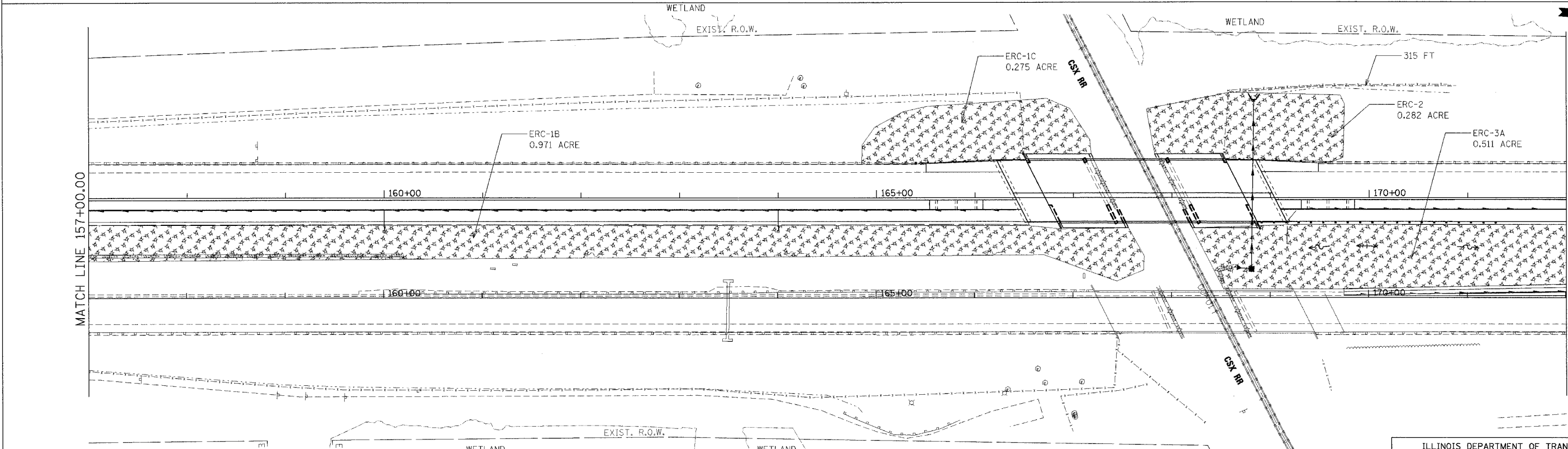
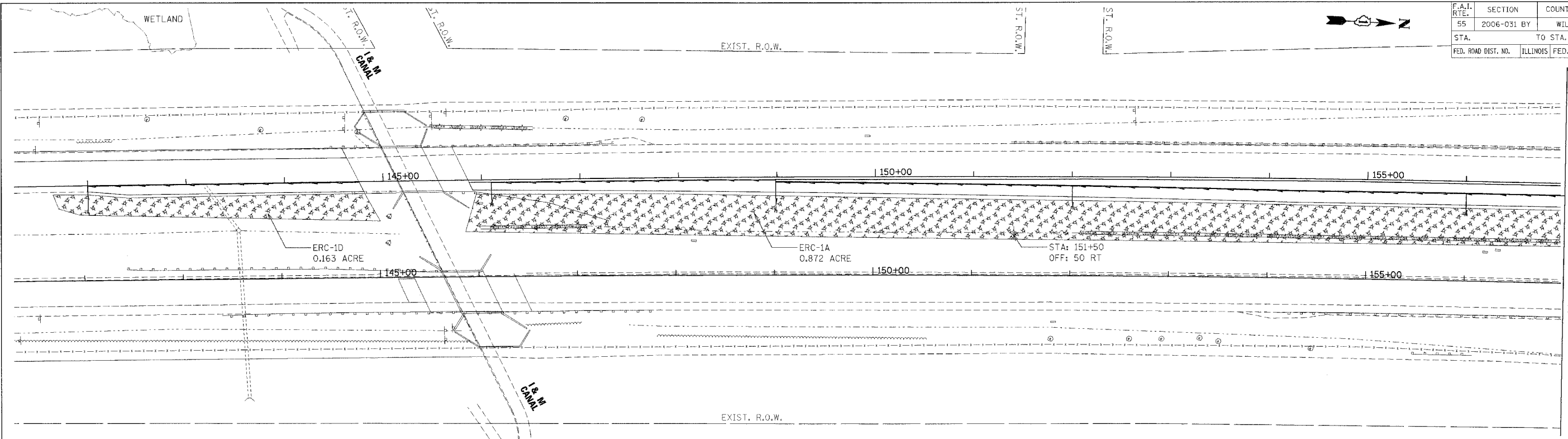
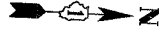
ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
 BRIDGE WIDENING

**EROSION AND SEDIMENT CONTROL
 FAI 55
 GENERAL NOTES**

SCALE: DRAWN BY SN
 DATE 07/21/06 CHECKED BY TKL

TENG TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

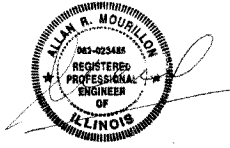
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	45
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



- LEGEND**
- ◆ INLET FILTERS
 - ⊕ TEMPORARY DITCH CHECK
 - ▨ TEMPORARY EROSION CONTROL SEEDING AND MULCH METHOD 2
 - ▩ RIPRAP CLASS A3 & A4
 - - - TEMPORARY SILT FENCE

NOTES:

1. FOR PERMANENT STRUCTURE, PERMANENT PIPE, SEDIMENT CONTROL INLET FILTER AND RIPRAP INFORMATION, SEE DRAINAGE SCHEDULES I AND II.



DATE 06/22/2006
 EXP. 11/30/2007

MORCOM, N.V., INC.
 CONSULTING ENGINEERS
 CHICAGO, ILLINOIS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
 BRIDGE WIDENING

EROSION AND SEDIMENT CONTROL
 FAI 55
 STA. 141+25.00 TO STA. 172+00.00

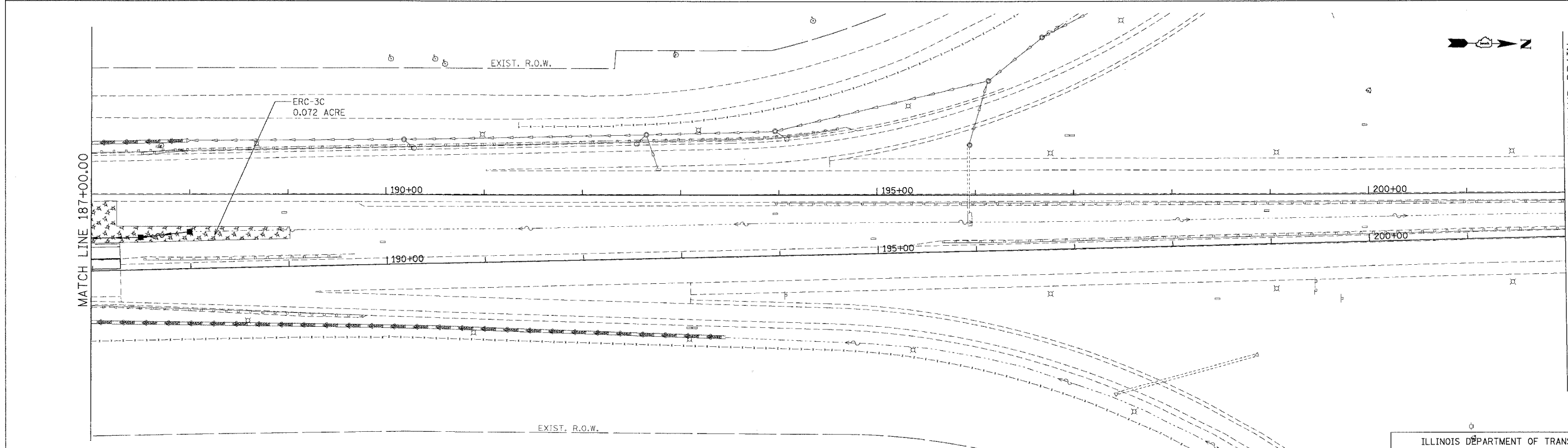
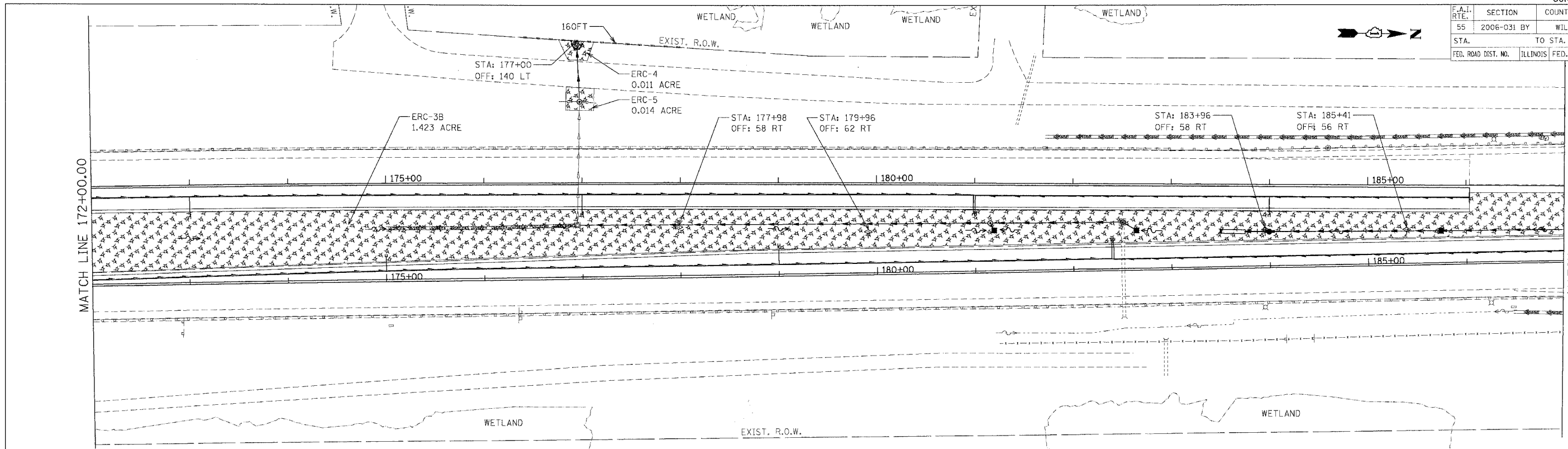
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 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

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 REGISTERED PROFESSIONAL ENGINEER
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	46
STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		



MATCH LINE 172+00.00

MATCH LINE 187+00.00

MATCH LINE 187+00.00

CONSTRUCTION RESUMES AT SUNYLAND DRAIN
SEE SHEET 47

LEGEND

- ◆ INLET FILTERS
- ◇ TEMPORARY DITCH CHECK
- ▣ TEMPORARY EROSION CONTROL SEEDING AND MULCH METHOD 2
- ▤ RIPRAP CLASS A3 & A4
- TEMPORARY SILT FENCE

NOTES:

1. FOR PERMANENT STRUCTURE, PERMANENT PIPE, SEDIMENT CONTROL INLET FILTER AND RIPRAP INFORMATION, SEE DRAINAGE SCHEDULES I AND II.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
BRIDGE WIDENING

**EROSION AND SEDIMENT CONTROL
FAI 55
STA. 172+00.00 TO STA. 187+28.31**

SCALE: 1"=50' DRAWN BY: SN
DATE: 07/07/06 CHECKED BY: TKL

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TENGG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

MORCOM, N.V., INC.
CONSULTING ENGINEERS
CHICAGO, ILLINOIS

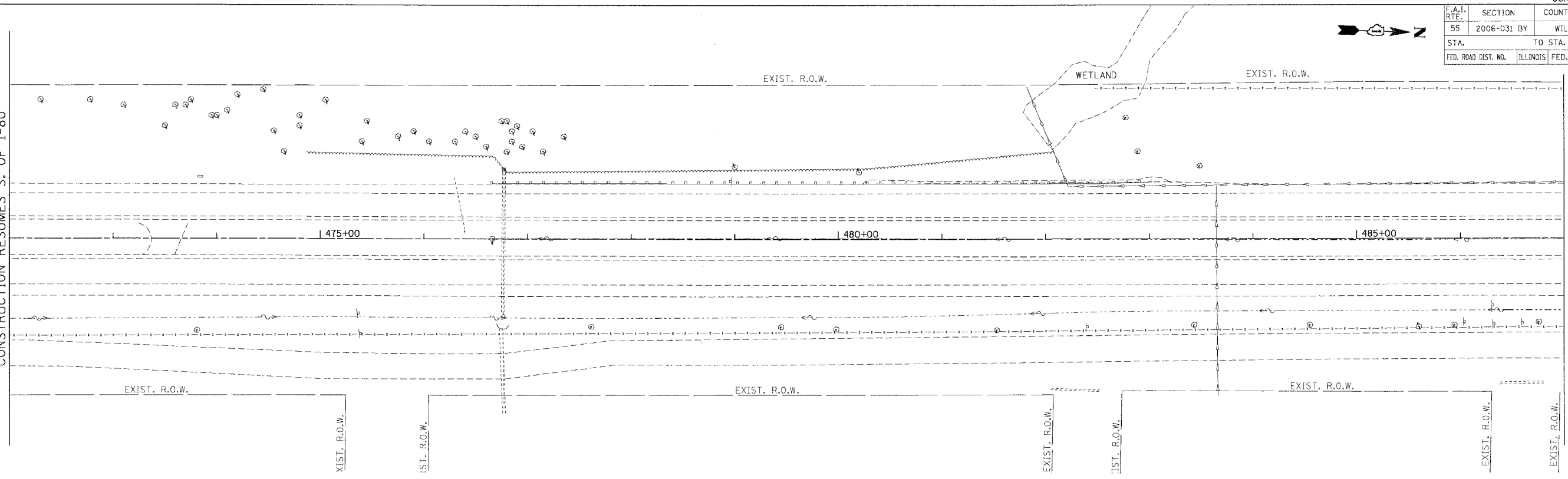
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	47
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

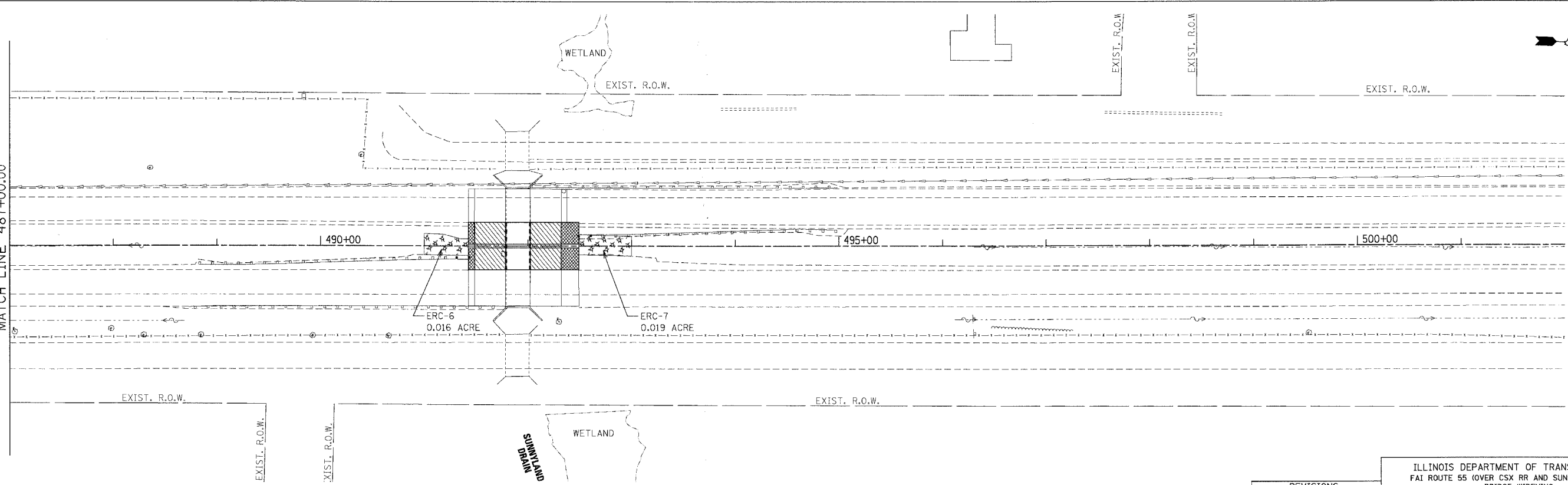
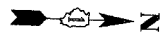


SEE SHEET 46
CONSTRUCTION RESUMES S. OF I-80

MATCH LINE 487+00.00



MATCH LINE 487+00.00



LEGEND

- ◆ INLET FILTERS
- ◇ TEMPORARY DITCH CHECK
- ▭ TEMPORARY EROSION CONTROL SEEDING AND MULCH METHOD 2
- ▨ RIPRAP CLASS A3 & A4
- - - TEMPORARY SILT FENCE

NOTES:

1. FOR PERMANENT STRUCTURE, PERMANENT PIPE, SEDIMENT CONTROL INLET FILTER AND RIPRAP INFORMATION, SEE DRAINAGE SCHEDULES I AND II.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
BRIDGE WIDENING

**EROSION AND SEDIMENT CONTROL
FAI 55
STA. 472+00.00 TO STA. 492+49.25**

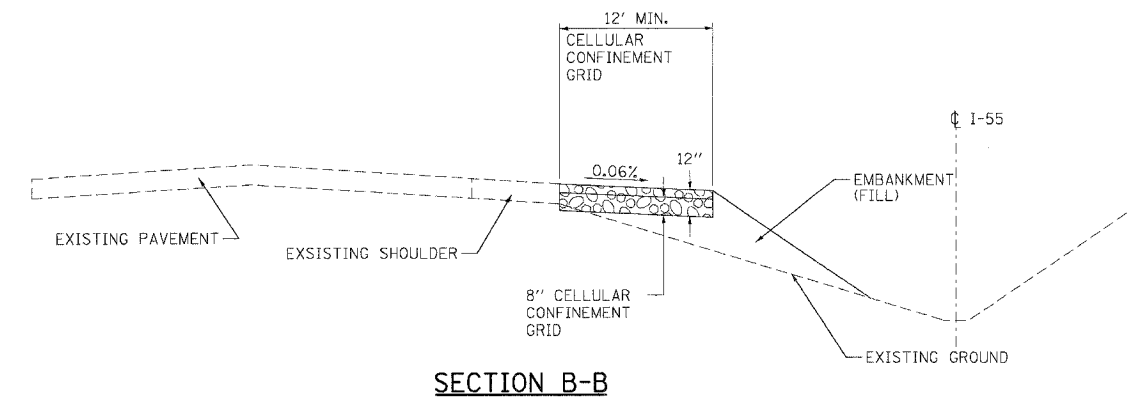
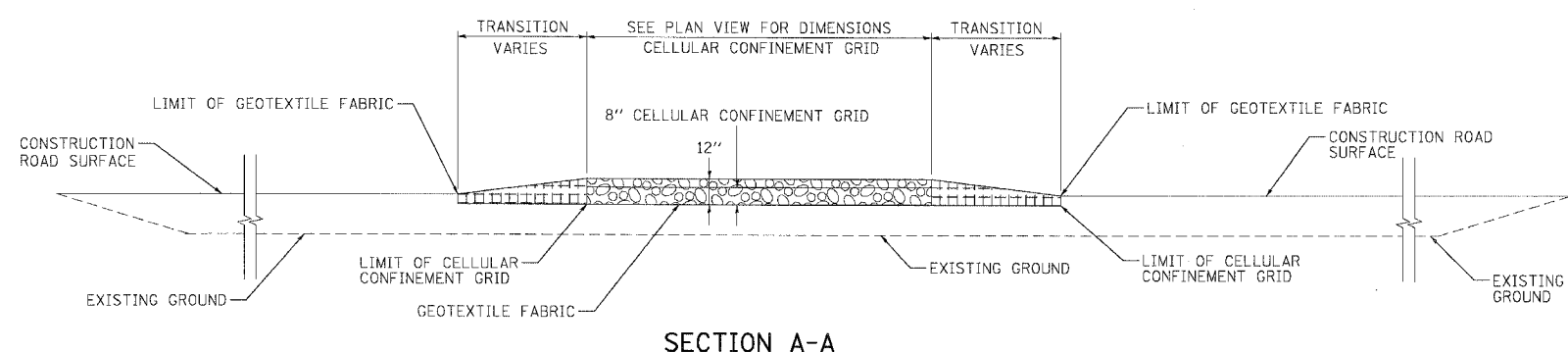
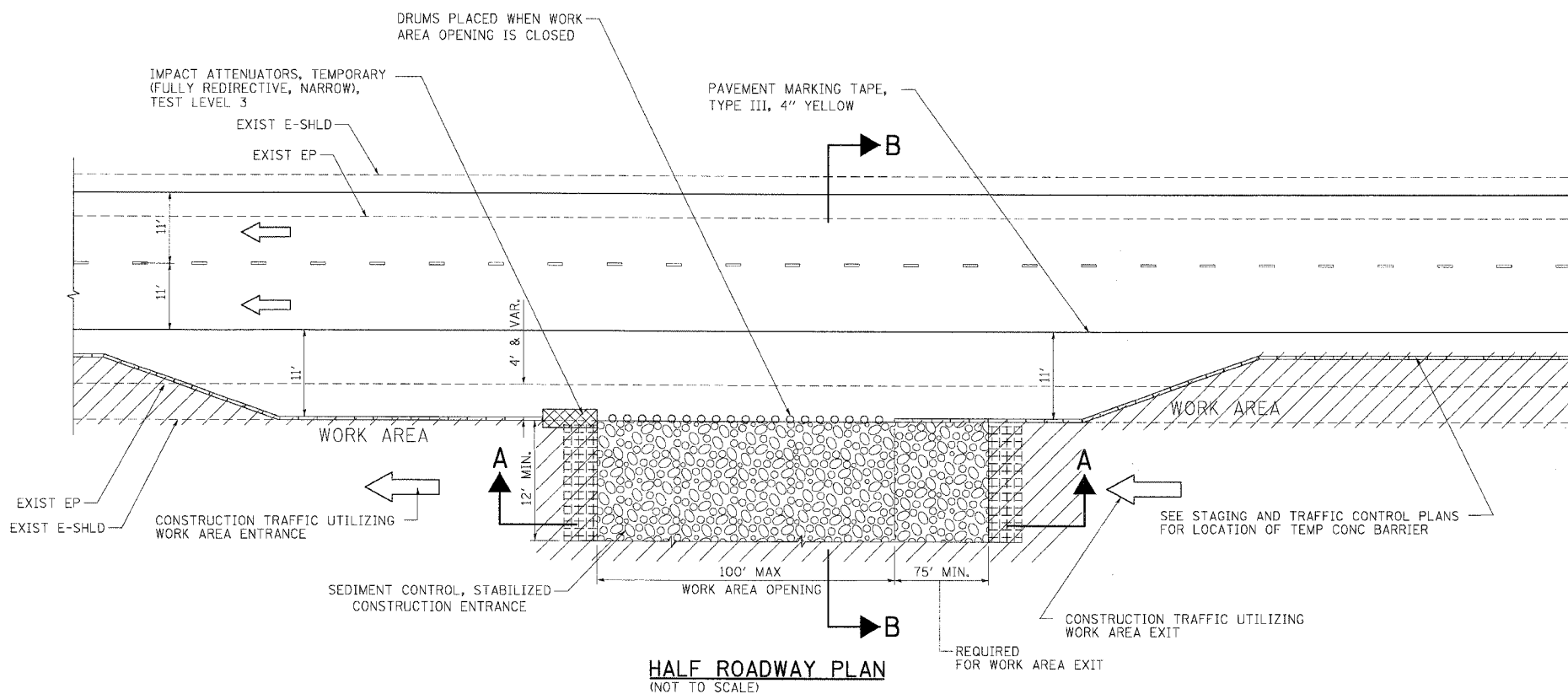
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DATE 07/07/06 CHECKED BY TKL








MORCOM, N.V., INC.
CONSULTING ENGINEERS
CHICAGO, ILLINOIS

PLOT DATE = 07/07/06
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	48
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND:

-  COURSE AGGREGATE CA-3
-  SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  IMPACT ATTENUATOR

NOTES:

1. THE EXISTING BITUMINOUS SHOULDER SHALL REMAIN IN THE PLACE UNTIL THE STABILIZED CONSTRUCTION ENTRANCE IS REMOVED.
2. EXISTING DITCH DRAINAGE TO BE MAINTAINED.
3. THE COST OF ANY COURSE AGGREGATE CA-3 USED FOR TRANSITION FROM THE CONSTRUCTION ROAD TO THE STABILIZED CONSTRUCTION ENTRANCE WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR "SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE".
4. SEE STAGING AND TRAFFIC CONTROL DETAIL FOR WORK AREA DRIVEWAY ENTRANCE/EXIT.
5. THE SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE DIMENSIONS SHALL BE APPROVED BY THE ENGINEER.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
 BRIDGE WIDENING

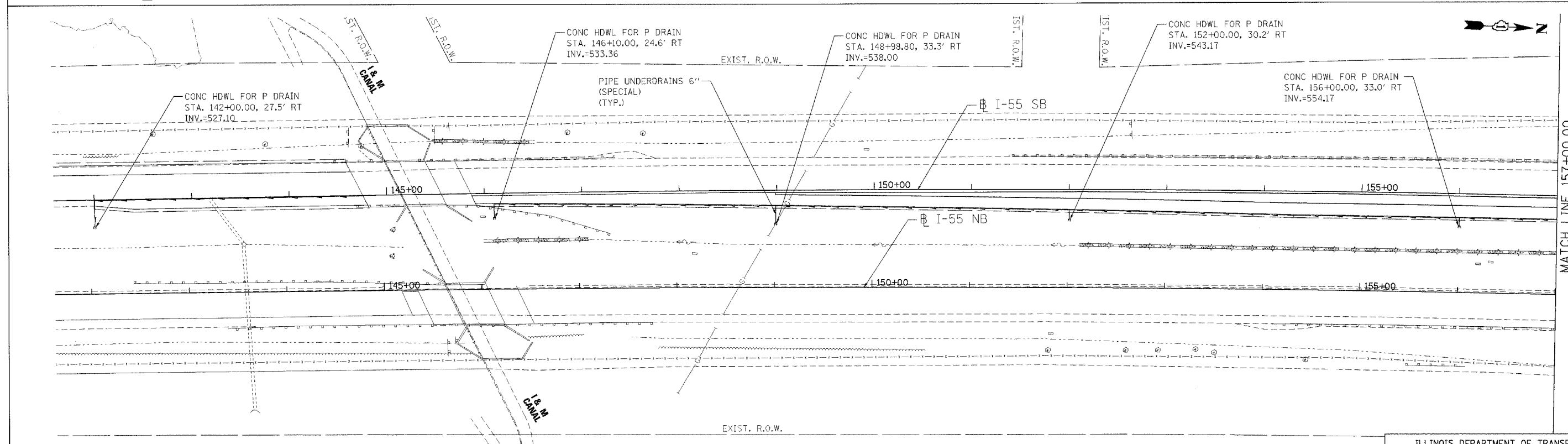
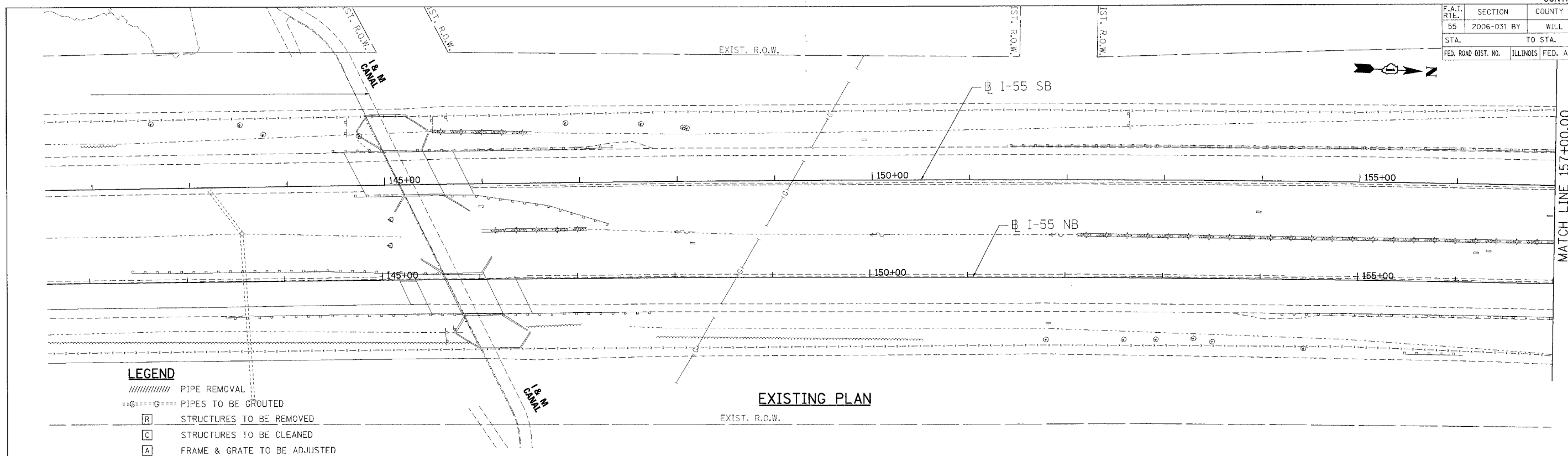
**EROSION AND SEDIMENT CONTROL
 DETAIL FOR STABILIZED CONSTRUCTION
 ENTRANCE**

SCALE: N.T.S. DRAWN BY JP
 DATE 07/07/06 CHECKED BY DDH

TENG TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

PLOT DATE = 08/15/06
 PLOT SCALE = AS SHOWN
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY WILL		137	49
STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		



NOTES
1. FOR STRUCTURE AND PIPE INFORMATION, SEE DRAINAGE SCHEDULES, SHEETS 53, 54.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
BRIDGE WIDENING

DRAINAGE AND UTILITY PLAN
FAI 55
STA. 142+00.00 TO STA. 157+00.00

SCALE: 1"=50'
DATE: 07/21/06
DRAWN BY: MRK
CHECKED BY: TKL

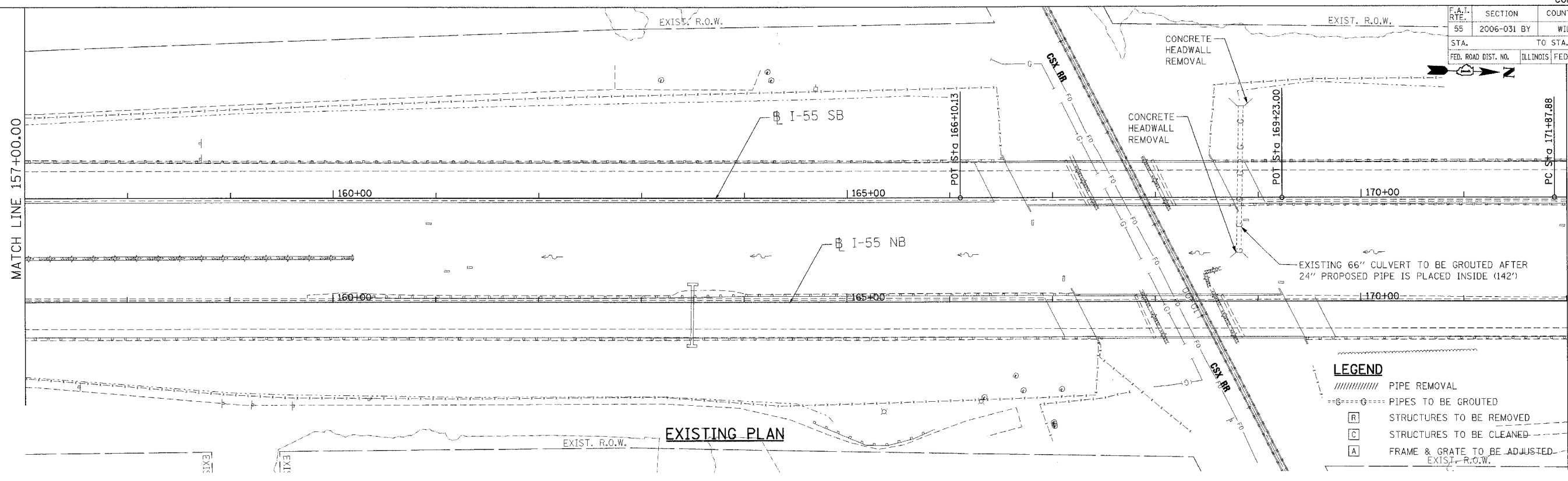
TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

PLOT DATE = #DATE#
FILE NAME = #FILE#
PLOT SCALE = #SCALE#
USER NAME = #USER#

F.A.T. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	50
STA. TO STA.		ILLINOIS FED. AID PROJECT		

MATCH LINE 157+00.00

MATCH LINE 172+00.00



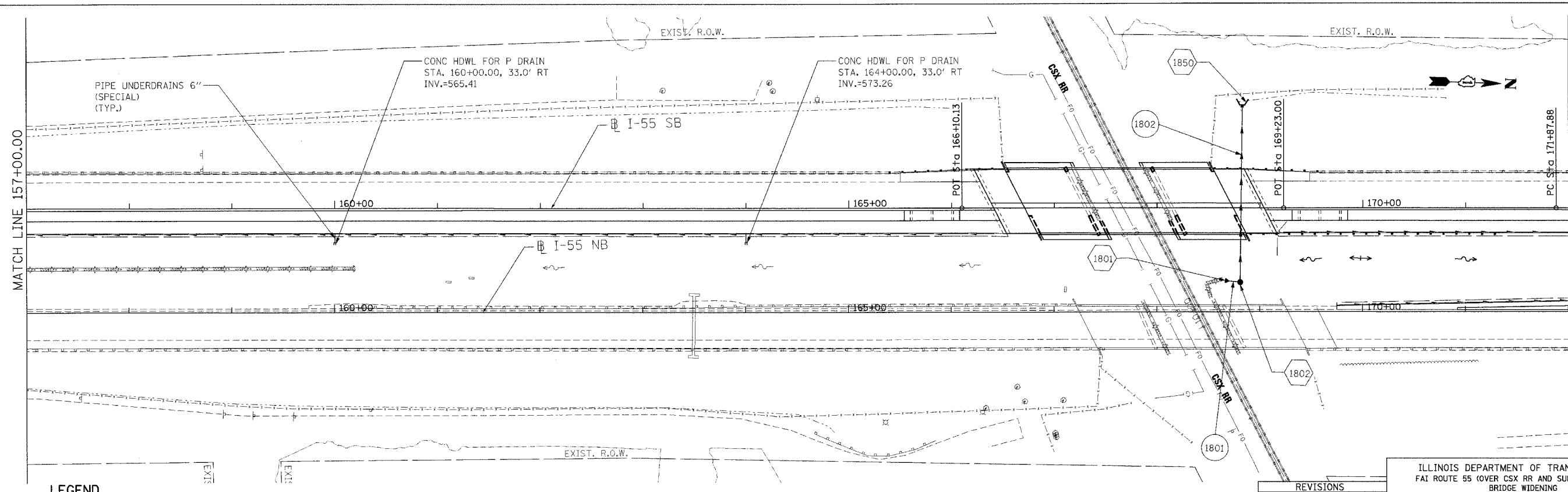
LEGEND

- ////// PIPE REMOVAL
- G---G--- PIPES TO BE GROUTED
- [R] STRUCTURES TO BE REMOVED
- [C] STRUCTURES TO BE CLEANED
- [A] FRAME & GRATE TO BE ADJUSTED

EXISTING PLAN

MATCH LINE 157+00.00

MATCH LINE 172+00.00



LEGEND

- (1001) STRUCTURE NUMBER
- (GR) GRATING FOR STRUCTURE
- (1001) PIPE NUMBER
- STORM SEWER
- ~ PROPOSED DITCH
- CATCH BASIN
- MANHOLE
- ▲ FLARED END SECTION
- HEADWALL
- PIPE UNDERDRAINS
- HEADWALL FOR PIPE UNDERDRAIN

NOTES

- FOR STRUCTURE AND PIPE INFORMATION, SEE DRAINAGE SCHEDULES, SHEETS 53, 54.
- FOR GRADING AROUND CSX BRIDGE, SEE SHEET 61.

PROPOSED PLAN

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
 BRIDGE WIDENING

**DRAINAGE AND UTILITY PLAN
 FAI 55
 STA. 157+00.00 TO STA. 172+00.00**

SCALE: 1"=50'
 DATE 07/21/06
 DRAWN BY MRK
 CHECKED BY TKL

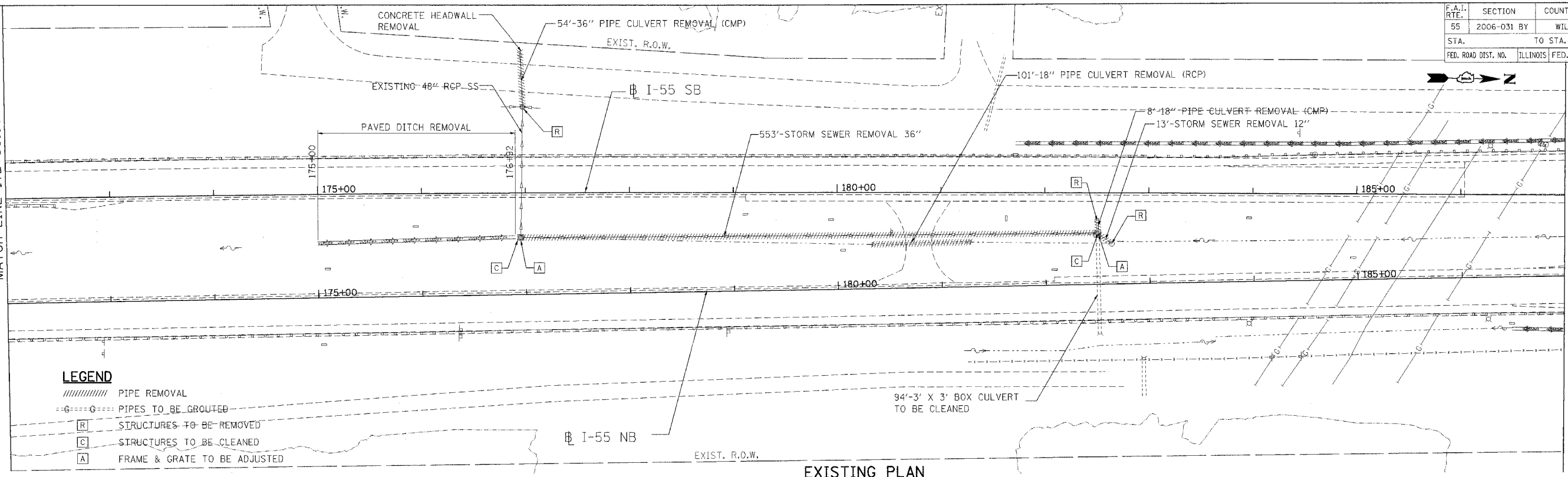
TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

PLOT DATE = 07/21/06
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 PLOT SCALE = 1"=50'
 USER NAME = 07SCALE

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL.	137	51
STA. TO STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

MATCH LINE 172+00.00

MATCH LINE 187+00.00



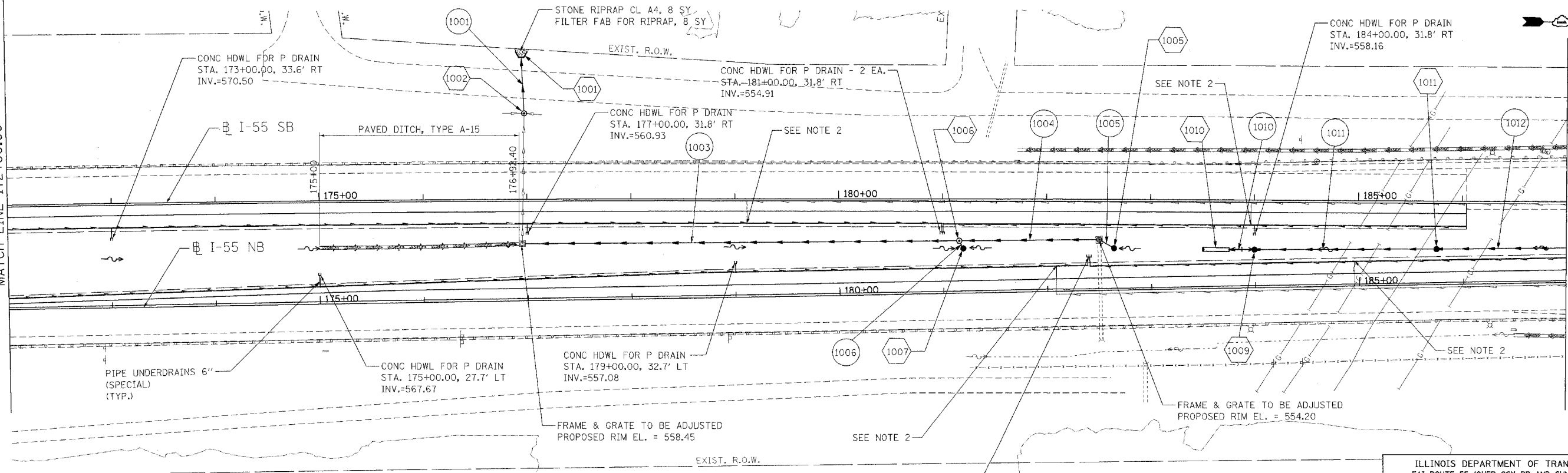
EXISTING PLAN

LEGEND

- ////// PIPE REMOVAL
- G --- PIPES TO BE GROUTED
- [R] STRUCTURES TO BE REMOVED
- [C] STRUCTURES TO BE CLEANED
- [A] FRAME & GRATE TO BE ADJUSTED

MATCH LINE 172+00.00

MATCH LINE 187+00.00



PROPOSED PLAN

LEGEND

- (1001) STRUCTURE NUMBER
- GR GRATING FOR STRUCTURE
- (1001) PIPE NUMBER
- S STORM SEWER
- - - PROPOSED DITCH
- CATCH BASIN
- MANHOLE
- △ FLARED END SECTION
- ▽ HEADWALL
- PIPE UNDERDRAINS
- HEADWALL FOR PIPE UNDERDRAIN

NOTES

1. FOR STRUCTURE AND PIPE INFORMATION, SEE DRAINAGE SCHEDULES, SHEETS 53, 54.
2. "CONNECT EXISTING PIPE UNDERDRAIN 6" TO PROPOSED PIPE UNDERDRAINS 6". THE COST FOR MAKING THE CONNECTIONS USING APPROVED FITTINGS IS TO BE INCLUDED IN THE COST OF PIPE UNDERDRAINS 6" (SPECIAL), (TYPICAL).

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
 BRIDGE WIDENING

DRAINAGE AND UTILITY PLAN
FAI 55
STA. 172+00.00 TO STA. 187+00.00

SCALE: 1"=50'
 DATE: 07/21/06

DRAWN BY: MRK
 CHECKED BY: TKL

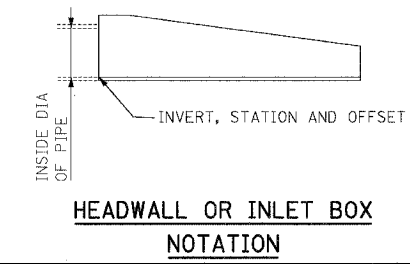
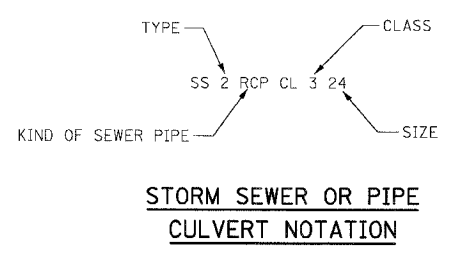
TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

PLOT DATE: 7/28/2006 15:44:47
 FILE NAME: S:\PROJECTS\60B85\DRAWING\DRN\DRN.DWG
 PLOT SCALE: 1"=50'
 USER NAME: J. USER

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	53
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STRUCTURE NO.	STRUCTURE DESCRIPTION	SOUTHBOUND BASELINE			INVERTS				PIPE CONNECTIONS (Pipe No. - Pipe Size)				PROPOSED RIM ELEVATION	SHEET NO.	SC INLET FILTER	UNDERDRAIN CONNECTION	STRUCTURE TOP SLAB
		STATION	OFFSET	DIR.	NORTH	SOUTH	EAST	WEST	NORTH	SOUTH	EAST	WEST					
1001	CIP RC END SEC 48	176+95	136.8	LT	--	--	540.92	--	--	--	1001 - DIA 48"	--	--	--	--	--	--
1002	MAN TA 7 DIA TIF CL	176+98	82.9	LT	542.23	540.59	540.78	540.98	EP - DIA 24"	EP - DIA 24"	EP - DIA 48"	1001 - DIA 48"	547.48	--	--	--	TAPERED
1005	CB TA 4 DIA T8G	182+65	47.1	RT	--	544.54	--	--	--	1005 - DIA 15"	--	--	551.94	YES	--	--	TAPERED
1006	MAN TA 6 DIA TIF CL	181+16	40.4	RT	541.76	541.76	546.00	--	1004 - DIA 42"	1003 - DIA 42"	1006 - DIA 15"	--	553.40	--	--	--	FLAT
1007	CB TA 4 DIA T8G	181+20	47.7	RT	--	--	--	546.01	--	--	--	1006 - DIA 15"	551.10	YES	--	--	FLAT
1009	CB TA 5 DIA T8G	184+00	47.8	RT	552.74	552.74	--	--	1011 - DIA 24"	1010 - DIA 24"	--	--	555.80	YES	--	--	FLAT
1010	INLET BOX 542526	183+75	49.3	RT	552.60	--	--	--	1010 - DIA 24"	--	--	--	555.35	--	--	--	--
1011	CB TA 5 DIA T8G	185+75	46.3	RT	554.50	553.76	--	--	1012 - DIA 18"	1011 - DIA 24"	--	--	558.18	YES	--	--	FLAT
1012	CB TA 4 DIA T8G	187+50	43.5	RT	558.00	557.06	--	--	1012 - DIA 18"	1012 - DIA 18"	--	--	562.41	YES	--	--	FLAT
1013	CB TA 4 DIA T8G	188+00	37.9	RT	--	558.93	--	--	1013 - DIA 18"	1013 - DIA 18"	--	--	563.00	YES	--	--	FLAT
1801	PRC FLAR END SEC 24	168+70	71.0	RT	548.70	--	--	--	1801 - DIA 24"	--	--	--	--	--	--	--	--
1802	CB TA 5 DIA T8G	168+81	72.1	RT	--	548.62	--	546.90	--	1801 - DIA 24"	--	1802 - DIA 24"	553.12	YES	--	--	FLAT
1850	CIP RC END SEC 24	168+83	100.0	LT	--	--	543.58	--	--	--	1802 - DIA 24"	--	--	--	--	--	--

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
BRIDGE WIDENING

DRAINAGE SCHEDULE - I
PROPOSED STRUCTURES

SCALE: DRAWN BY: SN
DATE 07/07/06 CHECKED BY: TKL

TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	55
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

LEGEND

L - LENGTH OF PIPE
 S - SLOPE OF PIPE
 SS-1000 - PIPE NUMBER
 DS-1000 - STRUCTURE NUMBER

NOTES:

1. FOR STRUCTURE AND PIPE INFORMATION, SEE DRAINAGE SCHEDULES, SHEETS 53, 54.

PLAN

SURVEYED	DATE
NOTED	BY
CHECKED	
BY	
NO.	

