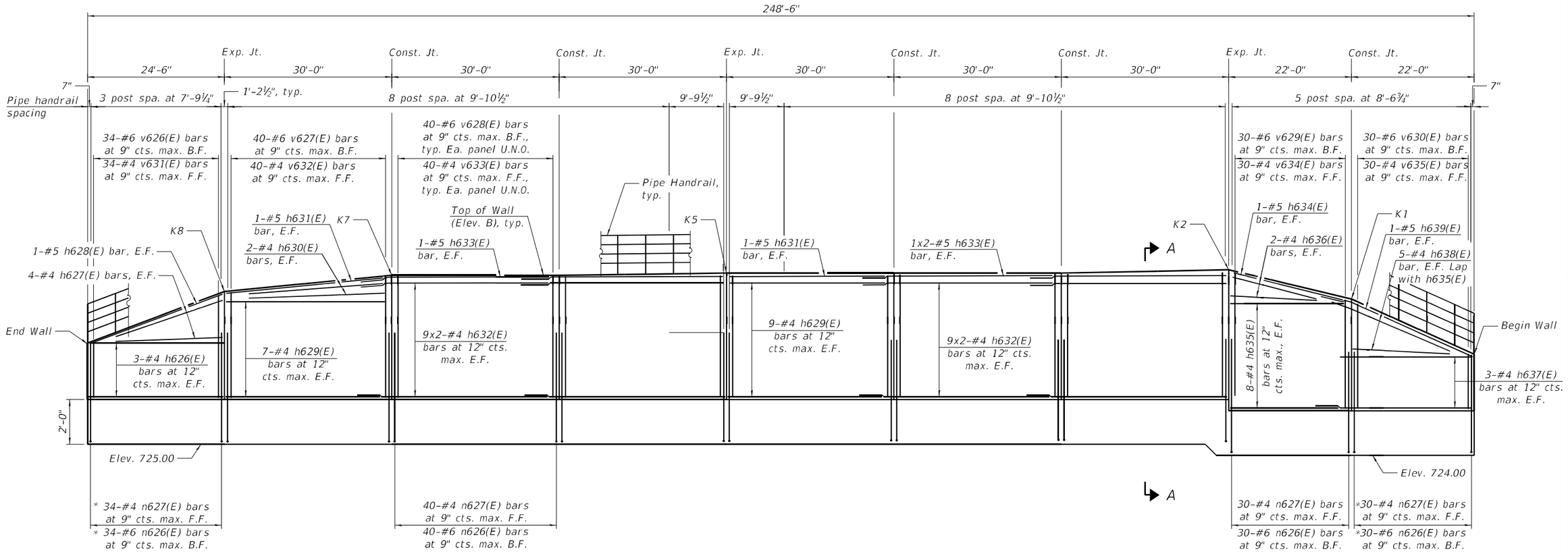
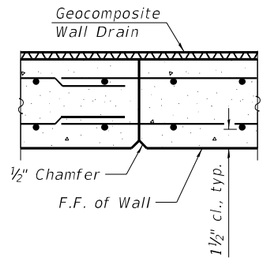


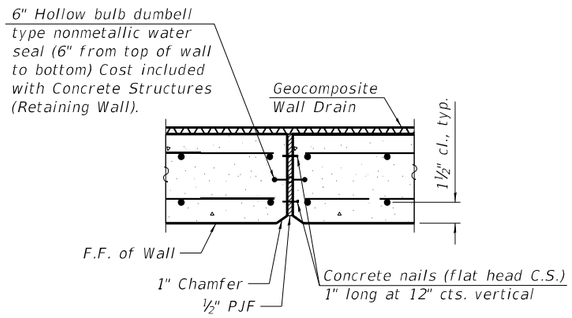
MIN. LAP

#4 = 2'-11"
#5 = 3'-7"
#6 = 4'-4"

* Cut bars to fit final projection of wall stem geometry



CONSTRUCTION JOINT



EXPANSION JOINT

Wall Geometry Table – 016-W2502						
Location	Palatine Road		Elevations			
	Station	Offset (RT)	Elev. A	Elev. B	Elev. C	Elev. D
Begin Wall	817+52.61	82.05	728.06	728.50	728.33	728.50
K1	817+74.28	78.24	728.66	733.74	733.57	732.25
K2	817+95.94	74.42	729.24	736.07	735.90	734.25
K3	818+25.94	74.42	730.13	735.97	735.80	734.80
K4	818+55.94	74.42	730.58	735.87	735.70	735.00
K5	818+85.94	74.42	730.43	735.77	735.60	735.00
K6	819+15.94	74.42	730.28	735.67	735.50	735.00
K7	819+45.94	74.42	729.92	735.57	735.40	735.00
K8	819+75.94	74.42	729.40	734.12	733.96	731.50
End Wall	820+00.07	78.67	728.71	729.50	729.33	729.25

Elev. A – Finished Grade at F.F. of Wall
Elev. B – Top of Wall
Elev. C – Finished Grade at B.F. of Wall
Elev. D – Exist. Grade at F.F. of Wall

Notes:
1. See Sheet 5 of 10 for Section A-A.
2. See Sheet 5 of 10 for Gutter Detial.
3. See sheet 6 of 10 for Railing Details.
4. Bars indicated thus 9x2-#4 etc. indicate 9 lines of bars with 2 lengths per line.
5. See Sheets 1, 3, and 4 of 10 for Elevations A, C, and D information.

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USER NAME = codyh	DESIGNED - JAS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WALL PANEL ELEVATION STRUCTURE NO. 016-W2502
	CHECKED - NDR	REVISED -		
PLOT SCALE = 0:2.0000 ':" / in.	DRAWN - CJH	REVISED -		SHEET 4 OF 10 SHEETS
PLOT DATE = 9/20/2024	CHECKED - NDR	REVISED -		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	(531) BR 23	COOK	1211	901
		CONTRACT NO. 62W38		
	ILLINOIS	FED. AID PROJECT		

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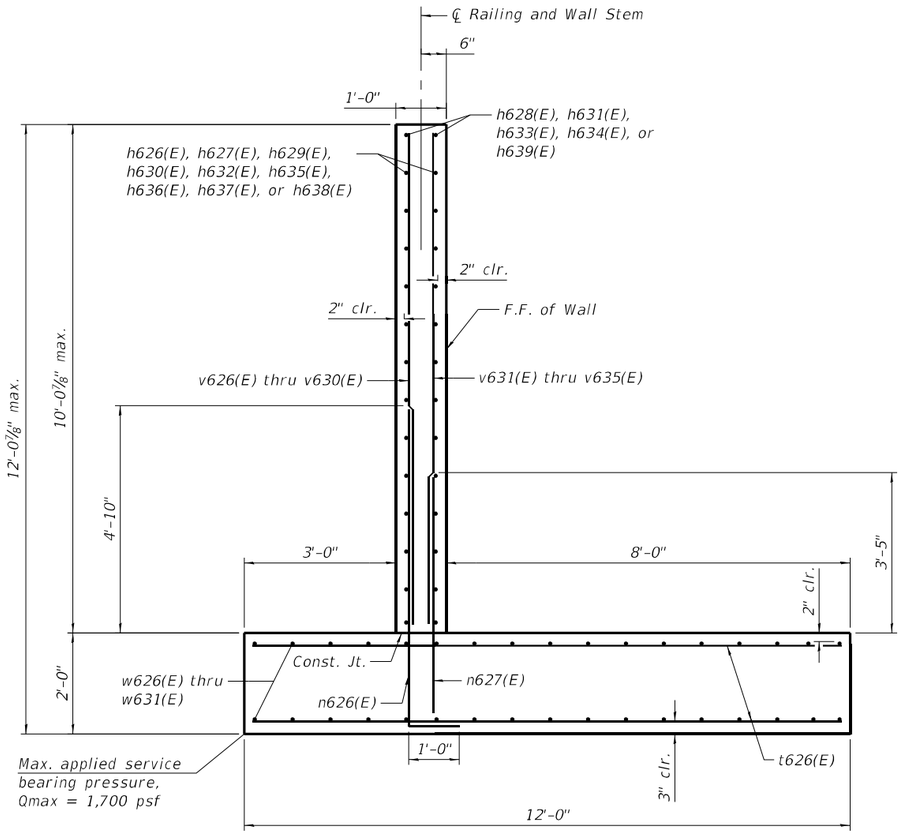
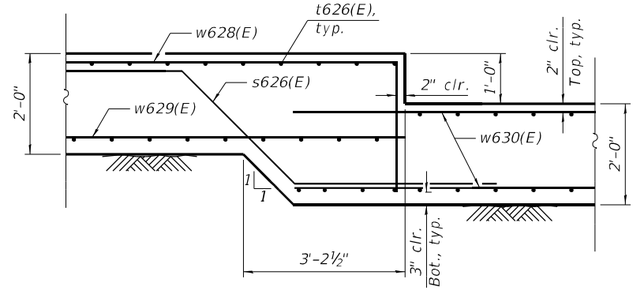
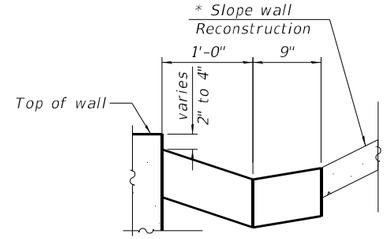


SECTION A-A



SECTION B-B



CONCRETE GUTTER, TYPE B (SPECIAL)

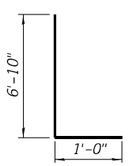
* Slope wall reconstruction to be included with concurrent bridge rehabilitation project.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h626(E)	6	4	24'-2"	
h627(E)	8	4	20'-0"	
h628(E)	2	5	24'-7"	
h629(E)	32	4	29'-8"	
h630(E)	4	4	25'-4"	
h631(E)	4	5	29'-8"	
h632(E)	72	4	32'-9"	
h633(E)	8	5	33'-5"	
h634(E)	2	5	21'-10"	
h635(E)	16	4	24'-7"	
h636(E)	4	4	16'-3"	
h637(E)	6	4	21'-8"	
h638(E)	10	4	19'-1"	
h639(E)	2	5	26'-2"	
n626(E)	333	6	7'-10"	
n627(E)	333	4	5'-4"	
s626(E)	15	5	11'-2"	
t626(E)	668	5	11'-8"	
v626(E)	17	6	8'-11"	
v627(E)	20	6	15'-1"	
v628(E)	200	6	7'-11"	
v629(E)	15	6	17'-2"	
v630(E)	15	6	9'-6"	
v631(E)	17	4	8'-11"	
v632(E)	20	4	15'-1"	
v633(E)	200	4	8'-3"	
v634(E)	15	4	17'-2"	
v635(E)	15	4	9'-6"	
w626(E)	30	4	24'-10"	
w627(E)	150	4	30'-0"	
w628(E)	15	4	21'-4"	
w629(E)	15	4	18'-8"	
w630(E)	30	4	30'-0"	
w631(E)	30	4	19'-8"	
w632(E)	30	4	33'-1"	
Structure Excavation			CU YD	2,446
Protective Coat			SQ YD	247
Reinforcement Bars, Epoxy Coated			POUND	27,370
Concrete Structures (Retaining Wall)			CU YD	294

MIN. LAP

#4 = 2'-11"
#5 = 3'-7"
#6 = 4'-4"



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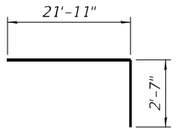

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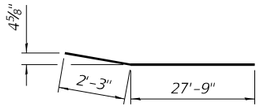

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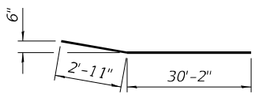

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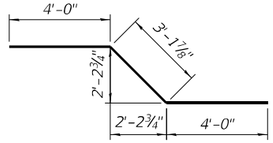

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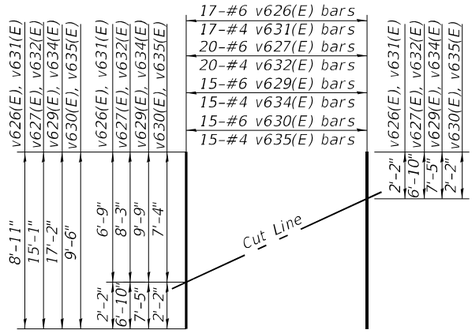

FIELD CUTTING DIAGRAM

Order bars full length. Cut as shown and use remainder of bars in opposite end of Wall

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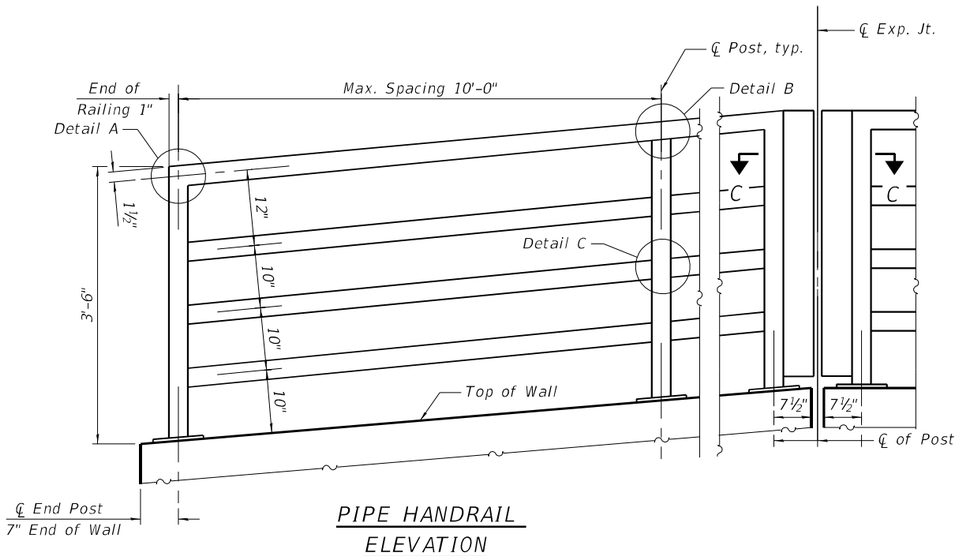
USER NAME = codyh		DESIGNED - JAS	REVISED -	
		CHECKED - NDR	REVISED -	
PLOT SCALE = 0:2.0000 ':" / in.		DRAWN - CJH	REVISED -	
PLOT DATE = 9/20/2024		CHECKED - NDR	REVISED -	

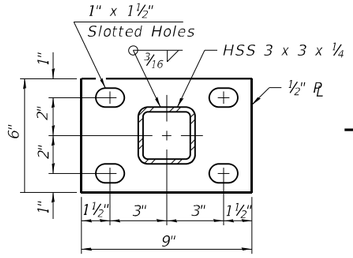
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WALL DETAILS
STRUCTURE NO. 016-W2502
SHEET 5 OF 10 SHEETS

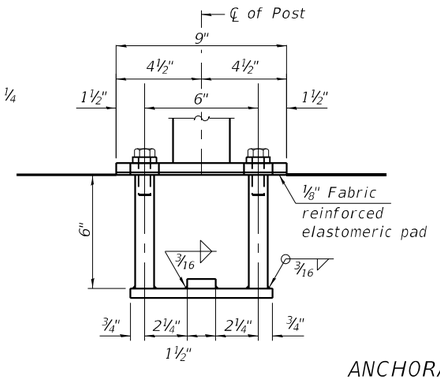
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	(531) BR 23	COOK	1211	902
		CONTRACT NO. 62W38		
	ILLINOIS	FED. AID PROJECT		

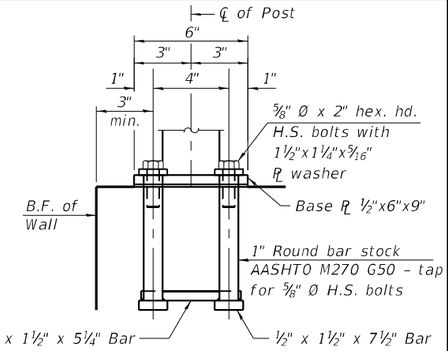


PIPE HANDRAIL ELEVATION



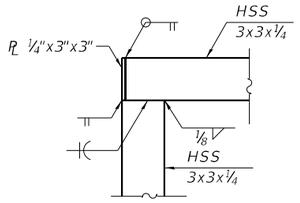
BASE PLATE



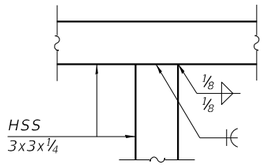


ANCHORAGE ASSEMBLY

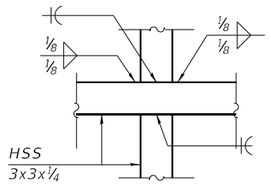
In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting ⅝" Ø fully threaded anchor rods with the same plate washers as specified above and heavy hex lock nuts according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



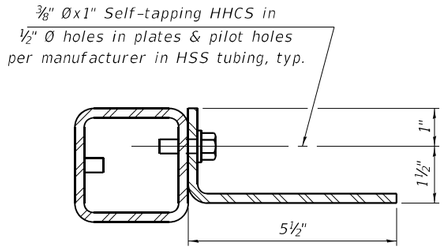
DETAIL A

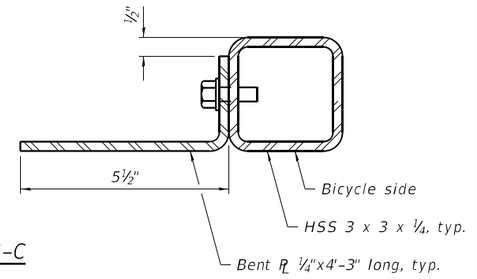


DETAIL B

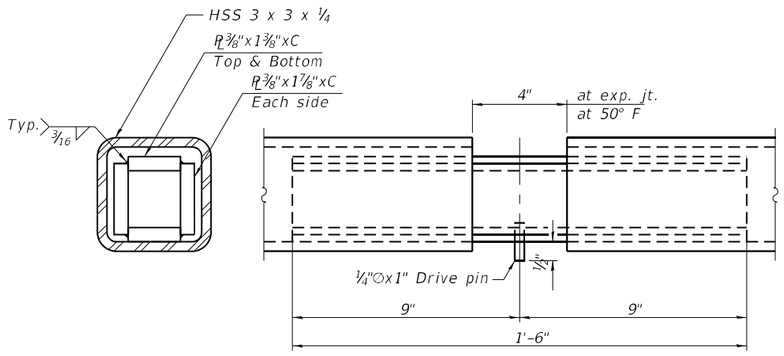


DETAIL C





SECTION C-C



EXPANSION SPLICE

BILL OF MATERIAL

Item	Unit	Quantity
Pipe Handrail	Foot	250

RAILING CRITERIA

NCHRP 350 Test Level	4
Max Post Spacing	10'-0"
Railing Weight (plf)	50

Notes:

1. Railing shall be according to Section 509 of the Standard Specifications, except as noted, and will be paid for at the contract unit price per foot for PIPE HANDRAIL.
2. Hollow structural steel tubing shall conform to the requirements of ASTM designation A 500, Grade B, structural steel tubing.
3. All other steel shapes and plates shall conform to the requirements of AASHTO M 270 Grade 36.
4. All posts, railing, splices, anchor devices, and bent plates shall be galvanized after shop fabrication according to AASHTO M 111 and ASTM A 385. All bolts, nuts, washers, and anchor rods shall be galvanized according to AASHTO M 232 except stainless stell bolts as noted.
5. Vent holes for galvanized shall be placed in posts and rails at locations that will not allow the accumulation of moisture in the members.
6. All posts, rails, base plates and all components shall be cleaned and powder coated (electrostatically applied), in accordance with Article 1006.29(b)(5) of the Standard Specifications except as noted in the Special Provisions.

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USER NAME = codyh		DESIGNED - JAS		REVISED -	
		CHECKED - NDR		REVISED -	
PLOT SCALE = 0:2.0000 ':" / in.		DRAWN - CJH		REVISED -	
PLOT DATE = 9/20/2024		CHECKED - NDR		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RAILING DETAILS
STRUCTURE NO. 016-W2502
SHEET 6 OF 10 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	(531) BR 23	COOK	1211	903
		CONTRACT NO. 62W38		
	ILLINOIS	FED. AID PROJECT		

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SOIL BORING LOG

Date 23/05/03

ROUTE FAP 342 DESCRIPTION IL 53 over Palatine Rd LOGGED BY Gonzalez (BR)

SECTION 2018-100-BR LOCATION NW 1/4, SEC. 19, TWP. 42N, RNG. 11E, 3rd PM,
Latitude 42.10977658, Longitude 88.00311407

COUNTY Cook DRILLING METHOD Hollow Stem Auger (8" O.D., 3.25" I.D.) HAMMER TYPE Auto 140 lb HE 105

STRUCT. NO. 016-0373
Station

BORING NO. GC-10
Station 2341+34
Offset 35.5 ft RT
Ground Surface Elev. 751.4 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion 714.4 ft ▽
After Hrs. Filled ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
ASPHALT - 10" 750.6				
Soft to Stiff, Brown, Dry, CLAY, Trace Sand, Trace Gravel		6		
		4 3	2.0 P	16
		4		
3" Course Sand Seam	-5	3 2	0.5 P	14
		1		
		2 3	1.2 B	24
		1		
	-10	1 2	0.4 B	13
		4		
		5 5	2.4 B	23
		3		
	-15	4 7	2.7 B	21
		4		
		5 8	5.8 B	19
		5		
731.4	-20	6 9	6.4 B	19
Stiff, Brown, Moist, CLAY, Trace Gravel		2		
		4 4	1.9 B	26
		3		
	-25	4 5	2.0 B	20
		3		
		6 9	4.3 B	15
		5		
	-30	8 9		15
		4		
Becomes Wet	-35	5 8	2.6 B	20
▽		6		
711.4	-40	7 8	1.8 B	12

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

BBS, form 137 (Rev. 8-99)

SOIL BORING LOG

Date 23/05/03

ROUTE FAP 342 DESCRIPTION IL 53 over Palatine Rd LOGGED BY Gonzalez (BR)

SECTION 2018-100-BR LOCATION NW 1/4, SEC. 19, TWP. 42N, RNG. 11E, 3rd PM,
Latitude 42.10977658, Longitude 88.00311407

COUNTY Cook DRILLING METHOD Hollow Stem Auger (8" O.D., 3.25" I.D.) HAMMER TYPE Auto 140 lb HE 105

STRUCT. NO. 016-0373
Station

BORING NO. GC-10
Station 2341+34
Offset 35.5 ft RT
Ground Surface Elev. 751.4 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion 714.4 ft ▽
After Hrs. Filled ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Stiff, Brown, Wet, CLAY, Trace Gravel		5		
	-45	4 5	1.6 B	23
702.6		5		
Stiff, Brown, Wet, CLAY LOAM, Trace Gravel	-50	5 8		23
698.4		4		
Loose, Brown, Wet, Fine SAND, Trace Clay, Trace Silt	-55	5 5		26
696.4				
Boring terminated at 55 feet.	-60			

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

BBS, form 137 (Rev. 8-99)

STRAND ASSOCIATES
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200
IDFPR NO. 184-001273

USER NAME = codyh	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE = 0:2.0000 ':" / in.	DRAWN - CJH	REVISED -
PLOT DATE = 9/20/2024	CHECKED - NDR	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (1 OF 4)
STRUCTURE NO. 016-W2502
SHEET 7 OF 10 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	(531) BR 23	COOK	1211	904
		CONTRACT NO. 62W38		
	ILLINOIS	FED. AID PROJECT		

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SOIL BORING LOG

Date 23/05/04

ROUTE FAP 342 **DESCRIPTION** IL 53 over Palatine Rd **LOGGED BY** Gonzalez (BR)

SECTION 2018-100-BR **LOCATION** NW 1/4, **SEC.** 19, **TWP.** 42N, **RNG.** 11E, 3rd **PM**,
Latitude 42.10980038, **Longitude** 88.00365603

COUNTY Cook **DRILLING METHOD** Hollow Stem Auger (8" O.D., 3.25" I.D.) **HAMMER TYPE** Auto 140 lb HE 105

STRUCT. NO. 016-0970
Station

BORING NO. GC-11
Station 3341+18
Offset 31.8 ft LT
Ground Surface Elev. 747.8 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After Hrs. Filled ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
ASPHALT - 8" 747.1				
Loose, Brown, Moist, Coarse SAND		8		
		4 3		8
744.8				
Medium Stiff to Stiff, Brown, Moist, CLAY, Trace Gravel		2		
		3 3	2.6 B	19
	-5			
		1		
		1 4		24
		2		
		3 5	2.0 B	21
	-10			
		2		
		4 6	4.5 B	18
		3		
		5 7	4.3 B	20
	-15			
		2		
		4 2	1.4 B	21
Some Organics				
728.6		4		
Stiff, Dark Brown, Moist, CLAY 727.8	-20	4 6	2.5 B	17
Stiff, Brown, Moist, CLAY, Trace Gravel		4		
		3 5	3.4 B	21
		5		
	-25	7 9	6.0 B	16
		5		
		5 9	5.2 B	21
		3		
	-30	5 7	4.1 B	13
		3		
		3 4	1.4 B	20
	-35			
		4		
	-40	6 8	2.8 B	15

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

BBS, form 137 (Rev. 8-99)

SOIL BORING LOG

Date 23/05/04

ROUTE FAP 342 **DESCRIPTION** IL 53 over Palatine Rd **LOGGED BY** Gonzalez (BR)

SECTION 2018-100-BR **LOCATION** NW 1/4, **SEC.** 19, **TWP.** 42N, **RNG.** 11E, 3rd **PM**,
Latitude 42.10980038, **Longitude** 88.00365603

COUNTY Cook **DRILLING METHOD** Hollow Stem Auger (8" O.D., 3.25" I.D.) **HAMMER TYPE** Auto 140 lb HE 105

STRUCT. NO. 016-0970
Station

BORING NO. GC-11
Station 3341+18
Offset 31.8 ft LT
Ground Surface Elev. 747.8 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After Hrs. Filled ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Stiff, Brown, Moist, CLAY, Trace Gravel *(continued)*				
		4		
		6 8	3.5 B	20
	-45			
		2		
		4 6	1.2 B	16
	-50			
		3		
		4 6	1.6 B	13
692.8	-55			
Boring terminated at 55 feet.				
	-60			

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

BBS, form 137 (Rev. 8-99)

STRAND ASSOCIATES
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200
IDFPR NO. 184-001273

USER NAME = codyh	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE = 0:2.0000 ':" / in.	DRAWN - CJH	REVISED -
PLOT DATE = 9/20/2024	CHECKED - NDR	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (2 OF 4)
STRUCTURE NO. 016-W2502
SHEET 8 OF 10 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	(531) BR 23	COOK	1211	905
		CONTRACT NO. 62W38		
	ILLINOIS	FED. AID PROJECT		

SOIL BORING LOG

Page 1 of 1

Date 23/05/08

ROUTE FAP 342 **DESCRIPTION** Palatine Rd **LOGGED BY** Gonzalez (AL)

SECTION 2018-100-BR **LOCATION** NW 1/4, **SEC.** 19, **TWP.** 42N, **RNG.** 11E, 3rd **PM**,
Latitude 42.11000629, **Longitude** 88.00360484

COUNTY Cook **DRILLING METHOD** Hollow Stem Auger (8" O.D., 3.25" I.D.) **HAMMER TYPE** Auto 140 lb HE 91

STRUCT. NO. 016-0970
Station

BORING NO. GC-31 (P-RWB-01)
Station 3341+95
Offset 39.6 ft LT
Ground Surface Elev. 728.2 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After Hrs. Filled ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
PAVEMENT (ASPHALT OVER CONCRETE) - 11" 727.3			
GRAVEL 726.7	4		
Medium Stiff, Brown, Moist, CLAY	3 2	2.7 P	24
725.2			
Medium Stiff, Brown, Moist, CLAY, Trace Gravel	3		
	2 2	1.7 B	24
-5 722.7			
Stiff, Brown, Moist, CLAY	6		
	7 10	3.9 B	18
	5		
-10	8 12	4.9 B	19
	5		
	7 8	3.9 B	18
	3		
-15	5 6	1.4 B	20
	3		
	4 5	1.4 B	21
	4		
708.2 -20	5 7	1.2 B	21

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Stiff, Brown, Moist, CLAY, Trace Gravel	4		
	5 7	1.2 B	20
703.2 -25	6 9	1.4 B	16
Boring terminated at 25 feet.			
-30			
-35			
-40			

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

BBS, form 137 (Rev. 8-99)

SOIL BORING LOG

Page 1 of 1

Date 23/05/08

ROUTE FAP 342 **DESCRIPTION** Palatine Rd **LOGGED BY** Gonzalez (AL)

SECTION 2018-100-BR **LOCATION** NW 1/4, **SEC.** 19, **TWP.** 42N, **RNG.** 11E, 3rd **PM**,
Latitude 42.11000700, **Longitude** 88.00331291

COUNTY Cook **DRILLING METHOD** Hollow Stem Auger (8" O.D., 3.25" I.D.) **HAMMER TYPE** Auto 140 lb HE 91

STRUCT. NO. 016-0373
Station

BORING NO. GC-32 (P-RWB-02)
Station 2341+95
Offset 37.8 ft LT
Ground Surface Elev. 728.5 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After Hrs. Filled ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
ASPHALT - 8" 727.8			
GRAVEL	3		
726.8			
Medium Stiff, Brown, Moist, CLAY, Some Gravel	1 3	1.9 B	20
	3		
-5	3 3	2.0 P	25
723.0			
Very Stiff, Brown, Moist, CLAY, Some Gravel	4		
	7 11	4.3 B	19
	5		
-10	8 11	4.2 B	19
	4		
	5 7	1.4 B	16
715.5			
Very Stiff, Brown, Moist, CLAY	6		
-15	6 6	0.8 B	20
	4		
	5 6	0.6 B	18
	4		
708.5 -20	6 7	1.2 B	15

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Stiff to Very Stiff, Brown, Moist, CLAY, Some Gravel	3		
	5 6	0.8 B	20
	5		
703.5 -25	8 11	2.3 B	18
Boring terminated at 25 feet.			
-30			
-35			
-40			

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

BBS, form 137 (Rev. 8-99)

STRAND ASSOCIATES
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200
IDFPR NO. 184-001273

USER NAME = codyh	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 0:2.0000 ':" / in.	DRAWN - CJH	REVISED -	
PLOT DATE = 9/20/2024	CHECKED - NDR	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (3 OF 4)
STRUCTURE NO. 016-W2502
SHEET 9 OF 10 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	(531) BR 23	COOK	1211	906
		CONTRACT NO. 62W38		
		ILLINOIS	FED. AID PROJECT	

SOIL BORING LOG

Page 1 of 1

Date 23/05/08

ROUTE FAP 342 DESCRIPTION Palatine Rd LOGGED BY Gonzalez (AL)

SECTION 2018-100-BR LOCATION NW 1/4, SEC. 19, TWP. 42N, RNG. 11E, 3rd PM,
Latitude 42.11001872, Longitude 88.00300189

COUNTY Cook DRILLING METHOD Hollow Stem Auger (8" O.D., 3.25" I.D.) HAMMER TYPE Auto 140 lb HE 91

STRUCT. NO. 016-0373
Station

BORING NO. GC-33 (P-RWB-03)
Station 2342+26
Offset 41.3 ft RT
Ground Surface Elev. 728.8 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After Hrs. Filled ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
ASPHALT - 8" 728.1			
Stiff, Brown, Moist, CLAY	4		
	6 7	0.8 B	15
	3		
-5	5 4	2.3 B	23
723.3			
Stiff, Brown, Moist, CLAY, Some Gravel	5		
	8 12	2.7 B	19
	5		
-10	8 11	2.1 B	21
	6		
	6 8	0.9 B	19
	3		
-15	6 7	0.4 B	20
	4		
	5 9	0.5 B	23
	3		
-20	3 4	0.7 B	26
Stiff, Brown, Moist, CLAY, Some Gravel *(continued)*	9		
	5 6	0.5 B	15
	4		
703.8 -25	6 8	0.7 B	15
Boring terminated at 25 feet.			
-30			
-35			
-40			

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

BBS, form 137 (Rev. 8-99)

SOIL BORING LOG

Page 1 of 1

Date 23/05/08

ROUTE FAP 342 DESCRIPTION Palatine Rd LOGGED BY Gonzalez (AL)

SECTION 2018-100-BR LOCATION NW 1/4, SEC. 19, TWP. 42N, RNG. 11E, 3rd PM,
Latitude 42.110007, Longitude -88.003338

COUNTY Cook DRILLING METHOD Hollow Stem Auger (8" O.D., 3.25" I.D.) HAMMER TYPE Auto 140 lb HE 91

STRUCT. NO. 016-0373
Station

BORING NO. GC-37 (P-RWB-02 ST)
Station 2341+95
Offset 34.8 ft LT
Ground Surface Elev. 728.5 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After Hrs. Filled ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Stiff, Brown, Dry, CLAY, With Sand, With Gravel (A-6) LL=33, PL=19, PI=14 13%Gravel, 13%Sand, 37%Silt, 37%Clay	-5	4.8	18
Stiff, Brown, Dry, CLAY, Some Sand, Some Gravel (A-6) LL=35, PL=20, PI=15 8%Gravel, 9%Sand, 41%Silt, 42%Clay	718.5 -10	5.3 4.2	18 19
Boring terminated at 10 feet.			
	-15		
	-20		

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

BBS, form 137 (Rev. 8-99)

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200
IDFPR NO. 184-001273

USER NAME = codyh	DESIGNED -		REVISED -
	CHECKED -		REVISED -
PLOT SCALE = 0:2.0000 ':" / in.	DRAWN - CJH		REVISED -
PLOT DATE = 9/20/2024	CHECKED - NDR		REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (4 OF 4)
STRUCTURE NO. 016-W2502
SHEET 10 OF 10 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	(531) BR 23	COOK	1211	907
		CONTRACT NO. 62W38		
	ILLINOIS	FED. AID PROJECT		

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FEDERAL-AID ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 61	531-3HB	COOK	29	1
S. P. R. REG. NO. 4		ILLINOIS	PROJECT	U-184(40)

JOB NO. P-90-001-64

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS AND BUILDINGS
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

SCALES

PLAN	1 INCH	100 FT.
PROFILE, HOR.	1 INCH	100 FT.
PROFILE, VERT.	1 INCH	10 FT.
CROSS-SECTIONS	1 INCH	5 FT.

(S.B.I. ROUTE 53) F.A. ROUTE 61 SECTION 531-3HB - COOK COUNTY

PROJECT U-184(40)

C-90-442-64

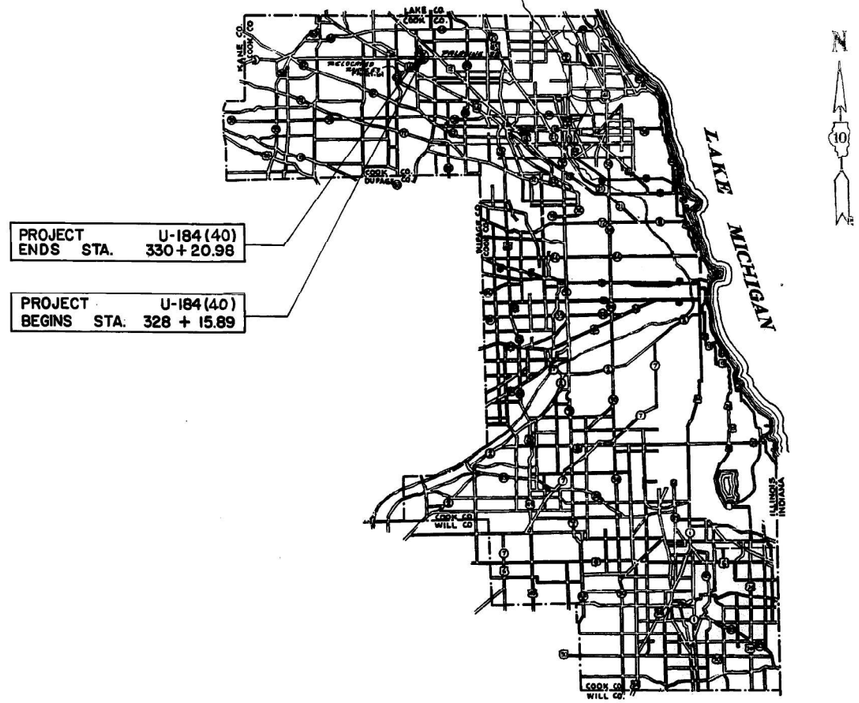
DUAL STRUCTURES OVER PALATINE ROAD

RELOCATED ROUTE 53

INDEX OF SHEETS ON SHEET 2

PROJECT LENGTH 205.09 LIN. FT. OR 0.039 MILES

SECTION 531-3HB INCLUDES THE CONSTRUCTION OF DUAL 4-SPAN CONTINUOUS WIDE FLANGE BEAM GRADE SEPARATION STRUCTURES (TO CARRY RELOCATED ROUTE 53 OVER PALATINE ROAD), WITH SPANS 2@ 60'-9" AND 2@39'-3", ON OPEN R.C. ABUTMENTS AND R.C. PIERS, IN THE VILLAGE OF ARLINGTON HEIGHTS.



