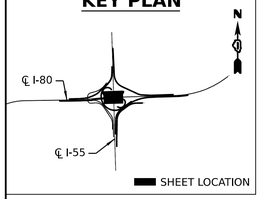
KEY PLAN



MATCHLINE STA. 1058+75

CKTS. K&L

CL4

CK2

CKTS. O&P

UNIT DUCT 3-1/C NO.2, 1/C NO.4 GND., 1 1/2" DIA.

CL1

2" DIA, PVC, EIS (EMPTY)

CK1

JB 18"X12"X6"

CK5

CC4/CD4

CC5/CD5

CC3/CD3

CKTS. M&N

CN6

CM6

JB 18"X12"X6"

CKTS. M&N

CN9

CM10

CN10

CC7/CD7

RAMP CC

I-55

1058

1057

1056

1055+00

1054

1053

1052

1051

1050+00

10+00

11

12

13

14

15+00

16

17

18

9

8

7

6

J

MATCHLINE STA. 350+00

350+00

355+00

360+00

I-80 WB

I-80 EB

CKTS. C&D

4"DIA,UGC,PVC, SCH. 80

JB 18"X12"X6"

CKTS. O&P

ELECTRIC CABLE IN CONDUIT, 3-1/C NO.2, 1/C NO.4 GND., IN 2" DIA, PVC, EIS (CONDUIT INSTALLED UNDER 62R28)

PK3

PL3

PB5

PA5

CC6/CD6

JB 18"X12"X6"

CKTS. C&D

RAMP BB

15+00

PB1

CKTS. A&B

UNIT DUCT 3-1/C NO.2, 1/C NO.4 GND., 1 1/2" DIA. (TYP.)

PA2

CKTS. A&B

MATCHLINE STA. 363+00

MATCHLINE STA. 1049+75

N

0 50 100 150

SCALE IN FEET

MODEL: Default
FILE NAME: pw://transystems-pw.bentley.com:transyscorp-pw1-hosted/Documents/Projects_2018/CH401/401180022/01-Stantec/CADINT-02_62R26/04-Sheet/16-Lighting/D162R26-sht-light-04.dgn

SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME = vgurskas	DESIGNED - VG	REVISED -
	DRAWN - VG	REVISED -
PLOT SCALE = 50.000 ' / In.	CHECKED - RP	REVISED -
PLOT DATE = 5/31/2024	DATE - 06/04/2024	REVISED -

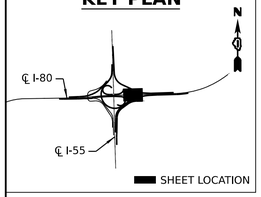
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

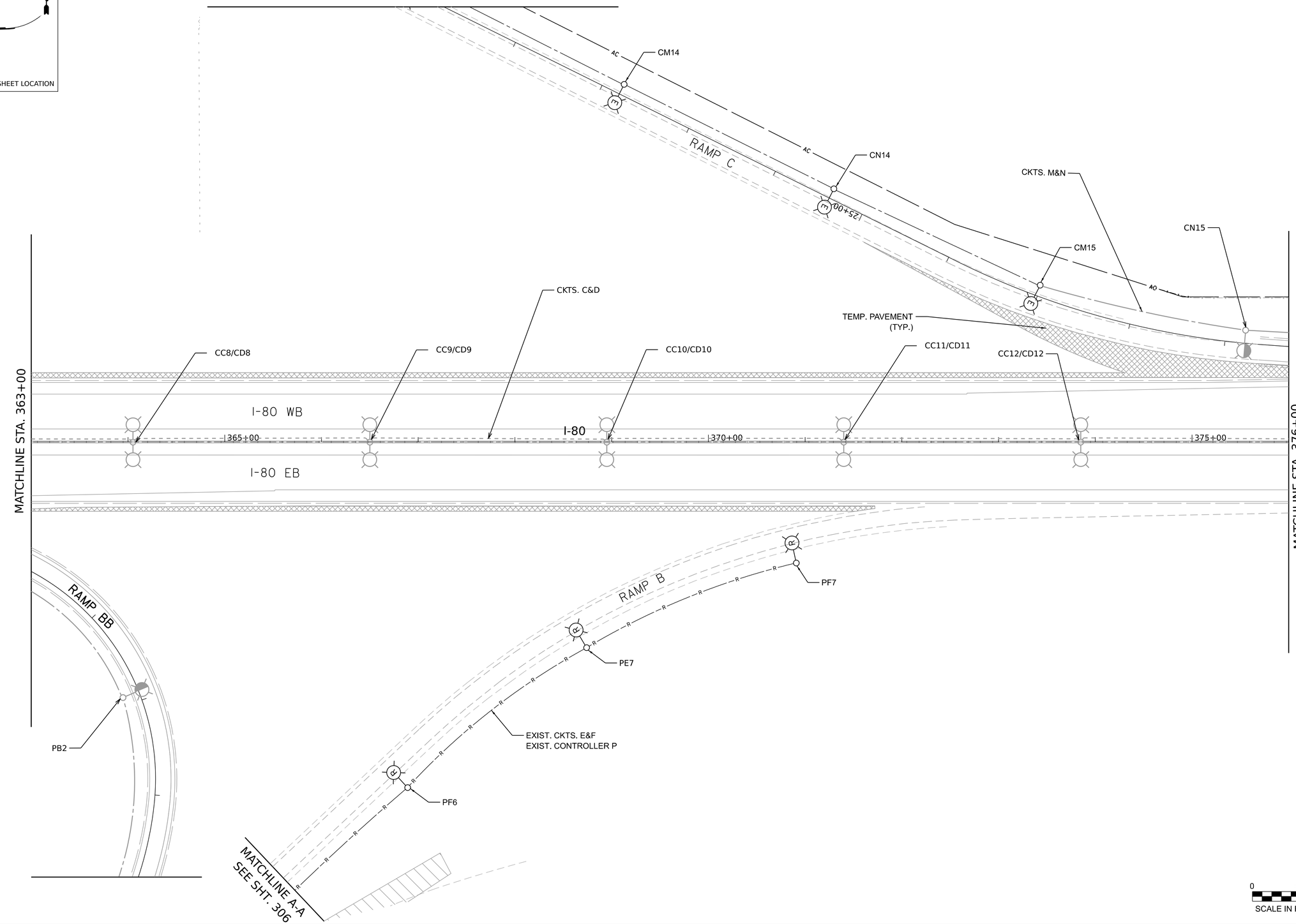
LIGHTING REMOVAL AND TEMPORARY LIGHTING PLAN
I–80

SCALE: 1:50 | SHEET 4 OF 29 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 INTERCHANGE	WILL	525	301
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		

KEY PLAN





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SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME = vgurskas	DESIGNED - VG	REVISED -
	DRAWN - VG	REVISED -
PLOT SCALE = 50.000 ' / in.	CHECKED - RP	REVISED -
PLOT DATE = 5/31/2024	DATE - 06/04/2024	REVISED -

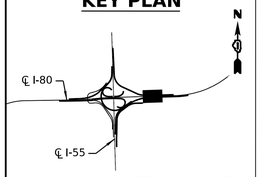
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

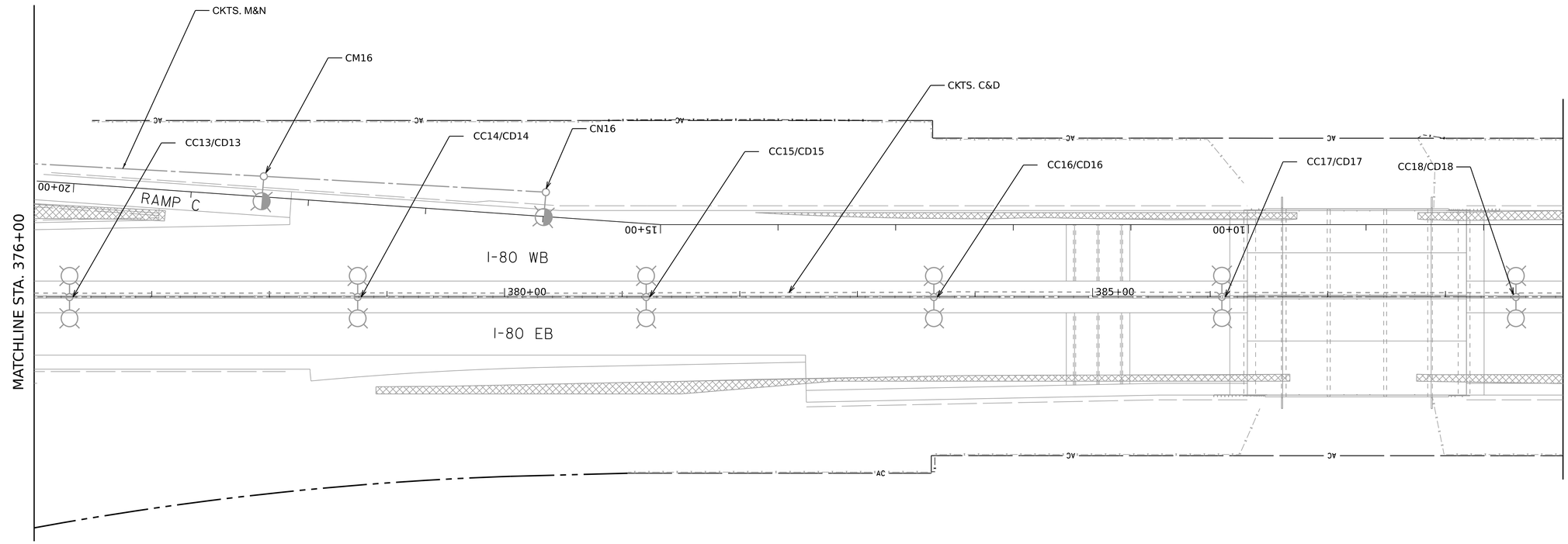
LIGHTING REMOVAL AND TEMPORARY LIGHTING PLAN
I–80

SCALE: 1:50 | SHEET 5 OF 29 SHEETS | STA. | TO STA.

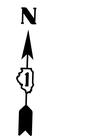
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 INTERCHANGE	WILL	525	302
		CONTRACT NO. 62R26		
	ILLINOIS FED. AID PROJECT			

KEY PLAN





FOR INFORMATION ONLY



0 50 100 150

SCALE IN FEET

MODEL: Default
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SINGH
SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME = vgurskas	DESIGNED - VG	REVISED -	
	DRAWN - VG	REVISED -	
PLOT SCALE = 50.000 ' / In.	CHECKED - RP	REVISED -	
PLOT DATE = 5/31/2024	DATE - 06/04/2024	REVISED -	

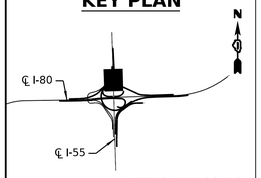
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING REMOVAL AND TEMPORARY LIGHTING PLAN
I–80

SCALE: 1:50 | SHEET 6 OF 29 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 INTERCHANGE	WILL	525	303
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		

KEY PLAN



MATCHLINE STA. 1067+75

TCJ3
STA. 108+40
30' RT

CJ3

TCI3
STA. 110+20
25' LT

CKTS. I&J
CONTROLLER C

CI3

TCJ2
STA. 07+20
45' LT

CJ2

TEMP. PAVEMENT
(TYP.)

RAMP D

WORK ZONE
(TYP.)

TCI2
STA. 09+70
45' LT

TCJ1
STA. 12+45
30' LT

AERIAL CABLE, 3-1/C NO.2
WITH MESSENGER WIRE
(TYP.)

TCI1
STA. 14+40
10' RT

CJ1

CK3

CL3

CKTS. M&N

CKTS. K&L

RAMP DD

CK4

MATCHLINE STA. 13+95

CL6

CK7

CKTS. K&L
CONTROLLER C

CL5

CK6

CM11

CM2

CKTS. M&N
CONTROLLER C

RAMP C

CN1

CN11

RAMP CC

CN7

CM1

CM7

I-55

MATCHLINE STA. 1058+75

N

0 50 100 150
SCALE IN FEET

MODEL: Default
FILE NAME: pw://transystems-pw.bentley.com:transystemscorp-pw1-hosted/Documents/Projects_2018/CH401/401180022101-Stanteo/CADINT-02_62R26/04-Sheet/16-Lighting/D162R26-ahlight-07.dgn

SINGH
SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME = vgurskas	DESIGNED - VG	REVISED -
	DRAWN - VG	REVISED -
PLOT SCALE = 50.000 ' / In.	CHECKED - RP	REVISED -
PLOT DATE = 5/31/2024	DATE - 06/04/2024	REVISED -

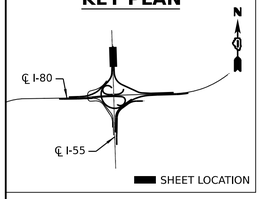
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

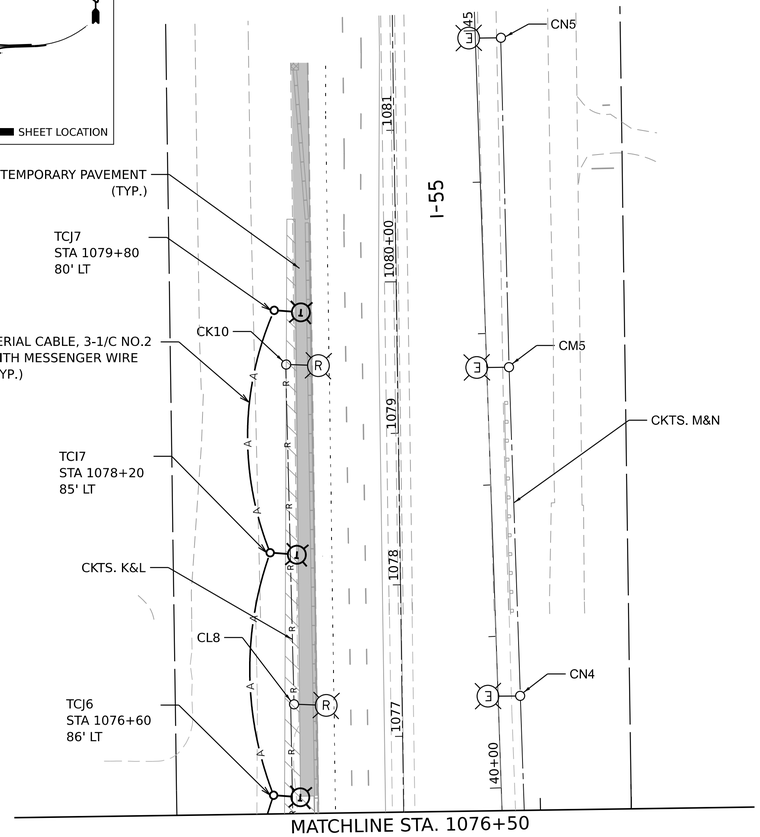
LIGHTING REMOVAL AND TEMPORARY LIGHTING PLAN
I–80

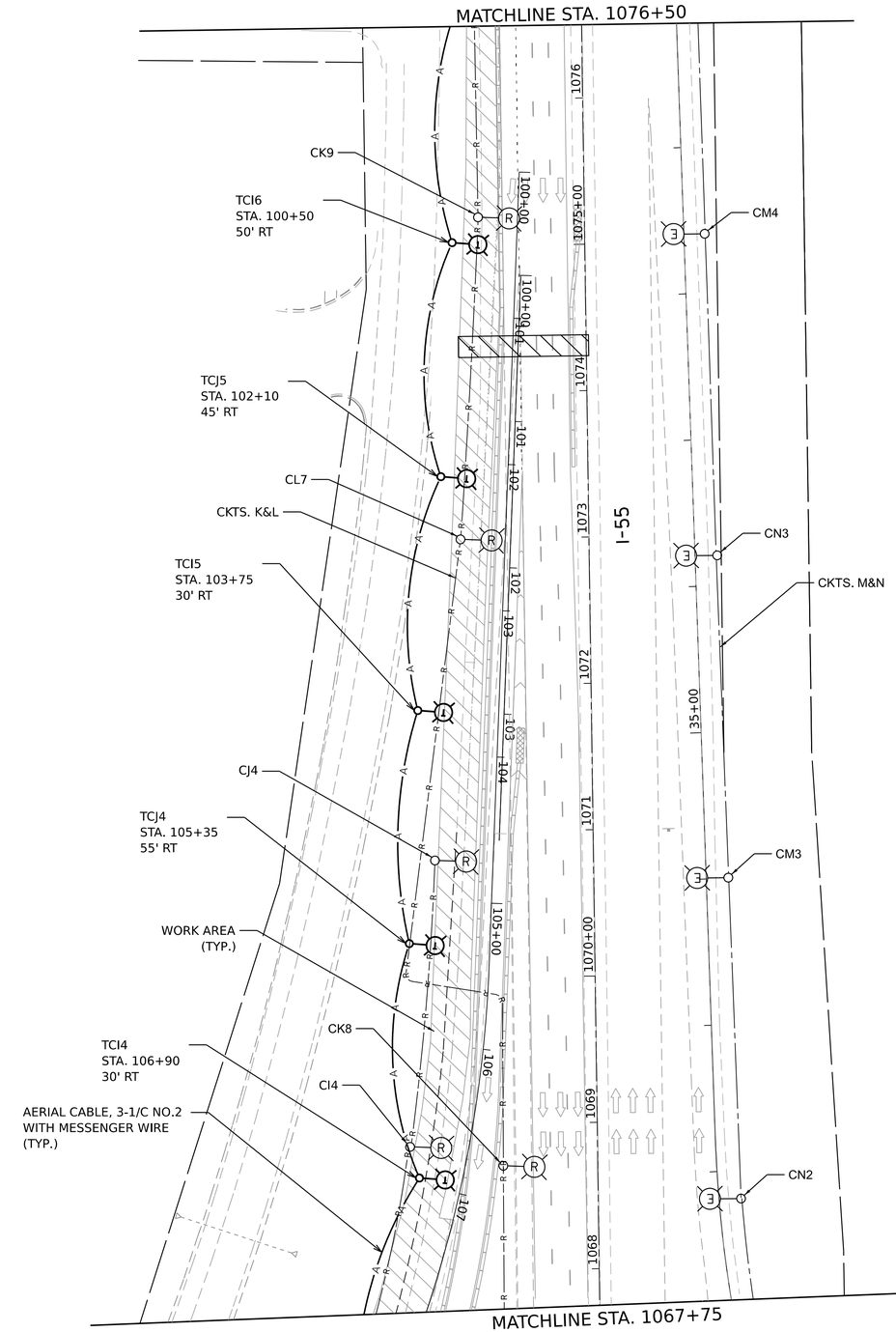
SCALE: 1:50 | SHEET 7 OF 29 SHEETS | STA. | TO STA.

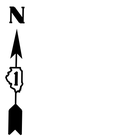
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 INTERCHANGE	WILL	525	304
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		

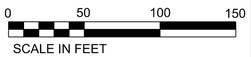
KEY PLAN











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SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

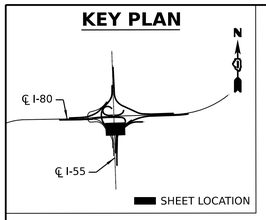
USER NAME = vgurskas	DESIGNED - VG	REVISED -	
	DRAWN - VG	REVISED -	
PLOT SCALE = 50.000 ' / in.	CHECKED - RP	REVISED -	
PLOT DATE = 5/31/2024	DATE - 06/04/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING REMOVAL AND TEMPORARY LIGHTING PLAN
I–80

SCALE: 1:50 | SHEET 8 OF 29 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 INTERCHANGE	WILL	525	305
		CONTRACT NO. 62R26		
	ILLINOIS FED. AID PROJECT			



MATCHLINE STA. 1049+75

MATCHLINE A-A
SEE SHT. 302

PA3
PB4
PB3
PA4
PJ2
PK2
EXIST. CKTS. C&D
WORK AREA
(TYP.)
4"DIA, UGC
RAMP BB
PE6
PF5
TCO1
STA. 1046+50
107' LT
TCP1
STA. 1046+40
120' RT
PL2
PI2
I-55
SE FRONTAGE RD.
PE5
RAMP B
PH7
AERIAL CABLE, 3-1/C NO.2
WITH MESSENGER WIRE
(TYP.)
EXIST. CKTS. G&H
EXIST. CONTROLLER P
TEMPORARY WOOD POLE
STA. 1045+00
145' RT
TEMPORARY WOOD POLE
STA. 1045+00
140' LT
PG8
UNIT DUCT 3-1/C NO.2, 1/C NO.4 GND.,
1 1/2" DIA. (TYP.)
PF4
EXISTING LIGHTING CONTROLLER "P", L0345, TO BE REMOVED
NOTES 1&3
PK1
PJ1
EXIST. CKTS. K&L
EXIST. CONTROLLER P
EXIST. CKTS. J&I
EXIST. CONTROLLER P
4"DIA,UGC,PVC,35'
EXIST. CKTS. E&F
EXIST. CONTROLLER P
PL1
PH8
PE4
PI1

MATCHLINE STA. 1040+70

NOTES:

1. EXISTING LIGHTING CONTROLLER SHALL NOT BE REMOVED UNTIL THE PROPOSED CONTROLLER "C" IS INSTALLED AND OPERATIONAL UNDER CONTRACT 62R28. THE CONTRACTOR SHALL COORDINATE TEMPORARY LIGHTING CONNECTIONS AND ROUTING WITH 62R28 CONTRACTOR.
2. EXISTING LIGHTING ALONG ALONG RAMP B SHALL BE REMOVED ONLY ONCE THE RAMP IS CLOSED AND DETOURED. SEE MOT PLANS FOR DETAILS.
3. EXISTING LIGHTING CONTROLLER "P" POWERS TWO EXISTING CCTV CAMERAS. THE CONTRACTOR SHALL MAINTAIN THE CONTROLLER OPERATIONAL UNTIL THE NEW ELECTRICAL SERVICE FOR THE CAMERAS IS INSTALLED. SEE ITS PLANS FOR ADDITIONAL DETAILS.

N

0 50 100 150
SCALE IN FEET

MODEL: Default
FILE NAME: pw://transystems-pw.bentley.com:transystcorp-pw1-hosted\Documents\Projects_2018\CH401\401180022\01-Stantec\CADINT-02_62R28\04-Sheet\16-Lighting\D162R28-sht-light-09.dgn

SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME = vgurskas	DESIGNED - VG	REVISED -
	DRAWN - VG	REVISED -
PLOT SCALE = 50.000 ' / in.	CHECKED - RP	REVISED -
PLOT DATE = 5/31/2024	DATE - 06/04/2024	REVISED -

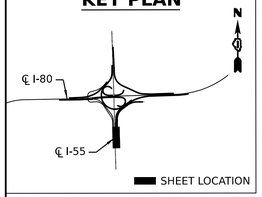
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING REMOVAL AND TEMPORARY LIGHTING PLAN
I–80

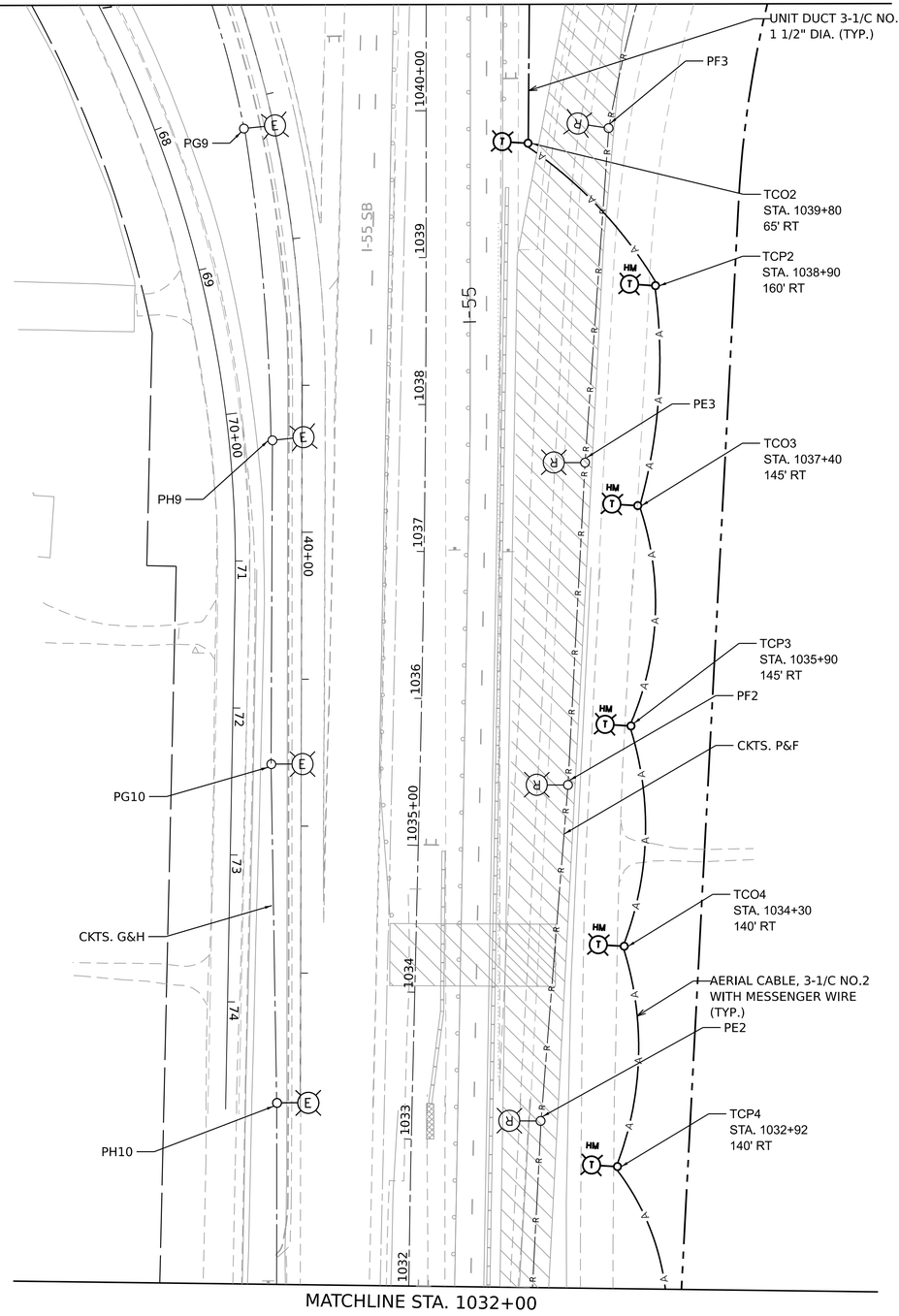
SCALE: 1:50 | SHEET 9 OF 29 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 INTERCHANGE	WILL	525	306
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		

KEY PLAN

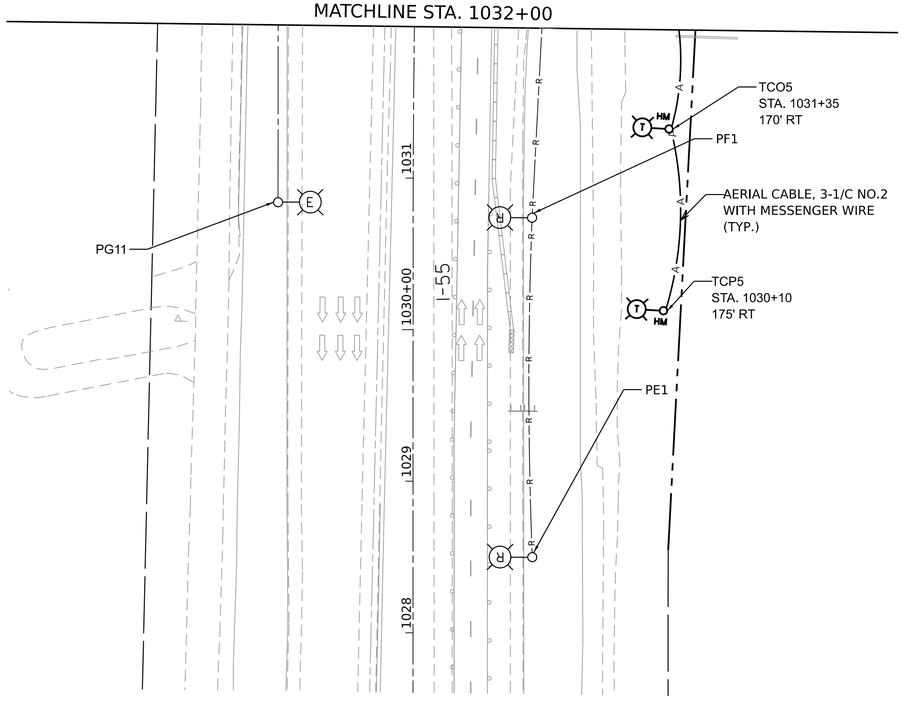


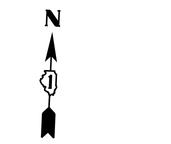
MATCHLINE STA. 1040+70



MATCHLINE STA. 1032+00

MATCHLINE STA. 1032+00





0 50 100 150

SCALE IN FEET

MODEL: Default
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SINGH
SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME = vgurskas	DESIGNED - VG	REVISED -	
	DRAWN - VG	REVISED -	
PLOT SCALE = 50.000 ' / In.	CHECKED - RP	REVISED -	
PLOT DATE = 5/31/2024	DATE - 06/04/2024	REVISED -	

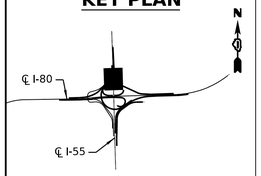
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING REMOVAL AND TEMPORARY LIGHTING PLAN
I–80

SCALE: 1:50 | SHEET 10 OF 29 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 INTERCHANGE	WILL	525	307
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		

KEY PLAN



MATCHLINE STA. 1067+75

TCI3
STA. 109+85
50' RT

TCJ2
STA. 07+20
17' LT

TCI2
STA. 09+70
20' LT

TCJ1
STA. 12+25
25' LT

AERIAL CABLE, 3-1/C NO.2
WITH MESSENGER WIRE
(TYP.)

TCI1
STA. 14+40
10' RT

RAMP D

RAMP DD

RAMP C

RAMP CC

I-55

CL6
CL5
CL3
CK7
CK6
CK4
CK3

CM11
CM2
CM1
CM7

CN11
CN1
CN7

CKTS. M&N
CONTROLLER C

CKTS. K&L
CONTROLLER C

CKTS. M&N

CKTS. K&L

(2)4"DIA,UGC

N

0 50 100 150
SCALE IN FEET

MODEL: Default
FILE NAME: pw://transystems-pw.bentley.com:transystcorp-pw1-hosted/Documents/Projects_2018/CH401/401180022/01-Stantec/CADINT-02_62R26/04-Sheet/16-Lighting/D162R26-sht-light-11.dgn

SINGH
SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME = vgurskas	DESIGNED - VG	REVISED -	
	DRAWN - VG	REVISED -	
PLOT SCALE = 50.000 ' / In.	CHECKED - RP	REVISED -	
PLOT DATE = 5/31/2024	DATE - 06/04/2024	REVISED -	

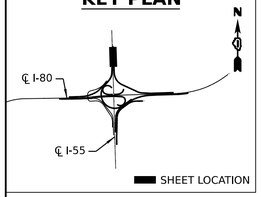
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

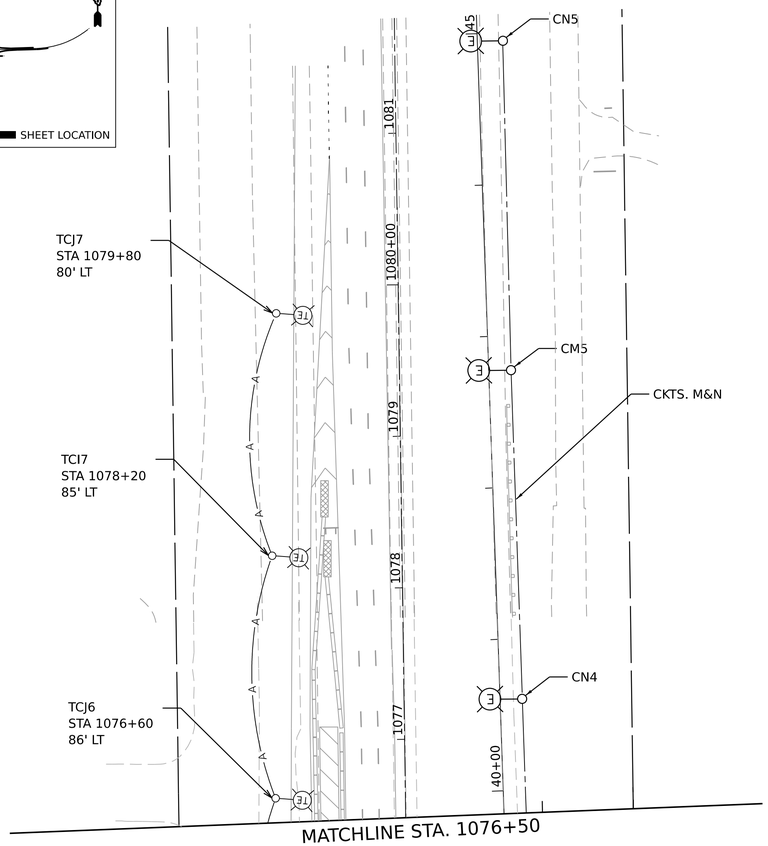
LIGHTING REMOVAL AND TEMPORARY LIGHTING PLAN
I–80 – STAGE 2B

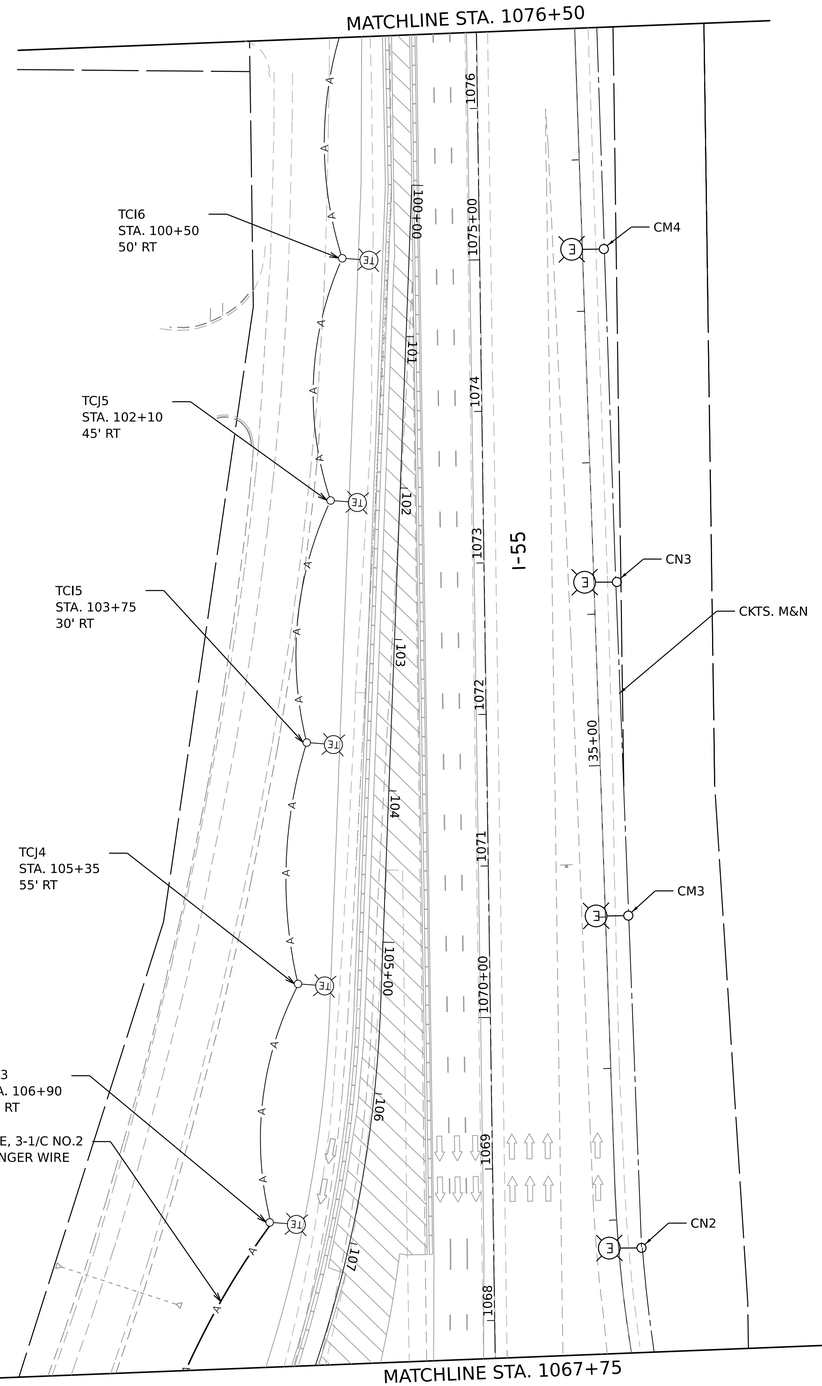
SCALE: 1:50 | SHEET 11 OF 29 SHEETS | STA. | TO STA.

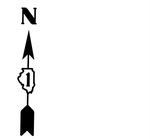
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 INTERCHANGE	WILL	525	308
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		

KEY PLAN









0 50 100 150
SCALE IN FEET

MODEL: Default
FILE NAME: pw://transystems-pw.bentley.com:transystcorp-pw1-hosted/Documents/Projects_2018/CH14001418002201-Stantec/CADINT-02_62R2604-Sheet/16-Lighting/D162R26-ath-light-12.dgn

SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME = vguriskas	DESIGNED - VG	REVISED -	
	DRAWN - VG	REVISED -	
PLOT SCALE = 50.000 ' / in.	CHECKED - RP	REVISED -	
PLOT DATE = 5/31/2024	DATE - 06/04/2024	REVISED -	

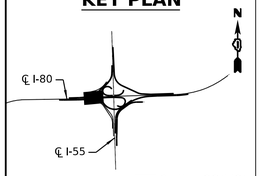
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING REMOVAL AND TEMPORARY LIGHTING PLAN
I–80 – STAGE 2B

SCALE: 1:50 | SHEET 12 OF 29 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 INTERCHANGE	WILL	525	309
		CONTRACT NO. 62R26		
		ILLINOIS	FED. AID PROJECT	

KEY PLAN



EXISTING SERVICE

EXISTING LIGHTING CONTROLLER
(TROY TOWNSHIP)
120/240V, SINGLE PHASE, 3 WIRE

EXISTING SERVICE

EXISTING LIGHTING
IDOT CONTROLLER "C" L0346
240/480V, SINGLE PHASE, 3 WIRE

MATCHLINE STA. 13+95

W. FRONTAGE RD.

RAMP D

RAMP A

RAMP AA

I-80 WB

I-80 EB

A1 A2 A8 A9

CE1 CE2

CF1 CF2

CA1/CB1 CA2/CB2 CA3/CB3 CA4/CB4

CC1/CD1 CC2/CD2

CO6 CO7 CO8

CP6 CP7 CP8

CH1
STA. 8+20
19 FT. SETBACK
FROM E.O.P.

CH2
STA. 13+00
19 FT. SETBACK
FROM E.O.P.

CG2
STA. 10+00
19 FT. SETBACK
FROM E.O.P.

CG3
STA. 15+40
19 FT. SETBACK
FROM E.O.P.

4"DIA,UGC,
PVC, SCH 80,
40'

4"DIA,UGC,PVC,
SCH 80, 50'

4"DIA,UGC,PVC,
SCH 80, 40'

CKTS. G&H
UNIT DUCT 3-1/C NO.2
1/C NO.4 GND.,
1 1/2" DIA.

CKTS. O&P
UNIT DUCT 3-1/C NO.2
1/C NO.4 GND., 1 1/2" DIA.

CKTS. G&H
UNIT DUCT 3-1/C NO.2
1/C NO.4 GND.,
1 1/2" DIA.
(TYP.)

CKTS. E&F

CKTS. A&B

CKTS. C&D

CKTS. G&H
UNIT DUCT 3-1/C NO.2
1/C NO.4 GND.,
1 1/2" DIA.

CKTS. A&B

CKTS. C&D

CKTS. O&P

NOTE 1

MATCHLINE STA. 350+00

MATCHLINE STA. 16+00

N

0 50 100 150
SCALE IN FEET

NOTES:

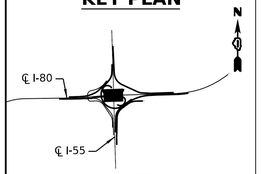
1. SEE LIGHTING SHEET 21 FOR UNDERPASS LIGHTING PLAN.

MODEL: Default
FILE NAME: pw:\transystems-pw.bentley.com:transystcorp-pw1-hosted\Documents\Projects_2018\CH401140018002201-Stantec\CADINT-02_62R26\04-Sheet\16-Lighting\D162R26-sht-light-13.dgn

SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS	USER NAME = vgurskas	DESIGNED - VG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED LIGHTING PLAN I–80
		DRAWN - VG	REVISED -		
	PLOT SCALE = 50.000 ' / in.	CHECKED - RP	REVISED -		SCALE: 1:50 SHEET 13 OF 29 SHEETS STA. TO STA.
	PLOT DATE = 5/31/2024	DATE - 06/04/2024	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 INTERCHANGE	WILL	525	310
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		

KEY PLAN



MATCHLINE STA. 1058+75

CKTS. K&L

CL4

CKTS. M&N

CN6

CK2

CKTS. O&P
UNIT DUCT 3-1/C NO.2
1/C NO.4 GND., 1 1/2" DIA.

EXISTING 2" DIA, PVC, EIS
(EMPTY)

TO UNDERPASS
LIGHTING

CK5

CM6

CKTS. M&N

CN9

CL1

CC4/CD4

CK1

CC5/CD5

CN10

CM10

CKTS. K&L

CC3/CD3

CC7/CD7

RAMP DD

RAMP CC

I-80 WB

I-80 EB

I-55

1058

1057

1056

1055+00

1054

1053

1052

1051

1050+00

MATCHLINE STA. 350+00

MATCHLINE STA. 363+00

350+00

355+00

360+00

10+00

15+00

18+00

CKTS. C&D

4"DIA,UGC,PVC, SCH 80
(INSTALLED UNDER 62R28)

CKTS. O&P
UNIT DUCT 3-1/C NO.2
1/C NO.4 GND., 1 1/2" DIA.

CO1

CC6/CD6

RAMP BB

CO12

CP12

CO16

CKTS. O&P
UNIT DUCT 3-1/C NO.2
1/C NO.4 GND., 1 1/2" DIA.

CKTS. O&P
ELECTRIC CABLE IN EXISTING CONDUIT 3-1/C NO.2
1/C NO.4 GND., 2" DIA., PVC, SCH 40, EIS

CKTS. O&P

CP15

CP1

CKTS. O&P

MATCHLINE STA. 1049+75

N

0 50 100 150

SCALE IN FEET

MODEL: Default
FILE NAME: pw://transystems-pw.bentley.com:transystcorp-pw1-hosted/Documents/Projects_2018/CH4401/4011800222/01-Stantec/CADINT-02_62R26/04-Sheet/16-Lighting/D162R26-sht-light-14.dgn

SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME = vgurskas	DESIGNED - VG	REVISED -
	DRAWN - VG	REVISED -
PLOT SCALE = 50.000 ' / In.	CHECKED - RP	REVISED -
PLOT DATE = 5/31/2024	DATE - 06/04/2024	REVISED -

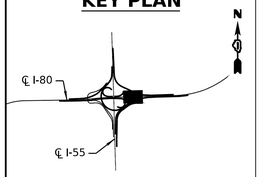
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED LIGHTING PLAN
I–80

SCALE: 1:50 | SHEET 14 OF 29 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 INTERCHANGE	WILL	525	311
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		

KEY PLAN



CM14

CN14

RAMP C

AC

CKTS. M&N

CM15

CN15

AC

CKTS. C&D

CC8/CD8

CC9/CD9

CC10/CD10

CC11/CD11

CC12/CD12

I-80 WB

I-80 EB

365+00

370+00

375+00

MATCHLINE STA. 363+00

MATCHLINE STA. 376+00

RAMP BB

CO13

RAMP B

1025+00

1030+00

CG12
STA. 1025+50
19 FT SETBACK
FROM EOP

CG13
STA. 1031+10
19 FT SETBACK
FROM EOP

CH12
STA. 1028+20
19 FT SETBACK
FROM EOP

CKTS. G&H
UNIT DUCT 3-1/C NO.2
1/C NO.4 GND.,
1 1/2" DIA.
(TYP.)

CH11
STA. 1022+90
19 FT SETBACK
FROM EOP

MATCHLINE
STA. 1021+50

N

0 50 100 150

SCALE IN FEET

MODEL: Default
FILE NAME: pw:\\transystems-pw.bentley.com:transyscorp-pw1-Hosted\Documents\Projects_2018\CH401\401180022\01-Stantec\CADINT-02_62R2604-Sheet\16-Lighting\D162R26-ant-light-15.dgn

SINGH
SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME = vgurskas	DESIGNED - VG	REVISED -
	DRAWN - VG	REVISED -
PLOT SCALE = 50.000 ' / In.	CHECKED - RP	REVISED -
PLOT DATE = 5/31/2024	DATE - 06/04/2024	REVISED -

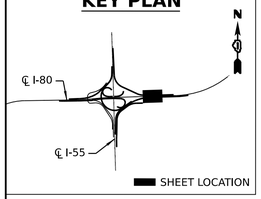
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

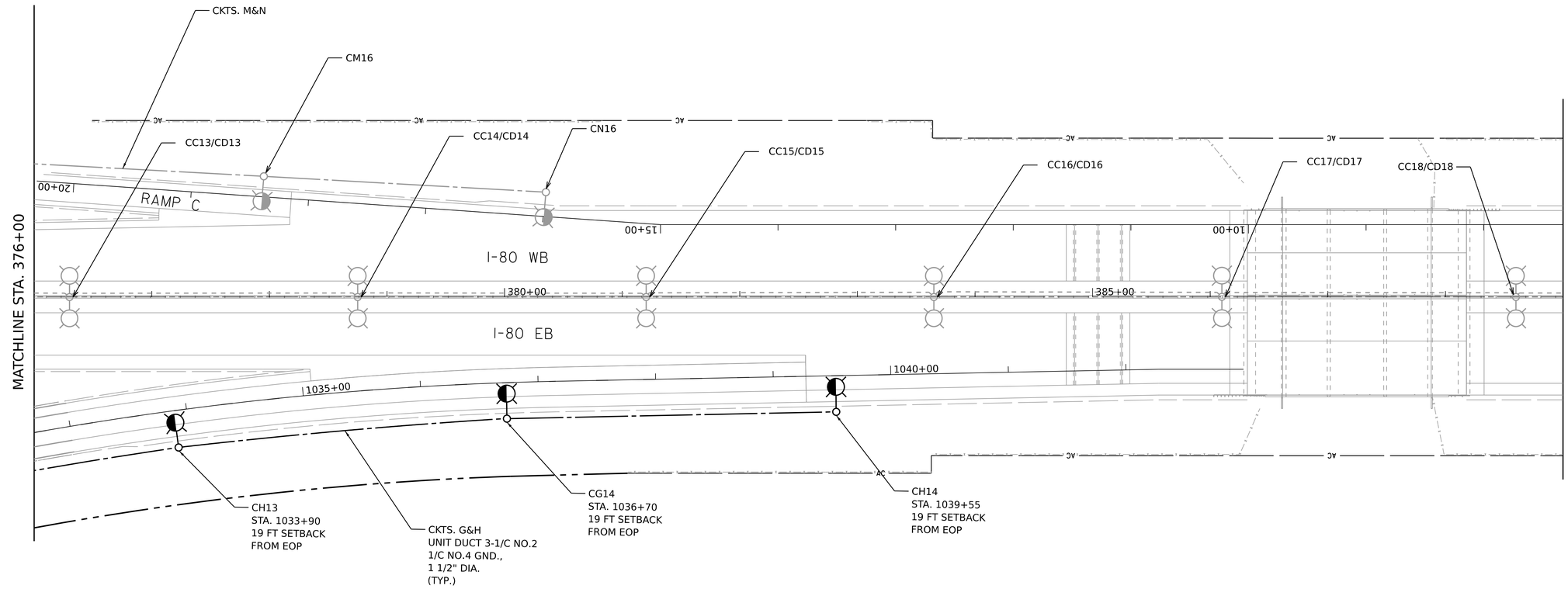
PROPOSED LIGHTING PLAN
I–80

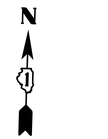
SCALE: 1:50 | SHEET 15 OF 29 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 INTERCHANGE	WILL	525	312
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		

KEY PLAN







0 50 100 150
SCALE IN FEET

MODEL: Default
FILE NAME: pw://transystems-pw.bentley.com:transystems-pw1-hosted/Documents/Projects_2018/CH401/401180022/01-Stantec/CAD/INT-02_62R26/04-Sheet/16-Lighting/D162R26-sht-light-16.dgn

SINGH
SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME = vgurskas	DESIGNED - VG	REVISED -
	DRAWN - VG	REVISED -
PLOT SCALE = 50.000 ' / In.	CHECKED - RP	REVISED -
PLOT DATE = 5/31/2024	DATE - 06/04/2024	REVISED -

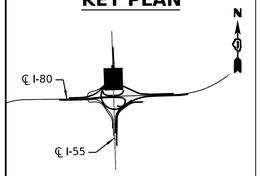
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED LIGHTING PLAN
I–80

SCALE: 1:50 | SHEET 16 OF 29 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 INTERCHANGE	WILL	525	313
		CONTRACT NO. 62R26		
	ILLINOIS FED. AID PROJECT			

KEY PLAN



MATCHLINE STA. 1067+75

CKTS. I&J
UNIT DUCT 3-1/C NO.2
1/C NO.4 GND., 1 1/2" DIA.
(TYP.)

CJ2
STA. 110+15
19 FT. SETBACK
FROM E.O.P.

JB 12"X10"X6"
STA. 7+10
ATS

CI2
STA. 7+85
MOUNTED ON
BARRIER WALL

CKTS. I&J
ELECTRIC CABLE IN CONDUIT 3-1/C NO.2
1/C NO.4 GND., 2" DIA., PVC, SCH 40, EIS
(TYP.)

CJ1
STA. 10+85
MOUNTED ON
BARRIER WALL

JB 12"X10"X6"
STA. 12+40
ATS

CKTS. I&J
UNIT DUCT 3-1/C NO.2
1/C NO.4 GND., 1 1/2" DIA.
(TYP.)

CG1
STA. 6+35
19 FT. SETBACK
FROM E.O.P.

CI1
STA. 13+85
19 FT. SETBACK
FROM E.O.P.

4"DIA,UGC,
PVC, SCH 80,
40'

RAMP D
RAMP AA
RAMP DD
RAMP C
RAMP CC

CK3
CKTS. K&L
CL3
CK4
CK6
CK7
CL5
CL6
CKTS. K&L
CM1
CM2
CM11
CKTS. M&N
CN1
CN11
CN7
CM7

I-55

MATCHLINE STA. 13+95

MATCHLINE STA. 1058+75

0 50 100 150
SCALE IN FEET

MODEL: Default
FILE NAME: pw://transystems-pw.bentley.com:transystemscorp-pw1-hosted/Documents/Projects_2018/CH401401180022201-Stantec/CAD/INT-02_62R26/04-Sheet/16-Lighting/D162R26-ath-light-17.dgn

SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME = vgurskas	DESIGNED - VG	REVISED -
	DRAWN - VG	REVISED -
PLOT SCALE = 50.000 ' / in.	CHECKED - RP	REVISED -
PLOT DATE = 5/31/2024	DATE - 06/04/2024	REVISED -

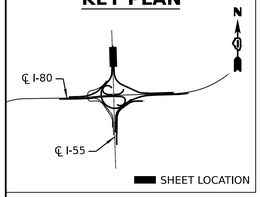
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

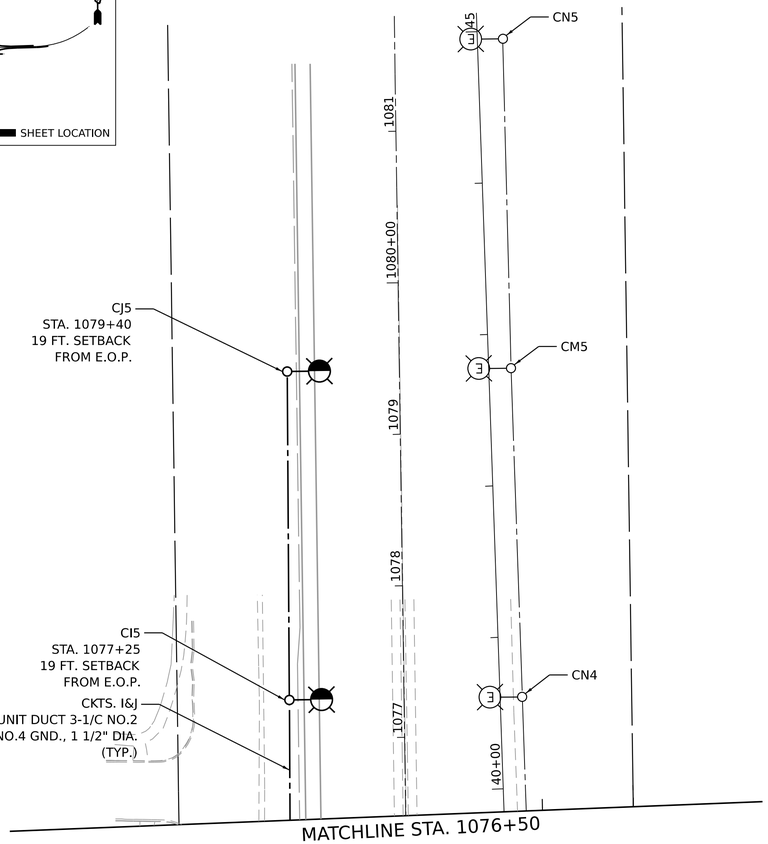
PROPOSED LIGHTING PLAN
I–80

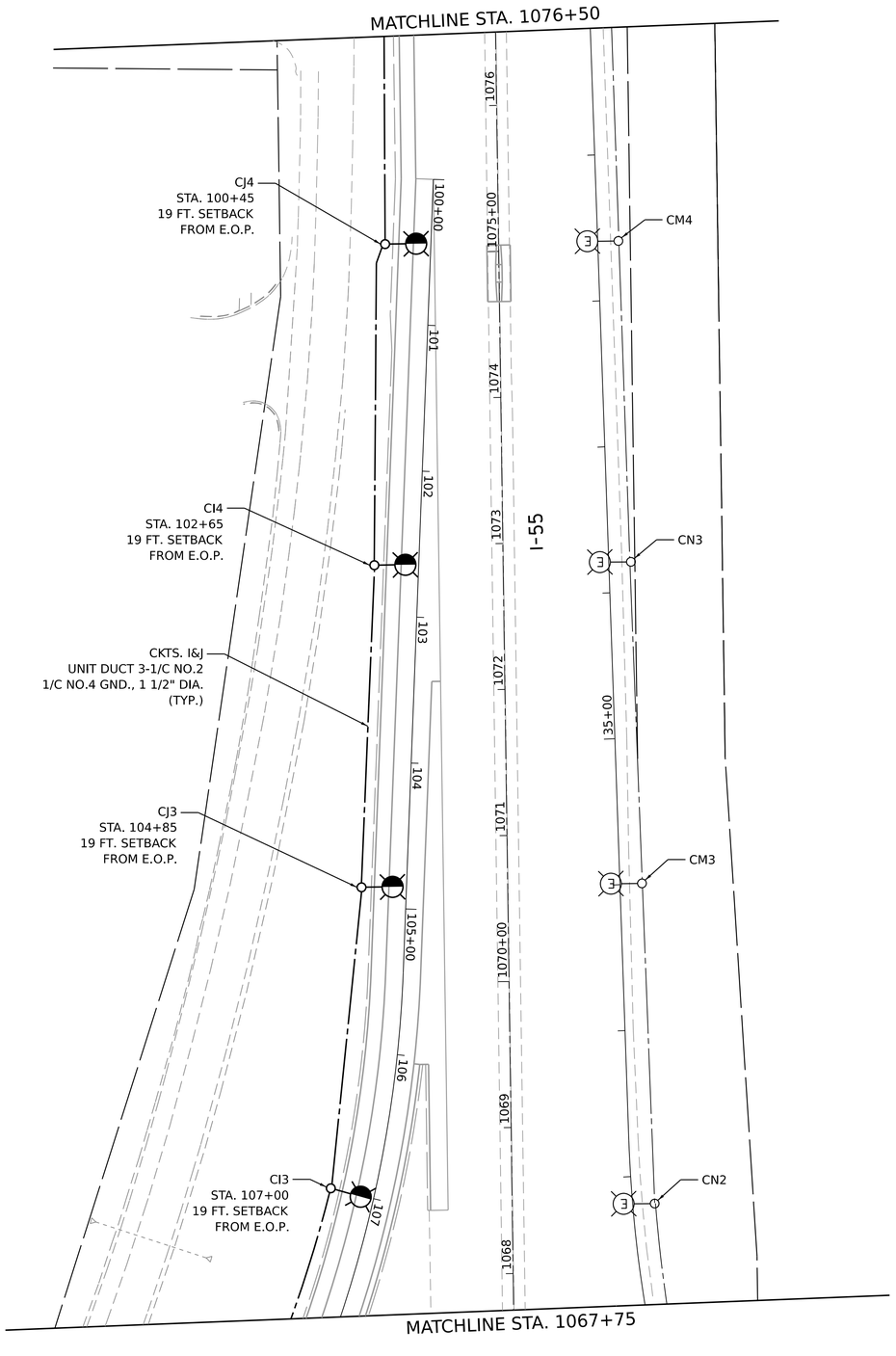
SCALE: 1:50 | SHEET 17 OF 29 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 INTERCHANGE	WILL	525	314
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		

KEY PLAN







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SINGH
SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME = vgurskas	DESIGNED - VG	REVISED -
	DRAWN - VG	REVISED -
PLOT SCALE = 50.000 ' / in.	CHECKED - RP	REVISED -
PLOT DATE = 5/31/2024	DATE - 06/04/2024	REVISED -

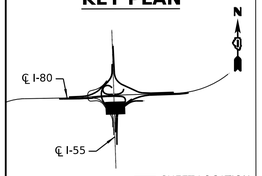
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED LIGHTING PLAN
I–80

SCALE: 1:50 | SHEET 18 OF 29 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 INTERCHANGE	WILL	525	315
		CONTRACT NO. 62R26		
		ILLINOIS	FED. AID PROJECT	

KEY PLAN



MATCHLINE STA. 1049+75

MATCHLINE STA. 16+00 SEE SHT. 310

MATCHLINE STA. 18+00

MATCHLINE STA. 18+00

MATCHLINE STA. 1021+50

I-55

RAMP AA

RAMP BB

RAMP A

RAMP B

CH3
STA. 17+85
19 FT. SETBACK
FROM E.O.P.

CP5

C02

CKTS. O&P
UNIT DUCT 3-1/C NO.2
1/C NO.4 GND., 1 1/2" DIA.
(TYP.)

CG4
STA. 20+30
19 FT. SETBACK
FROM E.O.P.

CP2
STA. 1046+45
18FT SETBACK
FROM EOP

JB 12"X10"X6"
STA. 23+00
ATS

CH4
STA. 22+70
6 FT SETBACK
FROM GUARDRAIL

CKTS. G&H
ELECTRIC CABLE IN CONDUIT 3-1/C NO.2
1/C NO.4 GND., 2" DIA., PVC, SCH 40, EIS

CKTS. O&P

CO5

CP4

CO4

CP3

4"DIA,UGC

CO15

CP16

CO17
STA. 1046+45
18FT SETBACK
FROM EOP

JB 12"X10"X6"
STA. 25+15
ATS

CG5
STA. 25+50
6 FT. SETBACK
FROM GUARDRAIL

CO3

CP17

CO18

4"DIA,UGC,
PVC, SCH 80,
50'

4"DIA,UGC,
PVC, SCH 80,
50'

CH5
STA. 28+00
WALL MOUNTED

JB 12"X10"X6"
STA. 27+45
ATS

CP13

CO14

CP14

CG11
STA. 1021+10
19FT SETBACK
FROM EOP

CH10
STA. 1019+30
19 FT SETBACK
FROM EOP

CG6
STA. 1017+50
19 FT SETBACK
FROM EOP

CKTS. G&H
UNIT DUCT 3-1/C NO.2
1/C NO.4 GND., 1 1/2" DIA.
(TYP.)

CKTS. G&H
ELECTRIC CABLE IN CONDUIT 3-1/C NO.2
1/C NO.4 GND., 2" DIA., PVC, SCH 40, EIS

CH6
STA. 1014+65
19 FT SETBACK
FROM EOP

CG7
STA. 1011+75
19 FT SETBACK
FROM EOP

MATCHLINE STA. 1040+70

N

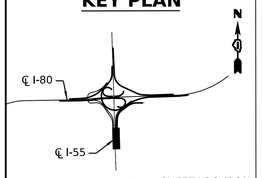
0 50 100 150
SCALE IN FEET

MODEL: Default
FILE NAME: pw:\ftransystems-pw.bentley.com:transystcorp-pw1-hosted\Documents\Projects_2018\CH14011800220\1-Statelec\CADINT-02_62R26\04-Sheet\16-Lighting\D162R26-sht-light-19.dgn

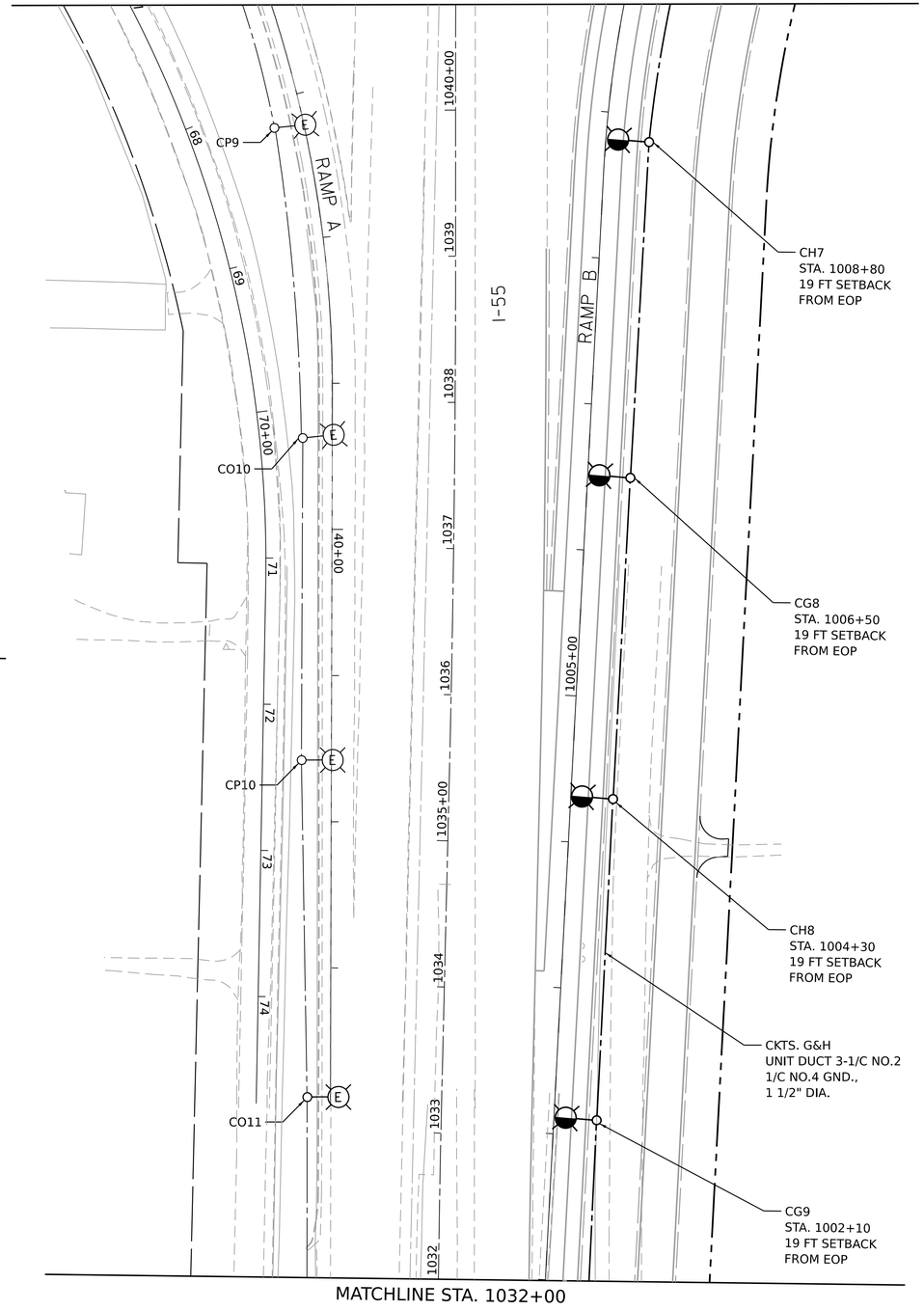
SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS	USER NAME = vgurskas	DESIGNED - VG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED LIGHTING PLAN I–80
		DRAWN - VG	REVISED -		
	PLOT SCALE = 50.000 ' / In.	CHECKED - RP	REVISED -		SCALE: 1:50 SHEET 19 OF 29 SHEETS STA. TO STA.
	PLOT DATE = 6/3/2024	DATE - 06/04/2024	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 INTERCHANGE	WILL	525	316
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		

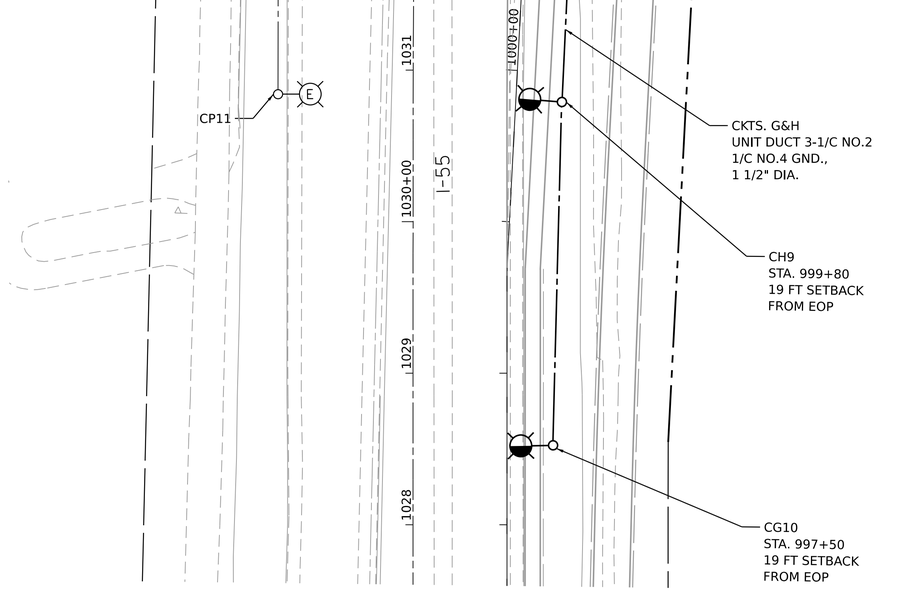
KEY PLAN



MATCHLINE STA. 1040+70



MATCHLINE STA. 1032+00



MODEL: Default
FILE NAME: pw://transystems-pw.bentley.com:transystems-pw1-hosted/Documents/Projects_2018/CH401/401180022/01-Stantec/CADINT-02_62R26/04-Sheet/16-Lighting/D162R26-sht-light-20.dgn

SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

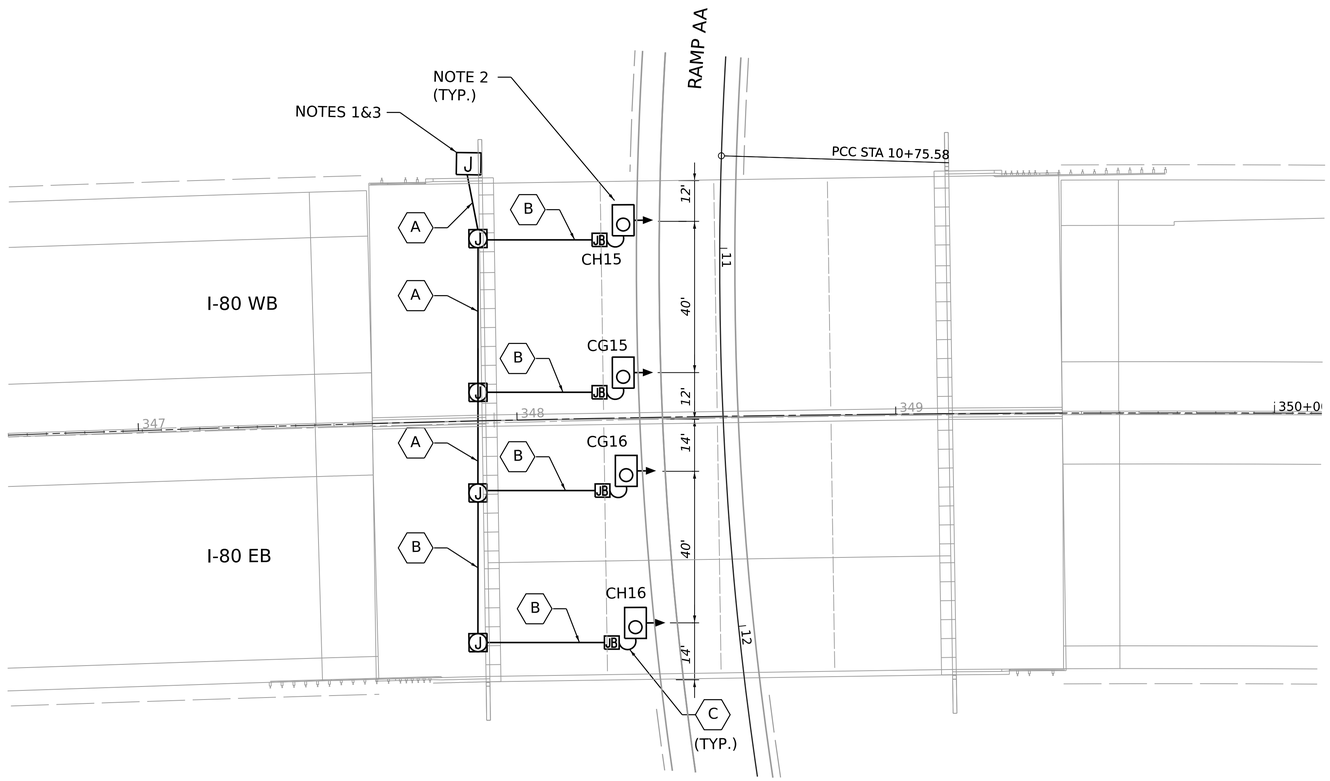
USER NAME = vgurskas	DESIGNED - VG	REVISED -
	DRAWN - VG	REVISED -
PLOT SCALE = 50.000 ' / in.	CHECKED - RP	REVISED -
PLOT DATE = 5/31/2024	DATE - 06/04/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED LIGHTING PLAN
I–80

SCALE: 1:50 | SHEET 20 OF 29 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 INTERCHANGE	WILL	525	317
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		



NOTES:

1. INSTALL FUSEHOLDER WITH 30 AMP FUSES AND NEUTRAL SLUG INSIDE THE JUNCTION BOX.
2. PROPOSED UNDERPASS LUMINAIRE SUSPENDED FROM THE BRIDGE DECK, LUMINAIRE SHALL BE CENTERED IN THE BEAM SPACE. LUMINAIRE SETBACK SHALL BE 12' FROM EOP.
3. PROPOSED UNDERPASS LIGHTING TO BE FED FROM FUTURE RAMP AA LIGHTING INSTALLED UNDER CONTRACT 62R26. THE CONTRACTOR SHALL PROVIDE A TEMPORARY PORTABLE GENERATOR FOR TESTING AND ACCEPTANCE OF THE UNDERPASS LIGHTING.

FOR INFORMATION ONLY
UNDERPASS LIGHTING INSTALLED
UNDER CONTRACT 62R28

LEGEND:

- (A) 3-1/C NO. 10 AND 1/C NO. 10 GND IN 1" PVCC RGC
- (B) 2-1/C NO. 10 AND 1/C NO. 10 GND IN 1"PVCC RGC
- (C) 2-1/C NO. 10 AND 1-1/C NO. 10 GND IN 3/4" LIQUID-TIGHT FLEXIBLE CONDUIT

- LUMINAIRE, LED, UNDERPASS, SUSPENDED, OUTPUT DESIGNATION E (16.5FT M.H.) 12' SETBACK FROM EOP
- JB JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6" X 6" X 4"
- (J) JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6"
- J JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 18" X 18" X 8"

MODEL: Default
FILE NAME: pw://transystems-pw.bentley.com:transyscorp-pw1-hosted/Documents/Projects_2018/CH401/401180022/01-Stantec/CAD/INT-02_62R26/04-Sheet/16-Lighting/D162R26-sht-light-21.dgn

SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME = vgurskas	DESIGNED - VG	REVISED -	
	DRAWN - VG	REVISED -	
PLOT SCALE = 20.0000 ' / In.	CHECKED - RP	REVISED -	
PLOT DATE = 5/31/2024	DATE - 06/04/2024	REVISED -	

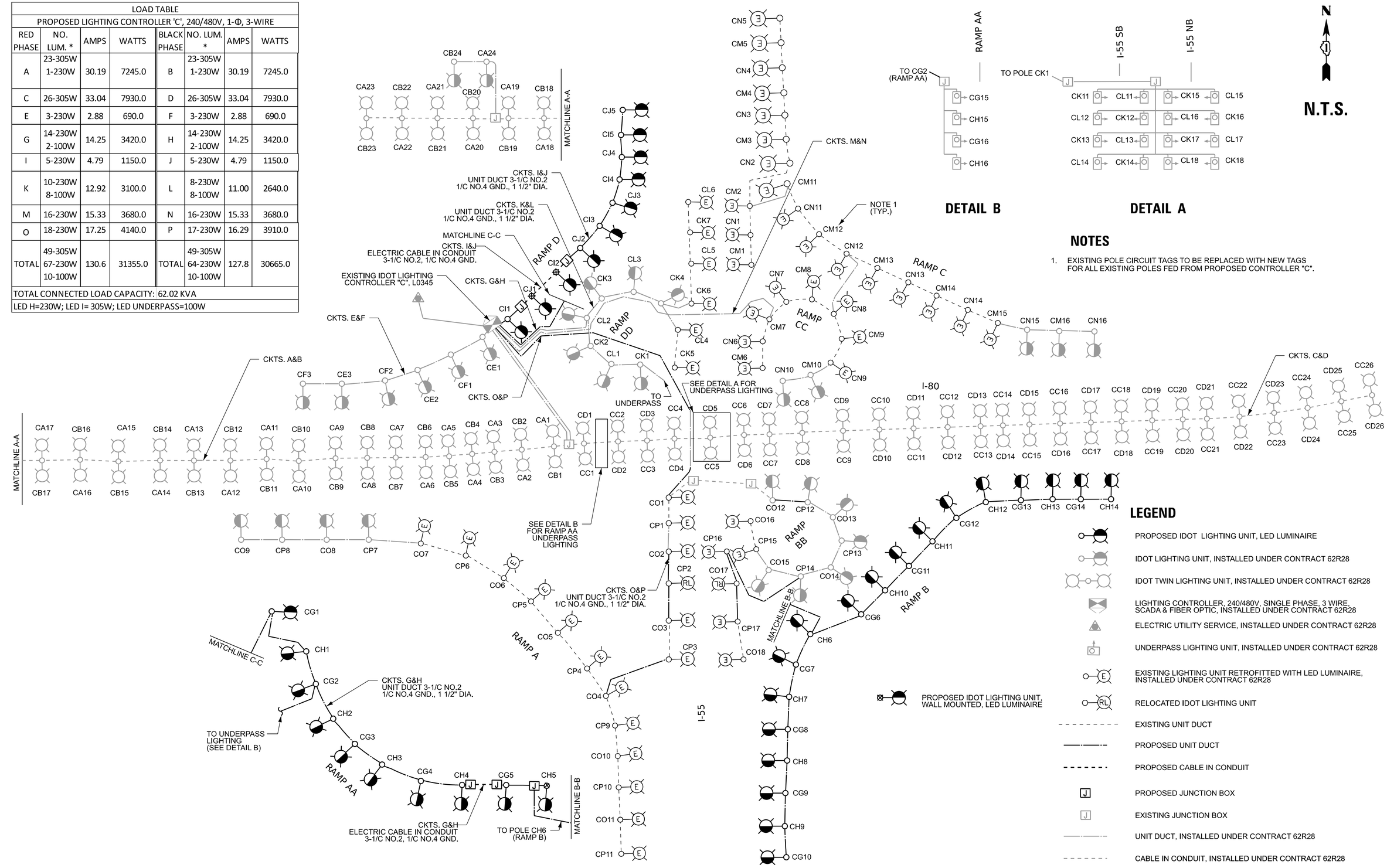
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

UNDERPASS LIGHTING PLAN
RAMP AA UNDER I–80 (FOR INFORMATION)

SCALE: 1:20 | SHEET 21 OF 29 SHEETS | STA. _____ | TO STA. _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 INTERCHANGE	WILL	525	318
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		

LOAD TABLE							
PROPOSED LIGHTING CONTROLLER 'C', 240/480V, 1-Φ, 3-WIRE							
RED PHASE	NO. LUM. *	AMPS	WATTS	BLACK PHASE	NO. LUM. *	AMPS	WATTS
A	23-305W 1-230W	30.19	7245.0	B	23-305W 1-230W	30.19	7245.0
C	26-305W	33.04	7930.0	D	26-305W	33.04	7930.0
E	3-230W	2.88	690.0	F	3-230W	2.88	690.0
G	14-230W 2-100W	14.25	3420.0	H	14-230W 2-100W	14.25	3420.0
I	5-230W	4.79	1150.0	J	5-230W	4.79	1150.0
K	10-230W 8-100W	12.92	3100.0	L	8-230W 8-100W	11.00	2640.0
M	16-230W	15.33	3680.0	N	16-230W	15.33	3680.0
O	18-230W	17.25	4140.0	P	17-230W	16.29	3910.0
TOTAL	49-305W 67-230W 10-100W	130.6	31355.0	TOTAL	49-305W 64-230W 10-100W	127.8	30665.0
TOTAL CONNECTED LOAD CAPACITY: 62.02 KVA							
LED H=230W; LED I= 305W; LED UNDERPASS=100W							



DETAIL B

DETAIL A

N.T.S.

