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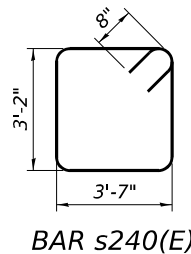
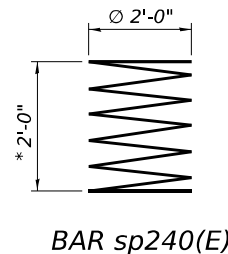
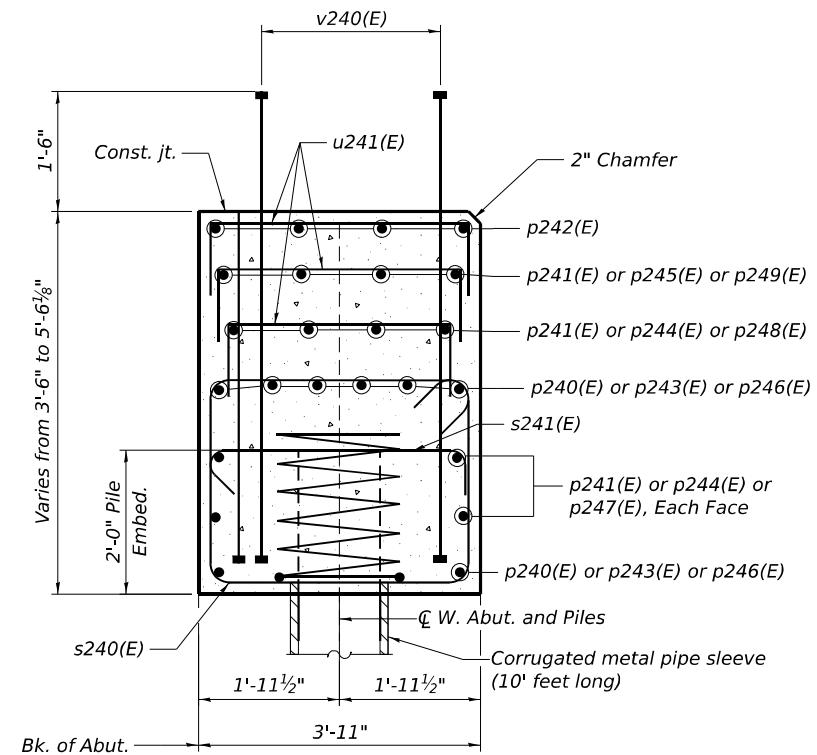


TABLE 1

Bar	A	B
u240(E)	3'-5"	4'-4"
u241(E)	3'-7"	1'-0"



NOTE:
 1. For additional notes, see Sheet SB-68.

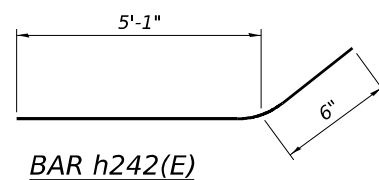
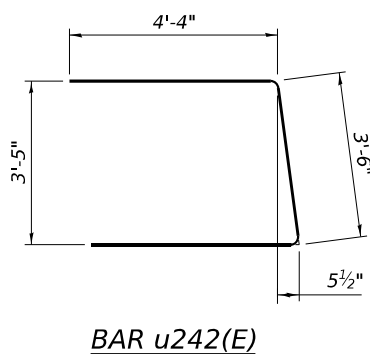
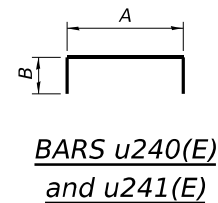
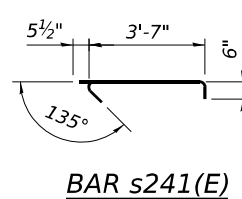
**S.N. 099-8315 (WB) WEST ABUTMENT
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h240(E)	16	#5	8'-4"	—
h241(E)	2	#5	14'-2"	—
h242(E)	2	#5	5'-7"	—
p240(E)	10	#7	38'-7"	—
p241(E)	12	#5	38'-7"	—
p242(E)	4	#5	27'-9"	—
p243(E)	10	#7	36'-0"	—
p244(E)	8	#5	36'-0"	—
p245(E)	4	#5	8'-6"	—
p246(E)	10	#7	33'-0"	—
p247(E)	4	#5	33'-0"	—
p248(E)	4	#5	26'-0"	—
p249(E)	4	#5	16'-3"	—
s240(E)	106	#6	14'-10"	□
s241(E)	24	#5	4'-7"	—
* sp240(E)	12	#4	2'-0"	WWM
u240(E)	4	#6	12'-1"	—
u241(E)	203	#4	5'-7"	—
u242(E)	4	#6	12'-2"	—
v240(E)	284	#8	4'-11"	—
v241(E)	4	#5	6'-4"	—
v242(E)	6	#5	9'-10"	—
Concrete Structures		Cu Yd	73.6	
Reinforcement Bars, Epoxy Coated		Pound	10,840	
Furnishing Steel Piles HP14x102		Foot	378	
Driving Piles		Foot	193	
Test Pile Steel HP14x102		Each	1	
Pile Shoes		Each	12	
Drilling And Setting Piles (In Rock)		Cu Ft	114	
Concrete Sealer		Sq Ft	532	

*Length is height of spiral

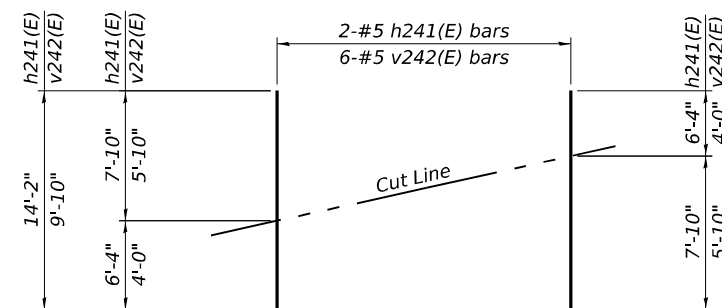
MINIMUM BAR LAP

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



SUGGESTED WB WEST ABUTMENT CONSTRUCTION SEQUENCE

1. Perform all structural excavation, temporary soil retention system construction and existing abutment and Frontage Road removal within limits of Stage I Construction.
2. Drive west abutment and wingwall piles.
3. Place 30" ϕ corrugated metal pipe around all piles of the west abutment.
4. Construct the permanent and temporary MSE Walls and backfill embankment up to the bottom of the west abutment.
5. The void between the pile and the 30" ϕ corrugated metal pipe shall remain empty.



FIELD CUTTING DIAGRAM

Order h241(E) and v242(E) full length. Cut as shown and use remainder of bars in opposite face.



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PLOT DATE =	DRAWN - SK, JMI	REVISED -
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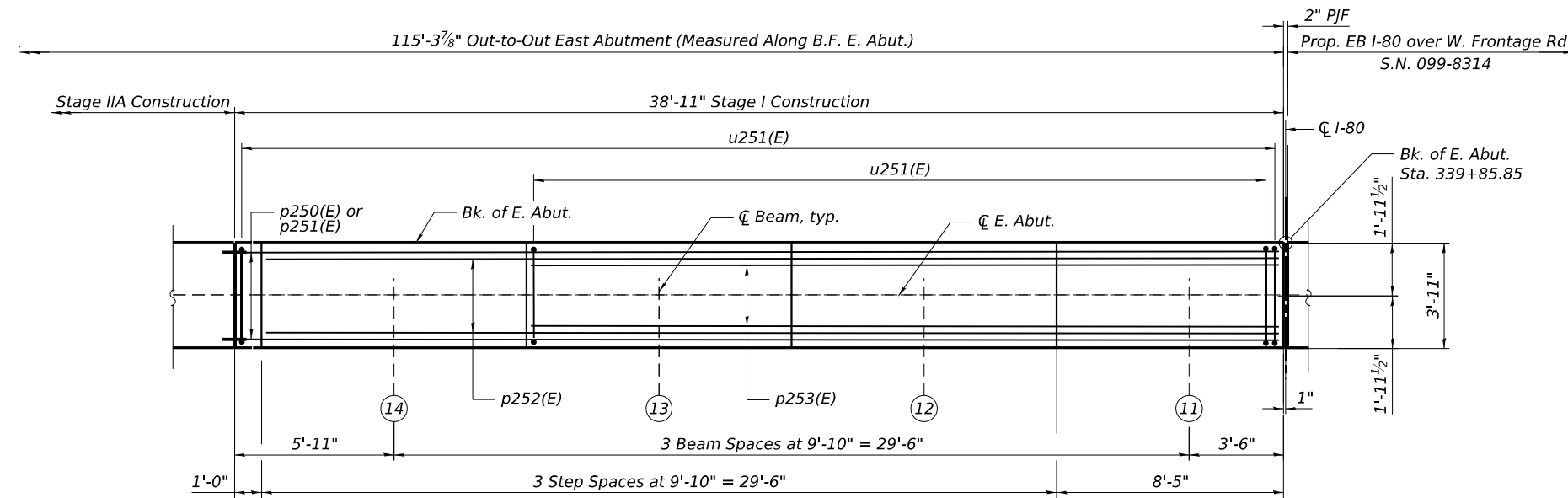
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

WB W. ABUTMENT SECTIONS AND DETAILS
 STRUCTURE NOS. 099-8314 (EB) & 099-8315 (WB)

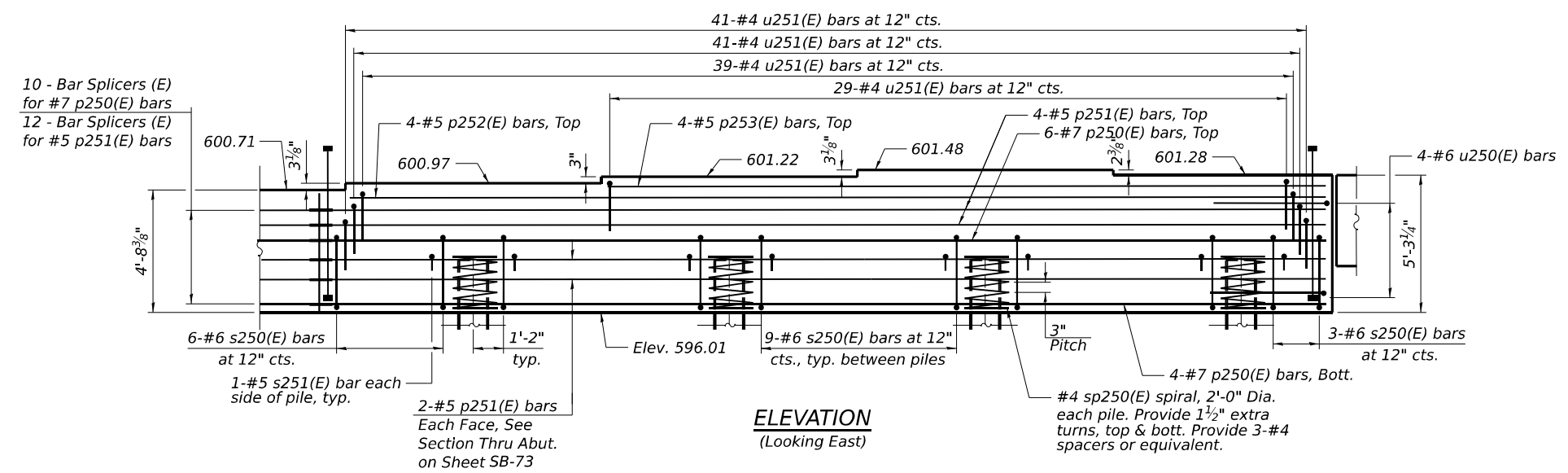
SHEET SB-70 OF SB-97 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CONTRACT NO. 62R28	
		ILLINOIS	FED. AID PROJECT	

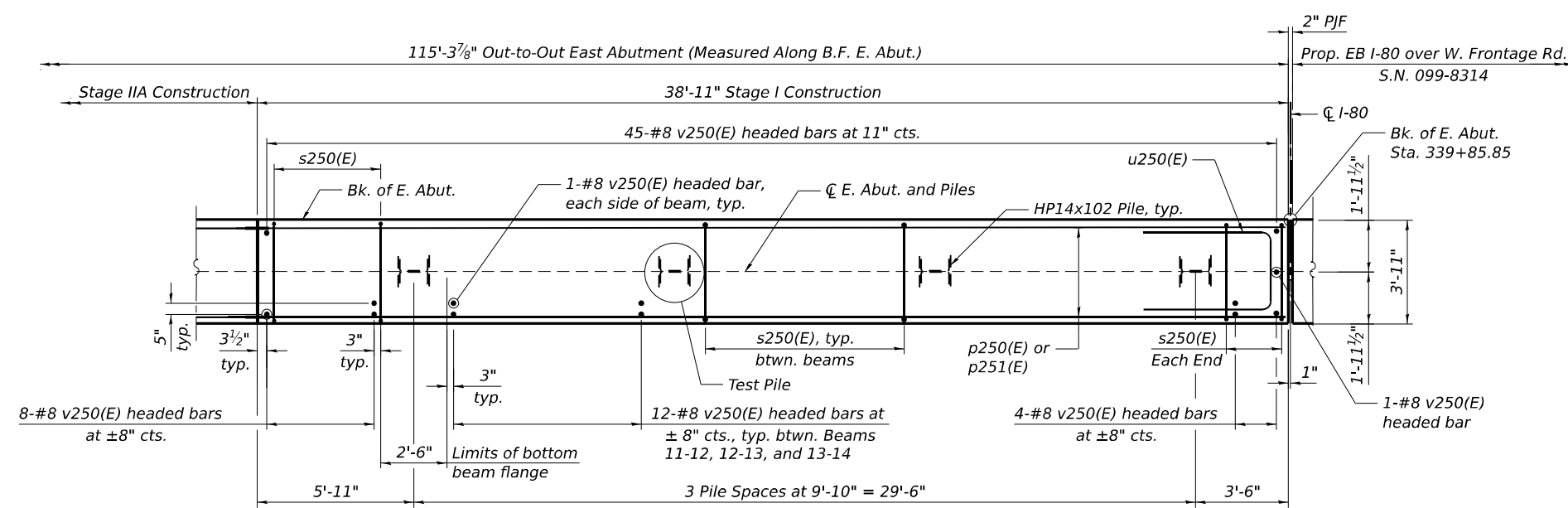
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PLAN



ELEVATION
(Looking East)



PILE LAYOUT

NOTES:

1. For diaphragm details, see Sheet SB-46.
2. For details of piles, see Sheet SB-83.
3. For Bar Splicers, see Sheet SB-84.
4. Bar noted thus, 4x2-#7 indicates 4 lines of #7 bars with 2 lengths per line.
5. Pour steps monolithically with cap.
6. Apply Concrete Sealer to all exposed concrete surfaces of the abutment.
7. Space reinforcement in cap to miss anchor bolts.
8. Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

PILE DATA

Type: HP14x102 with pile shoes
 Nominal Required Bearing: 578 Kips
 Factored Resistance Available: 318 Kips
 Est. Length: 34 Feet (Abutment)
 No. Production Piles: 11
 No. Test Piles: 1



USER NAME =	DESIGNED - SK, JMI	REVISD -
PLOT SCALE =	CHECKED - MI	REVISD -
PLOT DATE =	DRAWN - SK, JMI	REVISD -
	CHECKED - MI	REVISD -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

WB E. ABUTMENT PLAN AND ELEVATION - STAGE I CONST.
 STRUCTURE NOS. 099-8314 (EB) & 099-8315 (WB)

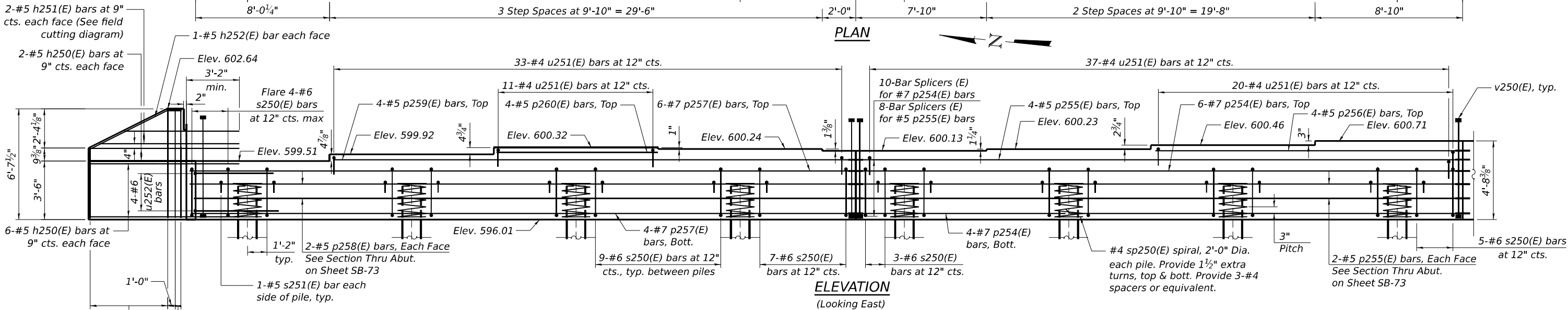
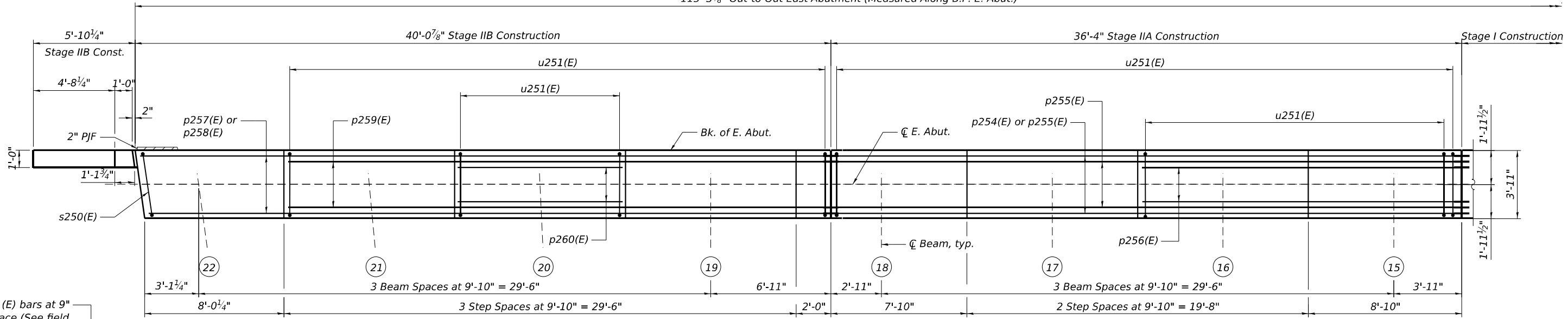
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CONTRACT NO. 62R28				

SHEET SB-71 OF SB-97 SHEETS

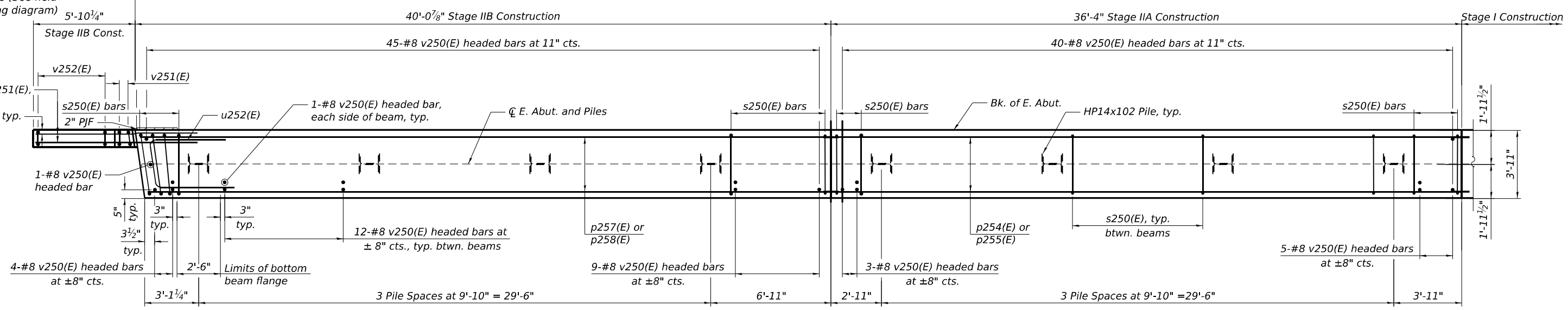
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115'-3⁷/₈" Out-to-Out East Abutment (Measured Along B.F. E. Abut.)



115'-3⁷/₈" Out-to-Out East Abutment (Measured Along B.F. E. Abut.)



NOTE:
 1. For Notes, see Sheet SB-71.



USER NAME =	DESIGNED - SK, JMI	REVISED -
PLOT SCALE =	CHECKED - MI	REVISED -
PLOT DATE =	DRAWN - SK, JMI	REVISED -
	CHECKED - MI	REVISED -

STATE OF ILLINOIS
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WB E. ABUTMENT PLAN AND ELEVATION - STAGE II CONST.
 STRUCTURE NOS. 099-8314 (EB) & 099-8315 (WB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R28	

SHEET SB-72 OF SB-97 SHEETS

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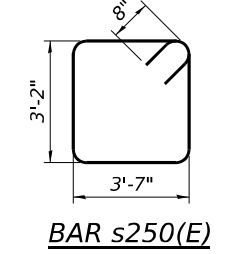
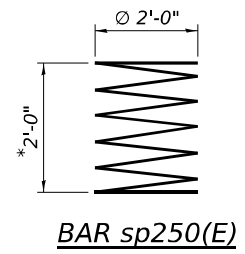
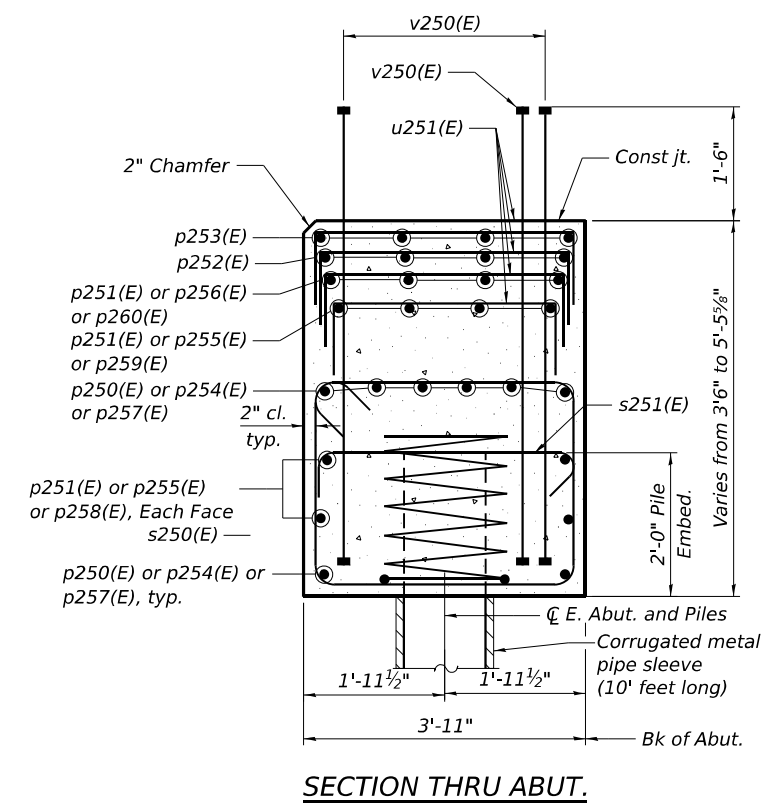
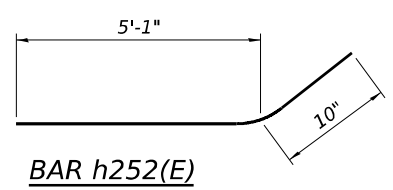
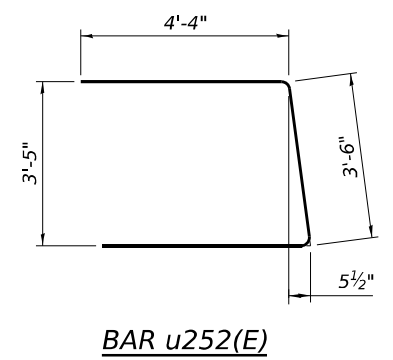
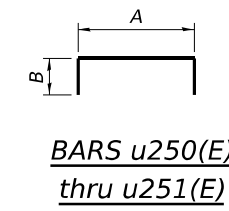
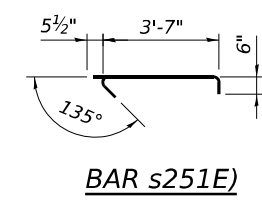
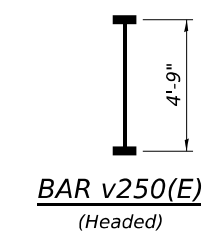


TABLE 1

Bar	A	B
u250(E)	3'-5"	4'-4"
u251(E)	3'-7"	1'-0"



NOTE:
 1. For additional notes, see Sheet SB-71.

**S.N. 099-8315 (WB) EAST ABUTMENT
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h250(E)	16	#5	8'-9"	—
h251(E)	2	#5	14'-10"	—
h252(E)	2	#5	5'-11"	—
p250(E)	10	#7	38'-7"	—
p251(E)	12	#5	38'-7"	—
p252(E)	4	#5	37'-9"	—
p253(E)	4	#5	27'-9"	—
p254(E)	10	#7	36'-0"	—
p255(E)	8	#5	36'-0"	—
p256(E)	4	#5	18'-4"	—
p257(E)	10	#7	39'-9"	—
p258(E)	4	#5	39'-9"	—
p259(E)	4	#5	31'-2"	—
p260(E)	4	#5	9'-6"	—
s250(E)	109	#6	14'-10"	□
s251(E)	24	#5	4'-7"	↵
sp250(E)	12	#4	2'-0"	≡≡≡
u250(E)	4	#6	12'-1"	┌
u251(E)	251	#4	5'-7"	┌
u252(E)	4	#6	12'-2"	┌
v250(E)	297	#8	4'-9"	—
v251(E)	4	#5	6'-4"	—
v252(E)	6	#5	10'-1"	—
Concrete Structures		Cu Yd	76.8	
Reinforcement Bars, Epoxy Coated		Pound	11,500	
Furnishing Steel Piles HP14x102		Foot	386	
Driving Piles		Foot	193	
Test Pile Steel HP14x102		Each	1	
Pile Shoes		Each	12	
Drilling And Setting Piles (In Rock)		Cu Ft	113	
Concrete Sealer		Sq Ft	556	

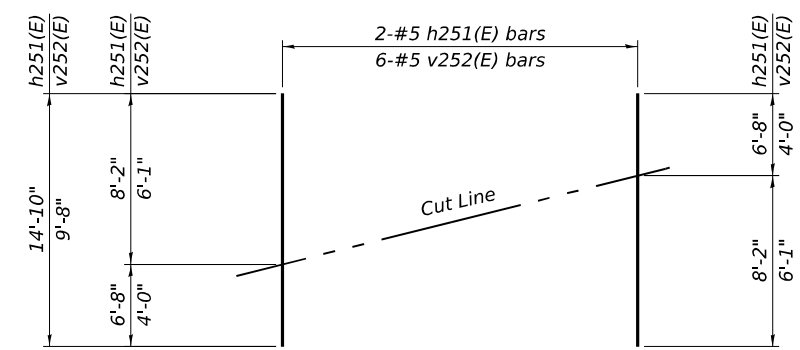
*Length is height of spiral

MINIMUM BAR LAP

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

SUGGESTED WB EAST ABUTMENT CONSTRUCTION SEQUENCE

1. Perform all structural excavation, temporary soil retention system construction and existing abutment and Frontage Road removal within limits of Stage I Construction.
2. Drive east abutment piles.
3. Place 30" ϕ corrugated metal pipe around all piles of the east abutment.
4. Construct the permanent and temporary MSE Walls and backfill embankment up to the bottom of the east abutment.
5. The void between the pile and the 30" ϕ corrugated metal pipe shall remain empty.



FIELD CUTTING DIAGRAM

Order h251(E) and v252(E) full length. Cut as shown and use remainder of bars in opposite face.



USER NAME =	DESIGNED - SK, JMI	REVISED -
PLOT SCALE =	CHECKED - MI	REVISED -
PLOT DATE =	DRAWN - SK, JMI	REVISED -
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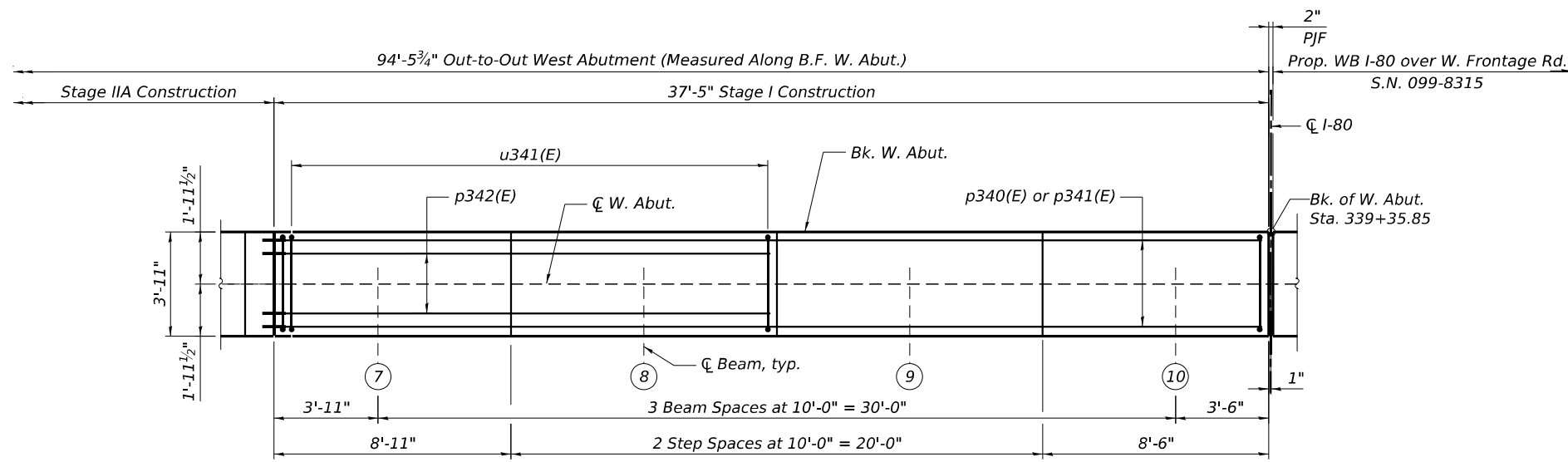
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

WB E. ABUTMENT SECTIONS AND DETAILS
 STRUCTURE NOS. 099-8314 (EB) & 099-8315 (WB)

SHEET SB-73 OF SB-97 SHEETS

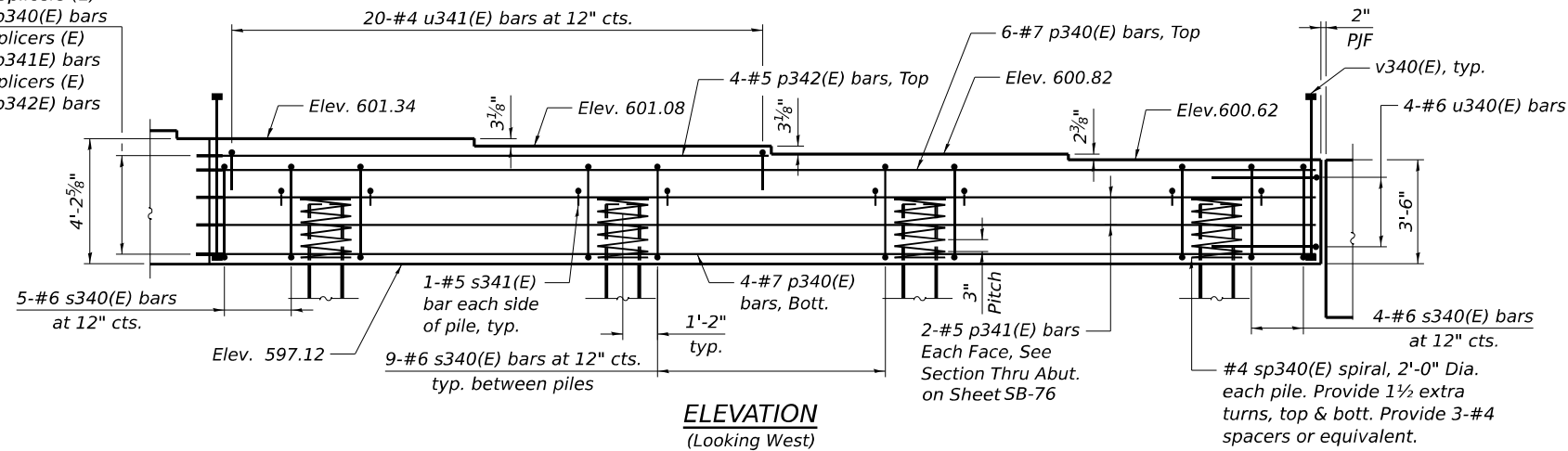
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			CONTRACT NO. 62R28	
		ILLINOIS	FED. AID PROJECT	

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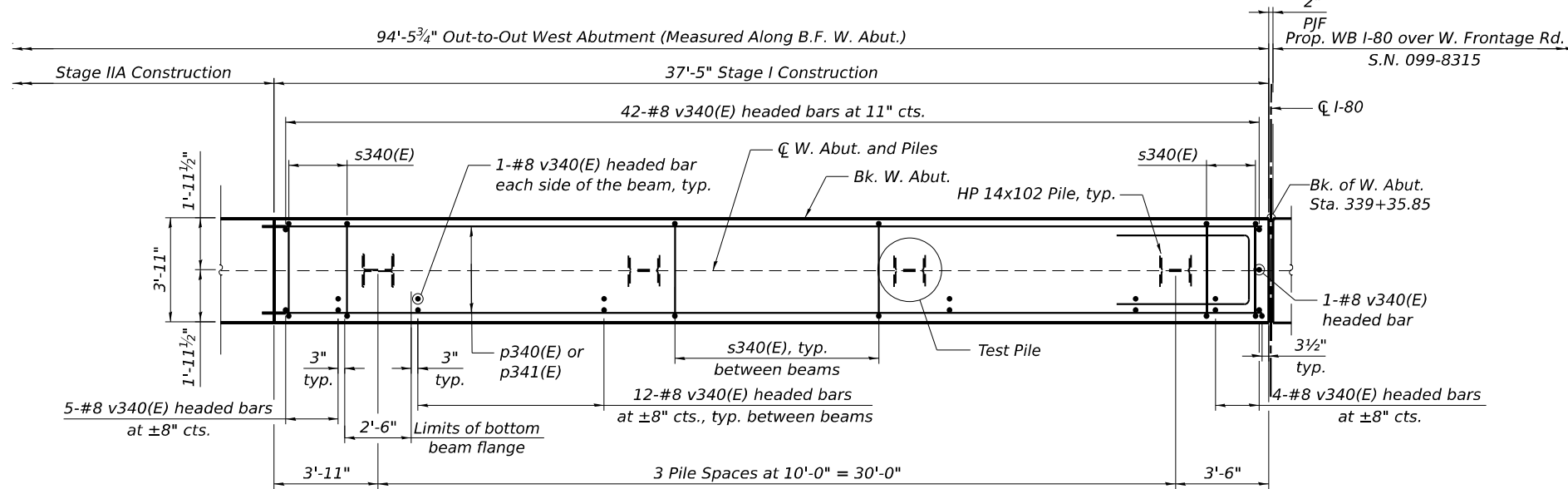


PLAN

10-Bar Splicers (E)
 for #7 p340(E) bars
 4-Bar Splicers (E)
 for #5 p341(E) bars
 4-Bar Splicers (E)
 for #5 p342(E) bars



ELEVATION
 (Looking West)



PILE LAYOUT

NOTES:

1. For diaphragm details, see Sheet SB-51.
2. For details of piles, see Sheet SB-83.
3. For Bar Splicers, see Sheet SB-84.
4. Bar noted thus, 4x2-#7 indicates 4 lines of #7 bars with 2 lengths per line.
5. Pour steps monolithically with cap.
6. Apply Concrete Sealer to all exposed concrete surfaces of the abutment.
7. Space reinforcement in cap to miss anchor bolts.
8. Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

PILE DATA

Type: HP 14x102 with pile shoes
 Nominal Required Bearing: 578 Kips
 Factored Resistance Available: 318 Kips
 Est. Length: 35 Feet (Abutment)
 No. Production Piles: 9
 No. Test Piles: 1



USER NAME =	DESIGNED - SK, DEO	REVISED -
PLOT SCALE =	CHECKED - MI, JJS	REVISED -
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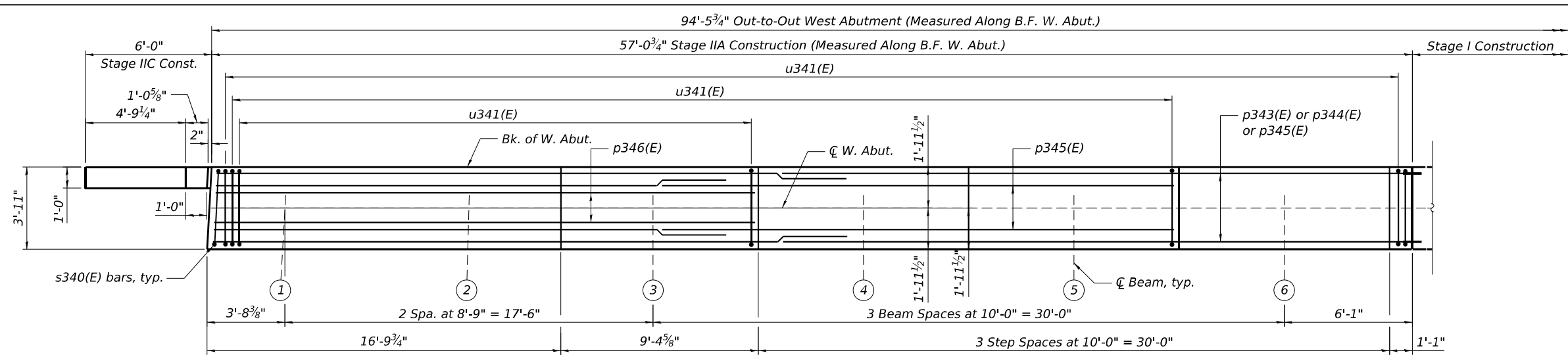
EB W. ABUTMENT PLAN AND ELEVATION - STAGE I CONST.
 STRUCTURE NOS. 099-8314 (EB) & 099-8315 (WB)

SHEET SB-74 OF SB-97 SHEETS

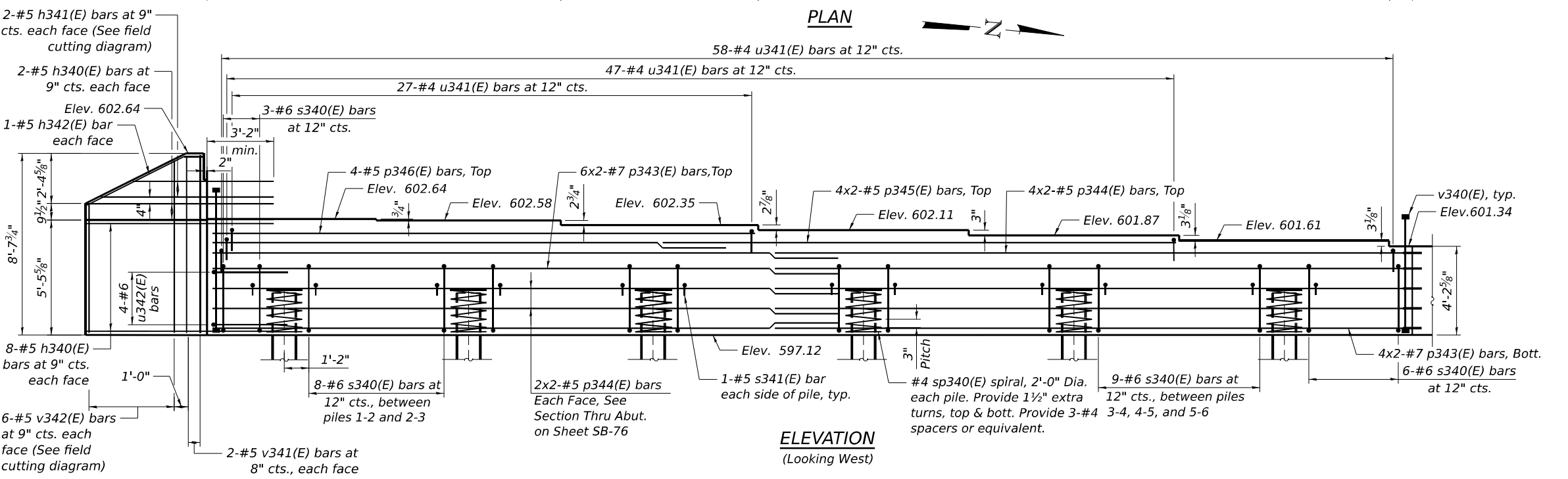
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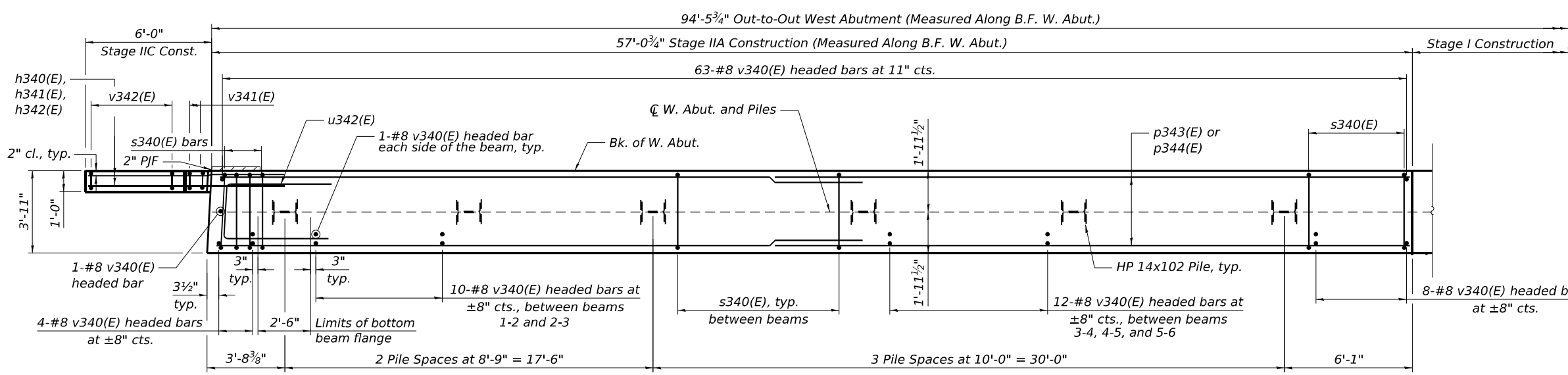
NOTE:
 1. For Notes, see Sheet SB-74.



PLAN



ELEVATION
 (Looking West)



PILE LAYOUT



USER NAME =	DESIGNED - SK, DEO	REVISED -
PLOT SCALE =	CHECKED - MI, JJS	REVISED -
PLOT DATE =	DRAWN - SK, DEO	REVISED -
	CHECKED - MI, JJS	REVISED -

STATE OF ILLINOIS
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EB W. ABUTMENT PLAN AND ELEVATION - STAGE II CONST.
 STRUCTURE NOS. 099-8314 (EB) & 099-8315 (WB)

SHEET SB-75 OF SB-97 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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ILLINOIS			CONTRACT NO. 62R28	
FED. AID PROJECT				

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**S.N. 099-8314 (EB) WEST ABUTMENT
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h340(E)	20	#5	8'-8"	—
h341(E)	2	#5	14'-8"	—
h342(E)	2	#5	5'-11"	—
p340(E)	10	#7	37'-1"	—
p341(E)	4	#5	37'-1"	—
p342(E)	4	#5	18'-7"	—
p343(E)	20	#7	30'-7"	—
p344(E)	16	#5	30'-0"	—
p345(E)	8	#5	24'-7"	—
p346(E)	4	#5	25'-11"	—
s340(E)	88	#6	14'-10"	□
s341(E)	20	#5	4'-7"	↵
* sp340(E)	10	#4	2'-0"	WWM
u340(E)	4	#6	12'-1"	┌
u341(E)	152	#4	5'-7"	┌
u342(E)	4	#6	12'-2"	┌
v340(E)	240	#8	4'-9"	—
v341(E)	4	#5	8'-4"	—
v342(E)	6	#5	13'-10"	—
Concrete Structures			Cu Yd	64.5
Reinforcement Bars, Epoxy Coated			Pound	9,230
Furnishing Steel Piles HP14x102			Foot	326
Driving Piles			Foot	158
Test Pile Steel HP14x102			Each	1
Pile Shoes			Each	10
Drilling And Setting Piles (In Rock)			Cu Ft	94
Concrete Sealer			Sq Ft	477

*Length is height of spiral.

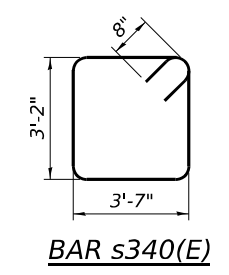
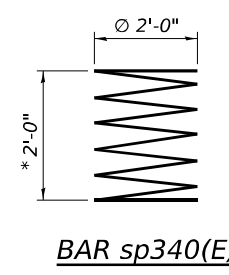
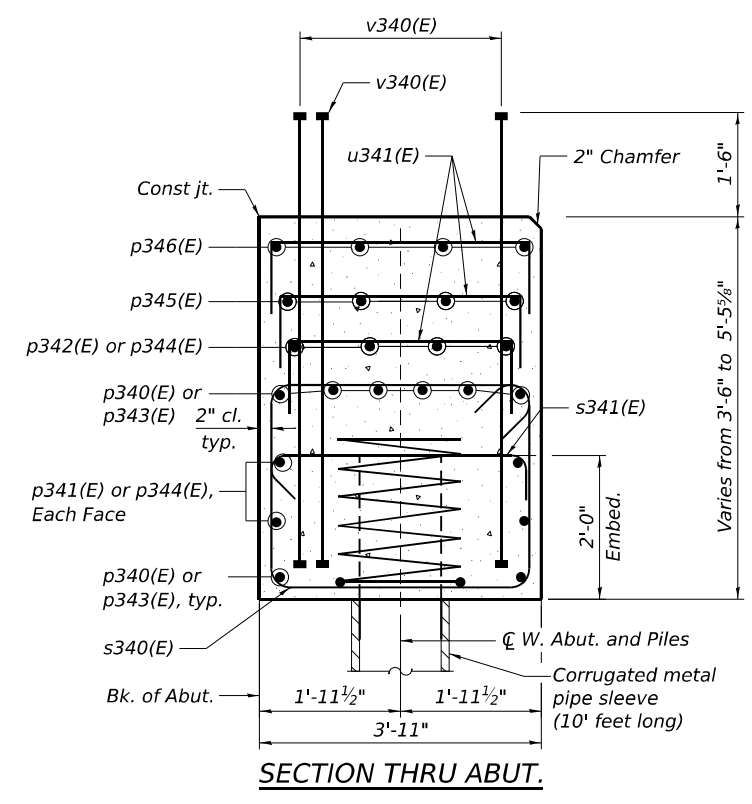
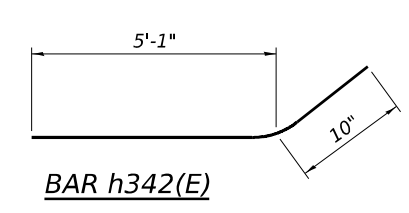
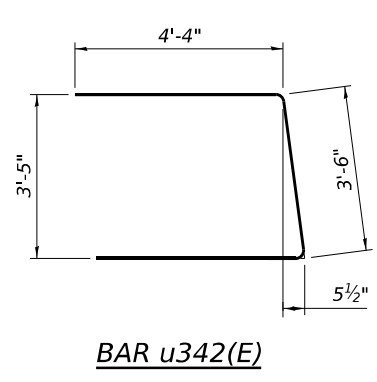
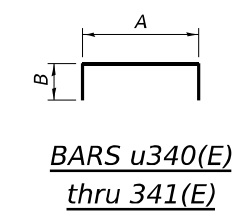
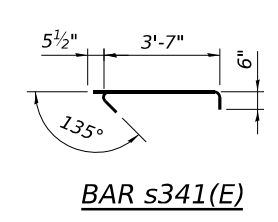
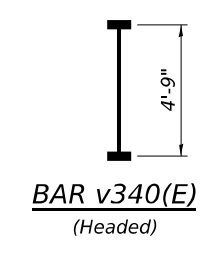
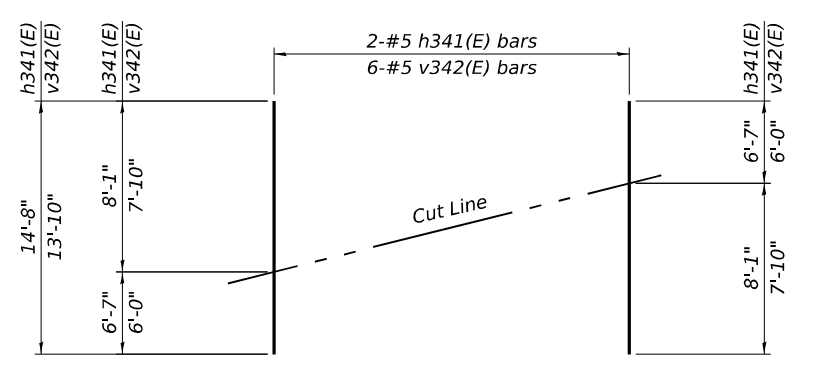


TABLE 1

Bar	A	B
u340(E)	3'-5"	4'-4"
u341(E)	3'-7"	1'-0"



NOTE:
 1. For additional notes, see Sheet SB-74.



Order h341(E) and v342(E) full length. Cut as shown and use remainder of bars in opposite face.

MINIMUM BAR LAP
 #5 bar = 3'-2"
 #7 bar = 4'-5"

SUGGESTED EB WEST ABUTMENT CONSTRUCTION SEQUENCE

1. Perform all structural excavation, temporary soil retention system construction and existing abutment and Frontage Road removal within limits of Stage I Construction.
2. Drive west abutment piles.
3. Place 30" ϕ corrugated metal pipe around all piles of the west abutment.
4. Construct the permanent and temporary MSE Walls and backfill embankment up to the bottom of the west abutment.
5. The void between the pile and the 30" ϕ corrugated metal pipe shall remain empty.



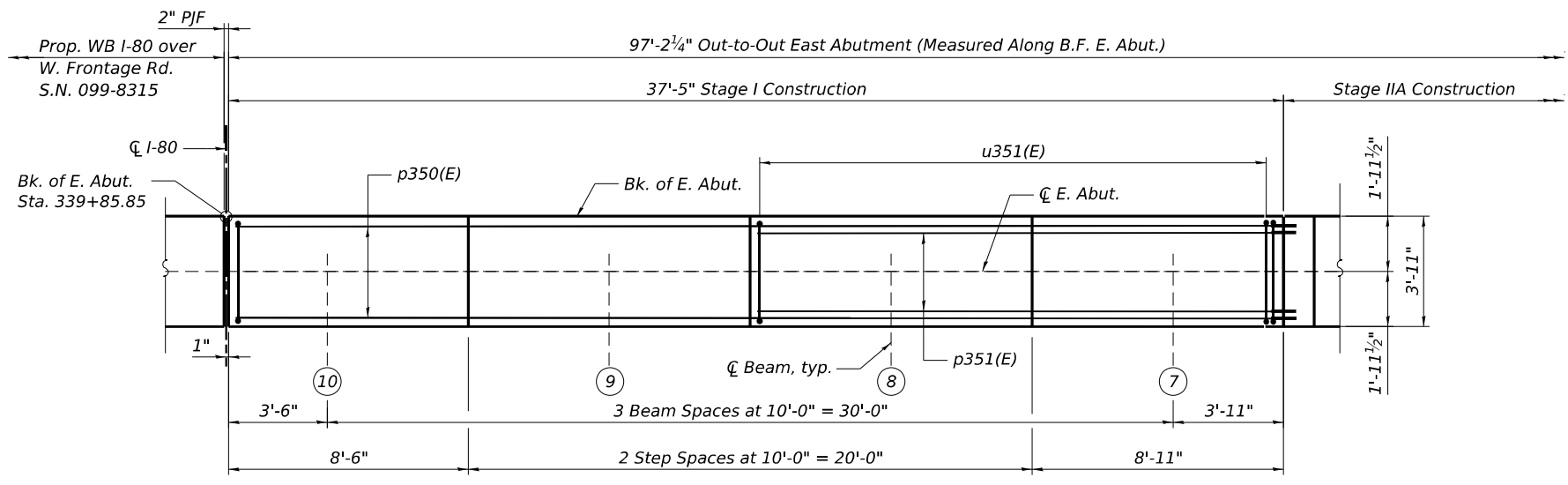
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PLOT SCALE =	CHECKED - MI, JJS	REVISED -
PLOT DATE =	DRAWN - SK, DEO	REVISED -
	CHECKED - MI, JJS	REVISED -

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 DEPARTMENT OF TRANSPORTATION**

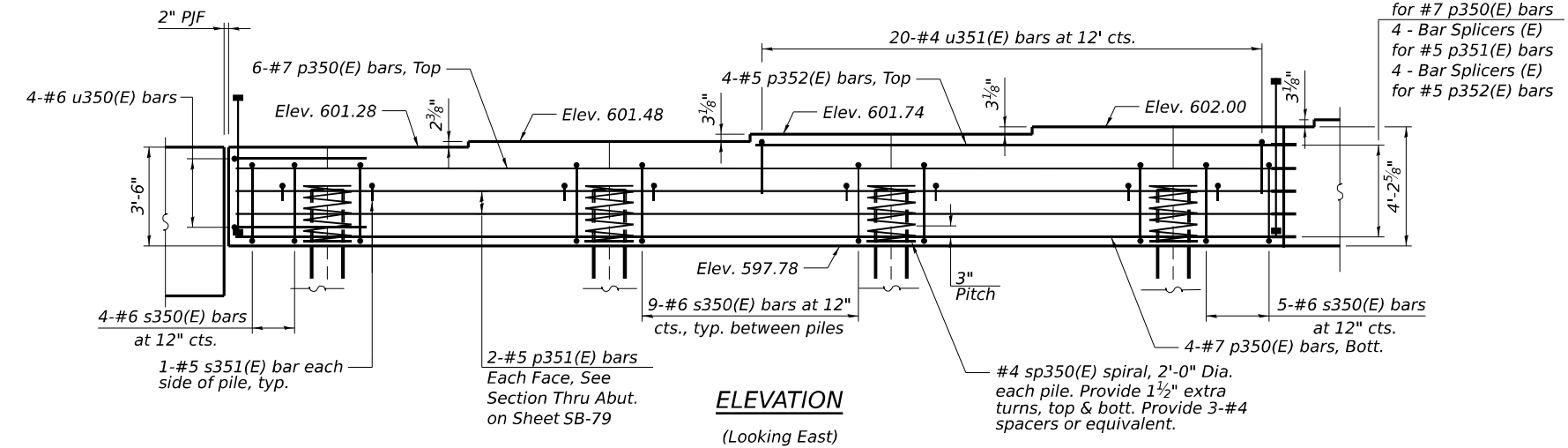
**EB W. ABUTMENT SECTIONS AND DETAILS
 STRUCTURE NOS. 099-8314 (EB) & 099-8315 (WB)**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	707
			CONTRACT NO. 62R28	
		ILLINOIS	FED. AID PROJECT	

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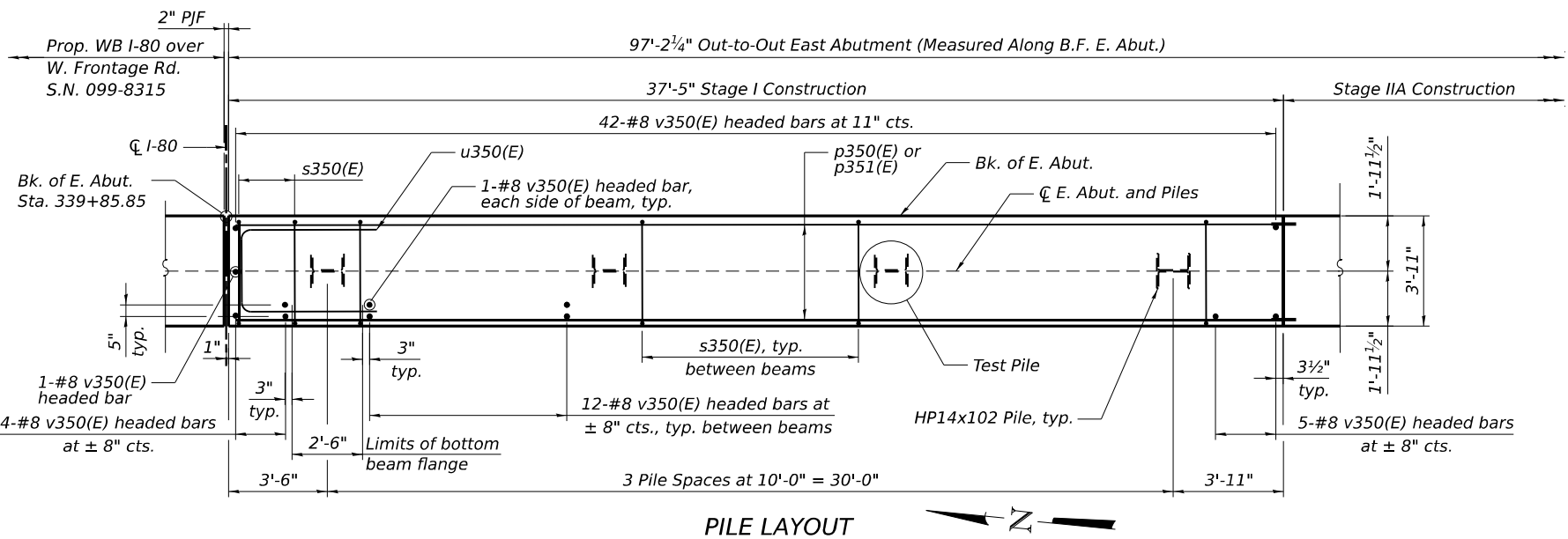


PLAN



ELEVATION
(Looking East)

10 - Bar Splicers (E) for #7 p350(E) bars
 4 - Bar Splicers (E) for #5 p351(E) bars
 4 - Bar Splicers (E) for #5 p352(E) bars



PILE LAYOUT

NOTES:

1. For diaphragm details, see Sheet SB-52.
2. For details of piles, see Sheet SB-83.
3. For Bar Splicers, see Sheet SB-84.
4. Bar noted thus, 4x2-#7 indicates 4 lines of #7 bars with 2 lengths per line.
5. Pour steps monolithically with cap.
6. Apply Concrete Sealer to all exposed concrete surfaces of the abutment.
7. Space reinforcement in cap to miss anchor bolts.
8. Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

PILE DATA

Type: HP14x102 with pile shoes
 Nominal Required Bearing: 578 Kips
 Factored Resistance Available: 318 Kips
 Est. Length: 35 Feet (Abutment)
 No. Production Piles: 9
 No. Test Piles: 1



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	CHECKED - MI, JJS	REVISED -

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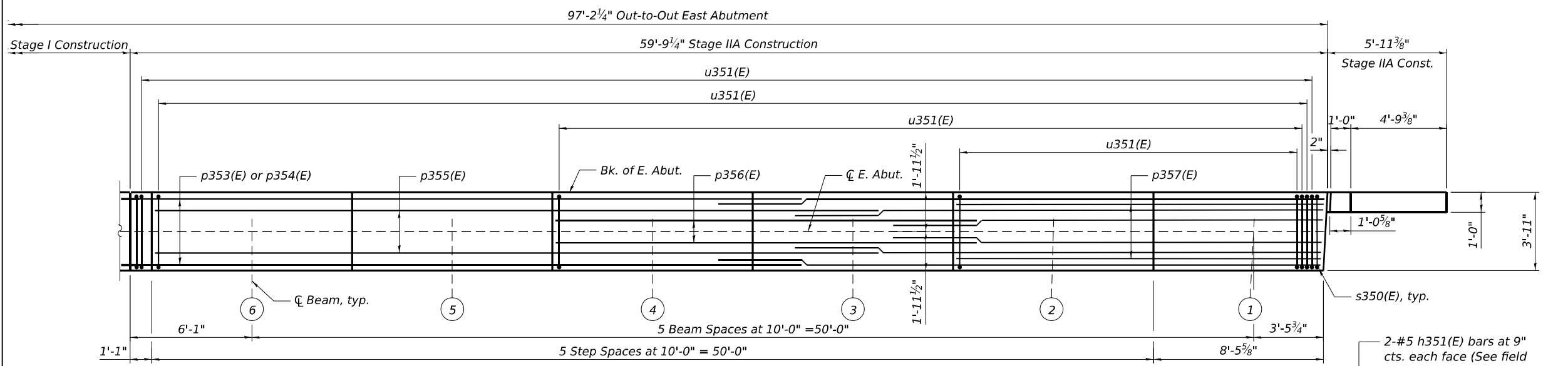
EB E. ABUTMENT PLAN AND ELEVATION - STAGE I CONST.
STRUCTURE NOS. 099-8314 (EB) & 099-8315 (WB)

SHEET SB-77 OF SB-97 SHEETS

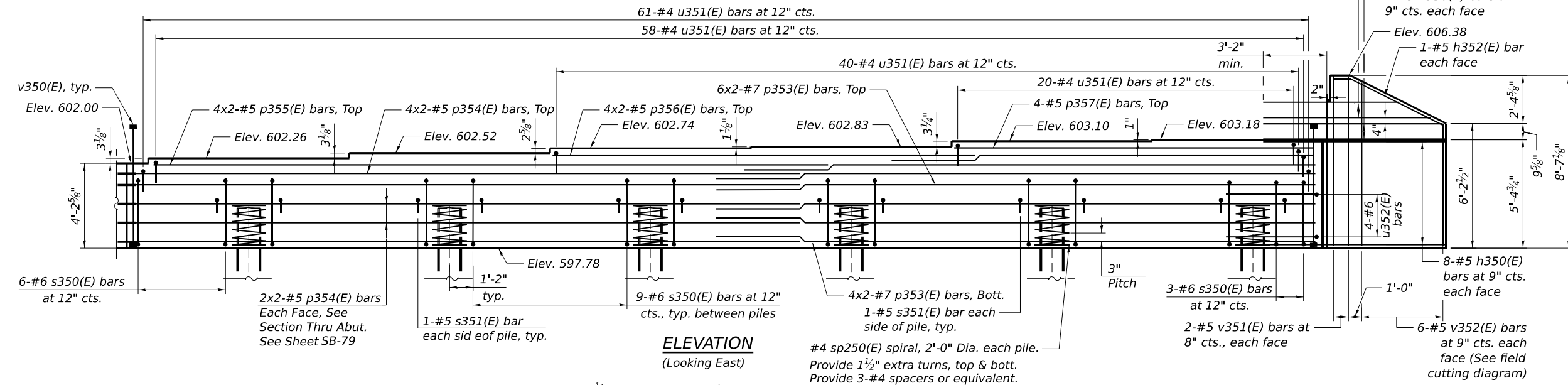
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ILLINOIS			CONTRACT NO. 62R28	
FED. AID PROJECT				

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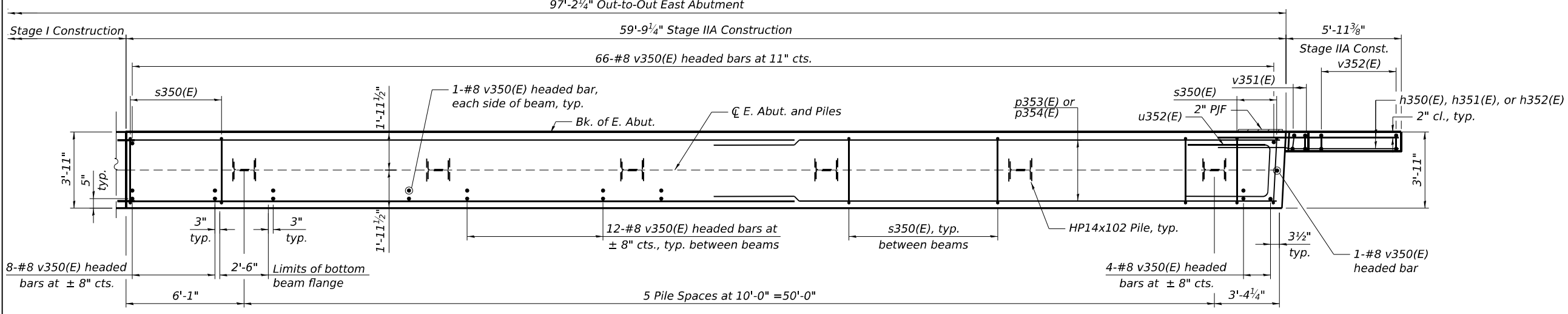
NOTE:
 1. For Notes, see Sheet SB-77.



PLAN



ELEVATION
 (Looking East)



PILE LAYOUT



USER NAME =	DESIGNED - SK	REVISED -
PLOT SCALE =	CHECKED - MI, JJS	REVISED -
PLOT DATE =	DRAWN - SK	REVISED -
	CHECKED - MI, JJS	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EB E. ABUTMENT PLAN AND ELEVATION - STAGE II CONST.
 STRUCTURE NOS. 099-8314 (EB) & 099-8315 (WB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	709
			CONTRACT NO. 62R28	
ILLINOIS FED. AID PROJECT				

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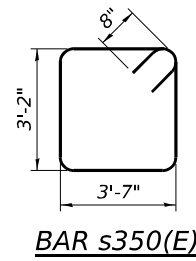
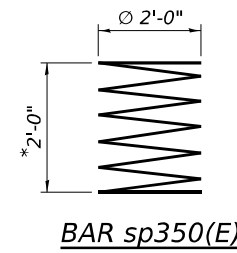
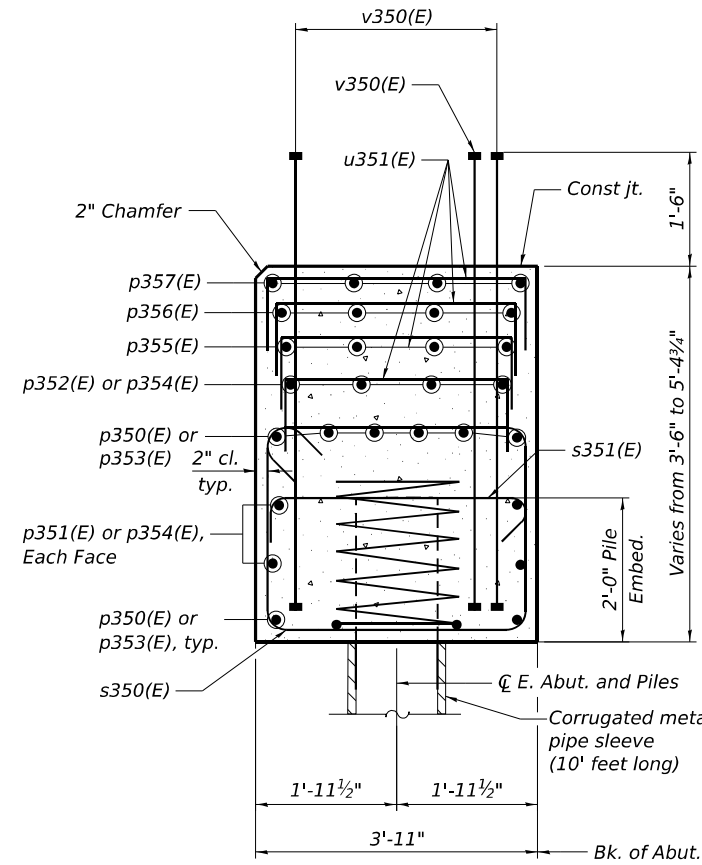
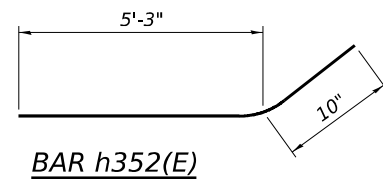
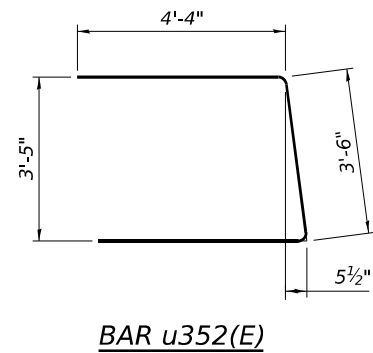
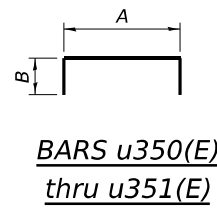
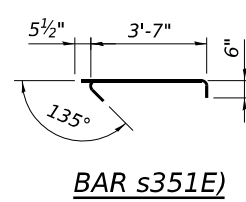


TABLE 1

Bar	A	B
u350(E)	3'-5"	4'-4"
u351(E)	3'-7"	1'-0"



NOTE:
 1. For additional notes, see Sheet SB-77.

**S.N. 099-8314 (EB) EAST ABUTMENT
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h350(E)	20	#5	8'-10"	—
h351(E)	2	#5	14'-10"	—
h352(E)	2	#5	6'-1"	—
p350(E)	10	#7	37'-1"	—
p351(E)	4	#5	37'-1"	—
p352(E)	4	#5	18'-7"	—
p353(E)	20	#7	32'-0"	—
p354(E)	16	#5	31'-4"	—
p355(E)	8	#5	30'-10"	—
p356(E)	8	#5	20'-10"	—
p357(E)	4	#5	18'-7"	—
s350(E)	90	#6	14'-10"	□
s351(E)	20	#5	4'-7"	—
sp350(E)	10	#4	2'-0"	WWW
u350(E)	4	#6	12'-1"	—
u351(E)	199	#4	5'-7"	—
u352(E)	4	#6	12'-2"	—
v350(E)	247	#8	4'-9"	—
v351(E)	4	#5	8'-4"	—
v352(E)	6	#5	13'-9"	—
Concrete Structures			Cu Yd	65.7
Reinforcement Bars, Epoxy Coated			Pound	9,820
Furnishing Steel Piles HP14x102			Foot	323
Driving Piles			Foot	154
Test Pile Steel HP14x102			Each	1
Pile Shoes			Each	10
Drilling And Setting Piles (In Rock)			Cu Ft	95
Concrete Sealer			Sq Ft	486

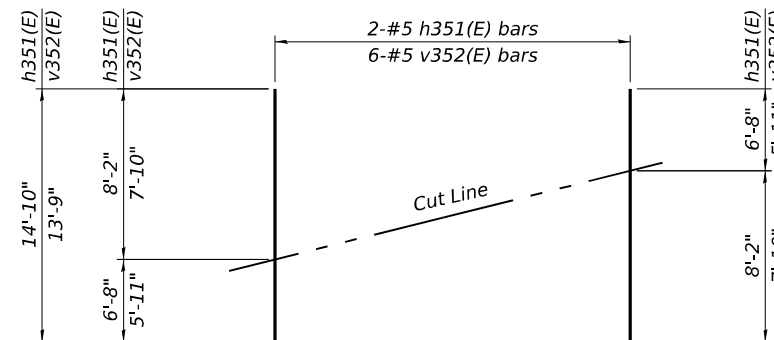
*Length is height of spiral

MINIMUM BAR LAP

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

SUGGESTED EB EAST ABUTMENT CONSTRUCTION SEQUENCE

1. Perform all structural excavation, temporary soil retention system construction and existing abutment and Frontage Road removal within limits of Stage I Construction.
2. Drive east abutment piles.
3. Place 30" ϕ corrugated metal pipe around all piles of the east abutment.
4. Construct the permanent and temporary MSE Walls and backfill embankment up to the bottom of the east abutment.
5. The void between the pile and the 30" ϕ corrugated metal pipe shall remain empty.



FIELD CUTTING DIAGRAM

Order h351(E) and v352(E) full length. Cut as shown and use remainder of bars in opposite face.



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PLOT DATE =	DRAWN - SK	REVISED -
	CHECKED - MI, JJS	REVISED -

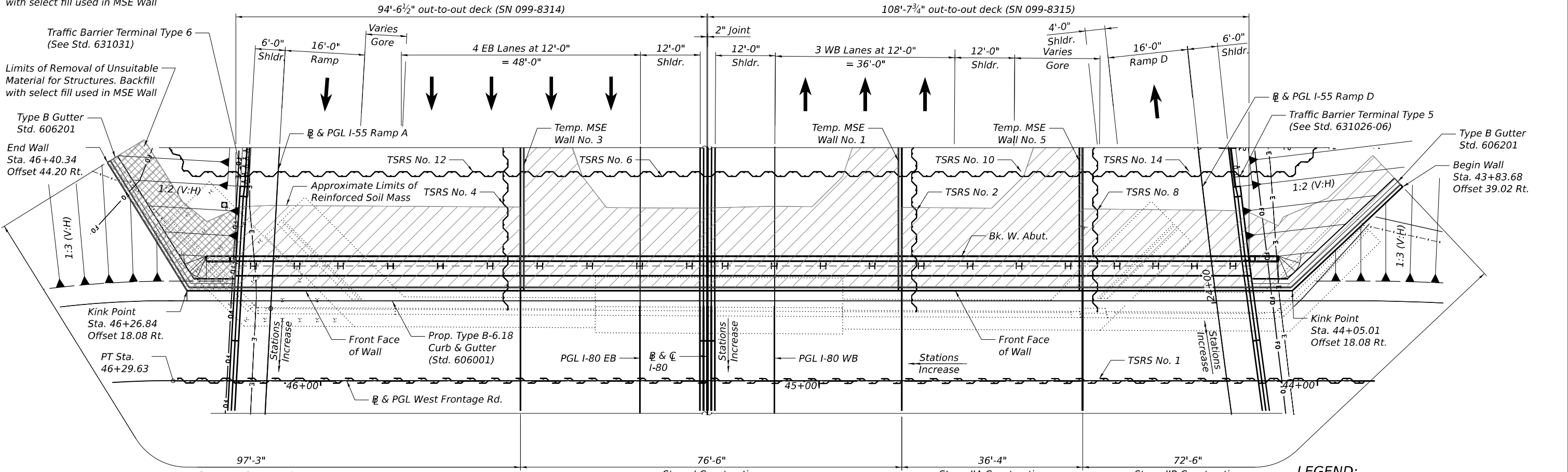
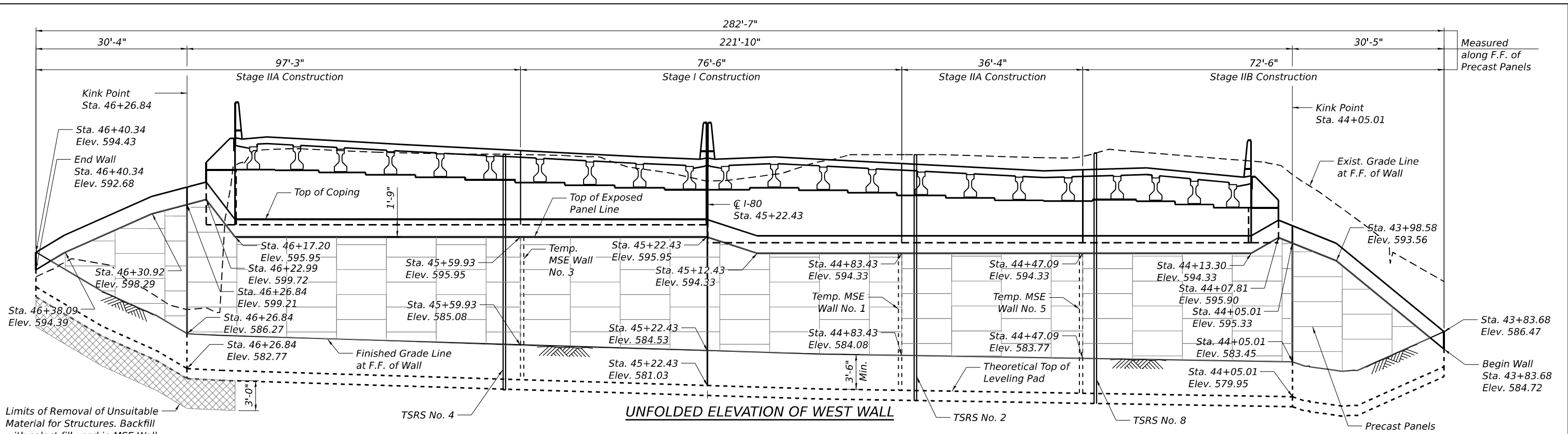
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EB E. ABUTMENT SECTIONS AND DETAILS
 STRUCTURE NOS. 099-8314 (EB) & 099-8315 (WB)

SHEET SB-79 OF 58-97 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	710
			CONTRACT NO. 62R28	
		ILLINOIS FED. AID PROJECT		

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NOTES:
 1. Stations and offsets are measured from \bar{C} Frontage Rd. to the front face of the wall.

PLAN OF WEST WALL
 Soil Reinforcement for Temp MSE Walls not shown for clarity

LEGEND:
 Approximate Limits of Reinforced Soil Mass for MSE Walls
 Limits of Removal of Unsuitable Material for Structures. Backfill with select fill used in MSE Wall



USER NAME =	DESIGNED - PG	REVISED -
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PLOT DATE =	DRAWN - PG	REVISED -
	CHECKED - MI, JJS	REVISED -

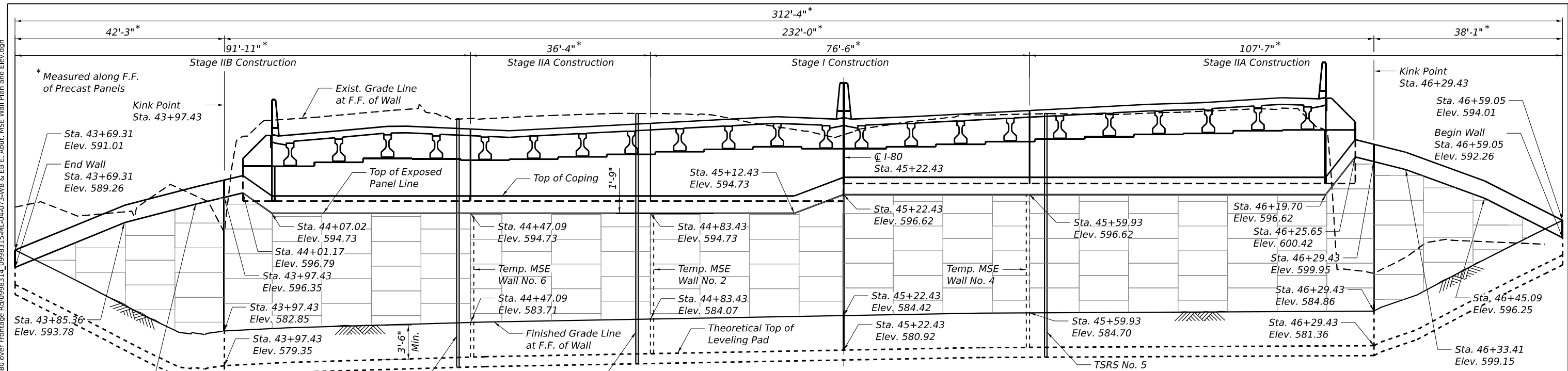
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**WB & EB WEST ABUTMENT MSE WALL PLAN & ELEVATION
 STRUCTURE NOS. 099-8314 (EB) & 099-8315 (WB)**

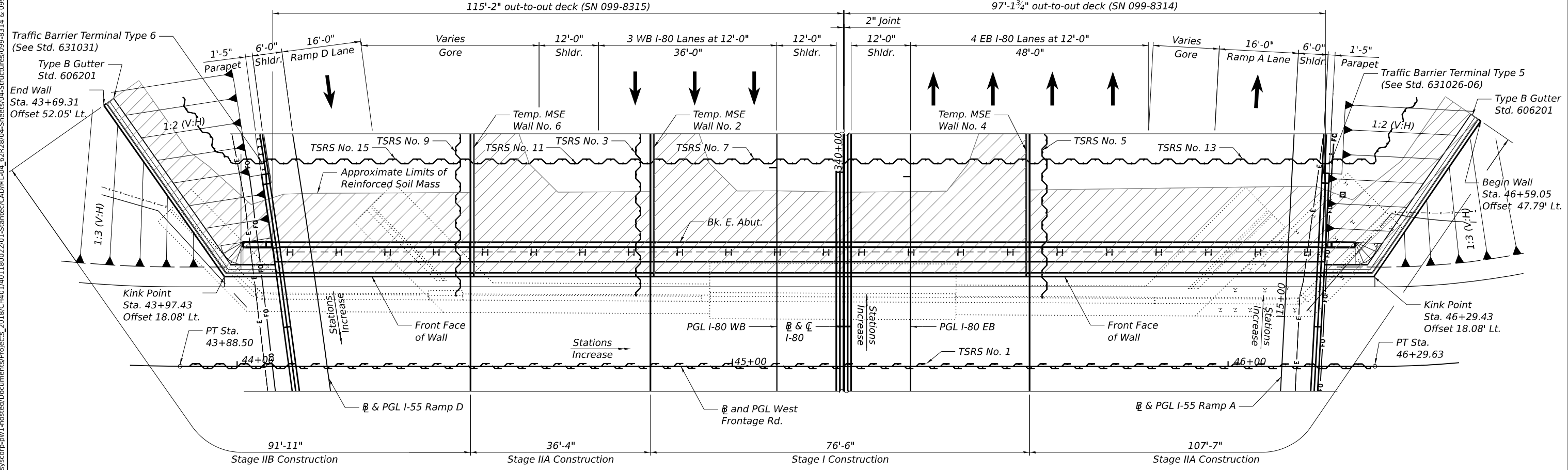
SHEET SB-80 OF SB-97 SHEETS

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

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UNFOLDED ELEVATION OF EAST WALL



PLAN OF EAST WALL

(Soil Reinforcement for Temp. MSE Walls not shown for clarity)

NOTE:
 1. Stations and offsets are measured from ϕ Frontage Rd. to the front face of wall.