PROJECT ENDS STA. U-184(40) 330+20.98

PROJECT BEGINS STA. U-184(40) 328+15.89

LOCATION OF SECTION INDICATED THUS:—

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS AND BUILDINGS
DIVISION OF HIGHWAYS

SUBMITTED August 31 1964
C. A. Bonstein
DISTRICT ENGINEER

EXAMINED Sept. 11 1964
A. Wm. Thisdell
CHIEF OF BUREAU OF PLANS AND SURVEYS

PASSED Sept. 11 1964
[illegible]
CHIEF OF DIVISION

APPROVED Sept. 11 1964
[illegible]
CHIEF HIGHWAY ENGINEER

APPROVED Sept. 11 1964
Francis T. Farrell
DIRECTOR

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED

DIVISION ENGINEER DATE

R. KENNEDY

JOB NUMBER CONTRACT NO. 23867

COUNTY COOK SECTION 531-3HB F. A. ROUTE 61

STRAND ASSOCIATES® 1170 SOUTH HOUBOLT ROAD JOLIET, ILLINOIS 60431 (815) 744-4200 IDFPR NO. 184-001273	USER NAME = codyh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		CHECKED -	REVISED -	
	PLOT SCALE = 0:2.0000 ':" / in.	DRAWN - CJH	REVISED -	
	PLOT DATE = 9/20/2024	CHECKED - NDR	REVISED -	

EXISTING DRAWINGS (1 OF 6)
STRUCTURE NO. 016-W2502

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	(531) BR 23	COOK	1211	908
		CONTRACT NO. 62W38		
	ILLINOIS	FED. AID PROJECT		

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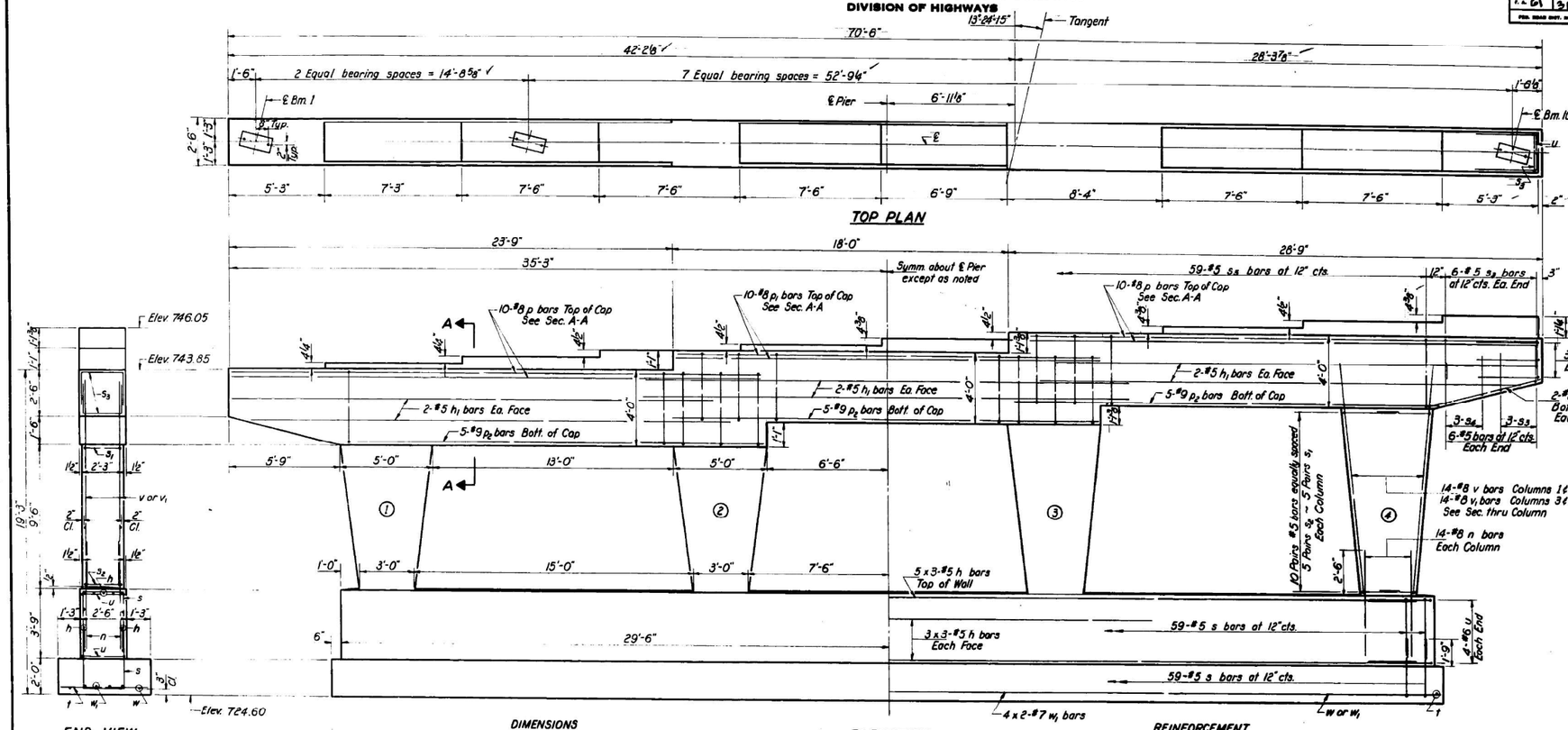
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

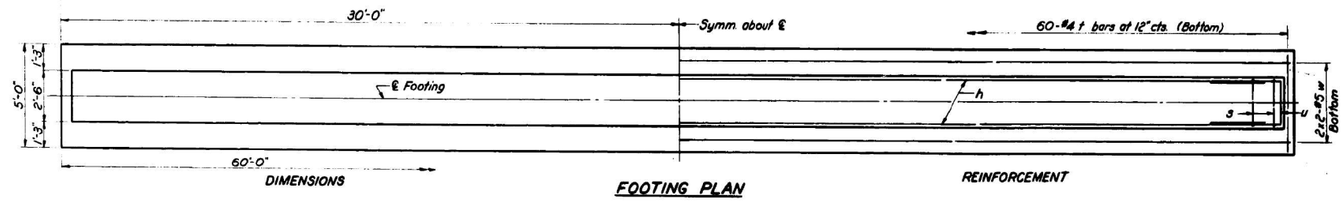
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. Rt. 61	531-3HB	Cook	29	16
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 11
22 SHEETS

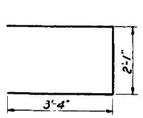


BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h	33	#5	19'-9"	—
h₁	12	#5	26'-0"	—
n	56	#8	6'-0"	—
p	20	#8	28'-6"	—
p₁	10	#8	22'-6"	—
p₂	15	#9	23'-0"	—
p₃	4	#5	6'-0"	—
s	118	#5	9'-2"	⊓
s₁	40	#5	7'-7"	⊓
s₂	40	#5	6'-9"	⊓
s₃	18	#5	6'-6"	⊓
s₄	6	#5	7'-2"	⊓
s₅	59	#5	12'-5"	□
t	60	#4	4'-9"	—
u	14	#6	8'-9"	⊔
v	28	#9	13'-0"	—
v₁	28	#8	14'-3"	—
w	4	#5	30'-6"	—
w₁	8	#7	30'-9"	—
Class X Concrete			Cu. Yds.	85.2
Reinforcement Bars			Lbs.	10,920

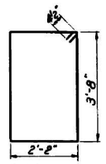


DESIGNED	Walter Perry	
CHECKED	R Kowert	
DRAWN	J.L. Armstrong	
CHECKED	RK	
EXAMINED		JULY 31 1964
PASSED	H.G. Baumann	
APPROVED		



A & B DIMENSIONS

Bar	A	B
s	2'-2"	3'-6"
s₁	1'-11"	2'-10"
s₂	1'-11"	2'-5"
s₃	2'-2"	2'-2"
s₄	2'-2"	2'-6"



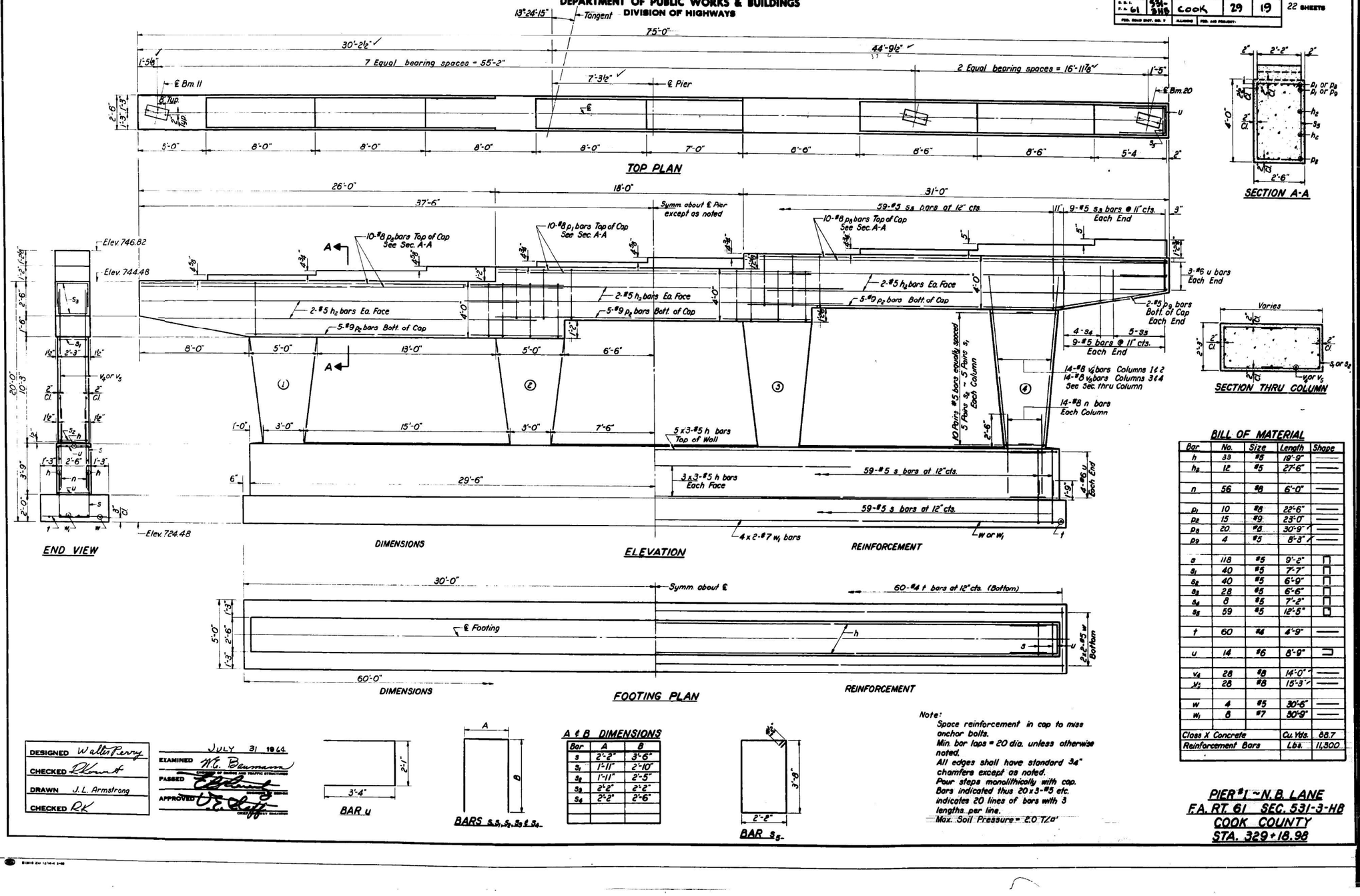
Note:
Space reinforcement in cap to miss anchor bolts.
Min. bar laps = 20 dia. unless otherwise noted.
All edges shall have standard ¾" chamfers except as noted.
Pour steps monolithically with cap.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
Max. Soil Pressure = 2.0 T/ft²

PIER #1 ~ S.B. LANE
F.A. RT. 61 SEC. 531-3-HB
COOK COUNTY
STA. 329+18.98

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 61	531-3HB	COOK	29	19
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

SHEET NO. 14
22 SHEETS



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h	33	#5	19'-9"	—
h_2	12	#5	27'-6"	—
n	56	#8	6'-0"	—
p_1	10	#8	22'-6"	—
p_2	15	#9	23'-0"	—
p_8	20	#8	30'-9"	—
p_9	4	#5	8'-3"	—
s	118	#5	9'-2"	⊓
s_1	40	#5	7'-7"	⊓
s_2	40	#5	6'-9"	⊓
s_3	28	#5	6'-6"	⊓
s_4	8	#5	7'-2"	⊓
s_8	59	#5	12'-5"	□
t	60	#4	4'-9"	—
u	14	#6	8'-9"	⊐
v_4	28	#8	14'-0"	—
v_5	28	#8	15'-3"	—
w	4	#5	30'-6"	—
w_1	8	#7	30'-9"	—
Class X Concrete			Cu. Yds.	88.7
Reinforcement Bars			Lbs.	11,300

A & B DIMENSIONS

Bar	A	B
s	2'-2"	3'-6"
s_1	1'-11"	2'-10"
s_2	1'-11"	2'-5"
s_3	2'-2"	2'-2"
s_4	2'-2"	2'-6"

Note:
Space reinforcement in cap to miss anchor bolts.
Min. bar laps = 20 dia. unless otherwise noted.
All edges shall have standard ¾" chamfers except as noted.
Pour steps monolithically with cap.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
Max. Soil Pressure = 2.0 T/s.f.

DESIGNED	Walter Perry	
CHECKED	RKowalski	
DRAWN	J. L. Armstrong	
CHECKED	RK	

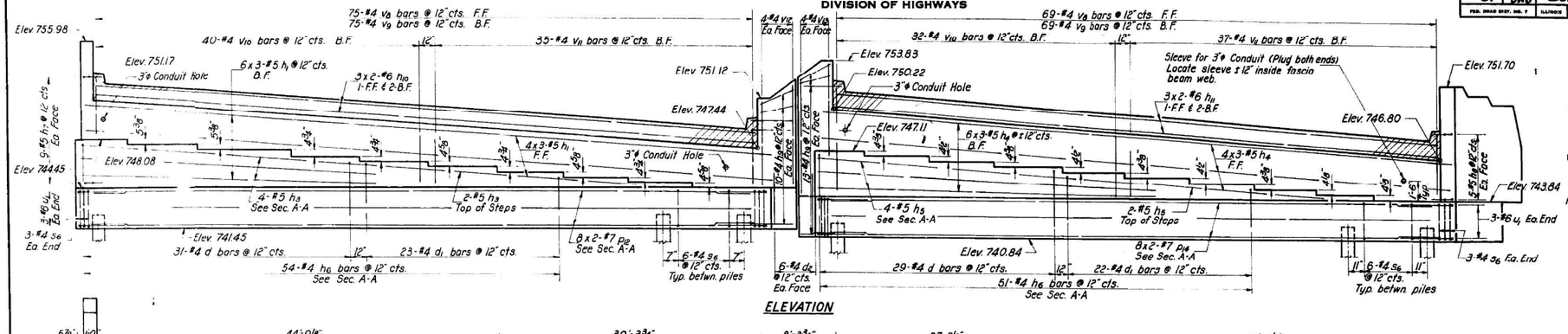
JULY 31 1964
EXAMINED W. C. Baumann — CHIEF OF BRIDGE AND TRAFFIC STRUCTURES
PASSED — ENGINEER OF BRIDGES AND STRUCTURES
APPROVED — CHIEF ENGINEER

PIER #1 ~ N.B. LANE
F.A. RT. 61 SEC. 531-3-HB
COOK COUNTY
STA. 329+18.98

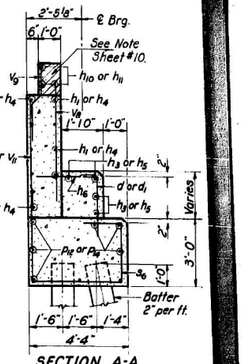
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
A.B.I. F.A. 61	531-SHB	COOK	29	22
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

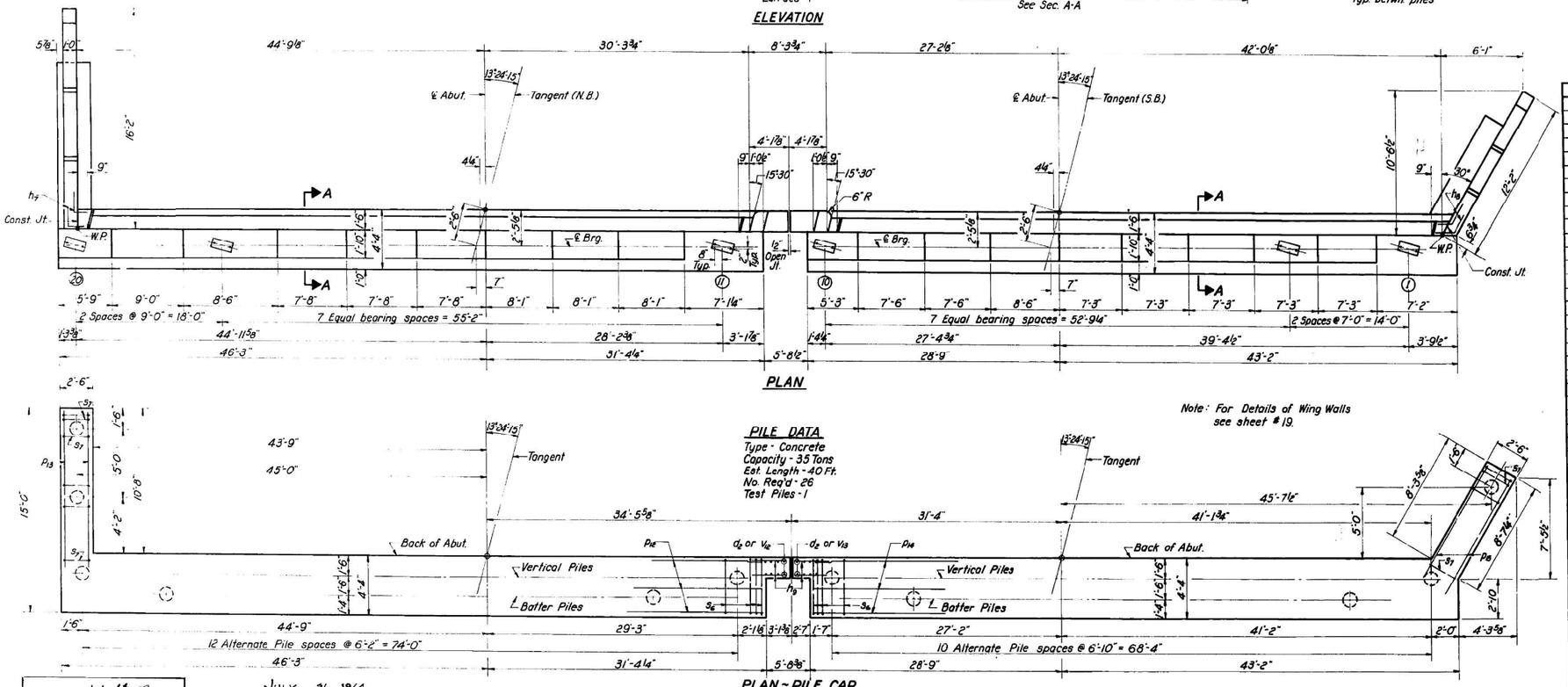
SHEET NO. 1/7
22 SHEETS



ELEVATION



SECTION A-A



PLAN

PLAN ~ PILE CAP

Note: For Details of Wing Walls see sheet # 19.

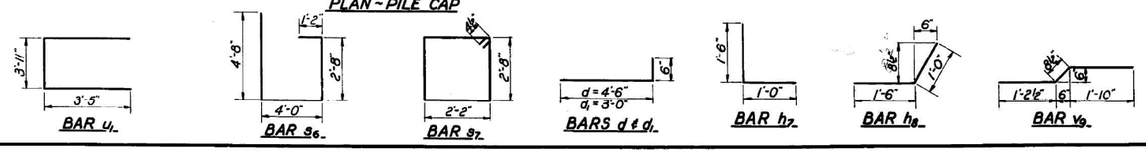
PILE DATA
Type - Concrete
Capacity - 35 Tons
Est. Length - 40 Ft.
No. Req'd - 26
Test Piles - 1

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d	60	#4	5'-0"	
d1	45	#4	3'-6"	
d2	12	#4	5'-3"	
h1	30	#5	26'-0"	
h3	6	#5	31'-6"	
h4	30	#5	24'-9"	
h5	6	#5	29'-3"	
h6	107	#4	3'-0"	
h7	18	#5	2'-6"	
h8	10	#5	2'-6"	
h9	46	#4	4'-0"	
h10	6	#6	38'-0"	
h11	6	#6	35'-0"	
h12	2	#4	4'-3"	
h13	2	#4	9'-3"	
h14	6	#4	14'-3"	
h15	14	#4	15'-5"	
h16	2	#4	6'-6"	
h17	6	#4	10'-3"	
h18	6	#4	11'-5"	
P12	16	#7	39'-6"	
P13	6	#7	12'-6"	
P14	16	#7	36'-9"	
P15	6	#7	9'-6"	
S6	144	#4	12'-6"	
S7	20	#4	10'-5"	
U1	12	#6	10'-9"	
V8	144	#4	3'-9"	
V9	144	#4	3'-9"	
V10	72	#4	4'-6"	
V11	72	#4	2'-9"	
V12	8	#4	6'-6"	
V13	8	#4	7'-9"	
V14	32	#4	9'-6"	
V15	26	#4	6'-0"	
Class X Concrete		Cu. Yds.	145.9	
Reinforcement Bars		Lbs.	9450	
Concrete Piles		Lin. Ft.	1040	
Test Piles (Concrete)		Each	1	

DESIGNED	Walter Perry	
CHECKED	L Kowal	wp
DRAWN	JL Armstrong	
CHECKED	KK	

EXAMINED — JULY 31 1964
PASSED — ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
APPROVED — ENGINEER OF DESIGN
CHIEF HIGHWAY ENGINEER



SOUTH ABUTMENT
F.A. RT. 61 SEC. 531-3-HB
COOK COUNTY
STA. 329+18.98

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 61	531-3HB	COOK	29	7.0
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 21
22 SHEETS

Boring No. B-1
Station 328 + 11
Offset 33' W of C L of 53

Elevation		N	Qu t/s.f.	w (%)	
Ground Surface 730.5	0				
BLACK ORGANIC CLAY					
		13 14	7.03	S	
BROWN & GRAY MOTTLED CLAY	-5				
(BUCKLEY) BROWN SILTY CLAY		11 17	4.80	S	
BROWN CLAY		9 15	8.11	S	
(LIVERSEY) H 20 Seepage	-10				
BROWN SANDY SILTY CLAY		8 17	2.47	S	
(LIVERSEY)					
BROWN SANDY SILTY CLAY		11 19	1.73	S	
	-15				
GRAY CLAY		6 9	6.91	B	
(LIVERSEY) H20					
GRAY CLAYEY SILT		8 10	1.04	S	
LIVERSEY	-20				
GRAY SANDY CLAYEY SILT		8 10	1.04	S	
LIVERSEY					
GRAY SANDY SILTY CLAY		8 11	.49	S	
LIVERSEY)	-25				
GRAY SANDY CLAYEY SILT		8 12			
H20					
GRAY SILTY SAND & GRAVEL		14 18			
	-30				
GRAY SAND & GRAVEL		6 8			
GRAY SAND & GRAVEL		6 6			
	-35				
GRAY SILTY GRITTY CLAY		5 6	1.11	B	
GRAY SAND & GRAVEL		5 8	---		
	-40				
GRAY SAND & GRAVEL		8 17			
GRAY SAND & GRAVEL		13 18	--		
	-45				
GRAY GRITTY CLAY		9 11	2.91	B	
END OF BORING					

Surface Water El. ----
Groundwater El. at Completion 10'
After ---- Hours ----

Boring No. B-2
Station 328 + 58
Offset 33' W of C L of 53

Elevation		N	Qu t/s.f.	w (%)	
Ground Surface 730.2	0				
BLACK ORGANIC CLAY					
		10 11	4.35	C	
BROWN GRAVELLY CLAY	-5				
BROWN CLAY		9 13	6.18	S	
BROWN CLAY		23 19	6.98	B	
	-10				
BROWN CLAY		11 18	6.98	B	
BROWN CLAY		10 12	3.93	B	
GRAY CLAY			2.13	B	
	-15				
GRAY CLAY		5 8	2.33	B	
GRAY CLAY W/ SHALE INC		5 8	2.33	B	
	-20				
GRAY CLAY W/ VERTICAL SAND SEAM		5 7	1.17	B	
GRAY CLAY		5			
GRAY FINE SAND W/H2O		10			
Seepage	-25				
GRAY SILTY FINE SAND		5 5			
GRAY SILTY FINE SAND		5			
GRAY GRITTY SILTY CLAY		8	2.13	B	
	-30				
GRAY GRITTY CLAY		9 9	1.17	B	
GRAY GRITTY CLAY H 20		11	1.50	B	
	-35				
GRAY GRITTY CLAY GRAY GRAVEL		24 14	3.03	B	
GRAY SANDY GRAVEL		13 25	---		
	-40				
GRAY SANDY GRAVEL		10 11	---		
END OF BORING					

Surface Water El. ----
Groundwater El. at Completion 32'
After ---- Hours ----

Boring No. B-3
Station 329 + 77
Offset 33' W of C L of 53

Elevation		N	Qu t/s.f.	w (%)	
Ground Surface 729.8	0				
BLACK ORGANIC CLAY					
		21 22	10.35	S	
BROWN CLAY	-5				
BROWN CLAY		19 20	10.30	S	
BROWN CLAY		20 28	9.11	B	
	-10				
BROWN CLAY		12 20	4.98	B	
BROWN CLAY		11 20	7.76	B	
	-15				
BROWN CLAY		9 17	5.24	B	
GRAY CLAY		6 10	2.91	B	
	-20				
(LIVERSEY) GRAY SILTY CLAY		7 16	2.68	S	
GRAY GRITTY CLAY		8 8	1.63	B	
	-25				
GRAY SILTY CLAY		8 7	2.30 2.89	B B	
GRAY SILTY CLAY H 20		7 15	1.75	P	
GRAY SANDY GRAVEL GRAY CLAY	-30	7 9	2.50	SS	
LAYER OF SANDY GRAVEL GRAY GRITTY CLAY		9 10	3.88	B	
	-35				
GREY GRITTY CLAY		9 15	3.88	B	
GRAY GRITTY CLAY		13 26	1.98	B	
	-40				
GRAY GRITTY SILTY CLAY		13 14	3.20	B	
END OF BORING					

Surface Water El. ----
Groundwater El. at Completion 27½
After ---- Hours ----

Boring No. B-4
Station 330 + 33
Offset 33' W of C L of 53

Elevation		N	Qu t/s.f.	w (%)	
Ground Surface 729.8	0				
BLACK ORGANIC CLAY					
		34 40	9.71	S	
BROWN SILTY CLAY	-5				
BROWN CLAY		25 34	9.48	S	
BROWN CLAY		13 26	8.29 9.80	S S	
	-10				
BROWN CLAY		14 19	8.66	S	
BROWNISH GRAY CLAY		11 21	6.59	B	
	-15				
BROWNISH GRAY CLAY		15 19	4.15 6.38	S S	
BROWN TO GRAY CLAY		7 7	2.91	B	
GRAY CLAY	-20	2	2.52	B	
GRAY CLAY TO GRAY SILTY SAND H 20		3 5	.98	B	
	-25				
GRAY GRAVELLY SANDY CLAYEY SILT		3 4	2.33	B	
GRAY WELL GRADED FINE SAND W/ Traces of CLAY & SILT		5 12	-----		
	-30				
GRAY WELL GRADED FINE SAND GRAY SILTY CLAY		6 8	.98	B	
GRAY SANDY GRAVEL GRAY GRITTY CLAY		8 10	3.49	B	
	-35				
GRAY GRITTY CLAY		7 11	2.33 1.69	B B	
GRAY GRITTY CLAY		15 15	3.88	B	
	-40				
GRAY GRITTY CLAY		15 15	3.88	B	
GRAY GRITTY CLAY		15 15	3.88	B	
	-45				
GRAY GRITTY CLAY		15 10	5.26 9.70	B B	
END OF BORING					

Surface Water El. ----
Groundwater El. at Completion 21½'
After ---- Hours ----

DESIGNED Walter Levy
CHECKED R. Howard
DRAWN J.L.A.
CHECKED RK

EXAMINED July 31 1964
PASSED
APPROVED

N – Standard Penetration Test – Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with 140# hammer falling 30".

Qu – Unconfined Compressive Strength – t/sf
w – Water Content – percentage of oven dry weight – %.

Type failure
B – Bulge Failure
S – Shear Failure
E – Estimated Value

BORING DATA
F.A. RT. 61 SEC. 531-3-HB
COOK COUNTY
STA. 329+18.98

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200
IDFPR NO. 184-001273

USER NAME = codyh	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 0:2.0000 '=' / in.	DRAWN - CJH	REVISED -	
PLOT DATE = 9/20/2024	CHECKED - NDR	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING DRAWINGS (5 OF 6)
STRUCTURE NO. 016-W2502

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	(531) BR 23	COOK	1211	912
		CONTRACT NO. 62W38		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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FA RTE 61 | SECTION 531-3HB | COUNTY COOK | TOTAL SHEETS 29 | SHEET NO. 27 | SHEET NO. 22 | 22 SHEETS
FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

Boring No. B-5

Station 328 + 13
Offset 33' E of C L of 53
Ground Surface 730.2
Surface Water El. ——
Groundwater El. at Completion 30'
After —— Hours

Elevation	Description	N	Qu t/s.f.	w (%)
0	BLACK ORGANIC CLAY			
	BROWN & GRAY MOTTLED CLAY	7/11	6.98	[illegible]
-5	BROWN CLAY	1?/16	5.67	S
	BROWN TO GRAY CLAY	17/23	6.18 / 7.95	S / S
-10	GRAY CLAY	13/17	4.27	B
	GRAY CLAY	7/9	2.91	B
-15	GRAY CLAY	5/7	2.52	B
	GRAY CLAY	11/1?	2.3?	B
-20	GRAY CLAY	5/7	2.5?	B
	GRAY GRITTY SILTY CLAY	8/11	2.33	B
-25	GRAY SANDY SILTY CLAY	13/14	5.02	B
	(LIVERERY) GRAY GRITTY SILTY CLAY	8/10	2 Ton	P
-30	H 20 GRAY SAND & GRAVEL	9/9	----	
	GRAY SAND & GRAVEL	4/6	----	
-35	GRAY GRITTY CLAY	5/7	1.17	B
	GRAY GRITTY CLAY	7/10	2.52	B
-40	GRAY CLAY	7/11	2.72	B
	GRAY CLAY	7/9	1.50	B
	GRAY GRITTY CLAY / GRAY CLAYEY GRAVEL	26/30	2.52	B
	END OF BORING			

Boring No. B-6

Station 328 + 58
Offset 33' E of CL of 53
Ground Surface 730.2
Surface Water El. ——
Groundwater El. at Completion 32½
After —— Hours

Elevation	Description	N	Qu t/s.f.	w (%)
0	BLACK ORGANIC CLAY			
	BROWN CLAY	6/9	6.55	S
-5	BROWN CLAY	6/7	6.33	S
	BROWN CLAY / BROWN SANDY SILTY CLAY	12/16	6.33 / 1.8?	S / S
-10	BROWN CLAY	13/20	8.15 / 4.96	B / S
	GRAY CLAY	8/1?	2.52	B
-15	GRAY CLAY	7/9	2.13	B
	GRAY CLAY	4/7	2.1?	B
-20	GRAY CLAY	5/7	2.52	B
	GRAY GRITTY CLAY	?/10	2.33	B
-25	GRAY GRITTY CLAY 1/20/64	6/11	2.33	B
	GRAY CLAY 1/21/64 / GRAY SANDY SILTY CLAY	13/14	1.50 / 2.68	B / B
-30	GRAY FINE SANDY SILTY CLAY	6/9	1.59	B
	H 20 GRAY CLAYEY SAND & GRAVEL	8/9	----	
-35	GRAY SAND & GRAVEL	9/10	----	
	GRAY SAND & GRAVEL	6/7	----	
-40	GRAY GRITTY CLAY	8/10	2.52	B
	GRAY GRITTY CLAY	6/9	2.52	B
	GRAY GRITTY CLAY	9/12	2.52	B
	END OF BORING			

Boring No. B-7

Station 329 + 77
Offset 33' E of C L of 53
Ground Surface 730.2
Surface Water El. ——
Groundwater El. at Completion 27½
After —— Hours

Elevation	Description	N	Qu t/s.f.	w (%)
0	BLACK ORGANIC CLAY			
	CRUMBLEY BROWN SILTY CLAY	21/50	6.98	S
-5	CRUMBLEY BROWN SILTY CLAY	17/27	8.51	S
	BROWN CLAY	10/19	7.76	S
-10	BROWN CLAY	10/8	5.77	S
	BROWN CLAY	13/14	5.82	B
-15	GRAY CLAY	10/10	3.49	B
	GRAY STONEY SANDY CLAY	17/17	4.50	S / P
-20	LAYER OF GRAY SAND / GRAY CLAY	7/7	2.52	B
	LIVERERY GRAY GRITTY SILTY CLAY	10/15	2.13	B
-25	LIVERERY GRAY SILTY CLAY	8/10	2.72	B
	H 20 GRAY WATER BEARING SAND	7/6	——	
-30	GRAY SAND / GRAY SILTY CLAY (LIVERERY	7/9	1.17	B
	GRAY CLAYEY SANDY GRAVEL	6/12	.75	B
-35	GRAY SAND OF GRAVEL	27/24	----	
	GRAY GRAVELLEY CLAY	7/15	4.50	S / P
-40	GRAY GRAVELLY CLAY	17/16	5.24	B
	GRAY STONEY CLAY	15/21	3.10	B
	GRAY CLAY / GRAY GRAVELLY CLAY	18/30	3.88 / 5.77	B / S
	END OF BORING			

Boring No. B-8

Station 330 + 13
Offset 33' E of C L of 53
Ground Surface 729.2
Surface Water El. ——
Groundwater El. at Completion 25'
After —— Hours

Elevation	Description	N	Qu t/s.f.	w (%)
0	BLACK ORGANIC CLAY			
	BROWN (CRUMBLEY)CLAY			
-5	BROWN (CRUMBLEY) CLAY			
	BROWN CLAY			
-10	BROWN CLAY			
	BROWN CLAY / GRAY CLAY			
-15	GRAY STONEY CLAY			
	GRAY(LIVERERY SILTY CLAY / GRAY CLAY			
-20	GRAY (LIVERERY) SILTY CLAY			
	GRAY(LIVERERY SILTY CLAY TO GRAY CLAY	12/17	2.33 / 1.80	B / B
-25	H 20 GRAY CLAY TO GRAVEL(LIVERERY) SILTY CLAY TO GRAY SAND	10/12	1.30 / .50	B / P
	GRAY(LIVERERY) SILTY CLAY	3/3	.50	B
-30	GRAY(LIVERERY)SILTY CLAY TO GRAY SAND TO GRAY CLAY	8/10	.98 / 1.30	B / B
	GRAY SANDY GRAVEL	11/17	-----	
-35	GRAY SANDY GRAVEL	14/19	-----	
	GRAY SANDY, GRAVEL TO GRAY SILTY GRITTY CLAY	9/17	5.04	B
-40	GRAY GRITTY CLAY TO GRAY SAND	7/14	1.63	B
	GRAY SAND TO GRAY GRAVELLY CLAY	8/13	2.33	B
	GRAY GRAVELLY CLAY	14/16	1.60	B / P
	END OF BORING			

N – Standard Penetration Test – Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with 140# hammer falling 30".

Qu – Unconfined Compressive Strength – t/sf

w – Water Content – percentage of oven dry weight – %.

Type failure:
B – Bulge Failure
S – Shear Failure
E – Estimated Value

DESIGNED Walter Perry
CHECKED R. Korn[illegible]
DRAWN J.L.A.
CHECKED RK.

JULY 31 1964
EXAMINED W.E. Baumann
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED [signature]
APPROVED [signature]

BORING DATA
F.A. RT. 61 SEC. 531-3-HB
COOK COUNTY
STA. 329+18.98

MODEL: Default
FILE NAME: S:\OL\6300--6399\6346\113\Drawings\CAD\Micro-SS4\CAD_Sheets\016W2502-C3-016-EGPE.dgn

STRAND ASSOCIATES	USER NAME = codyh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING DRAWINGS (6 OF 6) STRUCTURE NO. 016-W2502	F.A. RTE. 305	SECTION (531) BR 23	COUNTY COOK	TOTAL SHEETS 1211	SHEET NO. 913
1170 SOUTH HOUBOLT ROAD JOLIET, ILLINOIS 60431 (815) 744-4200 IDFPR NO. 184-001273	PLOT SCALE = 0:2.0000 ':" / in.	CHECKED -	REVISED -			CONTRACT NO. 62W38				
	PLOT DATE = 9/20/2024	DRAWN - CJH	REVISED -			ILLINOIS	FED. AID PROJECT			
		CHECKED - NDR	REVISED -							

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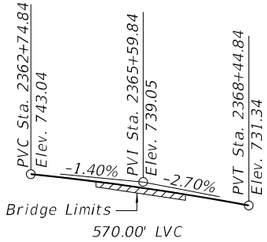
Benchmark: TBM 26 – Cut cross on the eastern side of sign concrete foundation (West Palatine ¼ Mile) on west side of southbound IL 53. Elev. 730.60.

Existing Structure: Structure Number 016-0372, built in 1965 under FA Rte. 61, Section 531-3HB-1, carrying IL 53 over Anderson Drive, is a single span precast, prestressed concrete I-beam structure with back to back of abutment length of 52'-2" and out to out width of 122'-0". The bridge is on a left forward skew of 09°06'00". The bridge is supported on closed abutments on spread footing foundations.

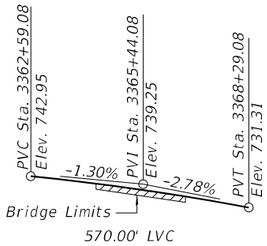
Traffic to be maintained using stage construction.

No salvage



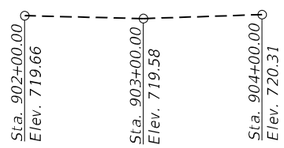
PROFILE GRADE – N.B. IL 53

The Profile Grade shows the final grade after grinding.



PROFILE GRADE – S.B. IL 53

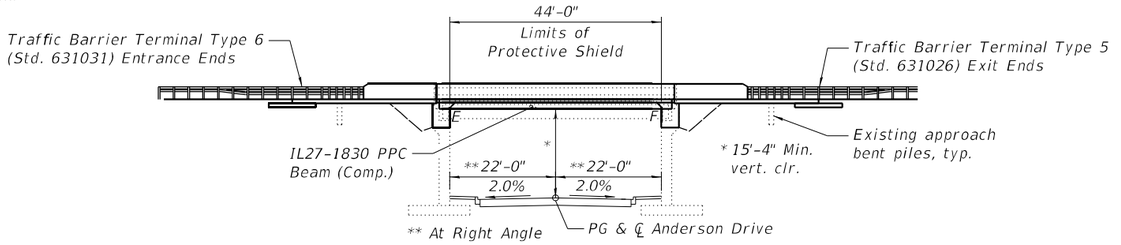
The Profile Grade shows the final grade after grinding.



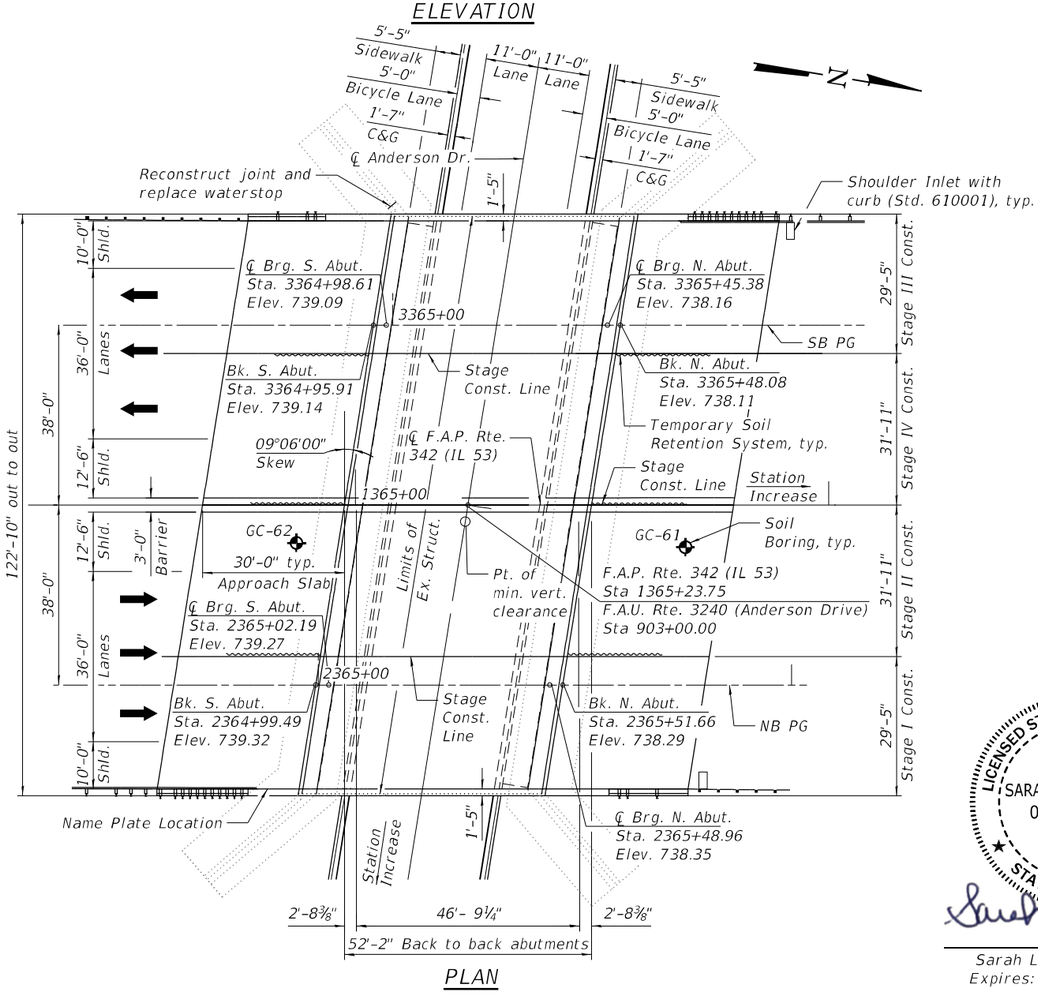
PROFILE GRADE – ANDERSON DRIVE

(Along ℄ Anderson Drive)

Note:
Up to ¼" to be ground off the bridge deck and the approach slabs. The Profile Grade shows the final grade after grinding.



ELEVATION



PLAN

LOADING HL-93

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

SCOPE OF WORK

1. Remove existing superstructure, bearings and approach slabs.
2. Modify existing abutments to semi-integral.
3. Construct new bearings and superstructure consisting of PPC I-Beam and concrete deck slab.
4. Construct new approach slabs.
5. Repair abutments with formed concrete repairs and epoxy crack sealing.
6. Reconstruct joint between south abutment and southwest wingwall.