NOTES

1. EXISTING POLE CIRCUIT TAGS TO BE REPLACED WITH NEW TAGS FOR ALL EXISTING POLES FED FROM PROPOSED CONTROLLER "C".

LEGEND

- PROPOSED IDOT LIGHTING UNIT, LED LUMINAIRE
- IDOT LIGHTING UNIT, INSTALLED UNDER CONTRACT 62R28
- IDOT TWIN LIGHTING UNIT, INSTALLED UNDER CONTRACT 62R28
- LIGHTING CONTROLLER, 240/480V, SINGLE PHASE, 3 WIRE, SCADA & FIBER OPTIC, INSTALLED UNDER CONTRACT 62R28
- ELECTRIC UTILITY SERVICE, INSTALLED UNDER CONTRACT 62R28
- UNDERPASS LIGHTING UNIT, INSTALLED UNDER CONTRACT 62R28
- EXISTING LIGHTING UNIT RETROFITTED WITH LED LUMINAIRE, INSTALLED UNDER CONTRACT 62R28
- RELOCATED IDOT LIGHTING UNIT
- EXISTING UNIT DUCT
- PROPOSED UNIT DUCT
- PROPOSED CABLE IN CONDUIT
- PROPOSED JUNCTION BOX
- EXISTING JUNCTION BOX
- UNIT DUCT, INSTALLED UNDER CONTRACT 62R28
- CABLE IN CONDUIT, INSTALLED UNDER CONTRACT 62R28

MODEL: Default
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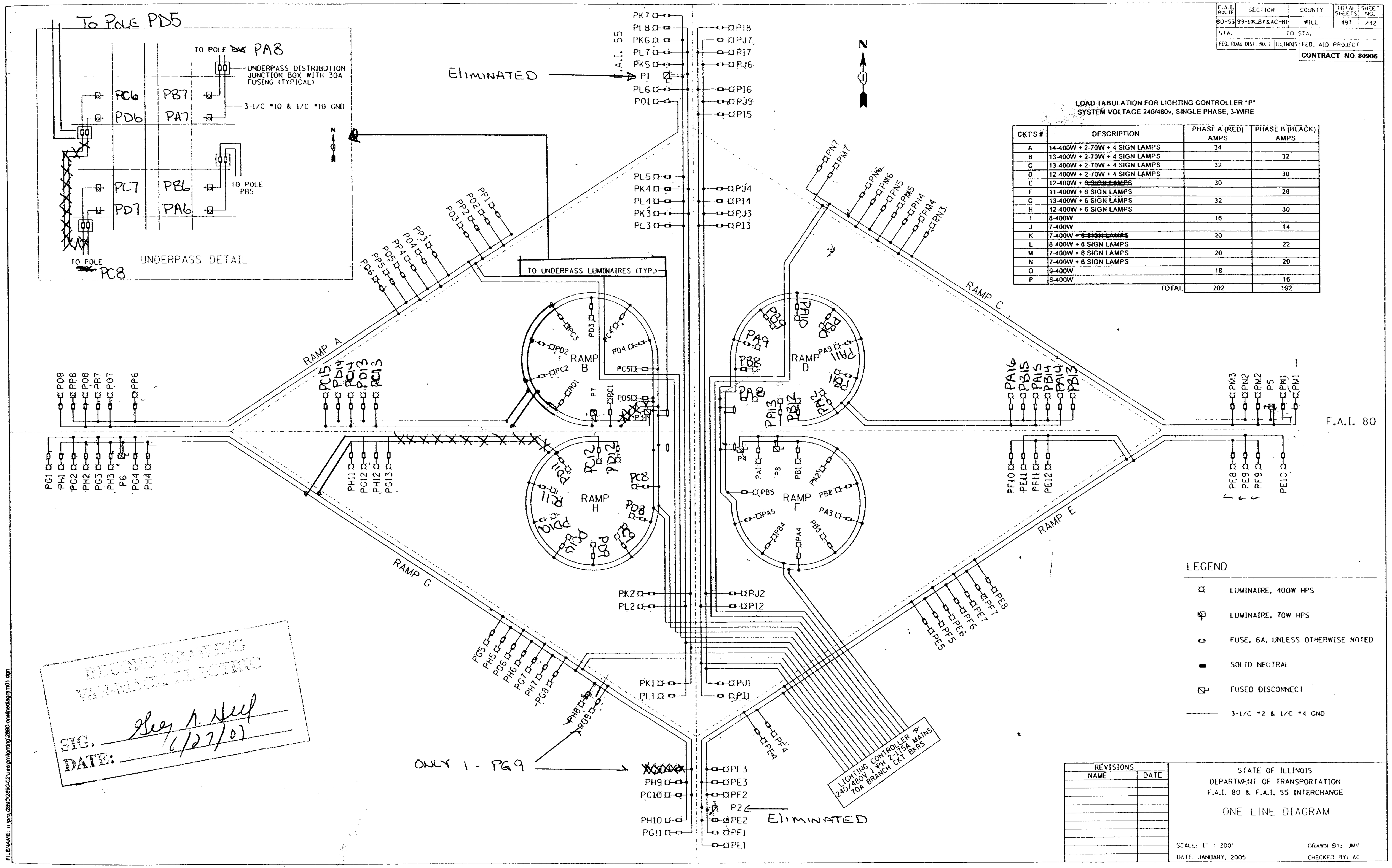
SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME = vgurskas	DESIGNED - VG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WIRING DIAGRAM EXISTING IDOT LIGHTING CONTROLLER "C"
	DRAWN - VG	REVISED -		
PLOT SCALE = 1.000 ' / in.	CHECKED - RP	REVISED -		SCALE: SHEET 22 OF 29 SHEETS STA. TO STA.
PLOT DATE = 6/3/2024	DATE - 06/04/2024	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 INTERCHANGE	WILL	525	319
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		



LOAD TABULATION FOR LIGHTING CONTROLLER "P"
SYSTEM VOLTAGE 240/480v, SINGLE PHASE, 3-WIRE

CKTS #	DESCRIPTION	PHASE A (RED) AMPS	PHASE B (BLACK) AMPS
A	14-400W + 2-70W + 4 SIGN LAMPS	34	
B	13-400W + 2-70W + 4 SIGN LAMPS		32
C	13-400W + 2-70W + 4 SIGN LAMPS	32	
D	12-400W + 2-70W + 4 SIGN LAMPS		30
E	12-400W + ~~6 SIGN LAMPS~~	30	
F	11-400W + 6 SIGN LAMPS		28
G	13-400W + 6 SIGN LAMPS	32	
H	12-400W + 6 SIGN LAMPS		30
I	8-400W	16	
J	7-400W		14
K	7-400W + ~~6 SIGN LAMPS~~	20	
L	8-400W + 6 SIGN LAMPS		22
M	7-400W + 6 SIGN LAMPS	20	
N	7-400W + 6 SIGN LAMPS		20
O	9-400W	18	
P	8-400W		16
	TOTAL	202	192

FOR INFORMATION ONLY

MODEL: Default
FILE NAME: pw://transystems-pw.bentley.com:transyscorp-pw1-hosted/Documents/Projects_2018/CH40114011180022/01-Stantec/CAD/INT-02_62R26/04-Sheet/16-Lighting/D162R26-sht-light-23.dgn

SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS

USER NAME = vgurskas	DESIGNED - VG	REVISED -	
	DRAWN - VG	REVISED -	
PLOT SCALE = 1.000 ' / in.	CHECKED - RP	REVISED -	
PLOT DATE = 5/31/2024	DATE - 06/04/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WIRING DIAGRAM
EXISTING LIGHTING CONTROLLER "P"

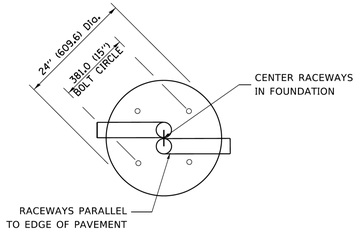
SCALE: SHEET 23 OF 29 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 INTERCHANGE	WILL	525	320

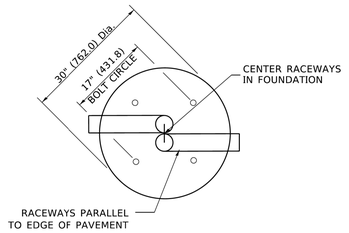
CONTRACT NO. 62R26
ILLINOIS FED. AID PROJECT

LIGHT POLE FOUNDATION DEPTH TABLE
40 FT. (12.192 m) TO 47.5 FT. (14.478 m) MOUNTING HEIGHT

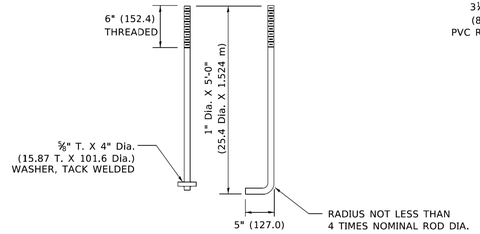
SOIL CONDITIONS	DESIGN DEPTH "D" OF FOUNDATION	
	SINGLE ARM POLE	TWIN ARM POLE
SOFT CLAY Qu = 0.375 TON/SQ. FT.	13'-0" (3.96 m)	15'-0" (4.57 m)
MEDIUM CLAY Qu = 0.75 TON/SQ.FT	9'-6" (2.09 m)	10'-9" (3.23 m)
STIFF CLAY Qu = 1.50 TON/SQ. FT.	7'-0" (2.13 m)	8'-0" (2.44 m)
LOOSE SAND ∅ = 34°	9'-0" (2.74 m)	10'-0" (3.05 m)
MEDIUM SAND ∅ = 37.5°	8'-3" (2.52 m)	9'-0" (2.74 m)
DENSE SAND ∅ = 40°	7'-9" (2.36 m)	9'-0" (2.74 m)



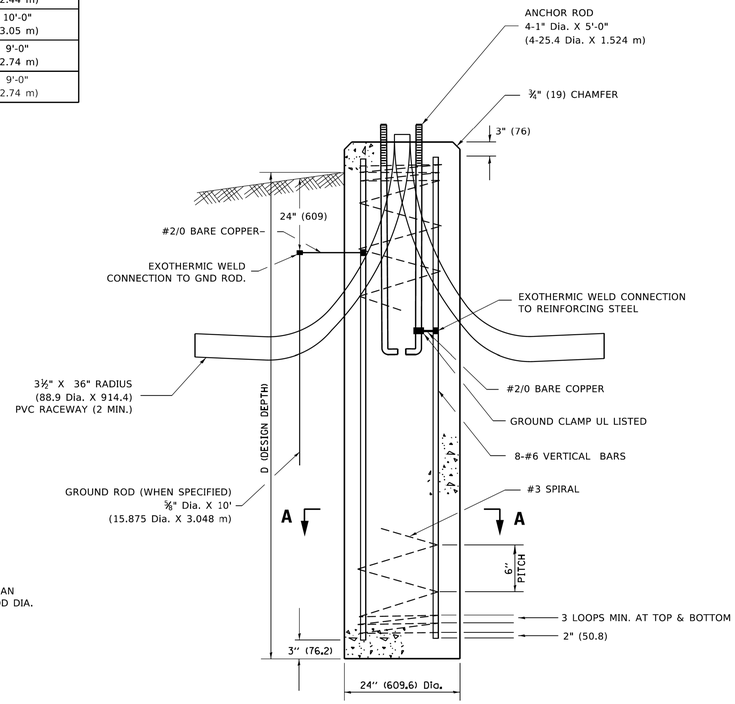
TOP VIEW



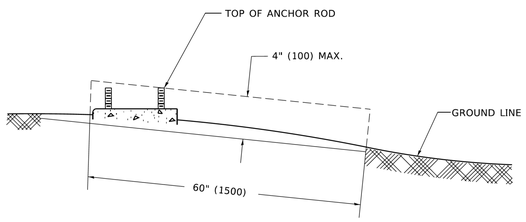
TOP VIEW



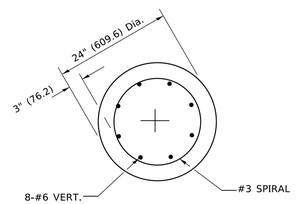
ANCHOR ROD DETAIL



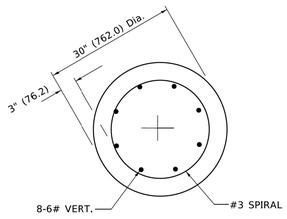
FOUNDATION DETAIL



FOUNDATION EXTENSION DETAIL



SECTION A–A



SECTION A–A

NOTES

1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
2. THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IN PLACED.
3. THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 100MM (4 IN.) ABOVE THE FINISHED GRADE WITHIN A 60 IN. (1.5 m) CHORD ACROSS THE FOUNDATION, WITH ANCHOR RODS INCLUDED, IN ACCORDANCE WITH AASHTO GUIDELINES. IF THE FOUNDATION HEIGHT, INCLUDING ANCHOR RODS, EXTENDS BEYOND THESE SPECIFIED LIMITS, THE FOUNDATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. SEE FOUNDATION EXTENSION DETAIL.
4. THE HOLE FOR THE FOUNDATION SHALL BE MADE BY DRILLING WITH AN AUGER, OF THE SAME DIAMETER AS THE FOUNDATION. IF SOIL CONDITIONS REQUIRE THE USE OF A LINER TO FORM THE HOLE, THE LINER SHALL BE WITHDRAWN AS THE CONCRETE IS DEPOSITED.
5. THE TOP OF THE FOUNDATION SHALL BE CONSTRUCTED LEVEL. A LINER OR FORM SHALL BE USED TO PRODUCE A UNIFORM SMOOTH SIDE TO THE TOP OF THE FOUNDATION. FOUNDATION TOP SHALL BE CHAMFERED 3#4-IN. (20 mm).
6. THE CONCRETE SHALL BE CLASS SI. CONCRETE SHALL CURE ACCORDING TO ARTICLE 1020.13 BEFORE LIGHT POLES ARE INSTALLED.
7. THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COLD BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE RADIUS OF THE HOOK BEND SHALL NOT BE LESS THAN 4 TIMES THE NOMINAL DIAMETER OF THE ANCHOR ROD. A TACK WELDED ANCHOR ROD MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
8. THE ANCHOR RODS SHALL BE ACCORDING TO ASTM F1554 GRADE 725 (GRADE 105). NUTS SHALL BE HEXAGON NUTS ACCORDING TO ASTM A 194 2H OR ASTM A 563 DH, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
9. ANCHOR RODS, NUTS AND WASHERS SHALL BE COMPLETELY GALVANIZED BY EITHER THE HOT-DIPPED PROCESS CONFORMING WITH AASHTO M 232, THE MECHANICAL PLATING METHOD CONFORMING TO AASHTO M 298, CLASS 50 WITH A MAXIMUM COATING THICKNESS OF 150 UM(6 MILS) OR THE ELECTROLYTIC PROCESS ACCORDING TO ASTM F 1136.
10. THE ANCHOR RODS SHALL BE THREADED A MINIMUM OF 6 INCHES (150 mm) WITH A MINIMUM OF 3 INCHES (75 mm) OF THREADED ANCHOR ROD EMBEDDED IN THE FOUNDATION.
11. ANCHOR RODS SHALL PROJECT 23#4" (69.9 mm) ABOVE THE TOP OF THE FOUNDATION. IF BREAKAWAY COUPLINGS ARE SPECIFIED, THE CONTRACTOR SHALL CAREFULLY COORDINATE THE ANCHOR ROD PROJECTION WITH THE INSTALLATION REQUIREMENTS OF THE BREAKAWAY COUPLINGS.
12. THE CONTRACTOR SHALL USE A #3 SPIRAL AT 6" (152.4 mm) PITCH OR MAY SUBSTITUTE #3 TIES AT 12" (304.8 mm) O.C. WITH THE APPROVAL OF THE ENGINEER.
13. THE CABLE TRENCHES AND FOUNDATION SHALL BE BACK FILLED AND COMPACTED AS SPECIFIED BEFORE THE LIGHT POLE IS ERECTED.
14. THE RACEWAYS SHALL PROJECT 1" (25.4 mm) ABOVE THE TOP OF THE FOUNDATION.

USER NAME = footemj	DESIGNED -	REVISED - 04-22-02	
	DRAWN -	REVISED -	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 4/19/2019	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHT POLE FOUNDATION
40' (12.192 m) TO 47 1⁄2' (14.478 m) M.H. 15" (381 mm) BOLT CIRCLE

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BE–301	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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SINGH
SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME = vgurskas	DESIGNED - VG	REVISED -	
	DRAWN - VG	REVISED -	
PLOT SCALE = 1.000 ' / in.	CHECKED - RP	REVISED -	
PLOT DATE = 5/31/2024	DATE - 06/04/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IDOT STANDARD BE – 301

SCALE: | SHEET 24 OF 29 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 INTERCHANGE	WILL	525	321
		CONTRACT NO. 62R26		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
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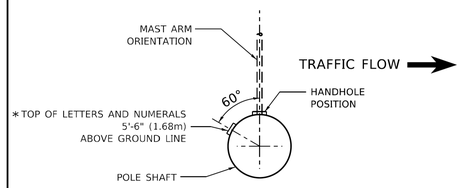
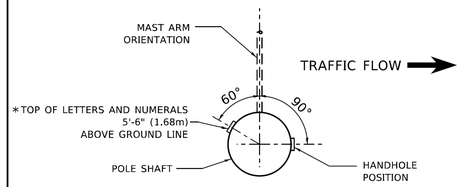
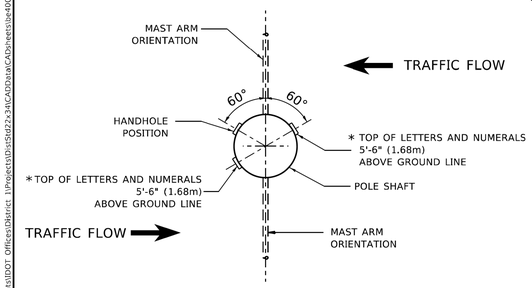


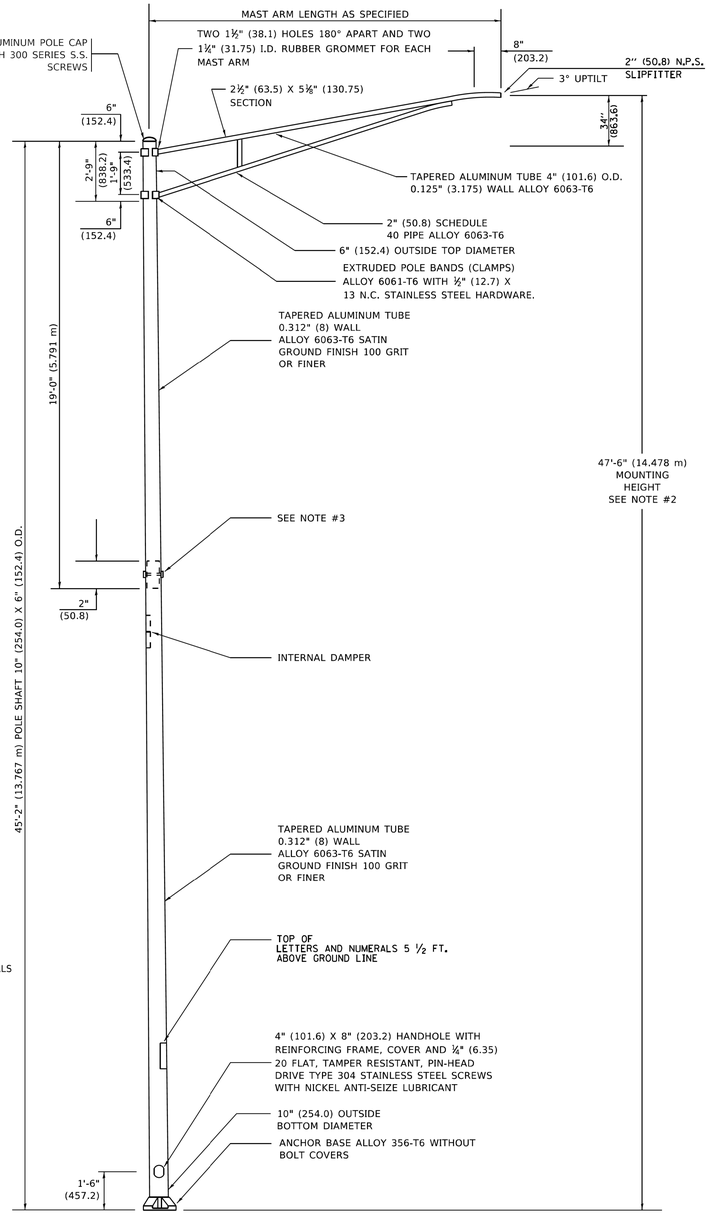
POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES MOUNTED ON BRIDGE PARAPET OR BARRIER WALL



POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES

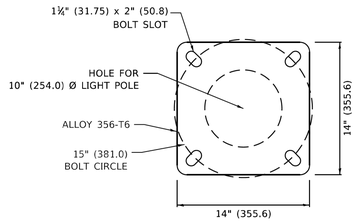


POSITION OF HANDHOLE AND POLE NUMBER FOR TWIN MAST ARM POLES



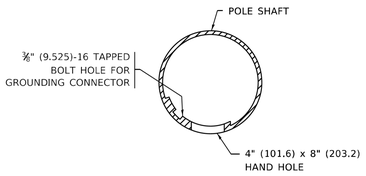
NOTES

1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
2. MOUNTING HEIGHT IS DEFINED AS THE DISTANCE FROM THE CENTERLINE OF THE TENON TO THE BOTTOM OF THE ANCHOR BASE.
3. TWO PIECE SHAFT WILL BE MATCHED MARKED AND INTERCHANGEABLE BETWEEN DIFFERENT UNITS. FIELD DRILLING OF THE HOLES WILL NOT BE ALLOWED.
4. THE LIGHT POLE WILL MEET AASHTO DESIGN CRITERIA AS SPECIFIED.
5. THE INSTALLING CONTRACTOR WILL PROVIDE A UL LISTED GROUNDING CONNECTOR. BURNDY K2C23, T&B SP4DL OR APPROVED EQUAL.
6. LIGHT POLES WILL NOT BE INSTALLED WITHOUT MAST ARMS AND LUMINAIRES.
7. LIGHT POLES WILL BE SET PLUMB ON THE FOUNDATION WITHOUT THE USE OF LEVELING NUTS, WASHERS OR SHIMS.
8. LIGHTING UNIT IDENTIFICATION NUMBERS SHALL BE INSTALLED BEFORE THE LIGHTING UNIT IS ENERGIZED.



LIGHT POLE BASE PLATE DETAIL

15 INCH (381.0) BOLT CIRCLE



HANDHOLE DETAIL

(N.T.S.)

	USER NAME = Lawrence.DeManche	DESIGNED -	REVISED - R. TOMSONS 01-18-13	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN -	REVISED - R. TOMSONS 03-18-15	
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - TG 06-13-22	
	PLOT DATE = 12/19/2023	DATE -	REVISED - R. TOMSONS 12-19-23	

ALUMINUM LIGHT POLE
47'–6" (14.478 m) MOUNTING HEIGHT

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BE–400	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
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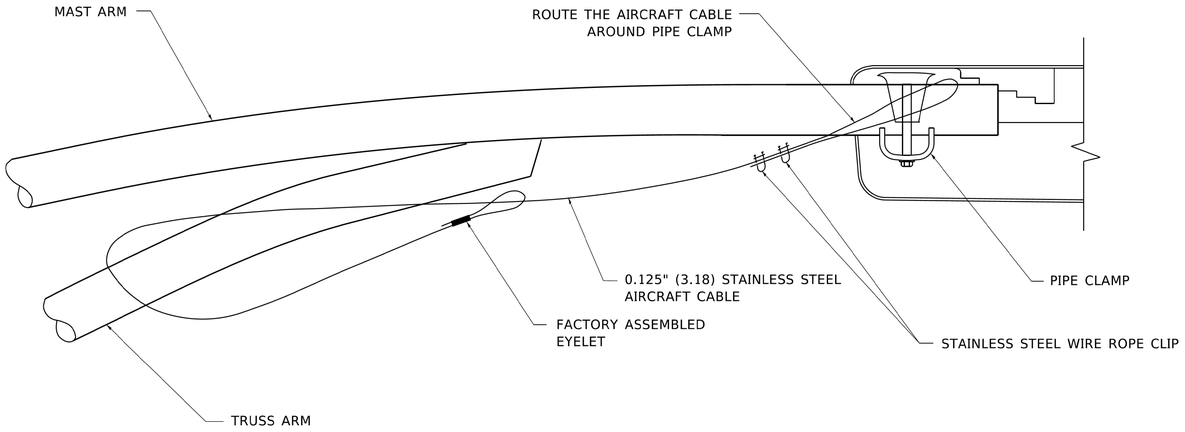
SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS

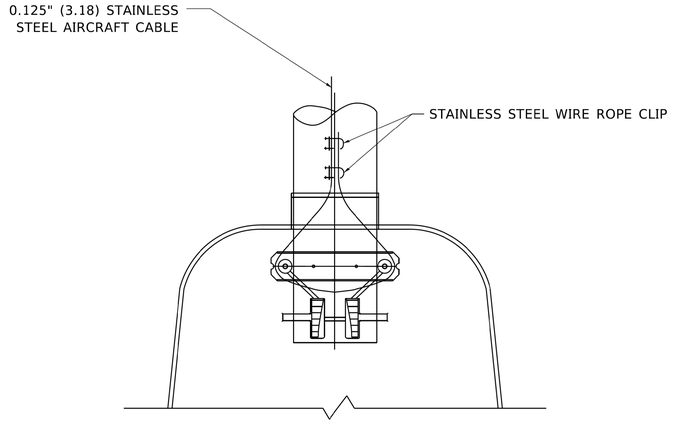
USER NAME = vgurskas	DESIGNED - VG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IDOT STANDARD BE – 400
	DRAWN - VG	REVISED -		
PLOT SCALE = 1.000 ' / in.	CHECKED - RP	REVISED -		
PLOT DATE = 5/31/2024	DATE - 06/04/2024	REVISED -		

SCALE: | SHEET 25 OF 29 SHEETS | STA. | TO STA.

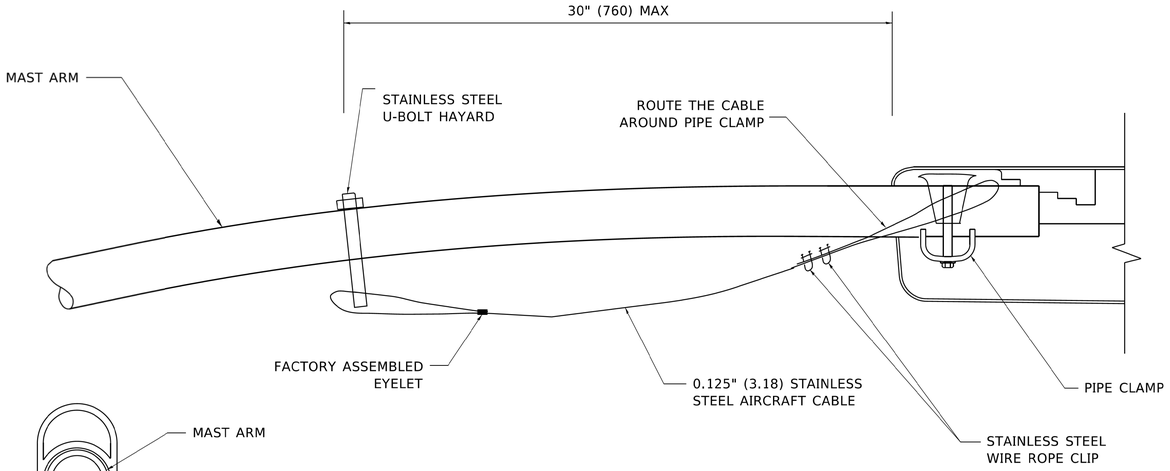
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 INTERCHANGE	WILL	525	322
		CONTRACT NO. 62R26		
	ILLINOIS FED. AID PROJECT			



SIDE VIEW (TRUSS ARM)
N.T.S.



BOTTOM VIEW
N.T.S.



SIDE VIEW (SINGLE MEMBER OR DAVIT ARM)
N.T.S.

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.
2. CONTRACTOR SHALL ADJUST THE WIRE CLIP TO ELIMINATE ANY SLACK FROM THE WIRE ROPE.
3. THE 0.125" (3.18) STAINLESS STEEL AIRCRAFT CABLE SHALL REMAIN VISIBLE FROM THE GROUND LEVEL.
4. THE BREAKING STRENGTH OF THE CABLE SHALL BE 1700 LBS. MIN.

USER NAME = footemj	DESIGNED -	REVISED - 08-08-03	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
	DRAWN -	REVISED -	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 4/19/2019	DATE -	REVISED -	

LUMINAIRE SAFETY CABLE ASSEMBLY

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BE-701	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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SINGH
SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME = vgurskas	DESIGNED - VG	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
	DRAWN - VG	REVISED -	
PLOT SCALE = 1.000 ' / in.	CHECKED - RP	REVISED -	
PLOT DATE = 5/31/2024	DATE - 06/04/2024	REVISED -	

IDOT STANDARD BE – 701

SCALE: | SHEET 26 OF 29 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 INTERCHANGE	WILL	525	323
		CONTRACT NO. 62R26		
	ILLINOIS FED. AID PROJECT			

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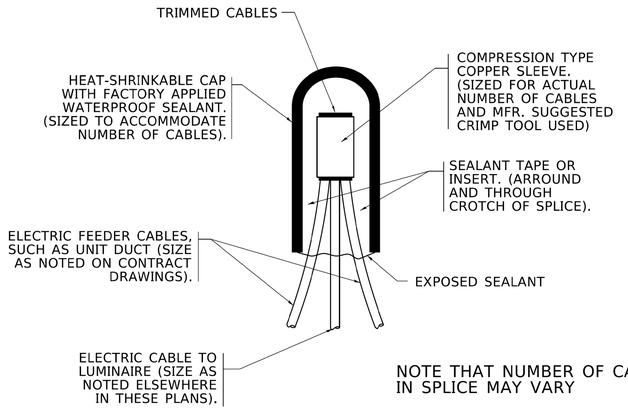
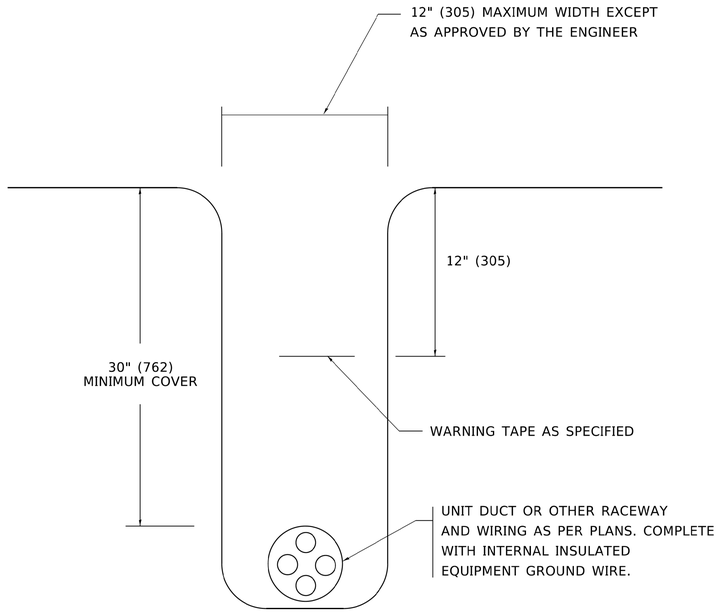
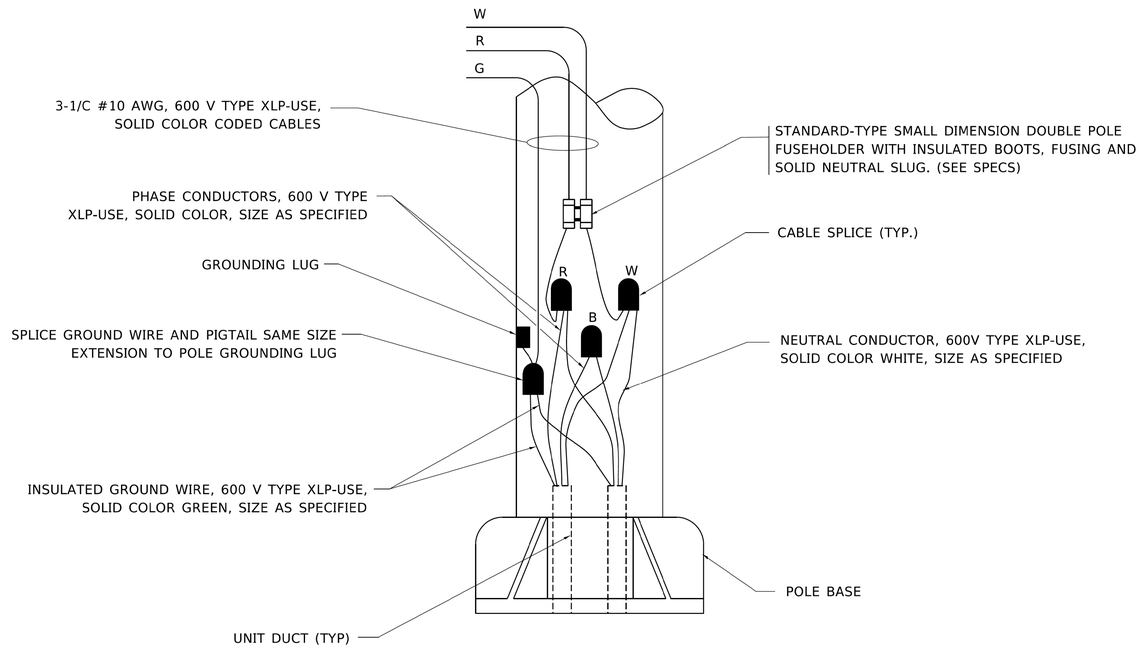


TYPICAL SPLICE DETAIL
N.T.S.



TYPICAL WIRING IN TRENCH DETAIL
N.T.S.



POLE WIRING DETAIL
N.T.S.

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	DRAWN -	REVISED -	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/2/2020	DATE - 08/08/2003	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MISC. ELECTRICAL DETAILS
SHEET A

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BE–702	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

be702.dgn 3/2/2020 7:37:37 AM User=leysa

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SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

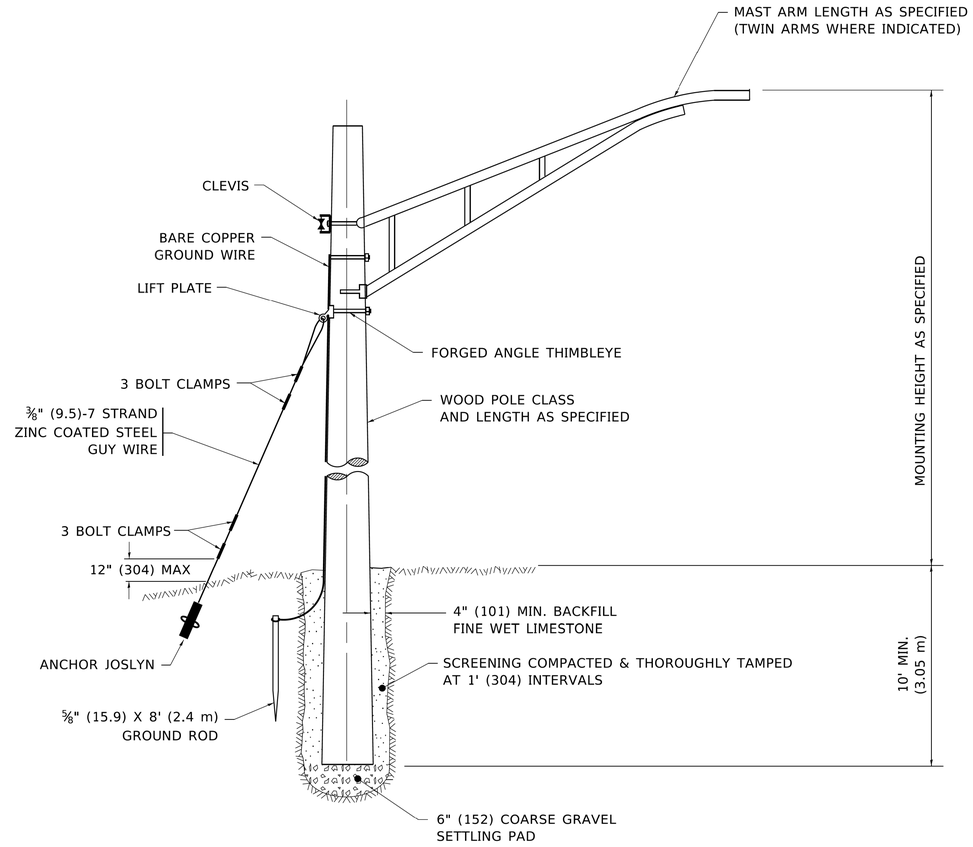
USER NAME = vgurskas	DESIGNED - VG	REVISED -	
	DRAWN - VG	REVISED -	
PLOT SCALE = 1.000 ' / in.	CHECKED - RP	REVISED -	
PLOT DATE = 5/31/2024	DATE - 06/04/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

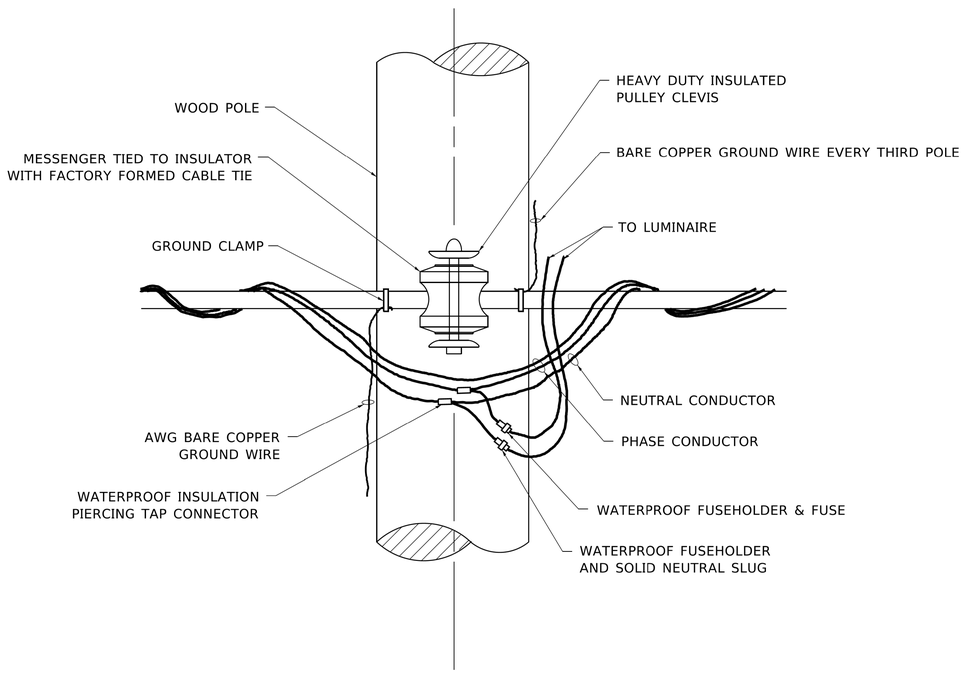
IDOT STANDARD BE – 702

SCALE: | SHEET 27 OF 29 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 INTERCHANGE	WILL	525	324
		CONTRACT NO. 62R26		
	ILLINOIS FED. AID PROJECT			



TEMPORARY LIGHT POLE DETAIL



TEMPORARY LIGHT POLE ATTACHMENT DETAIL

NOTE:

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED.
2. MAST ARM SHALL BE RATED FOR THE SPECIFIED MOUNTING HEIGHT.

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		DRAWN -	REVISED - R.T. 07-26-16		
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	PLOT DATE = 4/19/2019	DATE -	REVISED -		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
BE–800		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

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SINGH
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CONSULTING ENGINEERS

	USER NAME = vgurskas	DESIGNED - VG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IDOT STANDARD BE – 800
		DRAWN - VG	REVISED -		
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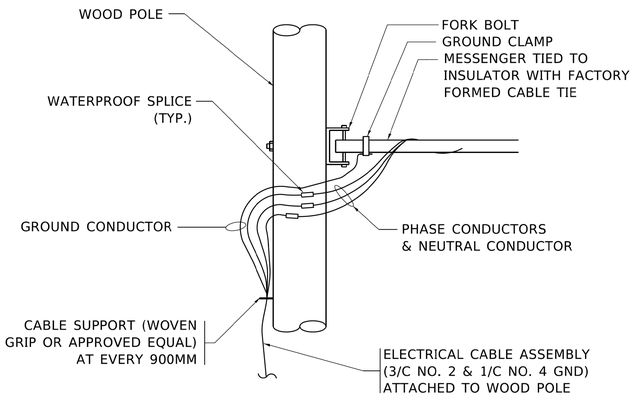
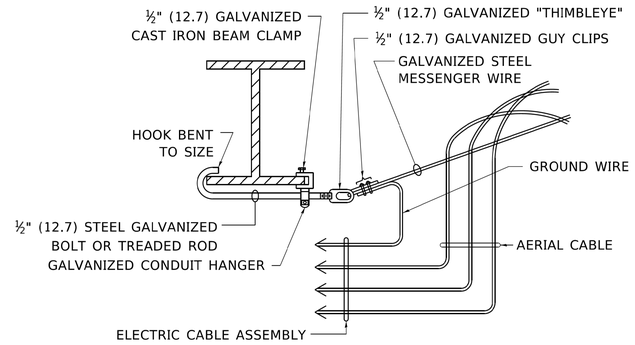
	PLOT DATE = 5/31/2024	DATE - 06/04/2024	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 INTERCHANGE	WILL	525	325
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		



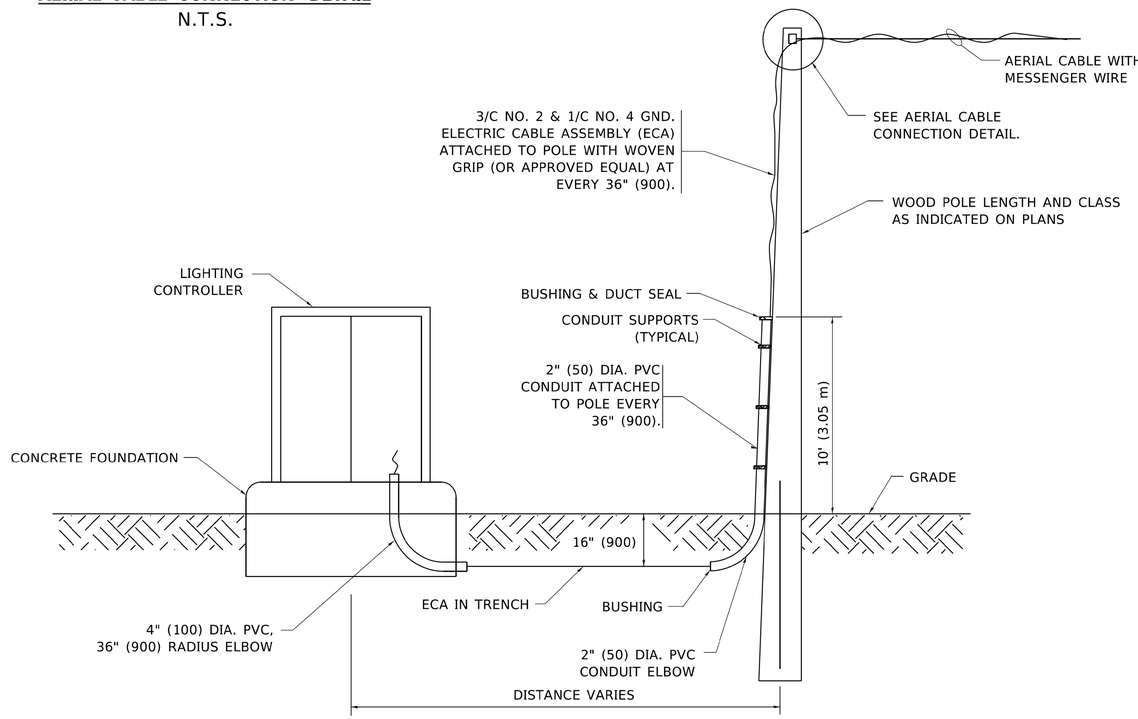
AERIAL CABLE CONNECTION DETAIL

N.T.S.



AERIAL CABLE ATTACHED TO STRUCTURE

NOT TO SCALE



WOOD POLE TO LIGHTING CONTROLLER WIRING CONNECTION DETAIL

N.T.S.

NOTES:

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED.
2. SEE PROPOSED LIGHTING PLAN FOR CONDUIT, CABLE AND ROUTING.
3. THE CONTRACTOR SHALL PROVIDE INTERMEDIATE SUPPORTS TO MAINTAIN MINIMUM CLEARANCES. REFER TO AERIAL AERIAL CABLE ATTACHED TO STRUCTURE DETAIL.
4. COST OF SPLICES AND MOUNTING HARDWARE SHALL BE INCLUDED IN THE UNIT PRICE FOR AERIAL CABLE.

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		DRAWN -	REVISED -		
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	PLOT DATE = 4/19/2019	DATE -	REVISED -		SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BE–801	CONTRACT NO.		
	ILLINOIS | FED. AID PROJECT			

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CONSULTING ENGINEERS

	USER NAME = vgurskas	DESIGNED - VG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IDOT STANDARD BE – 801
		DRAWN - VG	REVISED -		
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	PLOT DATE = 5/31/2024	DATE - 06/04/2024	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 INTERCHANGE	WILL	525	326
		CONTRACT NO. 62R26		
	ILLINOIS | FED. AID PROJECT			

SYMBOLS FOR EXISTING CONDITIONS

- HEAVY DUTY HANDHOLE (ELECTRICAL)
- COMMUNICATIONS VAULT (IDOT)
- CLOSED CIRCUIT TELEVISION CAMERA
- ITS POLE AND FOUNDATION
- GROUND MOUNTED CABINET
- POLE MOUNTED CABINET
- ELECTRIC UTILITY POLE
- POLE MOUNTED ELECTRIC UTILITY TRANSFORMER(S)
- SERVICE METER PEDESTAL
- INDUCTION LOOP

SYMBOLS FOR PROPOSED WORK

- HEAVY DUTY HANDHOLE (ELECTRICAL)
- POLE MOUNTED ELECTRIC UTILITY TRANSFORMER(S)
- SERVICE METER PEDESTAL
- INDUCTION LOOP*

*SIZE AS INDICATED ON PLANS

ABBREVIATIONS

(A)	ABANDON IN PLACE
AWG	AMERICAN WIRE GAUGE
CCTV	CLOSED CIRCUIT TELEVISION
CNC	COILABLE NONMETALLIC CONDUIT
FOC	FIBER OPTIC CABLE
FT	FEET
(G)	GROUND CABLE
GSC	GALVANIZED STEEL CONDUIT
HDHH	HEAVY DUTY HANDHOLE
(I)	INSTALL
NTS	NOT TO SCALE
OFF	OFFSET
PR	PROPOSED
(R)	REMOVE
SM	SINGLE MODE
STA	STATION
TRNS	TRANSFORMER
X/C	"X" NUMBER OF CONDUCTORS

LINESTYLES FOR EXISTING CONDITIONS

- ELECTRICAL CABLE IN CONDUIT*
- FIBER OPTIC CABLE IN CONDUIT*
- CONDUIT AND ELECTRICAL CABLE TO REMAIN**
- CONDUIT AND FIBER OPTIC CABLE TO REMAIN**
- 2" CONDUIT W/4C #18

*CABLE TO BE REMOVED; CONDUIT TO BE ABANDONED
**UNLESS OTHERWISE NOTED ON THE PLANS

LINESTYLES FOR PROPOSED WORK

- CONDUIT FOR FUTURE ELECTRICAL CABLE*
- 2" CONDUIT W/4C #18 CABLE(S)*
- CONDUIT SLEEVE*

*TYPE AND SIZE OR QUANTITY AS INDICATED ON PLANS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ITS LEGEND

SCALE: NONE | SHEET 1 OF 24 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 5	WILL	525	327
		CONTRACT NO. 62R26		
	ILLINOIS FED. AID PROJECT			

GENERAL NOTES

1. A MINIMUM OF SEVENTY-TWO (72) HOURS BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL JULIE AT (800) 892-0123 OR 811 TO HAVE THE LOCATION OF EXISTING UNDERGROUND UTILITIES MARKED IN THE FIELD.

2. IDOT FACILITIES ARE NOT LOCATED BY JULIE OR DIGGER. IDOT ELECTRICAL FACILITIES INCLUDING ROADWAY LIGHTING, FIBER OPTIC, ITS EQUIPMENT, TRAFFIC SIGNAL AND PUMP STATION FACILITIES ARE LOCATED BY THE DEPARTMENT'S ELECTRICAL MAINTENANCE CONTRACTOR. AS OF THE LETTING DATE, CONTACT THE MEADE ELECTRIC COMPANY AT 773-287-7672.

3. AFTER THE INITIAL LOCATE OF IDOT FACILITIES, THE CONTRACTOR WILL BE RESPONSIBLE FOR LOCATING EXISTING IDOT ELECTRICAL FACILITIES AT HIS/HER OWN EXPENSE. THE CONTRACTOR SHALL ALSO BE LIABLE FOR ANY DAMAGE TO IDOT FACILITIES RESULTING FROM INACCURATE LOCATING.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN IN THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER. THIS WORK WILL BE AT THE CONTRACTOR'S EXPENSE.

5. THE LOCATIONS OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THEIR ACCURACY IS NOT GUARANTEED. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION AND ELEVATION OF ALL UTILITIES. THE CONTRACTOR SHALL REPORT ANY ENCOUNTERED DISCREPANCIES TO THE ENGINEER AT ONCE. THE CONTRACTOR SHALL TAKE DUE CARE.

6. POTHOLING TO LOCATE EXISTING UNDERGROUND UTILITIES SHALL BE INCLUDED IN THE CONTRACT BID PRICE FOR THE UNDERGROUND CONDUIT PAY ITEMS.

7. THE CONTRACTOR IS RESPONSIBLE FOR THE COST OF UNCOVERING OR HAND DIGGING AROUND UTILITIES AS NECESSARY. THIS COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT PRICES FOR THE CONDUITS.

8. THE CONTRACTOR SHALL VERIFY ADEQUATE CLEARANCE OVER/UNDER EXISTING AND PROPOSED FACILITIES BEFORE INSTALLING DUCTS, CONDUIT AND CABLES. WHERE THE CONTRACTOR'S EXCAVATION MEETS AN OBSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER FOR DIRECTION IN WRITING PRIOR TO EXCAVATION.

9. CONDUIT CROSSING OVER/UNDER OTHER UTILITIES OR DRAINAGE SHALL MAINTAIN A SEPERATION OF AT LEAST 18 INCHES OR AS SPECIFIED BY OWNING UTILITY.

10. CONDUITS AND UNIT DUCTS SHALL BE INSTALLED AT A MINIMUM 30" DEPTH BELOW GRADE AND POSITIONED IN THE FIELD TO AVOID CONFLICT WITH ROADWAY UNDERDRAINS AND OTHER EXISTING AND PROPOSED UTILITIES.

11. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR PLACING CONDUIT AT GREATER THAN 30 INCHES MINIMUM DEPTH TO AVOID OBSTACLES SUCH AS UNDERGROUND UTILITIES, DRAIANGE PIPES, AND STRUCTURES OR TO ENTER COMMUNICATIONS VAULTS OR HANDHOLES.

12. THE CONTRACTOR SHALL AVOID TRENCHING THROUGH WETLAND AREA, ROADSIDE DITCHES AND RETENTION PONDS.

13. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.

14. EXISTING ITS PLAN SHEETS DEPICT EXISTING CONDITIONS AND WORK TO BE PERFORMED TO MAINTAIN, REMOVE, SALVAGE, OR ABANDON EXISTING ITS INFRASTRUCTURE. PROPOSED ITS PLAN SHEETS DEPICT NEW ITS INFRASTRUCTURE TO BE INSTALLED. PLANNED WORK BY CONSTRUCTION CONTRACT 62R28 IS ALSO SHOWN FOR REFERENCE.

15. ALL EXCAVATED MATERIAL, WHICH INCLUDES DIGGING OR GRADING OF ANY SOIL OR FILL MATERIAL, WITH THE EXCEPTION OF AGGREGATE FILLS, MUST BE INCORPORATED WITHIN THE IDOT RIGHT OF WAY DUE TO ENVIRONMENTAL DOCUMENTATION REQUIREMENTS. EXCAVATED MATERIALS SHALL BE DISPOSED OF AT LOCATIONS DESIGNATED BY THE ENGINEER. ANY SUCH DISPOSAL SHALL BE COMPLETED IN SUCH A MANNER THAT PUBLIC OR PRIVATE PROPERTY WILL NOT BE DAMAGED OR ENDANGERED AND SHALL NOT CREATE AN UNSIGHTLY OR OBJECTIONABLE APPEARANCE OR DETRACT FORM THE NATURAL TOPOGRAPHIC FEATURES WITHOUT WRITTEN PERMISSION FROM THE ENGINEER.

16. ALL SURPLUS MATERIALS SHALL BE DISPOSED OF IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS.

17. ELECTRICAL WORK SHALL CONFORM WITH NATIONAL, STATE, AND LOCAL CODES.

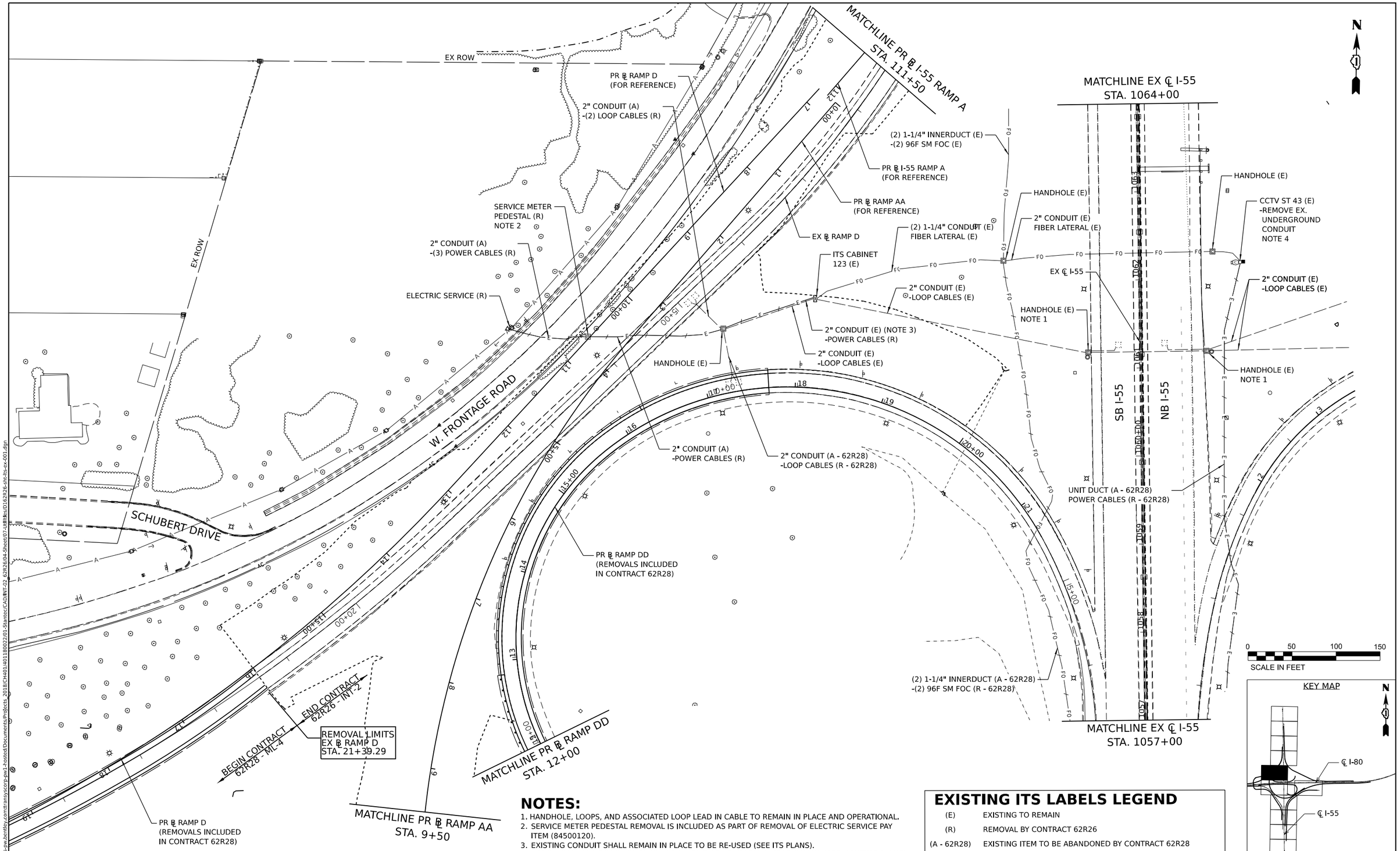
18. ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER SHOWN IN THE LIST OF STANDARDS OR THE COPY INCLUDED IN THESE PLANS.

19. ELECTRICAL HANDHOLE COVER LEGEND SHALL BE "IDOT ITS".

20. ITS SYMBOLS ARE OVERSIZED ON THE PLANS FOR CLARITY. CONTRACTOR SHALL USE STATIONS AND OFFSETS TO ACCURATELY LOCATE EQUIPMENT.

BILL OF MATERIALS

ITEM	DESCRIPTION	UNIT	QTY
80400100	ELECTRIC SERVICE INSTALLATION	EACH	1
80400200	ELECTRIC UTILITY SERVICE CONNECTION	L SUM	1
81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	123
81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	360
81028750	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 2" DIA.	FOOT	1,798
81400200	HEAVY-DUTY HANDHOLE	EACH	6
81702130	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	3,631
81702150	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 2	FOOT	7,622
84500120	REMOVAL OF ELECTRIC SERVICE INSTALLATION	EACH	1
87900205	DRILL EXISTING HEAVY DUTY HANDHOLE	EACH	2
89502380	REMOVE EXISTING HANDHOLE	EACH	1
89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	3,247
X0326944	ATMS INTEGRATION	L SUM	1
X0327616	MAINTAINING ITS DURING CONSTRUCTION	CAL MO	24
X8730312	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 18 4/C, TWISTED, SHIELDED	FOOT	4,091
X8850102	INDUCTION LOOP	FOOT	174
X8950114	MODIFY EXISTING CONTROLLER AND CABINET	EACH	2
X8950450	REMOVE EXISTING UNDERGROUND CONDUIT	FOOT	8



NOTES:

1. HANDHOLE, LOOPS, AND ASSOCIATED LOOP LEAD IN CABLE TO REMAIN IN PLACE AND OPERATIONAL.
2. SERVICE METER PEDESTAL REMOVAL IS INCLUDED AS PART OF REMOVAL OF ELECTRIC SERVICE PAY ITEM (84500120).
3. EXISTING CONDUIT SHALL REMAIN IN PLACE TO BE RE-USED (SEE ITS PLANS).
4. CONDUIT SHALL NOT BE REMOVED UNTIL LIGHTING CONTROLLER "P" REMOVAL (SEE LIGHTING PLANS).

EXISTING ITS LABELS LEGEND

(E)	EXISTING TO REMAIN
(R)	REMOVAL BY CONTRACT 62R26
(A - 62R28)	EXISTING ITEM TO BE ABANDONED BY CONTRACT 62R28
(R - 62R28)	EXISTING ITEM TO BE REMOVED BY CONTRACT 62R28

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PLOT DATE = 5/31/2024	DATE - 6/4/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING ITS PLAN

SCALE: 1" = 50' | SHEET 3 OF 24 SHEETS | STA. 1057+00 | TO STA. 1064+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 5	WILL	525	329
		CONTRACT NO. 62R26		
	ILLINOIS FED. AID PROJECT			

MATCHLINE PR ℄ RAMP DD STA. 12+00

MATCHLINE PR ℄ RAMP AA STA. 9+50

MATCHLINE EX ℄ I-55 STA. 1057+00

PR ℄ RAMP DD

(2) 1-1/4" INNERDUCT (A - 62R28)
-(2) 96F SM FOC (R - 62R28)

UNIT DUCT (A - 62R28)
POWER CABLES (R - 62R28)

PR ℄ I-80

WB I-80

EB I-80

HANDHOLE
(R - 62R28)

2" MICRODUCT (A - 62R28)
-(2) 144F SM FOC (R - 62R28)

PR ℄ RAMP A

PR ℄ RAMP AA
(FOR REFERENCE)

EX ℄ RAMP AA

MATCHLINE PR ℄ RAMP AA STA. 16+00

HANDHOLE (E)

FIBER INTERCONNECT
CABINET (E)

2" CONDUIT (E)
FIBER LATERAL (E)

CCTV (E)
ST 43A

MATCHLINE EX ℄ I-55 STA. 1049+00

0 50 100 150
SCALE IN FEET

KEY MAP

℄ I-80

℄ I-55

SHEET LOCATION

NOTES:

1. NO 62R26 ITS REMOVAL WORK ON THIS SHEET.

EXISTING ITS LABELS LEGEND

(E)	EXISTING TO REMAIN
(R)	REMOVAL BY CONTRACT 62R26
(A - 62R28)	EXISTING ITEM TO BE ABANDONED BY CONTRACT 62R28
(R - 62R28)	EXISTING ITEM TO BE REMOVED BY CONTRACT 62R28

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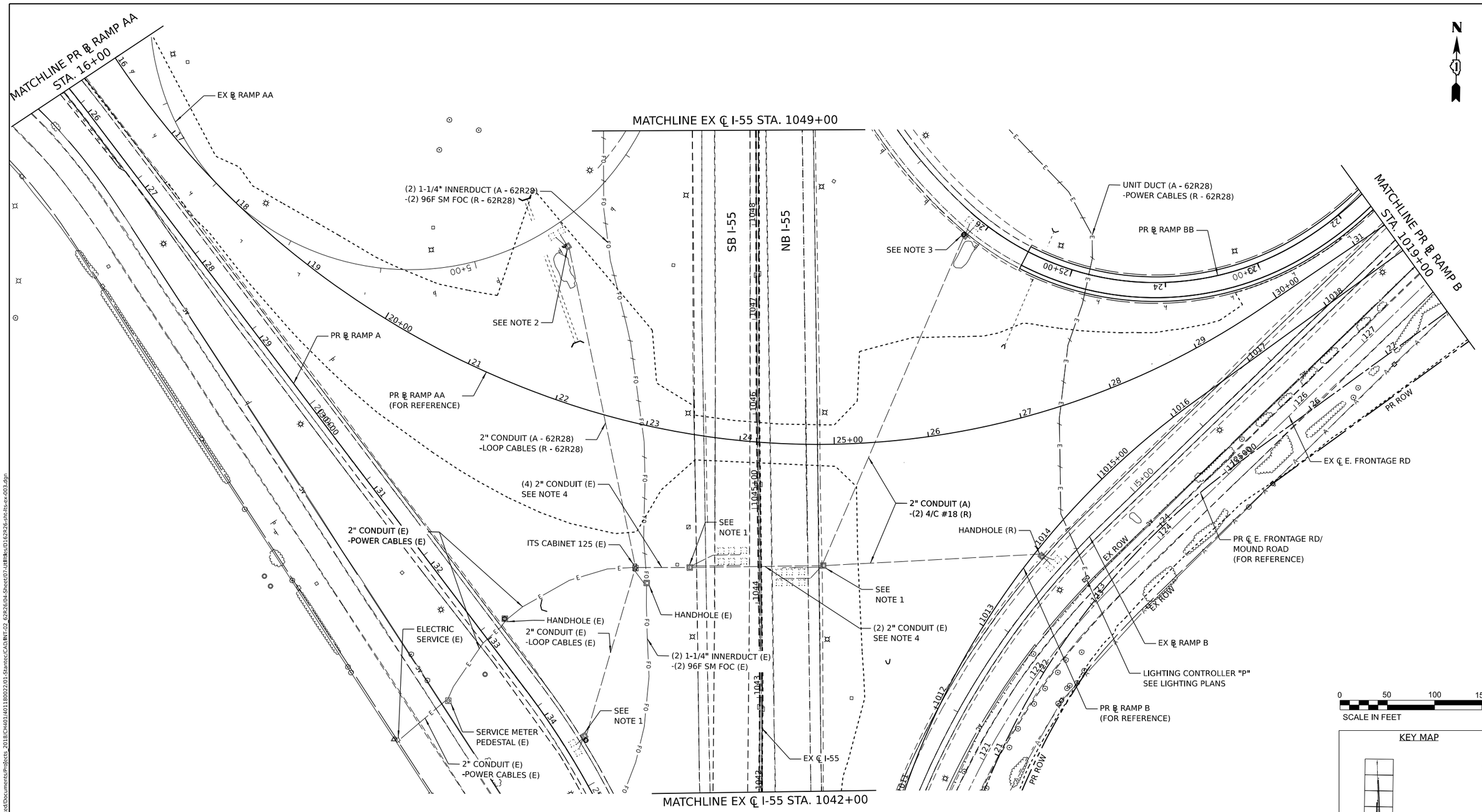
	DRAWN - DJM	REVISED -	
PLOT SCALE = 100.000 ' / in.	CHECKED - REL	REVISED -	
PLOT DATE = 5/31/2024	DATE - 6/4/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING ITS PLAN

SCALE: 1" = 50' | SHEET 4 OF 24 SHEETS | STA. 1049+00 TO STA. 1057+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 5	WILL	525	330
		CONTRACT NO. 62R26		
		ILLINOIS	FED. AID PROJECT	



NOTES:

1. HANDHOLE, LOOPS, AND ASSOCIATED LEAD IN CABLES TO REMAIN IN PLACE AND OPERATIONAL.
2. HANDOLE, LOOPS, AND ASSOCIATED LEAD IN CABLES TO BE REMOVED BY CONTRACT 62R28.
3. HANDHOLE AND LOOPS TO REMAIN. EXISTING LOOP LEAD-IN CABLES BETWEEN HANDHOLE AND ITS CABINET 125 TO BE REMOVED. SEE ITS PLANS FOR NEW LOOP LEAD-IN CONDUIT AND CABLE INSTALLATION PLAN.
4. REMOVE FOUR (4) LOOP LEAD-IN CABLES ASSOCIATED WITH EXISTING RAMP B AND RAMP BB LOOPS. ALL OTHER EXISTING LOOP LEAD-IN CABLES TO REMAIN IN PLACE AND OPERATIONAL.

