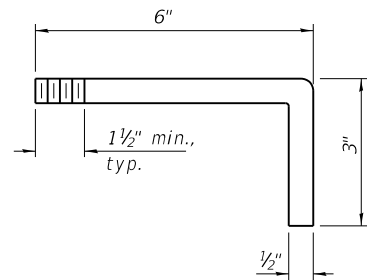
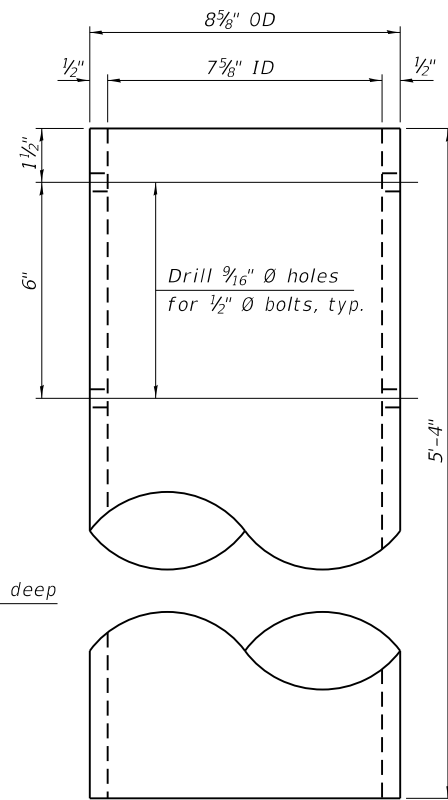
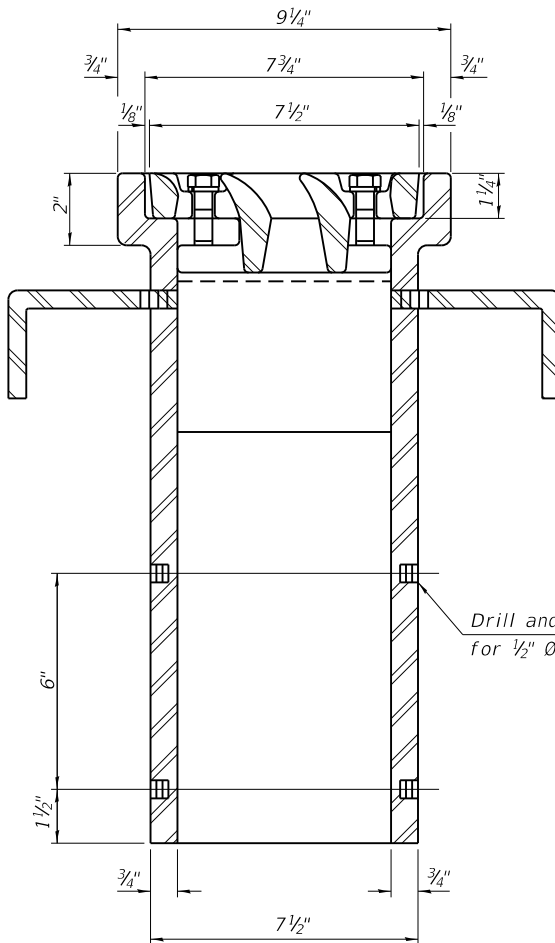
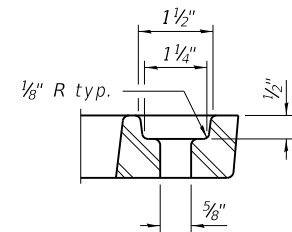
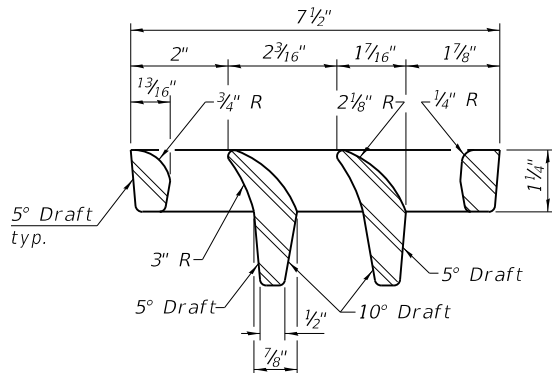
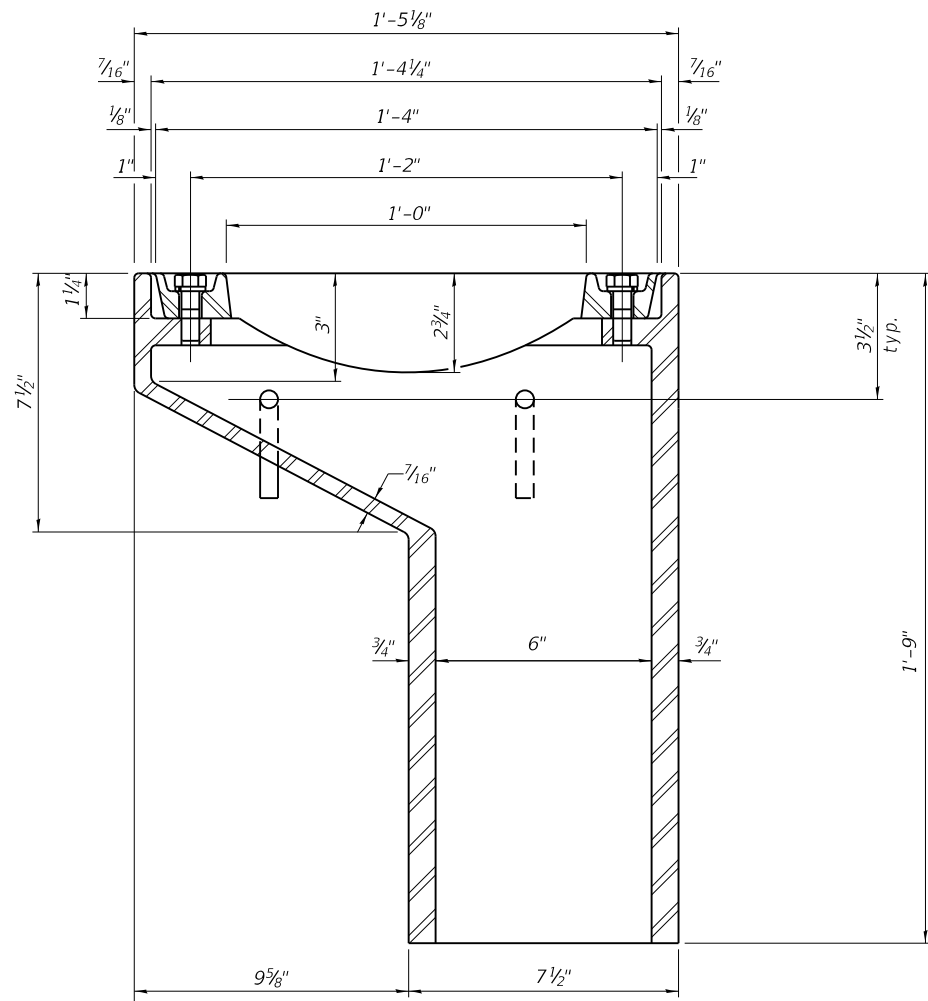
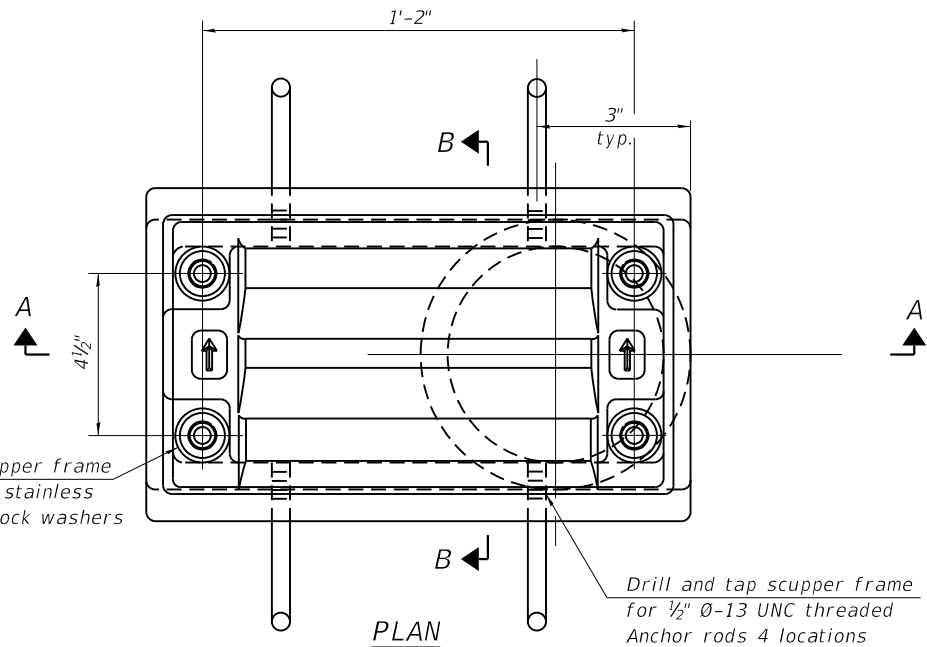


FILE NAME = L:\Plainfield\16024202-00_143rdDraw\Structures\CADD_Sheets\SH_Dupage River Bridge_24 Drainage Scupper.dgn

Drill and tap scupper frame for 1/2" Ø-13 UNC stainless steel bolts with lock washers 4 locations



Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 35B and AASHTO M306. Bolts, anchor rods, nuts and washers shall be according to ASTM A307 and shall be galvanized according to AASHTO M232. As an alternate stainless steel may be used. Stainless steel hardware shall be according to Article 1006.29(d) of the Standard Specifications. Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frames and downspouts; however, the scupper grates shall remain cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111. As an alternate, fiberglass may be used for downspouts according to ASTM D2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. in lieu of the cast iron or structural steel. Exterior surfaces of downspouts and exterior exposed surfaces of the scupper frame below deck shall be pigmented or painted to match the color of the adjacent girder. The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper. Cost of the grate, frame, downspout, anchor rods, nuts and washers including complete installation of the scupper shall be paid for at the contract unit price for Drainage Scupper, DS-11.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Drainage Scupper, DS-11	Each	36



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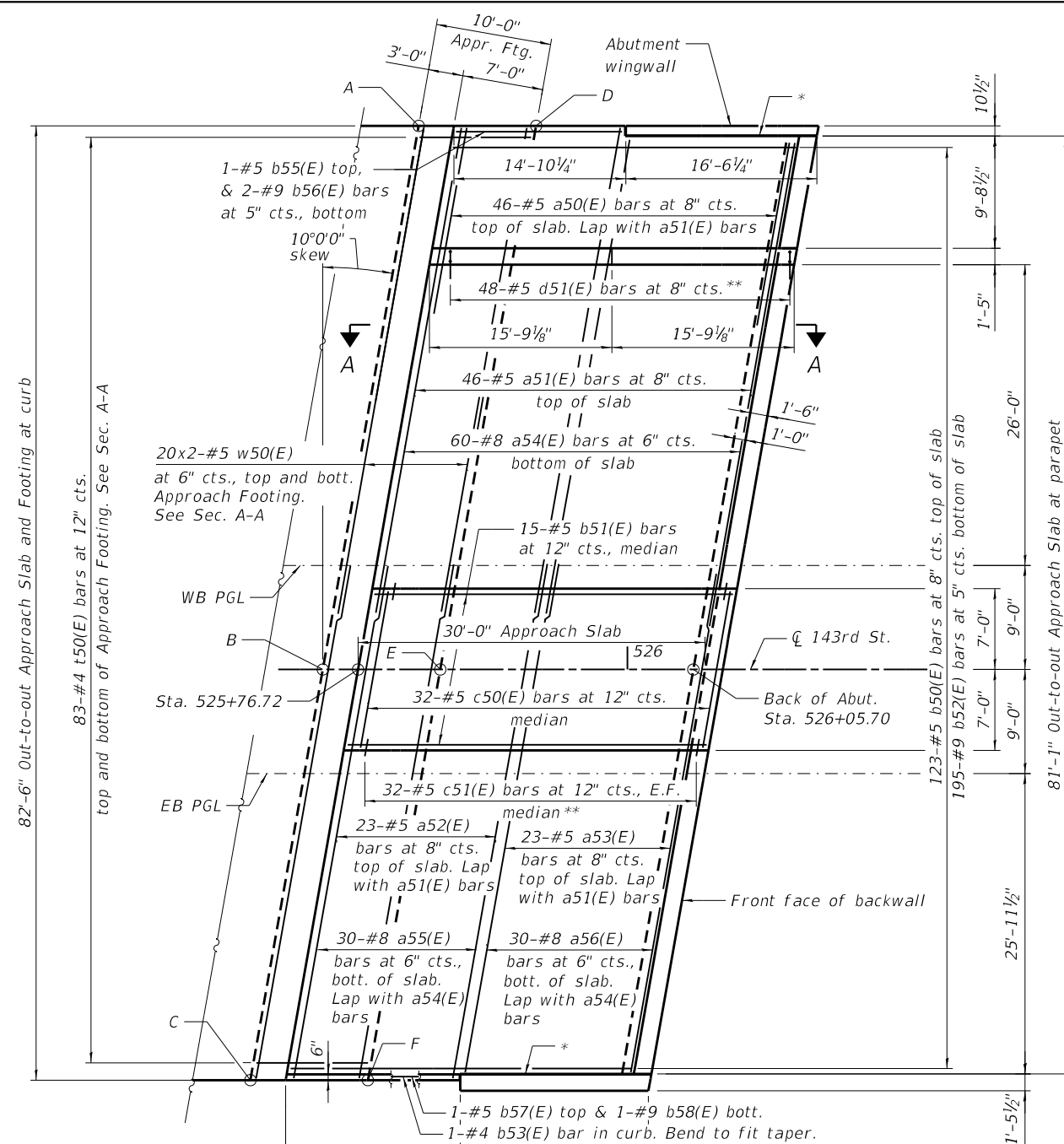
USER NAME = Vincent Tan	DESIGNED - MAC	REVISED -
	DRAWN - DH	REVISED -
PLOT SCALE = N/A	CHECKED - JTH	REVISED -
PLOT DATE = 2/19/2024 (11:06:51 AM)	DATE - 11/27/2023	REVISED -

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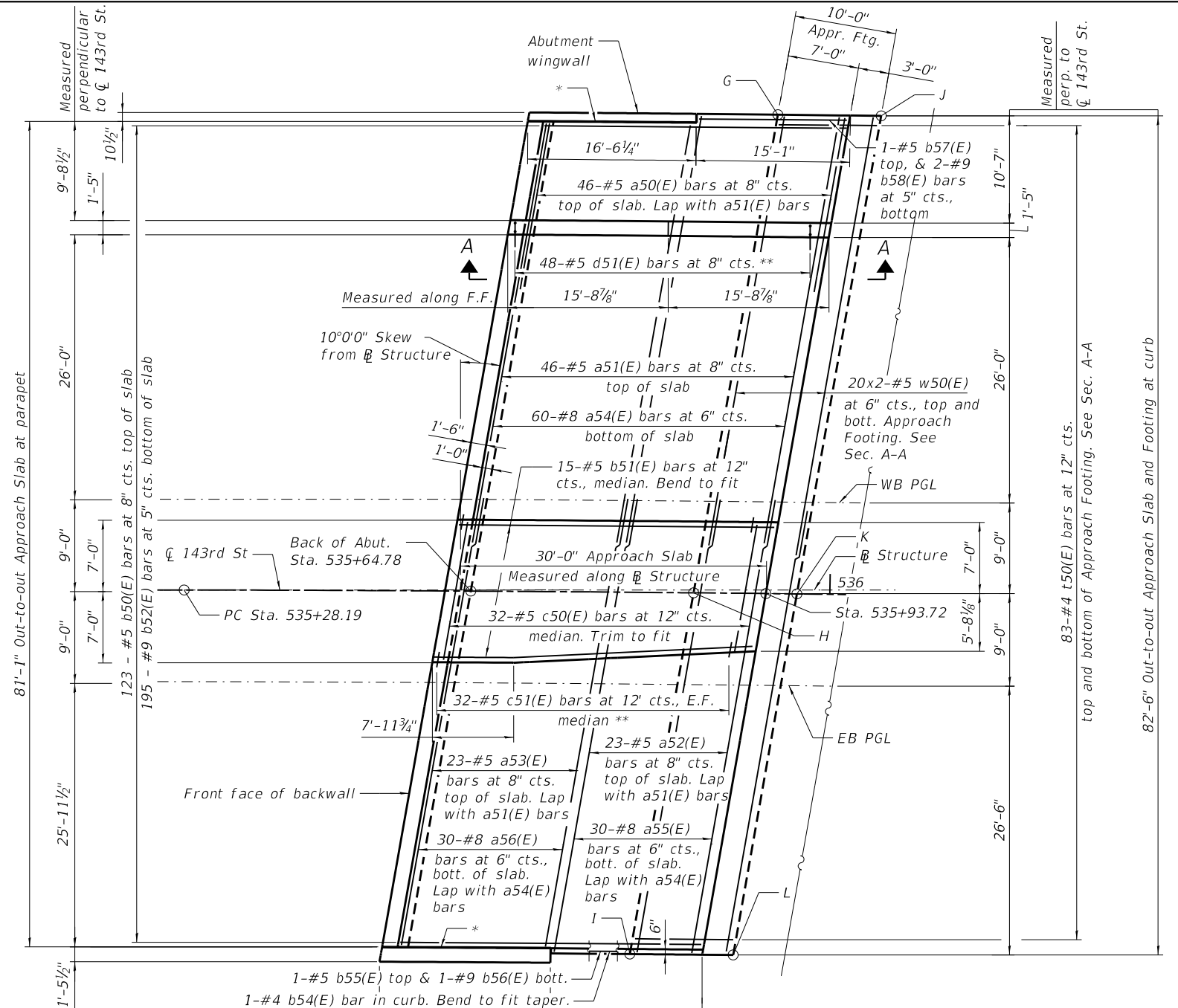
DRAINAGE SCUPPER, DS-11
STRUCTURE NUMBER 099-6006

SCALE: SHEET 25 OF 79 SHEETS STA. TO STA.

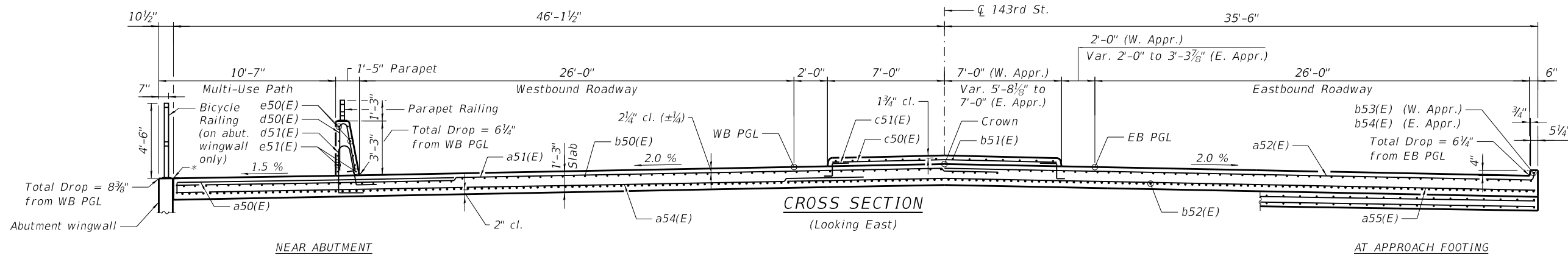
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	701
CONTRACT NO.			61H34	
ILLINOIS FED. AID PROJECT				



WEST APPROACH PLAN



EAST APPROACH PLAN



CROSS SECTION
(Looking East)

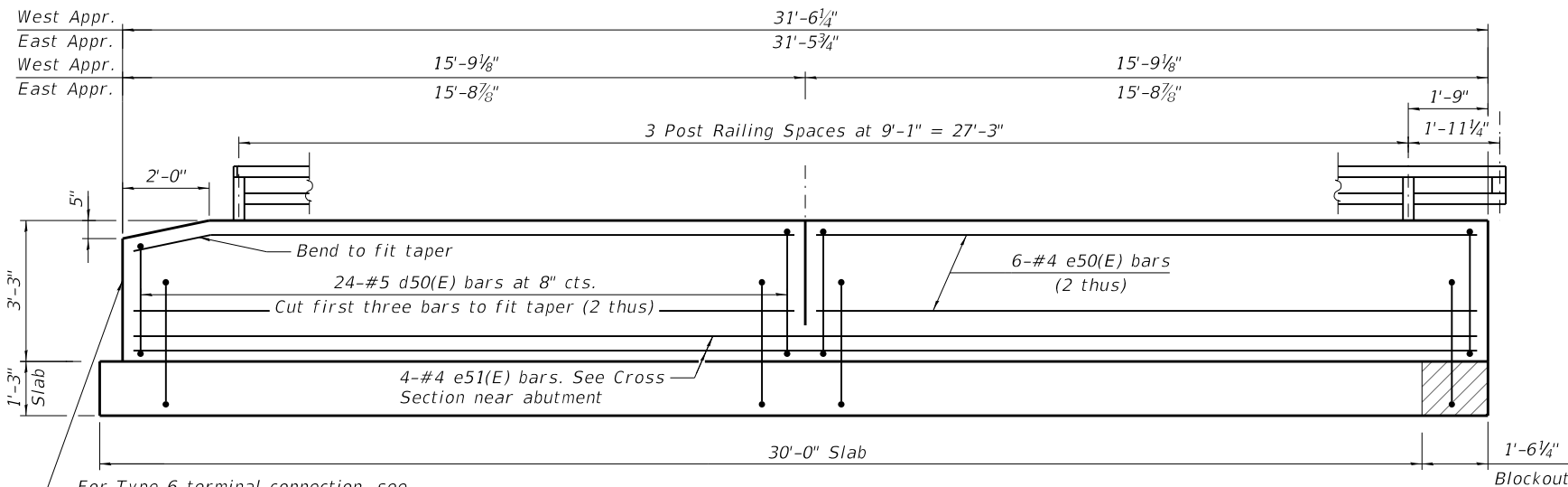
MIN. LAP

#5 Bar = 3'-4"
#8 Bar = 4'-9"

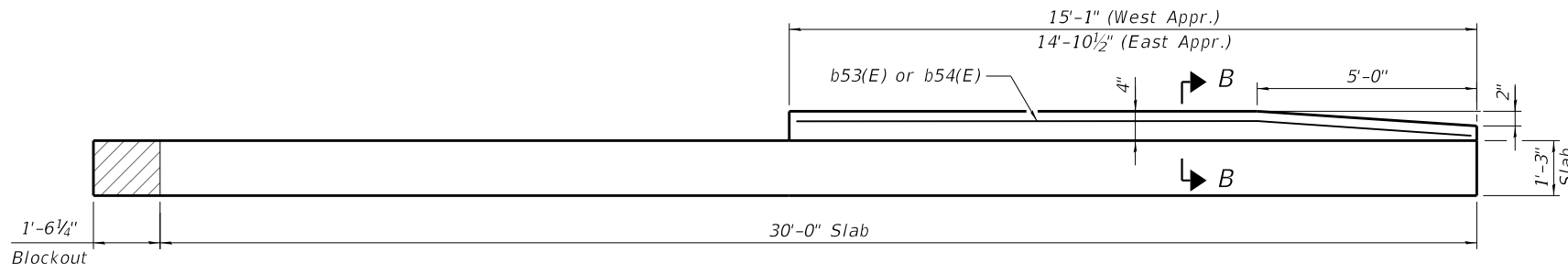
NOTES:

1. Work this sheet with sheet 27 of 79.
2. E.F.=Each Face

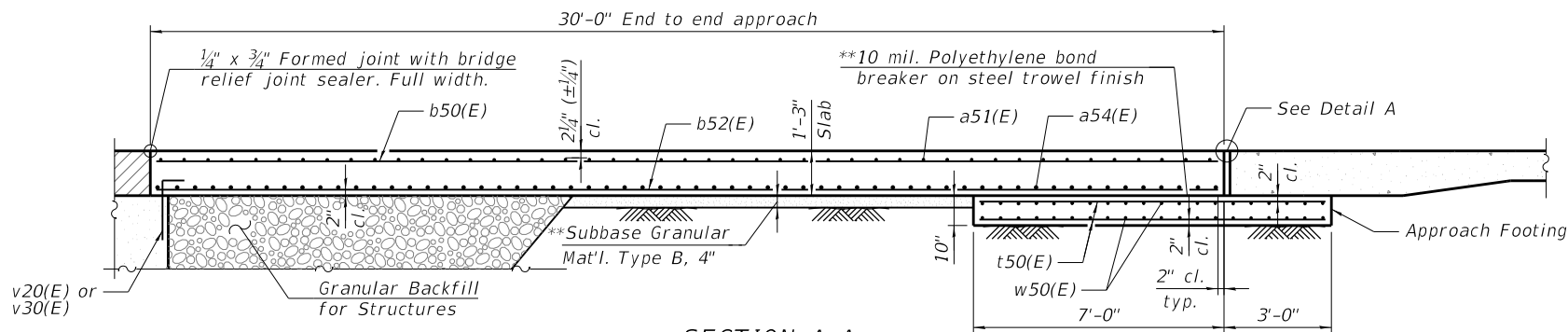
FILE NAME = L:\Plainfield\16024202-00_143rdDraw\Structures\CADD_Sheets\SH_DuPage River Bridge_26 Approach Slab Details.dgn



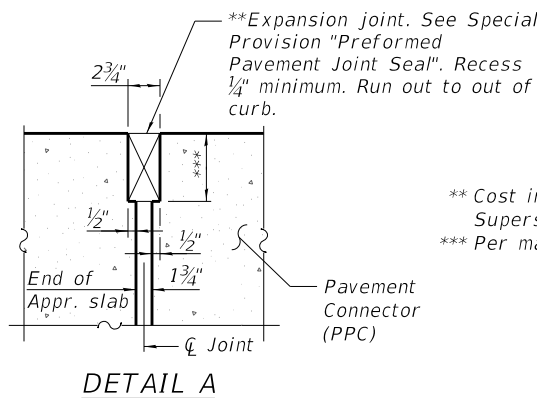
INSIDE ELEVATION OF NORTH PARAPET
(West Approach shown. East Approach similar by rotation)



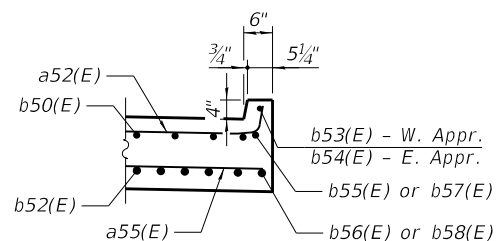
INSIDE ELEVATION OF SOUTH PARAPET AND CURB
(West Approach shown. East Approach similar by rotation)



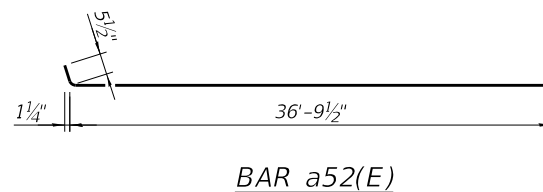
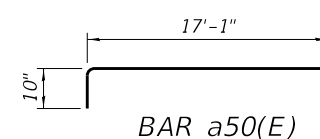
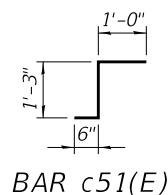
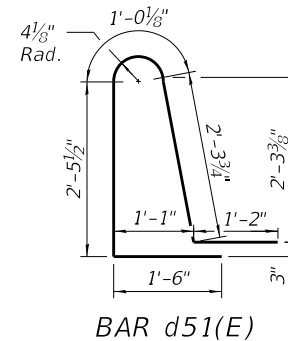
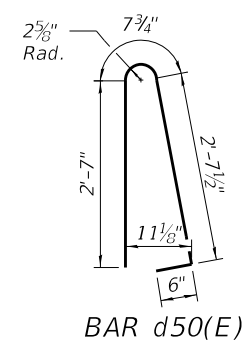
SECTION A-A



DETAIL A



SECTION B-B



TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTINGS

Point	Top	Bottom
A	614.98	614.15
B	615.77	614.94
C	614.99	614.16
D	615.10	614.27
E	615.88	615.05
F	615.10	614.27
G	612.37	611.54
H	613.33	612.50
I	612.67	611.84
J	612.27	611.44
K	613.23	612.40
L	612.57	611.74

NOTES:

1. Work this sheet with Sheet 26 of 79.
2. Parapet concrete shall be paid for as Concrete Superstructure.
3. Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
4. Approach footing concrete shall be paid for as Concrete Structures.
5. The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
6. Cost of excavation for approach footing included with Concrete Structures.
7. For Granular Backfill for Structures and drainage treatment details, see Sheets 41 and 43 of 79.

**TWO APPROACHES
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a50(E)	92	#5	17'-11"	└─┘
a51(E)	92	#5	50'-0"	└─┘
a52(E)	46	#5	37'-3"	└─┘
a53(E)	46	#5	35'-5"	└─┘
a54(E)	120	#8	42'-0"	└─┘
a55(E)	60	#8	46'-3"	└─┘
a56(E)	60	#8	44'-9"	└─┘
b50(E)	246	#5	29'-8"	└─┘
b51(E)	30	#5	31'-2"	└─┘
b52(E)	390	#9	29'-8"	└─┘
b53(E)	1	#4	14'-9"	└─┘
b54(E)	1	#4	14'-7"	└─┘
b55(E)	2	#5	14'-7"	└─┘
b56(E)	3	#9	14'-7"	└─┘
b57(E)	2	#5	14'-9"	└─┘
b58(E)	3	#9	14'-9"	└─┘
c50(E)	64	#5	13'-8"	└─┘
c51(E)	128	#5	2'-9"	└─┘
d50(E)	96	#5	6'-5"	└─┘
d51(E)	96	#5	8'-6"	└─┘
e50(E)	24	#4	15'-5"	└─┘
e51(E)	8	#4	31'-2"	└─┘
t50(E)	332	#4	9'-9"	└─┘
w50(E)	160	#5	43'-5"	└─┘
Concrete Structures			Cu. Yd.	36.2
Concrete Superstructure			Cu. Yd.	40.5
Bridge Deck Grooving			Sq. Yd.	344
Protective Coat			Sq. Yd.	818
Concrete Superstructure (Approach Slab)			Cu. Yd.	228.3
Reinforcement Bars, Epoxy Coated			Pound	98,960



USER NAME = Vincent Tan
PLOT SCALE = N/A
PLOT DATE = 2/19/2024 (10:59:33 AM)

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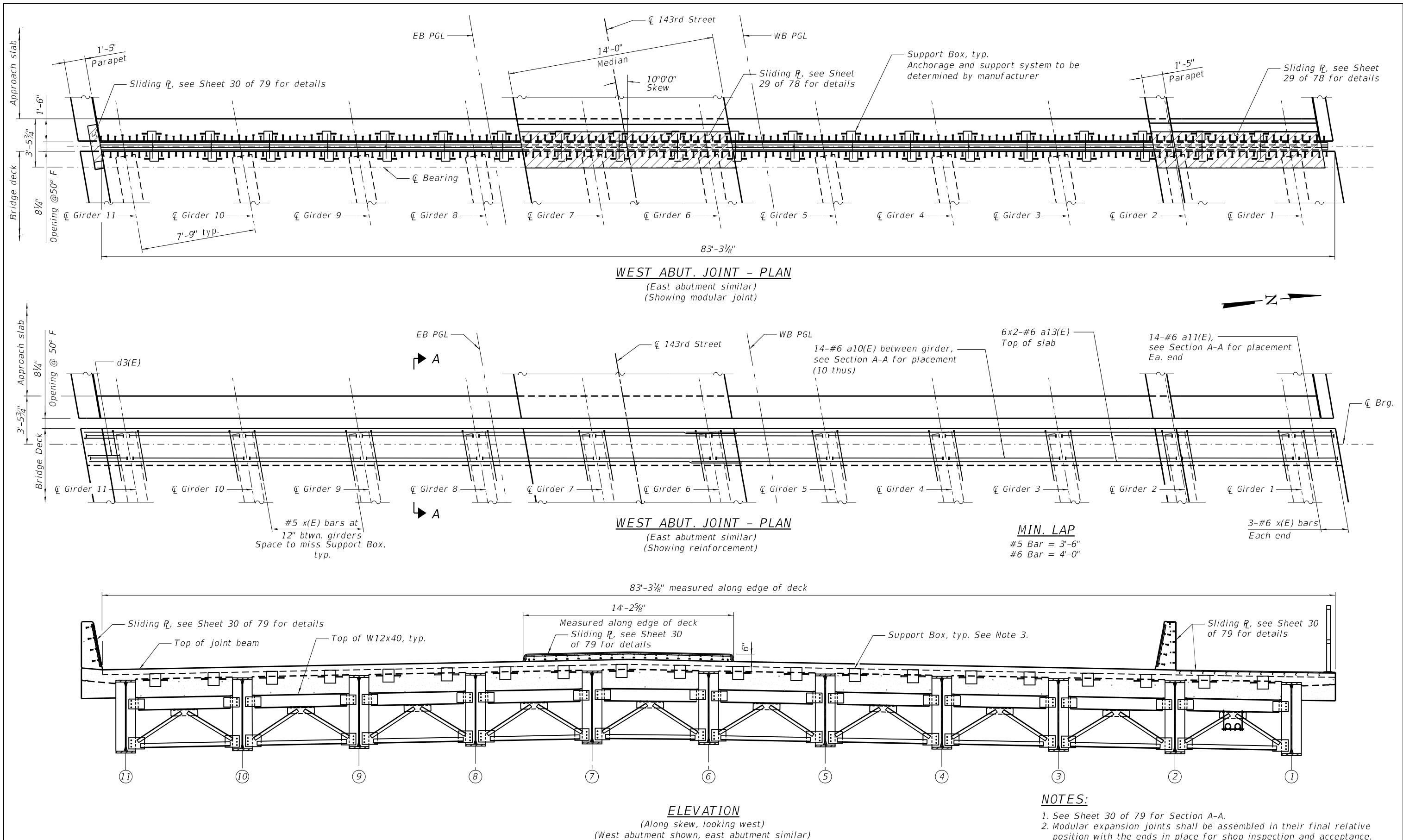
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH SLAB DETAILS
STRUCTURE NUMBER 099-6006

SCALE: SHEET 27 OF 79 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	703
CONTRACT NO. 61H34				ILLINOIS FED. AID PROJECT

FILE NAME = L:\Plainfield\16024202-00_143rdDraw\Structures\CADD_Sheets\Sh_DuPage River Bridge_28 Modular Expansion Joint Details - 1.dgn



USER NAME = Vincent Tan
PLOT SCALE = N/A
PLOT DATE = 2/19/2024 (10:59:38 AM)

DESIGNED - MAC
DRAWN - MAC
CHECKED - DH/JTH
DATE - 11/27/2023

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REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

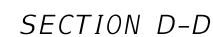
MODULAR EXPANSION JOINT DETAILS - I
STRUCTURE NUMBER 099-6006

SCALE: SHEET 29 OF 79 SHEETS STA. TO STA.

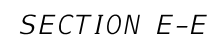
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	705
CONTRACT NO. 61H34				
ILLINOIS FED. AID PROJECT				



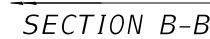
(at Rt. L's)
(Optional blockout on deck side of joint not hatched for clarity)



(at Rt $\angle$'s)



(at Rt $\angle$'s)



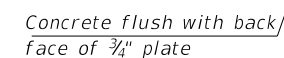
SECTION C-C



BILL OF MATERIAL

NOTES:

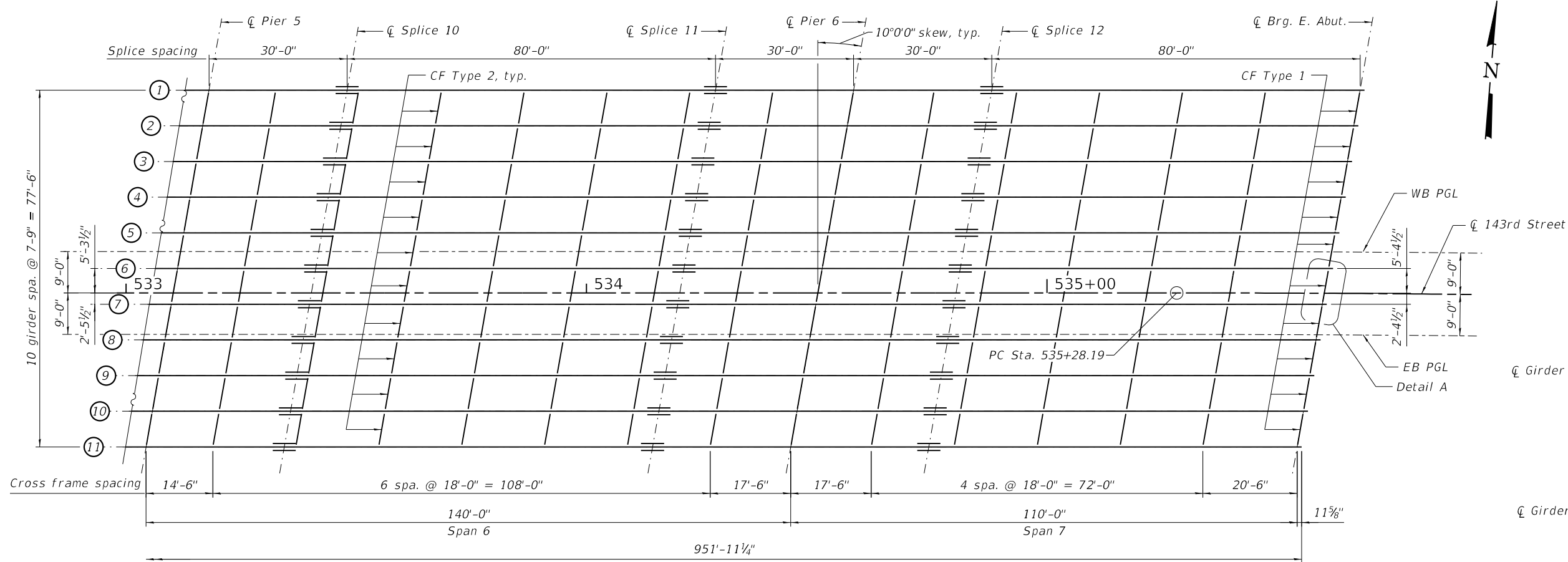
1. See Sheets 21 thru 23 of 79 for parapet dimensions.
2. See Sheet 20 of 79 for reinforcement not shown.
3. For bar details, bar list, and the associated Bill of Material, see Sheet 20 of 79.
4. See Sheet 29 of 79 for location of Section A-A.
5. The top surface of multi-use path sliding plates shall have a raised pattern according to ASTM A786.
6. Cost of sliding plates, embedded plates, anchorage studs, and expansion anchors included with Modular Expansion Joint, 6".
7. The manufacturer's recommended installation methods shall be followed.



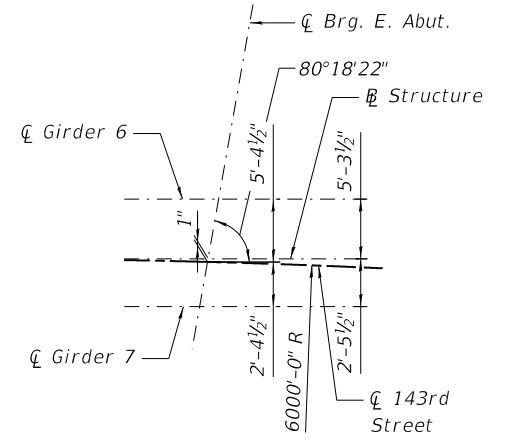
TRIMETRIC VIEW

(Showing embedded plates only, North Parapet similar)

FILE NAME = L:\Plainfield\16024202-00_143rdDraw\Structures\CADD_Sheets\SH_Dupage River Bridge_31 Framing Plan II.dgn



PARTIAL FRAMING PLAN



DETAIL A



USER NAME = Vincent Tan
PLOT SCALE = N/A
PLOT DATE = 2/19/2024 (10:58:43 AM)

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REVISED -
REVISED -

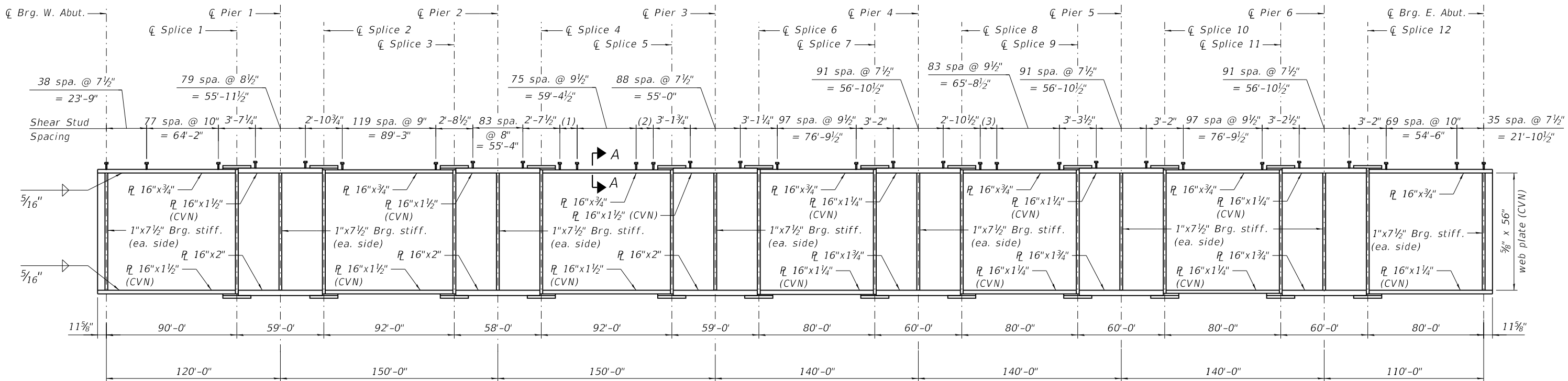
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN - II
STRUCTURE NUMBER 099-6006

SCALE: SHEET 32 OF 79 SHEETS STA. TO STA.

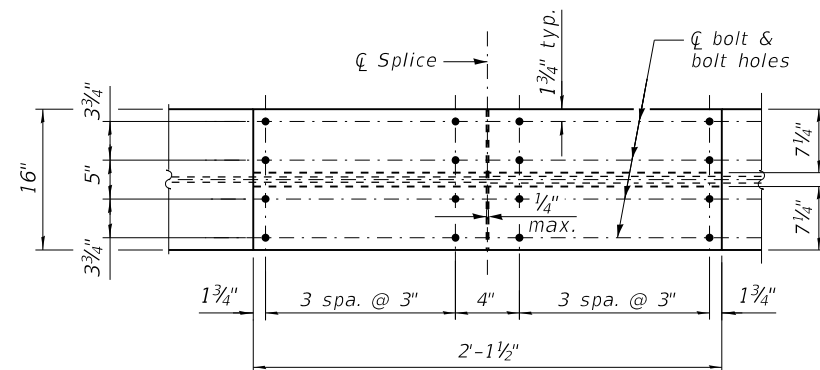
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	708
CONTRACT NO. 61H34				
ILLINOIS FED. AID PROJECT				

FILE NAME = L:\Plainfield\16024202-00_143rdDraw\Structures\CADD_Sheets\SH_Dupage River Bridge_32 Girder Elevation.dgn

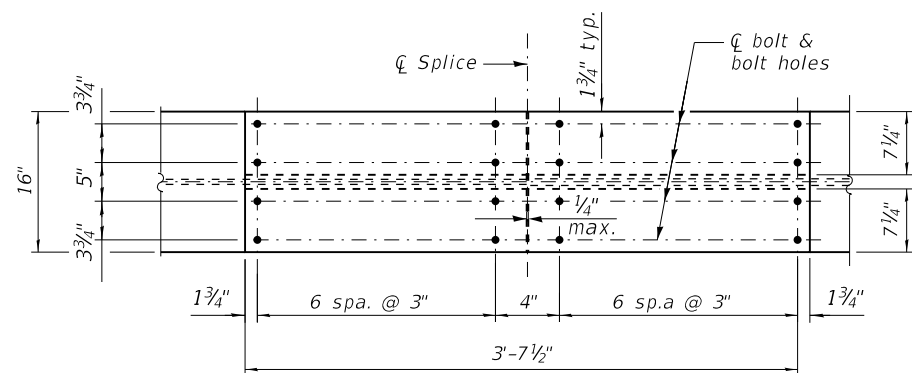


- (1) 22 spa. @ 8" = 14'-8"
(2) 24 spa. @ 7 1/2" = 15'-0"
(3) 18 spa. @ 7 1/2" = 11'-3"

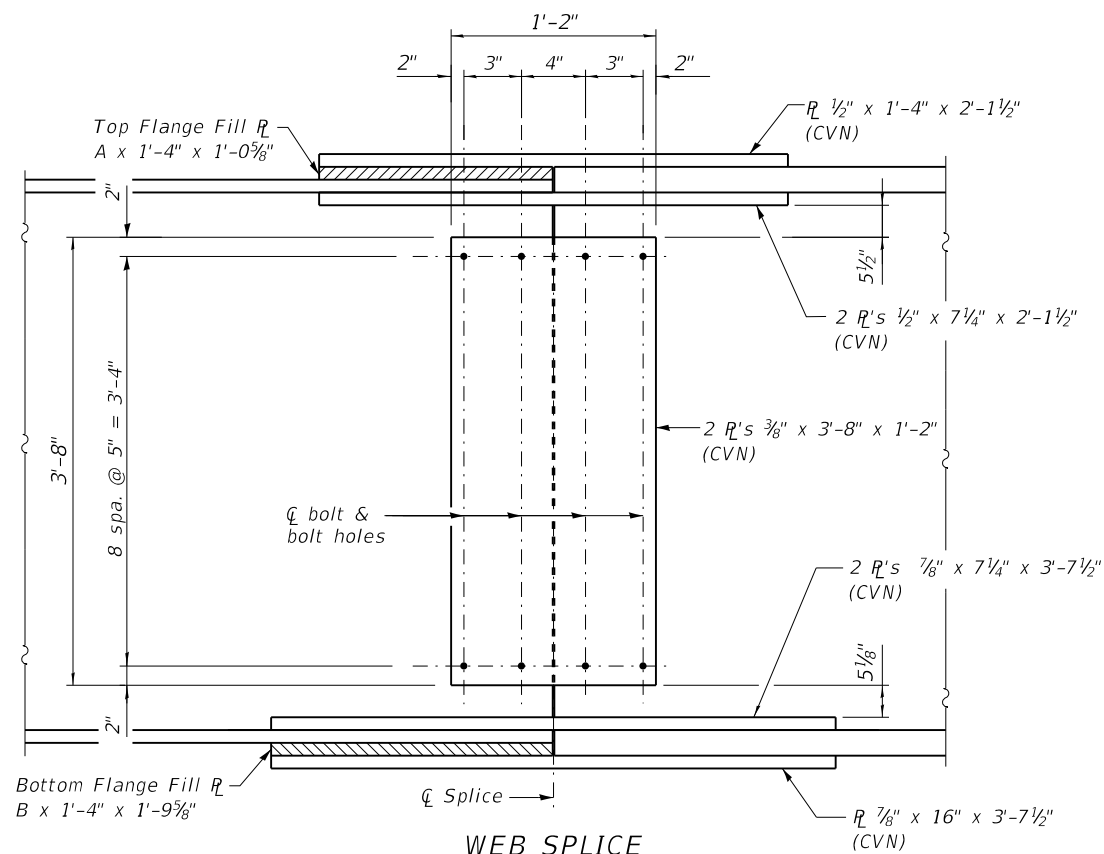
GIRDER ELEVATION



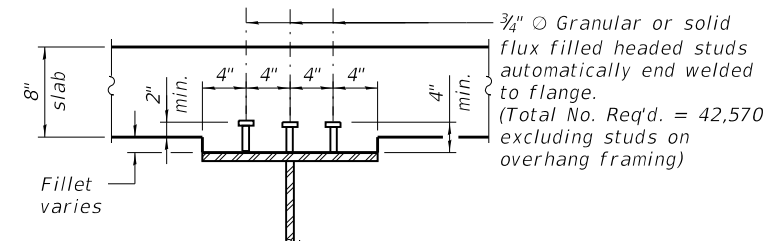
TOP FLANGE SPLICE



BOTTOM FLANGE SPLICE



WEB SPLICE



SECTION A-A

NOTES:

1. All steel flanges, webs, bearing stiffeners, and splice plates shall be AASHTO M270 Grade 50.
2. "CVN" denotes Charpy-V-Notch impact energy requirements, zone 2.
3. All splice bolts shall be 7/8" O and bolt holes shall be 1 1/16" O.



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PLOT SCALE = N/A
PLOT DATE = 2/19/2024 (10:58:44 AM)

DESIGNED - DH
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER ELEVATION
STRUCTURE NUMBER 099-6006

SCALE: SHEET 33 OF 79 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	709
CONTRACT NO. 61H34				
ILLINOIS FED. AID PROJECT				

INTERIOR GIRDER MOMENT TABLE													
	0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.5 Sp. 3	Pier 3	0.5 Sp. 4	Pier 4	0.5 Sp. 5	Pier 5	0.5 Sp. 6	Pier 6	0.6 Sp. 7
Is	(in ⁴)	36930	55289	36930	55289	36930	55289	34396	48219	34396	48219	34396	48219
Ic(n)	(in ⁴)	98558	121923	98558	121923	98558	121923	89509	111518	89509	111518	89509	111518
Ic(3n)	(in ⁴)	70726	89828	70726	89828	70726	89828	65076	81816	65076	81816	65076	81816
Ic(cr)	(in ⁴)	--	64795	--	64795	--	64795	--	57643	--	57643	--	57643
Ss	(in ³)	1503	2019	1503	2019	1503	2019	1334	1792	1334	1792	1334	1792
Sc(n)	(in ³)	2091	--	2091	--	2091	--	1865	--	1865	--	1865	--
Sc(3n)	(in ³)	1912	--	1912	--	1912	--	1704	--	1704	--	1704	--
Sc(cr)	(in ³)	--	2143	--	2143	--	2143	--	1921	--	1921	--	1921
DC1	(k/')	1.07	1.13	1.06	1.13	1.06	1.13	1.04	1.10	1.05	1.10	1.05	1.10
MDC1	('k)	983	2161	839	2197	896	2047	684	1784	768	1867	758	1803
DC2	(k/')	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35
MDC2	('k)	334	677	298	696	312	649	243	580	266	604	266	580
DW	(k/')	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37
MDW	('k)	350	708	312	728	327	679	255	607	278	632	278	607
LLDF		0.610	0.597	0.576	0.581	0.576	0.586	0.580	0.586	0.580	0.586	0.604	0.618
M _Ɣ + I _M	('k)	1840	2094	1784	2178	1828	2161	1673	2028	1667	2006	1616	1911
Mu (Strength I)	('k)	5391	8274	5012	8520	5199	8169	4469	7414	4626	7546	4525	7233
Øf Mn	('k)	10549	9612	10549	9607	10549	9626	9575	8614	9575	8603	9575	8612
fs DC1	(ksi)	7.9	12.8	6.7	13.1	7.2	12.2	6.2	11.9	6.9	12.5	6.8	12.1
fs DC2	(ksi)	2.1	3.8	1.9	3.9	2.0	3.6	1.7	3.6	1.9	3.8	1.9	3.6
fs DW	(ksi)	2.2	4.0	2.0	4.1	2.0	3.8	1.8	3.8	2.0	3.9	2.0	3.8
fs (Ɣ+IM)	(ksi)	10.6	11.7	10.2	12.2	10.5	12.1	10.8	12.7	10.7	12.5	10.4	11.9
fs (Service II)	(ksi)	25.9	35.8	23.8	36.9	24.8	35.3	23.7	35.8	24.7	36.5	24.2	35.0
0.95Rh Fyf	(ksi)	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5
fs (Total)(Strength I)	(ksi)	34.2	47.3	31.6	48.7	32.8	46.6	31.4	47.3	32.7	48.2	32.0	46.2
Øf Fn	(ksi)	--	--	--	--	--	--	--	--	--	--	--	--
Vf	(k)	76.8	77.7	59.8	79.3	59.6	81.2	58.2	81.3	59.0	80.4	57.8	80.6

GIRDER REACTION TABLE																
	W. Abut.		Pier 1		Pier 2		Pier 3		Pier 4		Pier 5		Pier 6		E. Abut.	
	Interior	Exterior	Interior	Exterior	Interior	Exterior	Interior	Exterior	Interior	Exterior	Interior	Exterior	Interior	Exterior	Interior	Exterior
LLDF	0.797	0.665	0.797	0.665	0.797	0.665	0.797	0.665	0.797	0.665	0.797	0.665	0.797	0.665	0.797	0.665
OCF	1.03	1.03	--	--	--	--	--	--	--	--	--	--	--	--	1.03	1.03
RDC1 (k)	46.5	41.9	165.1	149.6	164.8	149.3	158.4	143.6	147.8	133.7	151.2	136.8	150.1	135.9	41.9	37.8
RDC2 (k)	15.4	7.7	52.8	26.4	52.9	26.5	50.9	25.5	48.3	24.2	49.3	24.7	48.8	24.4	14.0	7.0
RDW (k)	16.1	16.1	55.2	55.2	55.4	55.4	53.3	53.3	50.6	50.6	51.6	51.6	51.1	51.1	14.6	14.6
R _γ (k)	82.4	68.3	166.0	138.6	170.6	143.2	169.4	141.0	165.2	137.6	163.9	137.0	158.5	132.1	79.6	65.1
R _{IM} (k)	17.6	14.5	29.7	24.9	29.9	25.2	29.8	24.8	29.3	24.4	29.3	24.5	29.0	24.3	17.3	14.0
RTotal (k)	177.9	148.5	468.8	394.7	473.6	399.5	461.8	388.1	441.1	370.5	445.4	374.7	437.6	367.8	167.5	138.6

Is, Ss: Non-composite moment of inertia and section modulus of the steel section used for computing fs(Total-Strength I, and Service II) due to non-composite dead loads (in.⁴ and in.³).

Ic(n), Sc(n): Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing fs(Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in.⁴ and in.³).

Ic(3n), Sc(3n): Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing fs(Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.⁴ and in.³).

Ic(cr), Sc(cr): Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing fs (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in.⁴ and 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_Ɣ + I_M: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

Mu (Strength I): Factored design moment (kip-ft.).

1.25 (MDC1 + MDC2) + 1.5 MDW + 1.75 M_Ɣ + I_M

Øf Mn: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).

fs DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).

MDC1/ Snc

fs DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).

MDC2/ Sc(3n) or MDC2/ Sc(cr) as applicable.

fs DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).

MDW/ Sc(3n) or MDW/ Sc(cr) as applicable.

fs (Ɣ+IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).

M_Ɣ + I_M / Sc(n) or M_Ɣ + I_M / Sc(cr) as applicable.

fs (Service II): Sum of stresses as computed below (ksi).

fsDC1 + fsDC2 + fsDW + 1.3 fs(Ɣ + I_M)

0.95RhFyf: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

fs (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).

