11-18-2022 LETTING ITEM 063

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR LIST OF HIGHWAY STANDARDS, SEE SHEET NO. 2

PROJECT IS LOCATED IN THE VILLAGE OF MINOOKA

TRAFFIC DATA:

SHEPLEY RD
2019 ADT = 1,050

DESIGN CLASSIFICATION = LOCAL ROAD OR STREET

DESIGN SPEED = 45 MPH (ASSUMED)

POSTED SPEED = 45 MPH

INTERSTATE 80
2019 ADT = 57,400

DESIGN CLASSIFICATION = INTERSTATE (I-80) (RURAL)

DESIGN SPEED = 75 MPH (ASSUMED)

POSTED SPEED = 70 MPH

SHEPLEY ROAD OVER I-80 (S.N. 099-8303)
STA 17+87.69 TO STA 21+09.13
IMPROVEMENTS BEGIN
STA 13+20.00
IMPROVEMENTS END
STA 25+15.00

0 100' 200' 300' — 1"= 100'
0 10' 20' 30' — 1"= 10'
0 50' 100' — 1"= 50'
0 50' 100' — 1"= 40'
0 50' 100' — 1"= 30'
0 50' 100' — 1"= 20'

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

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

MEADE ELECTRIC CO., DISTRICT ONE ELECTRICAL MAINTENANCE CONTRACTOR LOCATES IDOT ELECTRICAL EQUIPMENT AND UNDERGROUND CABLES 773-287-7672

PROJECT ENGINEER: KEN PARK, P.E., (847-705-4594)
PROJECT MANAGER: SERIN KELLER, P.E. (847-705-4269)

CONTRACT NO. 62N41

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

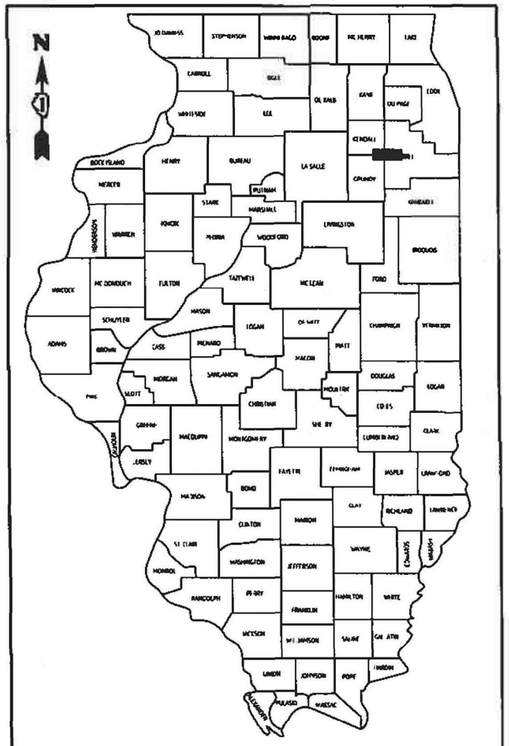
PROPOSED HIGHWAY PLANS

SHEPLEY RD OVER FAI 80 (I-80)
SECTION 2021-007-B
BRIDGE REPLACEMENT AND WIDENING
PROJECT NO. NHPP-5TRB(226)
WILL COUNTY
C-91-114-21

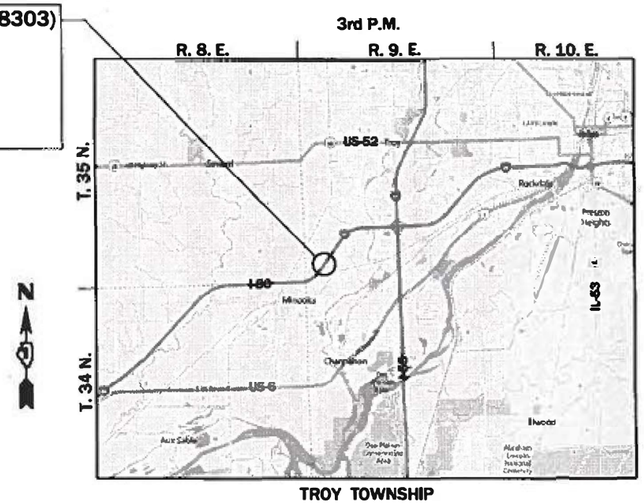
TWP. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0153	2021-007-B	WILL	71	1
	ILLINOIS	CONTRACT NO. 62N41		

* 71 + 3 = 74 TOTAL SHEETS

P-91-185-09
D-91-206-19



LOCATION OF SECTION INDICATED THUS: -



TROY TOWNSHIP

LOCATION MAP
NOT TO SCALE

GROSS LENGTH = 1,195.00 FT. = 0.23 MILES
NET LENGTH = 1,195.00 FT. = 0.23 MILES

SHIRAZ TARIQUE 062-064219 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

10/12/2021
Shiraz Tarique — Date
Illinois Registered Engineer No. 062-064219
Registration Expires Nov. 30, 2021

LIN ENGINEERING, LTD.
Consulting Engineers
Westmont, Illinois

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED October 22 20 21
REGIONAL ENGINEER
October 14, 2022
ENGINEER OF DESIGN AND ENVIRONMENT
October 14, 2022
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

REV-SEP

INDEX OF SHEETS

HIGHWAY STANDARDS

000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420406	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLABS
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
515001-04	NAME PLATE FOR BRIDGES
630001-12	STEEL PLATE BEAM GUARDRAIL
630201-07	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-17	TRAFFIC BARRIER TERMINAL, TYPE 6
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 m) AWAY
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600mm) FROM PAVEMENT EDGE
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701400-11	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-13	LANE CLOSURE, FREEWAY/EXPRESSWAY
701428-01	TRAFFIC CONTROL SETUP AND REMOVAL FREEWAY/EXPRESSWAY
701901-08	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
725001-01	OBJECT AND TERMINAL MARKERS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

DISTRICT STANDARDS

TC-08	ENTRANCE AND EXIT RAMP CLOSURE DETAILS
TC-09	TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE & MULTI-LANE WEAVE
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC-11	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
TC-12	MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-17	TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES
TC-21	DETOUR SIGNING FOR CLOSING STATE HIGHWAYS
TC-22	ARTERIAL ROAD INFORMATION SIGN
BD-32	BUTT JOINT AND HMA TAPER DETAILS
BD-34	DETAILS FOR DEPRESSED CURB & GUTTER AND SHOULDER TREATMENT AT TBT TY. 1 SPL
BD-51	BENCHING DETAIL FOR EMBANKMENT WIDENING

GENERAL NOTES

1. THE THICKNESS OF HMA SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA IS PLACED.
2. SEEDING WILL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDED WILL BE DETERMINED BY THE ENGINEER.
3. ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER SHOWN IN THE LIST OF STANDARDS OR THE COPY INCLUDED IN THESE PLANS.
4. THE CONTRACTOR SHALL CALL "J.U.L.I.E" AT (800) 892-0123 OR 811 AT LEAST 72 HOURS PRIOR TO EXCAVATION TO DETERMINE WHICH BURIED ELECTRIC, TELEPHONE, AND GAS UTILITIES ARE IN THE AREA. 48 HOUR NOTIFICATION IS REQUIRED.
5. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES AND RAISED REFLECTIVE PAVEMENT MARKERS THAT CONFLICT WITH TEMPORARY MARKINGS, IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR PROPOSED STRIPING AT THE COMPLETION OF THIS CONTRACT. EXACT LOCATIONS OF ALL PROPOSED PAVEMENT MARKINGS SHALL BE DIRECTED BY THE RESIDENT ENGINEER.
6. THE CONTRACTOR WILL NOT BE ABLE TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
7. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.
8. ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.
9. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH AFFECTED UTILITY COMPANIES AND THE VILLAGES OF MINOOKA AND SHOREWOOD.
10. THE CONTRACTOR SHALL USE CARE NEAR ANY AND ALL EXISTING ITEMS THAT WILL NOT BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S OWN EXPENSE.
11. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
12. DURING CONSTRUCTION OPERATIONS, IF ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, THE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKDAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL UTILITY STRUCTURES SHALL BE FREE FROM DUST AND DEBRIS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
13. PERMANENT PAVEMENT MARKINGS SHALL BE AS SPECIFIED IN THE PLANS AND SHALL BE PLACED IN ACCORDANCE WITH THE "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" DETAIL TC-13 (DISTRICT ONE TYPICAL PAVEMENT MARKINGS).
14. THE SUBGRADE STABILITY SHALL BE VERIFIED BY PROOF ROLLING WITH A FULL LOADED TANDEM AXLE TRUCK.
15. ANY AGGREGATE SUBGRADE IMPROVEMENT CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OR EQUIPMENT IS TO BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
16. AGGREGATE SUBGRADE IMPROVEMENT SHALL BE USED TO REPLACE ANY UNSUITABLE SOILS BELOW THE BOTTOM OF THE IMPROVED SUBGRADE LAYER THAT ARE ENCOUNTERED IN THE FIELD DURING CONSTRUCTION. THE NEED FOR REMOVAL AND REPLACEMENT SHALL BE DETERMINED BY THE GEOTECHNICAL ENGINEER OR SOILS INSPECTOR. ALL POTENTIALLY UNSTABLE SOILS SHALL BE TESTED WITH A CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE SSRBC AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. ANY MATERIAL NOT NEEDED FOR UNDERCUT REPLACEMENT AT THE TIME OF CONSTRUCTION SHALL BE DELETED FROM THE CONTRACT WITH NO EXTRA COMPENSATION TO THE CONTRACTOR.
17. GEOTEXTILE FABRIC SHALL BE PLACED AT THE BASE OF UNDERCUT AREAS WHERE LOW STRENGTH SUBGRADE SOILS ARE ENCOUNTERED. GEOTEXTILE FABRIC SHALL NOT BE PLACED AT THE BASE OF THE PROPOSED 12 INCH IMPROVED SUBGRADE LAYER UNLESS IT IS DETERMINED NECESSARY TO ACHIEVE STABILITY BY THE GEOTECHNICAL ENGINEER OR SOILS INSCPECTOR. GEOTEXTILE FABRIC SHOULD MEET THE REQUIREMENTS OF ARTILCE 210, FABRIC FOR GROUND STABILIZATION, OF THE SSRBC. ANY MATERIAL NOT NEEDED AT THE TIME OF CONSTRUCTION SHALL BE DELETED FROM THE CONTRACT WITH NO EXTRA COMPENSATION TO THE CONTRACTOR.
18. THE CONTRACTOR SHALL ENSURE THAT EXPOSED AREAS HAVE ADEQUATE TEMPORARY SEEDING OR OTHER STABILIZATION PER THE NPDES 7 AND 14 DAY RULE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
19. IT IS ANTICIPATED THAT THIS CONTRACT WILL BE CONSTRUCTED CONCURRENTLY WITH OTHER ROADWAY PROJECTS IN THE SAME AREA. THE CONTRACTOR SHALL COORDINATE ALL CONSTRUCTION ACTIVITIES WITHIN THIS CONTRACT THAT WILL REQUIRE MAINTENANCE OF TRAFFIC BELOW S.N. 099-8303, ALONG WB AND EB INTERSTATE 80, WITH IDOT CONTRACT NO. 62N31. COORDINATION EFFORTS HAVE BEEN MADE TO ACCOMMODATE THE REQUIRED MAINTENANCE OF TRAFFIC ALONG INTERSTATE 80 FOR THIS CONTRACT WITHIN THE MAINTENANCE OF TRAFFIC PLANS FOR IDOT CONTRACT NO. 62N31.
20. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL JULIE AT 811, OR (800) 892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOUR NOTIFICATION IS REQUIRED. WHEN WITHIN THE CITY OF CHICAGO'S CORPORATE LIMITS ALSO CALL 811 OR (312) 744-7000.
21. IDOT FACILITIES ARE NOT LOCATED BY JULIE OR DIGGER. IDOT ELECTRICAL FACILITIES INCLUDING ROADWAY LIGHTING, FIBER OPTIC, ITS EQUIPMENT, TRAFFIC SIGNAL AND PUMP STATION FACILITIES ARE LOCATED BY THE DEPARTMENT'S ELECTRICAL MAINTENANCE CONTRACTOR. AS OF THE LETTING DATE, CONTACT THE MEADE ELECTRIC COMPANY AT 773-287-7672.
22. AT LEAST 2 WEEKS PRIOR TO ANY FORESTRY WORK THE CONTRACTOR SHALL CONTACT THE ROADSIDE DEVELOPMENT UNIT AT (847) 705-4171 TO IDENTIFY AND MARK TREES TO BE SAVED.
23. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
24. TYPE I, TYPE II, AND TYPE III BARICADES SHALL BE WEIGHTED IN A MANNER APPROVED BY THE MANUFACTURER SO THEY ARE NOT MOVED BY TRAFFIC.
25. THE AGGREGATE GRADATION FOR THE AGGREGATE SUBGRADE IMPROVEMENT 12" LOWER LIFT SHALL BE CS 1 OR RR 1.
25. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN IN THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER. THIS WORK WILL BE AT THE CONTRACTORS EXPENSE.
26. THE CONTRACTOR SHALL COORDINATE WORK WITH UTILITIES IN ADVANCE OF WORKING IN THE VICINITY OF THEIR FACILITIES AND ALLOW SUFFICIENT TIME FOR THEM TO PREFORM ADJUSTMENTS TO THEIR FACILITIES IN ACCORDANCE WITH THE CONTRACTOR'S SCHEDULE. COORDINATION EFFORTS SHALL BE INCLUDED IN THE COST OF THE CONTRACT BID PRICE.
27. STANDARD BD 51 IS INCLUDED AS A TOKEN PROVISION IN ANTICIPATION OF ONSITE CONDITIONS AND STEEPER SIDE SLOPES WHICH WILL WARRANT A BENCHING DETAIL.
28. THE DEPARTMENT HAS NOT OBTAINED ANY PERMITS FOR OFFSITE BORROW, WASTE, USE (BWU) AREAS. PRIOR TO WORKING IN BWU AREAS, IF THE CONTRACTOR CHOOSES TO USE ACTIVITIES REQUIRING PERMITS IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE THE PROPER PERMITS. IN ADDITION TO THE BORROW REVIEW (BDE 2289) AND USE/WASTE REVIEW (BDE 2290) SUBMITTALS, THE CONTRACTOR SHALL SUBMIT AN EROSION AND SEDIMENT CONTROL (ESC) PLAN FOR EVERY BWU SITE TO THE DEPARTMENT FOR ACCEPTANCE. GUIDELINES FOR ACCEPTABLE BWU PRACTICES CAN BE FOUND IN SECTION II.G.1 AND 2 OF THE SWPPP. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT ESC PLANS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

COMMITMENTS

NONE.

HOT- MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	AIR VOIDS @ NDES	QUALITY MANAGEMENT PROGRAM (QMP)
BUTT JOINT		
HMA SURFACE COURSE, IL-9.5, MIX "D", N50	4% @ 50 GYR.	QC/QA
HOT-MIX ASPHALT SHOULDER, 8"		
HMA SURFACE COURSE, IL-9.5, MIX "D", N50 2"	4% @ 50 GYR.	QC/QA
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 6"	4% @ 50 GYR.	QC/QA
SHEPLEY RD PAVEMENT RECONSTRUCTION		
HMA SURFACE COURSE, IL-9.5, MIX "D", N50 2"	4% @ 50 GYR.	QC/QA
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 5 1/4"	4% @ 50 GYR.	QC/QA
HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 8"		
HMA SURFACE COURSE, IL-9.5, MIX "D", N50 2"	4% @ 50 GYR.	QC/QA
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 6"	4% @ 50 GYR.	QC/QA
HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 10"		
HMA SURFACE COURSE, IL-9.5, MIX "D", N50 2"	4% @ 50 GYR.	QC/QA
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 8"	4% @ 50 GYR.	QC/QA
HOT-MIX ASPHALT STABILIZATION 6"		
HMA SURFACE COURSE, IL-9.5, MIX "D", N50 2"	4% @ 50 GYR.	QC/QA
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 4"	4% @ 50 GYR.	QC/QA
HOT-MIX ASPHALT PAVEMENT CONNECTOR		
HMA SURFACE COURSE, IL-9.5, MIX "D", N50 2"	4% @ 50 GYR.	QC/QA
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 6"	4% @ 50 GYR.	QC/QA
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP)		

MIXTURE TABLE NOTES

1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SQYD/IN.
2. THE AC TYPE FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE AC TYPE SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.

FACTORS FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:

AGGREGATE SHOULDERS	1.60 TON/CU YD
SEEDING, CLASS 2A	200 LB/ACRE
SHORT TERM PAVEMENT MARKING	10 FT/100 FT
NITROGEN FERTILIZER NUTRIENT	90 LB/ACRE
PHOSPHORUS FERTILIZER NUTRIENT	90 LB/ACRE
POTASSIUM FERTILIZER NUTRIENT	90 LB/ACRE
GRANULAR MATERIAL	2.05 TONS/CU YD
MULCH	2 TON/ACRE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				90% FEDERAL 10 % STATE	90% FEDERAL 10 % STATE	90% FEDERAL 10 % STATE
				ROADWAY	SN 099-8308	RETAINING WALL
				0013	0013	0013
				URBAN	URBAN	URBAN
20100500	TREE REMOVAL, ACRES	ACRE	1.75	1.75		
20200100	EARTH EXCAVATION	CU YD	170	170		
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	105	105		
20400800	FURNISHED EXCAVATION	CU YD	9,804	9,804		
21001000	GEOTEXTILE FABRIC FOR GROUND STABILIZATION	SQ YD	313	313		
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	1,045	1,045		
25000210	SEEDING, CLASS 2A	ACRE	1.50	1.50		
25000312	SEEDING, CLASS 4A	ACRE	0.50	0.50		
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	250	250		
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	250	250		
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	250	250		
25003210	INTERSEEDING, CLASS 2A	ACRE	0.75	0.75		
25100115	MULCH, METHOD 2	ACRE	0.25	0.25		
25100630	EROSION CONTROL BLANKET	SQ YD	4,556	4,556		
25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	3,666	3,666		

* SPECIALTY ITEM

				CONSTRUCTION CODE		
				90% FEDERAL 10 % STATE	90% FEDERAL 10 % STATE	90% FEDERAL 10 % STATE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY	SN 099-8308	RETAINING WALL
				0013	0013	0013
				URBAN	URBAN	URBAN
28000305	TEMPORARY DITCH CHECKS	FOOT	28	28		
28000400	PERIMETER EROSION BARRIER	FOOT	2,032	2,032		
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	105	105		
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	3,948	3,948		
40600290	BITUMINOUS MATERIAL (TACK COAT)	POUND	1,660	1,660		
40600370	LONGITUDINAL JOINT SEALANT	FOOT	864	864		
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	152	152		
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	614	614		
40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	251	251		
42000070	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	SQ YD	178	178		
44000100	PAVEMENT REMOVAL	SQ YD	2,316	2,316		
44004000	PAVED DITCH REMOVAL	FOOT	259	259		
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	29	29		
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	647	647		

* SPECIALTY ITEM

					CONSTRUCTION CODE		
					90% FEDERAL 10 % STATE	90% FEDERAL 10 % STATE	90% FEDERAL 10 % STATE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY URBAN		ROADWAY	SN 099-8308	RETAINING WALL
					0013	0013	0013
					URBAN	URBAN	URBAN
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1			1	
50157300	PROTECTIVE SHIELD	SQ YD	478			478	
50200100	STRUCTURE EXCAVATION	CU YD	884			514	370
50300225	CONCRETE STRUCTURES	CU YD	233.5			233.5	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	436.5			436.5	
50300260	BRIDGE DECK GROOVING	SQ YD	792			792	
50300300	PROTECTIVE COAT	SQ YD	1,498			1,498	
50401330	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE BEAMS, IL54	FOOT	1,556			1,556	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	148,760			148,760	
51100100	SLOPE WALL 4 INCH	SQ YD	487			487	
51202000	FURNISHING STEEL PILES HP 14X102	FOOT	1,587			1,587	
* 51202305	DRIVING PILES	FOOT	1,587			1,587	
* 51204000	TEST PILE STEEL HP 14X102	EACH	3			3	
* 51500100	NAME PLATES	EACH	1			1	

* SPECIALTY ITEM

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY URBAN	CONSTRUCTION CODE: 90% FEDERAL 10 % STATE	90% FEDERAL 10 % STATE	90% FEDERAL 10 % STATE
					ROADWAY	SN 099-8308	RETAINING WALL
					0013	0013	0013
					URBAN	URBAN	URBAN
	52000110	PREFORMED JOINT STRIP SEAL	FOOT	92		92	
	52200700	PRECAST MODULAR RETAINING WALL	SQ FT	1,968			1,968
	58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	457.2		234.0	223.2
	58700300	CONCRETE SEALER	SQ FT	1,645		1,645	
	59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	869		869	
	60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	436		172	264
*	63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	987.5	987.5		
*	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4		
*	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	2		
	63200310	GUARDRAIL REMOVAL	FOOT	1,436	1,436		
	66500105	WOVEN WIRE FENCE, 4'	FOOT	158	158		
*	66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1		
*	66901001	REGULATED SUBSTANCES PRECONSTRUCTION PLAN	L SUM	1	1		

* SPECIALTY ITEM

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY URBAN	CONSTRUCTION CODE		
					90% FEDERAL 10 % STATE	90% FEDERAL 10 % STATE	90% FEDERAL 10 % STATE
					ROADWAY	SN 099-8308	RETAINING WALL
					0013	0013	0013
					URBAN	URBAN	URBAN
*	66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1		
*	66901006	REGULATED SUBSTANCES MONITORING	CAL DA	110	110		
	X6700410	ENGINEERS' FIELD OFFICE, TYPE A (SPECIAL)	CAL MO	8	8		
	70301120	TEMPORARY PAVEMENT MARKING - LINE 4" - EPOXY	FOOT	5,732	5,732		
	70301125	TEMPORARY PAVEMENT MARKING - LINE 4" - EPOXY	FOOT	763	763		
	67100100	MOBILIZATION	L SUM	1	1		
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	900	900		
	72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	2	2		
	70400125	PINNING TEMPORARY CONCRETE BARRIER	EACH	204	204		
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	8,974	8,974		
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	900	900		
*	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	1,286	1,286		
	70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2		
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	26	26		
	70600332	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2		
*	78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	19	19		
	78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	4,457	4,457		
	X0900075	COFFERDAM (TYPE 1) (IN-STREAM/WETLAND WORK)	EACH	1	1		
*	78000300	THERMOPLASTIC PAVEMENT MARKING - LINE 5"	FOOT	763	763		
	78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	24	24		
	X2010350	TREE REMOVAL, ACRES (SPECIAL)	ACRE	0.75	0.75		
	X2020110	GRADING AND SHAPING SHOULDERS	UNIT	5	5		
	X0326650	FILLING EXISTING RUMBLE STRIP	FOOT	2,682	2,682		
	X5030305	CONCRETE WEARING SURFACE, 5"	SQ YD	240		240	
	X5040100	PRECAST BRIDGE APPROACH SLAB	SQ FT	2,040		2,040	

* SPECIALTY ITEM

				CONSTRUCTION CODE		
				90% FEDERAL 10 % STATE	90% FEDERAL 10 % STATE	90% FEDERAL 10 % STATE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY	SN 099-8308	RETAINING WALL
				0013	0013	0013
				URBAN	URBAN	URBAN
X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	1		
Z0004530	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 8"	SQ YD	37	37		
Z0004538	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 10"	SQ YD	93	93		
Z0005216	HOT-MIX ASPHALT STABILIZATION 6" AT STEEL PLATE BEAM GUARD RAIL	SQ YD	524	524		
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1		
Z0016702	DETOUR SIGNING	L SUM	1	1		
Z0022800	FENCE REMOVAL	FOOT	184	184		
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	72	72		
Ø Z0076600	TRAINEES	HOURS	1000	1000		
Ø Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOURS	1000	1000		

* SPECIALTY ITEM

Ø0042

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Westmont, Illinois

USER NAME = rober	DESIGNED - RC	REVISED -
	DRAWN - RC	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - ST	REVISED -
PLOT DATE = 10/19/2021	DATE - 10/2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEPLEY RD OVER F.A.I. ROUTE 80
SUMMARY OF QUANTITIES

SCALE: N.T.S. | SHEET 6 OF 6 SHEETS | STA. | TO STA.

TWP. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0153	99-1HB	WILL	71	8
		CONTRACT NO. 62N41		
		ILLINOIS	FED. AID PROJECT	

EARTHWORK SCHEDULE

EARTH EXCAVATION	STRUCTURE EXCAVATION	EARTH EXC. ADJ. FOR SHRINKAGE (15%)	EMBANKMENT	TOPSOIL EXCAVATION AND PLACEMENT	EARTHWORK BALANCE (+/-)
CU YD	CU YD	CU YD	CU YD	CU YD	SQ YD
170	884	896	10,700	1,045	10,849

LANDSCAPING TABLE

FROM STATION	TO STATION	LT/RT	TREE REMOVAL ACRES	SEEDING CLASS 2A	SEEDING CLASS 4A	INTERSEEDING, CLASS 2A	MULCH METHOD 2	EROSION CONTROL BLANKET	HEAVY DUTY EROSION CONTROL BLANKET	PERIMETER EROSION BARRIER	TREE REMOVAL, ACRES (SPECIAL)
			ACRES	ACRE	ACRE	ACRE	ACRE	SQ YD	SQ YD	FOOT	ACRE
13+20.00	13+80.33	RT		0.01			0.01	28.28		63.16	
13+20.00	13+76.66	LT		0.01			0.01	22.73		78.36	
13+94.09	14+50.00	RT								58.82	
13+94.09	15+98.93	RT		0.14		0.06					0.16
13+94.09	18+64.77	RT									
13+95.00	18+65.00	RT	0.39						1,881.55		
14+05.00	19+03.00	RT	0.35								
14+08.63	19+03.22	LT		0.35							
14+08.67	15+00.00	LT									
14+08.67	18+97.38	LT					0.03	1,673.76			
15+98.93	18+64.77	RT			0.35					536.58	
16+50.00	18+64.77	RT								230.24	
17+00.00	19+71.00	LT				0.35					0.35
19+94.00	21+04.00	RT				0.07					0.07
19+97.00	24+97.05	RT		0.58				2,830.38			
20+02.16	24+97.05	RT								557.49	
20+35.31	25+00.00	LT		0.37					1,784.01	506.81	
19+97.00	24+97.00	RT	0.58								
20+35.00	25+00.00	LT	0.37								
21+59.00	24+92.00	RT				0.14					0.14
		ROUNDED TOTAL	1.75	1.50	0.50	0.75	0.25	4,556	3,666	2,032	0.75

AGGREGATE WEDGE SHOULDER, TYPE B

FROM STATION	TO STATION	LT/RT	TON
13+20.00	13+70.79	RT	2.68
13+20.00	13+79.58	LT	4.44
14+05.68	17+30.00	LT	21.40
		ROUNDED TOTAL	29

HMA SHOULDERS, 8"

FROM STATION	TO STATION	LT/RT	AREA (SQ YD)
13+98.43	17+64.00	RT	169.89
14+25.42	17+64.00	LT	161.52
21+33.00	24+82.22	RT	155.62
21+33.00	24+85.00	LT	159.23
		ROUNDED TOTAL	647

LONGITUDINAL JOINT SEALANT

ALIGNMENT	FROM STATION	TO STATION	LT/RT	FOOT
SHEPLEY RD	13+20.00	17+64.00	LT/RT	444
SHEPLEY RD	21+33.00	25+00.00	LT/RT	367
FRONTAGE RD	13+93.00		LT	53
			ROUNDED TOTAL	864

TEMPORARY DITCH CHECKS

FROM STATION	LT/RT	FOOT
15+00.00	RT	14
16+50.00	RT	14
	ROUNDED TOTAL	28

RAISED REFLECTIVE PAVEMENT MARKER

FROM STATION	TO STATION	LT/RT	EACH
14+50.00	24+85.00	RT/LT	26
		TOTAL	26

THERMOPLASTIC PAVEMENT MARKING - LINE 4"

FROM STATION	TO STATION	LT/RT	FOOT
13+20.00	13+66.38	RT	46.38
13+20.00	13+50.00	RT/LT	60.00
13+20.00	13+79.91	LT	80.74
14+02.90	17+79.00	RT	376.29
14+05.68	17+96.00	LT	415.81
14+37.00	17+87.69	RT/LT	700.60
20+97.89	24+52.80	RT	352.17
21+09.14	25+15.00	RT/LT	811.74
21+18.00	25+15.00	LT	397.39
		ROUNDED TOTAL	3,242

MODIFIED URETHANE PAVEMENT MARKING-LINE 4"

FROM STATION	TO STATION	LT/RT	FOOT
17+79.00	21+00.00	RT	321.44
17+87.69	21+09.14	RT/LT	642.88
17+96.00	21+18.00	LT	321.44
		ROUNDED TOTAL	1,286

GRADING AND SHAPING SHOULDERS

FROM STATION	TO STATION	LT/RT	UNIT
13+20.00	13+71.00	RT	0.51
13+20.00	13+79.58	LT	0.77
14+05.68	17+30.00	LT	3.41
		ROUNDED TOTAL	5

BITUMINOUS MATERIAL (TACK COAT)

FROM STATION	TO STATION	LT/RT	POUND
13+50.00	17+64.00	RT/LT	826.64
21+33.00	24+85.00	RT/LT	581.14
13+66.00	14+03.00	RT	65.30
24+71.00	25+47.00	RT	186.44
		ROUNDED TOTAL	1,660

AGGREGATE SUBGRADE IMPROVEMENT 12"

FROM STATION	TO STATION	LT/RT	AREA (SQ YD)
13+50.00	17+87.69	RT/LT	2,191.03
21+09.13	24+85.00	RT/LT	1,756.42
		ROUNDED TOTAL	3,948

PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB

FROM STATION	TO STATION	LT/RT	AREA (SQ YD)
17+64.00	17+87.69	RT/LT	88.98
21+09.14	21+33.00	RT/LT	88.45
		ROUNDED TOTAL	178

HMA SURFACE REMOVAL - BUTT JOINT

FROM STATION	TO STATION	LT/RT	AREA (SQ YD)
13+20.00	13+50.00	RT/LT	75.66
24+85.00	25+15.00	RT/LT	75.43
		ROUNDED TOTAL	152

HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 8"

FROM STATION	TO STATION	LT/RT	AREA (SQ YD)
13+66.00	14+03.00	RT	36.28
		ROUNDED TOTAL	37

HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50

FROM STATION	TO STATION	LT/RT	AREA (SQ YD)
13+50.00	17+64.00	RT/LT	1,224.66
21+33.00	24+85.00	RT/LT	860.95
		ROUNDED TOTAL	2,086

HMA SURFACE COURSE, IL-9.5, MIX "D", N50

FROM STATION	TO STATION	LT/RT	TON
13+20.00	17+64.00	RT/LT	145.64
21+33.00	25+15.00	RT/LT	104.87
		ROUNDED TOTAL	251

PAVEMENT REMOVAL

FROM STATION	TO STATION	LT/RT	AREA (SQ YD)
13+50.00	17+87.69	RT/LT	1,333.73
21+09.13	24+85.00	RT/LT	981.45
		ROUNDED TOTAL	2,316

HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 10"

FROM STATION	TO STATION	LT/RT	AREA (SQ YD)
24+71.00	25+47.00	RT	92.07
		ROUNDED TOTAL	93

GUARDRAIL REMOVAL

FROM STATION	TO STATION	LT/RT	FOOT
15+41.11	18+43.59	RT	302.47
15+87.73	18+62.73	LT	275.00
20+33.92	24+52.81	RT	418.90
20+53.05	24+91.91	LT	438.86
		ROUNDED TOTAL	1,436

STEEL PLATE BEAM GUARDRAIL, TYPE A 6 FOOT POSTS

FROM STATION	TO STATION	LT/RT	FOOT
14+02.00	17+89.00	RT	300.00
20+81.00	24+53.00	RT	337.50
21+08.00	24+92.00	LT	350.00
		ROUNDED TOTAL	987.5

GUARDRAIL REFLECTORS, TYPE A

FROM STATION	TO STATION	LT/RT	EACH
14+02.00	17+89.00	RT	5
17+30.00	18+16.00	LT	4
20+81.00	24+53.00	RT	5
21+08.00	24+92.00	LT	5
		TOTAL	19

TRAFFIC BARRIER TERMINAL, TYPE 6

FROM STATION	TO STATION	LT/RT	EACH
17+93.90	17+95.89	RT	1
18+20.49	18+22.80	LT	1
20+75.53	20+77.84	RT	1
21+02.44	21+04.55	LT	1
		TOTAL	4

TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT

FROM STATION	TO STATION	LT/RT	EACH
14+02.00	14+52.00	RT	1
14+30.00	17+80.00	LT	1
		TOTAL	2

HOT-MIX ASPHALT STABILIZATION 6" AT STEEL PLATE BEAM GUARD RAIL

FROM STATION	TO STATION	LT/RT	AREA (SQ YD)
13+95.91	17+89.00	RT	163.80
17+27.89	18+16.00	LT	37.17
20+81.00	24+53.00	RT	154.70
21+08.00	24+92.00	LT	167.79
		ROUNDED TOTAL	524

TERMINAL MARKER - DIRECT APPLIED

FROM STATION	TO STATION	LT/RT	EACH
14+02.00		RT	1
17+30.00		LT	1
		TOTAL	2

WOVEN WIRE FENCE, 4'

FROM STATION	TO STATION	LT/RT	FOOT
17+69.27	18+05.22	RT	58.72
18+36.02	18+52.83	LT	22.88
20+44.86	20+61.31	RT	25.11
20+92.52	21+20.31	LT	51.00
		ROUNDED TOTAL	158

FENCE REMOVAL

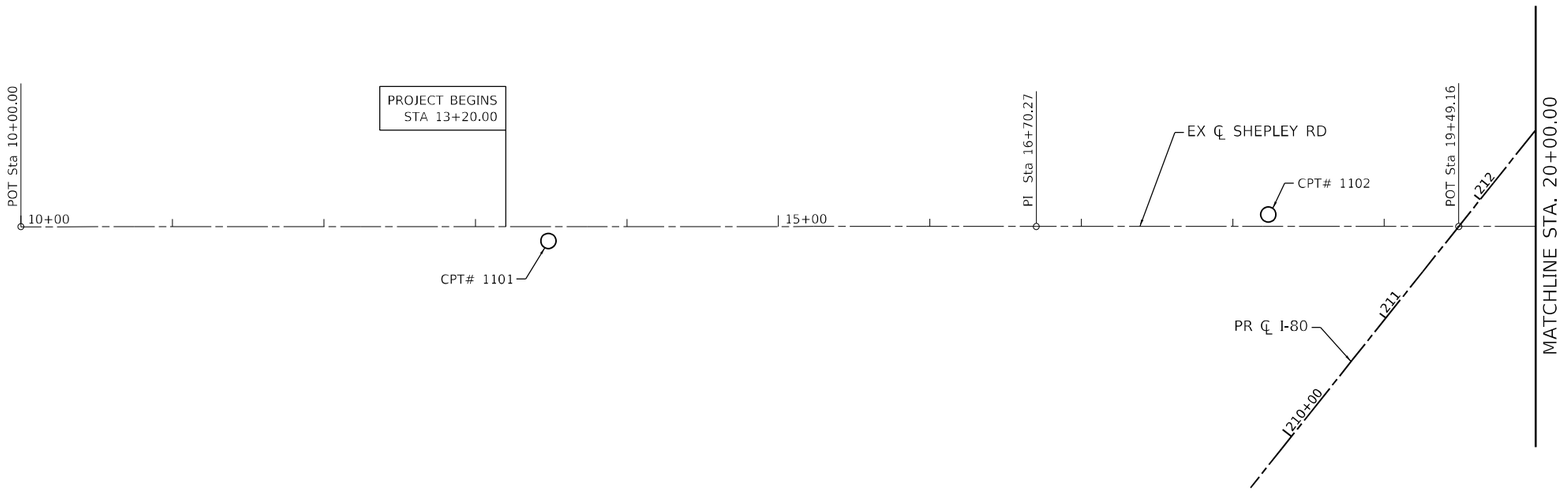
FROM STATION	TO STATION	LT/RT	FOOT
17+69.27	18+08.70	RT	64.47
18+30.44	18+52.83	LT	30.47
20+44.86	20+65.13	RT	30.93
20+88.77	21+20.31	LT	57.48
		ROUNDED TOTAL	184

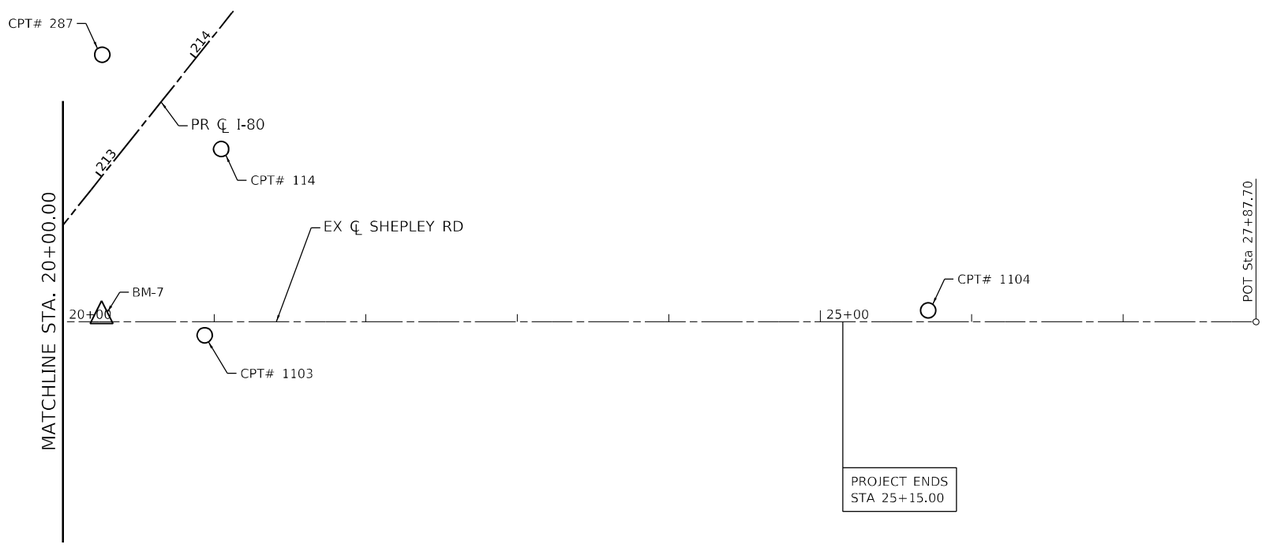
TEMPORARY INFORMATION SIGNING

STREET	DESCRIPTION	DIRECTION	LT/RT	AREA (SQ FT)
SHEPLEY	ROAD WILL BE CLOSED	EB	RT	24
SHEPLEY		WB	RT	24
FRONTAGE		SB	RT	24
			TOTAL	72

PAVED DITCH REMOVAL

FROM STATION	TO STATION	LT/RT	AREA (SQ YD)
14+50.00	17+05.00	RT	258.78
		ROUNDED TOTAL	259





0 50 100 150
SCALE IN FEET

LIN ENGINEERING,LTD. Consulting Engineers Westmont, Illinois	USER NAME = rober	DESIGNED - RC	REVISED -
		DRAWN - RC	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - ST	REVISED -
	PLOT DATE = 11/16/2021	DATE - 10/2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEPLEY RD OVER F.A.I. ROUTE 80
ALIGNMENT, TIES AND BENCHMARKS

SCALE: 1"=50' | SHEET 1 OF 2 SHEETS | STA. $ALSTA1 | TO STA. $ALSTA2

TWP. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0153	2021-007-B	WILL	71	11
		CONTRACT NO. 62N41		
		ILLINOIS	FED. AID PROJECT	

CONTROL POINTS

CONTROL POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
114	1749706.466	1009697.081	597.175	112-SET MAG NAIL
287	1749765.829	1009616.212	597.250	112-SET MAG NAIL
1101	1749555.074	1008945.748	603.590	105-SET MAG NAIL
1102	1749590.047	1009420.027	617.909	105-SET MAG NAIL
1103	1749583.273	1009690.710	617.529	105-SET MAG NAIL
1104	1749617.252	1010167.343	599.155	105-SET MAG NAIL

ALIGNMENT COORDINATES

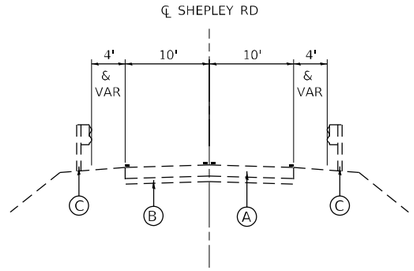
	STATION	NORTHING	EASTING
POT	10+00.00	1749551.568	1008597.453
PI	16+70.27	1749576.493	1009267.261
POT	19+49.16	1749586.782	1009545.962
POT	27+87.70	1749617.719	1010383.929

BENCHMARK LIST

BM #	NORTHING	EASTING	ELEV.	DESCRIPTION
BM-7	1749593.500	1009622.200	599.980	SET 2" CWA ALUMINUM DISC IN CONCRETE PIER SEAT IN SOUTHERNLY PIER OF SHEPLEY ROAD BRIDGE ON SOUTH SIDE OF EASTBOUND I-80.

LEGEND

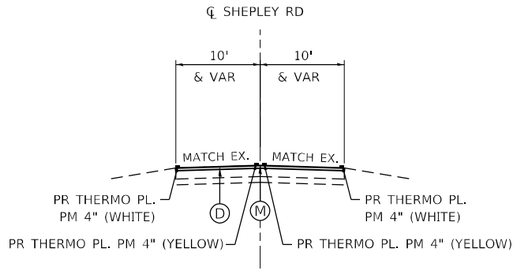
- (A) EXISTING HMA PAVEMENT
- (B) EXISTING SUB-BASE MATL.
- (C) EXISTING GUARDRAIL
- (D) PROPOSED HMA BUTT JOINT
- (E) PROPOSED HMA SURFACE COURSE, IL-9.5, MIX "D", N50, 2"
- (F) PROPOSED HMA BINDER COURSE, IL-19.0, N50, 5¼"
- (G) PROPOSED AGG SUBGRADE IMP, 12"
- (H) PROPOSED AGG WEDGE SHOULDER, TY B
- (I) PROPOSED HMA SHOULDER, 8"
- (J) PROPOSED GUARDRAIL
- (K) PROPOSED TOPSOIL FURNISH AND PLACE, 4"
- (L) LONGITUDINAL JOINT SEALANT
- (M) PROPOSED HMA PAVEMENT CONNECTOR
- (N) PROPOSED HMA STABILIZATION 6" AT SPBGR



EXISTING TYPICAL SECTION

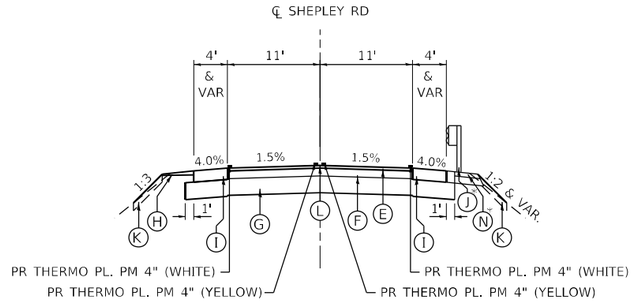
SHEPLEY RD OVER FAI-80
LOOKING EAST
STA 13+20.00 TO 18+22.37
STA 20+75.95 TO STA 24+85.00

STRUCTURE OMISSION
STA 18+22.37 TO STA 20+75.95



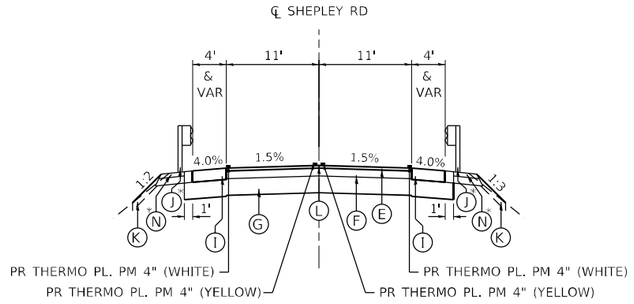
PROPOSED TYPICAL SECTION

SHEPLEY RD OVER FAI-80
LOOKING EAST
STA 13+20.00 TO STA 13+50.00
STA 24+85.00 TO STA 25+15.00



PROPOSED TYPICAL SECTION

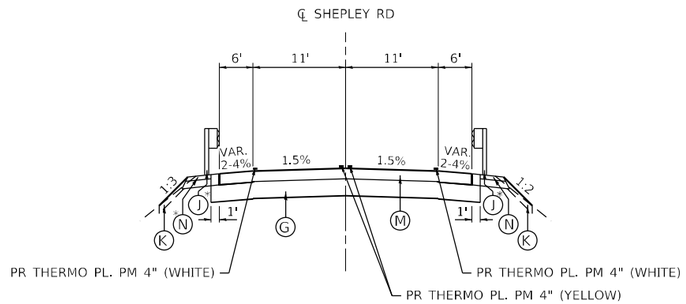
SHEPLEY RD OVER FAI-80
LOOKING EAST
STA 13+50.00 TO STA 17+64.14



PROPOSED TYPICAL SECTION

SHEPLEY RD OVER FAI-80
LOOKING EAST
STA 21+32.68 TO STA 24+85.00

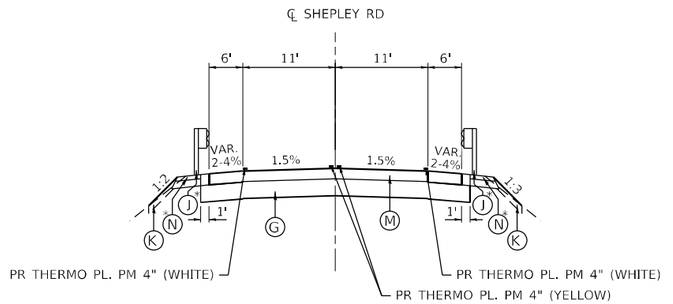
*LIMITS OF PR GUARDRAIL
STA 14+02.29 TO STA 17+91.64 RT
STA 17+29.34 TO STA 18+18.74 LT
STA 20+78.09 TO STA 24+52.80 RT
STA 21+05.18 TO STA 24+91.91 LT



PROPOSED TYPICAL SECTION

SHEPLEY RD OVER FAI-80
LOOKING EAST
STA 17+64.14 TO STA 17+87.69

SEE STRUCTURE 099-8303 PLANS
STA 17+87.69 TO STA 21+09.13



PROPOSED TYPICAL SECTION

SHEPLEY RD OVER FAI-80
LOOKING EAST
STA 21+09.13 TO STA 21+32.68

SEE STRUCTURE 099-8303 PLANS
STA 17+87.69 TO STA 21+09.13

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Westmont, Illinois

USER NAME = rober	DESIGNED - RC	REVISED -
	DRAWN - RC	REVISED -
PLOT SCALE = 18.0000 ' / in.	CHECKED - ST	REVISED -
PLOT DATE = 11/16/2021	DATE - 10/2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEPLEY RD OVER F.A.I. ROUTE 80
TYPICAL SECTIONS

SCALE: N.T.S. | SHEET 1 OF 1 SHEETS | STA. | TO STA.

TWP. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0153	2021-007-B	WILL	71	13
		CONTRACT NO. 62N41		
	ILLINOIS FED. AID PROJECT			

MAINTENANCE OR TRAFFIC GENERAL NOTES

1. SUGGESTED SEQUENCE OF OPERATIONS HAVE BEEN PROVIDED FOR REQUIRED TRAFFIC CONTROL UNDERNEATH S.N. 099-8303 ALONG EB AND WB I-80. SUGGESTED SEQUENCING HAS NOT BEEN INCLUDED FOR SHEPLEY ROAD AS A FULL CLOSURE WILL BE UTILIZED DURING CONSTRUCTION AND TRAFFIC WILL BE DETOURED AS SHOWN IN THE DETOUR PLANS.

2. THE SUGGESTED SEQUENCE OF OPERATIONS SHALL SERVE AS A GUIDE FOR THE SAFE DIVERSION OF TRAFFIC DURING THE EXECUTION OF THIS CONTRACT. THE CONTRACTOR MAY MODIFY THE SUGGESTED SEQUENCE OF OPERATIONS TO MEET CONSTRUCTION NEEDS BUT NOT AT THE EXPENSE OF PUBLIC SAFETY OR CONVENIENCE. ANY CHANGES TO THE SUGGESTED SEQUENCE OF OPERATIONS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL AND COORDINATED WITH ALL ADJACENT CONSTRUCTION CONTRACTS.

3. THE REMOVAL OF ALL PAVEMENT MARKING TAPE WILL BE PAID FOR AT THE CONTRACT UNIT PRICE SQUARE FOOT FOR SHORT TERM PAVEMENT MARKING REMOVAL.

4. PAVEMENT MARKING TAPE, TYPE IV SHALL BE USED FOR ANY SHORT TERM PAVEMENT MARKINGS ON FINAL SURFACES.

5. ALL TRAFFIC CONTROL DEVICES SHALL BE REFLECTORIZED PRIOR TO INSTALLATION AND CLEANED AS SPECIFIED IN THE TRAFFIC CONTROL SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

6. FOR STABILIZATION, ANY REQUIRED TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.

7. EXISTING SIGNS WITHIN THE LIMITS OF TRAFFIC CONTROL WHICH ARE OBSTRUCTED BY OR OTHERWISE INTERFERED WITH BY CONSTRUCTION OPERATIONS OF DESIGNATED TRAFFIC CONTROL, SHALL BE COVERED OR REMOVED BY THE CONTRACTOR UNLESS SPECIFIED IN THE PLANS OR WHEN DIRECTED BY THE ENGINEER. THIS WORK SHALL BE AS SPECIFIED IN ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS.

