

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	1
		ILLINOIS	CONTRACT NO. 60W78	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PROPOSED  
HIGHWAY PLANS**

FAP ROUTE 373 (IL ROUTE 171 (NB))  
NB IL 171 OVER I-55 (STEVENSON EXPRESSWAY)

SECTION: 0707-608HB-B-1

BRIDGE REPLACEMENT

PROJECT: ACNHPP-0373 (030)

COOK COUNTY

C-91-371-13

D-91-191-10



LOCATION OF SECTION INDICATED THUS: -

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THIS PROJECT IS LOCATED  
IN THE VILLAGE OF SUMMIT

TRAFFIC DATA:

IL 171

2008 ADT = 41,800

2030 ADT = 42,000

DESIGN SPEED = 50 MPH

POSTED SPEED = 50 MPH

FUNCTIONAL CLASSIFICATION = STRATEGIC REGIONAL  
ARTERIAL (SRA)

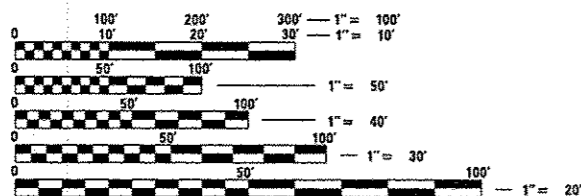
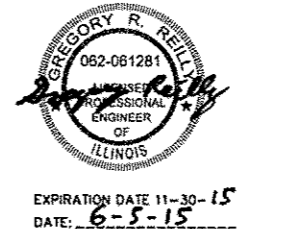
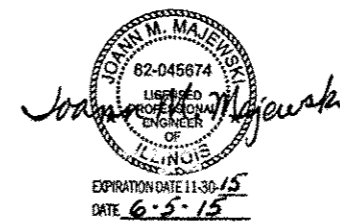
I-55 (FAI 55)

2012 ADT = 143,995

DESIGN SPEED = 70 MPH

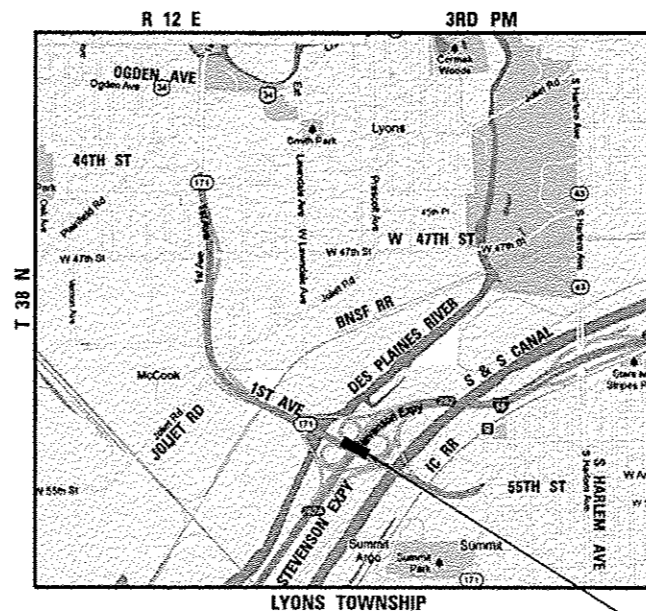
POSTED SPEED = 55 MPH

FUNCTIONAL CLASSIFICATION = INTERSTATE



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



**LOCATION MAP**

NOT TO SCALE

GROSS LENGTH = 516.72 FT = 0.098 MILE

NET LENGTH = 516.72 FT = 0.098 MILE

SN 016-1511  
NB IL 171 OVER I-55  
(STA 38+94.58 TO STA 44+11.30)

PROJECT MANAGER: RAJENDRA C. SHAH, P.E. (847) 705-4555  
PROJECT ENGINEER: JEAN ALIX BRICE (847) 705-4552

CONTRACT NO. 60W78



Alfred Benesch & Company  
205 North Michigan Avenue, Suite 2400  
Chicago, Illinois 60601  
312-565-0450 Job No. 10093

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OF THE STATE OF ILLINOIS

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED June 5 2015  
Deputy Director of Highways, Region Engineer  
Aug 14 2015  
John P. Baranzelli P.E.  
Engineer of Design and Environment  
Aug 14 2015  
Chris Omer P.E.  
Director of Highways, Chief Engineer

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## DISTRICT 1 DETAILS \*

BD-51	BENCHING DETAIL FOR EMBANKMENT WIDENING (BD-51)
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TC-09	SINGLE LANE WEAVE AND MULTI-LANE WEAVE (TC-09)
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TC-12	MULTI-LANE FREEWAY PAVEMENT MARKING (TC-12) (2 SHEETS)
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)
TC-17	TRAFFIC CONTROL FOR SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES (TC-17)
TC-18	SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS (TC-18)
TC-27	MILE POST MARKERS - GORE SIGNS- MAJOR GUIDE SIGN LAYOUT- ARROWS (TC-27)

\* INCLUDED AS SHEETS 115-127.

## STATE STANDARDS

STANDARD NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREA OF REINFORCEMENT BARS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420001-08	PAVEMENT JOINTS
420401-11	BRIDGE APPROACH CONNECTOR PAVEMENT
483001-04	PCC SHOULDER
515001-03	NAME PLATES FOR BRIDGES
542401-01	METAL END SECTIONS FOR PIPE CULVERTS
601001-04	SUB-SURFACE DRAINS
602106-01	DRAINAGE STRUCTURES TYPES 4, 5 & 6
602401-03	MANHOLE TYPE A
604001-04	FRAMES AND LIDS TYPE 1
604071-05	FRAME AND GRATE TYPE 20
610001-06	SHOULDER INLET WITH CURB
630001-10	STEEL PLATE BEAM GUARDRAIL
631011-09	TRAFFIC BARRIER TERMINAL, TYPE 2
631031-13	TRAFFIC BARRIER TERMINAL, TYPE 6
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
637006-03	CONCRETE BARRIER, DOUBLE FACE, 42 IN. (1065 mm) HEIGHT
642001-02	SHOULDER RUMBLE STRIPS, 16 IN
643001-02	SAND MODULE IMPACT ATTENUATORS
701400-08	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-09	LANE CLOSURE, FREEWAY/EXPRESSWAY
701411-09	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS ≥ 45 MPH
701428	TRAFFIC CONTROL SETUP AND REMOVAL FREEWAY/EXPRESSWAY
701446-06	TWO LANE CLOSURE FREEWAY/EXPRESSWAY
701901-04	TRAFFIC CONTROL DEVICES
704001-07	TEMPORARY CONCRETE BARRIER
780001-05	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS


## HOT-MIX ASPHALT REQUIREMENTS

MIXTURE TYPE	THICKNESS	VOIDS @ N <sub>DES</sub>	OMP
NB IL 171 BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) (INCLUDED IN PAY ITEM FOR BRIDGE APPROACH PAVEMENT CONNECTOR (PCC))			
STABILIZED SUB-BASE HOT-MIX ASPHALT (STABILIZED SUBBASE) (HMA BINDER IL-19mm)	4"	3% @ 50 Gyr	QC/QA
I-55 CD ROAD PAVEMENT			
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5mm)	2"	4% @ 70 Gyr	QC/QA
HOT-MIX ASPHALT BINDER COURSE, N70 (IL-19.0)	3"	4% @ 70 Gyr	QC/QA
I-55 MAINLINE AND CD ROAD SHOULDERS			
HOT-MIX ASPHALT SHOULDER, 15"			
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5mm)	2"	4% @ 70 Gyr	QC/QA
HOT-MIX ASPHALT BINDER COURSE, N70 (IL-19.0)	13" (2 1/4 MIN)	4% @ 70 Gyr	QC/QA
OMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA)			

### NOTES:


1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA MIXTURES IS 112 LBS/SQ YD/IN.
2. FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 - 22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
3. FOR USE OF RECYCLED MATERIALS SEE DISTRICT ONE SPECIAL PROVISIONS.
4. QUALITY MANAGEMENT PROGRAM (OMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.

REV.

FILE NAME: ...General\0162478-shr-index.dgn	DESIGNED - AG	REVISED -		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, STANDARDS AND HMA REQUIREMENTS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
USER NAME: jmojewski	DRAWN - TMB	REVISED -				373	0707-608B-8-1	COOK	127	2
PLOT DATE: 6/15/2015	CHECKED - JMM	REVISED -				CONTRACT NO. 60W78		ILLINOIS FED. AID PROJECT		
DATE: 6/12/2015			SCALE: NTS SHEET 1 OF 1 SHEETS STA. TO STA.							

**GENERAL NOTES**

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOUR NOTIFICATION REQUIRED)
2. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGES OF MCCOOK, LYONS AND SUMMIT.
3. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
4. ANY DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
5. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
6. THE CONTRACTOR SHALL SWEEP AND CLEAN THE PAVEMENT SURFACE, PER ARTICLE 107.15 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.
7. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTING AND ORDERING OF MATERIALS.
8. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE ARTERIAL TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 AND EXPRESSWAY TRAFFIC CONTROL SUPERVISOR AT 847-705-4155 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
9. THE RESIDENT ENGINEER SHALL CONTACT THE AREA TRAFFIC FIELD ENGINEER, AT (224) 217-8632 AND AREA EXPRESSWAY ENGINEER AT (847) 705-4153, A MINIMUM OF TWO (2) WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS, AND GUIDE SIGNS.
10. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROPERTY.
11. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
12. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
13. THE ALIGNMENTS AND SUPPORTING DATA SHOWN IN THE PLANS WAS DEVELOPED FROM PREVIOUS PLANOMETRICS AND AERIAL PHOTOGRAPHY FURNISHED BY THE DEPARTMENT AND IS NOT THE RESULT OF A GROUND SURVEY. ALIGNMENT TIES HAVE BEEN ESTABLISHED FOR THE IL 171 BASELINE. THEREFORE, ALL ALIGNMENTS AND SUPPORTING DATA SHOWN IN THE PLANS IS FOR REFERENCE PURPOSES ONLY. THE RELATIVE ACCURACY OF THE INFORMATION IS UNKNOWN AND CANNOT BE GUARANTEED. THE CONTRACTOR MAY BE REQUIRED TO ADJUST LAYOUT TO MATCH ACTUAL FIELD CONDITIONS AND THE INTENT OF THE PLANS. ALIGNMENTS ARE BASELINES.
14. VERTICAL BARRICADES WILL REMAIN IN PLACE ALONG THE EDGES OF PAVEMENT AS SHOWN IN THE SUGGESTED MOT PLANS UNTIL THE SURFACE COURSE AND PROPOSED PAVEMENT MARKING EDGE LINES HAVE BEEN COMPLETED.
15. DRAINAGE ADJUSTMENT, CLEANING OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
16. EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH REVISED TRAFFIC PATTERNS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR PAVEMENT MARKING REMOVAL.
17. DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT)" AS SHOWN IN THE PLANS.
18. SAWCUTTING PAVEMENT SHALL BE INCLUDED IN THE COST OF VARIOUS PAVEMENT PAY ITEMS.
19. CONTACT IDOT EMC AT 773-287-7600 TO LOCATE IDOT ELECTRICAL FACILITIES WITHIN THE CONTRACT LIMITS.
20. 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 11.C.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.
21. THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO (MWRDGC) HAS MANY FACILITIES LOCATED WITHIN THE PROJECT LIMITS. THESE FACILITIES SHALL BE LOCATED PRIOR TO BEGINNING OF WORK. MINIMUM HORIZONTAL/VERTICAL CLEARANCE OF TWO FEET SHALL BE MAINTAINED BETWEEN MWRDGC SEWERS AND ANY PROPOSED WORK. MWRDGC PERSONNEL SHALL HAVE 24 HOUR-A-DAY UNRESTRICTED ACCESS TO ALL MWRDGC FACILITIES. NO ACCESS HATCHES AND MANHOLE COVERS ON MWRDGC STRUCTURES AND MANHOLES WITHIN THE PROJECT LIMITS SHALL BE BURIED OR COVERED. NO DEBRIS SHALL ENTER MWRDGC STRUCTURES, SEWERS OR FACILITIES. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING ALL MWRDGC FACILITIES FROM ALL CONSTRUCTION OPERATIONS AND EQUIPMENT. FOR ANY QUESTIONS REGARDING ACCESS TO MWRDGC FACILITIES OR FIELD LOCATION, CONTACT MR. RAFIQ BASARIA, SENIOR CIVIL ENGINEER, AT (708) 588-0480. THE CONTRACTOR SHALL COORDINATE WITH THE MWRDGC MAINTENANCE AND OPERATION DEPARTMENT PRIOR TO BEGINNING ANY WORK NEAR THE MWRDGC RAILROAD LINE NORTH OF THE SANITARY AND SHIP CANAL. CONTACT MR. DANIEL COLLINS, SUPERVISING CIVIL ENGINEER, AT (708) 588-4300.

FILE NAME =	DESIGNED - AC	REVISED -		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\D188W78-shs-general notes.dgn	DRAWN - TMB	REVISED -				373	0707-608HB-B-1	CODK	127	3
USER NAME = jmojewski	CHECKED - JMM	REVISED -				CONTRACT NO. 60W78				
PLOT DATE = 6/15/2015	DATE - 6/12/2015	REVISED -	SCALE: NTS SHEET 1 OF 1 SHEETS STA. TO STA.			[ILLINOIS] FED. AID PROJECT				

80% FED / 20% STATE

CONSTRUCTION CODE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE						
				ROADWAY	SN 016-1511	SAFETY	SIGN STRUCTURES	TRAINEES	DRAINAGE	
				0004 URBAN	0011 URBAN	0021 URBAN	0040 URBAN	0042 URBAN	0044 URBAN	
20200100	EARTH EXCAVATION	CU YD	1073	1073						
20400800	FURNISHED EXCAVATION	CU YD	1588	1588						
20800150	TRENCH BACKFILL	CU YD	37	37						
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	257	257						
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	45	45						
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	45	45						
25100630	EROSION CONTROL BLANKET	SQ YD	1544	1544						
25200200	SUPPLEMENTAL WATERING	UNIT	5	5						
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	51	51						
28000305	TEMPORARY DITCH CHECKS	FOOT	30	30						
28000400	PERIMETER EROSION BARRIER	FOOT	395	395						
28000510	INLET FILTERS	EACH	1	1						
28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	1853	1853						
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	1805	1805						

\* SPECIALTY ITEM

80% FED / 20% STATE

CONSTRUCTION CODE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE						
				ROADWAY	SN 016-1511	SAFETY	SIGN STRUCTURES	TRAINEES	DRAINAGE	
				0004 URBAN	0011 URBAN	0021 URBAN	0040 URBAN	0042 URBAN	0044 URBAN	
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	785	785						
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	9	9						
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	6	6						
42000501	PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)	SQ YD	55	55						
42001300	PROTECTIVE COAT	SQ YD	1496	1496						
42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SQ YD	1229	1229						
44000100	PAVEMENT REMOVAL	SQ YD	903	903						
44001980	CONCRETE BARRIER REMOVAL	FOOT	313	313						
44004250	PAVED SHOULDER REMOVAL	SQ YD	1643	1643						
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	183	183						
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	234	234						
48203057	HOT-MIX ASPHALT SHOULDERS, 15"	SQ YD	1636	1636						
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1					
50104400	CONCRETE HEADWALL REMOVAL	EACH	1							1

\* SPECIALTY ITEM

80% FED / 20% STATE

CONSTRUCTION CODE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY	SN 016-1511	SAFETY	SIGN STRUCTURES	TRAINEES	DRAINAGE
				0004	0011	0021	0040	0042	0044
				URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
50157300	PROTECTIVE SHIELD	SQ YD	1192		1192				
50200100	STRUCTURE EXCAVATION	CU YD	1175		1175				
50300225	CONCRETE STRUCTURES	CU YD	382.7		382.7				
50300255	CONCRETE SUPERSTRUCTURE	CU YD	461.2		461.2				
50300260	BRIDGE DECK GROOVING	SQ YD	1659		1659				
50300285	FORM LINER TEXTURED SURFACE	SQ FT	436		436				
50300300	PROTECTIVE COAT	SQ YD	1972		1972				
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1				
50500505	STUD SHEAR CONNECTORS	EACH	7470		7470				
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	189500		189500				
50901750	PARAPET RAILING	FOOT	56		56				
51100100	SLOPE WALL 4 INCH	SQ YD	230		230				
51201600	FURNISHING STEEL PILES HP12X53	FOOT	2822		2822				
51202305	DRIVING PILES	FOOT	2822		2822				

\* SPECIALTY ITEM

80% FED / 20% STATE

CONSTRUCTION CODE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY	SN 016-1511	SAFETY	SIGN STRUCTURES	TRAINEES	DRAINAGE
				0004	0011	0021	0040	0042	0044
				URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
51203600	TEST PILE STEEL HP12X53	EACH	4		4				
51204650	PILE SHOES	EACH	72		72				
51500100	NAME PLATES	EACH	1		1				
52000110	PREFORMED JOINT STRIP SEAL	FOOT	102.0		102.0				
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	18		18				
52100530	ANCHOR BOLTS, 1 1/4"	EACH	48		48				
54215547	METAL END SECTIONS 12"	EACH	4						4
550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	17						17
550A0120	STORM SEWERS, CLASS A, TYPE 1 24"	FOOT	98						98
55100700	STORM SEWER REMOVAL 15"	FOOT	75						75
55101200	STORM SEWER REMOVAL 24"	FOOT	107						107
58700300	CONCRETE SEALER	SO FT	5194		5194				
59100100	GEOCOMPOSITE WALL DRAIN	SO YD	61		61				
60105000	PIPE DRAINS, CORRUGATED STEEL OR ALUMINUM ALLOY 12"	FOOT	176						176

\* SPECIALTY ITEM

FILE NAME =	DESIGNED - AC	REVISED -
...General\0160W78-ent-500-04.dgn	DRAWN - TMB	REVISED -
USER NAME = jmojwsk	CHECKED - JMM	REVISED -
PLOT DATE = 6/17/2015	DATE = 6/12/2015	REVISED -



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	7
CONTRACT NO. 60W78				
SCALE: NTS	SHEET 4 OF 10 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT	

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CONSTRUCTION CODE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE						
				ROADWAY	SN 016-1511	SAFETY	SIGN STRUCTURES	TRAINEES	DRAINAGE	
				0004 URBAN	0011 URBAN	0021 URBAN	0040 URBAN	0042 URBAN	0044 URBAN	
60107700	PIPE UNDERDRAINS 6"	FOOT	390							390
60218300	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1							1
60221000	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1							1
60270050	DRAINAGE STRUCTURES, TYPE 4 WITH TWO TYPE 20 FRAME AND GRATES	EACH	2							2
60500040	REMOVING MANHOLES	EACH	2							2
60500050	REMOVING CATCH BASINS	EACH	1							1
60900515	CONCRETE THRUST BLOCKS	EACH	4							4
61000335	TYPE G INLET BOX, STANDARD 610001	EACH	4							4
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	275.0			275.0				
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1			1				
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4			4				
63200310	GUARDRAIL REMOVAL	FOOT	309			309				
63700275	CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT	FOOT	250	250						
63700805	CONCRETE BARRIER TRANSITION	FOOT	30	30						

\* SPECIALTY ITEM

FILE NAME =	DESIGNED - AG	REVISED -
...General\0160878-shc-502-05.dgn	DRAWN - TMB	REVISED -
USER NAME = jma,jswks	CHECKED - JMM	REVISED -
PLOT DATE = 6/17/2015	DATE - 6/12/2015	REVISED -



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NTS	SHEET 5 OF 10 SHEETS	STA. TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	OT07-608HB-B-1	COOK	127	8
CONTRACT NO. 60W78			ILLINOIS FED. AID PROJECT	



80% FED / 20% STATE

CONSTRUCTION CODE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE						
				ROADWAY	SN 016-1511	SAFETY	SIGN STRUCTURES	TRAINEES	DRAINAGE	
				0004 URBAN	0011 URBAN	0021 URBAN	0040 URBAN	0042 URBAN	0044 URBAN	
63700900	CONCRETE BARRIER BASE	FOOT	280	280						
64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	355			355				
66201120	CONCRETE SHOULDER CURB	FOOT	48	48						
* 66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1	1						
67100100	MOBILIZATION	L SUM	1	1						
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	210	210						
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	28	28						
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	604	604						
70400100	TEMPORARY CONCRETE BARRIER	FOOT	2000.0	2000.0						
70400600	RELOCATE TEMPORARY CONCRETE BARRIER, STATE OWNED	FOOT	2376			2376				
70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2			2				
70600330	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	6			6				
* 72000300	SIGN PANEL - TYPE 3	SO FT	161			161				
* 72400330	REMOVE SIGN PANEL - TYPE 3	SO FT	128			128				
* 73304000	OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED	FOOT	16				16			

\* SPECIALTY ITEM

CONSTRUCTION CODE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE						
				ROADWAY	SN 016-1511	SAFETY	SIGN STRUCTURES	TRAINEES	DRAINAGE	
				0004 URBAN	0011 URBAN	0021 URBAN	0040 URBAN	0042 URBAN	0044 URBAN	
* 73602000	REMOVE OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED	EACH	1				1			
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	527			527				
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	150			150				
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	1263			1263				
* 78008240	POLYUREA PAVEMENT MARKING TYPE I - LINE 8"	FOOT	423			423				
* 78008250	POLYUREA PAVEMENT MARKING TYPE I - LINE 12"	FOOT	37			37				
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	8			8				
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	21			21				
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	3			3				
* 78200530	BARRIER WALL MARKERS, TYPE C	EACH	180	180						
	78300100 PAVEMENT MARKING REMOVAL	50 FT	366			366				
* 81100320	CONDUIT ATTACHED TO STRUCTURE, 1" DIA., PVC COATED GALVANIZED STEEL	FOOT	441			441				
* 81100705	CONDUIT ATTACHED TO STRUCTURE, 2 1/2" DIA., PVC COATED GALVANIZED STEEL	FOOT	20			20				
* 81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	280			280				

\* SPECIALTY ITEM

80% FED / 20% STATE

CONSTRUCTION CODE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE					
				ROADWAY	SN 016-1511	SAFETY	SIGN STRUCTURES	TRAINEES	DRAINAGE
				0004 URBAN	0011 URBAN	0021 URBAN	0040 URBAN	0042 URBAN	0044 URBAN
* 81300220	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6" X 6" X 4"	EACH	2			2			
* 81300550	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X 6"	EACH	7			7			
* 81300800	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 18" X 12" X 6"	EACH	2			2			
* 81603081	UNIT DUCT, 600V, 3-1C NO. 2, 1/C NO. 4 GROUND, (XLP-TYPE USE), 1 1/2" DIA. POLYETHYLENE	FOOT	705			705			
* 81702110	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	1730			1730			
* 82107200	UNDERPASS LUMINAIRE, 100 WATT, HIGH PRESSURE SODIUM VAPOR	EACH	10			10			
* 84200600	REMOVAL OF LIGHTING UNIT, NO SALVAGE	EACH	4			4			
Z0004552	APPROACH SLAB REMOVAL	SO YD	367	367					
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1					
Z0018700	DRAINAGE STRUCTURE TO BE REMOVED	EACH	2						2
Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	219			219			
* Z0033028	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	13			13			
Z0034210	MECHANICALLY STABILIZED EARTH RETAINING WALL	SO FT	1647		1647				
Z0040530	PIPE UNDERDRAIN REMOVAL	FOOT	390						390

\* SPECIALTY ITEM

FILE NAME = ...General\DI68W78-shc-500-28.dgn  
 USER NAME = jma.johnki  
 PLOT DATE = 6/17/2015

DESIGNED - AC  
 DRAWN - TMB  
 CHECKED - JMM  
 DATE - 6/12/2015



STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NTS SHEET 8 OF 10 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608B-B-1	COOK	127	11
CONTRACT NO. 60W78				
ILLINOIS FED. AID PROJECT				

80% FED / 20% STATE

CONSTRUCTION CODE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE						
				ROADWAY	SN 016-1511	SAFETY	SIGN STRUCTURES	TRAINEES	DRAINAGE	
				0004 URBAN	0011 URBAN	0021 URBAN	0040 URBAN	0042 URBAN	0044 URBAN	
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	88		88					
Z0073002	TEMPORARY SOIL RETENTION SYSTEM	SO FT	1625		1625					
<del>Z0076600</del>	<del>TRAINEES</del>	<del>HOOR</del>	<del>1000</del>					<del>1000</del>		
<del>Z0076604</del>	<del>TRAINEES TRAINING PROGRAM GRADUATE</del>	<del>HOOR</del>	<del>1000</del>					<del>1000</del>		
X0322247	MAINTENANCE OF EXISTING TRAFFIC SURVEILLANCE	L SUM	1			1				
X0322917	PROPOSED STORM SEWER CONNECTION TO EXISTING MANHOLE	EACH	2							2
X0323586	PIPE DRAIN REMOVAL	FOOT	43							43
X0325349	TEMPORARY CONCRETE BARRIER (TO REMAIN PERMANENTLY)	FOOT	112.5			112.5				
X2020110	GRADING AND SHAPING SHOULDERS	UNIT	2	2						
X2501800	SEEDING, CLASS 4 (MODIFIED)	ACRE	0.50	0.50						
X5030305	CONCRETE WEARING SURFACE, 5"	SO YD	348		348					
X5040100	PRECAST BRIDGE APPROACH SLAB	SO FT	3088		3088					
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	125		125					
X6430120	REMOVE IMPACT ATTENUATORS, NO SALVAGE	EACH	2	2						

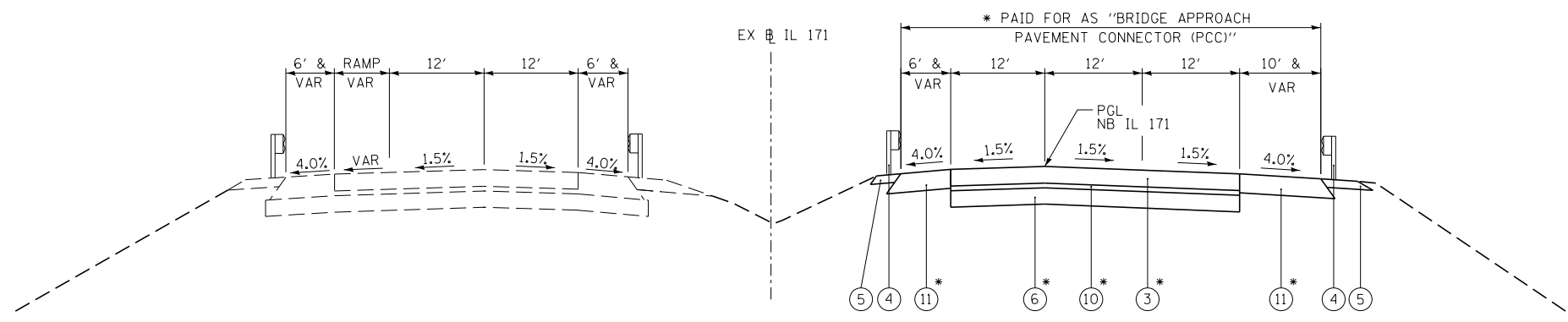
\* SPECIALTY ITEM

80% FED / 20% STATE

CONSTRUCTION CODE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY	SN 016-1511	SAFETY	SIGN STRUCTURES	TRAINEES	DRAINAGE
				0004 URBAN	0011 URBAN	0021 URBAN	0040 URBAN	0042 URBAN	0044 URBAN
X6700410	ENGINEER'S FIELD OFFICE, TYPE A (SPECIAL)	CAL MO	13	13					
X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	1					
X7030030	WET REFLECTIVE TEMPORARY TAPE TYPE III, 4 INCH	FOOT	1814	1814					
X7040650	REMOVE TEMPORARY CONCRETE BARRIER	FOOT	788	788					
φ Z0076600	TRAINEES	HOOR	500	500					
φ Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOOR	500	500					

\* SPECIALTY ITEM  
φ 0042

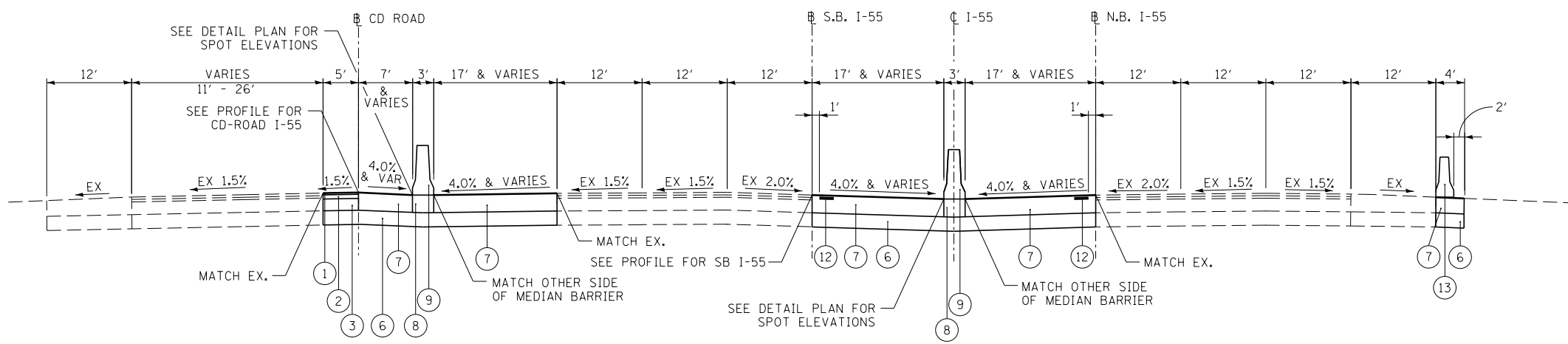


**PROPOSED TYPICAL SECTION**  
**IL 171**

BRIDGE APPROACH CONNECTOR FROM STA 38+94.58 TO STA 39+94.58  
BRIDGE OMISSION FROM STA 39+94.58 TO STA 43+11.30  
BRIDGE APPROACH CONNECTOR FROM STA 43+11.30 TO STA 44+11.30

**LEGEND:**

- ① HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70, 2"
  - ② HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N70, 3"
  - ③ PORTLAND CEMENT CONCRETE PAVEMENT (JOINTED), 10"
  - ④ STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
  - ⑤ AGGREGATE SHOULDERS, TYPE B, 6"
  - ⑥ AGGREGATE SUBGRADE IMPROVEMENT 12"
  - ⑦ HOT-MIX ASPHALT SHOULDERS, 15"
  - ⑧ CONCRETE BARRIER BASE
  - ⑨ CONCRETE BARRIER, DOUBLE FACE, 42" HEIGHT
  - ⑩ STABILIZED SUBBASE HOT-MIX ASPHALT, 4"
  - ⑪ PORTLAND CEMENT CONCRETE SHOULDERS 14"
  - ⑫ SHOULDER RUMBLE STRIPS, 16"
  - ⑬ RELOCATED TEMPORARY CONCRETE BARRIER, STATE OWNED
- \* PAID FOR AS "BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)"




**PROPOSED TYPICAL SECTION**  
**I-55**

STA 317+79.90 TO STA 319+90.81

**NOTES:**

- 1. SEE BRIDGE PLANS FOR BRIDGE DECK CROSS SECTIONS
- 2. SEE HOT-MIX ASPHALT REQUIREMENT ON SHEET 2

FILE NAME = ... \D160W78-typr-IL171-155-01.dgn	DESIGNED - AG	REVISED -		<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
USER NAME = jmajewski	DRAWN - TMB	REVISED -						373	0707-608HB-B-1	COOK	127	14
PLOT DATE = 6/14/2015	CHECKED - JMM	REVISED -			SCALE: NTS SHEET 1 OF 1 SHEETS STA. TO STA.			CONTRACT NO. 60W78				
DATE - 6/12/2015	REVISOR -	REVISED -						ILLINOIS FED. AID PROJECT				

### CONCRETE BARRIER SCHEDULE

LOCATION			42001300	63700275	63700805	63700900	70400600	70600330	78200530
PROTECTIVE COAT			CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT	CONCRETE BARRIER TRANSITION	CONCRETE BARRIER BASE	RELOCATE TEMPORARY CONCRETE BARRIER, STATE OWNED	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3	BARRIER WALL MARKERS, TYPE C	
ROAD	START STA	END STA	(SQ YD)	(FOOT)	(FOOT)	(FOOT)	(FOOT)	(EACH)	(EACH)
I-55	310+19.24	319+13.52	---	---	---	---	675	2	---
I-55	317+88.00	319+90.41	150	142	15	157	---	---	11
I-55	318+00.91	319+70.17	117	108	15	123	---	---	9
TOTAL			* 267	250	30	280	* 675	* 2	* 20

### MOT SCHEDULE

LOCATION				70301000	70400100	70400600	70600260	70600330	78200530	78300100	X0325349	X6430120	X7030030	X7040650
WORK ZONE PAVEMENT MARKING REMOVAL				TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER, STATE OWNED	IMPACT ATTENUATORS TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	IMPACT ATTENUATORS RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	BARRIER WALL MARKERS, TYPE C	PAVEMENT MARKING REMOVAL	TEMPORARY CONCRETE BARRIER TO REMAIN PERMANENTLY	REMOVE IMPACT ATTENUATORS, NO SALVAGE	WET REFLECTIVE TEMPORARY TAPE TYPE III, 4 INCH	REMOVE TEMPORARY CONCRETE BARRIER	
ROAD	SIDE	START STA	END STA	(SQ FT)	(FOOT)	(FOOT)	(EACH)	(EACH)	(EACH)	(SQ FT)	(FOOT)	(EACH)	(FOOT)	(FOOT)
I-55	CD ROAD	314+34	325+13	604	837.5	163	1	1	67	366	---	1	1814	163
I-55	SB	315+31	325+75	---	850.0	163	1	1	68	---	---	1	---	163
I-55	NB	310+19	321+76	---	312.5	1375	---	2	25	---	112.5	---	---	463
TOTAL				604	2,000	* 1,701	2	* 4	* 160	366	112.5	2	1,814	788

### GUARDRAIL SCHEDULE

LOCATION		63000001	63100045	63100085	63200310	78200410
STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS		TRAFFIC BARRIER TERMINAL, TYPE 2	TRAFFIC BARRIER TERMINAL, TYPE 6	GUARDRAIL REMOVAL	GUARDRAIL MARKERS, TYPE A	
STRUCTURE NUMBER	QUADRANT	(FOOT)	(EACH)	(EACH)	(FOOT)	(EACH)
SN 016-1511	SW	75.0	---	1	99	1
	SE	75.0	---	1	92	1
	NE	87.5	1	1	118	1
	NW	37.5	---	1	---	0
TOTAL		275.0	1	4	309	3

### PAVEMENT MARKING SCHEDULE

LOCATION			78000200	78000500	78008210			78008240		7800250	78100100	78100105
THERMOPLASTIC PAVEMENT MARKING - LINE 4"			THERMOPLASTIC PAVEMENT MARKING - LINE 8"	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"			POLYUREA PAVEMENT MARKING TYPE I - LINE 8"		POLYUREA PAVEMENT MARKING TYPE I - LINE 12"	RAISED REFLECTIVE PAVEMENT MARKER	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	
ROAD	START STA	END STA	(FOOT)	(FOOT)	(FOOT)	(FOOT)	(FOOT)	(FOOT)	(FOOT)	(FOOT)	(EACH)	(EACH)
NB IL 171	38+94.58	44+11.30	---	---	517	616	130	348	75	---	8	21
I-55	00+17.40	21+57.97	527	150	---	---	---	---	37	---	---	---
SUBTOTAL			527	150	517	616	130	348	75	37	8	21
TOTAL			527	150	517	616	130	348	75	37	8	21

### PAVEMENT SCHEDULE

LOCATION			30300112	40600275	40603085	40603340	42000501	42001300	42001420	48101500	48203057
AGGREGATE SUBGRADE IMPROVEMENT 12"			BITUMINOUS MATERIALS (PRIME COAT)	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)	PROTECTIVE COAT	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	AGGREGATE SHOULDERS, TYPE B 6"	HOT-MIX ASPHALT SHOULDERS, 15"	
ROAD	START STA	END STA	(SQ YD)	(POUND)	(TON)	(SQ YD)	(SQ YD)	(SQ YD)	(SQ YD)	(SQ YD)	
NB IL 171	38+94.58	39+34.58	---	---	---	---	537	537	88	---	
NB IL 171	43+11.30	44+11.30	---	---	---	691	691	96	---	---	
I-55	310+19.24	319+13.52	365	164	---	---	---	---	365	---	
I-55	317+88.00	319+90.41	710	316	9	6	55	---	---	593	
I-55	318+00.91	319+70.17	731	305	---	---	---	---	---	678	
TOTAL			1805	785	9	6	55	* 1229	1229	183	1636

### EROSION CONTROL SCHEDULE

LOCATION			28000250	28000305	28000400	28000510	28001100
TEMPORARY EROSION CONTROL SEEDING			TEMPORARY DITCH CHECKS	PERIMETER EROSION BARRIER	INLET FILTERS	TEMPORARY EROSION CONTROL BLANKET	
ROAD	START STA	END STA	(POUND)	(FOOT)	(FOOT)	(EACH)	(SQ YD)
NB IL 171	38+94.58	39+94.58	24	15	185	1	849
NB IL 171	43+11.30	44+11.30	27	15	210	---	1004
TOTAL			51	30	395	1	1853

### LANDSCAPING SCHEDULE

LOCATION			21101505	25000400	25000600	25100630	X2501800
TOPSOIL EXCAVATION AND PLACEMENT			NITROGEN FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	EROSION CONTROL BLANKET	SEEDING, CLASS 4 (MODIFIED)	
ROAD	START STA	END STA	(CU YD)	(POUND)	(POUND)	(SQ YD)	(ACRE)
NB IL 171	38+94.58	39+94.58	119	23	23	714	0.25
NB IL 171	43+11.30	44+11.30	138	23	23	831	0.25
TOTAL			257	45	45	1544	0.50

### REMOVAL SCHEDULE

LOCATION			44000100	44001980	44004250
PAVEMENT REMOVAL			CONCRETE BARRIER REMOVAL	PAVED SHOULDER REMOVAL	
ROAD	START STA	END STA	(SQ YD)	(FOOT)	(SQ YD)
NB IL 171	38+94.58	39+94.58	341	---	183
NB IL 171	43+11.30	44+11.30	516	---	224
I-55	317+88.00	319+90.41	46	173	589
I-55	318+00.91	319+70.17	---	140	647
TOTAL			903	313	1643

### EARTHWORK SCHEDULE

LOCATION		20200100	EXCAVATION VOLUME TO BE USED IN EMBANKMENT, ADJUSTED FOR 15% SHRINKAGE	EMBANKMENT VOLUME	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) VOLUME
ROAD	START STA	END STA	(CU YD)	(CU YD)	(CU YD)
NB IL 171	38+94.58	39+94.58	800	680	2,500
I-55 SHOULDER WIDENING	317+88.00	319+90.41	273	232	---
TOTAL		1,073	912	2,500	-1,588

PAY ITEM 20400800 - FURNISHED EXCAVATION = 1,588 CU YD

FILE NAME =	DESIGNED - AG	REVISED -
...\\General\DI60W78-shr-SCH-01.dgn	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 6/15/2015	DATE - 6/12/2015	REVISED -



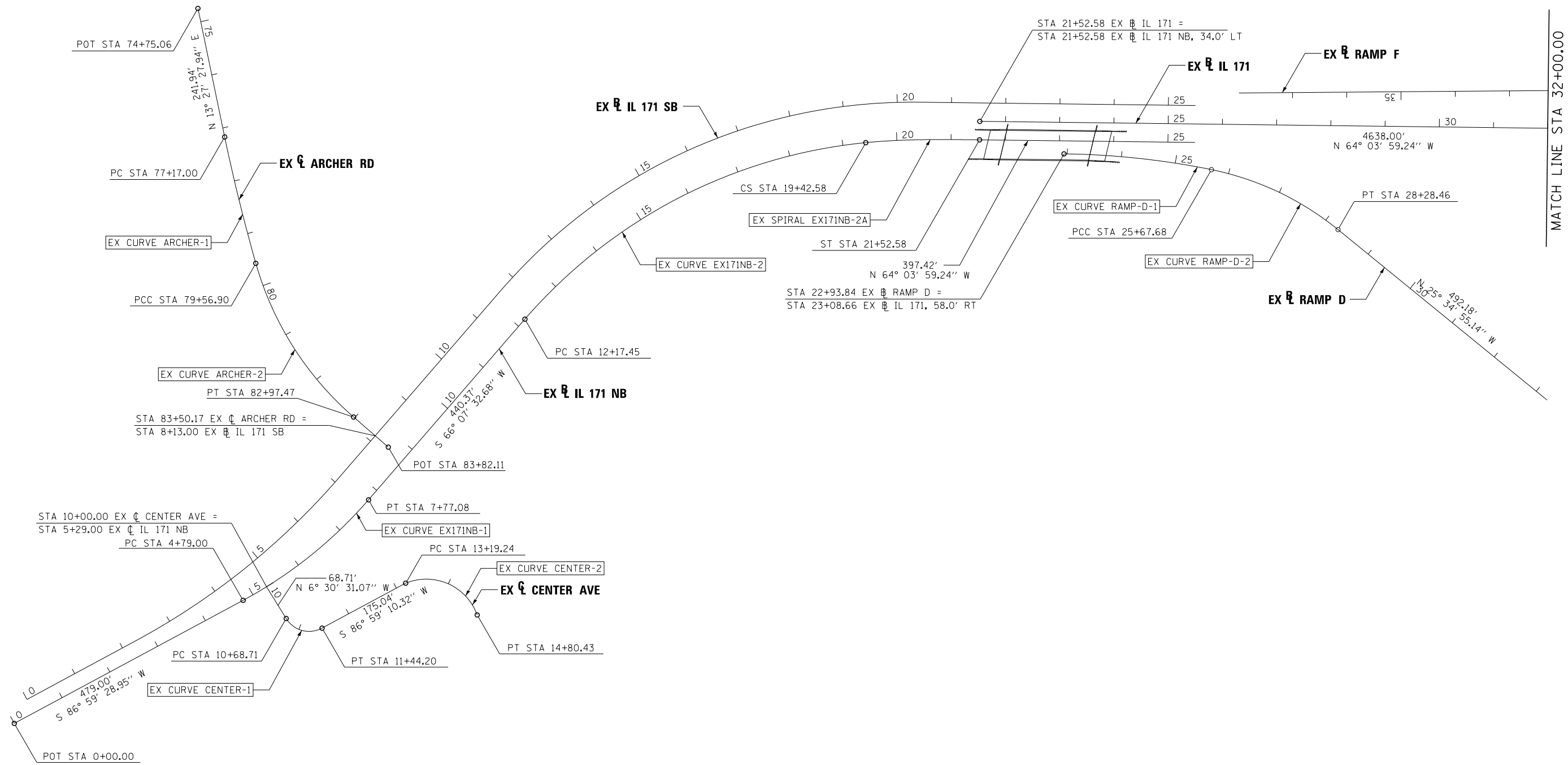
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

#### SCHEDULE OF QUANTITIES

SCALE: NTS SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	15
CONTRACT NO. 60W78			* SUBTOTAL	

ILLINOIS FED. AID PROJECT



FILE NAME =	DESIGNED - AG	REVISED -
...\\D160W78-shd-align-04.dgn	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 6/14/2015	DATE - 6/12/2015	REVISED -



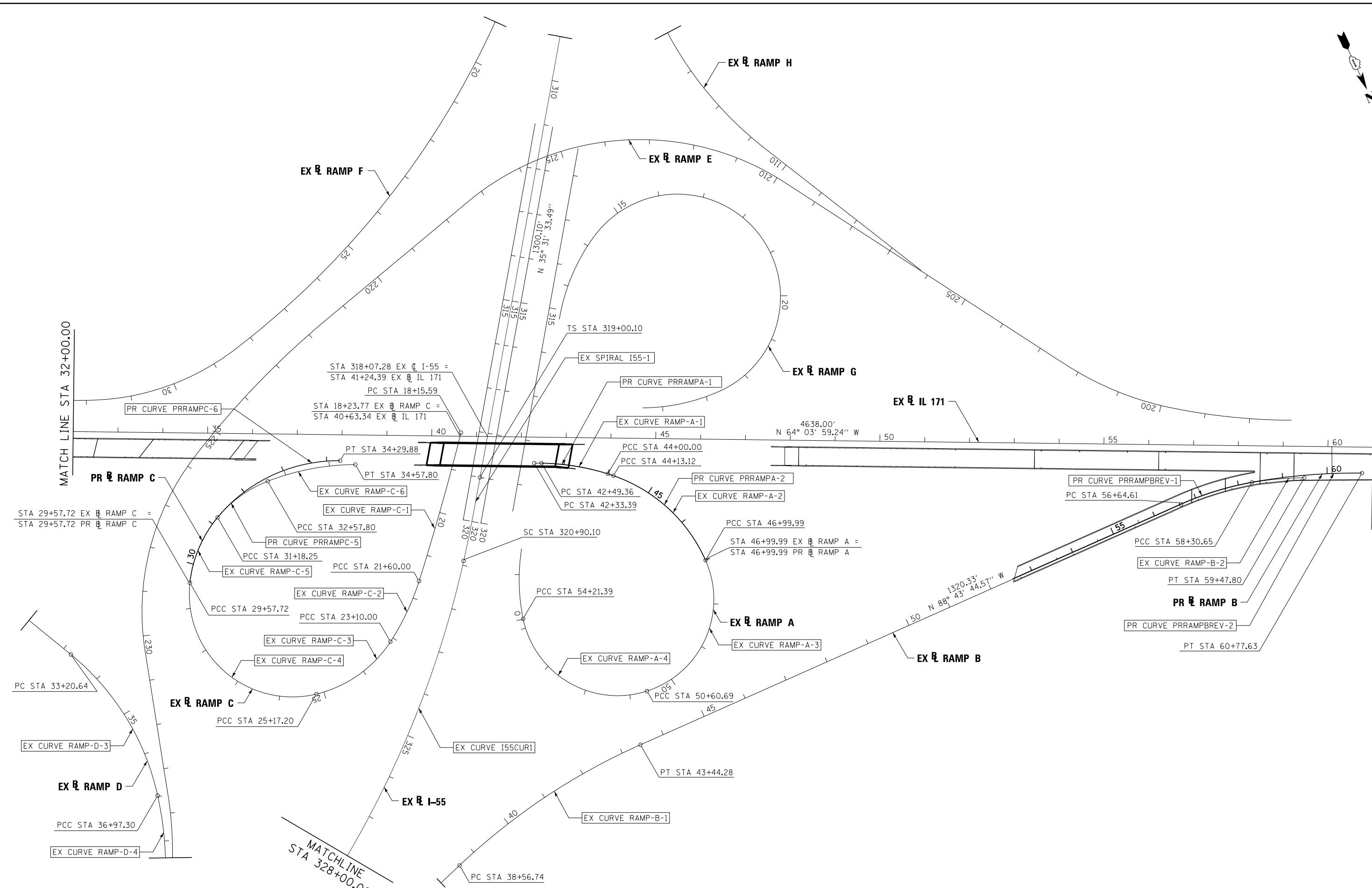
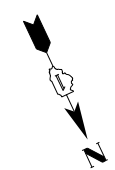
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ALIGNMENT PLAN**

SCALE: 1"=100' SHEET 1 OF 5 SHEETS STA. 0+00.00 TO STA. 32+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	16
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60W78	





FILE NAME =	DESIGNED - AG	REVISED -
...\\D160W78-shd-align-03.dgn	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 6/14/2015	DATE - 6/12/2015	REVISED -

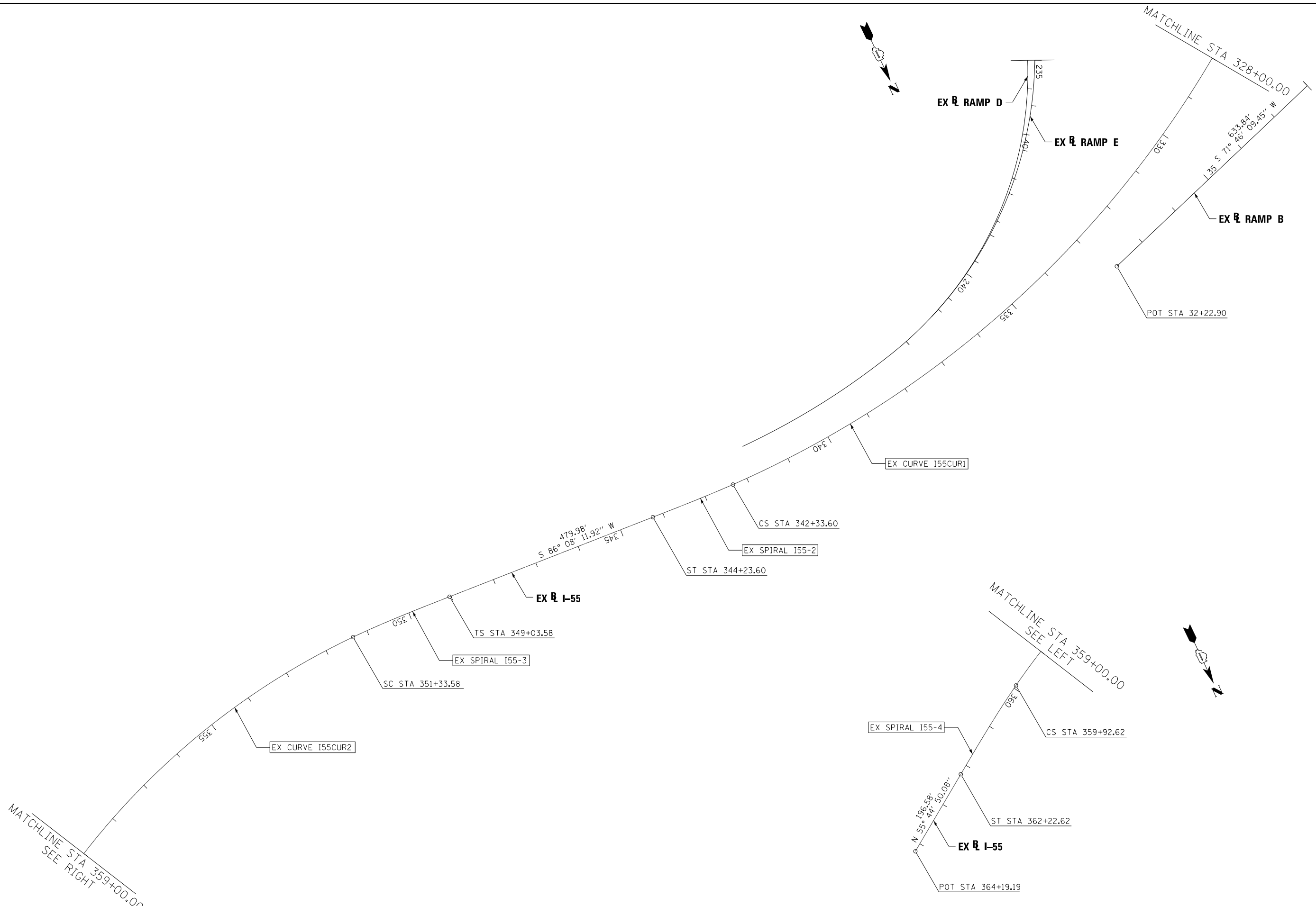


**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ALIGNMENT PLAN**

SCALE: 1"=100' SHEET 2 OF 5 SHEETS STA. 32+00.00 TO STA. 61+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	17
CONTRACT NO. 60W78			ILLINOIS FED. AID PROJECT	



FILE NAME =	DESIGNED - AG	REVISED -
...\\D160W78-shr-align-05.dgn	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 6/14/2015	DATE - 6/12/2015	REVISED -

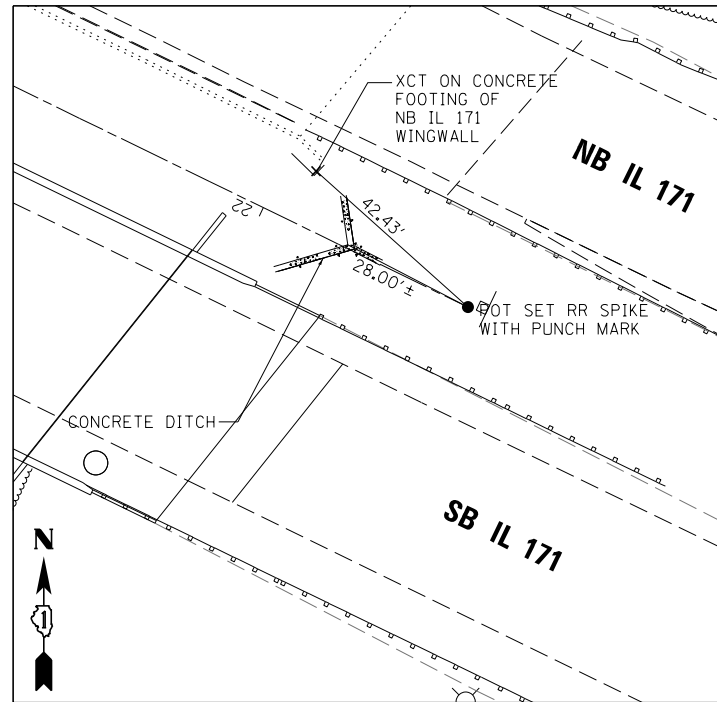


**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ALIGNMENT PLAN**

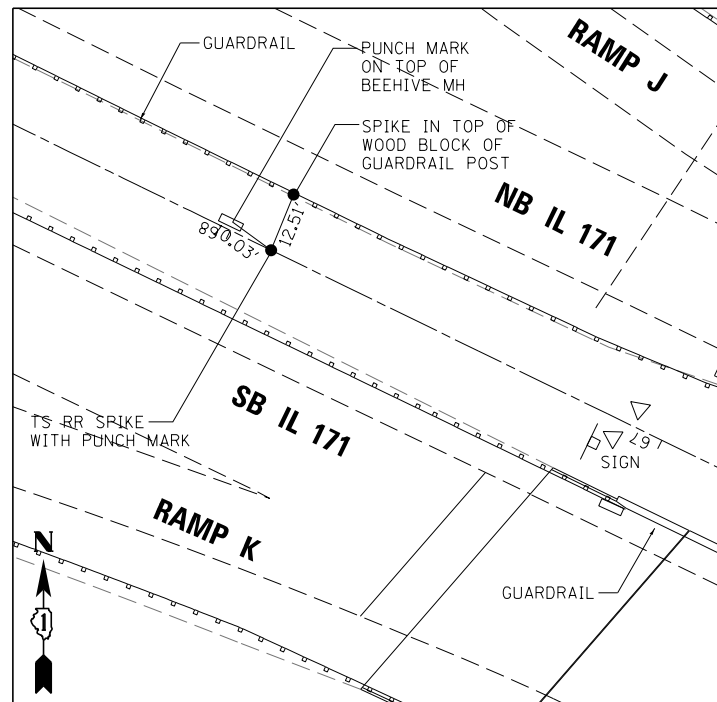
SCALE: 1"=100' SHEET 3 OF 5 SHEETS STA. 328+00.00 TO STA. 364+19.19

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	18
CONTRACT NO. 60W78				ILLINOIS FED. AID PROJECT



**POT STA 21+52.58**

SET RR SPIKE  
WITH PUNCH MARK  
N 1866909.96  
E 1125741.59



**TS STA 67+90.58**

SET RR SPIKE  
WITH PUNCH MARK  
N 1868938.29  
E 1121570.63

**COORDINATE DATA**

STATION	NORTHING	EASTING	REMARKS
78+37.00	1,866,458.85	1,127,041.22	PI EX CURVE ARCHER-1
77+17.00	1,866,342.14	1,127,013.29	PC EX CURVE ARCHER-1
79+56.90	1,866,577.25	1,127,060.73	PT EX CURVE ARCHER-1
81+32.12	1,866,750.14	1,127,089.22	PI EX CURVE ARCHER-2
79+56.90	1,866,577.25	1,127,060.73	PC EX CURVE ARCHER-2
82+97.47	1,866,910.40	1,127,018.40	PT EX CURVE ARCHER-2
11+15.75	1,867,239.90	1,127,283.86	PI EX CURVE CENTER-1
10+68.71	1,867,193.17	1,127,289.20	PC EX CURVE CENTER-1
11+44.20	1,867,237.43	1,127,236.89	PT EX CURVE CENTER-1
14+23.44	1,867,233.71	1,126,958.04	PI EX CURVE CENTER-2
13+19.24	1,867,228.23	1,127,062.09	PC EX CURVE CENTER-2
14+80.43	1,867,337.45	1,126,967.79	PT EX CURVE CENTER-2
6+29.71	1,867,121.14	1,127,196.30	PI EX CURVE EX171NB-1
4+79.00	1,867,129.05	1,127,346.80	PC EX CURVE EX171NB-1
7+77.08	1,867,060.14	1,127,058.49	PT EX CURVE EX171NB-1
15+98.50	1,866,727.68	1,126,307.35	PI EX CURVE EX171NB-2
12+17.45	1,866,881.91	1,126,655.80	PC EX CURVE EX171NB-2
19+42.58	1,866,855.72	1,125,948.45	CS EX CURVE EX171NB-2/SPIRAL EX171NB-2A
20+12.66	1,866,879.27	1,125,882.44	PI EX SPIRAL EX171NB-2A
21+52.58	1,866,940.53	1,125,756.46	ST EX SPIRAL EX171NB-2A
319+00.10	1,867,847.83	1,124,022.28	TS EX SPIRAL I55-1
320+26.78	1,867,950.93	1,124,095.89	PI EX SPIRAL I55-1
320+90.10	1,868,000.91	1,124,134.80	SC EX SPIRAL I55-1/CURVE I55CUR1
332+47.47	1,868,914.16	1,124,845.77	PI EX CURVE I55CUR1
342+33.60	1,868,884.10	1,126,002.76	PCC EX CURVE I55CUR1/SPIRAL I55-2
342+96.94	1,868,882.45	1,126,066.08	PI EX SPIRAL I55-2
344+23.60	1,868,873.92	1,126,192.47	ST EX SPIRAL I55-2
349+03.58	1,868,841.58	1,126,671.36	TS EX SPIRAL I55-3
350+56.95	1,868,831.24	1,126,824.38	PI EX SPIRAL I55-3
351+33.58	1,868,831.46	1,126,901.09	SC EX SPIRAL I55-3/CURVE I55CUR2
355+73.23	1,868,832.70	1,127,340.74	PI EX CURVE I55CUR2
359+92.62	1,869,054.04	1,127,720.61	PCC EX CURVE I55CUR2/SPIRAL I55-4
360+69.32	1,869,092.65	1,127,786.89	PI EX SPIRAL I55-4
362+22.62	1,869,178.98	1,127,913.66	ST EX SPIRAL I55-4

**BENCHMARKS:**

- CHISLED SQUARE ON WINGWALL ON NE CORNER OF NB IL 171 BRIDGE WALL OVER SANITARY AND SHIP CANAL EL 625.62
- CHISLED SQUARE ON NE CORNER OF NB IL 171 BRIDGE WALL OVER BNSF RR EL 640.61
- CHISLED SQUARE ON SOUTH SIDE PARAPET WALL AT PIER 55 (T.B.M #7) EL 617.59
- SQUARE CUT IN NW CORNER TO TRAFFIC CONTROL BOX NORTH OF JOLIET ROAD 20' +/- EAST OF THE IL 171 BRIDGE EL 611.99

**COORDINATE DATA**

STATION	NORTHING	EASTING	REMARKS
24+31.17	1,867,090.43	1,125,503.09	PI EX CURVE RAMP-D-1
22+93.84	1,867,030.37	1,125,626.59	PC EX CURVE RAMP-D-1
25+67.68	1,867,172.60	1,125,393.05	PCC EX CURVE RAMP-D-1/RAMP-D-2
27+00.67	1,867,252.16	1,125,286.50	PI EX CURVE RAMP-D-2
28+28.46	1,867,372.11	1,125,229.08	PT EX CURVE RAMP-D-2
35+16.39	1,867,992.59	1,124,932.03	PI EX CURVE RAMP-D-3
33+20.64	1,867,816.04	1,125,016.55	PC EX CURVE RAMP-D-3
36+97.30	1,868,183.39	1,124,975.77	PCC EX CURVE RAMP-D-3/RAMP-D-4
41+08.97	1,868,584.66	1,125,067.75	PI EX CURVE RAMP-D-4
44+55.37	1,868,736.51	1,125,450.40	PT EX CURVE RAMP-D-4
19+87.85	1,867,872.59	1,124,127.11	PI EX CURVE RAMP-C-1
18+15.59	1,867,739.26	1,124,018.05	PC EX CURVE RAMP-C-1
21+60.00	1,867,999.14	1,124,243.98	PCC EX CURVE RAMP-C-1/RAMP-C-2
22+35.47	1,868,054.58	1,124,295.18	PI EX CURVE RAMP-C-2
23+10.00	1,868,094.19	1,124,359.42	PCC EX CURVE RAMP-C-2/RAMP-C-3
24+18.80	1,868,151.28	1,124,452.04	PI EX CURVE RAMP-C-3
25+17.20	1,868,129.55	1,124,558.64	PCC EX CURVE RAMP-C-3/RAMP-C-4
28+44.09	1,868,063.08	1,124,878.70	PI EX CURVE RAMP-C-4
29+57.72	1,867,784.28	1,124,708.04	PCC EX CURVE RAMP-C-4/RAMP-C-5
31+24.66	1,867,641.89	1,124,620.88	PI EX CURVE RAMP-C-5
32+57.80	1,867,653.52	1,124,454.34	PCC EX CURVE RAMP-C-5/RAMP-C-6
33+58.92	1,867,660.56	1,124,353.47	PI EX CURVE RAMP-C-6
34+57.80	1,867,703.01	1,124,261.70	PT EX CURVE RAMP-C-6
30+40.35	1,867,713.81	1,124,664.90	PI PR CURVE PRRAMP-5
29+57.72	1,867,784.28	1,124,708.04	PCC PR CURVE PRRAMP-5
31+18.25	1,867,678.78	1,124,590.07	PCC PR CURVE PRRAMP-5/PRRAMP-6
32+85.25	1,867,607.99	1,124,438.82	PI PR CURVE PRRAMP-6
34+29.88	1,867,681.02	1,124,288.64	PT PR CURVE PRRAMP-6
43+17.34	1,867,905.96	1,123,823.03	PI EX CURVE RAMP-A-1
42+33.39	1,867,870.72	1,123,899.22	PC EX CURVE RAMP-A-1
44+00.00	1,867,962.34	1,123,760.82	PCC EX CURVE RAMP-A-1/RAMP-A-2
45+59.91	1,868,069.72	1,123,642.33	PI EX CURVE RAMP-A-2
46+99.99	1,868,229.58	1,123,645.94	PCC EX CURVE RAMP-A-2/RAMP-A-3
49+39.29	1,868,468.82	1,123,651.34	PI EX CURVE RAMP-A-3
50+60.69	1,868,437.93	1,123,888.64	PCC EX CURVE RAMP-A-3/RAMP-A-4
52+99.99	1,868,407.04	1,124,125.94	PI EX CURVE RAMP-A-4
54+21.39	1,868,174.39	1,124,069.91	PCC EX CURVE RAMP-A-4/RAMP-A-5
43+31.95	1,867,913.61	1,123,810.35	PI PR CURVE PRRAMP-A-1
42+49.36	1,867,877.49	1,123,884.62	PC PR CURVE PRRAMP-A-1
44+13.12	1,867,971.33	1,123,751.27	PCC PR CURVE PRRAMP-A-1/PRRAMP-A-2
45+65.17	1,868,077.58	1,123,642.51	PI PR CURVE PRRAMP-A-2
46+99.99	1,868,229.58	1,123,645.94	PCC PR CURVE PRRAMP-A-2
41+02.89	1,868,534.57	1,124,199.11	PI EX RAMP-B-1
38+56.74	1,868,611.58	1,124,432.91	PC EX RAMP-B-1
43+44.28	1,868,540.03	1,123,953.02	PT EX RAMP-B-1
58+08.23	1,868,572.50	1,122,489.44	PI EX RAMP-B-2
56+64.61	1,868,569.32	1,122,633.02	PC EX RAMP-B-2
59+47.80	1,868,632.71	1,122,359.05	PT EX RAMP-B-2
57+48.03	1,868,570.35	1,122,549.60	PI PR CURVE PRRAMPBREV-1
56+64.61	1,868,568.50	1,122,633.00	PC PR CURVE PRRAMPBREV-1
58+30.65	1,868,592.00	1,122,469.04	PCC PR CURVE PRRAMPBREV-1/PRRAMPBREV-2
59+54.51	1,868,624.15	1,122,349.42	PI PR CURVE PRRAMPBREV-2
60+77.63	1,868,678.31	1,122,238.02	PT PR CURVE PRRAMPBREV-2

FILE NAME =	DESIGNED - AG	REVISED -
...\\D160W78-shd-align-ties-01.dgn	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 6/14/2015	DATE - 6/12/2015	REVISED -



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ALIGNMENT TIES, COORDINATE DATA AND BENCHMARKS			
SCALE: NTS	SHEET 4 OF 5 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	19
CONTRACT NO. 60W78				
ILLINOIS FED. AID PROJECT				

## ALIGNMENT DATA

**EX CURVE ARCHER-1**  
 PI STA = 78+37.00  
 $\Delta = 4^\circ 06' 00''$  (LT)  
 D = 1° 42' 33"  
 R = 3,352.47'  
 T = 120.00'  
 L = 239.90'  
 E = 2.15'  
 PC STA = 77+17.00  
 PCC STA = 79+56.90

**EX CURVE ARCHER-2**  
 PI STA = 81+32.12  
 $\Delta = 33^\circ 12' 00''$  (LT)  
 D = 9° 44' 54"  
 R = 587.76'  
 T = 175.22'  
 L = 340.57'  
 E = 25.56'  
 PCC STA = 79+56.90  
 PT STA = 82+97.47

**EX CURVE CENTER-1**  
 PI STA = 11+15.75  
 $\Delta = 86^\circ 30' 19''$  (LT)  
 D = 114° 35' 30"  
 R = 50.00'  
 T = 47.04'  
 L = 75.49'  
 E = 18.65'  
 PC STA = 10+68.71  
 PT STA = 11+44.20

**EX CURVE CENTER-2**  
 PI STA = 14+23.44  
 $\Delta = 92^\circ 21' 18''$  (RT)  
 D = 57° 17' 45"  
 R = 100.00'  
 T = 104.20'  
 L = 161.19'  
 E = 44.42'  
 PC STA = 13+19.24  
 PT STA = 14+80.43

**EX CURVE EX171NB-1**  
 PI STA = 6+29.71  
 $\Delta = 20^\circ 51' 56''$  (LT)  
 D = 7° 00' 00"  
 R = 818.51'  
 T = 150.71'  
 L = 298.08'  
 E = 13.76'  
 PC STA = 4+79.00  
 PT STA = 7+77.08

**EX CURVE EX171NB-2**  
 PI STA = 15+98.50  
 $\Delta = 43^\circ 30' 28''$  (RT)  
 D = 6° 00' 00"  
 R = 954.93'  
 T = 381.05'  
 L = 725.13'  
 E = 73.22'  
 PC STA = 12+17.45  
 CS STA = 19+42.58

**EX SPIRAL EX171NB-2A**  
 PI STA = 20+12.66  
 $\Delta = 6^\circ 17' 60''$  (RT)  
 D = 5° 59' 60"  
 $T_1 = 140.09'$   
 $T_2 = 70.08'$   
 $R_s = 954.93'$   
 $L_s = 210.00'$   
 CS STA = 19+42.58  
 ST STA = 21+52.58

**EXIST. CURVE RAMP-A-1**  
 PI STA. = 43+17.34  
 $\Delta = 17^\circ 21' 23''$  (RT)  
 D = 10° 25' 03"  
 R = 550.00'  
 T = 83.95'  
 L = 166.61'  
 E = 6.37'  
 PC STA = 42+33.39  
 PCC STA = 44+00.00

**EXIST. CURVE RAMP-A-2**  
 PI STA. = 45+59.91  
 $\Delta = 49^\circ 06' 33''$  (RT)  
 D = 16° 22' 13"  
 R = 350.00'  
 T = 159.91'  
 L = 299.99'  
 E = 34.80'  
 PCC STA = 44+00.00  
 PCC STA = 46+99.99

**EXIST. CURVE RAMP-A-3**  
 PI STA. = 49+39.29  
 $\Delta = 96^\circ 07' 25''$  (RT)  
 D = 26° 38' 57"  
 R = 215.00'  
 T = 239.30'  
 L = 360.70'  
 E = 106.70'  
 PCC STA = 46+99.99  
 PCC STA = 50+60.69

**EXIST. CURVE RAMP-A-4**  
 PI STA. = 52+99.99  
 $\Delta = 96^\circ 07' 25''$  (RT)  
 D = 26° 38' 57"  
 R = 215.00'  
 T = 239.30'  
 L = 360.70'  
 E = 106.70'  
 PCC STA = 50+60.69  
 PCC STA = 54+21.39

**EXIST. CURVE RAMP-B-1**  
 PI STA. = 41+02.89  
 $\Delta = 19^\circ 30' 06''$  (RT)  
 D = 4° 00' 00"  
 R = 1,432.39'  
 T = 246.15'  
 L = 487.54'  
 E = 21.00'  
 PC STA = 38+56.74  
 PT STA = 43+44.28

**EXIST. CURVE RAMP-B-2**  
 PI STA. = 58+08.23  
 $\Delta = 23^\circ 30' 55''$  (RT)  
 D = 8° 18' 13"  
 R = 690.00'  
 T = 143.62'  
 L = 283.19'  
 E = 14.79'  
 PC STA = 56+64.61  
 PT STA = 59+47.80

**EXIST. CURVE RAMP-C-1**  
 PI STA. = 19+87.85  
 $\Delta = 3^\circ 26' 39''$  (RT)  
 D = 1° 00' 00"  
 R = 5,729.58'  
 T = 172.26'  
 L = 344.41'  
 E = 2.59'  
 PC STA = 18+15.59  
 PCC STA = 21+60.00

**EXIST. CURVE RAMP-C-2**  
 PI STA. = 22+35.47  
 $\Delta = 15^\circ 37' 34''$  (RT)  
 D = 10° 25' 03"  
 R = 550.00'  
 T = 75.47'  
 L = 150.00'  
 E = 5.15'  
 PCC STA = 21+60.00  
 PCC STA = 23+10.00

**EXIST. CURVE RAMP-C-3**  
 PI STA. = 24+18.80  
 $\Delta = 43^\circ 10' 11''$  (RT)  
 D = 20° 50' 05"  
 R = 275.00'  
 T = 108.80'  
 L = 207.20'  
 E = 20.74'  
 PCC STA = 23+10.00  
 PCC STA = 25+17.20

**EXIST. CURVE RAMP-C-4**  
 PI STA. = 28+44.09  
 $\Delta = 109^\circ 44' 20''$  (RT)  
 D = 24° 54' 40"  
 R = 230.00'  
 T = 326.89'  
 L = 440.52'  
 E = 169.69'  
 PCC STA = 25+17.20  
 PCC STA = 29+57.72

**EXIST. CURVE RAMP-C-5**  
 PI STA. = 31+24.66  
 $\Delta = 62^\circ 31' 16''$  (RT)  
 D = 20° 50' 05"  
 R = 275.00'  
 T = 166.94'  
 L = 300.08'  
 E = 46.71'  
 PCC STA = 29+57.72  
 PCC STA = 32+57.80

**EXIST. CURVE RAMP-C-6**  
 PI STA. = 33+58.92  
 $\Delta = 20^\circ 50' 05''$  (RT)  
 D = 10° 25' 03"  
 R = 550.00'  
 T = 101.12'  
 L = 200.00'  
 E = 9.22'  
 PCC STA = 32+57.80  
 PT STA = 34+57.80

**EX CURVE RAMP-D-1**  
 PI STA = 24+31.17  
 $\Delta = 10^\circ 48' 56''$  (RT)  
 D = 3° 56' 58"  
 R = 1,450.69'  
 T = 137.33'  
 L = 273.84'  
 E = 6.49'  
 PC STA = 22+93.84  
 PCC STA = 25+67.68

**EX CURVE RAMP-D-2**  
 PI STA = 27+00.67  
 $\Delta = 27^\circ 40' 10''$  (RT)  
 D = 10° 36' 37"  
 R = 540.00'  
 T = 132.98'  
 L = 260.78'  
 E = 16.13'  
 PCC STA = 25+67.68  
 PCC STA = 28+28.46

**EXIST. CURVE RAMP-D-3**  
 PI STA. = 35+16.39  
 $\Delta = 38^\circ 29' 37''$  (RT)  
 D = 10° 13' 12"  
 R = 560.63'  
 T = 195.75'  
 L = 376.65'  
 E = 33.19'  
 PC STA = 33+20.64  
 PCC STA = 36+97.30

**EXIST. CURVE RAMP-D-4**  
 PI STA. = 41+08.97  
 $\Delta = 55^\circ 26' 32''$  (RT)  
 D = 7° 18' 49"  
 R = 783.42'  
 T = 411.67'  
 L = 758.08'  
 E = 101.58'  
 PCC STA = 36+97.30  
 PT STA = 44+55.37

**PROP. CURVE PRRAMPA-1**  
 PI STA. = 43+31.95  
 $\Delta = 18^\circ 23' 52''$  (RT)  
 D = 11° 14' 04"  
 R = 510.00'  
 T = 82.59'  
 L = 163.76'  
 E = 6.64'  
 PC STA = 42+49.36  
 PCC STA = 44+13.12

**PROP. CURVE PRRAMPA-2**  
 PI STA. = 45+65.17  
 $\Delta = 46^\circ 57' 42''$  (RT)  
 D = 16° 22' 13"  
 R = 350.00'  
 T = 152.04'  
 L = 286.87'  
 E = 31.60'  
 PCC STA = 44+13.12  
 PCC STA = 46+99.99

**PROP. CURVE PRRAMPBREV-1**  
 PI STA. = 57+48.03  
 $\Delta = 13^\circ 46' 16''$  (RT)  
 D = 8° 17' 38"  
 R = 690.82'  
 T = 83.42'  
 L = 166.04'  
 E = 5.02'  
 PC STA = 56+64.61  
 PCC STA = 58+30.65

**PROP. CURVE PRRAMPBREV-2**  
 PI STA. = 59+54.51  
 $\Delta = 10^\circ 53' 15''$  (RT)  
 D = 4° 24' 30"  
 R = 1,299.74'  
 T = 83.86'  
 L = 246.98'  
 E = 5.89'  
 PCC STA = 58+30.65  
 PT STA = 60+77.63

**PROP. CURVE PRRAMPC-5**  
 PI STA. = 30+40.35  
 $\Delta = 33^\circ 26' 49''$  (RT)  
 D = 20° 50' 05"  
 R = 275.00'  
 T = 82.63'  
 L = 160.53'  
 E = 12.14'  
 PCC STA = 29+57.72  
 PCC STA = 31+18.25

**PROP. CURVE PRRAMPC-6**  
 PI STA. = 32+85.25  
 $\Delta = 51^\circ 00' 52''$  (RT)  
 D = 16° 22' 13"  
 R = 350.00'  
 T = 167.00'  
 L = 311.63'  
 E = 37.80'  
 PCC STA = 31+18.25  
 PCC STA = 34+29.88

**EX SPIRAL EXI55-1**  
 PI STA = 320+26.78  
 $\Delta_s = 2^\circ 22' 30.00''$   
 $D_s = 2^\circ 30' 00.00''$   
 $T_1 = 126.68'$   
 $T_2 = 63.34'$   
 $R_s = 2,291.83'$   
 $L_s = 190.00'$   
 TS STA = 319+00.10  
 SC STA = 320+90.10

**EXIST. CURVE I55CUR1**  
 PI STA. = 332+47.47  
 $\Delta = 53^\circ 35' 15''$  (RT)  
 D = 2° 30' 00"  
 R = 2,291.83'  
 T = 1,157.37'  
 L = 2,143.50'  
 E = 275.66'  
 SC STA = 320+90.10  
 CS STA = 342+33.60

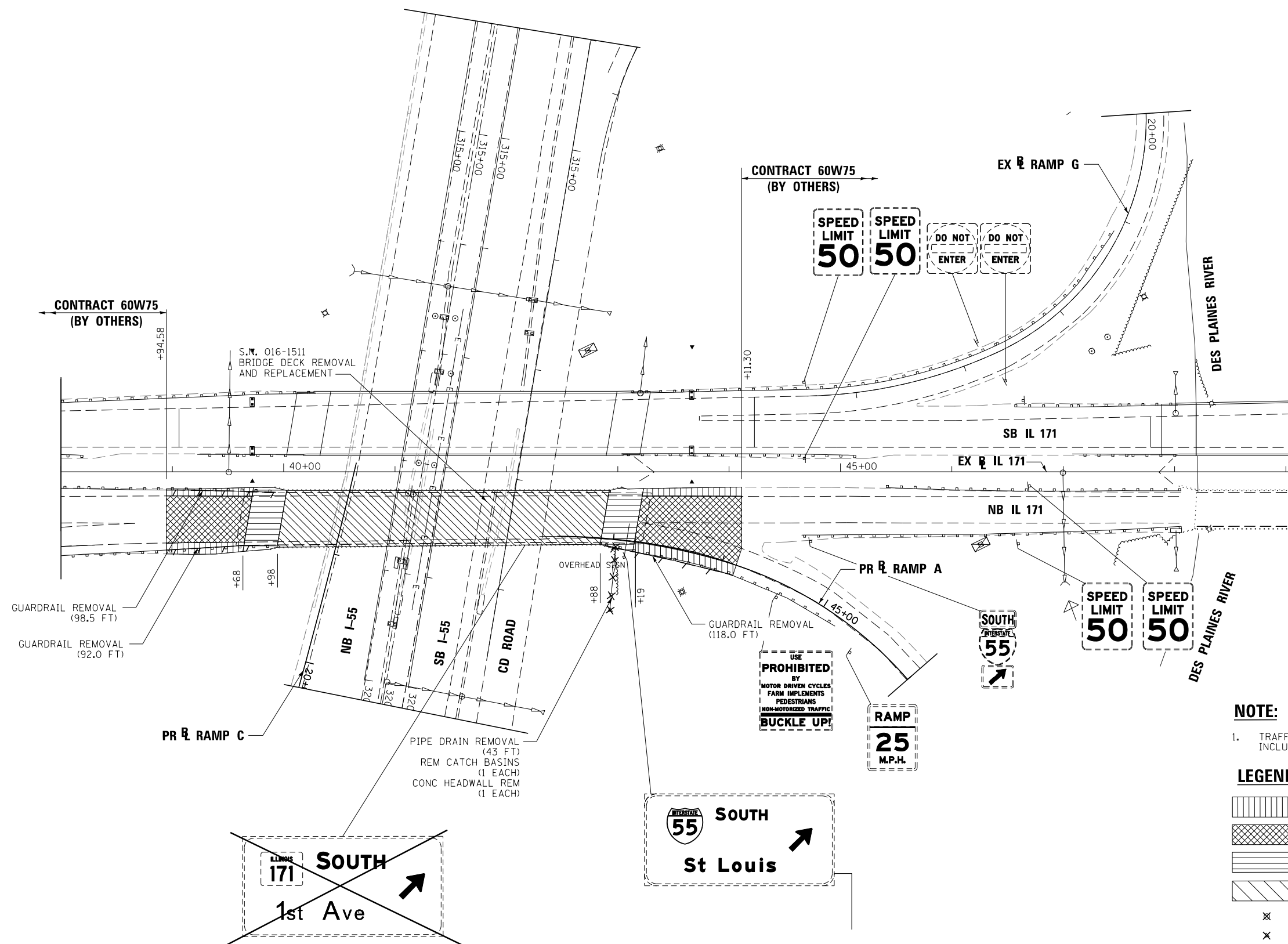
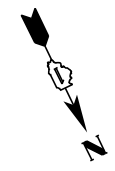
**EX SPIRAL EXI55-2**  
 PI STA = 342+96.94  
 $\Delta_s = 2^\circ 22' 30.00''$   
 $D_s = 2^\circ 30' 00.00''$   
 $T_1 = 126.68'$   
 $T_2 = 63.34'$   
 $R_s = 2,291.83'$   
 $L_s = 190.00'$   
 CS STA = 342+33.60  
 ST STA = 344+23.60

**EX SPIRAL EXI55-3**  
 PI STA = 350+56.95  
 $\Delta_s = 4^\circ 01' 30.02''$   
 $D_s = 3^\circ 30' 00.02''$   
 $T_1 = 153.37'$   
 $T_2 = 76.70'$   
 $R_s = 1,637.02'$   
 $L_s = 230.00'$   
 TS STA = 349+03.58  
 SC STA = 351+33.58

**EXIST. CURVE I55CUR2**  
 PI STA. = 355+73.23  
 $\Delta = 30^\circ 03' 59''$  (LT)  
 D = 3° 30' 00"  
 R = 1,637.02'  
 T = 439.65'  
 L = 859.04'  
 E = 58.01'  
 SC STA = 351+33.58  
 CS STA = 359+92.62

**EX SPIRAL EXI55-4**  
 PI STA = 360+69.32  
 $\Delta_s = 4^\circ 01' 30.02''$   
 $D_s = 3^\circ 30' 00.02''$   
 $T_1 = 153.37'$   
 $T_2 = 76.70'$   
 $R_s = 1,637.02'$   
 $L_s = 230.00'$   
 CS STA = 359+92.62  
 ST STA = 362+22.62



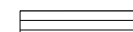
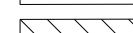


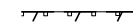

FILE NAME =	DESIGNED - AG	REVISED -	 <b>STATE OF ILLINOIS</b> DEPARTMENT OF TRANSPORTATION	<b>ALIGNMENT DATA</b>				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\D160W78-sht-align-ties-02.dgn	DRAWN - TMB	REVISED -		373	0707-608HB-B-1	COOK	127	20				
USER NAME = jmajewski	CHECKED - JMM	REVISED -		CONTRACT NO. 60W78				ILLINOIS FED. AID PROJECT				
PLOT DATE = 6/14/2015	DATE - 6/12/2015	REVISED -		SCALE: NTS	SHEET 5 OF 5 SHEETS	STA.	TO STA.					