EXISTING ITS LABELS LEGEND

(E)	EXISTING TO REMAIN
(R)	REMOVAL BY CONTRACT 62R26
(A - 62R28)	EXISTING ITEM TO BE ABANDONED BY CONTRACT 62R28
(R - 62R28)	EXISTING ITEM TO BE REMOVED BY CONTRACT 62R28

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USER NAME = dmeier	DESIGNED - DJM	REVISED -	
	DRAWN - DJM	REVISED -	
PLOT SCALE = 100.000 ' / in.	CHECKED - REL	REVISED -	
PLOT DATE = 5/31/2024	DATE - 6/4/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING ITS PLAN

SCALE: 1" = 50' | SHEET 5 OF 24 SHEETS | STA. 1042+00 | TO STA. 1049+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 5	WILL	525	331
		CONTRACT NO. 62R26		
	ILLINOIS FED. AID PROJECT			

N

PR ℄ I-80

REMOVAL LIMITS
EX ℄ RAMP B
STA. 27+25.00

(2) 1-1/4" INNERDUCT (A - 62R28)
-(2) 96F SM FOC (R - 62R28)

HANDHOLE
(R - 62R28)

EX ℄ RAMP B

EX ℄ RAMP BB

PR ℄ RAMP BB

PR ROW

PR ℄ RAMP B
(FOR REFERENCE)

EX ROW

WETLAND SITE 34B

REMOVAL LIMITS
EX ℄ E. FRONTAGE RD
STA. 138+03.50

EX ℄ E. FRONTAGE RD

PR ℄ E. FRONTAGE RD/
MOUND ROAD
(FOR REFERENCE)

MATCHLINE PR ℄ RAMP B
STA. 1019+00

0 50 100 150
SCALE IN FEET

KEY MAP

℄ I-80

℄ I-55

SHEET LOCATION

NOTES:

1. NO 62R26 ITS REMOVAL WORK ON THIS SHEET.

EXISTING ITS LABELS LEGEND

(E)	EXISTING TO REMAIN
(R)	REMOVAL BY CONTRACT 62R26
(A - 62R28)	EXISTING ITEM TO BE ABANDONED BY CONTRACT 62R28
(R - 62R28)	EXISTING ITEM TO BE REMOVED BY CONTRACT 62R28

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Chicago, Illinois 60606

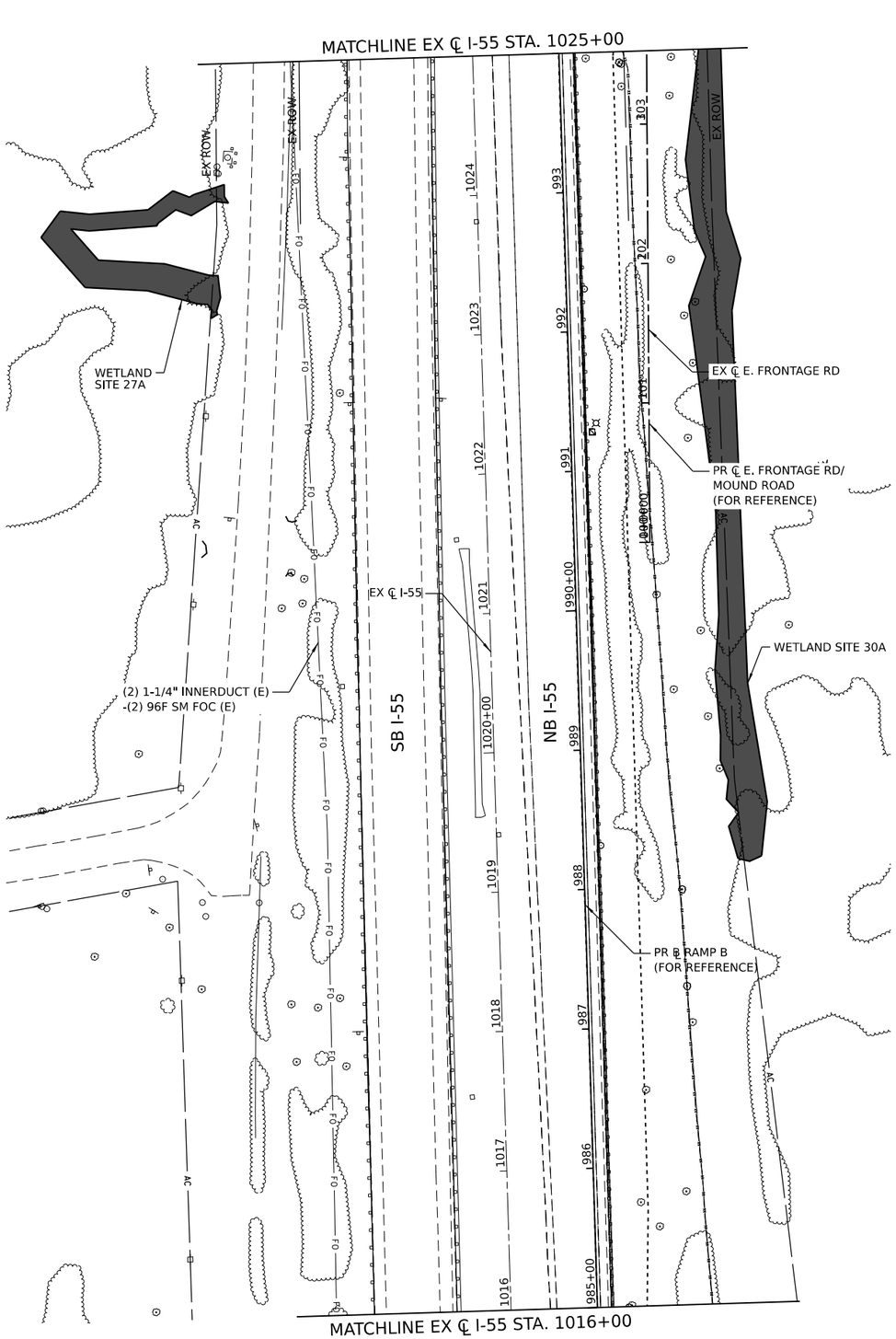
USER NAME = dmeier	DESIGNED - DJM	REVISED -	
	DRAWN - DJM	REVISED -	
PLOT SCALE = 100.000 ' / in.	CHECKED - REL	REVISED -	
PLOT DATE = 5/31/2024	DATE - 6/4/2024	REVISED -	

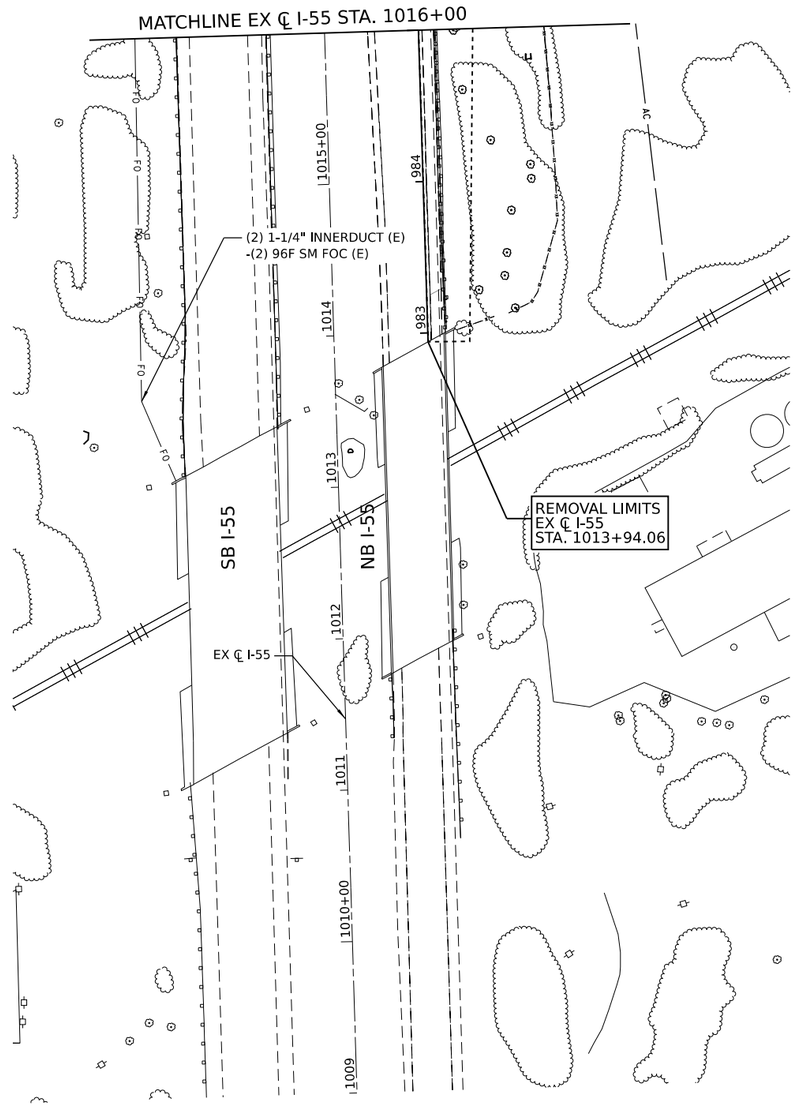
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING ITS PLAN

SCALE: 1" = 50' | SHEET 6 OF 24 SHEETS | STA. 1019+00 | TO STA. 1035+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 5	WILL	525	332
		CONTRACT NO. 62R26		
	ILLINOIS FED. AID PROJECT			





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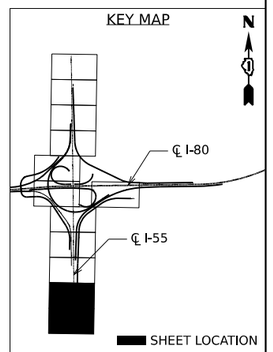
SCALE IN FEET



NOTES:

1. NO 62R26 ITS REMOVAL WORK ON THIS SHEET.

EXISTING ITS LABELS LEGEND

(E)	EXISTING TO REMAIN
(R)	REMOVAL BY CONTRACT 62R26
(A - 62R28)	EXISTING ITEM TO BE ABANDONED BY CONTRACT 62R28
(R - 62R28)	EXISTING ITEM TO BE REMOVED BY CONTRACT 62R28

MODEL: Default
FILE NAME: pw://transystems-pw.bentley.com:transystcorp-pw1-hosted/Documents/Projects_2018/CH401/401180022/01-Stantec/CAD/INT-02_62R26/04-Sheet/07-Utilities/D162R26-sht-its-ex-005.dgn

TranSmart
100 S. Wacker Drive Suite 400
Chicago, Illinois 60606

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	DRAWN - DJM	REVISED -	
PLOT SCALE = 100.000 ' / in.	CHECKED - REL	REVISED -	
PLOT DATE = 5/31/2024	DATE - 6/4/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING ITS PLAN

SCALE: 1" = 50' | SHEET 7 OF 24 SHEETS | STA. 1009+00 TO STA. 1025+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 5	WILL	525	333
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		

MATCHLINE EX ℄ I-55 STA. 1042+00

MATCHLINE EX ℄ I-55 STA. 1033+00

MATCHLINE EX ℄ I-55 STA. 1033+00

MATCHLINE EX ℄ I-55 STA. 1025+00

N

0 50 100 150
SCALE IN FEET

SB I-55

NB I-55

EX ℄ E. FRONTAGE RD

PR ℄ E. FRONTAGE RD/
MOUND ROAD
(FOR REFERENCE)

EX ℄
RAMP B

PR ℄ RAMP B

PR ℄ RAMP A

EX ℄
I-55

(2) 1-1/4" INNERDUCT (E)
-(2) 96F SM FOC (E)

EX ROW

PR ROW

WETLAND
SITE 29A

WETLAND SITE 32B

WETLAND SITE 30A

PR ℄ RAMP B
(FOR REFERENCE)

REMOVAL LIMITS
EX ℄ E. FRONTAGE RD
STA. 104+91.09

KEY MAP

℄ I-80

℄ I-55

SHEET LOCATION

NOTES:

1. NO 62R26 ITS REMOVAL WORK ON THIS SHEET.

EXISTING ITS LABELS LEGEND

(E)	EXISTING TO REMAIN
(R)	REMOVAL BY CONTRACT 62R26
(A - 62R28)	EXISTING ITEM TO BE ABANDONED BY CONTRACT 62R28
(R - 62R28)	EXISTING ITEM TO BE REMOVED BY CONTRACT 62R28

MODEL: Default
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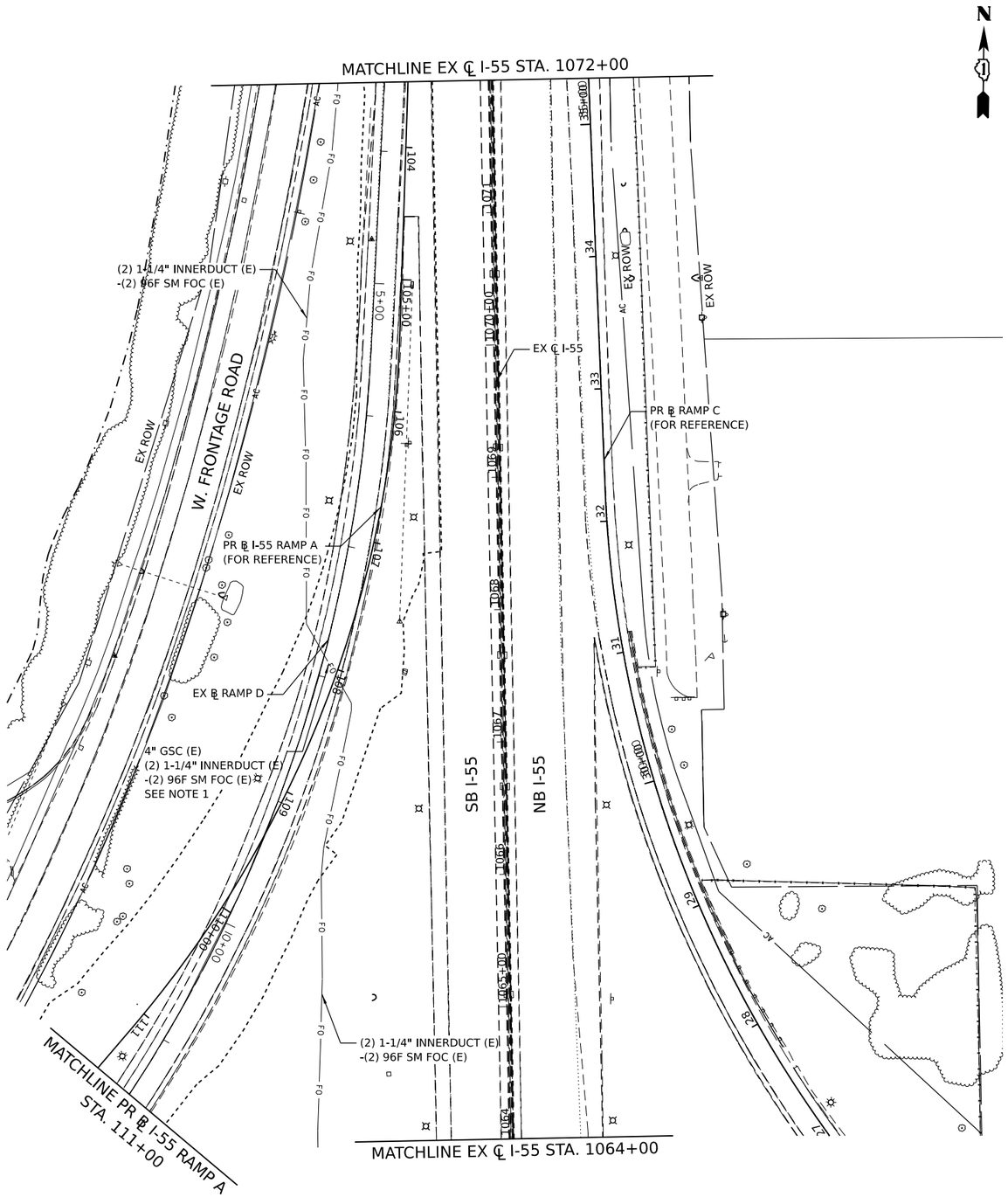
PLOT DATE = 5/31/2024	DATE - 6/4/2024	REVISED -	

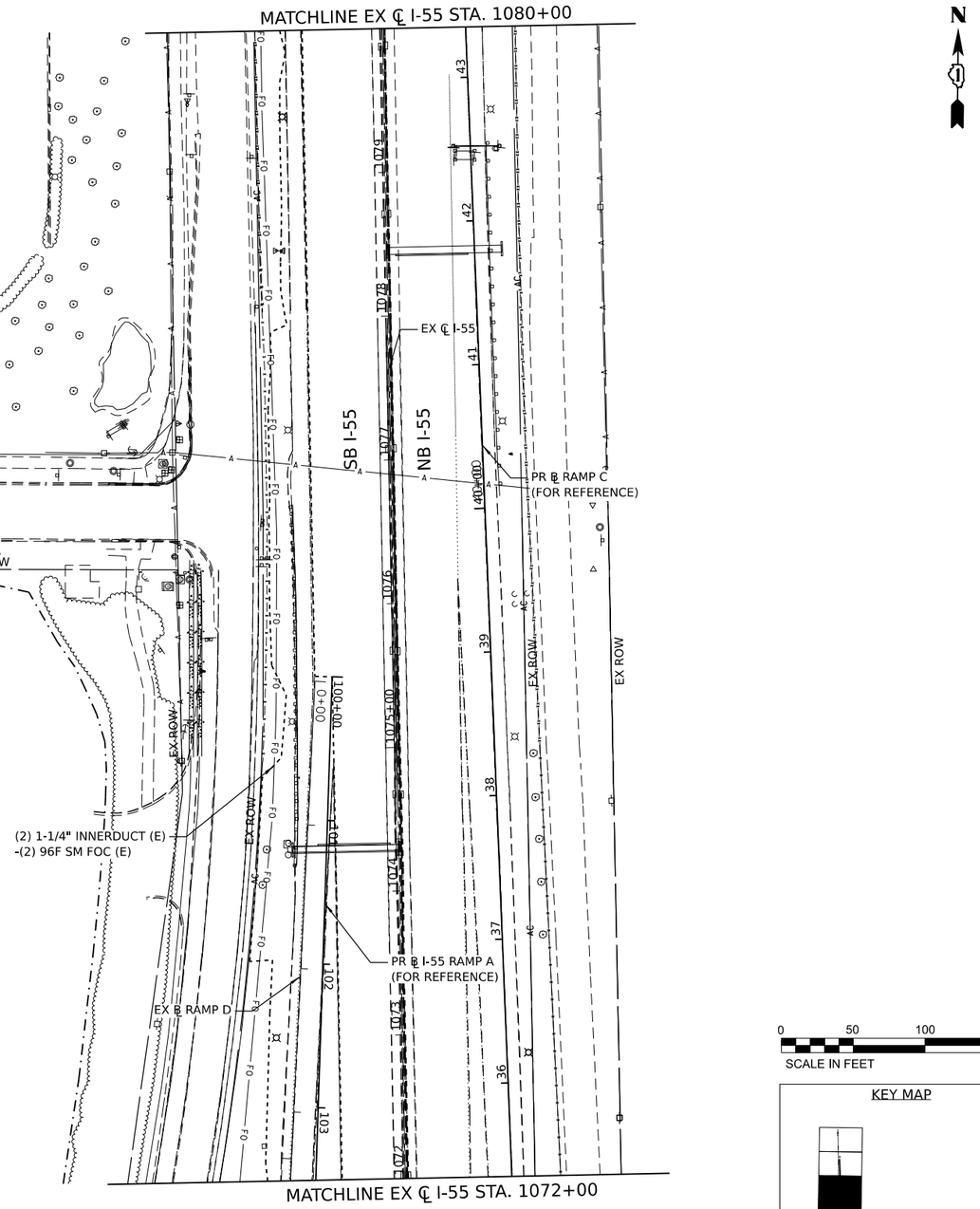
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING ITS PLAN

SCALE: 1" = 50' | SHEET 8 OF 24 SHEETS | STA. 1025+00 | TO STA. 1042+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 5	WILL	525	334
		CONTRACT NO. 62R26		
	ILLINOIS FED. AID PROJECT			





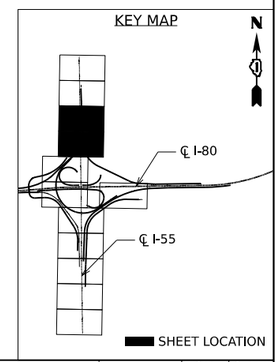
NOTES:

1. EXISTING FIBER OPTIC CABLE TO BE PROTECTED IN PLACE DURIING 62R26 CONSTRUCTION AS PART OF "MAINTAINING ITS DURING CONSTRUCTION" PAY ITEM.

EXISTING ITS LABELS LEGEND

(E)	EXISTING TO REMAIN
(R)	REMOVAL BY CONTRACT 62R26
(A - 62R28)	EXISTING ITEM TO BE ABANDONED BY CONTRACT 62R28
(R - 62R28)	EXISTING ITEM TO BE REMOVED BY CONTRACT 62R28

0 50 100 150
SCALE IN FEET



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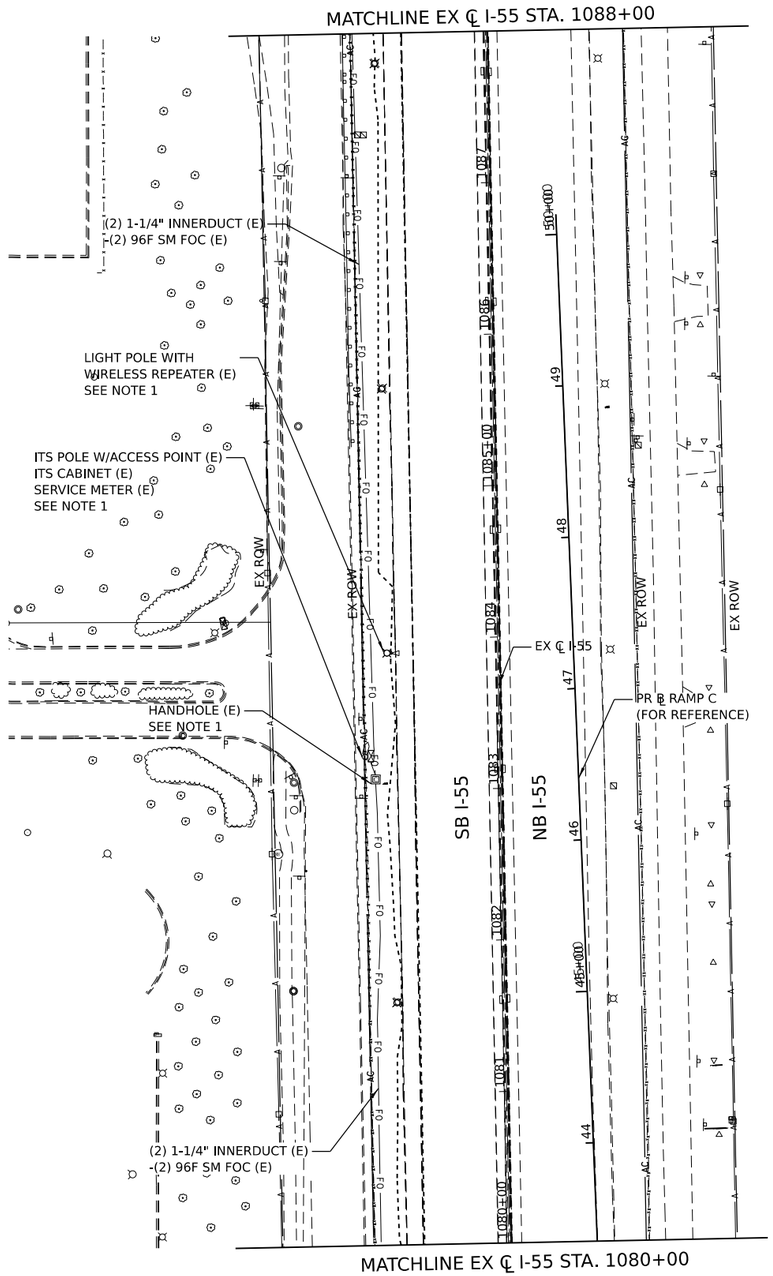
	DRAWN - DJM	REVISED -	
PLOT SCALE = 100.000 ' / in.	CHECKED - REL	REVISED -	
PLOT DATE = 5/31/2024	DATE - 6/4/2024	REVISED -	

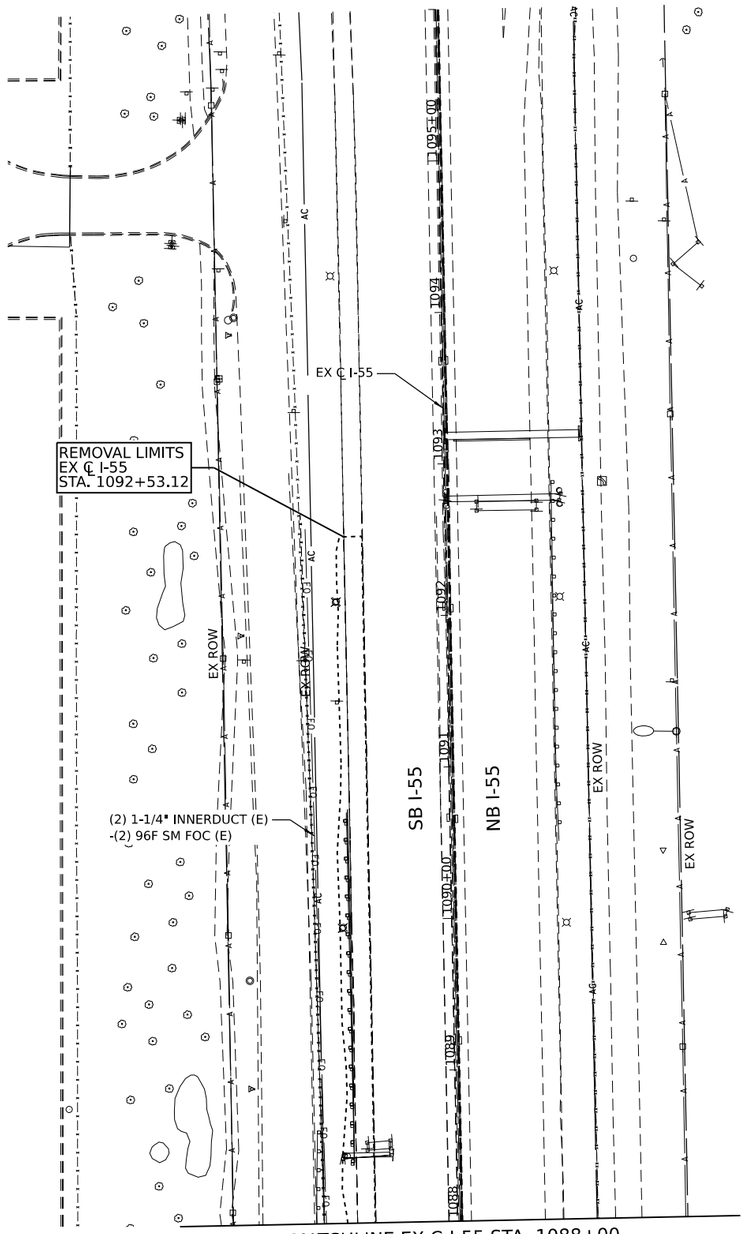
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING ITS PLAN

SCALE: 1" = 50' | SHEET 9 OF 24 SHEETS | STA. 1064+00 | TO STA. 1080+00

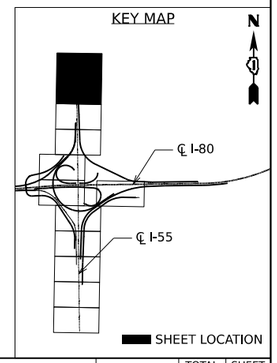
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 5	WILL	525	335
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		





0 50 100 150

SCALE IN FEET



NOTES:

1. PROTECT AND MAINTAIN IN PLACE DURING 62R26 CONSRUCTION (INCLUDED AS PART OF "MAINTAINING ITS DURING CONSTRUCTION" PAY ITEM).

EXISTING ITS LABELS LEGEND

(E)	EXISTING TO REMAIN
(R)	REMOVAL BY CONTRACT 62R26
(A - 62R28)	EXISTING ITEM TO BE ABANDONED BY CONTRACT 62R28
(R - 62R28)	EXISTING ITEM TO BE REMOVED BY CONTRACT 62R28

MODEL: Default
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	DRAWN - DJM	REVISED -	
PLOT SCALE = 100.000 ' / in.	CHECKED - REL	REVISED -	
PLOT DATE = 5/31/2024	DATE - 6/4/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING ITS PLAN

SCALE: 1" = 50' | SHEET 10 OF 24 SHEETS | STA. 1080+00 | TO STA. 1096+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 5	WILL	525	336
		CONTRACT NO. 62R26		
	ILLINOIS FED. AID PROJECT			

130' - 4" GSC (I)
-2" CNC (I)
-(6) 1/C #2 AWG (I)
-(3) 1/C #6 AWG (G) (I)

EX ROW

UTILITY POLE (E)
ELECTRIC SERVICE (I)
240/120V, 1 PH

80' - 2" GSC (I)
-(3) #2 AWG
CONDUCTORS (I)

ELEC UTILITY SERVICE
PEDESTAL WITH METER (I)
RAMP D STA. 7+41
OFF. 33' RT

217' - 2" CNC (I)
-(6) 1/C #2 AWG (I)
-(3) 1/C #6 AWG (G) (I)

MATCHLINE PR ℄ I-55 RAMP A
STA. 111+50

℄ I-55 RAMP A

HDHH (I)
RAMP D STA 7+37
OFF. 97' LT

110' - 2" CONDUIT (E)
-(2) 1/C #2 AWG (I)
-(1) 1/C #6 AWG (G) (I)

ITS CABINET
123 (E)
NOTE 4

℄ RAMP D

HDHH (I)
RAMP D
STA 12+35
OFF. 30' LT

12' X 6'
INDUCTION
LOOP (I)

℄ W. FRONTAGE RD
(CONTRACT 62R28)

SCHUBERT DRIVE

110' - 2" CONDUIT (E)
-(2) 4/C #18 (I)
NOTE 3

257' - 2" CNC (I)
-(4) 1/C #2 AWG (I)
-(2) 1/C #6 AWG (G) (I)

2" CONDUIT (BY 62R28)
-LOOP CABLES (BY 62R28)

HANDHOLE (E)
DRILL EXISTING
HD HANDHOLE (I)

276' - 2" CNC (I)
-(2) 4/C #18 (I)

HDHH (I)
RAMP AA STA 5+52
OFF. 11' LT

43' - 2" GSC (I)
-(1) 4/C #18 (I)

12' X 6'
INDUCTION LOOP (I)

℄ RAMP AA

℄ RAMP DD
(CONTRACT 62R28)

END CONTRACT
62R26 - INT-2

BEGIN CONTRACT
62R28 - ML-4

MATCHLINE PR ℄ RAMP AA
STA. 9+50

MATCHLINE PR ℄ RAMP DD
STA. 12+00

MATCHLINE EX ℄ I-55
STA. 1064+00

HANDHOLE (E)

(2) 1-1/4" INNERDUCT (E)
-(2) 96F SM FOC (E)

2" CONDUIT (E)
FIBER LATERAL (E)

150' - 4" GSC (I)
-2" CNC (I)
-(2) 1/C #2 AWG (I)
-(1) 1/C #8 AWG (G) (I)

HANDHOLE (E)
CCTV ST 43 (E)
NOTE 5

(2) 1-1/4" CONDUIT (E)
FIBER LATERAL (E)

25' - 2" CNC (I)
-(2) 1/C #2 AWG (I)
-(1) 1/C #6 AWG (G) (I)

HDHH (I)
I-55 STA 162+00
OFF. 125' RT

145' - 2" CNC (I)
-(4) 1/C #2 AWG (I)
-(2) 1/C #6 AWG (G) (I)

52' - 2" CNC (I)
-(4) 1/C #2 AWG (I)
-(2) 1/C #6 AWG (G) (I)

HDHH (I)
I-55 STA 162+00
OFF. 222' LT

2" CONDUIT (E)
-LOOP CABLES (E)

HANDHOLE (E)
NOTE 2

HANDHOLE (E)
NOTE 2

2" CONDUIT (BY 62R28)
-(2) 1/C #2 AWG (I)
-(1) 1/C #6 AWG (G) (I)

℄ I-55

(2) 1-1/4" INNERDUCT (E)
-(2) 96F SM FOC (E)

MATCHLINE EX ℄ I-55
STA. 1057+00

0 50 100 150
SCALE IN FEET

KEY MAP

℄ I-80

℄ I-55

SHEET LOCATION

NOTES:

1. CONTRACTOR TO COORDINATE WITH PROPOSED CONTRACT 62R28 WORK.
2. HANDHOLE, LOOPS, AND LOOP LEAD-IN CABLES TO REMAIN IN PLACE AND OPERATIONAL.
3. INSTALL TWO (2) LOOP LEAD-IN CABLES FOR RAMP AA AND RAMP D LOOPS. COORDINATE RAMP DD LOOP LEAD-IN CABLES WITH CONTRACT 62R28.
4. AFTER INSTALLATION OF NEW LOOPS LEAD-IN CABLES AND LOOPS (RAMP D, RAMP AA) CONNECT NEW LOOP LEAD-IN CABLES IN CABINET AND PROGRAM EXISTING CONTROLLER TO ADD NEW LOOPS (MODIFY EXISTING CONTROLLER CABINET, X8950114).
5. CONTRACT 62R26 TO INSTALL NEW CONDUIT TO EXISTING ITS SITE FOUNDATION CONDUIT STUB OUT (SEE EXISTING ITS PLANS FOR CONDUIT REMOVAL WORK). RE-ESTABLISH POWER TO EXISTING CCTV CAMERA SITE FROM NEW ELECTRIC SERVICE (RAMP D, STA 7+43).

PROPOSED ITS LABELS LEGEND

(E)	EXISTING TO REMAIN
(I)	ITEM TO BE INSTALLED BY CONTRACT 62R26
(BY 62R28)	ITEM TO BE CONSTRUCTED BY CONTRACT 62R28

MODEL: Default
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USER NAME = dmeier		DESIGNED - DJM		REVISED -	
		DRAWN - DJM		REVISED -	
PLOT SCALE = 100.000 ' / in.		CHECKED - REL		REVISED -	
PLOT DATE = 5/31/2024		DATE - 6/4/2024		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ITS PLAN

SCALE: 1" = 50' | SHEET 11 OF 24 SHEETS | STA. 1057+00 | TO STA. 1064+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 5	WILL	525	337
		CONTRACT NO. 62R26		
	ILLINOIS FED. AID PROJECT			

MATCHLINE PR ℄ RAMP DD STA. 12+00

℄ RAMP DD (CONTRACT 62R28)

MATCHLINE PR ℄ RAMP AA STA. 9+50

MATCHLINE EX ℄ I-55 STA. 1057+00

(2) 1-1/4" INNERDUCT (BY 62R28)
-(2) 96F SM FOC (BY 62R28)

4" GSC
2" MICRODUCT
(BY 62R28)

HANDHOLE
(BY 62R28)

2" MICRODUCT
(BY 62R28)

℄ RAMP CC
(CONTRACT 62R28)

2" MICRODUCT
(BY 62R28)

℄ I-80
(CONTRACT 62R28)

WB I-80

EB I-80

(2) 2" MICRODUCT
(BY 62R28)

(2) 4" GSC
(2) 2" MICRODUCT
(BY 62R28)

HANDHOLE
(BY 62R28)

(2) 2" MICRODUCT
(BY 62R28)

℄ RAMP A
(CONTRACT 62R28)

℄ RAMP AA

℄ I-55

2" CONDUIT (BY 62R28)
-(2) 1/C #2 AWG (I)
-(1) 1/C #6 AWG (G) (I)

CCTV (E)
ST 43A
NOTE 2

HANDHOLE (E)

FIBER INTERCONNECT
CABINET (E)

2" CONDUIT (E)
FIBER LATERAL (E)

℄ W. FRONTAGE ROAD

MATCHLINE PR ℄ RAMP AA STA. 16+00

MATCHLINE EX ℄ I-55 STA. 1049+00

0 50 100 150
SCALE IN FEET

KEY MAP

℄ I-80

℄ I-55

SHEET LOCATION

NOTES:

1. CONTRACTOR TO COORDINATE WITH PROPOSED CONTRACT 62R28 ITS WORK.
2. CONTRACT 62R26 TO RE-ESTABLISH POWER TO EXISTING CCTV CAMERA SITE FROM NEW ELECTRIC SERVICE (RAMP D, STA 7+43).

PROPOSED ITS LABELS LEGEND

(E)	EXISTING TO REMAIN
(I)	ITEM TO BE INSTALLED BY CONTRACT 62R26
(BY 62R28)	ITEM TO BE CONSTRUCTED BY CONTRACT 62R28

MODEL: Default
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USER NAME = dmeier	DESIGNED - DJM	REVISED -	
	DRAWN - DJM	REVISED -	
PLOT SCALE = 100.000 ' / in.	CHECKED - REL	REVISED -	
PLOT DATE = 5/31/2024	DATE - 6/4/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ITS PLAN

SCALE: 1" = 50' | SHEET 12 OF 24 SHEETS | STA. 1049+00 | TO STA. 1057+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 5	WILL	525	338
		CONTRACT NO. 62R26		
	ILLINOIS FED. AID PROJECT			

MATCHLINE PR ℄ RAMP AA STA. 16+00

MATCHLINE EX ℄ I-55 STA. 1049+00

MATCHLINE PR ℄ RAMP B STA. 1019+00

MATCHLINE EX ℄ I-55 STA. 1042+00

(2) 1-1/4" INNERDUCT (BY 62R28)
-(2) 96F SM FOC (BY 62R28)

℄ RAMP AA

℄ I-55

℄ RAMP A
(CONTRACT 62R28)

SEE NOTE 4

180' - 2" CNC (I)
-(2) 4/C #18 (I)

80' - 4" GSC (I)
-2" CNC (I)
-(2) 4/C #18 (I)

12' X 6'
INDUCTION LOOP (I)

℄ RAMP BB
(CONTRACT 62R28)

HDHH (I)
RAMP AA
STA. 27+24
OFF. 44' RT

58' - (4) 2" CONDUITS (E)
(5) 4/C #18 (I)
NOTE 3

2" CONDUIT (E)
-POWER CABLES (E)

ELECTRIC
SERVICE (E)

SERVICE METER
PEDESTAL (E)

ITS CABINET
125 (E)
NOTE 5

HANDHOLE (E)

2" CONDUIT (E)
-LOOP CABLES (E)

SEE
NOTE 2

HANDHOLE (E)

(2) 1-1/4" INNERDUCT (E)
-(2) 96F SM FOC (E)

SEE
NOTE 2

286' - 2" CNC (I)
-(5) 4/C #18 (I)

36' - 2" CNC (I)
-(2) 4/C #18 (I)

HANDHOLE (E)
DRILL EXISTING HDHH (I)
SEE NOTE 2

141' - (2) 2" CONDUITS (E)
(5) 4/C #18 (I)
NOTE 3

℄ RAMP B

℄ E. FRONTAGE RD
/ MOUND ROAD

(2) 8' X 6'
INDUCTION LOOP (I)

2" CONDUIT (E)
-POWER CABLES (E)

EX ROW

PR ROW

NOTES:

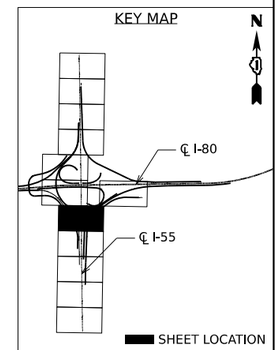
1. CONTRACTOR TO COORDINATE WITH PROPOSED CONTRACT 62R28 ITS WORK.
2. HANDHOLE, LOOPS, AND LOOP LEAD-IN CABLES TO REMAIN IN PLACE AND OPERATIONAL.
3. INSTALL FIVE (5) LOOP LEAD-IN CABLES FOR RAMP AA, RAMP B, AND RAMP BB LOOPS. ALL OTHER EXISTING LOOP LEAD-IN CABLES TO REMAIN IN PLACE AND OPERATIONAL.
4. SPLICE NEW LOOP CABLES TO EXISTING LOOP LEAD-IN CABLES IN HANDHOLE TO RE-ESTABLISH OPERATION OF EXISTING LOOPS.
5. AFTER INSTALLATION OF NEW LOOP LEAD-IN CABLES AND LOOPS (RAMP AA, RAMP B, RAMP BB) CONNECT NEW LOOP LEAD-IN CABLES IN CABINET AND PROGRAM EXISTING COTROLLER TO ADD NEW LOOPS (MODIFY EXISTING CONTROLLER CABINET, X890114).

PROPOSED ITS LABELS LEGEND

(E)	EXISTING TO REMAIN
(I)	ITEM TO BE INSTALLED BY CONTRACT 62R26
(BY 62R28)	ITEM TO BE CONSTRUCTED BY CONTRACT 62R28

0 50 100 150
SCALE IN FEET

KEY MAP



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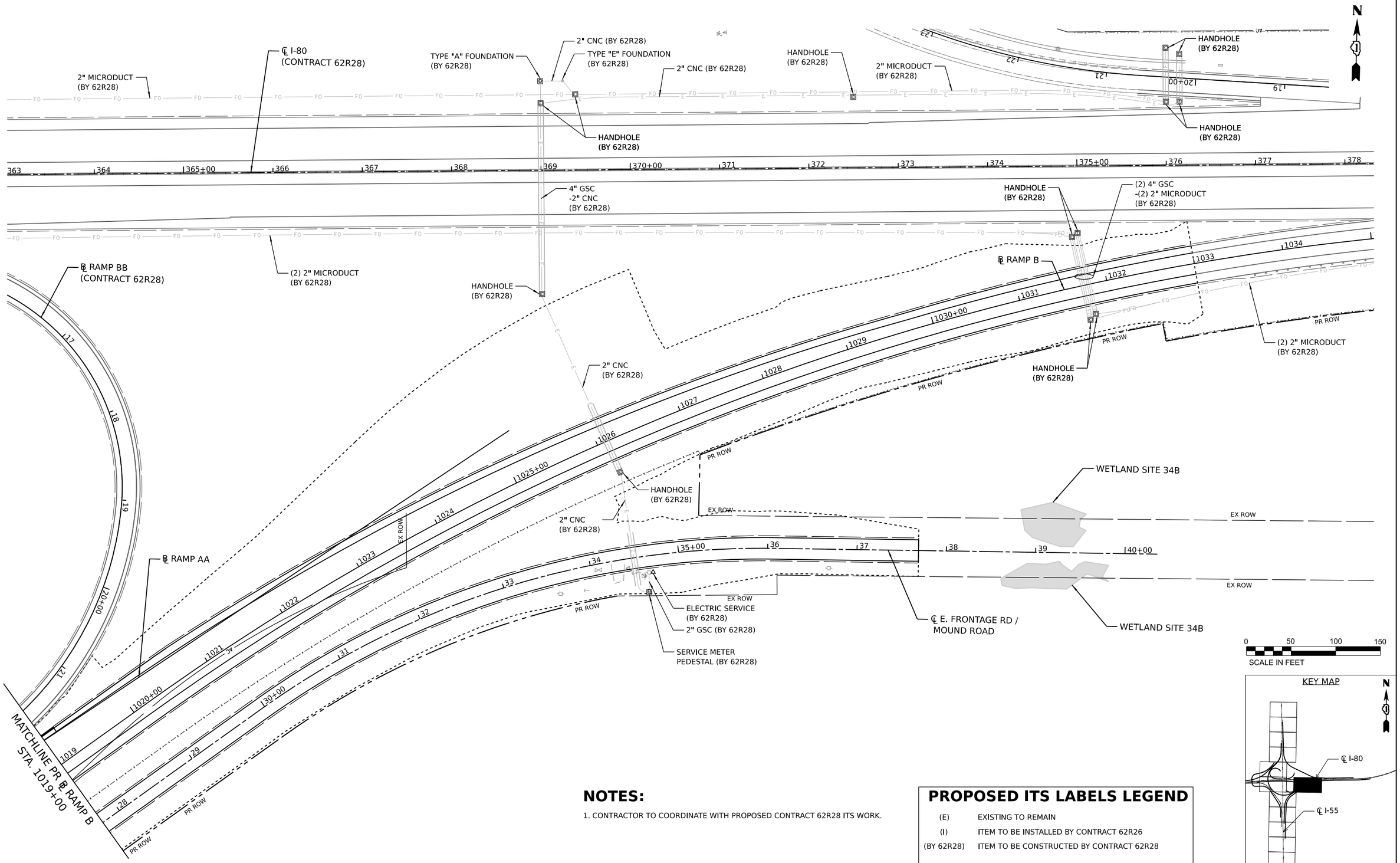
TranSmart 100 S. Wacker Drive Suite 400 Chicago, Illinois 60606	USER NAME = dmeier	DESIGNED - DJM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ITS PLAN
		DRAWN - DJM	REVISED -		
	PLOT SCALE = 100.000 ' / in.	CHECKED - REL	REVISED -		
	PLOT DATE = 5/31/2024	DATE - 6/4/2024	REVISED -		

SCALE: 1" = 50' | SHEET 13 OF 24 SHEETS | STA. 1042+00 | TO STA. 1049+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 5	WILL	525	339
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		



NOTES:

1. CONTRACTOR TO COORDINATE WITH PROPOSED CONTRACT 62R28 ITS WORK.

PROPOSED ITS LABELS LEGEND

(E)	EXISTING TO REMAIN
(I)	ITEM TO BE INSTALLED BY CONTRACT 62R26
(BY 62R28)	ITEM TO BE CONSTRUCTED BY CONTRACT 62R28

MODEL: Default
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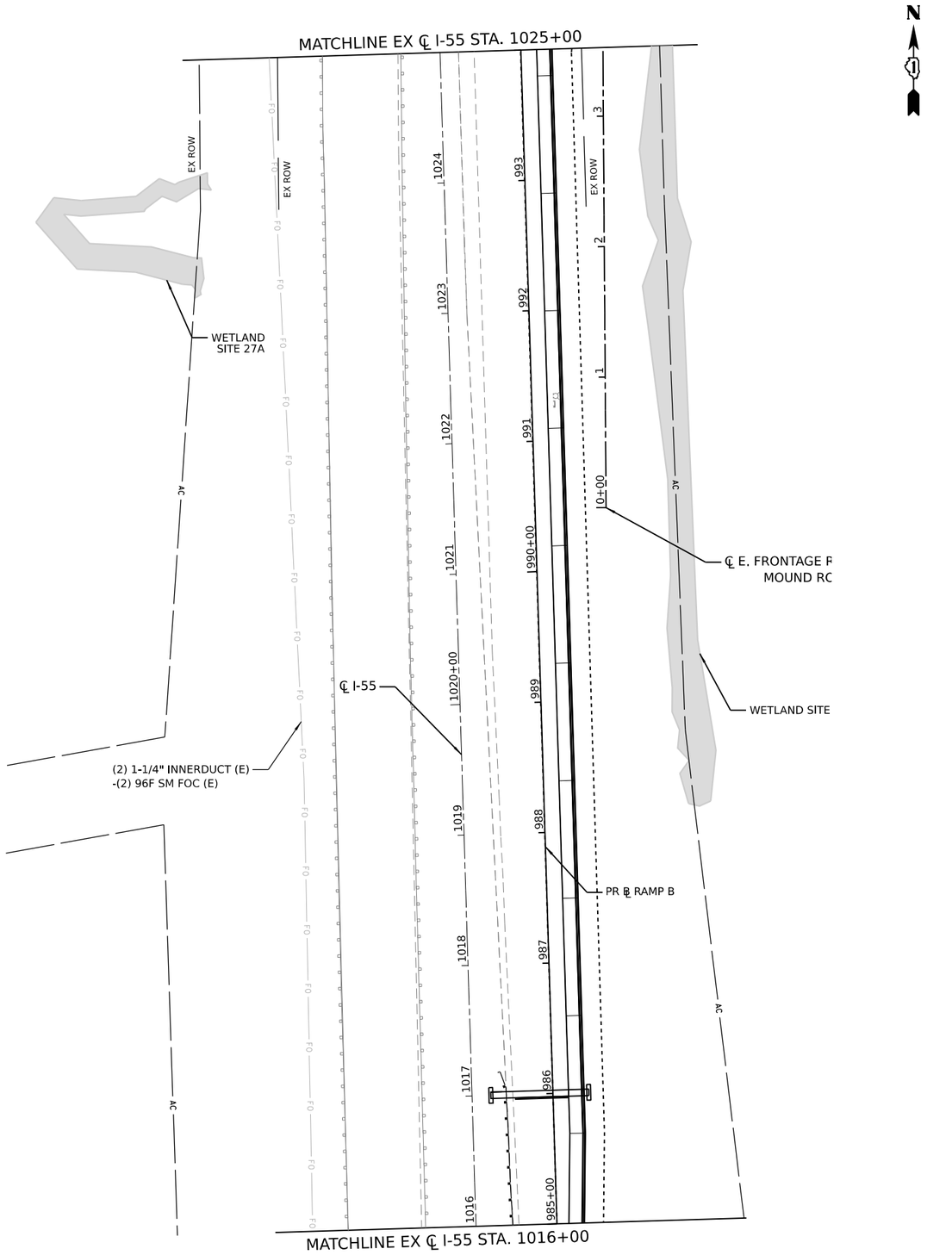
USER NAME = dmeier	DESIGNED - DJM	REVISED -	
	DRAWN - DJM	REVISED -	
PLOT SCALE = 100.000 ' / in.	CHECKED - REL	REVISED -	
PLOT DATE = 5/31/2024	DATE - 6/4/2024	REVISED -	

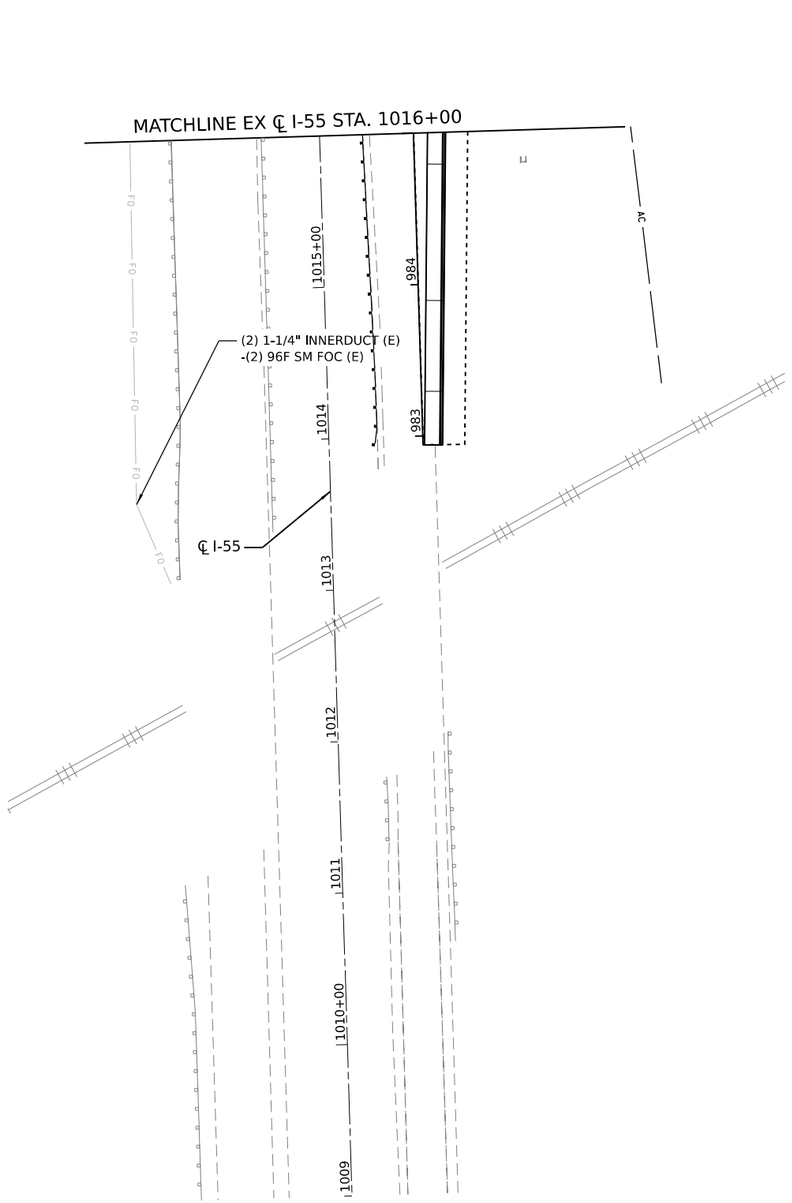
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ITS PLAN

SCALE: 1" = 50' | SHEET 14 OF 24 SHEETS | STA. 1019+00 | TO STA. 1035+00

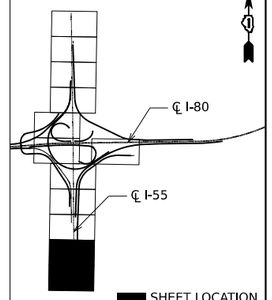
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 5	WILL	525	340
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		





0 50 100 150
SCALE IN FEET

KEY MAP



PROPOSED ITS LABELS LEGEND

(E)	EXISTING TO REMAIN
(I)	ITEM TO BE INSTALLED BY CONTRACT 62R26
(BY 62R28)	ITEM TO BE CONSTRUCTED BY CONTRACT 62R28

MODEL: Default
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PLOT SCALE = 100.000 ' / in.		CHECKED - REL		REVISED -	
PLOT DATE = 5/31/2024		DATE - 6/4/2024		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ITS PLAN

SCALE: 1" = 50' | SHEET 15 OF 24 SHEETS | STA. 1009+00 | TO STA. 1025+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 5	WILL	525	341
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		

MATCHLINE EX ℄ I-55 STA. 1042+00

℄ I-55

℄ RAMP A
(CONTRACT 62R28)

℄ RAMP B

PR ℄ RAMP B

℄ E. FRONTAGE RD /
MOUND ROAD

℄ W. FRONTAGE ROAD

PR ℄ RAMP A

(2) 1-1/4" INNERDUCT (E)
-(2) 96F SM FOC (E)

MATCHLINE EX ℄ I-55 STA. 1033+00

MATCHLINE EX ℄ I-55 STA. 1033+00

℄ RAMP B

(2) 1-1/4" INNERDUCT (E)
-(2) 96F SM FOC (E)

EX ROW

℄ I-55

℄ E. FRONTAGE RD /
MOUND ROAD

PR ROW

WETLAND
SITE 29A

WETLAND SITE 32B

EX ROW

MATCHLINE EX ℄ I-55 STA. 1025+00

0 50 100 150
SCALE IN FEET

KEY MAP

℄ I-80

℄ I-55

SHEET LOCATION

PROPOSED ITS LABELS LEGEND

(E)	EXISTING TO REMAIN
(I)	ITEM TO BE INSTALLED BY CONTRACT 62R26
(BY 62R28)	ITEM TO BE CONSTRUCTED BY CONTRACT 62R28

MODEL: Default
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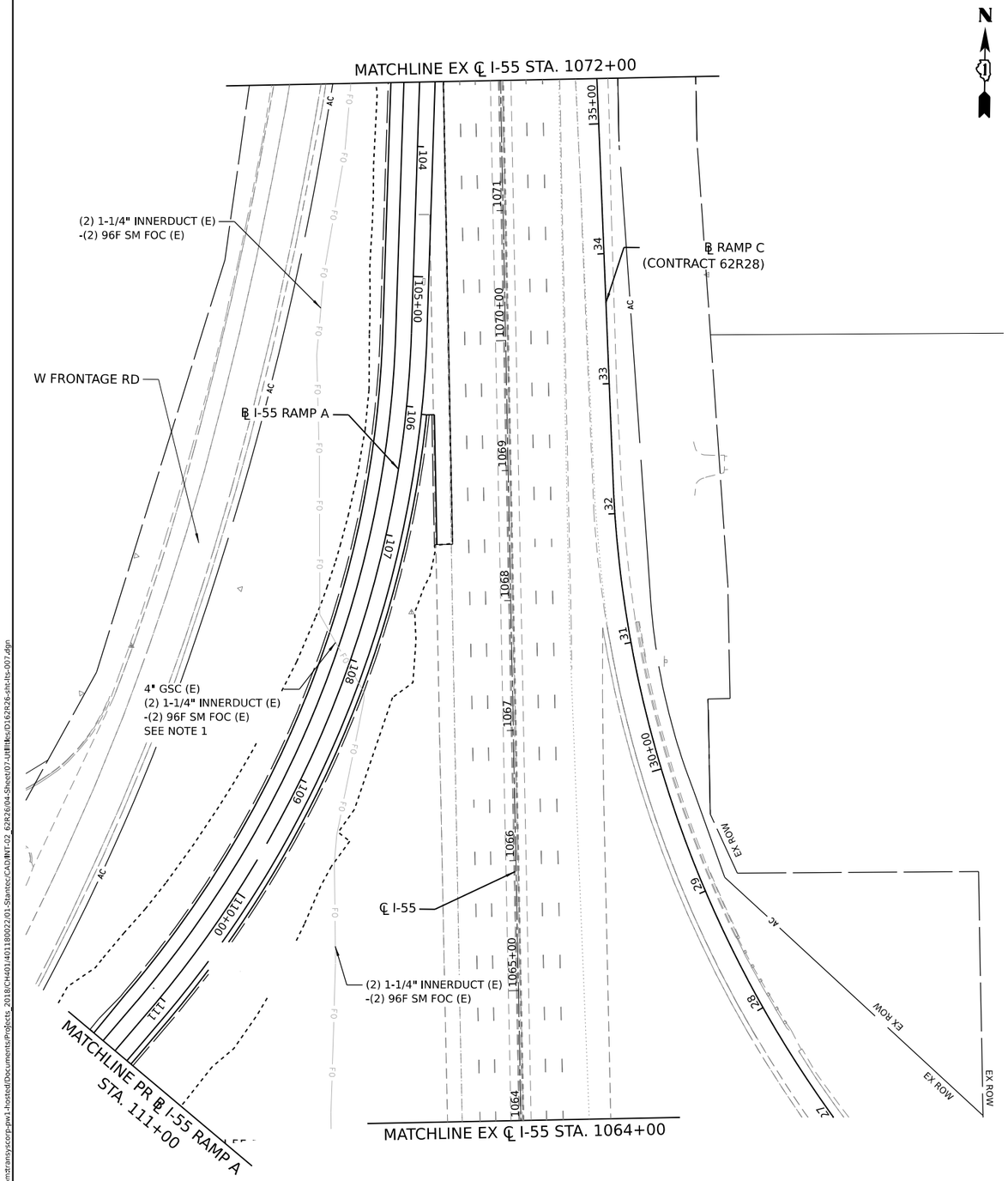
	DRAWN - DJM	REVISED -	
PLOT SCALE = 100.000 ' / in.	CHECKED - REL	REVISED -	
PLOT DATE = 5/31/2024	DATE - 6/4/2024	REVISED -	

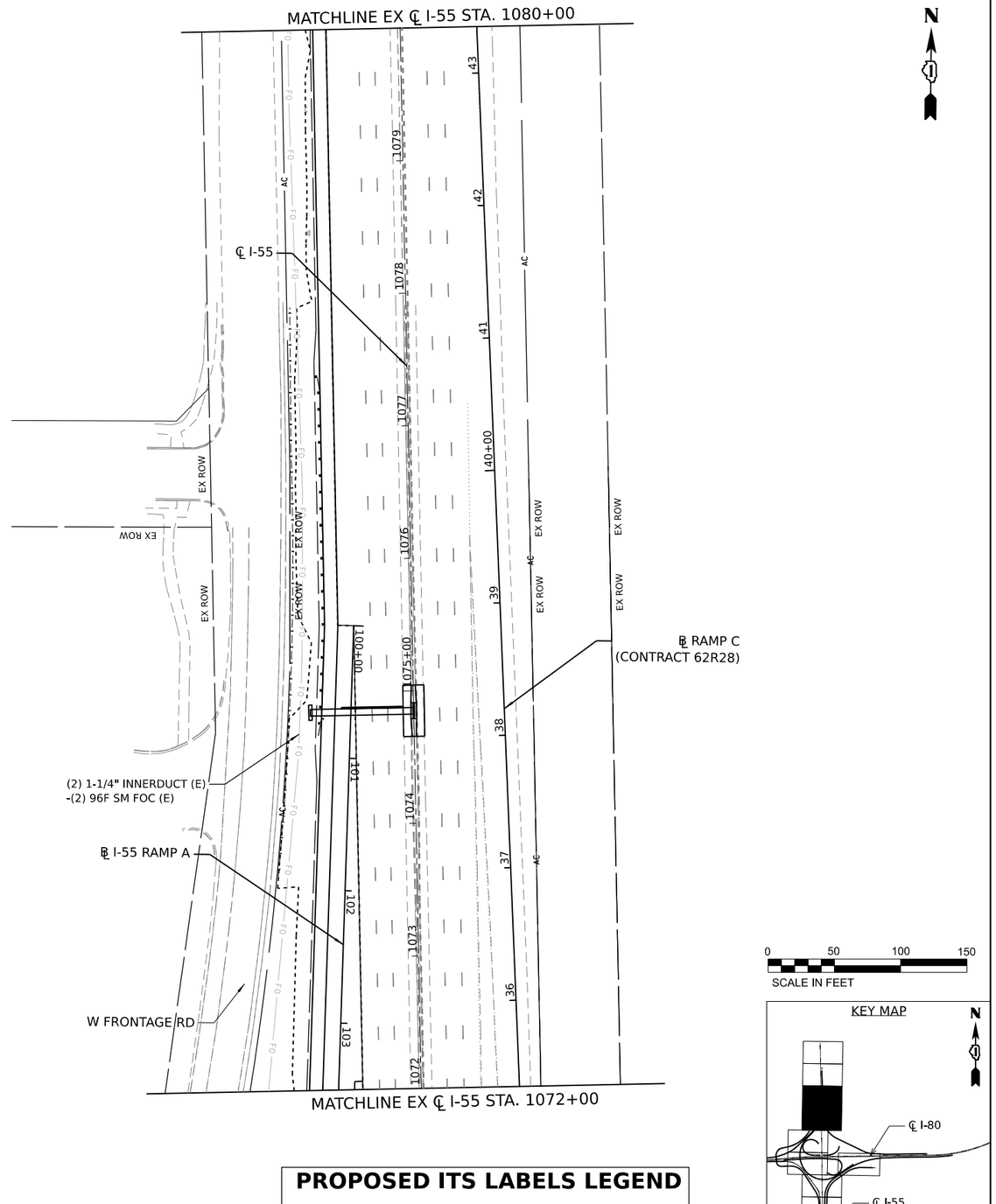
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ITS PLAN

SCALE: 1" = 50' | SHEET 16 OF 24 SHEETS | STA. 1025+00 | TO STA. 1042+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 5	WILL	525	342
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		





NOTES:

1. EXISTING FIBER OPTIC CABLE TO BE PROTECTED IN PLACE DURING 62R26 CONSTRUCTION AS PART OF THE "MAINTAINING ITS DURING CONSTRUCTION" PAY ITEM.

PROPOSED ITS LABELS LEGEND

(E)	EXISTING TO REMAIN
(I)	ITEM TO BE INSTALLED BY CONTRACT 62R26
(BY 62R28)	ITEM TO BE CONSTRUCTED BY CONTRACT 62R28

0 50 100 150
SCALE IN FEET

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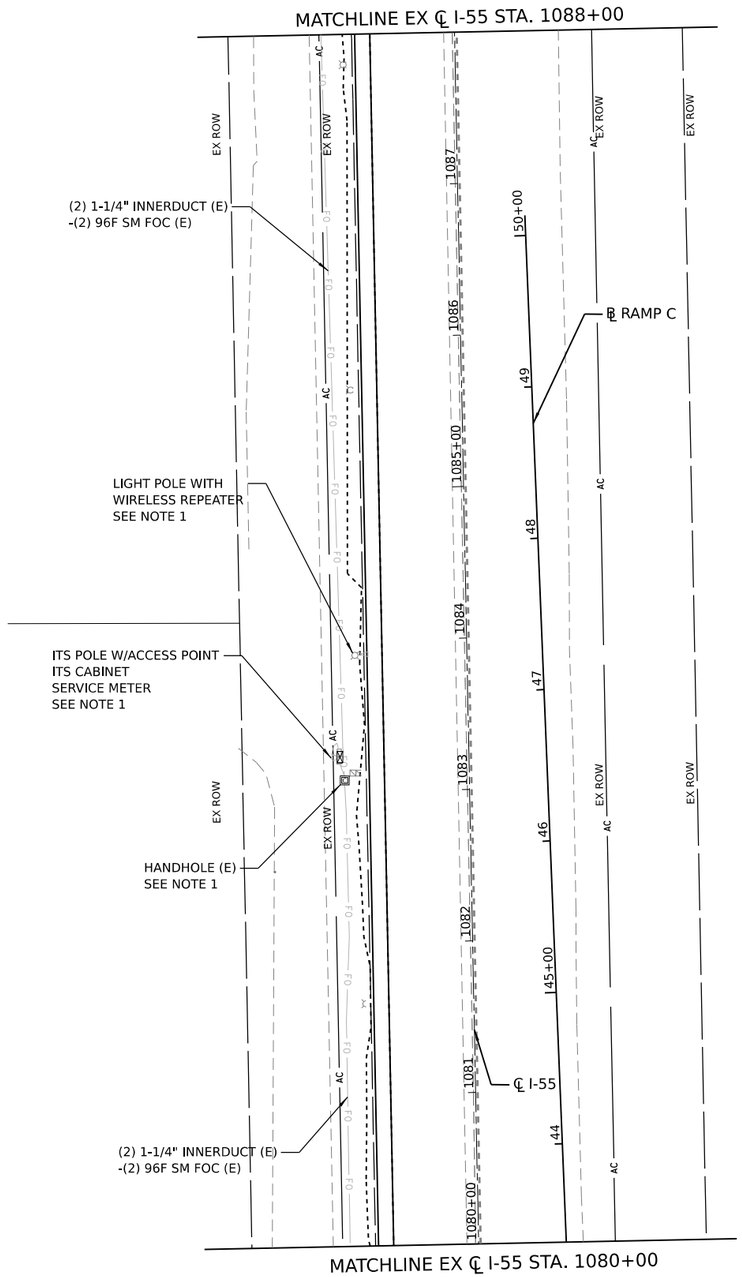
USER NAME = dmeier	DESIGNED - DJM	REVISED -	
	DRAWN - DJM	REVISED -	
PLOT SCALE = 100.000 ' / in.	CHECKED - REL	REVISED -	
PLOT DATE = 5/31/2024	DATE - 6/4/2024	REVISED -	

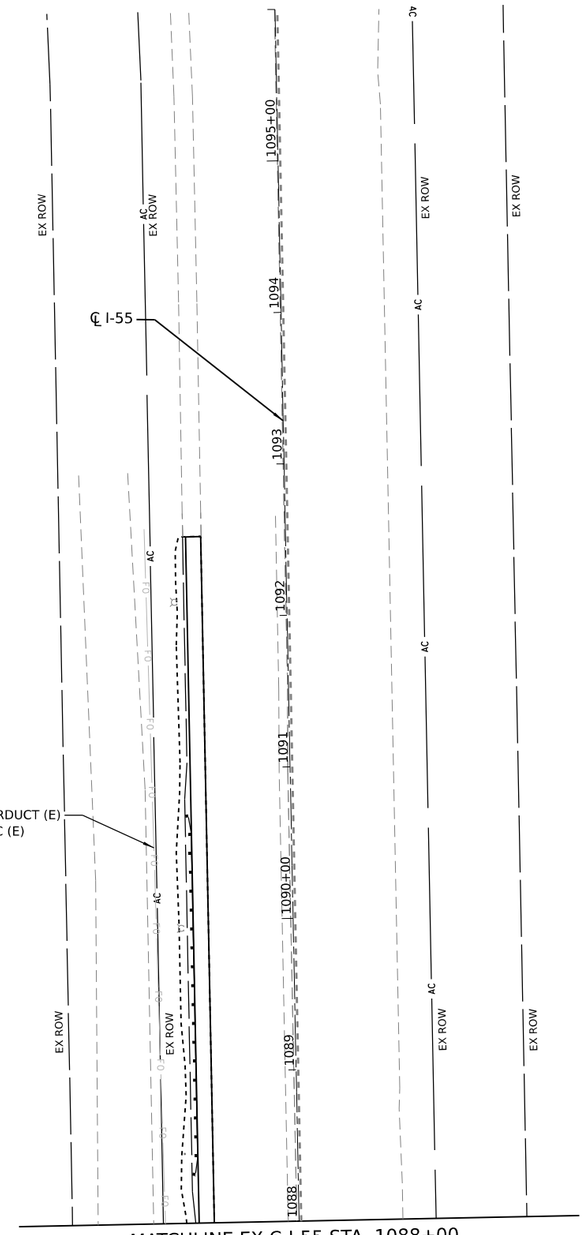
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

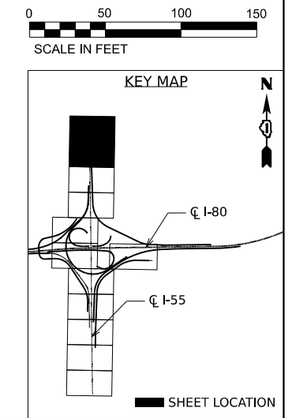
ITS PLAN

SCALE: 1" = 50' | SHEET 17 OF 24 SHEETS | STA. 1064+00 TO STA. 1080+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 5	WILL	525	343
		CONTRACT NO. 62R26		
	ILLINOIS FED. AID PROJECT			







0 50 100 150
SCALE IN FEET

NOTES:

1. PROTECT AND MAINTAIN IN PLACE DURING 62R26 CONSRUCTION AS PART OF THE "MAINTAINING ITS DURING CONSTRUCTION" PAY ITEM.

PROPOSED ITS LABELS LEGEND

(E)	EXISTING TO REMAIN
(I)	ITEM TO BE INSTALLED BY CONTRACT 62R26
(BY 62R28)	ITEM TO BE CONSTRUCTED BY CONTRACT 62R28

MODEL: Default
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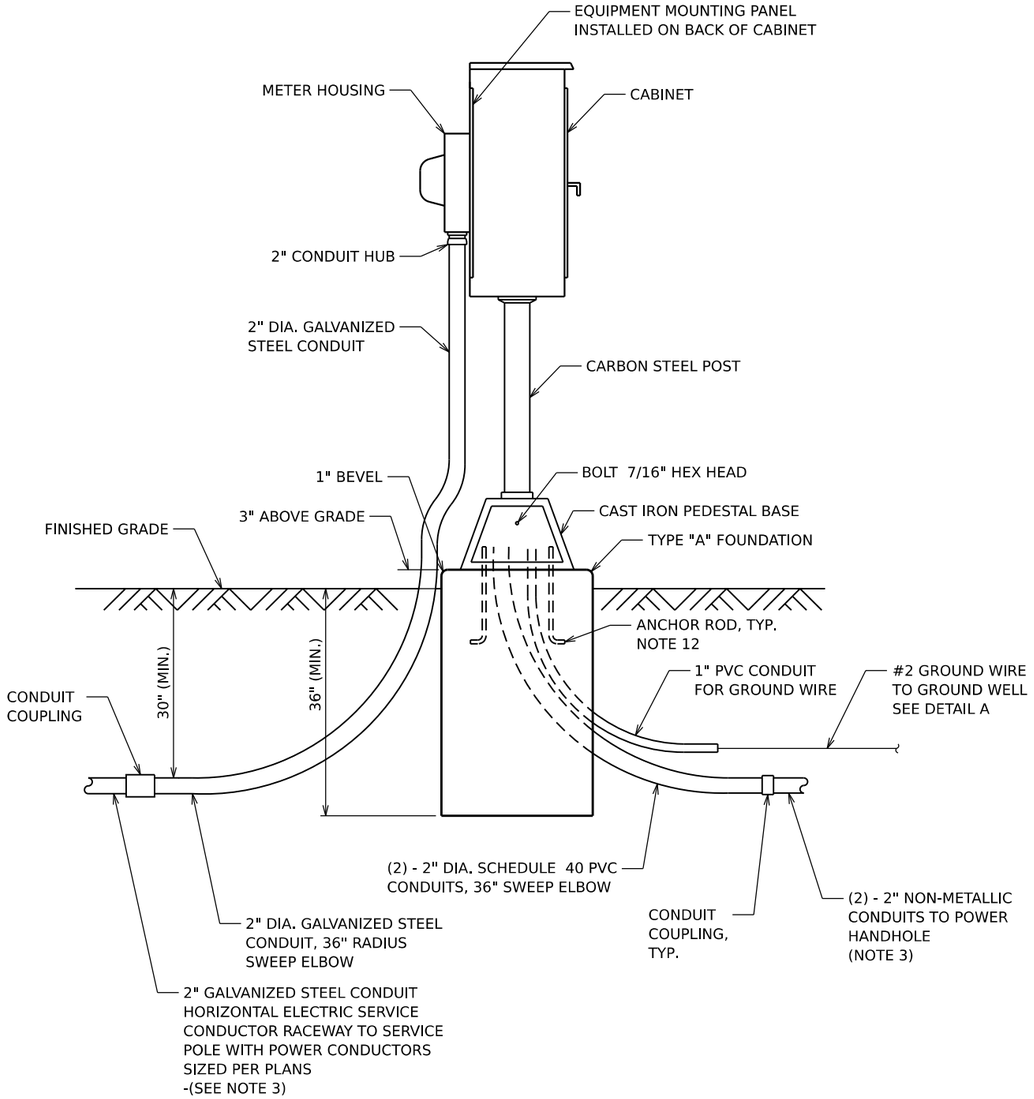
	DRAWN - DJM	REVISED -	
PLOT SCALE = 100.000 ' / in.	CHECKED - REL	REVISED -	
PLOT DATE = 5/31/2024	DATE - 6/4/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ITS PLAN

SCALE: 1" = 50' | SHEET 18 OF 24 SHEETS | STA. 1080+00 TO STA. 1096+00

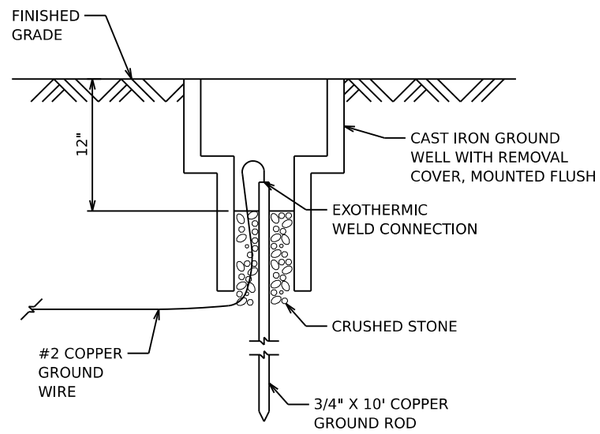
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 5	WILL	525	344
		CONTRACT NO. 62R26		
	ILLINOIS FED. AID PROJECT			



SERVICE PEDESTAL WITH METER

NOTES

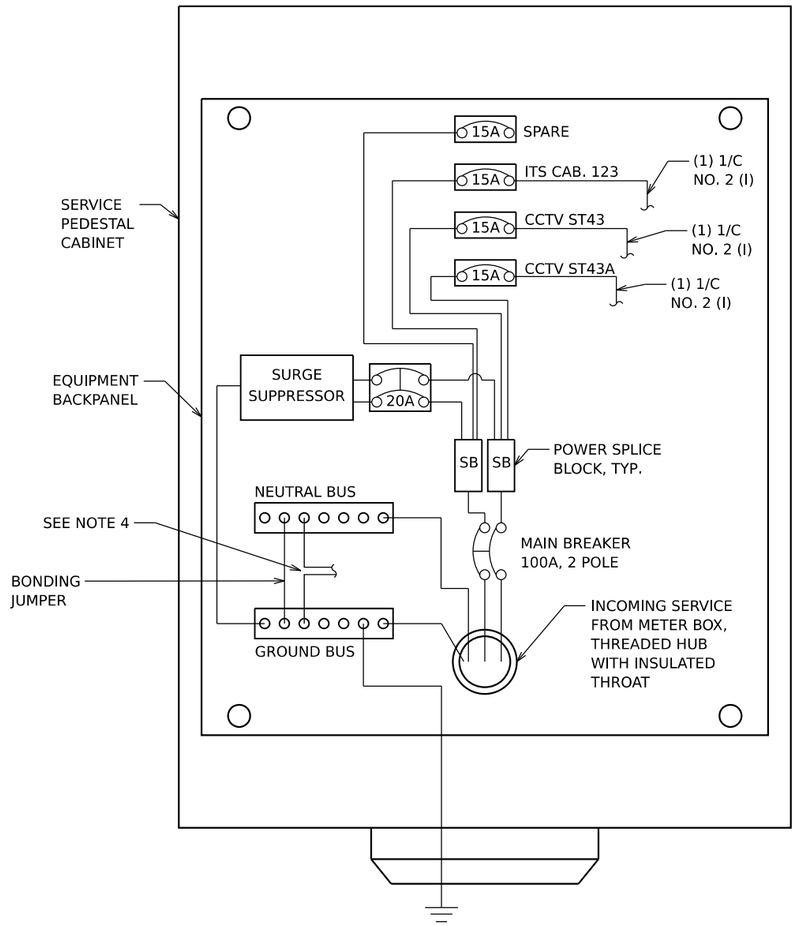
1. SERVICE VOLTAGE SHALL BE AS INDICATED ELSEWHERE IN THE DRAWINGS.
2. UNLESS OTHERWISE INDICATED, ALL ITEMS AND WORK SHOWN SHALL BE INCLUDED AND PAID AS PART OF THE ELECTRIC UTILTIY SERVICE INSTALLATION PAY ITEM.
3. THE HORIZONTAL ELECTRIC SERVICE CONDUCTOR RACEWAY/CONDUCTORS AND NON-METALLIC CONDUITS TO POWER HANDHOLE SHALL BE MEASURED SEPARATELY FOR PAYMENT.
4. CABINETS, CABINET POSTS AND CABINET PEDESTALS SHALL BE PRIMED AND PAINTED. THE EXTERIOR SHALL HAVE TWO EPOXY FINISH COATS OF ANSI-61 GRAY. THE INTERIOR SHALL BE PAINTED WHITE.
5. METER HOUSING SHALL BE MOUNTED TO BACK WALL OF CABINET. PROVIDE A GATE IN ROW FENCE TO ALLOW UTILITY ACCESS TO READ THE METER.
6. CABLES FROM METER HOUSING SHALL PASS THROUGH BACK WALL OF CABINET.
7. METER HOUSING SHALL BE AS REQUIRED BY THE UTILITY.
8. THE CABINET SHALL BE 36"H X 20"W X 15"D, FABRICATED FROM ALUMINUM WITH A MINIMUM THICKNESS OF 0.125", RATED NEMA TYPE 3R AND HAVE A MOUNTING BACK PLATE.
9. THE CABINET DOOR SHALL HAVE A CONTINUOUS HINGE THAT IS BOLTED TO THE CABINET AND DOOR WITH 1/4-20 STAINLESS STEEL CARRIAGE BOLTS AND NY-LOCK NUTS. THE HINGE SHALL BE INSTALLED ON THE RIGHT SIDE WHEN FACING THE CABINET AND BE MADE OF STAINLESS STEEL WITH A 0.25 INCH DIAMETER STAINLESS STEEL HINGE PIN. THE HINGE PIN SHALL BE CAPPED TOP AND BOTTOM BY WELD TO RENDER IT TAMPER-PROOF. THE CABINET SHALL HAVE A GASKET THAT FORMS A WEATHER-TIGHT SEAL BETWEEN THE CABINET AND DOOR. THE DOOR LATCHING MECHANISM SHALL BE THE 3-POINT DRAW ROLLER TYPE. WHEN THE DOOR IS CLOSED AND LATCHED, IT WILL BE LOCKED. THE LATCHING HANDLE SHALL BE FABRICATED FROM A 0.75" STAINLESS STEEL ROUND BAR AND SHALL HAVE A PROVISION FOR PADLOCKING IN THE CLOSED POSITION.
10. THE ENCLOSURE SHALL BE EQUIPPED WITH TWO ADJUSTABLE "C" MOUNTING CHANNELS WELDED ON BOTH SIDE WALLS AND BACK WALL OF THE ENCLOSURE, ALLOWING VERSATILE POSITIONING OF SHELVES OR PANELS. MOUNTING CHANNELS SHALL BE FACTORY PAINTED SAME COLOR AS INTERIOR OF CABINET.
11. CABINET DOOR SHALL NOT HAVE COMPARTMENT DOORS OR LOUVERS. INTERIOR OF CABINET DOOR SHALL HAVE A PLASTIC POCKET FOR WIRING SCHEMATIC.
12. CONTRACTOR MUST COORDINATE WITH PEDESTAL BASE SUPPLIER AND FURNISH THE NECESSARY ANCHOR RODS.
13. THE ELECTRIC SERVICE EQUIPMENT ASSEMBLY SHALL BE ASSEMBLED BY A UL 508A INDUSTRIAL CONTROL PANEL FABRICATOR. THE PANEL ASSEMBLY SHALL BE UL LABELED AND SUITABLE FOR USE AS SERVICE EQUIPMENT.
14. ALL EQUIPMENT SHALL BE GROUNDED AND BONDED IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE AND THE NATIONAL ELECTRICAL SAFETY CODE.
15. PLANS AND DETAILS INDICATE THE GENERAL NATURE AND REQUIREMENTS. THEY DO NOT SHOW EVERY ACCESSORY AND ATTACHMENT, AND THEY DO NOT RELIEVE THE CONTRCTOR OF THE REQUIREMENTS OF THE SPECIFICATIONS AND SPECIAL PROVISIONS TO ASCERTAIN UTILITY REQUIREMENTS AND TO COORDINATE ACCORDINGLY. FURNISHING ALL ITEMS AND WORK NOT PROVIDED BY THE UTILITY, BUT NECESSARY FOR A COMPLETE SERVICE INSTALLATION IS REQUIRED AND SHALL BE INCLUDED IN THE ELECTRIC UTILITY SERVICE INSTALLATION PAY ITEM.



DETAIL A
GROUND WELL DETAIL

TranSmart 100 S. Wacker Drive Suite 400 Chicago, Illinois 60606	USER NAME = dmeier	DESIGNED - DJM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SERVICE METER PEDESTAL DETAIL
		DRAWN - DJM	REVISED -		
	PLOT SCALE = 100.000 ' / in.	CHECKED - REL	REVISED -		
	PLOT DATE = 5/31/2024	DATE - 6/4/2024	REVISED -		SCALE: N.T.S. SHEET 19 OF 24 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 5	WILL	525	345
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		



SERVICE PEDESTAL CABINET WIRING AND EQUIPMENT LAYOUT W. FRONTAGE ROAD - STA 7+41, 33' RT

NOTES

1. THE ELECTRIC SERVICE EQUIPMENT ASSEMBLY SHALL BE UL LABELED, SUITABLE FOR USE AS SERVICE EQUIPMENT.

2. CIRCUIT BREAKERS SHALL BE THERMAL MAGNETIC BOLT-ON TYPE WITH A MINIMUM INTERRUPTING CAPACITY OF 65,000 SYMETRICAL AMPERES AT 240V LINE TO LINE SERVICE OR 14,000 AT 480V RATED LINE TO LINE SERVICE. THEY SHALL BE LOCKABLE IN THE "OFF" POSITION FOR COMPLIANCE WITH OSHA LOCK-OUT/TAG-OUT REQUIREMENTS. HANDLES SHALL BE TRIP FREE.

3. THE SURGE PROTECTOR SHALL BE SUITABLE FOR THE INCOMING SINGLE PHASE 60HZ AC ELECTRICAL SERVICE, WITH A SURGE CURRENT RATING OF 50,000 AMPS OR BETTER, RATED -40 TO 65 DEGREES C., WITH LED OPERATING IDICATORS, AND SHALL BE UL LISTED PER UL 1449. SURGE PROTECTOR SHALL BE WIRED FOR THE INCOMING SERVICE VOLTAGE. FOLLOW MANUFACTURER RECOMMENDED WIRING SPECIFICATIONS.

4. PROVIDE A WIRE FROM NEUTRAL AND GROUND BUS BARS FOR EACH SET OF POWER CABLES LEAVING THE PEDESTAL CABINET AND ROUTE TO EACH INDIVIDUAL SITE.

5. BUS BARS, CONNECTORS AND LUGS SHALL BE COPPER, INSULATED AND ISOLATED AND CONFIGURED TO PREVENT SHORTED CONDITIONS FROM TIGHTENING TERMINATIONS, ETC. THE OVERALL BUS SECTION SHALL BE CONFIGURED BEHIND AN INSULATING BARRIER SHIELD WHICH IS REMOVABLE FOR ACCESS TO CONNECTIONS.