1.25 (fsDC1 + fsDC2) + 1.5 fsDW + 1.75 fs(Ɣ + I_M)

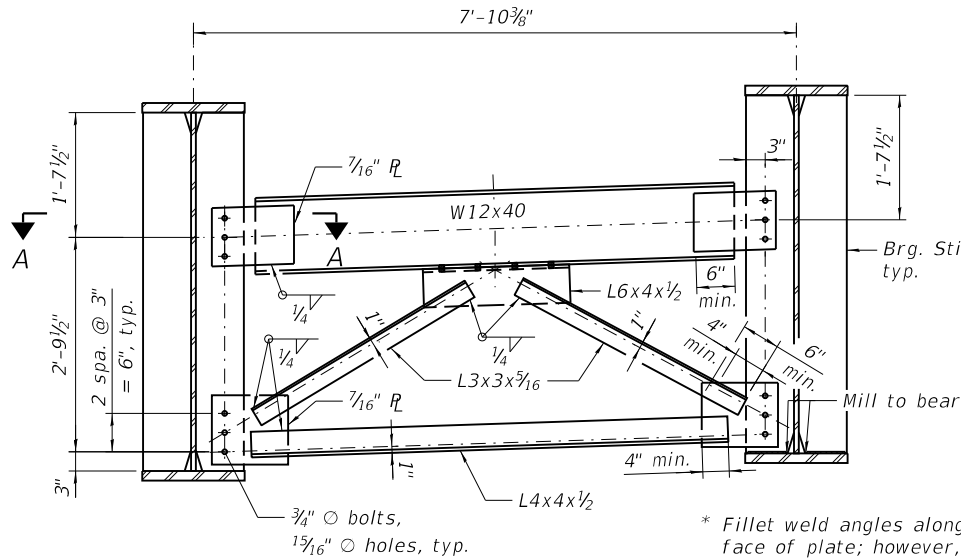
Øf Fn: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).

Vf: Maximum factored shear range in span computed according to Article 6.10.10.

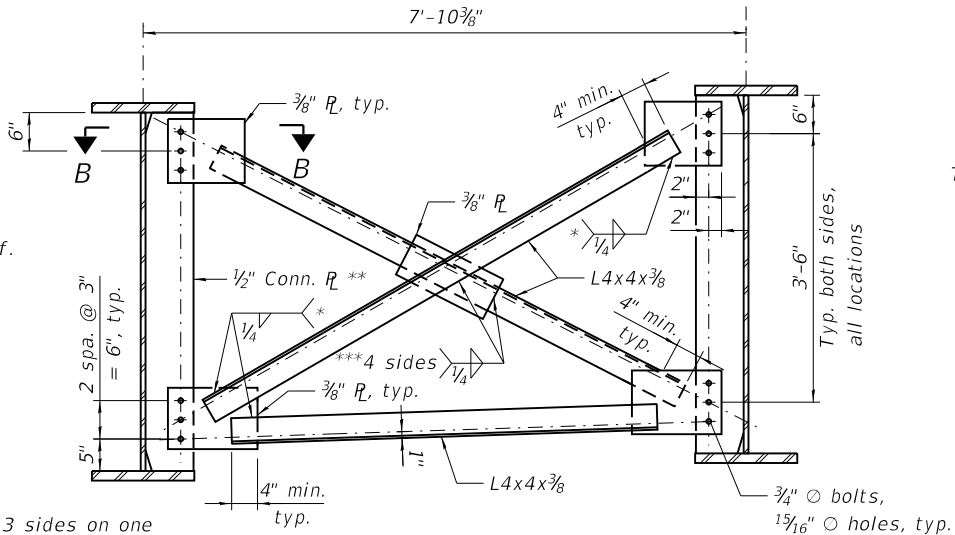
LLDF: Live load distribution factor.

OCF: Obtuse correction factor.

FILE NAME = L:\Plainfield\6024022-00_143rdDraw\Structures\CADD_Sheets\SH_Dupage River Bridge_34 Structural Details II.dgn



CROSS FRAME - CF1
(20 Required)

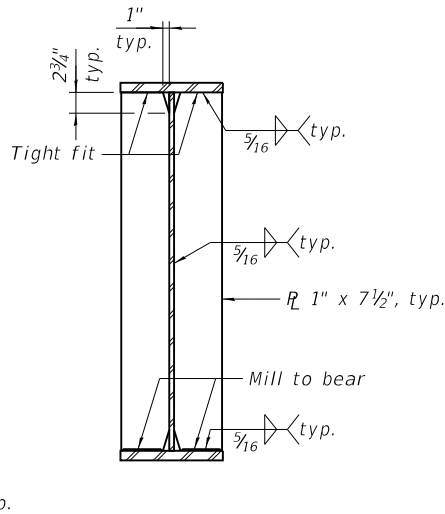


CROSS FRAME - CF2
(558 Required)

TOP OF WEB ELEVATIONS
(For fabrication only)

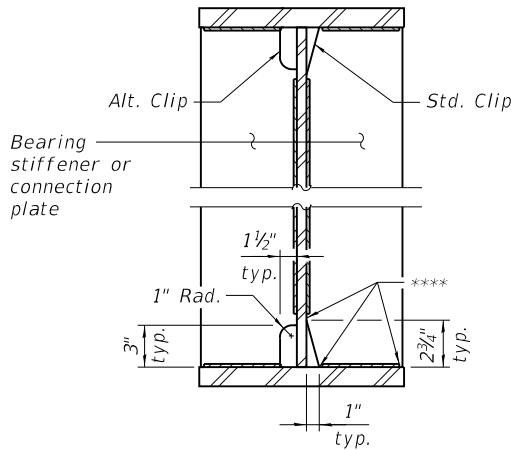
(Adjacent connection plate or bearing stiffener not shown)

	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6	Girder 7	Girder 8	Girder 9	Girder 10	Girder 11
CL Brg. W. Abut.	616.07	616.17	616.30	616.44	616.58	616.72	616.76	616.59	616.42	616.25	616.08
CL Splice 1	616.99	617.09	617.22	617.36	617.50	617.64	617.68	617.51	617.34	617.18	617.00
CL Pier 1	617.30	617.41	617.54	617.68	617.82	617.96	618.00	617.83	617.66	617.49	617.31
CL Splice 2	617.66	617.76	617.90	618.04	618.18	618.32	618.36	618.19	618.02	617.85	617.67
CL Splice 3	618.38	618.49	618.64	618.78	618.93	619.08	619.13	618.96	618.80	618.65	618.48
CL Pier 2	618.45	618.56	618.71	618.86	619.01	619.16	619.21	619.05	618.89	618.74	618.56
CL Splice 4	618.57	618.68	618.83	618.98	619.14	619.29	619.34	619.18	619.03	618.88	618.71
CL Splice 5	618.43	618.56	618.71	618.87	619.03	619.19	619.25	619.10	618.95	618.81	618.65
CL Pier 3	618.22	618.36	618.51	618.67	618.84	619.00	619.06	618.91	618.76	618.62	618.46
CL Splice 6	618.07	618.20	618.35	618.52	618.69	618.85	618.92	618.77	618.63	618.49	618.34
CL Splice 7	617.34	617.47	617.62	617.79	617.96	618.13	618.20	618.05	617.91	617.78	617.63
CL Pier 4	617.01	617.14	617.30	617.47	617.64	617.81	617.88	617.73	617.59	617.45	617.30
CL Splice 8	616.75	616.88	617.03	617.20	617.37	617.54	617.61	617.47	617.32	617.19	617.04
CL Splice 9	615.97	616.10	616.25	616.42	616.59	616.75	616.82	616.68	616.54	616.41	616.26
CL Pier 5	615.64	615.77	615.93	616.10	616.27	616.44	616.51	616.36	616.22	616.09	615.94
CL Splice 10	615.38	615.51	615.66	615.83	616.00	616.17	616.24	616.09	615.95	615.82	615.67
CL Splice 11	614.60	614.72	614.88	615.05	615.21	615.38	615.45	615.31	615.17	615.04	614.89
CL Pier 6	614.27	614.40	614.56	614.73	614.89	615.06	615.13	614.99	614.85	614.71	614.56
CL Splice 12	614.01	614.14	614.29	614.46	614.63	614.79	614.86	614.72	614.58	614.45	614.30
CL Brg. E. Abut.	613.30	613.43	613.59	613.76	613.93	614.10	614.17	614.03	613.89	613.75	613.60



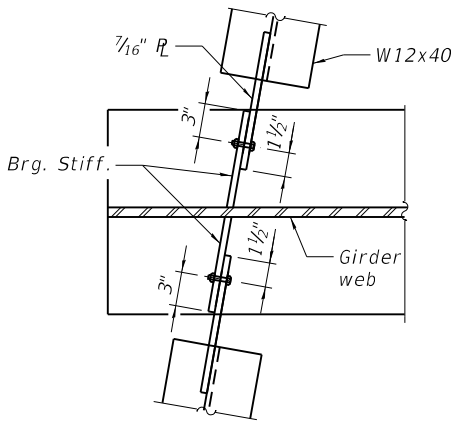
BEARING STIFFENER
PLATE DETAILS

(For Piers and Abutments)
(Conn. R similar)

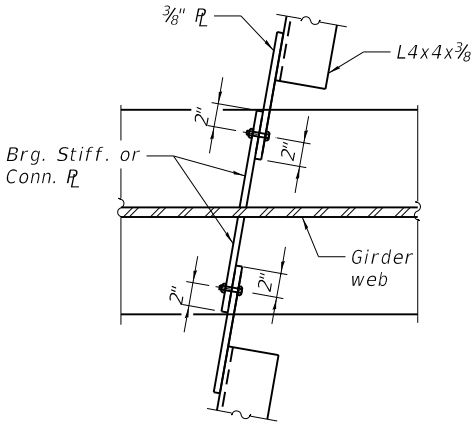


**** Stop welds 1/4" (±1/8") from edges as shown

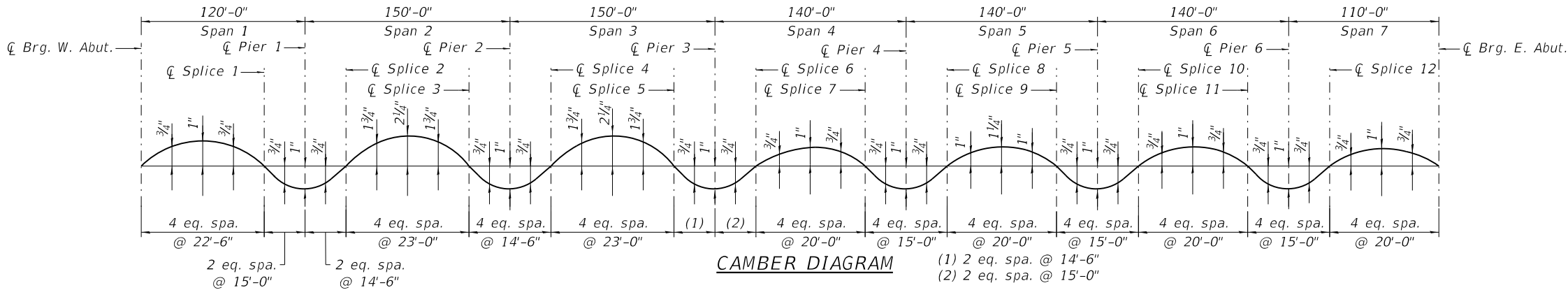
WELD LIMITS AND CLIP
DETAIL



SECTION A-A



SECTION B-B



CAMBER DIAGRAM

(1) 2 eq. spa. @ 14'-6"
(2) 2 eq. spa. @ 15'-0"

NOTES:

1. All cross frames shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames at supports may be temporarily disconnected to install bearing anchor rods.
2. All cross frame elements except bearing stiffeners shall be AASHTO M270 Grade 36.
3. Two hardened washers required for each set of oversized holes.
4. Bolt minimum edge distances shall be 1 1/2" unless noted otherwise.



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PLOT DATE = 2/19/2024 (10:58:47 AM)

DESIGNED - DH
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CHECKED - JTH
DATE - 11/27/2023

REVISED -
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REVISED -
REVISED -

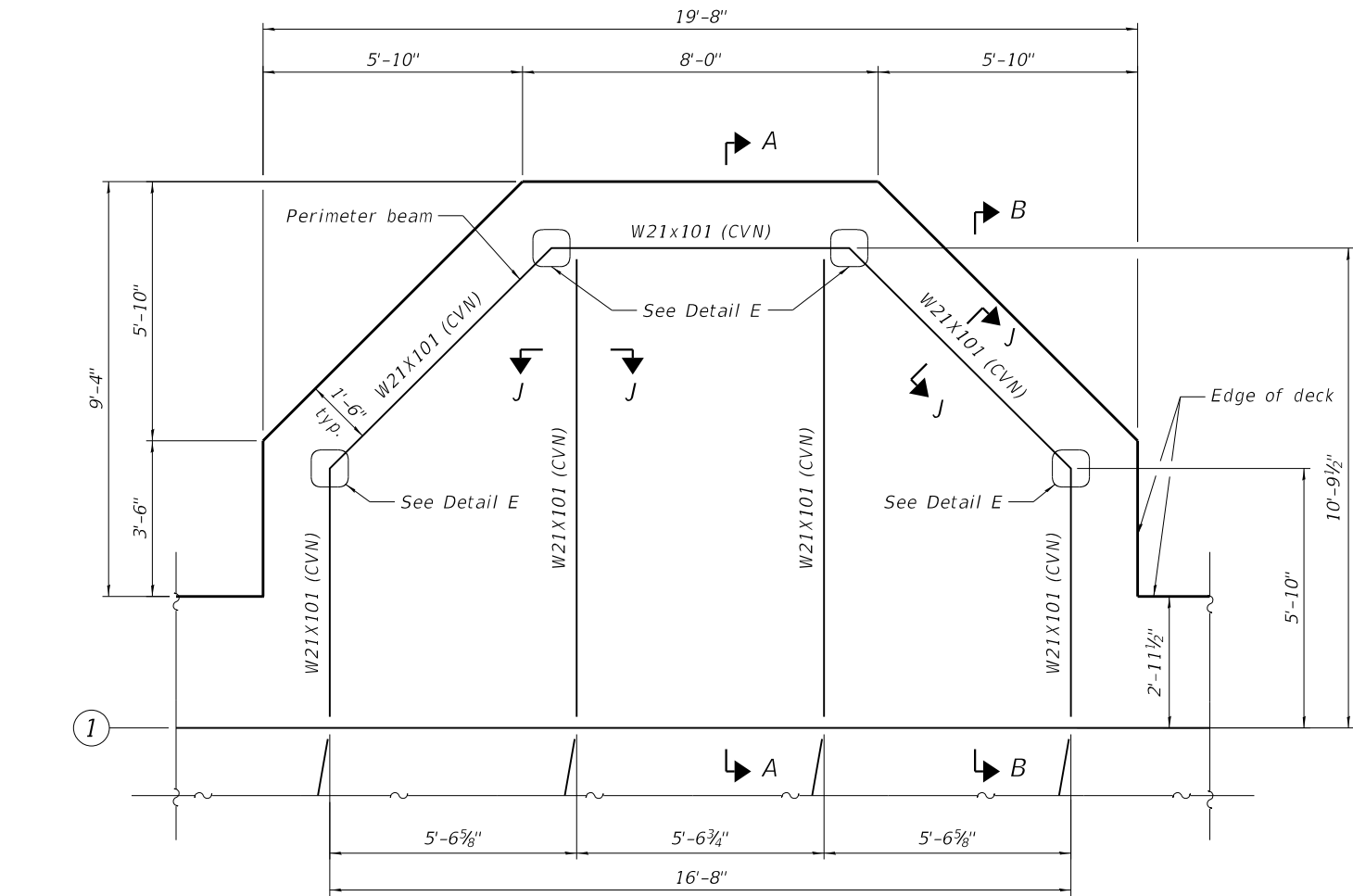
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS - II
STRUCTURE NUMBER 099-6006

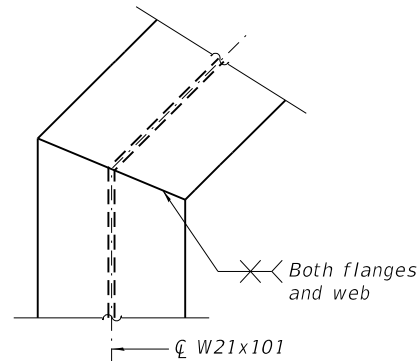
SCALE: SHEET 35 OF 79 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	711
CONTRACT NO.			61H34	
ILLINOIS FED. AID PROJECT				

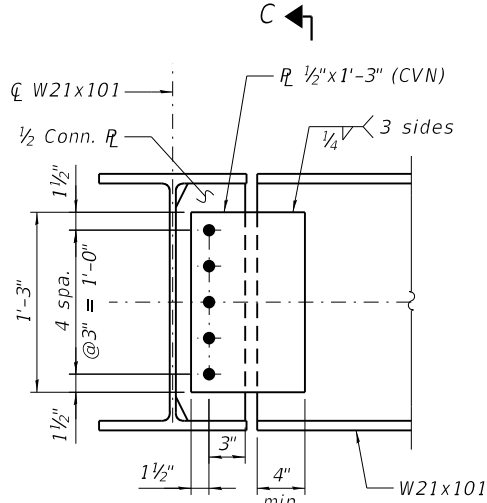
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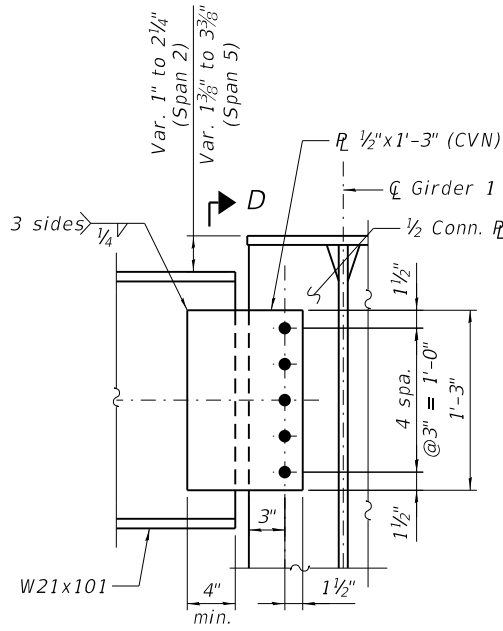
OVERLOOK FRAMING PLAN
(2 required, see Framing Plan)



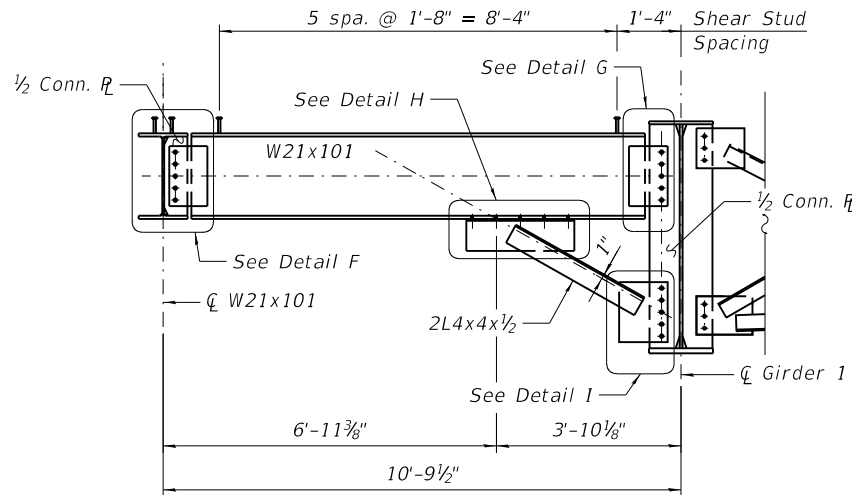
DETAIL E



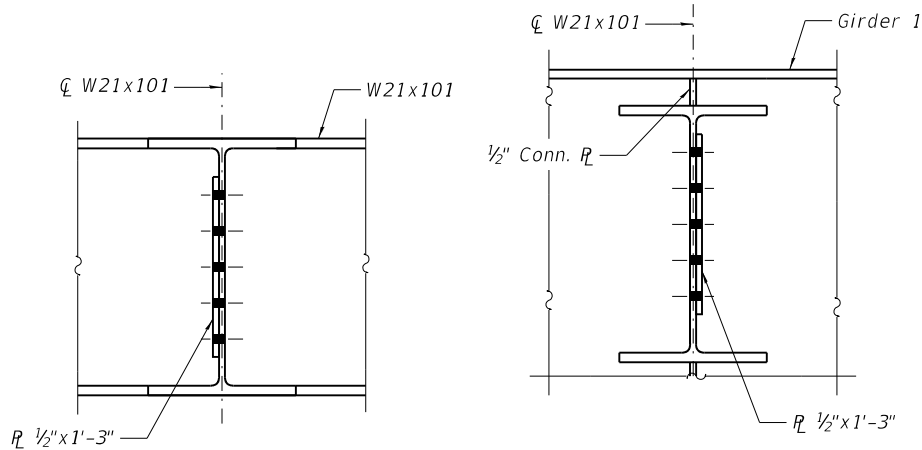
DETAIL F



DETAIL G

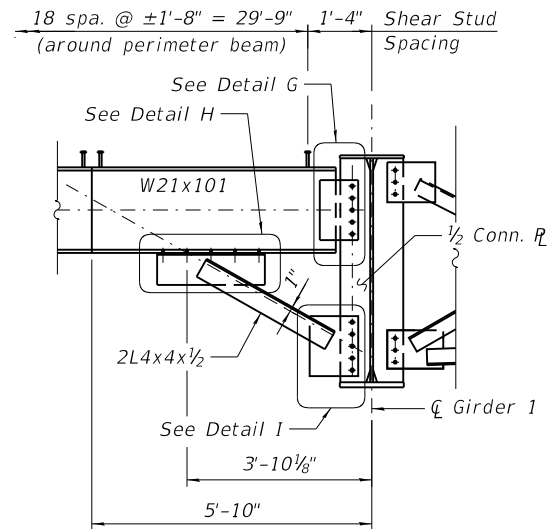


SECTION A-A

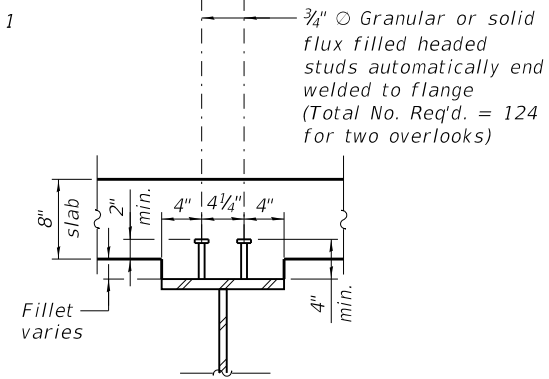


SECTION C-C

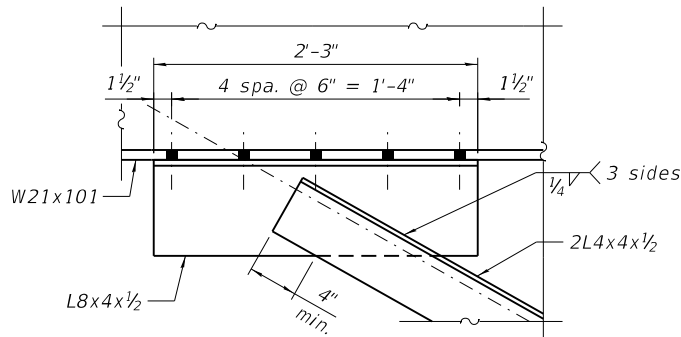
SECTION D-D



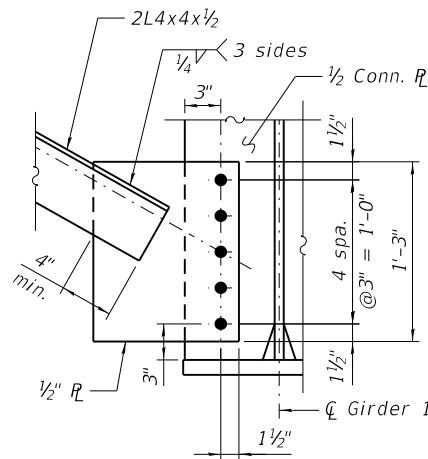
SECTION B-B



SECTION J-J



DETAIL H



DETAIL I

NOTE:
1. Overlook framing intended to be level. Utilize concrete fillet to accommodate cross-slope of deck.



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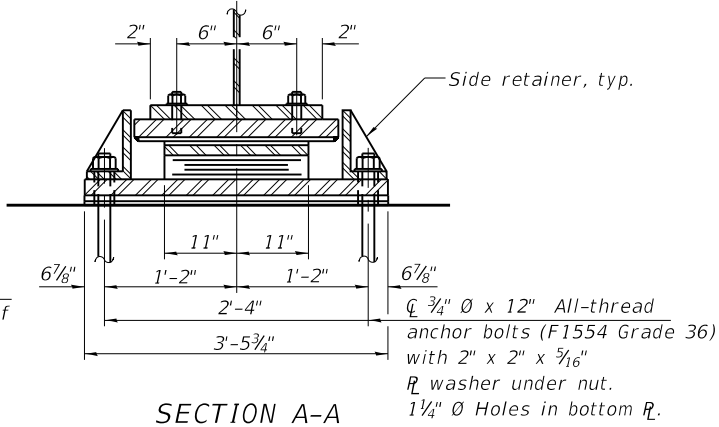
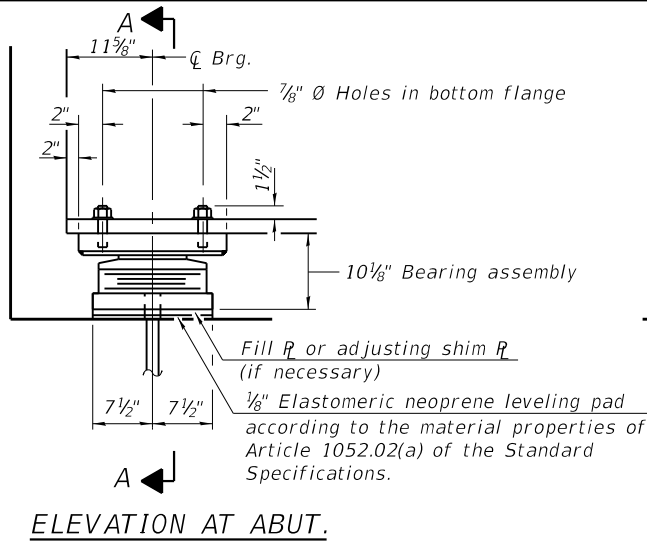
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS - III
STRUCTURE NUMBER 099-6006

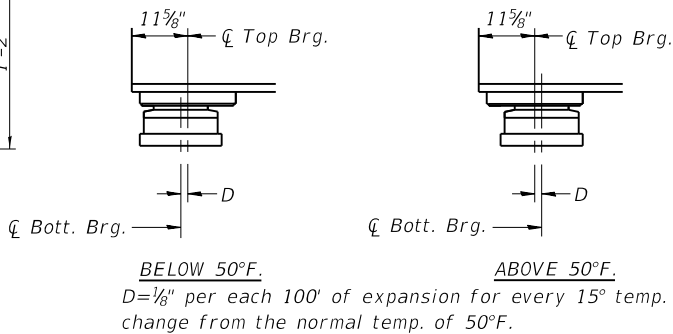
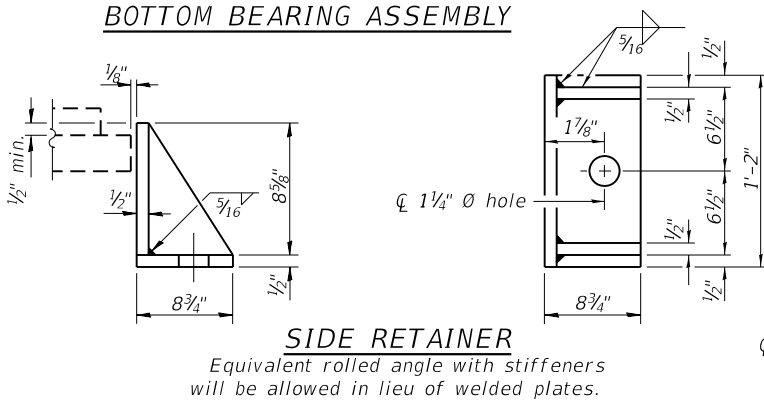
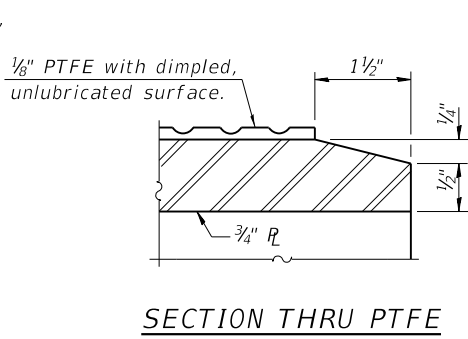
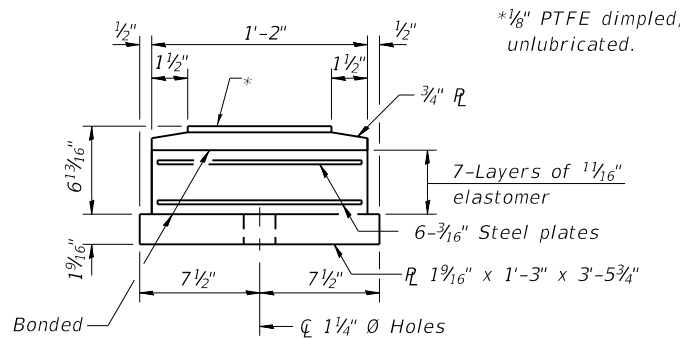
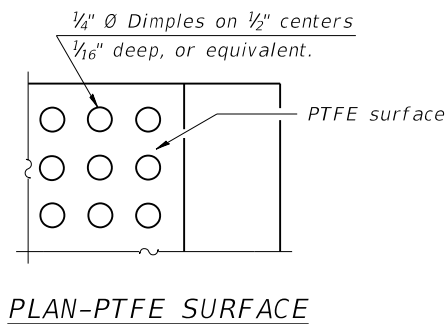
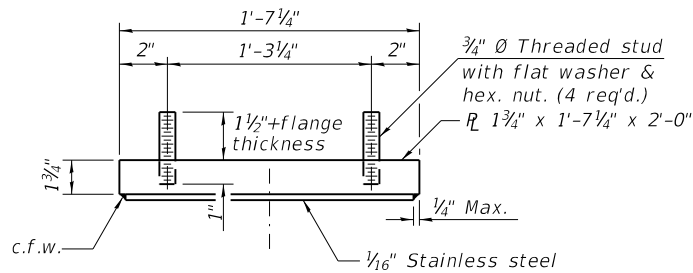
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 61H34				
ILLINOIS FED. AID PROJECT				

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TYPE II ELASTOMERIC EXP. BRG.



EXPANSION BEARING ORIENTATION

The above diagrams are for informational purposes only to show the amount of expected offset "D" for the current temperature in the field.

Notes:

Side retainers and leveling pad required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type II.

The 1/8" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

Bonding of 1/8" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.

Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.

Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	22
Anchor Bolts, 3/4"	Each	44



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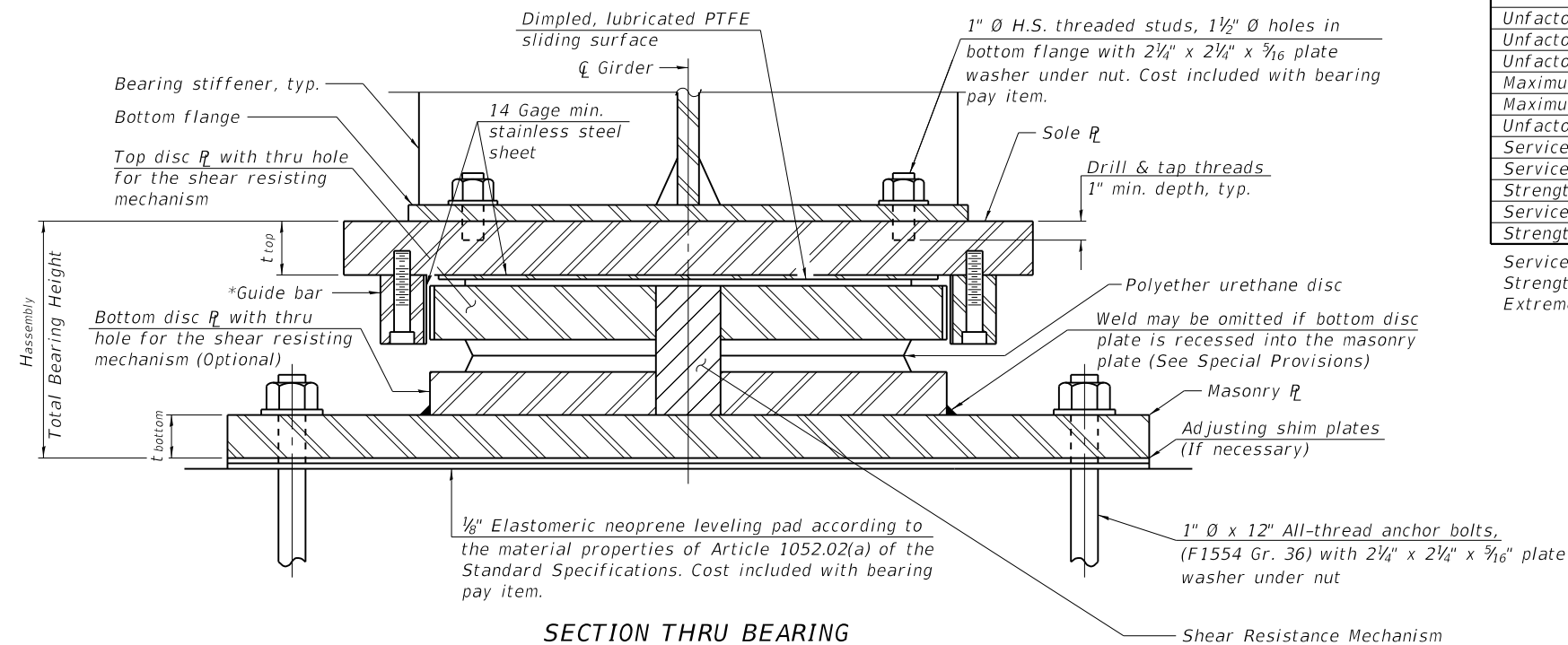
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BEARING DETAILS - ELASTOMERIC TYPE II
STRUCTURE NUMBER 099-6006**

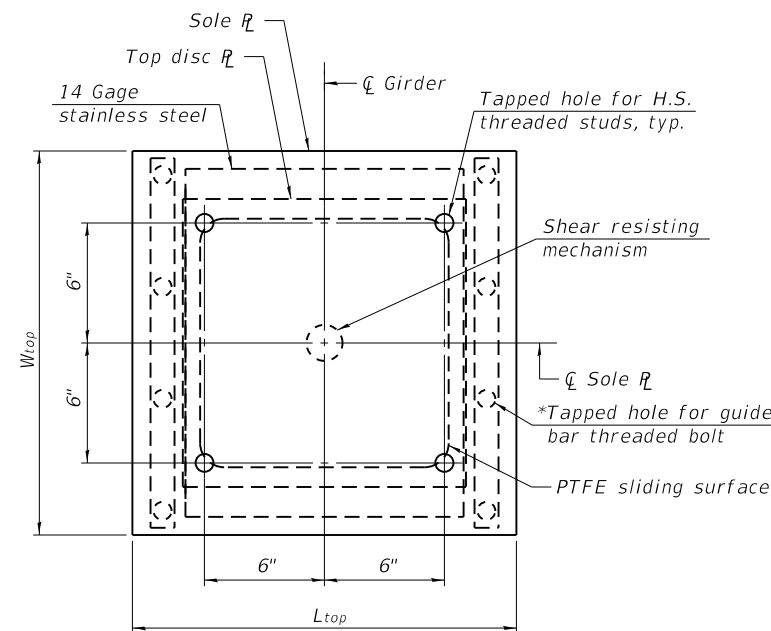
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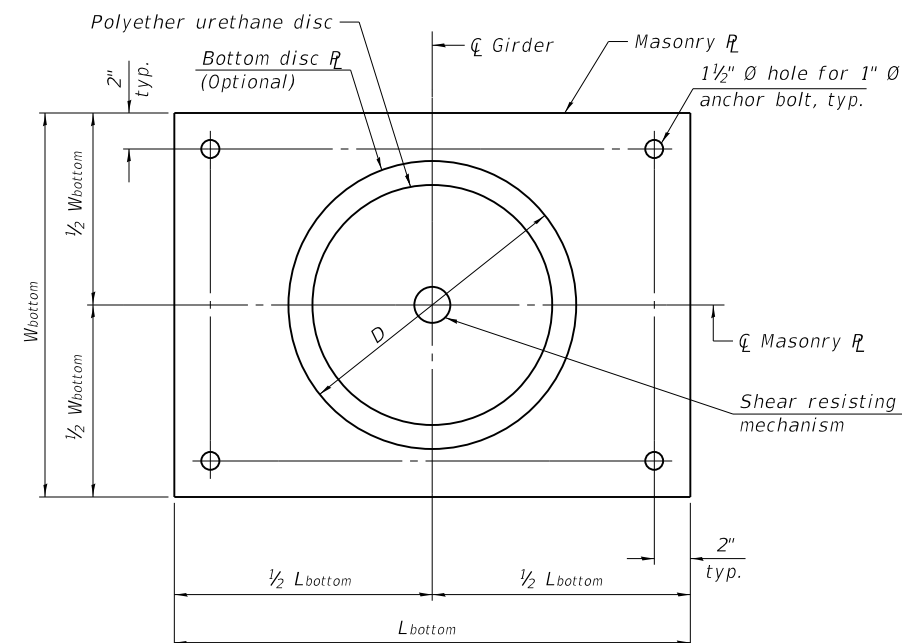
DESIGN DATA



**As alternates to the bolted connection shown, the guide bars may be connected to the sole plate by groove welds or the guide bars and sole plate may be fabricated as a single piece.*



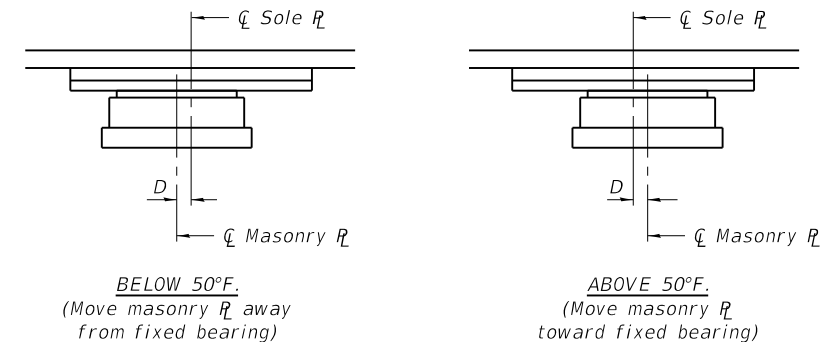
SOLE PLATE AND TOP DISC PLATE PLAN



MASONRY PLATE AND
BOTTOM DISC PLATE PLAN

	Units	Pier 1	Pier 2	Pier 3	Pier 5	Pier 6
Unfactored Vertical Dead Load Reaction (R_{DC})	kips	218	218	210	201	199
Unfactored Vertical Wearing Surface Reaction (R_{DW})	kips	55	56	54	52	51
Unfactored Vertical Live Load without Impact Reaction (R_{LL})	kips	165	170	169	163	158
Maximum Strength or Extreme Event Lateral Reaction (H_u)	kips	0	0	0	0	0
Maximum Strength Limit State Rotation (Θ_u according to Article 14.4.2.2)	rad	0.00302	0.00343	0.00218	0.00296	0.00268
Unfactored Design Thermal Movement from 50° F (ΔT)	in.	2.37	1.56	0.75	0.75	1.51
Service I Factored Lateral Reaction	kips	88	89	87	83	82
Service I Rotation	rad	0.00170	0.00202	0.00105	0.00168	0.00148
Strength I Factored Longitudinal Movement	in.	2.84	1.87	0.90	0.90	1.81
Service I Factored Vertical Reaction	kips	438	443	432	416	408
Strength I Factored Vertical Reaction	kips	644	653	637	614	601

Service I Load Factors = 1.0DC + 1.0DW + 1.00LL
Strength I Load Factors = 1.25DC + 1.5DW + 1.75LL + 1.2TU
Extreme Event Load Factors = 1.0EQ



SETTING ANCHOR BOLTS AT EXPANSION BEARING

$D = \frac{1}{8}$ " per each 100' of expansion for every 15° temp. change from the normal temp. of 50° F.

NOTES:

1. Two $\frac{1}{8}$ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details. Shim plates not included in total bearing height. Cost included with bearing pay item.
2. Total bearing height is estimated based on manufacturer data. Actual bearing height may differ from contract plans. The Contractor shall be responsible for verifying bearing heights and adjusting seat elevations, if required, prior to placing pier or abutment concrete.

FILL PLATES

(locations not listed require no fill plates)

	Pier 1	Pier 2
Girder 7	1½"	5⁄8"

BEARING DIMENSIONS

	Pier 1	Pier 2	Pier 3	Pier 5	Pier 6
W_{top}	$1'-8\frac{3}{4}"$	$1'-8\frac{3}{4}"$	$1'-8\frac{3}{4}"$	$1'-8\frac{3}{4}"$	$1'-8\frac{3}{4}"$
L_{top}	$1'-7\frac{3}{4}"$	$1'-7\frac{3}{4}"$	$1'-7\frac{3}{4}"$	$1'-7\frac{3}{4}"$	$1'-7\frac{3}{4}"$
t_{top}	$2\frac{3}{4}"$	$2\frac{3}{4}"$	$2\frac{3}{4}"$	$2\frac{5}{8}"$	$2\frac{5}{8}"$
W_{bottom}	$1'-4\frac{1}{8}"$	$1'-4\frac{1}{8}"$	$1'-4\frac{1}{8}"$	$1'-4\frac{1}{8}"$	$1'-4\frac{1}{8}"$
L_{bottom}	$2'-3\frac{3}{4}"$	$2'-3\frac{3}{4}"$	$2'-3\frac{3}{4}"$	$2'-3\frac{3}{4}"$	$2'-3\frac{3}{4}"$
t_{bottom}	$2\frac{1}{8}"$	$2\frac{1}{8}"$	$2\frac{1}{8}"$	$2\frac{1}{8}"$	$2"$
D	$1'-2\frac{1}{8}"$	$1'-2\frac{1}{8}"$	$1'-2\frac{1}{8}"$	$1'-2\frac{1}{8}"$	$1'-2\frac{1}{8}"$
$Hassembly$	$10\frac{1}{2}"$	$10\frac{1}{2}"$	$10\frac{1}{2}"$	$10\frac{3}{4}"$	$10\frac{1}{4}"$

BILL OF MATERIAL

	Item	Unit	Total
**	High Load Multi-Rotational Bearings, Disc, Guided Expansion, 500K	Each	55
	Anchor Bolts. 1"	Each	220

*** The value specified in the pay item name is an approximate vertical load capacity that is used for letting and bidding purposes only. Exact bearing capacity will vary subject to final design.*

HLMR-D-GE

5/15/2023

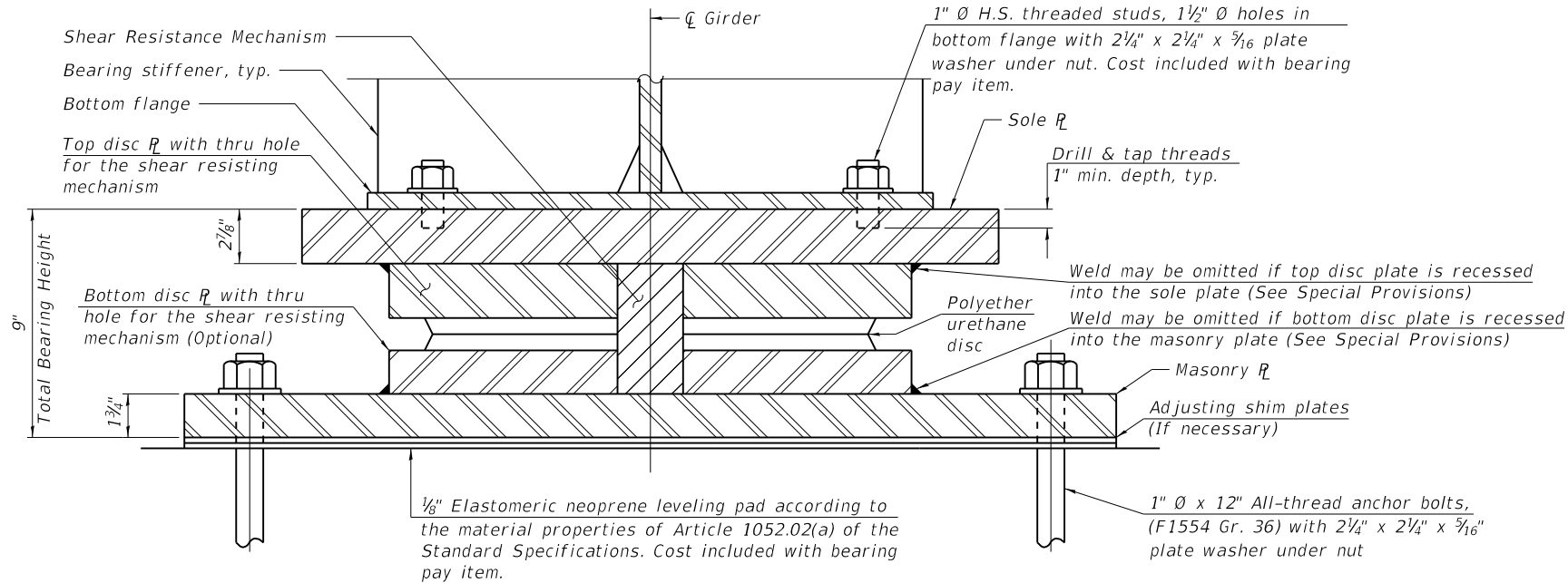
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS - HLMR EXPANSION
STRUCTURE NUMBER 099-6006

SCALE:				SHEET 38 OF 79 SHEETS				STA. TO STA.				ILLINOIS FED. AID PROJECT				CONTRACT NO. 61H34			
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SECTION THRU BEARING

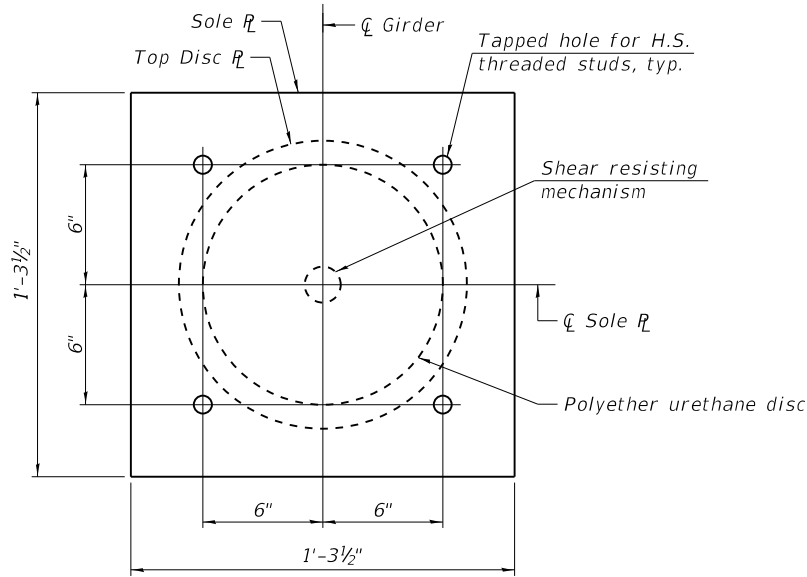
DESIGN DATA

Unfactored Vertical Dead Load Reaction (R_{DC})	196 kips
Unfactored Vertical Wearing Surface Reaction (R_{DW})	51 kips
Unfactored Vertical Live Load without Impact Reaction (R_{LL})	165 kips
Maximum Strength or Extreme Event Lateral Reaction (H_u)	0 kips
Maximum Strength Limit State Rotation (θ_u according to Article 14.4.2.2)	0.00341 rad
Service I Factored Lateral Reaction	82 kips
Service I Rotation	0.00203 rad
Service I Factored Vertical Reaction	411 kips
Strength I Factored Vertical Reaction	609 kips

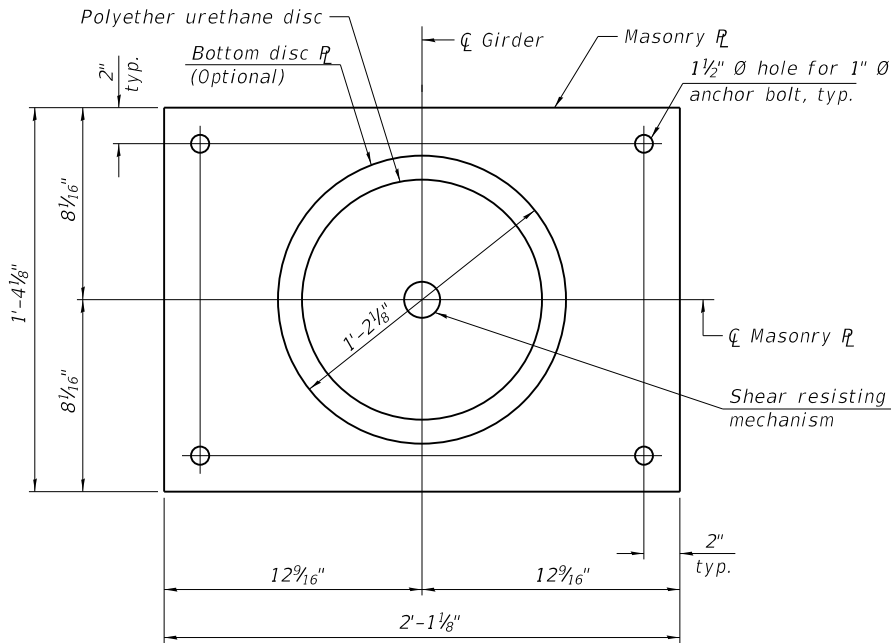
Service I Load Factors = $1.0DC + 1.0DW + 1.00LL$
Strength I Load Factors = $1.25DC + 1.5DW + 1.75LL + 1.2TU$
Extreme Event Load Factors = $1.0EQ$

NOTES:

- Two $\frac{1}{8}$ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details. Shim plates not included in total bearing height. Cost included with bearing pay item.
- Total bearing height is estimated based on manufacturer data. Actual bearing height may differ from contract plans. The Contractor shall be responsible for verifying bearing heights and adjusting seat elevations, if required, prior to placing pier or abutment concrete.



SOLE PLATE AND TOP DISC PLATE PLAN



MASONRY PLATE AND
BOTTOM DISC PLATE PLAN

BILL OF MATERIAL

Item	Unit	Total
* High Load Multi-Rotational Bearing, Disc, Fixed, 500K	Each	11
Anchor Bolts, 1"	Each	44

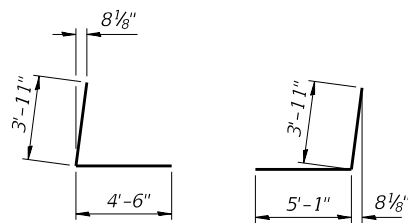
* The value specified in the pay item name is an approximate vertical load capacity that is used for letting and bidding purposes only. Exact bearing capacity will vary subject to final design.