8. SEE STRUCTURAL PLANS FOR BRIDGE RECONSTRUCTION INFORMATION.

9. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL VISIT HTTPS://IDOTLCS.COM/LANECLOSURE/HOME.JSP TO SUBMIT ALL LANE CLOSURES REQUIRED FOR CONSTRUCTION ACTIVITIES BY 9:00 AM THE WORK DAY PROCEEDING THE CLOSURE.

10. THE ENGINEER SHALL CONTACT REGINA COOPER, AREA EXPRESSWAY TRAFFIC ENGINEER, VIA EMAIL AT REGINA.COOPER2@ILLINOIS.GOV A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

11. ALL STAGE CHANGES REQUIRING THE STOPPING AND/OR THE PACING OF TRAFFIC SHALL TAKE PLACE DURING THE ALLOWABLE HOURS FOR FULL EXPRESSWAY CLOSURES AND SHALL BE APPROVED BY THE DEPARTMENT. THE CONTRACTOR SHALL NOTIFY THE DISTRICT ONE EXPRESSWAY TRAFFIC CONTROL SUPERVISOR AT LEAST 3 WORKING DAYS (WEEKENDS AND HOLIDAYS DO NOT COUNT INTO THIS 72 HOURS NOTIFICATION) IN ADVANCE OF ANY PROPOSED STAGE CHANGE.

12. A MAINTENANCE OF TRAFFIC PLAN SHALL BE SUBMITTED TO THE DISTRICT ONE EXPRESSWAY TRAFFIC CONTROL SUPERVISOR 14 DAYS IN ADVANCE OF ANY STAGE CHANGES OR FULL EXPRESSWAY CLOSURES. THE MAINTENANCE OF TRAFFIC PLAN SHALL INCLUDE, BUT NOT BE LIMITED TO: LANE AND RAMP CLOSURES, EXISTING GEOMETRICS, AND EQUIPMENT AND MATERIAL LOCATION.

13. QUANTITIES INCLUDED IN THIS CONTRACT FOR ALL STAGING RELATED WORK REQUIRED UNDERNEATH S.N. 099-8303 ALONG I-80 HAVE BEEN INCLUDED IN THE EVENT THAT ADJACENT CONTRACT 62N31 HAS NOT YET BEGUN CONSTRUCTION AS OF THE START OF THIS CONTRACT. THE QUANTITIES HAVE BEEN ESTIMATED BASED ON APPLICABLE IDOT HIGHWAY STANDARDS REQUIRED TO COMPLETE THE WORK AS DESCRIBED IN THE PLANS.

14. EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH TEMPORARY PAVEMENT MARKINGS ALONG I-80 SHALL BE REMOVED. THE WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR PAVEMENT MARKING REMOVAL - WATER BLASTING. ALL EXISTING PAVEMENT MARKING LINES AND EXISTING RAISED REFLECTIVE PAVEMENT MARKER REFLECTORS ALONG I-80 THAT ARE REMOVED AS A RESULT OF A CONFLICT WITH THE REVISED TRAFFIC PATTERNS, SHALL BE RE-STABLISHED FOR PROPOSED STRIPING AT THE COMPLETION OF THIS CONTRACT. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF PAVEMENT MARKING REMOVAL - WATER BLASTING. THE EXACT LOCATIONS OF ALL PROPOSED PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

SUGGESTED SEQUENCE OF OPERATIONS - INTERSTATE 80 TRAFFIC CONTROL

PRE-STAGE

1. DURING THE ALLOWABLE TEMPORARY NIGHTLY LANE CLOSURE HOURS FOR I-80 LISTED IN THE SPECIAL PROVISIONS, INSTALL PROTECTIVE SHIELDING UNDERNEATH S.N. 099-8303 AT LOCATIONS SHOWN IN THE STRUCTURAL PLANS.

2. INSTALL TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKINGS TO CLOSE THE EB AND WB I-80 OUTSIDE SHOULDERS UTILIZING APPLICABLE HIGHWAY AND DISTRICT ONE STANDARDS.

3. REMOVE S.N. 099-8303 EXISTING EAST AND WEST OUTSIDE PIERS AS SHOWN IN THE STRUCTURAL PLANS.

4. REMOVE S.N. 099-8303 EXISTING EAST AND WEST ABUTMENTS AND PERFORM CONSTRUCTION OF PROPOSED EAST AND WEST OUTSIDE ABUTMENTS AS SHOWN IN THE STRUCTURAL PLANS.

STAGE 1

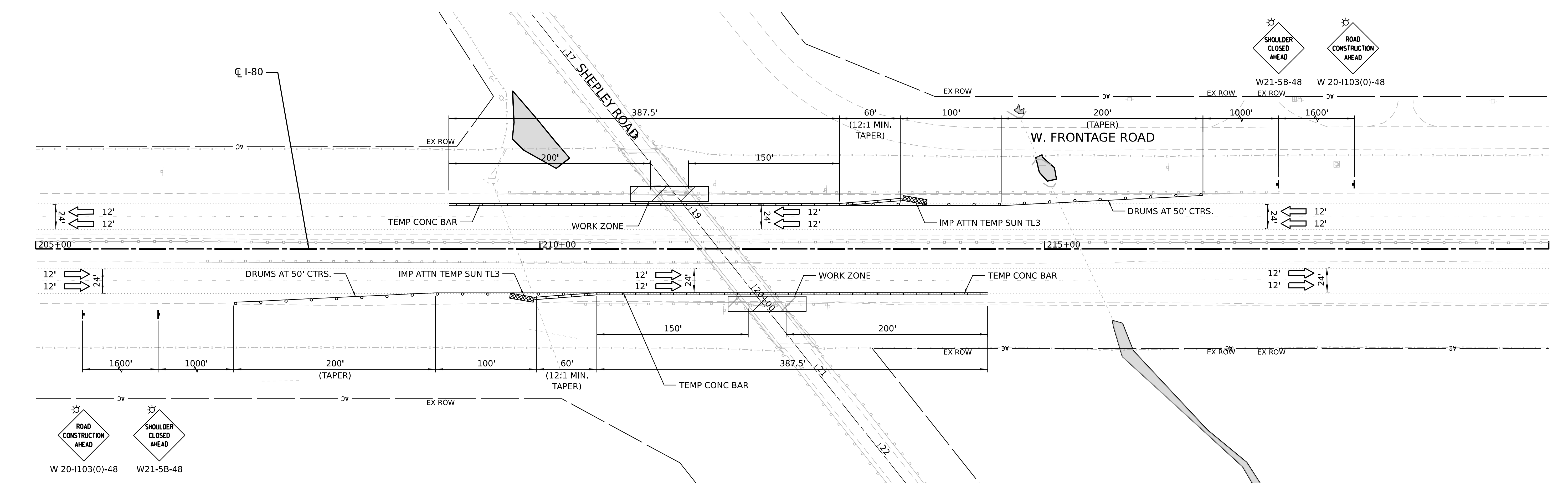
1. SHIFT WB I-80 TRAFFIC ONTO LANE 2 AND THE OUTSIDE SHOULDER AND INSTALL TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKINGS TO CLOSE THE EB AND WB I-80 INSIDE SHOULDERS AND WB I-80 LANE 1. UTILIZING APPLICABLE HIGHWAY AND DISTRICT ONE STANDARDS.

2. REMOVE S.N. 099-8303 EXISTING CENTER PIER AS SHOWN IN THE STRUCTURAL PLANS.

3. PERFORM CONSTRUCTION OF PROPOSED S.N. 099-8303 CENTER PIER AS SHOWN IN THE STRUCTURAL PLANS.

POST-STAGE

1. DURING THE ALLOWABLE TEMPORARY NIGHTLY LANE CLOSURE HOURS FOR I-80 LISTED IN THE SPECIAL PROVISIONS, UTILIZE FULL STOP 15 MIN CLOSURES TO ERECT S.N. 099-8303 CONCRETE BEAMS AT LOCATIONS SHOWN IN THE STRUCTURAL PLANS.



PRE–STAGE OPERATIONS (EB AND WB OUTSIDE SHOULDERS)

MAINTENANCE OF TRAFFIC PAY ITEMS FOR INTERSTATE 80 TRAFFIC REQUIRED FOR THE CONSTRUCTION OF S.N. 099-08303.

THE BELOW QUANTITES ARE ESTIMATED BASED ON APPLICABLE DISTRICT ONE DETAILS (TC-09 AND TC-17) AND HIGHWAY STANDARDS REQUIRED TO COMPETE THE WORK AS DESCRIBED IN THE PLANS. IF THE PAY ITEMS ARE NOT REQUIRED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

PAY ITEM NO.	DESCRIPTION	UNIT	QTY
70301120	TEMPORARY PAVEMENT MARKING - LINE 4" - EPOXY	FOOT	5732
70301125	TEMPORARY PAVEMENT MARKING - LINE 5" - EPOXY	FOOT	763
70400100	TEMPORARY CONCRETE BARRIER	FOOT	900
70400125	PINNING TEMPORARY CONCRETE BARRIER	EACH	204
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	900
70600280	IMPACT ATTENUATORS, TEMPORARY (SEVERE USE,NARROW), TEST LEVEL 3	EACH	2
70600370	IMPACT ATTENUATORS, RELOCATE (SEVERE USE, NARROW), TEST LEVEL 3	EACH	2
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	5732
78000300	THERMOPLASTIC PAVEMENT MARKING - LINE 5"	FOOT	763
78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	24
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	4457
X0326650	FILLING EXISTING RUMBLE STRIP	FOOT	2682
X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1

LEGEND

- WORK ZONE
- TEMPORARY CONCRETE BARRIER WALL
- DRUMS
- DIRECTION OF TRAVEL / MOT LANE
- IMPACT ATTENUATOR (TEMPORARY) OF THE TYPE AND TEST LEVEL SPECIFIED
- SIGN ON PERMANENT SUPPORT

N

0 50 100 150
SCALE IN FEET

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Stantec

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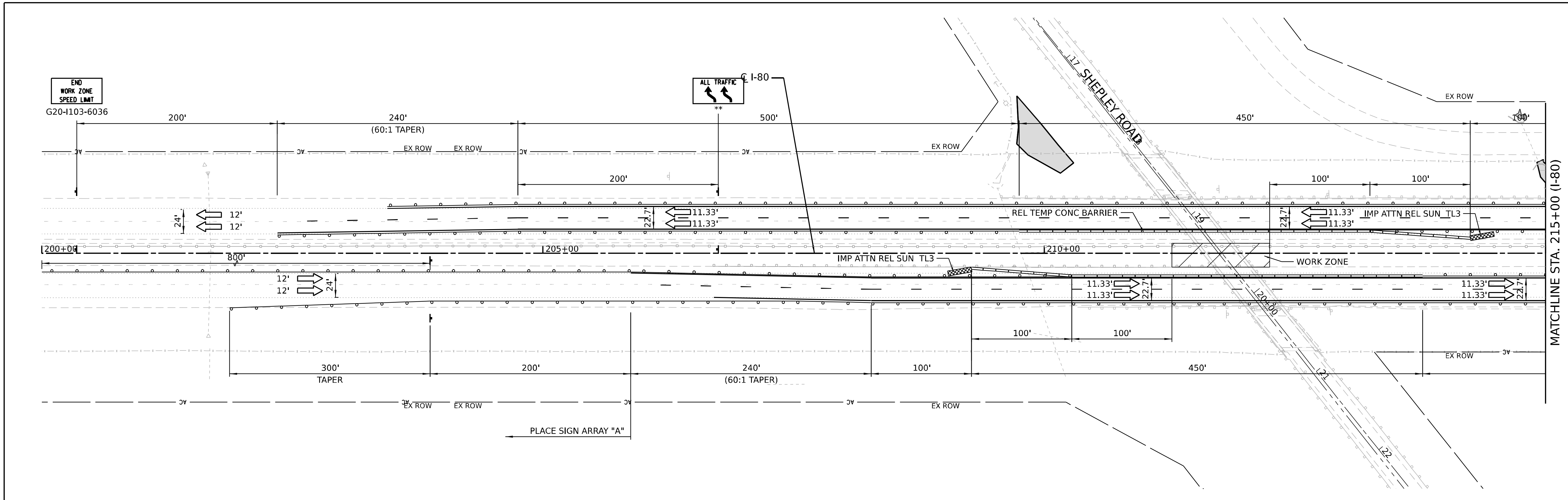
PLOT DATE = 4/28/2022	DATE -	REVISED -

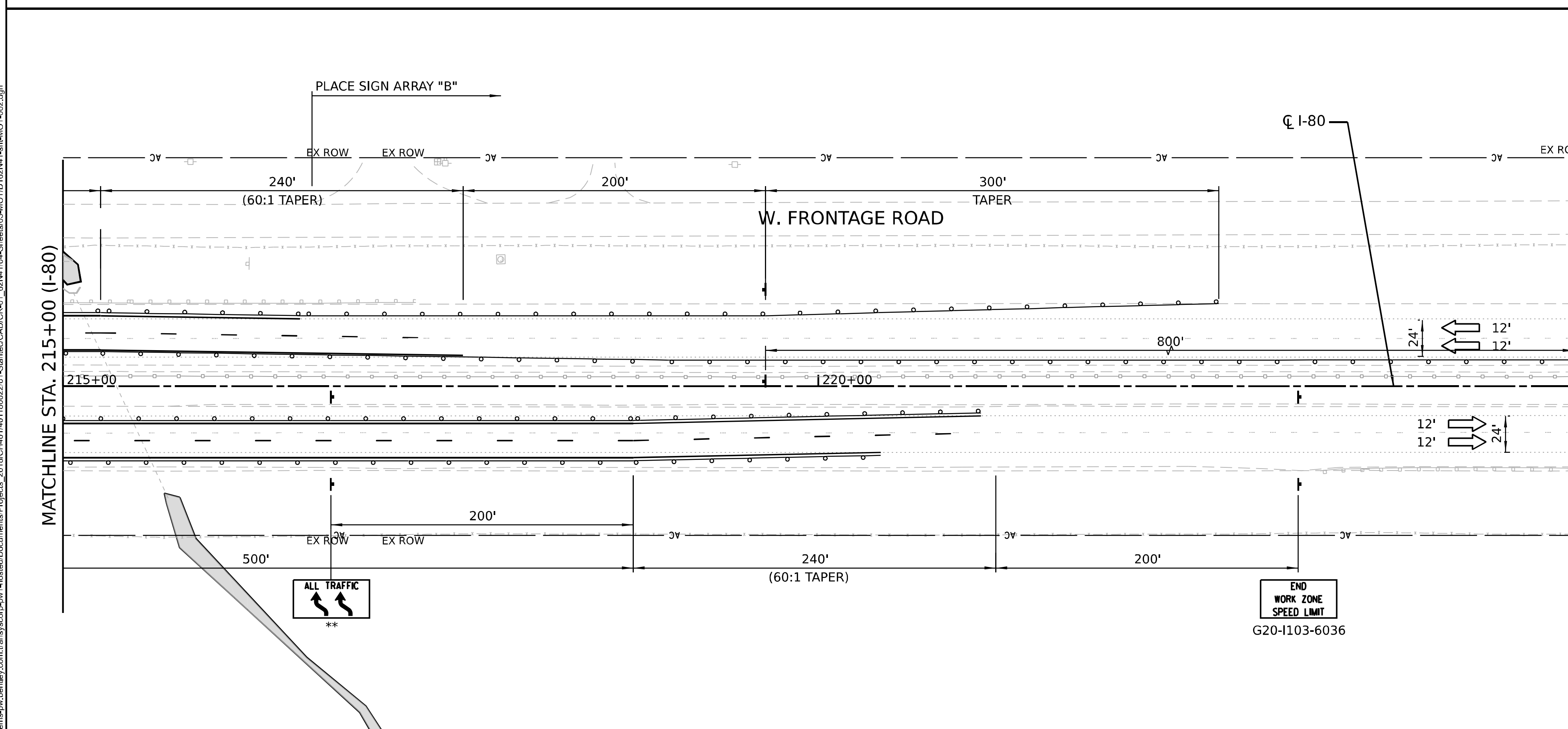
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

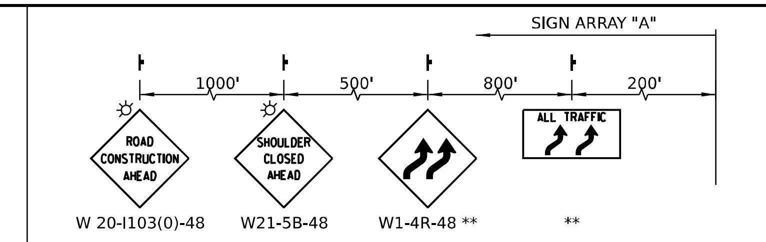
SHEPLEY ROAD OVER F.A.I. ROUTE 80
SUGGESTED MAINLINE SHOULDER CLOSURES

SCALE: | SHEET | OF | SHEETS | STA. | TO STA.

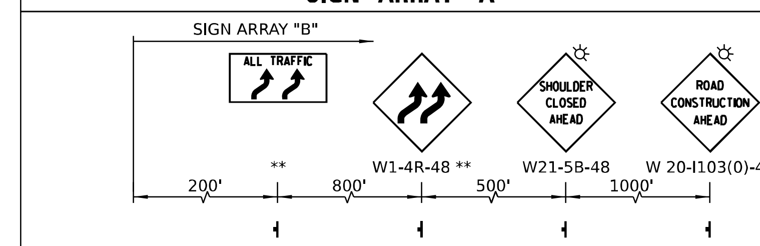
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0153	2021-007-B	WILL	71	14A
		CONTRACT NO. 62N41		
		ILLINOIS	FED. AID PROJECT	







SIGN ARRAY "A"



SIGN ARRAY "B"

NOTES:

** INDICATES ADVANCED SIGNS TO BE PLACED ON BOTH SIDES OF THE EB/WB TRAVEL LANES.

PLACE DRUMS AT 50' CTRS IN TAPERS AND 100' CTRS. IN TANGENTS.

EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED.

TEMPORARY PAVEMENT MARKING LINE - EPOXY SHALL BE USED FOR THE EDGE AND LANE LINES THROUGH THE I-80 WORK ZONE.
THERMOPLASTIC PAVEMENT MARKING - LINE SHALL BE USED TO RESTORE THE PERMANENT I-80 EDGE AND LANE LINES.

0 50 100 150
SCALE IN FEET

STAGE 1 OPERATIONS (EB AND WB INSIDE SHOULDERS)

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PLOT DATE = 4/28/2022	DATE -	REVISED -	

SHEPLEY ROAD OVER F.A.I. ROUTE 80
SUGGESTED MAINLINE SHOULDER CLOSURES

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0153	2021-007-B	WILL	71	14B
		CONTRACT NO. 62N41		
		ILLINOIS FED. AID PROJECT		

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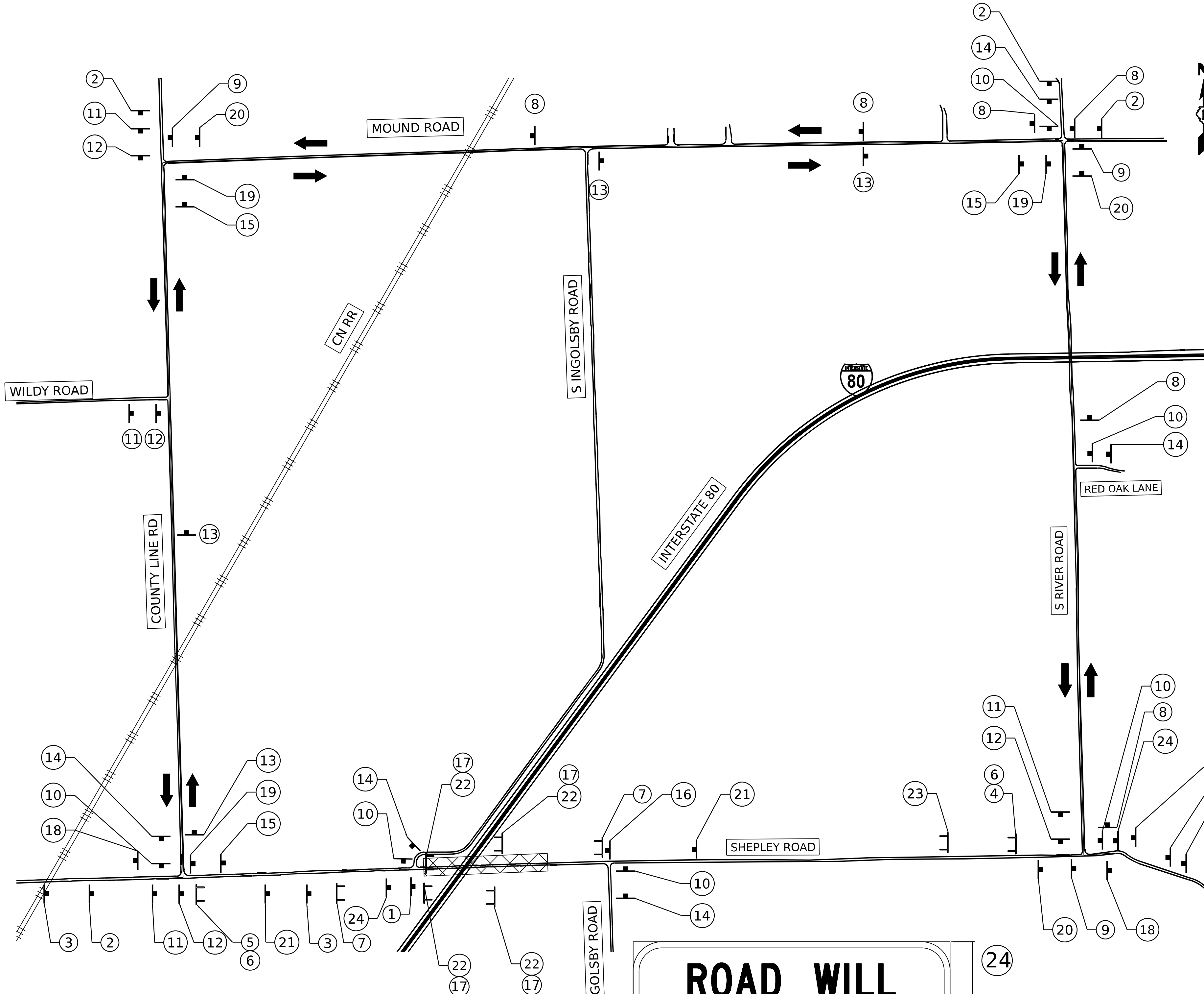
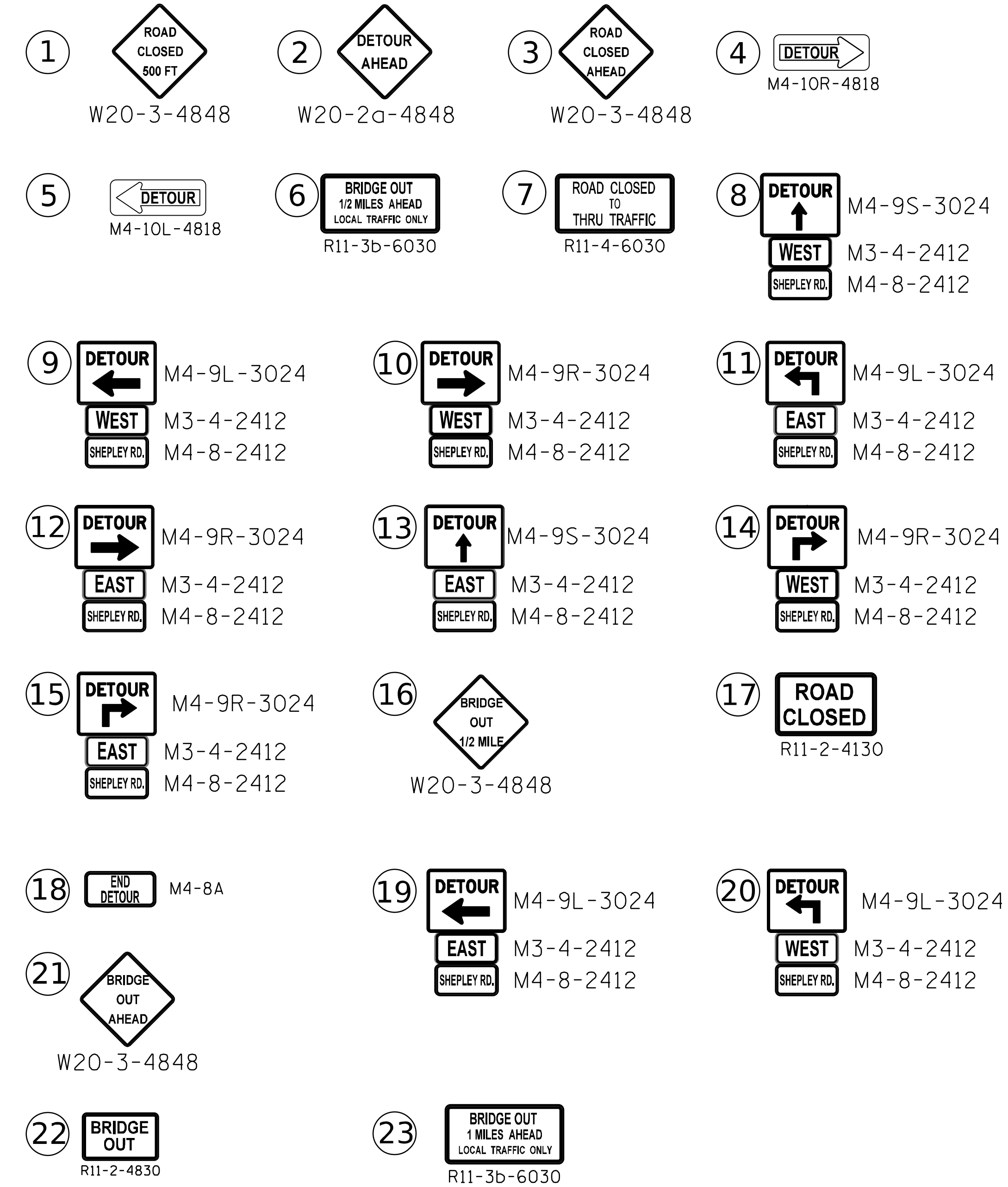


GENERAL NOTES

1. ALL DETOUR SIGNS SHALL BE REMOVED ONCE CONSTRUCTION IS COMPLETE AND SHEPLEY ROAD IS REOPENED TO TRAFFIC.
2. ALL SIGNAGE SHALL BE IN ACCORDANCE WITH THE LATEST ILLINOIS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, "THE QUALITY STANDARD FOR WORK ZONE TRAFFIC CONTROL DEVICES". THE DETAILS OF THESE PLANS, THE "2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES". THE SPECIAL PROVISIONS FOR "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)". HIGHWAY STANDARD 701901, AND THE DISTRICT DETAIL TC-10 AND TC-21.
3. IF DEEMED NECESSARY BY THE ENGINEER, A PRE-CONSTRUCTION MEETING WITH THE CONTRACTOR SHALL BE HELD AT LEAST TWO WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT. THE ROAD SHALL NOT BE CLOSED UNTIL ALL DETOUR SIGNAGE IS IN PLACE.
4. ALL SIGNS SHOWN SHALL BE FURNISHED, ERECTED, AND MAINTAINED BY THE CONTRACTOR, AND SHALL BE POST-MOUNTED IN THE GROUND PER ARTICLE 701.14 OF THE STANDARD SPECIFICATIONS AND STANDARD 701901.
5. APPROPRIATE IDOT TRAFFIC CONTROL STANDARDS SHALL BE USED TO INSTALL AND REMOVE TRAFFIC CONTROL AND PROTECTION DEVICES

SCHEDULE OF DETOUR SIGNS



1. USE BLACK LETTERING ON ORANGE REFLECTORIZED BACKGROUND.
2. THE CONTRACTOR SHALL PLACE SIGN 24 TWO WEEKS PRIOR TO THE ROAD CLOSURE.
3. SEE SPECIAL PROVISON FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.

LEGEND

- SIGN POST
- TYPE III BARRICADE W/ TYPE A FLASHERS
- DETOUR ROUTE
- TRAFFIC FLOW
- CONSTRUCTION ZONE

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Stantec	USER NAME = dbook	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SHEPLEY ROAD OVER I-80 DETOUR SIGNING PLAN	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -			0153	2021-007-B	WILL	71	15
	PLOT SCALE = 1400.0000 ' / in.	CHECKED -	REVISED -			CONTRACT NO. 62N41				
	PLOT DATE = 11/17/2021	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT				

N

0 50 100 150
SCALE IN FEET

LEGEND

- PAVEMENT REMOVAL
- BUTT JOINT
- TREE REMOVAL, ACRE
- TREE REMOVAL, ACRE (SPECIAL)
- GUARDRAIL REMOVAL
- FENCE REMOVAL
- PAVED DITCHED REMOVAL

EX WOUS W5
A = 0.008 AC

EX 48" RCP

EX 4'X3' CONC
BOX CULV

WB I-80

EB I-80

EX WOUS W5
A = 0.112 AC

EX ROW

EX DITCH FLOW LINE

W FRONTAGE RD

LIMITS OF CONSTRUCTION (TYP)

PAVEMENT REMOVAL

GUARDRAIL REMOVAL

EXISTING CABLE MEDIAN BARRIER (LOCATED ON I-80)
TO BE REMOVED AND REPLACED BY OTHERS (CONTRACT 62N31)

BEGIN CONSTRUCTION
SHEPLEY RD STA 13+20.00

13+79.58
53.75' LT

14+05.68
51.32' LT

18+52.83
35.93' LT

18+30.44
15.27' LT

FENCE REMOVAL

20+88.77
15.11' LT

21+20.31
57.39' LT

GUARDRAIL REMOVAL

END CONSTRUCTION
SHEPLEY RD STA 25+15.00

EXISTING GUARDRAIL
TO REMAIN

PR 30' BUTT JOINT

PE

CE

18+08.70
15.83' RT

FENCE REMOVAL

PAVED DITCH REMOVAL

GUARDRAIL REMOVAL

17+69.27
66.83' RT

EX WETLANDS 4A
A = 0.042 AC

EX ℄ SHEPLEY RD

20+65.13
16.02' RT

FENCE REMOVAL

20+44.86
39.39' RT

EX DITCH FLOW LINE

GUARDRAIL REMOVAL

PAVEMENT REMOVAL

S.N. 099-0179 (SEE STRUCTURAL PLANS)

EX GUARDRAIL TO REMAIN

TREE REMOVAL NOTE:

TREES IDENTIFIED FOR REMOVAL WILL BE CUT OFF AT GROUND LEVEL AS PART OF CONTRACT 62U34 - ADVANCED TREE REMOVAL CONTRACT.

NO TREE REMOVAL OR TREE CLEARING SHALL OCCUR FROM APRIL 1 TO SEPTEMBER 30 DUE TO IDOT'S COMMITMENT TO PROTECT THE NORTHERN LONG-EARED BAT (NLEB). THE REMOVAL OF STUMPS IS EXEMPT FROM THE RESTRICTION DATES.

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Consulting Engineers
Westmont, Illinois

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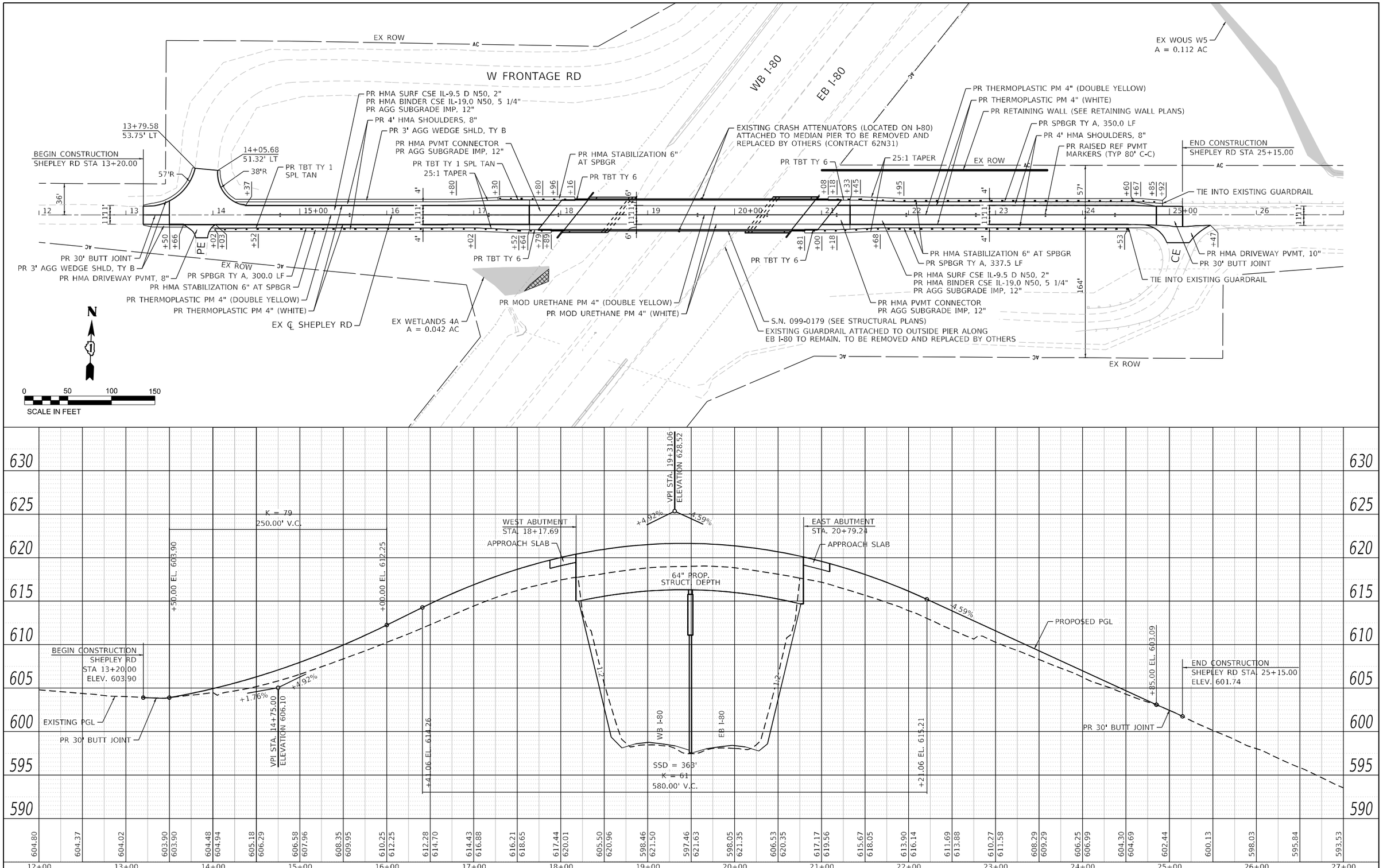
PLOT DATE = 9/29/2022	DATE - 10/2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEPLEY RD OVER F.A.I. ROUTE 80
REMOVAL PLAN

SCALE: 1"=50' | SHEET 1 OF 1 SHEETS | STA. 13+20.00 | TO STA. 25+15.00

TWP. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0153	2021-007-B	WILL	71	16
		CONTRACT NO. 62N41		
	ILLINOIS	FED. AID PROJECT		



LIN ENGINEERING,LTD. Consulting Engineers Westmont, Illinois	USER NAME = rober	DESIGNED - RC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SHEPLEY RD OVER F.A.I. ROUTE 80 PLAN & PROFILE
		DRAWN - RC	REVISED -		
	PLOT SCALE = 100.0000 ' / in.	CHECKED - ST	REVISED -		SCALE: 1"=50' SHEET 1 OF 1 SHEETS STA. 13+20.00 TO STA. 25+15.00
	PLOT DATE = 11/16/2021	DATE - 10/2021	REVISED -		

TWP. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0153	2021-007-B	WILL	71	17
		CONTRACT NO. 62N41		
	ILLINOIS FED. AID PROJECT			

N

EXISTING 48"X36" RC
BOX CULVERT

WOUS W5

EB I-80

WB I-80

W. FRONTAGE ROAD

BEGIN CONSTRUCTION
STA. 13+20.00

EX ℄ SHEPLEY ROAD

END CONSTRUCTION
STA. 25+15.00

PROPOSED DITCH
STA. 14+50 TO 17+00

WETLAND
SITE 4A

LIMITS OF CONSTRUCTION (TYP)

EXISTING 72"X42 RC
BOX CULVERT

S.N. 099-0179 (SEE
STRUCTURAL PLANS)

0 50 100 150
SCALE IN FEET

LEGEND

- LIMITS OF CONSTRUCTION
- DRAINAGE FLOW DIRECTION
- EXISTING DITCH FLOW

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PLOT DATE = 11/17/2021	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE PLAN

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0153	2021-007-B	WILL	71	18
		CONTRACT NO. 62N41		
	ILLINOIS	FED. AID PROJECT		

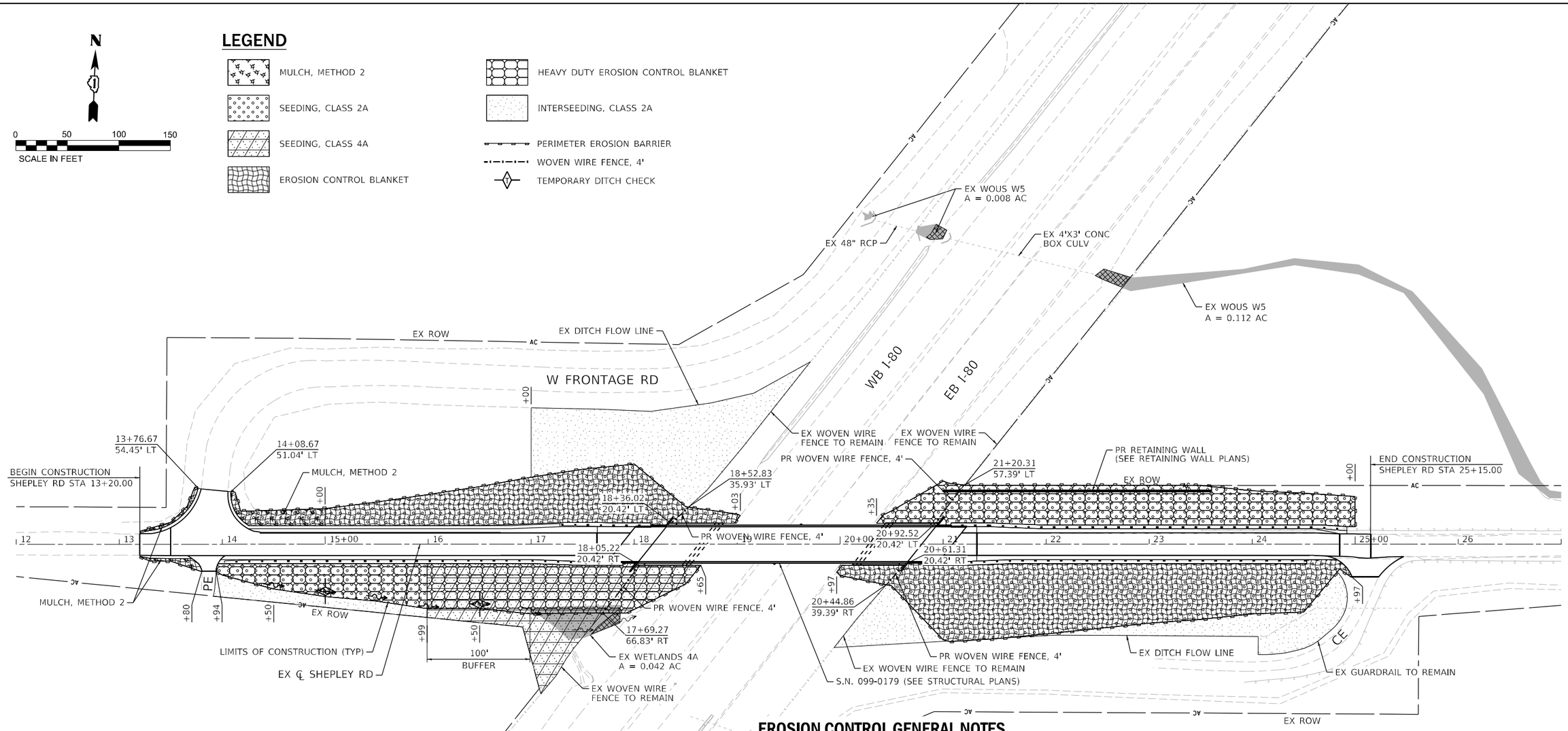
N

0 50 100 150

SCALE IN FEET

LEGEND

- MULCH, METHOD 2
- SEEDING, CLASS 2A
- SEEDING, CLASS 4A
- EROSION CONTROL BLANKET
- HEAVY DUTY EROSION CONTROL BLANKET
- INTERSEEDING, CLASS 2A
- PERIMETER EROSION BARRIER
- WOVEN WIRE FENCE, 4'
- TEMPORARY DITCH CHECK



EROSION CONTROL GENERAL NOTES

1. ALL ESC MEASURES WILL BE MAINTAINED IN ACCORDANCE WITH THE IDOT EROSION AND SEDIMENT CONTROL FIELD GUIDE FOR CONSTRUCTION INSPECTION FOUND ON THE CONSTRUCTION TAB AT: HTTP://WWW.IDOT.ILLINOIS.GOV/TRANSPORTATION-SYSTEM/ENVIRONMENT/EROSION-AND-SEDIMENT-CONTROL
2. THE CONTRACTOR WILL ASSUME RESPONSIBILITY FOR MAINTENANCE OF ALL SOIL EROSION CONTROL DURING CONSTRUCTION.
3. THE CONTRACTOR SHALL CHECK ALL ESC MEASURES WEEKLY AND AFTER EACH RAINFALL, 0.5 INCHES OR GREATER IN A 24-HOUR PERIOD, OR EQUIVALENT SNOWFALL. ADDITIONALLY, DURING WINTER MONTHS, ALL MEASURES SHOULD BE CHECKED BY THE CONTRACTOR AFTER EACH SIGNIFICANT SNOWMELT.
4. ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER, SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL.
5. TEMPORARY OR PERMANENT STABILIZATION SHALL BE INITIATED IMMEDIATELY UPON COMPLETION OF DISTURBANCE OR IF THE WORK AREA IS TO BE LEFT UNDISTURBED FOR 14 DAYS OR MORE.
6. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG FINAL GRADING AND SHAPING SO THAT THE ENTIRE PROJECT CAN BE PERMANENTLY SEEDED AT ONE TIME.
7. EROSION CONTROL ITEMS ARE CONSIDERED TO BE A HIGH PRIORITY ON THIS CONTRACT. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE RE.
8. THIS PROJECT REQUIRES A US ARMY CORPS OF ENGINEERS (USACE) 404 PERMIT THAT WILL BE SECURED BY THE DEPARTMENT. AS A CONDITION OF THIS PERMIT, THE CONTRACTOR WILL NEED TO SUBMIT AN IN-STREAM WORK PLAN TO THE DEPARTMENT FOR APPROVAL. GUIDELINES ON ACCEPTABLE IN-STREAM WORK TECHNIQUES CAN BE FOUND ON THE USACE WEBSITE. THE USACE DEFINES AND DETERMINES IN STREAM WORK. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT AN IN-STREAM WORK PLAN WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED WITH THE EXCEPTION OF COFFERDAMS WHICH WILL BE PAID FOR AS COFFERDMAN (TYPE 1) (IN-STREAM /WETLAND WORK) WITH A BASIS OF PAYMENT OF EACH.
9. "WETLAND NO INTRUSION" SIGNAGE SHOULD ALSO BE PROVIDED AT THE BOUNDARY OF ALL UN-IMPACTED WETLANDS AND/OR WOUS. THE CONTRACTOR CAN BORROW THE SIGNS FROM THE BUREAU OF MAINTENANCE. INCLUDE TEMPORARY FENCING AND WETLAND SIGNAGE WITHIN THE EROSION AND SEDIMENT CONTROL STRATEGY.
10. THE US ARMY CORPS OF ENGINEERS MUST BE NOTIFIED 10 DAYS PRIOR TO THE PRE-CONSTRUCTION MEETING. ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES AND ONE WEEK PRIOR TO THE FINAL INSPECTION.

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Consulting Engineers
Westmont, Illinois

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PLOT DATE = 11/23/2021	DATE - 10/2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

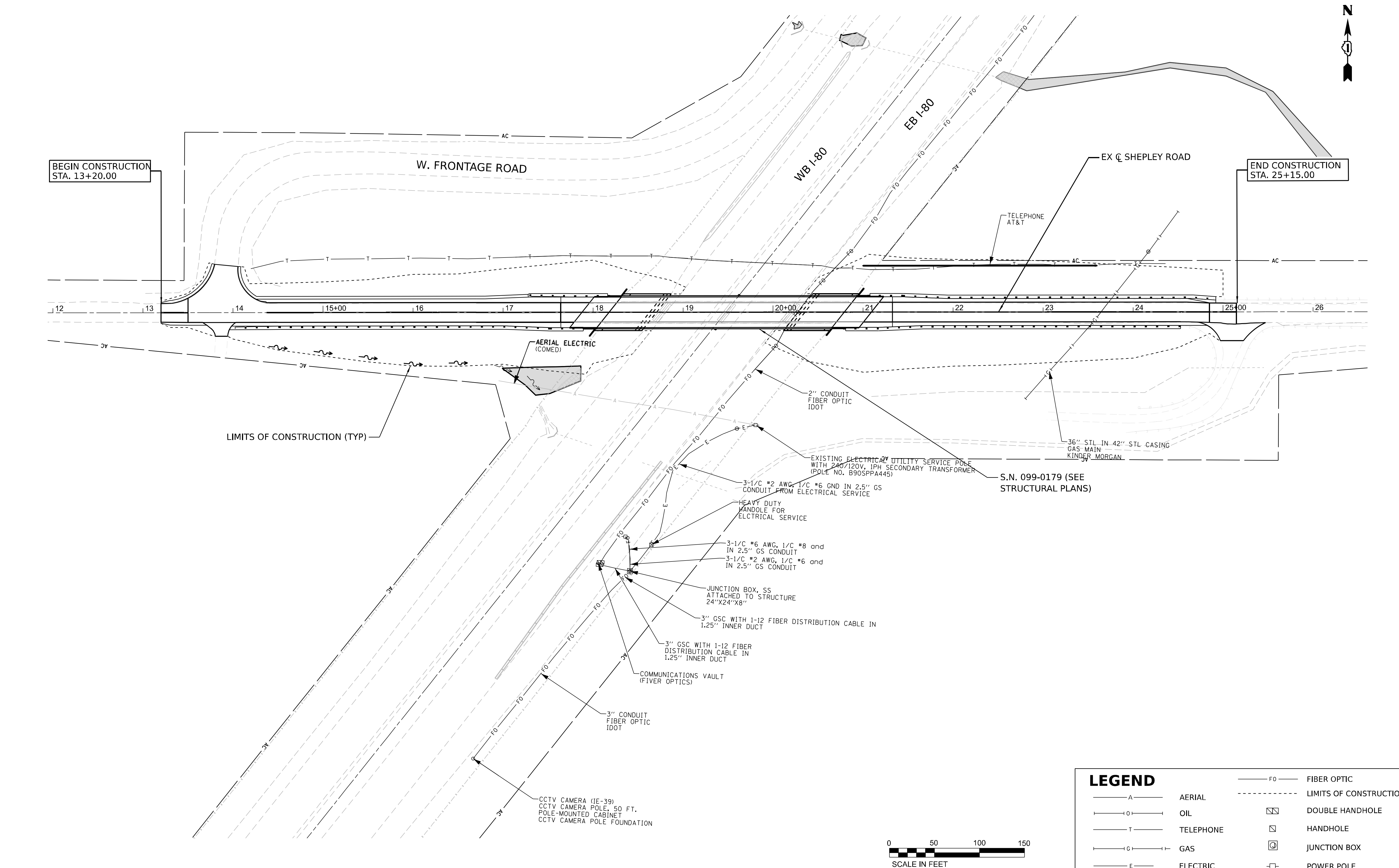
SHEPLEY RD OVER F.A.I. ROUTE 80
LANDSCAPING PLAN

SCALE: 1"=50' | SHEET 1 OF 1 SHEETS | STA. 13+20.00 | TO STA. 25+15.00

TWP. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0153	2021-007-B	WILL	71	19

CONTRACT NO. 62N41

ILLINOIS | FED. AID PROJECT



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Stantec

USER NAME = dbook	DESIGNED -	REVISED -
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PLOT SCALE = 100.0000 ' / In.	CHECKED -	REVISED -
PLOT DATE = 11/17/2021	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

UTILITY PLAN

SCALE: | SHEET | OF | SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0153	2021-007-B	WILL	71	20
		CONTRACT NO. 62N41		
		ILLINOIS	FED. AID PROJECT	

Benchmark: Set 2" CWA aluminum disc in concrete pier seat in southerly pier of Shepley Road bridge on south side of EB I-80, Elev. 599.98.

Existing Structure: SN 099-0179, built in 1960 as FAI Rte. 80, Section 99-1HB at Sta. 1804+10.29 (I-80). The structure is a four-span bridge with a 42" PPC I-beam superstructure supported on concrete pile bent abutments with concrete piles and concrete multi-column piers with timber piles. The bridge measures 253'-7" back to back abutments, 30'-0" out to out with a left forward skew of 38°25'00". The structure will be replaced under a road closure.

No Salvage.

LOADING HL-93

Allow 50#/sq. ft. for future wearing surface.