**NOTE:**

1. TRAFFIC BARRIER TERMINAL REMOVALS SHALL BE INCLUDED WITH GUARDRAIL REMOVALS

**LEGEND:**

-  PAVED SHOULDER REMOVAL
-  PAVEMENT REMOVAL
-  APPROACH SLAB REMOVAL
-  REMOVAL OF EXISTING STRUCTURES
-  REMOVING CATCH BASINS
-  DRAINAGE STRUCTURES TO BE REMOVED
-  GUARDRAIL REMOVAL
-  SIGN TO BE REMOVED

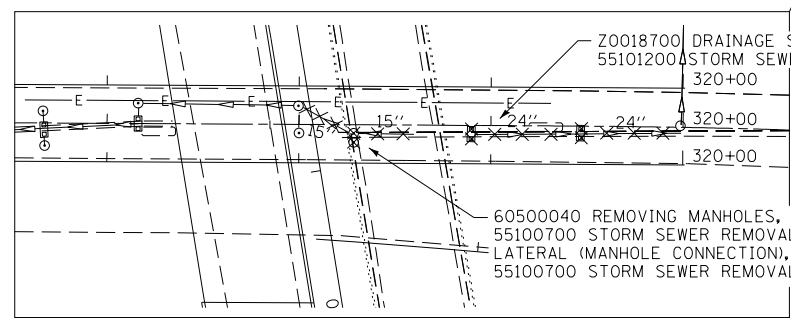
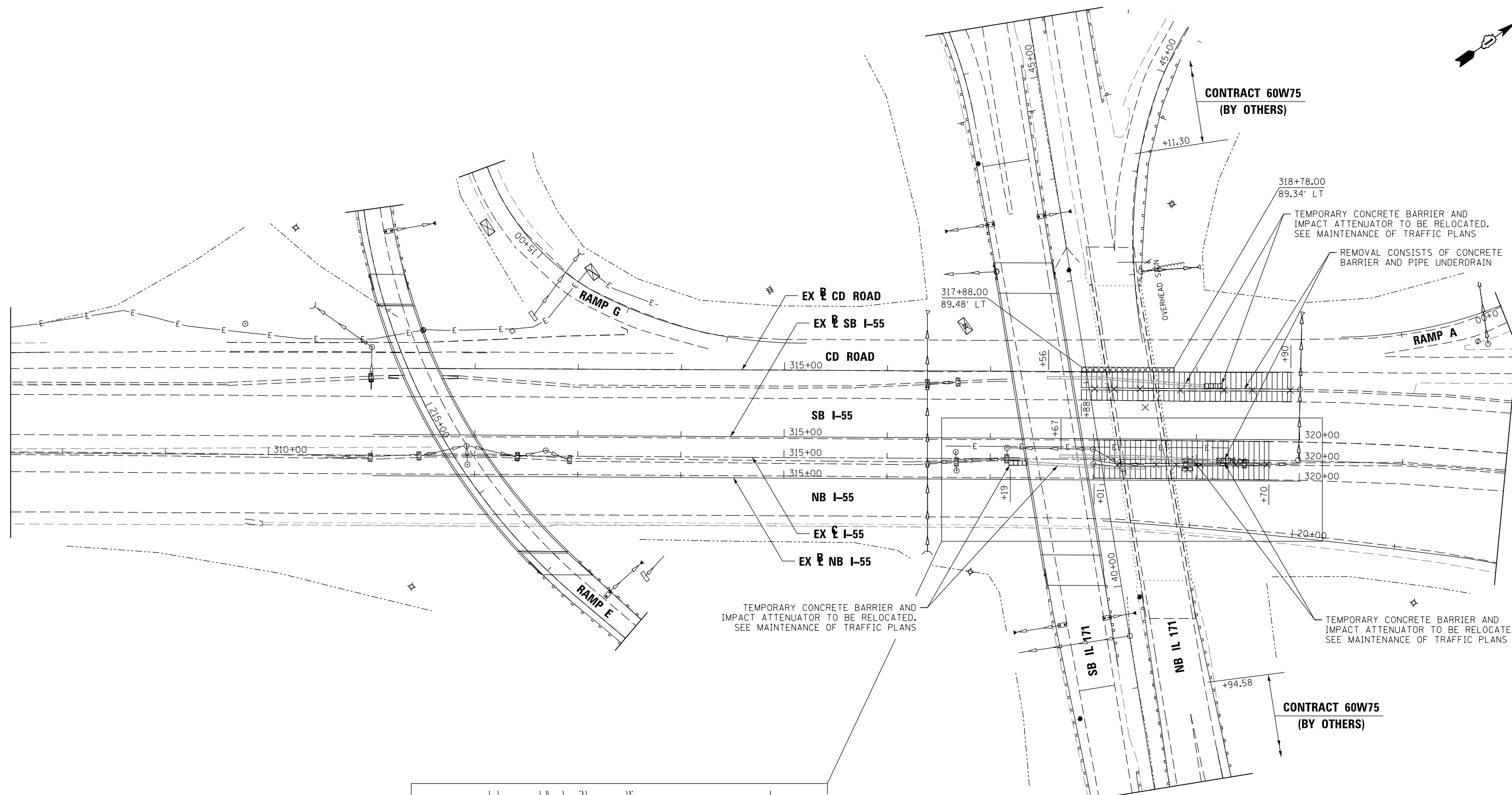
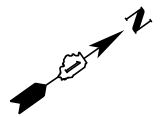
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...\\D160W78-shr-r-em-IL171.dgn	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 6/15/2015	DATE - 6/12/2015	REVISED -



**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>REMOVAL PLAN IL 171</b>	
SCALE: 1"=50'	SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	21
CONTRACT NO. 60W78				
ILLINOIS FED. AID PROJECT				



**NOTE:**  
 1. ALL STATIONS ARE TAKEN OFF THE EXISTING  $\text{CL}$  I-55

**LEGEND:**

	PAVED SHOULDER REMOVAL
	PAVEMENT REMOVAL
	REMOVE STEEL PLATE BEAM GUARDRAIL
	CONCRETE BARRIER REMOVAL & PIPE UNDERDRAIN REMOVAL

FILE NAME =	DESIGNED - AG	REVISED -
... \D160W78-shr-rem-155.dgn	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 6/15/2015	DATE - 6/12/2015	REVISED -

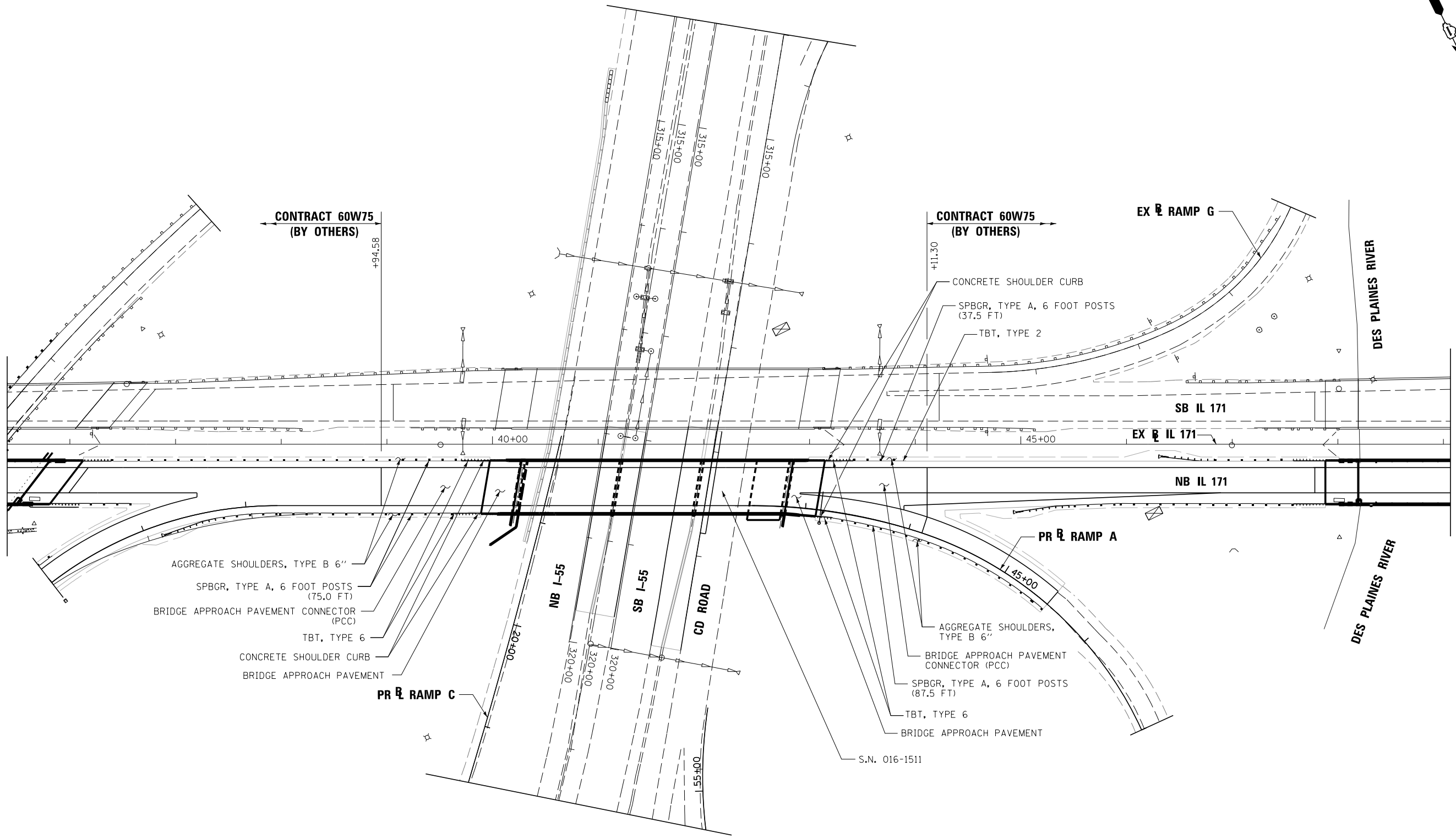


**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**REMOVAL PLAN  
 I-55**

SCALE: 1"=50' SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	22
				CONTRACT NO. 60W78
ILLINOIS FED. AID PROJECT				



- AGGREGATE SHOULDERS, TYPE B 6"
- SPBGR, TYPE A, 6 FOOT POSTS (75.0 FT)
- BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)
- TBT, TYPE 6
- CONCRETE SHOULDER CURB
- BRIDGE APPROACH PAVEMENT

- AGGREGATE SHOULDERS, TYPE B 6"
- BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)
- SPBGR, TYPE A, 6 FOOT POSTS (87.5 FT)
- TBT, TYPE 6
- BRIDGE APPROACH PAVEMENT

FILE NAME =	DESIGNED - AG	REVISED -
...\\D160W78-shr-pln-1171.dgn	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 6/15/2015	DATE - 6/12/2015	REVISED -

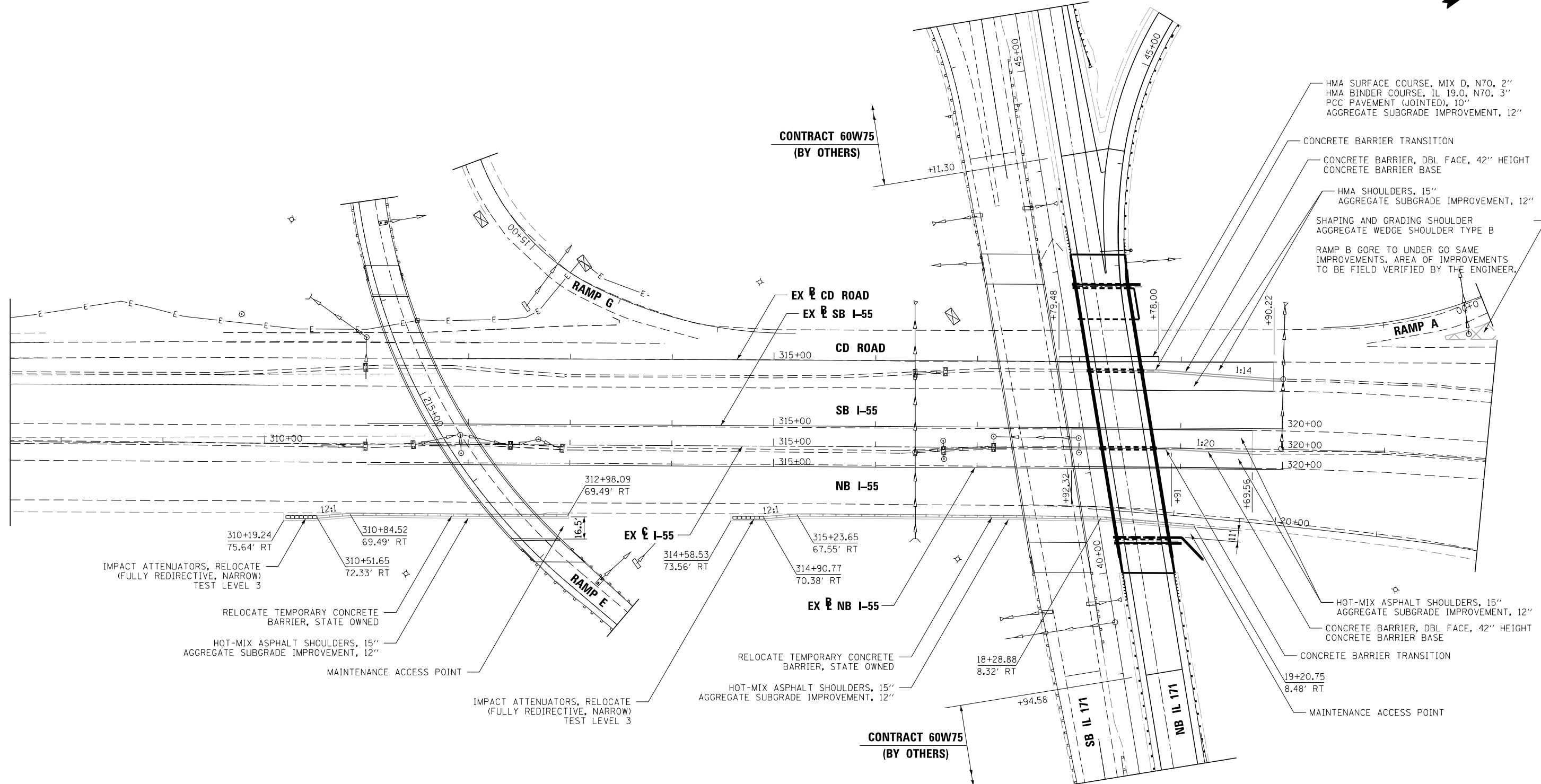
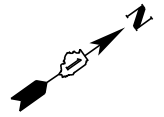


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN  
IL 171

SCALE: 1"=50' SHEET 1 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	23
				CONTRACT NO. 60W78
ILLINOIS FED. AID PROJECT				



**NOTE:**  
 1. ALL STATIONS ARE TAKEN OFF THE EX I-55

FILE NAME =	DESIGNED - AG	REVISED -
...\\D160W78-shr-pln-155.dgn	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 6/15/2015	DATE - 6/12/2015	REVISED -



**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**ROADWAY PLAN**  
**I-55**

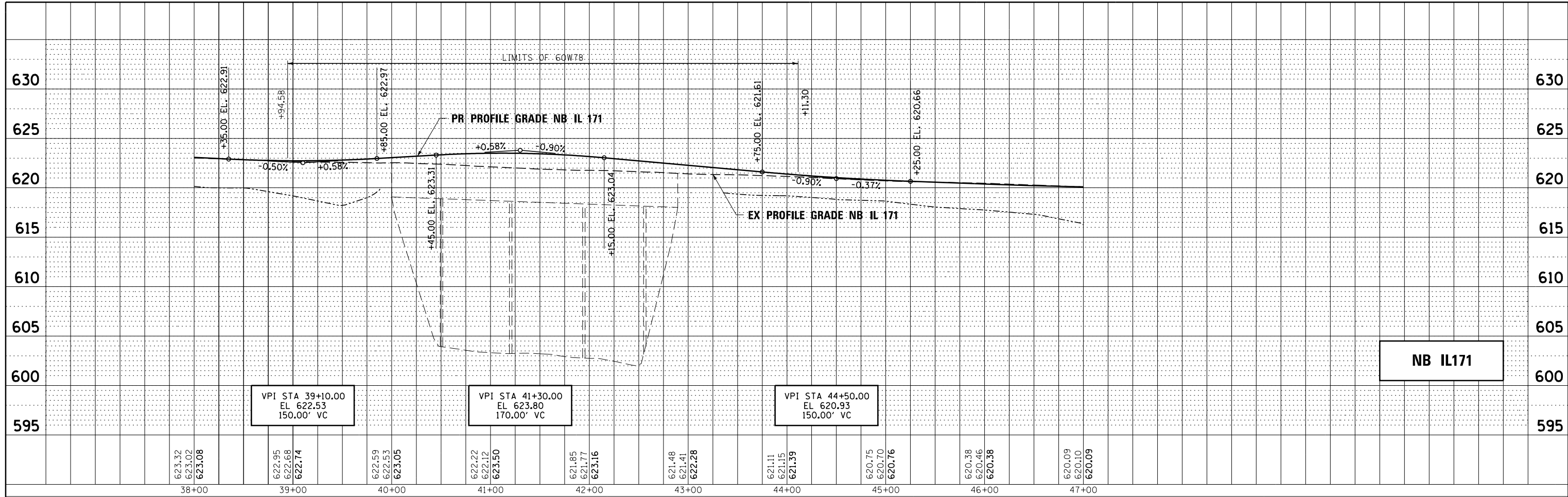
SCALE: 1"=50' SHEET 2 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	24
				CONTRACT NO. 60W78
ILLINOIS FED. AID PROJECT				



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

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE		
NOTE BOOK NO.	NOTATION CHKD		



**NB IL171**

FILE NAME =	DESIGNED - AG	REVISED -
...\\DI60W78-sh-t-prof-NB-IL171.dgn	DRAWN - TMB	REVISED -
USER NAME = jma_jewski	CHECKED - JMM	REVISED -
PLOT DATE = 6/15/2015	DATE - 6/12/2015	REVISED -



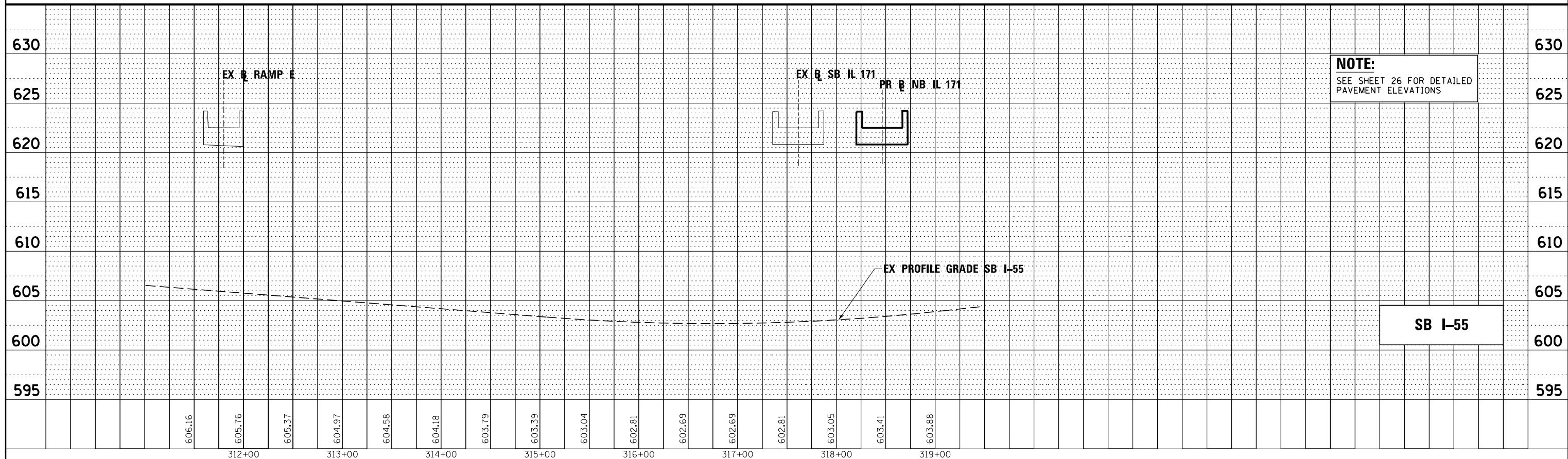
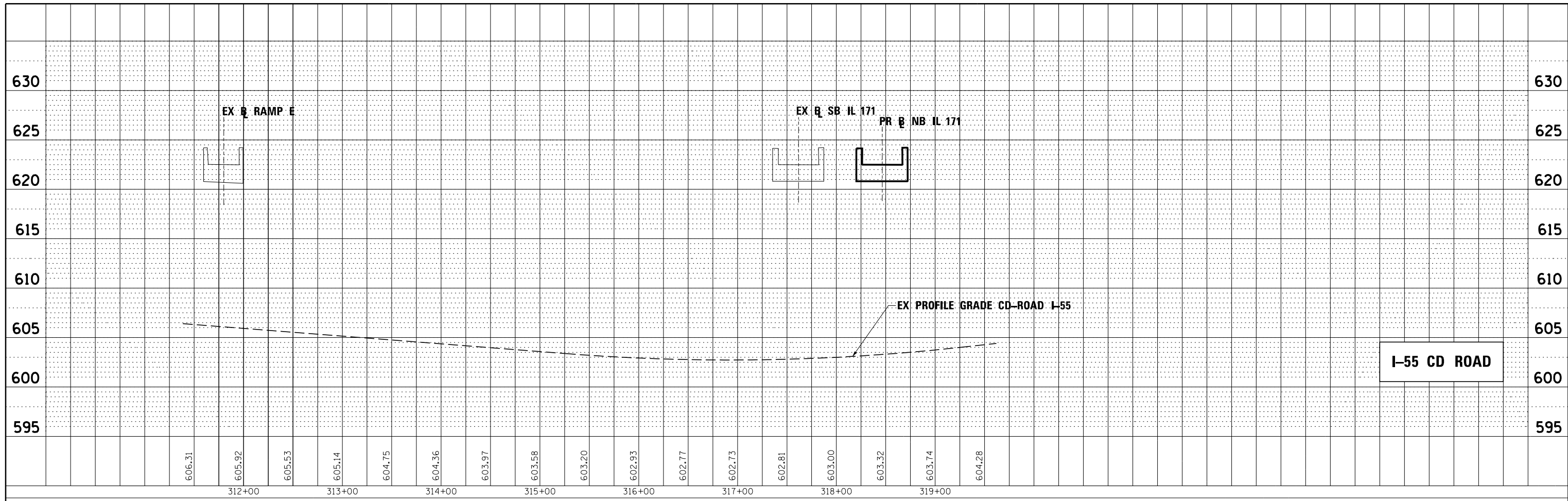
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

<b>ROADWAY PROFILE</b>	
<b>IL 171</b>	
SCALE:	SHEET NO. 3 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	25
CONTRACT NO. 60W78				
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNED	
	CHECKED	
	CARD FILE NAME	
	NO.	

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



**NOTE:**  
SEE SHEET 26 FOR DETAILED  
PAVEMENT ELEVATIONS

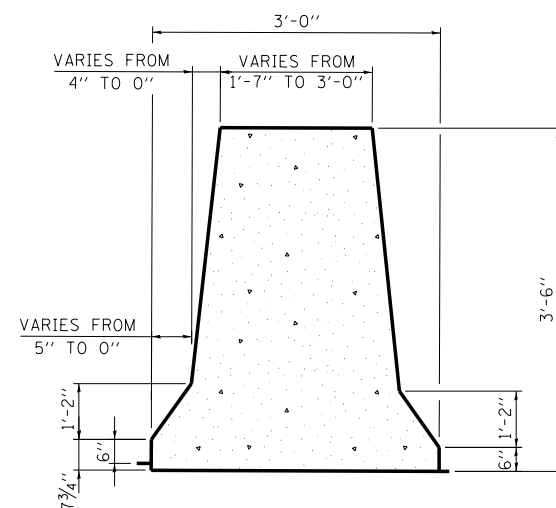
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...\\D162W78-sh-t-prof-i55.dgn	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 6/15/2015	DATE - 6/12/2015	REVISED -



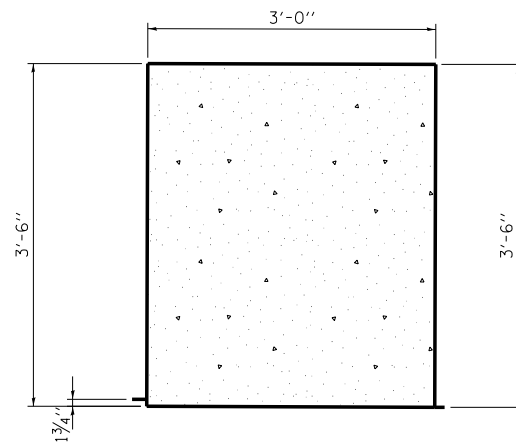
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROADWAY PROFILE	
I-55	
SCALE:	SHEET NO. 4 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	26
CONTRACT NO. 60W78				
ILLINOIS FED. AID PROJECT				



**SECTION A-A**  
CONCRETE BARRIER TRANSITION



**SECTION B-B**  
CONCRETE BARRIER TRANSITION

**SCHEDULE:**

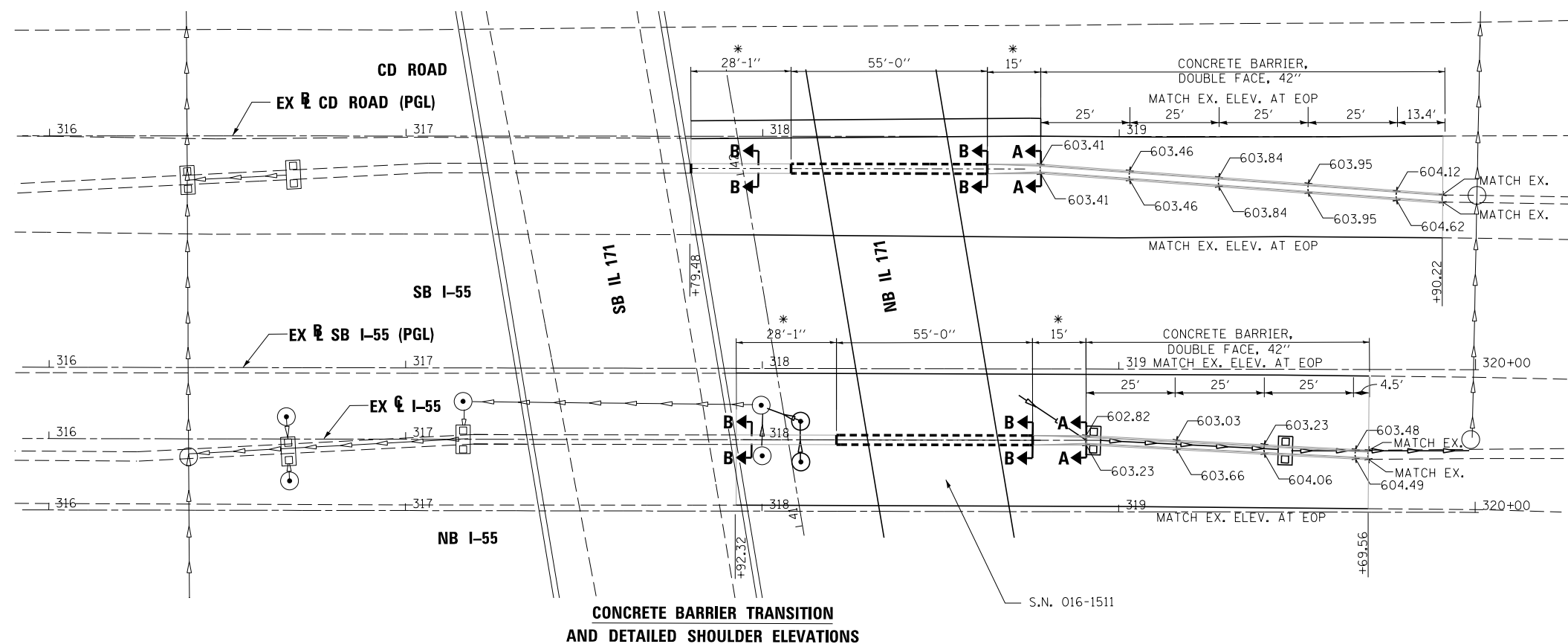
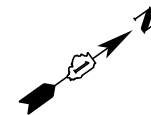
CONCRETE BARRIER TRANSITION STATION RANGES:

STRUCTURE	SIDE	FROM STA	TO STA
SN 016-1511	N	318+63.00	318+78.00
SN 016-1511	S	318+75.85	318+90.85

ALL STATIONS ARE BASED ON I-55 CL.

**NOTES:**

1. PREFORMED JOINT FILLER (1") SHALL BE PLACED AT BOTH ENDS OF EACH CONCRETE BARRIER TRANSITION SEGMENTS. COST OF PREFORMED JOINT FILLER SHALL BE INCLUDED IN THE COST OF CONCRETE BARRIER TRANSITION.
  2. FOR ANCHORING METHODS SEE STANDARD 637006-03.
  3. SEE SHEET 25 FOR PROFILES.
- \* CONCRETE BARRIER TRANSITION



**CONCRETE BARRIER TRANSITION AND DETAILED SHOULDER ELEVATIONS**

S.N. 016-1511

FILE NAME =	DESIGNED - AG	REVISED -
... \D160W78-det-155-01.dgn	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 6/15/2015	DATE - 6/12/2015	REVISED -



**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**ROADWAY DETAIL**  
**I-55**

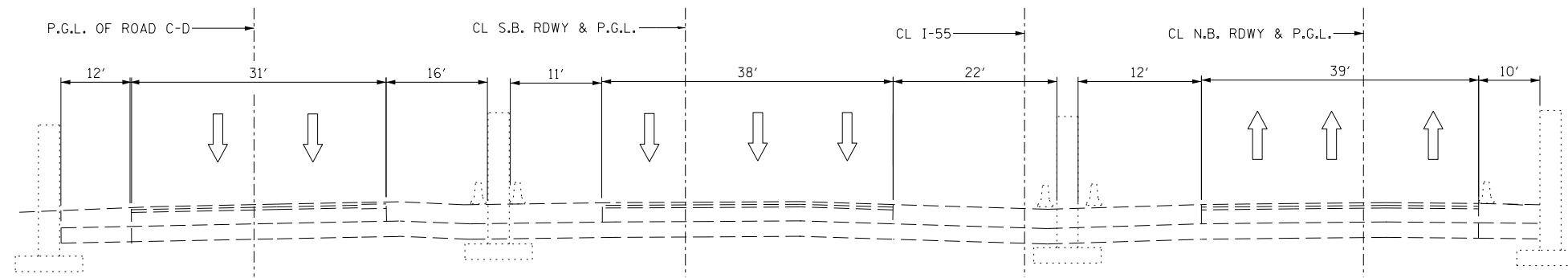
SCALE: NTS SHEET 5 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	27
				CONTRACT NO. 60W78
ILLINOIS FED. AID PROJECT				

## MAINTENANCE OF TRAFFIC GENERAL NOTES

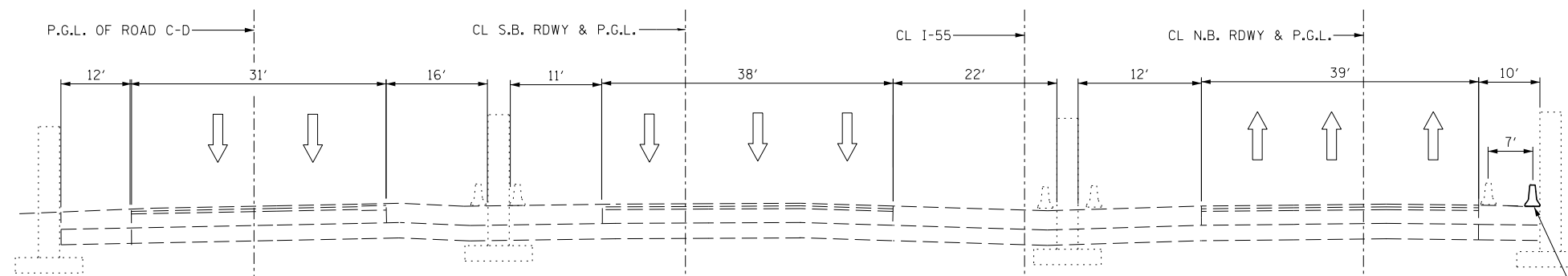
1. THE CONTRACTOR SHALL MAINTAIN THE EXISTING LANE CONFIGURATION ON I-55, WITH THE SHOULDER CLOSURES AS SPECIFIED IN THE PLANS.
2. THE CONTRACTOR SHALL PROVIDE ALL SIGNS, VERTICAL PANELS, TYPE III BARRICADES, DRUMS, OR TYPE II BARRICADES, ALL TEMPORARY CONCRETE BARRIERS AND PROTECTION NECESSARY FOR THE MAINTENANCE OF TRAFFIC, OR AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL CONTACT THE ARTERIAL TRAFFIC CONTROL SUPERVISOR AT 847-705-4470 AND THE EXPRESSWAY TRAFFIC CONTROL SUPERVISOR 847-705-4155 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
4. THE CONTRACTOR SHALL INSTALL AND MAINTAIN PROPOSED AND TEMPORARY DRAINAGE SYSTEMS, AND EROSION CONTROL THROUGHOUT STAGE CONSTRUCTION DURING THE DURATION OF THE PROJECT.
5. WET REFLECTIVE TEMPORARY TAPE TYPE III SHALL BE USED FOR I-55 MOT.
6. ALL TYPE II BARRICADES, DRUMS, AND VERTICAL PANELS SHALL BE EQUIPPED WITH TYPE C STEADY BURNING LIGHTS.
7. ALL TYPE II BARRICADES, VERTICAL PANELS, AND DRUMS SHALL BE SPACED AT 50 FEET CENTER TO CENTER THROUGHOUT THE WORK ZONE, EXCEPT IN TAPER AREAS, GORE AREAS, AND ALONG CORNER RADII, WHERE THEY SHALL BE SPACED AT 25 FEET CENTER TO CENTER AND ALONG RAMP CLOSURES, WHERE THEY SHALL BE SPACED AT 10 FEET CENTER TO CENTER.
8. TEMPORARY CONCRETE BARRIERS SHALL BE EQUIPPED WITH TYPE "C" REFLECTORS AT 25' CENTERS.
9. ALL CONSTRUCTION WARNING SIGNS SHALL BE BLACK LEGEND ON ORANGE BACKGROUND.
10. ALL CONSTRUCTION WARNING SIGN DIMENSIONS SHALL BE 48" X 48".
11. ALL "ROAD CONSTRUCTION AHEAD" WARNING SIGNS (W20-I103(O)-48) SHALL BE EQUIPPED WITH TYPE A LOW INTENSITY FLASHING LIGHTS.
12. THE CONTRACTOR SHALL INSTALL AND COVER ALL TEMPORARY SIGNING BEFORE EXISTING SIGNS ARE REMOVED.
13. THE CONTRACTOR SHALL INSTALL AND COVER ALL PERMANENT SIGNING BEFORE TEMPORARY SIGNS ARE REMOVED.
14. EXISTING TRAFFIC SIGNS IN CONFLICT WITH STAGING SHALL BE REMOVED, RELOCATED OR COVERED.
15. DIRECTION INDICATOR BARRICADES SHALL ONLY BE USED AT LANE CLOSURE TAPER LOCATIONS.
16. ANY ADDITIONAL TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, DRUMS, VERTICAL PANELS, SIGNS, ETC. REQUIRED FOR THE MAINTENANCE OF TRAFFIC AT THE SIDE ROADS AND ENTRANCES SHALL BE INCLUDED IN THE LUMP SUM CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION, EXPRESSWAY.
17. THE CONTRACTOR SHALL COORDINATE ALL THE WORK IN THIS CONTRACT WITH CONTRACT 60W75, INCLUDING THE TIMING OF ALL THE RAMP CLOSURES AND DETOURS THAT ARE PART OF CONTRACT 60W75.
18. ALL THE DETOUR SIGNAGE INCLUDING THE OVERHEAD SIGN MODIFICATIONS ARE PAID FOR IN CONTRACT 60W75, UNLESS OTHERWISE SPECIFIED.
19. A 37" DEFLECTION AREA IS REQUIRED FROM THE BACK SIDE OF THE TEMPORARY BARRIER WALL TO ANY OBSTRUCTION OR DROP OFF IN THE WORK ZONE.
20. THE CONTRACTOR SHALL CONTACT PACE 2 WEEKS PRIOR TO I-55 MEDIAN SHOULDER CLOSURES AND INFORM THEM BUS SHOULDER USE WILL BE TERMINATED. THE CONTRACTOR IS TO NOTIFY PACE OF THE TIME AND DURATION OF THE SHOULDER CLOSURE.
21. UPON NOTICE TO PROCEED, PRIOR TO WINTER 2015-2016, CONTRACTOR SHALL PROVIDE THE LAYOUT FOR TEMPORARY CONCRETE BARRIER AS SHOWN IN THE PRE-STAGE TYPICAL SECTION.

FILE NAME =	DESIGNED - KJD	REVISED -		<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>MAINTENANCE OF TRAFFIC</b> <b>GENERAL NOTES AND SEQUENCING</b>	F.A.P	SECTION	COUNTY	TOTAL	SHEET
...\\D160W78-sh-t-stagingnotes.dgn	DRAWN - TMB	REVISED -				373	0707-608HB-B-1	COOK	127	28
USER NAME = k Doyle	CHECKED - JMM	REVISED -				CONTRACT NO. 60W78				
PLOT DATE = 7/13/2015	DATE - 6/12/2015	REVISED -				SCALE: NTS	SHEET 1 OF 7 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT	



**I-55 EXISTING TYPICAL UNDER STRUCTURE 016-1511**

FROM STA 316+40 TO STA 320+96



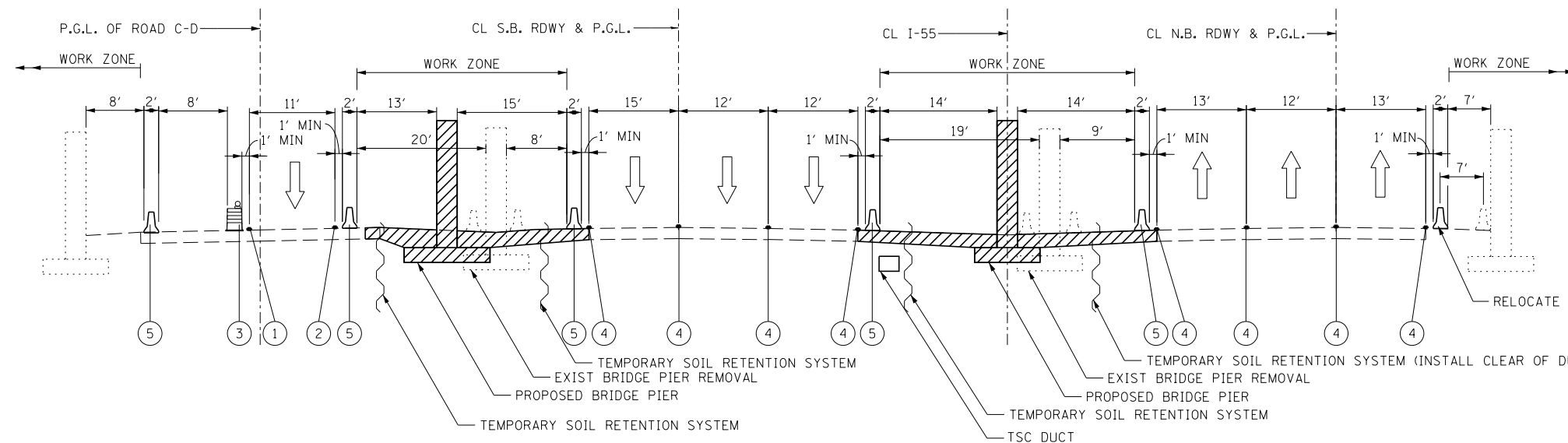
**I-55 PRE-STAGE**

FROM STA 309+94 TO STA 319+45

TEMPORARY CONCRETE BARRIER (TO REMAIN PERMANENTLY) TO BE PLACED AT EDGE OF SHOULDER FROM STA 309+94 TO STA 311+07.

RELOCATE TEMPORARY CONCRETE BARRIER, STATE OWNED, TO EDGE OF SHOULDER AS SHOWN FROM STA 311+07 TO STA 319+45.

IMPACT ATTENUATOR, RELOCATE (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3 TO BE RELOCATED FROM STA 311+07 TO STA 309+94.



**I-55 MOT TYPICAL UNDER STRUCTURE 016-1511**

FROM STA 311+07 TO STA 319+45

**LEGEND**

- ① WET REFLECTIVE TEMPORARY TAPE, TYPE III - 6 INCH (WHITE)
  - ② WET REFLECTIVE TEMPORARY TAPE, TYPE III - 6 INCH (YELLOW)
  - ③ DRUM W/STEADY BURN MONODIRECTIONAL LIGHT
  - ④ EXISTING PAVEMENT MARKING
  - ⑤ TEMPORARY CONCRETE BARRIER OR RELOCATE TEMPORARY CONCRETE BARRIER, STATE OWNED
- ▨ WORK AREA

RELOCATE TEMPORARY CONCRETE BARRIER, STATE OWNED.

FILE NAME =	DESIGNED - KJD	REVISED -
...\\D160W78-shr-MOT-extyp-stg1-01.dgn	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 6/15/2015	DATE - 6/12/2015	REVISED -














STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

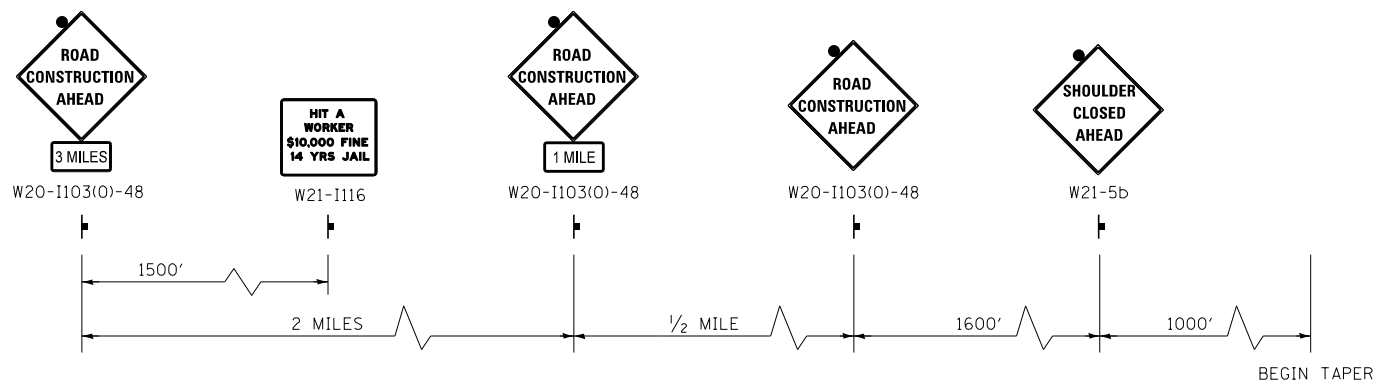
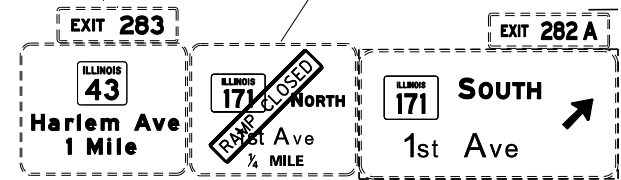
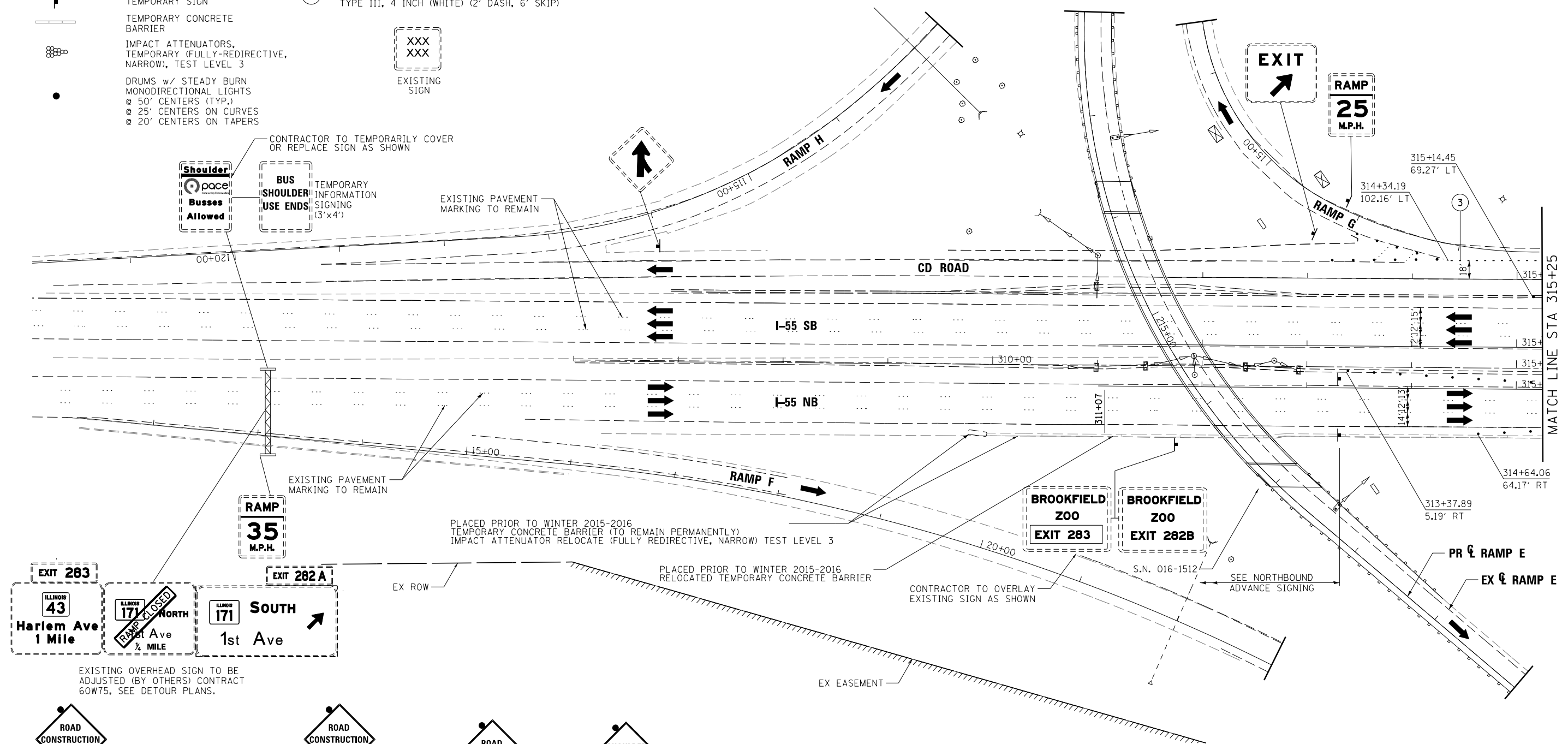
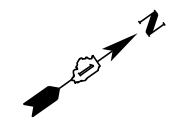
MAINTENANCE OF TRAFFIC  
EXISTING TYPICAL

SCALE: NTS SHEET 2 OF 7 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	29
CONTRACT NO. 60W78			ILLINOIS FED. AID PROJECT	

**LEGEND:**


-  WORK AREA
-  TRAFFIC LANE
-  TYPE III BARRICADES
-  TEMPORARY SIGN
-  TEMPORARY CONCRETE BARRIER
-  IMPACT ATTENUATORS, TEMPORARY (FULLY-REDIRECTIVE, NARROW), TEST LEVEL 3
-  DRUMS w/ STEADY BURN MONODIRECTIONAL LIGHTS  
  - ⊙ 50' CENTERS (TYP.)
  - ⊙ 25' CENTERS ON CURVES
  - ⊙ 20' CENTERS ON TAPERS
-  1 WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4 INCH (WHITE)
-  2 WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4 INCH (YELLOW)
-  3 WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4 INCH (WHITE) (2' DASH, 6' SKIP)
-  EXISTING SIGN



**NORTHBOUND ADVANCE SIGNING**

**NOTES:**

1. ALL ADVANCED SIGNING TO BE INSTALLED ON BOTH RIGHT AND LEFT SHOULDERS.
2. ALL SIGNAGE TO BE COORDINATED WITH CONTRACT 60W75.
3. CONTRACTOR TO FIELD MEASURE OVERLAY SIGN TO DETERMINE PROPER SIZE.

FILE NAME =	DESIGNED - KJD	REVISED -		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
... \MOT\DI60W78-sht-155-st1-01.dgn	DRAWN - TMB	REVISED -			373	0707-608HB-B-1	COOK	127	30			
USER NAME = jmajewski	CHECKED - JMM	REVISED -			CONTRACT NO. 60W78							
PLOT DATE = 6/15/2015	DATE - 6/12/2015	REVISED -			ILLINOIS FED. AID PROJECT							
					SCALE: 1"=50'	SHEET 3 OF 7 SHEETS	STA.	TO STA. 315+25.00				

CONTRACTOR TO COORDINATE MAINTENANCE OF TRAFFIC OF CONTRACT 60W75 WITH THIS CONTRACT



TEMPORARY INFORMATION SIGNING (18'X9')

RAMP A CLOSED (BY OTHERS), CONTRACT 60W75. SEE 60W75 DETOUR PLANS, INCLUDED FOR INFORMATION ONLY

RELOCATE TEMPORARY CONCRETE BARRIER, STATE OWNED, FROM INITIAL CONDITIONS BETWEEN STA 317+54 AND STA 319+07

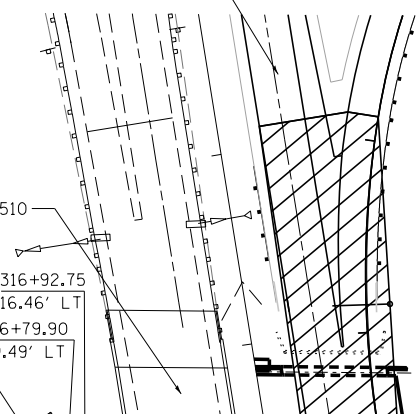
BEGIN TAPER  
SIGN TO BE COVERED

**SOUTHBOUND ADVANCE SIGNING**

RAMP B CLOSED PER TC-08 (BY OTHERS), CONTRACT 60W75. SEE 60W75 DETOUR PLANS, INCLUDED FOR INFORMATION ONLY

- 316+66.90  
117.45' LT
- 316+62.42  
104.22' LT
- 316+66.97  
91.07' LT
- 316+41.41  
120.48' LT
- 316+41.51  
87.89' LT
- 316+41.58  
62.98' LT
- 316+10.89  
84.87' LT
- 315+82.21  
109.77' LT
- 315+36.49  
114.61' LT

S.N. 016-1510



- 320+66.45  
126.06' LT
- 320+15.35  
120.07' LT
- 321+48.72  
98.54' LT
- 321+02.70  
63.15' LT
- 321+96.66  
98.41' LT
- 322+79.66  
113.78' LT
- 323+88.23  
136.04' LT
- 325+12.89  
132.51' LT

- 321+46.20  
15.56' LT
- 321+95.76  
11.74' LT
- 323+97.13  
65.73' LT
- 325+75.69  
3.31' LT

- 320+54.07  
59.22' LT
- 320+00  
00+00
- 320+00  
00+00
- 320+00  
00+00

- 19+48.56  
1.08' LT
- 20+02.45  
1.85' RT
- 320+66.25  
9.44' RT
- 320+26.31  
16.57' RT

- 317+14.95  
16.39' RT
- 317+15.41  
58.49' RT
- 316+44.53  
10.59' RT
- 316+56.05  
9.69' LT
- 316+31.92  
65.44' RT

- 318+11.80  
57.72' RT

MATCH LINE STA 315+25

MATCH LINE STA 328+00

IMPACT ATTENUATOR TO BE RELOCATED FROM INITIAL CONDITIONS

RELOCATE TEMPORARY CONCRETE BARRIER, STATE OWNED, FROM PRE-STAGE LAYOUT

**EXIT 282 B**

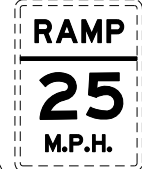
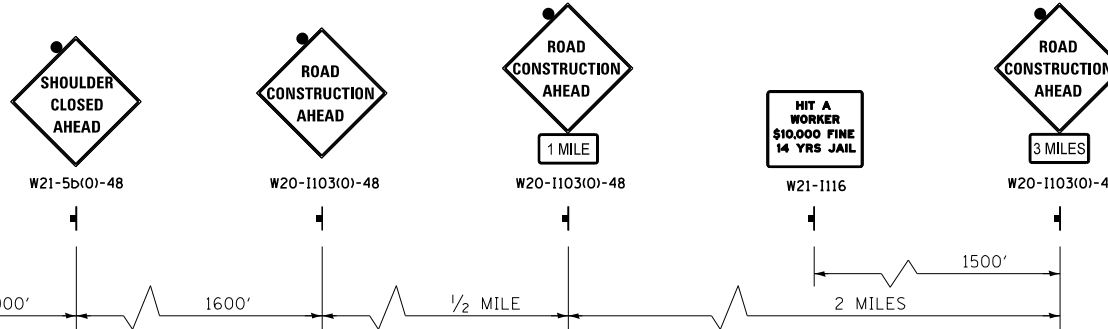


EXISTING OVERHEAD SIGN TO BE ADJUSTED (BY OTHERS) CONTRACT 60W75, SEE DETOUR PLANS.

RELOCATE TEMPORARY CONCRETE BARRIER, STATE OWNED, FROM INITIAL CONDITIONS BETWEEN STA 317+35 AND STA 318+50

RAMP C CLOSED PER TC-08 (BY OTHERS), CONTRACT 60W75. SEE 60W75 DETOUR PLANS, INCLUDED FOR INFORMATION ONLY

RELOCATE TEMPORARY CONCRETE BARRIER, STATE OWNED, FROM INITIAL CONDITIONS BETWEEN STA 317+67 AND STA 319+20



SIGN TO BE COVERED



**NOTES**

1. ALL ADVANCED SIGNING TO BE INSTALLED ON BOTH RIGHT AND LEFT SHOULDERS.
2. ALL SIGNAGE TO BE COORDINATED WITH CONTRACT 60W75.

**LEGEND:**

- WORK AREA
- TRAFFIC LANE
- TYPE III BARRICADES
- TEMPORARY SIGN
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATORS, TEMPORARY (FULLY-REDIRECTIVE, NARROW), TEST LEVEL 3
- DRUMS w/ STEADY BURN MONODIRECTIONAL LIGHTS
  - o 50' CENTERS (TYP.)
  - o 25' CENTERS ON CURVES
  - o 20' CENTERS ON TAPERS
- EXISTING SIGN
- WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4 INCH (WHITE)
- WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4 INCH (YELLOW)
- WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4 INCH (WHITE) (2' DASH, 6' SKIP)

FILE NAME =	DESIGNED - KJD	REVISED -
... \MOT\DI60W78-sht-155-stl-02.dgn	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 6/15/2015	DATE - 6/12/2015	REVISED -

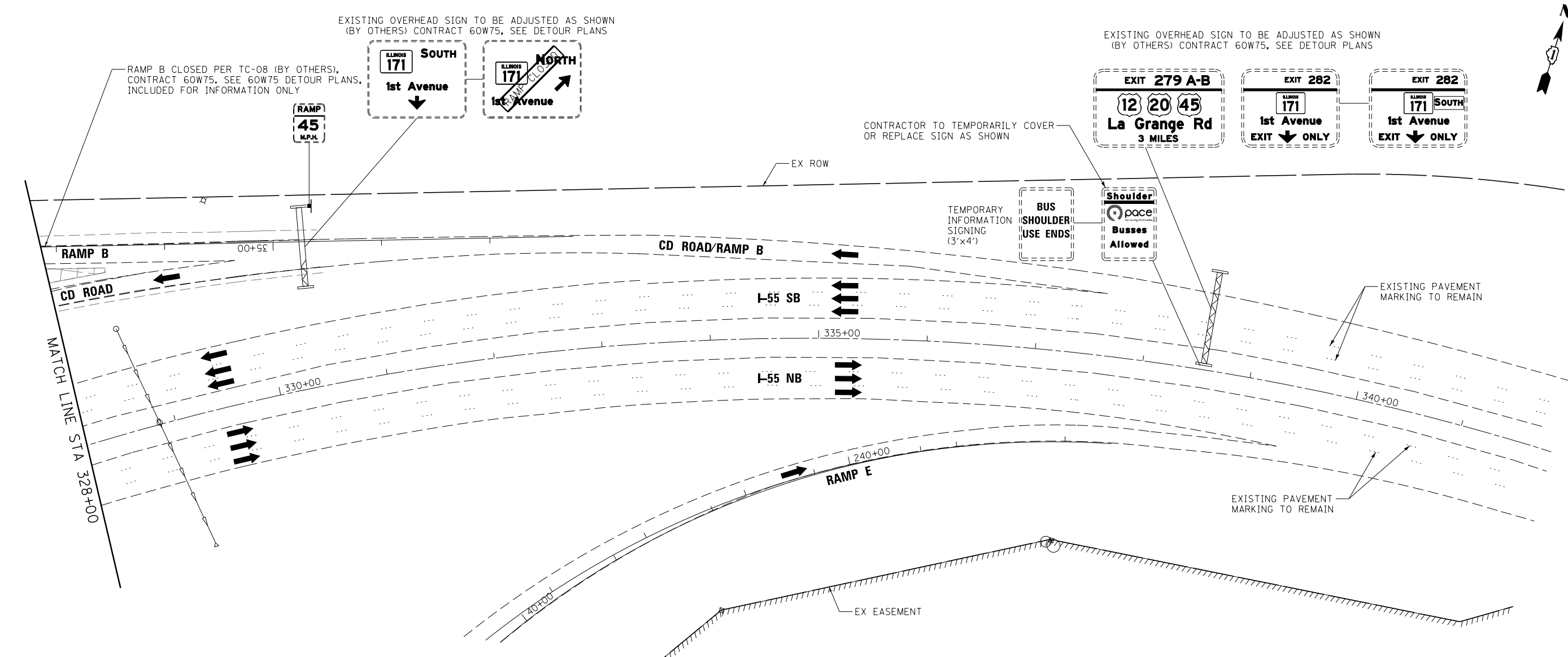


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**MAINTENANCE OF TRAFFIC**

SCALE: 1"=50' SHEET 4 OF 7 SHEETS STA. 315+25.00 TO STA. 328+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	31
CONTRACT NO. 60W78				ILLINOIS FED. AID PROJECT



EXISTING OVERHEAD SIGN TO BE ADJUSTED AS SHOWN  
(BY OTHERS) CONTRACT 60W75, SEE DETOUR PLANS

EXISTING OVERHEAD SIGN TO BE ADJUSTED AS SHOWN  
(BY OTHERS) CONTRACT 60W75, SEE DETOUR PLANS

RAMP B CLOSED PER TC-08 (BY OTHERS),  
CONTRACT 60W75. SEE 60W75 DETOUR PLANS,  
INCLUDED FOR INFORMATION ONLY

CONTRACTOR TO TEMPORARILY COVER  
OR REPLACE SIGN AS SHOWN

TEMPORARY  
INFORMATION  
SIGNING  
(3'x4')

EXISTING PAVEMENT  
MARKING TO REMAIN

EXISTING PAVEMENT  
MARKING TO REMAIN

MATCH LINE STA 328+00

**NOTES**

1. ALL ADVANCED SIGNING TO BE INSTALLED ON BOTH RIGHT AND LEFT SHOULDERS.
2. ALL SIGNAGE TO BE COORDINATED WITH CONTRACT 60W75.

**LEGEND**

- WORK AREA
  - TRAFFIC LANE
  - TYPE III BARRICADES
  - TEMPORARY SIGN
  - TEMPORARY CONCRETE BARRIER
  - IMPACT ATTENUATORS, TEMPORARY (FULLY-REDIRECTIVE, NARROW), TEST LEVEL 3
  - DRUMS w/ STEADY BURN MONODIRECTIONAL LIGHTS @ 50' CENTERS (TYP.) @ 25' CENTERS ON CURVES @ 20' CENTERS ON TAPERS
  - EXISTING SIGN
- 1 WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4 INCH (WHITE)
  - 2 WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4 INCH (YELLOW)
  - 3 WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4 INCH (WHITE) (2' DASH, 6' SKIP)

FILE NAME =	DESIGNED - KJD	REVISED -
... \MOT\DI60W78-sht-155-st1-03.dgn	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 6/15/2015	DATE - 6/12/2015	REVISED -



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**MAINTENANCE OF TRAFFIC**

SCALE: 1"=50' SHEET 5 OF 7 SHEETS STA. 328+00.00 TO STA. 342+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	32
CONTRACT NO. 60W78				ILLINOIS FED. AID PROJECT



**SCHEDULE OF SIGNS**

SIGN NUMBER	SIGN TYPE
1	DETOUR AHEAD W20-2 (O) 48 W/ MONO-DIRECTIONAL LIGHT
2	EXIT CLOSED E5-2a-4836
3	ROAD CLOSED R11-4 6030
4	DETOUR M4-10 (O) 4818
5	DETOUR M4-10 (O) 4818
6	END DETOUR M4-8a (O) 2418
7	UP ARROW M6-3 2115
8	RIGHT TURN ARROW M5-1R 2115
8A	UP AND RIGHT TURN ARROW M5-2R 2115
9	RIGHT TURN ARROW M6-1R 2115
9A	UP AND RIGHT TURN ARROW M6-2R 2115
10	LEFT TURN ARROW M5-1L 2115
11	UP AND LEFT TURN ARROW M6-1L 2115
12	NO MAX WIDTH 30"x30" R3-2
13	NO MAX WIDTH 30"x30" M3-2 (O) 2412
14	NORTH M3-2 (O) 2412
15	SOUTH M3-3 (O) 2412
16	DETOUR M1-7 2412
17	TO R2-1-1212
18	ILLINOIS 171 M1-5-4536
19	55 M1-1-3636
20	ONLY M4-5-3618
21	ROAD CONSTRUCTION AHEAD W20-I103-48 W/ MONO-DIRECTIONAL LIGHT
22	Joliet Rd D3-1-6018

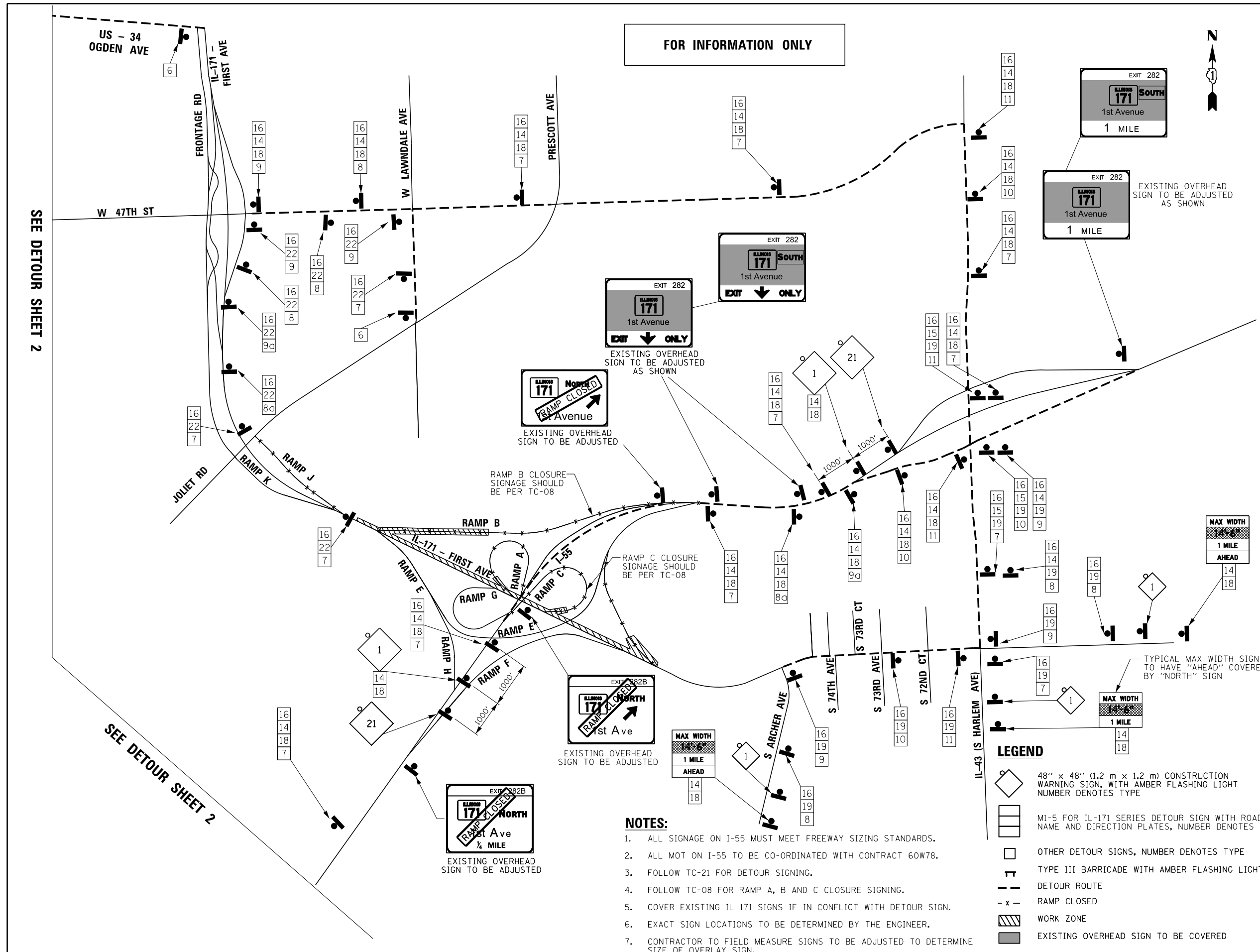
**LEGEND**

- 48" x 48" (1.2 m x 1.2 m) CONSTRUCTION WARNING SIGN, WITH AMBER FLASHING LIGHT NUMBER DENOTES TYPE
- M1-5 FOR IL-171 SERIES DETOUR SIGN WITH ROAD NAME AND DIRECTION PLATES, NUMBER DENOTES TYPE
- OTHER DETOUR SIGNS, NUMBER DENOTES TYPE
- TYPE III BARRICADE WITH AMBER FLASHING LIGHTS
- DETOUR ROUTE
- RAMP CLOSED
- WORK ZONE
- EXISTING OVERHEAD SIGN TO BE COVERED

**NOTES:**

1. ALL SIGNAGE ON I-55 MUST MEET FREEWAY SIZING STANDARDS.
2. ALL MOT ON I-55 TO BE CO-ORDINATED WITH CONTRACT 60W78.
3. FOLLOW TC-21 FOR DETOUR SIGNING.
4. FOLLOW TC-08 FOR RAMP A, B AND C CLOSURE SIGNING.
5. COVER EXISTING IL 171 SIGNS IF IN CONFLICT WITH DETOUR SIGN.
6. EXACT SIGN LOCATIONS TO BE DETERMINED BY THE ENGINEER.
7. CONTRACTOR TO FIELD MEASURE SIGNS TO BE ADJUSTED TO DETERMINE SIZE OF OVERLAY SIGN.

FOR INFORMATION ONLY



SEE DETOUR SHEET 2

SEE DETOUR SHEET 2

FILE NAME =	DESIGNED - KJD	REVISED -
...\\D160W78-sht-DeTour-1a.Rampcd.dgn	DRAWN - TMB	REVISED -
USER NAME = toddblank	CHECKED - JMM	REVISED -
PLOT DATE = 6/17/2015	DATE - 6/12/2015	REVISED -

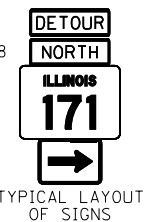


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC  
DETOUR (1 OF 2)

NTS	SHEET	6 OF 7 SHEETS	STA.	TO STA.
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F.A.P R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	33
CONTRACT NO. 60W78				
ILLINOIS FED. AID PROJECT				

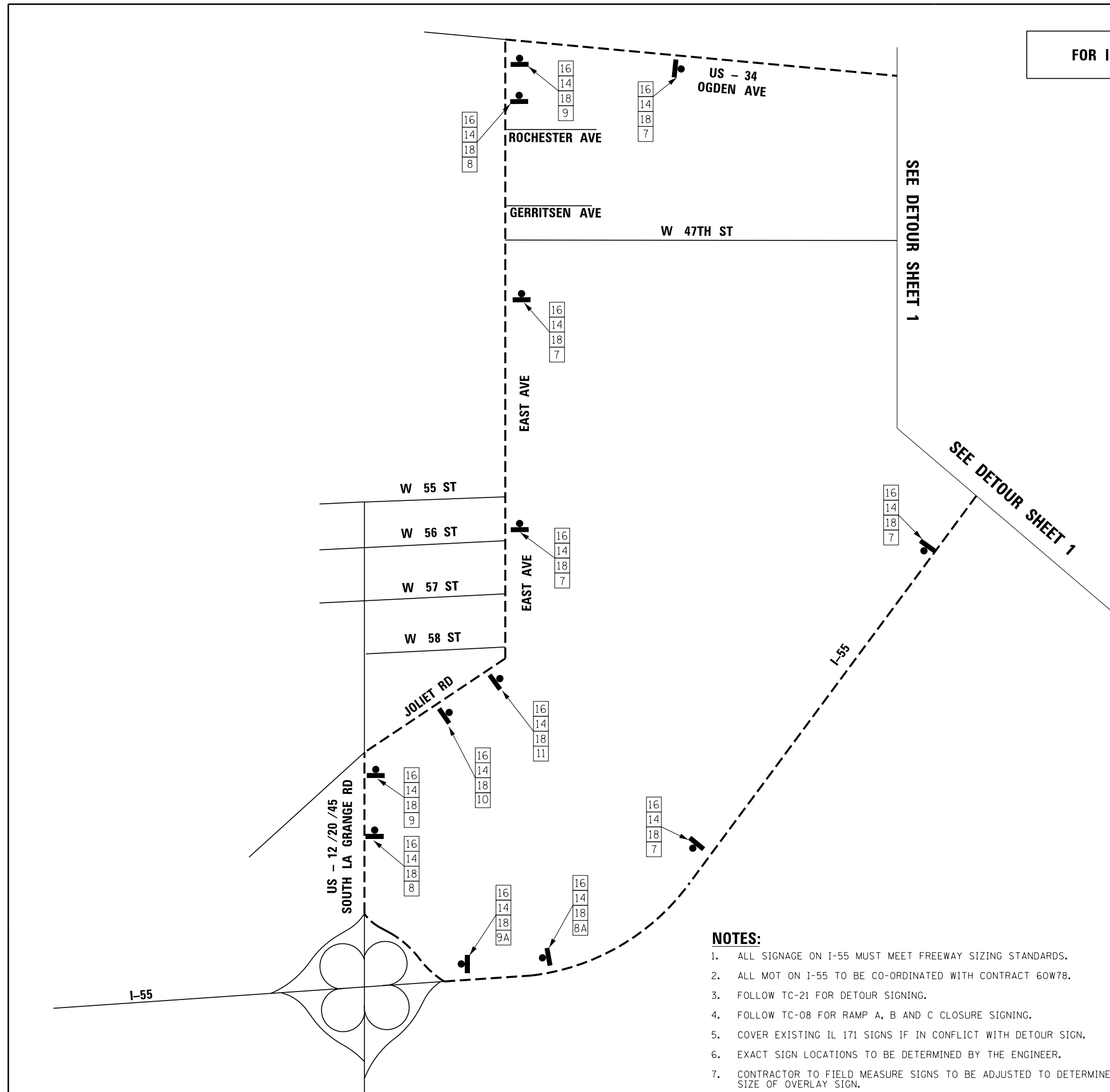


**SCHEDULE OF SIGNS**

SIGN NUMBER	SIGN TYPE	DESCRIPTION
1		W20-2 (O) 48 W/ MONO-DIRECTIONAL LIGHT
2		E5-2a-4836
3		R11-4 6030
4		M4-10 (O) 4818
5		M4-10 (O) 4818
6		M4-8a (O) 2418
7		M6-3 2115
8		M5-1R 2115
8A		M5-2R 2115
9		M6-1R 2115
9A		M6-2R 2115
10		M5-1L 2115
11		M6-1L 2115
12		R3-2 30"x30"
13		M3-2 (O) 2412
14		M3-2 (O) 2412
15		M3-3 (O) 2412
16		M1-7 2412
17		R2-1-1212
18		M1-5-4536
19		M1-1-3636
20		M4-5-3618
21		W20-1103-48 W/ MONO-DIRECTIONAL LIGHT
22		D3-1-6018



FOR INFORMATION ONLY



- NOTES:**
- ALL SIGNAGE ON I-55 MUST MEET FREEWAY SIZING STANDARDS.
  - ALL MOT ON I-55 TO BE CO-ORDINATED WITH CONTRACT 60W78.
  - FOLLOW TC-21 FOR DETOUR SIGNING.
  - FOLLOW TC-08 FOR RAMP A, B AND C CLOSURE SIGNING.
  - COVER EXISTING IL 171 SIGNS IF IN CONFLICT WITH DETOUR SIGN.
  - EXACT SIGN LOCATIONS TO BE DETERMINED BY THE ENGINEER.
  - CONTRACTOR TO FIELD MEASURE SIGNS TO BE ADJUSTED TO DETERMINE SIZE OF OVERLAY SIGN.