HLMR-D-F

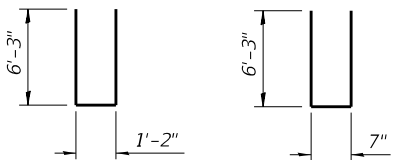
5/15/2023

 License No. 184-000613 ©Copyright CMT, Inc.	USER NAME = Vincent Tan	DESIGNED - DH/VT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BEARING DETAILS - HLMR FIXED STRUCTURE NUMBER 099-6006	F.A.U. RTE. 0380	SECTION 06-00040-00-FP	COUNTY WILL	TOTAL SHEETS 943	SHEET NO. 715
	PLOT SCALE = N/A	DRAWN - VT	REVISED -							
	PLOT DATE = 2/19/2024 (10:59:55 AM)	CHECKED - JTH	REVISED -							
		DATE - 11/27/2023	REVISED -			SCALE:	SHEET 39 OF 79 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 61H34

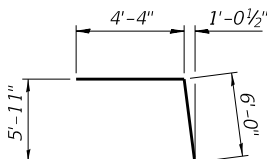
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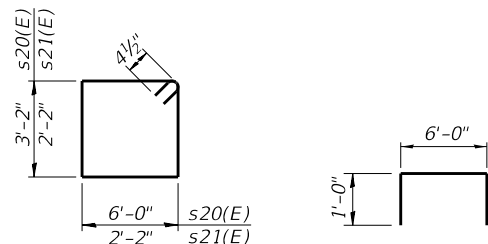
BAR h21(E) BAR h22(E)



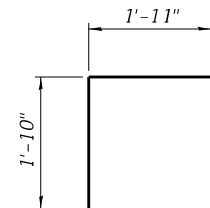
BAR n20(E) BAR n21(E)



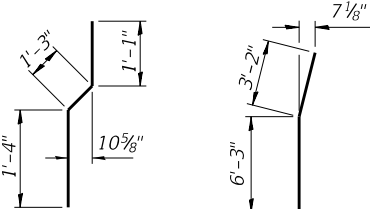
BAR u20(E)



BARS s20(E) & s21(E) BAR s22(E)



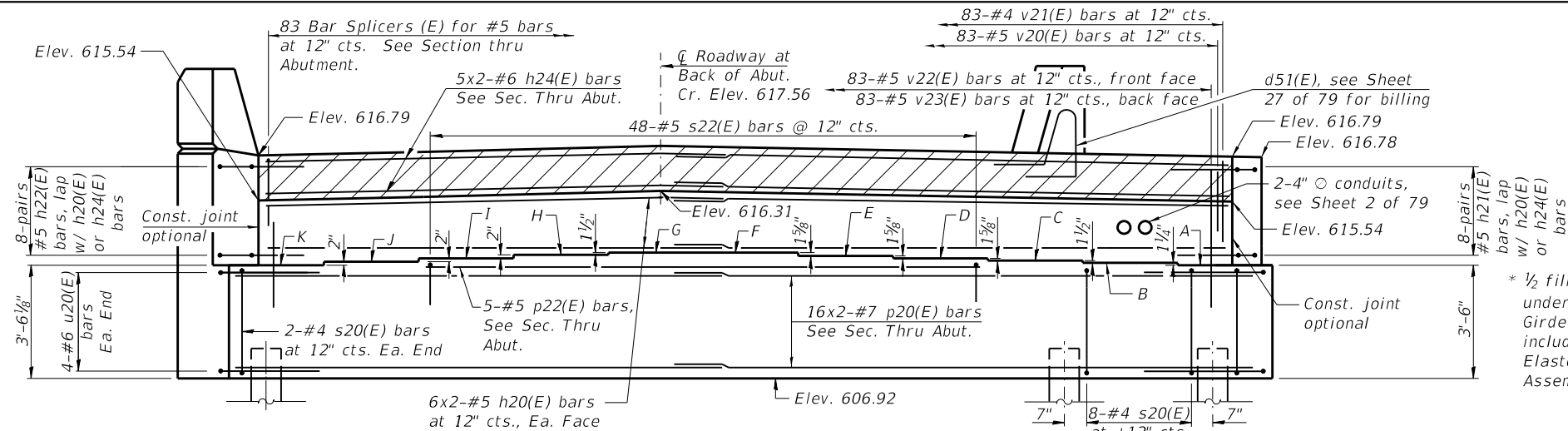
BAR v20(E)



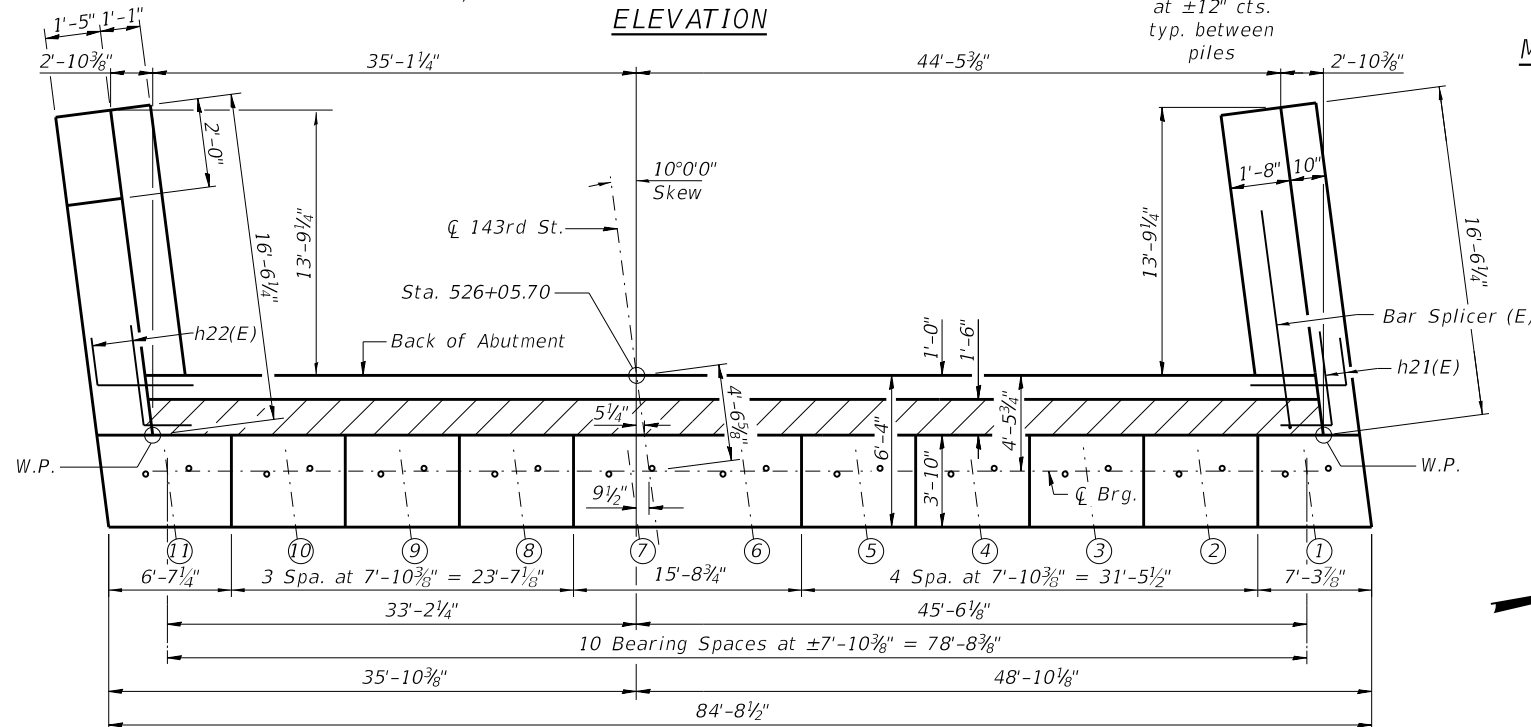
BAR v21(E) BAR v26(E)

PILE DATA

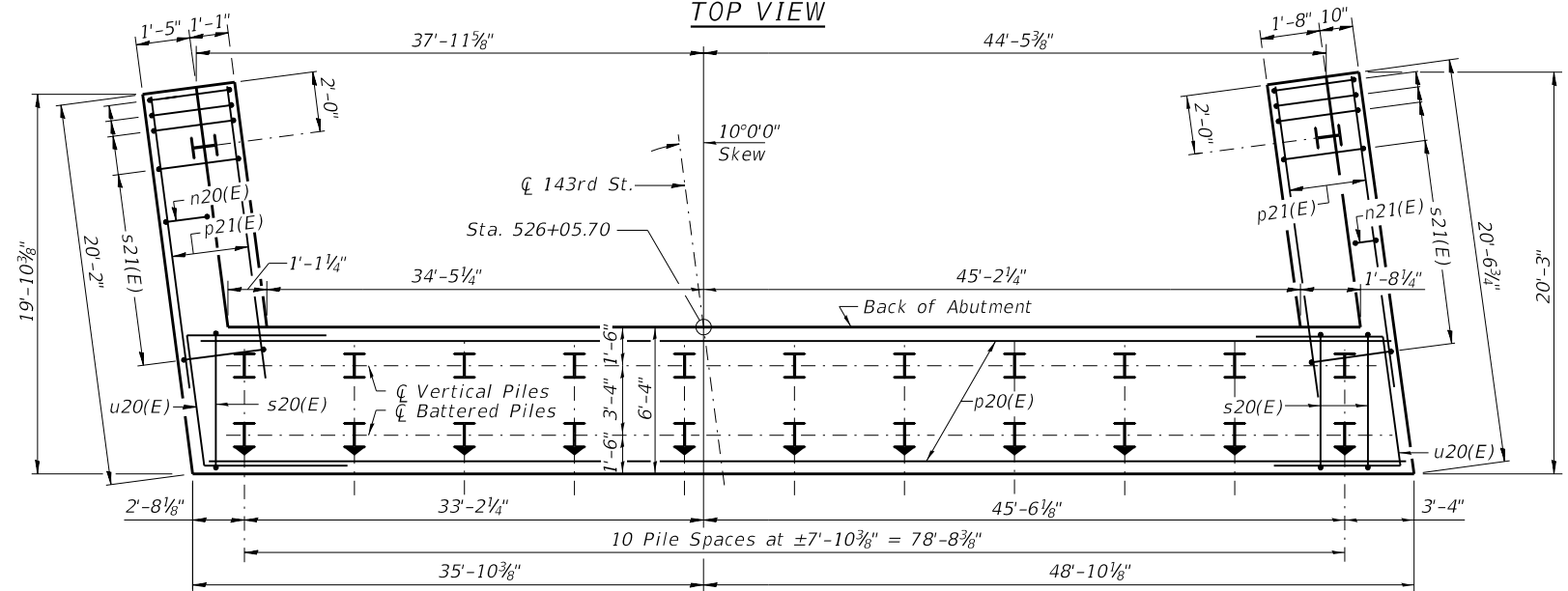
Type: HP14x73 with pile shoes
Nominal Required Bearing: 578k
Factored Resistance Available: 207k
Est. Length: 31 ft.
No. Production Piles: 22
No. Test Piles: 2 (1 north and 1 south)



ELEVATION



TOP VIEW



PLAN-PILE CAP

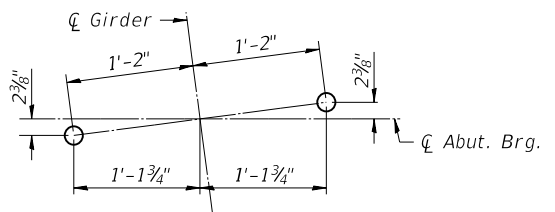
ABUTMENT SEAT ELEVATIONS

Location	Elevation
A	610.42
B	610.52
C	610.65
D	610.79
E	610.93
F	611.07
G	*611.07
H	610.94
I	610.77
J	610.60
K	610.43

WEST ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h20(E)	24	#5	42'-10"	
h21(E)	16	#5	8'-5"	
h22(E)	16	#5	9'-0"	
h23(E)	22	#4	16'-2"	
h24(E)	10	#6	43'-3"	
h25(E)	7	#4	16'-4"	
h26(E)	11	#4	15'-11"	
n20(E)	17	#6	13'-8"	
n21(E)	17	#6	13'-1"	
p20(E)	32	#7	44'-9"	
p21(E)	12	#7	21'-1"	
p22(E)	5	#5	46'-11"	
s20(E)	84	#4	19'-1"	
s21(E)	36	#4	9'-5"	
s22(E)	48	#5	8'-0"	
u20(E)	8	#6	14'-8"	
v20(E)	83	#5	3'-9"	
v21(E)	83	#4	3'-8"	
v22(E)	83	#5	7'-5"	
v23(E)	83	#5	7'-6"	
v24(E)	34	#6	6'-2"	
v25(E)	17	#6	9'-4"	
v26(E)	17	#6	9'-5"	
Structure Excavation			Cu. Yd.	179
Concrete Structures			Cu. Yd.	132.6
Reinforcement Bars, Epoxy Coated			Pound	11,300
Furnishing Steel Piles HP14x73			Foot	682
Driving Piles			Foot	682
Test Pile Steel HP14x73			Each	2
Pile Shoes			Each	22
Concrete Sealer			Sq. Ft.	972

For details of Bar Splicers, see Sheet 53 of 79.
For details of piles see Sheet 52 of 79.



ANCHOR BOLT LAYOUT



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	DATE - 11/27/2023	REVISED -

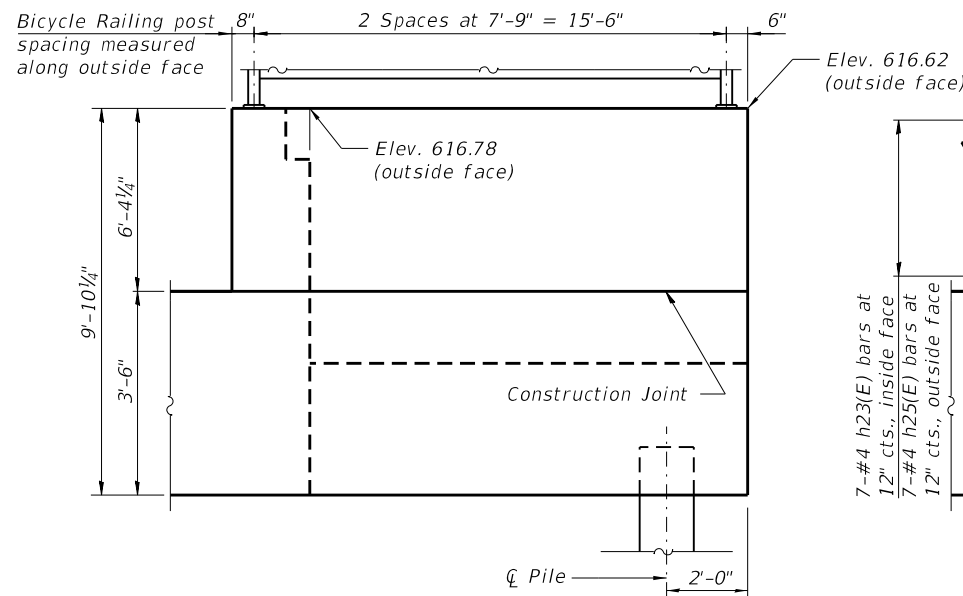
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT
STRUCTURE NUMBER 099-6006

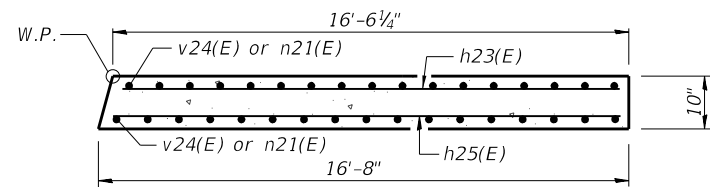
SCALE: SHEET 40 OF 79 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	716
CONTRACT NO. 61H34				ILLINOIS FED. AID PROJECT

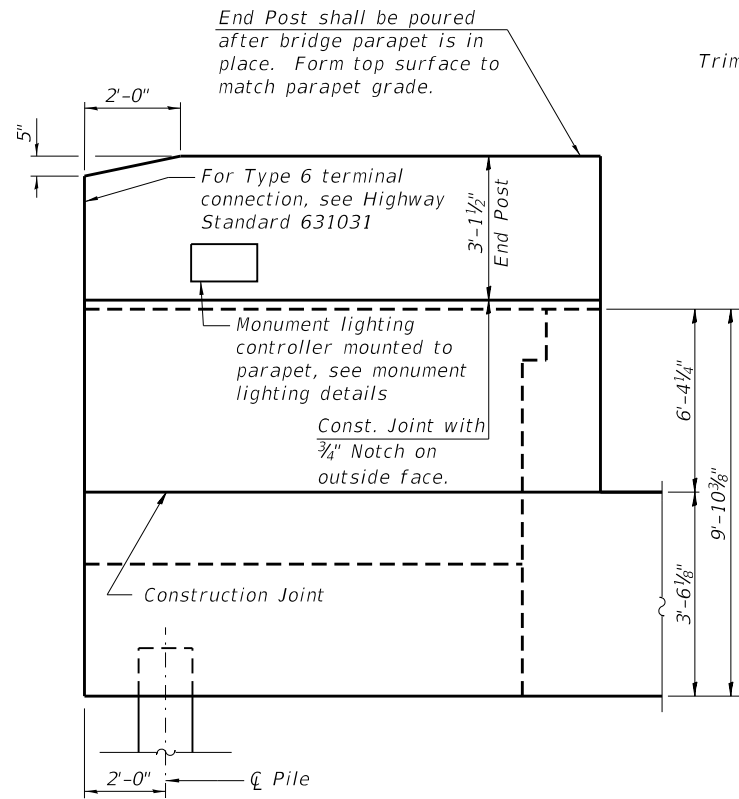
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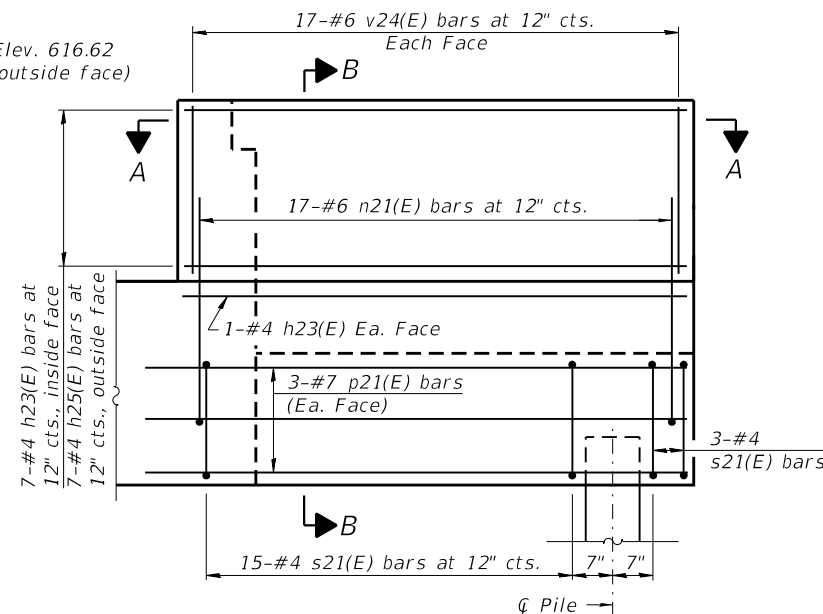
NORTH WING WALL ELEVATION
Showing Dimensions



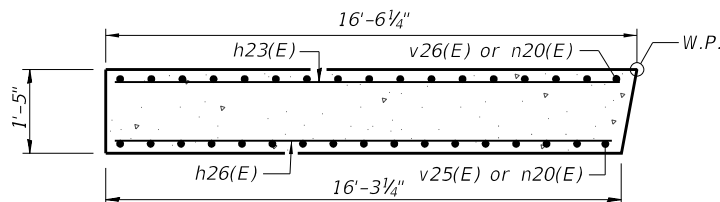
SECTION A-A



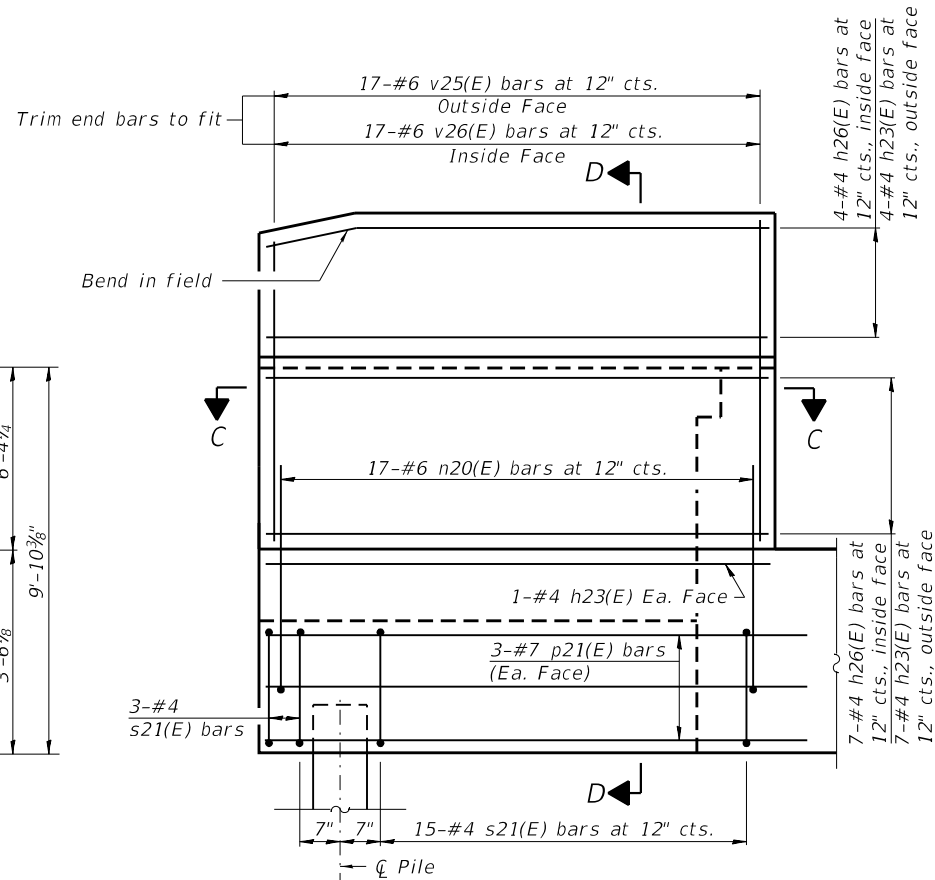
SOUTH WING WALL ELEVATION
Showing Dimensions



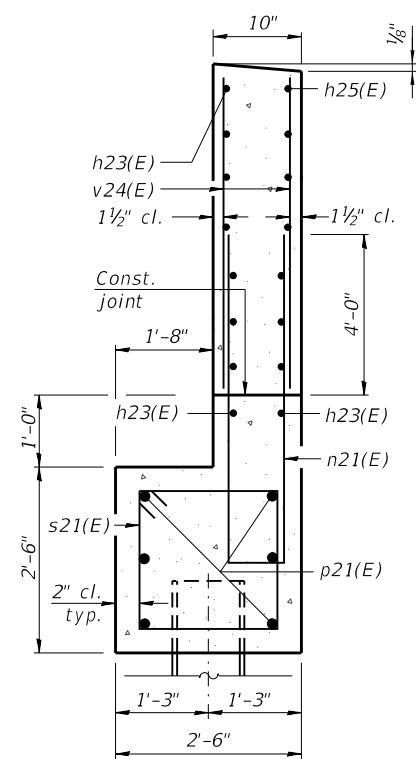
NORTH WING WALL ELEVATION
Showing Reinforcement



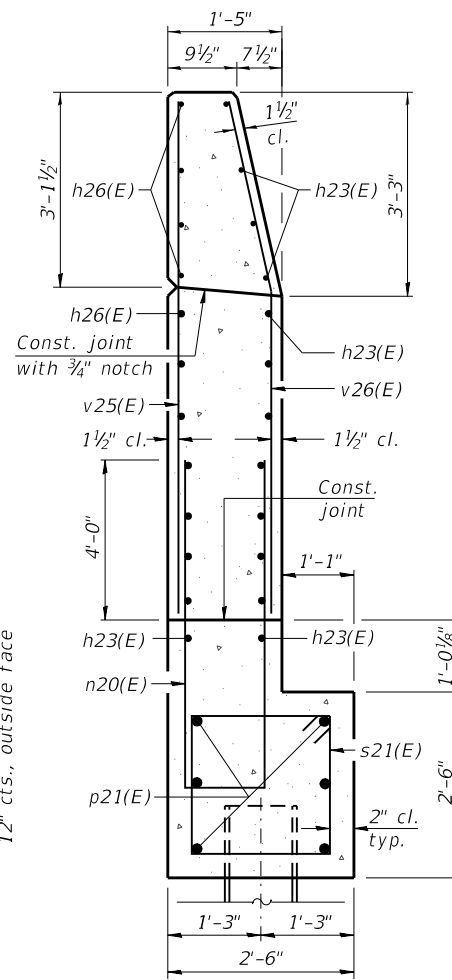
SECTION C-C



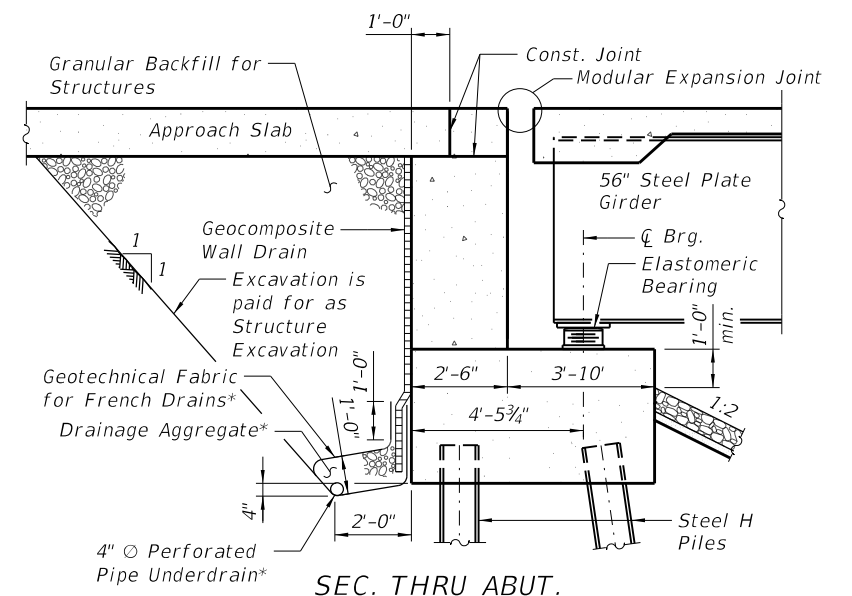
SOUTH WING WALL ELEVATION
Showing Reinforcement



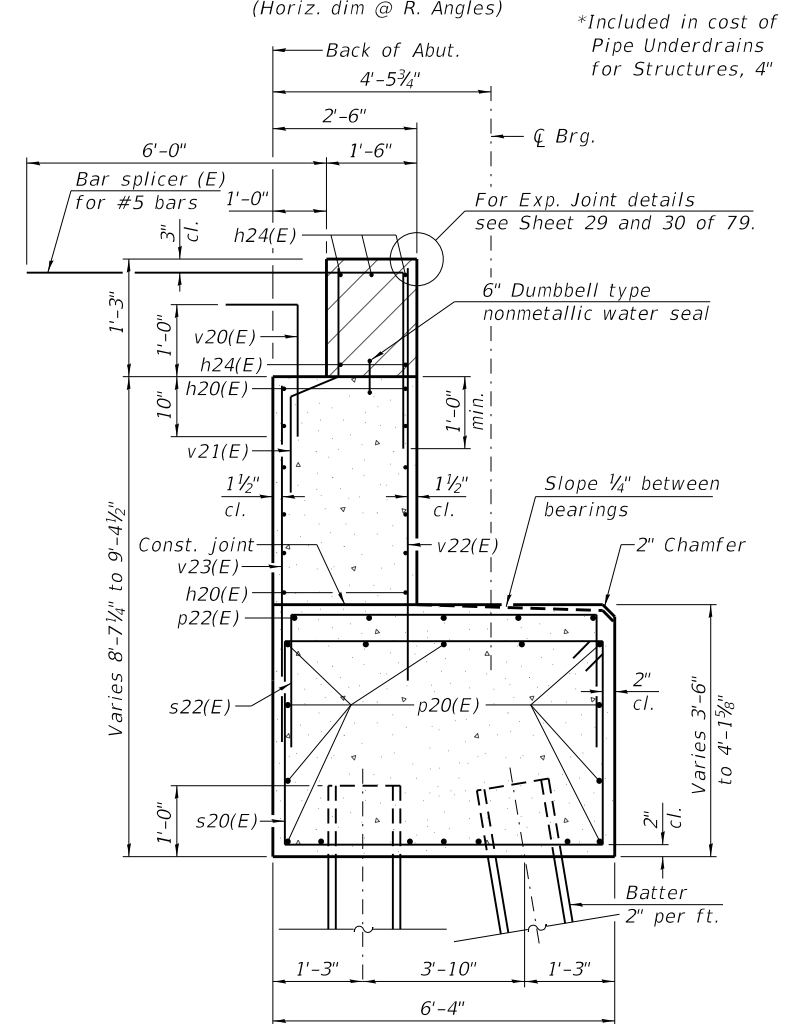
SECTION B-B



SECTION D-D



SEC. THRU ABUT.
(Showing backfill and drainage details)
(Horiz. dim @ R. Angles)



SEC. THRU ABUT.

NOTES:

1. Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
2. Space reinforcement in cap to miss anchor bolts.
3. Pour steps monolithically with cap.
4. Quantity of concrete in end post included with Concrete Superstructure on Sheet 20 of 79.



USER NAME = Vincent Tan	DESIGNED - MAC	REVISED -
PLOT SCALE = N/A	DRAWN - DAC	REVISED -
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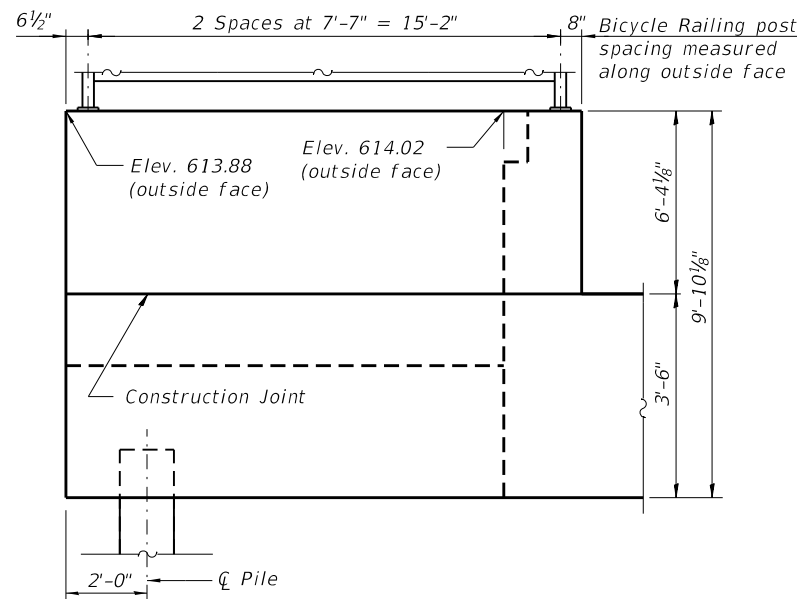
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT DETAILS
STRUCTURE NUMBER 099-6006

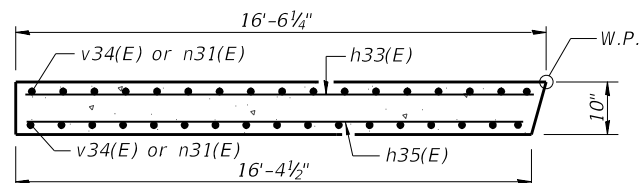
SCALE: SHEET 41 OF 79 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 61H34				
ILLINOIS FED. AID PROJECT				

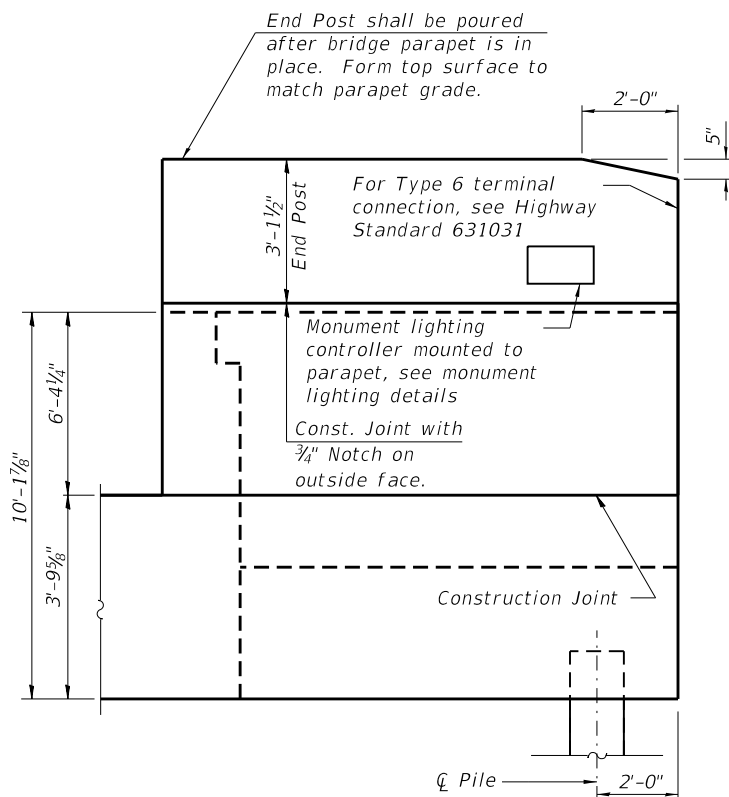
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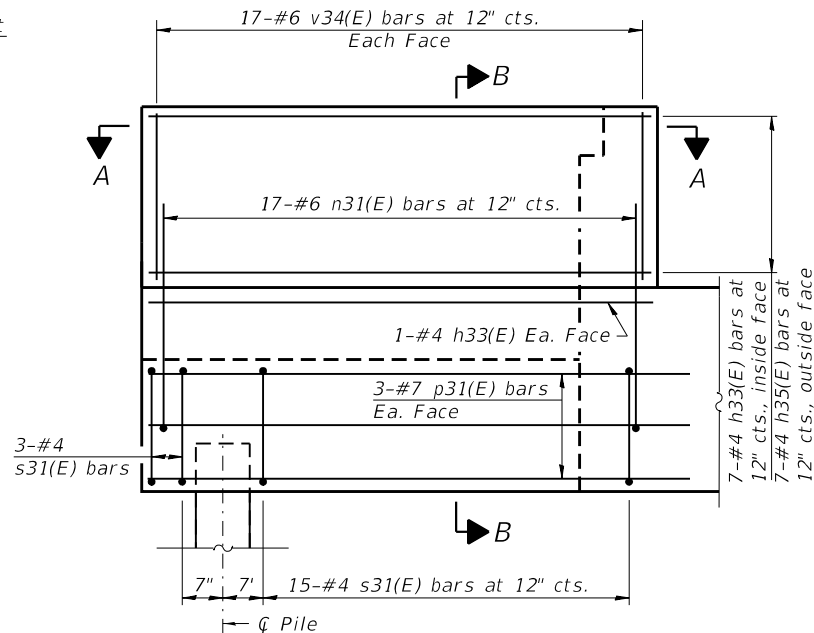
NORTH WING WALL ELEVATION
Showing Dimensions



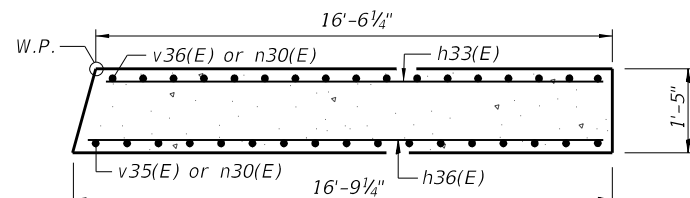
SECTION A-A



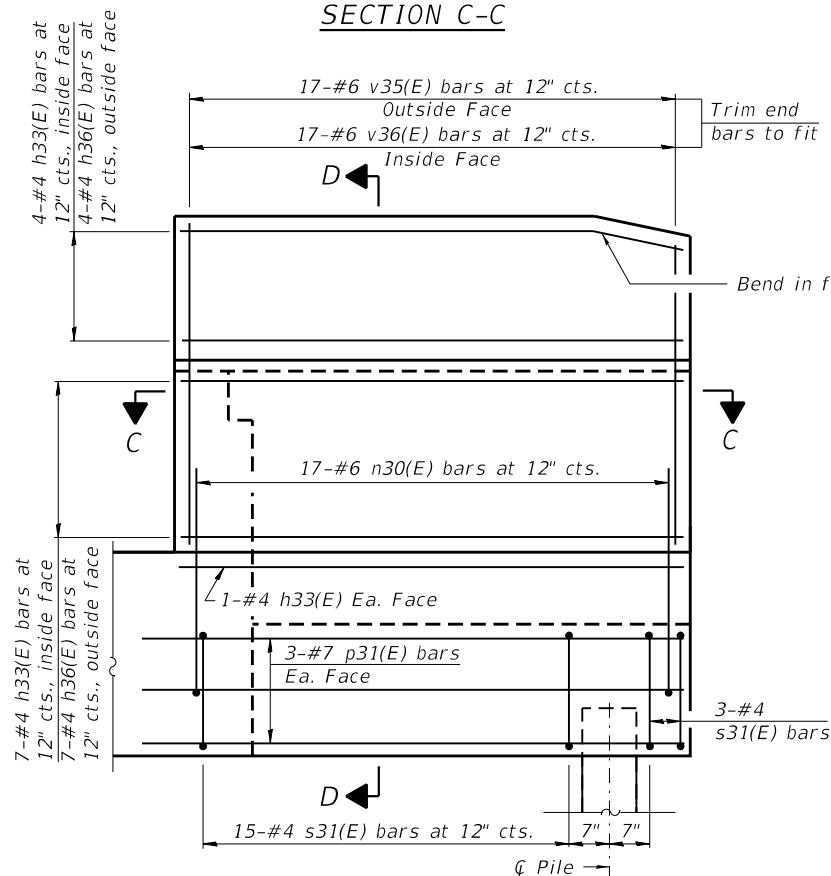
SOUTH WING WALL ELEVATION
Showing Dimensions



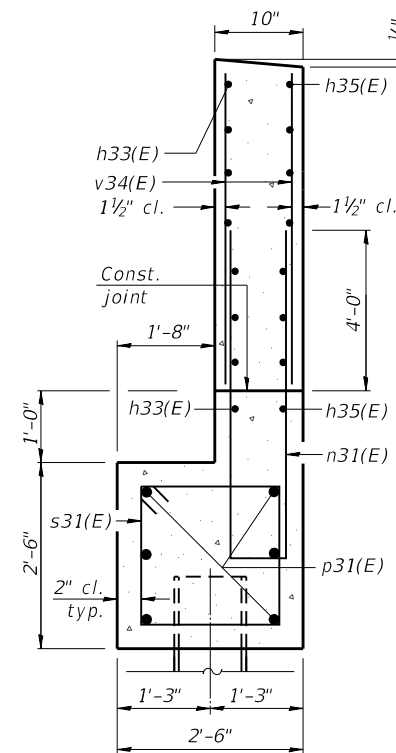
NORTH WING WALL ELEVATION
Showing Reinforcement



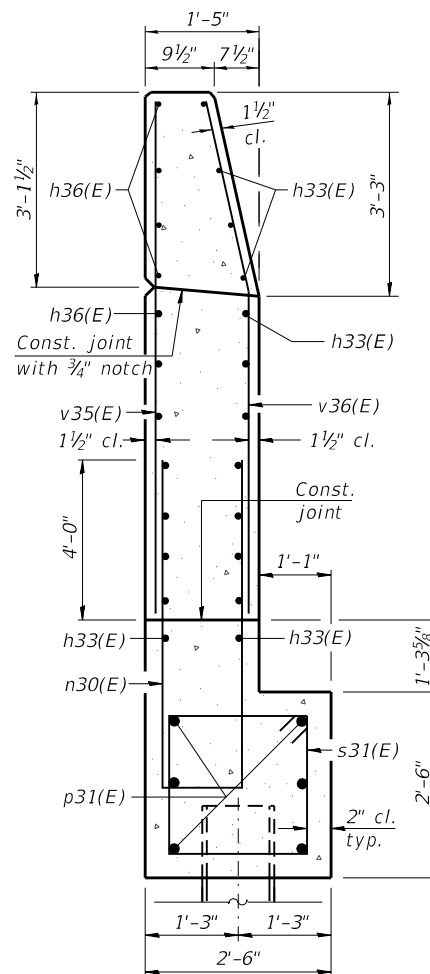
SECTION C-C



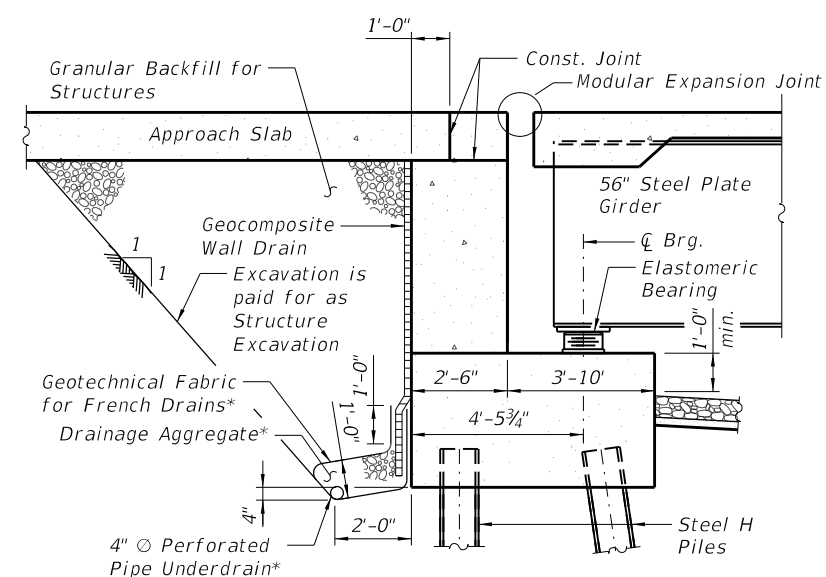
SOUTH WING WALL ELEVATION
Showing Reinforcement



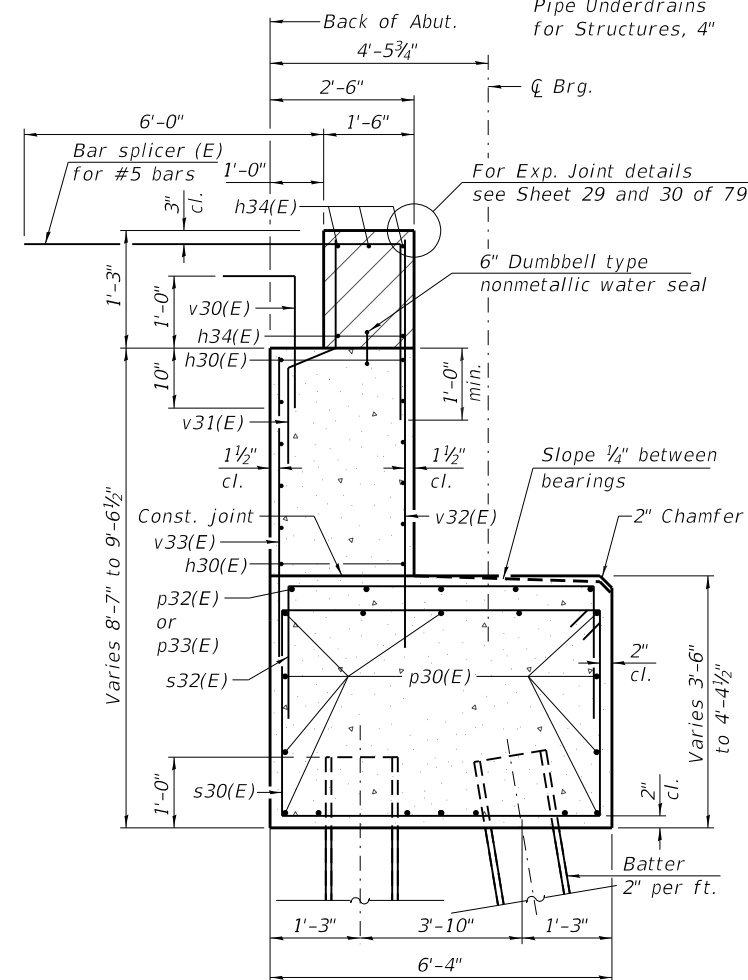
SECTION B-B



SECTION D-D



SEC. THRU ABUT.
(Showing backfill and drainage details)
(Horiz. dim @ R. Angles)



SEC. THRU ABUT.

NOTES:

1. Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
2. Space reinforcement in cap to miss anchor bolts.
3. Pour steps monolithically with cap.
4. Quantity of concrete in end post included with Concrete Superstructure on Sheet 20 of 79.



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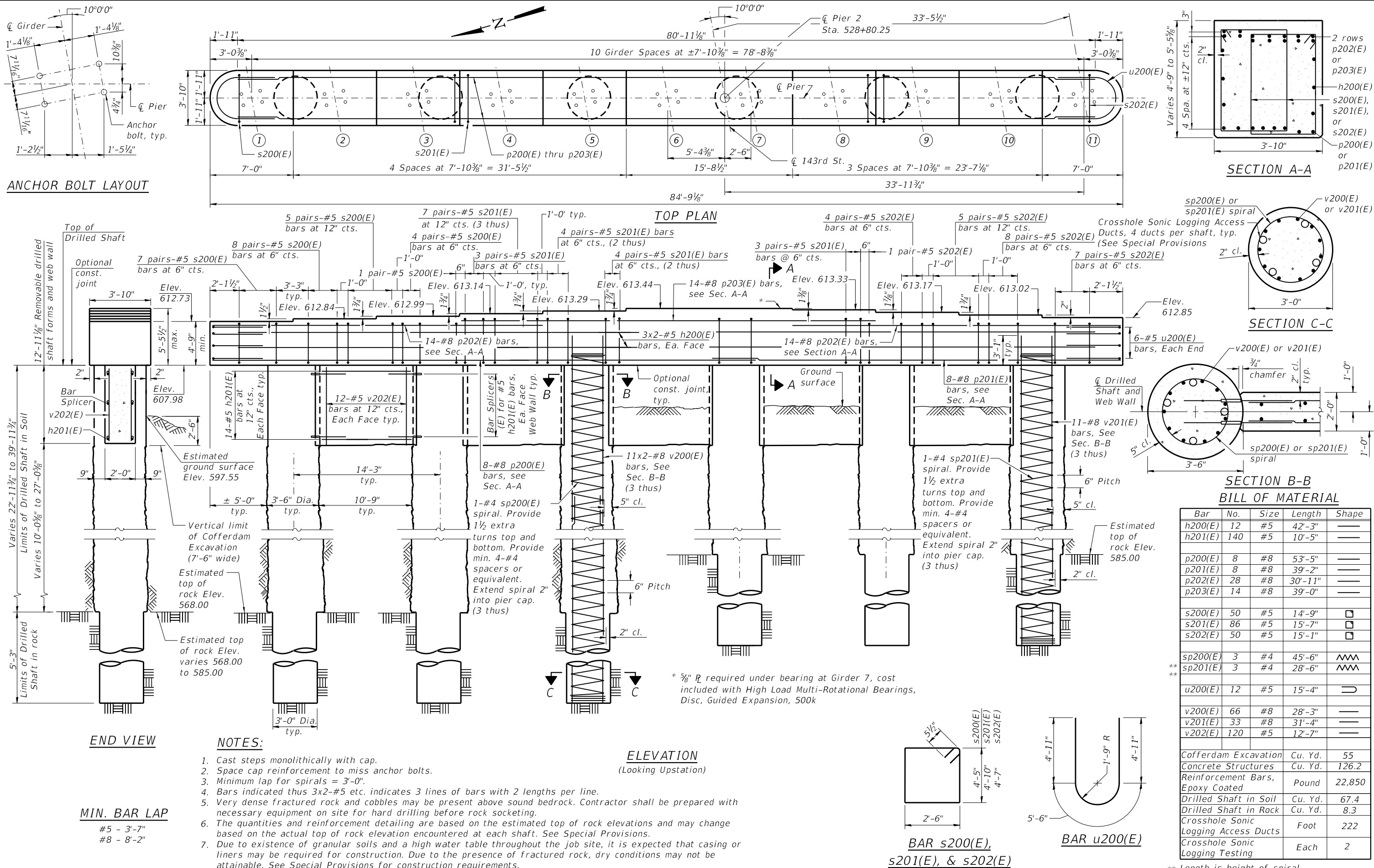
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT DETAILS
STRUCTURE NUMBER 099-6006

SCALE: SHEET 43 OF 79 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	719
CONTRACT NO. 61H34				
ILLINOIS FED. AID PROJECT				

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DRAWN = EC
PLOT SCALE = N/A
PLOT DATE = 2/19/2024 (11:00:06 AM)

DESIGNED = DRC
CHECKED = DH/JTH
DATE = 11/27/2023

REVISED =
REVISED =
REVISED =
REVISED =

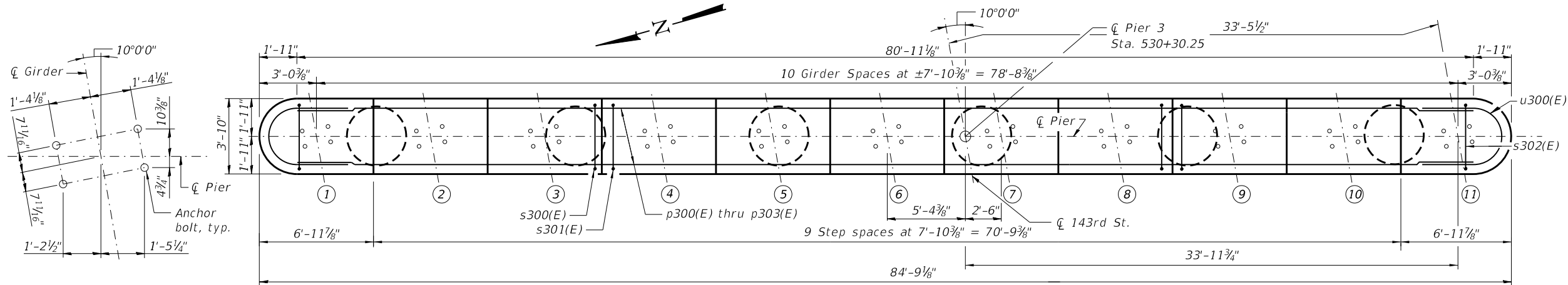
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 2
STRUCTURE NUMBER 099-6006

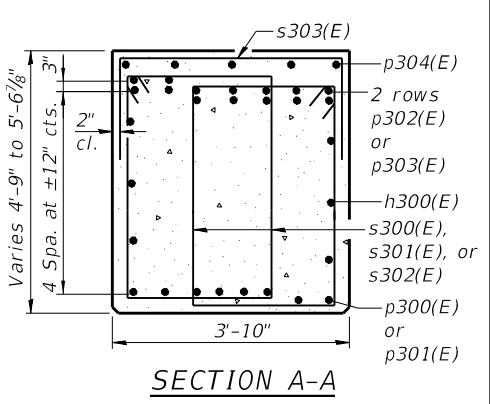
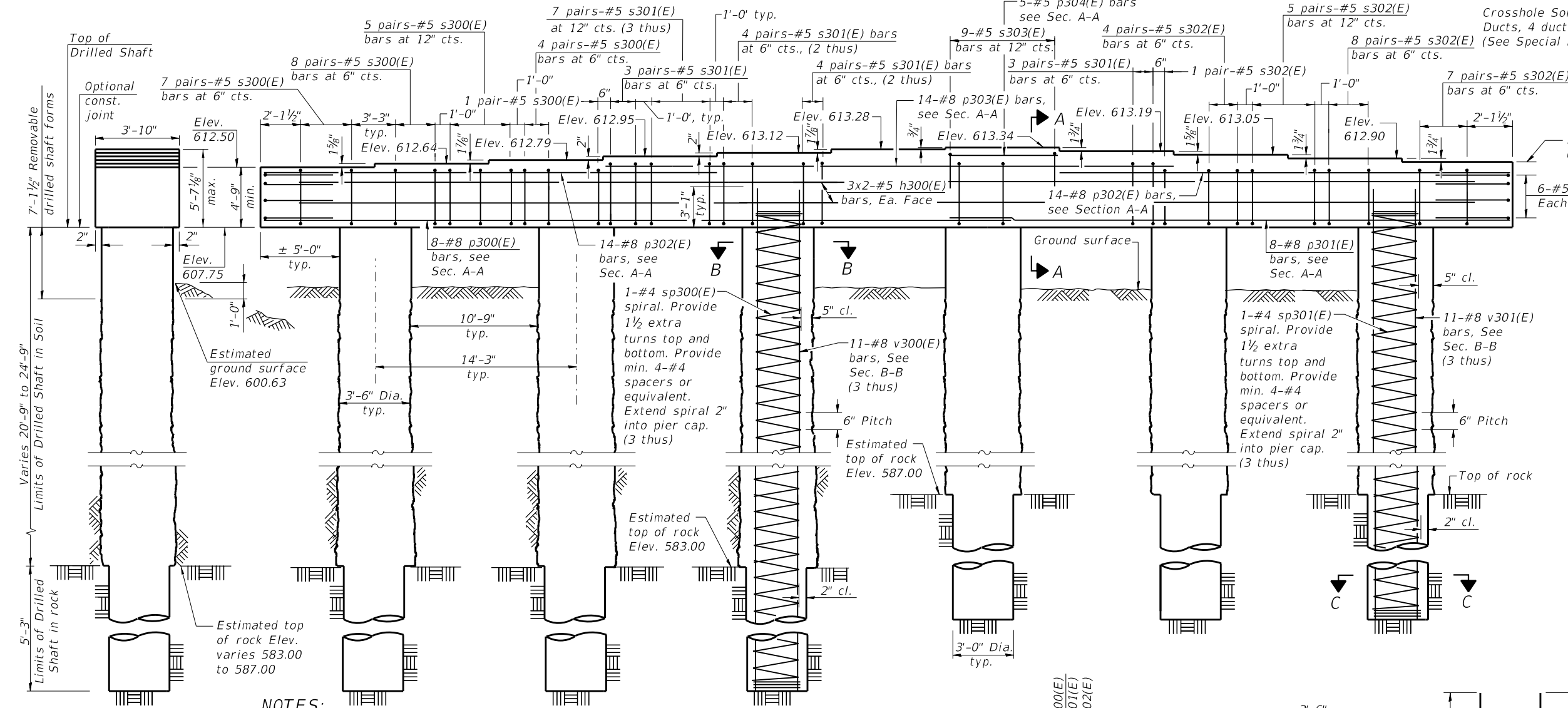
SCALE: SHEET 45 OF 79 SHEETS STA. TO STA.

** Length is height of spiral.

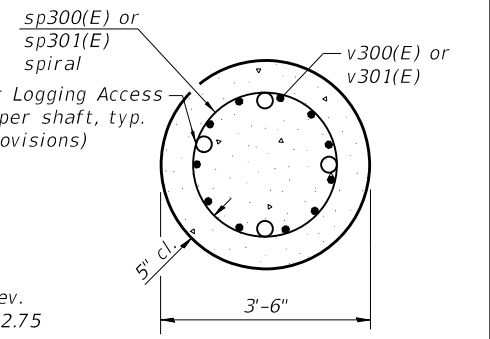
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 61H34				
ILLINOIS FED. AID PROJECT				



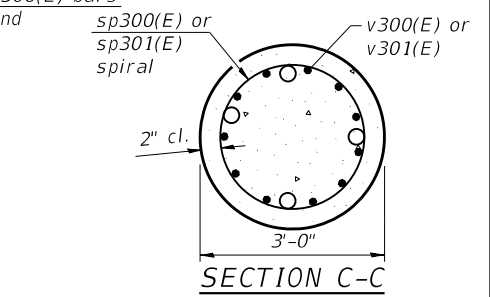
ANCHOR BOLT LAYOUT



SECTION A-A



SECTION B-B



SECTION C-C

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h300(E)	12	#5	42'-3"	—
p300(E)	8	#8	53'-5"	—
p301(E)	8	#8	39'-2"	—
p302(E)	28	#8	30'-11"	—
p303(E)	14	#8	39'-0"	—
p304(E)	5	#5	7'-6"	—
s300(E)	50	#5	14'-9"	□
s301(E)	86	#5	15'-9"	□
s302(E)	50	#5	15'-3"	□
s303(E)	9	#5	5'-6"	□
sp300(E)	3	#4	30'-2"	⋈
sp301(E)	3	#4	26'-2"	⋈
u300(E)	12	#5	15'-4"	U
v300(E)	33	#8	33'-1"	—
v301(E)	33	#8	29'-1"	—
Concrete Structures				Cu. Yd. 62.7
Reinforcement Bars, Epoxy Coated				Pound 17,010
Drilled Shaft in Soil				Cu. Yd. 48.7
Drilled Shaft in Rock				Cu. Yd. 8.3
Crosshole Sonic Logging Access Ducts				Foot 168
Crosshole Sonic Logging Testing				Each 2

** Length is height of spiral.

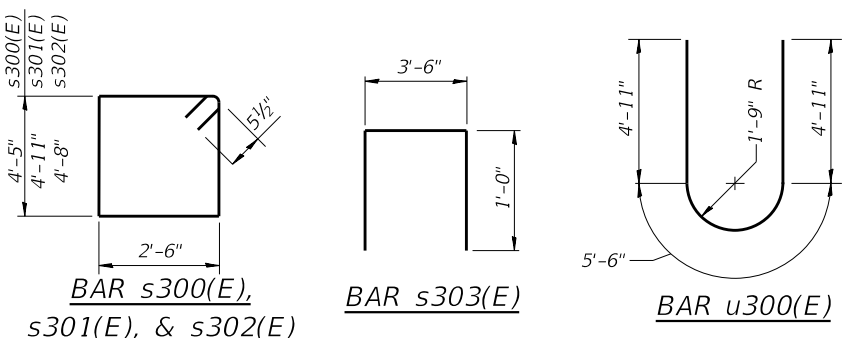
NOTES:

- Cast steps monolithically with cap.
- Space cap reinforcement to miss anchor bolts.
- Minimum lap for spirals = 3'-0".
- Bars indicated thus 3x2-#5 etc. indicates 3 lines of bars with 2 lengths per line.
- Very dense fractured rock and cobbles may be present above sound bedrock. Contractor shall be prepared with necessary equipment on site for hard drilling before rock socketing.
- The quantities and reinforcement detailing are based on the estimated top of rock elevations and may change based on the actual top of rock elevation encountered at each shaft. See Special Provisions.
- Due to existence of granular soils and a high water table throughout the job site, it is expected that casing or liners may be required for construction. Due to the presence of fractured rock, dry conditions may not be attainable. See Special Provisions for construction requirements.