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.068g
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.127g
Soil Site Class = C

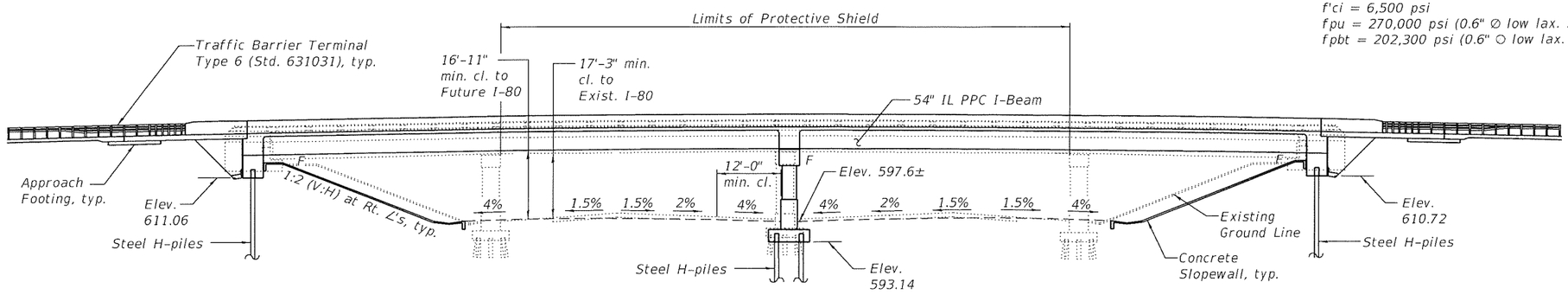
DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

DESIGN STRESSES

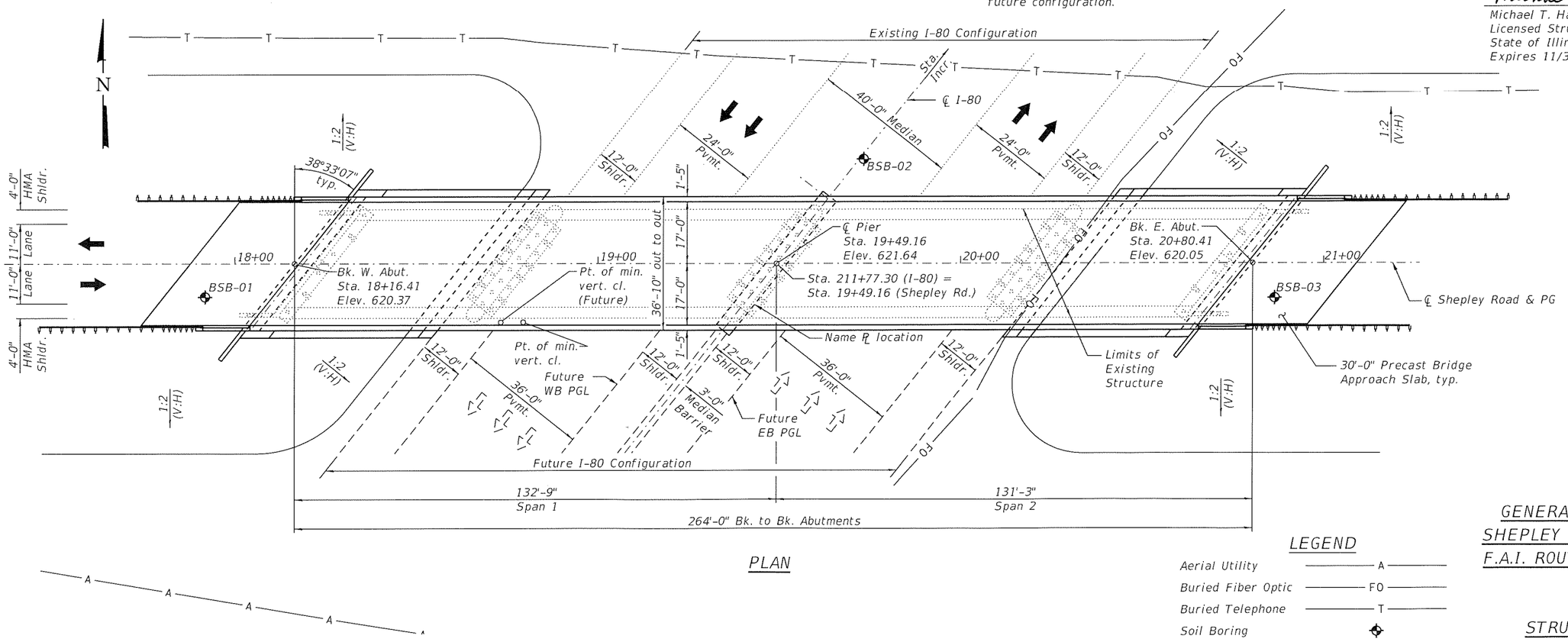
FIELD UNITS
f'c = 3,500 psi (Substructure)
f'c = 4,000 psi (Superstructure)
fy = 60,000 psi (Reinforcement)
PRECAST PRESTRESSED UNITS
f'c = 8,500 psi
f'ci = 6,500 psi
fpu = 270,000 psi (0.6" ∅ low lax. strands)
fpbt = 202,300 psi (0.6" ○ low lax. strands)

INDEX OF SHEETS



ELEVATION

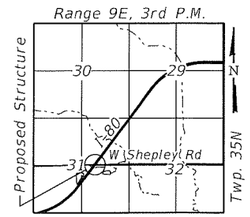
Note:
The I-80 cross slopes shown represent the future configuration.



PLAN

LEGEND

Aerial Utility ——— A ———
Buried Fiber Optic ——— FO ———
Buried Telephone ——— T ———
Soil Boring



LOCATION SKETCH

LICENSED STRUCTURAL ENGINEER ★ STATE OF ILLINOIS ★ MICHAEL T. HALEY 081-005991 CHATHAM

Michael T. Haley 11/16/2021
Michael T. Haley — Date
Licensed Structural Engineer
State of Illinois No. 081-005991
Expires 11/30/2022

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures

GENERAL PLAN AND ELEVATION
SHEPLEY ROAD (TR 153) OVER I-80
F.A.I. ROUTE 80 - SEC. 2021-007-B
WILL COUNTY
STA. 19+49.16
STRUCTURE NO. 099-8303

LIN ENGINEERING, LTD. Consulting Engineers, Springfield, Illinois

USER NAME =	DESIGNED - CL	REVISED -	
	CHECKED - VPT	REVISED -	
PLOT SCALE =	DRAWN - AJF	REVISED -	
PLOT DATE = 11/16/2021	CHECKED - MTH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET 1 OF 28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2021-007-B	WILL	71	21
		CONTRACT NO. 62N41		
		ILLINOIS	FED. AID PROJECT	

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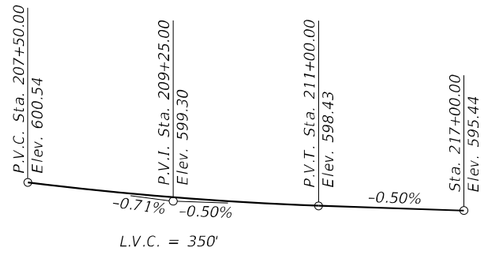
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Structures	Each	1	–	1
Protective Shield	Sq. Yd.	478	–	478
Structure Excavation	Cu. Yd.	–	514	514
Concrete Structures	Cu. Yd.	–	233.5	233.5
Concrete Superstructure	Cu. Yd.	436.5	–	436.5
Bridge Deck Grooving	Sq. Yd.	792	–	792
Protective Coat	Sq. Yd.	1,498	–	1,498
Furnishing and Erecting Precast Prestressed Concrete Beams, IL54	Foot	1,556	–	1,556
Reinforcement Bars, Epoxy Coated	Pound	110,910	37,850	148,760
Slope Wall 4 Inch	Sq. Yd.	–	487	487
Furnishing Steel Piles HP 14x102	Foot	1,587	–	1,587
Driving Piles	Foot	1,587	–	1,587
Test Pile Steel HP 14x102	Each	–	3	3
Name Plates	Each	1	–	1
Preformed Joint Strip Seal	Foot	92	–	92
Granular Backfill for Structures	Cu. Yd.	–	234	234
Concrete Sealer	Sq. Ft.	–	1,645	1,645
Geocomposite Wall Drain	Sq. Yd.	–	869	869
Concrete Wearing Surface, 5"	Sq. Yd.	240	–	240
Precast Bridge Approach Slab	Sq. Ft.	2,040	–	2,040
Pipe Underdrains for Structures, 4"	Foot	–	172	172

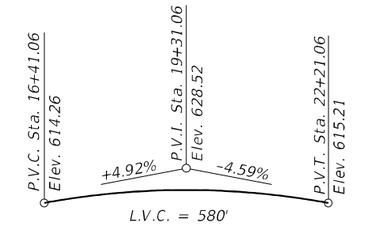
GENERAL NOTES

1. Reinforcement bars designated (E) shall be epoxy coated.
2. Concrete Sealer shall be applied to the designated areas of the pier. See sheet 24 of 28 for limits.
3. The existing steel railing coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
4. The existing easternmost pier shall be removed to the bottom of existing columns to allow for the existing crash wall and guardrail attachments to remain in place. See Roadway Plans.



FUTURE I-80 PROFILE GRADE

(Along inside edge of pavement)



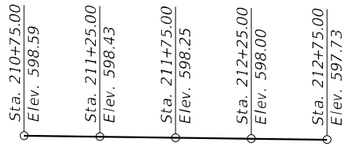
SHEPLEY ROAD PROFILE GRADE

(Along ℄ Roadway)

STATION 19+46.16
BUILT 20__ BY
STATE OF ILLINOIS
F.A.I. RT. 80 SEC. 2021-007-B
LOADING HL-93
STRUCTURE NO. 099-8303

NAME PLATE

See Std. 515001

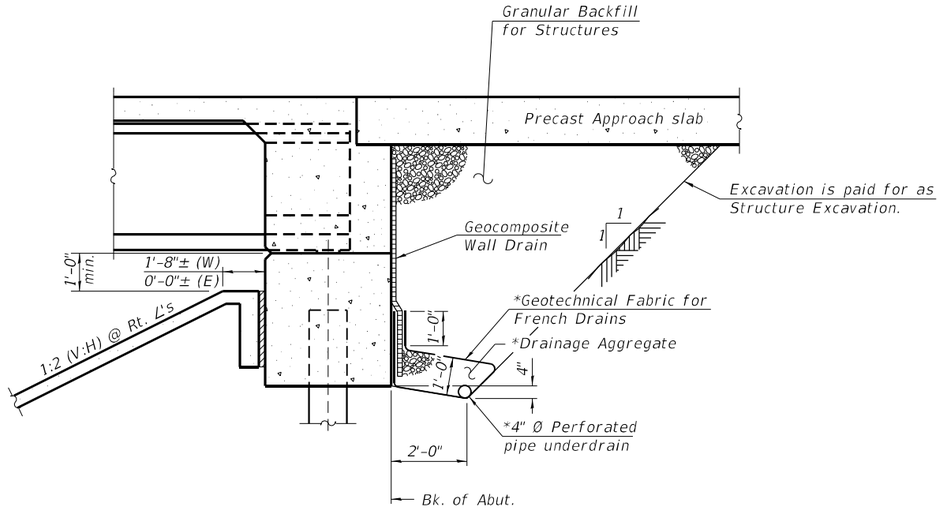


EXISTING EB I-80 PROFILE GRADE

(Along ℄ EB I-80)

EXISTING WB I-80 PROFILE GRADE

(Along ℄ WB I-80)

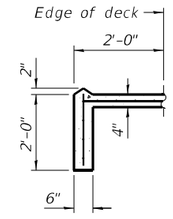


SECTION THRU INTEGRAL ABUTMENT

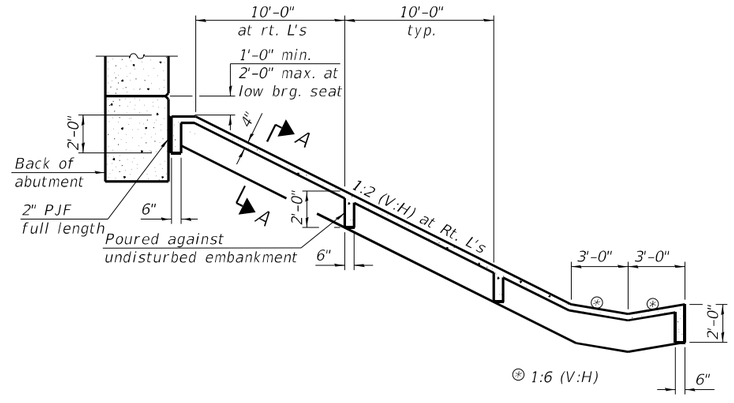
(Horiz. dim. @ Rt. L's)

*Included in the cost of Pipe Underdrains for Structures.

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

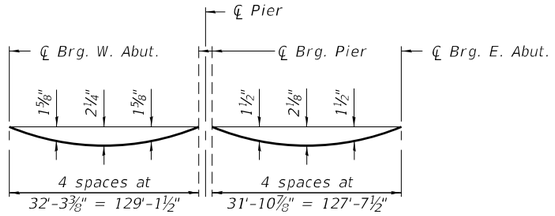


SECTION A-A



SECTION THRU CONCRETE SLOPEWALL

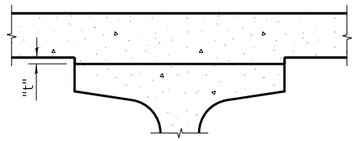
Slope wall shall be reinforced with welded wire fabric, 6 in. x 6 in. W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.



DEAD LOAD DEFLECTION DIAGRAM

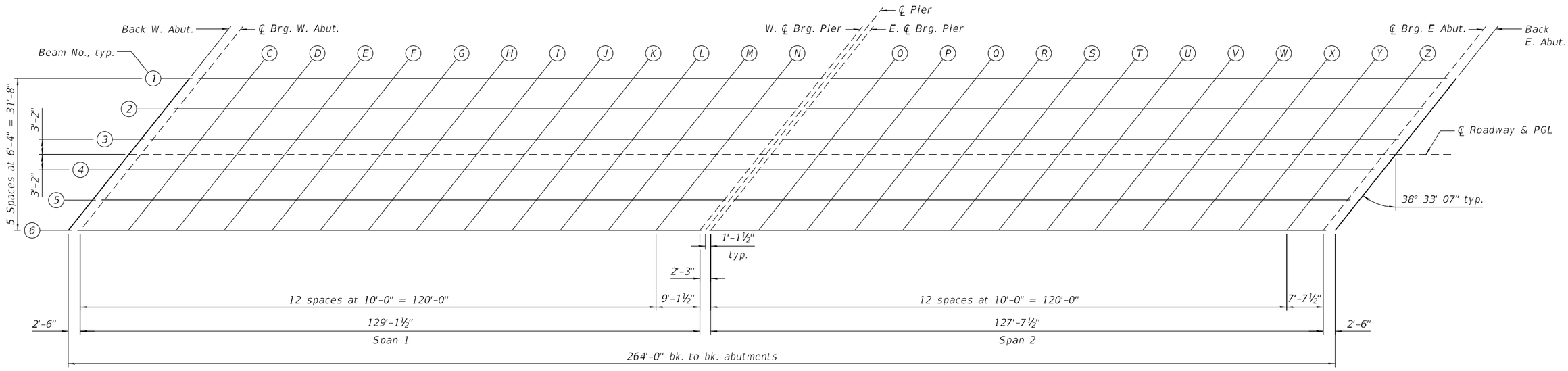
(Includes weight of concrete, excluding beams).

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 4 thru 6 of 28.



To determine "t": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" shown on sheets 4 thru 6 of 28, minus slab thickness, equals the fillet heights "t" above top flanges of beams.

FILLET HEIGHTS



PLAN

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Springfield, Illinois

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PLOT DATE	= 11/16/2021	CHECKED	- MTH	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 099-8303
SHEET 3 OF 28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2021-007-B	WILL	71	23
		CONTRACT NO. 62N41		
		ILLINOIS	FED. AID PROJECT	

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	18+29.03	-15.83	620.35	620.35
℄ Brg. W. Abut.	18+31.53	-15.83	620.40	620.40
C	18+41.53	-15.83	620.57	620.61
D	18+51.53	-15.83	620.72	620.80
E	18+61.53	-15.83	620.86	620.98
F	18+71.53	-15.83	620.98	621.13
G	18+81.53	-15.83	621.09	621.25
H	18+91.53	-15.83	621.18	621.35
I	19+01.53	-15.83	621.25	621.42
J	19+11.53	-15.83	621.31	621.47
K	19+21.53	-15.83	621.35	621.49
L	19+31.53	-15.83	621.37	621.48
M	19+41.53	-15.83	621.38	621.46
N	19+51.53	-15.83	621.37	621.40
W. ℄ Brg. Pier	19+60.65	-15.83	621.35	621.35
℄ Pier	19+61.78	-15.83	621.34	621.34
E. ℄ Brg. Pier	19+62.90	-15.83	621.34	621.34
O	19+72.90	-15.83	621.30	621.33
P	19+82.90	-15.83	621.24	621.32
Q	19+92.90	-15.83	621.16	621.27
R	20+02.90	-15.83	621.07	621.20
S	20+12.90	-15.83	620.96	621.11
T	20+22.90	-15.83	620.83	621.00
U	20+32.90	-15.83	620.69	620.85
V	20+42.90	-15.83	620.53	620.68
W	20+52.90	-15.83	620.36	620.49
X	20+62.90	-15.83	620.16	620.27
Y	20+72.90	-15.83	619.96	620.03
Z	20+82.90	-15.83	619.73	619.76
℄ Brg. E. Abut.	20+90.52	-15.83	619.55	619.55
Bk. E. Abut.	20+93.03	-15.83	619.49	619.49

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	18+23.98	-9.50	620.37	620.37
℄ Brg. W. Abut.	18+26.48	-9.50	620.42	620.42
C	18+36.48	-9.50	620.60	620.65
D	18+46.48	-9.50	620.76	620.86
E	18+56.48	-9.50	620.91	621.04
F	18+66.48	-9.50	621.04	621.20
G	18+76.48	-9.50	621.16	621.34
H	18+86.48	-9.50	621.25	621.44
I	18+96.48	-9.50	621.34	621.52
J	19+06.48	-9.50	621.40	621.58
K	19+16.48	-9.50	621.45	621.60
L	19+26.48	-9.50	621.48	621.60
M	19+36.48	-9.50	621.50	621.58
N	19+46.48	-9.50	621.50	621.53
W. ℄ Brg. Pier	19+55.61	-9.50	621.48	621.48
℄ Pier	19+56.73	-9.50	621.48	621.48
E. ℄ Brg. Pier	19+57.86	-9.50	621.48	621.48
O	19+67.86	-9.50	621.44	621.48
P	19+77.86	-9.50	621.39	621.47
Q	19+87.86	-9.50	621.32	621.44
R	19+97.86	-9.50	621.24	621.38
S	20+07.86	-9.50	621.13	621.30
T	20+17.86	-9.50	621.02	621.20
U	20+27.86	-9.50	620.88	621.06
V	20+37.86	-9.50	620.73	620.90
W	20+47.86	-9.50	620.57	620.71
X	20+57.86	-9.50	620.38	620.50
Y	20+67.86	-9.50	620.18	620.26
Z	20+77.86	-9.50	619.97	620.00
℄ Brg. E. Abut.	20+85.48	-9.50	619.79	619.79
Bk. E. Abut.	20+87.98	-9.50	619.73	619.73

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	18+18.93	-3.17	620.37	620.37
℄ Brg. W. Abut.	18+21.44	-3.17	620.42	620.42
C	18+31.44	-3.17	620.61	620.65
D	18+41.44	-3.17	620.78	620.87
E	18+51.44	-3.17	620.93	621.06
F	18+61.44	-3.17	621.07	621.23
G	18+71.44	-3.17	621.20	621.37
H	18+81.44	-3.17	621.30	621.49
I	18+91.44	-3.17	621.39	621.58
J	19+01.44	-3.17	621.46	621.64
K	19+11.44	-3.17	621.52	621.68
L	19+21.44	-3.17	621.56	621.68
M	19+31.44	-3.17	621.59	621.67
N	19+41.44	-3.17	621.59	621.63
W. ℄ Brg. Pier	19+50.56	-3.17	621.59	621.59
℄ Pier	19+51.68	-3.17	621.58	621.58
E. ℄ Brg. Pier	19+52.81	-3.17	621.58	621.58
O	19+62.81	-3.17	621.56	621.60
P	19+72.81	-3.17	621.51	621.60
Q	19+82.81	-3.17	621.45	621.57
R	19+92.81	-3.17	621.38	621.52
S	20+02.81	-3.17	621.28	621.45
T	20+12.81	-3.17	621.17	621.35
U	20+22.81	-3.17	621.05	621.23
V	20+32.81	-3.17	620.90	621.07
W	20+42.81	-3.17	620.75	620.89
X	20+52.81	-3.17	620.57	620.69
Y	20+62.81	-3.17	620.38	620.46
Z	20+72.81	-3.17	620.17	620.21
℄ Brg. E. Abut.	20+80.43	-3.17	620.00	620.00
Bk. E. Abut.	20+82.93	-3.17	619.95	619.95

Note:
Offsets measured from ℄ roadway.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 099-8303
SHEET 4 OF 28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2021-007-B	WILL	71	24
		CONTRACT NO. 62N41		
	ILLINOIS	FED. AID PROJECT		

℄ ROADWAY & PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	18+16.41	0.00	620.37	620.37
℄ Brg. W. Abut.	18+18.91	0.00	620.42	620.42
C	18+28.91	0.00	620.61	620.66
D	18+38.91	0.00	620.79	620.88
E	18+48.91	0.00	620.94	621.07
F	18+58.91	0.00	621.09	621.25
G	18+68.91	0.00	621.21	621.39
H	18+78.91	0.00	621.32	621.51
I	18+88.91	0.00	621.42	621.61
J	18+98.91	0.00	621.50	621.67
K	19+08.91	0.00	621.56	621.71
L	19+18.91	0.00	621.60	621.72
M	19+28.91	0.00	621.63	621.72
N	19+38.91	0.00	621.64	621.68
W. ℄ Brg. Pier	19+48.04	0.00	621.64	621.64
℄ Pier	19+49.16	0.00	621.64	621.64
E. ℄ Brg. Pier	19+50.29	0.00	621.63	621.63
O	19+60.29	0.00	621.61	621.65
P	19+70.29	0.00	621.57	621.66
Q	19+80.29	0.00	621.52	621.64
R	19+90.29	0.00	621.44	621.59
S	20+00.29	0.00	621.35	621.52
T	20+10.29	0.00	621.25	621.43
U	20+20.29	0.00	621.13	621.31
V	20+30.29	0.00	620.99	621.16
W	20+40.29	0.00	620.84	620.98
X	20+50.29	0.00	620.66	620.78
Y	20+60.29	0.00	620.48	620.56
Z	20+70.29	0.00	620.27	620.31
℄ Brg. E. Abut.	20+77.91	0.00	620.11	620.11
Bk. E. Abut.	20+80.41	0.00	620.05	620.05

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	18+13.89	3.17	620.27	620.27
℄ Brg. W. Abut.	18+16.39	3.17	620.32	620.32
C	18+26.39	3.17	620.51	620.56
D	18+36.39	3.17	620.69	620.79
E	18+46.39	3.17	620.86	620.99
F	18+56.39	3.17	621.01	621.16
G	18+66.39	3.17	621.14	621.32
H	18+76.39	3.17	621.25	621.44
I	18+86.39	3.17	621.35	621.54
J	18+96.39	3.17	621.43	621.61
K	19+06.39	3.17	621.50	621.65
L	19+16.39	3.17	621.54	621.67
M	19+26.39	3.17	621.58	621.66
N	19+36.39	3.17	621.59	621.63
W. ℄ Brg. Pier	19+45.51	3.17	621.59	621.59
℄ Pier	19+46.64	3.17	621.59	621.59
E. ℄ Brg. Pier	19+47.76	3.17	621.59	621.59
O	19+57.76	3.17	621.57	621.61
P	19+67.76	3.17	621.54	621.62
Q	19+77.76	3.17	621.48	621.60
R	19+87.76	3.17	621.42	621.57
S	19+97.76	3.17	621.33	621.50
T	20+07.76	3.17	621.23	621.41
U	20+17.76	3.17	621.11	621.29
V	20+27.76	3.17	620.98	621.15
W	20+37.76	3.17	620.83	620.97
X	20+47.76	3.17	620.66	620.78
Y	20+57.76	3.17	620.48	620.56
Z	20+67.76	3.17	620.28	620.31
℄ Brg. E. Abut.	20+75.38	3.17	620.12	620.12
Bk. E. Abut.	20+77.89	3.17	620.06	620.06

Note:
Offsets measured from ℄ roadway.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 099-8303
SHEET 5 OF 28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2021-007-B	WILL	71	25
		CONTRACT NO. 62N41		
		ILLINOIS	FED. AID PROJECT	

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	18+08.84	9.50	620.06	620.06
℄ Brg. W. Abut.	18+11.34	9.50	620.12	620.12
C	18+21.34	9.50	620.32	620.37
D	18+31.34	9.50	620.51	620.60
E	18+41.34	9.50	620.68	620.81
F	18+51.34	9.50	620.84	621.00
G	18+61.34	9.50	620.98	621.16
H	18+71.34	9.50	621.10	621.29
I	18+81.34	9.50	621.21	621.39
J	18+91.34	9.50	621.30	621.47
K	19+01.34	9.50	621.37	621.52
L	19+11.34	9.50	621.43	621.55
M	19+21.34	9.50	621.47	621.55
N	19+31.34	9.50	621.49	621.53
W. ℄ Brg. Pier	19+40.46	9.50	621.50	621.50
℄ Pier	19+41.59	9.50	621.50	621.50
E. ℄ Brg. Pier	19+42.71	9.50	621.50	621.50
O	19+52.71	9.50	621.49	621.53
P	19+62.71	9.50	621.46	621.55
Q	19+72.71	9.50	621.42	621.54
R	19+82.71	9.50	621.36	621.51
S	19+92.71	9.50	621.28	621.45
T	20+02.71	9.50	621.19	621.37
U	20+12.71	9.50	621.08	621.26
V	20+22.71	9.50	620.95	621.12
W	20+32.71	9.50	620.81	620.96
X	20+42.71	9.50	620.65	620.77
Y	20+52.71	9.50	620.48	620.56
Z	20+62.71	9.50	620.29	620.32
℄ Brg. E. Abut.	20+70.34	9.50	620.13	620.13
Bk. E. Abut.	20+72.84	9.50	620.08	620.08

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	18+03.79	15.83	619.83	619.83
℄ Brg. W. Abut.	18+06.30	15.83	619.89	619.89
C	18+16.30	15.83	620.10	620.15
D	18+26.30	15.83	620.30	620.38
E	18+36.30	15.83	620.48	620.60
F	18+46.30	15.83	620.64	620.79
G	18+56.30	15.83	620.79	620.95
H	18+66.30	15.83	620.92	621.09
I	18+76.30	15.83	621.04	621.21
J	18+86.30	15.83	621.13	621.29
K	18+96.30	15.83	621.22	621.36
L	19+06.30	15.83	621.28	621.39
M	19+16.30	15.83	621.33	621.41
N	19+26.30	15.83	621.36	621.40
W. ℄ Brg. Pier	19+35.42	15.83	621.38	621.38
℄ Pier	19+36.54	15.83	621.38	621.38
E. ℄ Brg. Pier	19+37.67	15.83	621.38	621.38
O	19+47.67	15.83	621.38	621.41
P	19+57.67	15.83	621.36	621.44
Q	19+67.67	15.83	621.32	621.43
R	19+77.67	15.83	621.27	621.41
S	19+87.67	15.83	621.20	621.36
T	19+97.67	15.83	621.12	621.28
U	20+07.67	15.83	621.02	621.18
V	20+17.67	15.83	620.90	621.05
W	20+27.67	15.83	620.77	620.90
X	20+37.67	15.83	620.62	620.72
Y	20+47.67	15.83	620.45	620.52
Z	20+57.67	15.83	620.27	620.30
℄ Brg. E. Abut.	20+65.29	15.83	620.12	620.12
Bk. E. Abut.	20+67.79	15.83	620.06	620.06

Note:
Offsets measured from ℄ roadway.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 099-8303
SHEET 6 OF 28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2021-007-B	WILL	71	26
		CONTRACT NO. 62N41		
	ILLINOIS	FED. AID PROJECT		

NORTH EDGE OF SHOULDER

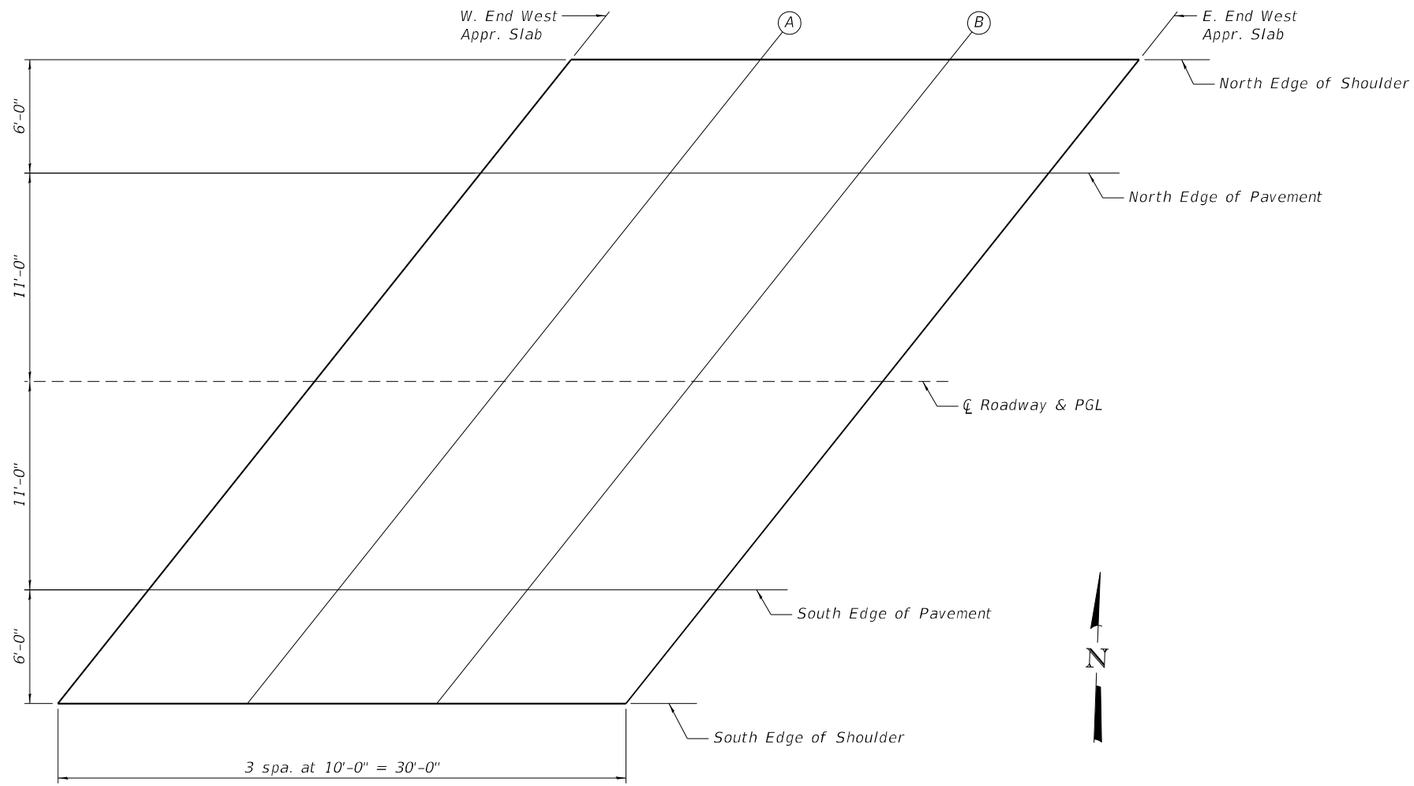
Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr. Slab	18+01.24	-17.00	619.75
A	18+11.24	-17.00	619.97
B	18+21.24	-17.00	620.18
E. End W. Appr. Slab	18+31.24	-17.00	620.37

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr. Slab	17+96.45	-11.00	619.76
A	18+06.45	-11.00	619.99
B	18+16.45	-11.00	620.20
E. End W. Appr. Slab	18+26.45	-11.00	620.40

℄ ROADWAY & PGL

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr. Slab	17+87.69	0.00	619.71
A	17+97.69	0.00	619.95
B	18+07.69	0.00	620.18
E. End W. Appr. Slab	18+17.69	0.00	620.39



WEST APPROACH PLAN

Note:
Offsets measured from ℄ roadway.

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr. Slab	17+78.92	11.00	619.32
A	17+88.92	11.00	619.58
B	17+98.92	11.00	619.82
E. End W. Appr. Slab	18+08.92	11.00	620.04

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr. Slab	17+74.14	17.00	619.07
A	17+84.14	17.00	619.34
B	17+94.14	17.00	619.59
E. End W. Appr. Slab	18+04.14	17.00	619.82

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 099-8303
SHEET 7 OF 28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2021-007-B	WILL	71	27
		CONTRACT NO. 62N41		
	ILLINOIS	FED. AID PROJECT		

NORTH EDGE OF SHOULDER

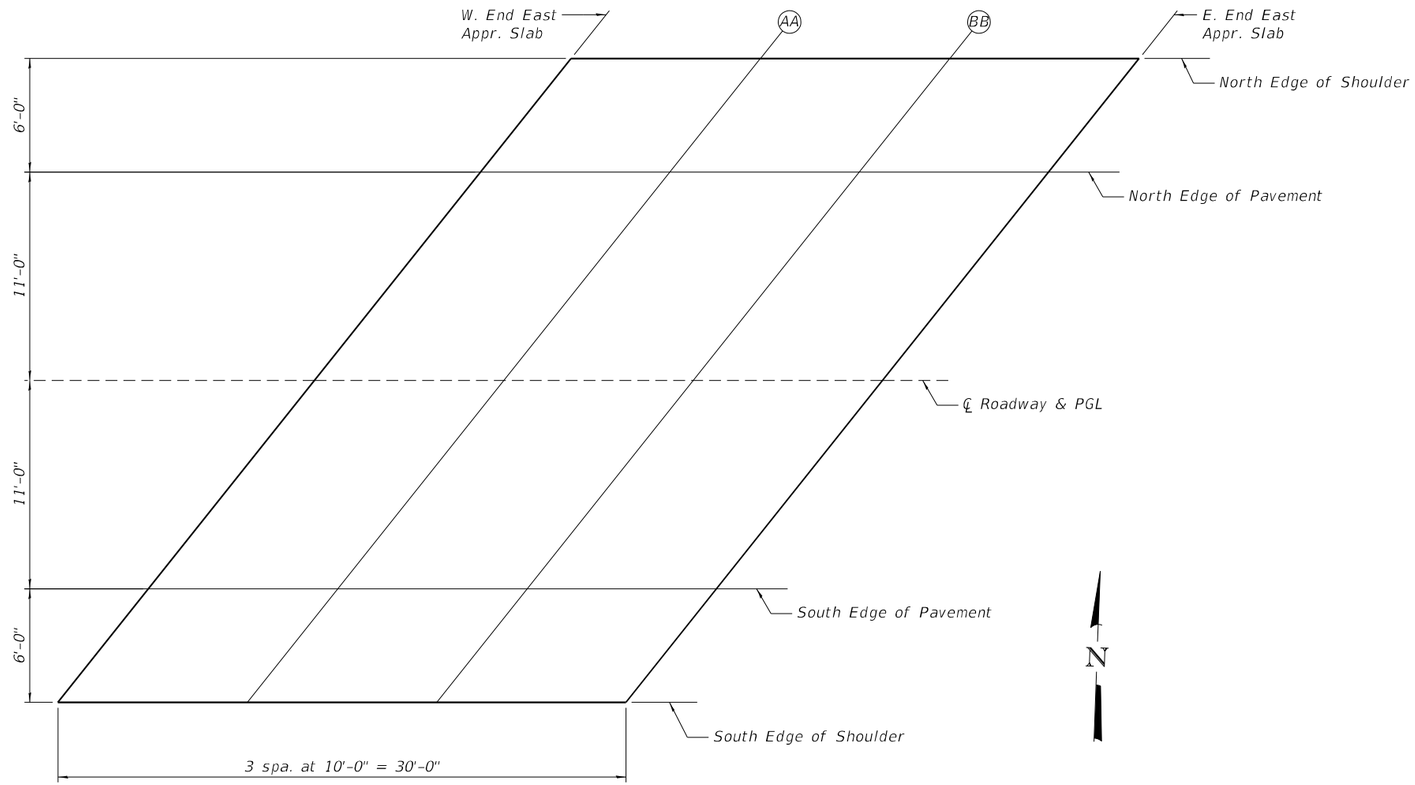
Location	Station	Offset	Theoretical Grade Elevations
W. End E. Appr. Slab	20+92.68	-17.00	619.47
AA	21+02.68	-17.00	619.22
BB	21+12.68	-17.00	618.94
E. End E. Appr. Slab	21+22.68	-17.00	618.65

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End E. Appr. Slab	20+87.90	-11.00	619.71
AA	20+97.90	-11.00	619.46
BB	21+07.90	-11.00	619.20
E. End E. Appr. Slab	21+17.90	-11.00	618.91

℄ ROADWAY & PGL

Location	Station	Offset	Theoretical Grade Elevations
W. End E. Appr. Slab	20+79.13	0.00	620.08
AA	20+89.13	0.00	619.85
BB	20+99.13	0.00	619.59
E. End E. Appr. Slab	21+09.13	0.00	619.33



EAST APPROACH PLAN

Note:
Offsets measured from ℄ roadway.

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End E. Appr. Slab	20+70.37	11.00	620.11
AA	20+80.37	11.00	619.89
BB	20+90.37	11.00	619.65
E. End E. Appr. Slab	21+00.37	11.00	619.40

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End E. Appr. Slab	20+65.58	17.00	620.09
AA	20+75.58	17.00	619.87
BB	20+85.58	17.00	619.65
E. End E. Appr. Slab	20+95.58	17.00	619.40

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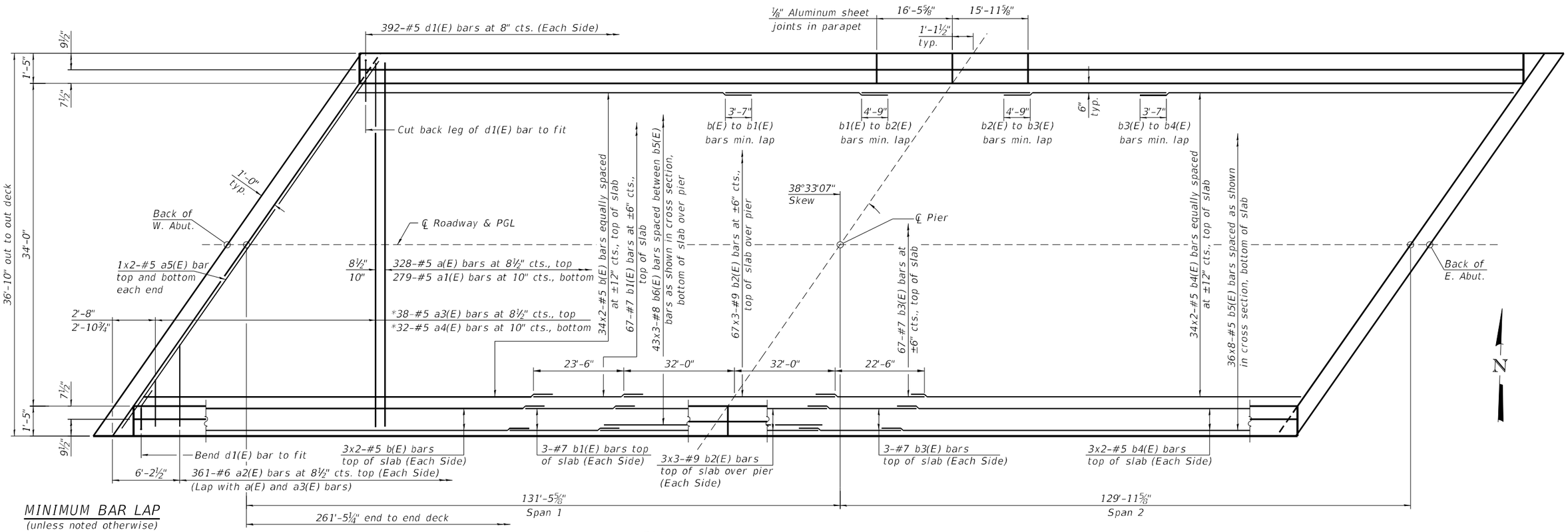
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 099-8303
SHEET 8 OF 28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2021-007-B	WILL	71	28
		CONTRACT NO. 62N41		
		ILLINOIS	FED. AID PROJECT	



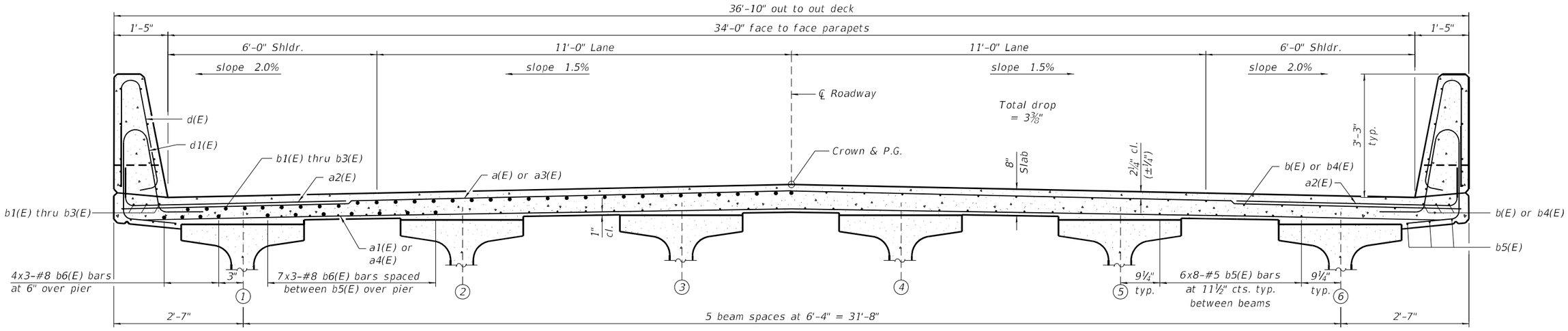
MINIMUM BAR LAP
(unless noted otherwise)

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

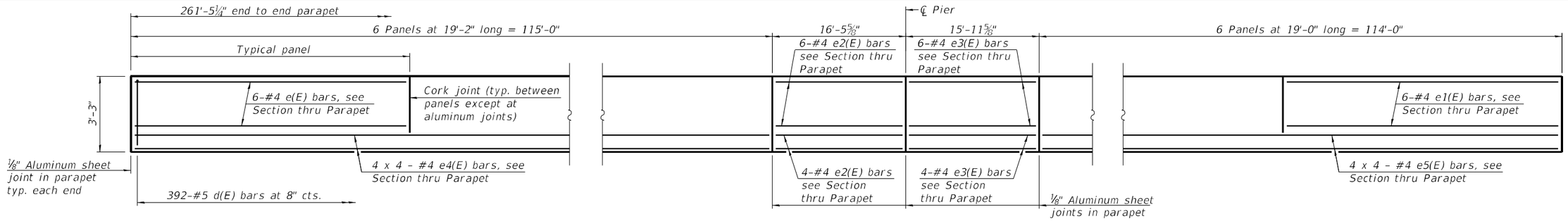
* See Field Cutting Diagram on sheet 10 of 28.

PLAN

Notes:
See sheet 10 of 28 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

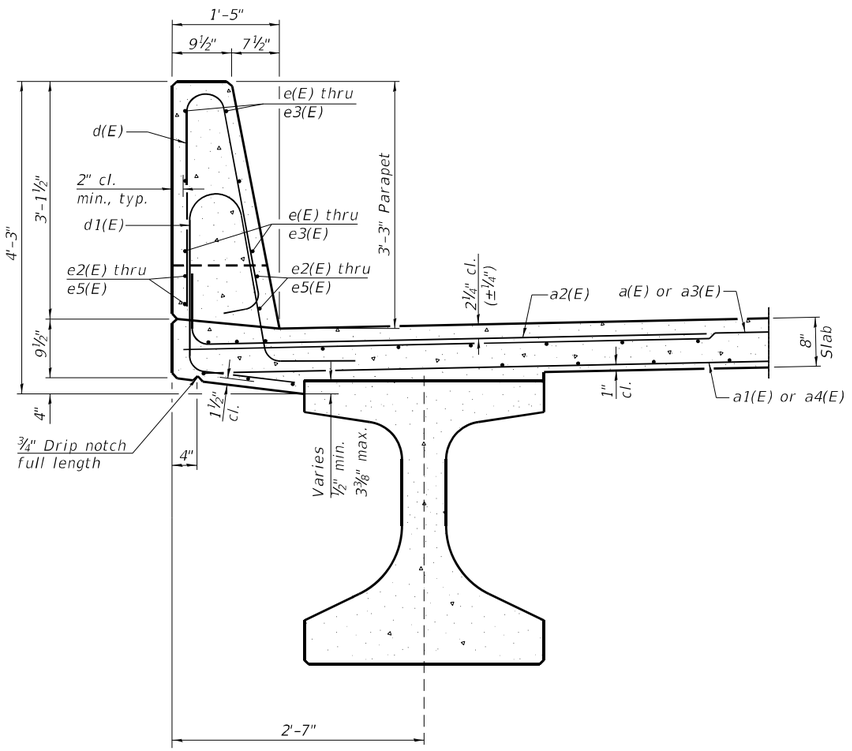


NEAR PIER — CROSS SECTION (Looking East) — NEAR MIDSPAN

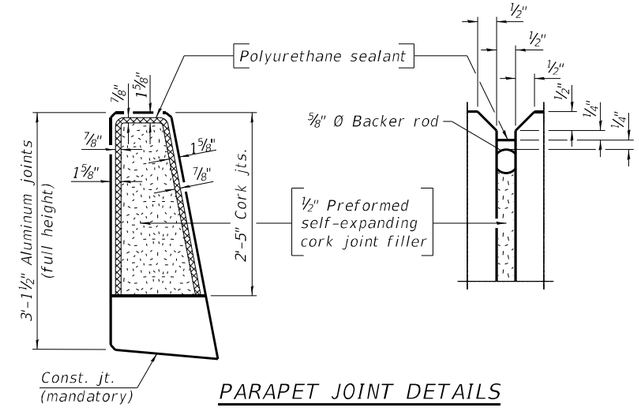


INSIDE ELEVATION OF PARAPET

(Looking North at North Parapet; South Parapet mirror image)



SECTION THRU PARAPET



PARAPET JOINT DETAILS

Notes:

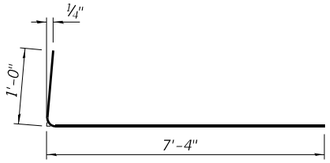
The ⅛" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

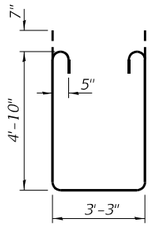
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

MINIMUM BAR LAP

#4 bar = 2'-5"



BAR a2(E)

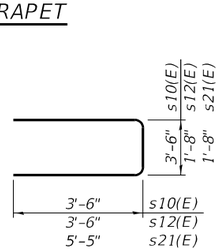


BAR s11(E)

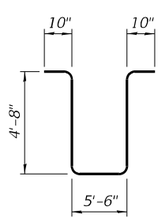
SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	328	#5	36'-6"	
a1(E)	279	#5	35'-10"	
a2(E)	722	#6	8'-4"	
a3(E)	38	#5	38'-9"	
a4(E)	32	#5	38'-10"	
a5(E)	8	#5	25'-3"	
b(E)	80	#5	41'-0"	
b1(E)	73	#7	28'-6"	
b2(E)	219	#9	24'-11"	
b3(E)	73	#7	28'-8"	
b4(E)	80	#5	40'-9"	
b5(E)	288	#5	35'-9"	
b6(E)	129	#8	25'-2"	
d(E)	784	#5	6'-5"	
d1(E)	784	#5	6'-10"	
e(E)	36	#4	18'-10"	
e1(E)	36	#4	18'-8"	
e2(E)	10	#4	16'-2"	
e3(E)	10	#4	15'-8"	
e4(E)	16	#4	30'-6"	
e5(E)	16	#4	30'-3"	
m10(E)	24	#6	25'-5"	
m11(E)	40	#6	6'-8"	
m12(E)	16	#6	2'-6"	
m13(E)	10	#6	3'-7"	
m14(E)	4	#6	11"	
m15(E)	24	#5	4'-0"	
m20(E)	10	#6	3'-7"	
m21(E)	40	#6	6'-8"	
m22(E)	12	#5	4'-0"	
s10(E)	48	#5	10'-6"	
s11(E)	48	#5	14'-1"	
s12(E)	48	#5	8'-8"	
s20(E)	20	#5	16'-6"	
s21(E)	20	#5	12'-6"	
Reinforcement Bars, Epoxy Coated		Lbs.	105,220	
Concrete Superstructure		Cu. Yds.	428.7	

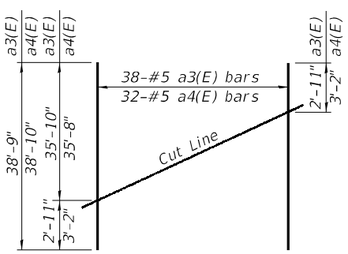
Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.



BARS s10(E), s12(E) & s21(E)

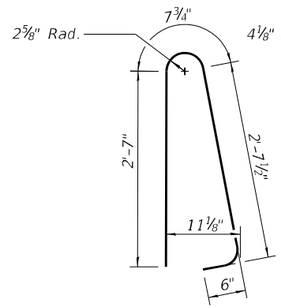


BAR s20(E)

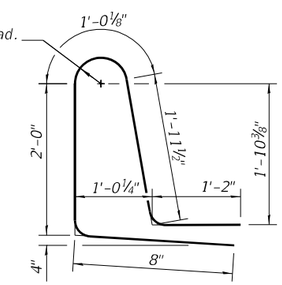


FIELD CUTTING DIAGRAM

Order a3(E) and a4(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.