LEGEND:
 Approximate Limits of Reinforced Soil Mass for MSE Walls



USER NAME =	DESIGNED - PG	REVISED -
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PLOT DATE =	DRAWN - PG	REVISED -
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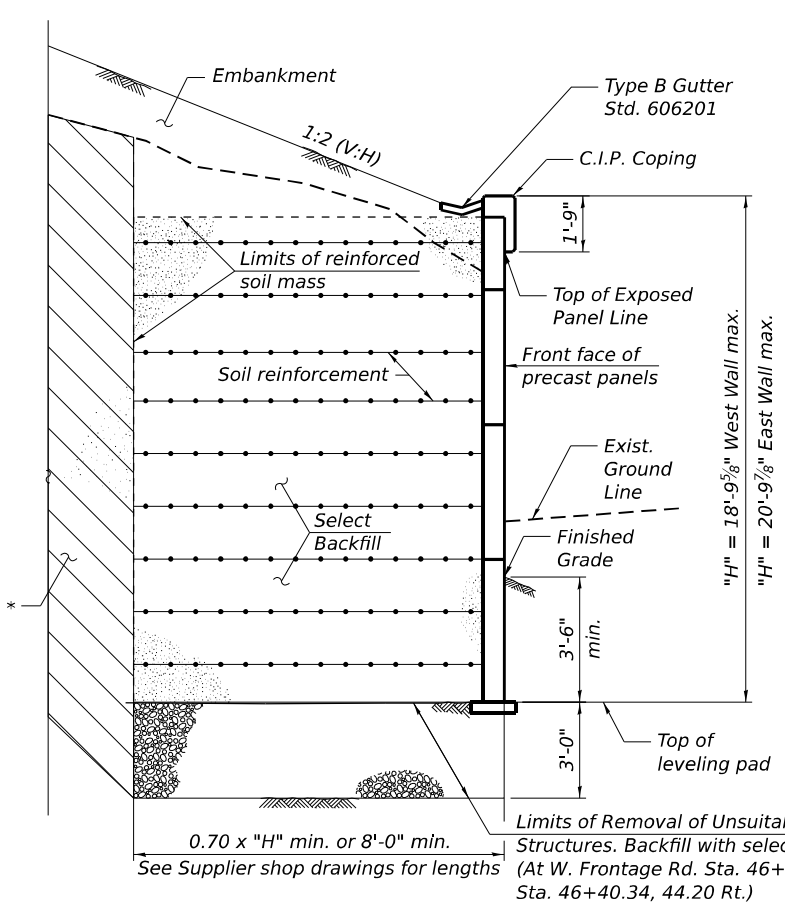
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**WB & EB EAST ABUTMENT MSE WALL PLAN AND ELEVATION
 STRUCTURE NOS. 099-8314 (EB) & 099-8315 (WB)**

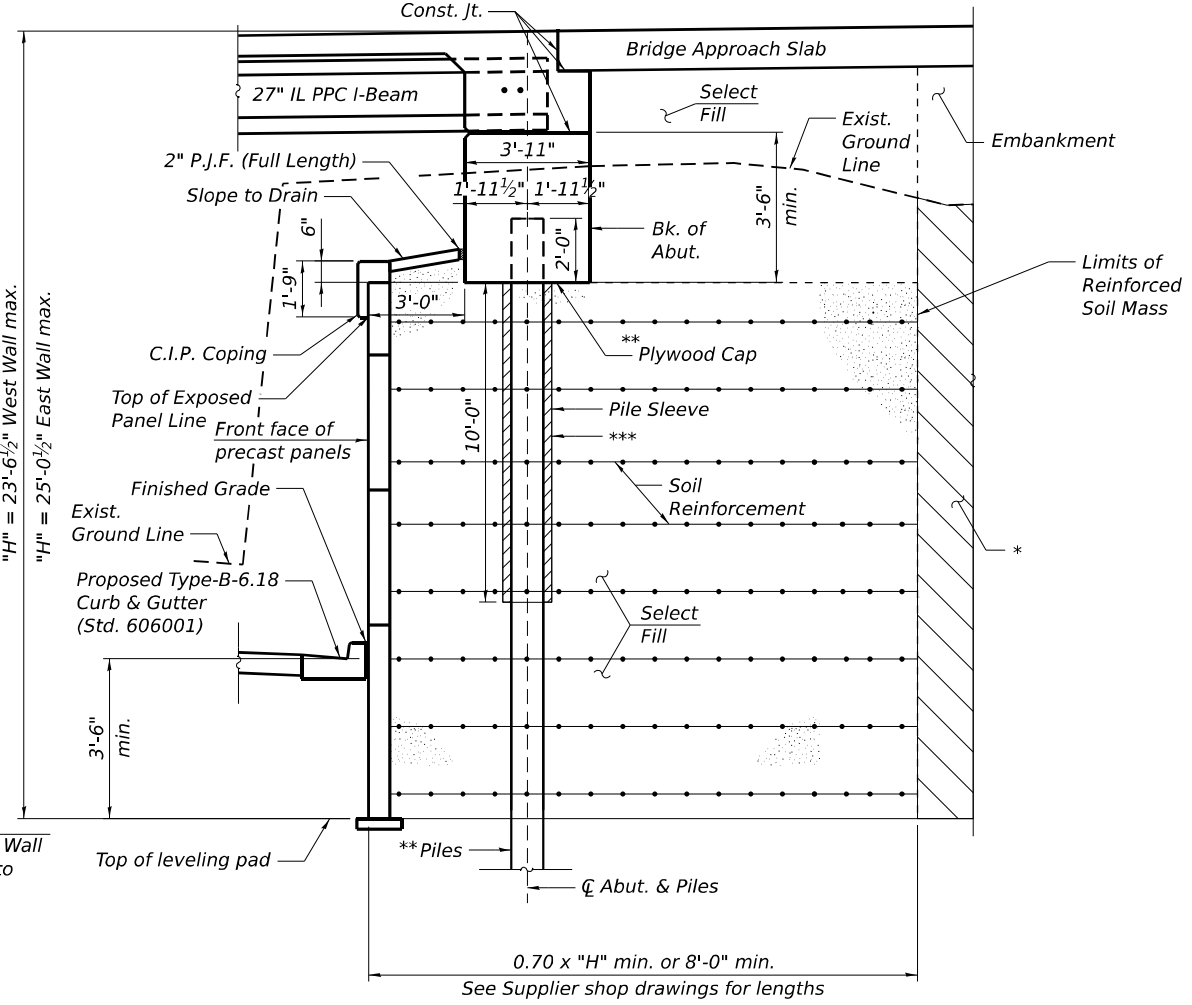
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ILLINOIS FED. AID PROJECT				

SHEET SB-81 OF SB-97 SHEETS

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SECTION THRU MSE WALLS



SECTION THRU INTEGRAL ABUTMENTS

S.N. 099-8314 W. ABUT. MSE WALL

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structure Excavation	Cu Yd	1175
Removal And Disposal Of Unsuitable Material For	Cu Yd	40
Mechanically Stabilized Earth Retaining Wall	Sq Ft	1790

S.N. 099-8314 E. ABUT. MSE WALL

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structure Excavation	Cu Yd	1361
Mechanically Stabilized Earth Retaining Wall	Sq Ft	2087

S.N. 099-8315 W. ABUT. MSE WALL

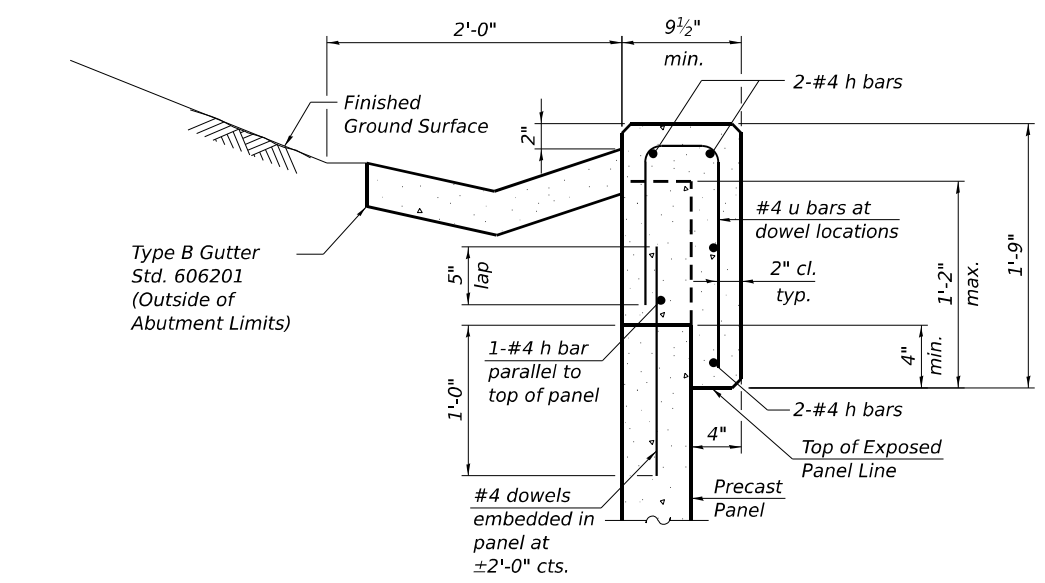
BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structure Excavation	Cu Yd	1544
Mechanically Stabilized Earth Retaining Wall	Sq Ft	1963

S.N. 099-8315 E. ABUT. MSE WALL

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structure Excavation	Cu Yd	1794
Mechanically Stabilized Earth Retaining Wall	Sq Ft	2284



CAST-IN-PLACE COPING FOR M.S.E. WALL PANELS

NOTES:

1. Cost of coping, Type B Gutter, and seal coping including reinforcement in coping are included in the cost of "Mechanically Stabilized Earth Retaining Wall".

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

** Bottom of cap poured against top of plywood. Cut opening to match pile perimeter within 1/8". Support with bars tack welded to webs rated for 500 lbs. Seal gaps to keep concrete out.

*** Sleeve to remain empty in hatched region.



USER NAME =	DESIGNED - PG	REVISED -
PLOT SCALE =	CHECKED - MI, JJS	REVISED -
PLOT DATE =	DRAWN - PG	REVISED -
	CHECKED - MI, JJS	REVISED -

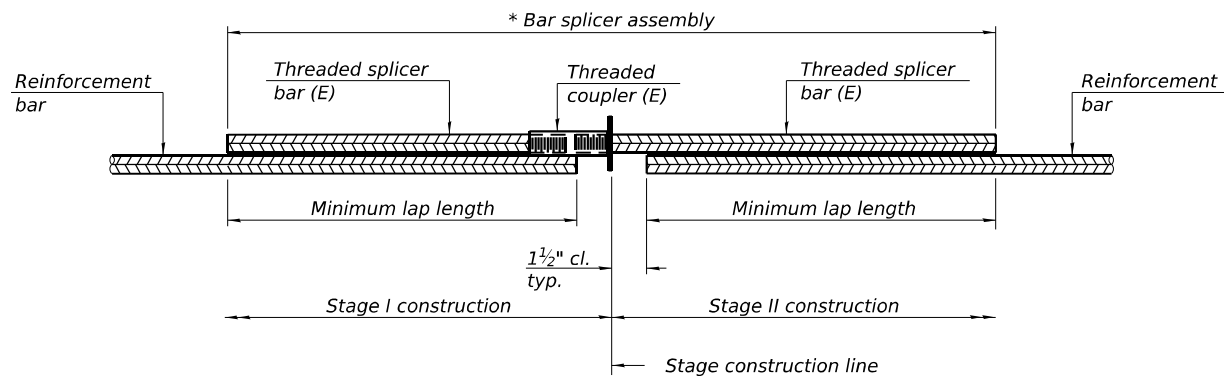
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**WB & EB ABUTMENT MSE WALL SECTIONS & DETAILS
 STRUCTURE NOS. 099-8314 (EB) & 099-8315 (WB)**

SHEET SB-82 OF SB-97 SHEETS

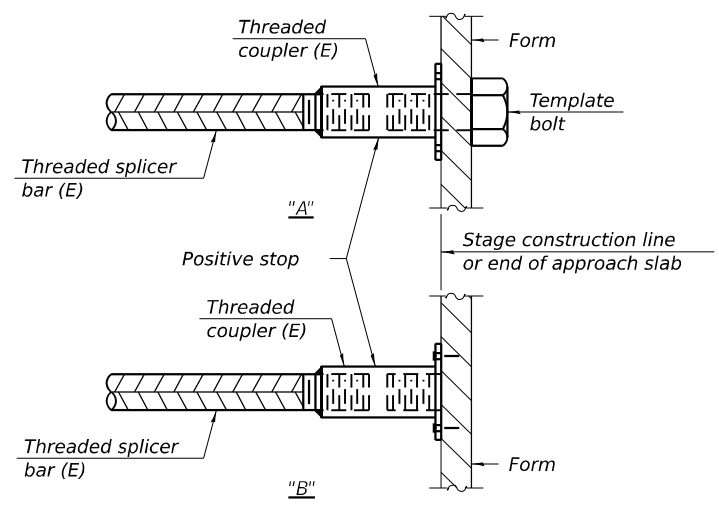
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62R28				
ILLINOIS FED. AID PROJECT				

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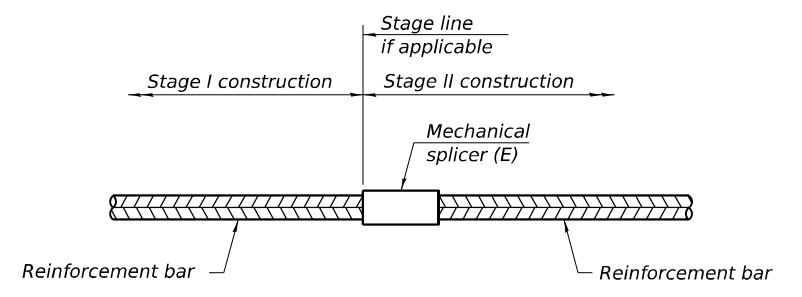


STANDARD BAR SPLICER ASSEMBLY PLAN
 Only bar splicer assemblies as presented on the approved QPL list may be used.

Threaded splicer bar length = min. lap length + 1 1/2" + thread length
 * Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.



INSTALLATION AND SETTING METHODS
 "A" : Set bar splicer assembly by means of a template bolt.
 "B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
 (E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar Size	No. assemblies required

Location	Bar Size	No. assemblies required	Minimum lap length
WB Deck	#5	144	3'-6"
	#6	216	3'-7"
WB W. Diaphragm	#6	14	3'-7"
WB E. Diaphragm	#6	14	3'-7"
WB W. Approach	#5	172	3'-6"
	#8	120	4'-9"
WB E. Approach	#5	172	3'-6"
	#8	120	4'-9"
WB W. Abutment	#5	20	3'-2"
	#7	20	4'-5"
WB E. Abutment	#5	20	3'-2"
	#7	20	4'-5"

Location	Bar Size	No. assemblies required	Minimum lap length
EB Deck	#5	108	3'-6"
	#6	72	3'-7"
EB W. Diaphragm	#6	7	3'-7"
EB E. Diaphragm	#6	7	3'-7"
EB W. Approach	#5	86	3'-6"
	#8	60	4'-9"
EB E. Approach	#5	86	3'-6"
	#8	60	4'-9"
EB W. Abutment	#5	8	3'-2"
	#7	10	4'-5"
EB E. Abutment	#5	8	3'-2"
	#7	10	4'-5"

NOTES:

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

BSD-1

2-1-2023



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	CHECKED - MI, JJS	REVISED -
PLOT SCALE =	DRAWN - SK, AMS	REVISED -
PLOT DATE =	CHECKED - MI, JJS	REVISED -

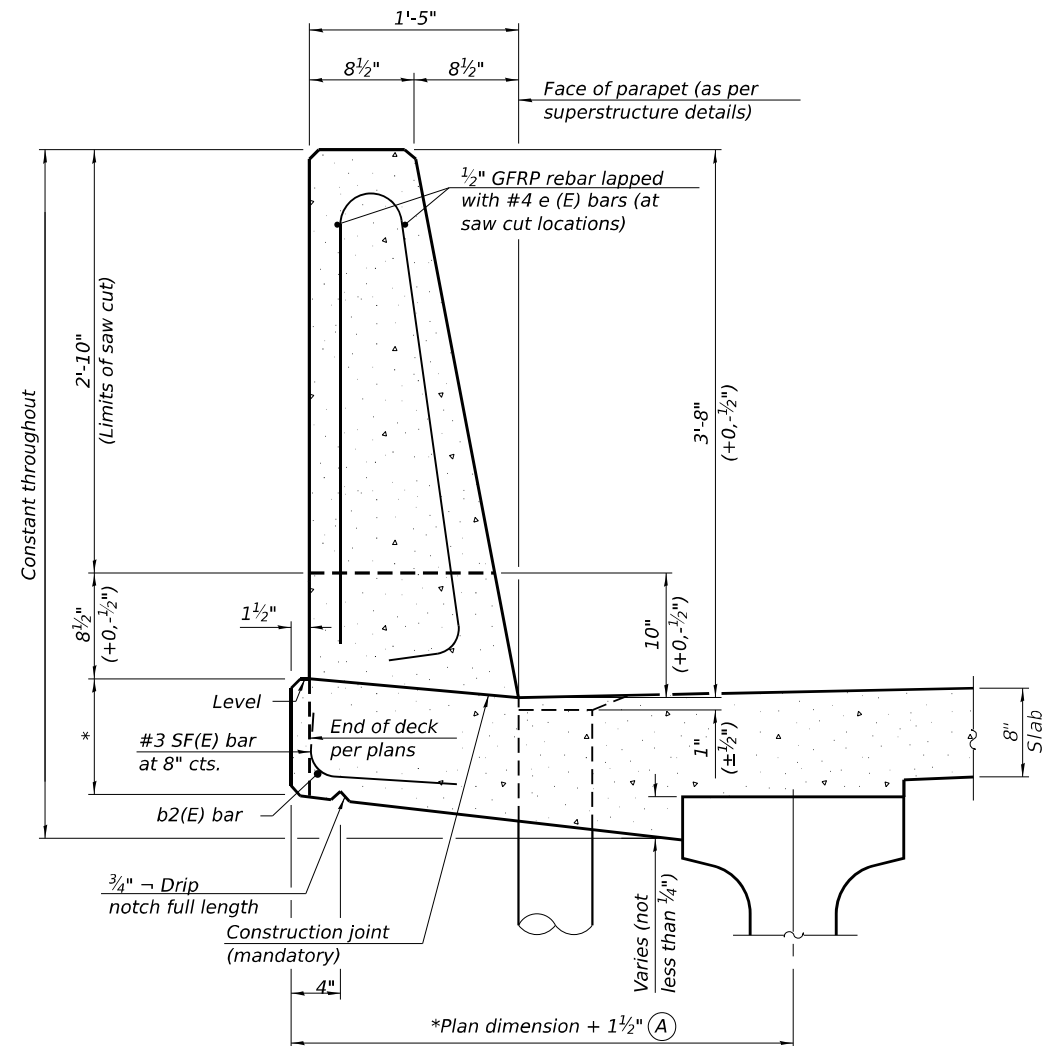
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY DETAILS
 STRUCTURE NOS. 099-8314 (EB) & 099-8315 (WB)

SHEET SB-84 OF SB-97 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R28	

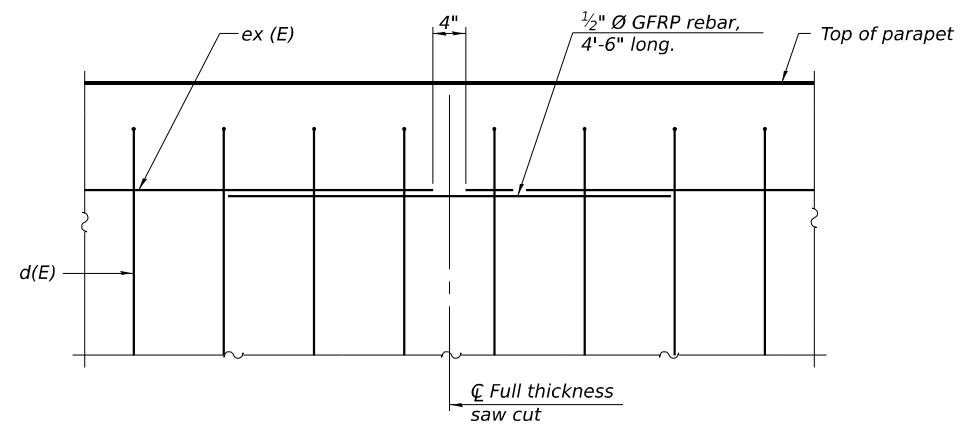
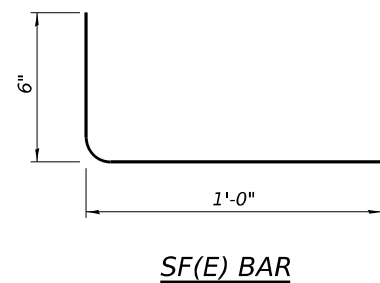
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Notes:
 All dimensions shall remain the same as shown on superstructure details, except dimension A which is to be revised as shown. Additional concrete needed to revise dimension A = 0.00348 cu. yds./ft. for 44" parapets.
 Place full depth aluminum sheets as shown on superstructure details.
 Replace all cork joint filler locations with a full thickness saw cut.
 See Note 3 on Sheet SB-03 for slipforming restrictions.

*See Superstructure Details.

**44" CONSTANT-SLOPE
 PARAPET SECTION**
 (Showing dimensions, d(E), and 1/2" Ø GFRP rebar)



GFRP REBAR STIFFENING DETAIL
 (Place as shown in parapet section at each parapet joint location.)



USER NAME =	DESIGNED - AMS	REVISED -
	CHECKED - MI	REVISED -
PLOT SCALE =	DRAWN - AMS	REVISED -
PLOT DATE =	CHECKED - MI	REVISED -

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**CONCRETE PARAPET SLIPFORMING OPTION
 STRUCTURE NOS. 099-8314 (EB) & 099-8315 (WB)**

SHEET SB-85 OF SB-97 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	716
			CONTRACT NO. 62R28	
		ILLINOIS FED. AID PROJECT		

BORING LOG FR-BSB-01

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 Fax: (630) 953-9938

WEI Job No.: 255-39-01

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

Datum: NAVD 88
 Elevation: 587.46 ft
 North: 1755473.92 ft
 East: 1019764.32 ft
 Station: 43+70.1
 Offset: 9.8 LT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	586.4	13-inch thick ASPHALT --PAVEMENT--															
	584.5	Loose, brown SILTY LOAM, trace gravel; damp --RDR 2--	1	X	1	5 3 3	NP	5			quality, DOLOSTONE; closely spaced, highly weathered, horizontal, oblique, and vertical joints with <0.05 inch opening, slightly rough walls, and <0.2 inch thick clay infill. --RUN 1: 20.0 to 30.0 feet-- --Recovery: 62%-- --RQD: 4%-- --Qu=9,763 psi	25		8			
		Very stiff to hard, brown and gray SILTY CLAY, trace gravel; damp --RDR 2--	2	X	2	4 3 4	2.71 B	23				30					
			3	X	3	3 5 6	4.43 B	20									
			4	X	4	4 5 8	5.33 B	22									
			5	X	5	3 6 6	3.36 B	16									
	574.5	--silt seam; wet-- Medium dense, brown and gray SANDY GRAVEL; wet --RDR 2-- --L (%)=NP, P (%)=NP-- --%Gravel=47.9--15-- --%Sand=45.5-- --%Silt=5.8-- --%Clay=0.8--	6	X	6	4 12 10	NP	13									
	572.0	Very stiff, gray SILTY CLAY, trace gravel; damp --RDR 2--	7	X	7	4 3 7	2.38 B	16									
	568.0	Strong, light gray, very poor	20														
										552.5	Boring terminated at 35.00 ft	35					
GENERAL NOTES									WATER LEVEL DATA								
Begin Drilling <u>02-01-2023</u> Complete Drilling <u>02-01-2023</u>									While Drilling <u>12.50 ft</u>								
Drilling Contractor <u>Wang Testing Services</u> Drill Rig <u>20B57T [91%]</u>									At Completion of Drilling <u>9.00 ft</u>								
Driller <u>KG&TC</u> Logger <u>B. Miller</u> Checked by <u>C. Marin</u>									Time After Drilling <u>NA</u>								
Drilling Method <u>3.25" ID HSA; boring backfilled upon completion</u>									Depth to Water <u>NA</u>								
The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.																	

NOTE:
 1. The location of Boring Log FR-BSB-01 is:
 Sta. 339+71.38 (I-80)
 Offset 151.47' Lt.
 Elev. 587.46.

MODEL: Default
 FILE NAME: p:\projects\transys\p-w\transys\p-w\hosted\Documents\Projects_2018\CH401\401180022\01-Stantec\CAD\ML-04_62R28\04-Sheets\04-Structures\099-8314 & 099-8315\80 over: Frontage Rd\0998314_0998315-ML-04-077-Boring_Logs (Sheet 1 of 12).dgn
 10/9/2023 2:54:56 PM



USER NAME =	DESIGNED - SK, AMS	REVISED -
	CHECKED - MI, JJS	REVISED -
PLOT SCALE =	DRAWN - SK, AMS	REVISED -
PLOT DATE =	CHECKED - JJS	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

BORING LOGS (SHEET 1 OF 12)
 STRUCTURE NOS. 099-8314 (EB) & 099-8315 (WB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	717
CONTRACT NO. 62R28				
ILLINOIS FED. AID PROJECT				

BORING LOG FR-BSB-02

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60148
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Fax: (630) 953-9938

WEI Job No.: 255-39-01

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

Datum: NAVD 88
Elevation: 603.59 ft
North: 1755381.64 ft
East: 1019725.33 ft
Station: 44+58.9
Offset: 37.9 RT

Table with columns for Profile, Elevation (ft), SOIL AND ROCK DESCRIPTION, Depth (ft), Sample Type recovery, Sample No., SPT Values (blw/6 in), Qu (tsf), Moisture Content (%), and SOIL AND ROCK DESCRIPTION, Depth (ft), Sample Type recovery, Sample No., SPT Values (blw/6 in), Qu (tsf), Moisture Content (%).

GENERAL NOTES and WATER LEVEL DATA tables containing drilling dates (01-15-2023), contractor (Wang Testing Services), and water level data (19.50 ft).

NOTE:
1. The location of Boring Log FR-BSB-02 is:
Sta. 339+22.98 (I-80)
Offset 63.52' Lt.
Elev. 603.59.

BORING LOG FR-BSB-02

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WEI Job No.: 255-39-01

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

Datum: NAVD 88
Elevation: 603.59 ft
North: 1755381.64 ft
East: 1019725.33 ft
Station: 44+58.9
Offset: 37.9 RT

Table with columns for Profile, Elevation (ft), SOIL AND ROCK DESCRIPTION, Depth (ft), Sample Type recovery, Sample No., SPT Values (blw/6 in), Qu (tsf), Moisture Content (%), and SOIL AND ROCK DESCRIPTION, Depth (ft), Sample Type recovery, Sample No., SPT Values (blw/6 in), Qu (tsf), Moisture Content (%).

GENERAL NOTES and WATER LEVEL DATA tables containing drilling dates (01-15-2023), contractor (Wang Testing Services), and water level data (19.50 ft).

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING LOGS (SHEET 2 OF 12) STRUCTURE NOS. 099-8314 (EB) & 099-8315 (WB)

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

MODEL: Default
FILE NAME: p:\w\transystems-pw\default\Documents\Projects\2018\CH401\401180022\01-Stantec\CAD\ML-04_62R28\04-Sheets\04-Structures\099-8314 & 099-8315\80 over Frontage Rd\0998314_0998315-ML-04-078-Boring_Logs (Sheet 2 of 12).dgn

BORING LOG FR-BSB-03

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WEI Job No.: 255-39-01

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

Datum: NAVD 88
Elevation: 604.73 ft
North: 1755391.52 ft
East: 1019804.59 ft
Station: 340+02.8
Offset: 65.4 LT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
603.6	14-inch thick ASPHALT --PAVEMENT--							584.2	moist --Buried TOPSOIL--						
601.5	Medium dense, brown LOAM, little gravel; dry --FILL--	1	1	14	NP	5			--1-inch thick sand seam; saturated--	9	3	6	2.87	23	
	Very stiff to hard, brown and gray SILTY CLAY to SILTY CLAY LOAM, trace gravel; damp to moist --FILL-- --RDR 2--	5	2	5	4	4.35	19		Very stiff to hard, brown to gray SILTY CLAY, trace gravel; damp to moist --RDR 2--	10	5	6	4.51	20	
		10	3	4	5	3.44	19			11	6	10	6.72	19	
		10	4	8	4	6.31	17		--L (%)=39, P (%)=17-- --%Gravel=0.8-- --%Sand=4.8-- --%Silt=50.8-- --%Clay=43.5-- --A-6 (21)--	12	6	10	4.02	21	
594.2	Very stiff to hard, brown and gray CLAY to SILTY CLAY, trace gravel; damp --FILL-- --RDR 2--	5	5	3	4	3.28	23			13	9	10	5.49	12	
	--L (%)=36, P (%)=15-- --%Gravel=3.7-- --%Sand=10.8-- --%Silt=45.8-- --%Clay=39.6-- --A-6 (17)--	15	6	4	6	4.26	22		Hard, gray SILTY CLAY LOAM to SILTY LOAM, trace gravel; damp --RDR 2--	35	9	10	5.49	12	
589.2	Hard, brown and gray SILTY CLAY, trace gravel; damp --FILL-- --RDR 2--	7	7	4	6	4.92	18			35	9	10	5.49	12	
		20	8	4	8	2.71	29		Very dense, gray SANDY GRAVEL; moist to wet --Weathered BEDROCK-- --RDR 4--	40	NP			6	
585.7	Very stiff, black SILTY CLAY, trace organic matter; damp to	20	8	4	8	2.71	29		Strong, dark gray, fair rock mass quality, Shaly DOLOSTONE,	40	50/1"	C			

GENERAL NOTES

Begin Drilling **10-24-2022** Complete Drilling **10-24-2022**
Drilling Contractor **Wang Testing Services** Drill Rig **20D50T [80%]**
Driller **RH&TC** Logger **D. Morken** Checked by **C. Marin**
Drilling Method **3.25" ID HSA; boring backfilled upon completion**

WATER LEVEL DATA

While Drilling **21.00 ft**
At Completion of Drilling **NA**
Time After Drilling **NA**
Depth to Water **NA**

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

BORING LOG FR-BSB-03

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WEI Job No.: 255-39-01

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

Datum: NAVD 88
Elevation: 604.73 ft
North: 1755391.52 ft
East: 1019804.59 ft
Station: 340+02.8
Offset: 65.4 LT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
550.7	horizontally bedded; closely spaced, fresh, horizontal joints, with 0-0.2 inch opening, rough walls, and 0 - 0.2 inch thick clay and shale infill. --RUN 1: 39.0 to 44.0 feet-- --Recovery: 98%-- --RQD: 67%-- --Q @39.5 feet=9,126 psi-- --RUN 2: 44.0 to 54.0 feet-- --Recovery: 93%-- --RQD: 67%--	15													
		55													
		50													
		55													
		60													

GENERAL NOTES

Begin Drilling **10-24-2022** Complete Drilling **10-24-2022**
Drilling Contractor **Wang Testing Services** Drill Rig **20D50T [80%]**
Driller **RH&TC** Logger **D. Morken** Checked by **C. Marin**
Drilling Method **3.25" ID HSA; boring backfilled upon completion**

WATER LEVEL DATA

While Drilling **21.00 ft**
At Completion of Drilling **NA**
Time After Drilling **NA**
Depth to Water **NA**

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



USER NAME =	DESIGNED - AMS	REVISED -
PLOT SCALE =	CHECKED - MI, JJS	REVISED -
PLOT DATE =	DRAWN - AMS	REVISED -
	CHECKED - JJS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS (SHEET 3 OF 12)
STRUCTURE NOS. 099-8314 (EB) & 099-8315 (WB)

SHEET SB-88 OF SB-97 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	719
CONTRACT NO. 62R28				
ILLINOIS FED. AID PROJECT				

MODEL: Default
 FILE NAME: p:\projects\transys\transys-pw\Bentley.com\transys\p-w\hosted\Documents\Projects_2018\CH401\401-180022\01-1-Stantec\CAD\ML-04_62R28\04-Sheets\04-Structures\099-8314 & 099-8315\80 over: Frontage Rd\0998314_0998315-ML-04-080-Boring_Logs (Sheet 4 of 12).dgn
 WANGENGINC_2555901.GPJ WANGENG.GDT 5/18/23

BORING LOG FR-BSB-04

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 60148
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 Fax: (630) 953-9938

WEI Job No.: 255-39-01

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

Datum: NAVD 88
 Elevation: 603.69 ft
 North: 1755347.84 ft
 East: 1019716.69 ft
 Station: 339+10.9
 Offset: 30.7 LT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	602.7	12-inch thick ASPHALT --PAVEMENT--									CLAY to SILTY CLAY LOAM, trace gravel; damp						
	600.7	Medium dense, brown SANDY GRAVEL; dry --BASE COURSE--	1	X	6 6 5		NP	7			--RDR 2--	9	X	8 13 15	7.63 B	19	
	600.7	Medium stiff to very stiff, brown to gray SILTY CLAY LOAM to CLAY LOAM, trace gravel; damp --FILL-- --RDR 2--	2	X	2 2 4		0.98 B	28				10	X	6 7 10	1.50 P	21	
			3	X	2 4 5		1.72 S	12			Medium dense, brown, fine SAND; moist to wet	11	X	7 8 10	NP	21	
			4	X	3 2 5		2.50 P	16			--L(%)=NP, P(%)=NP-- --%Gravel=1.0-- --%Sand=92.3-- --%Silt=4.5-- --%Clay=2.2-- --A-3 (0)--	12	X	6 9 16	NP	22	
			5	X	4 5 9		1.64 S	13			Very stiff, gray SILTY CLAY LOAM, trace gravel; damp	13	X	5 5 5	2.21 B	15	
			6	X	5 5 7		1.89 S	19			--RDR 2-3--	35	X	50 5"			
	588.2	Stiff, black SILTY CLAY, trace gravel; damp --Buried TOPSOIL-- --RDR 2--	7	X	4 5 6		1.07 B	29			--possible cobbles--						
	584.4	Stiff to hard, brown to gray SILTY	8	O	5 5 6		NR				Strong, dark gray, fair to good rock mass quality, horizontally bedded, Shaly DOLOSTONE; slightly weathered rock, slightly	40	X				

GENERAL NOTES

Begin Drilling **10-30-2022** Complete Drilling **10-30-2022**
 Drilling Contractor **Wang Testing Services** Drill Rig **20D50T [80%]**
 Driller **RH&TC** Logger **N. Karahalios** Checked by **C. Marin**
 Drilling Method **3.25" ID HSA; boring backfilled upon completion**

WATER LEVEL DATA

While Drilling **26.00 ft**
 At Completion of Drilling **28.00 ft**
 Time After Drilling **NA**
 Depth to Water **NA**

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

BORING LOG FR-BSB-04

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WEI Job No.: 255-39-01

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

Datum: NAVD 88
 Elevation: 603.69 ft
 North: 1755347.84 ft
 East: 1019716.69 ft
 Station: 339+10.9
 Offset: 30.7 LT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
		weathered to moderately weathered joints, closely spaced horizontal joints, with less than 0.05-inch opening, hard joint wall, slightly rough joint wall, hard infill strength, and less than 0.2-inch infill thickness. --Run 1: 38.0 to 44.5 feet-- --Recovery: 74%-- --RQD: 56%-- --drilling rate: 3.5 min/ft -- --Run 2: 44.5 to 54.5 feet-- --Recovery: 99%-- --RQD: 89%-- --drilling rate: 2.6 min/ft --															
	549.2	Boring terminated at 54.50 ft	55														

GENERAL NOTES

Begin Drilling **10-30-2022** Complete Drilling **10-30-2022**
 Drilling Contractor **Wang Testing Services** Drill Rig **20D50T [80%]**
 Driller **RH&TC** Logger **N. Karahalios** Checked by **C. Marin**
 Drilling Method **3.25" ID HSA; boring backfilled upon completion**

WATER LEVEL DATA

While Drilling **26.00 ft**
 At Completion of Drilling **28.00 ft**
 Time After Drilling **NA**
 Depth to Water **NA**

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



USER NAME =	DESIGNED - AMS	REVISED -
PLOT SCALE =	CHECKED - MI, JJS	REVISED -
PLOT DATE =	DRAWN - AMS	REVISED -
	CHECKED - JJS	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BORING LOGS (SHEET 4 OF 12)
 STRUCTURE NOS. 099-8314 (EB) & 099-8315 (WB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	720
				CONTRACT NO. 62R28

SHEET SB-89 OF SB-97 SHEETS

ILLINOIS FED. AID PROJECT

BORING LOG FR-BSB-06

Page 1 of 2

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WEI Job No.: 255-39-01

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

Datum: NAVD 88
Elevation: 603.70 ft
North: 1755284.88 ft
East: 1019730.73 ft
Station: 45+55.7
Offset: 42.2 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	603.6	1-inch thick ASPHALT													
	602.7	11-inch thick CONCRETE --PAVEMENT--													
		Very stiff, brown Gravelly CLAY LOAM; damp to wet --FILL-- --RDR 2--		1	4 3 2	NA	8					9	7 8 9	10.25 B	18
		--L(%)=25, P(%)=12-- --%Gravel=31.0-- --%Sand=26.6-- --%Silt=286-- --%Clay=13.8--		2	3 3 3	3.78 B	15				25	10	7 8 11	9.76 B	18
	596.9	Brown SAND, trace gravel; damp --FILL-- --RDR 2--		3	3 3 7	4.51 B	20					11	5 5 6	5.08 B	19
	595.7	Stiff to very stiff, brown CLAY LOAM, trace to little gravel; damp --FILL-- --RDR 2--		4	5 3 2	3.00 P	14		575.7	Medium dense, brown SAND, trace gravel; wet --RDR 2--	30	12	7 13 13	NP	18
	592.0	Brown SAND, little gravel; moist --FILL-- --RDR 2--		5	2 4 4	1.39 B	23		571.9	Dense, gray SANDY GRAVEL; wet --RDR 2--		13	14 16 17	NP	9
	590.7	Stiff to very stiff, brown and gray SILTY CLAY to SILTY CLAY LOAM, trace to little gravel; damp --FILL-- --RDR 2--		6	2 2 3	1.97 B	20								
	586.8	Hard (>4.50P), black SILTY CLAY LOAM, trace gravel; damp --Buried TOPSOIL--		7	5 5 5	2.79 B	17								
	585.7	Very stiff to hard, brown and gray SILTY CLAY, trace gravel; damp --RDR 2--		8	3 3 5	2.54 B	21		565.7	Strong, light gray, poor to good quality, slightly weathered DOLOSTONE; closely spaced, moderately to slightly weathered	40				

GENERAL NOTES

Begin Drilling **01-23-2023** Complete Drilling **01-23-2023**
Drilling Contractor **Wang Testing Services** Drill Rig **17B57T [91%]**
Driller **KG&TC** Logger **B. Miller** Checked by **C. Marin**
Drilling Method **3.25" ID HSA; boring backfilled upon completion**

WATER LEVEL DATA

While Drilling **4.00 ft**
At Completion of Drilling **16.00 ft**
Time After Drilling **NA**
Depth to Water **NA**

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

NOTE:

- The location of Boring Log FR-BSB-06 is:
Sta. 339+18.63 (I-80)
Offset 33.31' Rt.
Elev. 603.70.



USER NAME =	DESIGNED - AMS	REVISED -
PLOT SCALE =	CHECKED - MI, JJS	REVISED -
PLOT DATE =	DRAWN - AMS	REVISED -
	CHECKED - JJS	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BORING LOG FR-BSB-06

Page 2 of 2

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WEI Job No.: 255-39-01

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

Datum: NAVD 88
Elevation: 603.70 ft
North: 1755284.88 ft
East: 1019730.73 ft
Station: 45+55.7
Offset: 42.2 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
		horizontal joints, with 0-0.2 inch opening, slightly rough walls, and 0 - 0.2 inch thick clay infill. --RUN 1: 38.0 to 48.0 feet-- --Recovery: 88%-- --RQD: 29%--													
		--RUN 2: 48.0 to 53.0 feet-- --Recovery: 95%-- --RQD: 80%--													
	550.7	Boring terminated at 53.00 ft													

GENERAL NOTES

Begin Drilling **01-23-2023** Complete Drilling **01-23-2023**
Drilling Contractor **Wang Testing Services** Drill Rig **17B57T [91%]**
Driller **KG&TC** Logger **B. Miller** Checked by **C. Marin**
Drilling Method **3.25" ID HSA; boring backfilled upon completion**

WATER LEVEL DATA

While Drilling **4.00 ft**
At Completion of Drilling **16.00 ft**
Time After Drilling **NA**
Depth to Water **NA**

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

BORING LOGS (SHEET 6 OF 12)
STRUCTURE NOS. 099-8314 (EB) & 099-8315 (WB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	722
CONTRACT NO. 62R28				

SHEET SB-91 OF SB-97 SHEETS

ILLINOIS FED. AID PROJECT

MODEL: Default
FILE NAME: p:\trainsystems-pw\benley.com\transcorp-pw\hosted\Documents\Projects\2018\CH401\401180022\01-1-Stantec\CAD\ML-04_62R28\04-Sheets\04-Structures\099-8314 & 099-8315\80 over: Frontage Rd\0998314_0998315-ML-04-082-Boring_Logs (Sheet 6 of 12).dgn
WANGENGINC 2553901.GPJ WANGENG.GDT 5/18/23
WANGENGINC 2553901.GPJ WANGENG.GDT 5/18/23

BORING LOG FR-BSB-07

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WEI Job No.: 255-39-01

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

Datum: NAVD 88
Elevation: 605.00 ft
North: 1755294.63 ft
East: 1019819.27 ft
Station: 340+07.7
Offset: 32.4 RT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
604.5	6-inch thick ASPHALT --PAVEMENT--								Hard, brown SILTY CLAY, trace gravel; damp to moist						
603.9	8-inch thick CONCRETE --PAVEMENT--								--RDR 2--						
	Very stiff, brown and gray SILTY CLAY to SILTY CLAY LOAM, trace gravel; damp														
	--FILL-- --RDR 2--														
		1		6	6	2.50	12			9		4	6	3.53	21
		2		4	3	2.87	19			10		5	8	7.38	19
		3		3	5	3.03	18			11		6	8	5.74	20
		4		4	6	2.54	18			12		5	8	5.17	19
		5		4	6	3.20	20	574.0	Possible SAND; wet --sand heaving in augers--						
		6		3	5	3.28	19	573.0	Stiff, gray SILTY CLAY LOAM to SILTY LOAM, trace gravel; wet --RDR 2--						
		7		7	7	2.21	18								
587.0	Very stiff (3.00P), black SILTY CLAY, trace gravel; damp to moist							567.0	Strong, dark grayish gray, poor to good quality, horizontally bedded, Shaly DOLOSTONE; closely spaced, fresh to slightly						
586.1	--Buried TOPSOIL--														
		8		4	8	6.64	22								

GENERAL NOTES

Begin Drilling **10-27-2022** Complete Drilling **10-27-2022**
Drilling Contractor **Wang Testing Services** Drill Rig **20D50T [80%]**
Driller **RH&TC** Logger **D. Morken** Checked by **C. Marin**
Drilling Method **3.25" ID HSA; boring backfilled upon completion**

WATER LEVEL DATA

While Drilling **31.00 ft**
At Completion of Drilling **NA**
Time After Drilling **NA**
Depth to Water **NA**

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

BORING LOG FR-BSB-07

wangeng@wangeng.com
1145 North Main Street
60148
Telephone: (630) 953-9928
Fax: (630) 953-9938

WEI Job No.: 255-39-01

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

Datum: NAVD 88
Elevation: 605.00 ft
North: 1755294.63 ft
East: 1019819.27 ft
Station: 340+07.7
Offset: 32.4 RT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	weathered, horizontal and oblique joints, with <0.05 inch opening, rough walls, and <0.2 inch thick clay infill.														
	--RUN 1: 38.0 to 44.0 feet-- --Recovery: 100%-- --RQD: 41%-- --Q@40.0 feet=8,816 psi--														
	--RUN 2: 44.0 to 54.0 feet-- --Recovery: 95%-- --RQD: 81%--														
		14													
		15													
		50													
		55													
551.0	Boring terminated at 54.00 ft														

GENERAL NOTES

Begin Drilling **10-27-2022** Complete Drilling **10-27-2022**
Drilling Contractor **Wang Testing Services** Drill Rig **20D50T [80%]**
Driller **RH&TC** Logger **D. Morken** Checked by **C. Marin**
Drilling Method **3.25" ID HSA; boring backfilled upon completion**

WATER LEVEL DATA

While Drilling **31.00 ft**
At Completion of Drilling **NA**
Time After Drilling **NA**
Depth to Water **NA**

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



USER NAME =	DESIGNED - AMS	REVISED -
PLOT SCALE =	CHECKED - MI, JJS	REVISED -
PLOT DATE =	DRAWN - AMS	REVISED -
	CHECKED - JJS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS (SHEET 7 OF 12)
STRUCTURE NOS. 099-8314 (EB) & 099-8315 (WB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	723
CONTRACT NO. 62R28				

BORING LOG FR-BSB-08

wangeng@wangeng.com
1145 North Main Street
60148
Telephone: (630) 953-9928
Fax: (630) 953-9938

WEI Job No.: 255-39-01

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

Datum: NAVD 88
Elevation: 605.29 ft
North: 1755237.20 ft
East: 1019711.46 ft
Station: 340+01.9
Offset: 89.6 RT

BORING LOG FR-BSB-08

wangeng@wangeng.com
1145 North Main Street
60148
Telephone: (630) 953-9928
Fax: (630) 953-9938

WEI Job No.: 255-39-01

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

Datum: NAVD 88
Elevation: 605.29 ft
North: 1755237.20 ft
East: 1019711.46 ft
Station: 340+01.9
Offset: 89.6 RT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
604.0	15-inch thick CONCRETE --PAVEMENT--							584.8	Hard, brown to gray SILTY CLAY, trace gravel; damp to moist						
602.0	Medium dense, brown SANDY GRAVEL; dry --FILL--	1	X	1	8 9 6	NP	3		--RDR 2--	9	X	9	8 12 15	7.63 B	19
	Medium stiff to very stiff, brown and gray SILTY CLAY to SILTY CLAY LOAM, trace gravel; damp to moist --FILL-- --RDR 2--	2	X	2	3 4 7	> 4.50 P	19			10	X	10	7 12 15	10.25 B	18
		3	X	3	4 4 4	1.07 B	18			11	X	11	6 10 13	6.97 B	20
		4	X	4	3 3 6	2.05 B	21			12	X	12	5 6 9	NP	19
	--L (%)=32, P (%)=16-- --%Gravel=3.4-- --%Sand=13.6-- --%Silt=48.5-- --%Clay=34.4-- --A-6 (12)--	5	X	5	2 2 3	0.82 B	23			13	X	13	7 15 37	> 4.50 P	25
589.8	Stiff, black and greenish gray SILTY CLAY, trace gravel; damp to moist --Buried TOPSOIL--	7	X	7	6 7 7	1.31 B	16			14	X	14			
587.3	Very stiff, black and greenish gray CLAY to SILTY CLAY, trace gravel; damp to moist --RDR 2--	8	X	8	4 6 8	2.71 B	26			15	X	15			
		10	X	10				576.6	Medium dense, brown to yellowish brown, fine to medium SAND, trace gravel; wet to saturated	30	X	12			
		15	X	15				573.5	Hard, gray SILTY CLAY LOAM to CLAY LOAM, trace gravel, few silt seams; moist		X	13			
		15	X	15				570.6	Very dense, gray Gravelly LOAM wet --heaving sand in augers--	35	X	13			
		20	X	20				567.3	Very weak, dark gray, very poor quality, weathered Shaly DOLOSTONE; very closely spaced, slightly weathered,	40	X	14			
								565.8		40	X	14			

GENERAL NOTES

Begin Drilling **10-26-2022** Complete Drilling **10-26-2022**
Drilling Contractor **Wang Testing Services** Drill Rig **20D50T [80%]**
Driller **RH&TC** Logger **D. Morken** Checked by **C. Marin**
Drilling Method **3.25" ID HSA; boring backfilled upon completion**

WATER LEVEL DATA

While Drilling **30.00 ft**
At Completion of Drilling **NA**
Time After Drilling **NA**
Depth to Water **NA**

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

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	horizontal joints, with <0.05 inch opening, rough walls, and <0.2 inch thick clay infill. --RUN 1: 38.0 to 39.5 feet-- --Recovery: 94%-- --RQD: 0%--	15													
	Strong, gray, fair rock mass quality, horizontally bedded Shaly DOLOSTONE; closely spaced, fresh to slightly weathered, horizontal and oblique joints, with 0-0.2 inch opening, rough walls, and <0.2 inch thick clay infill. --RUN 2: 39.5 to 44.5 feet-- --Recovery: 95%-- --RQD: 57%-- --Q @=12,298 psi-- --RUN 3: 44.5 to 54.5 feet-- --Recovery: 98%-- --RQD: 61%--	45													
		50													
550.8	Boring terminated at 54.50 ft	55													
		60													

GENERAL NOTES

Begin Drilling **10-26-2022** Complete Drilling **10-26-2022**
Drilling Contractor **Wang Testing Services** Drill Rig **20D50T [80%]**
Driller **RH&TC** Logger **D. Morken** Checked by **C. Marin**
Drilling Method **3.25" ID HSA; boring backfilled upon completion**

WATER LEVEL DATA

While Drilling **30.00 ft**
At Completion of Drilling **NA**
Time After Drilling **NA**
Depth to Water **NA**

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



USER NAME =	DESIGNED - AMS	REVISED -
PLOT SCALE =	CHECKED - MI, JJS	REVISED -
PLOT DATE =	DRAWN - AMS	REVISED -
	CHECKED - JJS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS (SHEET 8 OF 12)
STRUCTURE NOS. 099-8314 (EB) & 099-8315 (WB)

SHEET SB-93 OF SB-97 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	724
CONTRACT NO. 62R28				
ILLINOIS		FED. AID PROJECT		

BORING LOG FR-BSB-09

wangeng@wangeng.com
1145 North Main Street
60148
Telephone: (630) 953-9928
Fax: (630) 953-9938

WEI Job No.: 255-39-01

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

Datum: NAVD 88
Elevation: 605.32 ft
North: 1755244.21 ft
East: 1019819.71 ft
Station: 46+05.1
Offset: 42.2 LT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
603.1	27-inch thick CONCRETE --PAVEMENT--						584.8	Stiff to hard, brown to gray SILTY CLAY, trace gravel; damp --RDR 2--	9	3	1.72	28	
601.8	Medium dense, gray CLAY LOAM, little gravel; damp --FILL--	1	13	7	NP	7		--L (%)=39, P (%)=19-- --%Gravel=1.3-- --%Sand=5.2-- --%Silt=52.9-- --%Clay=40.6--25	10	4	3.12	22	
599.8	Loose, brown and gray SANDY GRAVEL; damp --FILL--	2	4	3	NP	12			11	5	6.56	22	
597.3	Stiff, black and brown Gravelly CLAY LOAM; damp --RDR 2--	3	4	3	1.50	17			12	5	6.07	24	
	--L (%)=39, P (%)=16-- --%Gravel=15.2-- --%Sand=20.3-- --%Silt=42.1-- --%Clay=22.4--	4	3	2	1.56	19			13	5	4.00	13	
	Stiff to hard, brown SILTY CLAY LOAM to SILTY CLAY, trace to little gravel; damp --FILL--	5	3	2	4.67	20	573.6	Medium dense, gray and tan Gravelly SAND; wet --RDR 2--	13	5	4.00	13	
	--RDR 2--	6	3	3	3.69	25	571.0	Hard, gray SILTY CLAY, trace gravel; moist --RDR 2--	15	3			
		7	3	3	2.21	18			20	3			
		8	3	3	3.61	33	567.3	Strong, light gray, poor quality, DOLOSTONE; closely spaced, highly weathered, horizontal and oblique joints, with 0-0.2 inch	40				
	Very stiff, black SILTY CLAY LOAM, trace gravel; damp --Buried TOPSOIL--												
	--RDR 2--												

GENERAL NOTES

Begin Drilling **01-22-2023** Complete Drilling **01-22-2023**
Drilling Contractor **Wang Testing Services** Drill Rig **17B57T [91%]**
Driller **KG&TC** Logger **B. Miller** Checked by **C. Marin**
Drilling Method **3.25" ID HSA; boring backfilled upon completion**

WATER LEVEL DATA

While Drilling **14.00 ft**
At Completion of Drilling **16.00 ft**
Time After Drilling **NA**
Depth to Water **NA**

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

NOTE:

- The location of Boring Log FR-BSB-09 is:
Sta. 340+03.07 (I-80)
Offset 82.65' Rt.
Elev. 605.32.



USER NAME =	DESIGNED - AMS	REVISED -
PLOT SCALE =	CHECKED - MI, JJS	REVISED -
PLOT DATE =	DRAWN - AMS	REVISED -
	CHECKED - JJS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOG FR-BSB-09

wangeng@wangeng.com
1145 North Main Street
60148
Telephone: (630) 953-9928
Fax: (630) 953-9938

WEI Job No.: 255-39-01

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

Datum: NAVD 88
Elevation: 605.32 ft
North: 1755244.21 ft
East: 1019819.71 ft
Station: 46+05.1
Offset: 42.2 LT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
557.3	opening, slightly rough walls, and 0 - 0.2 inch thick clay infill. --RUN 1: 38.0 to 48.0 feet-- --Recovery: 94%-- --RQD: 37%--												
		14											
		45											
		50											
		55											
		60											

GENERAL NOTES

Begin Drilling **01-22-2023** Complete Drilling **01-22-2023**
Drilling Contractor **Wang Testing Services** Drill Rig **17B57T [91%]**
Driller **KG&TC** Logger **B. Miller** Checked by **C. Marin**
Drilling Method **3.25" ID HSA; boring backfilled upon completion**

WATER LEVEL DATA

While Drilling **14.00 ft**
At Completion of Drilling **16.00 ft**
Time After Drilling **NA**
Depth to Water **NA**

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

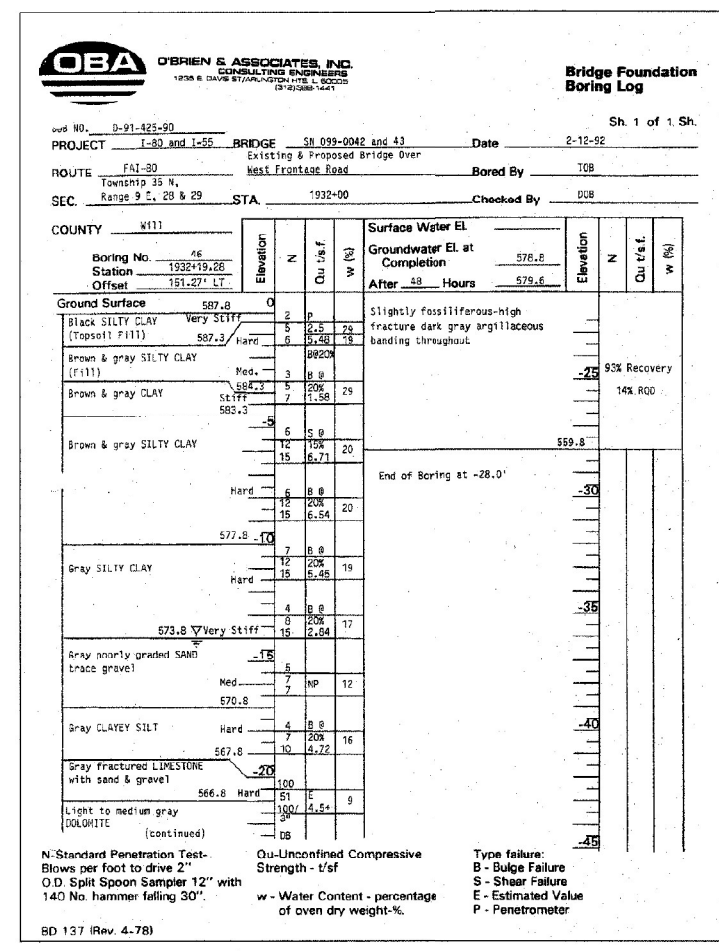
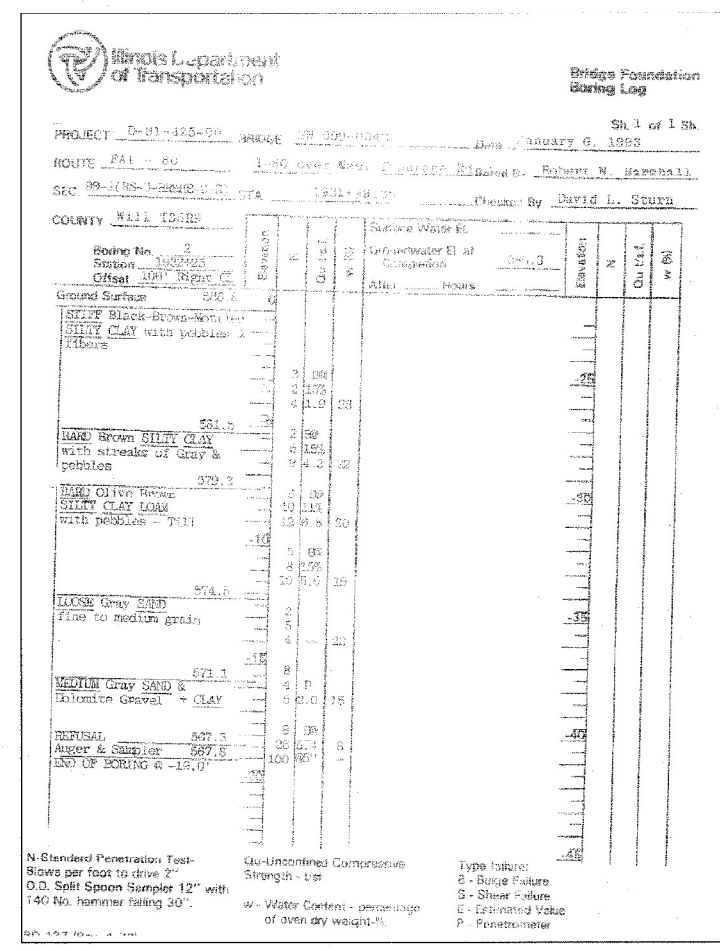
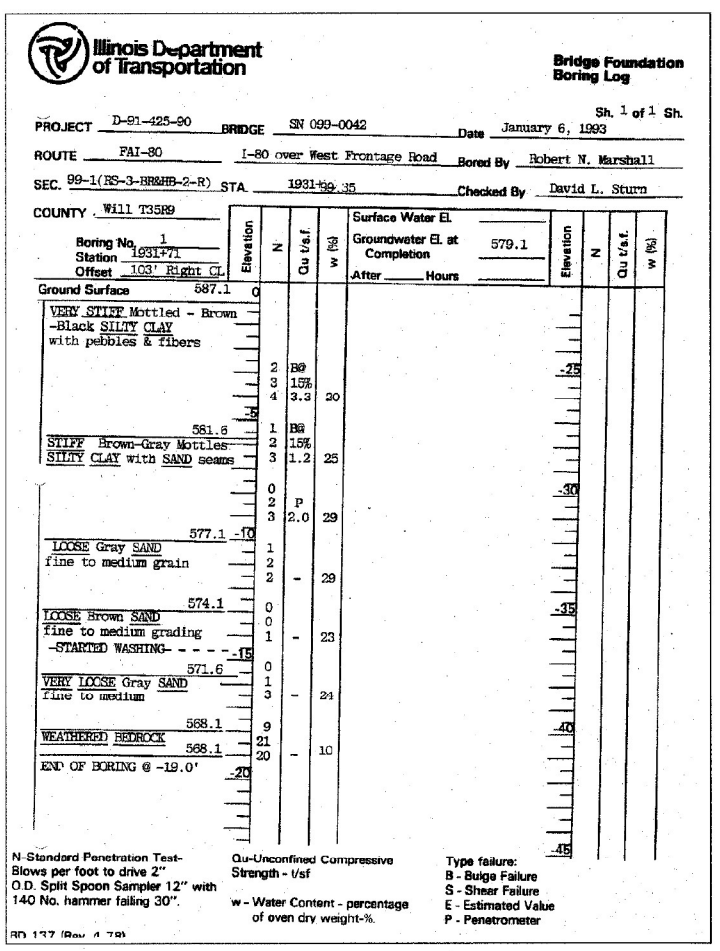
BORING LOGS (SHEET 9 OF 12)
STRUCTURE NOS. 099-8314 (EB) & 099-8315 (WB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	725
CONTRACT NO. 62R28			ILLINOIS FED. AID PROJECT	

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WANGENG 2553901.GPJ WANGENG.GDT 5/18/23
WANGENG 2553901.GPJ WANGENG.GDT 5/18/23

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 DATE: 1/9/2005
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-1K, BY&AC-BI	COOK	497	318
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
Sheet S-19 of S-21			CONTRACT 80906	



NOTES:

- The location of Historic Boring Log SB-01 is:
 Sta. 339+32.49 (I-80)
 Offset 99.08' Rt.
 Elev. 587.10.
- The location of Historic Boring Log SB-02 is:
 Sta. 339+87.03 (I-80)
 Offset 99.38' Rt.
 Elev. 588.80.
- The location of Historic Boring Log SB-46 is:
 Sta. 339+79.54 (I-80)
 Offset 152.95' Lt.
 Elev. 587.80.

REVISIONS	
NAME	DATE

Clorba Group, Inc.
 CONSULTING ENGINEERS
 307 NORTH CENTERLAND AVENUE • CHICAGO, ILLINOIS 60608 • (773) 735-9000

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SOIL BORINGS 1
 FAI-80 OVER WEST FRONTAGE ROAD
 FAI-80 SECTION 99-1 (K, BY & AC-B)
 WILL COUNTY
 FAI-80 STA. 1931+99.35
 STRUCTURE NOS. 099-0042, 099-0043, 099-0308
 SCALE: NONE
 DATE: OCTOBER 2004
 DRAWN BY BWS
 CHECKED BY GDW



USER NAME =	DESIGNED - EN	REVISED -
CHECKED - MI, JJS	CHECKED -	REVISED -
PLOT SCALE =	DRAWN - EN	REVISED -
PLOT DATE =	CHECKED - JJS	REVISED -

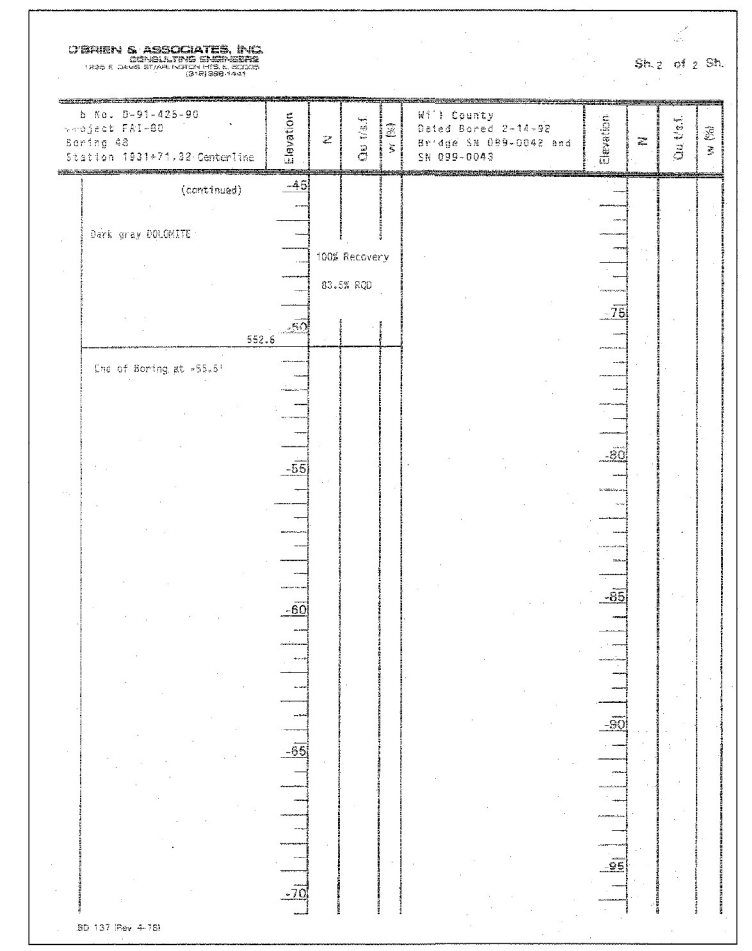
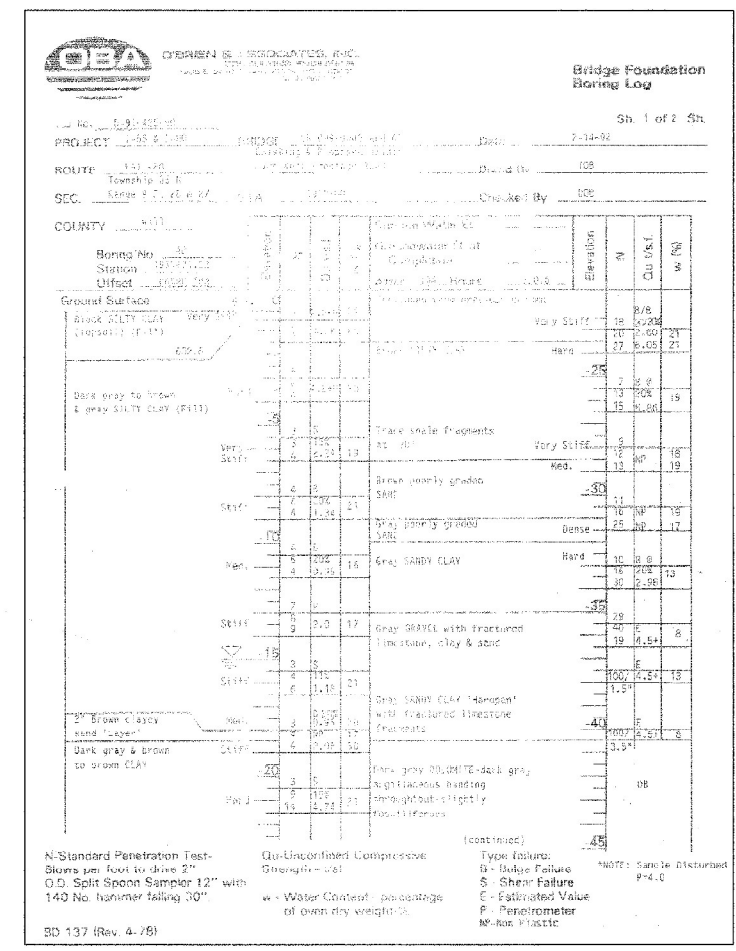
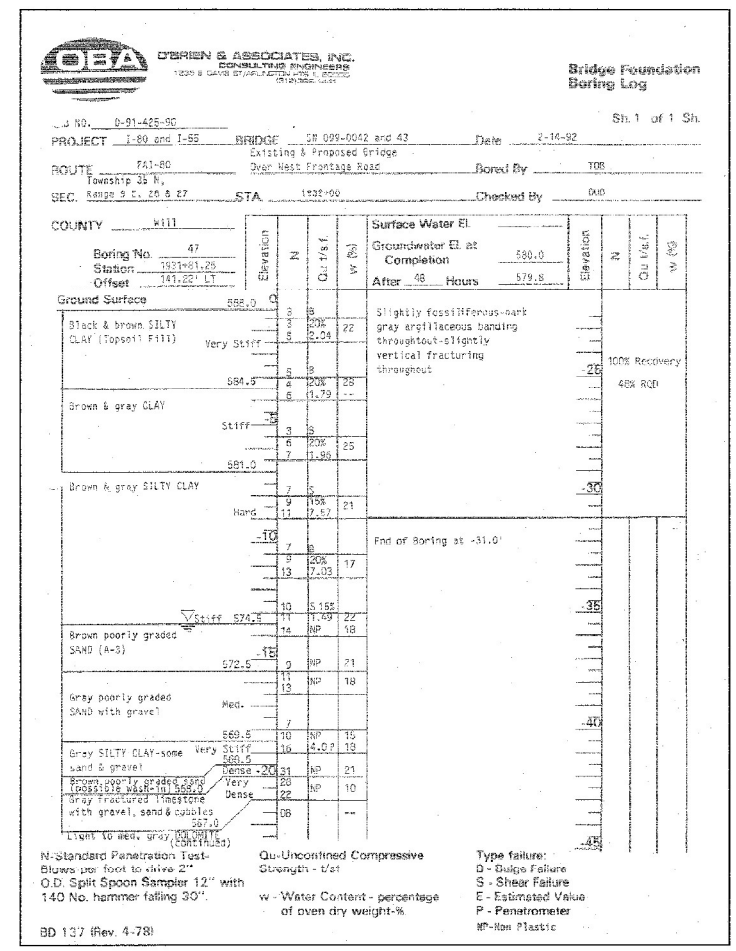
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BORING LOGS (SHEET 10 OF 12)
 STRUCTURE NOS. 099-8314 (EB) & 099-8315 (WB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	726
ILLINOIS			FED. AID PROJECT	
CONTRACT NO. 62R28				

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-1K, BY & AC-B)	COOK	497	319
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
Sheet S-20 of S-21			CONTRACT 80906	



DATE: 10/9/2005
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NOTE:
 1. The location of Historic Boring Log SB-47 is:
 Sta. 339+46.87 (I-80)
 Offset 147.97' Lt.
 Elev. 588.00.

REVISIONS	
NAME	DATE

Clorba Group, Inc.
 CONSULTING ENGINEERS
 807 NORTH COLUMBIANA AVENUE - CHICAGO, ILLINOIS 60610 - (773) 758-4500

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SOIL BORINGS 2
 FAI-80 OVER WEST FRONTAGE ROAD
 FAI-80 SECTION 99-1 (K, BY & AC-B)
 WILL COUNTY
 FAI-80 STA. 1931+99.35
 STRUCTURE NO. 099-0042, 099-0043, 099-0308
 SCALE: NONE DRAWN BY BWS
 DATE: OCTOBER 2004 CHECKED BY GDW



USER NAME =	DESIGNED - EN	REVISED -
PLOT SCALE =	CHECKED - MI, JJS	REVISED -
PLOT DATE =	DRAWN - EN	REVISED -
	CHECKED - JJS	REVISED -

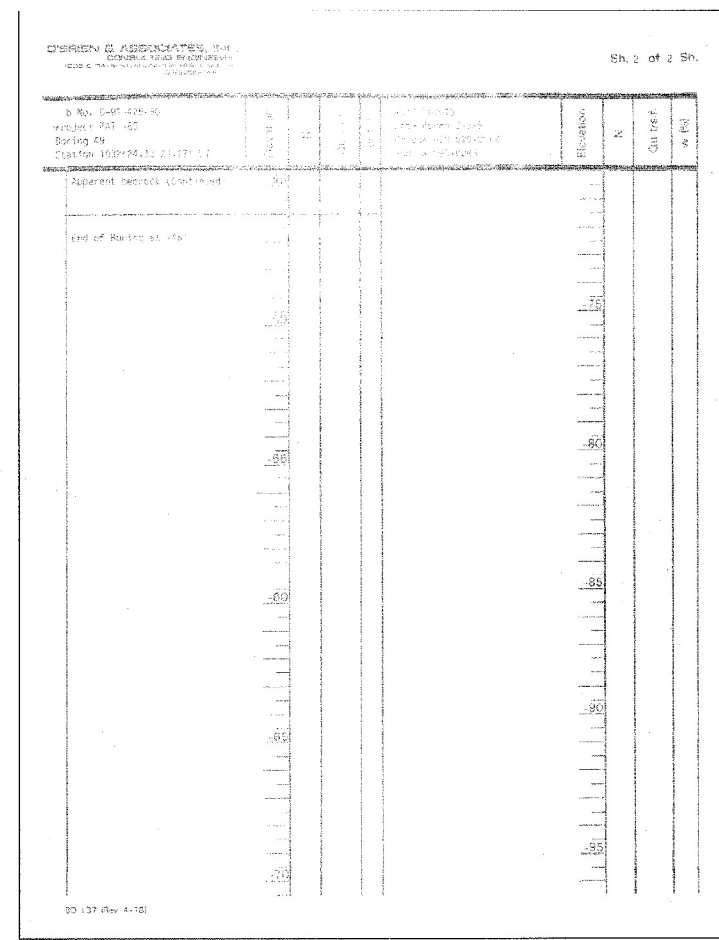
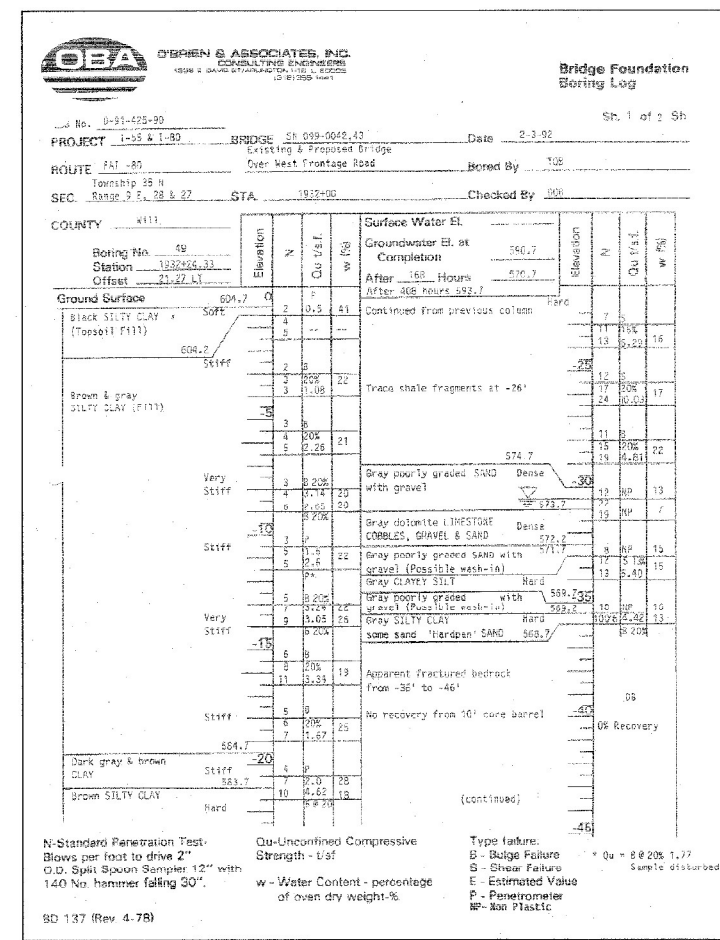
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BORING LOGS (SHEET 11 OF 12)
 STRUCTURE NOS. 099-8314 (EB) & 099-8315 (WB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	727
ILLINOIS			FED. AID PROJECT	
SHEET SB-96 OF SB-97 SHEETS			CONTRACT NO. 62R28	

MODEL: Default
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 DATE: 10/9/2023 2:55:29 PM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-1K, BY&AC-B	COOK	497	320
TO STA.				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
Sheet S-21 of S-21				CONTRACT 80906



NOTE:
 1. The location of Historic Boring Log SB-49 is:
 Sta. 339+85.32 (I-80)
 Offset 29.43' Lt.
 Elev. 604.70.

REVISIONS	
NAME	DATE

Clorba Group, Inc.
 ILLINOIS DEPARTMENT OF TRANSPORTATION
 SOIL BORINGS 3
 FAI-80 OVER WEST FRONTAGE ROAD
 FAI-80 SECTION 99-1 (K, BY & AC-B)
 WILL COUNTY
 FAI-80 STA. 1931+93.35
 STRUCTURE NO. 099-0042, 099-0043, 099-0308
 SCALE: NONE
 DATE: OCTOBER 2004
 DRAWN BY BWS
 CHECKED BY GDM



USER NAME =	DESIGNED - EN	REVISED -
PLOT SCALE =	CHECKED - MI, JJS	REVISED -
PLOT DATE =	DRAWN - EN	REVISED -
	CHECKED - JJS	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BORING LOGS (SHEET 12 OF 12)
 STRUCTURE NOS. 099-8314 (EB) & 099-8315 (WB)
 SHEET SB-97 OF SB-97 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	728
CONTRACT NO. 62R28				
ILLINOIS FED. AID PROJECT				

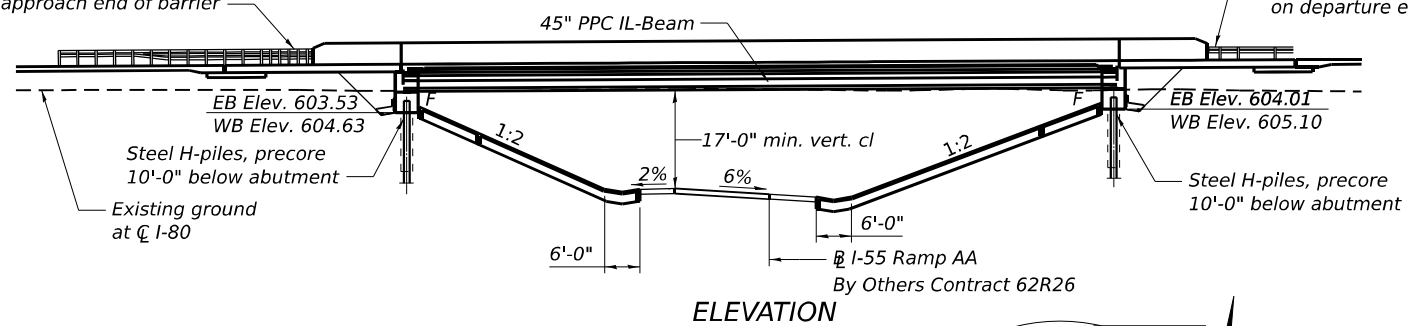
Benchmark: Set 2" CWA aluminum disc in northerly bridge parapet wall in west bound I-80 over southwest frontage road, approximately 500'± west of mile marker 126 on north side of westbound I-80. Elevation 606.973

Existing Structure: None. Traffic to be maintained utilizing staged construction.

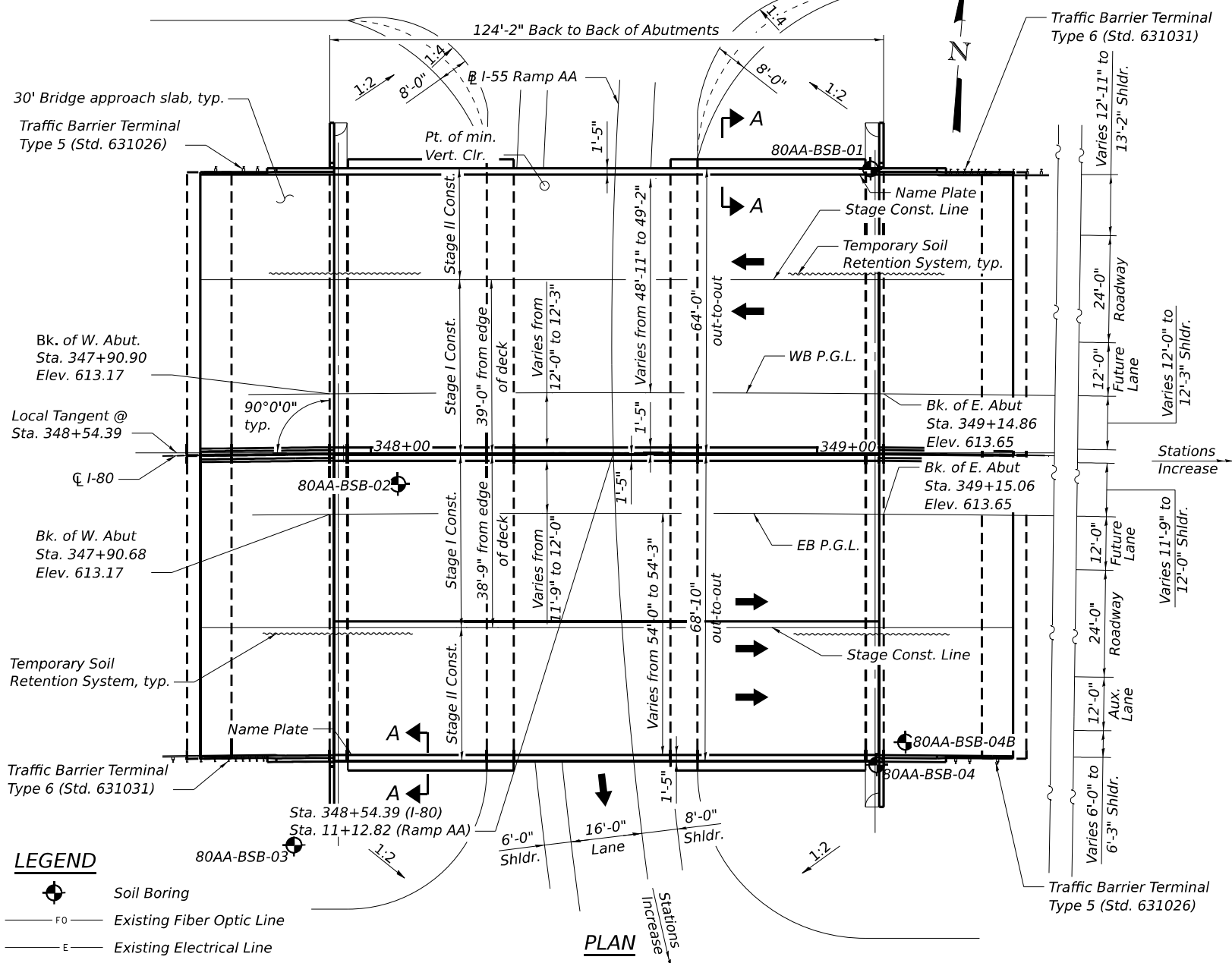
No Salvage.

Traffic Barrier Terminal Type 6 (Std. 631031) typ. on approach end of barrier

Traffic Barrier Terminal Type 5 (Std. 631026) typ. on departure end of barrier



ELEVATION



PLAN

LEGEND

- Soil Boring
- FO Existing Fiber Optic Line
- E Existing Electrical Line

UTILITIES SCOPE OF WORK

Existing fiber optic and electrical lines to be relocated. See removal plans in the Roadway plans.

LOADING HL-93

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

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

DESIGN STRESSES

FIELD UNITS

$f_c = 3,500$ psi
 $f_c = 4,000$ psi (Superstructure)
 $f_y = 60,000$ psi (Reinforcement)

PRECAST PRESTRESSED UNITS

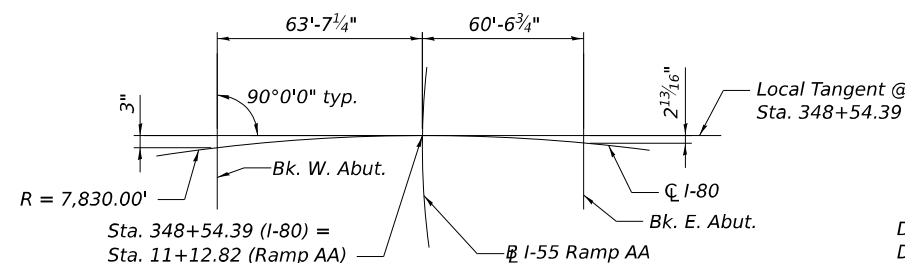
$f_{ci} = 6,500$ psi
 $f_c = 8,500$ psi
 $f_{pu} = 270,000$ psi (0.6" ϕ low lax strands)
 $f_{pbt} = 202,300$ psi (0.6" ϕ low lax strands)

SEISMIC DATA

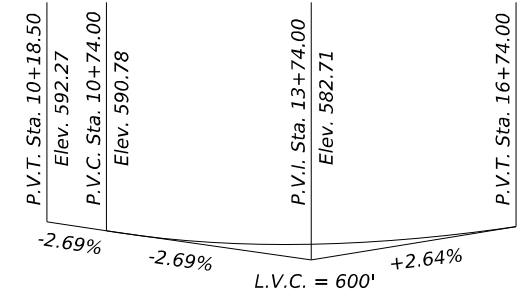
Seismic Performance Zone (SPZ) = 1
 Design Spectral Acceleration at 1.0 sec. (SD1) = 0.068g
 Design Spectral Acceleration at 0.2 sec. (SDS) = 0.127g
 Soil Site Class = C

CURVE DATA

(I-80)	(Ramp AA)
P.I. Sta. = 349+83.73	P.I. Sta. = 16+71.68
$\Delta = 4^\circ 00' 13"$ (RT)	$\Delta = 94^\circ 06' 00"$ (LT)
$D = 0^\circ 43' 54"$	$D = 6^\circ 11' 39"$
$R = 7,830.00'$	$R = 925.00'$
$T = 273.67'$	$T = 993.68'$
$L = 547.11'$	$L = 1,519.18'$
$E = 4.78'$	$E = 432.58'$
$e = 2.60\%$	$e = 6.00\%$
$T.R. = 86'$	$T.R. = N/A'$
$S.E. Run = 156'$	$S.E. Run = N/A'$
$P.C. Sta. = 347+10.06$	$P.C. Sta. = 6+78.00$
$P.T. Sta. = 352+57.18$	$P.T. Sta. = 21+97.18$

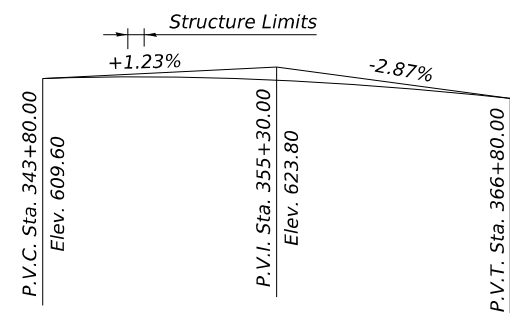


OFFSET SKETCH



PROFILE

(Along I-55 Ramp AA)



PROFILE

(Along I-80 EB P.G.L. & WB P.G.L.)