6. THE COMBINATION GROUND AND NEUTRAL BAR SHALL BE CONFIGURED WITH SEPARATE GROUND AND NEUTRAL SECTIONS AND SPARE TERMINALS AS INDICATED. THE HEADS OF GROUND SCREWS SHALL BE PAINTED GREEN. THE HEADS OF NEUTRAL SCREWS SHALL BE PAINTED WHITE.

7. A PLASTIC LAMINATED CABINET LAYOUT DIAGRAM, CIRCUIT SCHEMATIC, AND BILL OF MATERIALS WITH CATALOG NUMBERS USED SHALL BE AFFIXED TO THE INTERIOR SIDE OF THE ENCLOSURE DOOR.

8. EQUIPMENT IN DIAGRAM ABOVE IS NOT TO SCALE AND WIRING SCHEMATIC IS DIAGRAMMATIC. CONTRACTOR TO SUBMIT WIRING DIAGRAM AND EQUIPMENT LAYOUT FOR APPROVAL BY THE ENGINEER.

MODEL: Default
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Chicago, Illinois 60606

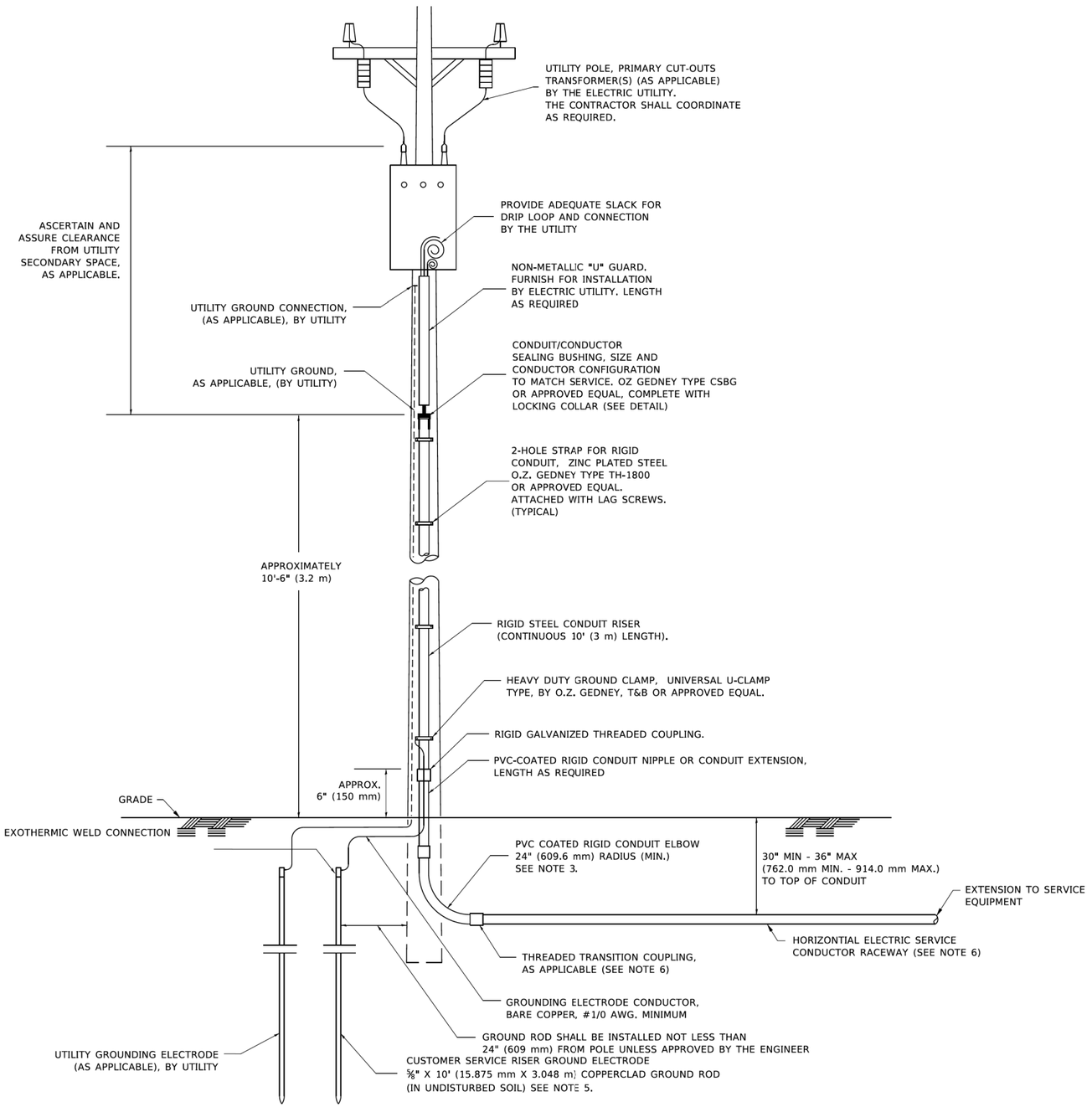
USER NAME = dmeier	DESIGNED - DJM	REVISED -	
	DRAWN - DJM	REVISED -	
PLOT SCALE = 100.000 ' / in.	CHECKED - REL	REVISED -	
PLOT DATE = 5/31/2024	DATE - 6/4/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SERVICE METER PEDESTAL WIRING DETAIL

SCALE: N.T.S. | SHEET 20 OF 24 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 5	WILL	525	346
		CONTRACT NO. 62R26		
	ILLINOIS FED. AID PROJECT			

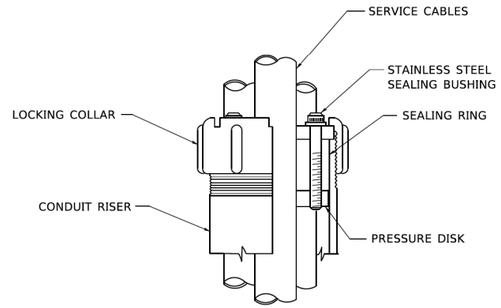


APPLICATION

THIS DETAIL APPLIES FOR LOW VOLTAGE ELECTRIC SERVICE (660 V OR LESS) FROM AN OVERHEAD UTILITY SUPPLY TO SEPERATLY-MOUNTED SERVICE EQUIPMENT.

NOTES

1. SERVICE VOLTAGE SHALL BE AS INDICATED ELSEWHERE IN THE DRAWINGS.
2. UNLESS OTHERWISE INDICATED, ITEMS AND WORK SHALL BE INCLUDED AND PAID AS PART OF THE ELECTRIC UTILITY SERVICE INSTALLATION PAY ITEM.
3. CONDUIT AND CONNECTOR DIAMETER SHALL MATCH THE DIAMETER OF THE SERVICE CONDUCTOR RACEWAY AS INDICATED ON THE PLANS.
4. PVC COATED RACEWAYS AND ACCESSORIES SHALL BE CAREFULLY INSTALLED WITH MFR RECOMMENDED TOOLS AND PROCEDURES TO AVOID DAMAGE. ANY DAMAGE SHALL BE REPAIRED WITH COMPATIBLE PVC TOUCH-UP MATERIAL TO THE SATISFACTION OF THE ENGINEER OR THE DAMAGED MATERIAL SHALL BE REPLACED AT NO ADDITIONAL COST.
5. THE CONTRACTOR SHALL OBTAIN INSPECTION AND APPROVAL BY THE ENGINEER OF SERVICE RISER GROUND ELECTRODE, RISER ELBOW, NIPPLE AND CONNECTION TO SERVICE CONDUCTOR RACEWAY EXTENSION BEFORE BACKFILL AND SHALL ALSO OBTAIN INSPECTION OF SERVICE RISER AND SEALING BUSHING BEFORE UTILITY "U" GUARD INSTALLATION AND SERVICE CONNECTION.
6. THE HORIZONTAL ELECTRIC SERVICE CONDUCTOR RACEWAY SHALL BE AS INDICATED AND SHALL BE MEASURED SEPARATELY FOR PAYMENT. WHEN THE RACEWAY IS PVC-COATED RIGID GALVANIZED STEEL, THE COUPLING SHALL BE THE SAME. WHEN THE RACEWAY IS PVC CONDUIT (IN CONCRETE), THE COUPLING SHALL BE A METALIC TO NON METALIC ADAPTER. WHEN THE RACEWAY IS ENCASED IN CONCRETE, THE CONCRETE SHALL EXTEND TO COVER THE COUPLING.
7. PLANS AND DETAILS INDICATE THE GENERAL NATURE AND REQUIREMENTS. THEY DO NOT SHOW EVERY ACCESSORY AND ATTACHMENT, AND THEY DO NOT RELIEVE THE CONTRACTOR OF THE REQUIREMENTS OF THE SPECIFICATIONS AND SPECIAL PROVISIONS TO ASCERTAIN UTILITY REQUIREMENTS AND TO COORDINATE ACCORDINGLY, FURNISHING ALL ITEMS AND WORK NOT PROVIDED BY THE UTILITY, BUT NECESSARY FOR A COMPLETE SERVICE INSTALLATION IS REQUIRED AND SHALL BE INCLUDED IN THE ELECTRIC UTILITY SERVICE INSTALLATION PAY ITEM.



SEALING BUSHING DETAIL

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	DRAWN -	REVISED -	
PLOT SCALE = 50.0000 ' / In.	CHECKED - MEA	REVISED -	
PLOT DATE = 4/19/2019	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ELECTRIC SERVICE INSTALLATION
AERIAL, REMOTE DISCONNECT

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BE-220	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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be220.dgn 4/19/2019 2:14:18 PM User=footemj

USER NAME = dmeier	DESIGNED - DJM	REVISED -	
	DRAWN - DJM	REVISED -	
PLOT SCALE = 100.000 ' / in.	CHECKED - REL	REVISED -	
PLOT DATE = 5/31/2024	DATE - 6/4/2024	REVISED -	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IDOT STANDARD BE-220

SCALE: N.T.S. | SHEET 21 OF 24 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 5	WILL	525	347
		CONTRACT NO. 62R26		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
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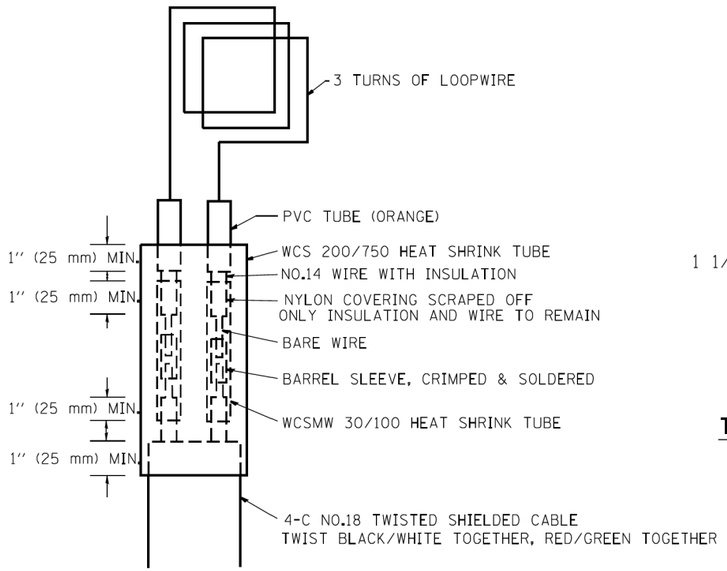
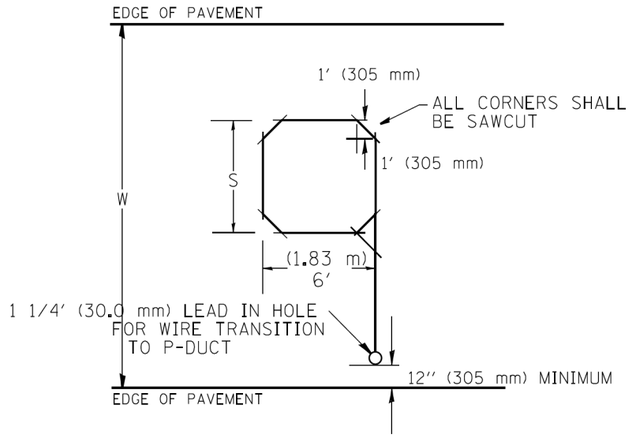
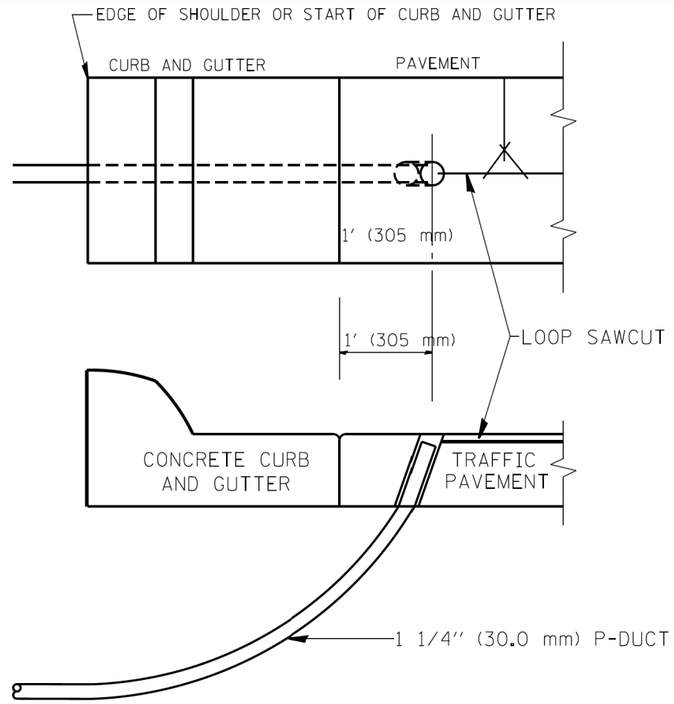


MINIMUM 1" (25 mm) HEAT SHRINK TUBING OVERLAP
ON WIRE, PVC & SHIELDED CABLE TO FORM WATER TIGHT SEAL

LOOP SPLICING REQUIREMENTS



TYPICAL "S" FT. BY 6' (1.83 m) INDUCTION LOOP SAWCUT LAYOUT FOR RAMPS



CURB AND GUTTER LOOP LEAD-IN TRANSITION DETAIL

TABLE 1	
WIDTH (W)	WIDTH (S)
12' (3.7 m)	8' (2.5 m)
13' (4.0 m)	9' (2.8 m)
14' (4.3 m)	10' (3.1 m)
15' (4.6 m)	11' (3.4 m)
16' (4.9 m)	12' (3.7 m)
17' (5.2 m)	13. (4.0 m)
18' (5.5 m)	14' (4.3 m)
19' (5.8 m)	15' (4.6 m)
20' (6.1 m)	18' (4.9 m)
21' (6.4 m)	17' (5.2 m)
22' (6.7 m)	18' (5.5 m)
23' (7.0 m)	19' (5.8 m)
24' (7.3 m)	20' (6.1 m)
25' (7.6 m)	21' (6.4 m)

NOTES

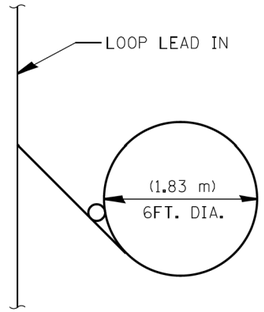
1. EACH LOOP SHALL BE SPLICED TO A 4-C NO.18 TWISTED SHIELDED LEAD IN WHEN 150' (45 m) OR MORE FROM CABINET.
2. LOOPS SHALL BE SPLICED IN HANDHOLES ONLY, OTHERWISE WRITTEN PERMISSION SHALL BE OBTAINED FROM TSC ENGINEER.
3. LOOPS SHALL NOT BE SPLICED IN SERIES.
4. EACH LOOP LEAD IN SHALL BE IDENTIFIED AND PERMANENTLY COLOR CODED IN THE COREHOLE, HANDHOLE & CABINETS THRU WHICH THEY ENTER OR PASS AND TAGGED WITH THE CORRECT NOMENCLATURES.

FILE NAME = c:\pw_work\pwidot\mezag\d0287541\TSCTYP.dgn	USER NAME = mezag	DESIGNED - R.L.	REVISED - 6/94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION TRAFFIC SYSTEMS CENTER	RECTANGULAR INDUCTION LOOP TYPICAL	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000 ' / in.	DRAWN - C.M.	REVISED - 11/95							
	PLOT DATE = 2/7/2013	CHECKED - R.L.	REVISED - 05/96					CONTRACT NO.		
		DATE - 6-22-94	REVISED - 10/96		SCALE: NONE SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

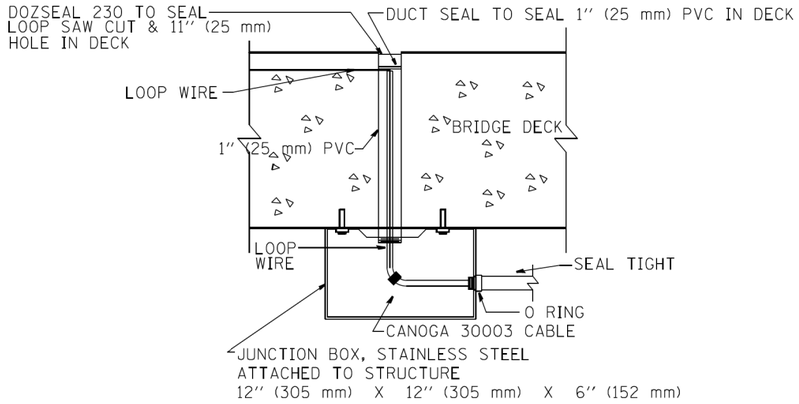
TSCTYP.dgn 2/7/2013 9:30:20 AM User=mezag

TRAFFIC SYSTEMS CENTER (TY-1TSC-418#3)

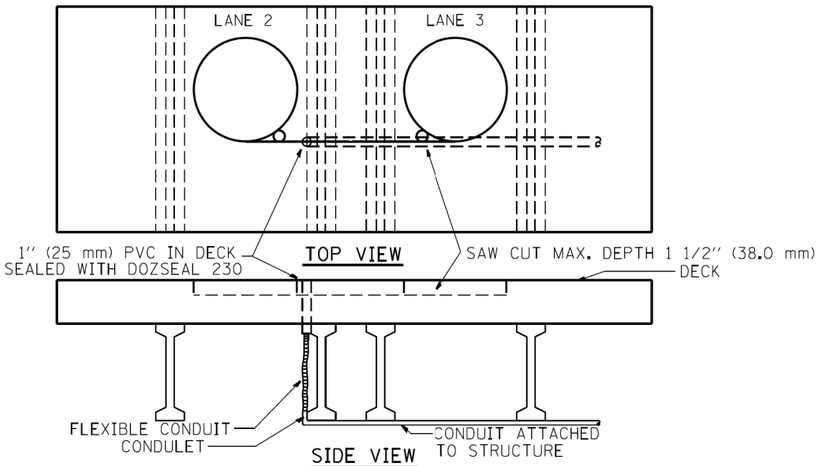
TranSmart 100 S. Wacker Drive Suite 400 Chicago, Illinois 60606	USER NAME = dmeier	DESIGNED - DJM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDUCTION LOOP – TSC STANDARD 418#3	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - DJM	REVISED -			I-80	FAI 80 21 STRUCTURE 5	WILL	525	348
	PLOT SCALE = 100.000 ' / in.	CHECKED - REL	REVISED -					CONTRACT NO. 62R26		
	PLOT DATE = 5/31/2024	DATE - 6/4/2024	REVISED -		SCALE: N.T.S. SHEET 22 OF 24 SHEETS STA. TO STA.		ILLINOIS	FED. AID PROJECT		



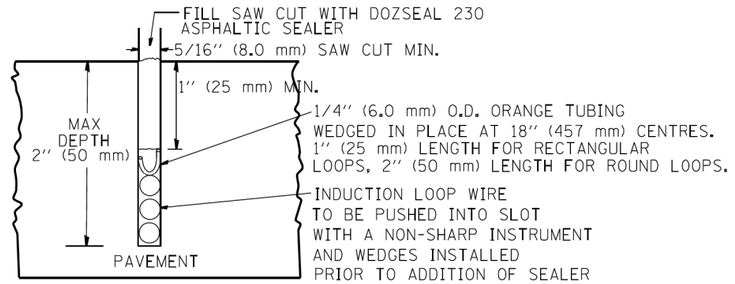
TYPICAL LOOP SAWCUT LAYOUT



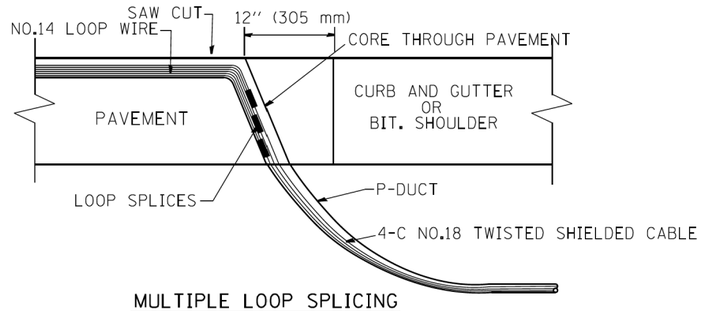
LOOP JUNCTION BOX UNDER BRIDGE DECK



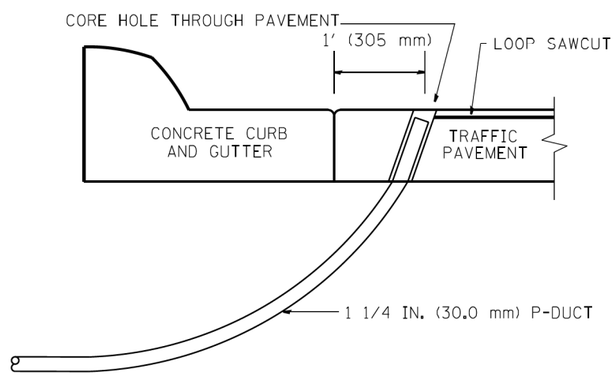
LOOP TRANSITION IN BRIDGE DECK



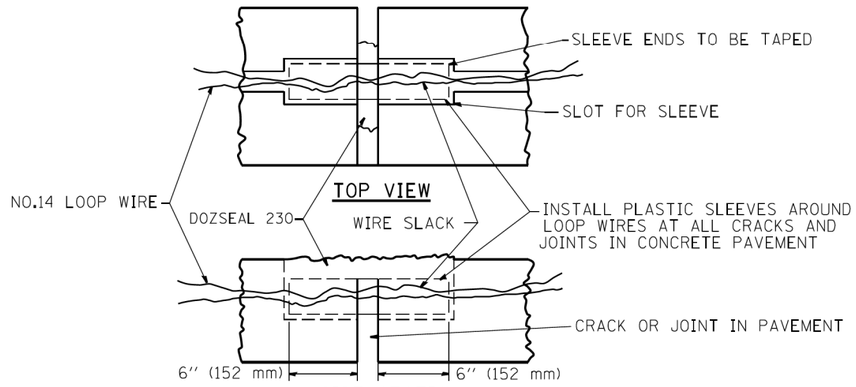
LOOP CROSS SECTION IN PAVEMENT



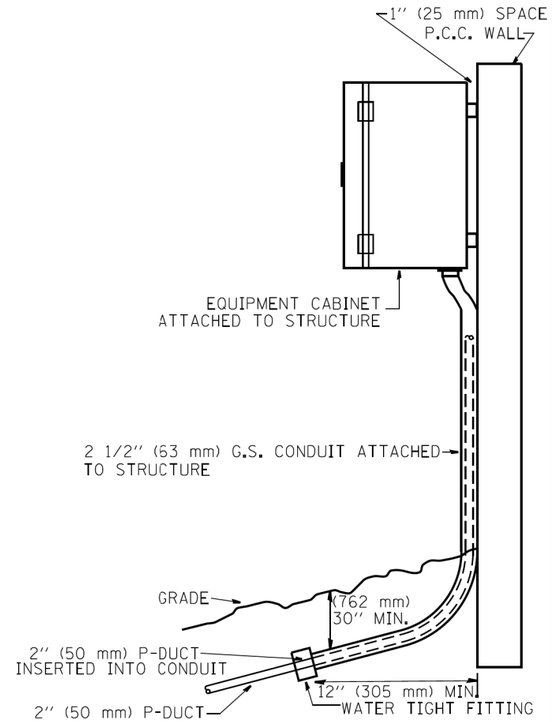
MULTIPLE LOOP SPLICING



SIDE SECTION LOOP LEAD-IN
TRANSITION DETAIL



SIDE SECTION
PAVEMENT CRACK TRANSVERSE SLEEVE



POLYETHYLENE DUCT/GS. CONDUIT TRANSITION

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		DRAWN - G.M.	REVISED - 03/95
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	PLOT DATE = 2/7/2013	DATE - 06/22/94	REVISED - 10/96

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
TRAFFIC SYSTEMS CENTER

LOOP, CONDUIT & DUCT INSTALLATION DETAILS

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

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

TRAFFIC SYSTEMS CENTER (TY-1TSC-418#4)

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TranSmart
100 S. Wacker Drive Suite 400
Chicago, Illinois 60606

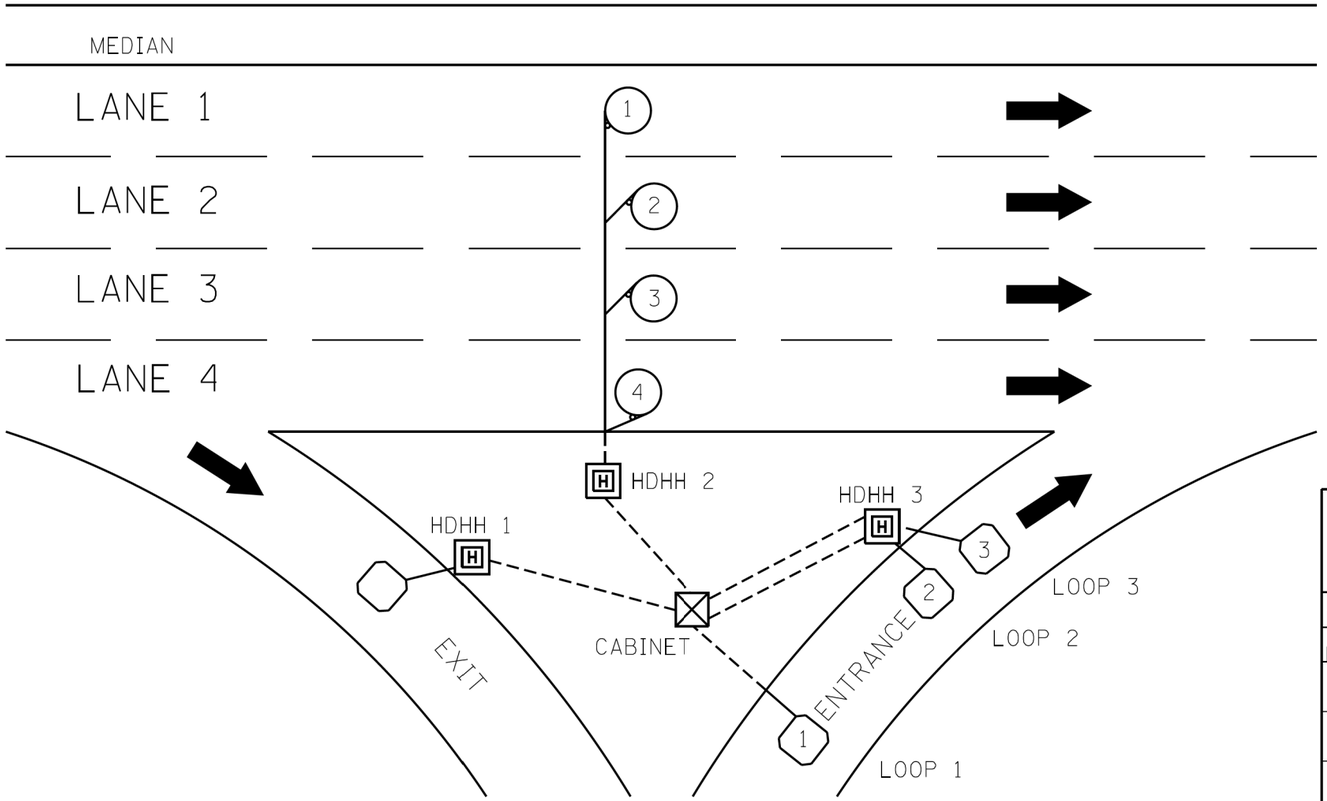
USER NAME = dmeier	DESIGNED - DJM	REVISED -	
	DRAWN - DJM	REVISED -	
PLOT SCALE = 100.000 ' / in.	CHECKED - REL	REVISED -	
PLOT DATE = 5/31/2024	DATE - 6/4/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDUCTION LOOP – TSC STANDARD 418#4

SCALE: N.T.S. | SHEET 23 OF 24 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 5	WILL	525	349
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		



SIZE
2.5" (63.5 mm) X 1.75" (44.45 mm)

SUGGESTED TAG
PANDUIT
#MP250W175-C
OR EQUIVALENT

LOOP ANALYZER

LOCATION_____ DATE_____

LOOP LOCATION LANE DIRECTION	LOOP WIRE MARKED AND CODED	LOOP SIZE	FREQ. INDUCTANCE	INSULATION	LOOP RESISTANCE

HDHH 1 EXAMPLE

IB-EB EXIT
CCW IN/
TO CABINET #____

HDHH 2 EXAMPLE

IB (OB) LANE #__
CCW /OUT
TO CABINET #____

HDHH 3 EXAMPLE

IB-EB ENT.
LOOP #2
CW IN/

NOTE:
EACH LOOP WIRE SHALL BE TAGGED AS "IN" OR "OUT" AND "CW" OR "CCW". SHIELDED CABLE WILL BE TAGGED IN EACH HANDHOLE AND CABINET TO MATCH THE CABLE LOG.

FILE NAME = c:\pw_work\pwidot\mezag\d0287541\TSCTYP.dgn	USER NAME = mezag	DESIGNED - R.L.	REVISED - 6/94
		DRAWN - C.M.	REVISED - 10/96
	PLOT SCALE = 100.0000 ' / in.	CHECKED - R.L.	REVISED -
	PLOT DATE = 2/7/2013	DATE - 6-27-94	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
TRAFFIC SYSTEMS CENTER

LOOP STATUS REPORT

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

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

TRAFFIC SYSTEMS CENTER (TY-1TSC-418#7)

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TranSmart
100 S. Wacker Drive Suite 400
Chicago, Illinois 60606

USER NAME = dmeier		DESIGNED - DJM	REVISED -
		DRAWN - DJM	REVISED -
	PLOT SCALE = 100.000 ' / in.	CHECKED - REL	REVISED -
	PLOT DATE = 5/31/2024	DATE - 6/4/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDUCTION LOOP – TSC STANDARD 418#7

SCALE: N.T.S. | SHEET 24 OF 24 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 5	WILL	525	350
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		

Benchmark: Set 2" CWA aluminum disc in concrete camera pole base east side of I-55, approximately 780' north of I-80 centerline and southwest of westbound I-80 ramp to I-55 northbound. Elev. 568.25

Existing Structure: None

Traffic Control: None

No Salvage.

LOADING HL-93

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

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi
f'c = 4,000 psi (Superstructure)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)
All Structural Steel shall be metalized

SEISMIC DATA

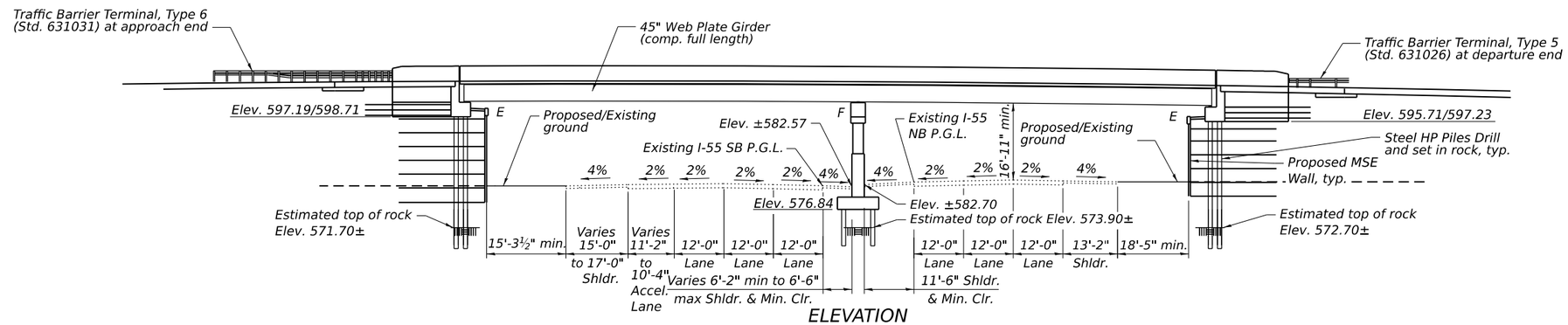
Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.068g
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.127g
Soil Site Class = C

CURVE DATA

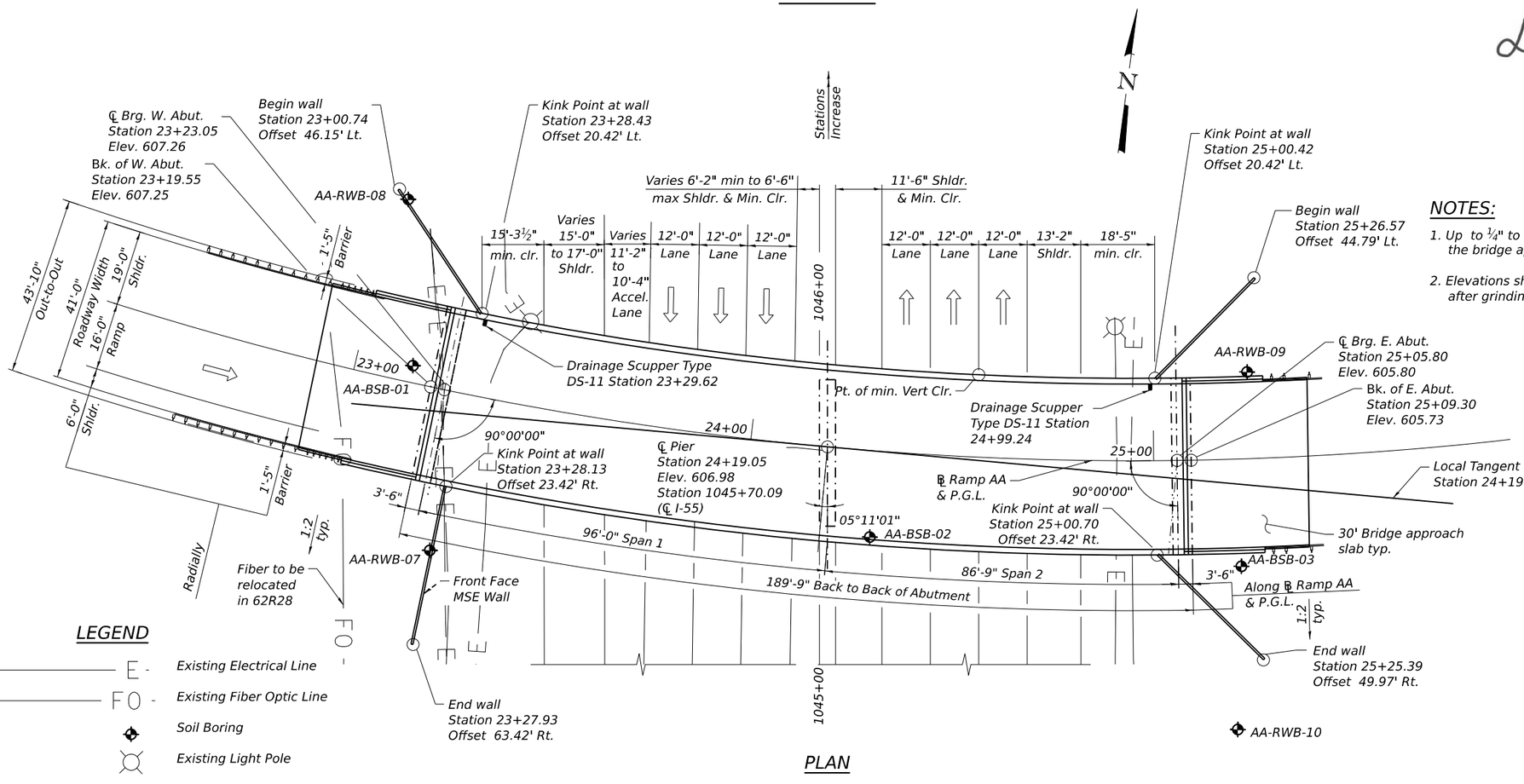
PRBL_RAMPAA-3
P.I. Sta. = 26+31.25
Δ = 51°28'35"
D = 06°51'42"
R = 835.00'
T = 402.54'
L = 750.19'
E = 91.97'
e = 6.0%
T.R. = N/A
S.E. Run = N/A
P.C. Sta. = 22+28.70
P.T. Sta. =29+78.90

DANIEL T. SCHRIKS
081-007645
LICENSED STRUCTURAL ENGINEER
OF
ILLINOIS

Expires 11/30/2024



ELEVATION

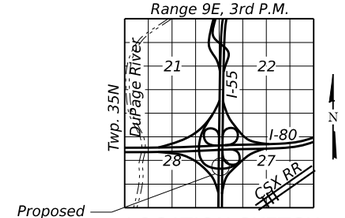


PLAN

NOTES:

1. Up to ¼" to be ground off the bridge deck and the bridge approach slabs
2. Elevations shown on plan represent elevations after grinding.

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures



LOCATION SKETCH

LEGEND

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

GENERAL PLAN AND ELEVATION
I-55 RAMP AA OVER I-55
F.A.I. ROUTE 80 - SEC. FAI 80 21 STRUCTURE 5
WILL COUNTY
STA. 24+19.05
STRUCTURE NO. 099-8330

Stantec

USER NAME = eoskoui	DESIGNED - CRS	REVISED -	
	CHECKED - DTS	REVISED -	
PLOT SCALE =	DRAWN - CRS	REVISED -	
PLOT DATE = 8/16/2024	CHECKED - DTS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 099-8330
SHEET SB-01 OF SB-34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 5	WILL	525	351
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		

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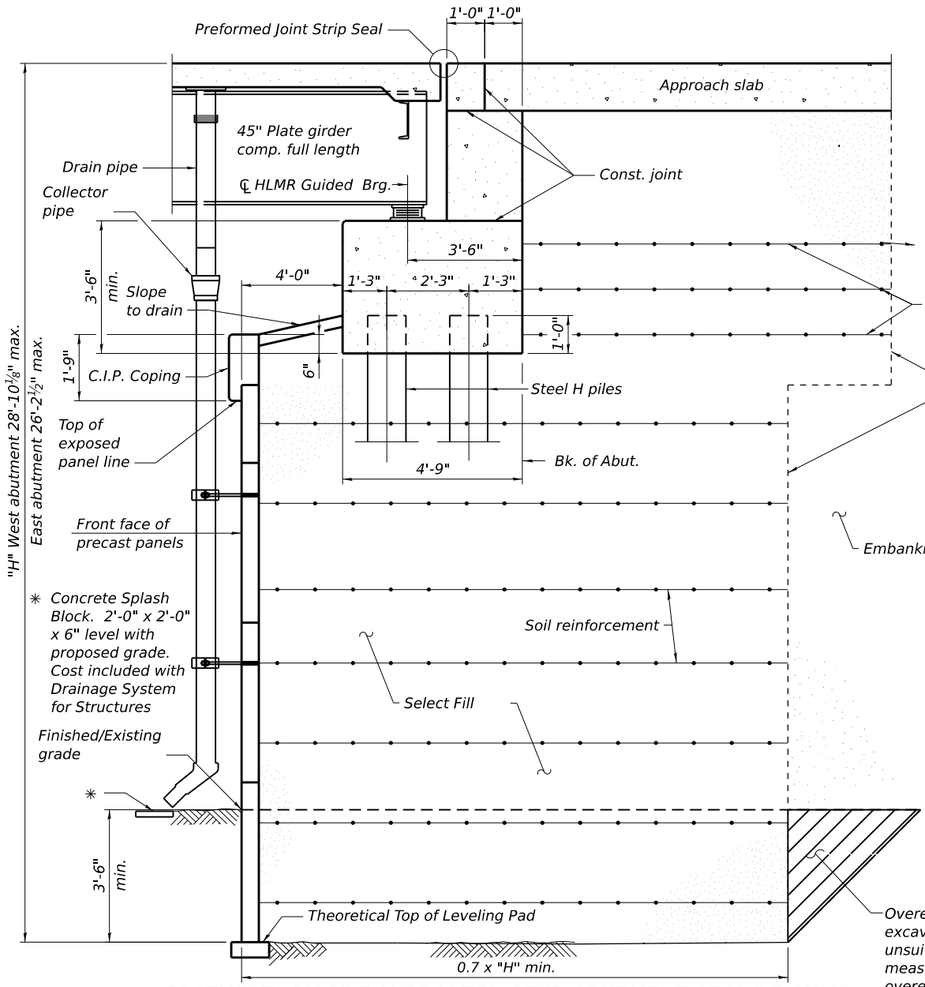
8/16/2024 10:34:55 AM

GENERAL NOTES:

1. Fasteners shall be ASTM F3125 Grade A325 Type 1, hot dipped galvanized bolts in metalized areas. Bolts $\frac{7}{8}$" diameter, holes $\frac{15}{16}$" diameter, unless otherwise noted. See Special Provisions for "Metalizing of Structural Steel."
2. Calculated weight of Structural Steel = 296,110 lbs
3. All structural steel shall be AASHTO M270 Grade 50 and shall be metalized. See Special Provision for "Metalizing of Structural Steel."
4. No field welding is permitted except as specified in the contract documents.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
7. A film forming concrete sealer shall be applied to the surface area of the pier, as well as bearing seats and front faces of the hatched block, backwall, and abutment cap.
8. The interior metalized areas shall be painted with System 1. Exterior fascia and bottom of bottom flange areas shall be metallized and shop painted (System 3). See special provision for"Metallizing of Structural Steel." The color of the final finish coat of the paint shall be Reddish Brown, Munsell No. 2.5 YR 3/4.
9. Slip forming of the parapets is not allowed.
10. The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
11. Piles shall be constructed prior to placement of soil reinforcement and select backfill.

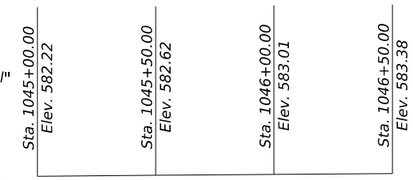


SECTION THRU PILE SUPPORTED STUB ABUTMENT AT M.S.E. WALL

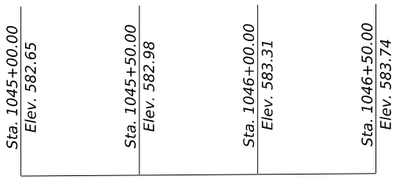
INDEX OF SHEETS:

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Structure Excavation	Cu. Yd.	-	481.7	481.7
Removal and Disposal of Unsuitable Material for Structure	Cu. Yd.	-	3.2	3.2
Concrete Structures	Cu. Yd.	-	320.1	320.1
Concrete Superstructure	Cu. Yd.	286.4	-	286.4
Protective Coat	Sq. Yd.	1051	-	1051
Concrete Superstructure (Approach Slab)	Cu. Yd.	119.2	-	119.2
Furnishing and Erecting Structural Steel	L. Sum	1	-	1
Stud Shear Connectors	Each	4563	-	4,563
Reinforcement Bars, Epoxy Coated	Pound	116,900	37,890	154,790
Furnishing Steel Piles HP14x73	Foot	-	1464	1,464
Drilling and Setting Piles (In Soil)	Cu. Ft.	-	1383.7	1383.7
Drilling and Setting Piles (In Rock)	Cu. Ft.	-	867.5	867.5
Name Plates	Each	1	-	1
Preformed Joint Strip Seal	Foot	92.0	-	92.0
Anchor Bolts, 1"	Each	84	-	84
Mechanically Stabilized Earth Retaining Walls	Sq. Ft.	-	3310	3,310
Drainage System for Structures	L. Sum	1	-	1
Granular Backfill for Structures	Cu. Yd.	-	3.2	3.2
Concrete Sealer	Sq. Ft.	-	2618	2,618
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	437	-	437
Bar Terminator	Each	72	-	72
High Load Multi-Rotational Bearings, Disc, Fixed - 300K	Each	-	7	7
High Load Multi-Rotational Bearings, Disc, Guide Expansion - 200K	Each	-	14	14
Drainage Scupper, DS-11	Each	2	-	2
Diamond Grinding (Bridge Section)	Sq. Yd.	1012	-	1,012



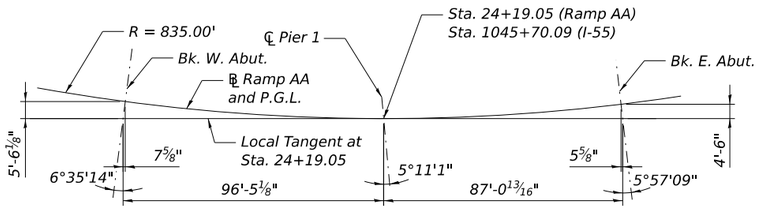
PROFILE GRADE
(Along Existing I-55 SB P.G.L.)



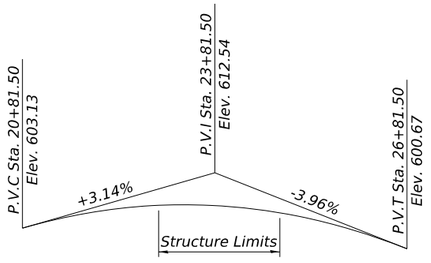
PROFILE GRADE
(Along Existing I-55 NB P.G.L.)

STATION 24+19.05
BUILT 20__ BY
STATE OF ILLINOIS
F.A.I. RTE. 80 SECTION FAI 80 21 STRUCTURE 5
LOADING HL-93
STRUCTURE NO. 099-8330

NAME PLATE
See Std. 515001

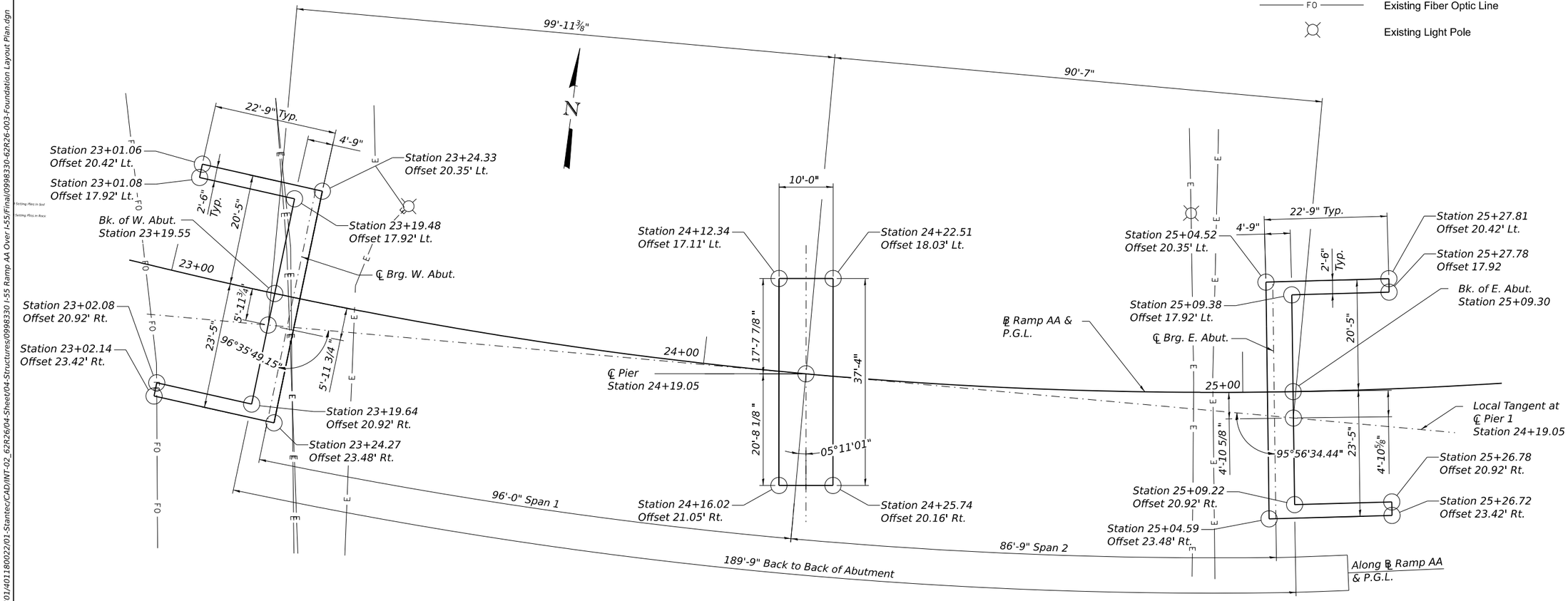


OFFSET SKETCH



L.V.C. = 600.00'

PROFILE GRADE
(Along ℄ Ramp AA)
(Profile grade shows the final elevation after grinding)



FOUNDATION LAYOUT

Notes:

1. See 'Abutment Plan' and 'Pier Plan and Elevation' Sheets for pile layout.

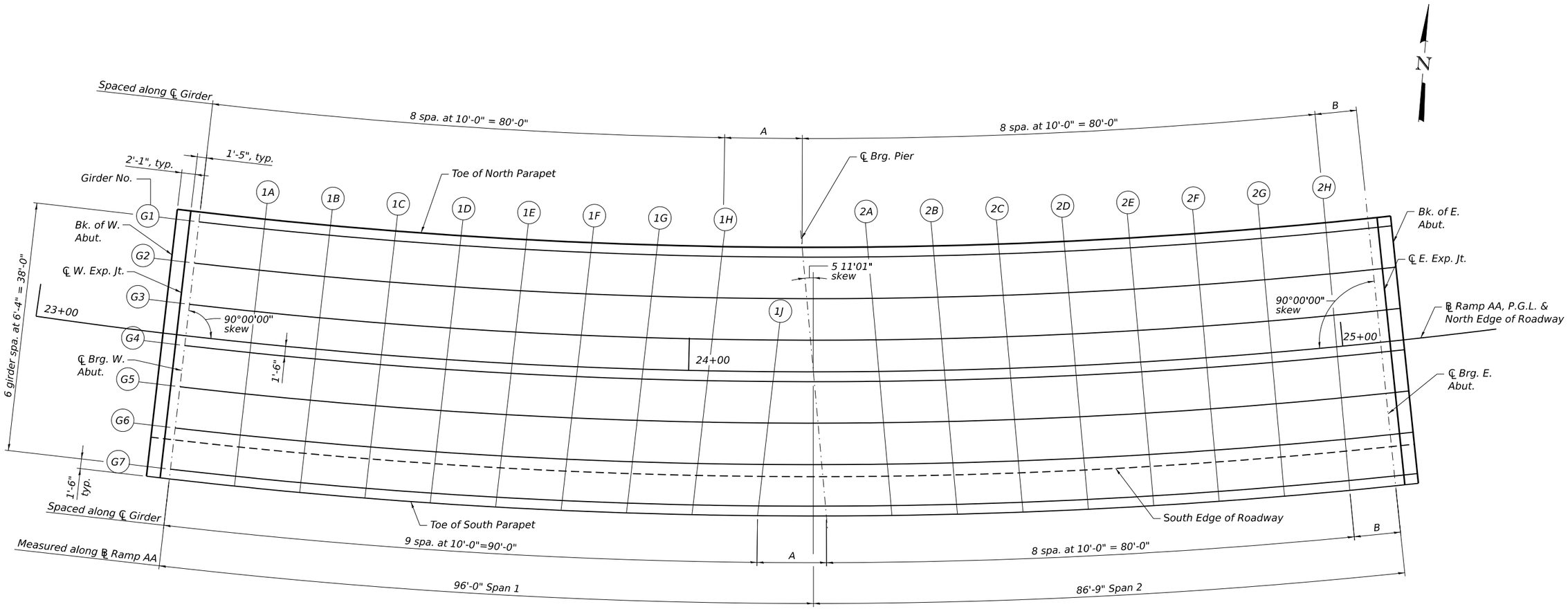
Stantec

USER NAME = eoskoui	DESIGNED - LRG	REVISED -	
	CHECKED - CRS	REVISED -	
PLOT SCALE =	DRAWN - LRG	REVISED -	
PLOT DATE = 7/18/2024	CHECKED - CRS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOUNDATION LAYOUT PLAN
STRUCTURE NO. 099-8330
SHEET SB-03 OF SB-34 SHEETS

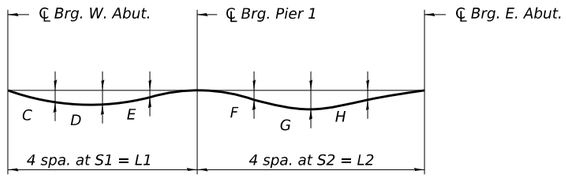
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 5	WILL	525	353
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		



PLAN

DIMENSIONS

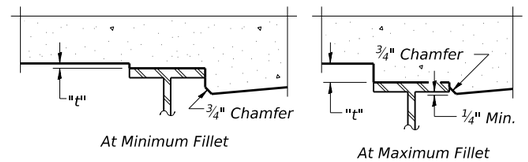
Screed Line	A	B	C	D	E	F	G	H	L1	L2	S1	S2
Toe of North Parapet	12'-1 1/8"	6'-6"	-	-	-	-	-	-	-	-	-	-
G1	12'-4 3/4"	6'-6 1/4"	5/8"	3/4"	3/8"	1/8"	1/2"	3/8"	92'-4 13/16"	86'-6 1/4"	23'-1 3/16"(+)	21'-7 9/16"
G2	13'-8 3/8"	6'-7 1/4"	3/4"	7/8"	1/2"	1/8"	1/2"	3/8"	93'-8 7/16"	86'-7 1/4"	23'-5 1/8"(-)	21'-7 13/16"
G3	5'-0 1/8"	6'-8 1/4"	3/4"	1"	1/2"	1/8"	1/2"	3/8"	95'-0 1/16"	86'-8 1/4"	23'-9"(+)	21'-8 1/16"
℄ Ramp AA, P.G.L. & North Edge of Roadway	6'-0"	6'-9"	-	-	-	-	-	-	-	-	-	-
G4	6'-3 3/4"	6'-9 1/4"	7/8"	1 1/8"	1/2"	1/8"	1/2"	3/8"	96'-3 11/16"	86'-9 1/4"	24'-0 15/16"(-)	21'-8 5/16"
G5	7'-7 3/8"	6'-10 1/4"	1"	1 1/8"	5/8"	1/8"	3/8"	3/8"	97'-7 5/16"	86'-10 1/4"	24'-4 13/16"(+)	21'-8 9/16"
G6	8'-11"	6'-11 1/4"	1"	1 1/4"	5/8"	1/8"	3/8"	3/8"	98'-10 15/16"	86'-11 1/4"	24'-8 3/4"(-)	21'-8 13/16"
South Edge of Roadway	9'-3 3/8"	6'-11 1/2"	-	-	-	-	-	-	-	-	-	-
G7	10'-2 5/8"	7'-0 1/4"	1 1/8"	1 3/8"	3/4"	0"	3/8"	3/8"	100'-2 5/8"	87'-0 1/4"	25'-0 5/8"(+)	21'-9 1/16"
Toe of South Parapet	10'-6 1/4"	7'-0 1/2"	-	-	-	-	-	-	-	-	-	-



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on sheets SB-05 thru SB-06.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets SB-05 and SB-06 minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flange of beams.
The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on sheet SB-05 and SB-06. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

Stantec

USER NAME = eoskoui	DESIGNED - DTS	REVISED -	
	CHECKED - JZ	REVISED -	
PLOT SCALE =	DRAWN - DTS	REVISED -	
PLOT DATE = 7/18/2024	CHECKED - JZ	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATION PLAN
STRUCTURE NO. 099-8330
SHEET SB-04 OF SB-34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 5	WILL	525	354
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		

TOE OF NORTH PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	23+19.47	-19.00	606.11	606.13
CL W. Exp. Jt.	23+21.60	-19.00	606.11	606.13
CL BRG. W. ABUT.	23+23.05	-19.00	606.12	606.14
1A	23+33.29	-19.00	606.14	606.19
1B	23+43.52	-19.00	606.15	606.22
1C	23+53.75	-19.00	606.15	606.23
1D	23+63.98	-19.00	606.13	606.22
1E	23+74.22	-19.00	606.11	606.19
1F	23+84.45	-19.00	606.07	606.13
1G	23+94.68	-19.00	606.01	606.07
1H	24+04.92	-19.00	605.95	605.98
CL BRG PIER 1	24+17.29	-19.00	605.86	605.88
2A	24+27.52	-19.00	605.76	605.79
2B	24+37.75	-19.00	605.66	605.69
2C	24+47.99	-19.00	605.54	605.59
2D	24+58.22	-19.00	605.42	605.47
2E	24+68.45	-19.00	605.27	605.34
2F	24+78.69	-19.00	605.12	605.18
2G	24+88.92	-19.00	604.96	605.01
2H	24+99.15	-19.00	604.78	604.81
CL BRG. E. ABUT.	25+05.80	-19.00	604.66	604.68
CL E. Exp. Jt.	25+07.25	-19.00	604.63	604.65
BK. E. ABUT.	25+09.38	-19.00	604.59	604.61

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	23+19.48	-17.50	606.20	606.22
CL W. Exp. Jt.	23+21.61	-17.50	606.20	606.22
CL BRG. W. ABUT.	23+23.05	-17.50	606.21	606.23
1A	23+33.27	-17.50	606.23	606.28
1B	23+43.48	-17.50	606.24	606.31
1C	23+53.69	-17.50	606.24	606.32
1D	23+63.91	-17.50	606.22	606.31
1E	23+74.12	-17.50	606.20	606.28
1F	23+84.33	-17.50	606.16	606.23
1G	23+94.55	-17.50	606.10	606.16
1H	24+04.76	-17.50	606.04	606.08
CL BRG PIER 1	24+17.43	-17.50	605.94	605.97
2A	24+27.64	-17.50	605.85	605.88
2B	24+37.86	-17.50	605.75	605.78
2C	24+48.07	-17.50	605.63	605.68
2D	24+58.28	-17.50	605.50	605.56
2E	24+68.50	-17.50	605.36	605.43
2F	24+78.71	-17.50	605.21	605.27
2G	24+88.92	-17.50	605.05	605.10
2H	24+99.14	-17.50	604.87	604.90
CL BRG. E. ABUT.	25+05.80	-17.50	604.75	604.77
CL E. Exp. Jt.	25+07.25	-17.50	604.72	604.74
BK. E. ABUT.	25+09.38	-17.50	604.68	604.70

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	23+19.51	-11.17	606.58	606.60
CL W. Exp. Jt.	23+21.62	-11.17	606.58	606.60
CL BRG. W. ABUT.	23+23.05	-11.17	606.59	606.61
1A	23+33.19	-11.17	606.61	606.66
1B	23+43.32	-11.17	606.62	606.69
1C	23+53.46	-11.17	606.62	606.71
1D	23+63.60	-11.17	606.60	606.70
1E	23+73.73	-11.17	606.58	606.67
1F	23+83.87	-11.17	606.54	606.62
1G	23+94.00	-11.17	606.49	606.55
1H	24+04.14	-11.17	606.42	606.46
CL BRG PIER 1	24+18.03	-11.17	606.32	606.34
2A	24+28.16	-11.17	606.23	606.25
2B	24+38.30	-11.17	606.12	606.16
2C	24+48.43	-11.17	606.01	606.05
2D	24+58.57	-11.17	605.88	605.94
2E	24+68.70	-11.17	605.74	605.80
2F	24+78.84	-11.17	605.59	605.65
2G	24+88.97	-11.17	605.42	605.48
2H	24+99.11	-11.17	605.25	605.28
CL BRG. E. ABUT.	25+05.80	-11.17	605.13	605.15
CL E. Exp. Jt.	25+07.24	-11.17	605.10	605.12
BK. E. ABUT.	25+09.35	-11.17	605.06	605.08

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	23+19.53	-4.83	606.96	606.98
CL W. Exp. Jt.	23+21.63	-4.83	606.96	606.98
CL BRG. W. ABUT.	23+23.05	-4.83	606.97	606.99
1A	23+33.11	-4.83	606.99	607.04
1B	23+43.17	-4.83	607.00	607.08
1C	23+53.23	-4.83	607.00	607.10
1D	23+63.29	-4.83	606.98	607.09
1E	23+73.34	-4.83	606.96	607.06
1F	23+83.40	-4.83	606.92	607.01
1G	23+93.46	-4.83	606.87	606.94
1H	24+03.52	-4.83	606.81	606.85
1J	24+13.58	-4.83	606.74	606.76
CL BRG PIER 1	24+18.61	-4.83	606.69	606.72
2A	24+28.67	-4.83	606.60	606.63
2B	24+38.73	-4.83	606.50	606.53
2C	24+48.79	-4.83	606.38	606.43
2D	24+58.84	-4.83	606.26	606.31
2E	24+68.90	-4.83	606.12	606.18
2F	24+78.96	-4.83	605.97	606.03
2G	24+89.02	-4.83	605.80	605.86
2H	24+99.08	-4.83	605.63	605.66
CL BRG. E. ABUT.	25+05.80	-4.83	605.51	605.53
CL E. Exp. Jt.	25+07.23	-4.83	605.48	605.50
BK. E. ABUT.	25+09.32	-4.83	605.44	605.46

℄ Ramp AA, P.G.L. & North Edge of Roadway

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	23+19.55	0.00	607.25	607.27
CL W. Exp. Jt.	23+21.64	0.00	607.25	607.27
CL BRG. W. ABUT.	23+23.05	0.00	607.26	607.28
1A	23+33.05	0.00	607.28	607.33
1B	23+43.05	0.00	607.29	607.37
1C	23+53.05	0.00	607.29	607.38
1D	23+63.05	0.00	607.27	607.38
1E	23+73.05	0.00	607.25	607.35
1F	23+83.05	0.00	607.21	607.30
1G	23+93.05	0.00	607.16	607.23
1H	24+03.05	0.00	607.10	607.15
1J	24+13.05	0.00	607.03	607.06
CL BRG PIER 1	24+19.05	0.00	606.98	607.00
2A	24+29.05	0.00	606.89	606.91
2B	24+39.05	0.00	606.79	606.82
2C	24+49.05	0.00	606.67	606.72
2D	24+59.05	0.00	606.54	606.60
2E	24+69.05	0.00	606.41	606.47
2F	24+79.05	0.00	606.26	606.32
2G	24+89.05	0.00	606.09	606.15
2H	24+99.05	0.00	605.92	605.95
CL BRG. E. ABUT.	25+05.80	0.00	605.80	605.82
CL E. Exp. Jt.	25+07.22	0.00	605.77	605.79
BK. E. ABUT.	25+09.30	0.00	605.73	605.75

Girder 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	23+19.56	1.50	607.34	607.36
CL W. Exp. Jt.	23+21.64	1.50	607.34	607.36
CL BRG. W. ABUT.	23+23.05	1.50	607.35	607.37
1A	23+33.03	1.50	607.37	607.42
1B	23+43.02	1.50	607.38	607.46
1C	23+53.00	1.50	607.38	607.47
1D	23+62.98	1.50	607.36	607.47
1E	23+72.96	1.50	607.34	607.44
1F	23+82.95	1.50	607.30	607.39
1G	23+92.93	1.50	607.25	607.32
1H	24+02.91	1.50	607.19	607.24
1J	24+12.89	1.50	607.12	607.15
CL BRG PIER 1	24+19.19	1.50	607.07	607.09
2A	24+29.17	1.50	606.98	607.00
2B	24+39.15	1.50	606.88	606.91
2C	24+49.13	1.50	606.76	606.80
2D	24+59.12	1.50	606.63	606.69
2E	24+69.10	1.50	606.50	606.56
2F	24+79.08	1.50	606.35	606.41
2G	24+89.06	1.50	606.18	606.24
2H	24+99.05	1.50	606.01	606.04
CL BRG. E. ABUT.	25+05.80	1.50	605.89	605.91
CL E. Exp. Jt.	25+07.22	1.50	605.86	605.88
BK. E. ABUT.	25+09.30	1.50	605.82	605.84

Stantec

USER NAME = eoskoui		DESIGNED - DTS		REVISED -
		CHECKED - JZ		REVISED -
PLOT SCALE =		DRAWN - DTS		REVISED -
PLOT DATE = 7/18/2024		CHECKED - JZ		REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATION (1 OF 2)
STRUCTURE NO. 099-8330
SHEET SB-05 OF SB-34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 5	WILL	525	355
		CONTRACT NO. 62R26		
		ILLINOIS	FED. AID PROJECT	

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	23+19.59	7.83	607.72	607.74
CL W. Exp. Jt.	23+21.65	7.83	607.72	607.74
CL BRG. W. ABUT.	23+23.05	7.83	607.73	607.75
1A	23+32.96	7.83	607.75	607.81
1B	23+42.87	7.83	607.76	607.85
1C	23+52.77	7.83	607.76	607.87
1D	23+62.68	7.83	607.74	607.86
1E	23+72.59	7.83	607.72	607.84
1F	23+82.50	7.83	607.68	607.79
1G	23+92.40	7.83	607.64	607.72
1H	24+02.31	7.83	607.58	607.63
1J	24+12.22	7.83	607.51	607.54
CL BRG PIER 1	24+19.76	7.83	607.44	607.47
2A	24+29.66	7.83	607.35	607.37
2B	24+39.57	7.83	607.25	607.28
2C	24+49.48	7.83	607.14	607.18
2D	24+59.39	7.83	607.01	607.06
2E	24+69.29	7.83	606.87	606.93
2F	24+79.20	7.83	606.72	606.78
2G	24+89.11	7.83	606.56	606.61
2H	24+99.01	7.83	606.39	606.42
CL BRG. E. ABUT.	25+05.80	7.83	606.27	606.29
CL E. Exp. Jt.	25+07.21	7.83	606.24	606.26
BK. E. ABUT.	25+09.27	7.83	606.20	606.22

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	23+19.61	14.17	608.10	608.12
CL W. Exp. Jt.	23+21.66	14.17	608.10	608.12
CL BRG. W. ABUT.	23+23.05	14.17	608.11	608.13
1A	23+32.89	14.17	608.13	608.19
1B	23+42.72	14.17	608.14	608.24
1C	23+52.55	14.17	608.14	608.26
1D	23+62.39	14.17	608.13	608.25
1E	23+72.22	14.17	608.10	608.23
1F	23+82.05	14.17	608.07	608.18
1G	23+91.89	14.17	608.02	608.11
1H	24+01.72	14.17	607.96	608.02
1J	24+11.55	14.17	607.89	607.93
CL BRG PIER 1	24+20.32	14.17	607.82	607.84
2A	24+30.15	14.17	607.73	607.75
2B	24+39.98	14.17	607.63	607.65
2C	24+49.82	14.17	607.51	607.55
2D	24+59.65	14.17	607.39	607.44
2E	24+69.48	14.17	607.25	607.31
2F	24+79.32	14.17	607.10	607.16
2G	24+89.15	14.17	606.94	606.99
2H	24+98.98	14.17	606.77	606.81
CL BRG. E. ABUT.	25+05.80	14.17	606.65	606.67
CL E. Exp. Jt.	25+07.20	14.17	606.62	606.64
BK. E. ABUT.	25+09.24	14.17	606.58	606.60

SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	23+19.62	16.00	608.21	608.23
CL W. Exp. Jt.	23+21.66	16.00	608.21	608.23
CL BRG. W. ABUT.	23+23.05	16.00	608.22	608.24
1A	23+32.87	16.00	608.24	608.30
1B	23+42.68	16.00	608.25	608.35
1C	23+52.49	16.00	608.25	608.37
1D	23+62.30	16.00	608.24	608.36
1E	23+72.11	16.00	608.21	608.34
1F	23+81.93	16.00	608.18	608.29
1G	23+91.74	16.00	608.13	608.22
1H	24+01.55	16.00	608.07	608.13
1J	24+11.36	16.00	608.00	608.04
CL BRG PIER 1	24+20.47	16.00	607.93	607.95
2A	24+30.29	16.00	607.84	607.86
2B	24+40.10	16.00	607.73	607.76
2C	24+49.91	16.00	607.62	607.66
2D	24+59.72	16.00	607.50	607.55
2E	24+69.54	16.00	607.36	607.42
2F	24+79.35	16.00	607.21	607.27
2G	24+89.16	16.00	607.05	607.10
2H	24+98.97	16.00	606.88	606.92
CL BRG. E. ABUT.	25+05.80	16.00	606.76	606.78
CL E. Exp. Jt.	25+07.19	16.00	606.73	606.75
BK. E. ABUT.	25+09.24	16.00	606.69	606.71

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	23+19.64	20.50	608.48	608.50
CL W. Exp. Jt.	23+21.67	20.50	608.48	608.50
CL BRG. W. ABUT.	23+23.05	20.50	608.49	608.51
1A	23+32.81	20.50	608.51	608.58
1B	23+42.57	20.50	608.52	608.62
1C	23+52.33	20.50	608.52	608.65
1D	23+62.09	20.50	608.51	608.65
1E	23+71.85	20.50	608.48	608.62
1F	23+81.62	20.50	608.45	608.57
1G	23+91.38	20.50	608.40	608.50
1H	24+01.14	20.50	608.34	608.41
1J	24+10.90	20.50	608.28	608.32
CL BRG PIER 1	24+20.87	20.50	608.20	608.22
2A	24+30.63	20.50	608.10	608.12
2B	24+40.39	20.50	608.00	608.03
2C	24+50.15	20.50	607.89	607.92
2D	24+59.91	20.50	607.76	607.81
2E	24+69.67	20.50	607.63	607.68
2F	24+79.43	20.50	607.48	607.54
2G	24+89.19	20.50	607.32	607.37
2H	24+98.95	20.50	607.15	607.19
CL BRG. E. ABUT.	25+05.80	20.50	607.03	607.05
CL E. Exp. Jt.	25+07.19	20.50	607.00	607.02
BK. E. ABUT.	25+09.22	20.50	606.96	606.98

Toe of South Parapet

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	23+19.64	22.00	608.57	608.59
CL W. Exp. Jt.	23+21.67	22.00	608.57	608.59
CL BRG. W. ABUT.	23+23.05	22.00	608.58	608.60
1A	23+32.80	22.00	608.60	608.67
1B	23+42.54	22.00	608.61	608.71
1C	23+52.28	22.00	608.61	608.73
1D	23+62.03	22.00	608.60	608.74
1E	23+71.77	22.00	608.57	608.71
1F	23+81.51	22.00	608.54	608.66
1G	23+91.26	22.00	608.49	608.59
1H	24+01.00	22.00	608.44	608.50
1J	24+10.74	22.00	608.37	608.41
CL BRG PIER 1	24+21.00	22.00	608.28	608.30
2A	24+30.74	22.00	608.19	608.21
2B	24+40.48	22.00	608.09	608.11
2C	24+50.23	22.00	607.98	608.01
2D	24+59.97	22.00	607.85	607.90
2E	24+69.71	22.00	607.72	607.77
2F	24+79.46	22.00	607.57	607.62
2G	24+89.20	22.00	607.41	607.46
2H	24+98.94	22.00	607.24	607.28
CL BRG. E. ABUT.	25+05.80	22.00	607.12	607.14
CL E. Exp. Jt.	25+07.18	22.00	607.09	607.11
BK. E. ABUT.	25+09.21	22.00	607.05	607.07

Stantec

USER NAME = eoskoui	DESIGNED - DTS	REVISED -	
	CHECKED - CRS	REVISED -	
PLOT SCALE =	DRAWN - DTS	REVISED -	
PLOT DATE = 7/18/2024	CHECKED - CRS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATION (2 OF 2)
STRUCTURE NO. 099-8330

SHEET SB-06 OF SB-34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 5	WILL	525	356
		CONTRACT NO. 62R26		
		ILLINOIS	FED. AID PROJECT	

WEST APPROACH NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
West End West Approach Slab	22+89.80	-19.00	605.96	605.98
A1	23+00.03	-19.00	606.02	606.04
A2	23+10.26	-19.00	606.07	606.09
East End West Approach Slab	23+20.49	-19.00	606.11	606.13

WEST APPROACH SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
West End West Approach Slab	22+91.16	16.00	608.07	608.09
A1	23+00.98	16.00	608.13	608.15
A2	23+10.79	16.00	608.17	608.19
East End West Approach Slab	23+20.60	16.00	608.21	608.23

EAST APPROACH NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
West End East Approach Slab	25+08.36	-19.00	604.61	604.63
A3	25+18.59	-19.00	604.41	604.43
A4	25+28.83	-19.00	604.19	604.21
East End East Approach Slab	25+39.06	-19.00	603.96	603.98

WEST APPROACH NORTH EDGE OF PAVEMENT & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
West End West Approach Slab	22+90.55	0.00	607.10	607.12
A1	23+00.55	0.00	607.16	607.18
A2	23+10.55	0.00	607.21	607.23
East End West Approach Slab	23+20.55	0.00	607.25	607.27

WEST APPROACH SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
West End West Approach Slab	22+91.39	22.00	608.43	608.45
A1	23+01.13	22.00	608.49	608.51
A2	23+10.87	22.00	608.53	608.55
East End West Approach Slab	23+20.62	22.00	608.57	608.59

EAST APPROACH NORTH EDGE OF PAVEMENT & P.G.L.

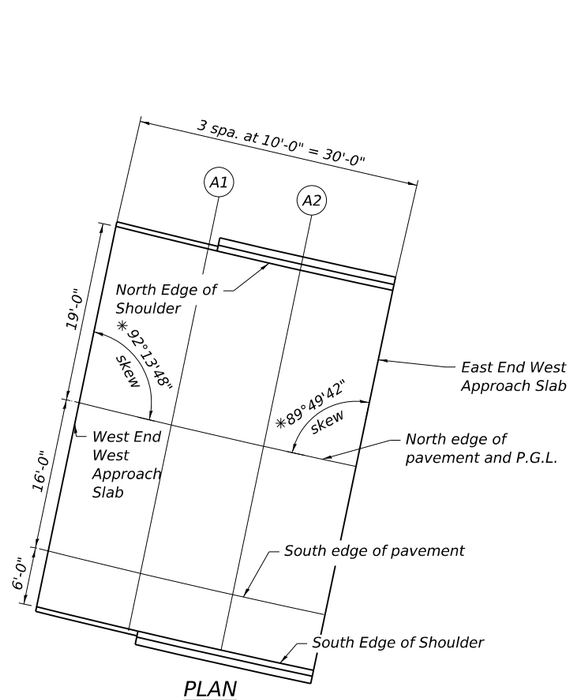
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
West End East Approach Slab	25+08.30	0.00	605.75	605.77
A3	25+18.30	0.00	605.55	605.57
A4	25+28.30	0.00	605.34	605.36
East End East Approach Slab	25+38.30	0.00	605.12	605.14

EAST APPROACH SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
West End East Approach Slab	25+08.26	16.00	606.71	606.73
A3	25+18.07	16.00	606.52	606.54
A4	25+27.88	16.00	606.31	606.33
East End East Approach Slab	25+37.69	16.00	606.10	606.12

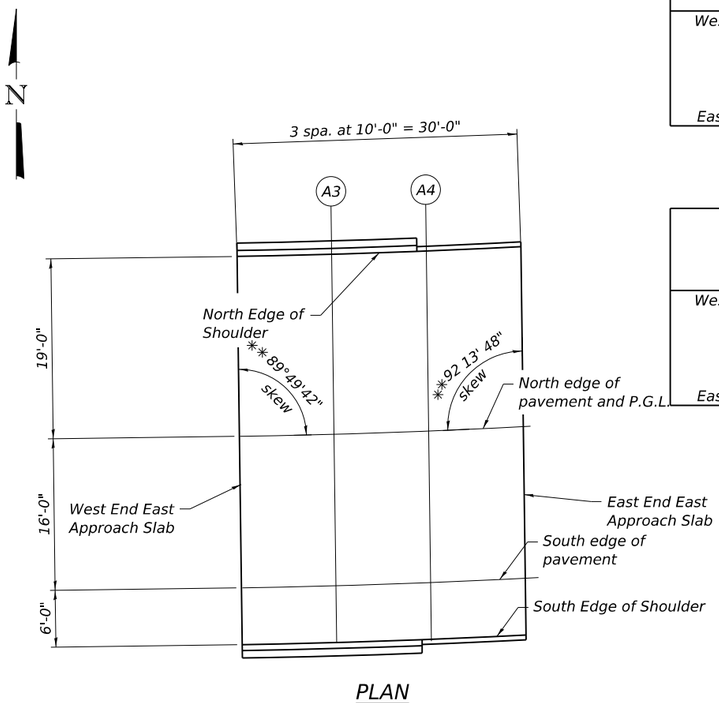
EAST APPROACH SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
West End East Approach Slab	25+08.24	22.00	607.07	607.09
A3	25+17.98	22.00	606.88	606.90
A4	25+27.73	22.00	606.67	606.69
East End East Approach Slab	25+37.47	22.00	606.46	606.48



PLAN

West Approach



PLAN

East Approach

* Ends of west approach slab parallel to ℄ Brg. W. Abut.