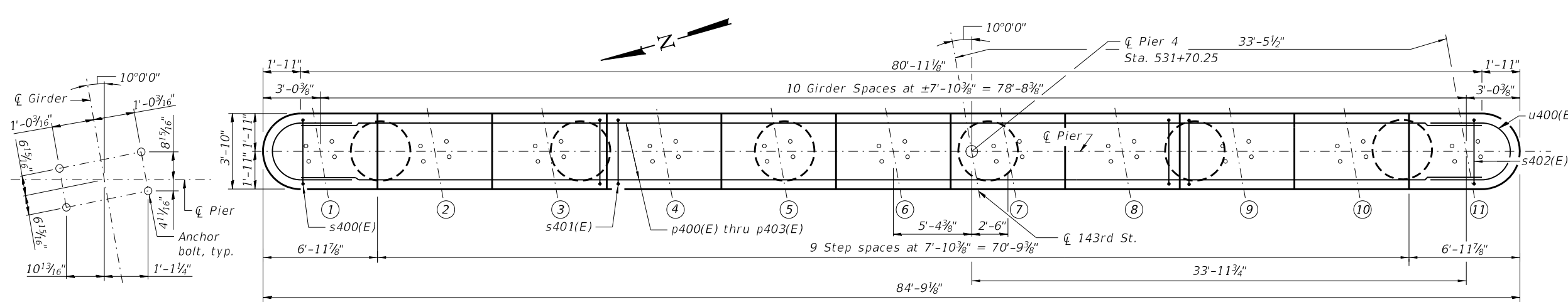
ELEVATION
(Looking Upstation)

END VIEW

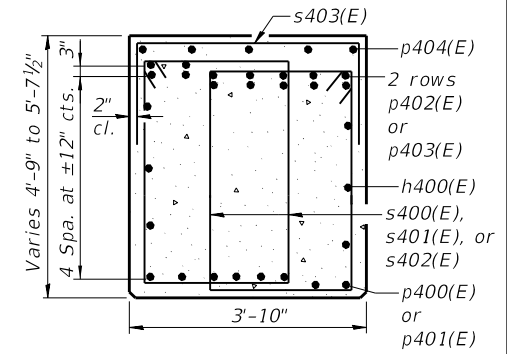
MIN. BAR LAP
#5 - 3'-7"
#8 - 8'-2"



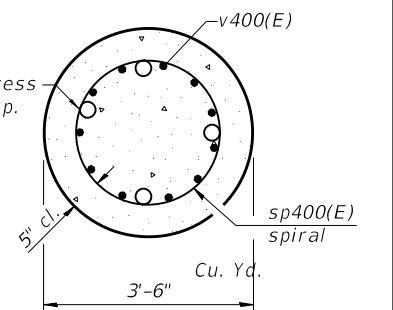
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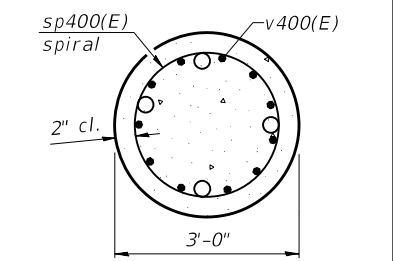
ANCHOR BOLT LAYOUT



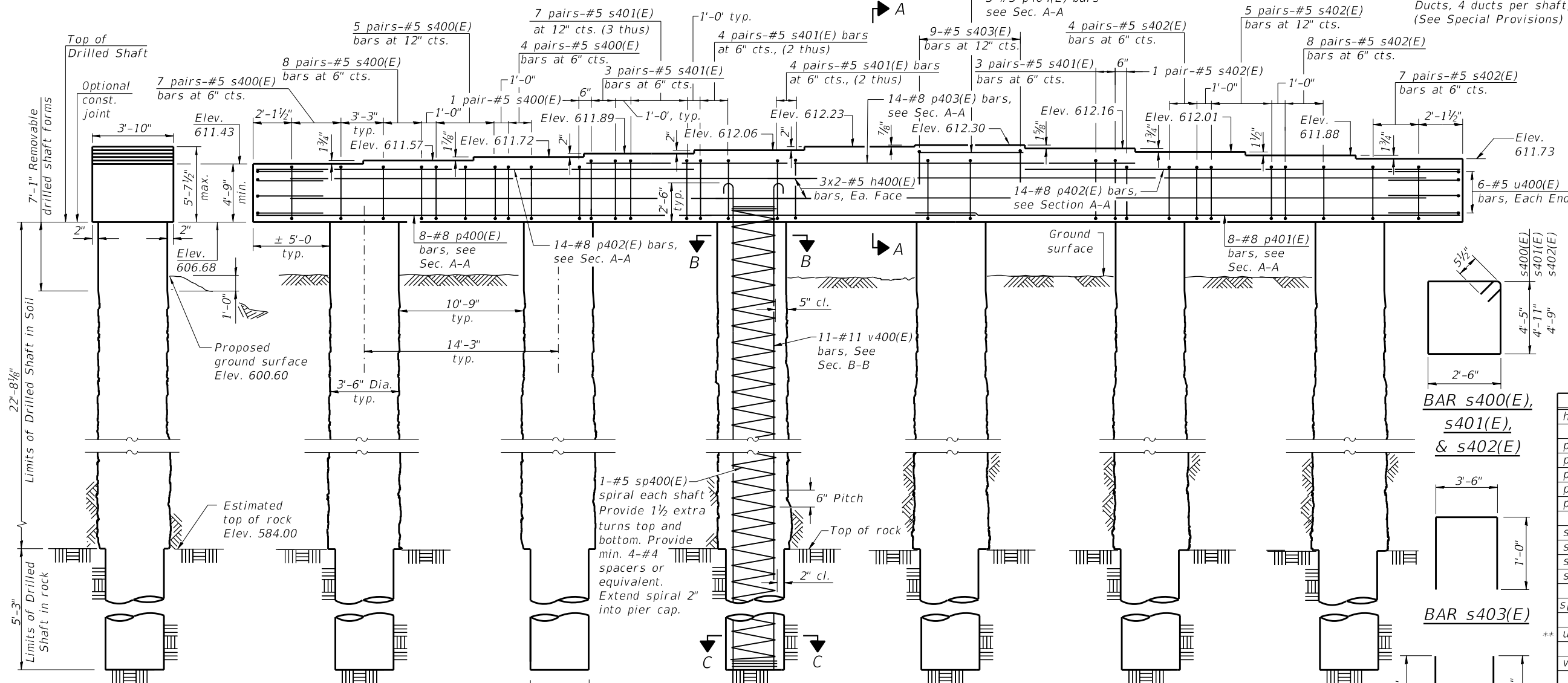
SECTION A-A



SECTION B-B



SECTION C-C



ELEVATION

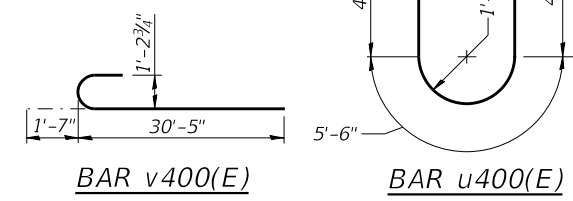
(Looking Upstation)

END VIEW

NOTES:

1. Cast steps monolithically with cap.
2. Space cap reinforcement to miss anchor bolts.
3. Minimum lap for spirals = 3'-9".
4. Bars indicated thus 3x2-#5 etc. indicates 3 lines of bars with 2 lengths per line.
5. Very dense fractured rock and cobbles may be present above sound bedrock. Contractor shall be prepared with necessary equipment on site for hard drilling before rock socketing.

6. The quantities and reinforcement detailing are based on the estimated top of rock elevations and may change based on the actual top of rock elevation encountered at each shaft. See Special Provisions.
7. Due to existence of granular soils and a high water table throughout the job site, it is expected that casing or liners may be required for construction. Due to the presence of fractured rock, dry conditions may not be attainable. See Special Provisions for construction requirements.



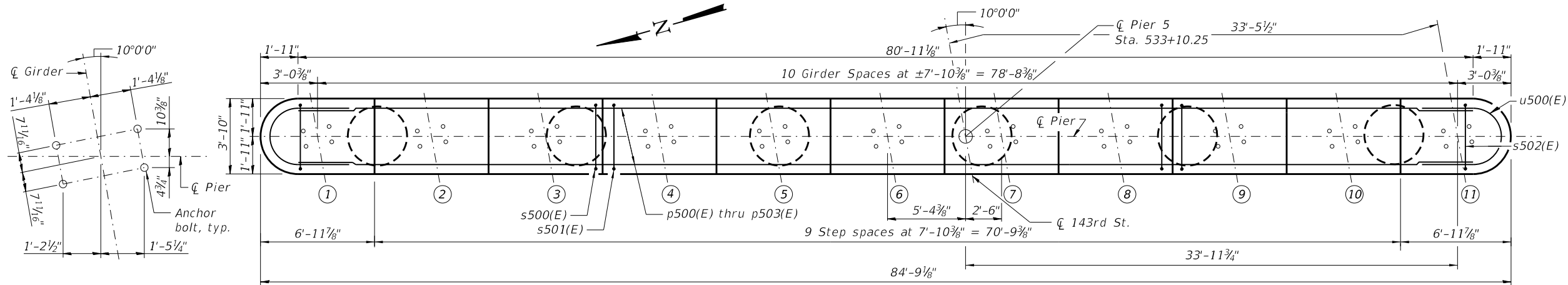
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h400(E)	12	#5	42'-3"	—
p400(E)	8	#8	53'-5"	—
p401(E)	8	#8	39'-2"	—
p402(E)	28	#8	30'-11"	—
p403(E)	14	#8	39'-0"	—
p404(E)	5	#5	7'-6"	—
s400(E)	50	#5	14'-9"	□
s401(E)	86	#5	15'-9"	□
s402(E)	50	#5	15'-5"	□
s403(E)	9	#5	5'-6"	□
sp400(E)	6	#5	27'-11"	⋈
u400(E)	12	#5	15'-4"	⋈
v400(E)	66	#11	32'-0"	⋈
Concrete Structures		Cu. Yd.	63.0	
Reinforcement Bars, Epoxy Coated		Pound	23,850	
Drilled Shaft in Soil		Cu. Yd.	48.5	
Drilled Shaft in Rock		Cu. Yd.	8.3	
Crosshole Sonic Logging Access Ducts		Foot	168	
Crosshole Sonic Logging Testing		Each	2	

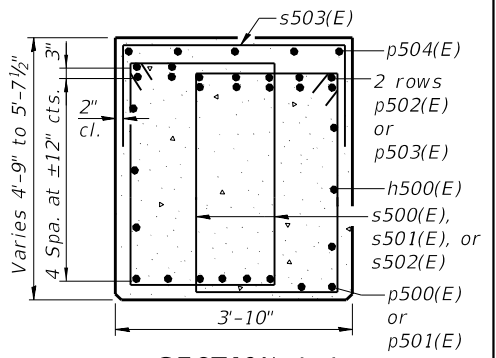
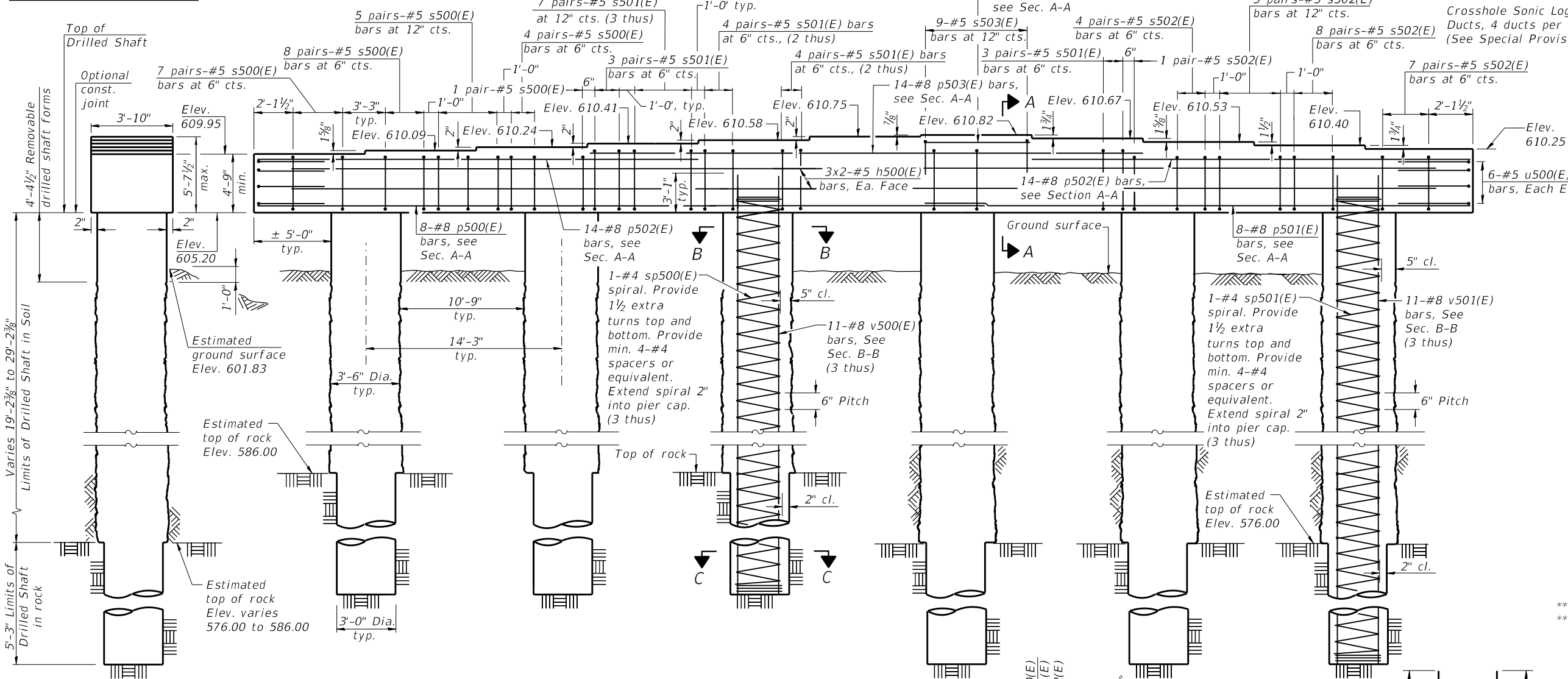
** Length is height of spiral.

USER NAME = Vincent Tan	DESIGNED - DRC	REVISED -
	DRAWN - EC	REVISED -
PLOT SCALE = N/A	CHECKED - DH/JTH	REVISED -
PLOT DATE = 2/19/2024 (11:00:10 AM)	DATE = 11/27/2023	REVISED -

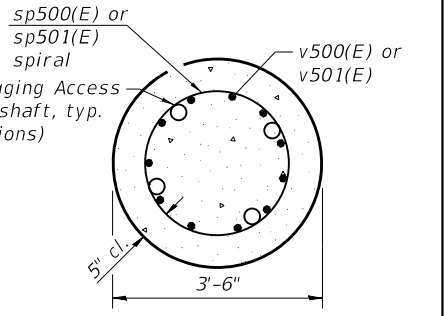
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	723
CONTRACT NO. 61H34				
ILLINOIS FED. AID PROJECT				



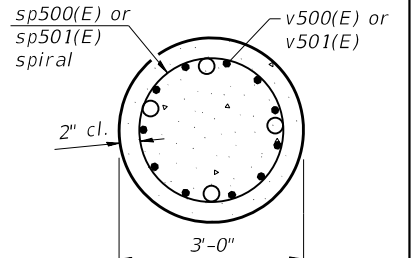
ANCHOR BOLT LAYOUT



SECTION A-A



SECTION B-B



SECTION C-C

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h500(E)	12	#5	42'-3"	——
p500(E)	8	#8	53'-5"	——
p501(E)	8	#8	39'-2"	——
p502(E)	28	#8	30'-11"	——
p503(E)	14	#8	39'-0"	——
p504(E)	5	#5	7'-6"	——
s500(E)	50	#5	14'-9"	
s501(E)	86	#5	15'-9"	
s502(E)	50	#5	15'-5"	
s503(E)	9	#5	5'-6"	
* sp500(E)	3	#4	24'-6"	
* sp501(E)	3	#4	34'-6"	
u500(E)	12	#5	15'-4"	
v500(E)	33	#8	27'-7"	——
v501(E)	33	#8	37'-7"	——
Concrete Structures			Cu. Yd.	62.9
Reinforcement Bars, Epoxy Coated			Pound	17,370
Drilled Shaft in Soil			Cu. Yd.	51.8
Drilled Shaft in Rock			Cu. Yd.	8.3
Crosshole Sonic Logging Access Ducts			Foot	178
Crosshole Sonic Logging Testing			Each	2

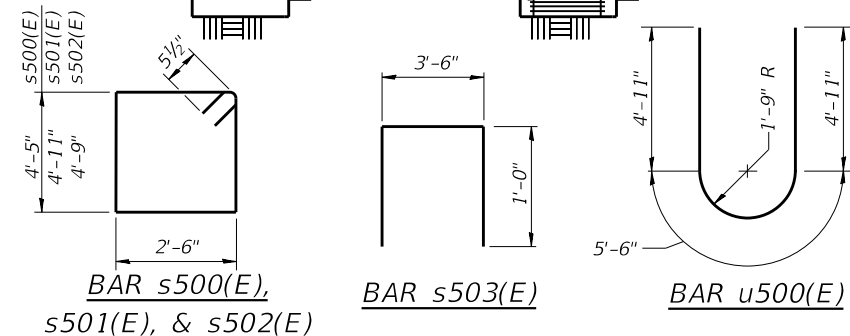
** Length is height of spiral.

NOTES:

- Cast steps monolithically with cap.
- Space cap reinforcement to miss anchor bolts.
- Minimum lap for spirals = 3'-0".
- Bars indicated thus 3x2-#5 etc. indicates 3 lines of bars with 2 lengths per line.
- Very dense fractured rock and cobbles may be present above sound bedrock. Contractor shall be prepared with necessary equipment on site for hard drilling before rock socketing.
- The quantities and reinforcement detailing are based on the estimated top of rock elevations and may change based on the actual top of rock elevation encountered at each shaft. See Special Provisions.
- Due to existence of granular soils and a high water table throughout the job site, it is expected that casing or liners may be required for construction. Due to the presence of fractured rock, dry conditions may not be attainable. See Special Provisions for construction requirements.

ELEVATION

(Looking Upstation)



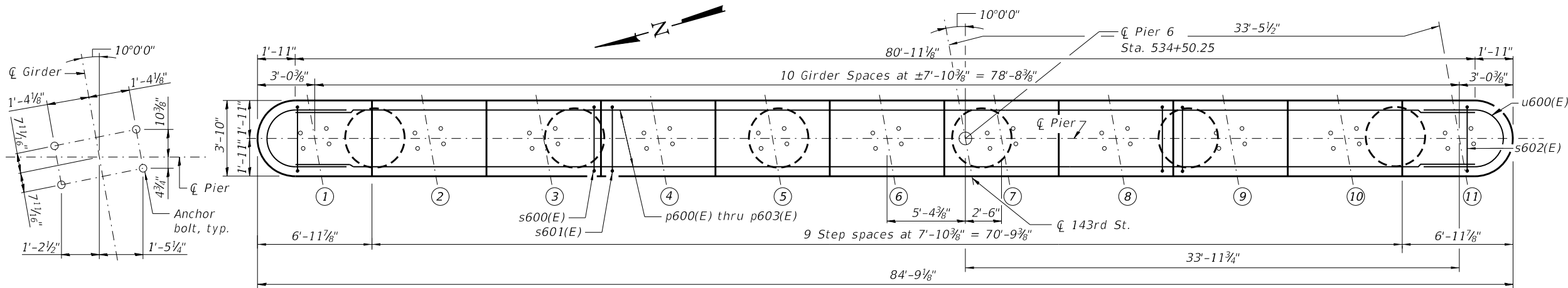
END VIEW

MIN. BAR LAP

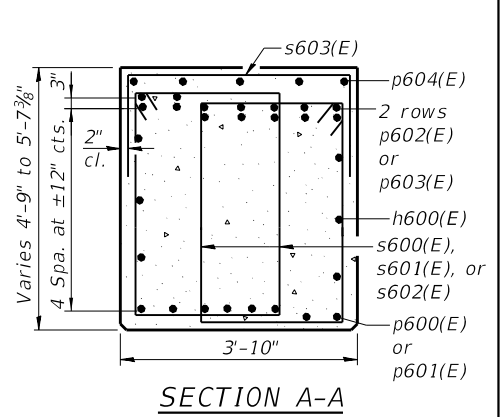
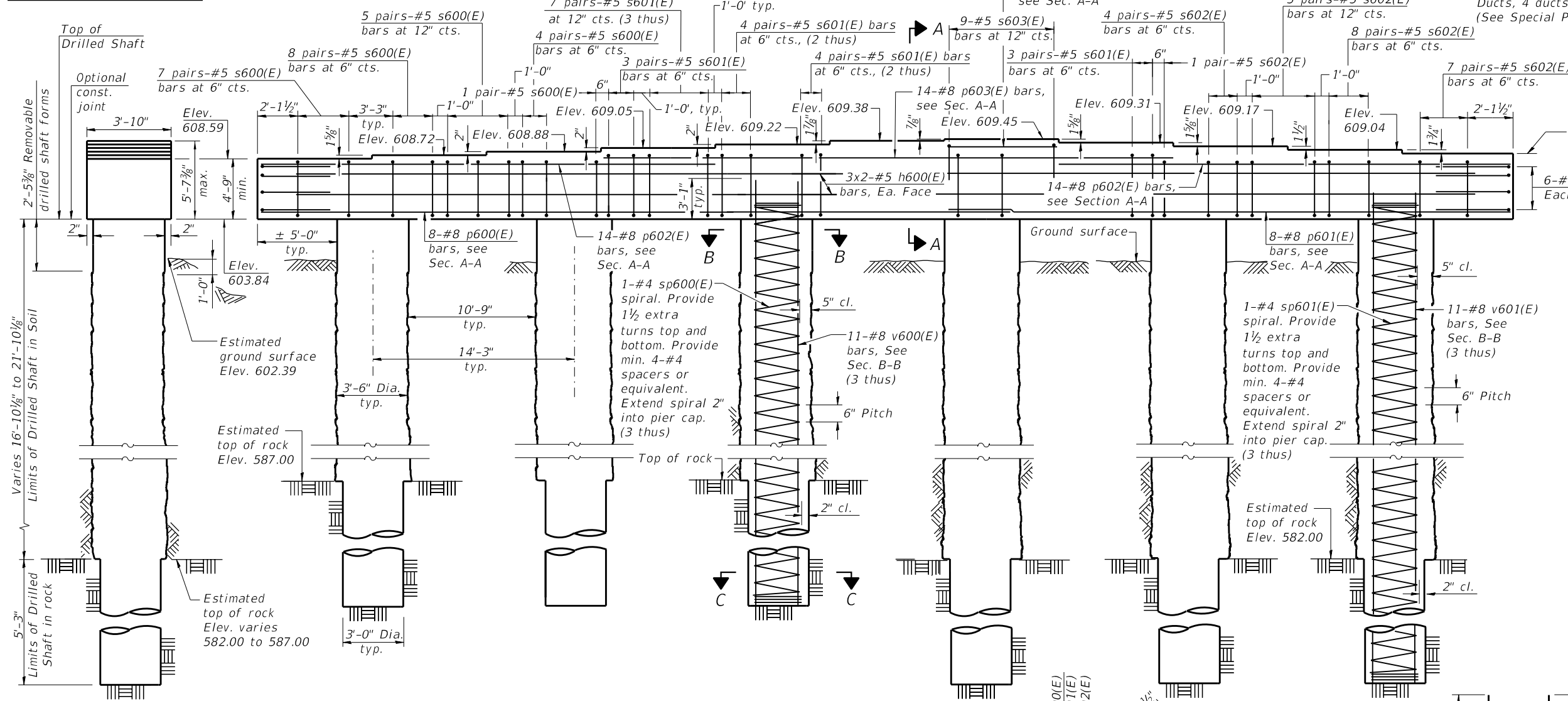
#5 - 3'-7"
#8 - 8'-2"

USER NAME: Vincent Tan	DESIGNED: DRC	REVISD: -
	DRAWN: EC	REVISD: -
PLOT SCALE: N/A	CHECKED: DH/JTH	REVISD: -
PLOT DATE: 2/19/2024 (11:00:11 AM)	DATE: 11/27/2023	REVISD: -

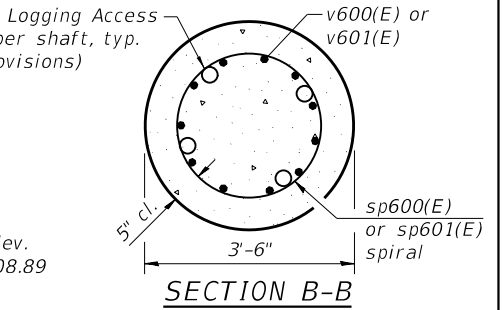
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	724
CONTRACT NO. 61H34				ILLINOIS FED. AID PROJECT



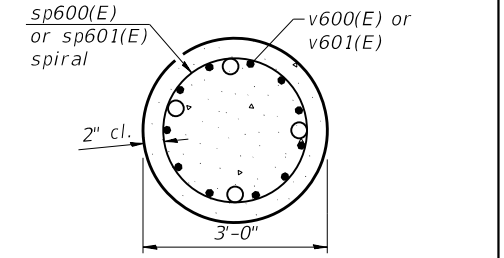
ANCHOR BOLT LAYOUT



SECTION A-A



SECTION B-B



SECTION C-C

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h600(E)	12	#5	42'-3"	—
p600(E)	8	#8	53'-5"	—
p601(E)	8	#8	39'-2"	—
p602(E)	28	#8	30'-11"	—
p603(E)	14	#8	39'-0"	—
p604(E)	5	#5	7'-6"	—
s600(E)	50	#5	14'-9"	□
s601(E)	86	#5	15'-9"	□
s602(E)	50	#5	15'-5"	□
s603(E)	9	#5	5'-6"	□
sp600(E)	3	#4	22'-1"	⋈
sp601(E)	3	#4	27'-1"	⋈
u600(E)	12	#5	15'-4"	U
v600(E)	33	#8	25'-2"	—
v601(E)	33	#8	30'-2"	—
Concrete Structures			Cu. Yd.	63.0
Reinforcement Bars, Epoxy Coated			Pound	16,170
Drilled Shaft in Soil			Cu. Yd.	41.4
Drilled Shaft in Rock			Cu. Yd.	8.3
Crosshole Sonic Logging Access Ducts			Foot	148
Crosshole Sonic Logging Testing			Each	2

** Length is height of spiral.

NOTES:

- Cast steps monolithically with cap.
- Space cap reinforcement to miss anchor bolts.
- Minimum lap for spirals = 3'-0".
- Bars indicated thus 3x2-#5 etc. indicates 3 lines of bars with 2 lengths per line.
- Very dense fractured rock and cobbles may be present above sound bedrock. Contractor shall be prepared with necessary equipment on site for hard drilling before rock socketing.
- The quantities and reinforcement detailing are based on the estimated top of rock elevations and may change based on the actual top of rock elevation encountered at each shaft. See Special Provisions.
- Due to existence of granular soils and a high water table throughout the job site, it is expected that casing or liners may be required for construction. Due to the presence of fractured rock, dry conditions may not be attainable. See Special Provisions for construction requirements.

ELEVATION

(Looking Upstation)

END VIEW

MIN. BAR LAP

#5 - 3'-7"
#8 - 8'-2"

FILE NAME = L:\Plainfield\160240202-00_143rdDraw\Structures\CADD_Sheets\SH_Dupage River Bridge_48 Pier 6.dgn



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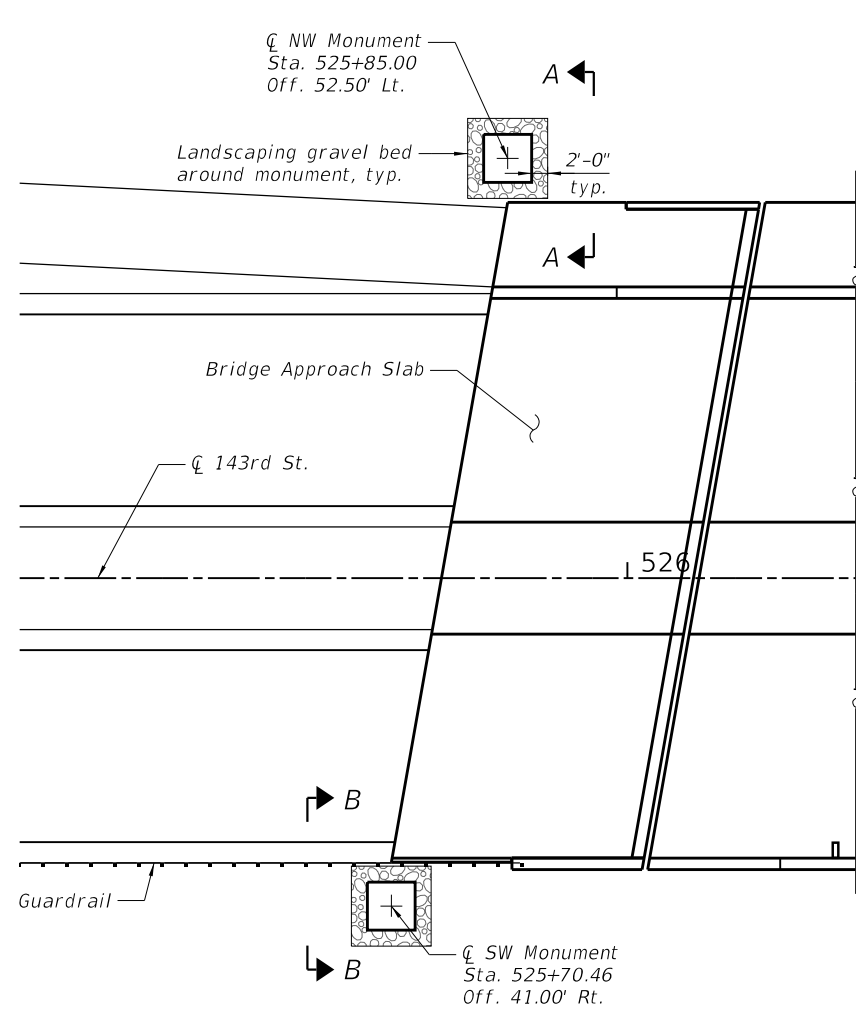
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 6
STRUCTURE NUMBER 099-6006

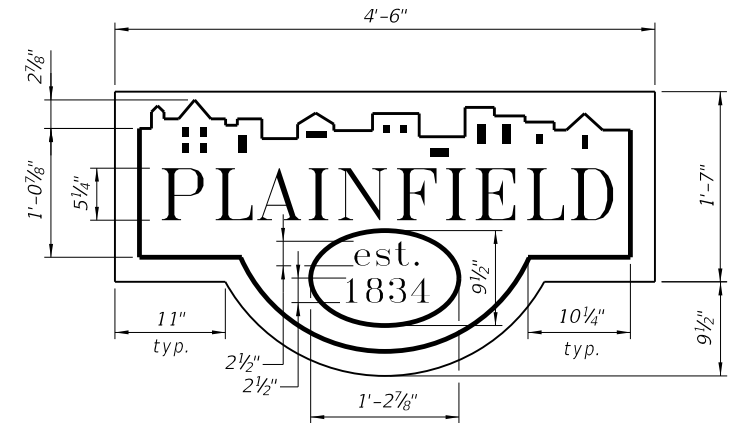
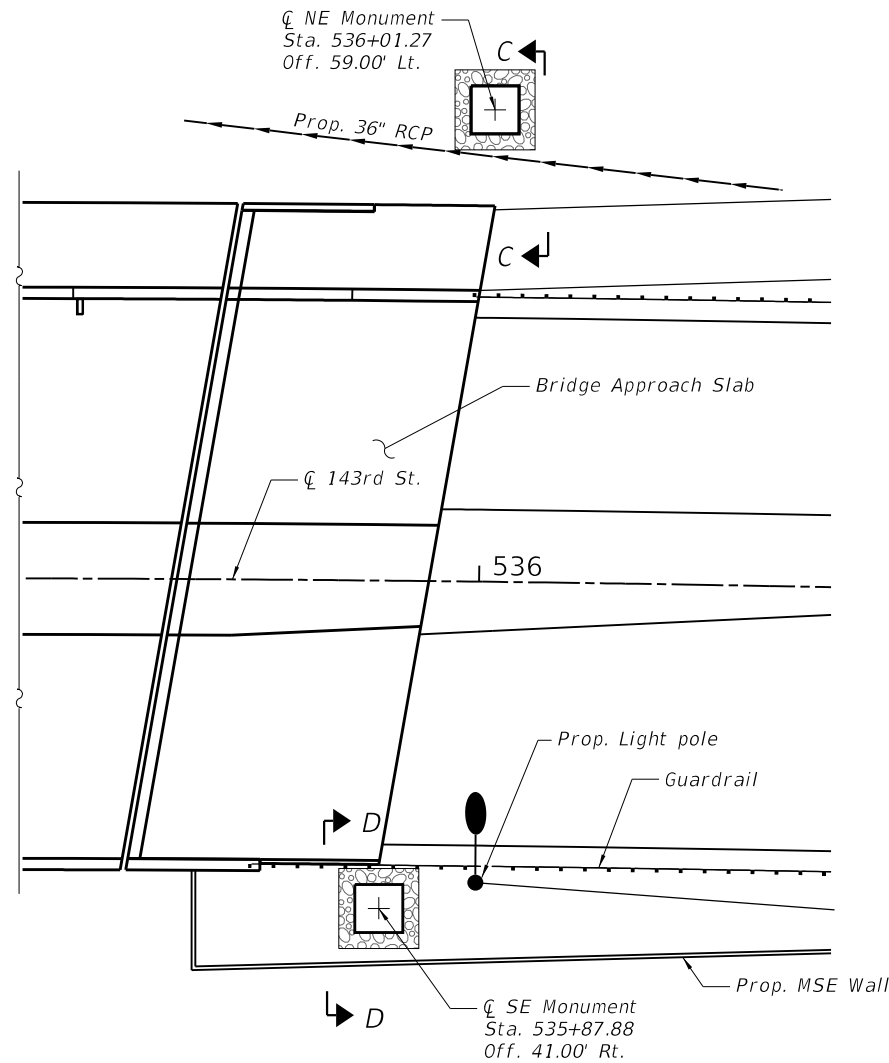
SCALE: SHEET 49 OF 79 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 61H34				ILLINOIS FED. AID PROJECT

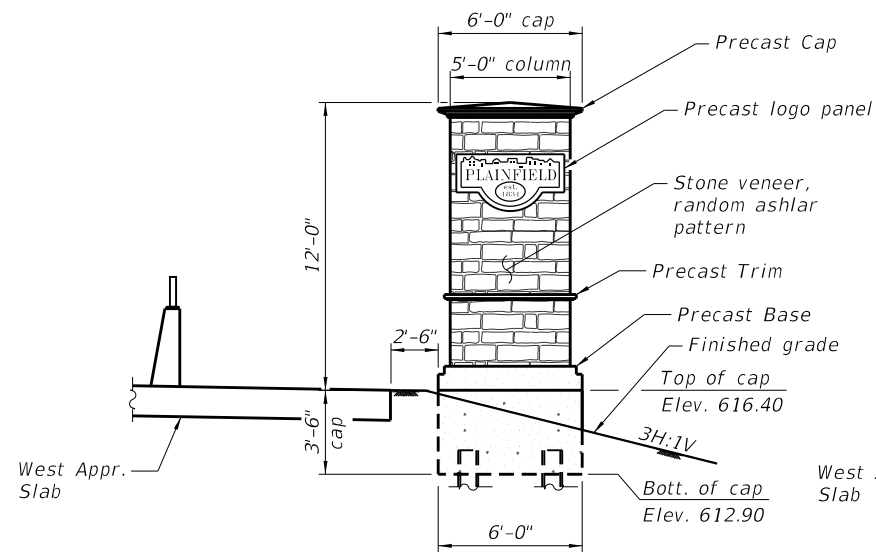
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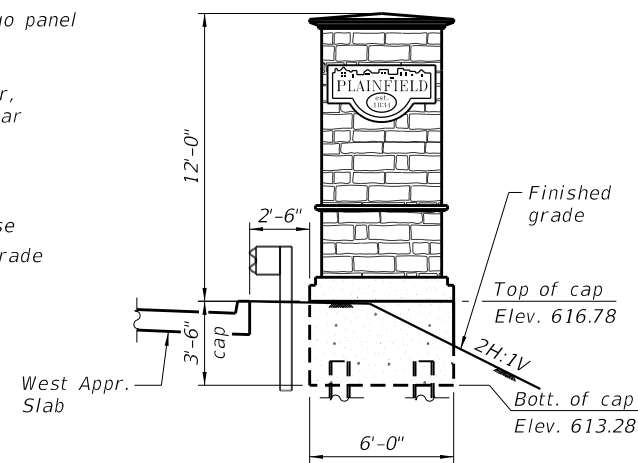
PLAN



PRECAST LOGO PANEL

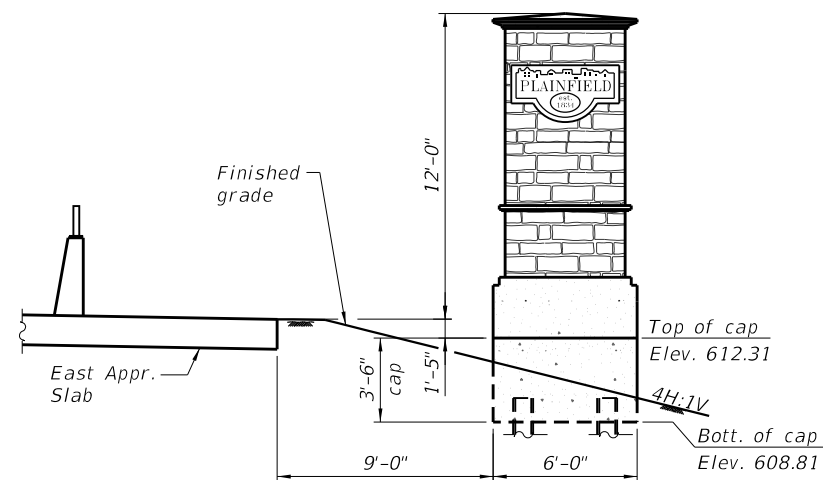


VIEW A-A



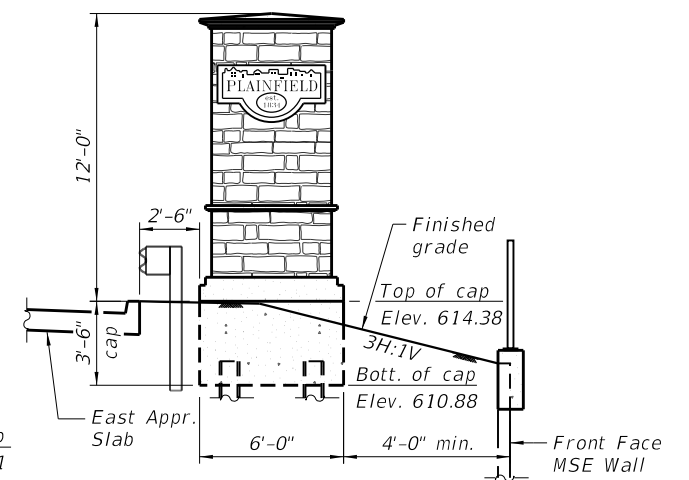
VIEW B-B

(See View A-A for information not shown)



VIEW C-C

(See View A-A for information not shown)



VIEW D-D

(See View A-A for information not shown)

NOTES:

1. See Sheet 51 of 79 for monument details and billing.
2. Provide precast logo on one side of each columns, facing oncoming traffic.
3. The Village will provide logo artwork prior to fabrication.



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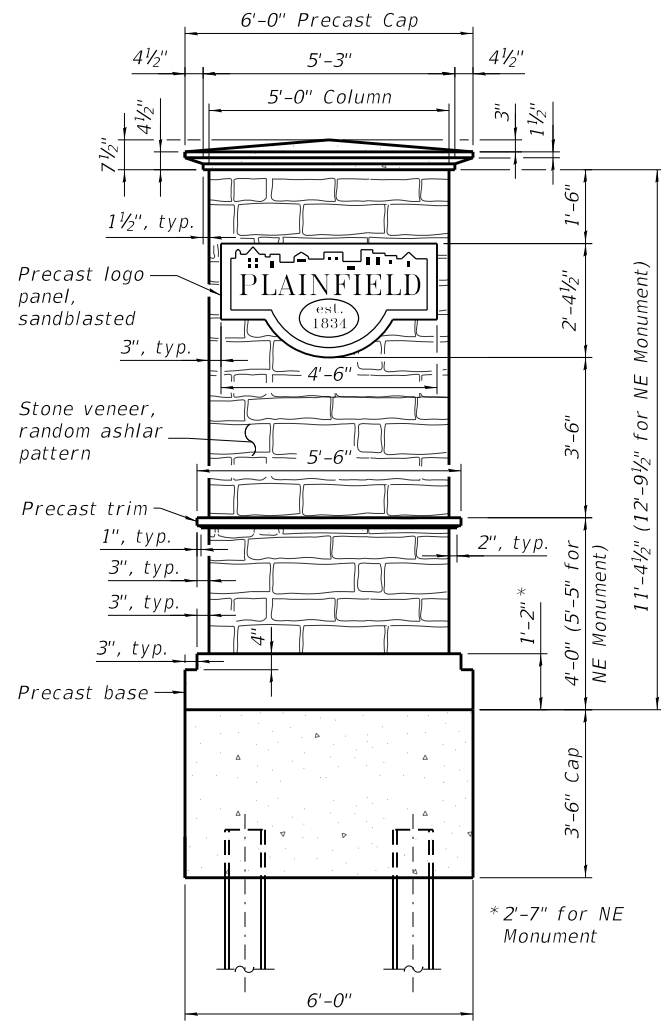
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MONUMENT DETAILS - I
STRUCTURE NUMBER 099-6006

SCALE: SHEET 50 OF 79 SHEETS STA. TO STA.

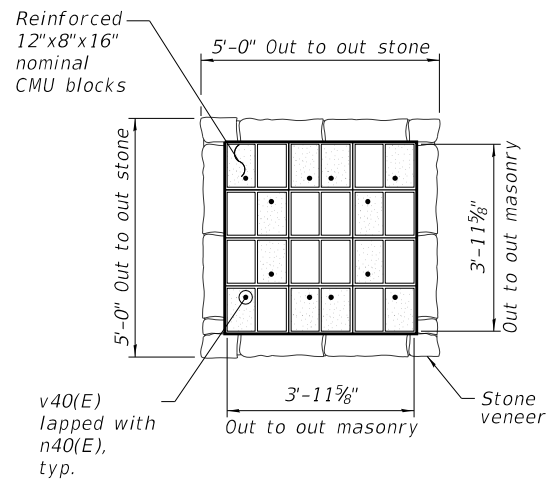
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	726
CONTRACT NO. 61H34				
ILLINOIS FED. AID PROJECT				

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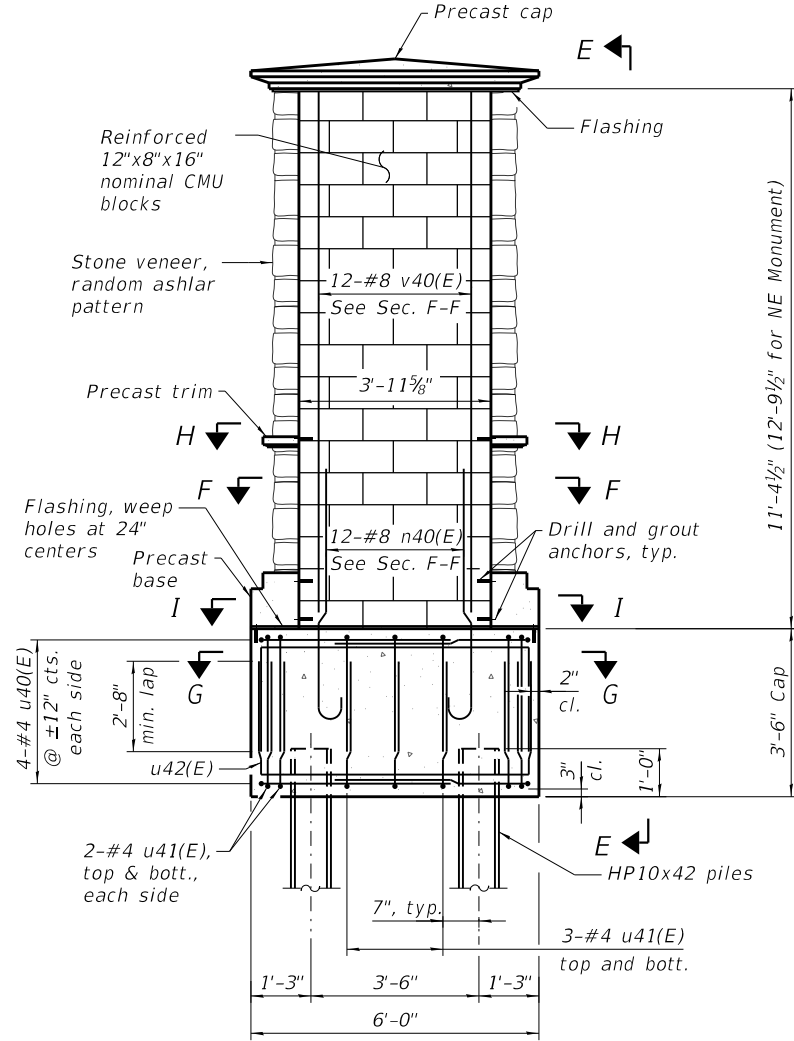


FRONT ELEVATION

(Facing direction of traffic)
(Showing aesthetics and dimensions)

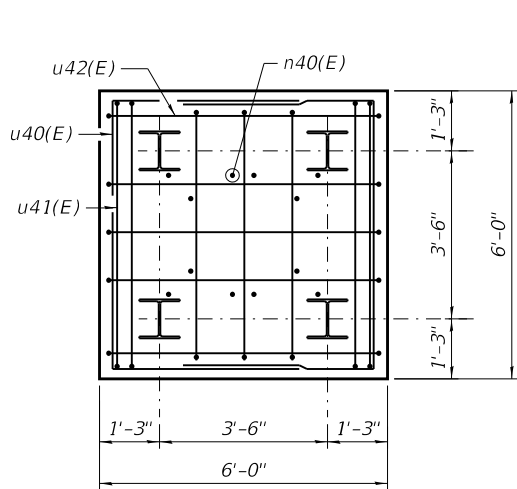


SECTION F-F

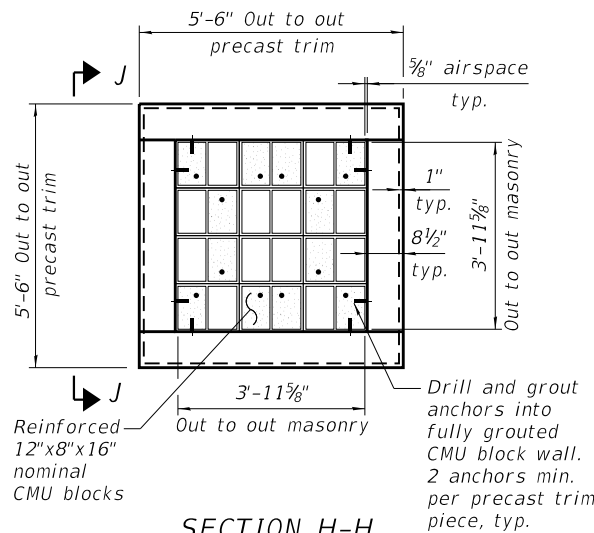


FRONT ELEVATION

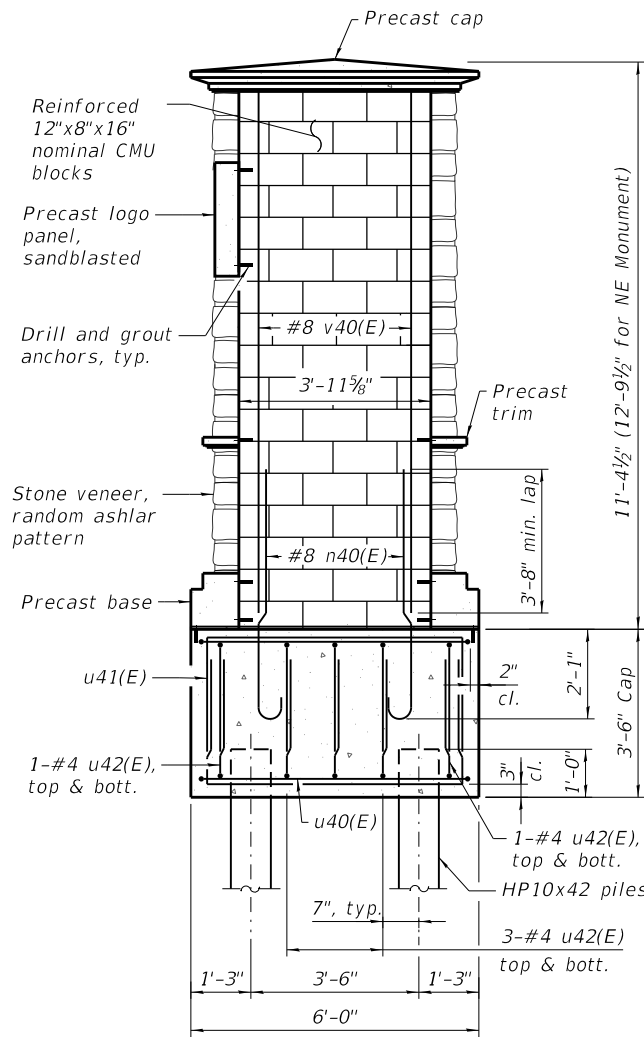
(Facing direction of traffic)



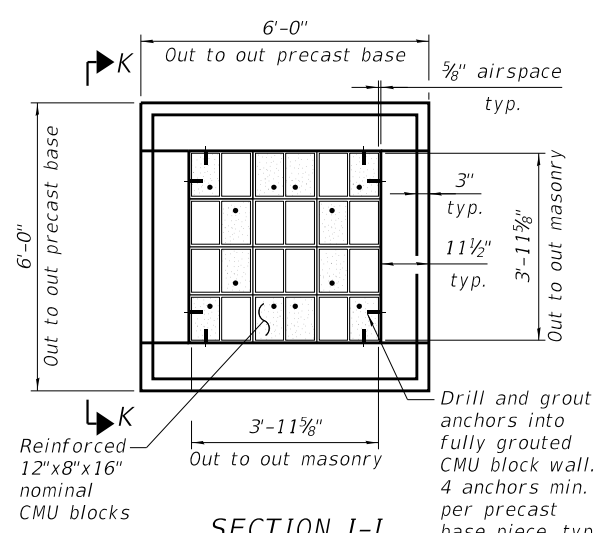
SECTION G-G



SECTION H-H



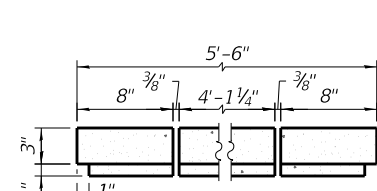
VIEW E-E



SECTION I-I

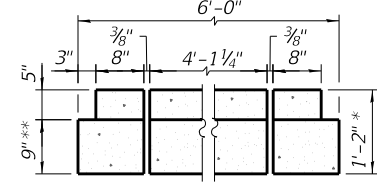
PILE DATA

Type: HP10x42 with pile shoes
Nominal Require Bearing: 335 k
Factored Resistance Available: 184 k
Est. Length: 36 ft. (NW Monument)
26 ft. (SW Monument)
28 ft. (NE Monument)
34 ft. (SE Monument)
No. Production Piles: 16
(Utilize test piles at abutments to confirm pile lengths)



SECTION J-J

(Showing precast trim only)

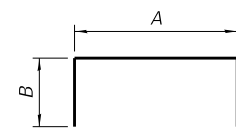
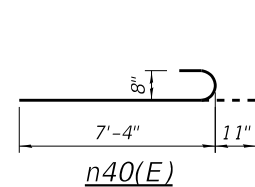


SECTION K-K

(Showing precast base only)

** 2'-2" NE Monument

SECTION THRU PRECAST CAP



BARS u40(E), u41(E), AND u42(E)

FOR INFORMATION ONLY

(Quantity for 4 monuments)

Bar	No.	Size	Length	Shape
n40(E)	48	#8	8'-3"	
u40(E)	32	#4	14'-0"	
u41(E)	56	#4	11'-5"	
u42(E)	40	#4	11'-4"	
v40(E)	48	#8	11'-2"	
Concrete Structures			Cu. Yd.	18.7
Reinforcement Bars, Epoxy Coated			Pound	3,520
Furnishing Steel Piles HP10x42			Foot	496
Driving Piles			Foot	496
Pile Shoes			Each	16
Landscaping Gravel			Sq. Yd.	28.4

BILL OF MATERIAL

Item	Unit	Total
Gateway Monument Sign Complete	Each	4

NOTES:

- See Sheet 50 of 79 for location of monuments and layout.
- All cells with vertical reinforcement shall be grouted solid.
- All materials and labor for monuments including but not limited to reinforcement bars, concrete, precast pieces and panels, stone veneer, CMU blocks, HP10x42 piles, structure excavation, and anchors are included in the cost for Gateway Monument Sign Complete.
- See Special Provisions for Gateway Monument Sign Complete.
- See lighting plan sheets for ground mounted lighting details.



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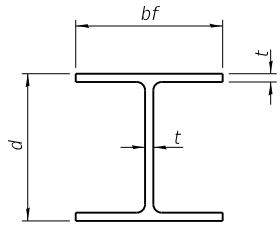
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MONUMENT DETAILS - II
STRUCTURE NUMBER 099-6006

SCALE: SHEET 51 OF 79 SHEETS STA. TO STA.

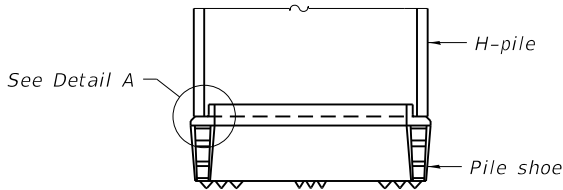
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	727
CONTRACT NO. 6IH34				ILLINOIS FED. AID PROJECT

FILE NAME = L:\Plainfield\16024202-00_143rdDraw\Structures\CADD_Sheets\SH_Dupage River Bridge_51 HP Pile Details.dgn

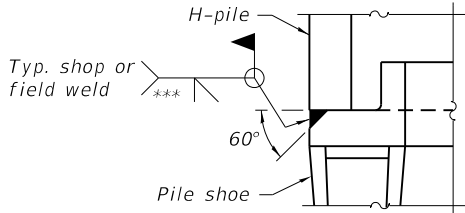


STEEL PILE TABLE

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 1/4"	1 1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11 3/4"	12"	7/16"	24"
HP 10x57	10"	10 1/4"	9/16"	24"
x42	9 3/4"	10 1/8"	7/16"	24"
HP 8x36	8"	8 1/8"	7/16"	18"



ELEVATION



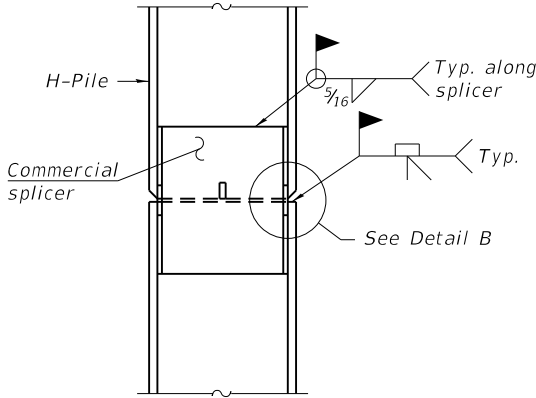
DETAIL A

SHOE ATTACHMENT

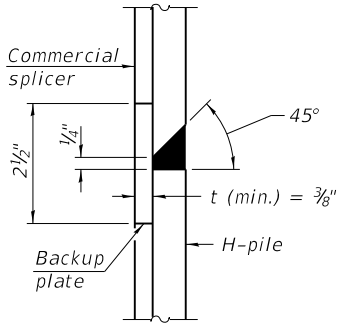
Note:
The steel H-piles shall be according to
AASHTO M270 Grade 50.