SEISMIC DATA

Seismic Retrofit Category (SRC) = A
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.081g
Design Spectral Acceleration at 0.2 sec. (SDS) =0.140g
Soil Site Class = D
Performance Level – PL1

DESIGN STRESSES

FIELD UNITS (NEW CONSTRUCTION)
f'c = 4,000 psi (Superstructure)
f'c = 3,500 psi (Substructure)
fy = 60,000 psi (Reinforcement)

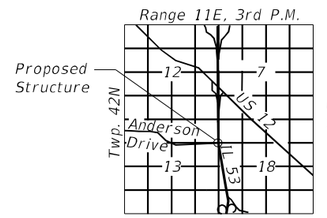
PRECAST PRESTRESSED UNITS (NEW CONSTRUCTION)
f'c = 8,500 psi
f'ci = 6,500 psi
fpu = 270,000 psi (0.6" low lax. strands)
fpbt = 202,300 psi (0.6" low lax. strands)

FIELD UNITS (EXISTING CONSTRUCTION)
fc = 1,000 psi (Substructure)
fs = 20,000 psi (Reinforcement)

DESIGN SPECIFICATIONS

NEW CONSTRUCTION
2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

EXISTING CONSTRUCTION
2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition
2006 FHWA Seismic Retrofitting Manual for Highway Structures



LOCATION SKETCH

LICENSED STRUCTURAL ENGINEER
SARAH L. CZAPLICKI
081.006191
STATE OF ILLINOIS
09/20/2024

Sarah L. Czaplicki, PE, SE
Expires: November 30, 2024

GENERAL PLAN AND ELEVATION
IL 53 OVER ANDERSON DRIVE
F.A.P. RTE. 342 – SEC. (531) BR 23
COOK COUNTY
STATION 1365+23.75
STRUCTURE NO. 016-0372

CZAPLICKI LOPEZ, PLLC
201 KENMARE DRIVE
BURR RIDGE, ILLINOIS 60527
630-915-8861
DESIGN FIRM NO: 184.008135

USER NAME =		DESIGNED -	PAF	REVISED -	
		CHECKED -	CSP	REVISED -	
PLOT SCALE =		DRAWN -	SVJ	REVISED -	
PLOT DATE =		CHECKED -	PAF	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET 1 OF 38 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531) BR 23	COOK	1211	914
		CONTRACT NO. 62W38		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
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INDEX OF SHEETS

GENERAL NOTES

1. Reinforcement bars designated (E) shall be epoxy coated.
2. The finishing machine rails shall be placed on the top of the top flange of the exterior beams within the deck pour. Beam blocks shall be placed between beams at all tie locations in each bay for the full width of the deck pour.
3. Slipforming of the median parapets is not allowed.
4. Plan dimensions and details relative to the existing structure have been taken from existing plans are subject to nominal construction variations. The Contactor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
5. Pinning of the Temporary Concrete Barrier in the top of the new bridge deck and approach slabs is not allowed.

STA. 1365+23.75
BUILT 20__ BY
STATE OF ILLINOIS
F.A.P. RTE. 342 – SEC. (531) BR 23
LOADING HL-93
STR. NO. 016-0372

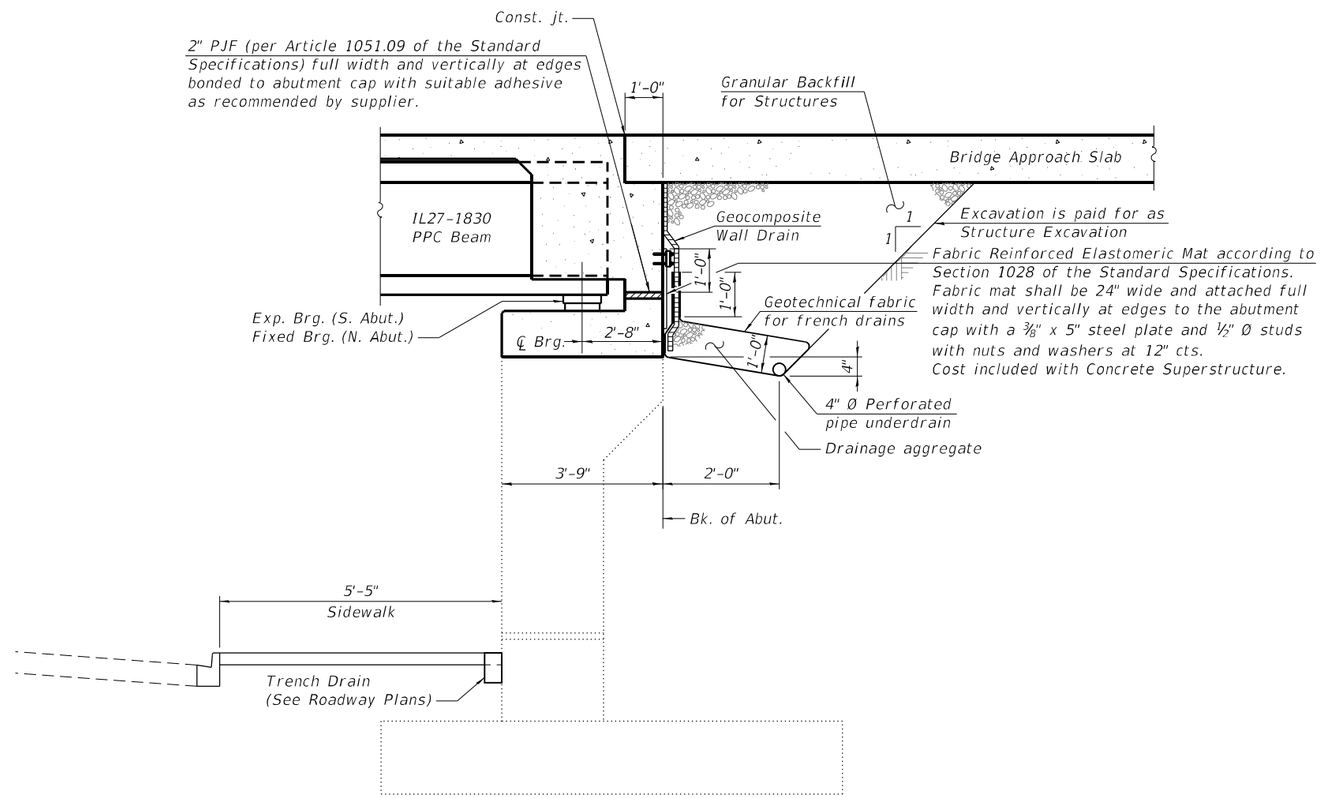
NAME PLATE

See Std. 515001

Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal Of Existing Superstructures No. 5	Each	1	0	1
Concrete Removal	Cu. Yd.	0.0	36.8	36.8
Protective Shield	Sq. Yd.	601	0	601
Structure Excavation	Cu. Yd.	0	236	236
Concrete Structures	Cu. Yd.	0.0	129.4	129.4
Concrete Superstructure	Cu. Yd.	281.2	0.0	281.2
Protective Coat	Sq. Yd.	1,657	0	1,657
Concrete Superstructure (Approach Slab)	Cu. Yd.	346.5	0.0	346.5
Furnishing and Erecting Precast Prestressed Concrete Beams, IL27N	Foot	770	0	770
Reinforcement Bars, Epoxy Coated	Pound	196,560	9,490	206,050
Bar Splicers	Each	964	68	1,032
Name Plates	Each	1	0	1
Preformed Joint Seal 3 1/2"	Foot	111	0	111
Elastomeric Bearing Assembly, Type I	Each	16	0	16
Anchor Bolts, 3/4"	Each	64	0	64
Temporary Soil Retention System	Sq. Ft.	0	151	151
Granular Backfill for Structures	Cu. Yd.	0	217	217
Epoxy Crack Injection	Foot	0	408	408
Geocomposite Wall Drain	Sq. Yd.	0	146	146
Pipe Underdrains for Structures 4"	Foot	0	248	248
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	898	0	898
Bar Terminators	Each	760	0	760
Approach Slab Removal	Sq. Yd.	960	0	960
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq. Ft.	0	7	7
Diamond Grinding (Bridge Section)	Sq. Yd.	1,359	0	1,359



SECTION THRU SEMI-INTEGRAL ABUTMENTS

(Horiz. dim. at Rt. ℄'s)

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201 KENMARE DRIVE
BURR RIDGE, ILLINOIS 60527
630-915-8861
DESIGN FIRM NO: 184,008135

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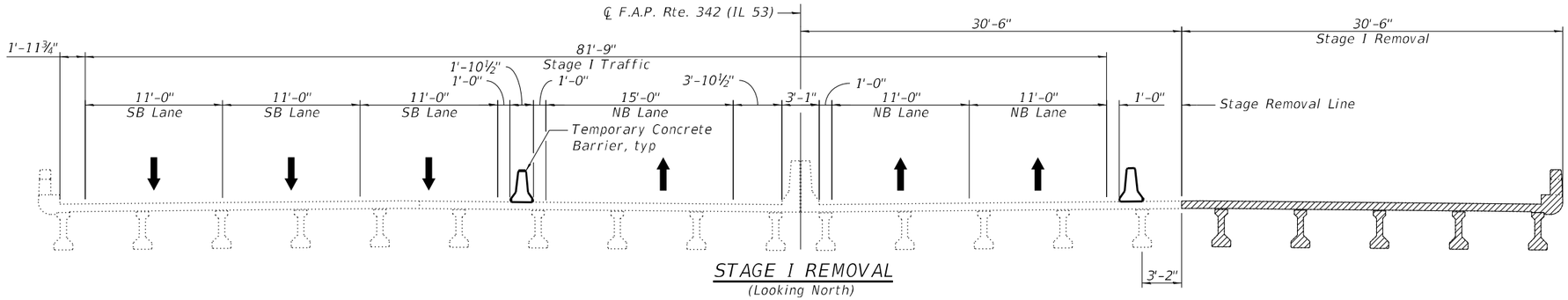
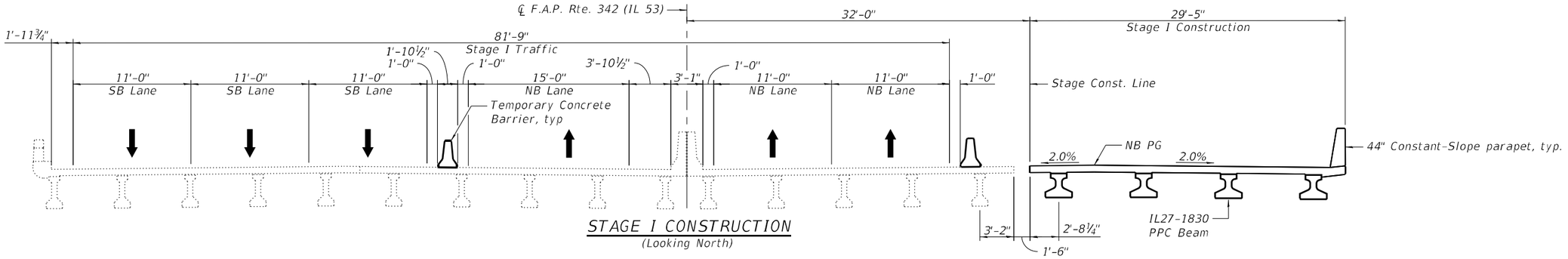
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 016-0372
SHEET 2 OF 38 SHEETS

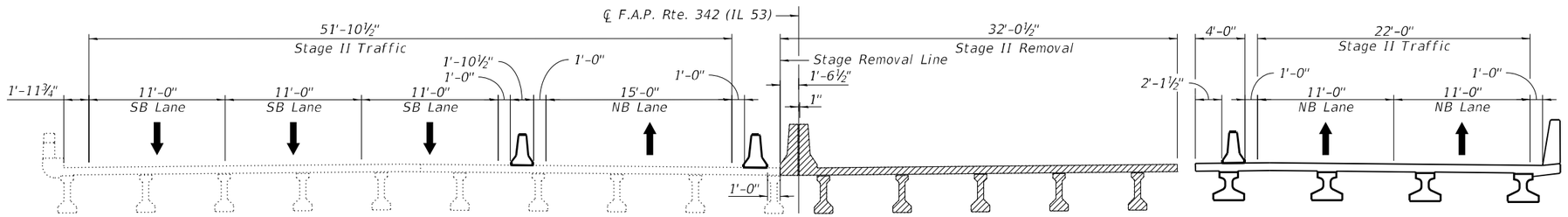
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531) BR 23	COOK	1211	915
		CONTRACT NO. 62W38		
	ILLINOIS	FED. AID PROJECT		



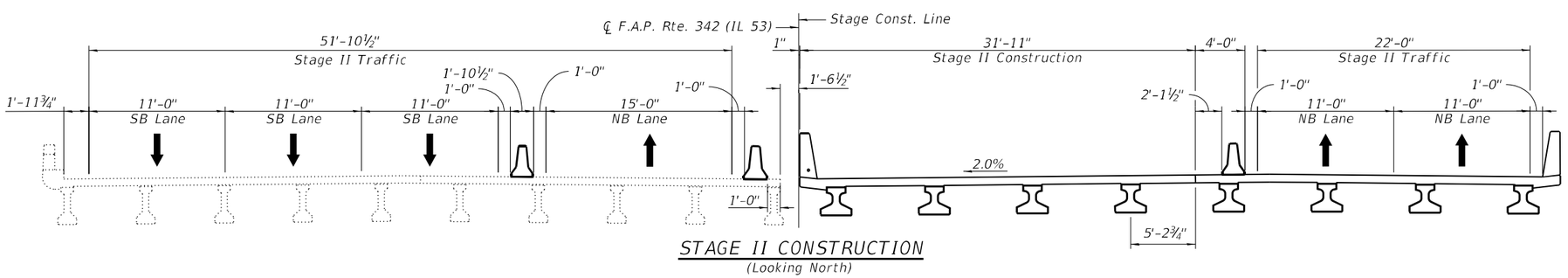
STAGE I REMOVAL
(Looking North)



STAGE I CONSTRUCTION
(Looking North)



STAGE II REMOVAL
(Looking North)



STAGE II CONSTRUCTION
(Looking North)

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STATE OF ILLINOIS
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STAGE CONSTRUCTION DETAILS I
STRUCTURE NO. 016-0372
SHEET 3 OF 38 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531) BR 23	COOK	1211	916
		CONTRACT NO. 62W38		
	ILLINOIS FED. AID PROJECT			

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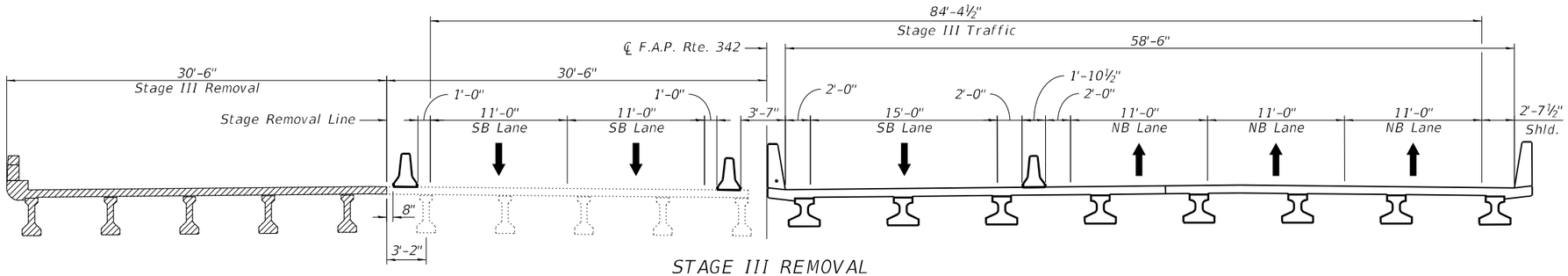
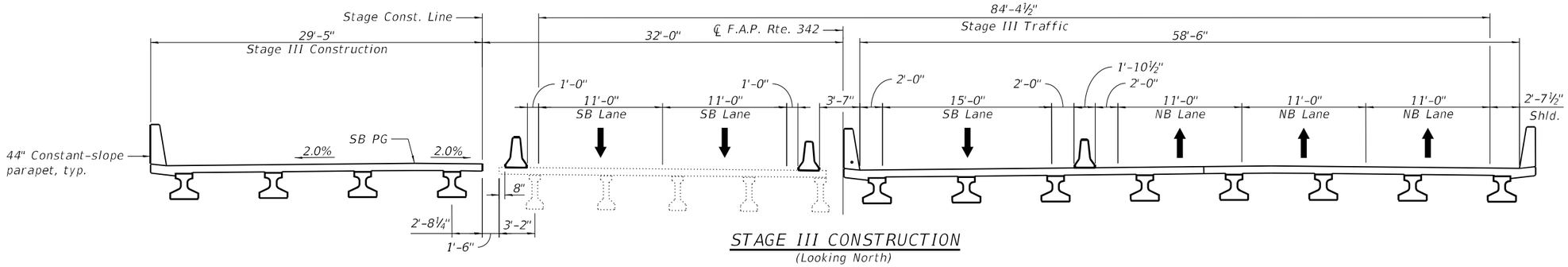
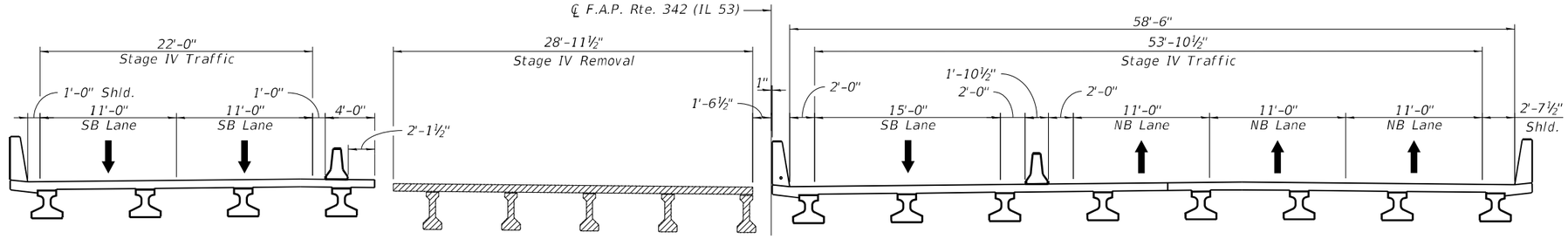


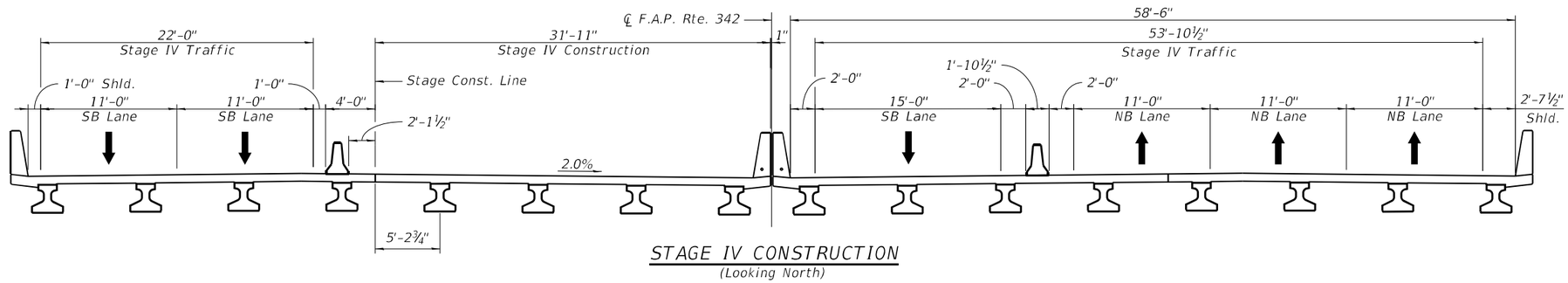
STAGE III REMOVAL
(Looking North)



STAGE III CONSTRUCTION
(Looking North)



STAGE IV REMOVAL AND CONSTRUCTION
(Looking North)



STAGE IV CONSTRUCTION
(Looking North)

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BURR RIDGE, ILLINOIS 60527
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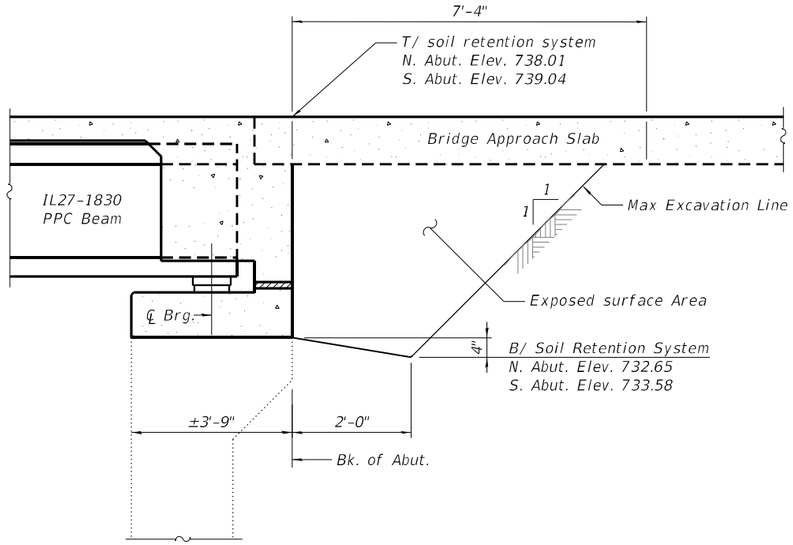
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS II
STRUCTURE NO. 016-0372

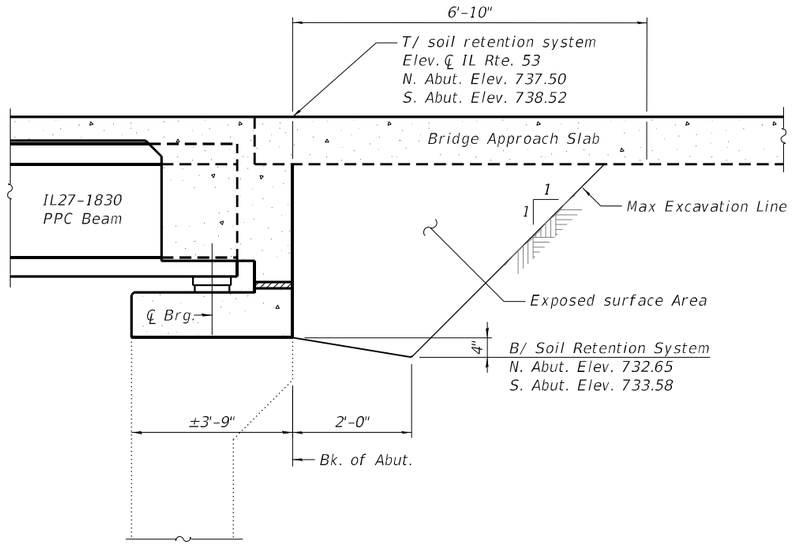
SHEET 4 OF 38 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531) BR 23	COOK	1211	917
		CONTRACT NO. 62W38		
	ILLINOIS	FED. AID PROJECT		



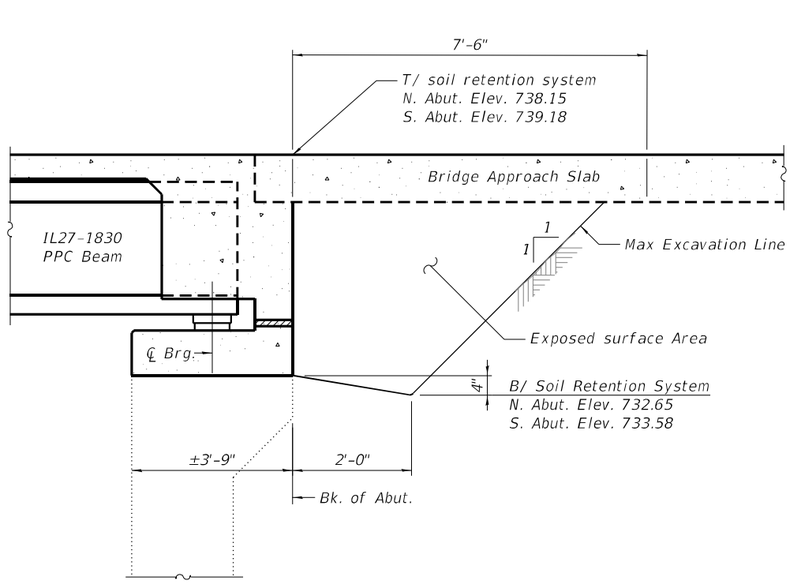
TEMPORARY SOIL RETENTION SYSTEM - SB STAGE CONSTRUCTION LINE

(North Abutment Shown, South Abutment Similar)



TEMPORARY SOIL RETENTION SYSTEM - ℄ IL RTE 53 STAGE CONSTRUCTION LINE

(North Abutment Shown, South Abutment Similar)



TEMPORARY SOIL RETENTION SYSTEM - NB STAGE CONSTRUCTION LINE

(North Abutment Shown, South Abutment Similar)

Note:
A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

BILL OF MATERIAL

Item	Unit	Total
Temporary Soil Retention System	Sq. Ft.	151

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY SOIL RETENTION SYSTEM DETAILS
STRUCTURE NO. 016-0372

SHEET 5 OF 38 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531) BR 23	COOK	1211	918
		CONTRACT NO. 62W38		
	ILLINOIS FED. AID PROJECT			

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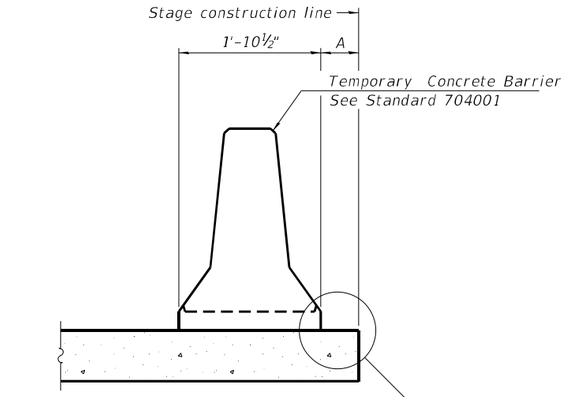
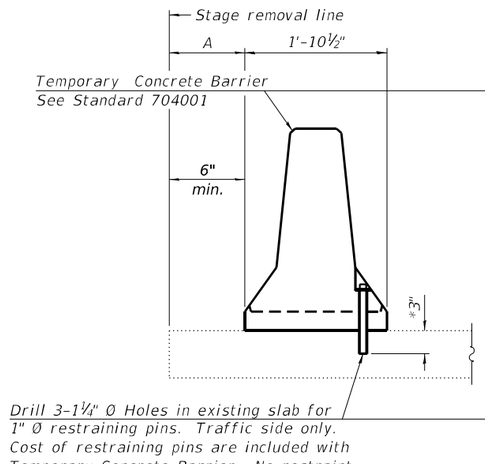


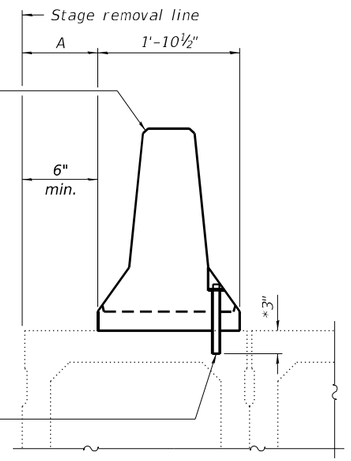
When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



Drill 3-1¼" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

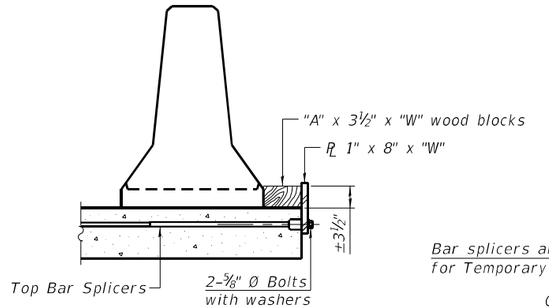
EXISTING SLAB



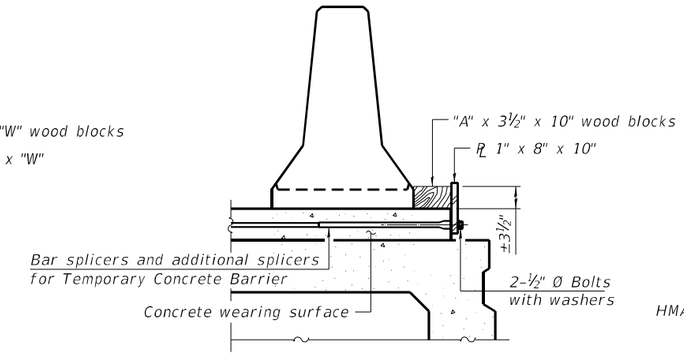
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

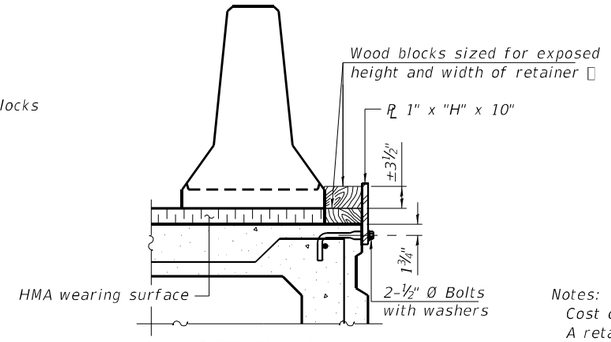
SECTIONS THRU SLAB OR DECK BEAM



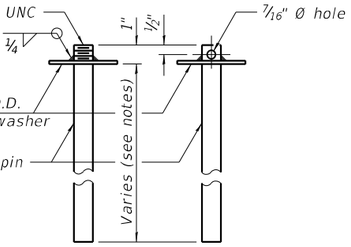
DETAIL I



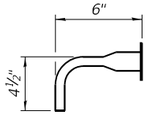
DETAIL II



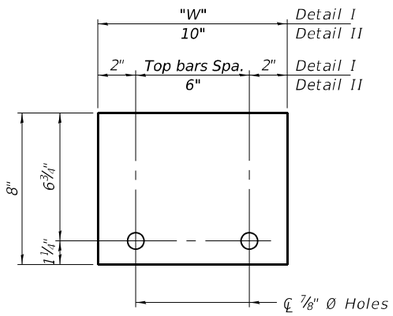
DETAIL III



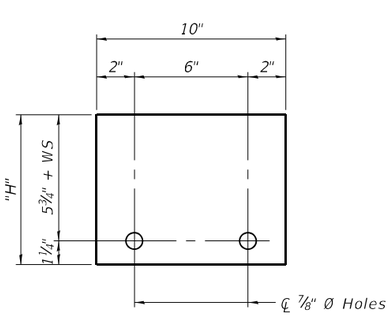
RESTRAINING PIN



BAR SPLICER FOR #4 BAR - DETAIL III



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



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

Notes:

Cost of retainer assembly is included with Temporary Concrete Barrier.

A retainer assembly shall be located at the approximate ℄ of each temporary concrete barrier.

The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.

When the 'A' dimension is less than 1½", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

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

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27

5-15-2023

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201 KENMARE DRIVE
BURR RIDGE, ILLINOIS 60527
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 016-0372

SHEET 6 OF 38 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531) BR 23	COOK	1211	919
		CONTRACT NO. 62W38		
	ILLINOIS	FED. AID PROJECT		

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FILE NAME: C:\Users\Steven\Johnson\OneDrive - Czaplicki Lopez, PLLC\OD 23003 IL 53 Bridges Phase II - Strand - General\CADD\CAD_Sheets-by-others\Sheets\SN 016-0372\C3-D162W38-SN0016-0372_S06 Temporary Concrete Barrier - CL.dgn

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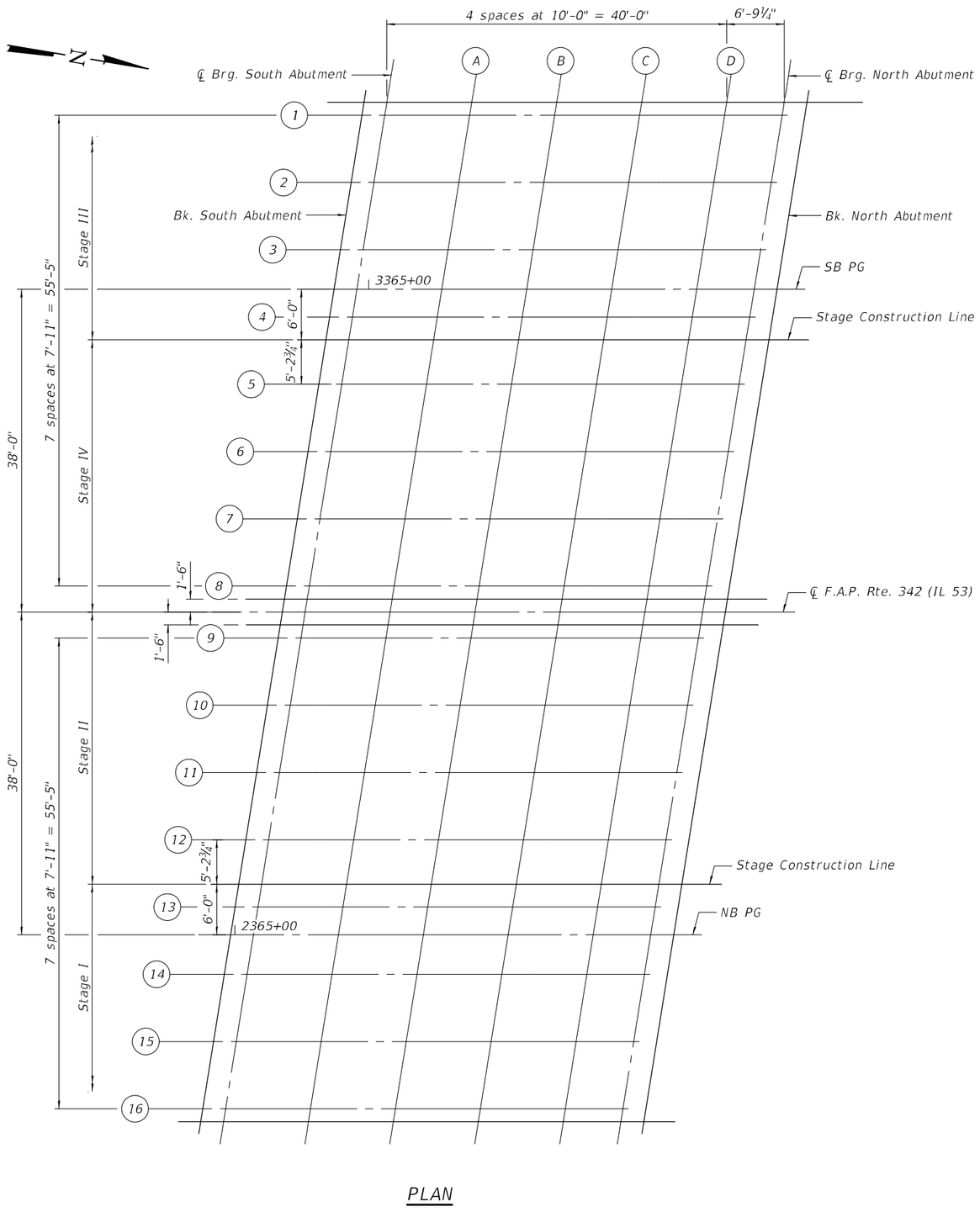
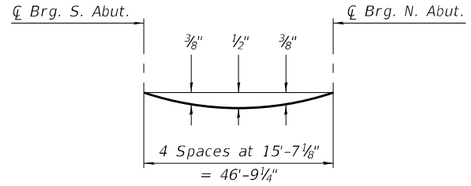


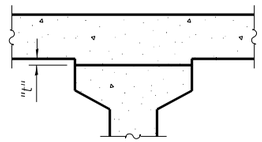
PLAN



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete, excluding beams).

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below.



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

FILLET HEIGHTS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS I
STRUCTURE NO. 016-0372

SHEET 7 OF 38 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531) BR 23	COOK	1211	920
		CONTRACT NO. 62W38		
	ILLINOIS	FED. AID PROJECT		

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	3364+99.18	-20.44	738.67	738.69
Brg. S. Abut.	3365+01.88	-20.44	738.62	738.64
A	3365+11.88	-20.44	738.43	738.48
B	3365+21.88	-20.44	738.23	738.30
C	3365+31.88	-20.44	738.03	738.10
D	3365+41.88	-20.44	737.83	737.87
Brg. N. Abut.	3365+48.65	-20.44	737.69	737.71
Bk. N. Abut.	3365+51.35	-20.44	737.63	737.65

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	3364+97.91	-12.52	738.85	738.88
Brg. S. Abut.	3365+00.61	-12.52	738.80	738.82
A	3365+10.61	-12.52	738.61	738.66
B	3365+20.61	-12.52	738.41	738.48
C	3365+30.61	-12.52	738.21	738.28
D	3365+40.61	-12.52	738.01	738.05
Brg. N. Abut.	3365+47.39	-12.52	737.87	737.89
Bk. N. Abut.	3365+50.08	-12.52	737.82	737.84

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	3364+96.65	-4.60	739.04	739.06
Brg. S. Abut.	3364+99.34	-4.60	738.99	739.01
A	3365+09.34	-4.60	738.79	738.85
B	3365+19.34	-4.60	738.60	738.67
C	3365+29.34	-4.60	738.40	738.47
D	3365+39.34	-4.60	738.19	738.24
Brg. N. Abut.	3365+46.12	-4.60	738.06	738.08
Bk. N. Abut.	3365+48.82	-4.60	738.00	738.02

SOUTHBOUND PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	3364+95.91	0.00	739.14	739.16
Brg. S. Abut.	3364+98.61	0.00	739.09	739.11
A	3365+08.61	0.00	738.90	738.95
B	3365+18.61	0.00	738.70	738.77
C	3365+28.61	0.00	738.50	738.57
D	3365+38.61	0.00	738.30	738.35
Brg. N. Abut.	3365+45.38	0.00	738.16	738.18
Bk. N. Abut.	3365+48.08	0.00	738.11	738.13

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	3364+95.38	3.31	739.09	739.11
Brg. S. Abut.	3364+98.08	3.31	739.04	739.06
A	3365+08.08	3.31	738.84	738.90
B	3365+18.08	3.31	738.65	738.72
C	3365+28.08	3.31	738.45	738.52
D	3365+38.08	3.31	738.25	738.29
Brg. N. Abut.	3365+44.85	3.31	738.11	738.13
Bk. N. Abut.	3365+47.55	3.31	738.05	738.07

SOUTHBOUND STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	3364+94.95	6.00	739.04	739.06
Brg. S. Abut.	3364+97.65	6.00	738.99	739.01
A	3365+07.65	6.00	738.80	738.85
B	3365+17.65	6.00	738.60	738.67
C	3365+27.65	6.00	738.40	738.47
D	3365+37.65	6.00	738.20	738.25
Brg. N. Abut.	3365+44.42	6.00	738.06	738.08
Bk. N. Abut.	3365+47.12	6.00	738.01	738.03

Note:
All Stations and offsets measured to SB PG.