BAR d(E)



BAR d1(E)

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STATE OF ILLINOIS
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SUPERSTRUCTURE DETAILS
STRUCTURE NO. 099-8303
SHEET 10 OF 28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2021-007-B	WILL	71	30
		CONTRACT NO. 62N41		
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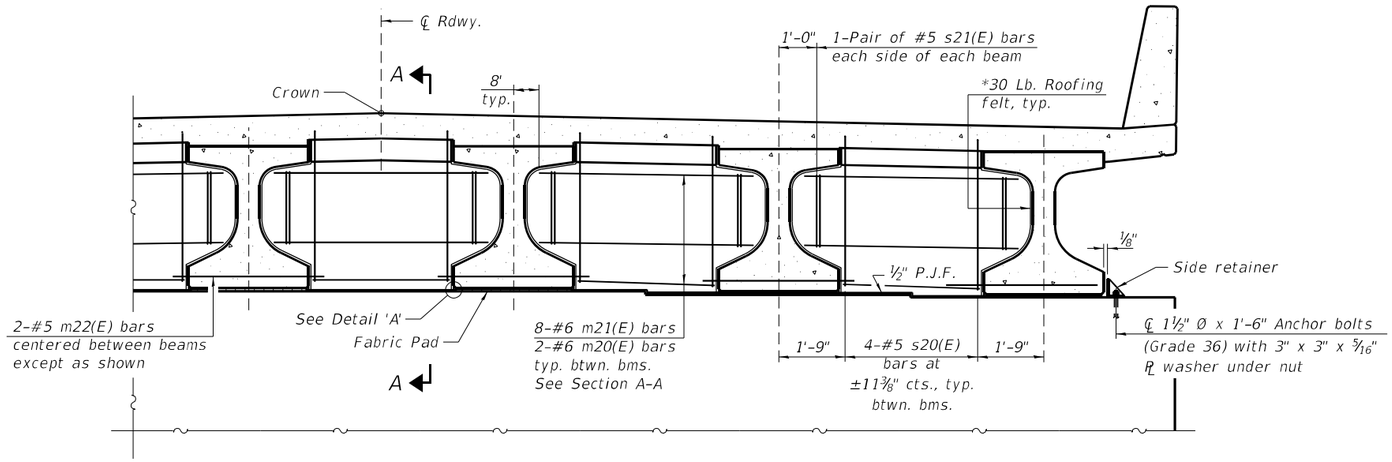
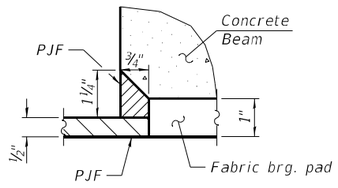
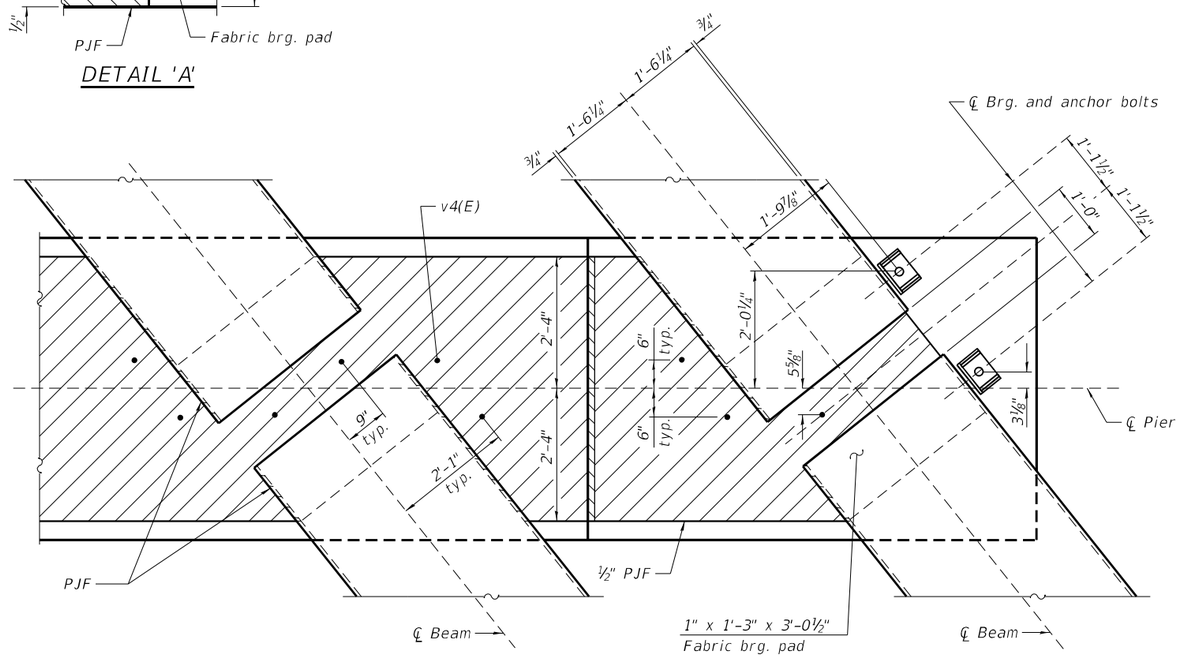


DIAPHRAGM AT PIER

*Bonded to sides of beams embedded into diaphragm.

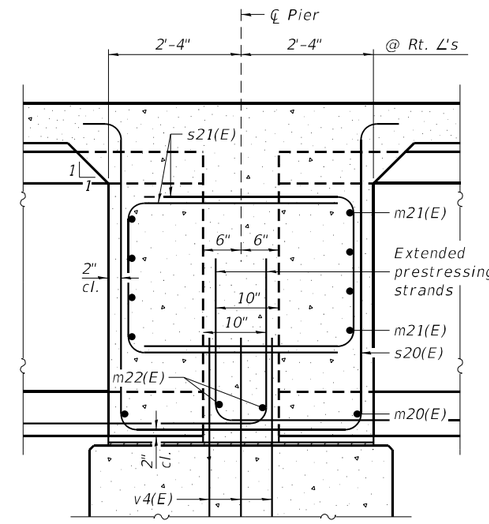


DETAIL 'A'



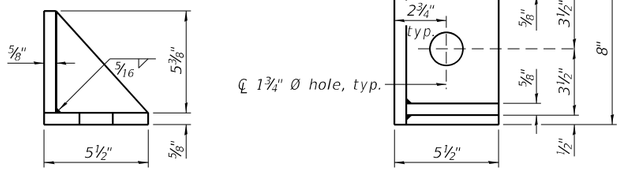
PLAN AT PIER

(Showing bearing pads and PJF details)



SECTION A-A

(Dimensions along ℄ of beam except as shown)



SIDE RETAINER

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

Notes:
See sheet 10 of 28 for superstructure details and Bill of Material.
Cost of 30 Lb. roofing felt is included with Concrete Superstructure.
Cost of side retainer and anchor bolts shall be included with Concrete Structures.
The s20(E) and s21(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
Anchor bolts and side retainers shall be according to Article 521.06 of the Standard Specifications. Side retainers shall be hot dip galvanized.
Anchor bolts and side retainers shall be installed as each exterior beam is erected unless an equivalent temporary means of lateral restraint is used.

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DIAPHRAGM DETAILS
STRUCTURE NO. 099-8303
SHEET 11 OF 28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 62N41		
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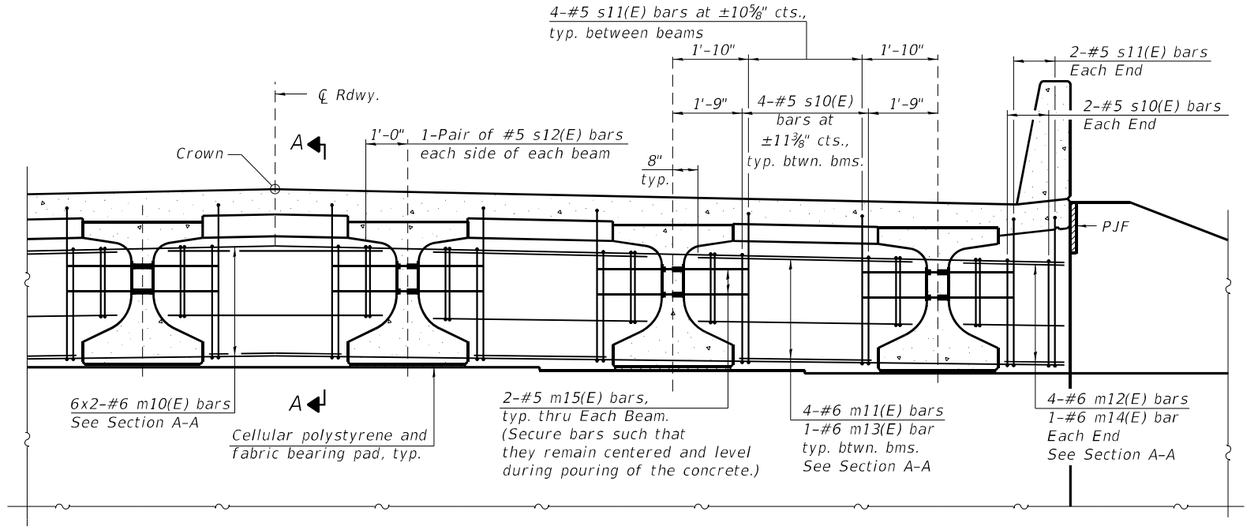
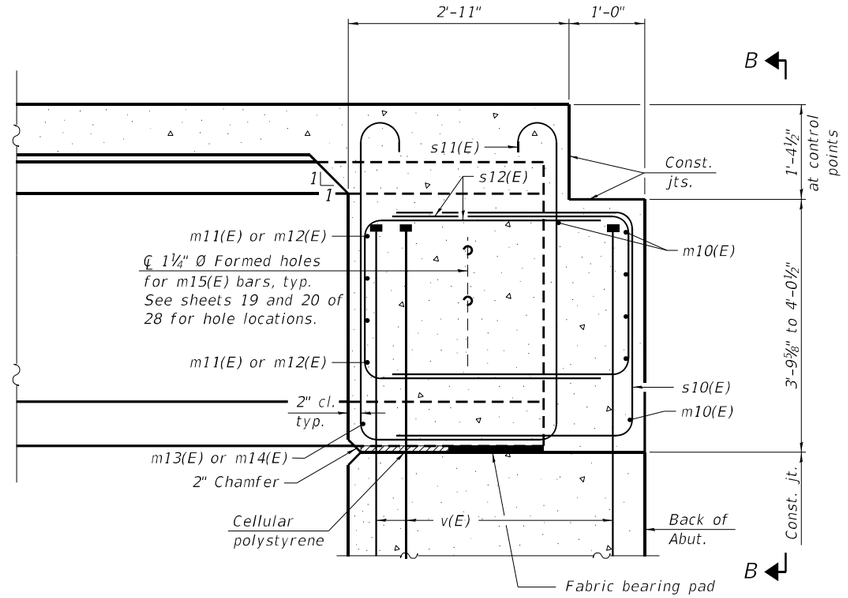
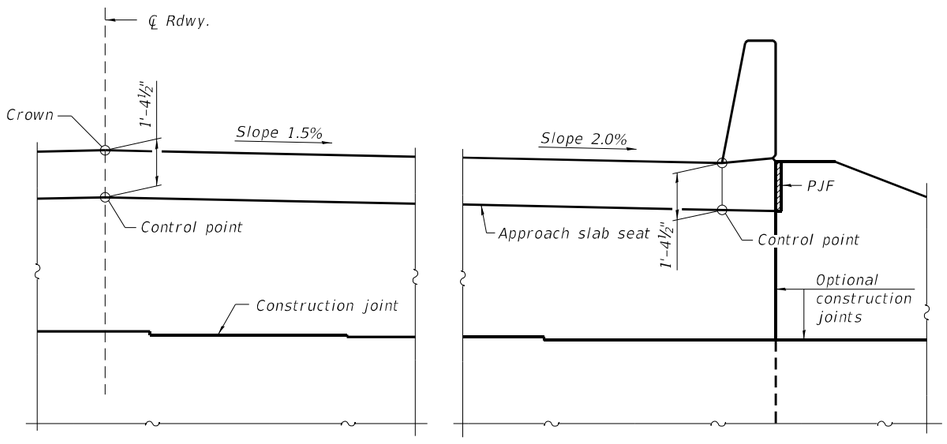


DIAPHRAGM AT ABUTMENT

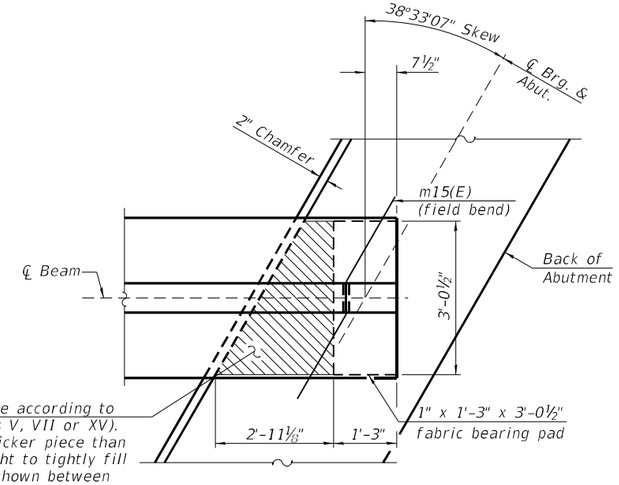
MIN. BAR LAP
#6 bar = 4'-0"



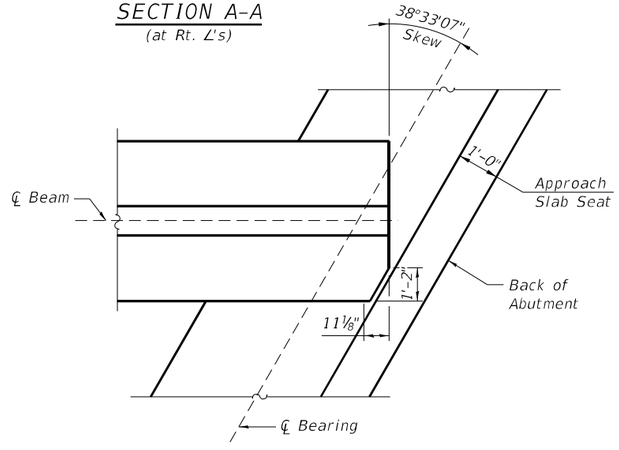
SECTION A-A
(at Rt. L's)



VIEW B-B



PLAN AT ABUTMENT
(Showing bottom flange of beam)



TOP FLANGE CLIPPING DETAIL

Notes:
See sheet 10 of 28 for superstructure details and Bill of Material.
See sheet 13 of 28 for PJF details.
The s10(E), s11(E) and s12(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
The approach slab seat shall have a constant slope determined from the control points shown.
Cost of cellular polystyrene is included with Concrete Superstructure.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

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DIAPHRAGM DETAILS
STRUCTURE NO. 099-8303
SHEET 12 OF 28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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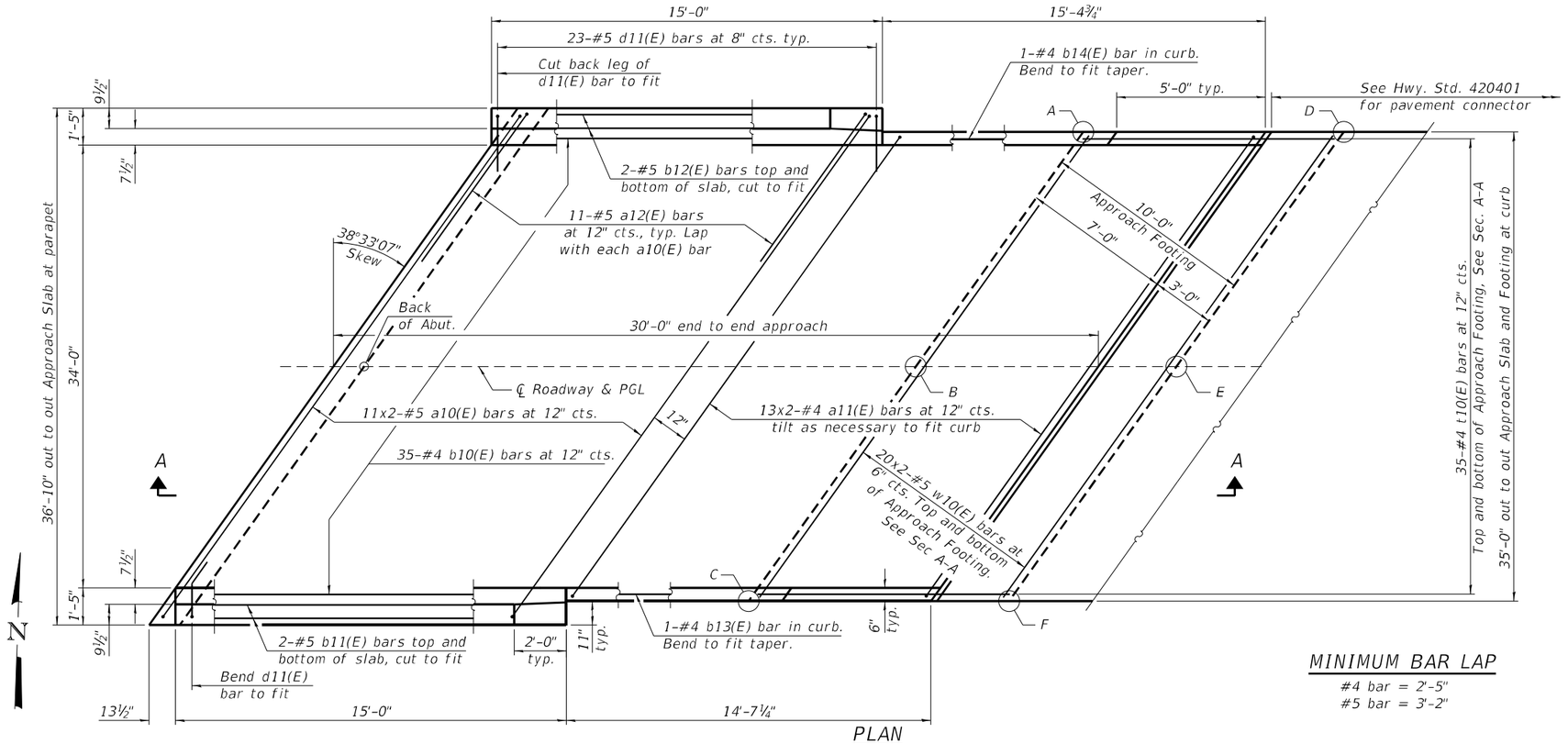
		CONTRACT NO. 62N41		
		ILLINOIS	FED. AID PROJECT	

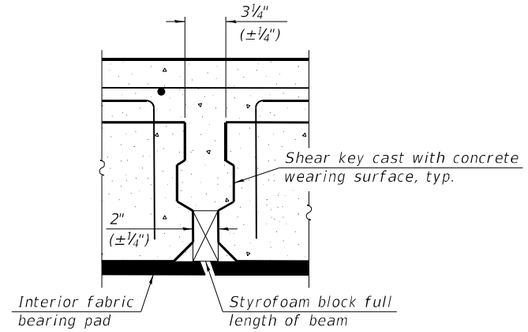


PLAN

(East Approach shown : West Approach similar

MINIMUM BAR LAP

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



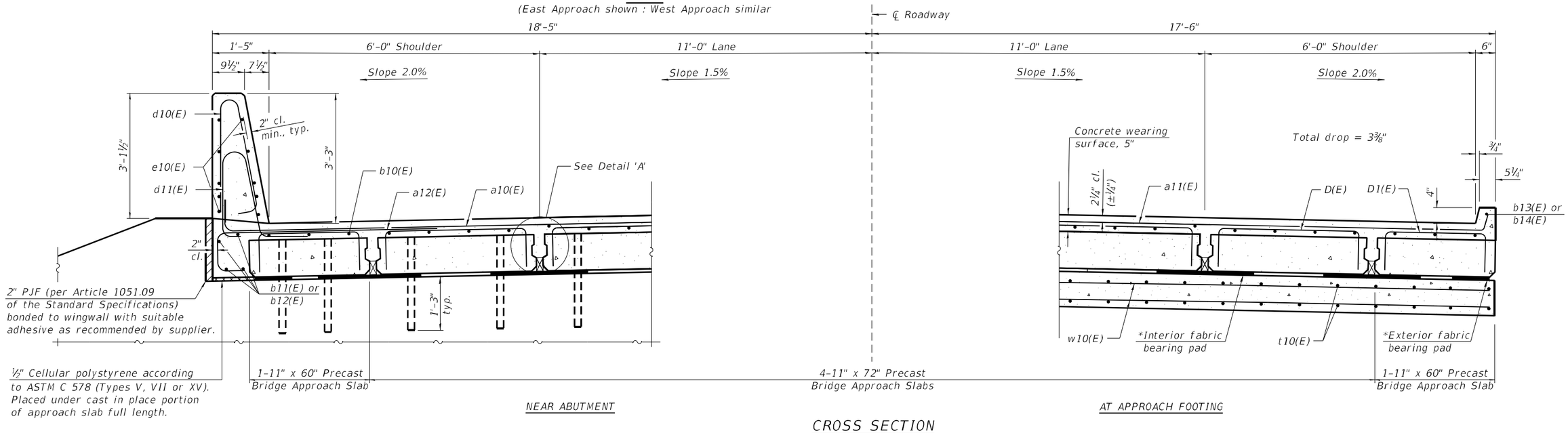
DETAIL 'A'

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

	West Approach		East Approach	
Point	Top	Bottom	Top	Bottom
A	618.57	617.74	617.52	616.68
B	618.56	617.72	618.19	617.36
C	617.91	617.08	618.25	617.41
D	618.29	617.45	617.14	616.31
E	618.24	617.41	617.85	617.01
F	617.57	616.73	617.93	617.09

Note:
Points A thru C are along edge of footing closest to the bridge while points D thru F are along edge of footing furthest from bridge.

* Fabric bearing pads at the expansion end shall be recessed ¼" into the approach footing and bonded. Adjusting shims, when required, shall be bonded to the top of the fabric bearing pads.



NEAR ABUTMENT

AT APPROACH FOOTING

CROSS SECTION

(Looking East)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRECAST BRIDGE APPROACH SLAB
STRUCTURE NO. 099-8303
SHEET 13 OF 28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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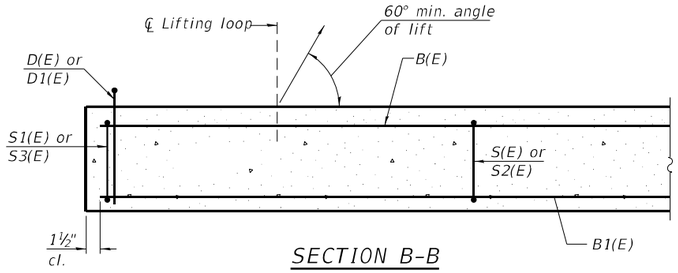
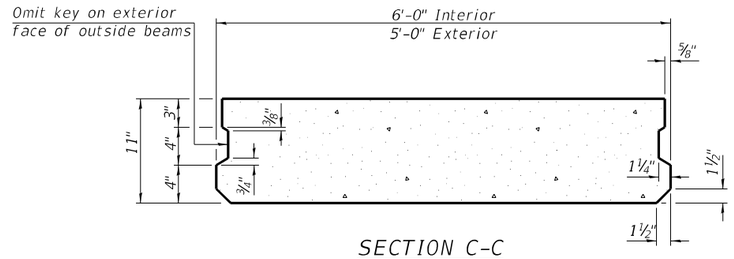
		CONTRACT NO. 62N41		
	ILLINOIS FED. AID PROJECT			



SECTION B-B



SECTION C-C
(Showing dimensions)

Notes:

The precast bridge approach slab shall be according to Section 504 of the Standard Specifications and shall be paid for at the contract unit price per square foot for Precast Bridge Approach Slab.

Cast-in-place substitution of Precast Bridge Approach Slab is not allowed.

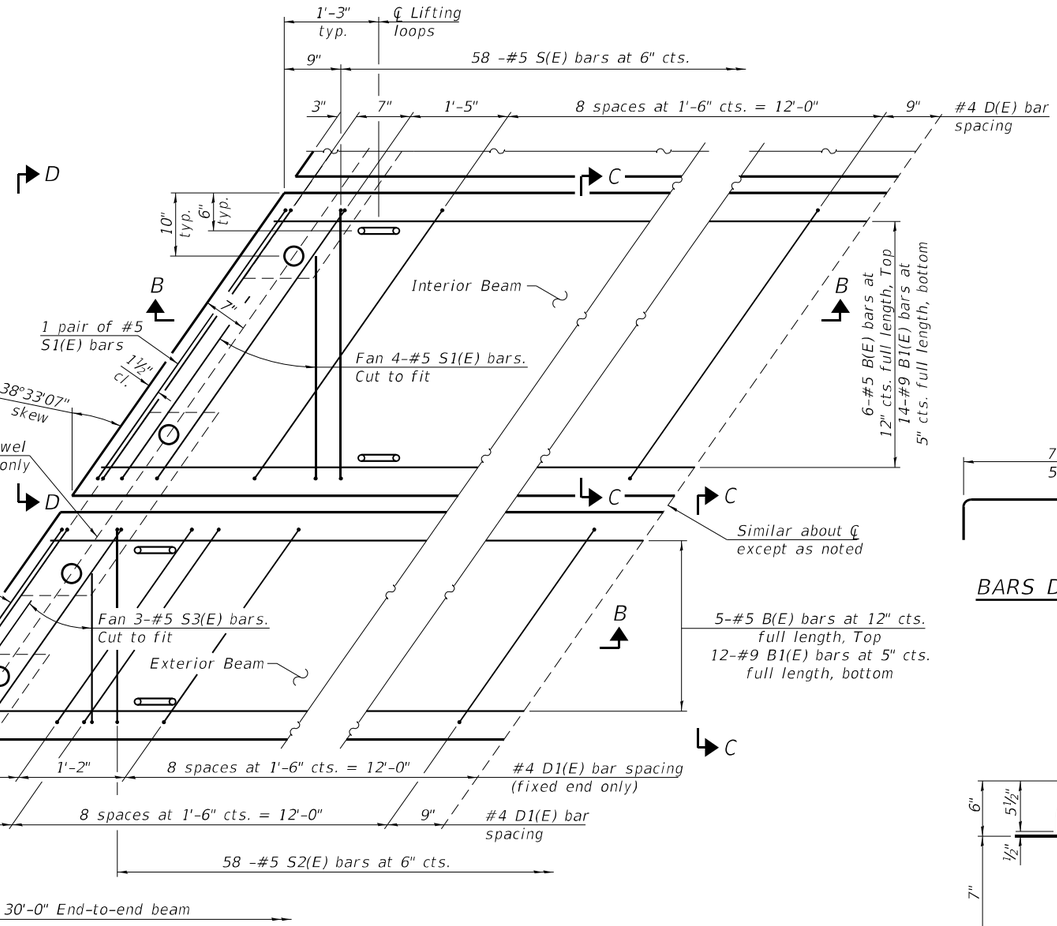
The top surface of precast bridge approach slabs shall be finished similar to precast prestressed deck beams with concrete wearing surface as specified in the IDOT "Manual for Fabrication of Precast Prestressed Concrete Products."

Two ⅛" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location. Cost included with Precast Bridge Approach Slab.

A minimum 2 ½" Ø lifting pins shall be used to engage the lifting loops during handling.

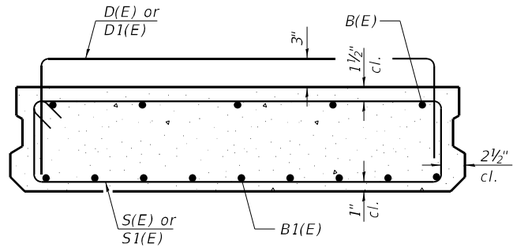
Compressive strength of precast concrete, f'c shall be 6,000 psi.

Compressive strength of precast concrete during initial lifting, f'ci shall be 5,000 psi.

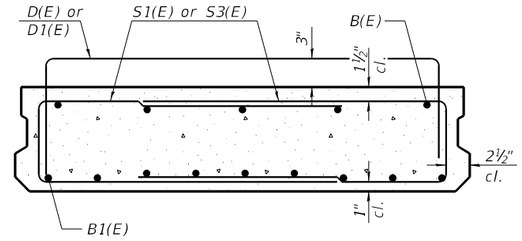


PLAN VIEW

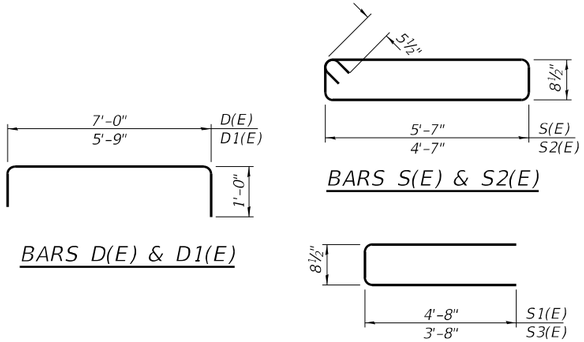
(showing precast bridge approach beams)
(Spacing of D(E) and D1(E) bars may be adjusted up to 3" to miss the dowel rod holes and the lifting loops at the beam ends)



SECTION C-C
(Showing reinforcement)



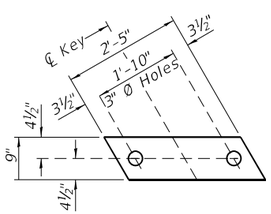
VIEW D-D
(Showing reinforcement)



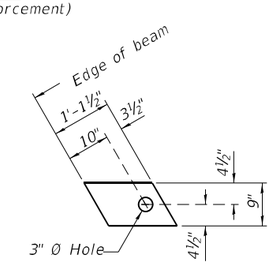
BARS D(E) & D1(E)

BARS S(E) & S2(E)

BARS S1(E) & S3(E)



INTERIOR



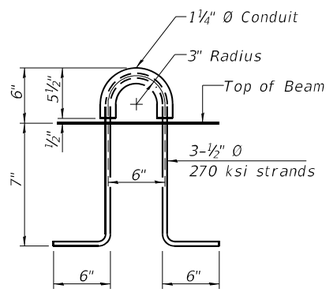
EXTERIOR

FABRIC BEARING PAD

Notes:

Bearing pads at fixed end shall be ½" thick and bearing pads at expansion end shall be ¾" thick.

Omit holes for fabric bearing pads at approach slab footing end of beams.



LIFTING LOOP DETAIL

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

BAR LIST
EACH INTERIOR BEAM
(For information only)

Bar	No.	Size	Length	Shape
B(E)	6	#5	29'-8"	—
B1(E)	14	#9	29'-8"	—
D(E)	22	#4	9'-0"	⊓
S(E)	58	#5	13'-6"	▭
S1(E)	12	#5	10'-1"	▭

BAR LIST
EACH EXTERIOR BEAM
(For information only)

Bar	No.	Size	Length	Shape
B(E)	5	#5	29'-8"	—
B1(E)	12	#9	29'-8"	—
D1(E)	32	#4	7'-9"	⊓
S2(E)	58	#5	11'-6"	▭
S3(E)	10	#5	8'-1"	▭

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DEPARTMENT OF TRANSPORTATION

PRECAST BRIDGE APPROACH SLAB
STRUCTURE NO. 099-8303
SHEET 14 OF 28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 62N41		
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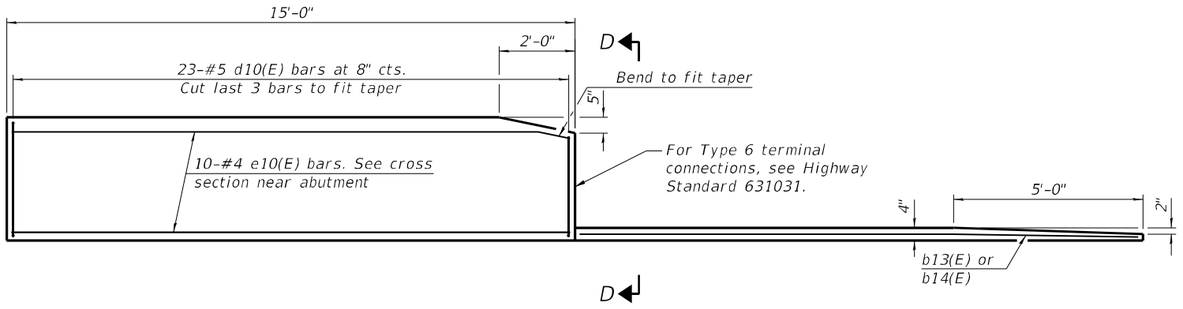
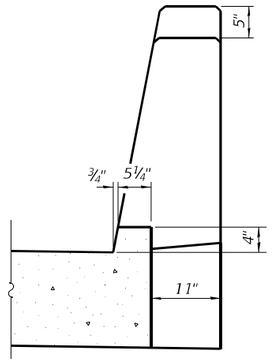


INSIDE ELEVATION OF PARAPET AND CURB



VIEW D-D

Notes:

The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.

After precast bridge approach slabs have been erected, holes shall be drilled into abutment and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of precast slab and cured according to Article 1020.13(a)(3) or 1020.13(a)(5) of the Standard Specifications for a minimum of 24 hours before casting the shear keys and wearing surface.

Any concrete poured monolithically with the wearing surface, such as curbs, shall not be paid for separately, but will be included in the cost of Concrete Wearing Surface, 5".

The strip seal shall extend 6" beyond the edge of the approach slab on each end.

Parapet concrete shall be paid for as Concrete Superstructure.

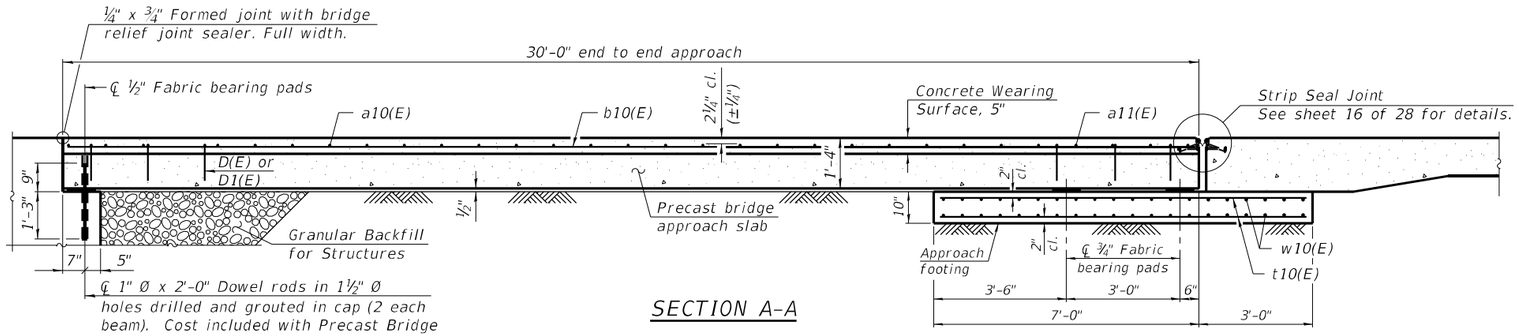
Approach footing concrete shall be paid for as Concrete Structures.

The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 28.

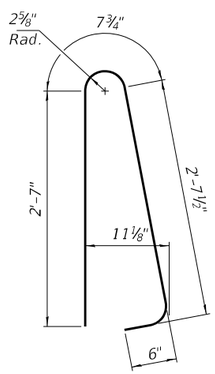
Cost of cellular polystyrene is included with Concrete Superstructure.



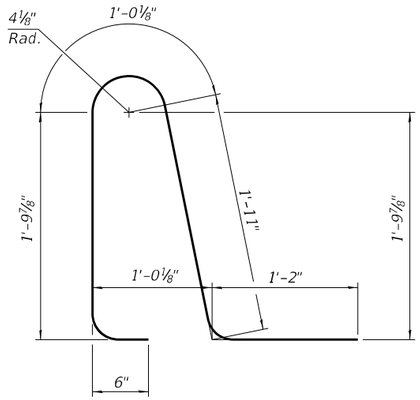
SECTION A-A

TWO APPROACHES
BILL OF MATERIAL

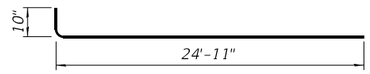
Bar	No.	Size	Length	Shape
a10(E)	44	#5	25'-10"	
a11(E)	52	#4	23'-8"	
a12(E)	44	#5	8'-2"	
b10(E)	70	#4	29'-8"	
b11(E)	8	#5	15'-7"	
b12(E)	8	#5	14'-2"	
b13(E)	2	#4	14'-5"	
b14(E)	2	#4	14'-9"	
d10(E)	92	#5	6'-5"	
d11(E)	92	#5	6'-5"	
e10(E)	40	#4	14'-8"	
t10(E)	140	#4	12'-4"	
w10(E)	160	#5	24'-0"	
Concrete Structures		Cu. Yd.	27.7	
Concrete Superstructure		Cu. Yd.	7.8	
Reinforcement Bars, Epoxy Coated		Pound	10,850	
Concrete Wearing Surface, 5"		Sq. Yd.	240	
Precast Bridge Approach Slab		Sq. Ft.	2,040	



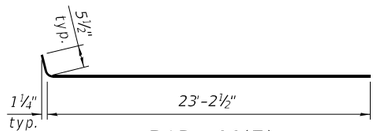
BAR d10(E)



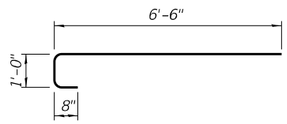
BAR d11(E)



BAR a10(E)



BAR a11(E)



BAR a12(E)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRECAST BRIDGE APPROACH SLAB
STRUCTURE NO. 099-8303
SHEET 15 OF 28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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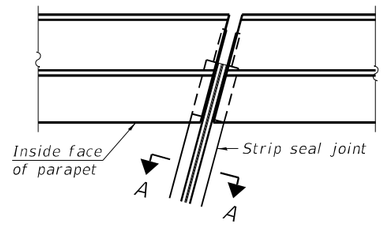
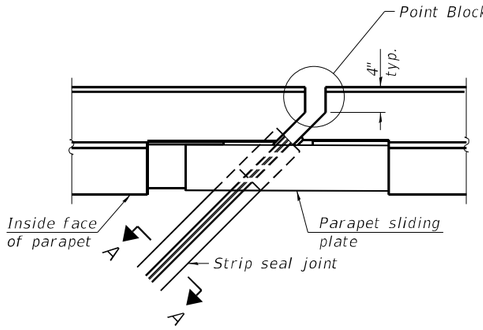
		CONTRACT NO. 62N41		
	ILLINOIS FED. AID PROJECT			

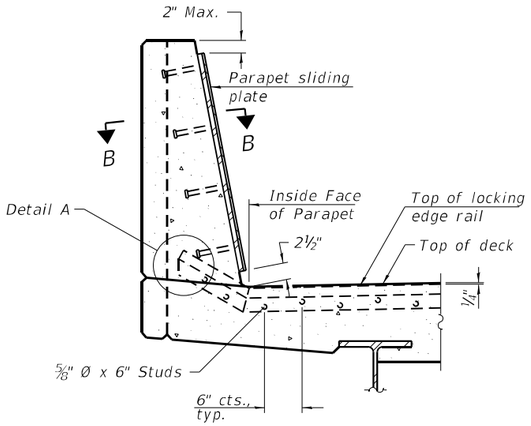


FOR SKEWS ≤ 30°



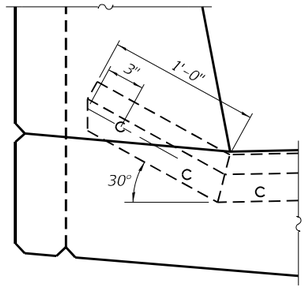
FOR SKEWS > 30°

PLAN AT PARAPET

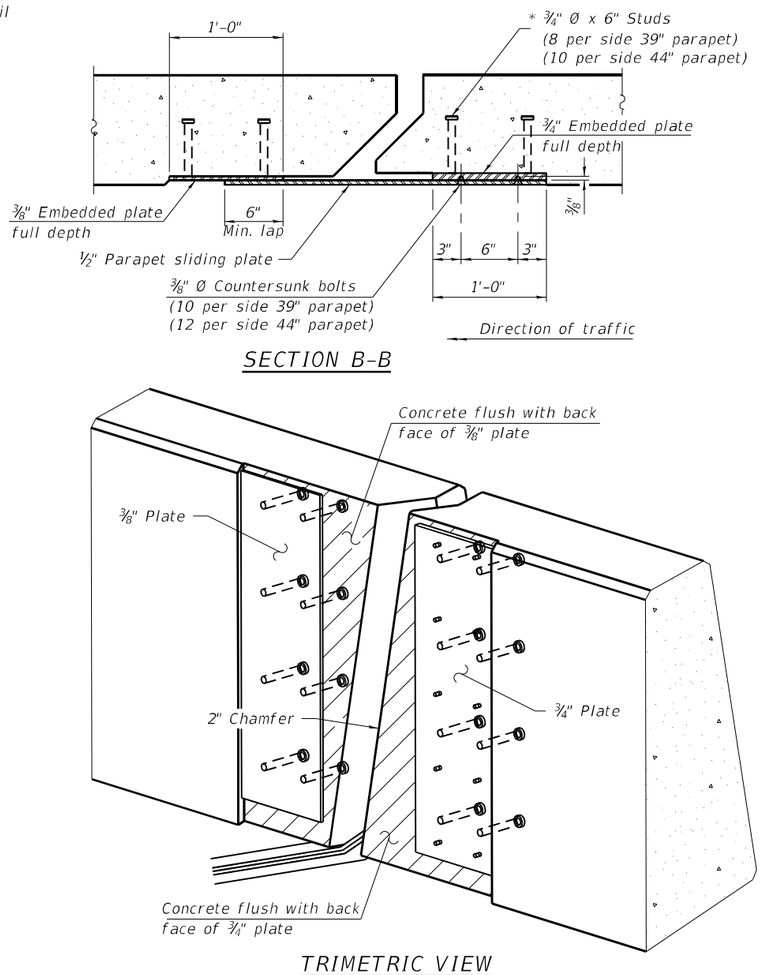


SECTION AT PARAPET

(Skews > 30° shown. Skews ≤ 30° similar except as shown in plan view.)



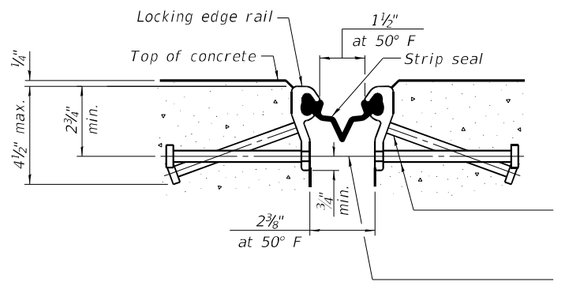
DETAIL A



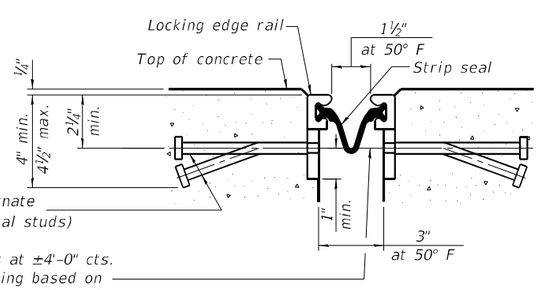
TRIMETRIC VIEW

(Showing embedded plates only)

SECTION B-B



SHOWING ROLLED RAIL JOINT



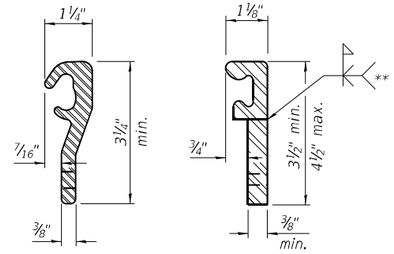
SHOWING WELDED RAIL JOINT

* ⅝" Ø x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

⅜" ϕ threaded rods in 7/16" ϕ holes at ±4'-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

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

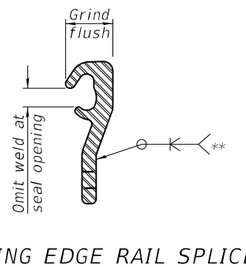


ROLLED (EXTRUDED) RAIL

WELDED RAIL

LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of ¼". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4½" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

The manufacturer's recommended installation methods shall be followed.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

The Maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.

Cost of parapet sliding plates, embedded plates, and anchorage studs included with Preformed Joint Strip Seal.

39" constant slope barrier shown, 44" constant slope barrier similar as noted.

The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	92

EJ-SS

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PLOT SCALE	=	DRAWN	- AJF	REVISED	-
PLOT DATE	= 11/16/2021	CHECKED	- MTH	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 099-8303
SHEET 16 OF 28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2021-007-B	WILL	71	36
		CONTRACT NO. 62N41		
	ILLINOIS	FED. AID PROJECT		

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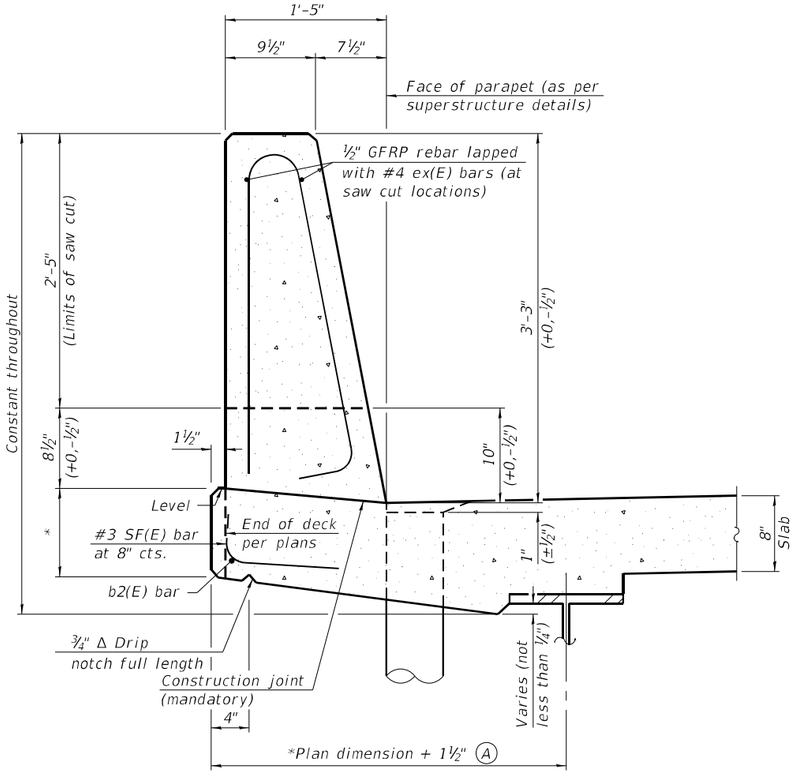
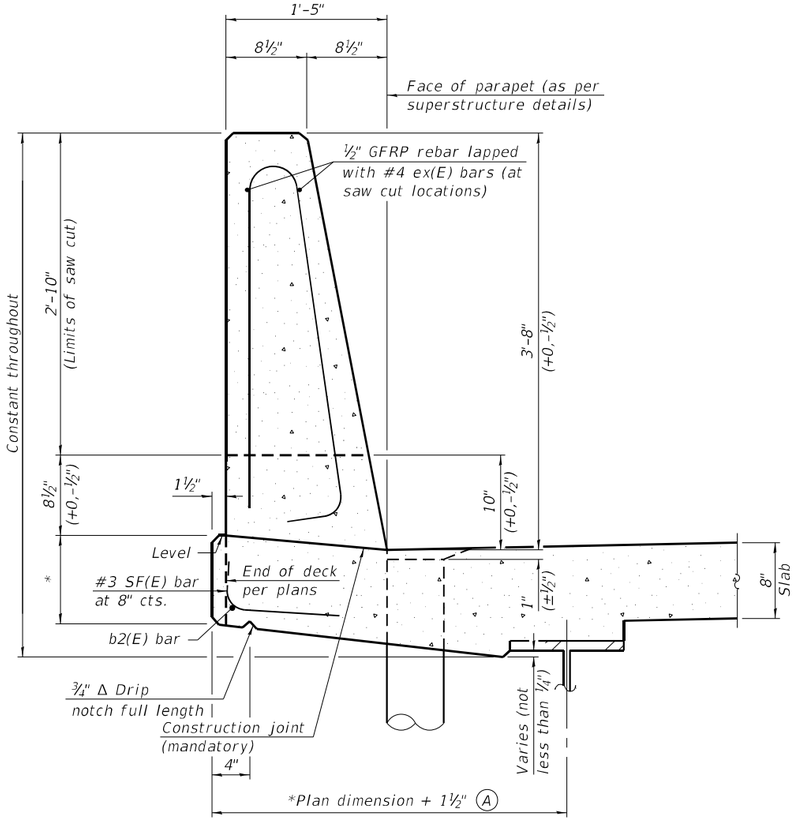


39" CONSTANT-SLOPE PARAPET SECTION

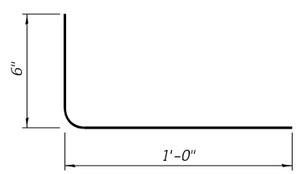
(Showing dimensions, d(E), and ½" Ø GFRP rebar)



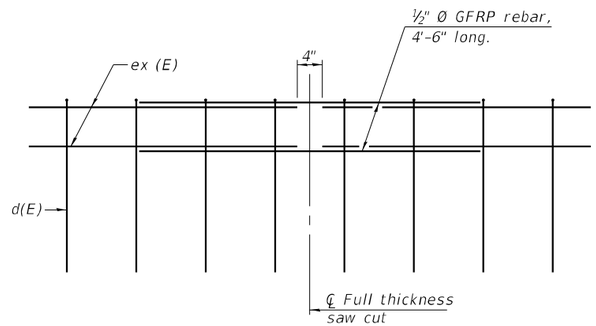
44" CONSTANT-SLOPE PARAPET SECTION

(Showing dimensions, d(E), and ½" Ø GFRP rebar)

*See Superstructure Details.