NOTE BOOK NO. _____
 DATE _____
 BY _____
 CHECKED _____
 DATE _____
 BY _____

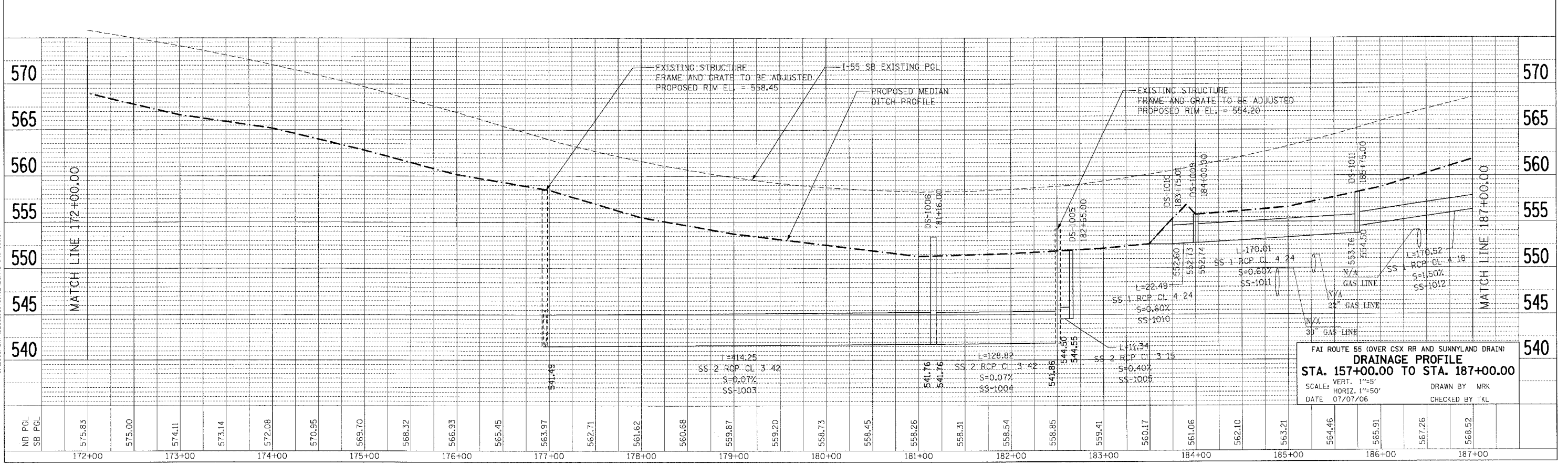
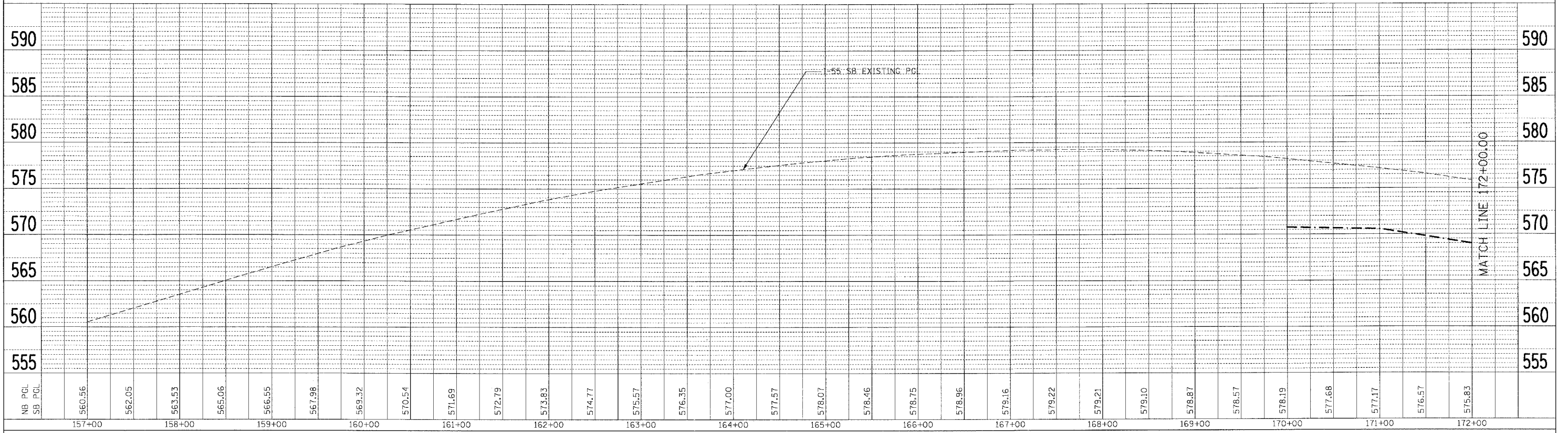
PROFILE

SURVEYED	DATE
NOTED	BY
CHECKED	
BY	
NO.	

NOTE BOOK NO. _____
 DATE _____
 BY _____
 CHECKED _____
 DATE _____
 BY _____

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FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
DRAINAGE PROFILE
 STA. 157+00.00 TO STA. 187+00.00
 SCALE: VERT. 1"=5'
 HORIZ. 1"=50'
 DATE 07/07/06
 DRAWN BY MRK
 CHECKED BY TKL

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031	WILL	137	56
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT		

LEGEND

- L - LENGTH OF PIPE
- S - SLOPE OF PIPE
- SS-1000 - PIPE NUMBER
- DS-1000 - STRUCTURE NUMBER

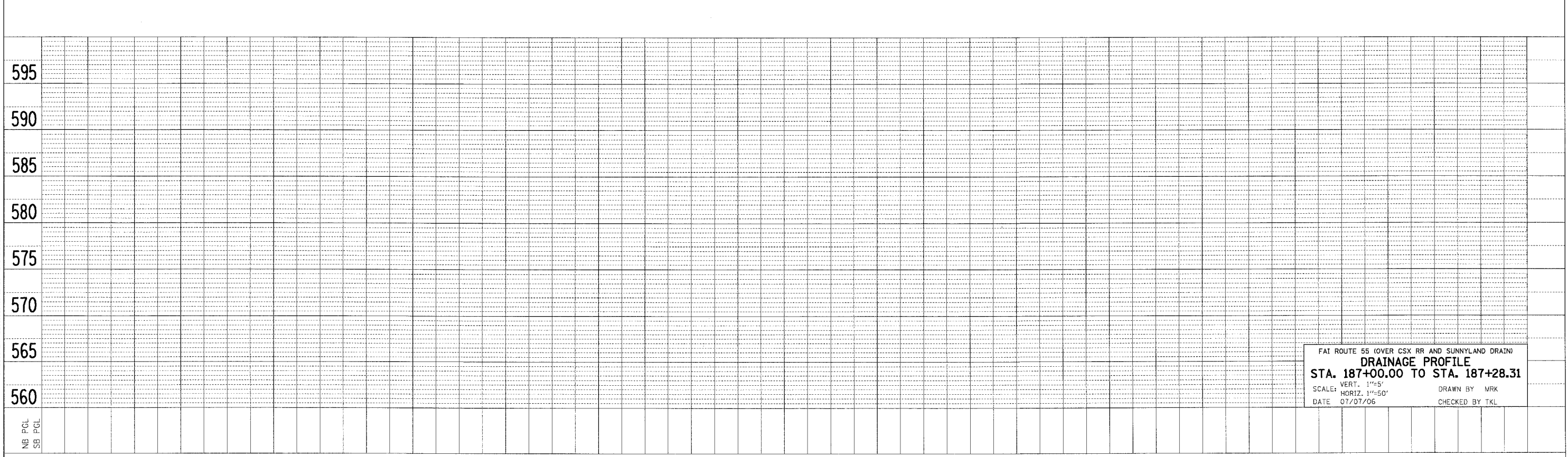
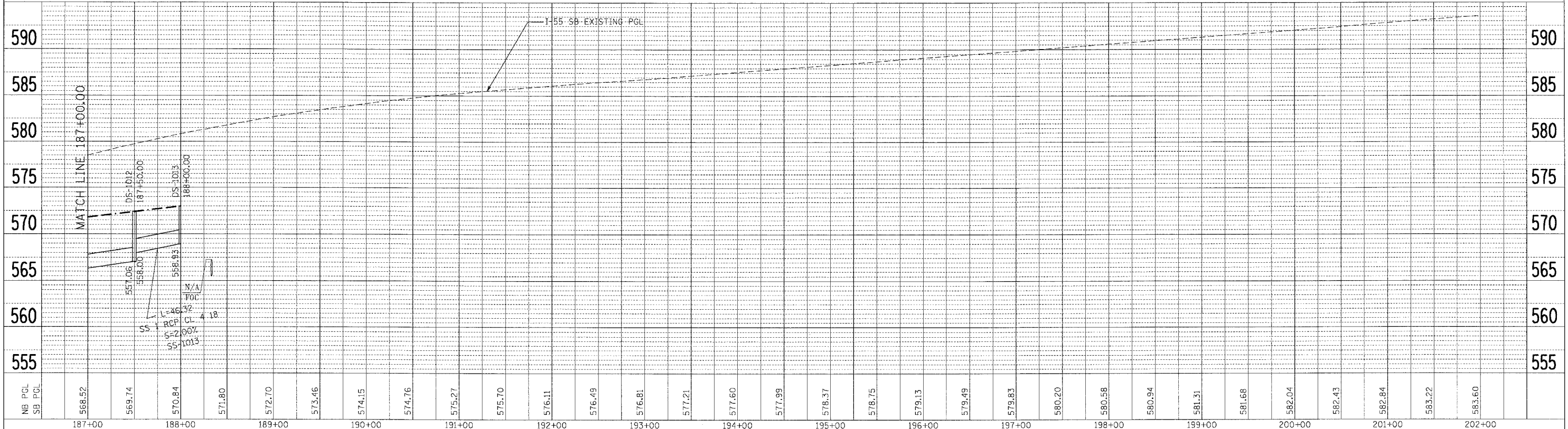
NOTES:

1. FOR STRUCTURE AND PIPE INFORMATION, SEE DRAINAGE SCHEDULES, SHEETS 53, 54.

PLAN	REVIEWED _____	DATE _____
BY _____	DESIGNED _____	DATE _____
DATE _____	CHECKED _____	DATE _____
DATE _____	CHECKED _____	DATE _____

PROFILE	REVIEWED _____	DATE _____
BY _____	DESIGNED _____	DATE _____
DATE _____	CHECKED _____	DATE _____
DATE _____	CHECKED _____	DATE _____

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 FILE NAME = 8FILE18
 PLOT SCALE = 8SCALE8
 USER NAME = 8USER8



FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
DRAINAGE PROFILE
STA. 187+00.00 TO STA. 187+28.31
 SCALE: VERT. 1"=5'
 HORIZ. 1"=50'
 DATE 07/07/06
 DRAWN BY MRK
 CHECKED BY TKL

VERIFIED UTILITY INFORMATION

VERIFIED UTILITY INFORMATION

TEST HOLE #	SIZE & TYPE	NORTHING	EASTING	OFFSET	TOP OF UTILITY	EXISTING CUT	REFERENCE GROUND ELEVATION	COMMENTS
1	36" G	1761977.91	1021140.02	30.97' LT	588.40'	5.78'	594.18'	SUE QUALITY LEVEL "A"
2	36" G	1761442.74	1021158.57	28.65' LT	583.76'	7.80'	591.56'	SUE QUALITY LEVEL "A"
3	24" G	1761342.59	1021165.10	25.29' LT	585.29'	5.77'	591.06'	SUE QUALITY LEVEL "A"
4	36" G	1761311.69	1021168.82	22.55' LT	584.45'	6.60'	591.05'	SUE QUALITY LEVEL "A"
5	30" G	1761217.69	1021170.05	24.24' LT	583.81'	6.03'	589.84'	SUE QUALITY LEVEL "A"
6	36" G	1760961.17	1021177.66	24.58' LT	581.10'	6.45'	587.56'	SUE QUALITY LEVEL "A"
7	36" G	1760960.02	1021451.05	28.96' RT	581.72'	5.45'	587.17'	SUE QUALITY LEVEL "A"
8	36" G	1761476.94	1021438.16	32.12' RT	588.50'	3.80'	592.30'	SUE QUALITY LEVEL "A"
9	30" G	1761502.81	1021498.60	93.34' RT	587.35'	6.32'	593.67'	SUE QUALITY LEVEL "A"
10	36" G	1761565.03	1021497.19	33.89' RT	586.18'	6.56'	592.74'	SUE QUALITY LEVEL "A"
11	24" G	1761620.42	1021437.02	35.44' RT	587.24'	6.48'	593.72'	SUE QUALITY LEVEL "A"
12	36" G	1761724.77	1021430.72	32.38' RT	585.79'	7.79'	593.57'	SUE QUALITY LEVEL "A"
13	36" G	1762033.48	1021427.22	35.74' RT	582.33'	11.82'	594.15'	SUE QUALITY LEVEL "A"
14	36" G	1764930.49	1021304.11	76.43' RT	576.62'	7.58'	584.20'	SUE QUALITY LEVEL "A"
15	36" G	1764892.83	1021316.93	88.20' RT	575.86'	9.18'	585.04'	SUE QUALITY LEVEL "A"
16	20" G	1764347.85	1021327.45	83.64' RT	583.13'	6.03'	589.16'	SUE QUALITY LEVEL "A"
17	42" G	1764997.02	1021191.01	34.79' LT	575.87'	7.42'	583.29'	SUE QUALITY LEVEL "A"
18	40" G	1764968.48	1021190.20	36.39' LT	578.66'	4.85'	583.51'	SUE QUALITY LEVEL "A"
19	24" G	1764412.46	1021208.28	33.70' LT	581.30'	5.83'	587.13'	SUE QUALITY LEVEL "A"
20	36" G	1761929.14	1020284.46	886.41' LT	587.94'	4.36'	592.30'	SUE QUALITY LEVEL "A"
21	36" G	1761113.92	1020837.27	358.93' LT	585.00'	3.99'	588.99'	SUE QUALITY LEVEL "A"
22	24" G	1761070.06	1020865.93	331.66' LT	584.19'	4.36'	588.55'	SUE QUALITY LEVEL "A"
23	36" G	1761033.53	1020896.84	301.92' LT	584.14'	4.01'	588.15'	SUE QUALITY LEVEL "A"
24	30" G	1760973.03	1020934.20	266.48' LT	583.97'	4.14'	588.11'	SUE QUALITY LEVEL "A"
25	36" G	1760931.81	1020970.94	231.05' LT	584.58'	3.48'	588.06'	SUE QUALITY LEVEL "A"
26	SEE NOTE	1761558.07	1021554.22	152.28' RT	590.54'	3.36'	593.90'	SUE QUALITY LEVEL "A"
27	30" G	1761607.88	1021535.48	135.12' RT	590.48'	4.26'	594.74'	SUE QUALITY LEVEL "A"
28	SEE NOTE	1761643.16	1021517.84	118.60' RT	586.00'	9.44'	595.44'	SUE QUALITY LEVEL "A"
29	24" G	1761708.92	1021492.06	94.90' RT	590.37'	4.86'	595.23'	SUE QUALITY LEVEL "A"
30	SEE NOTE	1761763.53	1021469.32	73.89' RT	586.90'	8.79'	595.69'	SUE QUALITY LEVEL "A"

TEST HOLE #	SIZE & TYPE	NORTHING	EASTING	EXISTING TOP ELEVATION	EXISTING CUT ELEVATION	REFERENCE ELEVATION	COMMENTS

NOTES


TH#17, 18 & 19 According to record drawings, the gas main under College St. is placed in a casing.
 TH#26 Unable to expose utility due to water, but were able to probe to feel utility.
 TH#28 Unable to expose utility due to mud and water, but were able to probe to feel utility.
 TH#30 Unable to expose utility due to hard clay, but were able to probe to feel utility.

ALL INFORMATION SHOWN WAS OBTAINED FROM A LOCATION SURVEY. OFFSETS AND STATIONS ARE IN RELATION TO THE BASELINE OF SURVEY.

Illinois Department of Transportation

Contract Number:
 Work Order No. 132,142,158,229
 Shorewood, IL (Will County)
 TBE Project No.: IL09500132, 142, 158, 229

DATE		BY	DESCRIPTION	DATE		BY	DESCRIPTION	DATE		BY	DESCRIPTION	DATE		BY	DESCRIPTION
1/20/06		ST													

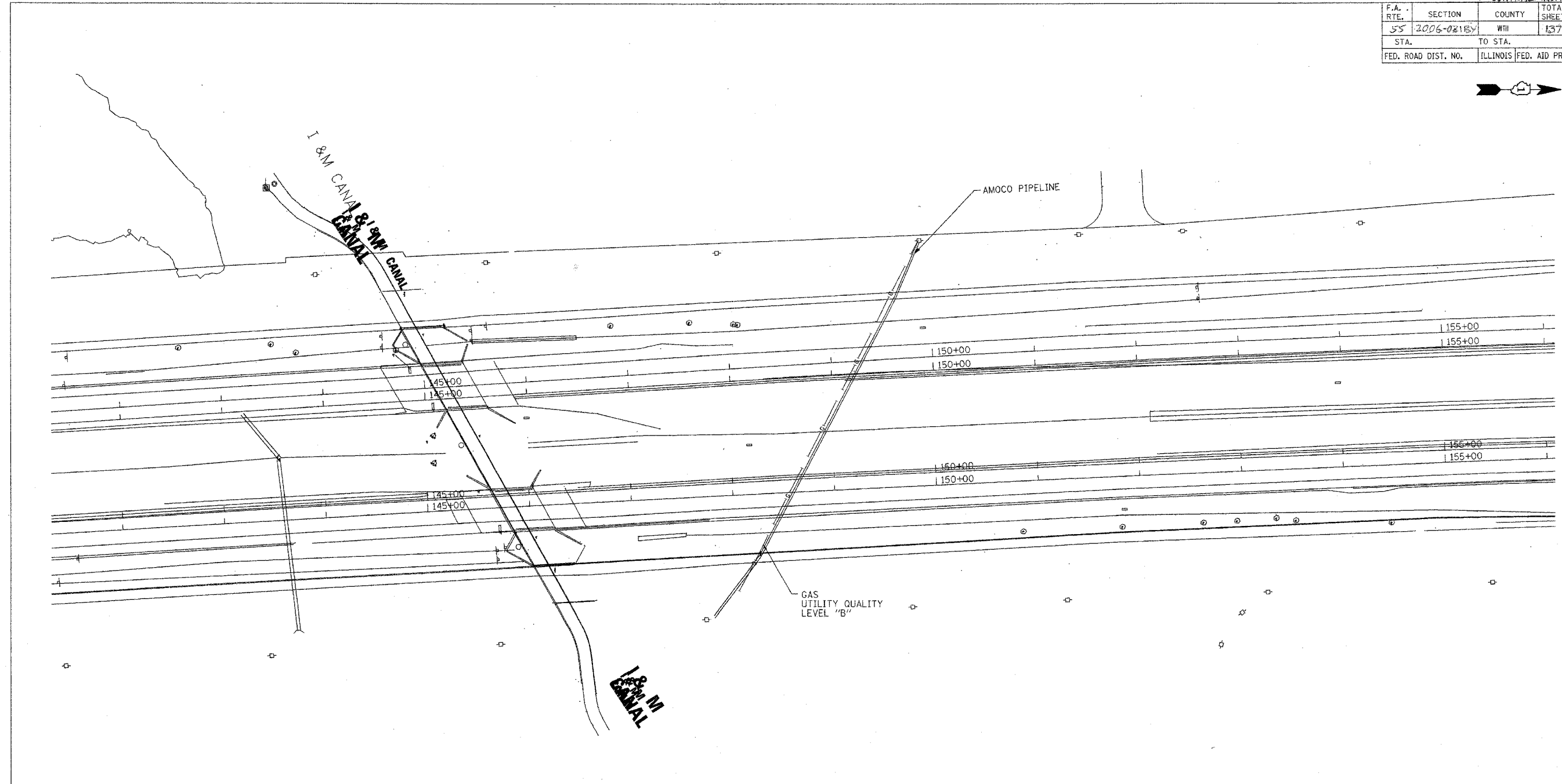


TBE GROUP, INC.
 SOUTHERN REGION: FL, GA, SC, NC
 NORTHERN REGION: IL, IN, MI, OH, MO, WI, NY
 PA, VA, CANADA
 WESTERN REGION: AZ, NV, NM, TX, CA, OR, UT, WA

VERIFIED UTILITY LOCATIONS

11/09/00 04:58:31 CH:dp 01/20/2006 10:45:47 AM

CONTRACT NUMBER 60825				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-02185	WILL	137	58
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



TBE GROUP, INC.
 CIVIL ENGINEERING * TRANSPORTATION * ENVIRONMENTAL
 * PLANNING * UTILITY ENGINEERING/LOCATING


IL09500132, 142, 158, 229, 245
 TBE SUE PAGE NO: 3 of 29
 Checked by: *[Signature]*

Utility Quality Level "A" : Test Holes
 Utility Quality Level "B" : Designating

—●—●—●—●—●—●—●—●—●—	FORCE MAIN
—T—T—T—T—T—T—T—T—T—	TELEPHONE
—W—W—W—W—W—W—W—W—W—	WATER
—G—G—G—G—G—G—G—G—G—	GAS
—CTV—CTV—CTV—CTV—CTV—CTV—CTV—CTV—CTV—	CABLE TELEVISION
—FO—FO—FO—FO—FO—FO—FO—FO—FO—	FIBER OPTIC
—E—E—E—E—E—E—E—E—E—	ELECTRIC
●	TEST HOLE

The SBC locations depicted have been obtained through the application of geophysical methods to determine the existence and approximate horizontal position of these facilities. However, SBC will not provide TBE Group, Inc. with utility records nor allow access to their field closures (pedestals/manholes etc.), to help verify the locations of their existing underground facilities. Therefore, TBE is unable to verify the completeness of the SBC locations depicted in accordance with the CI/ASCE Standard 38-02.

Utilities shown on these plans as depicted in the legend have been investigated by TBE Group, Inc in accordance with SUE Industry Standards. All other information shown has been provided to TBE Group, Inc by others. Changes to utilities after dates shown may have been made and therefore may result in variances from this plan. Consideration should be given to updating this plan if deemed advisable prior to final design and construction.

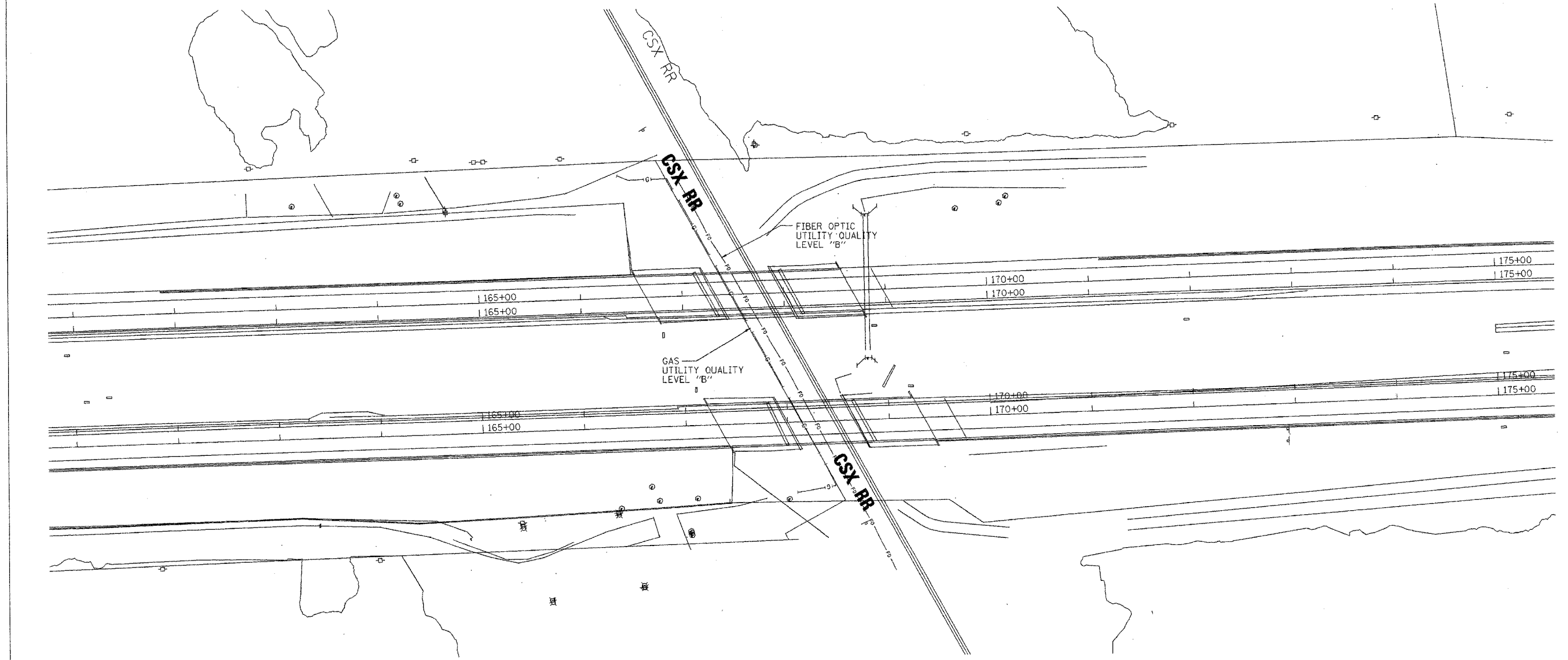

 205 W. WACKER DRIVE
 SUITE 1020
 CHICAGO, IL 60606
 (312) 704-1970

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SUE Investigation of Underground Utilities
 I-55/I-80 from US RT. 30 to Weber Road
 Section No. 99 (1&2) WRS-1
 Contract No. 62895 and 62896
 Will County
 SOL "B" DATE : 1/17/06
 DRAWN BY : KLC
 SCALE : 1" = 50'

11/09/2005 5:44:00 PM 07/20/2005 10:46:11 AM

CONTRACT NUMBER 60885			
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS
55	2006-031BY	Will	137
STA.	TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	



TBE GROUP, INC.
 CIVIL ENGINEERING * TRANSPORTATION * ENVIRONMENTAL
 * PLANNING * UTILITY ENGINEERING * LOCATING

IL09500132, 142, 158, 229, 245
 TBE SUE PAGE NO: 4 of 29
 Checked by: *Scott A. 06*

Utility Quality Level "A" : Test Holes
 Utility Quality Level "B" : Designating

	FORCE MAIN
	TELEPHONE
	WATER
	GAS
	CABLE TELEVISION
	FIBER OPTIC
	ELECTRIC
	TEST HOLE

The SBC locations depicted have been obtained through the application of geophysical methods to determine the existence and approximate horizontal position of these facilities. However, SBC will not provide TBE Group, Inc. with utility records nor allow access to their field closures (pedestals/manholes etc.), to help verify the locations of their existing underground facilities. Therefore, TBE is unable to verify the completeness of the SBC locations depicted in accordance with the CI/ASCE Standard 38-02.

Utilities shown on these plans as depicted in the legend have been investigated by TBE Group, Inc in accordance with SUE Industry Standards. All other information shown has been provided to TBE Group, Inc by others. Changes to utilities after dates shown may have been made and therefore may result in variances from this plan. Consideration should be given to updating this plan if deemed advisable prior to final design and construction.

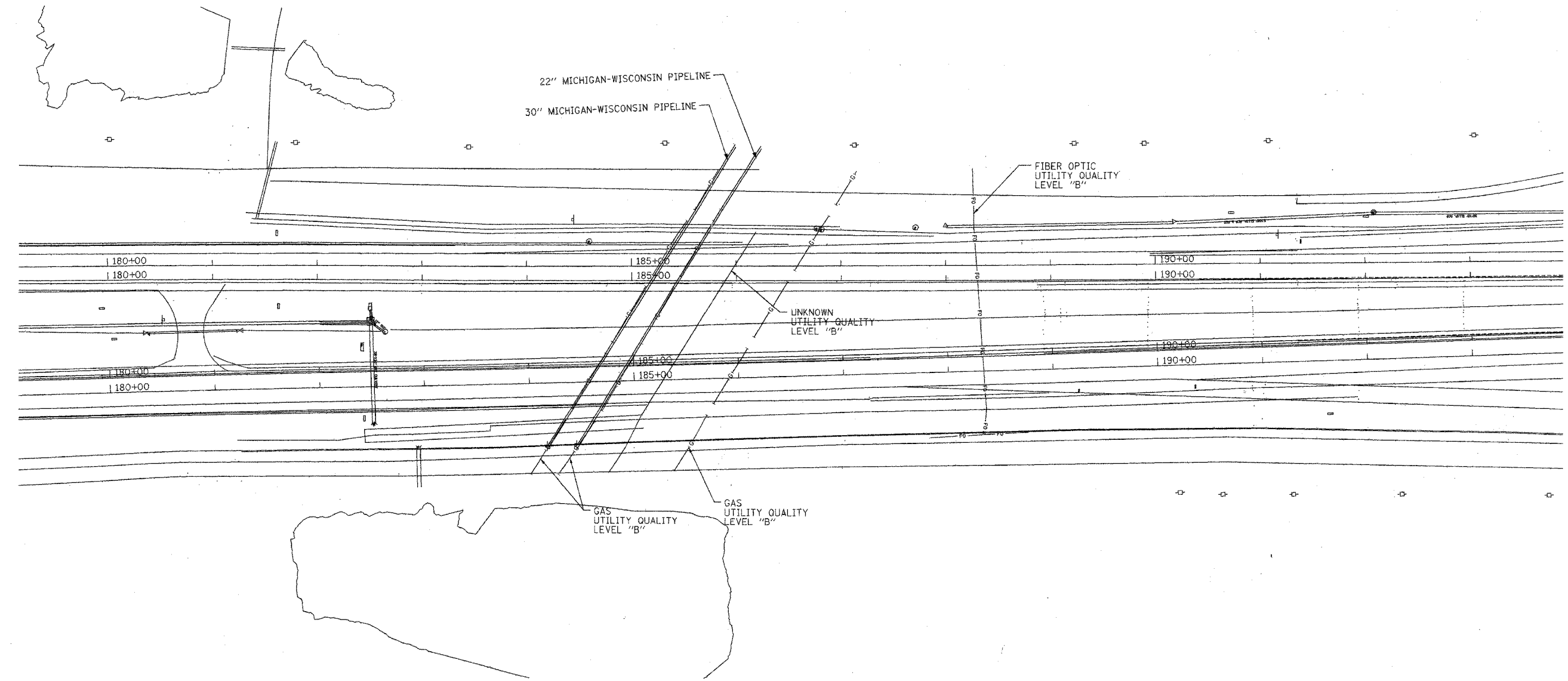
205 W. WACKER DRIVE
 SUITE 1020
 CHICAGO, IL 60606
 (312) 704-1970

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SUE Investigation of Underground Utilities
 I-55/I-80 from US RT. 30 to Weber Road
 Section No. 99 (1&2) WRS-1
 Contract No. 62895 and 62896
 Will County
 SOL "B" DATE : 1/17/06
 DRAWN BY : KLC
 SCALE : 1" = 50'

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CONTRACT NUMBER 60885				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-0318y	Will	137	60
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



TBE GROUP, INC.
 CIVIL ENGINEERING * TRANSPORTATION * ENVIRONMENTAL
 * PLANNING * UTILITY ENGINEERING/LOCATING

IL09500132, 142, 158, 229, 245
 TBE SUE PAGE NO: 5 of 29
 Checked by: *S. DeLoe PE*

Utility Quality Level "A" : Test Holes
 Utility Quality Level "B" : Designating

	FORCE MAIN
	TELEPHONE
	WATER
	GAS
	CABLE TELEVISION
	FIBER OPTIC
	ELECTRIC
	TEST HOLE

The SBC locations depicted have been obtained through the application of geophysical methods to determine the existence and approximate horizontal position of these facilities. However, SBC will not provide TBE Group, Inc. with utility records nor allow access to their field closures (pedestals/manholes etc.), to help verify the locations of their existing underground facilities. Therefore, TBE is unable to verify the completeness of the SBC locations depicted in accordance with the CI/ASCE Standard 38-02.

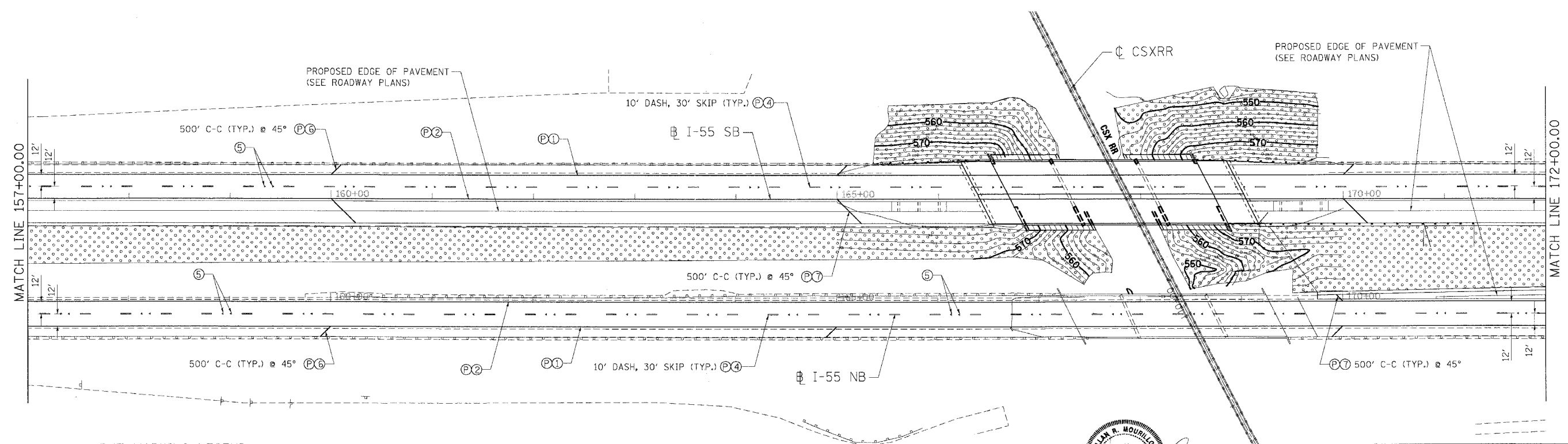
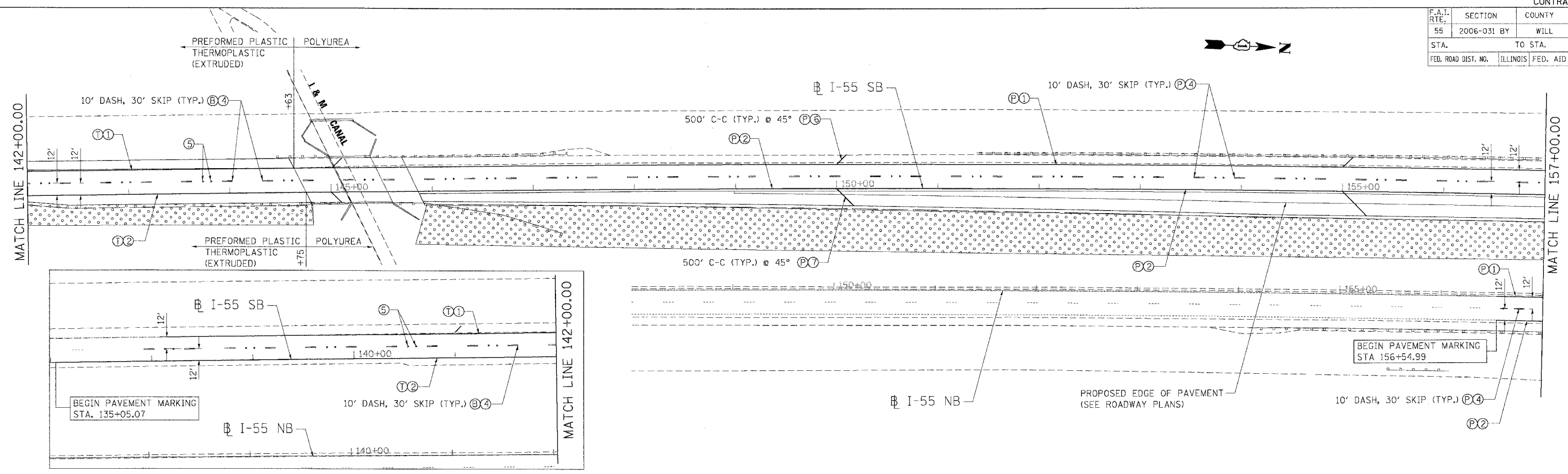
Utilities shown on these plans as depicted in the legend have been investigated by TBE Group, Inc in accordance with SUE Industry Standards. All other information shown has been provided to TBE Group, Inc by others. Changes to utilities after dates shown may have been made and therefore may result in variances from this plan. Consideration should be given to updating this plan if deemed advisable prior to final design and construction.

205 W. WACKER DRIVE
 SUITE 1020
 CHICAGO, IL 60606
 (312) 704-1970

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SUE Investigation of Underground Utilities
 I-55/I-80 from US RT. 30 to Weber Road
 Section No. 99 (18.2) WRS-1
 Contract No. 62895 and 62896
 Will County
 DRAWN BY : KLC
 SCALE : 1" = 50'
 SQL "B" DATE : 1/17/06

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	61
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT

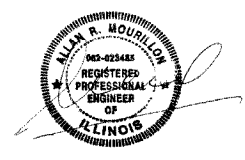


PAVEMENT MARKING LEGEND

- ① PAVEMENT MARKING LINE 4" (WHITE)
- ② PAVEMENT MARKING LINE 4" (YELLOW)
- ③ PAVEMENT MARKING LINE 8" (WHITE)
- ④ PAVEMENT MARKING LINE 5" (WHITE)
- ⑤ REPLACEMENT REFLECTOR (DOUBLE, ONE-WAY, CRYSTAL MARKERS @ 80' C-C) SEE GENERAL NOTES, SHEET 2
- ⑥ PAVEMENT MARKING LINE 12" (WHITE)
- ⑦ PAVEMENT MARKING LINE 12" (YELLOW)
- ⑧ REPLACEMENT REFLECTOR (SINGLE, ONE-WAY, CRYSTAL MARKERS @ 40' C-C) SEE GENERAL NOTES, SHEET 2
- Ⓣ THERMOPLASTIC (EXTRUDED)
- Ⓟ POLYUREA
- Ⓛ PREFORMED PLASTIC, TYPE B

LANDSCAPING LEGEND

- SEEDING CLASS 2A WITH TOPSOIL FURNISH AND PLACE, 6" AND EROSION CONTROL BLANKET
- SEEDING CLASS 4 WITH COMPOST FURNISH AND PLACE, 4" AND EROSION CONTROL BLANKET
- SEEDING, CLASS 4B (MODIFIED) WITH COMPOST FURNISH AND PLACE, 4" AND MULCH METHOD 2



DATE 06/22/2006
EXP. 11/30/2007

MORCOM, N.V., INC.
CONSULTING ENGINEERS
CHICAGO, ILLINOIS

REVISIONS	
NAME	DATE

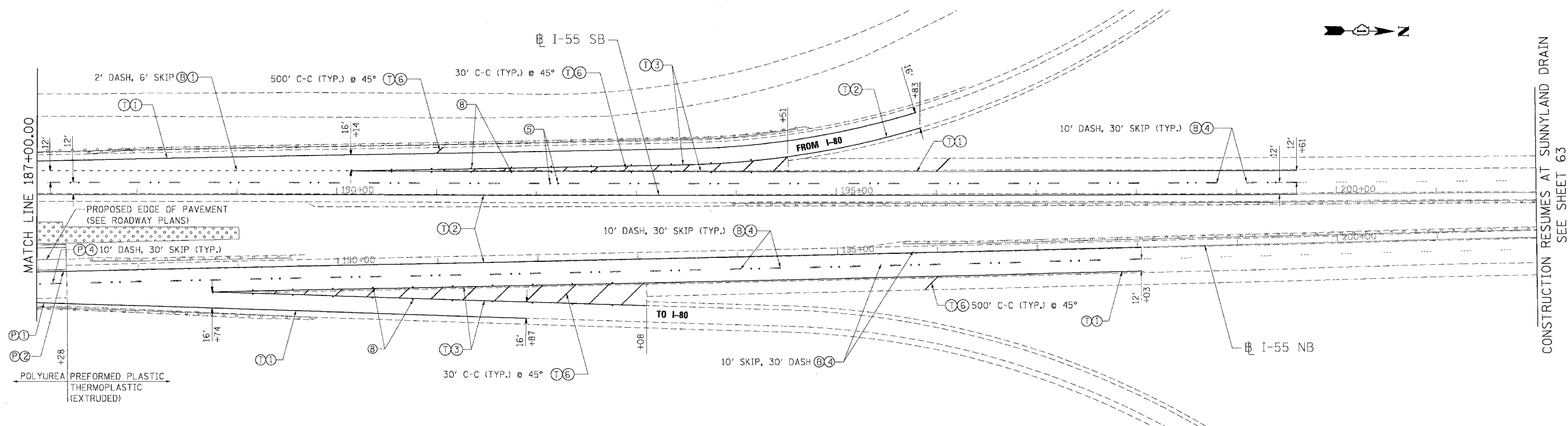
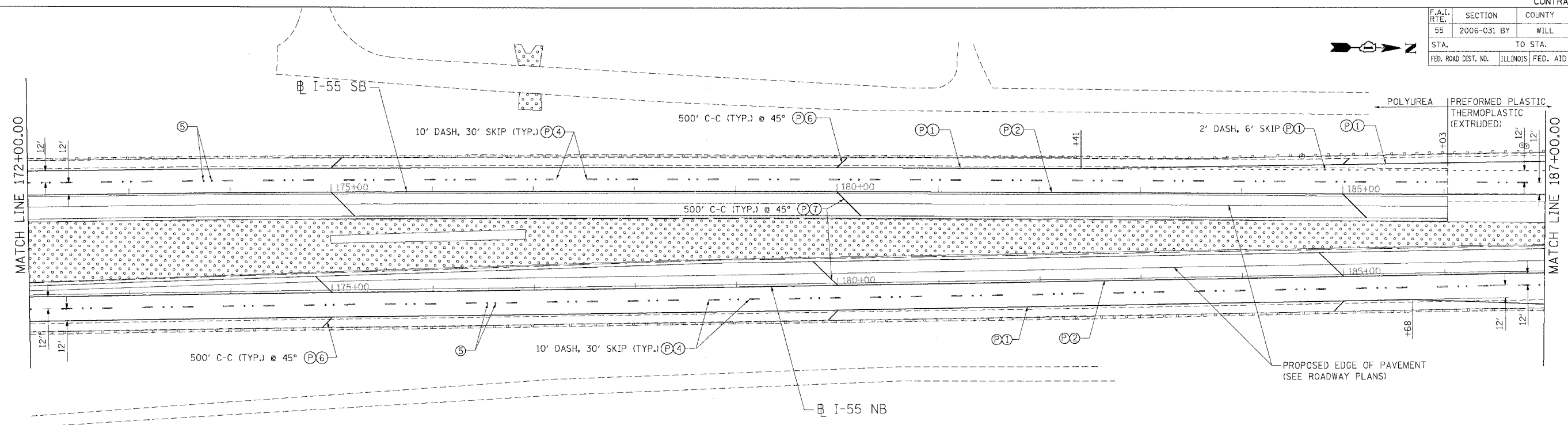
ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
BRIDGE WIDENING

**PAVEMENT MARKING, GRADING
AND LANDSCAPING
STA. 142+00.00 TO STA. 172+00.00**

SCALE: 1" = 40' HORIZ. / 1" = 4' VERT.
DRAWN BY: [blank]
CHECKED BY: MW
TENG
TENGG & ASSOCIATES, INC. DDH
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

PLOT DATE = 04/24/07
 PLOT SCALE = 1/4" = 40'
 USER NAME = [blank]

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	62
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PAVEMENT MARKING LEGEND

- ① PAVEMENT MARKING LINE 4" (WHITE)
- ② PAVEMENT MARKING LINE 4" (YELLOW)
- ③ PAVEMENT MARKING LINE 8" (WHITE)
- ④ PAVEMENT MARKING LINE 5" (WHITE)
- ⑤ REPLACEMENT REFLECTOR (DOUBLE, ONE-WAY, CRYSTAL MARKERS @ 80' C-C) SEE GENERAL NOTES, SHEET 2
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- ⑨ THERMOPLASTIC (EXTRUDED)
- Ⓟ POLYUREA
- Ⓠ PREFORMED PLASTIC, TYPE B

LANDSCAPING LEGEND

- SEEDING CLASS 2A WITH TOPSOIL FURNISH AND PLACE, 6" AND EROSION CONTROL BLANKET
- SEEDING CLASS 4 WITH COMPOST FURNISH AND PLACE, 4" AND EROSION CONTROL BLANKET
- SEEDING, CLASS 4B (MODIFIED) WITH COMPOST FURNISH AND PLACE, 4" AND MULCH METHOD 2

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
BRIDGE WIDENING

**PAVEMENT MARKING, GRADING
AND LANDSCAPING**
STA. 172+00.00 TO STA. 202+00.00

SCALE: 1"=50'
DATE 07/07/06
DRAWN BY MW
CHECKED BY DDH

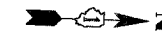
TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

MORCOM, N.V., INC.
CONSULTING ENGINEERS
CHICAGO, ILLINOIS

PLOT DATE = 08/07/06
 PLOT SCALE = AS SHOWN
 USER NAME = JLS/BR

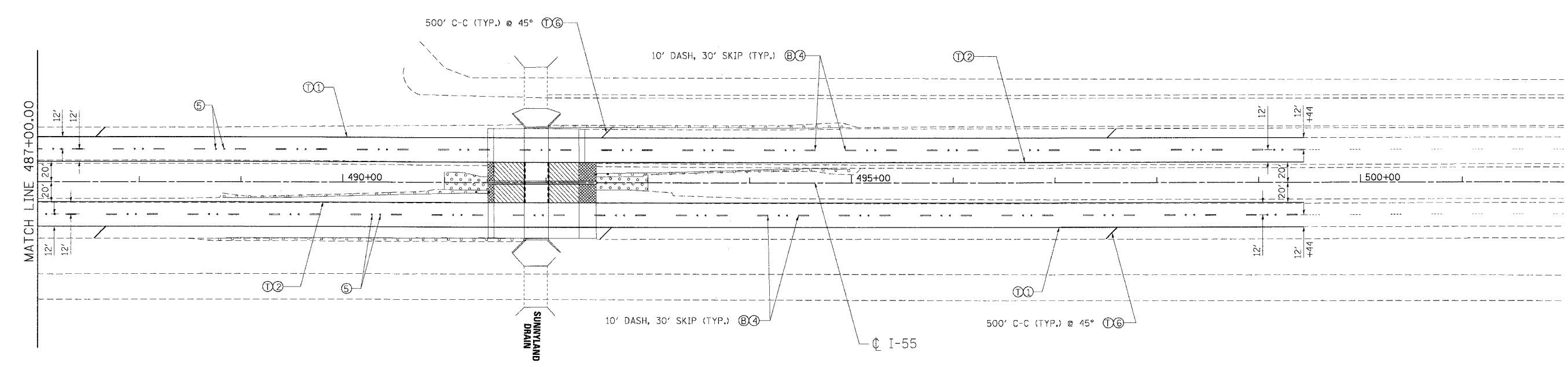
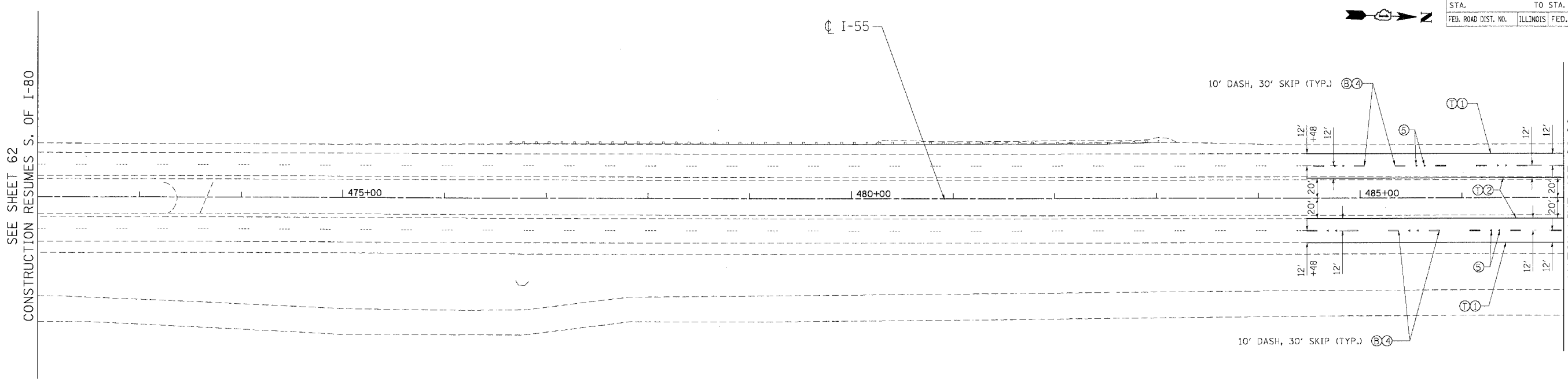
CONSTRUCTION RESUMES AT SUNNYLAND DRAIN
 SEE SHEET 63

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	63
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



SEE SHEET 62
CONSTRUCTION RESUMES S. OF I-80

MATCH LINE 487+00.00



PAVEMENT MARKING LEGEND

- ① PAVEMENT MARKING LINE 4" (WHITE)
- ② PAVEMENT MARKING LINE 4" (YELLOW)
- ③ PAVEMENT MARKING LINE 8" (WHITE)
- ④ PAVEMENT MARKING LINE 5" (WHITE)
- ⑤ REPLACEMENT REFLECTOR (DOUBLE, ONE-WAY, CRYSTAL MARKERS @ 80' C-C) SEE GENERAL NOTES, SHEET 2
- ⑥ PAVEMENT MARKING LINE 12" (WHITE)
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- ⑧ REPLACEMENT REFLECTOR (SINGLE, ONE-WAY, CRYSTAL MARKERS @ 40' C-C) SEE GENERAL NOTES, SHEET 2
- ⑨ THERMOPLASTIC (EXTRUDED)
- ⑩ POLYUREA
- ⑪ PREFORMED PLASTIC, TYPE B