F-HP

1-1-2020

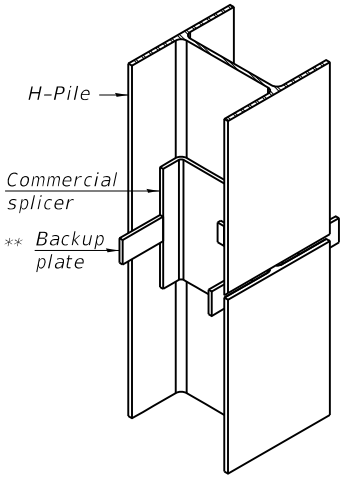


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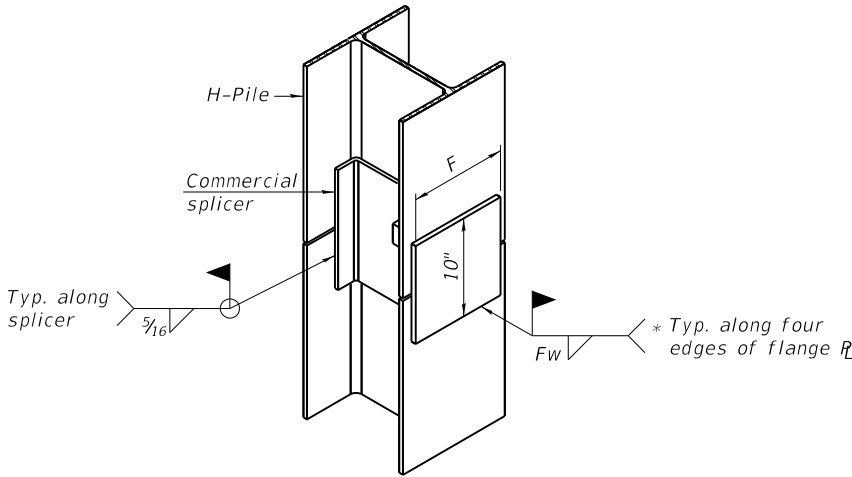


DETAIL "B"

WELDED COMMERCIAL SPLICE



ISOMETRIC VIEW



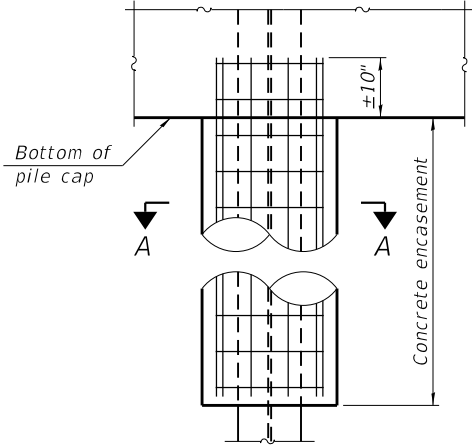
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

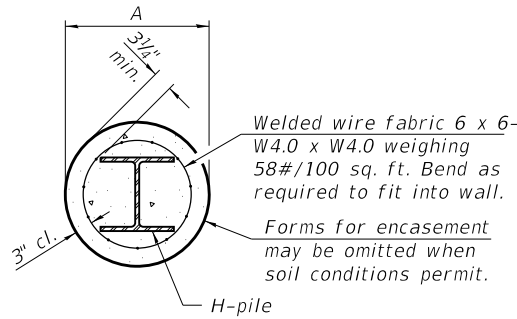
* Interrupt welds 1/4" from end of web and/or each flange.

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

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

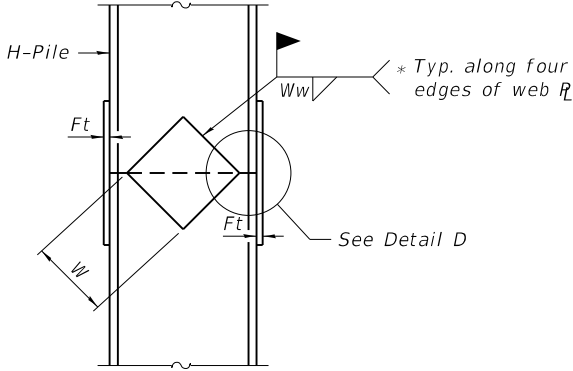


ELEVATION

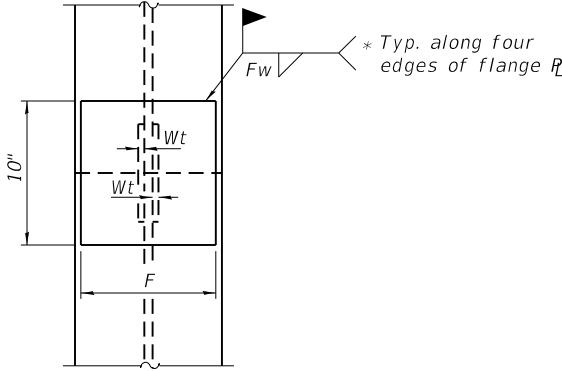


SECTION A-A

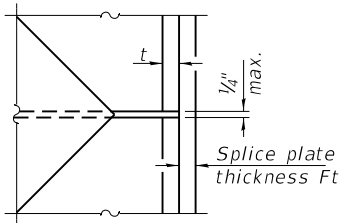
INDIVIDUAL PILE
CONCRETE ENCASEMENT
(when specified)



ELEVATION



END VIEW



DETAIL D

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

WELDED PLATE FIELD SPLICE



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CHECKED - JTH

DATE - 11/27/2023

REVIS

REVIS

REVIS

REVIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS
STRUCTURE NUMBER 099-6006

SCALE: SHEET 52 OF 79 SHEETS STA. TO STA.

F.A.U.
RTE.

0380

SECTION

06-00040-00-FP

COUNTY

WILL

CONTRACT NO.

61H34

TOTAL
SHEETS

943

SHEET
NO.

728

ILLINOIS FED. AID PROJECT

FILE NAME = L:\Plainfield\16024202-00_143rdDraw\Structures\CADD_Sheets\SH_Dupage River Bridge_52 Bar Splicer Assembly and Mechanical Splicer Details.dgn



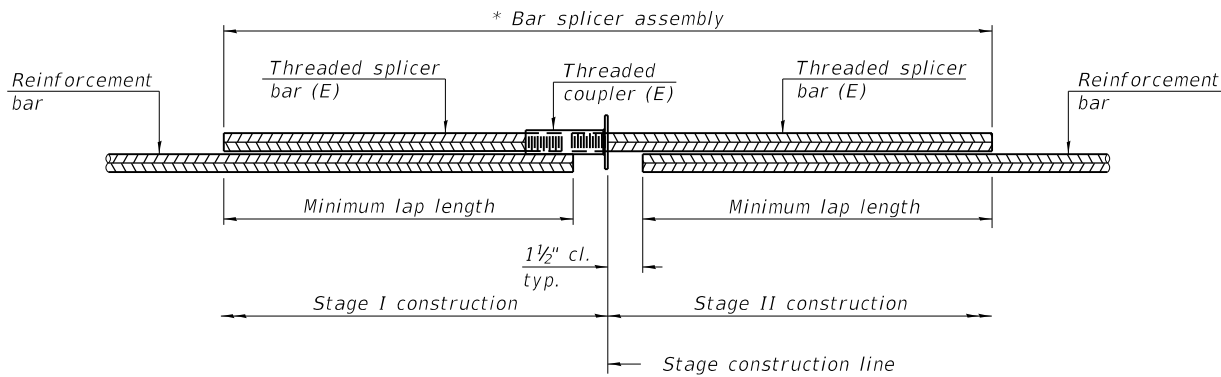
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	DRAWN - DH	REVISED -
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PLOT DATE = 2/19/2024 (11:00:19 AM)	DATE - 11/27/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NUMBER 099-6006

SCALE: SHEET 53 OF 79 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 61H34		
ILLINOIS		FED. AID PROJECT		

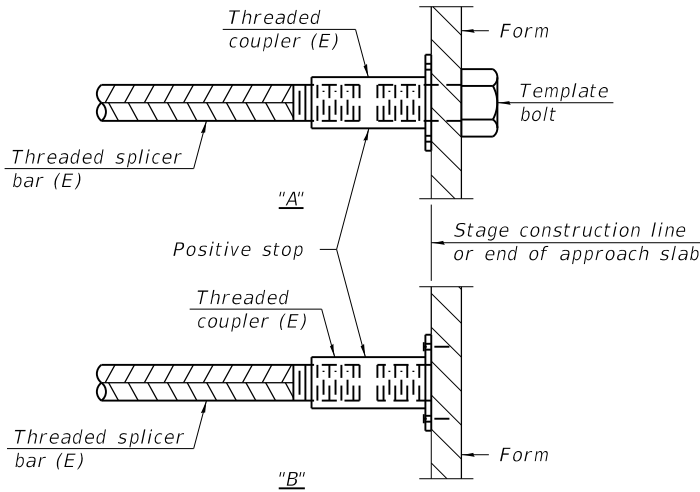


STANDARD BAR SPLICER ASSEMBLY PLAN
(All components shall be provided from one supplier)

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

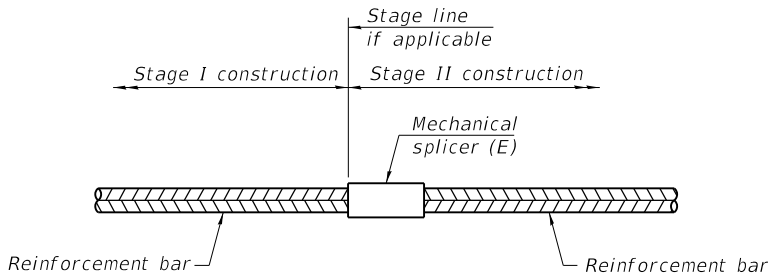
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Pier 1 web walls	#5	160	3'-7"
Pier 2 web walls	#5	280	3'-7"



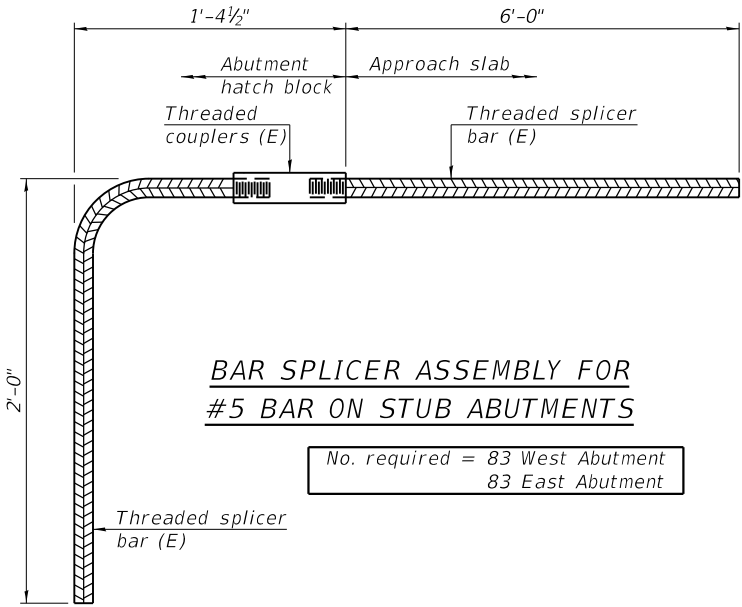
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



**BAR SPLICER ASSEMBLY FOR
#5 BAR ON STUB ABUTMENTS**

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.

FILE NAME = L:\Plainfield\16024202-00_143rdDraw\Structures\CADD_Sheets\SH_Dupage River Bridge_53 Soil Boring Log - I.dgn



SOIL BORING LOG

GSI Job No. 18117

Page 1 of 1

Date 8/8/19

ROUTE DESCRIPTION 143rd St. Extension Project Between IL-59 & IL-126, Village of Plainfield, Illinois LOGGED BY ML

SECTION LOCATION SW 1/4, SEC. 3, TWP. T36N, RNG. R9E, 3rd PM

COUNTY Will DRILLING METHOD HSA/Rotary HAMMER TYPE Diedrich

STRUCT. NO.	DEPT H	BLOW S	UCS Qu	MOIST T	Surface Water Elev.	DEPT H	BLOW S	UCS Qu	MOIST T
Station	(ft)	(/6")	(tsf)	(%)	ft	(ft)	(/6")	(tsf)	(%)
BORING NO. BSB-001					Groundwater Elev.:				
Station 526+18					First Encounter Dry to -10.0' ft				
Offset 43.00ft Left					Upon Completion n/a ft				
Ground Surface Elev. 602.90 ft					After Hrs. ft				
SANDY TOPSOIL with Stone-black (Fill)	601.90			16	SILTY CLAY-dark gray-very stiff to hard (continued)		17		
SILTY CLAY-dark brown to brown-very stiff		6				21	3.5	17	
		7	P			31	B		
		3				15			
		4	2.5	25	Cobbles & Boulders-very dense	50/3"		17	
		3	P						
CLAY LOAM with Gravel-brown-stiff	597.40				Borehole continued with rock coring.				
		0							
		3	1.3	23					
		5	P						
SAND-brown-medium dense	594.90								
		2							
		3		29					
		6							
		-10							
SAND, GRAVEL & FRACTURED ROCK-brown-dense to very dense	592.40								
		7							
		26		12					
		32							
		28							
		50/3"		13					
		-15							
		50/3"							
				14					
SILTY CLAY-dark gray-very stiff to hard	584.90								
		10							
		14	3.9	18					
		26	B						
		-20							

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)



ROCK CORE LOG

PAGE 1 of 3

DATE 8/8/2019

LOGGED BY TZ

GSI JOB No. 18117

ROUTE Illinois Route 126 DESCRIPTION 143rd Street Extension Project from Il Rte. 159 to Il Rte.126

SECTION XXXX LOCATION SW 1/4, SEC 3, TWP. T36N, RNG. R9E, 3rd PM

COUNTY Will CORING METHOD Rotary Wash

STRUCT. NO. XXXXX CORING BARREL TYPE & SIZE NX Double Swivel-10 ft

Station XXXXXX Core Diameter 2.0 in

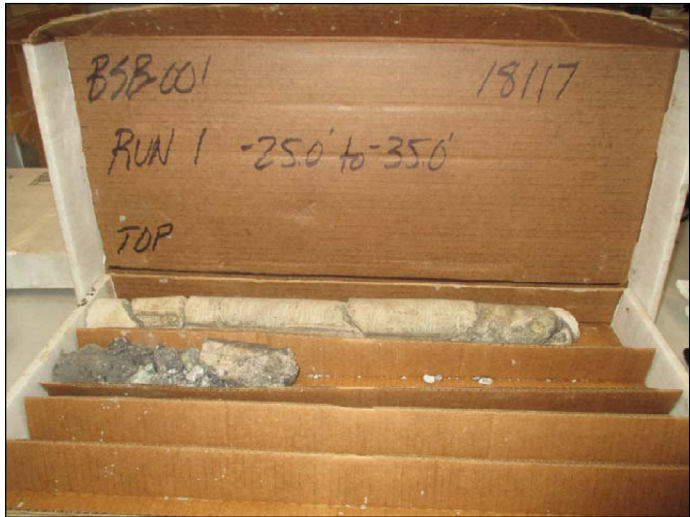
BORING NO. BSB-001 Top of Rock Elev. n/a

Northing 1805424.8 Begin Core Elev. n/a

Easting 1020925.3

Ground Surface Elev. 602.9

RUN 1 (-25.0' to -35.0')
Cobbles & boulders with shale & clay seams.



Color pictures of the cores Yes Cores will be stored for examination for 5 years after construction.
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)



USER NAME = Vincent Tan	DESIGNED - DH	REVISED -
	DRAWN - EC	REVISED -
PLOT SCALE = N/A	CHECKED - JTH	REVISED -
PLOT DATE = 2/19/2024 (11:00:20 AM)	DATE - 11/27/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING AND ROCK CORE LOGS - I
STRUCTURE NUMBER 099-6006

SCALE: SHEET 54 OF 79 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	730
CONTRACT NO. 61H34				
ILLINOIS FED. AID PROJECT				

Color pictures of the cores Yes Cores will be stored for examination for 5 years after construction.
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

Color pictures of the cores Yes Cores will be stored for examination for 5 years after construction.
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	733
		CONTRACT NO. 61H34		
		ILLINOIS FED. AID PROJECT		

Color pictures of the cores Yes Cores will be stored for examination for 5 years after construction.
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

A photograph of a wooden box containing several rolls of white material, likely film or paper. The box lid is open, revealing the contents. Handwritten text on the inside of the lid reads: "BSB-003", "18117", "RUN 2 - 235' to 335'", and "TOP". The rolls are secured with black straps.

Color pictures of the cores Yes Cores will be stored for examination for 5 years after construction.
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

A photograph of an open wooden box containing several long, thin, light-colored objects, possibly bone or wood, arranged in rows. The inside of the lid is labeled with handwritten text: "BSB-005" and "13117" in the top right, "RUN 1 -300' to 400'" in the center, and "RUN 1" in the bottom left.

Color pictures of the cores Yes Cores will be stored for examination for 5 years after construction.
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

Color pictures of the cores Yes Cores will be stored for examination for 5 years after construction.
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

Color pictures of the cores Yes Cores will be stored for examination for 5 years after construction.
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

Color pictures of the cores Yes Cores will be stored for examination for 5 years after construction.
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

A photograph of an open cardboard box containing several rolled-up documents. The inside of the lid is labeled "BSB-016", "18117", "RUN 1 -14.0' to 24.0'", and "TOP". The bottom of the box has labels "BSB-016" and "18117". The rolls are labeled "BSB-016" and "18117".

Color pictures of the cores Yes Cores will be stored for examination for 5 years after construction.
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

A photograph of an open cardboard box containing several rolled-up documents. The inside of the lid is labeled with 'BSB-016', '18117', 'RUN 2', '24.0' to 34.0'', and 'TOP'. A small roll of paper labeled 'Bot 1' is placed in front of the box.

Color pictures of the cores Yes Cores will be stored for examination for 5 years after construction.
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	744
		CONTRACT NO. 61H34		
		ILLINOIS FED. AID PROJECT		

Color pictures of the cores Yes Cores will be stored for examination for 5 years after construction.
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

Color pictures of the cores Yes Cores will be stored for examination for 5 years after construction.
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

[illegible]

Color pictures of the cores Yes Cores will be stored for examination for 5 years after construction.
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

[illegible]

Color pictures of the cores Yes Cores will be stored for examination for 5 years after construction.
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

FILE NAME = L:\Plainfield\16024202-00_143rdDraw\Structures\CADD_Sheets\SH_Dupage River Bridge_71 Soil Boring Log - XIX.dgn



SOIL BORING LOG

GSI Job No. 18117

Page 1 of 1

Date 9/5/19

ROUTE DESCRIPTION 143rd St. Extension Project Between IL-59 & IL-126, Village of Plainfield, Illinois LOGGED BY GL

SECTION LOCATION SW 1/4, SEC. 3, TWP. T36N, RNG. R9E, 3rd PM

COUNTY Will DRILLING METHOD HSA/Rotary HAMMER TYPE Diedrich

STRUCT. NO.	DEPTH	BLOW	UCS	MOIST	Surface Water Elev.	DEPTH	BLOW	UCS	MOIST
Station	H	S	Qu	T	ft	H	S	Qu	T
BORING NO. BSB-011	(ft)	(/6")	(tsf)	(%)	ft	(ft)	(/6")	(tsf)	(%)
Station 533+04									
Offset 32.40ft Right									
Ground Surface Elev. 601.90									
TOPSOIL-black				24					
600.90									
SILTY CLAY-dark gray-loose to medium dense (Fill)		5				50/4"			29
		5	4.0						
		6	P						
		1			578.40				
		2	0.5	37		50/1"			17
		3	P						
596.90									
SILTY SAND & GRAVEL-dark gray-loose to medium dense (Fill)									
		2		19					
		2							
		3							
		2							
		5		37					
		5							
		-10							
591.40									
FRACTURED ROCK-brown-very dense		11		4					
		50/5"							
becoming gray @ -13.0'									
		17							
		39		13					
		50/5"							
		50/2"		29					
		18							
		50/4"		18					
		-20							

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)



ROCK CORE LOG

PAGE 1 of 2

DATE 9/5/2019

LOGGED BY NW

GSI JOB No. 18117

ROUTE Illinois Route 126 DESCRIPTION 143rd Street Extension Project from Il Rte. 159 to Il Rte.126

SECTION XXXX LOCATION SE 1/4, SEC 3, TWP. T36N, RNG. R9E, 3rd PM

COUNTY Will CORING METHOD Rotary Wash

STRUCT. NO. XXXXX CORING BARREL TYPE & SIZE NX Double Swivel-10 ft

Station XXXXXX Core Diameter 2.0 in

BORING NO. BSB-011 Top of Rock Elev. 578.4

Northing 1805406.3 Begin Core Elev. 575.9

Easting 1021614.8

Ground Surface Elev. 601.9

SILURIAN SYSTEM, NIAGARAN SERIES DOLOMITE

RUN 1 (-26.0' to -36.0')

Light gray mottled gray & fine grained with horizontal bedding Some weathered fracture

zone with clay partings to -33.9'.



Color pictures of the cores Yes Cores will be stored for examination for 5 years after construction.
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)



USER NAME = Vincent Tan	DESIGNED - DH	REVISED -
	DRAWN - EC	REVISED -
PLOT SCALE = N/A	CHECKED - JTH	REVISED -
PLOT DATE = 2/19/2024 (11:01:16 AM)	DATE - 11/27/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING AND ROCK CORE LOGS - XIX
STRUCTURE NUMBER 099-6006

SCALE: SHEET 72 OF 79 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	748
		CONTRACT NO. 61H34		
ILLINOIS		FED. AID PROJECT		

Geo Services, Inc. Geotechnical, Environmental & Civil Engineering 805 Amherst Court, Suite 204 Naperville, Illinois 60565 (630) 355-2838	ROCK CORE LOG	PAGE <u>1</u> of <u>2</u> DATE <u>9/5/2019</u> LOGGED BY <u>TZ</u> GSI JOB No. <u>18117</u>
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ROUTE <u>Illinois Route 126</u>	DESCRIPTION <u>143rd Street Extension Project from Il Rte. 159 to Il Rte.126</u>
SECTION <u>XXXX</u>	LOCATION <u>SE 1/4, SEC 3, TWP. T36N, RNG. R9E, 3rd PM</u>
COUNTY <u>Will</u>	CORING METHOD <u>Rotary Wash</u>

STRUCT. NO. <u>XXXXX</u> Station <u>XXXXXX</u>	CORING BARREL TYPE & SIZE <u>NX Double Swivel-10 ft</u> Core Diameter <u>2.0 in</u> Top of Rock Elev. <u>587.8</u> Begin Core Elev. <u>584.8</u>
---	---

BORING NO. <u>BSB-012</u> Northing <u>1808596.1</u> Easting <u>1021784.7</u> Ground Surface Elev. <u>599.8</u>	
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SILURIAN SYSTEM, NIAGARAN SERIES DOLOMITE RUN 1 (-15.0' to -25.0') Light gray mottled gray & fine grained with horizontal bedding. Some horizontal fractures & rust staining throughout.	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="writing-mode: vertical-rl; transform: rotate(180deg);">DEPTH (ft)</th> <th style="writing-mode: vertical-rl; transform: rotate(180deg);">CORE RUN (#)</th> <th style="writing-mode: vertical-rl; transform: rotate(180deg);">RE COVER Y (%)</th> <th style="writing-mode: vertical-rl; transform: rotate(180deg);">R Q D . (%)</th> <th style="writing-mode: vertical-rl; transform: rotate(180deg);">C O R E T I M E (min /ft)</th> <th style="writing-mode: vertical-rl; transform: rotate(180deg);">S T R E N G T H (tsf)</th> </tr> <tr> <td></td> <td>1</td> <td>99.0</td> <td>73.0</td> <td>n/a</td> <td>773 @ -15.1'</td> </tr> </table>	DEPTH (ft)	CORE RUN (#)	RE COVER Y (%)	R Q D . (%)	C O R E T I M E (min /ft)	S T R E N G T H (tsf)		1	99.0	73.0	n/a	773 @ -15.1'
DEPTH (ft)	CORE RUN (#)	RE COVER Y (%)	R Q D . (%)	C O R E T I M E (min /ft)	S T R E N G T H (tsf)								
	1	99.0	73.0	n/a	773 @ -15.1'								

Color pictures of the cores Yes Cores will be stored for examination for 5 years after construction.
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

[illegible]

Color pictures of the cores Yes Cores will be stored for examination for 5 years after construction.
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

FILE NAME = L:\Plainfield\16024202-00_143rd\Draw\Structures\CADD_Sheets\SH_Dupage River Bridge_74 Soil Boring Log - XXII.dgn



SOIL BORING LOG

GSI Job No. 18117

Page 1 of 1

Date 8/6/19

ROUTE DESCRIPTION 143rd St. Extension Project Between IL-59 & IL-126, Village of Plainfield, Illinois LOGGED BY ML

SECTION LOCATION SW 1/4, SEC. 3, TWP. T36N, RNG. R9E, 3rd PM

COUNTY Will DRILLING METHOD HSA/Rotary HAMMER TYPE Diedrich

STRUCT. NO.	DEPTH	BLOW	UCS	MOIST	Surface Water Elev.	DEPTH	BLOW	UCS	MOIST
Station	(ft)	(/6")	(tsf)	(%)	ft	(ft)	(/6")	(tsf)	(%)
BORING NO. BSB-013					Groundwater Elev.:				
Station 534+44					First Encounter 595.1				
Offset 32.40ft Right					Upon Completion n/a				
Ground Surface Elev. 603.10					After Hrs.				
SANDY TOPSOIL-black				21	Drillers Observation: Apparent				
		4			Bedrock (continued) 582.10				
		6		24	Borehole continued with rock				
		6			coring.				
600.10									
ORGANIC SILTY		3							
CLAY-black-loose		2	1.0	51					
		3	P						
-5									
597.60									
SAND & GRAVEL-gray-medium		7							
dense		8		12					
		9							
595.10									
SILTY SAND & GRAVEL-brown &		7							
gray-medium dense		8		15					
		19							
-10									
		14							
		7		11					
		12							
590.10									
FRACTURED ROCK-brown &		50/3"		12					
gray-very dense									
		-15							
		50/1"		12					
		50/0"							
583.60				NR					
		-20							

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)



ROCK CORE LOG

PAGE 1 of 2

DATE 8/6/2019

LOGGED BY VH

GSI JOB No. 18117

ROUTE Illinois Route 126 DESCRIPTION 143rd Street Extension Project from Il Rte. 159 to Il Rte.126

SECTION XXXX LOCATION SW 1/4, SEC 3, TWP. T36N, RNG. R9E, 3rd PM

COUNTY Will CORING METHOD Rotary Wash

STRUCT. NO. XXXXX CORING BARREL TYPE & SIZE NX Double Swivel-5 ft

Station XXXXXX Core Diameter 2.0 in

BORING NO. BSB-013 Top of Rock Elev. 583.6

Northing 1805417.9 Begin Core Elev. 582.1

Easting 1021754.3

Ground Surface Elev. 603.1

SILURIAN SYSTEM, NIAGARAN SERIES DOLOMITE

RUN 1 (-21.0' to -31.0')

Light gray mottled gray with horizontal bedding. Fine grained with some horizontal fractures.



Color pictures of the cores Yes Cores will be stored for examination for 5 years after construction.
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)



USER NAME = Vincent Tan

DESIGNED - DH
DRAWN - EC
CHECKED - JTH
DATE - 11/27/2023

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING AND ROCK CORE LOGS - XXII
STRUCTURE NUMBER 099-6006

SCALE: SHEET 75 OF 79 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	751
CONTRACT NO. 61H34			ILLINOIS FED. AID PROJECT	

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	752
		CONTRACT NO. 61H34		
		ILLINOIS FED. AID PROJECT		

Geo Services, Inc. Geotechnical, Environmental & Civil Engineering 805 Amherst Court, Suite 204 Naperville, Illinois 60565 (630) 355-2838	ROCK CORE LOG	PAGE <u>1</u> of <u>2</u> DATE <u>8/6/2019</u> LOGGED BY <u>TZ</u> CSI JOB No. <u>18117</u>	
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ROUTE <u>Illinois Route 126</u>	DESCRIPTION <u>143rd Street Extension Project from Il Rte. 159 to Il Rte.126</u>
SECTION <u>XXXX</u>	LOCATION <u>SW 1/4, SEC 3, TWP. T36N, RNG. R9E, 3rd PM</u>
COUNTY <u>Will</u>	CORING METHOD <u>Rotary Wash</u>

STRUCT. NO. <u>XXXXX</u>	CORING BARREL TYPE & SIZE <u>NX Double Swivel—10 ft</u>
Station <u>XXXXXX</u>	Core Diameter <u>2.0 in</u>
BORING NO. BSB-014	Top of Rock Elev. <u>583.9</u>
Northing <u>1805503.2</u>	Begin Core Elev. <u>581.9</u>
Easting <u>1021872</u>	
Ground Surface Elev. <u>604.9</u>	

SILURIAN SYSTEM, NIAGARAN SERIES DOLOMITE RUN 1 (-23.0' to -33.0') Light gray mottled gray with horizontal bedding. Weathered with rust staining to -25.5'. Some horizontal fractures throughout.	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="writing-mode: vertical-rl; transform: rotate(180deg);">DEPTH (ft)</th> <th style="writing-mode: vertical-rl; transform: rotate(180deg);">CORE RUN (#)</th> <th style="writing-mode: vertical-rl; transform: rotate(180deg);">RE CO VE RY (%)</th> <th style="writing-mode: vertical-rl; transform: rotate(180deg);">R. Q. D. (%)</th> <th style="writing-mode: vertical-rl; transform: rotate(180deg);">C O R E I M E (min /ft)</th> <th style="writing-mode: vertical-rl; transform: rotate(180deg);">S T R E N G T H (tsf)</th> </tr> </thead> <tbody> <tr> <td></td> <td style="text-align: center;">1</td> <td style="text-align: center;">98.0</td> <td style="text-align: center;">72.0</td> <td style="text-align: center;">n/a</td> <td style="text-align: center;">741 @ -25.6'</td> </tr> </tbody> </table>	DEPTH (ft)	CORE RUN (#)	RE CO VE RY (%)	R. Q. D. (%)	C O R E I M E (min /ft)	S T R E N G T H (tsf)		1	98.0	72.0	n/a	741 @ -25.6'
DEPTH (ft)	CORE RUN (#)	RE CO VE RY (%)	R. Q. D. (%)	C O R E I M E (min /ft)	S T R E N G T H (tsf)								
	1	98.0	72.0	n/a	741 @ -25.6'								



Color pictures of the cores Yes Cores will be stored for examination for 5 years after construction.
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

Geo Services, Inc. Geotechnical, Environmental & Civil Engineering 805 Amherst Court, Suite 204 Naperville, Illinois 60565 (630) 355-2838 ROCK CORE LOG PAGE <u>2</u> of <u>2</u> DATE <u>8/6/2019</u> LOGGED BY <u>TZ</u> GSI JOB No. <u>18117</u>						
ROUTE <u>Illinois Route 126</u>	DESCRIPTION <u>143rd Street Extension Project from Il Rte. 159 to Il Rte.126</u>					
SECTION <u>XXXX</u>	LOCATION <u>SW 1/4, SEC 3, TWP. T36N, RNG. R9E, 3rd PM</u>					
COUNTY <u>Will</u>	CORING METHOD <u>Rotary Wash</u>					
STRUCT. NO. <u>XXXXX</u>	CORING BARREL TYPE & SIZE <u>NX Double Swivel-10 ft</u>					
Station <u>XXXXXX</u>	Core Diameter <u>2.0 in</u>					
BORING NO. BSB-014	Top of Rock Elev. <u>583.9</u>					
	Begin Core Elev. <u>581.9</u>					
Northing <u>1805503.2</u>	DEPTH (ft)	CORE RUN (#)	RECOVER Y (%)	R . Q . D . (%)	COR ET I M E (min /ft)	S T R E N G T H (tsf)
Easting <u>1021872</u>						
Ground Surface Elev. <u>604.9</u>						
SILURIAN SYSTEM, NIAGARAN SERIES DOLOMITE RUN 1 (-33.0' to -43.0') Light gray mottled gray with horizontal to wavy bedding. Weathered with numerous horizontal fractures throughout.						
	-38.0					
	-43.0					



Color pictures of the cores Yes Cores will be stored for examination for 5 years after construction.
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

FILE NAME = L:\Plainfield\16024202-00_143rdDraw\Structures\CADD_Sheets\SH_Dupage River Bridge_77 Soil Boring Log - XXV.dgn



SOIL BORING LOG

GSI Job No. 18117

Page 1 of 1

Date 8/5/19

ROUTE DESCRIPTION 143rd St. Extension Project Between IL-59 & IL-126, Village of Plainfield, Illinois LOGGED BY MM

SECTION LOCATION SW 1/4, SEC. 3, TWP. T36N, RNG. R9E, 3rd PM

COUNTY Will DRILLING METHOD HSA/Rotary HAMMER TYPE Diedrich

STRUCT. NO.	DEPTH	BLOW	UCS	MOIST	Surface Water Elev.	DEPTH	BLOW	UCS	MOIST
Station	H	S	Qu	T	ft	H	S	Qu	T
BORING NO.	(ft)	(/6")	(tsf)	(%)	ft	(ft)	(/6")	(tsf)	(%)
BSB-015									
Station 535+54									
Offset 32.40ft Right									
Ground Surface Elev. 604.20	ft				ft				
TOPSOIL-black	603.20			15					
CRUSHED CONCRETE-loose		9		9		50/2"			13
		3							
		3							
TOPSOIL-black-stiff	601.20								
		3				50/2"			11
		2	1.0	41					
		3	P						
CLAYEY SAND & GRAVEL-gray-loose	598.70								
		2		14					
		3							
		6							
SILTY CLAY-gray-medium dense	596.20								
		3							
		3	0.5	17					
		2	P						
		-10							
SAND, GRAVEL & FRACTURED ROCK-brown-medium dense to very dense	593.70								
		9		9					
		19							
		29							
		6							
		9		9					
		9							
		-15							
		50/1"		12					
		50/5"		12					
		-20							

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)



ROCK CORE LOG

PAGE 1 of 2

DATE 4/5/2019

LOGGED BY VH

GSI JOB No. 18117

ROUTE Illinois Route 126 DESCRIPTION 143rd Street Extension Project from Il Rte. 159 to Il Rte.126

SECTION XXXX LOCATION SW 1/4, SEC. 3, TWP. T36N, RNG. R9E, 3rd PM

COUNTY Will CORING METHOD Rotary Wash

STRUCT. NO. XXXXX CORING BARREL TYPE & SIZE NX Double Swivel-10 ft

Station XXXXXX Core Diameter 2.0 in

BORING NO. BSB-015 Top of Rock Elev. 578.2

Northing 1805426.9 Begin Core Elev. 578.2

Easting 1021864.0

Ground Surface Elev. 604.2

SILURIAN SYSTEM, NIAGARAN SERIES DOLOMITE

RUN 1 (-26.0' to -36.0')

Light gray mottled gray with some rust staining to -27.5'. Weathered & highly fractured with numerous clay partings throughout.



Color pictures of the cores Yes Cores will be stored for examination for 5 years after construction.
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)



USER NAME = Vincent Tan	DESIGNED - DH	REVISED -
	DRAWN - EC	REVISED -
PLOT SCALE = N/A	CHECKED - JTH	REVISED -
PLOT DATE = 2/19/2024 (11:01:34 AM)	DATE - 11/27/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING AND ROCK CORE LOGS - XXV
STRUCTURE NUMBER 099-6006

SCALE: SHEET 78 OF 79 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	754
CONTRACT NO. 61H34				
ILLINOIS FED. AID PROJECT				

BM 1: PK nail in shoulder at northeast corner of culvert.
Sta. 511+24.25, Offset 23.58' Lt., Elev. 610.82.

S.N. 099-3364, was built in 2006 as a triple barrel box culvert approximately 10'-0" x 8'-0". The culvert consists of precast concrete segments with cast-in-place end sections and wingwalls. The length of the culvert is 78'-10³/₈" out-to-out headwalls.

Traffic is to be maintained at all times.

No Salvage.

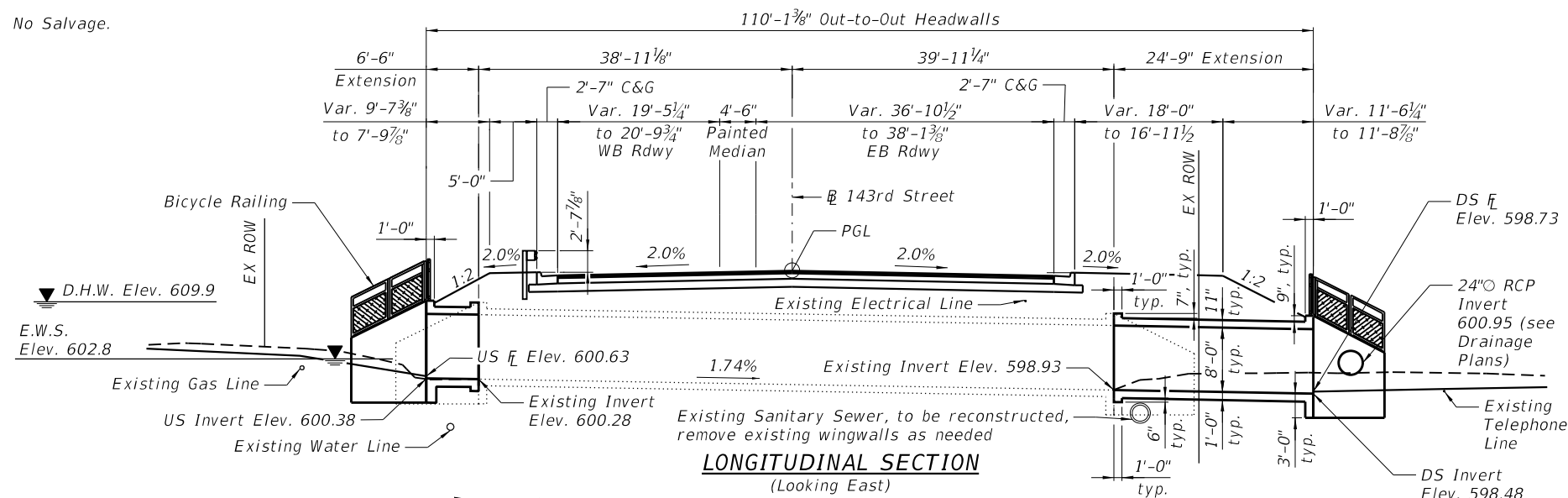
Prop. Curve PRCL_143_3
P.I. STA. = 509+62.83
 $\Delta = 1^\circ 40' 55''$ (RT)
 $D = 0^\circ 39' 58''$
 $R = 8,600.00'$
 $T = 126.24'$
 $L = 252.46'$
 $E = 0.93'$
S.E. = None
P.C. STA. = 508+36.59
P.T. STA. = 510+89.05

$f'_c = 3,500 \text{ psi}$
 $f_y = 60,000 \text{ psi (reinforcement)}$

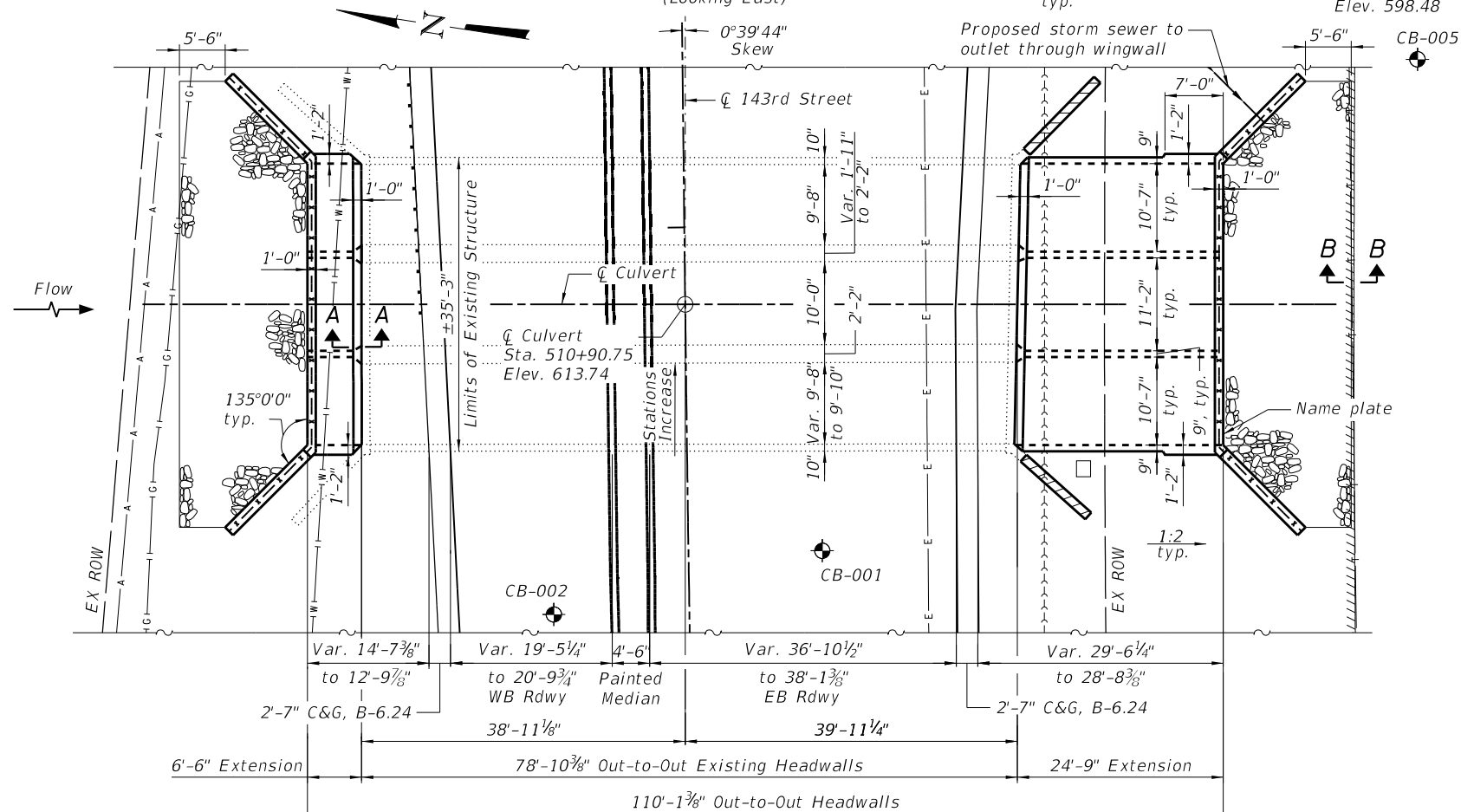
$f'_c = 3,500$ psi (cast-in-place)
 $f'_c = 5,000$ psi (precast)
 $f_y = 60,000$ psi (reinforcement)
 $f_y = 65,000$ psi (welded wire fabric)

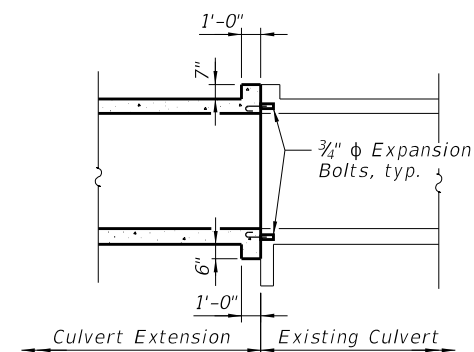
Allow 50 psf for future wearing surface.

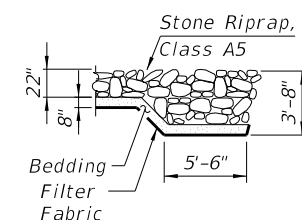
*AASHTO Standard Specifications
for Highway Bridges, 17th Edition, 2002*

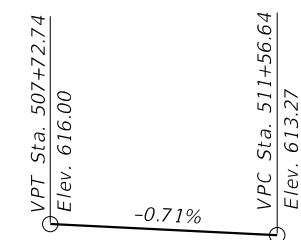


(Looking East)





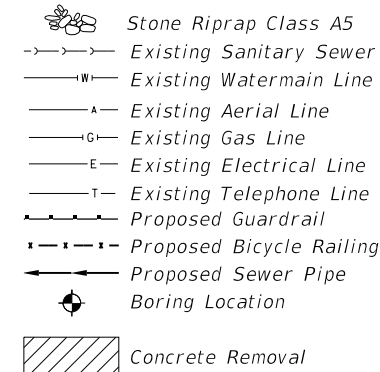




(FAU Route 0380)

- 143rd Street)

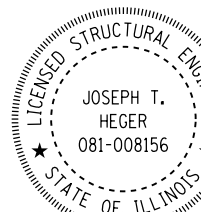
 Stone



<u>SHEET NO.</u>	<u>SHEET TITLE</u>
1	General Plan and Elevation
2	General Data and Total Bill of Material
3	Section Details - I
4	Section Details - II
5	Bicycle Railing Details
6	Soil Boring Log - I
7	Soil Boring Log - II

APPROVED
For Structural Adequacy Only

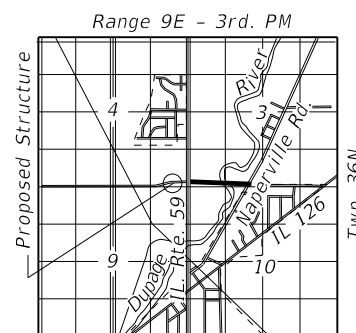
Engineer of Bridges & Structures



[Signature]

Exp. Date 11/30/2

"I certify that to the best of my knowledge, information and belief, this design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of the structure and complies with the requirements of the current Design Specifications listed."



GENERAL PLAN AND ELEVATION
143RD STREET OVER WEST NORMAN DRAIN
F.A.U. ROUTE 0380 - SECTION 06-00040-00-FP
WILL COUNTY
STA. 510+90.75
STRUCTURE NO. 099-3364

1. *The location of buried and above ground utilities shown in the plans is for the Contractor's information only and is not to be referenced for construction purposes. Prior to initiating construction of the proposed structure, the Contractor shall perform exploratory excavation to determine the location and depth of utilities, and if there is a need, to relocate the water main utility. Exploratory excavation at this location only shall be paid for as Exploration Trench 72" Depth. A nominal quantity for Exploration Trench 72" Depth is included. Contractor will be paid for actual length of trench as approved by the Engineer.*
2. *Reinforcement bars designated (E) shall be epoxy coated.*
3. *The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.*
4. *For construction staging, see Suggested Sequence of Construction sheets.*
5. *Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.*
6. *No precast alternate is allowed.*

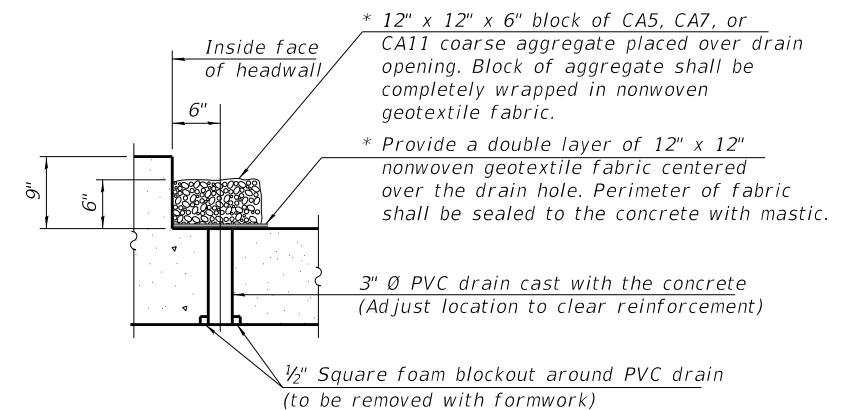
ITEM	UNIT	TOTAL
Exploration Trench 72" Depth	Foot	10
Stone Riprap, Class A5	Sq. Yd.	206
Filter Fabric	Sq. Yd.	206
Concrete Removal	Cu. Yd.	11
Structure Excavation	Cu. Yd.	150
Reinforcement Bars, Epoxy Coated	Pound	24560
Bicycle Railing	Foot	127
Name Plates	Each	1
Expansion Bolts 3/4 Inch	Each	130
Concrete Box Culverts	Cu. Yd.	149

Existing Name Plate shall be cleaned and relocated next to the Name Plate. Cost included with Name Plates. See Std. 515001

Exist. Low Grade Elev. 613.26 ft. @ Sta. 511+55									
Drainage Area = 8.4 sq. mi. Prop. Low Grade Elev. 613.30 ft. @ Sta. 511+55									
Flood	Freq. Yr.	Q C.F.S.	Opening Exist.	Sq. Ft. Exist.	Nat. H.W.E.	Head - Ft. Exist.	Prop.	Headwater Elev. Exist.	Prop.
	10	1,230	184.8	182.1	607.0	0.7	0.8	607.7	607.8
Design	50	1,990	222.1	219.3	608.2	1.5	1.6	609.7	609.8
Base	100	2,380	227.3	227.3	609.5	2.3	2.4	611.8	611.9
OVT(E)	329	3,230	227.3	227.3	610.2	3.7	3.8	613.9	614.0
OVT(P)	340	3,250	227.3	227.3	610.2	3.7	3.8	613.9	614.0
Max. Calc.	500	3,600	227.3	227.3	610.5	3.8	3.9	614.3	614.4

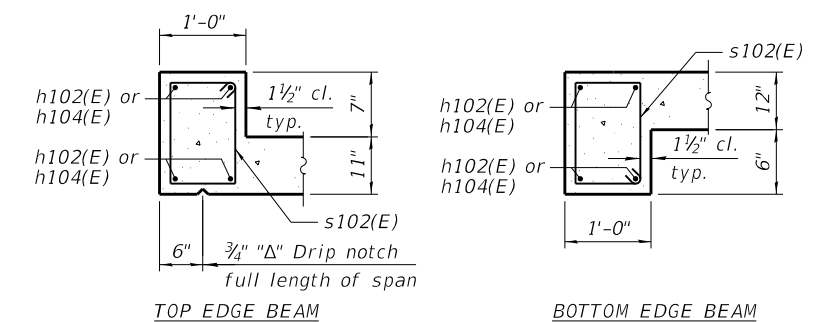
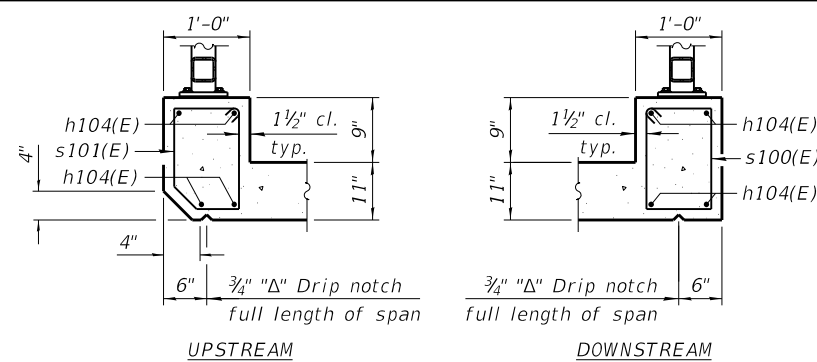
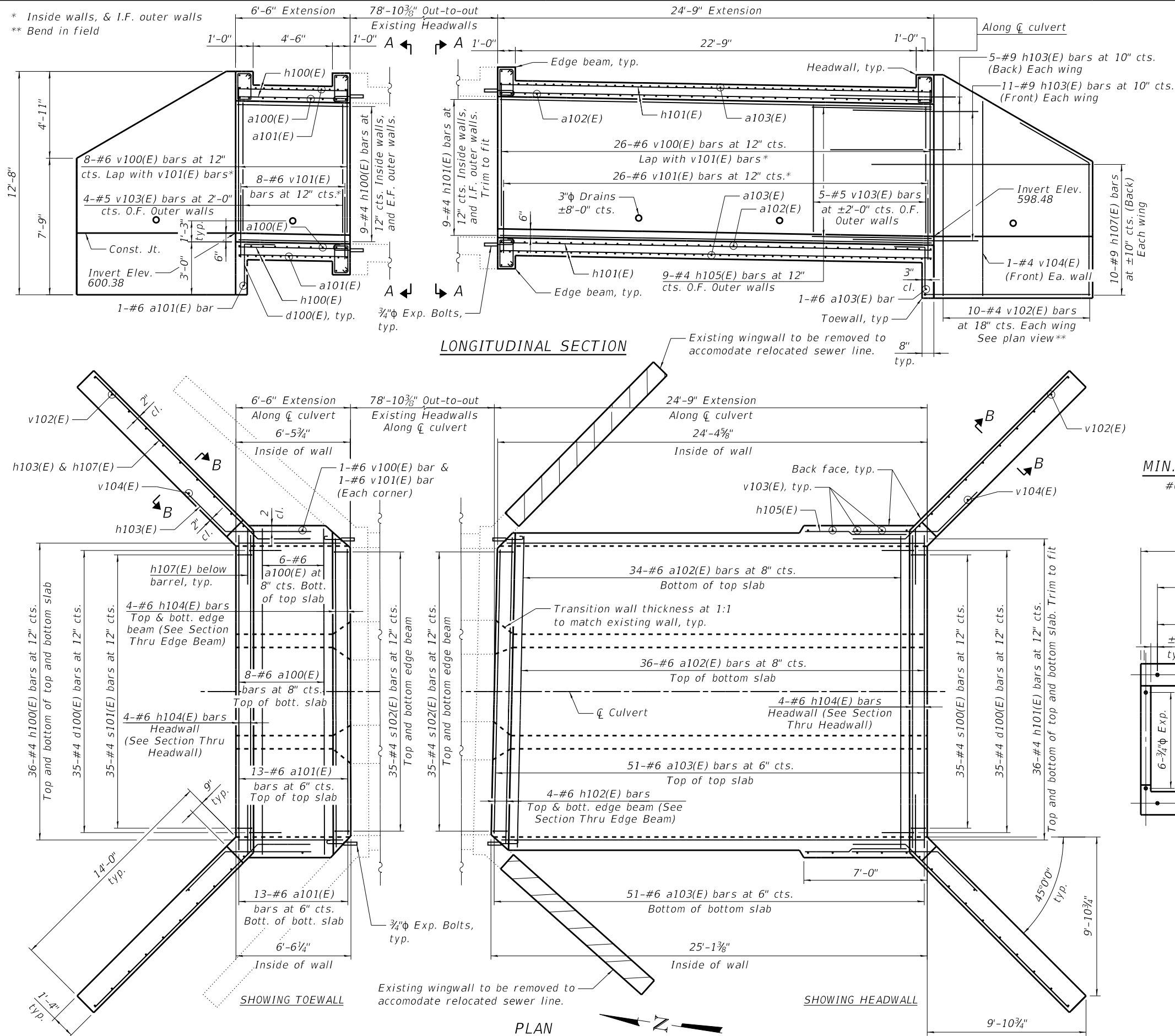


(Downstream End Only)

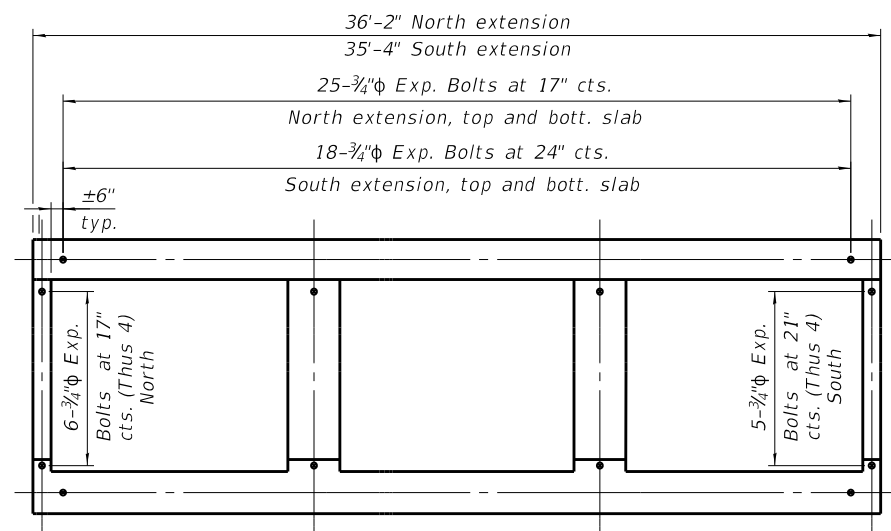


(All costs associated with furnishing and constructing the above drain detail will not be measured for payment but shall be included in the contract unit price for the associated work.)