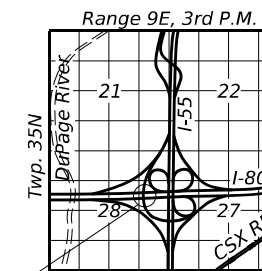
The profile grade shows the final elevations after grinding.

NOTES:

1. For Section A-A, see sheet SC-2.
2. Elevations shown on plan represent elevations after grinding.
3. Up to 1/4" may be ground off the bridge deck and the bridge approach slabs.



APPROVED
 For Structural Adequacy Only
 Engineer of Bridges & Structures



LOCATION SKETCH

GENERAL PLAN AND ELEVATION

I-80 OVER I-55 RAMP AA

F.A.I. ROUTE 80 - SEC. FAI 80 21 STRUCTURE 7

WILL COUNTY

STA. 348+54.39

STRUCTURE NO. 099-8329 (E.B.)

STRUCTURE NO. 099-8335 (W.B.)



USER NAME = cstanuch	DESIGNED - CRS	REVISED -
PLOT SCALE =	CHECKED - DTS	REVISED -
PLOT DATE = 8/8/2023	DRAWN - CRS	REVISED -
	CHECKED - DTS	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

STRUCTURE NO. 099-8329 & 099-8335

SHEET SC-1 OF SC-38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	729
CONTRACT NO. 62R28				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES:

1. Reinforcement bars designated (E) shall be epoxy coated.
2. The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
3. Slip forming of the median parapet is not allowed. Slip forming of the outside parapets is allowed.
4. See Lighting and ITS plans for existing utility removal. Utilities shown to be maintained throughout Stage 1 construction.

INDEX OF SHEETS

- SC-1 General Plan and Elevation
- SC-2 General Data
- SC-3 Foundation Layout Plan
- SC-4 Temporary Soil Retention System
- SC-5 Stage Construction Cross Sections
- SC-6 Temporary Concrete Barrier
- SC-7 Top of Slab Elevation Plan
- SC-8 Top of Slab Elevation (1 of 6)
- SC-9 Top of Slab Elevation (2 of 6)
- SC-10 Top of Slab Elevation (3 of 6)
- SC-11 Top of Slab Elevation (4 of 6)
- SC-12 Top of Slab Elevation (5 of 6)
- SC-13 Top of Slab Elevation (6 of 6)
- SC-14 Top of West Approach Slab Elevations
- SC-15 Top of East Approach Slab Elevations
- SC-16 WB Deck Reinforcement Plan
- SC-17 EB Deck Reinforcement Plan
- SC-18 Parapet Elevation
- SC-19 Deck Details
- SC-20 Deck Diaphragm Elevation
- SC-21 Deck Diaphragm Details
- SC-22 WB Bridge Approach Slab Plan View
- SC-23 EB Bridge Approach Slab Plan View
- SC-24 Approach Slab Details
- SC-25 Concrete Parapet Slipforming Option
- SC-26 Framing Plan
- SC-27 IL45 Beam
- SC-28 IL45 Beam Details
- SC-29 Permanent Bracing and Moment and Reaction Tables
- SC-30 WB Abutment
- SC-31 EB Abutment
- SC-32 HP Pile Details
- SC-33 Bar Splicer Assembly and Mechanical Splicer Details
- SC-34 Soil Borings (1 of 5)
- SC-35 Soil Borings (2 of 5)
- SC-36 Soil Borings (3 of 5)
- SC-37 Soil Borings (4 of 5)
- SC-38 Soil Borings (5 of 5)

TOTAL BILL OF MATERIAL

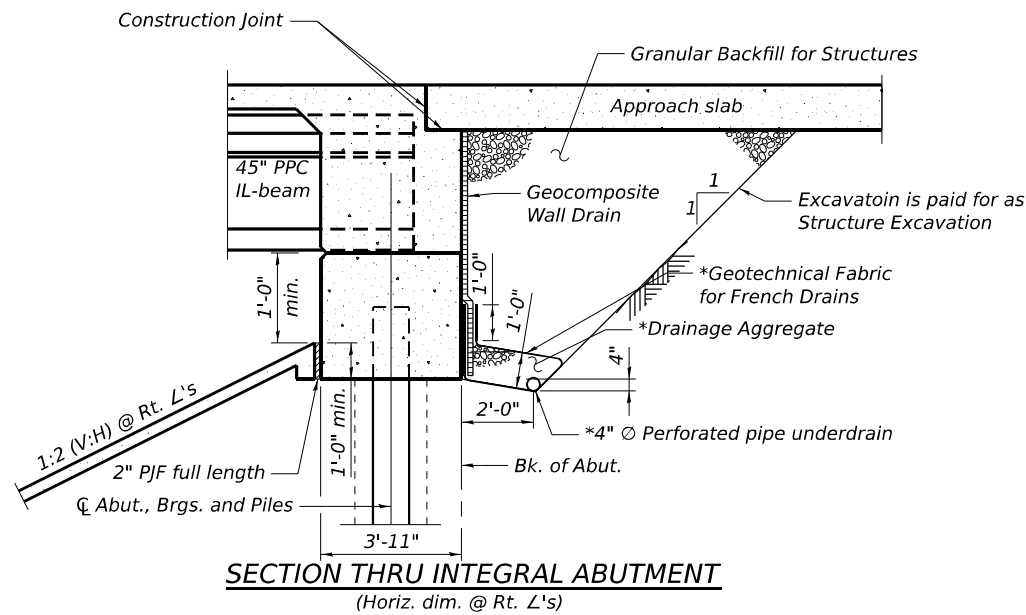
ITEM	UNIT	WB SUPER	WB SUB	EB SUPER	EB SUB	TOTAL
Structure Excavation	Cu. Yd.	-	2,972	-	4,371	7,343
Concrete Structures	Cu. Yd.	-	122.6	-	132.4	255.0
Concrete Superstructure	Cu. Yd.	336.8	-	372.9	-	709.7
Protective Coat	Sq. Yd.	1,406	-	1,504	-	2,910
Concrete Superstructure (Approach Slab)	Cu. Yd.	178.0	-	193.6	-	371.6
Furnishing and Erecting Precast Prestressed Concrete Beams, IL45	Foot	1,579.5	-	1,701.0	-	3,280.5
Reinforcement Bars, Epoxy Coated	Pound	131,940	15,310	140,200	16,460	303,910
Bar Splicers	Each	660	20	660	20	1,360
Slope Wall 4 Inch	Sq. Yd.	-	568	-	668	1,236
Furnishing Steel Piles HP14x73	Foot	-	912	-	980	1,892
Driving Piles	Foot	-	912	-	980	1,892
Test Pile HP14x73	Each	-	2	-	-	2
Pile Shoes	Each	-	26	-	28	54
Name Plates	Each	1	-	1	-	2
Preformed Joint Seal 3 1/2"	Foot	183	-	-	-	183
Temporary Soil Retention System	Sq. Ft.	-	306	-	316	622
Granular Backfill for Structures	Cu. Yd.	-	225	-	245	470
Geocomposite Wall Drain	Sq. Yd.	-	110	-	120	230
Pipe Underdrain for Structures, 4"	Foot	-	152	-	162	314
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	729	-	972	-	1,701
Diamond Grinding (Bridge Section)	Sq. Yd.	2,427	-	2,633	-	5,060

STATION 348+54.39
 BUILT 20__ BY
 STATE OF ILLINOIS
 F.A.I. RT. 80 SECTION F.A.I. 80 21 STRUCTURE 7
 LOADING HL-93
 STRUCTURE NO. 099-8329

STATION 348+54.39
 BUILT 20__ BY
 STATE OF ILLINOIS
 F.A.I. RT. 80 SECTION F.A.I. 80 21 STRUCTURE 7
 LOADING HL-93
 STRUCTURE NO. 099-8335

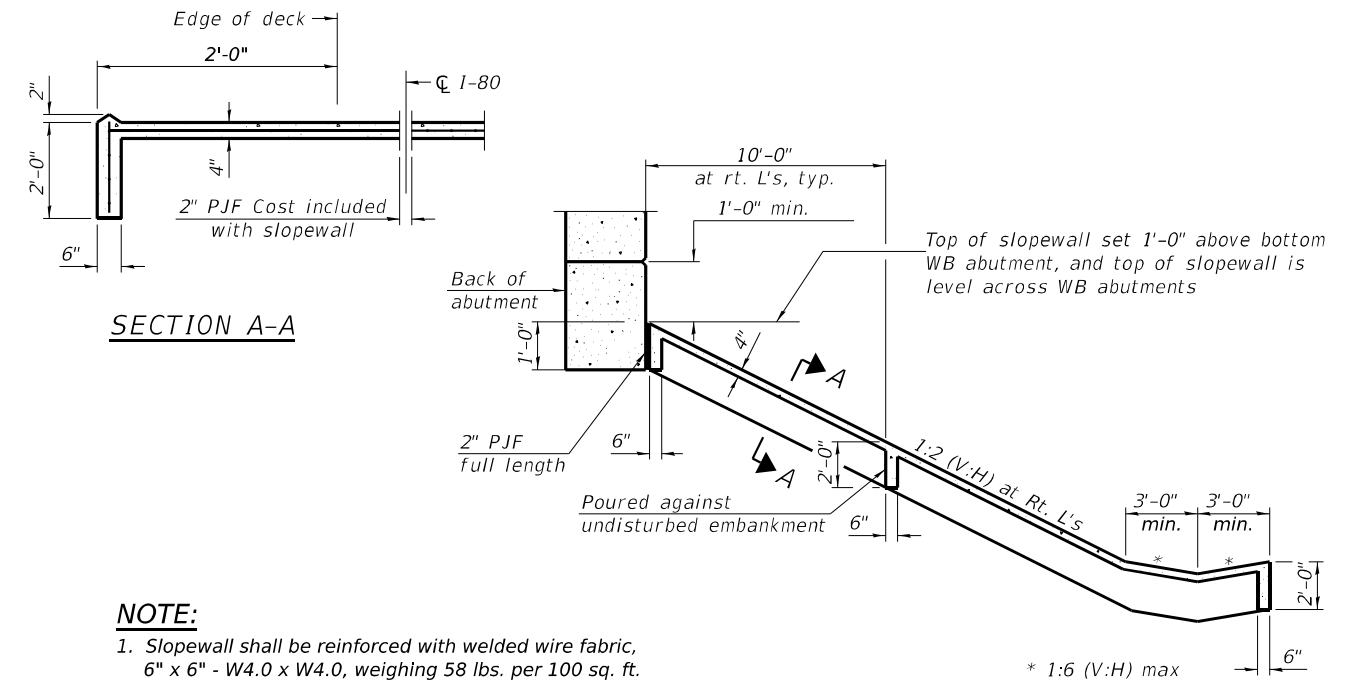
NAME PLATE
 See Std. 515001

NAME PLATE
 See Std. 515001



*Included in the cost of Pipe Underdrains for Structures.

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



NOTE:
 1. Slope wall shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.

SECTION THRU CONCRETE SLOPEWALL AT ABUTMENT

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PLOT DATE = 10/12/2023	DRAWN - CRS	REVISED -
	CHECKED - DTS	REVISED -

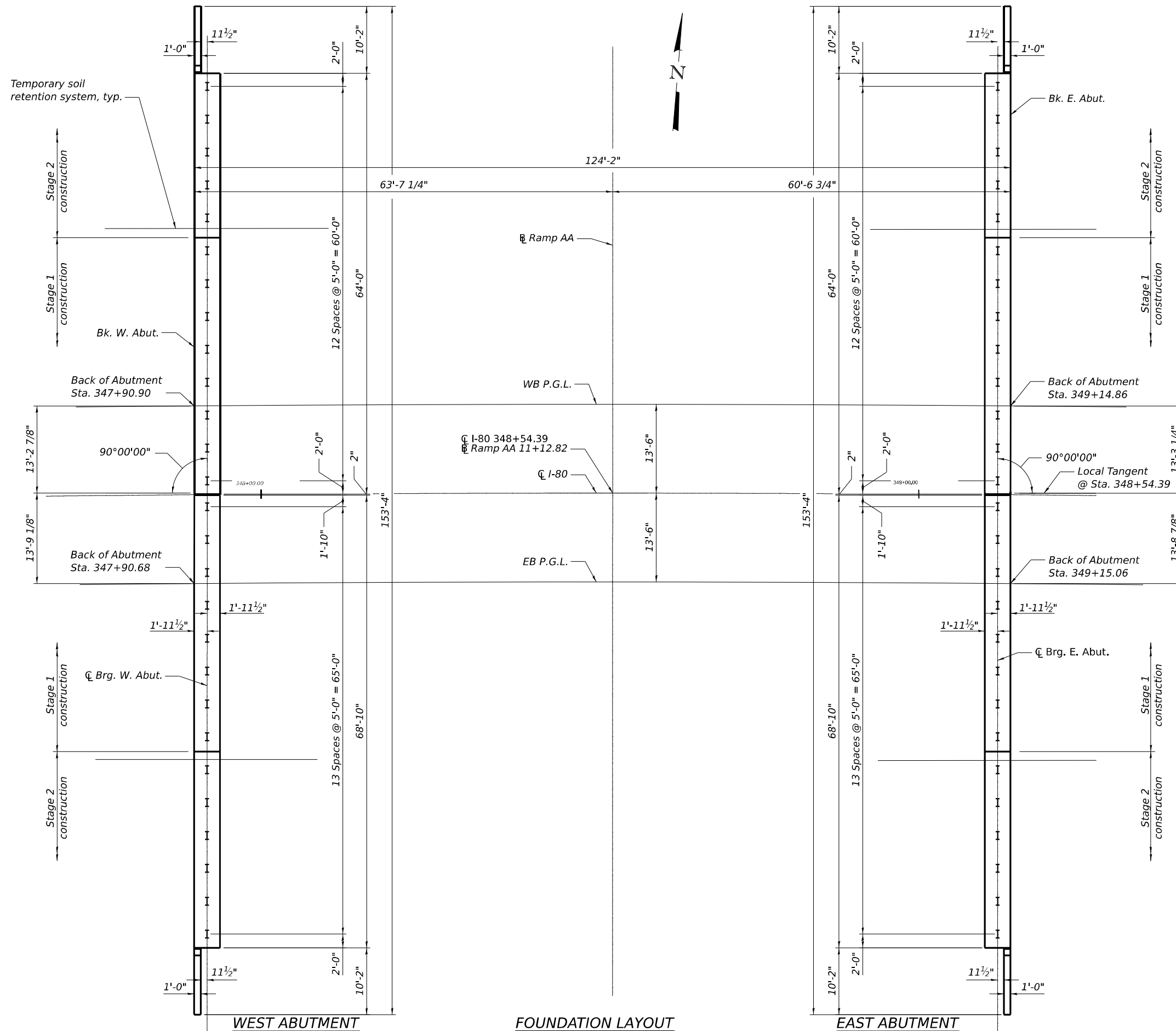
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL DATA
 STRUCTURE NO. 099-8329 & 099-8335

SHEET SC-2 OF SC-38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	730
CONTRACT NO. 62R28				
ILLINOIS FED. AID PROJECT				

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WEST ABUTMENT

FOUNDATION LAYOUT

EAST ABUTMENT



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PLOT DATE = 8/8/2023	DRAWN - ALH	REVISD -
	CHECKED - MRS	REVISD -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

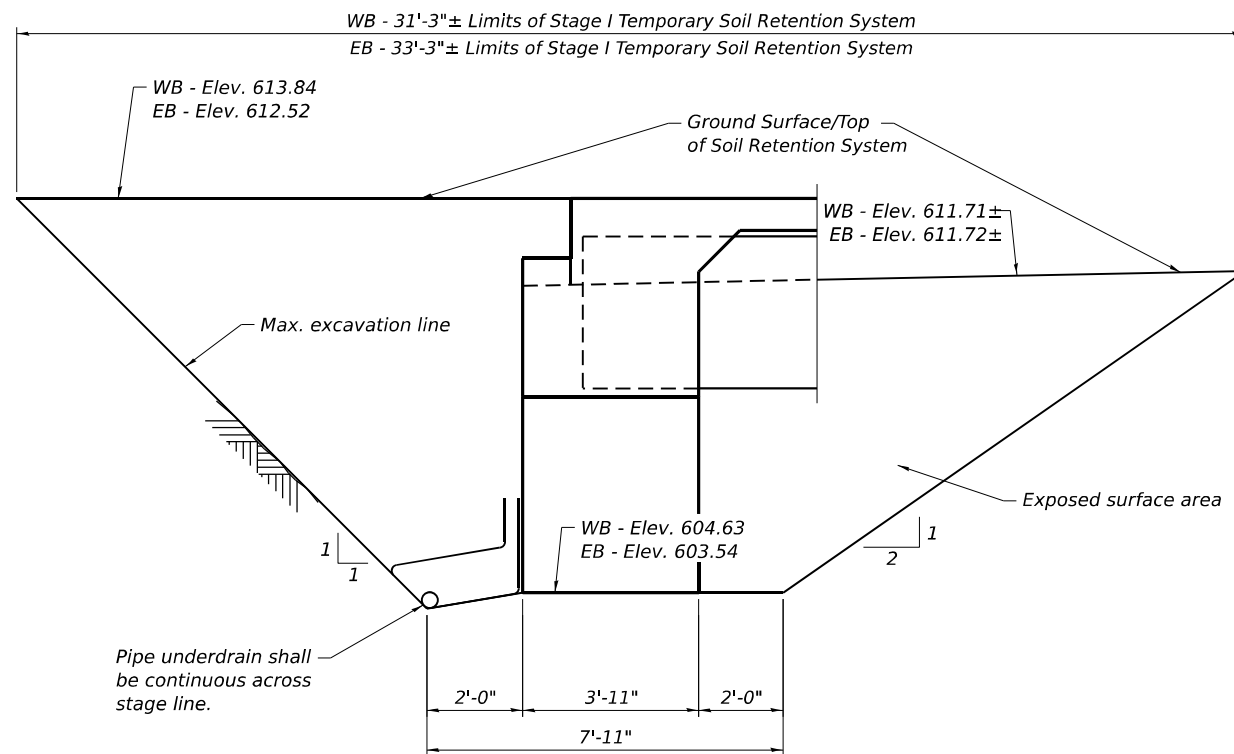
FOUNDATION LAYOUT PLAN
 STRUCTURE NO. 099-8329 & 099-8335

SHEET SC-3 OF SC-38 SHEETS

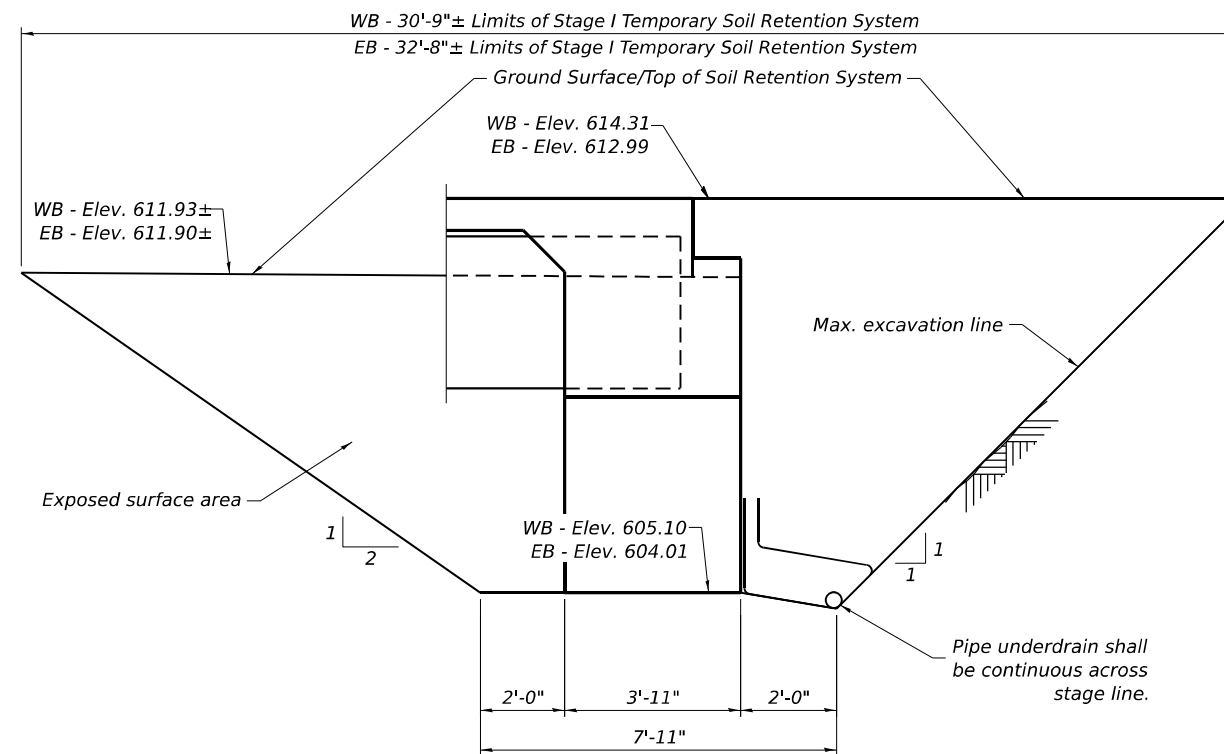
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62R28				

ILLINOIS FED. AID PROJECT

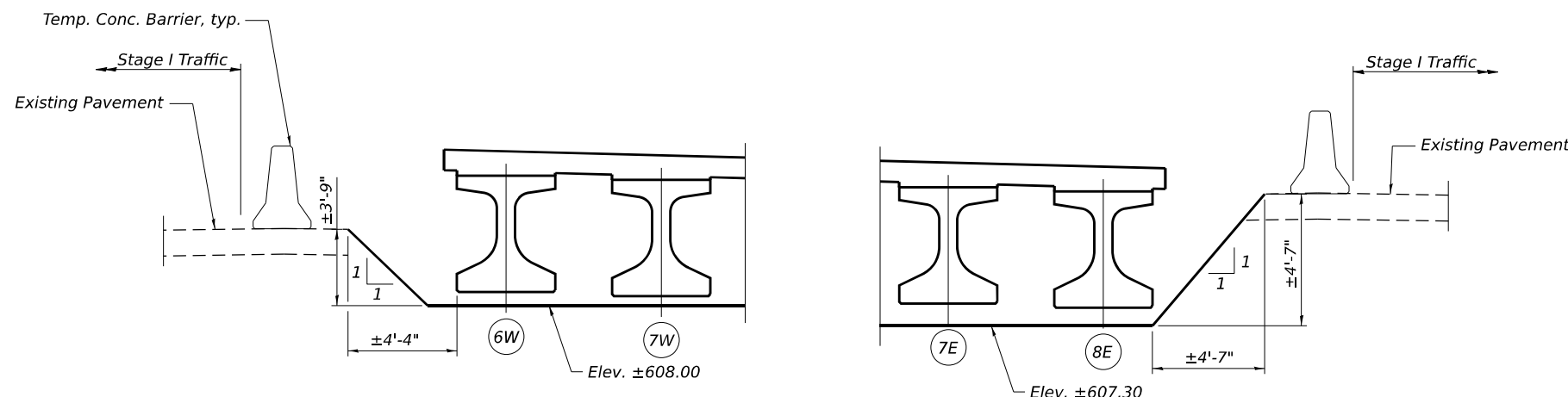
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WEST ABUTMENT TEMPORARY SOIL RETENTION SYSTEM



EAST ABUTMENT TEMPORARY SOIL RETENTION SYSTEM



SOIL GRADING ELEVATION
 (Looking East at Midspan)

Note: Beam numbers as shown on SC-7

NOTES:

1. A cantilevered sheet piling design does not appear to be 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.
2. Temporary soil retention limits assumes roadway excavation below structure will take place in Stage II.
3. The temporary soil retention system to be pulled up in Stage II to allow underdrains to be continuous across the stages. Cost included in Temporary Soil Retention System.

BILL OF MATERIAL

Item	Unit	Quantity
Temporary Soil Retention System	Sq Ft	622
Structure Excavation	Cu Yd	3,566



USER NAME = cstanuch	DESIGNED - LRG	REVISED -
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PLOT DATE = 8/8/2023	DRAWN - LRG	REVISED -
	CHECKED - CRS	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TEMPORARY SOIL RETENTION SYSTEM
 STRUCTURE NO. 099-8329 & 099-8335**



SHEET SC-4 OF SC-38 SHEETS

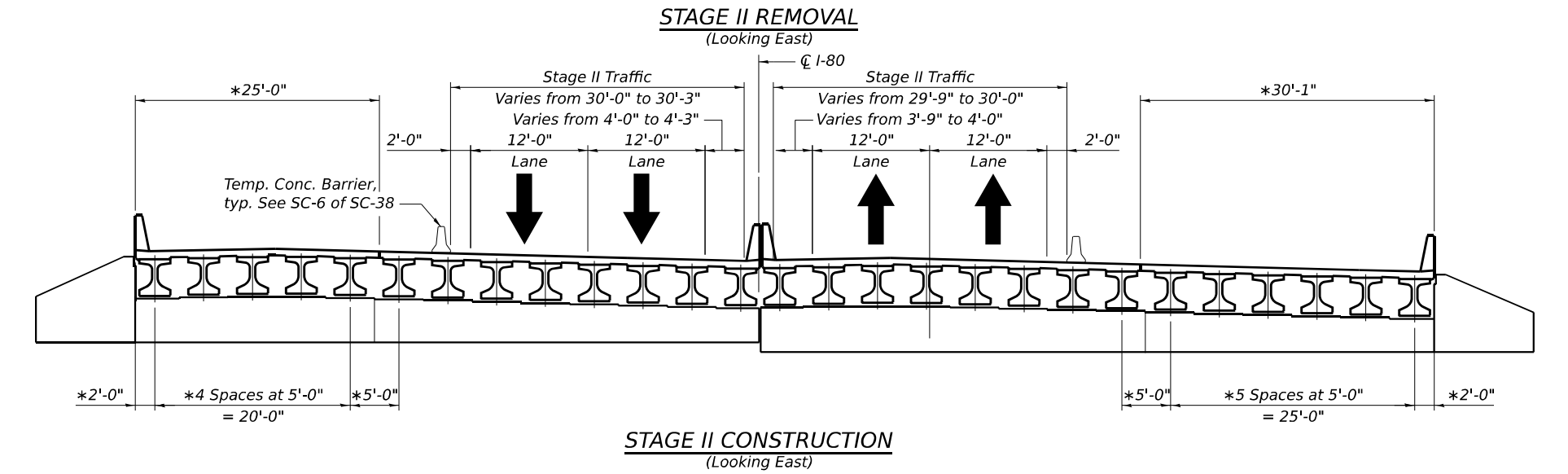
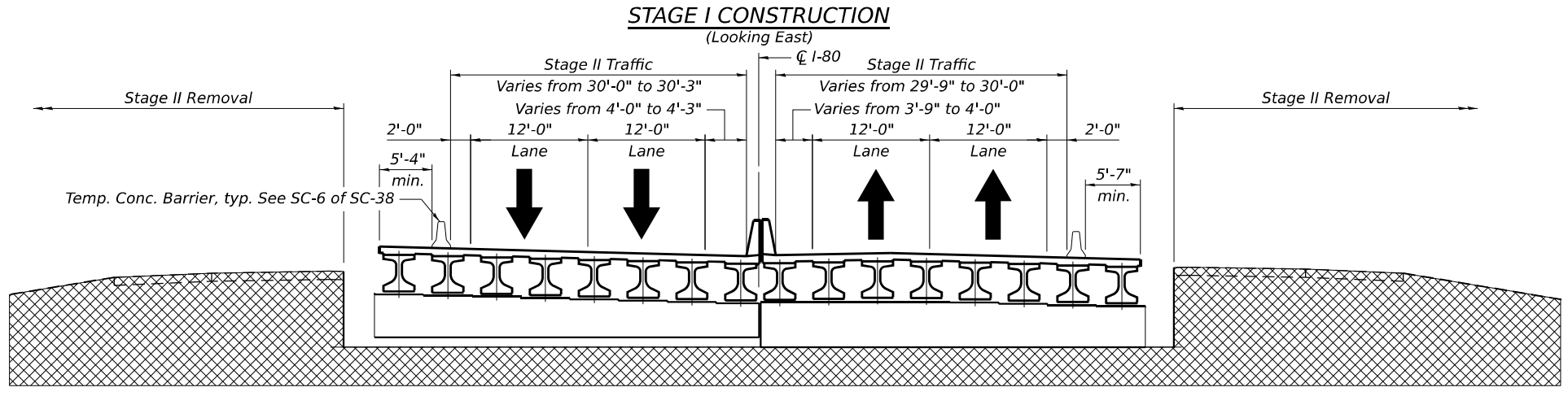
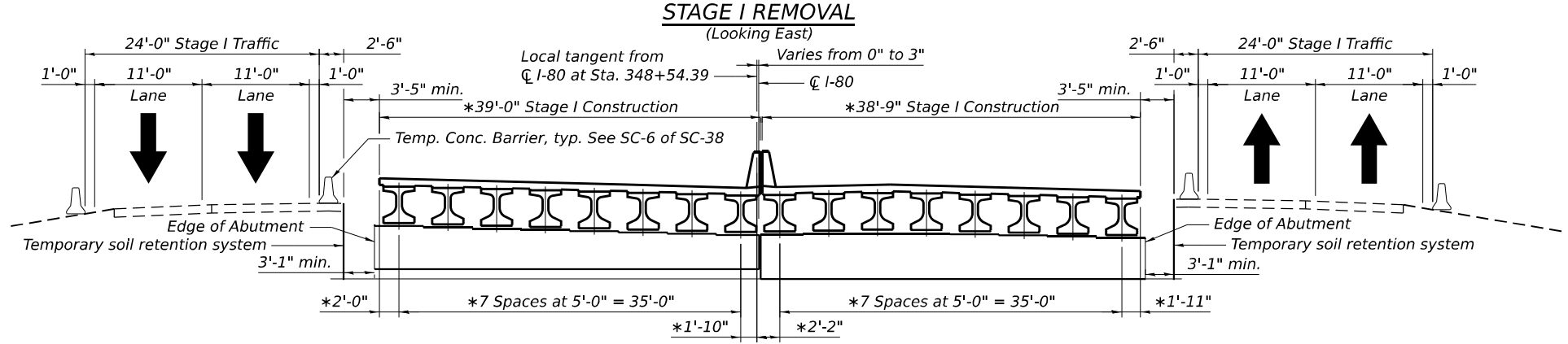
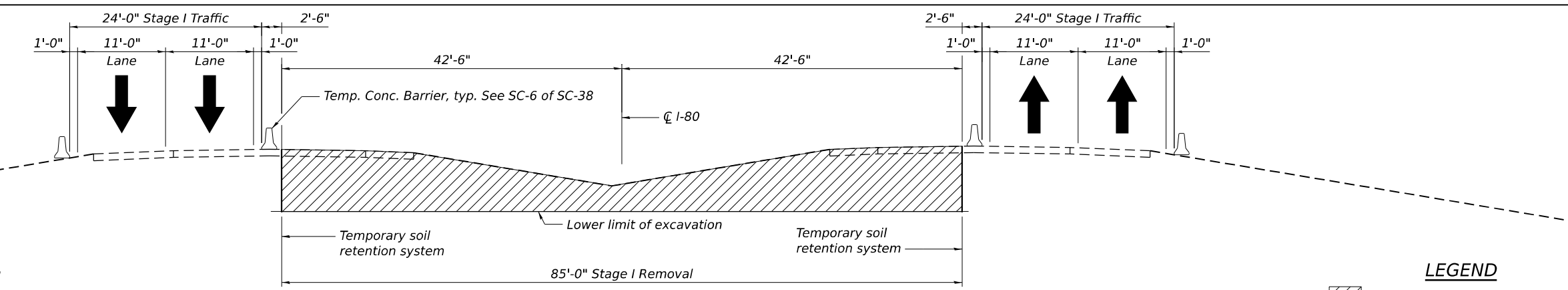
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CONTRACT NO. 62R28				
ILLINOIS FED. AID PROJECT				

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 8/8/2023 11:45:31 AM

- NOTES:**
1. All dimensions measured radially unless denoted otherwise
 2. For quantity of Temporary Concrete Barrier see Roadways Plans.

LEGEND

-  Horizontal dimension for Structure Excavation
-  Excavation included in Contract 62U25



* Measured perpendicular to local tangent

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION CROSS SECTIONS
STRUCTURE NO. 099-8329 & 099-8335

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	733
CONTRACT NO. 62R28				

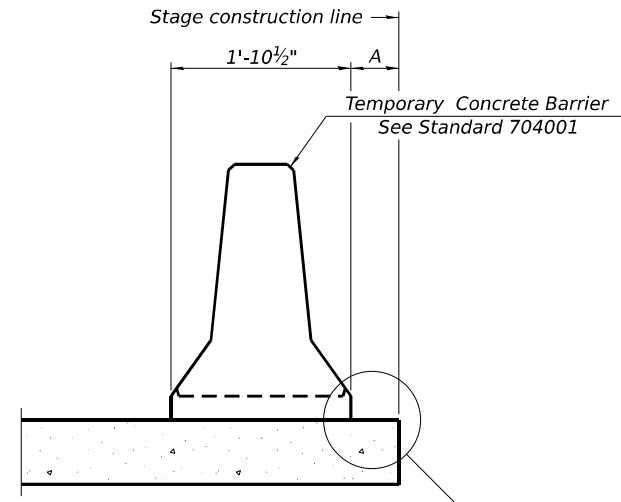


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	DTS	
	CRS	
	DTS	

SHEET SC-5 OF SC-38 SHEETS

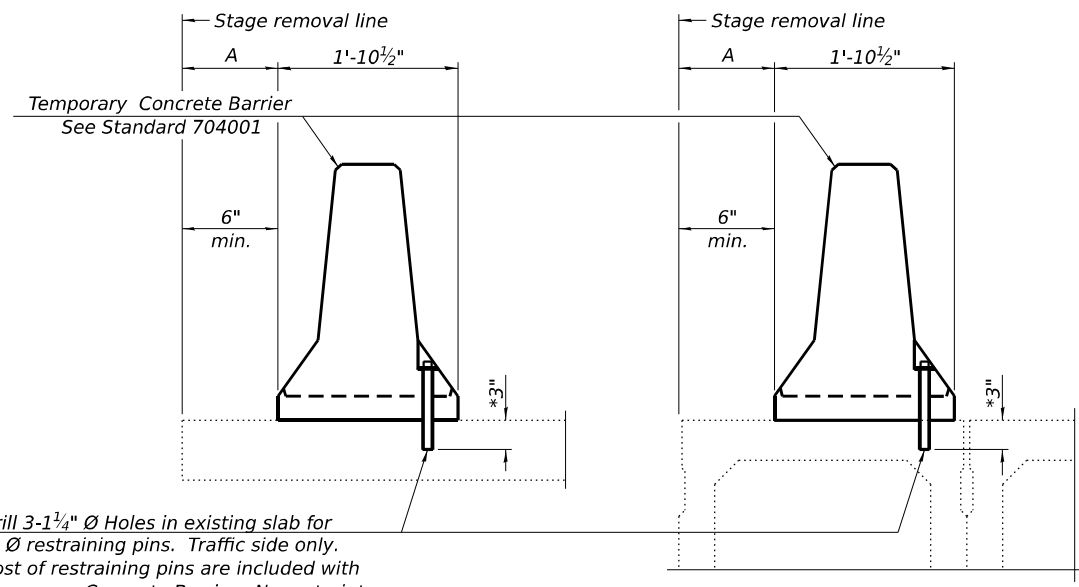
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When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1". See Detail I, II or III

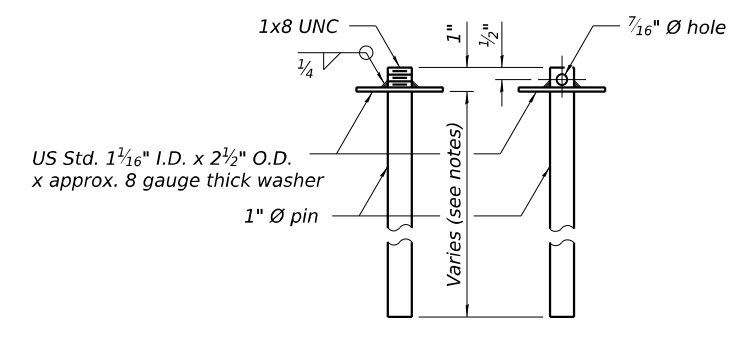
NEW SLAB OR NEW DECK BEAM



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

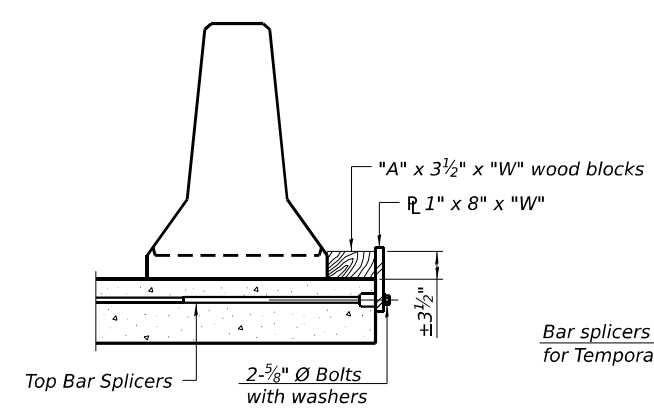
**EXISTING SLAB
 EXISTING DECK BEAM**

SECTIONS THRU SLAB OR DECK BEAM

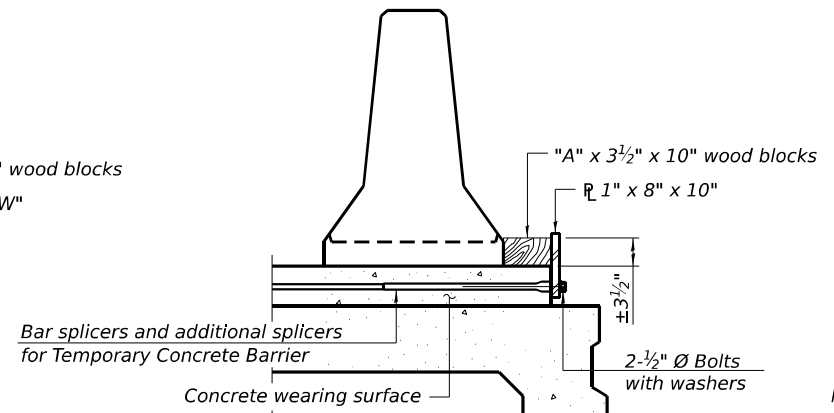


RESTRAINING PIN

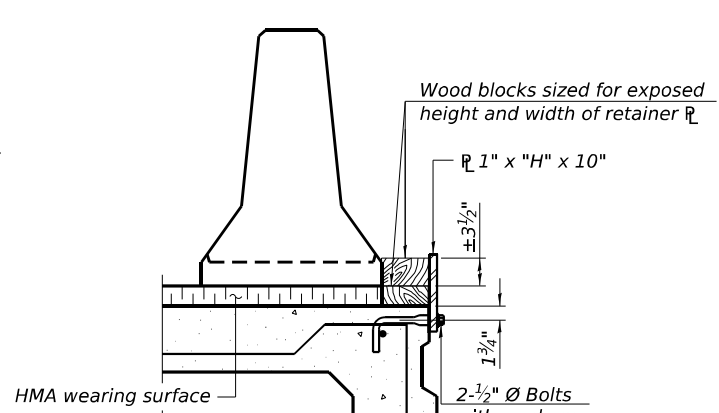
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.



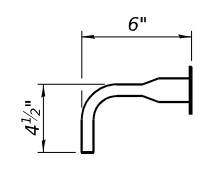
DETAIL I



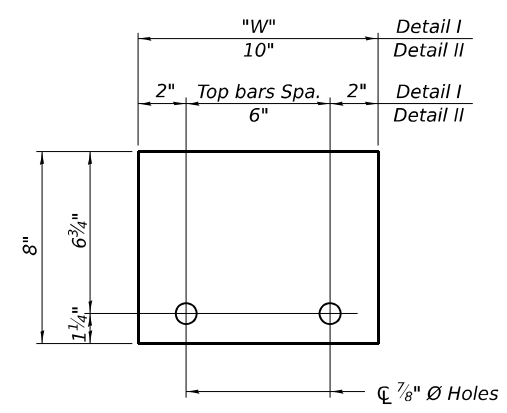
DETAIL II



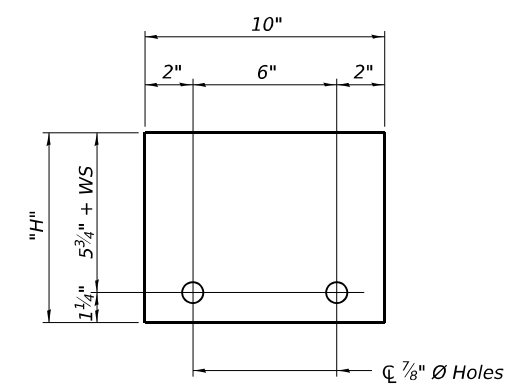
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER R 1" x 8" x "W"
 (Detail I and II)



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

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

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

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 10-12-2021



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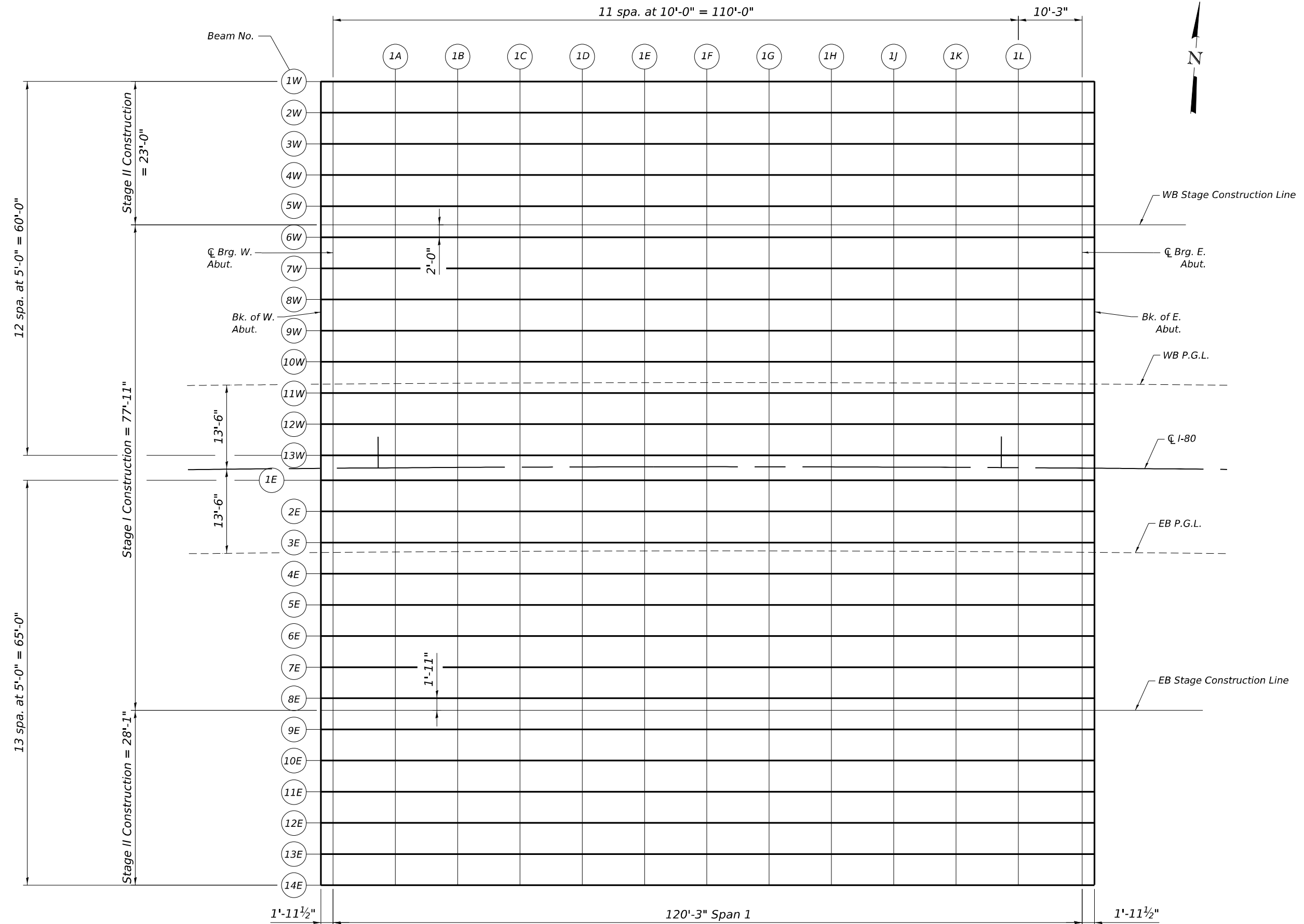
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CONCRETE BARRIER
 STRUCTURE NO. 099-8329 & 099-8335**

SHEET SC-6 OF SC-38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	734
			CONTRACT NO. 62R28	
		ILLINOIS FED. AID PROJECT		

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PLAN



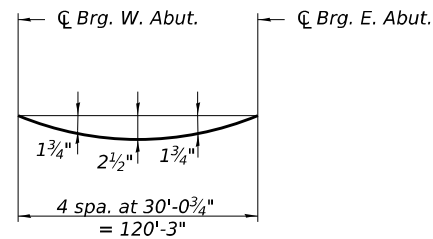
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATION PLAN
 STRUCTURE NO. 099-8329 & 099-8335

SHEET SC-7 OF SC-38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62R28				
		ILLINOIS	FED. AID PROJECT	

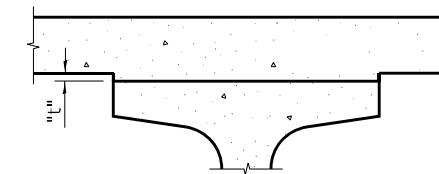


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only, excluding beams)

Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown below and sheets SC-9 thru SC-13.



To determine "t": After all precast prestressed beams has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on sheet SC-7. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown below and on sheets SC-9 thru SC-13, minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flange of beams.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown below and on sheets SC-9 thru SC-13. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

GIRDER 1W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	347+91.29	-48.59	613.86	613.89
C BRG. W. ABUT.	347+93.23	-48.57	613.87	613.89
1A	348+03.16	-48.50	613.92	614.01
1B	348+13.08	-48.44	613.97	614.10
1C	348+23.00	-48.40	614.01	614.19
1D	348+32.92	-48.36	614.06	614.26
1E	348+42.84	-48.34	614.10	614.32
1F	348+52.76	-48.33	614.14	614.37
1G	348+62.69	-48.34	614.18	614.40
1H	348+72.61	-48.35	614.21	614.42
1J	348+82.53	-48.38	614.25	614.42
1K	348+92.45	-48.43	614.28	614.42
1L	349+02.37	-48.48	614.31	614.40
C BRG. E. ABUT.	349+12.54	-48.55	614.34	614.36
BK. E. ABUT.	349+14.48	-48.57	614.35	614.37

GIRDER 2W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	347+91.25	-43.59	613.95	613.97
C BRG. W. ABUT.	347+93.20	-43.57	613.96	613.98
1A	348+03.12	-43.50	614.01	614.10
1B	348+13.05	-43.44	614.06	614.20
1C	348+22.98	-43.40	614.11	614.28
1D	348+32.91	-43.36	614.15	614.35
1E	348+42.83	-43.34	614.19	614.42
1F	348+52.76	-43.33	614.23	614.46
1G	348+62.69	-43.34	614.27	614.49
1H	348+72.62	-43.35	614.31	614.51
1J	348+82.55	-43.38	614.34	614.52
1K	348+92.47	-43.43	614.37	614.51
1L	349+02.40	-43.48	614.40	614.49
C BRG. E. ABUT.	349+12.58	-43.55	614.43	614.45
BK. E. ABUT.	349+14.52	-43.57	614.43	614.46

GIRDER 3W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	347+91.21	-38.59	614.05	614.07
C BRG. W. ABUT.	347+93.16	-38.57	614.06	614.08
1A	348+03.09	-38.50	614.11	614.20
1B	348+13.02	-38.44	614.16	614.30
1C	348+22.96	-38.40	614.21	614.38
1D	348+32.89	-38.36	614.25	614.45
1E	348+42.83	-38.34	614.29	614.52
1F	348+52.76	-38.33	614.33	614.56
1G	348+62.70	-38.34	614.37	614.59
1H	348+72.62	-38.35	614.41	614.61
1J	348+82.56	-38.38	614.44	614.62
1K	348+92.50	-38.43	614.47	614.61
1L	349+02.43	-38.48	614.50	614.59
C BRG. E. ABUT.	349+12.61	-38.55	614.53	614.55
BK. E. ABUT.	349+14.56	-38.57	614.53	614.56

GIRDER 4W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	347+91.17	-33.59	614.04	614.06
C BRG. W. ABUT.	347+93.12	-33.57	614.05	614.07
1A	348+03.06	-33.50	614.10	614.18
1B	348+13.00	-33.44	614.14	614.28
1C	348+22.94	-33.40	614.19	614.36
1D	348+32.88	-33.36	614.23	614.43
1E	348+42.82	-33.34	614.27	614.49
1F	348+52.76	-33.33	614.31	614.54
1G	348+62.70	-33.34	614.35	614.57
1H	348+72.64	-33.35	614.38	614.59
1J	348+82.58	-33.38	614.42	614.60
1K	348+92.52	-33.43	614.45	614.59
1L	349+02.46	-33.48	614.49	614.57
C BRG. E. ABUT.	349+12.65	-33.55	614.52	614.54
BK. E. ABUT.	349+14.60	-33.57	614.52	614.54

GIRDER 5W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	347+91.13	-28.59	613.91	613.93
C BRG. W. ABUT.	347+93.08	-28.57	613.92	613.94
1A	348+03.03	-28.50	613.97	614.05
1B	348+12.97	-28.44	614.01	614.15
1C	348+22.92	-28.40	614.06	614.23
1D	348+32.87	-28.36	614.10	614.30
1E	348+42.81	-28.34	614.14	614.36
1F	348+52.76	-28.33	614.18	614.41
1G	348+62.71	-28.34	614.22	614.44
1H	348+72.65	-28.35	614.25	614.46
1J	348+82.60	-28.38	614.29	614.47
1K	348+92.55	-28.43	614.32	614.46
1L	349+02.49	-28.48	614.36	614.44
C BRG. E. ABUT.	349+12.69	-28.55	614.39	614.41
BK. E. ABUT.	349+14.64	-28.57	614.39	614.41

WB STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	347+91.11	-25.59	613.83	613.85
C BRG. W. ABUT.	347+93.06	-25.57	613.84	613.86
1A	348+03.01	-25.50	613.89	613.97
1B	348+12.96	-25.44	613.93	614.07
1C	348+22.91	-25.40	613.98	614.15
1D	348+32.86	-25.36	614.02	614.23
1E	348+42.81	-25.34	614.06	614.28
1F	348+52.76	-25.33	614.10	614.33
1G	348+62.71	-25.34	614.14	614.36
1H	348+72.66	-25.35	614.18	614.38
1J	348+82.61	-25.38	614.21	614.39
1K	348+92.56	-25.43	614.24	614.38
1L	349+02.51	-25.48	614.28	614.36
C BRG. E. ABUT.	349+12.71	-25.55	614.31	614.33
BK. E. ABUT.	349+14.66	-25.57	614.31	614.34

MODEL: Default FILE NAME: pw://transystems-pw.bentley.com/transystems-pw1-hosted/Documents/Projects_2018/CH401/401180022/01-Stantec/CAD/ML-04_62R28/04-Sheets/04-Structures/099-8329 & 8335 1-80 over Ramp AA/0998329&8335-62R28-008-Top of Slab Elevation (1 of 6).dgn



USER NAME = cstanuqb	DESIGNED - DTS	REVISED -
PLOT SCALE =	CHECKED - CRS	REVISED -
PLOT DATE = 8/8/2023	DRAWN - DTS	REVISED -
	CHECKED - CRS	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATION (1 OF 6)
STRUCTURE NO. 099-8329 & 099-8335**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	736
CONTRACT NO. 62R28				
ILLINOIS		FED. AID PROJECT		

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 8/8/2023 11:45:38 AM

GIRDER 6W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	347+91.09	-23.59	613.78	613.80
☉ BRG. W. ABUT.	347+93.04	-23.57	613.79	613.81
1A	348+02.99	-23.50	613.84	613.92
1B	348+12.95	-23.44	613.88	614.02
1C	348+22.90	-23.40	613.93	614.10
1D	348+32.85	-23.36	613.97	614.17
1E	348+42.81	-23.34	614.01	614.23
1F	348+52.76	-23.33	614.05	614.28
1G	348+62.71	-23.34	614.09	614.31
1H	348+72.66	-23.35	614.12	614.33
1J	348+82.62	-23.38	614.16	614.34
1K	348+92.57	-23.43	614.19	614.33
1L	349+02.52	-23.48	614.23	614.31
☉ BRG. E. ABUT.	349+12.73	-23.55	614.26	614.28
BK. E. ABUT.	349+14.67	-23.57	614.26	614.28

GIRDER 7W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	347+91.05	-18.59	613.65	613.67
☉ BRG. W. ABUT.	347+93.00	-18.57	613.66	613.68
1A	348+02.96	-18.50	613.71	613.79
1B	348+12.92	-18.44	613.75	613.89
1C	348+22.88	-18.40	613.80	613.97
1D	348+32.84	-18.36	613.84	614.04
1E	348+42.80	-18.34	613.88	614.10
1F	348+52.76	-18.33	613.92	614.15
1G	348+62.72	-18.34	613.96	614.18
1H	348+72.68	-18.35	613.99	614.20
1J	348+82.64	-18.38	614.03	614.21
1K	348+92.59	-18.43	614.06	614.20
1L	349+02.55	-18.48	614.10	614.18
☉ BRG. E. ABUT.	349+12.76	-18.55	614.13	614.15
BK. E. ABUT.	349+14.71	-18.57	614.13	614.15

GIRDER 8W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	347+91.01	-13.59	613.52	613.54
☉ BRG. W. ABUT.	347+92.96	-13.57	613.53	613.55
1A	348+02.93	-13.50	613.58	613.66
1B	348+12.89	-13.44	613.62	613.76
1C	348+22.86	-13.40	613.67	613.84
1D	348+32.82	-13.36	613.71	613.91
1E	348+42.79	-13.34	613.75	613.97
1F	348+52.76	-13.33	613.79	614.02
1G	348+62.72	-13.34	613.83	614.05
1H	348+72.69	-13.35	613.86	614.07
1J	348+82.65	-13.38	613.90	614.08
1K	348+92.62	-13.43	613.93	614.07
1L	349+02.58	-13.48	613.97	614.05
☉ BRG. E. ABUT.	349+12.80	-13.55	614.00	614.02
BK. E. ABUT.	349+14.75	-13.57	614.00	614.02

GIRDER 9W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	347+90.97	-8.59	613.39	613.41
☉ BRG. W. ABUT.	347+92.92	-8.57	613.40	613.42
1A	348+02.90	-8.50	613.45	613.53
1B	348+12.87	-8.44	613.49	613.63
1C	348+22.84	-8.40	613.54	613.71
1D	348+32.81	-8.36	613.58	613.78
1E	348+42.78	-8.34	613.62	613.84
1F	348+52.76	-8.33	613.66	613.89
1G	348+62.73	-8.34	613.70	613.92
1H	348+72.71	-8.35	613.73	613.94
1J	348+82.67	-8.38	613.77	613.95
1K	348+92.64	-8.43	613.80	613.94
1L	349+02.62	-8.48	613.84	613.92
☉ BRG. E. ABUT.	349+12.84	-8.55	613.87	613.89
BK. E. ABUT.	349+14.79	-8.57	613.87	613.89

GIRDER 10W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	347+90.93	-3.59	613.26	613.28
☉ BRG. W. ABUT.	347+92.88	-3.58	613.27	613.29
1A	348+02.86	-3.50	613.32	613.40
1B	348+12.84	-3.44	613.36	613.50
1C	348+22.82	-3.40	613.41	613.58
1D	348+32.80	-3.36	613.45	613.65
1E	348+42.78	-3.34	613.49	613.71
1F	348+52.75	-3.33	613.53	613.76
1G	348+62.73	-3.34	613.57	613.79
1H	348+72.71	-3.35	613.60	613.81
1J	348+82.69	-3.38	613.64	613.82
1K	348+92.67	-3.43	613.67	613.81
1L	349+02.65	-3.48	613.71	613.79
☉ BRG. E. ABUT.	349+12.87	-3.55	613.74	613.76
BK. E. ABUT.	349+14.83	-3.57	613.74	613.76

WB P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	347+90.90	0.00	613.17	613.19
☉ BRG. W. ABUT.	347+92.86	0.00	613.18	613.20
1A	348+02.84	0.00	613.23	613.31
1B	348+12.82	0.00	613.27	613.41
1C	348+22.81	0.00	613.32	613.49
1D	348+32.79	0.00	613.36	613.57
1E	348+42.77	0.00	613.40	613.63
1F	348+52.75	0.00	613.44	613.67
1G	348+62.74	0.00	613.48	613.70
1H	348+72.72	0.00	613.52	613.72
1J	348+82.70	0.00	613.55	613.73
1K	348+92.68	0.00	613.58	613.72
1L	349+02.67	0.00	613.62	613.70
☉ BRG. E. ABUT.	349+12.90	0.00	613.65	613.67
BK. E. ABUT.	349+14.86	0.00	613.65	613.67



USER NAME = cstanuqb	DESIGNED - DTS	REVISED -
	CHECKED - CRS	REVISED -
PLOT SCALE =	DRAWN - DTS	REVISED -
PLOT DATE = 8/8/2023	CHECKED - CRS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATION (2 OF 6)
STRUCTURE NO. 099-8329 & 099-8335

SHEET SC-9 OF SC-38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	737
CONTRACT NO. 62R28				
ILLINOIS		FED. AID PROJECT		

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 8/8/2023 11:45:40 AM

GIRDER 11W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	347+90.89	1.41	613.13	613.15
☉ BRG. W. ABUT.	347+92.84	1.42	613.14	613.16
1A	348+02.83	1.50	613.19	613.27
1B	348+12.81	1.56	613.23	613.37
1C	348+22.80	1.60	613.28	613.45
1D	348+32.78	1.64	613.32	613.52
1E	348+42.77	1.66	613.36	613.58
1F	348+52.75	1.67	613.40	613.63
1G	348+62.74	1.66	613.44	613.66
1H	348+72.72	1.65	613.47	613.68
1J	348+82.71	1.62	613.51	613.69
1K	348+92.69	1.57	613.54	613.68
1L	349+02.68	1.52	613.58	613.66
☉ BRG. E. ABUT.	349+12.91	1.45	613.61	613.63
BK. E. ABUT.	349+14.87	1.43	613.61	613.63

GIRDER 12W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	347+90.85	6.41	613.00	613.02
☉ BRG. W. ABUT.	347+92.81	6.42	613.01	613.03
1A	348+02.80	6.50	613.06	613.14
1B	348+12.79	6.56	613.10	613.24
1C	348+22.78	6.60	613.15	613.32
1D	348+32.77	6.64	613.19	613.39
1E	348+42.76	6.66	613.23	613.45
1F	348+52.75	6.67	613.27	613.50
1G	348+62.74	6.66	613.31	613.53
1H	348+72.73	6.65	613.34	613.55
1J	348+82.73	6.62	613.38	613.56
1K	348+92.72	6.57	613.41	613.55
1L	349+02.71	6.52	613.45	613.53
☉ BRG. E. ABUT.	349+12.95	6.45	613.48	613.50
BK. E. ABUT.	349+14.90	6.43	613.48	613.50

GIRDER 13W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	347+90.81	11.41	612.87	612.89
☉ BRG. W. ABUT.	347+92.77	11.42	612.88	612.90
1A	348+02.76	11.50	612.93	613.01
1B	348+12.76	11.56	612.97	613.11
1C	348+22.76	11.60	613.02	613.19
1D	348+32.76	11.64	613.06	613.26
1E	348+42.75	11.66	613.10	613.32
1F	348+52.75	11.67	613.14	613.37
1G	348+62.75	11.66	613.18	613.40
1H	348+72.75	11.65	613.21	613.42
1J	348+82.74	11.62	613.25	613.43
1K	348+92.74	11.57	613.28	613.42
1L	349+02.74	11.52	613.32	613.40
☉ BRG. E. ABUT.	349+12.99	11.45	613.35	613.37
BK. E. ABUT.	349+14.94	11.43	613.35	613.37

GIRDER 1E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	347+90.78	-11.59	612.93	612.95
☉ BRG. W. ABUT.	347+92.74	-11.58	612.94	612.96
1A	348+02.74	-11.50	612.99	613.08
1B	348+12.74	-11.44	613.04	613.18
1C	348+22.74	-11.40	613.09	613.26
1D	348+32.74	-11.36	613.13	613.34
1E	348+42.75	-11.34	613.18	613.40
1F	348+52.75	-11.33	613.22	613.45
1G	348+62.75	-11.34	613.25	613.48
1H	348+72.76	-11.35	613.29	613.50
1J	348+82.76	-11.38	613.32	613.50
1K	348+92.76	-11.43	613.36	613.49
1L	349+02.76	-11.48	613.39	613.47
☉ BRG. E. ABUT.	349+13.02	-11.55	613.41	613.44
BK. E. ABUT.	349+14.97	-11.57	613.42	613.44

GIRDER 2E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	347+90.74	-6.59	613.03	613.05
☉ BRG. W. ABUT.	347+92.70	-6.58	613.04	613.06
1A	348+02.70	-6.50	613.09	613.18
1B	348+12.71	-6.44	613.14	613.28
1C	348+22.72	-6.40	613.19	613.36
1D	348+32.73	-6.36	613.23	613.44
1E	348+42.74	-6.34	613.28	613.50
1F	348+52.75	-6.33	613.32	613.55
1G	348+62.76	-6.34	613.35	613.58
1H	348+72.77	-6.35	613.39	613.60
1J	348+82.78	-6.38	613.42	613.60
1K	348+92.79	-6.43	613.46	613.59
1L	349+02.79	-6.48	613.49	613.57
☉ BRG. E. ABUT.	349+13.05	-6.55	613.51	613.54
BK. E. ABUT.	349+15.01	-6.57	613.52	613.54

GIRDER 3E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	347+90.70	-1.59	613.13	613.15
☉ BRG. W. ABUT.	347+92.66	-1.58	613.14	613.16
1A	348+02.67	-1.50	613.19	613.28
1B	348+12.69	-1.44	613.24	613.38
1C	348+22.70	-1.40	613.29	613.46
1D	348+32.72	-1.36	613.33	613.54
1E	348+42.73	-1.34	613.38	613.60
1F	348+52.75	-1.33	613.42	613.65
1G	348+62.76	-1.34	613.45	613.68
1H	348+72.78	-1.35	613.49	613.70
1J	348+82.79	-1.38	613.52	613.70
1K	348+92.81	-1.43	613.56	613.69
1L	349+02.82	-1.48	613.59	613.67
☉ BRG. E. ABUT.	349+13.09	-1.55	613.61	613.64
BK. E. ABUT.	349+15.05	-1.57	613.62	613.64



USER NAME = cstanuqb	DESIGNED - DTS	REVISED -
	CHECKED - CRS	REVISED -
PLOT SCALE =	DRAWN - DTS	REVISED -
PLOT DATE = 8/8/2023	CHECKED - CRS	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATION (3 OF 6)
 STRUCTURE NO. 099-8329 & 099-8335

SHEET SC-10 OF SC-38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	738
CONTRACT NO. 62R28				
ILLINOIS		FED. AID PROJECT		

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 8/8/2023 11:45:43 AM

EB P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	347+90.68	0.00	613.17	613.19
☉ BRG. W. ABUT.	347+92.64	0.00	613.18	613.20
1A	348+02.66	0.00	613.22	613.31
1B	348+12.68	0.00	613.27	613.41
1C	348+22.70	0.00	613.32	613.49
1D	348+32.71	0.00	613.36	613.57
1E	348+42.73	0.00	613.40	613.63
1F	348+52.75	0.00	613.44	613.67
1G	348+62.77	0.00	613.48	613.70
1H	348+72.78	0.00	613.52	613.72
1J	348+82.80	0.00	613.55	613.73
1K	348+92.82	0.00	613.58	613.72
1L	349+02.83	0.00	613.62	613.70
☉ BRG. E. ABUT.	349+13.10	0.00	613.65	613.67
BK. E. ABUT.	349+15.06	0.00	613.65	613.67

GIRDER 4E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	347+90.65	3.41	613.08	613.10
☉ BRG. W. ABUT.	347+92.62	3.42	613.09	613.11
1A	348+02.64	3.50	613.13	613.22
1B	348+12.66	3.56	613.18	613.31
1C	348+22.68	3.60	613.22	613.40
1D	348+32.70	3.64	613.27	613.47
1E	348+42.73	3.66	613.31	613.53
1F	348+52.75	3.67	613.35	613.58
1G	348+62.77	3.66	613.39	613.61
1H	348+72.79	3.65	613.42	613.63
1J	348+82.81	3.62	613.46	613.63
1K	348+92.83	3.57	613.49	613.63
1L	349+02.86	3.52	613.52	613.61
☉ BRG. E. ABUT.	349+13.13	3.45	613.56	613.58
BK. E. ABUT.	349+15.09	3.43	613.56	613.58

GIRDER 5E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	347+90.61	8.41	612.95	612.97
☉ BRG. W. ABUT.	347+92.58	8.42	612.96	612.98
1A	348+02.61	8.50	613.00	613.09
1B	348+12.63	8.56	613.05	613.18
1C	348+22.66	8.60	613.09	613.27
1D	348+32.69	8.64	613.14	613.34
1E	348+42.72	8.66	613.18	613.40
1F	348+52.75	8.67	613.22	613.45
1G	348+62.77	8.66	613.26	613.48
1H	348+72.80	8.65	613.29	613.50
1J	348+82.83	8.62	613.33	613.50
1K	348+92.86	8.57	613.36	613.50
1L	349+02.89	8.52	613.39	613.48
☉ BRG. E. ABUT.	349+13.17	8.45	613.43	613.45
BK. E. ABUT.	349+15.13	8.43	613.43	613.45

GIRDER 6E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	347+90.57	13.41	612.82	612.84
☉ BRG. W. ABUT.	347+92.54	13.42	612.83	612.85
1A	348+02.57	13.50	612.87	612.96
1B	348+12.61	13.56	612.92	613.05
1C	348+22.64	13.60	612.96	613.14
1D	348+32.68	13.64	613.01	613.21
1E	348+42.71	13.66	613.05	613.27
1F	348+52.74	13.67	613.09	613.32
1G	348+62.78	13.66	613.13	613.35
1H	348+72.81	13.65	613.16	613.37
1J	348+82.85	13.62	613.20	613.37
1K	348+92.88	13.57	613.23	613.37
1L	349+02.92	13.52	613.26	613.35
☉ BRG. E. ABUT.	349+13.20	13.45	613.30	613.32
BK. E. ABUT.	349+15.17	13.43	613.30	613.32

GIRDER 7E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	347+90.53	18.41	612.69	612.71
☉ BRG. W. ABUT.	347+92.50	18.42	612.70	612.72
1A	348+02.54	18.50	612.74	612.83
1B	348+12.58	18.56	612.79	612.92
1C	348+22.62	18.60	612.83	613.01
1D	348+32.66	18.64	612.88	613.08
1E	348+42.70	18.66	612.92	613.14
1F	348+52.74	18.67	612.96	613.19
1G	348+62.79	18.66	613.00	613.22
1H	348+72.83	18.65	613.03	613.24
1J	348+82.87	18.62	613.07	613.24
1K	348+92.91	18.57	613.10	613.24
1L	349+02.95	18.52	613.13	613.22
☉ BRG. E. ABUT.	349+13.24	18.45	613.17	613.19
BK. E. ABUT.	349+15.21	18.43	613.17	613.19

GIRDER 8E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	347+90.49	23.41	612.56	612.58
☉ BRG. W. ABUT.	347+92.46	23.42	612.57	612.59
1A	348+02.51	23.50	612.61	612.70
1B	348+12.55	23.56	612.66	612.79
1C	348+22.60	23.60	612.70	612.88
1D	348+32.65	23.64	612.75	612.95
1E	348+42.70	23.66	612.79	613.01
1F	348+52.74	23.67	612.83	613.06
1G	348+62.79	23.66	612.87	613.09
1H	348+72.84	23.65	612.90	613.11
1J	348+82.89	23.62	612.94	613.11
1K	348+92.93	23.57	612.97	613.11
1L	349+02.98	23.52	613.00	613.09
☉ BRG. E. ABUT.	349+13.28	23.45	613.04	613.06
BK. E. ABUT.	349+15.25	23.43	613.04	613.06



USER NAME = cstanuqb	DESIGNED - DTS	REVISED -
	CHECKED - CRS	REVISED -
PLOT SCALE =	DRAWN - DTS	REVISED -
PLOT DATE = 8/8/2023	CHECKED - CRS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATION (4 OF 5)
STRUCTURE NO. 099-8329 & 099-8335

SHEET SC-11 OF SC-38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	739
CONTRACT NO. 62R28				
ILLINOIS		FED. AID PROJECT		

MODEL: Default
FILE NAME: p:\transystems-pw\benley.com\transystems\projects_2018\CH401\401180022\01-Structures\099-8329 & 8335 I-80 over Ramp AA\0998329&8335-62R28-012-Top of Slab Elevation (5 of 6).dgn

EB STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	347+90.47	25.32	612.51	612.53
☉ BRG. W. ABUT.	347+92.44	25.34	612.52	612.54
1A	348+02.49	25.41	612.56	612.65
1B	348+12.54	25.47	612.61	612.74
1C	348+22.59	25.52	612.65	612.83
1D	348+32.64	25.55	612.70	612.90
1E	348+42.69	25.57	612.74	612.96
1F	348+52.74	25.58	612.78	613.01
1G	348+62.79	25.58	612.82	613.04
1H	348+72.84	25.56	612.85	613.06
1J	348+82.89	25.53	612.89	613.06
1K	348+92.94	25.49	612.92	613.06
1L	349+02.99	25.43	612.95	613.04
☉ BRG. E. ABUT.	349+13.29	25.36	612.99	613.01
BK. E. ABUT.	349+15.26	25.35	612.99	613.01

GIRDER 9E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	347+90.45	28.41	612.43	612.45
☉ BRG. W. ABUT.	347+92.42	28.42	612.44	612.46
1A	348+02.47	28.50	612.48	612.57
1B	348+12.53	28.56	612.53	612.66
1C	348+22.58	28.60	612.57	612.75
1D	348+32.63	28.64	612.62	612.82
1E	348+42.69	28.66	612.66	612.88
1F	348+52.74	28.67	612.70	612.93
1G	348+62.80	28.66	612.74	612.96
1H	348+72.85	28.65	612.77	612.98
1J	348+82.90	28.62	612.81	612.98
1K	348+92.96	28.57	612.84	612.98
1L	349+03.01	28.52	612.87	612.96
☉ BRG. E. ABUT.	349+13.32	28.45	612.91	612.93
BK. E. ABUT.	349+15.29	28.43	612.91	612.93

GIRDER 10E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	347+90.41	33.41	612.30	612.32
☉ BRG. W. ABUT.	347+92.38	33.42	612.30	612.33
1A	348+02.44	33.50	612.35	612.44
1B	348+12.50	33.56	612.40	612.53
1C	348+22.56	33.60	612.44	612.62
1D	348+32.62	33.64	612.49	612.69
1E	348+42.68	33.66	612.53	612.75
1F	348+52.74	33.67	612.57	612.80
1G	348+62.80	33.66	612.61	612.83
1H	348+72.86	33.65	612.64	612.85
1J	348+82.92	33.62	612.68	612.85
1K	348+92.98	33.57	612.71	612.85
1L	349+03.04	33.52	612.74	612.83
☉ BRG. E. ABUT.	349+13.35	33.45	612.78	612.80
BK. E. ABUT.	349+15.32	33.43	612.78	612.80

GIRDER 11E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	347+90.37	38.41	612.17	612.19
☉ BRG. W. ABUT.	347+92.34	38.42	612.17	612.20
1A	348+02.41	38.50	612.22	612.31
1B	348+12.47	38.56	612.27	612.40
1C	348+22.54	38.60	612.31	612.49
1D	348+32.61	38.64	612.36	612.56
1E	348+42.67	38.66	612.40	612.62
1F	348+52.74	38.67	612.44	612.67
1G	348+62.81	38.66	612.48	612.70
1H	348+72.87	38.65	612.51	612.72
1J	348+82.94	38.62	612.55	612.72
1K	348+93.01	38.57	612.58	612.72
1L	349+03.07	38.52	612.61	612.70
☉ BRG. E. ABUT.	349+13.39	38.45	612.65	612.67
BK. E. ABUT.	349+15.36	38.43	612.65	612.67

GIRDER 12E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	347+90.33	43.41	612.03	612.06
☉ BRG. W. ABUT.	347+92.30	43.42	612.04	612.07
1A	348+02.37	43.50	612.09	612.18
1B	348+12.45	43.56	612.14	612.27
1C	348+22.52	43.60	612.18	612.36
1D	348+32.59	43.64	612.23	612.43
1E	348+42.67	43.66	612.27	612.49
1F	348+52.74	43.67	612.31	612.54
1G	348+62.81	43.66	612.35	612.57
1H	348+72.89	43.64	612.38	612.59
1J	348+82.96	43.61	612.42	612.59
1K	348+93.03	43.57	612.45	612.59
1L	349+03.11	43.52	612.49	612.57
☉ BRG. E. ABUT.	349+13.43	43.45	612.52	612.54
BK. E. ABUT.	349+15.40	43.43	612.52	612.54

GIRDER 13E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	347+90.29	48.41	611.90	611.93
☉ BRG. W. ABUT.	347+92.26	48.42	611.91	611.94
1A	348+02.34	48.50	611.96	612.05
1B	348+12.42	48.56	612.01	612.14
1C	348+22.50	48.60	612.05	612.23
1D	348+32.58	48.64	612.10	612.30
1E	348+42.66	48.66	612.14	612.36
1F	348+52.74	48.67	612.18	612.41
1G	348+62.82	48.66	612.22	612.44
1H	348+72.90	48.64	612.25	612.46
1J	348+82.98	48.61	612.29	612.46
1K	348+93.06	48.57	612.32	612.46
1L	349+03.14	48.52	612.36	612.44
☉ BRG. E. ABUT.	349+13.47	48.45	612.39	612.41
BK. E. ABUT.	349+15.44	48.43	612.39	612.41



USER NAME = cstanuqb	DESIGNED - DTS	REVISED -
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PLOT DATE = 8/8/2023	CHECKED - CRS	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATION (5 OF 6)
STRUCTURE NO. 099-8329 & 099-8335**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	740
CONTRACT NO. 62R28				
ILLINOIS		FED. AID PROJECT		

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GIRDER 14E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	347+90.24	53.41	611.78	611.80
CL BRG. W. ABUT.	347+92.22	53.42	611.79	611.81
1A	348+02.31	53.49	611.83	611.92
1B	348+12.39	53.55	611.88	612.01
1C	348+22.48	53.60	611.92	612.10
1D	348+32.56	53.64	611.97	612.17
1E	348+42.65	53.66	612.01	612.23
1F	348+52.74	53.67	612.05	612.28
1G	348+62.82	53.66	612.09	612.31
1H	348+72.91	53.64	612.12	612.33
1J	348+83.00	53.61	612.16	612.34
1K	348+93.08	53.57	612.19	612.33
1L	349+03.17	53.52	612.23	612.31
CL BRG. E. ABUT.	349+13.51	53.45	612.26	612.28
BK. E. ABUT.	349+15.48	53.43	612.27	612.29



USER NAME = cstanuch	DESIGNED - DTS	REVISED -
PLOT SCALE =	CHECKED - CRS	REVISED -
PLOT DATE = 8/8/2023	DRAWN - DTS	REVISED -
	CHECKED - CRS	REVISED -

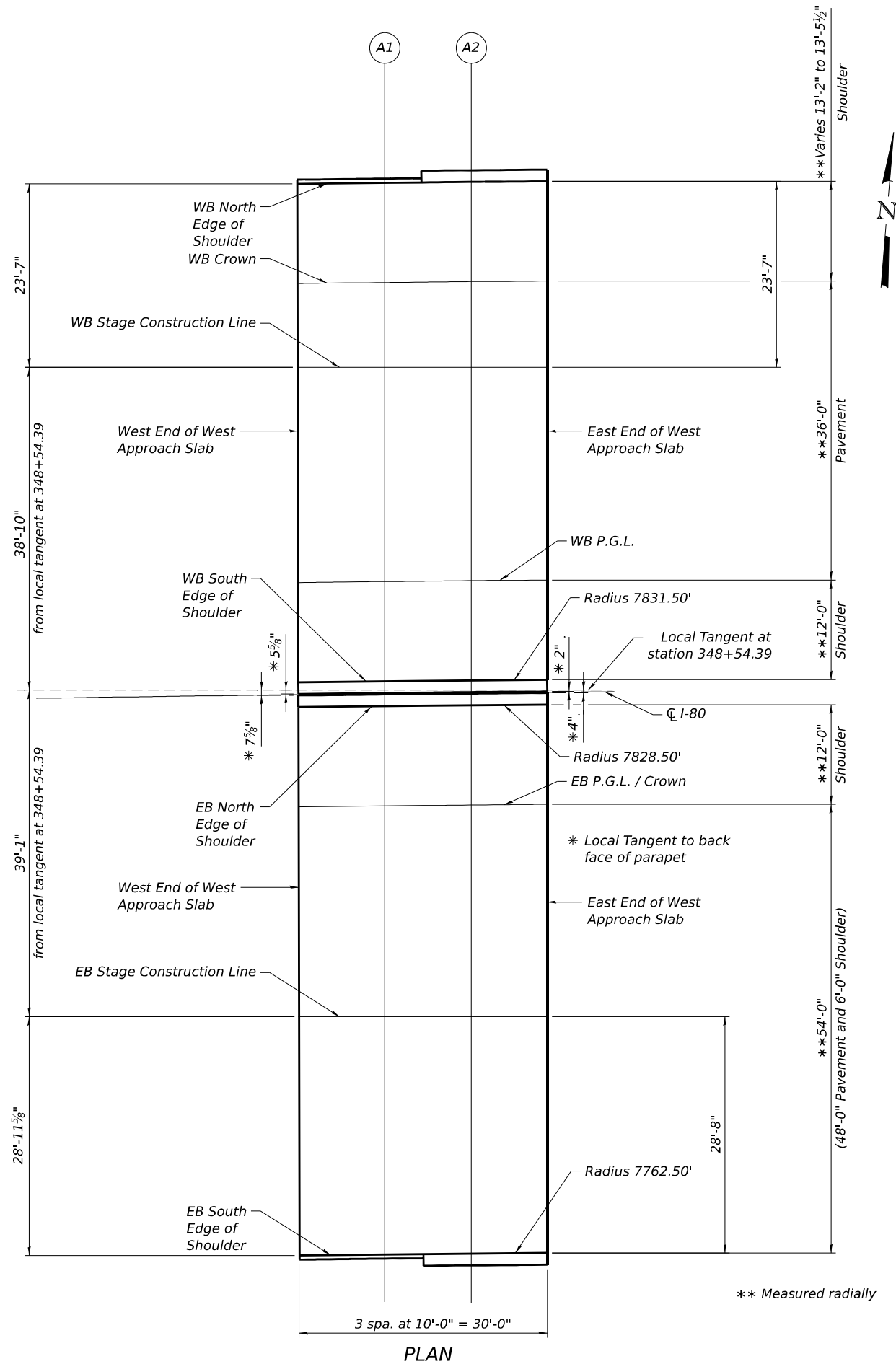
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATION (6 OF 6)
 STRUCTURE NO. 099-8329 & 099-8335**

SHEET SC-13 OF SC-38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	741
CONTRACT NO. 62R28				
ILLINOIS		FED. AID PROJECT		

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PLAN

** Measured radially

WB NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W End W Appr Slab	347+62.53	-49.46	613.68	613.70
A1	347+72.45	-49.35	613.74	613.76
A2	347+82.37	-49.25	613.79	613.81
E End W Appr Slab	347+92.29	-49.16	613.85	613.87

WB CROWN

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W End W Appr Slab	347+62.37	-36.00	613.95	613.97
A1	347+72.31	-36.00	614.01	614.03
A2	347+82.25	-36.00	614.06	614.08
E End W Appr Slab	347+92.18	-36.00	614.11	614.13

WB STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W End W Appr Slab	347+62.26	-25.88	613.69	613.71
A1	347+72.20	-25.77	613.74	613.76
A2	347+82.15	-25.67	613.79	613.81
E End W Appr Slab	347+92.10	-25.58	613.84	613.86

WB P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W End W Appr Slab	347+61.95	0.00	613.01	613.03
A1	347+71.93	0.00	613.07	613.09
A2	347+81.92	0.00	613.12	613.14
E End W Appr Slab	347+91.90	0.00	613.17	613.19

WB SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W End W Appr Slab	347+61.81	12.00	612.70	612.72
A1	347+71.81	12.00	612.76	612.78
A2	347+81.81	12.00	612.81	612.83
E End W Appr Slab	347+91.80	12.00	612.86	612.88

EB NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W End W Appr Slab	347+61.77	-12.00	612.77	612.79
A1	347+71.78	-12.00	612.83	612.85
A2	347+81.78	-12.00	612.88	612.90
E End W Appr Slab	347+91.78	-12.00	612.93	612.95

EB P.G.L. / CROWN

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W End W Appr Slab	347+61.63	0.00	613.01	613.03
A1	347+71.65	0.00	613.07	613.09
A2	347+81.67	0.00	613.12	613.14
E End W Appr Slab	347+91.68	0.00	613.17	613.19

EB STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W End W Appr Slab	347+61.33	25.03	612.36	612.38
A1	347+71.38	25.15	612.41	612.43
A2	347+81.43	25.25	612.46	612.48
E End W Appr Slab	347+91.48	25.33	612.51	612.53

EB SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W End W Appr Slab	347+60.99	54.00	611.60	611.62
A1	347+71.07	54.00	611.66	611.68
A2	347+81.16	54.00	611.71	611.73
E End W Appr Slab	347+91.25	54.00	611.76	611.78

NOTE:

End of Approach Pavement shall be perpendicular to local tangent at Station 348+54.39



USER NAME = cstanugb	DESIGNED - DTS	REVISED -
PLOT SCALE =	CHECKED - CRS	REVISED -
PLOT DATE = 8/8/2023	DRAWN - DTS	REVISED -
	CHECKED - CRS	REVISED -

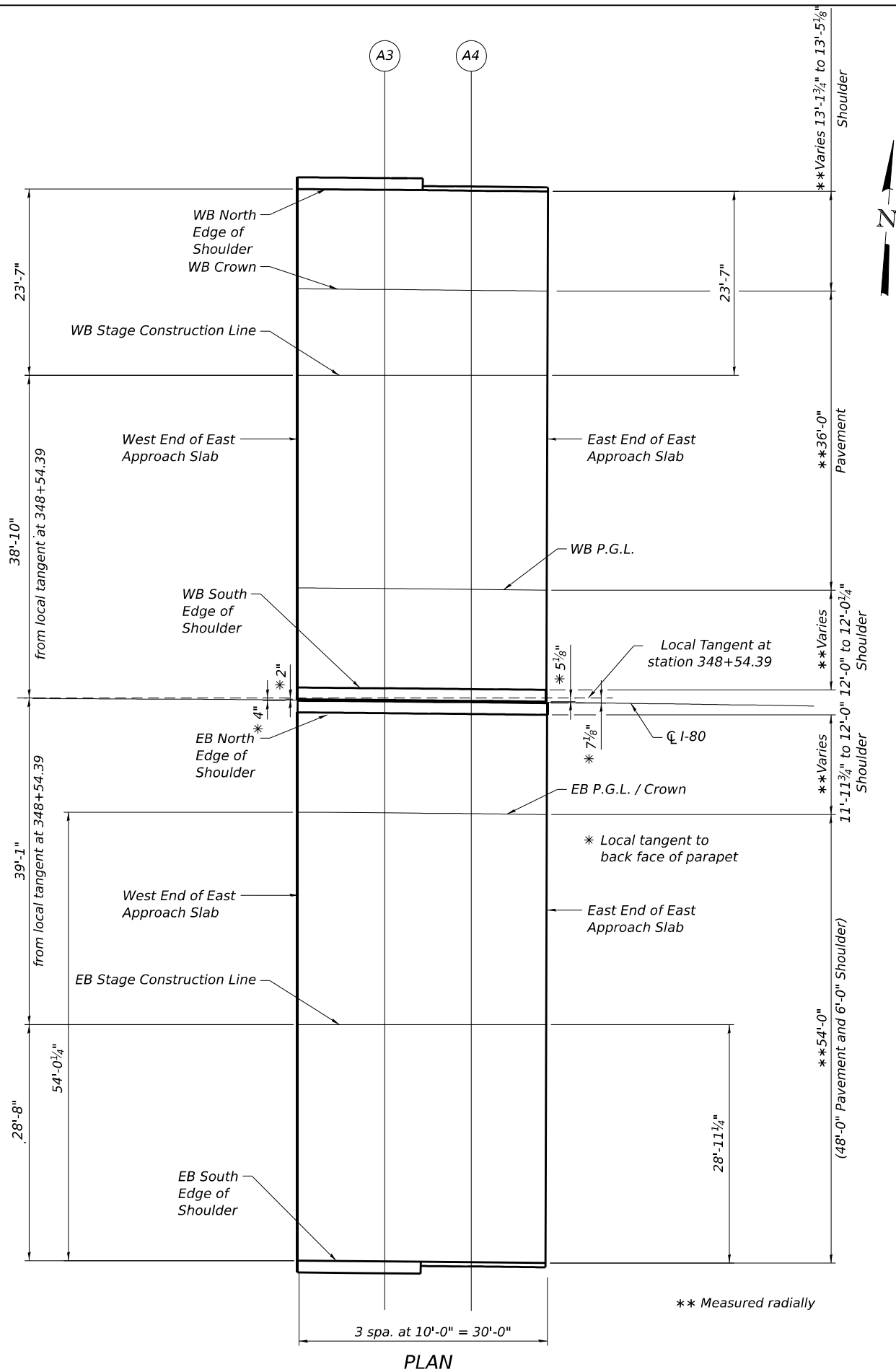
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF WEST APPROACH SLAB ELEVATIONS
 STRUCTURE NO. 099-8329 & 099-8335

SHEET SC-14 OF SC-38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	742
ILLINOIS			CONTRACT NO. 62R28	
FED. AID PROJECT				

MODEL: Default
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WB NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W End E Appr Slab	349+13.49	-49.14	614.32	614.34
A3	349+23.40	-49.22	614.35	614.37
A4	349+33.33	-49.32	614.37	614.39
E End E Appr Slab	349+43.25	-49.42	614.39	614.41

WB CROWN

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W End E Appr Slab	349+13.59	-36.00	614.58	614.60
A3	349+23.52	-36.00	614.61	614.63
A4	349+33.46	-36.00	614.64	614.66
E End E Appr Slab	349+43.40	-36.00	614.66	614.68

WB STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W End E Appr Slab	349+13.66	-25.56	614.31	614.33
A3	349+23.61	-25.64	614.34	614.36
A4	349+33.56	-25.74	614.37	614.39
E End E Appr Slab	349+43.51	-25.84	614.40	614.42

WB P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W End E Appr Slab	349+13.86	0.00	613.65	613.67
A3	349+23.84	0.00	613.68	613.70
A4	349+33.82	0.00	613.70	613.72
E End E Appr Slab	349+43.81	0.00	613.72	613.74

WB SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W End E Appr Slab	349+13.95	12.02	613.34	613.36
A3	349+23.95	12.03	613.36	613.38
A4	349+33.94	12.05	613.39	613.41
E End E Appr Slab	349+43.94	12.00	613.41	613.43

EB NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W End E Appr Slab	349+13.97	-11.98	613.41	613.43
A3	349+23.97	-11.97	613.44	613.46
A4	349+33.97	-11.98	613.46	613.48
E End E Appr Slab	349+43.98	-12.00	613.48	613.50

EB P.G.L. / CROWN

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W End E Appr Slab	349+14.06	0.00	613.65	613.67
A3	349+24.08	0.00	613.68	613.70
A4	349+34.10	0.00	613.70	613.72
E End E Appr Slab	349+44.11	0.00	613.72	613.74

EB STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W End E Appr Slab	349+14.26	25.36	612.99	613.01
A3	349+24.31	25.27	613.02	613.04
A4	349+34.36	25.18	613.05	613.07
E End E Appr Slab	349+44.41	25.07	613.07	613.09

EB SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W End E Appr Slab	349+14.48	54.02	612.25	612.27
A3	349+24.56	54.03	612.27	612.29
A4	349+34.65	54.02	612.30	612.32
E End E Appr Slab	349+44.74	54.00	612.32	612.34

NOTE:
 End of Approach Pavement shall be perpendicular to local tangent at Station 348+54.39



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PLOT DATE = 8/8/2023	DRAWN - DTS	REVISED -
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TOP OF EAST APPROACH SLAB ELEVATIONS
 STRUCTURE NO. 099-8329 & 099-8335

SHEET SC-15 OF SC-38 SHEETS

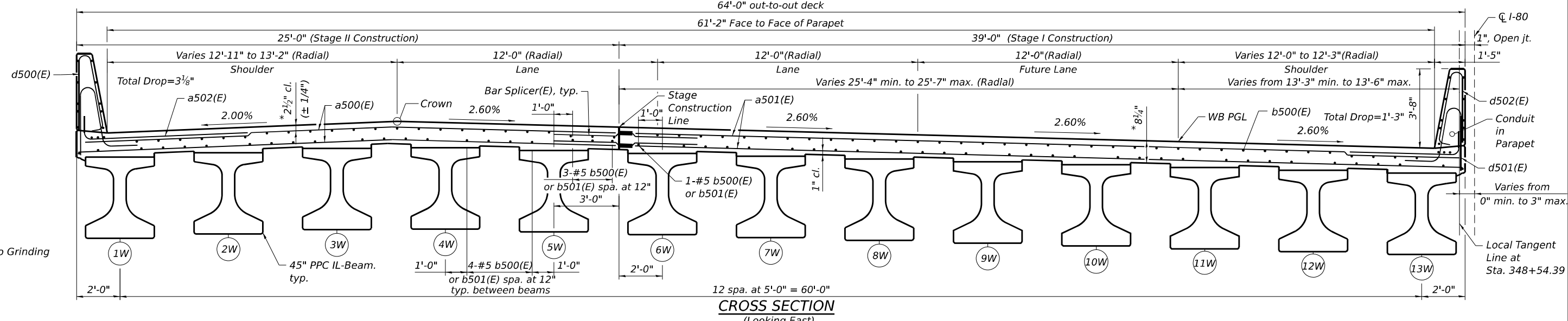
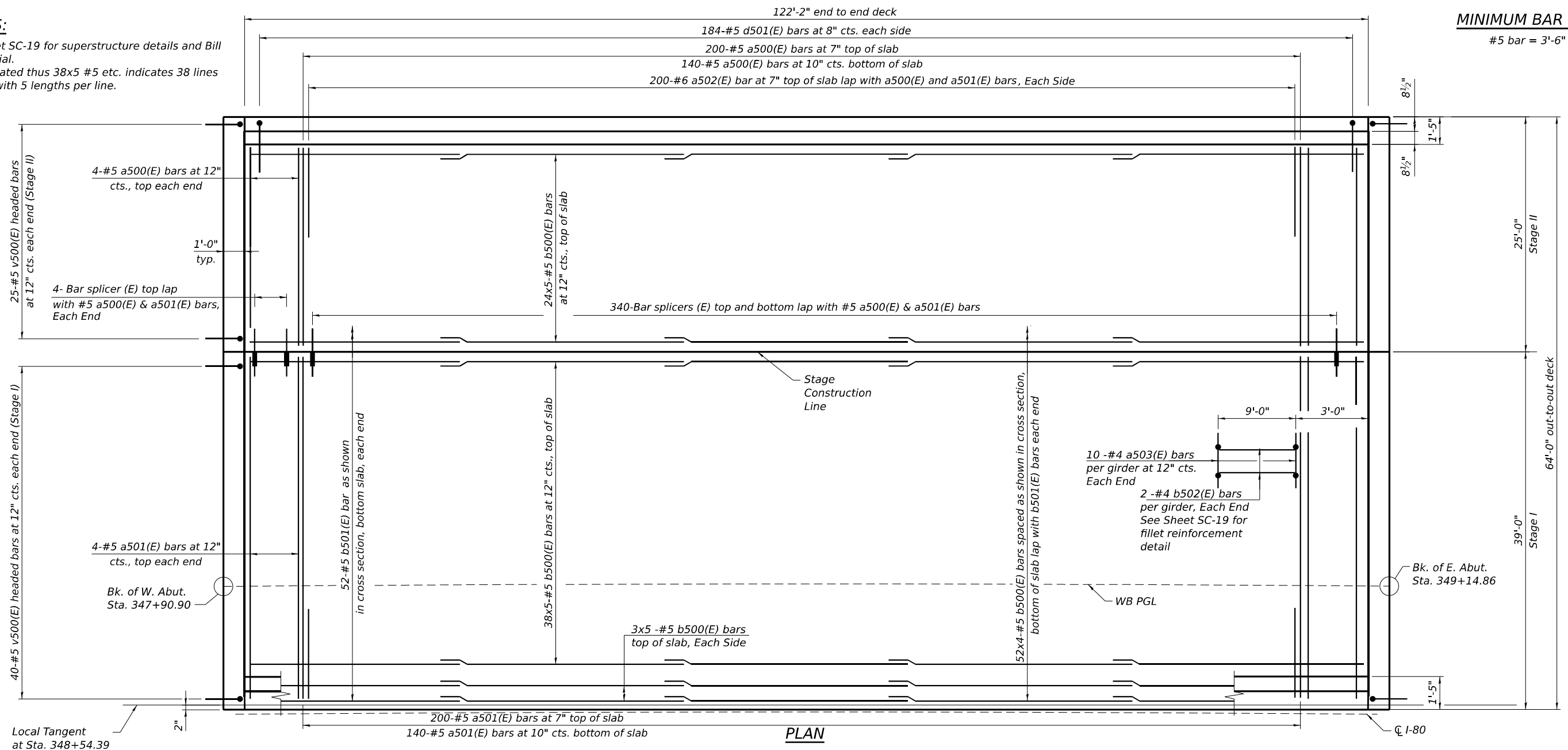
F.A.I. RTE. 80	SECTION FAI 80 21 STRUCTURE 7	COUNTY WILL	TOTAL SHEETS 1059	SHEET NO. 743
ILLINOIS			CONTRACT NO. 62R28	
FED. AID PROJECT				

NOTES:

- See sheet SC-19 for superstructure details and Bill of Material.
- Bar indicated thus 38x5 #5 etc. indicates 38 lines of bars with 5 lengths per line.