**LEGEND**

- 48" x 48" (1.2 m x 1.2 m) CONSTRUCTION WARNING SIGN, WITH AMBER FLASHING LIGHT NUMBER DENOTES TYPE
- M1-5 FOR IL-171 SERIES DETOUR SIGN WITH ROAD NAME AND DIRECTION PLATES, NUMBER DENOTES TYPE
- OTHER DETOUR SIGNS, NUMBER DENOTES TYPE
- TYPE III BARRICADE WITH AMBER FLASHING LIGHTS
- DETOUR ROUTE
- RAMP CLOSED
- WORK ZONE
- EXISTING OVERHEAD SIGN TO BE COVERED

**GENERAL NOTES**

1. ALL ELEVATIONS REFERRING TO U.S.G.S. MEAN SEA LEVEL DATUM.
2. ALL DAMAGE TO CITY, COUNTY OR STATE OWNED UNDERGROUND FACILITIES, CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S EXPENSE. THIS SHALL INCLUDE ALL TEMPORARY REPAIRS REQUIRED TO KEEP THE FACILITY OPERATIONAL WHILE MATERIAL IS BEING OBTAINED TO MAKE PERMANENT REPAIRS. SPLICING OF ELECTRICAL CABLE SHALL NOT BE ALLOWED. ELECTRIC CABLE SHALL BE REPLACED FROM POLE TO POLE OR CONTROLLER.
3. ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST IDOT STANDARDS.
4. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO UNDERSTAND THE SOIL AND GROUNDWATER CONDITIONS AT THE SITE. COPIES OF AVAILABLE GEOTECHNICAL INFORMATION ARE AVAILABLE FROM IDOT FOR REVIEW AND INFORMATION.
5. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES (48 HOUR NOTIFICATION IS REQUIRED).
6. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, MUNICIPALITIES AND COOK COUNTY.
7. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON CITY, COUNTY OR STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
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.
9. THE CONTRACTOR SHALL SUPPLY THE IN-STREAM WORK PLAN AS NEEDED FROM THE ILLINOIS DEPARTMENT OF NATURAL RESOURCES/OFFICE OF WATER RESOURCES (IDNR/OWR) FOR PERMIT ACQUISITION FOR WORK IN THE DES PLAINES RIVER.
10. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
11. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS. STATIONS ARE SHOWN FOR REFERENCE ONLY.
12. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
13. THE CONTRACTOR SHALL USE CARE IN REMOVING OR EXCAVATING NEAR ALL EXISTING ITEMS WHICH WILL REMAIN. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
14. THE CONTRACTOR SHALL RESTORE ALL DISTURBED AREAS AT THE DIRECTION OF THE ENGINEER. THIS WORK IS INCIDENTAL TO THE CONTRACT.
15. THE CONTRACTOR SHALL COMPLY WITH ALL PERMIT REQUIREMENTS AT THE DIRECTION OF THE PERMITTING AGENCIES. THIS WORK IS INCIDENTAL TO THE CONTRACT.
16. CLEARING SHALL BE DONE TO THE CONSTRUCTION LIMITS OF THE PROJECT. SEE SECTION 201.01(A) OF THE STANDARD SPECIFICATIONS. CLEARING WILL NOT BE MEASURED FOR PAYMENT.

**EROSION CONTROL GENERAL NOTES**

1. THE CONSTRUCTION LIMITS WILL BE STAKED BY THE CONTRACTOR PRIOR TO COMMENCING CONSTRUCTION. PAYMENT FOR THIS WORK WILL BE INCLUDED WITHIN THE ITEM CONSTRUCTION LAYOUT, LSD. THE CONSTRUCTION LIMITS MAY BE ADJUSTED BY THE ENGINEER TO PRESERVE TREES AND NO ADDITIONAL COMPENSATION WILL BE PAID TO THE CONTRACTOR FOR CHANGED CONSTRUCTION LIMITS.
2. SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE THE PROJECT SITE IS OTHERWISE DISTURBED.
3. UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE ILLINOIS URBAN MANUAL LATEST UPDATE.
4. THE WILL-SOUTH COOK SOIL AND WATER CONSERVATION DISTRICT (WSCSWCD) MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
5. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON SITE AT ALL TIMES.
6. PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO, ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS), A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED TO THE OWNER FOR ACCEPTANCE.
7. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE REGULATORY AUTHORITIES. THESE ADDITIONAL ITEMS ARE INCIDENTAL TO THE CONTRACT.
8. DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO SEDIMENT BASINS OR SILT TRAPS. DEWATERING DIRECTLY INTO FIELD TILES OR STORMWATER STRUCTURE IS PROHIBITED.
9. IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEMS (NPDES) PERMIT REQUIREMENTS SET FORTH BY THE ILLINOIS EPA.
10. PERIMETER EROSION CONTROL BARRIER SHALL BE ERECTED ADJACENT TO TEMPORARY CONSTRUCTION FENCE IN SELECTED LOCATIONS. THE RESIDENT ENGINEER SHALL HAVE FINAL DETERMINATION OF THE PLACEMENT AND LOCATION OF THE PERIMETER EROSION CONTROL BARRIER.
11. COMPLETED SLOPES (SECTION OF ROAD EMBANKMENT) SHALL BE SEEDED AND BLANKETED AS THE EXCAVATION PROCEEDS AS REQUIRED BY THE PERMITS DESIRABLE AND PRACTICAL. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG FINAL GRADING AND SHAPING SO THAT THE ENTIRE PROJECT CAN BE PERMANENTLY SEEDED AT ONE TIME.
12. CLEANING OF VEHICLES AND EQUIPMENT SHALL BE PERFORMED IN A MANNER TO REDUCE THE AMOUNT OF POLLUTANTS TRIBUTARY TO STORM SEWERS AND OPEN WATERS TO THE MAXIMUM EXTENT POSSIBLE.
13. REFER TO STORM WATER POLLUTION PREVENTION PLAN FOR INSPECTION AND MAINTENANCE SCHEDULES, AND SEQUENCE OF ACTIVITIES.
14. ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR POLLUTION RUN OFF. LEAKY EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.
15. WHEN STREAM DISTURBANCE IS NECESSARY, THE STREAM INCLUDING THE BED AND BANKS, SHALL BE STABILIZED PRIOR TO ACCEPTING ANY FLOWS, PER USACE GUIDELINES.

FILE NAME =	DESIGNED - AG	REVISED -
...\\D160W78-sh-t-es-GenNotes-De-t-01.dgn	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 6/14/2015	DATE - 6/12/2015	REVISED -

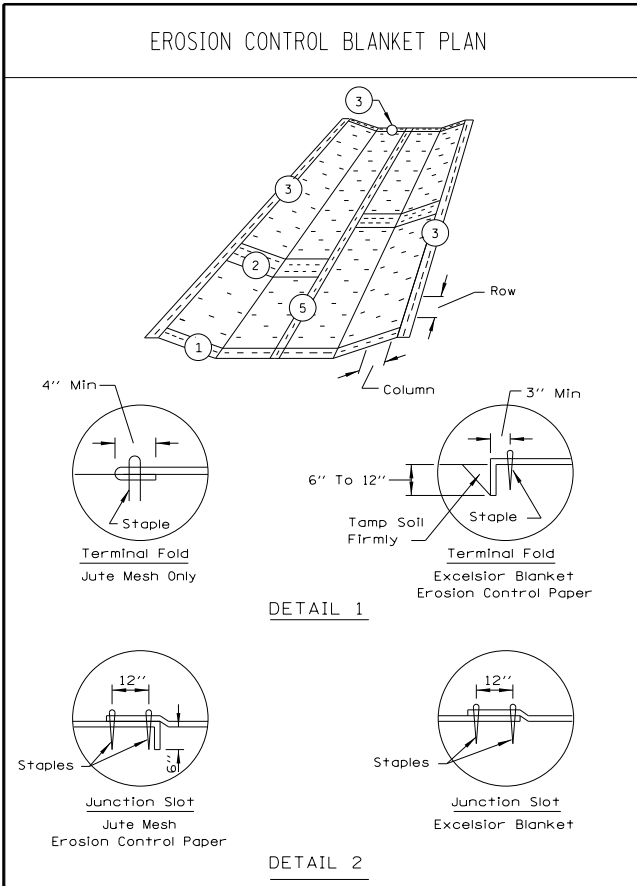


**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

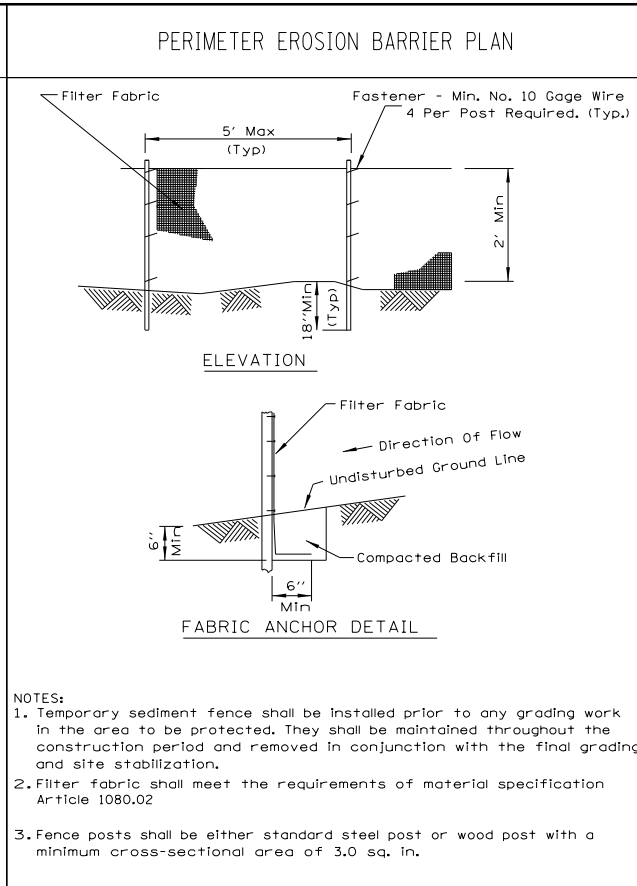
**EROSION CONTROL NOTES**

SCALE: NTS SHEET 1 OF 4 SHEETS STA. TO STA.

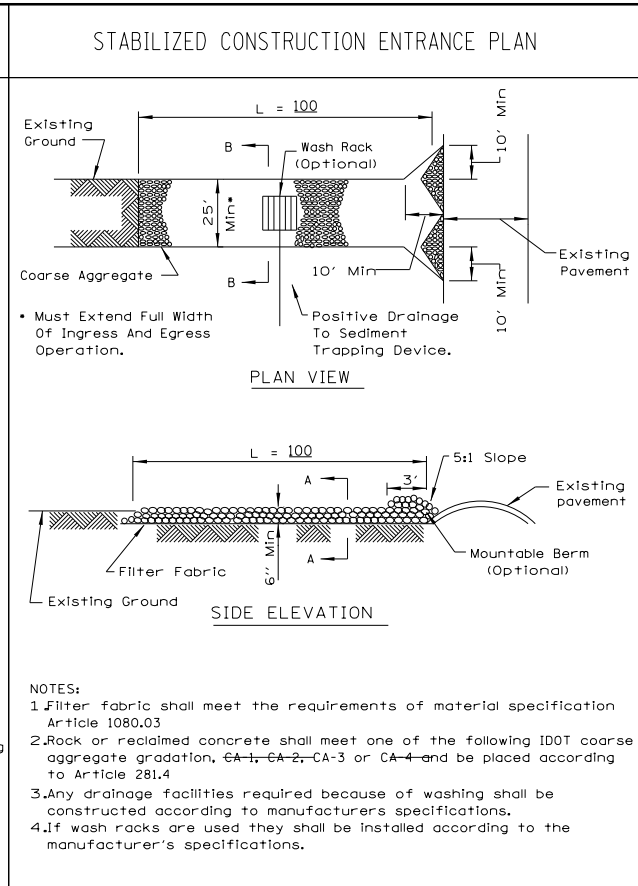
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	35
				<b>CONTRACT NO. 60W78</b>
ILLINOIS FED. AID PROJECT				



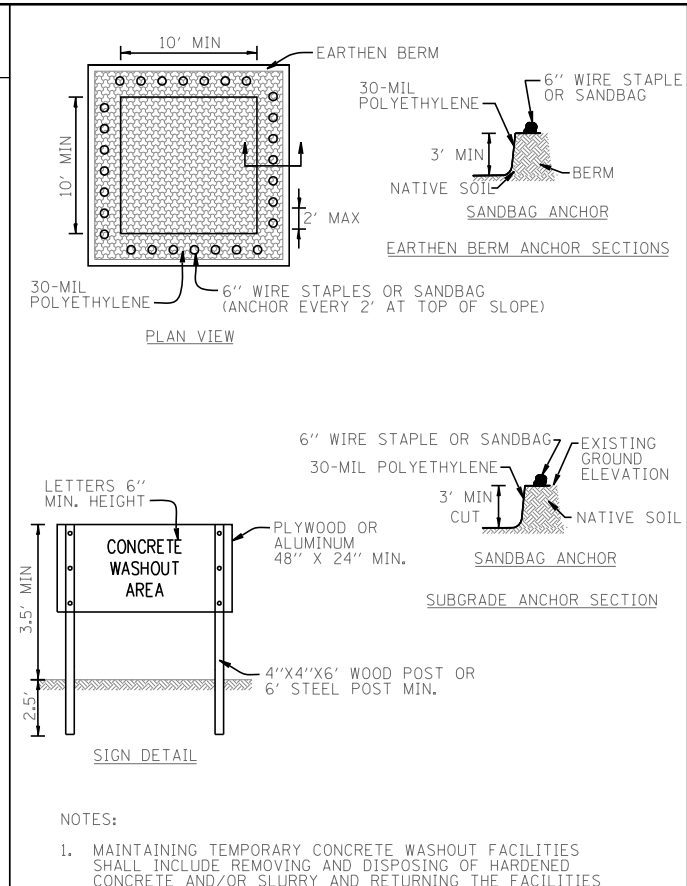
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Designed MSK		DATE 5-24-94
Checked JWW		SHEET 1 OF 2
Approved		DATE



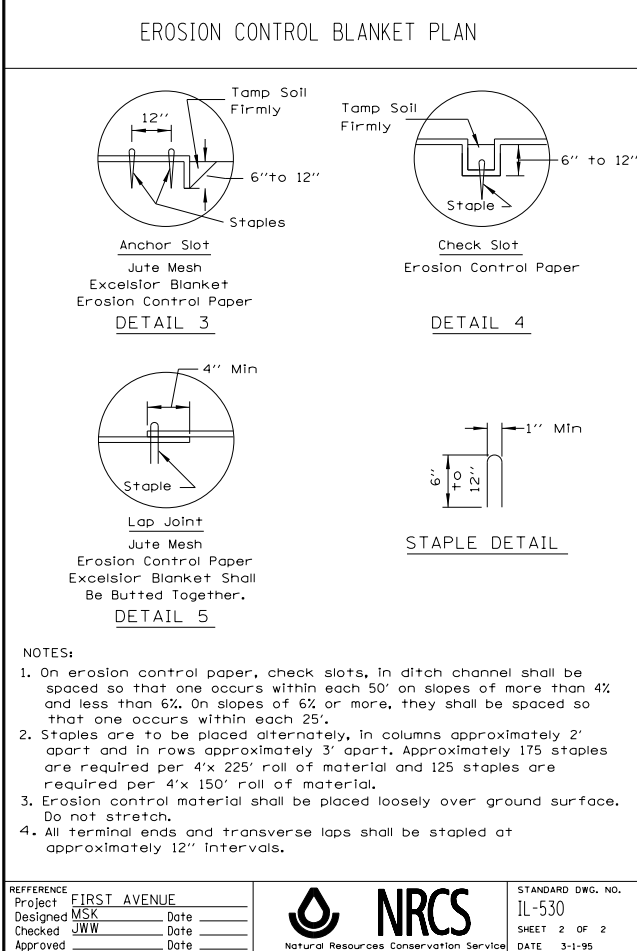
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Checked JWW		SHEET 1 OF 2
Approved		DATE



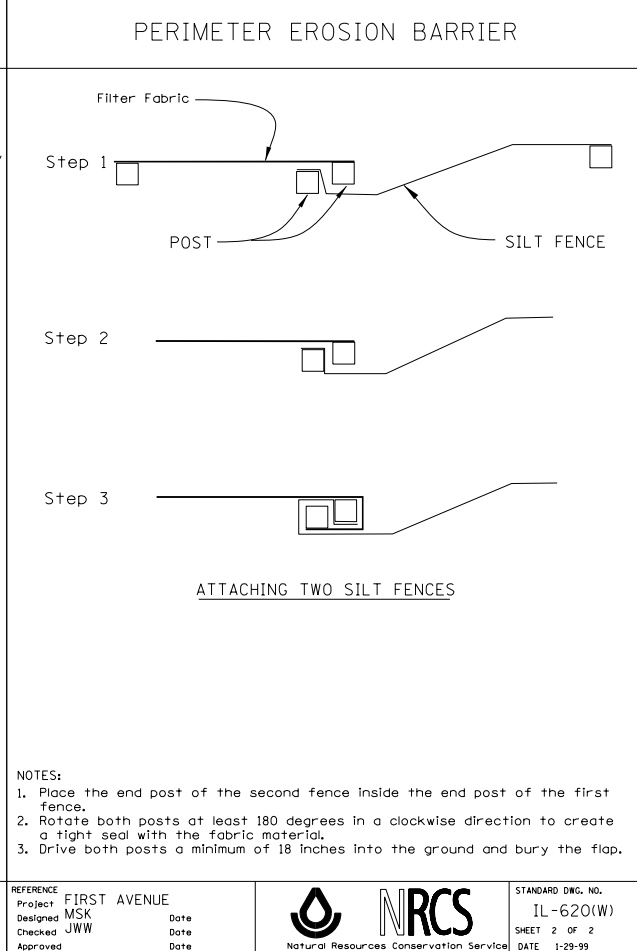
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Designed MSK		DATE 8-18-94
Checked JWW		SHEET 1 OF 2
Approved		DATE



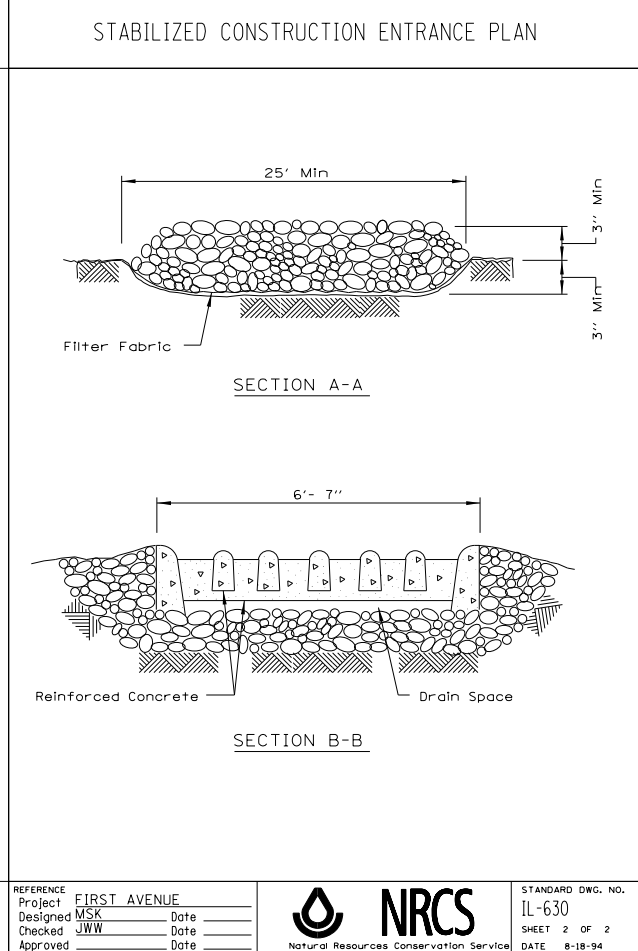
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Designed MSK		DATE 1-29-99
Checked JWW		SHEET 1 OF 1
Approved		DATE



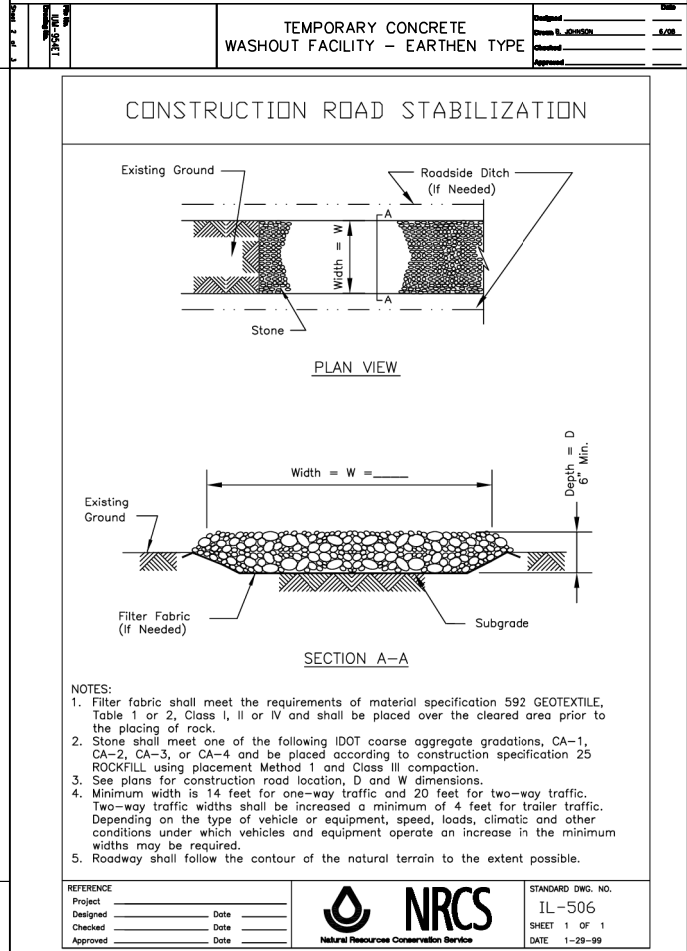
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Checked JWW		SHEET 2 OF 2
Approved		DATE



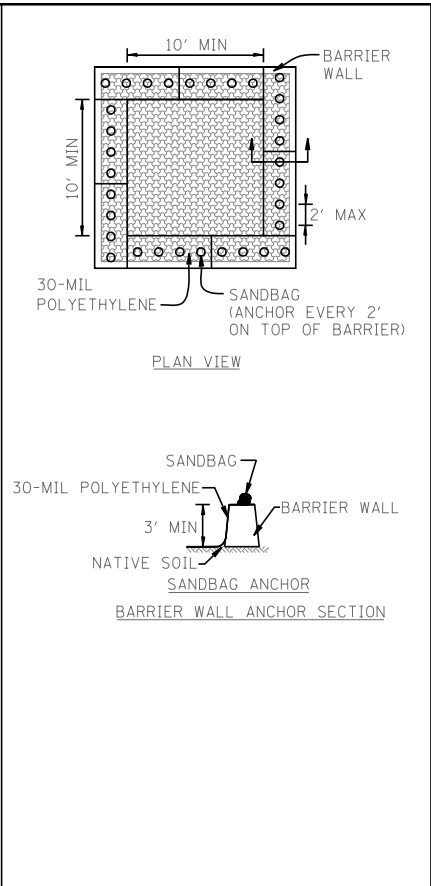
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Designed MSK		DATE 1-29-99
Checked JWW		SHEET 2 OF 2
Approved		DATE



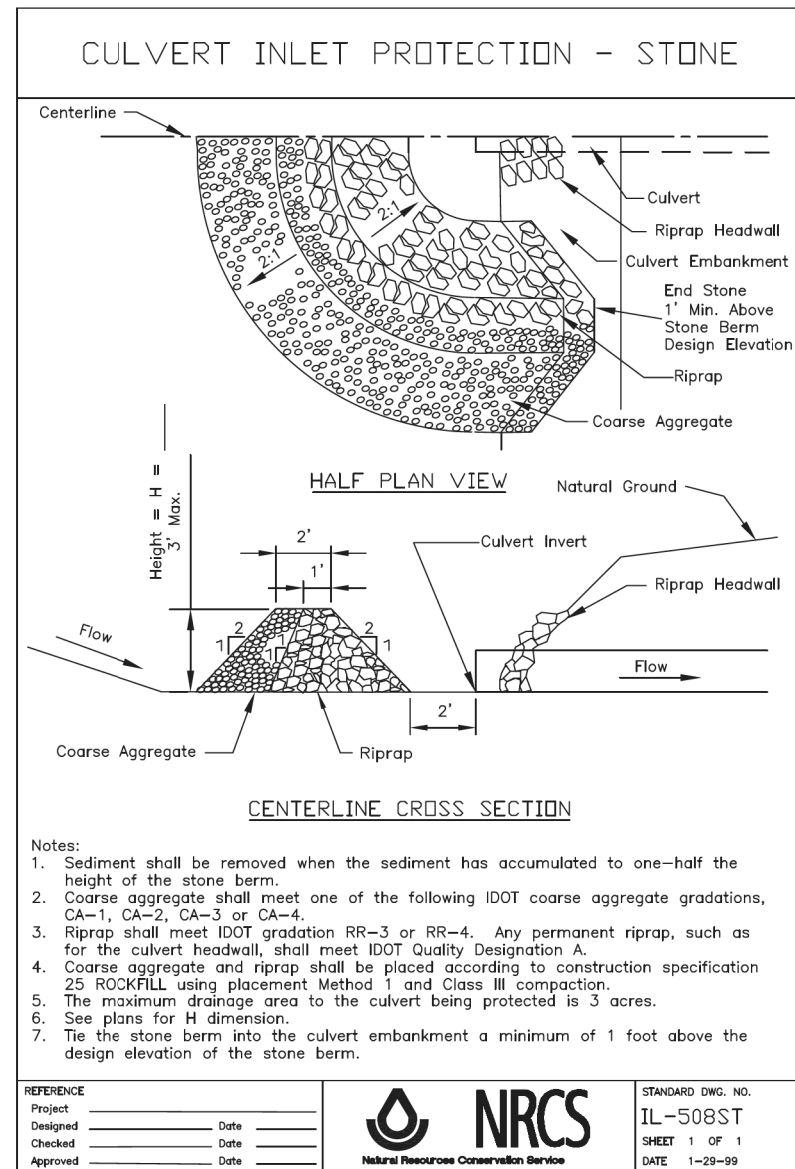
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Approved		DATE



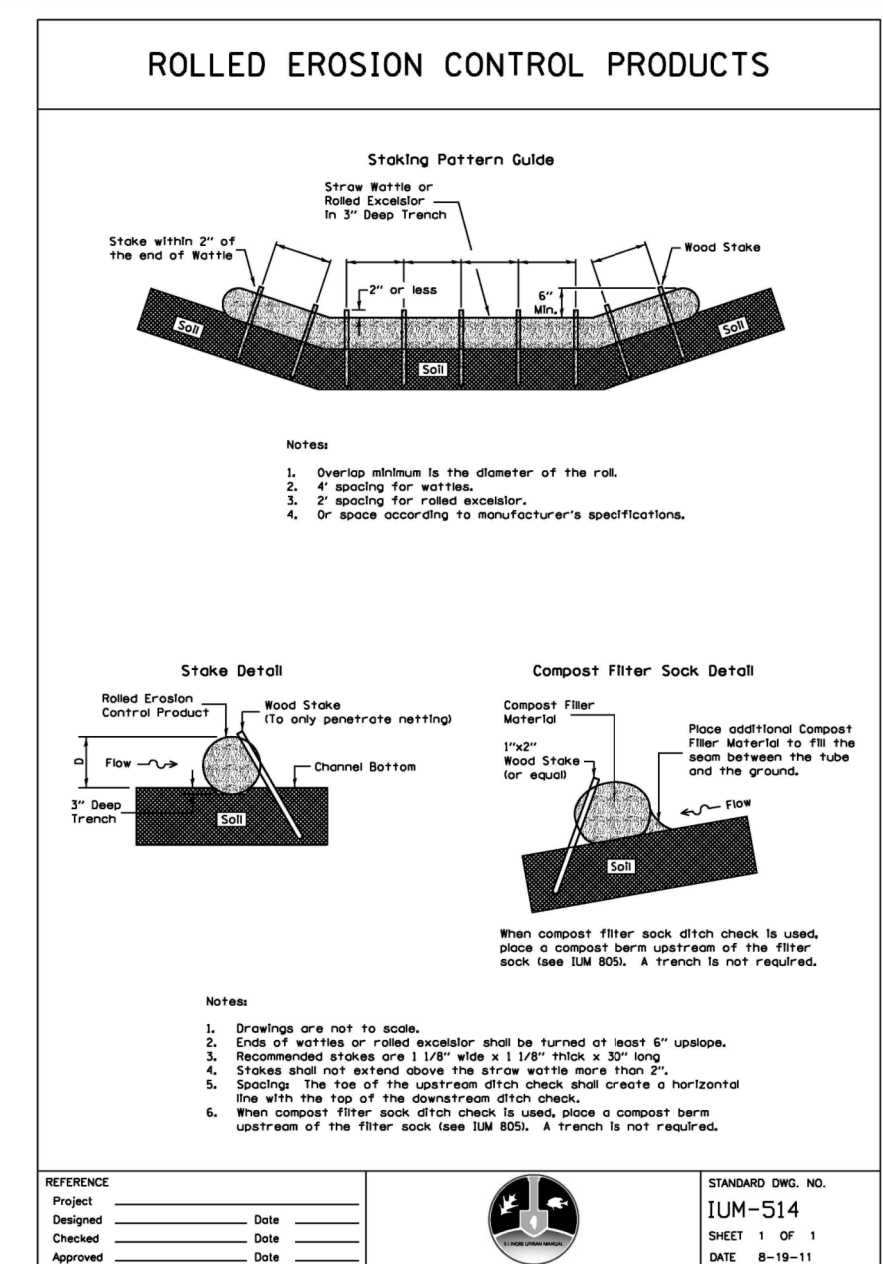
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Designed MSK		DATE 1-29-99
Checked JWW		SHEET 1 OF 1
Approved		DATE



REFERENCE PROJECT FIRST AVENUE		STANDARD DWG. NO. IL-506
Designed MSK		DATE 1-29-99
Checked JWW		SHEET 1 OF 1
Approved		DATE



**NOTE:**  
CULVERT INLET PROTECTION-STONE SHALL BE PAID FOR AS AGGREGATE DITCH CHECK



**NOTE:**  
ROLLED EROSION CONTROL PRODUCTS SHALL BE PAID FOR AS TEMPORARY DITCH CHECKS

FILE NAME =	DESIGNED - AG	REVISED -
...\\D160W78-shr-es-GenNotes-De1-03.dgn	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 6/14/2015	DATE - 6/12/2015	REVISED -

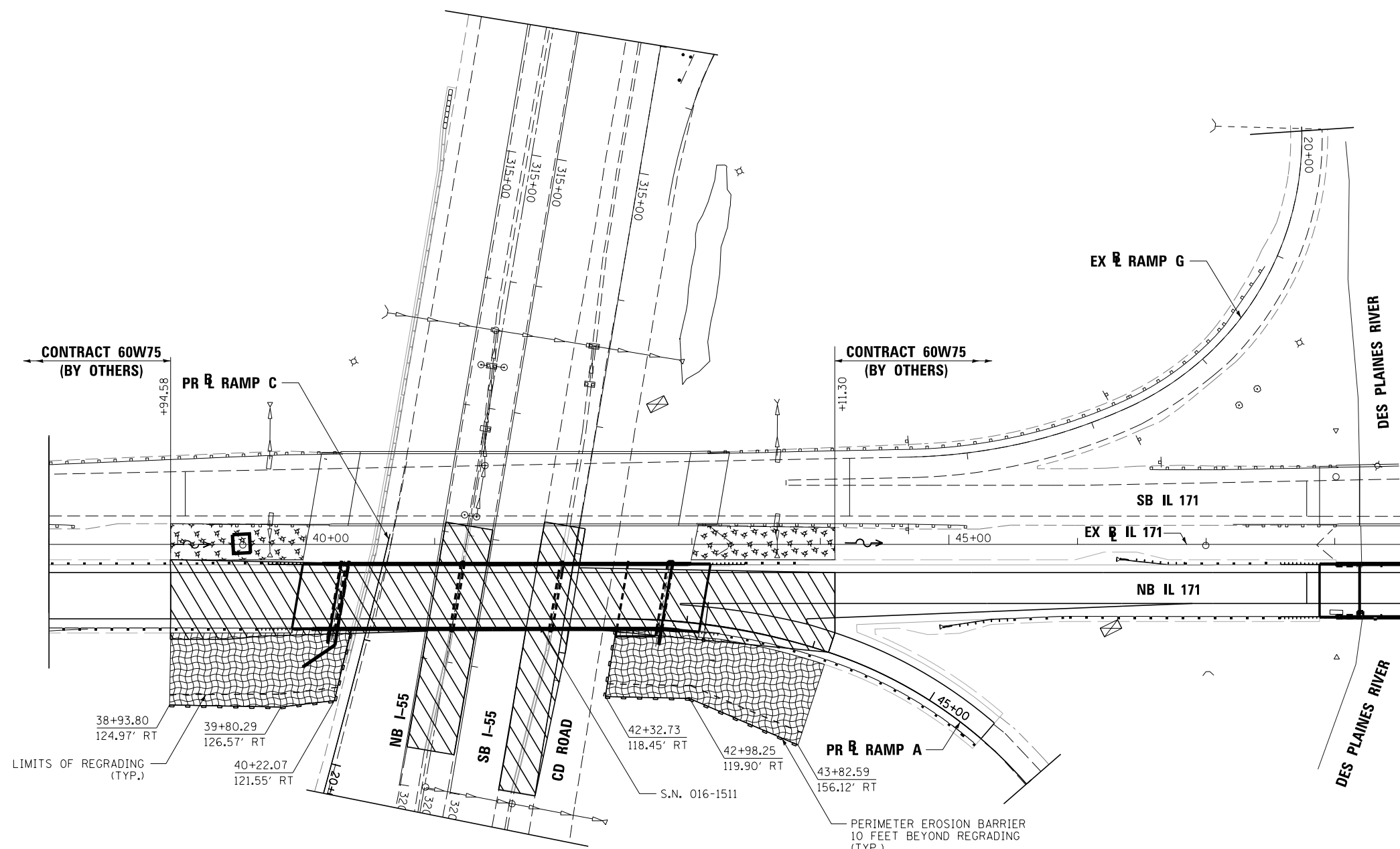
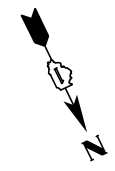


**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**EROSION CONTROL DETAIL**

SCALE: NTS SHEET 3 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	37
CONTRACT NO. 60W78				
ILLINOIS FED. AID PROJECT				



**LEGEND:**

- ⊙ EXISTING MANHOLE
- EXISTING CATCH BASIN
- △ EXISTING FLARED END SECTION
- PERIMETER EROSION BARRIER
- EXISTING STORM SEWER
- INLET FILTERS
- TEMPORARY EROSION CONTROL SEEDING AND BLANKET
- TEMPORARY EROSION CONTROL SEEDING
- WORK ZONE LIMITS

FILE NAME =	DESIGNED - AG	REVISED -
...NES\0160W78-sh1-es-IL171.dgn	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 6/14/2015	DATE - 6/12/2015	REVISED -



**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>EROSION CONTROL PLAN IL 171</b>			
SCALE: 1"=50'	SHEET 4 OF 4 SHEETS	STA.	TO STA.

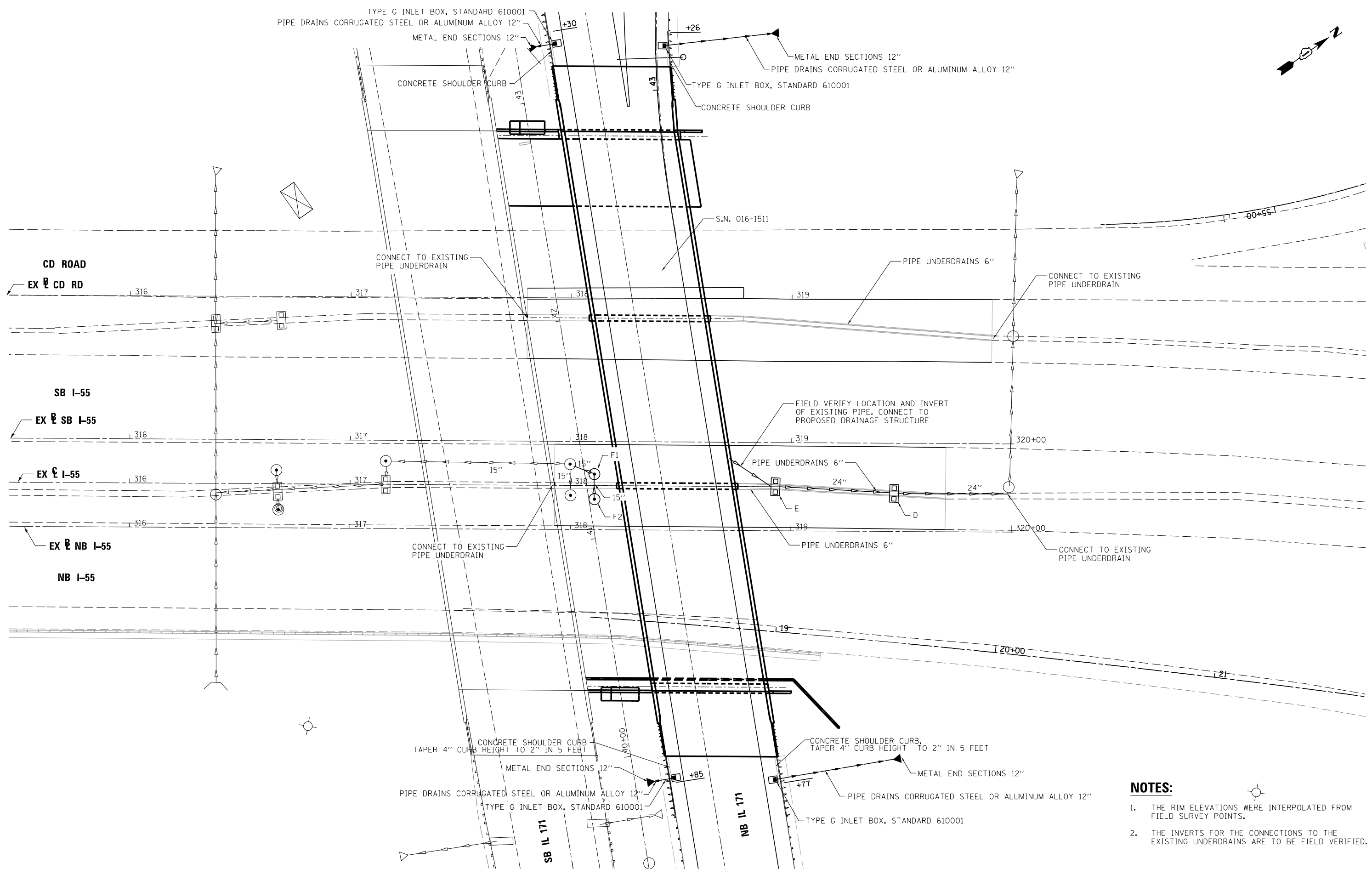
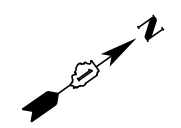
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	38
CONTRACT NO. 60W78				
ILLINOIS FED. AID PROJECT				

**DRAINAGE SCHEDULES**

Pipe ID	Pipe Diameter (inches)	Length (ft)	Upstream Structure	Downstream Structure	Upstream Invert	Downstream Invert	20800150 Trench Backfill	550A0070 Storm Sewers, Class A, Type 1 15"	550A0120 Storm Sewers, Class A, Type 1 24"	X0322917 Proposed Storm Sewer Connection to Existing Manhole	
							CYYD	FOOT	FOOT	EACH	
F2 TO F1	15	9	F2	F1	598.60	598.50	2	9			
F1 TO G1	15	42	F1	G1	598.40	EXIST - 598.20	2	8		1	
E TO D	24	50	E	D	597.80	597.30	14		50		
D TO EXIST	24	48	D	EXIST	596.80	EXIST - 596.14	19		48	1	
							<b>TOTAL</b>	<b>37</b>	<b>17</b>	<b>98</b>	<b>2</b>

LOCATION	I-55 STRUCTURE	STRUCTURE	PAY ITEM NO	STA	OFFSET TO CL OF STRUCTURE	RIM/HEADWALL ELEV.
I-55	E	DRAINAGE STRUCTURES, TYPE 4 WITH TWO TYPE 20 FRAME AND GRATES	60270050	318+93	MED BARRIER	602.87 - LT, 603.3 - RT
I-55	D	DRAINAGE STRUCTURES, TYPE 4 WITH TWO TYPE 20 FRAME AND GRATES	60270050	319+47	MED BARRIER	603.34 - LT, 604.17 - RT
I-55	F1	MANHOLE, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, OPEN LID	60221000	318+11	-6	603.85
I-55	F2	MANHOLE, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	60218300	318+11	6	602.46
IL-171		METAL END SECTIONS 12"	54215547	39+79	117	602.00
IL-171		METAL END SECTIONS 12"	54215547	39+87	9	619.50
IL-171		METAL END SECTIONS 12"	54215547	43+16	115	598.00
IL-171		METAL END SECTIONS 12"	54215547	43+24	10	620.50
IL-171		TYPE G INLET BOX, STANDARD 610001	61000335	39+79	RT SHLDR	622.60
IL-171		TYPE G INLET BOX, STANDARD 610001	61000335	39+87	LT SHLDR	622.90
IL-171		TYPE G INLET BOX, STANDARD 610001	61000335	43+16	RT SHLDR	621.40
IL-171		TYPE G INLET BOX, STANDARD 610001	61000335	43+24	LT SHLDR	621.90

LOCATION			50104400 CONCRETE HEADWALL REMOVAL	55100700 STORM SEWER REMOVAL 15"	55101200 STORM SEWER REMOVAL 24"	60107700 PIPE UNDERDRAINS 6"	60500040 REMOVING MANHOLES	60500050 REMOVING CATCH BASINS	X0323586 PIPE DRAIN REMOVAL	Z0018700 DRAINAGE STRUCTURE TO BE REMOVED	Z0040530 PIPE UNDERDRAIN REMOVAL
ROAD	START STA	END STA	(EACH)	(FOOT)	(FOOT)	(FOOT)	(EACH)	(EACH)	(FOOT)	(EACH)	(FOOT)
NB IL 171	38+94.58	39+94.05									
NB IL 171	42+84.19	44+11.30	1					1	43		
I-55/CD RD	317+88.00	319+90.41				212					212
I-55 MEDIAN	318+00.91	319+70.17		75	107	178	2			2	178
<b>TOTAL</b>			<b>1</b>	<b>75</b>	<b>107</b>	<b>390</b>	<b>2</b>	<b>1</b>	<b>43</b>	<b>2</b>	<b>390</b>



- NOTES:**
1. THE RIM ELEVATIONS WERE INTERPOLATED FROM FIELD SURVEY POINTS.
  2. THE INVERTS FOR THE CONNECTIONS TO THE EXISTING UNDERDRAINS ARE TO BE FIELD VERIFIED.

FILE NAME =	DESIGNED - AG	REVISED -
...\\D160W78-shr-i55-drn.dgn	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 6/18/2015	DATE - 6/12/2015	REVISED -



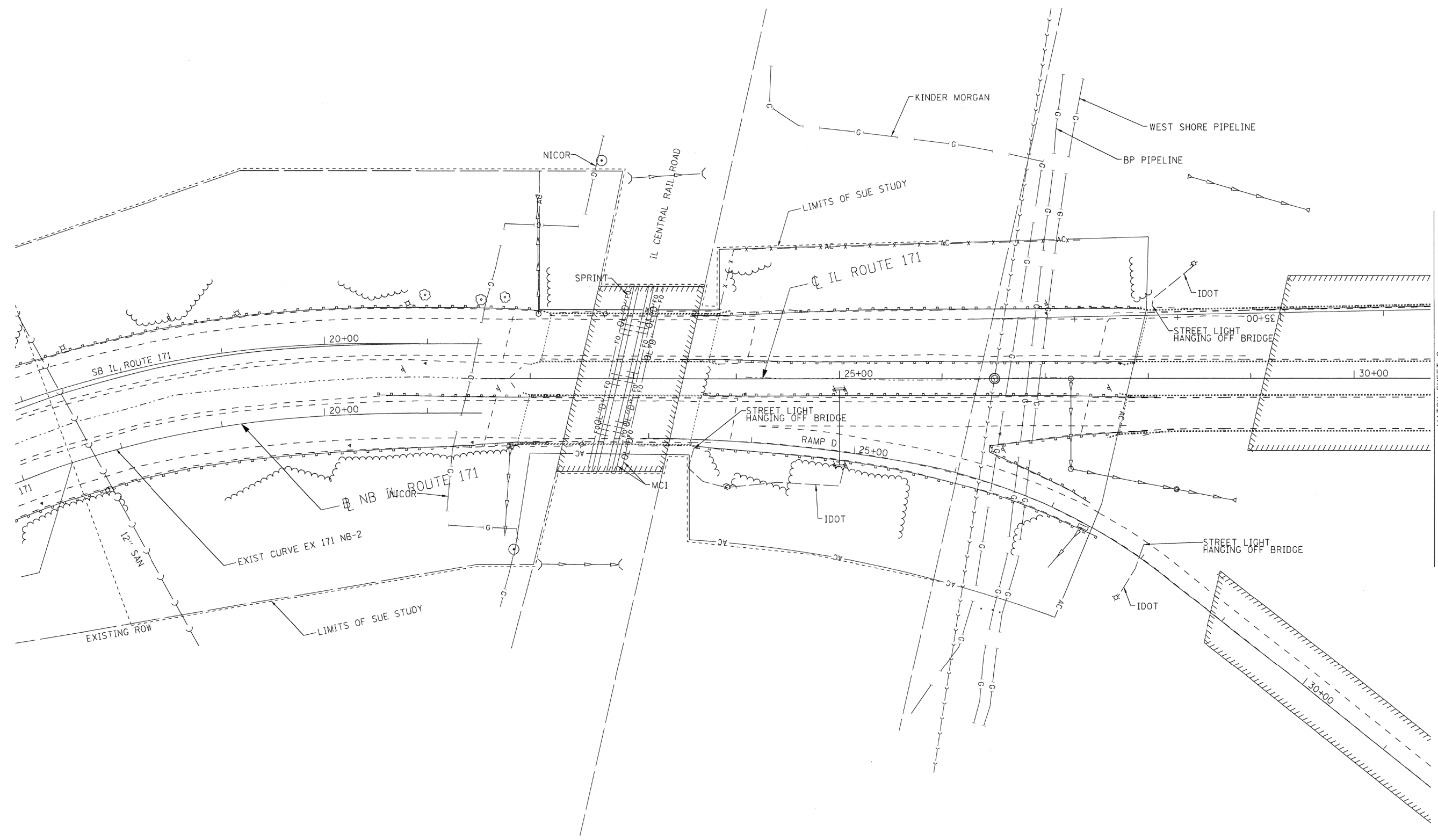
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

**DRAINAGE PLAN**  
**I-55 & NB IL 171**

SCALE: 1"=50' SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	40
				CONTRACT NO. 60W78
ILLINOIS FED. AID PROJECT				





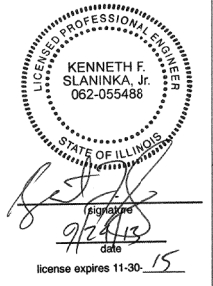
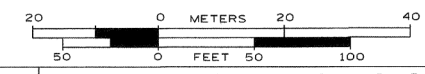
MATCH SHEET 2

---	A	STREET LIGHT
---	A	AERIAL
---	0	UNKNOWN
---	0	OIL
---	CTV	CABLE TV
---	T	TELEPHONE
---	G	GAS
---	E	ELECTRIC
---	W	WATER
---	FM	FORCE MAIN
---	FO	FIBER OPTIC
---		END OF INFORMATION
○		TBE TEST HOLE

UTILITY OWNERS	
AT&T	= TELEPHONE
BP	= PIPELINE
COM-ED	= ELECTRIC
IDOT	= ELECTRIC
KINDER MORGAN	= PIPELINE
MWRD	= WATER
NICOR	= GAS
UNITE	= FIBER OPTIC
VILLAGE OF McCOOK	= WATER
WEST SHORE	= PIPELINE

Utilities shown on these plans as depicted in the legend have been investigated by Cardno TBE in accordance with SUE Industry Standards. All other information shown has been provided to Cardno TBE by others. Cardno TBE's "B" SUE field investigation was performed 7/13/13 through 9/13/13. Changes to utilities after 9/13/13 may have been made and therefore may result in variances from this plan. Consideration should be given to updating this plan if deemed advisable prior to final design and construction.

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



TBE Job No. IL09510524  
SUE Plan Page: 1 of 12

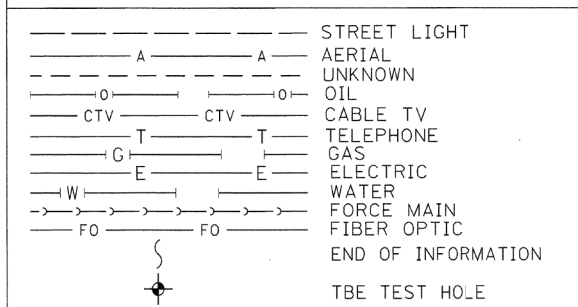
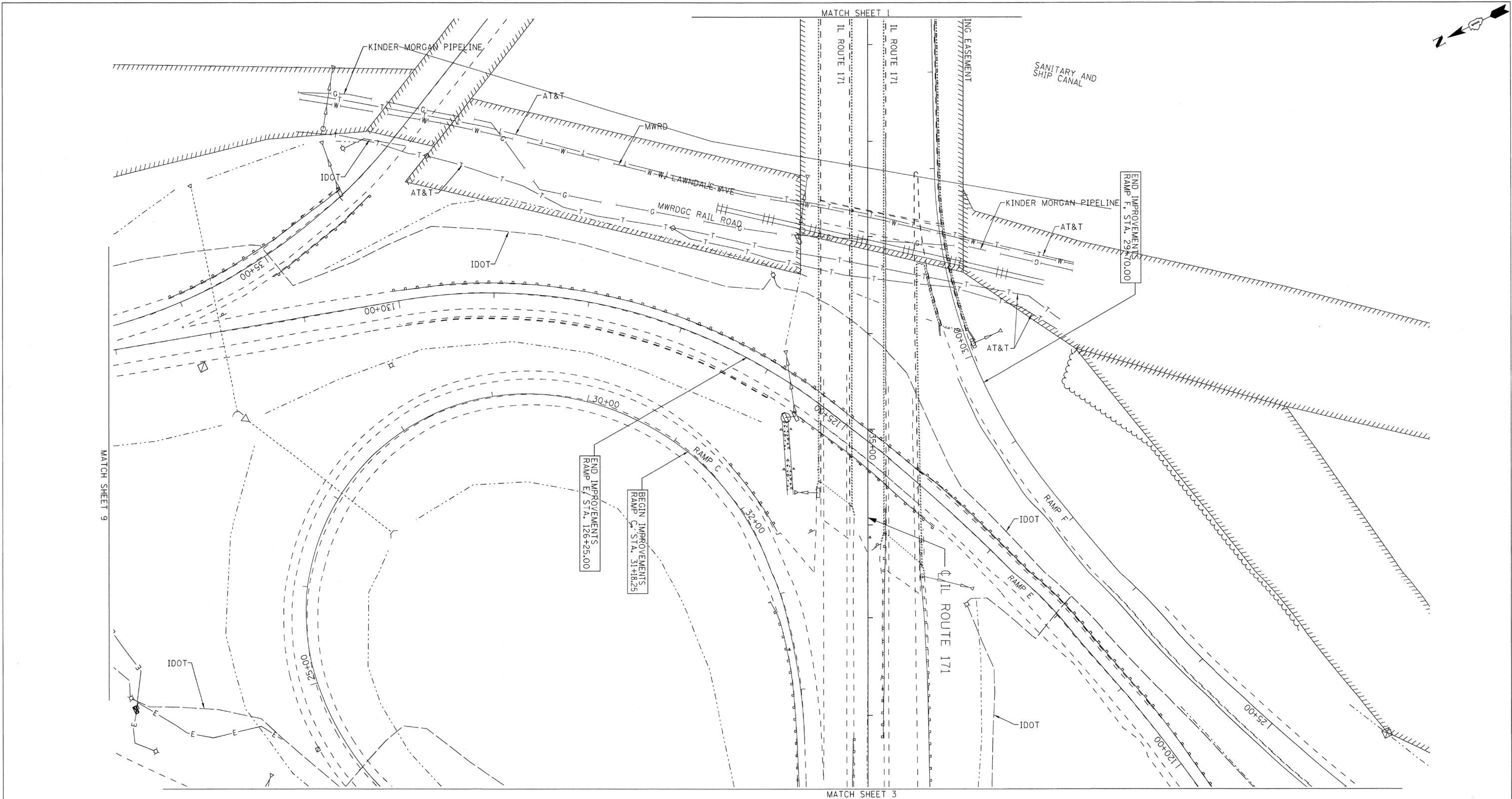
Utility Quality Level "A" : Visually Verified Test Hole  
Utility Quality Level "B" : Designating/non Visually Verified Test Hole  
Utility Quality Level "C" : Research with Survey  
Utility Quality Level "D" : Records Research

DESIGNED	IP	REVISED
DRAWN	KLC	REVISED
CHECKED	KFS	REVISED
DATE	9/20/13	REVISED

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**IL 171 (1st Ave.) 47th Street to 55th Street**  
**Summit, Illinois**

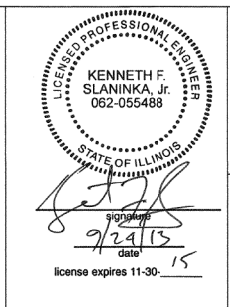
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	Cook	127	41
Contract No. 60W78				
FED. ROAD DIST. NO. - ILLINOIS IDOT Project No.				



UTILITY OWNERS	
AT&T	= TELEPHONE
BP	= PIPELINE
COM-ED	= ELECTRIC
IDOT	= ELECTRIC
KINDER MORGAN	= PIPELINE
MWRD	= WATER
NICOR	= GAS
UNITE	= FIBER OPTIC
VILLAGE OF MCCOOK	= WATER
WEST SHORE	= PIPELINE

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



TBE Job No. IL09510524  
SUE Plan Page: 2 of 12

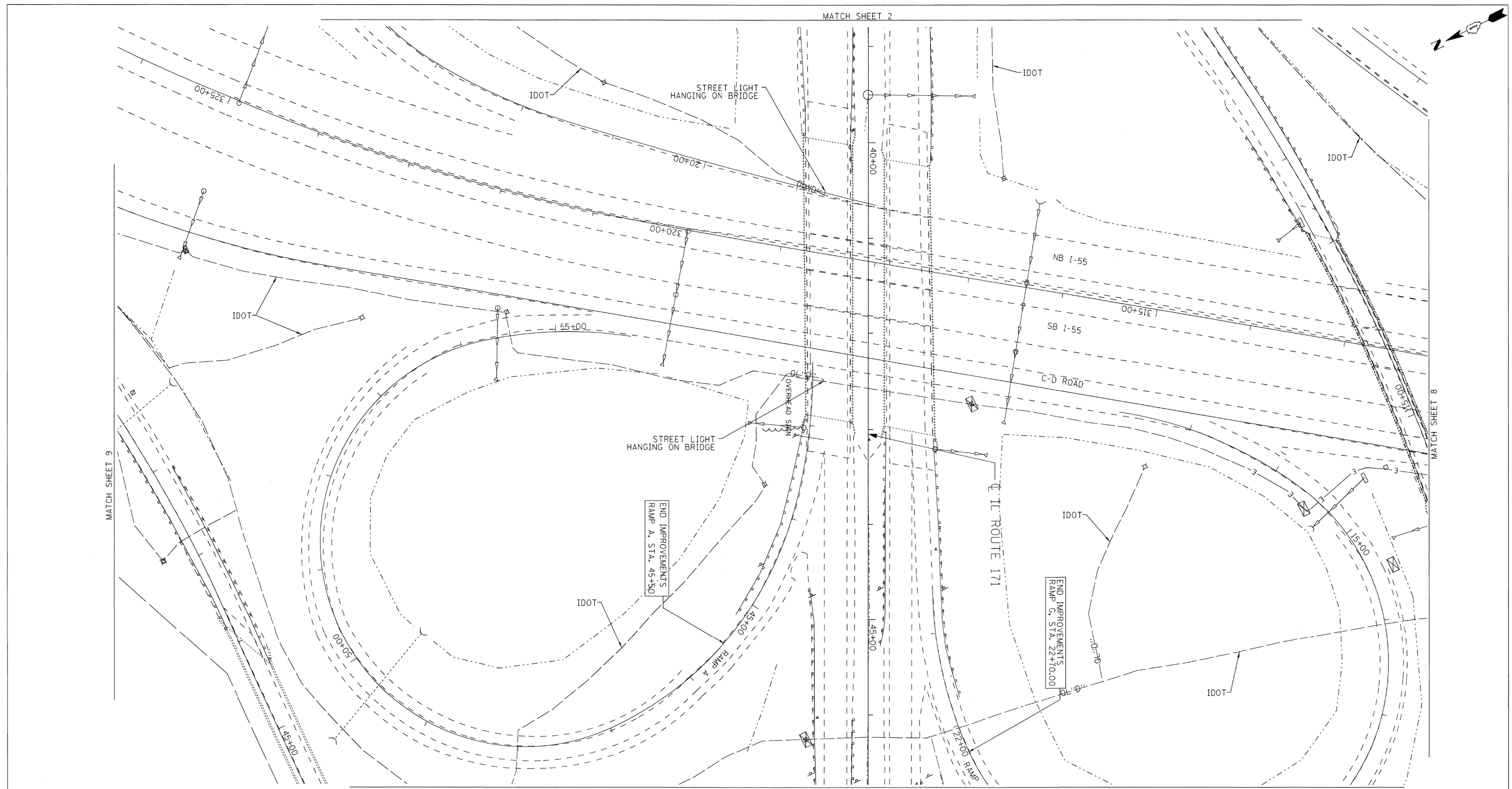
Utility Quality Level "A": Visually Verified Test Hole
Utility Quality Level "B": Designating/non Visually Verified Test Hole
Utility Quality Level "C": Research with Survey
Utility Quality Level "D": Records Research

DESIGNED	IP	REVISED
DRAWN	KLC	REVISED
CHECKED	KFS	REVISED
DATE	9/20/13	REVISED

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**IL 171 (1st Ave.) 47th Street to 55th Street**  
**Summit, Illinois**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	Cook	127	42
Contract No. 60W78				
FED. ROAD DIST. No. - ILLINOIS IDOT Project No.				



---	STREET LIGHT
—A—	AERIAL
—O—	UNKNOWN
— —	OIL
—CTV—	CABLE TV
—T—	TELEPHONE
—G—	GAS
—E—	ELECTRIC
—W—	WATER
—>—	FORCE MAIN
—FO—	FIBER OPTIC
—	END OF INFORMATION
⊙	TBE TEST HOLE

UTILITY OWNERS	
AT&T	= TELEPHONE
BP	= PIPELINE
COM-ED	= ELECTRIC
IDOT	= ELECTRIC
KINDER MORGAN	= PIPELINE
MWRD	= WATER
NICOR	= GAS
UNITE	= FIBER OPTIC
VILLAGE OF McCOOK	= WATER
WEST SHORE	= PIPELINE

Utilities shown on these plans as depicted in the legend have been investigated by Cardno TBE in accordance with SUE Industry Standards. All other information shown has been provided to Cardno TBE by others. Cardno TBE's "B" SUE field investigation was performed 7/13/13 through 9/13/13. Changes to utilities after 9/13/13 may have been made and therefore may result in variances from this plan. Consideration should be given to updating this plan if deemed advisable prior to final design and construction.

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

KENNETH F. SLANINKA, Jr.  
 062-055488  
 STATE OF ILLINOIS  
 9/29/15  
 license expires 11-30-15

**Cardno TBE**

**Dynasty Group**  
 Engineers & Surveyors

TBE Job No. IL09510524  
 SUE Plan Pages: 3 of 12

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	Cook	127	43

Contract No. 60W78

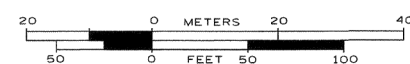
FED. ROAD DIST. NO. [ ] ILLINOIS IDOT Project No.

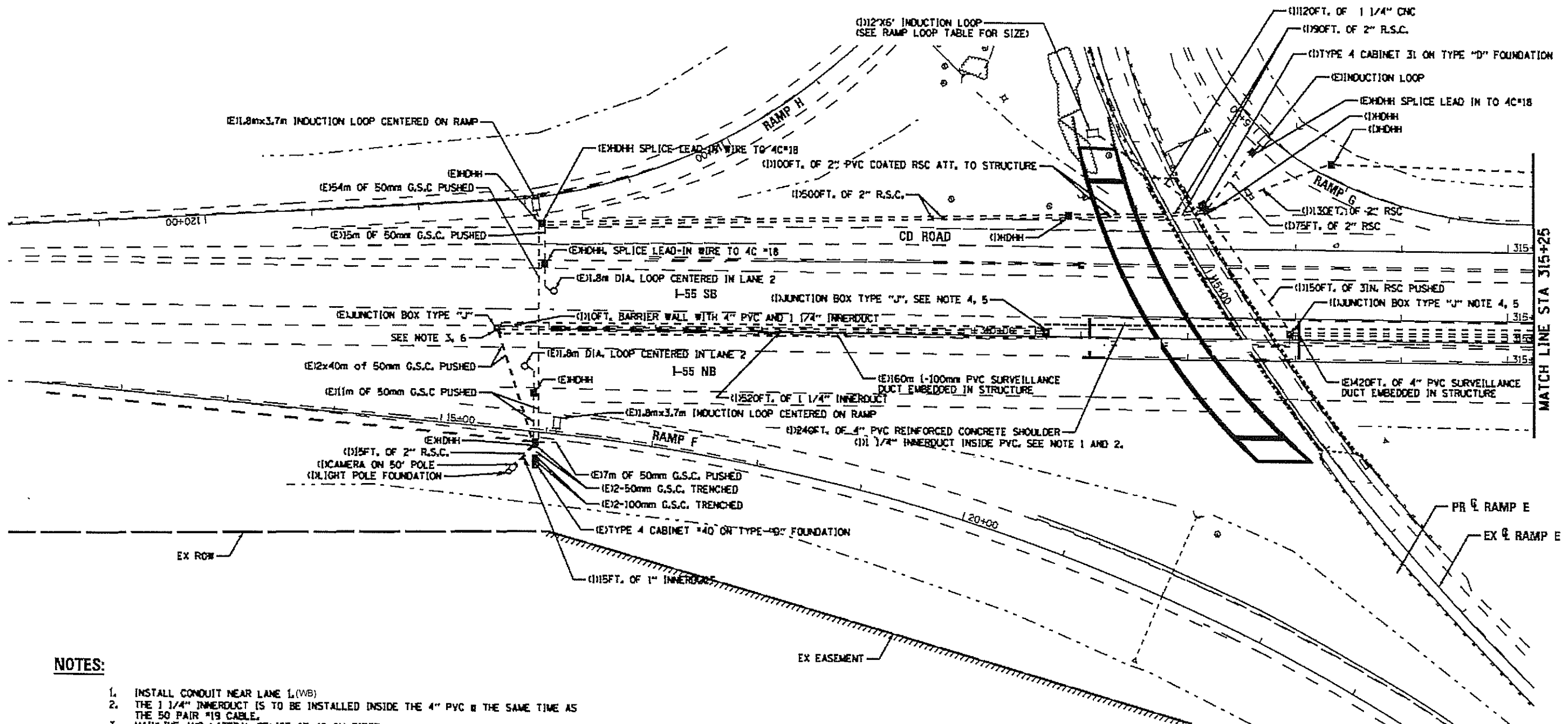
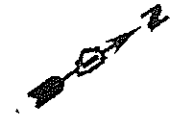
Utility Quality Level "A": Visually Verified Test Hole  
 Utility Quality Level "B": Designating/non Visually Verified Test Hole  
 Utility Quality Level "C": Research with Survey  
 Utility Quality Level "D": Records Research

DESIGNED	JP	REVISED
DRAWN	KLC	REVISED
CHECKED	KFS	REVISED
DATE	9/20/13	REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

IL 171 (1st Ave.) 47th Street to 55th Street  
Summit, Illinois





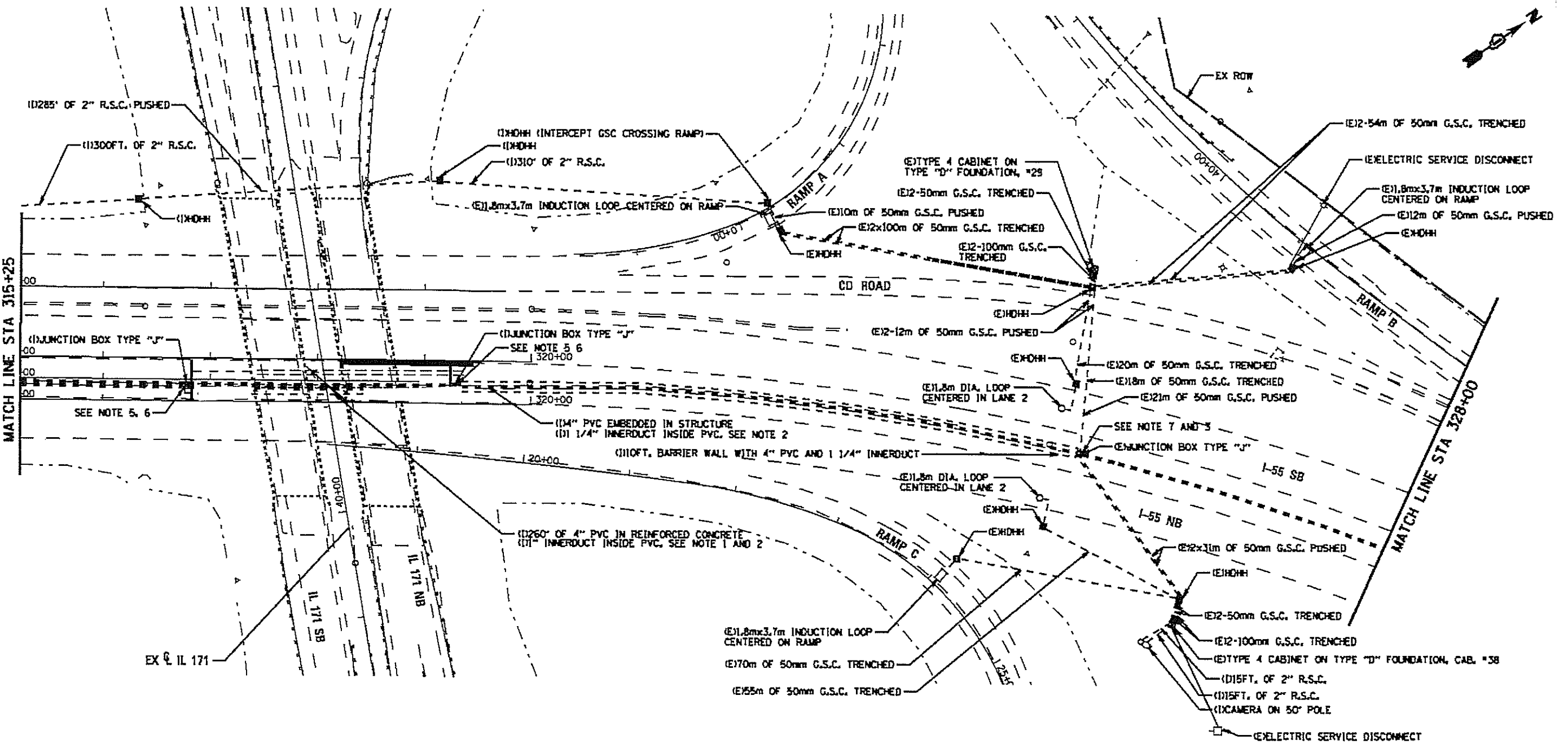
MATCH LINE STA 315+25

**NOTES:**

1. INSTALL CONDUIT NEAR LANE 1 (WB)
2. THE 1/4" INNERDUCT IS TO BE INSTALLED INSIDE THE 4" PVC AT THE SAME TIME AS THE 50 PAIR #19 CABLE.
3. MAINLINE AND LATERAL SPLICE OF 48 SM FIBER.
4. INSTALL J BOX USING ONE FROM STATE STOCK.
5. NO MAINLINE SPLICE OF 50 PAIR #19 OR 48 SM FIBERS.
6. MAINLINE SPLICE OF 50 PAIR #19.
7. REMOVE TEMPORARY POLES AND CABLES AFTER NEW CABLES HAVE BEEN INSTALLED AND TESTED TO THE SATISFACTION OF THE ENGINEER.
8. INSTALLATION OF BARRIER WALL SHALL BE INCLUDED IN THE INSTALLATION OF THE BRIDGE.
9. 2C #2 WITH #6 GROUND SHALL BE ACCORDING TO ARTICLE B16.
10. FIBER OPTIC TESTING SHALL BE DONE FROM WILLOW SPRINGS RD. TO DAN RAYN.
11. TO MINIMIZE OUTAGES, WORK THAT WILL AFFECT DATA TRANSFER SHALL BE DONE ON WEEK DAYS BETWEEN 10:00 PM AND 5:00 AM, AND WEEKENDS.

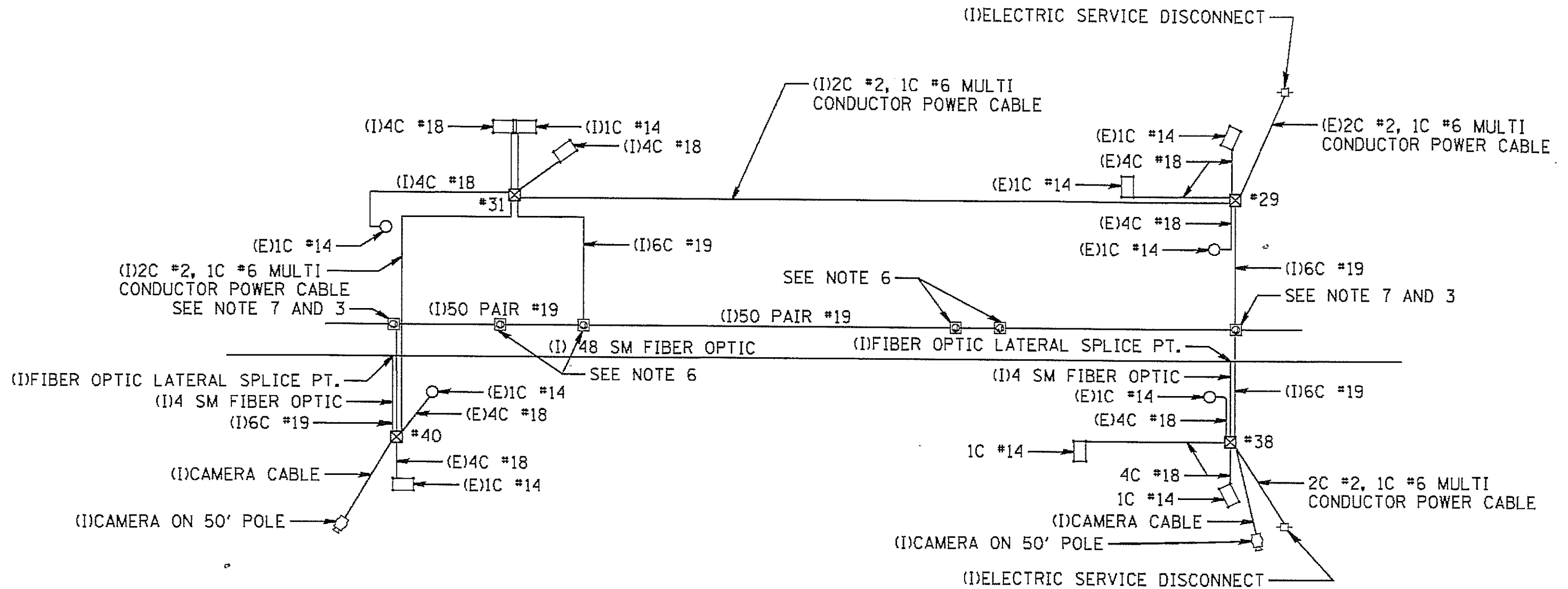
FOR INFORMATION ONLY

FILE NAME	USER NAME	DESIGNED	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PERMANENT TSC PLAN	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
0:\work\work\work\mezag\03060808\0160	mezag	J.G.	-			373	0707-608HB-8-1	COOK	127	44	
PLT SCALE	CHECKED	DATE	REVISED			CONTRACT NO. 60W78					
1/2" = 1'	J.G.	6/04/2015	-			ILLINOIS FED. AID PROJECT					



FOR INFORMATION ONLY

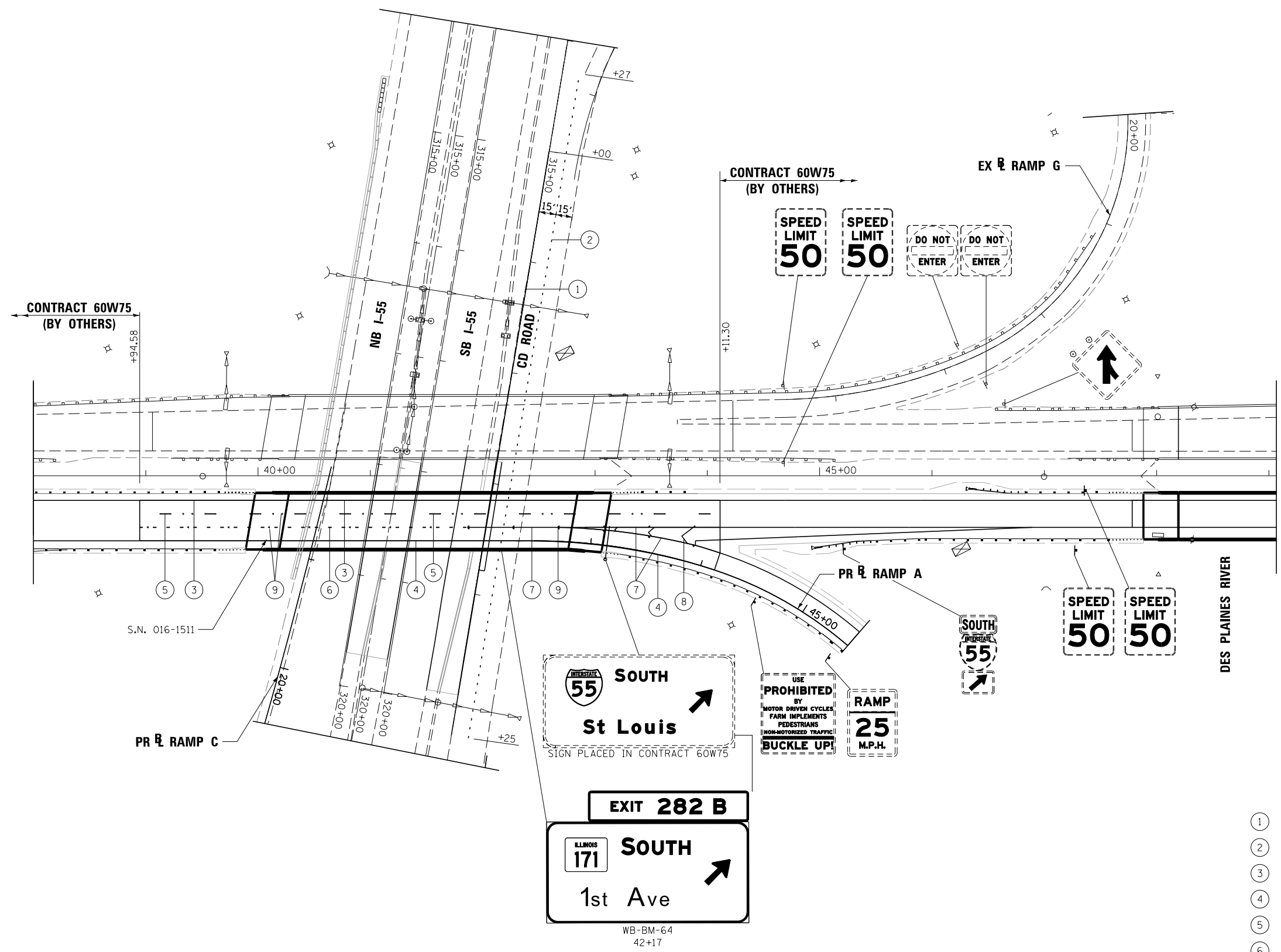
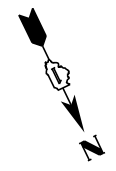
FILE NAME =	USER NAME = mezag	DESIGNED - J.G.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PERMANENT TSC PLAN	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	7-shs-155-TSC-Rei-to-01.dgn	DRAWN - G.M.	REVISED -			373	0707-608HB-B-1	COOK	127	145	
	PLOT SCALE = 1/8" = 100.000000' / in.	CHECKED - J.G.	REVISED -			CONTRACT NO. 60W78					
	PLOT DATE = 6/4/2015	DATE - 6/04/2015	REVISED -			ILLINOIS FED. AID PROJECT					



## WIRING DIAGRAM RTE. 171 INTERCHANGE

FOR INFORMATION  
ONLY

FILE NAME :	USER NAME : mezag	DESIGNED - J.G.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PERMANENT TSC PLAN	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PROJECT :	DATE :	DRAWN - G.M.	REVISED -			373	0707-608HB-B-1	COOK	127	46	
PLOT SCALE :	DATE :	CHECKED - J.G.	REVISED -			CONTRACT NO. 60W78					
PLOT DATE :	DATE :	DATE - 6/04/2015	REVISED -			ILLINOIS FED. AID PROJECT					



- ① THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE)
- ② THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE) (6' SKIP, 2' DASH)
- ③ POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (YELLOW)
- ④ POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (WHITE)
- ⑤ POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (WHITE) (30' SKIP, 10' DASH)
- ⑥ POLYUREA PAVEMENT MARKING TYPE I - LINE 8" (WHITE) (9' SKIP, 3' DASH)
- ⑦ POLYUREA PAVEMENT MARKING TYPE I - LINE 8" (WHITE)
- ⑧ POLYUREA PAVEMENT MARKING TYPE I - LINE 12" (WHITE)
- ⑨ RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY CRYSTAL)

**NOTE:**

- 1. ONLY THE BRIDGE MOUNTED SIGN IS TO BE PLACED IN THIS CONTRACT.

FILE NAME =	DESIGNED - AG	REVISED -
...\\D160W78-sh1-1L171-NB-pmk-01.dgn	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 6/14/2015	DATE - 6/12/2015	REVISED -



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**PAVEMENT MARKING AND SIGNING PLANS**

SCALE: 1"=50' SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	47
				CONTRACT NO. 60W78

ILLINOIS FED. AID PROJECT





**GENERAL NOTES**

**SPECIFICATIONS:**

**DESIGN:** AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals. ("AASHTO Specifications") ②

**CONSTRUCTION:** Current (at time of letting) Illinois Department of Transportation Standard Specifications for Road and Bridge Construction, Supplemental Specifications and Special Provisions. ("Standard Specifications")

**LOADING:** 90 M.P.H. WIND VELOCITY

**WALKWAY LOADING:** Dead load plus 500 lbs. concentrated live load.

**MINIMUM CLEARANCE:** 3" greater than bridge members at all locations. (All Obstructions)

**WELDING:** All welds to be continuous unless otherwise shown. All welding to be done in accordance with current AWS D1.1 Structural Welding Code (Steel) and the Standard Specifications.

**MATERIALS:** All Structural Steel Pipe shall be ASTM A53 Grade B with a minimum yield of 35,000 p.s.i., or A500 Grade B or C with a minimum yield of 46,000 p.s.i. If A500 pipe is substituted for A53, then the outside diameter shall be as detailed and wall thickness greater than or equal to A53.  
All Structural Steel Plates and Shapes shall conform to AASHTO M270 Gr. 36, Gr. 50 (M183, M223 Gr. 50).