#3 SF(E) BAR



GFRP REBAR STIFFENING DETAIL

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

Notes:

All dimensions shall remain the same as shown on superstructure details, except dimension A which is to be revised as shown. Additional concrete needed to revise dimension A = 0.00348 cu. yds./ft. for 39" and 44" parapets.

Place full depth aluminum sheets as shown on superstructure details.

Replace all cork joint filler locations with a full thickness saw cut.

Steel superstructure shown. Other superstructure types similar.

SFP 39-44 1-1-2020

LIN ENGINEERING, LTD. Consulting Engineers Springfield, Illinois	USER NAME =	DESIGNED - CL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONCRETE PARAPET SLIPFORMING OPTION STRUCTURE NO. 099-8303
		CHECKED - VPT	REVISED -		
	PLOT SCALE =	DRAWN - AJF	REVISED -		SHEET 17 OF 28 SHEETS
	PLOT DATE = 11/16/2021	CHECKED - MTH	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2021-007-B	WILL	71	37
		CONTRACT NO. 62N41		
	ILLINOIS FED. AID PROJECT			

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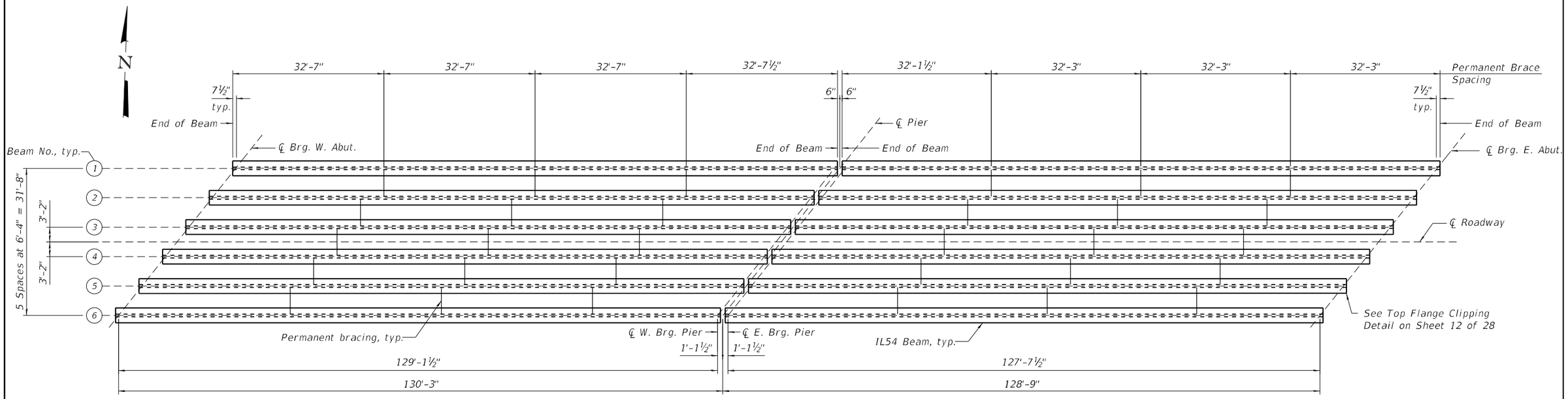
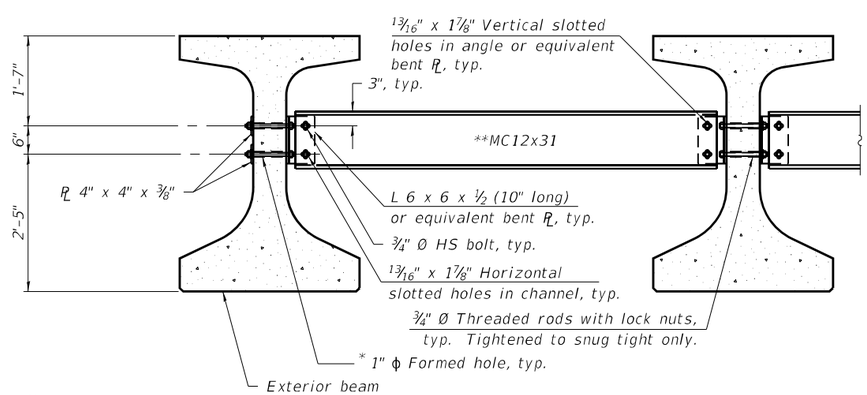
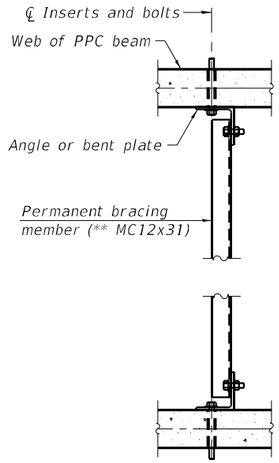


FRAMING PLAN





PLAN

Notes:

All material for bracing shall be hot dip galvanized according to AASHTO M111 unless otherwise noted.

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

All holes shall be 15/16" Ø unless otherwise noted.

5/16" x 3" x 3" plate washers are required over all slotted holes.

All bolts, threaded rods, and hardware shall be galvanized according to AASHTO M232.

Threaded rods shall be ASTM F 1554 Grade 55.

Bracing shall be installed as beams are erected and tightened as soon as possible during erection.

Permanent bracing shall not be paid for separately, but shall be included in the cost of Furnishing and Erecting Precast Prestressed Concrete Beams, IL 54.

* Fabricator shall locate to miss strands within permissible tolerances.

** Alternate MC12x35 channels are permitted to facilitate material acquisition.

INTERIOR BEAM MOMENT TABLE				
		0.4 SP. 1	PIER	0.6 SP. 2
I	(in^4)	357078	357078	357078
I'	(in^4)	717689	717689	717689
Sb	(in^3)	14731	14731	14731
Sb'	(in^3)	20143	20143	20143
St	(in^3)	11999	11999	11999
St'	(in^3)	39069	39069	39069
DC1	(k/')	1.647	1.647	1.647
MDC1	('k)	3294	0	3218
DC2	(k/')	0.175	0.175	0.175
MDC2	('k)	216	-379	208
DW	(k/')	0.317	0.317	0.317
MDW	('k)	370	-660	356
LLDF		0.539	0.541	0.541
M℄ + IM	('k)	1754	-1747	1734

INTERIOR BEAM REACTION TABLE					
		W. Abut.	Pier Span 1	Pier Span 2	E. Abut.
	LLDF	0.695	0.695	0.695	0.695
	RDC1 (k)	107.0	107.0	105.8	105.8
***	RDC2 (k)	8.6	14.2	14.2	8.4
***	RDW (k)	15.5	25.6	25.6	15.2
***	R℄ (k)	80.7	81.5	81.5	80.4
***	RIM (k)	17.1	14.7	14.7	17.1
	RTOTAL (k)	228.9	243.0	241.8	226.9

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

I: Non-composite moment of inertia of beam section ($in.^4$).
I': Composite moment of inertia of beam section ($in.^4$).
Sb: Non-composite section modulus for the bottom fiber of the prestressed beam ($in.^3$).
Sb': Composite section modulus for the bottom fiber of the prestressed beam ($in.^3$).
St: Non-composite section modulus for the top fiber of the prestressed beam ($in.^3$).
St': Composite section modulus for the top fiber of the prestressed beam ($in.^3$).
DC1: Un-factored non-composite dead load (kips/ft.).
MDC1: Un-factored moment due to non-composite dead load (kip-ft.).
DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
MDC2: Un-factored moment due to long term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
MDW: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft).
M℄ + IM: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
LLDF: Live load distribution factor

PERMANENT BRACING DETAILS FOR IL54 BEAMS

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PLOT DATE = 11/16/2021 | DRAWN - AJF | REVISED -
CHECKED - MTH | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING DETAILS
STRUCTURE NO. 099-8303
SHEET 18 OF 28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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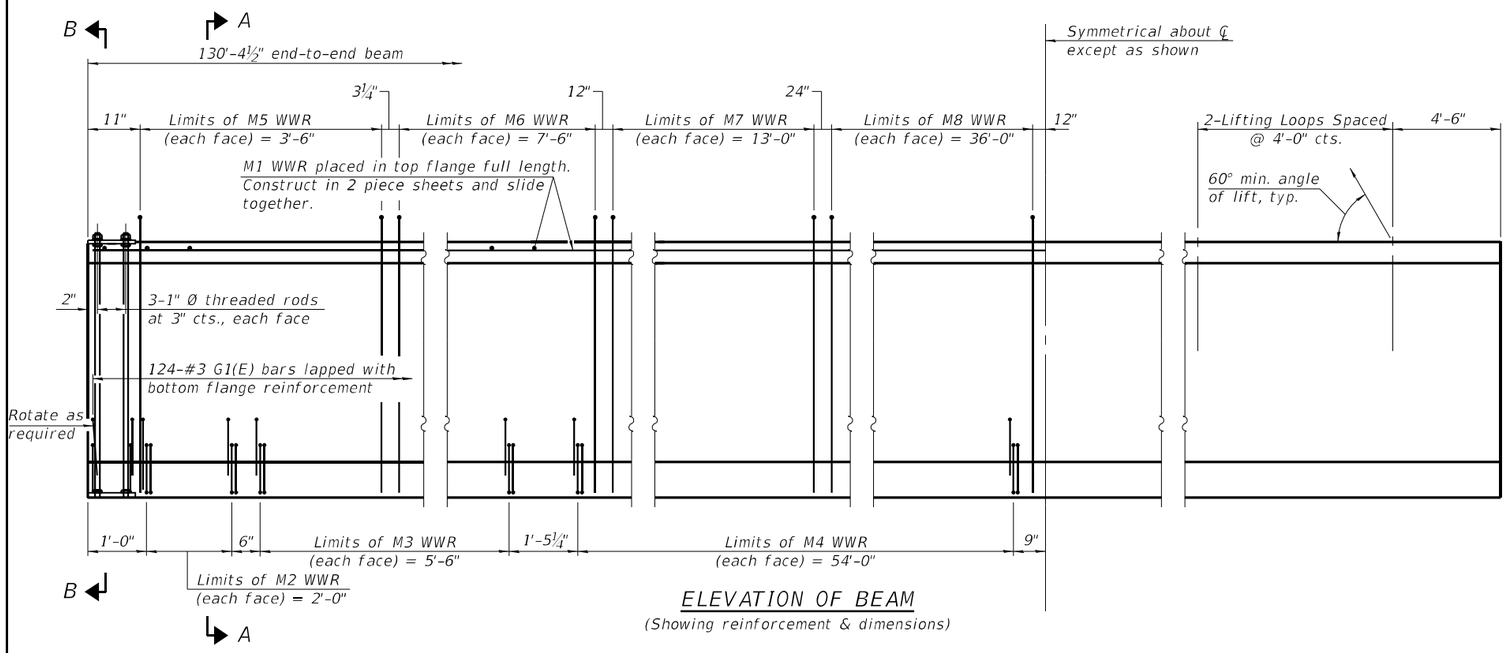
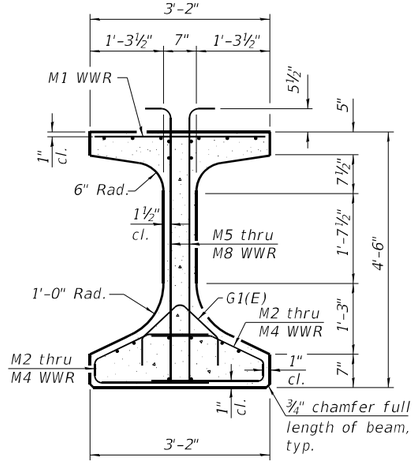
		CONTRACT NO. 62N41		
	ILLINOIS	FED. AID PROJECT		

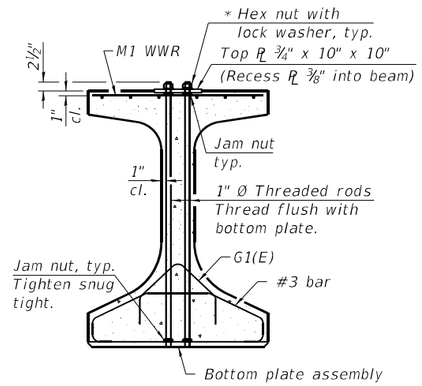


ELEVATION OF BEAM

(Showing reinforcement & dimensions)

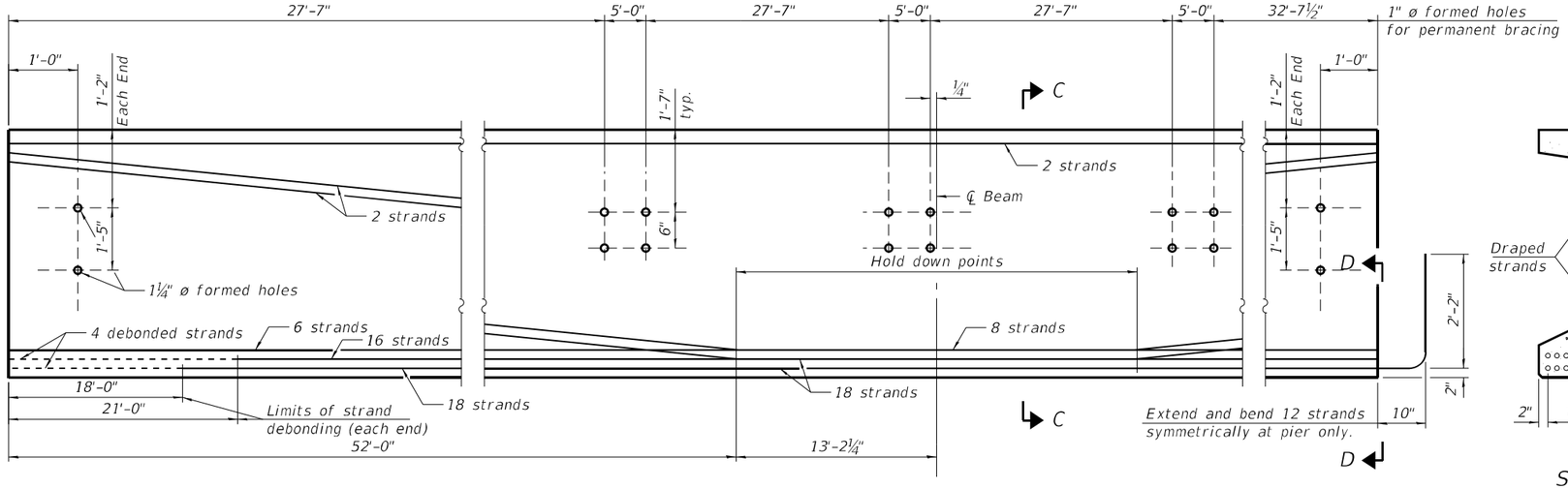


SECTION A-A



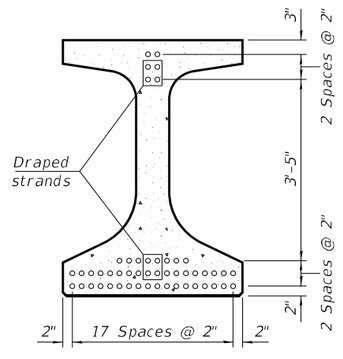
SECTION B-B

* Only tighten sufficiently to compress lock washers



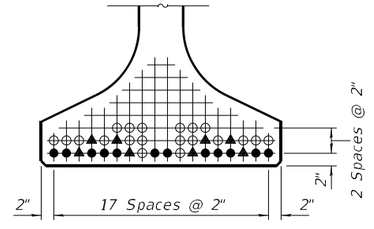
ELEVATION OF BEAM

(Showing prestressing steel)



SECTION C-C

(46-0.6" Ø 270 ksi strands)



VIEW D-D

- ○ Fully bonded strand
- ▲ Partially debonded strand
- ● Extended and bent strand (at pier only)

SPAN 1

IL 54-3838

Strand Pattern = 44B-2T-8db-4d

Note:
See sheet 21 of 28 for additional details and Bill of Material.

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Springfield, Illinois

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PLOT DATE = 11/16/2021	CHECKED - MTH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL54 BEAM (SPAN 1)
STRUCTURE NO. 099-8303
SHEET 19 OF 28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2021-007-B	WILL	71	39
		CONTRACT NO. 62N41		
	ILLINOIS	FED. AID PROJECT		

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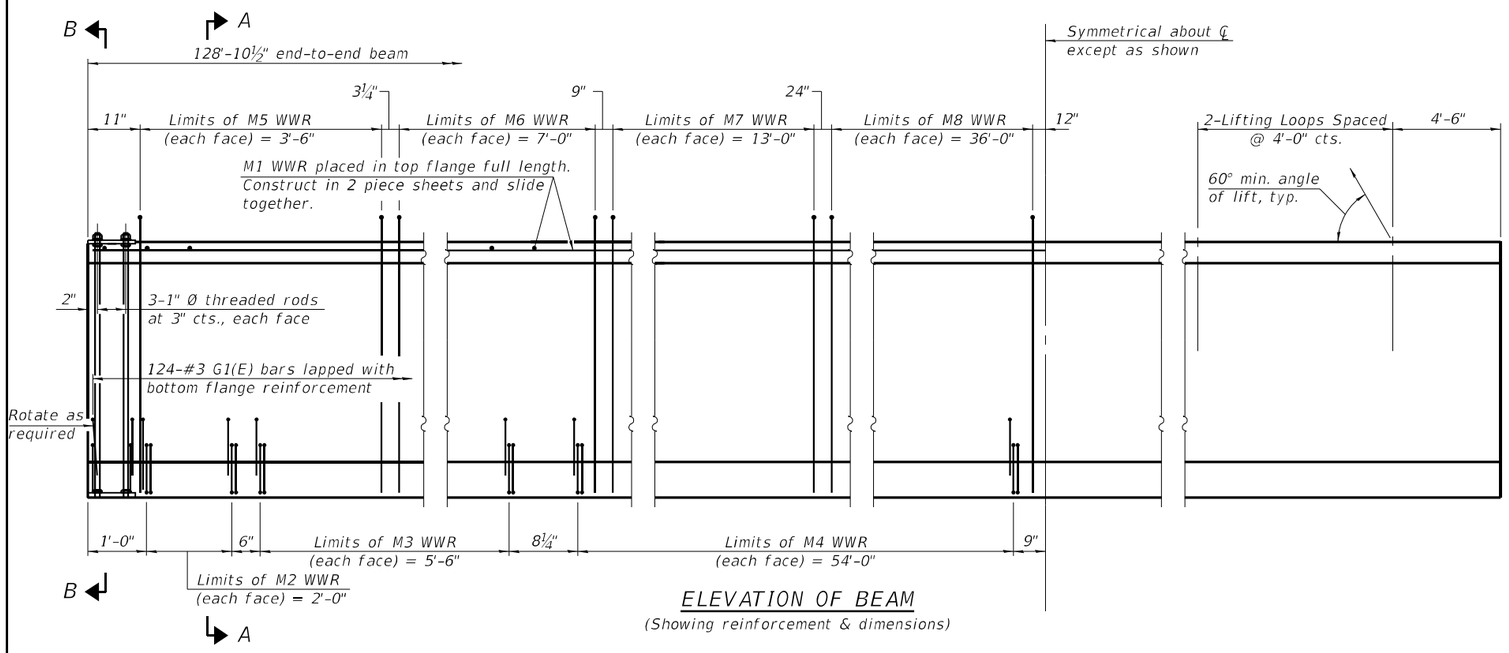
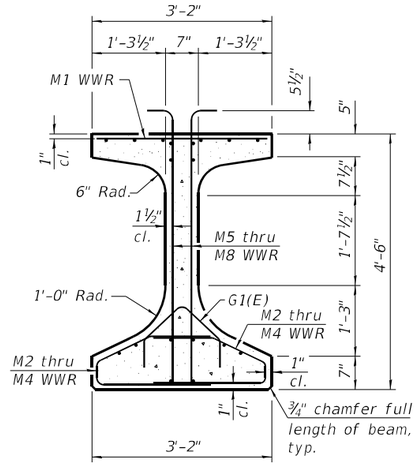
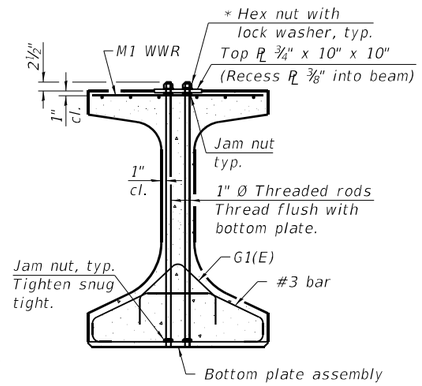


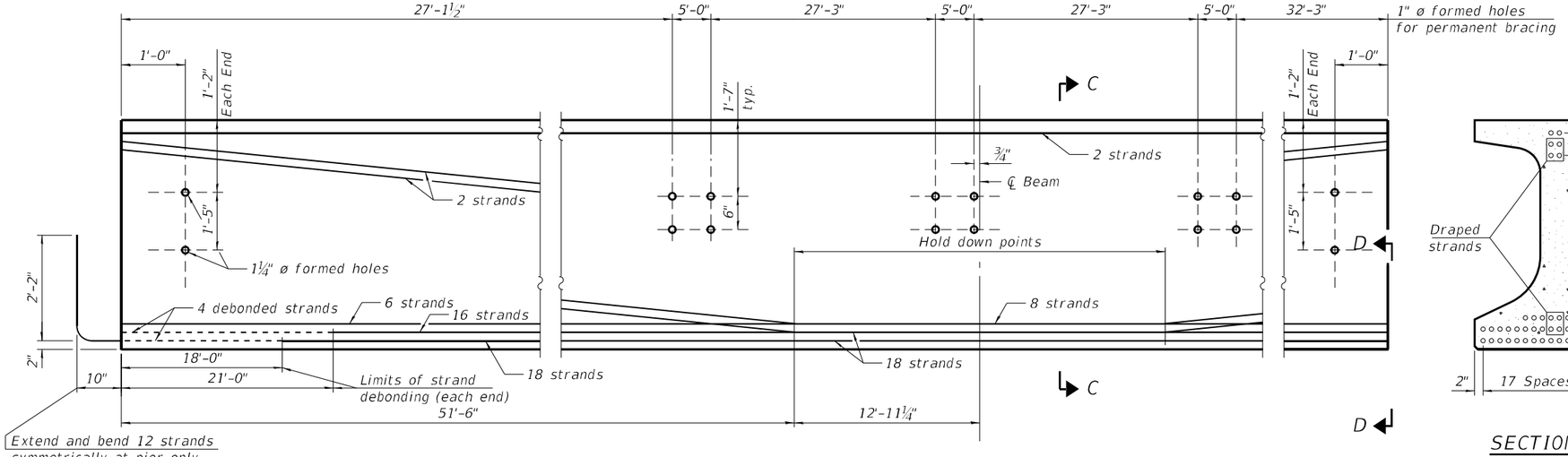
ELEVATION OF BEAM
(Showing reinforcement & dimensions)



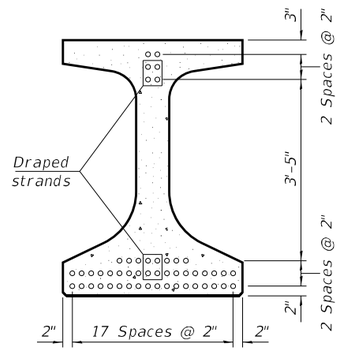
SECTION A-A



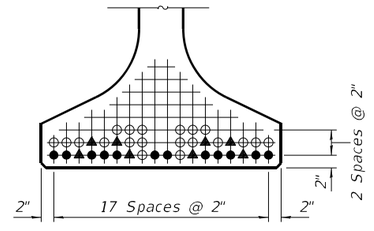
SECTION B-B
* Only tighten sufficiently to compress lock washers



ELEVATION OF BEAM
(Showing prestressing steel)



SECTION C-C
(46-0.6" Ø 270 ksi strands)



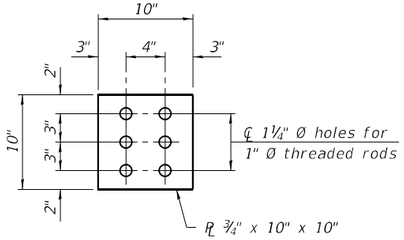
VIEW D-D

- ○ Fully bonded strand
- ▲ Partially debonded strand
- ● Extended and bent strand (at pier only)

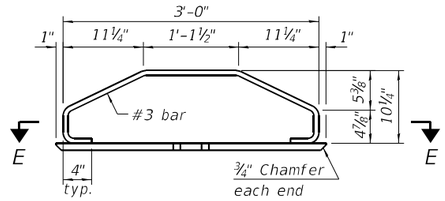
SPAN 2
IL 54-3838

Strand Pattern = 44B-2T-8db-4d

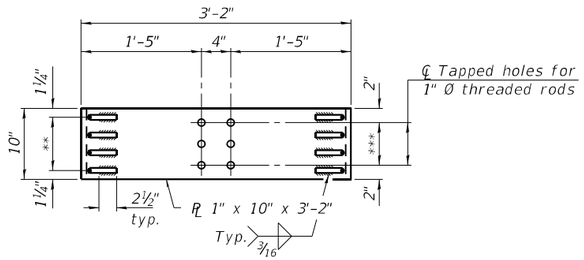
Note:
See sheet 21 of 28 for additional details and Bill of Material.



PLAN – TOP PLATE



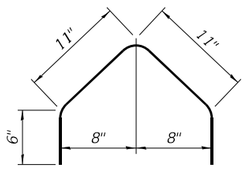
ELEVATION – BOTTOM PLATE ASSEMBLY



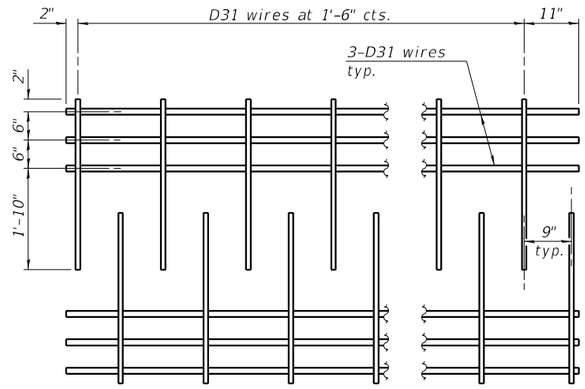
SECTION E-E

** 3 Spaces at 2½" = 7½"

*** 2 Spaces at 3" = 6"

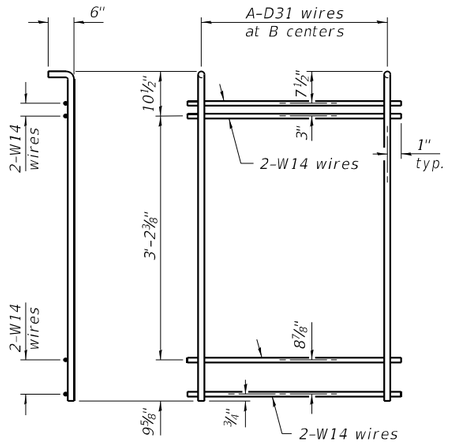


BAR G1(E)



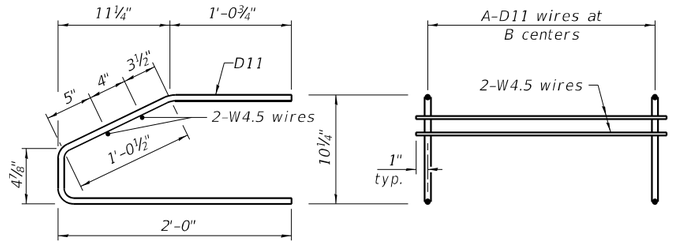
M1 WWR DETAIL

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



M5 THRU M8 WWR DETAIL

(See Table of Dimensions)



M2 THRU M4 WWR DETAIL

(See Table of Dimensions)

TABLE OF DIMENSIONS

(WWR tables are based on Grade 60.)

SPAN 1

WWR	A	B
M2	9	3"
M3	12	6"
M4	37	1'-6"
M5	15	3"
M6	16	6"
M7	14	1'-0"
M8	19	2'-0"

SPAN 2

WWR	A	B
M2	9	3"
M3	12	6"
M4	37	1'-6"
M5	15	3"
M6	15	6"
M7	14	1'-0"
M8	19	2'-0"

NOTES

Inserts for ¾" Ø threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior beams.

Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter for beam strands shall be 0.6" and the nominal cross-sectional area shall be 0.217 sq. in. The nominal diameter for lifting loops shall be ½" and the nominal cross sectional area shall be 0.153 sq. in.

The beams shall have a final concrete compressive strength, f'c, of 8500 psi and a release concrete compressive strength, f'ci, of 6500 psi.

A minimum 2½" Ø lifting pin shall be used to engage the lifting loops during handling.

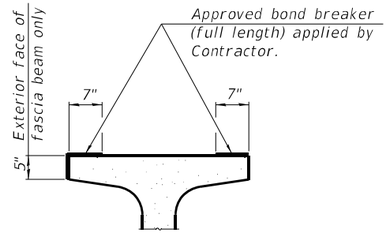
Bend the extended strands inward on the fascia beams to maintain 1½" clearance inside the pier diaphragm.

The top and bottom plates shall be AASHTO M270 Grade 50.

The top plates and bottom plate assemblies shall be galvanized according to AASHTO M111. The threaded rods, nuts and washers shall be galvanized according to AASHTO M232.

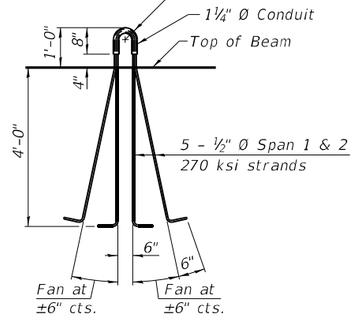
Threaded rods shall be ASTM F 1554 Grade 55.

Welded Wire Reinforcement (WWR) shall conform to ASTM A884 with a Class A, Type 1 epoxy coating or ASTM A1060, Table 3 galvanized coating.



SECTION THRU TOP FLANGE

(Showing limits of bond breaker)



LIFTING LOOP DETAIL

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete Beams, IL54	Ft.	1,556

MODEL: Default
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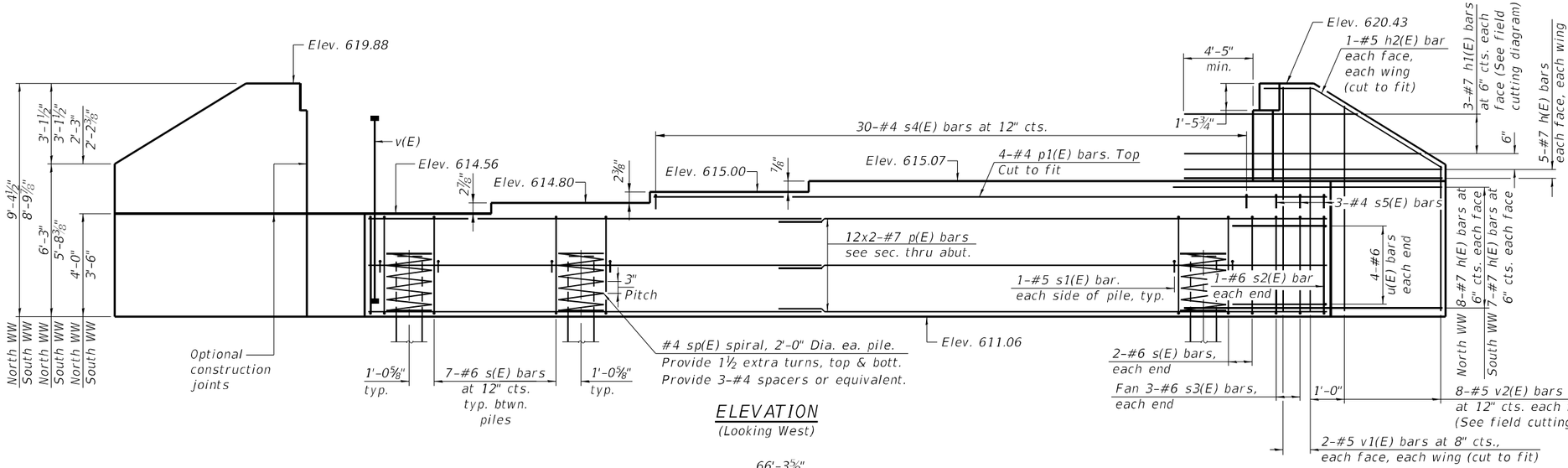
PLOT SCALE =		DRAWN -	AJF	REVISED -
PLOT DATE =	12/1/2021	CHECKED -	MTH	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

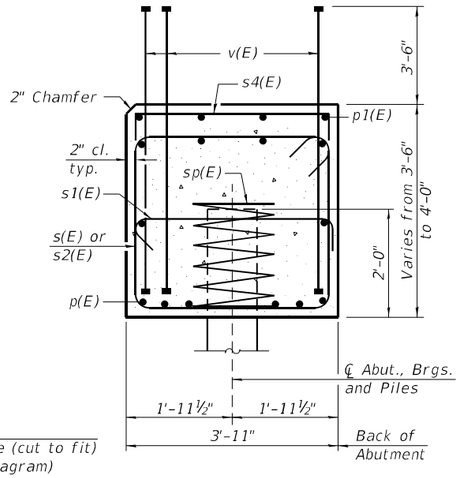
IL54 BEAM DETAILS
STRUCTURE NO. 099-8303

SHEET 21 OF 28 SHEETS

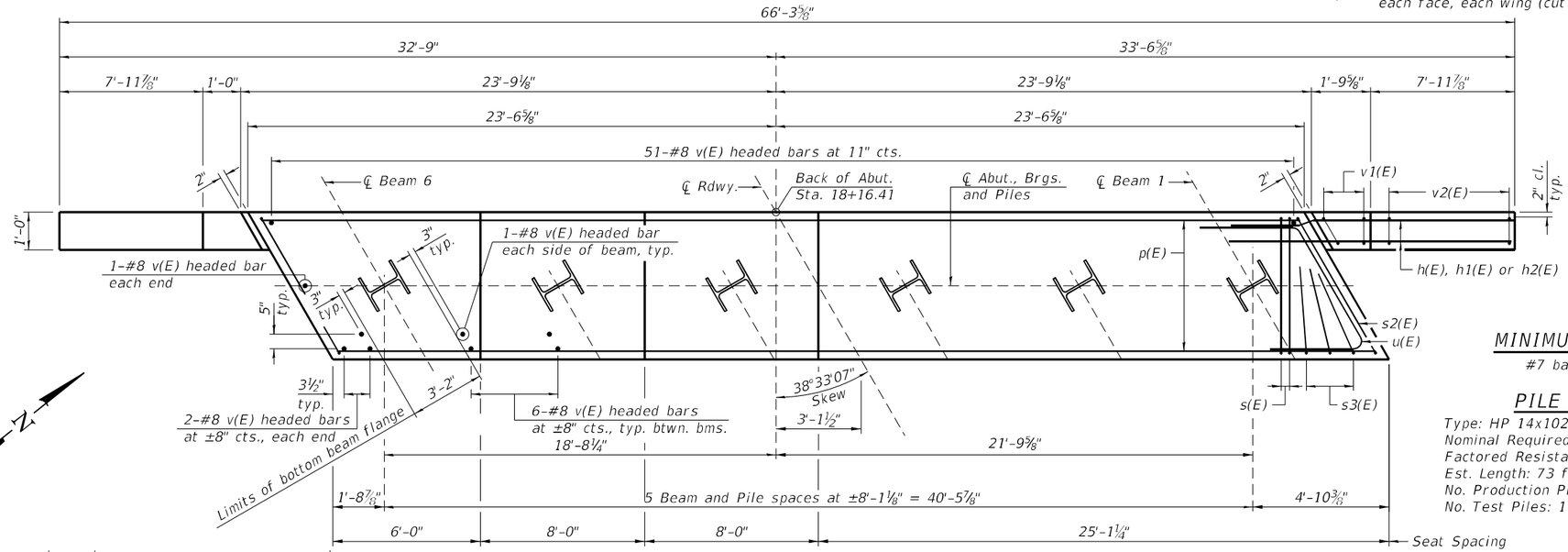
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2021-007-B	WILL	71	41
		CONTRACT NO. 62N41		
	ILLINOIS FED. AID PROJECT			



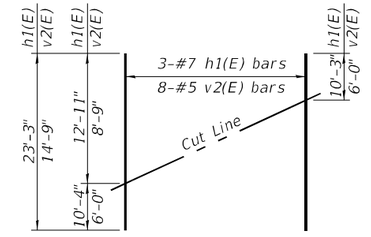
ELEVATION
(Looking West)



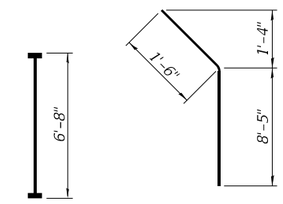
SEC. THRU ABUT.
Dimensions at right angles to abutment.



PLAN

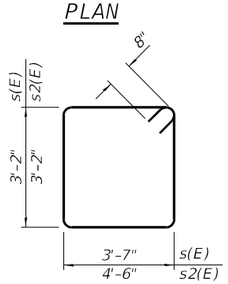


FIELD CUTTING DIAGRAM
Order h1(E) and v2(E) full length. Cut as shown and use remainder of bars in opposite wing.

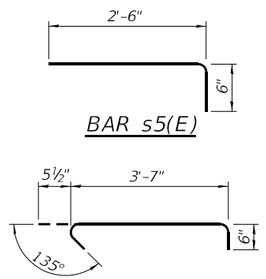


BAR v(E)
(Headed)

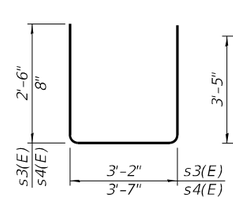
BAR h2(E)



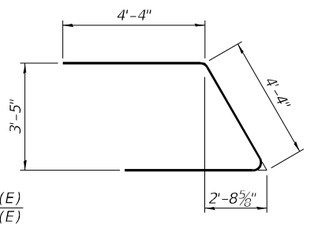
BAR s(E) & s2(E)



BAR s1(E)



BARS s3(E) & s4(E)



BAR u(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	50	#7	14'-3"	
h1(E)	6	#7	23'-3"	
h2(E)	4	#5	9'-11"	
p(E)	24	#7	26'-1"	
p1(E)	4	#4	32'-7"	
s(E)	39	#6	14'-10"	
s1(E)	12	#5	4'-7"	
s2(E)	2	#6	16'-8"	
s3(E)	6	#6	8'-2"	
s4(E)	30	#4	4'-11"	
s5(E)	3	#4	3'-0"	
* sp(E)	6	#4	2'-0"	
u(E)	8	#6	13'-0"	
v(E)	99	#8	6'-8"	
v1(E)	8	#5	9'-0"	
v2(E)	16	#5	14'-9"	
Structure Excavation	Cu. Yd.		183	
Concrete Structures	Cu. Yd.		32.1	
Reinforcement Bars, Epoxy Coated	Pound		6,830	
Furnishing Steel Piles HP 14x102	Foot		365	
Driving Piles	Foot		365	
Test Pile, Steel HP 14x102	Each		1	

* Length is height of spiral.

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

PILE DATA
Type: HP 14x102
Nominal Required Bearing: 810 kips
Factored Resistance Available: 446 kips
Est. Length: 73 feet
No. Production Piles: 5
No. Test Piles: 1

Notes:
Pour steps monolithically with cap.
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.
For details of piles see sheet 25 of 28.
See sheet 2 of 28 for drainage details.

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		CHECKED - VPT	REVISED -		
PLOT SCALE =		DRAWN - AJF	REVISED -		
PLOT DATE =	11/16/2021	CHECKED - MTH	REVISED -		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT
STRUCTURE NO. 099-8303
SHEET 22 OF 28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2021-007-B	WILL	71	42
		CONTRACT NO. 62N41		
	ILLINOIS FED. AID PROJECT			

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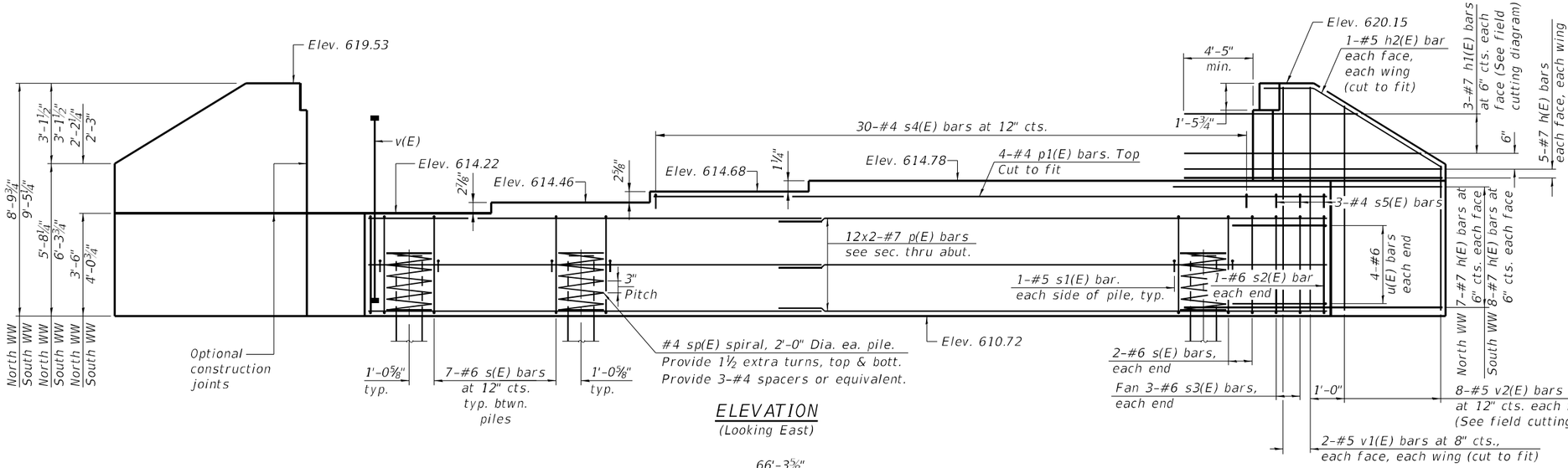
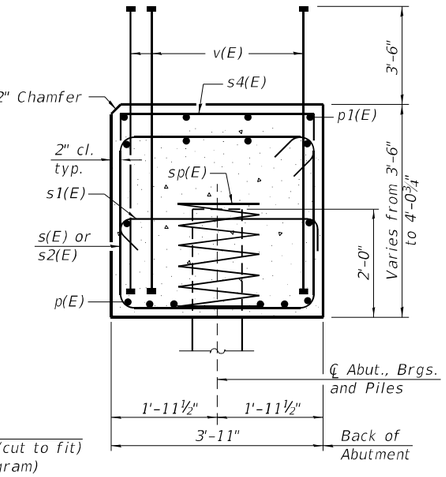
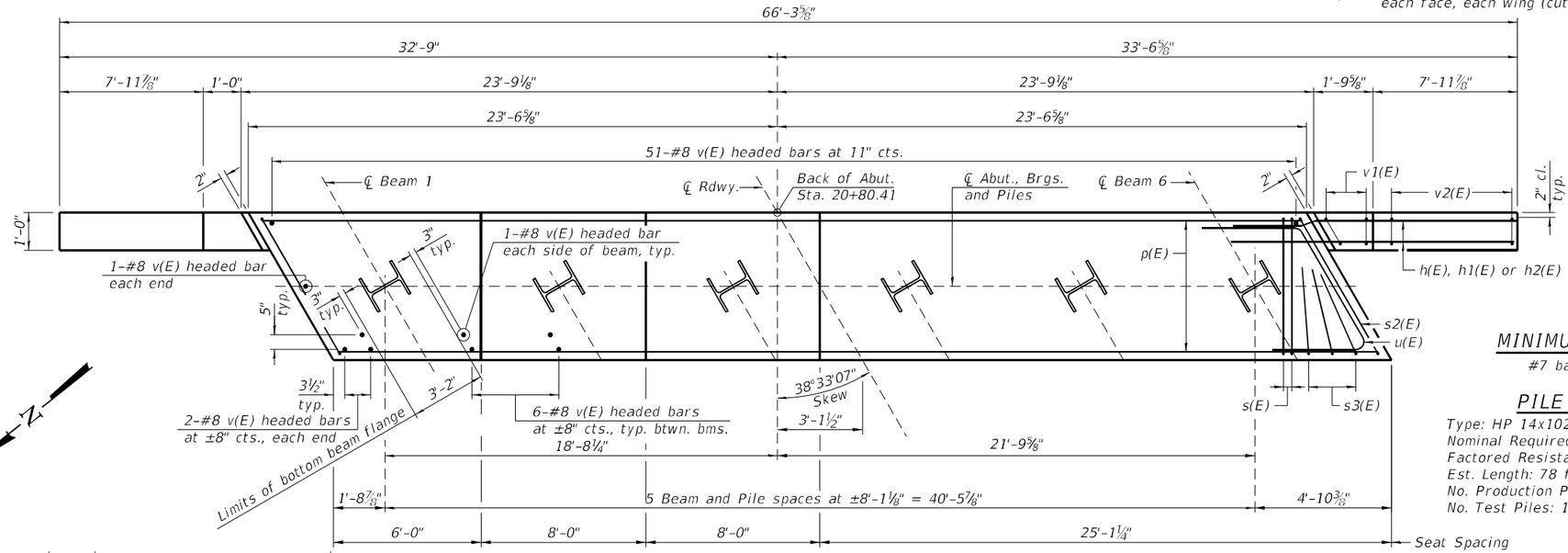
11/16/2021 7:58:58 AM



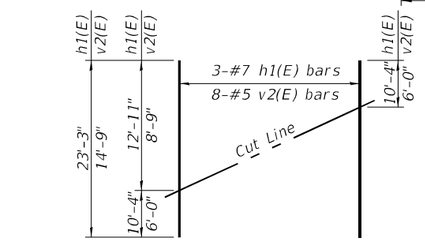
ELEVATION
(Looking East)



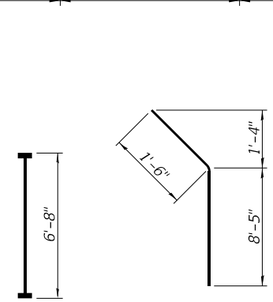
SEC. THRU ABUT.
Dimensions at right angles to abutment.



PLAN

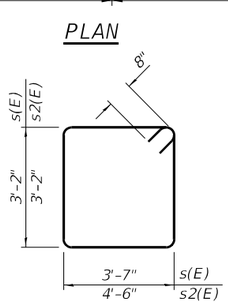


FIELD CUTTING DIAGRAM
Order h1(E) and v2(E) full length. Cut as shown and use remainder of bars in opposite wing.

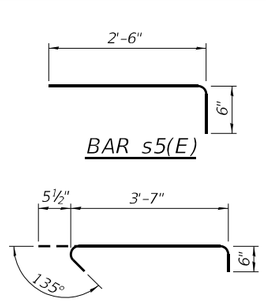


BAR v(E)
(Headed)

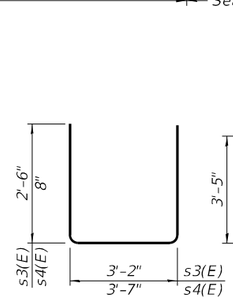
BAR h2(E)



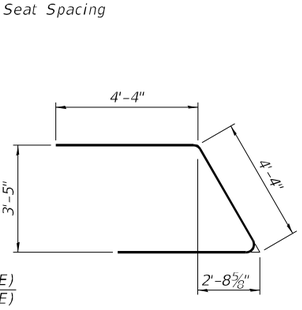
BAR s(E) & s2(E)



BAR s1(E)



BARS s3(E) & s4(E)



BAR u(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	50	#7	14'-3"	
h1(E)	6	#7	23'-3"	
h2(E)	4	#5	9'-11"	
p(E)	24	#7	26'-1"	
p1(E)	4	#4	32'-7"	
s(E)	39	#6	14'-10"	
s1(E)	12	#5	4'-7"	
s2(E)	2	#6	16'-8"	
s3(E)	6	#6	8'-2"	
s4(E)	30	#4	4'-11"	
s5(E)	3	#4	3'-0"	
* sp(E)	6	#4	2'-0"	
u(E)	8	#6	13'-0"	
v(E)	99	#8	6'-8"	
v1(E)	8	#5	9'-1"	
v2(E)	16	#5	14'-9"	
Structure Excavation	Cu. Yd.		183	
Concrete Structures	Cu. Yd.		32.3	
Reinforcement Bars, Epoxy Coated	Pound		6,830	
Furnishing Steel Piles HP 14x102	Foot		390	
Driving Piles	Foot		390	
Test Pile, Steel HP 14x102	Each		1	

* Length is height of spiral.

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

PILE DATA
Type: HP 14x102
Nominal Required Bearing: 810 kips
Factored Resistance Available: 446 kips
Est. Length: 78 feet
No. Production Piles: 5
No. Test Piles: 1

Notes:
Pour steps monolithically with cap.
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.
For details of piles see sheet 25 of 28.
See sheet 2 of 28 for drainage details.