FILE NAME = L:\Plainfield\6024202-00_143rdDraw\Structures\CADD_Sheets\SH_Culvert 143rd_03_Details1.dgn



MIN. BAR LAP
#6 = 3'-10"



- NOTES:**
1. See sheet 4 of 7 for Section B-B.
 2. A distance of half the length of the wingwall, but not less than six feet, of the barrel shall be poured monolithically with the wingwalls.



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	DATE - 11/27/2023	REVISED -

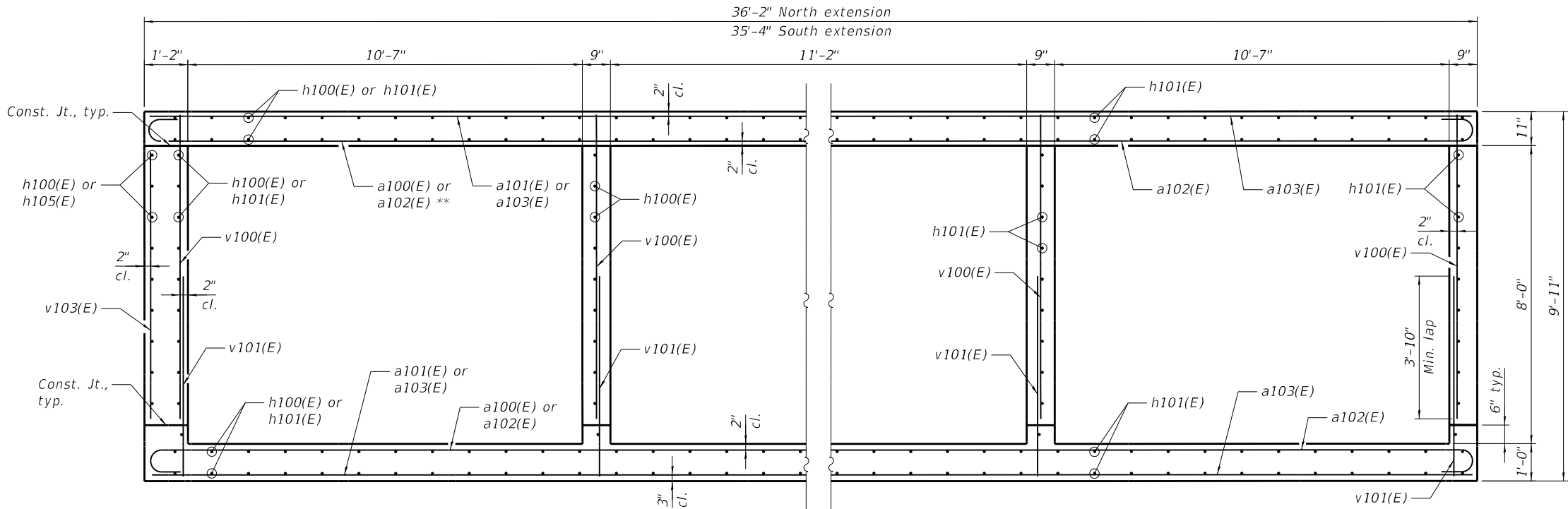
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SECTION DETAILS-I
STRUCTURE NUMBER 099-3364

SCALE: SHEET 3 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	758
CONTRACT NO. 61H34				
ILLINOIS FED. AID PROJECT				

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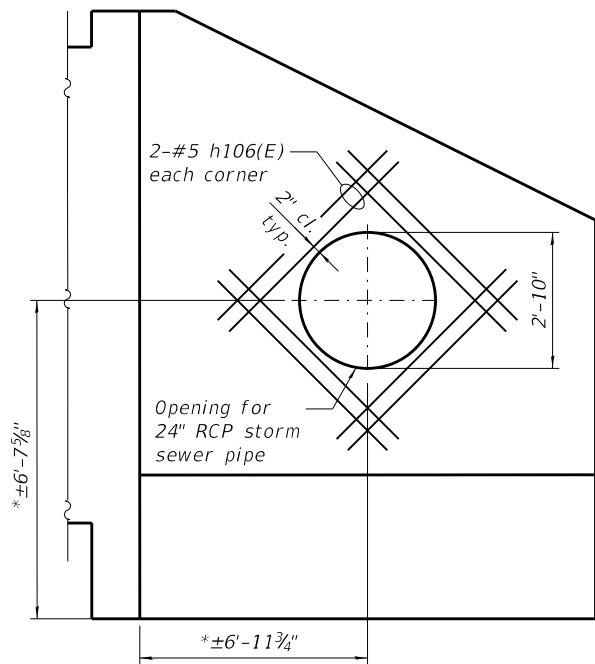


NORTH EXT. & SOUTH WIDENED SECTION

CROSS SECTION THRU BARRELS

SOUTH EXT.

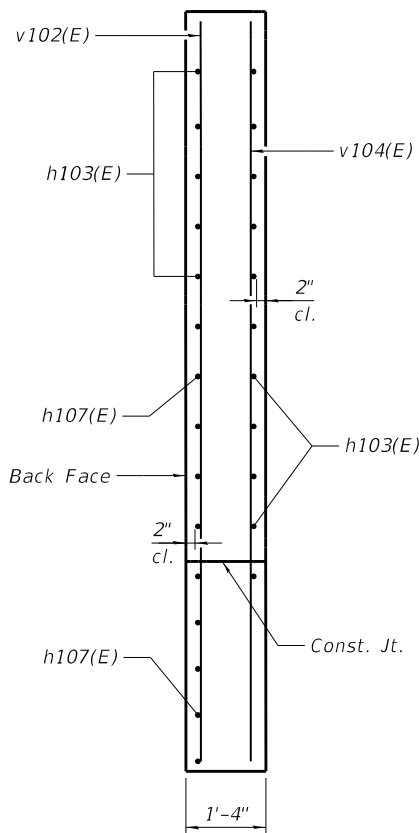
** See Note 3



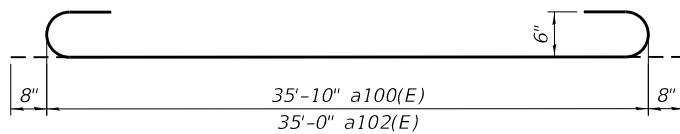
DRAINAGE PIPE DETAIL

Southeast Wingwall
(Cut wingwall reinforcement in field to fit pipe)

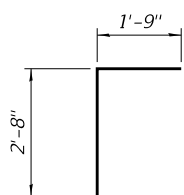
* See drainage plans



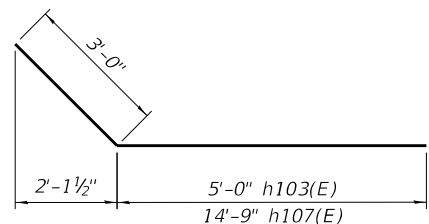
SECTION B-B



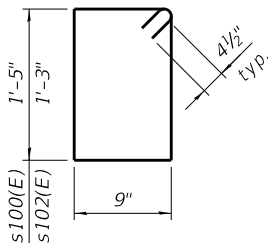
BAR a100(E) & a102(E)



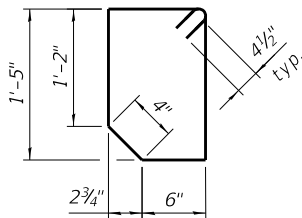
BAR d100(E)



BAR h103(E) & h107(E)



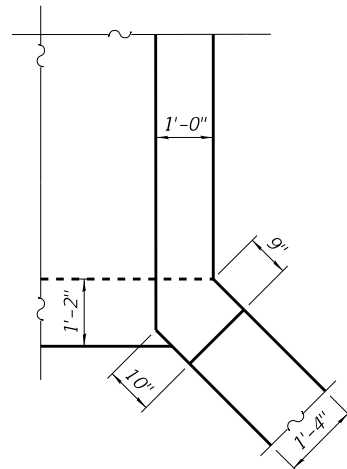
BAR s100(E) & s102(E)



BAR s101(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a100(E)	14	#6	37'-2"	
a101(E)	27	#6	35'-10"	
a102(E)	70	#6	36'-4"	
a103(E)	103	#6	35'-0"	
d100(E)	70	#4	4'-5"	
h100(E)	198	#4	6'-2"	
h101(E)	180	#4	24'-9"	
h102(E)	8	#6	35'-0"	
h103(E)	64	#9	8'-0"	
h104(E)	16	#4	35'-10"	
h105(E)	18	#4	6'-10"	
h106(E)	16	#5	5'-0"	
h107(E)	40	#9	17'-9"	
s100(E)	35	#4	5'-1"	
s101(E)	35	#4	5'-0"	
s102(E)	140	#4	4'-9"	
v100(E)	140	#6	8'-1"	
v101(E)	140	#6	5'-3"	
v102(E)	40	#4	12'-4"	
v103(E)	18	#5	7'-3"	
v104(E)	4	#4	11'-6"	
Reinforcement Bars, Epoxy Coated			Pound	24,560
Expansion Bolts 3/4 inch			Each	130
Concrete Box Culverts			Cu. Yd.	149



CORNER DETAIL

NOTES:

- All construction joints shall be bonded.
- See sheet 3 of 7 for location of Section B-B.
- Tilt hook of a100(E) or a102(E) bars if necessary for 2" min. cl.



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USER NAME = Vincent Tan
PLOT SCALE = N/A
PLOT DATE = 2/19/2024 (11:25:14 AM)

DESIGNED - MAC
DRAWN - MAC
CHECKED - DH/JTH
DATE - 11/27/2023

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SECTION DETAILS-II
STRUCTURE NUMBER 099-3364

SCALE: SHEET 4 OF 7 SHEETS STA. TO STA.

F.A.U. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.
0380 06-00040-00-FP WILL 943 759
CONTRACT NO. 6IH34
ILLINOIS FED. AID PROJECT



GSI Job No. 18117

SOIL BORING LOG

Page 1 of 1

Date 5/30/19

ROUTE DESCRIPTION 143rd St. Extension Project Between IL-59 & IL-126, Village of Plainfield, Illinois LOGGED BY RT

SECTION LOCATION NE 1/4, SEC. 9, TWP. T36N, RNG. R9E, 3rd PM

COUNTY Will DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO.	DEPT H	BLOW S	UCS Qu	MOIST T	Surface Water Elev.	ft	DEPT H	BLOW S	UCS Qu	MOIST T
Station					Stream Bed Elev.	ft				
BORING NO. CB-001					Groundwater Elev.:					
Station 510+61					First Encounter 598.6	ft ▾				
Offset 16.70ft Right					Upon Completion 595.6	ft ▾				
Ground Surface Elev. 613.60	ft	(ft)	(/6")	(tsf)	(%)	ft	(ft)	(/6")	(tsf)	(%)
17.0" ASPHALT					593.10					
612.18		30			FRACTURED ROCK-gray-very dense	592.10	50/6"			
CLAY LOAM with Stone-brown & gray-medium dense to dense (Fill)		20		6	Auger Refusal @ -21.5'. End of Boring. Boring backfilled with cuttings.					12
		19								
		7								
		10		4						
		10								
608.10		-5								
SILTY CLAY-dark brown & gray spotted black-medium stiff to stiff		2								
		3	0.8	29						
		3	P							
		3								
		5	1.4	25						
		6	B							
		-10								
		3								
		4	0.8	29						
		4	B							
		4								
599.60		4								
SILTY LOAM-gray-medium dense		6		20						
		7								
598.10		15								
SILTY CLAY LOAM with Gravel-gray-very dense		7								
		34		15						
		54								
595.60										
SANDY LOAM with Gravel-gray-medium dense		27								
		12		10						
		9								
		-20								

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)



GSI Job No. 18117

SOIL BORING LOG

Page 1 of 1

Date 5/30/19

ROUTE DESCRIPTION 143rd St. Extension Project Between IL-59 & IL-126, Village of Plainfield, Illinois LOGGED BY RT

SECTION LOCATION NE 1/4, SEC. 9, TWP. T36N, RNG. R9E, 3rd PM

COUNTY Will DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO.	DEPT H	BLOW S	UCS Qu	MOIST T	Surface Water Elev.	ft	DEPT H	BLOW S	UCS Qu	MOIST T
Station					Stream Bed Elev.	ft				
BORING NO. CB-002					Groundwater Elev.:					
Station 510+54					First Encounter 601.0	ft ▾				
Offset 16.90ft Left					Upon Completion 598.5	ft ▾				
Ground Surface Elev. 614.50	ft	(ft)	(/6")	(tsf)	(%)	ft	(ft)	(/6")	(tsf)	(%)
17.0" ASPHALT					SAND with Gravel-gray-dense (continued)	593.50				
613.08		14			Auger Refusal @ -21 0'. End of Boring. Boring backfilled with cuttings.		50/0"			NR
CRUSHED STONE-gray-dense		16		7						
		14								
611.50										
CLAY LOAM-brown-hard (Fill)		4								
		7	4.5	16						
		13	P							
		-5								
609.00										
TOPSOIL-black		2								
		4	2.5	29						
		7	P							
606.50										
SILTY CLAY LOAM with Gravel-black-stiff (Possible Fill)		4								
		5	1.5	15						
		6	P							
		-10								
604.00										
SILTY CLAY-dark brown & gray spotted black-stiff		4								
		4	1.5	21						
		4	P							
601.50										
SANDY LOAM-gray-loose		2								
		2		20						
		3								
		-15								
599.00										
SAND-gray-medium dense		10		19						
		6								
		12								
596.50										
SAND with Gravel-gray-dense		19								
		19		15						
		30								
		-20								

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)

FILE NAME = L:\Plainfield\16024202-00_143rd\Draw\Structures\CADD_Sheets\SH_Culvert 143rd_06_Soil Boring Log Log.dgn



USER NAME = Vincent Tan	DESIGNED - MAC	REVISED -
	DRAWN - MAC	REVISED -
PLOT SCALE = N/A	CHECKED - DH/JTH	REVISED -
PLOT DATE = 2/19/2024 (11:25:17 AM)	DATE - 11/27/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOG - I
STRUCTURE NUMBER 099-3364

SCALE: SHEET 6 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	761
CONTRACT NO. 61H34				
ILLINOIS FED. AID PROJECT				



GSJ Job No. 18117

SOIL BORING LOG

Page 1 of 1

Date 10/24/19

ROUTE DESCRIPTION 143rd St. Extension Project Between IL-59 & IL-126, Village of Plainfield, Illinois LOGGED BY MM

SECTION LOCATION NE 1/4, SEC. 9, TWP. T36N, RNG. R9E, 3rd PM

COUNTY Will DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. Station

BORING NO. CB-005
Station 511+44
Offset 76.60ft Right
Ground Surface Elev. 612.80 ft

DEPTH (ft)
BLOW S (1/6")
UCS (tsf)
MOIST (%)

Surface Water Elev. ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter 593.8 ft
Upon Completion ft
After Hrs. ft

DEPTH (ft)
BLOW S (1/6")
UCS (tsf)
MOIST (%)

SILTY SAND, GRAVEL & STONE-brown-medium dense				5		SILTY LOAM with Coal-dark gray spotted black-dense to very dense			
	9						7		
	13			7			10		14
	11						19		
609.80									
SILTY CLAY LOAM-brown-medium dense (Fill)									
	9						14		
	11			13			25		14
	12						41		
607.30						End Of Boring @ -25.0'. Boring backfilled with cuttings.			
SILTY SAND & GRAVEL-brown-loose (Fill)									
	2								
	3			11					
	3								
604.80									
SILTY LOAM-gray-very loose to loose									
	2								
	2			17					
	3								
-10							-30		
	2								
	2	2.3		18					
	2	P							
599.80									
SILTY CLAY-gray-stiff									
	1								
	1	1.5		27					
	2	B							
-15							-35		
597.30									
SILT-gray-medium dense									
	5								
	9			20					
	10								
594.80									
SILTY CLAY LOAM with Fractured Rock-gray-medium dense									
	6								
	7			14					
	18								
-20							-40		

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)

FILE NAME = L:\Plainfield\16024202-00_143rd\Draw\Structures\CADD_Sheets\Sh_Culvert 143rd_07_Soil Boring Log II.dgn



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USER NAME = Vincent Tan

DESIGNED - MAC

REVISED -

DRAWN - MAC

REVISED -

PLOT SCALE = N/A

CHECKED - DH/JTH

REVISED -

PLOT DATE = 2/19/2024 (11:25:24 AM)

DATE - 11/27/2023

REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOG - II
STRUCTURE NUMBER 099-3364

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	762
		CONTRACT NO. 61H34		
ILLINOIS		FED. AID PROJECT		

BENCHMARK

BM 27: Tag bolt on hydrant.
Sta. 40+15.22, Offset 46.32' Rt., Elev. 613.23

DESIGN SPECIFICATIONS

AASHTO Standard Specifications For Highway
Bridges, 17th Edition, 2002

LOADING HS20-44

Allow 50 psf for future wearing surface.

DESIGN STRESSES

NEW CONSTRUCTION

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (reinforcement)

EXISTING STRUCTURE

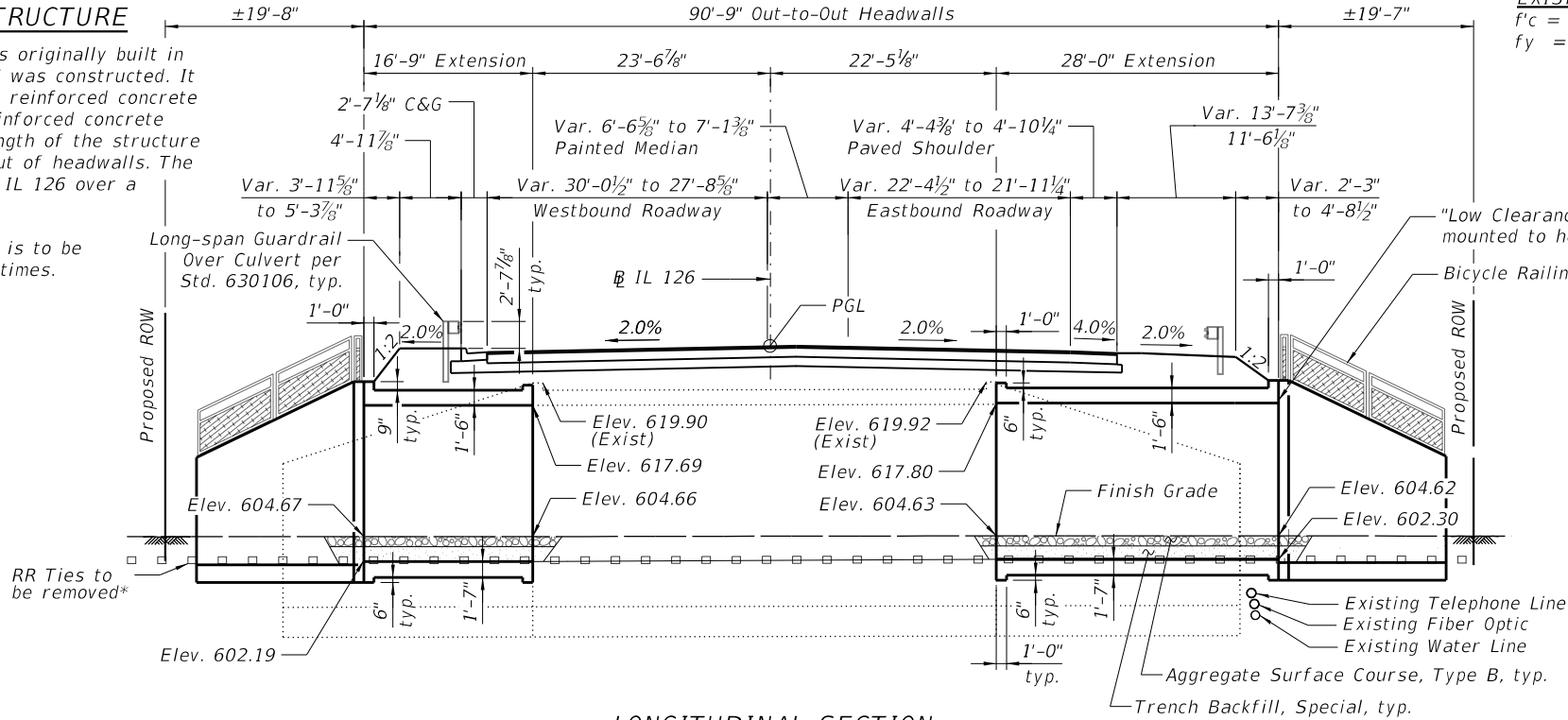
$f'_c = 3,500$ psi
 $f_y = 40,000$ psi (reinforcement)

EXISTING STRUCTURE

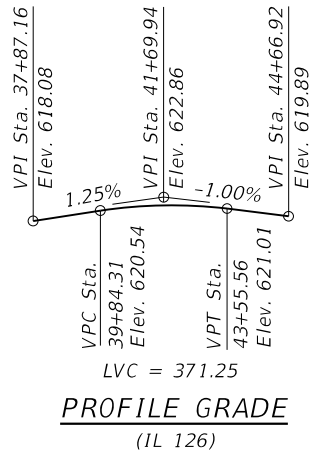
S.N. 099-2010 was originally built in 1952 when IL 126 was constructed. It is a cast-in-place reinforced concrete structure with reinforced concrete wingwalls. The length of the structure is 46'-0" out to out of headwalls. The structure carries IL 126 over a service road.

Traffic on IL 126 is to be maintained at all times.

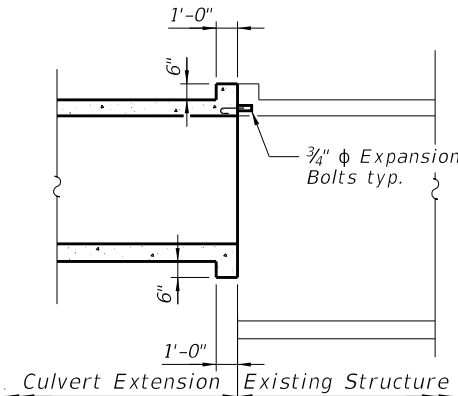
No Salvage



LONGITUDINAL SECTION



PROFILE GRADE
(IL 126)



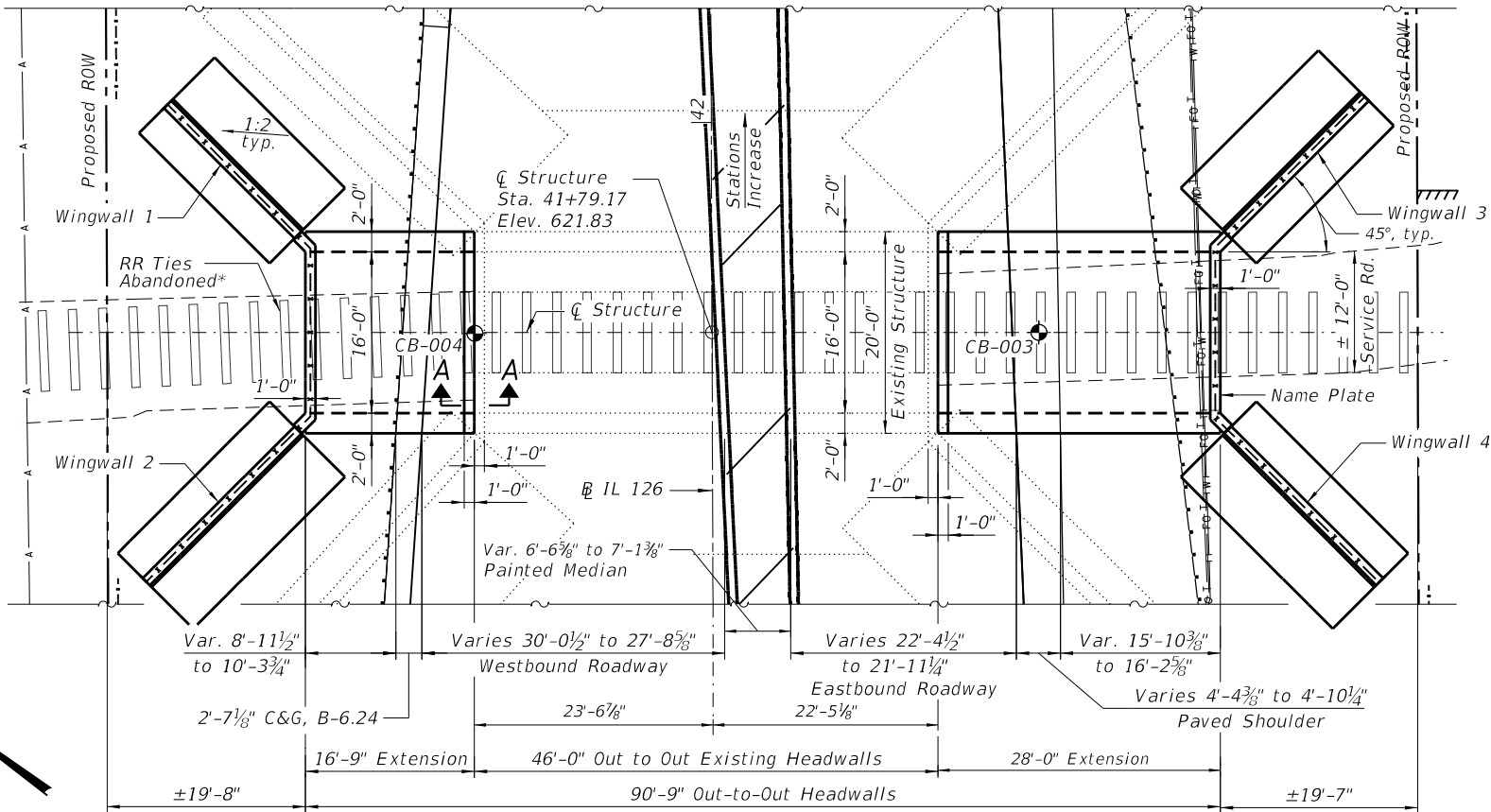
SECTION A-A

INDEX OF SHEETS

SHEET NO.	SHEET TITLE
1	General Plan and Elevation
2	General Data and Total Bill of Material
3	Section Details - I
4	Section Details - II
5	Miscellaneous Details
6	Bicycle Railing Details
7	Soil Boring Log - I

LEGEND

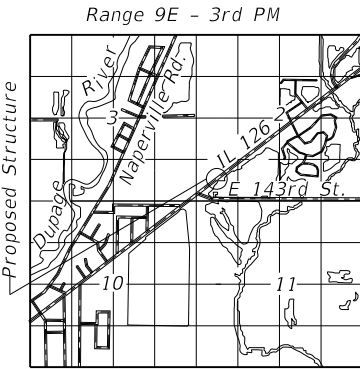
—	Existing Water Line
—A—	Existing Aerial Line
—FO—	Existing Fiber Optic
—T—	Existing Telephone Line
—	Proposed Guardrail
—	Proposed Bicycle Railing
⊙	Soil Boring



PLAN



"I certify that to the best of my knowledge, information and belief, this design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of the structure and complies with the requirements of the current Design Specifications listed."



LOCATION SKETCH

GENERAL PLAN AND ELEVATION
IL 126 OVER SERVICE ROAD
F.A.U. ROUTE 0323 - SECTION 06-00040-00-FP
WILL COUNTY
STA. 41+79.17
STRUCTURE NO. 099-2010

FILE NAME: L:\Planned\16024202-00_143rdDraw\Structures\CADD_Sheets\IL 126 IL 01_Plan and Elevation.dgn



USER NAME	Vincent Tan
PLOT SCALE	N/A
PLOT DATE	2/19/2024 (11:18:12 AM)

DESIGNED	MAC
DRAWN	MAC
CHECKED	DH/JTH
DATE	11/27/2023

REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NUMBER 099-2010

SCALE: SHEET 1 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	763
CONTRACT NO.				61H34
ILLINOIS FED. AID PROJECT				

GENERAL NOTES:

1. The location of buried and above ground utilities shown in the plans is for the Contractor's information only and is not to be referenced for construction purposes. Prior to initiating construction of the proposed structure, the Contractor shall perform exploratory excavation to determine the location and depth of utilities, and if there is a need, to relocate the water main utility. Exploratory excavation at this location only shall be paid for as Exploration Trench 72" Depth. A nominal quantity for Exploration Trench 72" Depth is included. Contractor will be paid for actual length if trench as approved by the Engineer.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
4. For construction staging, see Suggested Sequence of Construction sheets.
5. The service road shall be reconstructed with Aggregate Surface Course, Type B. Backfill within the culvert barrel shall be Trench Backfill (Special). See Special Provisions and Sheet 5 of 7.
6. Sign panels shall be mounted to the headwalls with 5/16" diameter expansion anchors according to Section 720 of the Standard Specifications. Expansion anchors shall be included in the cost of Sign Panel - Type 2". See Pavement Marking and Signing Plan for sign panel details.
7. No precast alternate is allowed.
8. Concrete repairs will be made to the existing structure to address existing delamination and spalling.

STATION 41+79.17
RE-BUILT 20__ BY
STATE OF ILLINOIS
F.A.U. RT. 0380 SEC. 06-00040-00-FP
LOADING HS20-44
STRUCTURE NO. 099-2010

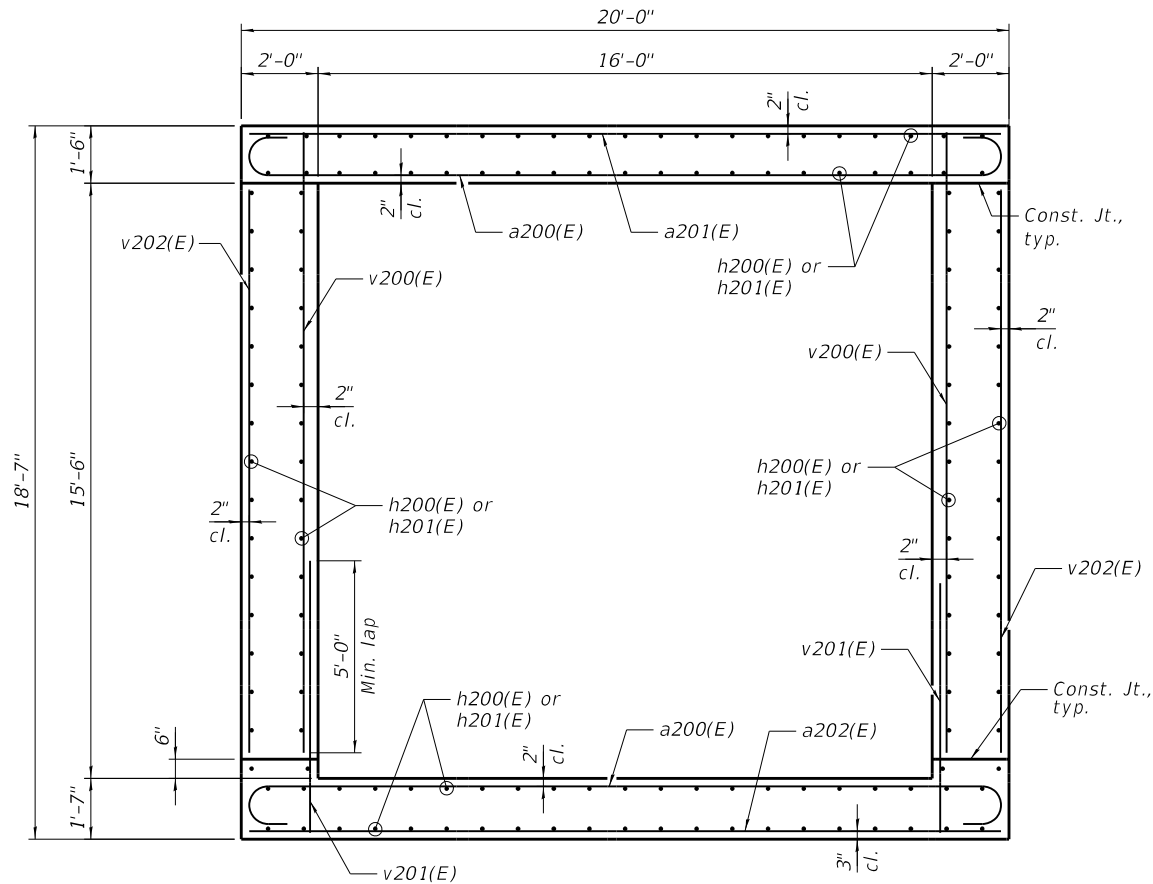
NAME PLATE
See Std. 515001

TOTAL BILL OF MATERIAL

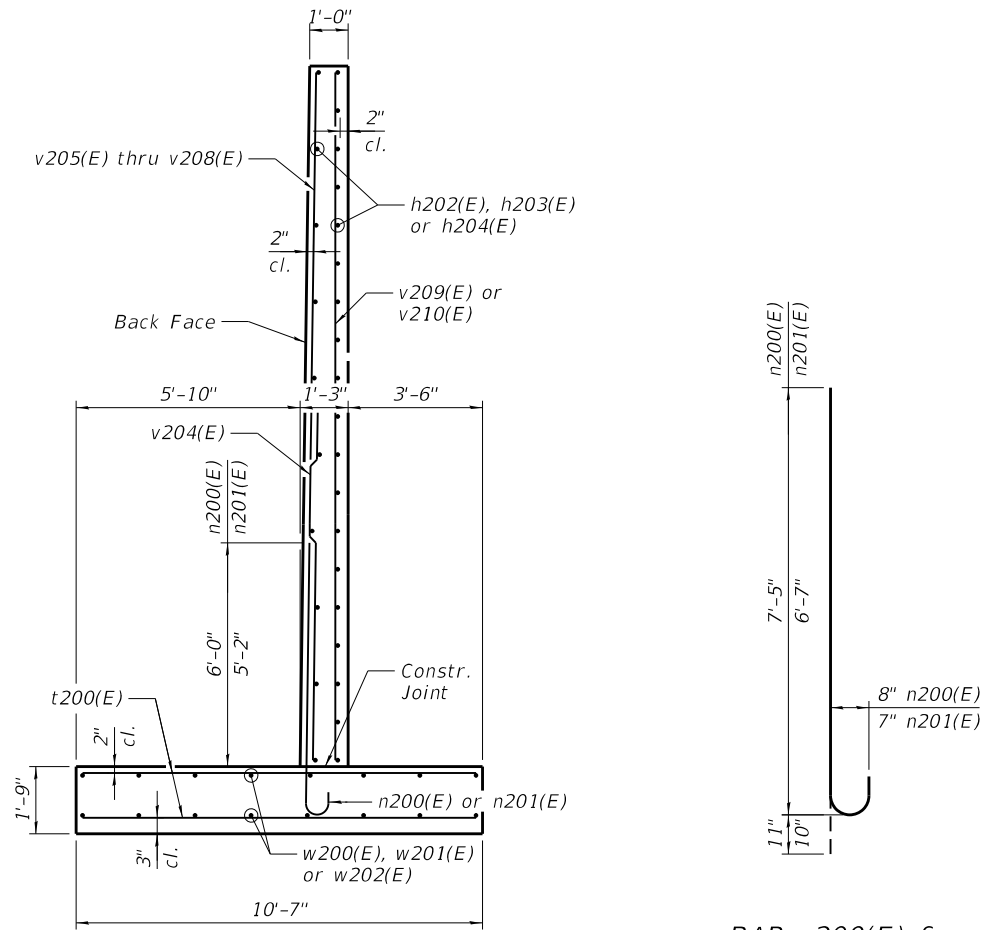
ITEM	UNIT	TOTAL
Exploration Trench 72" Depth	Foot	10
Aggregate Surface Course, Type B	Cu. Yd.	13
Structure Excavation	Cu. Yd.	396
Reinforcement Bars, Epoxy Coated	Pound	33,400
Bicycle Railing	Foot	124
Name Plates	Each	1
Expansion Bolts 3/4 Inch	Each	60
Concrete Box Culverts	Cu. Yd.	309
Geocomposite Wall Drain	Sq. Yd.	298
Concrete Headwalls for Pipe Drains	Each	4
Pipe Underdrains For Structures 4"	Foot	195
Membrane Waterproofing System For Buried Structures	Sq. Yd.	124.5
Trench Backfill (Special)	Cu. Yd.	49
Cleaning And Painting Exposed Rebar	Sq. Ft.	153

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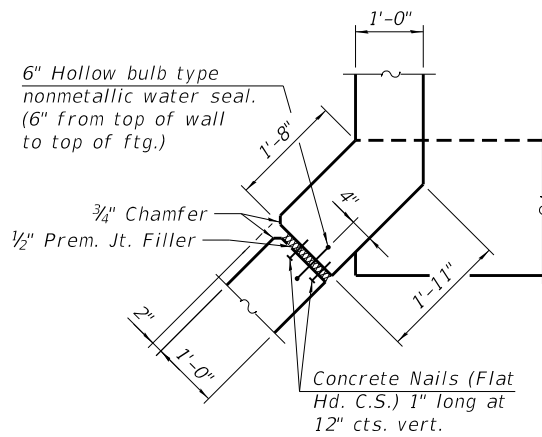
SECTION THRU BARREL



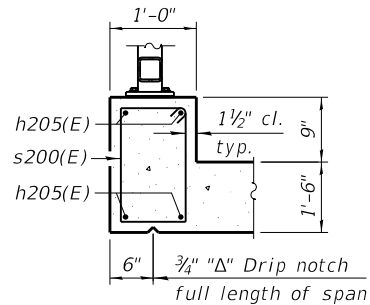
SECTION B-B

(Max. Applied Service Bearing Pressure = 2.90 ksf)

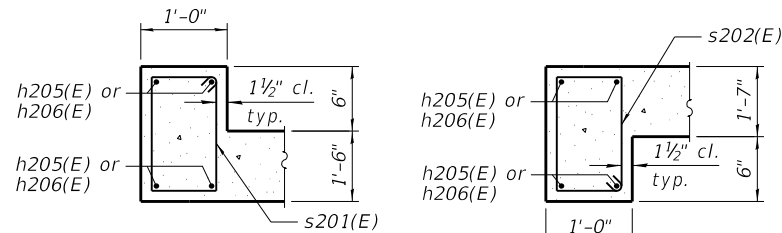
BAR n200(E) & n201(E)



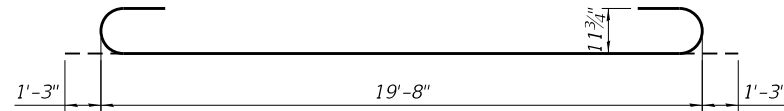
CORNER DETAIL



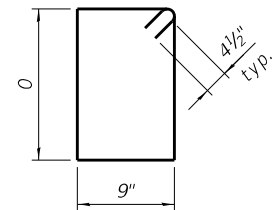
SECTION THRU HEADWALL



SECTION THRU EDGE BEAM



BAR a200(E)

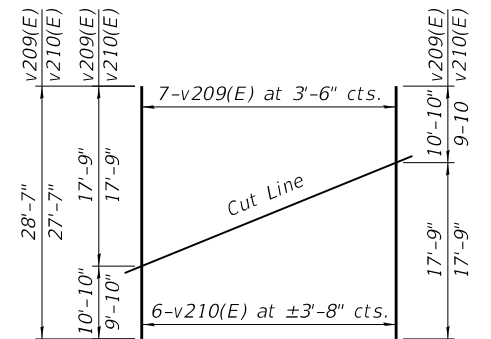


BAR s200(E), s201(E) & s202(E)

Bar	0
s200(E)	2'-0"
s201(E)	1'-9"
s202(E)	1'-10"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a200(E)	122	#9	22'-2"	
a201(E)	32	#5	19'-8"	
a202(E)	24	#4	19'-8"	
h200(E)	148	#4	16'-5"	
h201(E)	148	#4	27'-8"	
h202(E)	29	#4	18'-0"	
h203(E)	58	#4	21'-0"	
h204(E)	29	#4	19'-0"	
h205(E)	16	#7	17'-0"	
h206(E)	16	#7	19'-8"	
n200(E)	87	#8	8'-4"	
n201(E)	91	#7	7'-5"	
s200(E)	36	#4	6'-3"	
s201(E)	42	#4	5'-9"	
s202(E)	78	#4	5'-11"	
t200(E)	207	#6	10'-3"	
v200(E)	94	#7	16'-8"	
v201(E)	94	#7	7'-1"	
v202(E)	50	#5	15'-3"	
v203(E)	8	#6	19'-6"	
v204(E)	91	#6	9'-5"	
v205(E)	26	#4	12'-2"	
v206(E)	24	#4	10'-2"	
v207(E)	24	#4	8'-2"	
v208(E)	17	#4	6'-2"	
v209(E)	7	#4	28'-7"	
v210(E)	6	#4	27'-7"	
w200(E)	16	#5	18'-0"	
w201(E)	32	#5	21'-0"	
w202(E)	16	#5	19'-0"	
Reinforcement Bars, Epoxy Coated			Pound	33,400
Expansion Bolts 3/4 inch			Each	60
Concrete Box Culverts			Cu. Yd.	309



FIELD CUTTING DIAGRAM

Order bars shown full length. Cut as shown and use remainder of bars in opposite wingwall. Cutting diagram for v210(E) bars is approximate, trim to fit as necessary.

NOTE:

1. All construction joints shall be bonded.



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PLOT SCALE = N/A	CHECKED - DH/JTH	REVISED -
PLOT DATE = 2/19/2024 (11:18:17 AM)	DATE - 11/27/2023	REVISED -

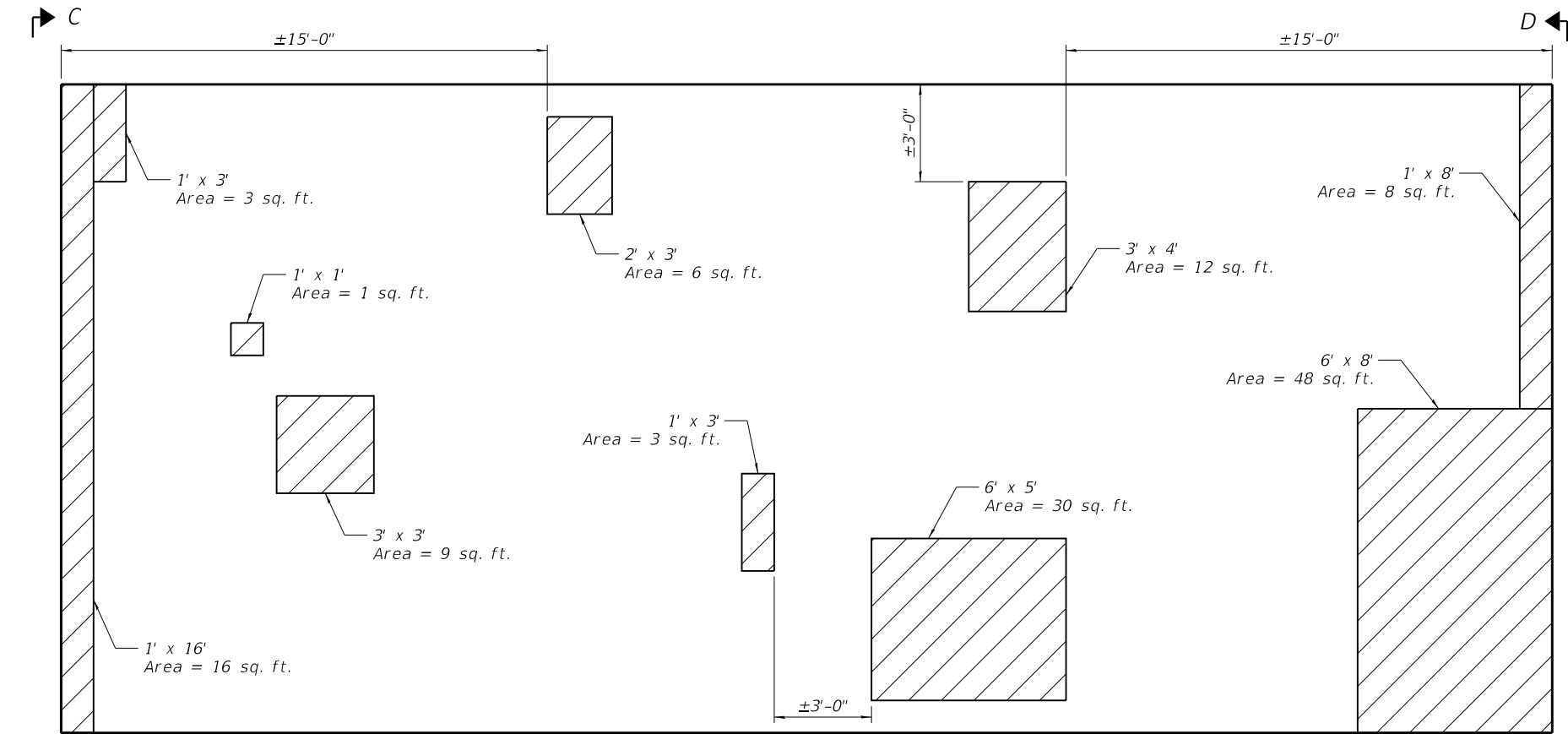
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SECTION DETAILS - II
STRUCTURE NUMBER 099-2010

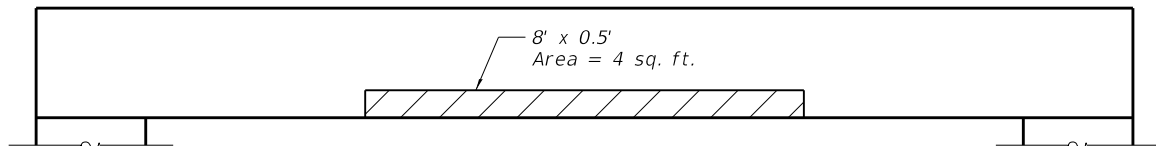
SCALE: SHEET 4 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 61H34		
		ILLINOIS FED. AID PROJECT		

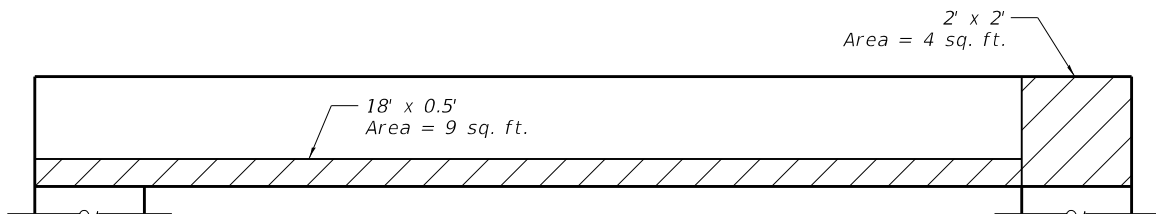
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BOTTOM OF EXISTING TOP SLAB REPAIRS PLAN



SECTION C-C



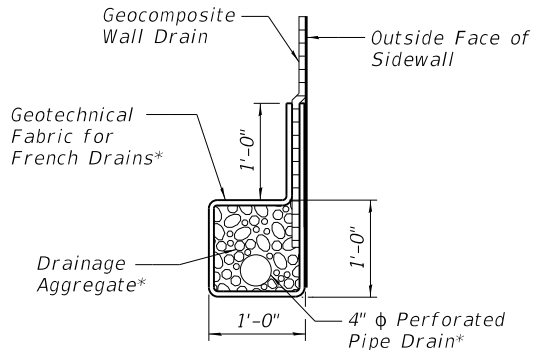
SECTION D-D

LEGEND

 Cleaning and Painting Exposed Rebar

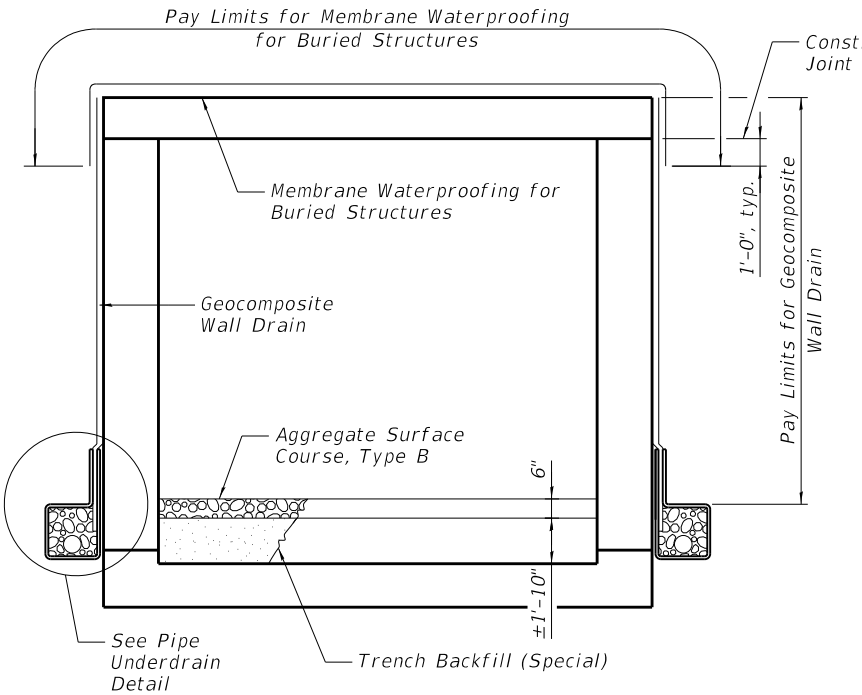
BILL OF MATERIAL

Item	Unit	Quantity
Aggregate Surface Course, Type B	Cu. Yd.	13
Geocomposite Wall Drain	Sq. Yd.	298
Cleaning and Painting Exposed Rebar	Sq. Ft.	153
Membrane Waterproofing System for Buried Structures	Sq. Yd.	124.5
Trench Backfill (Special)	Cu. Yd.	49
Pipe Underdrains for Structures 4"	Foot	195



PIPE UNDERDRAIN DETAIL

*Cost included with Pipe Underdrains for Structures 4". All drainage components shall extend to 2'-0" from the end of each wingwall, except an outlet pipe shall extend until intersecting with side slopes. The pipe shall drain into concrete headwalls. See Highway Standard 601101.



CULVERT SECTION

NOTE:

1. Exact limits and locations of repairs to be determined in the field. Final repair limits shall be approved by the Engineer. The Contractor will be paid for the actual quantity of repairs.