**HIGH STRENGTH BOLTS:** All bolts, washers, nuts and locknuts shall satisfy the requirements of ASTM designation A307 unless noted as "H.S." which shall require AASHTO M164 (A325), ASTM A449, or approved alternate. All fasteners shall be hot dip galvanized per AASHTO M232 unless otherwise specified.

**GALVANIZING:** All Steel Grating, Plates, Shapes and Pipe shall be Hot Dip Galvanized after fabrication in accordance with AASHTO M111. Painting is not permitted.

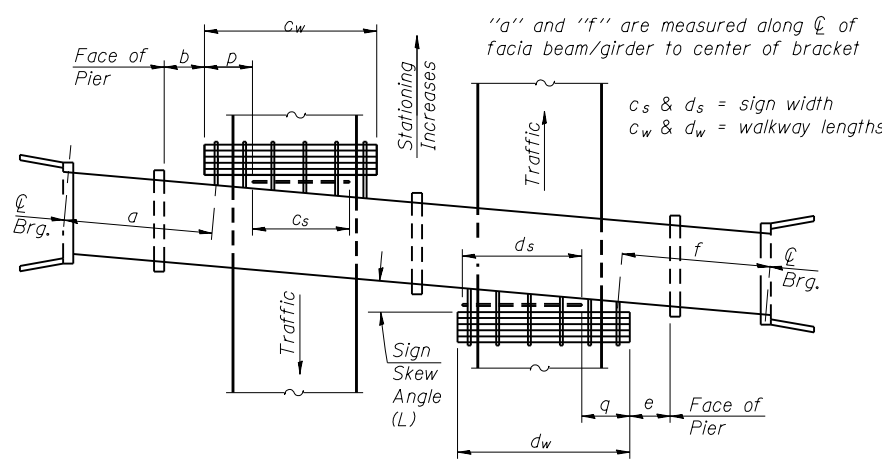
**ANCHOR RODS:** All-threaded rod shall conform to ASTM F1554 Grade 105, 3/4"  $\phi$  x 12" long, each with one plate washer and locknut and be hot dip galvanized per AASHTO M232. They shall be either cast into the concrete or epoxy grouted in accordance with Section 584 of the Standard Specifications. Minimum embedment in concrete shall be 9".

- ① Bracket spacing  $g \leq 6'-0"$ , max. Spacing shall be uniform if possible but may vary  $\pm 6"$  to miss existing obstruction (rail post, light poles, web stiffeners, splice plates, etc.). Adjust bracket lengths accordingly on skewed structures.
- ② Any design modifications shall be based on the current version of applicable specifications and submitted for the Engineer's approval.
- ③ Unit price includes grating, handrail, brackets, supports, anchor bolts, fasteners, fabrication, delivery, erection, field drilling and other necessary items. Limits of payment are based on grating length (cw, dw) unless otherwise specified. For Safety Chain Details and Details D, F and G, see Base Sheet BM-4.
- ④ If walkway bracket at safety chain location is behind sign, add angle to bracket. See detail on Base Sheet BM-4.

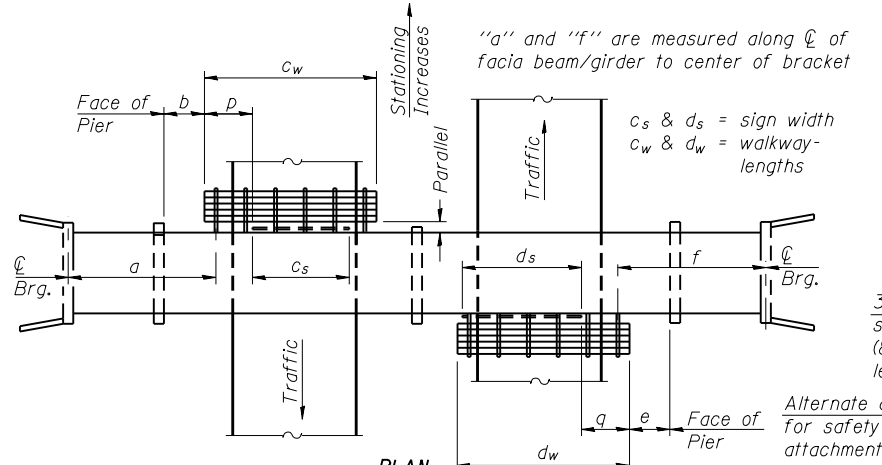
**TOTAL BILL OF MATERIAL**

③ OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED	Foot	*16.0
--	------	-------

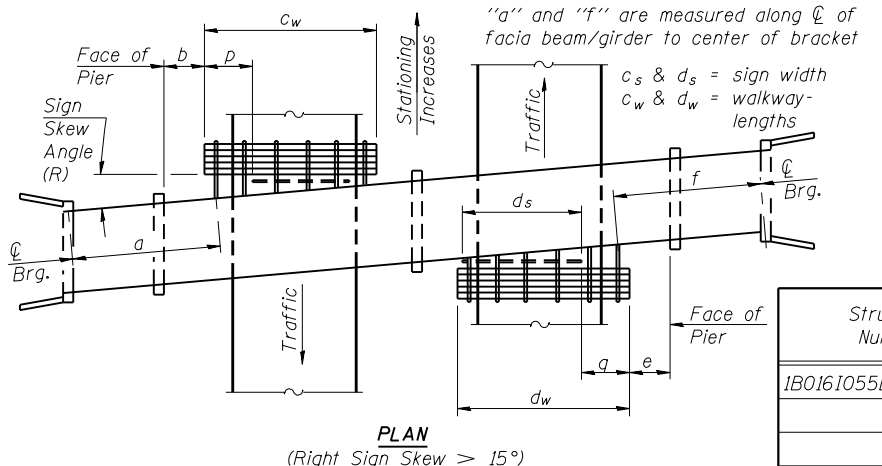
\* Limit of payment is based on the center-to-center length between end brackets.



**PLAN**  
(Left Sign Skew > 15°)  
**WALKWAY AND HANDRAIL SKETCH**  
(Road plan beneath structure varies.)

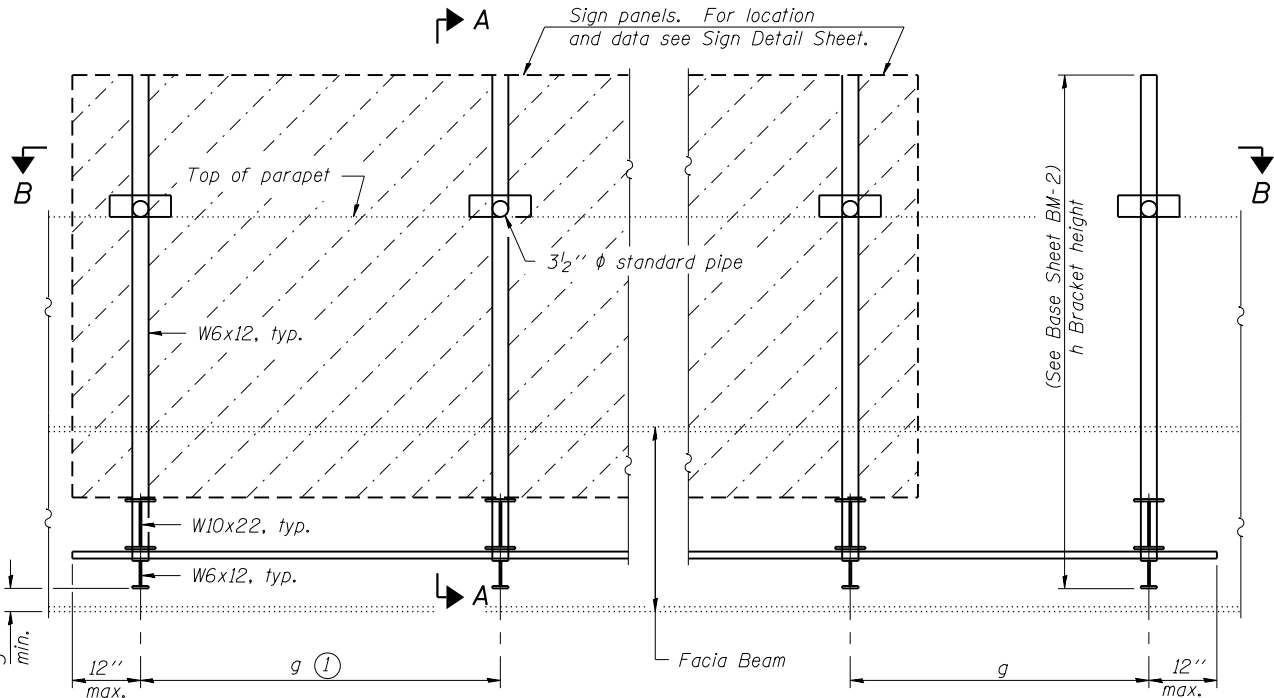


**PLAN**  
(For Sign Skew  $\leq 15^\circ$ , all brackets constant)  
**WALKWAY AND HANDRAIL SKETCH**  
(Road plan beneath structure varies.)

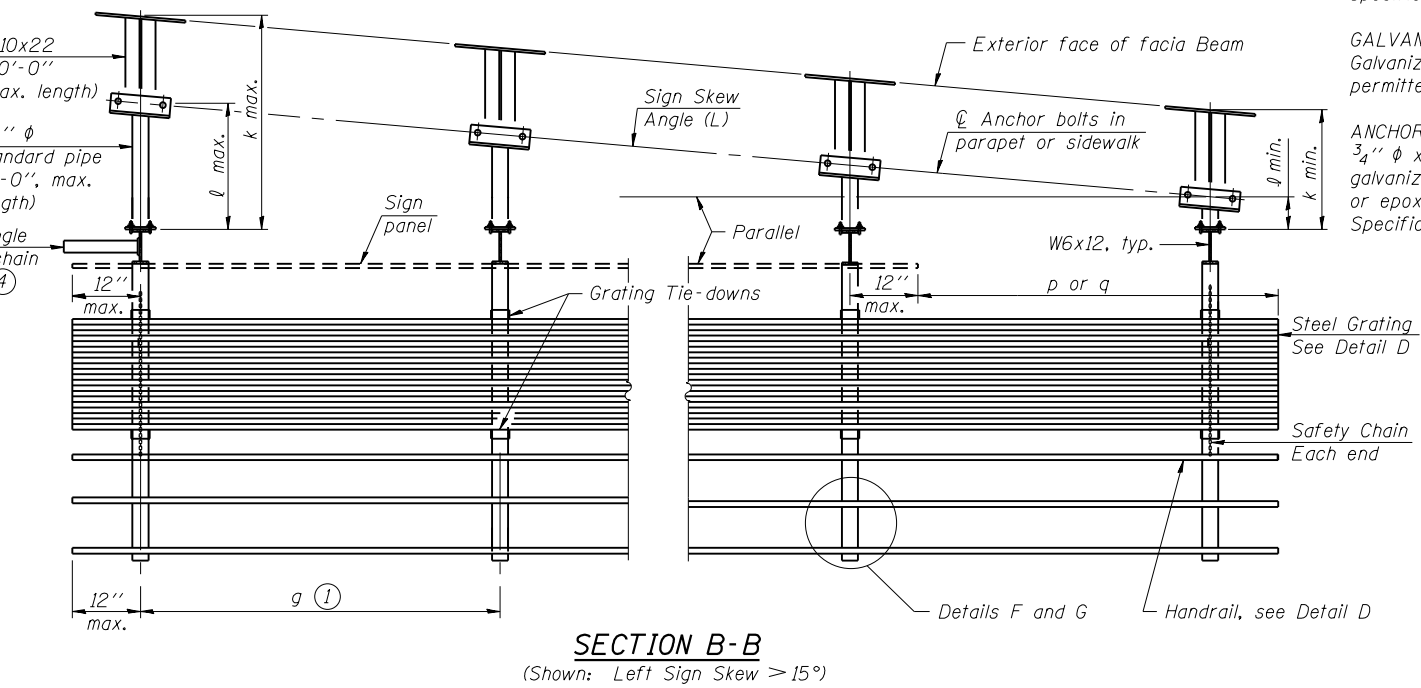


**PLAN**  
(Right Sign Skew > 15°)  
**WALKWAY AND HANDRAIL SKETCH**  
(Road plan beneath structure varies.)

**WALKWAY GRATING, WALKWAY SUPPORTS, HANDRAIL AND LIGHTING ARE NOT INCLUDED IN THIS CONTRACT.**



**TYPICAL FRONT ELEVATION**  
(With lights, safety chain and handrail omitted for clarity.)



**SECTION B-B**  
(Shown: Left Sign Skew > 15°)

Structure Number	Sign Skew Angle (L) or (R)	Bridge Station	Bridge Structure Number	Contract Route Designation	a	b	cs	cw	ds	dw	e	f	g	No. of Brackets (Total)	p	q	Total Grating/Hndrl. Lengths (cw + dw)
1B0161055L282.4-000	9°35'33" (R)	42+17.00	016-1511	NB IL-171					16.0'			49.17'	5.33'	4			

Dimensions a, b, e, f & g may vary as approved by the Engineer, see ①.  
When  $c_w < c_s$  and/or  $d_w < d_s$ , use alternate brackets without walkway supports where applicable, see ③.

BM-1 6-1-12

**LE** LIN ENGINEERING, LTD.  
Consulting Engineers  
Springfield, Illinois

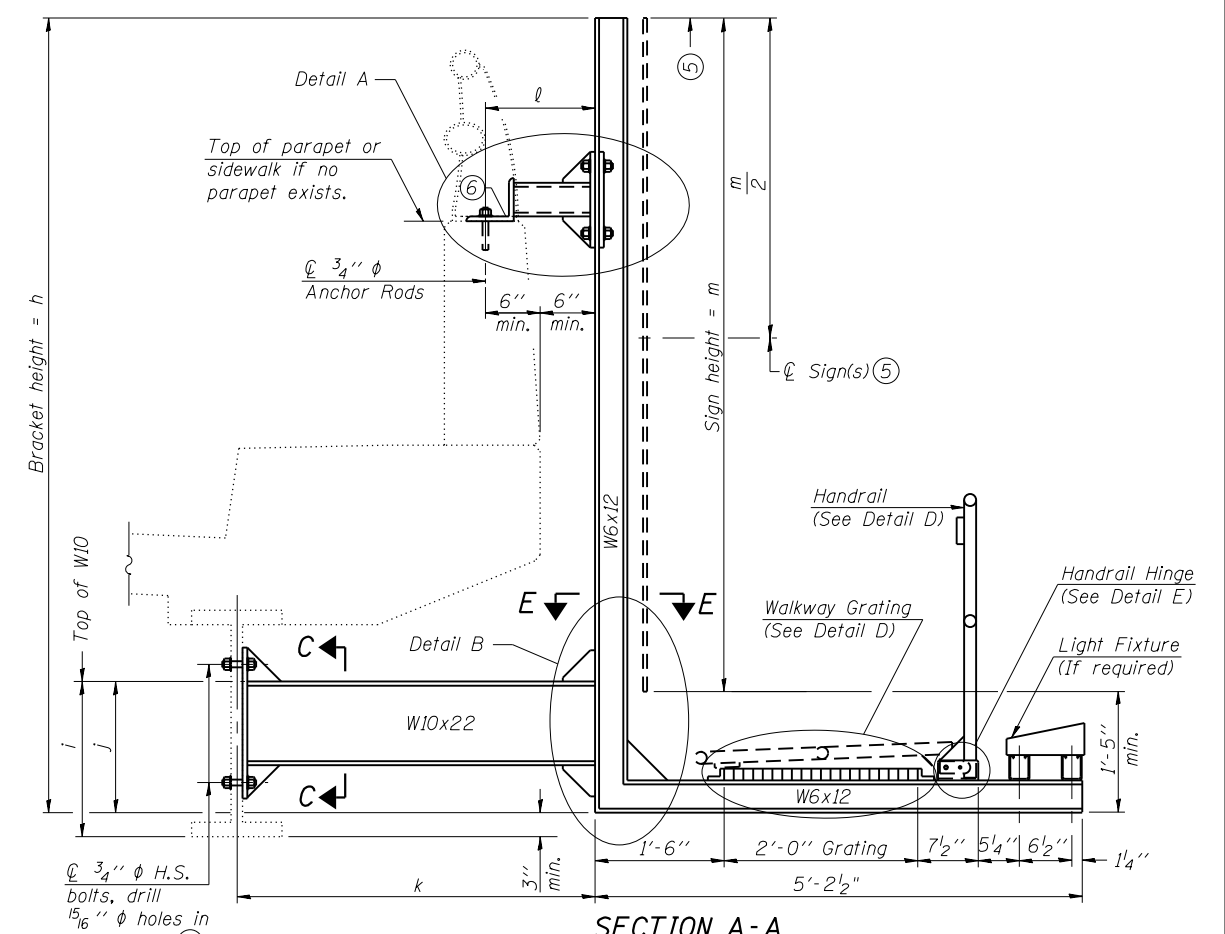
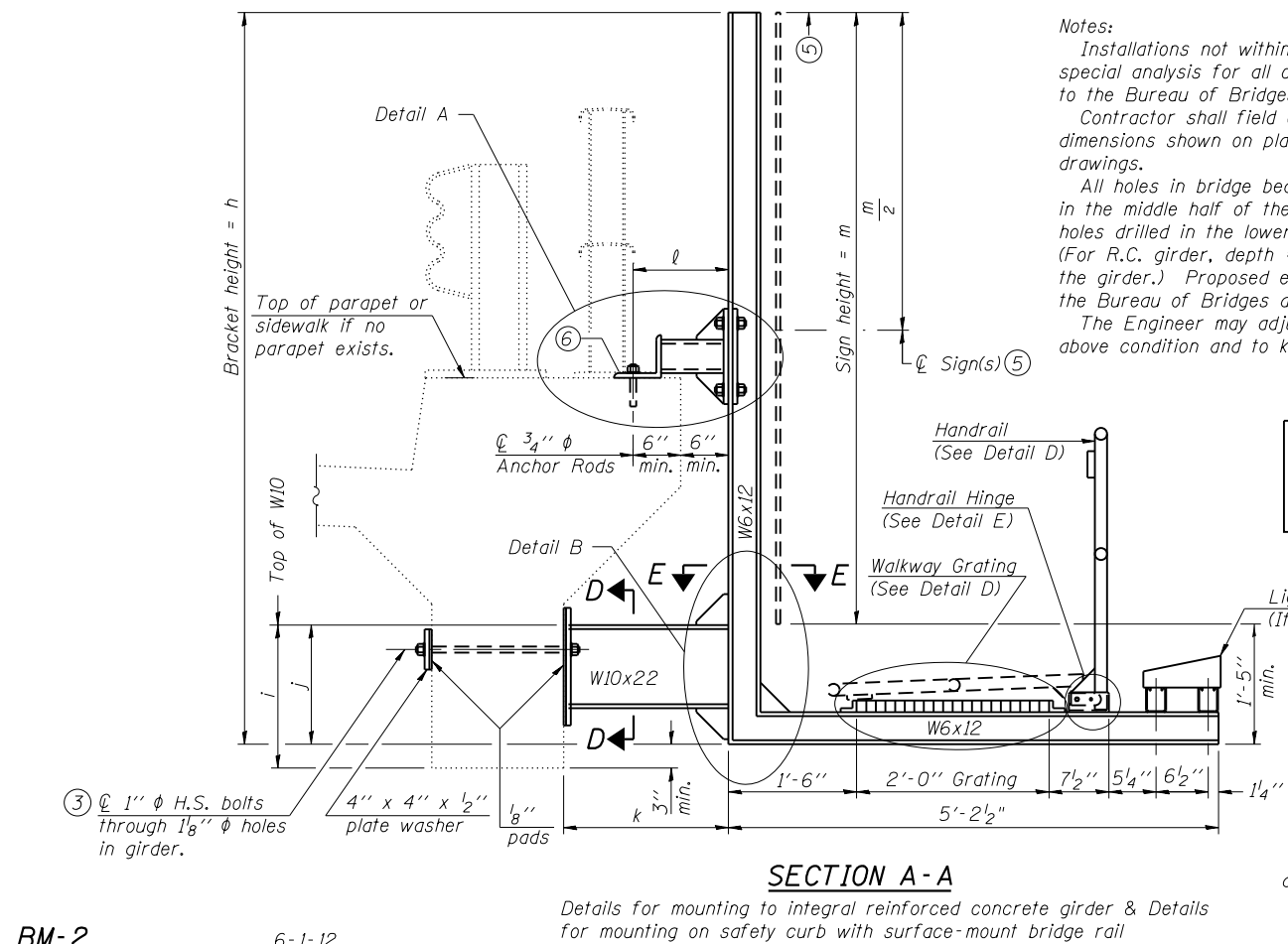
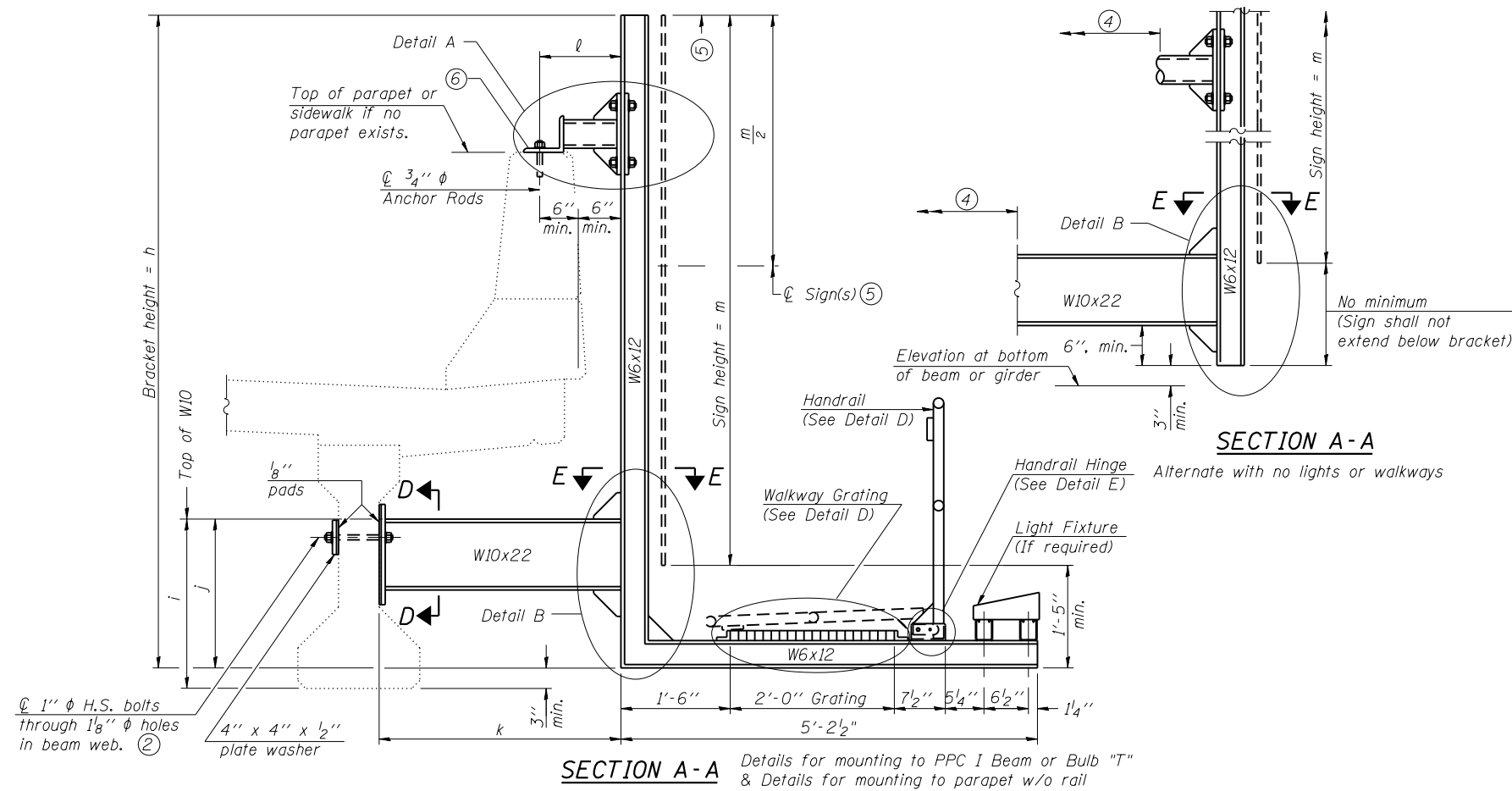
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FILE NAME =	CHECKED - MTH	REVISED -
PLOT SCALE =	DRAWN - AJF	REVISED -
PLOT DATE = 06/09/2015	CHECKED - MTH	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**BRIDGE MOUNT SIGN STRUCTURES**  
**GENERAL PLAN AND ELEVATION**

SHEET NO. 1 OF 3 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	49
<b>CONTRACT NO. 60W78</b>				
ILLINOIS FED. AID PROJECT				

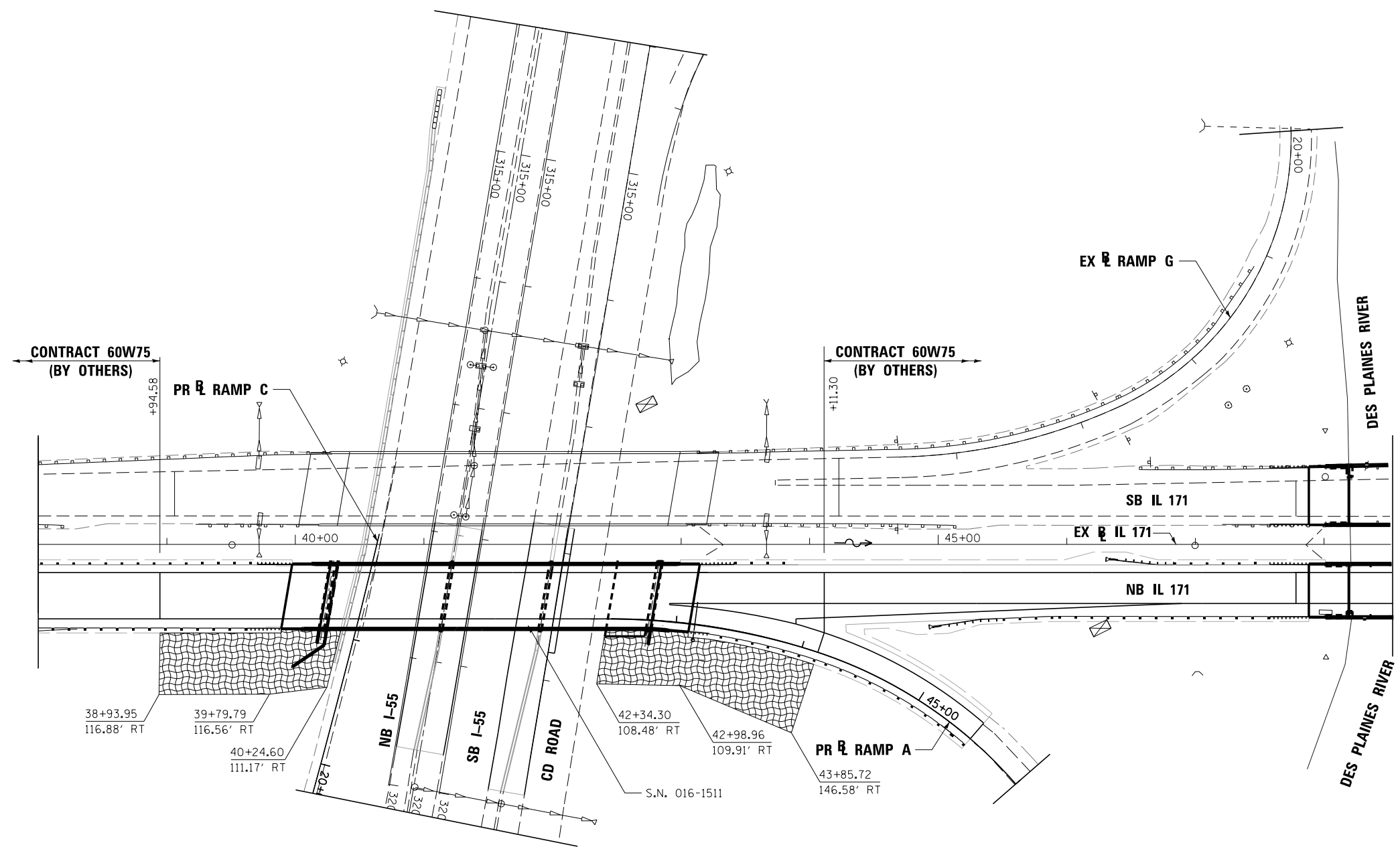
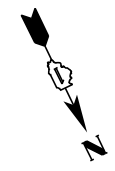


**Notes:**  
 Installations not within dimensional limits shown require special analysis for all components and must be submitted to the Bureau of Bridges and Structures for approval. Contractor shall field check all pertinent existing bridge dimensions shown on plans before submitting shop drawings.  
 All holes in bridge beams or girders should be located in the middle half of the member. There shall be no holes drilled in the lower quarter of the member's depth. (For R.C. girder, depth = bottom of deck to bottom of the girder.) Proposed exceptions must be approved by the Bureau of Bridges and Structures.  
 The Engineer may adjust dimension "i" to meet the above condition and to keep the sign level.

- ① Holes in new steel members may be drilled in the fabrication shop or in the field. Field drill existing members.
- ② For new PPC I beams, holes shall be formed during casting. For existing PPC I beams, prestressing strand locations shall be determined and spaced to miss strands by 6", min. Minimize spalling during field drilling of existing beams.
- ③ For new construction, form holes. For existing RC beams, locate primary reinforcement and space holes to miss by 6", min. Minimize spalling and concrete fracturing/damage during field drilling of existing concrete. Spalls over 1/4" deep or beyond the coverage of the 4x4 plate washer shall be repaired with epoxy mortar before installing washer.
- ④ For attachment details of 3/2" pipe and W10x22, see other sections as applicable.
- ⑤ Sign shall not extend more than 6" above top of bracket, and this dimension may vary to keep sign level if bridge is on grade or vertical curve. Multiple signs of various heights shall share a common horizontal centerline and use equal bracket heights. If no sign is attached to a W6x12 vertical (bracket only supporting walkway), dimension h shall be the same as an adjacent bracket with a sign attached, unless Engineer specifically directs shorter brackets due to locational restraints on future uses. (See Detail A for minimum bracket height.)
- ⑥ For bridge mounted sign structures installed on new bridges with railing, during design, bracket spacing must be coordinated with railing post spacing and the Contractor must install upper brackets prior to railing installation. For bridge mounted sign structures installed on existing bridges with railing, during design, brackets spacing must be coordinated with railing post spacing and the Contractor must temporarily remove sections of railing to facilitate upper bracket installation. If it is determined during design that existing railings can't be removed, alternate upper connection details must be developed for the contract plans and approved by the Bureau of Bridges and Structures.

Structure Number	Station	h	i	j	k max. (10'-0" max.)	l max. (8'-0" max.)	m (15'-0" max.)
IB0161055L282.4-000	42+17.00	12'-6"	2'-1 1/2"	1'-10 1/2"	3'-10 1/2"	1'-0"	10'-6"





**NOTE:**

1. THE SEEDING DATES FOR BARE EARTH SEEDING OF MIXTURE CLASS 4 (MODIFIED) SHALL BE FROM NOVEMBER 15 TO MARCH 15. ALL SEEDING NOT SHOWN ACCORDING TO THE SPECIFIED SEASONAL DATE SHALL REQUIRE PRIOR WRITTEN APPROVAL FROM THE ENGINEER. FAILURE TO SECURE SUCH APPROVAL SHALL RESULT IN THE REJECTION OF THE SEEDING AND REPLACEMENT BY THE CONTRACTOR AT HIS/HER EXPENSE.

**LEGEND**

-  6" TOPSOIL, SEEDING, CLASS 4, (MODIFIED)
-  EROSION CONTROL BLANKET

FILE NAME =	DESIGNED - AG	REVISED -
...\\D160W78-shr-1s-IL171.dgn	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - WLS	REVISED -
PLOT DATE = 6/14/2015	DATE - 6/12/2015	REVISED -



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

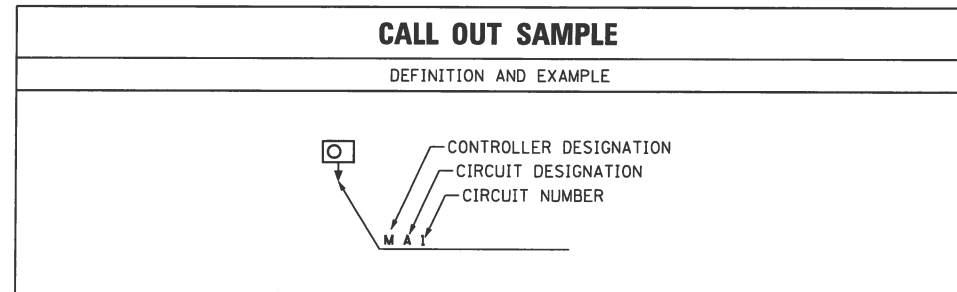
LANDSCAPING PLAN  
IL 171

SCALE: 1"=50' SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	52
				CONTRACT NO. 60W78

ILLINOIS FED. AID PROJECT

LIGHTING AND ELECTRICAL LEGEND	
SYMBOL	DESCRIPTION
	EXISTING HIGH MAST LIGHTING TOWER UNIT 750W HPS LUMINAIRES, ARROWS INDICATE QUANTITY AND ORIENTATION OF LUMINAIRES
	EXISTING UNDERPASS LUMINAIRE TO BE REMOVED
	EXISTING BASE MOUNTED LIGHTING CONTROLLER
	EXISTING UTILITY SERVICE CONNECTION, POLE MOUNTED
	EXISTING ELECTRIC UTILITY POLE
	EXISTING JUNCTION BOX
	EXISTING JUNCTION BOX TO BE REMOVED
	EXISTING CONDUIT TO BE REMOVED
	EXISTING CONDUIT TO REMAIN
	EXISTING LIGHT POLE
	EXISTING SIGN LIGHTING
	EXISTING SIGN LIGHTING TO BE REMOVED
	PROPOSED UNDERPASS LUMINAIRE, PIER MOUNT, 100W HPS TYPE M-C-IV
	PROPOSED JUNCTION BOX, SIZE AND TYPE AS NOTED
	PROPOSED UNIT DUCT, SIZE AND TYPE AS NOTED
	PROPOSED CABLE OR UNIT DUCT IN EXPOSED OR EMBEDDED CONDUIT, SIZE AND TYPE AS NOTED
	PROPOSED CABLE OR UNIT DUCT IN UNDERGROUND CONDUIT, SIZE AND TYPE AS NOTED
	ELECTRIC GROUND ROD



#### INDEX OF DRAWINGS:

DRAWING NO.	TITLE
1	LEGEND, ABBREVIATIONS, GENERAL NOTES & INDEX OF DRAWINGS
2	SCHEDULE OF QUANTITIES
3	EXISTING UNDERDECK LIGHTING REMOVAL PLAN
4	PROPOSED UNDERDECK LIGHTING N.B. IL171 OVER I-55
5	LIGHTING CONTROLLER "M" WIRING DIAGRAM
6	LIGHTING CONTROLLER "N" WIRING DIAGRAM
7	CONDUIT TRANSITION DETAILS

#### IDOT-D1 STANDARDS:

DRAWING NO.	STANDARD NO.	TITLE
8	BE-702	MISCELLANEOUS ELECTRICAL DETAILS SHEET A
9	BE-703	MISCELLANEOUS ELECTRICAL DETAILS SHEET B
10	BE-902	PIER/ABUTMENT MOUNTED UNDERPASS LUMINAIRE INSTALLATION DETAILS

#### GENERAL NOTES:

- ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST CODES, STANDARDS, AND THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JANUARY 1, 2012, AND SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS.
- CONTRACTOR SHALL INSTALL CONDUIT EXPANSION/DEFLECTION COUPLING AT STRUCTURE JOINTS AS NEEDED PER IDOT-D1 STANDARD DRAWING NO. BE-703 AT NO ADDITIONAL COST.
- CABLE IN CONDUIT OR UNIT DUCT MARKED TO BE ABANDONED SHALL BE REMOVED. COST OF CABLE REMOVAL SHALL BE INCLUDED IN "REMOVAL OF LIGHTING UNIT, NO SALVAGE." THE CONTRACTOR SHALL CALL NEIL THAKKAR AT (708) 524-2145 TO TRANSFER THE MAINTENANCE PRIOR TO ANY WORK PERFORMED ON LIGHTING.
- THE CONTRACTOR SHALL TAKE CONTROL AND MAINTAIN THE EXISTING AND PROPOSED UNDERPASS LIGHTING AND EXISTING SIGN LIGHTING (M7) ON CONTROLLER "M". RELATED TO THIS BRIDGE WORK SEE SPECIAL PROVISION FOR ADDITIONAL INFORMATION.
- THE CONTRACTOR SHALL TAKE CONTROL AND MAINTAIN THE EXISTING AND PROPOSED I-55 UNDERPASS LIGHTING, ON CONTROLLER "N" RELATED TO THIS BRIDGE WORK. SEE SPECIAL PROVISION FOR ADDITIONAL INFORMATION.

ABBREVIATIONS	
ABBREVIATION	DESCRIPTION
AC	ALTERNATING CURRENT
A/C	AERIAL CABLE
CB	CIRCUIT BREAKER
CKT	CIRCUIT
CM	CENTIMETER
CP	CONTROL PANEL
CT	CURRENT TRANSFORMER
DA	DAVIT ARM
DC	DIRECT CURRENT
DIA	DIAMETER
DP	DISTRIBUTION PANEL
E	EXISTING TO REMAIN
ECA	ELECTRIC CABLE ASSEMBLY
EMC	ELECTRICAL MAINTENANCE CONTRACTOR
FT	FEET OR FOOT
FU	FUSE
GND	GROUND
HID	HIGH INTENSITY DISCHARGE
JB	JUNCTION BOX
KVA	KILOVOLT-AMPERE
KW	KILOWATTS
M	METER
MA	MAST ARM
MC	MULTI-CONDUCTOR
MM	MILLIMETER
M.H.	MOUNTING HEIGHT
MW	MESSENGER WIRE
NO. #	NUMBER
N.T.S.	NOT TO SCALE
P	PROPOSED
PB	PUSH BUTTON
PNL	PANEL
PVC	POLYVINYL CHLORIDE
PVCC RGC	PVC COATED RIGID GALVANIZED CONDUIT
PT	POTENTIAL TRANSFORMER
R	EXISTING UNIT TO BE REMOVED (OWNER SALVAGED U.N.O)
RR	EXISTING UNIT TO BE REMOVED AND REINSTALLED
RECP	RECEPTACLE
RGC	RIGID GALVANIZED CONDUIT
SEL SW	SELECTOR SWITCH
SS	STAINLESS STEEL
STA.	STATION
UD	UNIT DUCT
U.N.O.	UNLESS NOTED OTHERWISE
UGC, GS	UNDERGROUND CONDUIT, GALVANIZED STEEL
WP	WOOD POLE
XFMR	TRANSFORMER
HPS	HIGH PRESSURE SODIUM
LPS	LOW PRESSURE SODIUM
LTFN	LIQUID TIGHT FLEXIBLE NON-METALLIC



FILE NAME =	DESIGNED - GRR	REVISED -		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LEGEND, ABBREVIATIONS, GENERAL NOTES, AND INDEX OF DRAWINGS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
... \D168W78-ght-light-legend-GenNotes.dgn	DRAWN - JLW	REVISED -				373	0707-608HB-B-1	COOK	127	53
USER NAME = jworthington	CHECKED - GHT	REVISED -				CONTRACT NO. 60W78				
PLDT DATE = 6/18/2015	DATE - 6/12/2015	REVISED -			SCALE: NTS	SHEET 1 OF 10 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT		

**SCHEDULE OF QUANTITIES**

S.P.	DESCRIPTION	UNIT	TOTAL QUANTITY
*	CONDUIT ATTACHED TO STRUCTURE, 1" DIA., PVC COATED GALVANIZED STEEL	FOOT	441
*	CONDUIT ATTACHED TO STRUCTURE, 2 1/2" DIA., PVC COATED GALVANIZED STEEL	FOOT	20
	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	280
	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6" X 6" X 4"	EACH	2
	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X 6"	EACH	7
	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 18" X 12" X 6"	EACH	2
*	UNIT DUCT, 600V, 3-1C NO.2, 1/C NO.4 GROUND, (XLP-TYPE USE), 1 1/2" DIA. POLYETHYLENE	FOOT	705
*	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	1730
*	UNDERPASS LUMINAIRE, 100 WATT, HIGH PRESSURE SODIUM VAPOR	EACH	10
	REMOVAL OF LIGHTING UNIT, NO SALVAGE	EACH	4
*	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	13

FILE NAME =	DESIGNED - GRR	REVISED -
...\\D160W78-shr-11ght-500.dgn	DRAWN - JLW	REVISED -
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PLOT DATE = 6/10/2015	DATE - 6/12/2015	REVISED -

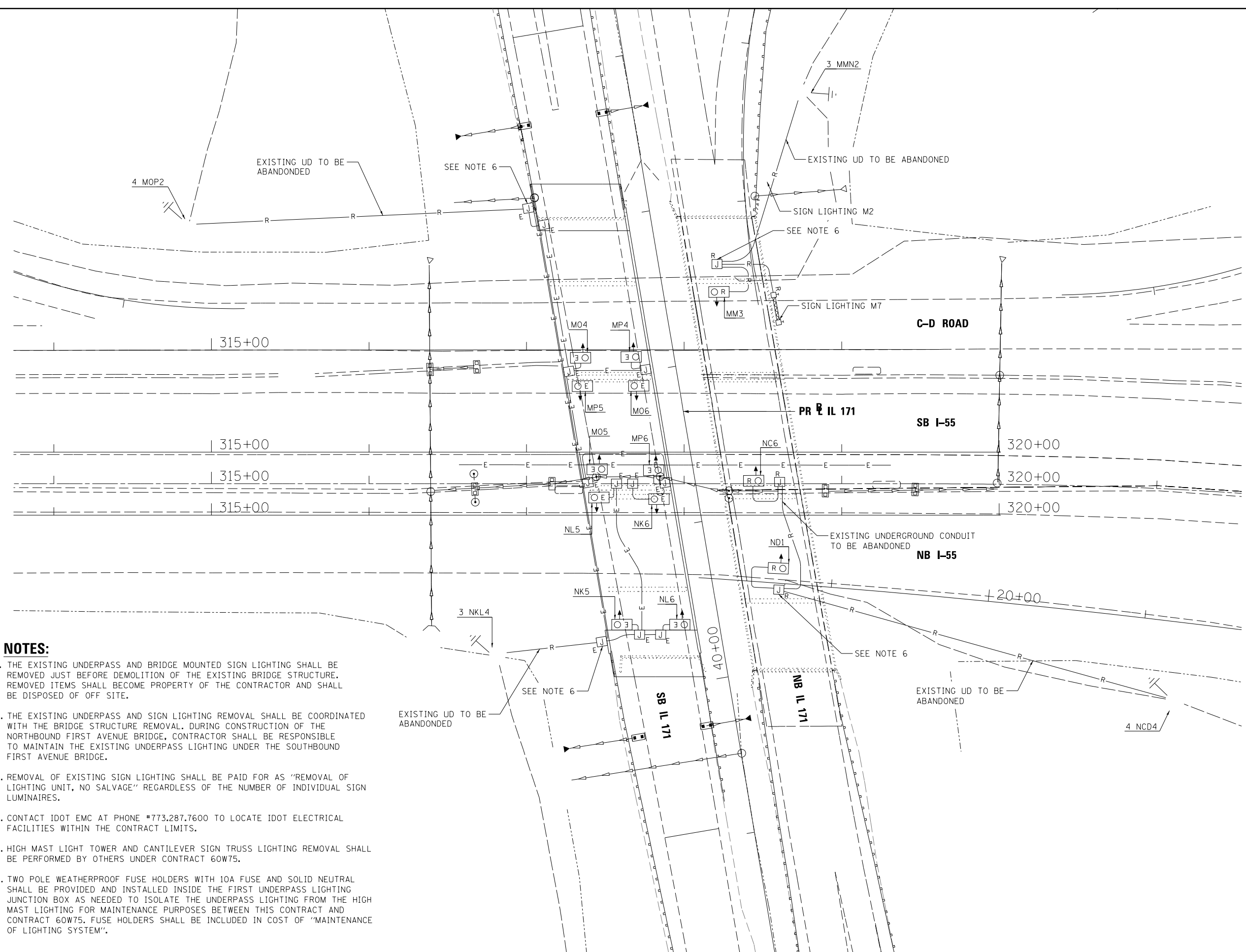
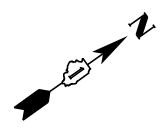


**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

SCALE: SHEET 2 OF 10 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	54
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60W78	



**NOTES:**

1. THE EXISTING UNDERPASS AND BRIDGE MOUNTED SIGN LIGHTING SHALL BE REMOVED JUST BEFORE DEMOLITION OF THE EXISTING BRIDGE STRUCTURE. REMOVED ITEMS SHALL BECOME PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF OFF SITE.
2. THE EXISTING UNDERPASS AND SIGN LIGHTING REMOVAL SHALL BE COORDINATED WITH THE BRIDGE STRUCTURE REMOVAL. DURING CONSTRUCTION OF THE NORTHBOUND FIRST AVENUE BRIDGE, CONTRACTOR SHALL BE RESPONSIBLE TO MAINTAIN THE EXISTING UNDERPASS LIGHTING UNDER THE SOUTHBOUND FIRST AVENUE BRIDGE.
3. REMOVAL OF EXISTING SIGN LIGHTING SHALL BE PAID FOR AS "REMOVAL OF LIGHTING UNIT, NO SALVAGE" REGARDLESS OF THE NUMBER OF INDIVIDUAL SIGN LUMINAIRES.
4. CONTACT IDOT EMC AT PHONE #773.287.7600 TO LOCATE IDOT ELECTRICAL FACILITIES WITHIN THE CONTRACT LIMITS.
5. HIGH MAST LIGHT TOWER AND CANTILEVER SIGN TRUSS LIGHTING REMOVAL SHALL BE PERFORMED BY OTHERS UNDER CONTRACT 60W75.
6. TWO POLE WEATHERPROOF FUSE HOLDERS WITH 10A FUSE AND SOLID NEUTRAL SHALL BE PROVIDED AND INSTALLED INSIDE THE FIRST UNDERPASS LIGHTING JUNCTION BOX AS NEEDED TO ISOLATE THE UNDERPASS LIGHTING FROM THE HIGH MAST LIGHTING FOR MAINTENANCE PURPOSES BETWEEN THIS CONTRACT AND CONTRACT 60W75. FUSE HOLDERS SHALL BE INCLUDED IN COST OF "MAINTENANCE OF LIGHTING SYSTEM".

FILE NAME =	DESIGNED - GRR	REVISED -
...\\D160W78-shr-IL171-exlight-DetStr-No. 016-1510	DRAWN - JLW	REVISED -
USER NAME = jworthington	CHECKED - GHT	REVISED -
PLOT DATE = 6/10/2015	DATE - 6/12/2015	REVISED -



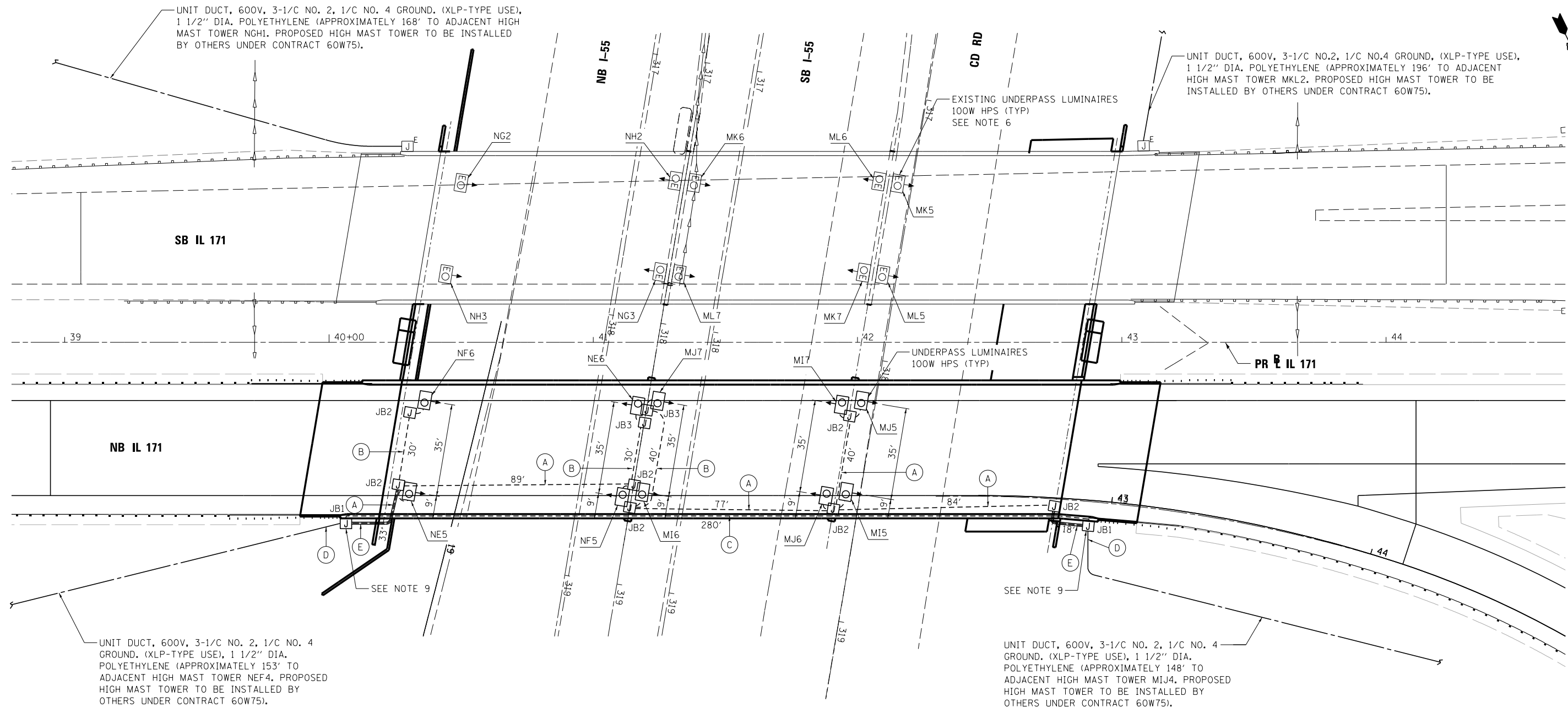
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**EXISTING UNDERDECK LIGHTING  
REMOVAL PLAN**

SCALE: 1"=30' SHEET 3 OF 10 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	55
CONTRACT NO. 60W78				

ILLINOIS FED. AID PROJECT



SB IL 171

NB IL 171

PR IL 171

**NOTES:**

- UNDERPASS LUMINAIRES SHALL BE MOUNTED TO THE FACE OF PIERS, EXCEPT FOR THE TWO LUMINAIRES AT THE SOUTH ABUTMENT WHICH SHALL BE MOUNTED TO THE FACE OF THE RETAINING WALL COPING.
- THE DISTANCES SHOWN BETWEEN THE UNDERPASS LUMINAIRE IS MEASURED FROM CENTER OF LUMINAIRES.
- THE CABLE SPLICES AT THE JUNCTION BOX SHALL BE DONE ACCORDING TO THE SPLICING DETAIL SHOWN ON IDOT-D1 STANDARD DETAIL DRAWING NO. BE-702 PROVIDE DOUBLE POLE FUSE HOLDERS WITH 5 AMP FUSE AND SOLID NEUTRAL.
- UNDERPASS LUMINAIRES SHALL BE INSTALLED AS SHOWN ON IDOT-D1 STANDARDS DRAWING NO. BE-902. SEE THIS DETAIL FOR FURTHER INFORMATION ON CONDUIT ROUTING AND INSTALLATION.
- AT ALL LOCATIONS WHERE EXPANSION/DEFLECTION CAN OCCUR IN CONDUIT ATTACHED TO STRUCTURE AND FOR CONNECTION TO LUMINAIRES THE CONTRACTOR SHALL UTILIZE LIQUID TIGHT FLEXIBLE NONMETALLIC CONDUIT.
- CONTRACTOR SHALL PROVIDE AND INSTALL NEW LUMINAIRE NUMBERING DECALS FOR THE EXISTING SB UNDERPASS LIGHTING ONCE THE REVISED CIRCUIT CONNECTIONS ARE MADE. COST OF THIS WORK SHALL BE INCLUDED IN THE PROPOSED UNDERPASS LUMINAIRES.
- CONDUIT ALONG PIERS 1 AND 2 SHALL BE ATTACHED TO THE FACE OF THE PIER SINCE PIER IS STEPPED.
- MOUNTING HEIGHT OF THE UNDERPASS LUMINAIRES SHALL BE APPROXIMATELY 15' ON PIERS 1 AND 2 AND 13' ON THE SOUTH ABUTMENT MSE WALL COPING.
- TWO POLE WEATHERPROOF FUSE HOLDERS WITH 10A FUSE AND SOLID NEUTRAL SHALL BE PROVIDED AND INSTALLED INSIDE THE FIRST UNDERPASS LIGHTING JUNCTION BOX. FUSE HOLDERS SHALL BE INCLUDED IN THE COST OF THE UNDERPASS LUMINAIRES.

**LEGEND**

- (A) CONDUIT ATTACHED TO STRUCTURE, 1" DIA. PVCC RGC WITH 3-1/C NO. 10 AND 1/C NO. 10 GND.
- (B) CONDUIT ATTACHED TO STRUCTURE, 1" DIA. PVCC RGC WITH 2-1/C NO. 10 AND 1/C NO. 10 GND.
- (C) CONDUIT EMBEDDED IN STRUCTURE, 2" DIA. PVC (EMPTY)
- (D) CONDUIT ATTACHED TO STRUCTURE, 2 1/2" DIA. PVCC RGC WITH UNIT DUCT AS NOTED ON PLANS (FOR TRANSITION TO UNDERGROUND) - 10'
- (E) UNDERGROUND CONDUIT, 1" DIA. PVCC RGC WITH 3-1/C NO. 10 AND 1/C NO. 10 GND (CONDUIT PAID FOR AS ATTACHED TO STRUCTURE)
- JB1 JUNCTION BOX, STAINLESS STEEL, 18"x12"x6", ATTACHED TO PARAPET
- JB2 JUNCTION BOX, STAINLESS STEEL, 12"x12"x6", ATTACHED TO ABUTMENT AND TOP OF PIER CAP
- JB3 JUNCTION BOX, STAINLESS STEEL, 6"x6"x4", ATTACHED TO TOP OF PIER CAP

FILE NAME =	DESIGNED - GRR	REVISED -
...\\D160W78-shr-IL171-pr-light-DeStr-016-1510-DRAWN.dgn	DRAWN - JLW	REVISED -
USER NAME = jworthington	CHECKED - GHT	REVISED -
PLOT DATE = 6/10/2015	DATE - 6/12/2015	REVISED -



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

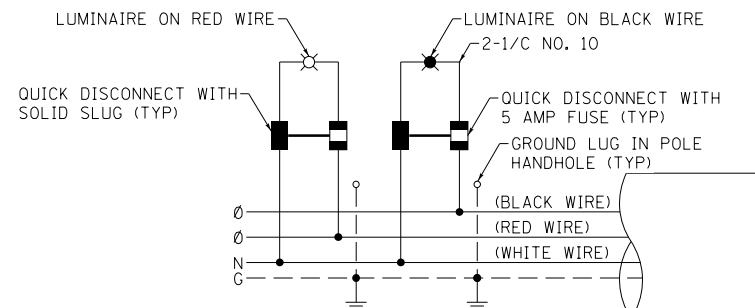
<b>PROPOSED UNDERDECK LIGHTING</b>			
<b>N.B. IL 171 OVER I-55</b>			
SCALE: 1"=20'	SHEET 4 OF 10 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	56
CONTRACT NO. 60W78				
ILLINOIS FED. AID PROJECT				

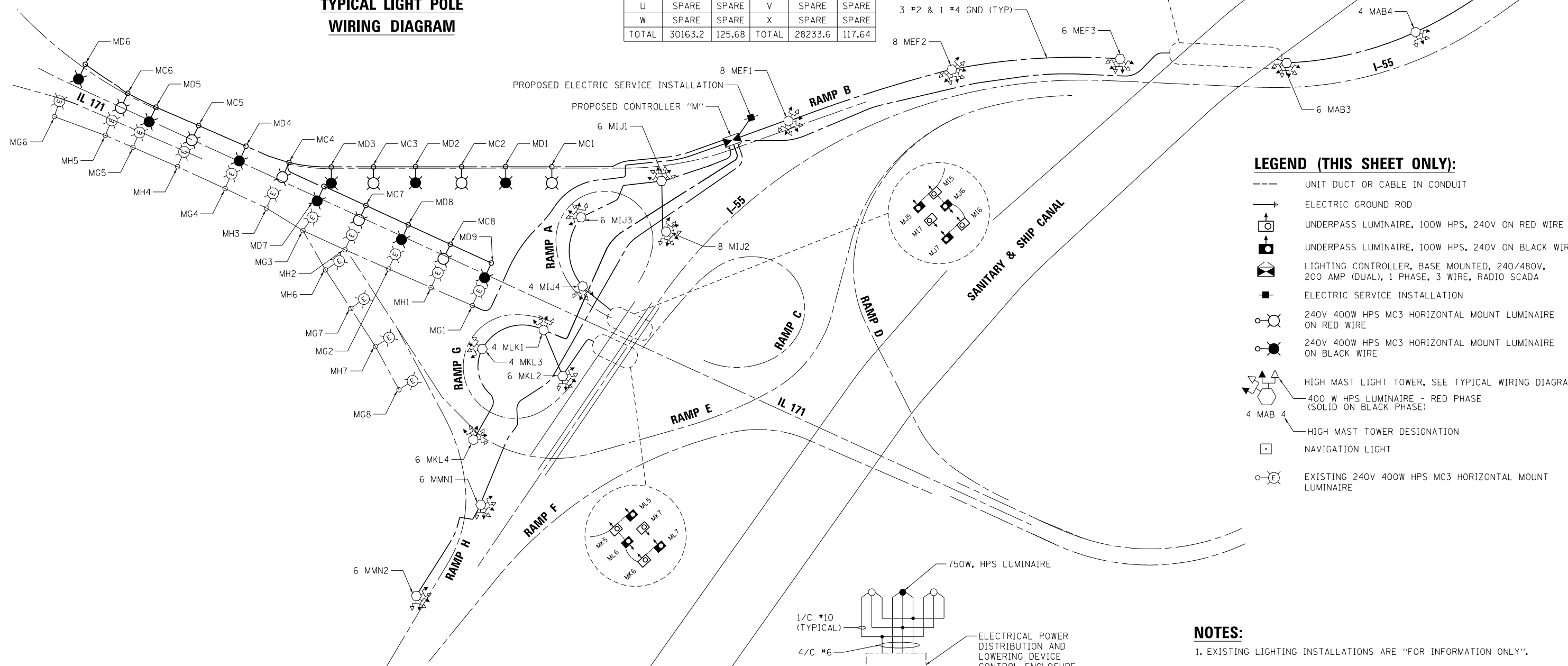


**LOAD TABLE**

IDOT LIGHTING CONTROLLER "M" 240/480V					
RED PHASE	WATTS	AMPS	BLACK PHASE	WATTS	AMPS
A	3379.2	14.08	B	3369.6	14.04
C	4320	18.0	D	3360	14.0
E	5280	22.0	F	5280	22.0
G	3840	16.0	H	2880	12.0
I	6192	25.8	J	6192	25.8
K	4272	17.8	L	4272	17.8
M	2880	12.0	N	2880	12.0
O	SPARE	SPARE	P	SPARE	SPARE
Q	SPARE	SPARE	R	SPARE	SPARE
S	SPARE	SPARE	T	SPARE	SPARE
U	SPARE	SPARE	V	SPARE	SPARE
W	SPARE	SPARE	X	SPARE	SPARE
TOTAL	30163.2	125.68	TOTAL	28233.6	117.64

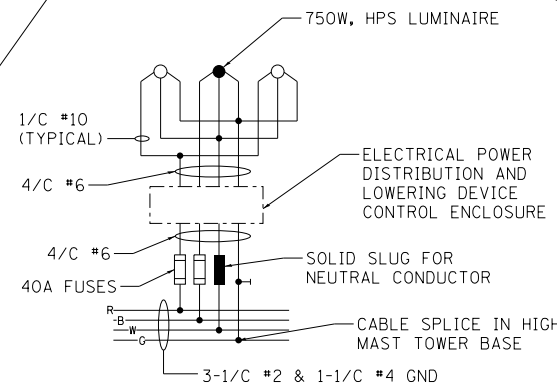


**TYPICAL LIGHT POLE WIRING DIAGRAM**



**LEGEND (THIS SHEET ONLY):**

- UNIT DUCT OR CABLE IN CONDUIT
- ⊥ ELECTRIC GROUND ROD
- ⬆ UNDERPASS LUMINAIRE, 100W HPS, 240V ON RED WIRE
- ⬆ UNDERPASS LUMINAIRE, 100W HPS, 240V ON BLACK WIRE
- ⬆ LIGHTING CONTROLLER, BASE MOUNTED, 240/480V, 200 AMP (DUAL), 1 PHASE, 3 WIRE, RADIO SCADA
- ELECTRIC SERVICE INSTALLATION
- 240V 400W HPS MC3 HORIZONTAL MOUNT LUMINAIRE ON RED WIRE
- 240V 400W HPS MC3 HORIZONTAL MOUNT LUMINAIRE ON BLACK WIRE
- ⬆ HIGH MAST LIGHT TOWER, SEE TYPICAL WIRING DIAGRAM
- 4 MAB 4 400 W HPS LUMINAIRE - RED PHASE (SOLID ON BLACK PHASE)
- ⬆ HIGH MAST TOWER DESIGNATION
- NAVIGATION LIGHT
- EXISTING 240V 400W HPS MC3 HORIZONTAL MOUNT LUMINAIRE



**TYPICAL HIGH MAST TOWER WIRING DIAGRAM**

**NOTES:**

1. EXISTING LIGHTING INSTALLATIONS ARE "FOR INFORMATION ONLY".
2. NORTHBOUND CONVENTIONAL LIGHTS, ALL HIGH MAST LIGHT TOWERS, NAVIGATION LIGHTS, CONTROLLER, AND ELECTRIC SERVICE SHOWN ARE PROPOSED AND WILL BE INSTALLED BY OTHERS UNDER CONTRACT 60W75.
3. THE CONTRACTOR SHALL TAKE CONTROL AND MAINTAIN THE EXISTING AND PROPOSED UNDERPASS LIGHTING AND EXISTING SIGN LIGHTING (M7) ON CONTROLLER "M" RELATED TO THIS BRIDGE WORK. ALL OTHER LIGHTING ON CONTROLLER "M" SHALL BE MAINTAINED BY CONTRACT 60W75. SEE SPECIAL PROVISION FOR ADDITIONAL INFORMATION.

FILE NAME =	DESIGNED - GRR	REVISED -
...\\D160W78-sht-IL171-wiring-01.dgn	DRAWN - JLW	REVISED -
USER NAME = jworthington	CHECKED - GHT	REVISED -
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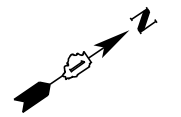


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

LIGHTING CONTROLLER "M"  
WIRING DIAGRAM

SCALE: NTS SHEET 5 OF 10 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	57
CONTRACT NO. 60W78			ILLINOIS FED. AID PROJECT	



**LOAD TABLE**

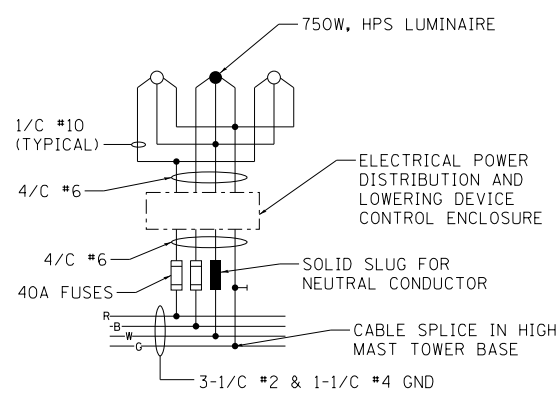
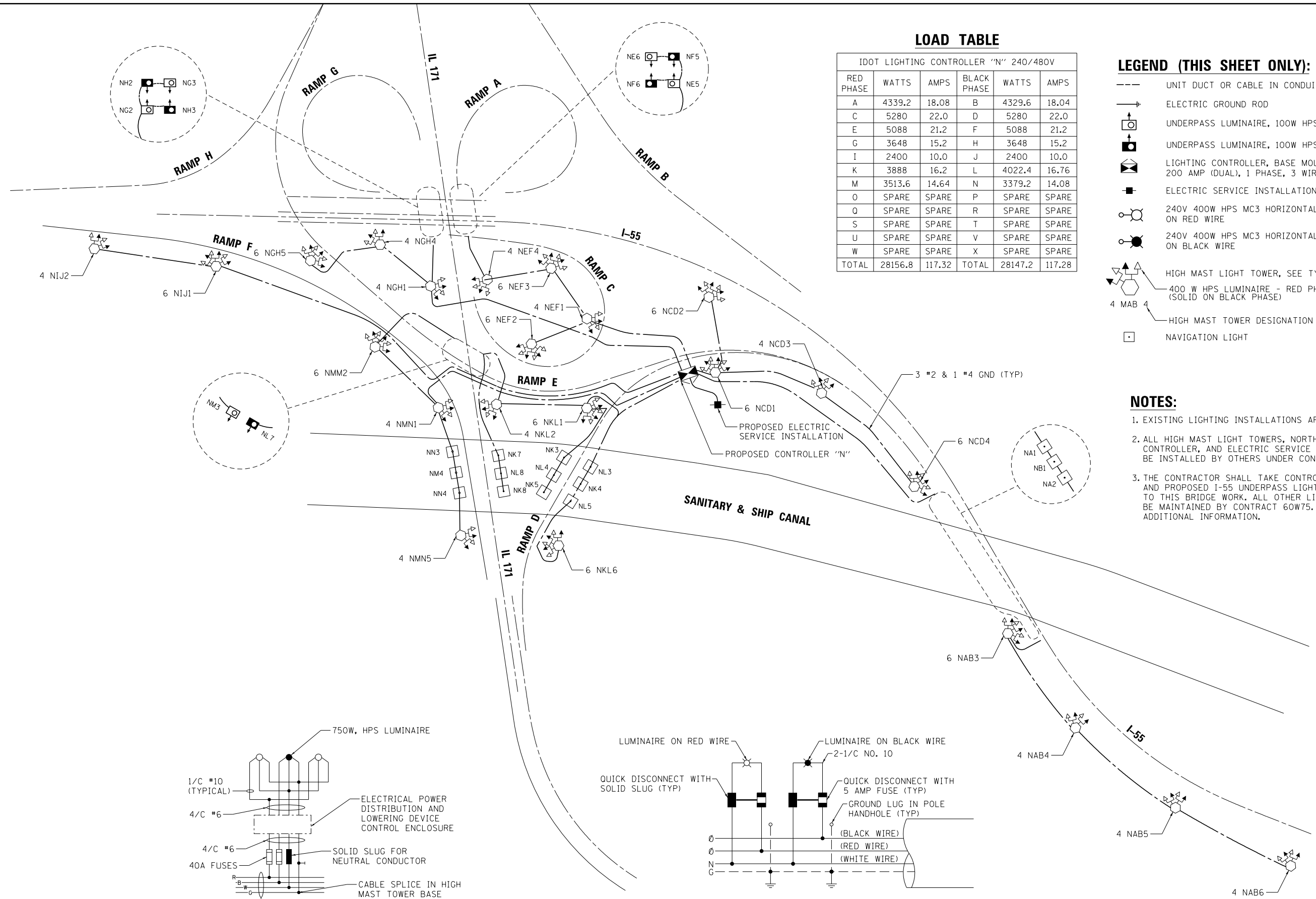
IDOT LIGHTING CONTROLLER "N" 240/480V					
RED PHASE	WATTS	AMPS	BLACK PHASE	WATTS	AMPS
A	4339.2	18.08	B	4329.6	18.04
C	5280	22.0	D	5280	22.0
E	5088	21.2	F	5088	21.2
G	3648	15.2	H	3648	15.2
I	2400	10.0	J	2400	10.0
K	3888	16.2	L	4022.4	16.76
M	3513.6	14.64	N	3379.2	14.08
O	SPARE	SPARE	P	SPARE	SPARE
Q	SPARE	SPARE	R	SPARE	SPARE
S	SPARE	SPARE	T	SPARE	SPARE
U	SPARE	SPARE	V	SPARE	SPARE
W	SPARE	SPARE	X	SPARE	SPARE
TOTAL	28156.8	117.32	TOTAL	28147.2	117.28

**LEGEND (THIS SHEET ONLY):**

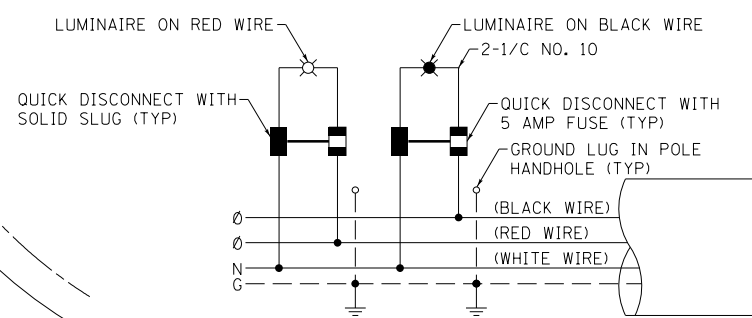
- UNIT DUCT OR CABLE IN CONDUIT
- ⊥ ELECTRIC GROUND ROD
- ⬆️ UNDERPASS LUMINAIRE, 100W HPS, 240V ON RED WIRE
- ⬆️ UNDERPASS LUMINAIRE, 100W HPS, 240V ON BLACK WIRE
- ⬆️ LIGHTING CONTROLLER, BASE MOUNTED, 240/480V, 200 AMP (DUAL), 1 PHASE, 3 WIRE, RADIO SCADA
- ⊥ ELECTRIC SERVICE INSTALLATION
- ⊙ 240V 400W HPS MC3 HORIZONTAL MOUNT LUMINAIRE ON RED WIRE
- ⊙ 240V 400W HPS MC3 HORIZONTAL MOUNT LUMINAIRE ON BLACK WIRE
- ⬆️ HIGH MAST LIGHT TOWER, SEE TYPICAL WIRING DIAGRAM
- ⬆️ 400 W HPS LUMINAIRE - RED PHASE (SOLID ON BLACK PHASE)
- 4 MAB 4 HIGH MAST TOWER DESIGNATION
- NAVIGATION LIGHT

**NOTES:**

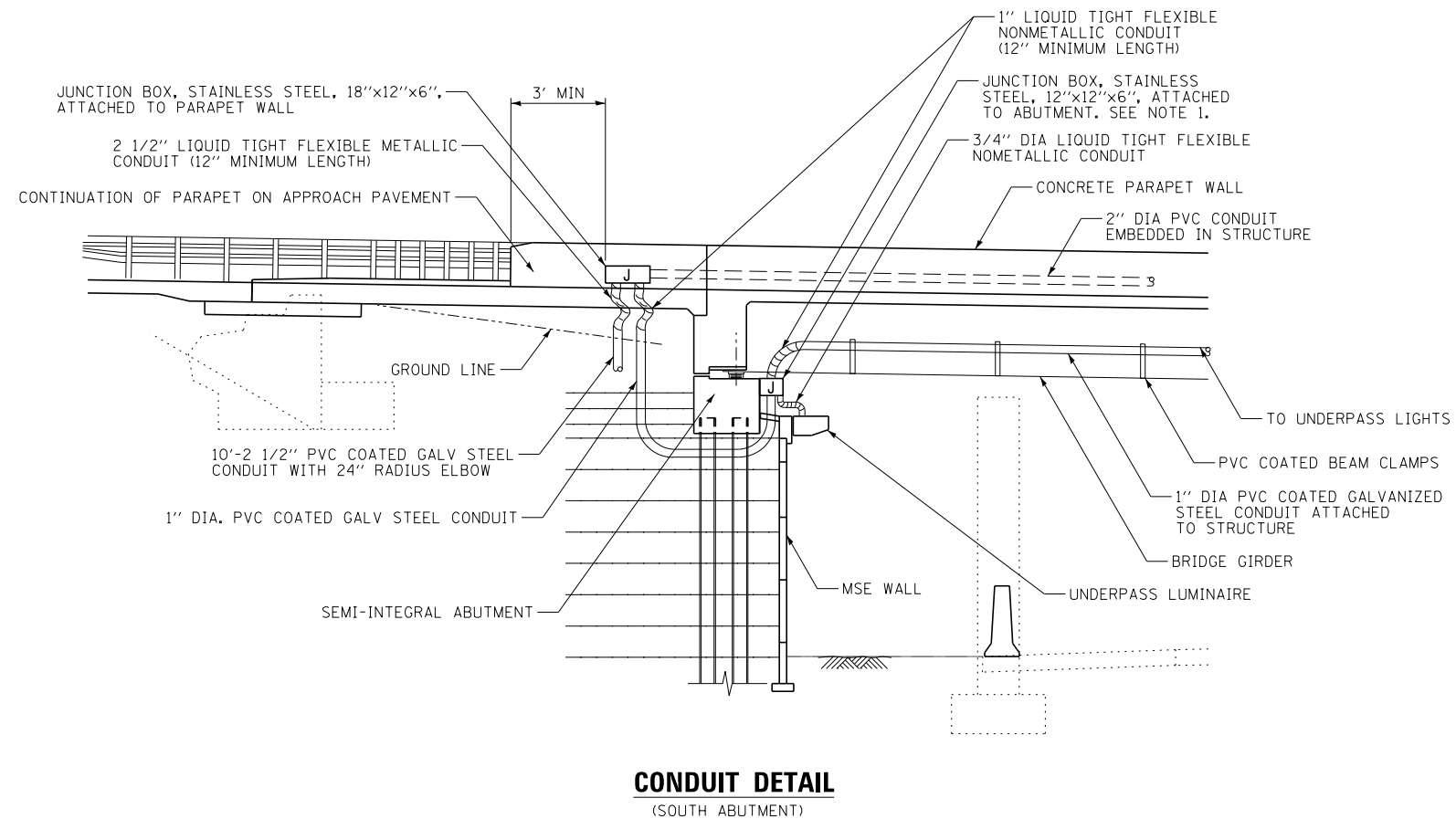
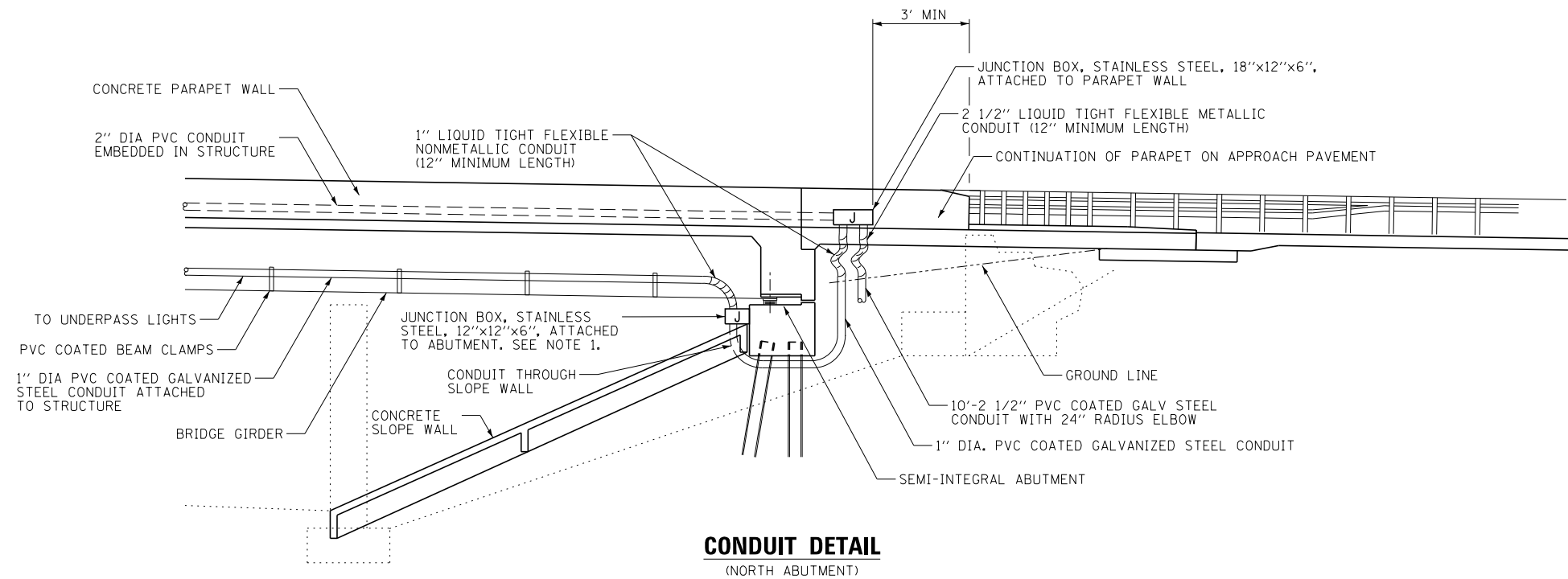
1. EXISTING LIGHTING INSTALLATIONS ARE "FOR INFORMATION ONLY".
2. ALL HIGH MAST LIGHT TOWERS, NORTHBOUND NAVIGATION LIGHTS, CONTROLLER, AND ELECTRIC SERVICE SHOWN ARE PROPOSED AND WILL BE INSTALLED BY OTHERS UNDER CONTRACT 60W75.
3. THE CONTRACTOR SHALL TAKE CONTROL AND MAINTAIN THE EXISTING AND PROPOSED I-55 UNDERPASS LIGHTING ON CONTROLLER "N" RELATED TO THIS BRIDGE WORK. ALL OTHER LIGHTING ON CONTROLLER "N" SHALL BE MAINTAINED BY CONTRACT 60W75. SEE SPECIAL PROVISION FOR ADDITIONAL INFORMATION.



**TYPICAL HIGH MAST TOWER WIRING DIAGRAM**



**TYPICAL LIGHT POLE WIRING DIAGRAM**



**NOTE:**  
1. JUNCTION BOX SHALL BE MOUNTED TO STAINLESS STEEL CHANNELS TO ENSURE JUNCTION BOX IS A MINIMUM OF 1" OFF OF SLOPE WALL.