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USER NAME =		DESIGNED -	CL	REVISED -	
		CHECKED -	VPT	REVISED -	
PLOT SCALE =		DRAWN -	AJF	REVISED -	
PLOT DATE =	11/16/2021	CHECKED -	MTH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT
STRUCTURE NO. 099-8303
SHEET 23 OF 28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2021-007-B	WILL	71	43
		CONTRACT NO. 62N41		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
FILE NAME: E:\2003\Struct\Final Design\CADD\CADD Sheets\0998303-62N41-023-East Abutment.DGN
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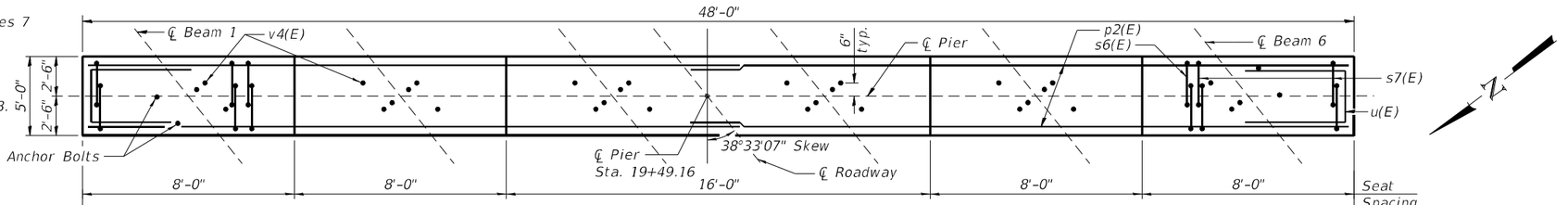
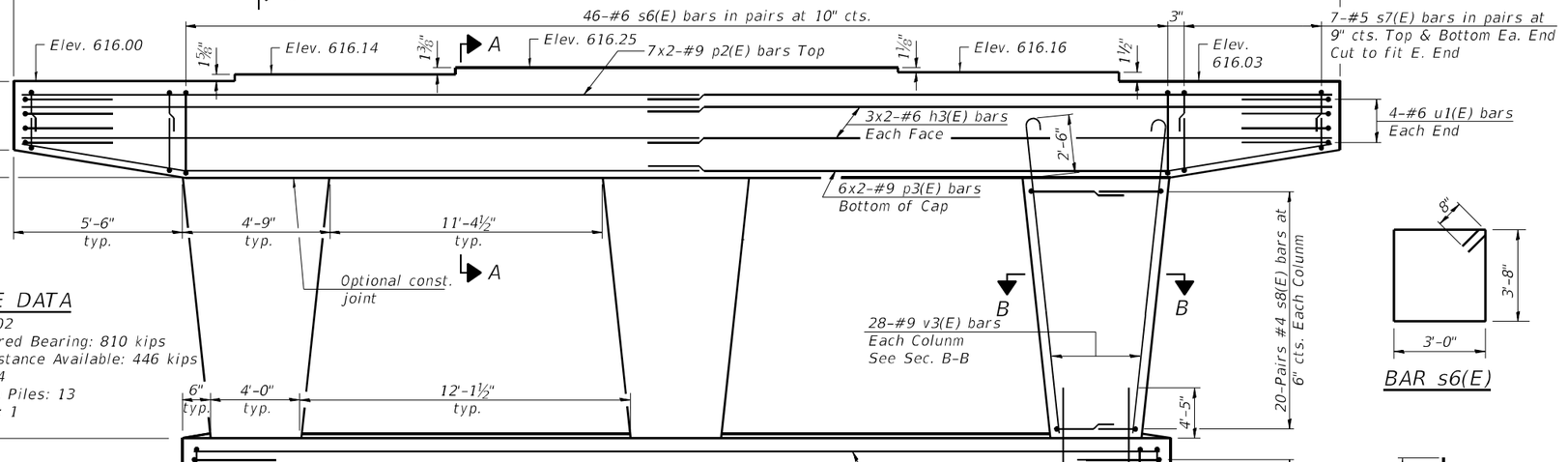
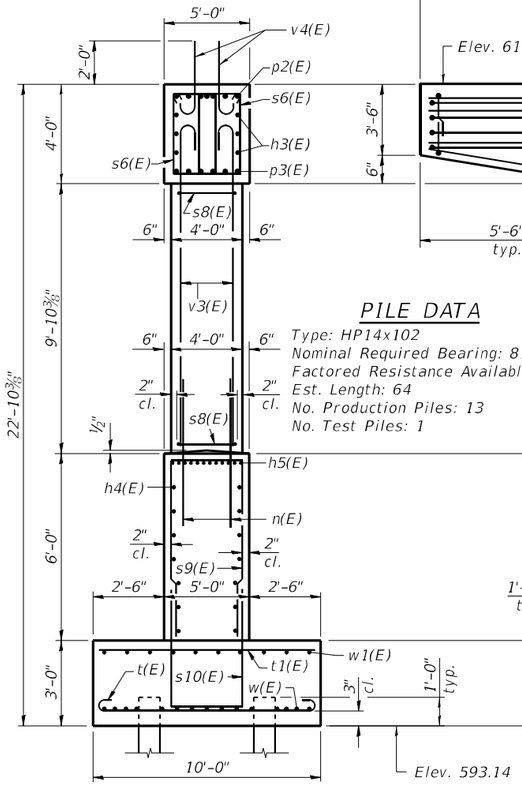
Notes:
Bars indicated thus 7x2-#9 etc. indicates 7 lines of bars with 2 lengths per line.
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
For details of piles, see sheet 25 of 28.
See sheet 11 of 28 for placement of v4(E) bars and Anchor Bolts.
Concrete sealer shall be applied to all exposed faces of the pier.
Piles spaced to miss existing piles.



TOP PLAN

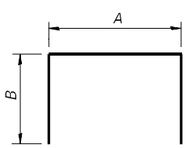


ELEVATION
(Looking East)



SECTION C-C

PILE DATA
Type: HP14x102
Nominal Required Bearing: 810 kips
Factored Resistance Available: 446 kips
Est. Length: 64
No. Production Piles: 13
No. Test Piles: 1

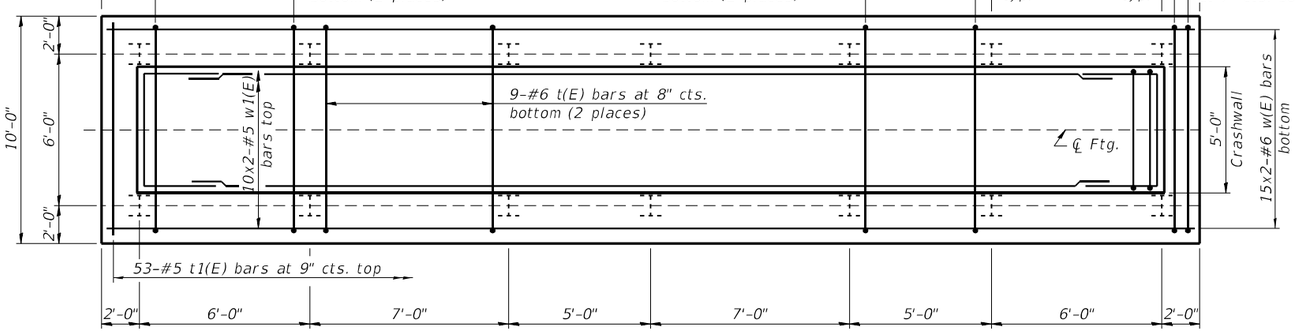


BARS

A & B DIMENSIONS

Bar	A	B
s7(E)	3'-0"	3'-5"
s8(E)	3'-8"	3'-6"
s9(E)	4'-8"	5'-8"
s10(E)	4'-8"	5'-11"

MINIMUM BAR LAP
#9 bar = 6'-5" (top), 5'-8" (bottom)
#5 bar = 3'-7"
#6 bar = 4'-4"
#4 bar = 2'-7"

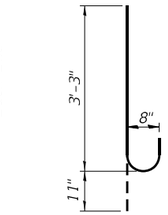


FOOTING PLAN

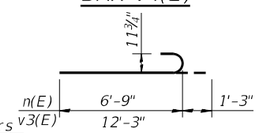
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h3(E)	12	#6	26'-0"	
h4(E)	14	#5	36'-10"	
h5(E)	12	#7	36'-10"	
n(E)	84	#9	8'-0"	
p2(E)	14	#9	27'-1"	
p3(E)	12	#9	26'-9"	
s6(E)	92	#6	14'-8"	
s7(E)	56	#5	9'-10"	
s8(E)	120	#4	10'-8"	
s9(E)	50	#5	16'-0"	
s10(E)	50	#5	16'-6"	
t(E)	48	#6	11'-0"	
t1(E)	53	#5	9'-8"	
u1(E)	8	#6	12'-2"	
u2(E)	16	#5	11'-8"	
v3(E)	84	#9	13'-6"	
v4(E)	30	#8	4'-2"	
w(E)	30	#6	22'-0"	
w1(E)	20	#5	21'-8"	
Structure Excavation		Cu. Yd.	148	
Concrete Structures		Cu. Yd.	141.4	
Reinforcement Bars, Epoxy Coated		Pound	19,030	
Furnishing Steel Piles, HP 14x102		Foot	832	
Driving Piles		Foot	832	
Test Pile, Steel HP 14x102		Each	1	
Concrete Sealer		Sq. Ft.	1,645	

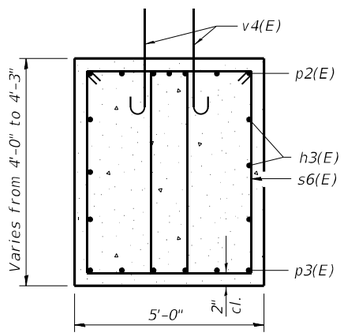
BAR s6(E)



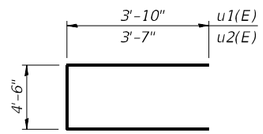
BAR v4(E)



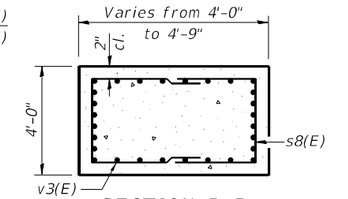
BARS n(E) & v3(E)



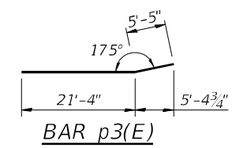
SECTION A-A



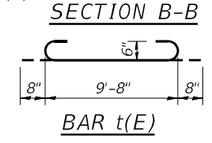
BARS u1(E) & u2(E)



SECTION B-B



BAR p3(E)



BAR t(E)

USER NAME =	DESIGNED - CL	REVISED -	
	CHECKED - VPT	REVISED -	
PLOT SCALE =	DRAWN - AJF	REVISED -	
PLOT DATE = 5/3/2022	CHECKED - MTH	REVISED -	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER DETAILS
STRUCTURE NO. 099-8303
SHEET 24 OF 28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2021-007-B	WILL	71	44
		CONTRACT NO. 62N41		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
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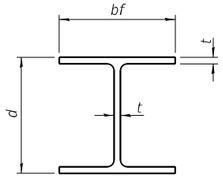
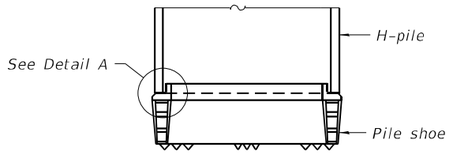
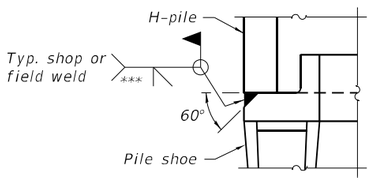


STEEL PILE TABLE

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



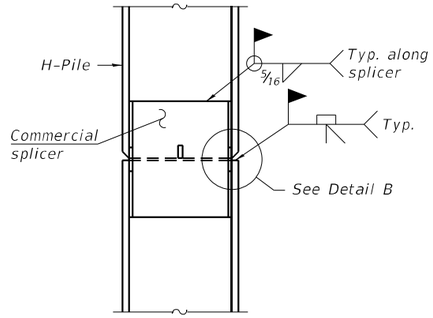
ELEVATION



DETAIL A

SHOE ATTACHMENT

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



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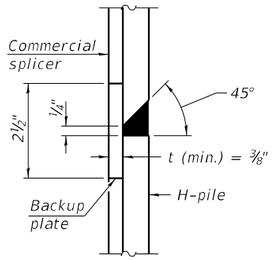
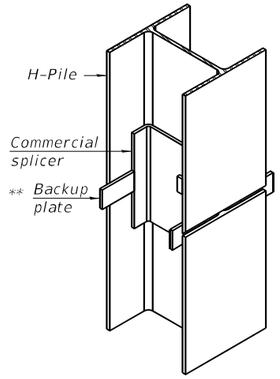
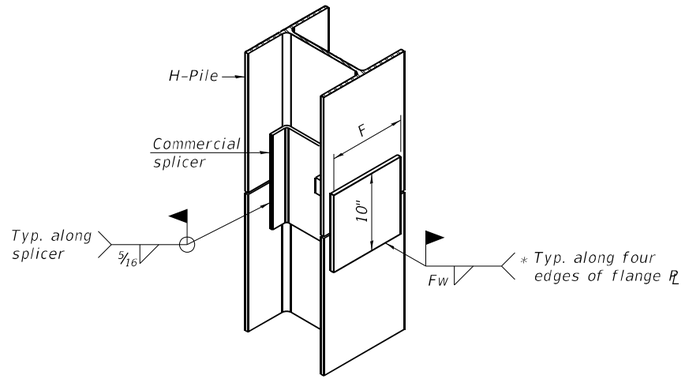


DETAIL "B"



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



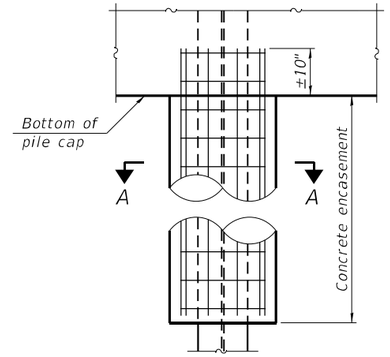
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

* Interrupt welds 1/4" from end of web and/or each flange.

** Remove portions of backup plates that extend outside the flanges.

*** Weld size per pile shoe manufacturer (5/16" min.).



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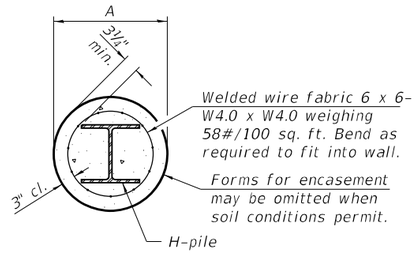
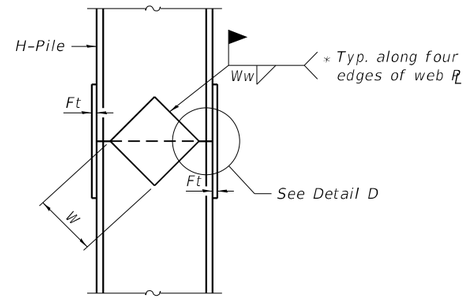


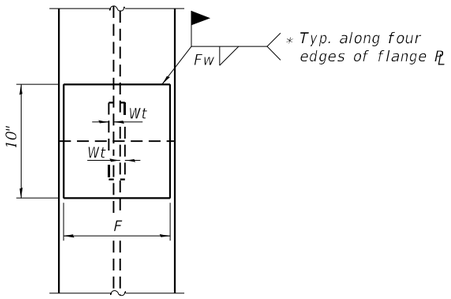
SECTION A-A

INDIVIDUAL PILE CONCRETE ENCASEMENT

(when specified)



ELEVATION



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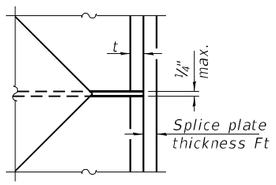

DETAIL D

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

WELDED PLATE FIELD SPLICE

F-HP 1-1-2020

Wang Engineering

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BORING LOG SHP-BSB-01

WEI Job No.: 255-39-01

Client ..... Stantec
Project I-80 Reconstruction, Ridge Road to Houbolt Road
Location ..... Will County, Illinois

Datum: NAVD 88
Elevation: 620.76 ft
North: 1749571.76 ft
East: 1009388.99 ft
Station: 17+91.74
Offset: 9.22 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	620.0	9-inch thick ASPHALT --PAVEMENT--						
	619.3	9-inch thick, brown SANDY GRAVEL; damp to moist --AGGREGATE BASE--						
		Very stiff to hard, black, brown, and gray SILTY CLAY to SILTY CLAY LOAM, trace to little gravel; dry to damp						
		--FILL--						
		--RDR 2--						
		--brown and gray--			1	9 10 11	7.22 B	18
			5		2	8 8 6	3.12 B	16
					3	7 6 6	2.54 B	16
			10		4	6 6 7	4.51 B	16
		L_L(%)=35, P_L(%)=16--			5	4 6 8	2.07 B	24
		--%Gravel=2.6--						
		--%Sand=7.8--						
		--%Silt=59.2--						
		--%Clay=30.5--						
		--A-6 (16)--	15		6	2 3 5	2.05 B	20
					7	3 4 5	1.23 B	24
	601.8	Stiff, black SILTY CLAY LOAM, trace organic matter; damp --BURIED TOPSOIL--	20		8	6 6 5	1.50 P	34
	600.3	Very stiff, brown and gray CLAY to SILTY CLAY; damp			9	4 3 5	2.05 B	28
		--RDR 2--						
	597.8	Very stiff to hard, brown and gray to gray SILTY CLAY to SILTY CLAY LOAM, trace gravel; damp						
		--RDR 2--	25		10	6 6 7	4.76 B	19
					11	14 13 14	4.25 P	17
			30		12	12 12 18	> 4.50 P	19
					13	7 9 12	4.18 B	17
			35					
					14	5 5 9	4.10 B	18
			40					
					15	3 4 5	2.95 B	28
			45					
					16	4 4 7	2.46 B	17
			50					

GENERAL NOTES

Begin Drilling 03-02-2021 Complete Drilling 03-02-2021
Drilling Contractor Wang Testing Services Drill Rig 20D50T [80%]
Driller R&A Logger M. Sadowski Checked by C. Marin
Drilling Method 2.25" ID HSA to 10 ft; mud rotary thereafter; boring backfilled upon completion

WATER LEVEL DATA

While Drilling ▽ mud in borehole
At Completion of Drilling ▼ mud in borehole
Time After Drilling NA
Depth to Water ▼ NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

WANGENG 255901.GPJ WANGENG.GDT 5/4/21

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BORING LOG SHP-BSB-01

WEI Job No.: 255-39-01
Client ..... Stantec
Project I-80 Reconstruction, Ridge Road to Houbolt Road
Location ..... Will County, Illinois
Datum: NAVD 88
Elevation: 620.76 ft
North: 1749571.76 ft
East: 1009388.99 ft
Station: 17+91.74
Offset: 9.22 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
			55		17	5 6 9	2.13 B	16
			60		18	5 7 11	2.62 B	17
			65		19	5 5 10	2.13 B	17
			70		20	5 5 8	1.72 B	18
			75		21	9 11 17	2.00 P	22
	543.8	Very dense, gray SILTY LOAM, some gravel; damp						
		--RDR 2 to 3--						
		L_L(%)=19, P_L(%)=12--						
		--%Gravel=14.6--						
		--%Sand=25.3--80						
		--%Silt=49.3--						
		--%Clay=31.2--						
		--A-4 (1)--	85		22	19 28 38	NP	9
					23	28 52 51	9.02 S	10
	533.8	Very dense, gray SHALE, slightly weathered to fresh; damp						
		--BEDROCK--						
		--RDR 2 to 3--						
		--slow drilling from 87 ft--	90		24	50/3"	NP	13
					25	50/3"	NP	14
	525.8	Boring terminated at 95.00 ft	95					
			100					

GENERAL NOTES

Begin Drilling 03-02-2021 Complete Drilling 03-02-2021
Drilling Contractor Wang Testing Services Drill Rig 20D50T [80%]
Driller R&A Logger M. Sadowski Checked by C. Marin
Drilling Method 2.25" ID HSA to 10 ft; mud rotary thereafter; boring backfilled upon completion

WATER LEVEL DATA

While Drilling ▽ mud in borehole
At Completion of Drilling ▼ mud in borehole
Time After Drilling NA
Depth to Water ▼ NA
The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

WANGENG 255901.GPJ WANGENG.GDT 5/4/21

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BORING LOG SHP-BSB-02

WEI Job No.: 255-39-01

Client ..... Stantec
Project I-80 Reconstruction, Ridge Road to Houbolt Road
Location ..... Will County, Illinois

Datum: NAVD 88
Elevation: 601.26 ft
North: 1749616.45 ft
East: 1009568.91 ft
Station: 19+73.19
Offset: 28.81 LT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	600.3	12-inch thick, black and brown LOAM						
		--FILL--			1	3 6 7		22
		Brown, Gravelly CLAY LOAM; moist						
	598.3	--FILL--						
		--RDR 2--						
		Stiff to hard, brown to gray SILTY CLAY to SILTY CLAY LOAM, trace gravel; damp			2	6 8 10	8.61 B	17
		--RDR 2--	5					
					3	6 7 10	6.56 B	17
		--gray--						
			10		4	6 8 11	4.67 B	15
		L_L(%)=25, P_L(%)=14--			5	7 6 7	4.35 B	17
		--%Gravel=3.6--						
		--%Sand=10.3--						
		--%Silt=62.9--						
		--%Clay=23.2--						
		--A-6 (7)--	15		6	3 4 7	2.46 B	17
					7	3 4 7	4.02 B	18
			20		8	3 3 6	2.05 B	19
					9	3 3 5	2.46 B	18
			25		10	4 6 7	1.00 P	20
			30		11	5 8 10	2.54 B	18
					12	3 5 6	1.89 B	20
			35		13	3 4 6	2.46 B	21
					14	5 5 9	1.00 P	20
			40					
					15	6 7 10	2.87 B	18
			45					
					16	6 13 13	1.00 P	22
			50					

GENERAL NOTES

Begin Drilling 04-14-2021 Complete Drilling 04-14-2021
Drilling Contractor Wang Testing Services Drill Rig 20CME55T [81%]
Driller R&J Logger I. Nenn Checked by C. Marin
Drilling Method 2.25" ID HSA to 10 ft; mud rotary thereafter; boring backfilled upon completion

WATER LEVEL DATA

While Drilling ▽ 1.00 ft
At Completion of Drilling ▼ mud in borehole
Time After Drilling NA
Depth to Water ▼ NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

WANGENG 255901.GPJ WANGENG.GDT 5/4/21

MODEL: Default
FILE NAME: E:\2023\Struct\Final Design\CADD\CADD Sheets\099-8303-62N41-026-Soil Boring Data.DGN

11/16/2021 7:59:02 AM

LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME =		DESIGNED - CL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING DATA STRUCTURE NO. 099-8303
		CHECKED - VPT	REVISED -		
PLOT SCALE =		DRAWN - AJF	REVISED -		
PLOT DATE =	11/16/2021	CHECKED - MTH	REVISED -		SHEET 26 OF 28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2021-007-B	WILL	71	46
		CONTRACT NO. 62N41		
	ILLINOIS	FED. AID PROJECT		

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BORING LOG SHP-BSB-02

WEI Job No.: 255-39-01

Client: Stantec
Project: I-80 Reconstruction, Ridge Road to Houbolt Road
Location: Will County, Illinois

Datum: NAVD 88
Elevation: 601.26 ft
North: 1749616.45 ft
East: 1009568.91 ft
Station: 19+73.19
Offset: 28.81 LT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	544.5	Hard, gray SILTY LOAM to SILTY CLAY LOAM, some gravel; damp	55		17	6 11 18	6.72 B	20
		--RDR 2--	60		10	31 30 33	5.99 S	9
			65		19	22 37 35	7.38 S	11
	534.8	Very dense, gray SHALE, slightly weathered to fresh						
		--RDR 2 to 3--	70		20	50/2"	NP	11
			75		21	100/11"	NP	15
	511.3	Boring terminated at 90.00 ft	80		22	100/2"	NP	16
			85		23	100/4"	NP	18
			90		24	100/3"	NP	17
			95					
			100					

GENERAL NOTES

Begin Drilling: 04-14-2021 Complete Drilling: 04-14-2021
Drilling Contractor: Wang Testing Services Drill Rig: 20CME55T [81%]
Driller: R&J Logger: I. Nenn Checked by: C. Marin
Drilling Method: 2.25" ID HSA to 10 ft; mud rotary thereafter; boring backfilled upon completion

WATER LEVEL DATA

While Drilling: ▽ 1.00 ft
At Completion of Drilling: ▼ mud in borehole
Time After Drilling: NA
Depth to Water: ▼ NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

WANGENG: 255391.GPJ WANGENG.GDT 5/17/21

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BORING LOG SHP-BSB-02B

WEI Job No.: 255-39-01

Client: Stantec
Project: I-80 Reconstruction, Ridge Road to Houbolt Road
Location: Will County, Illinois

Datum: NAVD 88
Elevation: 600.90 ft
North: 1749618.72 ft
East: 1009574.91 ft
Station: 19+79.25
Offset: 30.64 LT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
		--Drilled without sampling to 30 feet--						
		--RDR 2--	5					
	570.9	Boring terminated at 30.00 ft	30					
			10					
			35					
		--RDR 2 to 3-- --moderate to hard drilling from 15.0 to 30.0 feet--	15					
			40					
			20					
			45					
			25					
			50					

GENERAL NOTES

Begin Drilling: 05-06-2021 Complete Drilling: 05-06-2021
Drilling Contractor: Wang Testing Services Drill Rig: 17B57T [91%]
Driller: R&J Logger: E. Yim Checked by: A. Hamad
Drilling Method: 3.25" ID HSA; boring backfilled upon completion

WATER LEVEL DATA

While Drilling: ▽ DRY
At Completion of Drilling: ▼ DRY
Time After Drilling: 24 hours
Depth to Water: ▼ 12.10 ft

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

WANGENG: 255391.GPJ WANGENG.GDT 5/17/21

MODEL: Default
FILE NAME: E:\2003\Struct\Final Design\CADD\CADD Sheets\099830362N41-027-soil Boring Data.DGN

LIN ENGINEERING, LTD. Consulting Engineers Springfield, Illinois	USER NAME =	DESIGNED - CL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING DATA STRUCTURE NO. 099-8303
		CHECKED - VPT	REVISED -		
	PLOT SCALE =	DRAWN - AJF	REVISED -		SHEET 27 OF 28 SHEETS
	PLOT DATE = 11/16/2021	CHECKED - MTH	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2021-007-B	WILL	71	47
		CONTRACT NO. 62N41		
		ILLINOIS	FED. AID PROJECT	

11/16/2021 7:59:07 AM

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BORING LOG SHP-BSB-03

WEI Job No.: 255-39-01

Client ..... Stantec
Project I-80 Reconstruction, Ridge Road to Houbolt Road
Location ..... Will County, Illinois

Datum: NAVD 88
Elevation: 621.15 ft
North: 1749582.26 ft
East: 1009683.54 ft
Station: 20+86.48
Offset: 9.59 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	620.6	6-inch thick ASPHALT --PAVEMENT--						
	619.9	Brown SANDY GRAVEL; moist to wet --AGGREGATE BASE--			1	5 3 4	3.25 P	16
		Stiff to hard, black, brown, and gray SILTY CLAY to SILTY CLAY LOAM, trace to little gravel; damp --FILL-- --RDR 2--	5		2	5 5 7	2.79 B	16
					3	5 2 2	1.39 B	17
			10		4	5 7 8	4.10 B	16
					5	1 3 3	1.31 B	20
			15		6	3 3 3	2.54 B	25
					7	2 3 3	2.13 B	25
			20		8	3 5 7		
					9	8 15 9	2.21 B	18
	598.1	Stiff to hard, brown and gray to gray SILTY CLAY to SILTY CLAY LOAM, trace to little gravel ; damp	25		10	6 7 9	4.50 P	18
		--RDR 2 to 3--			11	7 9 10	5.00 B	19
			30		12	7 9 15	5.33 B	19
		--gray--			13	7 8 9	2.30 B	17
			35					
		--RDR 3--	40		14	5 5 10	2.38 B	18
		--RDR 2--	45		15	7 10 13	5.08 B	25
			50		16	5 5 6	2.46 B	18

WANGENG 255391.GPJ WANGENG.GDT 6/16/21

GENERAL NOTES

Begin Drilling ..... 03-01-2021 ..... Complete Drilling 03-01-2021
Drilling Contractor ..... Wang Testing Services ..... Drill Rig ..... 20D50T [80%]
Driller ..... R&A ..... Logger ..... M. Sadowski ..... Checked by ..... C. Marin
Drilling Method ..... 2.25" ID HSA to 10 ft; mud rotary thereafter; boring backfilled upon completion

WATER LEVEL DATA

While Drilling ▽ ..... mud in borehole
At Completion of Drilling ▼ ..... mud in borehole
Time After Drilling ..... NA
Depth to Water ▽ ..... NA

The stratification lines represent the approximate boundary between soil types, the actual transition may be gradual.

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BORING LOG SHP-BSB-03

WEI Job No.: 255-39-01

Client ..... Stantec
Project I-80 Reconstruction, Ridge Road to Houbolt Road
Location ..... Will County, Illinois

Datum: NAVD 88
Elevation: 621.15 ft
North: 1749582.26 ft
East: 1009683.54 ft
Station: 20+86.48
Offset: 9.59 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
		--L_L(%)=27, P_I(%)=14-- --%Gravel=1.6-- --%Sand=7.5-- --%Silt=63.8-- --%Clay=27.1-- --A-6 (10)--	55		17	4 5 7	1.56 B	19
			60		18	7 7 7	1.31 B	18
			65		19	7 10 14	3.69 B	14
			70		20	7 10 12	3.20 B	21
		--RDR 3--	75		21	5 6 7	2.54 B	27
	544.4	Very dense, gray SILTY LOAM to SILTY CLAY LOAM, some gravel; damp --RDR 2 to 3--						
			80		22	26 46 38	NP	9
			85		23	16 15 16	7.79 S	9
		--RDR 3-- --very hard, steady drilling--						
	534.4	Very dense, gray SHALE, slightly weathered to fresh; damp --BEDROCK-- --RDR 3 to 4--			24	50/3"	NP	9
		--very hard, steady drilling-- --BEDROCK--	90					
			95		25	50/3"	NP	13
			100		26	50/2"	NP	15
	521.1	Boring terminated at 100.00 ft						

WANGENG 255391.GPJ WANGENG.GDT 6/16/21

GENERAL NOTES

Begin Drilling ..... 03-01-2021 ..... Complete Drilling 03-01-2021
Drilling Contractor ..... Wang Testing Services ..... Drill Rig ..... 20D50T [80%]
Driller ..... R&A ..... Logger ..... M. Sadowski ..... Checked by ..... C. Marin
Drilling Method ..... 2.25" ID HSA to 10 ft; mud rotary thereafter; boring backfilled upon completion

WATER LEVEL DATA

While Drilling ▽ ..... mud in borehole
At Completion of Drilling ▼ ..... mud in borehole
Time After Drilling ..... NA
Depth to Water ▽ ..... NA

The stratification lines represent the approximate boundary between soil types, the actual transition may be gradual.

MODEL: Default
FILE NAME: E:\2003\Struct\Final Design\CADD\CADD Sheets\0998303-62N41-028-Soil Boring Data.DGN

11/16/2021 7:59:10 AM

LIN ENGINEERING, LTD. Consulting Engineers Springfield, Illinois	USER NAME =	DESIGNED - CL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING DATA STRUCTURE NO. 099-8303
		CHECKED - VPT	REVISED -		
	PLOT SCALE =	DRAWN - AJF	REVISED -		
	PLOT DATE = 11/16/2021	CHECKED - MTH	REVISED -		SHEET 28 OF 28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2021-007-B	WILL	71	48
		CONTRACT NO. 62N41		
		ILLINOIS	FED. AID PROJECT	

Benchmark: 2-inch disc on beam seat of SN 099-0179's south pier; Elev. 599.980.

Existing Structure: None.

No Salvage.

HIGHWAY CLASSIFICATION

Township Road 153 - Shepley Road
Functional Class: Local
ADT: 1,050 (2019); 1,207 (2032)
ADTT: 95 (2019); 109 (2032)
DHV: 120 (2032)
Design Speed: 45 m.p.h.
Posted Speed: 45 m.p.h.
Two-Way Traffic
Directional Distribution: 50:50

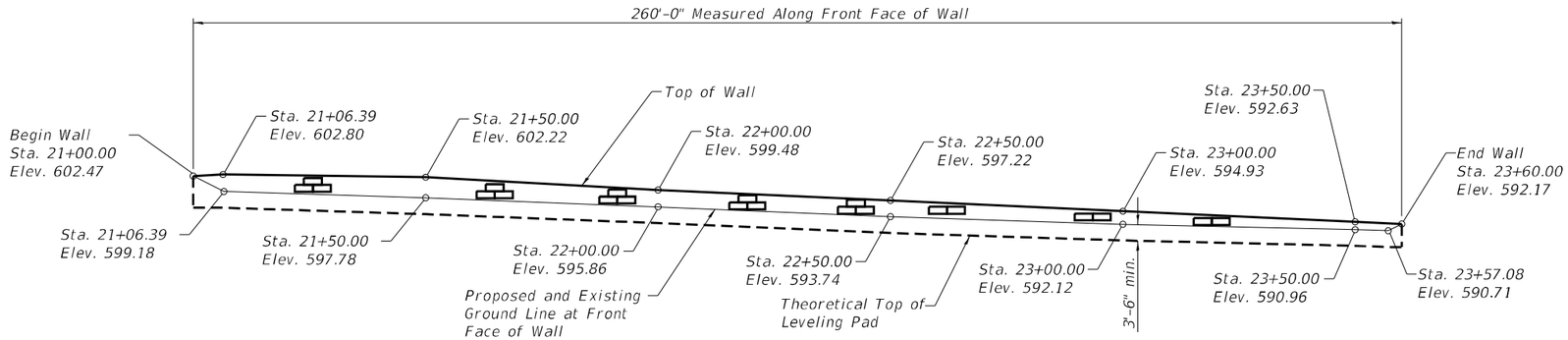
DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge
Design Specifications, 9th Edition

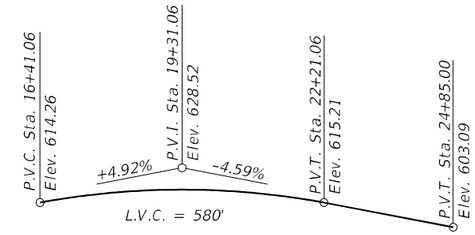
DESIGN STRESSES

PRECAST UNITS

f'c = 4,500 psi



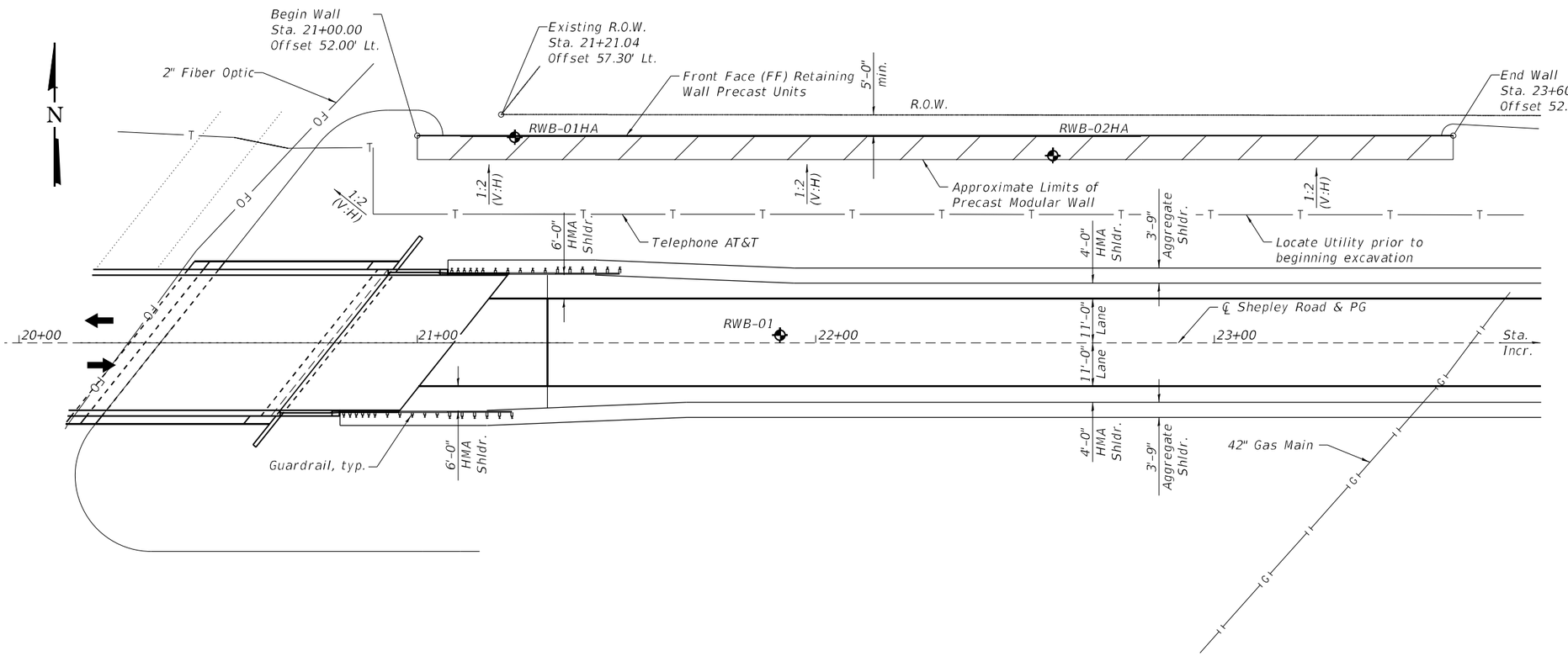
ELEVATION



SHEPLEY ROAD PROFILE GRADE

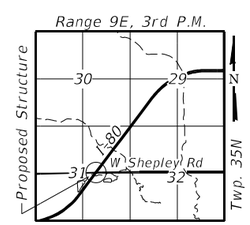
(Along ℄ Roadway)

INDEX OF SHEETS



PLAN

Note:
Wall offsets are measured from the ℄ Shepley Road to the front face of precast units.



LOCATION SKETCH

GENERAL PLAN AND ELEVATION
SHEPLEY ROAD (TR 153)
F.A.I. ROUTE 80 - SEC. 99-1HB
WILL COUNTY
STA. 21+00.00 TO 23+60.00
STRUCTURE NO. 099-W038

Stantec

USER NAME =		DESIGNED - CRS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		CHECKED - DTS	REVISED -	
PLOT SCALE =		DRAWN - CRS	REVISED -	GENERAL PLAN AND ELEVATION NORTHEAST RETAINING WALL (SN 099-W038)
PLOT DATE =	1/27/2022	CHECKED - DTS	REVISED -	SHEET 01 OF 03 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-1HB	WILL		49
		CONTRACT NO. 62N41		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
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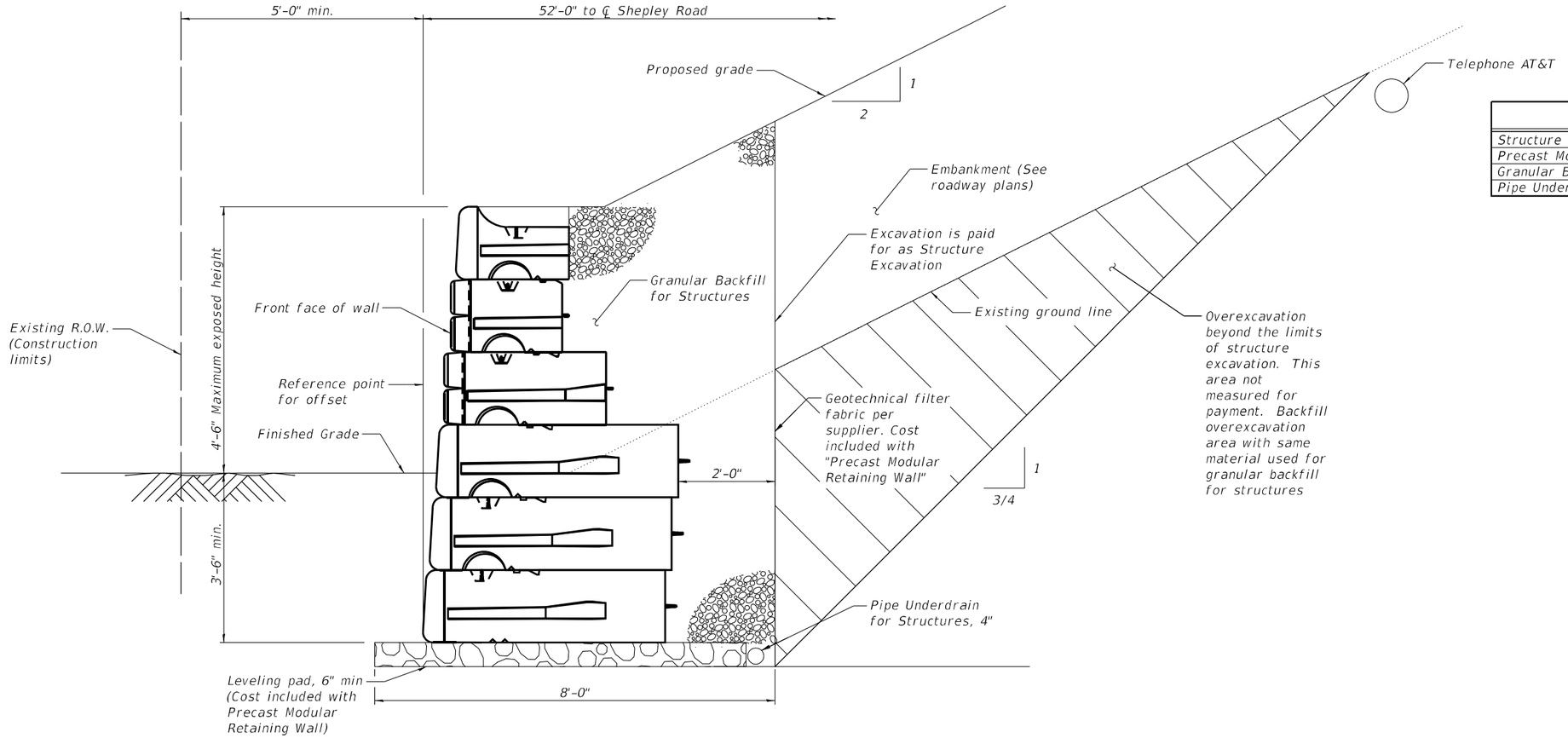

TYPICAL WALL SECTION

(Looking East)

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structure Excavation	Cu. Yd.	369.2
Precast Modular Retaining Wall	Sq. Ft.	1968
Granular Backfill for Structures	Cu. Yd.	223.2
Pipe Underdrain for Structures, 4"	Foot	264

GENERAL NOTES:

1. Leveling Pad Width based on nominal block sizes and are given for reference only. Leveling pad shall be constructed per manufacturers recommendation.

2. The bearing value of the soil was determined by field exploration and laboratory analysis. The recommended factord bearing resistance of the soil is 4000 psf.