** Ends of east approach slab parallel to ℄ Brg. E. Abut.

MODEL: Default
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Stantec

USER NAME = eoskoui	DESIGNED - DTS	REVISED -	
	CHECKED - JZ	REVISED -	
PLOT SCALE =	DRAWN - DTS	REVISED -	
PLOT DATE = 7/18/2024	CHECKED - JZ	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 099-8330

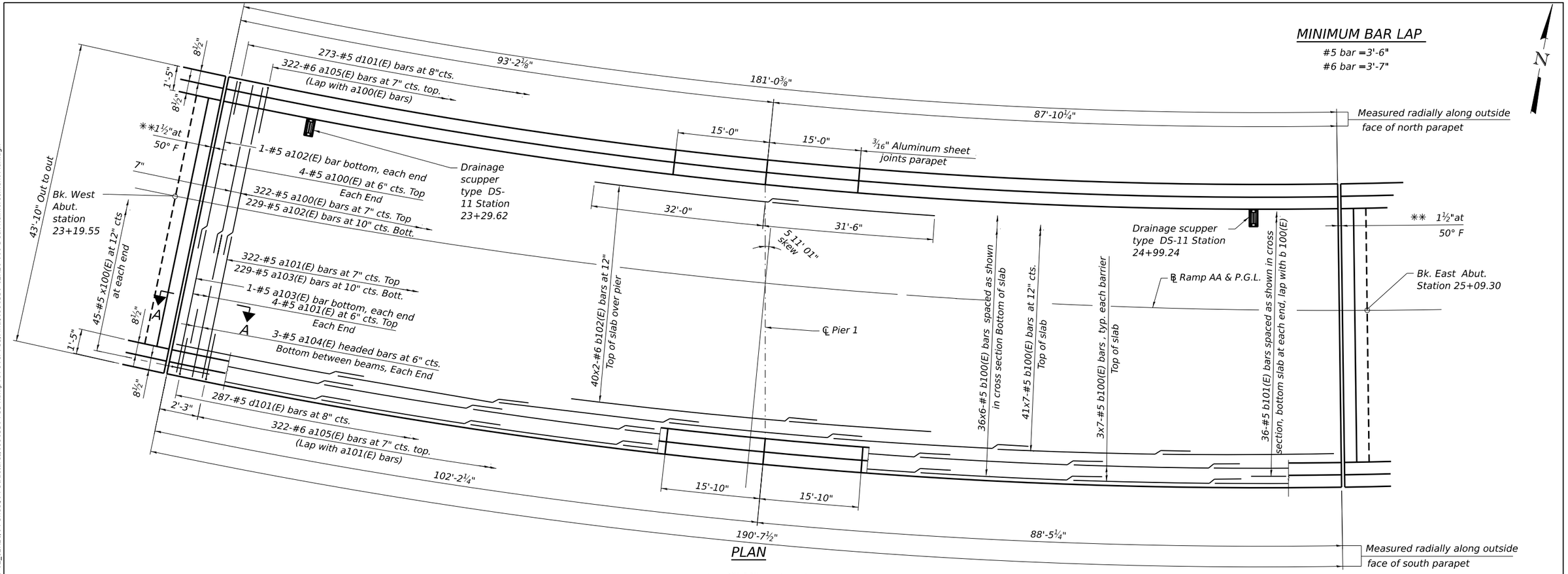
SHEET SB-07 OF SB-34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 5	WILL	525	357
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		

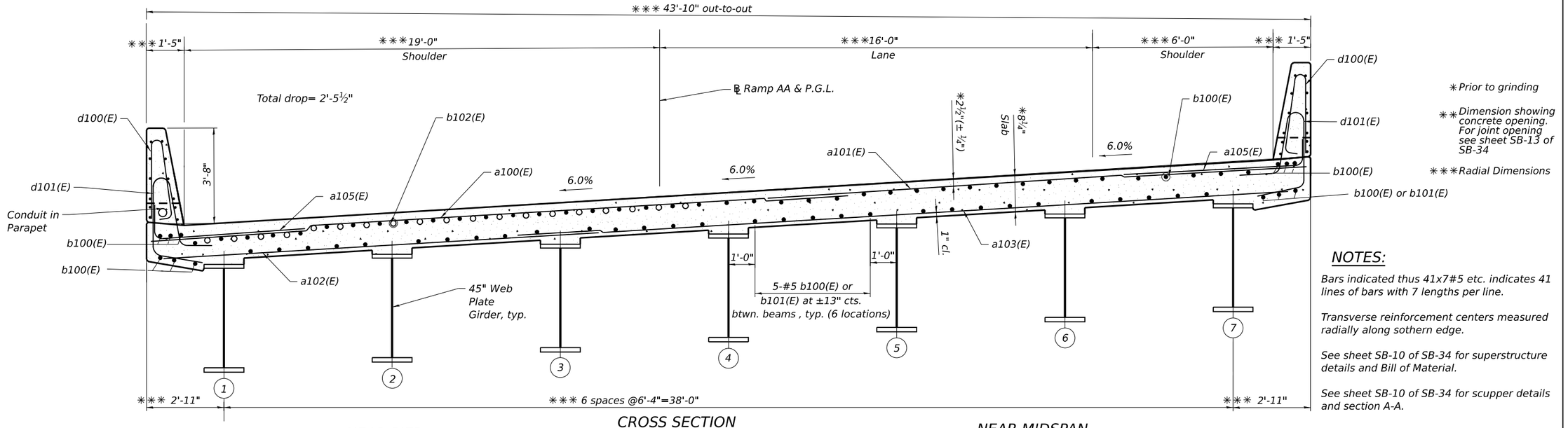
MINIMUM BAR LAP

#5 bar =3'-6"
#6 bar =3'-7"

N



PLAN



*Prior to grinding

**Dimension showing concrete opening. For joint opening see sheet SB-13 of SB-34

***Radial Dimensions

NOTES:

Bars indicated thus 41x7#5 etc. indicates 41 lines of bars with 7 lengths per line.

Transverse reinforcement centers measured radially along sothern edge.

See sheet SB-10 of SB-34 for superstructure details and Bill of Material.

See sheet SB-10 of SB-34 for scupper details and section A-A.

NEAR PIER

CROSS SECTION

(Looking East)

NEAR MIDSPAN

MODEL: Default
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	CHECKED - CRS	REVISED -
PLOT SCALE =	DRAWN - SD	REVISED -
PLOT DATE = 7/18/2024	CHECKED - CRS	REVISED -

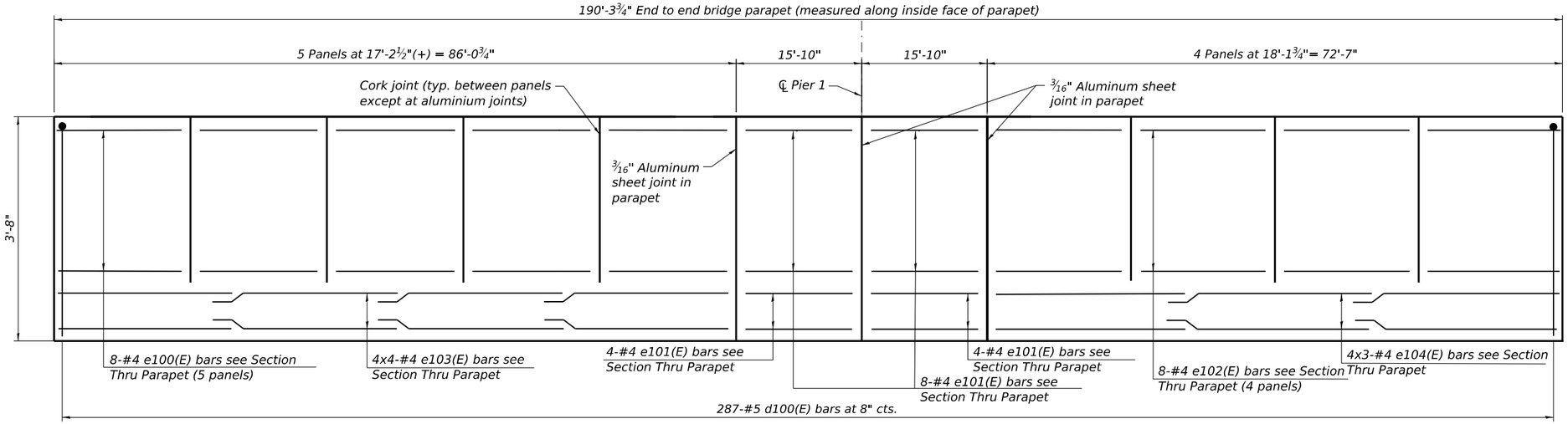
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE REINFORCEMENT PLAN
STRUCTURE NO. 099-8330
SHEET SB-08 OF SB-34 SHEETS

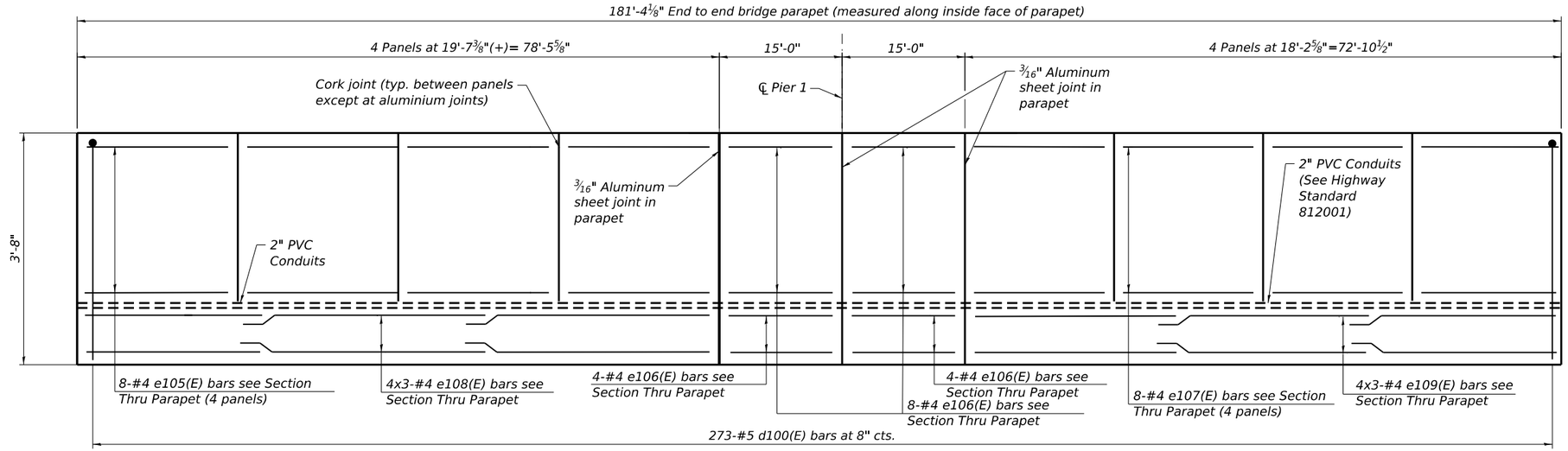
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 5	WILL	525	358
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		

MINIMUM BAR LAP

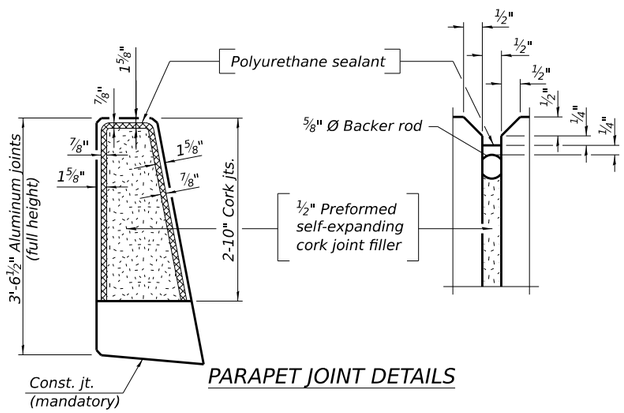
#4 BAR=2'-5"



REFLECTED INSIDE ELEVATION OF SOUTH PARAPET



INSIDE ELEVATION OF NORTH PARAPET



PARAPET JOINT DETAILS

NOTES:

The 3/16" minimum aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

The polyurethane sealant shall be according to Article 1050.04 of the Standard Specification and the color shall be grey.

MODEL: Default
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		CHECKED - CRS	REVISED -
	PLOT SCALE =	DRAWN - SD	REVISED -
	PLOT DATE = 7/18/2024	CHECKED - CRS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS (1 OF 2)
STRUCTURE NO. 099-8330
SHEET SB-09 OF SB-34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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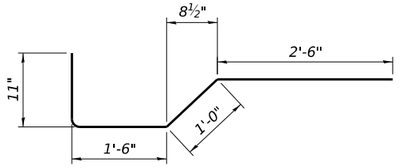
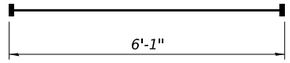
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		

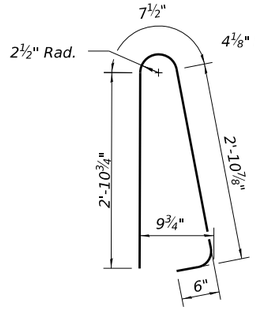


BAR x100(E)

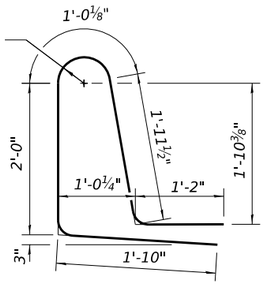


BAR a104(E)

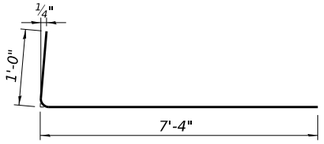
(Headed. 36-#5 Bar terminators)



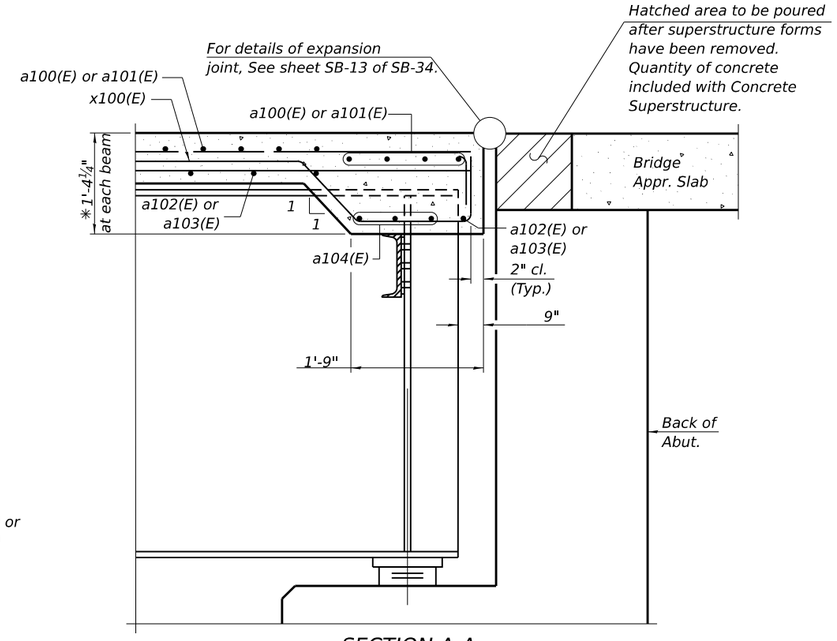
BAR d100(E)



BAR d101(E)

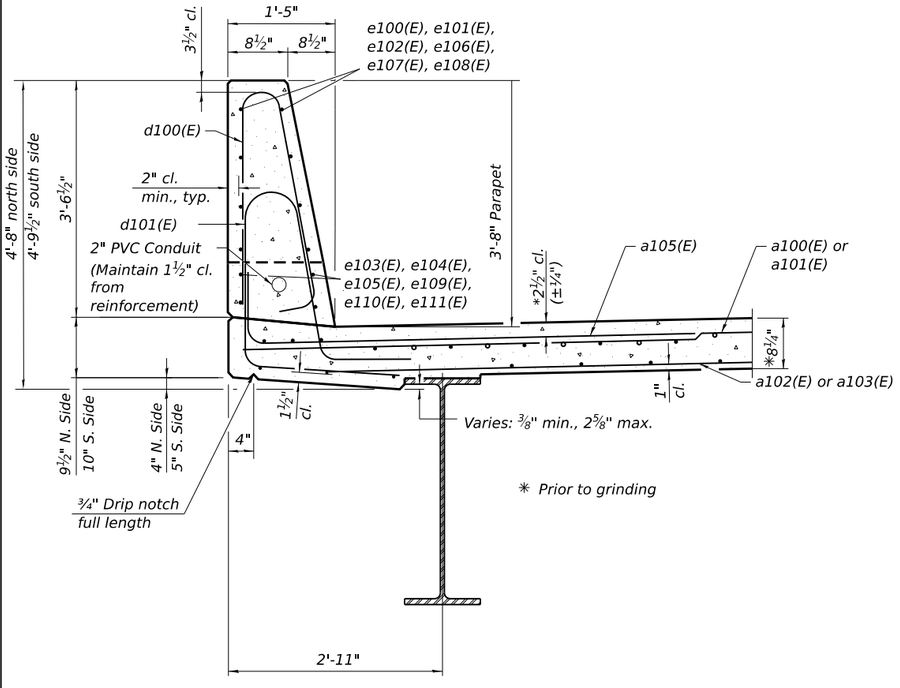


BAR a105(E)



SECTION A-A

(Full cross frame not shown for clarity)



SECTION THRU PARAPET

NOTE:

Cut longitudinal reinforcement to clear drainage scuppers.

Bar terminators, paid for separetely. See Total Bill of Material.

SECTION B-B

PLAN

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a100(E)	330	#5	26'-8"	
a101(E)	330	#5	20'-4"	
a102(E)	231	#5	17'-3"	
a103(E)	231	#5	29'-10"	
a104(E)	36	#5	6'-1"	
a105(E)	644	#6	8'-4"	
a106(E)	16	#5	1'-6"	
b100(E)	545	#5	30'-3"	
b101(E)	72	#5	16'-10"	
b102(E)	80	#6	33'-7"	
d100(E)	560	#5	7'-0"	
d101(E)	560	#5	8'-0"	
e100(E)	40	#4	16'-10"	
e101(E)	24	#4	15'-6"	
e102(E)	32	#4	17'-10"	
e103(E)	16	#4	23'-3"	
e104(E)	12	#4	25'-9"	
e105(E)	32	#4	19'-4"	
e106(E)	24	#4	14'-8"	
e107(E)	32	#4	17'-10"	
e108(E)	12	#4	27'-8"	
e109(E)	12	#4	25'-10"	
x100(E)	90	#5	5'-11"	
Reinforcement Bars, Epoxy Coated			Pound	70,640
Concrete Superstructure			Cu. Yd.	286.4

MODEL: Default
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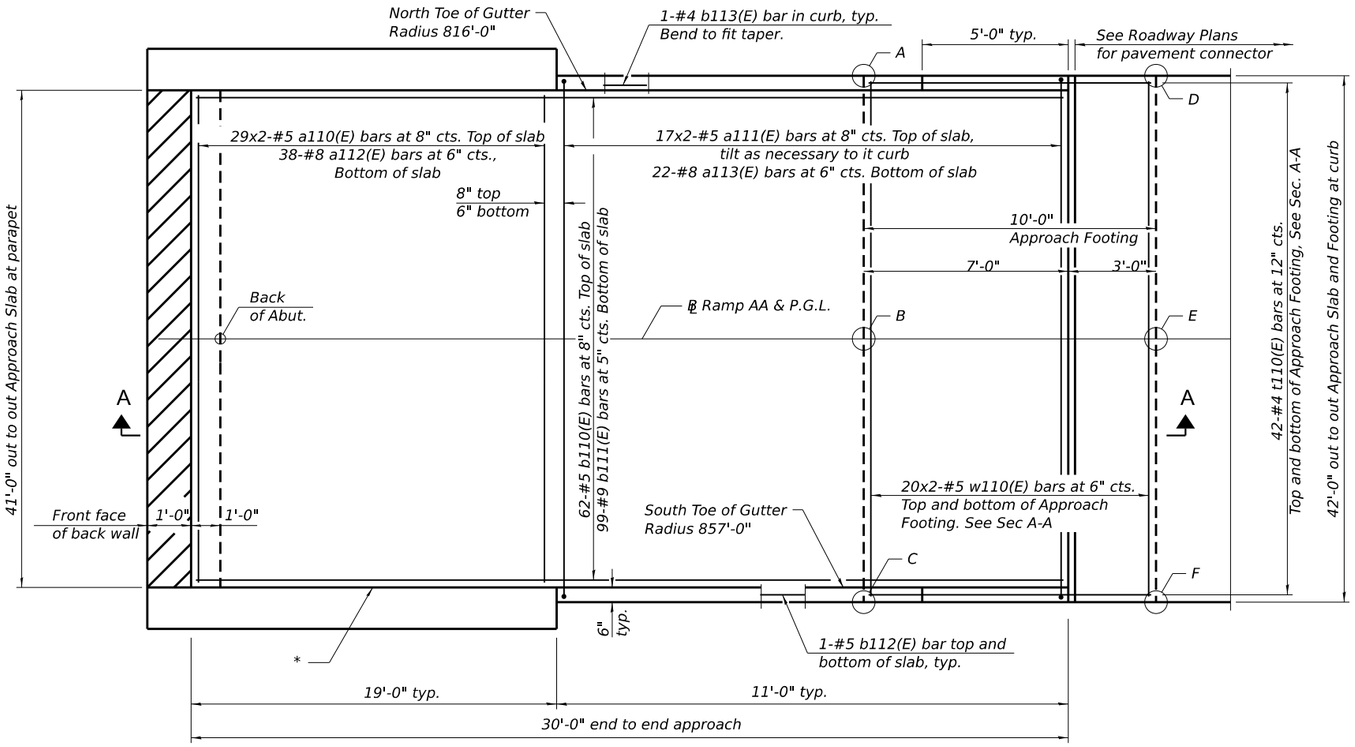
PLOT SCALE =	DRAWN - SD	REVISED -	
PLOT DATE = 7/18/2024	CHECKED - CRS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURES DETAILS (2 OF 2)
STRUCTURE NO. 099-8330
SHEET SB-10 OF SB-34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 5	WILL	525	360
		CONTRACT NO. 62R26		
	ILLINOIS FED. AID PROJECT			



PLAN

(East approach slab shown; West approach slab similar by 180° rotation)
(See sheet SB-07 for approach slab layout)

MINIMUM BAR LAP

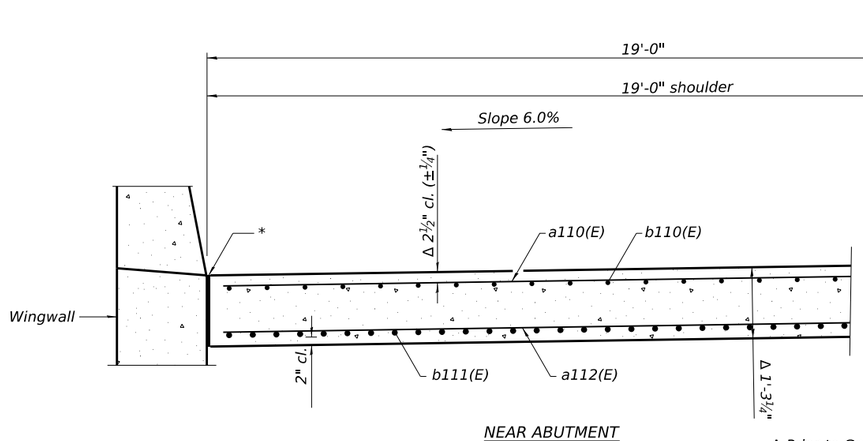
#5 Bar = 3'-4"

N

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

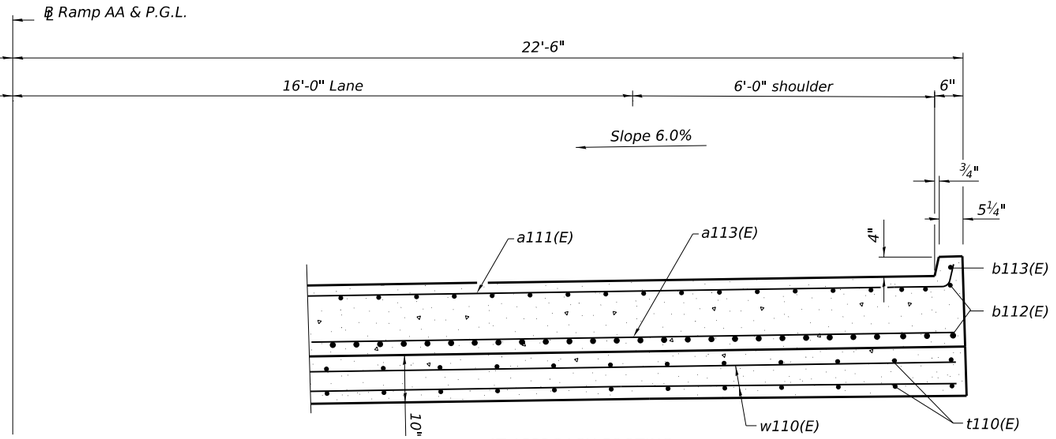
	West Approach		East Approach	
Point	Top	Bottom	Top	Bottom
A	604.64	603.81	602.76	601.93
B	605.81	604.98	603.94	603.11
C	607.17	606.33	605.31	604.48
D	604.57	603.74	602.53	601.70
E	605.75	604.92	603.72	602.89
F	607.11	606.27	605.09	604.26

* ½"Preformed Expansion Joint Filler according to Article 1051.09 of the Standard Specifications; full depth of slab, full length of parapet. Typ. each parapet.



NEAR ABUTMENT

Δ Prior to Grinding



CROSS SECTION

(Looking East)

AT APPROACH FOOTING

BASA-CIP-3944CS-0 5-15-2023

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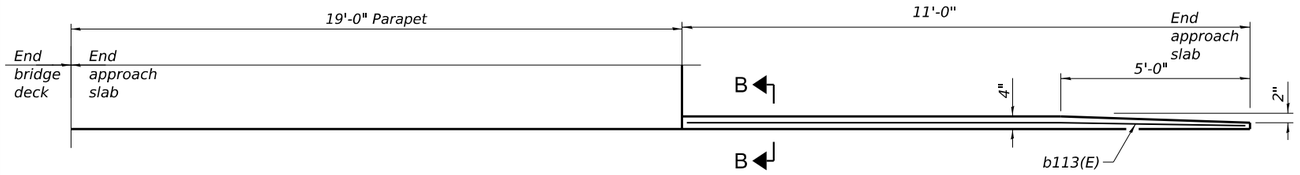
PLOT SCALE =	DRAWN - DTS	REVISED -
PLOT DATE = 7/18/2024	CHECKED - JZ	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

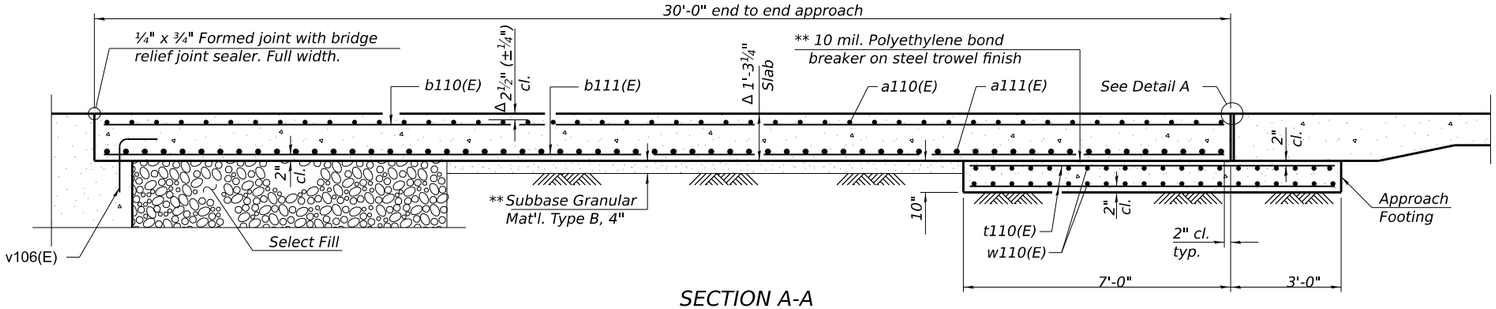
BRIDGE APPROACH SLAB PLAN VIEW
STRUCTURE NO. 099-8330
SHEET SB-11 OF SB-34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 5	WILL	525	361
		CONTRACT NO. 62R26		
		ILLINOIS	FED. AID PROJECT	



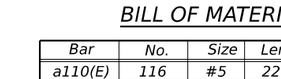
INSIDE ELEVATION OF PARAPET AND CURB

Notes:
- Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
- Approach footing concrete shall be paid for as Concrete Structures.
- The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
- Cost of excavation for approach footing included with Concrete Structures.
- For Select Fill and MSE Wall details, see sheet SB-02.
- See sheet SB-20 for hatched block details.



SECTION A-A

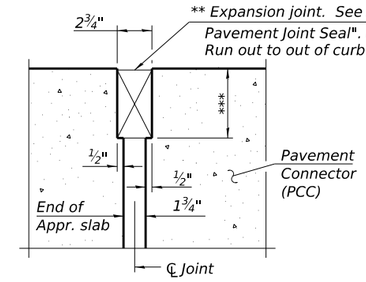
Δ Prior to Grinding



BAR a111(E)

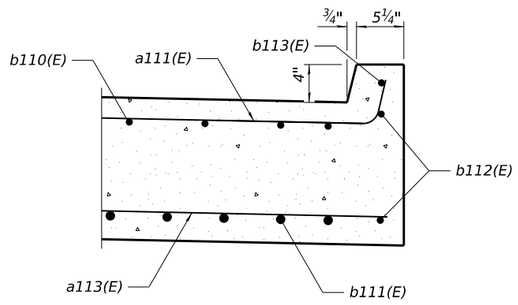
TWO APPROACHES BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a110(E)	116	#5	22'-3"	———
a111(E)	68	#5	22'-9"	———
a112(E)	76	#8	40'-8"	———
a113(E)	44	#8	41'-8"	———
b110(E)	124	#5	29'-8"	———
b111(E)	198	#9	29'-8"	———
b112(E)	8	#5	10'-8"	———
b113(E)	4	#4	10'-8"	———
t110(E)	168	#4	9'-8"	———
w110(E)	160	#5	22'-9"	———
Concrete Superstructure (Approach Slab)			Cu. Yd.	119.2
Concrete Structures			Cu. Yd.	26.0
Reinforcement Bars, Epoxy Coated			Pound	46,260



DETAIL A

(Detail A shown, applies to Highway Standard 420401 only. Detail A for pavement connector (HMA) may be found on Highway Standard 420406.)



SECTION B-B

** Cost included with Concrete Superstructure (Approach Slab).

*** Per manufacturer recommendations

BASA-CIP-3944CS-0 5-15-2023

(Sheet 2 of 2)

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	CHECKED - JZ	REVISED -
PLOT SCALE =	DRAWN - DTS	REVISED -
PLOT DATE = 7/18/2024	CHECKED - JZ	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH SLAB DETAILS
STRUCTURE NO. 099-8330
SHEET SB-12 OF SB-34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 5	WILL	525	362
		CONTRACT NO. 62R26		
	ILLINOIS FED. AID PROJECT			

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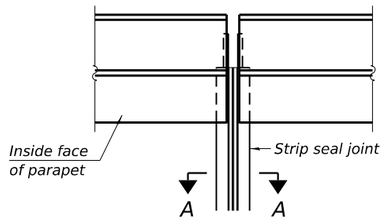
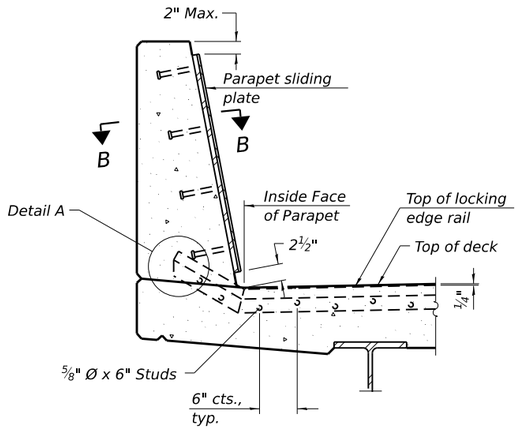
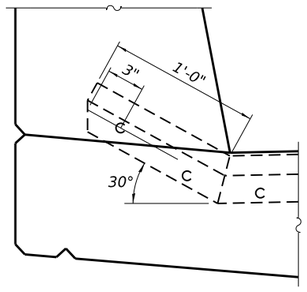


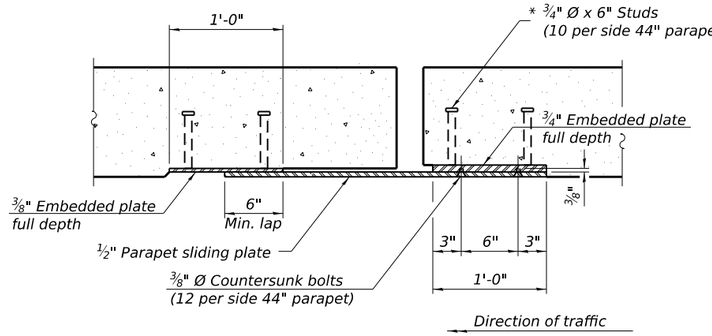
PLAN AT PARAPET



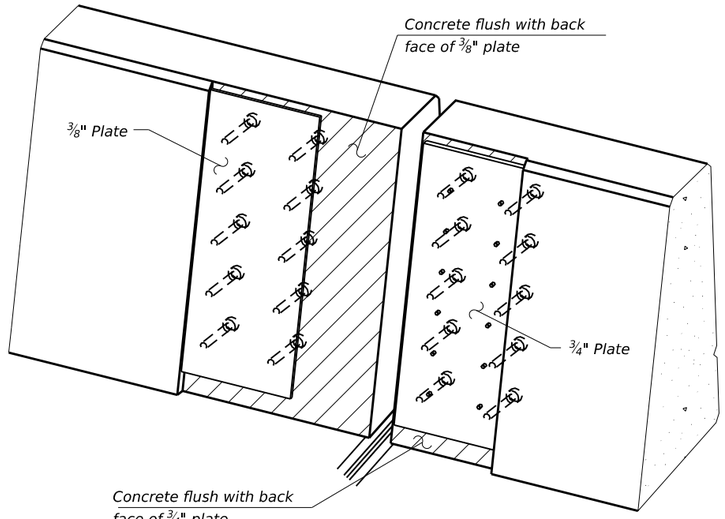
SECTION AT PARAPET



DETAIL A



SECTION B-B



TRIMETRIC VIEW
(Showing embedded plates only)

NOTES

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

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

The manufacturer's recommended installation methods shall be followed.

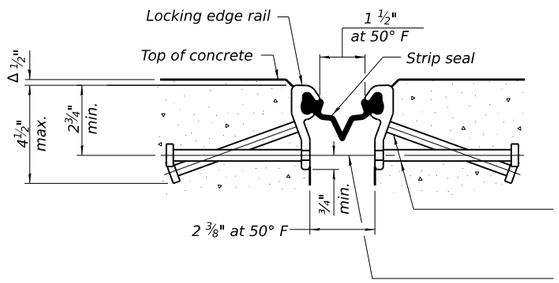
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

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

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

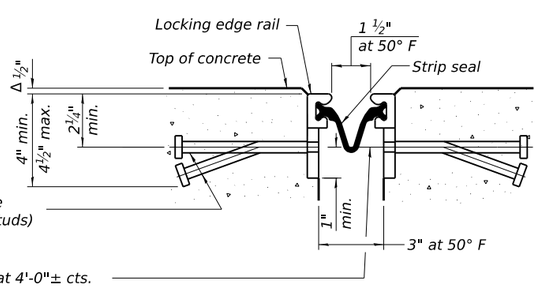
39" constant slope barrier shown, 44" constant slope barrier similar as noted.

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



SHOWING ROLLED RAIL JOINT

Δ Prior to Grinding



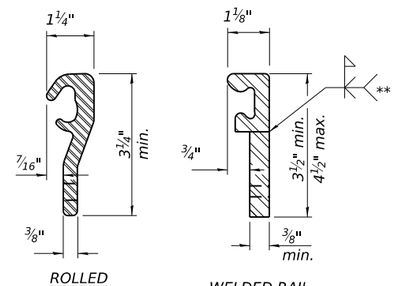
SHOWING WELDED RAIL JOINT

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

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

SECTION A-A

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

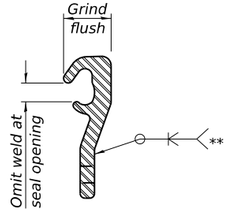


ROLLED
(EXTRUDED) RAIL

WELDED RAIL

LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

EAST ABUTMENT BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	46

WEST ABUTMENT BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	46

MODEL: Sheet
FILE NAME: pw://transystems-pw.bentley.com:transystcorp-pw1-hosted/Documents/Projects_2018/CH401/401180022/01-Stantec/CAD/INT-02_62R26/04-Sheet/04-Structures/0998330 I-55 Ramp AA Over I-55/Final/0998330-62R26-013-Strip Seal Expansion Joint.dgn
7/18/2024 5:59:47 PM

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	CHECKED - DTS	REVISED -	
PLOT SCALE =	DRAWN - DTS	REVISED -	
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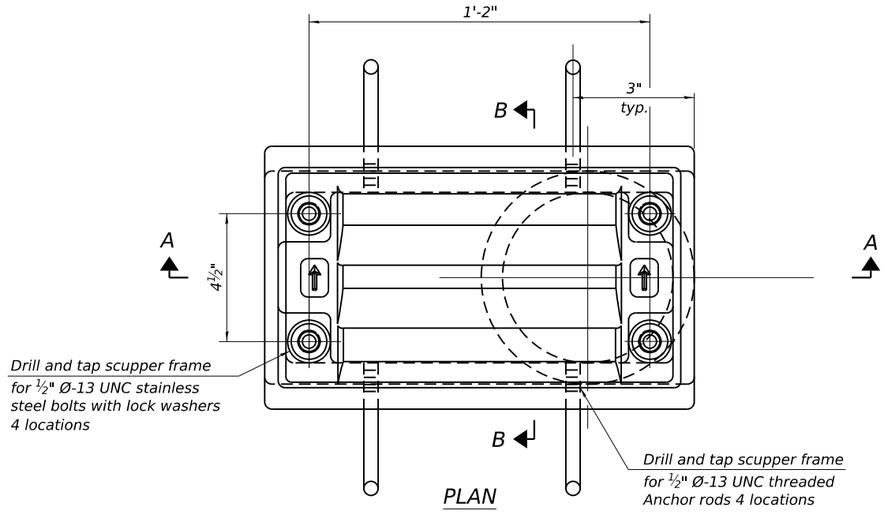
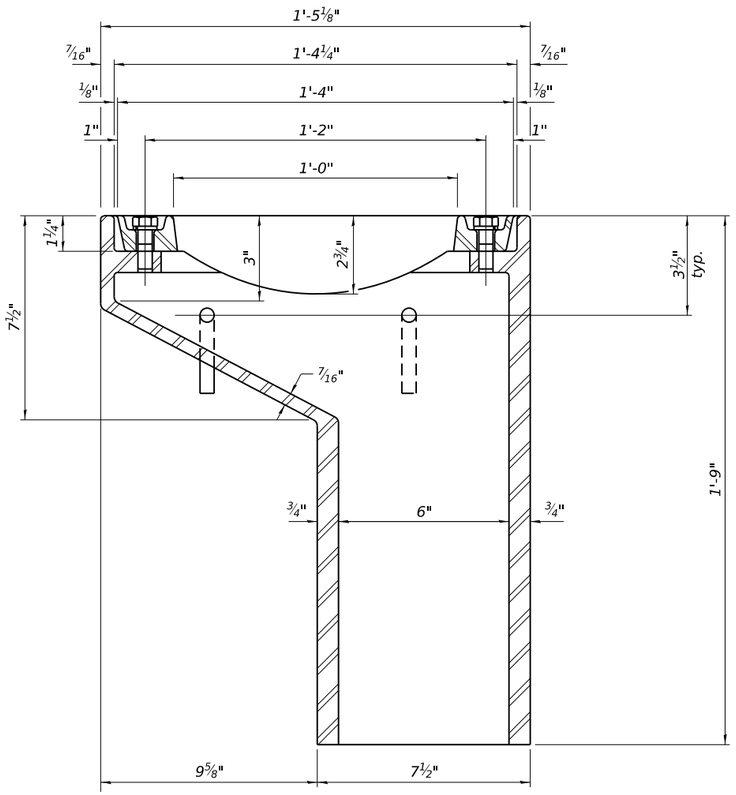
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PERFORMED JOINT STRIP SEAL
STRUCTURE NO. 099-8330
SHEET SB-13 OF SB-34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 5	WILL	525	363
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		

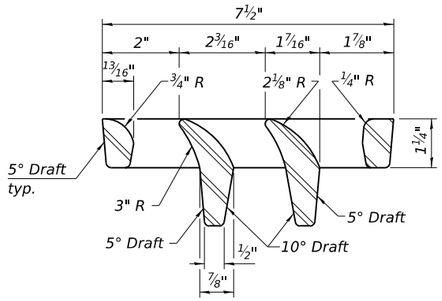


PLAN

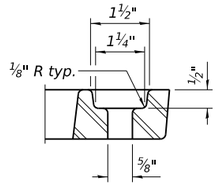


SECTION A-A

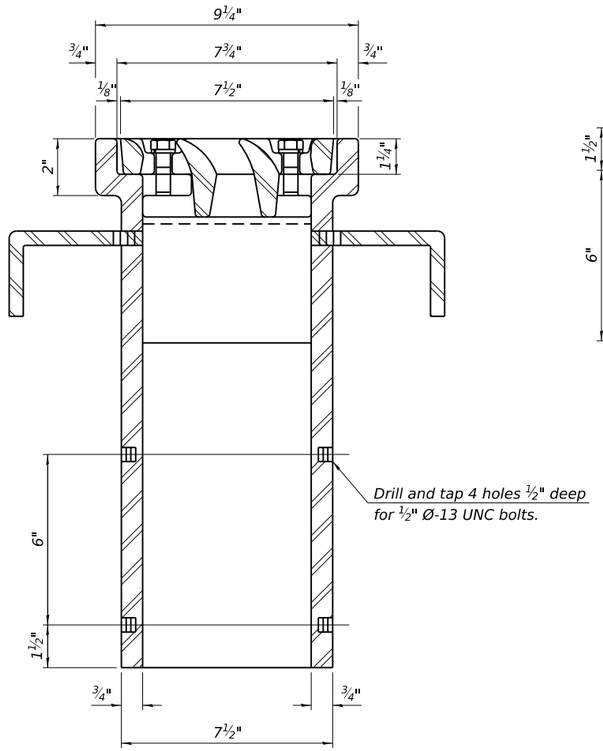
See sheet SB-10 of SB-34 for scupper location relative to parapet.



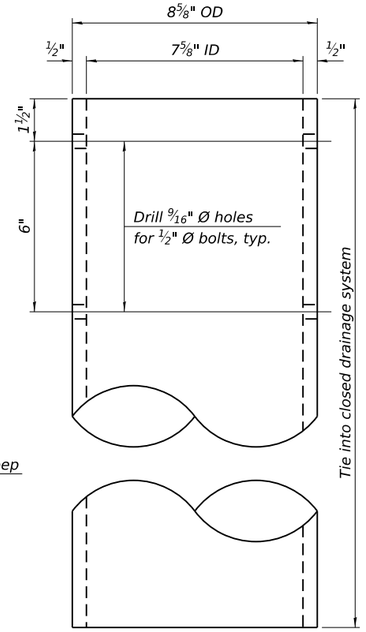
VANE GRATE DETAIL



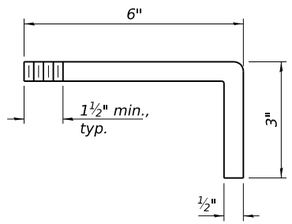
GRATE BOLT HOLE DETAIL



SECTION B-B



DOWNSPOUT



ANCHOR ROD DETAIL

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 beam.

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 Scuppers, DS-11.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Drainage Scuppers, DS-11	Each	2

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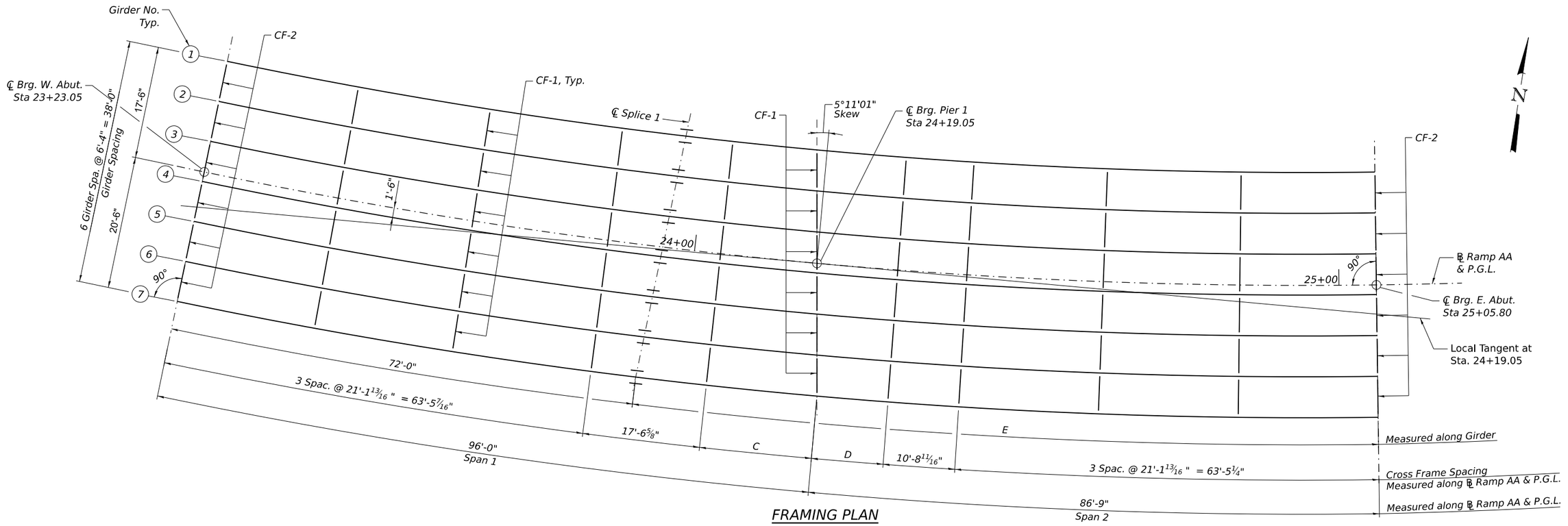
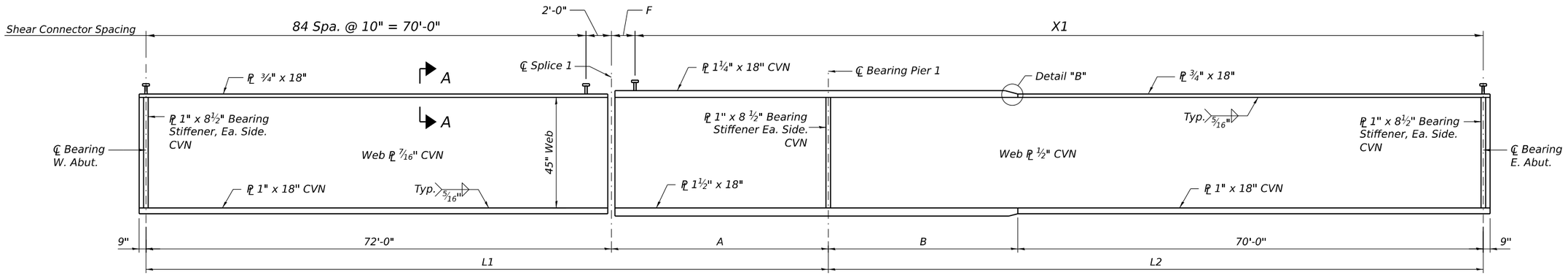
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER, DS-11
STRUCTURE NO. 099-8330
SHEET SB-14 OF SB-34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 5	WILL	525	364
		CONTRACT NO. 62R26		
		ILLINOIS	FED. AID PROJECT	



FRAMING PLAN

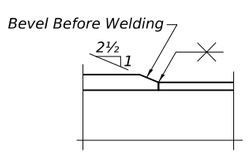


GIRDER ELEVATION

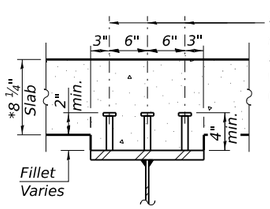
"CVN" denotes Charpy-V-Notch impact energy requirements, zone 2.

GIRDER DIMENSION TABLE

GIRDER	A	B	C	D	E	F	L1	L2	X1
1	20'-4 13/16"	16'-6 1/4"	13'-1 1/16"	13'-10 3/4"	106'-11 1/16"	1'-11 1/16"	92'-4 13/16"	86'-6 1/4"	126 Spa @ 10"
2	21'-8 7/16"	16'-7 1/4"	13'-9 3/8"	13'-5"	108'-3 11/16"	1'-7 11/16"	93'-8 7/16"	86'-7 1/4"	128 Spa @ 10"
3	23'-0 1/16"	16'-8 1/4"	14'-5 5/8"	12'-11 1/4"	109'-8 5/16"	1'-4 5/16"	95'-0 1/16"	86'-8 1/4"	130 Spa @ 10"
4	24'-3 1/16"	16'-9 1/4"	15'-1 7/8"	12'-5 1/2"	111'-0 15/16"	1'-10 15/16"	96'-3 1/16"	86'-9 1/4"	131 Spa @ 10"
5	25'-7 5/16"	16'-10 1/4"	15'-10 1/8"	11'-11 3/4"	112'-5 9/16"	1'-7 9/16"	97'-7 5/16"	86'-10 1/4"	133 Spa @ 10"
6	26'-10 15/16"	16'-11 1/4"	16'-6 3/8"	11'-6"	113'-10 3/16"	1'-4 3/16"	98'-10 15/16"	86'-11 1/4"	135 Spa @ 10"
7	28'-2 5/8"	17'-0 1/4"	17'-2 5/8"	11'-0 1/4"	115'-2 7/8"	1'-10 7/8"	100'-2 5/8"	87'-0 1/4"	136 Spa @ 10"



DETAIL "B"



SECTION A-A

NOTES:

1. See sheet SB-16 for girder cross frame details.
2. See sheet SB-17 for moment tables & reaction tables.
3. See sheet SB-18 for girder bolted field splice details, camber, & top of web elevations.
4. All flange plates, web plates, and bearing stiffeners shall be AASHTO M270 Grade 50 Steel.
5. Holes shall be field or shop drilled for bridge mounted sign support (See signing plans)

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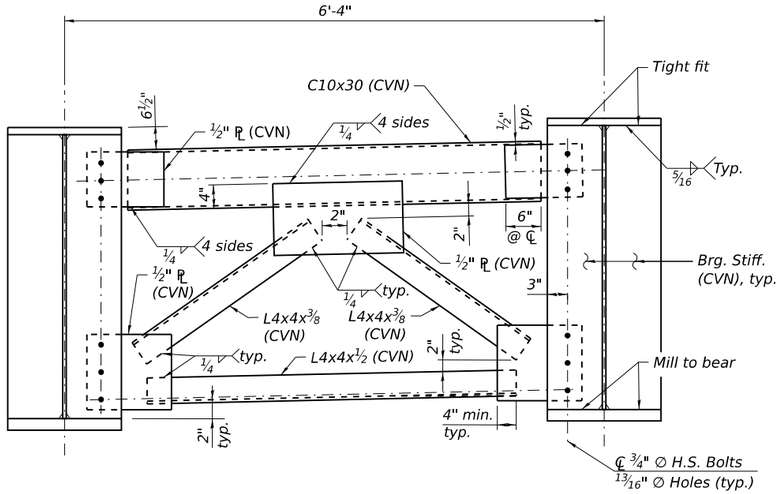
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

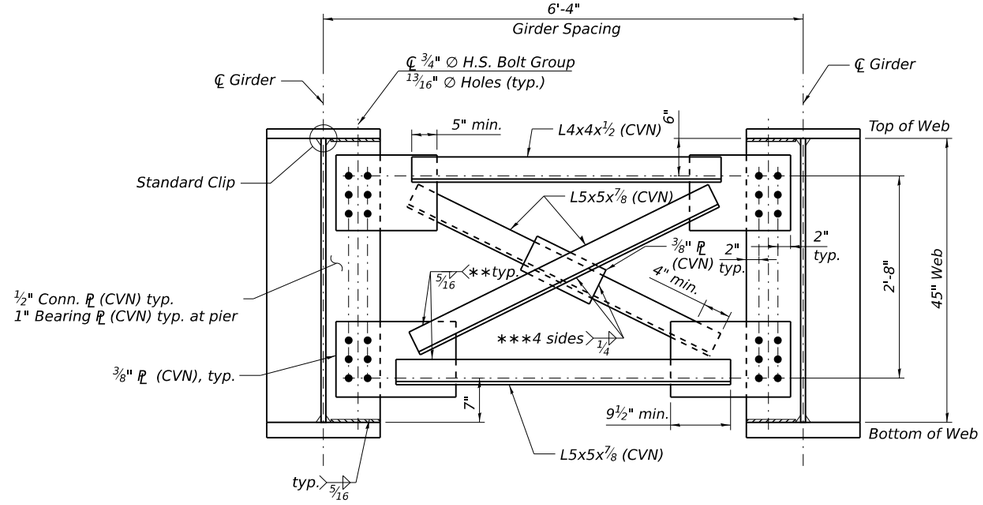
FRAMING PLAN AND GIRDER ELEVATION
STRUCTURE NO. 099-8330
SHEET SB-15 OF SB-34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 5	WILL	525	365
		CONTRACT NO. 62R26		
	ILLINOIS FED. AID PROJECT			



END CROSS FRAME (CF-2)

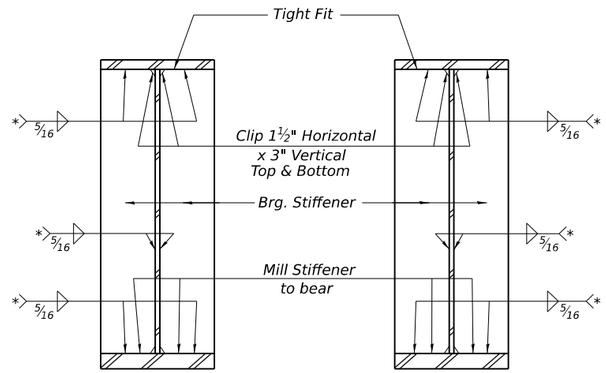
(12 Required)



INTERIOR CROSS FRAME (CF-1)

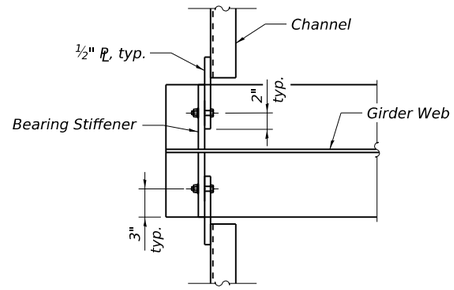
(54 Required)

** 3 sides, except weld all-around if galvanized
*** If cross frames are galvanized, weld all-around

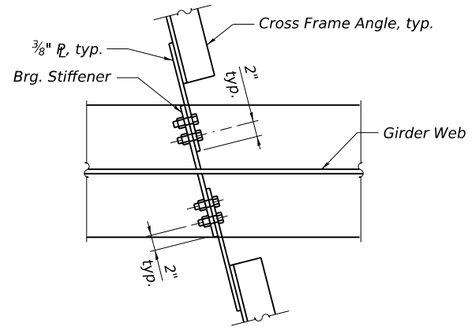


SECTION AT PIER SECTION AT ABUTMENT

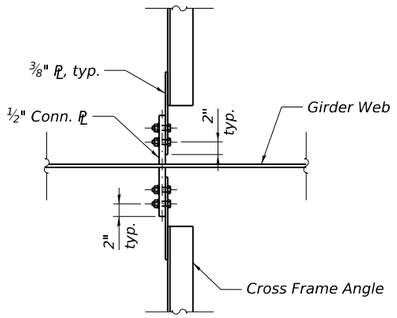
*Terminate ¼" (±⅛") from the end of plate intersects.



END CROSS FRAME PLAN



INTERIOR CROSS FRAME PLAN AT PIER



INTERIOR CROSS FRAME PLAN

NOTES:

1. All cross frames shall be installed as steel is erected and secured with erection pins and bolts with the erection plan approved by the Engineer. Individual cross frames at supports may be temporarily disconnected to install bearing anchor rods.
2. Provide 13/16" ∅ Holes for ¾" ∅ High Strength bolts, unless noted otherwise.
3. No connection plate on exterior side of exterior girders.
4. The Contractor shall either:
   i. Ream cross frame connection holes during shop assembly, or

   ii. Provide detailing and fabrication controls acceptable to the Engineer which ensures accuracy such that field reaming will not exceed the amount permitted in Article 505.08(l) of the Standard Specifications.

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PLOT DATE = 7/18/2024	CHECKED - CRS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS FRAMES
STRUCTURE NO. 099-8330
SHEET SB-16 OF SB-34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 5	WILL	525	366
		CONTRACT NO. 62R26		
		ILLINOIS	FED. AID PROJECT	

EXTERIOR GIRDER 7 MOMENT TABLE				
		0.4 Sp. 1	Pier	0.6 Sp. 2
I_s	(in^4)	19,694	30,272	20,180
I_c (n)	(in^4)	50,272	---	51,520
I_c (3n)	(in^4)	36,615	---	37,282
I_c (cr)	(in^4)	---	36,387	---
S_s	(in^3)	918.14	1344.82	936.43
S_c (n)	(in^3)	1248.37	---	1290.90
S_c (3n)	(in^3)	1147.09	---	1179.06
S_c (cr)	(in^3)	---	1443	---
S_x	(in^3)	1126.70	1418.53	1195.40
DC1	(k/ft)	0.84	0.91	0.85
M_{DC1}	(kip-ft)	669	1110	374
DC2	(k/ft)	0.163	0.221	0.221
M_{DC2}	(kip-ft)	122	229	76
DW	(k/ft)	0.290	0.290	0.290
M_{DW}	(kip-ft)	231	360	131
LLDF		0.540	0.640	0.570
M_{L+IM}	(kip-ft)	1391	1557	1111
f_l (Strength I)	(ksi)	4.43	1.89	4.98
M_u + 1/3 f_l S_x	(kip-ft)	5433	5832	4688
$\varnothing_f$ M_n	(kip-ft)	---	---	---
$f_{s\,DC1}$	(ksi)	8.74	9.90	4.79
$f_{s\,DC2}$	(ksi)	1.28	1.90	0.77
$f_{s\,DW}$	(ksi)	2.42	2.99	1.33
$f_{s\,L+IM}$	(ksi)	13.37	12.95	10.33
f_l (Service II)	(ksi)	3.33	1.40	3.75
f_s + $f_l/2$ (Service II)	(ksi)	31.48	32.34	22.20
Service II Resistance	(ksi)	47.5	47.5	47.5
f_s + $f_l/3$ (Total)(Strength I)	(ksi)	41.03	42.55	28.69
$\varnothing_f$ F_n	(ksi)	50.00	50.00	50.00
V_f	(k)	60.78	79.98	49.24

INTERIOR GIRDER 6 MOMENT TABLE				
		0.4 Sp. 1	Pier	0.6 Sp. 2
I_s	(in^4)	19,694	30,272	20,180
I_c (n)	(in^4)	50,771	---	52,048
I_c (3n)	(in^4)	37,074	---	37,754
I_c (cr)	(in^4)	---	36,387	---
S_s	(in^3)	918.14	1344.82	936.43
S_c (n)	(in^3)	1251.44	---	1294.40
S_c (3n)	(in^3)	1151.37	---	1183.51
S_c (cr)	(in^3)	---	1443	---
S_x	(in^3)	1173.33	1418.51	1244.99
DC1	(k/ft)	0.86	0.94	0.87
M_{DC1}	(kip-ft)	627	1111	375
DC2	(k/ft)	0.163	0.163	0.163
M_{DC2}	(kip-ft)	119	197	72
DW	(k/ft)	0.290	0.290	0.290
M_{DW}	(kip-ft)	215	355	130
LLDF		0.578	0.578	0.588
M_{L+IM}	(kip-ft)	1123	1226	980
f_l (Strength I)	(ksi)	1.07	1.48	1.57
M_u + 1/3 f_l S_x	(kip-ft)	3639	5013	3120
$\varnothing_f$ M_n	(kip-ft)	---	---	---
$f_{s\,DC1}$	(ksi)	8.19	9.91	4.81
$f_{s\,DC2}$	(ksi)	1.24	1.64	0.73
$f_{s\,DW}$	(ksi)	2.24	2.95	1.32
$f_{s\,L+IM}$	(ksi)	10.77	10.20	9.09
f_l (Service II)	(ksi)	0.79	1.10	1.17
f_s + $f_l/2$ (Service II)	(ksi)	26.07	28.31	19.25
Service II Resistance	(ksi)	47.5	47.50	47.50
f_s + $f_l/3$ (Total)(Strength I)	(ksi)	34.36	37.21	25.32
$\varnothing_f$ F_n	(ksi)	50.00	50.00	50.00
V_f	(k)	39.87	46.76	44.62

EXTERIOR GIRDER 7 REACTION TABLE				
		W. Abut.	Pier	E. Abut.
LLDF		0.720	0.620	0.710
OCF		1	1	1
R_{DC1}	(k)	35.5	101.2	27.2
R_{DC2}	(k)	6.7	22.7	5.5
R_{DW}	(k)	12.1	33.4	9.1
R_{L}	(k)	67.1	109.8	63.3
R_{Im}	(k)	16.3	23.2	15.7
R_{Total} (Strength I)(Impact)	(k)	216.6	437.8	192.7
R_{Total} (Strength I)(No Impact)	(k)	188.2	397.2	165.2

INTERIOR GIRDER 6 REACTION TABLE				
		W. Abut.	Pier	E. Abut.
LLDF		0.578	0.578	0.588
OCF		1	1	1
R_{DC1}	(k)	34.4	113.0	27.3
R_{DC2}	(k)	6.2	20.3	4.9
R_{DW}	(k)	11.2	36.5	8.9
R_{L}	(k)	52.3	99.1	48.5
R_{Im}	(k)	12.8	20.5	12.0
R_{Total} (Strength I)(Impact)	(k)	181.5	430.9	159.4
R_{Total} (Strength I)(No Impact)	(k)	159.1	394.9	138.3

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

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

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

I_c (cr), S_c (cr): Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads ($in.^4$ and $in.^3$).

S_x : Section modulus about the major axis of section to the controlling flange, tension or compression, taken as yield moment with respect to the controlling flange over the yield strength of the controlling flange ($in.^3$).

DC1: Un-factored non-composite dead load (kips/ft.).

M_{DC1} : Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

M_{DC2} : Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

M_{L+IM}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

f_l (Strength I): Factored calculated flange lateral bending stress as calculated using Article 6.10.1.6 and as further simplified by IDOT provisions (ksi)

M_u (Strength I): Strength I load combination of factored design moments (kip-ft.). 1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{L+IM}

$\varnothing_f$ M_n : Factored nominal flexural resistance of the section determined as specified in Article 6.10.7.1 or A6 as applicable (kip-ft.).

$f_{s\,DC1}$: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi). M_{DC1} / S_s

$f_{s\,DC2}$: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi). M_{DC2} / S_c (3n) or M_{DC2} / S_c (cr) as applicable.

$f_{s\,DW}$: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi). M_{DW} / S_c (3n) or M_{DW}/ S_c (cr) as applicable.

$f_{s\,(L+IM)}$: 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_{L+IM} / S_c(n) or M_{L+IM} / S_c(cr) as applicable.

f_s + $f_l/2$ (Service II): Sum of stresses as computed below (ksi). f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3 $f_{s(L+IM)}$ + $f_l/2$

Service II Resistance: Composite (0.95$R_h F_y$) or noncomposite (0.80$R_h F_y$) stress capacity according to Article 6.10.4.2 (ksi).

f_s + $f_l/3$ (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi). 1.25 (f_{sDC1} + f_{sDC2}) + 1.5 f_{sDW}+ 1.75 $f_{s(L+IM)}$+$f_l/3$

$\varnothing_f$ F_n : Factored nominal flexural resistance of the section as specified in Article 6.10.7.2 or 6.10.8 as applicable (ksi).

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

LLDF: Live Load Distribution Factor for moment and shear computed according to Article 4.6.2.2. and further IDOT provisions (set to equate to grillage analysis).

OCF: Obtuse Correction Factor according to Article 4.6.2.2.3c or as further simplified by IDOT provisions.

R_{DC1}: Un-factored reaction due to non-composite dead load (kip).

R_{DC2}: Un-factored reaction due to long term composite (superimposed excluding future wearing surface) dead load (kip).

R_{DW}: Un-factored reaction due to long-term composite (superimposed future wearing surface only) dead load (kip).

R_{L} : Un-factored live load reaction (kip).

R_{Im} : Un-factored dynamic load allowance (impact) (kip).

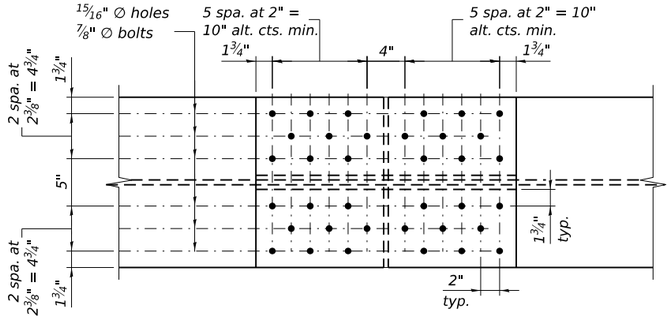
R_{Total} (Strength I)(Impact): Strength I load combination of factored design reactions (kip). 1.25 (R_{DC1} + R_{DC2}) + 1.5 R_{DW} + 1.75 R_{L+IM}

R_{Total} (Strength I)(No Impact): Strength I load combination of factored design reactions, not including dynamic load allowance (impact) (kip). 1.25 (R_{DC1} + R_{DC2}) + 1.5 R_{DW} + 1.75 R_{L}

Stantec

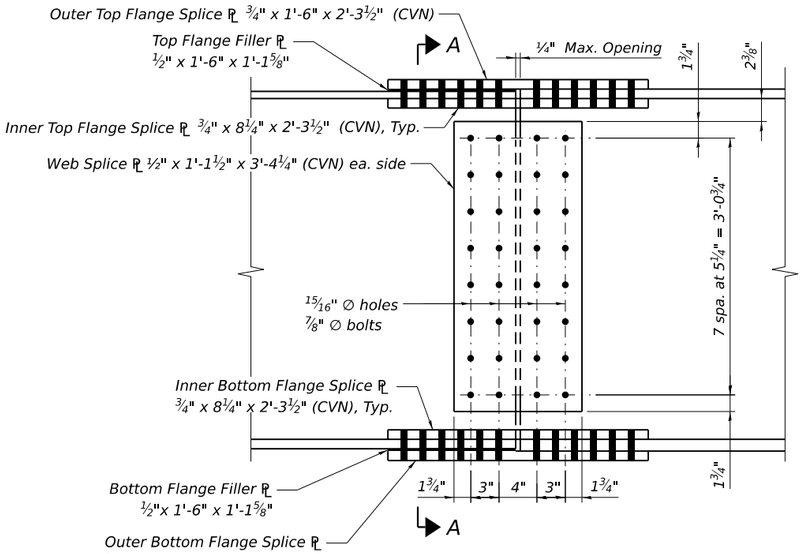
USER NAME = eoskoui	DESIGNED - MNL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MOMENT AND REACTION TABLE STRUCTURE NO. 099-8330
	CHECKED - DTS	REVISED -		
PLOT SCALE =	DRAWN - MNL	REVISED -		SHEET SB-17 OF SB-34 SHEETS
PLOT DATE = 7/18/2024	CHECKED - DTS	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 5	WILL	525	367
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		



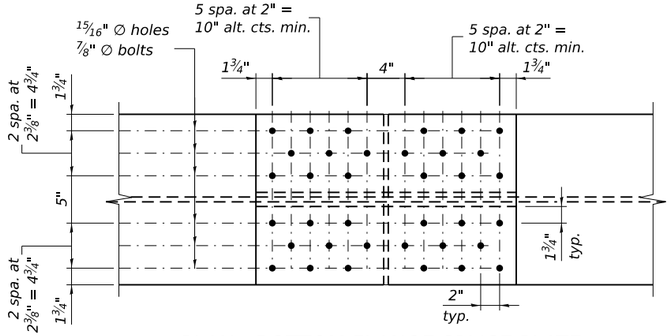
PLAN - TOP FLANGE SPLICE PLATE

(36 bolts per top flange splice)



FIELD SPLICE ELEVATION

(32 bolts per web splice, No. Splices Req'd = 7)

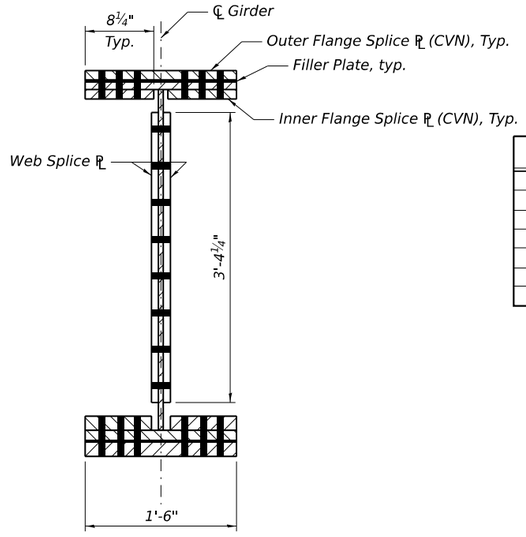


PLAN - BOTTOM FLANGE SPLICE PLATE

(36 bolts per bottom flange splice)

NOTE:

Splice plates are to be AASHTO M270, Grade 50 (CVN). "CVN" denotes Charpy-V-Notch impact energy requirements, zone 2.

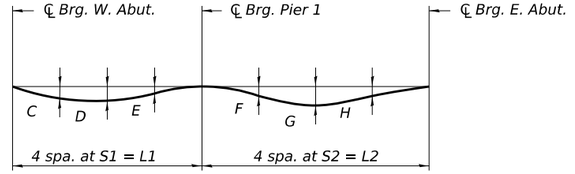


SECTION A-A

TOP OF WEB ELEVATIONS

(For fabrication only)

BEAM	℄ Brg. W. Abut.	Field Splice 1	℄ Brg. Pier 1	℄ Brg. E. Abut.
1	605.35	605.15	604.98	603.88
2	605.73	605.54	605.36	604.26
3	606.11	605.93	605.74	604.64
4	606.49	606.32	606.12	605.02
5	606.87	606.71	606.50	605.40
6	607.25	607.11	606.88	605.78
7	607.63	607.50	607.26	606.16

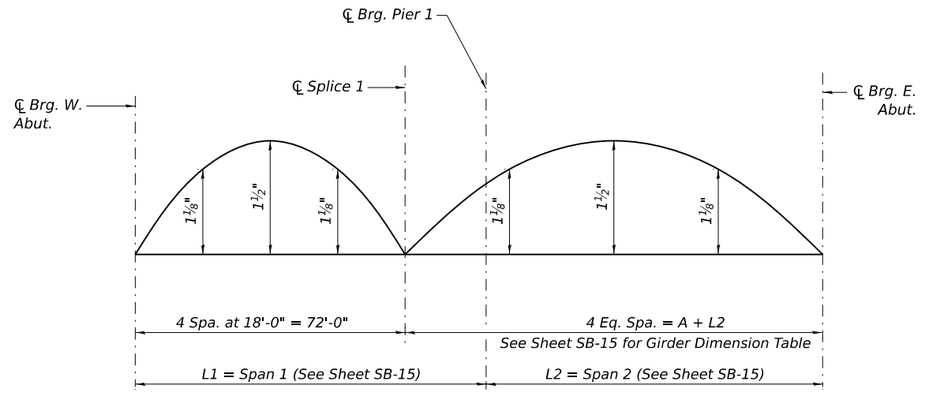


STEEL SELF WEIGHT DEFLECTION DIAGRAM

DIMENSIONS

Screed Line	C	D	E	F	G	H	L1	L2	S1	S2
G1	1/8"	1/4"	1/8"	0"	1/8"	1/8"	92'-4 13/16"	86'-6 1/4"	23'-1 1/16"(+)	21'-7 9/16"
G2	1/8"	1/4"	1/8"	0"	1/8"	1/8"	93'-8 7/16"	86'-7 1/4"	23'-5 1/8"(-)	21'-7 13/16"
G3	1/4"	1/4"	1/8"	0"	1/8"	1/8"	95'-0 1/16"	86'-8 1/4"	23'-9"(+)	21'-8 1/16"
G4	1/4"	1/4"	3/8"	0"	1/8"	1/8"	96'-3 11/16"	86'-9 1/4"	24'-0 15/16"(-)	21'-8 5/16"
G5	1/4"	1/4"	1/8"	0"	1/8"	1/8"	97'-7 5/16"	86'-10 1/4"	24'-4 13/16"(+)	21'-8 9/16"
G6	1/4"	3/8"	1/8"	0"	1/8"	1/8"	98'-10 15/16"	86'-11 1/4"	24'-8 3/4"(-)	21'-8 13/16"
G7	1/4"	3/8"	1/8"	0"	1/8"	1/8"	100'-2 5/8"	87'-0 1/4"	25'-0 5/8"(+)	21'-9 1/16"

The calculated deflections of the primary girders under steel self-weight shall be used to detail the cross frames and to erect the structural steel such that the girders will be plumb within a tolerance of ± 1/8" per vertical ft. throughout when supporting their own weight.