FILE NAME =	DESIGNED - GRR	REVISED -
...\\D160W78-sh1-IL171-conduit-detail-NB.dgn	DRAWN - JLW	REVISED -
USER NAME = jworthington	CHECKED - GHT	REVISED -
PLOT DATE = 6/17/2015	DATE - 6/12/2015	REVISED -

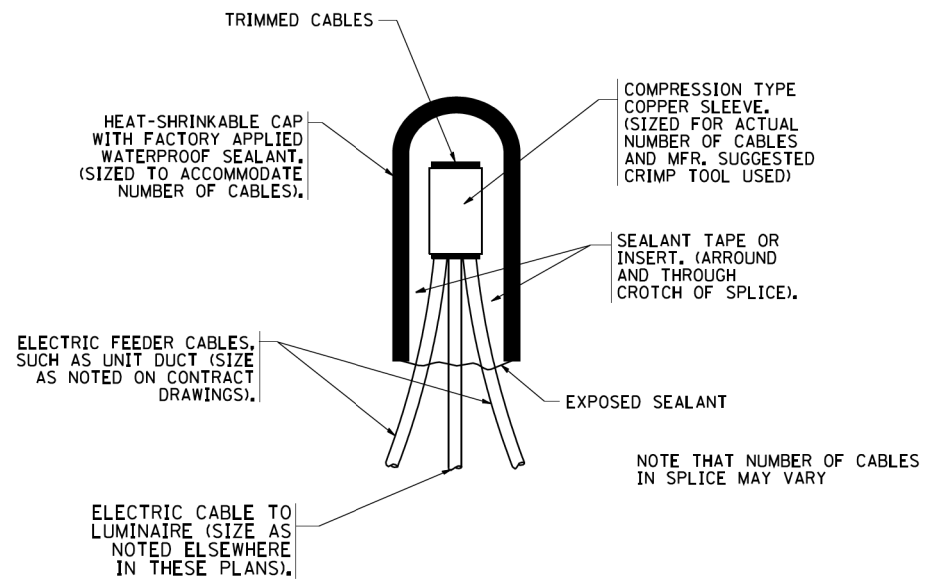


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CONDUIT TRANSITION DETAILS

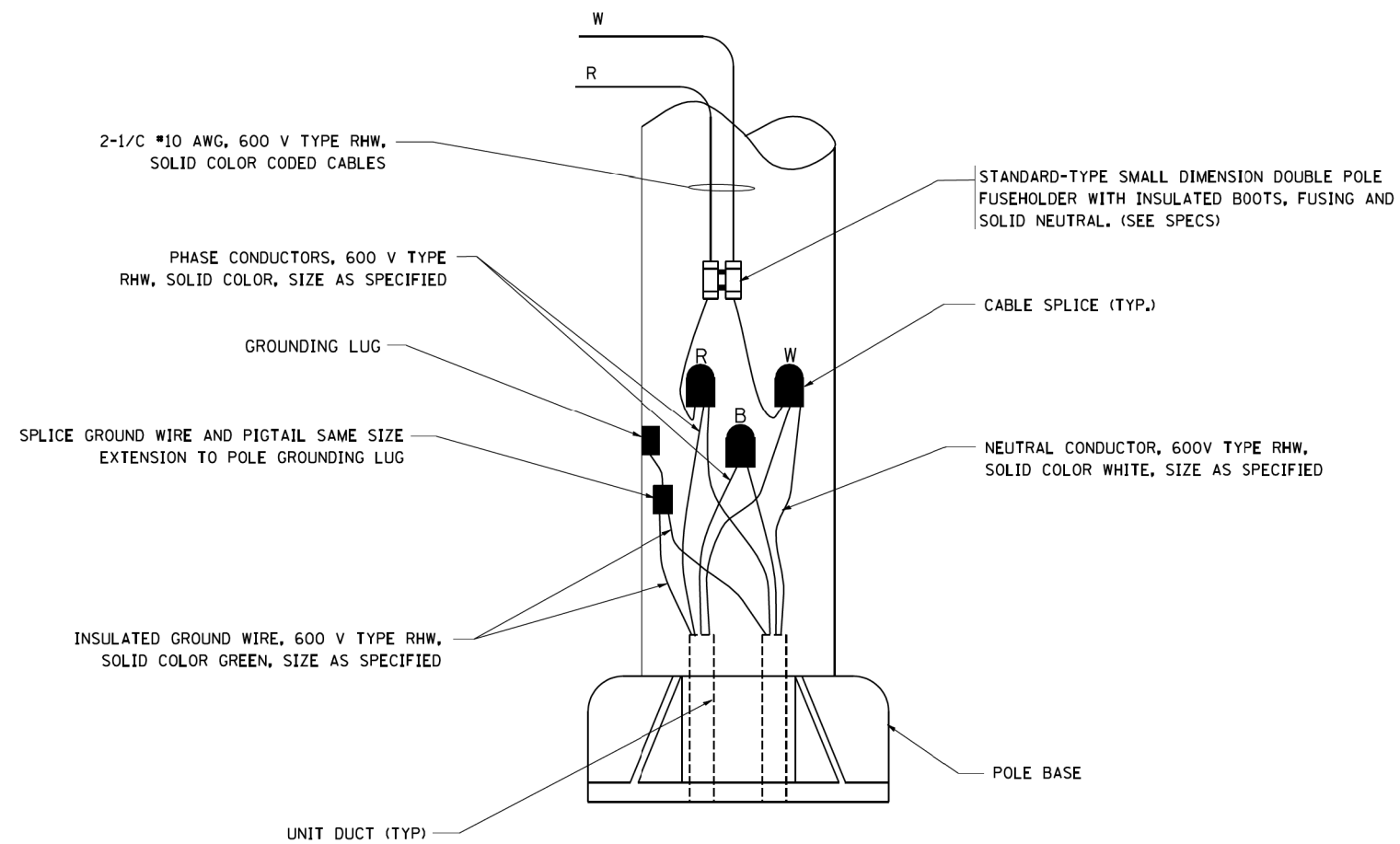
SCALE: NTS SHEET 7 OF 10 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	59
CONTRACT NO. 60W78			ILLINOIS FED. AID PROJECT	



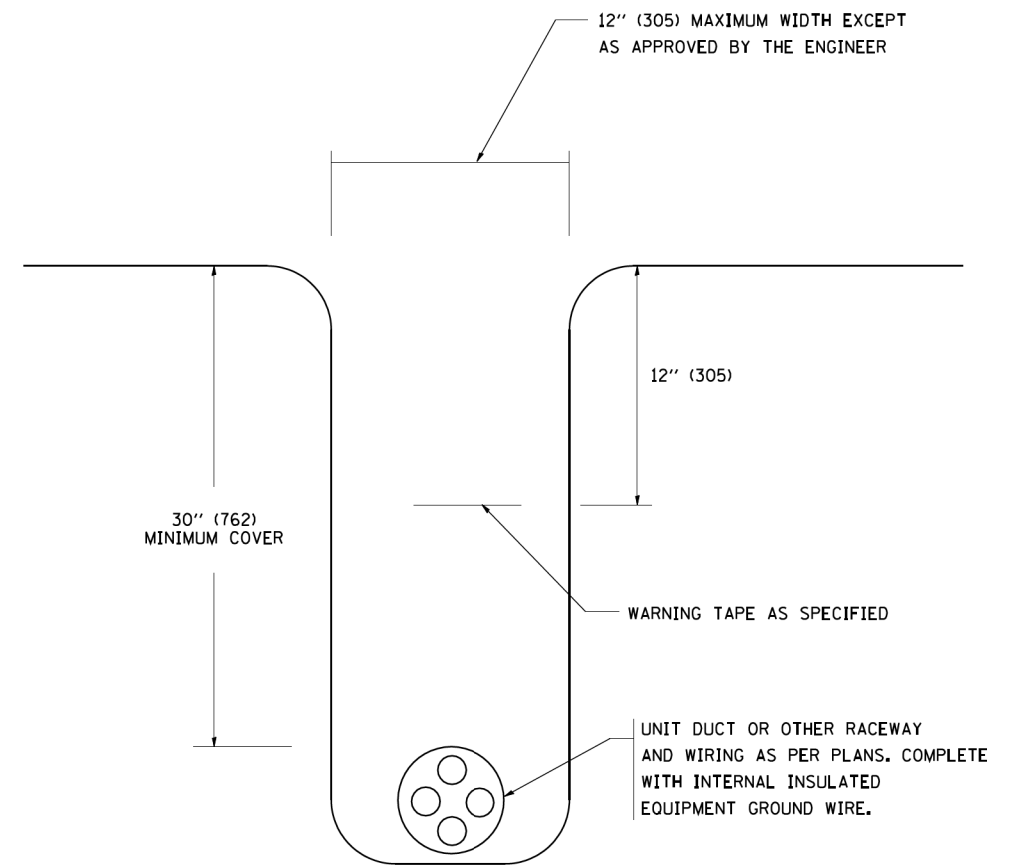
**TYPICAL SPLICE DETAIL**

N.T.S.



**POLE WIRING DETAIL**

N.T.S.



**TYPICAL WIRING IN TRENCH DETAIL**

N.T.S.

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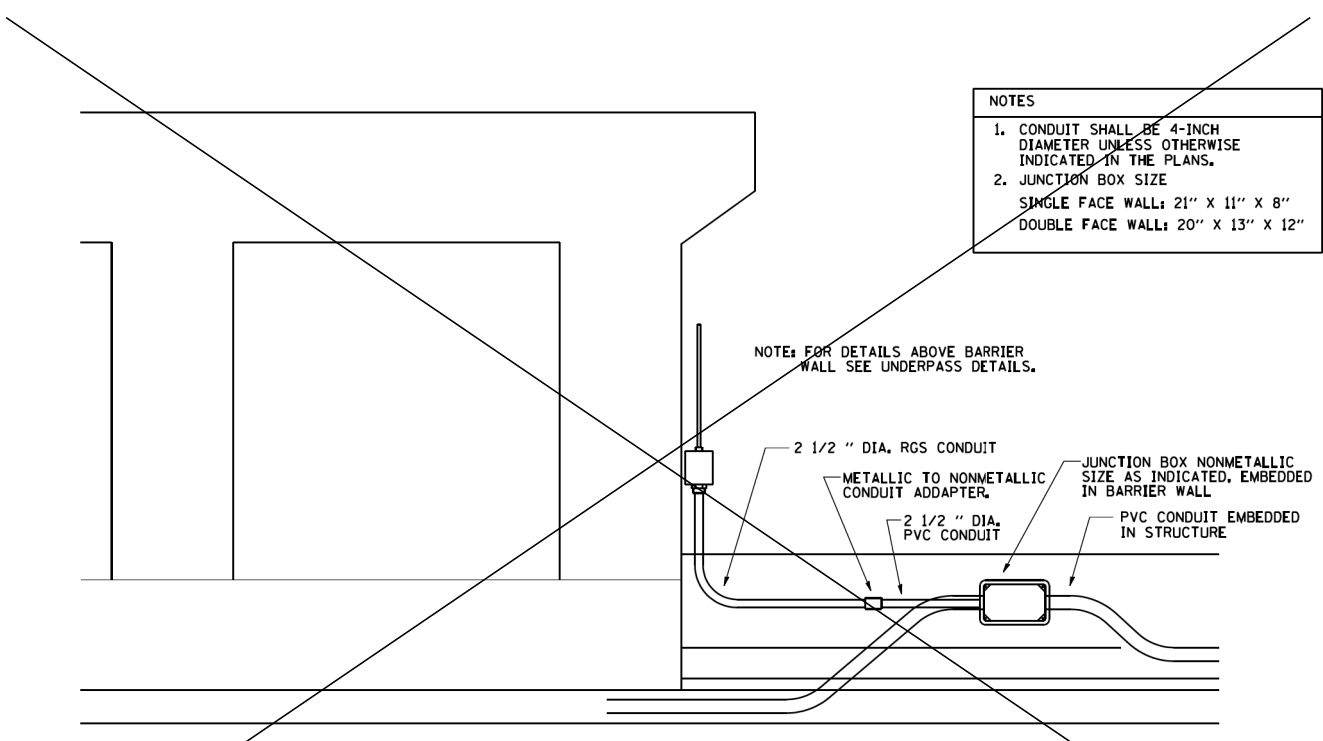
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DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**MISC. ELECTRICAL DETAILS  
 SHEET A**

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

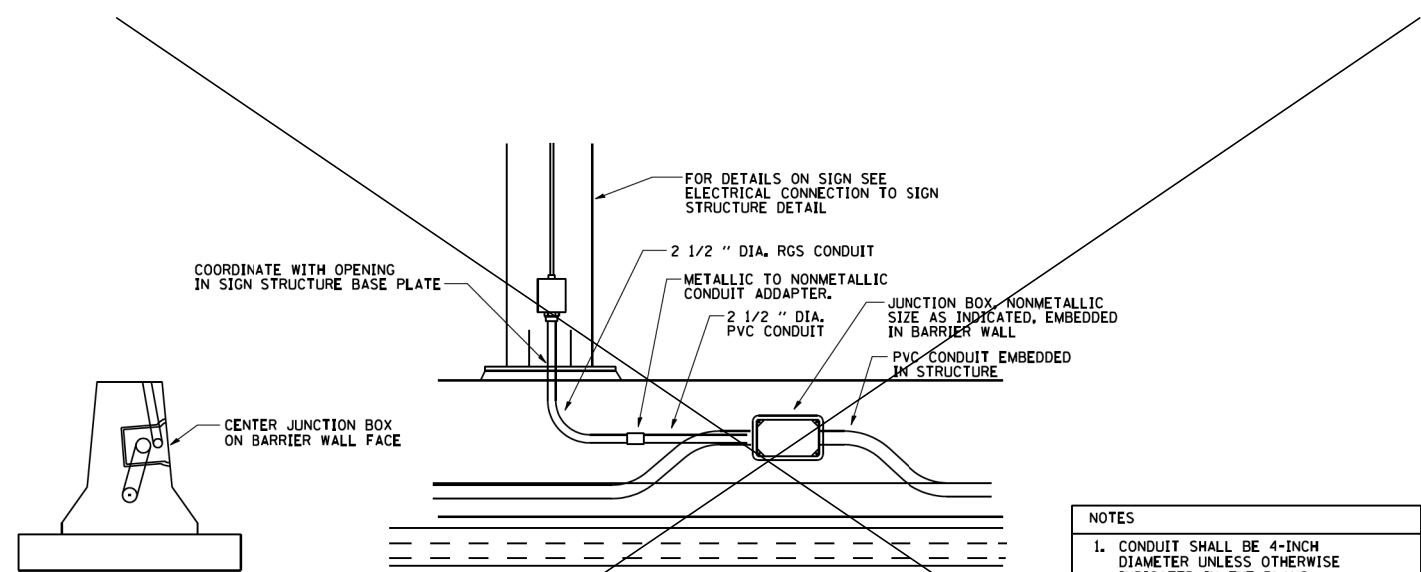
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373	0707-608HB-B-1	COOK	127	60
<b>BE-702</b>		<b>CONTRACT NO. 60W78</b>		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES

1. CONDUIT SHALL BE 4-INCH DIAMETER UNLESS OTHERWISE INDICATED IN THE PLANS.
2. JUNCTION BOX SIZE  
SINGLE FACE WALL: 21" X 11" X 8"  
DOUBLE FACE WALL: 20" X 13" X 12"

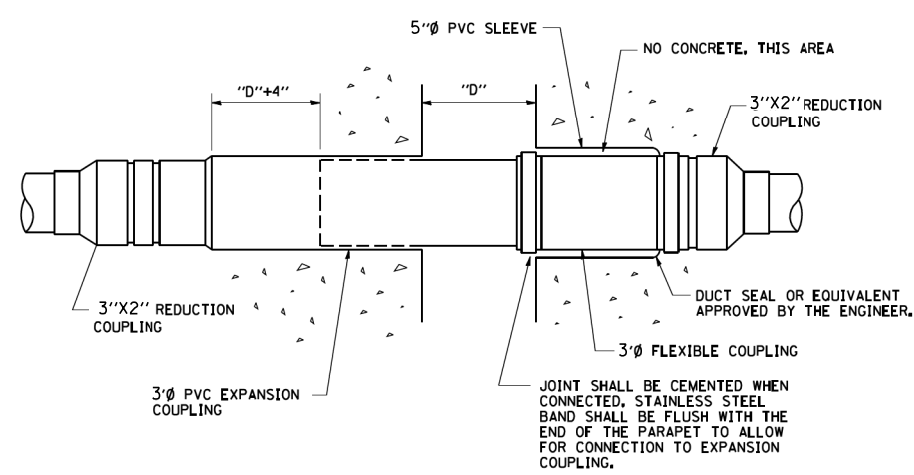
ED - BWD  
ELECTRIC CONNECTION TO UNDERPASS LIGHTING



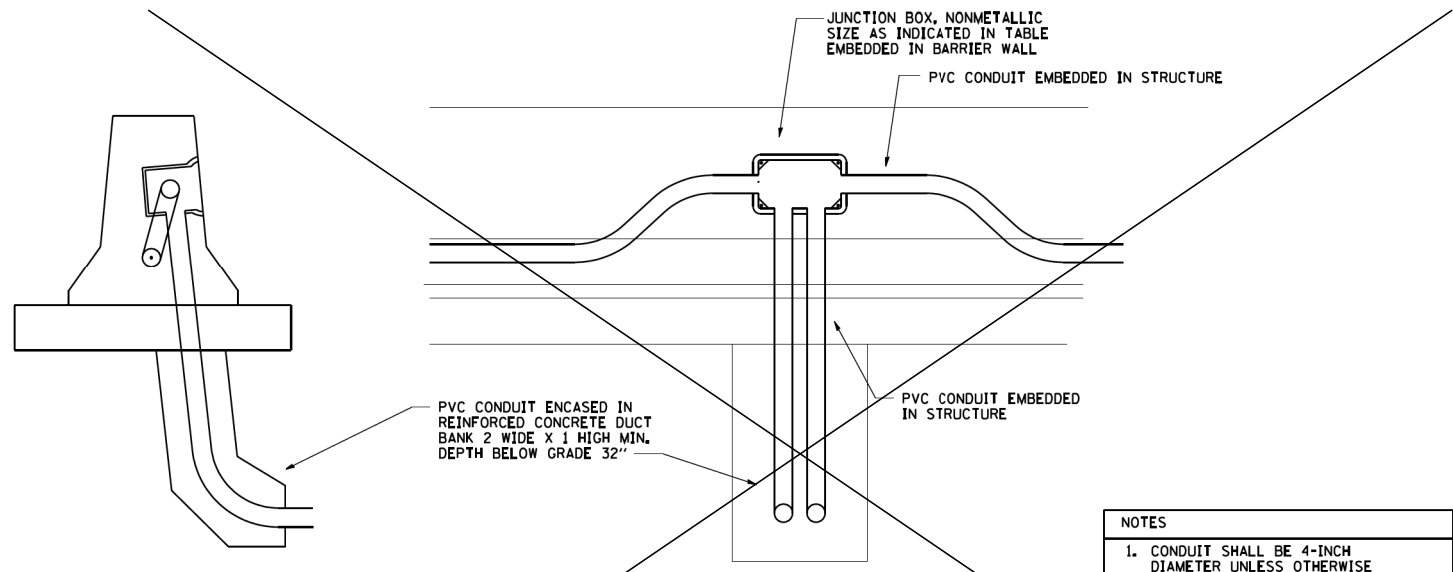
NOTES

1. CONDUIT SHALL BE 4-INCH DIAMETER UNLESS OTHERWISE INDICATED IN THE PLANS.
2. JUNCTION BOX SIZE  
SINGLE FACE WALL: 21" X 11" X 8"  
DOUBLE FACE WALL: 20" X 13" X 12"

ED - SGN  
JUNCTION BOX EMBEDDED IN BARRIER WALL FOR SIGN LIGHTING



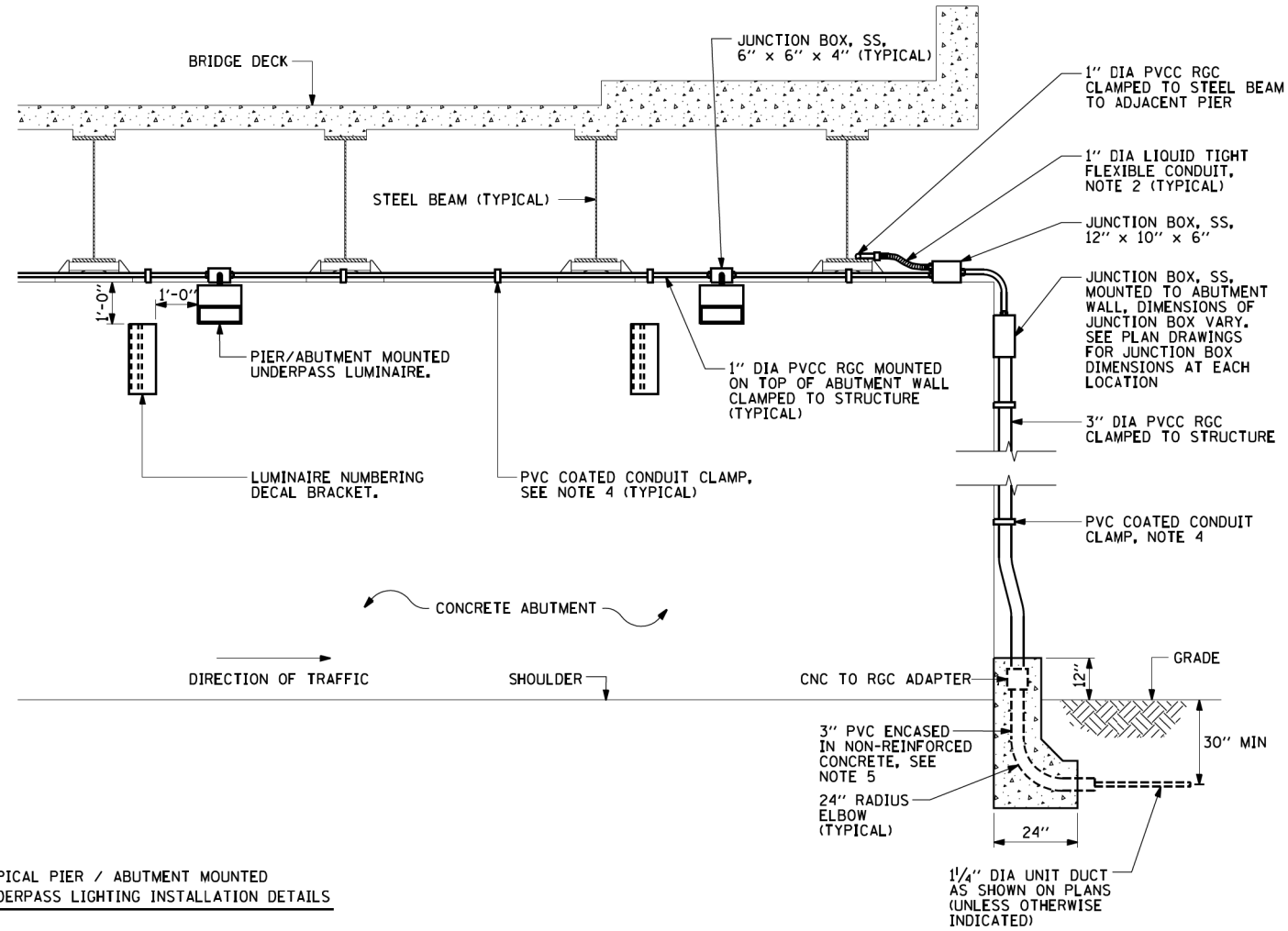
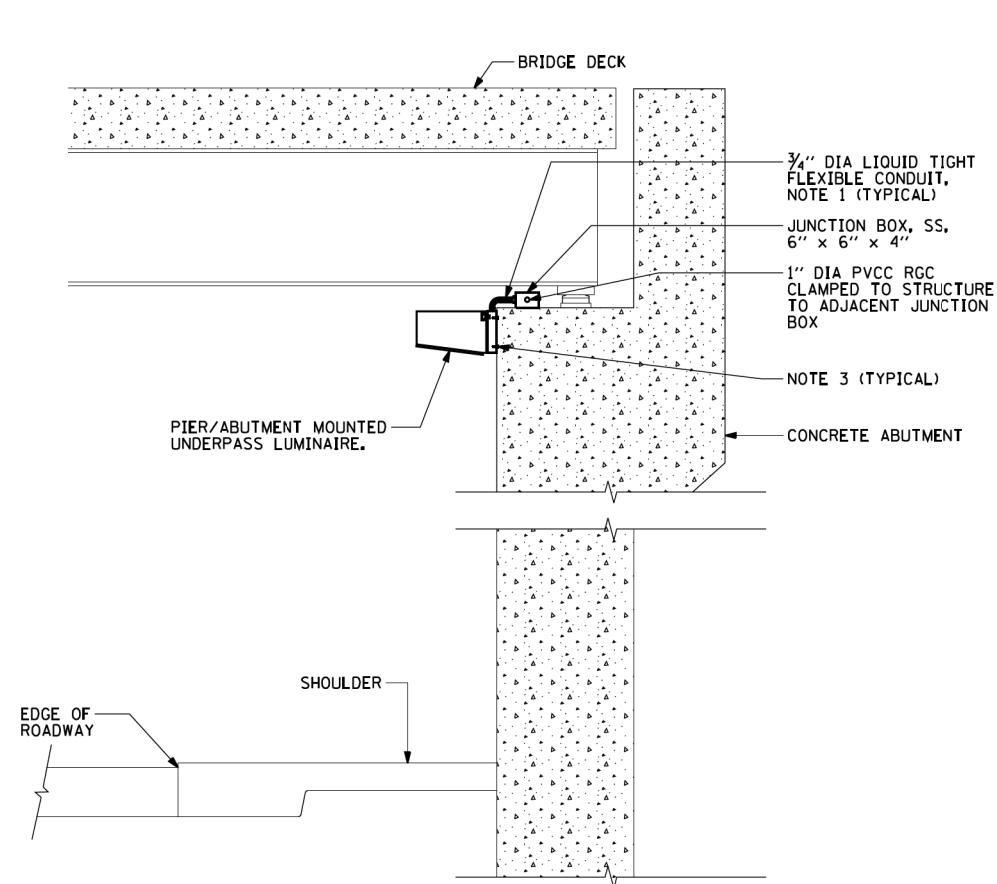
INSTALLATION OF CONDUIT  
IN BRIDGE PARAPET EXPANSION JOINT  
(N.T.S.)



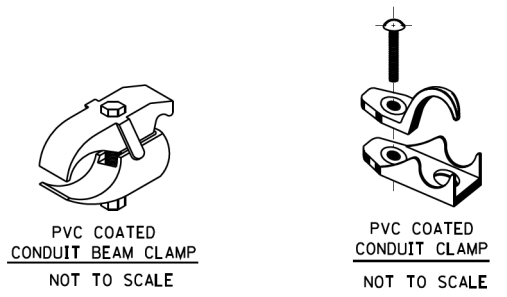
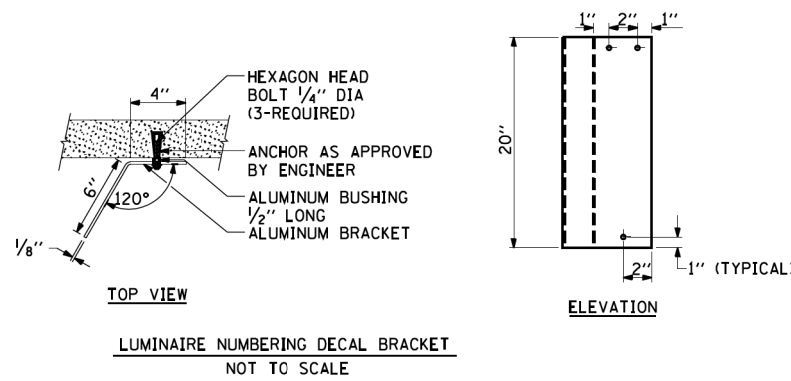
NOTES

1. CONDUIT SHALL BE 4-INCH DIAMETER UNLESS OTHERWISE INDICATED IN THE PLANS.
2. JUNCTION BOX SIZE  
SINGLE FACE WALL: 21" X 11" X 8"  
DOUBLE FACE WALL: 20" X 13" X 12"

ED - BW  
JUNCTION BOX EMBEDDED IN BARRIER WALL



TYPICAL PIER / ABUTMENT MOUNTED UNDERPASS LIGHTING INSTALLATION DETAILS



- NOTES:**
1. LIQUID TIGHT FLEXIBLE METAL CONDUIT, MAXIMUM LENGTH 6'-0", TYPICAL FOR EACH INSTANCE AS SHOWN, PROVIDE PVC COATED RIGID GALVANIZED STEEL CONDUIT AS REQUIRED NOT TO EXCEED 6'-0" OF FLEXIBLE LIQUID TIGHT METAL CONDUIT. LIQUID TIGHT FLEXIBLE METAL CONDUIT WILL BE INCLUDED IN THE COST OF THE CONDUIT ATTACHED TO STRUCTURE, OF THE CORRESPONDING DIA., GALVANIZED STEEL, PVC COATED PAY ITEM EXCEPT THAT THE COST OF THE 3/4" DIA. RIGID STEEL CONDUIT AND 3/4" DIA. FLEXIBLE CONDUIT SHALL BE INCLUDED IN THE LUMINAIRE INSTALLATION.
  2. UNDERPASS LUMINAIRE MOUNTED TO FACE OF PIER OR ABUTMENT WALL. MOUNTING HEIGHT OF 1" BELOW THE TOP OF PIER OR ABUTMENT WALL TYPICAL FOR ALL PIER/ABUTMENT MOUNTED UNDERPASS LUMINAIRES UNLESS OTHERWISE NOTED.
  3. EXPANSION ANCHOR, POWDER ACTUATED FASTENERS WILL NOT BE ALLOWED. EXPANSION ANCHOR MUST BE SIZED IN ACCORDANCE WITH MANUFACTURERS REQUIREMENTS.
  4. SECURE THE CONDUIT WITH PVC COATED CONDUIT CLAMPS OR CONDUIT BEAM CLAMPS AS SHOWN AT 5'-0" INTERVALS FOR LATERALS AND WITHIN 2'-0" MAXIMUM FROM ANY JUNCTION BOX, FLEXIBLE CONDUIT, OR CHANGE IN DIRECTION. ALL PVC COATED CONDUIT CLAMPS OR BEAM CLAMPS SHALL BE INCLUDED WITH THE COST OF THE CONDUIT ATTACHED TO STRUCTURE, OF THE CORRESPONDING DIA., GALVANIZED STEEL, PVC COATED PAY ITEM.
  5. THE CONCRETE ENCASED CONDUIT TRANSITION SHALL BE INCLUDED IN THE COST OF THE GALVANIZED RIGID STEEL CONDUIT PAY ITEMS.
  6. ALL CONDUIT ATTACHED TO STRUCTURE SHALL BE PVC COATED RIGID STEEL CONDUIT (PVCC RGC) TYPICAL.

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 PLOT SCALE = 50.000 ' / IN.  
 PLOT DATE = 1/4/2008

DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE -

REVISED - 01-25-05  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PIER / ABUTMENT MOUNTED UNDERPASS  
 LUMINAIRE INSTALLATION DETAILS**  
 SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	62
<b>BE-902</b>		<b>CONTRACT NO. 60W78</b>		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**GENERAL NOTES**

- "Fasteners shall be ASTM A325 Type 1, Hot-dipped galvanized bolts in accordance to the Special Provision for "Hot Dip Galvanizing for Structural Steel". Bolts 7/8" diameter, holes 5/16" diameter, unless otherwise noted.
- Calculated weight of Structural Steel = 326,160 lbs.  
M270 Grade 36: 38,060 lbs.  
M270 Grade 50: 288,100 lbs.
- All new structural steel shall be galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel"
- Girders have bearing stiffeners and connection plates as required by design. Additional stiffeners may be added at the Contractor's expense as necessary to prevent distortion of the girders during galvanizing. The Contractor shall coordinate with the fabricator and the galvanizer to determine if additional stiffeners are necessary, and where these should be placed. Any proposed changes shall be submitted to the Engineer for approval prior to making any changes.
- Temporary stiffener angles shall be bolted to each side of the splice ends of each girder segment to prevent distortion during galvanizing. Temporary stiffener angles shall bolt or fit tight against top & bottom flanges and include spacer tubes to minimize damage to galvanizing during removal. Cost included with Furn. & Erect. Structural Steel.
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.
- If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06 (b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior girder at each of these additional bracket locations.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- Concrete Sealer shall be applied to the designated areas of the piers, abutments and MSE wall.
  - South Abutment - Bearing Seats, front face of Abutment and front face of Wingwalls.
  - MSE Wall - front face of MSE Wall, front face and top of Coping and top of Coping seal.
  - Pier 1 - All exposed concrete surfaces starting from 3'-0" above top of footing.
  - Pier 2 - All exposed concrete surfaces starting from 4'-0" above top of footing.
- The existing structural steel coating contains lead. The contractor shall take appropriate precautions to deal with the presence of lead on this project.
- The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
- Areas of the existing bridge have permanent protective shield in place. If any part of the existing permanent protective shield system is to be re-used as temporary protective shield, the Contractor shall submit design calculations to the Engineer proving the system meets the requirements of Article 501.03 of the Standard Specifications. The calculations shall be prepared and sealed by an Illinois Licensed Structural Engineer. Removal of the existing protective shield is included with Removal of Existing Structures.
- Existing substructures to be removed to bottom of footing. Cost included with Removal of Existing Structures.

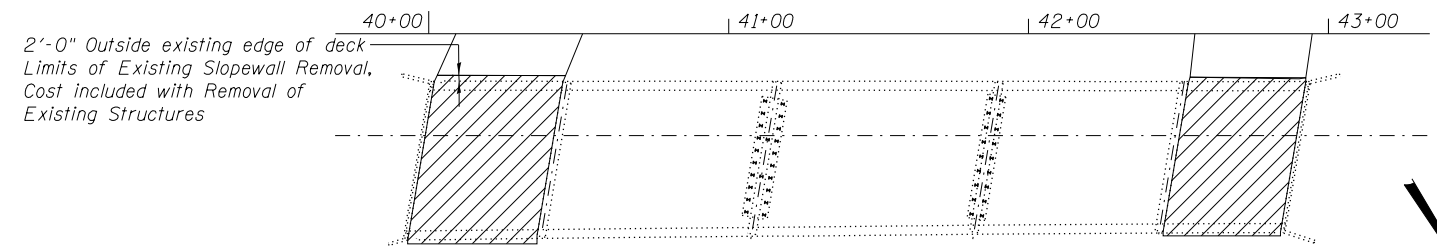
**INDEX OF SHEETS**

- SA1 General Plan and Elevation
- SA2 General Notes, Bill of Material and Index of Sheets
- SA3 General Details
- SA4 Foundation Layout
- SA5 Temporary Soil Retention System and Railing Details
- SA6 Top of Slab Elevations Plan
- SA7 Top of Slab Elevations (1 of 3)
- SA8 Top of Slab Elevations (2 of 3)
- SA9 Top of Slab Elevations (3 of 3)
- SA10 Top of South Approach Slab Elevations
- SA11 Top of North Approach Slab Elevations
- SA12 Deck Reinforcement Plan
- SA13 Deck Cross Section and Details
- SA14 Parapet Details
- SA15 Superstructure Details
- SA16 Concrete Parapet Slipforming Option
- SA17 South Precast Approach Slab Plan
- SA18 South Precast Approach Slab Details (1 of 3)
- SA19 South Precast Approach Slab Details (2 of 3)
- SA20 South Precast Approach Slab Details (3 of 3)
- SA21 North Precast Approach Slab Plan
- SA22 North Precast Approach Slab Details (1 of 4)
- SA23 North Precast Approach Slab Details (2 of 4)
- SA24 North Precast Approach Slab Details (3 of 4)
- SA25 North Precast Approach Slab Details (4 of 4)
- SA26 Framing Plan
- SA27 Girder Elevation
- SA28 Structural Steel Details (1 of 2)
- SA29 Structural Steel Details (2 of 2)
- SA30 Bearing Details
- SA31 South Abutment Details
- SA32 North Abutment Details
- SA33 South Abutment MSE Wall
- SA34 South Abutment MSE Wall Details
- SA35 Pier 1 Details
- SA36 Pier 2 Details
- SA37 Pier 1 & 2 Bar Lists
- SA38 HP Pile Details
- SA39 Soil Boring Logs (1 of 6)
- SA40 Soil Boring Logs (2 of 6)
- SA41 Soil Boring Logs (3 of 6)
- SA42 Soil Boring Logs (4 of 6)
- SA43 Soil Boring Logs (5 of 6)
- SA44 Soil Boring Logs (6 of 6)
- SAX1 Existing Plans (1 of 8)
- SAX2 Existing Plans (2 of 8)
- SAX3 Existing Plans (3 of 8)
- SAX4 Existing Plans (4 of 8)
- SAX5 Existing Plans (5 of 8)
- SAX6 Existing Plans (6 of 8)
- SAX7 Existing Plans (7 of 8)
- SAX8 Existing Plans (8 of 8)

**TOTAL BILL OF MATERIAL**

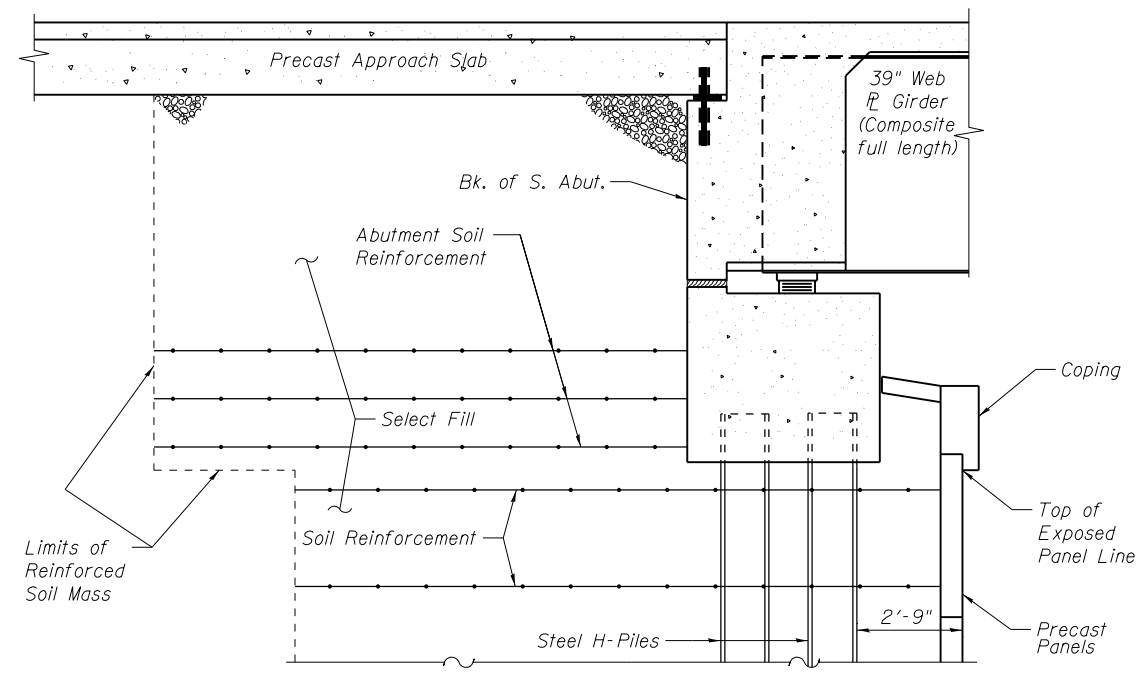
ITEM	UNIT	SUPER	SUB	TOTAL
* Removal of Existing Structures	Each		1	1
Protective Shield	Sq. Yd.	1,192		1,192
Structure Excavation	Cu. Yd.		1,175	1,175
Concrete Structures	Cu. Yd.		382.7	382.7
Concrete Superstructure	Cu. Yd.	461.2		461.2
Bridge Deck Grooving	Sq. Yd.	1,659		1,659
Form Liner Textured Surface	Sq. Ft.	436		436
Protective Coat	Sq. Yd.	1,972		1,972
Furnishing and Erecting Structural Steel	L Sum	1		1
Stud Shear Connectors	Each	7,470		7,470
Reinforcement Bars, Epoxy Coated	Pound	135,380	54,120	189,500
Parapet Railing	Foot		56	56
Slope Wall 4 Inch	Sq. Yd.		230	230
Furnishing Steel Piles HP12x53	Foot		2,822	2,822
Driving Piles	Foot		2,822	2,822
Test Pile Steel HP12x53	Each		4	4
Pile Shoes	Each		72	72
Name Plates	Each		1	1
Preformed Joint Strip Seal	Foot	102.0		102.0
Elastomeric Bearing Assembly, Type I	Each	18		18
Anchor Bolts, 1 1/4"	Each	48		48
Concrete Sealer	Sq. Ft.		5,194	5,194
Geocomposite Wall Drain	Sq. Yd.		61	61
Concrete Wearing Surface, 5"	Sq. Yd.	348		348
Precast Bridge Approach Slab	Sq. Ft.	3,088		3,088
Granular Backfill For Structures	Cu. Yd.		125	125
Mechanically Stabilized Earth Retaining Wall	Sq. Ft.		1,647	1,647
Pipe Underdrains for Structures 4"	Foot		88	88
Temporary Soil Retention System	Sq. Ft.		1,625	1,625

\* Includes removal of existing protective shield located between each girder - full length of bridge.

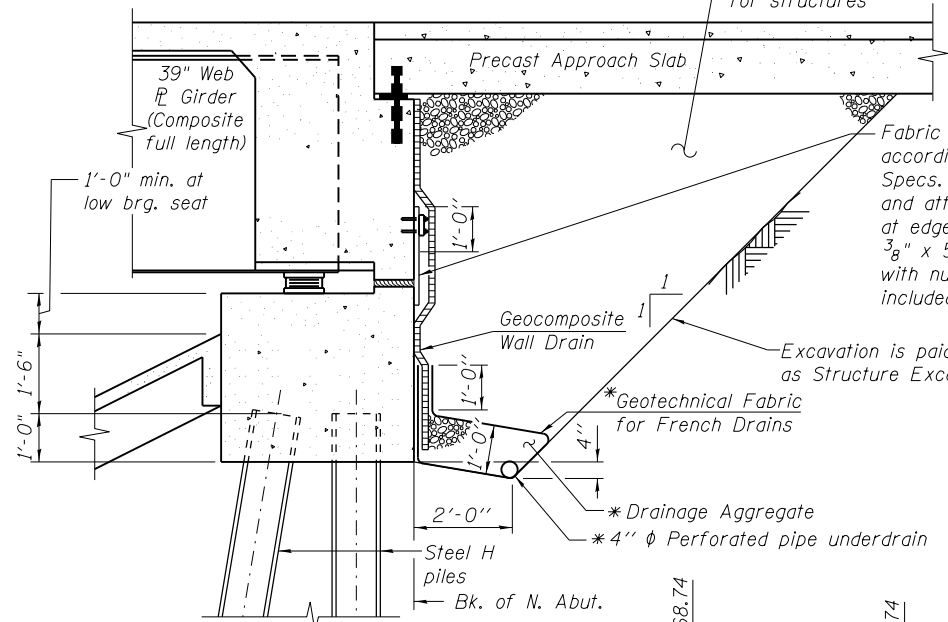


**REMOVAL LIMITS OF EXISTING SLOPEWALL**





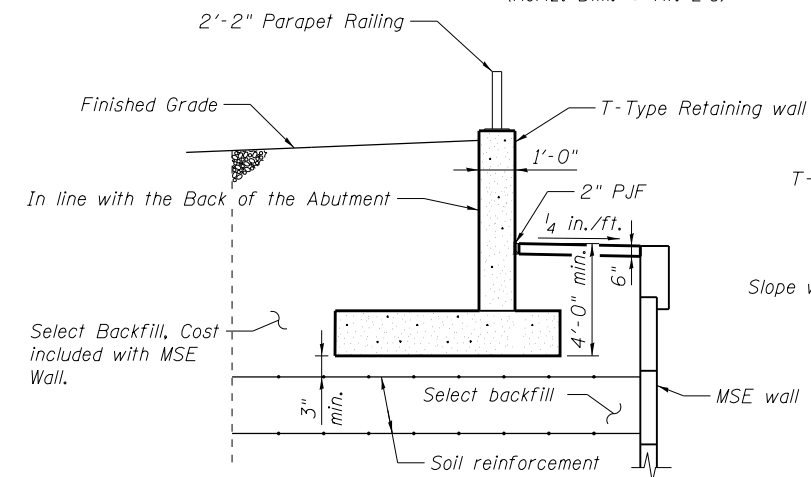
**SECTION THRU SOUTH ABUTMENT**  
(Horiz. Dim. @ Rt. L's)



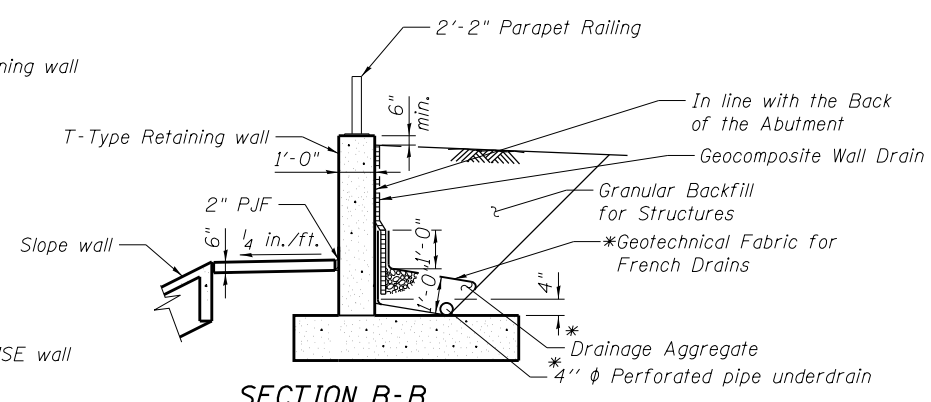
**SECTION THRU NORTH ABUTMENT**  
(Horiz. Dim. @ Rt. L's)

\*Included in the cost of Pipe Underdrains for Structures (see Special Provisions).

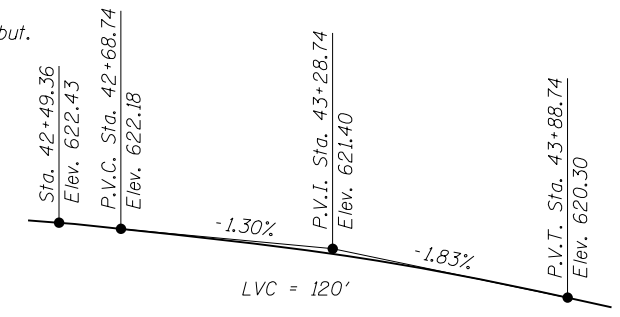
Fabric Reinforced Elastomeric Mat according to Section 1028 of the Std. Specs. Fabric mat shall be 24" wide and attached full width and vertically at edges to the abutment cap with a 3/8" x 5" steel plate and 1/2" phi studs with nuts and washers at 12" cts. Cost included with Concrete Superstructure.



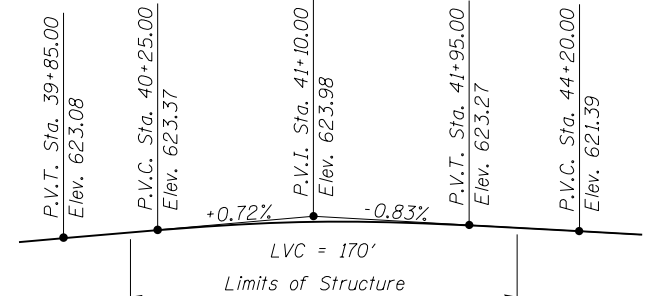
**SECTION C-C**



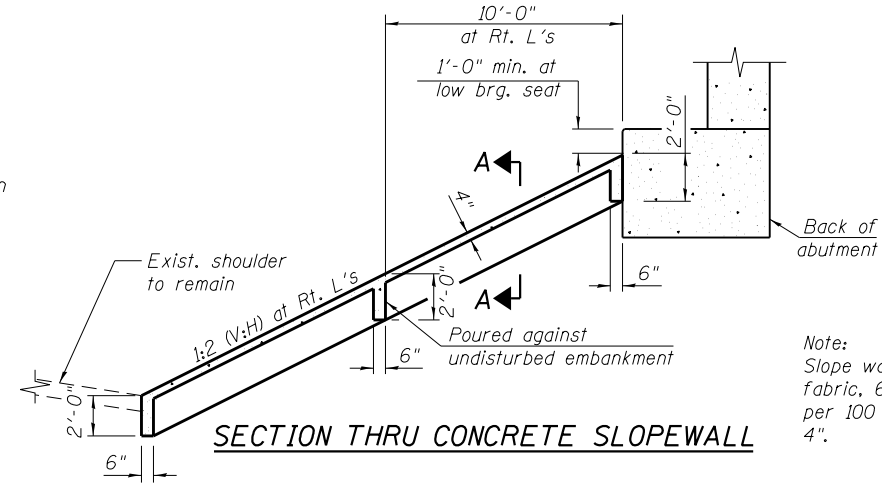
**SECTION B-B**



**PROFILE GRADE RAMP A**  
(Along @ Ramp A)

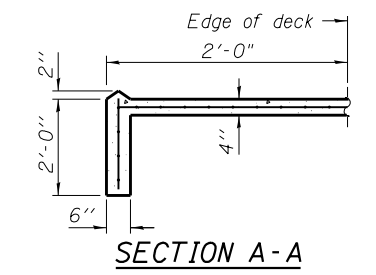


**PROFILE GRADE NB IL-171**  
(Along @ NB IL-171)

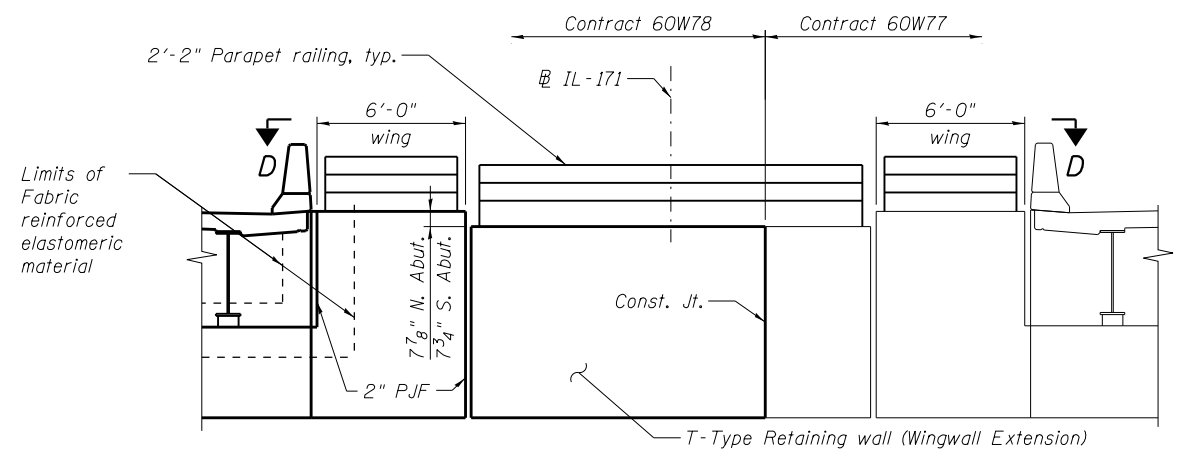


**SECTION THRU CONCRETE SLOPEWALL**

Note: Slope wall shall be reinforced with welded wire fabric, 6" x 6" W4.0 x W4.0, weight 58 lbs. per 100 sq. ft. Cost included with Slope Wall 4".

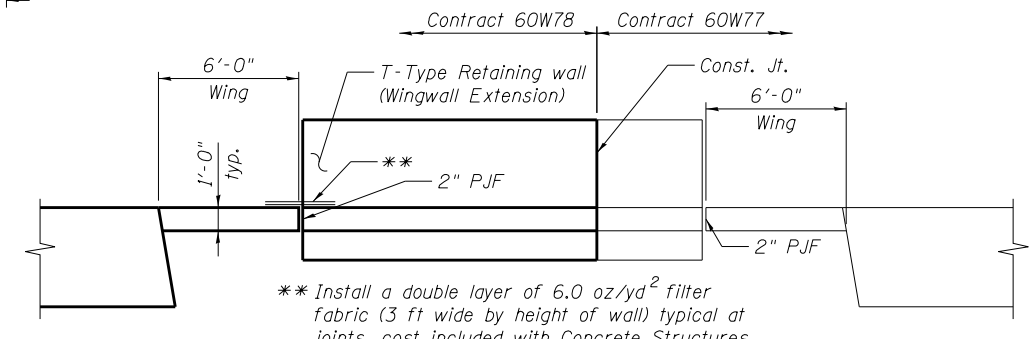


**SECTION A-A**



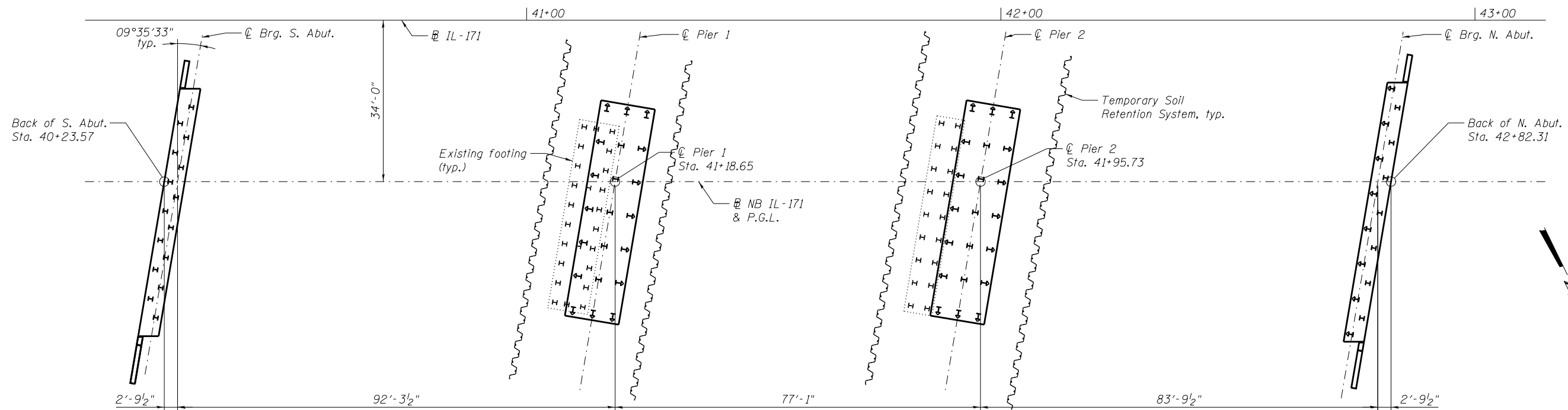
**WINGWALL AND RETAINING WALL ELEVATION**

Note: All drainage system components shall slope away from the @ IL-171 and extend parallel to the abutment backwall until 2'-0" beyond the end of the east wingwall. The pipe shall extend until intersecting the side slope. The pipe shall drain into a concrete headwall. (See article 601.05 of the Standard Specifications and Highway Standard 601101). See sheet SA5 for Parapet Railing Details.

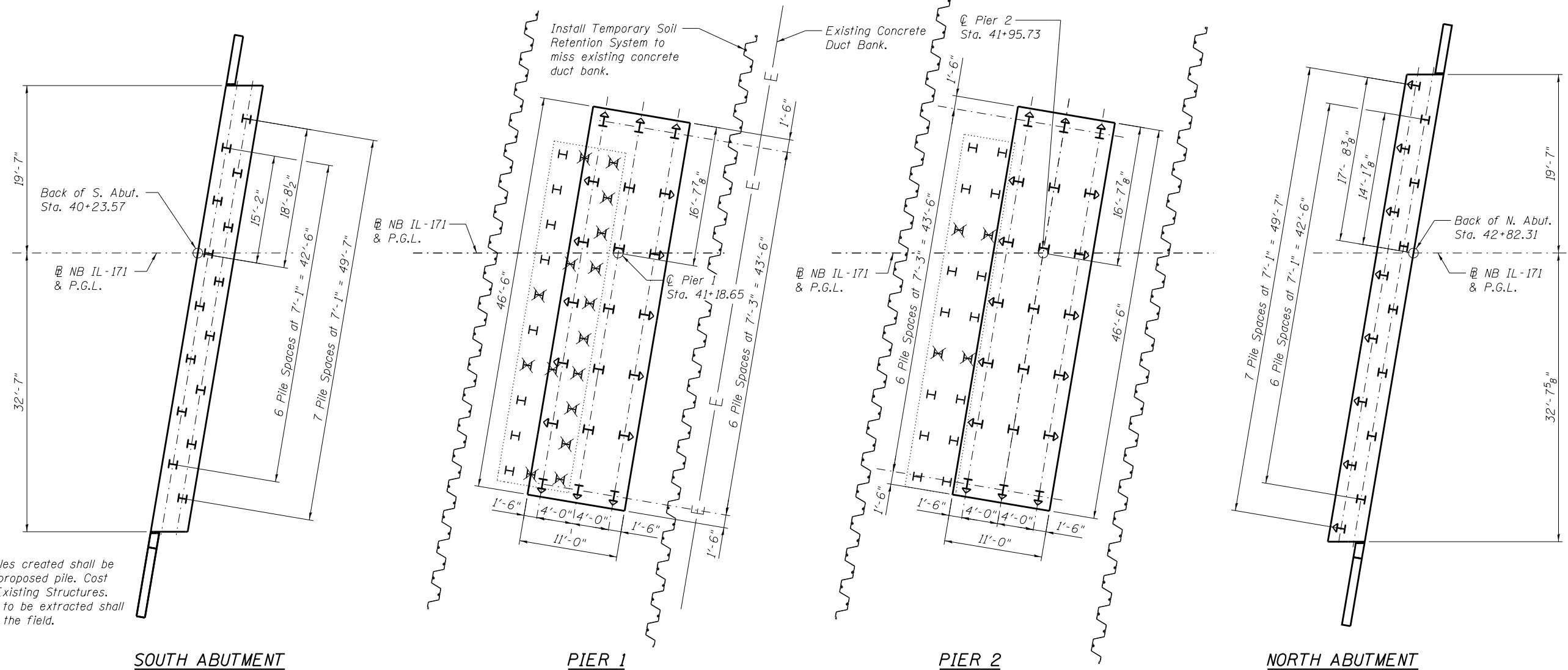


\*\* Install a double layer of 6.0 oz/yd<sup>2</sup> filter fabric (3 ft wide by height of wall) typical at joints, cost included with Concrete Structures.

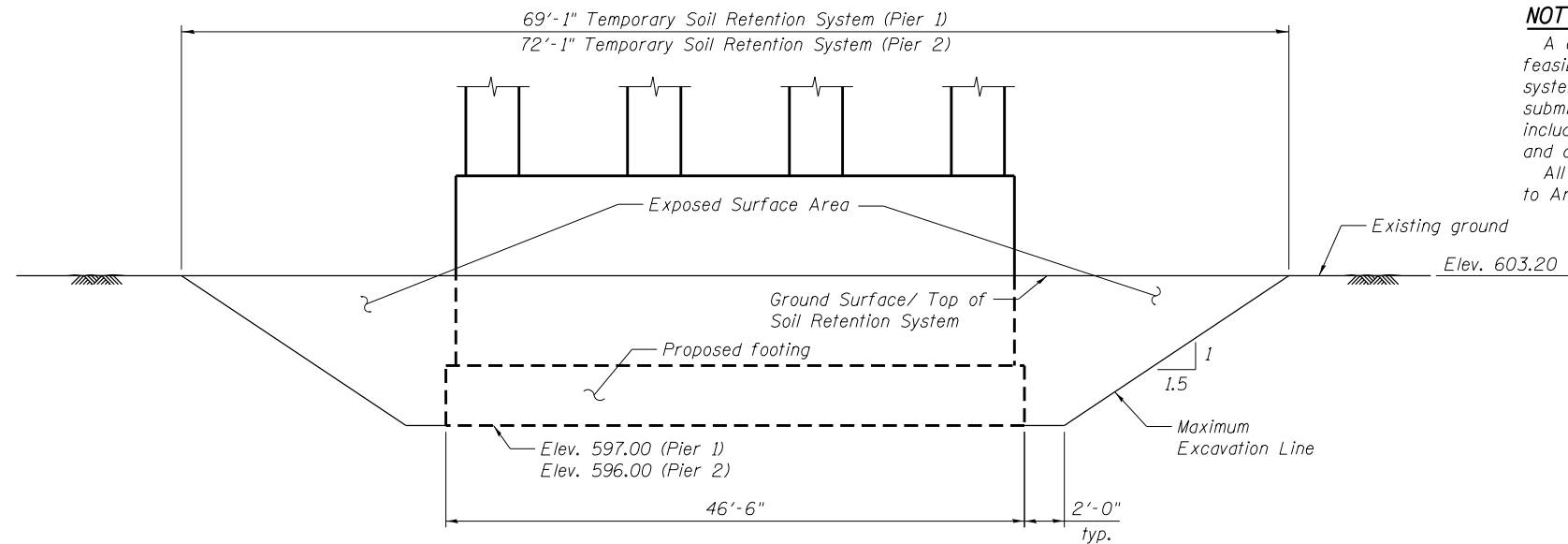
**VIEW D-D**



**FOUNDATION LAYOUT**



Existing pile to be extracted. Holes created shall be filled with sand prior to driving proposed pile. Cost to be included with Removal of Existing Structures. (16 at Pier 1; 4 at Pier 2) Piles to be extracted shall be confirmed by the Engineer in the field.

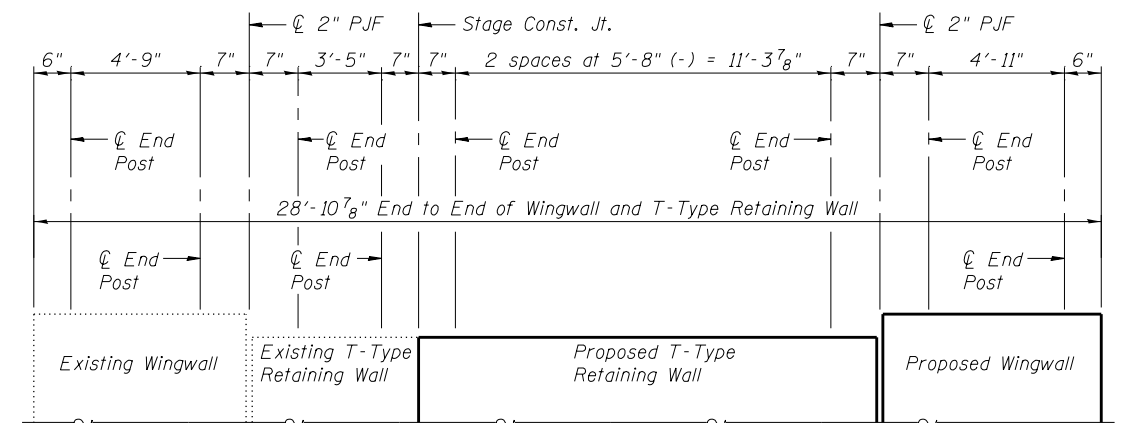


**PIER TEMPORARY SOIL RETENTION**

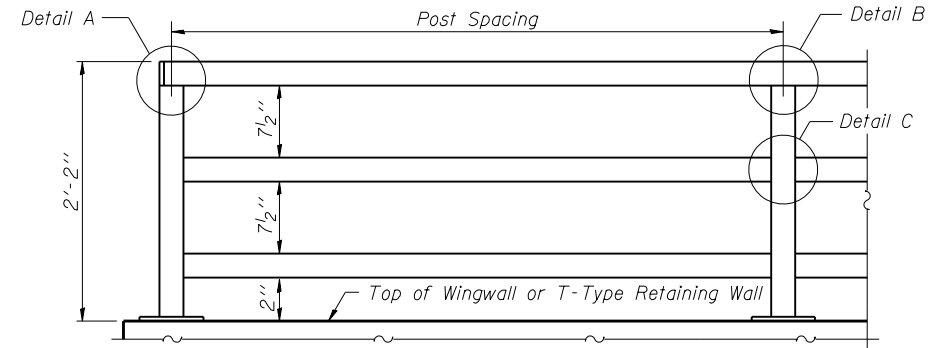
**NOTE:**  
A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.  
All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.

**BILL OF MATERIAL**

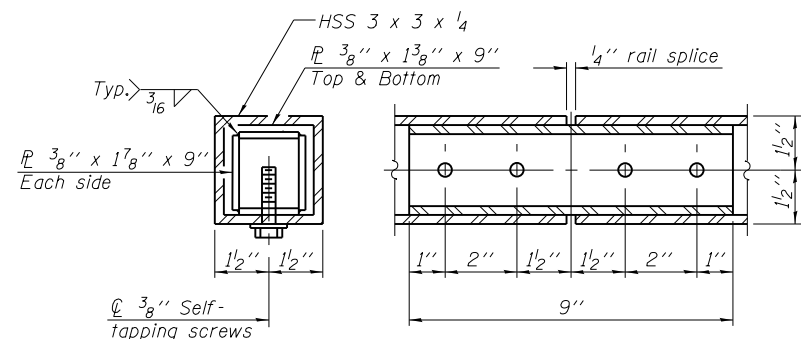
ITEM	UNIT	TOTAL
Temporary Soil Retention System	Sq. Ft.	1625
Parapet Railing	Foot	56



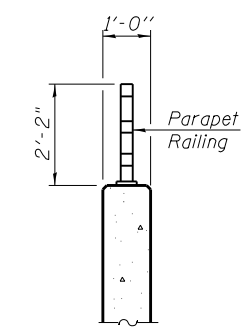
**PARAPET RAILING POST SPACING**



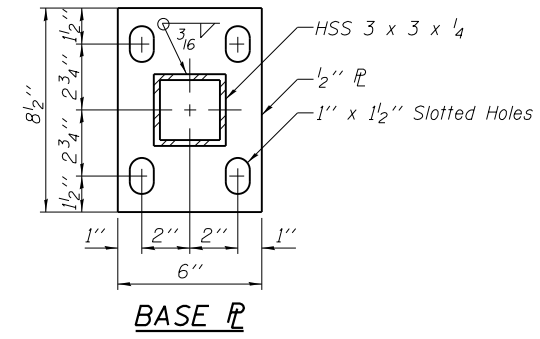
**PARAPET RAILING ELEVATION**



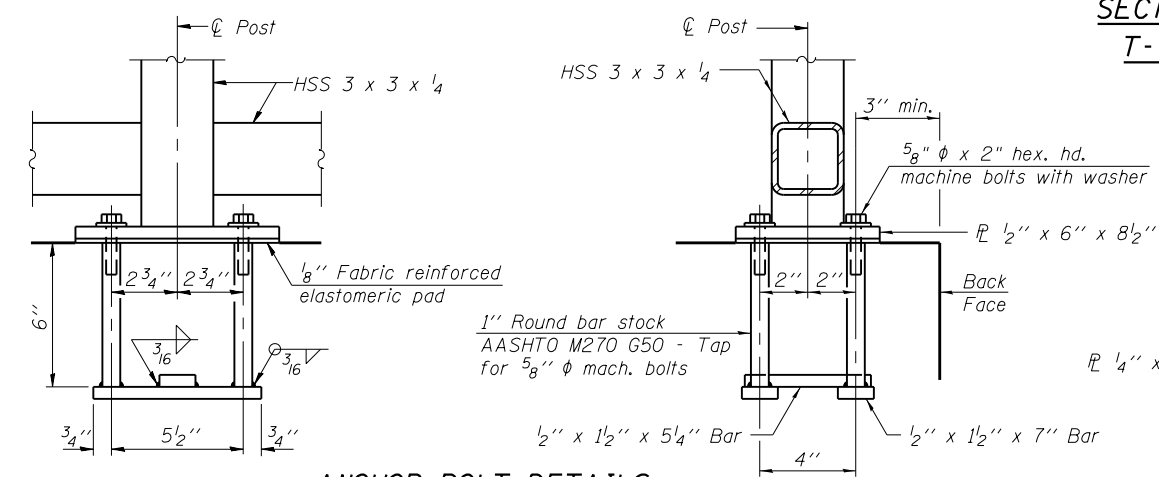
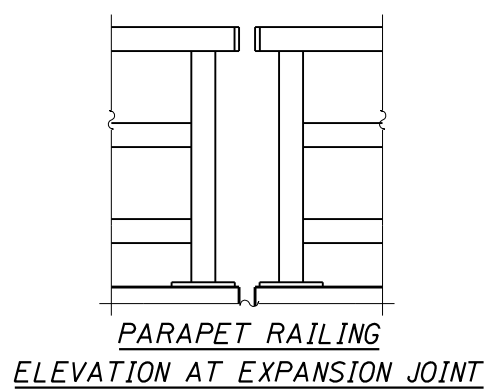
**RAIL SPLICE**



**SECTION THRU WINGWALL OR T-TYPE RETAINING WALL**

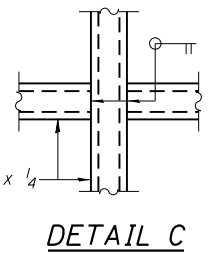
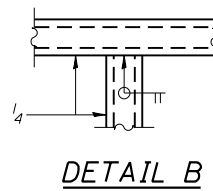
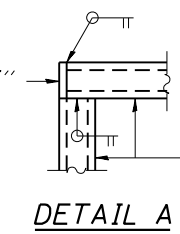


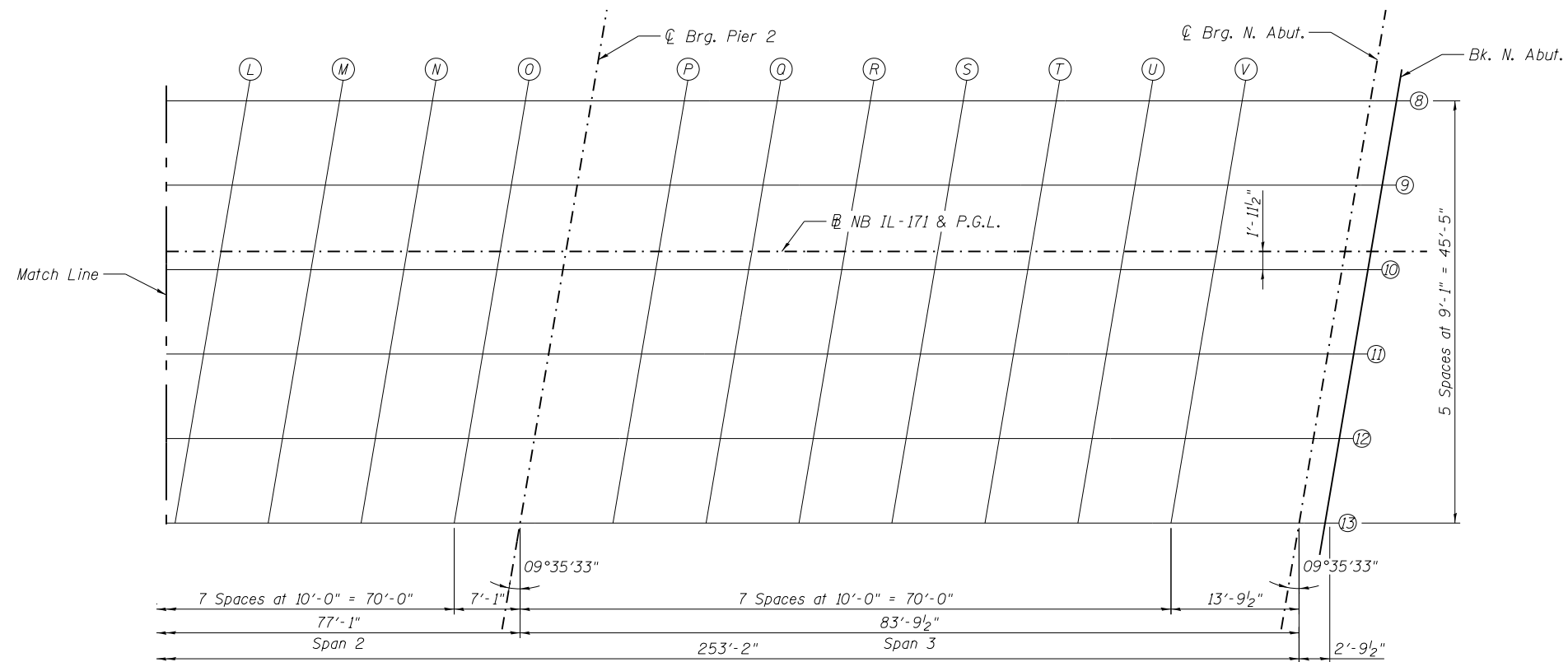
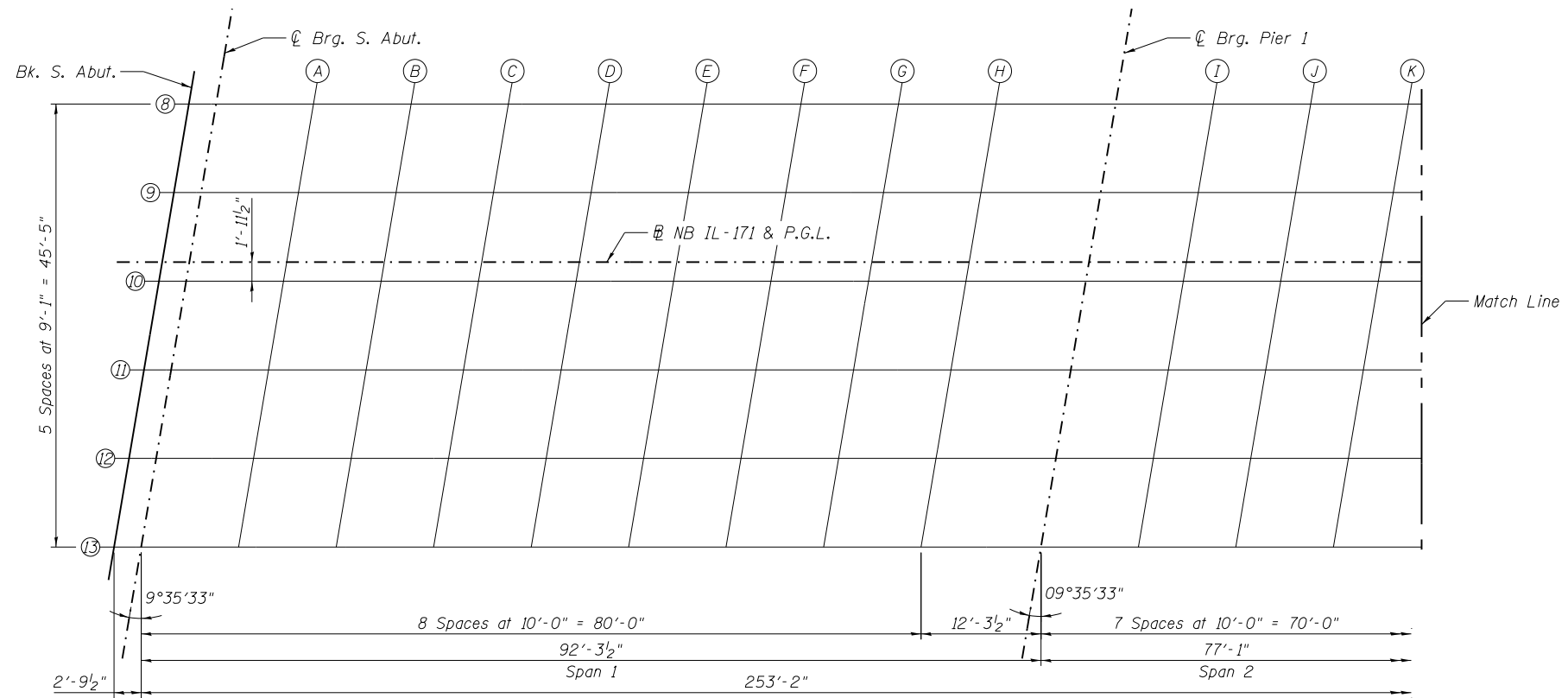
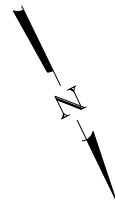
**BASE PLATE**



**ANCHOR BOLT DETAILS**

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





**PLAN**



USER NAME = Lin.39	DESIGNED - HP	REVISED -
FILE NAME =	CHECKED - RPW	REVISED -
\\0161511.60w78.006.T05.Plan.dgn	DRAWN - AJF	REVISED -
PLOT DATE = 6/9/2015 8:54:15 AM	CHECKED - MTH	REVISED -

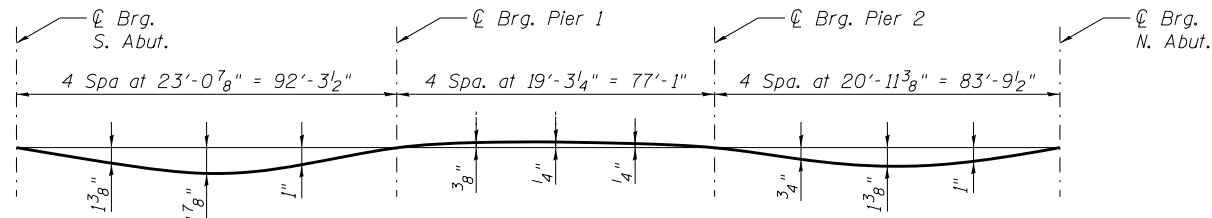
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS PLAN  
STRUCTURE NO. 016-1511**

SHEET NO. SA6 OF SA44 SHEETS

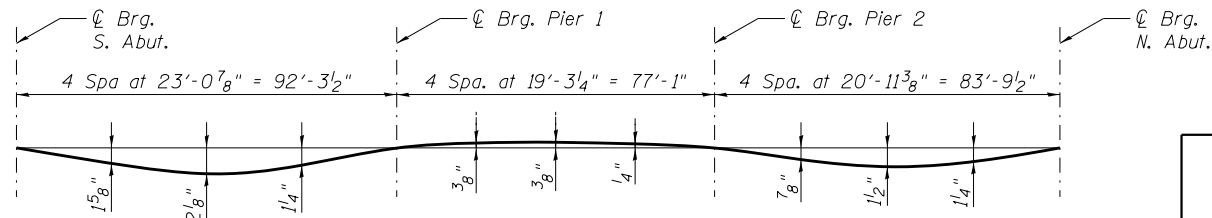
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	68
				<b>CONTRACT NO. 60W78</b>

ILLINOIS FED. AID PROJECT



**DEAD LOAD DEFLECTION DIAGRAM - EXTERIOR GIRDERS**

(Includes weight of concrete only.)