MINIMUM BAR LAP

#5 bar = 3'-6"



MODEL: Default
FILE NAME: pw://transsystems-pw.bentley.com/transsystems-pw1-hosted/Documents/Projects_2018/CH401/401180022/01-Structures/099-8329 & 8335 I-80 over Ramp AA/0998329&8335-62R28-016-WB Deck Reinforcement Plan.dgn



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PLOT DATE = 8/8/2023	DRAWN - HMH	REVISED -
	CHECKED - DTS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WB DECK REINFORCEMENT PLAN
STRUCTURE NO. 099-8329 & 099-8335

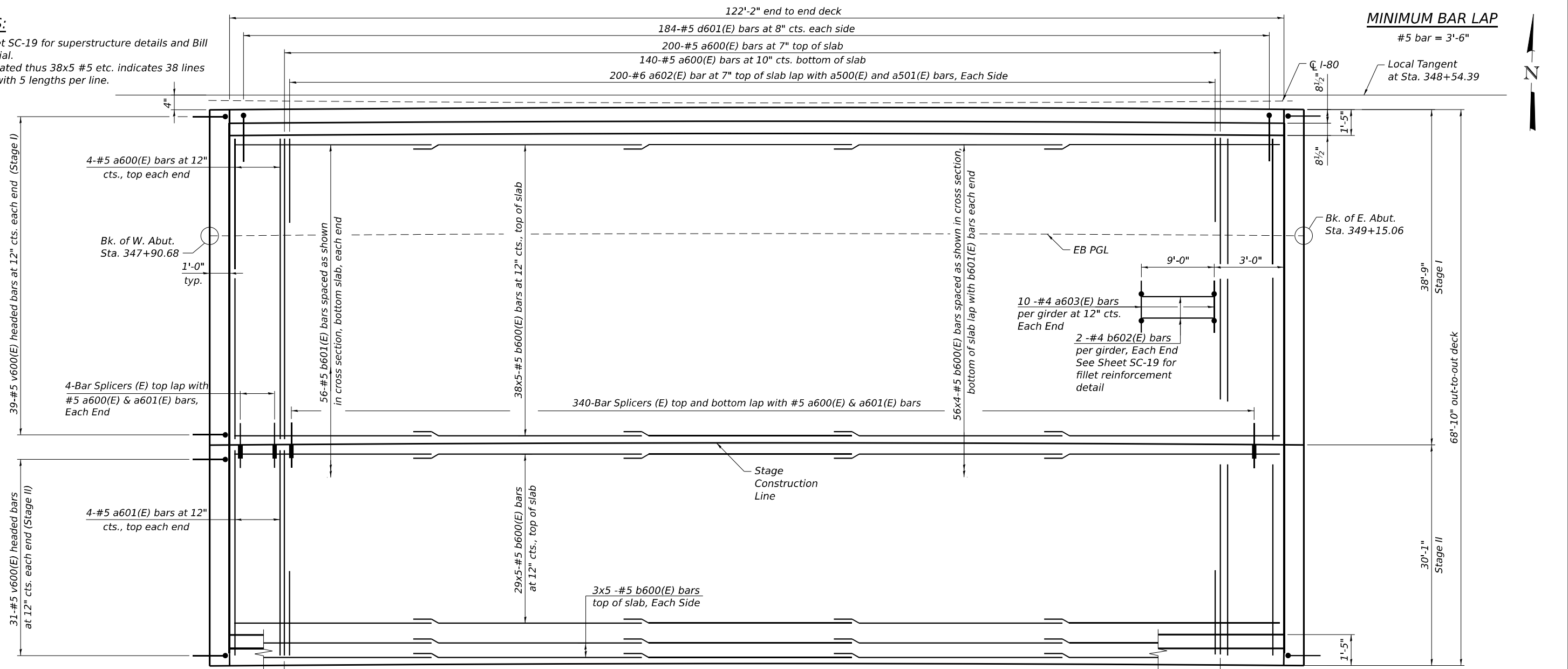
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CONTRACT NO. 62R28				
ILLINOIS FED. AID PROJECT				

NOTES:

- See sheet SC-19 for superstructure details and Bill of Material.
- Bar indicated thus 38x5 #5 etc. indicates 38 lines of bars with 5 lengths per line.

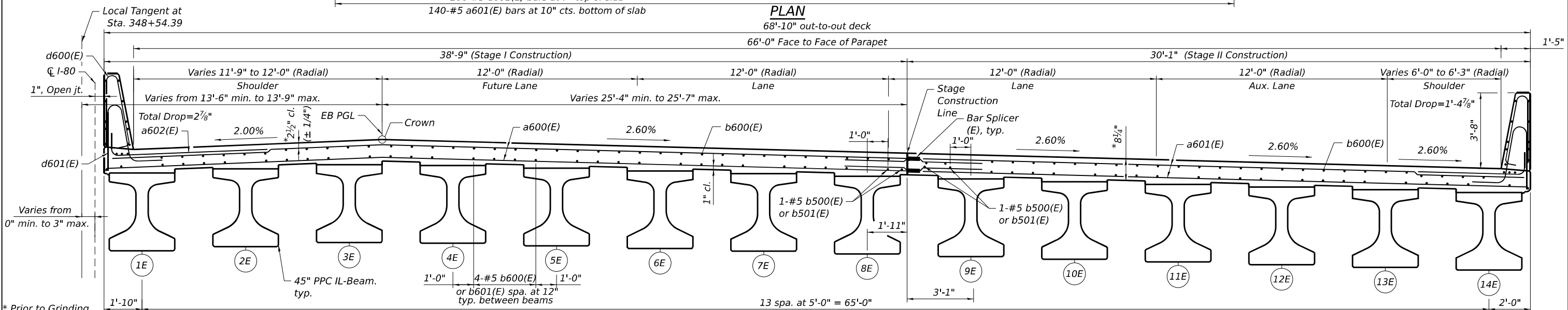
MINIMUM BAR LAP

#5 bar = 3'-6"



PLAN

68'-10" out-to-out deck
66'-0" Face to Face of Parapet



CROSS SECTION
(Looking East)

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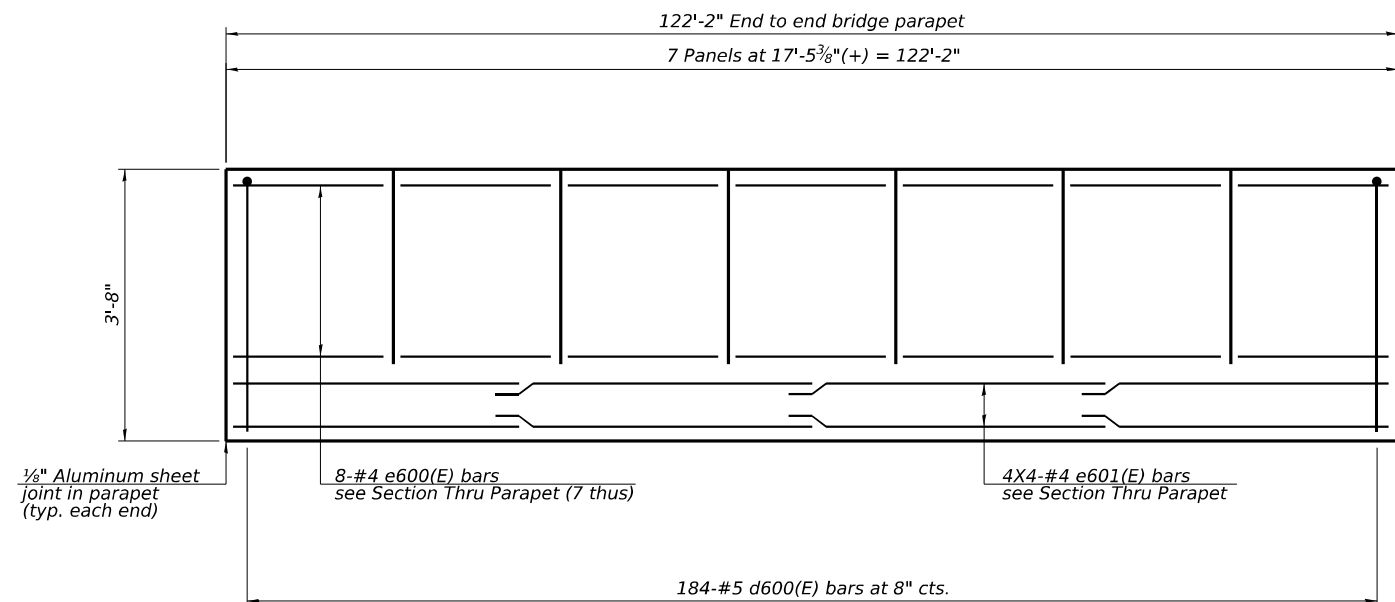
STATE OF ILLINOIS
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EB DECK REINFORCEMENT PLAN
STRUCTURE NO. 099-8329 & 099-8335

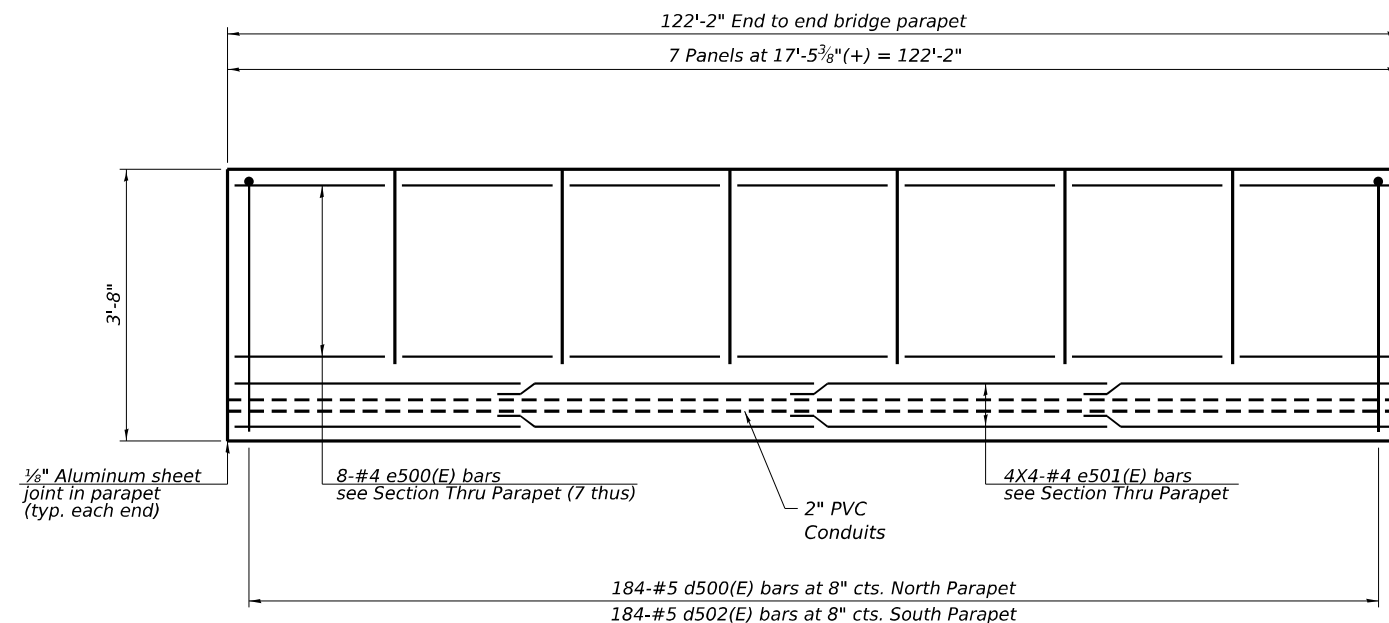
SHEET SC-17 OF SC-38 SHEETS

F.A.I. RTE. 80	SECTION FAI 80 21 STRUCTURE 7	COUNTY WILL	TOTAL SHEETS 1059	SHEET NO. 745
CONTRACT NO. 62R28			ILLINOIS FED. AID PROJECT	

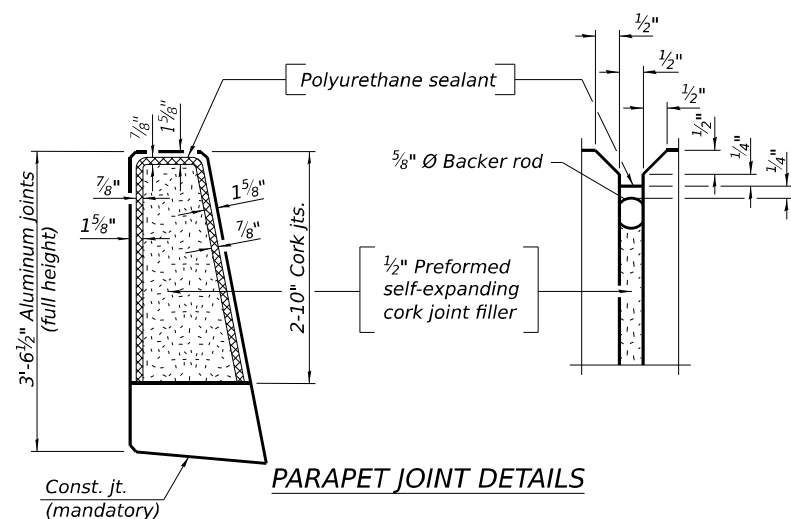
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EB SOUTH INSIDE ELEVATION OF PARAPET
 (South parapet shown, North parapet similar)



WB SOUTH INSIDE ELEVATION OF PARAPET
 (South parapet shown, North parapet similar but no conduits)



PARAPET JOINT DETAILS

MINIMUM BAR LAP

#4 bar = 2'-5"

NOTES:

1. See sheet SC-19 for section thru parapet
2. The 1/8" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
3. The polyurethane sealant shall be according to Article 1050.04 of the Standard Specification and the color shall be grey.



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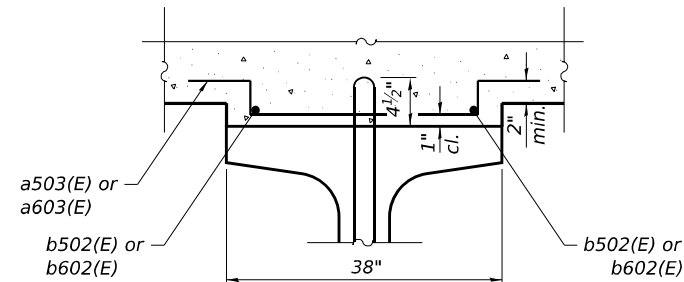
PARAPET ELEVATION
 STRUCTURE NO. 099-8329 & 099-8335

SHEET SC-18 OF SC-38 SHEETS

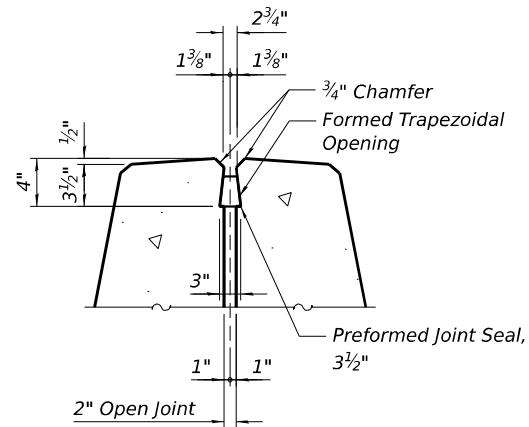
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80	FAI 80 21 STRUCTURE 7	WILL	1059	746
CONTRACT NO. 62R28				
ILLINOIS		FED. AID PROJECT		

NOTE:

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



FILLET REINFORCEMENT DETAIL



LONGITUDINAL JOINT SEAL DETAIL

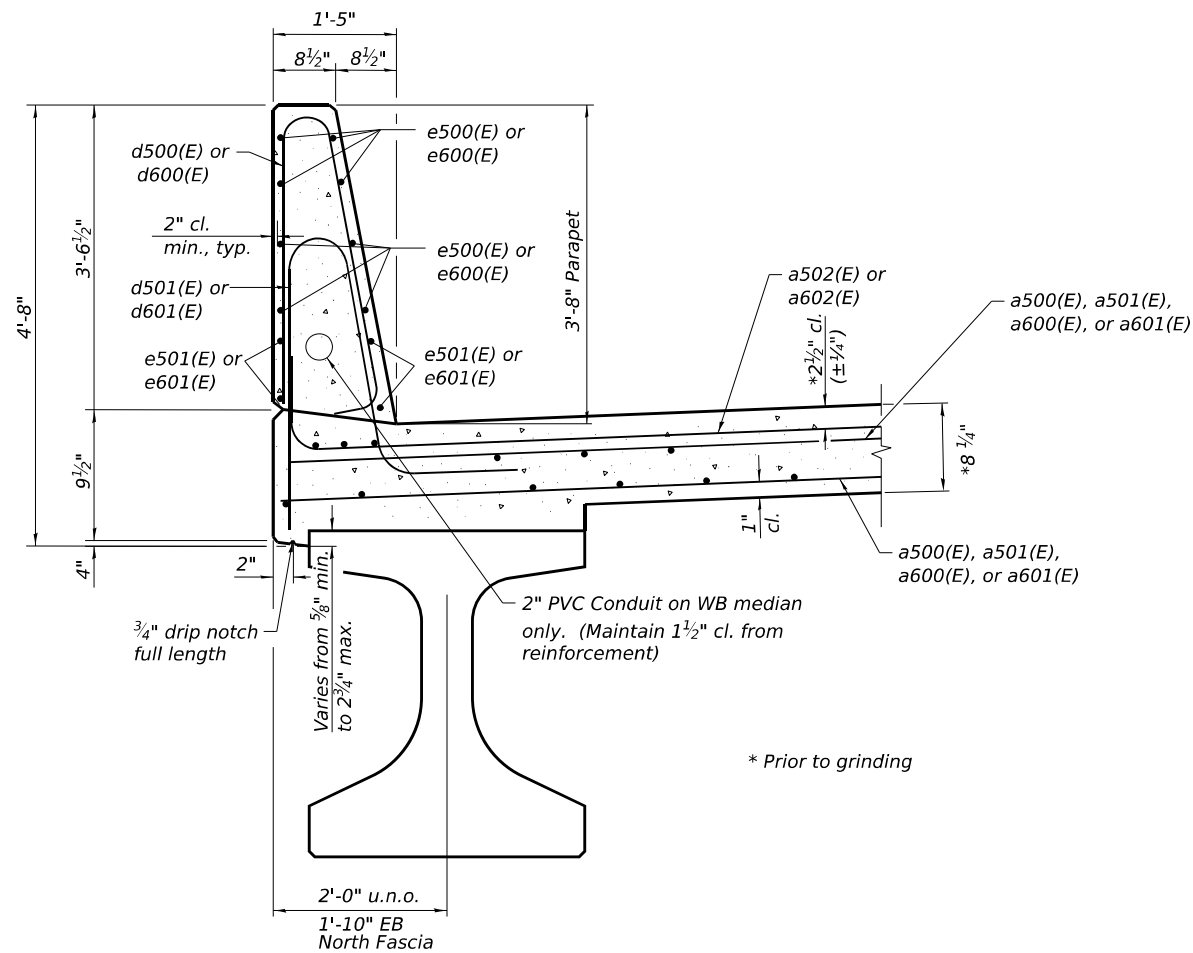
**WB SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a500(E)	348	#5	24'-8"	—
a501(E)	348	#5	38'-8"	—
a502(E)	400	#6	8'-4"	└
a503(E)	260	#4	4'-2"	└
b500(E)	548	#5	27'-3"	—
b501(E)	104	#5	15'-4"	—
b502(E)	52	#4	10'-0"	—
d500(E)	184	#5	6'-11"	└
d501(E)	368	#5	6'-6"	└
d502(E)	184	#5	6'-11"	└
e500(E)	112	#4	17'-1"	—
e501(E)	32	#4	32'-4"	—
m560(E)	12	#6	24'-8"	—
m561(E)	88	#6	3'-11"	—
m562(E)	16	#6	1'-4"	—
m563(E)	22	#6	1'-6"	—
m565(E)	52	#5	4'-0"	—
m566(E)	12	#6	38'-8"	—
m567(E)	8	#6	2'-4"	—
m568(E)	8	#6	1'-4"	—
m569(E)	2	#6	1'-1"	—
s560(E)	76	#5	10'-2"	└
s561(E)	76	#5	12'-3"	└
s562(E)	104	#5	9'-0"	└
v500(E)	130	#5	3'-1"	└
Concrete Superstructure	Cu. Yd.	324.2		
Reinforcement Bars, Epoxy Coated	Pound	58,600		
Preformed Joint Seal 3 1/2"	Foot	183		

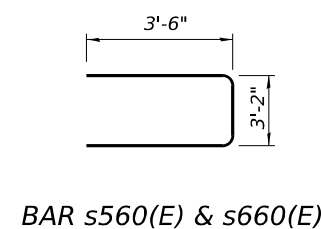
**EB SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a600(E)	348	#5	38'-5"	—
a601(E)	348	#5	29'-9"	—
a602(E)	400	#6	8'-4"	└
a603(E)	280	#4	4'-2"	└
b600(E)	589	#5	27'-3"	—
b601(E)	112	#5	15'-4"	—
b602(E)	56	#4	10'-0"	—
d600(E)	368	#5	6'-11"	└
d601(E)	368	#5	6'-6"	└
e600(E)	112	#4	17'-1"	—
e601(E)	32	#4	32'-4"	—
m660(E)	12	#6	29'-9"	—
m661(E)	96	#6	3'-11"	—
m662(E)	16	#6	1'-4"	—
m663(E)	24	#6	1'-6"	—
m665(E)	56	#5	4'-0"	—
m666(E)	12	#6	38'-5"	—
m667(E)	8	#6	2'-5"	—
m668(E)	8	#6	1'-3"	—
m669(E)	2	#6	1'-2"	—
s660(E)	82	#5	10'-2"	└
s661(E)	82	#5	12'-3"	└
s662(E)	112	#5	9'-0"	└
v600(E)	140	#5	3'-1"	└
Concrete Superstructure	Cu. Yd.	360.3		
Reinforcement Bars, Epoxy Coated	Pound	62,140		

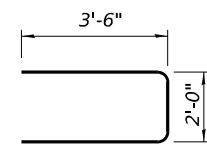
Bar indicated thus 38x5 etc. indicates 38 lines of bars with 5 lengths per line.



SECTION THRU PARAPET



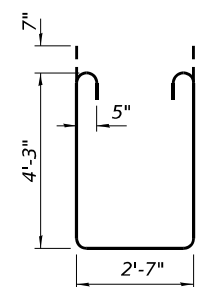
BAR s560(E) & s660(E)



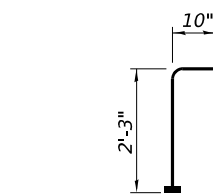
BAR v500(E) & v600(E)

(Headed)

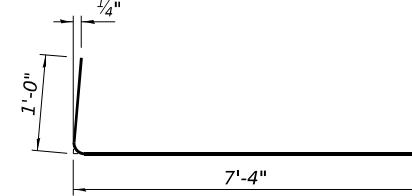
BAR s562(E) & s662(E)



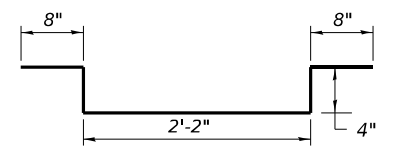
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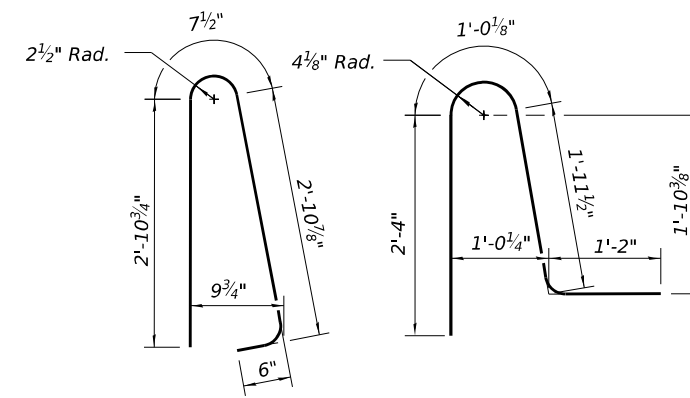
BAR v500(E) & v600(E)



BAR a502(E) & a602(E)

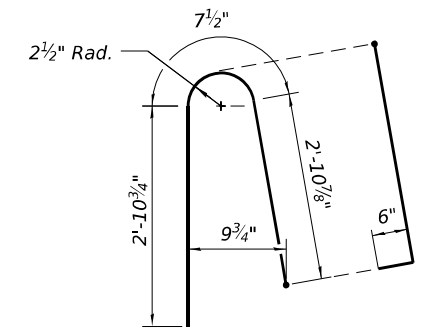


BAR a503(E) & a603(E)



BAR d500(E) & d600(E)

BAR d501(E) & d601(E)



ALTERNATIVE BAR d502(E)



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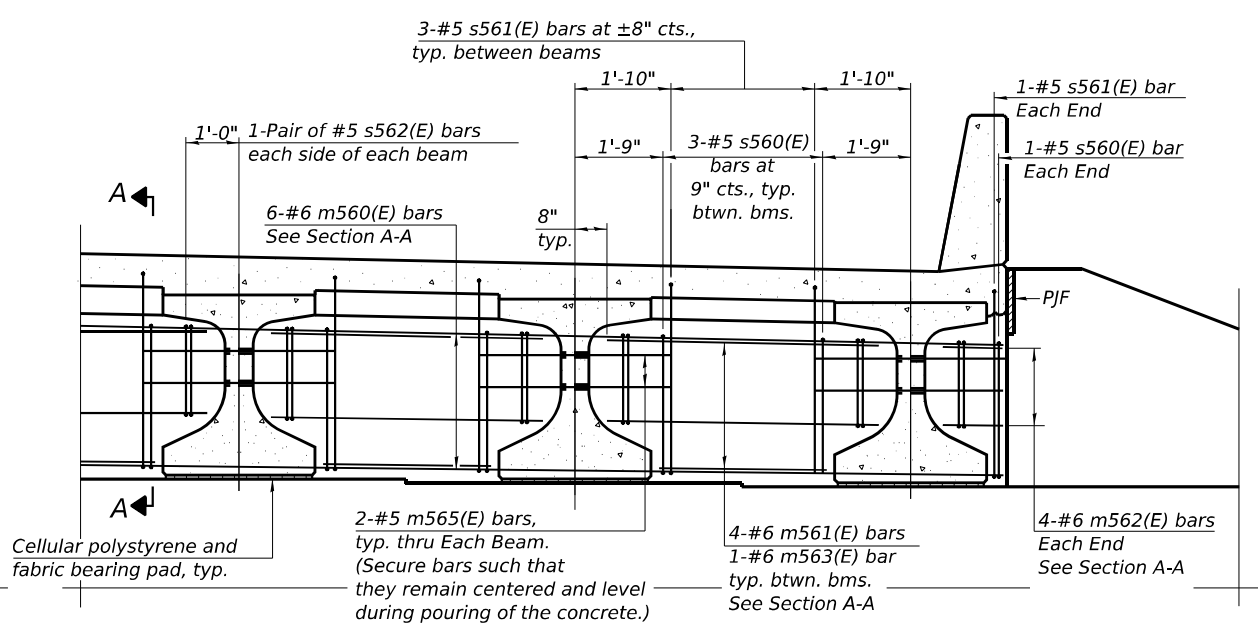
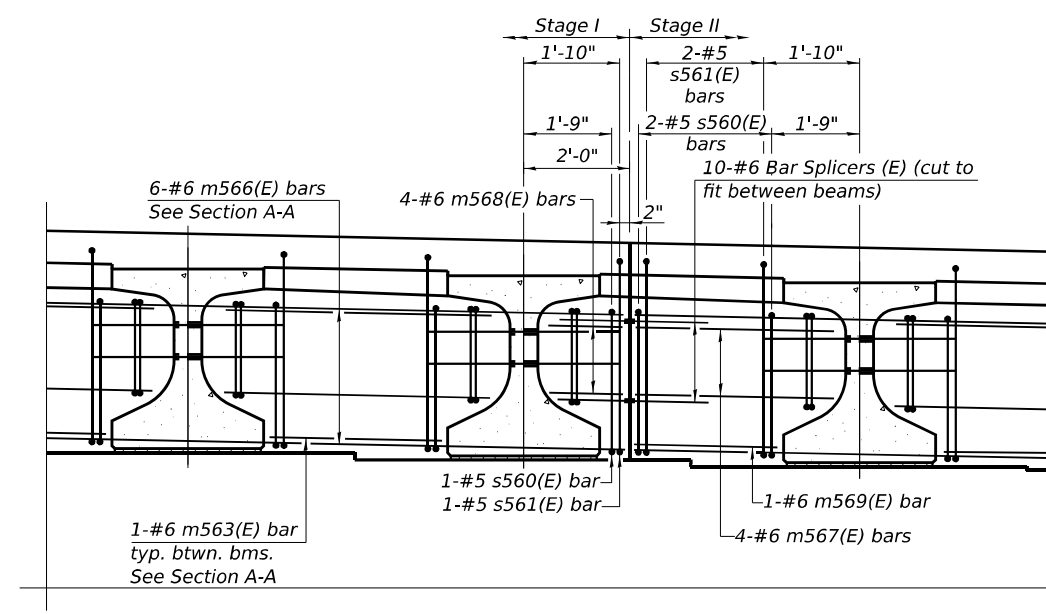
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK DETAILS
STRUCTURE NO. 099-8329 & 099-8335**

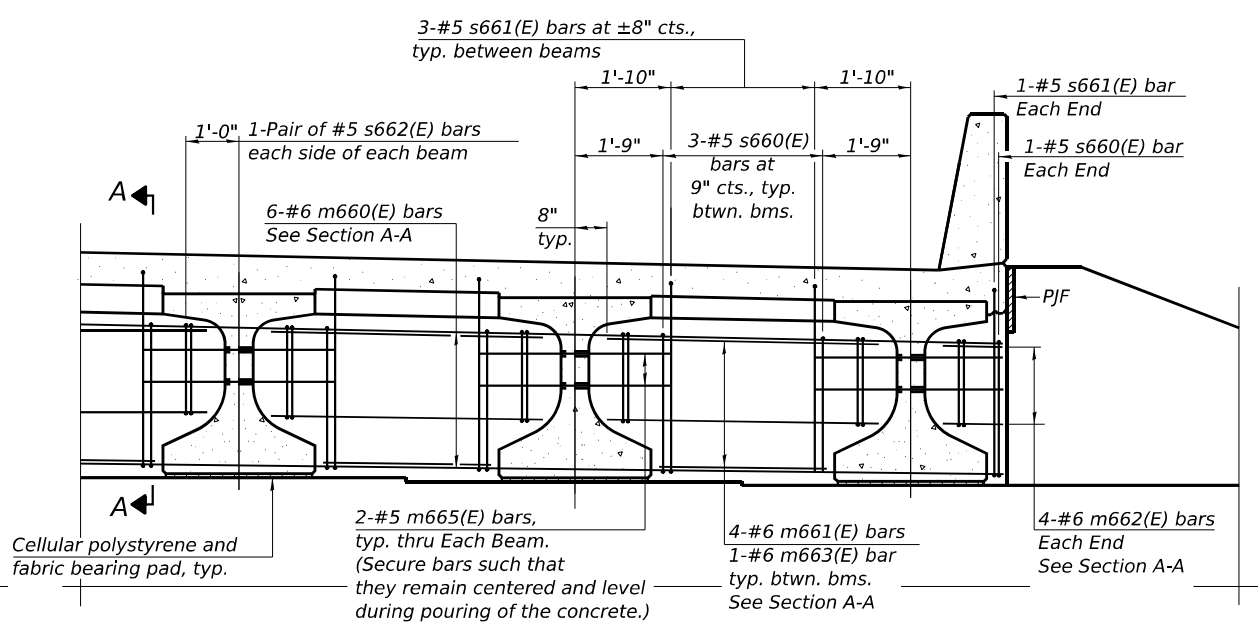
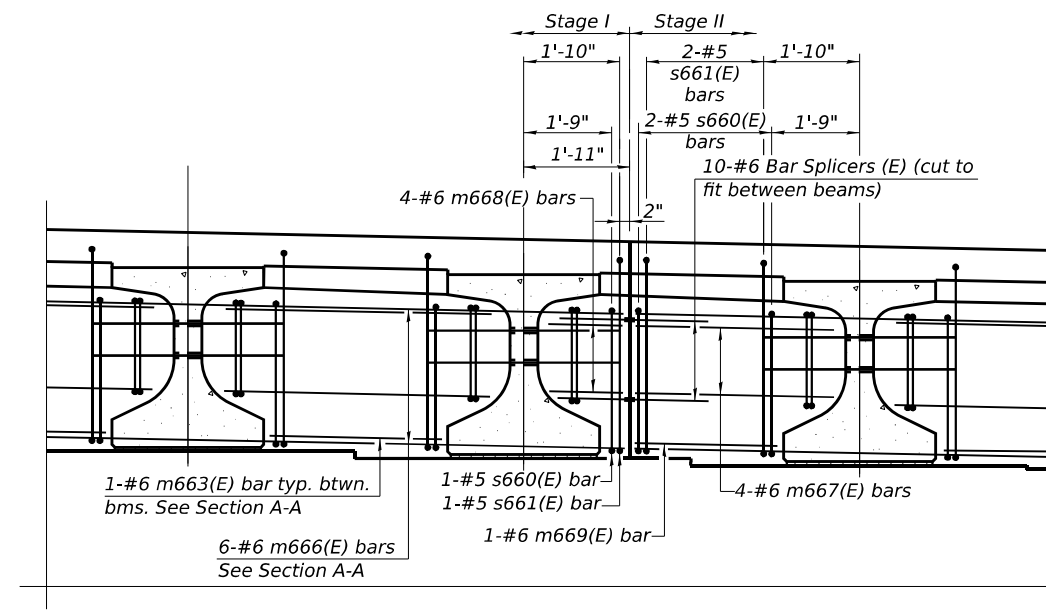
SHEET SC-19 OF SC-38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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ILLINOIS			CONTRACT NO. 62R28	
FED. AID PROJECT				

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WESTBOUND DIAPHRAGM AT ABUTMENT
 (West Diaphragm Looking West, East Diaphragm Similar)



EASTBOUND DIAPHRAGM AT ABUTMENT
 (East Diaphragm Looking East, West Diaphragm Similar)

Notes:
 1. See sheet SC-21 for Section A-A



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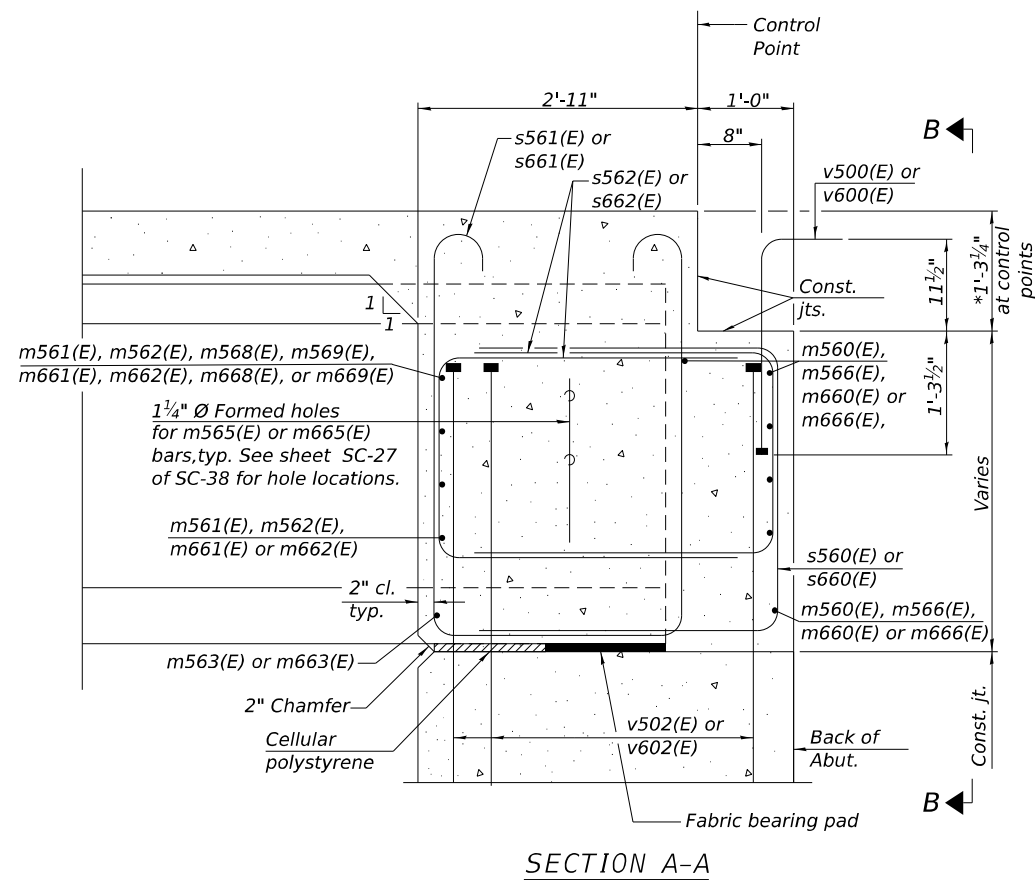
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DECK DIAPHRAGM ELEVATION
 STRUCTURE NO. 099-8329 & 099-8335

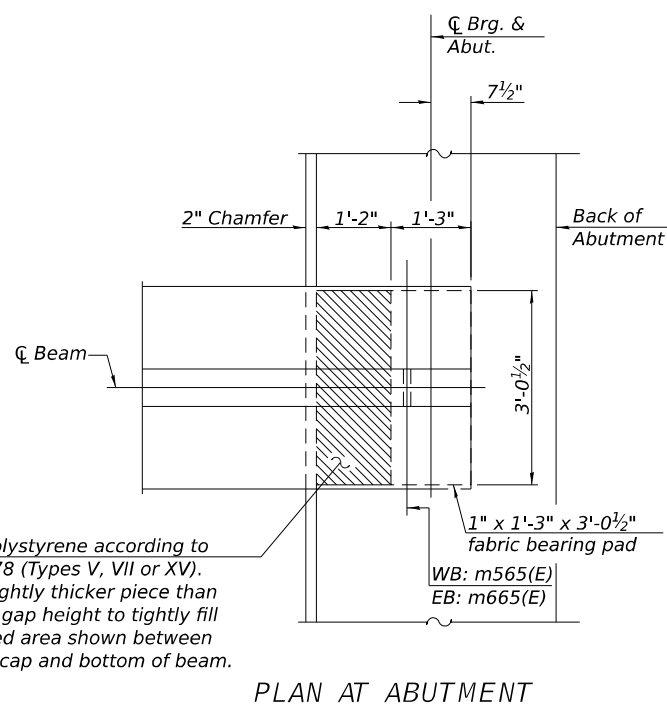
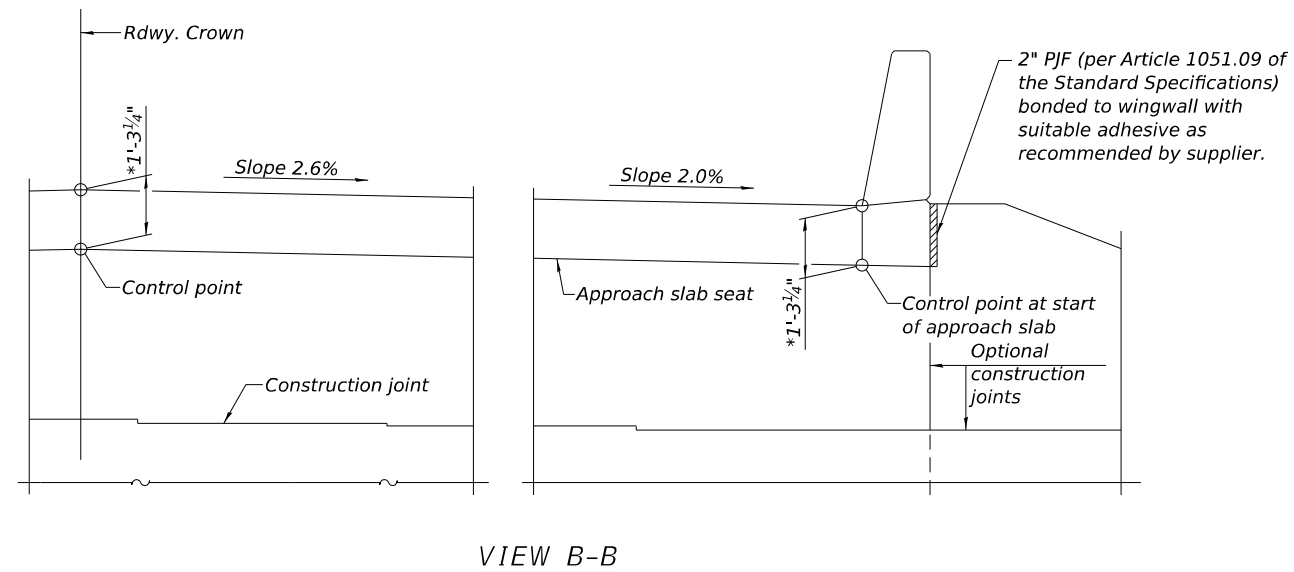
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ILLINOIS FED. AID PROJECT				

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* prior to grinding



CONTROL POINT ELEVATIONS

LOCATION	TOP SLAB / BOTTOM SLAB	NORTH EDGE OF SHOULDER	CROWN	SOUTH EDGE OF SHOULDER
WB West Abutment	* Top	613.89	614.13	612.88
	Bottom	612.62	612.86	611.61
WB East Abutment	* Top	614.36	614.60	613.36
	Bottom	613.10	613.33	612.09
EB West Abutment	* Top	612.95	613.19	611.78
	Bottom	611.68	611.92	610.51
EB East Abutment	* Top	613.43	613.67	612.27
	Bottom	612.16	612.40	611.00

Control point elevations are taken at the start of the approach slab.

- Notes:
1. See sheet SC-19 for superstructure details and Bill of Material.
 2. See sheets SC-30 and SC-31 for PJJ details.
 3. The approach slab seat shall have a constant slope determined from the control points shown.
 4. Cost of cellular polystyrene is included with Concrete Superstructure.



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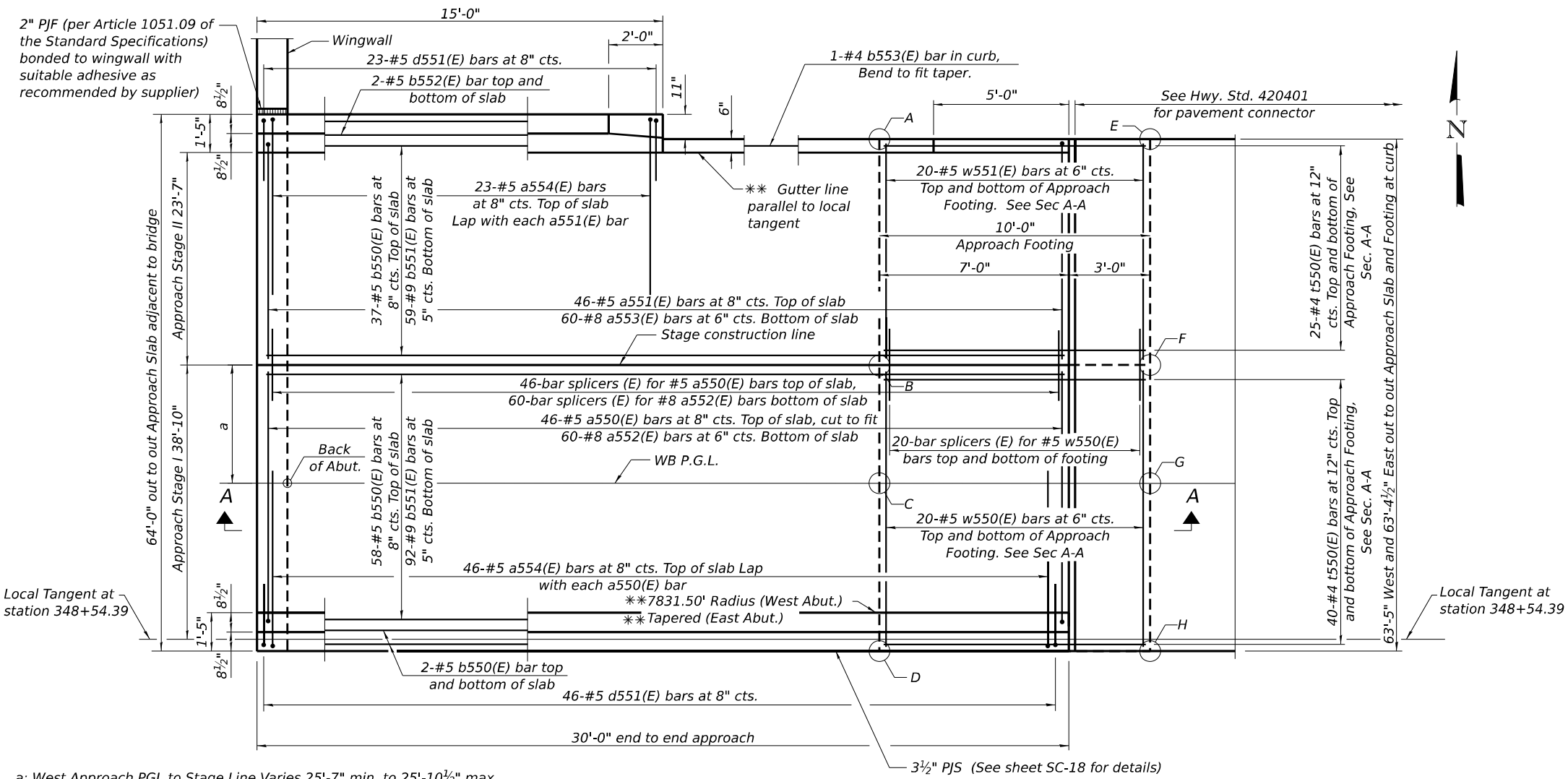
**DECK DIAPHRAGM DETAILS
 STRUCTURE NO. 099-8329 & 099-8335**

F.A.I. RTE. 80	SECTION FAI 80 21 STRUCTURE 7	COUNTY WILL	TOTAL SHEETS 1059	SHEET NO. 749
ILLINOIS			FED. AID PROJECT	

SHEET SC-21 OF SC-38 SHEETS

CONTRACT NO. 62R28

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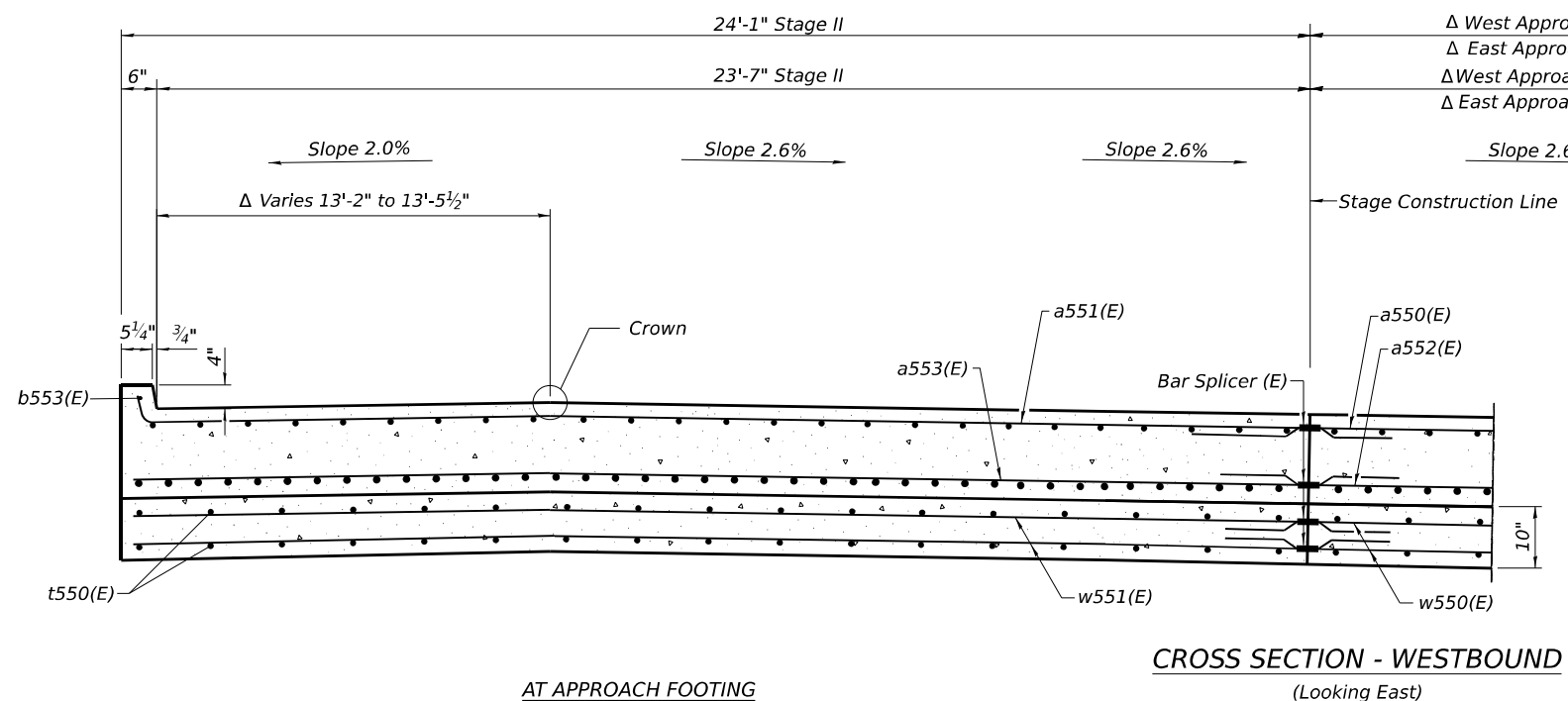


a: West Approach PGL to Stage Line Varies 25'-7" min. to 25'-10 1/2" max.
 East Approach PGL to Stage Line Varies 25'-6 3/4" min. to 25'-10 1/4" max.

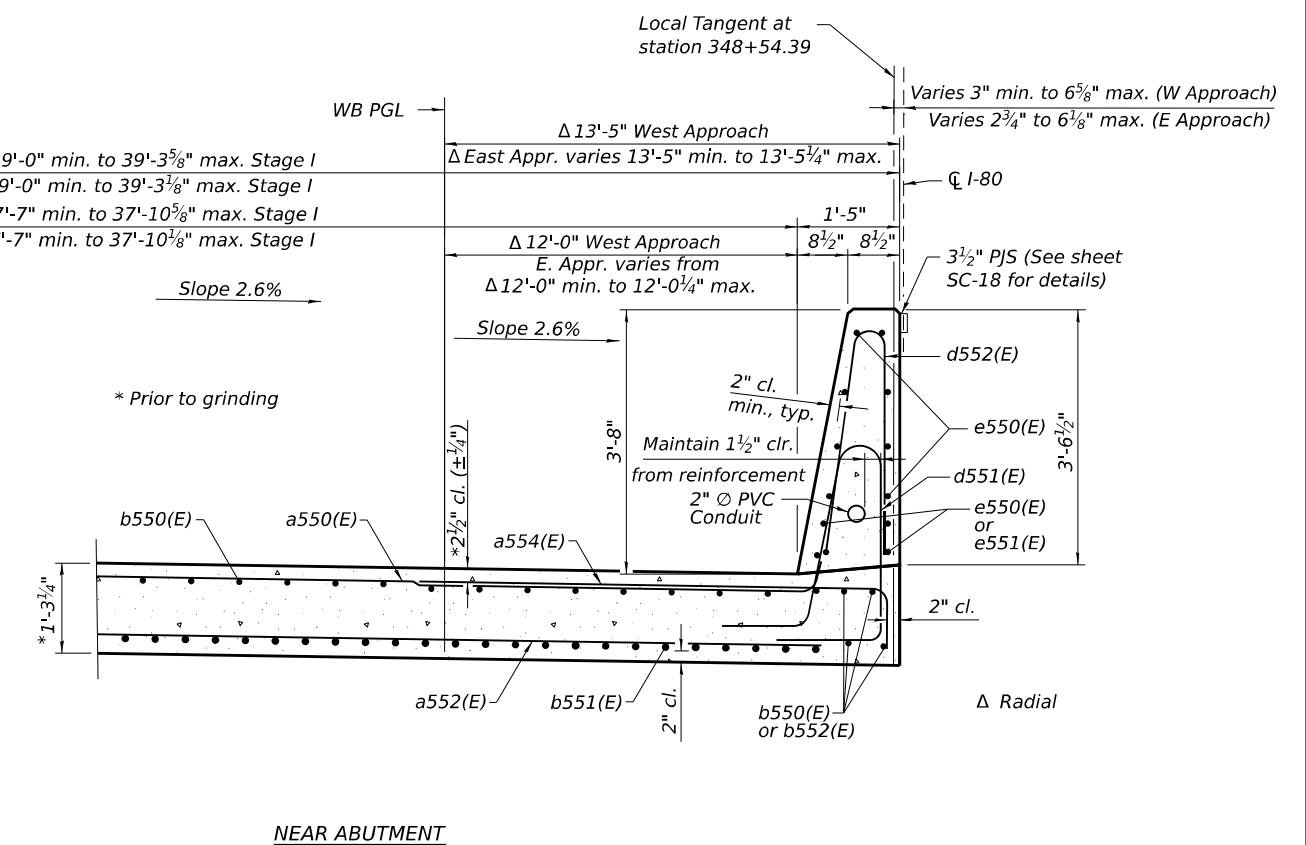
**For approach slab barrier layout details see Sheet SC-14 & SC-15

PLAN

east approach shown, west approach similar



CROSS SECTION - WESTBOUND
 (Looking East)



NEAR ABUTMENT

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

Point/Location	West Approach		East Approach	
	Top	Bottom	Top	Bottom
A - NW	612.32	611.49	613.03	612.20
B - W Stage	612.34	611.51	613.04	612.21
C - W PGL	611.66	610.83	612.37	611.54
D - SW	611.31	610.48	612.02	611.19
E - NE	612.38	611.55	613.05	612.22
F - E Stage	612.39	611.56	613.07	612.24
G - E PGL	611.72	610.88	612.40	611.56
H - SE	611.37	610.53	612.05	611.21

Note: Location cardinal directions remain the same for both approaches, i.e., Point A is 7'-0" west of the end of approach at the east approach and 3'-0" west of end the approach at the west approach.

NOTE:

See sheet SC-24 for Section A-A.



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PLOT DATE = 8/8/2023	DRAWN - LRG	REVISED -
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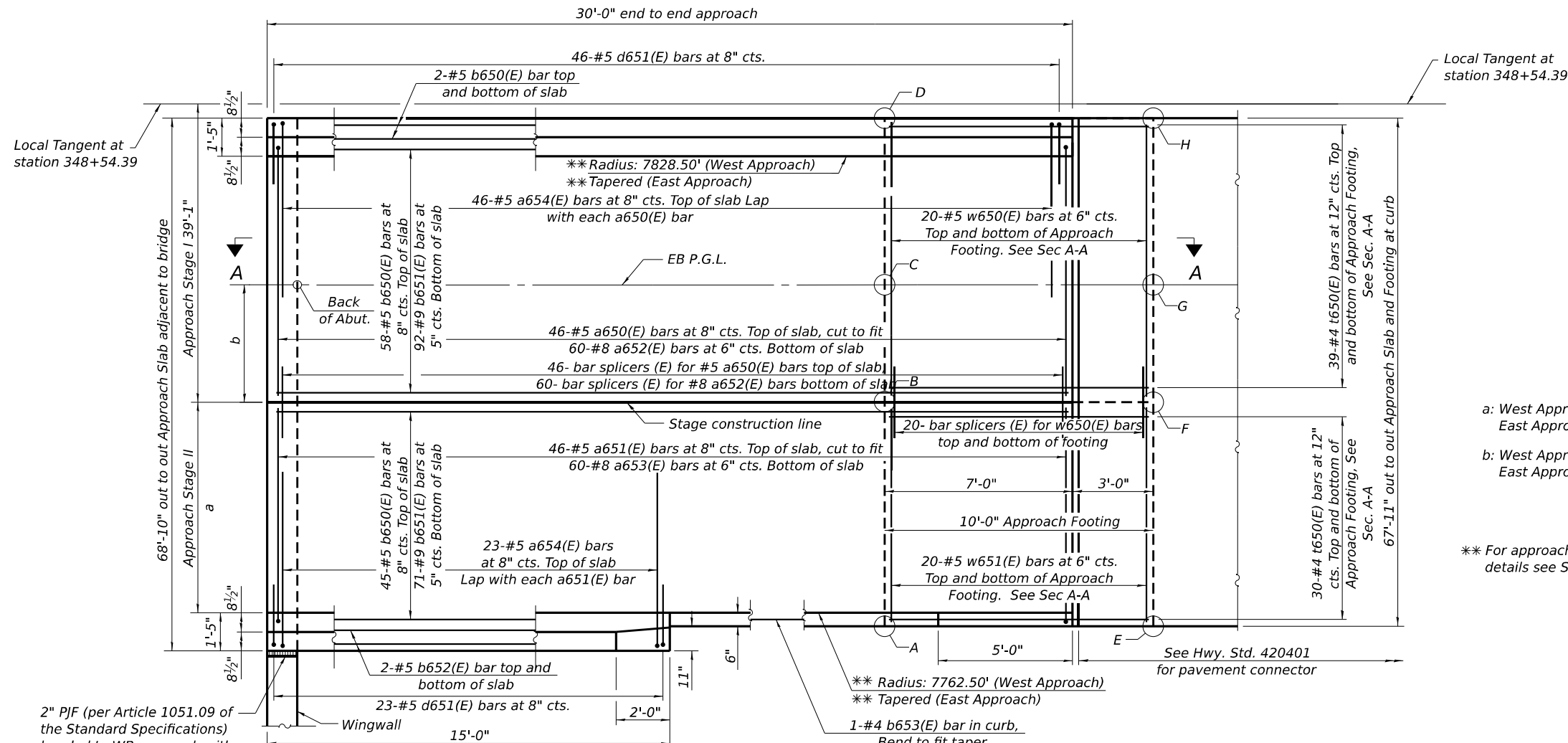
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**WB BRIDGE APPROACH SLAB PLAN VIEW
 STRUCTURE NO. 099-8335**

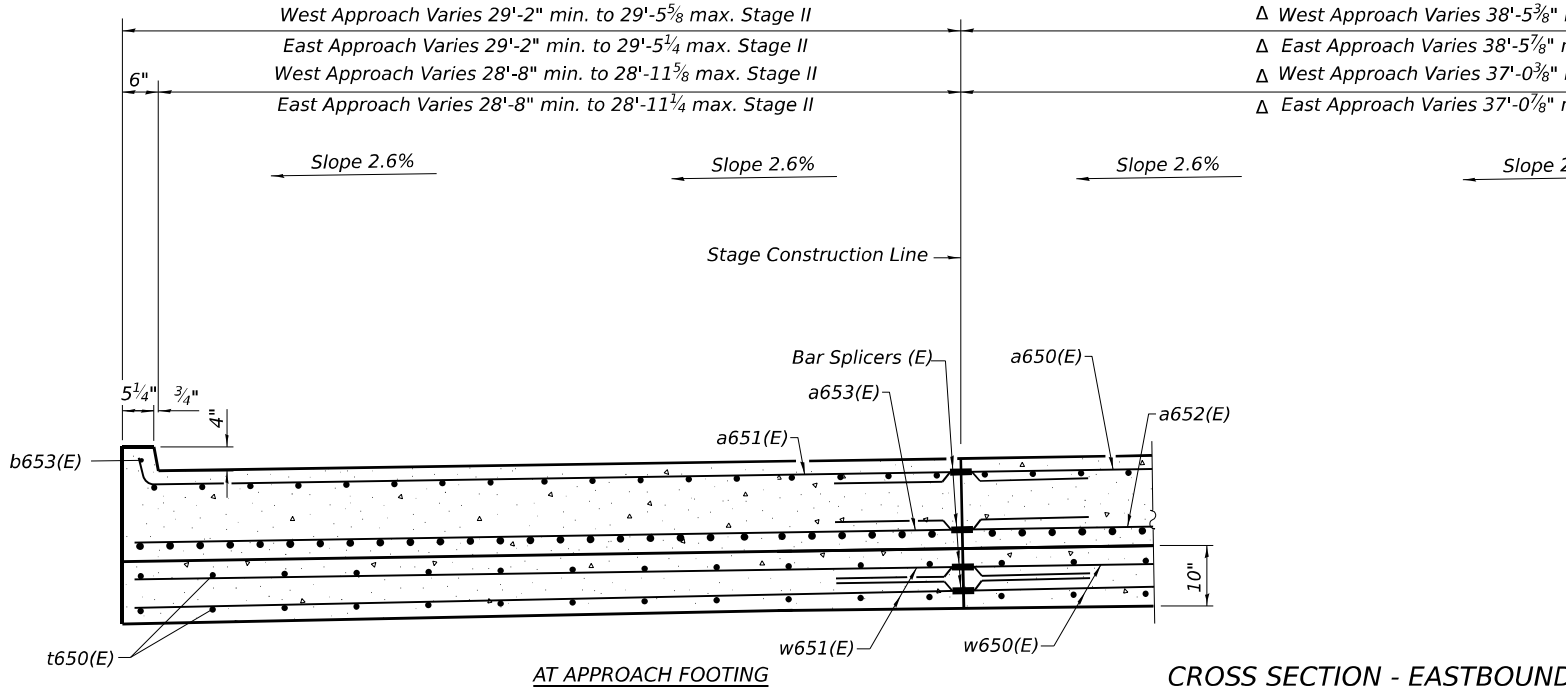
SHEET SC-22 OF SC-38 SHEETS

F.A.I. RTE. 80	SECTION FAI 80 21 STRUCTURE 7	COUNTY WILL	TOTAL SHEETS 1059	SHEET NO. 750
ILLINOIS			CONTRACT NO. 62R28	
FED. AID PROJECT				

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PLAN
 east approach shown, west approach similar



CROSS SECTION - EASTBOUND
 (Looking West)

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

Point/ Location	West Approach		East Approach	
	Top	Bottom	Top	Bottom
A - NW	611.39	610.56	612.11	611.27
B - W Stage	611.66	610.83	612.37	611.54
C - W PGL	611.01	610.18	611.72	610.89
D - SW	610.22	609.38	610.96	610.12
E - NE	611.45	610.62	612.13	611.30
F - E Stage	611.72	610.88	612.40	611.56
G - E PGL	611.06	610.23	611.75	610.91
H - SE	610.28	609.44	610.98	610.15

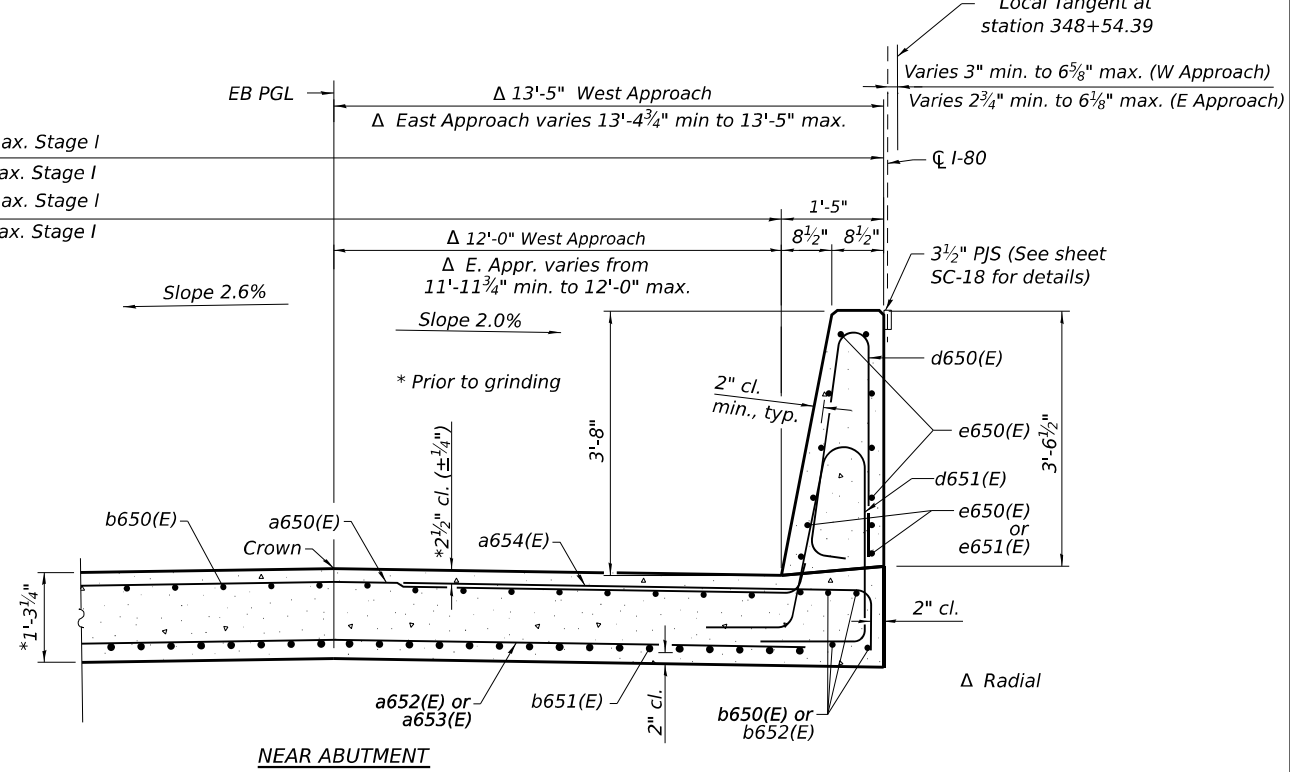
Note: Location cardinal directions remain the same for both approaches, i.e., Point A is 7'-0" west of the end of approach at the east approach and 3'-0" west of the end of approach at the west approach.

NOTE:
 See sheet SC-24 for Section A-A.

a: West Approach Stage II Varies 28'-8" min. to 28'-11 5/8" max.
 East Approach Stage II Varies 28'-8" min. to 28'-11 1/4" max.

b: West Approach PGL to Stage Line Varies 25'-0 3/8" min. to 25'-4" max.
 East Approach PGL to Stage Line Varies 25'-0 7/8" min. to 25'-4 1/4" max.