CZAPLICKI LOPEZ, PLLC
201 KENMARE DRIVE
BURR RIDGE, ILLINOIS 60527
630-915-8861
DESIGN FIRM NO: 184.008135

USER NAME =	DESIGNED - PAF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS II STRUCTURE NO. 016-0372
	CHECKED - CSP	REVISED -		
PLOT SCALE =	DRAWN - SVJ	REVISED -		
PLOT DATE =	CHECKED - PAF	REVISED -		SHEET 8 OF 38 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531) BR 23	COOK	1211	921
		CONTRACT NO. 62W38		
	ILLINOIS	FED. AID PROJECT		

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	3364+94.11	11.23	738.95	738.97
Brg. S. Abut.	3364+96.81	11.23	738.90	738.92
A	3365+06.81	11.23	738.71	738.76
B	3365+16.81	11.23	738.51	738.59
C	3365+26.81	11.23	738.31	738.38
D	3365+36.81	11.23	738.11	738.16
Brg. N. Abut.	3365+43.58	11.23	737.98	738.00
Bk. N. Abut.	3365+46.28	11.23	737.92	737.94

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	3364+92.84	19.15	738.82	738.84
Brg. S. Abut.	3364+95.54	19.15	738.77	738.79
A	3365+05.54	19.15	738.57	738.63
B	3365+15.54	19.15	738.38	738.45
C	3365+25.54	19.15	738.18	738.25
D	3365+35.54	19.15	737.98	738.03
Brg. N. Abut.	3365+42.31	19.15	737.84	737.86
Bk. N. Abut.	3365+45.01	19.15	737.79	737.81

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	3364+91.57	27.06	738.68	738.71
Brg. S. Abut.	3364+94.27	27.06	738.63	738.65
A	3365+04.27	27.06	738.44	738.49
B	3365+14.27	27.06	738.25	738.32
C	3365+24.27	27.06	738.05	738.12
D	3365+34.27	27.06	737.85	737.89
Brg. N. Abut.	3365+41.05	27.06	737.71	737.73
Bk. N. Abut.	3365+43.74	27.06	737.66	737.68

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	3364+90.31	34.98	738.55	738.57
Brg. S. Abut.	3364+93.00	34.98	738.50	738.52
A	3365+03.00	34.98	738.31	738.36
B	3365+13.00	34.98	738.11	738.18
C	3365+23.00	34.98	737.92	737.98
D	3365+33.00	34.98	737.72	737.76
Brg. N. Abut.	3365+39.78	34.98	737.58	737.60
Bk. N. Abut.	3365+42.48	34.98	737.52	737.54

Note:
All Stations and offsets measured to SB PG.

CZAPLICKI LOPEZ, PLLC
201 KENMARE DRIVE
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630-915-8861
DESIGN FIRM NO: 184.008135

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	CHECKED - CSP	REVISED -	
PLOT SCALE =	DRAWN - SVJ	REVISED -	
PLOT DATE =	CHECKED - PAF	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS III
STRUCTURE NO. 016-0372

SHEET 9 OF 38 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531) BR 23	COOK	1211	922
		CONTRACT NO. 62W38		
	ILLINOIS	FED. AID PROJECT		

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	2365+05.09	-34.98	738.51	738.53
Brg. S. Abut.	2365+07.79	-34.98	738.46	738.48
A	2365+17.79	-34.98	738.27	738.32
B	2365+27.79	-34.98	738.07	738.13
C	2365+37.79	-34.98	737.87	737.93
D	2365+47.79	-34.98	737.67	737.71
Brg. N. Abut.	2365+54.56	-34.98	737.53	737.55
Bk. N. Abut.	2365+57.26	-34.98	737.48	737.50

BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	2365+03.82	-27.06	738.70	738.72
Brg. S. Abut.	2365+06.52	-27.06	738.64	738.66
A	2365+16.52	-27.06	738.45	738.50
B	2365+26.52	-27.06	738.25	738.32
C	2365+36.52	-27.06	738.05	738.12
D	2365+46.52	-27.06	737.85	737.89
Brg. N. Abut.	2365+53.30	-27.06	737.72	737.74
Bk. N. Abut.	2365+55.99	-27.06	737.66	737.68

BEAM 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	2365+02.56	-19.15	738.88	738.90
Brg. S. Abut.	2365+05.26	-19.15	738.83	738.85
A	2365+15.26	-19.15	738.63	738.68
B	2365+25.26	-19.15	738.44	738.50
C	2365+35.26	-19.15	738.24	738.30
D	2365+45.26	-19.15	738.04	738.08
Brg. N. Abut.	2365+52.03	-19.15	737.90	737.92
Bk. N. Abut.	2365+54.73	-19.15	737.85	737.87

BEAM 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	2365+01.29	-11.23	739.06	739.08
Brg. S. Abut.	2365+03.99	-11.23	739.01	739.03
A	2365+13.99	-11.23	738.82	738.86
B	2365+23.99	-11.23	738.62	738.68
C	2365+33.99	-11.23	738.42	738.48
D	2365+43.99	-11.23	738.22	738.26
Brg. N. Abut.	2365+50.76	-11.23	738.08	738.11
Bk. N. Abut.	2365+53.46	-11.23	738.03	738.05

NORTHBOUND STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	2365+00.45	-6.00	739.18	739.20
Brg. S. Abut.	2365+03.15	-6.00	739.13	739.15
A	2365+13.15	-6.00	738.94	738.99
B	2365+23.15	-6.00	738.74	738.81
C	2365+33.15	-6.00	738.54	738.60
D	2365+43.15	-6.00	738.34	738.38
Brg. N. Abut.	2365+49.92	-6.00	738.21	738.23
Bk. N. Abut.	2365+52.62	-6.00	738.15	738.17

BEAM 13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	2365+00.02	-3.31	739.24	739.26
Brg. S. Abut.	2365+02.72	-3.31	739.19	739.21
A	2365+12.72	-3.31	739.00	739.05
B	2365+22.72	-3.31	738.80	738.87
C	2365+32.72	-3.31	738.61	738.67
D	2365+42.72	-3.31	738.41	738.45
Brg. N. Abut.	2365+49.49	-3.31	738.27	738.29
Bk. N. Abut.	2365+52.19	-3.31	738.21	738.23

Note:
All Stations and offsets measured to NB PG.

CZAPLICKI LOPEZ, PLLC
201 KENMARE DRIVE
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630-915-8861
DESIGN FIRM NO: 184.008135

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PLOT DATE =	CHECKED - PAF	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS IV
STRUCTURE NO. 016-0372

SHEET 10 OF 38 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531) BR 23	COOK	1211	923
		CONTRACT NO. 62W38		
	ILLINOIS	FED. AID PROJECT		

NORTHBOUND PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	2364+99.49	0.00	739.32	739.34
Brg. S. Abut.	2365+02.19	0.00	739.27	739.29
A	2365+12.19	0.00	739.07	739.12
B	2365+22.19	0.00	738.88	738.94
C	2365+32.19	0.00	738.68	738.74
D	2365+42.19	0.00	738.48	738.52
Brg. N. Abut.	2365+48.96	0.00	738.35	738.37
Bk. N. Abut.	2365+51.66	0.00	738.29	738.31

BEAM 14

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	2364+98.75	4.60	739.24	739.26
Brg. S. Abut.	2365+01.45	4.60	739.19	739.21
A	2365+11.45	4.60	739.00	739.05
B	2365+21.45	4.60	738.80	738.87
C	2365+31.45	4.60	738.60	738.67
D	2365+41.45	4.60	738.40	738.45
Brg. N. Abut.	2365+48.22	4.60	738.27	738.29
Bk. N. Abut.	2365+50.92	4.60	738.21	738.23

BEAM 15

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	2364+97.48	12.52	739.11	739.13
Brg. S. Abut.	2365+00.18	12.52	739.06	739.08
A	2365+10.18	12.52	738.86	738.91
B	2365+20.18	12.52	738.67	738.73
C	2365+30.18	12.52	738.47	738.53
D	2365+40.18	12.52	738.27	738.31
Brg. N. Abut.	2365+46.96	12.52	738.14	738.16
Bk. N. Abut.	2365+49.65	12.52	738.08	738.10

BEAM 16

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	2364+96.22	20.44	738.97	738.99
Brg. S. Abut.	2364+98.92	20.44	738.92	738.94
A	2365+08.92	20.44	738.73	738.78
B	2365+18.92	20.44	738.53	738.60
C	2365+28.92	20.44	738.34	738.40
D	2365+38.92	20.44	738.14	738.18
Brg. N. Abut.	2365+45.69	20.44	738.00	738.02
Bk. N. Abut.	2365+48.39	20.44	737.95	737.97

Note:
All Stations and offsets measured to NB PG.

CZAPUCKI LOPEZ, PLLC
201 KENMARE DRIVE
BURR RIDGE, ILLINOIS 60527
630-915-8861
DESIGN FIRM NO: 184.008135

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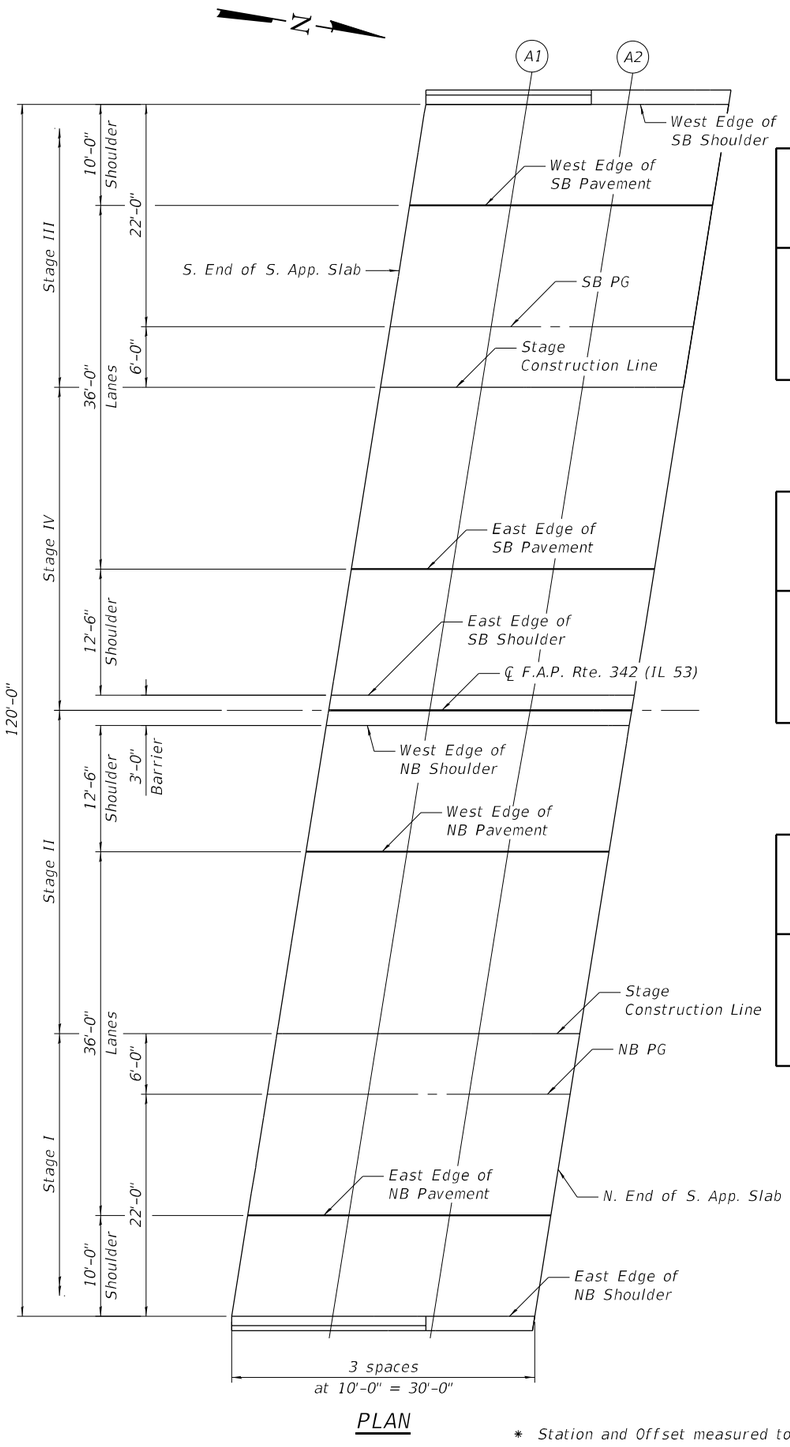
	CHECKED - CSP	REVISED -	
PLOT SCALE =	DRAWN - SVJ	REVISED -	
PLOT DATE =	CHECKED - PAF	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS V
STRUCTURE NO. 016-0372

SHEET 11 OF 38 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531) BR 23	COOK	1211	924
		CONTRACT NO. 62W38		
	ILLINOIS	FED. AID PROJECT		



PLAN

SOUTHBOUND

WEST EDGE OF SB SHOULDER *

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Grinding
S. End S. App Slab	3364+70.45	-22.00	739.18	739.20
A1	3364+80.45	-22.00	739.00	739.02
A2	3364+90.45	-22.00	738.81	738.83
N. End S. App Slab	3365+00.45	-22.00	738.62	738.64

STAGE CONSTRUCTION LINE *

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Grinding
S. End S. App Slab	3364+65.96	6.00	739.58	739.61
A1	3364+75.96	6.00	739.40	739.42
A2	3364+85.96	6.00	739.21	739.23
N. End S. App Slab	3364+95.96	6.00	739.02	739.04

WEST EDGE OF SB PAVEMENT *

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Grinding
S. End S. App Slab	3364+68.84	-12.00	739.41	739.43
A1	3364+78.84	-12.00	739.23	739.25
A2	3364+88.84	-12.00	739.04	739.06
N. End S. App Slab	3364+98.84	-12.00	738.85	738.87

EAST EDGE OF SB PAVEMENT *

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Grinding
S. End S. App Slab	3364+63.08	24.00	739.28	739.30
A1	3364+73.08	24.00	739.09	739.11
A2	3364+83.08	24.00	738.91	738.93
N. End S. App Slab	3364+93.08	24.00	738.72	738.74

SOUTHBOUND PROFILE GRADE LINE *

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Grinding
S. End S. App Slab	3364+66.92	0.00	739.69	739.71
A1	3364+76.92	0.00	739.50	739.52
A2	3364+86.92	0.00	739.31	739.33
N. End S. App Slab	3364+96.92	0.00	739.12	739.14

EAST EDGE OF SB SHOULDER *

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Grinding
S. End S. App Slab	3364+61.08	36.50	739.06	739.09
A1	3364+71.08	36.50	738.88	738.90
A2	3364+81.08	36.50	738.69	738.72
N. End S. App Slab	3364+91.08	36.50	738.51	738.53

* Station and Offset measured to SB PG

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS I
STRUCTURE NO. 016-0372
SHEET 12 OF 38 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531) BR 23	COOK	1211	925
		CONTRACT NO. 62W38		
	ILLINOIS	FED. AID PROJECT		

NORTHBOUND

WEST EDGE OF NB SHOULDER *

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Grinding
S. End N. App Slab	2365+56.49	-36.50	737.46	737.48
A3	2365+66.49	-36.50	737.26	737.28
A4	2365+76.49	-36.50	737.05	737.07
N. End N. App Slab	2365+86.49	-36.50	736.84	736.86

NORTHBOUND PROFILE GRADE LINE *

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Grinding
S. End N. App Slab	2365+50.65	0.00	738.31	738.33
A3	2365+60.65	0.00	738.11	738.13
A4	2365+70.65	0.00	737.90	737.92
N. End N. App Slab	2365+80.65	0.00	737.69	737.71

WEST EDGE OF NB PAVEMENT *

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Grinding
S. End N. App Slab	2365+54.49	-24.00	737.75	737.77
A3	2365+64.49	-24.00	737.55	737.57
A4	2365+74.49	-24.00	737.34	737.36
N. End N. App Slab	2365+84.49	-24.00	737.13	737.15

EAST EDGE OF NB PAVEMENT *

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Grinding
S. End N. App Slab	2365+48.73	12.00	738.11	738.13
A3	2365+58.73	12.00	737.91	737.93
A4	2365+68.73	12.00	737.70	737.72
N. End N. App Slab	2365+78.73	12.00	737.49	737.51

STAGE CONSTRUCTION LINE *

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Grinding
S. End N. App Slab	2365+51.61	-6.00	738.17	738.19
A3	2365+61.61	-6.00	737.97	737.99
A4	2365+71.61	-6.00	737.76	737.78
N. End N. App Slab	2365+81.61	-6.00	737.55	737.57

EAST EDGE OF NB SHOULDER *

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Grinding
S. End N. App Slab	2365+47.12	22.00	737.94	737.96
A3	2365+57.12	22.00	737.74	737.76
A4	2365+67.12	22.00	737.53	737.55
N. End N. App Slab	2365+77.12	22.00	737.33	737.35

* Station and Offset measured to NB PG

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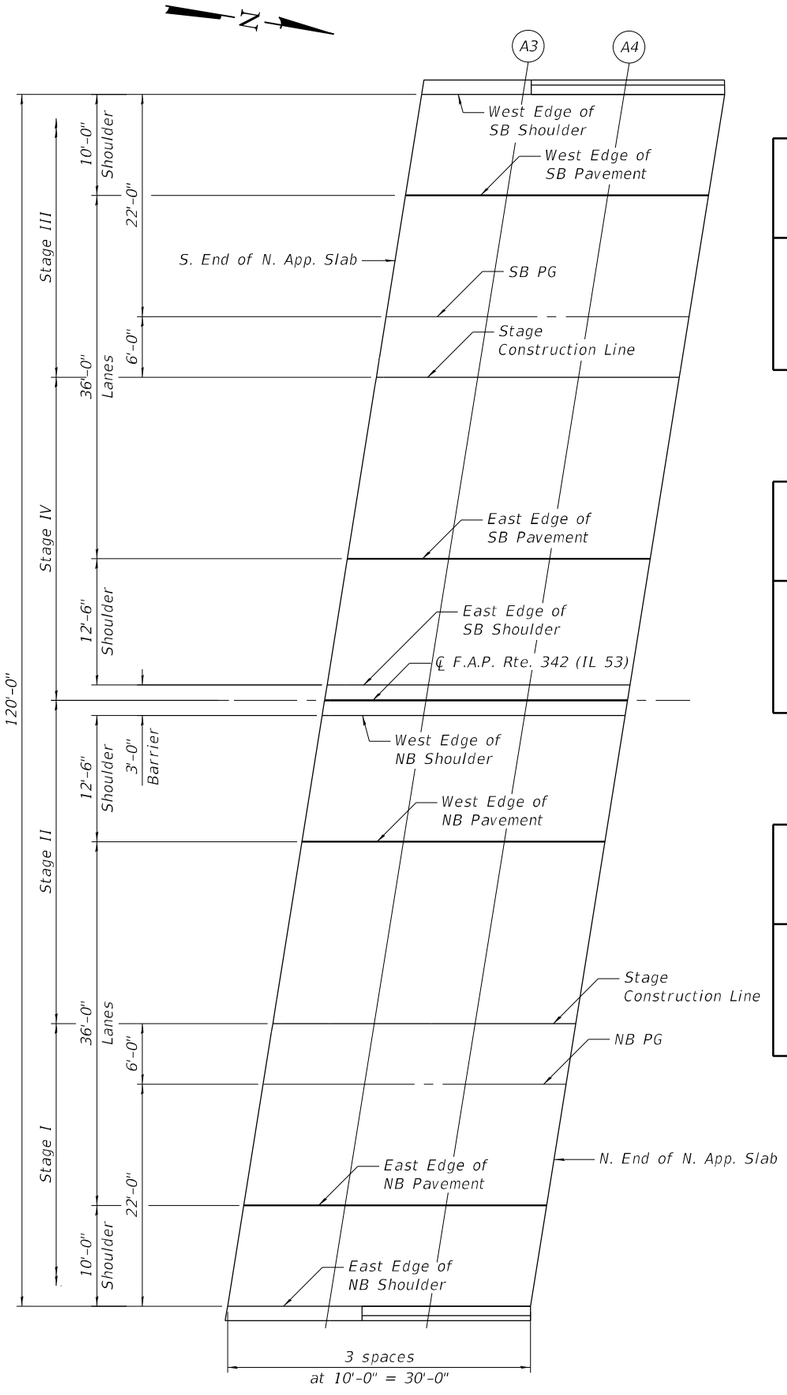
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS II
STRUCTURE NO. 016-0372

SHEET 13 OF 38 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531) BR 23	COOK	1211	926
		CONTRACT NO. 62W38		
	ILLINOIS	FED. AID PROJECT		



PLAN

* Station and Offset measured to SB PG

SOUTHBOUND

WEST EDGE OF SB SHOULDER *

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Grinding
S. End N. App Slab	3365+50.59	-22.00	737.62	737.64
A3	3365+60.59	-22.00	737.41	737.43
A4	3365+70.59	-22.00	737.20	737.22
N. End N. App Slab	3365+80.59	-22.00	736.99	737.01

STAGE CONSTRUCTION LINE *

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Grinding
S. End N. App Slab	3365+46.11	6.00	738.03	738.05
A3	3365+56.11	6.00	737.82	737.84
A4	3365+66.11	6.00	737.61	737.64
N. End N. App Slab	3365+76.11	6.00	737.40	737.42

WEST EDGE OF SB PAVEMENT *

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Grinding
S. End N. App Slab	3365+48.99	-12.00	737.85	737.87
A3	3365+58.99	-12.00	737.64	737.66
A4	3365+68.99	-12.00	737.43	737.46
N. End N. App Slab	3365+78.99	-12.00	737.22	737.24

EAST EDGE OF SB PAVEMENT *

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Grinding
S. End N. App Slab	3365+43.22	24.00	737.73	737.75
A3	3365+53.22	24.00	737.52	737.54
A4	3365+63.22	24.00	737.32	737.34
N. End N. App Slab	3365+73.22	24.00	737.10	737.13

SOUTHBOUND PROFILE GRADE LINE *

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Grinding
S. End N. App Slab	3365+47.07	0.00	738.13	738.15
A3	3365+57.07	0.00	737.92	737.94
A4	3365+67.07	0.00	737.71	737.74
N. End N. App Slab	3365+77.07	0.00	737.50	737.52

EAST EDGE OF SB SHOULDER *

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Grinding
S. End N. App Slab	3365+41.22	36.50	737.52	737.54
A3	3365+51.22	36.50	737.31	737.34
A4	3365+61.22	36.50	737.11	737.13
N. End N. App Slab	3365+71.22	36.50	736.90	736.92

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BURR RIDGE, ILLINOIS 60527
630-915-8861
DESIGN FIRM NO: 184.008135

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS I
STRUCTURE NO. 016-0372
SHEET 14 OF 38 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531) BR 23	COOK	1211	927
		CONTRACT NO. 62W38		
		ILLINOIS	FED. AID PROJECT	

NORTHBOUND

WEST EDGE OF NB SHOULDER *

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Grinding
S. End S. App Slab	2364+76.35	-36.50	739.03	739.05
A1	2364+86.35	-36.50	738.84	738.86
A2	2364+96.35	-36.50	738.65	738.67
N. End S. App Slab	2365+06.35	-36.50	738.46	738.48

NORTHBOUND PROFILE GRADE LINE *

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Grinding
S. End S. App Slab	2364+70.50	0.00	739.86	739.88
A1	2364+80.50	0.00	739.68	739.70
A2	2364+90.50	0.00	739.49	739.51
N. End S. App Slab	2365+00.50	0.00	739.30	739.32

WEST EDGE OF NB PAVEMENT *

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Grinding
S. End S. App Slab	2364+74.35	-24.00	739.31	739.33
A1	2364+84.35	-24.00	739.13	739.15
A2	2364+94.35	-24.00	738.94	738.96
N. End S. App Slab	2365+04.35	-24.00	738.75	738.77

EAST EDGE OF NB PAVEMENT *

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Grinding
S. End S. App Slab	2364+68.58	12.00	739.66	739.68
A1	2364+78.58	12.00	739.47	739.50
A2	2364+88.58	12.00	739.29	739.31
N. End S. App Slab	2364+98.58	12.00	739.10	739.12

STAGE CONSTRUCTION LINE *

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Grinding
S. End S. App Slab	2364+71.46	-6.00	739.73	739.75
A1	2364+81.46	-6.00	739.54	739.56
A2	2364+91.46	-6.00	739.35	739.37
N. End S. App Slab	2365+01.46	-6.00	739.16	739.18

EAST EDGE OF NB SHOULDER *

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Grinding
S. End S. App Slab	2364+66.98	22.00	739.49	739.51
A1	2364+76.98	22.00	739.30	739.32
A2	2364+86.98	22.00	739.12	739.14
N. End S. App Slab	2364+96.98	22.00	738.93	738.95

* Station and Offset measured to NB PG

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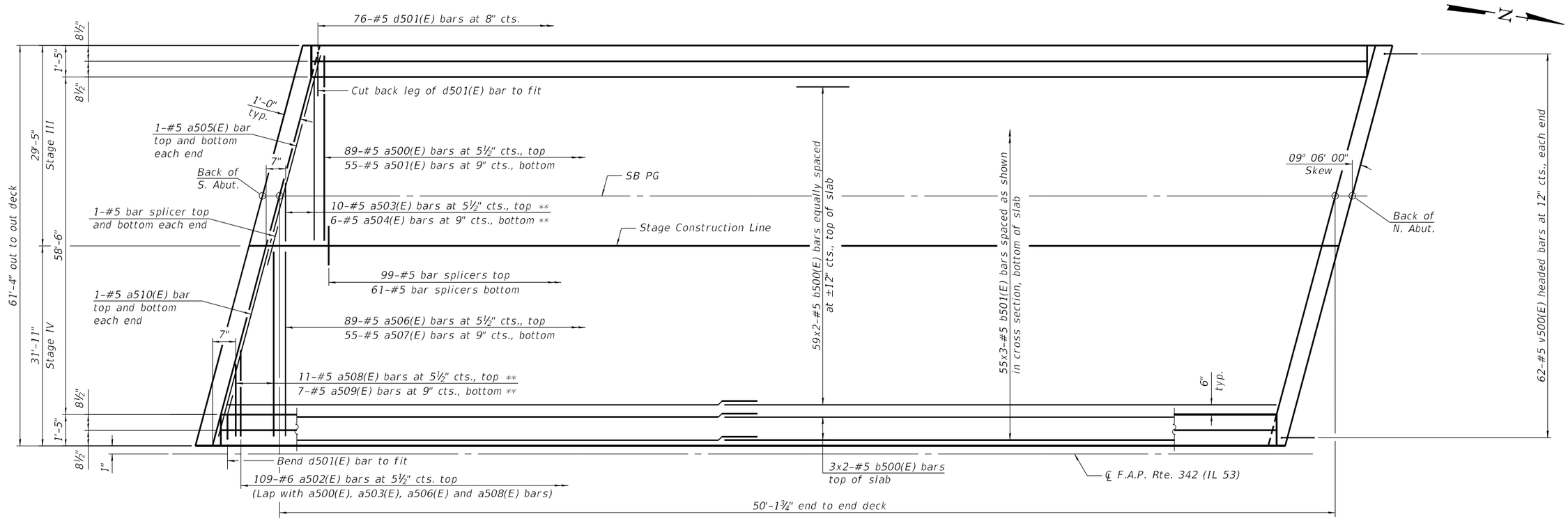
PLOT DATE =	CHECKED - PAF	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS II
STRUCTURE NO. 016-0372

SHEET 15 OF 38 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531) BR 23	COOK	1211	928
		CONTRACT NO. 62W38		
		ILLINOIS	FED. AID PROJECT	



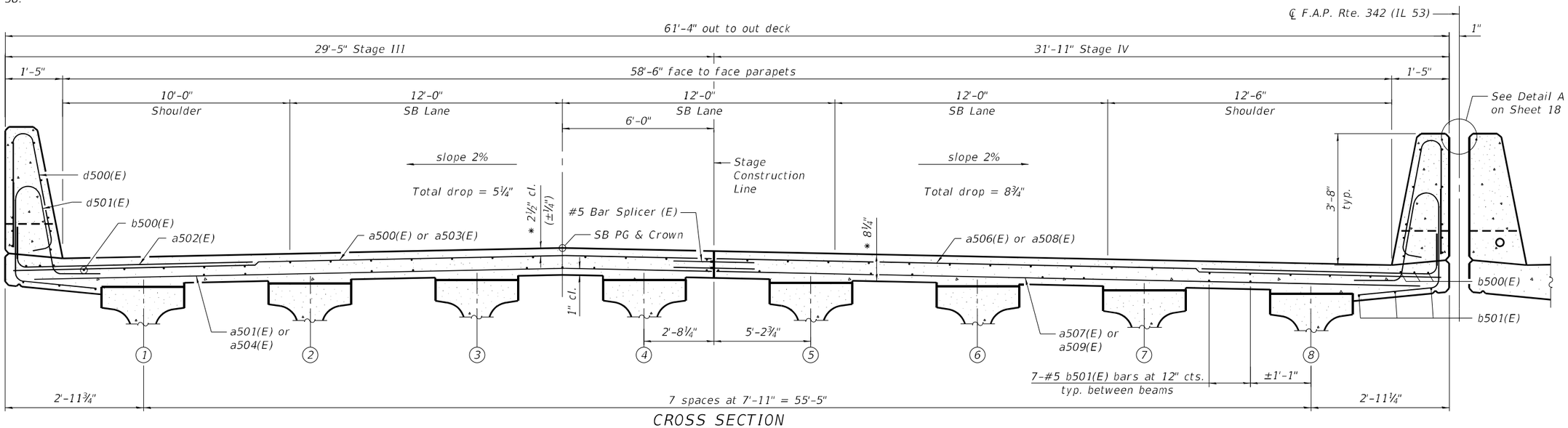
MINIMUM BAR LAP

#5 bar = 3'-6"

** See Field Cutting Diagram on sheet 18 of 38.

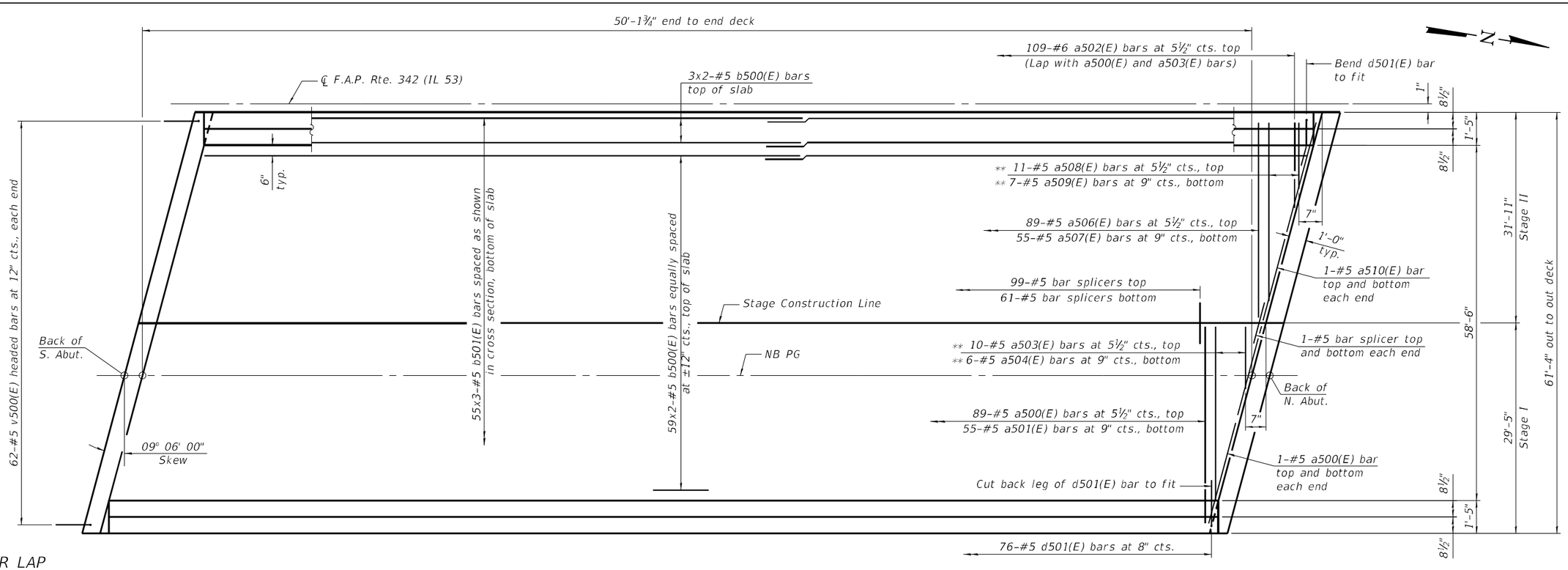
PLAN

Notes:
See sheet 18 of 38 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.



CROSS SECTION

(Looking North)
* Prior to Grinding



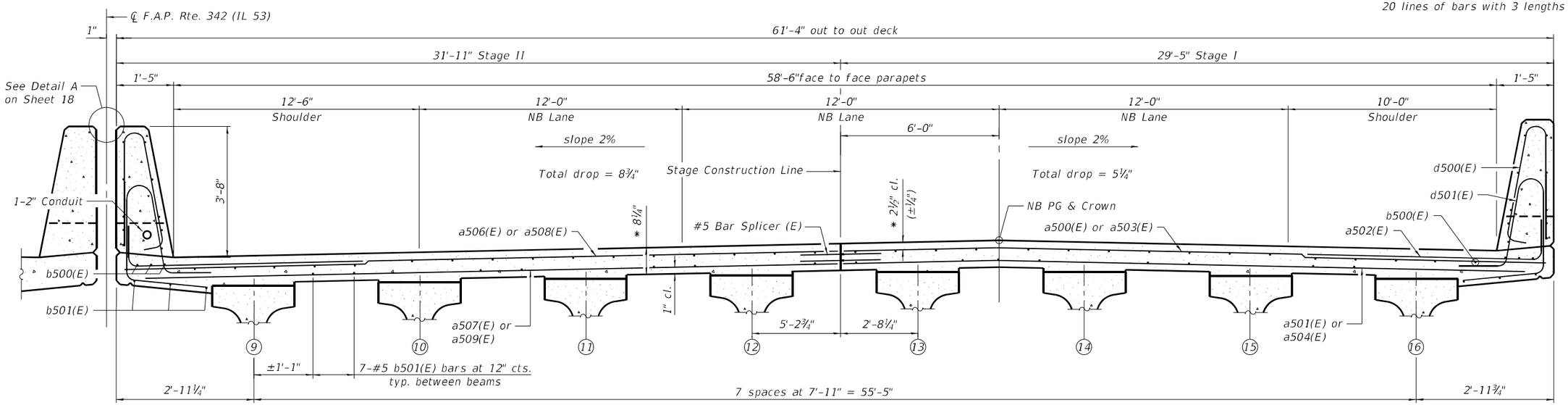
MINIMUM BAR LAP

#5 bar = 3'-6"

** See Field Cutting Diagram on sheet 18 of 38.

PLAN

Notes:
See sheet 18 of 38 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.



CROSS SECTION

(Looking North)

* Prior to Grinding

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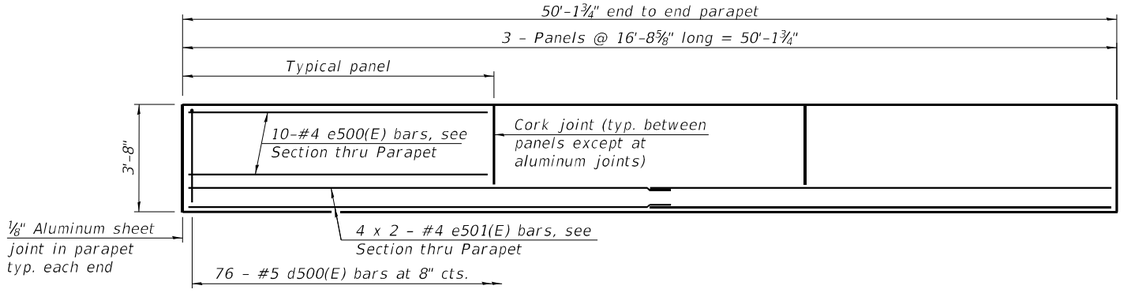
PLOT DATE =		CHECKED -	PAF	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

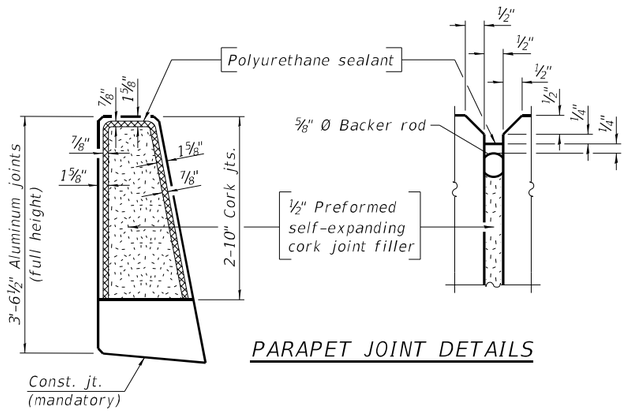
SUPERSTRUCTURE - NORTHBOUND
STRUCTURE NO. 016-0372

SHEET 17 OF 38 SHEETS

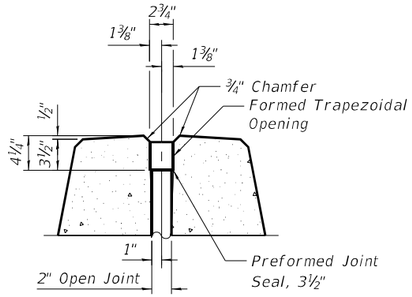
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531) BR 23	COOK	1211	930
		CONTRACT NO. 62W38		
	ILLINOIS	FED. AID PROJECT		



INSIDE ELEVATION OF PARAPET



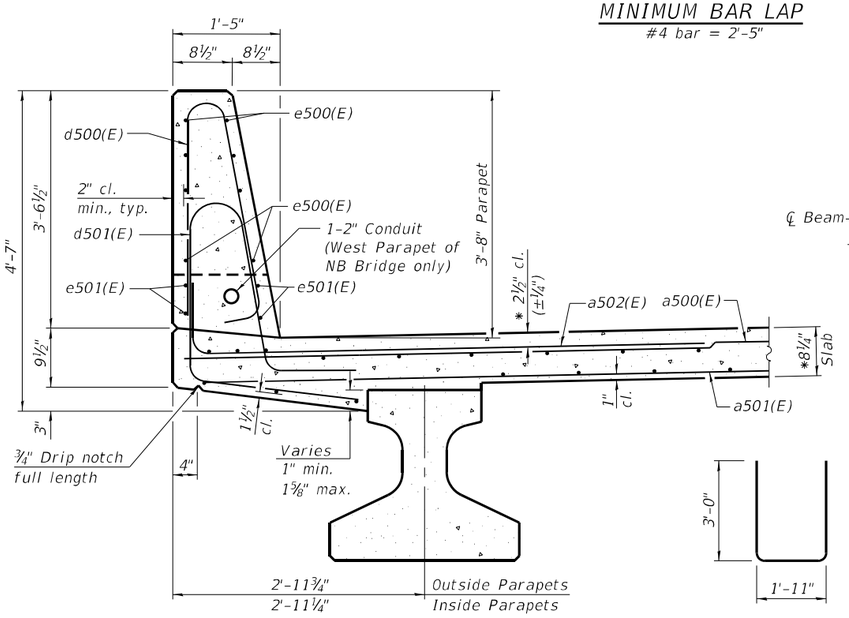
PARAPET JOINT DETAILS



DETAIL A

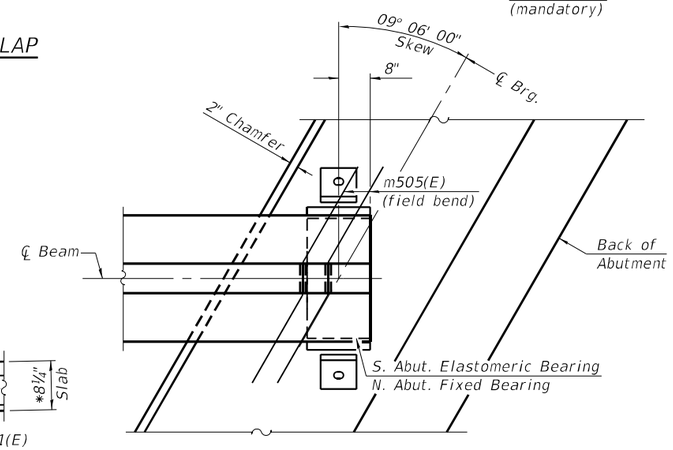
MINIMUM BAR LAP

#4 bar = 2'-5"



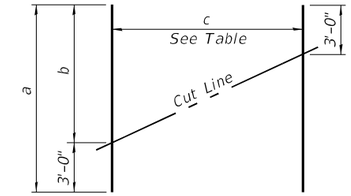
SECTION THRU PARAPET

* Prior to Grinding



PLAN AT ABUTMENT

(Showing bottom flange of beam)



FIELD CUTTING DIAGRAM

Order a503(E), a504(E), a508(E), and a509(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.