LANDSCAPING LEGEND

- SEEDING CLASS 2A WITH TOPSOIL FURNISH AND PLACE, 6" AND EROSION CONTROL BLANKET
- SEEDING CLASS 4 WITH COMPOST FURNISH AND PLACE, 4" AND EROSION CONTROL BLANKET
- SEEDING, CLASS 4B (MODIFIED) WITH COMPOST FURNISH AND PLACE, 4" AND MULCH METHOD 2

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
BRIDGE WIDENING

**PAVEMENT MARKING, GRADING
AND LANDSCAPING**
STA. 472+00.00 TO STA. 502+00.00

SCALE: 1"=50' DRAWN BY MW
DATE 07/07/06 CHECKED BY DDH

TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

MORCOM, N.V., INC.
CONSULTING ENGINEERS
CHICAGO, ILLINOIS

PLOT DATE = 07/11/06 PLOT SCALE = 1"=50' USER NAME = MUSER
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 7-95-2285, 9/21/44

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	64
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

TOTAL BILL OF MATERIAL

Item	Unit	Sub	Super	Total
Porous Granular Embankment, Special	Cu Yd	95		95
Concrete Removal	Cu Yd	6.6		6.6
Removal of Existing Concrete Deck	Each		1	1
Structure Excavation	Cu Yd	252		252
Floor Drains	Each		12	12
Concrete Structures	Cu Yd	156.5		156.5
Concrete Superstructure	Cu Yd		395.4	395.4
Bridge Deck Grooving	Sq Yd		1,389	1,389
** Protective Coat	Sq Yd		1,585	1,585
Erecting Structural Steel	L Sum		1	1
Furnishing and Erecting Structural Steel	Lb		110	110
Stud Shear Connectors	Each	3,192		3,192
Reinforcement Bars, Epoxy Coated	Lb	10,510	97,910	108,420
Slope Wall 4 Inch	Sq Yd	341		341
Furnishing Steel Piles HP10x42	Ft	622		622
Furnishing Steel Piles HP12x84	Ft	46		46
Driving Steel Piles	Ft	668		668
Test Pile Steel HP10x42	Each	3		3
Test Pile Steel HP12x84	Each	1		1
Metal Shoes	Each	15		15
Temporary Soil Retention System	Sq Ft	1,249		1,249
Name Plates	Each		1	1
Geocomposite Wall Drain	Sq Yd	52		52
Pipe Underdrains For Structures 6"	Ft	135		135
Conduit Embedded in Structure, 2" Dia., Galvanized Steel	Ft		406	406
Bar Splicers	Each		818	818
Protective Shield	Sq Yd	391		391

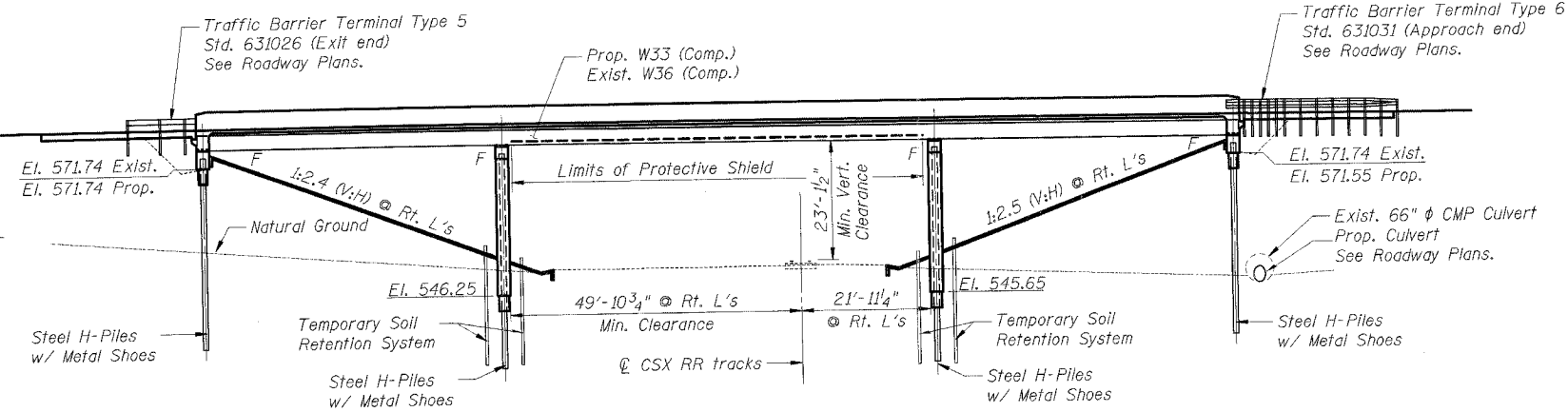
** Quantity includes top and inside surfaces of parapets

BENCHMARK:
 BM 3059: Square cut on top of 36 inch box culvert between I-55 and E. Frontage Road and about 100 feet north of a crossover and about 1200 feet north of CSXRR. El. 548.88

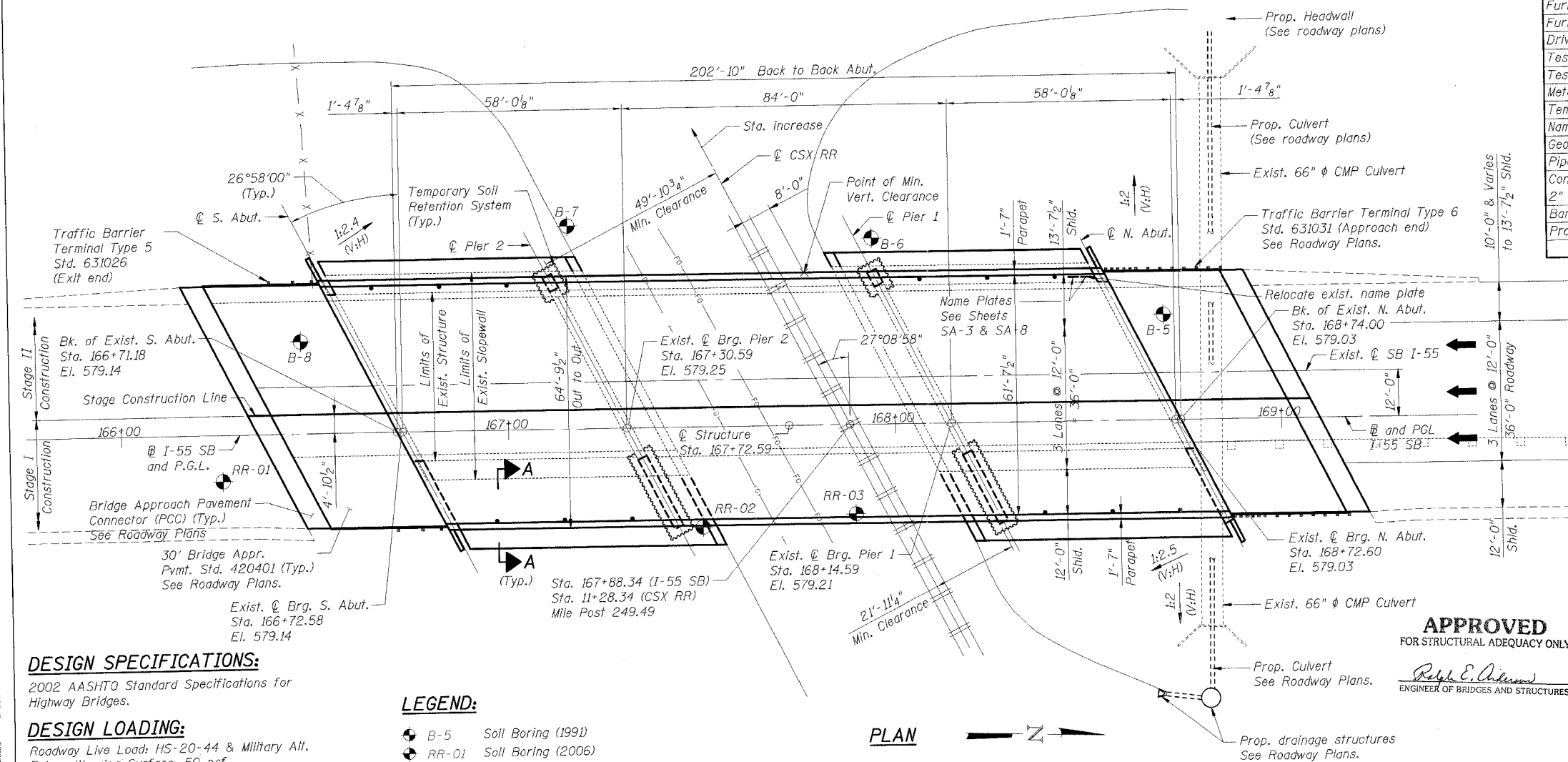
EXISTING STRUCTURE:
 S.N. 099-0312 constructed in 1994. Three span, 202'-10" back to back of abutments, continuous steel multi-beam bridge on solid wall pile bent piers and integral abutments. Wide flange girders composite with deck, 40' between barriers.

SALVAGE:
 None.

STAGING:
 See Sheet SA-2.



ELEVATION



PLAN

DESIGN SPECIFICATIONS:

2002 AASHTO Standard Specifications for Highway Bridges.

DESIGN LOADING:

Roadway Live Load: HS-20-44 & Military Alt. Future Wearing Surface: 50 psf

DESIGN STRESSES:

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

SEISMIC DATA:

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

LEGEND:

- B-5 Soil Boring (1991)
- RR-01 Soil Boring (2006)
- IG— Gas
- FO— Fiber Optic
- x — x — Fence
- Floor Drain
- F Fixed
- Temporary Soil Retention System

APPROVED
 FOR STRUCTURAL ADEQUACY ONLY

Robert E. Adams
 ENGINEER OF BRIDGES AND STRUCTURES

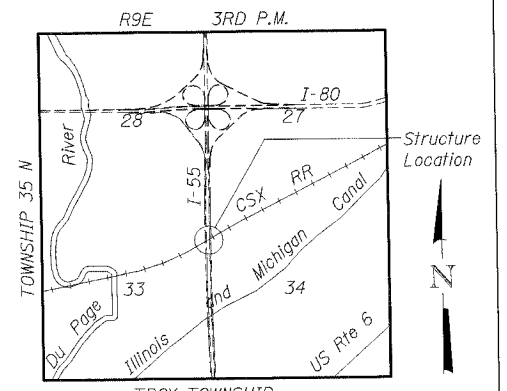


DATE 6/22/06
 EXP. 11/20/06

SHT. SA-1 OF 21

REVISIONS	
NAME	DATE

- Notes:**
- For Section A-A, see Sht. SA-3.
 - For PGL of I-55 SB and CSX RR, see Sht. SA-3.
 - See Drainage & Utility Plans for location of aerial utilities.

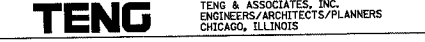


LOCATION SKETCH

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
 BRIDGE WIDENING
 SB I-55 OVER CSX RAILROAD, S.N. 099-0312
 STA. 167+72.58, SECTION 2006-031 BY
 WILL COUNTY

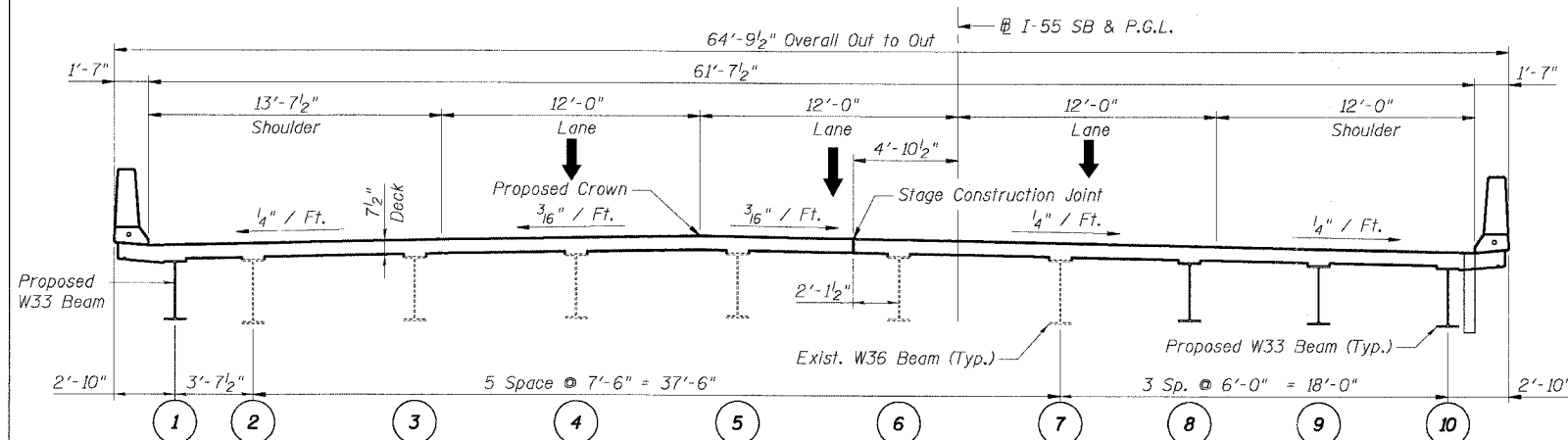
**GENERAL PLAN & ELEVATION
 TOTAL BILL OF MATERIAL**

SCALE: DATE 08/08/06 DRAWN BY MDB CHECKED BY MJK

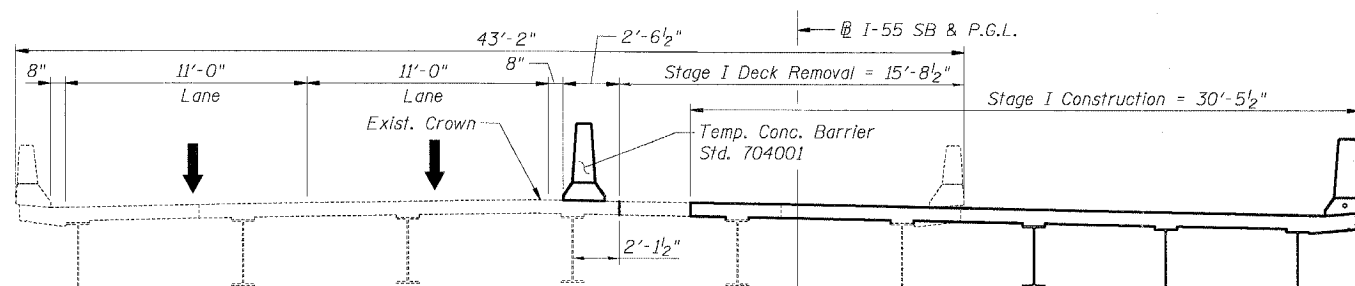


PLOT DATE = 08/08/06 FILE NAME = 080806.DWG PLOT SCALE = 1/8"=1'-0" USER NAME = JMB
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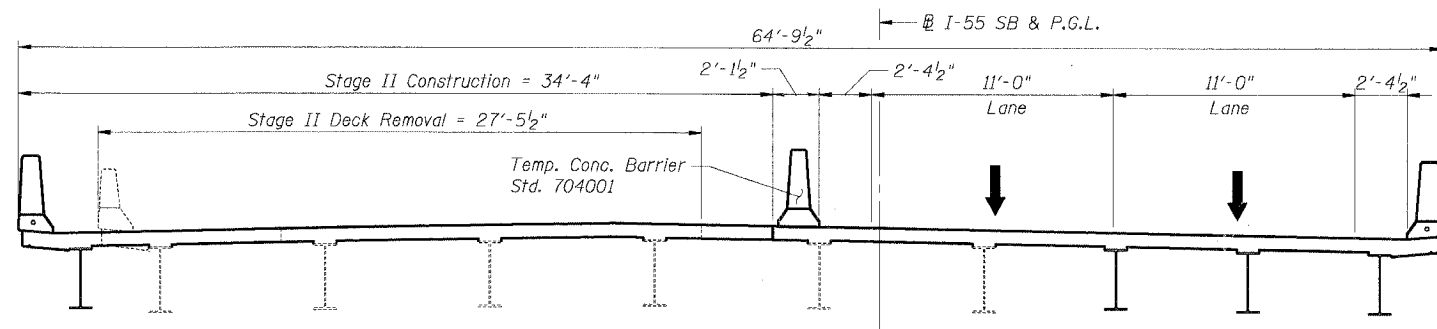
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031	WILL	137	65
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



PROPOSED CROSS SECTION
(In direction of increasing station)



STAGE I REMOVAL AND CONSTRUCTION
(In direction of increasing station)



STAGE II REMOVAL AND CONSTRUCTION
(In direction of increasing station)

NOTES:

- ** 1. Fasteners shall be high strength bolts. Bolts 7/8" φ, open holes 15/16" φ, unless otherwise noted.
2. Calculated weight of Structural Steel: * M 270 Grade 50 = 100,360 lbs.
M 270 Grade 36 = 9,670 lbs.
Calculated weight of Anchor Bolts *** = 110 lbs.
* Structural Steel to be erected under pay item Erecting Structural Steel. The listed weights include weight of structural framing, low profile fixed bearings, adjusting shim plates for bearings, and bolts.
*** Anchor bolts to be furnished and installed under pay item Furnishing and Erecting Structural Steel.
- ** 3. All structural steel shall be AASHTO M270 Grade 50, unless noted otherwise.
4. Field welding of construction accessories will not be permitted to beams or girders.
5. Anchor bolts shall be set before bolting diaphragms over supports.
- ** 6. The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Notch Toughness Zone 2. These components are the wide flange beams and all splice plate material except fill plates.
7. Reinforcement bars shall conform to the requirements of AASHTO M31 or M322 Grade 60.
8. Slope wall shall be reinforced with welded wire fabric, 6" x 6" - W4.0xW4.0, weighing 58 lbs. per 100 sq. ft.
9. The embankment configuration shown shall be the minimum embankment that must be constructed prior to construction of the abutments.
10. Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work; however, the Contractor will be paid for the quantity actually furnished at the unit price for the work.
11. Existing Substructure elevations have been adjusted down 0.35 feet from 1994 plans to account for datum change.
12. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8". Adjustment shall be made either by grinding the surface or by shimming the bearing. Two 1/8" adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims. (Shims will be furnished under a separate Fabrication Contract.)
13. The Contractor shall drive 4 test piles, one at each abutment and pier, in a permanent location as directed by the Engineer before ordering the remainder of piles.
14. Prior to pouring the new concrete deck, all loose rust, loose mill scale, and other loose potentially detrimental foreign material shall be removed from the surfaces of the beams or girders in contact with concrete. The cost of this work will be included in the pay item covering removal of the existing concrete. All heavy rust and other tightly adhered potentially detrimental foreign matter shall also be removed from the surfaces of the beams or girders in contact with concrete. Tightly adhered paint may remain unless otherwise noted. This removal shall be accomplished by methods that will not damage the steel. The cost of this work will be paid for according to Article 109.04.
- All existing construction accessories welded to the top flange over the pier(s) between the quarter points of the beams or girders shall be removed. The remaining weld shall be ground smooth and inspected for cracks using magnetic particle testing. Any cracks that cannot be removed by grinding approximately 1/4 inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of this work will be paid for according to Article 109.04.
15. All construction joints shall be bonded.
16. The organic zinc rich primer/epoxy/urethane paint system shall be used by the Fabrication Contractor for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception that masked off connection surfaces, field installed fasteners and damaged areas shall be touched up in the field. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Reddish-Brown, Munsell No. 2.5YR 3/4. See Special Provision for Cleaning and Painting New Metal Structures. The Erection Contractor shall use care when working with beams. Touch up in the field will be performed by the Erection Contractor. The cost for touch up painting shall be included in the contract unit price for Erecting Structural Steel.
17. Remove and reinstall Name Plate located on north end of west parapet of SN 099-0312. Cost included with Name Plates, 1.0 Each. See Sht. SA-8 for reinstalled location.
18. Existing concrete surfaces against which concrete will be poured shall be clean and free of laitance and shall be roughened to a full amplitude of 1/4 inch. Existing surfaces include piers, abutments and backwalls. Cost included with Concrete Structures and Concrete Superstructure as applicable.

** These notes included in erection contract for information only.

INDEX OF SHEETS

- SA-1 GENERAL PLAN & ELEVATION; TOTAL BILL OF MATERIAL
- SA-2 CONSTRUCTION STAGING SECTIONS; GENERAL NOTES; INDEX OF SHEETS
- SA-3 SLOPEWALL & ABUTMENT BACKFILL DETAILS; PROFILE GRADES
- SA-4 SUBSTRUCTURE LAYOUT; TEMPORARY SOIL RETENTION
- SA-5 SCREED PLAN; TOP OF SLAB ELEVATIONS; DEAD LOAD DEFLECTION DIAGRAM
- SA-6 TOP OF SLAB ELEVATIONS
- SA-7 DECK PLAN & CROSS SECTION
- SA-8 PARAPET DETAILS
- SA-9 NORTH INTEGRAL BACKWALL
- SA-10 SOUTH INTEGRAL BACKWALL
- SA-11 FRAMING PLAN & ELEVATION; TOP OF BEAM ELEVATIONS; SHEAR STUD DETAILS

INDEX OF SHEETS (cont'd)

- SA-11A EXISTING BEAM ELEVATION; SHEAR STUD DETAILS
- SA-12 BEARING DETAILS; MOMENT & REACTION TABLES; SPLICE & DIAPHRAGM DETAILS
- SA-13 ANCHOR BOLT DETAILS
- SA-14 NORTH ABUTMENT
- SA-15 SOUTH ABUTMENT
- SA-16 PIERS 1 & 2
- SA-17 BAR SPLICER DETAILS
- SA-18 TEMPORARY CONCRETE BARRIER
- SA-19 BORING LOGS 1
- SA-20 BORING LOGS 2
- SA-21 BORING LOGS 3

SHT. SA-2 OF 21

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAT ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
 BRIDGE WIDENING
 SB I-55 OVER CSX RAILROAD, S.N. 099-0312
 STA. 167+72.58, SECTION 2006-031 BY
 WILL COUNTY

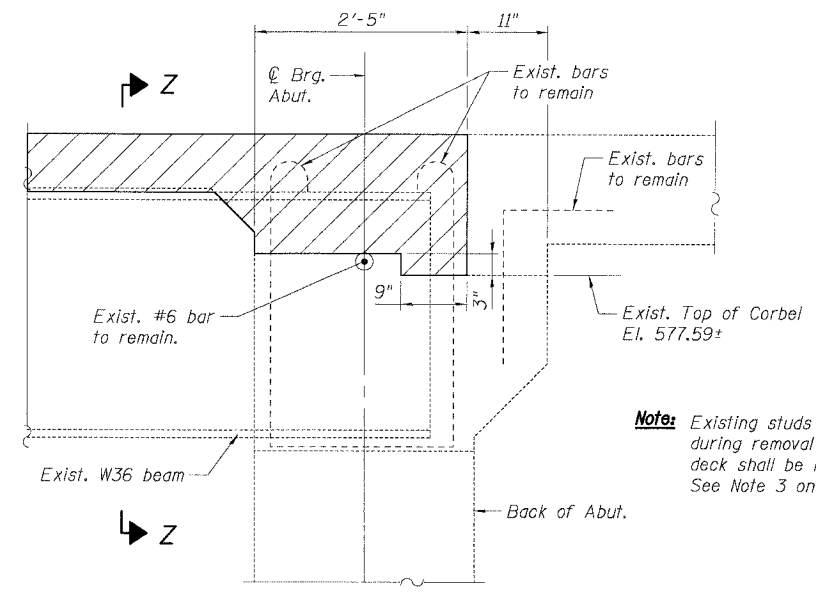
**CONSTRUCTION STAGING SECTIONS
 GENERAL NOTES
 INDEX OF SHEETS**

SCALE: DRAWN BY MDB
 DATE 07/07/06 CHECKED BY MJK

TENG TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

PLOT DATE = 07/07/06
 PLOT SCALE = AS SHOWN
 USER NAME = BUEBRS
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 GARCIA/AZ

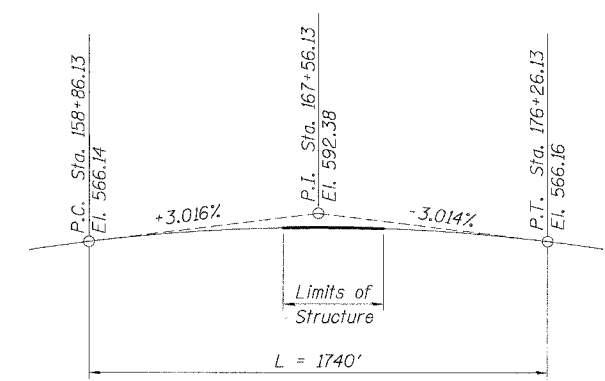
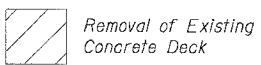
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	66
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



DECK REMOVAL LIMITS AT ABUTMENTS

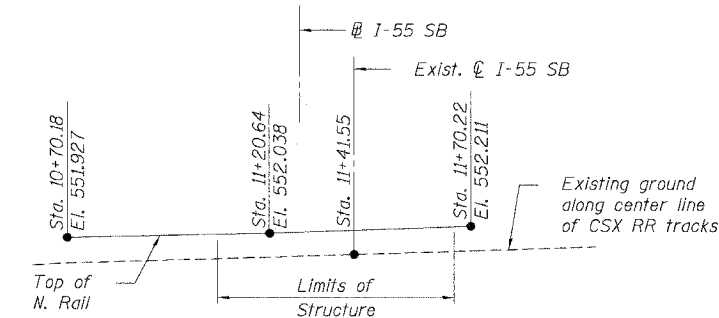
Note: Existing studs damaged during removal of exist. deck shall be replaced. See Note 3 on Sht. SA-11A.

LEGEND



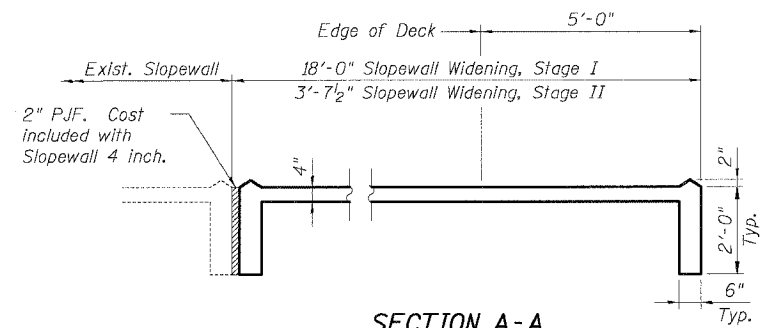
I-55 SB PGL

(developed from survey data)



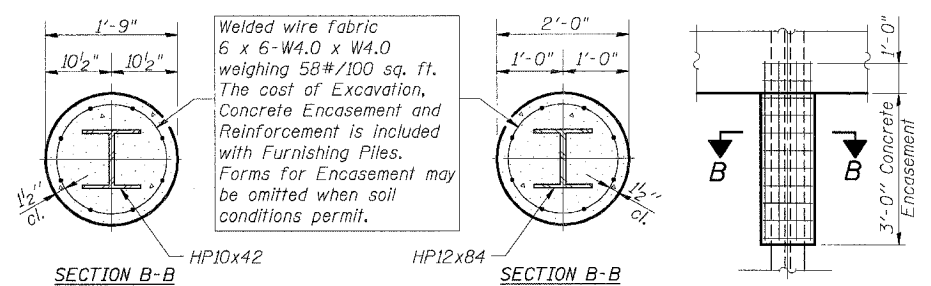
PROFILE GRADE CSX RR

(from survey)



SECTION A-A

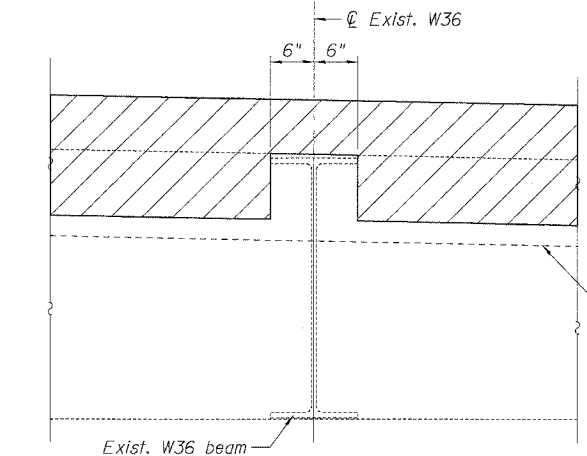
(slopewall details)



PILE ENCASEMENT DETAIL

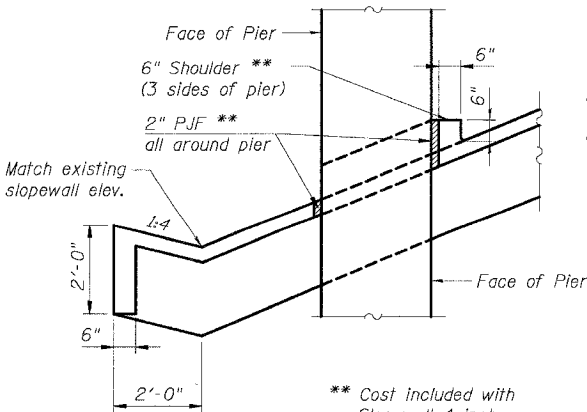
Notes:

1. See Sheet SA-1 for location of Section A-A
2. 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 601.101)
3. Existing slopewall ditches shall be broom cleaned. Cost included with Slope Wall 4 inch.



SECTION Z-Z

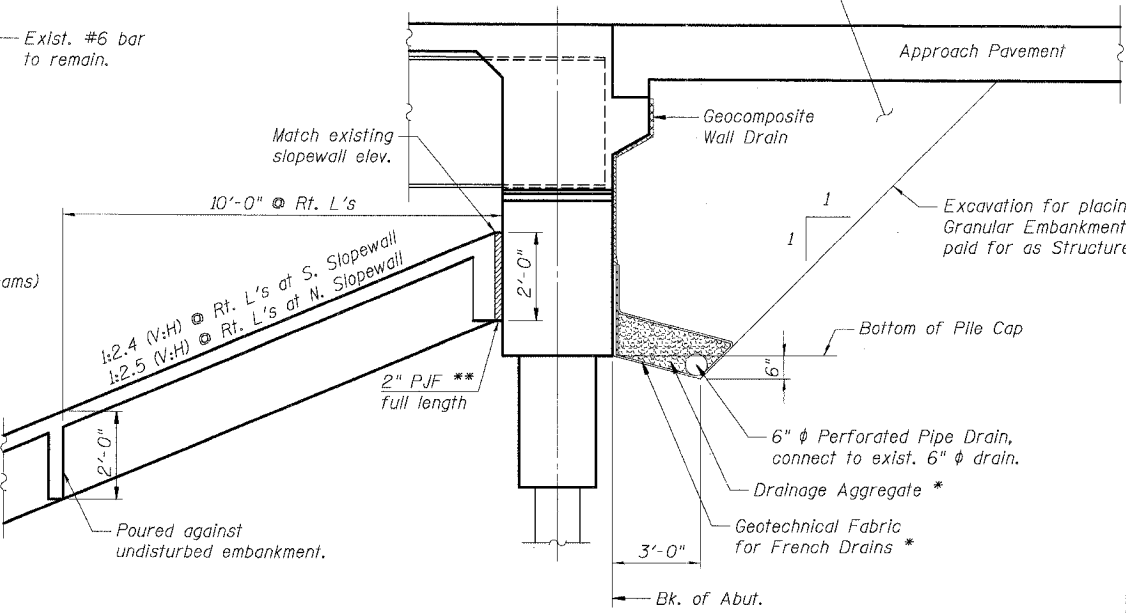
(Showing limits of Removal of Existing Concrete Deck at existing beams)



** Cost included with Slopewall 4 inch.

SECTION THRU SLOPEWALL AND ABUTMENT BACKFILL

Backfill with uncompacted Porous Granular Embankment, Special by Bridge Contractor after superstructure is in place.



* Included with Pipe Underdrains for Structures, 6".

SUGGESTED SEQUENCE OF CONSTRUCTION

(STAGE I, AT NORTH ABUTMENT ONLY)

1. Place proposed drainage pipe through existing CMP culvert and fill annular space per drainage plans.
2. Construct drainage structure(s) and build embankment per roadway plans.
3. Remove existing deck and portion of abutment diaphragms east of stage construction line. Remove wingwalls on east side.
4. Drive test pile and production pile to clear existing culvert.
5. Drill and grout dowel bars into existing abutment.
6. Construct east abutment widening and east wingwall.
7. Place bearings and steel framing.
8. Construct the bridge deck and integral backwall to the stage construction line.
9. Backfill behind new abutments.
10. Construct approach pavements to the stage construction line.
11. Groove the deck and apply the protective coat.

**STATION 167+72.58
BUILT 200_ BY
STATE OF ILLINOIS
F.A.I. RT. 55 SEC. 2006-031 BY
LOADING HS20 & ALT.
STR. NO. 099-0312**

NAME PLATE

See Std. 515001

Note: See Sht. SA-8 for location

SHT. SA-3 OF 21

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
BRIDGE WIDENING
SB I-55 OVER CSX RAILROAD, S.N. 099-0312
STA. 167+72.58, SECTION 2006-031 BY
WILL COUNTY

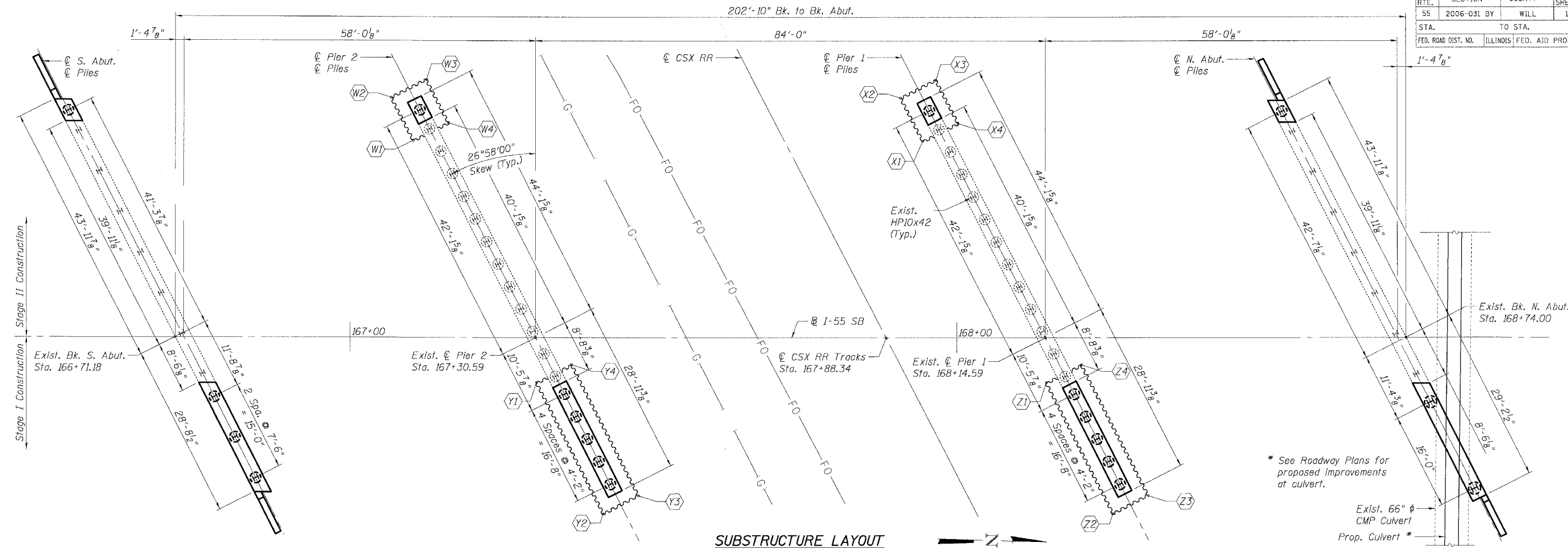
**SLOPEWALL & ABUTMENT
BACKFILL DETAILS
PROFILE GRADES**

SCALE: DATE 07/07/06 DRAWN BY MDB CHECKED BY MJK

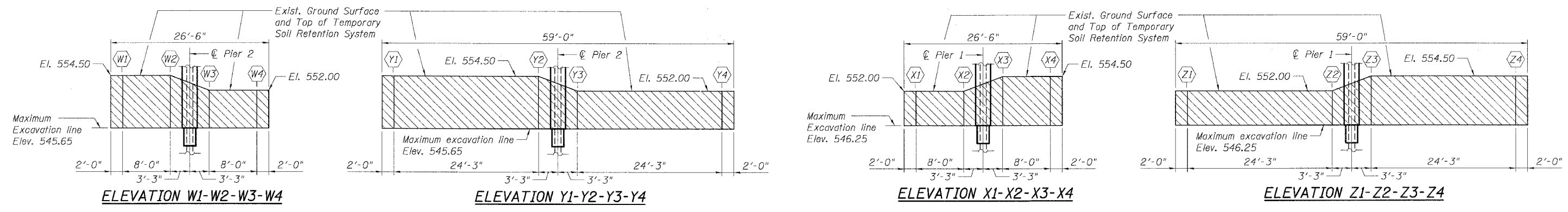
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	67
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



SUBSTRUCTURE LAYOUT



ELEVATION W1-W2-W3-W4

ELEVATION Y1-Y2-Y3-Y4

ELEVATION X1-X2-X3-X4

ELEVATION Z1-Z2-Z3-Z4

TEMPORARY SOIL RETENTION SYSTEM LOCATIONS

(Reference @ I-55 SB)

STAGE I			STAGE II		
Location	Station	Offset (ft.)	Location	Station	Offset (ft.)
Y1	167+30.72	7.45 Rt.	W1	167+10.39	32.51 Lt.
Y2	167+41.72	29.06 Rt.	W2	167+06.77	39.64 Lt.
Y3	167+47.51	26.11 Rt.	W3	167+12.56	42.59 Lt.
Y4	167+36.52	4.50 Rt.	W4	167+16.19	35.46 Lt.
Z1	168+14.72	7.45 Rt.	X1	167+94.37	32.75 Lt.
Z2	168+25.72	29.06 Rt.	X2	167+90.87	39.66 Lt.
Z3	168+31.51	26.11 Rt.	X3	167+96.66	42.60 Lt.
Z4	168+20.52	4.50 Rt.	X4	168+00.17	35.68 Lt.

TEMPORARY SOIL RETENTION SYSTEM DEVELOPED ELEVATIONS

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.

LEGEND:

- G- Gas Line
- FO- Fiber Optic Line
- Theoretical Limits and Pay Limits of Temporary Soil Retention System

SHT. SA-4 OF 21

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAT ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
 BRIDGE WIDENING
 SB I-55 OVER CSX RAILROAD, S.N. 099-0312
 STA. 167+72.58, SECTION 2006-031 BY
 WILL COUNTY

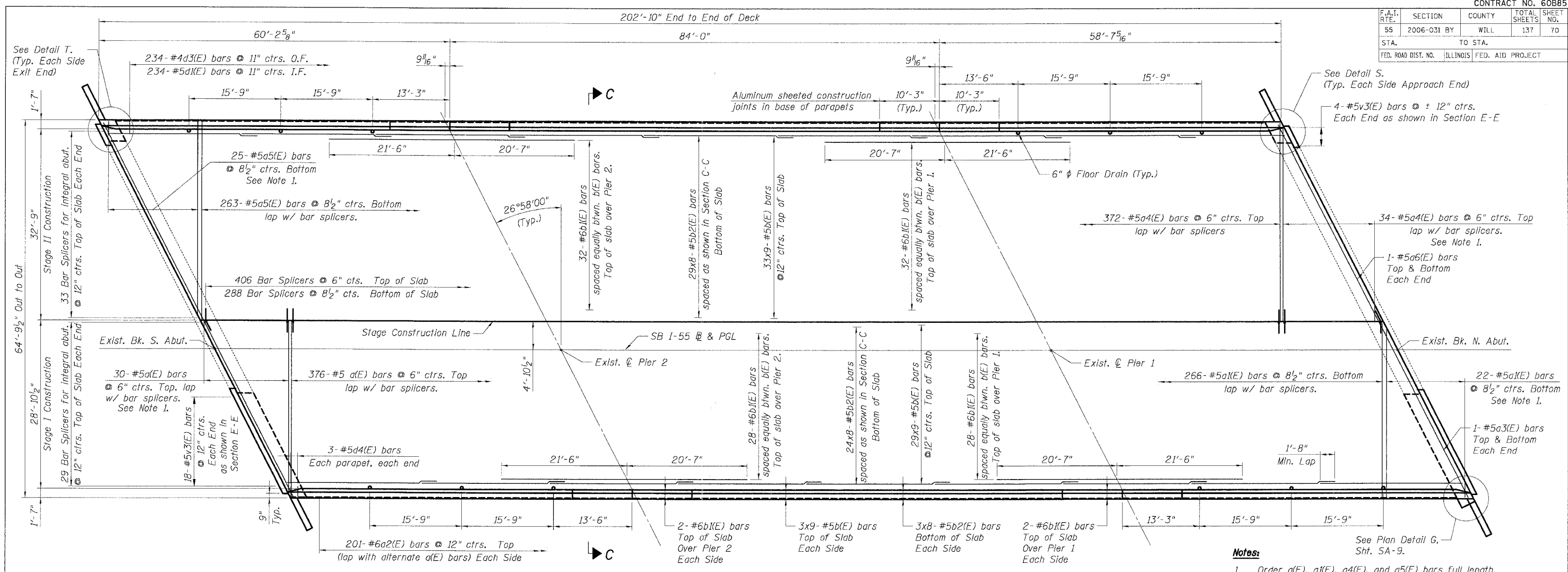
**SUBSTRUCTURE LAYOUT
 TEMPORARY SOIL RETENTION**

SCALE: DRAWN BY MDB
 DATE 07/07/06 CHECKED BY MJK

TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

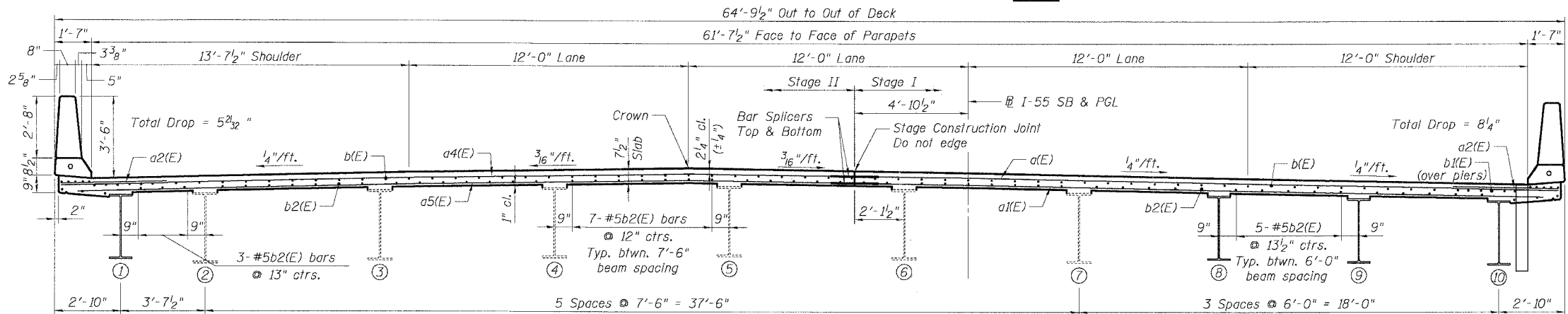
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

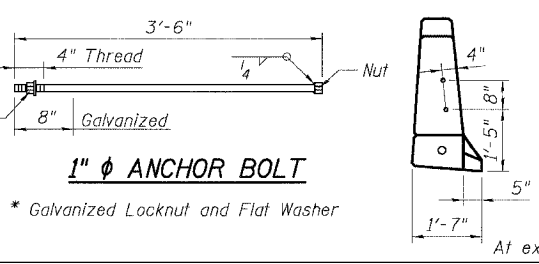


PLAN

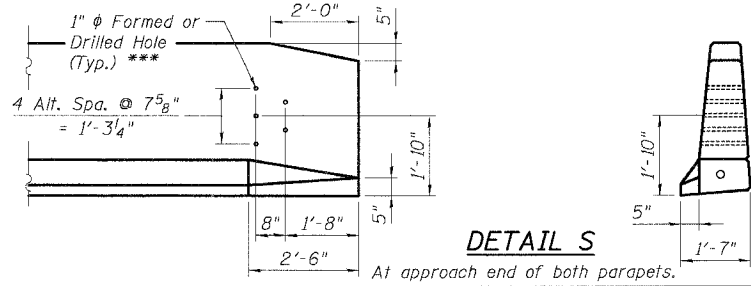
- Notes:**
1. Order a(E), a1(E), a4(E), and a5(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.
 2. Work this sheet with Sht. SA-8 & SA-9 & SA-10.
 3. Reinforcement bars designated (E) shall be epoxy coated.
 4. Bars indicated thus 41x8-#5 etc. indicates 41 lines of bars with 8 lengths per line.
 5. See Sht. SA-8 for parapet details.
 6. For Section E-E, see Sht. SA-10.
 7. See Sht. SA-17 for bar splicer details.
 8. All edges shall have a 3/4" chamfer unless noted otherwise.
 9. Space bars to miss drains.
 10. Lap length for #5 bars = 1'-8" min.
 11. I.F. = Inside face, O.F. = outside face, E.F. = each face



SECTION C-C



DETAIL T
At exit end of both parapets.