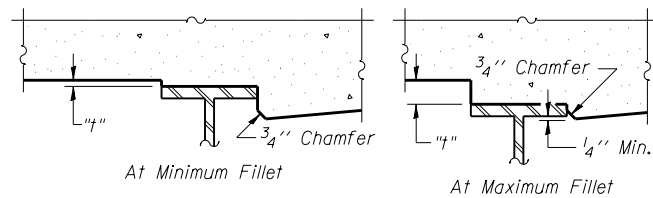


**DEAD LOAD DEFLECTION DIAGRAM - INTERIOR GIRDERS**

(Includes weight of concrete only.)

**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 herein and on sheets SA8 & SA9.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown herein, and on sheet SA6. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown herein, and on sheets SA8 & SA9, minus slab thickness, equals the fillet heights "t" above top flange of beams.

**FILLET HEIGHTS**

**GIRDER 8**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	40+26.30	-16.21	623.11	623.11
☉ Brg. S. Abut.	40+29.10	-16.21	623.13	623.13
A	40+39.10	-16.21	623.19	623.25
B	40+49.10	-16.21	623.25	623.36
C	40+59.10	-16.21	623.29	623.43
D	40+69.10	-16.21	623.33	623.48
E	40+79.10	-16.21	623.36	623.50
F	40+89.10	-16.21	623.38	623.50
G	40+99.10	-16.21	623.38	623.47
H	41+09.10	-16.21	623.38	623.43
☉ Brg. Pier 1	41+21.39	-16.21	623.37	623.37
I	41+31.39	-16.21	623.35	623.33
J	41+41.39	-16.21	623.32	623.29
K	41+51.39	-16.21	623.28	623.26
L	41+61.39	-16.21	623.23	623.21
M	41+71.39	-16.21	623.18	623.15
N	41+81.39	-16.21	623.11	623.09
O	41+91.39	-16.21	623.04	623.02
☉ Brg. Pier 2	41+98.47	-16.21	622.98	622.98
P	42+08.47	-16.21	622.89	622.92
Q	42+18.47	-16.21	622.81	622.87
R	42+28.47	-16.21	622.73	622.82
S	42+38.47	-16.21	622.65	622.75
T	42+48.47	-16.21	622.56	622.67
U	42+58.47	-16.21	622.48	622.57
V	42+68.47	-16.21	622.40	622.46
☉ Brg. N. Abut.	42+82.26	-16.21	622.28	622.28
Bk. N. Abut.	42+85.05	-16.21	622.26	622.26

**GIRDER 9**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	40+24.77	-7.13	623.26	623.26
☉ Brg. S. Abut.	40+27.56	-7.13	623.28	623.28
A	40+37.56	-7.13	623.34	623.41
B	40+47.56	-7.13	623.40	623.52
C	40+57.56	-7.13	623.44	623.61
D	40+67.56	-7.13	623.48	623.66
E	40+77.56	-7.13	623.51	623.68
F	40+87.56	-7.13	623.53	623.67
G	40+97.56	-7.13	623.54	623.64
H	41+07.56	-7.13	623.54	623.59
☉ Brg. Pier 1	41+19.85	-7.13	623.53	623.53
I	41+29.85	-7.13	623.51	623.49
J	41+39.85	-7.13	623.48	623.45
K	41+49.85	-7.13	623.45	623.42
L	41+59.85	-7.13	623.40	623.37
M	41+69.85	-7.13	623.34	623.32
N	41+79.85	-7.13	623.28	623.26
O	41+89.85	-7.13	623.21	623.19
☉ Brg. Pier 2	41+96.94	-7.13	623.15	623.15
P	42+06.94	-7.13	623.06	623.10
Q	42+16.94	-7.13	622.98	623.05
R	42+26.94	-7.13	622.90	623.00
S	42+36.94	-7.13	622.82	622.94
T	42+46.94	-7.13	622.73	622.86
U	42+56.94	-7.13	622.65	622.76
V	42+66.94	-7.13	622.57	622.64
☉ Brg. N. Abut.	42+80.73	-7.13	622.45	622.45
Bk. N. Abut.	42+83.52	-7.13	622.43	622.43

**NB IL-171 & P.G.L.**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	40+23.57	0.00	623.35	623.35
☉ Brg. S. Abut.	40+26.36	0.00	623.37	623.37
A	40+36.36	0.00	623.44	623.51
B	40+46.36	0.00	623.50	623.62
C	40+56.36	0.00	623.55	623.71
D	40+66.36	0.00	623.58	623.76
E	40+76.36	0.00	623.61	623.78
F	40+86.36	0.00	623.64	623.78
G	40+96.36	0.00	623.65	623.74
H	41+06.36	0.00	623.65	623.70
☉ Brg. Pier 1	41+18.65	0.00	623.64	623.64
I	41+28.65	0.00	623.62	623.60
J	41+38.65	0.00	623.59	623.56
K	41+48.65	0.00	623.56	623.53
L	41+58.65	0.00	623.51	623.48
M	41+68.65	0.00	623.46	623.43
N	41+78.65	0.00	623.40	623.37
O	41+88.65	0.00	623.32	623.31
☉ Brg. Pier 2	41+95.73	0.00	623.26	623.26
P	42+05.73	0.00	623.18	623.21
Q	42+15.73	0.00	623.10	623.17
R	42+25.73	0.00	623.01	623.12
S	42+35.73	0.00	622.93	623.06
T	42+45.73	0.00	622.85	622.98
U	42+55.73	0.00	622.77	622.88
V	42+65.73	0.00	622.68	622.76
☉ Brg. N. Abut.	42+79.52	0.00	622.57	622.57
Bk. N. Abut.	42+82.32	0.00	622.55	622.55

**GIRDER 10**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	40+23.23	1.96	623.32	
☉ Brg. S. Abut.	40+26.03	1.96	623.34	
A	40+36.03	1.96	623.41	623.32
B	40+46.03	1.96	623.47	623.34
C	40+56.03	1.96	623.52	623.48
D	40+66.03	1.96	623.55	623.59
E	40+76.03	1.96	623.58	623.68
F	40+86.03	1.96	623.61	623.73
G	40+96.03	1.96	623.62	623.75
H	41+06.03	1.96	623.62	623.75
			623.71	
☉ Brg. Pier 1	41+18.32	1.96	623.61	623.67
			623.61	
I	41+28.32	1.96	623.59	623.57
J	41+38.32	1.96	623.57	623.54
K	41+48.32	1.96	623.53	623.50
L	41+58.32	1.96	623.49	623.46
M	41+68.32	1.96	623.43	623.40
N	41+78.32	1.96	623.37	623.34
O	41+88.32	1.96	623.30	623.28
			623.24	
☉ Brg. Pier 2	41+95.40	1.96	623.24	623.19
			623.14	
P	42+05.40	1.96	623.15	623.09
Q	42+15.40	1.96	623.07	623.03
R	42+25.40	1.96	622.99	622.95
S	42+35.40	1.96	622.91	622.85
T	42+45.40	1.96	622.82	622.73
U	42+55.40	1.96	622.74	622.54
V	42+65.40	1.96	622.66	622.52
☉ Brg. N. Abut.	42+79.19	1.96	622.54	
Bk. N. Abut.	42+81.98	1.96	622.52	

**GIRDER 11**

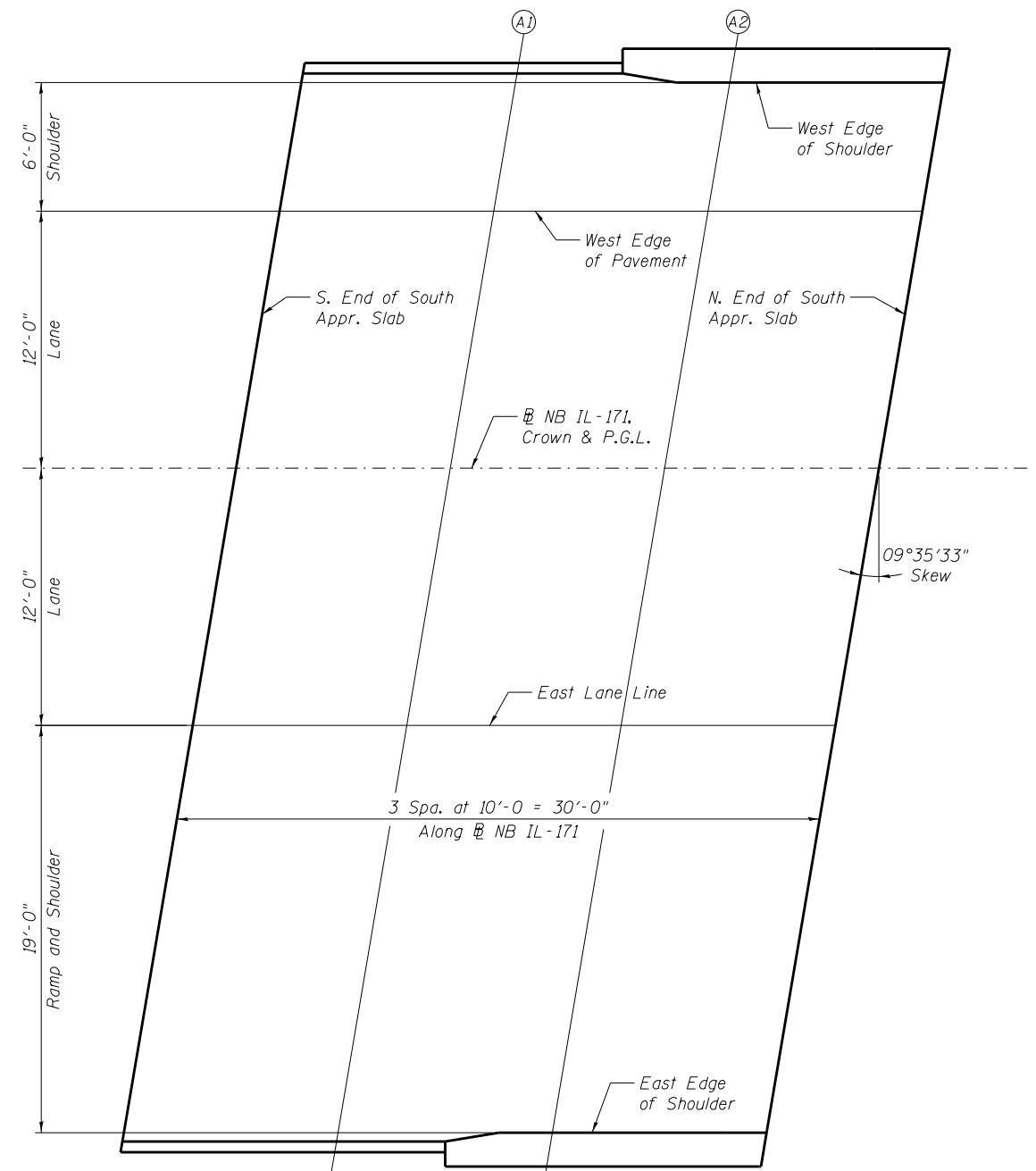
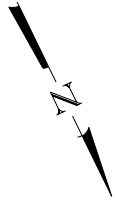
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	40+21.70	11.04	623.18	623.18
☉ Brg. S. Abut.	40+24.49	11.04	623.20	623.20
A	40+34.49	11.04	623.26	623.33
B	40+44.49	11.04	623.32	623.45
C	40+54.49	11.04	623.37	623.54
D	40+64.49	11.04	623.41	623.59
E	40+74.49	11.04	623.44	623.61
F	40+84.49	11.04	623.47	623.61
G	40+94.49	11.04	623.48	623.58
H	41+04.49	11.04	623.48	623.53
☉ Brg. Pier 1	41+16.78	11.04	623.48	623.48
I	41+26.78	11.04	623.46	623.44
J	41+36.78	11.04	623.43	623.40
K	41+46.78	11.04	623.40	623.37
L	41+56.78	11.04	623.36	623.33
M	41+66.78	11.04	623.30	623.28
N	41+76.78	11.04	623.24	623.22
O	41+86.78	11.04	623.17	623.16
☉ Brg. Pier 2	41+93.87	11.04	623.12	623.12
P	42+03.87	11.04	623.03	623.06
Q	42+13.87	11.04	622.95	623.02
R	42+23.87	11.04	622.86	622.97
S	42+33.87	11.04	622.78	622.91
T	42+43.87	11.04	622.70	622.83
U	42+53.87	11.04	622.62	622.72
V	42+63.87	11.04	622.53	622.61
☉ Brg. N. Abut.	42+77.66	11.04	622.42	622.42
Bk. N. Abut.	42+80.45	11.04	622.40	622.40

**GIRDER 12**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	40+20.16	20.13	622.99	622.99
☉ Brg. S. Abut.	40+22.96	20.13	623.01	623.01
A	40+32.96	20.13	623.08	623.15
B	40+42.96	20.13	623.14	623.26
C	40+52.96	20.13	623.19	623.35
D	40+62.96	20.13	623.23	623.41
E	40+72.96	20.13	623.26	623.43
F	40+82.96	20.13	623.29	623.43
G	40+92.96	20.13	623.30	623.40
H	41+02.96	20.13	623.31	623.36
☉ Brg. Pier 1	41+15.25	20.13	623.30	623.30
I	41+25.25	20.13	623.29	623.26
J	41+35.25	20.13	623.26	623.23
K	41+45.25	20.13	623.23	623.20
L	41+55.25	20.13	623.19	623.16
M	41+65.25	20.13	623.14	623.11
N	41+75.25	20.13	623.08	623.05
O	41+85.25	20.13	623.01	622.99
☉ Brg. Pier 2	41+92.33	20.13	622.95	622.95
P	42+02.33	20.13	622.87	622.90
Q	42+12.33	20.13	622.78	622.86
R	42+22.33	20.13	622.70	622.81
S	42+32.33	20.13	622.62	622.74
T	42+42.33	20.13	622.53	622.66
U	42+52.33	20.13	622.44	622.55
V	42+62.33	20.13	622.34	622.41
☉ Brg. N. Abut.	42+76.12	20.13	622.19	622.19
Bk. N. Abut.	42+78.91	20.13	622.16	622.16

**GIRDER 13**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	40+18.63	29.21	622.79	622.79
☉ Brg. S. Abut.	40+21.42	29.21	622.82	622.82
A	40+31.42	29.21	622.89	622.94
B	40+41.42	29.21	622.95	623.05
C	40+51.42	29.21	623.00	623.14
D	40+61.42	29.21	623.04	623.20
E	40+71.42	29.21	623.08	623.22
F	40+81.42	29.21	623.10	623.22
G	40+91.42	29.21	623.12	623.20
H	41+01.42	29.21	623.12	623.17
☉ Brg. Pier 1	41+13.71	29.21	623.12	623.12
I	41+23.71	29.21	623.11	623.09
J	41+33.71	29.21	623.08	623.06
K	41+43.71	29.21	623.05	623.03
L	41+53.71	29.21	623.01	622.99
M	41+63.71	29.21	622.96	622.94
N	41+73.71	29.21	622.90	622.88
O	41+83.71	29.21	622.84	622.82
☉ Brg. Pier 2	41+90.80	29.21	622.78	622.78
P	42+00.80	29.21	622.70	622.73
Q	42+10.80	29.21	622.61	622.68
R	42+20.80	29.21	622.53	622.62
S	42+30.80	29.21	622.45	622.56
T	42+40.80	29.21	622.37	622.48
U	42+50.80	29.21	622.28	622.37
V	42+60.80	29.21	622.14	622.20
☉ Brg. N. Abut.	42+74.59	29.21	621.96	621.96
Bk. N. Abut.	42+77.38	29.21	621.92	621.92



**PLAN**  
South Approach

**WEST EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations
S. End of South Appr. Slab	39+97.62	-18.00	622.87
A1	40+07.62	-18.00	622.94
A2	40+17.62	-18.00	623.01
N. End of South Appr. Slab	40+27.62	-18.00	623.08

**WEST EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
S. End of South Appr. Slab	39+96.61	-12.00	622.98
A1	40+06.61	-12.00	623.05
A2	40+16.61	-12.00	623.12
N. End of South Appr. Slab	40+26.61	-12.00	623.20

**NB IL-171, CROWN & P.G.L.**

Location	Station	Offset	Theoretical Grade Elevations
S. End of South Appr. Slab	39+94.57	0.00	623.15
A1	40+04.57	0.00	623.22
A2	40+14.57	0.00	623.29
N. End of South Appr. Slab	40+24.57	0.00	623.36

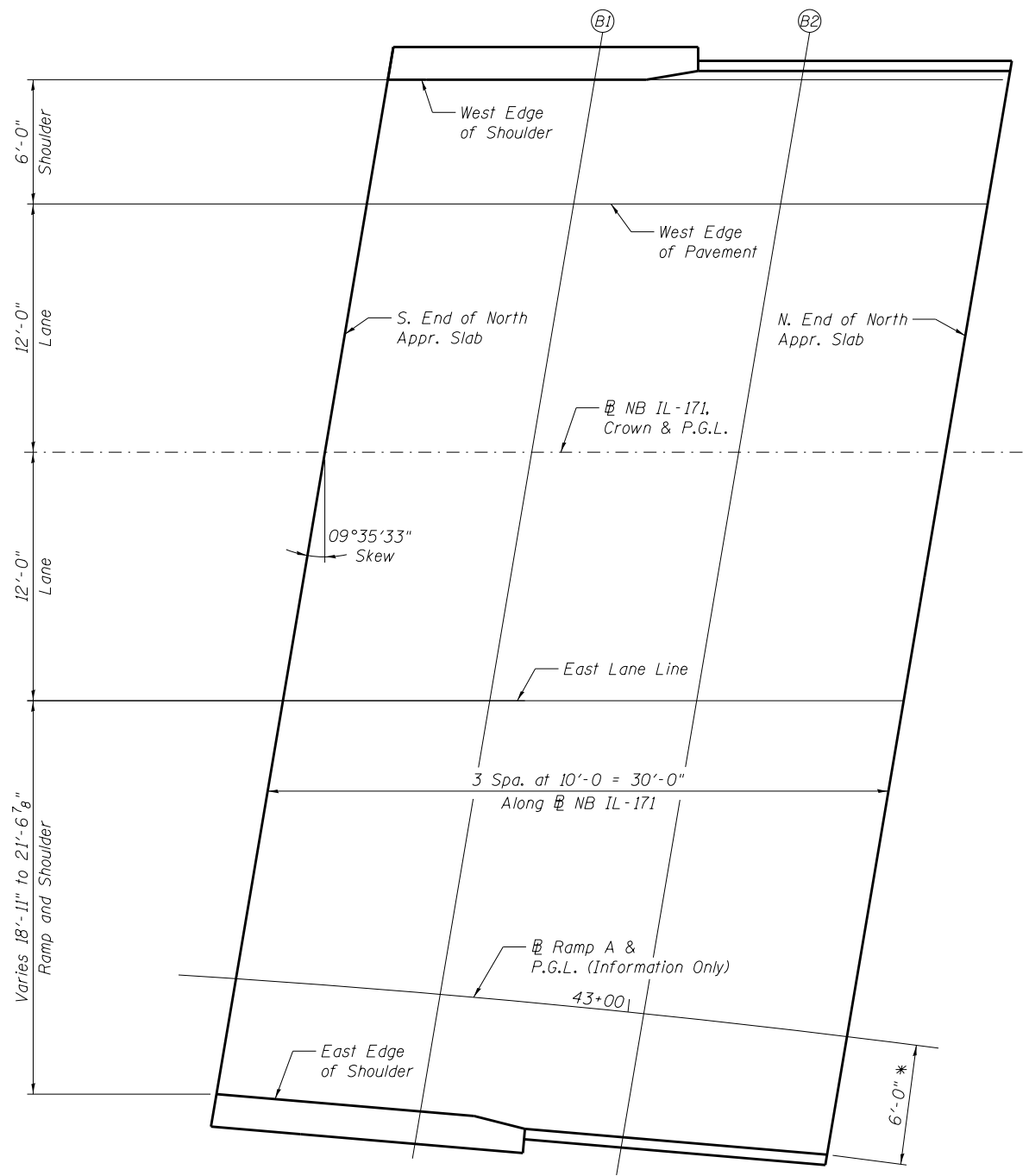
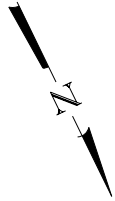
**EAST LANE LINE**

Location	Station	Offset	Theoretical Grade Elevations
S. End of South Appr. Slab	39+92.55	12.00	622.95
A1	40+02.55	12.00	623.02
A2	40+12.55	12.00	623.10
N. End of South Appr. Slab	40+22.55	12.00	623.17

**EAST EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations
S. End of South Appr. Slab	39+89.34	31.00	622.55
A1	39+99.34	31.00	622.62
A2	40+09.34	31.00	622.69
N. End of South Appr. Slab	40+19.34	31.00	622.76





**PLAN**  
North Approach

\* Radial Dimension

**WEST EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations
S. End of North Appr. Slab	42+84.34	-18.00	622.23
B1	42+94.34	-18.00	622.15
B2	43+04.34	-18.00	622.06
N. End of North Appr. Slab	43+14.34	-18.00	621.98

**WEST EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
S. End of North Appr. Slab	42+83.33	-12.00	622.36
B1	42+93.33	-12.00	622.27
B2	43+03.33	-12.00	622.19
N. End of North Appr. Slab	43+13.33	-12.00	622.11

**NB IL-171, CROWN & P.G.L.**

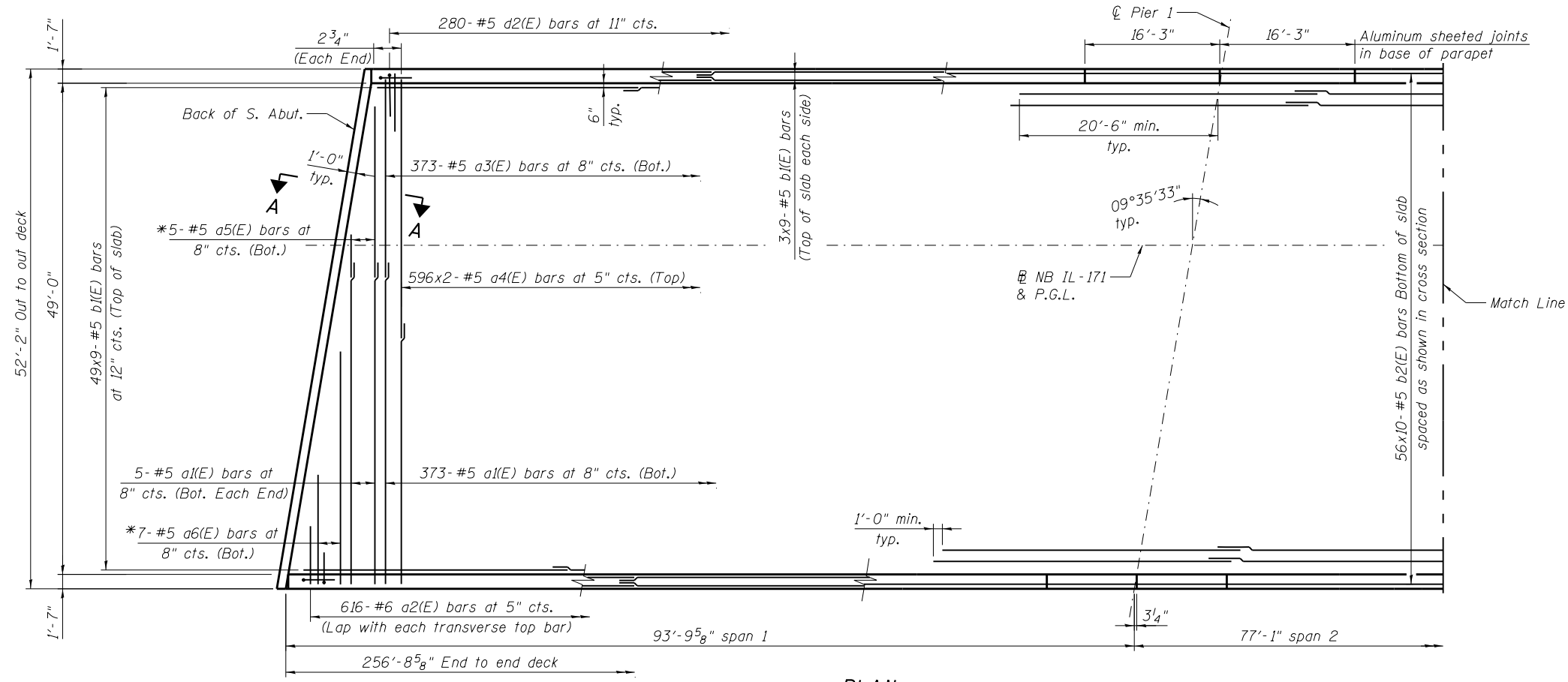
Location	Station	Offset	Theoretical Grade Elevations
S. End of North Appr. Slab	42+81.30	0.00	622.55
B1	42+91.30	0.00	622.47
B2	43+01.30	0.00	622.39
N. End of North Appr. Slab	43+11.30	0.00	622.30

**EAST LANE LINE**

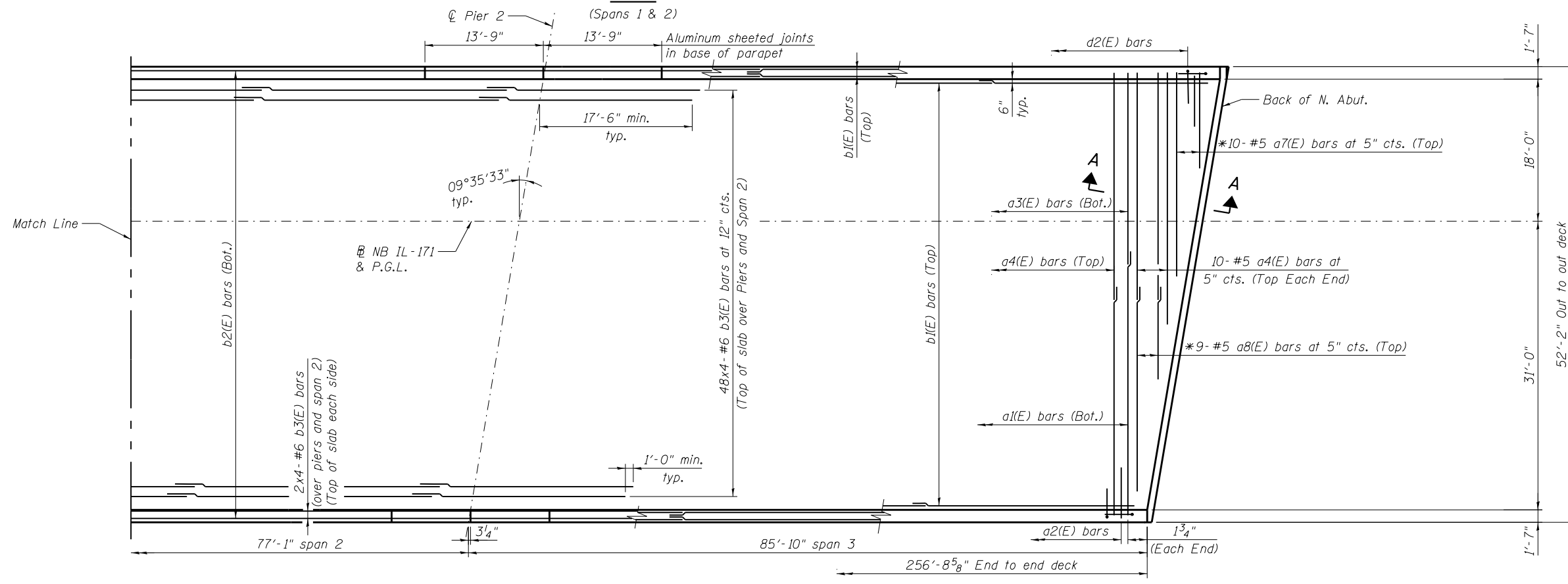
Location	Station	Offset	Theoretical Grade Elevations
S. End of North Appr. Slab	42+79.27	12.00	622.39
B1	42+89.27	12.00	622.31
B2	42+99.27	12.00	622.22
N. End of North Appr. Slab	43+09.27	12.00	622.14

**EAST EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations
S. End of North Appr. Slab	42+76.08	30.91	621.89
B1	42+85.96	31.61	621.73
B2	42+95.81	32.49	621.56
N. End of North Appr. Slab	43+05.63	33.57	621.38



**PLAN**



**PLAN**

**NOTES:**

1. See sheet SA15 for superstructure details, Section A-A and Bill of Materials.
2. See sheet SA13 for Deck Cross Section
3. Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
4. See sheet SA14 for parapet reinforcement.

**MINIMUM BAR LAP**

(Slab)  
 #5 bar = 3'-3"  
 #6 bar = 3'-10"

\* Order a5(E) thru a8(E) bars full length. Cut to fit skew and use remainder of bars on opposite end.



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DESIGNED - HP  
 CHECKED - RPW  
 DRAWN - AJF  
 CHECKED - MTH

REVISED -  
 REVISED -  
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 REVISED -

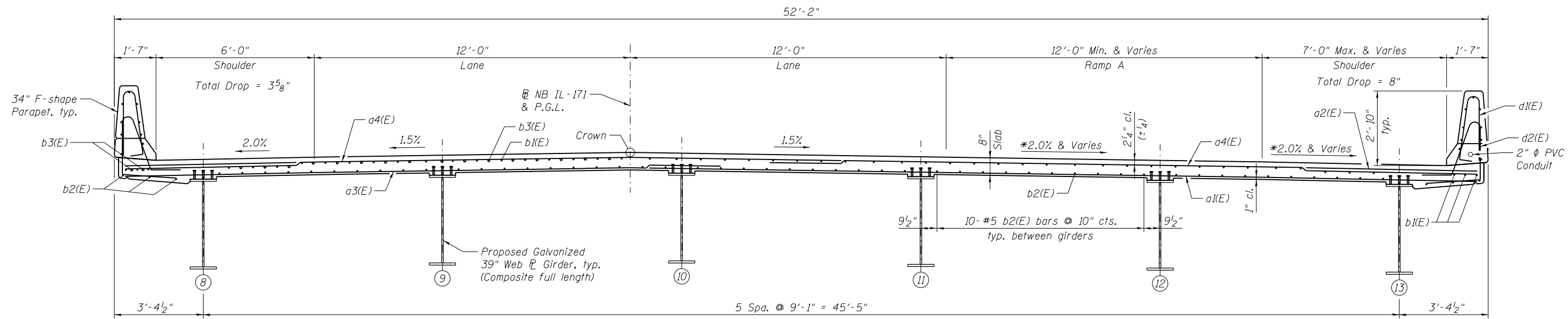
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DECK REINFORCEMENT PLAN  
 STRUCTURE NO. 016-1511**

SHEET NO. SA12 OF SA44 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	74
<b>CONTRACT NO. 60W78</b>				

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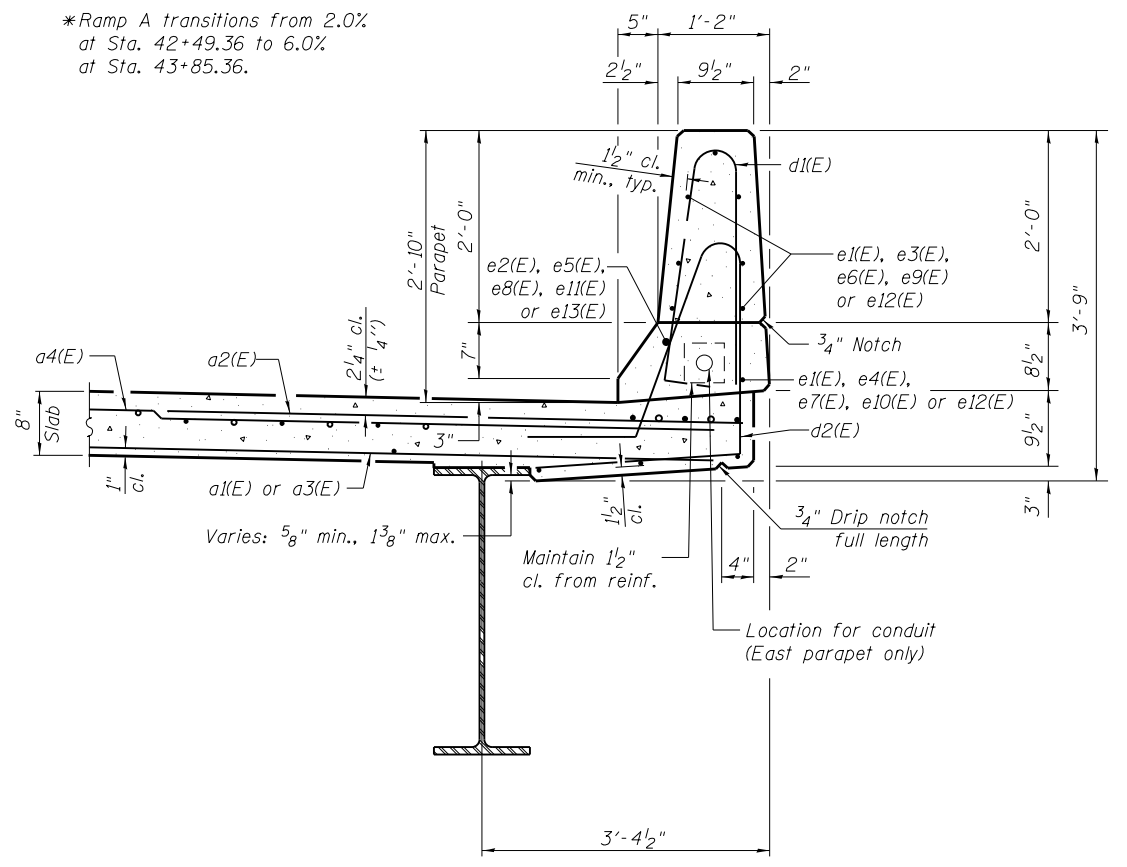


NEAR PIER

**DECK CROSS SECTION**  
(Looking North)

NEAR MIDSPAN  
(Span 1 and Span 3)

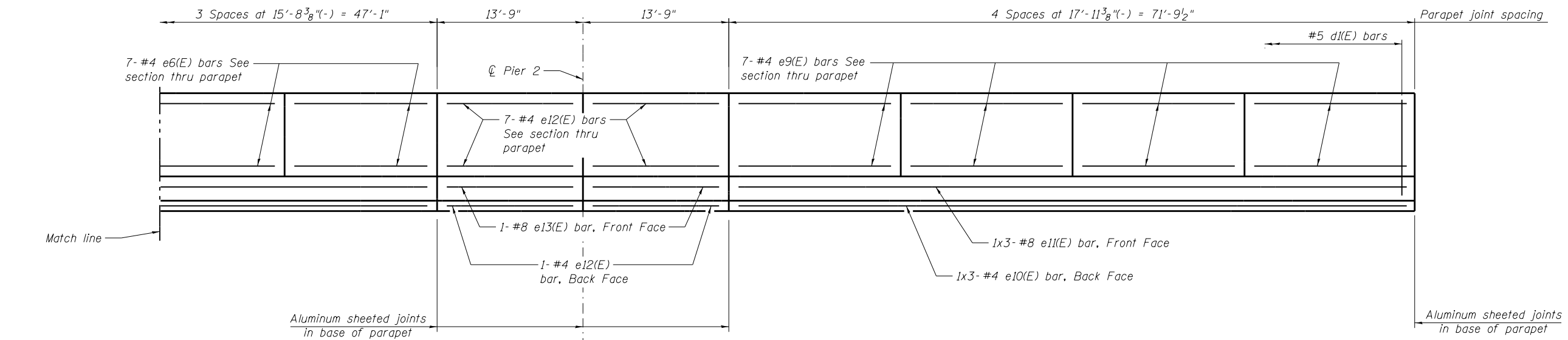
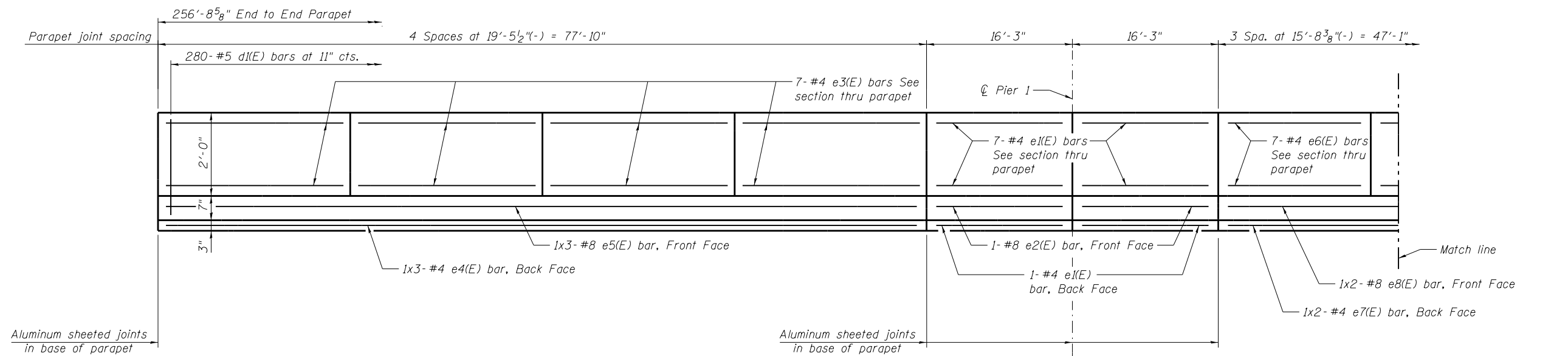
\*Ramp A transitions from 2.0% at Sta. 42+49.36 to 6.0% at Sta. 43+85.36.



**SECTION THRU EAST PARAPET**  
(West parapet similar)

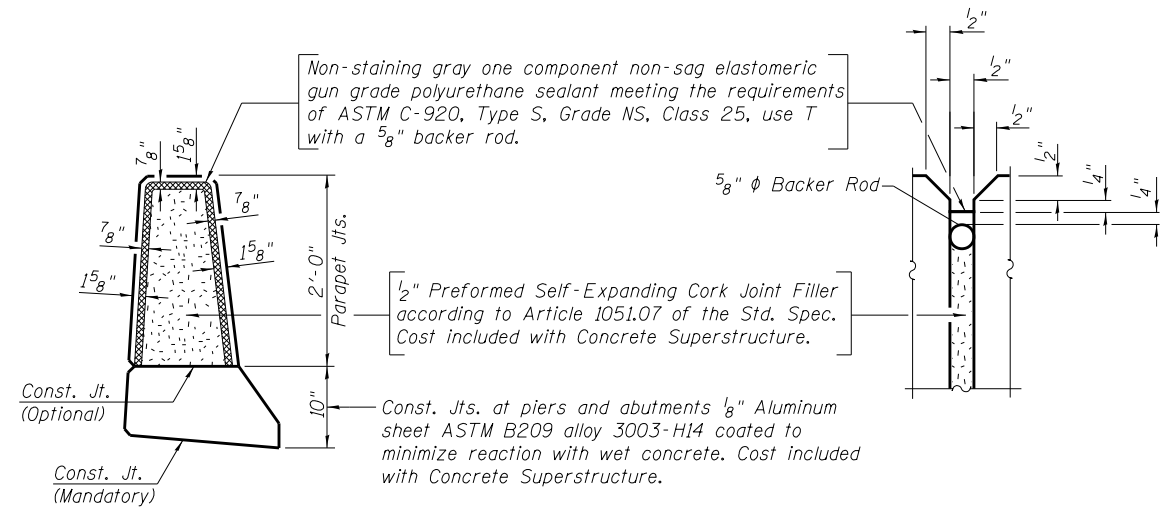
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FILE NAME =	CHECKED - RPW	REVISED -
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	75
CONTRACT NO. 60W78				



**INSIDE ELEVATION OF PARAPET**  
(West parapet shown, east parapet similar)

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

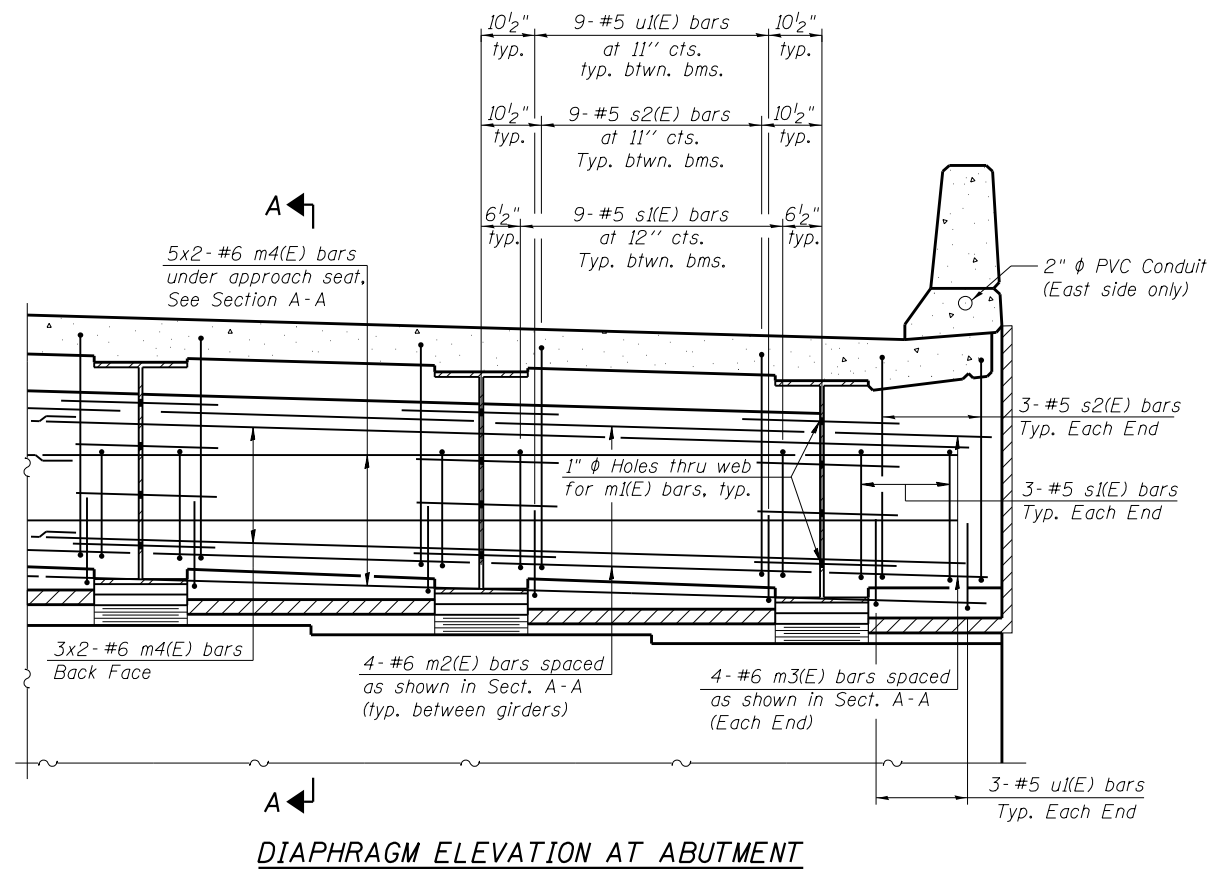


**PARAPET JOINT DETAILS**

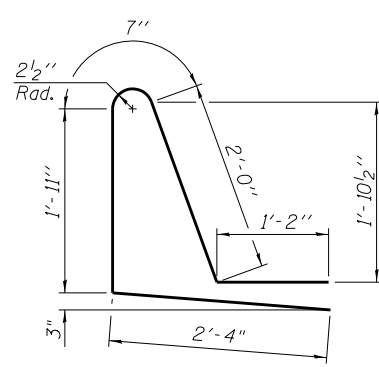
Notes:  
For section thru the parapet see sheet SA13.  
Bars indicated thus 1x3- #4 etc. indicates 1 line of bars with 3 lengths per line.  
For bill of materials see sheet SA15.

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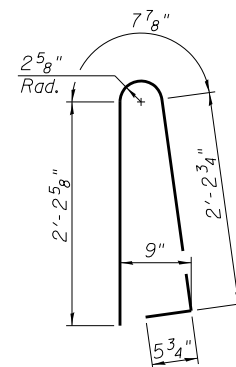
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373	0707-608HB-B-1	COOK	127	76
CONTRACT NO. 60W78				



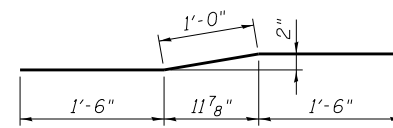
**DIAPHRAGM ELEVATION AT ABUTMENT**



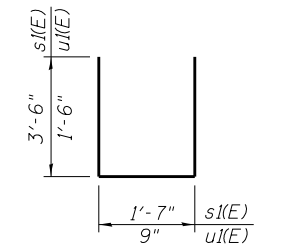
**Bar d2(E)**



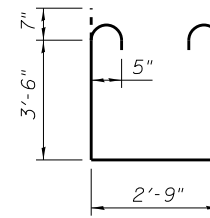
**Bar d1(E)**



**Bar m1(E)**



**Bars s1(E) and u1(E)**

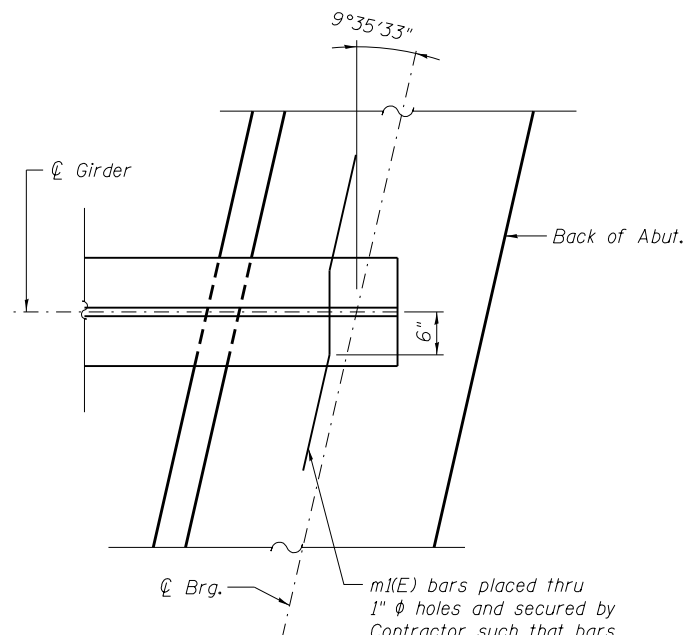


**Bar s2(E)**

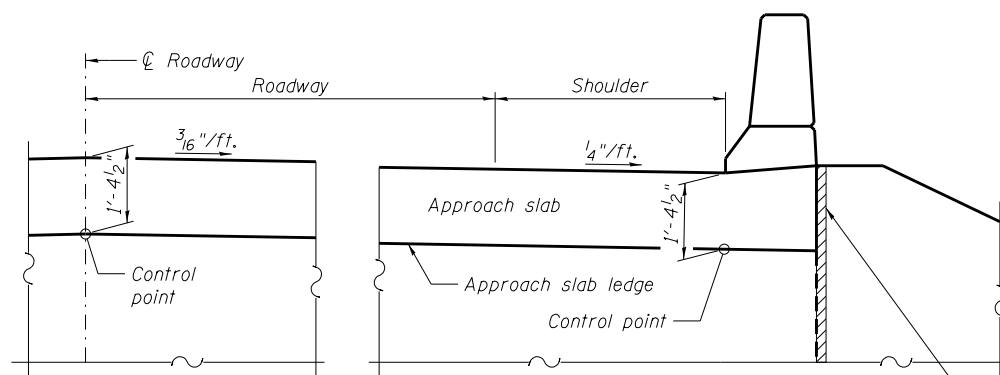
**MIN. BAR LAP**  
#6 bar = 3'-4"

**SUPERSTRUCTURE  
BILL OF MATERIAL**

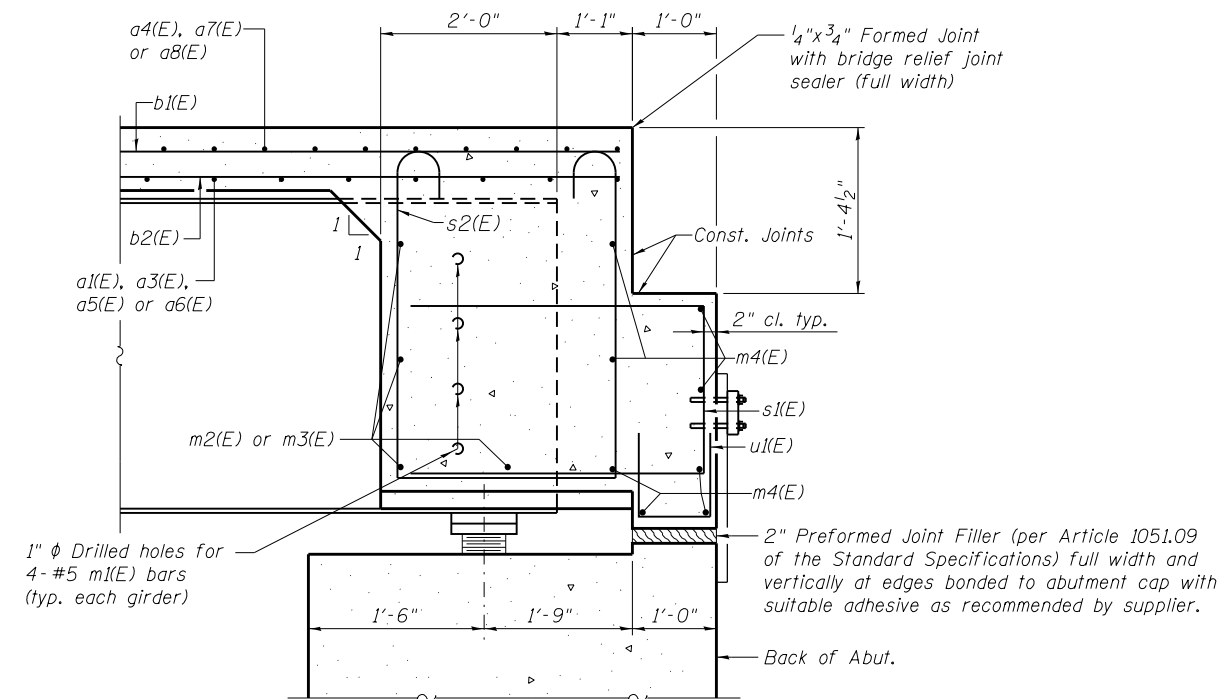
Bar	No.	Size	Length	Shape
a1(E)	383	#5	32'-0"	—
a2(E)	1232	#6	6'-6"	—
a3(E)	373	#5	22'-11"	—
a4(E)	1212	#5	27'-5"	—
a5(E)	5	#5	23'-8"	—
a6(E)	7	#5	32'-5"	—
a7(E)	10	#5	27'-11"	—
a8(E)	9	#5	31'-8"	—
b1(E)	495	#5	31'-6"	—
b2(E)	560	#5	28'-9"	—
b3(E)	208	#6	32'-2"	—
d1(E)	560	#5	5'-7"	⌒
d2(E)	560	#5	8'-0"	⌒
e1(E)	32	#4	15'-11"	—
e2(E)	4	#8	15'-11"	—
e3(E)	56	#4	19'-1"	—
e4(E)	6	#4	27'-3"	—
e5(E)	6	#8	29'-4"	—
e6(E)	42	#4	15'-4"	—
e7(E)	4	#4	24'-5"	—
e8(E)	4	#8	26'-0"	—
e9(E)	56	#4	17'-7"	—
e10(E)	6	#4	25'-3"	—
e11(E)	6	#8	27'-4"	—
e12(E)	32	#4	13'-5"	—
e13(E)	4	#8	13'-5"	—
m1(E)	48	#5	4'-0"	⌒
m2(E)	40	#6	8'-10"	—
m3(E)	16	#6	3'-0"	—
m4(E)	32	#6	28'-0"	—
s1(E)	102	#5	8'-7"	⌒
s2(E)	102	#5	10'-11"	⌒
u1(E)	102	#5	3'-9"	⌒
Concrete Superstructure			Cu. Yd.	454.4
Reinforcement Bars, Epoxy Coated			Pound	129,200



**PARTIAL PLAN**



**ELEVATION**  
(Looking at back of abutment)

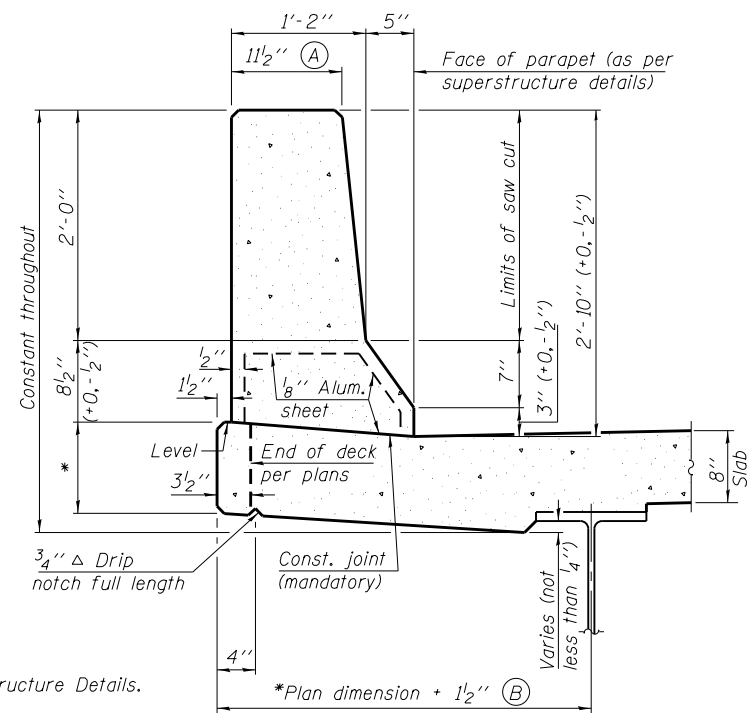


**SECTION A-A**

Dimensions at right angles to abutment, except as shown.

**NOTES:**

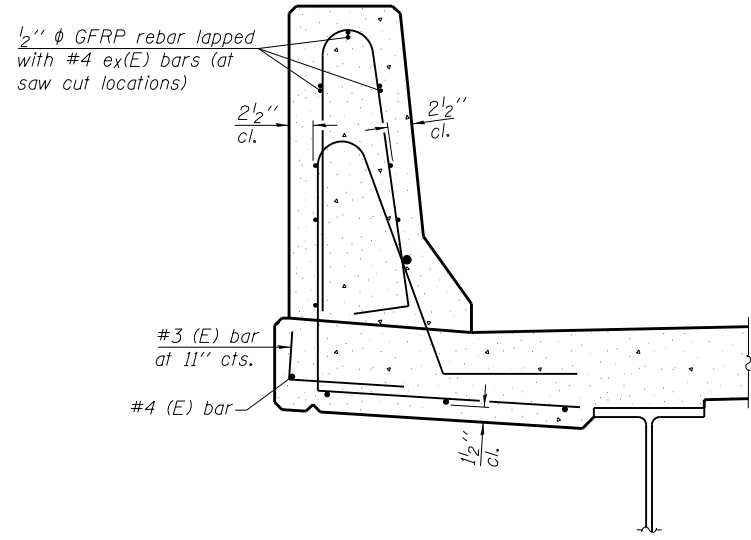
- Concrete in diaphragm is included with Concrete Superstructure.
- The s1(E) and s2(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.



**34" F SHAPE PARAPET SECTION**  
(Showing dimensions)

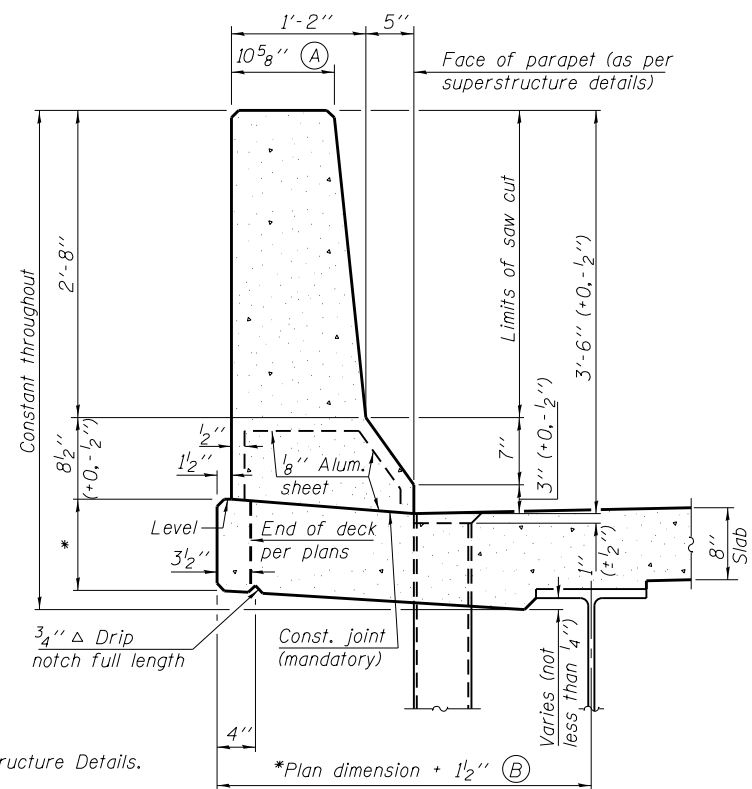
\*See Superstructure Details.

\*Plan dimension + 1 1/2" (B)



**SECTION**

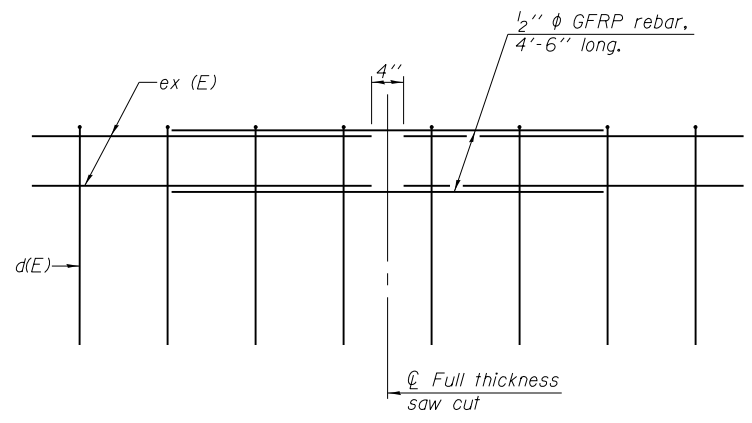
(34" parapet shown - 42" parapet similar)  
(Showing reinforcement clearances for slip forming and additional reinforcement bars)



**42" F SHAPE PARAPET SECTION**  
(Showing dimensions)

\*See Superstructure Details.

\*Plan dimension + 1 1/2" (B)

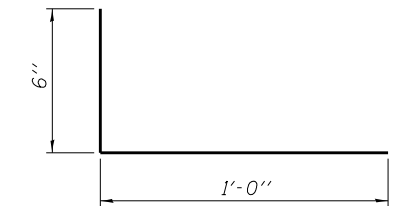


**GFRP REBAR STIFFENING DETAIL**

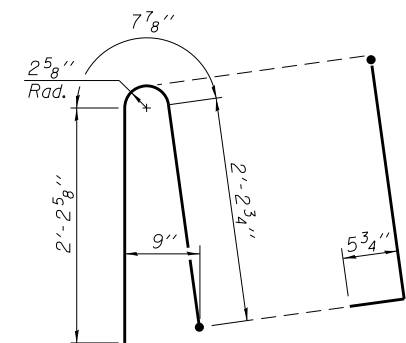
(Place as shown in parapet section at each parapet joint location.)

**GENERAL NOTES**

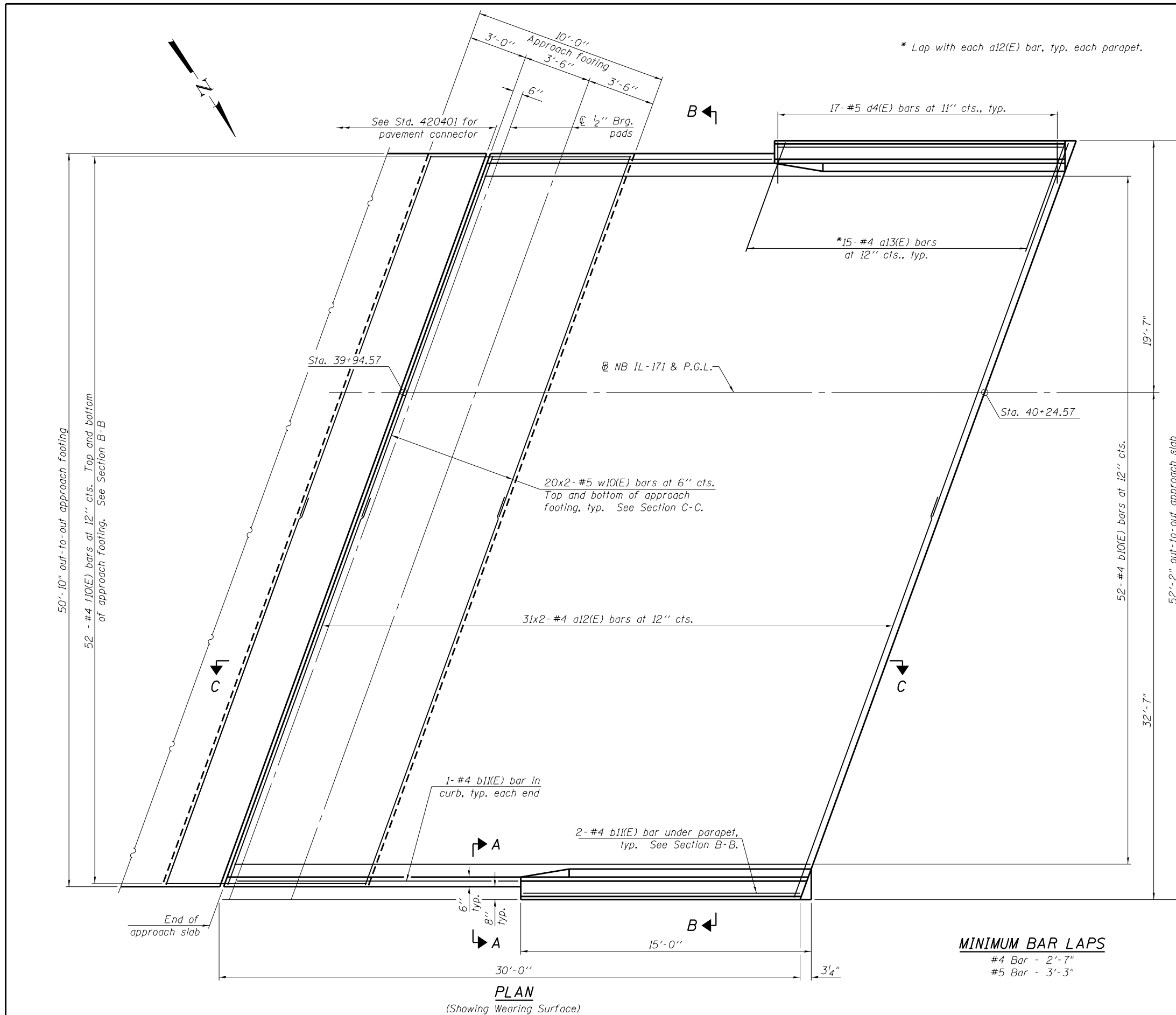
All dimensions shall remain the same as shown on superstructure details, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B = 0.0165 cu. yds./ft. for 34" parapet.  
Place aluminum sheet in curb portion at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



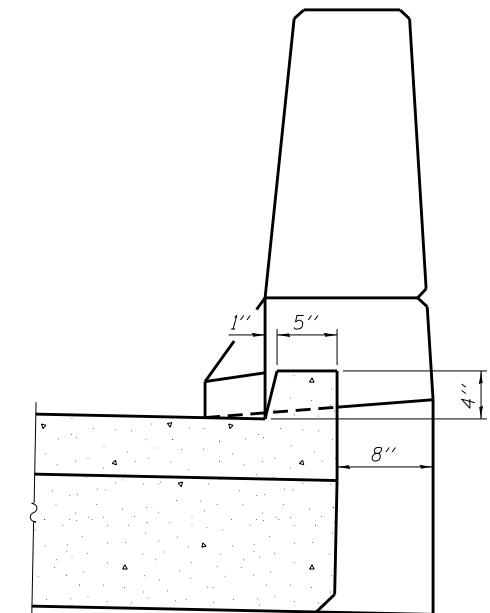
**#3 (E) BAR**



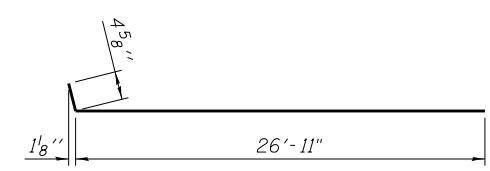
**ALTERNATE BAR d(E)**  
(For 34" parapet when conduit is present)



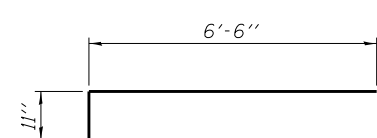
\* Lap with each a12(E) bar, typ. each parapet.



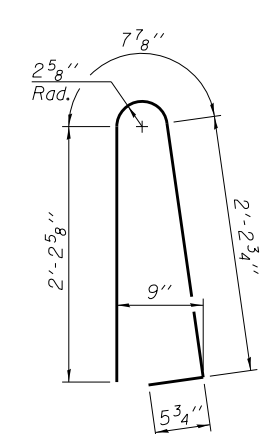
SECTION A-A



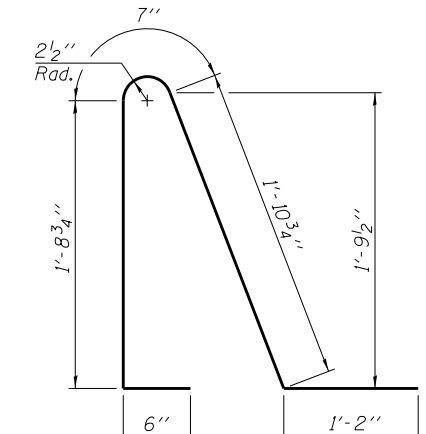
BAR a12(E)



BAR a13(E)



BAR d3(E)



BAR d4(E)

**MINIMUM BAR LAPS**  
 #4 Bar - 2'-7"  
 #5 Bar - 3'-3"

**PLAN**  
 (Showing Wearing Surface)

(Sheet 1 of 4)



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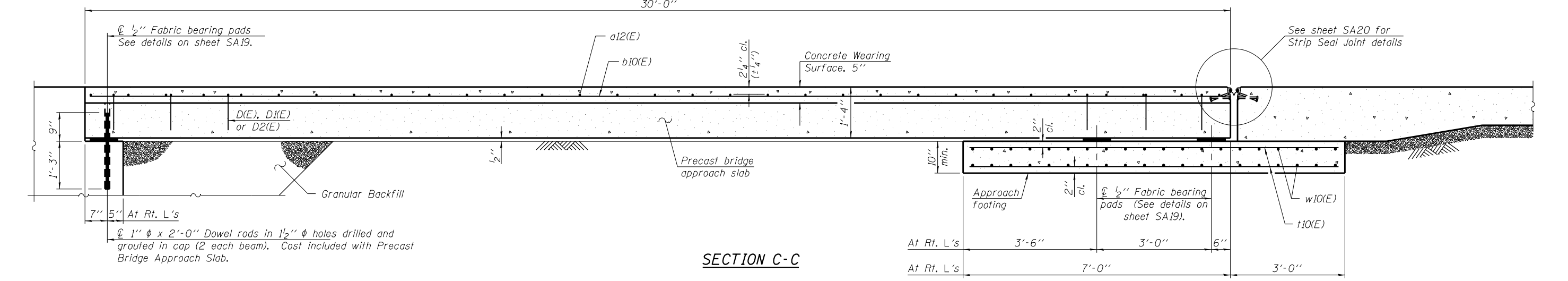
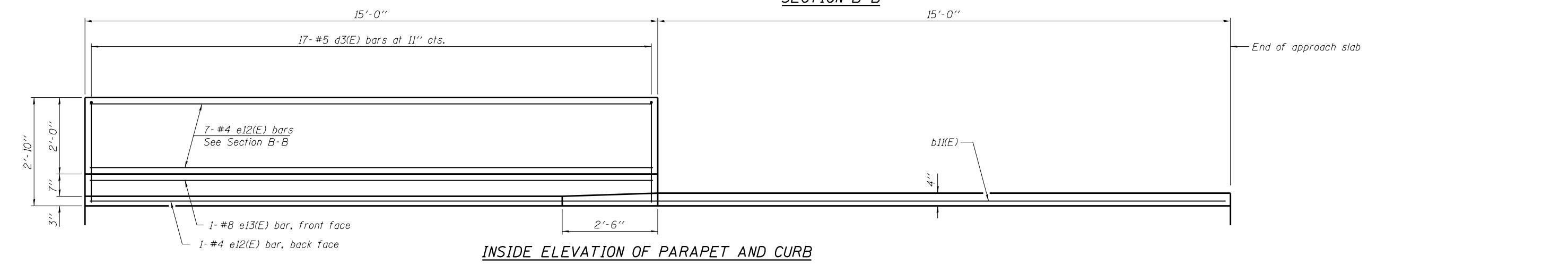
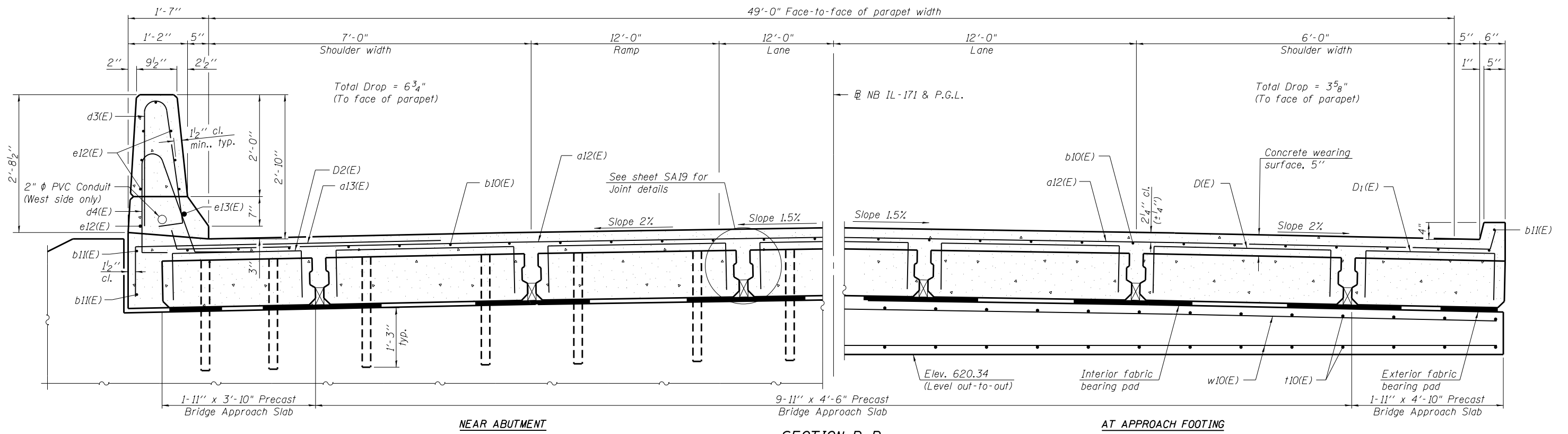
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**SOUTH PRECAST APPROACH SLAB PLAN**  
**STRUCTURE NO. 016-1511**

SHEET NO. SA17 OF SA44 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	79
CONTRACT NO. 60W78				

ILLINOIS FED. AID PROJECT



(Sheet 2 of 4)



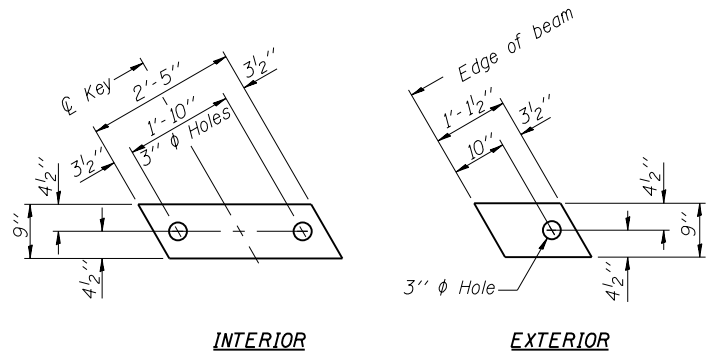
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PLOT DATE = 6/9/2015 8:54:29 AM	CHECKED - MTH	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SOUTH PRECAST APPROACH SLAB DETAILS (1 OF 3)  
STRUCTURE NO. 016-1511  
SHEET NO. SA18 OF SA44 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	80
CONTRACT NO. 60W78				
ILLINOIS FED. AID PROJECT				



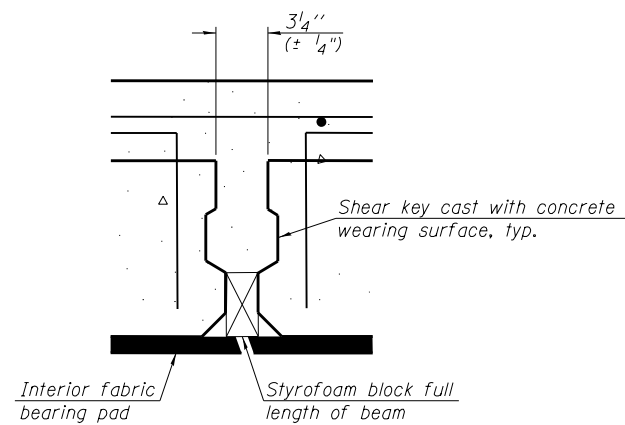


**INTERIOR**

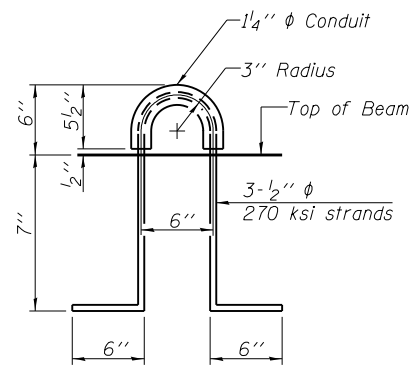
**EXTERIOR**

**FABRIC BEARING PAD**

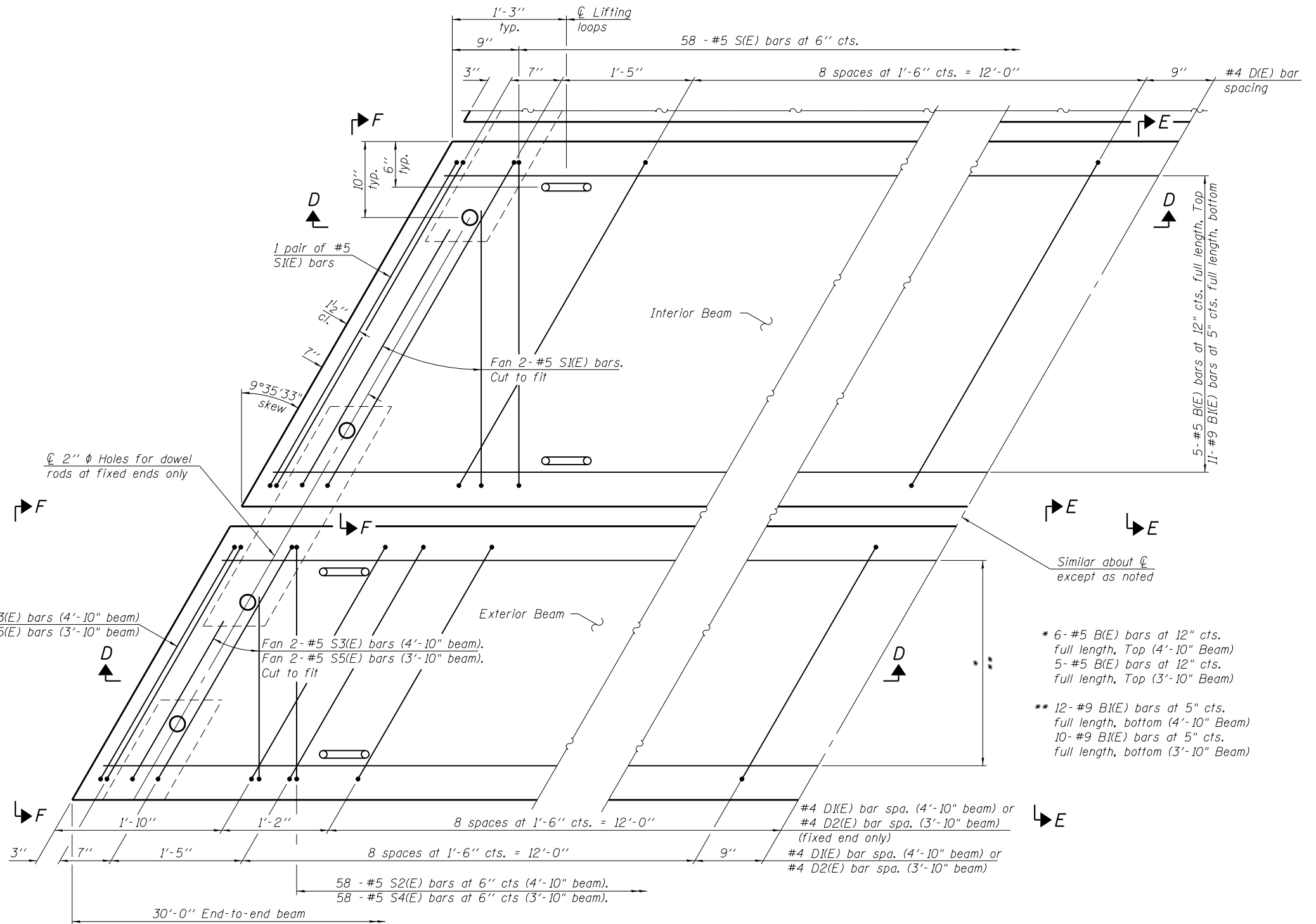
Notes:  
 All bearing pads shall be 1/2" thick.  
 Omit holes for fabric bearing pads at approach slab footing end of beams.  
 Expansion bearing pad shall be bonded to the approach slab footing.