CAMBER DIAGRAM

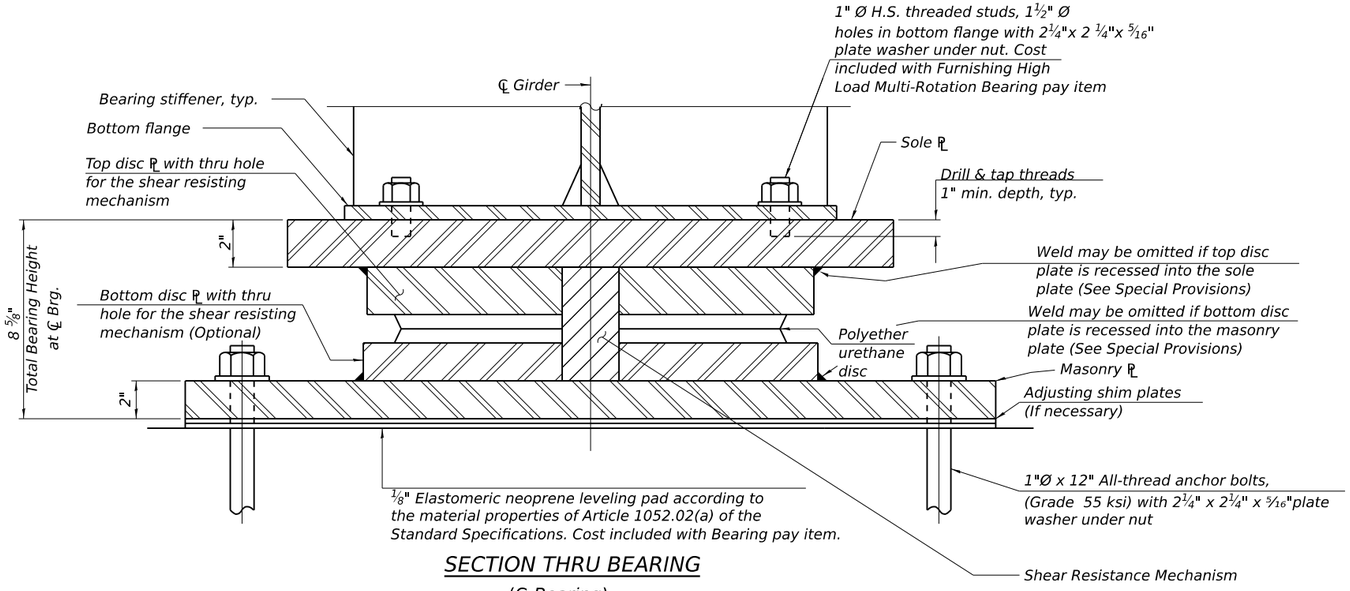
Stantec

USER NAME = eoskoui	DESIGNED - MNL	REVISED -	
	CHECKED - CRS	REVISED -	
PLOT SCALE =	DRAWN - MNL	REVISED -	
PLOT DATE = 7/18/2024	CHECKED - CRS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

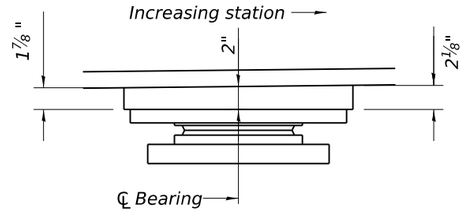
SPLICE AND CAMBER DETAILS
STRUCTURE NO. 099-8330
SHEET SB-18 OF SB-34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 5	WILL	525	368
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		



SECTION THRU BEARING

(℄ Bearing)



TAPERED TOP PLATE

DESIGN DATA

Unfactored Vertical Dead Load Reaction (R_{DC})	133 kips
Unfactored Vertical Wearing Surface Reaction (R_{DW})	37 kips
Unfactored Vertical Live Load without Impact Reaction (R_{LL})	99 kips
Maximum Strength or Extreme Event Lateral Reaction (H_u)	34 kips
*Maximum Strength Limit State Rotation (Θ_u according to Article 14.4.2.2)	0.014 rad
Unfactored Design Thermal Movement from 50° F (ΔT)	0 in.
Service I Factored Lateral Reaction	14.92 kips
Service I Take Out Limit Rotation	0.002 rad
Service I Factored Vertical Reaction	269 kips
Strength I Factored Vertical Reaction	395 kips

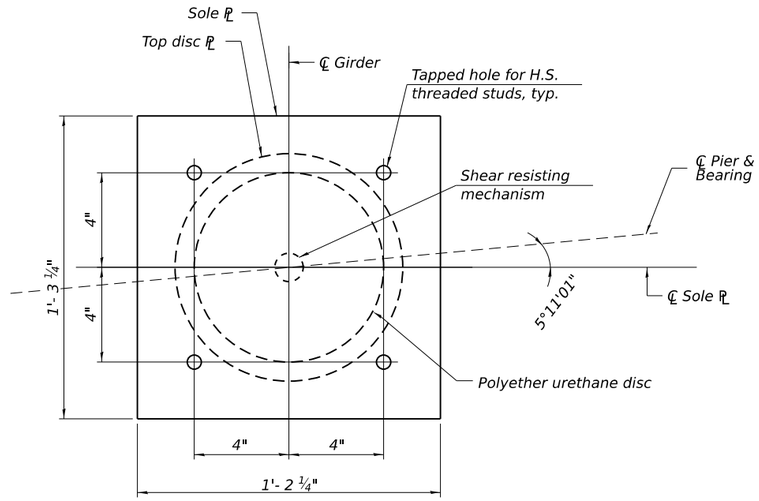
Service I Load Factors = 1.0DC + 1.0DW + 1.00LL
Strength I Load Factors = 1.25DC + 1.5DW + 1.75LL + 1.2TU
Extreme Event Load Factors = 1.0EQ

NOTES:

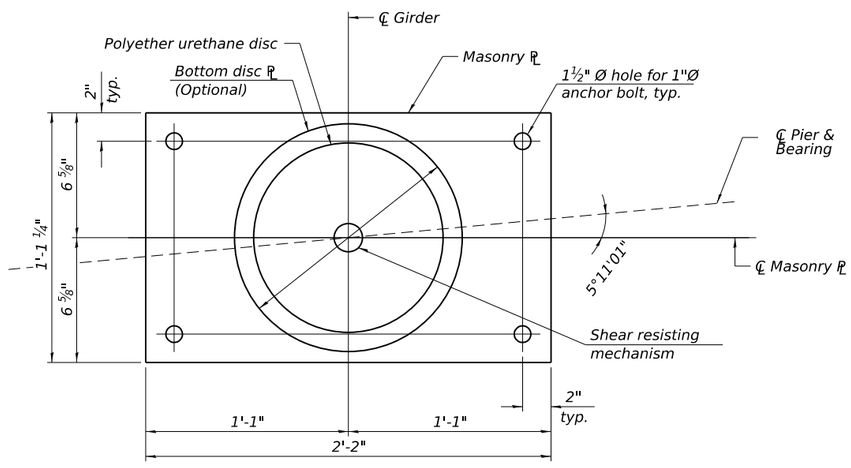
1. Two ⅛ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details. Shim plates not included in total bearing height. Cost included with bearing pay item.

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 concrete.

3. All (embedded and separate) bearing plates, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 applicable.



SOLE PLATE AND TOP DISC PLATE PLAN



MASONRY PLATE AND BOTTOM DISC PLATE PLAN

BILL OF MATERIAL

	Item	Unit	Total
**	High Load Multi-Rotational Bearings, Disc, Fixed-300k	Each	7
	Anchor Bolts, 1"	Each	28

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

HLMR-D-F 5/15/2023

Stantec

USER NAME = eoskoui	DESIGNED - PK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FIXED HLMR DISC BEARING DETAILS STRUCTURE NO. 099-8330
	CHECKED - JZ	REVISED -		
PLOT SCALE =	DRAWN - PK	REVISED -		
PLOT DATE = 7/18/2024	CHECKED - JZ	REVISED -		SHEET SB-19 OF SB-34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 5	WILL	525	369
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		

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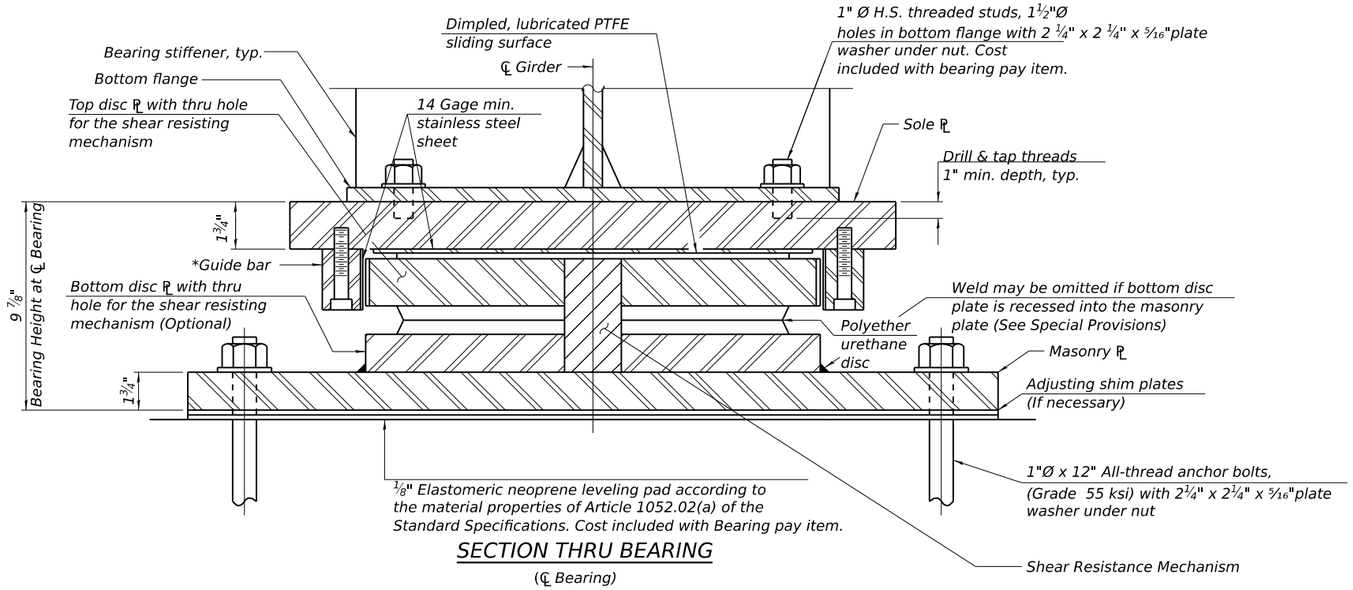
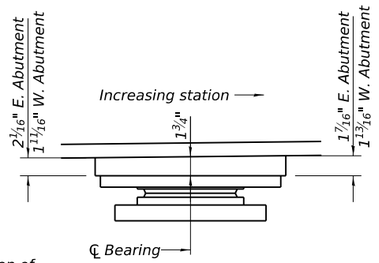


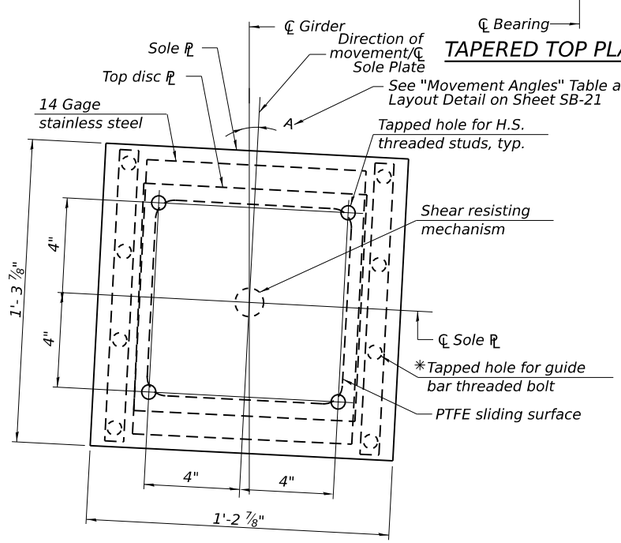
SECTION THRU BEARING

(℄ Bearing)

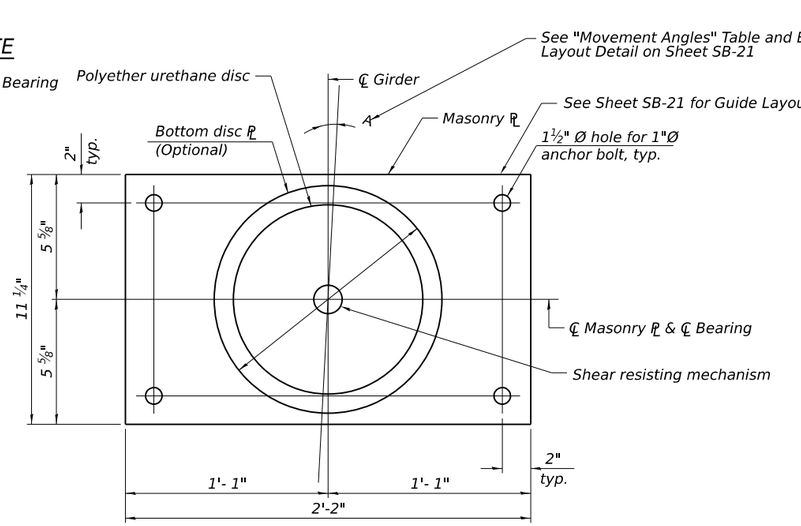
✳ As alternates to the bolted connection shown, the guide bars may be connected to the sole plate by groove welds or the guide bars and sole plate may be fabricated as a single piece.



TAPERED TOP PLATE



SOLE PLATE AND TOP DISC PLATE PLAN

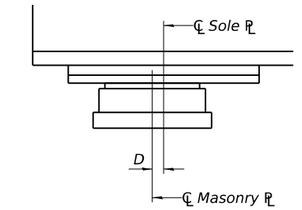


MASONRY PLATE AND BASE CYLINDER PLAN

DESIGN DATA

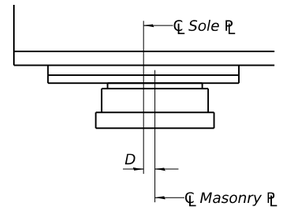
Unfactored Vertical Dead Load Reaction (R_{DC})	42 kips
Unfactored Vertical Wearing Surface Reaction (R_{DW})	12 kips
Unfactored Vertical Live Load without Impact Reaction (R_{LL})	67 kips
Maximum Strength or Extreme Event Lateral Reaction (H_u)	13 kips
Maximum Strength Limit State Rotation (Θ_u according to Article 14.4.2.2)	0.019 rad
Unfactored Design Thermal Movement from 50° F (ΔT)	0.524 in.
Service I Factored Lateral Reaction	8.51 kips
Service I Rotation	0.0052 rad
Strength I Factored Longitudinal Movement	0.629 in.
Service I Factored Vertical Reaction	121 kips
Strength I Factored Vertical Reaction	188 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



BELOW 50°F.

(Move masonry ℙ away from fixed bearing)



ABOVE 50°F.

(Move masonry ℙ toward fixed bearing)

SETTING ANCHOR BOLTS AT EXPANSION BEARING

D=⅛" per each 100' of expansion for every 15° temp. change from the normal temp. of 50° F.

NOTES:

1. Two ⅛ 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 concrete.
3. All (embedded and separate) bearing plates, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 applicable.

MOVEMENT ANGLES

LOCATION	GIRDER	A
W. ABUT.	1	03°14'17"
	2	03°15'30"
	3	03°16'43"
	4	03°17'54"
	5	03°19'04"
	6	03°20'13"
	7	03°21'21"
E. ABUT.	1	03°01'55"
	2	03°0'42"
	3	02°59'29"
	4	02°58'18"
	5	02°57'08"
	6	02°55'59"
	7	02°54'50"

BILL OF MATERIAL

	Item	Unit	Total
**	High Load Multi-Rotational Bearings, Disc, Guided Expansion-200k	Each	14
	Anchor Bolts, 1"	Each	56

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

HLMR-D-GE 5/15/2023

Stantec

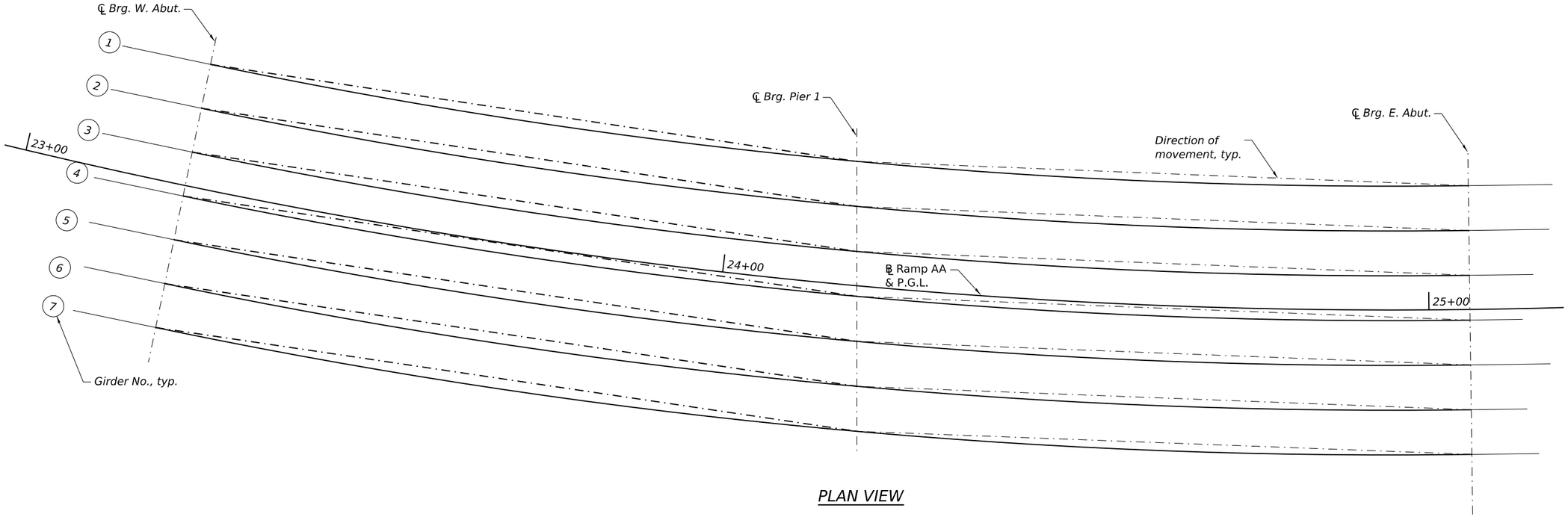
USER NAME = eoskoui	DESIGNED - PK	REVISED -	
	CHECKED - JZ	REVISED -	
PLOT SCALE =	DRAWN - PK	REVISED -	
PLOT DATE = 7/18/2024	CHECKED - JZ	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

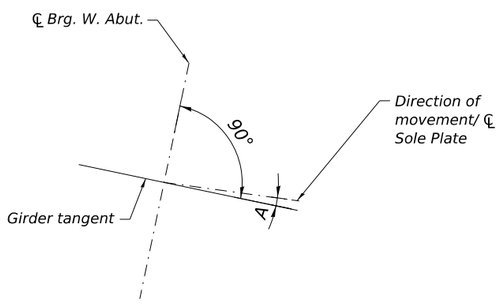
EXPANSION HLMR DISC BEARING DETAILS
STRUCTURE NO. 099-8330

SHEET SB-20 OF SB-34 SHEETS

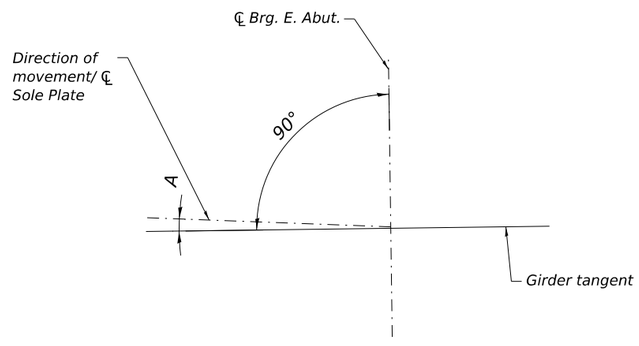
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 5	WILL	525	370
		CONTRACT NO. 62R26		
	ILLINOIS FED. AID PROJECT			



PLAN VIEW



W. ABUTMENT DIAGRAM



E. ABUTMENT DIAGRAM

MOVEMENT ANGLES		
LOCATION	GIRDER	A
W. ABUT.	1	03°14'17"
	2	03°15'30"
	3	03°16'43"
	4	03°17'54"
	5	03°19'04"
	6	03°20'13"
	7	03°21'21"
E. ABUT.	1	03°01'55"
	2	03°0'42"
	3	02°59'29"
	4	02°58'18"
	5	02°57'08"
	6	02°55'59"
	7	02°54'50"

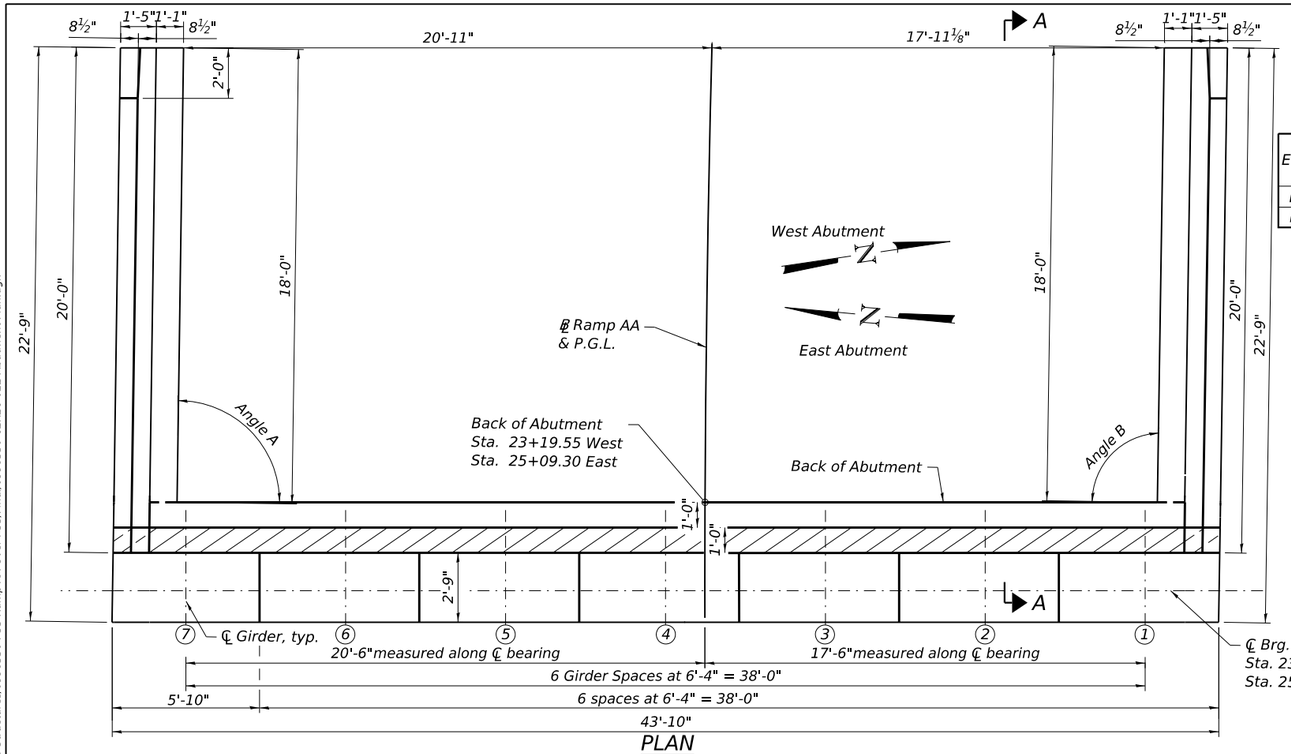
Stantec

USER NAME = eoskoui	DESIGNED - SD	REVISED -	
	CHECKED - DTS	REVISED -	
PLOT SCALE =	DRAWN - SD	REVISED -	
PLOT DATE = 7/18/2024	CHECKED - DTS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

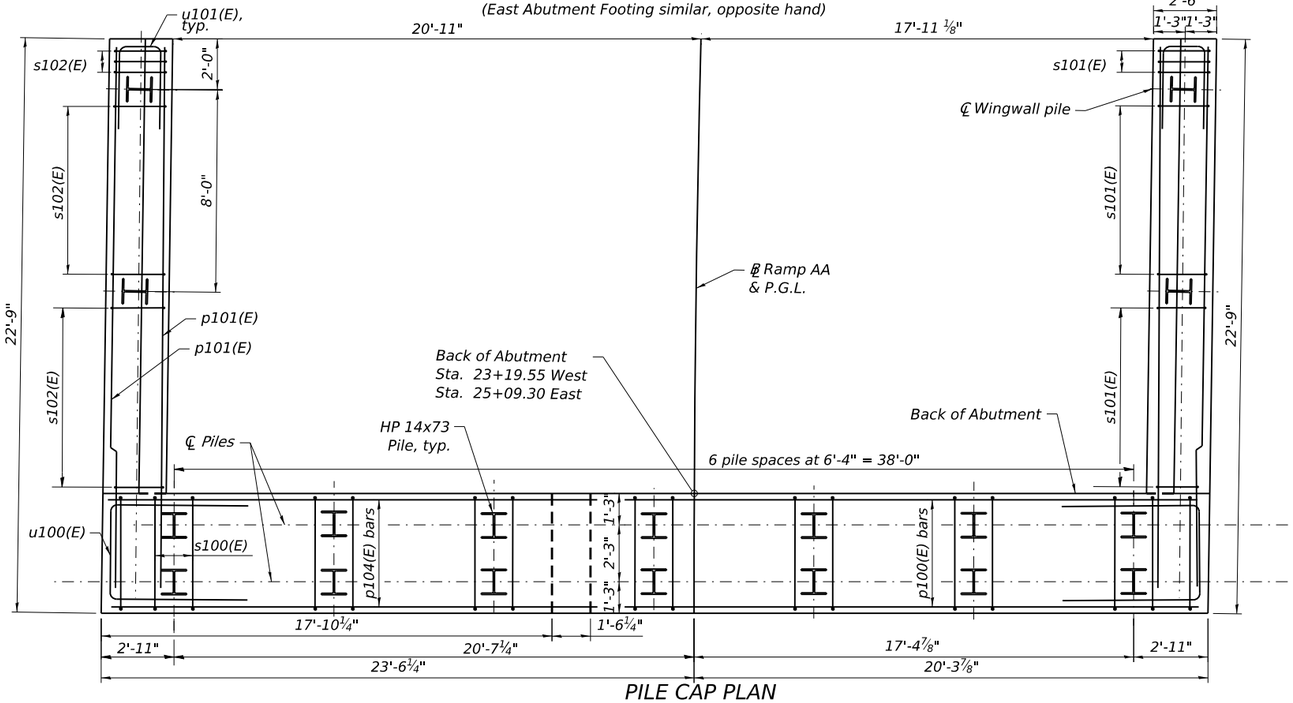
BEARING LAYOUT
STRUCTURE NO. 099-8330
SHEET SB-21 OF SB-34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 5	WILL	525	371
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		



PLAN

West Abutment Footing shown
(East Abutment Footing similar, opposite hand)

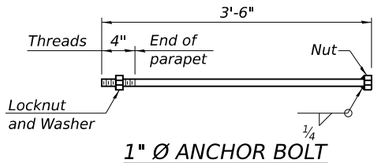


PILE CAP PLAN

West Abutment Footing shown
(East Abutment Footing similar, opposite hand)

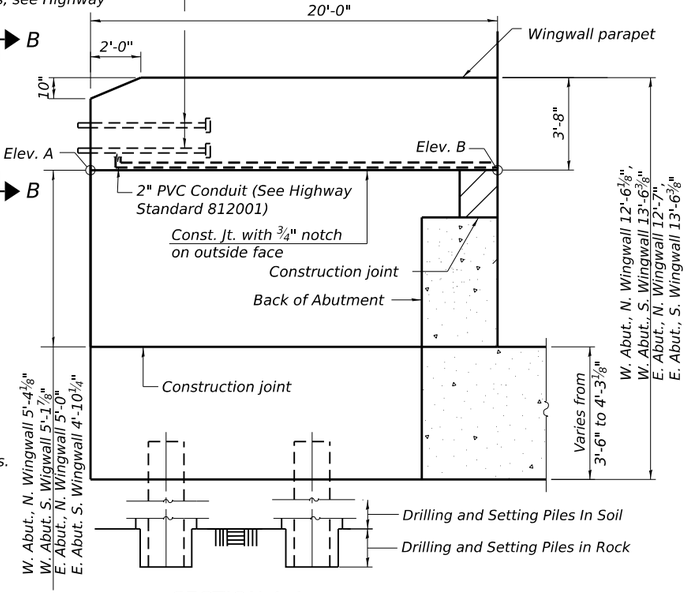
1" Ø Anchor bolts for Type 5 terminal connections only, see View B-B and Highway Standard 631026. For Type 6 terminal connections, see Highway Standard 631031.

Elevation	West Abutment		East Abutment	
	North WW	South WW	North WW	South WW
Elev. A	606.03	608.13	604.21	606.34
Elev. B	606.11	608.57	604.63	607.09



1" Ø ANCHOR BOLT

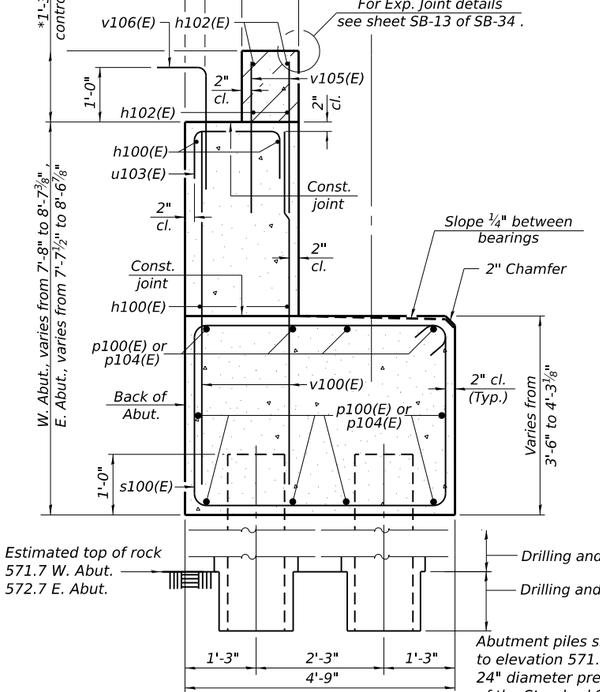
Anchor bolt assemblies shall be according to Article 1006.09 of the Standard Specifications. Cost included with Concrete Superstructure.



SECTION A-A

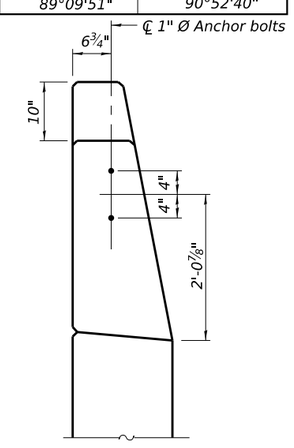
(Showing dimensions)

Abutment	Angle A	Angle B
W Abutment	89°09'51"	90°52'38"
E Abutment	89°09'51"	90°52'40"



SECTION C-C

Abutment piles shall be set through 30" diameter precored holes extending to elevation 571.7 at W. Abut. and 572.7 at E. Abut. Pile will then be set in 24" diameter precored hole extending 5 feet into rock according to Article 512.17 of the Standard Specifications. The void space outside of the piles shall be filled with concrete up to atleast 6 in. above the top of rock and CLSM in the remaining void space. Cost included in drilling and setting piles (in soil/in rock).



VIEW B-B

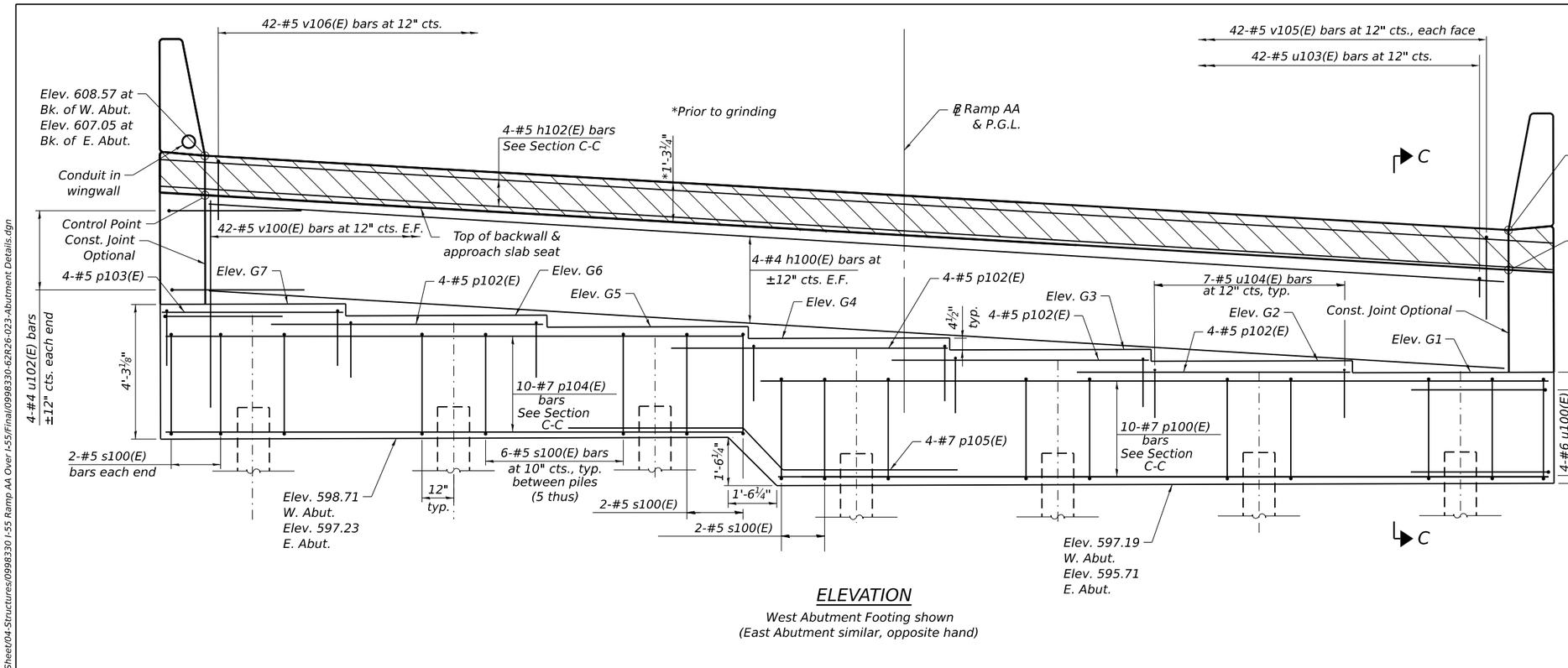
Stantec

USER NAME = eoskoui	DESIGNED - PK	REVISED -	
	CHECKED - CRS	REVISED -	
PLOT SCALE =	DRAWN - PK	REVISED -	
PLOT DATE = 7/18/2024	CHECKED - CRS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

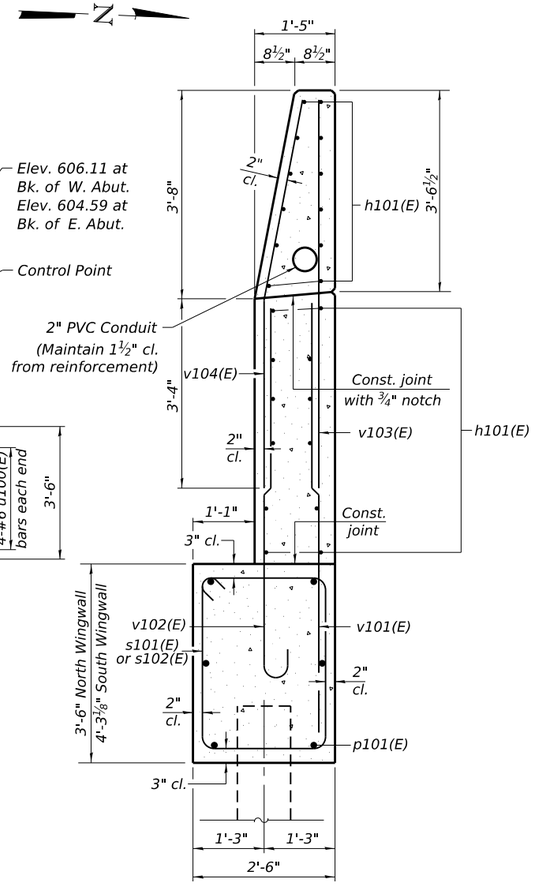
ABUTMENT PLAN
STRUCTURE NO. 099-8330
SHEET SB-22 OF SB-34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 5	WILL	525	372
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		

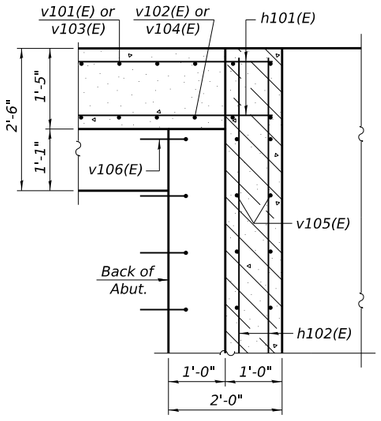


ELEVATION

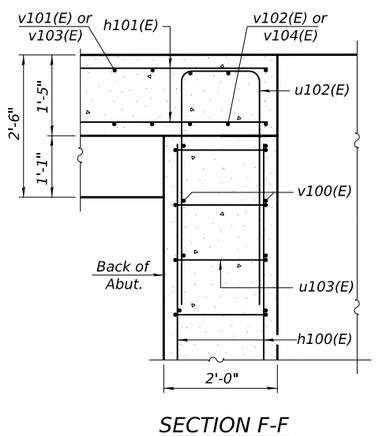
West Abutment Footing shown
(East Abutment similar, opposite hand)



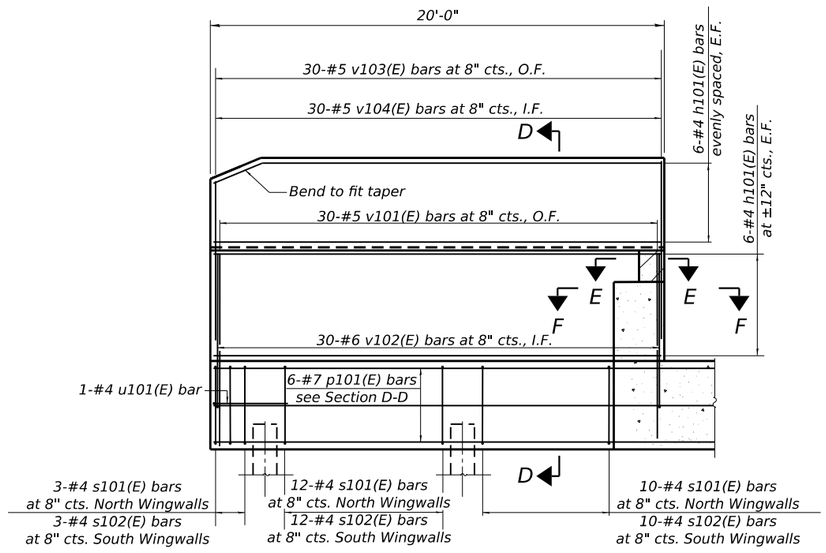
SECTION D-D



SECTION E-E

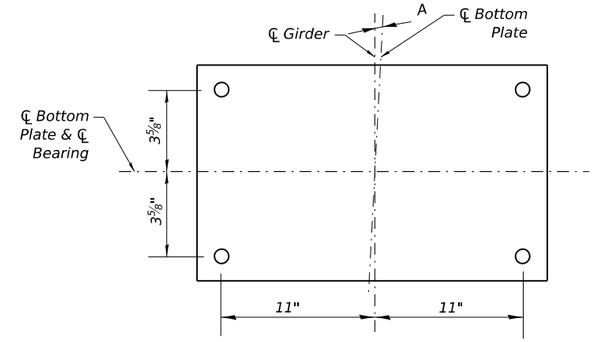


SECTION F-F



SECTION A-A

(Showing reinforcement)
(Opposite wing similar)



ANCHOR BOLT LAYOUT

BEARING SEAT ELEVATIONS

Abutment	G1	G2	G3	G4	G5	G6	G7
W Abutment	600.69	601.07	601.45	601.83	602.21	602.59	602.97
E Abutment	599.21	599.59	599.97	600.35	600.73	601.11	601.49

AS-44CS-0

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	CHECKED - CRS	REVISED -	
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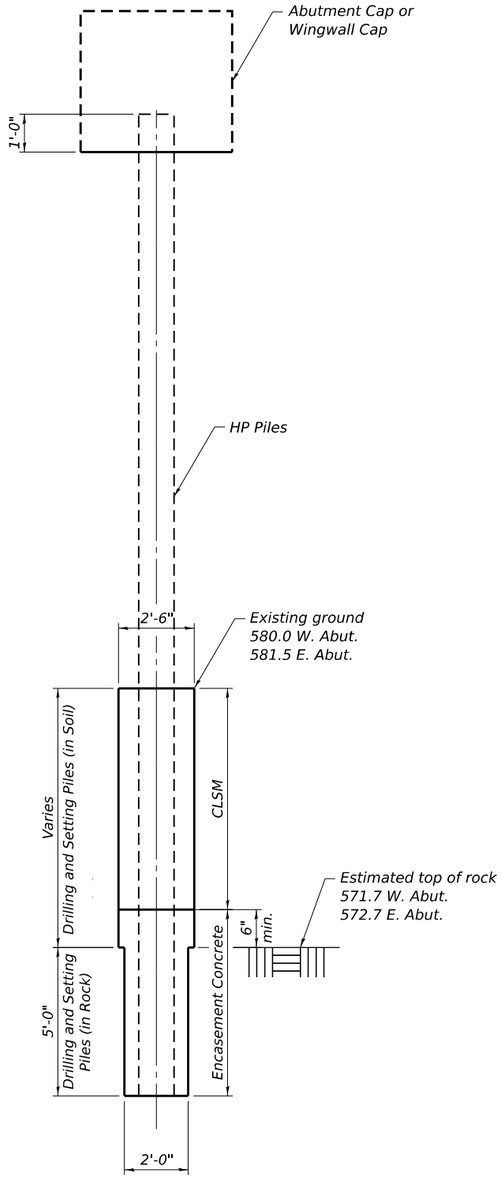
PLOT DATE = 7/18/2024	CHECKED - CRS	REVISED -	

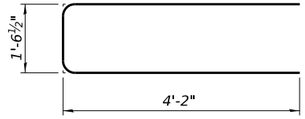
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT DETAILS
STRUCTURE NO. 099-8330
SHEET SB-23 OF SB-34 SHEETS

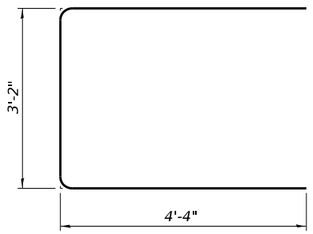
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 5	WILL	525	373
		CONTRACT NO. 62R26		
	ILLINOIS FED. AID PROJECT			



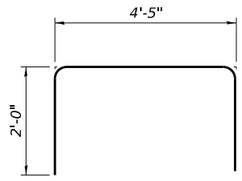
Pile Elevation



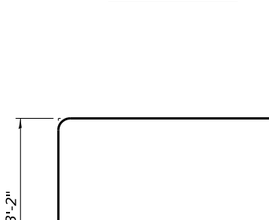
BAR u102(E)



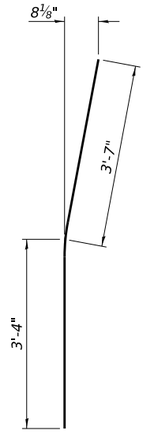
BAR u100(E)



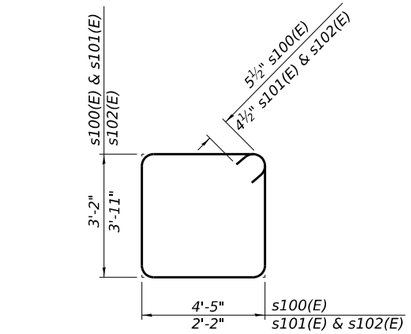
BAR u104(E)



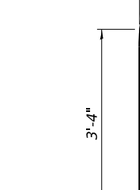
BAR u101(E)



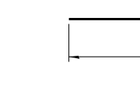
BAR v104(E)



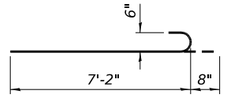
BARS s100(E), s101(E) & s102(E)



BAR v106(E)



BAR u103(E)



BAR v102(E)

BAR p105(E)

NOTES:

Hatched area to be poured separately after superstructure falsework has been removed and after approach slab side formwork has been removed.

Quantity of concrete in wingwall parapet and hatched area included with Concrete Superstructure on sheet SB-10 of SB-34.

Space reinforcement in cap to miss anchor bolts.

Pour steps monolithically with cap.

For details of piles, see sheet SB-30 of SB-34.

The top of back wall and approach slab seat shall have a constant slope determined from the control points shown.

Concrete Sealer shall be applied to the bearing seats and front faces of the hatched block, back wall, and abutment cap.

Additional 5' added to piles for embedment in rock.

WEST ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h100(E)	8	#4	40'-8"	
h101(E)	48	#4	19'-8"	
h102(E)	4	#5	43'-6"	
p100(E)	10	#7	23'-11"	
p101(E)	12	#7	21'-7"	
p102(E)	16	#5	9'-2"	
p103(E)	4	#5	6'-0"	
p104(E)	10	#7	18'-2"	
p105(E)	4	#7	13'-2"	
s100(E)	38	#5	16'-1"	
s101(E)	25	#4	11'-5"	
s102(E)	25	#4	12'-11"	
u100(E)	8	#6	11'-10"	
u101(E)	2	#4	7'-11"	
u102(E)	8	#4	9'-11"	
u103(E)	42	#5	3'-4"	
u104(E)	35	#5	8'-5"	
v100(E)	84	#5	6'-9"	
v101(E)	60	#5	8'-4"	
v102(E)	60	#6	7'-10"	
v103(E)	60	#5	6'-4"	
v104(E)	60	#5	6'-11"	
v105(E)	84	#5	2'-10"	
v106(E)	84	#5	3'-7"	
Concrete Structures		Cu. Yd.	87.4	
Reinforcement Bars, Epoxy Coated		Pound	7,620	
Furnishing Steel Piles HP14x73		Ft.	630	
Concrete Sealer		Sq. Ft.	533	
Drilling and Setting Piles (In Soil)		Cu. Ft.	539.0	
Drilling and Setting Piles (In Rock)		Cu. Ft.	282.7	

EAST ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h100(E)	8	#4	40'-8"	
h101(E)	48	#4	19'-8"	
h102(E)	4	#5	43'-6"	
p100(E)	10	#7	23'-11"	
p101(E)	12	#7	21'-7"	
p102(E)	16	#5	9'-2"	
p103(E)	4	#5	6'-0"	
p104(E)	10	#7	18'-2"	
p105(E)	4	#7	13'-2"	
s100(E)	38	#5	16'-1"	
s101(E)	25	#4	11'-5"	
s102(E)	25	#4	12'-11"	
u100(E)	8	#6	11'-10"	
u101(E)	2	#4	7'-11"	
u102(E)	8	#4	9'-11"	
u103(E)	42	#5	3'-4"	
u104(E)	35	#5	8'-5"	
v100(E)	84	#5	6'-9"	
v101(E)	60	#5	8'-4"	
v102(E)	60	#6	7'-10"	
v103(E)	60	#5	6'-4"	
v104(E)	60	#5	6'-11"	
v105(E)	84	#5	2'-10"	
v106(E)	84	#5	3'-7"	
Concrete Structures		Cu. Yd.	87.3	
Reinforcement Bars, Epoxy Coated		Pound	7,620	
Furnishing Steel Piles HP14x73		Ft.	630	
Concrete Sealer		Sq. Ft.	532	
Drilling and Setting Piles (In Soil)		Cu. Ft.	671.5	
Drilling and Setting Piles (In Rock)		Cu. Ft.	282.6	

PILE DATA-EAST ABUTMENT

Type: HP 14x73
Nominal Required Bearing: Set in Rock
Factored Resistance Available: 749 kips
Est. Length: 35'-0"
No. Production Piles: 18

PILE DATA-WEST ABUTMENT

Type: HP 14x73
Nominal Required Bearing: Set in Rock
Factored Resistance Available: 749 kips
Est. Length: 35'-0"
No. Production Piles: 18

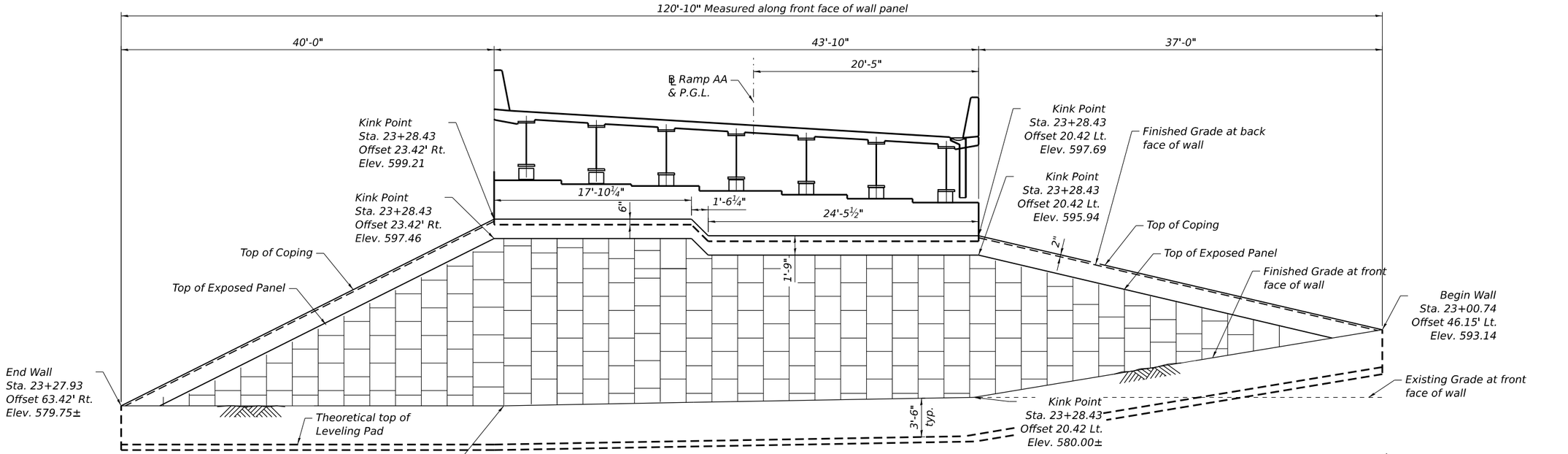
Stantec

USER NAME = eoskoui	DESIGNED - PK	REVISED -	
	CHECKED - CRS	REVISED -	
PLOT SCALE =	DRAWN - PK	REVISED -	
PLOT DATE = 7/18/2024	CHECKED - CRS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

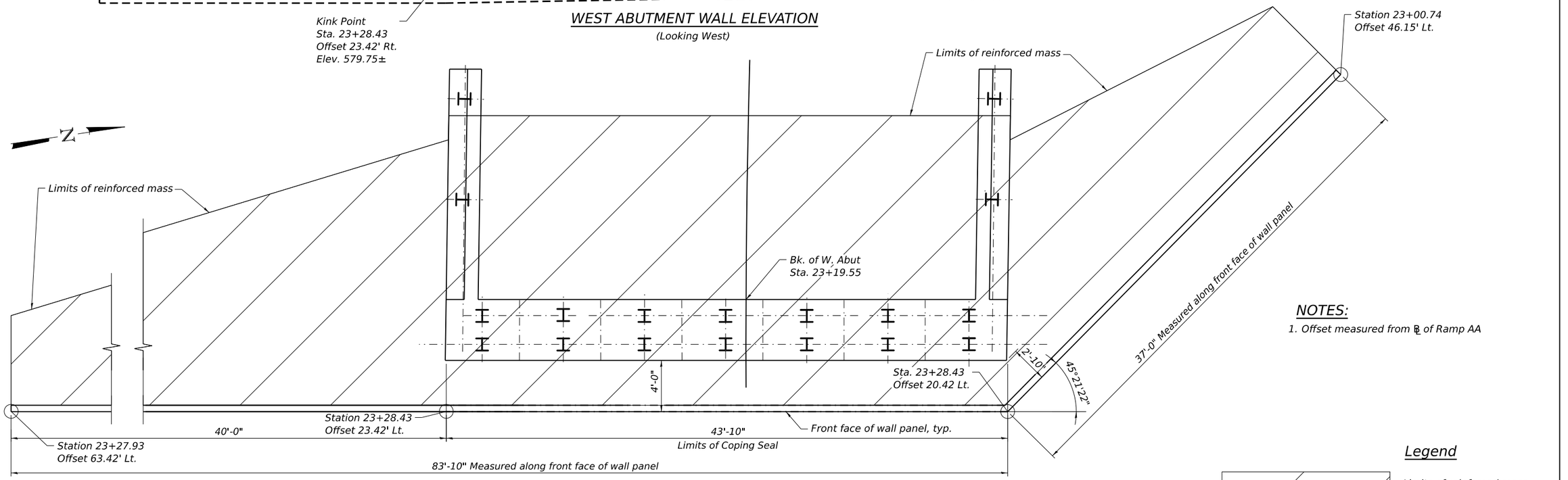
ABUTMENT BILL OF MATERIAL
STRUCTURE NO. 099-8330
SHEET SB-24 OF SB-34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 5	WILL	525	374
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		



WEST ABUTMENT WALL ELEVATION

(Looking West)



WEST ABUTMENT WALL PLAN

NOTES:

1. Offset measured from ℄ of Ramp AA

Legend

Limits of reinforced mass

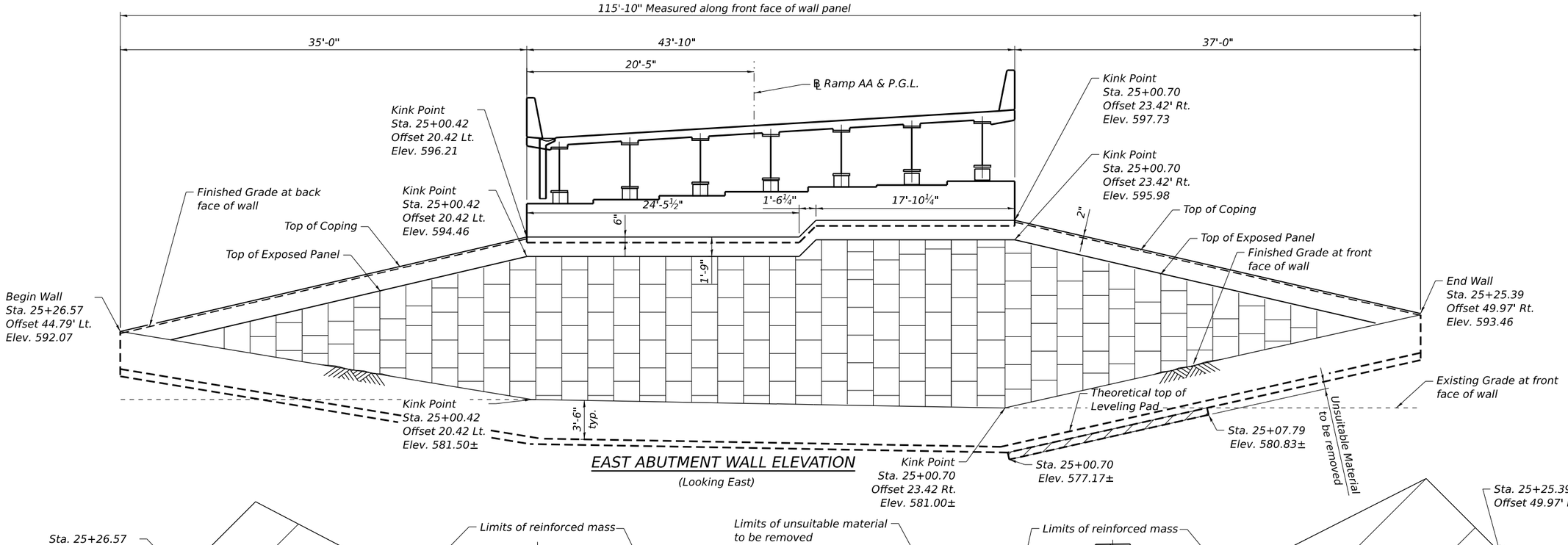
Stantec

USER NAME = eoskoui	DESIGNED - LRG	REVISED -	
	CHECKED - DTS	REVISED -	
PLOT SCALE =	DRAWN - LRG	REVISED -	
PLOT DATE = 7/18/2024	CHECKED - DTS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT MSE WALL
STRUCTURE NO. 099-8330
SHEET SB-25 OF SB-34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 5	WILL	525	375
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		



Legend

Limits of unsuitable material to be removed

Limits of reinforced mass

NOTES:

1. Offset measured from ℄ of Ramp AA

Stantec	USER NAME = eoskoui	DESIGNED - LRG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EAST ABUTMENT MSE WALL STRUCTURE NO. 099-8330
		CHECKED - DTS	REVISED -		SHEET SB-26 OF SB-34 SHEETS
	PLOT SCALE =	DRAWN - LRG	REVISED -		
	PLOT DATE = 7/18/2024	CHECKED - DTS	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 5	WILL	525	376
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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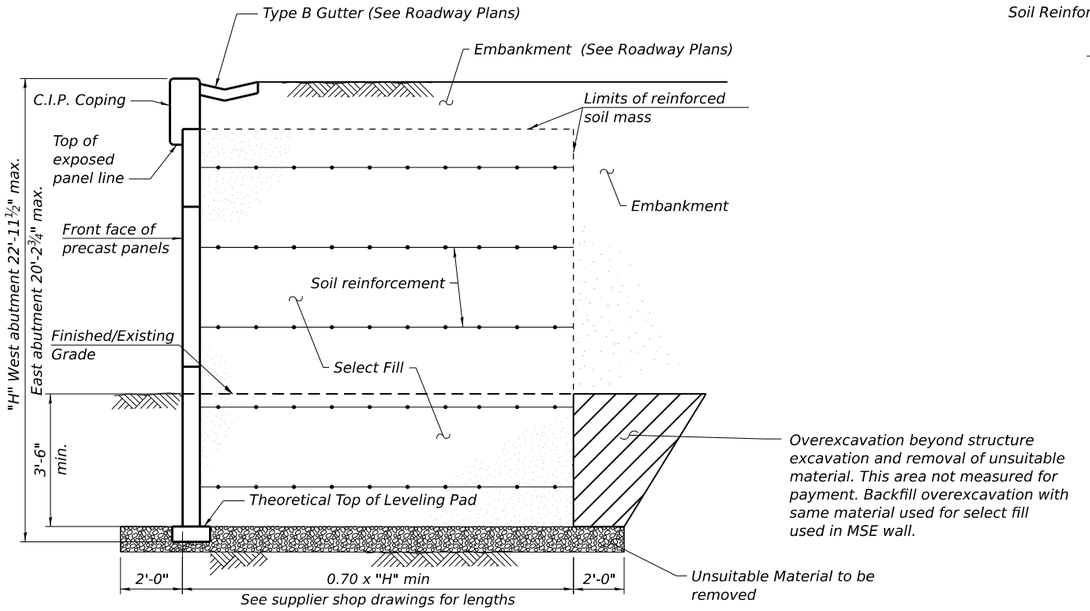
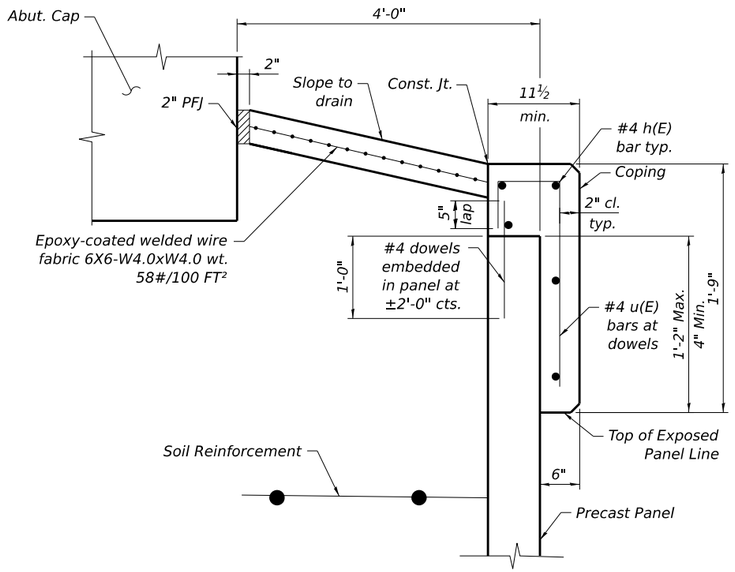
NOTES:

1. All stations, elevations and longitudinal dimensions shown are taken at the front face of panels.
2. The cost of the concrete and the reinforcing steel required for the coping shall be included in the cost of mechanically stabilized earth retaining wall.
3. Where unsuitable material for structures is being removed, Granular Backfill for Structures shall be used to backfill these areas.
4. Piles shall be constructed prior to placement of reinforced select backfill.
5. The surface of the fiberglass shall be free of bond inhibiting agents.
6. Collector Pipe shall be sized to accomodate longitudinal thermal movement of the superstructure.
7. All pipes, inserts, clamps, fabric pads, nuts, washers, and bolts associated with drainage systems shall be paid for as "Drainage System for Structures"

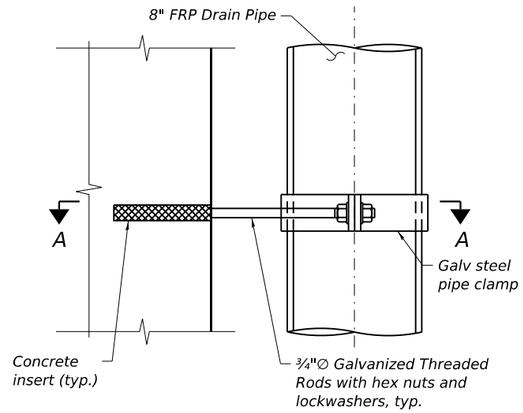


SECTION THRU M.S.E. WALL BEYOND BRIDGE LIMITS

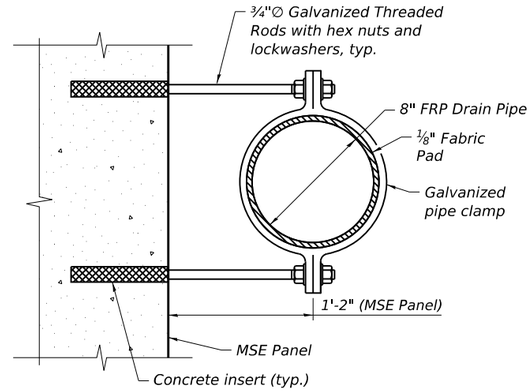


DETAIL 1

(Typical in front of Abut)



PIPE SUPPORT PLAN AT MSE WALL



SECTION A-A

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Mechanically Stabilized Earth Retaining Walls	Sq. Ft.	3310
Removal and Disposal of Unsuitable Material for Structure	Cu. Yd.	3.2
Drainage System for Structures	L. Sum	1.0
Granular Backfill for Structures	Cu. Yd.	3.2

MODEL: Default
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7/18/2024 6:01:25 PM

Stantec

USER NAME = eoskoui	DESIGNED - LRG	REVISED -	
	CHECKED - DTS	REVISED -	
PLOT SCALE =	DRAWN - LRG	REVISED -	
PLOT DATE = 7/18/2024	CHECKED - DTS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MSE WALL DETAILS
STRUCTURE NO. 099-8330
SHEET SB-27 OF SB-34 SHEETS

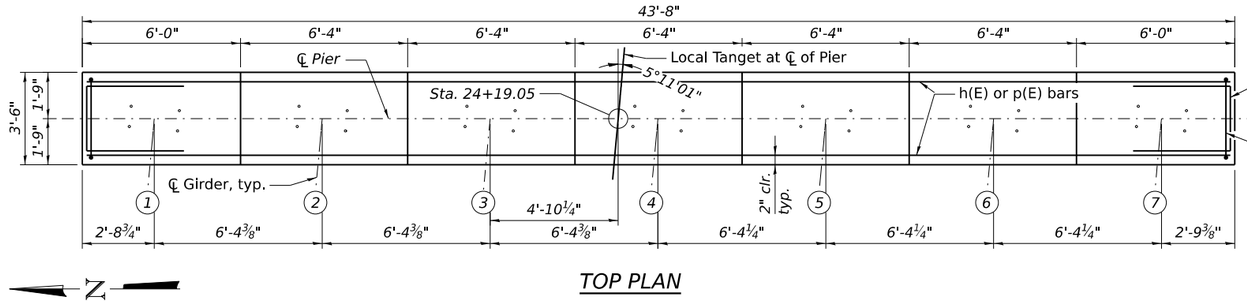
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 5	WILL	525	377
		CONTRACT NO. 62R26		
	ILLINOIS FED. AID PROJECT			

NOTES:

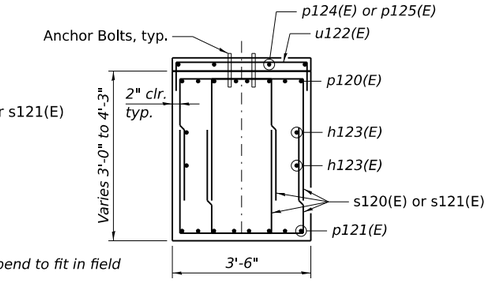
Space reinfocement in cap to miss anchor bolts.
Pour steps monolithically with cap.
For details of piles see Sheet SB-29.
Additional 5' added to piles for embedment in rock.

PILE DATA

Type: HP 14x73
Nominal Bearing: Set in Rock
Factored Resistance Available: 749 kips
Estimated Length: 17ft
No. Production Piles: 12
No. Test Piles: 0

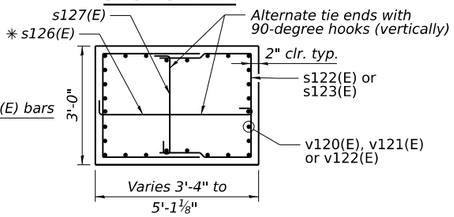


TOP PLAN

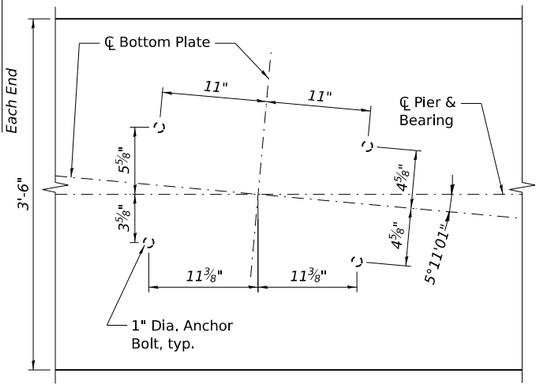


✳ *Cut and bend to fit in field*

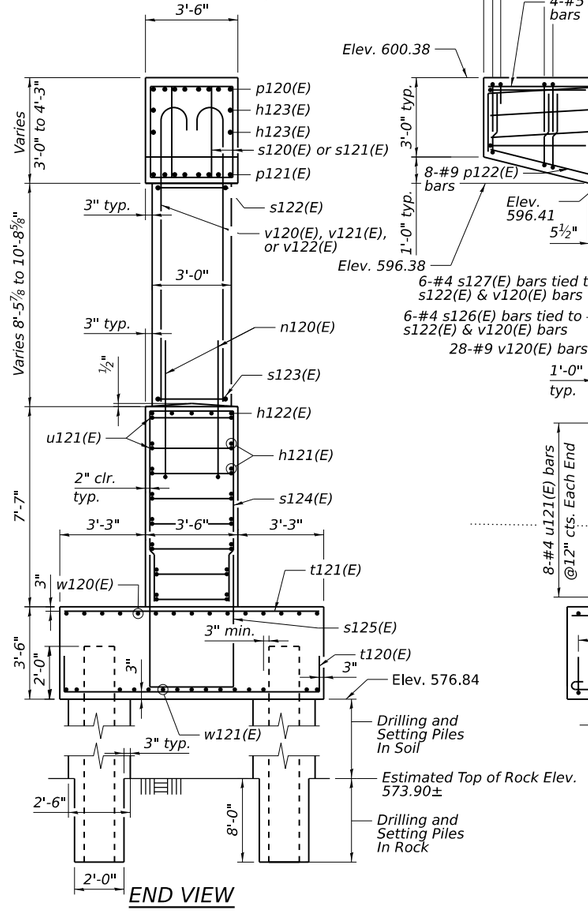
SECTION A-A



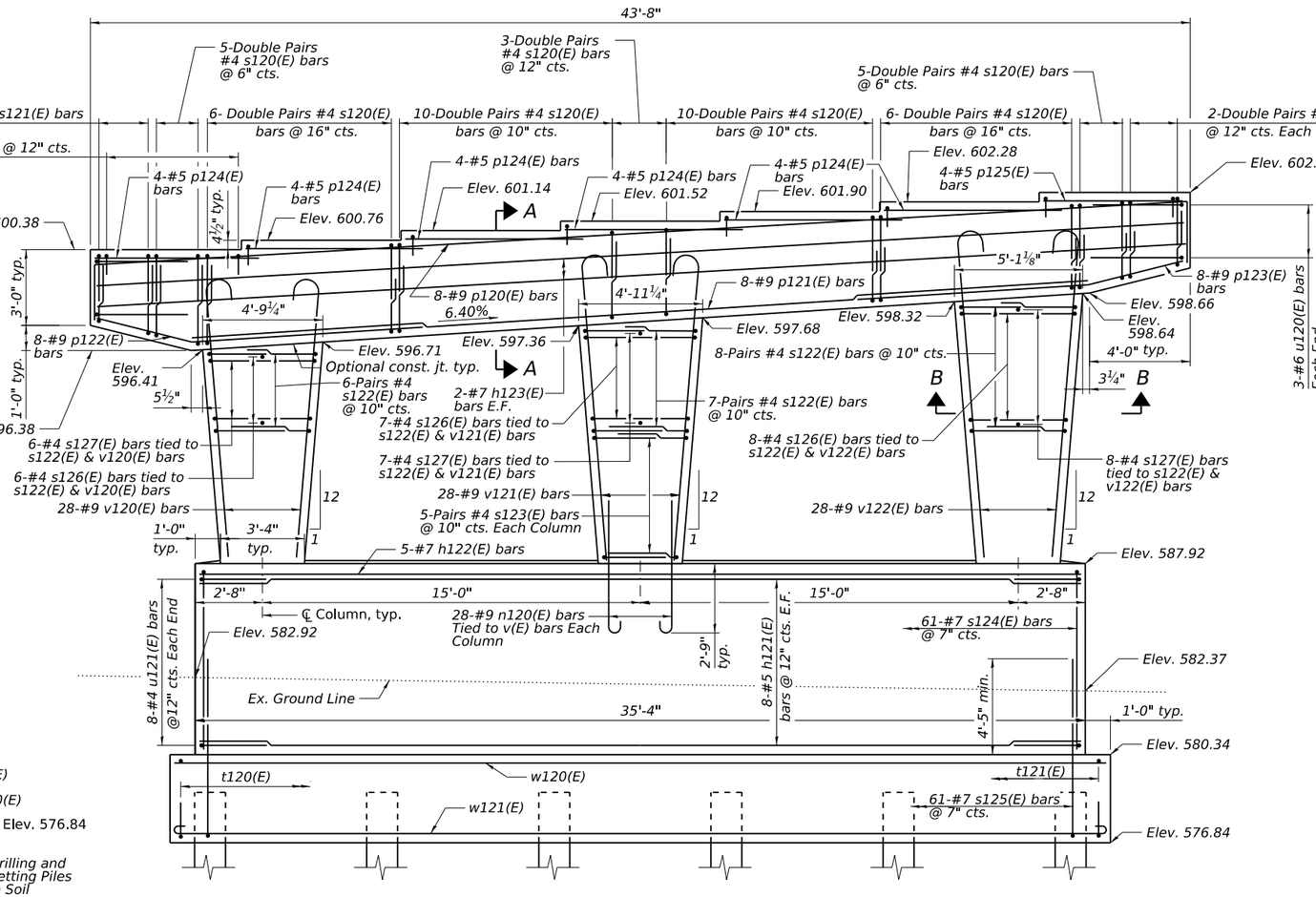
SECTION B-B



ANCHOR BOLT LAYOUT



END VIEW



ELEVATION

(Looking Upstation)

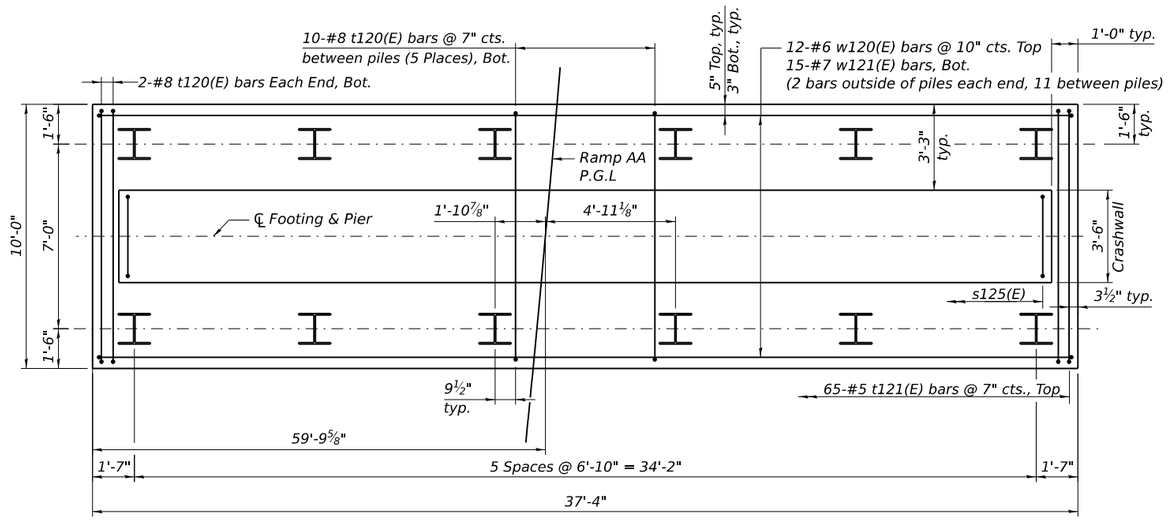
Stantec

USER NAME = eoskoui	DESIGNED - LRG	REVISED -	
	CHECKED - CRS	REVISED -	
PLOT SCALE =	DRAWN - LRG	REVISED -	
PLOT DATE = 7/18/2024	CHECKED - CRS	REVISED -	

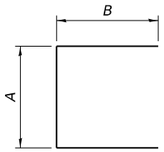
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER PLAN & ELEVATION
STRUCTURE NO. 099-8330
SHEET SB-28 OF SB-34 SHEETS

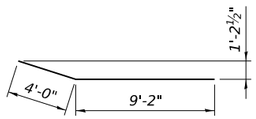
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 5	WILL	525	378
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		



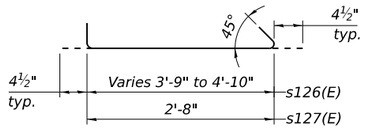
FOOTING PLAN



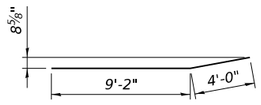
BAR	A	B
s120(E)	3'-2"	3'-11"
s121(E)	3'-2"	2'-10"
s122(E)	2'-8"	3'-7"
s123(E)	2'-8"	3'-1"
s124(E)	3'-2"	7'-3"
s125(E)	3'-2"	7'-8"
t120(E)	9'-6"	1'-6"
u120(E)	3'-2"	4'-4"
u121(E)	3'-2"	2'-11"
u122(E)	3'-2"	0'-8"



p122(E)



s126(E) & s127(E)



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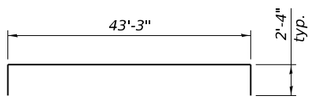

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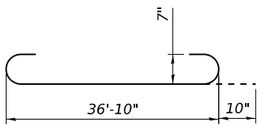
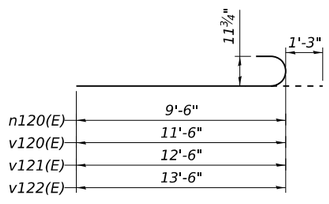


w121(E)



n120(E), v120(E), v121(E), & v121(E)

NOTES:

1. Concrete Sealer shall be applied to all faces of the pier cap, columns, and crashwall.
2. Pier piles shall be set through 30" diameter precored holes extending to elevation 573.90±. Piles will then be set in 24" diameter precored holes extending 8 feet into rock according to Article 512.17 of the Standard Specifications. The void space outside of the piles shall be filled with concrete up to at least 6 inches above the top of rock and CLSM in the remaining void space. Cost included in Drilling and Setting Piles (In Soil/In Rock).