** Cost of bolts to be included in Concrete Superstructure.
*** Cost of holes to be included in Concrete Superstructure.

SHT. SA-7 OF 21

REVISIONS	
NAME	DATE

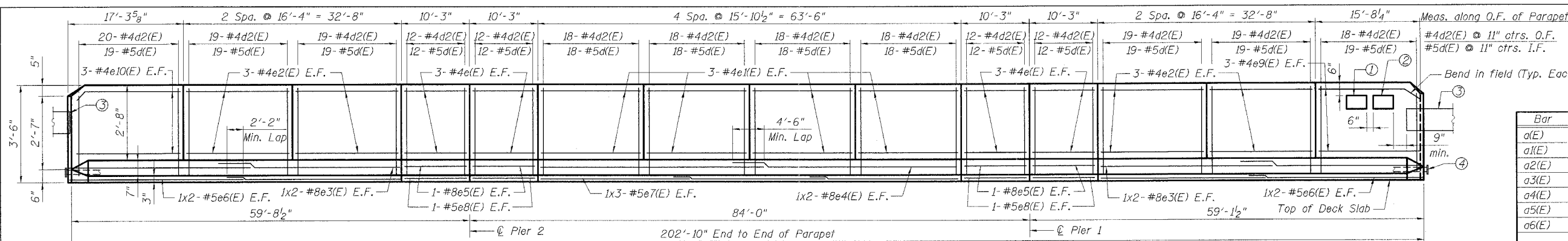
ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
BRIDGE WIDENING
SB I-55 OVER CSX RAILROAD, S.N. 099-0312
STA. 167+72.58, SECTION 2006-031 BY
WILL COUNTY

DECK PLAN & CROSS SECTION

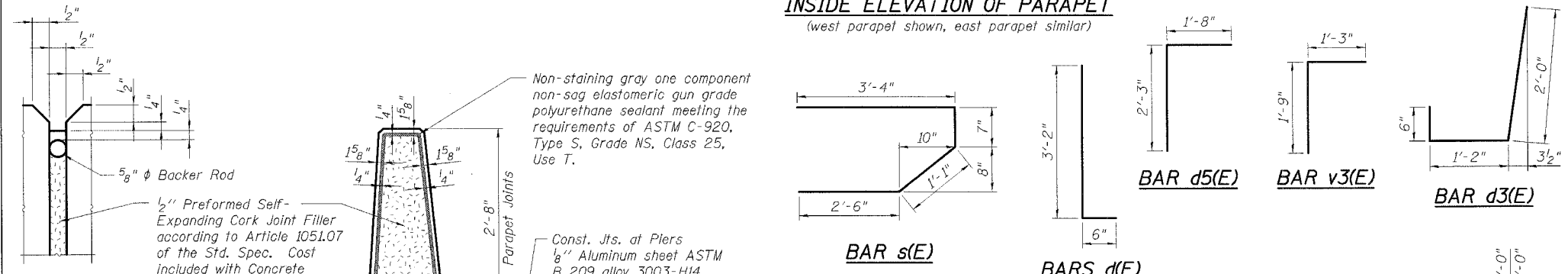
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DATE 07/07/06 CHECKED BY MJK
TENG TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

PLOT DATE = 07/07/06
 PLOT SCALE = AS SHOWN
 USER NAME = MJB
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STA. TO STA.			ILLINOIS FED. AID PROJECT	

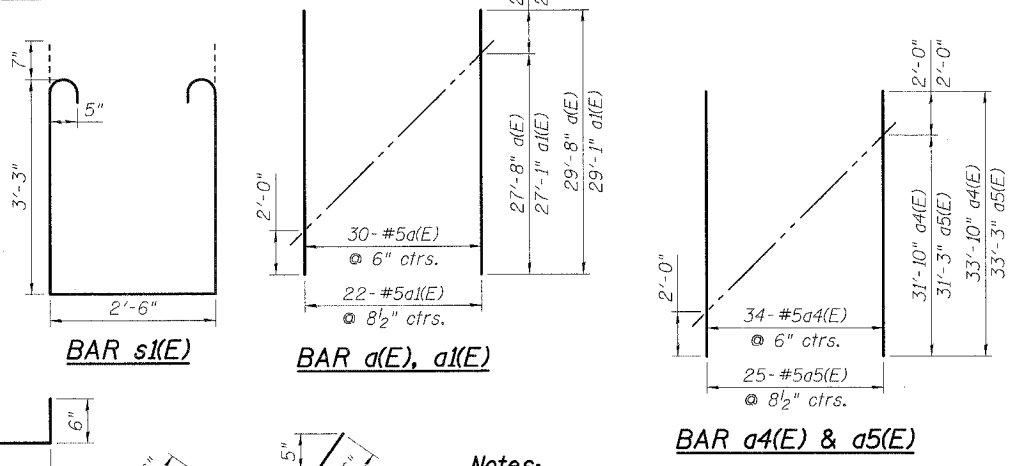
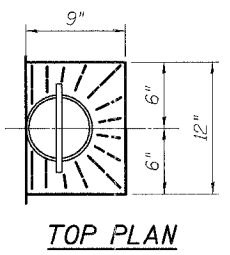
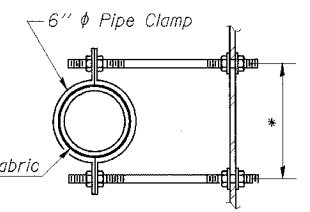
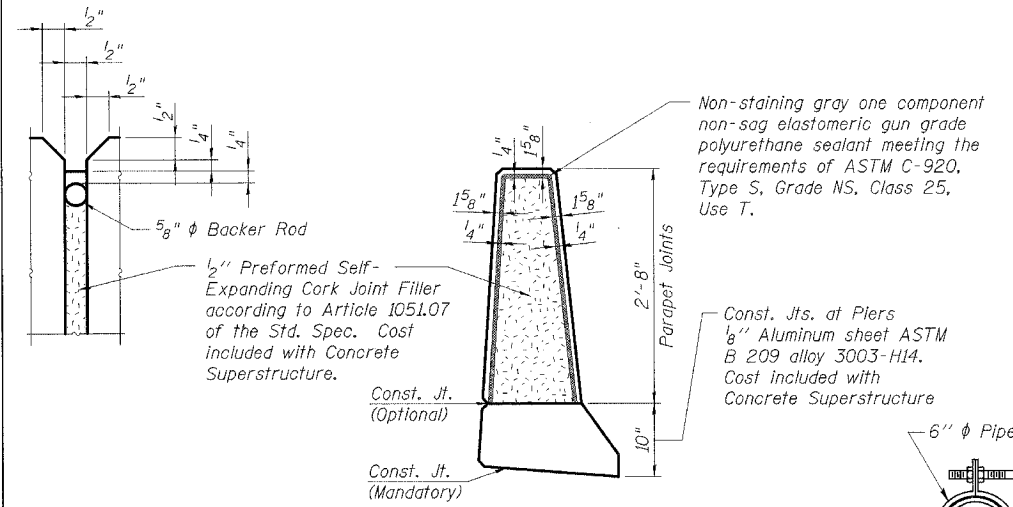


INSIDE ELEVATION OF PARAPET
(west parapet shown, east parapet similar)



- ① Relocated name plate at west parapet.
- ② Name plate location at west parapet. For detail, see Sht. SA-3.
- ③ Traffic Barrier (See roadway plans.) See Details S & T on Sht. SA-7 for anchor details.
- ④ Cap conduits each end. (Typ.) Cost included with Conduit Embedded in Structure, 2" dia., Galvanized Steel.

PARAPET JOINT DETAILS



- Notes:**
- Work this sheet with sheets SA-7, SA-9, & SA-10.
 - Reinforcement bars designated (E) shall be epoxy coated.
 - Bars indicated thus 2x3-#5 etc. indicates 2 lines of bars with 3 lengths per line.
 - E.F. = Each Face, I.F. = Inside Face, O.F. = Outside Face
 - All edges shall have a 3/4" chamfer unless noted otherwise.

BAR LIST

Bar	No.	Size	Length	Shape
a(E)	406	#5	29'-8"	—
a1(E)	288	#5	29'-1"	—
a2(E)	402	#6	4'-6"	—
a3(E)	4	#5	33'-10"	—
a4(E)	406	#5	33'-10"	—
a5(E)	288	#5	33'-3"	—
a6(E)	4	#5	38'-2"	—
b(E)	612	#5	24'-6"	—
b1(E)	128	#6	42'-1"	—
b2(E)	472	#5	27'-3"	—
d(E)	468	#5	3'-8"	—
d1(E)	468	#5	2'-5"	—
d2(E)	468	#4	3'-8"	—
d3(E)	468	#4	3'-8"	—
d4(E)	12	#5	2'-5"	—
d5(E)	88	#5	3'-11"	—
d6(E)	16	#6	3'-8"	—
e(E)	48	#4	10'-0"	—
e1(E)	48	#4	15'-8"	—
e2(E)	48	#4	16'-1"	—
e3(E)	16	#8	26'-6"	—
e4(E)	8	#8	33'-10"	—
e5(E)	16	#8	10'-0"	—
e6(E)	16	#5	25'-6"	—
e7(E)	12	#5	22'-6"	—
e8(E)	16	#5	10'-0"	—
e9(E)	12	#4	15'-11"	—
e10(E)	12	#4	17'-0"	—
m(E)	4	#6	8'-5"	—
m1(E)	4	#6	9'-6"	—
m2(E)	4	#6	7'-11"	—
m3(E)	2	#6	3'-2"	—
m4(E)	4	#6	6'-4"	—
m5(E)	4	#6	2'-10"	—
m6(E)	7	#6	19'-10"	—
m7(E)	14	#6	4'-7"	—
m8(E)	3	#6	20'-4"	—
s(E)	48	#5	7'-5"	—
s1(E)	48	#5	10'-2"	—
v3(E)	44	#5	3'-0"	—

BILL OF MATERIAL

Item	Unit	Total
Concrete Superstructure	Cu. Yd.	395.4
Reinforcement Bars, Epoxy Coated	Pound	97,910
Bar Splicers	Each	816

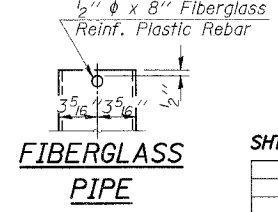
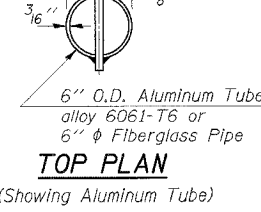
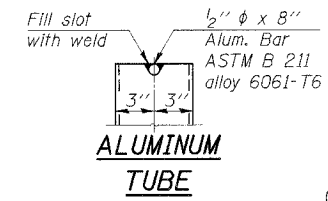
ILLINOIS DEPARTMENT OF TRANSPORTATION
 I-55 OVER CSX RR AND SUNNYLAND DRAIN
 BRIDGE WIDENING
 SB I-55 OVER CSX RAILROAD, S.N. 099-0312
 STA. 167+72.58, SECTION 2006-031 BY
 WILL COUNTY

PARAPET DETAILS

SCALE: DRAWN BY MJB
 DATE: 08/08/06 CHECKED BY MJK

SHT. SA-8 OF 21

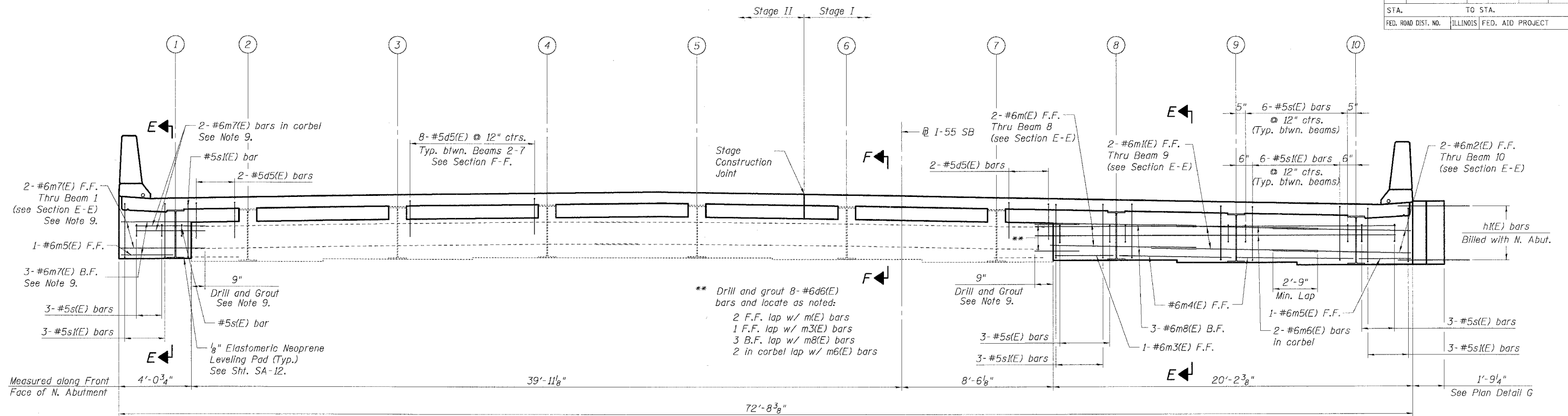
REVISIONS	
NAME	DATE



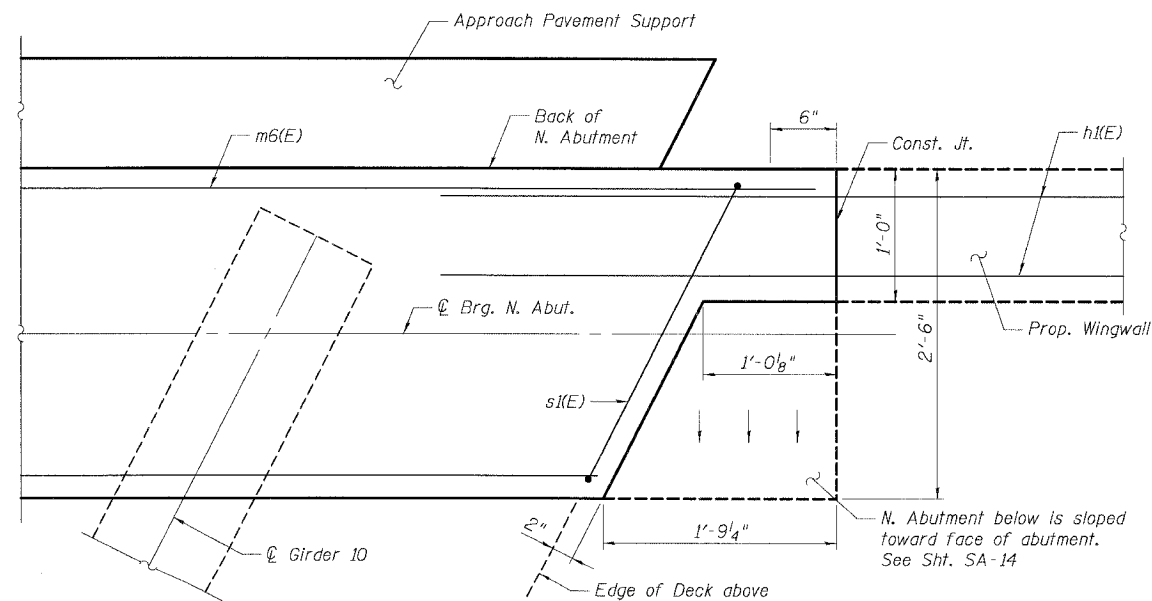
Notes:
 The exterior surfaces of the floor drains shall be painted with the finish coat as specified in the special provisions for Cleaning and Painting New Metal Structures. The exterior surfaces of the drains shall be cleaned according to Steel Structures Painting Council's Spec. SSPC-SP1 prior to painting.
 Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.

PLOT DATE = 08/08/06
 FILE NAME = BRIDGE.DWG
 PLOT SCALE = AS SHOWN
 USER NAME = MJB

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031	WILL	137	72
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



INTEGRAL BACKWALL ELEVATION AT N. ABUTMENT



PLAN DETAIL G

Notes:

1. Reinforcement bars in diaphragm are billed with superstructure on Sht. SA-8.
2. For Sections E-E & F-F, see Sht. SA-10.
3. For details of bars s(E) & s(E) see Sht. SA-8.
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. For anchor bolt details see Sht. SA-13.
6. Reinforcement bars designated (E) shall be epoxy coated.
7. E.F. = Each Face, B.F. = Back Face, F.F. = Front Face
8. Minimum lap for #6 bar = 2'-9"
9. Drill and epoxy grout bars in 9" min. (U.N.O.) drilled holes according to Section 584 of the Standard Specifications. Method and grout are subject to the approval of the Engineer. The cost of drilling and grouting shall be included with Reinforcement Bars, Epoxy Coated.

SHT. SA-9 OF 21

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55 OVER CSX RR AND SUNNYLAND DRAIN
 BRIDGE WIDENING
 SB I-55 OVER CSX RAILROAD, S.N. 099-0312
 STA. 167+72.58, SECTION 2006-031 BY
 WILL COUNTY

NORTH INTEGRAL BACKWALL

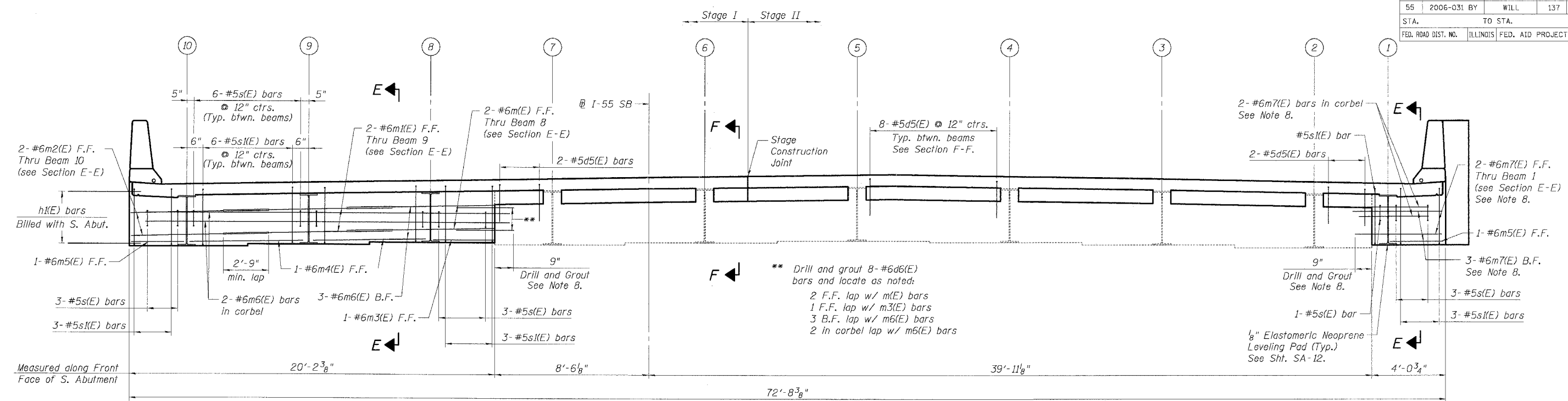
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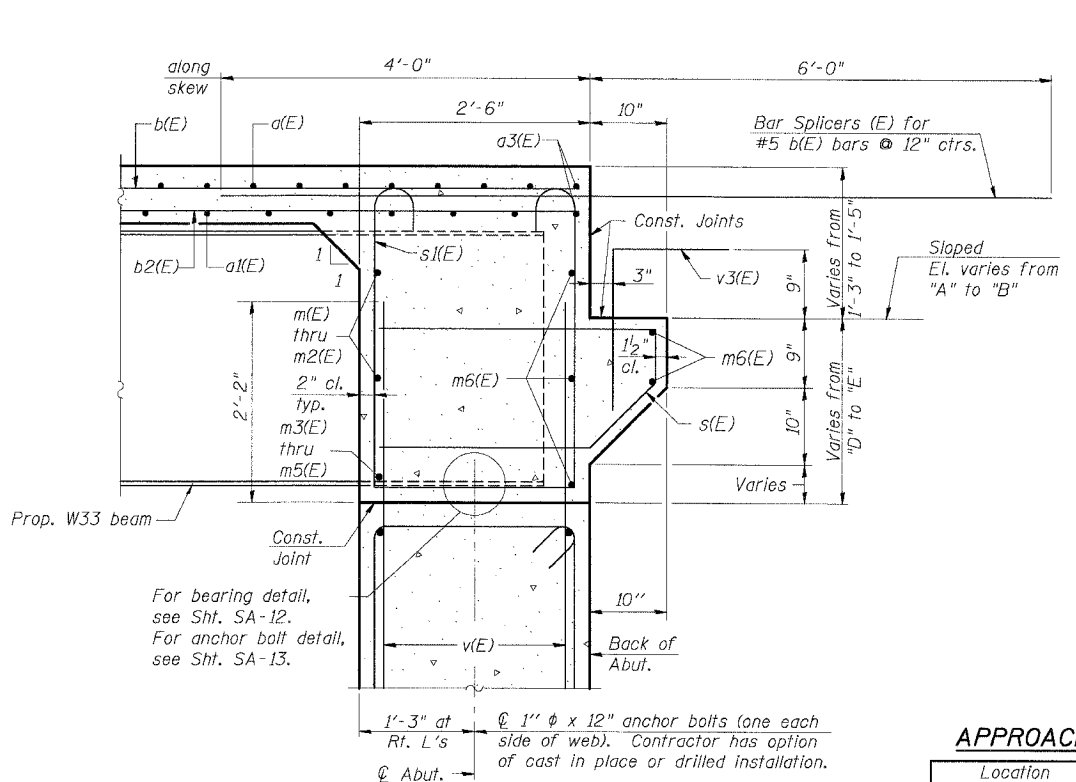
TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

PLOT DATE = 07/07/06
 PLOT SCALE = 1/8"=1'-0"
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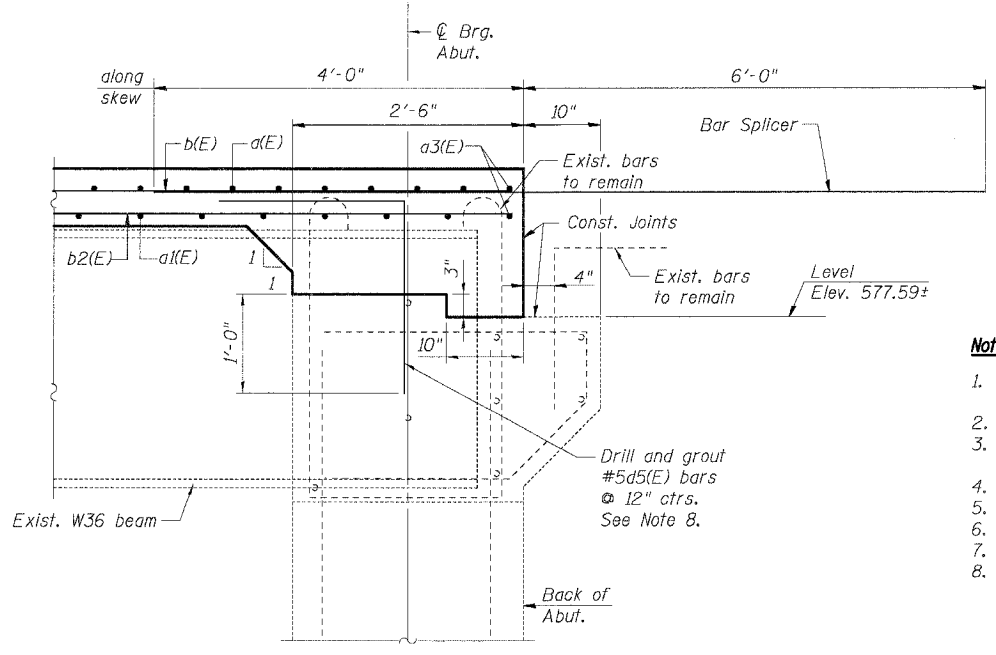
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031	BY WILL	137	73
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



INTEGRAL BACKWALL ELEVATION AT S. ABUTMENT



SECTION E-E
(section thru proposed abutment widening)
Stage I shown, Stage II similar.
Dimensions at right angles to abutment, except as noted.



SECTION F-F
(section thru exist. abutment)

APPROACH PAVEMENT SUPPORT ELEVATION

Location	Stage	El. "A"	El. "B"*	Dim. "D"	Dim. "E"
North Abutment	I	577.11	577.59	1'-9 3/8"	2'-3 1/8"
	II	577.45	577.59	2'-0 3/4"	2'-2 3/8"
South Abutment	I	577.31	577.59	1'-11 3/8"	2'-1 5/8"
	II	577.43	577.59	1'-11 3/8"	2'-2 3/8"

* Approach pavement support is to be sloped from Elevation "A" at the ends of the proposed widenings to match the elevation of the existing approach pavement supports at the ends of the existing integral backwall (Elevation "B").

- Notes:**
1. Reinforcement bars in diaphragm are billed with superstructure on Sht. SA-8.
 2. For details of bars s(E) & sl(E) see Sht. SA-8.
 3. The s(E) and sl(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
 4. For anchor bolt details see Sht. SA-13.
 5. Reinforcement bars designated (E) shall be epoxy coated.
 6. E.F. = Each Face, B.F. = Back Face, F.F. = Front Face
 7. Minimum lap for #6 bar = 2'-9"
 8. Drill and epoxy grout bars in 9" min. (U.N.O.) drilled holes according to Section 584 of the Standard Specifications. Method and grout are subject to the approval of the Engineer. The cost of drilling and grouting shall be included with Reinforcement Bars, Epoxy Coated.

SHT. SA-10 OF 21

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAT ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
 BRIDGE WIDENING
 SB I-55 OVER CSX RAILROAD, S.N. 099-0312
 STA. 167+72.58, SECTION 2006-031 BY
 WILL COUNTY

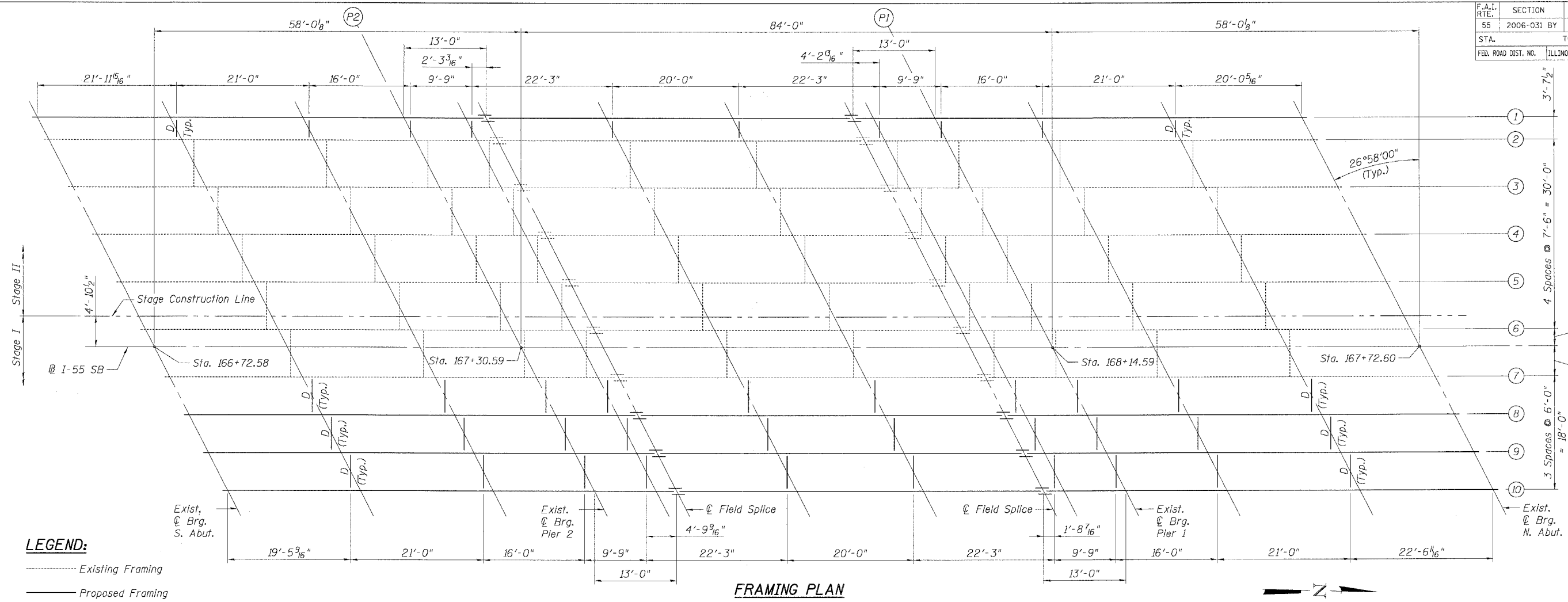
SOUTH INTEGRAL BACKWALL

SCALE: _____ DRAWN BY: MDB
 DATE: 07/07/06 CHECKED BY: MJK

TENG TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

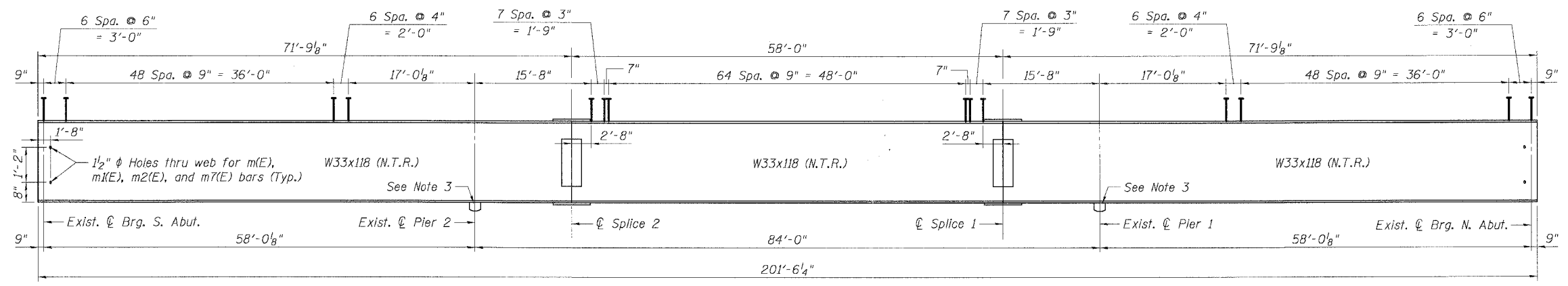
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	74
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



LEGEND:

- Existing Framing
- Proposed Framing

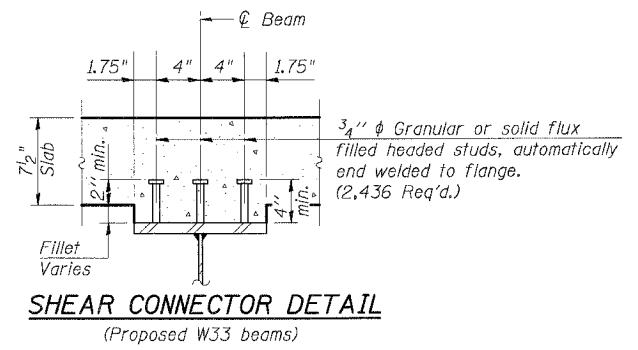


TOP OF BEAM ELEVATIONS
(for fabrication use only)

Beam	Exist. @ Brg. S. Abut.	Exist. @ Pier 2	@ Field Splice	@ Field Splice	Exist. @ Pier 1	Exist. @ Brg. N. Abut.
1	578.15	578.21	578.23	578.23	578.22	578.15
8	578.24	578.27	578.28	578.23	578.21	578.08
9	578.12	578.15	578.15	578.10	578.07	577.94
10	578.00	578.02	578.02	577.97	577.94	577.80

BILL OF MATERIAL

Item	Unit	Total
Stud Shear Connectors	Each	2,436



Notes:

- ** 1. N.T.R. denotes steel is subject to Supplemental Requirements for Notch Toughness. (Zone 2)
- 2. For bearing, field splice, and diaphragm details, see Sht. SA-12.
- ** 3. Rocker plates to be shop welded to bottom flange at Pier 1 and 2 locations. See Sht. SA-12 for details.

** These notes included in Erection Contract for information only.

SHT. SA-11 OF 21

REVISIONS	
NAME	DATE

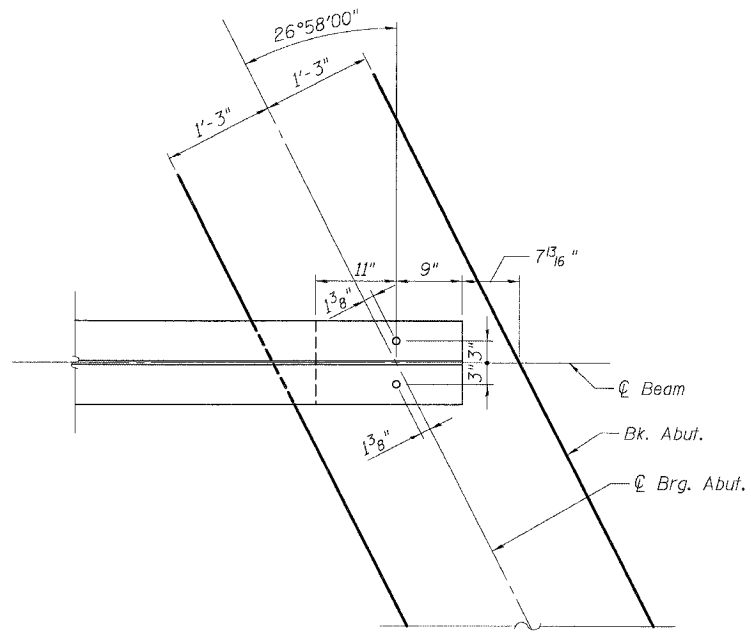
ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAT ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
 BRIDGE WIDENING
 SB I-55 OVER CSX RAILROAD, S.N. 099-0312
 STA. 167+72.58, SECTION 2006-031 BY
 WILL COUNTY

**FRAMING PLAN,
TOP OF BEAM ELEVATIONS,
SHEAR STUD DETAILS**

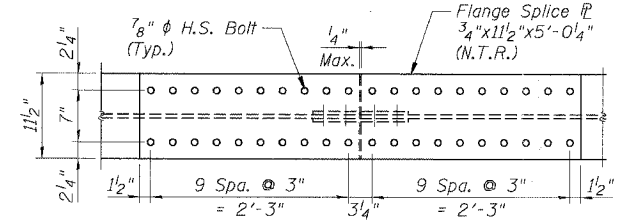
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TENG TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS

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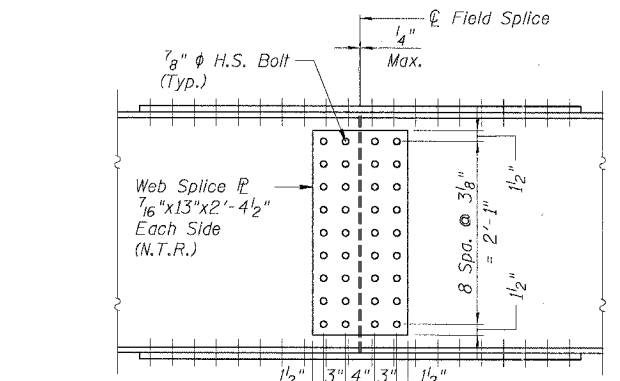
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	76
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



PLAN AT ABUTMENT

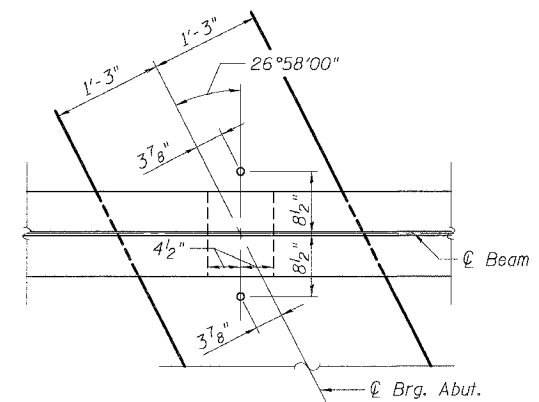


TOP & BOTTOM FLANGE

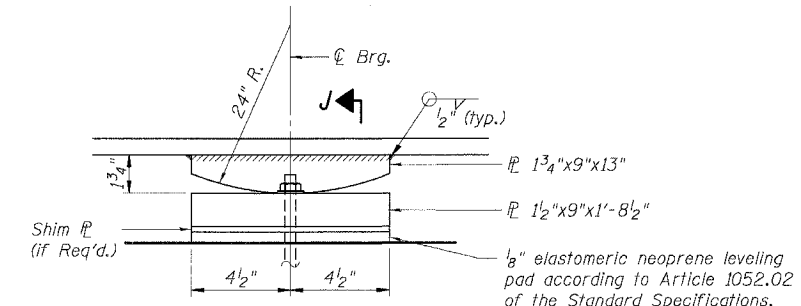


ELEVATION
SPLICE DETAILS

All bolts in splices shall be AASHTO M164 (ASTM A325) with Class A contact surfaces and standard holes.



PLAN AT PIER



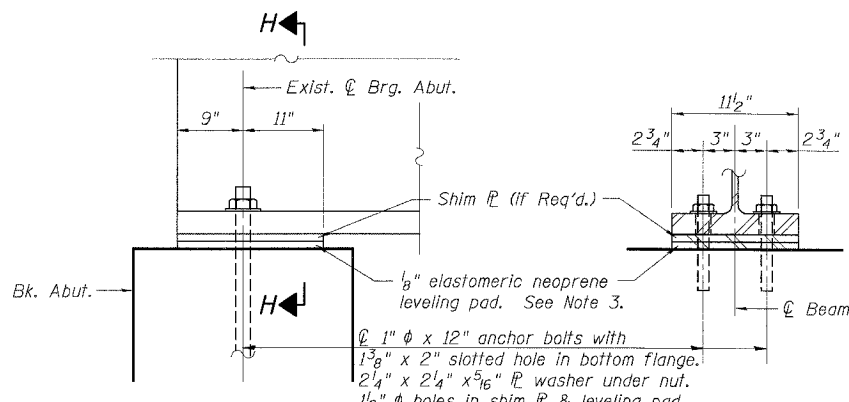
ELEVATION AT PIER

INTERIOR GIRDER MOMENT TABLE
(PROPOSED BEAMS 8 AND 9)

	0.4 Sp. 1	Pier	0.5 Sp. 2
I_s (in ⁴)	5,900	5,900	5,900
I_c (n) (in ⁴)	14,919	---	14,919
I_c (3n) (in ⁴)	11,031	---	11,031
S_s (in ³)	359	359	359
S_c (n) (in ³)	514	---	514
S_c (3n) (in ³)	465	---	465
Z (in ³)	---	415	---
M (k/ft.)	0.699	1.149	0.699
M (k)	133	577	242
s (k/ft.)	0.450	---	0.450
M_s (k)	99	---	190
M (k)	359	252	484
M (Imp) (k)	98	64	116
M_3 (M _L + M _{Imp}) (k)	763	528	1,000
M_a (k)	1,292	1,437	1,861
M_u (k)	2,598	1,701	2,598
f_s non-comp (k.s.i.)	4.4	19.3	8.1
f_s (comp) (k.s.i.)	2.5	---	4.9
f_s (k + Imp) (k.s.i.)	17.8	17.6	23.4
f_s (Overload) (k.s.i.)	24.8	36.9	36.3
f_s (Total) (k.s.i.)	---	---	---
VR (k)	50.0	---	51.0

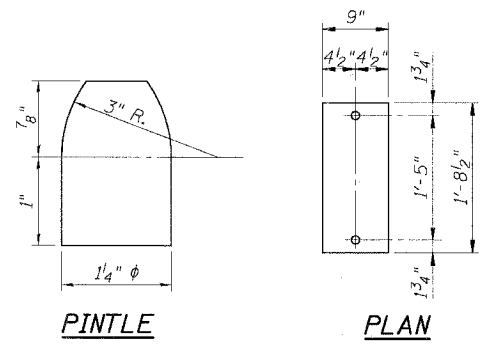
INTERIOR GIRDER REACTION TABLE
(PROPOSED BEAMS 8 AND 9)

	Abut.	Pier
R (k)	23.2	91.2
R (k)	35.9	42.5
$Imp.$ (k)	9.8	10.9
R (Total) (k)	69.0	144.6



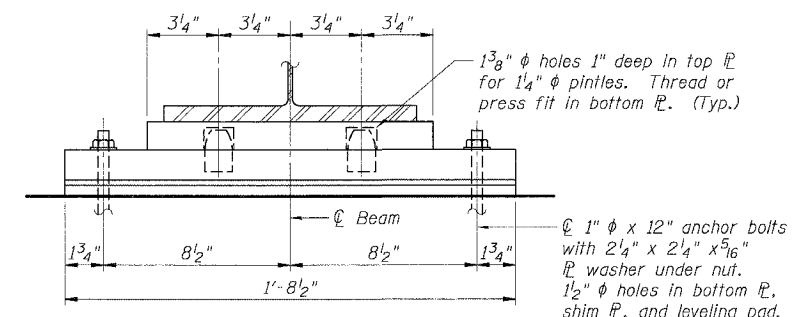
SECTION AT ABUTMENTS

SECTION H-H



PINTLE

PLAN



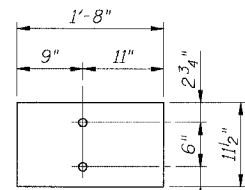
SECTION J-J

I_s and S_s are the moment of inertia and section modulus of the steel section used in computing f_s (Total & Overload).
 $I_c(n)$ and $S_c(n)$ are the moment of inertia and section modulus of the composite section used in computing stresses due to Live Load.
 $I_c(3n)$ and $S_c(3n)$ are the moment of inertia and section modulus of the composite section used in computing stresses due to superimposed dead loads. (see AASHTO 10.38)
 VR is the maximum Live Load + Impact shear range in span.
 Z is the plastic section modulus used to determine the fully plastic moments in the non-composite areas.
 M_a (Applied Moment) = $1.3[M] + Ms + 5_3(M_L + M[Imp])$.
 The Plastic Moment capacity (M_u) is computed according to AASHTO 10.48.1 and 10.50.1.1.
 f_s (Overload) is the sum of the stresses due to M + M_s + $5_3(M_L + M[Imp])$.
 f_s (Total) (Non-compact section) is the sum of the stresses due to $1.3[M] + Ms + 5_3(M_L + M[Imp])$.

Notes:

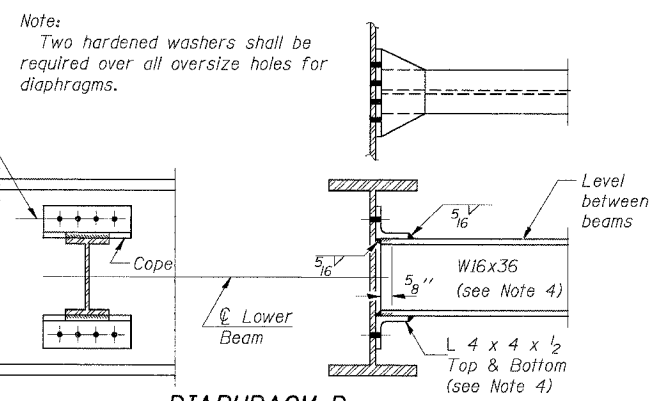
1. Work this sheet with Sht. SA-11.
2. N.T.R. denotes steel is subject to Supplemental Requirements for Notch Toughness (Zone 2).
3. 1/8" elastomeric neoprene leveling pad according to Article 1052.02 of the Standard Specifications.
4. All steel shown on this sheet shall be AASHTO M270 Grade 50 except diaphragms and shim plates may be AASHTO M 270 Grade 36.
5. Anchor bolts shall be furnished and installed under the pay item Furnishing and Erecting Structural Steel. See Sht. SA-13 for details.
6. Fixed bearing assemblies including pintles, shim plates, adjusting shims, and elastomeric neoprene leveling pads will be furnished by the Fabrication Contractor and shall be installed under the pay item Erecting Structural Steel
7. Adjusting shim plates shall be placed as required during erection, see General Notes on Sht. SA-2.

* These notes included in erection contract for information only.



PLAN

3/4" φ H.S. Bolts
 1 5/16" φ Holes at Beams 1, 8, 9 and 10.
 Field Drill 1 5/16" φ holes in existing Beams 2 and 7.
 Cost of field drilling is included in Erecting Structural Steel



DIAPHRAGM D
(40 Required)

SHT. SA-12 OF 21

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
 BRIDGE WIDENING
 SB I-55 OVER CSX RAILROAD, S.N. 099-0312
 STA. 167+72.58, SECTION 2006-031 BY
 WILL COUNTY

BEARING DETAILS,
 MOMENT & REACTION TABLES
 SPLICE & DIAPHRAGM DETAILS

SCALE: DATE 07/07/06 DRAWN BY MDB CHECKED BY MJK

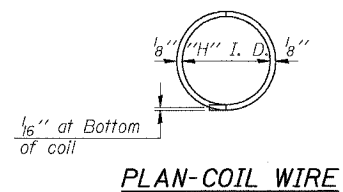
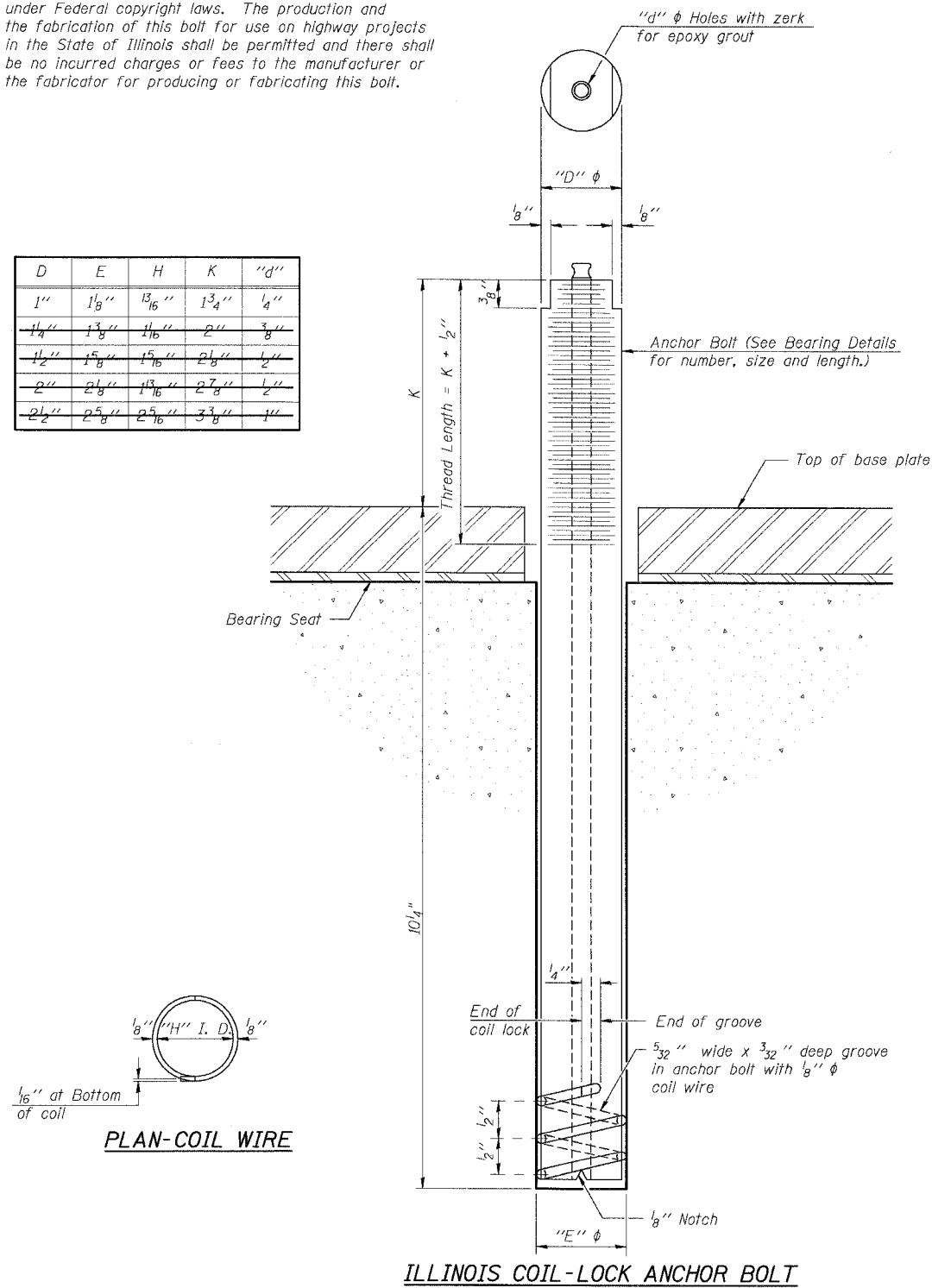


PLOT DATE = 07/07/06
 PLOT SCALE = 1/8" = 1'-0"
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 GARCIA/ALZ

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031	BY WILL	137	77
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

The Illinois Coil-Lock Anchor Bolt is a proprietary item which is the property of the Illinois Department of Transportation. Use, reproduction or disclosure without express written permission is prohibited and protected under Federal copyright laws. The production and the fabrication of this bolt for use on highway projects in the State of Illinois shall be permitted and there shall be no incurred charges or fees to the manufacturer or the fabricator for producing or fabricating this bolt.

D	E	H	K	"d"
1"	1 1/8"	1 3/16"	1 3/4"	1/4"
1 1/4"	1 3/8"	1 1/16"	2"	3/8"
1 1/2"	1 5/8"	1 5/16"	2 1/8"	1/2"
2"	2 1/8"	1 13/16"	2 7/8"	1/2"
2 1/2"	2 5/8"	2 5/16"	3 3/8"	1"



ILLINOIS COIL-LOCK ANCHOR BOLT

MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A 519, Grade 1026, CW and supplied with hexagonal nuts and cut washers.
 The coil wire shall be made of any suitable soft steel wire.
 The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.
 The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C 881, Type 1, Grade 1 and of a Class suitable for the temperature at installation.

INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

1. With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.
2. Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

ALTERNATE ANCHOR BOLTS

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures.
 The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:
 1. A threaded rod stud with nut and washer of the type specified.
 2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

Location	Type
All	ASTM A307

ASTM F 1554 Grade 105, ASTM A 449 and AASHTO M 314 Grade 105 anchor bolts may be substituted for the anchor bolts shown above.

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to the manufacturer's recommendation after beams or girders have been erected and adjusted.
 Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.
 The anchor bolts, furnished and installed and including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for Furnishing and Erecting Structural Steel.