Stantec

USER NAME =		DESIGNED - DTS	REVISED -	
		CHECKED - CRS	REVISED -	
PLOT SCALE =		DRAWN - DTS	REVISED -	
PLOT DATE =	1/27/2022	CHECKED - CRS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES & TOTAL BILL OF MATERIAL
STRUCTURE NO. 099-W038

SHEET 02 OF 03 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-1HB	WILL		50
		CONTRACT NO. 62N41		
	ILLINOIS	FED. AID PROJECT		

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

BORING LOG SHP-RWB-01

WEI Job No.: 255-39-01

Client: Stantec
Project: I-80 Reconstruction, Ridge Road to Houbolt Road
Location: Will County, Illinois

Datum: NAVD 88
Elevation: 614.67 ft
North: 1749597.64 ft
East: 1009787.51 ft
Station: 21+91.00
Offset: 1.00 LT

Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
614.17	7-inch thick ASPHALT --PAVEMENT--						
	Very stiff to hard, gray, brown and black CLAY LOAM to SILTY CLAY LOAM, trace to little gravel; damp			1	4 10 6	6.31 S	13
	--FILL-- --RDR 2--	5		2	4 25 28	4.50 P	12
				3	4 6 6	NR	
		10		4	4 4 5	2.05 B	21
	--black, brown, and gray--			5	4 7 9	4.35 B	30
		15		6	6 5 5	6.23 B	18
596.7				7	3 5 6	8.69 B	16
	Stiff to hard, gray SILTY CLAY to SILTY CLAY LOAM, trace gravel; damp --RDR 2--	20		8	5 5 10	1.51 B	20
				9	5 7 9	4.92 S	22
		25		10	12 12 14	4.50 P	16

Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	--L_L(%)=31, P_I(%)=18-- --%Gravel=2.0-- --%Sand=6.7-- --%Silt=63.2-- --%Clay=28.1-- --A-6 (11)--			11	7 9 12	4.43 B	17
	--gray--	30		12	7 11 16	5.90 B	18
				13	7 9 14	7.95 B	18
		35		14	6 8 10	2.30 B	17
	--L_L(%)=28, P_I(%)=15-- --%Gravel=2.6-- %Sand=6.7 --%Silt=82.9-- --%Clay=27.8-- --A-6 (10)--			15	4 5 9	2.05 B	17
		40		16	4 5 9	2.05 B	17
				17	3 5 8	2.46 B	15
		45		18	5 7 9	1.97 B	17
				19	3 5 6	2.46 B	17
564.7	Boring terminated at 50.00 ft	50		20	4 6 8	1.64 B	18

GENERAL NOTES

Begin Drilling: 12-09-2021 Complete Drilling: 12-09-2021
Drilling Contractor: Wang Testing Services Drill Rig: 20CME55T[81%]
Driller: RR&AP Logger: A. Scifers Checked by: C. Marin
Drilling Method: 3.25" ID HSA; boring backfilled upon completion

WATER LEVEL DATA

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

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

WANGENGINC 2553901.GPJ WANGENG.GDT 1/6/22

BORING LOG SHP-RWB-01HA

WEI Job No.: 255-39-01

Client: Stantec
Project: I-80 Reconstruction, Ridge Road to Houbolt Road
Location: Will County, Illinois

Datum: NAVD 88
Elevation: 598.57 ft
North: 1749644.79 ft
East: 1009719.37 ft
Station: 21+24.60
Offset: 51.60 LT

Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
598.25	8-inch thick, brown and black SILTY CLAY LOAM; damp --TOPSOIL--		PUSH	1		1.25 P	26
	Stiff to hard, brown to gray SILTY CLAY to SILTY CLAY LOAM, trace gravel; damp		PUSH	2		1.50 P	19
		5	PUSH	3		4.25 P	16
			PUSH	4		4.00 P	17
		10	PUSH	5		4.50 P	19
			PUSH	6		4.50 P	19
	--gray-- --L_L(%)=36, P_I(%)=17-- --%Gravel=0.3-- --%Sand=3.8-- --%Silt=55.5-- --%Clay=40.3-- --A-6 (18)--		PUSH	7		4.50 P	21
582.6		15	PUSH	8		3.00 P	15
	Boring terminated at 16.00 ft						
		20					
		25					

GENERAL NOTES

Begin Drilling: 12-14-2021 Complete Drilling: 12-14-2021
Drilling Contractor: Wang Testing Services Drill Rig: Geoprobe HA
Driller: RR&AP Logger: M. Rojo Checked by: C. Marin
Drilling Method: 1" ID HSA; boring backfilled upon completion

WATER LEVEL DATA

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

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

WANGENGINC 2553901.GPJ WANGENG.GDT 1/6/22

BORING LOG SHP-RWB-02HA

WEI Job No.: 255-39-01

Client: Stantec
Project: I-80 Reconstruction, Ridge Road to Houbolt Road
Location: Will County, Illinois

Datum: NAVD 88
Elevation: 594.57 ft
North: 1749645.17 ft
East: 1009854.31 ft
Station: 22+59.50
Offset: 47.00 LT

Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
594.16	16-inch thick, brown and black SILTY CLAY LOAM --TOPSOIL--		PUSH	1		2.50 P	22
	Very stiff to hard, brown to gray SILTY CLAY to SILTY CLAY LOAM, trace gravel; damp		PUSH	2		2.50 P	20
		5	PUSH	3		4.50 P	16
	--L_L(%)=32, P_I(%)=16-- --%Gravel=2.9-- --%Sand=7.1-- --%Silt=61.9-- --%Clay=28.1-- --A-0 (13)--		PUSH	4		2.50 P	19
			PUSH	5		4.50 P	18
	--gray--	10	PUSH	6		3.00 P	17
			PUSH	7		3.25 P	18
678.6		15	PUSH	8		3.50 P	17
	Boring terminated at 16.00 ft						
		20					
		25					

GENERAL NOTES

Begin Drilling: 12-14-2021 Complete Drilling: 12-14-2021
Drilling Contractor: Wang Testing Services Drill Rig: Geoprobe HA
Driller: RR&AP Logger: M. Rojo Checked by: C. Marin
Drilling Method: 1" ID HSA; boring backfilled upon completion

WATER LEVEL DATA

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

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

WANGENGINC 2553901.GPJ WANGENG.GDT 1/6/22

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Stantec

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		CHECKED - CRS	REVISED -		
PLOT SCALE =		DRAWN - DTS	REVISED -		
PLOT DATE =	1/27/2022	CHECKED - CRS	REVISED -		SHEET 03 OF 03 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-1HB	WILL		50A
		CONTRACT NO. 62N41		
	ILLINOIS	FED. AID PROJECT		

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

615 610 605 600

EX ROW

EX CL SHEPLEY RD

602.62 603.01 603.13 603.60 603.73 603.90 603.73 603.58 602.96

2.5% 1.5% 1.5%

13+50.00

615 610 605 600

EX ROW EX ROW

EX CL SHEPLEY RD

601.97 603.45 603.63 603.91 603.60 603.48

1.12 MATCH EX. MATCH EX. 1.2

13+20.00

615 610 605 600

EX ROW EX ROW

EX CL SHEPLEY RD

602.09 603.76 603.95 603.67

13+00.00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

LIN ENGINEERING,LTD.
Consulting Engineers
Westmont, Illinois

USER NAME = rober	DESIGNED - RC	REVISED -
	DRAWN - RC	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - ST	REVISED -
PLOT DATE = 11/16/2021	DATE - 10/2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEPLEY RD OVER F.A.I. ROUTE 80
CROSS SECTIONS

SCALE: 1"=10'H, 5'V | SHEET 1 OF 8 SHEETS | STA. 13+00.00 | TO STA. 13+50.00

TWP. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0153	2021-007-B	WILL	71	51
		CONTRACT NO. 62N41		
		ILLINOIS	FED. AID PROJECT	

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

615 610 605 600

EX CL SHEPLEY RD

601.92 1:3 607.48 4.0% 607.80 1.5% 607.96 1.5% 607.80 4.0% 607.44 1:2.5 597.12 598.85 1:3 EX ROW

15+00.00

EX CL SHEPLEY RD

602.10 1:4 605.81 4.0% 606.13 1.5% 606.29 1.5% 606.13 4.0% 605.77 1:2.5 597.98 599.26 1:2.5 EX ROW

14+50.00

EX CL SHEPLEY RD

603.61 2.8% 604.78 1.5% 604.94 1.5% 604.78 4.8% 604.38 1:4 601.63 EX ROW

14+00.00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

LIN ENGINEERING,LTD. Consulting Engineers Westmont, Illinois	USER NAME = rober	DESIGNED - RC	REVISED -
		DRAWN - RC	REVISED -
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	PLOT DATE = 11/16/2021	DATE - 10/2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEPLEY RD OVER F.A.I. ROUTE 80
CROSS SECTIONS

SCALE: 1"=10'H, 5'V | SHEET 2 OF 8 SHEETS | STA. 14+00.00 | TO STA. 15+00.00

TWP. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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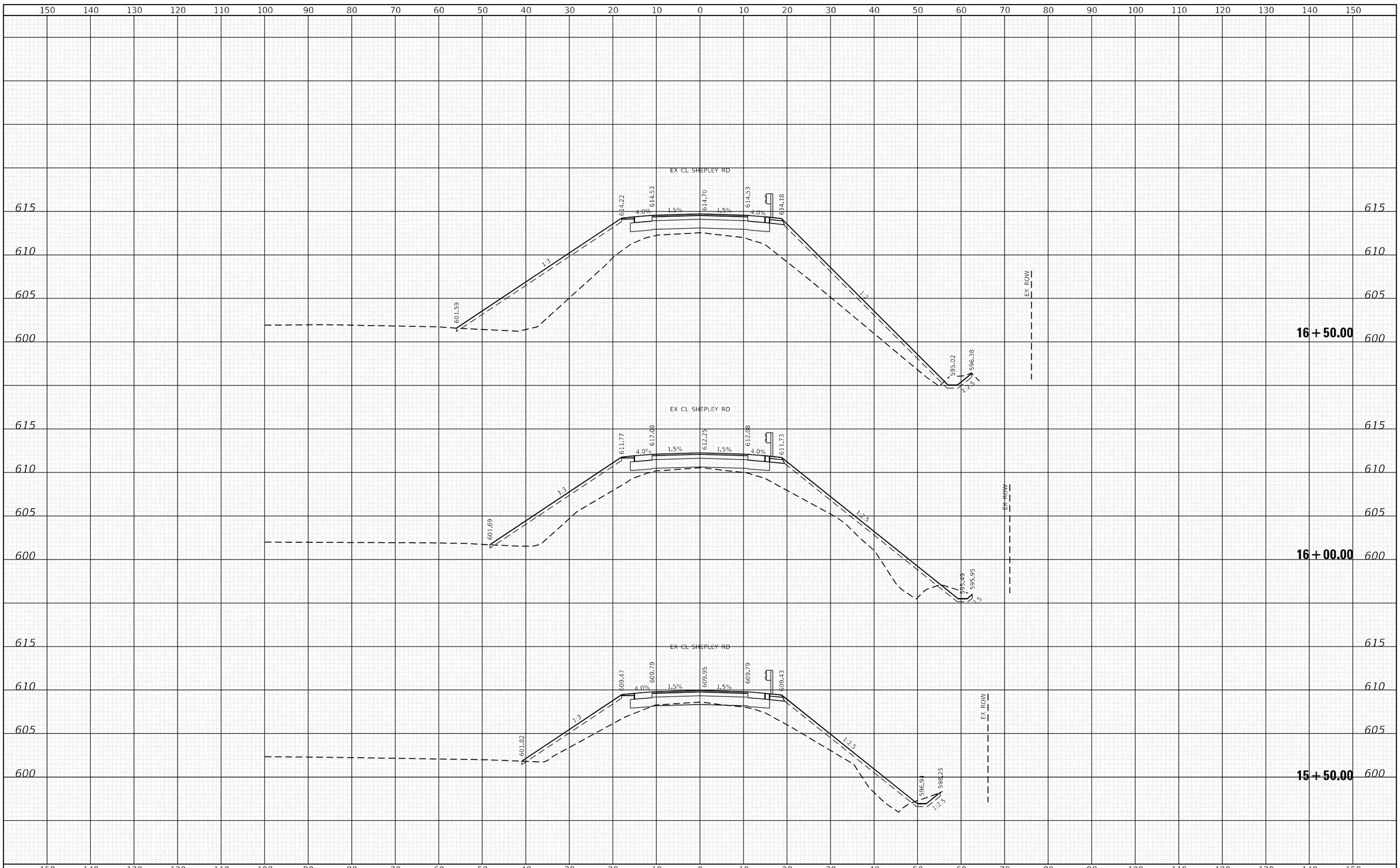
		CONTRACT NO. 62N41		
		ILLINOIS FED. AID PROJECT		



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		DRAWN - RC	REVISED -	
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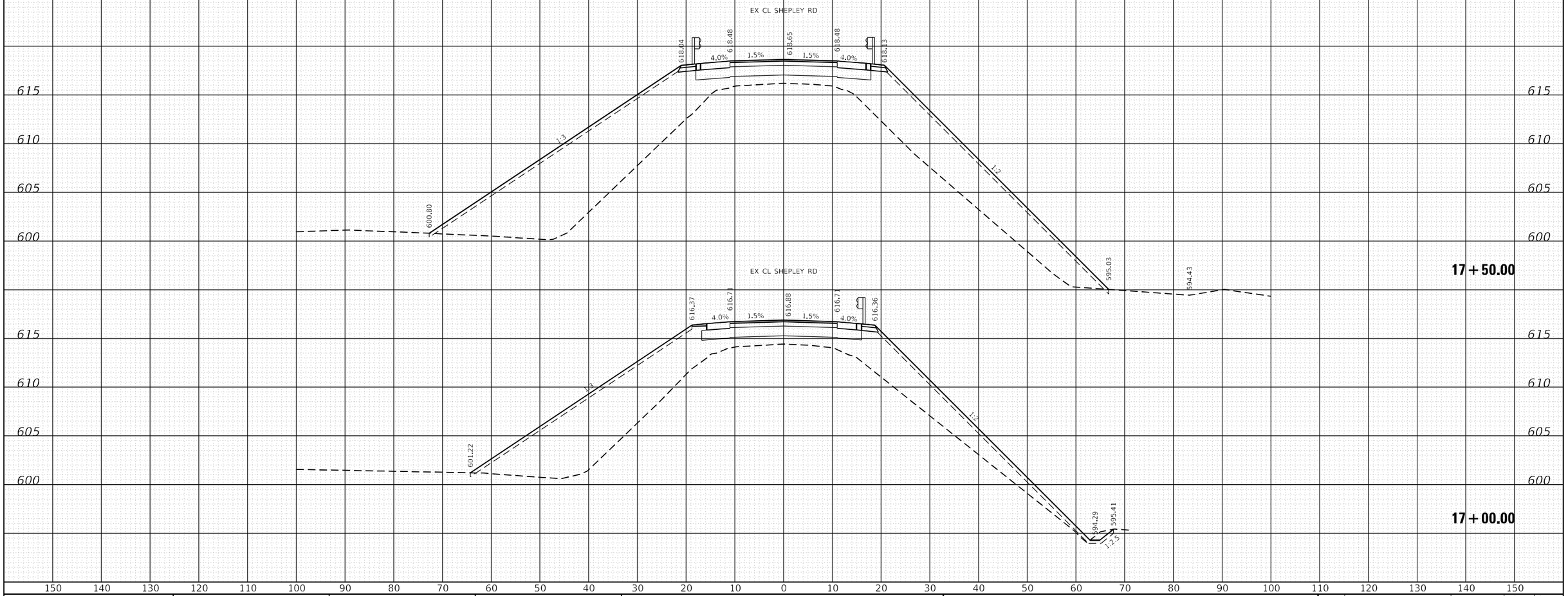
	PLOT DATE = 11/16/2021	DATE - 10/2021	REVISED -	

SHEPLEY RD OVER F.A.I. ROUTE 80
CROSS SECTIONS

SCALE: 1"=10'H, 5'V | SHEET 3 OF 8 SHEETS | STA. 15+50.00 | TO STA. 16+50.00

TWP. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0153	2021-007-B	WILL	71	53
		CONTRACT NO. 62N41		
		ILLINOIS	FED. AID PROJECT	

BRIDGE OMISSION - STA. 17+87.69 TO STA. 21+09.13



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		DRAWN - RC	REVISED -		
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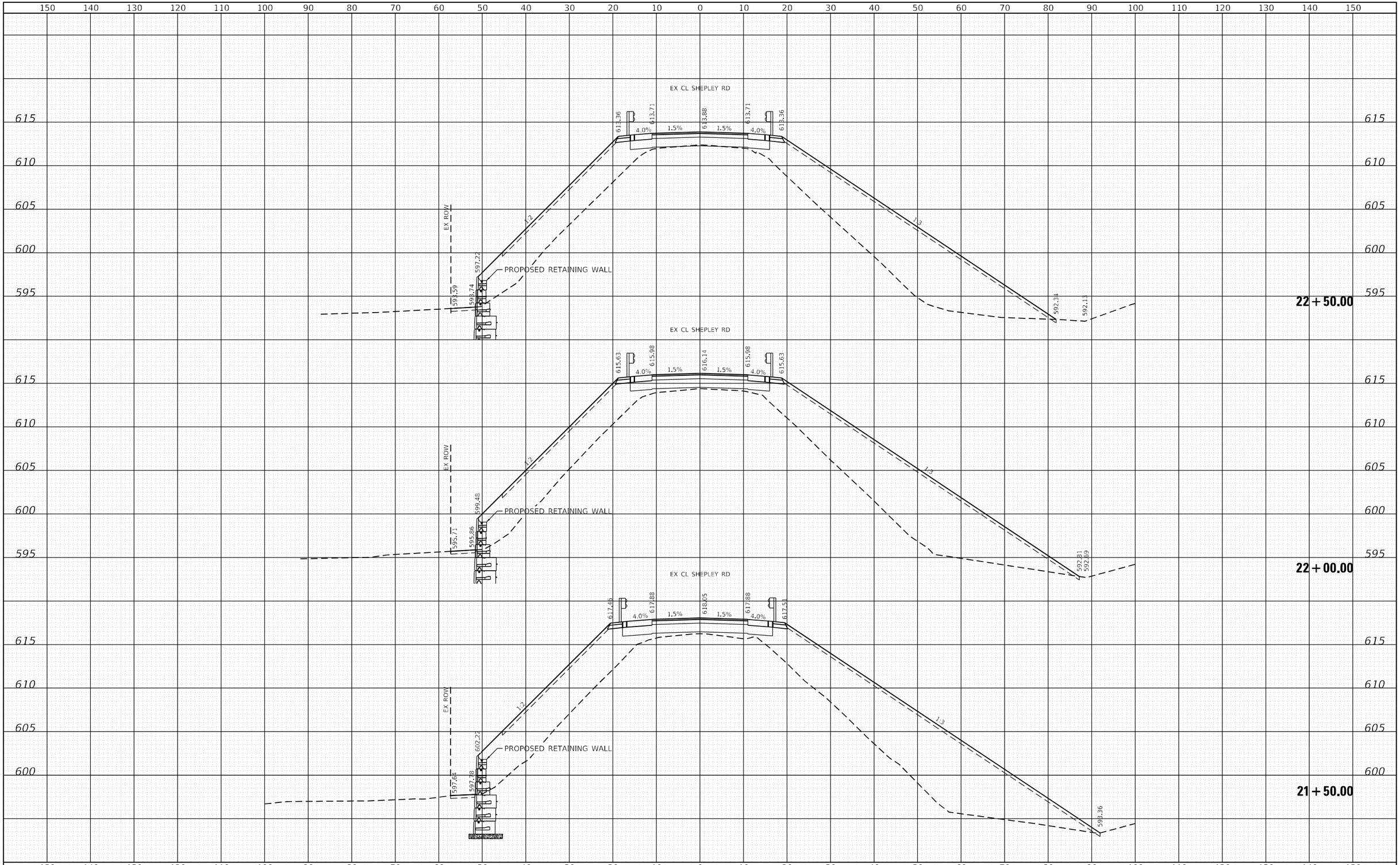
	PLOT DATE = 11/16/2021	DATE - 10/2021	REVISED -		

TWP. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0153	2021-007-B	WILL	71	54
		CONTRACT NO. 62N41		
	ILLINOIS FED. AID PROJECT			



LIN ENGINEERING,LTD. Consulting Engineers Westmont, Illinois	USER NAME = rober	DESIGNED - RC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SHEPLEY RD OVER F.A.I. ROUTE 80 CROSS SECTIONS
		DRAWN - RC	REVISED -		
	PLOT SCALE = 20.0000 ' / in.	CHECKED - ST	REVISED -		
	PLOT DATE = 11/16/2021	DATE - 10/2021	REVISED -		

SCALE: 1"=10'H, 5'V | SHEET 5 OF 8 SHEETS | STA. 21+50.00 | TO STA. 22+50.00

TWP. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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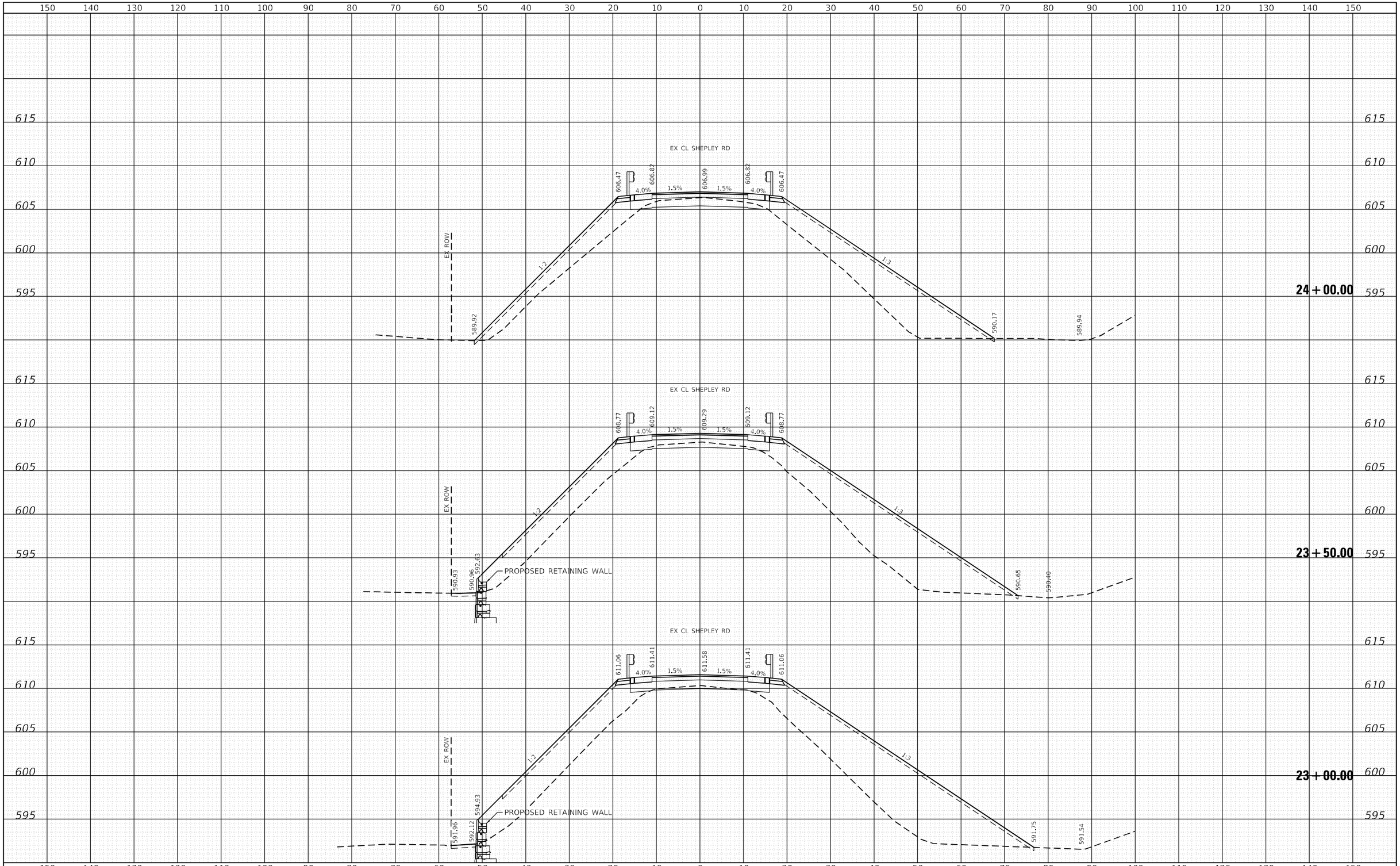
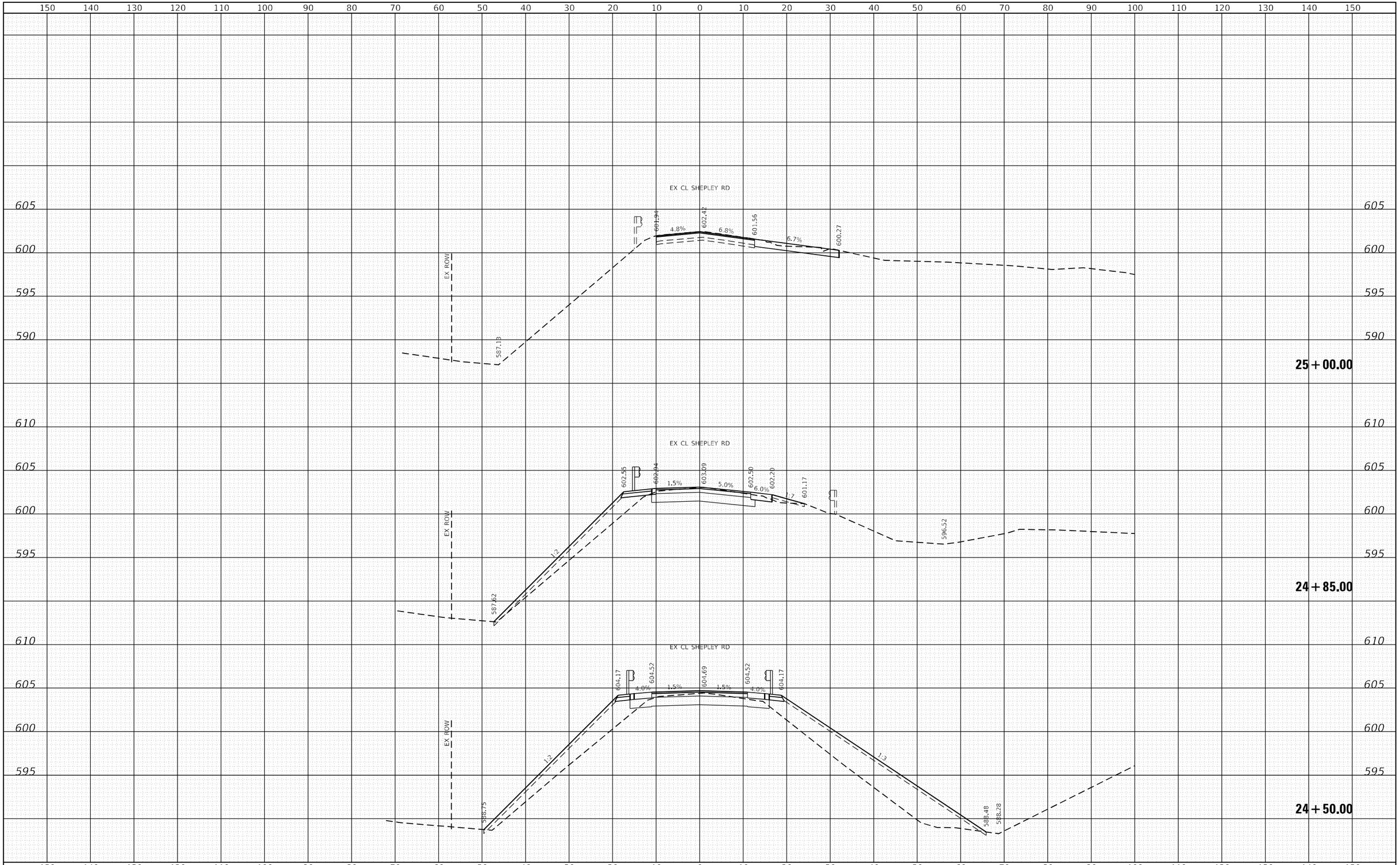
		CONTRACT NO. 62N41		
	ILLINOIS	FED. AID PROJECT		



LIN ENGINEERING,LTD. Consulting Engineers Westmont, Illinois	USER NAME = rober	DESIGNED - RC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SHEPLEY RD OVER F.A.I. ROUTE 80 CROSS SECTIONS
		DRAWN - RC	REVISED -		
	PLOT SCALE = 20.0000 ' / in.	CHECKED - ST	REVISED -		SCALE: 1"=10'H, 5'V | SHEET 6 OF 8 SHEETS | STA. 23+00.00 TO STA. 24+00.00
	PLOT DATE = 11/16/2021	DATE - 10/2021	REVISED -		

TWP. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0153	2021-007-B	WILL	71	56
		CONTRACT NO. 62N41		
		ILLINOIS | FED. AID PROJECT		



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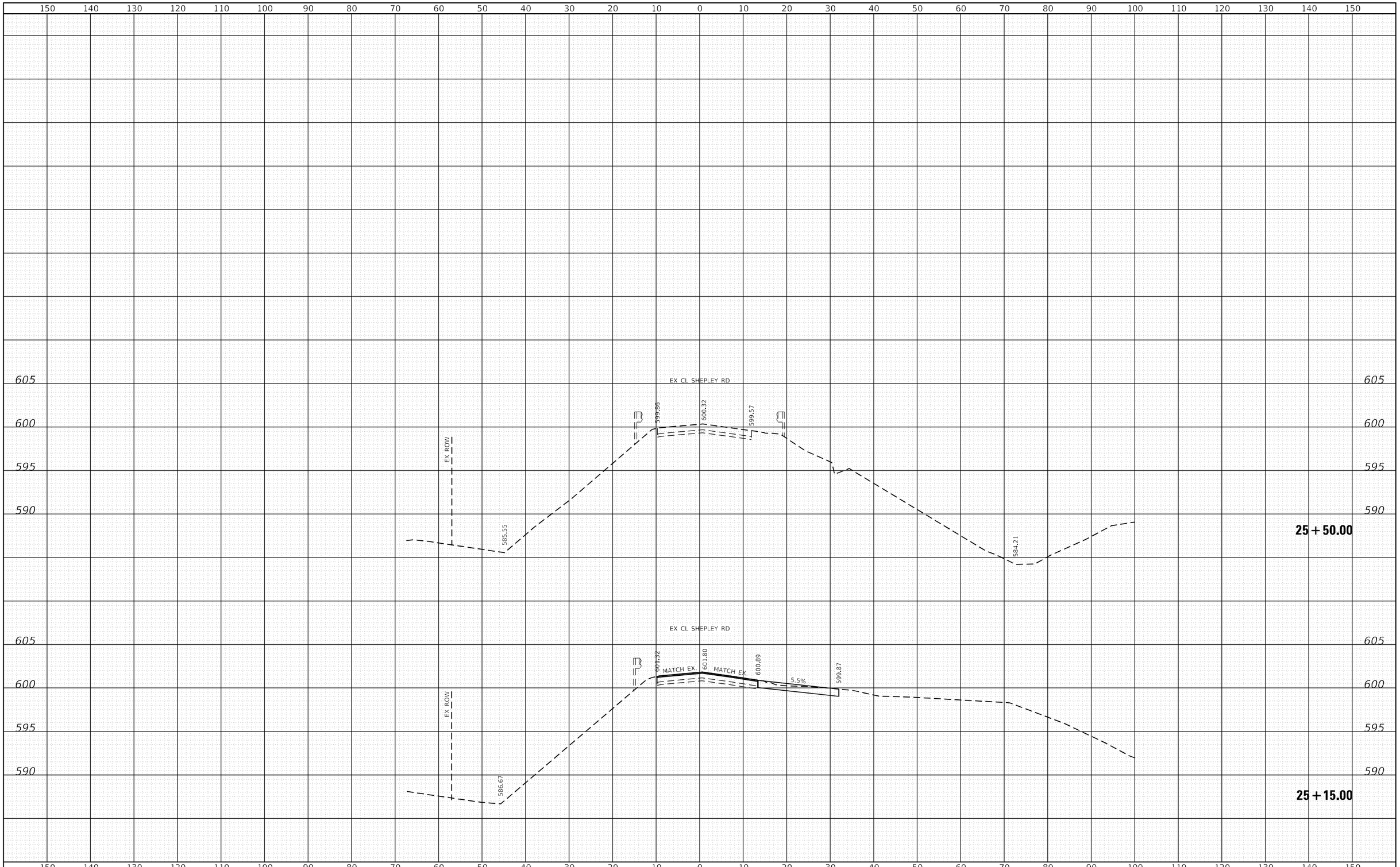
	PLOT DATE = 11/16/2021	DATE - 10/2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEPLEY RD OVER F.A.I. ROUTE 80
CROSS SECTIONS

SCALE: 1"=10'H, 5'V | SHEET 7 OF 8 SHEETS | STA. 24+50.00 TO STA. 25+00.00

TWP. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0153	2021-007-B	WILL	71	57
		CONTRACT NO. 62N41		
	ILLINOIS	FED. AID PROJECT		



LIN ENGINEERING,LTD. Consulting Engineers Westmont, Illinois	USER NAME = rober	DESIGNED - RC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SHEPLEY RD OVER F.A.I. ROUTE 80 CROSS SECTIONS
		DRAWN - RC	REVISED -		
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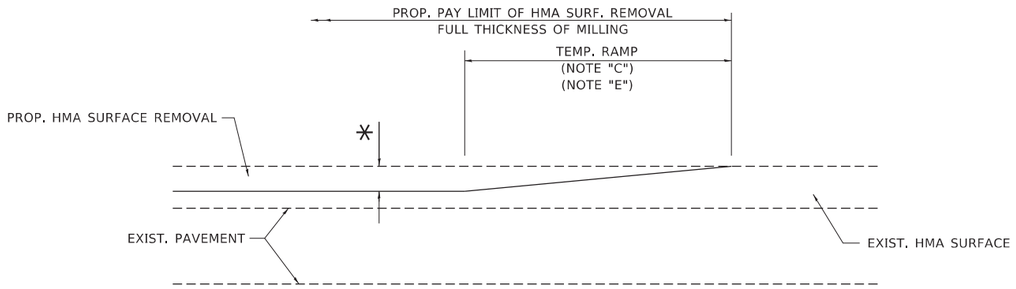
	PLOT DATE = 11/16/2021	DATE - 10/2021	REVISED -		SCALE: 1"=10'H, 5'V | SHEET 8 OF 8 SHEETS | STA. 25+15.00 TO STA. 25+50.00

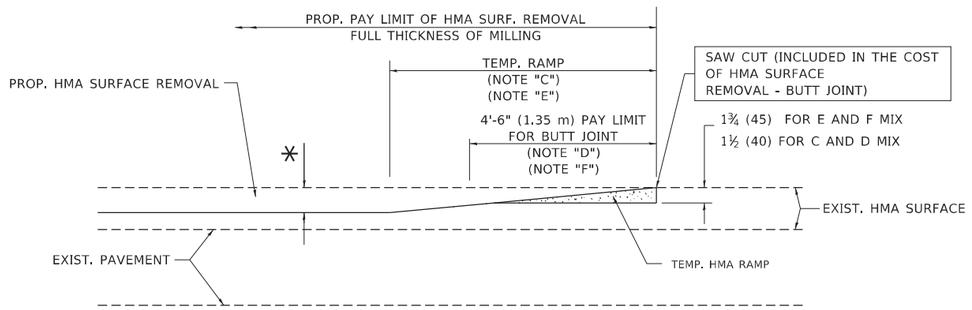
TWP. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0153	2021-007-B	WILL	71	58
		CONTRACT NO. 62N41		
		ILLINOIS | FED. AID PROJECT		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

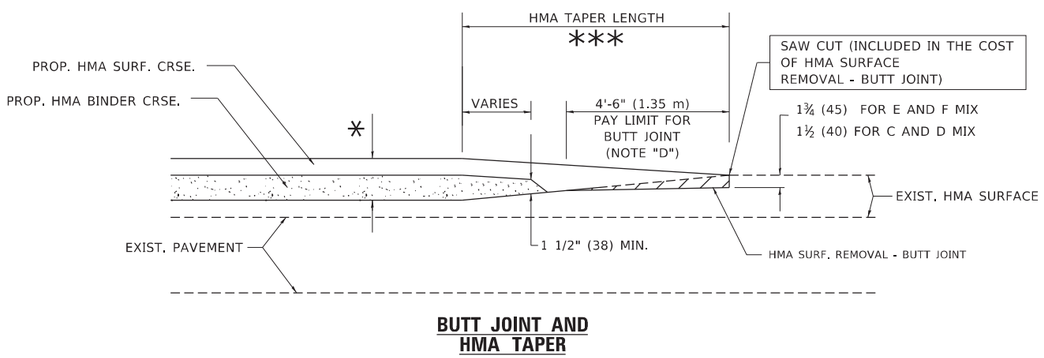


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

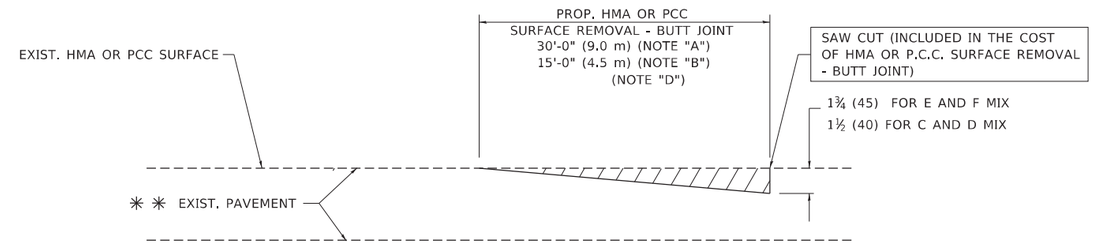
OPTION 2

TYPICAL TEMPORARY RAMP

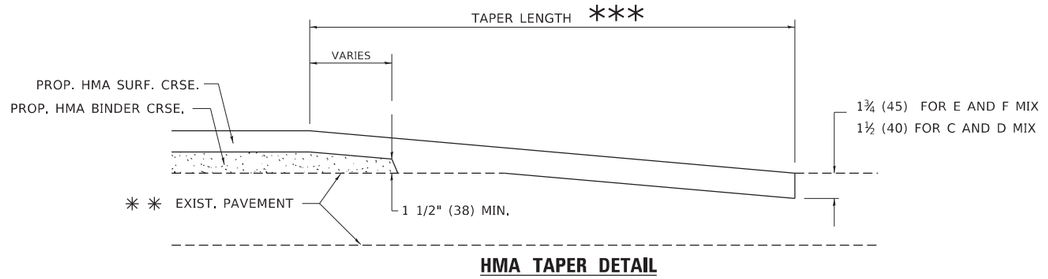


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A. MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B. MINOR SIDE ROADS.

C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.

D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.

E. TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.

F. INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT.

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

G. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT".

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

USER NAME = footemj	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
	DRAWN -	REVISED - A. ABBAS 03-21-97
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - M. GOMEZ 04-06-01
PLOT DATE = 3/27/2019	DATE - 06-13-90	REVISED - R.BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

TWP. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0153	2021-007-B	WILL	71	59
	BD400-05 BD32	CONTRACT NO. 62N41		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
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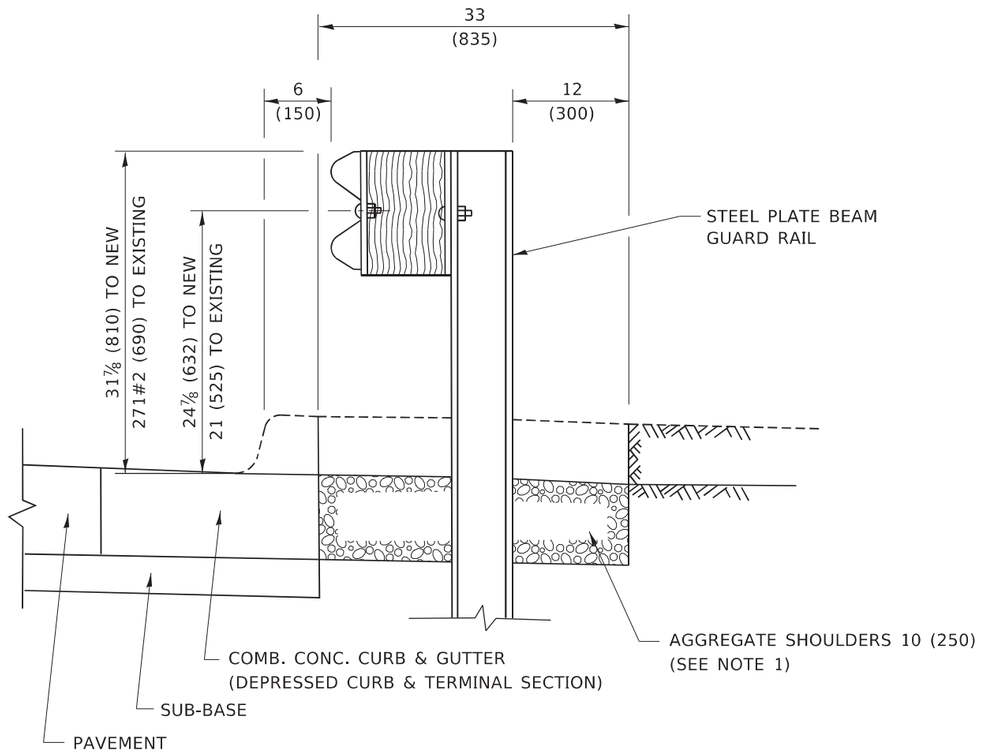
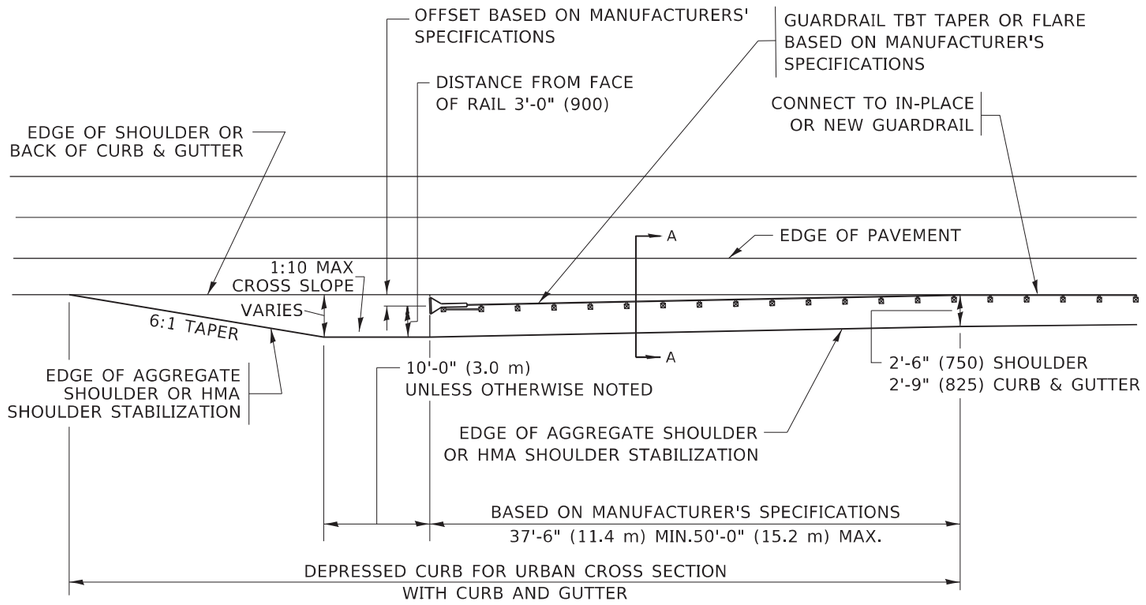


SECTION A–A

NOTES:

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

DETAILS FOR STEEL PLATE BEAM GUARD RAIL ADJACENT TO CURB AND GUTTER [FOR ROADWAY SPEED 35 MPH (60 kmh) TO 45 MPH (70 kmh)]



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

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

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

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

TBT = TRAFFIC BARRIER TERMINAL

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

USER NAME = footem]	DESIGNED - M. DE YONG	REVISED - R. BORO 12-08-2008	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED - R. BORO 09-14-2009	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - R. BORO 08-06-2012	
PLOT DATE = 3/27/2019	DATE - 09-22-90	REVISED - R. BORO 05-08-2015	

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

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0153	2021-007-B	WILL	71	60
	BD600–10 (BD 34)	CONTRACT NO. 62N41		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
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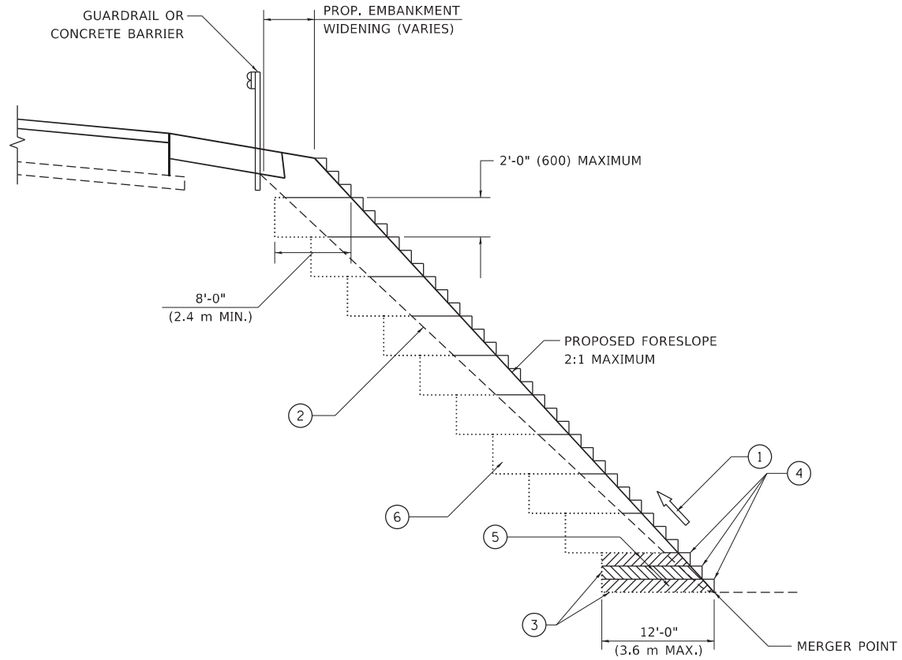
334.dgn 3/27/2019 8:07:35 AM User=footemj



TYPICAL BENCHING DETAIL FOR EMBANKMENT

NOTES:

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

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

USER NAME = footem]	DESIGNED -	REVISED -
	DRAWN - CADD	REVISED -
PLOT SCALE = 50.0000 ' / in.	CHECKED - S.E.B.	REVISED -
PLOT DATE = 3/27/2019	DATE - 06-16-04	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BENCHING DETAIL
FOR EMBANKMENT WIDENING

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0153	2021-007-B	WILL	71	61
	BD-51	CONTRACT NO. 62N41		
	ILLINOIS FED. AID PROJECT			

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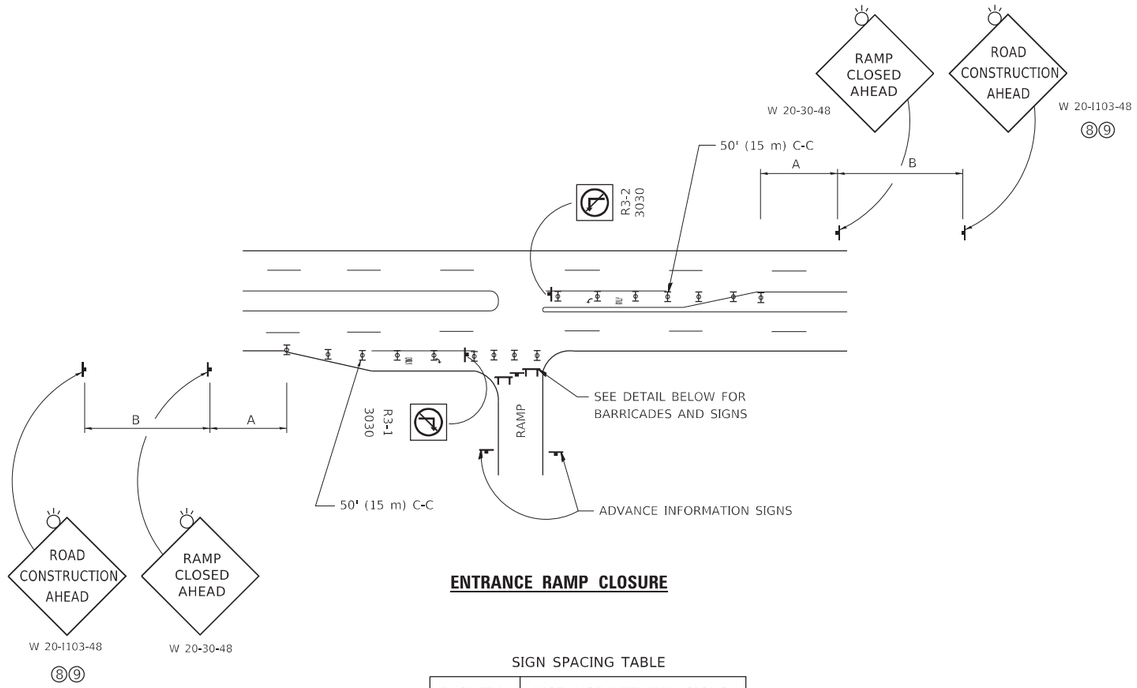
bd51.dgn 3/27/2019 8:15:34 AM User=footem

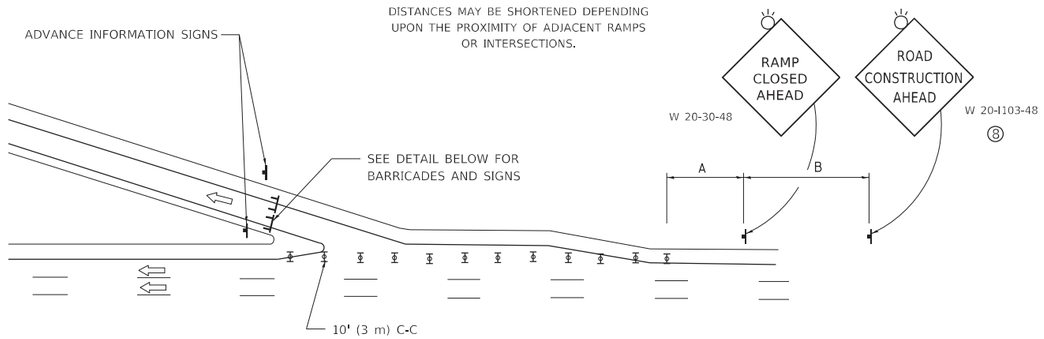


ENTRANCE RAMP CLOSURE

SIGN SPACING TABLE

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

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

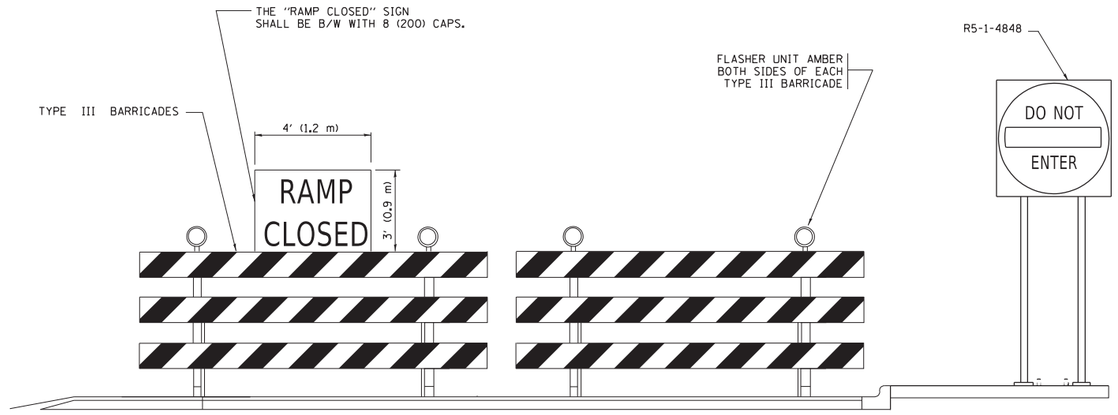


EXIT RAMP CLOSURE

SYMBOLS

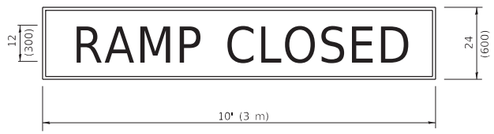
TYPE II BARRICADE OR DRUM

TYPE III BARRICADE WITH 2 FLASHING LIGHTS



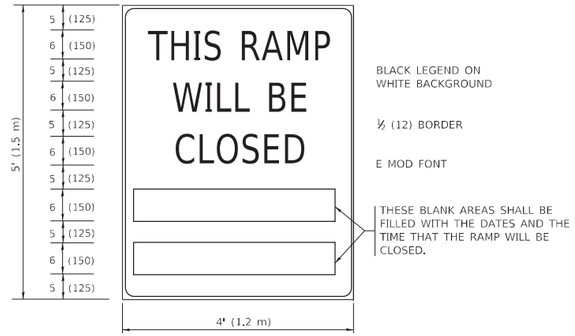
DETAIL FOR REQUIRED BARRICADES & SIGNS

RAMP CLOSURE ADVANCE WARNING SIGN



BLACK LEGEND ON ORANGE BACKGROUND MOUNTED DIAGONALLY
E MOD FONT
1 (25) BORDER
THESE SIGNS ARE REQUIRED ON ALL THE EXIT GUIDE SIGNS FOR EXIT RAMPS THAT WILL BE CLOSED FOR MORE THAN FOUR (4) CONSECUTIVE DAYS.

RAMP CLOSURE ADVANCE INFORMATION SIGN



BLACK LEGEND ON WHITE BACKGROUND

½ (12) BORDER

E MOD FONT

THESE BLANK AREAS SHALL BE FILLED WITH THE DATES AND THE TIME THAT THE RAMP WILL BE CLOSED.

THESE SIGNS ARE REQUIRED ON BOTH SIDES OF THE RAMP, MINIMUM OF 1 WEEK IN ADVANCE OF THE CLOSURE.