**SECTION THRU SHEAR KEY JOINT**



**LIFTING LOOP DETAIL**

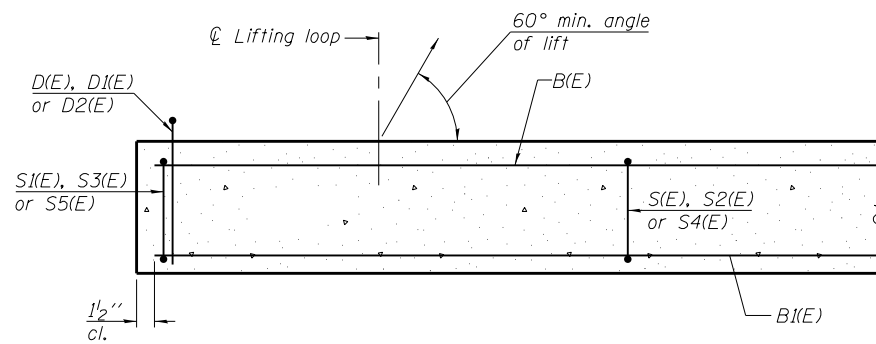


**PLAN VIEW**

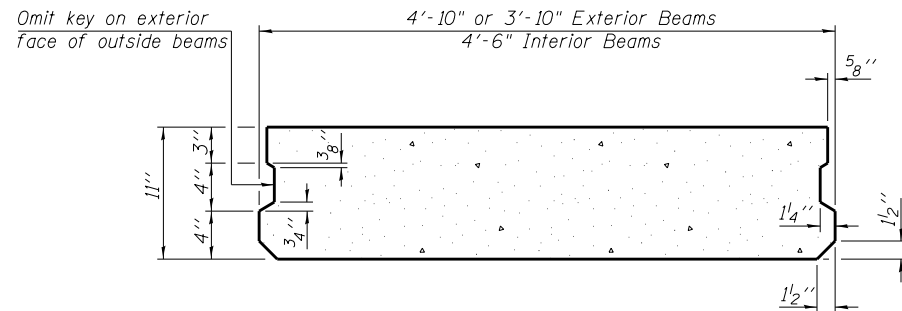
(showing precast bridge approach beams)

\* 6-#5 B(E) bars at 12" cts. full length, Top (4'-10" Beam)  
 5-#5 B(E) bars at 12" cts. full length, Top (3'-10" Beam)  
 \*\* 12-#9 B(E) bars at 5" cts. full length, bottom (4'-10" Beam)  
 10-#9 B(E) bars at 5" cts. full length, bottom (3'-10" Beam)

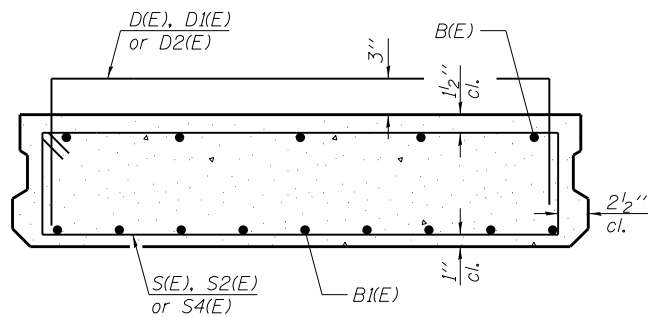
(Sheet 3 of 4)



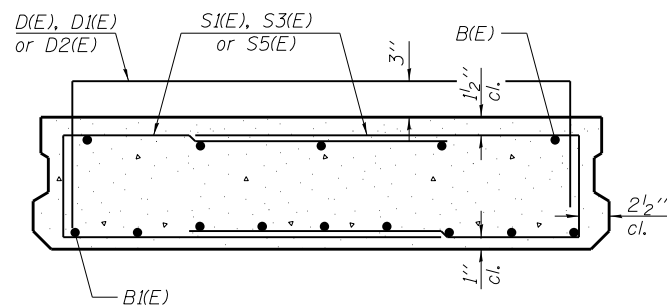
**SECTION D-D**



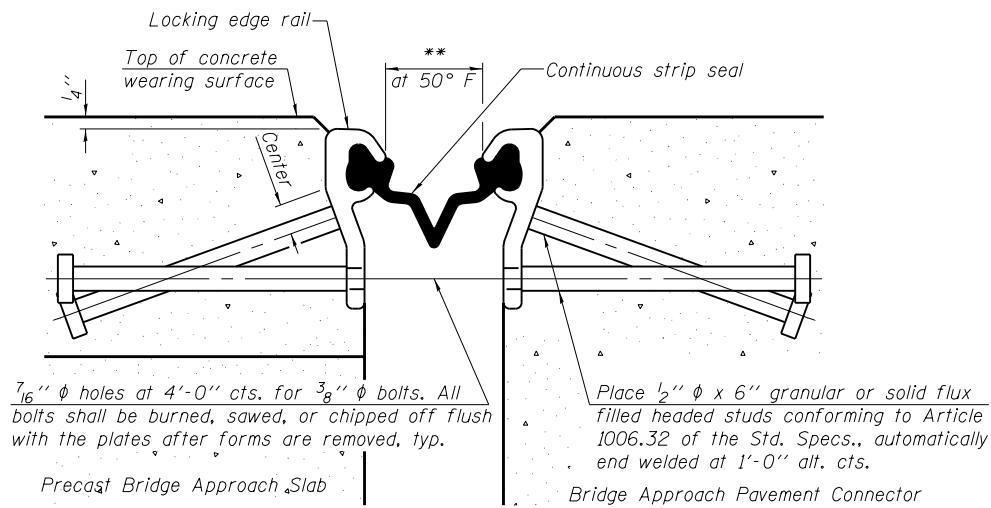
**SECTION E-E**  
(Showing dimensions)



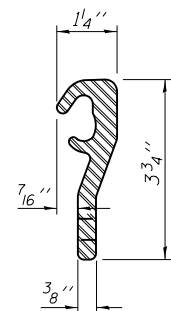
**SECTION E-E**  
(Showing reinforcement)



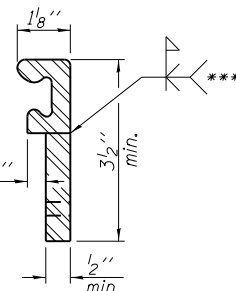
**VIEW F-F**  
(Showing reinforcement)



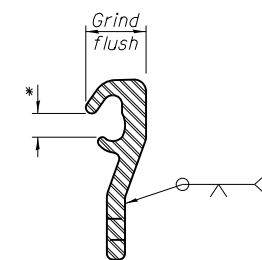
**SECTION THRU STRIP SEAL JOINT**  
(at rt. angles)



**ROLLED (EXTRUDED) RAIL**



**WELDED RAIL**



**LOCKING EDGE RAIL SPLICE**

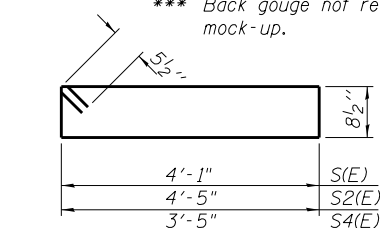
Rolled rail shown, welded rail similar.

**LOCKING EDGE RAIL**

\* Omit weld at seal opening.

\*\* The joint opening shall be determined per Article 520.04 except that on jointless structures, the distance described as the bridge length between the nearest fixed bearings each way from the joint shall be taken as half the bridge length plus the approach slab length. The minimum dimension shall be 1/2" for installation purposes.

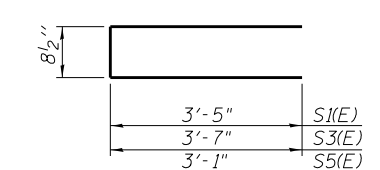
\*\*\* Back gouge not required if complete joint penetration is verified by mock-up.



**BARS S1(E), S2(E) & S4(E)**

**BAR LIST EACH INTERIOR BEAM**  
(For information only)

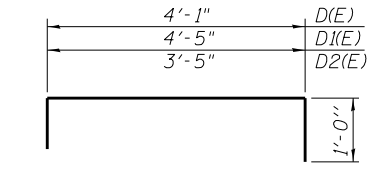
Bar	No.	Size	Length	Shape
B1(E)	5	#5	29'-8"	—
B1(E)	11	#9	29'-8"	—
D1(E)	22	#4	6'-1"	□
S1(E)	58	#5	10'-6"	▣
S1(E)	8	#5	7'-7"	▣



**BARS S1(E), S3(E) & S5(E)**

**BAR LIST 4'-10" EXTERIOR BEAM**  
(For information only)

Bar	No.	Size	Length	Shape
B1(E)	6	#5	29'-8"	—
B1(E)	12	#9	29'-8"	—
D1(E)	32	#4	6'-5"	□
S2(E)	58	#5	11'-2"	▣
S3(E)	8	#5	7'-11"	▣



**BARS D1(E), D1(E) & D2(E)**

**BAR LIST 3'-10" EXTERIOR BEAM**  
(For information only)

Bar	No.	Size	Length	Shape
B1(E)	5	#5	29'-8"	—
B1(E)	10	#9	29'-8"	—
D2(E)	32	#4	5'-5"	□
S4(E)	58	#5	9'-2"	▣
S5(E)	8	#5	6'-11"	▣

**Notes:**

The precast bridge approach slab shall be according to Section 504 of the Standard Specifications and as amended by the Special Provision for Concrete Deck Beams, 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.

Parapet concrete shall be paid for as Concrete Superstructure.

Parapet and wearing surface reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.

Approach footing concrete shall be paid for as Concrete Structures.

The top surface of precast bridge approach slabs shall be roughened to a depth of 1/4" according to the IDOT "Manual for Fabrication of Precast Prestressed Concrete Products."

After precast bridge approach slab has 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 allowed to cure fully prior to grouting the longitudinal shear keys.

Two 1/8" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location. Cost included with Precast Bridge Approach Slab.

A minimum 2 1/2" diameter lifting pins shall be used to engage the lifting loops during handling.

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

For additional parapet details, see sheet SA13.

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

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The strip seal shall extend 6" beyond the edge of the approach slab on each end. The configuration of the strip seal shall match the configuration of the Locking Edge Rails.

The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed.

The inside of the Locking Edge Rail groove shall be free of weld residue. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.

The manufacturer's recommended installation methods shall be followed.

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

Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant

**BILL OF MATERIAL**

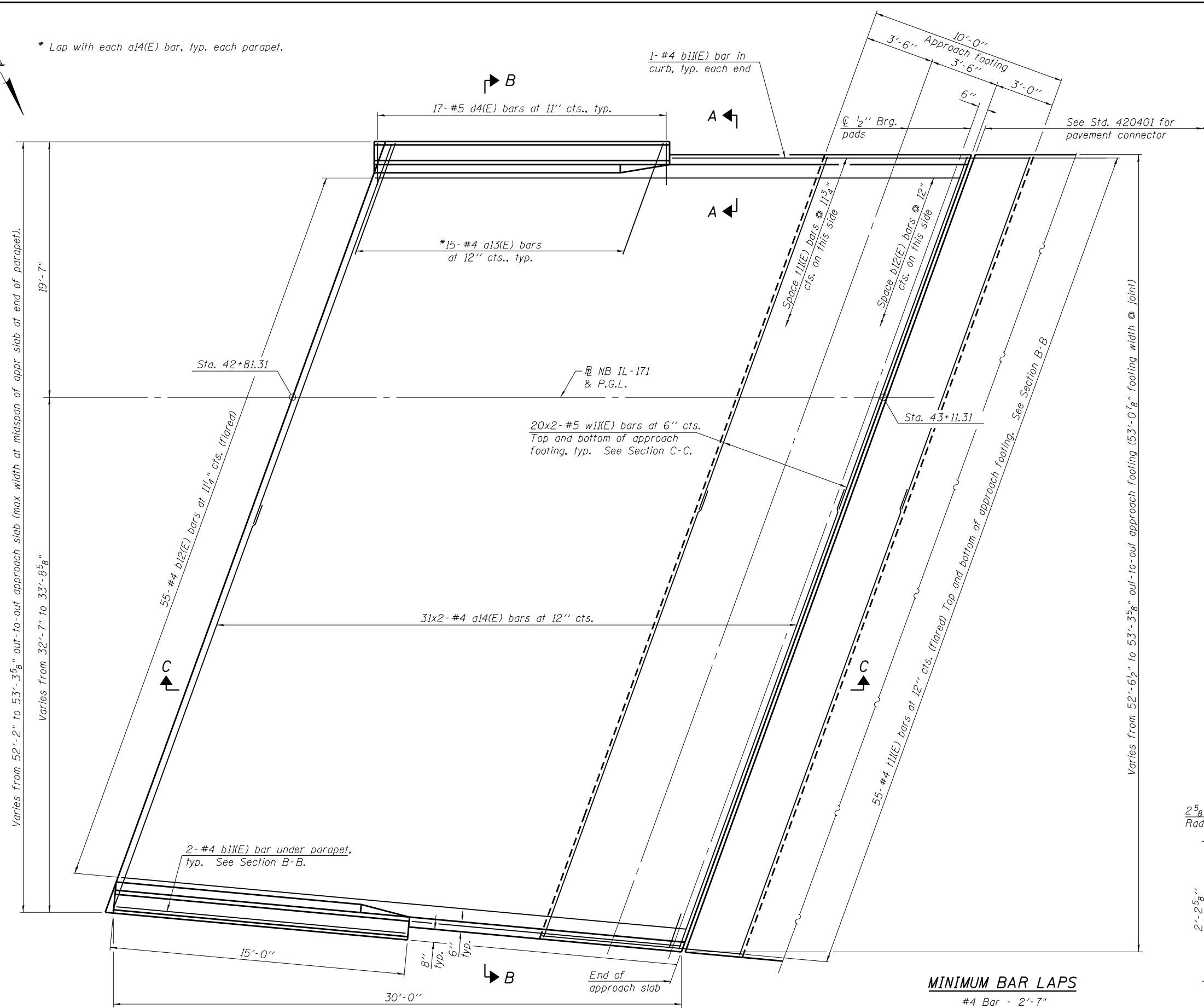
Bar	No.	Size	Length	Shape
a12(E)	62	#4	27'-4"	□
a13(E)	30	#4	7'-5"	□
b10(E)	52	#4	29'-8"	—
b11(E)	6	#4	14'-8"	—
d3(E)	34	#5	5'-7"	▣
d4(E)	34	#5	5'-11"	▣
e12(E)	16	#4	14'-8"	—
e13(E)	2	#8	14'-8"	—
f10(E)	104	#4	9'-8"	—
w10(E)	80	#5	27'-3"	—
Concrete Superstructure			Cu. Yd.	3.4
Concrete Structures			Cu. Yd.	16.0
Reinforcement Bars, Epoxy Coated			Pound	5,970
Precast Bridge Approach Slab			Sq. Ft.	1,529
Concrete Wearing Surface, 5"			Sq. Yd.	172
Preformed Joint Strip Seal			Foot	51.0

(Sheet 4 of 4)

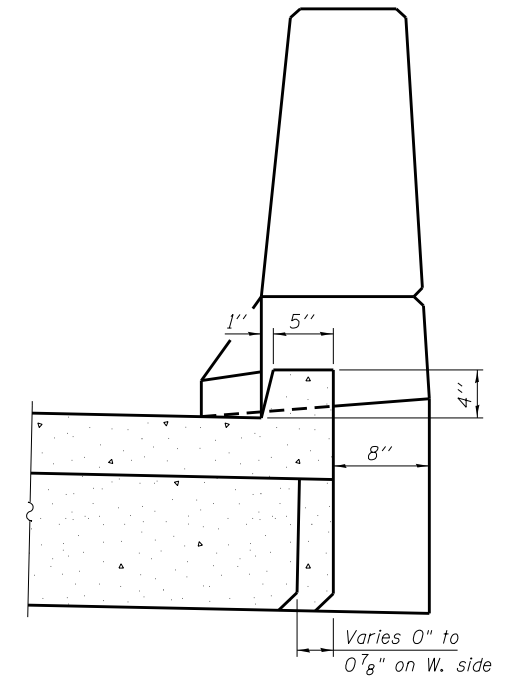
\* Lap with each a14(E) bar, typ. each parapet.

Varies from 52'-2" to 53'-3 5/8" out-to-out approach slab (max width at midspan of appr slab at end of parapet).

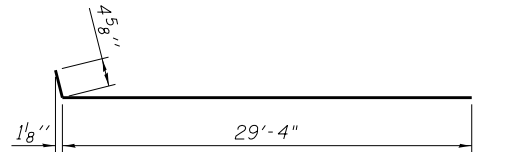
Varies from 32'-7" to 33'-8 5/8"



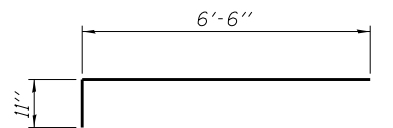
**PLAN**  
(Showing wearing surface)



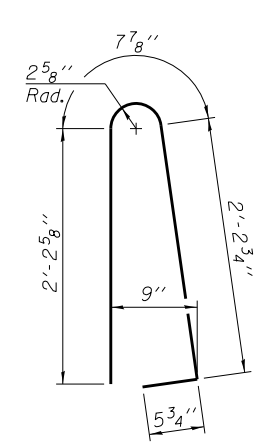
**SECTION A-A**



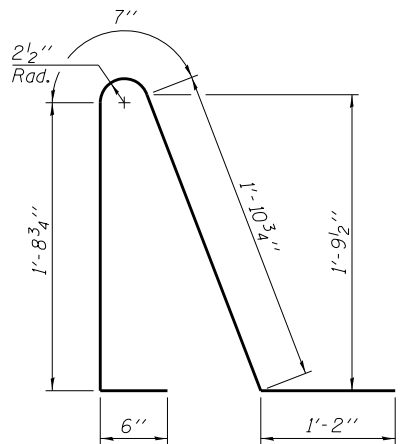
**BAR a14(E)**



**BAR a13(E)**



**BAR d3(E)**

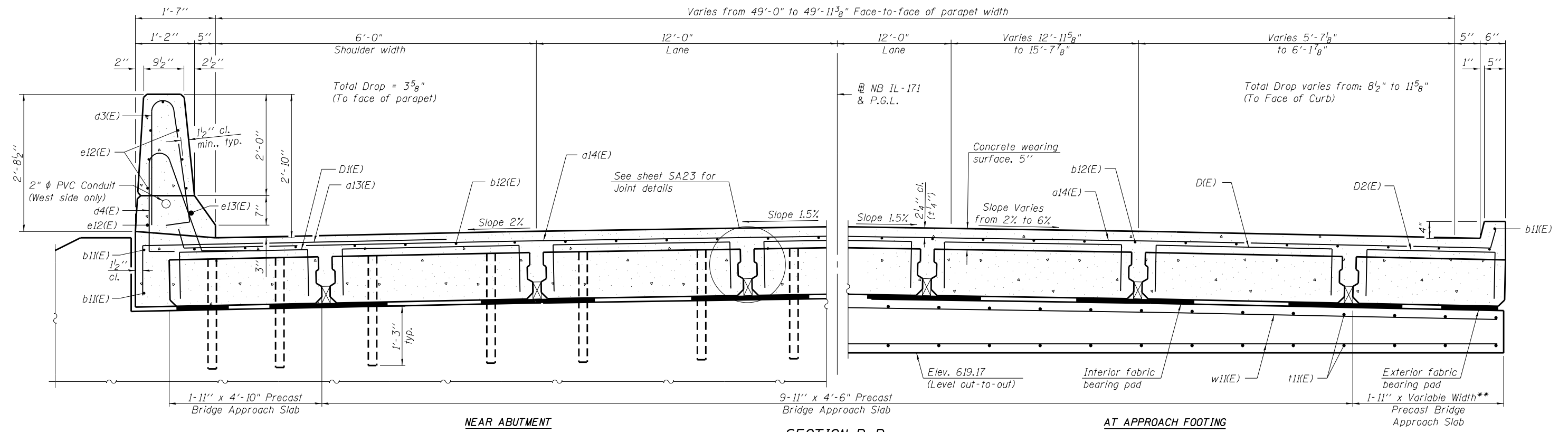


**BAR d4(E)**

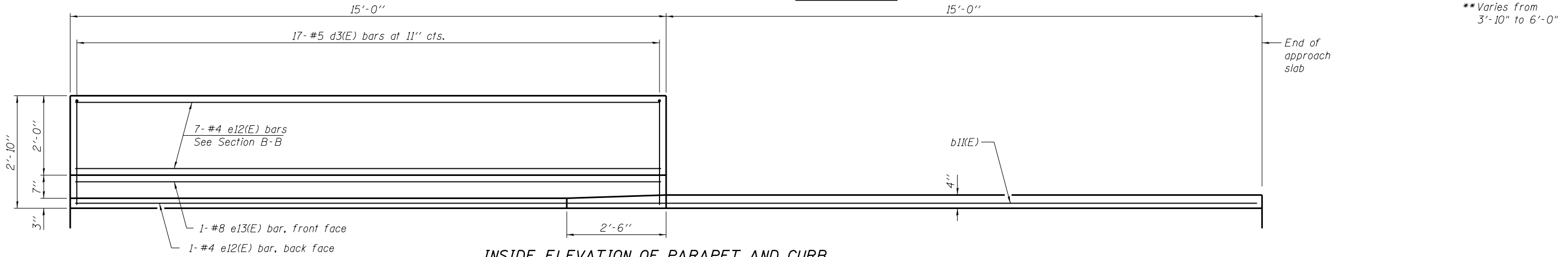
**MINIMUM BAR LAPS**

#4 Bar - 2'-7"  
#5 Bar - 3'-3"

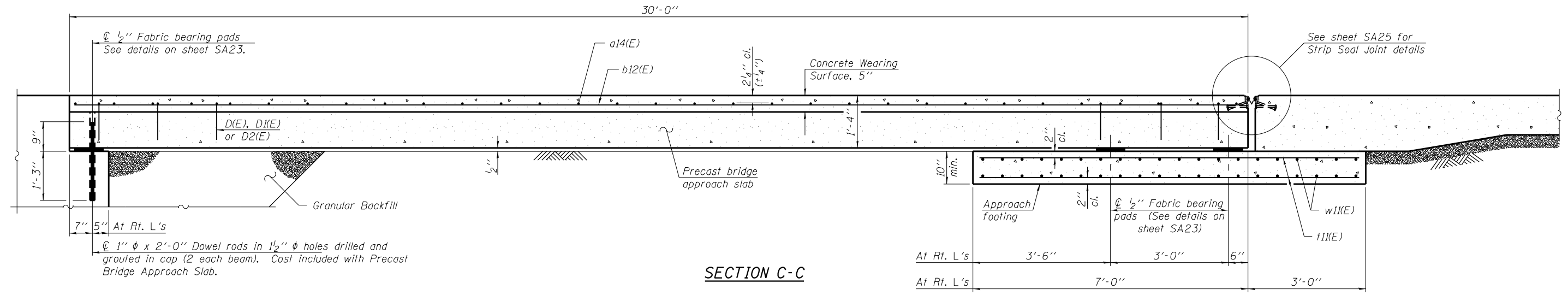
(Sheet 1 of 5)



**SECTION B-B**



**INSIDE ELEVATION OF PARAPET AND CURB**



**SECTION C-C**

(Sheet 2 of 5)



USER NAME = Lin.39	DESIGNED - HP	REVISED -
FILE NAME =	CHECKED - RPW	REVISED -
...\\0161511.60W78.022.NApproach_Details.Ldgn	DRAWN - AJF	REVISED -
PLOT DATE = 6/9/2015 8:54:34 AM	CHECKED - MTH	REVISED -

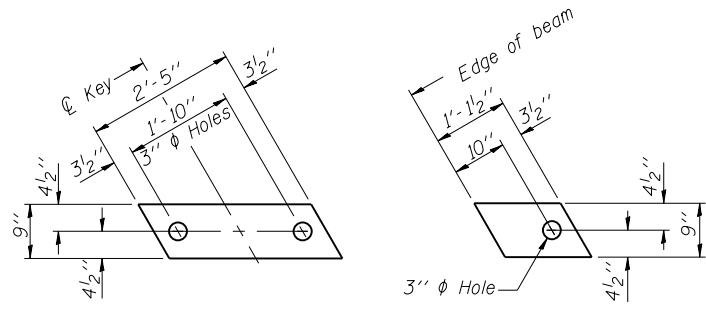
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**NORTH PRECAST APPROACH SLAB DETAILS (1 OF 4)  
STRUCTURE NO. 016-1511**

SHEET NO. SA22 OF SA44 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	84
CONTRACT NO. 60W78				

ILLINOIS FED. AID PROJECT

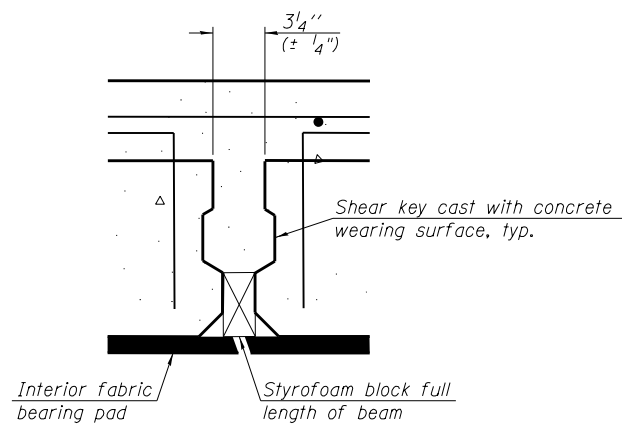


**INTERIOR**

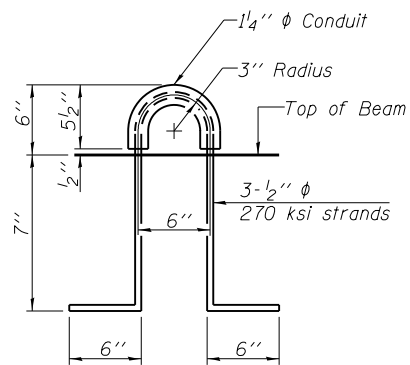
**EXTERIOR**

**FABRIC BEARING PAD**

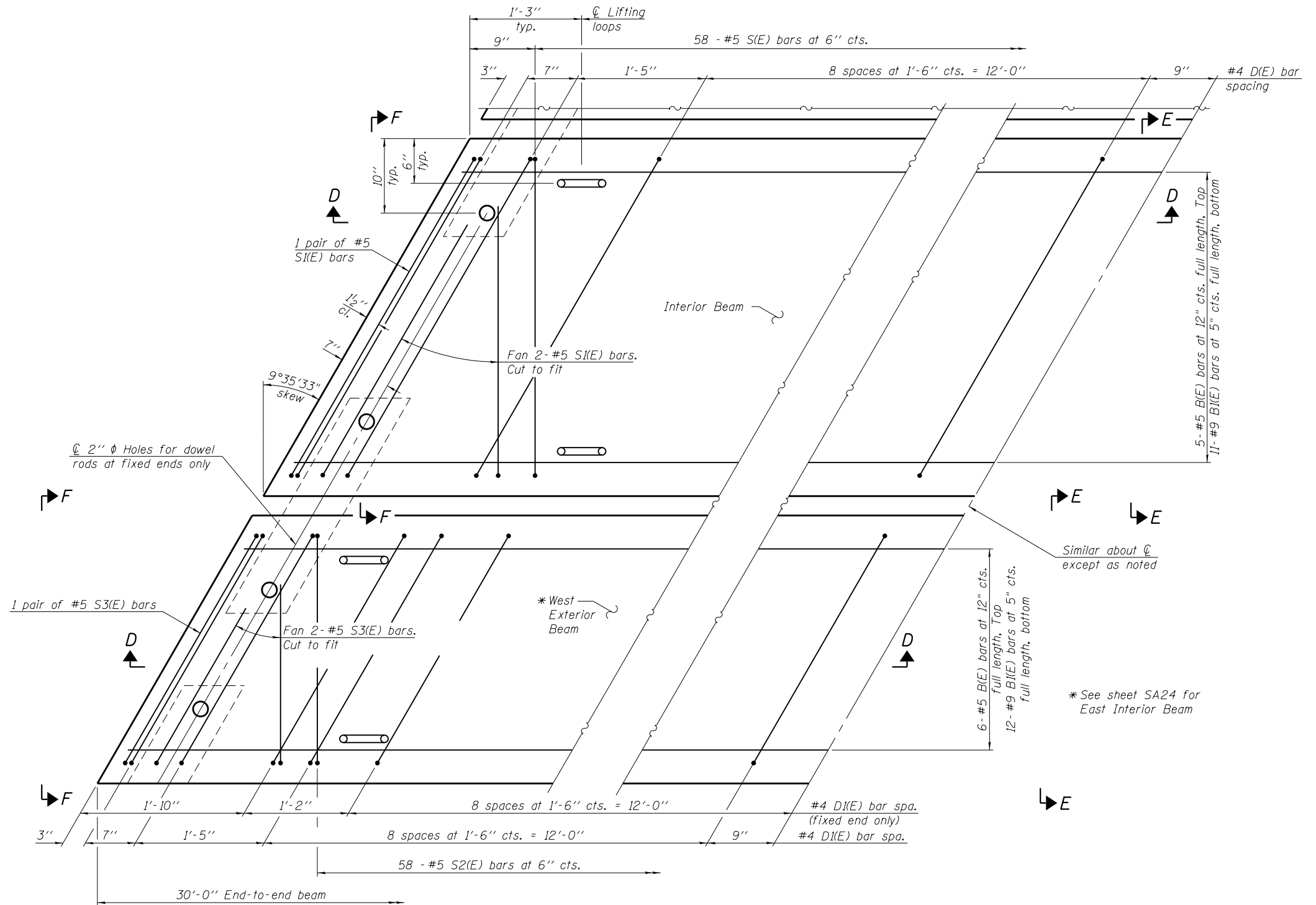
Notes:  
 All bearing pads shall be 1/2" thick.  
 Omit holes for fabric bearing pads at approach slab footing end of beams.  
 Expansion bearing pad shall be bonded to the approach slab footing.



**SECTION THRU SHEAR KEY JOINT**



**LIFTING LOOP DETAIL**



**PLAN VIEW**

(showing precast bridge approach beams)

(Sheet 3 of 5)



USER NAME = Lin.39  
 FILE NAME = ...0161511.60W78.023\_NApproach\_Details.2.dgn  
 PLOT DATE = 6/9/2015 8:54:35 AM

DESIGNED - HP  
 CHECKED - RPW  
 DRAWN - AJF  
 CHECKED - MTH

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

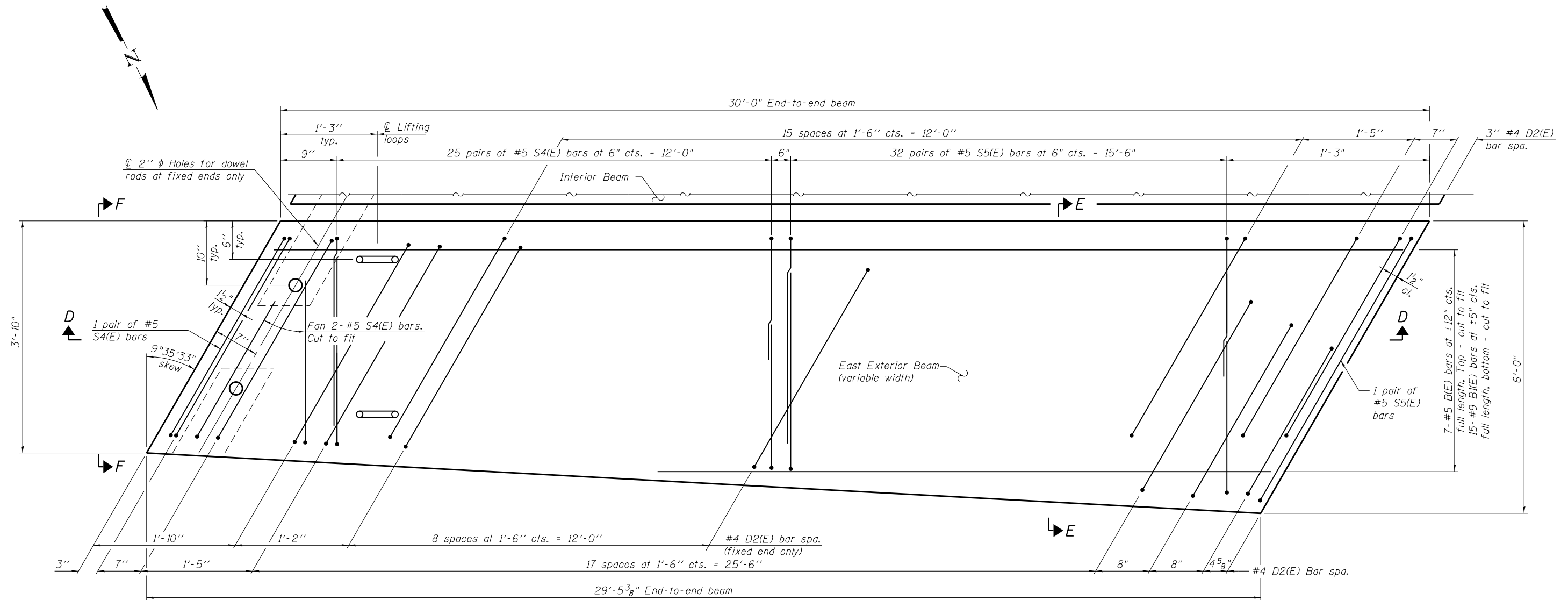
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**NORTH PRECAST APPROACH SLAB DETAILS (2 OF 4)  
 STRUCTURE NO. 016-1511**

SHEET NO. SA23 OF SA44 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	85
CONTRACT NO. 60W78				

ILLINOIS FED. AID PROJECT



**PLAN VIEW**  
 (showing East variable width exterior precast bridge approach beam)

- NOTES:**
1. For fabric bearing pad details, section thru shear key joint, and lifting hook detail, see sheet SA23.
  2. For Section Thru Shear Key Joint and Lifting Hook Detail, see sheet SA25.

(Sheet 4 of 5)



USER NAME = Lin.39	DESIGNED - HP	REVISED -
FILE NAME =	CHECKED - RPW	REVISED -
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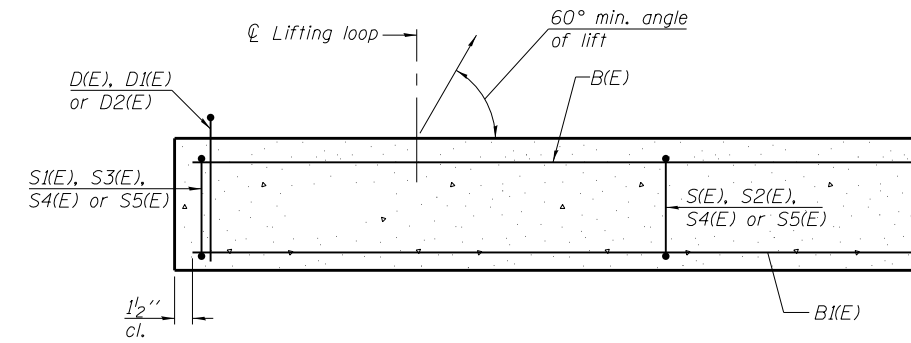
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**NORTH PRECAST APPROACH SLAB DETAILS (3 OF 4)  
 STRUCTURE NO. 016-1511**

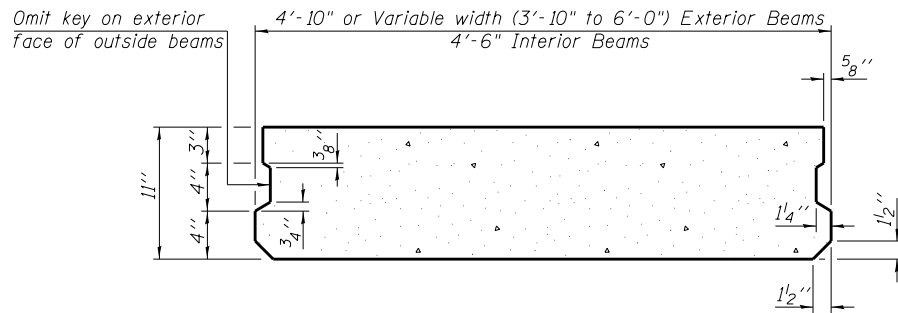
SHEET NO. SA24 OF SA44 SHEETS

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373	0707-608HB-B-1	COOK	127	86
				CONTRACT NO. 60W78

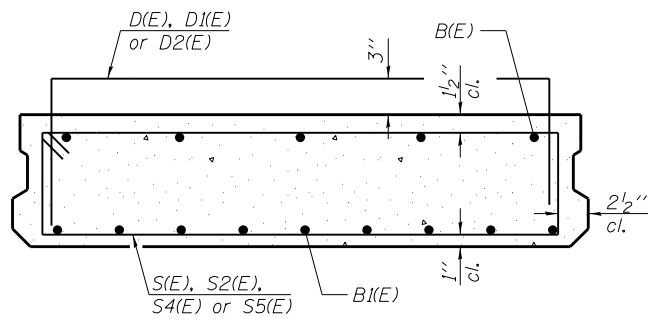
ILLINOIS FED. AID PROJECT



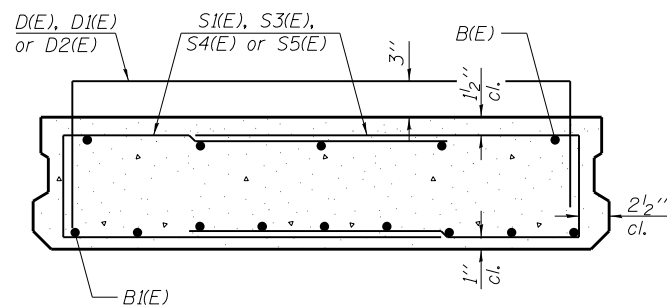
**SECTION D-D**



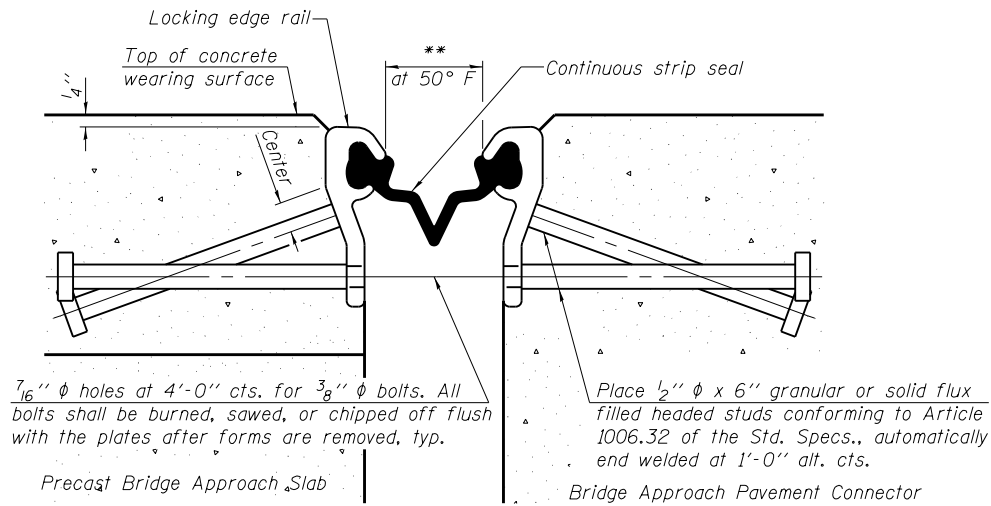
**SECTION E-E**  
(Showing dimensions)



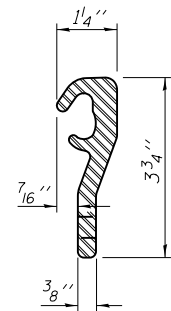
**SECTION E-E**  
(Showing reinforcement)



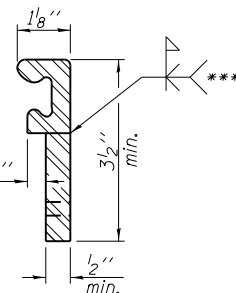
**VIEW F-F**  
(Showing reinforcement)



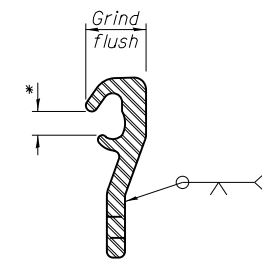
**SECTION THRU STRIP SEAL JOINT**  
(at rt. angles)



**ROLLED (EXTRUDED) RAIL**



**WELDED RAIL**



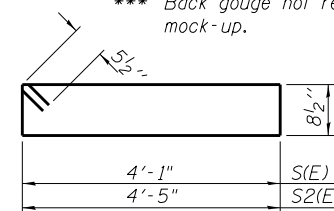
**LOCKING EDGE RAIL SPLICE**  
Rolled rail shown, welded rail similar.

**LOCKING EDGE RAIL**

\* Omit weld at seal opening.

\*\* The joint opening shall be determined per Article 520.04 except that on jointless structures, the distance described as the bridge length between the nearest fixed bearings each way from the joint shall be taken as half the bridge length plus the approach slab length. The minimum dimension shall be 1 1/2' for installation purposes.

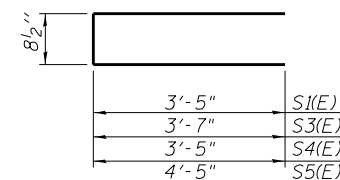
\*\*\* Back gouge not required if complete joint penetration is verified by mock-up.



**BARS S(E) & S2(E)**

**BAR LIST EACH INTERIOR BEAM**  
(For information only)

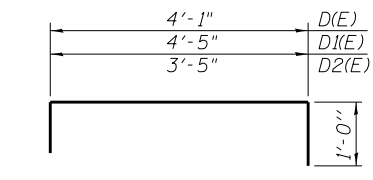
Bar	No.	Size	Length	Shape
B(E)	5	#5	29'-8"	—
B1(E)	11	#9	29'-8"	—
D(E)	22	#4	6'-1"	□
S(E)	58	#5	10'-6"	□
S1(E)	8	#5	7'-7"	□



**BARS S1(E), S3(E), S4(E) & S5(E)**

**BAR LIST WEST EXTERIOR BEAM**  
(For information only)

Bar	No.	Size	Length	Shape
B(E)	6	#5	29'-8"	—
B1(E)	12	#9	29'-8"	—
D1(E)	32	#4	6'-5"	□
S2(E)	58	#5	11'-2"	□
S3(E)	8	#5	7'-11"	□



**BARS D(E), D1(E) & D2(E)**

**BAR LIST EAST EXTERIOR BEAM**  
(For information only)

Bar	No.	Size	Length	Shape
B(E)	7	#5	29'-8"	—
B1(E)	15	#9	29'-8"	—
D2(E)	50	#4	5'-5"	□
S4(E)	54	#5	7'-7"	□
S5(E)	66	#5	9'-6"	□

**Notes:**

The precast bridge approach slab shall be according to Section 504 of the Standard Specifications and as amended by the Special Provision for Concrete Deck Beams, 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.

Parapet concrete shall be paid for as Concrete Superstructure.

Parapet and wearing surface reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.

Approach footing concrete shall be paid for as Concrete Structures.

The top surface of precast bridge approach slabs shall be roughened to a depth of 1/4" according to the IDOT "Manual for Fabrication of Precast Prestressed Concrete Products."

After precast bridge approach slab has 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 allowed to cure fully prior to grouting the longitudinal shear keys.

Two 1/8" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location. Cost included with Precast Bridge Approach Slab.

A minimum 2 1/2" diameter lifting pins shall be used to engage the lifting loops during handling.

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

For additional parapet details, see sheet SA13.

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

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The strip seal shall extend 6" beyond the edge of the approach slab on each end. The configuration of the strip seal shall match the configuration of the Locking Edge Rails.

The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed.

The inside of the Locking Edge Rail groove shall be free of weld residue. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.

The manufacturer's recommended installation methods shall be followed.

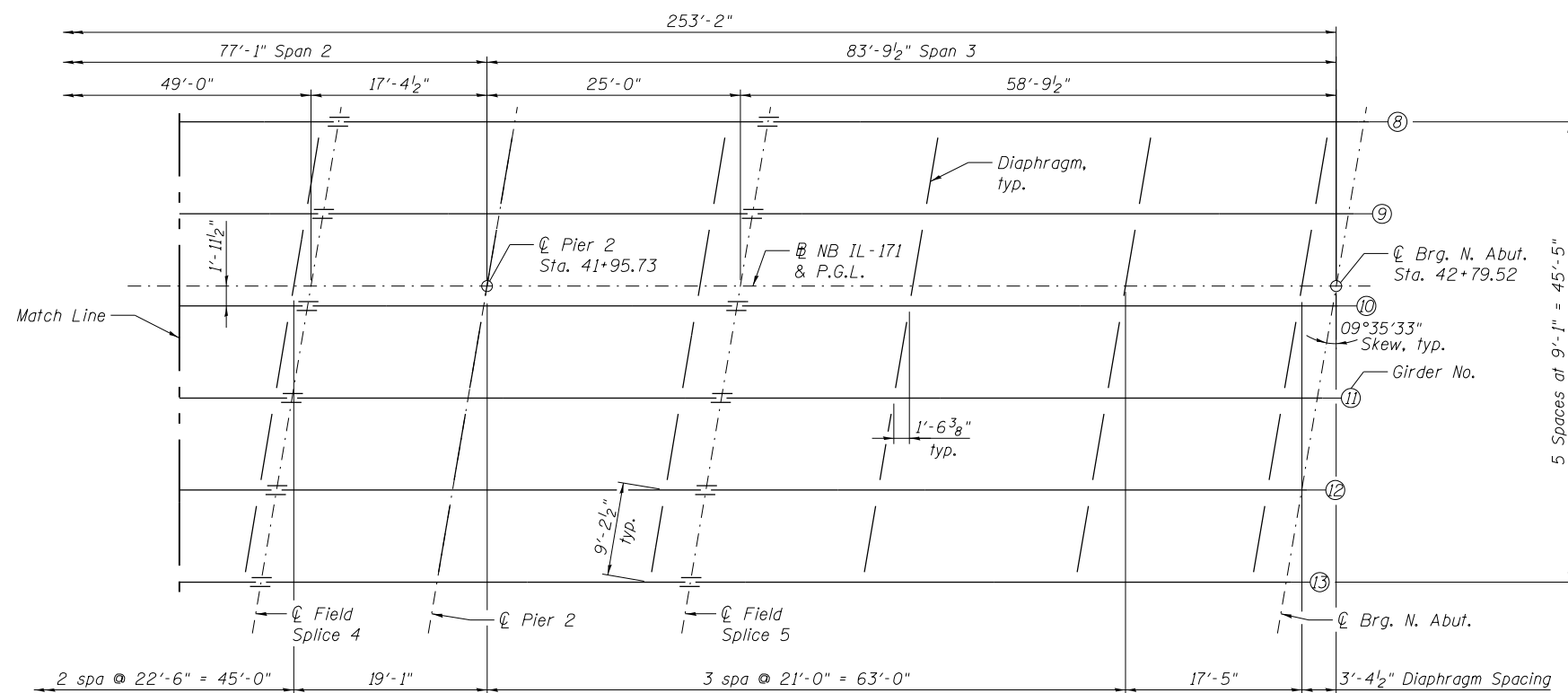
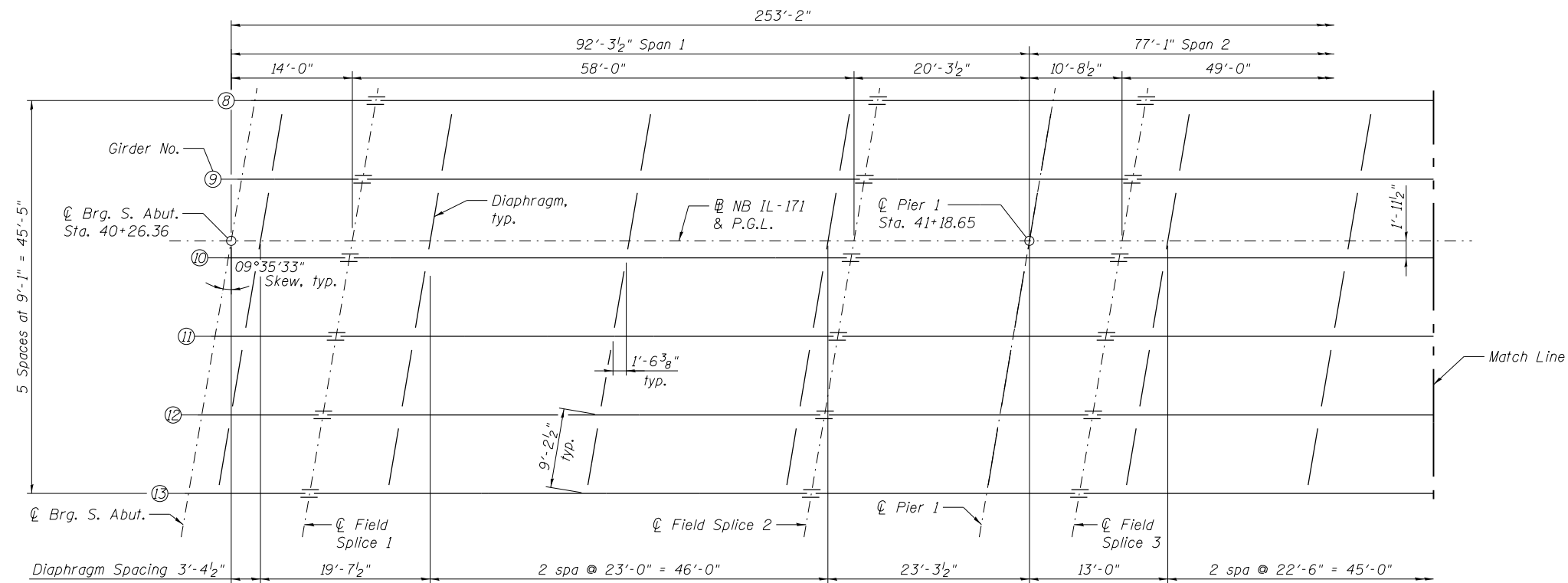
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant.

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a13(E)	30	#4	7'-5"	□
a14(E)	62	#4	29'-8"	□
b11(E)	6	#4	14'-8"	□
b12(E)	55	#4	29'-5"	□
d3(E)	34	#5	5'-7"	□
d4(E)	34	#5	5'-11"	□
e12(E)	16	#4	14'-8"	□
e13(E)	2	#8	14'-8"	□
f11(E)	110	#4	9'-7"	□
w11(E)	80	#5	29'-9"	□
Concrete Superstructure			Cu. Yd.	3.4
Concrete Structures			Cu. Yd.	16.6
Reinforcement Bars, Epoxy Coated			Pound	6,350
Precast Bridge Approach Slab			Sq. Ft.	1,559
Concrete Wearing Surface, 5'			Sq. Yd.	176
Preformed Joint Strip Seal			Foot	51.0

(Sheet 5 of 5)

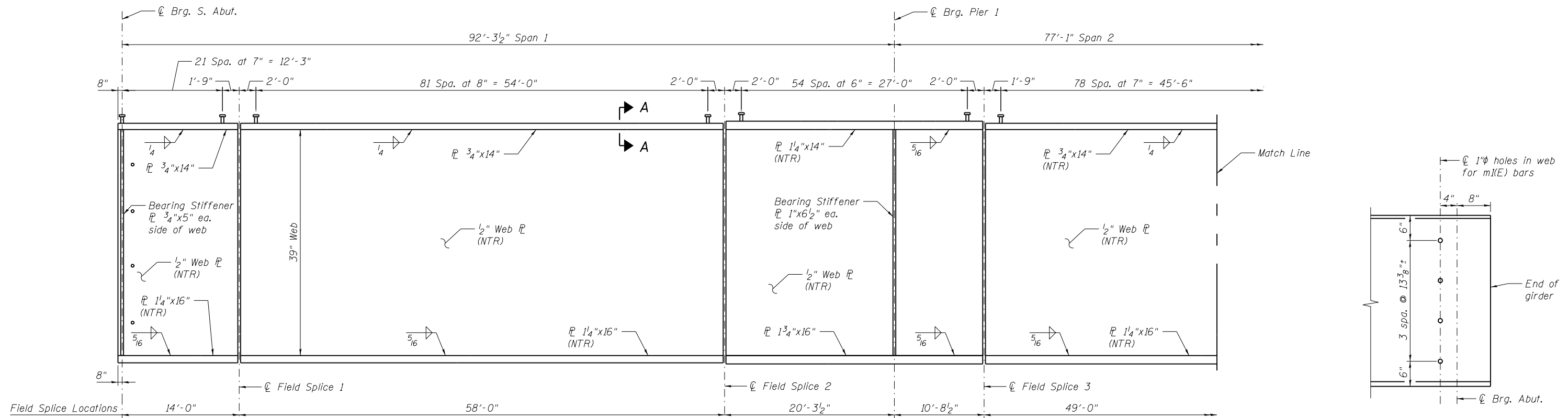


**FRAMING PLAN**

**NOTE:**

All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

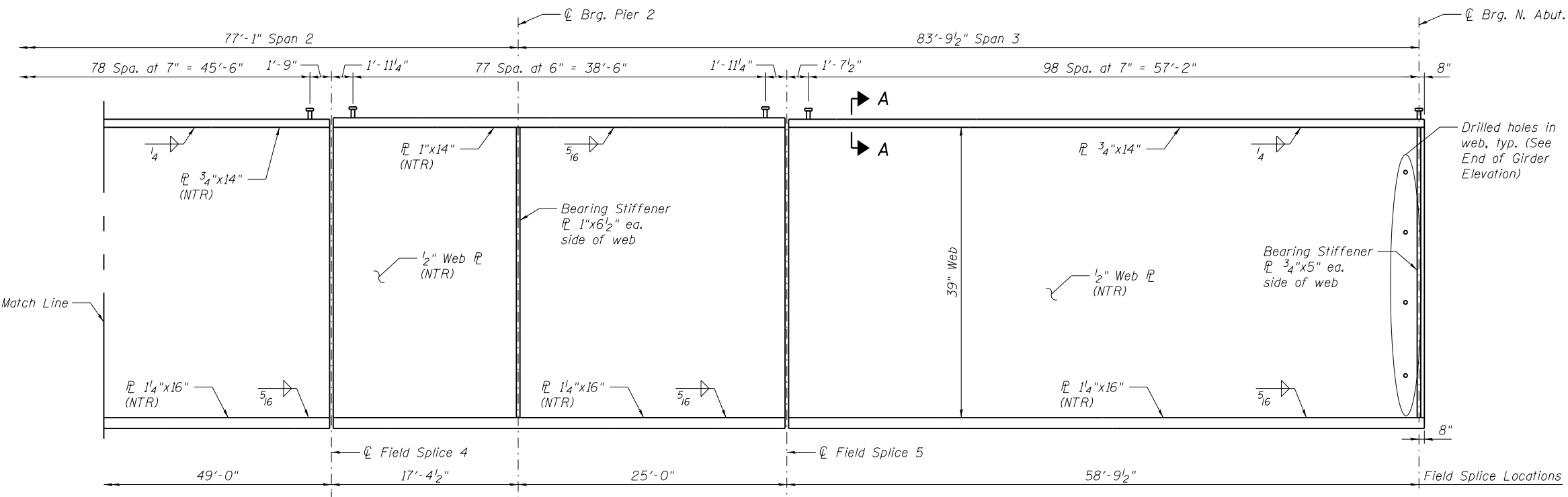




**END OF GIRDER ELEVATION**

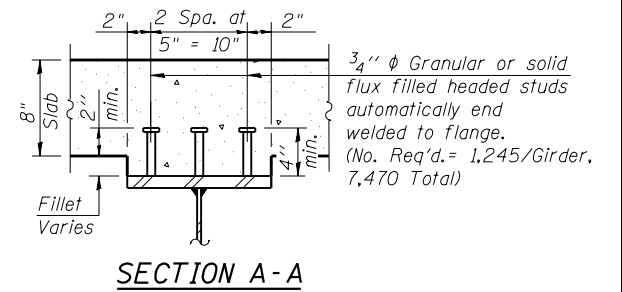
**GIRDER ELEVATION**

"NTR" denotes plates to which notch toughness requirements are applicable.



**GIRDER ELEVATION**

"NTR" denotes plates to which notch toughness requirements are applicable.



**SECTION A-A**

**NOTES:**

- All flange plates, web plates and bearing stiffeners shall be AASHTO M270 Grade 50 steel.
- Load carrying components designated "NTR" shall conform to the Impact Testing Requirements, Zone 2.

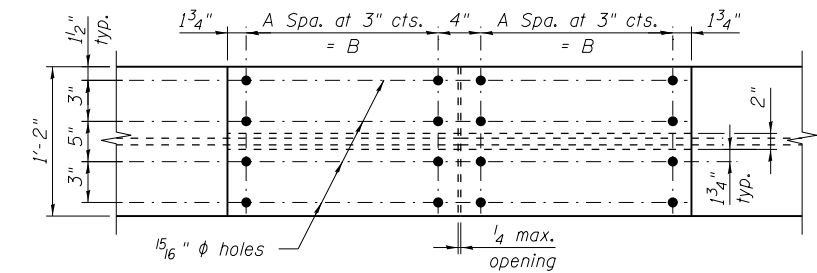
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FILE NAME =	CHECKED - RPW	REVISED -
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	89
<b>CONTRACT NO. 60W78</b>				
ILLINOIS FED. AID PROJECT				

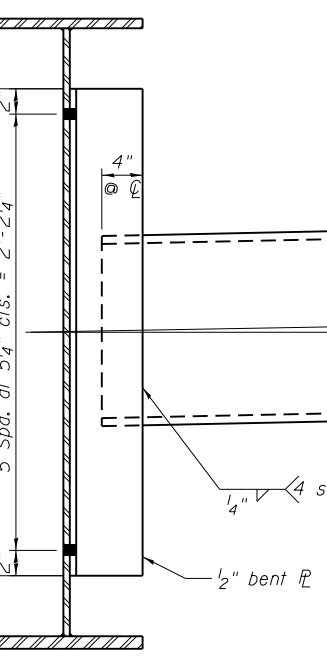
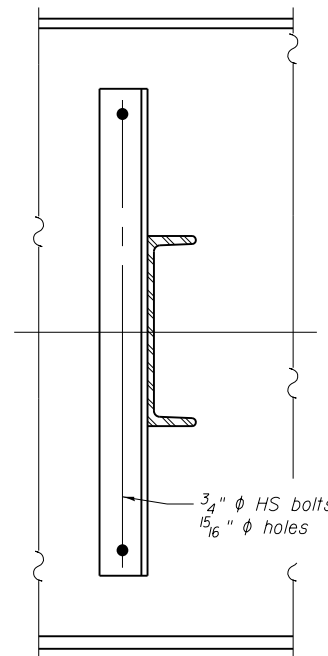
**SPLICE TABLE**

Splice Location	Top Flange			A	B	No. Bolts
	Outer Flange PL	Inner Flange PL	Fill PL			
Field Splice 1	PL 1/2"x14"x1'-7 1/2"	2-PL 1/2"x6"x1'-7 1/2"	N/A	2	6"	24
Field Splice 2	PL 1/2"x14"x2'-1 1/2"	2-PL 1/2"x6"x2'-1 1/2"	PL 1/2"x14"x1'-0 5/8"	2	9"	32
Field Splice 3	PL 1/2"x14"x2'-1 1/2"	2-PL 1/2"x6"x2'-1 1/2"	PL 1/2"x14"x1'-0 5/8"	3	9"	32
Field Splice 4	PL 1/2"x14"x2'-1 1/2"	2-PL 1/2"x6"x2'-1 1/2"	PL 1/4"x14"x12 5/8"	3	9"	32
Field Splice 5	PL 1/2"x14"x2'-1 1/2"	2-PL 1/2"x6"x2'-1 1/2"	PL 1/4"x14"x12 5/8"	3	9"	32

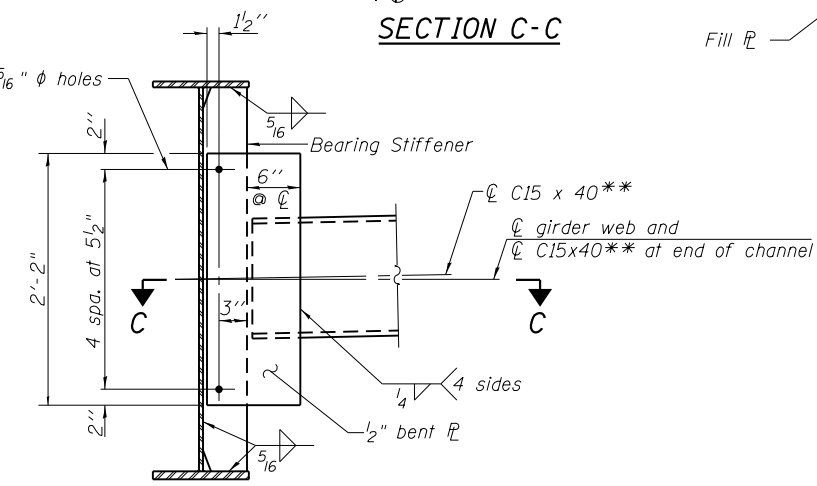
Splice Location	Bottom Flange			Web						
	Outer Flange PL	Inner Flange PL	Fill PL	A	B	No. Bolts	Web Splice PL	C	D	No. Bolts
Field Splice 1	PL 5/8"x16"x2'-7 1/2"	2-PL 5/8"x7"x2'-7 1/2"	N/A	4	1'-0"	40	PL 3/8"x19 1/2"x3'-0 1/2"	2	6"	72
Field Splice 2	PL 5/8"x16"x3'-1 1/2"	2-PL 5/8"x7"x3'-1 1/2"	PL 1/2"x16"x1'-6 5/8"	5	1'-3"	48	PL 3/8"x13 1/2"x3'-0 1/2"	1	3"	48
Field Splice 3	PL 5/8"x16"x3'-7 1/2"	2-PL 5/8"x7"x3'-7 1/2"	PL 1/2"x16"x1'-9 5/8"	6	1'-6"	56	PL 1/2"x19 1/2"x3'-0 1/2"	2	6"	72
Field Splice 4	PL 3/4"x16"x2'-7 1/2"	2-PL 3/4"x7"x2'-7 1/2"	N/A	4	1'-0"	40	PL 1/2"x13 1/2"x3'-0 1/2"	1	3"	48
Field Splice 5	PL 3/4"x16"x3'-1 1/2"	2-PL 3/4"x7"x3'-1 1/2"	N/A	5	1'-3"	48	PL 1/2"x13 1/2"x3'-0 1/2"	1	3"	48



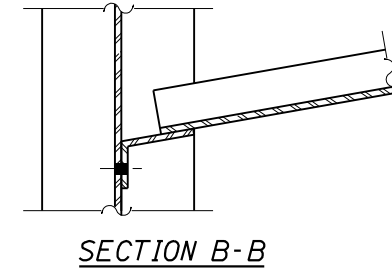
**TOP FLANGE SPLICE**



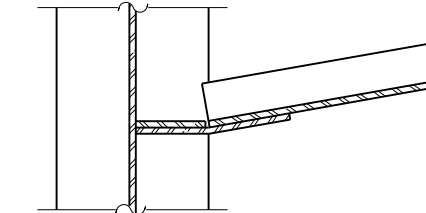
**INTERIOR DIAPHRAGM**  
(66 Total)



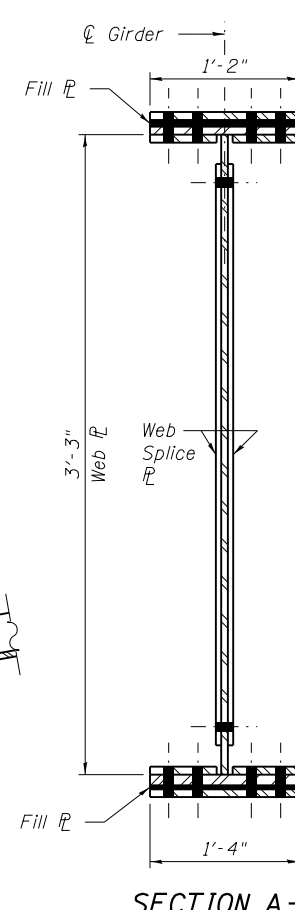
**INTERIOR DIAPHRAGM AT PIER 1 AND PIER 2**  
(12 Total)



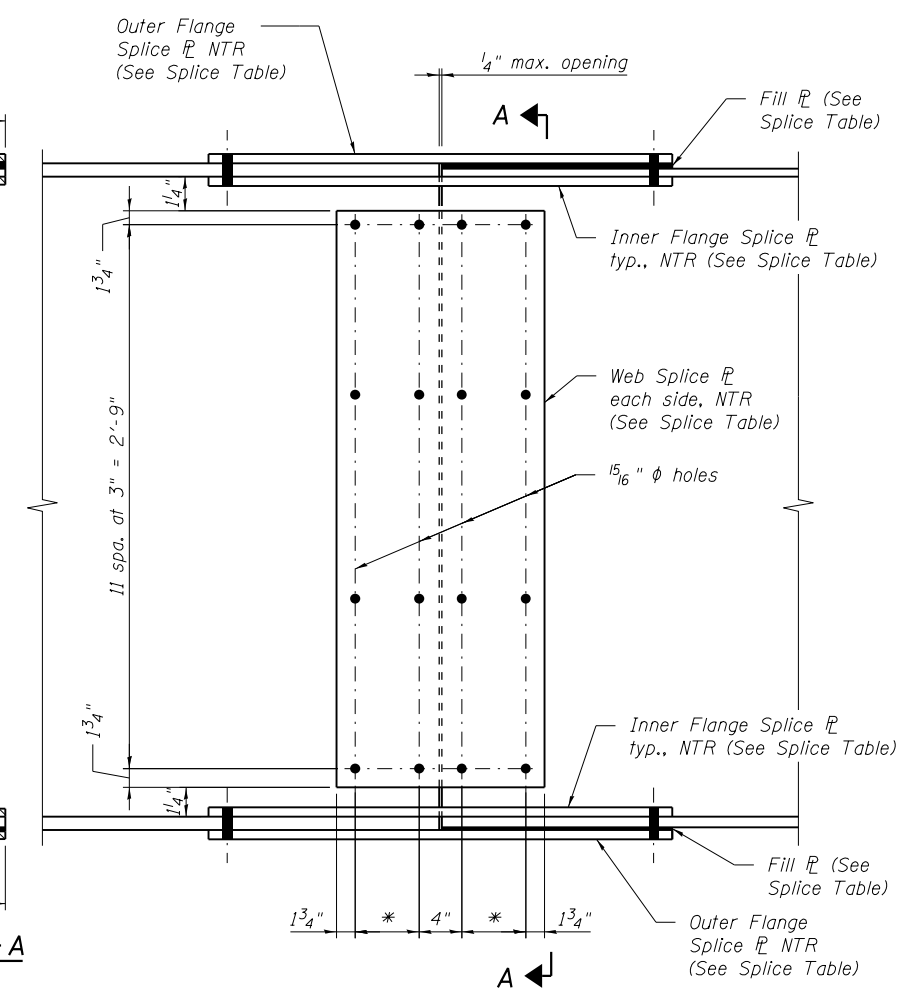
**SECTION B-B**



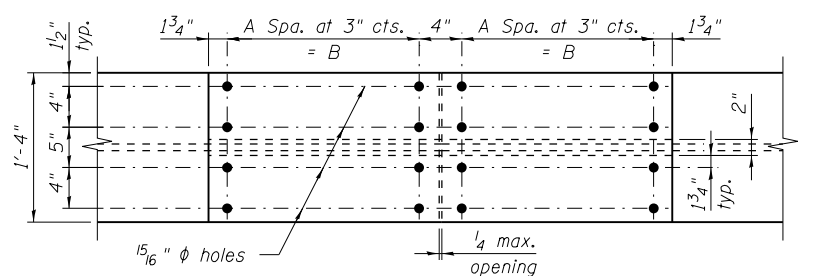
**SECTION C-C**



**SECTION A-A**

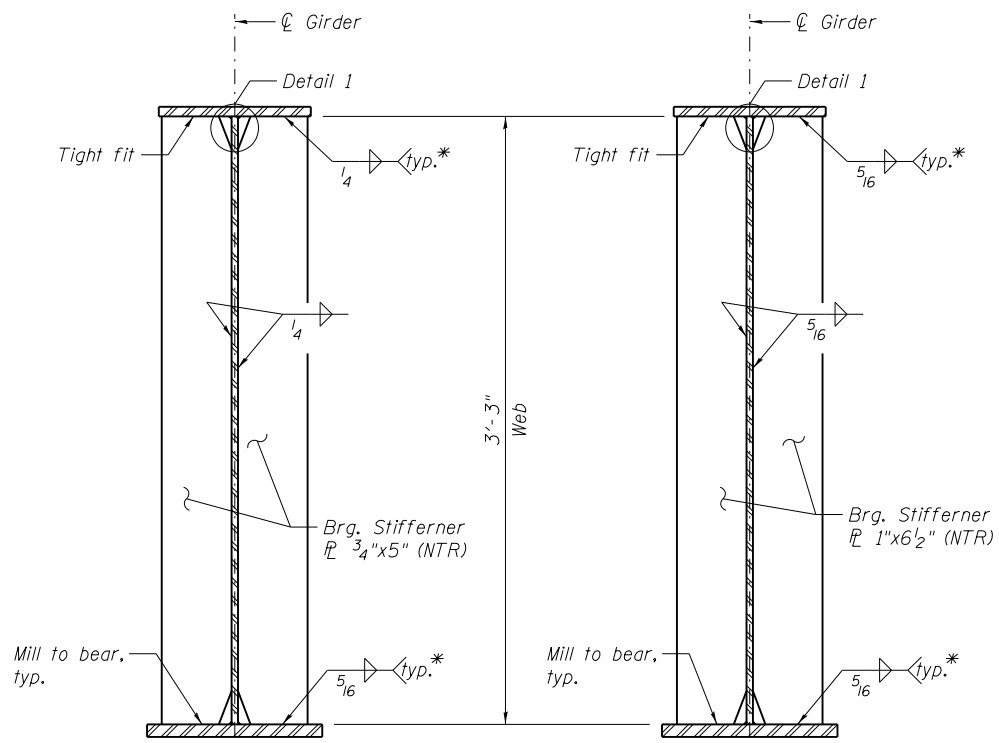


**ELEVATION - FIELD SPLICE**  
\* C spa. at 3" cts. = D



**BOTTOM FLANGE SPLICE**

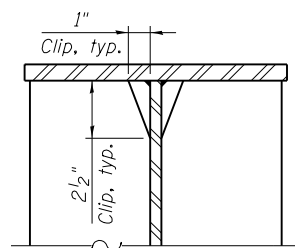
Note:  
Two hardened washers required for each set of oversized holes.  
\*\*C15 x 50 is permitted to facilitate material acquisition. Calculated weight of structural steel is based on C15 x 40 section.  
The alternate, if utilized, shall be provided at no extra cost to the Department.



**BEARING STIFFENER AT ABUTMENTS**

**BEARING STIFFENER AT PIERS**

\*Terminate weld 1/4" from outside edges of stiffener

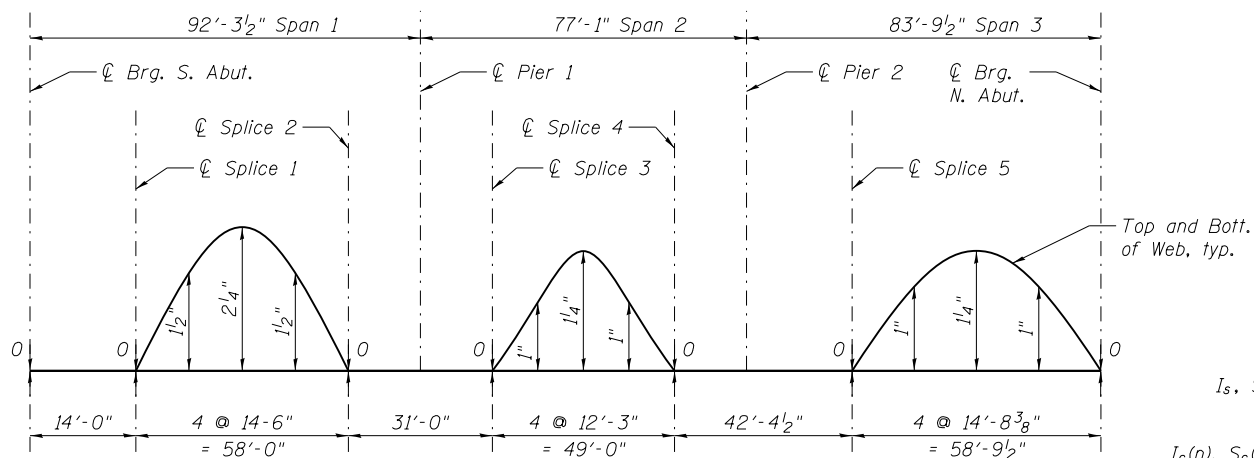


**DETAIL 1**  
(Typical top & bottom flanges)

**TOP OF WEB ELEVATIONS**

(For fabrication only)

Location	Girder 8	Girder 9	Girder 10	Girder 11	Girder 12	Girder 13
℄ Brg. S. Abut.	622.33	622.48	622.54	622.39	622.20	622.01
Splice 1	622.48	622.64	622.71	622.56	622.38	622.18
Splice 2	622.60	622.77	622.84	622.71	622.53	622.33
℄ Brg. Pier 1	622.48	622.64	622.72	622.58	622.41	622.23
Splice 3	622.41	622.57	622.65	622.51	622.34	622.17
Splice 4	622.22	622.39	622.47	622.35	622.18	622.01
℄ Brg. Pier 2	622.13	622.30	622.39	622.27	622.10	621.93
Splice 5	621.99	622.18	622.27	622.15	621.99	621.81
℄ Brg. N. Abut.	621.47	621.64	621.73	621.61	621.38	621.15



**CAMBER DIAGRAM**

INTERIOR GIRDER MOMENT TABLE						
	0.4 Span 1	Pier 1	0.5 Span 2	Pier 2	0.6 Span 3	
$I_s$	(in <sup>4</sup> )	13971	20460	13971	15895	13971
$I_c(n)$	(in <sup>4</sup> )	41571	53078	41571	42135	41571
$I_c(3n)$	(in <sup>4</sup> )	30707	38940	30707	31518	30707
$I_c(cr)$	(in <sup>4</sup> )		26752		21479	
$S_s$	(in <sup>3</sup> )	828	849	873	697	828
$S_c(n)$	(in <sup>3</sup> )	1152	2562	1152	2221	1152
$S_c(3n)$	(in <sup>3</sup> )	1072	1879	1072	1661	1072
$S_c(cr)$	(in <sup>3</sup> )		1291		1132	
DC1	(k/')	1.067	1.120	1.067	1.079	1.067
M <sub>DC1</sub>	(k)	779	-949	10	-711	667
DC2	(k/')	0.15	0.15	0.15	0.15	0.15
M <sub>DC2</sub>	(k)	104	-123	3	-94	89
DW	(k/')	0.454	0.454	0.454	0.454	0.454
M <sub>DW</sub>	(k)	315	-372	10	-283	269
M <sub>℄ + IM</sub>	(k)	1309	-1343	891	-1122	1208
M <sub>u</sub> (Strength I)	(k)	3819	-4193	1590	-3352	3422
φ <sub>r</sub> M <sub>n</sub>	(k)	5667	5400	5667	4526	5667
f <sub>s</sub> DC1	(ksi)	11.3	-13.4	0.1	-12.2	9.7
f <sub>s</sub> DC2	(ksi)	4.1	-4.1	0.1	-3.5	3.5
f <sub>s</sub> DW	(ksi)	3.5	-3.5	0.1	-3.0	3.0
f <sub>s</sub> (℄ + IM)	(ksi)	14.7	-12.5	10.0	-11.9	13.5
f <sub>s</sub> (Service II)	(ksi)	38.0	-37.3	13.3	-34.2	33.8
0.95R <sub>h</sub> F <sub>yf</sub>	(ksi)	47.5	47.5	47.5	47.5	47.5
f <sub>s</sub> (Total)(Strength I)	(ksi)					
φ <sub>r</sub> F <sub>n</sub>	(ksi)					
V <sub>r</sub>	(k)	57.7	64.8	60.3	67.7	56.1

INTERIOR GIRDER REACTION TABLE					
	S. Abut.	Pier 1	Pier 2	N. Abut.	
R <sub>DC1</sub>	(k) **96.3	110.5	96.6	**93.2	
R <sub>DC2</sub>	(k)	5.6	14.4	5.2	
R <sub>DW</sub>	(k)	16.9	43.6	38.8	15.6
R <sub>℄ + IM</sub>	(k)	97.1	163.6	149.4	98.1
R <sub>Total</sub>	(k)	215.9	332.1	297.6	212.1

\*\*Dead load reaction at abutments includes concrete diaphragm and approach slab.