ANCHOR BOLT DETAILS FOR BEARINGS

SHT. SA-13 OF 21

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAT ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
 BRIDGE WIDENING
 SB I-55 OVER CSX RAILROAD, S.N. 099-0312
 STA. 167+72.58, SECTION 2006-031 BY
 WILL COUNTY

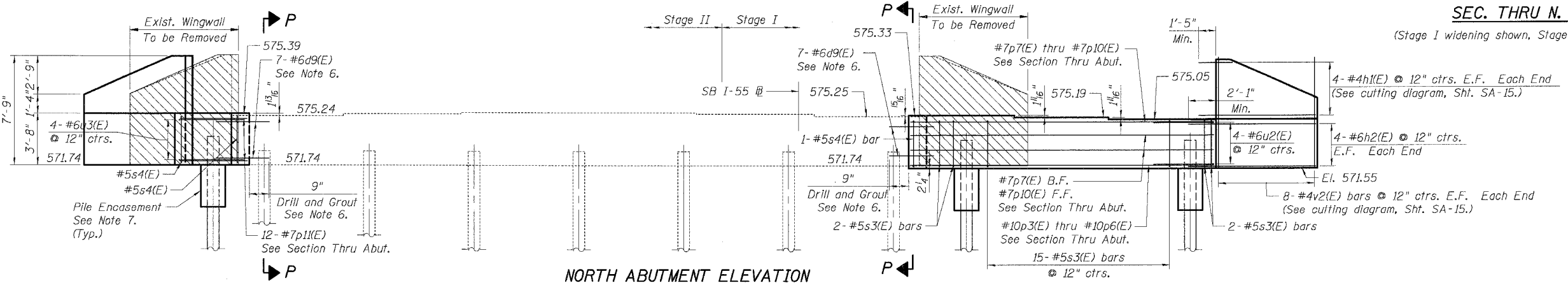
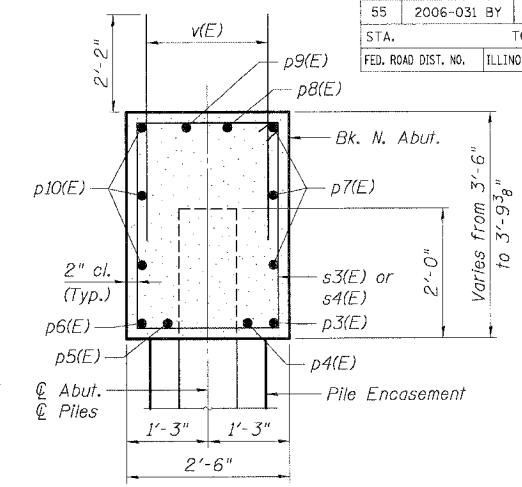
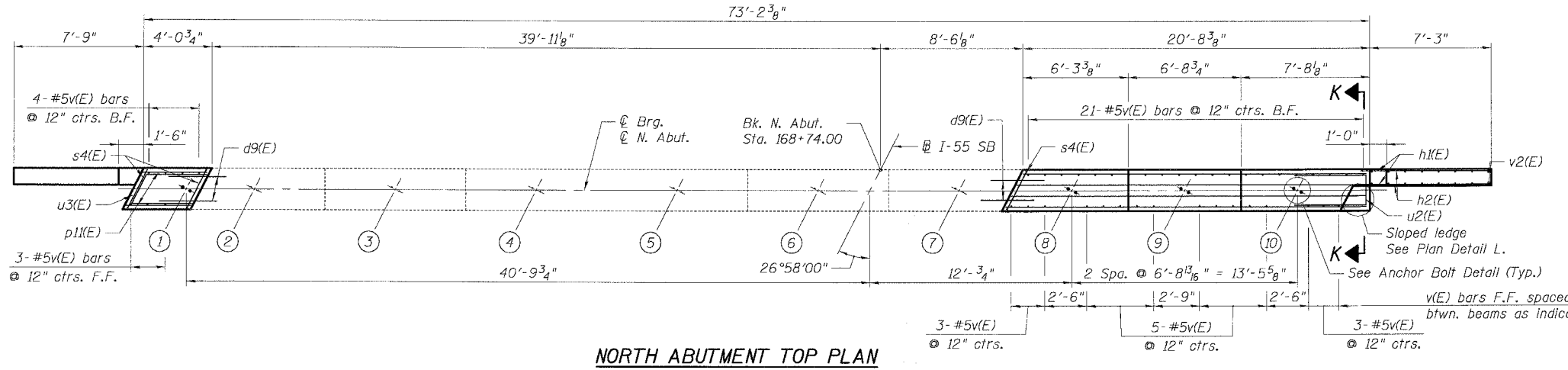
ANCHOR BOLT DETAILS

SCALE: DRAWN BY MDB
 DATE 07/07/06 CHECKED BY MJK



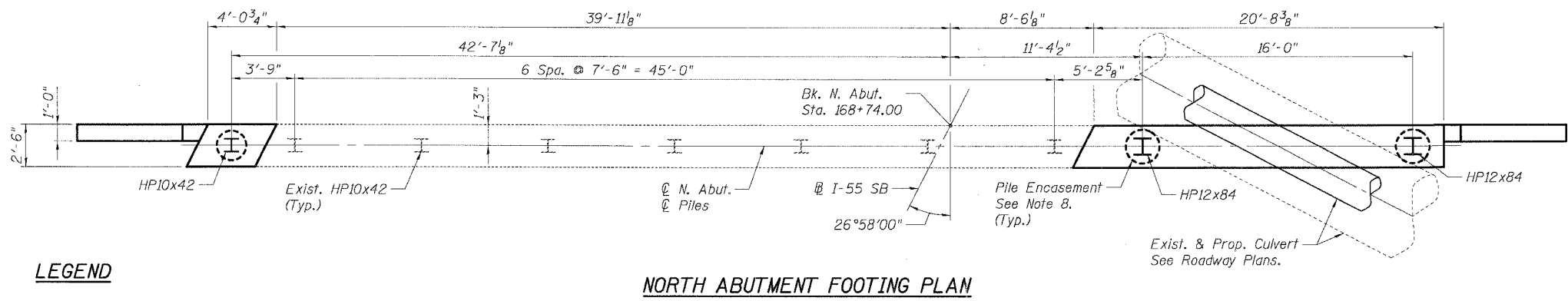
TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031	WILL	137	78
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

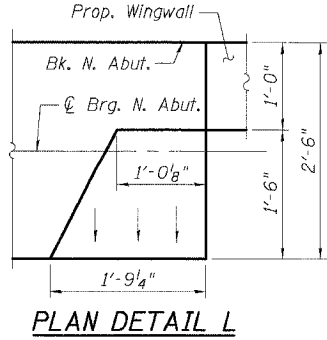
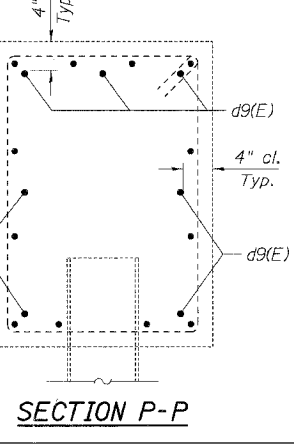
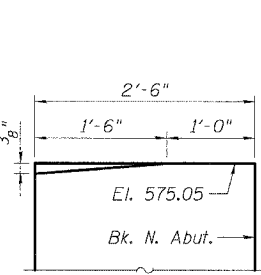


BAR LIST

Bar	No.	Size	Length	Shape
d9(E)	14	#6	3'-0"	
h1(E)	8	#4	12'-3"	
h2(E)	16	#6	9'-9"	
p3(E)	1	#10	20'-6"	
p4(E)	1	#10	20'-9"	
p5(E)	1	#10	21'-3"	
p6(E)	1	#10	21'-6"	
p7(E)	3	#7	20'-6"	
p8(E)	1	#7	20'-10"	
p9(E)	1	#7	21'-2"	
p10(E)	3	#7	21'-6"	
p11(E)	12	#7	3'-8"	
s3(E)	19	#5	11'-3"	□
s4(E)	3	#5	11'-9"	□
u2(E)	4	#6	9'-0"	□
u3(E)	4	#6	9'-2"	□
v(E)	44	#5	4'-4"	
v2(E)	16	#4	12'-3"	



SECTION K-K

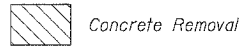


PILE DATA

Stage I
Type: Steel HP12x84 w/ Metal Pile Shoes Driven to Refusal
Design Capacity: -
Required Bearing: 45.6 ft
Estimated Length: 1 + 1 Test Pile

Stage II
Type: Steel HP10x42 w/ Metal Pile Shoes Driven to Refusal
Design Capacity: 37.7 ft
Required Bearing: -
Estimated Length: 1
Number Required: 1

LEGEND



Notes:

1. Space reinforcement in cap to miss anchor bolts.
2. Pour steps monolithically with cap.
3. For anchor bolt details, see Sht. SA-13.
4. Reinforcement bars designated (E) shall be epoxy coated.
5. E.F. = Each Face, I.F. = Inside Face, O.F. = Outside Face
6. Drill and epoxy grout d9(E) bars in 9" min. drilled holes according to Section 584 of the Standard Specifications. Method and grout are subject to the approval of the Engineer. Locate dowels to provide a minimum of 4" clear cover. Cost of drilling and grouting bars shall be included with Reinforcement Bars, Epoxy Coated.
7. For pile encasement details, see Sht. SA-3.
8. For bar details, see Sht. SA-15.
9. Reinforcement bars designated (E) shall be epoxy coated.

BILL OF MATERIAL

Item	Unit	N. Abut.
Concrete Structures	Cu. Yd.	12.2
Reinforcement Bars, Epoxy Coated	Pound	1,860
Structure Excavation	Cu. Yd.	69
Concrete Removal	Cu. Yd.	3.1

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
BRIDGE WIDENING
SB I-55 OVER CSX RAILROAD, S.N. 099-0312
STA. 167+72.58, SECTION 2006-031 BY
WILL COUNTY

NORTH ABUTMENT

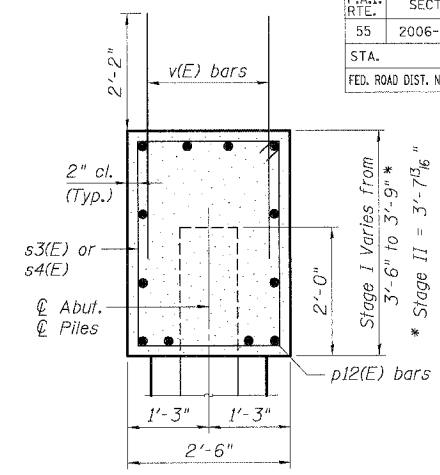
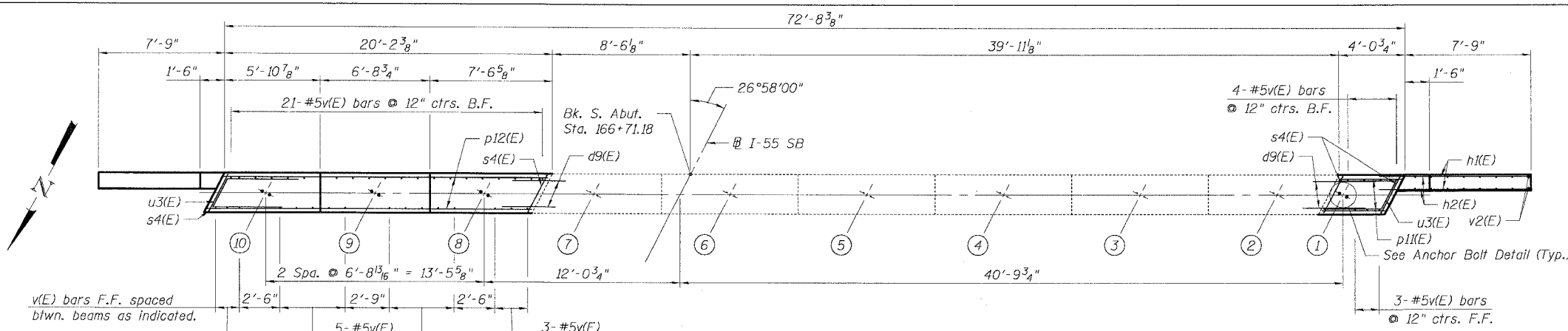
SHT. SA-14 OF 21

REVISIONS	
NAME	DATE

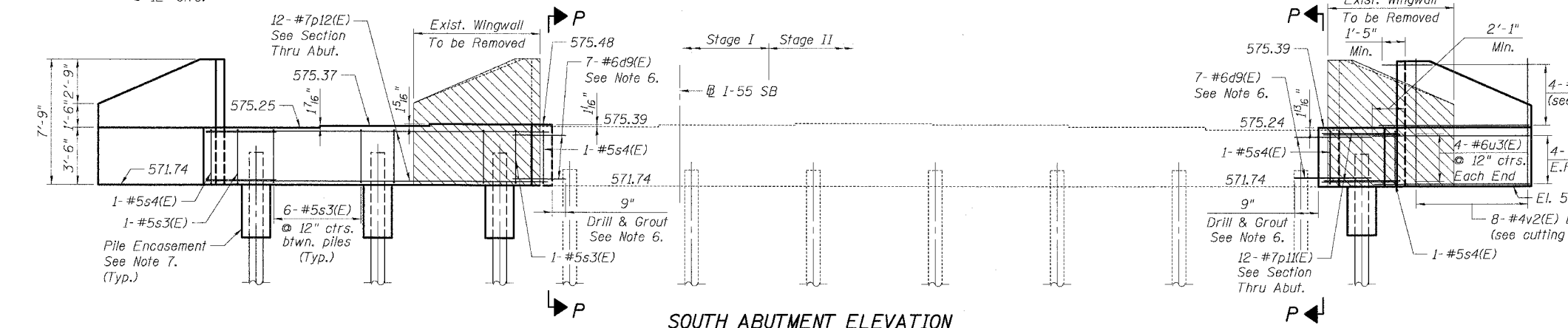
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DATE: 07/07/06 CHECKED BY: MJK
TENG TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

PLOT DATE = 07/07/06
 PLOT SCALE = AS SHOWN
 USER NAME = GJG/EB
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 GARCIAJAZ

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	79
STA.		TO STA.		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



SOUTH ABUTMENT TOP PLAN



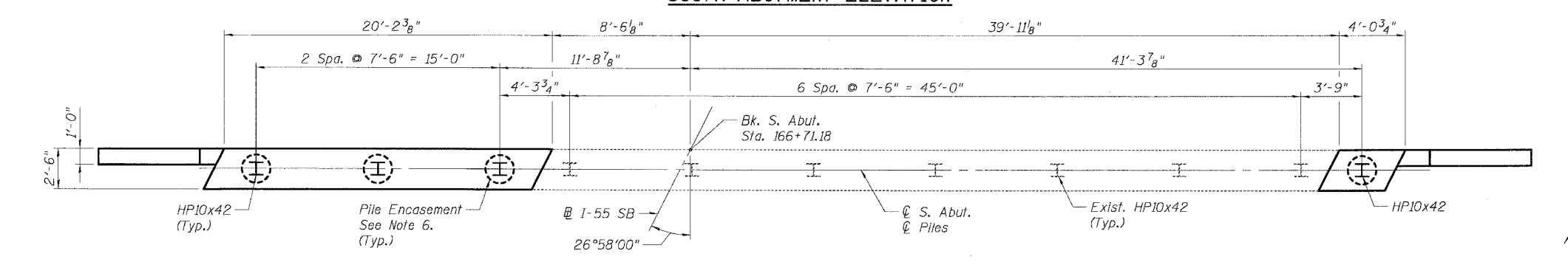
SEC. THRU S. ABUT.
(Stage I widening shown, Stage II widening similar)

BAR LIST

Bar	No.	Size	Length	Shape
d9(E)	14	#6	3'-0"	---
h1(E)	8	#4	12'-3"	---
h2(E)	16	#6	9'-9"	---
p12(E)	12	#7	3'-8"	---
p12(E)	12	#7	19'-10"	---
s3(E)	14	#5	11'-3"	□
s4(E)	4	#5	11'-9"	□
u3(E)	8	#6	9'-2"	∩
v(E)	44	#5	4'-4"	---
v2(E)	16	#4	12'-3"	---

BILL OF MATERIAL

Item	Unit	N. Abut.
Concrete Structures	Cu. Yd.	12.0
Reinforcement Bars, Epoxy Coated	Pound	1,590
Structure Excavation	Cu. Yd.	69
Concrete Removal	Cu. Yd.	3.1



SOUTH ABUTMENT ELEVATION

SOUTH ABUTMENT FOOTING PLAN

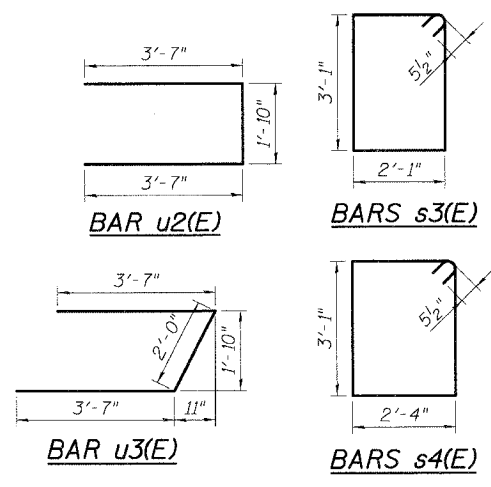
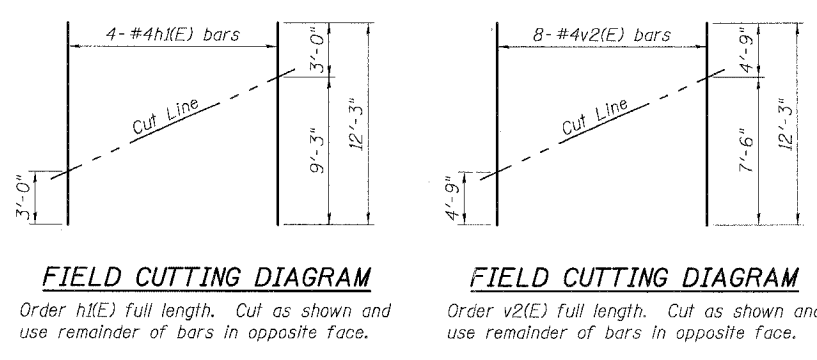
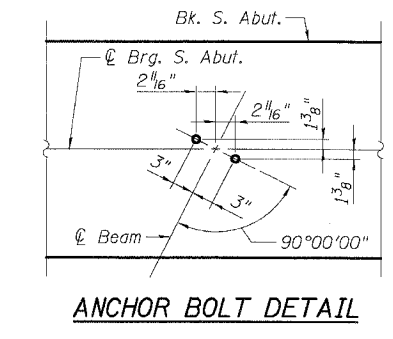
- Notes:**
1. Space reinforcement in cap to miss anchor bolts.
 2. Pour steps monolithically with cap.
 3. For anchor bolt details, see Sht. SA-13.
 4. Reinforcement bars designated (E) shall be epoxy coated.
 5. E.F. = Each Face, F.F. = Front Face, B.F. = Back Face
 6. Drill and epoxy grout d9(E) bars in 9" min. drilled holes according to Section 584 of the Standard Specifications. Method and grout are subject to the approval of the Engineer. Locate dowels to provide a minimum of 4" clear cover. Cost of drilling and grouting bars shall be included with Reinforcement Bars, Epoxy Coated.
 7. For pile encasement details, see Sht. SA-3.
 8. For Section P-P, see Sht. SA-14.
 9. Bars designated (E) shall be epoxy coated.

LEGEND

Concrete Removal

PILE DATA

Stage	Type	Design Capacity	Required Bearing	Estimated Length	Number Required
Stage I	Steel HP10x42 w/ Metal Pile Shoes Driven to Refusal	-	40.0 ft	-	2 + 1 Test Pile
Stage II	Steel HP10x42 w/ Metal Pile Shoes Driven to Refusal	-	37.5 ft	-	1



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	80
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

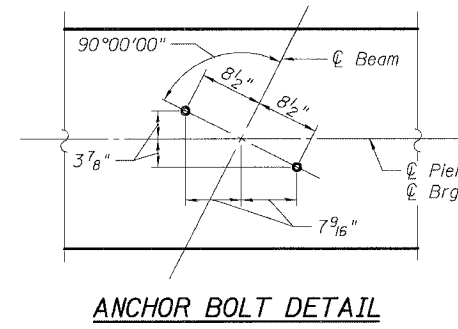
BAR LIST

Bar	Pier 1	Pier 2	Size	Length	Shape
d7(E)	108	104	#5	3'-0"	—
d8(E)	14	14	#6	3'-6"	—
h(E)	56	54	#5	19'-11"	—
p(E)	10	10	#6	19'-11"	—
p1(E)	10	10	#6	4'-5"	—
s2(E)	25	25	#5	9'-3"	□
u(E)	62	60	#4	7'-7"	□
v1(E)	56	---	#4	28'-10"	—
v4(E)	---	56	#4	28'-5"	—

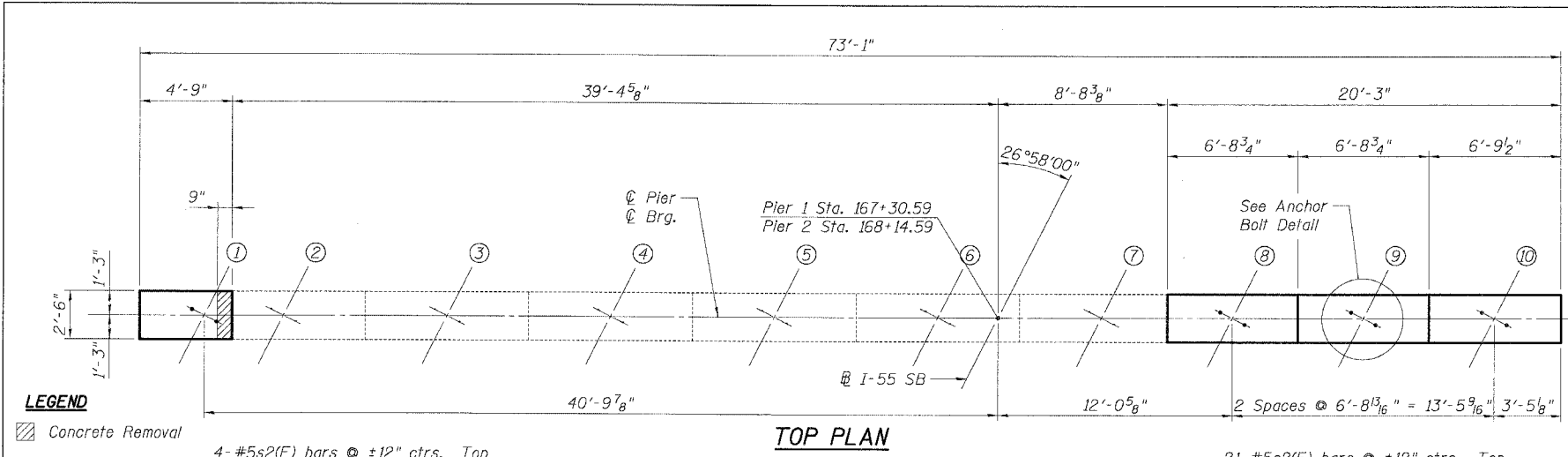
BILL OF MATERIAL

Item	Unit	Pier 1	Pier 2
Concrete Structures	Cu. Yd.	66.2	66.1
Reinforcement Bars, Epoxy Coated	Pound	3,570	3,490
Structure Excavation	Cu. Yd.	57	57
Concrete Removal	Cu. Yd.	0.2	0.2

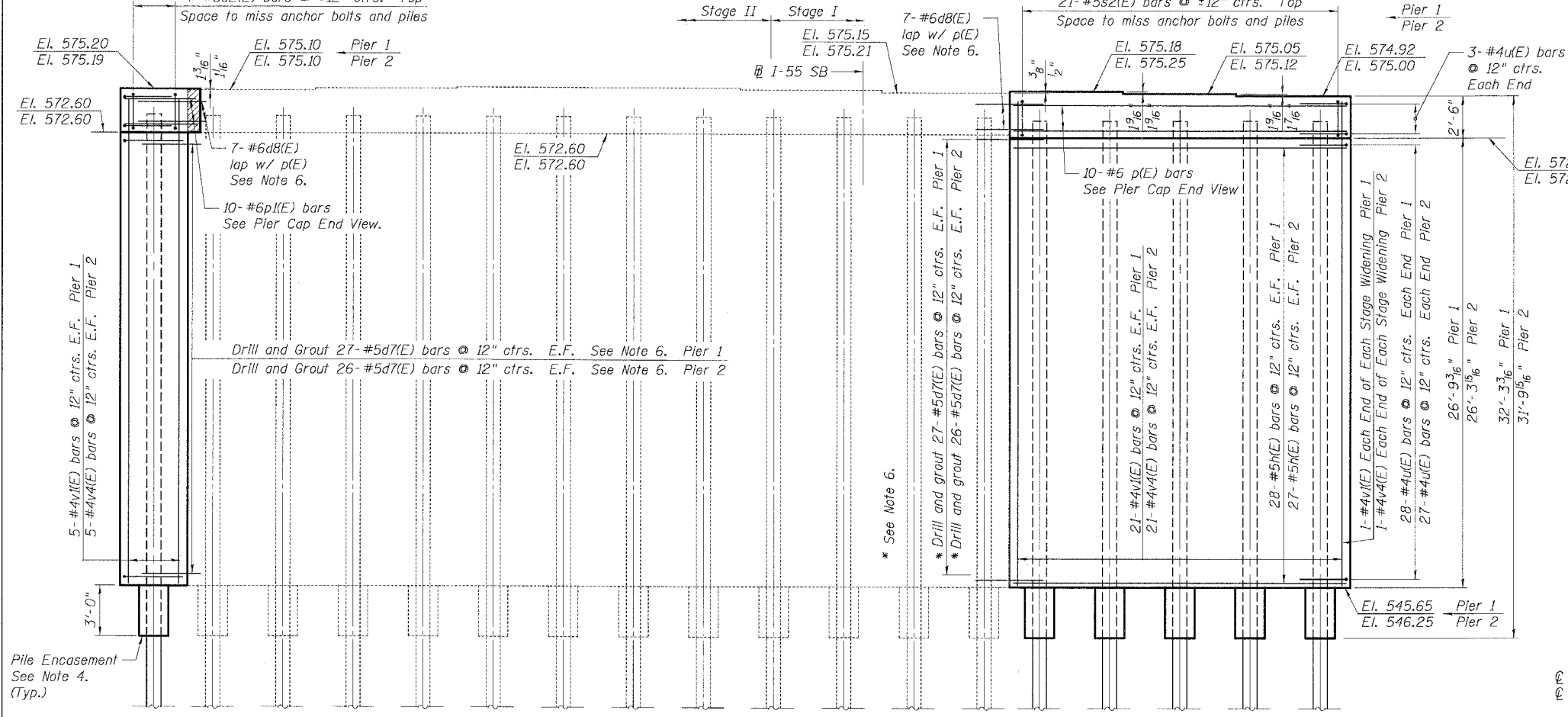
- Notes:**
1. Space reinforcement in cap to miss anchor bolts.
 2. Pour steps monolithically with cap.
 3. For anchor bolt details, see Sht. SA-13.
 4. For pile encasement detail, see Sht. SA-3.
 5. Reinforcement bars designated (E) shall be epoxy coated.
 6. Drill and epoxy grout d7(E) and d8(E) bars in 9" min. drilled holes according to Section 584 of the Standard Specifications. Method and grout are subject to the approval of the Engineer. Locate dowels to provide a minimum of 4" clear cover. Cost of drilling and grouting bars shall be included with Reinforcement Bars, Epoxy Coated.



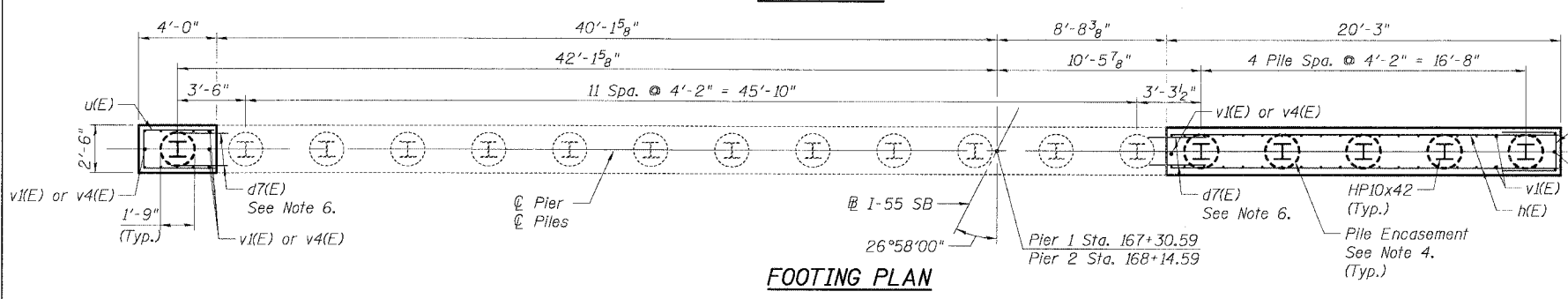
ANCHOR BOLT DETAIL



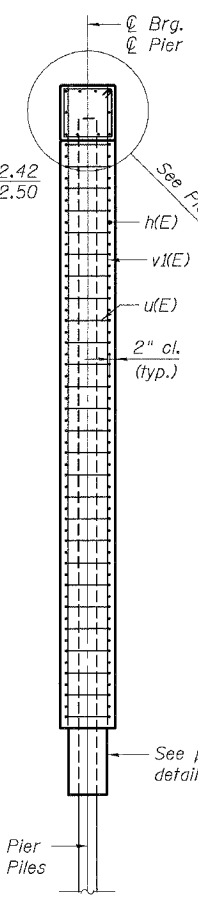
TOP PLAN



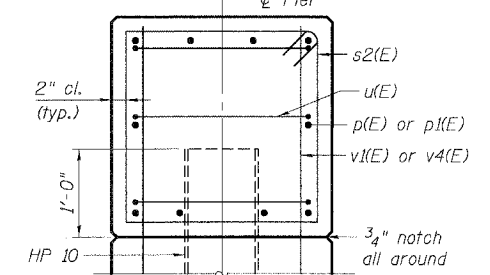
ELEVATION



FOOTING PLAN



END VIEW



PIER CAP END VIEW

PILE DATA - EACH PIER

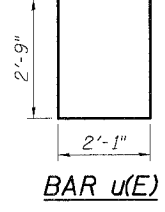
Type: Steel HP10x42 w/ Metal Pile Shoes
 Design Capacity: Driven to Refusal
 Required Bearing: -
 Number Required: 5+1 Test Pile
 Estimated Lengths:

	Stage I	Stage II
Pier 1	42.6'	40.7'
Pier 2	52.2'	46.1'

BAR s2(E)

SHT. SA-16 OF 21

REVISIONS	NAME	DATE



BAR u(E)

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
 BRIDGE WIDENING
 SB I-55 OVER CSX RAILROAD, S.N. 099-0312
 STA. 167+72.58, SECTION 2006-031 BY
 WILL COUNTY

PIERS 1 & 2

SCALE: DATE 07/07/06
 DRAWN BY: MDB
 CHECKED BY: MJK
TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

PLOT DATE = 07/07/06
 FILE NAME = #TENG\PROJECTS\2006-031\STRUCT\DRAWING\PIERS1&2.DWG
 PLOT SCALE = 1/8"=1'-0"
 USER NAME = MJS
 7-85-2006-0312-01-01

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL.	137	81
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
 Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.
 All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.
 Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

- ① Minimum Capacity = $1.25 \times f_y \times A_t$
(Tension in kips)
- ② Minimum *Pull-out Strength = $1.25 \times f_{sallow} \times A_t$
(Tension in kips)

Where f_y = Yield strength of lapped reinforcement bars in ksi.
 f_{sallow} = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)
 A_t = Tensile stress area of lapped reinforcement bars.
 * = 28 day concrete

Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	5.9
#5	2'-0"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6
#9	5'-9"	75.0	30.0
#10	7'-3"	95.0	38.0
#11	9'-0"	117.1	46.9

Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."

The diameter of this part is the same as the diameter of the bar spliced.

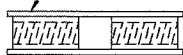
The diameter of this part is equal or larger than the diameter of bar spliced.

ROLLED THREAD DOWEL BAR

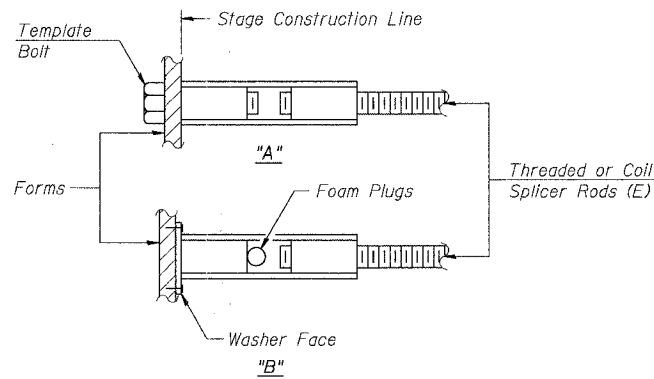


** ONE PIECE

Wire Connector



WELDED SECTIONS

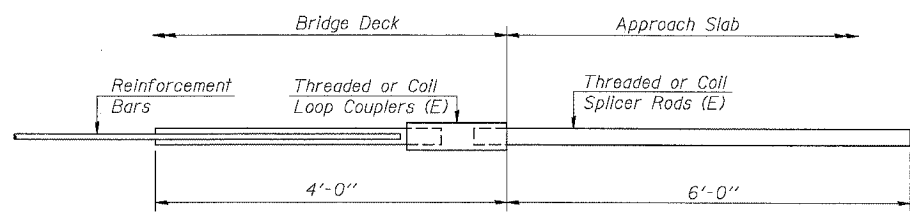


INSTALLATION AND SETTING METHODS

"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.

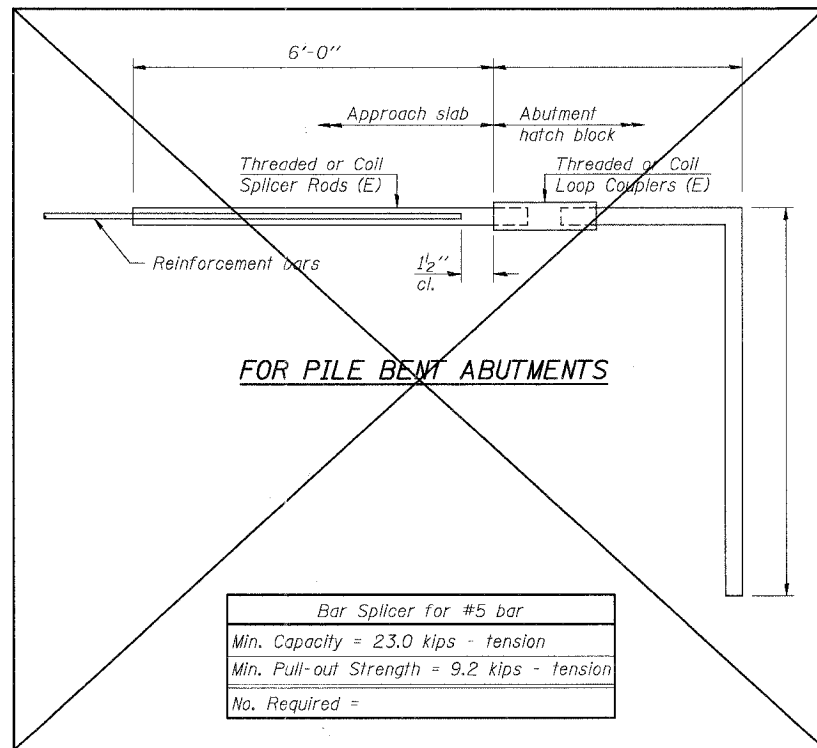
BAR SPLICER ASSEMBLY ALTERNATIVES

** Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.

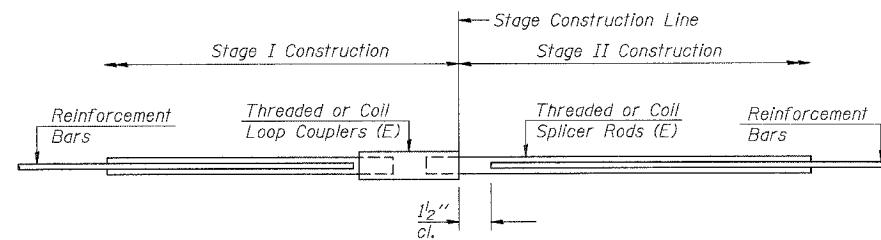


FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required = 124



Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required =



STANDARD

Bar Size	No. Assemblies Required	Location
#5	694	Deck Stage Construction Joint

SHT. SA-17 OF 21

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
 BRIDGE WIDENING
 SB I-55 OVER CSX RAILROAD, S.N. 099-0312
 STA. 167+72.58, SECTION 2006-031 BY
 WILL COUNTY

BAR SPLICER DETAILS

SCALE: DRAWN BY MDB
 DATE 07/07/06 CHECKED BY MJK



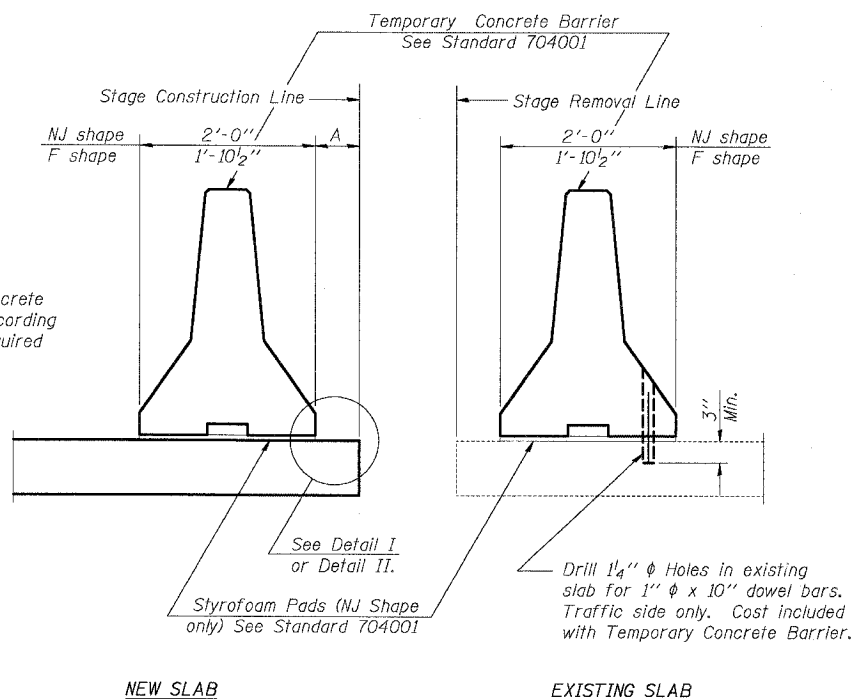
TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

BAR SPLICER ASSEMBLY DETAILS

PLOT DATE = 07/07/06
 PLOT SCALE = 1/8" = 1'-0"
 PLOT USER = BUSER
 7-85-2286, 8/22/03
 S:\DOCUMENT\2006\031\STRUCT\LOGN\509\BARMS.SHT
 GARCIAVAZ

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS	SHEET NO.
55	2006-031 BY	WILL.	137	82
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

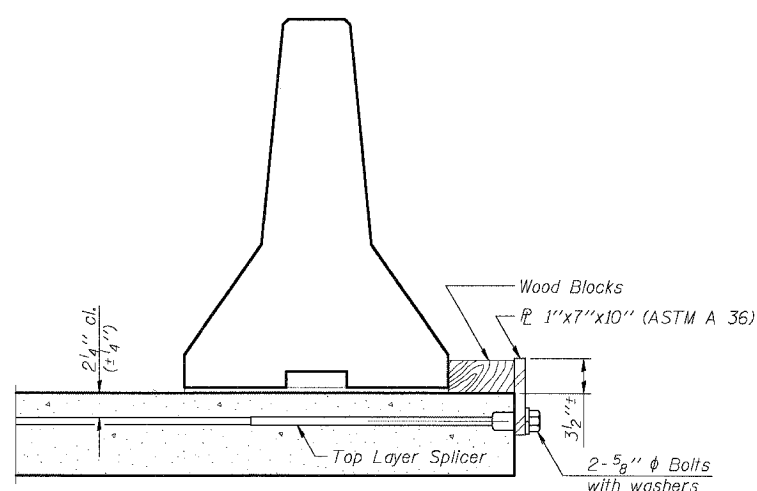
When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



SECTIONS THRU SLAB

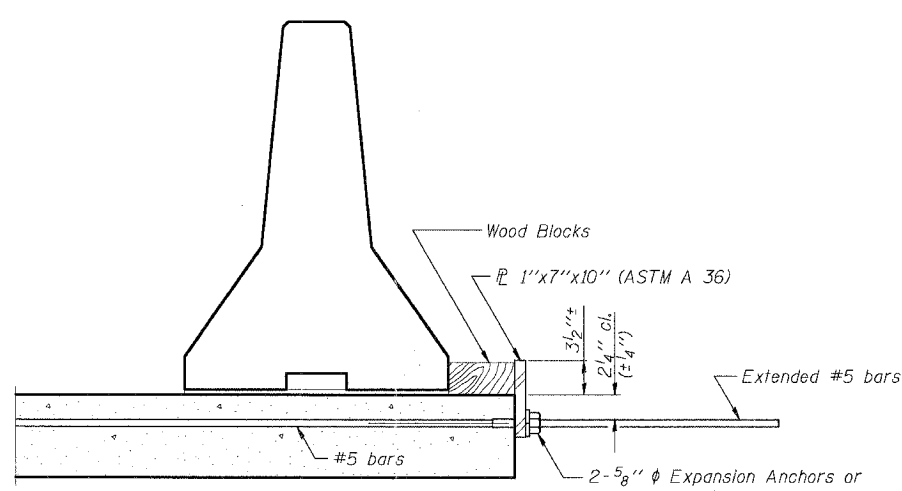
NOTES

- Detail I - With Bar Splicer or Couplers:**
Connect one (1) 1"x7"x10" steel \bar{P} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.
- Detail II - With Extended Reinforcement Bars:**
Connect one (1) 1"x7"x10" steel \bar{P} to the concrete slab with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.
- Cost of anchorage is included with Temporary Concrete Barrier.



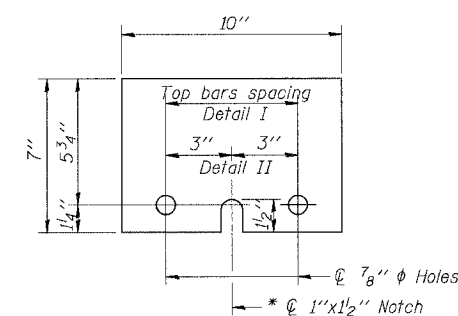
DETAIL I

The 1"x7"x10" Plate shall not be removed until Stage II Construction forms and reinforcement bars are in place.



DETAIL II

The 1"x7"x10" Plate shall not be removed until Stage II Construction forms and all reinforcement bars are in place and the concrete is ready to be placed.



TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION

* Required only with Detail II

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55 OVER CSX RR AND SUNNYLAND DRAIN
BRIDGE WIDENING
SB I-55 OVER CSX RAILROAD, S.N. 099-0312
STA. 167+72.58, SECTION 2006-031 BY
WILL COUNTY

SHT. SA-18 OF 21

REVISIONS	
NAME	DATE

SCALE: DRAWN BY MDB
DATE 07/07/06 CHECKED BY MJK



TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	83
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

EXISTING BORING B-5

EXISTING BORING B-6

EXISTING BORING B-7

BORING LOG B-5 Page 1 of 1
 WEI Job No.: 555-11-01
 Datum: NGVD
 Elevation: 577.72 ft
 North: 1751346.49 ft
 East: 1021458.96 ft
 Station: 1075+25.00
 Offset: 11RT
 Client: **Globe Trotters Engineering Corp.**
 Project: **I-55 over CSX Transportation R.R.**
 Location: **Will County, Illinois**

BORING LOG B-6 Page 1 of 1
 WEI Job No.: 555-11-01
 Datum: NGVD
 Elevation: 550.32 ft
 North: 1751270.72 ft
 East: 1021480.45 ft
 Station: 1076+08.00
 Offset: 27RT
 Client: **Globe Trotters Engineering Corp.**
 Project: **I-55 over CSX Transportation R.R.**
 Location: **Will County, Illinois**

BORING LOG B-7 Page 1 of 1
 WEI Job No.: 555-11-01
 Datum: NGVD
 Elevation: 551.09 ft
 North: 1751151.92 ft
 East: 1021478.37 ft
 Station: 1076+73.50
 Offset: 27RT
 Client: **Globe Trotters Engineering Corp.**
 Project: **I-55 over CSX Transportation R.R.**
 Location: **Will County, Illinois**

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/in)	Cu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/in)	Cu (tsf)	Moisture Content (%)
577.7	4-inch thick ASPHALT, 14-inch thick CONCRETE with rebar						577.7						
576.2	--PAVEMENT--						576.2						
575.7	--BASE COURSE--						575.7						
	Sandy Loam, with some gravel, medium dense, moist, brown, with occasional cobble and small boulder	1	5	4	NP	11	575.7						
	--FILL--	2	3	5	NP	18	575.7						
		3	16	16	NP	8	575.7						
		4	8	13	NP	9	575.7						
		5	8	13	NP	15	575.7						
		6	13	15	NP	10	575.7						
		7	13	22	NP	13	575.7						
		8	8	12	NP	16	575.7						
		9	50/3"				575.7						
		10	16	24	NP	7	575.7						

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/in)	Cu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/in)	Cu (tsf)	Moisture Content (%)
550.3	Sand, Gravel and Cinders						550.3						
549.7	--FILL--						549.7						
	Gravel and Clay Loam, medium dense, moist, brown, with trace to some cinders after 2.5'	1	6	3	NP	15	549.7						
	--FILL--	2	8	12	NP		549.7						
		3	2	4	120	22	549.7						
		4	7	9	NP	14	549.7						
		5	14	15	3.60	10	549.7						
		6	5	6	2.80	15	549.7						
		7	50/2"				549.7						
		8	5	6	2.80	15	549.7						
		9	50/2"				549.7						
		10	50/2"				549.7						

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/in)	Cu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/in)	Cu (tsf)	Moisture Content (%)
551.1	Cinders, Sand and Gravel						551.1						
	--FILL--	1	7	6	NP		551.1						
		2	5	4	NP	19	551.1						
		3	8	17	NP	12	551.1						
		4	8	11	NP	15	551.1						
		5	4	23	6.90	10	551.1						
		6	27	56/1"	4.50	10	551.1						
		7	16				551.1						
		8	1				551.1						
		9	1				551.1						
		10	1				551.1						

GENERAL NOTES
 Begin Drilling 11-14-1991 Complete Drilling 11-14-1991
 Drilling Contractor Drill Rig D-120
 Driller M. Plumeri Checked by
 Drilling Method

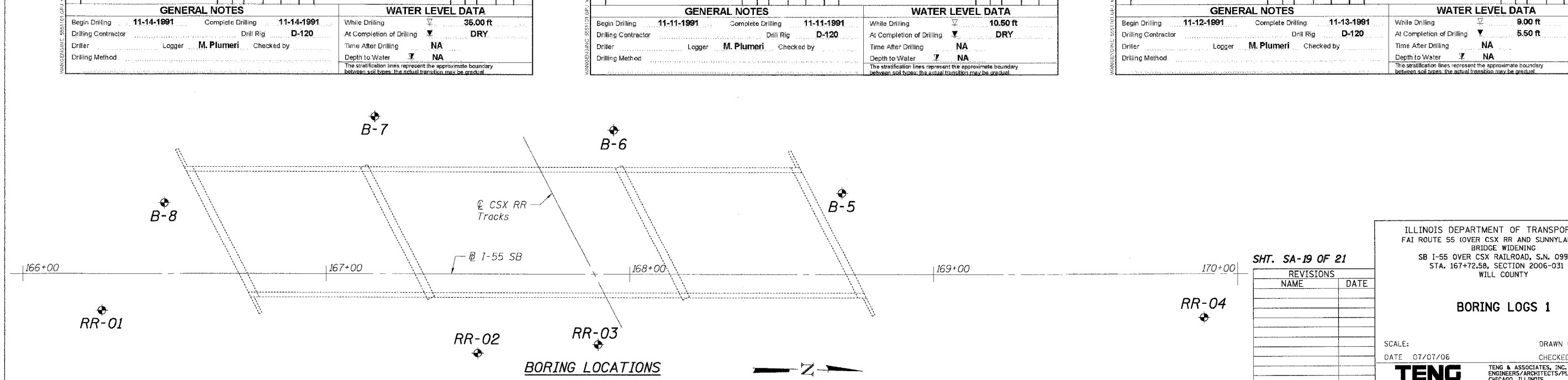
WATER LEVEL DATA
 While Drilling 36.00 ft
 At Completion of Drilling DRY
 Time After Drilling NA
 Depth to Water NA

GENERAL NOTES
 Begin Drilling 11-11-1991 Complete Drilling 11-11-1991
 Drilling Contractor Drill Rig D-120
 Driller M. Plumeri Checked by
 Drilling Method

WATER LEVEL DATA
 While Drilling 10.50 ft
 At Completion of Drilling DRY
 Time After Drilling NA
 Depth to Water NA

GENERAL NOTES
 Begin Drilling 11-12-1991 Complete Drilling 11-13-1991
 Drilling Contractor Drill Rig D-120
 Driller M. Plumeri Checked by
 Drilling Method

WATER LEVEL DATA
 While Drilling 9.00 ft
 At Completion of Drilling 5.50 ft
 Time After Drilling NA
 Depth to Water NA



ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
 BRIDGE WIDENING
 SB I-55 OVER CSX RAILROAD, S.N. 099-0312
 STA. 167+72.58, SECTION 2006-031 BY
 WILL COUNTY

BORING LOGS 1

SCALE: DRAWN BY MDB
 DATE 07/07/06 CHECKED BY MJK

TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

PLOT DATE = 07/07/06
 PLOT SCALE = 1/8"=1'-0"
 USER NAME = JUSER

EXISTING BORING B-8

BORING LOG B-8
 WEI Job No.: 555-11-01
 Client: **Globe Trotters Engineering Corp.**
 Project: **I-55 over CSX Transportation R.R.**
 Location: **Will County, Illinois**
 Datum: NGVD
 Elevation: 577.79 ft
 North: 1751123.46 ft
 East: 1021509.98 ft
 Station: 1077+42.00
 Offset: 11 RT
 Wang Engineering, Inc.
 wengeng@wengeng.com
 1145 Main Street
 Lombard, IL 60148
 Telephone: 630 953-9928
 Fax: 630 953-9938

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/ft)	Cu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/ft)	Cu (tsf)	Moisture Content (%)
577.8	4-inch thick ASPHALT; 14-inch thick CONCRETE with rebar	0					577.8	6-inch thick SILTY CLAY LOAM	0				
576.3	--PAVEMENT--	1	4	10	NP	23			11	1	7	3.75	20
	Sandy Loam and Gravel, medium dense to dense, moist, brown, with occasional cobbles and small boulders	1-5											
	--FILL--	5					546.8	Silty Clay, stiff, moist, brown, with occasional cobbles and boulders	5	12	5	15	17
		6	6	10	NP	14			13	6	9	13	24
		10	9	14	NP	8	543.8	Silty Clay Loam and Gravel, medium dense, moist, brown, with occasional cobbles and boulders	10	14	9	10	17
		15	5	17	NP	8	541.8	Extremely Weathered Limestone	15	15	16	20	
		16	9	17	NP		537.8	Weathered Limestone	16	16	20	14	12
		20	6	13	NP	13	536.6	Boring terminated at 41.2 ft	20	8	15	15	12
		26	7	9	NP	9			26	7	9	11	9
555.8	Loam, very stiff, moist, brown, with occasional cobbles and small boulder	26							26	10	7	14	9

GENERAL NOTES
 Begin Drilling: 11-14-1991 Complete Drilling: 11-15-1991
 Drilling Contractor: DLZ Drill Rig: D-120
 Driller: J&K Logger: M. Plumeri Checked by: L. Jordache
 Drilling Method: 3.25 IDA HSA, Boring backfilled upon completion

WATER LEVEL DATA
 While Drilling: DRY
 At Completion of Drilling: DRY
 Time After Drilling: NA
 Depth to Water: NA

BORING RR-01

BORING LOG RR-01
 WEI Job No.: 555-11-01
 Client: **Illinois Department of Transportation**
 Project: **I-55 Widening and Resurfacing**
 Location: **Will County, IL**
 Datum: NGVD
 Elevation: 578.79 ft
 North: 1751153.92 ft
 East: 1021545.15 ft
 Station: 166+28.0
 Offset: 11.9 RT
 Wang Engineering, Inc.
 wengeng@wengeng.com
 1145 Main Street
 Lombard, IL 60148
 Telephone: 630 953-9928
 Fax: 630 953-9938

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/ft)	Cu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/ft)	Cu (tsf)	Moisture Content (%)
578.8	6-inch thick SILTY CLAY LOAM	0					553.3	Very stiff, black, brown and gray SILTY CLAY LOAM with cobbles	0				
578.3	--TOPSOIL--	1							11	1	4	8	16
	Very stiff, black, brown and gray CLAY with gravel	1-5											
	--FILL--	5											
		6	5	11	NP	16			12	5	6	9	14
	Medium dense to very dense, black to brown SANDY LOAM with gravel and occasional cobbles	6-11											
	--FILL--	11					546.8	Very dense, brown SANDY LOAM with gravel	11	3	2	2	
		12	10	16	NP	1			13	24	NP	6	
		16	12	20	NP	6			14	13	24	50%	
		19	4	12	NP	6	542.8	Very stiff, brown SILTY CLAY LOAM with gravel	19	5	3	4	
		20	5	16	NP	4			20	15	18	22	11
		24	7	11	NP	2	536.3	Dense, gray gravelly SILTY LOAM	24	6	7	16	10
		25	7	14	NP	2			25	7	12	22	12
		26	7	11	NP	2			26	12	28	60%	8
		27	15	15	NP	11	535.3	--WEATHERED BEDROCK--	27	8	15	15	12
		28	7	14	NP	9			28	9	16	15	9
		29	7	14	NP	13	533.8	--AUGER REFUSAL--	29	9	16	15	9
		30	7	14	NP	13			30	9	16	15	9

GENERAL NOTES
 Begin Drilling: 01-17-2006 Complete Drilling: 01-18-2006
 Drilling Contractor: DLZ Drill Rig: D-120 TMR
 Driller: J&K Logger: I. Kahn Checked by: L. Jordache
 Drilling Method: 3.25 IDA HSA, Boring backfilled upon completion

WATER LEVEL DATA
 While Drilling: 37.00 ft
 At Completion of Drilling: DRY
 Time After Drilling: NA
 Depth to Water: NA

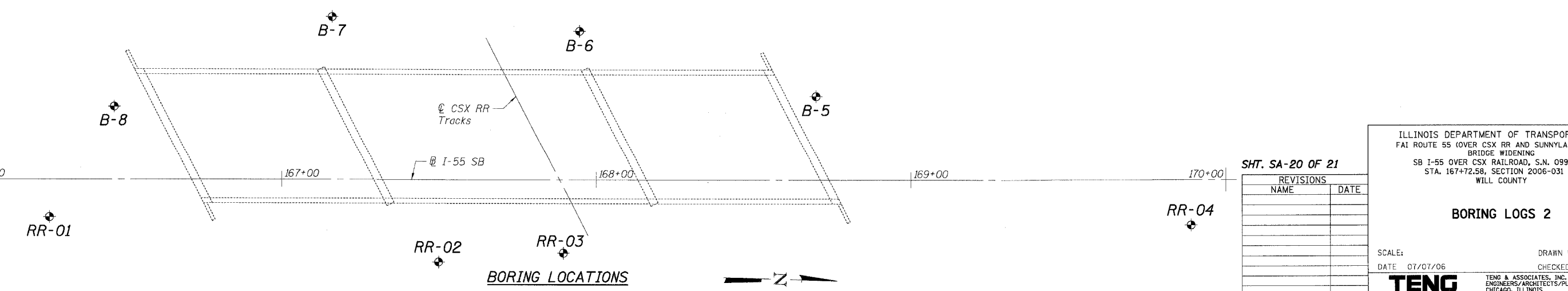
BORING RR-02

BORING LOG RR-02
 WEI Job No.: 555-11-01
 Client: **Illinois Department of Transportation**
 Project: **I-55 Widening and Resurfacing**
 Location: **Will County, IL**
 Datum: NGVD
 Elevation: 559.27 ft
 North: 1751228.11 ft
 East: 1021565.53 ft
 Station: 167+48.5
 Offset: 26.0 RT
 Wang Engineering, Inc.
 wengeng@wengeng.com
 1145 Main Street
 Lombard, IL 60148
 Telephone: 630 953-9928
 Fax: 630 953-9938

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/ft)	Cu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/ft)	Cu (tsf)	Moisture Content (%)
550.3	12-inch thick SANDY GRAVEL	0					521.3	Strong, moderately weathered, gray and white, medium crystalline DOLOSTONE with ruggy porosity	0				
549.3	--BASE COURSE--	1							11	1	4	8	16
	Hard, brown SILTY CLAY	1-5											
	--FILL--	5											
		6	5	12	NP	16			12	5	6	9	14
		10	8	10	NP	18			13	5	6	9	14
		14	3	2	NP	16			14	3	2	2	
		16	2	2	NP	16			15	2	2	2	
		20	2	2	NP	16			16	2	2	2	
		22	4	8	NP	22			17	4	8	8	11
		24	3	3	NP	11			18	3	3	4	
		26	5	10	NP	11			19	5	10	11	10
		30	7	16	NP	10			20	7	16	14	10
		34	6	14	NP	10			21	6	14	14	10
		36	7	16	NP	10			22	7	16	14	10
		38	12	28	NP	12			23	12	28	14	12
		40	8	18	NP	12			24	8	18	14	12
		42	8	18	NP	12			25	8	18	14	12
		44	9	16	NP	12			26	9	16	14	12
		46	7	14	NP	8			27	7	14	9	8
		48	7	14	NP	8			28	7	14	9	8

GENERAL NOTES
 Begin Drilling: 05-16-2006 Complete Drilling: 05-16-2006
 Drilling Contractor: DLZ Drill Rig: D-120 TMR
 Driller: J&E Logger: S. Sugiarto Checked by: L. Jordache
 Drilling Method: 3.25 IDA HSA, Boring backfilled upon completion

WATER LEVEL DATA
 While Drilling: 16.00 ft
 At Completion of Drilling: NA
 Time After Drilling: NA
 Depth to Water: NA



SHT. SA-20 OF 21

REVISIONS	NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
 BRIDGE WIDENING
 SB I-55 OVER CSX RAILROAD, S.N. 099-0312
 STA. 167+72.50, SECTION 2006-031 BY
 WILL COUNTY

BORING LOGS 2

SCALE: DRAWN BY MDB
 DATE 07/07/06 CHECKED BY MJK

TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

PLT DATE = DATE
 PLOT SCALE = SCALES
 USER NAME = USER

F.A.T. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031	WILL	137	85
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

BORING RR-03

Wang Engineering, INC.
 Consulting Geotechnical and Environmental Engineers
 wangeng@wangen.com
 1145 Main Street
 Lombard, IL 60148
 Telephone: 630 953-9928
 Fax: 630 953-9928

BORING LOG RR-03
 WEI Job No. 555-11-01
 Client: Illinois Department of Transportation
 Project: I-55 Widening and Resurfacing
 Location: Will County, IL

Date: NGVD
 Elevation: 548.97 ft
 North: 1751466.72 ft
 East: 1021536.77 ft
 Station: 167+90.0
 Offset: 23.0 RT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/ft)	Q _u (tsf)	Mixtures Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/ft)	Q _u (tsf)	Mixtures Content (%)
548.8	12-inch thick, brown SANDY GRAVEL	0	1	4	NP	7	Boring terminated at 25.00 ft						
547.8	Medium dense, black and brown gravelly LOAM with slag	1	4	NP	7								
543.3	Stiff, brown SILTY CLAY LOAM	3	4	NP	5								
538.3	Dense, brown SANDY GRAVEL	5	4	NP	10								
535.8	Dense to very dense, gray gravelly SILTY LOAM	6	5	NP	14								
530.8	Strong, moderately weathered, gray and white, medium crystalline DOLOSTONE with vuggy porosity	20	8	NP	NP								
523.8		25											

GENERAL NOTES

Begin Drilling: 05-16-2006 Complete Drilling: 05-16-2006
 Drilling Contractor: DLZ Drill Rig: D-120 TMR
 Driller: J&E Logger: S. Spigiaro Checked by: L. Jordache
 Drilling Method: 3.25 IDA HSA, Boring backfilled upon completion

WATER LEVEL DATA

White Drilling: 11.60 ft
 At Completion of Drilling: NA
 Time After Drilling: NA
 Depth to Water: NA

BORING RR-04

Wang Engineering, INC.
 Consulting Geotechnical and Environmental Engineers
 wangeng@wangen.com
 1145 Main Street
 Lombard, IL 60148
 Telephone: 630 953-9928
 Fax: 630 953-9928

BORING LOG RR-04
 WEI Job No. 555-11-01
 Client: Illinois Department of Transportation
 Project: I-55 Widening and Resurfacing
 Location: Will County, IL

Date: NGVD
 Elevation: 578.97 ft
 North: 1751466.72 ft
 East: 1021536.77 ft
 Station: 169+88.9
 Offset: 14.2 RT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/ft)	Q _u (tsf)	Mixtures Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/ft)	Q _u (tsf)	Mixtures Content (%)
577.0	6-inch thick, dark brown SILTY CLAY LOAM	0	1	7	0.75	15	Boring terminated at 63.40 ft	575.5	Medium dense to dense, brown SANDY LOAM, with some gravel and cobbles	11	8	NP	11
576.5	Medium stiff to stiff, brown and gray CLAY LOAM, trace gravel	1	7	NP	11								
569.0	Medium dense, light brown gravelly SANDY to SILTY LOAM	4	6	NP	12								
565.2	Very stiff, gray CLAY	5	10	2.50	16								
564.0	Medium dense to dense, brown SANDY LOAM, with some gravel and cobbles	6	6	NP	10								
555.2	Very stiff, black, brown and gray CLAY	9	26	2.00	17								
554.0	Stiff, black, brown and gray CLAY to SILTY CLAY	10	8	1.86	17								
547.5	Stiff, gray SILTY CLAY with cobbles	12	12	NP	7								
542.5	Dense, brown SANDY LOAM, with some gravel and cobbles	15	14	NP	7								
537.7	Very stiff, brown and gray SILTY CLAY	16	14	NP	7								
536.5	Very dense gravelly SILTY LOAM with clayey matrix	17	15	NP	16								
528.0	Strong, moderately weathered, gray and white, medium	20	16	592	C								

GENERAL NOTES

Begin Drilling: 01-12-2006 Complete Drilling: 01-16-2006
 Drilling Contractor: DLZ Drill Rig: D-120 TMR
 Driller: J&K Logger: K. Jacob Checked by: L. Jordache
 Drilling Method: 3.25 IDA HSA, Boring backfilled upon completion

WATER LEVEL DATA

White Drilling: 43.50 ft
 At Completion of Drilling: NA
 Time After Drilling: NA
 Depth to Water: NA

BORING RR-04 (cont'd)

Wang Engineering, INC.
 Consulting Geotechnical and Environmental Engineers
 wangeng@wangen.com
 1145 Main Street
 Lombard, IL 60148
 Telephone: 630 953-9928
 Fax: 630 953-9928

BORING LOG RR-04
 WEI Job No. 555-11-01
 Client: Illinois Department of Transportation
 Project: I-55 Widening and Resurfacing
 Location: Will County, IL

Date: NGVD
 Elevation: 578.97 ft
 North: 1751466.72 ft
 East: 1021536.77 ft
 Station: 169+88.9
 Offset: 14.2 RT

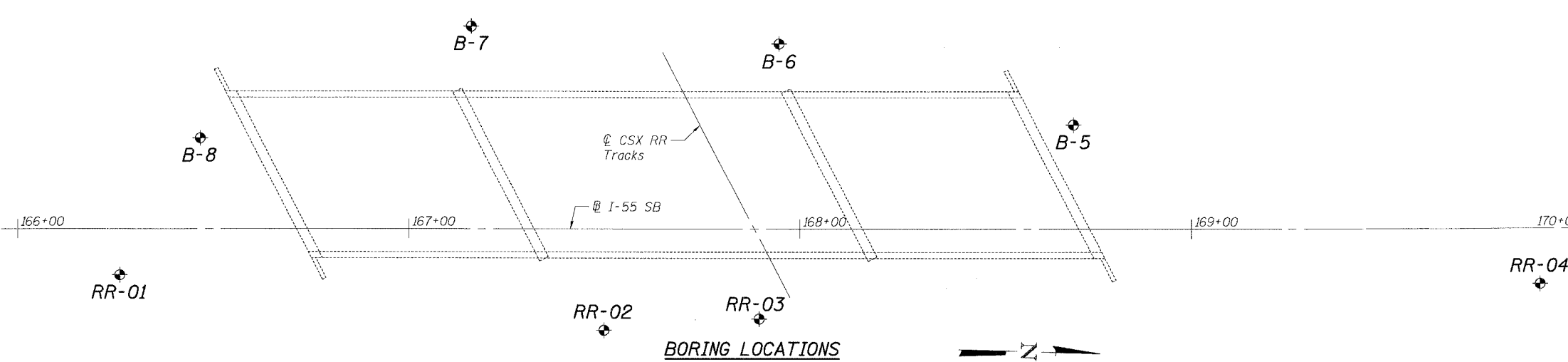
Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/ft)	Q _u (tsf)	Mixtures Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/ft)	Q _u (tsf)	Mixtures Content (%)
527.0	crystalline DOLOSTONE with vuggy porosity	17	17	NP	11		Boring terminated at 63.40 ft						
513.6		55											

GENERAL NOTES

Begin Drilling: 01-12-2006 Complete Drilling: 01-16-2006
 Drilling Contractor: DLZ Drill Rig: D-120 TMR
 Driller: J&K Logger: K. Jacob Checked by: L. Jordache
 Drilling Method: 3.25 IDA HSA, Boring backfilled upon completion

WATER LEVEL DATA

White Drilling: 43.50 ft
 At Completion of Drilling: NA
 Time After Drilling: NA
 Depth to Water: NA



SHT. SA-21 OF 21

REVISIONS	NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
 BRIDGE WIDENING
 SB I-55 OVER CSX RAILROAD, S.N. 099-0312
 STA. 167+72.58, SECTION 2006-031 BY
 WILL COUNTY

BORING LOGS 3

SCALE: DRAWN BY: MJB
 DATE: 07/07/06 CHECKED BY: MJK

TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

PLOT DATE = 07/07/06
 PLOT SCALE = 1"=40'
 USER NAME = MJB
 7-95-20816-8-3-22
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	86
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

BENCHMARK:

BM 3166 Square and "X" cut in SE corner of west parapet wall of east frontage road bridge over Sunnyland Drain creek and is about 10 inches above pavement. El. 594.42

EXISTING STRUCTURE:

S.N. 099-0014 & 099-0015 One span, 24'-6" back to back of abutments, reinforced slab on abutments walls. 44'-0" between barriers (each). 16'-6" long retaining walls separating structures. The substructure was originally constructed in 1959. The superstructures were replaced in 1995.

SALVAGE:

None.

STAGING:

See Sht. SB-2 for staging.

DESIGN SPECIFICATIONS:

AASHTO Standard Specifications for Highway Bridges, 17th Edition, 2002.

DESIGN LOADING:

Roadway Live Load: HS-20-44 & Military Alt.
Future Wearing Surface: 50 psf

DESIGN STRESSES:

New Construction:
Concrete, $f'_c = 3,500$ psi
Reinforcement, $f_y = 60,000$ psi
Existing Superstructure Construction:
Concrete, $f'_c = 3,500$ psi
Reinforcement, $f_y = 60,000$ psi
Existing Substructure Construction:
Concrete, $f'_c = 800$ psi
Reinforcement, $f_s = 20,000$ psi, $n = 10$

SEISMIC DATA:

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

STATION 491+90.44
BUILT 200 BY
STATE OF ILLINOIS
F.A.I. RT. 55 SEC. 2006-031 BY
LOADING HS20 & ALT.
STR. NO. 099-0014
(Northbound Structure)

STATION 491+90.44
BUILT 200 BY
STATE OF ILLINOIS
F.A.I. RT. 55 SEC. 2006-031 BY
LOADING HS20 & ALT.
STR. NO. 099-0015
(Southbound Structure)

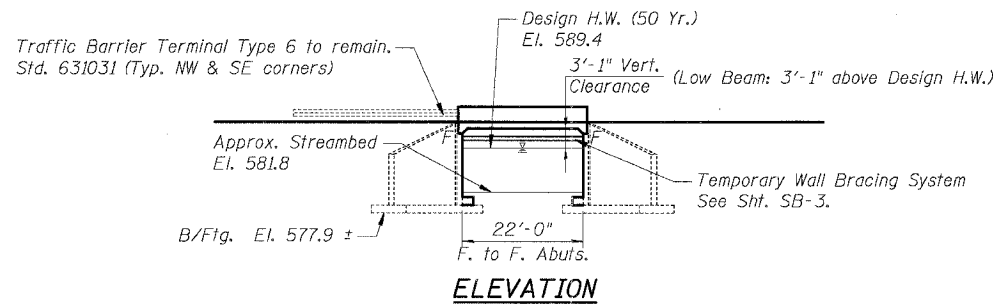
NAME PLATES

See Std. 515001

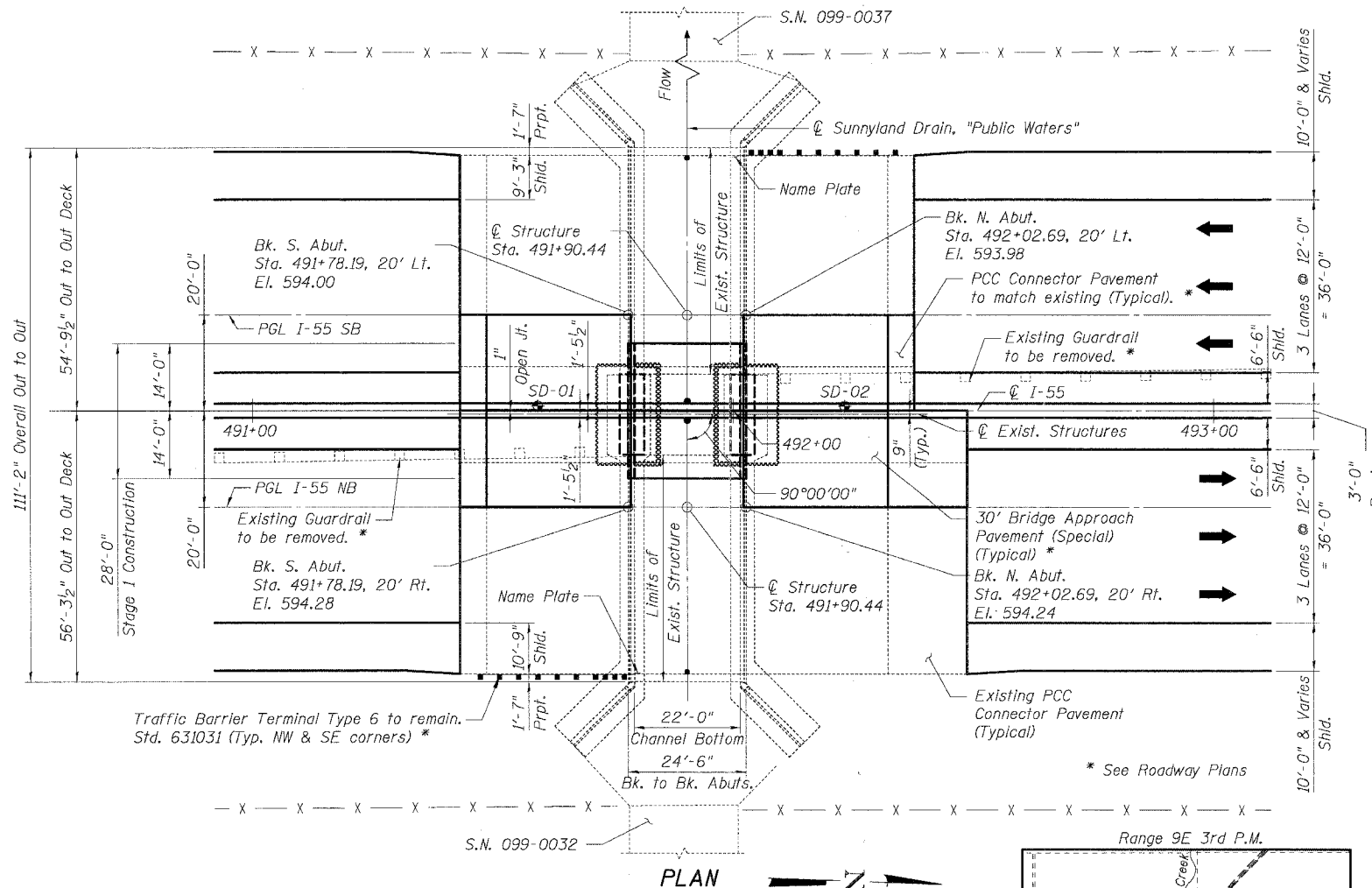
(See Sht. SB-8 for locations & details.)

LEGEND

- SD-01 Soil Boring Location
- X X Fence
- Floor Drain
- Temporary Soil Retention System
- Cofferdam



DATE 6/22/06
EXP. 11/20/06



GENERAL NOTES:

- Reinforcement bars shall conform to the requirements of AASHTO M31 or M322 Grade 60.
- Backfill shall be placed behind the abutment after the superstructure has been poured and the falsework removed. See Article 502.10 of the Standard Specifications.
- The Contractor shall make allowance for the deflection of forms, shrinkage and settlement of falsework, in addition to allowance for dead load deflection.
- Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work; however, the Contractor will be paid for the quantity actually furnished at the unit price for the work.
- Existing substructure elevations indicated have been adjusted 0.30 feet down to account for datum shift.
- All construction joints shall be bonded.

APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Robert E. Odum
ENGINEER OF BRIDGES AND STRUCTURES

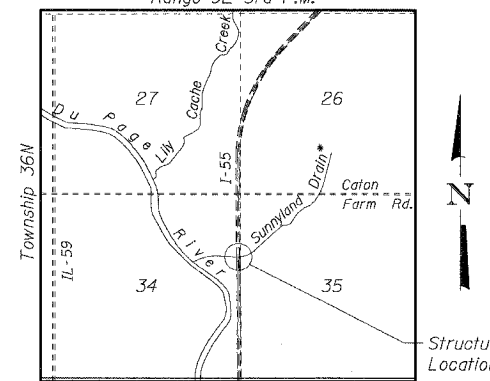
TOTAL BILL OF MATERIAL

Item	Unit	Sub	Super	Total
Parous Granular Embankment, Special	Cu Yd	103		103
Concrete Removal	Cu Yd	28.4	15.6	44.0
Structure Excavation	Cu Yd	92		92
Cofferdam Excavation	Cu Yd	20		20
Cofferdams	Each	2		2
Floor Drains	Each		2	2
Preformed Joint Seal 2 1/2"	Ft		23.5	23.5
Concrete Structures	Cu Yd	25.2		25.2
Concrete Superstructure	Cu Yd		35.1	35.1
Bridge Deck Grooving	Sq Yd		66	66
Protective Coat	Sq Yd	56	318	374
Structural Repair of Concrete (Depth Equal to or Less Than 5")	Sq Ft	450		450
Structural Repair of Concrete (Depth Greater Than 5")	Sq Ft	50		50
Reinforcement Bars, Epoxy Coated	Lb	2,780	7,790	10,570
Name Plates	Each		2	2
Epoxy Crack Sealing	Ft	10		10
Geocomposite Wall Drain	Sq Yd	46		46
Conduit Embedded in Structure, 2" dia., Galvanized Steel	Ft		47	47
Temporary Soil Retention System	Sq Ft	1,002		1,002
Temporary Wall Bracing System	L Sum	1		1

** Quantity includes top and inside surfaces of existing and new parapets and top of new and existing slabs

WATERWAY INFORMATION

Drainage Area = 5.3 mi ²		Existing Low Grade Elevation: 594.0 ft. @ Sta. 494+00 Bridge		Proposed Low Grade Elevation: 594.0 ft. @ Sta. 494+00 Bridge				
Flood	Frequency (Yr)	Q ft ³ / s	Water Opening (ft ²)		Created Head (ft)		Headwater Elevation	
			Existing	Proposed	Existing	Proposed	Existing	Proposed
Design	10	410	166	166	0.1	0.1	589.4	589.4
Base	50	700	169	169	0.3	0.3	589.7	589.7
Overtopping	100	850	171	171	0.6	0.6	590.0	590.0
Max Calc.	500	1440	178	178	1.7	1.7	591.4	591.4



LOCATION MAP

* "Public Waters"

SHT. SB-1 OF 13

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
BRIDGE WIDENING
NB & SB I-55 OVER SUNNYLAND DRAIN, S.N. 099-0014 & 099-0015
STA. 491+90.44, SECTION 2006-031 BY
WILL COUNTY

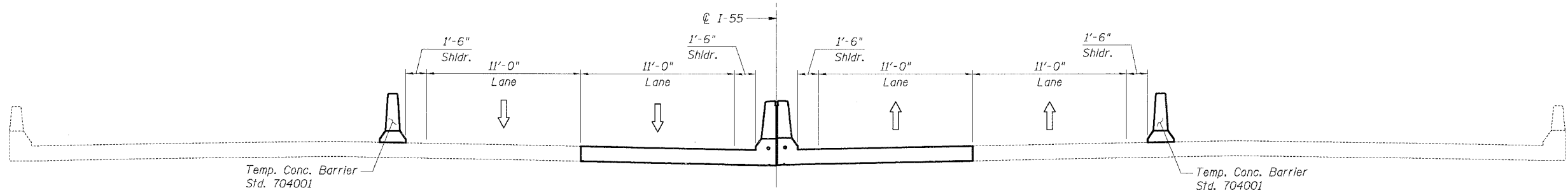
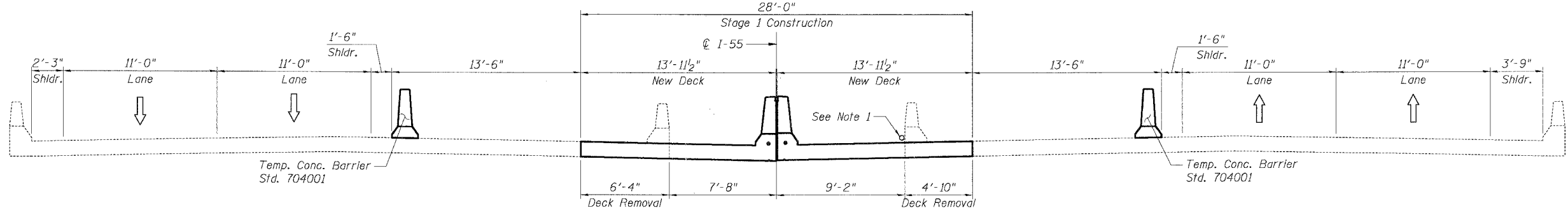
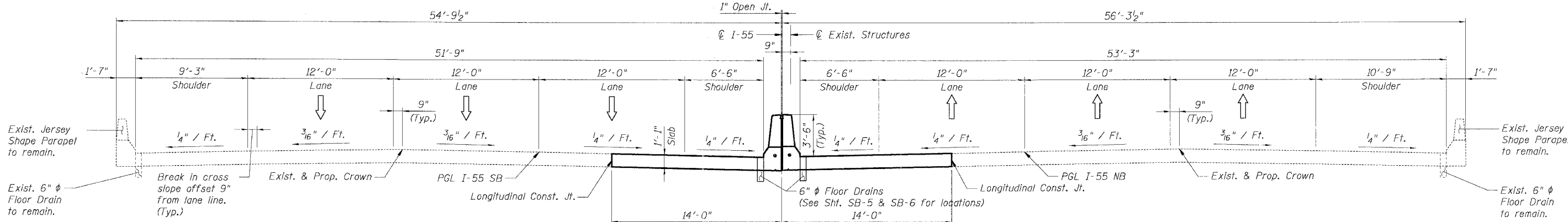
**GENERAL PLAN & ELEVATION
GENERAL NOTES
TOTAL BILL OF MATERIAL**

SCALE: DRAWN BY MDB
DATE 07/21/06 CHECKED BY MJK

TENG
TENGG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

PLOT DATE = 08/04/06
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL.	137	87
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



INDEX OF SHEETS

- SB-1 GENERAL PLAN & ELEVATION, GENERAL NOTES, TOTAL BILL OF MATERIAL
- SB-2 CONSTRUCTION STAGING, INDEX OF SHEETS
- SB-3 TEMPORARY WALL BRACING, BACKWALL DRAINAGE DETAILS, PROFILE GRADE LINE
- SB-4 SUBSTRUCTURE LAYOUT, COFFERDAM CONFIGURATION, TEMPORARY SOIL RETENTION
- SB-5 SOUTHBOUND DECK
- SB-6 NORTHBOUND DECK, DEAD LOAD DEFLECTION DIAGRAM
- SB-7 PARAPET DETAILS 1
- SB-8 PARAPET DETAILS 2
- SB-9 SUBSTRUCTURE REMOVAL & REPAIR
- SB-10 ABUTMENT PLANS & ELEVATION
- SB-11 ABUTMENT SECTIONS
- SB-12 TEMPORARY CONCRETE BARRIER
- SB-13 BORING LOGS

Notes:

1. Relocate existing conduit and appertenances in accordance with Standard Specification Article 109.04. Conduit shall not be cast in slab.

SHT. SB-2 OF 13

REVISIONS	
NAME	DATE

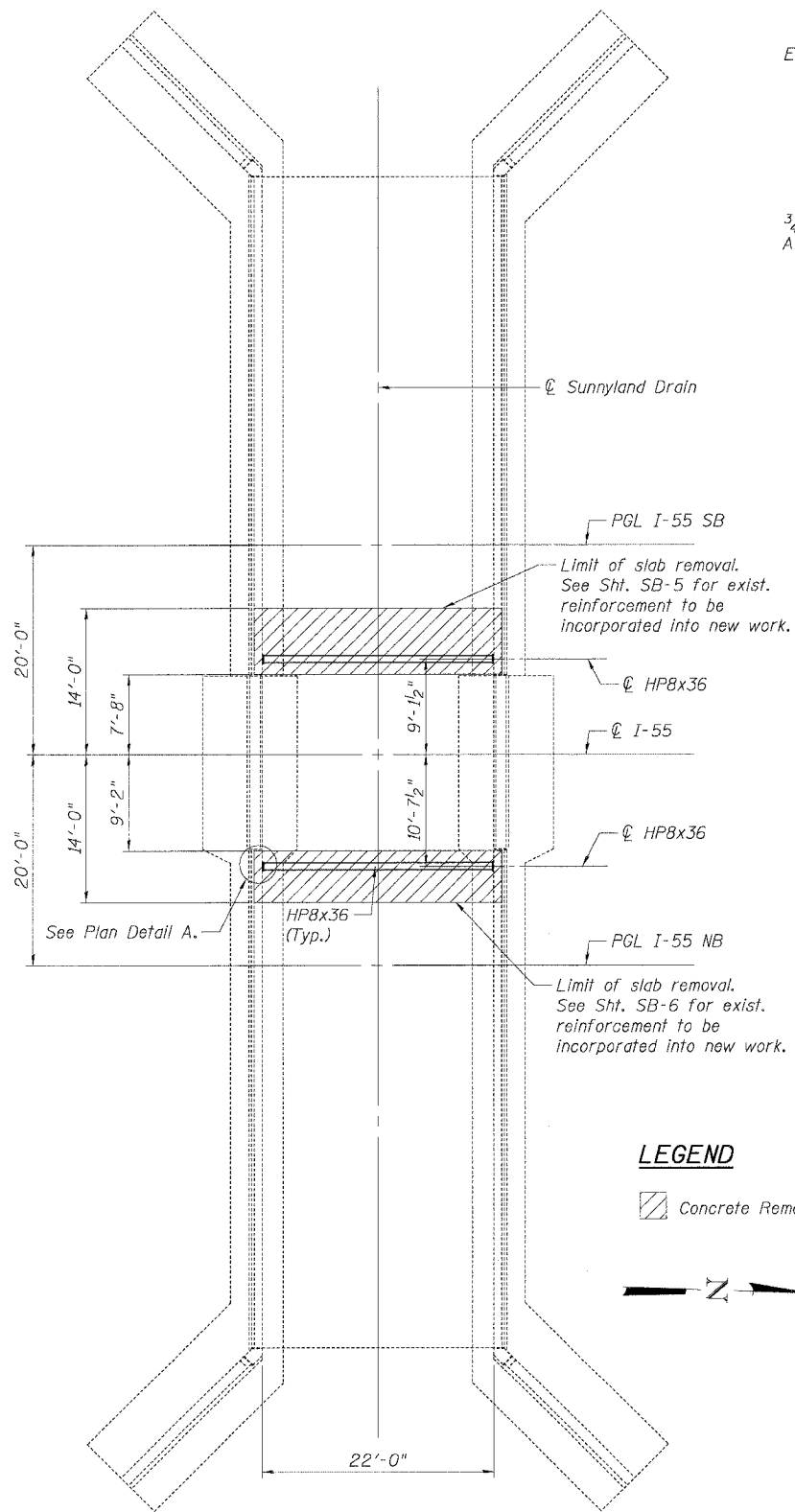
ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
 BRIDGE WIDENING
 NB & SB I-55 OVER SUNNYLAND DRAIN, S.N. 099-0014 & 099-0015
 STA. 491+90.44, SECTION 2006-031 BY
 WILL COUNTY

CONSTRUCTION STAGING INDEX OF SHEETS

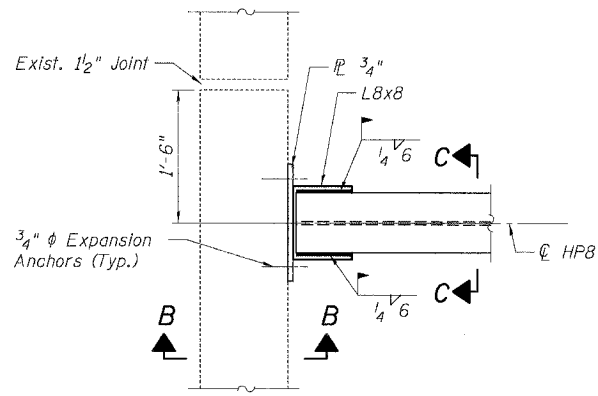
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 CHECKED BY: MJK
TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

PLOT DATE = 07/07/06
 PLOT SCALE = 1/8" = 1'-0"
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F.A.I. SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY WILL	137	88
STA.	TO STA.		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

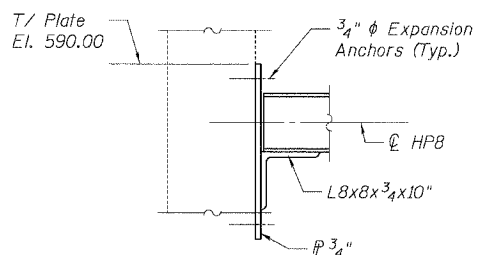


SLAB REMOVAL PLAN & TEMPORARY BRACING

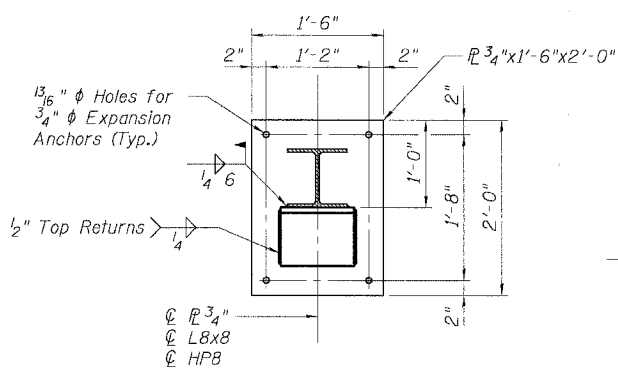


PLAN DETAIL A

Temporary Soil Retention System and Pay Limit of Porous Granular Embankment, Special, see Sht. SB-4 for locations.



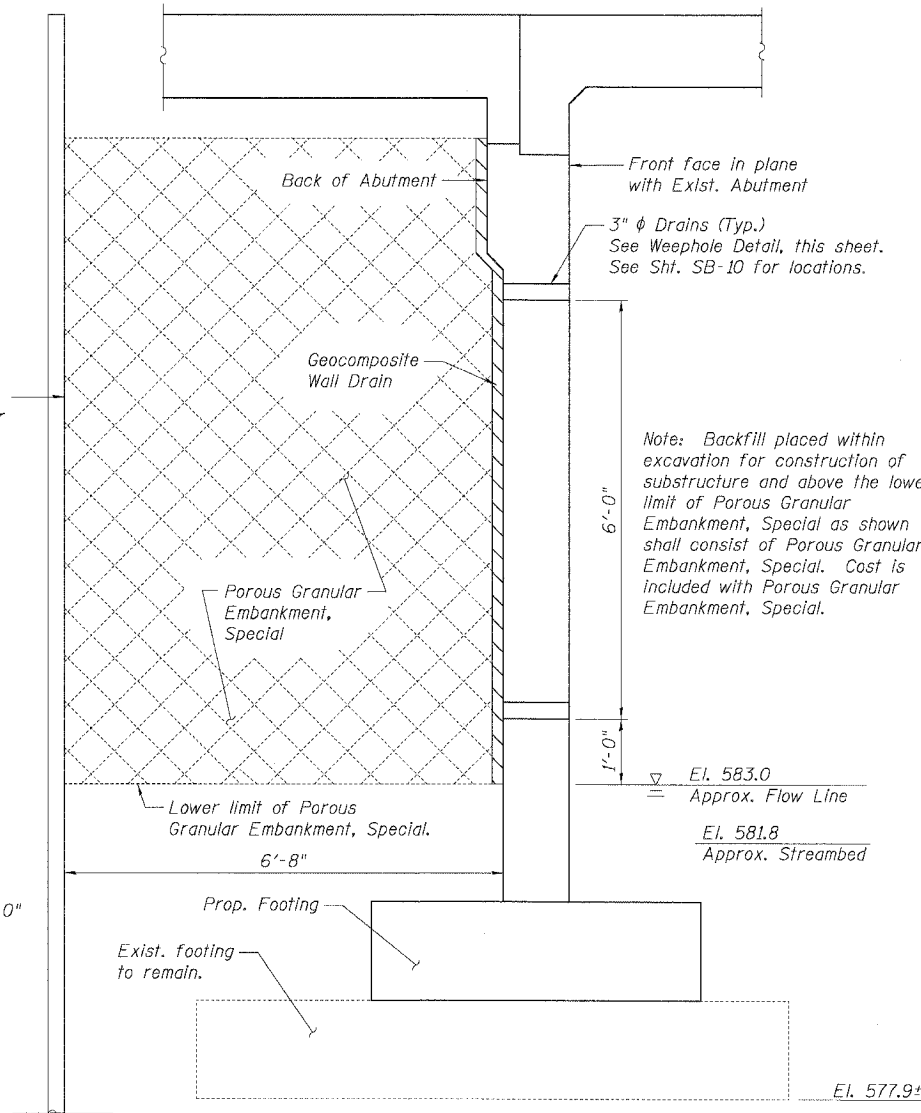
SECTION B-B



SECTION C-C

Notes:

- All bolts are 3/4 inch H.S. Bolts. Bolt holes shall be 1 3/16 inch.
- Structural steel shall be of sound condition, free of defects which will make it unsuitable for the intended use.
- Temporary Wall Bracing System, Lump Sum, includes two HP8 struts, plates, angles, fasteners, and welds indicated on this sheet. See Sht. SB-9 for Substructure Removal & Repair.



(Section through Proposed Abutments)

Structure Limits

Sta. 491+00.00	Sta. 491+48.57	Sta. 491+78.54	Sta. 492+02.31	Sta. 492+32.21	Sta. 492+50.00
Elev. 594.05	Elev. 593.58	Elev. 594.00	Elev. 593.98	Elev. 593.94	Elev. 594.07

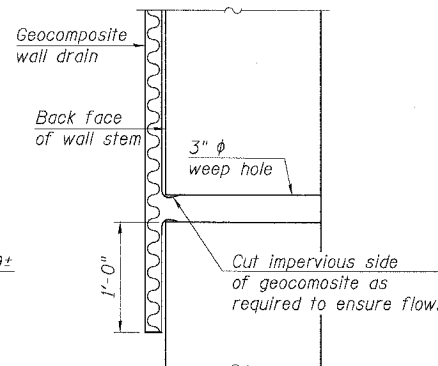
PGL I-55 SB*

Structure Limits

Sta. 491+00.00	Sta. 491+48.62	Sta. 491+78.55	Sta. 492+02.36	Sta. 492+32.54	Sta. 492+50.00
Elev. 594.30	Elev. 594.26	Elev. 594.28	Elev. 594.24	Elev. 594.18	Elev. 594.15

PGL I-55 NB*

* Profile grades developed from survey data.



WEEP HOLE DETAIL

BILL OF MATERIAL

Item	Unit	Total
Geocomposite Wall Drain	Sq Yd	46
Temporary Wall Bracing System	L Sum	1
Concrete Removal	Cu Yd	15.6

** Geocomposite Wall Drain quantity is based on the Temporary Soil Retention System controlling the horizontal limits of wall drain placement.

SHT. SB-3 OF 13

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55 OVER CSX RR AND SUNNYLAND DRAIN
 BRIDGE WIDENING
 NB & SB I-55 OVER SUNNYLAND DRAIN, S.N. 099-0014 & 099-0015
 STA. 491+90.44, SECTION 2006-031 BY
 WILL COUNTY

**TEMPORARY WALL BRACING
 BACKWALL DRAINAGE DETAILS
 PROFILE GRADE LINES**

SCALE: DRAWN BY MDB
 DATE 07/21/06 CHECKED BY MJK



TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

PLT DATE = #DATE#
 FILE NAME = #FILE#
 USER NAME = #USER#

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	89
STA. TO STA.		ILLINOIS FED. AID PROJECT		

COFFERDAM LOCATIONS

Location	Station	Offset (ft.)
Y1	491+79.44	9.63 Lt.
Y2	491+84.44	9.63 Lt.
Y3	491+84.44	11.13 Rt.
Y4	491+79.44	11.13 Rt.
Z1	492+01.44	11.13 Rt.
Z2	491+96.44	11.13 Rt.
Z3	491+96.44	9.63 Lt.
Z4	492+01.44	9.63 Lt.

TEMPORARY SOIL RETENTION SYSTEM LIMITS

Location	Station	Offset (ft.)
X1	491+78.44	9.63 Lt.
X2	491+71.77	9.63 Lt.
X3	491+71.77	11.13 Rt.
X4	491+78.44	11.13 Rt.
W1	492+02.44	9.63 Lt.
W2	492+09.11	9.63 Lt.
W3	492+09.11	11.13 Rt.
W4	492+02.44	11.13 Rt.