BILL OF MATERIAL

BAR	NO	SIZE	LENGTH	SHAPE
h121(E)	16	#5	35'-0"	
h122(E)	5	#7	35'-0"	
h123(E)	4	#7	43'-5"	
n120(E)	84	#9	10'-4"	
p120(E)	8	#9	47'-11"	
p121(E)	8	#9	35'-8"	
p122(E)	8	#9	13'-2"	
p123(E)	8	#9	13'-2"	
p124(E)	24	#5	6'-6"	
p125(E)	4	#5	5'-8"	
s120(E)	180	#4	11'-0"	
s121(E)	16	#4	8'-10"	
s122(E)	42	#4	9'-10"	
s123(E)	30	#4	8'-10"	
s124(E)	61	#7	17'-8"	
s125(E)	61	#7	18'-6"	
s126(E)	21	#4	5'-7"	
s127(E)	21	#4	3'-5"	
t120(E)	54	#8	12'-6"	
t121(E)	65	#5	9'-6"	
u120(E)	6	#6	11'-10"	
u121(E)	16	#4	9'-0"	
u122(E)	98	#4	4'-6"	
v120(E)	28	#9	12'-9"	
v121(E)	28	#9	13'-9"	
v122(E)	28	#9	14'-9"	
w120(E)	12	#6	36'-10"	
w121(E)	15	#7	38'-6"	

ITEM	UNIT	QUANTITY
Structures Excavation	CU YD	112.4
Concrete Structures	CU YD	119.4
Reinforcement Bars Epoxy Coated	POUND	22,650
Furnishing Steel Piles HP14x73	FOOT	204
Drilling and Setting Piles In Soil	CU FT	173.2
Drilling and Setting Piles In Rock	CU FT	302.0
Concrete Sealer	SQ FT	1,553

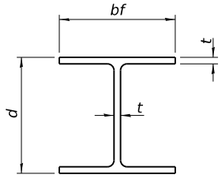
Stantec

USER NAME = eoskoui	DESIGNED - LRG	REVISED -	
	CHECKED - CRS	REVISED -	
PLOT SCALE =	DRAWN - LRG	REVISED -	
PLOT DATE = 7/18/2024	CHECKED - CRS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

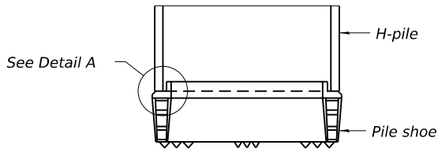
PIER FOOTING DETAIL & BOM
STRUCTURE NO. 099-8330
SHEET SB-29 OF SB-34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 5	WILL	525	379
		CONTRACT NO. 62R26		
	ILLINOIS FED. AID PROJECT			

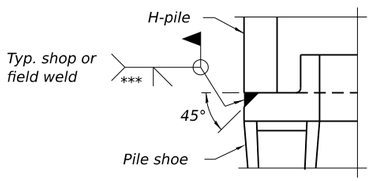


STEEL PILE TABLE

Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 14x117	14¼"	14⅞"	13/16"	30"
x102	14"	14¾"	11/16"	30"
x89	13⅞"	14¾"	⅝"	30"
x73	13⅝"	14⅝"	½"	30"
HP 12x84	12¼"	12¼"	11/16"	24"
x74	12⅛"	12¼"	⅝"	24"
x63	12"	12⅛"	½"	24"
x53	11¾"	12"	7/16"	24"
HP 10x57	10"	10¼"	9/16"	24"
x42	9¾"	10⅛"	7/16"	24"
HP 8x36	8"	8⅛"	7/16"	18"



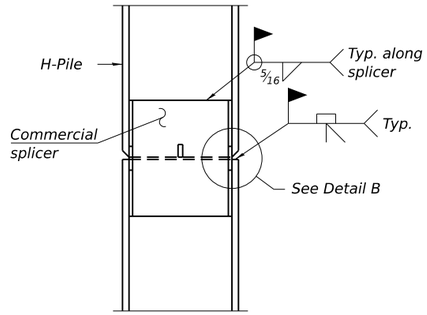
ELEVATION



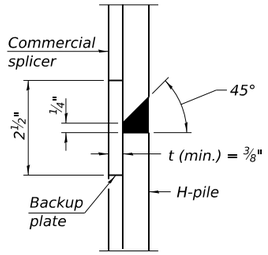
DETAIL A

SHOE ATTACHMENT

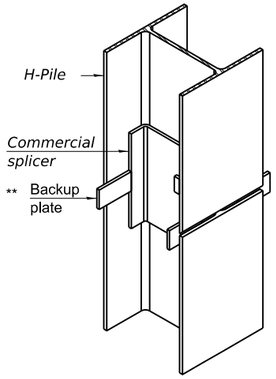
Note:
The steel H-piles shall be according to AASHTO M270 Grade 50.



ELEVATION

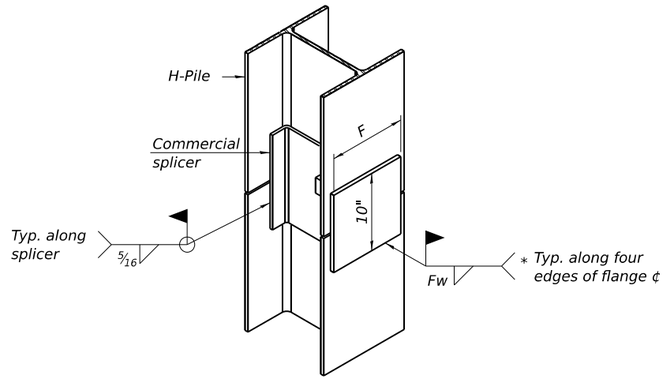


DETAIL "B"



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



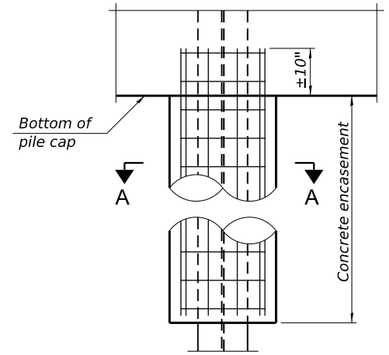
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

* Interrupt welds ¼" from end of web and/or each flange.

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

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



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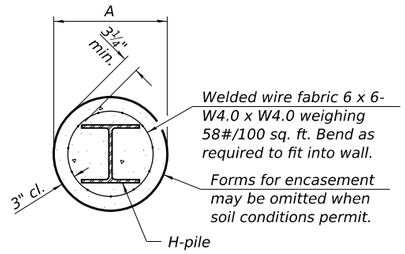
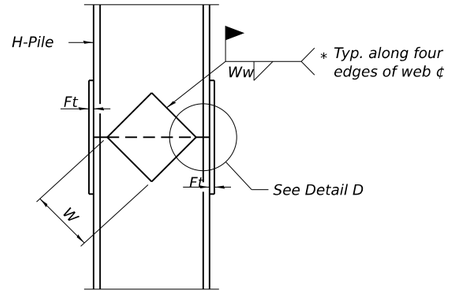


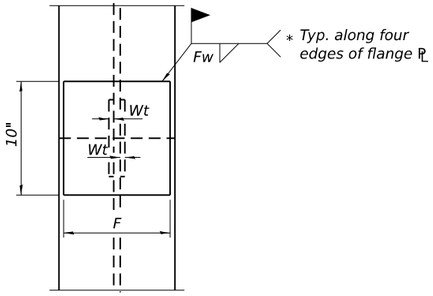
SECTION A-A

INDIVIDUAL PILE CONCRETE ENCASEMENT

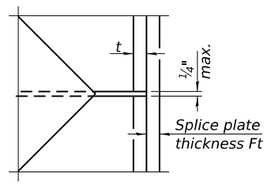
(when specified)



ELEVATION



END VIEW



DETAIL C

Designation	F	Ft	Fw	W	Wt	Ww
HP 14x117	12½"	1¼"	⅞"	7¾"	⅝"	½"
x102	12½"	1"	¾"	7¾"	⅝"	½"
x89	12½"	⅞"	11/16"	7¾"	⅝"	½"
x73	12½"	¾"	9/16"	7¾"	⅝"	½"
HP 12x84	10"	1"	11/16"	6½"	⅝"	½"
x74	10"	⅞"	11/16"	6½"	⅝"	½"
x63	10"	¾"	½"	6½"	½"	⅜"
x53	10"	¾"	½"	6½"	½"	⅜"
HP 10x57	8"	⅞"	9/16"	5¼"	½"	⅜"
x42	8"	¾"	9/16"	5¼"	½"	⅜"
HP 8x36	6¾"	⅝"	7/16"	4"	½"	⅜"

WELDED PLATE FIELD SPLICE

F-HP 10-27-2023

Stantec

USER NAME = eoskoui	DESIGNED - LRG	REVISED -	
	CHECKED - DTS	REVISED -	
PLOT SCALE =	DRAWN - DTS	REVISED -	
PLOT DATE = 7/18/2024	CHECKED - LRG	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS
STRUCTURE NO. 099-8330

SHEET SB-30 OF SB-34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 5	WILL	525	380
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: pw://transystems-pw.bentley.com:transyscorp-pw1-hosted/Documents/Projects_2018/CH401401180022/01-Stantec/CAD/INT-02_62R26/04-Sheet/04-Structures/0998330 I-55 Ramp AA Over I-55/Final/0998330-62R26-030-HP Pile Details.dgn

7/18/2024 6:03:15 PM

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

BORING LOG AA-BSB-01

WEI Job No.: 255-39-01

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

Datum: NAVD 88
Elevation: 579.72 ft
North: 1754609.97 ft
East: 1021399.04 ft
Station: 22+82.6
Offset: 4.2 LT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	578.8	11-inch thick, brown SILTY CLAY, trace gravel; damp --TOPSOIL--						
		Hard, brown and gray SILTY CLAY, trace gravel; damp --RDR 2--			1	7 9 13	6.72 B	20
			5		2	4 8 11	7.38 B	21
	573.1				3	3 50/5"	> 4.50 P	22
	571.7	Very dense, brown and gray Gravelly SILTY LOAM; wet --RDR 2-3--						
		Strong, light gray, very poor rock quality, DOLOSTONE; closely spaced, moderately weathered, horizontal and oblique joints, with <0.05 inch opening, slightly rough walls, and <0.2 inch thick clay infill. --RUN 1: 8.0 to 18.0 feet-- --Recovery: 100%-- --RQD: 23%--	10	C O R E	4	Run 1		
			15					
		--RUN 2: 18.0 to 23.0 feet-- --Recovery: 100%-- --RQD: 24%--	20	C O R E				
	556.7	Boring terminated at 23.00 ft	25		5		Run 2	
			30					
			35					
			40					

GENERAL NOTES

Begin Drilling: 12-27-2022 Complete Drilling: 12-27-2022
Drilling Contractor: Wang Testing Services Drill Rig: 21D120A[78%]
Driller: NC&DZ Logger: B. Miller Checked by: C. Marin
Drilling Method: 3.25" ID HSA; boring backfilled upon completion

WATER LEVEL DATA

While Drilling: 6.00 ft
At Completion of Drilling: 6.00 ft
Time After Drilling: NA
Depth to Water: NA

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

Wang Engineering
wangeng@wangeng.com
1145 N Main Street
Lombard, IL 60148
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Fax: 630 953-9938

BORING LOG AA-BSB-02

WEI Job No.: 255-39-01

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

Datum: NAVD 88
Elevation: 582.90 ft
North: 1754571.00 ft
East: 1021513.55 ft
Station: 23+99.7
Offset: 21.4 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	581.9	12-inch thick ASPHALT --PAVEMENT--						
		Very stiff, brown CLAY LOAM, trace gravel; dry --FILL-- --RDR 2--			1	14 7 5	3.00 P	11
			5		2	3 5 4	2.79 B	17
	577.4				3	5 5 9	8.04 B	20
	574.9	Hard, brown SILTY CLAY, trace gravel; damp --RDR 2--						
	573.9	Very dense, brown SANDY GRAVEL; damp --Weathered BEDROCK--			4	50/3	NP	7
		Strong, light gray, very poor quality, DOLOSTONE; very closely to closely spaced, highly weathered, horizontal and oblique joints, with <0.05 inch opening, slightly rough walls, and 0 - 0.2 inch thick clay infill. --RUN 1: 9.0 to 19.0 feet-- --Recovery: 93%-- --RQD: 4%--	10	C O R E	5			
			15					
		--RUN 2: 19.0 to 24.0 feet-- --Recovery: 93%--	20	C O				
		--RQD: 0%-- --Qu= 8,591 psi			6	R E		
	558.9	Boring terminated at 24.00 ft	25					
			30					
			35					
			40					

GENERAL NOTES

Begin Drilling: 01-16-2023 Complete Drilling: 01-16-2023
Drilling Contractor: Wang Testing Services Drill Rig: 17B57T [91%]
Driller: KG&TC Logger: B. Miller Checked by: C. Marin
Drilling Method: 3.25" ID HSA; boring backfilled upon completion

WATER LEVEL DATA

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

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

WANGENGINC 2553901.GPJ WANGENG.GDT 2/23/23

Stantec

USER NAME = eoskoui	DESIGNED - LRG	REVISED -	
	CHECKED - DTS	REVISED -	
PLOT SCALE =	DRAWN - LRG	REVISED -	
PLOT DATE = 7/18/2024	CHECKED - DTS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORINGS (1 OF 4)
STRUCTURE NO. 099-8330
SHEET SB-31 OF SB-34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 5	WILL	525	381
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		

Wang Engineering
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1145 N Main Street
Lombard, IL 60148
Telephone: 630 953-9928
Fax: 630 953-9938

BORING LOG AA-BSB-03

WEI Job No.: 255-39-01

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

Datum: NAVD 88
Elevation: 580.62 ft
North: 1754566.58 ft
East: 1021605.88 ft
Station: 24+89.4
Offset: 26.6 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	580.0	8-inch thick, brown SILTY CLAY, trace gravel; damp --TOPSOIL--						
		Very stiff, brown CLAY LOAM to SILTY CLAY LOAM, trace gravel; damp			1	3 3 4	2.00 P	18
	577.6	--FILL-- --RDR 2-- Very stiff, brown and gray SILTY CLAY, trace gravel; damp --RDR 2--	5		2	4 4 7	2.95 B	24
	575.1	Very stiff, gray SILTY LOAM, trace gravel; wet			3	6 50/5"	2.50 P	12
	574.1	Very dense, orange and gray Sandy GRAVEL; damp						
	573.1	--Weathered BEDROCK-- Strong, light brown and gray, very poor to fair rock mass quality, cherty and vuggy, slightly weathered DOLOSTONE; closely to very closely spaced, moderately weathered joints, mainly horizontal joints, with <0.05 inch opening, slightly rough walls, and <0.2 inch thick clay infill.	10			C O R E		
		--RUN 1: 7.5 to 17.5 feet-- --Recovery: 99%-- --RQD: 0%--		4	Run 1			
		--RUN 2: 17.5 to 19.0 feet-- --Recovery: 92%-- --RQD: 26%-- --Qu=9,120 psi --RUN 3: 19.0 to 22.5.0 feet-- --Recovery: 93%--	15 20	5	Run 2	C O		
		--RQD: 61%--	25 30 35 40		6	R E	Run 3	
	558.1	Boring terminated at 22.50 ft						

GENERAL NOTES

Begin Drilling: 12-08-2022 Complete Drilling: 12-19-2022
Drilling Contractor: Wang Testing Services Drill Rig: 21D120A[78%]
Driller: RR&JD Logger: B. Miller Checked by: C. Marin
Drilling Method: 3.25" ID HSA; boring backfilled upon completion

WATER LEVEL DATA

While Drilling: 6.00 ft
At Completion of Drilling: 5.00 ft
Time After Drilling: NA
Depth to Water: NA

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

WANGENGINC 2553901.GPJ WANGENG.GDT 2/23/23

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

BORING LOG AA-RWB-07

WEI Job No.: 255-39-01

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

Datum: NAVD 88
Elevation: 579.51 ft
North: 1754564.37 ft
East: 1021398.40 ft
Station: 22+95.86
Offset: 39.73 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	578.6	11-inch thick, brown SILTY CLAY, trace gravel; damp --TOPSOIL--						
		Hard, brown and gray SILTY CLAY, trace gravel; damp to moist			1	5 6 9	6.07 B	22
	576.5	--RDR 2-- Hard, brown and gray SILTY LOAM, trace gravel; damp to wet	5		2	5 9 10	5.33 B	18
		--RDR 2-- --L_L(%)=24, P_L(%)=17-- --%Gravel=4.0-- --%Sand=16.1-- --%Silt=66.7-- --%Clay=13.2--						
	574.0	Very dense, brown and gray LOAM, little to some gravel; wet			3	14 50/4"	NP	7
	571.5	--RDR 2-3-- --AUGER REFUSAL-- Boring terminated at 8.00 ft	10					
			15 20					

GENERAL NOTES

Begin Drilling: 12-22-2022 Complete Drilling: 12-22-2022
Drilling Contractor: Wang Testing Services Drill Rig: 21D120A[78%]
Driller: NC&DZ Logger: B. Miller Checked by: C. Marin
Drilling Method: 3.25" ID HSA; boring backfilled upon completion

WATER LEVEL DATA

While Drilling: 6.00 ft
At Completion of Drilling: NA
Time After Drilling: 120 hours
Depth to Water: 3.00 ft

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

WANGENGINC 2553901.GPJ WANGENG.GDT 2/23/23

MODEL: Default
FILE NAME: pw://transystems-pw.bentley.com:transyscorp-pw1-hosted/Documents/Projects_2018/CH401/401180022/01-Stantec/CAD/INT-02_62R26/04-Sheet/04-Structures/0998330 I-55 Ramp AA Over I-55/Final/0998330-62R26-031-Soil Boring (2 of 6).dgn
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Stantec

USER NAME = eoskoui	DESIGNED - LRG	REVISED -	
	CHECKED - DTS	REVISED -	
PLOT SCALE =	DRAWN - LRG	REVISED -	
PLOT DATE = 7/18/2024	CHECKED - DTS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORINGS (2 OF 4)
STRUCTURE NO. 099-8330
SHEET SB-32 OF SB-34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 5	WILL	525	382
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		

Wang Engineering
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Lombard, IL 60148
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Fax: 630 953-9938

BORING LOG AA-RWB-08

WEI Job No.: 255-39-01

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

Datum: NAVD 88
Elevation: 579.99 ft
North: 1754651.16 ft
East: 1021396.65 ft
Station: 22+72.06
Offset: 44.14 LT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	579.3	8-inch thick, brown SILTY CLAY, trace gravel; damp --TOPSOIL--						
		Hard, brown and gray SILTY CLAY, trace gravel; damp to moist --RDR 2--			1	6 9 14	8.28 B	20
	576.0	--1-inch orange and brown sand seam; saturated--	5		2	8 7 7	4.50 P	16
		Hard, brown and gray SILTY LOAM, trace gravel; wet --RDR 2--						
	574.5	Very dense, orangish brown and brown Gravelly SILTY LOAM; wet --RDR 2-3--			3	11 50/3"	NP	5
	572.0	--Weathered BEDROCK--						
		Strong, light brown and gray, very poor rock quality, DOLOSTONE; closely spaced, highly weathered, horizontal and oblique joints, with <0.05 inch opening, slightly rough walls, and <0.2 inch thick clay infill. -- Run 1: 8.0 to 18.0 feet-- --Recovery = 100%-- --RQD = 21%-- --Qu=13,700 psi	10		4	C O R E		
	562.0	Boring terminated at 18.00 ft	15					
			20					

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

GENERAL NOTES

Begin Drilling: 12-22-2022 Complete Drilling: 12-22-2022
Drilling Contractor: Wang Testing Services Drill Rig: 21D120A[78%]
Driller: NC&DZ Logger: B. Miller Checked by: C. Marin
Drilling Method: 3.25" ID HSA; boring backfilled upon completion

WATER LEVEL DATA

While Drilling: 4.00 ft
At Completion of Drilling: 3.00 ft
Time After Drilling: NA
Depth to Water: NA

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

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BORING LOG AA-RWB-09

WEI Job No.: 255-39-01

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

Datum: NAVD 88
Elevation: 581.02 ft
North: 1754614.76 ft
East: 1021605.81 ft
Station: 24+92.4
Offset: 21.5 LT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	580.2	10-inch thick, brown SILTY CLAY, trace gravel; damp --TOPSOIL--						
		Hard, brown SILTY CLAY, trace gravel; damp --FILL-- --RDR 2--			1	5 5 7	4.92 B	20
	578.0	Very stiff, brown and gray CLAY to SILTY CLAY, trace gravel; damp --RDR 2-- --L_L(%)=43, P_I(%)=15-- --%Gravel=8.2-- --%Sand=8.9-- --%Silt=47.1-- --%Clay=35.8--	5		2	3 3 7	3.69 B	26
	574.7	Very stiff, orange and gray SILTY CLAY LOAM, some gravel; moist to wet --RDR 2--			3	4 5 11	2.50 P	17
	573.0	Very dense, orange GRAVEL; damp --RDR 2-3--			4	50/4"	NP	
	572.0	--Weathered BEDROCK-- --AUGER REFUSAL-- Boring terminated at 9.00 ft	10					
			15					
			20					

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

GENERAL NOTES

Begin Drilling: 12-28-2022 Complete Drilling: 12-28-2022
Drilling Contractor: Wang Testing Services Drill Rig: 21D120A[78%]
Driller: NC&DZ Logger: B. Miller Checked by: C. Marin
Drilling Method: 3.25" ID HSA; boring backfilled upon completion

WATER LEVEL DATA

While Drilling: 7.00 ft
At Completion of Drilling: NA
Time After Drilling: 24 hours
Depth to Water: Dry (cave in 3 ft) ft

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

WANGENGINC 2553901 GPJ WANGENG.GDT 2/23/23

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Stantec

USER NAME = eoskoui	DESIGNED - LRG	REVISED -	
	CHECKED - DTS	REVISED -	
PLOT SCALE =	DRAWN - LRG	REVISED -	
PLOT DATE = 7/18/2024	CHECKED - DTS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORINGS (3 OF 4)
STRUCTURE NO. 099-8330
SHEET SB-33 OF SB-34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 5	WILL	525	383
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		

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1145 N Main Street
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BORING LOG AA-RWB-10

WEI Job No.: 255-39-01

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

Datum: NAVD 88
Elevation: 580.19 ft
North: 1754526.15 ft
East: 1021606.17 ft
Station: 24+87.4
Offset: 67.0 RT

Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
579.4	10-inch thick, brown SILTY CLAY, trace gravel; damp --TOPSOIL--						
	Stiff, brown SILTY CLAY, trace gravel; damp --RDR 2--			1	3 4 6	1.64 B	28
	--L_L(%)=49, P_I(%)=17-- --%Gravel=2.5-- --%Sand=11.9-- --%Silt=54.1-- --%Clay=31.5--	5		2	2 3 6	1.56 B	21
574.7							
573.8	(4.5P) Hard, brown SILTY LOAM, trace gravel; damp --RDR 2-3--			3	42 50/3"	NP	12
572.7	Very dense, orangish brown and gray GRAVEL; wet --some clay-- --Weathered BEDROCK--				C O R E		
	Strong, light gray, very poor rock quality, DOLOSTONE; closely spaced, highly weathered, horizontal and vertical joints, with <0.05 inch opening, slightly rough walls, and <0.2 inch thick clay infill. -- Run 1: 7.5 to 17.5 feet-- --Recovery = 100%-- --RQD = 8%--	10					
		15		4			
562.7	Boring terminated at 17.50 ft	20					

GENERAL NOTES

Begin Drilling: 12-28-2022 Complete Drilling: 12-29-2022
Drilling Contractor: Wang Testing Services Drill Rig: 21D120A[78%]
Driller: NC&DZ Logger: B. Miller Checked by: C. Marin
Drilling Method: 3.25" ID HSA; boring backfilled upon completion

WATER LEVEL DATA

While Drilling: 6.50 ft
At Completion of Drilling: NA
Time After Drilling: 24 hours
Depth to Water: 7.00 ft

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

WANGENGINC 2553901.GPJ WANGENG.GDT 2/23/23

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Stantec

USER NAME = eoskoui	DESIGNED - LRG	REVISED -	
	CHECKED - DTS	REVISED -	
PLOT SCALE =	DRAWN - LRG	REVISED -	
PLOT DATE = 7/18/2024	CHECKED - DTS	REVISED -	

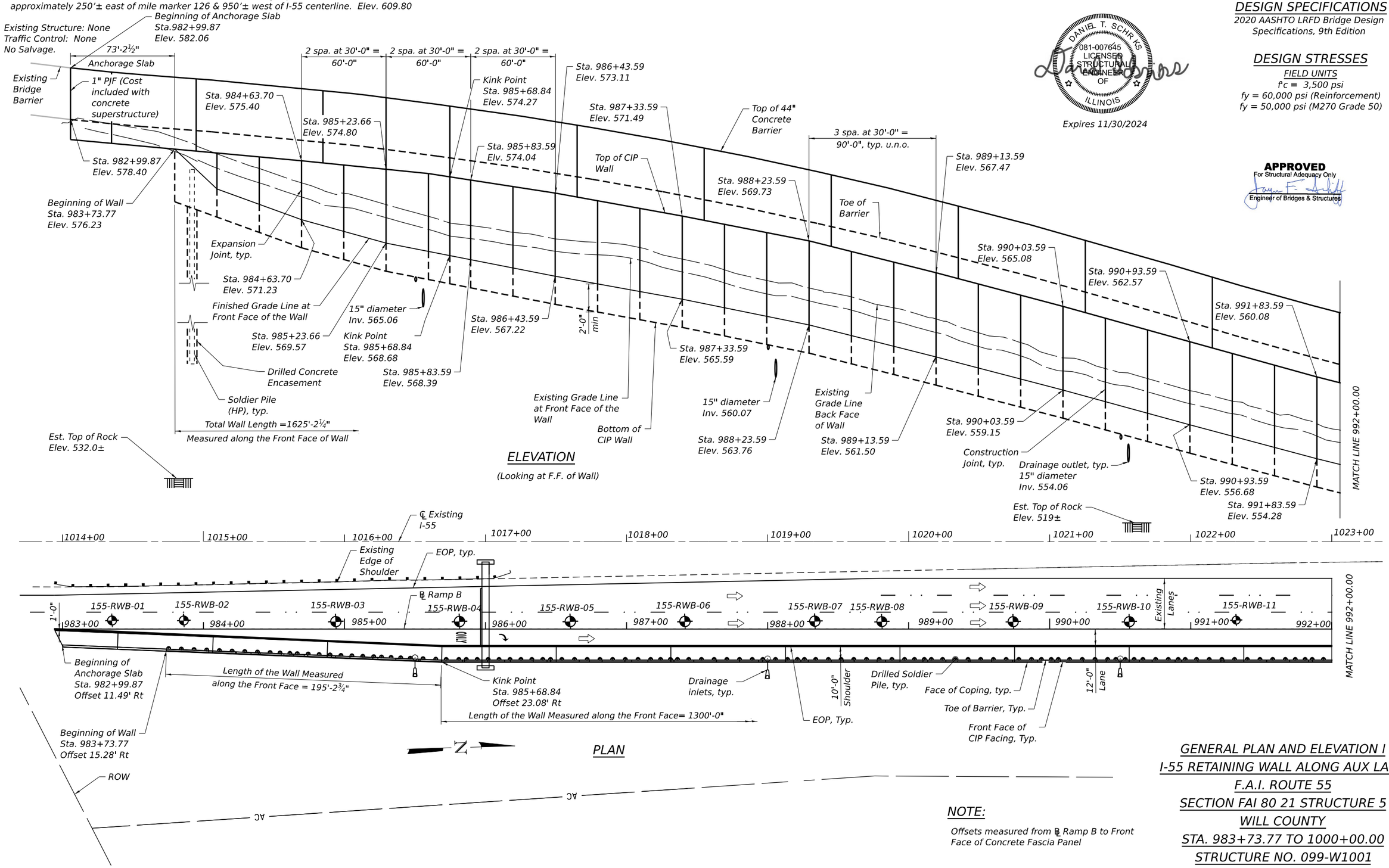
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORINGS (4 OF 4)
STRUCTURE NO. 099-8330
SHEET SB-34 OF SB-34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 5	WILL	525	384
		CONTRACT NO. 62R26		
		ILLINOIS	FED. AID PROJECT	

Benchmark: Set 2" CWA aluminum disc in concrete base of light pole on north side of westbound I-80, approximately 250'± east of mile marker 126 & 950'± west of I-55 centerline. Elev. 609.80

Existing Structure: None
Traffic Control: None
No Salvage.



ELEVATION

(Looking at F.F. of Wall)

PLAN

NOTE:

Offsets measured from ℄ Ramp B to Front Face of Concrete Fascia Panel

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)

DANIEL T. SCHRIKS
081-007645
LICENSED STRUCTURAL ENGINEER
OF
ILLINOIS

Expires 11/30/2024

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures

GENERAL PLAN AND ELEVATION I
I-55 RETAINING WALL ALONG AUX LANE
F.A.I. ROUTE 55
SECTION FAI 80 21 STRUCTURE 5
WILL COUNTY
STA. 983+73.77 TO 1000+00.00
STRUCTURE NO. 099-W1001

Stantec	USER NAME = eoskoui	DESIGNED - SD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN AND ELEVATION (1 OF 2) STRUCTURE NO. 099-W1001
		CHECKED - CRS	REVISED -		
	PLOT SCALE = 64.0000 ' / in.	DRAWN - SD	REVISED -		SHEET SA-01 OF SA-32 SHEETS
	PLOT DATE = 8/16/2024	CHECKED - CRS	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	FAI 80 21 STRUCTURE 5	WILL	525	385
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		

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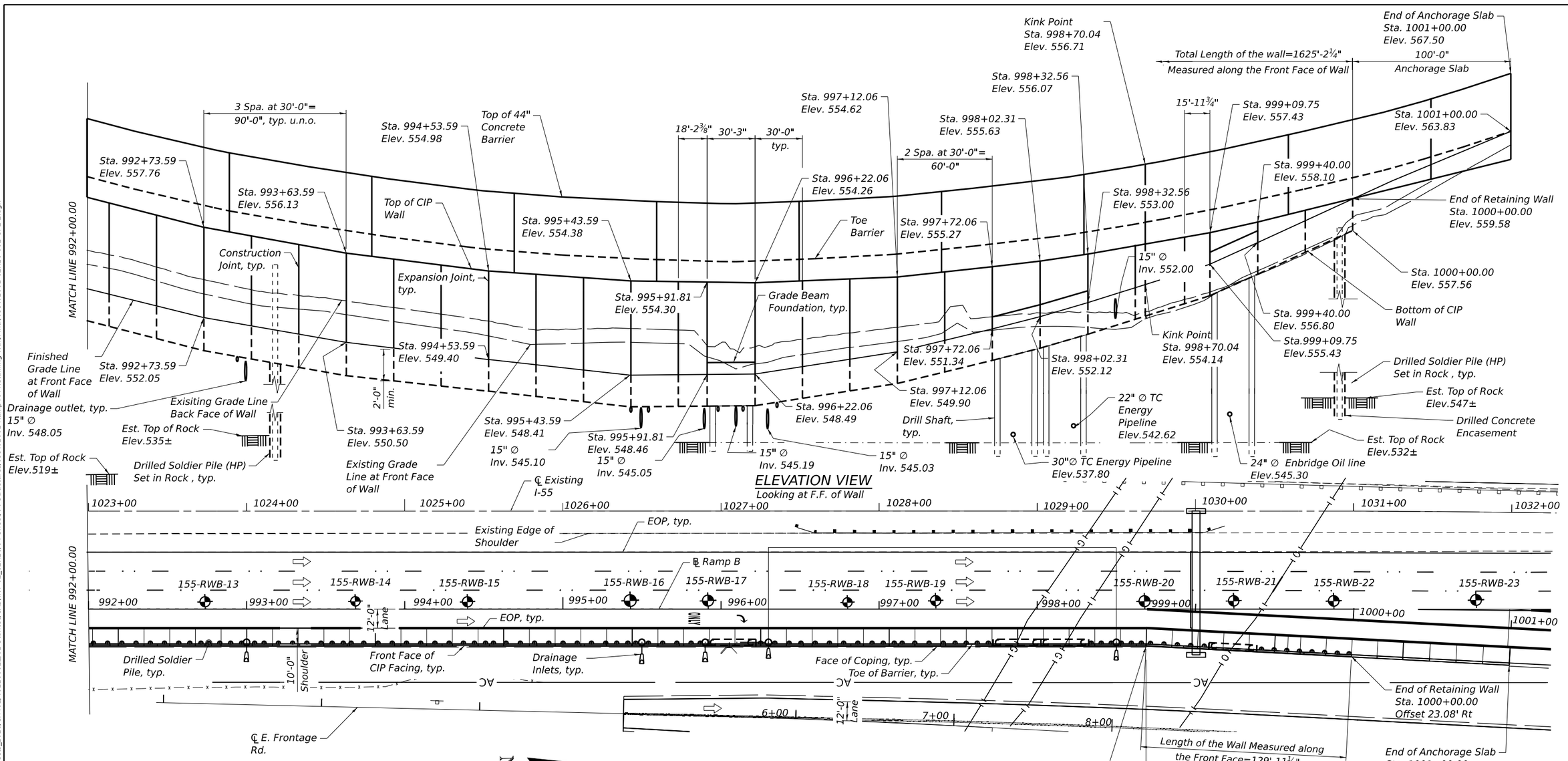

GENERAL PLAN AND ELEVATION II
I-55 RETAINING WALL ALONG AUX LANE
F.A.I. ROUTE 55
SECTION FAI 80 21 STRUCTURE 5
WILL COUNTY
STA. 983+73.77 TO 1000+00
STRUCTURE NO. 099-W1001

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Stantec

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PLOT DATE = 8/12/2024	CHECKED - CRS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION (2 OF 2)
STRUCTURE NO. 099-W1001
SHEET SA-02 OF SA-32 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	FAI 80 21 STRUCTURE 5	WILL	525	386
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES:

1. Reinforcement bars designated (E) shall be epoxy coated.
2. Concrete sealer shall be applied to exposed surfaces of the new wall and back face of anchorage slab.
3. Protective coat shall be applied to top of anchorage slab, front face of barrier, and top of barrier.
4. Wall to be built along straight chords between any two adjacent construction joints and/or expansion joints.
5. It shall be the Contractor's responsibility to verify locations of all utilities in the field prior to construction activities and to ensure that construction activities do not have detrimental effects on adjacent utilities and other facilities. Any damage to existing utilities and/or facilities caused by the Contractor in the performance of his or her work shall be repaired by the Contractor, to the satisfaction of the Engineer, at no cost to the Department.
6. The Contractor is responsible for the design and performance of the lagging using no less than a 3 in. nominal rough-sawn thickness and timber with a minimum allowable bending stress of 1000 psi.
7. A layer of weatherd bedrock is present at the project site as indicated in the Soil Boring Logs. The Contractor shall provide a method to ensure the soldier piles achieve at least the plan tip elevations.

INDEX OF SHEETS

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structure Excavation	Cu. Yd.	462.6
Concrete Structures	Cu. Yd.	460.1
Concrete Superstructure	Cu. Yd.	1274.4
Protective Coat	Sq. Yd.	2,204
Stud Shear Connectors	Each	1,221
Reinforcement Bars, Epoxy Coated	Pound	278,210
Name Plates	Each	1
Permanent Casing	Foot	121
Drilled Shaft in Soil	Cu. Yd.	43.1
Drilled Shaft in Rock	Cu. Yd.	14.9
Furnishing Soldier Piles (HP Section)	Foot	4983
Drilling and Setting Soldier Piles (In Soil)	Cu. Ft.	17,247
Drilling and Setting Soldier Piles (In Rock)	Cu. Ft.	1,248
Untreated Timber Lagging	Sq. Ft.	8,491
Granular Backfill for Structures	Cu. Yd.	24.4
Concrete Sealer	Sq. Ft.	17,696
Geocomposite Wall Drain	Sq. Yd.	962
Concrete Headwalls for Pipe Drains	Each	9
Pipe Underdrains for Structures, 4"	Foot	1,626

SUGGESTED SEQUENCE OF CONSTRUCTION

1. Locate all existing utilities that are to remain. The TC Energy pipelines shall be daylighted in the presence of TC Energy representatives. The Contractor shall coordinate any required improvements to, or removals of existing utilities with utility owner(s) and IDOT.
2. Drill shaft excavations for Soldier Piles to specified bottom elevations maintaining required tolerances and hole stability.
3. Remove loose material and excess water from excavated shafts. Place Soldier Piles in holes and properly locate and brace.
4. Place Class DS Concrete in the holes to the level of the base of the proposed Concrete Facing, then place Controlled Low Strength Material (C.L.S.M) to the existing ground surface.
5. After all concrete has attained the required design strength, excavate the soil in front of the wall to proposed grade with simultaneous removal of C.L.S.M. at the face of the Soldier Piles and place lagging as specified.
6. Construct the drilled shafts and their connection beam over the TC Energy Lines, Enbridge Oil Line, or existing culvert.
7. Construct wall drainage features at the base of the wall.
8. Place shear studs on Soldier Piles and construct Concrete Facing.
9. Construct anchorage slab and barrier.
10. Complete final grading at the base of the wall.

STATION 983+73.77 RT TO STATION 1000+00.00
BUILT 20-- BY
STATE OF ILLINOIS
F.A.I. RTE. 55 SEC. FAI 80 21 STRUCTURE 5
LOADING HL-93
STRUCTURE NO. 099-W1001

NAME PLATE

See Std. 515001

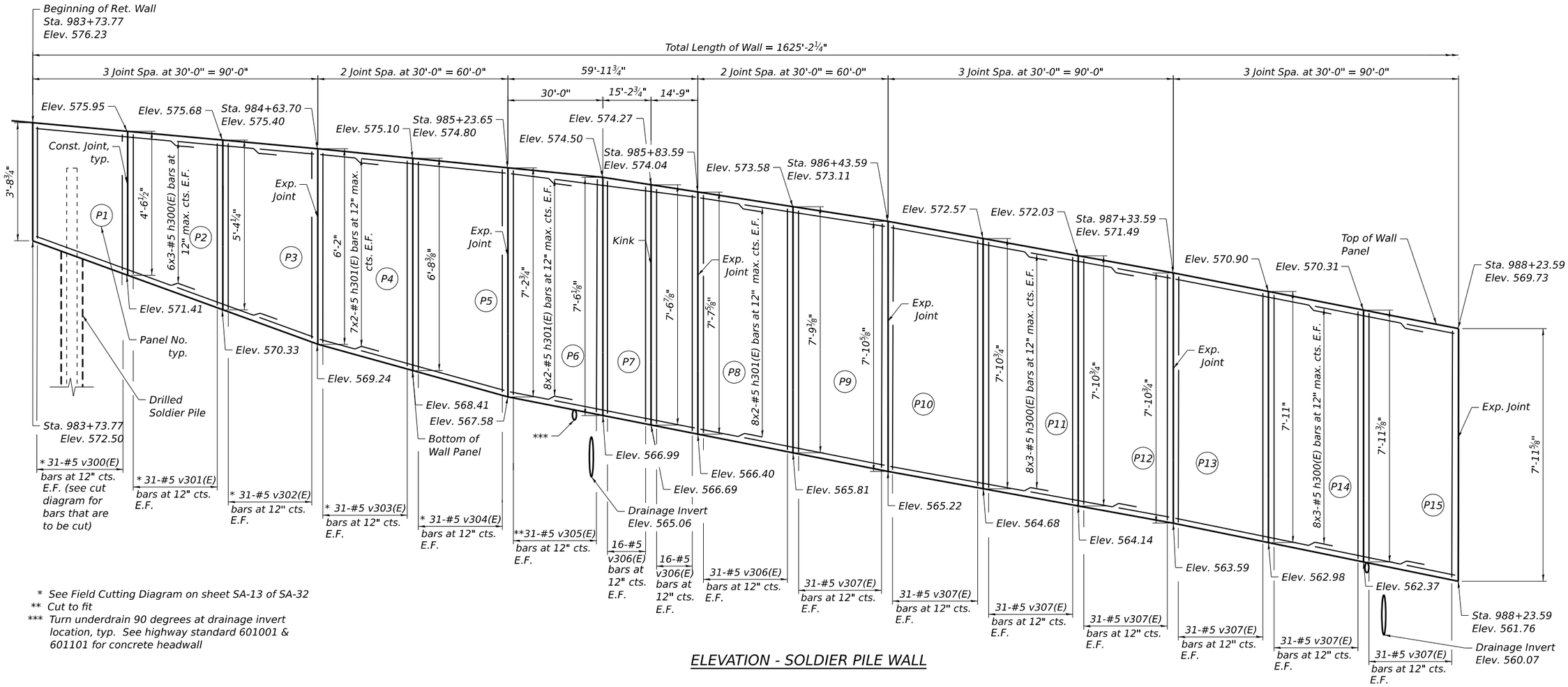
Stantec

USER NAME = eoskoui	DESIGNED - EAO	REVISED -	
	CHECKED - JZ	REVISED -	
PLOT SCALE = 80.0000 ' / in.	DRAWN - EAO	REVISED -	
PLOT DATE = 8/12/2024	CHECKED - JZ	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

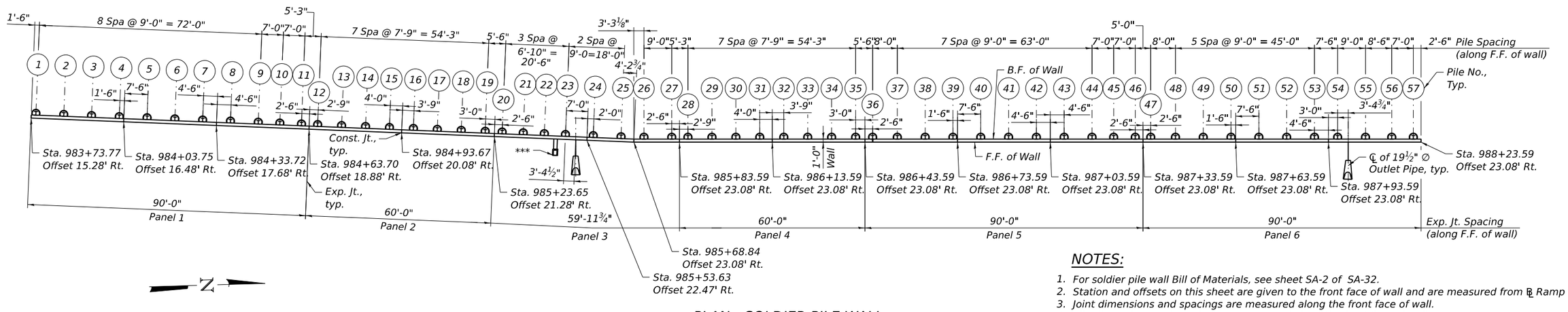
GENERAL NOTES, INDEX OF SHEETS & TOTAL BOM
STRUCTURE NO. 099-W1001
SHEET SA-03 OF SA-32 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	FAI 80 21 STRUCTURE 5	WILL	525	387
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		



* See Field Cutting Diagram on sheet SA-13 of SA-32
** Cut to fit
*** Turn underdrain 90 degrees at drainage invert location, typ. See highway standard 601001 & 601101 for concrete headwall

ELEVATION - SOLDIER PILE WALL



PLAN - SOLDIER PILE WALL

NOTES:

1. For soldier pile wall Bill of Materials, see sheet SA-2 of SA-32.
2. Station and offsets on this sheet are given to the front face of wall and are measured from ℄ Ramp B.
3. Joint dimensions and spacings are measured along the front face of wall.
4. Pile dimensions and spacings are measured along the front face of wall.
5. Pipe underdrains placed along wall shall be outletted to the ditch approximately every 500 ft or before drainage headwalls and at all low points and will be paid for as Concrete Headwalls for Pipe Drains.

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Stantec

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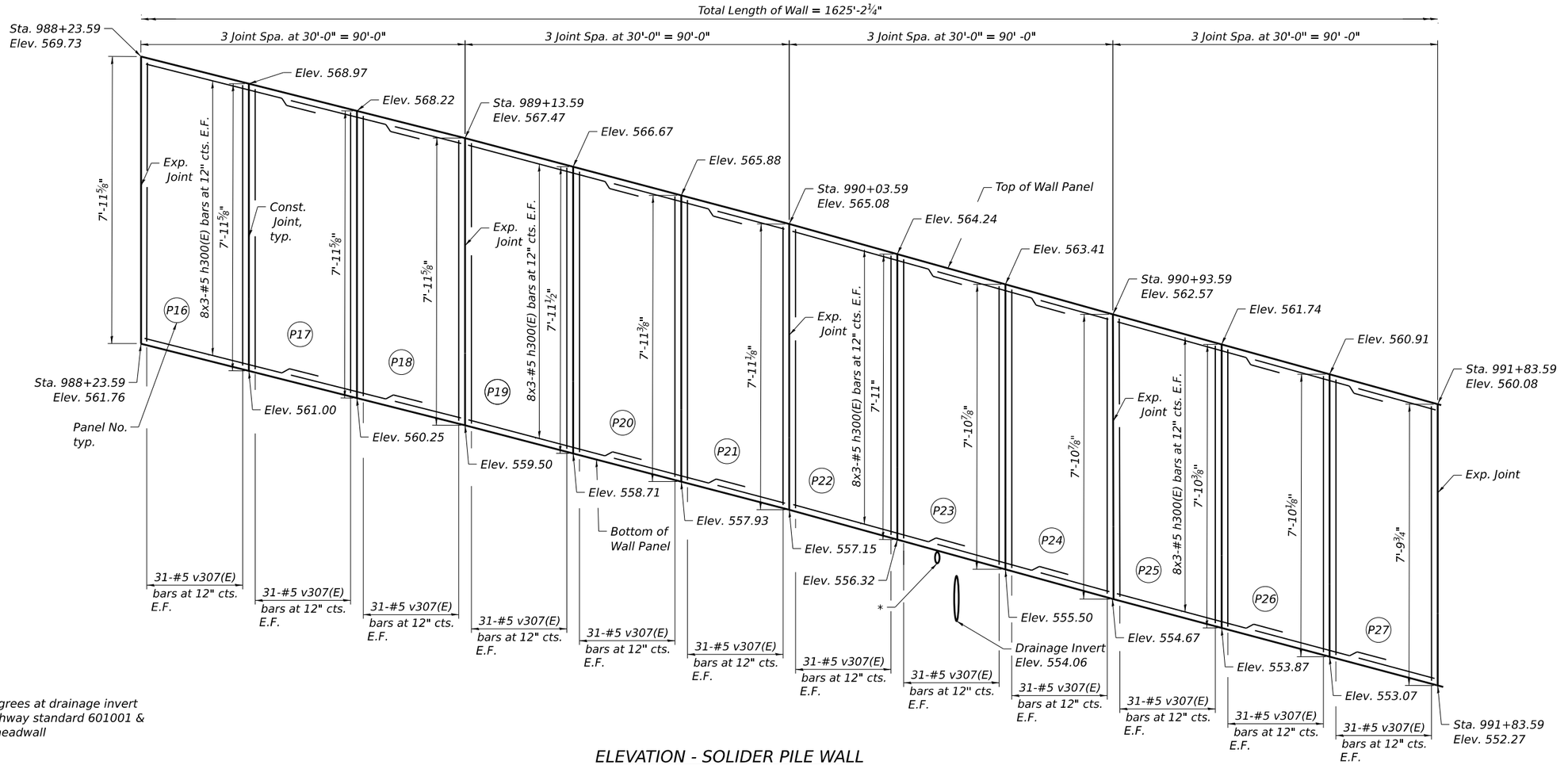
	CHECKED - SHK	REVISED -	
PLOT SCALE = 8.3333 ' / in.	DRAWN - LDI	REVISED -	
PLOT DATE = 8/12/2024	CHECKED - SHK	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

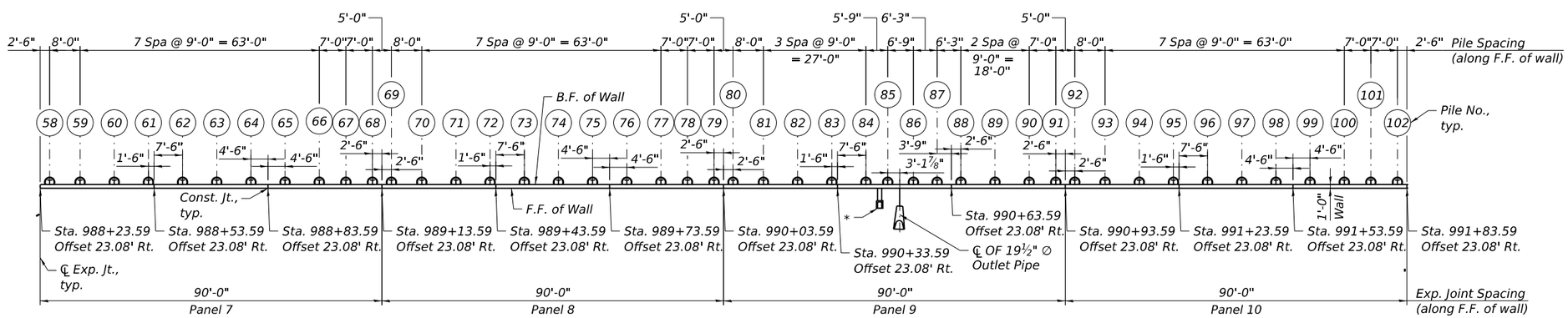
WALL LAYOUT (1 OF 4)
STRUCTURE NO. 099-W1001
SHEET SA-04 OF SA-32 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	FAI 80 21 STRUCTURE 5	WILL	525	388
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		



* *Turn underdrain 90 degrees at drainage invert location, typ. See highway standard 601001 & 601101 for concrete headwall*

ELEVATION - SOLIDER PILE WALL



PLAN - SOLIDER PILE WALL

NOTES:

1. *For soldier pile wall Bill of Materials, see sheet SA-2 of SA-32.*
2. *Station and offsets on this sheet are given to the front face of wall and are measured from ℄ Ramp B.*
3. *Joint dimensions and spacings are measured along the front face of wall.*
4. *Pile dimensions and spacings are measured along the front face of wall.*
5. *Pipe underdrains placed along wall shall be outletted to the ditch approximately every 500 ft or before drainage headwalls and at all low points and will be paid for as Concrete Headwalls for Pipe Drains.*

MODEL: Default
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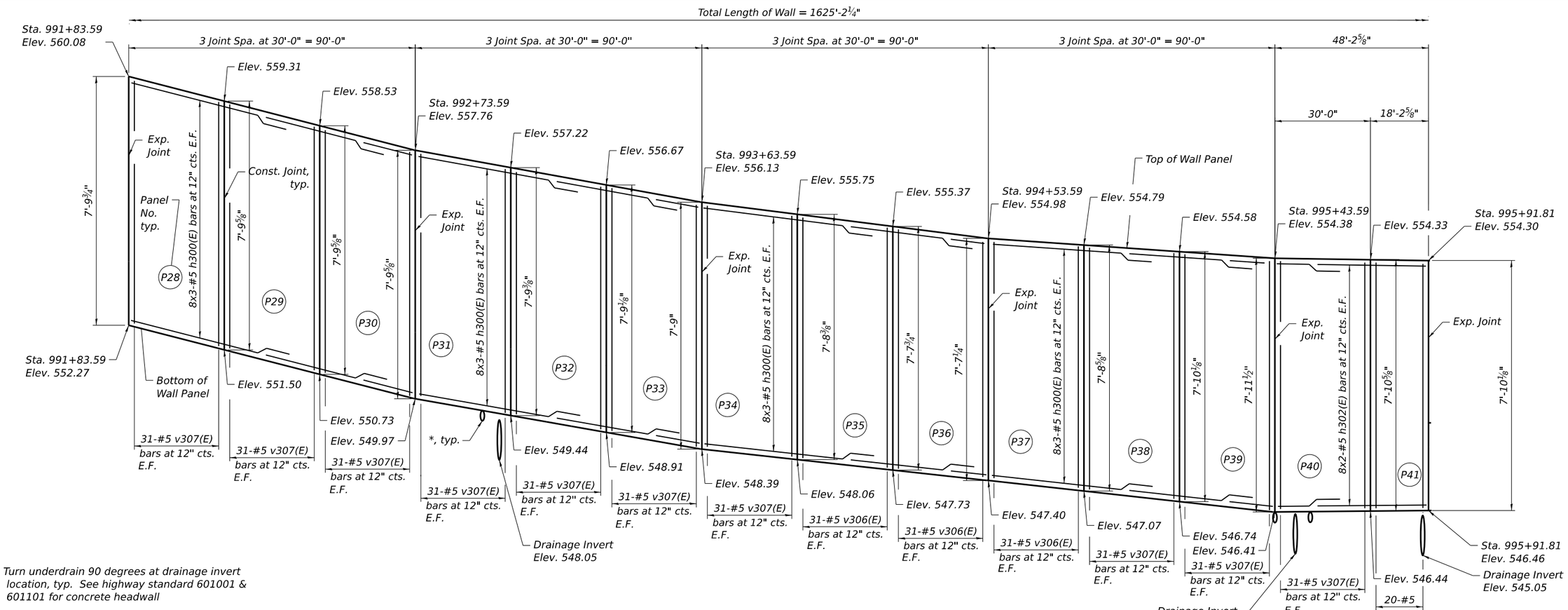
Stantec

USER NAME = eoskoui	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE = 8.3333 ' / in.	DRAWN -	REVISED -
PLOT DATE = 8/12/2024	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

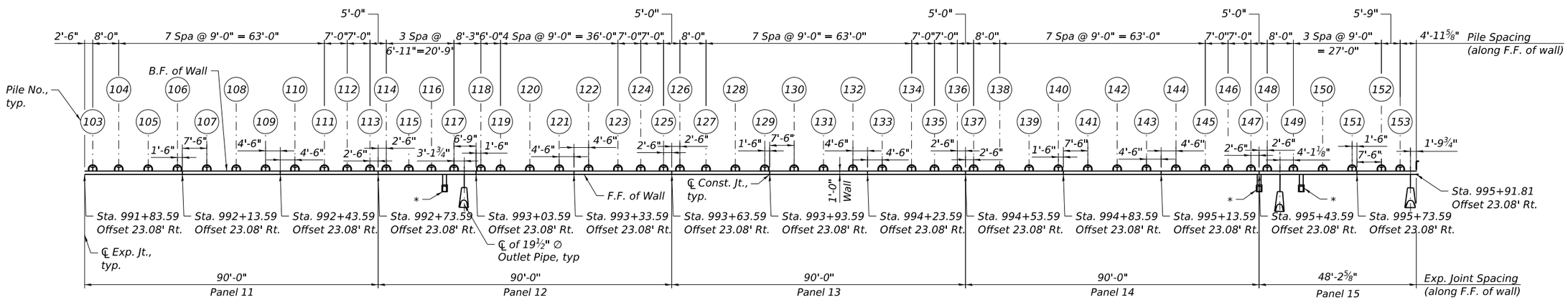
WALL LAYOUT (2 OF 4)
STRUCTURE NO. 099-W1001
SHEET SA-05 OF SA-32 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	FAI 80 21 STRUCTURE 5	WILL	525	389
		CONTRACT NO. 62R26		
	ILLINOIS FED. AID PROJECT			



* Turn underdrain 90 degrees at drainage invert location, typ. See highway standard 601001 & 601101 for concrete headwall

ELEVATION- SOLDIER PILE WALL



PLAN - SOLDIER PILE WALL

NOTES:

1. For soldier pile wall Bill of Materials, see sheet SA-2 of SA-32.
2. Station and offsets on this sheet are given to the front face of wall and are measured from ℄ Ramp B.
3. Joint dimensions and spacings are measured along the front face of wall.
4. Pile dimensions and spacings are measured along the front face of wall.
5. Pipe underdrains placed along wall shall be outletted to the ditch approximately every 500 ft or before drainage headwalls and at all low points and will be paid for as Concrete Headwalls for Pipe Drains.

Stantec

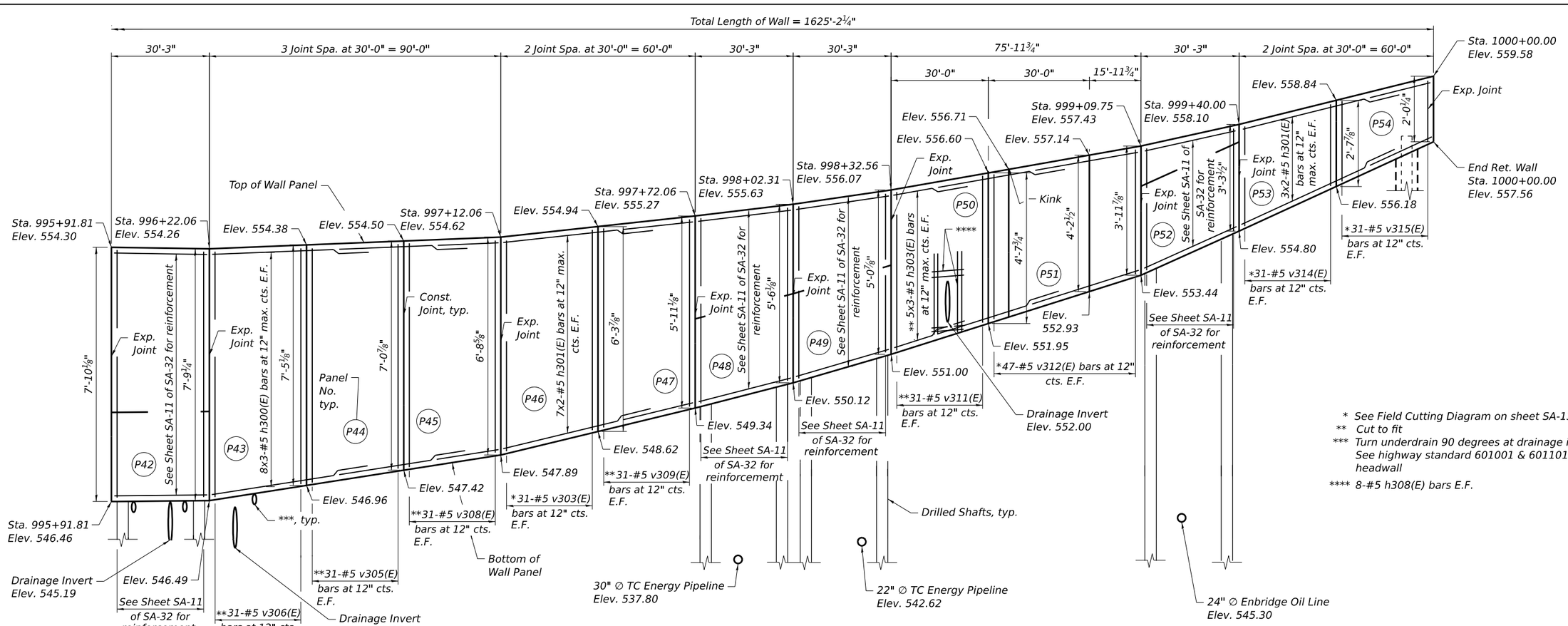
USER NAME = eoskoui	DESIGNED - LDI	REVISED -	
	CHECKED - SHK	REVISED -	
PLOT SCALE = 8.3333 ' / in.	DRAWN - LDI	REVISED -	
PLOT DATE = 8/12/2024	CHECKED - SHK	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WALL LAYOUT (3 OF 4)
STRUCTURE NO. 099-W1001

SHEET SA-06 OF SA-32 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	FAI 80 21 STRUCTURE 5	WILL	525	390
		CONTRACT NO. 62R26		
	ILLINOIS FED. AID PROJECT			



* See Field Cutting Diagram on sheet SA-13 of SA-32

** Cut to fit

*** Turn underdrain 90 degrees at drainage invert location, typ. See highway standard 601001 & 601101 for concrete headwall

**** 8-#5 h308(E) bars E.F.

ELEVATION - WALL

PLAN - WALL

NOTES:

1. For soldier pile wall Bill of Materials, see sheet SA-2 of SA-32.
2. Station and offsets on this sheet are given to the front face of wall and are measured from ℄ Ramp B.
3. Joint dimensions and spacings are measured along the front face of wall.
4. Pile dimensions and spacings are measured along the front face of wall.
5. Pipe underdrains placed along wall shall be outletted to the ditch approximately every 500 ft or before drainage headwalls and at all low points and will be paid for as Concrete Headwalls for Pipe Drains.

Stantec

USER NAME = eoskoui	DESIGNED - LDI	REVISED -	
	CHECKED - SHK	REVISED -	
PLOT SCALE = 8.3333 ' / in.	DRAWN - LDI	REVISED -	
PLOT DATE = 8/16/2024	CHECKED - SHK	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WALL LAYOUT (4 OF 4)
STRUCTURE NO. 099-W1001

SHEET SA-07 OF SA-32 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	FAI 80 21 STRUCTURE 5	WILL	525	391
		CONTRACT NO. 62R26		
	ILLINOIS FED. AID PROJECT			

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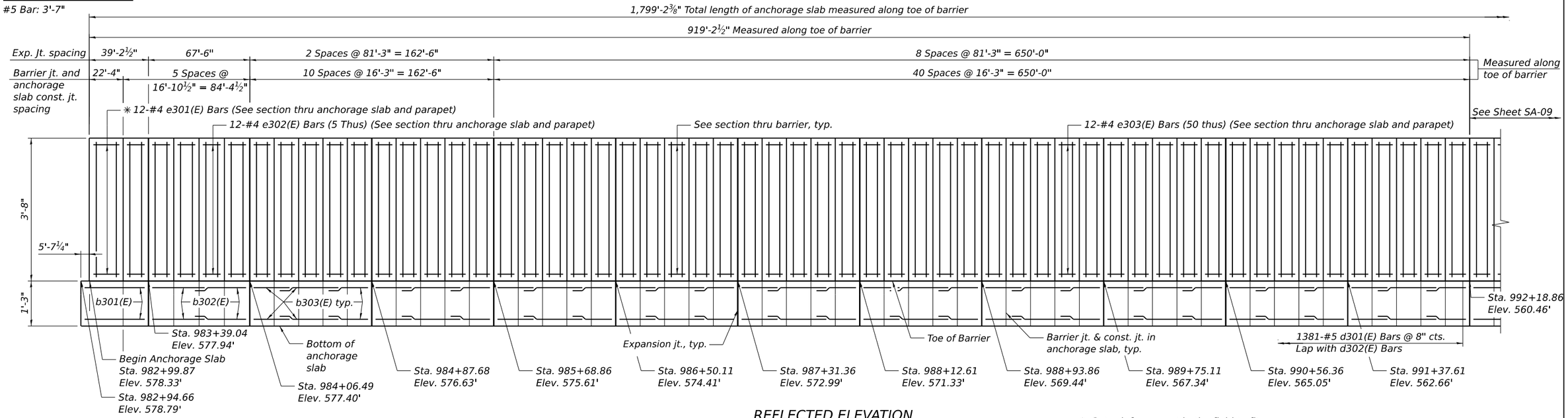
MINIMUM BAR LAP:

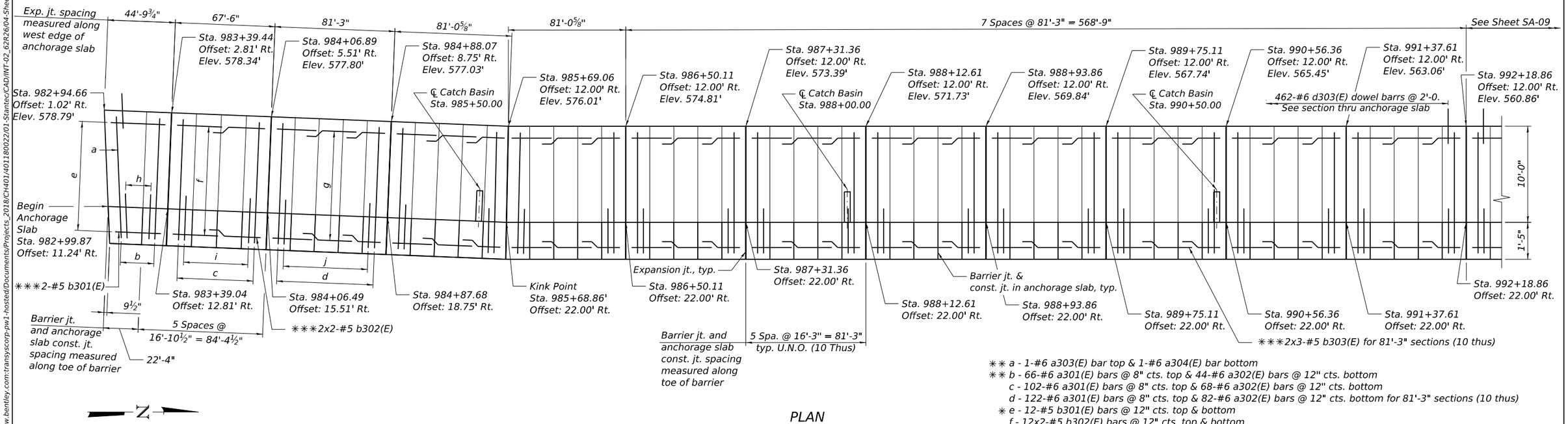
#5 Bar: 3'-7"



REFLECTED ELEVATION

(Looking at Front Face)

✳ *Cut reinforcement in the field to fit.*
✳✳ *Flare bar along skewed edge*
✳✳✳ *See section thru anchorage slab*



PLAN

✳✳ *a - 1-#6 a303(E) bar top & 1-#6 a304(E) bar bottom*
✳✳ *b - 66-#6 a301(E) bars @ 8" cts. top & 44-#6 a302(E) bars @ 12" cts. bottom*
c - 102-#6 a301(E) bars @ 8" cts. top & 68-#6 a302(E) bars @ 12" cts. bottom
d - 122-#6 a301(E) bars @ 8" cts. top & 82-#6 a302(E) bars @ 12" cts. bottom for 81'-3" sections (10 thus)
✳ *e - 12-#5 b301(E) bars @ 12" cts. top & bottom*
f - 12x2-#5 b302(E) bars @ 12" cts. top & bottom
g - 12x3-#5 b303(E) bars @ 12" cts. top & bottom for 81'-3" sections (10 thus)
h - 59-#5 d302(E) bars @ 8" cts.
i - 102-#5 d302(E) bars @ 8" cts.
j - 122-#5 d302(E) bars @ 8" cts. for 81'-3" sections (10 thus)

MODEL: Default
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Stantec

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	CHECKED - CRS	REVISED -	
PLOT SCALE = 66.6667 ' / in.	DRAWN - LRG	REVISED -	
PLOT DATE = 8/12/2024	CHECKED - CRS	REVISED -	

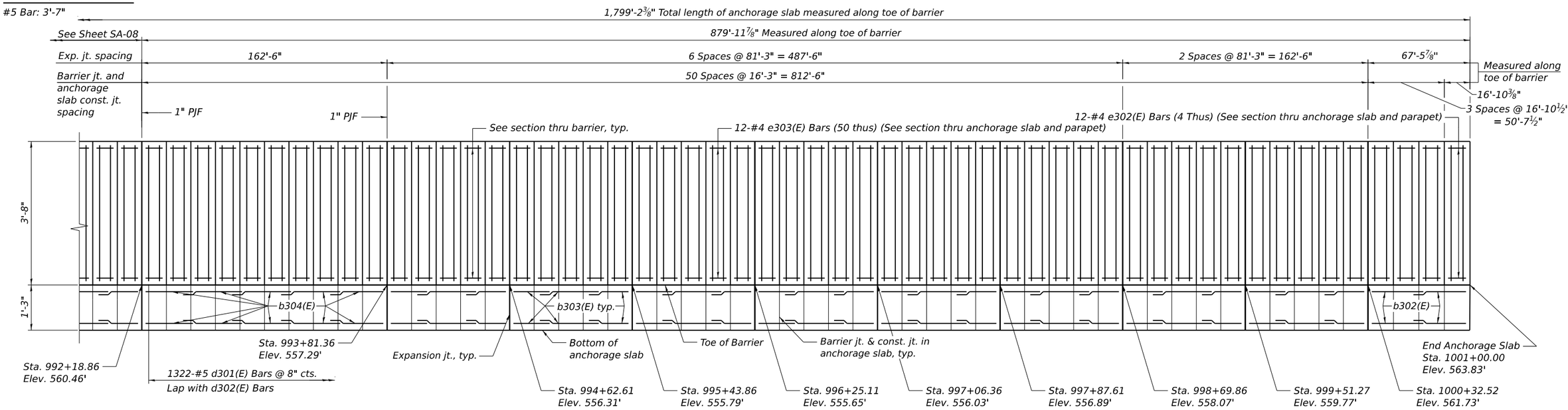
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ANCHORAGE SLAB PLAN AND ELEVATION (1 OF 2)
STRUCTURE NO. 099-W1001
SHEET SA-08 OF SA-32 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	FAI 80 21 STRUCTURE 5	WILL	525	392
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		

MINIMUM BAR LAP:

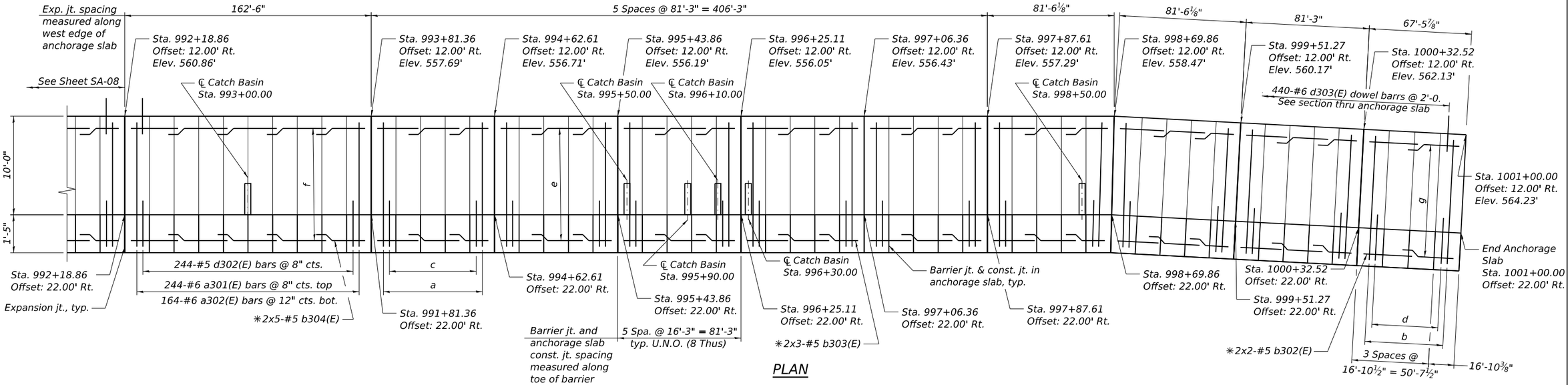
#5 Bar: 3'-7"



REFLECTED ELEVATION

(Looking at Front Face)

✳ See section thru anchorage slab



PLAN

a - 122-#6 a301(E) bars @ 8" cts. top & 82-#6 a302(E) bars @ 12" cts. bottom for 81'-3" sections (8 thus)
b - 102-#6 a301(E) bars @ 8" cts. top & 68-#6 a302(E) bars @ 12" cts. bottom
c - 122-#5 d302(E) bars @ 8" cts. for 81'-3" sections (8 thus)
d - 102-#5 d302(E) bars @ 8" cts.
e - 12x3-#5 b303(E) bars at 12" cts. top & bottom for 81'-3" sections (8 thus)
f - 12x5-#5 b304(E) bars at 12" cts. top & bottom
g - 12x2-#5 b302(E) bars @ 12" cts top and bottom

Stantec

USER NAME = eoskoui	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE = 66.6667 ' / in.	DRAWN -	REVISED -
PLOT DATE = 8/12/2024	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ANCHORAGE SLAB PLAN AND ELEVATION (2 OF 2)
STRUCTURE NO. 099-W1001

SHEET SA-09 OF SA-32 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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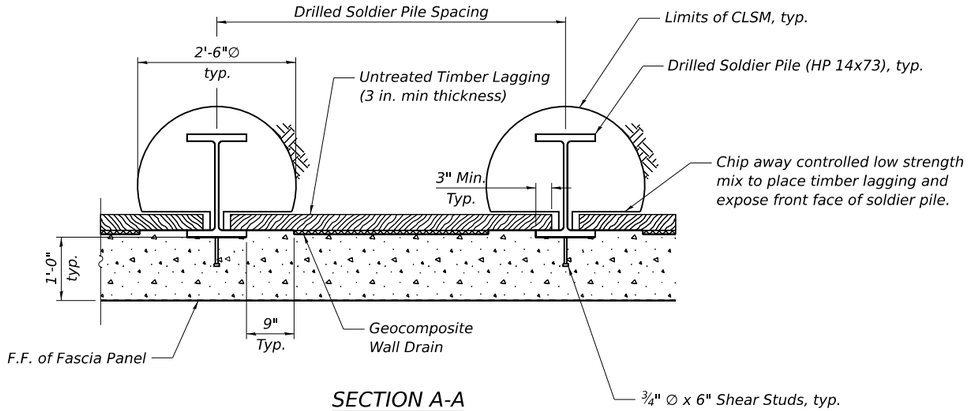
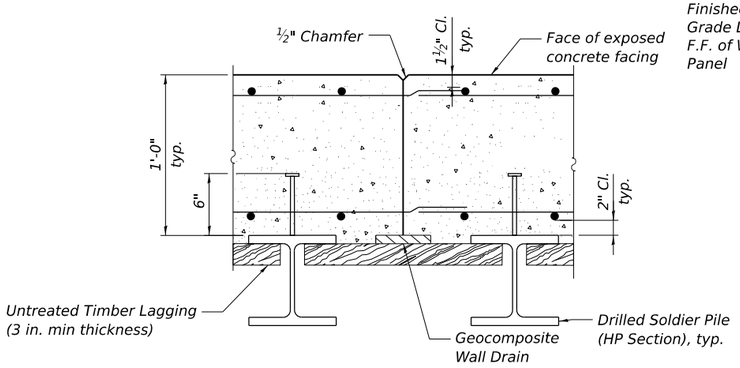
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		

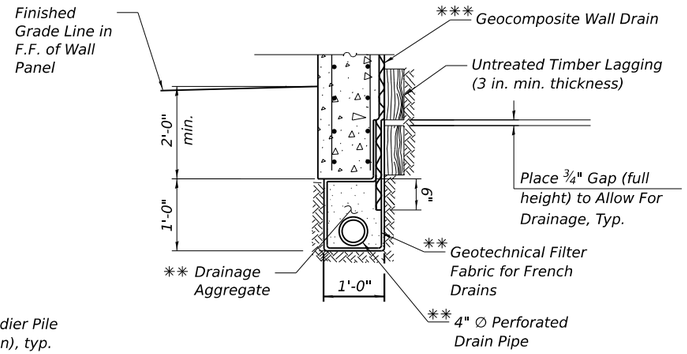


SECTION A-A

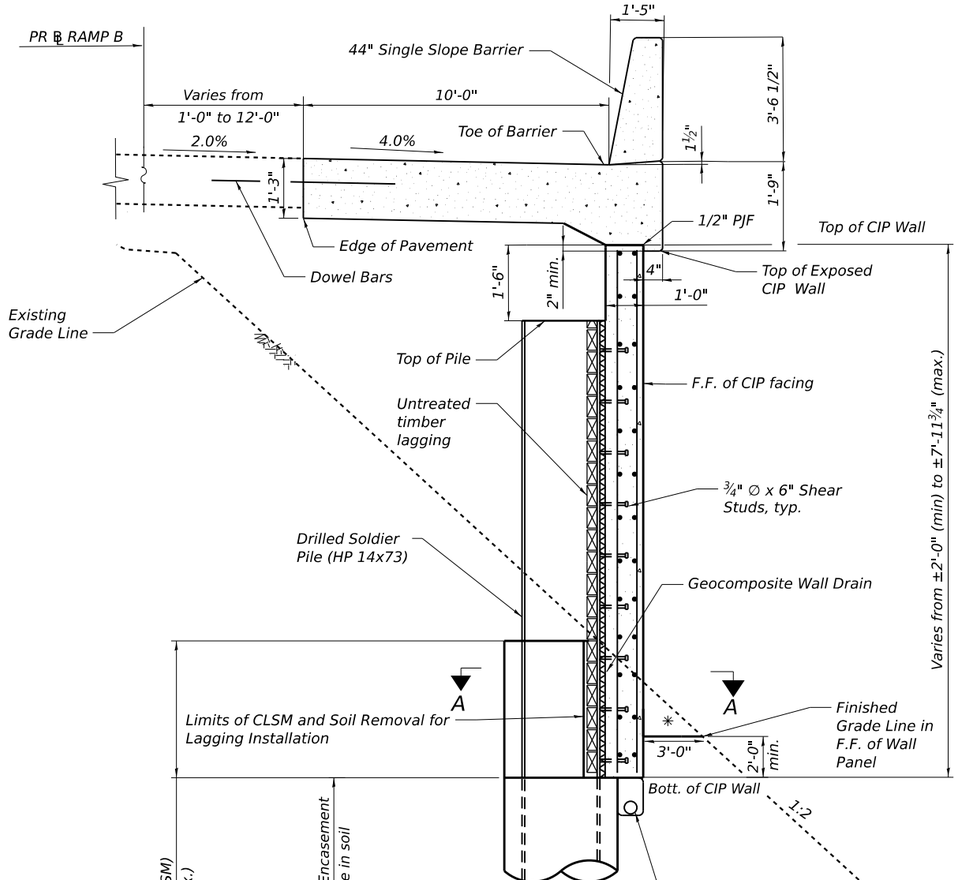
44" Single Face Barrier not shown for clarity