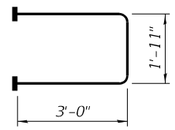
Bar	a	b	c
a503(E)	29'-1"	26'-1"	10-#5
a504(E)	28'-11"	25'-11"	6-#5
a508(E)	31'-7"	28'-7"	11-#5
a509(E)	31'-5"	28'-5"	7-#5

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a500(E)	178	#5	29'-1"	
a501(E)	110	#5	28'-11"	
a502(E)	436	#6	8'-4"	
a503(E)	20	#5	29'-1"	
a504(E)	12	#5	28'-11"	
a505(E)	8	#5	29'-6"	
a506(E)	178	#5	31'-7"	
a507(E)	110	#5	31'-5"	
a508(E)	22	#5	31'-7"	
a509(E)	14	#5	31'-5"	
a510(E)	8	#5	32'-0"	
b500(E)	260	#5	26'-8"	
b501(E)	330	#5	19'-0"	
d500(E)	304	#5	7'-0"	
d501(E)	304	#5	7'-4"	
e500(E)	120	#4	16'-5"	
e501(E)	32	#4	26'-2"	
m500(E)	8	#6	29'-1"	
m501(E)	48	#6	7'-0"	
m502(E)	32	#6	2'-5"	
m503(E)	24	#6	5'-1"	
m504(E)	16	#6	1'-5"	
m505(E)	64	#5	4'-0"	
m506(E)	16	#6	29'-1"	
m507(E)	48	#6	7'-1"	
m508(E)	8	#4	29'-1"	
m509(E)	8	#4	31'-7"	
m510(E)	8	#6	31'-7"	
m511(E)	16	#6	31'-7"	
m512(E)	16	#6	3'-0"	
s500(E)	192	#5	7'-11"	
s501(E)	192	#5	7'-4"	
s502(E)	128	#5	7'-11"	
u500(E)	192	#4	3'-4"	
v500(E)	248	#5	3'-1"	
Concrete Superstructure		Cu. Yd.	255.8	
Protective Coat		Sq. Yd.	785	
Reinforcement Bars, Epoxy Coated		Pound	56,040	
Preformed Joint Seal, 3½"		Foot	51	
Bridge Deck Grooving (Longitudinal)		Sq. Yd.	418	
Diamond Grinding (Bridge Section)		Sq. Yd.	632	

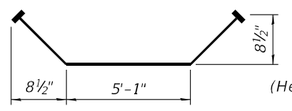
Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.

BAR s502(E)



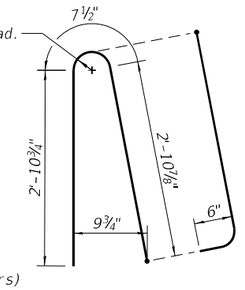
BAR s500(E)

(Headed. 384-#5 Bar Terminators)



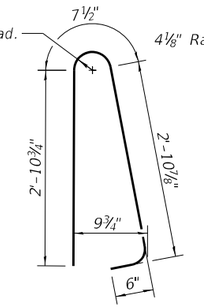
BAR m507(E)

(Headed. 96-#6 Bar Terminators)

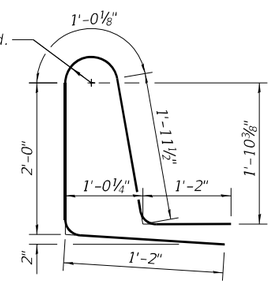


ALTERNATE BAR d510(E)

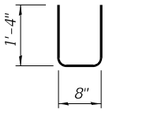
(When conduit is present)



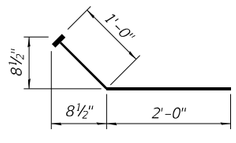
BAR d500(E)



BAR d501(E)

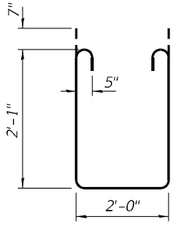


BAR u500(E)

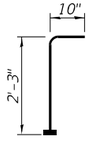


BAR m512(E)

(Headed. 32-#6 Bar Terminators)

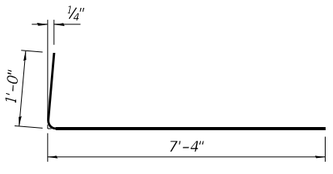


BAR s501(E)



BAR v500(E)

(Headed. 248-#5 Bar Terminators)



BAR a502(E)

Notes:

The 3/16" min. 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 Std. Spec. and the color shall be gray.

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

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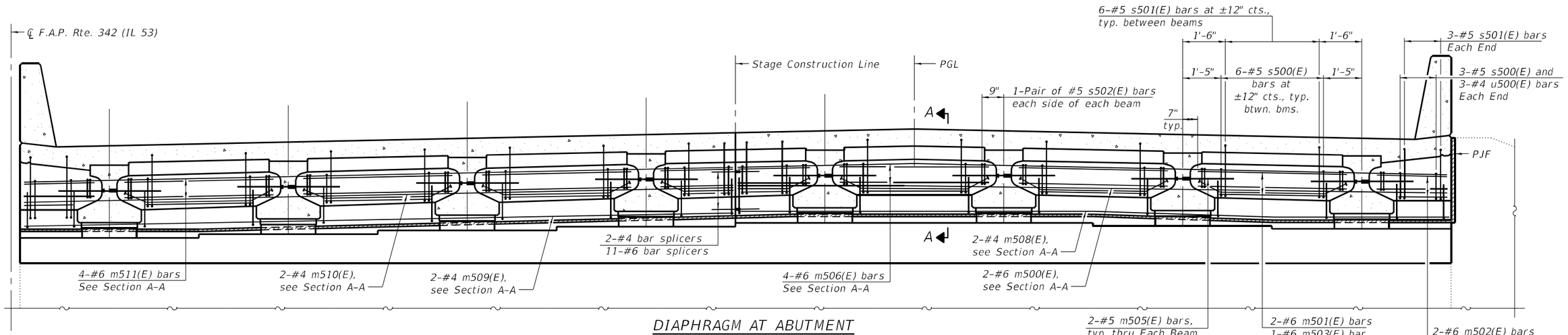
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 016-0372

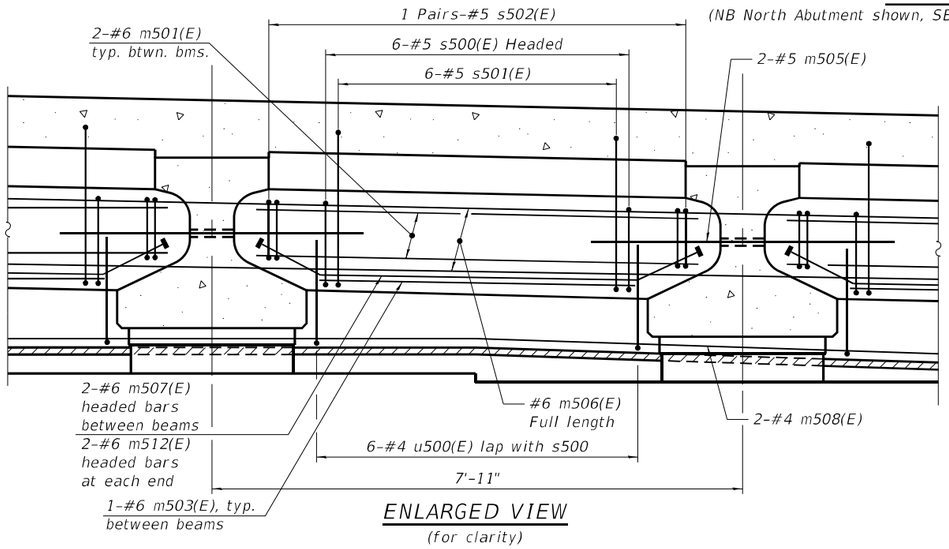
SHEET 18 OF 38 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531) BR 23	COOK	1211	931
		CONTRACT NO. 62W38		
		ILLINOIS	FED. AID PROJECT	



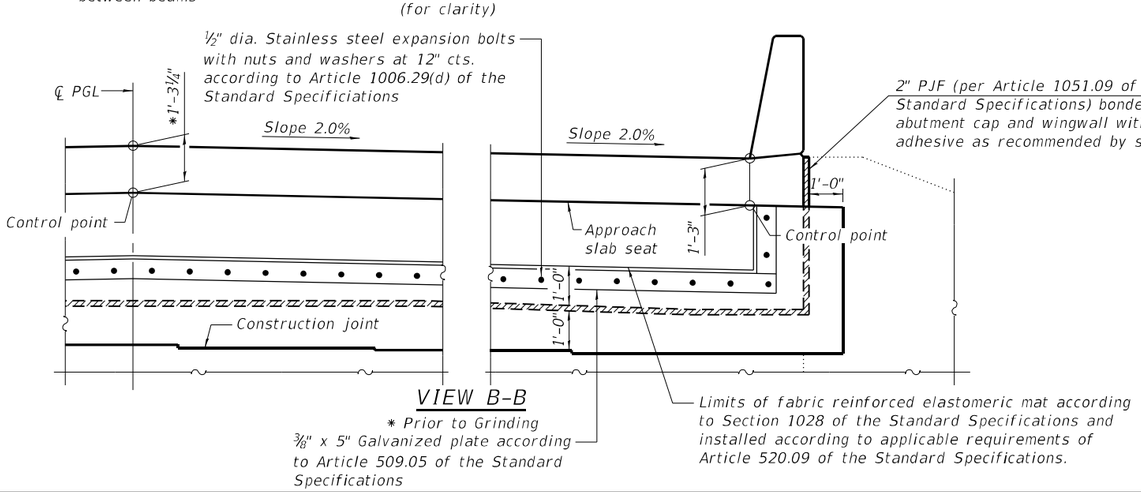
DIAPHRAGM AT ABUTMENT

(NB North Abutment shown, SB North Abutment mirrored, South Abutment similar)
(Looking North)



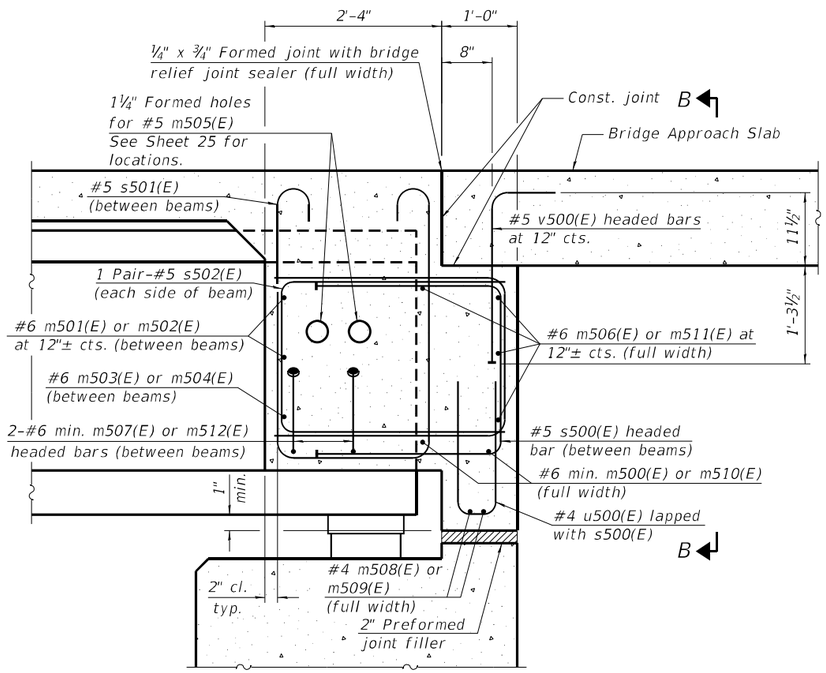
ENLARGED VIEW

(for clarity)



VIEW B-B

* Prior to Grinding



SECTION A-A

(at Rt. L's)

Notes:

See sheet 18 of 38 for superstructure details and Bill of Material.

The s500(E), s501(E), s502(E), u500(E), and v500(E) bars shall be placed parallel to beams. Spacing for these bars shall be at right angles to the beams.

The approach slab seat shall have a constant slope determined from the control points shown.

Cost of fabric reinforced elastomeric mat, galvanized plate, stainless steel expansion bolts with nuts and washers and installation are included in the cost of Concrete Superstructure.

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PLOT DATE =	CHECKED - PAF	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT DIAPHRAGM DETAILS
STRUCTURE NO. 016-0372

SHEET 19 OF 38 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531) BR 23	COOK	1211	932
		CONTRACT NO. 62W38		
	ILLINOIS	FED. AID PROJECT		

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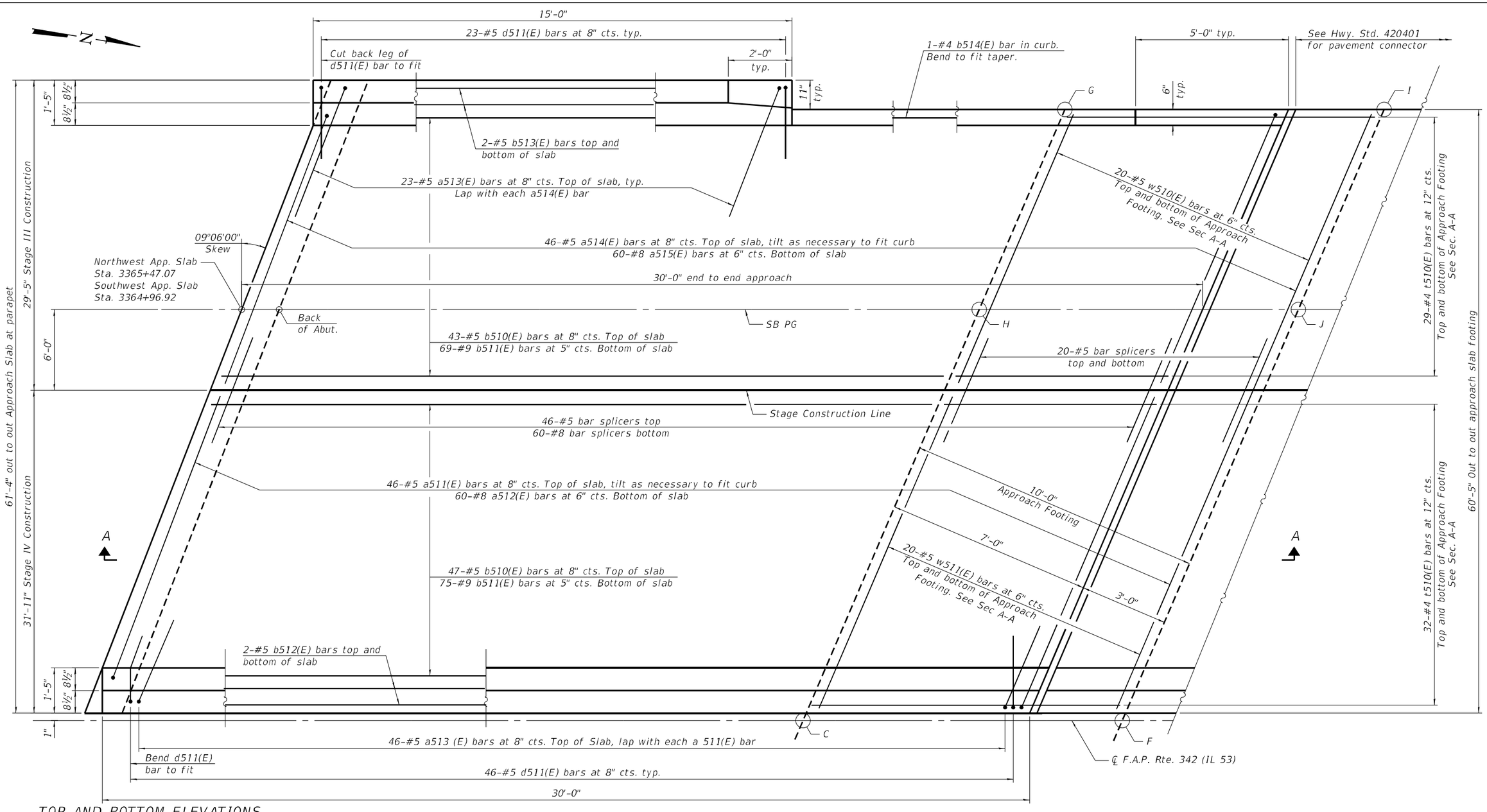

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

South Approach			North Approach		
Point/ Location	Top	Bottom	Point/ Location	Top	Bottom
C	737.92	737.09	C	736.65	735.81
H	738.31	737.47	H	737.02	736.19
G	737.43	736.60	G	736.14	735.31
F	738.11	737.28	F	736.44	735.61
J	738.49	737.66	J	736.82	735.98
I	737.62	736.79	I	735.93	735.10

PLAN

(Northwest approach slab shown; Southwest approach slab similar and mirrored.)

Note:
See sheet 23 of 38 for section A-A

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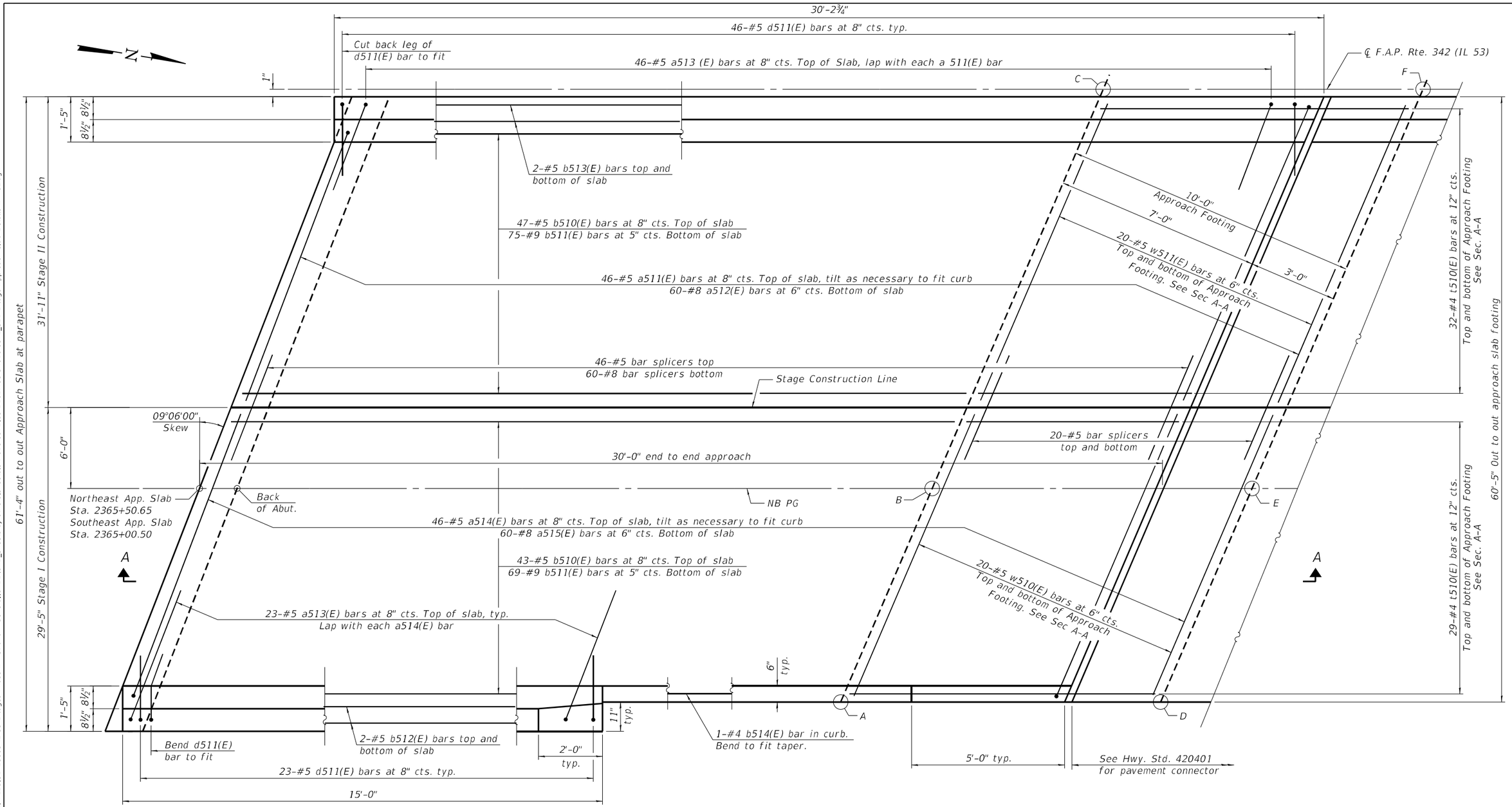
PLOT SCALE =	DRAWN - SVJ	REVISED -	
PLOT DATE =	CHECKED - PAF	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS I
STRUCTURE NO. 016-0372
SHEET 20 OF 38 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531) BR 23	COOK	1211	933
		CONTRACT NO. 62W38		
	ILLINOIS	FED. AID PROJECT		



TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

South Approach			North Approach		
Point/ Location	Top	Bottom	Point/ Location	Top	Bottom
A	737.82	736.98	A	736.57	735.73
B	738.46	737.63	B	737.20	736.37
C	737.92	737.09	C	736.65	735.81
D	738.00	737.17	D	736.76	735.93
E	738.65	737.82	E	737.40	736.57
F	738.11	737.28	F	736.44	735.61

PLAN

(Northeast approach slab shown; Southeast approach slab similar and mirrored.)

Note:
See sheet 23 of 38 for section A-A

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201 KENMARE DRIVE
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DESIGN FIRM NO: 184.008135

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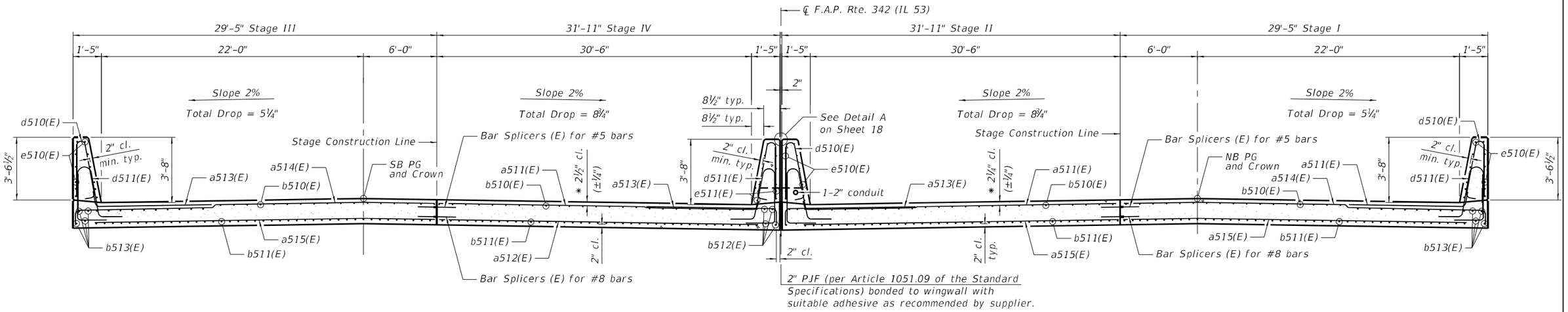
BRIDGE APPROACH SLAB DETAILS II
STRUCTURE NO. 016-0372

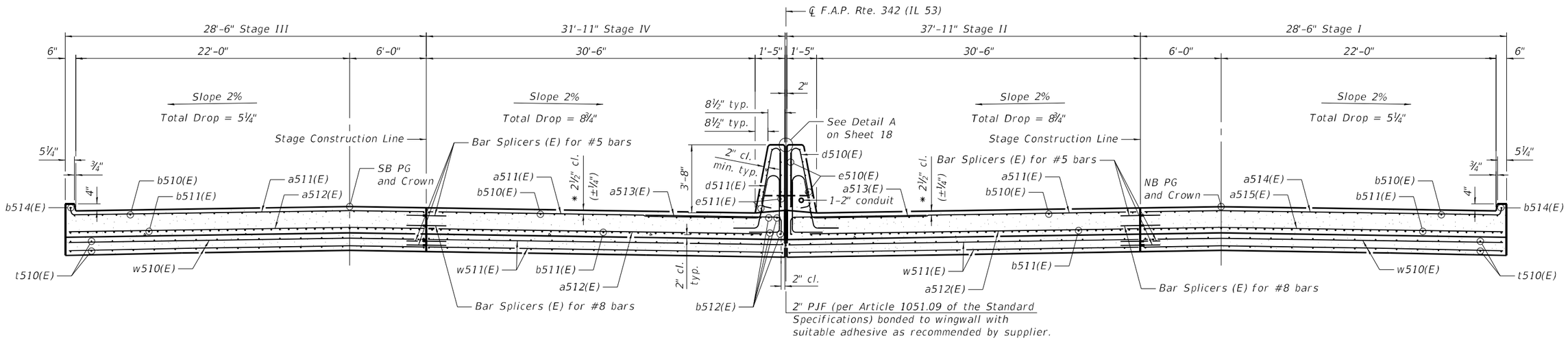
SHEET 21 OF 38 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531) BR 23	COOK	1211	934
		CONTRACT NO. 62W38		
	ILLINOIS FED. AID PROJECT			



CROSS SECTION

(Near Abutment, Looking North)
* Prior to Grinding



CROSS SECTION

(Near Approach Slab, Looking North)
* Prior to Grinding

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS III
STRUCTURE NO. 016-0372

SHEET 22 OF 38 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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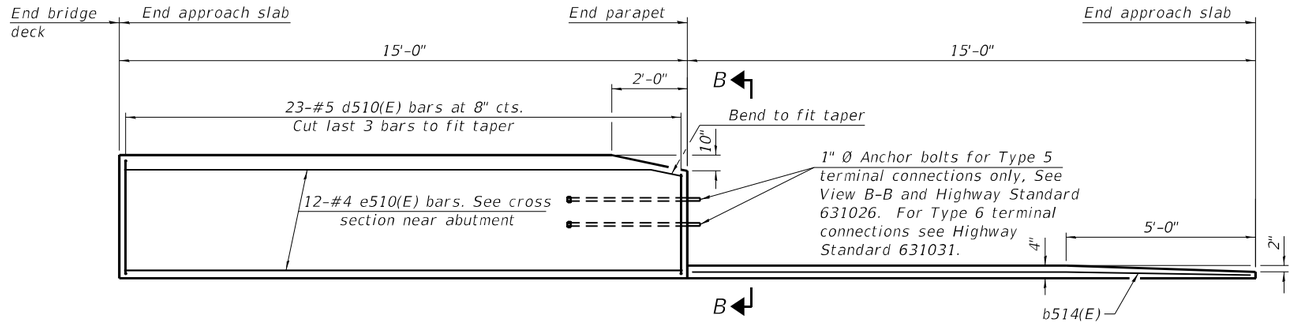
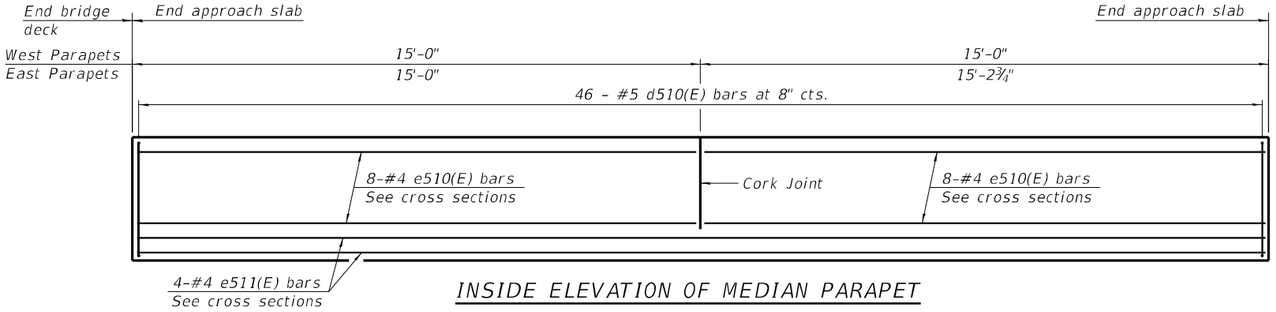
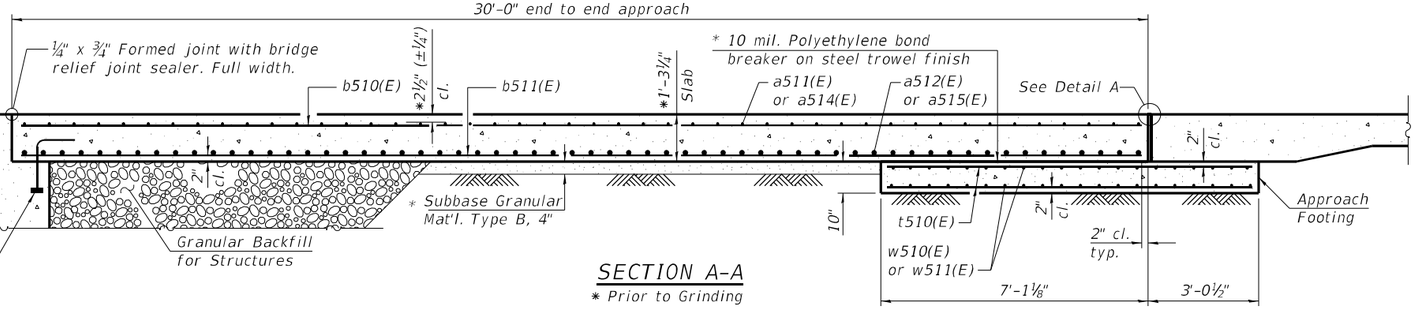
		CONTRACT NO. 62W38		
		ILLINOIS	FED. AID PROJECT	



INSIDE ELEVATION OF EXTERIOR PARAPET AND CURB

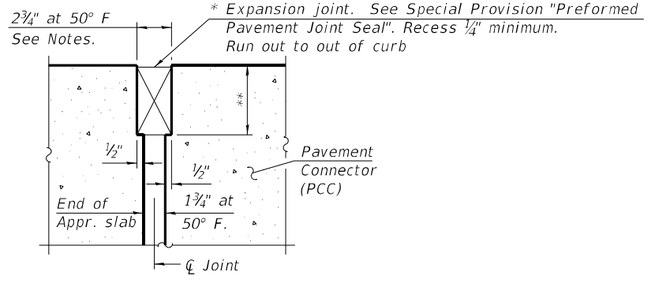


INSIDE ELEVATION OF MEDIAN PARAPET



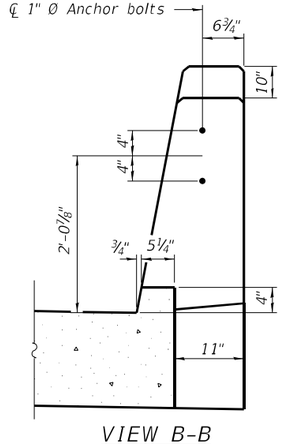
SECTION A-A

* Prior to Grinding

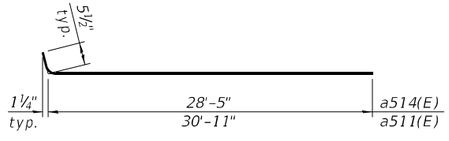


DETAIL A

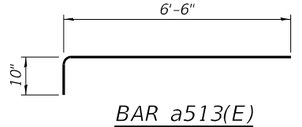
(at Rt. ∠'s)



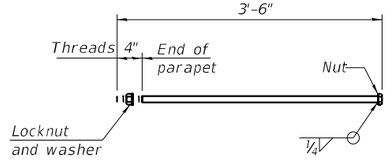
VIEW B-B



BAR a511(E) and a514(E)



BAR a513(E)



*1" Ø ANCHOR BOLT

(Anchor bolt assemblies shall be galvanized according to Article 1006.09 of the Standard Specifications)

* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations

Notes:

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

Parapet concrete shall be paid for as Concrete Superstructure.

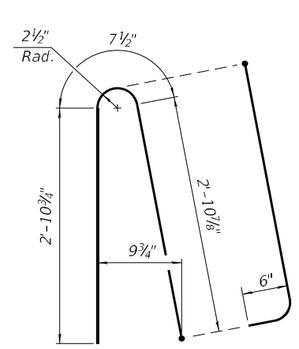
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).

Approach footing concrete shall be paid for as Concrete Structures.

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

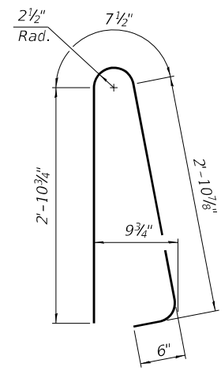
Cost of excavation for approach footing included with Concrete Structures.

For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 38.

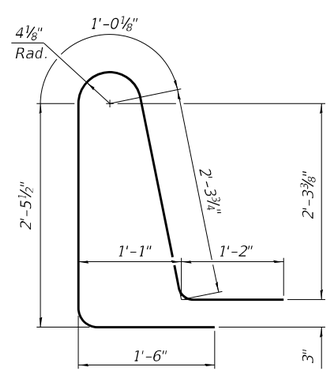


ALTERNATE BAR d510(E)

(When conduit is present)



BAR d510(E)



BAR d511(E)

TWO APPROACHES BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a511(E)	184	#5	31'-5"	
a512(E)	240	#8	28'-2"	
a513(E)	276	#5	7'-4"	
a514(E)	184	#5	28'-11"	
a515(E)	240	#8	30'-8"	
b510(E)	360	#5	29'-8"	
b511(E)	576	#9	29'-8"	
b512(E)	16	#5	14'-8"	
b513(E)	16	#5	29'-8"	
b514(E)	4	#4	14'-8"	
d510(E)	276	#5	7'-0"	
d511(E)	276	#5	8'-6"	
e510(E)	112	#4	14'-8"	
e511(E)	16	#4	29'-8"	
t510(E)	488	#4	9'-8"	
w510(E)	160	#5	28'-6"	
w511(E)	160	#5	31'-11"	
Concrete Structures		Cu. Yd.	74.7	
Concrete Superstructure		Cu. Yd.	25.4	
Protective Coat		Sq. Yd.	872	
Concrete Superstructure (Approach Slab)		Cu. Yd.	346.5	
Reinforcement Bars, Epoxy Coated		Pound	140,520	
Preformed Joint Seal, 3½"		Foot	60	
Bridge Deck Grooving (Longitudinal)		Sq. Yd.	480	
Diamond Grinding (Bridge Section)		Sq. Yd.	727	

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BRIDGE APPROACH SLAB DETAILS IV
STRUCTURE NO. 016-0372

SHEET 23 OF 38 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531) BR 23	COOK	1211	936
		CONTRACT NO. 62W38		
	ILLINOIS FED. AID PROJECT			

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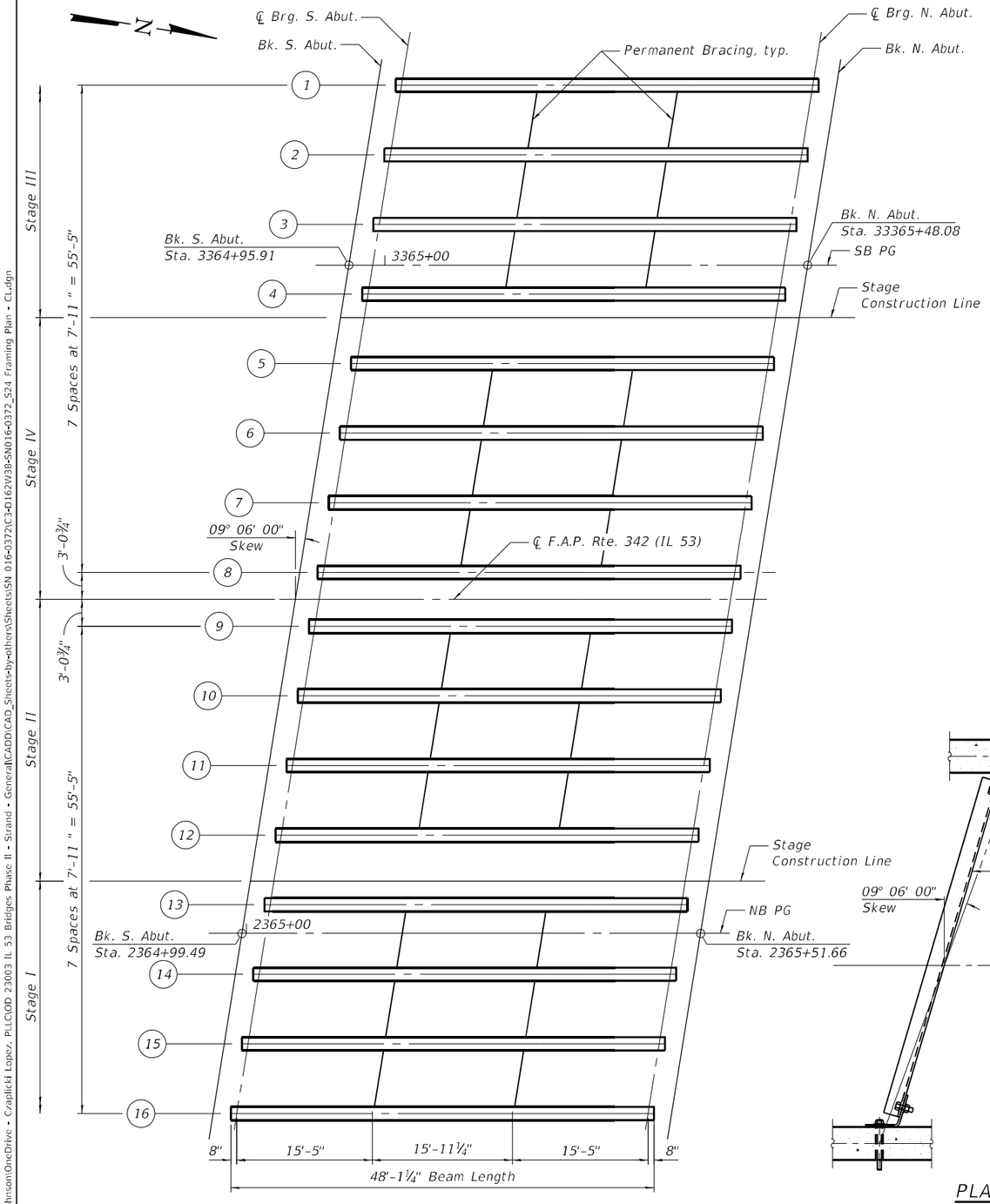
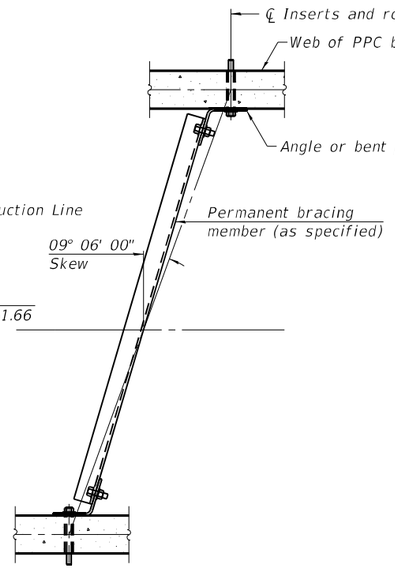


PLAN

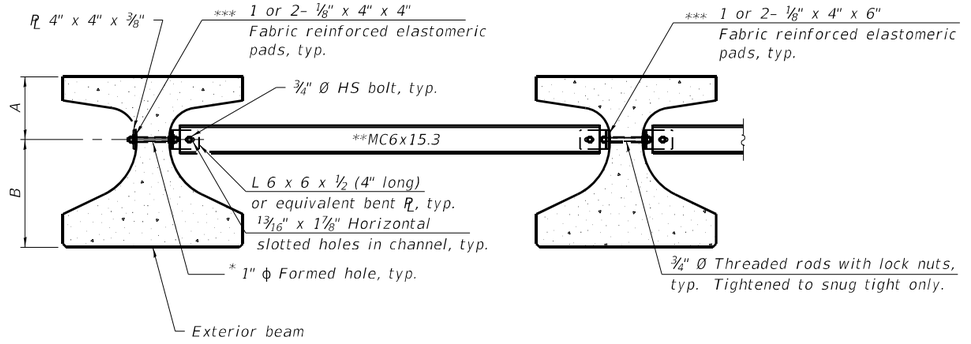


PLAN
(When skewed bracing is specified)

INTERIOR BEAM MOMENT TABLE		
		0.5 Sp. 1
I	(in^4)	33,879
I'	(in^4)	137,356
Sb	(in^3)	3,060
Sb'	(in^3)	6,221
St	(in^3)	2,127
St'	(in^3)	27,910
DC1	(k/')	1.31
MDC1	('k)	357.2
DC2	(k/')	0.143
MDC2	('k)	38.97
DW	(k/')	0.396
MDW	('k)	108.2
LLDF		0.71
M_{L+IM}	('k)	670.7

INTERIOR BEAM REACTION TABLE		
		Abut.
LLDF		081
OCF		1.03
R_{DC1}	(k)	30.5
R_{DC2}	(k)	3.33
R_{DW}	(k)	9.3
R_{L+IM}	(k)	76.2
R_{Total} (Strength I)(Impact)	(k)	189.6
R_{Total} (Strength I)(No Impact)	(k)	161.9

I: Non-composite moment of inertia of beam section (in^4).
I': Composite moment of inertia of beam section (in^4).
S_b: Non-composite section modulus for the bottom fiber of the prestressed beam (in^3).
S_b': Composite section modulus for the bottom fiber of the prestressed beam (in^3).
S_t: Non-composite section modulus for the top fiber of the prestressed beam (in^3).
S_t': Composite section modulus for the top fiber of the prestressed beam (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).
LLDF: Live Load Distribution Factor for moment and shear computed according to Article 4.6.2.2 and further IDOT provisions.
M_{L+IM}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
OCF: Obtuse Correction Factor computed according to Article 4.6.2.2.3c or as further simpliefied 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): Total factored reaction including dynamic load allowance (impact) (kip).
R_{Total} (Strength I)(No Impact): Total factored reaction not including dynamic load allowance (impact) (kip).