** For approach slab barrier layout details see Sheet SC-14 & SC-15



NEAR ABUTMENT



USER NAME = cstaugch_	DESIGNED - LRG	REvised -
PLot SCALE =	CHECKED - DTS	REvised -
PLot DATE = 8/8/2023	DRAWN - LRG	REvised -
	CHECKED - MMM	REvised -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

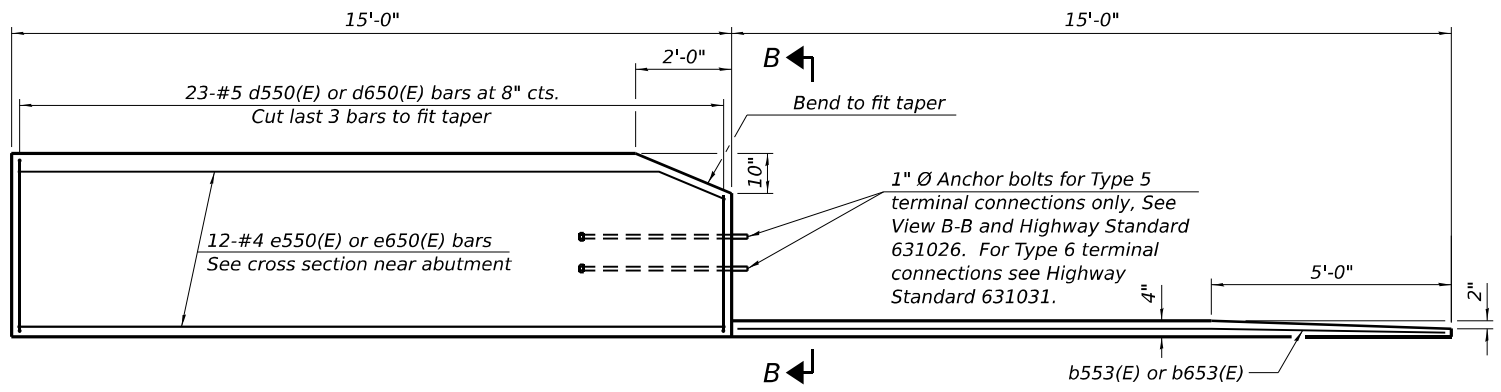
**EB BRIDGE APPROACH SLAB PLAN VIEW
 STRUCTURE NO. 099-8329**

SHEET SC-23 OF SC-38 SHEETS

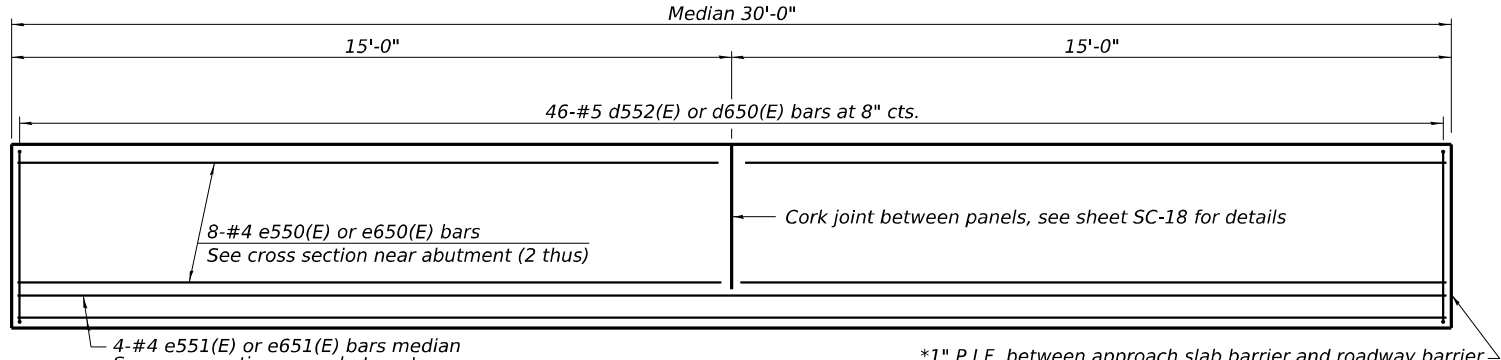
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	751

CONTRACT NO. 62R28
 ILLINOIS FED. AID PROJECT

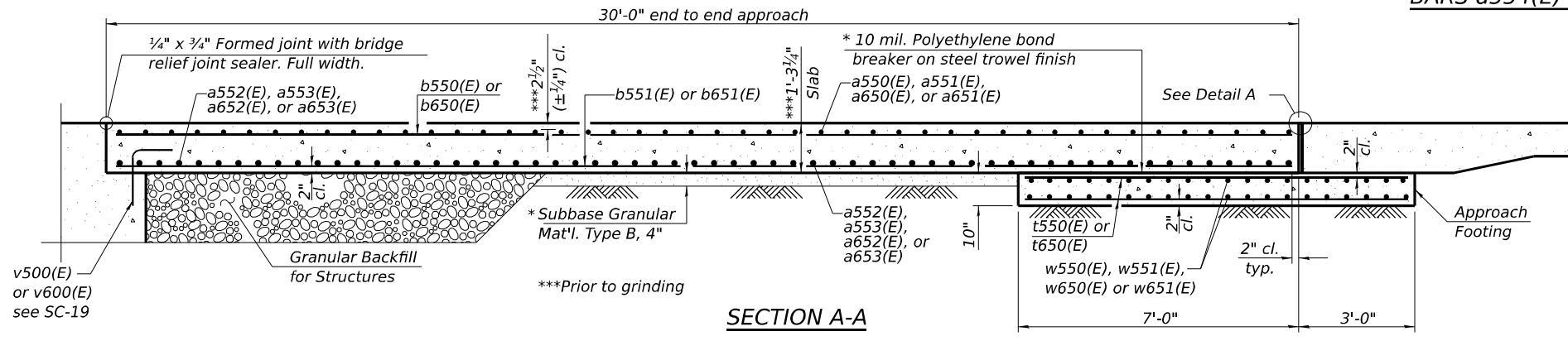
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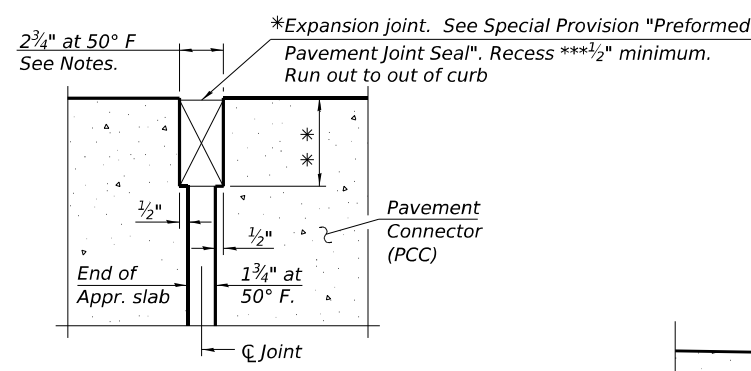
INSIDE ELEVATION OF PARAPET AND CURB - SHOULDER



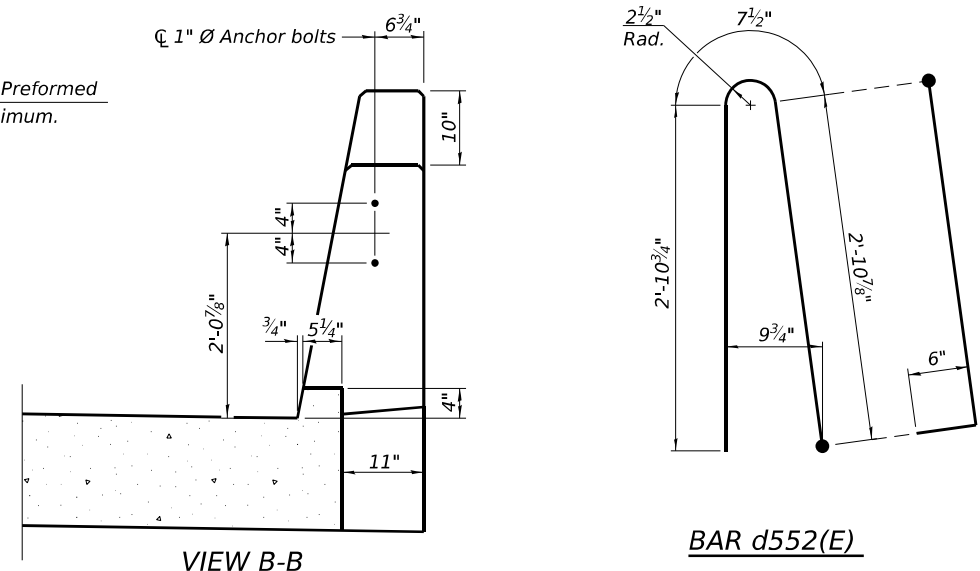
INSIDE ELEVATION OF PARAPET - MEDIAN



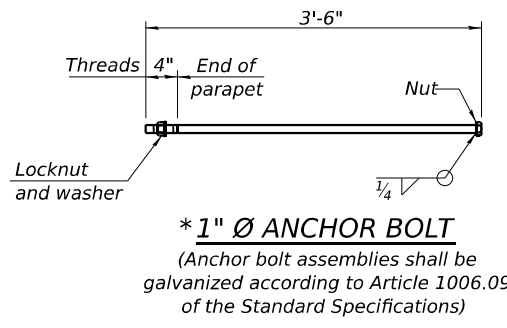
SECTION A-A



DETAIL A

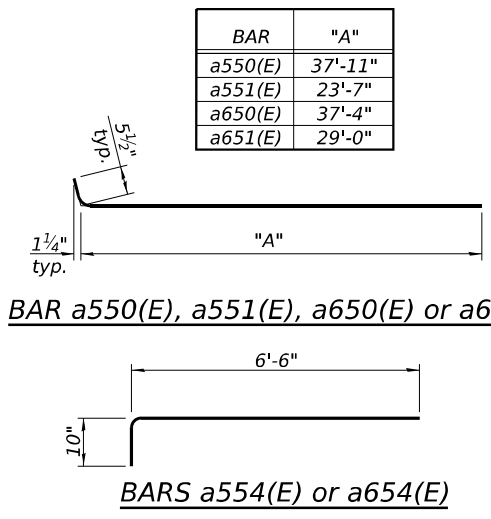


VIEW B-B



*** 1" Ø ANCHOR BOLT**
(Anchor bolt assemblies shall be galvanized according to Article 1006.09 of the Standard Specifications)

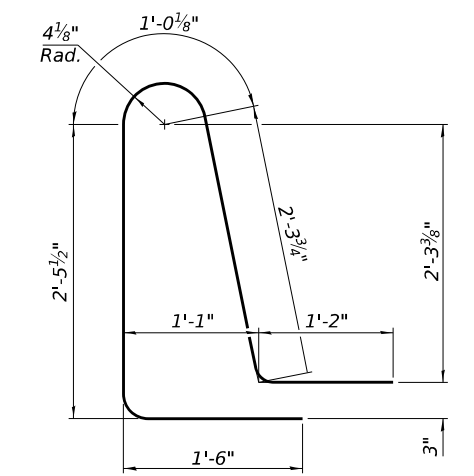
BAR	"A"
a550(E)	37'-11"
a551(E)	23'-7"
a650(E)	37'-4"
a651(E)	29'-0"



BAR a550(E), a551(E), a650(E) or a651(E)

BARS a554(E) or a654(E)

BARS d550(E) or d650(E)



BARS d551(E) or d651(E)

Notes:
The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
Parapet concrete shall be paid for as Concrete Superstructure.
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
Approach footing concrete shall be paid for as Concrete Structures.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
Cost of excavation for approach footing included with Concrete Structures.
For Granular Backfill for Structures and drainage treatment details, see sheet SC-2.

**EB - TWO APPROACHES
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a650(E)	92	#5	37'-10"	—
a651(E)	92	#5	29'-5"	—
a652(E)	120	#8	37'-4"	—
a653(E)	120	#8	28'-11"	—
a654(E)	138	#5	7'-4"	—
b650(E)	212	#5	29'-8"	—
b651(E)	320	#9	29'-8"	—
b652(E)	8	#5	14'-8"	—
b653(E)	2	#4	14'-8"	—
d650(E)	138	#5	7'-0"	—
d651(E)	138	#5	8'-6"	—
e650(E)	56	#4	14'-8"	—
e651(E)	8	#4	29'-8"	—
t650(E)	280	#4	9'-8"	—
w650(E)	80	#5	38'-1"	—
w651(E)	80	#5	29'-0"	—
Concrete Superstructure			Cu. Yd.	12.6
Concrete Superstructure (Approach Slab)			Cu. Yd.	193.6
Concrete Structures			Cu. Yd.	42.0
Reinforcement Bars, Epoxy Coated			Pound	78,060

**WB - TWO APPROACHES
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a550(E)	92	#5	38'-5"	—
a551(E)	92	#5	24'-1"	—
a552(E)	120	#8	37'-11"	—
a553(E)	120	#8	23'-7"	—
a554(E)	138	#5	7'-4"	—
b550(E)	198	#5	29'-8"	—
b551(E)	302	#9	29'-8"	—
b552(E)	8	#5	14'-8"	—
b553(E)	2	#4	14'-8"	—
d550(E)	46	#5	7'-0"	—
d551(E)	138	#5	8'-6"	—
d552(E)	92	#5	7'-0"	—
e550(E)	56	#4	14'-8"	—
e551(E)	8	#4	29'-8"	—
t550(E)	260	#4	9'-8"	—
w550(E)	80	#5	38'-11"	—
w551(E)	80	#5	23'-9"	—
Concrete Superstructure			Cu. Yd.	12.6
Concrete Superstructure (Approach Slab)			Cu. Yd.	178.0
Concrete Structures			Cu. Yd.	39.2
Reinforcement Bars, Epoxy Coated			Pound	73,340

* Cost included with Concrete Superstructure (Approach Slab).
** Per Manufacturer recommendations



USER NAME = cstanuch	DESIGNED - LRG	REVISIONS -
PLOT SCALE =	CHECKED - DTS	REVISIONS -
PLOT DATE = 8/8/2023	DRAWN - LRG	REVISIONS -
	CHECKED - MMM	REVISIONS -

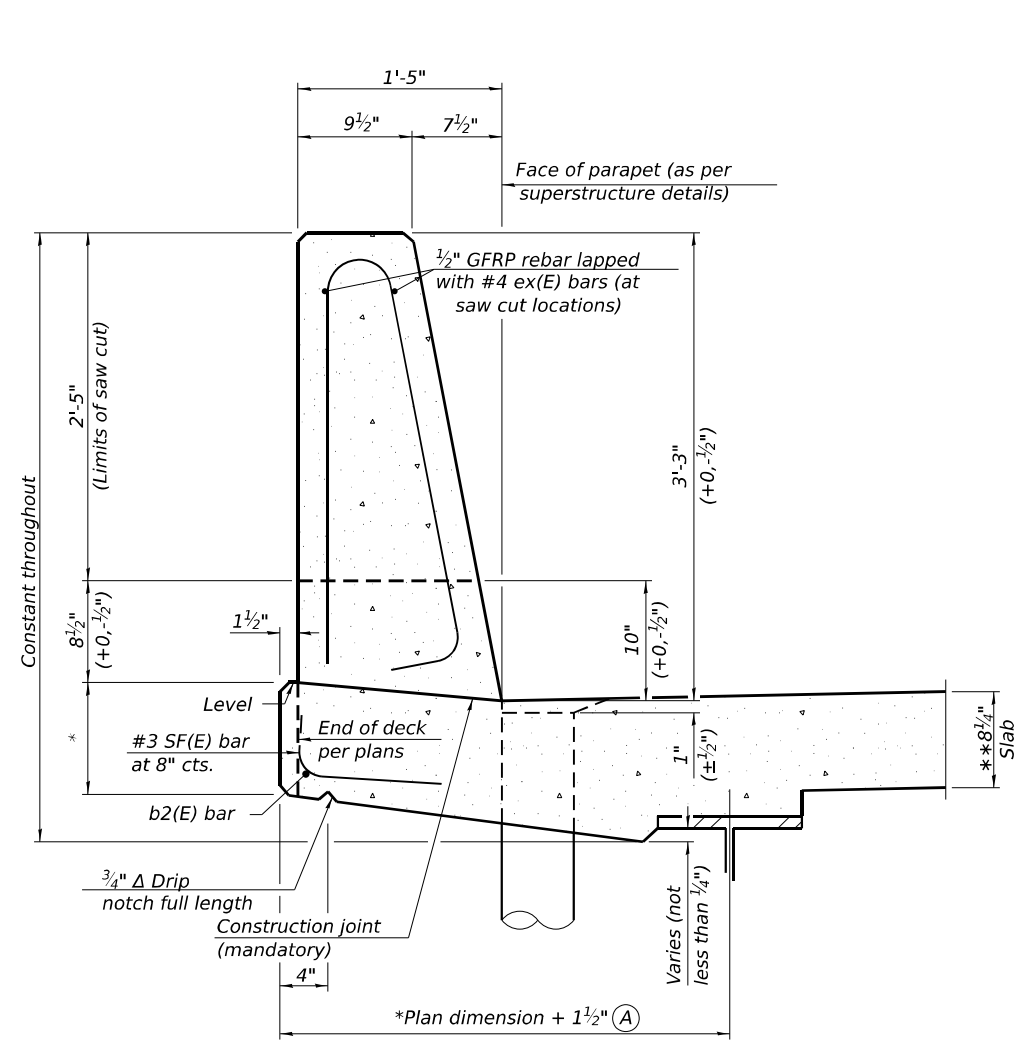
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**APPROACH SLAB DETAILS
STRUCTURE NO. 099-8329 & 099-8335**

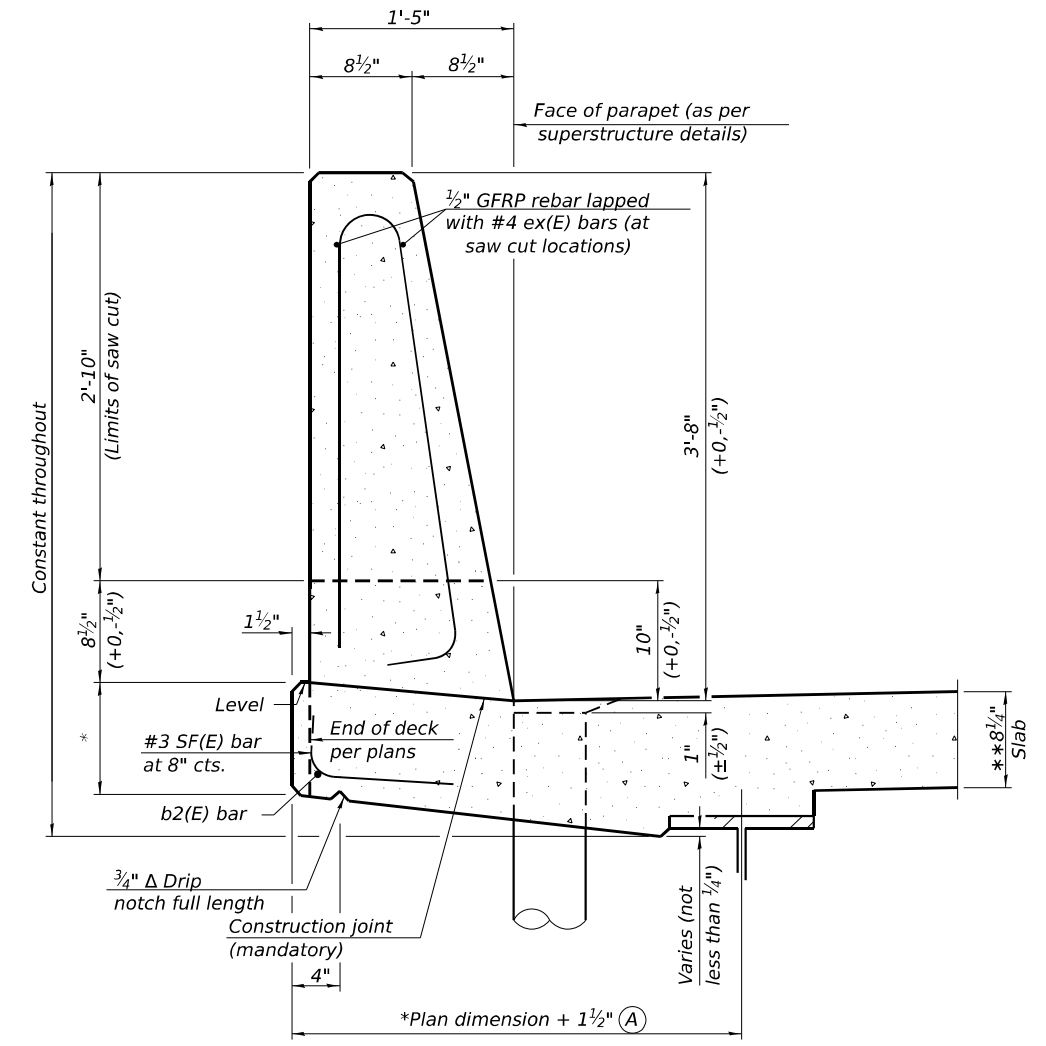
SHEET SC-24 OF SC-38 SHEETS

F.A.I. RTE. 80	SECTION FAI 80 21 STRUCTURE 7	COUNTY WILL	TOTAL SHEETS 1059	SHEET NO. 752
CONTRACT NO. 62R28			ILLINOIS FED. AID PROJECT	

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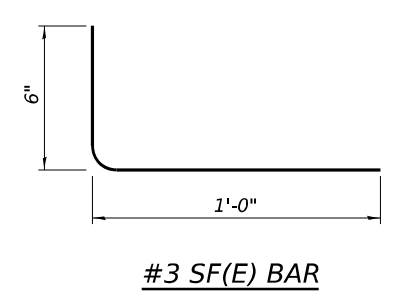


**39" CONSTANT-SLOPE
 PARAPET SECTION**
 (Showing dimensions, d(E), and 1/2" Ø GFRP rebar)

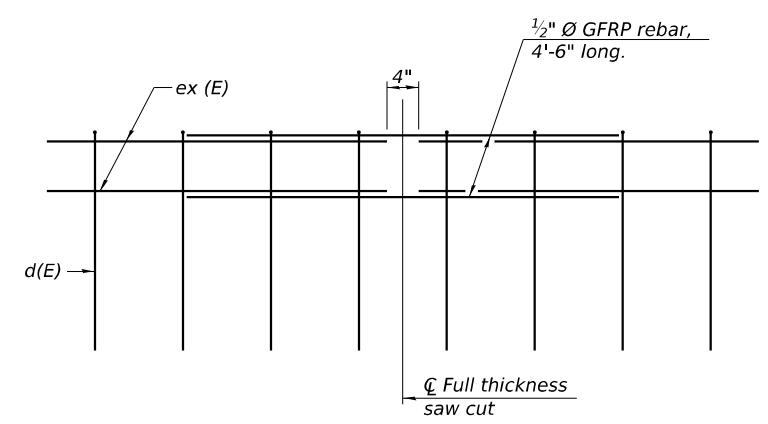


**44" CONSTANT-SLOPE
 PARAPET SECTION**
 (Showing dimensions, d(E), and 1/2" Ø GFRP rebar)

*See Superstructure Details.
 **Prior to grinding



#3 SF(E) BAR



GFRP REBAR STIFFENING DETAIL
 (Place as shown in parapet section at each parapet joint location.)

Notes:
 All dimensions shall remain the same as shown on superstructure details, except dimension A which is to be revised as shown. Additional concrete needed to revise dimension A = 0.00348 cu. yds./ft. for 39" and 44" parapets.
 Place full depth aluminum sheets as shown on superstructure details.
 Replace all cork joint filler locations with a full thickness saw cut.
 Steel superstructure shown. Other superstructure types similar.

SFP 39-44

1-1-2020



USER NAME = cstanuch	DESIGNED - CRS	REVISD -
PLOT SCALE =	CHECKED - JZ	REVISD -
PLOT DATE = 8/8/2023	DRAWN - CRS	REVISD -
	CHECKED - JZ	REVISD -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

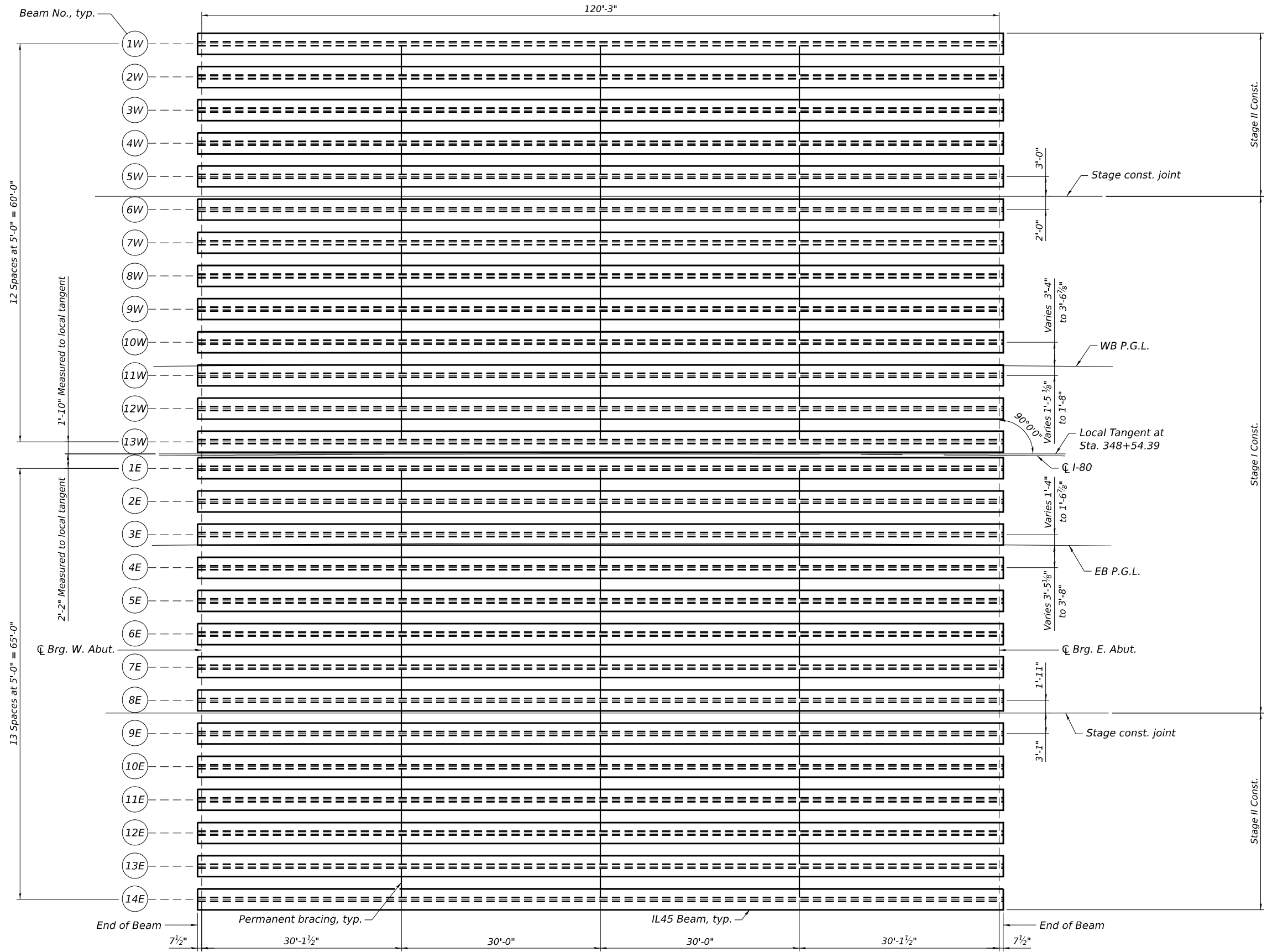
CONCRETE PARAPET SLIPFORMING OPTION
 STRUCTURE NO. 099-8329 & 099-8335

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	753
CONTRACT NO. 62R28				

SHEET SC-25 OF SC-38 SHEETS

ILLINOIS FED. AID PROJECT

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FRAMING PLAN



USER NAME = cstanuch	DESIGNED - CRS	REVISD -
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PLOT DATE = 8/8/2023	DRAWN - CRS	REVISD -
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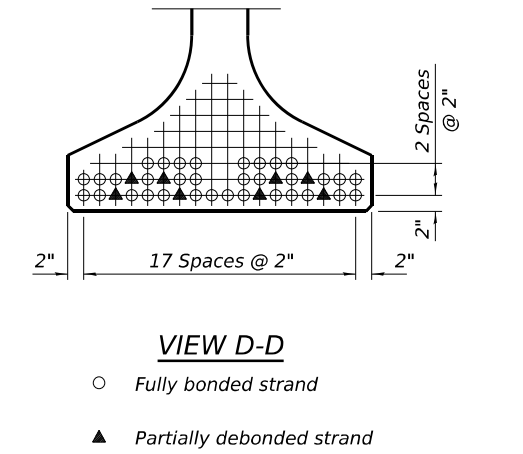
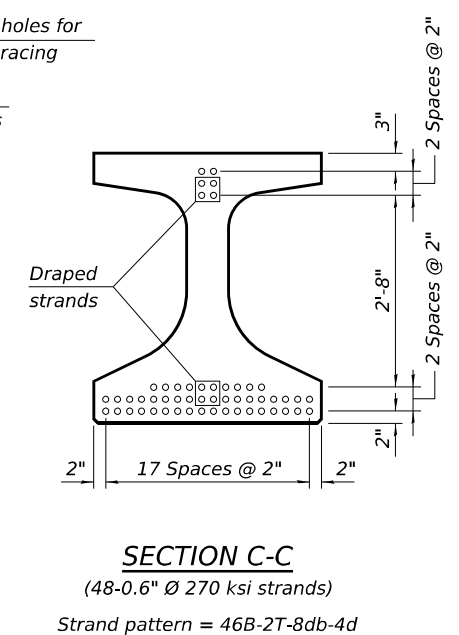
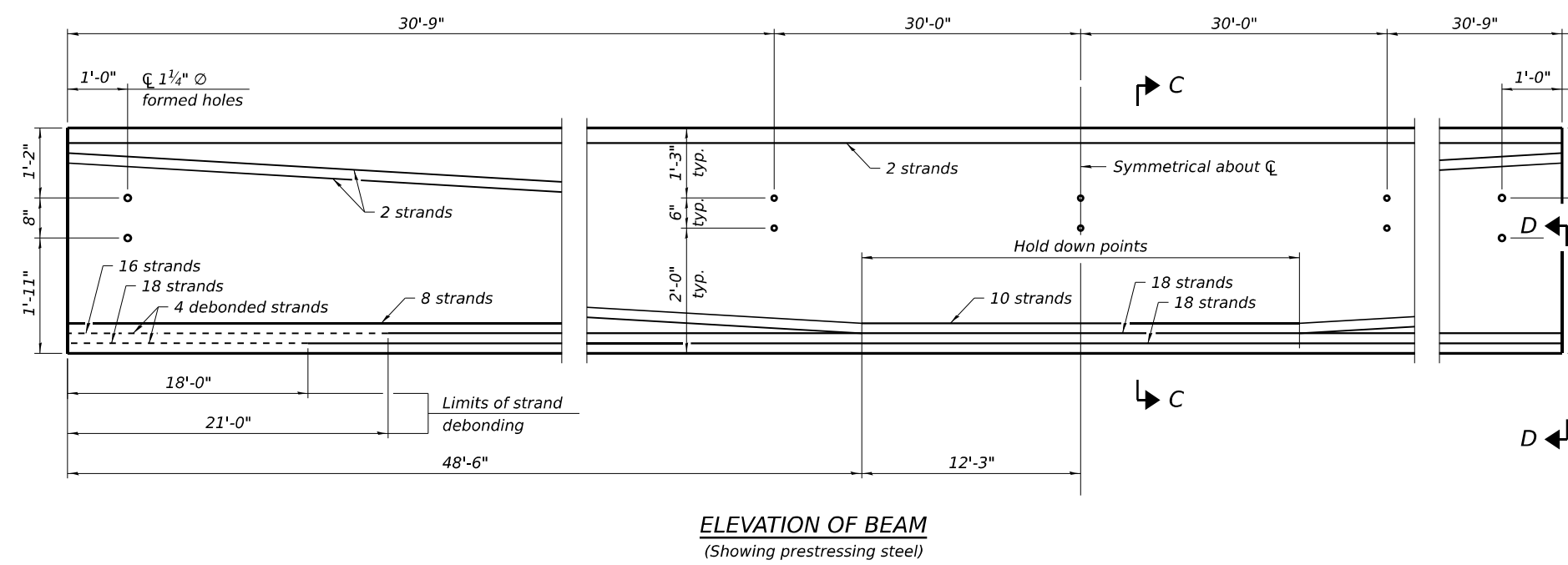
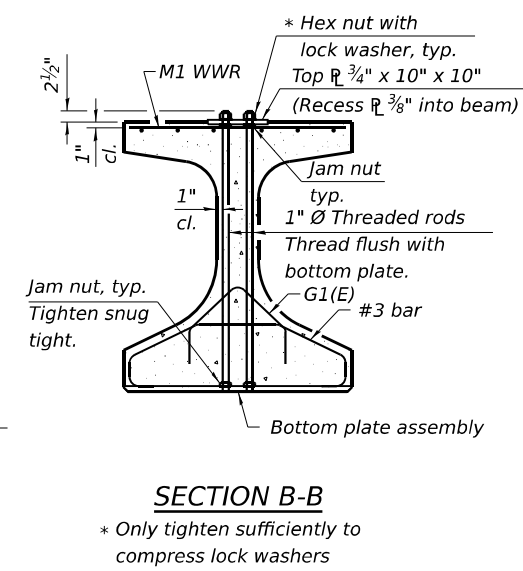
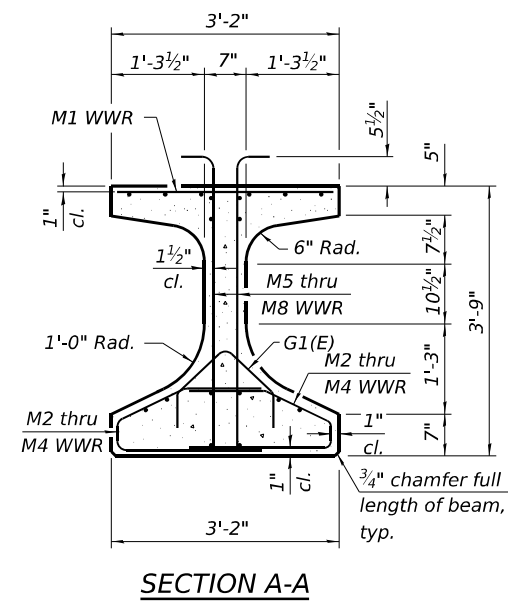
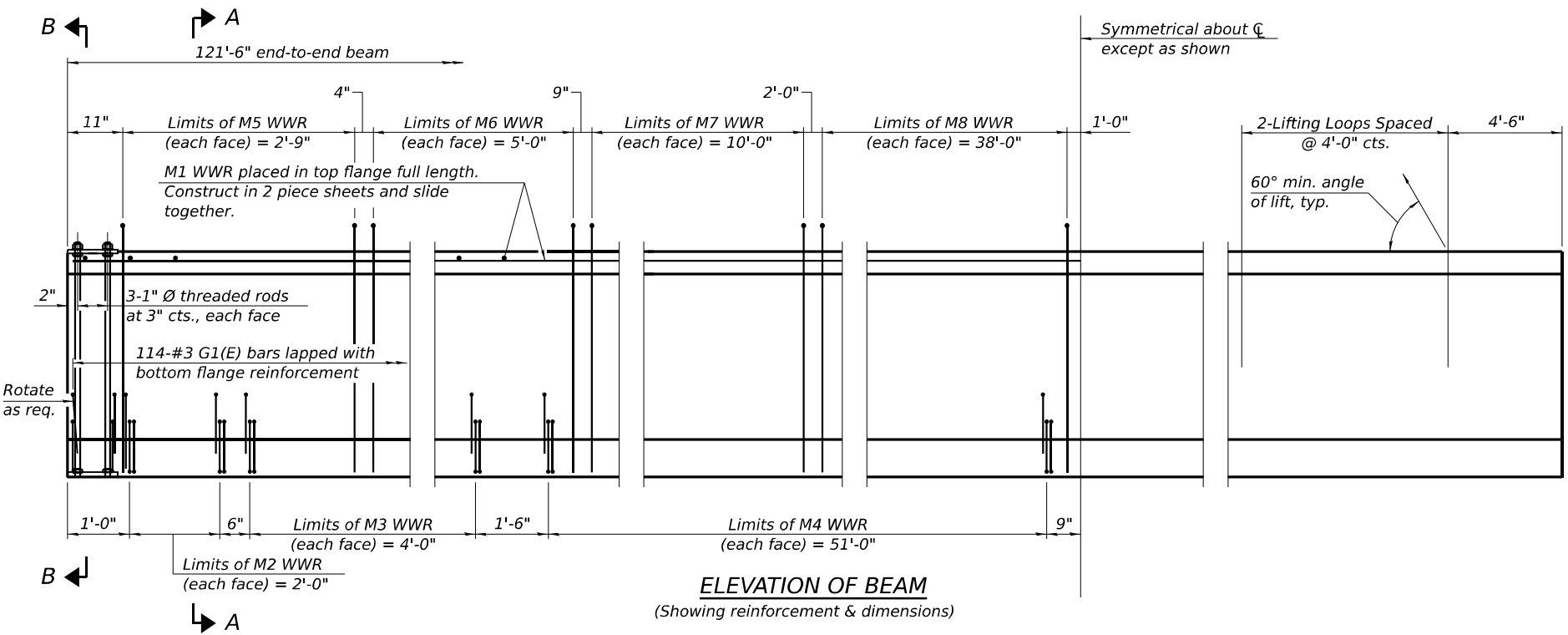
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**FRAMING PLAN
 STRUCTURE NO. 099-8329 & 099-8335**

SHEET SC-26 OF SC-38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62R28				
		ILLINOIS	FED. AID PROJECT	

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Note:
 See sheet SC-28 of SC-38 for additional details and Bill of Material.



USER NAME = cstanuch	DESIGNED - CRS	REVISED -
PLOT SCALE =	CHECKED - DTS	REVISED -
PLOT DATE = 8/8/2023	DRAWN - CRS	REVISED -
	CHECKED - DTS	REVISED -

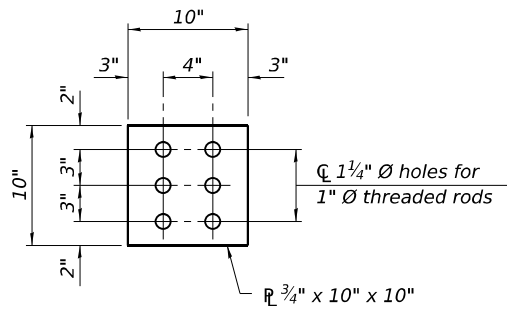
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

IL45 BEAM
 STRUCTURE NO. 099-8329 & 099-8335

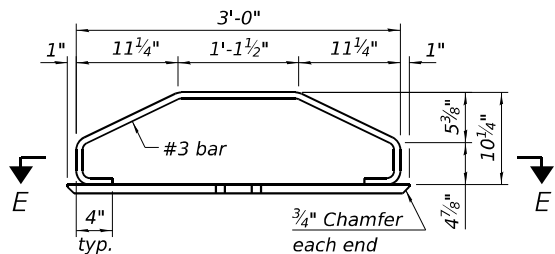
SHEET SC-27 OF SC-38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62R28				
ILLINOIS FED. AID PROJECT				

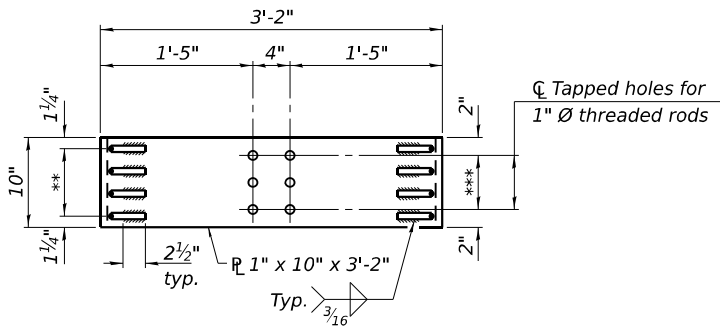
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PLAN - TOP PLATE

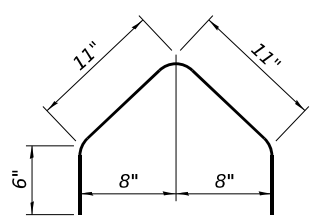


ELEVATION - BOTTOM PLATE ASSEMBLY

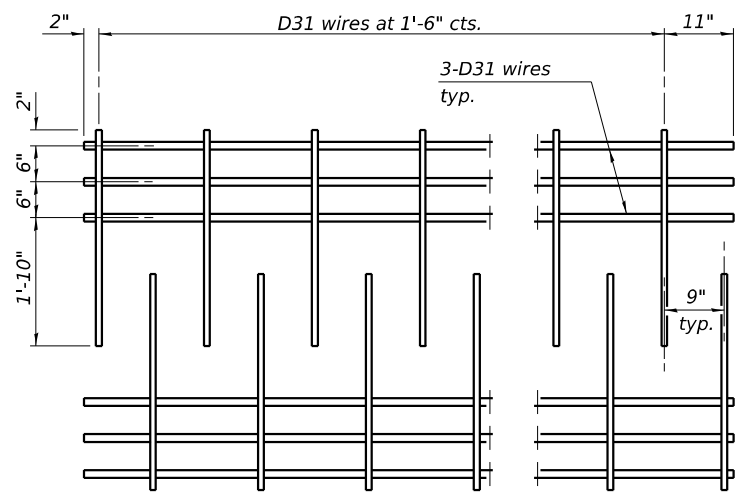


SECTION E-E

** 3 Spaces at 2 1/2" = 7 1/2"
*** 2 Spaces at 3" = 6"

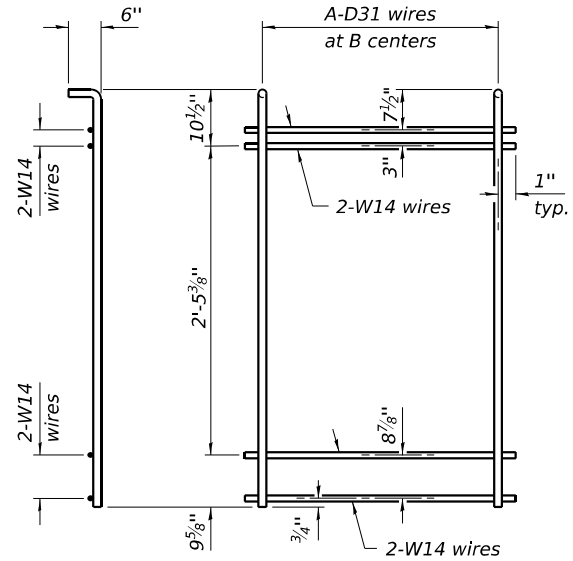


BAR G1(E)



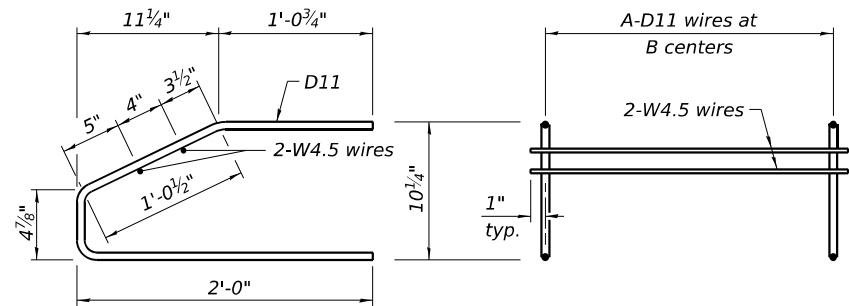
M1 WWR DETAIL

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



M5 THRU M8 WWR DETAIL

(See Table of Dimensions)



M2 THRU M4 WWR DETAIL

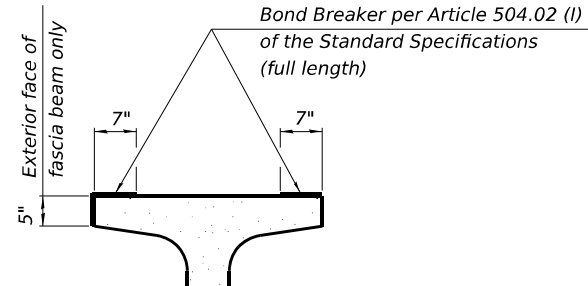
(See Table of Dimensions)

TABLE OF DIMENSIONS

(The WWR designs assume grade 60. If necessary, this permits the fabricator to directly substitute grade 60 rebar as detailed in the Manual for Fabrication of Precast Prestressed Concrete Products.)

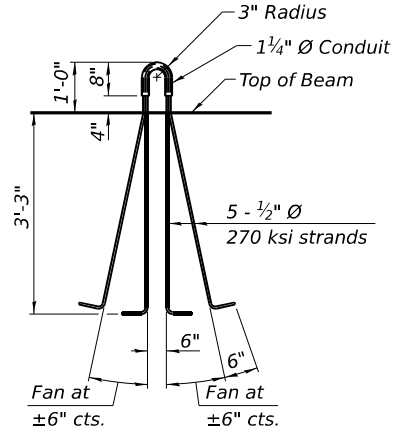
SPAN 1

WWR	A	B
M2	9	3"
M3	9	6"
M4	35	1'-6"
M5	12	3"
M6	11	6"
M7	11	1'-0"
M8	20	2'-0"



SECTION THRU TOP FLANGE

(Showing limits of bond breaker)



LIFTING LOOP DETAIL

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete Beams, IL45	Ft.	3,280.5



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PLOT DATE = 8/8/2023	DRAWN - CRS	REVISED -
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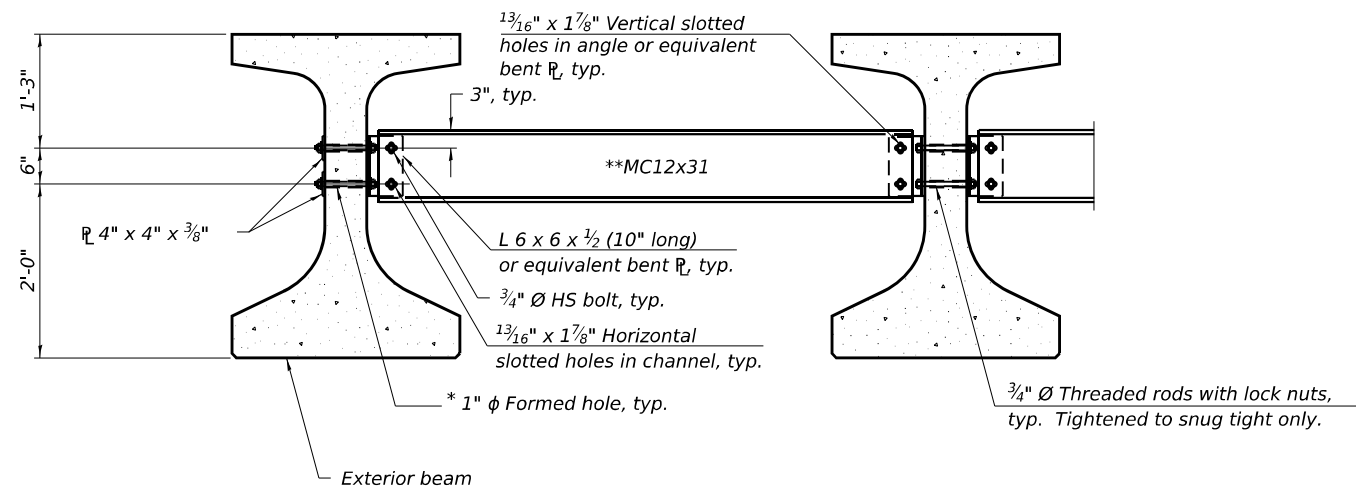
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL45 BEAM DETAILS
STRUCTURE NO. 099-8329 & 099-8335**

SHEET SC-28 OF SC-38 SHEETS

F.A.I. RTE. 80	SECTION FAI 80 21 STRUCTURE 7	COUNTY WILL	TOTAL SHEETS 1059	SHEET NO. 756
ILLINOIS			CONTRACT NO. 62R28	
FED. AID PROJECT				

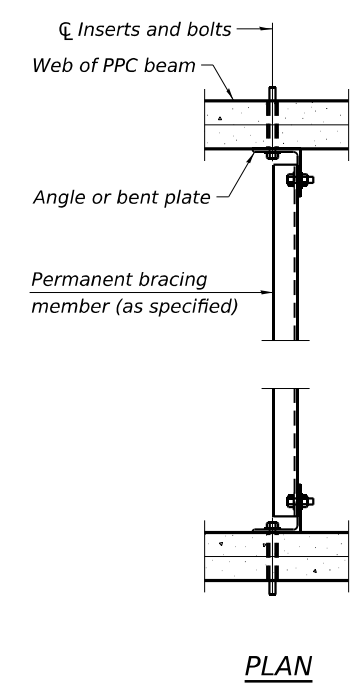
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Notes:
 All material for bracing shall be hot dip galvanized according to AASHTO M111 unless otherwise noted.
 Two hardened washers are required for each set of oversized holes.
 All holes shall be $1\frac{5}{16}$ " \varnothing unless otherwise noted.
 $\frac{5}{16}$ " x 3" x 3" plate washers are required over all slotted holes.
 All bolts, threaded rods, and hardware shall be galvanized according to AASHTO M232.
 Threaded rods shall be ASTM F 1554 Grade 55.
 Bracing shall be installed as beams are erected and tightened as soon as possible during erection.
 Permanent bracing shall not be paid for separately, but shall be included in the cost of Furnishing and Erecting Precast Prestressed Concrete Beams.

* Fabricator shall locate to miss strands within permissible tolerances.
 ** Alternate MC12x35 channels are permitted to facilitate material acquisition.

**PERMANENT BRACING DETAILS FOR
IL45 BEAMS**



INTERIOR BEAM MOMENT TABLE		
0.5 Sp. 1		
I	(in ⁴)	223,604
I'	(in ⁴)	433,547
Sb	(in ³)	11,004.1
Sb'	(in ³)	15,120.3
St	(in ³)	9,060.1
St'	(in ³)	26,554.1
DC1	(k/ft)	1.498
MDC1	(k)	2,707.3
DC2	(k/ft)	0.088
MDC2	(k)	158.5
DW	(k/ft)	0.237
MDW	(k)	427.7
M _L + IM	(k)	1,680.0

INTERIOR BEAM REACTION TABLE		
Abut.		
RDC1	(k)	89.9
RDC2	(k)	5.3
RDW	(k)	14.2
R _L + IM	(k)	76.5
RTotal	(k)	185.9

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



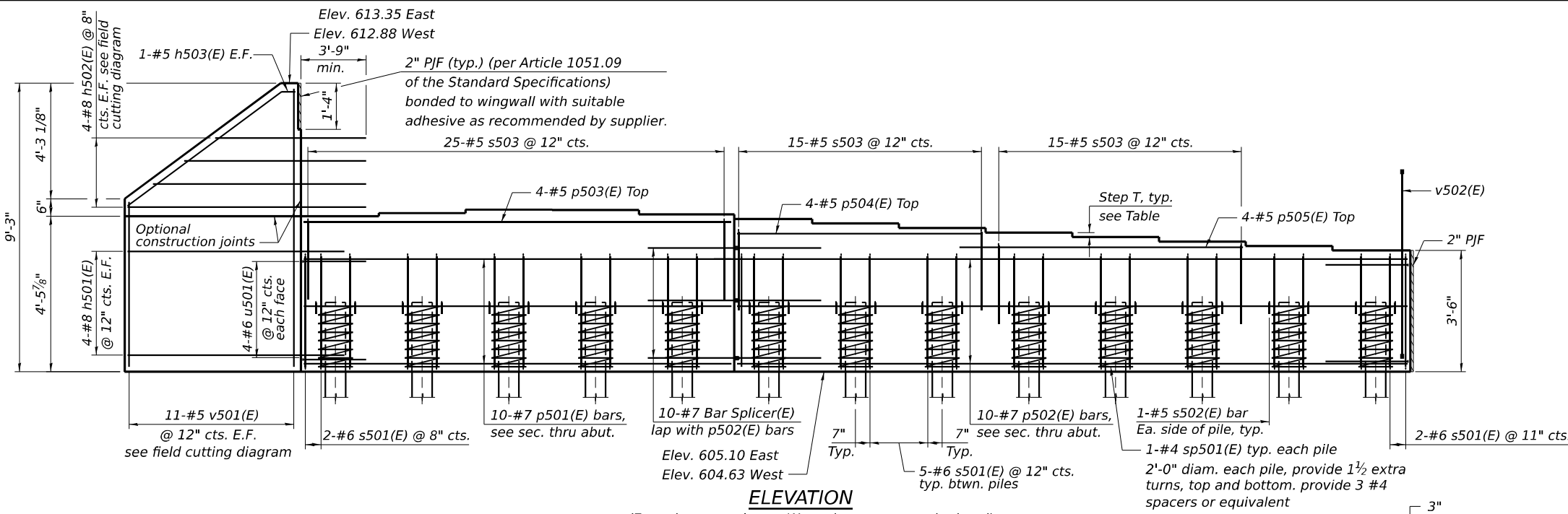
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

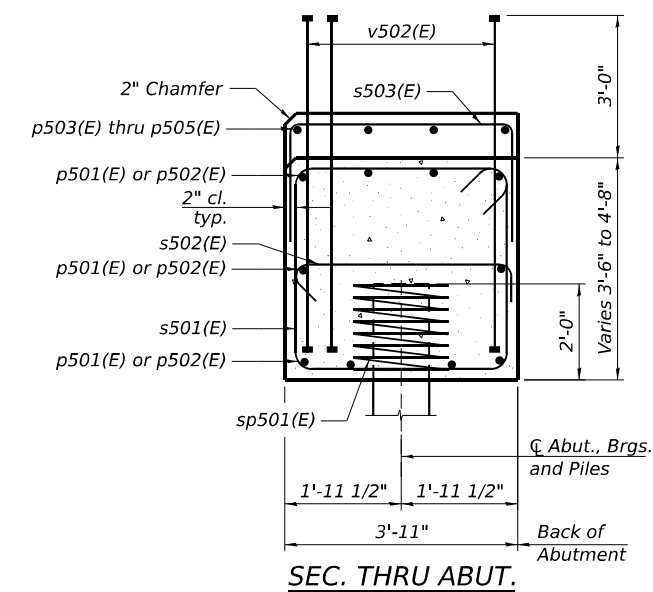
**PERMANENT BRACING AND MOMENT AND REACTION TABLES
STRUCTURE NO. 099-8329 & 099-8335**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	757
CONTRACT NO. 62R28				
		ILLINOIS	FED. AID PROJECT	

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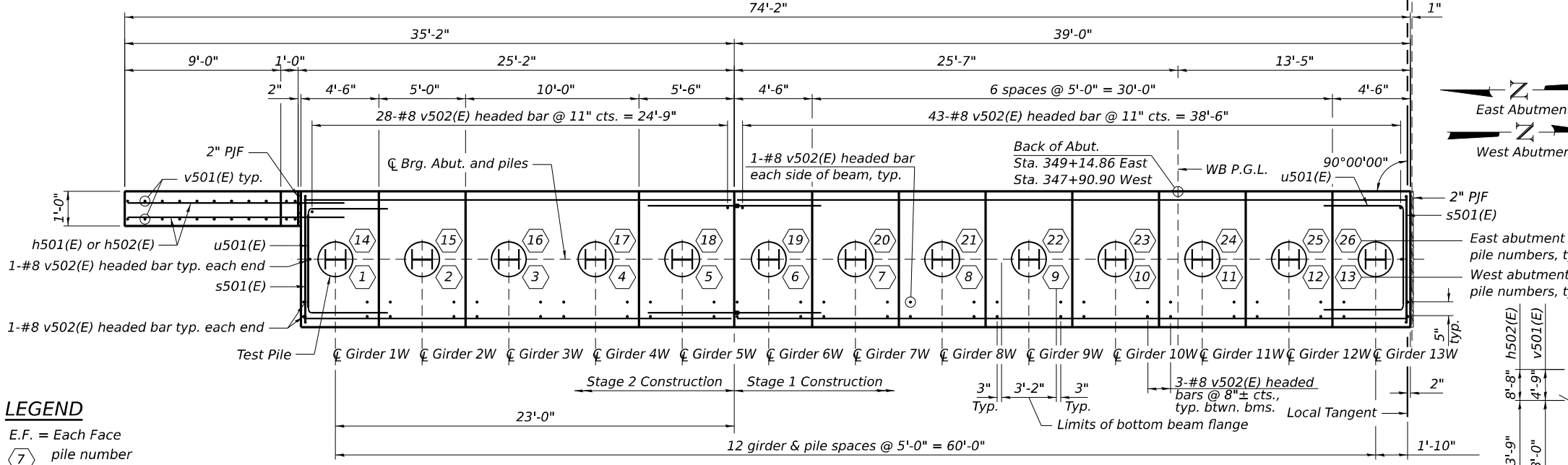


ELEVATION
 (East abutment shown, West abutment opposite hand)



GIRDER	WEST ABUT. BRG. SEAT ELEVATION	EAST ABUT. BRG. SEAT ELEVATION	STEP T-inch
1W	609.12	609.59	1 1/8
2W	609.21	609.68	1 1/8
3W	609.30	609.77	0
4W	609.37	609.77	1 5/8
5W	609.17	609.64	1 5/8
6W	609.04	609.51	1 5/8
7W	608.91	609.38	1 5/8
8W	608.78	609.25	1 5/8
9W	608.65	609.12	1 5/8
10W	608.52	608.99	1 5/8
11W	608.39	608.86	1 5/8
12W	608.26	608.73	1 5/8
13W	608.13	608.60	1 5/8

TWO ABUTMENTS BILL OF MATERIAL



PLAN

LEGEND
 E.F. = Each Face
 7 pile number

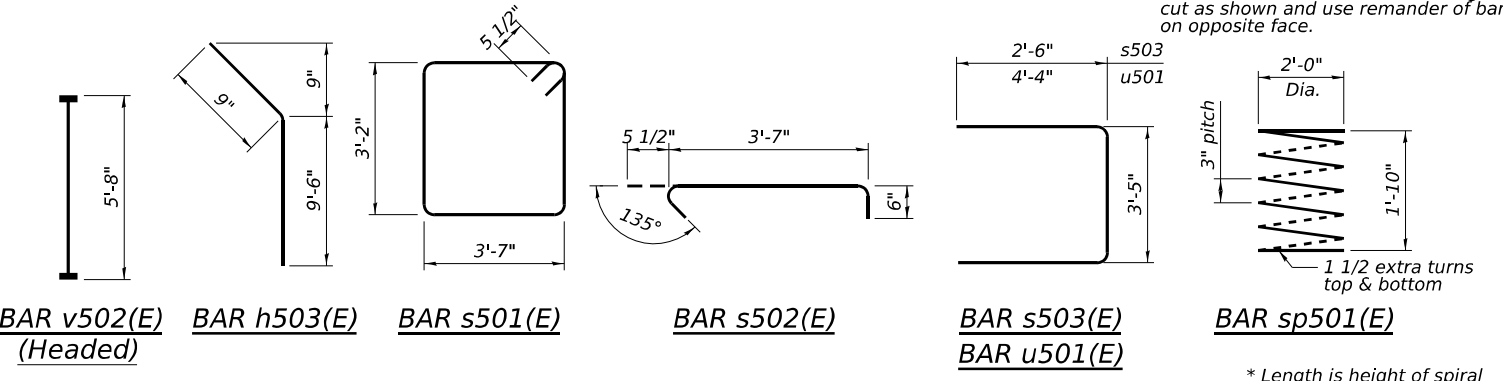
- NOTES**
1. Pour steps monolithically with cap.
 2. Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.
 3. See sheet SC-03 for additional Pile Layout details.
 4. Abutment piles shall be driven through 30" diameter precored holes extending to elevation 594.63 at west abutment and 594.10 at east abutment according to Article 512.09(c) of the Standard Specifications except that the void space outside of the pile shall be filled with bentonite according to the manufacturer's recommendations to achieve a Q_u of 1.5 tsf. Cost included with driving piles.
 5. For details of piles, see sheet SC-32.
 6. See Lighting plans for attaching underpass lighting to abutment details.

EAST ABUTMENT PILE DATA

Type: HP14x73 with pile shoes
 Nominal Required Bearing: 578K
 Factored Resistance Available: 319K
 Est. Length: 38 ft.
 No. Production Piles: 12
 No. test Piles: 1

WEST ABUTMENT PILE DATA

Type: HP14x73 with pile shoes
 Nominal Required Bearing: 578K
 Factored Resistance Available: 319K
 Est. Length: 38 ft.
 No. Production Piles: 12
 No. test Piles: 1



FIELD CUTTING DIAGRAM

Order v501(E) and h502(E) full length, cut as shown and use remainder of bars * on opposite face.

Bar	No.	Size	Length	Shape
p501(E)	20	#7	24'-8"	—
p502(E)	20	#7	38'-6"	—
p503(E)	8	#5	24'-8"	—
p504(E)	8	#5	14'-2"	—
p505(E)	8	#5	16'-4"	—
h501(E)	16	#8	15'-0"	—
h502(E)	16	#8	22'-5"	—
h503(E)	4	#5	10'-3"	—
s501(E)	128	#6	14'-5"	—
s502(E)	52	#5	4'-7"	—
s503(E)	110	#5	8'-7"	—
sp501(E)	26	#4	1'-10"	—
u501(E)	16	#6	12'-1"	—
v501(E)	22	#5	12'-9"	—
v502(E)	298	#8	6'-2"	—
Concrete Structures		Cu. Yd.		83.4
Reinforcement Bars, Epoxy Coated		Pound		15,310
Structure Excavation		Cu. Yd.		1,598
Driving Piles		Foot		912
Test Pile Steel HP14x73		Each		2
Pile Shoes		Each		26
Furnishing Steel Piles HP14x73		Foot		912



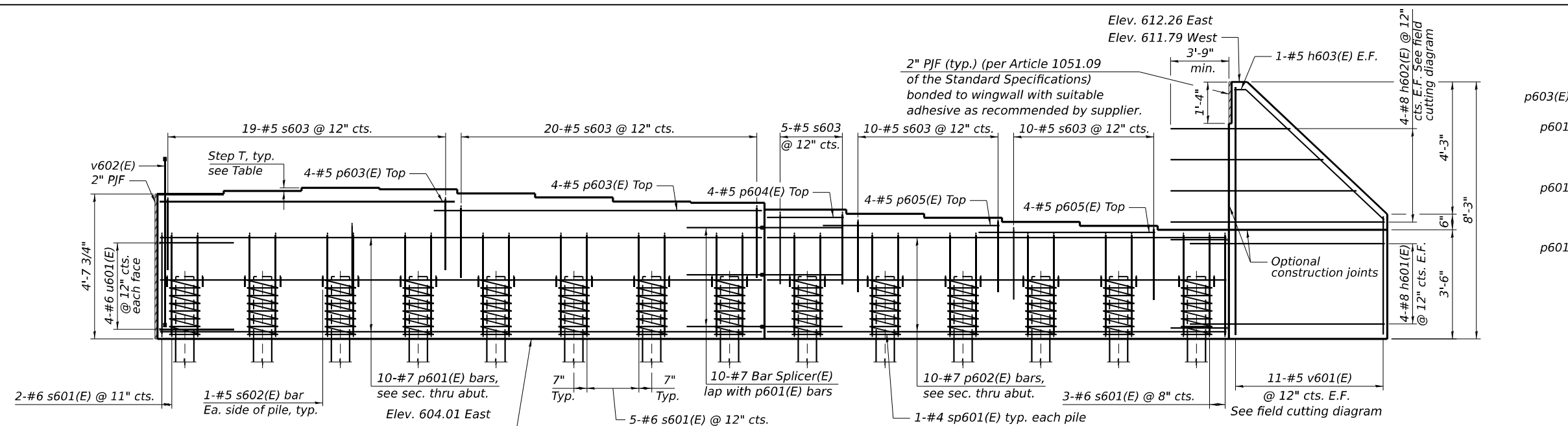
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PLOT DATE = 8/8/2023	DRAWN - ALH	REVISD -
	CHECKED - MRS	REVISD -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

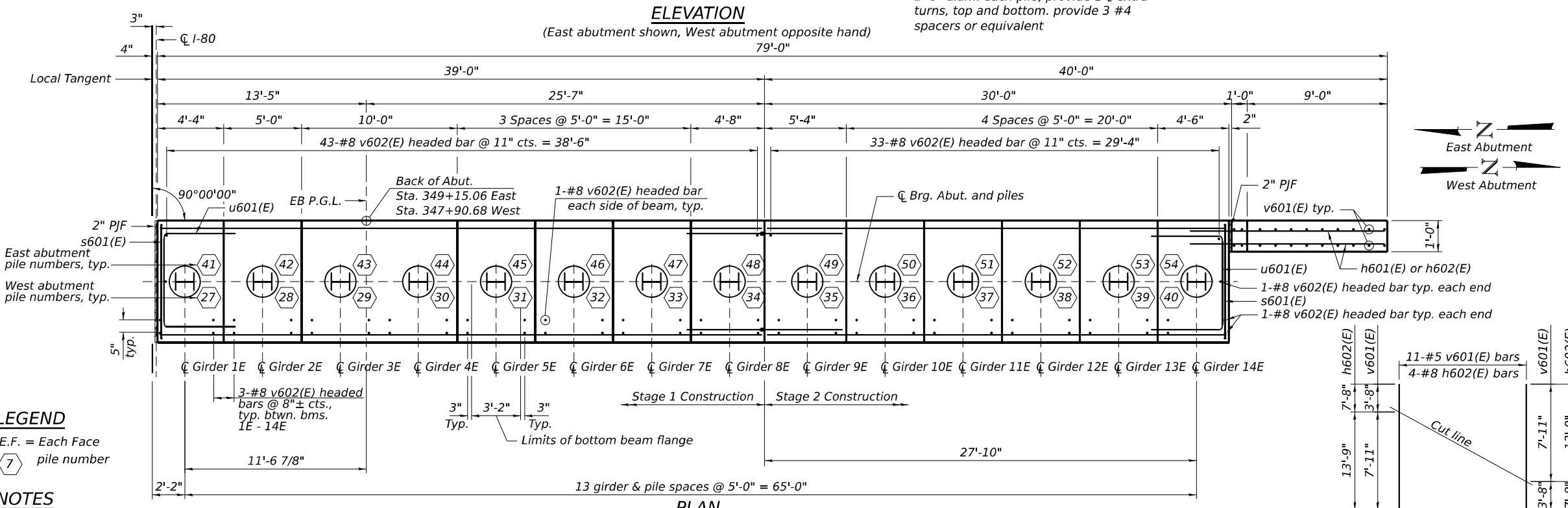
WB ABUTMENT
 STRUCTURE NO. 099-8335

F.A.I. RTE. 80	SECTION FAI 80 21 STRUCTURE 7	COUNTY WILL	TOTAL SHEETS 1059	SHEET NO. 758
SHEET SC-30 OF SC-38 SHEETS			CONTRACT NO. 62R28	
ILLINOIS		FED. AID PROJECT		

MODEL: Default
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 8/8/2023 11:47:06 AM



ELEVATION
(East abutment shown, West abutment opposite hand)
79'-0"



PLAN

LEGEND

E.F. = Each Face
 7 pile number

NOTES

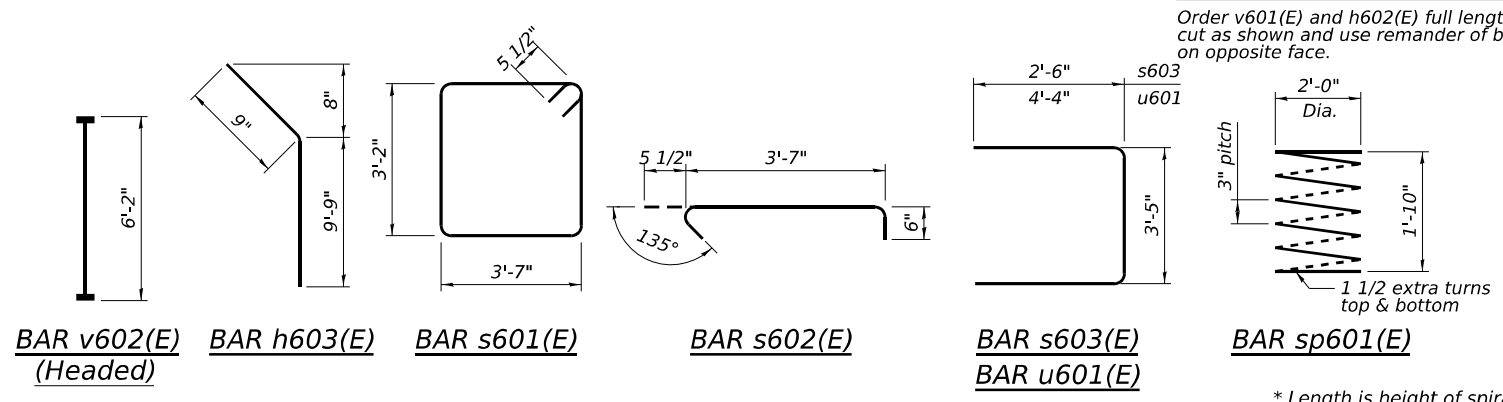
1. Pour steps monolithically with cap.
2. Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.
3. See Sheet SC-03 for additional Pile Layout details.
4. Abutment piles shall be driven through 30" diameter precored holes extending to elevation 593.54 at west abutment and 594.01 at east abutment according to Article 512.09(c) of the Standard Specifications except that the void space outside of the pile shall be filled with bentonite according to the manufacturer's recommendations to achieve a Qu of 1.5 tsf. Cost included with driving piles.
5. For details of piles, see Sheet SC-32.
6. See Lighting plans for attaching underpass lighting to abutment details.

EAST ABUTMENT PILE DATA

Type: HP14x73 with pile shoes
 Nominal Required Bearing: 578K
 Factored Resistance Available: 319K
 Est. Length: 35 ft.
 No. Production Piles: 14
 No. test Piles: 0

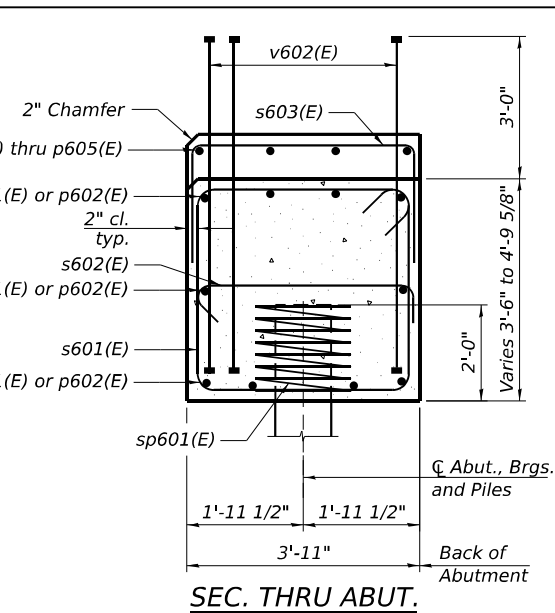
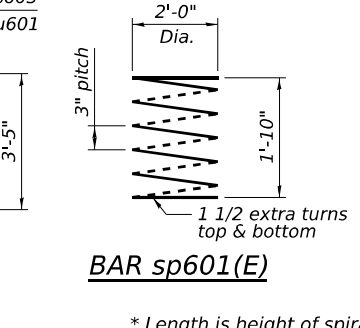
WEST ABUTMENT PILE DATA

Type: HP14x73 with pile shoes
 Nominal Required Bearing: 578K
 Factored Resistance Available: 319K
 Est. Length: 35 ft.
 No. Production Piles: 14
 No. test Piles: 0



FIELD CUTTING DIAGRAM

Order v601(E) and h602(E) full length, cut as shown and use remainder of bars on opposite face.

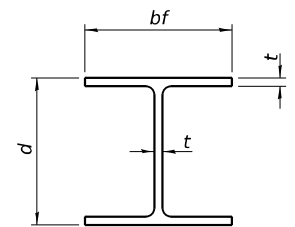


GIRDER	WEST ABUT. BRG. SEAT ELEVATION	EAST ABUT. BRG. SEAT ELEVATION	STEP T-inch
1E	608.19	608.66	1 1/4
2E	608.29	608.76	1 1/4
3E	608.34	608.81	0
4E	608.34	608.81	1 5/8
5E	608.21	608.68	1 5/8
6E	608.08	608.55	1 5/8
7E	607.95	608.42	1 5/8
8E	607.82	608.29	1 5/8
9E	607.69	608.16	1 5/8
10E	607.56	608.03	1 5/8
11E	607.43	607.90	1 5/8
12E	607.30	607.77	1 5/8
13E	607.17	607.64	1 5/8
14E	607.04	607.51	1 5/8

TWO ABUTMENTS BILL OF MATERIAL

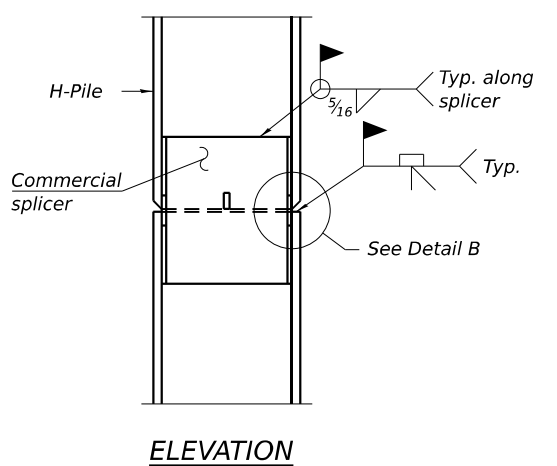
Bar	No.	Size	Length	Shape
p601(E)	20	#7	38'-8"	—
p602(E)	20	#7	29'-6"	—
p603(E)	16	#5	21'-1"	—
p604(E)	8	#5	4'-11"	—
p605(E)	16	#5	11'-4"	—
h601(E)	16	#8	15'-0"	—
h602(E)	16	#8	21'-5"	—
h603(E)	4	#5	10'-6"	—
s601(E)	140	#6	14'-5"	—
s602(E)	56	#5	4'-7"	—
s603(E)	128	#5	8'-7"	—
sp601(E)	28	#4	1'-10"	—
u601(E)	16	#6	12'-1"	—
v601(E)	22	#5	11'-7"	—
v602(E)	320	#8	6'-2"	—
Concrete Structures		Cu. Yd.	90.4	
Reinforcement Bars, Epoxy Coated		Pound	16,460	
Structure Excavation		Cu. Yd.	2,179	
Driving Piles		Foot	980	
Pile Shoes		Each	28	
Furnishing Steel Piles HP14x73		Foot	980	

MODEL: Default
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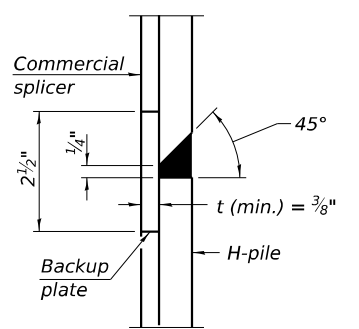


STEEL PILE TABLE

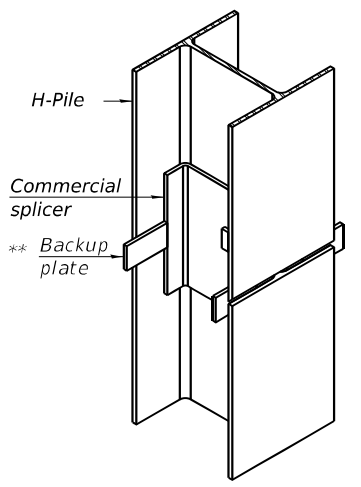
Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	1 3/16"	30"
x102	14"	14 3/4"	1 1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 3/4"	1 1/16"	24"
x74	12 1/8"	12 3/4"	5/8"	24"
x63	12"	12 3/8"	1/2"	24"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

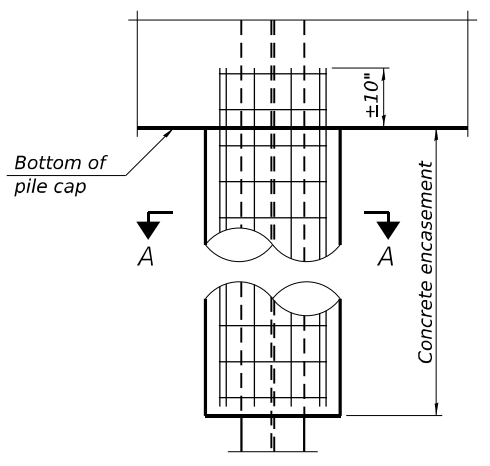


DETAIL "B"

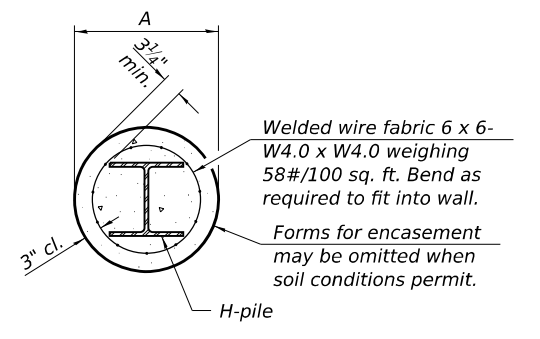


ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE

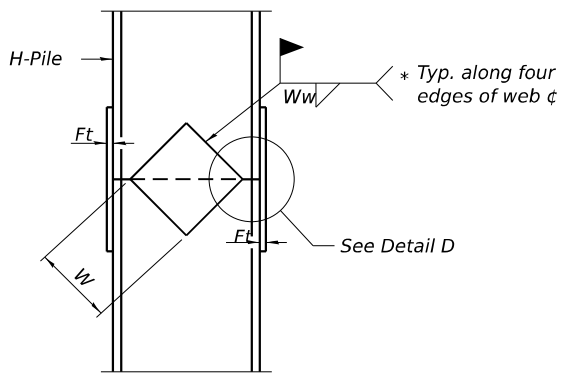


ELEVATION

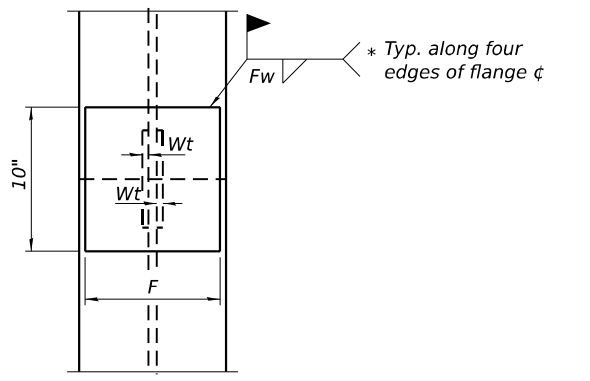


SECTION A-A

INDIVIDUAL PILE CONCRETE ENCASEMENT
(when speci ed)

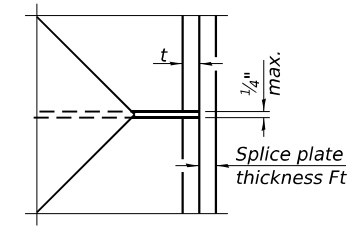


ELEVATION



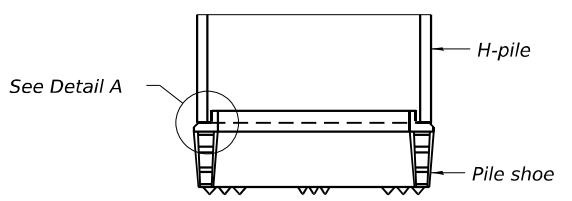
END VIEW

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

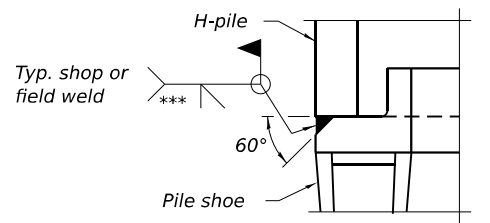


DETAIL D

WELDED PLATE FIELD SPLICE

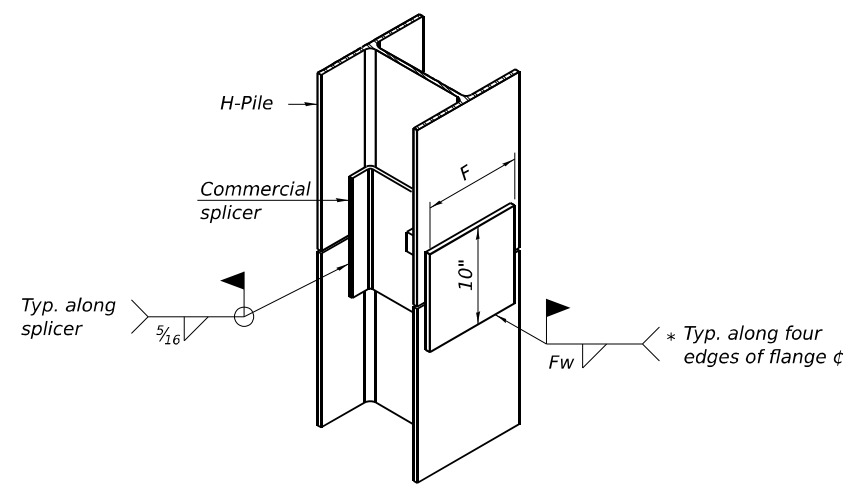


ELEVATION



DETAIL A

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 1-1-2020



USER NAME = cstanugb	DESIGNED - CRS	REVISED -
PLOT SCALE =	CHECKED - JZ	REVISED -
PLOT DATE = 8/8/2023	DRAWN - CRS	REVISED -
	CHECKED - JZ	REVISED -

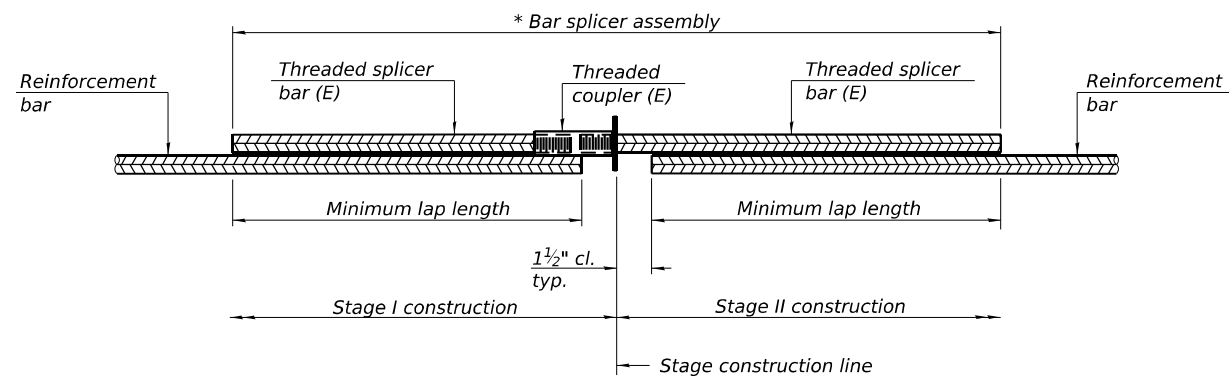
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS
 STRUCTURE NO. 099-8329 & 099-8335

SHEET SC-32 OF SC-38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	760
CONTRACT NO. 62R28				
ILLINOIS FED. AID PROJECT				

MODEL: Default
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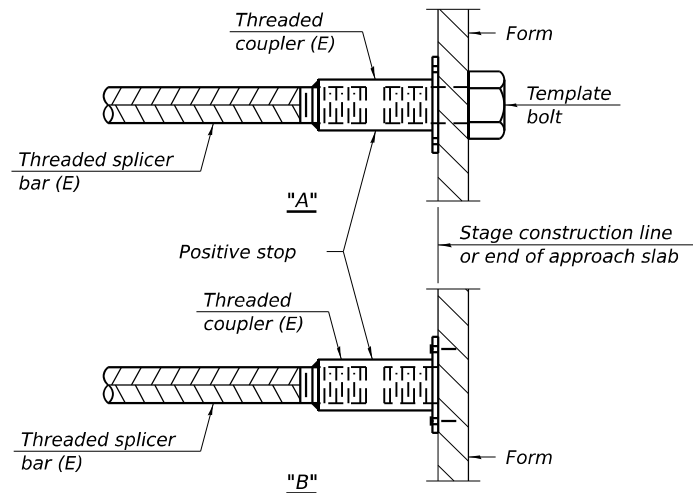
STANDARD BAR SPLICER ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

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

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

Location	Bar size	No. assemblies required	Minimum lap length
WB Deck	#5	348	3'-6"
EB Deck	#5	348	3'-6"
WB Diaphragms	#6	20	4'-0"
EB Diaphragms	#6	20	4'-0"
WB Abutments	#7	20	5'-0"
EB Abutments	#7	20	5'-0"
WB Approach Slabs Top	#5	92	3'-6"
WB Approach Slabs Bottom	#8	120	4'-9"
WB Approach Footings	#5	80	3'-6"
EB Approach Slabs Top	#5	92	3'-6"
EB Approach Slabs Bottom	#8	120	4'-9"
EB Approach Footings	#5	80	3'-6"

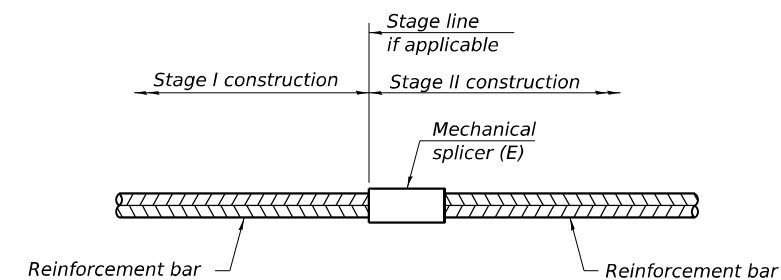


INSTALLATION AND SETTING METHODS

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

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

(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

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

BSD-1

2-1-2023



USER NAME = cstanugb	DESIGNED - CRS	REVISED -
	CHECKED - JZ	REVISED -
PLOT SCALE =	DRAWN - CRS	REVISED -
PLOT DATE = 8/8/2023	CHECKED - JZ	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 STRUCTURE NO. 099-8329 & 099-8335

SHEET SC-33 OF SC-38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	761
CONTRACT NO. 62R28				

ILLINOIS FED. AID PROJECT

Wang Engineering
wangeng@wangeng.com
Telephone:
Fax:

BORING LOG 80AA-BSB-01
WEI Job No.: 255-39-01
Client: **Stantec**
Project: **I-80 Reconstruction, Ridge Road to Houbolt Road**
Location: **Will County, Illinois**

Datum: NAVD 88
Elevation: 611.46 ft
North: 1755478.84 ft
East: 1020710.73 ft
Station: 349+12.14
Offset: 63.49 LT

Page 1 of 2

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
610.7	9-inch thick ASPHALT --PAVEMENT--						591.0	--FILL--					
	Dense, gray, black and brown Gravelly SAND, trace brick fragments; dry		1	5 16 14	NP	7		Very stiff to hard, brown and gray SILTY CLAY, trace gravel; damp		9	5 6 8	3.28 R	29
608.5	--FILL-- --RDR 2-3--												
	Very stiff to hard, black, brown and gray SILTY CLAY to SILTY CLAY LOAM, trace gravel; damp		2	3 5 7	2.48 B	17				10	4 7 12	8.28 B	18
	--FILL-- --RDR 2-3--						586.0	Medium dense, brown and gray SILTY LOAM; dry		11	3 6 6	NP	18
			3	3 3 11	4.76 B	19				12	4 7 9	4.92 B	22
			4	3 4 8	4.10 B	19	583.5	Hard, brown and gray SILTY CLAY		13	5 6 17	NP	23
			5	3 4 6	2.12 B	19	579.7	Medium dense, gray SILT; saturated		14			
598.5	Very stiff, black, brown, and gray CLAY to SILTY CLAY, trace gravel; damp		6	5 6 5	2.54 B	24		--L _i (%)=NP, P _L (%)=NP-- --%Gravel=0.0-- --%Sand=1.3-- --%Silt=88.1-- --%Clay=10.7-- --A-4 (0)--		15			
596.0	--FILL-- --RDR 2-15-- L _i (%)=50, P _L (%)=15 --%Gravel=1.2-- --%Sand=15.0-- --%Silt=47.6-- --%Clay=36.2-- --A-7-6 (30)-- --rig chatter; possible cobbles--		7	3 5 9	2.95 B	20				16			
	Very stiff to hard, black, brown, and gray CLAY LOAM to SILTY CLAY LOAM, trace gravel; damp		8	5 7 12	10.25 B	17	573.0	Strong, light grayish gray, very poor to fair quality, shaly DOLOSTONE, occasionally		17			

GENERAL NOTES				WATER LEVEL DATA			
Begin Drilling	01-04-2022	Complete Drilling	01-04-2022	While Drilling	▽	31.75 ft	
Drilling Contractor	Wang Testing Services	Drill Rig	20CME55T[81%]	At Completion of Drilling	▽	mud in the borehole	
Driller	JS&AP	Logger	E. Greenwood	Checked by	C. Marin	Time After Drilling	NA
Drilling Method	3.25" ID HSA; boring backfilled upon completion			Depth to Water	▽	NA	
The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.							