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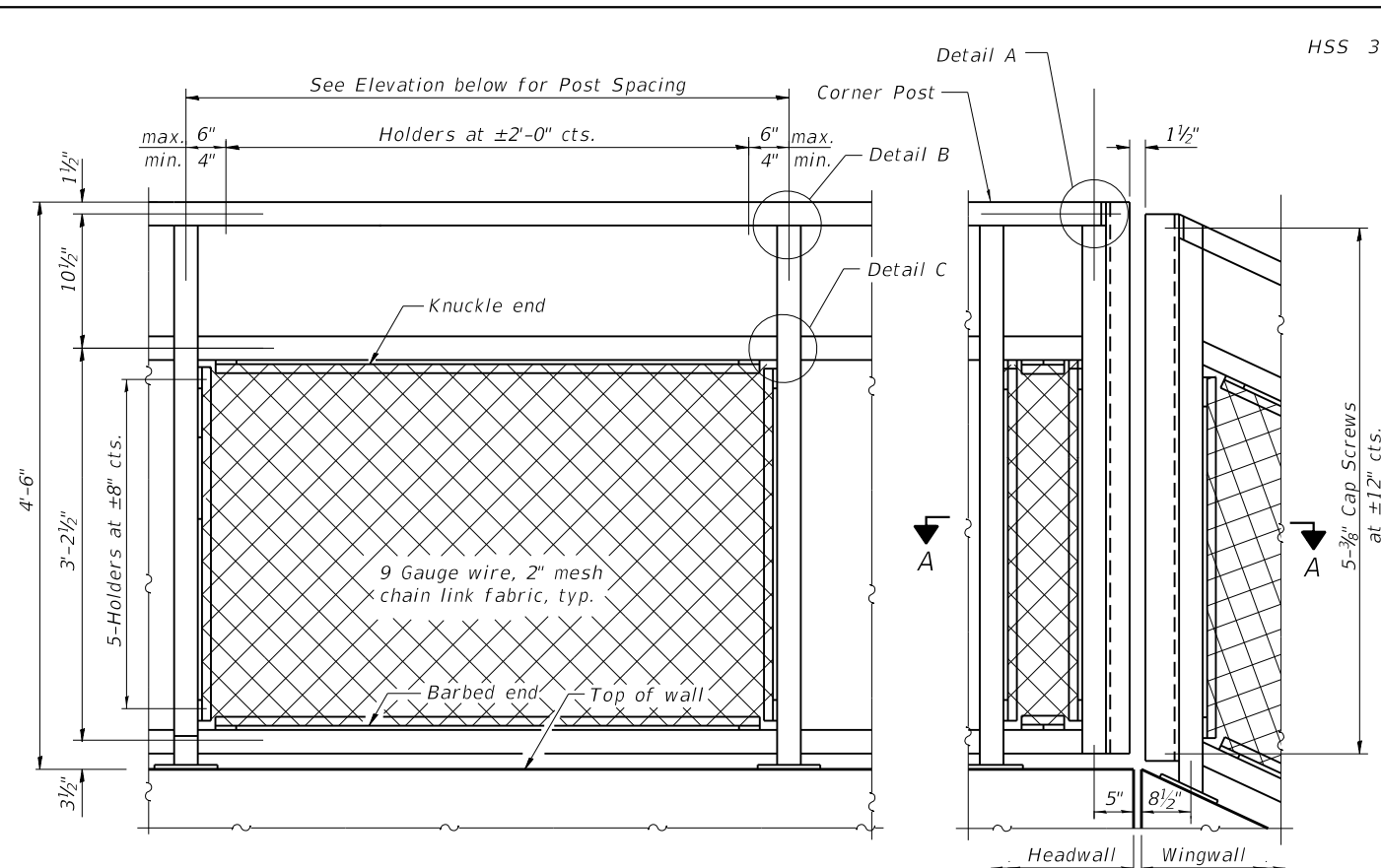
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	DRAWN - MAC	REVISED -
PLOT SCALE = N/A	CHECKED - DH/JTH	REVISED -
PLOT DATE = 2/19/2024 (11:18:18 AM)	DATE - 11/27/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS
STRUCTURE NUMBER 099-2010

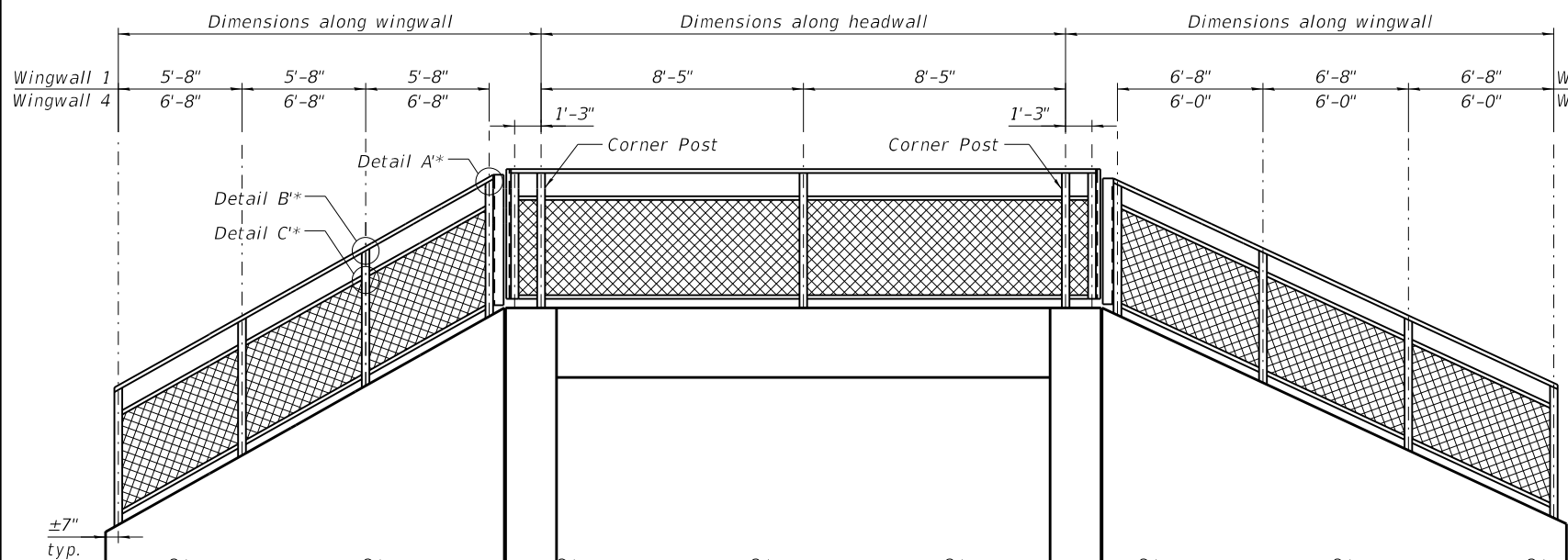
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	767
CONTRACT NO. 61H34				
ILLINOIS FED. AID PROJECT				



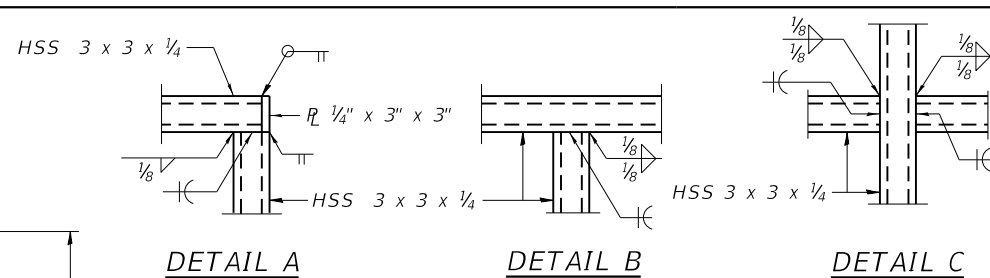
DETAILED ELEVATION

* Details A', B', and C' match Details A, B, and C except that the rail elements are parallel to the wingwall slopes while the posts remain vertical.

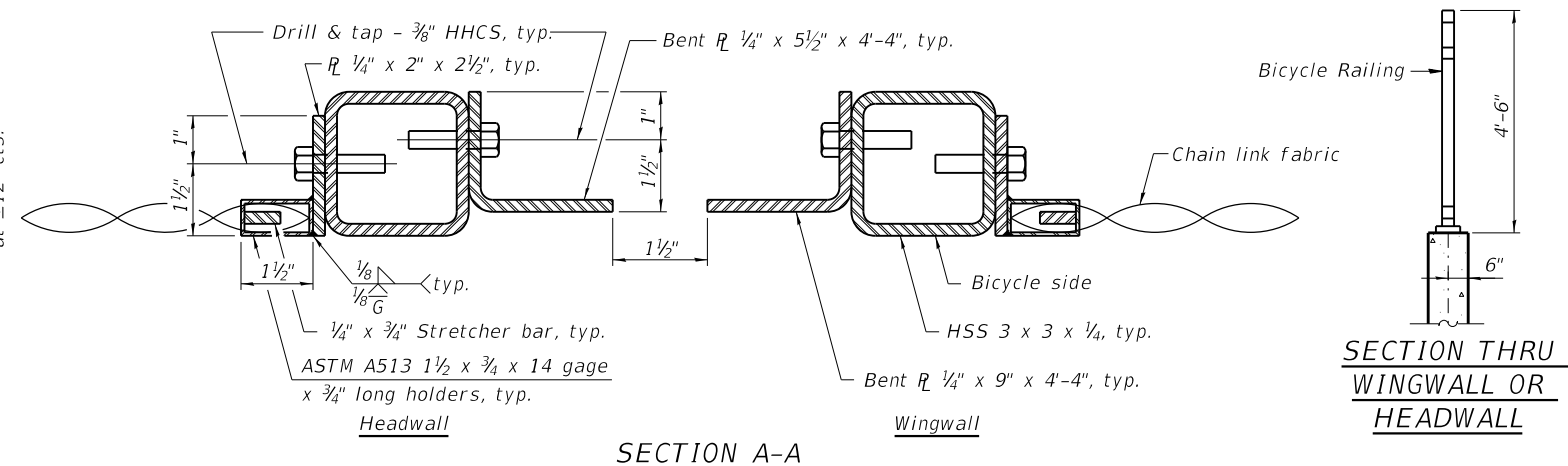


ELEVATION

(Facing front of headwalls and wingwalls)

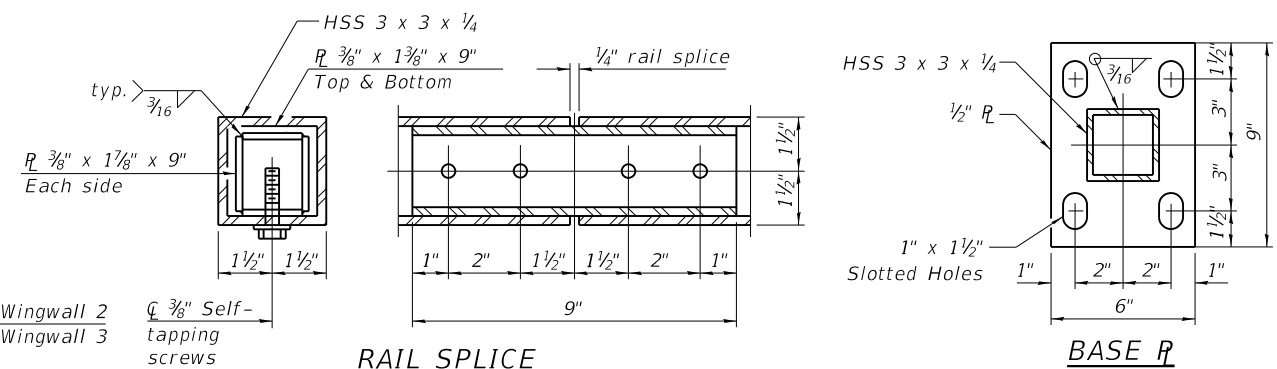


All post, railing, splices, anchor devices, bent plates, chain link, etc. shall be galvanized prior to painting. Paint shall use the Inorganic Zinc-Rich Primer / Acrylic / Acrylic Paint System. The entire system shall be shop applied. The color of the final finish coat shall be Black. The color shall be submitted by the Contractor for approval by the Engineer.



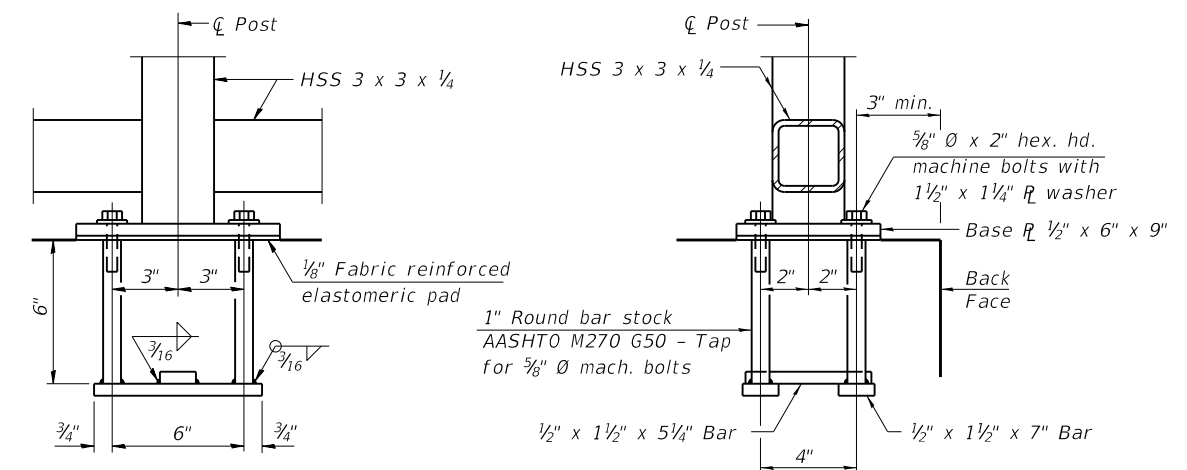
SECTION A-A

SECTION THRU
WINGWALL OR
HEADWALL



RAIL SPLICE

BASE P



ANCHOR BOLT DETAILS

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

BILL OF MATERIAL

<i>Item</i>	<i>Unit</i>	<i>Quantity</i>
<i>Bicycle Railing</i>	<i>Foot</i>	<i>124</i>

BENCHMARK

CP 3: Iron rod in concrete.
Sta. 551+78.60,
Offset 157.56' Rt., Elev. 615.92.

CP 4: Iron rod in concrete.
Sta. 565+37.83,
Offset 170.58' Rt., Elev. 614.26.

EXISTING STRUCTURE

None

DESIGN STRESSES

FIELD UNITS

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (reinforcement)

PRECAST UNITS

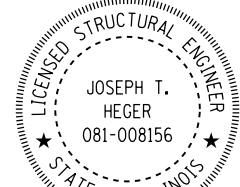
$f'_c = 4,000$ psi (precast panels)
 $f_y = 60,000$ psi (reinforcement)
 $f_y = 65,000$ (welded wire fabric)

DESIGN SPECIFICATIONS

2017 AASHTO LRFD Bridge Design
Specifications

CURVE DATA

PROP. CURVE PRCL 143_12
PI STA. = 567+97.94
 $\Delta = 22^\circ 57' 42''$ (RT)
 $D = 5^\circ 27' 24''$
 $R = 1,050.00'$
 $T = 213.26'$
 $L = 420.79'$
 $E = 21.44'$
S.E. = None
P.C. STA. = 565+84.68
P.T. STA. = 570+05.48

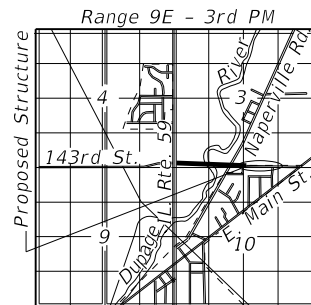


Exp. Date 11/30/2024

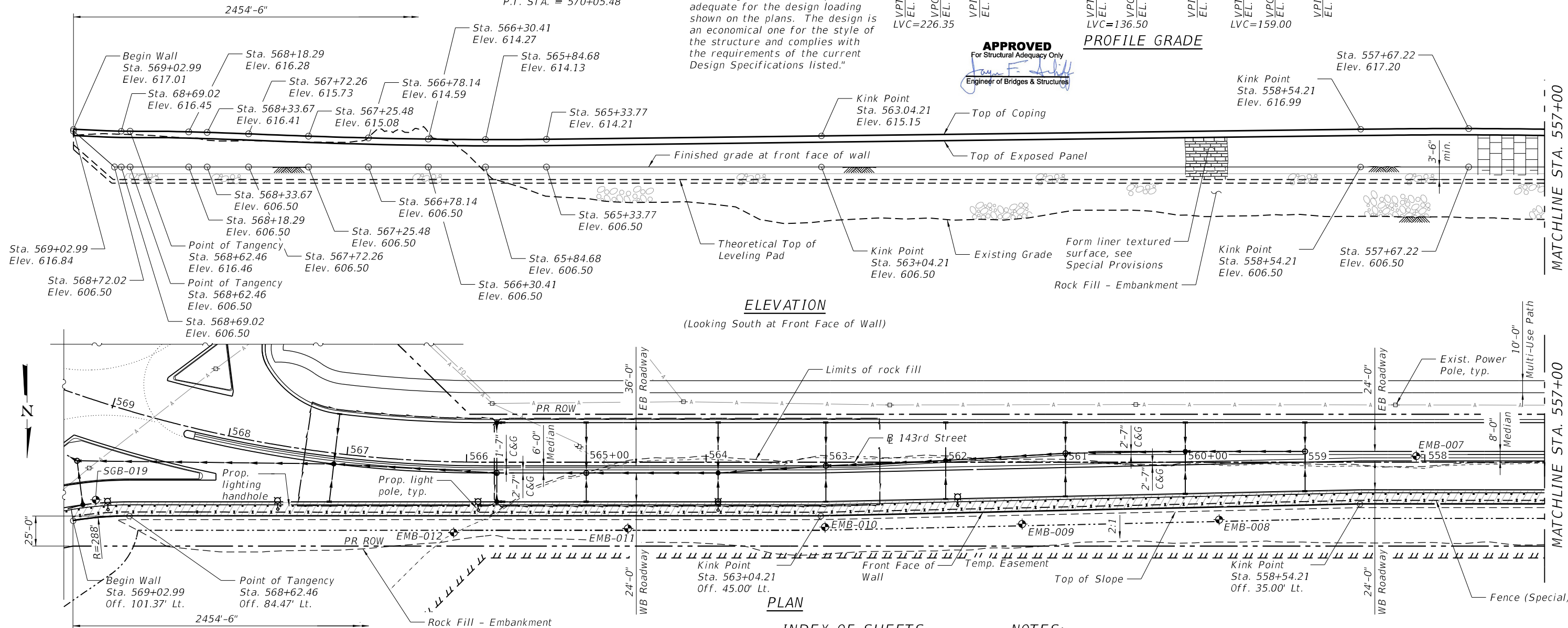
"I certify that to the best of my knowledge, information and belief, this design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of the structure and complies with the requirements of the current Design Specifications listed."

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

PROFILE GRADE



LOCATION SKETCH



LEGEND

- | | |
|-----------------------------------|---|
| ----- Proposed Edge of Water | ○ Proposed Drainage Structure |
| -.-.-.-.- Fence (Special) | ----- Existing Edge of Water |
| - - - - - Proposed Guardrail | - - - - - Existing Aerial Lines |
| ----- Proposed Drainage Pipe | - - - - - Existing Underground Electric |
| ----- Proposed Pipe Underdrain | ----- Existing Underground Fiber Optic |
| - - - - - Proposed Drainage Inlet | ● Boring Location |

- | | |
|--|--|
| | Approximate Limits of Rock Fill - Embankment |
| | Approximate Limits of Soil Reinforcement |

INDEX OF SHEETS

SHEET NO.	SHEET TITLE
1	General Plan and Elevation
2	General Plan and Elevation
3	Details I
4	Details II
5	Soil Boring - I
6	Soil Boring - II
7	Soil Boring - III
8	Soil Boring - IV
9	Soil Boring - V
10	Soil Boring - VI
11	Soil Boring - VII

NOTES:

- Wall Stations and offsets are given to the front face of the wall and are measured from the centerline of 143rd Street.
- Horizontal dimensions measured along front face of precast panels.
- Cost of form liner textured surface included in payment for Mechanically Stabilized Earth Retaining Wall, Special.

GENERAL PLAN AND ELEVATION 143rd STREET

F.A.U. ROUTE 0380 - SECTION 06-00040-00-FP

WILL COUNTY

STA. 544+74.33 - STA. 569+02.99

FLETCHER LAKE MSE WALL



USER NAME - Vincent Tan	DESIGNED - MAC	REVISED -
PLOT SCALE - N/A	DRAWN - MAC	REVISED -
PLOT DATE - 2/19/2024 (11:28:02 AM)	CHECKED - DH/JTH	REVISED -
	DATE - 11/27/2023	REVISED -

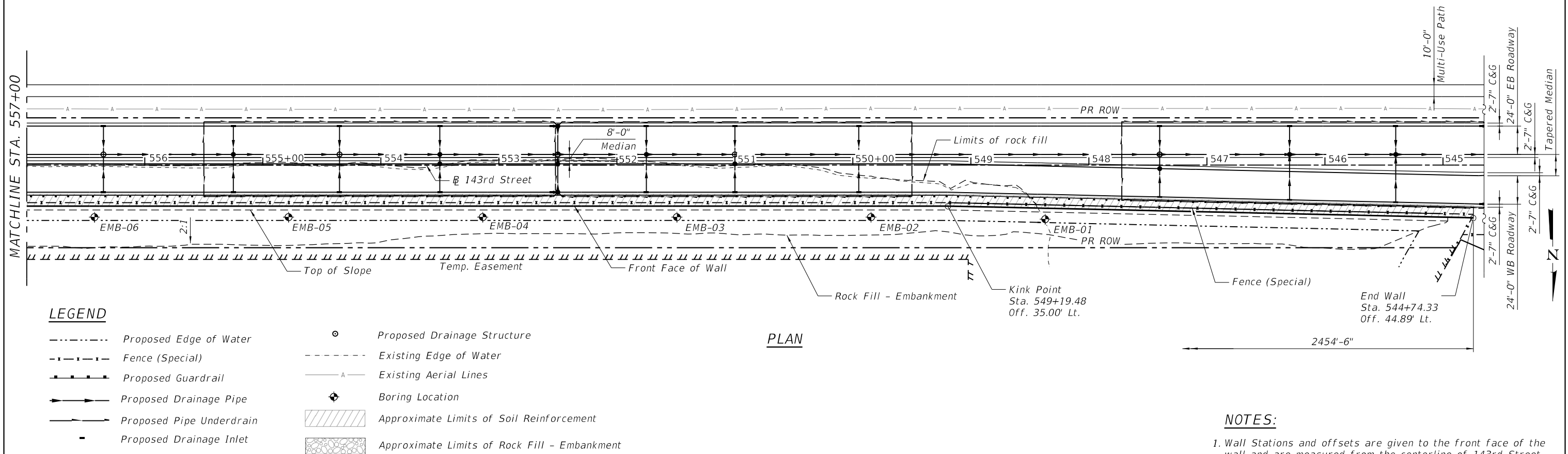
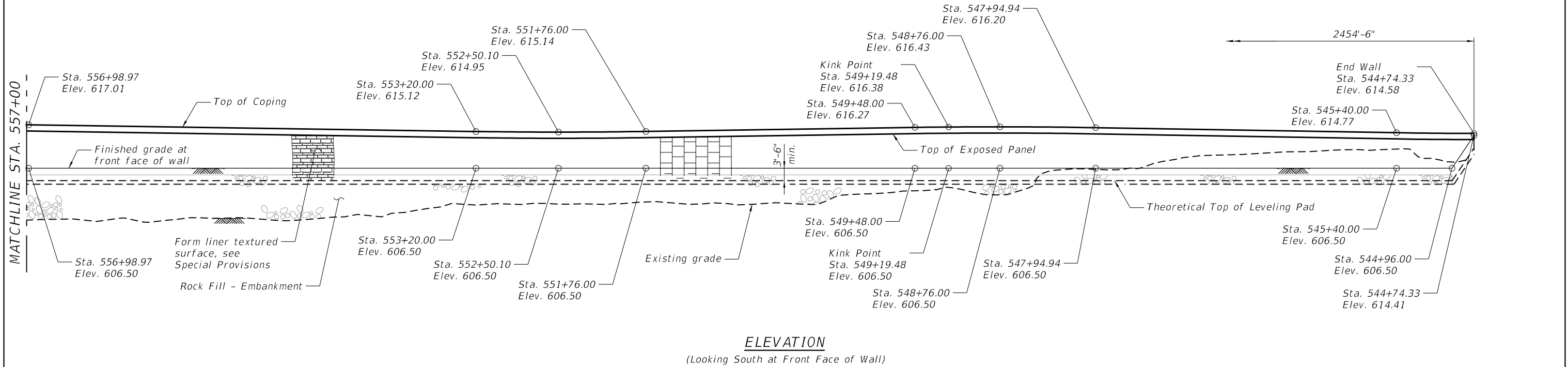
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
FLETCHER LAKE MSE WALL

SCALE: SHEET 1 OF 11 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	770
CONTRACT NO. 61H34				
ILLINOIS FED. AID PROJECT				

FILE NAME = L:\Plainfield\16024202-00_143rdDraw\Structures\CADD_Sheets\SH_B&G Retaining Wall_02_GPE_2.dgn



NOTES:

1. Wall Stations and offsets are given to the front face of the wall and are measured from the centerline of 143rd Street.
2. Horizontal dimensions measured along front face of precast panels.
3. Cost of form liner textured surface included in payment for Mechanically Stabilized Earth Retaining Wall, Special.



USER NAME = Vincent Tan
PLOT SCALE = N/A
PLOT DATE = 2/19/2024 (11:30:15 AM)

DESIGNED - MAC
DRAWN - MAC
CHECKED - DH/JTH
DATE - 11/27/2023

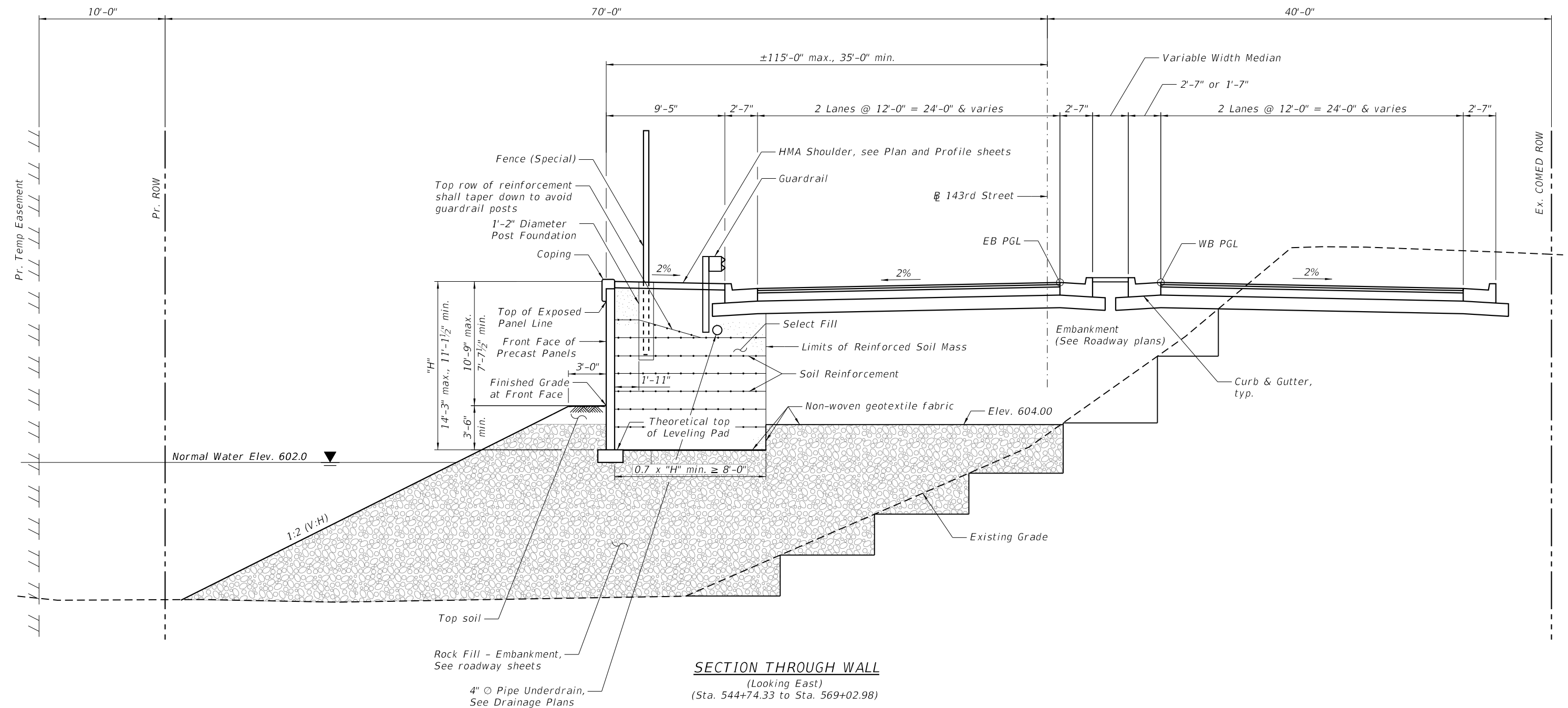
REVISED -
REVISED -
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REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

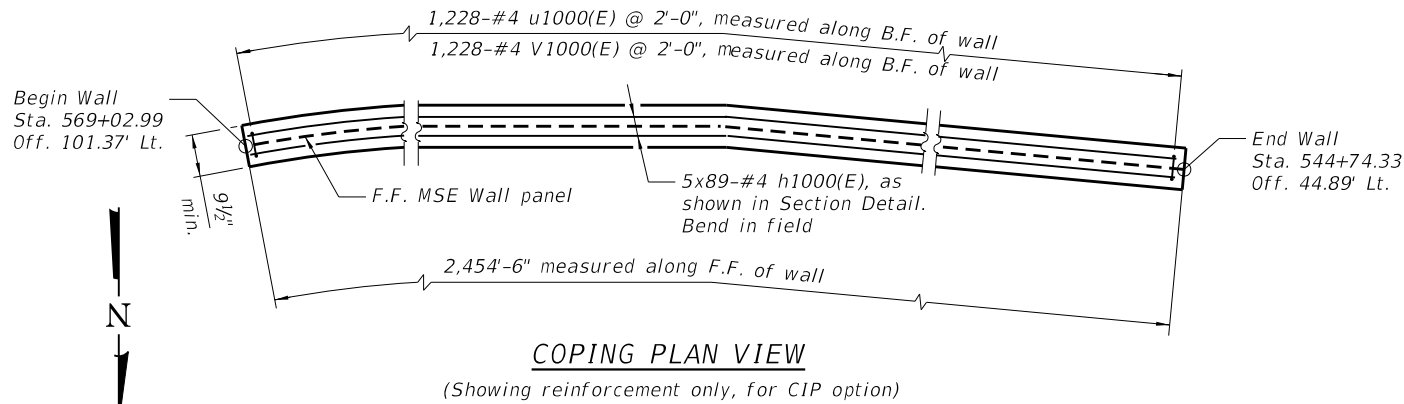
GENERAL PLAN AND ELEVATION
FLETCHER LAKE MSE WALL

SCALE: SHEET 2 OF 11 SHEETS STA. TO STA.

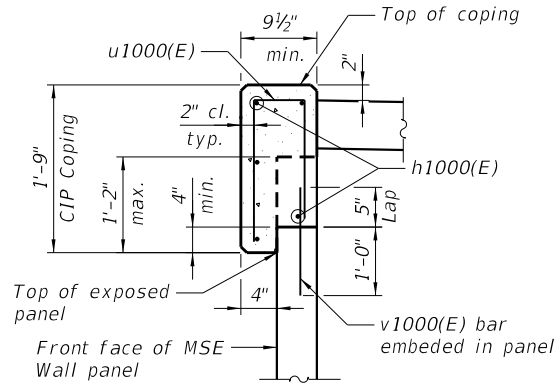
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CONTRACT NO. 61H34				
ILLINOIS FED. AID PROJECT				



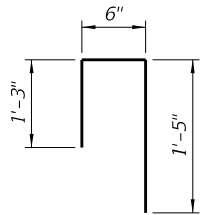
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COPING PLAN VIEW
(Showing reinforcement only, for CIP option)



COPING SECTION DETAIL



BAR u1000(E)

CIP COPING BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h1000(E)	445	#4	30'-0"	—
u1000(E)	1,228	#4	3'-2"	└─
v1000(E)	1,228	#4	1'-5"	—
Concrete Structures			Cu. Yd.	112.1
Reinforcement Bars, Epoxy Coated			Pound	12,680

For information only. Cost of concrete and reinforcement for CIP Coping included in payment for Mechanically Stabilized Earth Retaining Wall

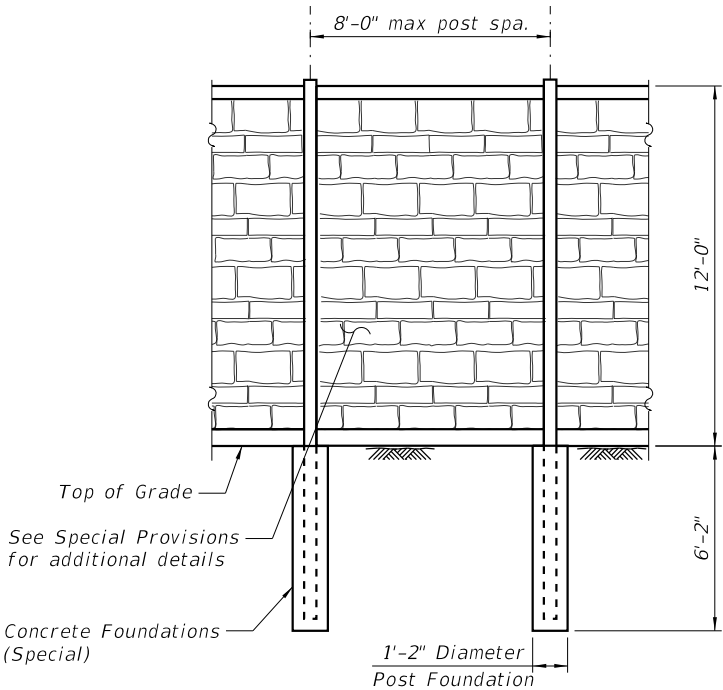
MIN. BAR LAP
#4 - 2'-3"

TOTAL BILL OF MATERIAL

Item	Unit	Total
Mechanically Stabilized Earth Retaining Wall, Special	Sq. Ft.	22,575

GENERAL NOTES:

- Bars indicated thus 5x89-#4 etc. indicates 5 lines of bars with 89 lengths per line.
- Reinforcement bars designated (E) shall be epoxy coated.
- See Roadway Plans for Fence (Special) and Concrete Foundations (Special) quantities.



FENCE (SPECIAL) ELEVATION DETAILS



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USER NAME = Vincent Tan	DESIGNED - DH	REVISED -
	DRAWN - DH	REVISED -
PLOT SCALE = N/A	CHECKED - JTH	REVISED -
PLOT DATE = 2/19/2024 (11:27:05 AM)	DATE - 11/27/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS II
FLETCHER LAKE MSE WALL

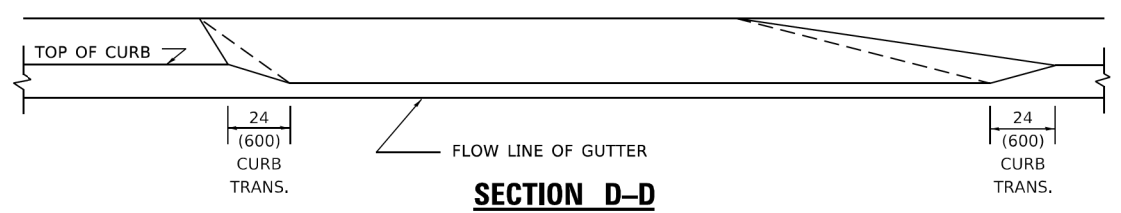
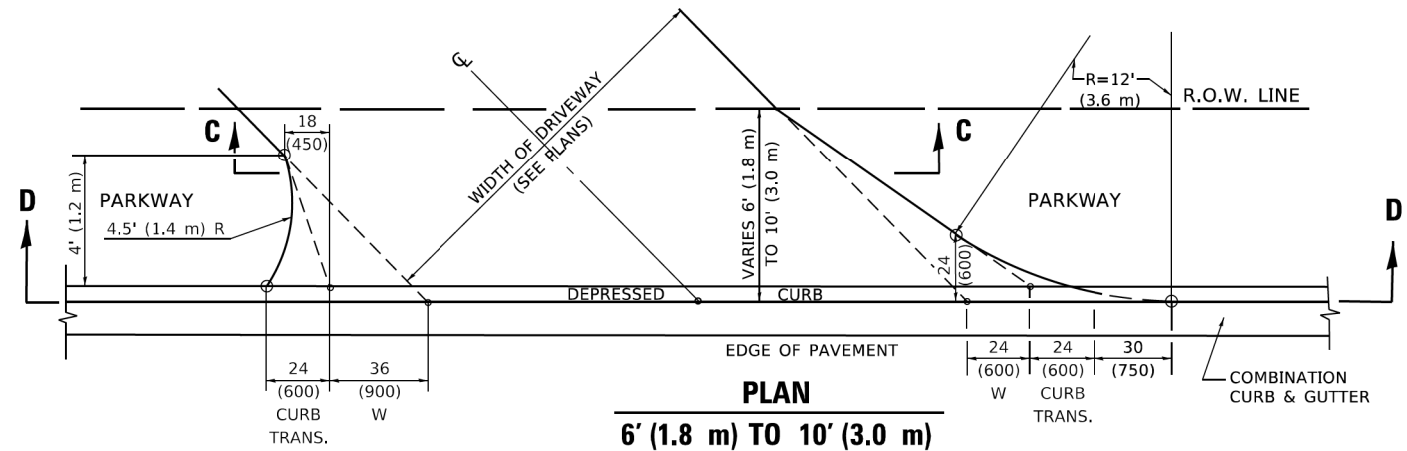
SCALE: SHEET 4 OF 11 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	773
CONTRACT NO. 61H34				
ILLINOIS FED. AID PROJECT				

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	776
		CONTRACT NO. 61H34		
ILLINOIS FED. AID PROJECT				

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	778
		CONTRACT NO. 61H34		
		ILLINOIS FED. AID PROJECT		

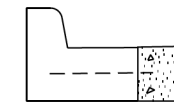
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	779
		CONTRACT NO. 61H34		
		ILLINOIS FED. AID PROJECT		



1. DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.
2. WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 8' (2.4 m), THE PCC SIDEWALK SHALL EXTEND TO THE BACK OF CURB.
3. "W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

SCALE: NONE	SHEET 1 OF 1 SHEETS	STA. TO STA.
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	781
BD400-02 (BD-02)		CONTRACT NO. 61H34		
	ILLINOIS	FED. AID PROJECT		



* DIMENSIONS OF THE CURB & GUTTER AT SECTION A-A
ARE SHOWN ON STATE STANDARD 606001.
FOR DETAILS OF OUTLET FOR CONCRETE CURB & GUTTER,
TYPE B-6.24 (B-15.60) SEE STATE STANDARD 606006.



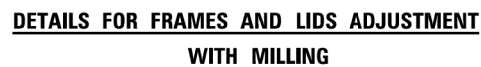
1. GUTTER OUTLET SHALL BE TIED TO THE PAVEMENT IN ACCORDANCE WITH DETAILS FOR LONGITUDINAL CONSTRUCTION JOINT SHOWN ON STANDARD 420001.
2. TIE BARS SHALL BE NO. 20 (NO.6) AT 24" (600) CENTERS UNLESS OTHERWISE SHOWN.
3. IF THE AVERAGE GRADE OF PAVEMENT FOR THE DISTANCE FROM SECTION A-A TO D-D EXCEEDS 2%, THIS DISTANCE SHALL BE INCREASED 5' (1.8 m) FOR EACH 1% INCREASE IN GRADE.

FOR SECTION A-A TO E-E AND CURTAIN WALL=
1.25 CU. YDS. (0.96³m) CLASS SI CONCRETE (OUTLET) FOR 9" (225) PAV'T.
1.27 CU. YDS. (0.96³m) CLASS SI CONCRETE (OUTLET) FOR 10" (250) PAV'T.
FOR SECTION F-F=
0.045 CU. YDS. (0.03³m) CLASS SI CONCRETE PER ft. (m).

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCALE: NONE	SHEET 1 OF 1 SHEETS	STA.	TO STA.
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	782
BD600-01		(BD-03)		
		CONTRACT NO.		61H34
	ILLINOIS	FED. AID PROJECT		



1. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
2. IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.
3. CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.
4. THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
5. THE CONTRACTOR SHALL REMOVE ALL TRAFFIC CONTROL DEVICES BY THE END OF EACH WORK SHIFT.

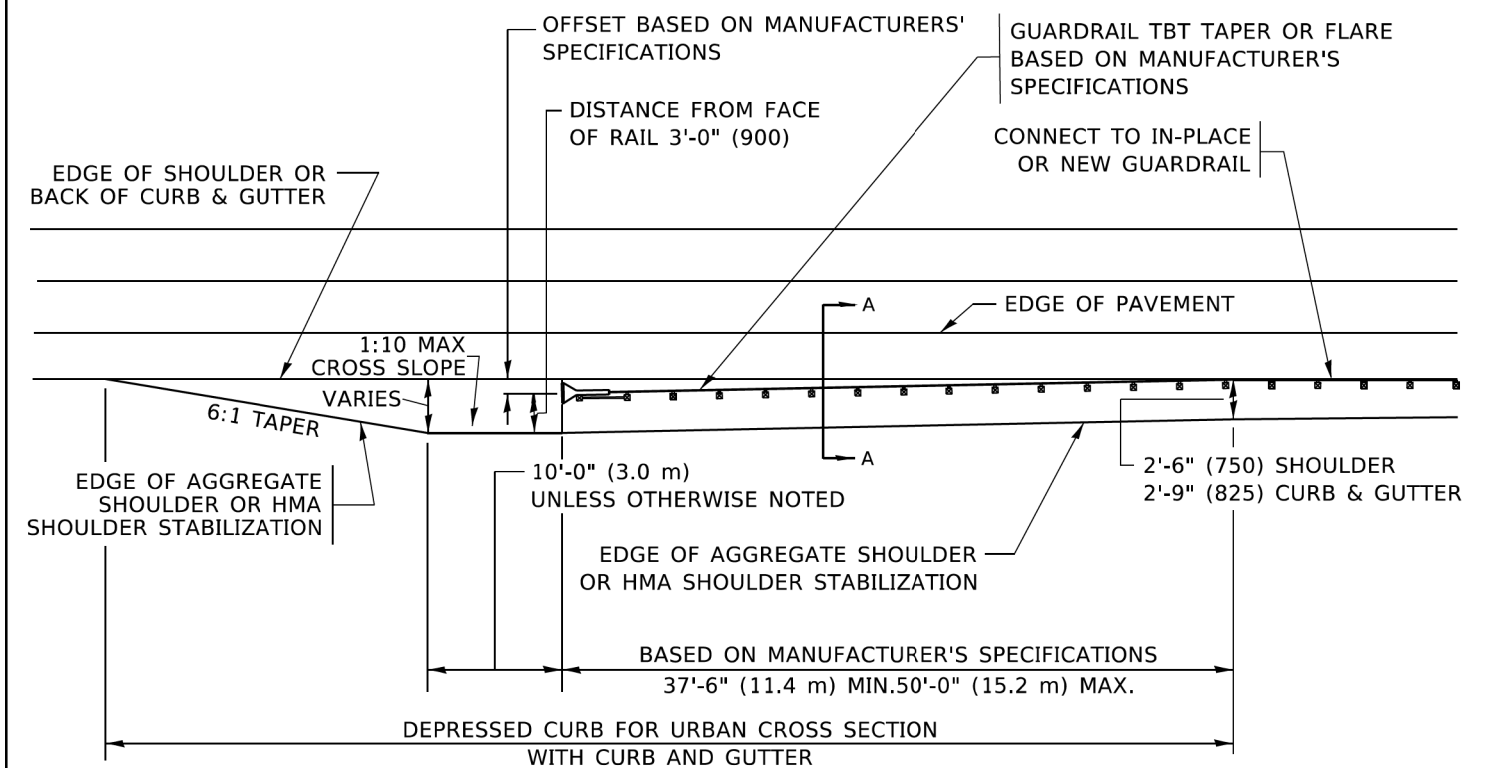
1. REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."
2. THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.
3. NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.
4. WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING					F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
					0380	06-00040-00-FP	WILL	943	783
					BD600-03 (BD-08)		CONTRACT NO. 61H34		
SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.				



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

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



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

TBT = TRAFFIC BARRIER TERMINAL
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS)
UNLESS OTHERWISE SHOWN.

USER NAME = Lawrence.DeManche	DESIGNED = M. DE YONG	REVISED = R. BORO 09-14-2009
= Default	DRAWN =	REVISED = R. BORO 08-06-2012
PLOT SCALE = 100,0000 ' / in.	CHECKED =	REVISED = R. BORO 05-08-2015
PLOT DATE = 11/18/2022	DATE = 09-22-90	REVISED = K. SMITH 11-18-22

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

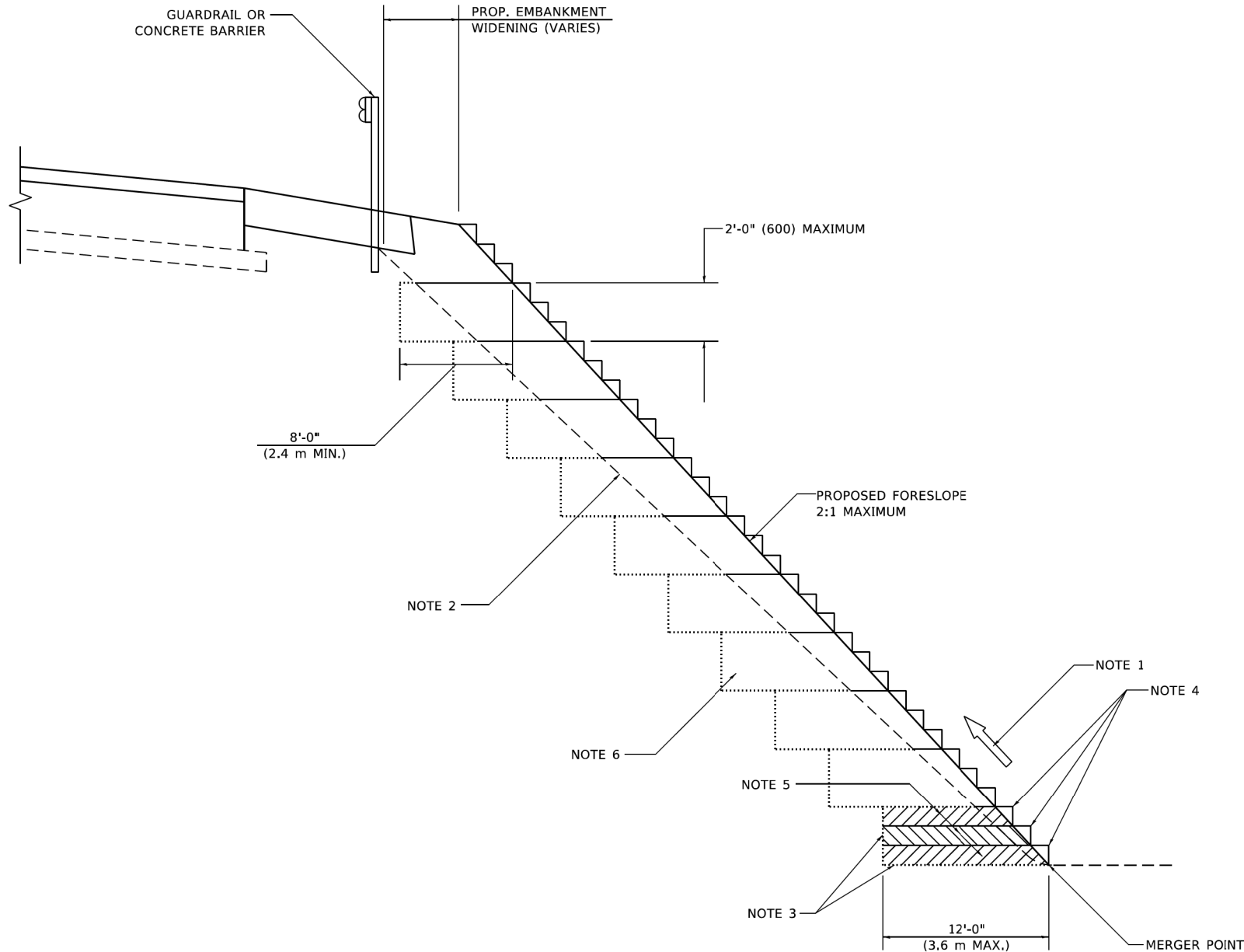
**DETAILS FOR DEPRESSED CURB & GUTTER AND
SHOULDER TREATMENT AT TBT TY.1 SPL.**

SCALE: NONE	SHEET 1 OF 1 SHEETS	STA.	TO STA.
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	784
BD600-10 (BD-34)		CONTRACT NO. 61H34		
ILLINOIS		FED. AID PROJECT		

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PLOT DRIVER



TYPICAL BENCHING DETAIL
FOR EMBANKMENT

GENERAL NOTES

- CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION.
- EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.03 OF THE STANDARD SPECIFICATIONS.
- BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP.
- TRIM TO FINAL SLOPE.
- EQUAL 8-INCH (200) LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.05 OF THE STANDARD SPECIFICATIONS.

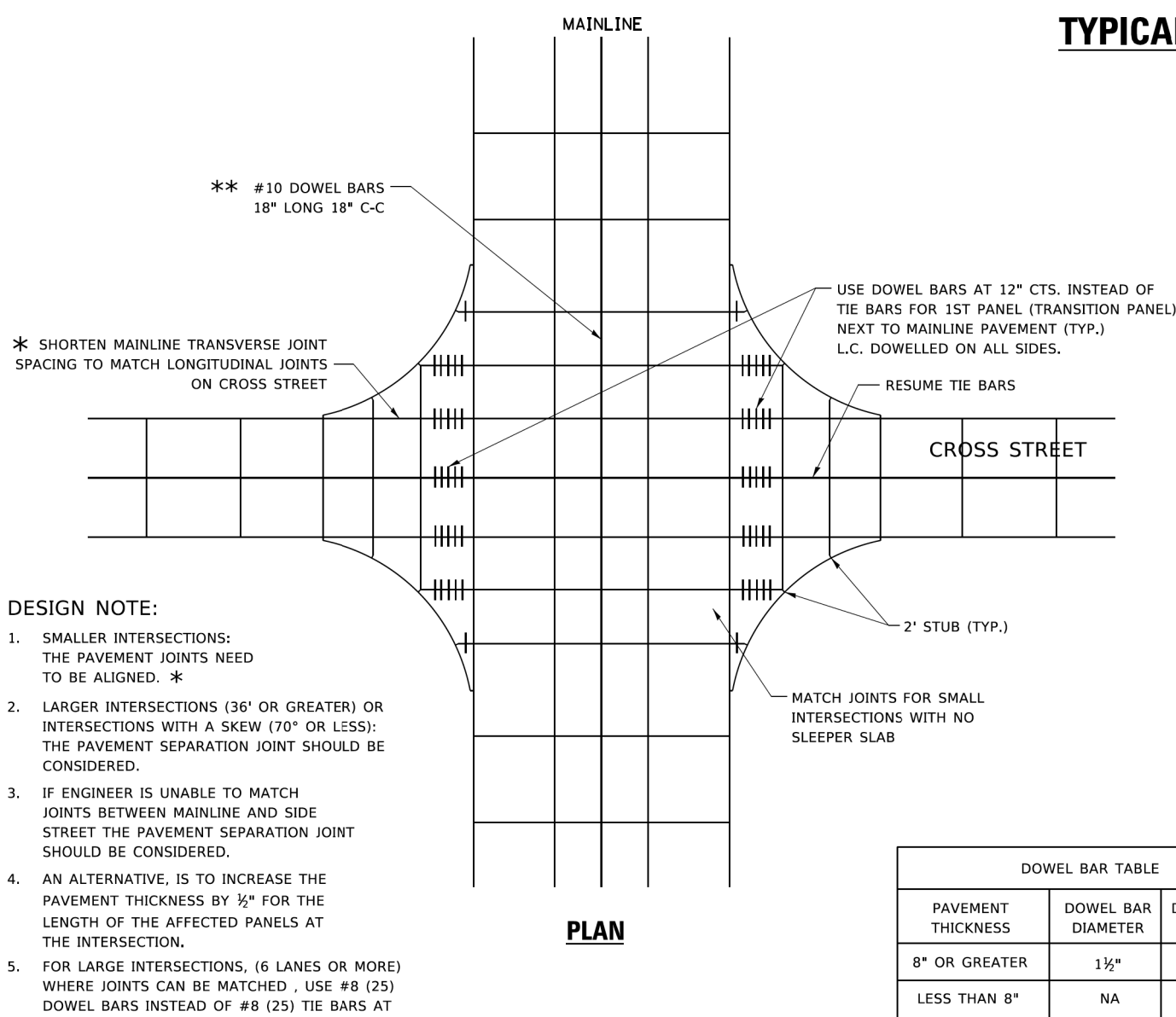
BASIS OF PAYMENT

- EXCAVATION OF BENCH CUTS WITHIN EXISTING EMBANKMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC METER OR CUBIC YARD FOR "EARTH EXCAVATION". THIS PRICE WILL INCLUDE ALL LABOR AND MATERIAL, NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

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

USER NAME = Lawrence,DeManche = Default PLOT SCALE = 100,0000 ' / in. PLOT DATE = 11/18/2022	DESIGNED -	REVISED - K. SMITH 11-18-22	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		BENCHING DETAIL FOR EMBANKMENT WIDENING		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - CADD	REVISED -					0380	06-00040-00-FP	WILL	943	785
	CHECKED - S.E.B.	REVISED -					BD-51		CONTRACT NO. 6IH34		
	DATE - 06-16-04	REVISED -					SCALE: NONE	SHEET 1 OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT

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= pdfnolayershow.dwg
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FILE:Joint_Cross_work\update\footem\40108315\652.dgn
DIRECTOR
USBR444@f...
FILE:Joint_Cross_work\update\footem\40108315\652.dgn



DESIGN NOTE:

1. SMALLER INTERSECTIONS: THE PAVEMENT JOINTS NEED TO BE ALIGNED. *
2. LARGER INTERSECTIONS (36' OR GREATER) OR INTERSECTIONS WITH A SKEW (70° OR LESS): THE PAVEMENT SEPARATION JOINT SHOULD BE CONSIDERED.
3. IF ENGINEER IS UNABLE TO MATCH JOINTS BETWEEN MAINLINE AND SIDE STREET THE PAVEMENT SEPARATION JOINT SHOULD BE CONSIDERED.
4. AN ALTERNATIVE, IS TO INCREASE THE PAVEMENT THICKNESS BY ½" FOR THE LENGTH OF THE AFFECTED PANELS AT THE INTERSECTION.
5. FOR LARGE INTERSECTIONS, (6 LANES OR MORE) WHERE JOINTS CAN BE MATCHED , USE #8 (25) DOWEL BARS INSTEAD OF #8 (25) TIE BARS AT EDGE OF MAINLINE PAVEMENT WHEN NO PAVEMENT SEPARATION JOINTS USED.

NOTE:

1. JOINT FILLER SHALL CONSIST OF A SHEET OF ½" BITUMINOUS PREFORMED FIBER JOINT FILLER CONFORMING TO ARTICLE 1051.03 OF THE STANDARD SPECIFICATIONS.
2. THE JOINT SHALL BE SEALED WITH A HOT POUR JOINT SEALER CONFORMING TO ARTICLE 1050.02 OF THE STANDARD SPECIFICATIONS.
3. A SINGLE LAYER OF FELT ROOFING PAPER SHALL SERVE AS A BOND BREAKER.
4. JOINT SHALL CONTINUE THROUGH COMBINATION CURB & GUTTER OR PCC SHOULDER.

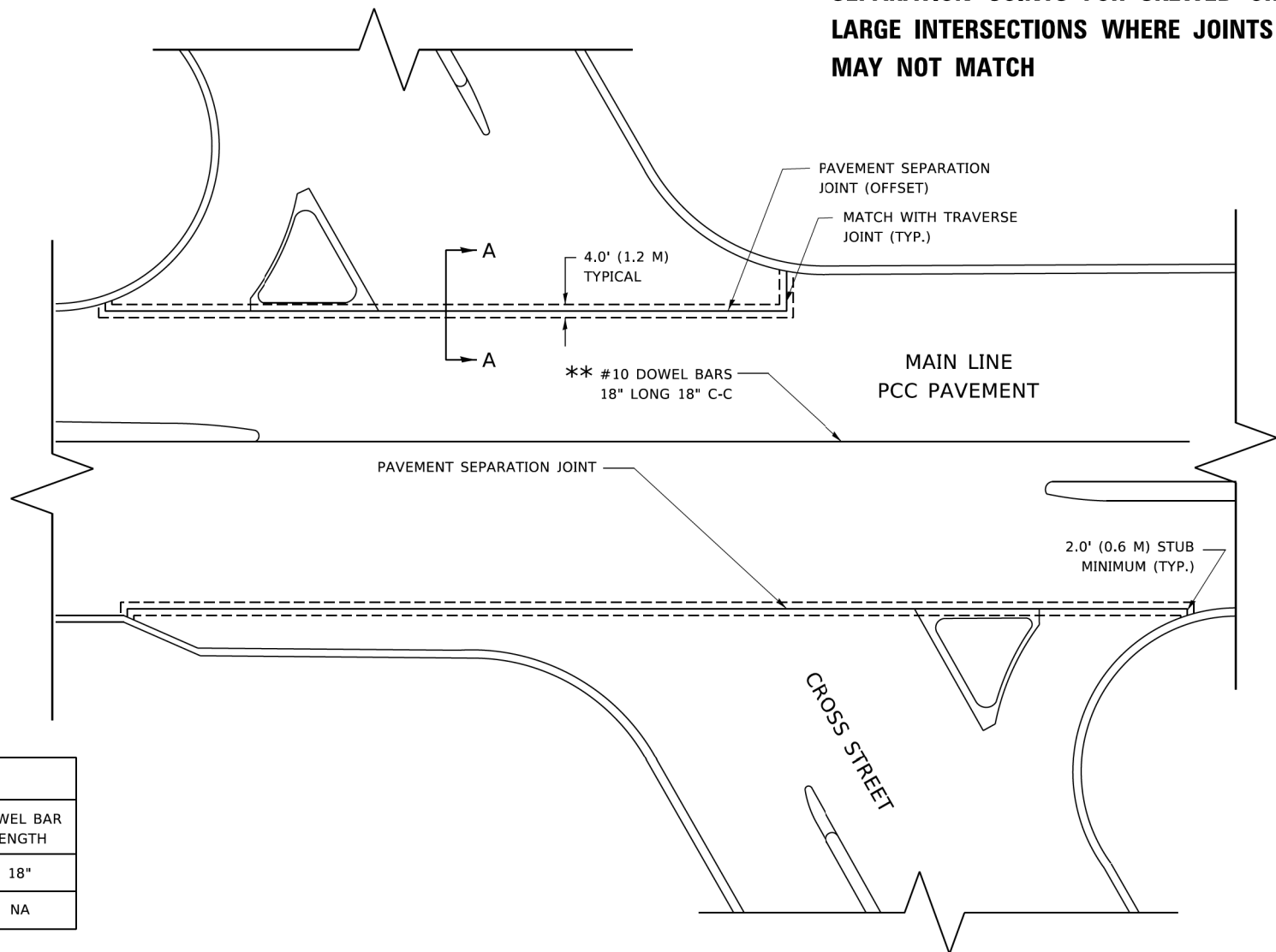
METHOD OF MEASUREMENT

THIS WORK WILL BE MEASURED FOR PAYMENT IN FEET, MEASURED IN PLACE.