THESE SIGNS SHALL BE FABRICATED AND PAID FOR ACCORDING TO THE TEMPORARY INFORMATION SIGNING SPECIAL PROVISION

GENERAL NOTES:

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

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

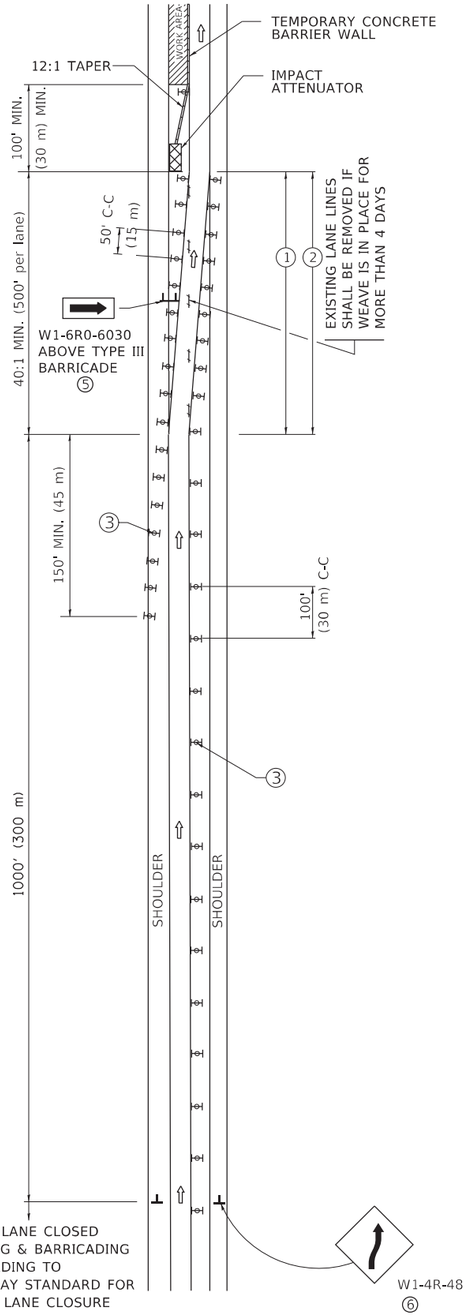
USER NAME = footem]	DESIGNED - D.W.S.	REVISED - S.P.B._01-07	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**ENTRANCE_AND_EXIT_RAMP CLOSURE_DETAILS**	
	DRAWN -	REVISED - S.P.B._12-09			
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - M.D._06-13		SCALE: NONE	SHEET 1 OF 1 SHEETS STA. TO STA.
PLOT DATE = 3/4/2019	DATE - 02-83	REVISED - M.D._01-18			

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0153	2021-007-B	WILL	71	62
	TC-08	CONTRACT NO. 62N41		
	ILLINOIS FED. AID PROJECT			

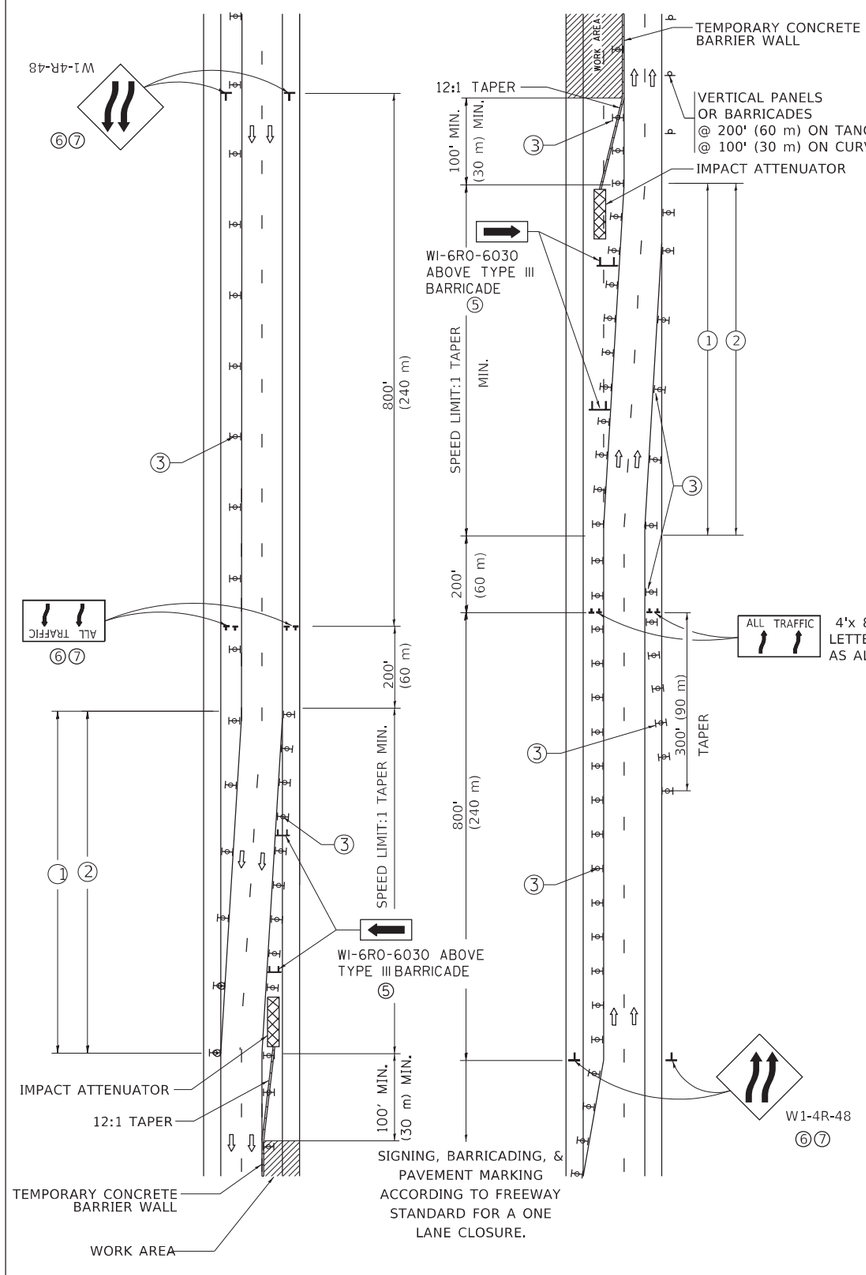
MODEL: Default
FILE NAME: p:\c\IL084EBD\INTEG-Illinois-pw\PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist15\22x23a\CADData\CADSheets\tc08.dgn

tc08.dgn 3/4/2019 10:22:32 AM User=footemj

SINGLE LANE WEAVE



MULTI–LANE WEAVE



GENERAL NOTES:

① EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED. PAVEMENT MARKING REMOVAL SHALL NOT BE REQUIRED FOR SINGLE LANE WEAVES UNDER 4 DAYS IN DURATION.

② CONTINOUS REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND FOR 300' (90 m) ALONG SIDE THE WORK AREA WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS. THE LEFT EDGE LINE SHALL BE YELLOW AND THE RIGHT EDGE LINE SHALL BE WHITE. FOR MULTI-LANE WEAVES LANE LINES SHALL BE 5 INCH, 10'-30' (3 m-9 m) SKIP DASH, WHITE.

③ PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' (15 m) C-C SPACING IN TAPERS AND 100' (30 m) C-C SPACING IN TANGENTS.

④ ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.

⑤ TYPE III BARRICADES MAY BE OMMITTED FOR SINGLE-LANE WEAVES UNDER 24-HOURS IN DURATION. W1-6 SIGNS WILL STILL BE REQUIRED. IF THE WIDTH OF OFFSET IS LESS THAN 6' THEN THE TYPE III BARRICADE WITH ATTACHED ARROW SIGN PANEL CAN BE ELIMINATED IN THE TAPER AREAS.

⑥ WHEN THE LENGTH OF THE SHIFTED SEGMENT (DISTANCE BETWEEN WEAVE POINTS) IS LESS THAN 1500', DOUBLE REVERSE CURVE SIGNS (W24-1) SHOULD BE USED INSTEAD OF THE REVERSE CURVE (W1-4) SIGNS. ARROWS ON THE 4'X8' "ALL TRAFFIC" SIGNS SHALL BE THE SAME SHAPE.

⑦ THE NUMBER OF ARROWS ON THESE SIGNS SHALL MATCH THE NUMBER OF LANES OPEN TO TRAFFIC.

ALL TRAFFIC 4'x 8' (1.2 m x 2.4 m); 1 (25) BORDER; 10 (250) CAPITAL LETTERS BACKGROUND SHEETING SHALL BE THE SAME AS ALL DIAMOND SHAPED CONSTRUCTION SIGNS.

SYMBOLS

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

USER NAME = footemj	DESIGNED - D.W.S.	REVISED - J.A.F. 02-06
	DRAWN -	REVISED - S.P.B. 01-07
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - S.P.B. 12-09
PLOT DATE = 3/4/2019	DATE - 02-87	REVISED - M.D. 06-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE & MULTI–LANE WEAVE

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0153	2021-007-B	WILL	71	63
	TC-09	CONTRACT NO. 62N41		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
FILE NAME: pw:\\IL084-EBIDINTEG.illinois.gov:PWIDOT Documents\IDOT Offices\District 1\Projects\Dist15x22x34\CADData\CADSheets\tc09.dgn

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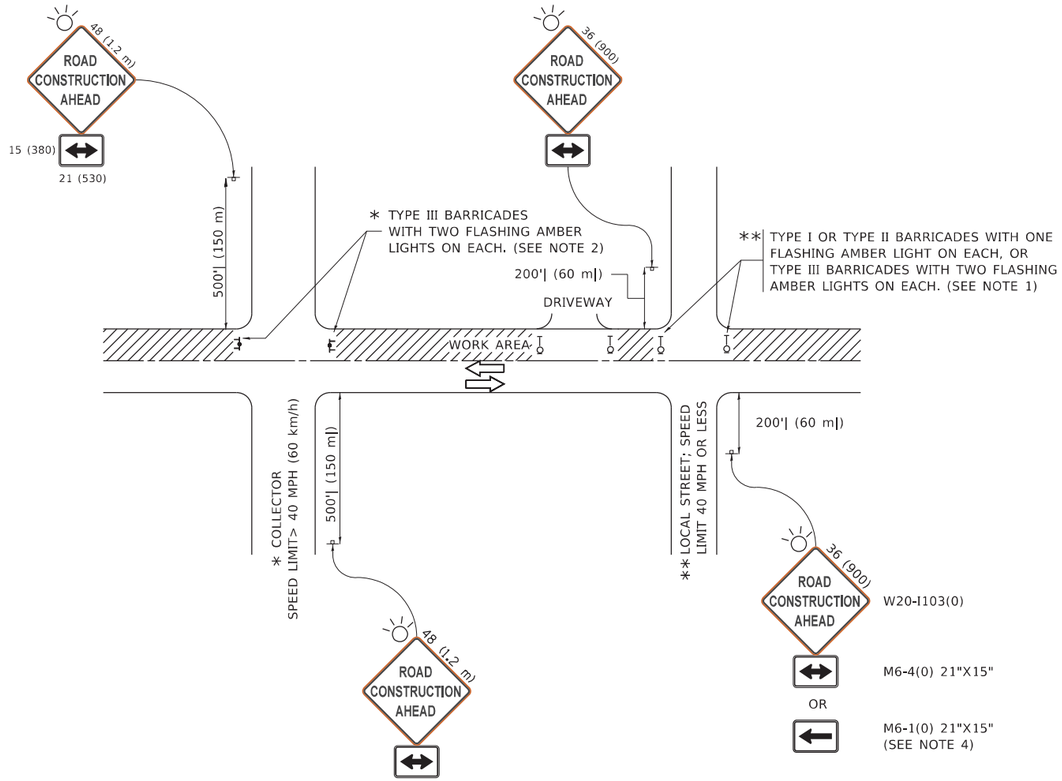

NOTES:

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

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

USER NAME = footemj	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96	
	DRAWN -	REVISED - T. RAMMACHER 01-06-00	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13	
PLOT DATE = 3/4/2019	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0153	2021-007-B	WILL	71	64
	TC-10	CONTRACT NO. 62N41		
	ILLINOIS FED. AID PROJECT			

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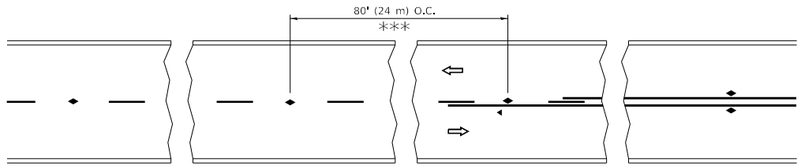
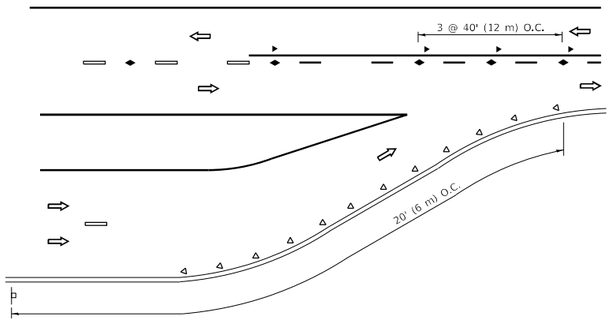


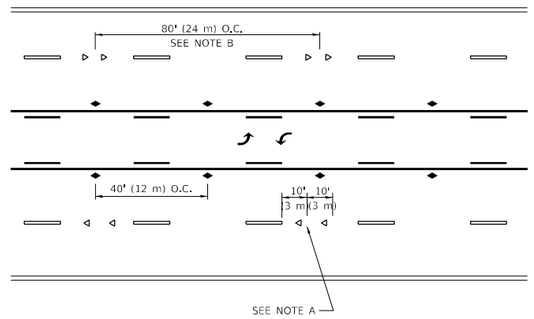
*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO–LANE/TWO–WAY

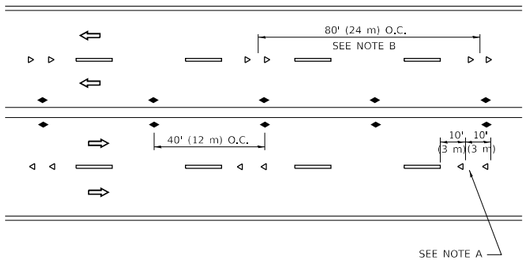
SEE FIGURE 3B-14 MUTCD



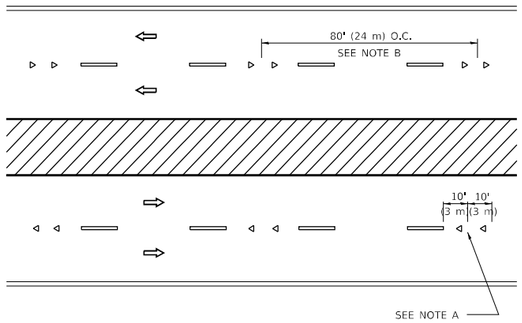
LANE REDUCTION TRANSITION



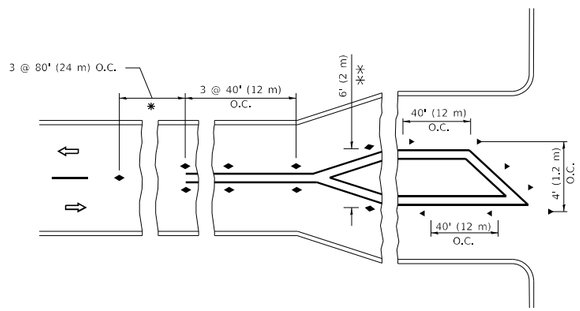
TWO–WAY LEFT TURN

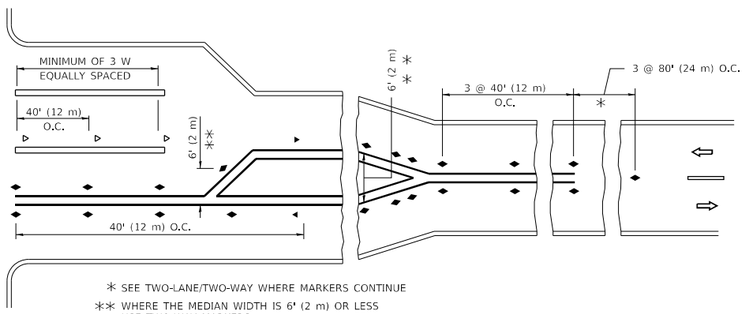


MULTI–LANE/UNDIVIDED



MULTI–LANE/DIVIDED





* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE

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

TURN LANES

GENERAL NOTES

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

SYMBOLS

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

LANE MARKER NOTES

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

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

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

USER NAME = footemj	DESIGNED -	REVISED - T. RAMMACHER 03-12-99
	DRAWN -	REVISED - T. RAMMACHER 01-06-00
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - C. JUCIUS 09-09-09
PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 07-01-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

TWP. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0153	2021-007-B	WILL	71	65
	TC-11	CONTRACT NO. 62N41		
	ILLINOIS FED. AID PROJECT			

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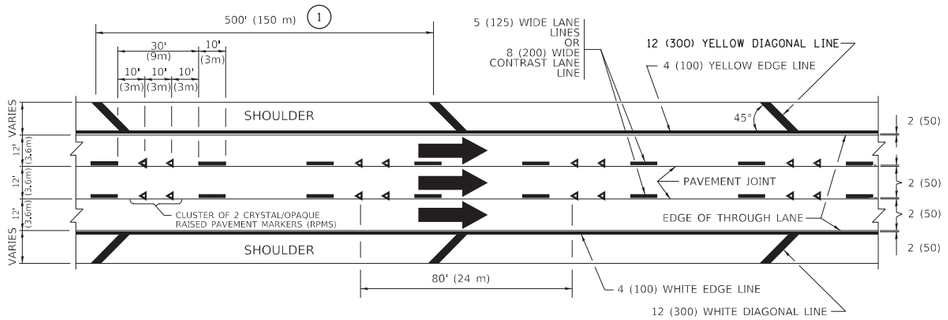
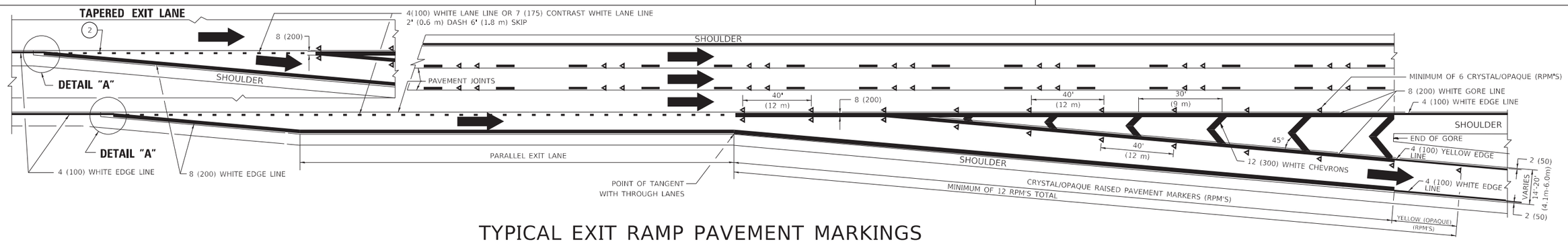


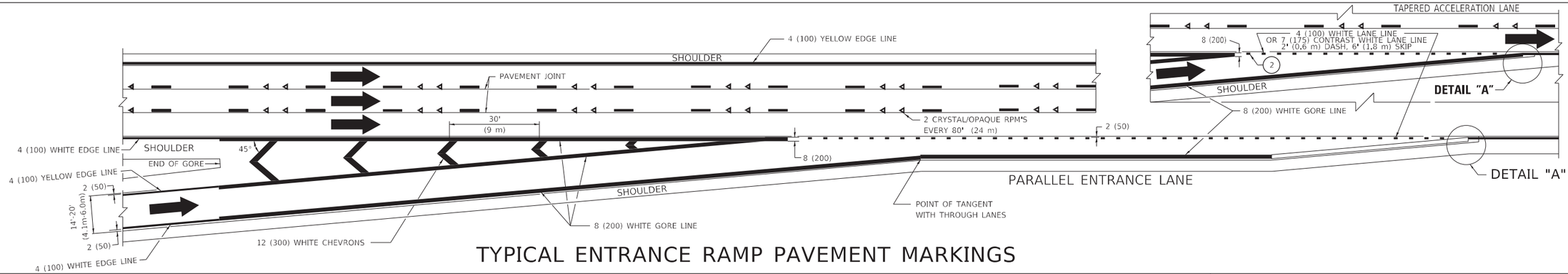
TYPICAL EDGE LINES & LANE LINES

PAVEMENT MARKING MATERIALS

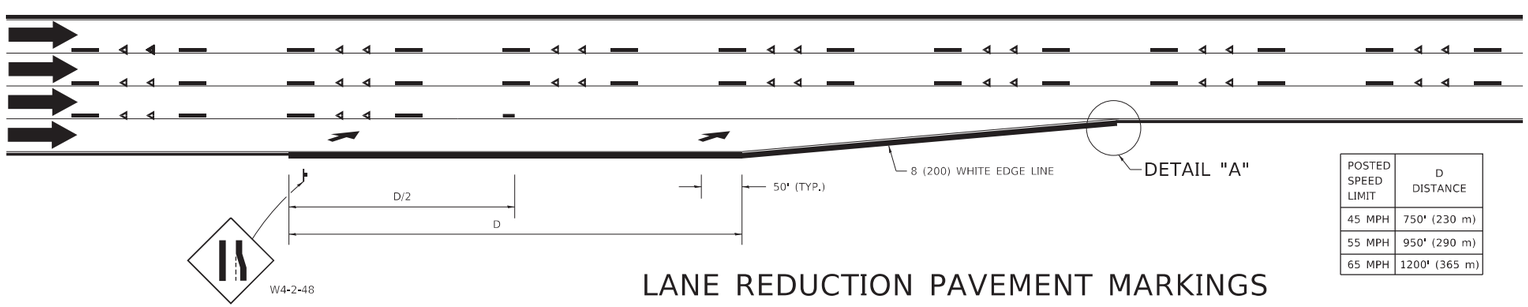
1. THERMOPLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON HMA PAVEMENTS.
2. POLYUREA OR MODIFIED URETHANE PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON PCC PAVEMENTS.
3. PREFORMED PLASTIC PAVEMENT MARKING LINE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



TYPICAL EXIT RAMP PAVEMENT MARKINGS

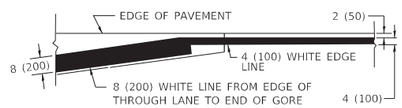


TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS



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

LANE REDUCTION PAVEMENT MARKINGS



DETAIL "A"

NOTES:

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

USER NAME = footem	DESIGNED - D.W.S.	REVISED - S.P.B. 01-07	
	DRAWN -	REVISED - S.P.B. 01-10	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - M.D. 05-13	
PLOT DATE = 3/4/2019	DATE - 01-90	REVISED - M.D. 09-17	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MULTI-LANE FREEWAY
PAVEMENT MARKING DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0153	2021-007-B	WILL	71	66
	TC-12	CONTRACT NO. 62N41		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
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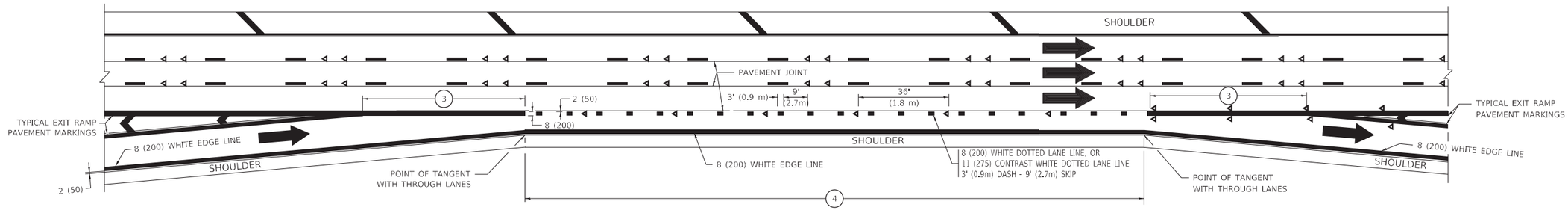
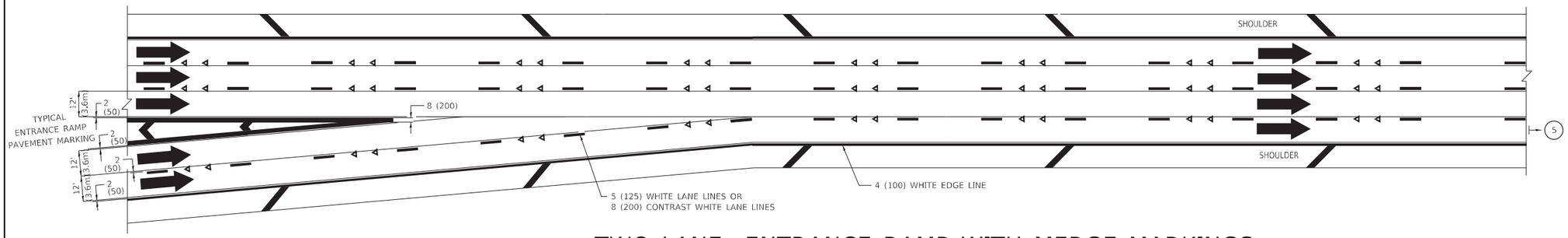
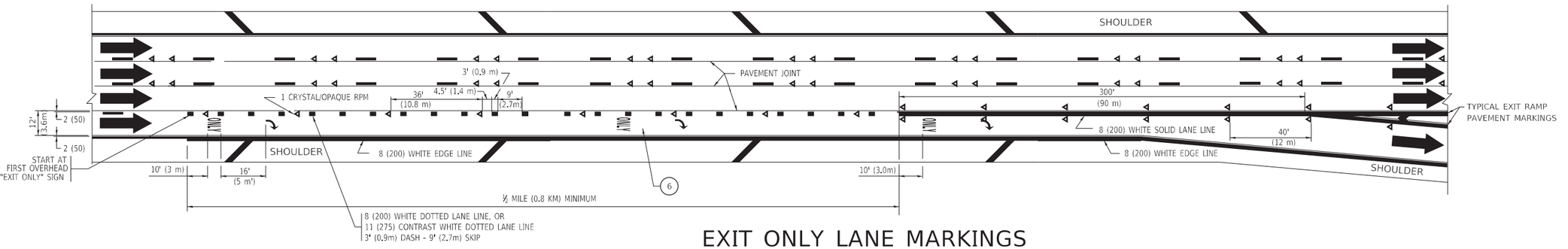
tc12.dgn 3/4/2019 10:32:03 AM User=footemu



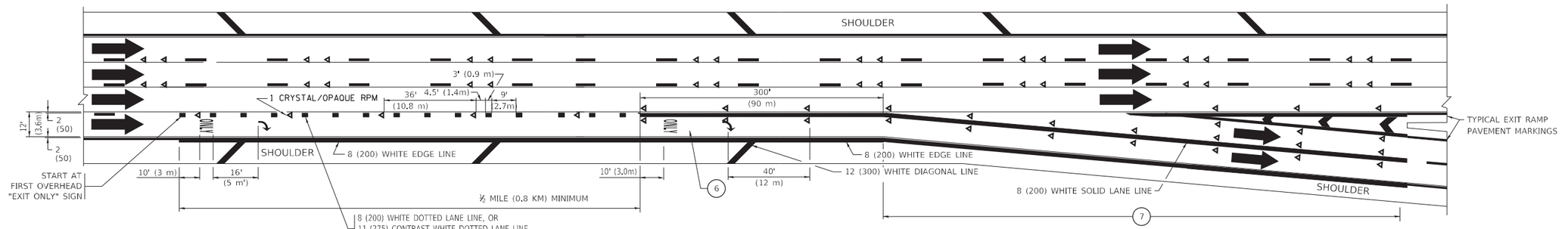
AUXILIARY LANE MARKINGS



TWO LANE ENTRANCE RAMP WITH MERGE MARKINGS



EXIT ONLY LANE MARKINGS



EXIT ONLY WITH OPTION LANE MARKINGS

NOTES:

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

USER NAME = footem}	DESIGNED - D.W.S.	REVISED - J.A.F. 02-06	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**
	DRAWN -	REVISED - S.P.B. 01-07	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - S.P.B. 01-10	
PLOT DATE = 3/4/2019	DATE - 01-90	REVISED - M.D. 09-17	

MULTI-LANE FREEWAY
PAVEMENT MARKING DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0153	2021-007-B	WILL	71	67
	TC-12	CONTRACT NO. 62N41		
	ILLINOIS FED. AID PROJECT			

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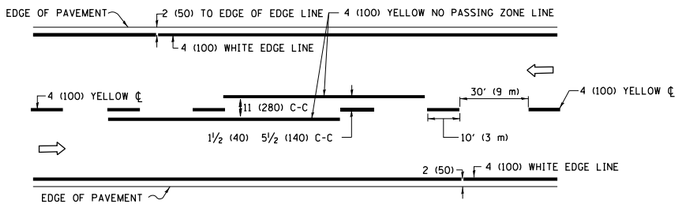
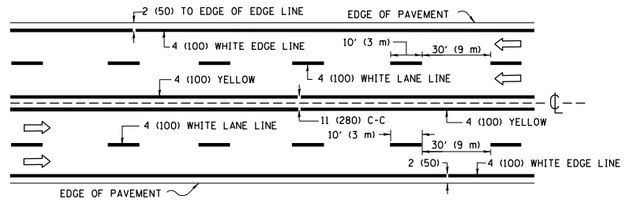
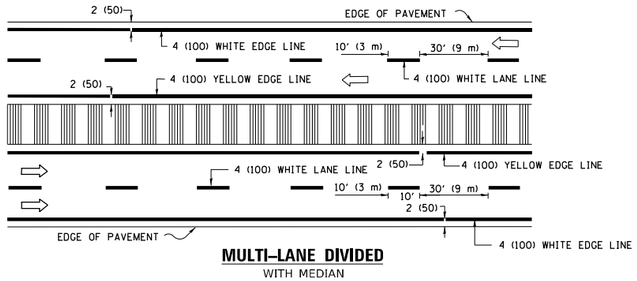
tc12.dgn 3/4/2019 10:32:33 AM User: footemi



2–LANE ROADWAY

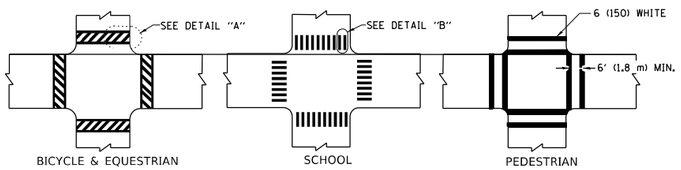


MULTI–LANE UNDIVIDED

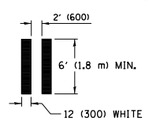


MULTI–LANE DIVIDED
WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING



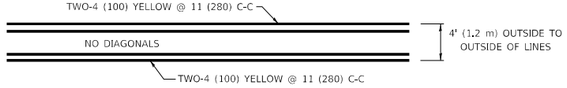
DETAIL "A"



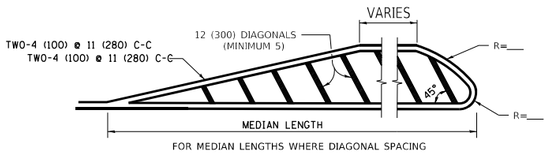
DETAIL "B"

TYPICAL CROSSWALK MARKING

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



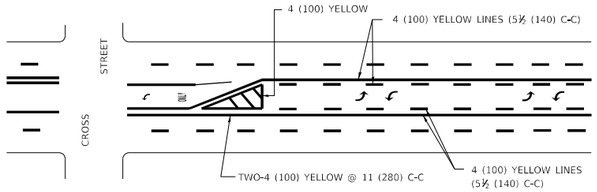
4' (1.2 m) WIDE MEDIANS ONLY



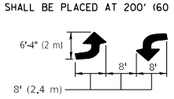
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

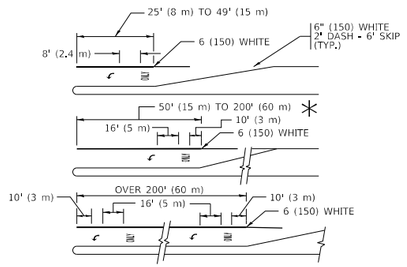


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

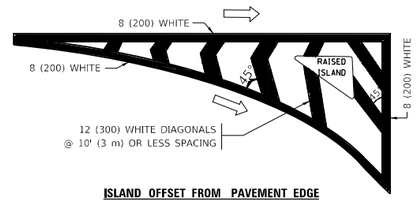


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) **ONLY** AREA = 20.8 SQ. FT. (1.9 m²)

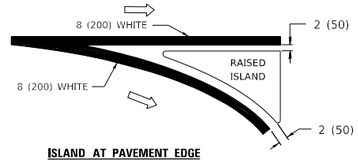
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

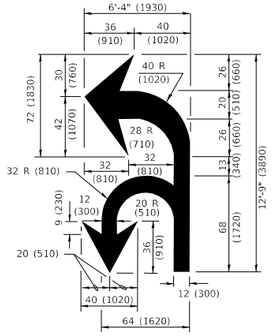


ISLAND OFFSET FROM PAVEMENT EDGE

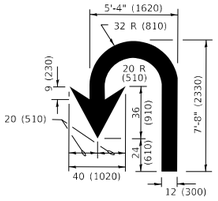


ISLAND AT PAVEMENT EDGE

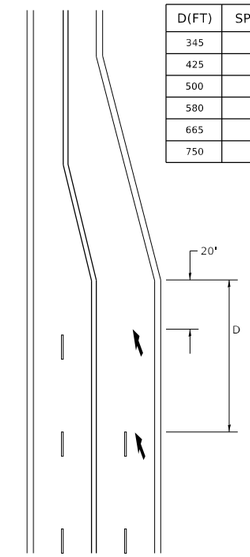
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U–TURN



U–TURN



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

LANE REDUCTION TRANSITION

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE: FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES: "RR" IS 6' (1.8 m) LETTERS: 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m² EACH "X"=54.0 SQ. FT. (5.0 m²
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

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PLOT DATE = 3/4/2019	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

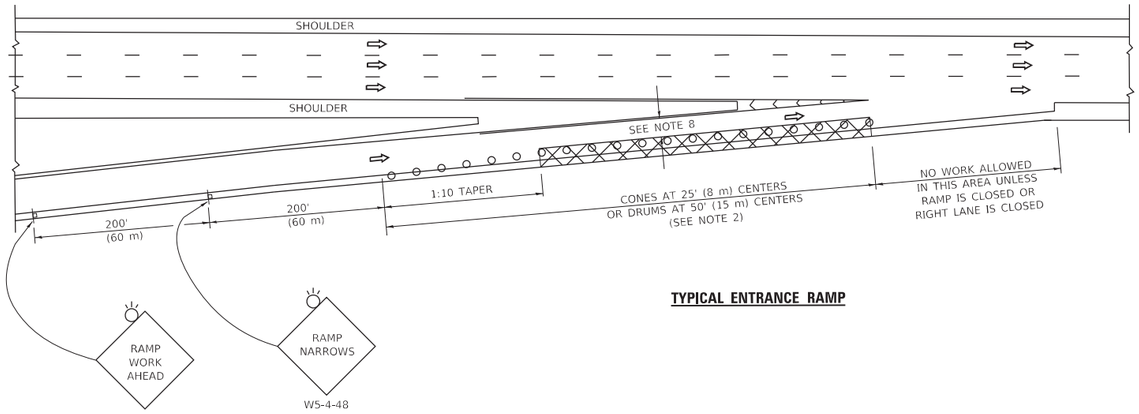
DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

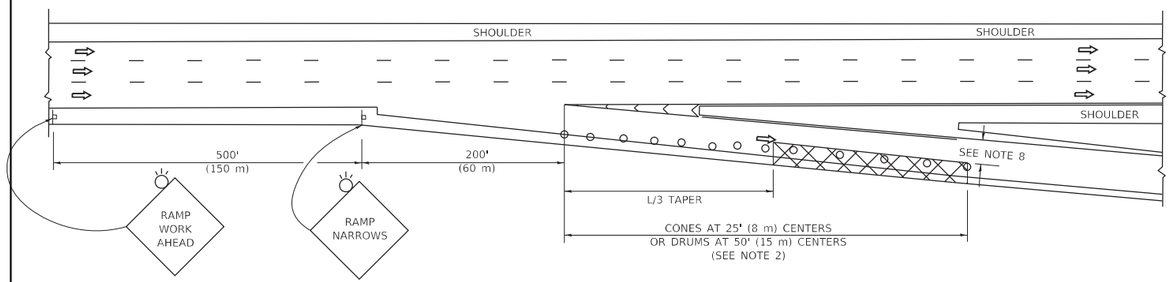
TWP. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0153	2021-007-B	WILL	71	68
	TC–13	CONTRACT NO. 62N41		
	ILLINOIS FED. AID PROJECT			

tc13.dgn 3/4/2019 10:34:37 AM User=footemj

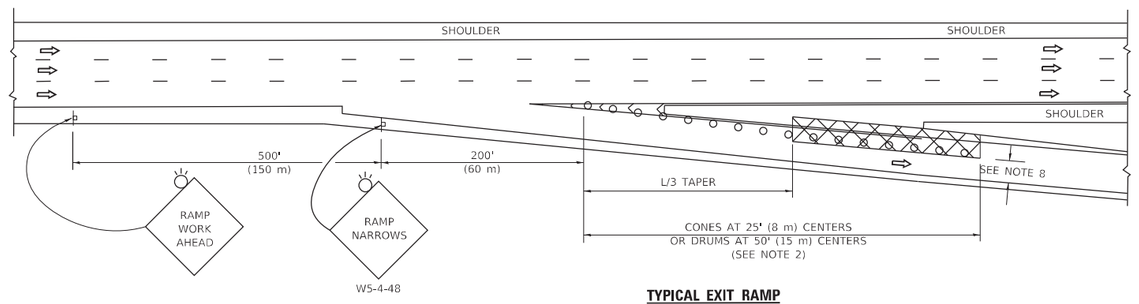
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP

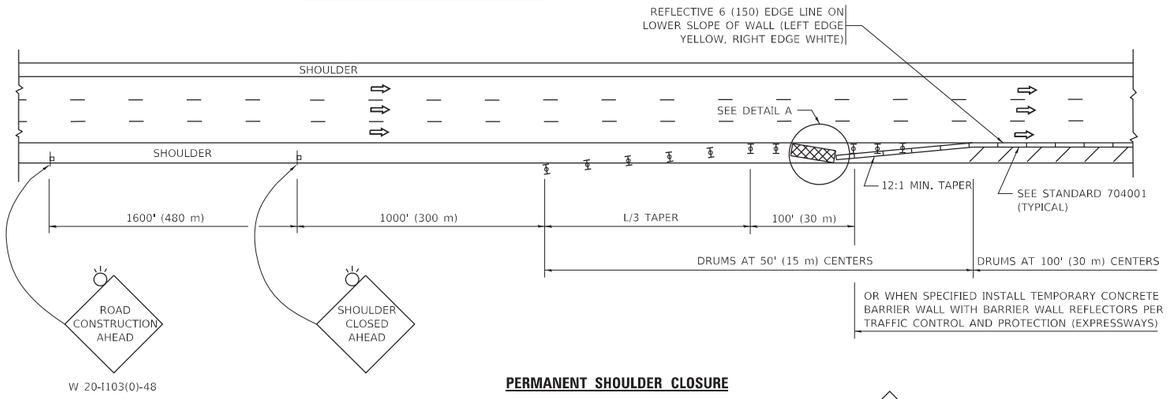


TYPICAL EXIT RAMP

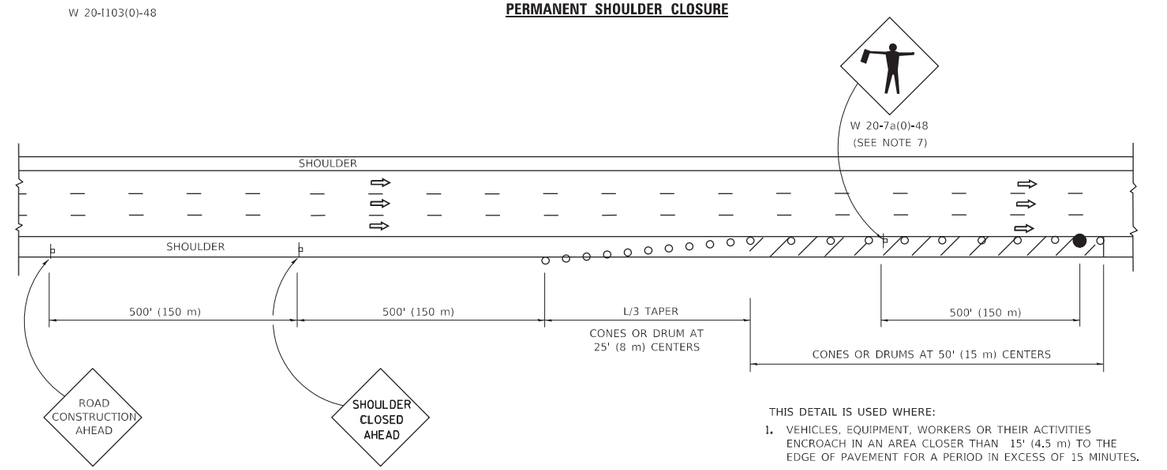


TYPICAL EXIT RAMP

SHOULDER CLOSURE DETAILS



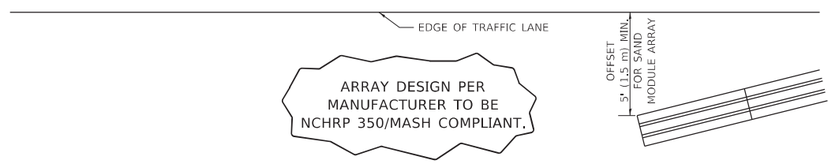
PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

THIS DETAIL IS USED WHERE:

1. VEHICLES, EQUIPMENT, WORKERS OR THEIR ACTIVITIES ENCROACH IN AN AREA CLOSER THAN 15' (4.5 m) TO THE EDGE OF PAVEMENT FOR A PERIOD IN EXCESS OF 15 MINUTES.



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

SYMBOLS

- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE OR DRUM
- CONE, DRUM OR BARRICADE
- IMPACT ATTENUATOR OF TYPE AND TEST LEVEL SPECIFIED

GENERAL NOTES:

1. THE "L" DISTANCE EQUALS:

SPEED LIMIT	FORMULAS	
45 mph (80 km/h) OR GREATER:	METRIC	ENGLISH
	L=0.65(W)(S)	L=(W)(S)

W = WIDTH OF OFFSET IN FEET (METERS)
S = NORMAL POSTED SPEED MPH (KM/H)

2. TYPE II BARRICADES OR DRUMS ARE REQUIRED FOR ALL NIGHTIME CLOSURES. TYPE II BARRICADES OR DRUMS WITH MONODIRECTIONAL STEADY BURN LIGHTS ARE REQUIRED FOR DELINEATING OBSTICLES, EXCAVATIONS, OR HAZARDS EXCEEDING 100 FT (30m) IN LENGTH AT NIGHT.
3. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.
5. THE IMPACT ATTENUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE NARROW USE TYPE DEVICE TO MEET NCHRP350/MASH.
6. AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
7. THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
   a. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
   b. THE WORK AVTIVITY REQUIRES FREQUENT ENCROACHMENT INTO THE LANE OPEN TO TRAFFIC.

   THE FLAGGER SHALL BE STATIONED APPROXIMATELY 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.
8. 12' MIN. WIDTH TANGENT SECTION
   16' MIN. WIDTH CURVE SECTION.

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

MODEL: Default
FILE NAME: pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT1Documents\IDOT Offices\District 1\Projects\Dist15d22x34\CADData\CADSheets\tc17.dgn

USER NAME = footemj	DESIGNED -	REVISED -	S.P.B. 01-07
	DRAWN - D.W.S.	REVISED -	S.P.B. 12-09
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	M.D. 06-13
PLOT DATE = 3/4/2019	DATE - 11-96	REVISED -	M.D. 01-18

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0153	2021-007-B	WILL	71	69
	TC-17	CONTRACT NO. 62N41		
	ILLINOIS FED. AID PROJECT			

tc17.dgn 3/4/2019 10:41:43 AM User=footemj

ROUTE MARKERS

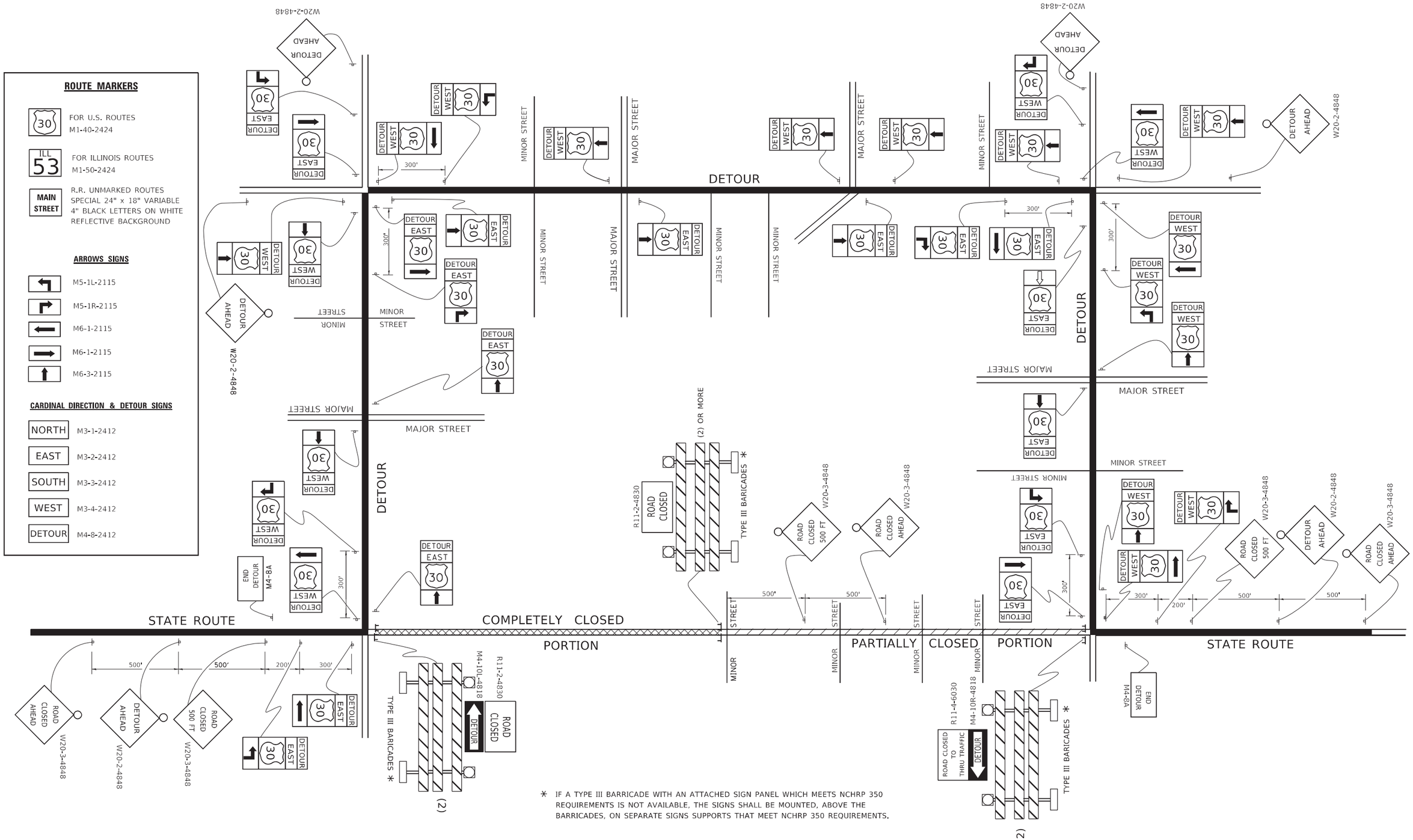
- 30 — FOR U.S. ROUTES M1-40-2424
- ILL 53 — FOR ILLINOIS ROUTES M1-50-2424
- MAIN STREET — R.R. UNMARKED ROUTES SPECIAL 24" x 18" VARIABLE 4" BLACK LETTERS ON WHITE REFLECTIVE BACKGROUND

ARROWS SIGNS

- M5-1L-2115
- M5-1R-2115
- M6-1-2115
- M6-1-2115
- M6-3-2115

CARDINAL DIRECTION & DETOUR SIGNS

- NORTH M3-1-2412
- EAST M3-2-2412
- SOUTH M3-3-2412
- WEST M3-4-2412
- DETOUR M4-8-2412



* IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.

USER NAME = footemj	DESIGNED -	REVISED - 10-18-02	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
	DRAWN -	REVISED - R. BORO 09-14-09	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/4/2019	DATE -	REVISED -	

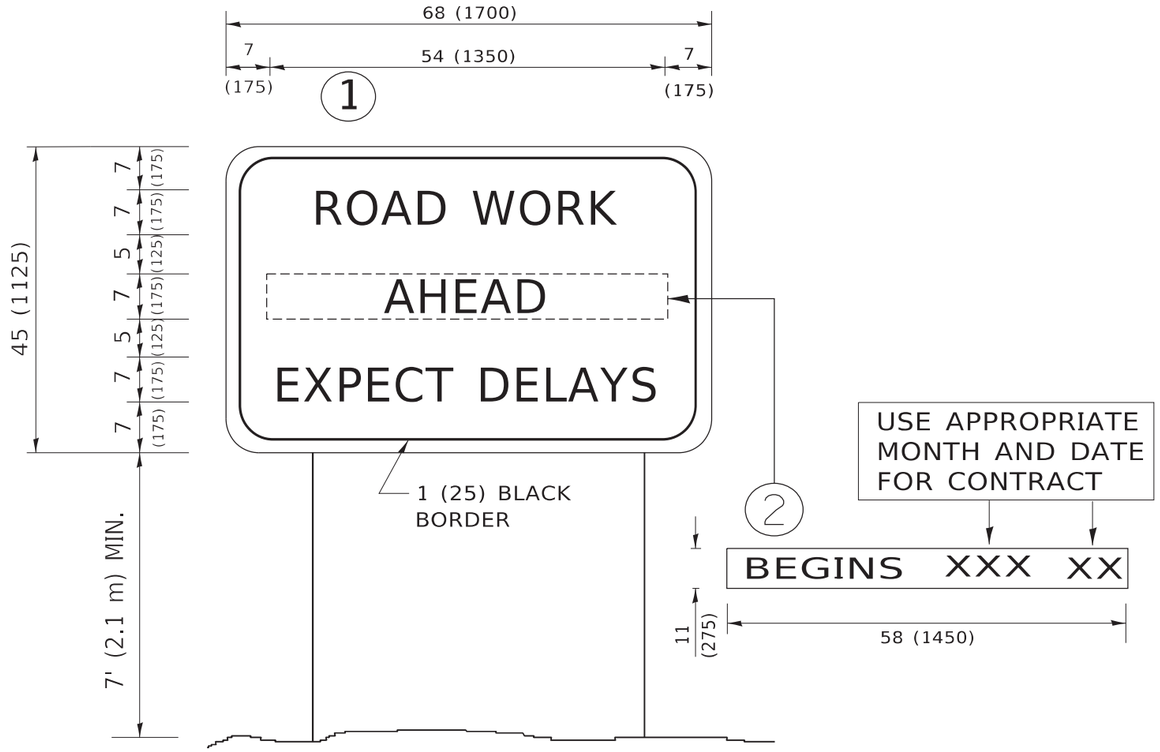
DETOUR SIGNING FOR CLOSING STATE HIGHWAYS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0153	2021-007-B	WILL	71	70
	TC-21	CONTRACT NO. 62N41		
		ILLINOIS FED. AID PROJECT		

MODEL: Default
FILE NAME: pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist1Std22x34\CADData\CADSheets\tc21.dgn

tc21.dgn 3/4/2019 10:46:33 AM User=footemj



NOTES:

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

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

MODEL: Default
FILE NAME: pw:\\IL084-EBIDINTEG:Illinois-jpw:PWIDOTDocuments\IDOT Offices\District 1\Projects\Dist51d22.23a\CADData\CADSheets\tc22.dgn

USER NAME = footemj	DESIGNED -	REVISED - R. MIRS 09-15-97	
	DRAWN -	REVISED - R. MIRS 12-11-97	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -T. RAMMACHER 02-02-99	
PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 01-31-07	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0153	2021-007-B	WILL	71	71
	TC–22	CONTRACT NO. 62N41		
	ILLINOIS FED. AID PROJECT			

tc22.dgn 3/4/2019 10:48:10 AM User=footemj