Wang Engineering
wangeng@wangeng.com
Telephone:
Fax:

BORING LOG 80AA-BSB-01
WEI Job No.: 255-39-01
Client: **Stantec**
Project: **I-80 Reconstruction, Ridge Road to Houbolt Road**
Location: **Will County, Illinois**

Datum: NAVD 88
Elevation: 611.46 ft
North: 1755478.84 ft
East: 1020710.73 ft
Station: 349+12.14
Offset: 63.49 LT

Page 2 of 2

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	vuggy; few shale partings, bedded, very closely to closely spaced, moderately to slightly weathered, horizontal, oblique, and vertical joints, with 0.00 - > 0.2 inch opening, slicken to slightly rough walls, and no infill.		14										
	--RUN 1: 38.5 to 43.5 feet-- --Recovery: 97%-- --RQD: 0%-- --RUN 2: 43.5 to 53.5 feet-- --Recovery: 92%-- --RQD: 55%-- --Q _u =10,600 psi												
			15										
							558.0	Boring terminated at 53.50 ft					

GENERAL NOTES				WATER LEVEL DATA			
Begin Drilling	01-04-2022	Complete Drilling	01-04-2022	While Drilling	▽	31.75 ft	
Drilling Contractor	Wang Testing Services	Drill Rig	20CME55T[81%]	At Completion of Drilling	▽	mud in the borehole	
Driller	JS&AP	Logger	E. Greenwood	Checked by	C. Marin	Time After Drilling	NA
Drilling Method	3.25" ID HSA; boring backfilled upon completion			Depth to Water	▽	NA	
The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.							

MODEL: Default
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WANGENG\GDT 5/9/22



USER NAME = cstanuqb	DESIGNED - CRS	REVISED -
PLOT SCALE =	CHECKED - JZ	REVISED -
PLOT DATE = 8/8/2023	DRAWN - CRS	REVISED -
	CHECKED - JZ	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORINGS (1 OF 5)
STRUCTURE NO. 099-8329 & 099-8335

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	762
CONTRACT NO. 62R28				
ILLINOIS FED. AID PROJECT				

SHEET SC-34 OF SC-38 SHEETS

Wang Engineering
wangeng@wangeng.com
Telephone:
Fax:

BORING LOG 80AA-BSB-02
WEI Job No.: 255-39-01
Client: **Stantec**
Project: **I-80 Reconstruction, Ridge Road to Houbolt Road**
Location: **Will County, Illinois**

Datum: NAVD 88
Elevation: 608.67 ft
North: 1755399.72 ft
East: 1020610.93 ft
Station: 348+06.01
Offset: 6.83 RT

Page 1 of 2

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
607.7	12-inch thick, brown SILTY CLAY --TOPSOIL-- Stiff to hard, brown and gray SILTY CLAY, trace gravel and wood fragments; damp --FILL-- --RDR 2--	0-12	1	7 2 4	1.39 B	12	588.2	Hard, brown and gray SILTY CLAY to SILTY CLAY LOAM, trace gravel; damp --RDR 2--	0-12	9	7 11 16	6.31 R	21
600.7	Very stiff to hard, brown and gray CLAY LOAM to SILTY CLAY LOAM, trace gravel; damp --FILL-- --RDR 2-3--	12-15	2	7 7 10	2.50 P	29	585.7	Loose to medium dense, gray SANDY GRAVEL; damp to saturated --RDR 2-3-- --rig chatter; possible cobbles--	12-25	10	5 6 5	NP	
590.7	Hard, gray and black SILTY CLAY, trace gravel and organic matter; damp --RDR 2--	15-20	3	5 7 11	5.33 B	18	580.7	Very stiff, gray SILTY CLAY, trace gravel; moist	25-30	11	5 3 4	NP	16
			4	5 14 14	4.10 S	18	579.7	Medium dense, gray SILT, trace gravel; damp to moist --RDR 2-3-- --hard drilling; possible cobbles--	30-35	12	3 7 8	2.05 B	17
			5	7 8 9	4.02 S	19			35-40	13	9 12 12	NP	14
			6	8 8 10	NR				40-45				
			7	4 6 8	3.20 S	16	572.2	--hard slow drilling at 35.5 feet; possible bedrock-- Strong, light grayish gray, poor to good quality, shaly DOLOSTONE, occasionally vuggy; few shale partings, bedded, closely spaced, slightly weathered, horizontal, oblique,	45-50				
			8	6 9 10	4.50 P	20			50-55				

GENERAL NOTES				WATER LEVEL DATA			
Begin Drilling	01-12-2022	Complete Drilling	01-12-2022	While Drilling	▽	27.00 ft	
Drilling Contractor	Wang Testing Services	Drill Rig	21GeoT[92%]	At Completion of Drilling	▽	NA	
Driller	JS&AP	Logger	M. Rojo	Checked by	C. Marin		
Drilling Method	2.25" ID HSA to 10 ft; mud rotary thereafter; boring backfilled upon completion			Time After Drilling	24 hours		
				Depth to Water	0 ft (cave in 1.5 ft) ft		
				The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.			

Wang Engineering
wangeng@wangeng.com
Telephone:
Fax:

BORING LOG 80AA-BSB-02
WEI Job No.: 255-39-01
Client: **Stantec**
Project: **I-80 Reconstruction, Ridge Road to Houbolt Road**
Location: **Will County, Illinois**

Datum: NAVD 88
Elevation: 608.67 ft
North: 1755399.72 ft
East: 1020610.93 ft
Station: 348+06.01
Offset: 6.83 RT

Page 2 of 2

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
556.7	and vertical JOINTS, with 0-0.2 inch opening, slicken walls, and 0 inch thick clay infill. --RUN 1: 36.5 to 46.5 feet-- --Recovery: 90%-- --RQD: 36%--	0-45	14						0-45				
	--RUN 2: 46.5 to 52.0 feet-- --Recovery: 100%-- --RQD: 66%--	45-52	15						45-52				
	Boring terminated at 52.00 ft	52-60							52-60				

GENERAL NOTES				WATER LEVEL DATA			
Begin Drilling	01-12-2022	Complete Drilling	01-12-2022	While Drilling	▽	27.00 ft	
Drilling Contractor	Wang Testing Services	Drill Rig	21GeoT[92%]	At Completion of Drilling	▽	NA	
Driller	JS&AP	Logger	M. Rojo	Checked by	C. Marin		
Drilling Method	2.25" ID HSA to 10 ft; mud rotary thereafter; boring backfilled upon completion			Time After Drilling	24 hours		
				Depth to Water	0 ft (cave in 1.5 ft) ft		
				The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.			

MODEL: Default
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WANGENG\GDT 5/9/22



USER NAME = cstanuch	DESIGNED - CRS	REVISED -
PLOT SCALE =	CHECKED - JZ	REVISED -
PLOT DATE = 8/8/2023	DRAWN - CRS	REVISED -
	CHECKED - JZ	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORINGS (2 OF 5)
STRUCTURE NO. 099-8329 & 099-8335
SHEET SC-35 OF SC-38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	763
CONTRACT NO. 62R28				
ILLINOIS FED. AID PROJECT				

MODEL: Default
FILE NAME: pw://transsystems-pw.bentley.com/transsystems/pw-hosted/Documents/Projects_2018/CH401/401180022/01-Stantec/CAD/ML-04_62R28/04-Sheets/04-Structures/099-8329 & 8335 I-80 over Ramp AA/0998329&8335-62R28-036-Soil Boring (3 of 5).dgn

 wangeng@wangeng.com Telephone: Fax:	BORING LOG 80AA-BSB-03 WEI Job No.: 255-39-01 Client <u>Stantec</u> Project <u>I-80 Reconstruction, Ridge Road to Houbolt Road</u> Location <u>Will County, Illinois</u>	Datum: NAVD 88 Elevation: 607.05 ft North: 1755317.15 ft East: 1020594.39 ft Station: 347+81.98 Offset: 87.59 RT
Page 1 of 2		

 wangeng@wangeng.com Telephone: Fax:	BORING LOG 80AA-BSB-03 WEI Job No.: 255-39-01 Client <u>Stantec</u> Project <u>I-80 Reconstruction, Ridge Road to Houbolt Road</u> Location <u>Will County, Illinois</u>	Datum: NAVD 88 Elevation: 607.05 ft North: 1755317.15 ft East: 1020594.39 ft Station: 347+81.98 Offset: 87.59 RT
Page 2 of 2		

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No. recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No. recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
806.3	9.5-inch thick ASPHALT --PAVEMENT--							586.6	Very stiff, black, brown and gray CLAY to SILTY CLAY, trace organic matter; damp --RDR 2--						
	Very dense, brown SANDY GRAVEL, trace asphalt fragments; dry --FILL--	1		23	50	19	NP	584.1	Hard, brown and gray SILTY CLAY to SILTY CLAY LOAM, trace gravel; damp --RDR 2--	9		3	4	7	2.57
804.1	Very stiff to hard, black, brown and gray CLAY to SILTY CLAY LOAM, trace to little gravel; damp --FILL-- --RDR 2-- --wet spoon recovery; possible saturated sand lens-- --L _i (%)=35, P _L (%)=14-- --%Gravel=3.5-- --%Sand=17.6-- --%Silt=47.5-- --%Clay=31.4-- --A-6 (15)--	5		3	3	3	3.00			25		6	6	9	4.51
		5		2	3	3	3.00					5	8	11	4.92
		10		5	7	10	4.50			30		7	8	12	5.33
		15		4	5	8	3.10					4	5	7	NP
		20		5	6	13	4.00			40					
				6	9	10	5.00								
				5	5	8	3.10	575.3	Medium dense, gray SILTY LOAM, trace gravel; saturated --RDR 2--						
				6	6	4	5.33								
				6	9	10	5.00								
				5	6	13	4.00	569.1	Strong, light grayish gray, poor to fair quality, shaly DOLOSTONE, occasionally vuggy; few shale partings,						

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No. recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No. recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	bedded, occasionally with interbedded mudstone, closely spaced, slightly weathered, horizontal and oblique joints, with <0.05 inch opening, slicken to slightly rough walls, and no infill. --RUN 1: 38.0 to 48.0 feet-- --Recovery: 96%-- --RQD: 42%-- --Q _u =6,988 psi														
		45		14											
		50		15											
		55						554.1	Boring terminated at 53.00 ft						

GENERAL NOTES				WATER LEVEL DATA			
Begin Drilling <u>01-05-2022</u>		Complete Drilling <u>01-05-2022</u>		While Drilling ∇ <u>5.50</u> ft			
Drilling Contractor <u>Wang Testing Services</u>		Drill Rig <u>20CME55T[81%]</u>		At Completion of Drilling ∇ <u>NA</u>			
Driller <u>JS&AP</u> Logger <u>E. Greenwood</u> Checked by <u>C. Marin</u>				Time After Drilling <u>132</u> hours			
Drilling Method <u>3.25" ID HSA; boring backfilled upon completion</u>				Depth to Water ∇ <u>2.00</u> ft			
				The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.			

GENERAL NOTES				WATER LEVEL DATA			
Begin Drilling <u>01-05-2022</u>		Complete Drilling <u>01-05-2022</u>		While Drilling ∇ <u>5.50</u> ft			
Drilling Contractor <u>Wang Testing Services</u>		Drill Rig <u>20CME55T[81%]</u>		At Completion of Drilling ∇ <u>NA</u>			
Driller <u>JS&AP</u> Logger <u>E. Greenwood</u> Checked by <u>C. Marin</u>				Time After Drilling <u>132</u> hours			
Drilling Method <u>3.25" ID HSA; boring backfilled upon completion</u>				Depth to Water ∇ <u>2.00</u> ft			
				The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.			



USER NAME = cstanuqb	DESIGNED - CRS	REVISED -
PLOT SCALE =	CHECKED - JZ	REVISED -
PLOT DATE = 8/8/2023	DRAWN - CRS	REVISED -
	CHECKED - JZ	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SOIL BORINGS (3 OF 5)
STRUCTURE NO. 099-8329 & 099-8335

F.A.I. RTE. 80	SECTION FAI 80 21 STRUCTURE 7	COUNTY WILL	TOTAL SHEETS 1059	SHEET NO. 764
CONTRACT NO. 62R28				

Wang Engineering
 wangeng@wangeng.com
 Telephone:
 Fax:

BORING LOG 80AA-BSB-04B
 WEI Job No.: 255-39-01
 Client: **Stantec**
 Project: **I-80 Reconstruction, Ridge Road to Houbolt Road**
 Location: **Will County, Illinois**

Datum: NAVD 88
 Elevation: 611.15 ft
 North: 1755351.42 ft
 East: 1020729.09 ft
 Station: 349+20.39
 Offset: 64.55 RT

Page 2 of 2

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
557.2	--RUN 1: 39.0 to 49.0 feet-- --Recovery: 95%-- --RQD: 43%--	45		1											
	--RUN 2: 49.0 to 54.0 feet-- --Recovery: 100%-- --RQD: 48%--	50		2											
	Boring terminated at 54.00 ft	55													
		60													

GENERAL NOTES				WATER LEVEL DATA			
Begin Drilling	05-03-2022	Complete Drilling	05-03-2022	While Drilling	∇	NA	
Drilling Contractor	Wang Testing Services	Drill Rig	20CME55T[81%]	At Completion of Drilling	∇	mud in the borehole	
Driller	JS&AG	Logger	A. Scifers	Checked by	C. Marin		
Drilling Method	2.25" ID HSA to 10 ft; mud rotary thereafter; boring backfilled upon completion			Time After Drilling	NA		
				Depth to Water	∇	NA	
				The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual			

MODEL: Default
 FILE NAME: pw://transystems-pw.bentley.com/transystems-pw1-hosted/Documents/Projects_2018/CH401/401180022/01-Stantec/CAD/ML-04_62R28/04-Sheets/04-Structures/099-8329 & 8335 I-80 over Ramp AA/0998329&8335-62R28-038-Soil Boring (5 of 5).dgn
 WANGENG\GDT 5/9/22
 WANGENG\GDT 5/9/22



USER NAME = cstanuch	DESIGNED - CRS	REVISED -
PLOT SCALE =	CHECKED - JZ	REVISED -
PLOT DATE = 8/8/2023	DRAWN - CRS	REVISED -
	CHECKED - JZ	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SOIL BORINGS (5 OF 5)
 STRUCTURE NO. 099-8329 & 099-8335

SHEET SC-38 OF SC-38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	766
CONTRACT NO. 62R28				

ILLINOIS FED. AID PROJECT

Benchmark: Set 2" CWA aluminum disc in south side of concrete base of overhead highway sign "Exit 126A" "Exit 126B" on north side of westbound I-80, approximately 1 mile east of I-55 centerline. Elev. 572.739

Existing Structure: S.N. 099-0044 E.B. and S.N. 099-0045 W.B. Built in 1960 as F.A.I. Rte. 80, Section 99-1HB-2 & 99-1HF-2, at Sta. 1949+18.73. Existing dual structures each consist of 4-span reinforced concrete deck on steel rolled shape girders supported by pile bent abutments and multi-column piers. Length is 239'-4" Back to Back abutments, width varies from 51'-2" to 55'-1 7/8". Structures to be removed and replaced.

Traffic Control: Traffic to be maintained utilizing staged construction.

No Salvage.

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

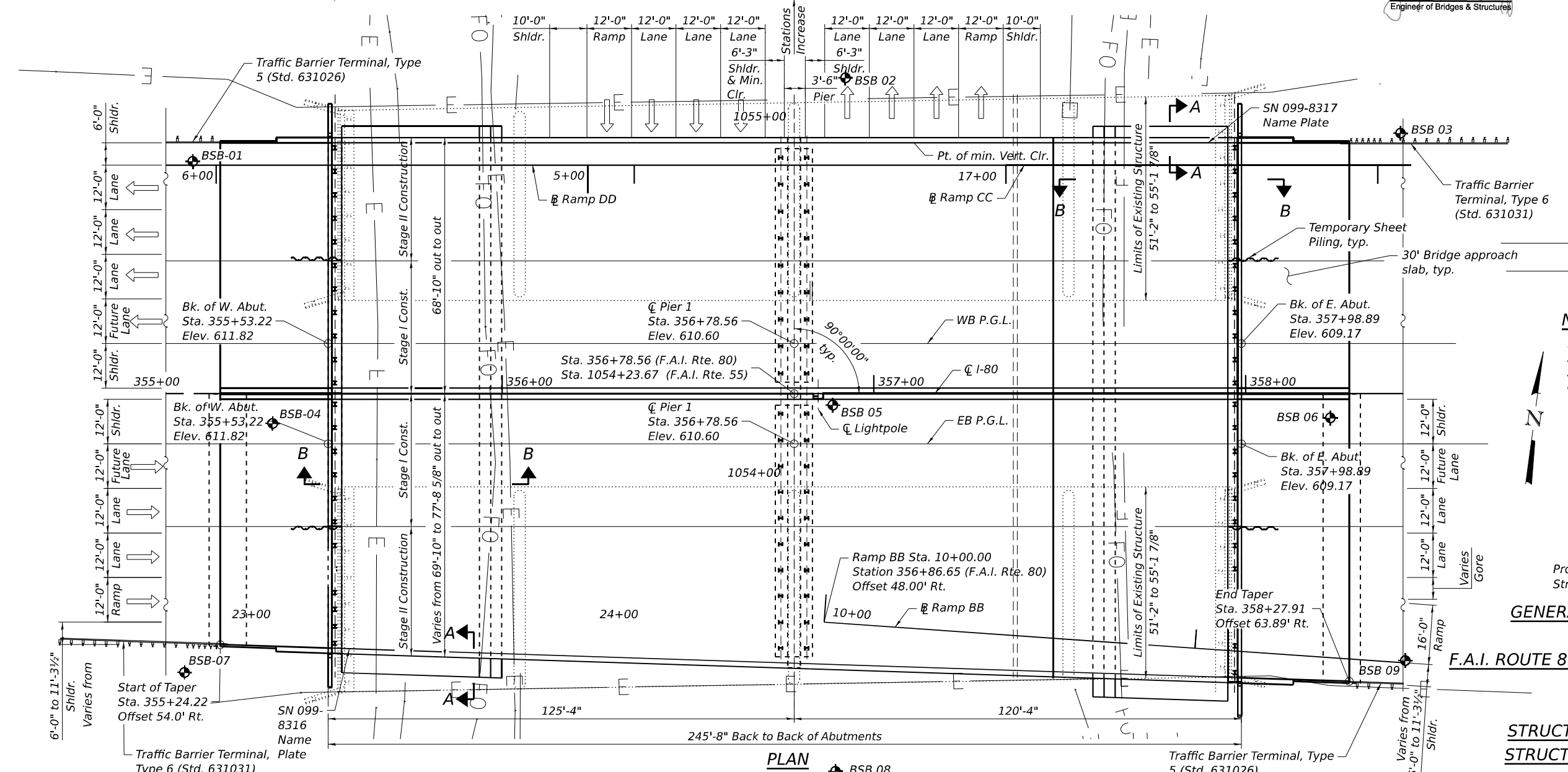
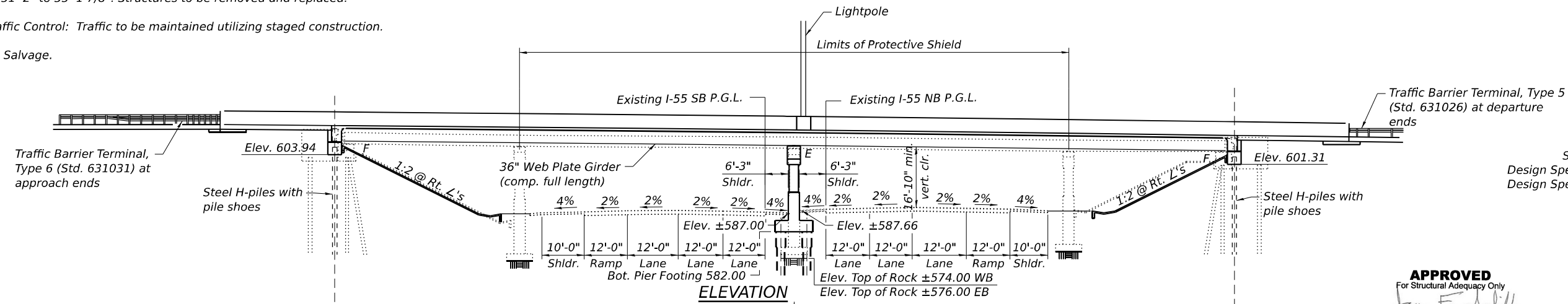
DESIGN SPECIFICATIONS
2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

DESIGN STRESSES

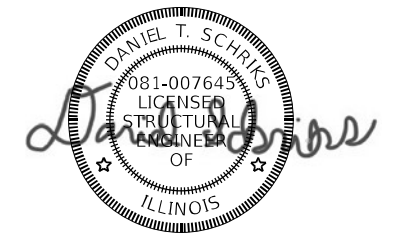
FIELD UNITS
Pc = 3,500 psi
Pc = 4,000 psi (Superstructure)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)
All Structural Steel shall be metalized

SEISMIC DATA

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



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

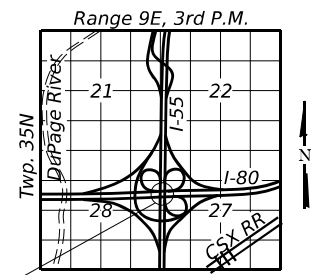


LEGEND

- E - Existing Electrical Line
- FO - Existing Fiber Optic Line
- ◆ - Soil Boring

NOTES:

1. See sheet SD-02 for Section A-A and Section B-B
2. Up to 1/4" may be ground off the bridge deck and the bridge approach slabs



GENERAL PLAN AND ELEVATION
I-80 OVER I-55
F.A.I. ROUTE 80 - SEC. FAI 80 21 STRUCTURE 7
WILL COUNTY
STA. 356+78.56
STRUCTURE NO. 099-8316 (E.B.)
STRUCTURE NO. 099-8317 (W.B.)

MODEL: Default
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USER NAME = cstanuch	DESIGNED - CRS	REVISED -
PLOT SCALE =	CHECKED - DTS/RJT	REVISED -
PLOT DATE = 8/8/2023	DRAWN - CRS	REVISED -
	CHECKED - DTS/RJT	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURE NO. 099-8316 & 099-8317

F.A.I. RTE. 80	SECTION FAI 80 21 STRUCTURE 7	COUNTY WILL	TOTAL SHEETS 1059	SHEET NO. 767
			CONTRACT NO. 62R28	
		ILLINOIS FED. AID PROJECT		

GENERAL NOTES:

- These plans are for erection of the bridge. All work shown related to the Beam and Bearing Fabrication Contract (62U26) is for information only.
- See lighting and ITS plans for existing utility removal. Utilities shown to be maintained throughout stage 1 construction. ITS conduit along I-55 to be maintained through both stages of construction.
- FOR INFORMATION ONLY Fasteners shall be ASTM F3125 Grade A325 Type 1, mechanically galvanized bolts in metalized areas. Bolts 7/8" diameter, holes 1 1/16" diameter, unless otherwise noted.
- FOR INFORMATION ONLY Calculated weight of Structural Steel
WB Grade 50 = 585,020 lbs EB Grade 50 = 638,220 lbs
WB Grade 36 = 40,930 lbs EB Grade 36 = 45,110 lbs
- FOR INFORMATION ONLY - All new structural steel shall be metalized. See Special Provision for "Metalizing of Structural Steel."
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.
- 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 all exposed surface areas of the pier.
- FOR INFORMATION ONLY - The metalized areas shall be painted with System 1. Exterior fascia and bottom of bottom flange areas shall be metalized and shop painted (System 3). See special provision for "Metalizing of Structural Steel." The color of the final finish coat of the paint shall be Reddish Brown, Munsell No. 2.5 YR 3/4.
- Slip forming of the median parapet is not allowed. Slip forming of the Outside traffic barriers is allowed.
- The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.

INDEX OF SHEETS:

- SD-1 General Plan and Elevation
- SD-2 General Notes, Index of Sheets & Bill of Material
- SD-3 Foundation Layout Plan
- SD-4 Temporary Sheet Piling
- SD-5 Removal of Existing Structure
- SD-6 Suggested Pier Construction Exhibit
- SD-7 Stage Construction Cross Sections
- SD-8 Temporary Concrete Barrier
- SD-9 Top of Slab Elevation Plan
- SD-10 Top of Slab Elevation (1 of 9)
- SD-11 Top of Slab Elevation (2 of 9)
- SD-12 Top of Slab Elevation (3 of 9)
- SD-13 Top of Slab Elevation (4 of 9)
- SD-14 Top of Slab Elevation (5 of 9)
- SD-15 Top of Slab Elevation (6 of 9)
- SD-16 Top of Slab Elevation (7 of 9)
- SD-17 Top of Slab Elevation (8 of 9)
- SD-18 Top of Slab Elevation (9 of 9)
- SD-19 WB Top of West Approach Slab Elevations
- SD-20 WB Top of East Approach Slab Elevations
- SD-21 EB Top of West Approach Slab Elevations
- SD-22 EB Top of East Approach Slab Elevations
- SD-23 WB Deck Reinforcement Plan
- SD-24 EB Deck Reinforcement Plan
- SD-25 Parapet Elevation
- SD-25A Median Parapet Details
- SD-26 Deck Details
- SD-27 Deck Diaphragm Elevation
- SD-28 Deck Diaphragm Details
- SD-29 WB Bridge Approach Slab Plan View
- SD-30 EB Bridge Approach Slab Plan View
- SD-31 Approach Slab Details
- SD-32 Concrete Parapet Slipforming Option
- SD-33 WB & EB Framing Plan
- SD-34 Girder Elevation and Steel Details
- SD-35 Moment and Reaction Table
- SD-36 Splice and Camber Details
- SD-37 Bearing Details
- SD-38 WB Abutment Plans
- SD-39 EB West Abutment Plan
- SD-40 EB East Abutment Plan
- SD-41 WB Pier Elevation
- SD-42 EB Pier Elevation
- SD-43 HP Pile Details
- SD-44 Bar Splicer Assembly and Mechanical Splicer Details
- SD-45 Soil Borings (1 of 8)
- SD-46 Soil Borings (2 of 8)
- SD-47 Soil Borings (3 of 8)
- SD-48 Soil Borings (4 of 8)
- SD-49 Soil Borings (5 of 8)
- SD-50 Soil Borings (6 of 8)
- SD-51 Soil Borings (7 of 8)
- SD-52 Soil Borings (8 of 8)

TOTAL BILL OF MATERIAL

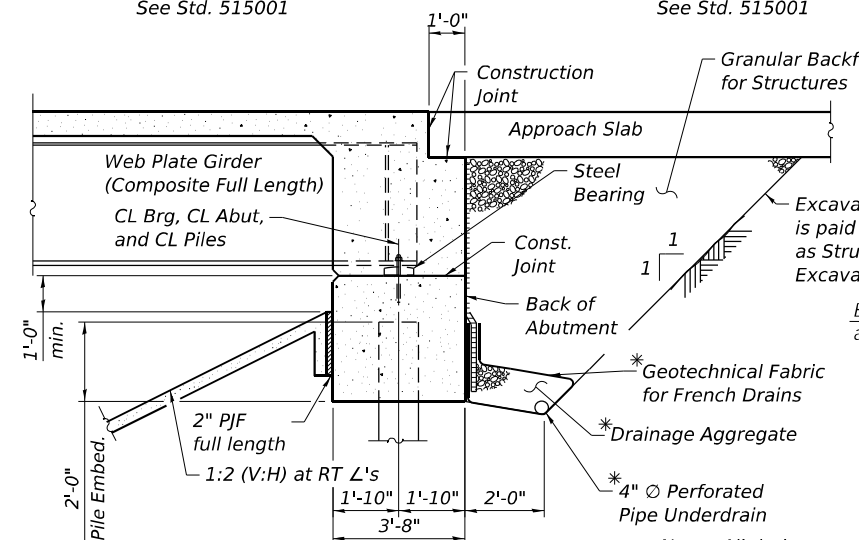
ITEM	UNIT	WB SUPER	WB SUB	EB SUPER	EB SUB	TOTAL
Removal of Existing Structures No. 6	Each	-	-	1	-	1
Removal of Existing Structures No. 7	Each	1	-	-	-	1
Protective Shield	Sq. Yd.	873	-	873	-	1,746
Structure Excavation	Cu. Yd.	-	768	-	806	1,574
Concrete Structures	Cu. Yd.	-	321.2	-	343.1	664.3
Concrete Superstructure	Cu. Yd.	603.3	-	640.8	-	1,244.1
Protective Coat	Sq. Yd.	2610	-	2774	-	5384
Concrete Superstructure (Approach Slab)	Cu. Yd.	197.5	-	210.1	-	407.6
Erecting Structural Steel	L. Sum	0.5	-	0.5	-	1
Stud Shear Connectors	Each	14,883	-	16,236	-	31,119
Reinforcement Bars, Epoxy Coated	Pound	207,530	43,950	224,070	46,680	522,230
Bar Splicers	Each	1580	391	1580	391	3,942
Slope Wall 4 Inch	Sq. Yd.	-	634	-	694	1,328
Furnishing Steel Piles HP14x73	Foot	-	1150	-	1280	2,430
Driving Piles	Foot	-	700	-	780	1,480
Test Pile HP14x73	Each	-	2	-	-	2
Pile Shoes	Each	-	22	-	24	46
Drilling and Setting Piles (In Soil)	Cu. Ft.	-	646.8	-	549.8	1196.6
Drilling and Setting Piles (In Rock)	Cu. Ft.	-	282.7	-	314.2	596.9
Name Plates	Each	1	-	1	-	2
Preformed Joint Seal 3 1/2"	Foot	304.0	-	-	-	304.0
Anchor Bolts, 1"	Each	88	-	96	-	184
Temporary Sheet Piling	Sq. Ft.	-	422	-	422	844
Granular Backfill for Structures	Cu. Yd.	-	277	-	296	573
Concrete Sealer	Sq. Ft.	-	2572	-	2743	5,315
Geocomposite Wall Drain	Sq. Yd.	-	117	-	125	242
Pipe Underdrains for Structures, 4"	Foot	-	160	-	170	330
Foundation Construction at Existing Obstruction	Each	-	12	-	14	26
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	1620	-	1687	-	3,307
Erecting High Load Multi-Rotational Bearings, Disc, Guide Expansion, 400K	Each	-	11	-	12	23
Diamond Grinding (Bridge Section)	Sq. Yd.	3470	-	3764	-	7,234
Temporary Shoring	Each	-	3	-	3	6

STATION 356+78.56
BUILT 20__ BY
STATE OF ILLINOIS
F.A.I. RTE. I-80 SECTION FAI 80 21 STRUCTURE 7
LOADING HL-93
STRUCTURE NO. 099-8316

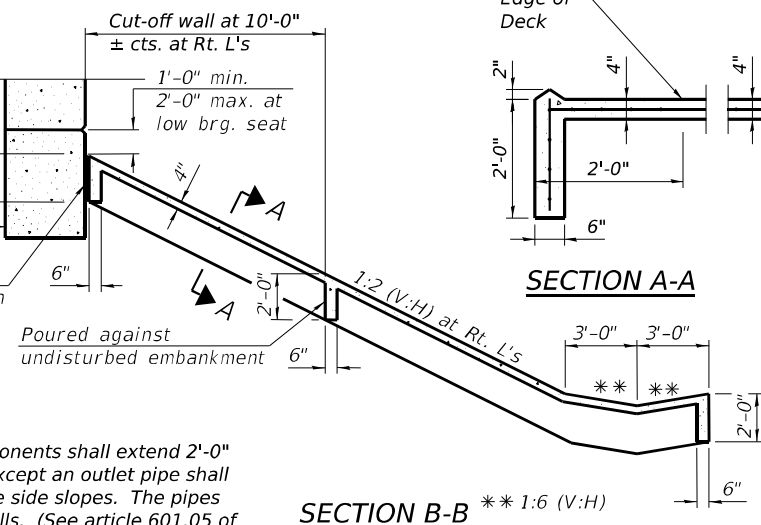
STATION 356+78.56
BUILT 20__ BY
STATE OF ILLINOIS
F.A.I. RTE. I-80 SECTION FAI 80 21 STRUCTURE 7
LOADING HL-93
STRUCTURE NO. 099-8317

NAME PLATE
See Std. 515001

NAME PLATE
See Std. 515001

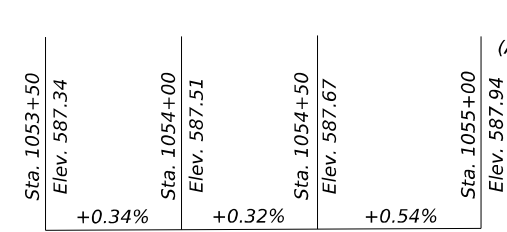
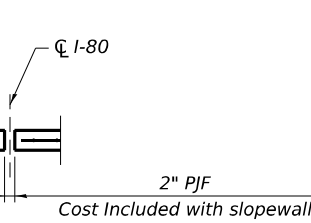
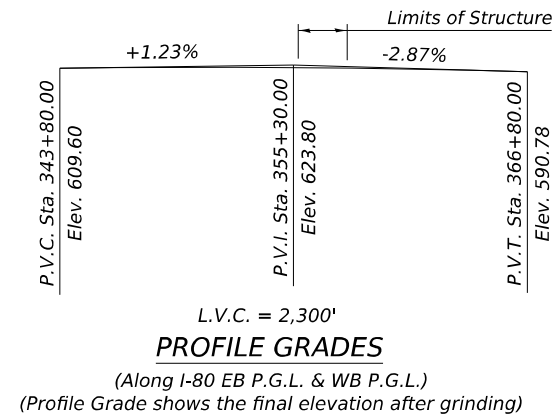


Note: All drainage system components shall extend 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See article 601.05 of the Standard Specification and Highway Standard 601101).



CURVE DATA

(Ramp CC)
Curve PR_CC-06
P.I. Sta. = 16+94.38
Δ = 6° 38' 27" (RT)
D = 4° 52' 20"
R = 1,176.00'
T = 68.23'
L = 136.30'
E = 1.98'
e = 4.90%
T.R. = N/A
S.E. Run = 72'
P.C. Sta. = 16+26.15
P.T. Sta. = 17+62.45
Design Speed = 40 m.p.h.



PROFILE GRADES
(Along Existing I-55 SB P.G.L.)

NOTE:

- Slopewall shall be reinforced with welded wire fabric. 6 in. x 6 in. - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.) Cost included with slopewall

MODEL: Default
FILE NAME: pw://transystems-pw.bentley.com/transystems-pw1-hosted/Projects/2018/CH401/401180022/01-Structures/099-8316&8317-62R28-002-General Notes and Bill of Material.dgn



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PLOT DATE = 10/11/2023	DRAWN - MMM	REVISD -
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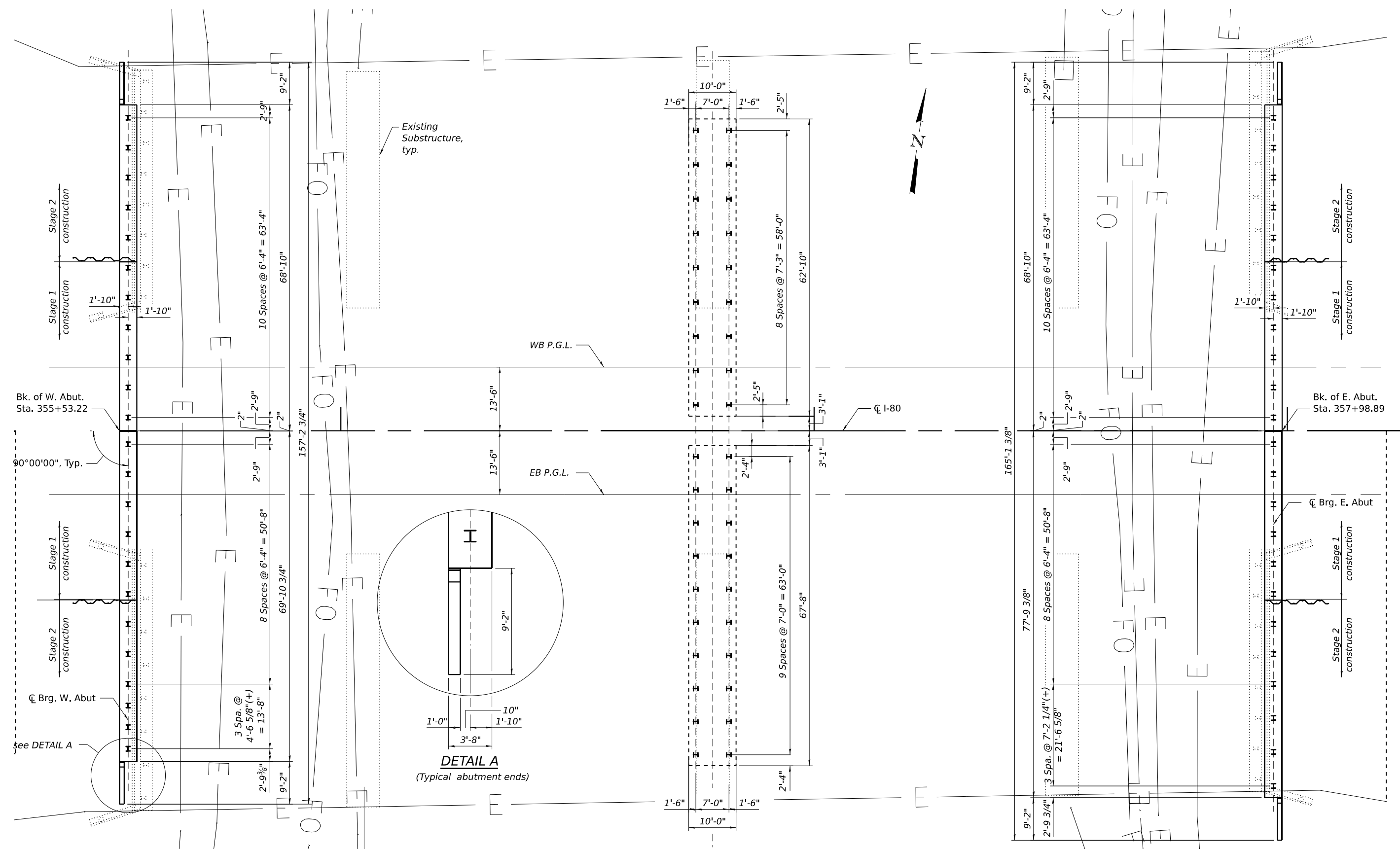
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES, INDEX OF SHEETS & BILL OF MATERIAL
STRUCTURE NO. 099-8316 & 099-8317

SHEET SD-02 OF SD-52 SHEETS

F.A.I. RTE. 80	SECTION FAI 80 21 STRUCTURE 7	COUNTY WILL	TOTAL SHEETS 1059	SHEET NO. 768
CONTRACT NO. 62R28				
ILLINOIS		FED. AID PROJECT		

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WEST ABUTMENT

West abutment piles shall be driven through 30" diameter precored holes extending to elevation 593.96 according to Article 512.09(c) of the Standard Specifications except that the void space outside of the pile shall be filled with bentonite according to the manufacturer's recommendations to achieve a Qu of 1.5 tsf. Cost included in driving piles.

PIER

NOTE:

Portion of sheet piling adjacent to existing abutment may need to be pulled in stage II to accommodate proposed abutment construction

EAST ABUTMENT

East abutment piles shall be driven through 30" diameter precored holes extending to elevation 591.09 according to Article 512.09(c) of the Standard Specifications except that the void space outside of the pile shall be filled with bentonite according to the manufacturer's recommendations to achieve a Qu of 1.5 tsf. Cost included in driving piles.



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PLOT SCALE =	CHECKED - EDA	REVISED -
PLOT DATE = 8/8/2023	DRAWN - ALH	REVISED -
	CHECKED - MRS	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

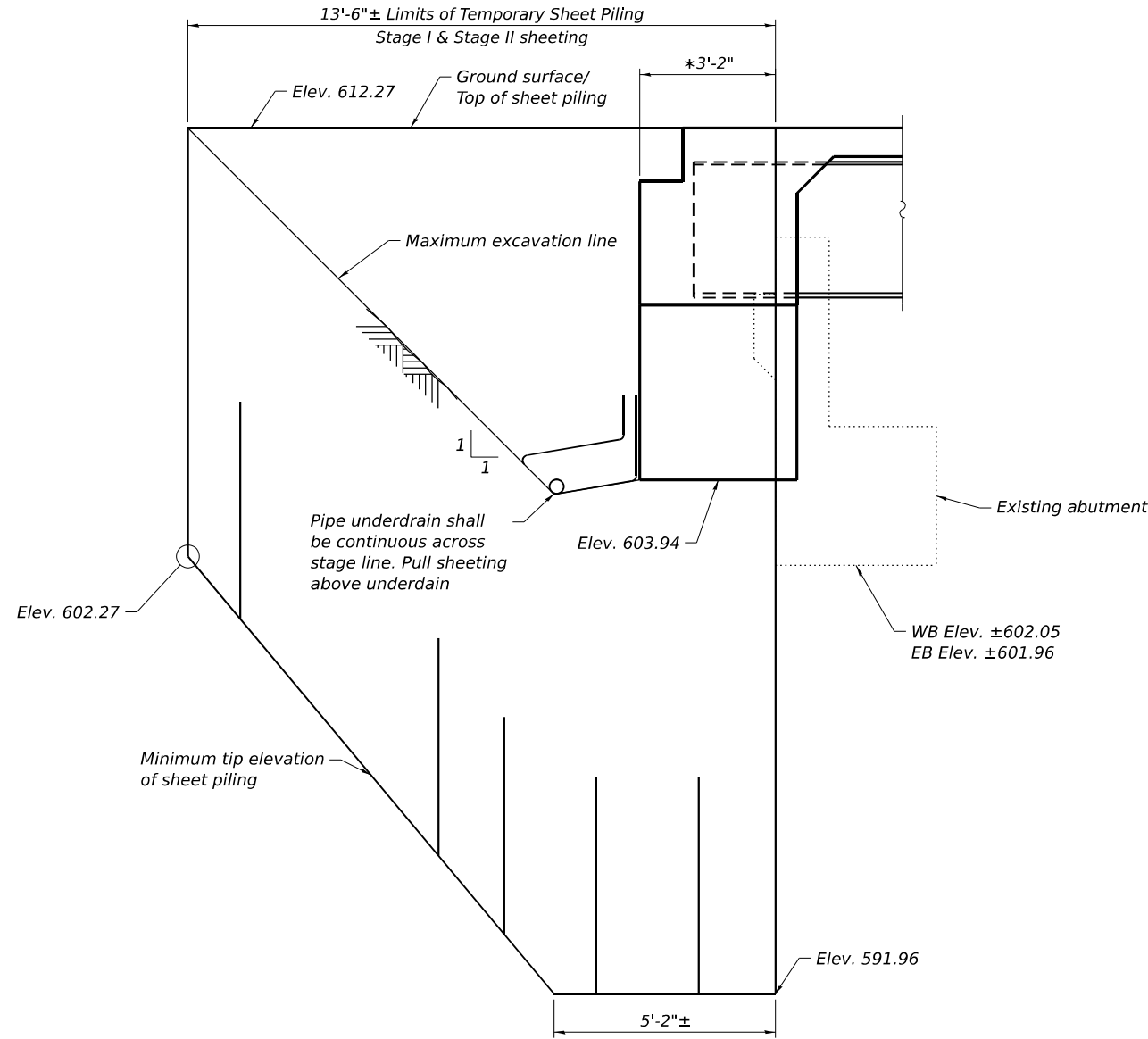
FOUNDATION LAYOUT PLAN
 STRUCTURE NO. 099-8316 & 8317

SHEET SD-03 OF SD-52 SHEETS

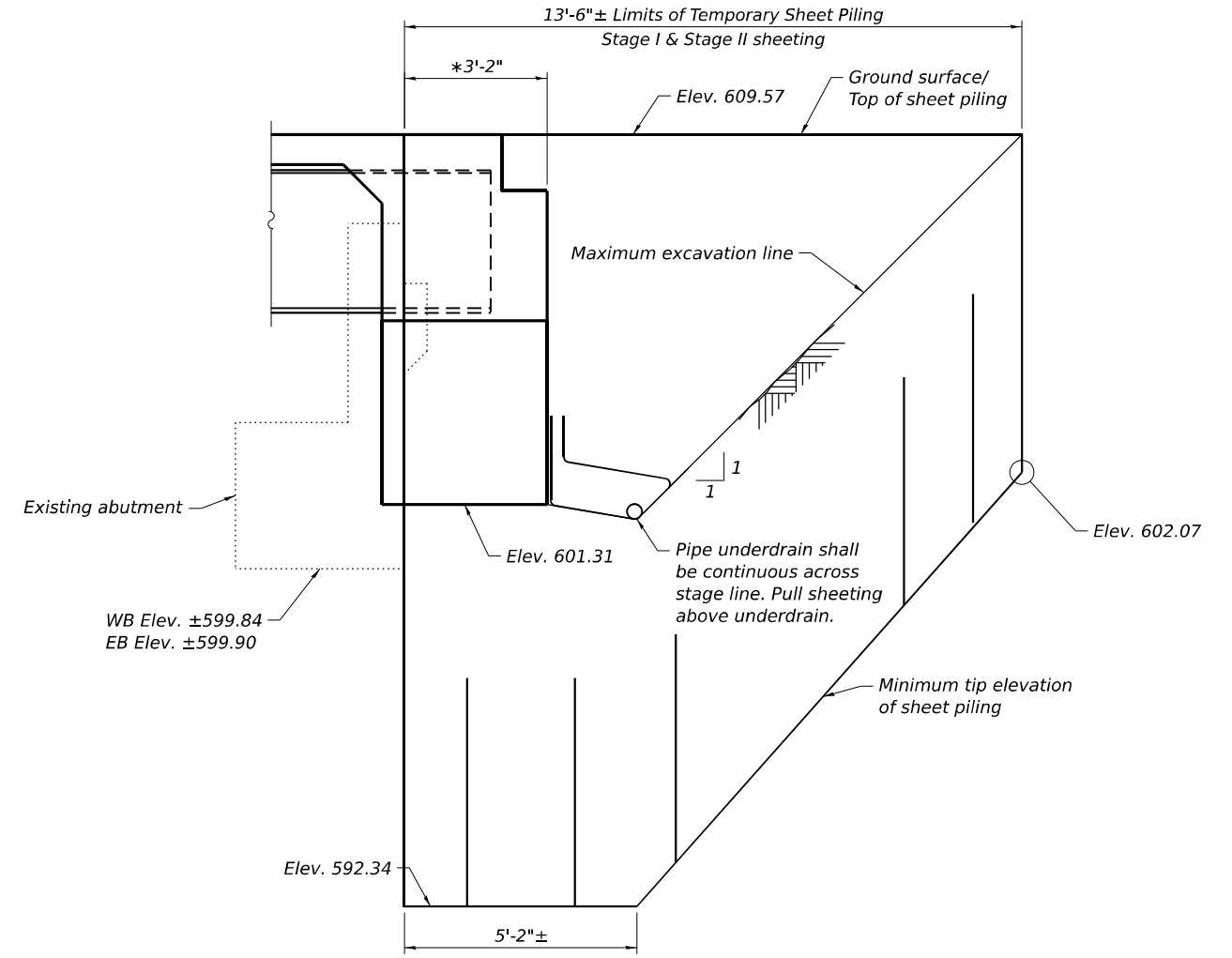
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	769
CONTRACT NO. 62R28				

ILLINOIS FED. AID PROJECT

* Pull sheet as needed in Stage II to cast proposed abutment



WEST ABUTMENT TEMPORARY SHEET PILING
(Minimum Required Section Modulus = 6 in³/ft)



EAST ABUTMENT TEMPORARY SHEET PILING
(Minimum Required Section Modulus = 6 in³/ft)

NOTES:

1. If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.
2. All slopes shown are measured along the length of the temporary sheet piling.
3. The sheet piling shall be installed prior to backfilling behind the abutments.
4. The sheet piling to be pulled up in Stage II to allow underdrains to be continuous across stages. Cost included in Temporary Sheet Piling

BILL OF MATERIAL

Item	Unit	Quantity
Temporary Sheet Piling	Sq Ft	844

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	CHECKED DTS	REVISED -
PLOT SCALE =	DRAWN CRS	REVISED -
PLOT DATE = 8/8/2023	CHECKED DTS	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY SHEET PILING
STRUCTURE NO. 099-8316 & 8317**

SHEET SD-04 OF SD-52 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CONTRACT NO. 62R28	
		ILLINOIS	FED. AID PROJECT	

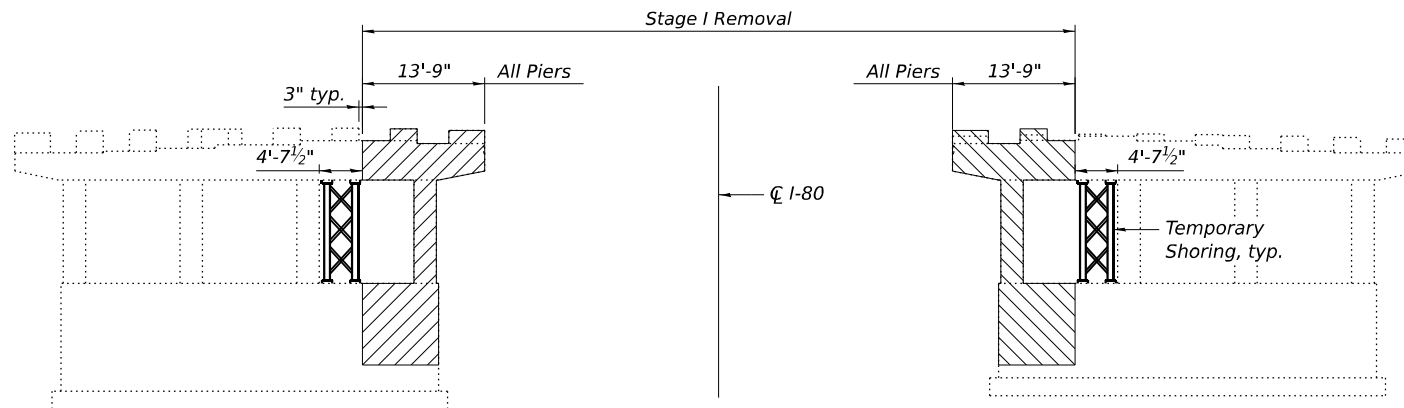
EXISTING PIER TEMPORARY SHORING

Service Load Reactions

Location	WB Pier 1/ EB Pier 3	Pier 2	WB Pier 3/ EB Pier 1
\bar{D} (k)	55	77	51
$\bar{L} + IM$ (k)	41	47	41
Total (k)	96	124	92

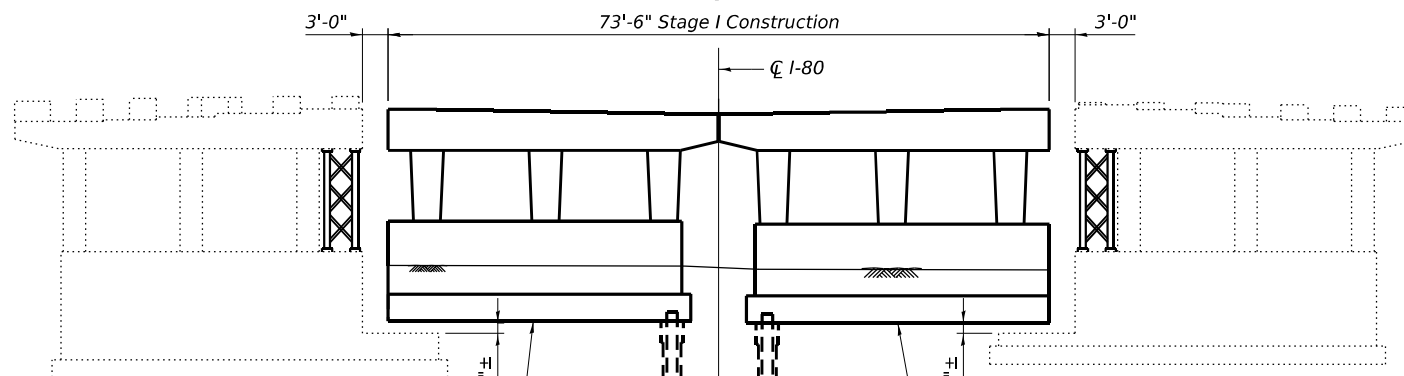
NOTES:

- 1) If Contractor elects, existing pier 1 and 3 need only be removed to 1 foot below the proposed superstructure in stage 1. Remaining portion of existing pier specified to be removed can be performed in stage 2.
- 2) Stage Removal Line and Stage Construction Limits for piers differ from the superstructure removal and construction limits.
- 3) If the Contractor elects to drive a second line of sheeting at abutments in Stage II it will be at no extra cost to the Department.
- 4) Existing Pier 2 Shown, horizontal limits of Stage I removal shall be similar for existing Pier 1 and Pier 3. Existing Pier 1 and Pier 3 to be removed to 1 foot below the existing grade per Article 501.04 of the Standard Specifications.
- 5) See Special Provisions for Temporary Shoring.
- 6) See sheet SD-41 for WB Pier details and SD-42 for EB Pier details.
- 7) Temporary Shoring shall be in place prior to removing any portion of the substructure in stage I.



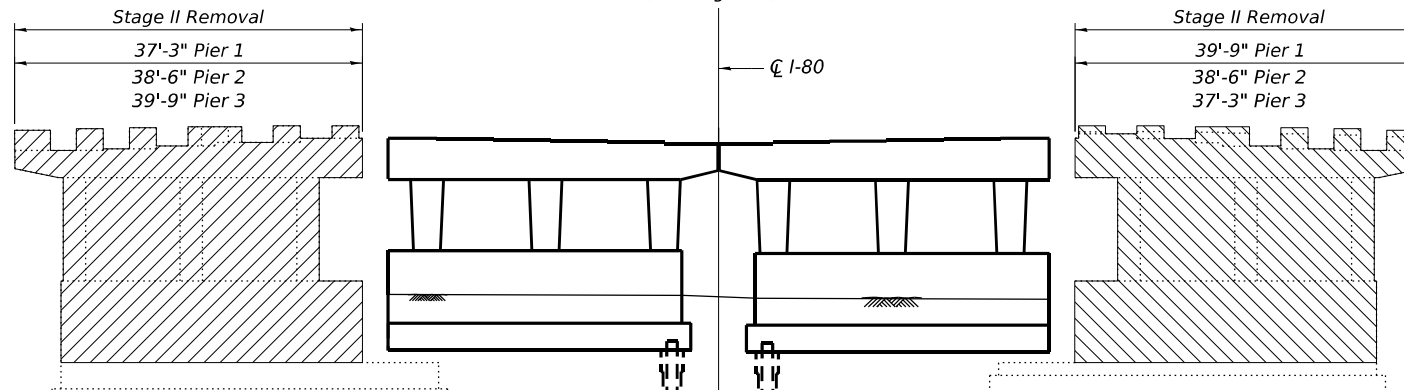
STAGE I REMOVAL

(Looking East)



STAGE I CONSTRUCTION

(Looking East)

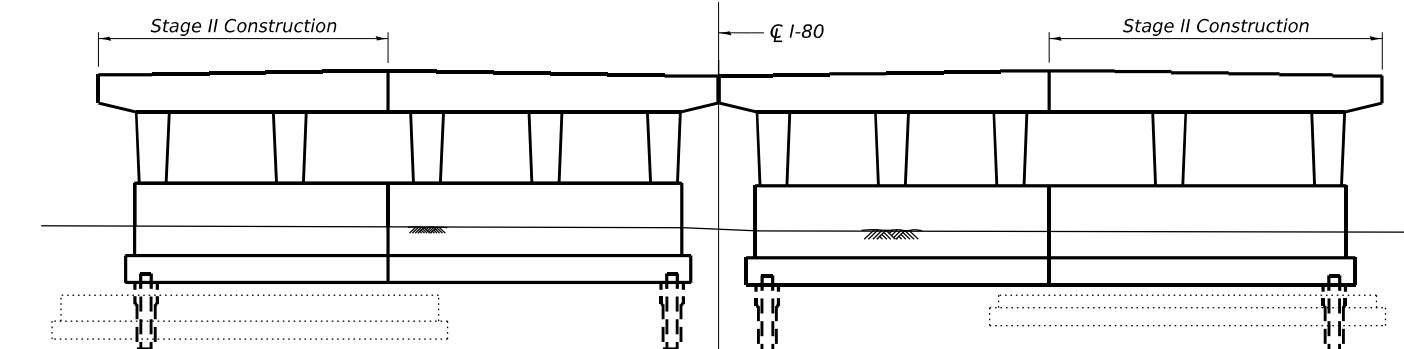


STAGE IIB REMOVAL

STAGE II REMOVAL

(Looking East)

STAGE IIA REMOVAL



STAGE IIB CONSTRUCTION

STAGE II CONSTRUCTION

(Looking East)

STAGE IIA CONSTRUCTION

LEGEND

Removal of Existing Structures No. 3

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Removal of Existing Structures No. 6	Each	1
Removal of Existing Structures No. 7	Each	1
Temporary Shoring	Each	6

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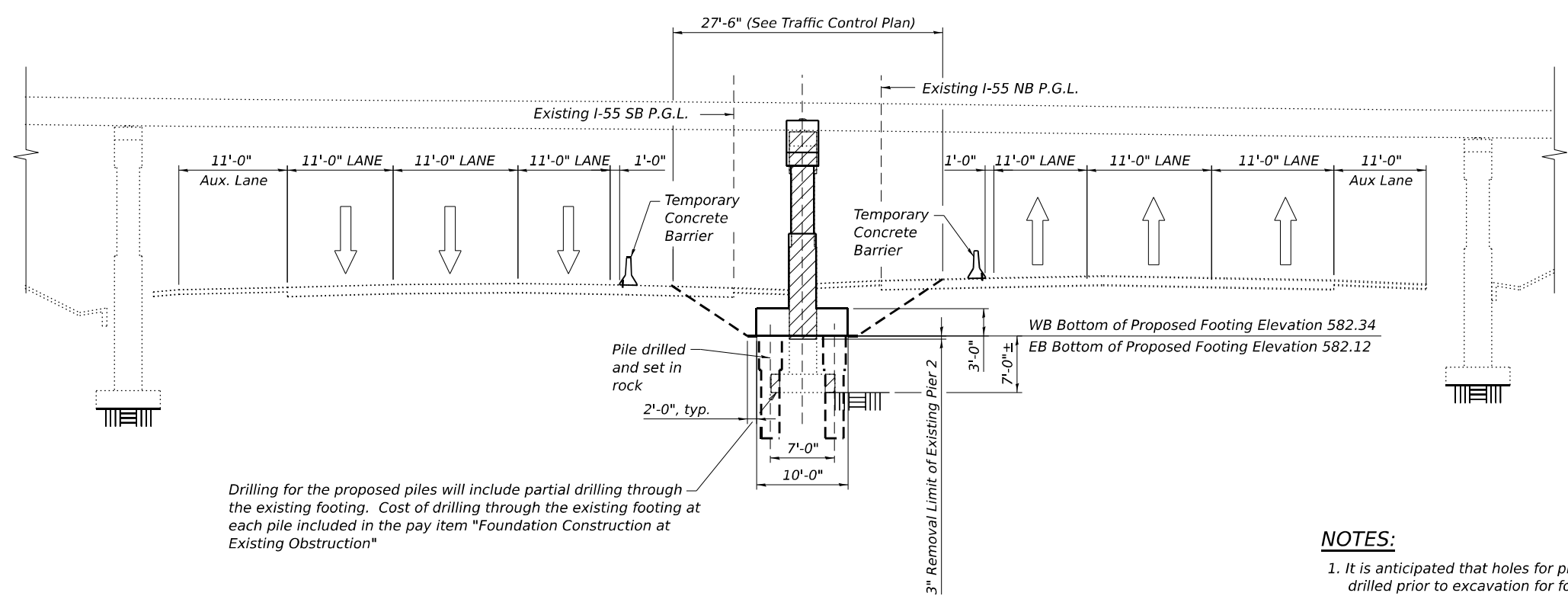
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**REMOVAL OF EXISTING STRUCTURE
STRUCTURE NO. 099-8316 & 099-8317**

F.A.I. RTE. 80	SECTION FAI 80 21 STRUCTURE 7	COUNTY WILL	TOTAL SHEETS 1059	SHEET NO. 771
				CONTRACT NO. 62R28
		ILLINOIS	FED. AID PROJECT	

SHEET SD-05 OF SD-52 SHEETS

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
Drilling for the proposed piles will include partial drilling through the existing footing. Cost of drilling through the existing footing at each pile included in the pay item "Foundation Construction at Existing Obstruction"

SUGGESTED PIER CONSTRUCTION AND EXISTING PIER 2 REMOVAL EXHIBIT

NOTES:

1. It is anticipated that holes for piles can be drilled prior to excavation for footing. If holes are drilled prior to excavation they shall be filled with CLSM to the bottom of the proposed footing. Cost of CLSM and any drilling above the bottom of the proposed footing included with Foundation Construction at Existing Obstruction.
2. See sheet SD-41 for WB Pier Details
3. See sheet SD-42 for EB Pier Details

LEGEND

 Removal of Existing Structures No. 6/7



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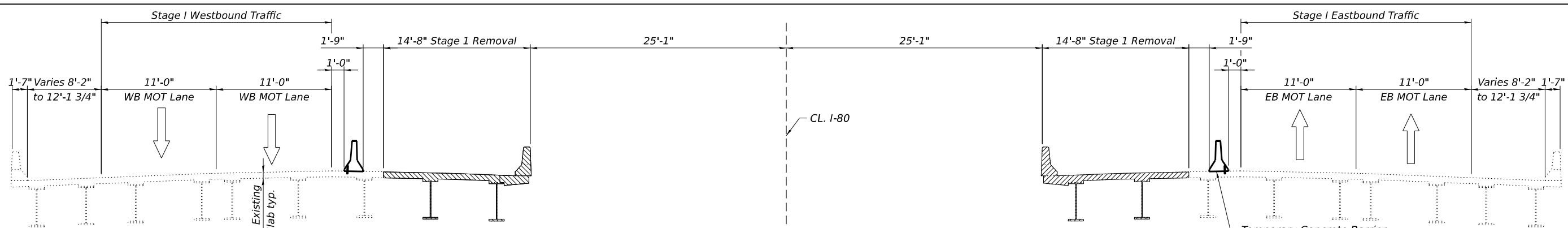
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUGGESTED PIER CONSTRUCTION EXHIBIT
 STRUCTURE NO. 099-8316 & 099-8317

SHEET SD-06 OF SD-52 SHEETS

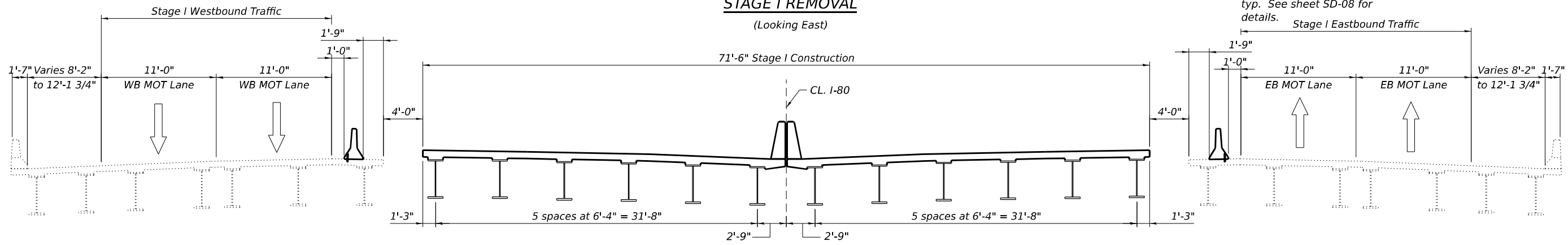
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CONTRACT NO. 62R28				
		ILLINOIS	FED. AID PROJECT	

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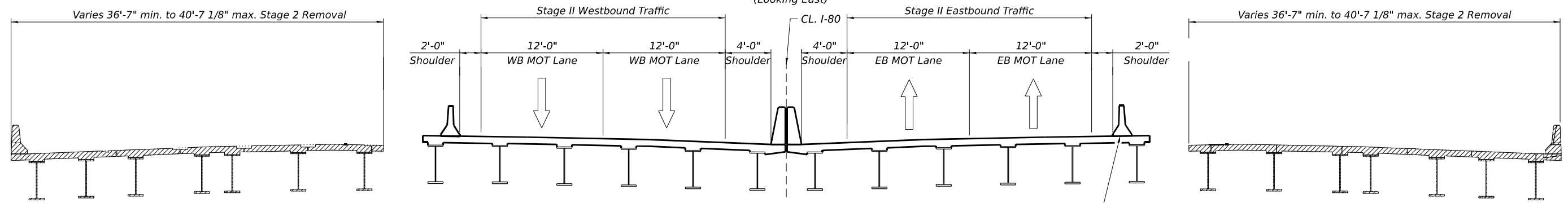
STAGE I REMOVAL

(Looking East)



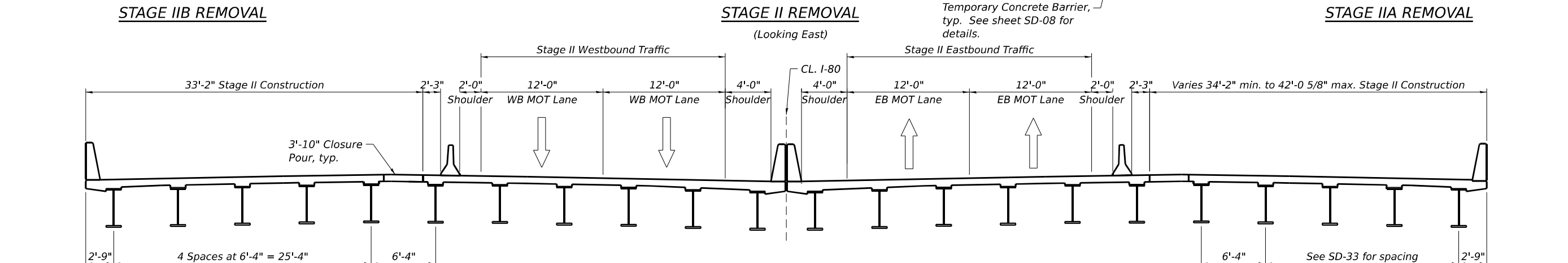
STAGE I RECONSTRUCTION

(Looking East)



STAGE II REMOVAL

(Looking East)



STAGE II RECONSTRUCTION

(Looking East)

LEGEND STAGE IIB RECONSTRUCTION

Removal of Existing Structures No. 6/7

NOTE: STAGE IIA RECONSTRUCTION

See Roadway Plans for quantity of Temporary Concrete Barrier.



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PLOT DATE = 8/8/2023	DRAWN - HMH	REVISED -
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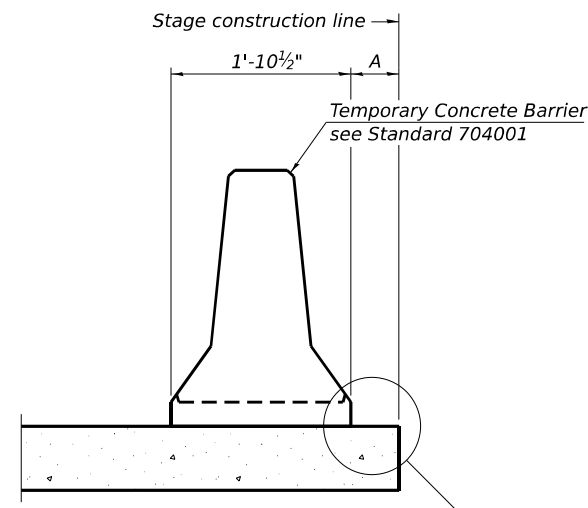
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION CROSS SECTIONS
 STRUCTURE NO. 099-8316 & 099-8317**

SHEET SD-07 OF SD-52 SHEETS

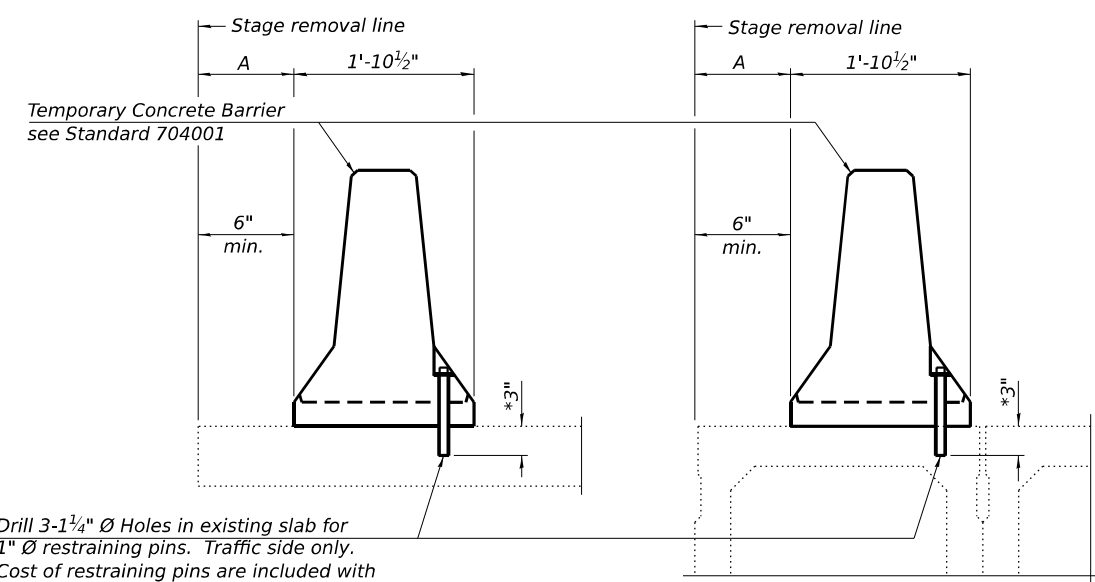
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When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1". See Detail I, II or III

NEW SLAB OR NEW DECK BEAM

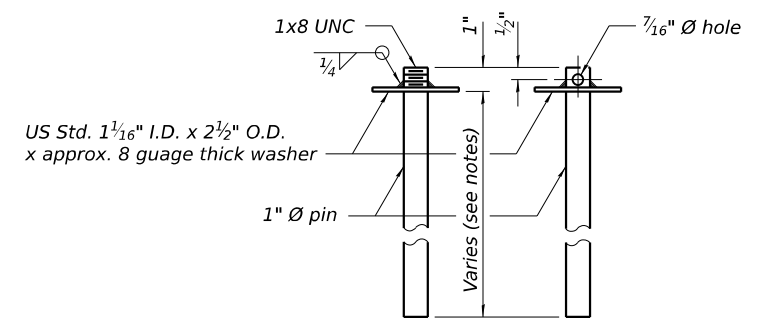


Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

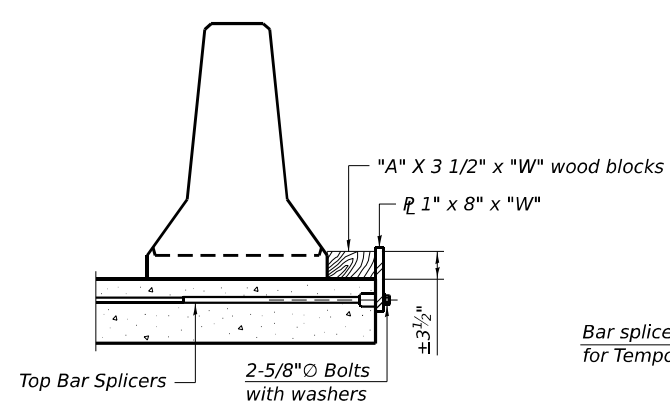
EXISTING DECK BEAM

SECTIONS THRU SLAB OR DECK BEAM

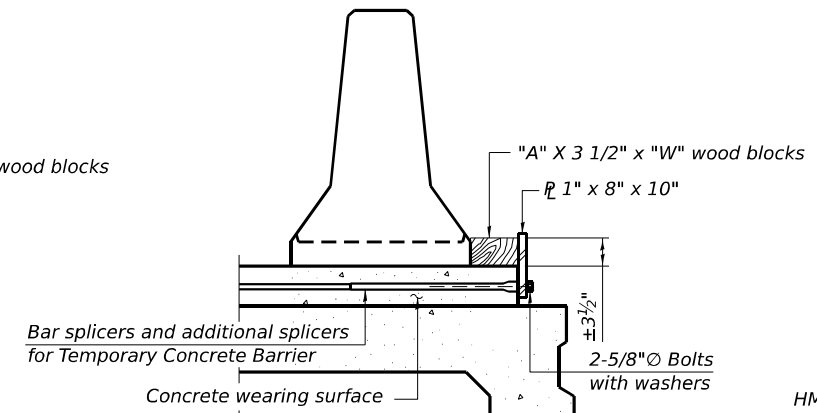


RESTRAINING PIN

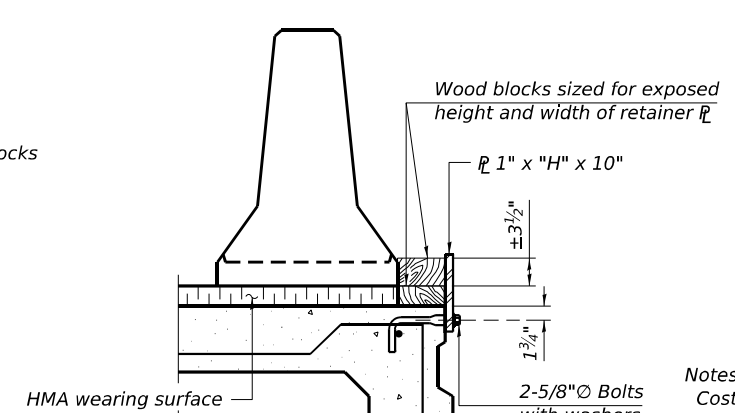
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.