CONSTRUCTION JOINT DETAILS

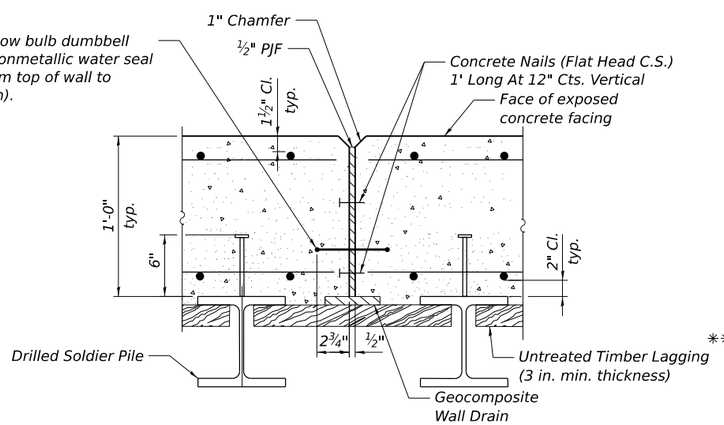


PIPE UNDERDRAIN DETAIL BETWEEN SOLDIER PILES

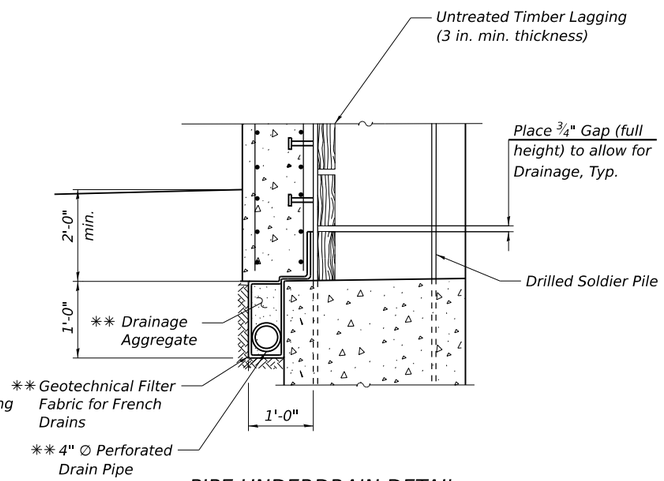


TYPICAL CROSS SECTION

(Looking North)



EXPANSION JOINT DETAILS



PIPE UNDERDRAIN DETAIL AT SOLDIER PILE

* See Elevations on sheet SA-12 of SA-32 for the limits of the dimension

** Included in the cost of Pipe Underdrain for Structures

*** Maximum thickness for Geocomposite Wall Drain is ½"

MODEL: Default
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Stantec

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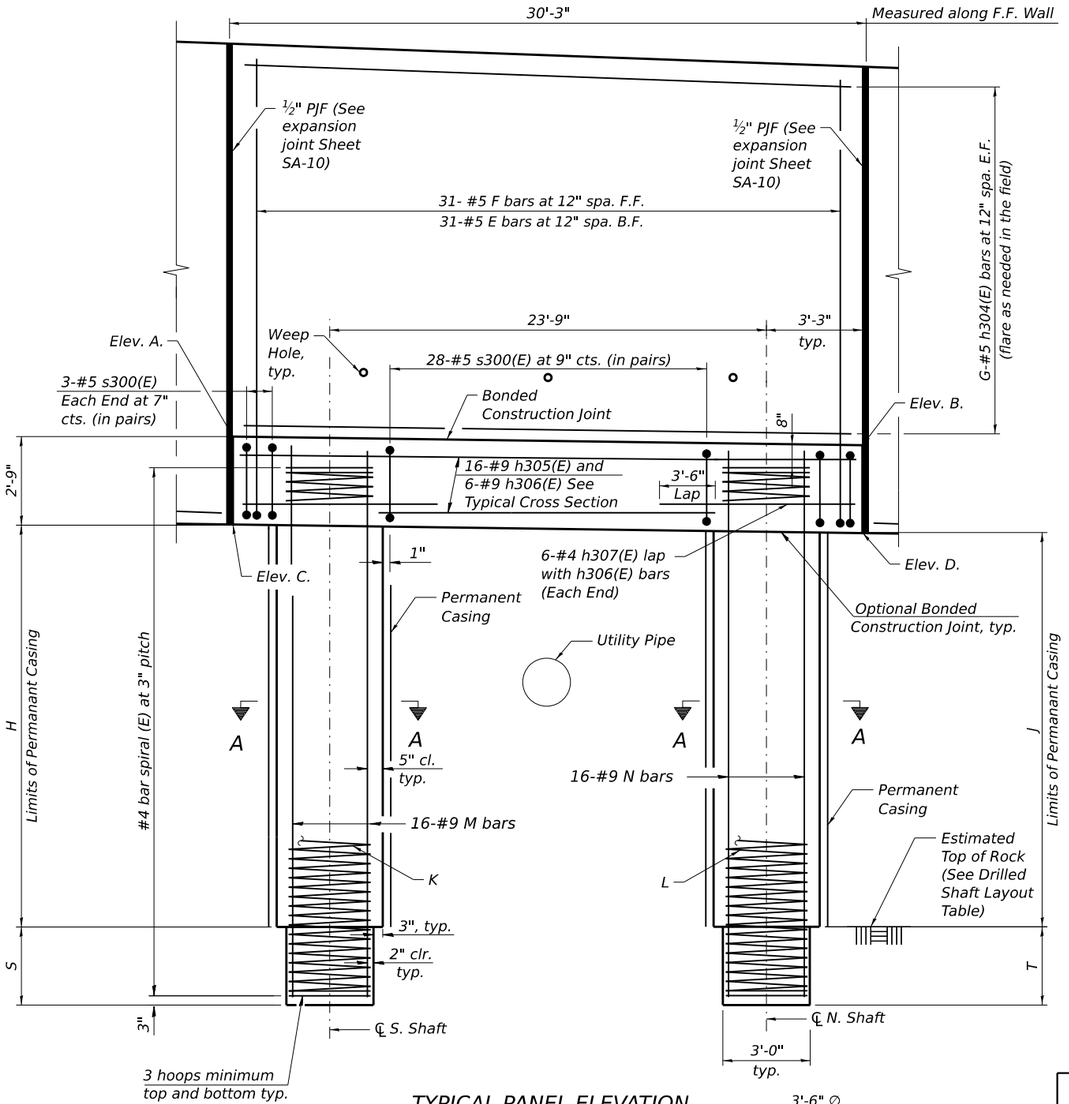
PLOT DATE = 8/12/2024	CHECKED - CRS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

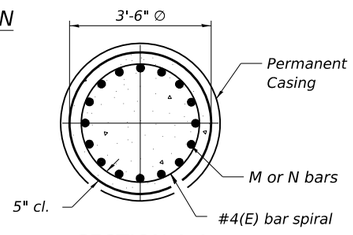
WALL CROSS SECTION AND DETAIL
STRUCTURE NO. 099-W1001
SHEET SA-10 OF SA-32 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	FAI 80 21 STRUCTURE 5	WILL	525	394
		CONTRACT NO. 62R26		
	ILLINOIS FED. AID PROJECT			



TYPICAL PANEL ELEVATION

(Looking West)

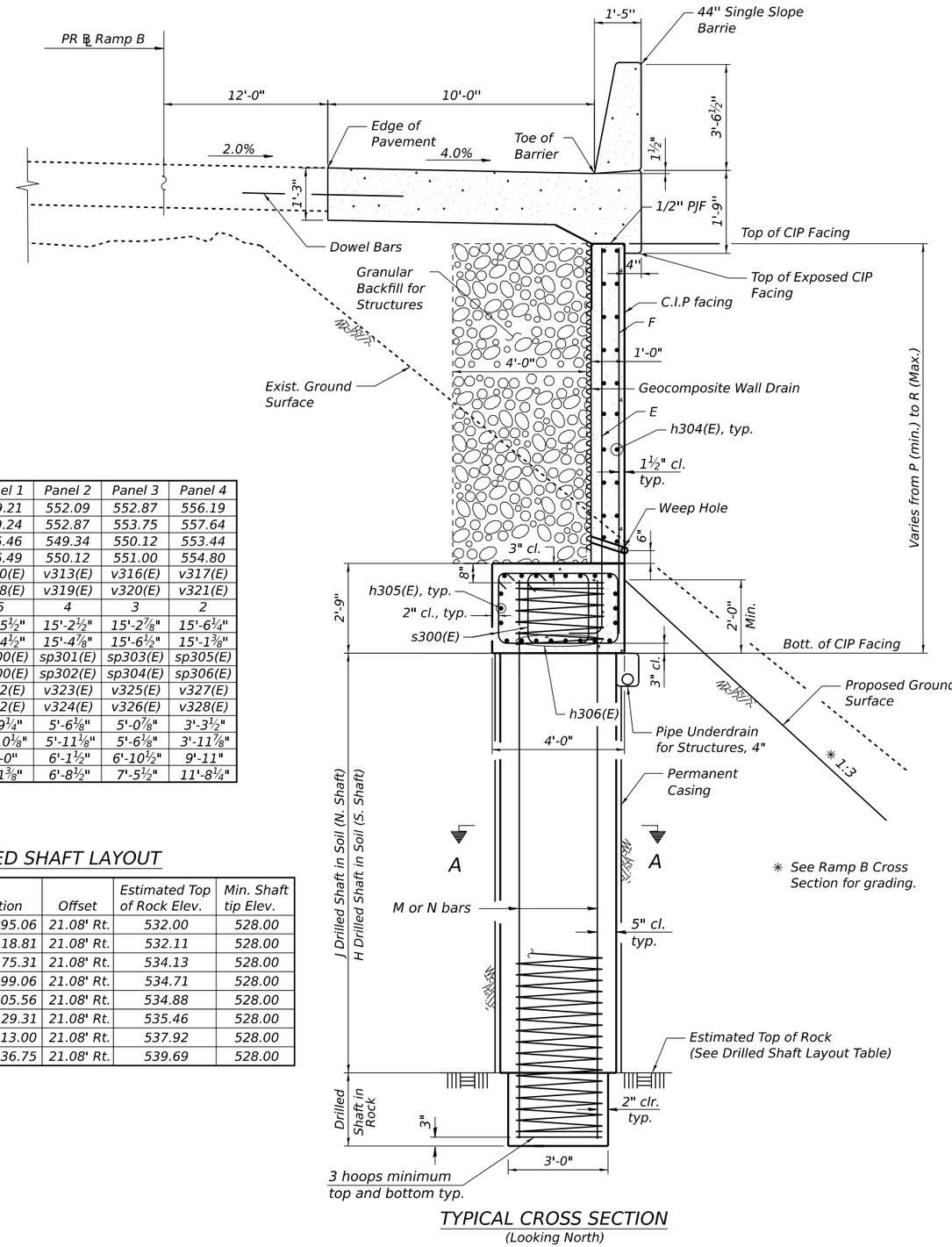


SECTION A-A

	Panel 1	Panel 2	Panel 3	Panel 4
Elev. A	549.21	552.09	552.87	556.19
Elev. B	549.24	552.87	553.75	557.64
Elev. C	546.46	549.34	550.12	553.44
Elev. D	546.49	550.12	551.00	554.80
E	v310(E)	v313(E)	v316(E)	v317(E)
F	v318(E)	v319(E)	v320(E)	v321(E)
G	6	4	3	2
H	14'-5½"	15'-2½"	15'-2⅞"	15'-6¼"
J	14'-4½"	15'-4⅞"	15'-6½"	15'-1⅜"
K	sp300(E)	sp301(E)	sp303(E)	sp305(E)
L	sp300(E)	sp302(E)	sp304(E)	sp306(E)
M	v322(E)	v323(E)	v325(E)	v327(E)
N	v322(E)	v324(E)	v326(E)	v328(E)
P	7'-9¼"	5'-6⅛"	5'-0⅞"	3'-3½"
R	7'-10⅛"	5'-11⅛"	5'-6⅛"	3'-11⅞"
S	4'-0"	6'-1½"	6'-10½"	9'-11"
T	4'-1⅜"	6'-8½"	7'-5½"	11'-8¼"

DRILLED SHAFT LAYOUT

		Station	Offset	Estimated Top of Rock Elev.	Min. Shaft tip Elev.
Panel 1	S. Shaft	995+95.06	21.08' Rt.	532.00	528.00
	N. Shaft	996+18.81	21.08' Rt.	532.11	528.00
Panel 2	S. Shaft	997+75.31	21.08' Rt.	534.13	528.00
	N. Shaft	997+99.06	21.08' Rt.	534.71	528.00
Panel 3	S. Shaft	998+05.56	21.08' Rt.	534.88	528.00
	N. Shaft	998+29.31	21.08' Rt.	535.46	528.00
Panel 4	S. Shaft	999+13.00	21.08' Rt.	537.92	528.00
	N. Shaft	999+36.75	21.08' Rt.	539.69	528.00



TYPICAL CROSS SECTION

(Looking North)

NOTES:

1. Structure Excavation is measured 2'-0" from front face of wall to back face of wall.
2. The geocomposite wall drain shall be placed behind the lagging with the pervious side toward the soil according to Section 591 of the Standard Specifications and shall be centered between the piles. The drain shall be installed in stages as the excavation proceeds downward making sure that drain splices as well as the top side edges are covered as required to protect the drain. Thickness shall not be greater than ⅞".
3. Permanent Casing shall be installed for two Drilled Shafts and shall extend to the top of bedrock. The Contractor shall be responsible for determining the permanent casing thickness and actual tip elevation to be used.

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8/16/2024 10:55:56 AM

Stantec

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	CHECKED - DTS	REVISED -	
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PLOT DATE = 8/16/2024	CHECKED - DTS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRILLED SHAFT SECTION AND DETAIL
STRUCTURE NO. 099-W1001
SHEET SA-11 OF SA-32 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	FAI 80 21 STRUCTURE 5	WILL	525	394A
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		

PILE LAYOUT

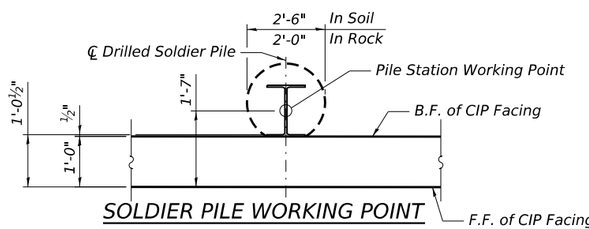
Pile	Station	Offset	Top of Pile Elev.	Top of Encasement	Section	Estimated Top of Rock Elev.	Minimum Pile Tip Elev.	Pile Length	No. Shear Studs
1	983+75.33	13.77' Rt	574.72	572.44	HP 14x73	533.55	548.22	26.50	3
2	983+84.32	14.13' Rt	574.64	572.12	HP 14x73	533.39	548.14	26.50	4
3	983+93.32	14.49' Rt	574.55	571.79	HP 14x73	533.24	548.05	26.50	4
4	984+02.31	14.85' Rt	574.47	571.47	HP 14x73	533.09	547.97	26.50	4
5	984+11.30	15.21' Rt	574.38	571.14	HP 14x73	532.94	547.88	26.50	4
6	984+20.29	15.57' Rt	574.30	570.81	HP 14x73	532.79	547.80	26.50	4
7	984+29.29	15.93' Rt	574.22	570.49	HP 14x73	532.63	547.72	26.50	5
8	984+38.28	16.29' Rt	574.13	570.16	HP 14x73	532.48	547.63	26.50	5
9	984+47.27	16.65' Rt	574.05	569.84	HP 14x73	532.33	547.55	26.50	5
10	984+54.27	16.93' Rt	573.98	569.58	HP 14x73	532.21	547.48	26.50	5
11	984+61.26	17.21' Rt	573.92	569.33	HP 14x73	532.09	547.42	26.50	6
12	984+66.51	17.42' Rt	573.87	569.16	HP 14x73	532.00	547.37	26.50	6
13	984+74.25	17.73' Rt	573.79	568.95	HP 14x73	531.87	547.29	26.50	6
14	984+82.00	18.03' Rt	573.71	568.73	HP 14x73	531.74	547.21	26.50	6
15	984+89.74	18.35' Rt	573.64	568.52	HP 14x73	531.61	547.14	26.50	6
16	984+97.48	18.66' Rt	573.56	568.30	HP 14x73	531.55	547.06	26.50	6
17	985+05.23	18.97' Rt	573.48	568.09	HP 14x73	531.49	546.98	26.50	6
18	985+12.97	19.28' Rt	573.41	567.88	HP 14x73	531.43	546.91	26.50	7
19	985+20.72	19.59' Rt	573.33	567.66	HP 14x73	531.38	546.83	26.50	7
20	985+26.21	19.81' Rt	573.27	567.53	HP 14x73	531.34	546.77	26.50	7
21	985+33.04	20.08' Rt	573.19	567.40	HP 14x73	531.29	546.69	26.50	7
22	985+39.87	20.36' Rt	573.11	567.26	HP 14x73	531.24	546.61	26.50	7
23	985+46.69	20.63' Rt	573.03	567.13	HP 14x73	531.19	546.53	26.50	7
24	985+55.69	20.99' Rt	572.92	566.95	HP 14x73	531.12	546.42	26.50	7
25	985+64.68	21.35' Rt	572.82	566.77	HP 14x73	531.06	546.32	26.50	7
26	985+72.09	21.52' Rt	572.72	566.63	HP 14x73	531.00	546.22	26.50	7
27	985+81.09	21.52' Rt	572.58	566.45	HP 14x73	531.30	546.08	26.50	7
28	985+86.34	21.52' Rt	572.50	566.35	HP 14x73	531.48	546.00	26.50	7
29	985+94.09	21.52' Rt	572.38	566.19	HP 14x73	531.75	545.88	26.50	7
30	986+01.84	21.52' Rt	572.26	566.04	HP 14x73	532.02	545.76	26.50	7
31	986+09.59	21.52' Rt	572.14	565.89	HP 14x73	532.29	545.64	26.50	7
32	986+17.34	21.52' Rt	572.02	565.74	HP 14x73	532.56	545.52	26.50	7
33	986+25.09	21.52' Rt	571.90	565.58	HP 14x73	532.83	545.40	26.50	7
34	986+32.84	21.52' Rt	571.78	565.43	HP 14x73	533.10	545.28	26.50	7
35	986+40.59	21.52' Rt	571.66	565.28	HP 14x73	533.37	545.16	26.50	7
36	986+46.09	21.52' Rt	571.57	565.17	HP 14x73	533.56	545.07	26.50	7
37	986+54.09	21.52' Rt	571.42	565.03	HP 14x73	533.79	544.92	26.50	7
38	986+63.09	21.52' Rt	571.26	564.87	HP 14x73	533.67	544.76	26.50	7
39	986+72.09	21.52' Rt	571.10	564.70	HP 14x73	533.55	544.60	26.50	7
40	986+81.09	21.52' Rt	570.94	564.54	HP 14x73	533.44	544.44	26.50	7
41	986+90.09	21.52' Rt	570.77	564.38	HP 14x73	533.32	544.27	26.50	7
42	986+99.09	21.52' Rt	570.61	564.21	HP 14x73	533.20	544.11	26.50	7
43	987+08.09	21.52' Rt	570.45	564.05	HP 14x73	533.08	543.95	26.50	7
44	987+17.09	21.52' Rt	570.29	563.89	HP 14x73	532.97	543.79	26.50	7
45	987+24.09	21.52' Rt	570.16	563.76	HP 14x73	532.88	543.66	26.50	7
46	987+31.09	21.52' Rt	570.04	563.64	HP 14x73	532.79	543.54	26.50	7
47	987+36.09	21.52' Rt	569.94	563.54	HP 14x73	532.72	543.44	26.50	7
48	987+44.09	21.52' Rt	569.78	563.38	HP 14x73	532.62	543.28	26.50	7
49	987+53.09	21.52' Rt	569.61	563.19	HP 14x73	532.50	543.11	26.50	7
50	987+62.09	21.52' Rt	569.43	563.01	HP 14x73	532.38	542.93	26.50	7
51	987+71.09	21.52' Rt	569.26	562.83	HP 14x73	532.26	542.76	26.50	7
52	987+80.09	21.52' Rt	569.08	562.64	HP 14x73	532.15	542.58	26.50	7
53	987+89.09	21.52' Rt	568.90	562.46	HP 14x73	532.03	542.40	26.50	7
54	987+96.59	21.52' Rt	568.76	562.31	HP 14x73	531.93	542.26	26.50	7
55	988+05.59	21.52' Rt	568.58	562.13	HP 14x73	531.82	542.08	26.50	7
56	988+14.09	21.52' Rt	568.42	561.95	HP 14x73	531.72	541.92	26.50	7
57	988+21.09	21.52' Rt	568.28	561.81	HP 14x73	531.63	541.78	26.50	7
58	988+26.09	21.52' Rt	568.17	561.70	HP 14x73	531.58	541.67	26.50	7
59	988+34.09	21.52' Rt	567.97	561.50	HP 14x73	531.48	541.47	26.50	7
60	988+43.09	21.52' Rt	567.74	561.27	HP 14x73	531.38	541.24	26.50	7
61	988+52.09	21.52' Rt	567.51	561.04	HP 14x73	531.27	541.01	26.50	7
62	988+61.09	21.52' Rt	567.29	560.82	HP 14x73	531.17	540.79	26.50	7
63	988+70.09	21.52' Rt	567.06	560.59	HP 14x73	531.07	540.56	26.50	7
64	988+79.09	21.52' Rt	566.84	560.37	HP 14x73	530.96	540.34	26.50	7
65	988+88.09	21.52' Rt	566.61	560.14	HP 14x73	530.86	540.11	26.50	7

PILE LAYOUT

Pile	Station	Offset	Top of Pile Elev.	Top of Encasement	Section	Estimated Top of Rock Elev.	Minimum Pile Tip Elev.	Pile Length	No. Shear Studs
66	988+97.09	21.52' Rt	566.38	559.91	HP 14x73	530.75	539.88	26.50	7
67	989+04.09	21.52' Rt	566.21	559.74	HP 14x73	530.67	539.71	26.50	7
68	989+11.09	21.52' Rt	566.03	559.56	HP 14x73	530.59	539.53	26.50	7
69	989+16.09	21.52' Rt	565.90	559.43	HP 14x73	530.53	539.40	26.50	7
70	989+24.09	21.52' Rt	565.69	559.23	HP 14x73	530.44	539.19	26.50	7
71	989+33.09	21.52' Rt	565.45	558.99	HP 14x73	530.33	538.95	26.50	7
72	989+42.09	21.52' Rt	565.21	558.76	HP 14x73	530.23	538.71	26.50	7
73	989+51.09	21.52' Rt	564.97	558.52	HP 14x73	530.12	538.47	26.50	7
74	989+60.09	21.52' Rt	564.74	558.29	HP 14x73	530.02	538.24	26.50	7
75	989+69.09	21.52' Rt	564.50	558.05	HP 14x73	529.49	538.00	26.50	7
76	989+78.09	21.52' Rt	564.26	557.82	HP 14x73	528.85	537.76	26.50	7
77	989+87.09	21.52' Rt	564.02	557.58	HP 14x73	528.22	537.52	26.50	7
78	989+94.09	21.52' Rt	563.83	557.40	HP 14x73	527.73	537.33	26.50	7
79	990+01.09	21.52' Rt	563.65	557.22	HP 14x73	527.23	536.65	27.00	7
80	990+06.09	21.52' Rt	563.51	557.08	HP 14x73	526.88	536.51	27.00	7
81	990+14.09	21.52' Rt	563.29	556.86	HP 14x73	526.31	536.29	27.00	7
82	990+23.09	21.52' Rt	563.04	556.61	HP 14x73	525.68	536.04	27.00	7
83	990+32.09	21.52' Rt	562.79	556.36	HP 14x73	525.05	535.79	27.00	7
84	990+41.09	21.52' Rt	562.53	556.12	HP 14x73	524.41	535.53	27.00	7
85	990+46.84	21.52' Rt	562.37	555.96	HP 14x73	524.00	535.37	27.00	7
86	990+53.59	21.52' Rt	562.19	555.77	HP 14x73	523.53	535.19	27.00	7
87	990+59.84	21.52' Rt	562.01	555.60	HP 14x73	523.09	535.01	27.00	7
88	990+66.09	21.52' Rt	561.84	555.43	HP 14x73	522.65	534.84	27.00	7
89	990+75.09	21.52' Rt	561.59	555.18	HP 14x73	522.01	534.59	27.00	7
90	990+84.09	21.52' Rt	561.33	554.93	HP 14x73	521.38	534.33	27.00	7
91	990+91.09	21.52' Rt	561.14	554.74	HP 14x73	520.88	534.14	27.00	7
92	990+96.09	21.52' Rt	561.00	554.60	HP 14x73	520.53	534.00	27.00	7
93	991+04.09	21.52' Rt	560.78	554.39	HP 14x73	519.97	533.78	27.00	7
94	991+13.09	21.52' Rt	560.53	554.15	HP 14x73	519.33	533.53	27.00	7
95	991+22.09	21.52' Rt	560.28	553.91	HP 14x73	519.48	533.28	27.00	7
96	991+31.09	21.52' Rt	560.03	553.67	HP 14x73	519.84	533.03	27.00	7
97	991+40.09	21.52' Rt	559.78	553.43	HP 14x73	520.20	532.78	27.00	7
98	991+49.09	21.52' Rt	559.53	553.19	HP 14x73	520.56	532.53	27.00	7
99	991+58.09	21.52' Rt	559.29	552.95	HP 14x73	520.92	532.29	27.00	7
100	991+67.09	21.52' Rt	559.04	552.71	HP 14x73	521.28	532.04	27.00	7
101	991+74.09	21.52' Rt	558.84	552.52	HP 14x73	521.56	531.84	27.00	7
102	991+81.09	21.52' Rt	558.65	552.34	HP 14x73	521.83	531.65	27.00	7
103	991+86.09	21.52' Rt	558.52	552.21	HP 14x73	522.03	531.52	27.00	7
104	991+94.09	21.52' Rt	558.31	552.00	HP 14x73	522.35	531.31	27.00	7
105	992+03.09	21.52' Rt	558.08	551.77	HP 14x73	522.71	531.08	27.00	7
106	992+12.09	21.52' Rt	557.85	551.54	HP 14x73	523.07	530.85	27.00	7
107	992+21.09	21.52' Rt	557.61	551.31	HP 14x73	523.43	530.61	27.00	7
108	992+30.09	21.52' Rt	557.38	551.08	HP 14x73	523.79	530.38	27.00	7
109	992+39.09	21.52' Rt	557.15	550.85	HP 14x73	524.14	530.15	27.00	7
110	992+48.09	21.52' Rt	556.92	550.62	HP 14x73	524.50	529.92	27.00	7
111	992+57.09	21.52' Rt	556.69	550.39	HP 14x73	524.86	529.69	27.00	7
112	992+64.09	21.52' Rt	556.50	550.21	HP 14x73	525.14	529.50	27.00	7
113	992+71.09	21.52' Rt	556.32	550.03	HP 14x73	525.42	529.32	27.00	7
114	992+76.09	21.52' Rt	556.21	549.93	HP 14x73	525.70	529.21	27.00	7
115	992+83.01	21.52' Rt	556.09	549.80	HP 14x73	526.16	529.09	27.00	7
116	992+89.93	21.52' Rt	555.96	549.68	HP 14x73	526.62	528.96	27.00	7
117	992+96.84	21.52' Rt	555.84	549.56	HP 14x73	527.09	528.84	27.00	7
118	993+05.09	21.52' Rt	555.69	549.42	HP 14x73	527.64	528.69	27.00	7
119	993+11.09	21.52' Rt	555.58	549.31	HP 14x73	528.04	528.58	27.00	7
120	993+20.09	21.52' Rt	555.42	549.15	HP 14x73	528.64	528.42	27.00	7
121	993+29.09	21.52' Rt	555.25	549.00	HP 14x73	529.25	528.25	27.00	7
122	993+38.09	21.52' Rt	555.09	548.84	HP 14x73	529.85	528.09	27.00	7
123	993+47.09	21.52' Rt	554.93	548.68	HP 14x73	530.45	527.93	27.00	7
124	993+54.09	21.52' Rt	554.80	548.56	HP 14x73	530.92	527.80	27.00	7
125	993+61.09	21.52' Rt	554.68	548.43	HP 14x73	531.39	527.68	27.00	7
126	993+66.09	21.52' Rt	554.60	548.36	HP 14x73	531.72	527.60	27.00	7
127	993+74.09	21.52' Rt	554.50	548.27	HP 14x73	532.26	527.50	27.00	7
128	993+83.09	21.52' Rt	554.38	548.18	HP 14x73	532.86	529.88	24.50	7
129	993+92.09	21.52' Rt	554.27	548.08	HP 14x73	533.46	529.77	24.50	7
130	994+01.09	21.52' Rt	554.15	547.98	HP 14x73	534.07	529.65	24.50	7

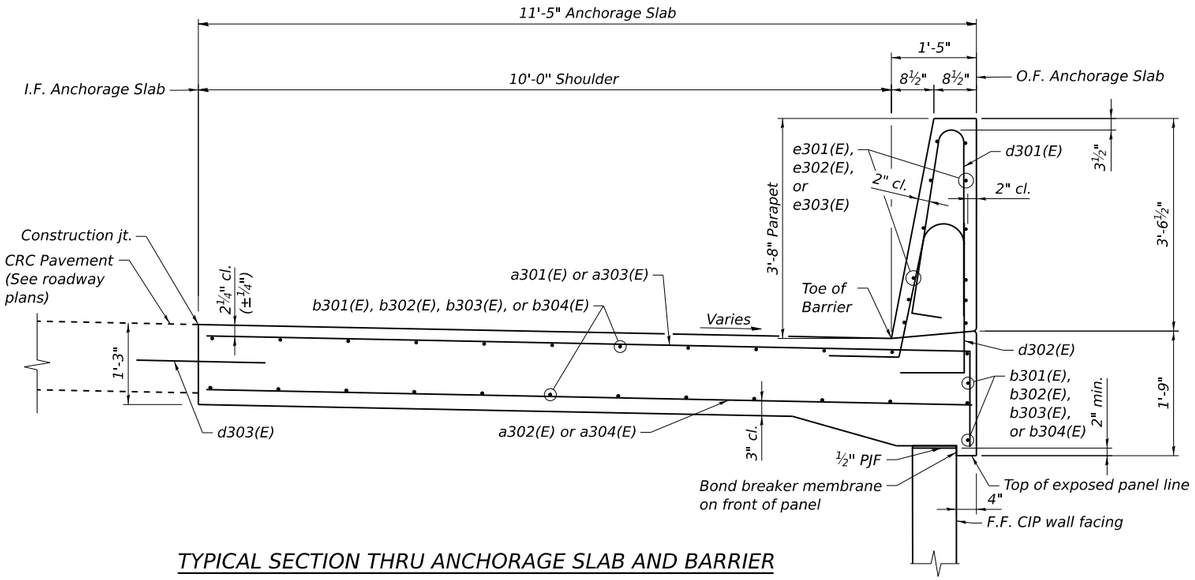
PILE LAYOUT

Pile	Station	Offset	Top of Pile Elev.	Top of Encasement	Section	Estimated Top of Rock Elev.	Minimum Pile Tip Elev.	Pile Length	No. Shear Studs
131	994+10.09	21.52' Rt	554.04	547.88	HP 14x73	534.67	529.54	24.50	7
132	994+19.09	21.52' Rt	553.92	547.78	HP 14x73	535.27	529.42	24.50	7
133	994+28.09	21.52' Rt	553.81	547.68	HP 14x73	535.87	529.31	24.50	7
134	994+37.09	21.52' Rt	553.69	547.58	HP 14x73	535.83	529.19	24.50	7
135	994+44.09	21.52' Rt	553.60	547.50	HP 14x73	535.66	529.10	24.50	7
136	994+51.09	21.52' Rt	553.51	547.43	HP 14x73	535.49	529.01	24.50	7
137	994+56.09	21.52' Rt	553.46	547.37	HP 14x73	535.36	528.96	24.50	7
138	994+64.09	21.52' Rt	553.41	547.28	HP 14x73	535.17	528.91	24.50	7
139	994+73.09	21.52' Rt	553.35	547.19	HP 14x73	534.95	528.85	24.50	7
140	994+82.09	21.52' Rt	553.29	547.09	HP 14x73	534.73	528.79	24.50	7
141	994+91.09	21.52' Rt	553.23	546.99	HP 14x73	534.51	528.73	24.50	7
142	995+00.09	21.52' Rt	553.17	546.89	HP 14x73	534.29	528.67	24.50	7
143	995+09.09	21.52' Rt	553.11	546.79	HP 14x73	534.07	527.11	26.00	7
144	995+18.09	21.52' Rt	553.05	546.69	HP 14x73	533.85	527.05	26.00	7
145	995+27.09	21.52' Rt	552.99	546.59	HP 14x73	533.63	526.99	26.00	7
146	995+34.09	21.52' Rt	552.94	546.51	HP 14x73	533.46	526.94	26.00	7
147	995+41.09	21.52' Rt	552.90	546.44	HP 14x73	533.29	526.90	26.00	7
148	995+46.09	21.52' Rt	552.88	546.41	HP 14x73	533.17	526.88	26.00	7
149	995+54.09	21.52' Rt	552.86	546.42	HP 14x73	532.97	526.86	26.00	7
150	995+63.09	21.52' Rt	552.85	546.43	HP 14x73	532.75	526.85	26.00	7
151	995+72.09	21.52' Rt	552.83	546.44	HP 14x73	532.54	526.83	26.00	7
152	995+81.09	21.52' Rt	552.82	546.45	HP 14x73	532.32	526.82	26.00	7
153	995+86.84	21.52' Rt	552.81	546.45	HP 14x73	532.18	526.81	26.00	7
154	996+25.06	21.52' Rt	552.77	546.54	HP 14x73	532.13	526.77	26.00	7
155	996+34.06	21.52' Rt	552.81	546.68	HP 14x73	532.17	526.81	26.00	7
156	996+43.06	21.52' Rt	552.84	546.82	HP 14x73	532.21	526.84	26.00	7
157	996+50.56	21.52' Rt	552.87	546.93	HP 14x73	532.24	526.87	26.00	7
158	996+59.56	21.52' Rt	552.91	547.07	HP 14x73	532.28	526.91	26.00	7
159	996+68.56	21.52' Rt	552.95	547.21	HP 14x73	532.32	526.95	26.00	7
160	996+77.56	21.52' Rt	552.98	547.35	HP 14x73	532.36	526.98	26.00	7
161	996+86.56	21.52' Rt	553.02	547.49	HP 14x73	532.40	527.02	26.00	7
162	996+95.56	21.52' Rt	553.05	547.63	HP 14x73	532.44	527.05	26.00	6
163	997+02.56	21.52' Rt	553.08	547.74	HP 14x73	532.47	527.08	26.00	6
164	997+09.56	21.52' Rt	553.11	547.85	HP 14x73	532.50	527.11	26.00	6
165	997+14.56	21.52' Rt	553.15	547.95	HP 14x73	532.62	527.15	26.00	6
166	997+22.56	21.52' Rt	553.23	548.14	HP 14x73	532.82	527.23	26.00	6
167	997+31.56	21.52' Rt	553.33	548.36	HP 14x73	533.04	527.33	26.00	6
168	997+40.56	21.52' Rt	553.43	548.58	HP 14x73	533.26	527.43	26.00	6
169	997+48.06	21.52' Rt	553.51	548.76	HP 14x73	533.45	527.51	26.00	6
170	997+55.06	21.52' Rt	553.59	548.93	HP 14x73	533.62	527.59	26.00	6
171	997+62.06	21.52' Rt	553.66	549.10	HP 14x73	533.80	527.66	26.00	6
172	997+69.06	21.52' Rt	553.74	549.27	HP 14x73	533.97	527.74	26.00	5
173	998+34.11	21.52' Rt	554.60	551.05	HP 14x73	535.58	528.60	26.00	5
174	998+40.45	21.52' Rt	554.71	551.25	HP 14x73	535.74	528.71	26.00	4
175	998+46.78	21.52' Rt	554.82	551.45	HP 14x73	535.90	528.82	26.00	4
176	998+53.11	21.52' Rt	554.93	551.65	HP 14x73	536.06	528.93	26.00	4
177	998+59.45	21.52' Rt	555.04	551.85	HP 14x73	536.21	529.04	26.00	4
178	998+65.78	21.52' Rt	555.16	552.05	HP 14x73	536.37	529.16	26.00	4
179	998+72.75	21.52' Rt	555.28	552.27	HP 14x73	536.53	529.28	26.00	4
180	998+81.25	21.52' Rt	555.43	552.54	HP 14x73	536.71	529.43	26.00	4
181	998+89.75	21.52' Rt	555.58	552.81	HP 14x73	536.90	529.58	26.00	4
182	998+98.25	21.52' Rt	555.73	553.08	HP 14x73	537.09	529.73	26.00	4
183	999+06.75	21.52' Rt	555.88	553.35	HP 14x73	537.45	529.88	26.00	4
184	999+43.00	21.52' Rt	556.68	554.94	HP 14x73	540.15	530.68	26.00	3
185	999+51.00	21.52' Rt	556.87	555.31	HP 14x73	540.75	537.87	19.00	3
186	999+59.00	21.52' Rt	557.07	555.67	HP 14x73	541.34	538.07	19.00	2
187	999+67.00	21.52' Rt	557.27	556.04	HP 14x73	541.94	538.27	19.00	2
188	999+75.00	21.52' Rt	557.46	556.41	HP 14x73	542.54	538.46	19.00	2
189	999+83.00	21.52' Rt	557.66	556.78	HP 14x73	543.13	538.66	19.00	2
190	999+91.00	21.52' Rt	557.86	557.15	HP 14x73	543.73	538.86	19.00	2
191	999+98.50	21.52' Rt	558.04	557.49	HP 14x73	544.29	539.04	19.00	2



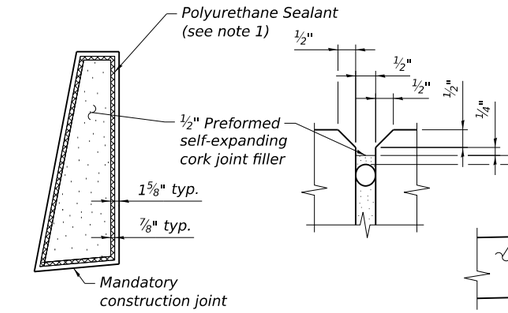
NOTE:

Pile Stations and Offsets are measured to the center of pile and along ℄ Ramp B.



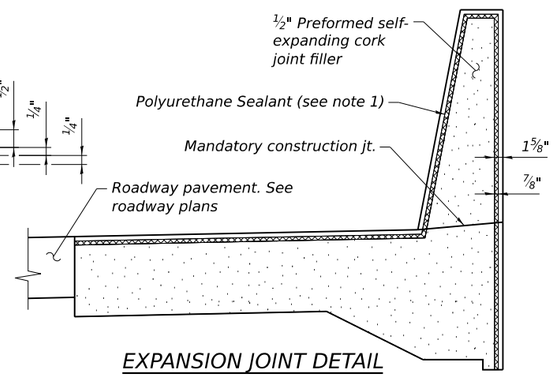
TYPICAL SECTION THRU ANCHORAGE SLAB AND BARRIER

(Looking Upstation)

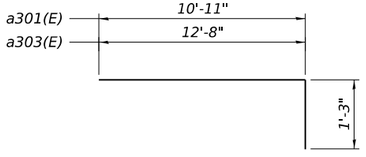


BARRIER JOINT DETAIL

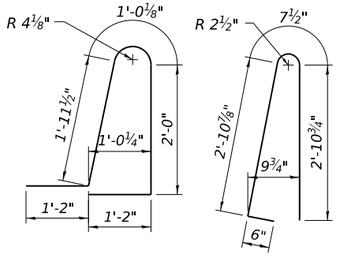
(at Anchorage Slab Const. Joint Locations)



EXPANSION JOINT DETAIL

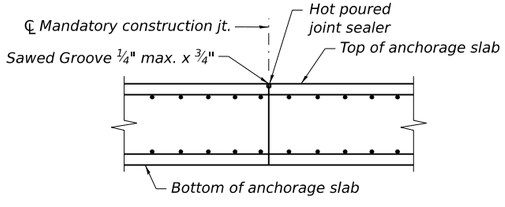


BARS a301(E) & a303(E)

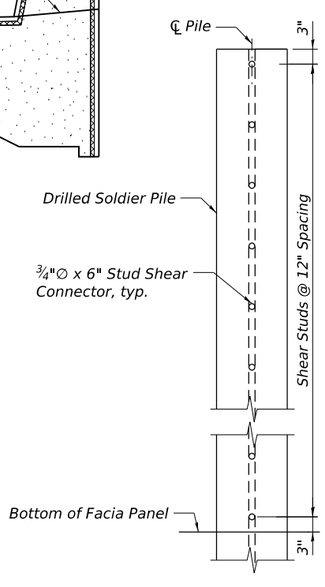


BAR d302(E)

BAR d301(E)



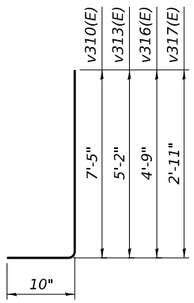
TYPICAL SECTION THRU ANCHORAGE SLAB AT CONSTRUCTION JOINT



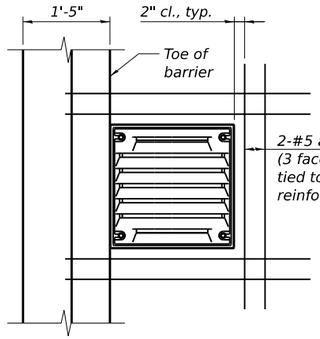
SHEAR STUD DETAIL

MINIMUM BAR LAP

#5 BAR = 3'-7"

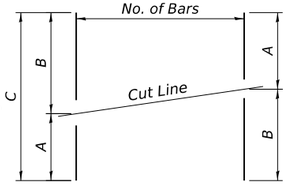


BARS V310(E), V313(E), V316(E), or V317(E)



REINFORCEMENT DETAIL AT CATCH BASIN

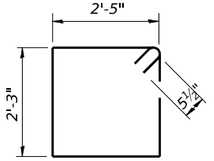
Cut reinforcement to clear frame and grate



FIELD CUTTING DIAGRAM

See table for dimensions. Make all cuts normal to bar axis.
Cut as shown and use remainder of bars on opposite face of wall.

✳ Length is the height is spiral



BAR S300(E)

ANCHORAGE SLAB BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a301(E)	2710	#6	12'-4"	
a302(E)	1822	#6	11'-1"	
a303(E)	1	#6	13'-11"	
a304(E)	1	#6	12'-8"	
a305(E)	54	#5	4'-2"	
b301(E)	26	#5	44'-3"	
b302(E)	104	#5	35'-5"	
b303(E)	1404	#5	29'-4"	
b304(E)	130	#5	35'-4"	
d301(E)	2703	#5	7'-0"	
d302(E)	2703	#5	7'-4"	
d303(E)	902	#6	4'-0"	
e301(E)	12	#4	21'-9"	
e302(E)	108	#4	16'-6"	
e303(E)	1200	#4	15'-11"	
Concrete Superstructure		Cu. Yd.	1274.4	
Reinforcement Bars, Epoxy Coated		Pound	193,680	

Bars indicated thus 19 x 2 -#5 etc. indicates 19 line of bars with 2 lengths per line.

BAR TABLE SCHEDULE

Bar	No. of Sets Req'd	Bar No.	No. of Bars per Set	A	B	C
v300(E)	1	#5	31	3'-5"	4'-3"	7'-8"
v301(E)	1	#5	31	4'-3"	5'-1"	9'-4"
v302(E)	1	#5	31	5'-1"	5'-10"	10'-11"
v303(E)	2	#5	31	5'-10"	6'-5"	12'-3"
v304(E)	2	#5	31	6'-5"	6'-11"	13'-4"
v312(E)	1	#5	47	4'-4"	3'-8"	8'-0"
v314(E)	1	#5	31	3'-0"	2'-4"	5'-4"
v315(E)	1	#5	31	2'-4"	1'-9"	4'-1"

Bars indicated thus 7 x 3 -#5 etc. indicates 7 lines of bars with 3 lengths per line.

Notes:

1. The polyurethane sealant shall be in accordance with Article 1050.04 of the Standard Specifications and the color shall be grey.
2. The construction joints in the anchorage slab shall line up with barrier joints details.

WALL BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h300(E)	564	#5	32'-3"	
h301(E)	132	#5	31'-7"	
h302(E)	32	#5	25'-8"	
h303(E)	30	#5	27'-7"	
h304(E)	30	#5	29'-11"	
h305(E)	64	#9	29'-11"	
h306(E)	24	#9	19'-11"	
h307(E)	48	#4	8'-6"	
h308(E)	16	#5	2'-6"	
v300(E)	31	#5	7'-8"	
v301(E)	31	#5	9'-4"	
v302(E)	31	#5	10'-11"	
v303(E)	62	#5	12'-3"	
v304(E)	31	#5	13'-4"	
v305(E)	124	#5	7'-0"	
v306(E)	374	#5	7'-3"	
v307(E)	1838	#5	7'-6"	
v308(E)	62	#5	6'-7"	
v309(E)	62	#5	5'-9"	
v310(E)	124	#5	8'-3"	
v311(E)	62	#5	4'-7"	
v312(E)	47	#5	8'-0"	
v313(E)	124	#6	6'-0"	
v314(E)	31	#5	5'-4"	
v315(E)	31	#5	4'-1"	
v316(E)	124	#5	5'-7"	
v317(E)	124	#5	3'-9"	
v318(E)	124	#5	7'-5"	
v319(E)	124	#5	5'-2"	
v320(E)	124	#5	4'-9"	
v321(E)	124	#5	2'-11"	
v322(E)	32	#9	20'-3"	
v323(E)	16	#9	23'-3"	
v324(E)	16	#9	23'-10"	
v325(E)	16	#9	24'-0"	
v326(E)	16	#9	24'-9"	
v327(E)	16	#9	27'-5"	
v328(E)	16	#9	28'-6"	
s300(E)	272	#5	10'-3"	
✳ sp300(E)	2	#4	20'-3"	
✳ sp301(E)	1	#4	23'-3"	
✳ sp302(E)	1	#4	23'-10"	
✳ sp303(E)	1	#4	24'-0"	
✳ sp304(E)	1	#4	24'-9"	
✳ sp305(E)	1	#4	27'-5"	
✳ sp306(E)	1	#4	28'-6"	
Structure Excavation		Cu. Yd.	462.6	
Concrete Structures		Cu. Yd.	460.1	
Protective Coat		Sq. Yd.	2,204	
Stud Shear Connectors		Each	1,221	
Reinforcement Bars, Epoxy Coated		Pound	84,530	
Furnishing Soldier Piles (HP 14x73)		Foot	4983	
Drilling and Setting Soldier Piles (In Soil)		Cu. Ft.	17,247	
Drilling and Setting Soldier Piles (In Rock)		Cu. Ft.	1,248	
Untreated Timber Lagging		Sq. Ft.	8,491	
Geocomposite Wall Drain		Sq. Yd.	962	
Pipe Underdrain for Structures 4"		Foot	1,626	
Concrete Headwalls for Pipe Drains		Each	9	

✳ Length is the height is spiral

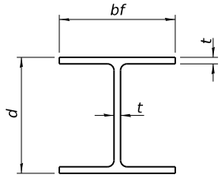
Stantec

USER NAME = eoskoui	DESIGNED - LRG	REVISED -	
	CHECKED - DTS	REVISED -	
PLOT SCALE = 15.0000 ' / in.	DRAWN - LRG	REVISED -	
PLOT DATE = 8/12/2024	CHECKED - DTS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

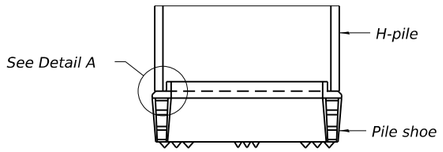
MOMENT SLAB DETAILS AND BILL OF MATERIAL
STRUCTURE NO. 099-W1001
SHEET SA-13 OF SA-32 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	FAI 80 21 STRUCTURE 5	WILL	525	394C
		CONTRACT NO. 62R26		
		ILLINOIS	FED. AID PROJECT	

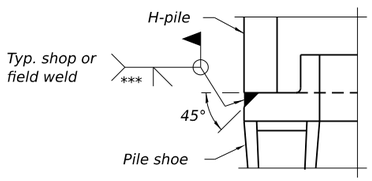


STEEL PILE TABLE

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



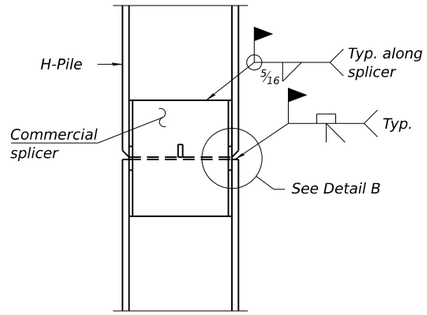
ELEVATION



DETAIL A

SHOE ATTACHMENT

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



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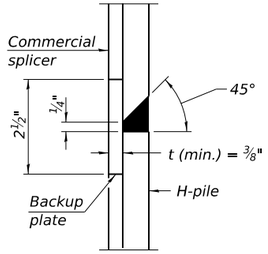
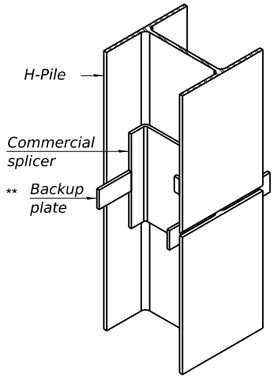
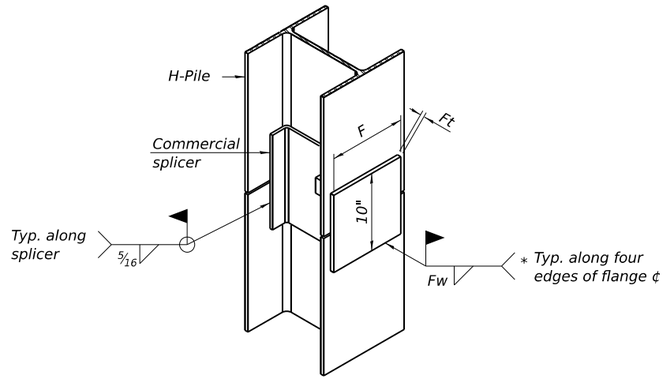


DETAIL B



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



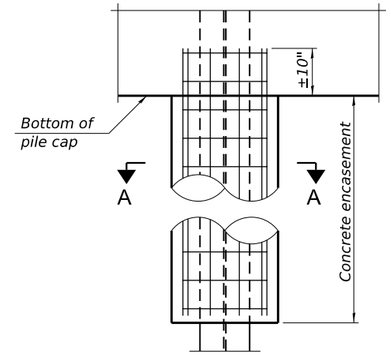
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

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

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

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



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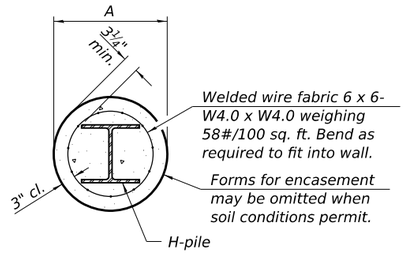
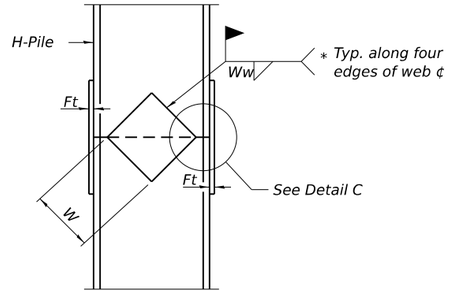


SECTION A-A

INDIVIDUAL PILE CONCRETE ENCASEMENT

(when specified)



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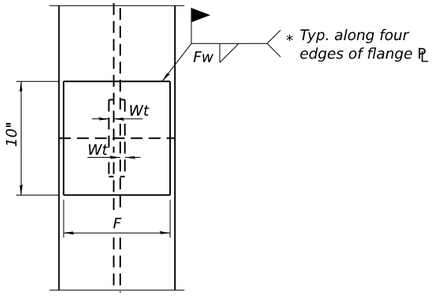
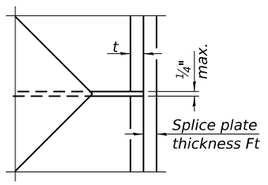


END VIEW

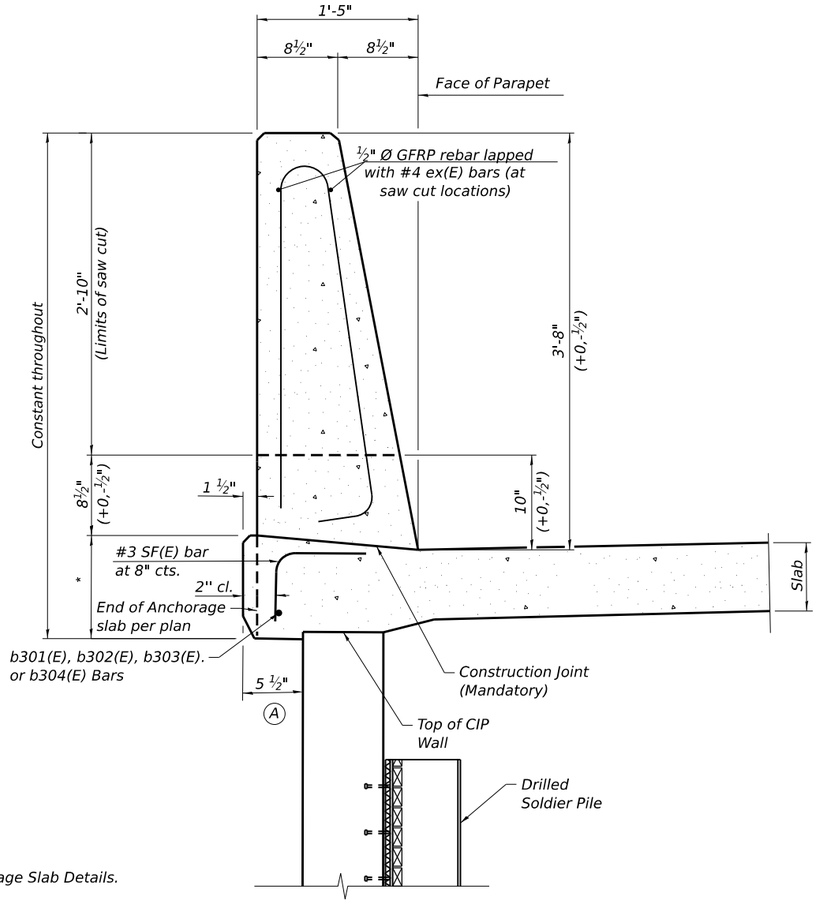


DETAIL C

Designation	F	Ft	Fw	W	Wt	Ww
HP 14x117	12 1/2"	1 1/4"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	1"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	7/8"	11/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	3/4"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	1"	11/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	11/16"	6 1/2"	5/8"	1/2"
x63	10"	3/4"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	3/4"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	7/8"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	6 3/4"	5/8"	7/16"	4"	1/2"	3/8"

WELDED PLATE FIELD SPLICE

F-HP 10-27-2023



*See Anchorage Slab Details.

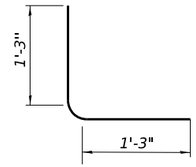
44" CONSTANT-SLOPE PARAPET SECTION

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

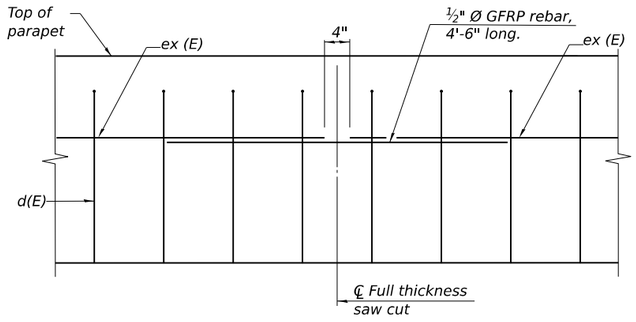
Notes:

All dimensions shall remain the same as shown on superstructure details, except dimension Ⓐ which is to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension Ⓐ equals 0.008 cu. yds./ft.

Full thickness saw cut at all joint locations in lieu of cork joint filler.



SF(E) Bar



GFRP REBAR STIFFENING ELEVATION

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

Stantec

USER NAME = eoskoui	DESIGNED - DK	REVISED -	
	CHECKED - SHK	REVISED -	
PLOT SCALE = 0:2 ':' / in.	DRAWN - DK	REVISED -	
PLOT DATE = 8/12/2024	CHECKED - SHK	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 099-W1001

SHEET SA-15 OF SA-32 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	FAI 80 21 STRUCTURE 5	WILL	525	395A
		CONTRACT NO. 62R26		
		ILLINOIS	FED. AID PROJECT	

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

BORING LOG I55-RWB-01

WEI Job No.: 255-39-01

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

Datum: NAVD 88
Elevation: 578.21 ft
North: 1751463.00 ft
East: 1021655.00 ft
Station: 983+36.73
Offset: 7.25 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
		12-inch thick CONCRETE --PAVEMENT--						
	577.2	Dense, brown SANDY GRAVEL; damp --FILL--			1	10 16 16	NP	6
	575.2	Loose to dense, brown and gray SANDY LOAM, trace to some gravel; damp --FILL-- --RDR 2--	5		2	5 13 17	NP	11
					3	4 5 3	NP	10
	570.2	Loose, brown Gravelly SAND; damp --FILL-- --RDR 2--	10		4	4 4 3	NP	7
	567.7	Medium dense, brown Gravelly LOAM to SANDY LOAM; damp --FILL-- --RDR 2--			5	7 12 12	NP	9
		--L_L(%)=23, P_L(%)=16-- --%Gravel=23.3-- --%Sand=33.6-- --%Silt=34.2-- --%Clay=8.9-- --A-4 (0)--	15		6	3 6 7	NP	11
					7	10 8 9	NP	9
	560.2	Medium dense, brown SANDY GRAVEL; damp --FILL-- --RDR 2--	20		8	10 10 9	NP	6
	557.7	Medium dense to dense, brown LOAM to SANDY LOAM, little to some gravel; damp --FILL-- --RDR 2--			9	7 9 21	NP	10
			25		10	8 12 13	NP	16
	552.7	Dense, brown SANDY LOAM to SAND, little gravel; damp --FILL--			11	12 13 17	NP	9
	550.2	Very stiff, brown and black CLAY LOAM, little to some gravel; damp --FILL-- --RDR 2--	30		12	10 10 20	2.50 P	10
	546.5	Stiff, black CLAY LOAM to SILTY CLAY LOAM, trace gravel; damp --RDR 2--	35		13	5 6 7	1.80 S	17
					14	5 10 13	NR	
	539.0	Very dense, gray SANDY	40					

GENERAL NOTES

Begin Drilling: 01-07-2024 Complete Drilling: 01-07-2024
Drilling Contractor: Wang Testing Services Drill Rig: 20D50T [80%]
Driller: RH&NC Logger: I. Romero Checked by: C. Marin
Drilling Method: 3.25" ID HSA; boring backfilled upon completion

WATER LEVEL DATA

While Drilling: 43.50 ft
At Completion of Drilling: 38.00 ft
Time After Drilling: NA
Depth to Water: NA

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

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

BORING LOG I55-RWB-01

WEI Job No.: 255-39-01

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

Datum: NAVD 88
Elevation: 578.21 ft
North: 1751463.00 ft
East: 1021655.00 ft
Station: 983+36.73
Offset: 7.25 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
		GRAVEL; wet --RDR 2-4--						
	534.2	Strong, light gray, fair quality, DOLOSTONE; closely spaced, highly weathered, horizontal, oblique, and vertical joints, with 0-0.2 inch opening, slightly rough walls, and >0.2 inch thick clay infill. --RUN 1: 44.0 to 54.0 feet-- --Recovery: 92%-- --RQD: 58%-- --Q_u=6,155 psi--	15			50/1" CORE	NP	9
			45		1			
			50					
	524.2	Boring terminated at 54.00 ft	55					
			60					

GENERAL NOTES

Begin Drilling: 01-07-2024 Complete Drilling: 01-07-2024
Drilling Contractor: Wang Testing Services Drill Rig: 20D50T [80%]
Driller: RH&NC Logger: I. Romero Checked by: C. Marin
Drilling Method: 3.25" ID HSA; boring backfilled upon completion

WATER LEVEL DATA

While Drilling: 43.50 ft
At Completion of Drilling: 38.00 ft
Time After Drilling: NA
Depth to Water: NA

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

WANGENGINC 2553901.GPJ WANGENG.GDT 2/23/24

Stantec

USER NAME = eoskoui	DESIGNED - LRG	REVISED -	
	CHECKED - CRS	REVISED -	
PLOT SCALE = 0.2 '=' / in.	DRAWN - LRG	REVISED -	
PLOT DATE = 8/12/2024	CHECKED - CRS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORINGS (1 OF 17)
STRUCTURE NO. 099-W001
SHEET SA-16 OF SA-32 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	FAI 80 21 STRUCTURE 5	WILL	525	396
		CONTRACT NO. 62R26		
	ILLINOIS FED. AID PROJECT			

Wang Engineering
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1145 North Main Street
60148
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Fax: (630) 953-9938

BORING LOG I55-RWB-02

WEI Job No.: 255-39-01

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

Datum: NAVD 88
Elevation: 577.76 ft
North: 1751522.24 ft
East: 1021653.29 ft
Station: 983+95.99
Offset: 7.34 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
		12-inch thick CONCRETE --PAVEMENT--						
	576.8	Medium dense to dense, light brown and gray SANDY GRAVEL; damp --FILL-- --RDR-2--			1	10 7 6	NP	8
			5		2	5 16 19	NP	6
	572.3	Loose to medium dense, light brown to brown, gravelly LOAM to SANDY LOAM; moist --FILL-- -RDR-2-- --wet spoon--			3	5 4 5	NP	13
			10		4	10 12 10	NP	12
	567.3	Dense, light brown and gray SANDY GRAVEL; damp to moist --FILL-- --RDR-2-- --wet spoon--			5	11 18 20	NP	7
	564.8	Medium dense, light brown, gravelly SILTY LOAM; moist --FILL-- --RDR-2--	15		6	6 13 11	NP	16
	562.3	Medium dense, light brown and gray SANDY GRAVEL; damp --FILL-- --RDR-2--			7	9 14 9	NP	3
	559.8	Medium dense, light brown to brown LOAM; moist --FILL-- --RDR-2--	20		8	6 11 10	NP	10
	557.3	Hard, gray SILTY CLAY LOAM, trace gravel; moist --FILL-- --RDR-2--			9	12 9 8	4.10 B	17
	554.8	Hard, light brown to brown, gravelly CLAY LOAM; moist --FILL-- --RDR-2--	25		10	11 10 8	4.00 P	11
	552.3	Very stiff, brown and gray SILTY CLAY LOAM to SILTY LOAM, trace gravel; moist --FILL-- --RDR-2--			11	7 7 7	3.28 B	22
	549.0	Medium dense, light brown and gray SANDY GRAVEL; damp --FILL-- --RDR-2--	30		12	13 14 7	NP	8
	546.0	Hard, brown and gray SILTY CLAY LOAM, trace gravel; moist --FILL-- --RDR-2--	35		13	9 10 8	4.84 B	19
	541.0	Stiff, black SILTY CLAY LOAM; moist --possible buried TOPSOIL-- --RDR-2--						
	538.5	Very dense, light gray GRAVEL;	40		14	6 8 23	1.50 P	35

GENERAL NOTES

Begin Drilling 02-07-2024 Complete Drilling 02-08-2024
Drilling Contractor Wang Testing Services Drill Rig 20D50T [80%]
Driller RH&JD Logger L. Corral Checked by C. Marin
Drilling Method 3.25" ID HSA; boring backfilled upon completion

WATER LEVEL DATA

While Drilling 38.50 ft
At Completion of Drilling 38.50 ft
Time After Drilling NA
Depth to Water NA

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

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BORING LOG I55-RWB-02

WEI Job No.: 255-39-01

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

Datum: NAVD 88
Elevation: 577.76 ft
North: 1751522.24 ft
East: 1021653.29 ft
Station: 983+95.99
Offset: 7.34 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
		wet --RDR-2-3-- --wet spoon-- --Weathered BEDROCK--						
	532.8	--sampler refusal-- --possible cobbles and boulders-- Boring terminated at 45.00 ft	45		15	16 12 50/2"	NP	15
			50					
			55					
			60					

GENERAL NOTES

Begin Drilling 02-07-2024 Complete Drilling 02-08-2024
Drilling Contractor Wang Testing Services Drill Rig 20D50T [80%]
Driller RH&JD Logger L. Corral Checked by C. Marin
Drilling Method 3.25" ID HSA; boring backfilled upon completion

WATER LEVEL DATA

While Drilling 38.50 ft
At Completion of Drilling 38.50 ft
Time After Drilling NA
Depth to Water NA

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

Stantec

USER NAME = eoskoui	DESIGNED - LRG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORINGS (2 OF 17) STRUCTURE NO. 099-W001
	CHECKED - CRS	REVISED -		
PLOT SCALE = 0.2 '' / in.	DRAWN - LRG	REVISED -		SHEET SA-17 OF SA-32 SHEETS
PLOT DATE = 8/12/2024	CHECKED - CRS	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	FAI 80 21 STRUCTURE 5	WILL	525	397
		CONTRACT NO. 62R26		
	ILLINOIS	FED. AID PROJECT		

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BORING LOG I55-RWB-03

WEI Job No.: 255-39-01

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

Datum: NAVD 88
Elevation: 577.09 ft
North: 1751616.46 ft
East: 1021646.66 ft
Station: 984+90.37
Offset: 3.60 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	576.2	11-inch thick CONCRETE --PAVEMENT--						
		Medium dense, brown and white Gravelly SAND; dry --AGGREGATE BASE--			1	8 6 5	NP	4
	574.1	Medium dense to dense, brown Gravelly LOAM to SILTY LOAM; damp --FILL-- --RDR 2--	5		2	6 11 10	NP	10
					3	6 9 9	NP	8
			10		4	16 16 12	NP	9
					5	16 13 8	NP	16
			15		6	15 26 19	NP	5
	559.1	Medium dense, brown Gravelly SAND; damp --FILL--			7	3 7 10	NP	8
			20		8	3 5 7	NP	7
	556.6	Dense, brown Gravelly LOAM to SILTY LOAM; damp --FILL--			9	14 17 18	NP	10
	554.1	Medium dense, brown SANDY GRAVEL; damp --FILL--	25		10	6 16 12	NP	8
	551.6	Very stiff, brown SILTY CLAY to CLAY LOAM, little gravel; damp --FILL--			11	4 8 11	3.77 S	18
	549.1	Medium dense, brown Gravelly LOAM to SILTY LOAM; damp --FILL-- --RDR 2--	30		12	5 13 13	NP	10
	545.3	Stiff, brown Gravelly SILTY CLAY LOAM; damp --RDR 2--			13	19 11 50/5"	1.50 P	15
	542.2	Very dense, brown Gravelly SAND; damp --RDR 2--	35					
		--possible cobbles--	40		14	50/2"	NP	13

GENERAL NOTES

Begin Drilling: 01-10-2024 Complete Drilling: 01-10-2024
Drilling Contractor: Wang Testing Services Drill Rig: 17B57T [91%]
Driller: NC&KG Logger: I. Romero Checked by: C. Marin
Drilling Method: 3.25" ID HSA; boring backfilled upon completion

WATER LEVEL DATA

While Drilling: groundwater not encountered
At Completion of Drilling: groundwater not recorded
Time After Drilling: NA
Depth to Water: NA

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

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BORING LOG I55-RWB-03

WEI Job No.: 255-39-01

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

Datum: NAVD 88
Elevation: 577.09 ft
North: 1751616.46 ft
East: 1021646.66 ft
Station: 984+90.37
Offset: 3.60 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	535.3	Dense, gray Gravelly SILTY LOAM to LOAM; moist --Weathered BEDROCK-- --RDR 3--	45		15	20 21 22	NP	12
	531.6	Strong, light gray, very poor quality, DOLOSTONE; closely spaced, moderately weathered, horizontal, oblique, and vertical joints, with 0-0.2 inch opening, slightly rough walls, and no infill. --RUN 1: 45.5 to 49.5 feet-- --Recovery: 19%-- --RQD: 8%--			1	CORE		
		--RUN 2: 49.5 to 55.5 feet-- --Recovery: 81%-- --RQD: 17%--	50		2	CORE		
	521.6	Boring terminated at 55.50 ft	55 / 60					

GENERAL NOTES

Begin Drilling: 01-10-2024 Complete Drilling: 01-10-2024
Drilling Contractor: Wang Testing Services Drill Rig: 17B57T [91%]
Driller: NC&KG Logger: I. Romero Checked by: C. Marin
Drilling Method: 3.25" ID HSA; boring backfilled upon completion

WATER LEVEL DATA

While Drilling: groundwater not encountered
At Completion of Drilling: groundwater not recorded
Time After Drilling: NA
Depth to Water: NA

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

Stantec

USER NAME = eoskoui	DESIGNED - LRG	REVISED -	
	CHECKED - CRS	REVISED -	
PLOT SCALE = 0:2 ':' / in.	DRAWN - LRG	REVISED -	
PLOT DATE = 8/12/2024	CHECKED - CRS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORINGS (3 OF 17)
STRUCTURE NO. 099-W001
SHEET SA-18 OF SA-32 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	FAI 80 21 STRUCTURE 5	WILL	525	398
		CONTRACT NO. 62R26		
	ILLINOIS FED. AID PROJECT			

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BORING LOG I55-RWB-04

WEI Job No.: 255-39-01

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

Datum: NAVD 88
Elevation: 576.05 ft
North: 1751698.65 ft
East: 1021646.04 ft
Station: 985+72.54
Offset: 5.50 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
		12-inch thick CONCRETE --PAVEMENT--						
	575.0	Medium dense, brown Gravelly SAND; damp --FILL--			1	5 7 5	NP	4
	573.0	Very stiff, brown Gravelly CLAY LOAM; damp --FILL--	5		2	4 9 10	3.00 P	10
	570.5	Medium dense to dense, brown Gravelly LOAM to SANDY LOAM; damp --FILL-- --RDR 2-- --L_L(%)=18, P_I(%)=16-- --%Gravel=39.3-- --%Sand=29.7-- --%Silt=26.7-- --%Clay=4.3-- --A-2-4 (0)--	10		3	5 10 12	NP	8
					4	15 20 20	NP	7
					5	50/2"	NR	
			15		6	16 22 25	NP	6
	560.5	Stiff, brown Gravelly CLAY LOAM, some gravel; damp --FILL--			7	6 8 7	1.50 P	10
	558.0	Medium dense, brown Gravelly LOAM to SANDY LOAM; damp --FILL--	20		8	5 8 11	NP	8
	555.5	Stiff to hard, brown Gravelly LOAM to SILTY LOAM; damp --FILL-- --L_L(%)=23, P_I(%)=15-- --%Gravel=27.9-- --%Sand=28.6-- --%Silt=35.1-- --%Clay=8.4-- --A-4 (0)--	25		9	10 7 10	1.00 P	10
					10	10 14 12	> 4.50 P	12
	550.5	Stiff to very stiff, brown CLAY LOAM to SILTY LOAM, some gravel; damp --FILL-- --RDR 2--	30		11	2 2 5	1.07 S	23
					12	7 6 6	2.62 S	17
	544.3	Medium dense to dense, brown Gravelly LOAM to SILTY LOAM; damp --FILL-- --RDR 2--	35		13	7 8 17	1.50 P	10
			40		14	3 9 21	1.00 P	17

GENERAL NOTES

Begin Drilling: 01-10-2024 Complete Drilling: 01-10-2024
Drilling Contractor: Wang Testing Services Drill Rig: 17B57T [91%]
Driller: NC&KG Logger: I. Romero Checked by: C. Marin
Drilling Method: 3.25" ID HSA; boring backfilled upon completion

WATER LEVEL DATA

While Drilling: 40.00 ft
At Completion of Drilling: 42.00 ft
Time After Drilling: NA
Depth to Water: NA

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BORING LOG I55-RWB-04

WEI Job No.: 255-39-01

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

Datum: NAVD 88
Elevation: 576.05 ft
North: 1751698.65 ft
East: 1021646.04 ft
Station: 985+72.54
Offset: 5.50 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	534.3	Dense, gray LOAM to CLAY LOAM, little to some gravel; wet --RDR 2-- --possible cobbles--			15	50/4"	NP	8
	531.0	--AUGER REFUSAL-- Boring terminated at 45.00 ft	45					
			50					
			55					
			60					

GENERAL NOTES

Begin Drilling: 01-10-2024 Complete Drilling: 01-10-2024
Drilling Contractor: Wang Testing Services Drill Rig: 17B57T [91%]
Driller: NC&KG Logger: I. Romero Checked by: C. Marin
Drilling Method: 3.25" ID HSA; boring backfilled upon completion

WATER LEVEL DATA

While Drilling: 40.00 ft
At Completion of Drilling: 42.00 ft
Time After Drilling: NA
Depth to Water: NA

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

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BORING LOG I55-RWB-05

WEI Job No.: 255-39-01

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

Datum: NAVD 88
Elevation: 574.78 ft
North: 1751779.21 ft
East: 1021645.05 ft
Station: 986+53.09
Offset: 6.97 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	574.0	10-inch thick CONCRETE --PAVEMENT--						
	573.8	2-inch thick, brown GRAVEL --AGGREGATE BASE--						
		Medium dense to dense, brown Gravelly SAND; damp --FILL-- --RDR 2--			1	9 9 8	NP	5
			5		2	8 9 13	NP	5
					3	5 14 22	NP	7
			10		4	6 12 14	NP	8
	563.0	Very dense, brown and gray Gravelly LOAM; damp to moist --FILL-- --RDR 4--			5	11 8 13	NR	
			15		6	12 50/3"	NP	7
	559.3	Very dense, brown and gray SANDY GRAVEL; damp --FILL--			7	45 45 20	NP	7
	556.8	Medium dense, brown and gray SANDY LOAM, trace gravel; damp --FILL--	20		8	5 11 11	NP	14
	554.3	Very stiff to hard, brown and gray CLAY LOAM, trace gravel; damp --FILL-- --RDR 2--			9	20 18 22	> 4.50 P	11
			25		10	7 10 16	4.00 P	10
	549.3	Very stiff, SILTY CLAY LOAM, trace gravel; damp --FILL--			11	3 5 5	2.00 P	19
	546.8	Dense, brown and gray Gravelly LOAM; damp --FILL-- --RDR 2--	30		12	30 18 27	NP	8
	543.0	Very stiff, brown and gray CLAY LOAM to SILTY CLAY LOAM, trace gravel; damp --FILL-- --RDR 2--			13	5 7 5	2.50 P	13
	538.0	--wet spoon recovery; possible sand lens-- Hard, gray SILTY LOAM, trace gravel; wet --RDR 2--	40		14	11 11 16	> 4.50 P	12

GENERAL NOTES

Begin Drilling 01-10-2024 Complete Drilling 01-10-2024
Drilling Contractor Wang Testing Services Drill Rig 20D50T [80%]
Driller RH&JD Logger M. Rojo Checked by C. Marin
Drilling Method 3.25" ID HSA; boring backfilled upon completion

WATER LEVEL DATA

While Drilling 38.50 ft
At Completion of Drilling 26.00 ft
Time After Drilling NA
Depth to Water NA

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BORING LOG I55-RWB-05

WEI Job No.: 255-39-01

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

Datum: NAVD 88
Elevation: 574.78 ft
North: 1751779.21 ft
East: 1021645.05 ft
Station: 986+53.09
Offset: 6.97 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	533.8	Strong, light gray, very poor quality, DOLOSTONE; closely spaced, slightly weathered, horizontal, oblique, and vertical joints, with <0.05 inch opening, slicken to slightly rough walls, and <0.2 inch thick clay infill. --RUN 1: 41.0 to 47.0 feet-- --Recovery: 92%-- --RQD: 7%--	45		1	CORE		
		--RUN 2: 47.0 to 51.0 feet-- --Recovery: 52%-- --RQD: 8%--	50		2	CORE		
	523.8	Boring terminated at 51.00 ft						

GENERAL NOTES

Begin Drilling 01-10-2024 Complete Drilling 01-10-2024
Drilling Contractor Wang Testing Services Drill Rig 20D50T [80%]
Driller RH&JD Logger M. Rojo Checked by C. Marin
Drilling Method 3.25" ID HSA; boring backfilled upon completion

WATER LEVEL DATA

While Drilling 38.50 ft
At Completion of Drilling 26.00 ft
Time After Drilling NA
Depth to Water NA

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WANGENGINC 255901.GPJ WANGENG.GDT 2/23/24