LEGEND

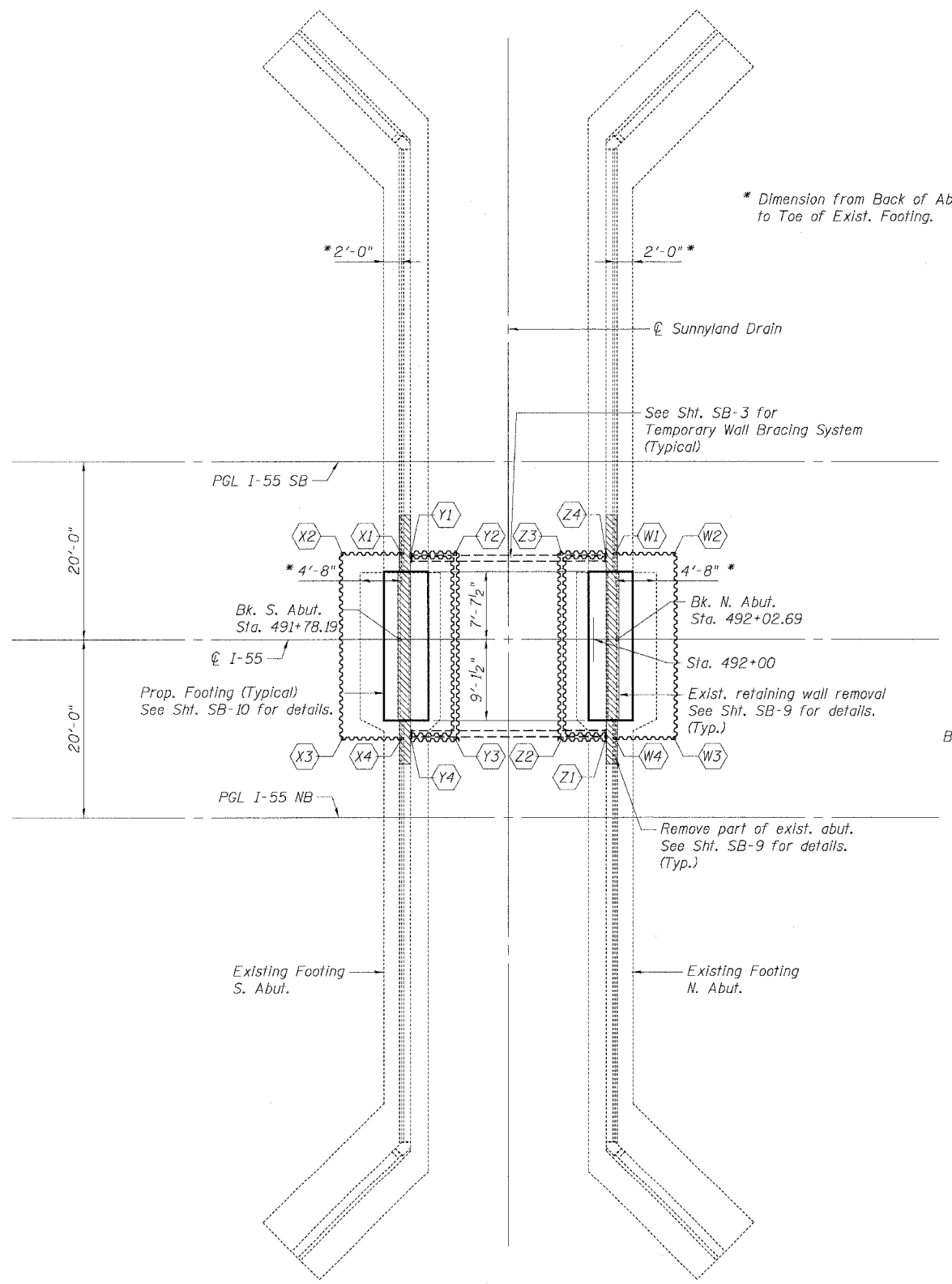
- ~~~~~ Temp. Soil Retention System
- ⊗⊗⊗⊗⊗⊗ Cofferdam
- ▨ Concrete Removal
See Sht. SB-9 for details.
- ▨ Theoretical and Pay Limits
of Temporary Soil Retention System

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55 OVER CSX RR AND SUNNYLAND DRAIN
 BRIDGE WIDENING
 NB & SB I-55 OVER SUNNYLAND DRAIN, S.N. 099-0014 & 099-0015
 STA. 491+90.44, SECTION 2006-031 BY
 WILL COUNTY

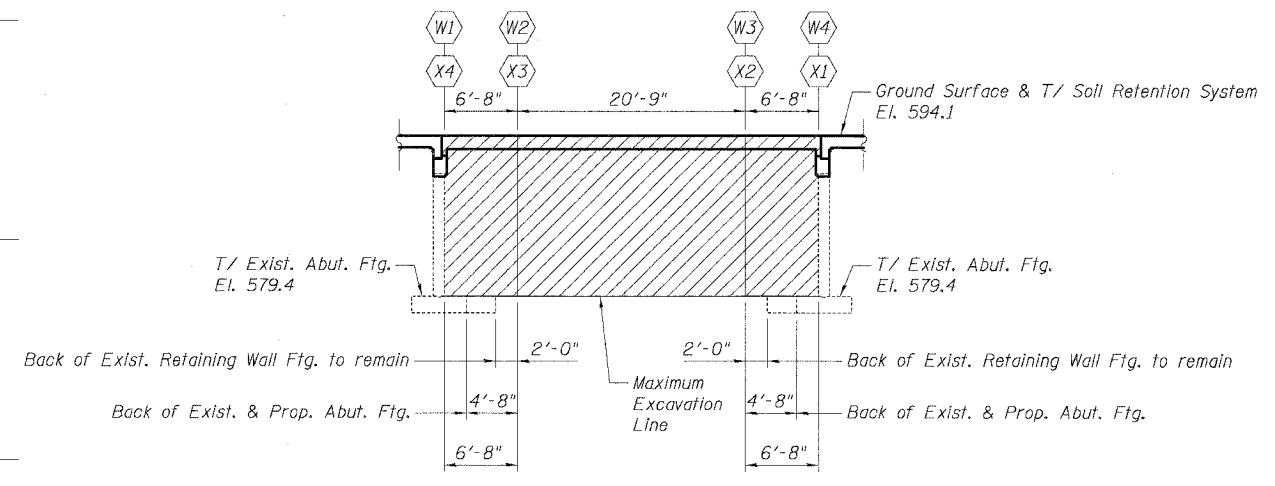
**SUBSTRUCTURE LAYOUT
 COFFERDAM CONFIGURATION
 TEMPORARY SOIL RETENTION**

SCALE: DATE 07/21/06 DRAWN BY MDB CHECKED BY MJK

TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS



SUBSTRUCTURE LAYOUT PLAN



**TEMPORARY SOIL RETENTION SYSTEM
 DEVELOPED ELEVATION**
 (Typical for two locations)

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.

BILL OF MATERIAL

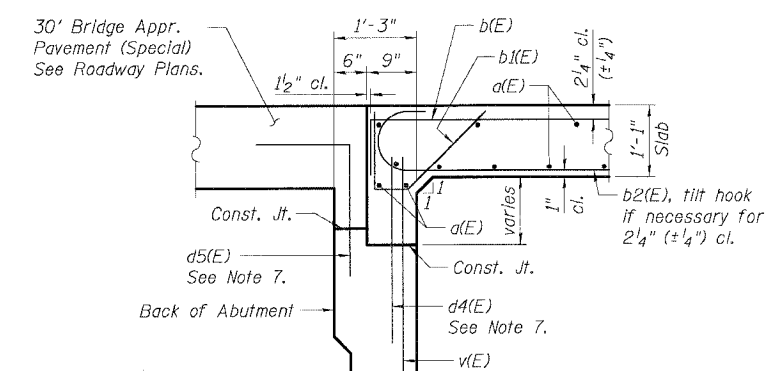
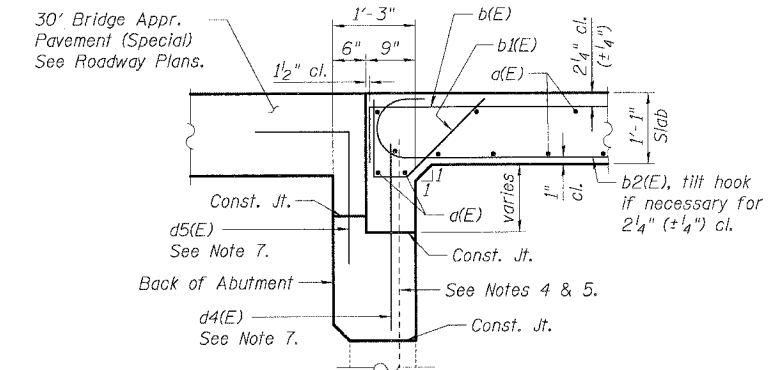
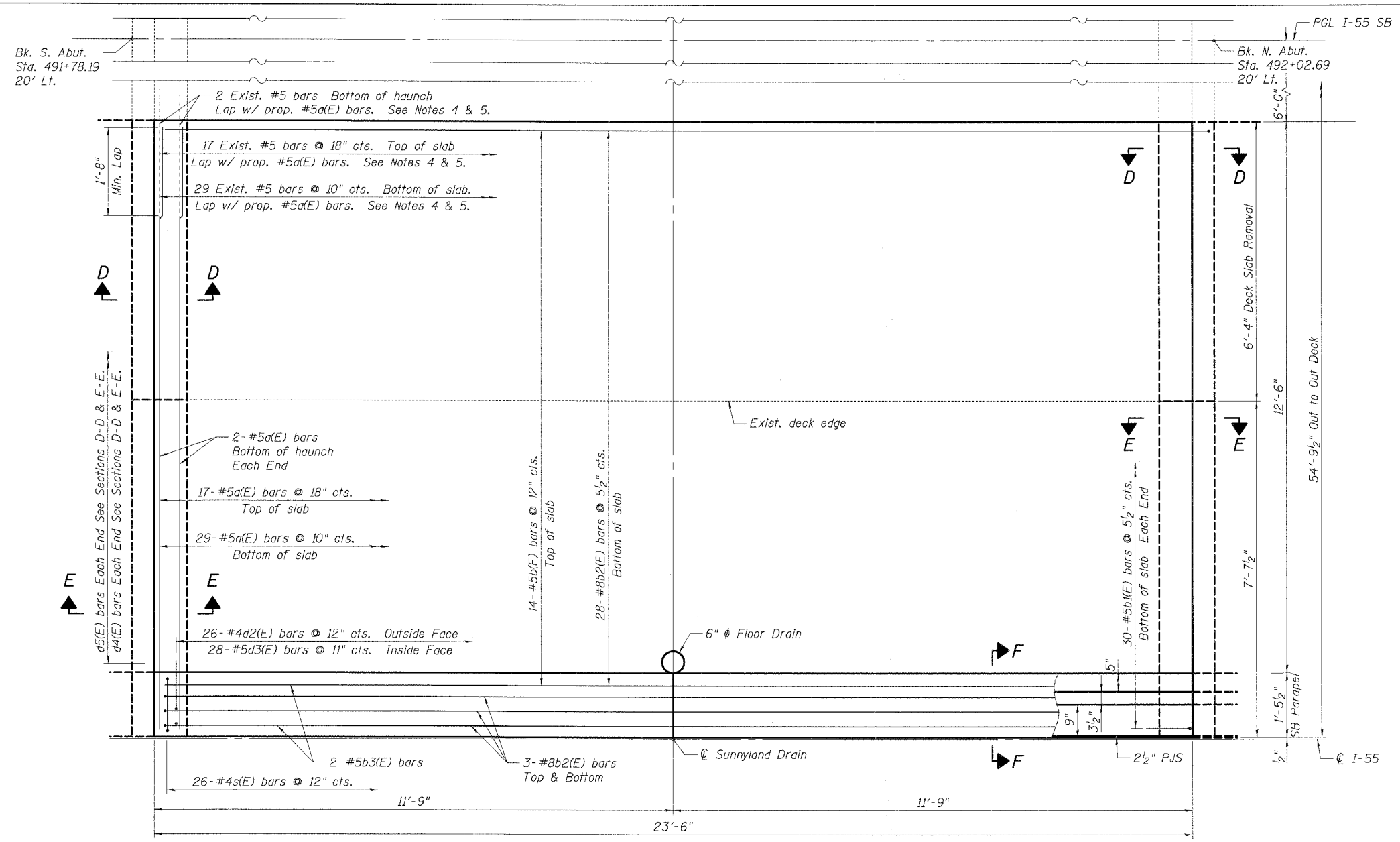
Item	Unit	Total
Temporary Soil Retention System	Sq Ft	1,002
Cofferdams	Each	2
Cofferdam Excavation	Cu Yd	20

SHT. SB-4 OF 13

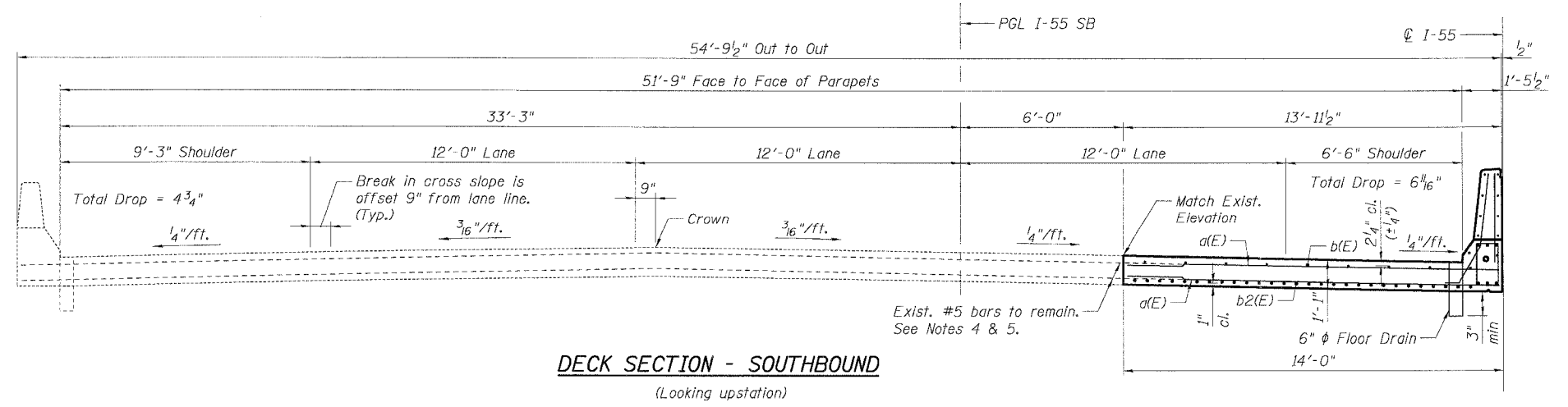
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NAME	DATE

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	90
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



- Notes:**
- Work this sheet with Sht. SB-7 & SB-8.
 - For Section F-F, see Sht. SB-7.
 - See Sht. SB-3 for existing deck slab removal.
 - Existing reinforcement extending out of abutment wall or deck shall be cleaned, straightened, and incorporated into the new construction as indicated. Cost shall be included with Reinforcement Bars, Epoxy Coated.
 - Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost shall be included with Concrete Removal.
 - Reinforcement bars designated (E) shall be epoxy coated.
 - d4(E) and d5(E) bars are billed with abutments.



SHT. SB-5 OF 13

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
 BRIDGE WIDENING
 NB & SB I-55 OVER SUNNYLAND DRAIN, S.N. 099-0014 & 099-0015
 STA. 491+90.44, SECTION 2006-031 BY
 WILL COUNTY

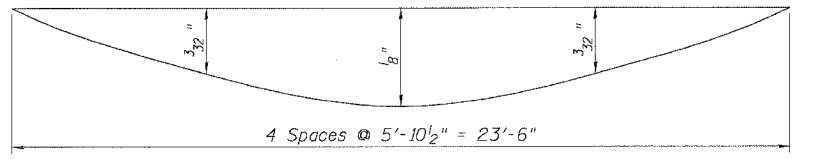
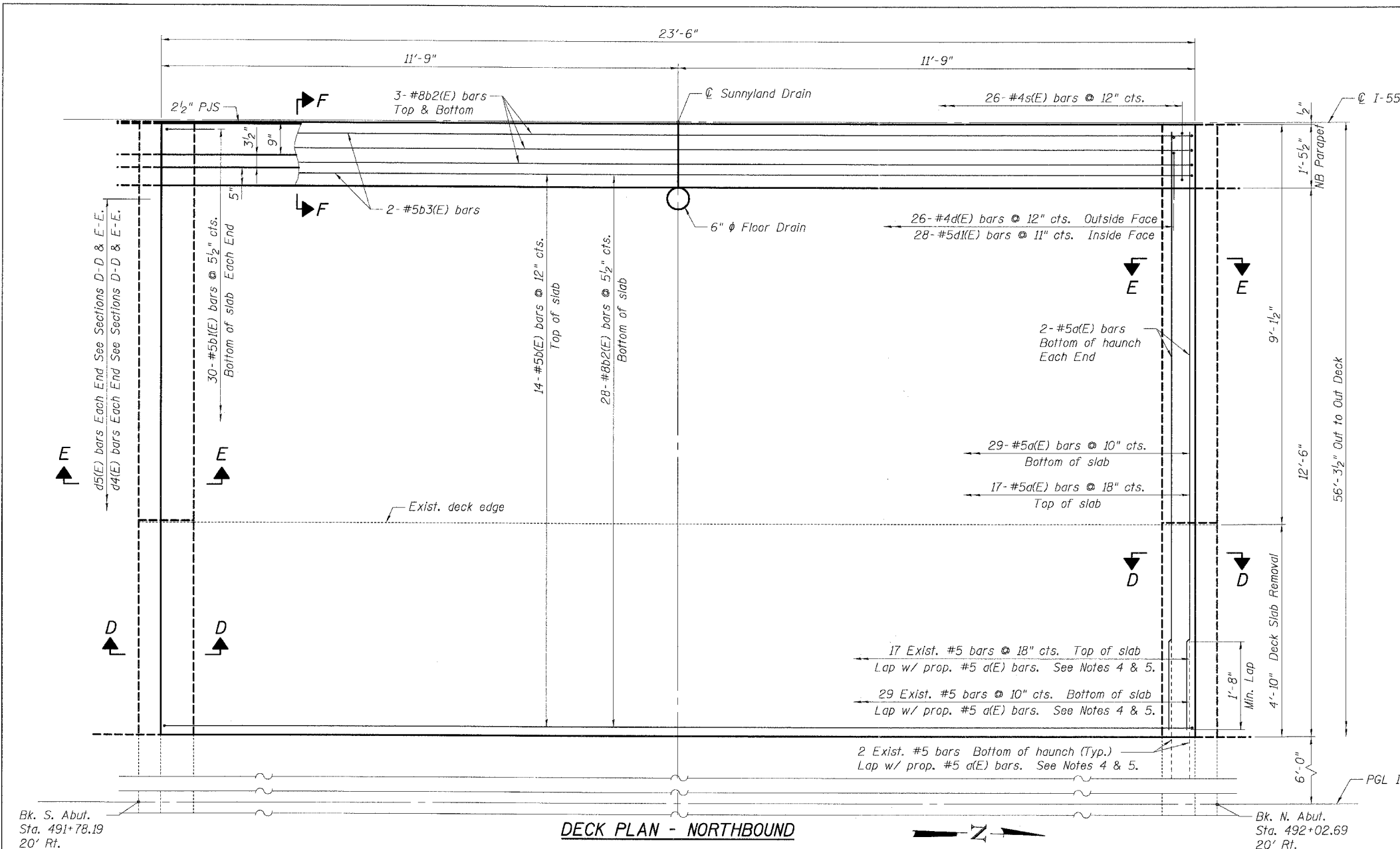
SOUTHBOUND DECK

SCALE: DRAWN BY MDB
 DATE 07/01/06 CHECKED BY MJK

TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

PLOT DATE = 07/01/06
 PLOT SCALE = 1/8" = 1'-0"
 USER NAME = BUSER88
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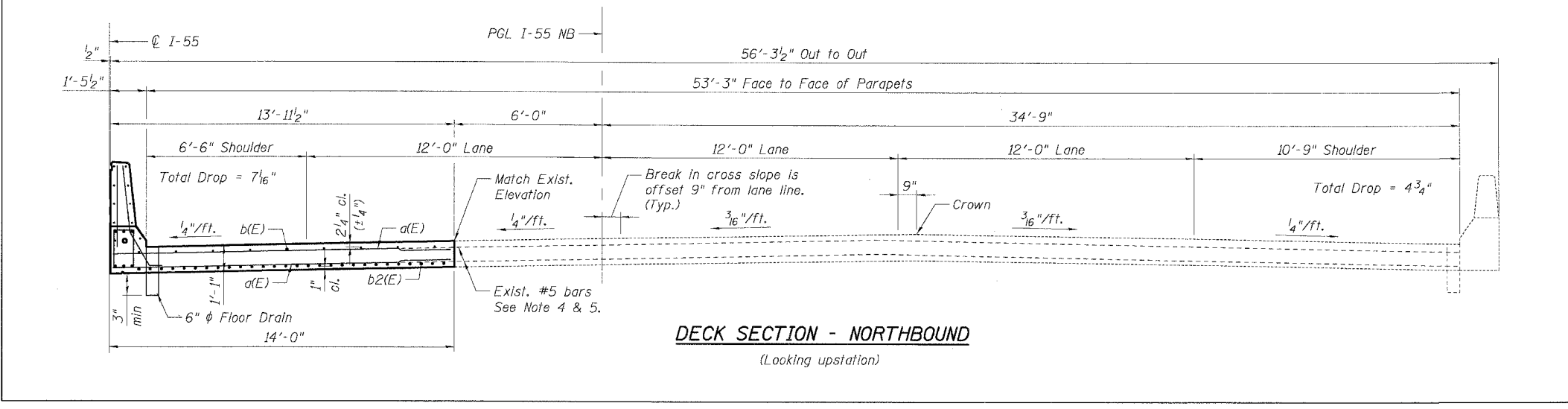
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	91
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



Notes:

1. Work this sheet with Shts. SB-5, SB-7, & SB-8.
2. For Sections D-D & E-E, see Sht. SB-5. For Section F-F, see Sht. SB-7.
3. See Sht. SB-3 for existing deck slab removal.
4. Existing reinforcement extending out of abutment wall or deck shall be cleaned, straightened, and incorporated into the new construction as indicated. Cost shall be included with Reinforcement Bars, Epoxy Coated.
5. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost shall be included with Concrete Removal.
6. Reinforcement bars designated (E) shall be epoxy coated.
7. d4(E) and d5(E) bars are billed with abutments.

PLOT DATE = 8/24/06
 FILE NAME = 8/24/06
 PLOT SCALE = 1/8"=1'-0"
 USER NAME = MJS



SHT. SB-6 OF 13

REVISIONS	
NAME	DATE

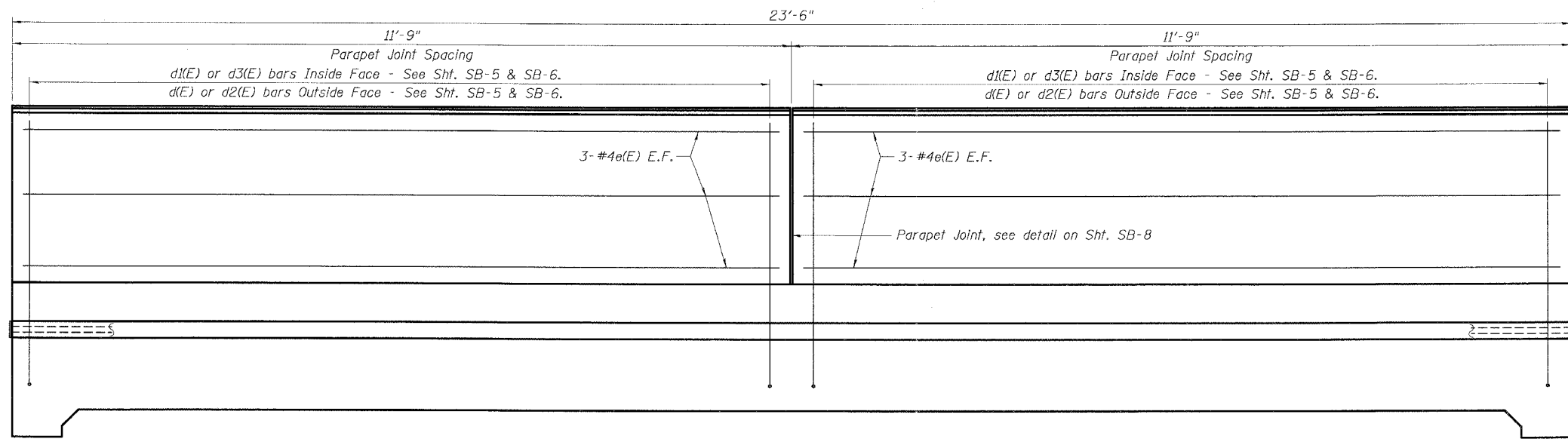
ILLINOIS DEPARTMENT OF TRANSPORTATION
 I-55 OVER SUNNYLAND DRAIN, S.N. 099-0014 & 099-0015
 BRIDGE WIDENING
 STA. 491+90.44, SECTION 2006-031 BY
 WILL COUNTY

**NORTHBOUND DECK
 DEAD LOAD DEFLECTION DIAGRAM**

SCALE: DATE 07/07/06 DRAWN BY MJD CHECKED BY MJK

TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	92
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



**SOUTHBOUND DECK
BAR LIST**

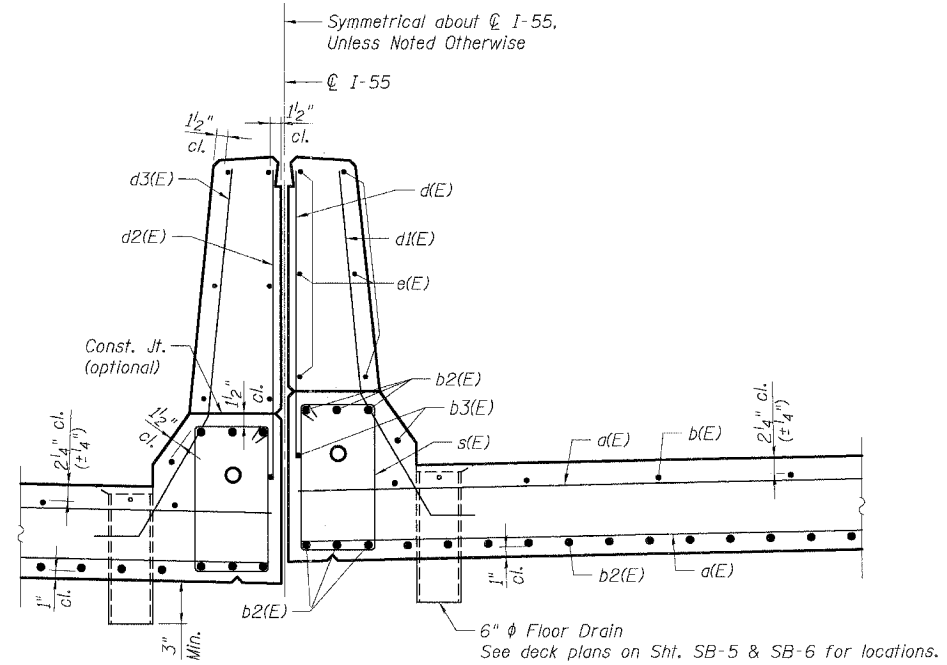
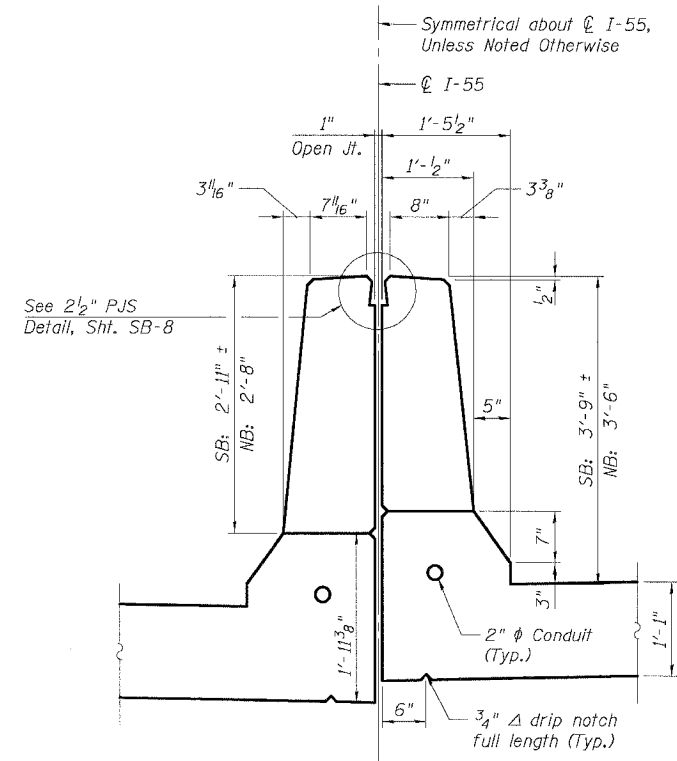
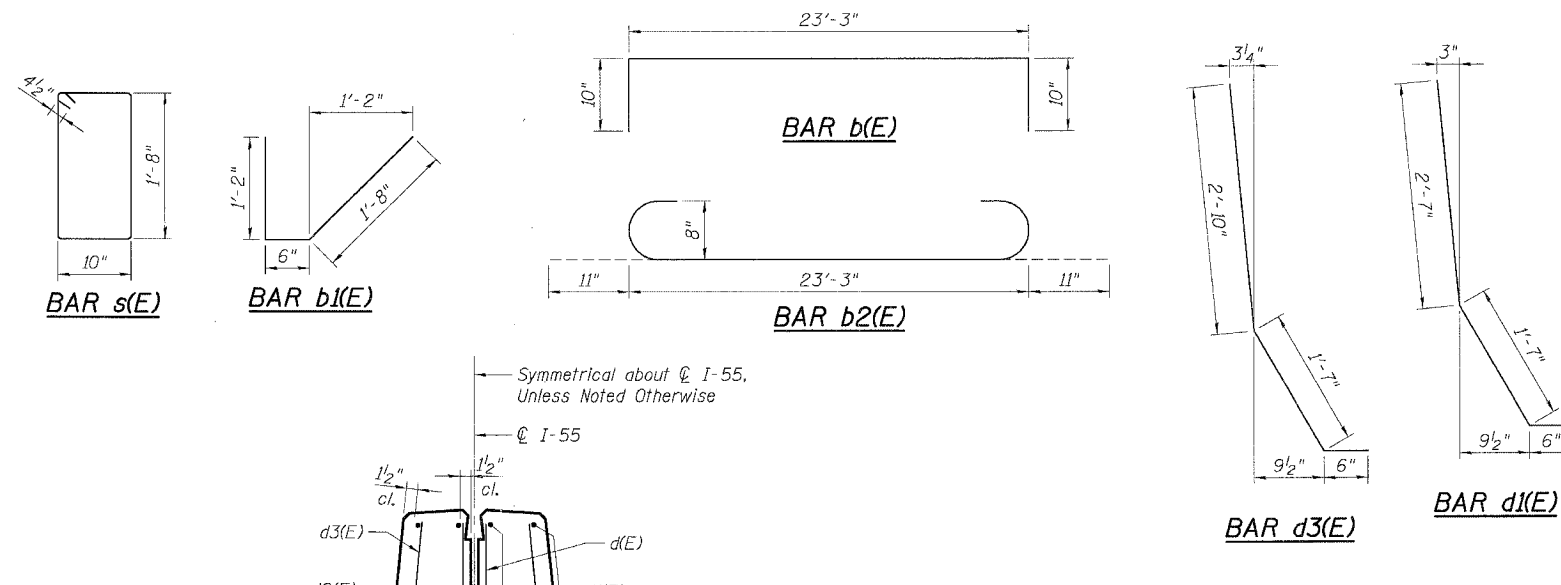
Bar	No.	Size	Length	Shape
a(E)	50	#5	13'-7"	—
b(E)	14	#5	24'-11"	—
b1(E)	30	#5	3'-4"	✓
b2(E)	34	#8	25'-1"	U
b3(E)	2	#5	23'-3"	—
d2(E)	26	#4	3'-6"	—
d3(E)	28	#5	4'-11"	✓
e(E)	12	#4	11'-5"	—
s(E)	26	#4	5'-9"	□

**NORTHBOUND DECK
BAR LIST**

Bar	No.	Size	Length	Shape
a(E)	50	#5	13'-7"	—
b(E)	14	#5	24'-11"	—
b1(E)	30	#5	3'-4"	✓
b2(E)	34	#8	25'-1"	U
b3(E)	2	#5	23'-3"	—
d(E)	26	#4	3'-3"	—
d1(E)	28	#5	4'-8"	✓
e(E)	12	#4	11'-5"	—
s(E)	26	#4	5'-9"	□

* Top of SB parapet to match top of NB parapet.
Cap conduits each end. (Typ.)
Cost included with Conduit
Embedded in Structure, 2" dia.,
Galvanized Steel.

INSIDE ELEVATION OF PARAPET



BILL OF MATERIAL

Item	Unit	Total
Concrete Superstructure	Cu. Yd.	35.1
Reinforcement Bars, Epoxy Coated	Pound	7,790
Conduit Embedded in Structure, 2" dia., Galvanized Steel	Lin. Ft.	47
Preformed Joint Seal, 2 1/2"	Lin. Ft.	23.5
Floor Drains	Each	2

- Notes:**
1. Work this sheet with Sht. SB-5 & Sht. SB-6.
 2. For 2 1/2" PJS detail, see Sht. SB-8.
 3. For Floor Drain detail, see Sht. SB-8.
 4. Reinforcement bars designated (E) shall be epoxy coated.
 5. SB denotes Southbound Parapet, NB denotes Northbound Parapet.

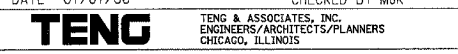
SHT. SB-7 OF 13

REVISIONS	NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
BRIDGE WIDENING
NB & SB I-55 OVER SUNNYLAND DRAIN, S.N. 099-0014 & 099-0015
STA. 491+90.44, SECTION 2006-031 BY
WILL COUNTY

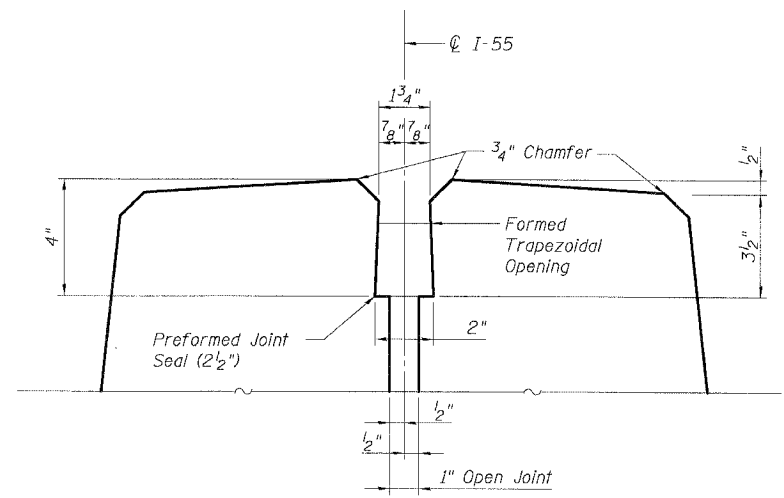
PARAPET DETAILS 1

SCALE: DRAWN BY MDB
DATE 07/07/06 CHECKED BY MJK

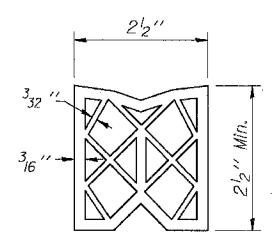


PLOT DATE = 08/07/06
 PLOT SCALE = AS CALLED
 USER NAME = RUSER
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 C:\CIRAZ

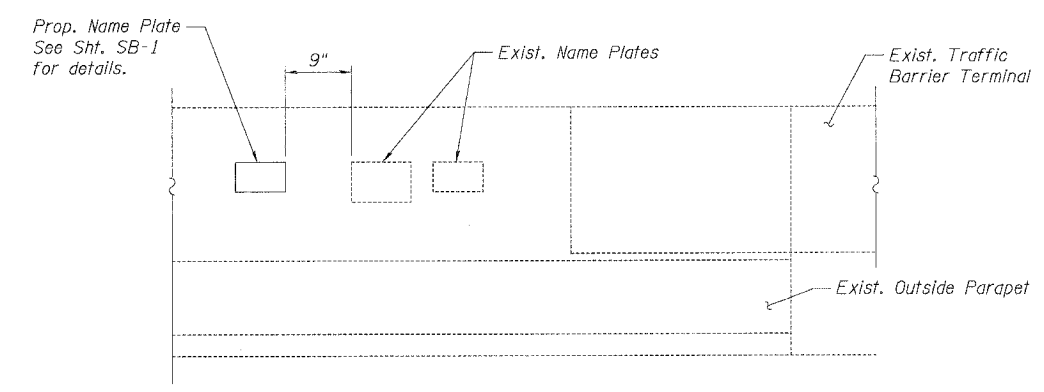
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	93
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



2 1/2" PJS DETAIL



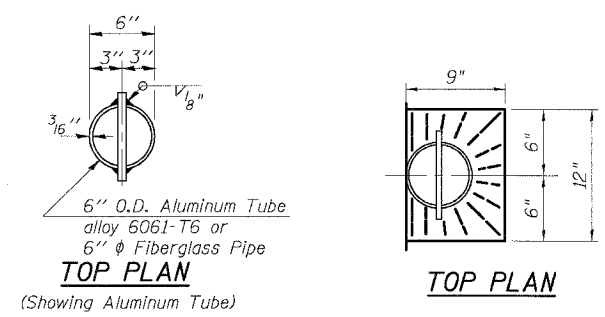
PREFORMED JOINT SEAL (2 1/2")



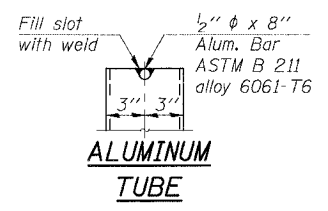
NAME PLATE LOCATION

(at S.N. 099-0014 & S.N. 099-0015)

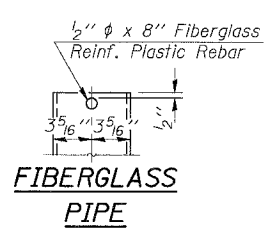
New name plates shall be located next to existing name plates. Name plates shall be attached to existing concrete using concrete anchors and set in a bed of epoxy. Concrete anchors and epoxy shall be subject to approval of the Engineer. Cost included with Name Plate.



6" O.D. Aluminum Tube alloy 6061-T6 or 6" ϕ Fiberglass Pipe
TOP PLAN
(Showing Aluminum Tube)



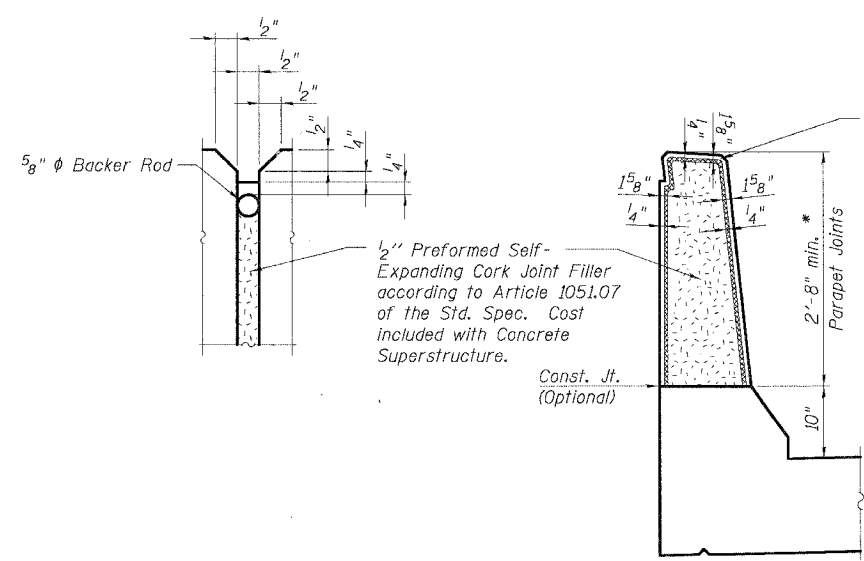
ALUMINUM TUBE



FIBERGLASS PIPE

6" ϕ FLOOR DRAIN

Notes:
The exterior surfaces of the floor drains shall be coated or pigmented by the manufacturer with a color that matches the concrete.
Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.



Non-staining gray one component non-sag elastomeric gun grade polyurethane sealant meeting the requirements of ASTM C-920, Type S, Grade NS, Class 25. Use T.

* 2'-8" at Northbound Parapet
2'-11"± at Southbound Parapet

PARAPET JOINT DETAILS

Notes:
1. Work this sheet with Sht. SB-5 thru SB-7.

SHT. SB-8 OF 13

REVISIONS	
NAME	DATE

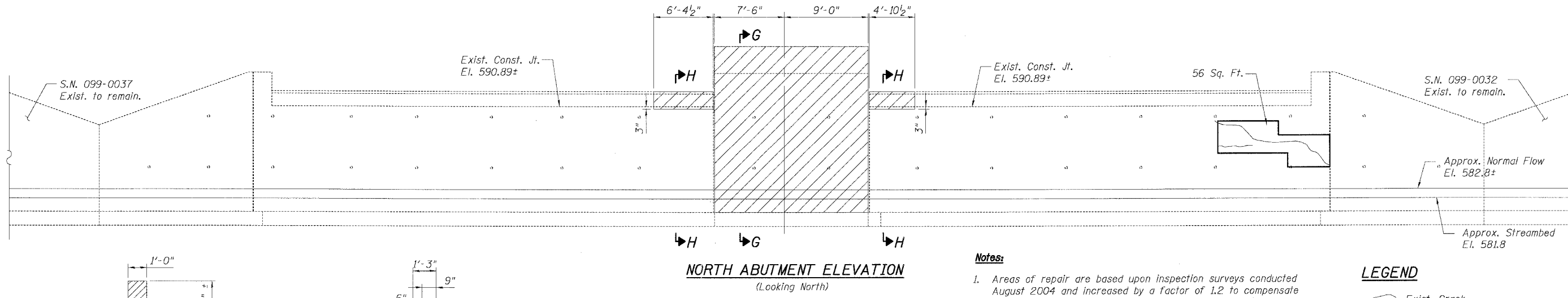
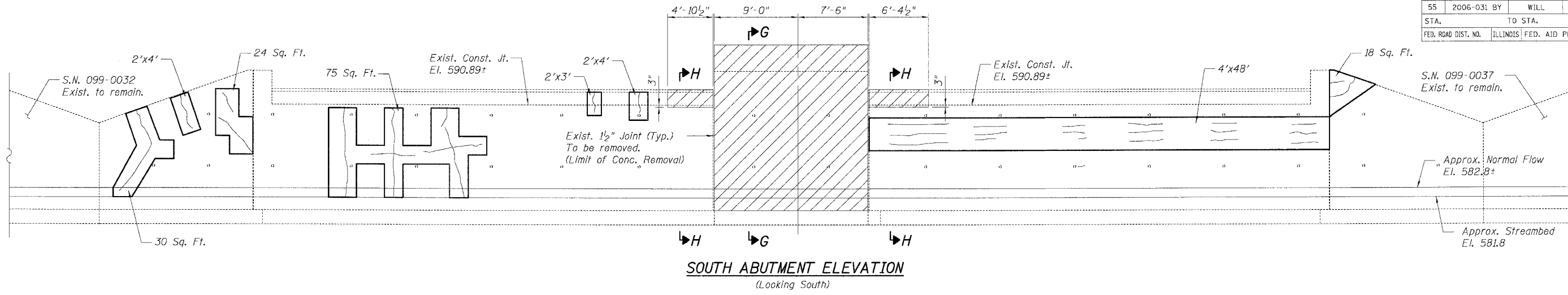
ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
BRIDGE WIDENING
NB & SB I-55 OVER SUNNYLAND DRAIN, S.N. 099-0014 & 099-0015
STA. 491+90.44, SECTION 2006-031 BY
WILL COUNTY

PARAPET DETAILS 2

SCALE: DRAWN BY MDB
DATE 07/07/06 CHECKED BY MJK
TENG TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

GARCIAZ SAN DOCUMENT 023051081\STRUCT\DRN\DWG\SB8-43.SHT
 7-05-2006, 8:34:46
 PLOT DATE = 07/07/06
 PLOT SCALE = AS SHOWN
 USER NAME = MJB

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	94
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



Notes:

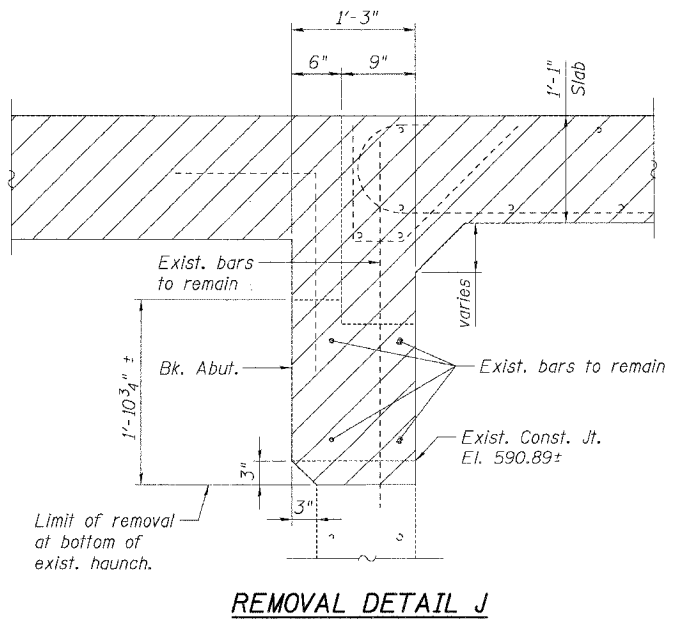
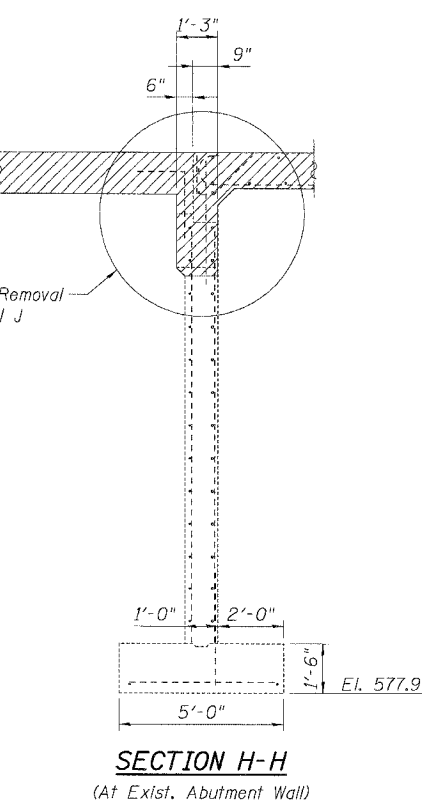
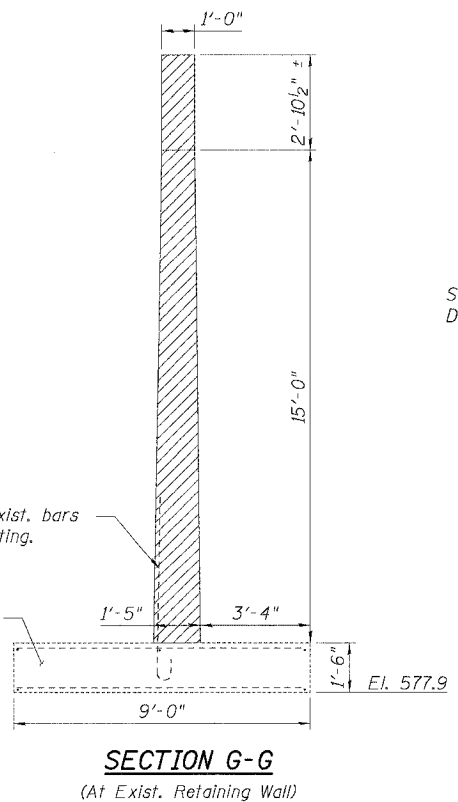
1. Areas of repair are based upon inspection surveys conducted August 2004 and increased by a factor of 1.2 to compensate for further deterioration. The type of repair (depth) quantities are assumed and shall be determined by the Engineer. The Engineer shall document actual locations and types of repairs on As-Built plans.
2. See Sht. SB-10 for existing reinforcement to be incorporated into new work.
3. Seal cracks in abutment walls and wingwalls, greater than 1/16" wide, with Epoxy Crack Sealing as identified by the Engineer.
4. Apply protective coat to new concrete surfaces of structurally repaired concrete.
5. Length of Structural Repair of Concrete at abutment walls shall be limited to 13 feet between intact wall sections of no less than 10 feet in length. Repair and intact wall lengths shall be measured horizontally along the face of the abutments.
6. Existing reinforcement within the removal area and extending into new work shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost shall be included with Concrete Removal.

LEGEND

- Exist. Crack
- Proposed Formed Concrete Repair
- Concrete Removal

BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (depth equal to or less than 5")	Sq Ft	450
Structural Repair of Concrete (depth greater than 5")	Sq Ft	50
Epoxy Crack Sealing	Ft	10
Protective Coat	Sq Yd	56
Concrete Removal	Cu Yd	28.4



SHT. SB-9 OF 13

REVISIONS	
NAME	DATE

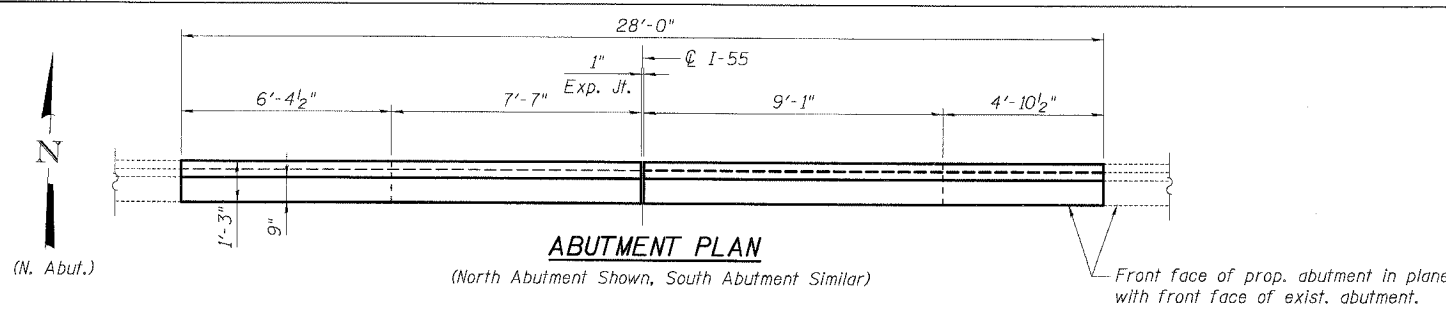
ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55 OVER CSX RR AND SUNNYLAND DRAIN
 BRIDGE WIDENING
 NB & SB I-55 OVER SUNNYLAND DRAIN, S.N. 099-0014 & 099-0015
 STA. 491+90.44, SECTION 2006-031 BY
 WILL COUNTY

SUBSTRUCTURE REMOVAL & REPAIR

SCALE: DRAWN BY MDB
 DATE 07/07/06 CHECKED BY MJK
TENG TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

PLOT DATE = 08/07/06
 PLOT SCALE = AS SHOWN
 USER NAME = MUSER8
 SA: DOCUMENT \2023\1581\STRUCT\00NAABR10A44.SHT
 GARCIA/RAZ
 7-86-2086; 8/3/11

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	95
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



ABUTMENT PLAN

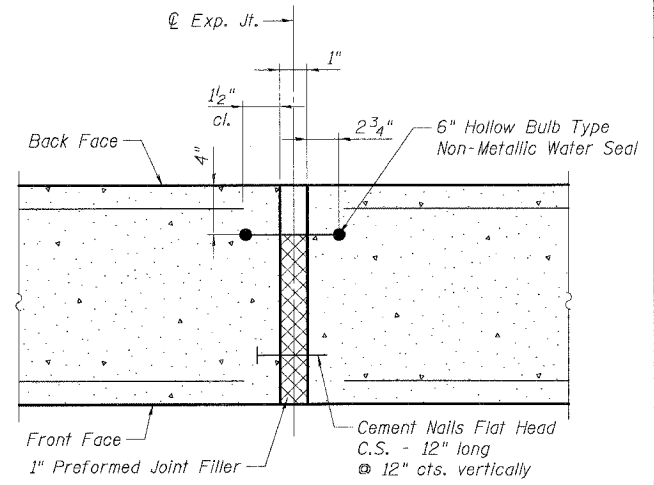
(North Abutment Shown, South Abutment Similar)

Front face of prop. abutment in plane with front face of exist. abutment.

ABUTMENT SEAT ELEVATIONS

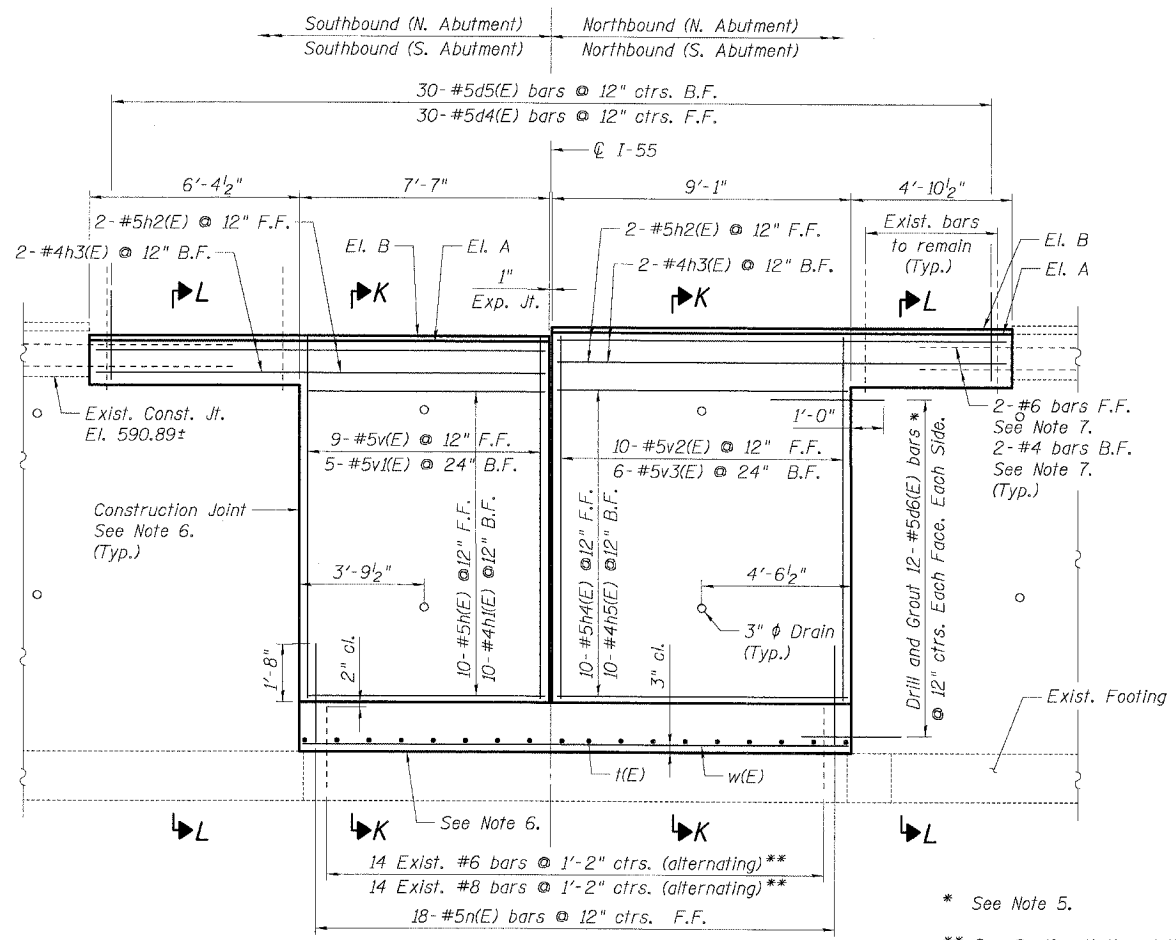
(for N. Abutment and S. Abutment)

	El. A	El. B
Southbound (N. Abutment)	591.98	592.14
Northbound (N. Abutment)	592.26	592.42
Southbound (S. Abutment)	591.98	592.14
Northbound (S. Abutment)	592.26	592.42



EXPANSION JOINT DETAIL

Cost of non-metallic water seal, P.J.F. and cement nails are included with Concrete Structures.



ABUTMENT ELEVATION

(North Abutment Shown, South Abutment Similar)

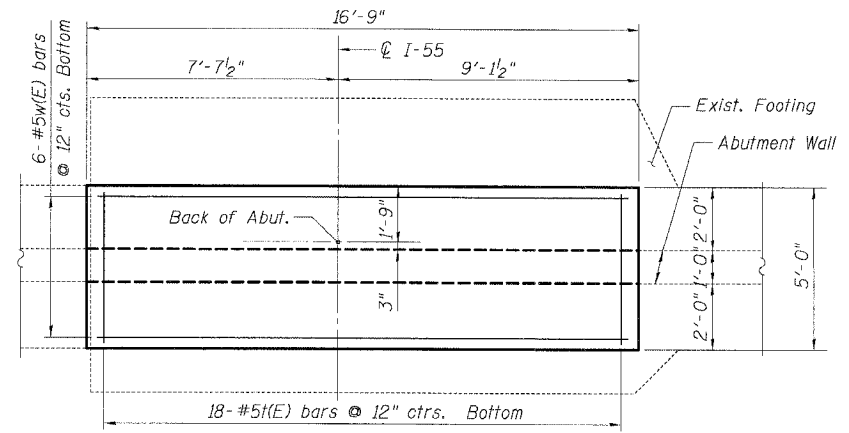
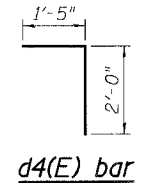
Notes:

- For drainage details, see Sht. SB-3.
- See Sht. SB-11 for Sections K-K & L-L.
- F.F. = Front Face
B.F. = Back Face
E.F. = Each Face
- Incorporate exist. bars into prop. footing and cut to provide 2" clear cover inside prop. footing. Cost included in Reinforcement Bars, Epoxy Coated.
- The cost of drilling and grouting bars is to be included in the unit price for Reinforcement Bars, Epoxy Coated.
- The existing concrete surface against which concrete will be poured shall be clean and free of laitance and shall be roughened to a full amplitude of 1/4". Cost included with Concrete Structures.