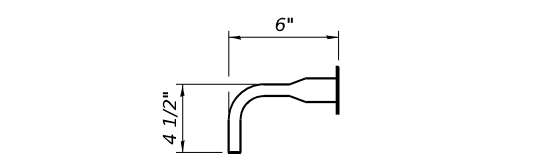
DETAIL I



DETAIL II



DETAIL III



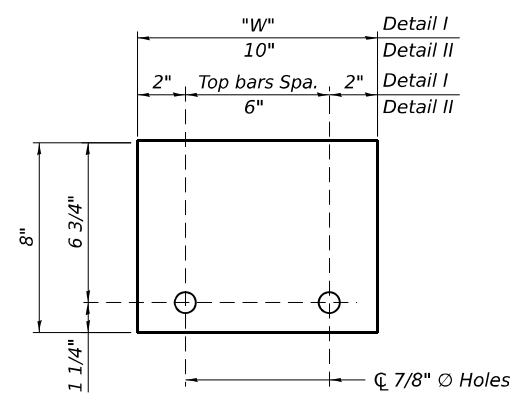
BAR SPLICER FOR #4 BAR - DETAIL III

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

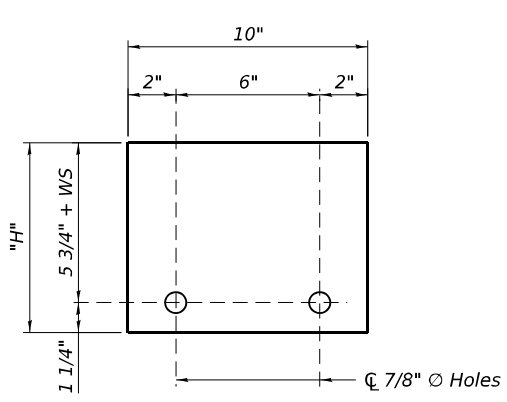
Detail I - Installation for a new bridge deck or bridge slab.
Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate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

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440



STEEL RETAINER 1" x 8" x "W"
(Detail I and II)



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

R-27 2-17-2017



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PLOT DATE = 8/8/2023	DRAWN - ALH	REVISED -
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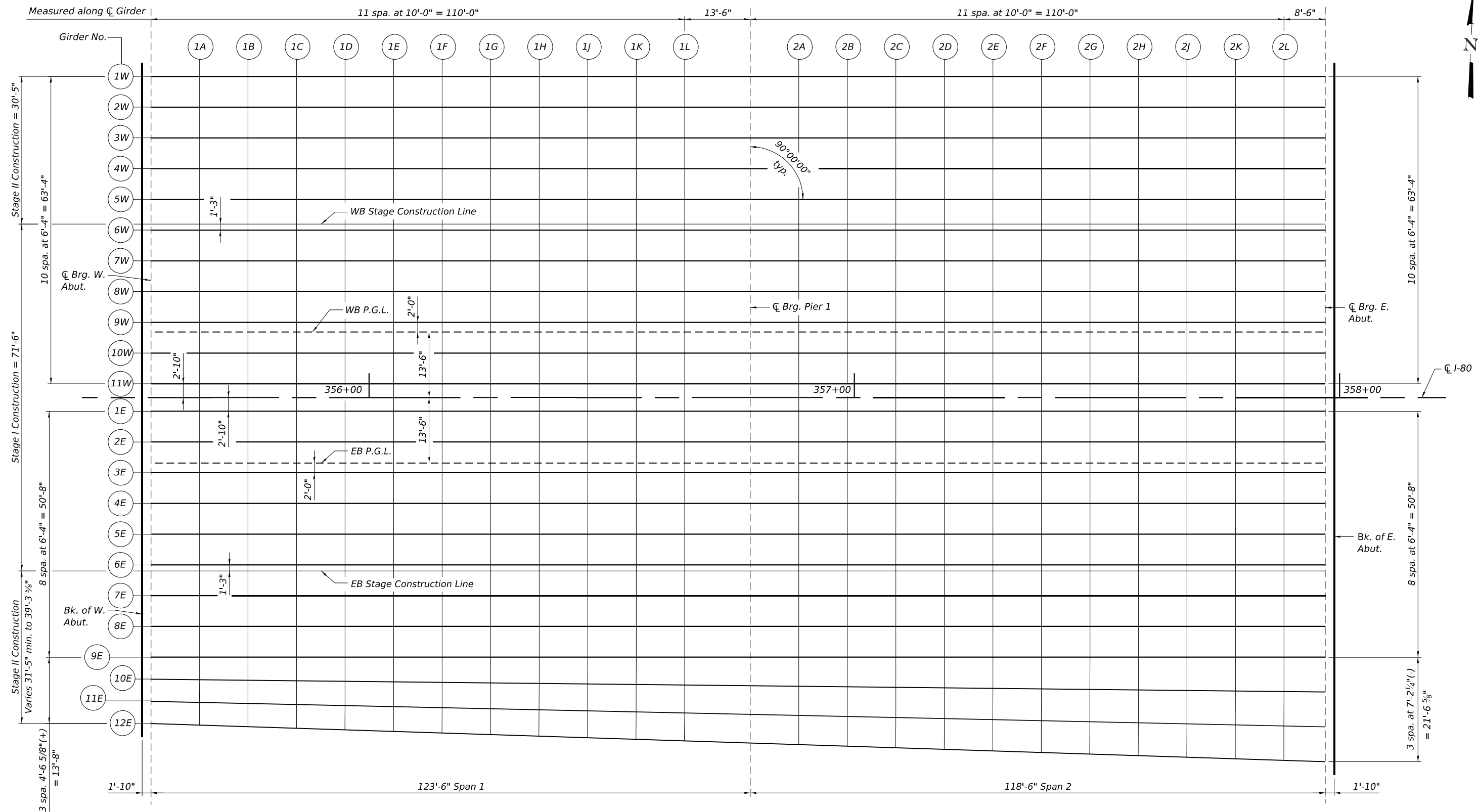
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 099-8316 & 099-8317**

SHEET SD-08 OF SD-52 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CONTRACT NO. 62R28	
		ILLINOIS	FED. AID PROJECT	

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PLAN



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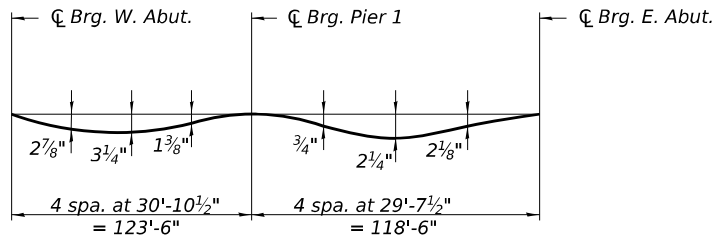
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATION PLAN
 STRUCTURE NO. 099-8316 & 8317

SHEET SD-09 OF SD-52 SHEETS

F.A.I. RTE. 80	SECTION FAI 80 21 STRUCTURE 7	COUNTY WILL	TOTAL SHEETS 1059	SHEET NO. 775
CONTRACT NO. 62R28				
ILLINOIS FED. AID PROJECT				

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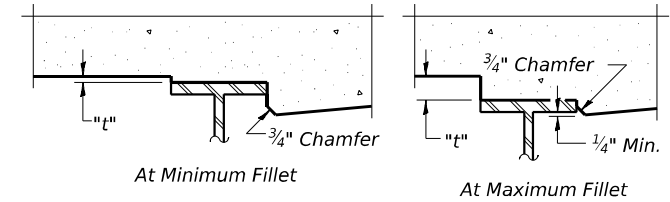


DEAD LOAD DEFLECTION DIAGRAM

(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 and grinding as shown below and sheets SD-11 thru SD-18.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on sheet SD-09. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown below and sheets SD-11 thru SD-18, minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flange of beams. The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown below. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

GIRDER 1W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	-52.67	611.71	611.73
CL BRG. W. ABUT.	355+55.06	-52.67	611.69	611.71
1A	355+65.06	-52.67	611.60	611.72
1B	355+75.06	-52.67	611.51	611.71
1C	355+85.06	-52.67	611.42	611.68
1D	355+95.06	-52.67	611.33	611.63
1E	356+05.06	-52.67	611.24	611.55
1F	356+15.06	-52.67	611.14	611.44
1G	356+25.06	-52.67	611.04	611.30
1H	356+35.06	-52.67	610.94	611.15
1J	356+45.06	-52.67	610.84	610.99
1K	356+55.06	-52.67	610.74	610.83
1L	356+65.06	-52.67	610.63	610.69
CL BRG PIER 1	356+78.56	-52.67	610.49	610.51
2A	356+88.56	-52.67	610.38	610.41
2B	356+98.56	-52.67	610.27	610.32
2C	357+08.56	-52.67	610.16	610.24
2D	357+18.56	-52.67	610.04	610.17
2E	357+28.56	-52.67	609.92	610.10
2F	357+38.56	-52.67	609.81	610.02
2G	357+48.56	-52.67	609.69	609.91
2H	357+58.56	-52.67	609.57	609.79
2J	357+68.56	-52.67	609.44	609.63
2K	357+78.56	-52.67	609.32	609.46
2L	357+88.56	-52.67	609.19	609.27
CL BRG. E. ABUT.	357+97.06	-52.67	609.08	609.10
BK. E. ABUT.	357+98.89	-52.67	609.06	609.08

GIRDER 2W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	-46.33	611.83	611.85
CL BRG. W. ABUT.	355+55.06	-46.33	611.82	611.84
1A	355+65.06	-46.33	611.73	611.84
1B	355+75.06	-46.33	611.64	611.83
1C	355+85.06	-46.33	611.55	611.81
1D	355+95.06	-46.33	611.46	611.75
1E	356+05.06	-46.33	611.36	611.67
1F	356+15.06	-46.33	611.27	611.56
1G	356+25.06	-46.33	611.17	611.43
1H	356+35.06	-46.33	611.07	611.28
1J	356+45.06	-46.33	610.97	611.12
1K	356+55.06	-46.33	610.87	610.96
1L	356+65.06	-46.33	610.76	610.81
CL BRG PIER 1	356+78.56	-46.33	610.62	610.64
2A	356+88.56	-46.33	610.51	610.53
2B	356+98.56	-46.33	610.40	610.44
2C	357+08.56	-46.33	610.28	610.37
2D	357+18.56	-46.33	610.17	610.30
2E	357+28.56	-46.33	610.05	610.23
2F	357+38.56	-46.33	609.93	610.14
2G	357+48.56	-46.33	609.81	610.04
2H	357+58.56	-46.33	609.69	609.91
2J	357+68.56	-46.33	609.57	609.76
2K	357+78.56	-46.33	609.44	609.59
2L	357+88.56	-46.33	609.32	609.40
CL BRG. E. ABUT.	357+97.06	-46.33	609.21	609.23
BK. E. ABUT.	357+98.89	-46.33	609.18	609.20

GIRDER 3W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	-40.00	611.96	611.98
CL BRG. W. ABUT.	355+55.06	-40.00	611.94	611.97
1A	355+65.06	-40.00	611.86	611.97
1B	355+75.06	-40.00	611.77	611.96
1C	355+85.06	-40.00	611.68	611.93
1D	355+95.06	-40.00	611.58	611.88
1E	356+05.06	-40.00	611.49	611.80
1F	356+15.06	-40.00	611.39	611.69
1G	356+25.06	-40.00	611.30	611.55
1H	356+35.06	-40.00	611.20	611.40
1J	356+45.06	-40.00	611.10	611.24
1K	356+55.06	-40.00	610.99	611.09
1L	356+65.06	-40.00	610.89	610.94
CL BRG PIER 1	356+78.56	-40.00	610.74	610.76
2A	356+88.56	-40.00	610.63	610.66
2B	356+98.56	-40.00	610.52	610.57
2C	357+08.56	-40.00	610.41	610.49
2D	357+18.56	-40.00	610.29	610.42
2E	357+28.56	-40.00	610.18	610.35
2F	357+38.56	-40.00	610.06	610.27
2G	357+48.56	-40.00	609.94	610.17
2H	357+58.56	-40.00	609.82	610.04
2J	357+68.56	-40.00	609.69	609.89
2K	357+78.56	-40.00	609.57	609.71
2L	357+88.56	-40.00	609.44	609.52
CL BRG. E. ABUT.	357+97.06	-40.00	609.33	609.35
BK. E. ABUT.	357+98.89	-40.00	609.31	609.33



USER NAME = cstanuqb	DESIGNED - DTS	REVISED -
	CHECKED - CRS	REVISED -
PLOT SCALE =	DRAWN - DTS	REVISED -
PLOT DATE = 8/8/2023	CHECKED - CRS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATION (1 OF 9)
STRUCTURE NO. 099-8316 & 099-8317

SHEET SD-10 OF SD-52 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	776
CONTRACT NO. 62R28				
ILLINOIS		FED. AID PROJECT		

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 8/8/2023 11:24:46 AM

GIRDER 4W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	-33.67	612.08	612.10
☉ BRG. W. ABUT.	355+55.06	-33.67	612.06	612.08
1A	355+65.06	-33.67	611.97	612.09
1B	355+75.06	-33.67	611.88	612.08
1C	355+85.06	-33.67	611.79	612.05
1D	355+95.06	-33.67	611.70	611.99
1E	356+05.06	-33.67	611.61	611.92
1F	356+15.06	-33.67	611.51	611.80
1G	356+25.06	-33.67	611.41	611.67
1H	356+35.06	-33.67	611.31	611.52
1J	356+45.06	-33.67	611.21	611.36
1K	356+55.06	-33.67	611.11	611.20
1L	356+65.06	-33.67	611.00	611.05
☉ BRG PIER 1	356+78.56	-33.67	610.86	610.88
2A	356+88.56	-33.67	610.75	610.77
2B	356+98.56	-33.67	610.64	610.69
2C	357+08.56	-33.67	610.52	610.61
2D	357+18.56	-33.67	610.41	610.54
2E	357+28.56	-33.67	610.29	610.47
2F	357+38.56	-33.67	610.18	610.38
2G	357+48.56	-33.67	610.06	610.28
2H	357+58.56	-33.67	609.93	610.15
2J	357+68.56	-33.67	609.81	610.00
2K	357+78.56	-33.67	609.68	609.83
2L	357+88.56	-33.67	609.56	609.64
☉ BRG. E. ABUT.	357+97.06	-33.67	609.45	609.47
BK. E. ABUT.	357+98.89	-33.67	609.42	609.45

GIRDER 5W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	-27.33	612.17	612.19
☉ BRG. W. ABUT.	355+55.06	-27.33	612.15	612.18
1A	355+65.06	-27.33	612.07	612.18
1B	355+75.06	-27.33	611.98	612.17
1C	355+85.06	-27.33	611.89	612.14
1D	355+95.06	-27.33	611.79	612.09
1E	356+05.06	-27.33	611.70	612.01
1F	356+15.06	-27.33	611.60	611.90
1G	356+25.06	-27.33	611.51	611.76
1H	356+35.06	-27.33	611.41	611.61
1J	356+45.06	-27.33	611.31	611.45
1K	356+55.06	-27.33	611.20	611.30
1L	356+65.06	-27.33	611.10	611.15
☉ BRG PIER 1	356+78.56	-27.33	610.95	610.97
2A	356+88.56	-27.33	610.84	610.87
2B	356+98.56	-27.33	610.73	610.78
2C	357+08.56	-27.33	610.62	610.70
2D	357+18.56	-27.33	610.50	610.63
2E	357+28.56	-27.33	610.39	610.56
2F	357+38.56	-27.33	610.27	610.48
2G	357+48.56	-27.33	610.15	610.38
2H	357+58.56	-27.33	610.03	610.25
2J	357+68.56	-27.33	609.90	610.10
2K	357+78.56	-27.33	609.78	609.92
2L	357+88.56	-27.33	609.65	609.73
☉ BRG. E. ABUT.	357+97.06	-27.33	609.54	609.56
BK. E. ABUT.	357+98.89	-27.33	609.52	609.54

WB STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	-22.25	612.19	612.21
☉ BRG. W. ABUT.	355+55.06	-22.25	612.18	612.20
1A	355+65.06	-22.25	612.09	612.20
1B	355+75.06	-22.25	612.00	612.20
1C	355+85.06	-22.25	611.91	612.17
1D	355+95.06	-22.25	611.82	612.11
1E	356+05.06	-22.25	611.72	612.03
1F	356+15.06	-22.25	611.63	611.92
1G	356+25.06	-22.25	611.53	611.79
1H	356+35.06	-22.25	611.43	611.64
1J	356+45.06	-22.25	611.33	611.48
1K	356+55.06	-22.25	611.23	611.32
1L	356+65.06	-22.25	611.12	611.17
☉ BRG PIER 1	356+78.56	-22.25	610.98	611.00
2A	356+88.56	-22.25	610.87	610.89
2B	356+98.56	-22.25	610.76	610.80
2C	357+08.56	-22.25	610.64	610.73
2D	357+18.56	-22.25	610.53	610.66
2E	357+28.56	-22.25	610.41	610.59
2F	357+38.56	-22.25	610.29	610.50
2G	357+48.56	-22.25	610.17	610.40
2H	357+58.56	-22.25	610.05	610.27
2J	357+68.56	-22.25	609.93	610.12
2K	357+78.56	-22.25	609.80	609.95
2L	357+88.56	-22.25	609.68	609.76
☉ BRG. E. ABUT.	357+97.06	-22.25	609.57	609.59
BK. E. ABUT.	357+98.89	-22.25	609.54	609.56



USER NAME = cstanuqb	DESIGNED - DTS	REVISED -
	CHECKED - CRS	REVISED -
PLOT SCALE =	DRAWN - DTS	REVISED -
PLOT DATE = 8/8/2023	CHECKED - CRS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATION (2 OF 9)
STRUCTURE NO. 099-8316 & 099-8317

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	777
CONTRACT NO. 62R28				
ILLINOIS		FED. AID PROJECT		

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GIRDER 6W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	-21.00	612.18	612.20
☉ BRG. W. ABUT.	355+55.06	-21.00	612.16	612.18
1A	355+65.06	-21.00	612.07	612.19
1B	355+75.06	-21.00	611.98	612.18
1C	355+85.06	-21.00	611.89	612.15
1D	355+95.06	-21.00	611.80	612.09
1E	356+05.06	-21.00	611.71	612.02
1F	356+15.06	-21.00	611.61	611.90
1G	356+25.06	-21.00	611.51	611.77
1H	356+35.06	-21.00	611.41	611.62
1J	356+45.06	-21.00	611.31	611.46
1K	356+55.06	-21.00	611.21	611.30
1L	356+65.06	-21.00	611.10	611.15
☉ BRG PIER 1	356+78.56	-21.00	610.96	610.98
2A	356+88.56	-21.00	610.85	610.87
2B	356+98.56	-21.00	610.74	610.79
2C	357+08.56	-21.00	610.62	610.71
2D	357+18.56	-21.00	610.51	610.64
2E	357+28.56	-21.00	610.39	610.57
2F	357+38.56	-21.00	610.28	610.48
2G	357+48.56	-21.00	610.16	610.38
2H	357+58.56	-21.00	610.03	610.25
2J	357+68.56	-21.00	609.91	610.10
2K	357+78.56	-21.00	609.78	609.93
2L	357+88.56	-21.00	609.66	609.74
☉ BRG. E. ABUT.	357+97.06	-21.00	609.55	609.57
BK. E. ABUT.	357+98.89	-21.00	609.52	609.55

GIRDER 7W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	-14.67	612.08	612.10
☉ BRG. W. ABUT.	355+55.06	-14.67	612.06	612.09
1A	355+65.06	-14.67	611.98	612.09
1B	355+75.06	-14.67	611.89	612.08
1C	355+85.06	-14.67	611.80	612.05
1D	355+95.06	-14.67	611.70	612.00
1E	356+05.06	-14.67	611.61	611.92
1F	356+15.06	-14.67	611.51	611.81
1G	356+25.06	-14.67	611.42	611.67
1H	356+35.06	-14.67	611.32	611.52
1J	356+45.06	-14.67	611.22	611.36
1K	356+55.06	-14.67	611.11	611.21
1L	356+65.06	-14.67	611.01	611.06
☉ BRG PIER 1	356+78.56	-14.67	610.86	610.88
2A	356+88.56	-14.67	610.75	610.78
2B	356+98.56	-14.67	610.64	610.69
2C	357+08.56	-14.67	610.53	610.61
2D	357+18.56	-14.67	610.41	610.54
2E	357+28.56	-14.67	610.30	610.47
2F	357+38.56	-14.67	610.18	610.39
2G	357+48.56	-14.67	610.06	610.29
2H	357+58.56	-14.67	609.94	610.16
2J	357+68.56	-14.67	609.81	610.01
2K	357+78.56	-14.67	609.69	609.83
2L	357+88.56	-14.67	609.56	609.64
☉ BRG. E. ABUT.	357+97.06	-14.67	609.45	609.47
BK. E. ABUT.	357+98.89	-14.67	609.43	609.45

GIRDER 8W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	-8.33	611.97	611.99
☉ BRG. W. ABUT.	355+55.06	-8.33	611.95	611.97
1A	355+65.06	-8.33	611.86	611.98
1B	355+75.06	-8.33	611.77	611.97
1C	355+85.06	-8.33	611.68	611.94
1D	355+95.06	-8.33	611.59	611.89
1E	356+05.06	-8.33	611.50	611.81
1F	356+15.06	-8.33	611.40	611.70
1G	356+25.06	-8.33	611.30	611.56
1H	356+35.06	-8.33	611.20	611.41
1J	356+45.06	-8.33	611.10	611.25
1K	356+55.06	-8.33	611.00	611.09
1L	356+65.06	-8.33	610.89	610.95
☉ BRG PIER 1	356+78.56	-8.33	610.75	610.77
2A	356+88.56	-8.33	610.64	610.67
2B	356+98.56	-8.33	610.53	610.58
2C	357+08.56	-8.33	610.42	610.50
2D	357+18.56	-8.33	610.30	610.43
2E	357+28.56	-8.33	610.18	610.36
2F	357+38.56	-8.33	610.07	610.28
2G	357+48.56	-8.33	609.95	610.17
2H	357+58.56	-8.33	609.83	610.05
2J	357+68.56	-8.33	609.70	609.89
2K	357+78.56	-8.33	609.58	609.72
2L	357+88.56	-8.33	609.45	609.53
☉ BRG. E. ABUT.	357+97.06	-8.33	609.34	609.36
BK. E. ABUT.	357+98.89	-8.33	609.32	609.34



USER NAME = cstanugh	DESIGNED - DTS	REVISED -
PLOT SCALE =	CHECKED - CRS	REVISED -
PLOT DATE = 8/8/2023	DRAWN - DTS	REVISED -
	CHECKED - CRS	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATION (3 OF 9)
 STRUCTURE NO. 099-8316 & 099-8317**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	778
CONTRACT NO. 62R28				
		ILLINOIS	FED. AID PROJECT	

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GIRDER 9W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	-2.00	611.84	611.86
☐ BRG. W. ABUT.	355+55.06	-2.00	611.82	611.85
1A	355+65.06	-2.00	611.74	611.85
1B	355+75.06	-2.00	611.65	611.84
1C	355+85.06	-2.00	611.56	611.81
1D	355+95.06	-2.00	611.46	611.76
1E	356+05.06	-2.00	611.37	611.68
1F	356+15.06	-2.00	611.27	611.57
1G	356+25.06	-2.00	611.18	611.43
1H	356+35.06	-2.00	611.08	611.28
1J	356+45.06	-2.00	610.98	611.12
1K	356+55.06	-2.00	610.87	610.97
1L	356+65.06	-2.00	610.77	610.82
☐ BRG PIER 1	356+78.56	-2.00	610.62	610.64
2A	356+88.56	-2.00	610.51	610.54
2B	356+98.56	-2.00	610.40	610.45
2C	357+08.56	-2.00	610.29	610.37
2D	357+18.56	-2.00	610.17	610.30
2E	357+28.56	-2.00	610.06	610.23
2F	357+38.56	-2.00	609.94	610.15
2G	357+48.56	-2.00	609.82	610.05
2H	357+58.56	-2.00	609.70	609.92
2J	357+68.56	-2.00	609.57	609.77
2K	357+78.56	-2.00	609.45	609.59
2L	357+88.56	-2.00	609.32	609.40
☐ BRG. E. ABUT.	357+97.06	-2.00	609.21	609.23
BK. E. ABUT.	357+98.89	-2.00	609.19	609.21

WB P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	0.00	611.80	611.82
☐ BRG. W. ABUT.	355+55.06	0.00	611.78	611.81
1A	355+65.06	0.00	611.70	611.81
1B	355+75.06	0.00	611.61	611.80
1C	355+85.06	0.00	611.52	611.77
1D	355+95.06	0.00	611.42	611.72
1E	356+05.06	0.00	611.33	611.64
1F	356+15.06	0.00	611.23	611.53
1G	356+25.06	0.00	611.14	611.39
1H	356+35.06	0.00	611.04	611.24
1J	356+45.06	0.00	610.94	611.08
1K	356+55.06	0.00	610.83	610.93
1L	356+65.06	0.00	610.73	610.78
☐ BRG PIER 1	356+78.56	0.00	610.58	610.60
2A	356+88.56	0.00	610.47	610.50
2B	356+98.56	0.00	610.36	610.41
2C	357+08.56	0.00	610.25	610.33
2D	357+18.56	0.00	610.13	610.26
2E	357+28.56	0.00	610.02	610.19
2F	357+38.56	0.00	609.90	610.11
2G	357+48.56	0.00	609.78	610.01
2H	357+58.56	0.00	609.66	609.88
2J	357+68.56	0.00	609.53	609.73
2K	357+78.56	0.00	609.41	609.55
2L	357+88.56	0.00	609.28	609.36
☐ BRG. E. ABUT.	357+97.06	0.00	609.17	609.19
BK. E. ABUT.	357+98.89	0.00	609.15	609.17

GIRDER 10W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	4.33	611.71	611.73
☐ BRG. W. ABUT.	355+55.06	4.33	611.70	611.72
1A	355+65.06	4.33	611.61	611.72
1B	355+75.06	4.33	611.52	611.71
1C	355+85.06	4.33	611.43	611.69
1D	355+95.06	4.33	611.34	611.63
1E	356+05.06	4.33	611.24	611.55
1F	356+15.06	4.33	611.15	611.44
1G	356+25.06	4.33	611.05	611.31
1H	356+35.06	4.33	610.95	611.16
1J	356+45.06	4.33	610.85	611.00
1K	356+55.06	4.33	610.75	610.84
1L	356+65.06	4.33	610.64	610.69
☐ BRG PIER 1	356+78.56	4.33	610.50	610.52
2A	356+88.56	4.33	610.39	610.41
2B	356+98.56	4.33	610.28	610.32
2C	357+08.56	4.33	610.16	610.25
2D	357+18.56	4.33	610.05	610.18
2E	357+28.56	4.33	609.93	610.11
2F	357+38.56	4.33	609.81	610.02
2G	357+48.56	4.33	609.69	609.92
2H	357+58.56	4.33	609.57	609.79
2J	357+68.56	4.33	609.45	609.64
2K	357+78.56	4.33	609.32	609.47
2L	357+88.56	4.33	609.20	609.28
☐ BRG. E. ABUT.	357+97.06	4.33	609.09	609.11
BK. E. ABUT.	357+98.89	4.33	609.06	609.08



USER NAME = cstanuqb_	DESIGNED - DTS	REVISED -
	CHECKED - CRS	REVISED -
PLOT SCALE =	DRAWN - DTS	REVISED -
PLOT DATE = 8/8/2023	CHECKED - CRS	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATION (4 OF 9)
 STRUCTURE NO. 099-8316 & 099-8317**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	779
CONTRACT NO. 62R28				
ILLINOIS		FED. AID PROJECT		

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GIRDER 11W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	10.67	611.59	611.61
☉ BRG. W. ABUT.	355+55.06	10.67	611.57	611.59
1A	355+65.06	10.67	611.48	611.60
1B	355+75.06	10.67	611.39	611.59
1C	355+85.06	10.67	611.30	611.56
1D	355+95.06	10.67	611.21	611.51
1E	356+05.06	10.67	611.12	611.43
1F	356+15.06	10.67	611.02	611.32
1G	356+25.06	10.67	610.92	611.18
1H	356+35.06	10.67	610.82	611.03
1J	356+45.06	10.67	610.72	610.87
1K	356+55.06	10.67	610.62	610.71
1L	356+65.06	10.67	610.51	610.57
☉ BRG PIER 1	356+78.56	10.67	610.37	610.39
2A	356+88.56	10.67	610.26	610.29
2B	356+98.56	10.67	610.15	610.20
2C	357+08.56	10.67	610.04	610.12
2D	357+18.56	10.67	609.92	610.05
2E	357+28.56	10.67	609.80	609.98
2F	357+38.56	10.67	609.69	609.90
2G	357+48.56	10.67	609.57	609.79
2H	357+58.56	10.67	609.45	609.67
2J	357+68.56	10.67	609.32	609.51
2K	357+78.56	10.67	609.20	609.34
2L	357+88.56	10.67	609.07	609.15
☉ BRG. E. ABUT.	357+97.06	10.67	608.96	608.98
BK. E. ABUT.	357+98.89	10.67	608.94	608.96

GIRDER 1E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	-10.67	611.59	611.61
☉ BRG. W. ABUT.	355+55.06	-10.67	611.57	611.59
1A	355+65.06	-10.67	611.48	611.60
1B	355+75.06	-10.67	611.39	611.59
1C	355+85.06	-10.67	611.30	611.56
1D	355+95.06	-10.67	611.21	611.51
1E	356+05.06	-10.67	611.12	611.43
1F	356+15.06	-10.67	611.02	611.32
1G	356+25.06	-10.67	610.92	611.18
1H	356+35.06	-10.67	610.82	611.03
1J	356+45.06	-10.67	610.72	610.87
1K	356+55.06	-10.67	610.62	610.71
1L	356+65.06	-10.67	610.51	610.57
☉ BRG PIER 1	356+78.56	-10.67	610.37	610.39
2A	356+88.56	-10.67	610.26	610.29
2B	356+98.56	-10.67	610.15	610.20
2C	357+08.56	-10.67	610.04	610.12
2D	357+18.56	-10.67	609.92	610.05
2E	357+28.56	-10.67	609.80	609.98
2F	357+38.56	-10.67	609.69	609.90
2G	357+48.56	-10.67	609.57	609.79
2H	357+58.56	-10.67	609.45	609.67
2J	357+68.56	-10.67	609.32	609.51
2K	357+78.56	-10.67	609.20	609.34
2L	357+88.56	-10.67	609.07	609.15
☉ BRG. E. ABUT.	357+97.06	-10.67	608.96	608.98
BK. E. ABUT.	357+98.89	-10.67	608.94	608.96

GIRDER 2E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	-4.33	611.71	611.73
☉ BRG. W. ABUT.	355+55.06	-4.33	611.70	611.72
1A	355+65.06	-4.33	611.61	611.72
1B	355+75.06	-4.33	611.52	611.71
1C	355+85.06	-4.33	611.43	611.69
1D	355+95.06	-4.33	611.34	611.63
1E	356+05.06	-4.33	611.24	611.55
1F	356+15.06	-4.33	611.15	611.44
1G	356+25.06	-4.33	611.05	611.31
1H	356+35.06	-4.33	610.95	611.16
1J	356+45.06	-4.33	610.85	611.00
1K	356+55.06	-4.33	610.75	610.84
1L	356+65.06	-4.33	610.64	610.69
☉ BRG PIER 1	356+78.56	-4.33	610.50	610.52
2A	356+88.56	-4.33	610.39	610.41
2B	356+98.56	-4.33	610.28	610.32
2C	357+08.56	-4.33	610.16	610.25
2D	357+18.56	-4.33	610.05	610.18
2E	357+28.56	-4.33	609.93	610.11
2F	357+38.56	-4.33	609.81	610.02
2G	357+48.56	-4.33	609.69	609.92
2H	357+58.56	-4.33	609.57	609.79
2J	357+68.56	-4.33	609.45	609.64
2K	357+78.56	-4.33	609.32	609.47
2L	357+88.56	-4.33	609.20	609.28
☉ BRG. E. ABUT.	357+97.06	-4.33	609.09	609.11
BK. E. ABUT.	357+98.89	-4.33	609.06	609.08



USER NAME = cstanuqb	DESIGNED - DTS	REVISED -
PLOT SCALE =	CHECKED - CRS	REVISED -
PLOT DATE = 8/8/2023	DRAWN - DTS	REVISED -
	CHECKED - CRS	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATION (5 OF 9)
 STRUCTURE NO. 099-8316 & 099-8317**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	780
CONTRACT NO. 62R28				
		ILLINOIS	FED. AID PROJECT	

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 8/8/2023 11:24:54 AM

EB P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	0.00	611.80	611.82
☉ BRG. W. ABUT.	355+55.06	0.00	611.78	611.81
1A	355+65.06	0.00	611.70	611.81
1B	355+75.06	0.00	611.61	611.80
1C	355+85.06	0.00	611.52	611.77
1D	355+95.06	0.00	611.42	611.72
1E	356+05.06	0.00	611.33	611.64
1F	356+15.06	0.00	611.23	611.53
1G	356+25.06	0.00	611.14	611.39
1H	356+35.06	0.00	611.04	611.24
1J	356+45.06	0.00	610.94	611.08
1K	356+55.06	0.00	610.83	610.93
1L	356+65.06	0.00	610.73	610.78
☉ BRG PIER 1	356+78.56	0.00	610.58	610.60
2A	356+88.56	0.00	610.47	610.50
2B	356+98.56	0.00	610.36	610.41
2C	357+08.56	0.00	610.25	610.33
2D	357+18.56	0.00	610.13	610.26
2E	357+28.56	0.00	610.02	610.19
2F	357+38.56	0.00	609.90	610.11
2G	357+48.56	0.00	609.78	610.01
2H	357+58.56	0.00	609.66	609.88
2J	357+68.56	0.00	609.53	609.73
2K	357+78.56	0.00	609.41	609.55
2L	357+88.56	0.00	609.28	609.36
☉ BRG. E. ABUT.	357+97.06	0.00	609.17	609.19
BK. E. ABUT.	357+98.89	0.00	609.15	609.17

GIRDER 3E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	2.00	611.84	611.86
☉ BRG. W. ABUT.	355+55.06	2.00	611.82	611.85
1A	355+65.06	2.00	611.74	611.85
1B	355+75.06	2.00	611.65	611.84
1C	355+85.06	2.00	611.56	611.81
1D	355+95.06	2.00	611.46	611.76
1E	356+05.06	2.00	611.37	611.68
1F	356+15.06	2.00	611.27	611.57
1G	356+25.06	2.00	611.18	611.43
1H	356+35.06	2.00	611.08	611.28
1J	356+45.06	2.00	610.98	611.12
1K	356+55.06	2.00	610.87	610.97
1L	356+65.06	2.00	610.77	610.82
☉ BRG PIER 1	356+78.56	2.00	610.62	610.64
2A	356+88.56	2.00	610.51	610.54
2B	356+98.56	2.00	610.40	610.45
2C	357+08.56	2.00	610.29	610.37
2D	357+18.56	2.00	610.17	610.30
2E	357+28.56	2.00	610.06	610.23
2F	357+38.56	2.00	609.94	610.15
2G	357+48.56	2.00	609.82	610.05
2H	357+58.56	2.00	609.70	609.92
2J	357+68.56	2.00	609.57	609.77
2K	357+78.56	2.00	609.45	609.59
2L	357+88.56	2.00	609.32	609.40
☉ BRG. E. ABUT.	357+97.06	2.00	609.21	609.23
BK. E. ABUT.	357+98.89	2.00	609.19	609.21

GIRDER 4E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	8.33	611.97	611.99
☉ BRG. W. ABUT.	355+55.06	8.33	611.95	611.97
1A	355+65.06	8.33	611.86	611.98
1B	355+75.06	8.33	611.77	611.97
1C	355+85.06	8.33	611.68	611.94
1D	355+95.06	8.33	611.59	611.89
1E	356+05.06	8.33	611.50	611.81
1F	356+15.06	8.33	611.40	611.70
1G	356+25.06	8.33	611.30	611.56
1H	356+35.06	8.33	611.20	611.41
1J	356+45.06	8.33	611.10	611.25
1K	356+55.06	8.33	611.00	611.09
1L	356+65.06	8.33	610.89	610.95
☉ BRG PIER 1	356+78.56	8.33	610.75	610.77
2A	356+88.56	8.33	610.64	610.67
2B	356+98.56	8.33	610.53	610.58
2C	357+08.56	8.33	610.42	610.50
2D	357+18.56	8.33	610.30	610.43
2E	357+28.56	8.33	610.18	610.36
2F	357+38.56	8.33	610.07	610.28
2G	357+48.56	8.33	609.95	610.17
2H	357+58.56	8.33	609.83	610.05
2J	357+68.56	8.33	609.70	609.89
2K	357+78.56	8.33	609.58	609.72
2L	357+88.56	8.33	609.45	609.53
☉ BRG. E. ABUT.	357+97.06	8.33	609.34	609.36
BK. E. ABUT.	357+98.89	8.33	609.32	609.34

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATION (6 OF 9)
 STRUCTURE NO. 099-8316 & 099-8317

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	781
CONTRACT NO. 62R28				
ILLINOIS		FED. AID PROJECT		

SHEET SD-15 OF SD-52 SHEETS



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 8/8/2023 11:24:56 AM

GIRDER 5E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	14.67	612.08	612.10
☉ BRG. W. ABUT.	355+55.06	14.67	612.06	612.09
1A	355+65.06	14.67	611.98	612.09
1B	355+75.06	14.67	611.89	612.08
1C	355+85.06	14.67	611.80	612.05
1D	355+95.06	14.67	611.70	612.00
1E	356+05.06	14.67	611.61	611.92
1F	356+15.06	14.67	611.51	611.81
1G	356+25.06	14.67	611.42	611.67
1H	356+35.06	14.67	611.32	611.52
1J	356+45.06	14.67	611.22	611.36
1K	356+55.06	14.67	611.11	611.21
1L	356+65.06	14.67	611.01	611.06
☉ BRG PIER 1	356+78.56	14.67	610.86	610.88
2A	356+88.56	14.67	610.75	610.78
2B	356+98.56	14.67	610.64	610.69
2C	357+08.56	14.67	610.53	610.61
2D	357+18.56	14.67	610.41	610.54
2E	357+28.56	14.67	610.30	610.47
2F	357+38.56	14.67	610.18	610.39
2G	357+48.56	14.67	610.06	610.29
2H	357+58.56	14.67	609.94	610.16
2J	357+68.56	14.67	609.81	610.01
2K	357+78.56	14.67	609.69	609.83
2L	357+88.56	14.67	609.56	609.64
☉ BRG. E. ABUT.	357+97.06	14.67	609.45	609.47
BK. E. ABUT.	357+98.89	14.67	609.43	609.45

GIRDER 6E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	21.00	612.18	612.20
☉ BRG. W. ABUT.	355+55.06	21.00	612.16	612.18
1A	355+65.06	21.00	612.07	612.19
1B	355+75.06	21.00	611.98	612.18
1C	355+85.06	21.00	611.89	612.15
1D	355+95.06	21.00	611.80	612.09
1E	356+05.06	21.00	611.71	612.02
1F	356+15.06	21.00	611.61	611.90
1G	356+25.06	21.00	611.51	611.77
1H	356+35.06	21.00	611.41	611.62
1J	356+45.06	21.00	611.31	611.46
1K	356+55.06	21.00	611.21	611.30
1L	356+65.06	21.00	611.10	611.15
☉ BRG PIER 1	356+78.56	21.00	610.96	610.98
2A	356+88.56	21.00	610.85	610.87
2B	356+98.56	21.00	610.74	610.79
2C	357+08.56	21.00	610.62	610.71
2D	357+18.56	21.00	610.51	610.64
2E	357+28.56	21.00	610.39	610.57
2F	357+38.56	21.00	610.28	610.48
2G	357+48.56	21.00	610.16	610.38
2H	357+58.56	21.00	610.03	610.25
2J	357+68.56	21.00	609.91	610.10
2K	357+78.56	21.00	609.78	609.93
2L	357+88.56	21.00	609.66	609.74
☉ BRG. E. ABUT.	357+97.06	21.00	609.55	609.57
BK. E. ABUT.	357+98.89	21.00	609.52	609.55

EB STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	22.25	612.19	612.21
☉ BRG. W. ABUT.	355+55.06	22.25	612.18	612.20
1A	355+65.06	22.25	612.09	612.20
1B	355+75.06	22.25	612.00	612.20
1C	355+85.06	22.25	611.91	612.17
1D	355+95.06	22.25	611.82	612.11
1E	356+05.06	22.25	611.72	612.03
1F	356+15.06	22.25	611.63	611.92
1G	356+25.06	22.25	611.53	611.79
1H	356+35.06	22.25	611.43	611.64
1J	356+45.06	22.25	611.33	611.48
1K	356+55.06	22.25	611.23	611.32
1L	356+65.06	22.25	611.12	611.17
☉ BRG PIER 1	356+78.56	22.25	610.98	611.00
2A	356+88.56	22.25	610.87	610.89
2B	356+98.56	22.25	610.76	610.80
2C	357+08.56	22.25	610.64	610.73
2D	357+18.56	22.25	610.53	610.66
2E	357+28.56	22.25	610.41	610.59
2F	357+38.56	22.25	610.29	610.50
2G	357+48.56	22.25	610.17	610.40
2H	357+58.56	22.25	610.05	610.27
2J	357+68.56	22.25	609.93	610.12
2K	357+78.56	22.25	609.80	609.95
2L	357+88.56	22.25	609.68	609.76
☉ BRG. E. ABUT.	357+97.06	22.25	609.57	609.59
BK. E. ABUT.	357+98.89	22.25	609.54	609.56



USER NAME = cstanugh	DESIGNED - DTS	REVISED -
	CHECKED - CRS	REVISED -
PLOT SCALE =	DRAWN - DTS	REVISED -
PLOT DATE = 8/8/2023	CHECKED - CRS	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATION (7 OF 9)
 STRUCTURE NO. 099-8316 & 099-8317**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	782
CONTRACT NO. 62R28				
		ILLINOIS	FED. AID PROJECT	

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GIRDER 7E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	27.33	612.17	612.19
☉ BRG. W. ABUT.	355+55.06	27.33	612.15	612.18
1A	355+65.06	27.33	612.07	612.18
1B	355+75.06	27.33	611.98	612.17
1C	355+85.06	27.33	611.89	612.14
1D	355+95.06	27.33	611.79	612.09
1E	356+05.06	27.33	611.70	612.01
1F	356+15.06	27.33	611.60	611.90
1G	356+25.06	27.33	611.51	611.76
1H	356+35.06	27.33	611.41	611.61
1J	356+45.06	27.33	611.31	611.45
1K	356+55.06	27.33	611.20	611.30
1L	356+65.06	27.33	611.10	611.15
☉ BRG PIER 1	356+78.56	27.33	610.95	610.97
2A	356+88.56	27.33	610.84	610.87
2B	356+98.56	27.33	610.73	610.78
2C	357+08.56	27.33	610.62	610.70
2D	357+18.56	27.33	610.50	610.63
2E	357+28.56	27.33	610.39	610.56
2F	357+38.56	27.33	610.27	610.48
2G	357+48.56	27.33	610.15	610.38
2H	357+58.56	27.33	610.03	610.25
2J	357+68.56	27.33	609.90	610.10
2K	357+78.56	27.33	609.78	609.92
2L	357+88.56	27.33	609.65	609.73
☉ BRG. E. ABUT.	357+97.06	27.33	609.54	609.56
BK. E. ABUT.	357+98.89	27.33	609.52	609.54

GIRDER 8E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	33.67	612.08	612.10
☉ BRG. W. ABUT.	355+55.06	33.67	612.06	612.08
1A	355+65.06	33.67	611.97	612.09
1B	355+75.06	33.67	611.88	612.08
1C	355+85.06	33.67	611.79	612.05
1D	355+95.06	33.67	611.70	611.99
1E	356+05.06	33.67	611.61	611.92
1F	356+15.06	33.67	611.51	611.80
1G	356+25.06	33.67	611.41	611.67
1H	356+35.06	33.67	611.31	611.52
1J	356+45.06	33.67	611.21	611.36
1K	356+55.06	33.67	611.11	611.20
1L	356+65.06	33.67	611.00	611.05
☉ BRG PIER 1	356+78.56	33.67	610.86	610.88
2A	356+88.56	33.67	610.75	610.77
2B	356+98.56	33.67	610.64	610.69
2C	357+08.56	33.67	610.52	610.61
2D	357+18.56	33.67	610.41	610.54
2E	357+28.56	33.67	610.29	610.47
2F	357+38.56	33.67	610.18	610.38
2G	357+48.56	33.67	610.06	610.28
2H	357+58.56	33.67	609.93	610.15
2J	357+68.56	33.67	609.81	610.00
2K	357+78.56	33.67	609.68	609.83
2L	357+88.56	33.67	609.56	609.64
☉ BRG. E. ABUT.	357+97.06	33.67	609.45	609.47
BK. E. ABUT.	357+98.89	33.67	609.42	609.45

GIRDER 9E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	40.00	611.96	611.98
☉ BRG. W. ABUT.	355+55.06	40.00	611.94	611.97
1A	355+65.06	40.00	611.86	611.97
1B	355+75.06	40.00	611.77	611.96
1C	355+85.06	40.00	611.68	611.93
1D	355+95.06	40.00	611.58	611.88
1E	356+05.06	40.00	611.49	611.80
1F	356+15.06	40.00	611.39	611.69
1G	356+25.06	40.00	611.30	611.55
1H	356+35.06	40.00	611.20	611.40
1J	356+45.06	40.00	611.10	611.24
1K	356+55.06	40.00	610.99	611.09
1L	356+65.06	40.00	610.89	610.94
☉ BRG PIER 1	356+78.56	40.00	610.74	610.76
2A	356+88.56	40.00	610.63	610.66
2B	356+98.56	40.00	610.52	610.57
2C	357+08.56	40.00	610.41	610.49
2D	357+18.56	40.00	610.29	610.42
2E	357+28.56	40.00	610.18	610.35
2F	357+38.56	40.00	610.06	610.27
2G	357+48.56	40.00	609.94	610.17
2H	357+58.56	40.00	609.82	610.04
2J	357+68.56	40.00	609.69	609.89
2K	357+78.56	40.00	609.57	609.71
2L	357+88.56	40.00	609.44	609.52
☉ BRG. E. ABUT.	357+97.06	40.00	609.33	609.35
BK. E. ABUT.	357+98.89	40.00	609.31	609.33



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	CHECKED - CRS	REVISED -
PLOT SCALE =	DRAWN - DTS	REVISED -
PLOT DATE = 8/8/2023	CHECKED - CRS	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATION (8 OF 9)
 STRUCTURE NO. 099-8316 & 099-8317**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	783
CONTRACT NO. 62R28				
		ILLINOIS	FED. AID PROJECT	

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GIRDER 10E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	44.54	611.87	611.89
☉ BRG. W. ABUT.	355+55.06	44.56	611.85	611.87
1A	355+65.06	44.67	611.76	611.88
1B	355+75.06	44.77	611.67	611.87
1C	355+85.06	44.88	611.58	611.84
1D	355+95.05	44.99	611.49	611.78
1E	356+05.05	45.10	611.39	611.70
1F	356+15.05	45.21	611.29	611.59
1G	356+25.05	45.32	611.19	611.45
1H	356+35.05	45.43	611.09	611.29
1J	356+45.05	45.53	610.98	611.13
1K	356+55.05	45.64	610.88	610.97
1L	356+65.05	45.75	610.77	610.82
☉ BRG PIER 1	356+78.56	45.90	610.62	610.65
2A	356+88.56	46.01	610.51	610.54
2B	356+98.56	46.11	610.40	610.45
2C	357+08.56	46.22	610.28	610.37
2D	357+18.55	46.33	610.17	610.30
2E	357+28.55	46.44	610.05	610.22
2F	357+38.55	46.55	609.93	610.14
2G	357+48.55	46.66	609.81	610.03
2H	357+58.55	46.77	609.68	609.90
2J	357+68.55	46.87	609.56	609.75
2K	357+78.55	46.98	609.43	609.58
2L	357+88.55	47.09	609.30	609.38
☉ BRG. E. ABUT.	357+97.06	47.18	609.19	609.21
BK. E. ABUT.	357+98.89	47.20	609.17	609.19

GIRDER 11E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	49.07	611.78	611.80
☉ BRG. W. ABUT.	355+55.06	49.11	611.76	611.78
1A	355+65.05	49.33	611.67	611.78
1B	355+75.05	49.55	611.58	611.77
1C	355+85.05	49.76	611.48	611.74
1D	355+95.05	49.98	611.39	611.68
1E	356+05.05	50.20	611.29	611.60
1F	356+15.04	50.42	611.19	611.48
1G	356+25.04	50.63	611.08	611.34
1H	356+35.04	50.85	610.98	611.19
1J	356+45.04	51.07	610.87	611.02
1K	356+55.03	51.28	610.77	610.86
1L	356+65.03	51.50	610.66	610.71
☉ BRG PIER 1	356+78.56	51.80	610.51	610.53
2A	356+88.55	52.01	610.39	610.42
2B	356+98.55	52.23	610.28	610.33
2C	357+08.55	52.45	610.16	610.25
2D	357+18.55	52.66	610.04	610.17
2E	357+28.55	52.88	609.92	610.09
2F	357+38.54	53.10	609.80	610.01
2G	357+48.54	53.32	609.67	609.90
2H	357+58.54	53.53	609.55	609.77
2J	357+68.54	53.75	609.42	609.61
2K	357+78.53	53.97	609.29	609.44
2L	357+88.53	54.18	609.16	609.24
☉ BRG. E. ABUT.	357+97.06	54.37	609.05	609.07
BK. E. ABUT.	357+98.89	54.41	609.02	609.04

GIRDER 12E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	53.61	611.69	611.71
☉ BRG. W. ABUT.	355+55.06	53.67	611.67	611.69
1A	355+65.05	54.00	611.58	611.69
1B	355+75.05	54.32	611.48	611.68
1C	355+85.04	54.65	611.38	611.64
1D	355+95.04	54.97	611.29	611.58
1E	356+05.03	55.30	611.18	611.49
1F	356+15.03	55.62	611.08	611.38
1G	356+25.02	55.95	610.98	611.24
1H	356+35.02	56.27	610.87	611.08
1J	356+45.01	56.60	610.76	610.91
1K	356+55.01	56.93	610.65	610.75
1L	356+65.00	57.25	610.54	610.60
☉ BRG PIER 1	356+78.56	57.69	610.39	610.41
2A	356+88.55	58.02	610.27	610.30
2B	356+98.55	58.34	610.16	610.20
2C	357+08.54	58.67	610.04	610.12
2D	357+18.54	59.00	609.91	610.04
2E	357+28.53	59.32	609.79	609.97
2F	357+38.53	59.65	609.67	609.88
2G	357+48.52	59.97	609.54	609.77
2H	357+58.52	60.30	609.41	609.63
2J	357+68.51	60.62	609.28	609.48
2K	357+78.51	60.95	609.15	609.30
2L	357+88.50	61.27	609.02	609.10
☉ BRG. E. ABUT.	357+97.06	61.55	608.90	608.92
BK. E. ABUT.	357+98.89	61.61	608.88	608.90

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NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
West End West Approach Slab	355+24.22	-54.00	611.92	611.94
A1	355+34.22	-54.00	611.84	611.86
A2	355+44.22	-54.00	611.76	611.78
East End West Approach Slab	355+54.22	-54.00	611.67	611.69

CROSS BREAK BETWEEN AUXILIARY AND LANE 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
West End West Approach Slab	355+24.22	-36.00	612.28	612.30
A1	355+34.22	-36.00	612.20	612.22
A2	355+44.22	-36.00	612.12	612.14
East End West Approach Slab	355+54.22	-36.00	612.03	612.05

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
West End West Approach Slab	355+24.22	-22.25	612.44	612.46
A1	355+34.22	-22.25	612.36	612.38
A2	355+44.22	-22.25	612.27	612.29
East End West Approach Slab	355+54.22	-22.25	612.19	612.21

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
West End West Approach Slab	355+24.22	-48.00	612.04	612.06
A1	355+34.22	-48.00	611.96	611.98
A2	355+44.22	-48.00	611.88	611.90
East End West Approach Slab	355+54.22	-48.00	611.79	611.81

CROWN

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
West End West Approach Slab	355+24.22	-24.00	612.46	612.48
A1	355+34.22	-24.00	612.38	612.40
A2	355+44.22	-24.00	612.30	612.32
East End West Approach Slab	355+54.22	-24.00	612.21	612.23

CROSS BREAK BETWEEN LANE 2 AND FUTURE LANE

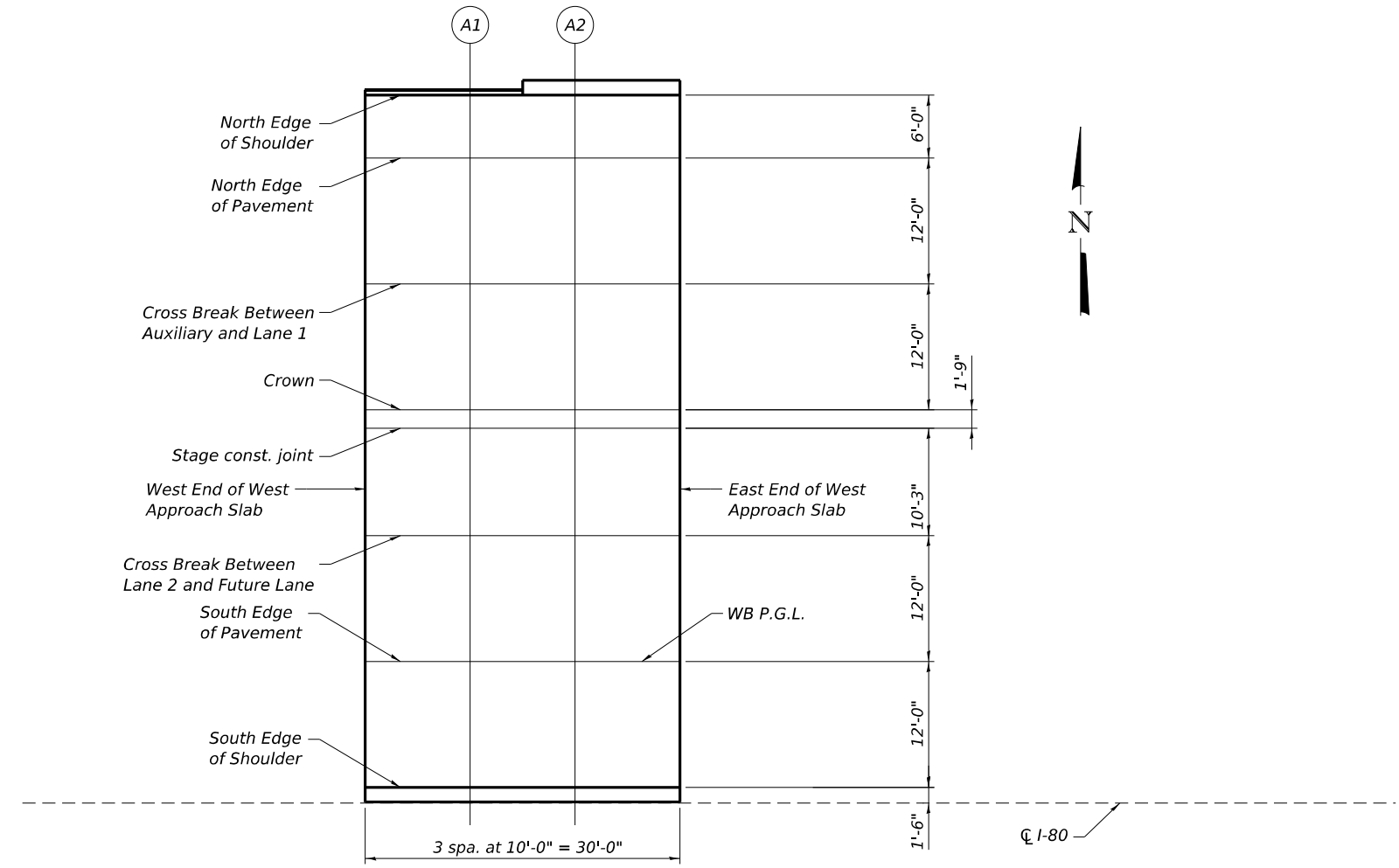
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
West End West Approach Slab	355+24.22	-12.00	612.28	612.30
A1	355+34.22	-12.00	612.20	612.22
A2	355+44.22	-12.00	612.12	612.14
East End West Approach Slab	355+54.22	-12.00	612.03	612.05

WB P.G.L./SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
West End West Approach Slab	355+24.22	0.00	612.04	612.06
A1	355+34.22	0.00	611.96	611.98
A2	355+44.22	0.00	611.88	611.90
East End West Approach Slab	355+54.22	0.00	611.79	611.81

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
West End West Approach Slab	355+24.22	12.00	611.80	611.82
A1	355+34.22	12.00	611.72	611.74
A2	355+44.22	12.00	611.64	611.66
East End West Approach Slab	355+54.22	12.00	611.55	611.57



PLAN
WB West Approach



USER NAME = cstanugh	DESIGNED CRS	REVISED -
	CHECKED MMM	REVISED -
PLOT SCALE =	DRAWN CRS	REVISED -
PLOT DATE = 8/8/2023	CHECKED MMM	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WB TOP OF WEST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 099-8317**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	785
CONTRACT NO. 62R28				
ILLINOIS		FED. AID PROJECT		

SHEET SD-19 OF SD-52 SHEETS

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NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
West End East Approach Slab	357+97.89	-54.00	609.04	609.07
A3	358+07.89	-54.00	608.91	608.93
A4	358+17.89	-54.00	608.78	608.80
East End East Approach Slab	358+27.89	-54.00	608.65	608.67

CROSS BREAK BETWEEN AUXILIARY AND LANE 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
West End East Approach Slab	357+97.89	-36.00	609.40	609.43
A3	358+07.89	-36.00	609.27	609.29
A4	358+17.89	-36.00	609.14	609.16
East End East Approach Slab	358+27.89	-36.00	609.01	609.03

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
West End East Approach Slab	357+97.89	-22.25	609.56	609.58
A3	358+07.89	-22.25	609.43	609.45
A4	358+17.89	-22.25	609.30	609.32
East End East Approach Slab	358+27.89	-22.25	609.16	609.18

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
West End East Approach Slab	357+97.89	-48.00	609.16	609.19
A3	358+07.89	-48.00	609.03	609.05
A4	358+17.89	-48.00	608.90	608.92
East End East Approach Slab	358+27.89	-48.00	608.77	608.79

CROWN

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
West End East Approach Slab	357+97.89	-24.00	609.58	609.61
A3	358+07.89	-24.00	609.45	609.47
A4	358+17.89	-24.00	609.32	609.34
East End East Approach Slab	358+27.89	-24.00	609.19	609.21

CROSS BREAK BETWEEN LANE 2 AND FUTURE LANE

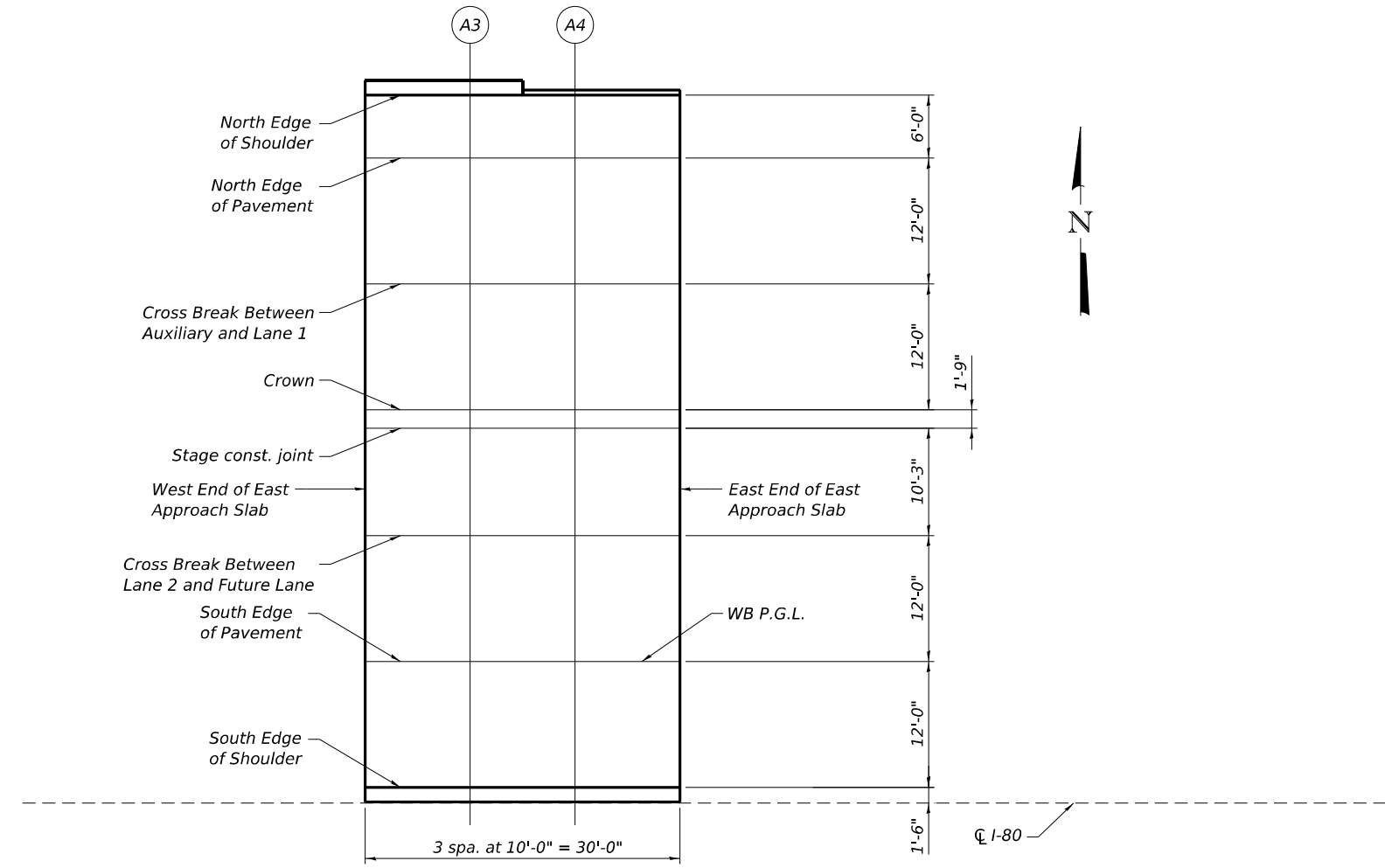
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
West End East Approach Slab	357+97.89	-12.00	609.40	609.43
A3	358+07.89	-12.00	609.27	609.29
A4	358+17.89	-12.00	609.14	609.16
East End East Approach Slab	358+27.89	-12.00	609.01	609.03

WB P.G.L./SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
West End East Approach Slab	357+97.89	0.00	609.16	609.19
A3	358+07.89	0.00	609.03	609.05
A4	358+17.89	0.00	608.90	608.92
East End East Approach Slab	358+27.89	0.00	608.77	608.79

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
West End East Approach Slab	357+97.89	12.00	608.92	608.95
A3	358+07.89	12.00	608.79	608.81
A4	358+17.89	12.00	608.66	608.68
East End East Approach Slab	358+27.89	12.00	608.53	608.55



PLAN
WB East Approach



USER NAME = cstanugh	DESIGNED CRS	REVISED -
CHECKED MMM	CHECKED MMM	REVISED -
PLOT SCALE =	DRAWN CRS	REVISED -
PLOT DATE = 8/8/2023	CHECKED MMM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WB TOP OF EAST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 099-8317

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	786
CONTRACT NO. 62R28				
ILLINOIS FED. AID PROJECT				

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NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
West End West Approach Slab	355+24.22	-12.00	611.80	611.82
A1	355+34.22	-12.00	611.72	611.74
A2	355+44.22	-12.00	611.64	611.66
East End West Approach Slab	355+54.22	-12.00	611.55	611.57

CROSS BREAK BETWEEN FUTURE LANE AND LANE 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
West End West Approach Slab	355+24.22	12.00	612.28	612.30
A1	355+34.22	12.00	612.20	612.22
A2	355+44.22	12.00	612.12	612.14
East End West Approach Slab	355+54.22	12.00	612.03	612.05

CROWN

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
West End West Approach Slab	355+24.22	24.00	612.46	612.48
A1	355+34.22	24.00	612.38	612.40
A2	355+44.22	24.00	612.30	612.32
East End West Approach Slab	355+54.22	24.00	612.21	612.23

EB P.G.L. / NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
West End West Approach Slab	355+24.22	0.00	612.04	612.06
A1	355+34.22	0.00	611.96	611.98
A2	355+44.22	0.00	611.88	611.90
East End West Approach Slab	355+54.22	0.00	611.79	611.81

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
West End West Approach Slab	355+24.22	22.25	612.44	612.46
A1	355+34.22	22.25	612.36	612.38
A2	355+44.22	22.25	612.27	612.29
East End West Approach Slab	355+54.22	22.25	612.19	612.21

CROSS BREAK BETWEEN LANE 2 AND RAMP

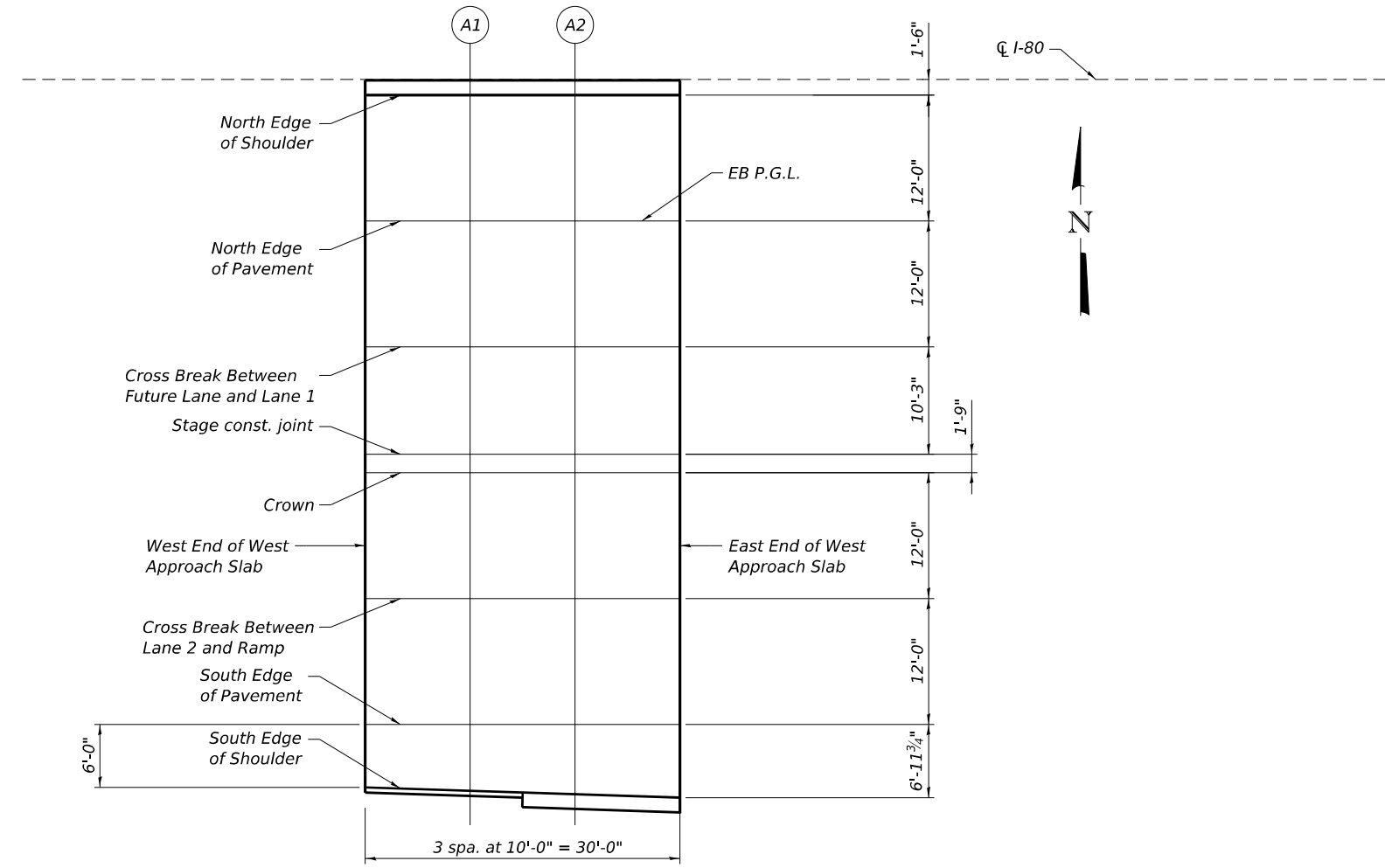
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
West End West Approach Slab	355+24.22	36.00	612.28	612.30
A1	355+34.22	36.00	612.20	612.22
A2	355+44.22	36.00	612.12	612.14
East End West Approach Slab	355+54.22	36.00	612.03	612.05

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
West End West Approach Slab	355+24.22	48.00	612.04	612.06
A1	355+34.22	48.00	611.96	611.98
A2	355+44.22	48.00	611.88	611.90
East End West Approach Slab	355+54.22	48.00	611.79	611.81

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
West End West Approach Slab	355+24.22	54.00	611.92	611.94
A1	355+34.22	54.33	611.84	611.86
A2	355+44.22	54.65	611.75	611.77
East End West Approach Slab	355+54.22	54.98	611.65	611.68



PLAN
EB West Approach

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EB TOP OF WEST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 099-8316

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	787

CONTRACT NO. 62R28



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	CHECKED	MMM
	REVISIONS	-
	DRAWN	CRS
	REVISIONS	-
	CHECKED	MMM
	REVISIONS	-

SHEET SD-21 OF SD-52 SHEETS

ILLINOIS FED. AID PROJECT

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NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
West End East Approach Slab	357+97.89	-12.00	608.92	608.95
A3	358+07.89	-12.00	608.79	608.81
A4	358+17.89	-12.00	608.66	608.68
East End East Approach Slab	358+27.89	-12.00	608.53	608.55

CROSS BREAK BETWEEN FUTURE LANE AND LANE 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
West End East Approach Slab	357+97.89	12.00	609.40	609.43
A3	358+07.89	12.00	609.27	609.29
A4	358+17.89	12.00	609.14	609.16
East End East Approach Slab	358+27.89	12.00	609.01	609.03

CROWN

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
West End East Approach Slab	357+97.89	24.00	609.58	609.61
A3	358+07.89	24.00	609.45	609.47
A4	358+17.89	24.00	609.32	609.34
East End East Approach Slab	358+27.89	24.00	609.19	609.21

EB P.G.L. / NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
West End East Approach Slab	357+97.89	0.00	609.16	609.19
A3	358+07.89	0.00	609.03	609.05
A4	358+17.89	0.00	608.90	608.92
East End East Approach Slab	358+27.89	0.00	608.77	608.79

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
West End East Approach Slab	357+97.89	22.25	609.56	609.58
A3	358+07.89	22.25	609.43	609.45
A4	358+17.89	22.25	609.30	609.32
East End East Approach Slab	358+27.89	22.25	609.16	609.18

CROSS BREAK BETWEEN LANE 2 AND RAMP

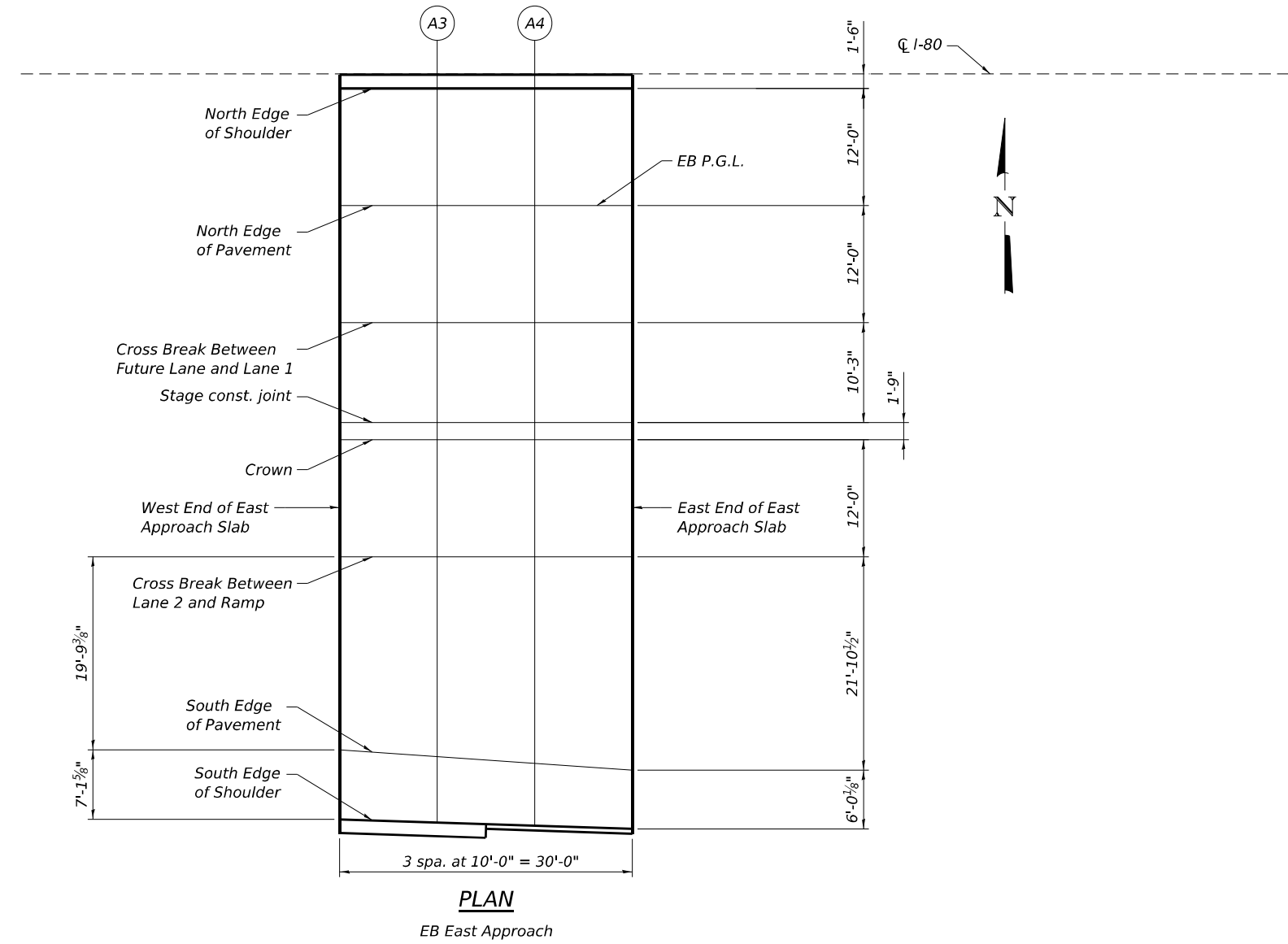
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
West End East Approach Slab	357+97.89	36.00	609.40	609.43
A3	358+07.89	36.00	609.27	609.29
A4	358+17.89	36.00	609.14	609.16
East End East Approach Slab	358+27.89	36.00	609.01	609.03

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
West End East Approach Slab	357+97.89	55.78	609.01	609.03
A3	358+07.89	56.48	608.86	608.89
A4	358+17.89	57.18	608.72	608.74
East End East Approach Slab	358+27.89	57.88	608.57	608.59

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
West End East Approach Slab	357+97.89	62.91	608.87	608.89
A3	358+07.89	63.24	608.73	608.75
A4	358+17.89	63.57	608.59	608.61
East End East Approach Slab	358+27.89	63.89	608.45	608.47



PLAN

EB East Approach



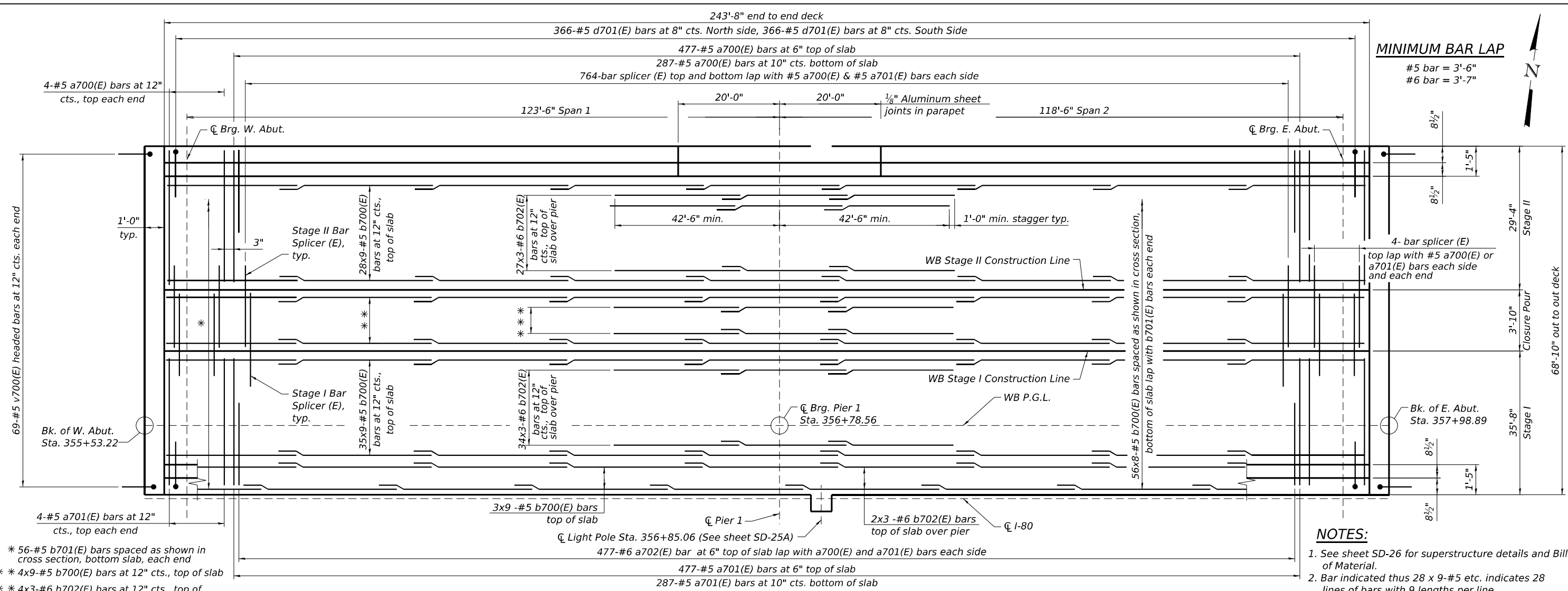
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PLOT DATE = 8/8/2023	DRAWN CRS	REVISED -
	CHECKED MMM	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**EB TOP OF EAST APPROACH SLAB ELEVATIONS
 STRUCTURE NO. 099-8316**

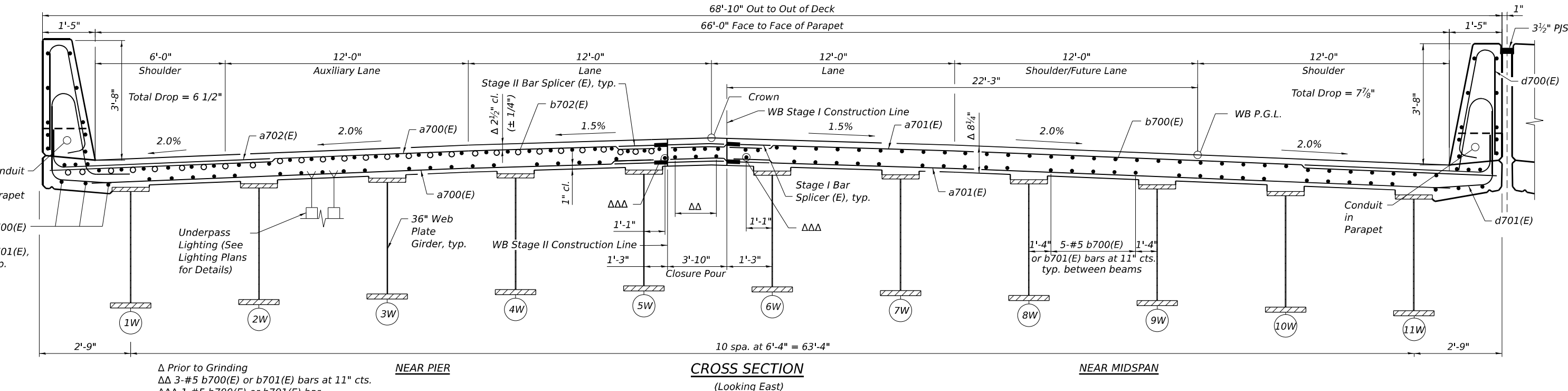
F.A.I. RTE. 80	SECTION FAI 80 21 STRUCTURE 7	COUNTY WILL	TOTAL SHEETS 1059	SHEET NO. 788
CONTRACT NO. 62R28				ILLINOIS FED. AID PROJECT

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

- NOTES:**
- See sheet SD-26 for superstructure details and Bill of Material.
 - Bar indicated thus 28 x 9-#5 etc. indicates 28 lines of bars with 9 lengths per line.

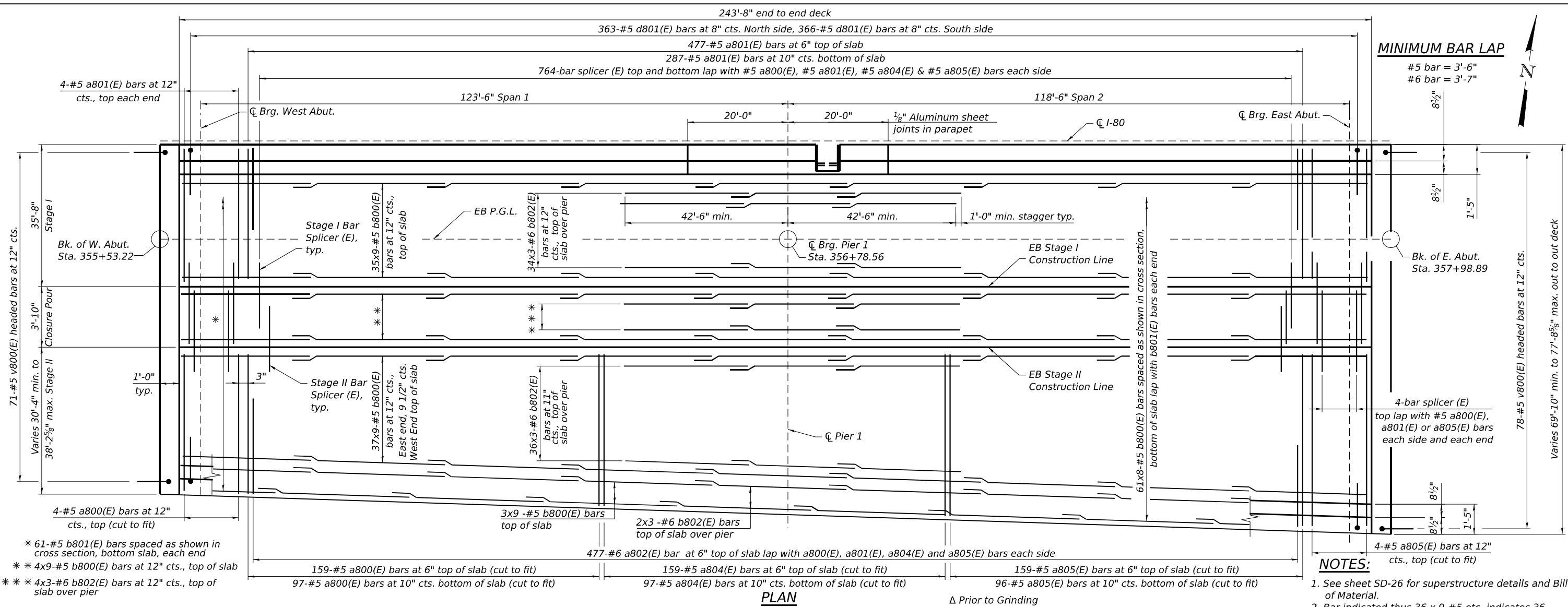


NEAR PIER
 Δ Prior to Grinding
 ΔΔ 3-#5 b700(E) or b701(E) bars at 11" cts.
 ΔΔΔ 1-#5 b700(E) or b701(E) bar

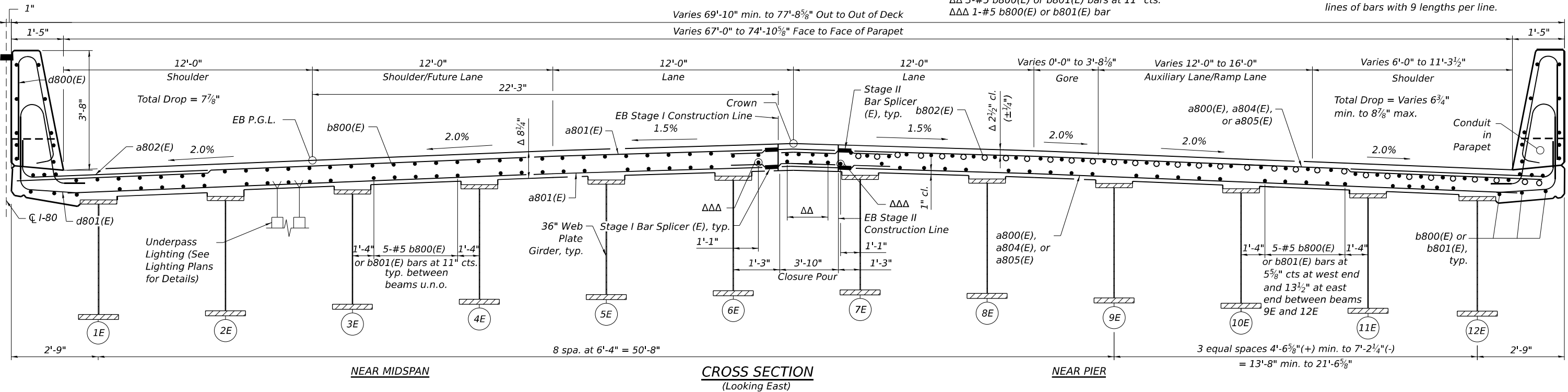
NEAR MIDSPAN

	USER NAME = cstanuch	DESIGNED - DTS	REVISD -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WB DECK REINFORCEMENT PLAN STRUCTURE NO. 099-8317	F.A.I. RTE. = 80	SECTION = FAI 80 21 STRUCTURE 7	COUNTY = WILL	TOTAL SHEETS = 1059	SHEET NO. = 789	
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	PLOT DATE = 8/8/2023	CHECKED - MMM	REVISD -			ILLINOIS FED. AID PROJECT					

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PLAN



USER NAME = cstanugch	DESIGNED - DTS	REVISIONS -
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DESIGNED - DTS	CHECKED - MMM	REVISIONS -

**STATE OF ILLINOIS
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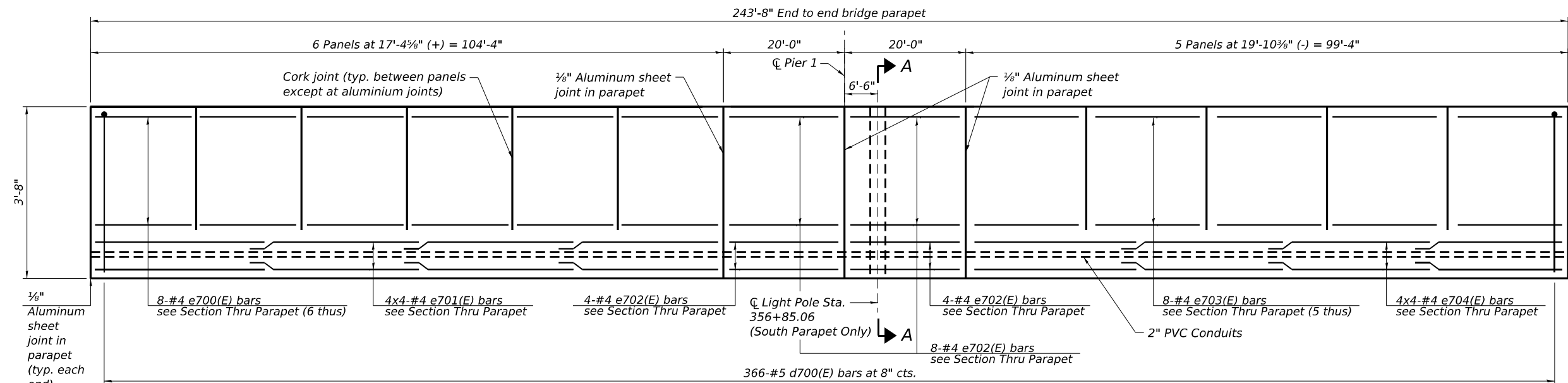
**EB DECK REINFORCEMENT PLAN
STRUCTURE NO. 099-8316**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	790
CONTRACT NO. 62R28				

SHEET SD-24 OF SD-52 SHEETS

ILLINOIS FED. AID PROJECT

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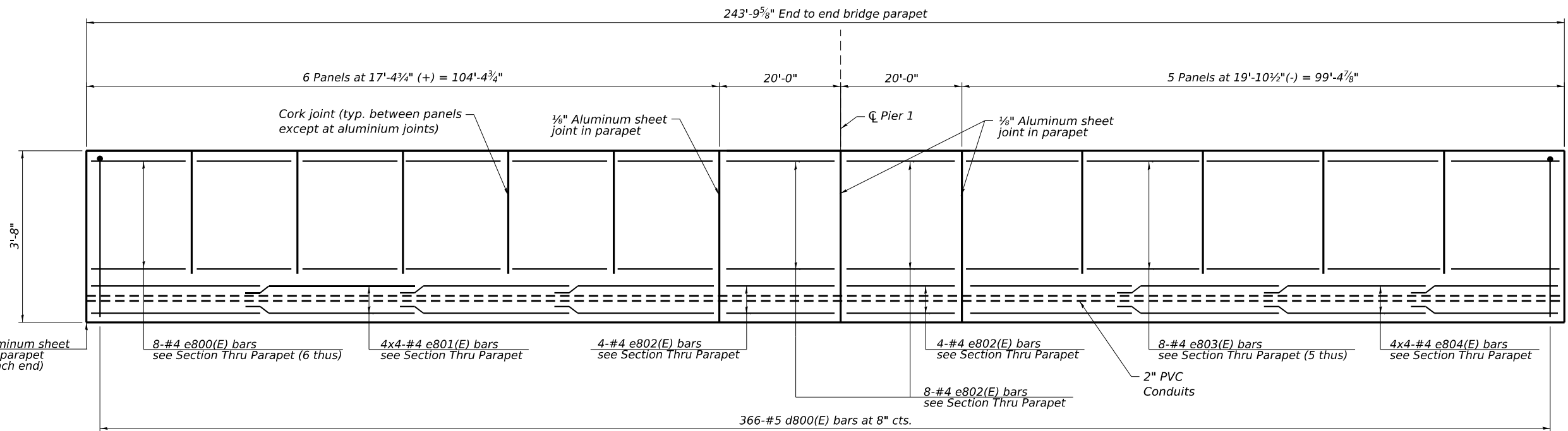


MINIMUM BAR LAP

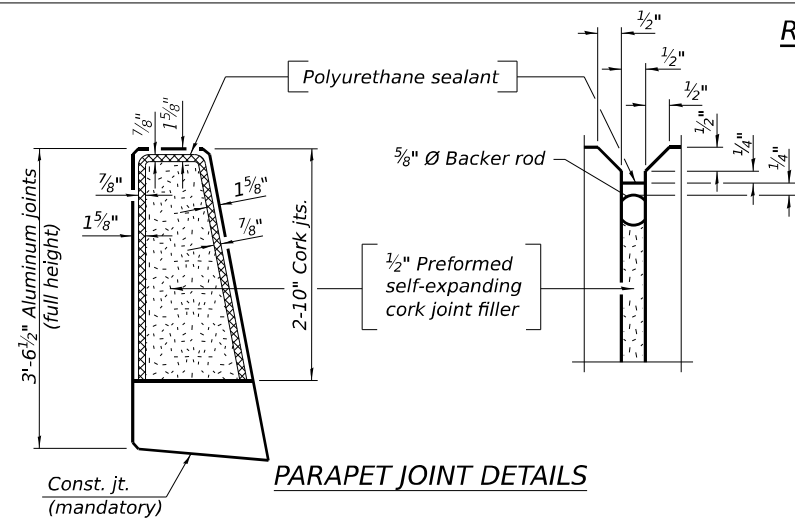
#4 bar = 2'-5"

WB INSIDE ELEVATION OF PARAPET

(North Parapet shown, south parapet similar)



REFLECTED EB SHOULDER INSIDE ELEVATION OF PARAPET



NOTES:

1. See sheet SD-26 for section thru parapet and Section A-A
2. See sheet SD-26 for additional superstructure notes
3. The 1/8" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
4. The polyurethane sealant shall be according to Article 1050.04 of the Standard Specification and the color shall be grey.