Notes:
All material for bracing shall be hot dip galvanized according to AASHTO M111 unless otherwise noted.
Two hardened washers are required for each set of oversized holes.
All holes shall be 15/16" Ø unless otherwise noted.
5/16" x 3" x 3" plate washers are required over all slotted holes.
All bolts, threaded rods, and hardware shall be galvanized according to AASHTO M232.
Threaded rods shall be ASTM F 1554 Grade 55.
Bracing shall be installed as beams are erected and tightened as soon as possible during erection.
Permanent bracing shall not be paid for separately, but shall be included in the cost of Furnishing and Erecting Precast Prestressed Concrete Beams.

Beam	A	B
IL27	11¼"	1'-3¾"

* Fabricator shall locate to miss strands within permissible tolerances.

** Alternate MC6x18 channels are permitted to facilitate material acquisition.

*** Place pads as necessary to provide a flat mounting surface between the steel and concrete.

PERMANENT BRACING DETAILS FOR IL27 BEAMS

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FRAMING PLAN
STRUCTURE NO. 016-0372
SHEET 24 OF 38 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531) BR 23	COOK	1211	937
		CONTRACT NO. 62W38		
	ILLINOIS FED. AID PROJECT			

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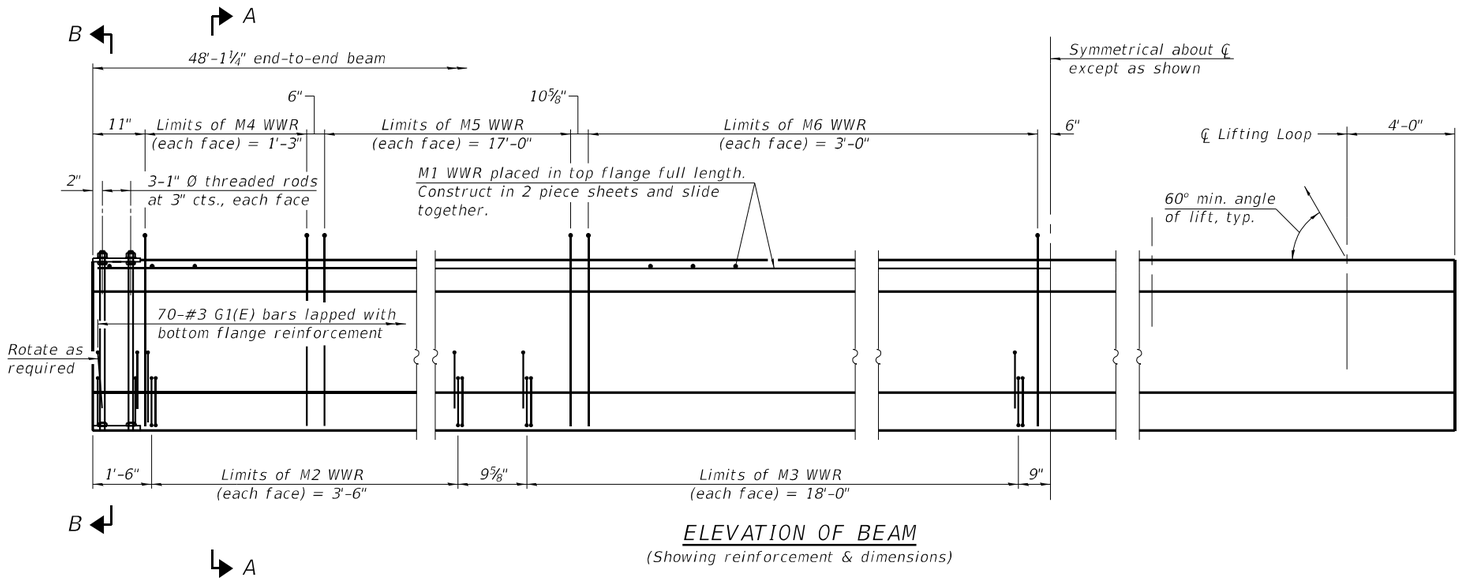
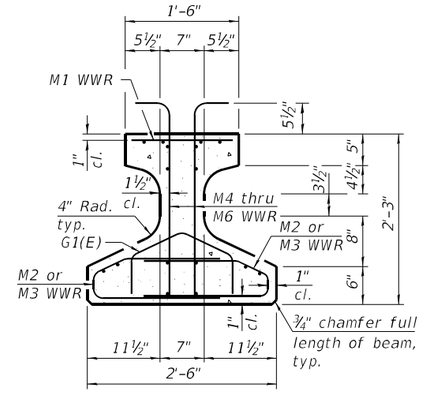
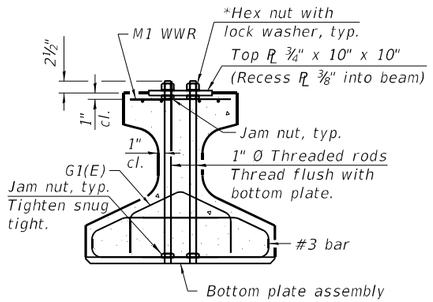


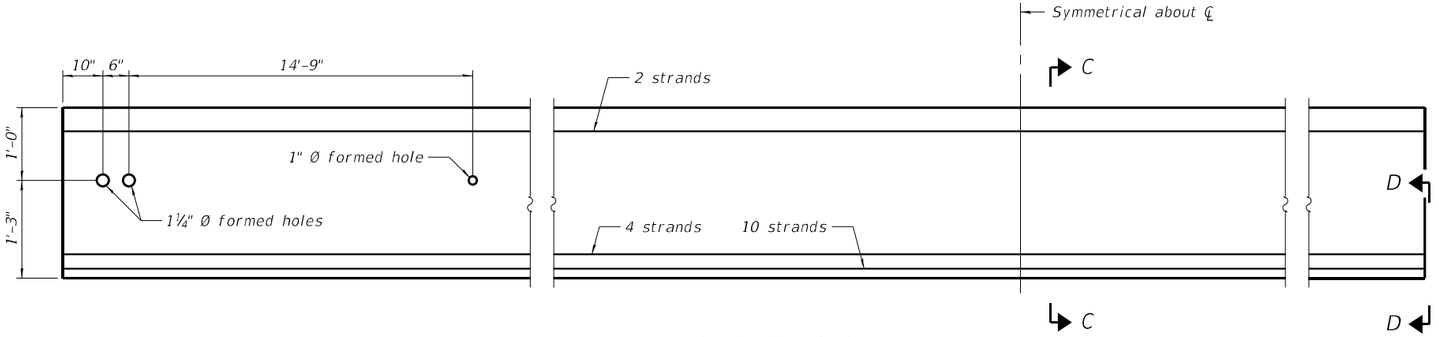
ELEVATION OF BEAM
(Showing reinforcement & dimensions)



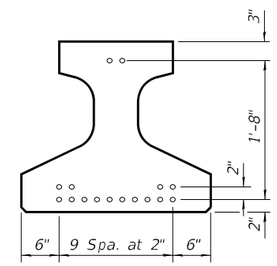
SECTION A-A



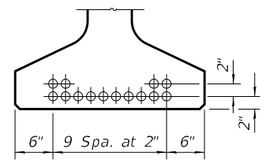
SECTION B-B
*Only tighten sufficiently to compress lock washers



ELEVATION OF BEAM
(Showing prestressing steel)



SECTION C-C
(16-0.6" Ø 270 ksi strands)



VIEW D-D
○ Fully bonded strand

Note:
See sheet 26 of 38 for additional details and Bill of Material.

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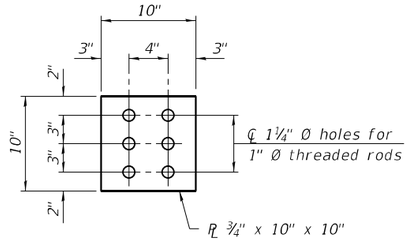
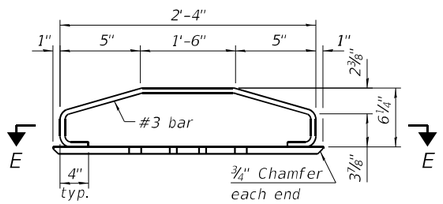
		CHECKED - CSP	REVISED -		
PLOT SCALE =		DRAWN - SVJ	REVISED -		
PLOT DATE =		CHECKED - PAF	REVISED -		SHEET 25 OF 38 SHEETS

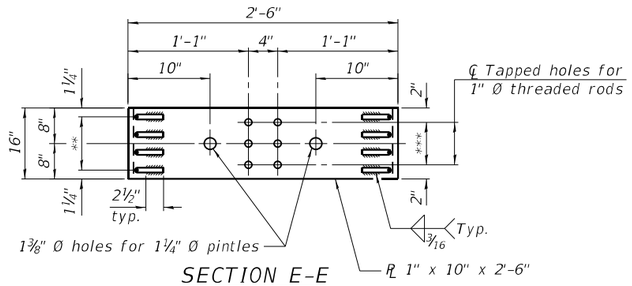
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531) BR 23	COOK	1211	938
		CONTRACT NO. 62W38		
	ILLINOIS	FED. AID PROJECT		



PLAN – TOP PLATE



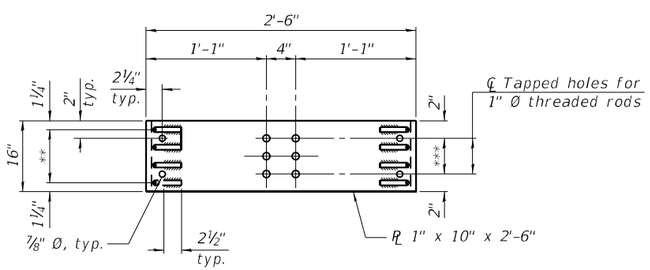
ELEVATION – BOTTOM PLATE ASSEMBLY



SECTION E-E
(At Expansion Bearings)

** 6 Spaces at 2¼" = 13½"

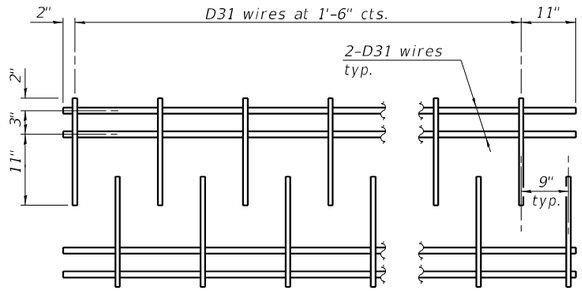
*** 4 Spaces at 3" = 12"



SECTION E-E
(At Fixed Bearings)

** 6 Spaces at 2¼" = 13½"

*** 4 Spaces at 3" = 12"



M1 WWR DETAIL

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

NOTES

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

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

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

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

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

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

Threaded rods shall be ASTM F 1554 Grade 55.

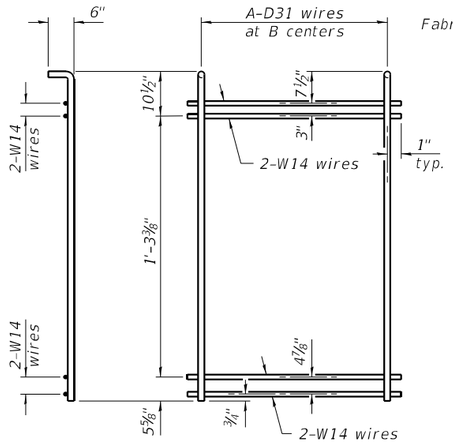
Welded Wire Reinforcement (WWR) shall conform to ASTM A884 with a Class A, Type 1 epoxy coating or ASTM A1060, Table 3 galvanized coating.

TABLE OF DIMENSIONS

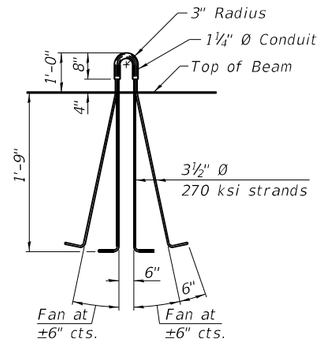
(The WWR designs assume grade 60. If necessary, this permits the fabricator to directly substitute grade 60 rebar as detailed in the Manual for Fabrication of Precast Prestressed Concrete Products.)

SPAN 1

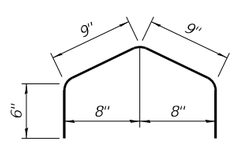
WWR	A	B
M2	15	3"
M3	13	1'-6"
M4	6	3"
M5	35	6"
M6	4	1'-0"



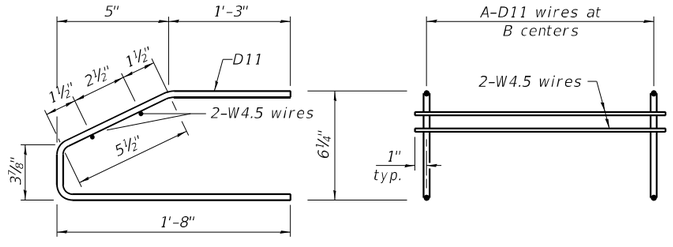
M4 THRU M6 WWR DETAIL
(See Table of Dimensions)



LIFTING LOOP DETAIL



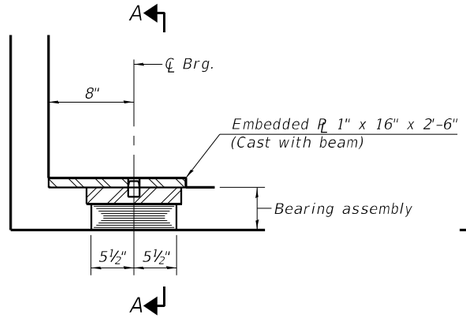
BAR G1(E)



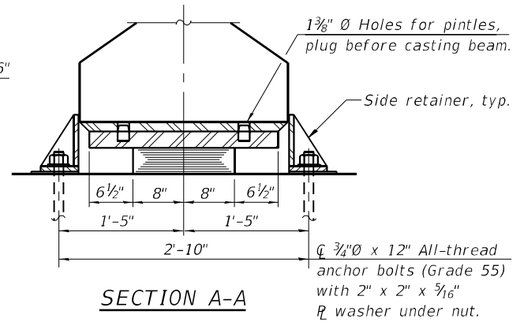
M2 AND M3 WWR DETAIL
(See Table of Dimensions)

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete Beams, IL27N	Ft.	770

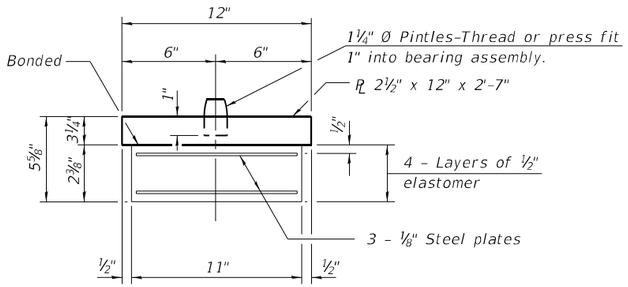


ELEVATION AT ABUT.

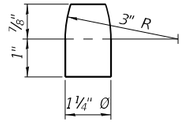


SECTION A-A

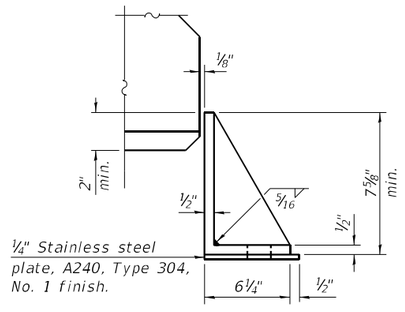
TYPE I ELASTOMERIC EXP. BRG.

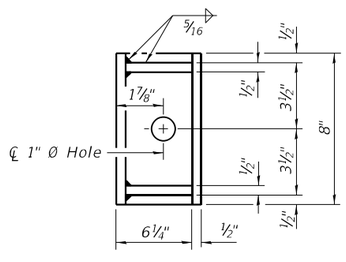


BEARING ASSEMBLY



PINTLE





SIDE RETAINER

Equivalent rolled angle with stiffeners
will be allowed in lieu of welded plates.

Notes:

Side retainers and stainless steel plates shall be included in the cost of Elastomeric Bearing Assembly, Type I.

See sheet 28 of 38 for additional details of embedded plate.

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

All exposed bearing plates and side retainers shall be hot dip galvanized according to AASHTO M111.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	16
Anchor Bolts, ¾"	Each	32

PI-2E-1 5-15-2023

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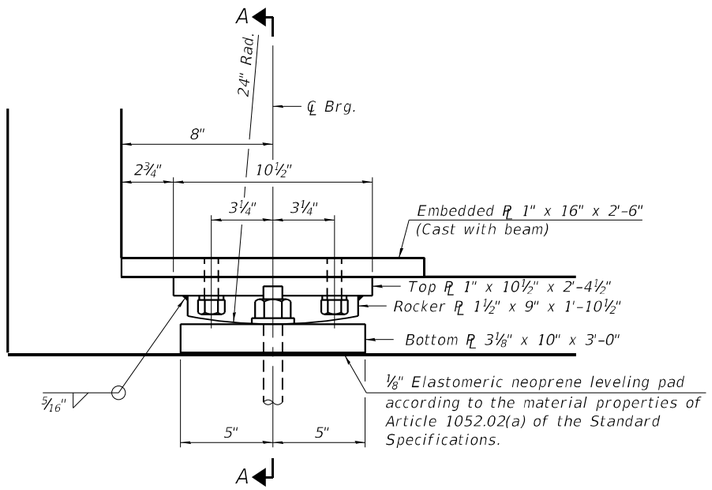
		CHECKED -	CSP	REVISED -
PLOT SCALE =		DRAWN -	SVJ	REVISED -
PLOT DATE =		CHECKED -	PAF	REVISED -

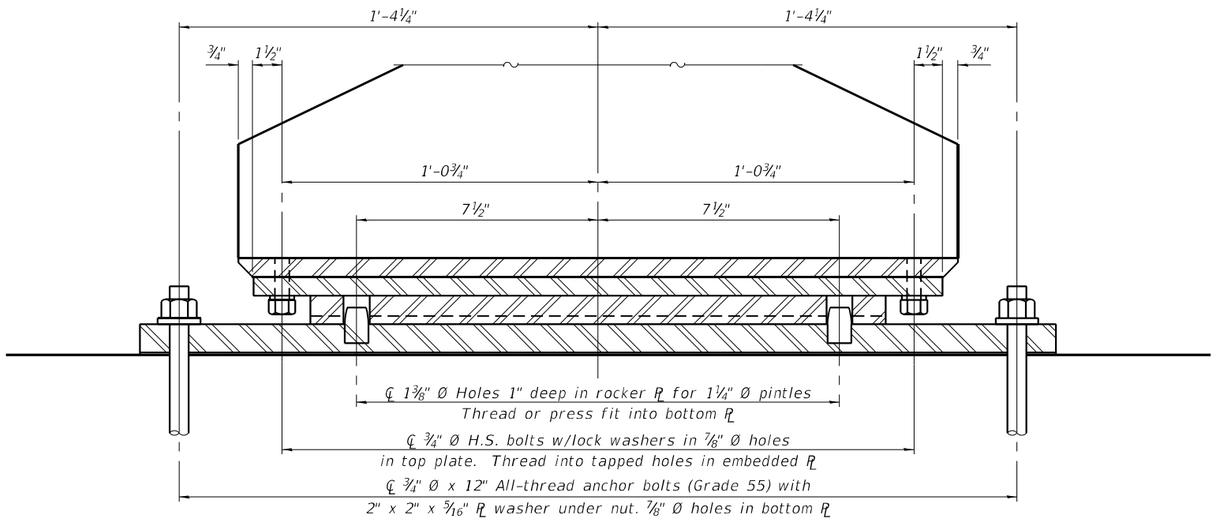
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS I
STRUCTURE NO. 016-0372
SHEET 27 OF 38 SHEETS

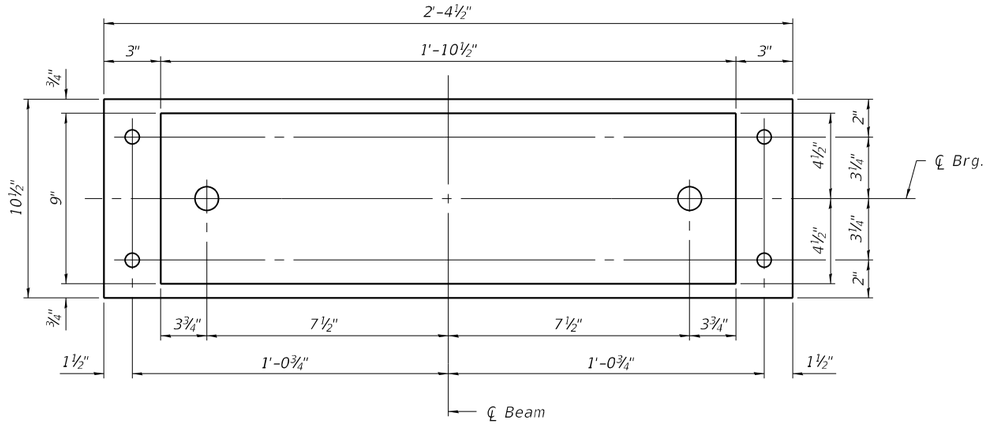
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531) BR 23	COOK	1211	940
		CONTRACT NO. 62W38		
		ILLINOIS	FED. AID PROJECT	



ELEVATION AT ABUTMENT

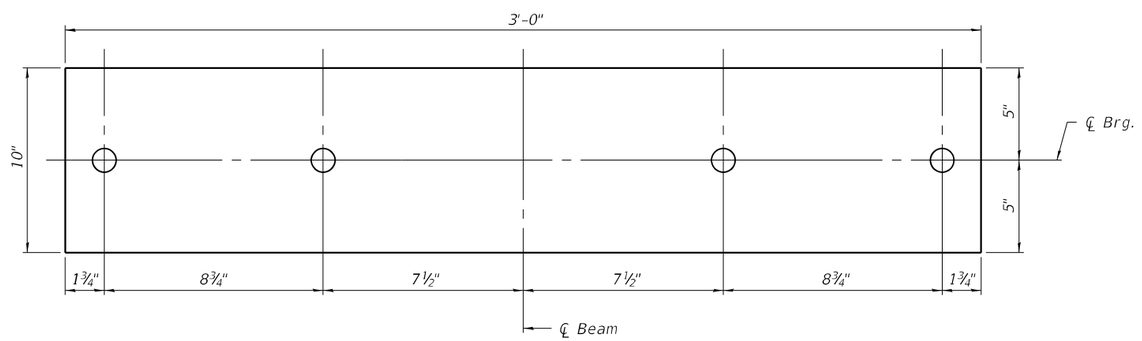


SECTION A-A

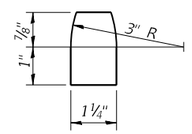


PLAN OF TOP PLATE & ROCKER PLATE

(Looking from below at top plate and rocker plate only)



PLAN OF BOTTOM PLATE



PINTLE

Notes:

Anchor bolts shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.

See sheet 27 of 38 for additional details of embedded plate.

All plates, hardware, and leveling pads required for the bearing, except anchor bolts, shall be included in the cost of Furnishing and Erecting Precast Prestressed Concrete IL27N Beams.

All plate material for bearings shall be hot dip galvanized according to AASHTO M111.

All bolts and washers shall be galvanized according to AASHTO M232.

H.S. bolts in bearing assembly shall be galvanized according to ASTM B 695 Class 50.

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, ¾"	Each	32

PI-2FB

5-15-2023

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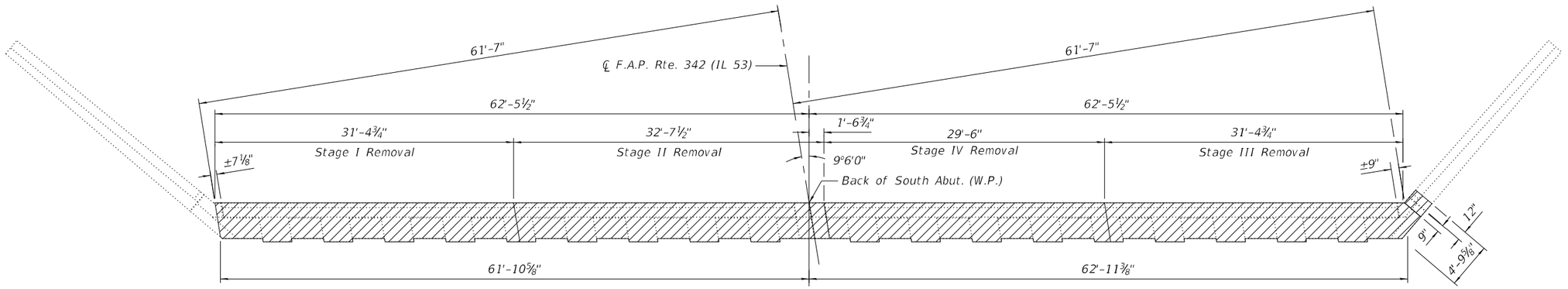
DEPARTMENT OF TRANSPORTATION

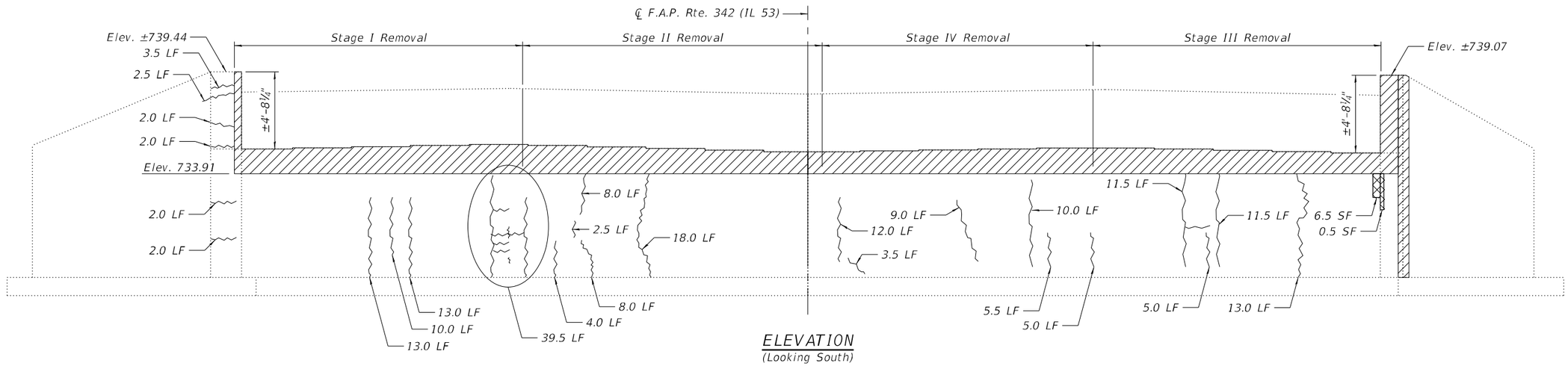
BEARING DETAILS II
STRUCTURE NO. 016-0372

SHEET 28 OF 38 SHEETS

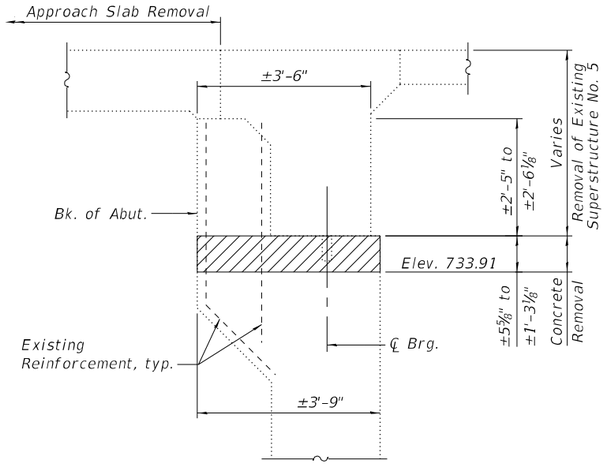
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531) BR 23	COOK	1211	941
		CONTRACT NO. 62W38		
	ILLINOIS FED. AID PROJECT			



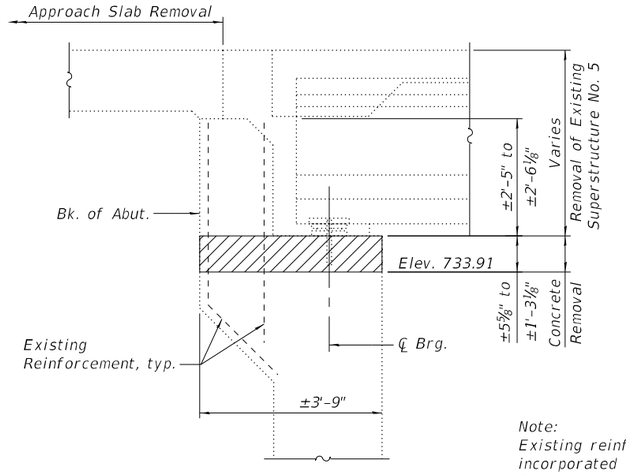
PLAN



ELEVATION
(Looking South)



SECTION BETWEEN BEAMS
Dimensions at right angles to abutment.



SECTION AT BEAMS
Dimensions at right angles to abutment.

Note:
Existing reinforcement shall be cleaned, straightened and incorporated into the new construction. Cost included with Concrete Removal.

LEGEND

- Structural Repair of Concrete (Less than or Equal to 5 Inches)
- Epoxy Crack Injection
- Concrete Removal

BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	19.1
Epoxy Crack Injection	Foot	223
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq. Ft.	7

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STATE OF ILLINOIS
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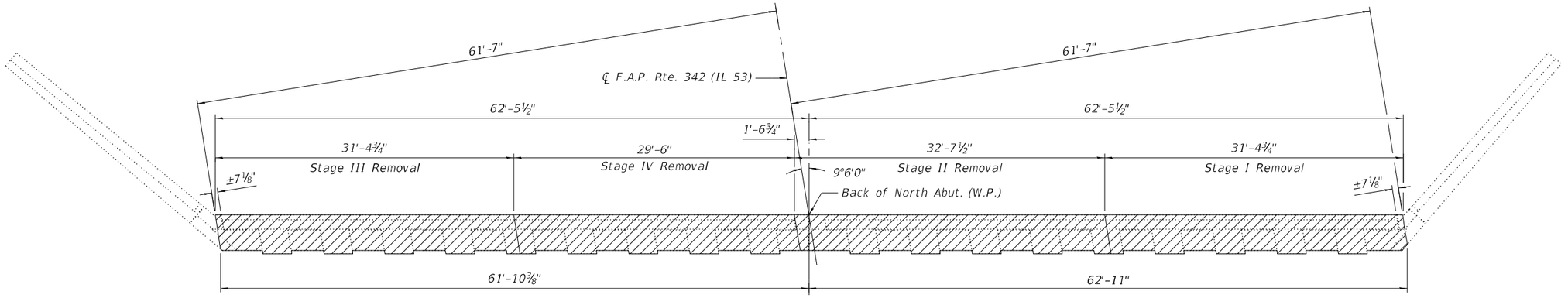
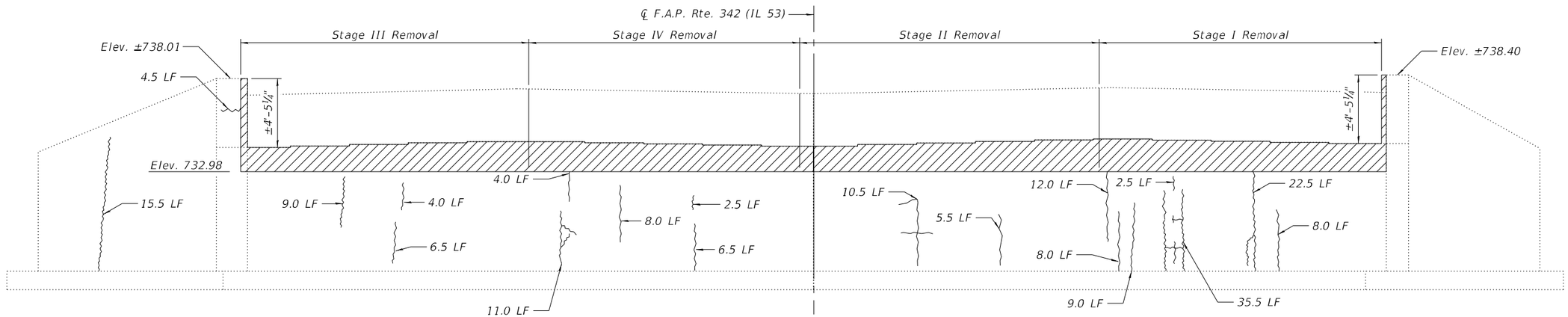
SOUTH ABUTMENT REMOVAL AND REPAIR
STRUCTURE NO. 016-0372
SHEET 29 OF 38 SHEETS

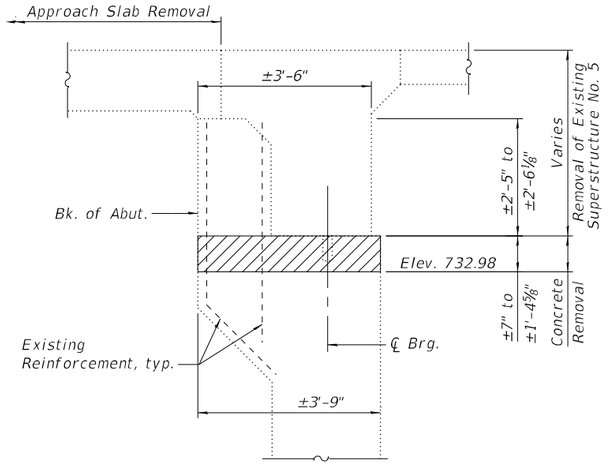
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531) BR 23	COOK	1211	942
		CONTRACT NO. 62W38		
		ILLINOIS	FED. AID PROJECT	



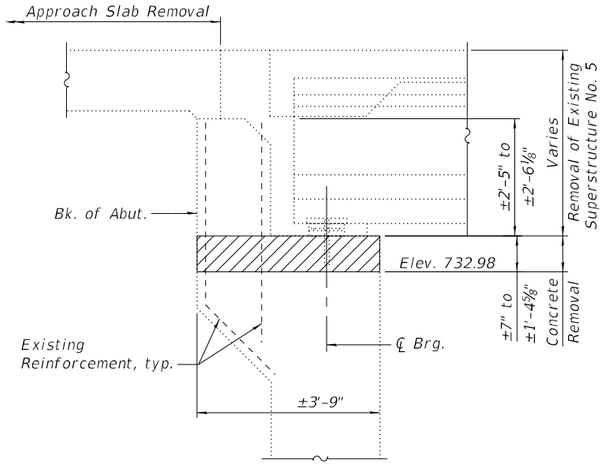
PLAN



ELEVATION
(Looking North)



SECTION BETWEEN BEAMS
Dimensions at right angles to abutment.



SECTION AT BEAMS
Dimensions at right angles to abutment.

LEGEND

- Epoxy Crack Injection
- Concrete Removal

Note:
Existing reinforcement shall be cleaned, straightened and incorporated into the new construction. Cost included with Concrete Removal.

BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	17.7
Epoxy Crack Injection	Foot	185

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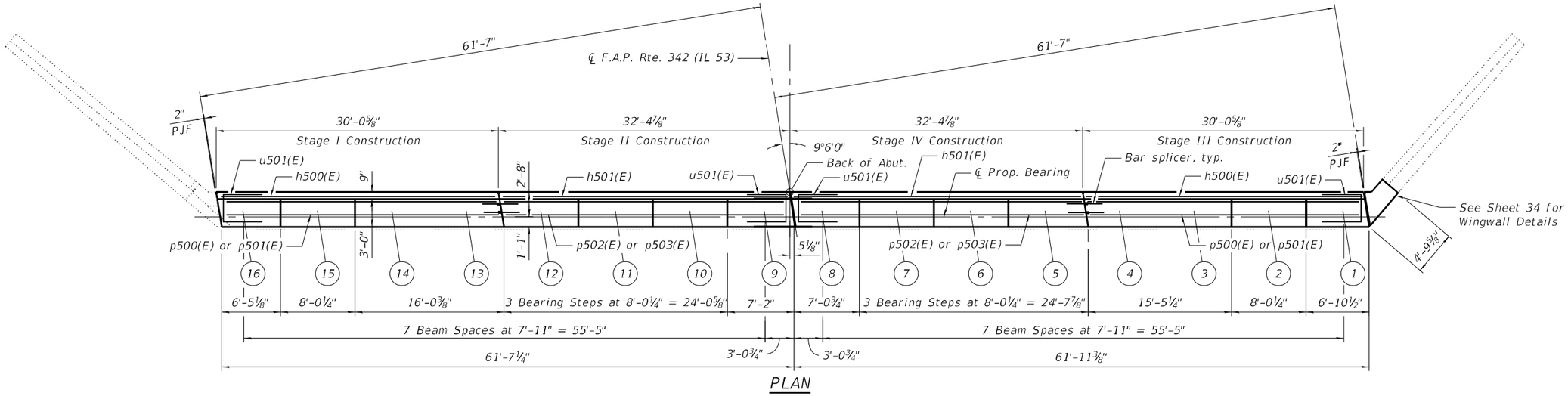
DEPARTMENT OF TRANSPORTATION

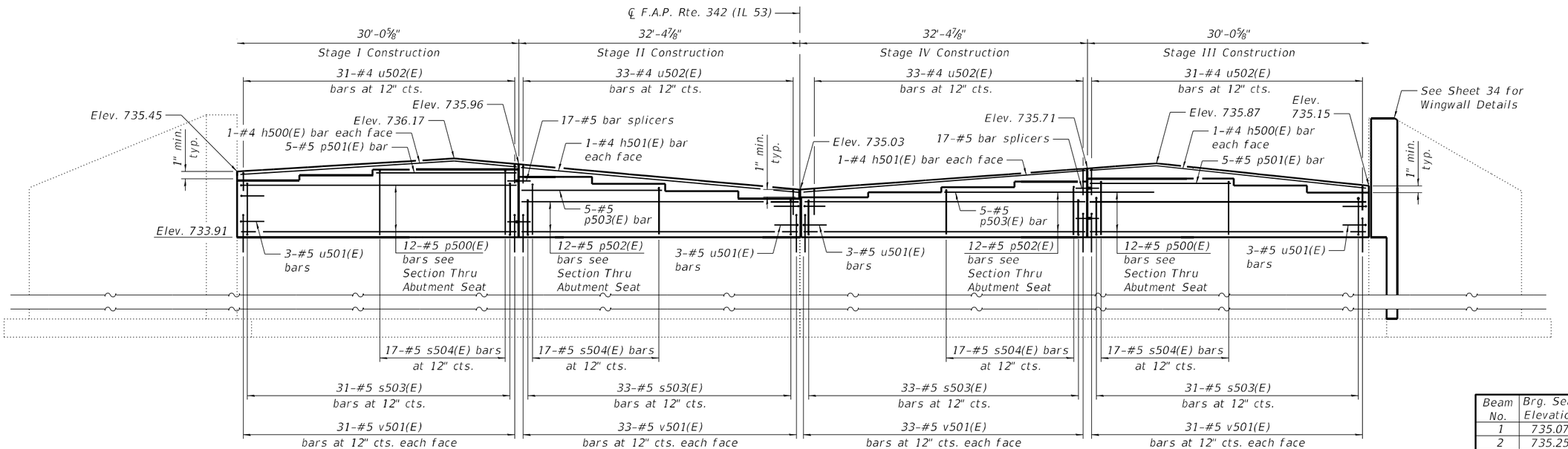
NORTH ABUTMENT REMOVAL AND REPAIR
STRUCTURE NO. 016-0372

SHEET 30 OF 38 SHEETS

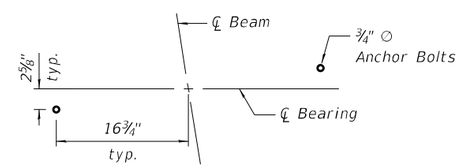
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531) BR 23	COOK	1211	943
		CONTRACT NO. 62W38		
		ILLINOIS	FED. AID PROJECT	



PLAN



ELEVATION
(Looking South)



ANCHOR BOLT LOCATION

Beam No.	Brg. Seat Elevation	Step "T" (in.)
1	735.07	2 1/8
2	735.25	2 1/4
3	735.44	0
4	735.44	1 1/8
5	735.35	1 1/2
6	735.22	1 5/8
7	735.08	1 1/2
8	734.95	
9	734.91	2 1/8
10	735.09	2 1/4
11	735.28	2 1/8
12	735.46	2 1/8
13	735.64	0
14	735.64	1 1/2
15	735.51	1 5/8
16	735.37	

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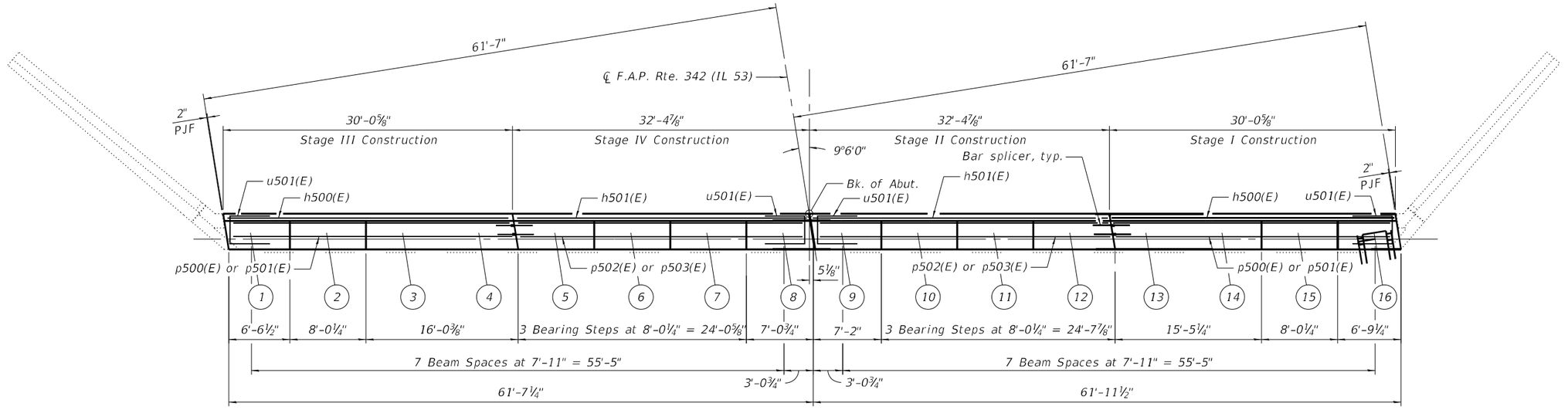
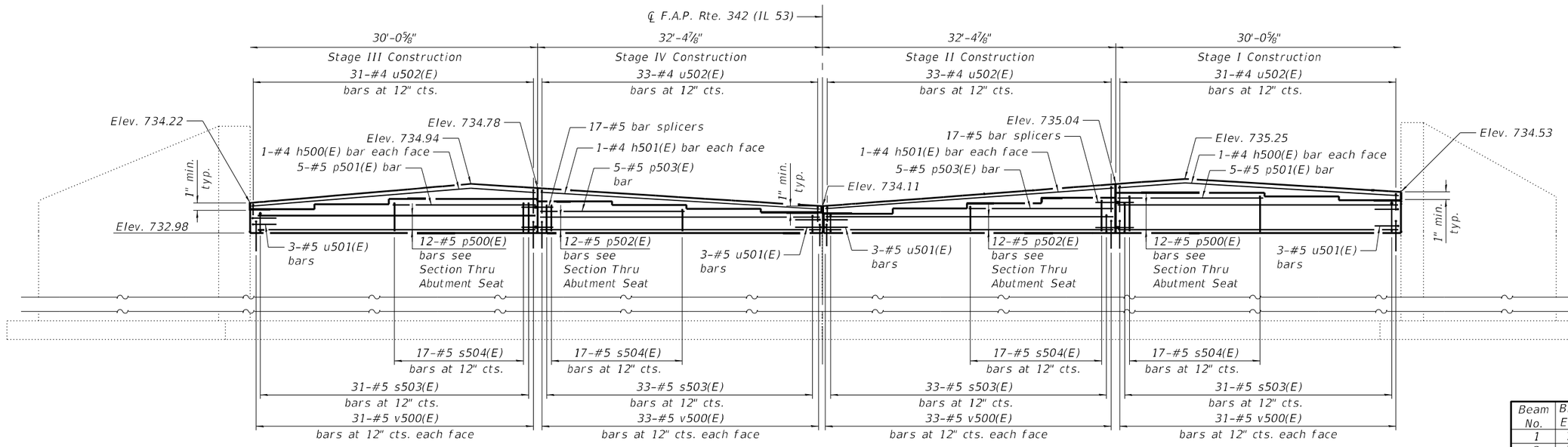
SOUTH ABUTMENT
STRUCTURE NO. 016-0372
SHEET 31 OF 38 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531) BR 23	COOK	1211	944
		CONTRACT NO. 62W38		
		ILLINOIS	FED. AID PROJECT	

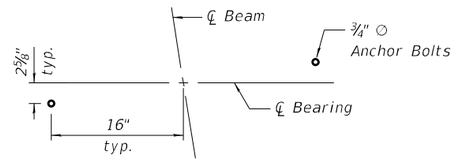


PLAN



ELEVATION

(Looking North)



ANCHOR BOLT LOCATION

Beam No.	Brg. Seat Elevation	Step "T" (in.)
1	734.14	2 1/8
2	734.32	2 1/4
3	734.51	0
4	734.51	1
5	734.43	1 1/2
6	734.30	1 5/8
7	734.16	1 1/2
8	734.03	
9	733.98	
10	734.17	2 1/4
11	734.35	2 1/8
12	734.54	2 1/4
13	734.72	2 1/8
14	734.72	0
15	734.59	1 1/2
16	734.45	1 5/8

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NORTH ABUTMENT
STRUCTURE NO. 016-0372

SHEET 32 OF 38 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531) BR 23	COOK	1211	945
		CONTRACT NO. 62W38		
		ILLINOIS	FED. AID PROJECT	

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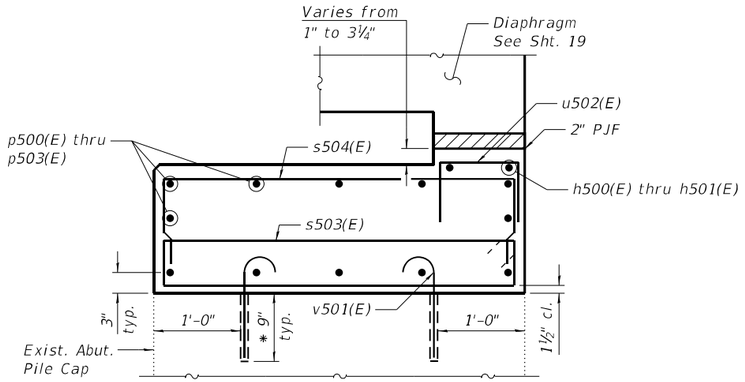
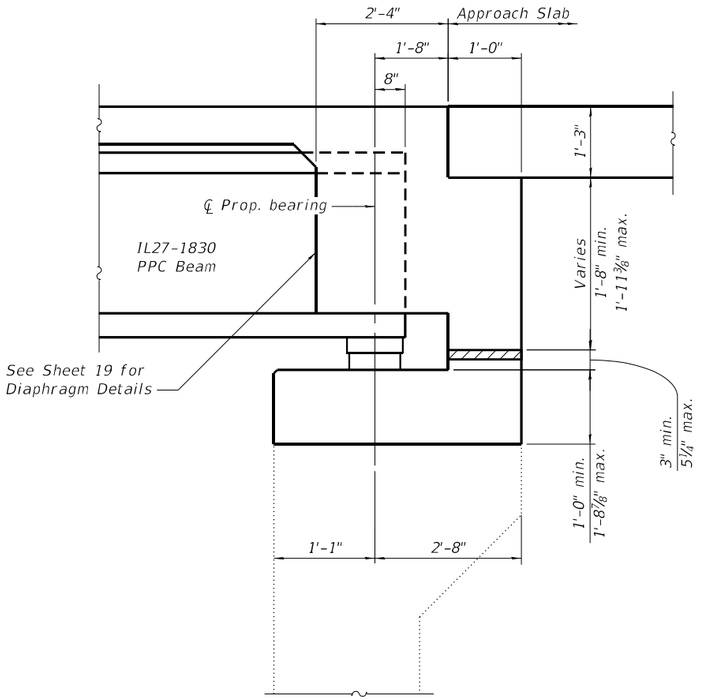


SECTION THRU ABUTMENT SEAT

* Epoxy grout bars in 9" embedment according to Section 584 of the Standard Specifications. Cost included with Reinforcement Bars, Epoxy Coated, typ.



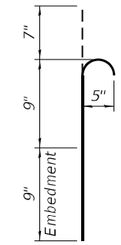
SECTION THRU ABUTMENT

SOUTH ABUTMENT BILL OF MATERIAL

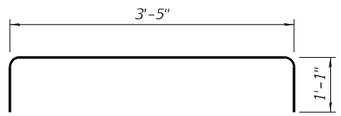
Bar	No.	Size	Length	Shape
h500(E)	4	#4	29'-8"	
h501(E)	4	#4	32'-1"	
p500(E)	24	#5	29'-8"	
p501(E)	5	#5	14'-9"	
p502(E)	24	#5	32'-1"	
p503(E)	5	#5	17'-0"	
s503(E)	128	#5	9'-3"	
s504(E)	68	#5	5'-7"	
v501(E)	256	#5	2'-1"	
u501(E)	12	#5	7'-5"	
u502(E)	128	#4	2'-0"	
Structure Excavation		Cu. Yd.	114	
Concrete Structures		Cu. Yd.	25.5	
Reinforcement Bars, Epoxy Coated		Pound	4,330	

NORTH ABUTMENT BILL OF MATERIAL

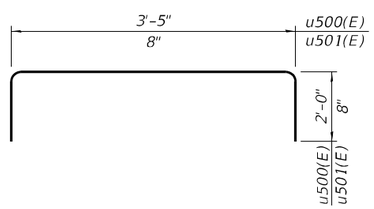
Bar	No.	Size	Length	Shape
h500(E)	4	#4	29'-8"	
h501(E)	4	#4	32'-1"	
p500(E)	24	#5	29'-8"	
p501(E)	5	#5	14'-9"	
p502(E)	24	#5	32'-1"	
p503(E)	5	#5	17'-0"	
s503(E)	128	#5	9'-3"	
s504(E)	68	#5	5'-7"	
v501(E)	256	#5	2'-1"	
u501(E)	12	#5	7'-5"	
u502(E)	128	#4	2'-0"	
Structure Excavation		Cu. Yd.	112	
Concrete Structures		Cu. Yd.	25.7	
Reinforcement Bars, Epoxy Coated		Pound	4,330	



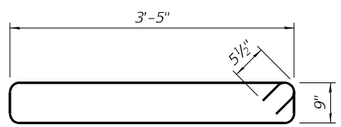
BARS v501(E)



BARS s504(E)



BARS u501(E) AND u502(E)



BARS s503(E)

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PLOT DATE =	CHECKED - PAF	REVISED -	

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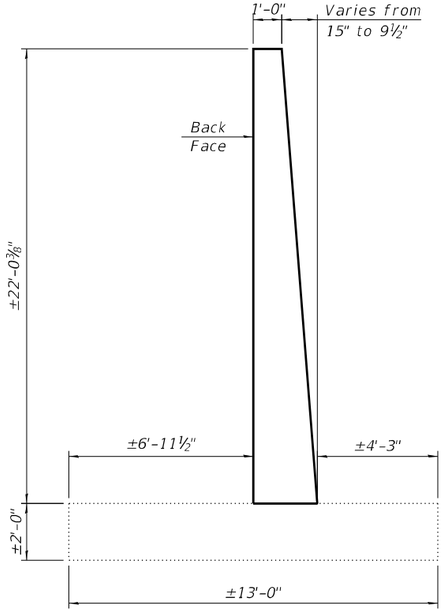
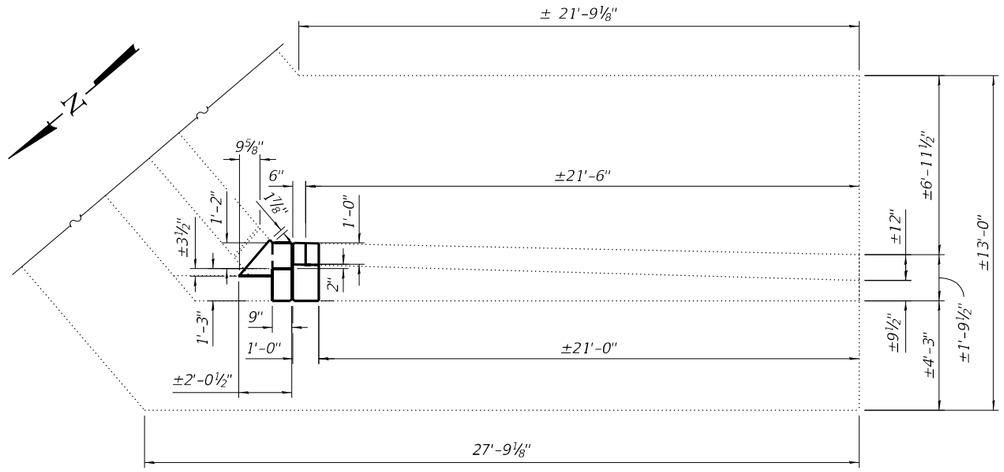
ABUTMENT DETAILS
STRUCTURE NO. 016-0372
SHEET 33 OF 38 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531) BR 23	COOK	1211	946
		CONTRACT NO. 62W38		
	ILLINOIS FED. AID PROJECT			



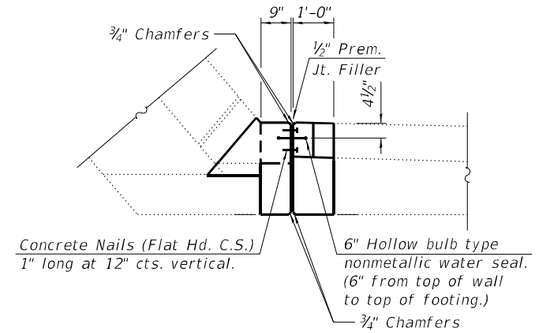
SECTION B-B



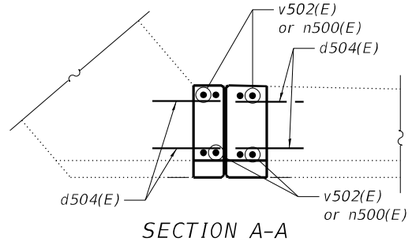
PLAN AT SOUTHWEST WINGWALL

BILL OF MATERIAL

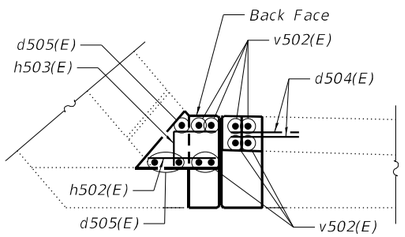
Bar	No.	Size	Length	Shape
d504(E)	92	#5	1'-4"	
d505(E)	3	#5	5'-9"	
h502(E)	6	#5	1'-8"	
h503(E)	6	#5	1'-9"	
n500(E)	8	#8	8'-5"	
v502(E)	8	#8	21'-8"	
u503(E)	2	#5	8'-8"	
Structure Excavation			Cu. Yd.	10
Concrete Structures			Cu. Yd.	3.5
Reinforcement Bars, Epoxy Coated			Pound	830



SECTION A-A
(Showing Joint)

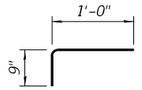


SECTION A-A
(Showing Reinforcement)

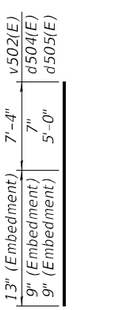


SECTION C-C
(Showing Reinforcement)

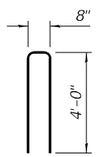
ELEVATION



BAR h503(E)



BARS d504(E), d505(E) and v502(E)



BAR u503(E)

MODEL: Default
FILE NAME: C:\Users\StevenJohnson\OneDrive - Czaplicki Lopez, PLLC\OD 23003 IL 53 Bridges Phase II - Strand - General\CADD\CAD_Sheets-by-others\Sheets\SN 016-0372\C3-D162W38-SN016-0372_S34 Wingwall Repairs - CL.dgn
9/20/2024 8:43:31 AM

CZAPLICKI LOPEZ, PLLC
201 KENMARE DRIVE
BURR RIDGE, ILLINOIS 60527
630-915-8861
DESIGN FIRM NO: 184.008135

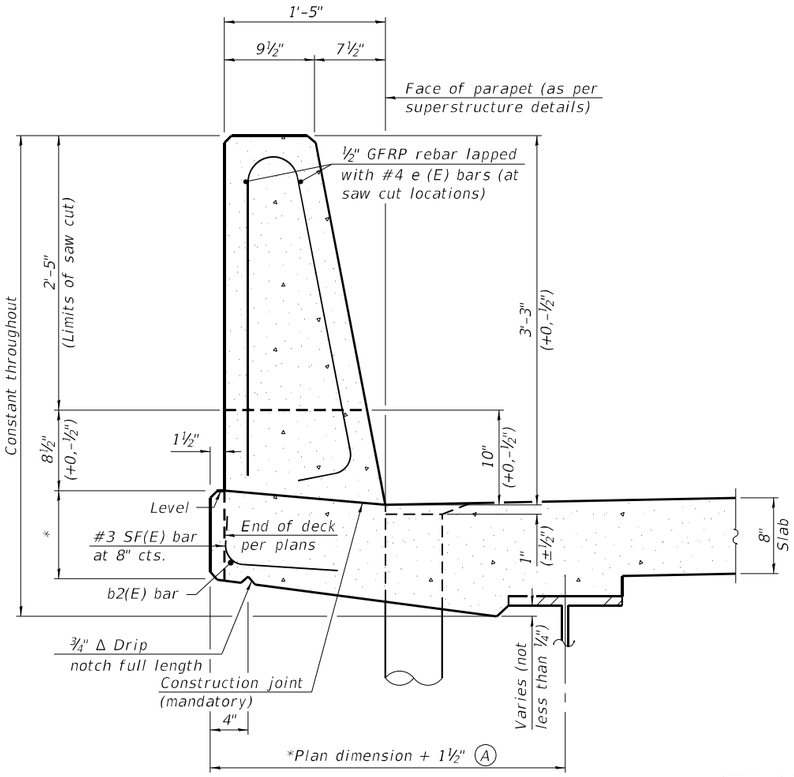
USER NAME	=	DESIGNED	- PAF	REVISED	-
		CHECKED	- CSP	REVISED	-
PLOT SCALE	=	DRAWN	- SVJ	REVISED	-
PLOT DATE	=	CHECKED	- PAF	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WINGWALL REPAIRS
STRUCTURE NO. 016-0372

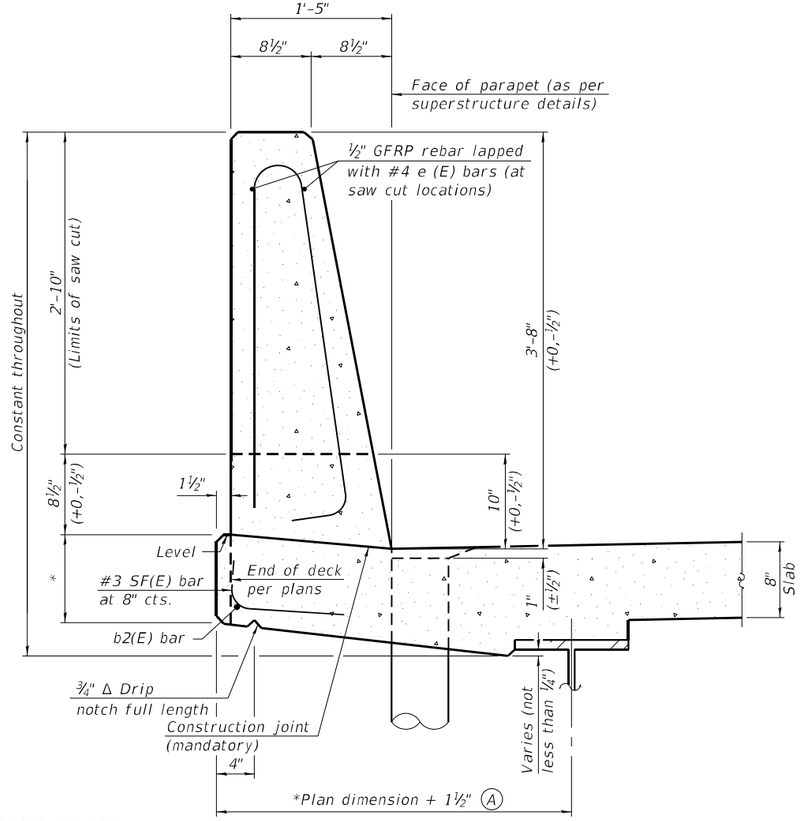
SHEET 34 OF 38 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531) BR 23	COOK	1211	947
		CONTRACT NO. 62W38		
		ILLINOIS	FED. AID PROJECT	



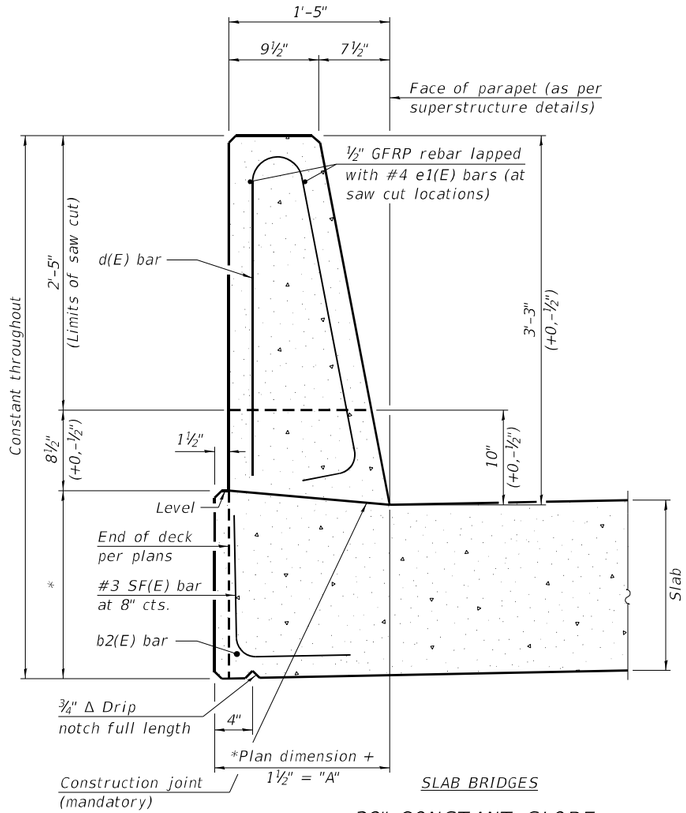
39" CONSTANT-SLOPE PARAPET SECTION

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



44" CONSTANT-SLOPE PARAPET SECTION

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



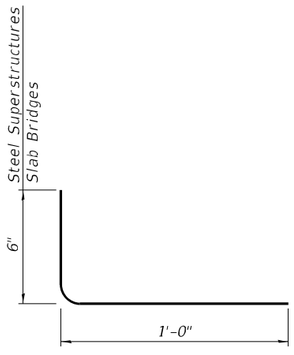
39" CONSTANT-SLOPE PARAPET SECTION

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

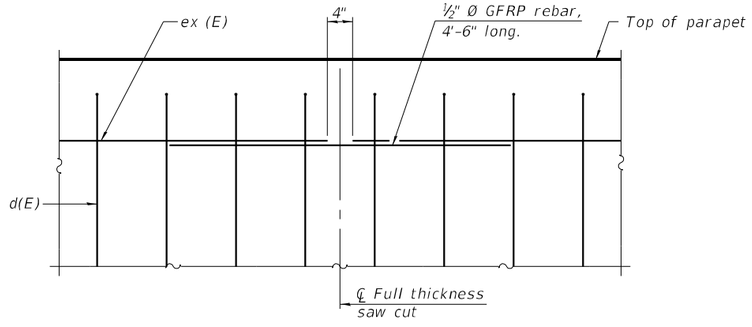
STEEL SUPERSTRUCTURES

SLAB BRIDGES

*See Superstructure Details.



SF(E) BAR



DETAIL - GFRP REBAR STIFFENING ELEVATION

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

Notes:

All dimensions shall remain the same as shown on superstructure details, except dimension "A" which is to be revised as shown.

Additional concrete needed to revise dimension "A" (39" and 44" parapets):
Steel Superstructures: 0.00348 cu. yds./ft.
Slab Bridge Superstructures: cu. yds./ft.

Place full depth aluminum sheets as shown on superstructure details.

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

Steel and slab superstructure shown. Other superstructure types similar.

SFP 39-44 10/27/2023

CZAPLICKI LOPEZ, PLLC
201 KENMARE DRIVE
BURR RIDGE, ILLINOIS 60527
630-915-8861
DESIGN FIRM NO: 184.008135

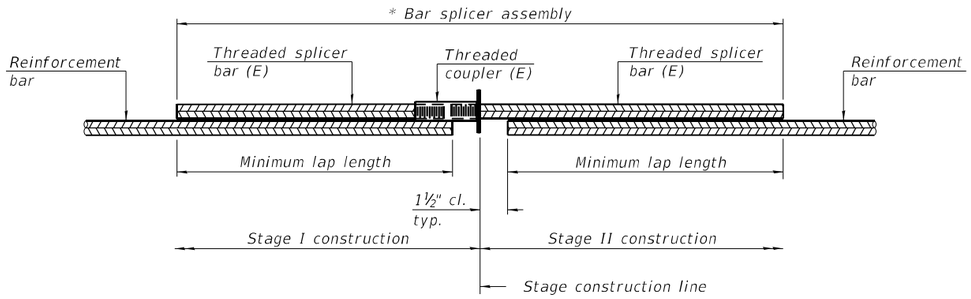
USER NAME =	DESIGNED - PAF	REVISED -
	CHECKED - CSP	REVISED -
PLOT SCALE =	DRAWN - SVJ	REVISED -
PLOT DATE =	CHECKED - PAF	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 016-0372

SHEET 35 OF 38 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531) BR 23	COOK	1211	948
		CONTRACT NO. 62W38		
		ILLINOIS	FED. AID PROJECT	



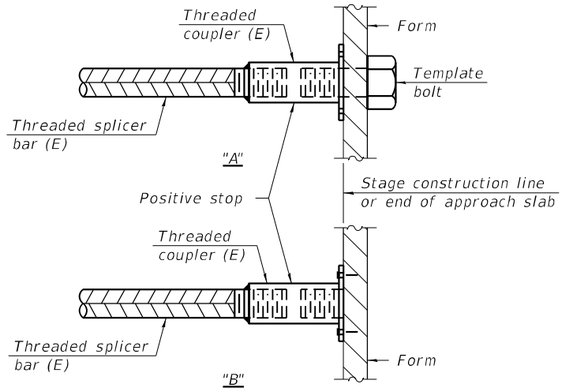
STANDARD BAR SPLICER ASSEMBLY PLAN

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

Threaded splicer bar length = min. lap length + 1½" + thread length

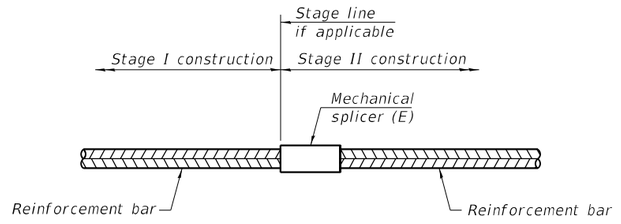
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Deck Slab, top	#5	202	3'-6"
Deck Slab, bottom	#5	126	3'-6"
App. Slab, top	#5	184	3'-6"
App. Slab, bottom	#8	240	5'-1"
App. Footing	#5	160	3'-6"
Diaphragm	#4	8	2'-5"
Diaphragm	#6	44	3'-7"
S. Abutment	#5	34	3'-7"
N. Abutment	#5	34	3'-7"



INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

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

BSD-1 5-15-2023

CZAPLICKI LOPEZ, PLLC
201 KENMARE DRIVE
BURR RIDGE, ILLINOIS 60527
630-915-8861
DESIGN FIRM NO: 184.008135

USER NAME =	DESIGNED - PAF	REVISED -	
	CHECKED - CSP	REVISED -	
PLOT SCALE =	DRAWN - SVJ	REVISED -	
PLOT DATE =	CHECKED - PAF	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 016-0372
SHEET 36 OF 38 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531) BR 23	COOK	1211	949
		CONTRACT NO. 62W38		
	ILLINOIS	FED. AID PROJECT		

SOIL BORING LOG

Date 24/5/22

ROUTE FAP 342 **DESCRIPTION** TSRS - North side Anderson Drive **LOGGED BY** Gonzalez (OG)

SECTION 2018-100-BR **LOCATION** , **SEC.** 18, **TWP.** 42N, **RNG.** 11E, 3rd **PM**,
Latitude 42.1164080, **Longitude** -88.003780

COUNTY Cook **DRILLING METHOD** Hollow Stem Auger (8" O.D., 3.25" I.D.) **HAMMER TYPE** Auto 140 lb HE 91

STRUCT. NO.
Station

BORING NO. GC-61
Station 2365+77.59
Offset 29.1 ft LT
Ground Surface Elev. 737.4 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After Filled **Hrs.** ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Concrete - 12"			
736.4			
Loose, Brown, SANDY LOAM	1		
	1		17
	3		
733.9			
Medium Stiff to Stiff, Brown, CLAY, some sand and gravel	3		
	4	4.3	15
-5	5	B/S	
	3		
	3	2.1	20
	4	B	
	2		
	4	2.4	18
-10	5	B/S	
	3		
	5	3.1	15
	5	B/S	
	4		
	6	3.0	19
-15	6	B/S	
	4		
	7	2.8	17
	7	B	
	5		
	8	2.4	23
-20	9	B	
Medium Stiff to Stiff, Brown, CLAY, some sand and gravel *(continued)*			
716.4			
Stiff to Very Stiff, Brown, CLAY LOAM	4		
	5	3.0	19
	8	B/S	
	6		
	8	4.8	16
-25	10	B	
	4		
	11	5.4	19
	12	B	
	5		
	6	3.9	19
-30	9	B	
703.9			
Medium Dense, Brown, SANDY CLAY LOAM	7		
	7	0.3	10
-35	6	B	
	4		
	7	0.2	17
-40	4	B	

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

BBS, form 137 (Rev. 8-99)

SOIL BORING LOG

Date 24/5/22

ROUTE FAP 342 **DESCRIPTION** TSRS - North side Anderson Drive **LOGGED BY** Gonzalez (OG)

SECTION 2018-100-BR **LOCATION** , **SEC.** 18, **TWP.** 42N, **RNG.** 11E, 3rd **PM**,
Latitude 42.1164080, **Longitude** -88.003780

COUNTY Cook **DRILLING METHOD** Hollow Stem Auger (8" O.D., 3.25" I.D.) **HAMMER TYPE** Auto 140 lb HE 91

STRUCT. NO.
Station

BORING NO. GC-61
Station 2365+77.59
Offset 29.1 ft LT
Ground Surface Elev. 737.4 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After Filled **Hrs.** ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Medium Dense, Brown, SANDY CLAY LOAM *(continued)*			
	12		
	10		16
692.4 -45	10		
Boring terminated at 45 feet.			
-50			
-55			
-60			

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

BBS, form 137 (Rev. 8-99)

CZAPUCKI LOPEZ, PLLC
201 KENMARE DRIVE
BURR RIDGE, ILLINOIS 60527
630-915-8861
DESIGN FIRM NO: 184.008135

USER NAME =	DESIGNED - PAF	REVISED -	
	CHECKED - CSP	REVISED -	
PLOT SCALE =	DRAWN - SVJ	REVISED -	
PLOT DATE =	CHECKED - PAF	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS I
STRUCTURE NO. 016-0372

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531) BR 23	COOK	1211	950
		CONTRACT NO. 62W38		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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8/23/2024 12:00:04 PM

SOIL BORING LOG

Date 24/5/23

ROUTE FAP 342 **DESCRIPTION** TSRS - South Side Anderson Drive **LOGGED BY** Gonzalez (OG)

SECTION 2018-100-BR **LOCATION** , **SEC.** 18, **TWP.** 42N, **RNG.** 11E, 3rd **PM**,
Latitude 42.1161850, **Longitude** -88.0037343

COUNTY Cook **DRILLING METHOD** Hollow Stem Auger (8" O.D., 3.25" I.D.) **HAMMER TYPE** Auto 140 lb HE 91

STRUCT. NO.
Station

BORING NO. GC-62
Station 2364+95.40
Offset 30.0 ft LT
Ground Surface Elev. 739.0 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After Hrs. Filled ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				Concrete - 11"
				738.1
	4			Stiff, Brown, CLAY, with to some sand and gravel
	4	2.6	13	
	4	B/S		
	6			
	7	4.6	14	
-5	7	B/S		
	7			
	5	2.6	15	
	7	B		
	3			
	4	3.0	15	
-10	5	B/S		
	3			
	5	2.0	14	
	5	S		
	4			
	6	3.6	23	
-15	8	B/S		
	3			
	6	5.8	23	
	8	B/S		
720.5				
	4			
	7	3.6	19	
-20	8	B		
				Stiff, Brown, CLAY, with sand, some silt
	5			
	8	7.3	17	
	12	S		
	4			
	5	4.3	16	
-25	9	B/S		
	3			
	5	4.1	19	
	8	B		
	4			
	5	3.0	18	
-30	8	B		
	3			
	7	2.8	20	
-35	7	B		
701.0				
	4			
	3			Loose, SAND, with gravel
700.0	3		19	Stiff, brown, SANDY CLAY, some silt
-40				

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

BBS, form 137 (Rev. 8-99)

gonzalez COMPANIES, LLC

SOIL BORING LOG

Date 24/5/23

ROUTE FAP 342 **DESCRIPTION** TSRS - South Side Anderson Drive **LOGGED BY** Gonzalez (OG)

SECTION 2018-100-BR **LOCATION** , **SEC.** 18, **TWP.** 42N, **RNG.** 11E, 3rd **PM**,
Latitude 42.1161850, **Longitude** -88.0037343

COUNTY Cook **DRILLING METHOD** Hollow Stem Auger (8" O.D., 3.25" I.D.) **HAMMER TYPE** Auto 140 lb HE 91

STRUCT. NO.
Station

BORING NO. GC-62
Station 2364+95.40
Offset 30.0 ft LT
Ground Surface Elev. 739.0 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After Hrs. Filled ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				Stiff, brown, SANDY CLAY, some silt *(continued)*
	4			
	6	1.5	18	
694.0 -45	8	B		
				Boring terminated at 45 feet.
-50				
-55				
-60				

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

BBS, form 137 (Rev. 8-99)

CZAPLICKI LOPEZ, PLLC
201 KENMARE DRIVE
BURR RIDGE, ILLINOIS 60527
630-915-8861
DESIGN FIRM NO: 184.008135

USER NAME =	DESIGNED - PAF	REVISED -	
	CHECKED - CSP	REVISED -	
PLOT SCALE =	DRAWN - SVJ	REVISED -	
PLOT DATE =	CHECKED - PAF	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS II
STRUCTURE NO. 016-0372

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531) BR 23	COOK	1211	951
		CONTRACT NO. 62W38		
	ILLINOIS FED. AID PROJECT			

SOIL BORING LOG

Date 24/5/22

ROUTE FAP 342 **DESCRIPTION** TSRS - North side Anderson Drive **LOGGED BY** Gonzalez (OG)

SECTION 2018-100-BR **LOCATION** , **SEC.** 18, **TWP.** 42N, **RNG.** 11E, 3rd **PM**, **Latitude** 42.1164080, **Longitude** -88.003780

COUNTY Cook **DRILLING METHOD** Hollow Stem Auger (8" O.D., 3.25" I.D.) **HAMMER TYPE** Auto 140 lb HE 91

STRUCT. NO.
Station
BORING NO. GC-61
Station 2365+77.59
Offset 29.1 ft LT
Ground Surface Elev. 737.4 ft

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

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Concrete - 12"			
736.4			
Loose, Brown, SANDY LOAM	1		
	1		17
	3		
733.9			
Medium Stiff to Stiff, Brown, CLAY, some sand and gravel	3		
	4	4.3	15
-5	5	B/S	
	3		
	3	2.1	20
	4	B	
	2		
	4	2.4	18
-10	5	B/S	
	3		
	5	3.1	15
	5	B/S	
	4		
	6	3.0	19
-15	6	B/S	
	4		
	7	2.8	17
	7	B	
	5		
	8	2.4	23
-20	9	B	
Medium Stiff to Stiff, Brown, CLAY, some sand and gravel *(continued)*			
716.4			
Stiff to Very Stiff, Brown, CLAY LOAM	4		
	5	3.0	19
	8	B/S	
	6		
	8	4.8	16
-25	10	B	
	4		
	11	5.4	19
	12	B	
	5		
	6	3.9	19
-30	9	B	
703.9			
Medium Dense, Brown, SANDY CLAY LOAM	7		
	7	0.3	10
-35	6	B	
	4		
	7	0.2	17
-40	4	B	

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

BBS, form 137 (Rev. 8-99)

SOIL BORING LOG

Date 24/5/22

ROUTE FAP 342 **DESCRIPTION** TSRS - North side Anderson Drive **LOGGED BY** Gonzalez (OG)

SECTION 2018-100-BR **LOCATION** , **SEC.** 18, **TWP.** 42N, **RNG.** 11E, 3rd **PM**, **Latitude** 42.1164080, **Longitude** -88.003780

COUNTY Cook **DRILLING METHOD** Hollow Stem Auger (8" O.D., 3.25" I.D.) **HAMMER TYPE** Auto 140 lb HE 91

STRUCT. NO.
Station
BORING NO. GC-61
Station 2365+77.59
Offset 29.1 ft LT
Ground Surface Elev. 737.4 ft

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

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Medium Dense, Brown, SANDY CLAY LOAM *(continued)*			
	12		
	10		16
692.4 -45	10		
Boring terminated at 45 feet.			
-50			
-55			
-60			

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

BBS, form 137 (Rev. 8-99)

CZAPUCKI LOPEZ, PLLC
201 KENMARE DRIVE
BURR RIDGE, ILLINOIS 60527
630-915-8861
DESIGN FIRM NO: 184.008135

USER NAME =	DESIGNED - PAF	REVISED -	
	CHECKED - CSP	REVISED -	
PLOT SCALE =	DRAWN - SVJ	REVISED -	
PLOT DATE =	CHECKED - PAF	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS I
STRUCTURE NO. 016-0372
SHEET 37 OF 38 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531) BR 23	COOK	1211	950
		CONTRACT NO. 62W38		
	ILLINOIS	FED. AID PROJECT		

SOIL BORING LOG

Date 24/5/23

ROUTE FAP 342 **DESCRIPTION** TSRS - South Side Anderson Drive **LOGGED BY** Gonzalez (OG)