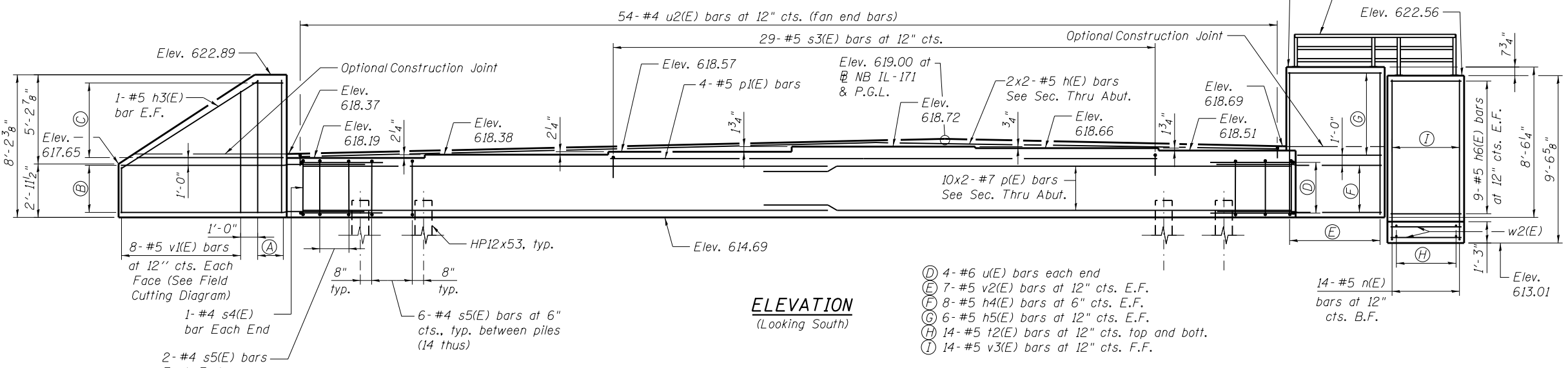
- $I_s, S_s$ : Non-composite moment of inertia and section modulus of the steel section used for computing  $f_s$  (Total-Strength I, and Service II) due to non-composite dead loads (in<sup>4</sup> and in<sup>3</sup>).
- $I_c(n), S_c(n)$ : Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing  $f_s$  (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in<sup>4</sup> and in<sup>3</sup>).
- $I_c(3n), S_c(3n)$ : Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing  $f_s$  (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in<sup>4</sup> and in<sup>3</sup>).
- $I_c(cr), S_c(cr)$ : Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing  $f_s$  (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in<sup>4</sup> and in<sup>3</sup>).
- DC1: Un-factored non-composite dead load (kips/ft.).
- M<sub>DC1</sub>: Un-factored moment due to non-composite dead load (kip-ft.).
- DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- M<sub>DC2</sub>: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- M<sub>DW</sub>: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- M<sub>℄ + IM</sub>: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
- M<sub>u</sub> (Strength I): Factored design moment (kip-ft.).
- 1.25 (M<sub>DC1</sub> + M<sub>DC2</sub>) + 1.5 M<sub>DW</sub> + 1.75 M<sub>℄ + IM</sub>
- φ<sub>r</sub>M<sub>n</sub>: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).
- f<sub>s</sub> DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
- M<sub>DC1</sub> / S<sub>nc</sub>
- f<sub>s</sub> DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
- M<sub>DC2</sub> / S<sub>c(3n)</sub> or M<sub>DC2</sub> / S<sub>c(cr)</sub> as applicable.
- f<sub>s</sub> DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
- M<sub>DW</sub> / S<sub>c(3n)</sub> or M<sub>DW</sub> / S<sub>c(cr)</sub> as applicable.
- f<sub>s</sub> (℄ + IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
- M<sub>℄ + IM</sub> / S<sub>c(n)</sub> or M<sub>℄ + IM</sub> / S<sub>c(cr)</sub> as applicable.
- f<sub>s</sub> (Service II): Sum of stresses as computed below (ksi).
- f<sub>sDC1</sub> + f<sub>sDC2</sub> + f<sub>sDW</sub> + 1.3 f<sub>s</sub> (℄ + IM)
- 0.95R<sub>h</sub>F<sub>yf</sub>: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
- f<sub>s</sub> (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
- 1.25 (f<sub>sDC1</sub> + f<sub>sDC2</sub>) + 1.5 f<sub>sDW</sub> + 1.75 f<sub>s</sub> (℄ + IM)
- φ<sub>r</sub>F<sub>n</sub>: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).
- V<sub>r</sub>: Maximum factored shear range in span computed according to Article 6.10.10.



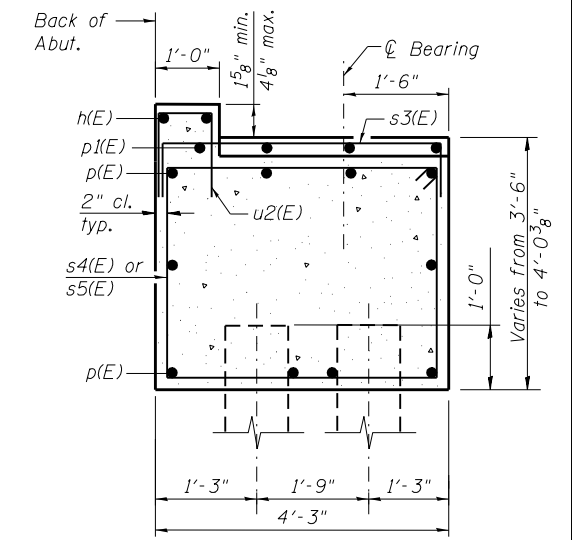
- Ⓐ 3- #5 v(E) bars at 10" cts. E.F.
  - Ⓑ 7- #6 h(E) bars at 6" cts. E.F.
  - Ⓒ 5- #5 h2(E) bars at 12" cts. E.F.
- (See Field Cutting Diagram)

**MINIMUM BAR LAP**

#5 bar = 3'-8"  
#7 bar = 5'-10"



- Ⓓ 4- #6 u(E) bars each end
- Ⓔ 7- #5 v2(E) bars at 12" cts. E.F.
- Ⓕ 8- #5 h4(E) bars at 6" cts. E.F.
- Ⓖ 6- #5 h5(E) bars at 12" cts. E.F.
- Ⓗ 14- #5 t2(E) bars at 12" cts. top and bott.
- Ⓘ 14- #5 v3(E) bars at 12" cts. F.F.



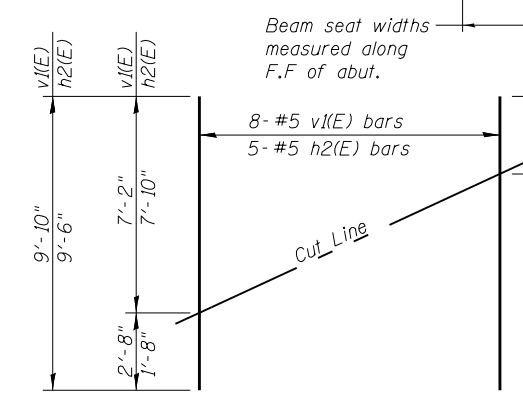
- NOTES:**
1. Pour steps monolithically with cap.
  2. Space reinforcement to miss anchor bolts.
  3. For details of piles, see sheet SA38.
  4. See sheet SA32 for expansion joint details for wingwall extension.
  5. Ashlar Limestone Pattern (with natural concrete color) shall be applied to the entire front face of the wingwalls and wingwall extension. Paid for as Form Liner Textured Surface.
  6. For details of Parapet Railing, see sheet SA5.

**BILL OF MATERIAL**

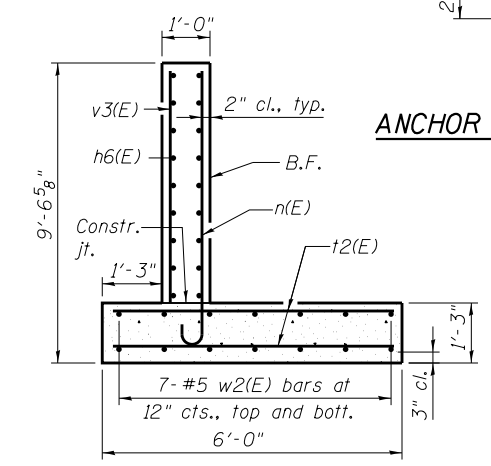
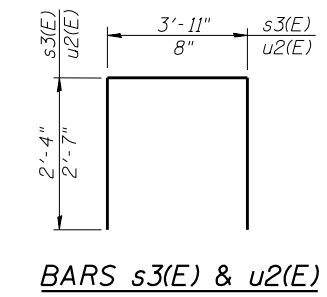
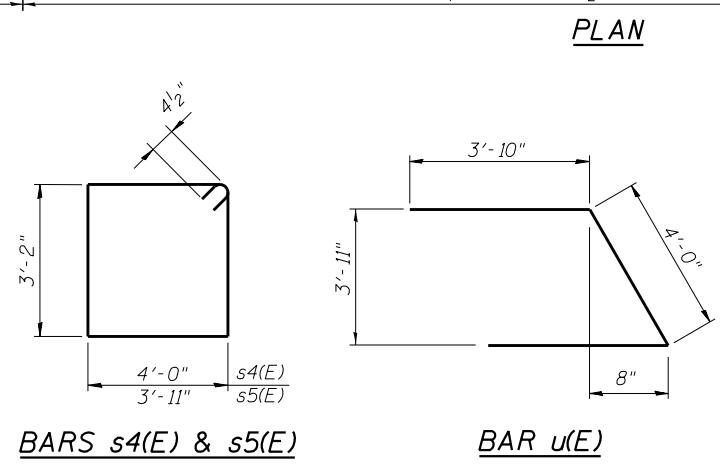
Bar	No.	Size	Length	Shape
h(E)	4	#5	28'-1"	—
h1(E)	14	#6	13'-3"	—
h2(E)	5	#5	9'-6"	—
h3(E)	2	#5	9'-5"	—
h4(E)	16	#5	9'-3"	—
h5(E)	12	#5	5'-6"	—
h6(E)	18	#5	12'-1"	—
n(E)	14	#5	9'-8"	—
p(E)	20	#7	29'-2"	—
p1(E)	4	#5	27'-3"	—
s3(E)	29	#5	8'-7"	□
s4(E)	2	#4	15'-1"	□
s5(E)	88	#4	14'-11"	□
t2(E)	28	#5	5'-8"	—
u(E)	8	#6	11'-8"	—
u2(E)	54	#4	5'-10"	□
v(E)	6	#5	7'-10"	—
v1(E)	8	#5	9'-10"	—
v2(E)	14	#5	8'-2"	—
v3(E)	14	#5	8'-1"	—
w2(E)	14	#5	12'-1"	—
Pile Shoes				Each 15
Concrete Structures				Cu. Yd. 43.7
Reinforcement Bars, Epoxy Coated				Pound 4,580
Furnishing Steel Piles HP12x53				Foot 672
Driving Piles				Foot 672
Test Pile Steel HP12x53				Each 1
Form Liner Textured Surface				Sq. Ft. 214
Concrete Sealer				Sq. Ft. 242

**PILE DATA**

Type: HP 12x53 with pile shoes  
Nominal Required Bearing: 418 kips  
Factored Resistance Available: 230 kips  
Est. Length: 48 feet  
No. Production Piles: 14  
No. Test Piles: 1



Order v1(E) & h2(E) bars full length. Cut as shown and use remainder of bars in opposite face.



- LEGEND**
- E.F. - Each Face
  - B.F. - Back Face
  - F.F. - Front Face

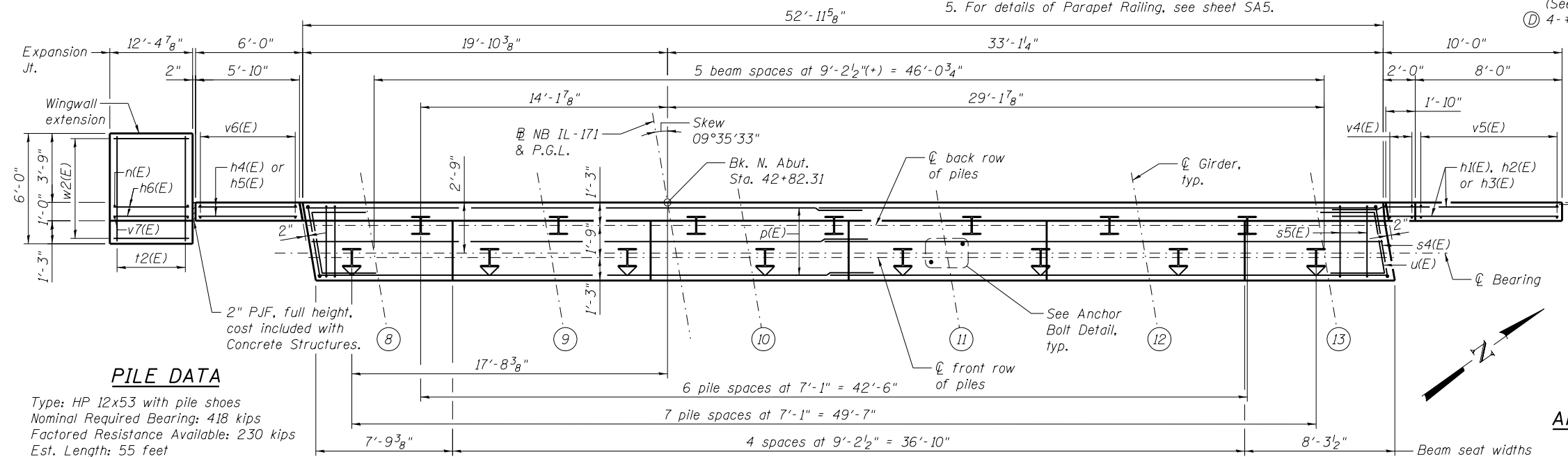
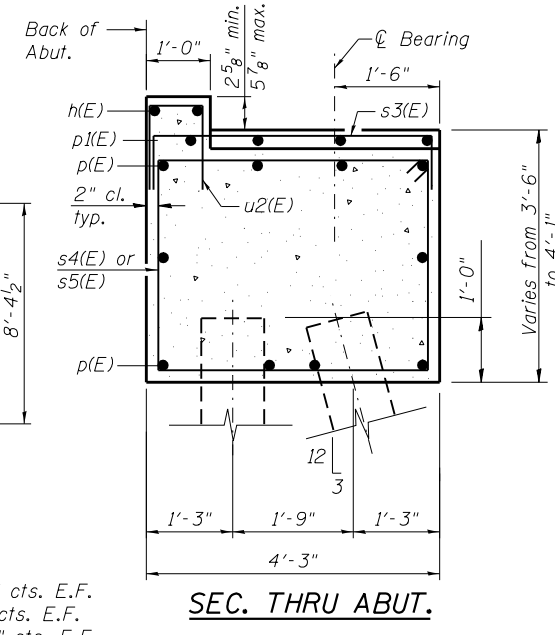
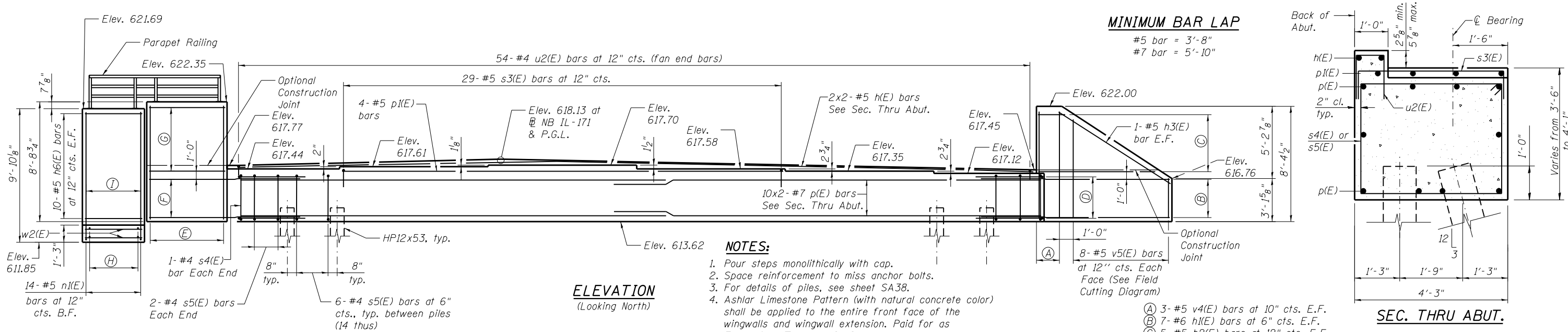
**SECT. THRU WINGWALL EXTENSION**  
Maximum applied service bearing pressure =  $Q_{max} = 1.8 \text{ ksf}$

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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

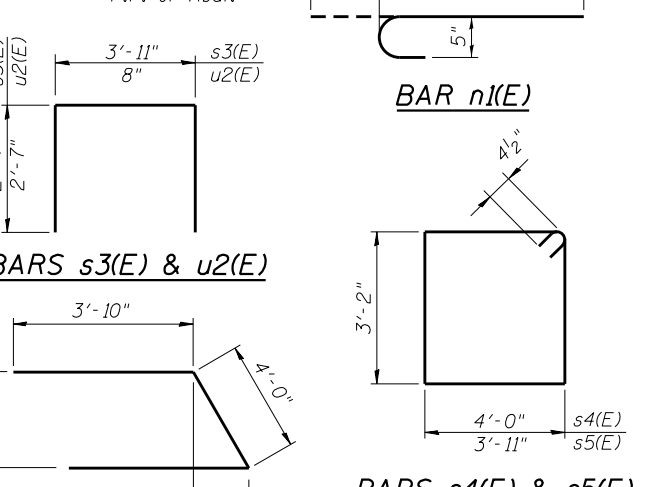
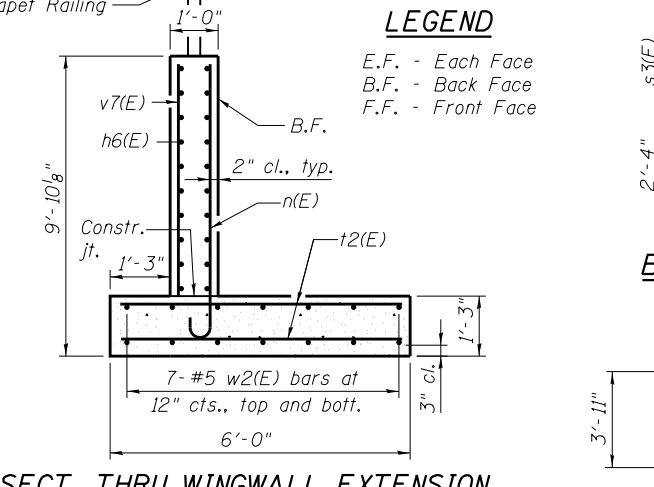
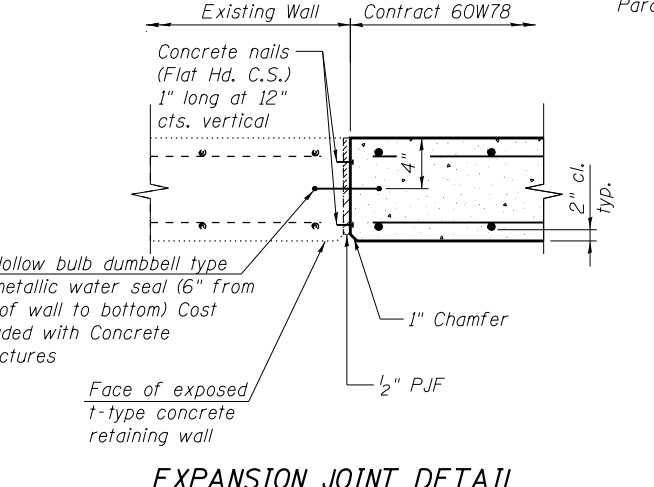
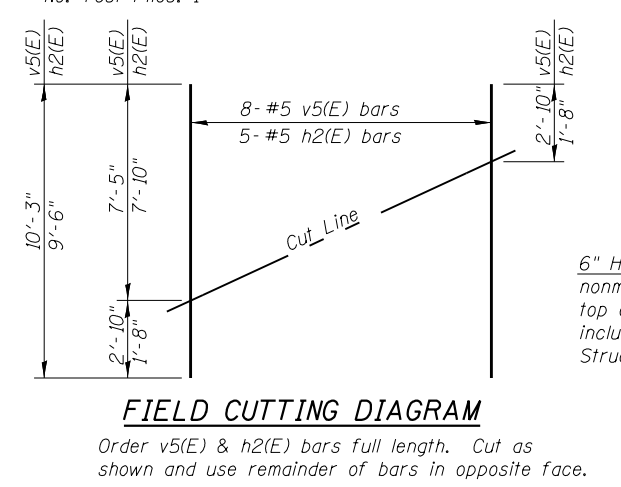
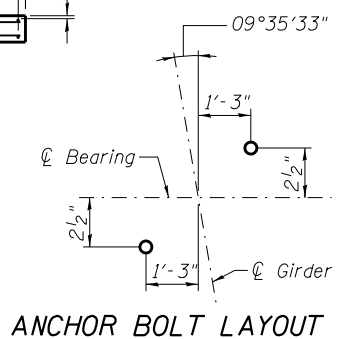
**SOUTH ABUTMENT DETAILS**  
**STRUCTURE NO. 016-1511**  
SHEET NO. SA31 OF SA44 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	93
CONTRACT NO. 60W78				ILLINOIS FED. AID PROJECT



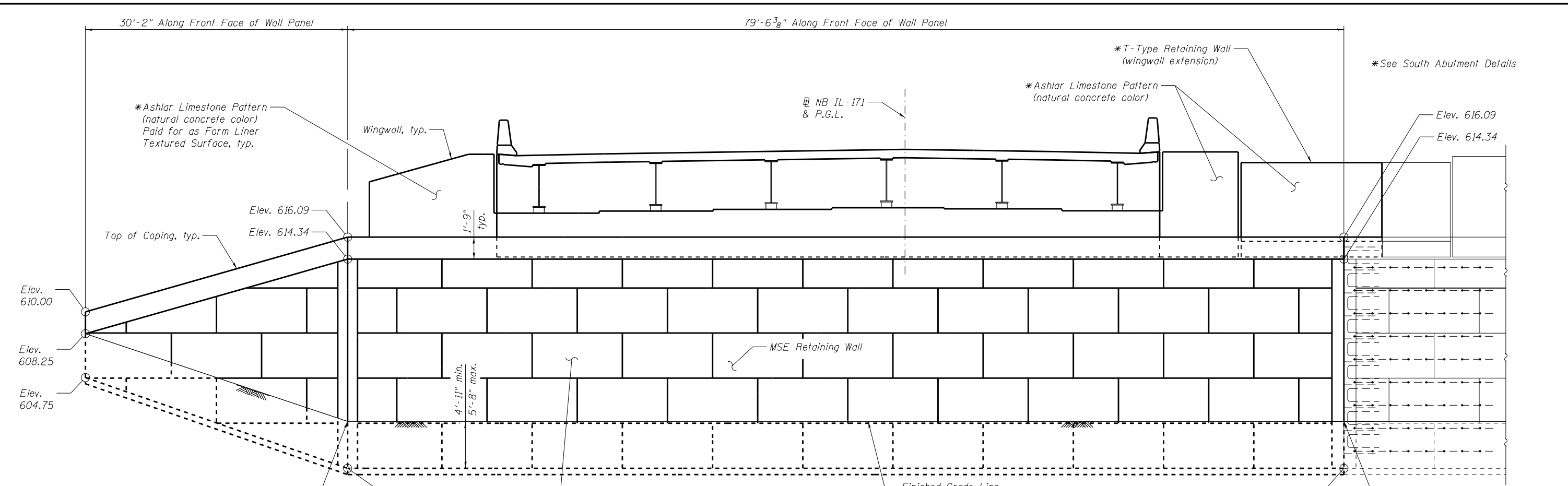
**PILE DATA**

Type: HP 12x53 with pile shoes  
Nominal Required Bearing: 418 kips  
Factored Resistance Available: 230 kips  
Est. Length: 55 feet  
No. Production Piles: 14  
No. Test Piles: 1



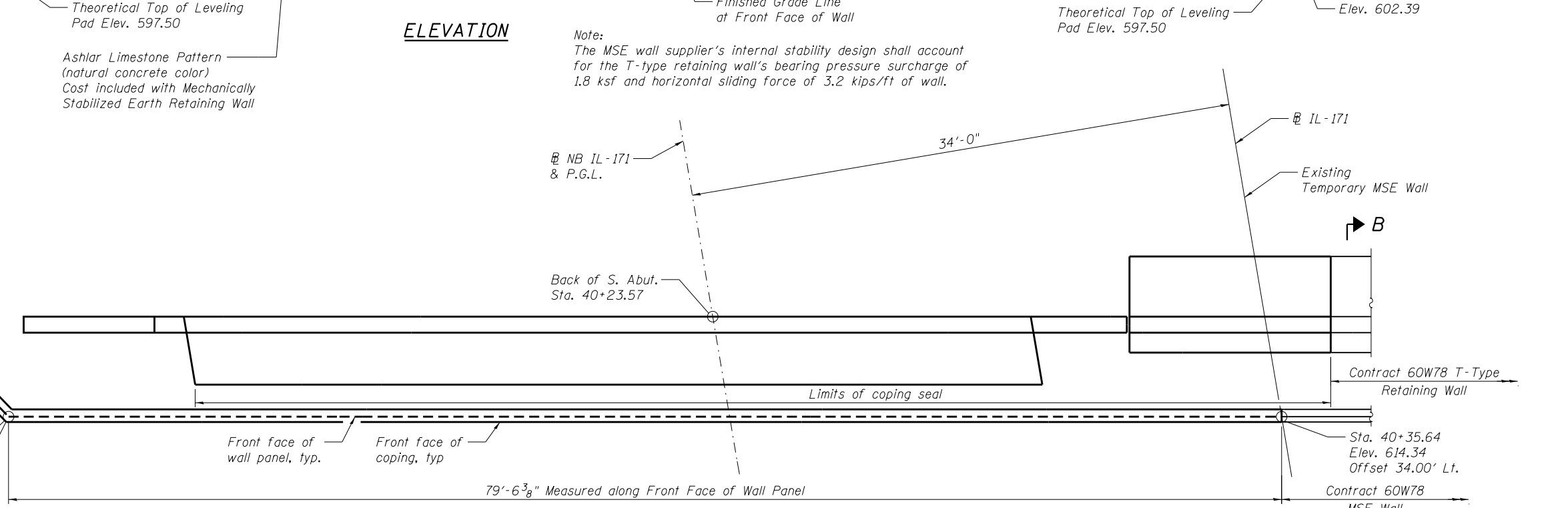
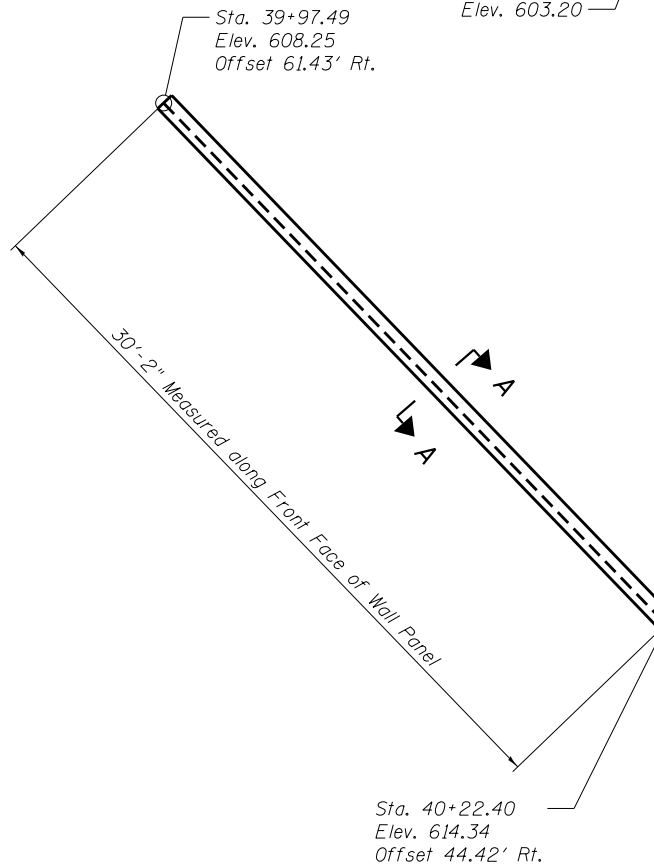
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	4	#5	28'-1"	—
h1(E)	14	#6	13'-3"	—
h2(E)	5	#5	9'-6"	—
h3(E)	2	#5	9'-5"	—
h4(E)	16	#5	9'-3"	—
h5(E)	12	#5	5'-6"	—
h6(E)	20	#5	12'-1"	—
n1(E)	14	#5	10'-0"	—
p(E)	20	#7	29'-2"	—
p1(E)	4	#5	27'-3"	—
s3(E)	29	#5	8'-7"	□
s4(E)	2	#4	15'-1"	□
s5(E)	88	#4	14'-11"	□
t2(E)	28	#5	5'-8"	—
u(E)	8	#6	11'-8"	—
u2(E)	54	#4	5'-10"	—
v4(E)	6	#5	8'-0"	—
v5(E)	8	#5	10'-3"	—
v6(E)	14	#5	8'-4"	—
v7(E)	14	#5	8'-5"	—
w2(E)	14	#5	12'-1"	—
Pile Shoes				Each 15
Concrete Structures				Cu. Yd. 44.6
Reinforcement Bars, Epoxy Coated				Pound 4,630
Furnishing Steel Piles HP12x53				Foot 770
Driving Piles				Foot 770
Test Pile Steel HP12x53				Each 1
Form Liner Textured Surface				Sq. Ft. 222



**ELEVATION**

Note:  
The MSE wall supplier's internal stability design shall account for the T-type retaining wall's bearing pressure surcharge of 1.8 ksf and horizontal sliding force of 3.2 kips/ft of wall.

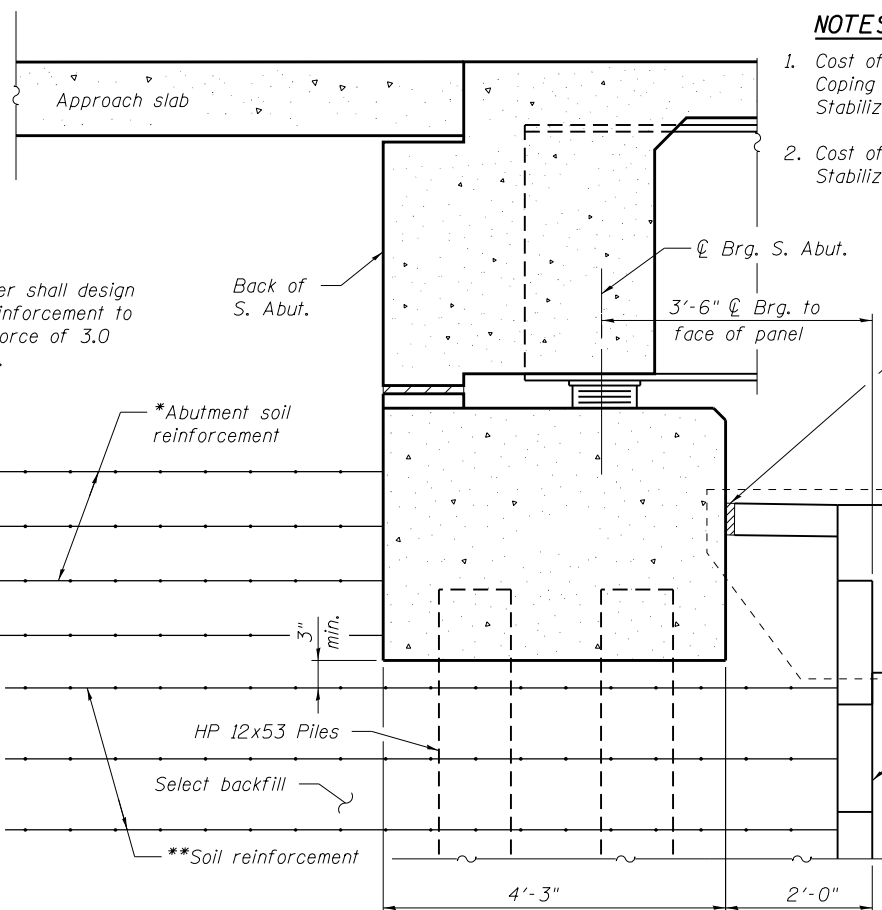


**BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Structure Excavation	Cu. Yd.	801
Mechanically Stabilized Earth Retaining Wall	Sq. Ft.	1,647
Concrete Sealer	Sq. Ft.	2,105

**PLAN**

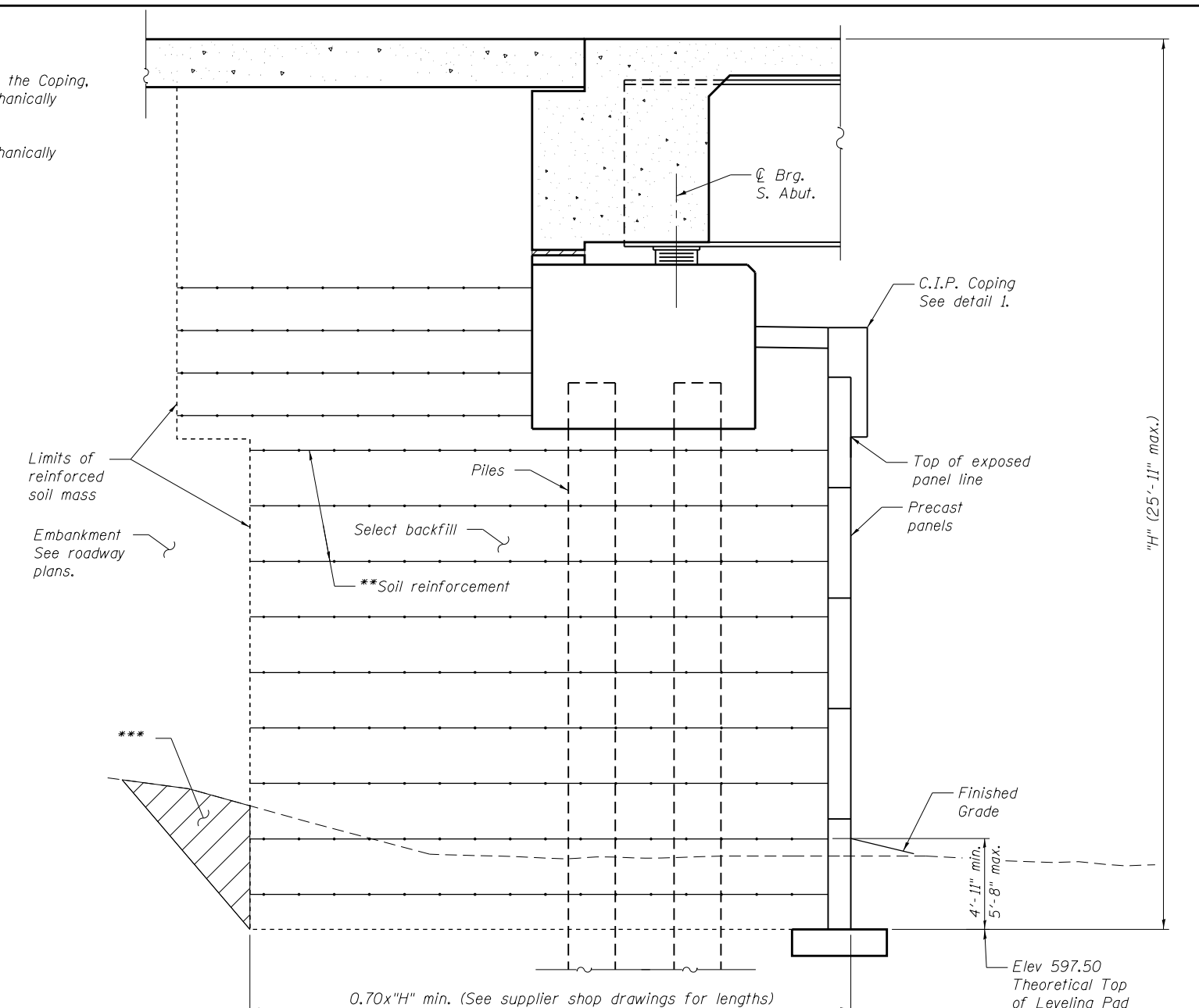
**NOTES:**  
1. See sheet SA34 for Section A-A & B-B.  
2. MSE Wall stations and offsets are measured from the @ NB IL-171 to the front face of precast panels.



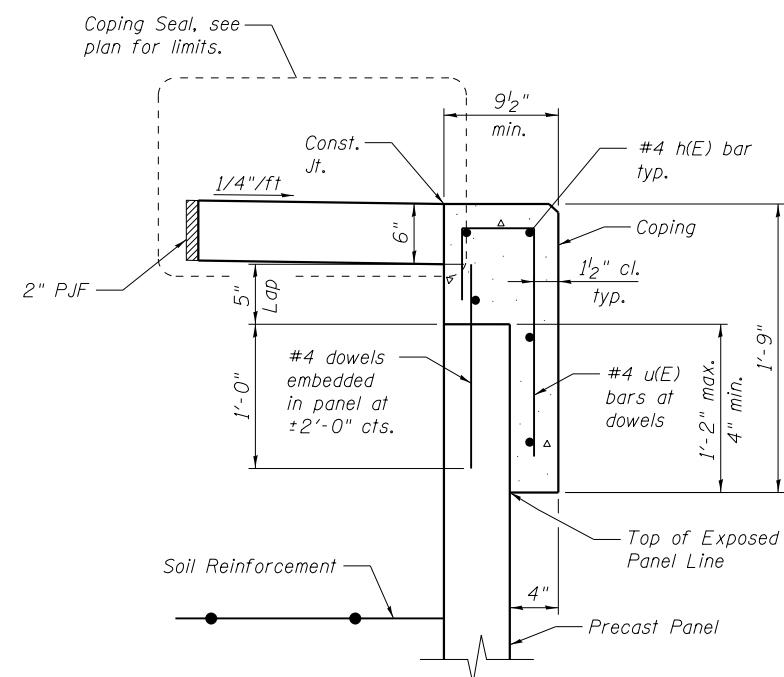
- NOTES:**
1. Cost of Coping including reinforcement in the Coping, Coping Seal and PJF are included in Mechanically Stabilized Earth Retaining Wall.
  2. Cost of select backfill is included in Mechanically Stabilized Earth Retaining Wall.

\* The MSE wall supplier shall design the abutment soil reinforcement to resist a horizontal force of 3.0 kips/ft. of abutment.

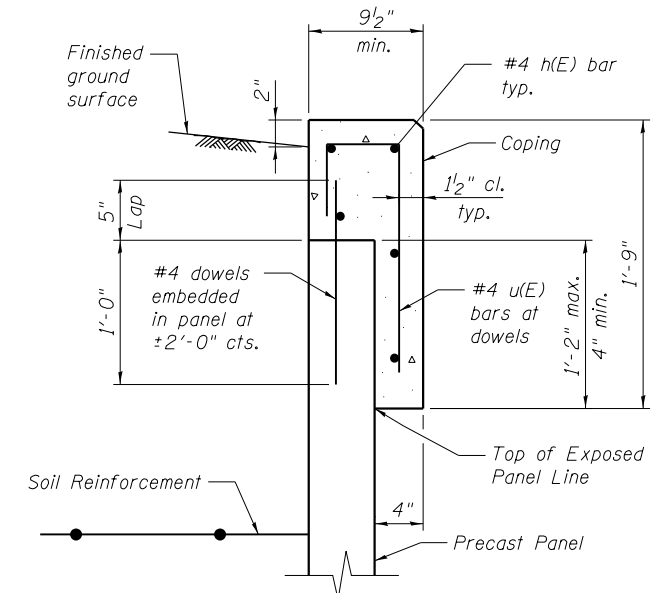
**SECTION THRU SOUTH ABUTMENT**  
(Horiz. Dim. at Rt. L's)



**TYPICAL MSE WALL SECTION AT SOUTH ABUTMENT**  
(Horiz. Dim. at Rt. L's)

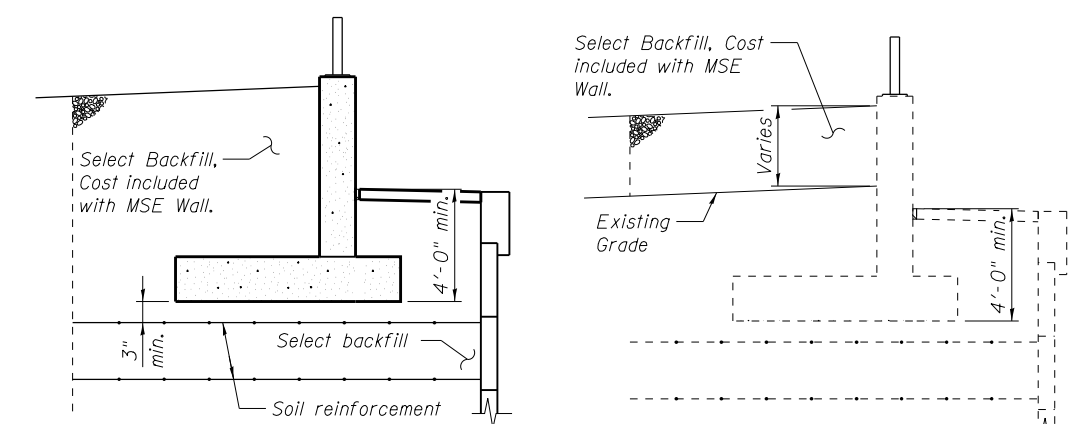


**DETAIL 1**  
(Typical in front of S. Abut.)



**SECTION A-A**

**MINIMUM BAR LAP**  
(Coping)  
#4 h(E) bar = 2'-0"



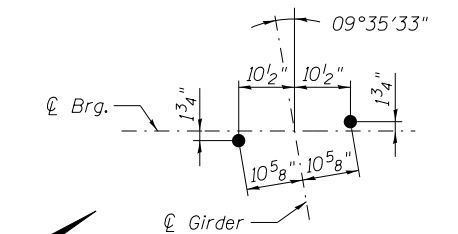
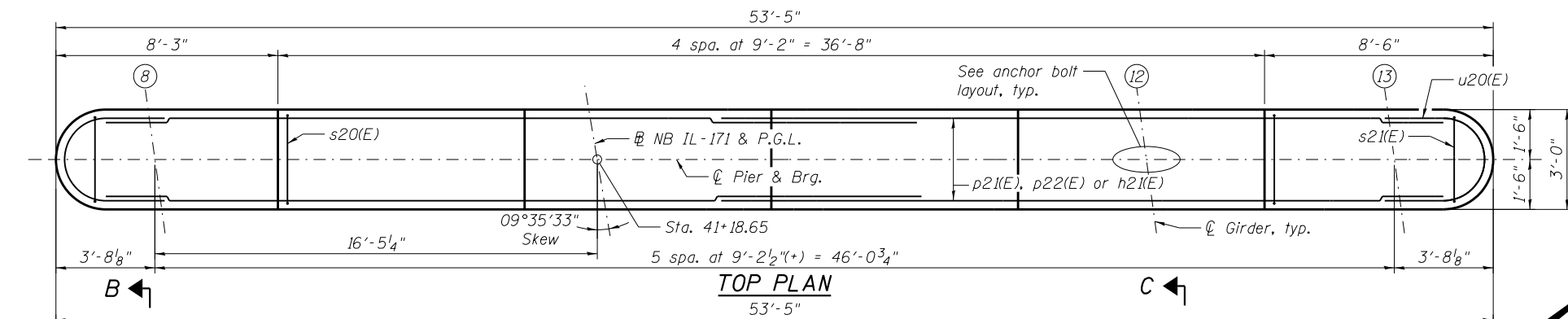
**SECTION THRU RETAINING WALL AT SOUTH ABUTMENT**

**SECTION B-B**

\*\* Cutting or bending of soil reinforcement beyond approved manufacturer's limits to miss piles is not permitted. Connecting soil reinforcement to piles or wrapping around piles is also not permitted. Special detailing and provisions for accommodating pile conflicts shall be included in the Submittals for Mechanically Stabilized Earth Retaining Walls.

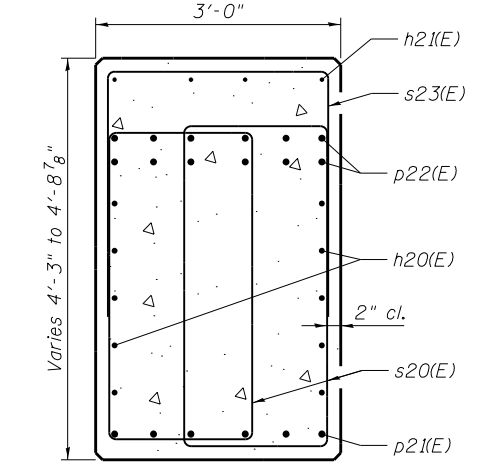
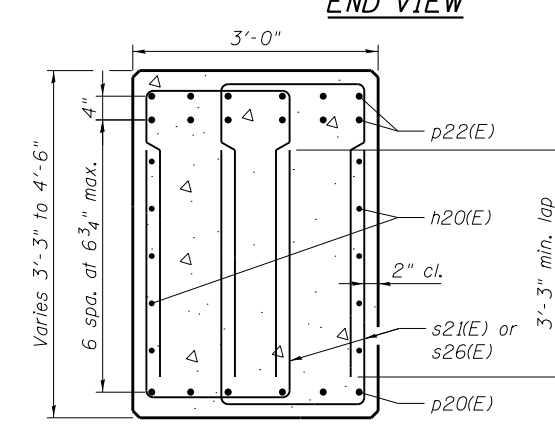
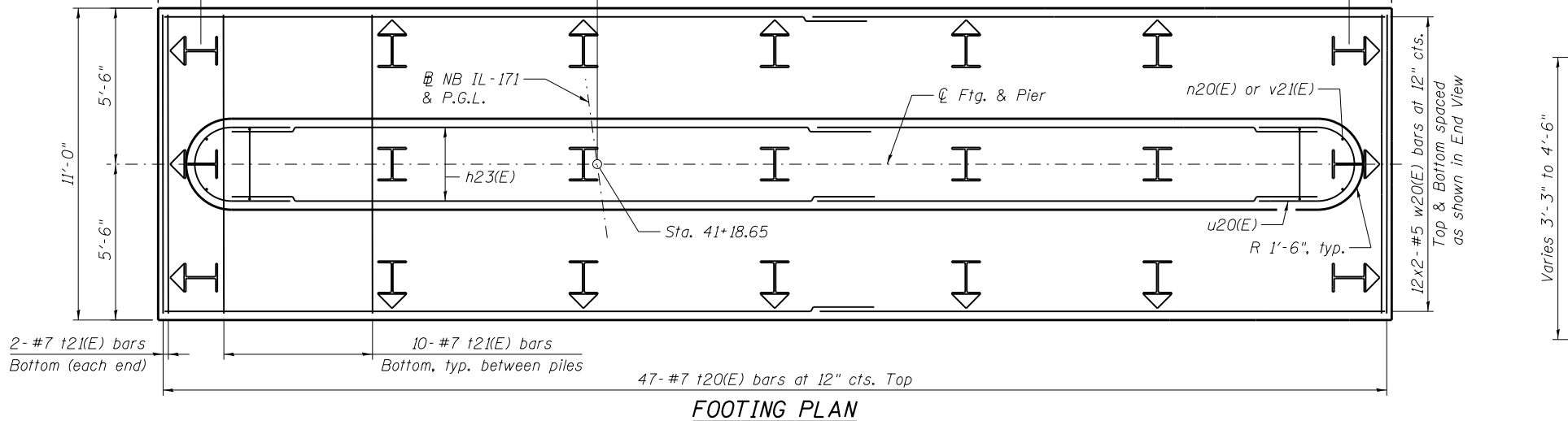
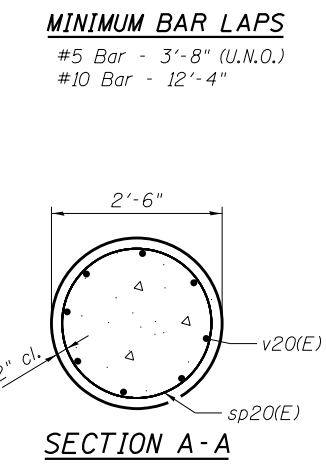
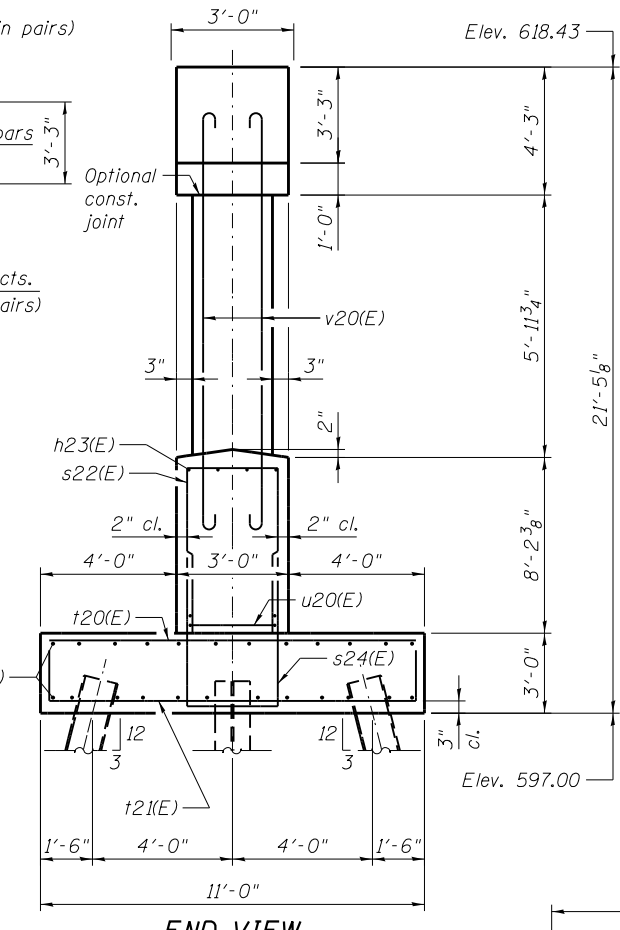
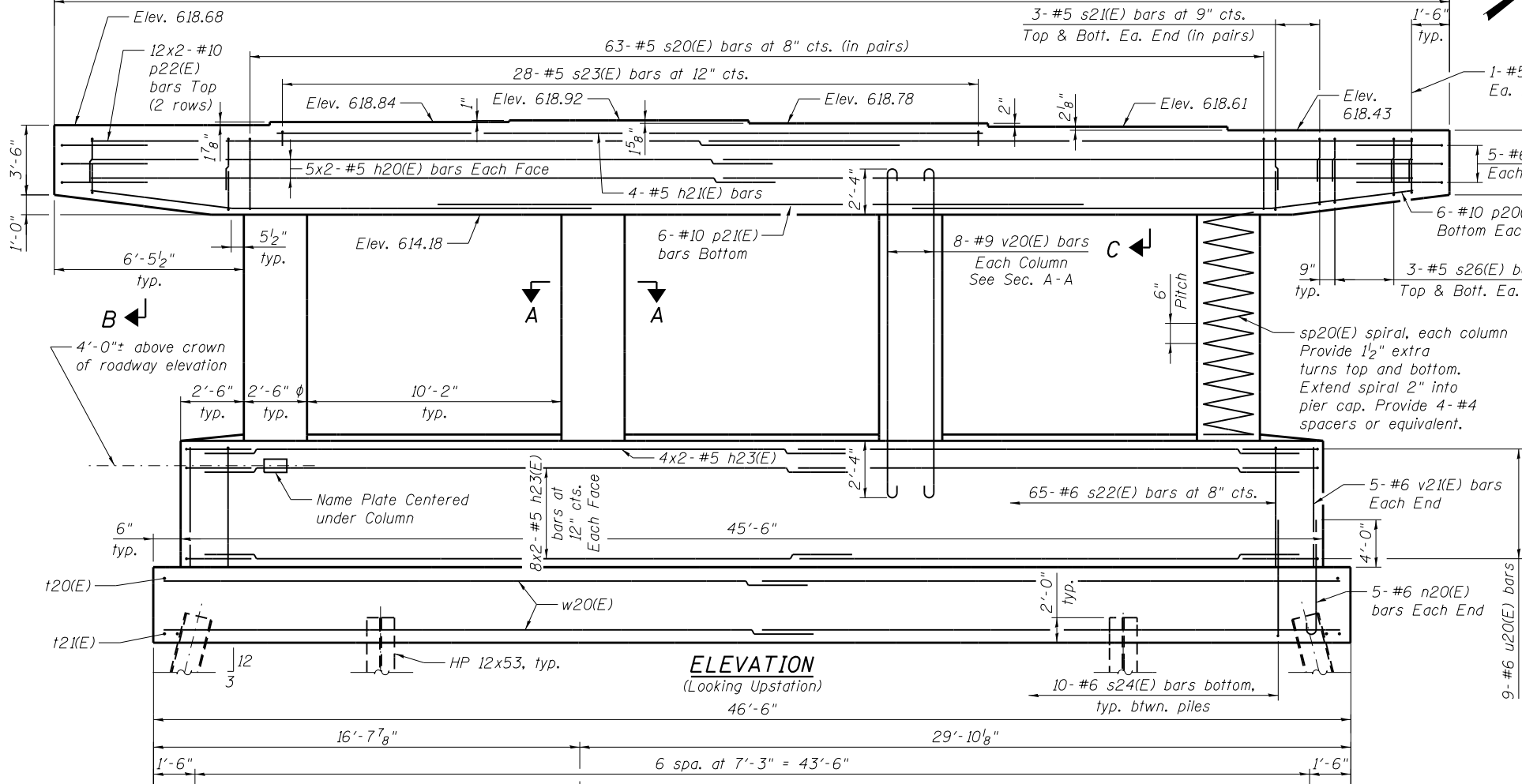
\*\*\* Overexcavation beyond structure excavation. This area not measured for payment. Backfill overexcavation with same material used for select fill used in MSE wall.





- NOTES:**
1. Space reinforcement in cap to miss anchor bolts.
  2. Pour steps monolithically with cap.
  3. For details of piles, see sheet SA38.
  4. Bars indicated thus 5x2-#5 etc. indicates 5 lines of bars with 2 lengths per line.

**PILE DATA**  
 Type: HP 12x53 with pile shoes  
 Nominal Required Bearing: 418 kips  
 Factored Resistance Available: 230 kips  
 Est. Length: 32'  
 No. Production Piles: 20  
 No. Test Piles: 1



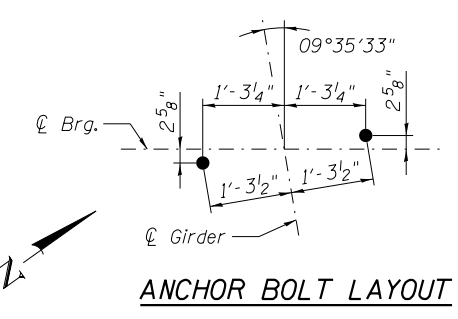
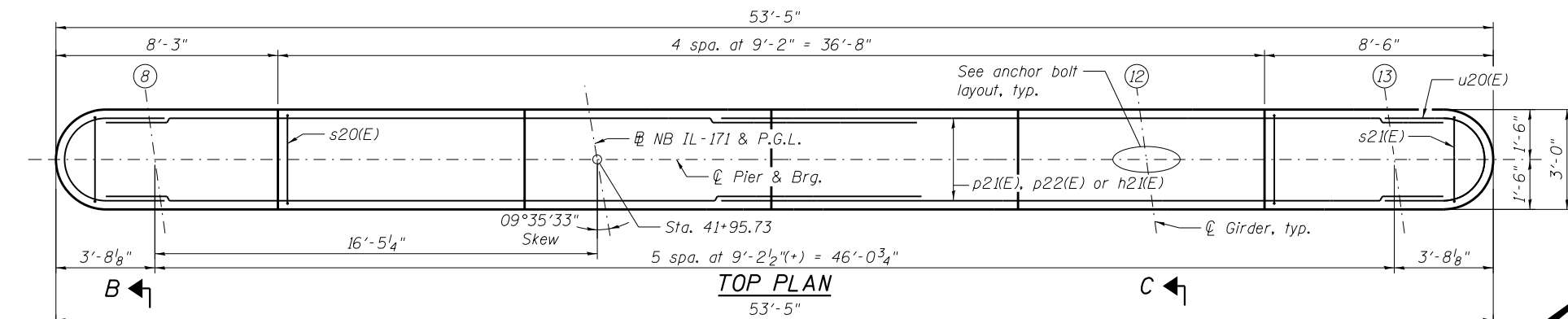
**LIN ENGINEERING, LTD.**  
 Consulting Engineers  
 Springfield, Illinois

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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

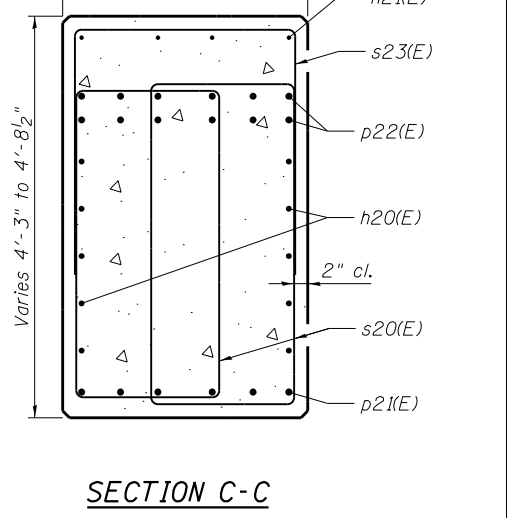
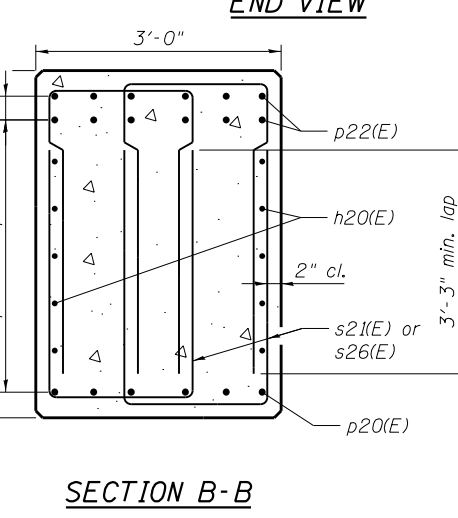
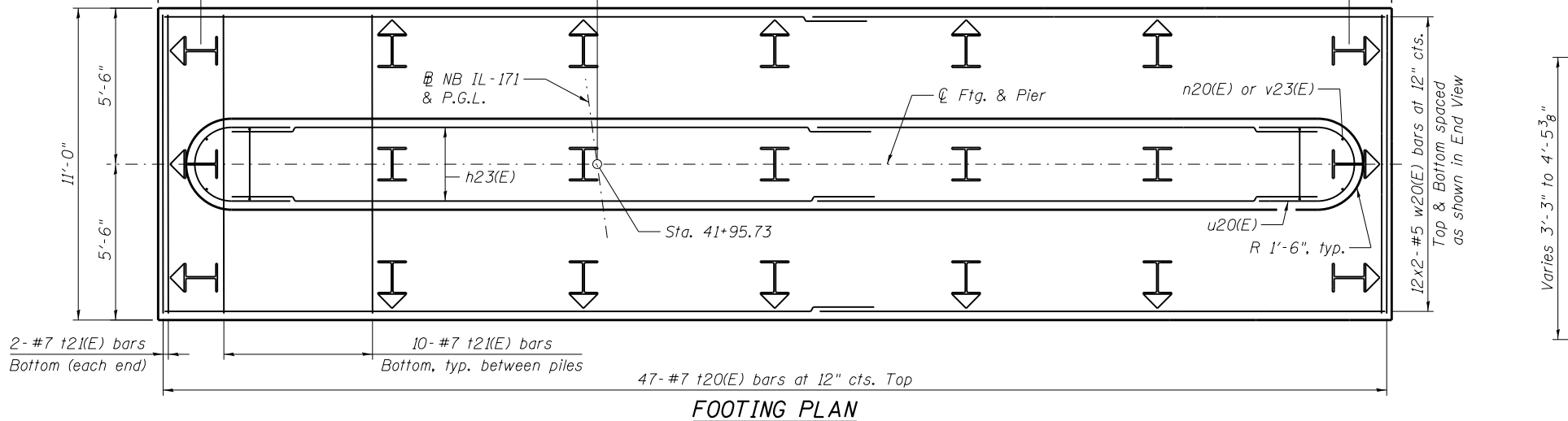
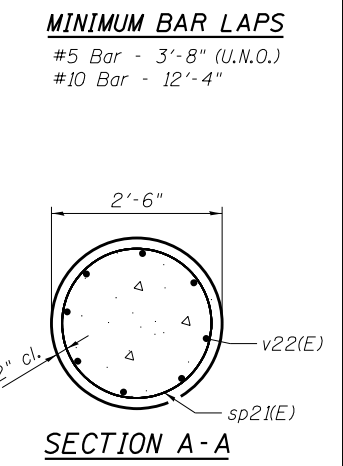
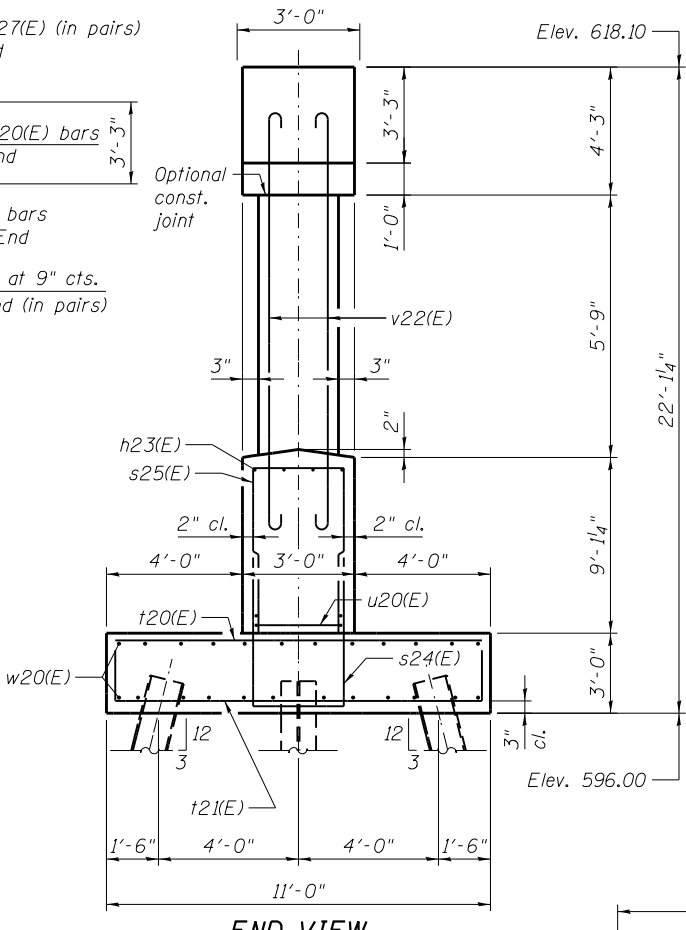
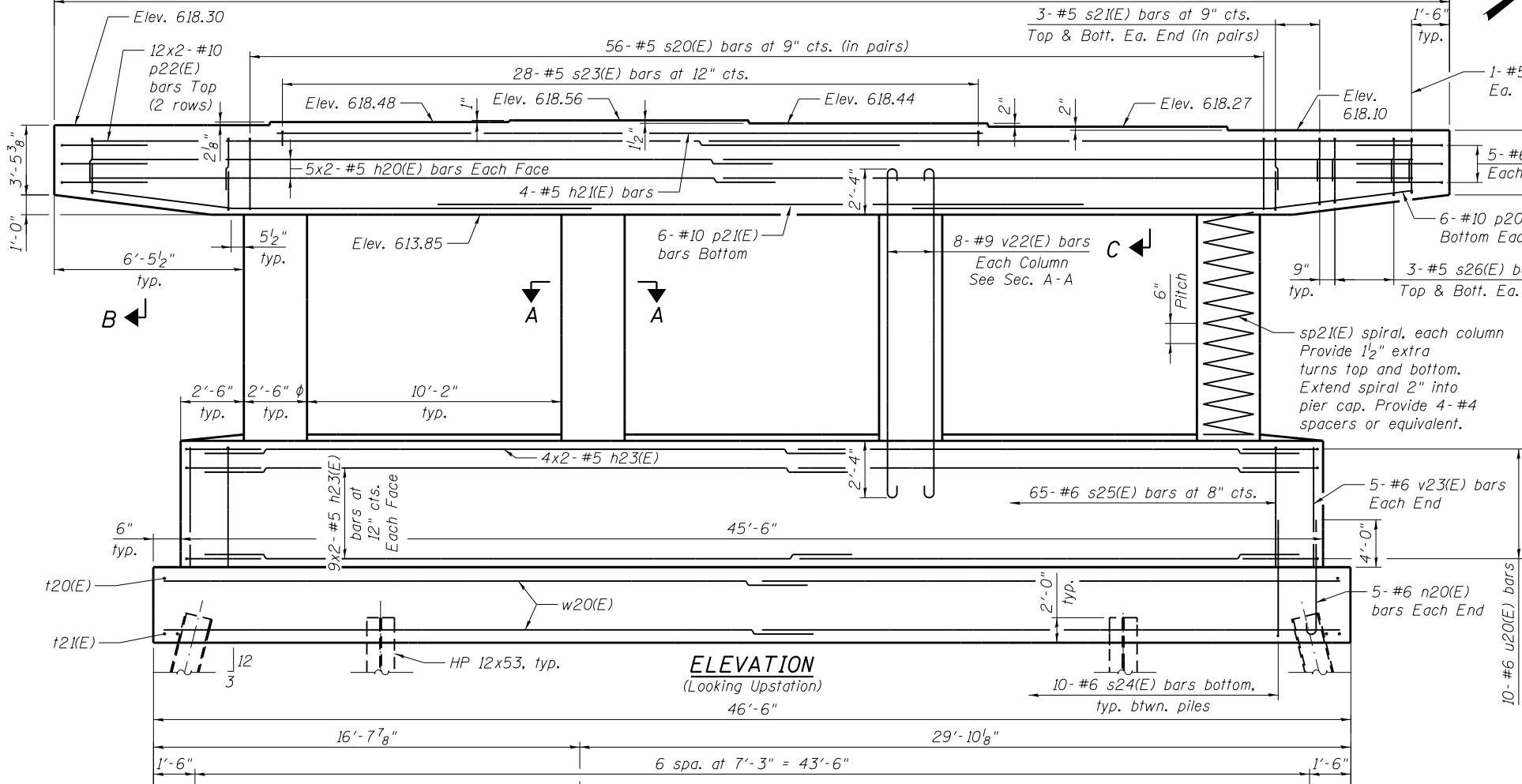
**PIER 1 DETAILS**  
**STRUCTURE NO. 016-1511**  
 SHEET NO. SA35 OF SA44 SHEETS

F.A.P. RTE. 373	SECTION 0707-608HB-B-1	COUNTY COOK	TOTAL SHEETS 127	SHEET NO. 97
				CONTRACT NO. 60W78
ILLINOIS FED. AID PROJECT				



- NOTES:**
1. Space reinforcement in cap to miss anchor bolts.
  2. Pour steps monolithically with cap.
  3. For details of piles, see sheet SA38.
  4. Bars indicated thus 5x2-#5 etc. indicates 5 lines of bars with 2 lengths per line.

**PILE DATA**  
 Type: HP 12x53 with pile shoes  
 Nominal Required Bearing: 418 kips  
 Factored Resistance Available: 230 kips  
 Est. Length: 37'  
 No. Production Piles: 20  
 No. Test Piles: 1



**PIER 1  
BILL OF MATERIAL**

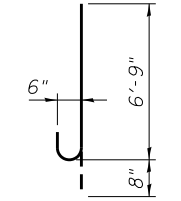
Bar	No.	Size	Length	Shape
h20(E)	20	#5	27'-0"	—
h21(E)	4	#5	27'-2"	—
h23(E)	40	#5	23'-2"	—
n20(E)	10	#6	7'-5"	⌋
p20(E)	12	#10	16'-11"	↘
p21(E)	6	#10	41'-5"	—
p22(E)	24	#10	31'-5"	—
s20(E)	126	#5	12'-1"	□
s21(E)	24	#5	8'-9"	U
s22(E)	65	#6	18'-4"	U
s23(E)	28	#5	8'-8"	U
s24(E)	60	#6	16'-2"	U
s26(E)	24	#5	8'-2"	U
s27(E)	4	#5	10'-7"	□
**sp20(E)	4	#5	6'-0"	⌋
t20(E)	47	#7	10'-8"	—
t21(E)	64	#7	15'-8"	U
u20(E)	32	#6	11'-10"	⌋
v20(E)	32	#9	13'-2"	⌋
v21(E)	10	#6	7'-10"	—
w20(E)	48	#5	25'-1"	—
Pile Shoes	Each		21	
Structure Excavation	Cu. Yd.		174	
Concrete Structures	Cu. Yd.		128.8	
Reinforcement Bars, Epoxy Coated	Pound		19,380	
Furnishing Steel Piles HP12x53	Foot		640	
Driving Piles	Foot		640	
Test Pile Steel HP12x53	Each		1	
Concrete Sealer	Sq. Ft.		1,428	

\*\* Length is height of spiral.

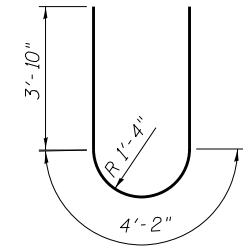
**PIER 2  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h20(E)	20	#5	27'-0"	—
h21(E)	4	#5	27'-2"	—
h23(E)	40	#5	23'-2"	—
n20(E)	10	#6	7'-5"	⌋
p20(E)	12	#10	16'-11"	↘
p21(E)	6	#10	41'-5"	—
p22(E)	24	#10	31'-5"	—
s20(E)	112	#5	12'-1"	□
s21(E)	24	#5	8'-9"	U
s23(E)	28	#5	8'-8"	U
s24(E)	60	#6	16'-2"	U
s25(E)	65	#6	20'-2"	U
s26(E)	24	#5	8'-2"	U
s27(E)	4	#5	10'-7"	□
**sp21(E)	4	#5	5'-9"	⌋
t20(E)	47	#7	10'-8"	—
t21(E)	64	#7	15'-8"	U
u20(E)	34	#6	11'-10"	⌋
v22(E)	32	#9	12'-11"	⌋
v23(E)	10	#6	8'-9"	—
w20(E)	48	#5	25'-1"	—
Pile Shoes	Each		21	
Structure Excavation	Cu. Yd.		200	
Concrete Structures	Cu. Yd.		133.0	
Reinforcement Bars, Epoxy Coated	Pound		19,390	
Furnishing Steel Piles HP12x53	Foot		740	
Driving Piles	Foot		740	
Test Pile Steel HP12x53	Each		1	
Concrete Sealer	Sq. Ft.		1,419	

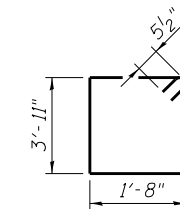
\*\* Length is height of spiral.



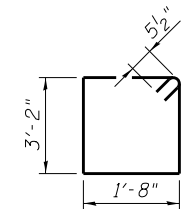
**BAR n20(E)**



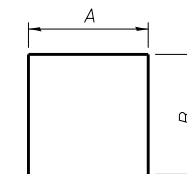
**BAR u20(E)**



**BAR s20(E)**

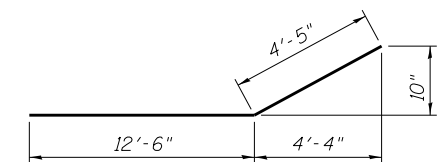


**BAR s27(E)**

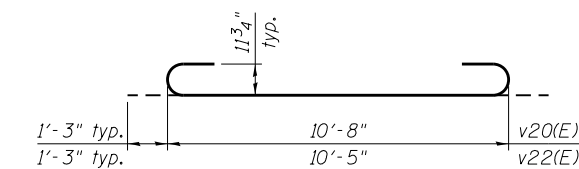


**BARS s21(E)-s25(E)  
& t21(E)**

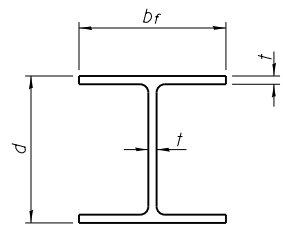
BAR	A	B
s21(E)	1'-8"	3'-6 1/2"
s22(E)	2'-8"	7'-10"
s23(E)	2'-8"	3'-0"
s24(E)	2'-8"	6'-9"
s25(E)	2'-8"	8'-9"
t21(E)	10'-8"	2'-6"
s26(E)	1'-8"	3'-3"



**BAR p20(E)**

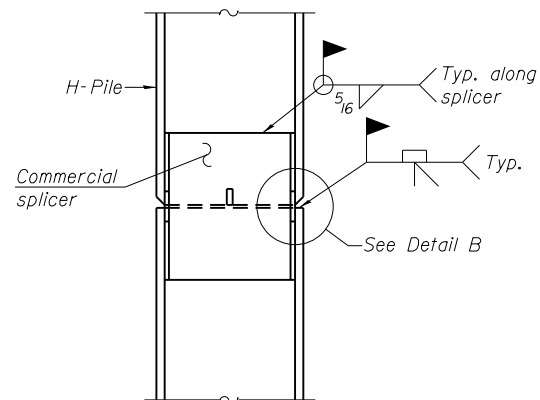


**BARS v20(E) AND v22(E)**

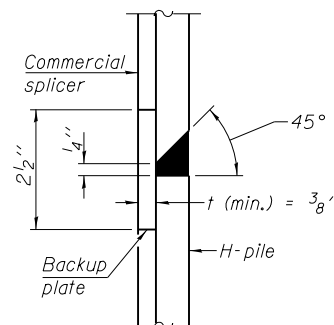


**STEEL PILE TABLE**

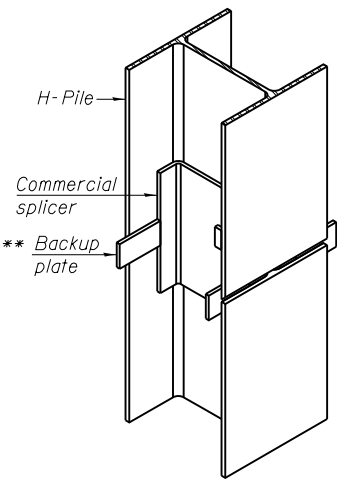
Designation	Depth d	Flange width br	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11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



**ELEVATION**

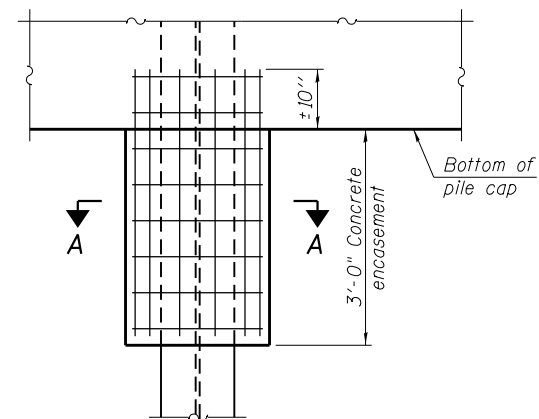


**DETAIL "B"**



**ISOMETRIC VIEW**

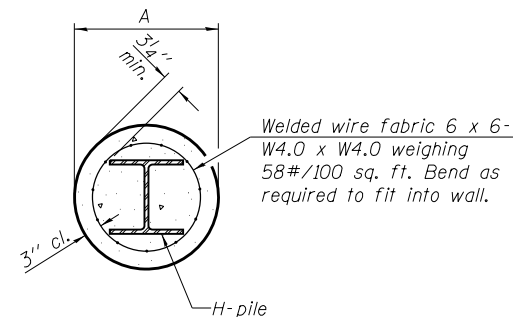
**WELDED COMMERCIAL SPLICE**



**ELEVATION**

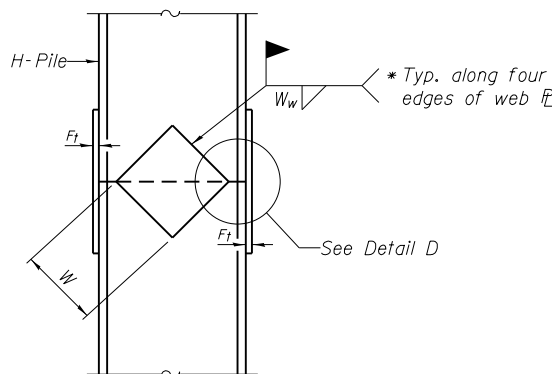
**PILE ENCASEMENT**

(N. Abut. Only)

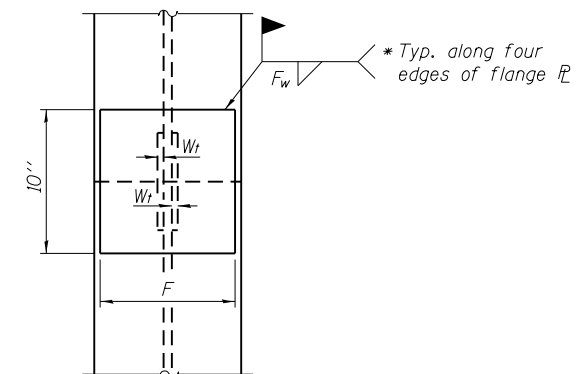


**SECTION A-A**

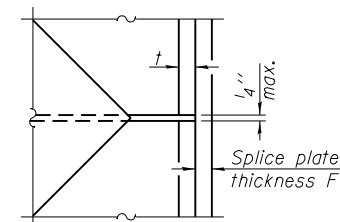
Note:  
Forms for encasement may be omitted when soil conditions permit.



**ELEVATION**



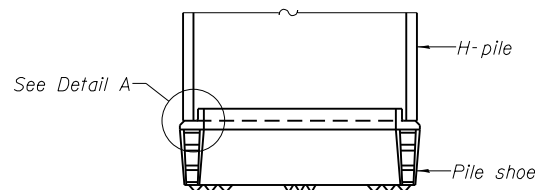
**END VIEW**



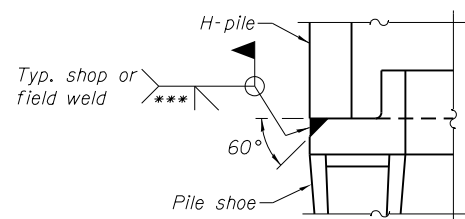
**DETAIL D**

**WELDED PLATE FIELD SPLICE**

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

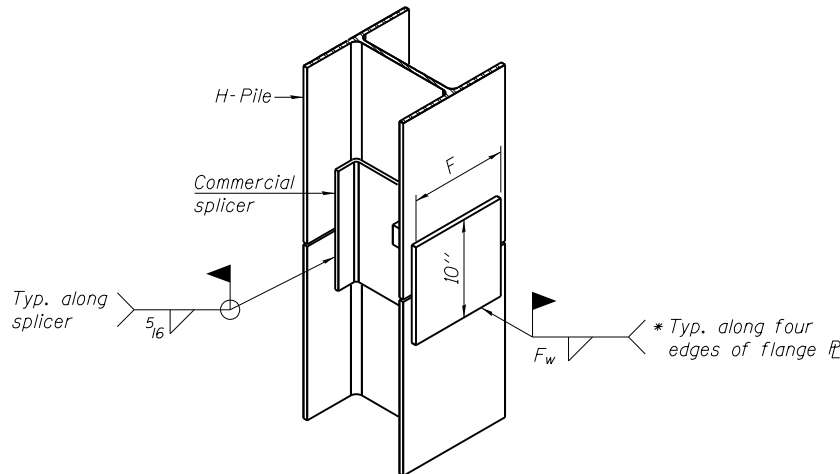


**ELEVATION**



**DETAIL A**

**H-PILE SHOE ATTACHMENT**



**ISOMETRIC VIEW**

**WELDED COMMERCIAL SPLICE ALTERNATE**

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

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

F-HP 1-27-12



USER NAME = Lin_39	DESIGNED - HP	REVISED -
FILE NAME =	CHECKED - RPW	REVISED -
...\\0161511.60W78.038_HP_Pile_Details.dgn	DRAWN - AJF	REVISED -
PLOT DATE = 6/9/2015 8:54:55 AM	CHECKED - MTH	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS  
STRUCTURE NO. 016-1511

SHEET NO. SA38 OF SA44 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	0707-608HB-B-1	COOK	127	100
CONTRACT NO. 60W78				

ILLINOIS FED. AID PROJECT