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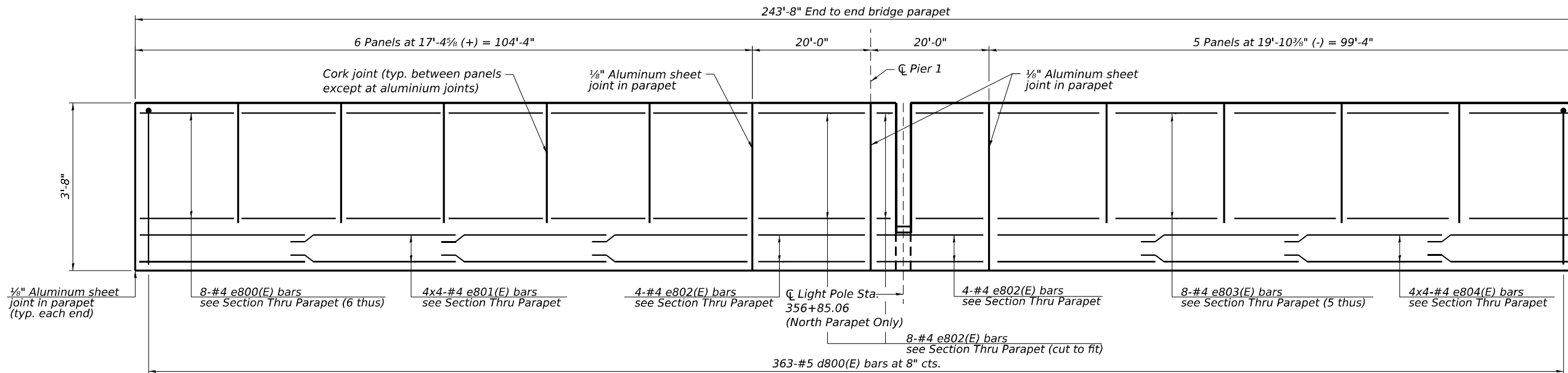
STATE OF ILLINOIS
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PARAPET ELEVATION
 STRUCTURE NO. 099-8316

SHEET SD-25 OF SD-52 SHEETS

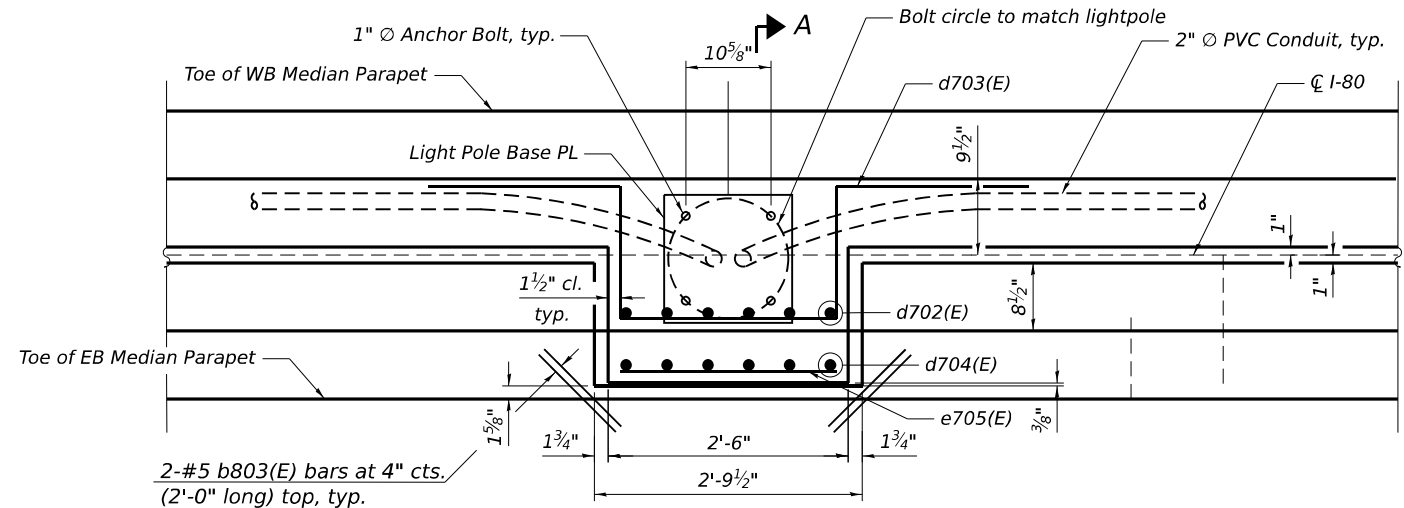
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CONTRACT NO. 62R28				
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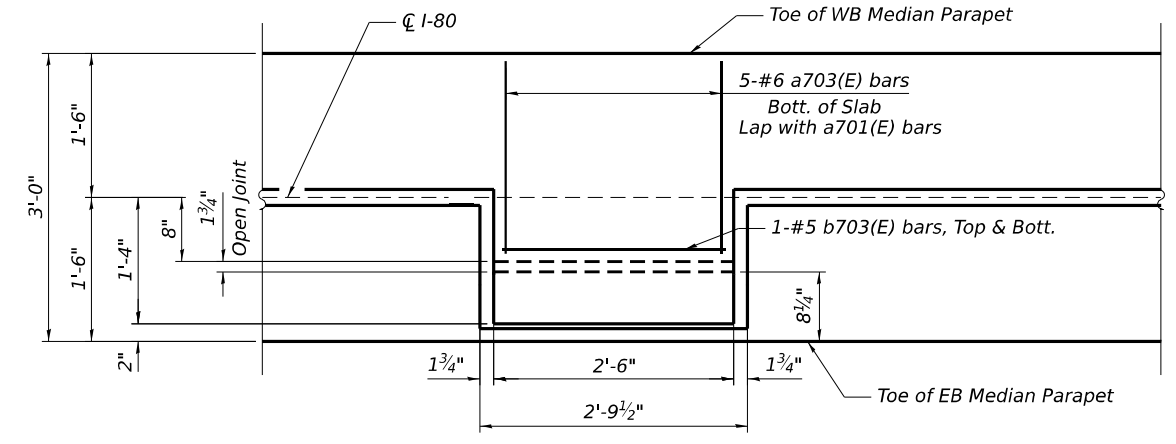


EB MEDIAN INSIDE ELEVATION OF PARAPET

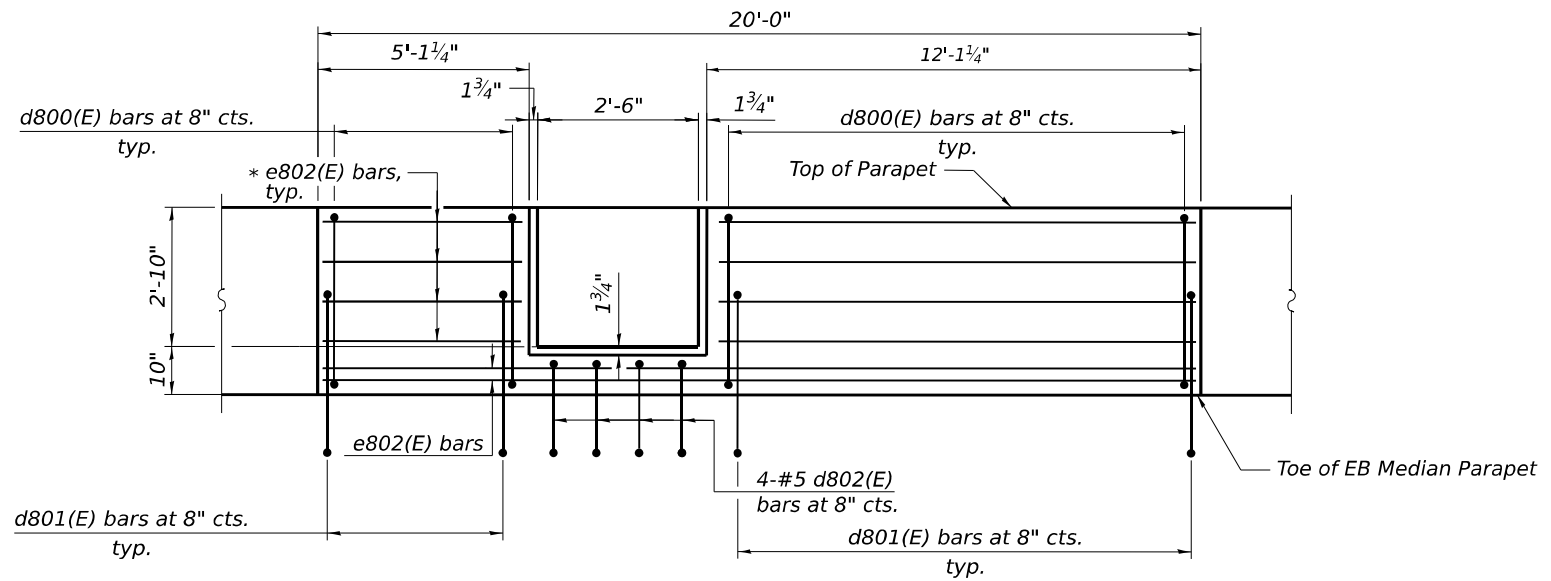
MINIMUM BAR LAP
#4 bar = 2'-5"



TOP PLAN



BOTTOM PLAN



Elevation View of Light Pole Panel

- NOTES:**
1. See sheet SD-26 for section thru parapet
 2. See sheet SD-26 for additional superstructure notes



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	CHECKED - DTS	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MEDIAN PARAPET ELEVATION
STRUCTURE NO. 099-8316**

SHEET SD-25A OF SD-52 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	792
CONTRACT NO. 62R28				
ILLINOIS FED. AID PROJECT				

WB SUPERSTRUCTURE BILL OF MATERIAL

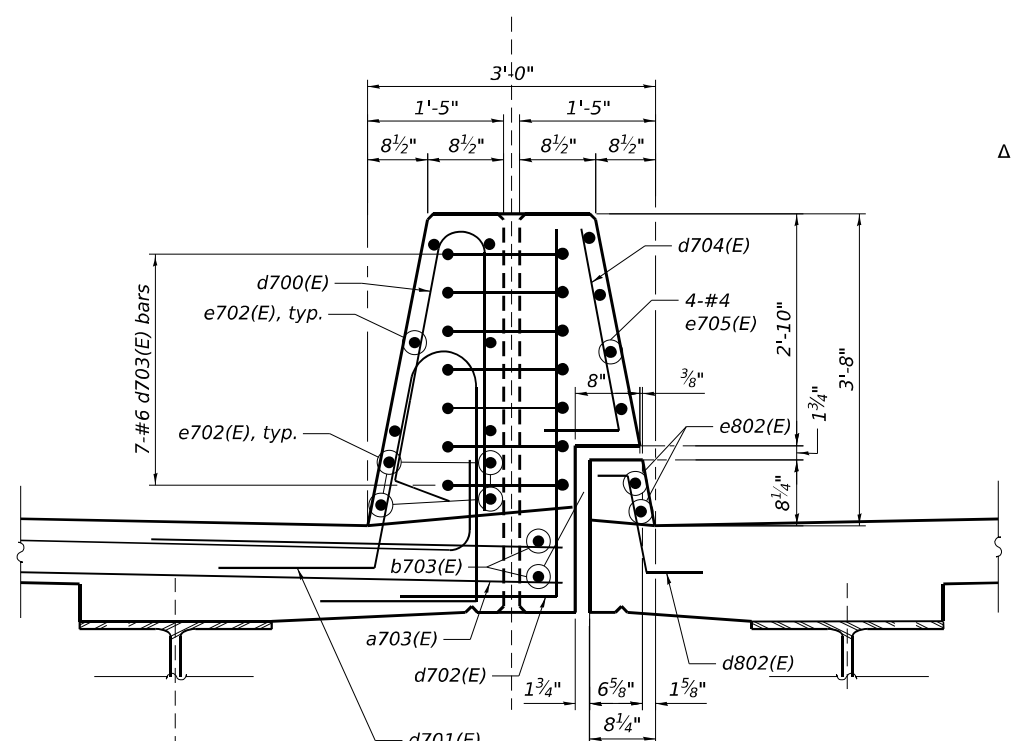
Bar	No.	Size	Length	Shape
a700(E)	772	#5	29'-0"	—
a701(E)	772	#5	35'-4"	—
a702(E)	954	#6	8'-4"	└
a703(E)	10	#6	4'-6"	—
b700(E)	1105	#5	30'-3"	—
b701(E)	112	#5	16'-9"	—
b702(E)	207	#6	31'-3"	—
b703(E)	2	#5	2'-2"	—
d700(E)	732	#5	6'-11"	└
d701(E)	732	#5	7'-6"	└
d702(E)	6	#5	4'-5"	└
d703(E)	7	#5	8'-11"	└
d704(E)	6	#5	3'-4"	└
e700(E)	96	#4	17'-0"	—
e701(E)	32	#4	27'-11"	—
e702(E)	48	#4	19'-8"	—
e703(E)	80	#4	19'-6"	—
e704(E)	32	#4	26'-8"	—
e705(E)	4	#4	2'-2"	—
m710(E)	10	#6	29'-0"	—
m711(E)	72	#6	6'-0"	—
m712(E)	16	#6	2'-5"	—
m714(E)	10	#6	35'-4"	—
s710(E)	112	#5	7'-5"	└
s711(E)	112	#5	10'-6"	└
v700(E)	138	#5	3'-1"	└
Reinforcement Bars, Epoxy Coated		Pound	129,620	
Concrete Superstructure		Cu. Yd.	590.7	

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

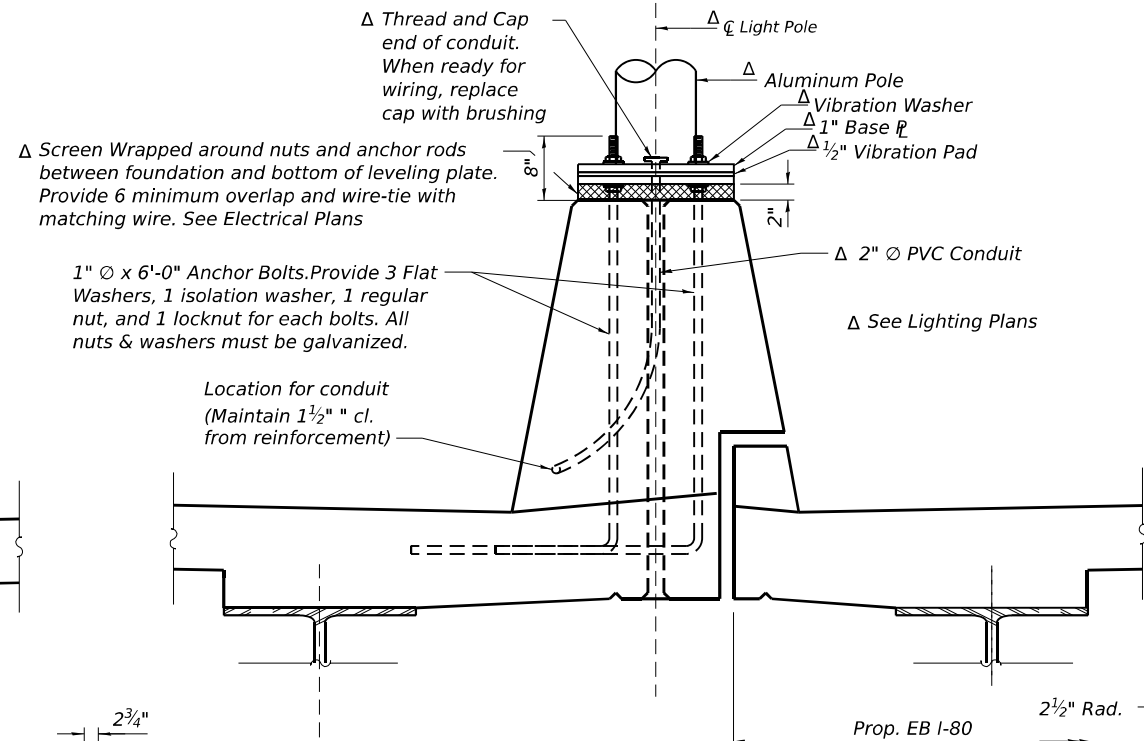
EB SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a800(E)	259	#5	32'-8"	—
a801(E)	772	#5	35'-4"	—
a802(E)	954	#6	8'-4"	└
a804(E)	256	#5	35'-3"	—
a805(E)	259	#5	37'-10"	—
b800(E)	1226	#5	30'-3"	—
b801(E)	122	#5	16'-9"	—
b802(E)	234	#6	31'-3"	—
b803(E)	4	#5	2'-0"	—
d800(E)	729	#5	6'-11"	└
d801(E)	729	#5	7'-6"	└
d802(E)	4	#5	1'-10"	└
e800(E)	96	#4	17'-0"	—
e801(E)	32	#4	27'-11"	—
e802(E)	48	#4	19'-8"	—
e803(E)	80	#4	19'-6"	—
e804(E)	32	#4	26'-8"	—
m810(E)	5	#6	37'-10"	—
m811(E)	56	#6	6'-0"	—
m812(E)	16	#6	2'-5"	—
m813(E)	5	#6	30'-0"	—
m814(E)	10	#6	35'-4"	—
m815(E)	12	#6	6'-10"	—
m816(E)	12	#6	4'-2"	—
s810(E)	122	#5	7'-5"	└
s811(E)	122	#5	10'-6"	└
v800(E)	148	#5	3'-1"	└
Reinforcement Bars, Epoxy Coated		Pound	140,110	
Concrete Superstructure		Cu. Yd.	628.2	

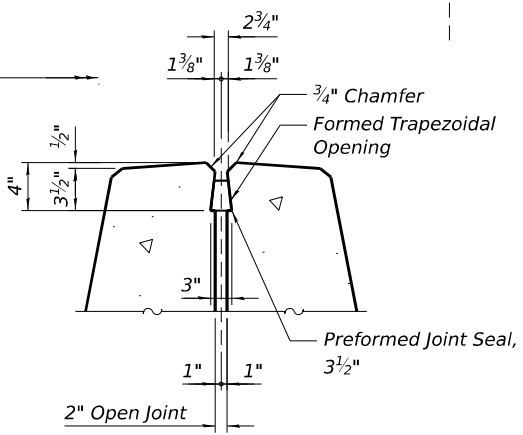
NOTE: Cost of anchor rods is included with Concrete Superstructure.



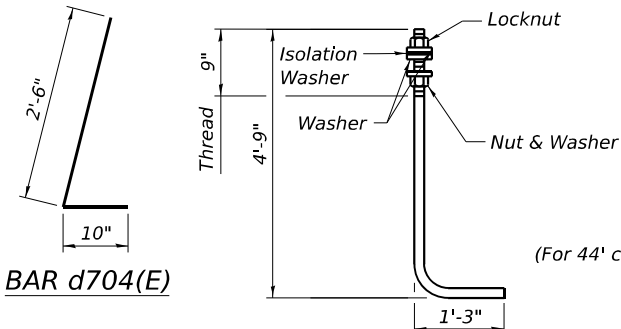
SECTION A-A (Looking Upstation) (Light Pole and Conduit not shown for clarity)



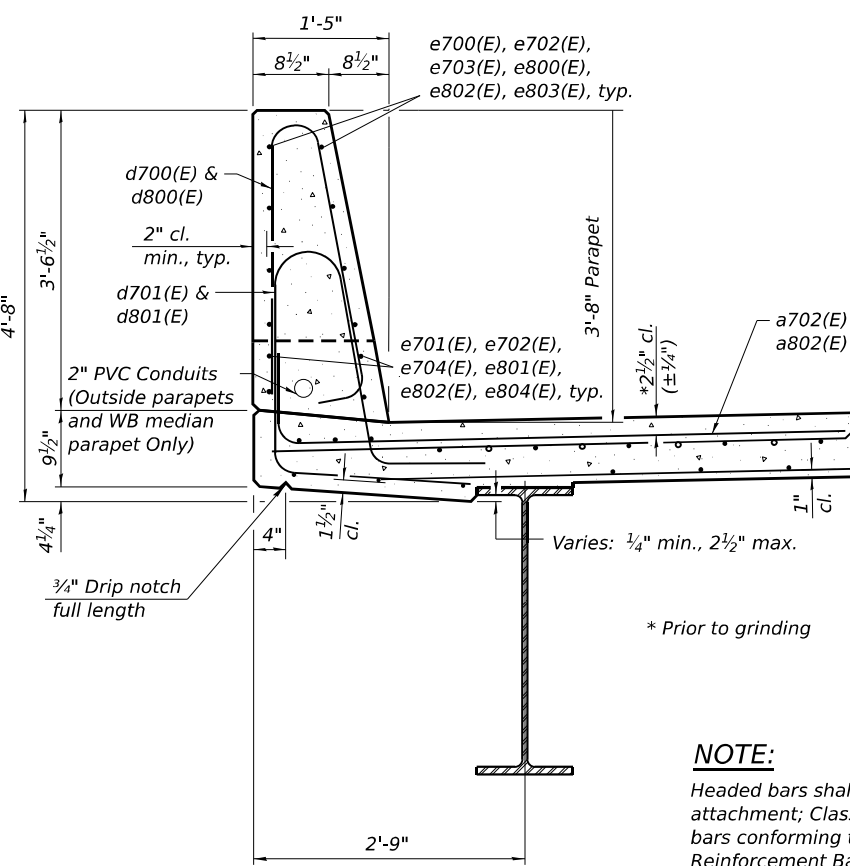
SECTION A-A



LONGITUDINAL JOINT SEAL DETAIL



ANCHOR ROD Diameter as specified for light poles. (ASTM F 1554 Grade 105) Full length hot dipped galvanized.



SECTION THRU PARAPET

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

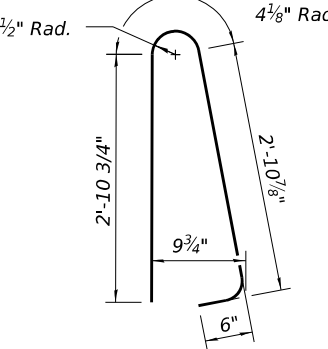
BAR d704(E)

BAR d802(E)

BAR s711(E) & s811(E) BAR s710(E) & s810(E)

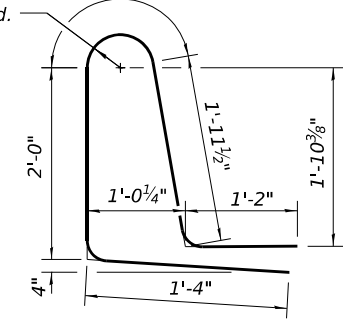
BAR v700(E) & v800(E) (Headed)

BAR a702(E) & a802(E)



BAR d700(E) & d800(E)

BAR d702(E)



BAR d701(E) & d801(E)

BAR d703(E)

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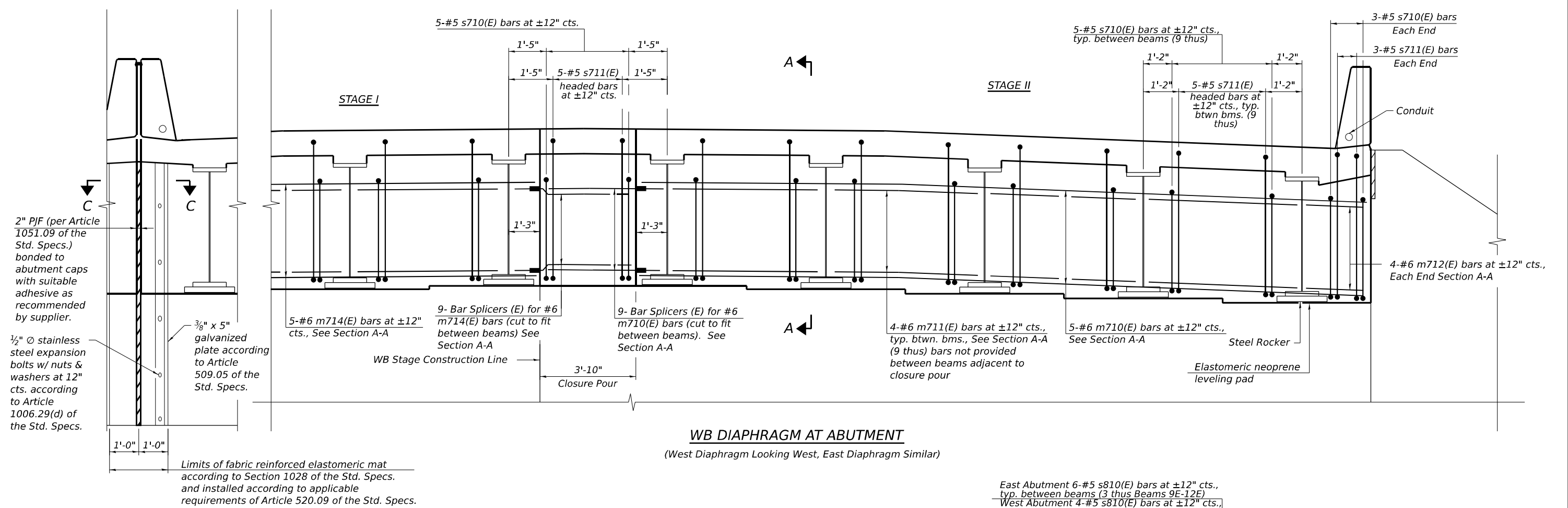
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DECK DETAILS STRUCTURE NO. 099-8316 & 099-8317

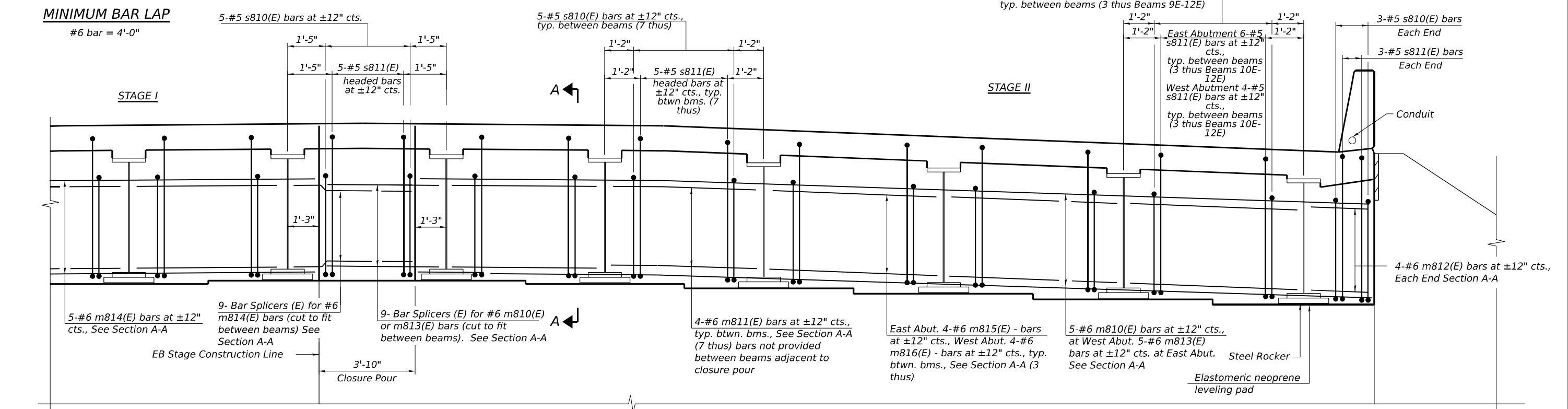
SHEET SD-26 OF SD-52 SHEETS

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CONTRACT NO. 62R28				
ILLINOIS		FED. AID PROJECT		

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 8/8/2023 11:25:20 AM



WB DIAPHRAGM AT ABUTMENT
 (West Diaphragm Looking West, East Diaphragm Similar)



EB DIAPHRAGM AT ABUTMENT
 (East Diaphragm Looking East, West Diaphragm Similar)

- NOTES:**
1. See sheet SD-28 for Section A-A
 2. Cost of fabric reinforced elastomeric mat, galvanized plate, stainless steel expansion bolts with nuts & washers and installation are included with Concrete Superstructure. See sheet SD-28 for section C-C.



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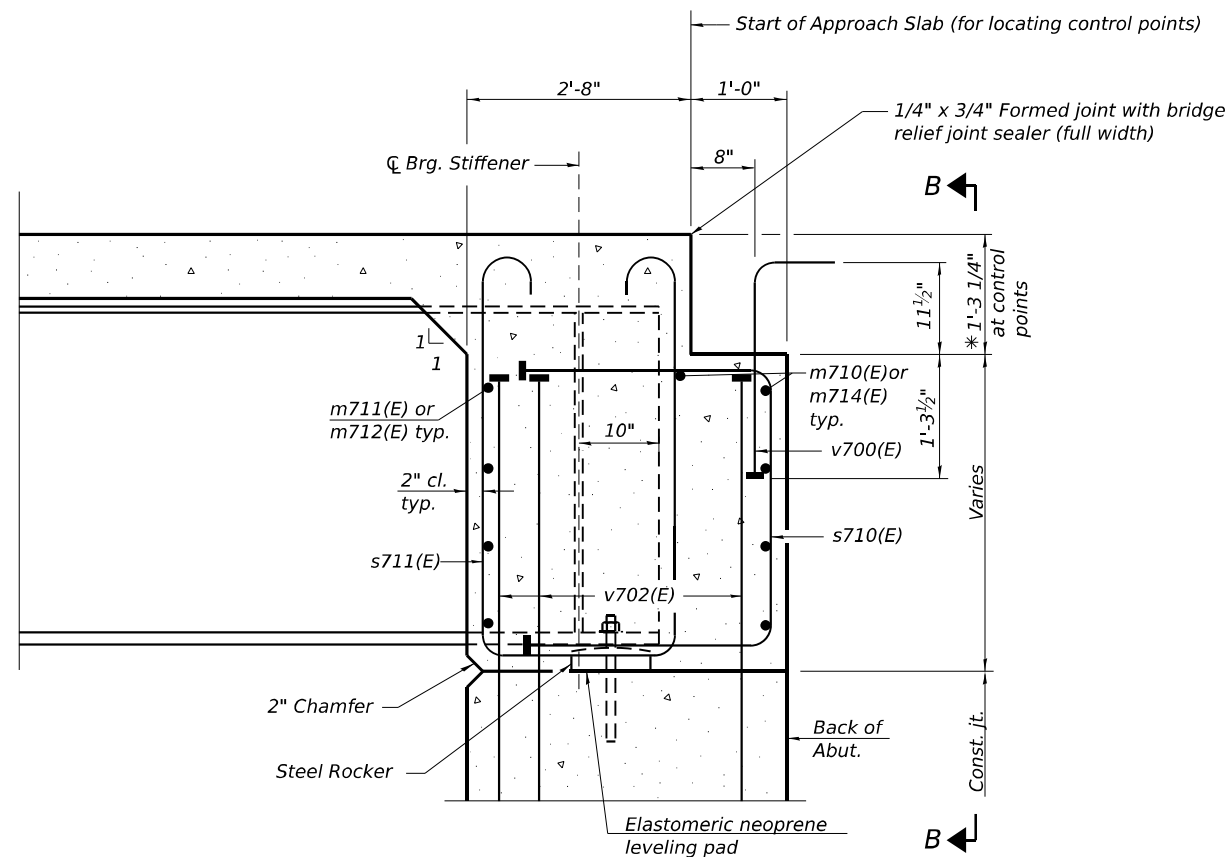
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DECK DIAPHRAGM ELEVATION
 STRUCTURE NO. 099-8316 & 099-8317

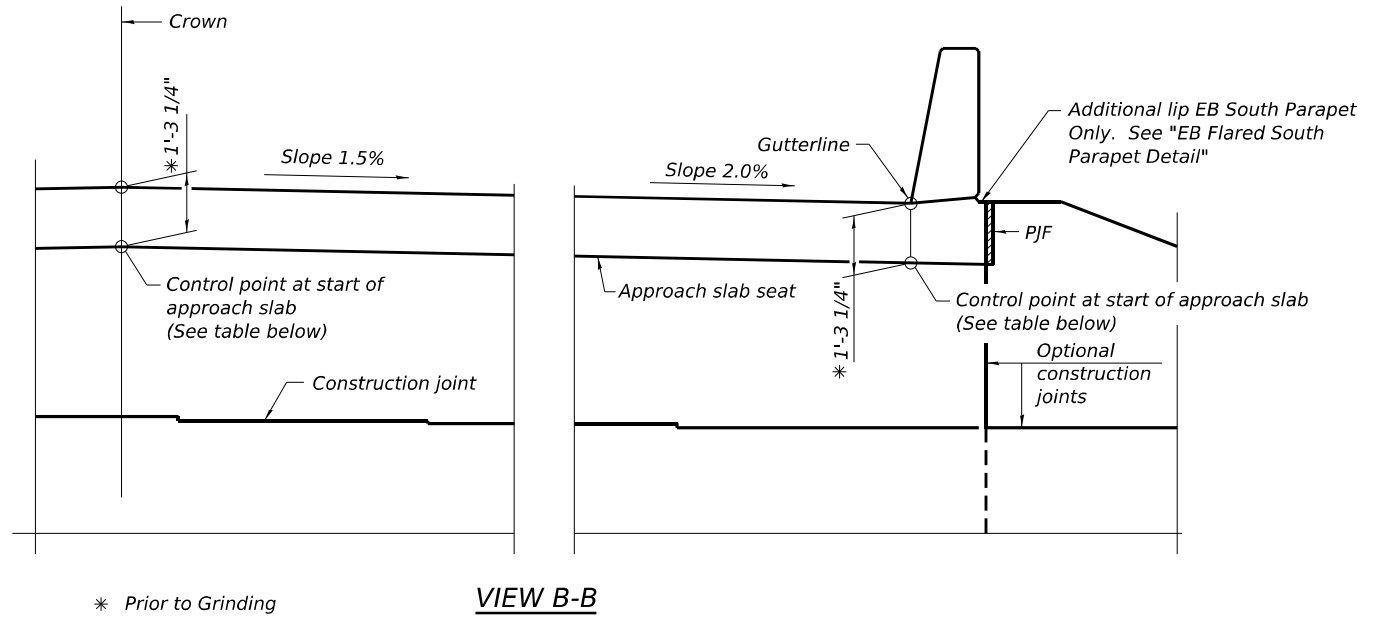
SHEET SD-27 OF SD-52 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62R28				
		ILLINOIS	FED. AID PROJECT	

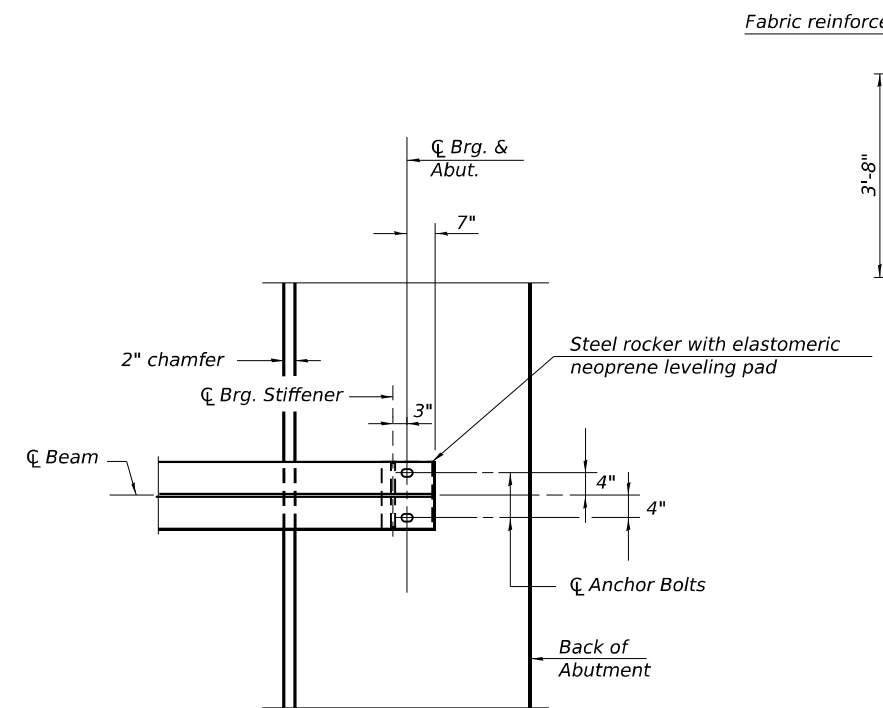
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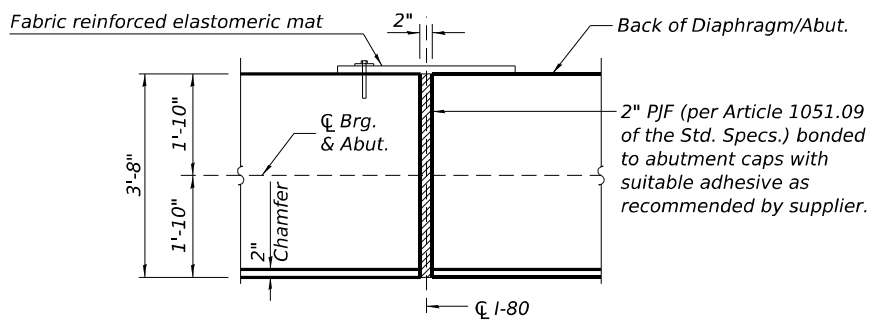
SECTION A-A
(WB Bar Designation Shown, EB Similar)



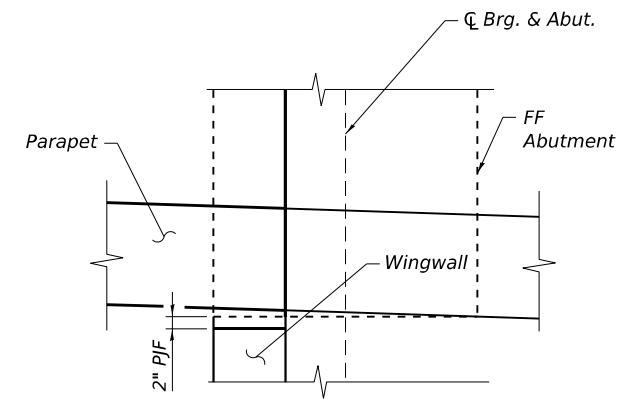
VIEW B-B



PLAN AT ABUTMENT
(Showing bottom flange of beam)



SECTION C-C



EB FLARED SOUTH PARAPET DETAIL

CONTROL POINT ELEVATIONS

LOCATION	TOP SLAB / BOTTOM SLAB	NORTH GUTTERLINE	CROWN	SOUTH GUTTERLINE
WB West Abutment	* Top	611.69	612.23	611.57
	Bottom	610.42	610.96	610.30
WB East Abutment	* Top	609.06	609.60	608.94
	Bottom	607.79	608.33	607.67
EB West Abutment	* Top	611.57	612.23	611.67
	Bottom	610.30	610.96	610.40
EB East Abutment	* Top	608.94	609.60	608.88
	Bottom	607.67	608.33	607.61

(Control points taken at start of approach slab)

NOTES:

1. See sheet SD-26 for superstructure details and Bill of Material.
2. See sheet SD-38 thru SD-40 for PJF details.
3. The approach slab seat shall have a constant slope determined from the control points shown.

DIA-SB-0

06-15-2019



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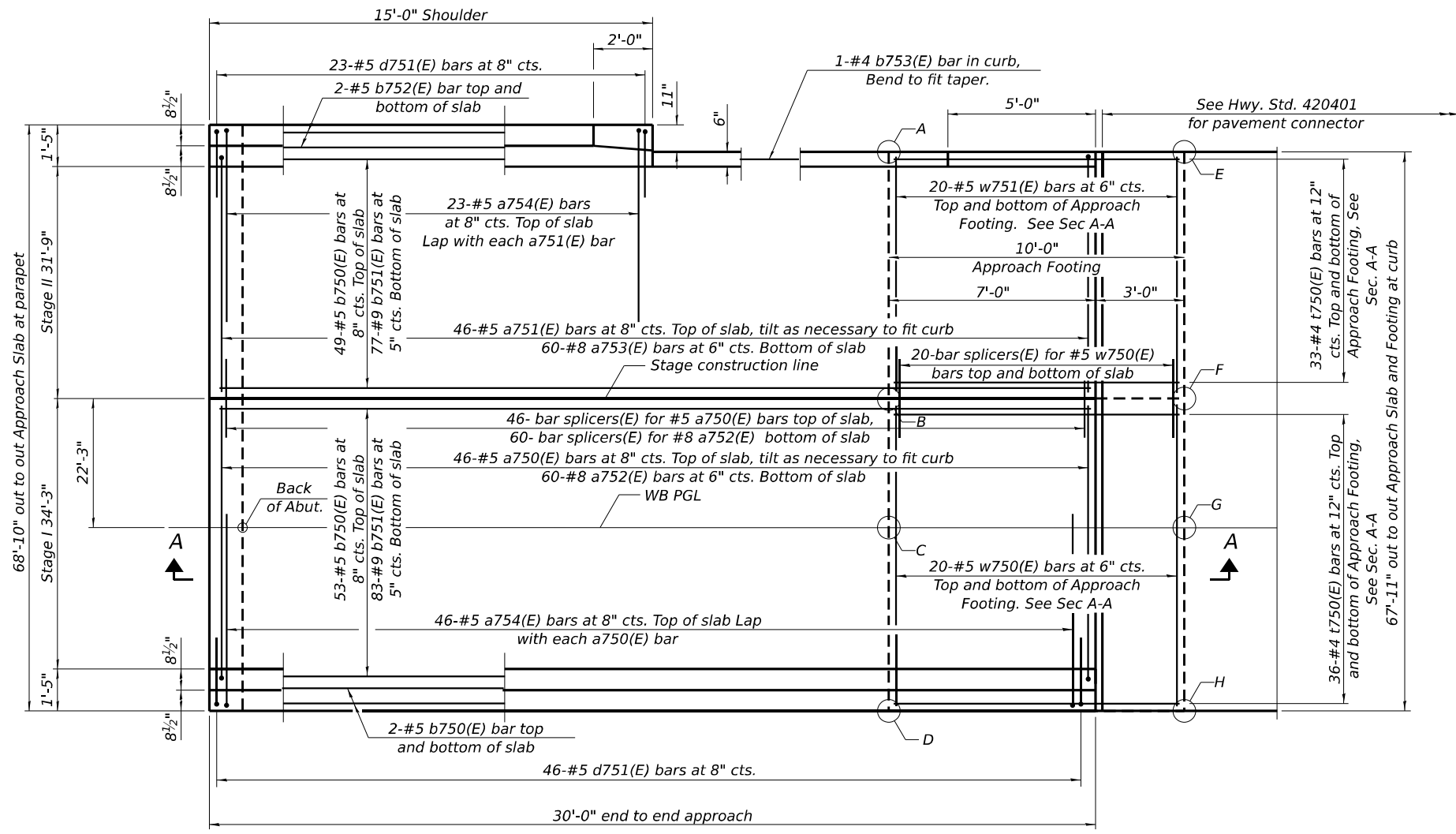
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK DIAPHRAGM DETAILS
STRUCTURE NO. 099-8316 & 099-8317**

SHEET SD-28 OF SD-52 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62R28				
ILLINOIS		FED. AID PROJECT		

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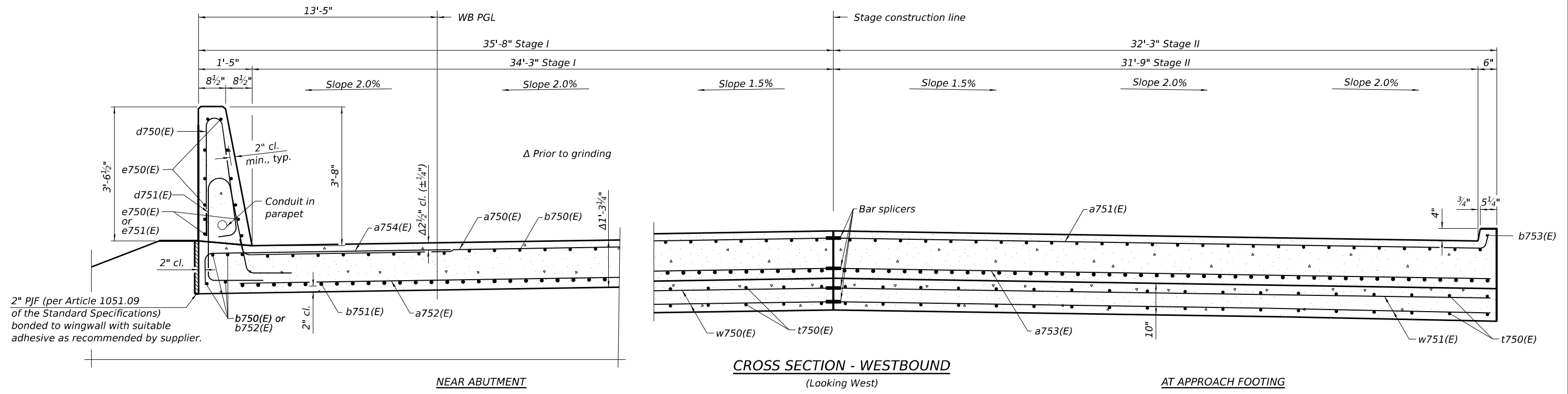


TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

Point/Location	West Approach		East Approach	
	Top	Bottom	Top	Bottom
A - NW	610.70	609.86	607.49	606.66
B - W Stage	611.21	610.38	608.01	607.17
C - W PGL	610.82	609.98	607.61	606.78
D - SW	610.58	609.74	607.37	606.54
E - NE	610.62	609.78	607.36	606.52
F - E Stage	611.13	610.30	607.87	607.04
G - E PGL	610.74	609.90	607.48	606.64
H - SE	610.50	609.66	607.24	606.40

See sheet SD-31 for Section A-A.

PLAN



**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

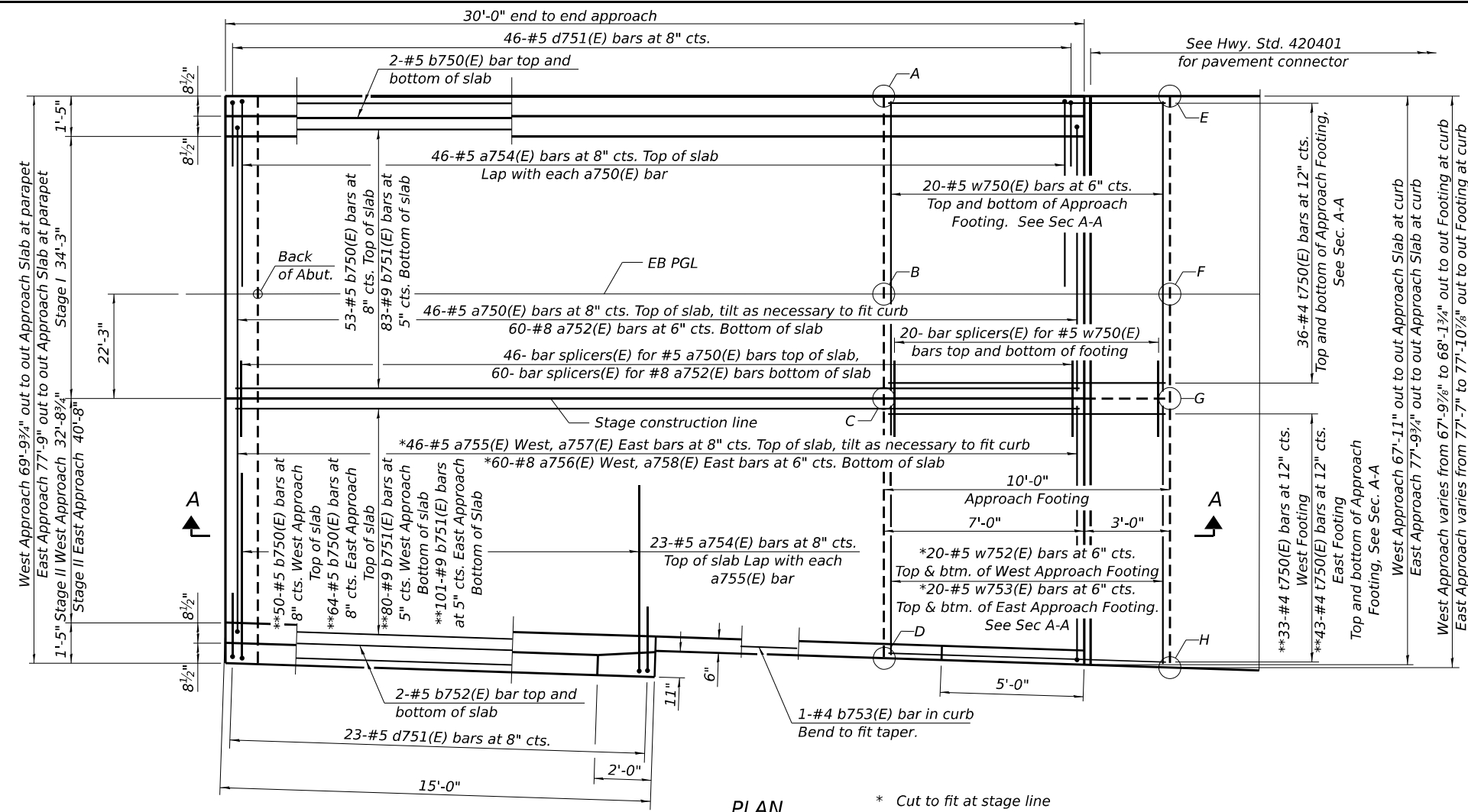
**WB BRIDGE APPROACH SLAB PLAN VIEW
 STRUCTURE NO. 099-8317**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	796
CONTRACT NO. 62R28				
ILLINOIS FED. AID PROJECT				



USER NAME = cstanuch	DESIGNED CRS	REVISED -
PLOT SCALE =	CHECKED MMM	REVISED -
PLOT DATE = 8/8/2023	DRAWN CRS	REVISED -
	CHECKED MMM	REVISED -

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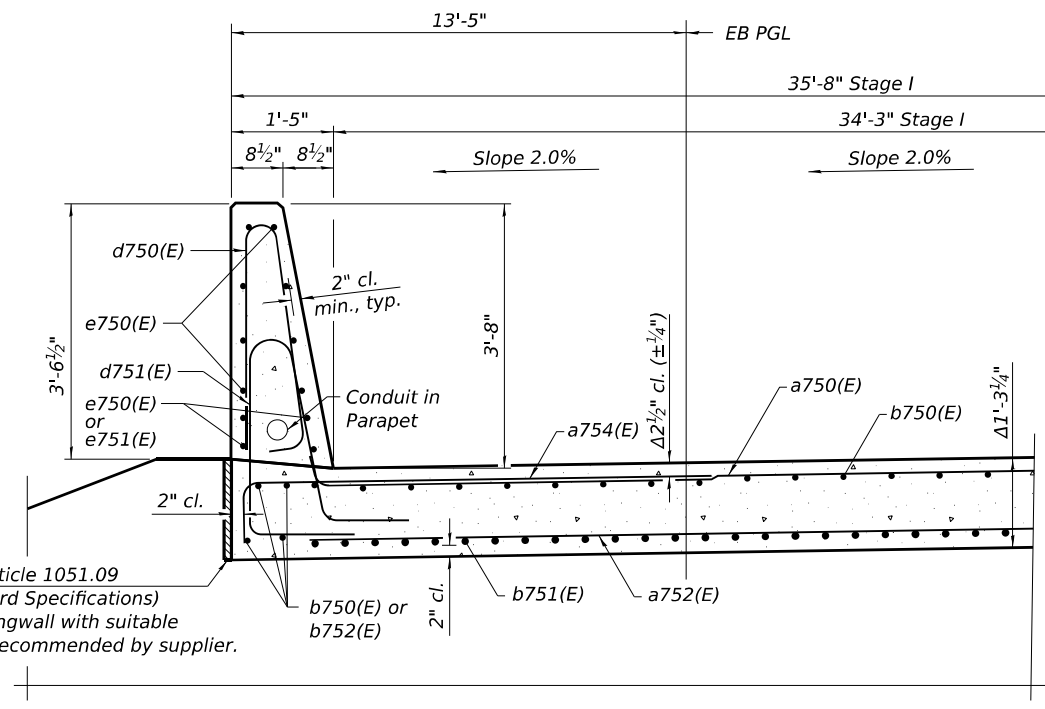
PLAN

* Cut to fit at stage line
 ** Flare bars as needed by barrier
 Δ Prior to grinding

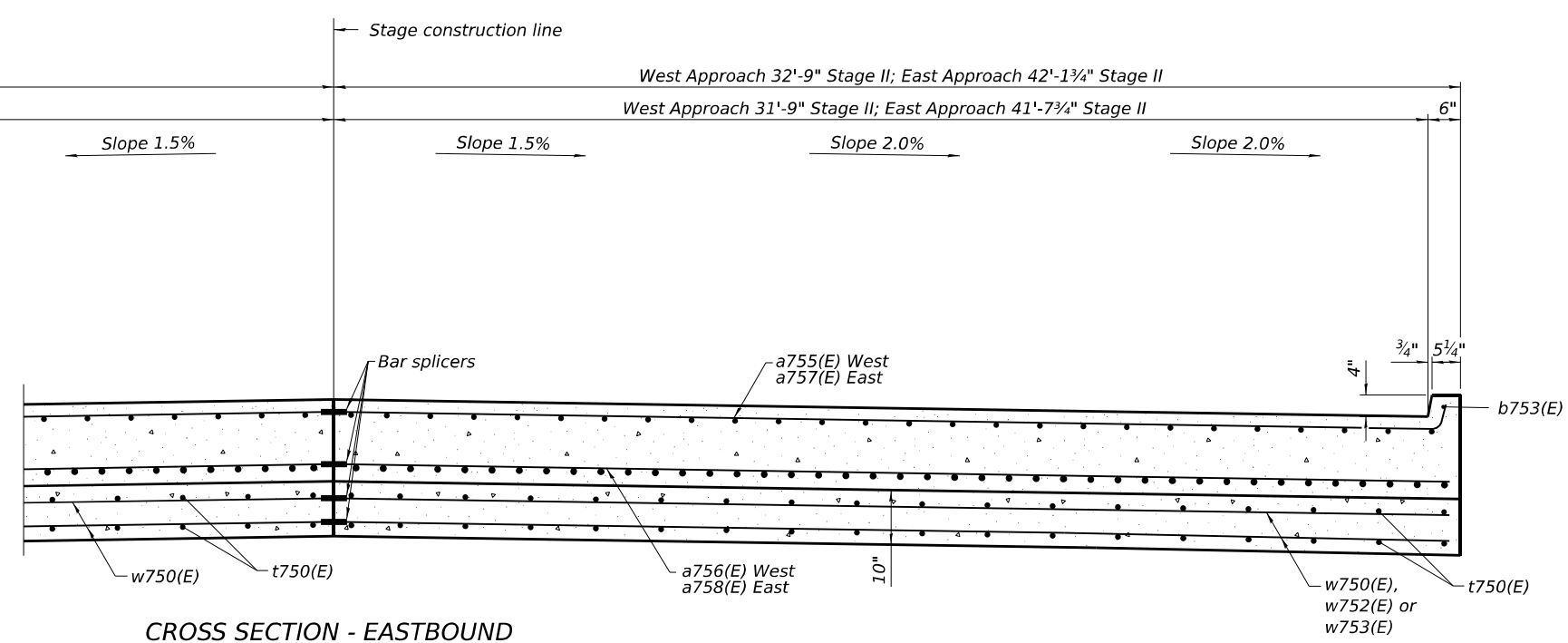
TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

Point/Location	West Approach		East Approach	
	Top	Bottom	Top	Bottom
A - NW	610.58	609.74	607.37	606.54
B - W PGL	610.82	609.98	607.61	606.78
C - W Stage	611.21	610.38	608.01	607.17
D - SW	610.70	609.87	607.30	606.47
E - NE	610.50	609.66	607.24	606.40
F - E PGL	610.74	609.90	607.48	606.64
G - E Stage	611.13	610.30	607.87	607.04
H - SE	610.61	609.78	607.16	606.32

See sheet SD-31 for Section A-A.



NEAR ABUTMENT



CROSS SECTION - EASTBOUND
 (Looking east)

AT APPROACH FOOTING



USER NAME = cstanuch	DESIGNED CRS	REVISED -
PLOT SCALE =	CHECKED MMM	REVISED -
PLOT DATE = 8/8/2023	DRAWN CRS	REVISED -
	CHECKED MMM	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

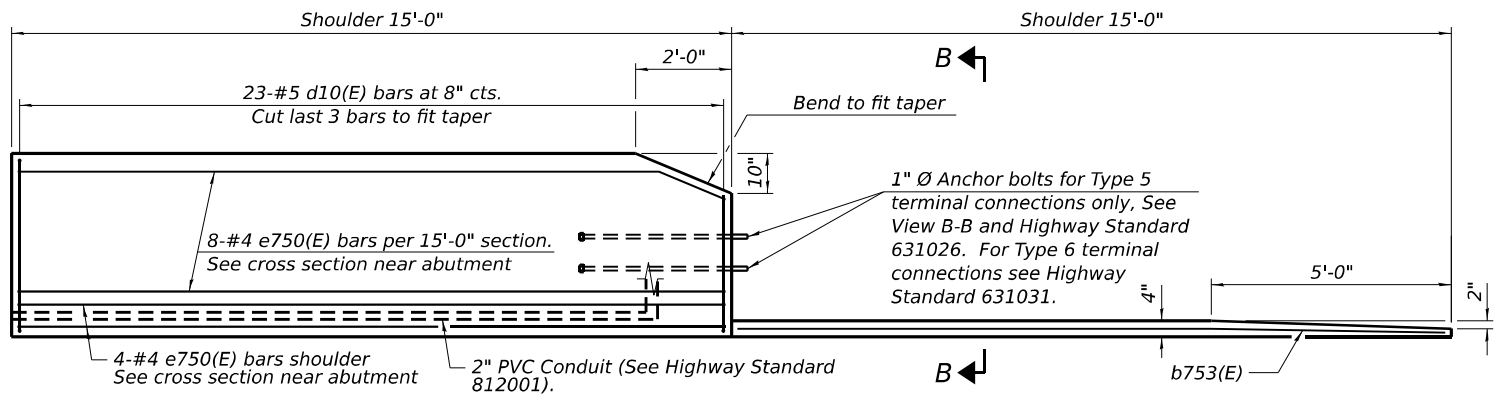
EB BRIDGE APPROACH SLAB PLAN VIEW
 STRUCTURE NO. 099-8316

SHEET SD-30 OF SD-52 SHEETS

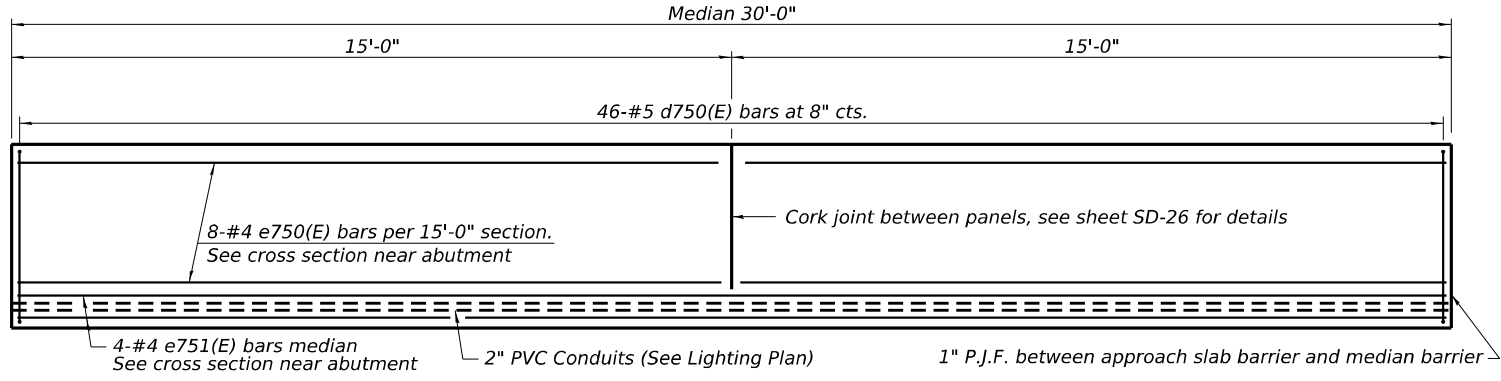
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	797
CONTRACT NO. 62R28				

ILLINOIS FED. AID PROJECT

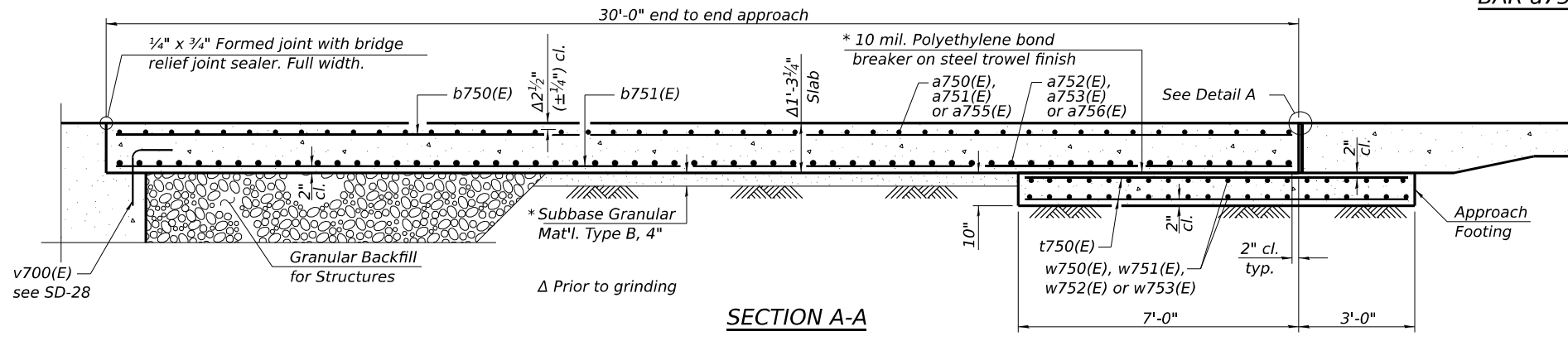
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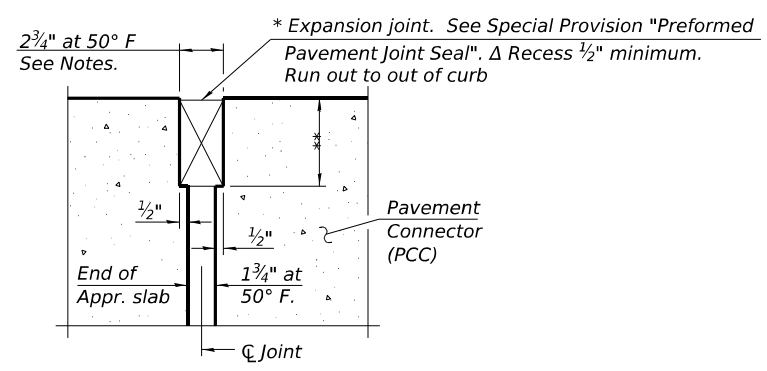
INSIDE ELEVATION OF PARAPET AND CURB - SHOULDER



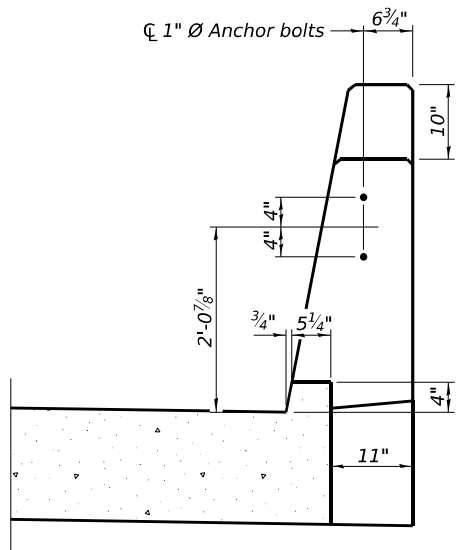
INSIDE ELEVATION OF PARAPET - MEDIAN



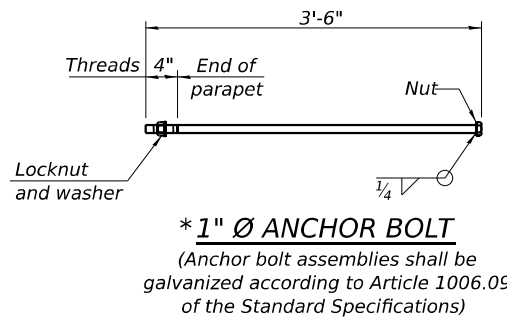
SECTION A-A



DETAIL A

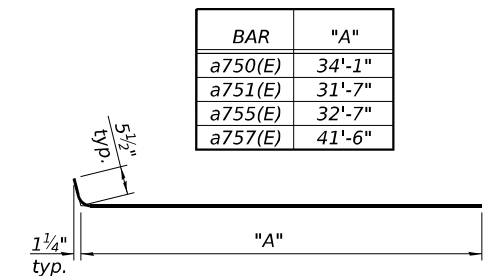


VIEW B-B

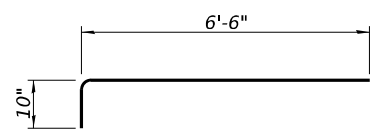


*** 1" Ø ANCHOR BOLT**
(Anchor bolt assemblies shall be galvanized according to Article 1006.09 of the Standard Specifications)

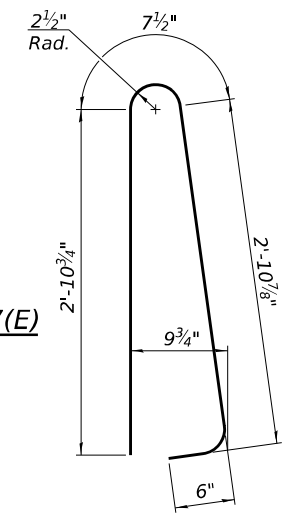
BAR	"A"
a750(E)	34'-1"
a751(E)	31'-7"
a755(E)	32'-7"
a757(E)	41'-6"



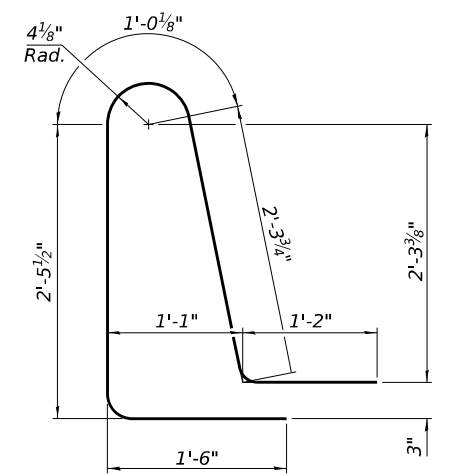
BAR a750(E), a751(E), a755(E) or a757(E)



BAR a754(E)



BAR d750(E)



BAR d751(E)

**EB - TWO APPROACHES
BILL OF MATERIAL**

BAR	NO.	SIZE	LENGTH	SHAPE
a750(E)	92	#5	34'-7"	┌───┐
a751(E)	120	#5	32'-1"	┌───┐
a752(E)	120	#8	34'-3"	┌───┐
a753(E)	120	#8	31'-9"	┌───┐
a754(E)	138	#5	7'-4"	┌───┐
a755(E)	46	#5	33'-1"	┌───┐
a756(E)	60	#8	32'-9"	┌───┐
a757(E)	46	#5	42'-0"	┌───┐
a758(E)	60	#8	41'-8"	┌───┐
b750(E)	212	#5	29'-8"	┌───┐
b751(E)	320	#9	29'-8"	┌───┐
b752(E)	8	#5	14'-8"	┌───┐
b753(E)	2	#4	14'-8"	┌───┐
d750(E)	138	#5	7'-0"	┌───┐
d751(E)	138	#5	8'-6"	┌───┐
e750(E)	56	#4	14'-8"	┌───┐
e751(E)	8	#4	29'-8"	┌───┐
t750(E)	296	#4	9'-8"	┌───┐
w750(E)	80	#5	35'-4"	┌───┐
w752(E)	40	#5	32'-1"	┌───┐
w753(E)	40	#5	41'-11"	┌───┐
Concrete Superstructure			Cu. Yd.	12.6
Concrete Superstructure (Approach Slab)			Cu. Yd.	210.1
Concrete Structures			Cu. Yd.	45.0
Reinforcement Bars, Epoxy Coated			Pound	83,960

**WB - TWO APPROACHES
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a750(E)	92	#5	34'-7"	┌───┐
a751(E)	92	#5	32'-1"	┌───┐
a752(E)	120	#8	34'-3"	┌───┐
a753(E)	120	#8	31'-9"	┌───┐
a754(E)	138	#5	7'-4"	┌───┐
b750(E)	212	#5	29'-8"	┌───┐
b751(E)	320	#9	29'-8"	┌───┐
b752(E)	8	#5	14'-8"	┌───┐
b753(E)	2	#4	14'-8"	┌───┐
d750(E)	138	#5	7'-0"	┌───┐
d751(E)	138	#5	8'-6"	┌───┐
e750(E)	56	#4	14'-8"	┌───┐
e751(E)	8	#4	29'-8"	┌───┐
t750(E)	276	#4	9'-8"	┌───┐
w750(E)	80	#5	35'-4"	┌───┐
w751(E)	80	#5	31'-11"	┌───┐
Concrete Superstructure			Cu. Yd.	12.6
Concrete Superstructure (Approach Slab)			Cu. Yd.	197.5
Concrete Structures			Cu. Yd.	42.0
Reinforcement Bars, Epoxy Coated			Pound	77,910

* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations



USER NAME	DESIGNED	REVISIONS
cstanuch	CRS	-
	CHECKED	MMM
	REVISIONS	-
	DRAWN	CRS
	REVISIONS	-
	CHECKED	MMM
	REVISIONS	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

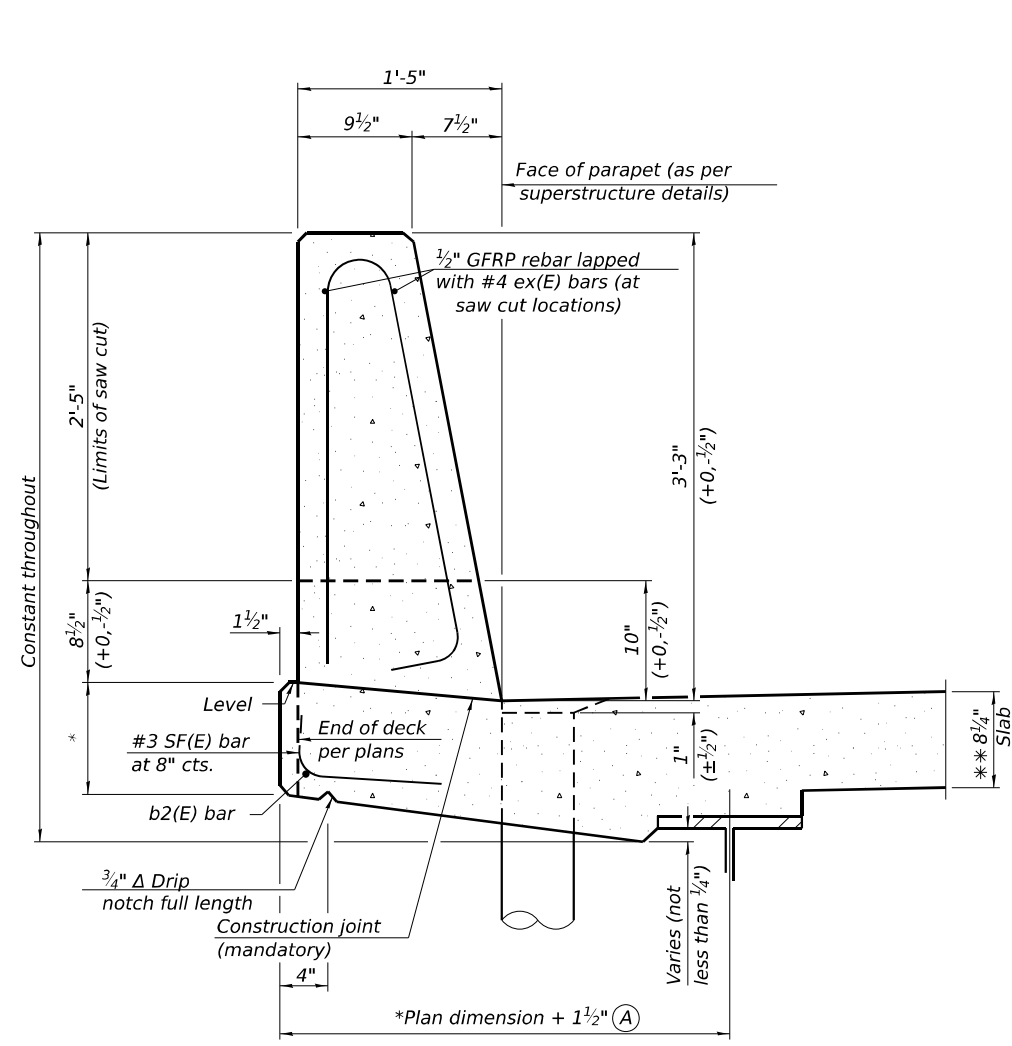
**APPROACH SLAB DETAILS
STRUCTURE NO. 099-8316 & 099-8317**

SHEET SD-31 OF SD-52 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	798
CONTRACT NO. 62R28				

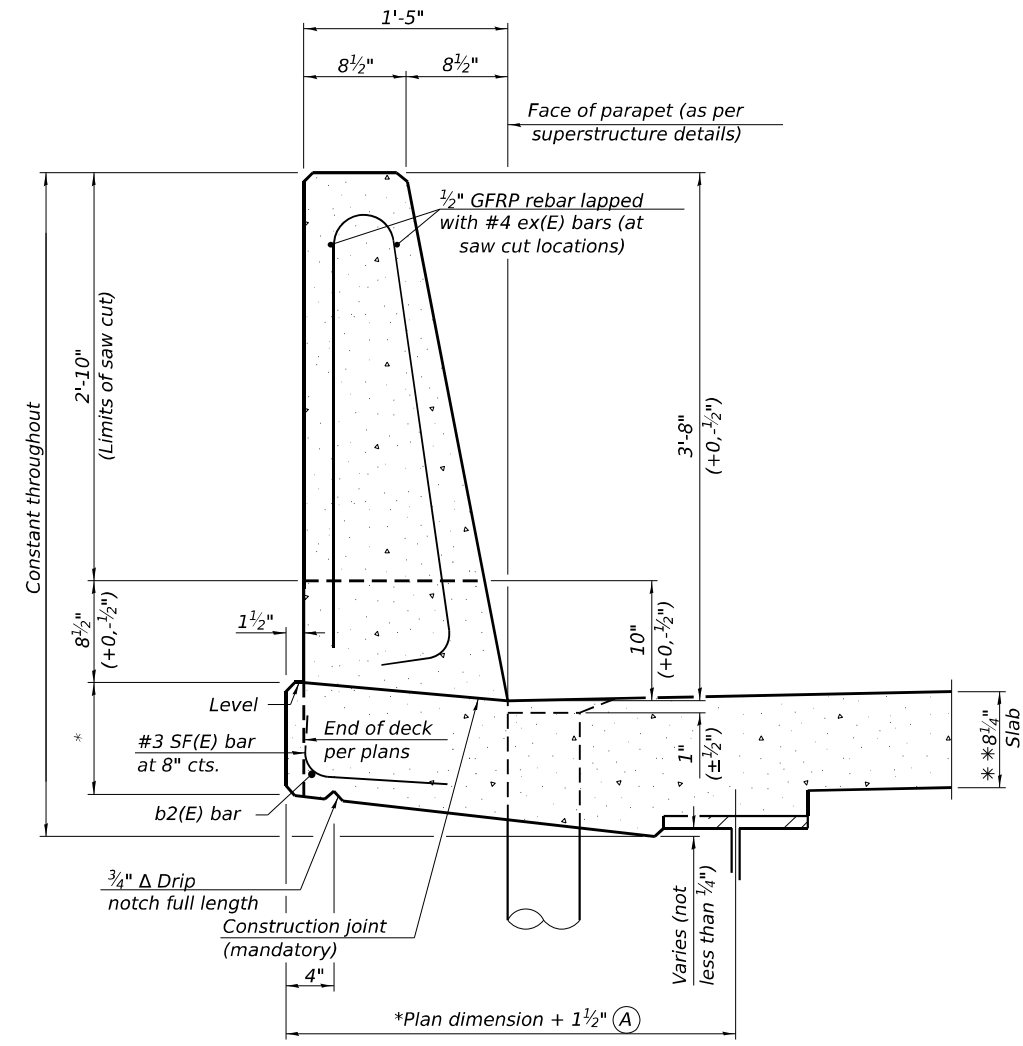
ILLINOIS FED. AID PROJECT

MODEL: Default
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**39" CONSTANT-SLOPE
 PARAPET SECTION**

(Showing dimensions, d(E), and 1/2" Ø GFRP rebar)

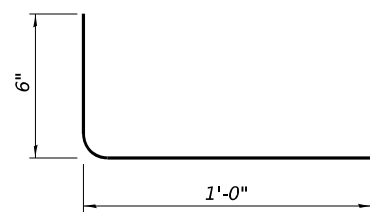


**44" CONSTANT-SLOPE
 PARAPET SECTION**

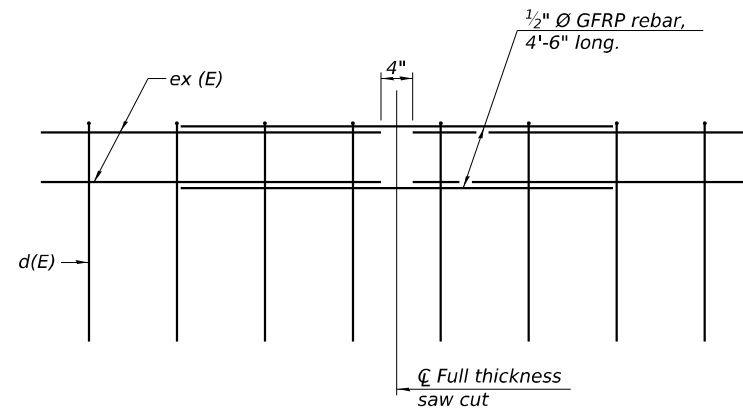
(Showing dimensions, d(E), and 1/2" Ø GFRP rebar)

*See Superstructure Details.

** Prior to Grinding



#3 SF(E) BAR



GFRP REBAR STIFFENING DETAIL

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

Notes:
 All dimensions shall remain the same as shown on superstructure details, except dimension A which is to be revised as shown. Additional concrete needed to revise dimension A = 0.00348 cu. yds./ft. for 39" and 44" parapets.
 Place full depth aluminum sheets as shown on superstructure details.
 Replace all cork joint filler locations with a full thickness saw cut.
 Steel superstructure shown. Other superstructure types similar.

SFP 39-44

1-1-2020



USER NAME = cstanugb	DESIGNED - ALH	REVISED -
PLOT SCALE =	CHECKED - DTS	REVISED -
PLOT DATE = 8/8/2023	DRAWN - ALH	REVISED -
	CHECKED - DTS	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

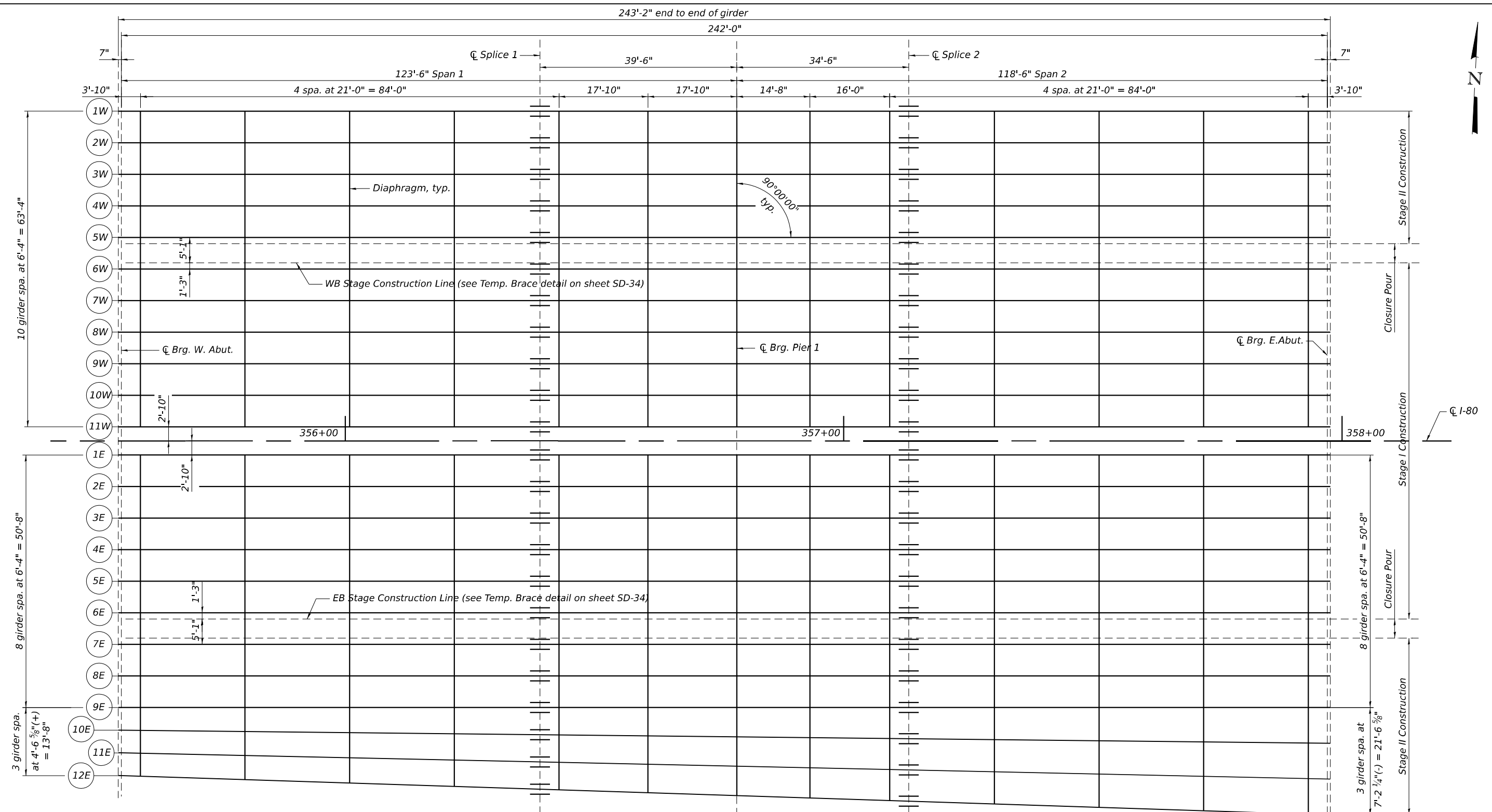
CONCRETE PARAPET SLIPFORMING OPTION
 STRUCTURE NO. 099-8316 & 099-8317

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	799
CONTRACT NO. 62R28				

SHEET SD-32 OF SD-52 SHEETS

ILLINOIS FED. AID PROJECT

MODEL: Default
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FRAMING PLAN

NOTES:

1. Diaphragm shall be orthogonal to C I-80
2. See sheet SD-34 for girder elevation and diaphragm details.
3. See sheet SD-36 for splice details.
4. All flange plates, web plates, and bearing stiffeners shall be AASHTO M270 Grade 50 Steel.
5. All diaphragms between girders 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.



USER NAME = cstanuch	DESIGNED - LRG	REVISED -
	CHECKED - CRS	REVISED -
PLOT SCALE =	DRAWN - LRG	REVISED -
PLOT DATE = 8/8/2023	CHECKED - CRS	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

WB & EB FRAMING PLAN
 STRUCTURE NO. 099-8316 & 8317

SHEET SD-33 OF SD-52 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 7	WILL	1059	800
CONTRACT NO. 62R28				

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