- Existing reinforcement extending out of exist. footing and abutment shall be cleaned, straightened, and incorporated into the new construction as indicated. Cost included with Reinforcement Bars, Epoxy Coated.
- Reinforcement bars designated (E) shall be epoxy coated.
- Maximum applied bearing pressure, Qmax = 2,870 psf.
- All edges shall have a 3/4" chamfer unless noted otherwise.

BAR LIST

(For Each Abutment)

Bar	No.	Size	Length	Shape
d4(E)	30	#5	2'-0"	—
d5(E)	30	#5	3'-5"	┐
d6(E)	48	#5	3'-5"	—
h(E)	10	#5	7'-3"	—
h1(E)	10	#4	7'-3"	—
h2(E)	4	#5	13'-8"	—
h3(E)	4	#4	13'-8"	—
h4(E)	10	#5	8'-9"	—
h5(E)	10	#4	8'-9"	—
n(E)	18	#5	3'-0"	—
k(E)	18	#5	4'-8"	—
v(E)	9	#6	11'-11"	—
v1(E)	5	#4	11'-11"	—
v2(E)	10	#6	12'-2"	—
v3(E)	6	#4	12'-2"	—
w(E)	6	#5	16'-5"	—



FOOTING PLAN

(North Abutment Shown, South Abutment Similar)

BILL OF MATERIAL

(For Each Abutment)

Item	Unit	Total
Concrete Structures	Cu. Yd.	12.6
Reinforcement Bars, Epoxy Coated	Pound	1,390
Structure Excavation	Cu. Yd.	46

SHT. SB-10 OF 13

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
 BRIDGE WIDENING
 NB & SB I-55 OVER SUNNYLAND DRAIN, S.N. 099-0014 & 099-0015
 STA. 491+90.44, SECTION 2006-031 BY
 WILL COUNTY

ABUTMENT PLANS & ELEVATION

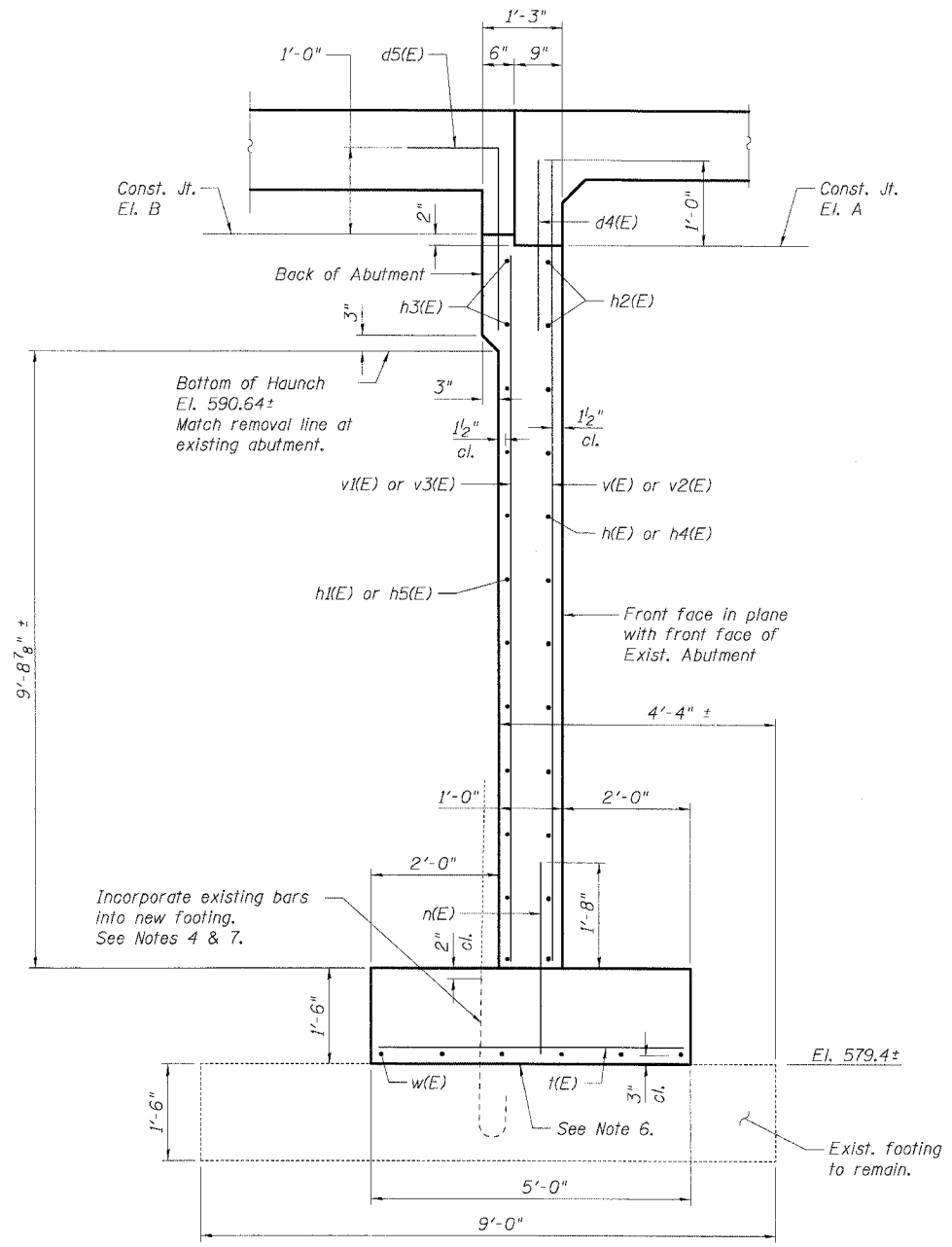
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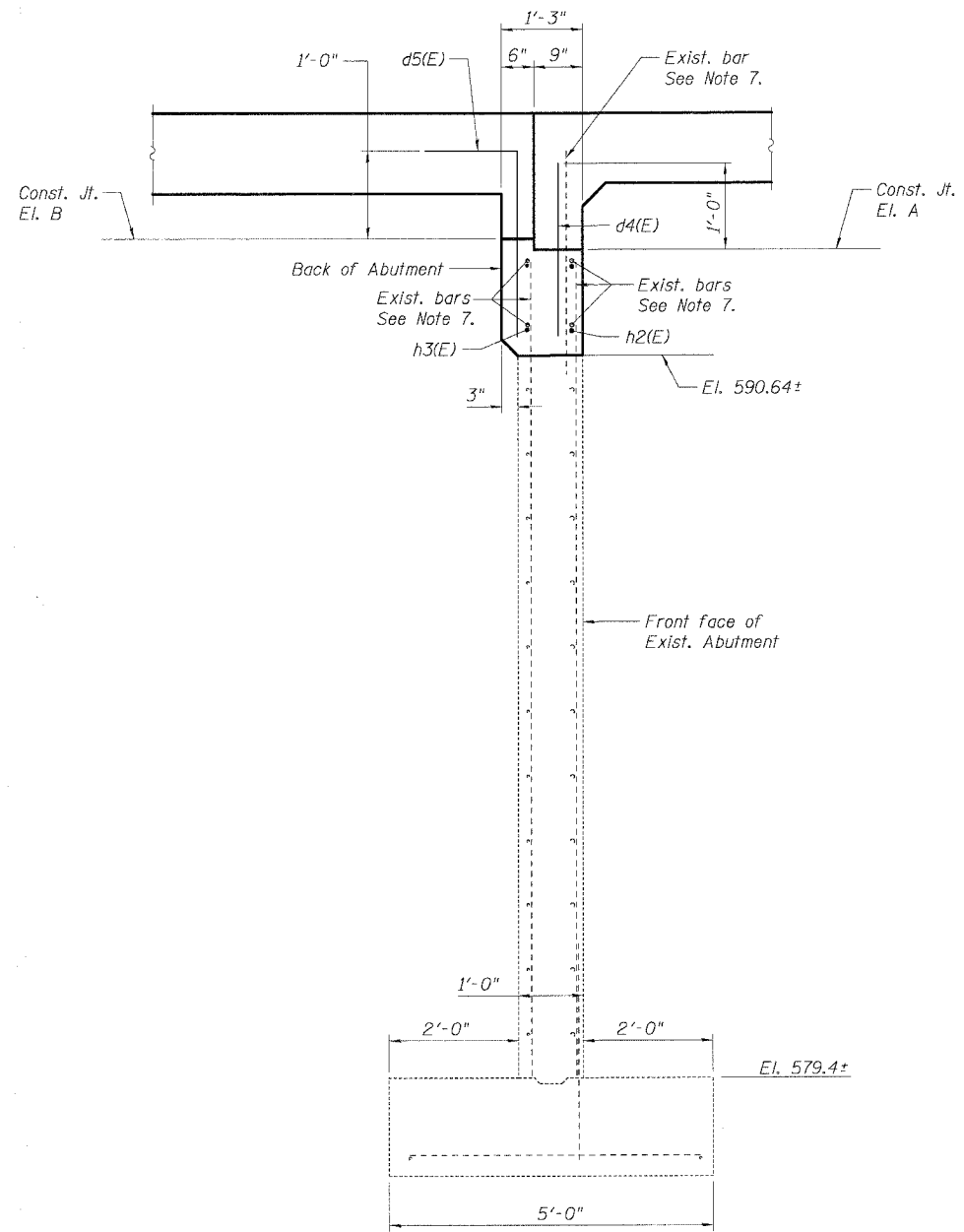
TENGO & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

PLOT DATE = 07/07/06
 PLOT SCALE = AS SHOWN
 USER NAME = MJB
 7-05-2006, 01:34:13
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	96
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



SECTION K-K
(Section through Proposed Abutment)



SECTION L-L
(Section through Existing Abutment)

- Notes:**
1. Work this sheet with Sht. SB-10.
 2. See Sht. SB-10 for notes.

SHT. SB-11 OF 13

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
 BRIDGE WIDENING
 NB & SB I-55 OVER SUNNYLAND DRAIN, S.N. 099-0014 & 099-0015
 STA. 491+90.44, SECTION 2006-031 BY
 WILL COUNTY

ABUTMENT SECTIONS

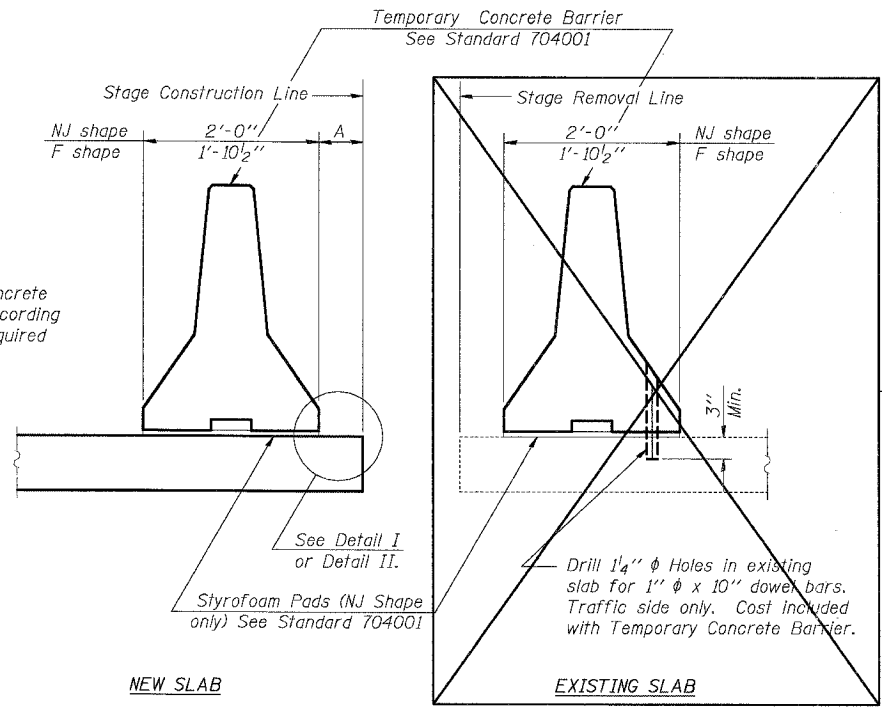
SCALE: DRAWN BY: MDB
 DATE: 07/07/06 CHECKED BY: MJK



PLOT DATE: # DATES
 FILE NAME: # FILE#
 SCALE: # SCALE
 USER: # USER
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 7-8-2006 8:34:23
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	97
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



Note: Holes shall not be drilled in existing slab to remain in service. Existing slab to remain in service shall be treated as a "NEW SLAB". Dimension A > 3'-6" (see Sht. SB-2).

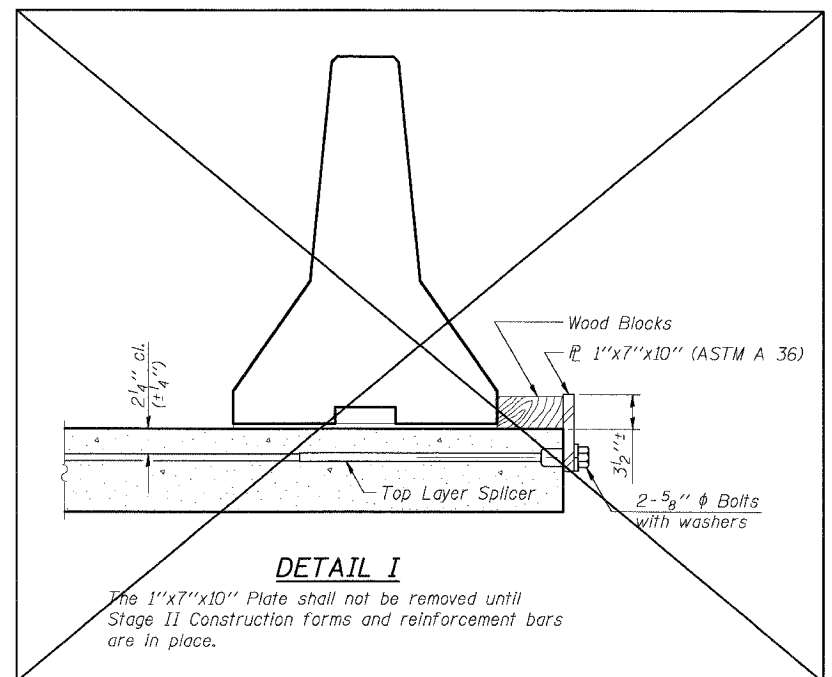
NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel \bar{r} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{c} of each barrier panel.

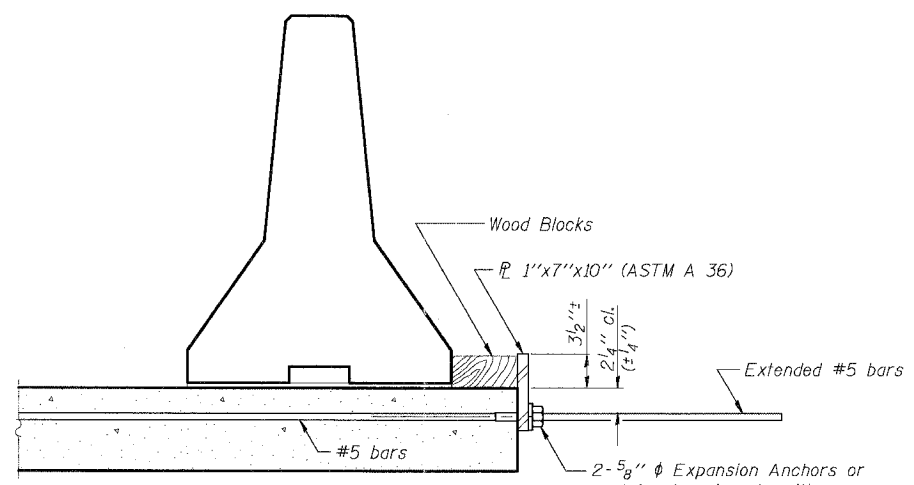
Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel \bar{r} to the concrete slab with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{c} of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier.

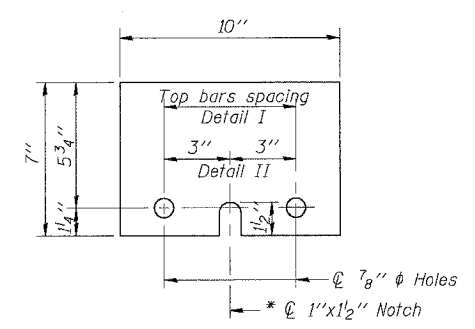
SECTIONS THRU SLAB



DETAIL I
The 1"x7"x10" Plate shall not be removed until Stage II Construction forms and reinforcement bars are in place.



DETAIL II
The 1"x7"x10" Plate shall not be removed until Stage II Construction forms and all reinforcement bars are in place and the concrete is ready to be placed.



1" x 7" x 10"
* Required only with Detail II

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
BRIDGE WIDENING
NB & SB 1-55 OVER SUNNYLAND DRAIN, S.N. 099-0014 & 099-0015
STA. 491+90.44, SECTION 2006-031 BY
WILL COUNTY

TEMPORARY CONCRETE BARRIER

SHT. SB-12 OF 13

REVISIONS	
NAME	DATE

SCALE: DRAWN BY MDB
DATE 07/07/06 CHECKED BY MJK

TENG TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

PLOT DATE = 07/07/06
 PLOT SCALE = AS SHOWN
 USER NAME = USER
 7-85-2886, 8:34:28
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL	137	98
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

Wang Engineering, INC.
 Consulting Geotechnical and Environmental Engineers
 wangeng3@wangeng.com
 1145 Main Street
 Lombard, IL 60148
 Telephone: 630 953-9928
 Fax: 630 953-9938

BORING LOG SD-01
 WEI Job No.: 555-11-01
 Client: Illinois Department of Transportation
 Project: I-55 Reconstruction
 Location: Will County, IL

Datum: NGVD
 Elevation: 593.47 ft
 North: 1782524.94 ft
 East: 1026017.57 ft
 Station: 491+70
 Offset: 5 RT

Wang Engineering, INC.
 Consulting Geotechnical and Environmental Engineers
 wangeng3@wangeng.com
 1145 Main Street
 Lombard, IL 60148
 Telephone: 630 953-9928
 Fax: 630 953-9938

BORING LOG SD-02
 WEI Job No.: 555-11-01
 Client: Illinois Department of Transportation
 Project: I-55 Reconstruction
 Location: Will County, IL

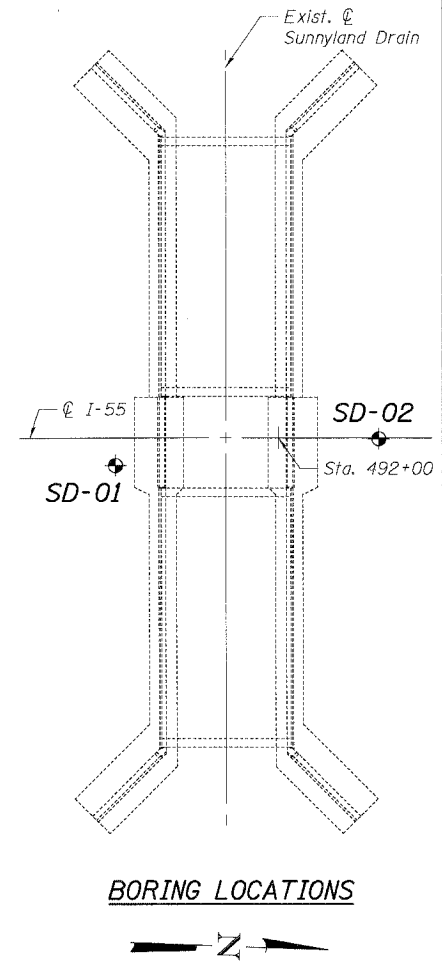
Datum: NGVD
 Elevation: 593.51 ft
 North: 1782572.69 ft
 East: 1026011.08 ft
 Station: 492+18
 Offset: 1 RT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/6 in)	Qu (tsf)	Moisture Content (%)
593.47	Medium stiff, black, brown and CLAY with asphalt debris --FILL--	0	1	4 5 5		35	593.47	12-inch thick, black TOPSOIL --TOPSOIL--	0	9	8 8 9	NP	14
		5	2	4 3 4		22	592.5	Very stiff, brown CLAY --FILL-- A-6 (B) --LL=33%, PL=17%--	5	10	4 4 9	NP	12
		10	3	2 3 4		19	588.0	Medium stiff, gray LOAM with gravel	10	11	8 9 6	NP	10
		15	4	2 5 11	0.98 B	11	585.5	Weathered bedrock --AUGER REFUSAL--	15	12	35 60/4	NP	11
583.0	Medium stiff, black CLAY	20	5	3 4 4	0.50 P	71	583.0	Boring terminated at 30.00 ft	20				
580.5	Medium dense, gray, fine to medium SANDY LOAM	25	6	5 6 8	NP	11			25				
578.0	Medium dense, gray GRAVELLY SAND	30	7	11 13 11	NP	9			30				
575.5	Medium dense, gray, medium to coarse SAND with gravel	35	8	18 12 13	NP	8			35				

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/6 in)	Qu (tsf)	Moisture Content (%)
594.51	12-inch thick, black TOPSOIL --TOPSOIL--	0	1	3 4 5		22	594.51	Medium dense, gray SILT	0	9	4 9 8	NP	21
592.5	Very stiff, brown CLAY --FILL-- A-6 (B) --LL=33%, PL=17%--	5	2	3 6 10	2.25 P	19	589.0	Medium dense, gray SANDY LOAM	5	10	5 6 13	NP	14
		10	3	5 14 18	NR	16	588.0	Very dense, gray SANDY LOAM	10	11	15 60 36	NP	7
585.5	Medium dense, brown SAND --FILL--	15	4	8 9 9	NP	10	585.5	Weathered bedrock	15				
583.0	Medium stiff, black CLAY	20	5	4 8 13	0.75 P	49	583.0	Strong, slightly weathered, gray and white, finely crystalline DOLOSTONE RUN#1 (28'-38') REC=93% RQD=75%	20				
580.5	Medium dense to dense, gray SAND	25	6	11 16 15	NR		580.5	--BEDROCK--	25				
		30	7	7 11 6	NP	13			30				
		35	8	4 8 13	NP	19			35				

GENERAL NOTES			WATER LEVEL DATA		
Begin Drilling	12-28-2005	Complete Drilling	12-28-2005	While Drilling	15.00 ft
Drilling Contractor	DLZ	Drill Rig	D-120 TMR	At Completion of Drilling	15.00 ft
Driller	J & J	Logger	B. Panozzo	Time After Drilling	NA
Checked by	L. Iordache	Drilling Method	3.25 IDA HSA, Boring backfilled upon completion	Depth to Water	NA

GENERAL NOTES			WATER LEVEL DATA		
Begin Drilling	01-03-2006	Complete Drilling	01-03-2006	While Drilling	13.50 ft
Drilling Contractor	DLZ	Drill Rig	D-120 TMR	At Completion of Drilling	NA
Driller	J & J	Logger	B. Panozzo	Time After Drilling	NA
Checked by	L. Iordache	Drilling Method	3.25 IDA HSA, Boring backfilled upon completion	Depth to Water	NA



ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)
 BRIDGE WIDENING
 NB & SB I-55 OVER SUNNYLAND DRAIN, S.N. 099-0014 & 099-0015
 STA. 491+90.44, SECTION 2006-031 BY
 WILL COUNTY

BORING LOGS

SCALE: DRAWN BY MDB
 DATE: 07/07/06 CHECKED BY MJK

TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

SHT. SB-13 OF 13

REVISIONS	
NAME	DATE

PLOT DATE = 07/07/06
 PLOT SCALE = 1"=10'
 USER NAME = USER

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031BY	WILL	137	99
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES

ALTERNATE MATERIAL FOR THE WALLS MAY BE CONCRETE MASONRY UNITS, PRECAST REINFORCED CONCRETE SECTIONS OR CAST-IN-PLACE CONCRETE. THE CAST IRON STEPS AS DETAILED HEREON ARE TYPICAL. STEPS OF OTHER DESIGN AND MATERIAL THAT CONFORM TO THE MINIMUM REQUIREMENTS OF THE STEPS SHOWN MAY BE USED WHEN APPROVED BY THE ENGINEER.

CAST IRON STEPS SHALL BE GRAY IRON CONFORMING TO THE REQUIREMENTS OF ARTICLE 1006.14 OF THE STANDARD SPECIFICATIONS.

STEPS SHALL BE EMBEDDED INTO THE WALL A MINIMUM OF THREE(3) INCHES. STEPS SHALL NOT BE EXTENDED ON THE OUTSIDE.

STEPS SHALL BE OMITTED FOR WORK IN COOK COUNTY WHEN THE DEPTH OF THE MANHOLE IS TEN(10') OR LESS.

IN ADDITION TO THE REQUIREMENTS OF ARTICLE 612.13 OF THE STANDARD SPECIFICATIONS, THE CONTRACT UNIT PRICE FOR MANHOLES, TYPE A, 7'-DIAMETER SHALL INCLUDE THE SAND CUSHION WHEN REQUIRED, FURNISHING AND INSTALLING STEPS WHEN REQUIRED, FURNISHING AND COMPACTING THE SPECIFIED BACKFILL MATERIAL, AND FURNISHING AND INSTALLING FLAT SLAB TOP.

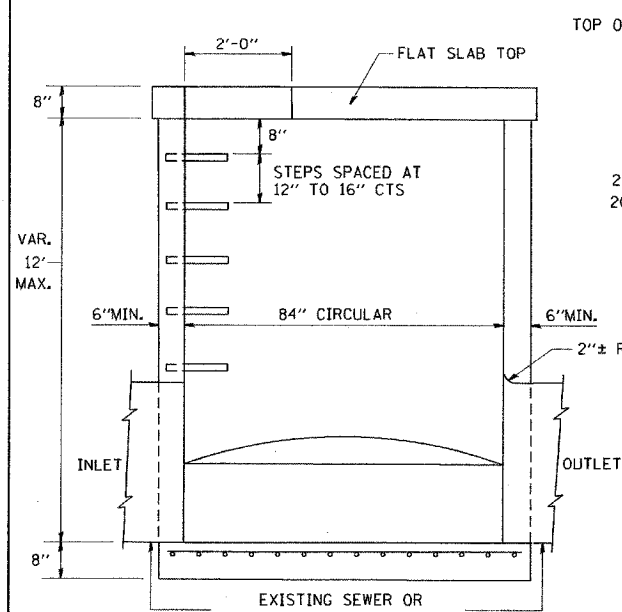
PRECAST FLAT SLAB TOP SHALL CONFORM TO ARTICLES 505.01 THRU 505.05 OF THE STANDARD SPECIFICATIONS EXCEPT THAT THE CONCRETE STRENGTH SHALL BE 4,000 PSI AFTER 28 DAYS. REINFORCEMENT BARS AND WELDED WIRE FABRIC SHALL CONFORM TO THE REQUIREMENTS OF ARTICLE 1006.10. ONLY GRADE 60 REINFORCEMENT BARS WILL BE PERMITTED.

BOTTOM SLAB SHALL BE REINFORCED BY EITHER REINFORCEMENT BARS OR WELDED WIRE FABRIC. THE MINIMUM REINFORCEMENT SHALL BE 0.46 SQUARE INCH PER LINEAR FOOT IN BOTH DIRECTIONS.

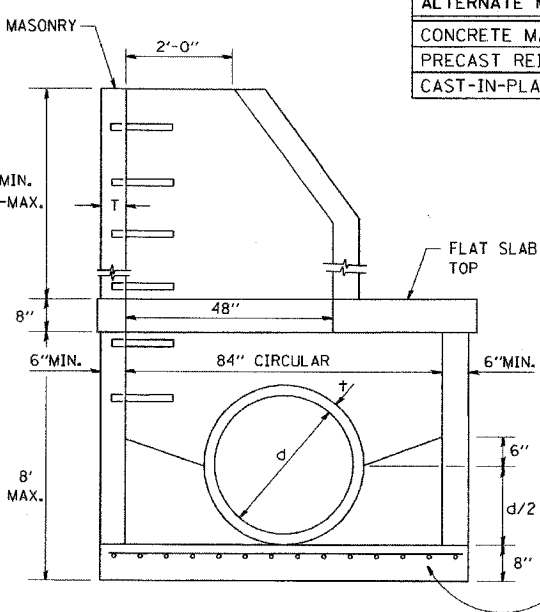
JOINT CONFIGURATION AND DIMENSIONS OF FLAT SLAB TOP SHALL MATCH AND FIT THE RISER JOINT DETAIL.

LIFTING DEVICES SHALL BE APPROVED BY THE ENGINEER.

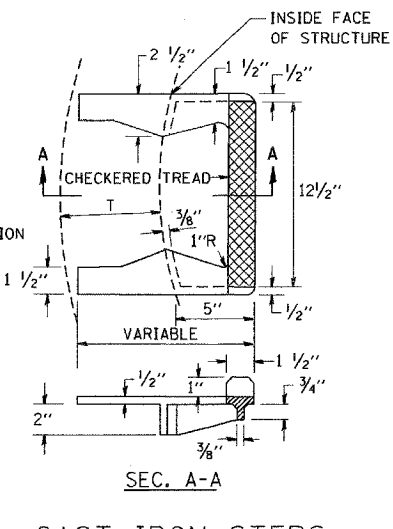
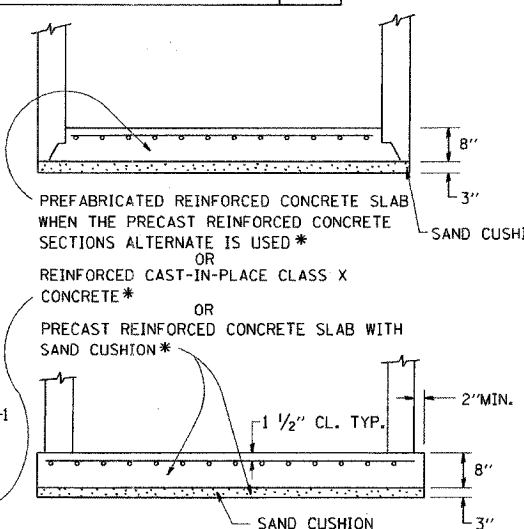
ALTERNATE MATERIALS FOR RISERS	T (MIN.)
CONCRETE MASONRY UNITS	5"
PRECAST REINFORCED CONCRETE SECTIONS	4"
CAST-IN-PLACE CONCRETE	6"



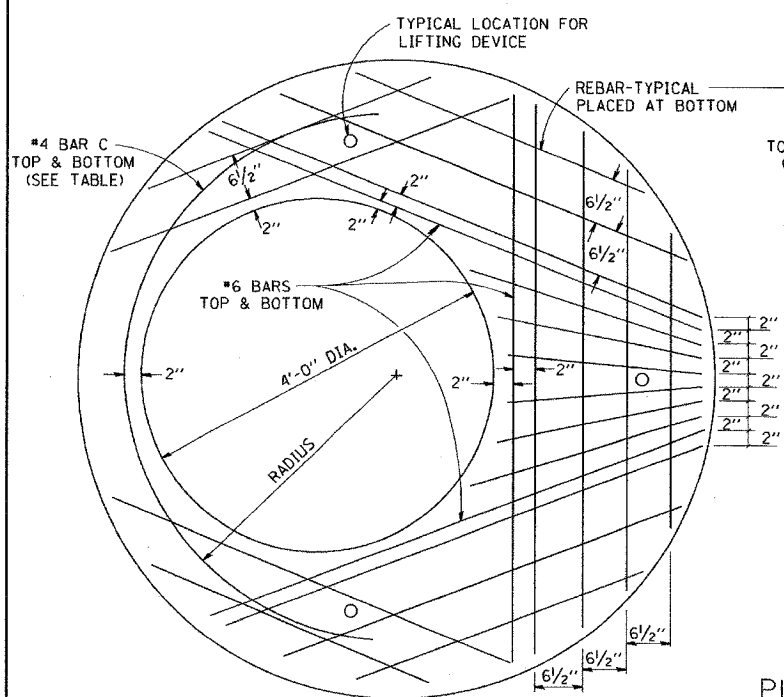
ELEVATION



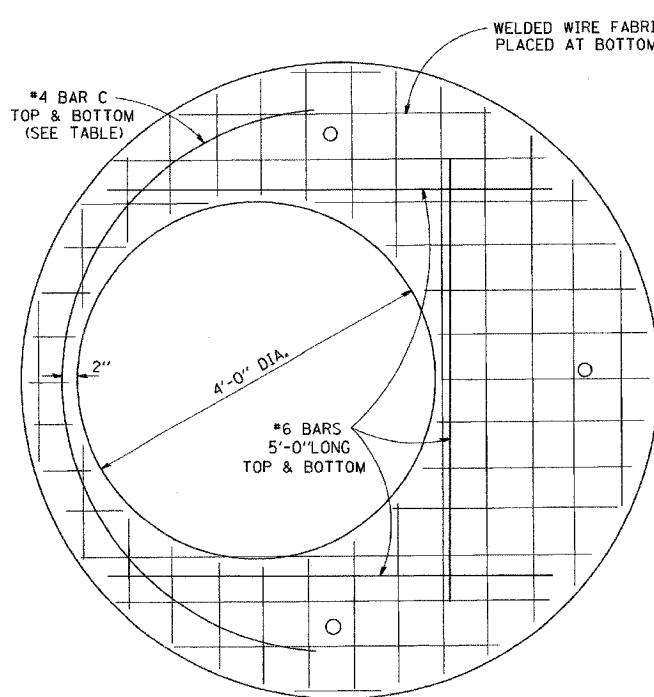
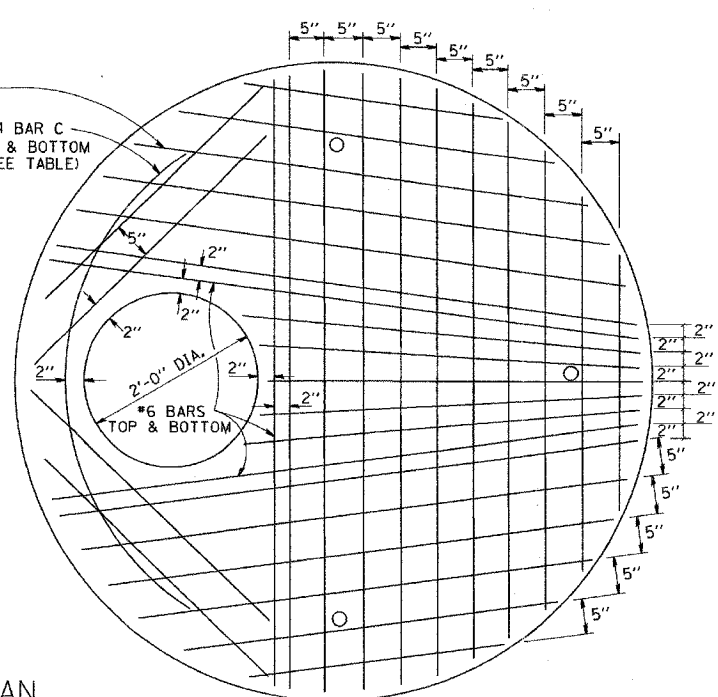
ELEVATION



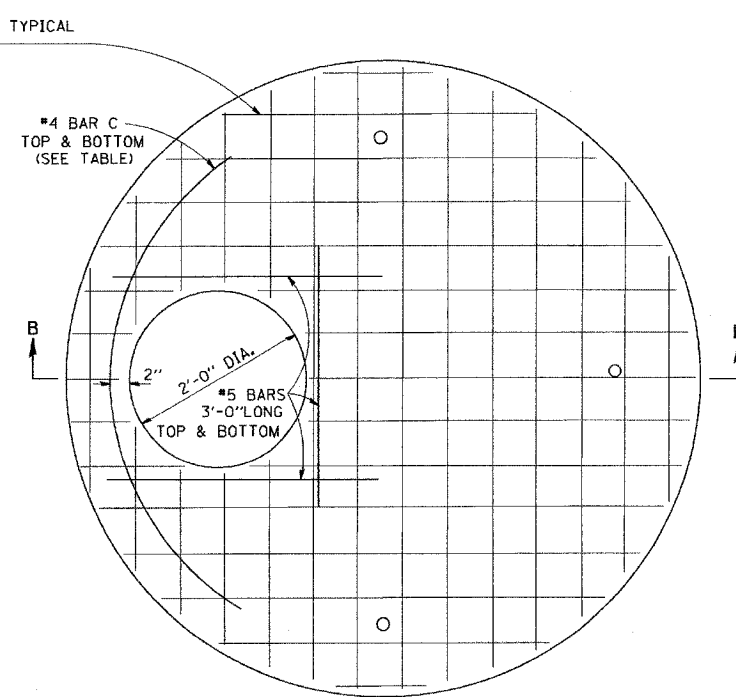
CAST IRON STEPS



PLAN
SHOWING REBAR REINFORCEMENT



PLAN
SHOWING WELDED WIRE FABRIC REINFORCEMENT



NOTE: THIS STRUCTURE SHOULD BE USED WITH PIPES SIZE 54" DIA. OR SMALLER.

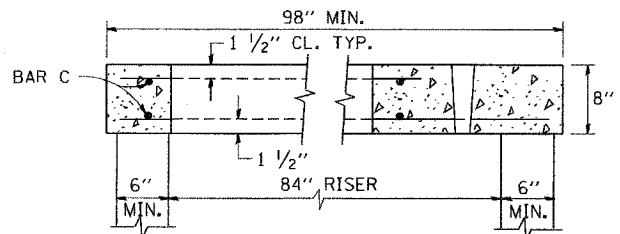
DIAMETER OF OPENING	REINFORCEMENT "A" S' WWF EACH DIRECTION	OR BAR SIZE	BAR C		
			SIZE	LENGTH	RADIUS
2'-0"	1.06 SO.IN./LIN.FT.	#6	#4	6'-0"	38"
4'-0"	0.82 SO.IN./LIN.FT.	#6	#4	9'-0"	38"

REVISIONS	
NAME	DATE

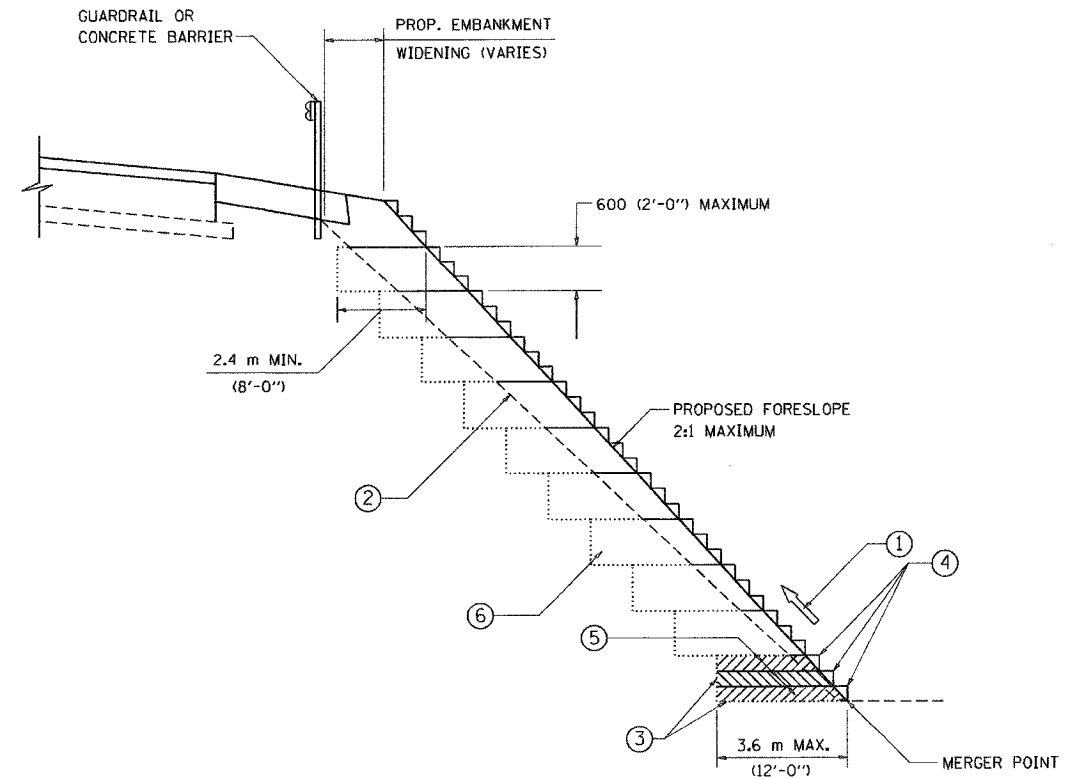
ILLINOIS DEPARTMENT OF TRANSPORTATION
MANHOLE TYPE A
7 FOOT DIAMETER
SCALE: VERT. HORIZ. DATE: 2/15/2006
DRAWN BY CHECKED BY
BD600-11 (BD-37)
REVISION DATE:

PLOT DATE = 2/15/2006
FILE NAME = M:\projects\bd37.dgn
PLOT SCALE = 48,000000 / IN.
USER NAME = greglandst

SECTION B-B



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031 BY	WILL.	137	100
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



**TYPICAL BENCHING DETAIL
FOR EMBANKMENT**

NOTES:

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

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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**BENCHING DETAIL
FOR EMBANKMENT
WIDENING**

SCALE: VERT.
HORIZ.
DATE: 2/15/2006

DRAWN BY: CADD
CHECKED BY: S.E.B.
BD-51

REVISION DATE: 6/16/2004

PLOT DATE = 2/15/2006
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PLOT SCALE = 49.0999 / 1 IN.
USER NAME = geglennett