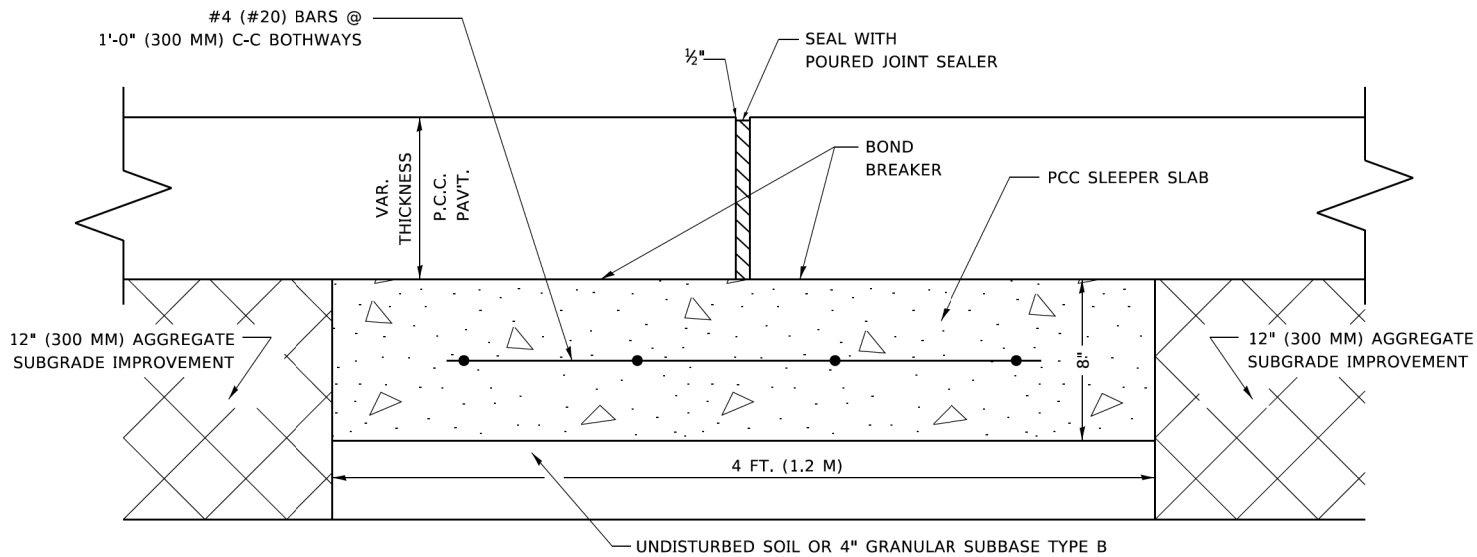
BASIS OF PAYMENT

1. THIS WORK WILL BE PAID FOR AT THE UNIT PRICE PER FOOT FOR "SLEEPER SLAB".
2. BOND BREAKER AND ½" (13MM) JOINT FILLER SHALL BE INCLUDED IN THE PAY ITEM "SLEEPER SLAB"

TYPICAL APPLICATION



THE USE OF CROSS STREET PAVEMENT SEPARATION JOINTS FOR SKEWED OR LARGE INTERSECTIONS WHERE JOINTS MAY NOT MATCH



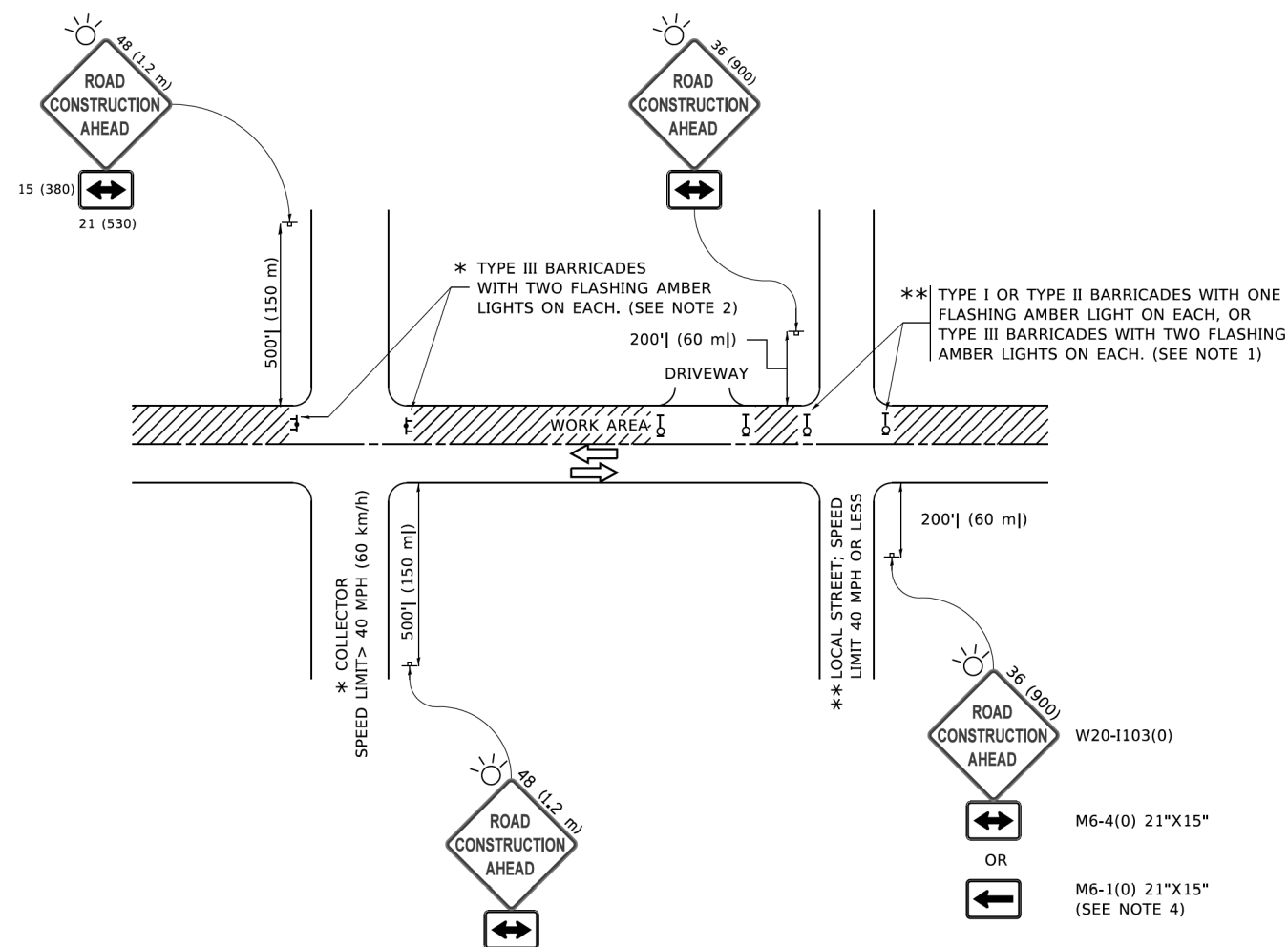
PROPOSED SECTION A-A

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAIL OF PAVEMENT SEPARATION
JOINT FOR JOINTED PCC PAVEMENTS AT INTERSECTIONS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	786
BD52		CONTRACT NO. 61H34		
		ILLINOIS	FED. AID PROJECT	



NOTES:

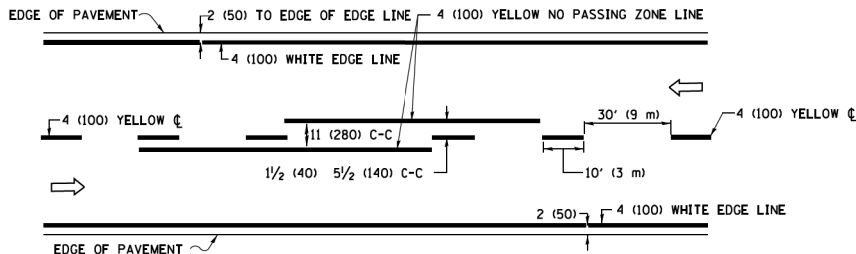
1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.

THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY
 - b) BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.

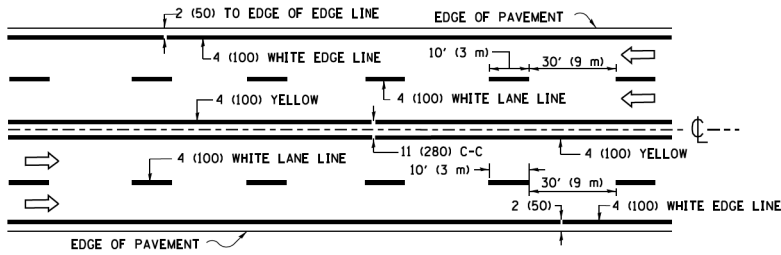
WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE
4. SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

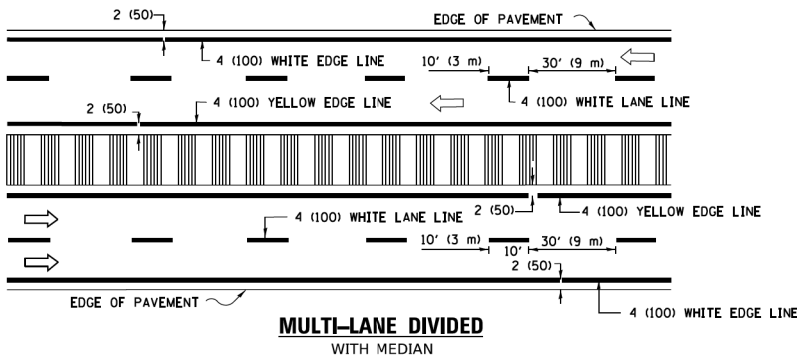
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	= Default	DRAWN -	REVISED - T. RAMMACHER 01-06-00						0380	06-00040-00-FP	WILL	943	787
	PLOT SCALE = 50,0000' / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13		TC-10					CONTRACT NO. 61H34			
	PLOT DATE = 3/4/2019	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16										
						SCALE: NONE	SHEET 1 OF 1 SHEETS	STA. TO STA.		ILLINOIS	FED. AID PROJECT		



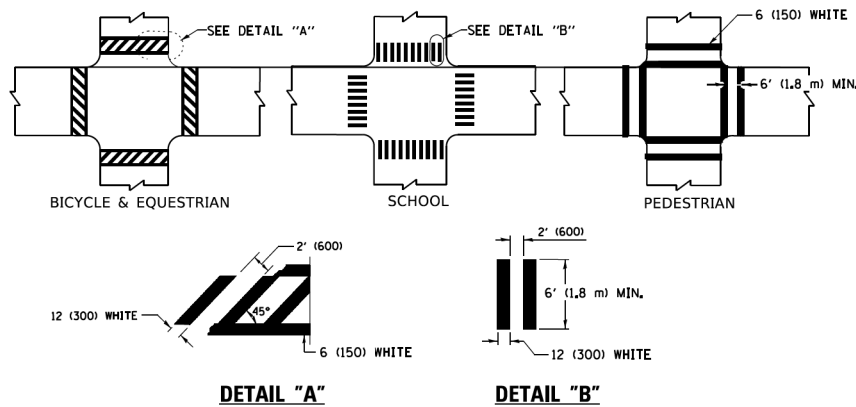
2-LANE ROADWAY



MULTI-LANE UNDIVIDED

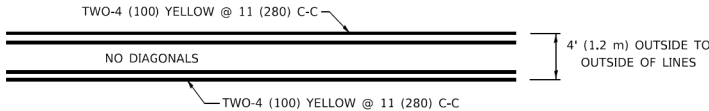


TYPICAL LANE AND EDGE LINE MARKING

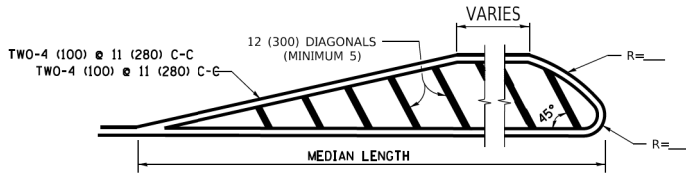


TYPICAL CROSSWALK MARKING

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

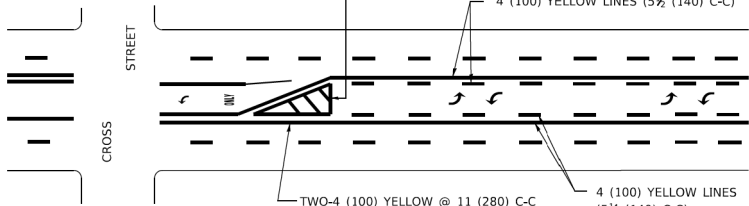


4' (1.2 m) WIDE MEDIANS ONLY

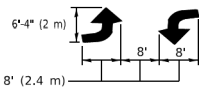


DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

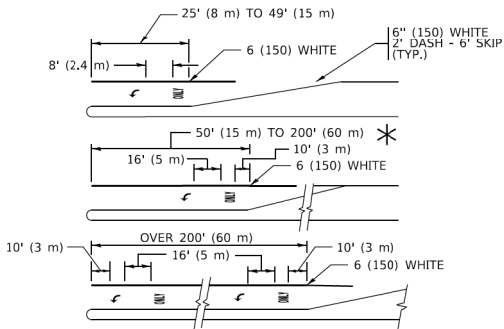


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

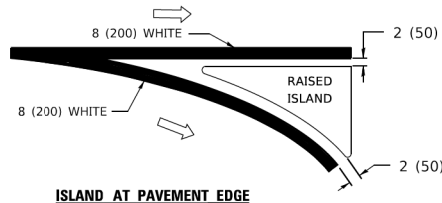
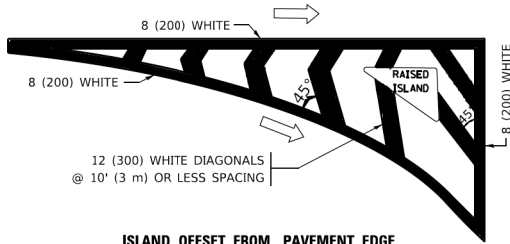


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

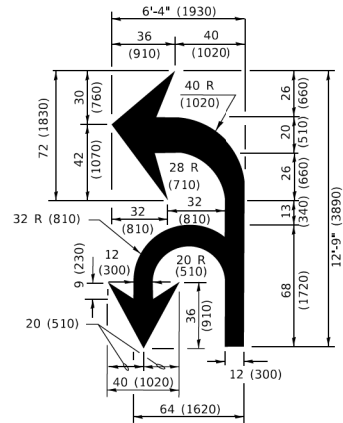
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

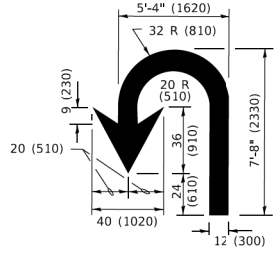
TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



LANE REDUCTION TRANSITION

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

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

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

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

USER NAME = [footem]	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
= Default	DRAWN -	REVISED - C. JUCIUS 07-01-13
PLOT SCALE = 50.0000' / 1"	CHECKED -	REVISED - C. JUCIUS 12-21-15
PLOT DATE = 3/4/2019	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	789
TC-13		CONTRACT NO. 61H34		
		ILLINOIS	FED. AID PROJECT	

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 ■ plotLAYERS.tbl
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TURN BAY ENTRANCE AT START
OF LANE CLOSURE TAPER

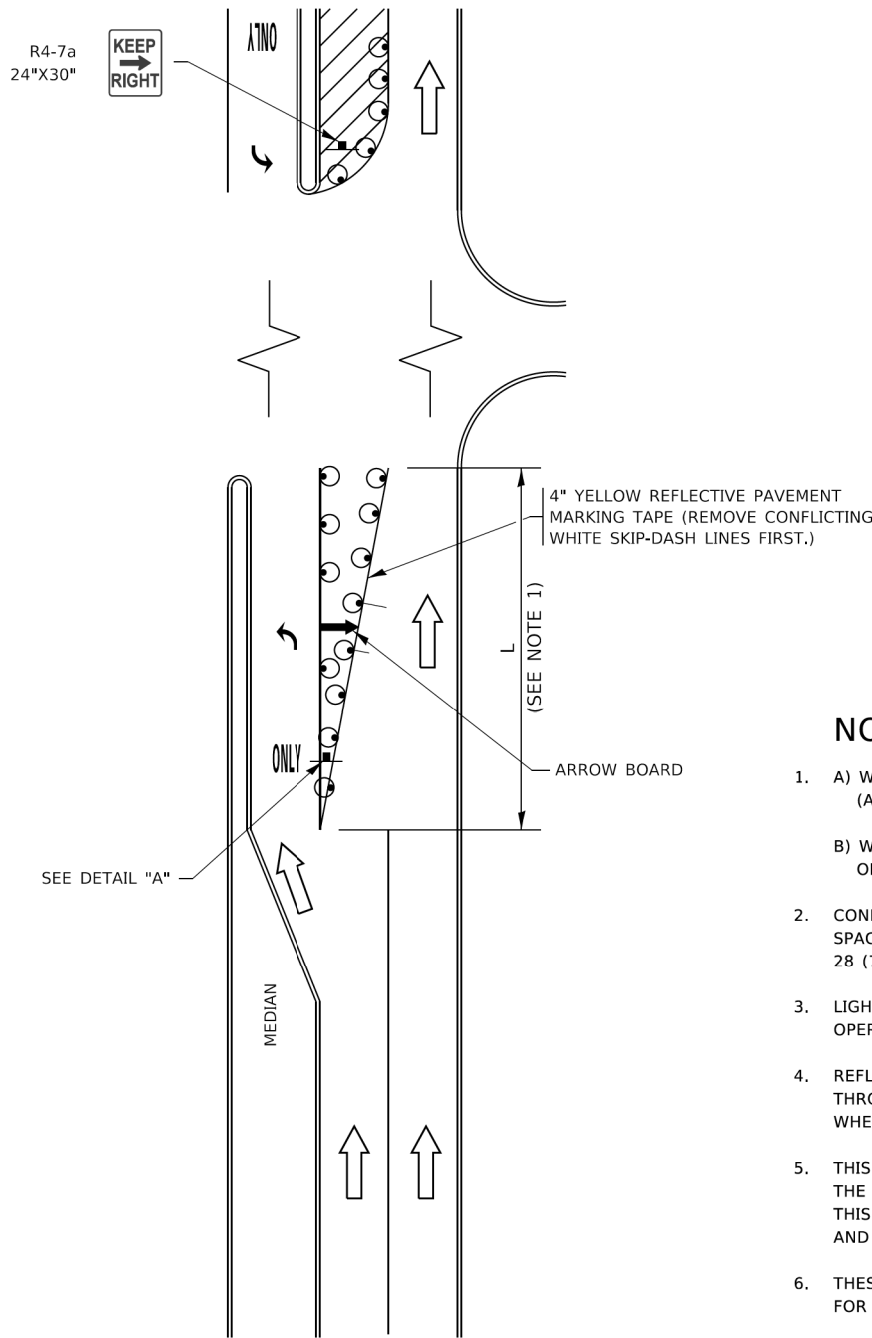
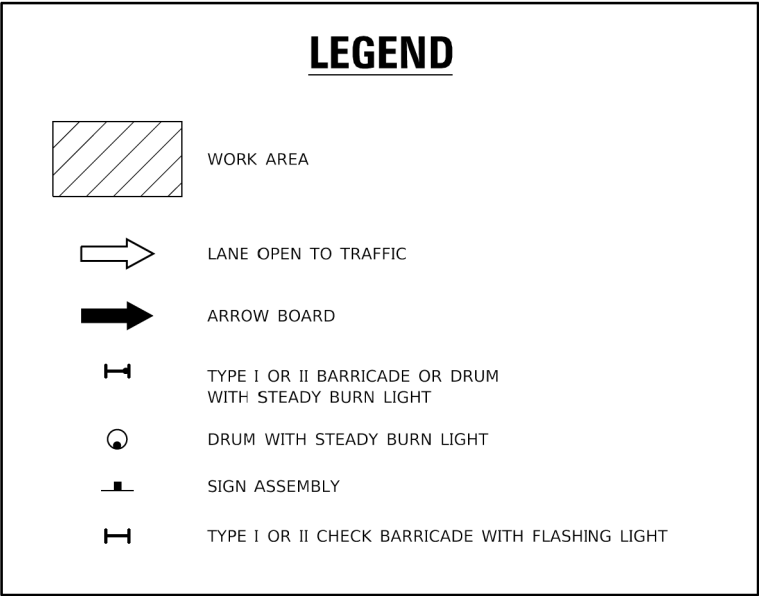


FIGURE 1

LEGEND



NOTES:

1. A) WHEN "L" IS $\leq$ THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
B) WHEN "L" IS $>$ THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-1100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

TURN BAY ENTRANCE
WITHIN A LANE CLOSURE

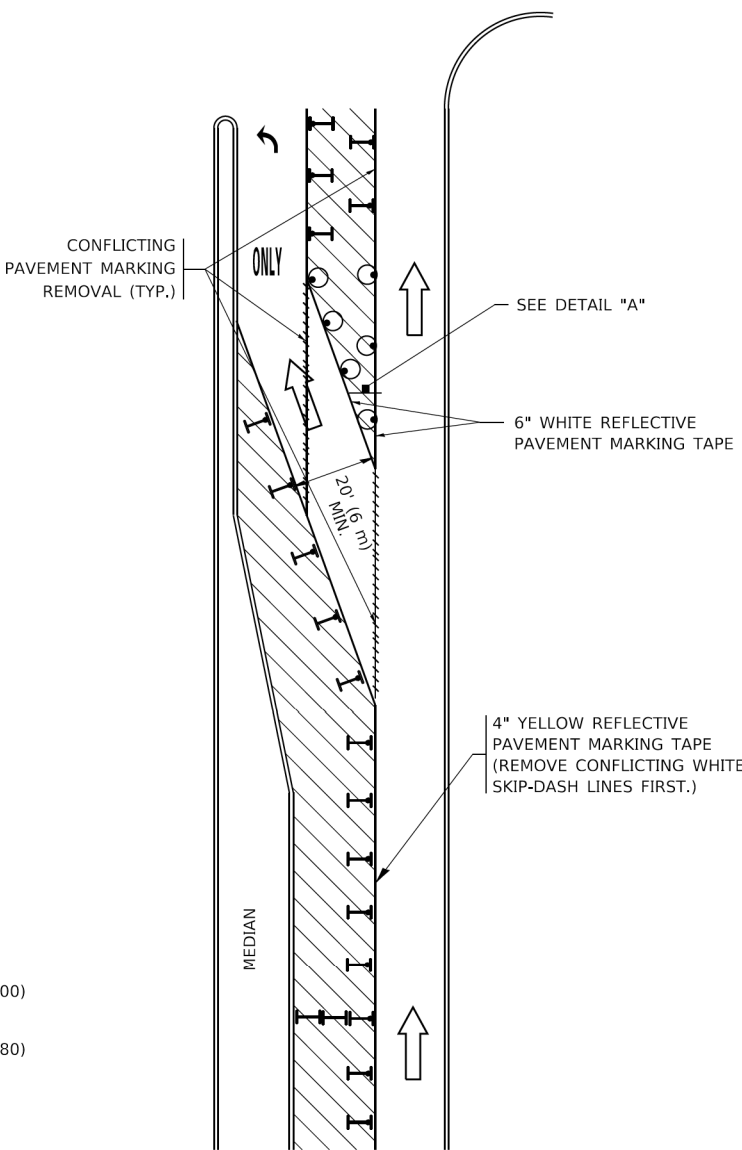
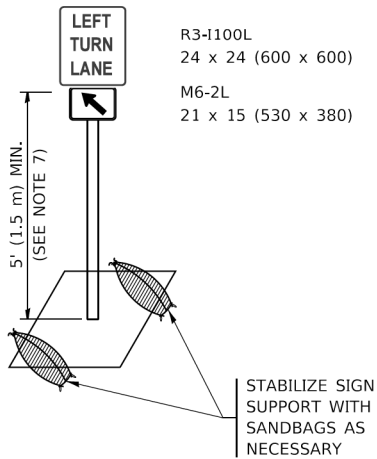


FIGURE 2



DETAIL A

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

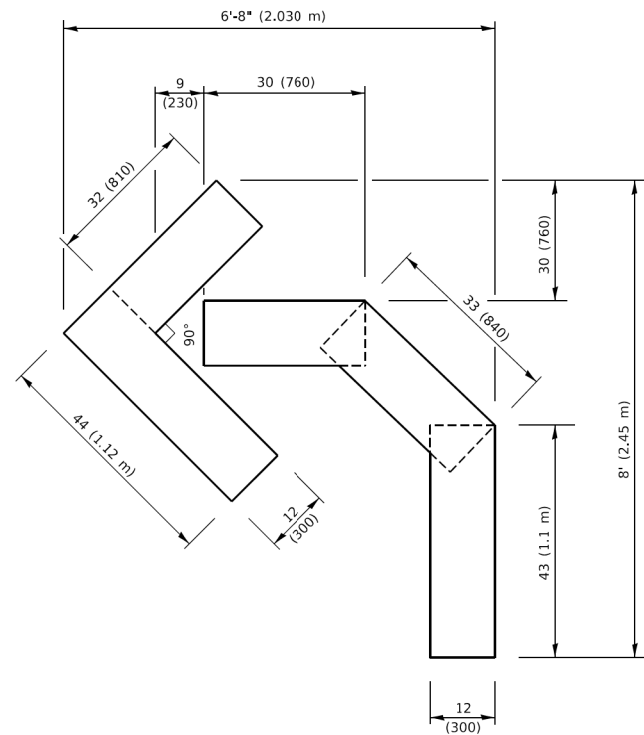
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	= Default	DRAWN	- A. HOUSEH 11-07-95	REVISED	- A. SCHUETZE 07-01-13
PLOT SCALE	= 50.0000' / 1"	CHECKED	- A. HOUSEH 10-12-96	REVISED	- A. SCHUETZE 09-15-16
PLOT DATE	= 3/4/2019	DATE	- T. RAMMACHER 01-06-00	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)

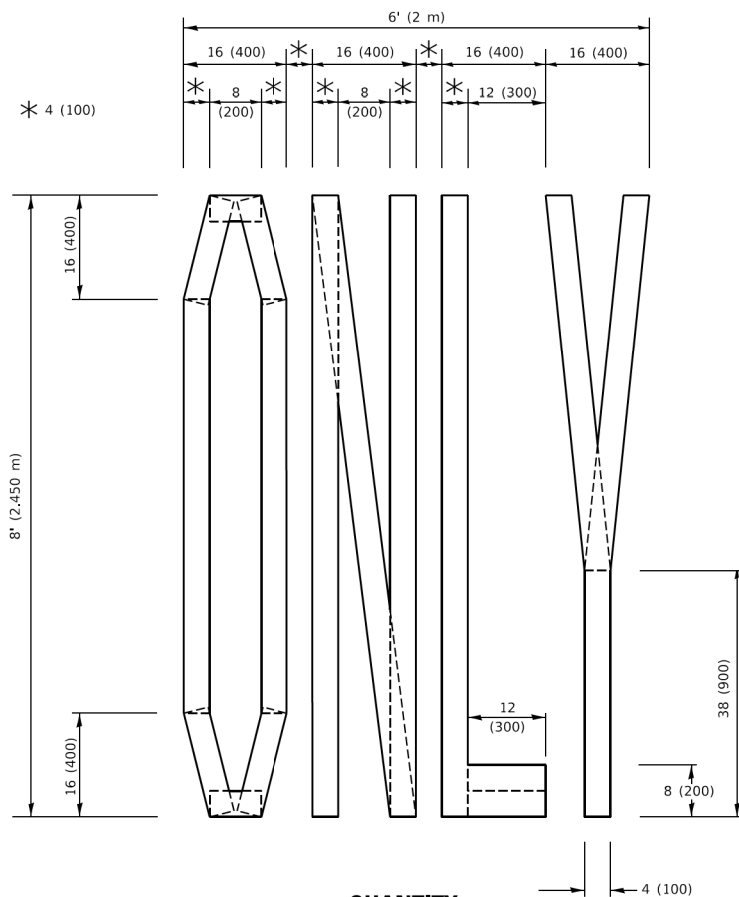
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-14		CONTRACT NO. 6IH34		
ILLINOIS		FED. AID PROJECT		



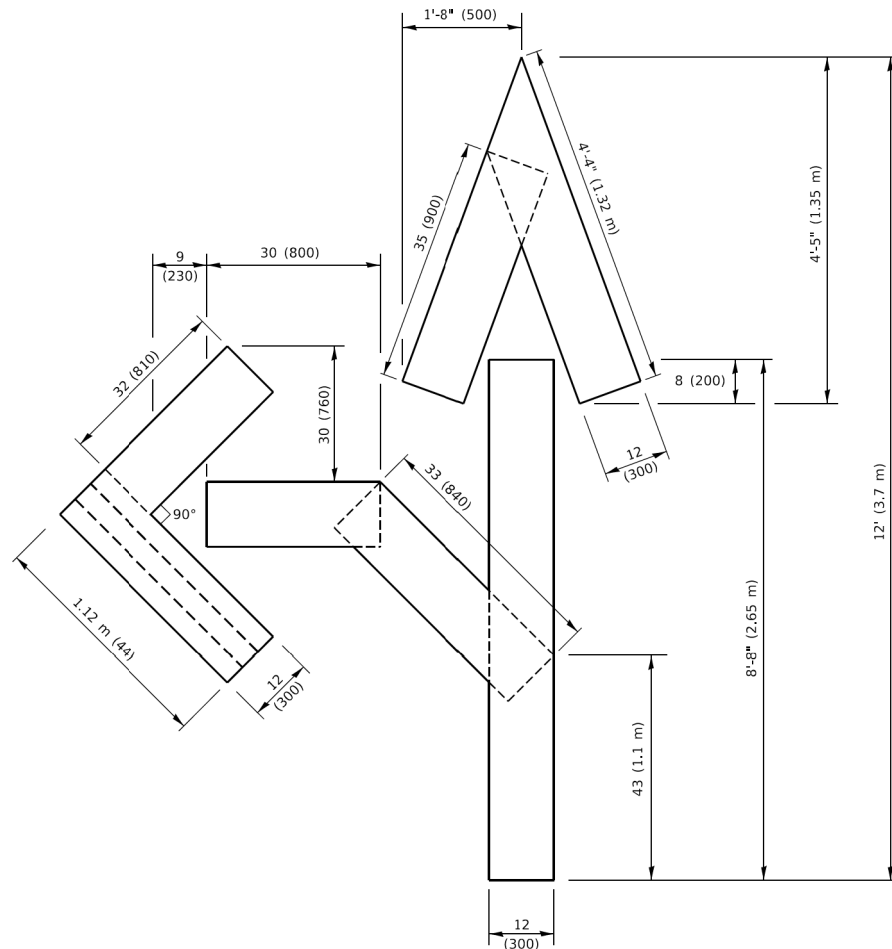
QUANTITY

4 (100) LINE = 45.5 ft. (13.9 m)
15.2 sq. ft. (1.41 sq. m)



QUANTITY

4 (100) LINE = 64.1 ft. (19.5 m)
21.4 sq. ft. (1.99 sq. m)

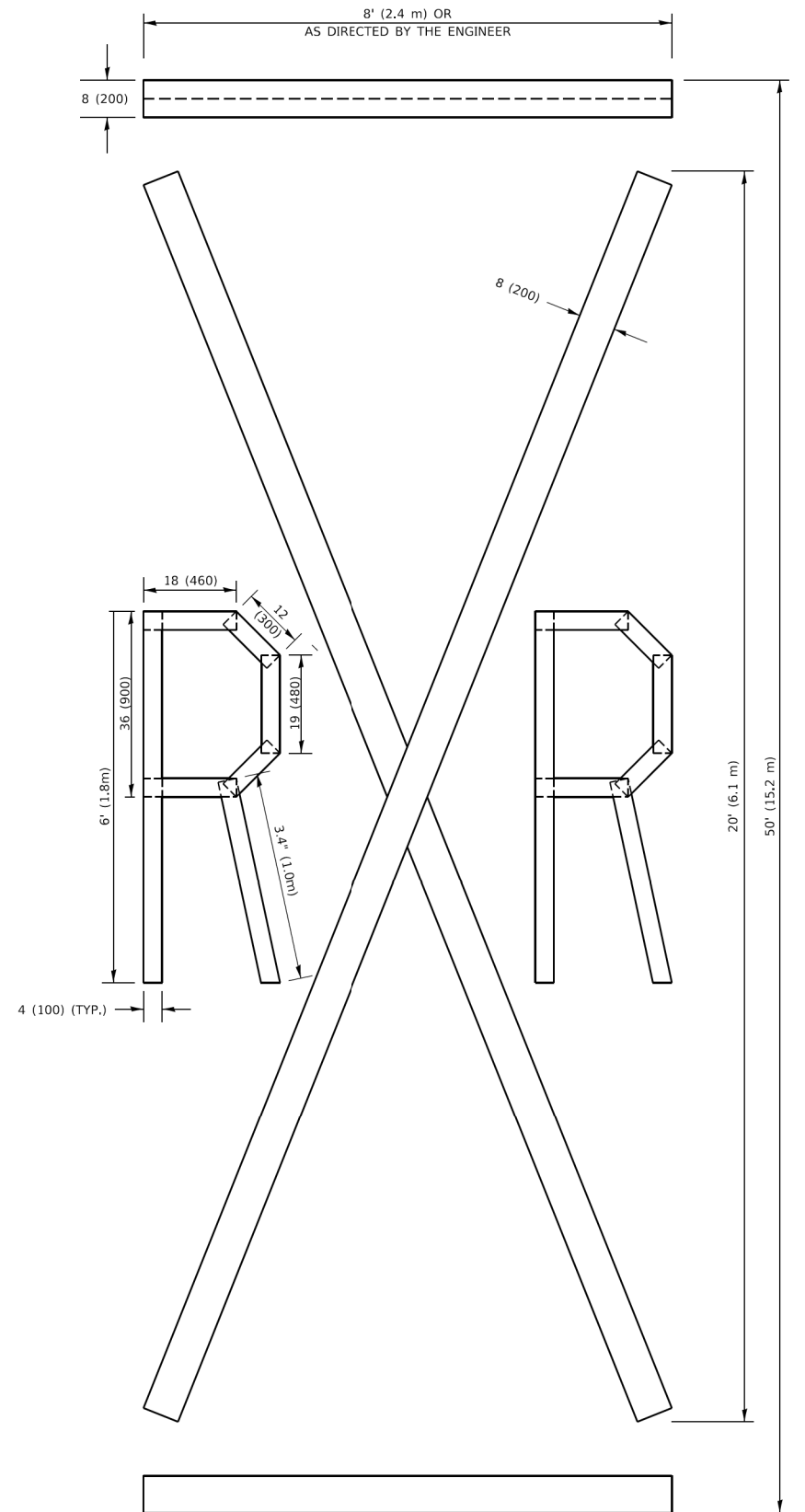


QUANTITY

4 (100) LINE = 82.5 ft. (25.1 m)
27.5 sq. ft. (2.53 sq. m)

NOTE:

ALL QUANTITIES OF PLACEMENT ARE REPRESENTED
IN LINEAR FEET OF 4" LINES TO MATCH THE
4" TEMPORARY TAPE PAY ITEM AND REPRESENTS
THE TOTAL QUANTITY OF 4" TAPE REQUIRED.



QUANTITY

4 (100) LINE = 225.9 ft. (68.9 m)
75.3 sq. ft. (6.99 sq. m)

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

USER NAME = footemj	DESIGNED -	REVISED - T. RAMMACHER 03-02-98
= Default	DRAWN -	REVISED - E. GOMEZ 08-28-00
PLOT SCALE = 50.0068' / in.	CHECKED -	REVISED - E. GOMEZ 08-28-00
PLOT DATE = 3/4/2019	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

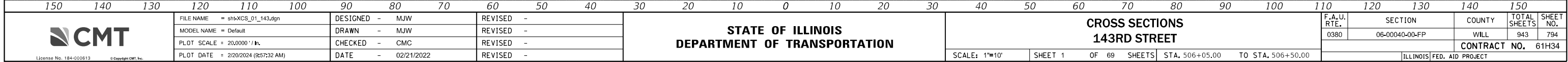
SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

SCALE: NONE	SHEET 1 OF 1 SHEETS	STA. TO STA.
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F.A. RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP		WILL	943	791
TC-16			CONTRACT NO. 61H34		
		ILLINOIS	FED. AID PROJECT		

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PLOTTED _____		
TEMPLATE _____		
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Way/CADD_Sheet _____		
NO. _____		
AREAS CHECKED _____		

DIRECTORY	= L:\Plainfield\16024
USER NAME	= Zach Edwards



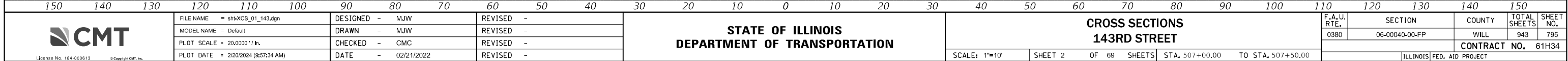
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCALE: 1"=10'	SHEET 1	OF 69 SHEETS	STA. 506+05.00	TO STA. 506+50.00
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	794
		CONTRACT NO. 61H34		
ILLINOIS		FED. AID PROJECT		

ORIGINAL SURVEY	BY	DATE
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AREAS _____		
Way/CADD_Sheet _____		
NO. _____		
AREAS CHECKED _____		

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DIRECTORY = L:\Plainfield\16024
USER NAME = Zach Edwards
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DESIGNED - MJW	REVISED -
DRAWN - MJW	REVISED -
CHECKED - CMC	REVISED -
DATE - 02/21/2022	REVISED -

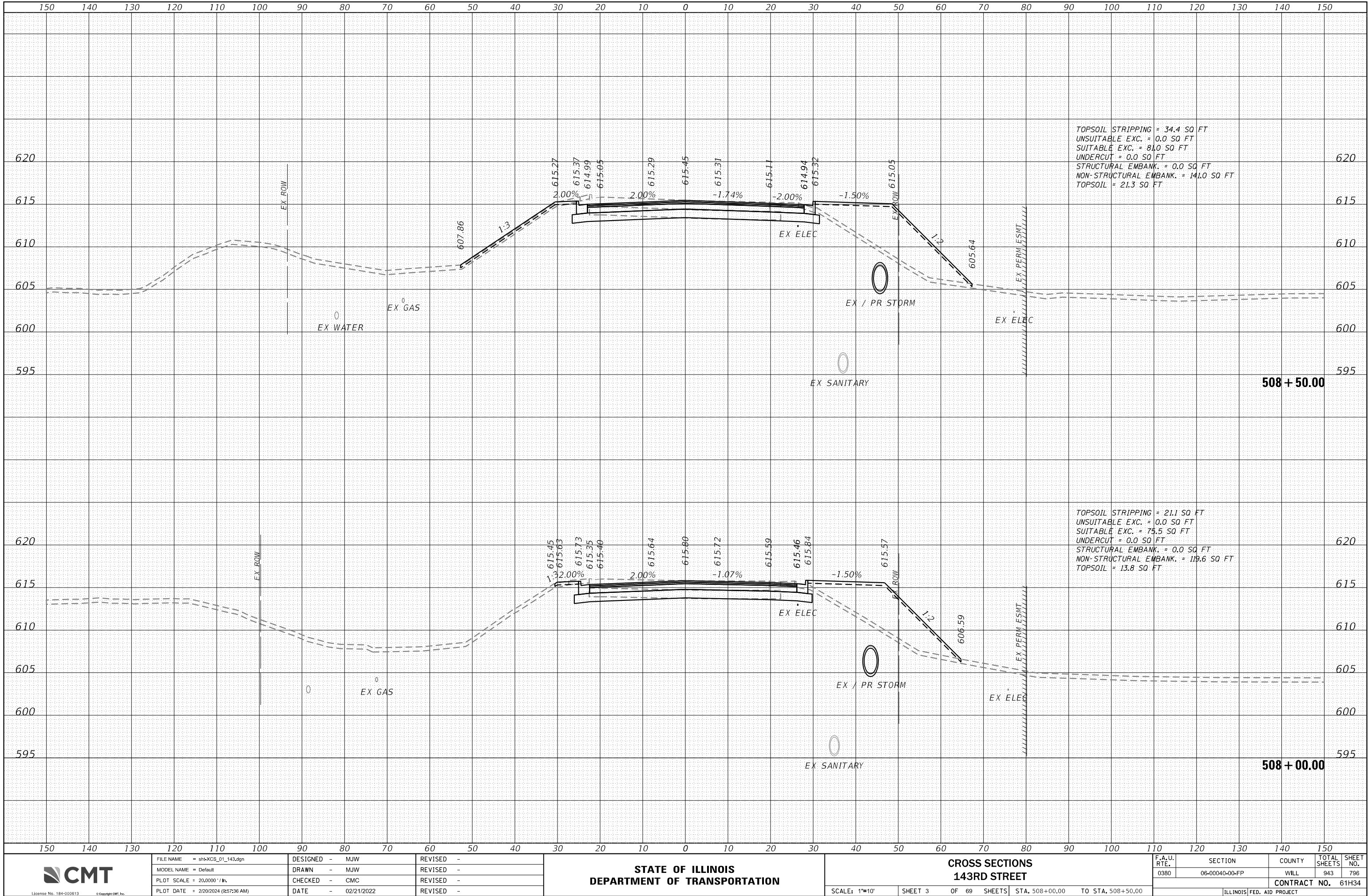
CROSS SECTIONS 143RD STREET

SCALE: 1"=10'	SHEET 2	OF 69	SHEETS	STA. 507+00.00	TO STA. 507+50.00
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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ILLINOIS		FED. AID PROJECT		

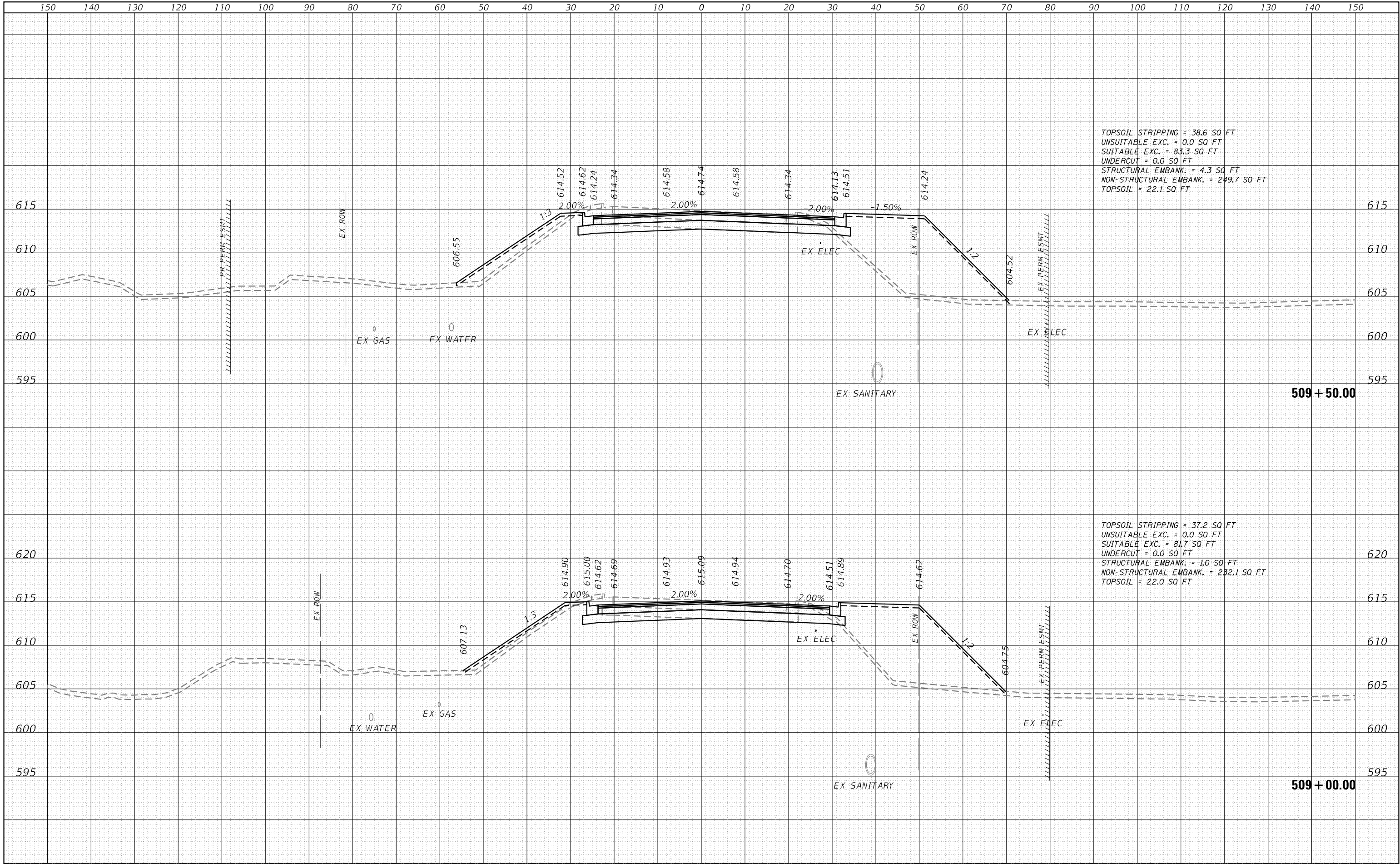
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AREAS CHECKED _____		

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DIRECTORY = L:\Plainfield\16024
USER NAME = Zach Edwards
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ORIGINAL SURVEY	BY	DATE
SURVEYED _____		
PLOTTED _____		
TEMPLATE _____		
AREAS _____		
Way/CADD_Signed _____		
NO. _____ AREAS CHECKED _____		

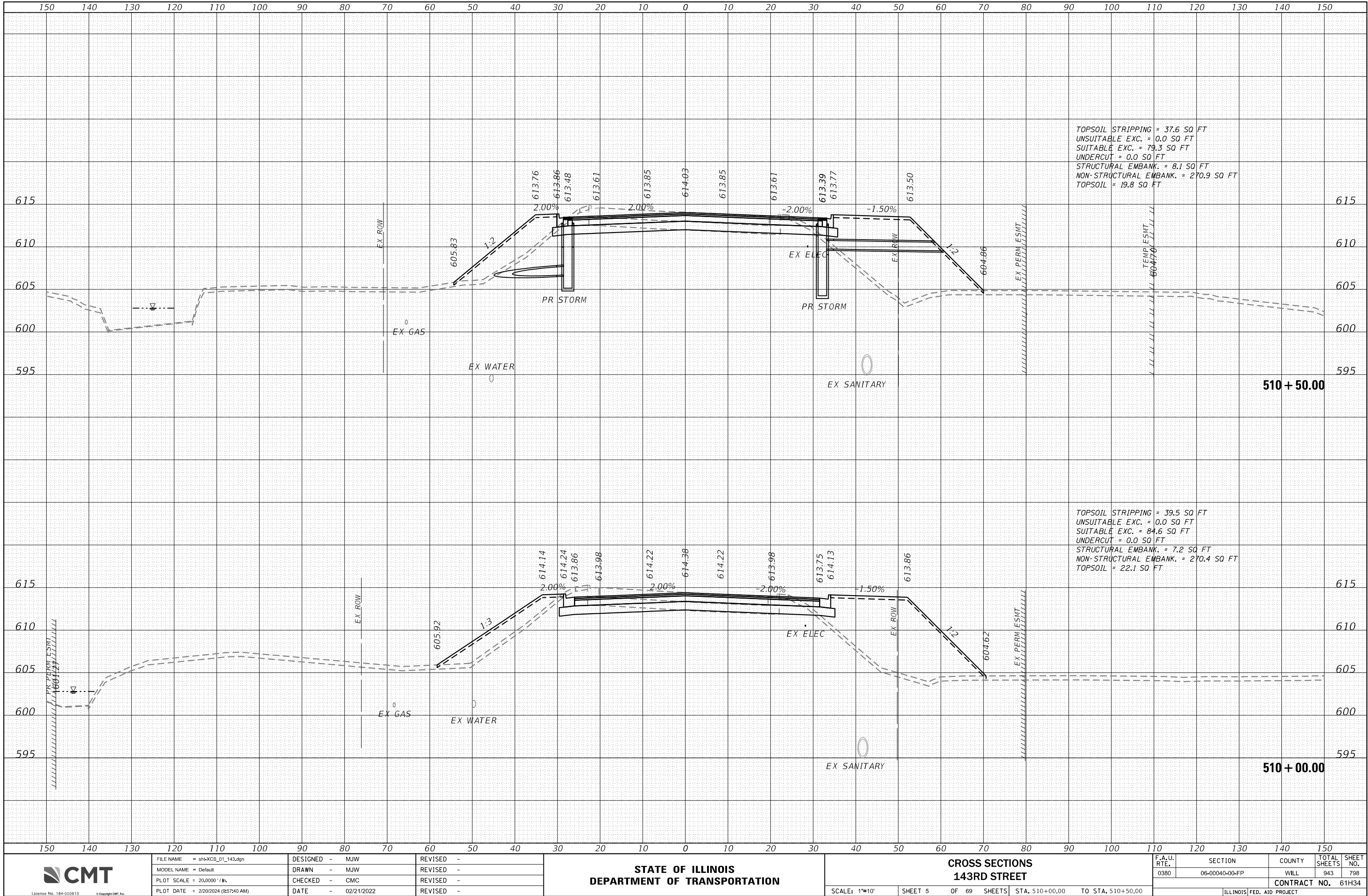
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150															140															130															120															110															100															90															80															70															60															50															40															30															20															10															0															10															20															30															40															50															60															70															80															90															100															110															120															130															140															150														
 License No. 184-000813 © Copyright CMT, Inc.			FILE NAME = sh-XCS_01_143.dgn			DESIGNED - MJW			REVISED -			STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION															CROSS SECTIONS 143RD STREET										F.A.U. RTE.		SECTION			COUNTY		TOTAL SHEETS		SHEET NO.																																																																																																																																																																																																																																																																																																																																																																																																																																		
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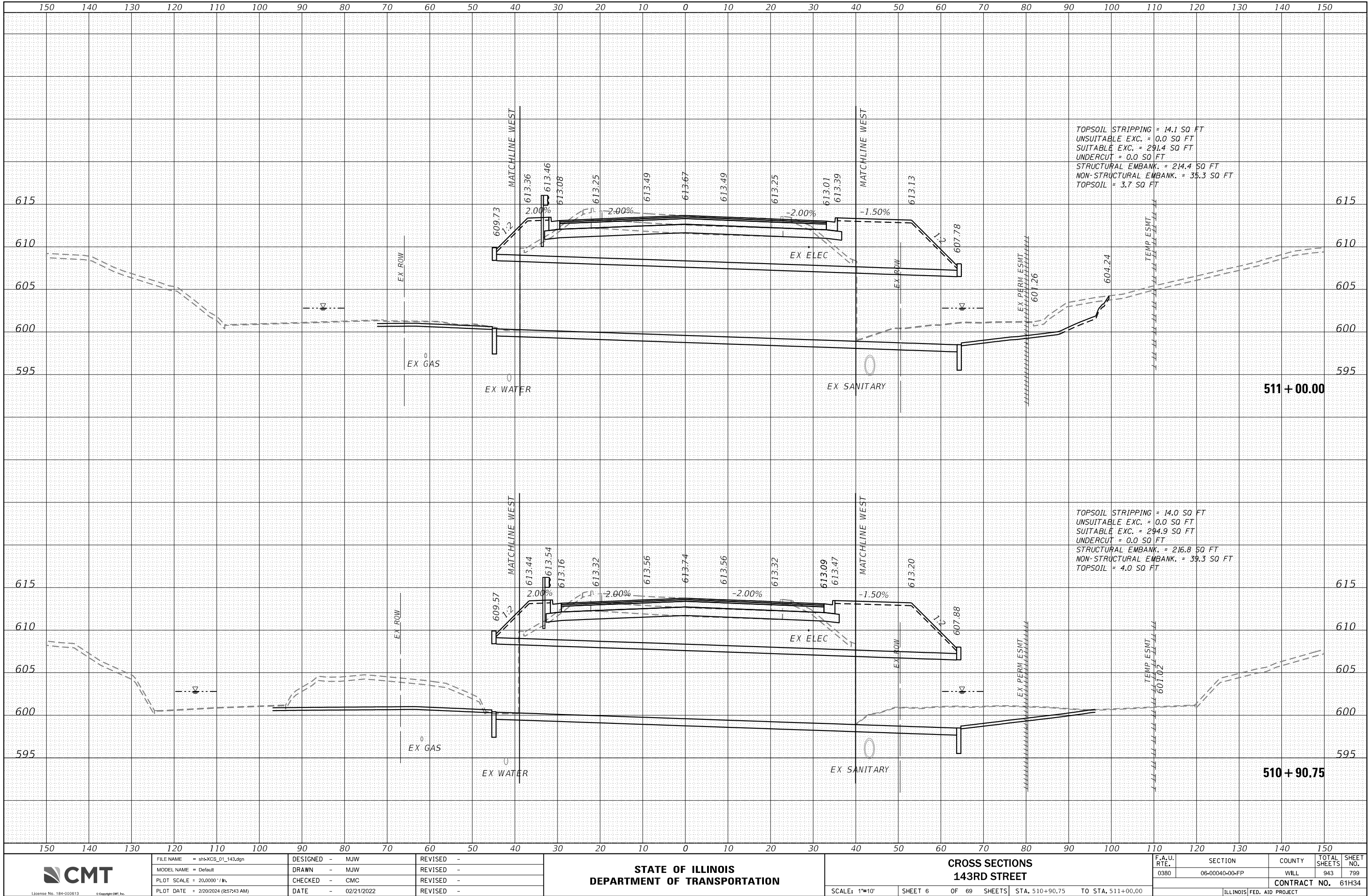
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USER NAME = Zach Edwards
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NO. _____		
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DIRECTORY = L:\Plainfield\16024
USER NAME = Zach Edwards
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DATE	BY	SURVEYED	NO.
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		NOTE BOOK	
		FINL	

DATE	BY	SURVEYED	NO.
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		ORIGINAL	

Pen Table Plot Driver
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Zach Edwards