SECTION 2018-100-BR **LOCATION** , **SEC.** 18, **TWP.** 42N, **RNG.** 11E, 3rd **PM**,
Latitude 42.1161850, **Longitude** -88.0037343

COUNTY Cook **DRILLING METHOD** Hollow Stem Auger (8" O.D., 3.25" I.D.) **HAMMER TYPE** Auto 140 lb HE 91

STRUCT. NO.
Station

BORING NO. GC-62
Station 2364+95.40
Offset 30.0 ft LT
Ground Surface Elev. 739.0 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After Hrs. Filled ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				Concrete - 11"
				738.1
	4			Stiff, Brown, CLAY, with to some sand and gravel
	4	2.6	13	
	4	B/S		
	6			
	7	4.6	14	
-5	7	B/S		
	7			
	5	2.6	15	
	7	B		
	3			
	4	3.0	15	
-10	5	B/S		
	3			
	5	2.0	14	
	5	S		
	4			
	6	3.6	23	
-15	8	B/S		
	3			
	6	5.8	23	
	8	B/S		
720.5				
	4			
	7	3.6	19	
-20	8	B		
				Stiff, Brown, CLAY, with sand, some silt
	5			
	8	7.3	17	
	12	S		
	4			
	5	4.3	16	
-25	9	B/S		
	3			
	5	4.1	19	
	8	B		
	4			
	5	3.0	18	
-30	8	B		
	3			
	7	2.8	20	
-35	7	B		
701.0				
	4			
	3			Loose, SAND, with gravel 700.0
	3		19	Stiff, brown, SANDY CLAY, some silt
-40				

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

BBS, form 137 (Rev. 8-99)

SOIL BORING LOG

Date 24/5/23

ROUTE FAP 342 **DESCRIPTION** TSRS - South Side Anderson Drive **LOGGED BY** Gonzalez (OG)

SECTION 2018-100-BR **LOCATION** , **SEC.** 18, **TWP.** 42N, **RNG.** 11E, 3rd **PM**,
Latitude 42.1161850, **Longitude** -88.0037343

COUNTY Cook **DRILLING METHOD** Hollow Stem Auger (8" O.D., 3.25" I.D.) **HAMMER TYPE** Auto 140 lb HE 91

STRUCT. NO.
Station

BORING NO. GC-62
Station 2364+95.40
Offset 30.0 ft LT
Ground Surface Elev. 739.0 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After Hrs. Filled ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				Stiff, brown, SANDY CLAY, some silt *(continued)*
	4			
	6	1.5	18	
	8	B		
694.0 -45				Boring terminated at 45 feet.
-50				
-55				
-60				

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

BBS, form 137 (Rev. 8-99)

CZAPLICKI LOPEZ, PLLC
201 KENMARE DRIVE
BURR RIDGE, ILLINOIS 60527
630-915-8861
DESIGN FIRM NO: 184.008135

USER NAME =	DESIGNED - PAF	REVISED -	
	CHECKED - CSP	REVISED -	
PLOT SCALE =	DRAWN - SVJ	REVISED -	
PLOT DATE =	CHECKED - PAF	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS II
STRUCTURE NO. 016-0372
SHEET 38 OF 38 SHEETS

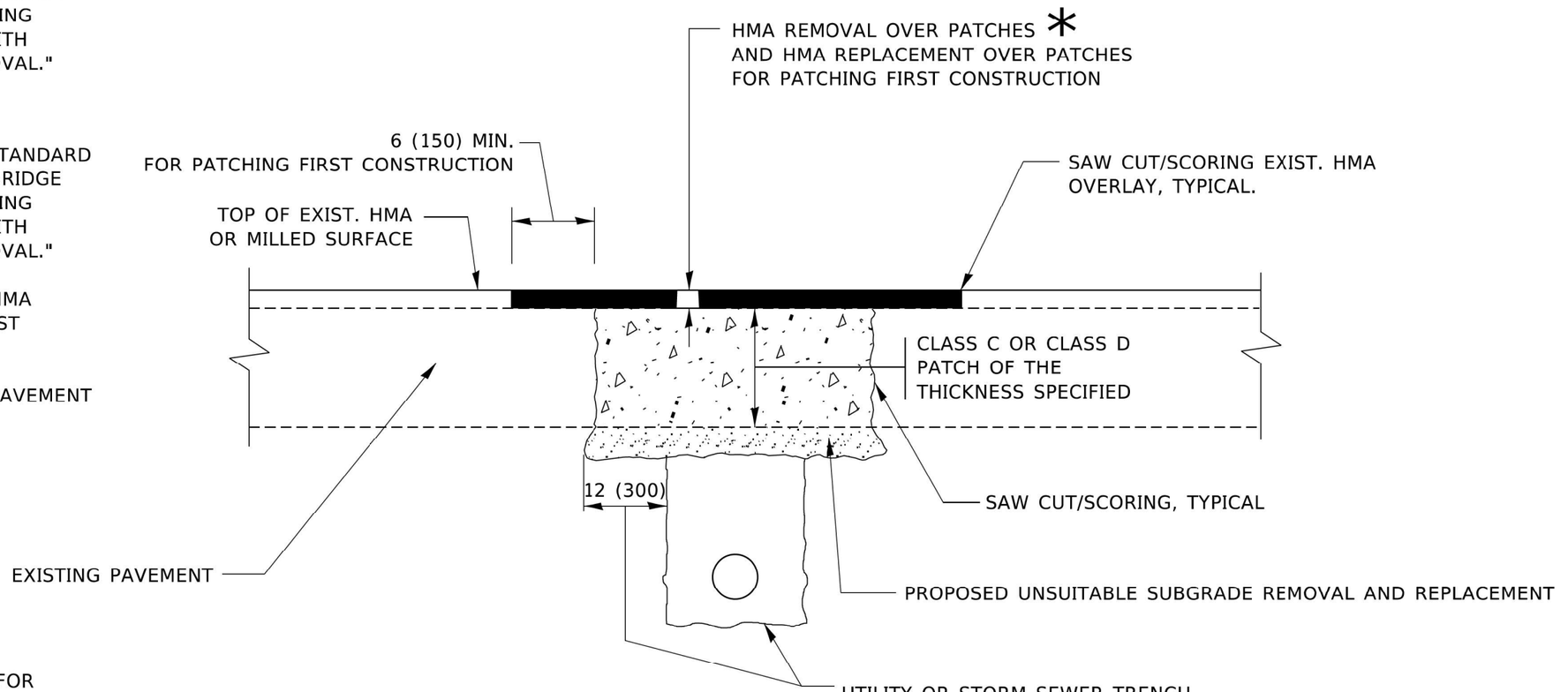
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531) BR 23	COOK	1211	951
		CONTRACT NO. 62W38		
	ILLINOIS	FED. AID PROJECT		

METHOD OF MEASUREMENT

REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."

BASIS OF PAYMENT

1. REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."
2. SAW CUT/SCORING OF EXISTING HMA OVERLAY IS INCLUDED IN THE COST OF PAVEMENT PATCHING.
3. SAW CUT/SCORING OF EXISTING PAVEMENT IS INCLUDED IN THE COST OF PAVEMENT PATCHING.



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4½ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

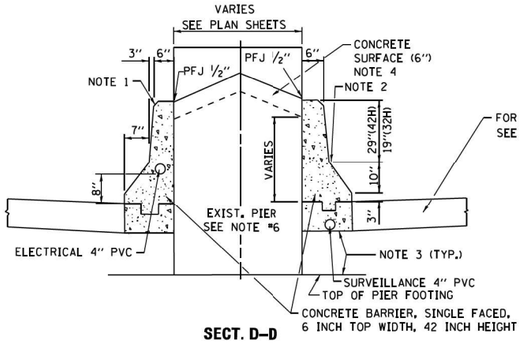
USER NAME = Lawrence,DeManche	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**
	DRAWN -	REVISED - R. BORO 09-04-07	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - K. ENG 10-27-08	
PLOT DATE = 11/18/2022	DATE - 10-25-94	REVISED - K. SMITH 11-18-22	

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

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

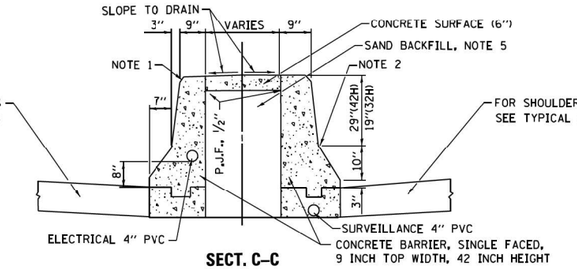
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	952
	BD400-04 (BD-22)	CONTRACT NO. 62W38		
	ILLINOIS FED. AID PROJECT			

TANGENT CONDITION



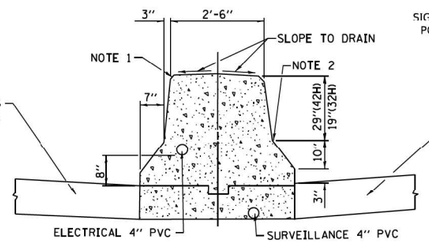
SECT. D–D

CONCRETE BARRIER



SECT. C–C

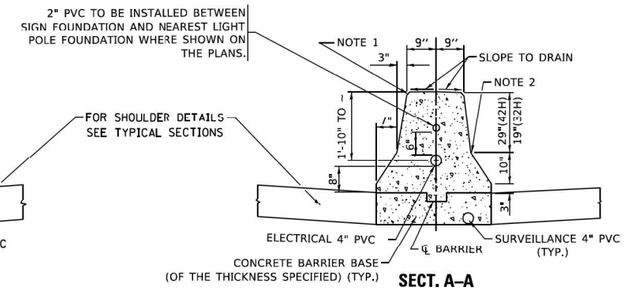
CONCRETE BARRIER



SECT. B–B

CONCRETE BARRIER

CONCRETE BARRIER, DOUBLE FACED
18 INCH VARIABLE TOP WIDTH
42 INCH HEIGHT

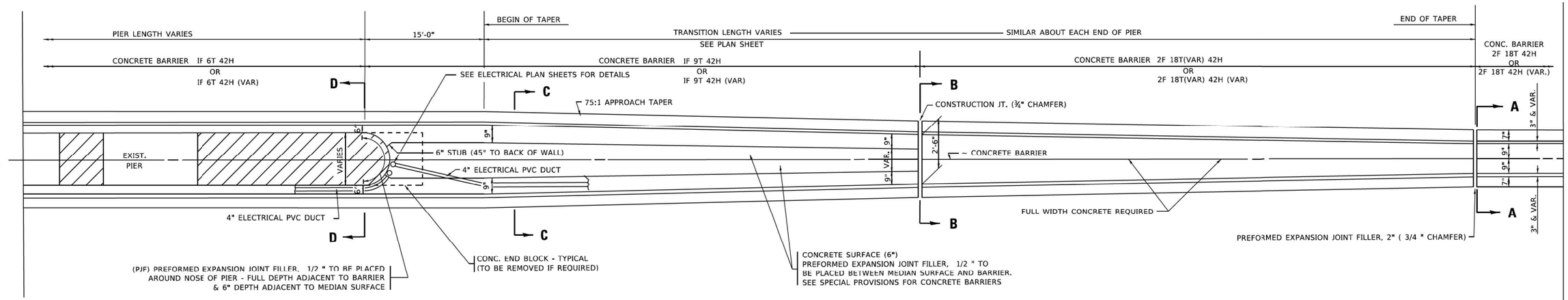


SECT. A–A

CONCRETE BARRIER

CONCRETE BARRIER, DOUBLE FACE,
18 INCH TOP WIDTH,
42 INCH HEIGHT

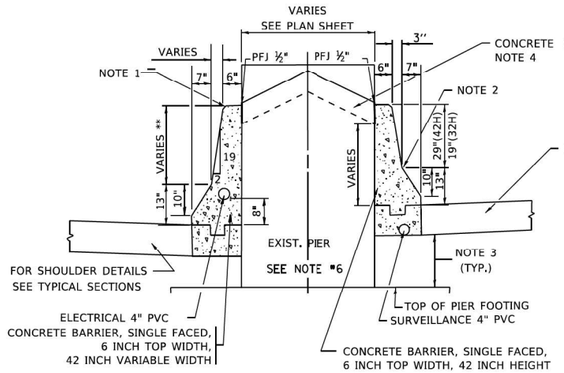
PLAN VIEW OF
CONCRETE BARRIER TRANSITION



(SUPER ELEVATION CONDITION)

SECT. D–D

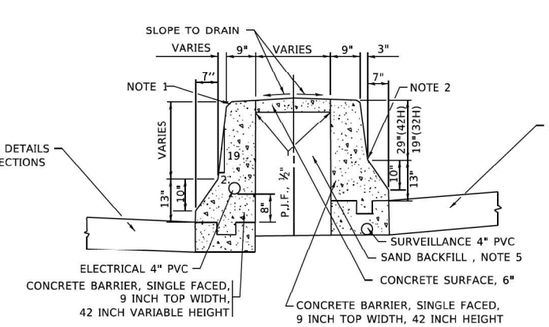
CONCRETE BARRIER



AROUND NOSE OF PIER - FULL DEPTH ADJACENT TO BARRIER
& 6" DEPTH ADJACENT TO MEDIAN SURFACE

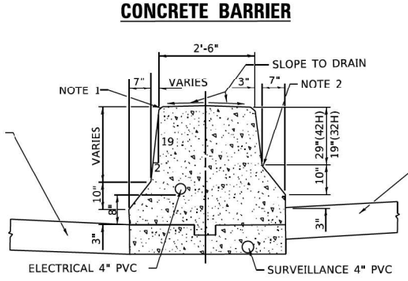
SECT.C–C

CONCRETE BARRIER



SECT. B–B

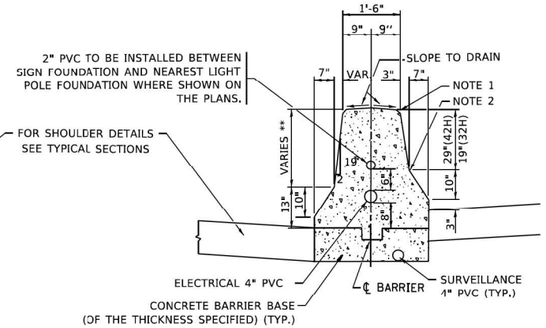
CONCRETE BARRIER



CONCRETE BARRIER, DOUBLE FACE,
18 INCH VARIABLE TOP WIDTH,
42 INCH VARIABLE HEIGHT

SECT. A–A

CONCRETE BARRIER



CONCRETE BARRIER, DOUBLE FACE,
18 INCH TOP WIDTH,
42 INCH VARIABLE HEIGHT

GENERAL NOTES

1. FOR UNDERDRAIN DETAILS SEE TYPICAL SECTIONS.
2. FOR KEYWAY (F) DIMENSIONS, SEE TYPICAL SECTIONS.
3. IF USING JOINTED CONCRETE BARRIER BASE, CONTRACTORS WILL HAVE THE OPTION OF USING A KEYWAY OR #____TIE BARS AT____O.C.
4. MAINTAIN SLOPE OF FACE AS SHOWN ON DETAIL. HEIGHT AND WIDTH OF BARRIER INCREASE WHERE A DIFFERENCE IN MEDIAN EDGE-OF-PAVEMENT GRADE ELEVATION EXISTS.

NOTES:

1. 3/4 " CHAMFER OR 1" RADIUS (OPTIONAL)
2. 10" RADIUS (OPTIONAL)
3. EXTEND BOTTOM OF BARRIER TO FOOTING ONLY WHEN DEPTH IS 6" OR LESS, OTHERWISE MAINTAIN SAME DEPTH AS BOTTOM OF SHOULDER
4. PIER FILLER MATERIAL TO BE CONCRETE IF MINIMUM 6" THICKNESS WILL BE MAINTAINED. IF 6" THICKNESS CANNOT BE MAINTAINED USE ASPHALT FILLER MATERIAL AS DIRECTED BY THE ENGINEER.
5. SAND BACKFILL AND CONCRETE SURFACE WILL BE REQUIRED. FILLING WITH CONCRETE WILL NOT BE ALLOWED.
6. IF PIER IS NEW CONSTRUCTION BARRIER WALL MAY BE MONOLITHIC

BASIS OF PAYMENT

1. COST OF SAND BACKFILL, CONCRETE SURFACE (6"), AND PIER FILLER MATERIAL WILL BE PAID FOR SEPERATELY.
2. PREFORMED JOINT FILLER SHALL BE INCLUDED IN THE UNIT COST FOR THE CONCRETE BARRIER OF THE TYPE INVOLVED.
3. CONCRETE BARRIER BASE PAY ITEM IS TO BE INCLUDED IF THE BARRIER IS CONSTRUCTED MONOLITHIC OR JOINTED TO BASE. #____TIE BARS AT____ O.C.
4. REMOVAL OF CONCRETE BLOCK SHALL BE INCLUDED IN THE UNIT COST OF CONCRETE BARRIER.

USER NAME = Lawrence.DeManche	DESIGNED - FORD	REVISED - FORD 12-06-88	
	DRAWN -	REVISED - K. SMITH 11-18-22	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 11/18/2022	DATE - 09-09-88	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE BARRIER TRANSITION &
GENERAL DETAILS, CONCRETE BARRIER BASE

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	953
	BD-27	CONTRACT NO. 62W38		
	ILLINOIS FED. AID PROJECT			

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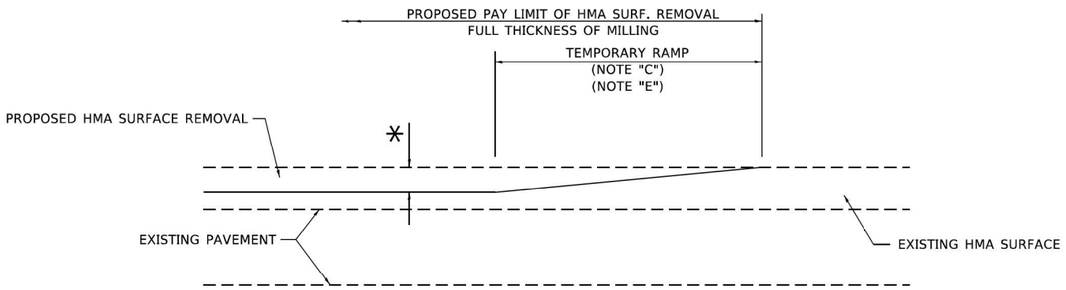
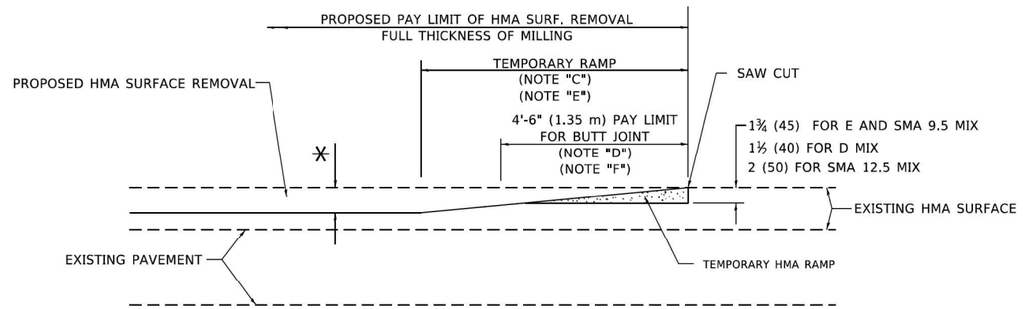


MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

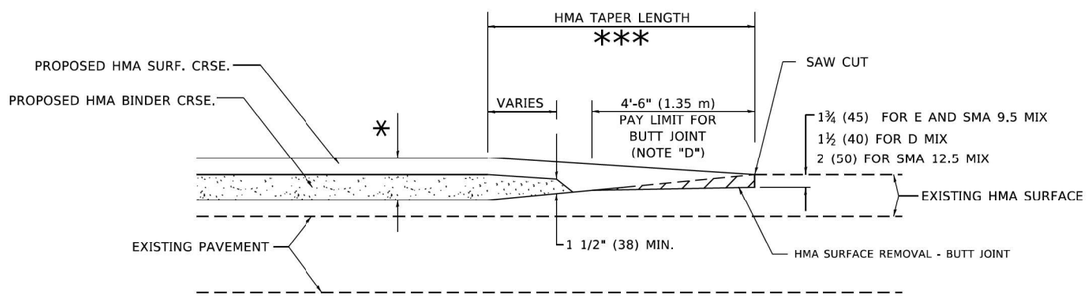


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

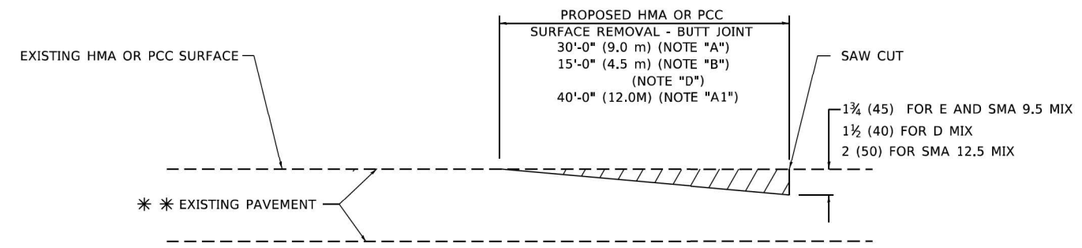
OPTION 2

TYPICAL TEMPORARY RAMP

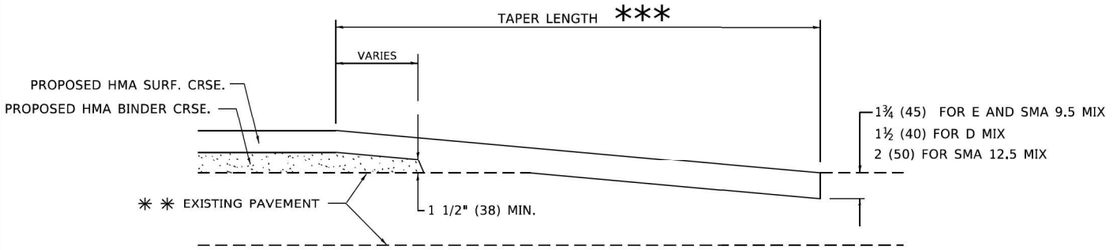


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

GENERAL NOTES

A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.

A1. INTERSTATES

B. MINOR SIDE ROADS.

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

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

E. TAPER THE TEMP. RAMP AT A RATE OF 3' - 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

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

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

BASIS OF PAYMENT

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

2. THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT.

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

MODEL: Default
FILE NAME: pw:\\dot-pw.bentley.com:PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist\Sta22x34\CADData\CADsheets\sta32.dgn

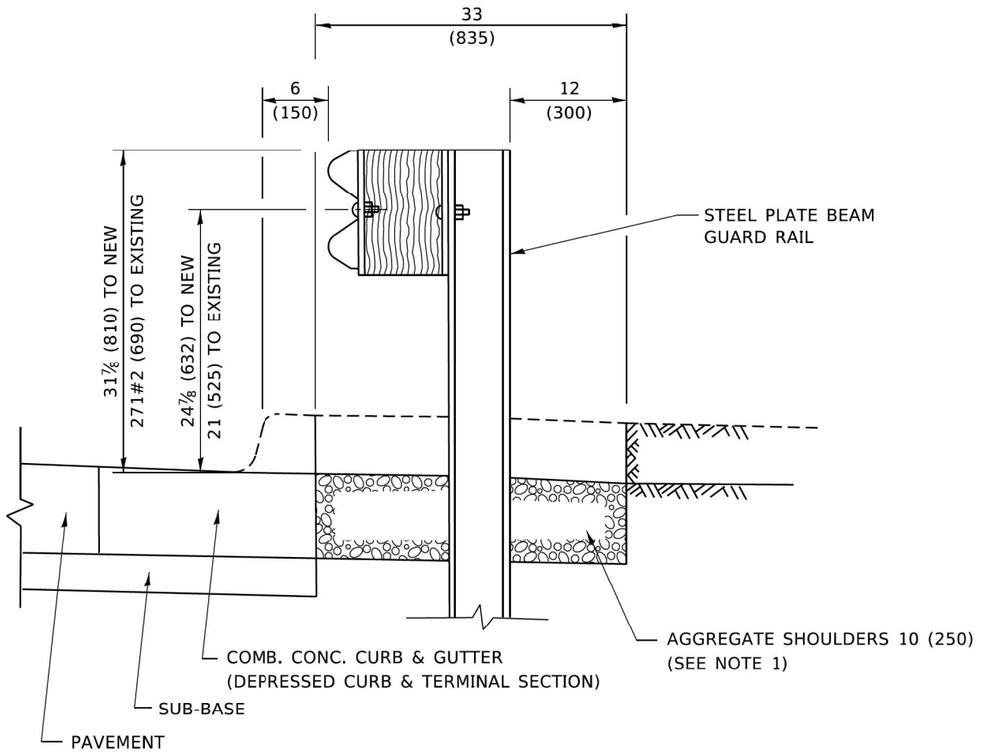
USER NAME = Lawrence,DeManche	DESIGNED - M. DE YONG	REVISED - A. ABBAS 03-21-97	
	DRAWN -	REVISED - M. GOMEZ 04-06-01	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - R. BORO 01-01-07	
PLOT DATE = 11/18/2022	DATE - 06-13-90	REVISED - K. SMITH 11-18-22	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	954
	BD400-05 BD-32	CONTRACT NO. 62W38		
	ILLINOIS FED. AID PROJECT			

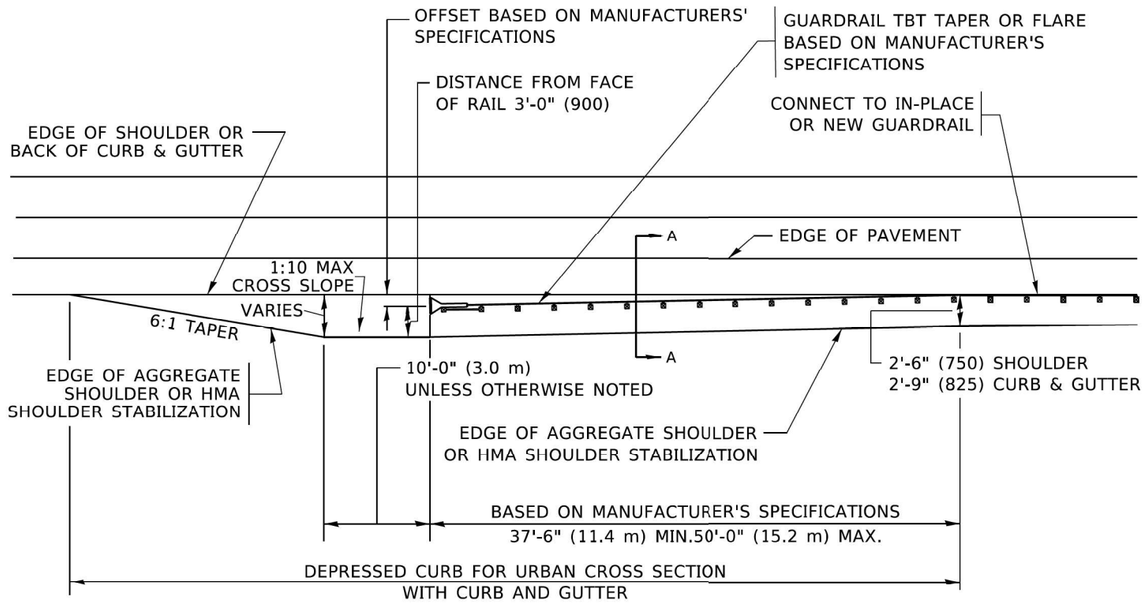


SECTION A–A

NOTES:

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

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



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

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

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

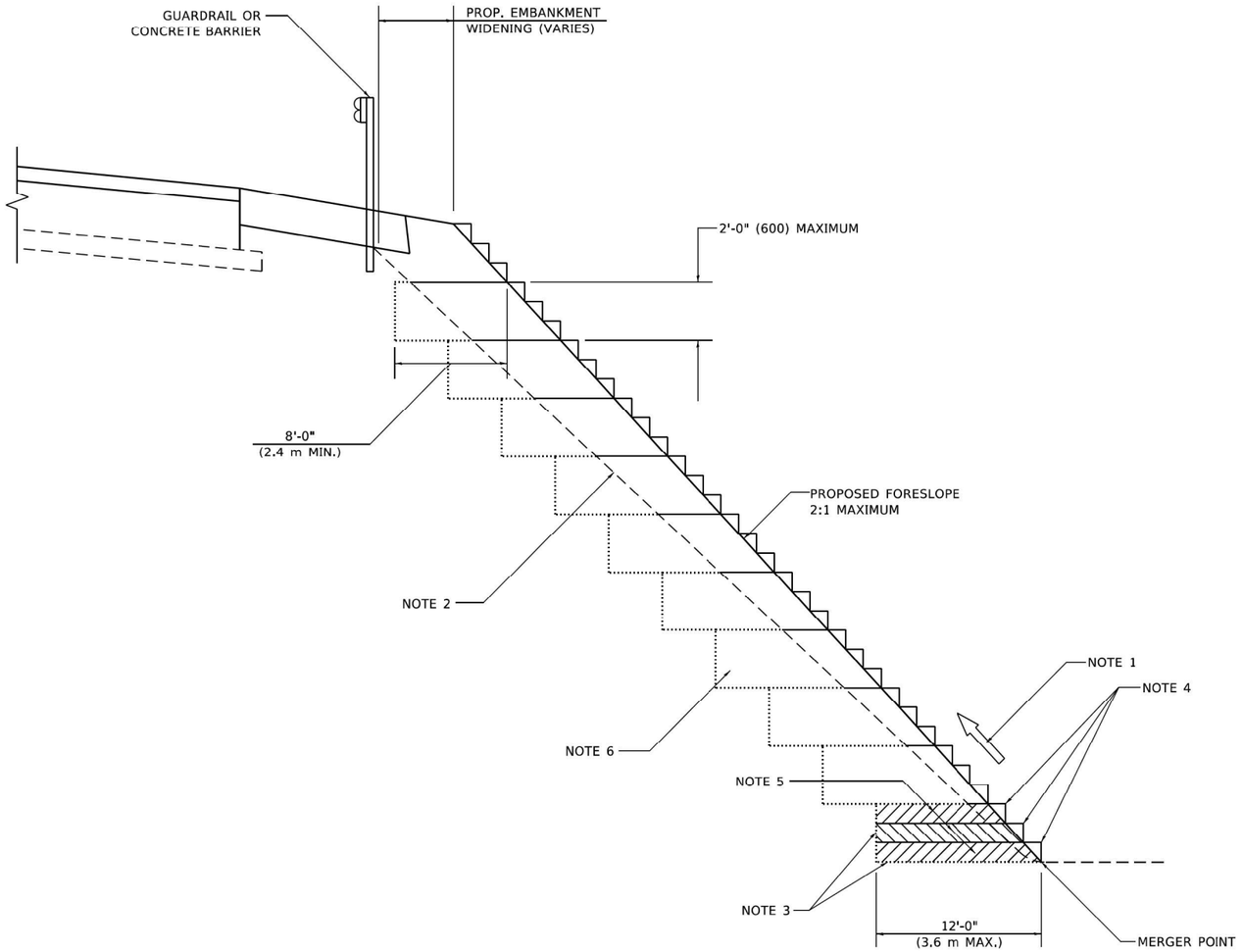
COMB. CONC. C&G, STEEL PLATE BEAM GUARD RAIL AND TRAFFIC BARRIER TERMINAL, OF THE TYPE SPECIFIED WILL BE PAID FOR SEPARATELY.

TBT = TRAFFIC BARRIER TERMINAL

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

MODEL: Default
FILE NAME: pw:\\dot-pw.bentley.com:PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist1d22x34\CAD\Data\CADsheets\ad34.dgn

USER NAME = Lawrence.DeManche	DESIGNED - M. DE YONG	REVISED - R. BORO 09-14-2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR DEPRESSED CURB & GUTTER AND SHOULDER TREATMENT AT TBT TY. 1 SPL.	F.A.P. RTE. 342 | SECTION 2018-100-BR | COUNTY COOK | TOTAL SHEETS 1211 | SHEET NO. 955
	DRAWN -	REVISED - R. BORO 08-06-2012			BD600–10 (BD–34) | CONTRACT NO. 62W38
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - R. BORO 05-08-2015			ILLINOIS | FED. AID PROJECT
PLOT DATE = 11/18/2022	DATE - 09-22-90	REVISED - K. SMITH 11-18-22		SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.	



TYPICAL BENCHING DETAIL FOR EMBANKMENT

GENERAL NOTES

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

BASIS OF PAYMENT

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

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

MODEL: Default
FILE NAME: pw:\\dot-pw.bentley.com:PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist\Std22x34\CADData\CADSheets\bd51.dgn

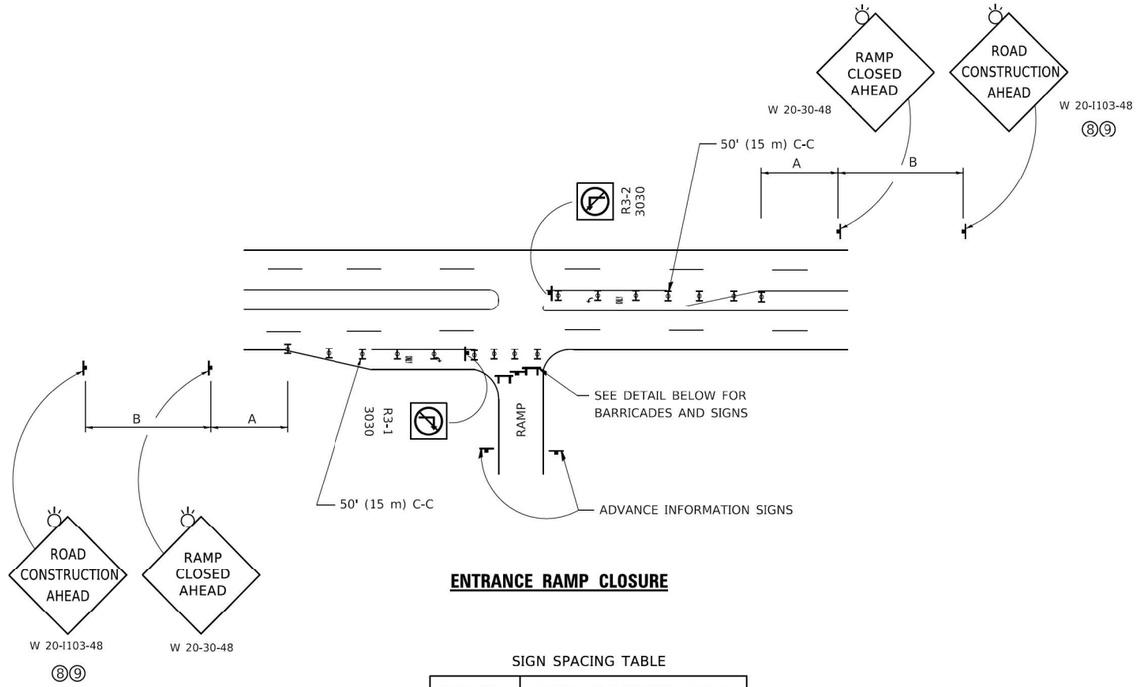
USER NAME = Lawrence.DeManche	DESIGNED -	REVISED - K. SMITH 11-18-22	
	DRAWN - CADD	REVISED -	
PLOT SCALE = 100.0000 ' / In.	CHECKED - S.E.B.	REVISED -	
PLOT DATE = 11/18/2022	DATE - 06-16-04	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BENCHING DETAIL
FOR EMBANKMENT WIDENING

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	956
	BD-51	CONTRACT NO. 62W38		
	ILLINOIS FED. AID PROJECT			

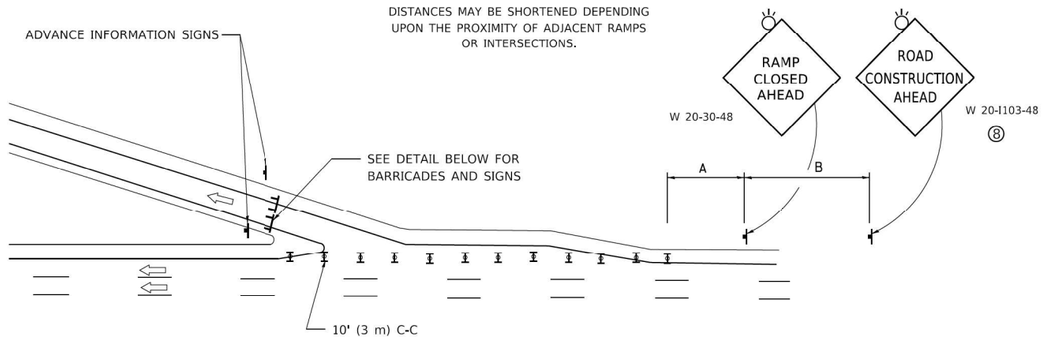


ENTRANCE RAMP CLOSURE

SIGN SPACING TABLE

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

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

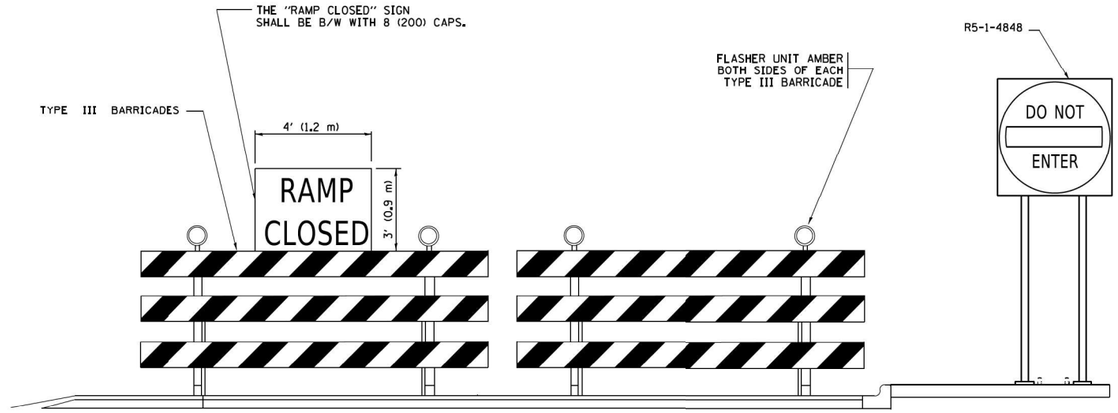


EXIT RAMP CLOSURE

SYMBOLS

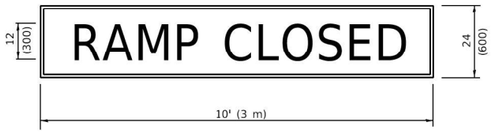
TYPE II BARRICADE OR DRUM

TYPE III BARRICADE WITH 2 FLASHING LIGHTS



DETAIL FOR REQUIRED BARRICADES & SIGNS

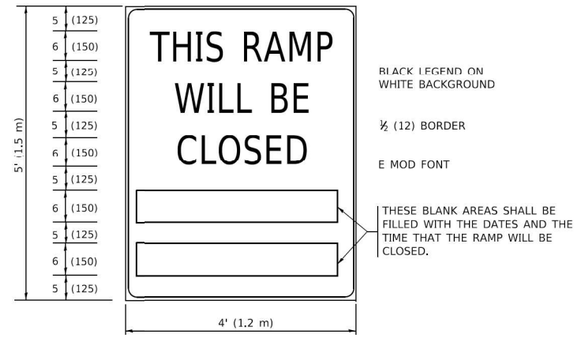
RAMP CLOSURE ADVANCE WARNING SIGN



BLACK LEGEND ON ORANGE BACKGROUND MOUNTED DIAGONALLY
E MOD FONT
1 (25) BORDER

THESE SIGNS ARE REQUIRED ON ALL THE EXIT GUIDE SIGNS FOR EXIT RAMPS THAT WILL BE CLOSED FOR MORE THAN FOUR (4) CONSECUTIVE DAYS.

RAMP CLOSURE ADVANCE INFORMATION SIGN



BLACK LEGEND ON WHITE BACKGROUND

½ (12) BORDER

E MOD FONT

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

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

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

GENERAL NOTES:

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

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

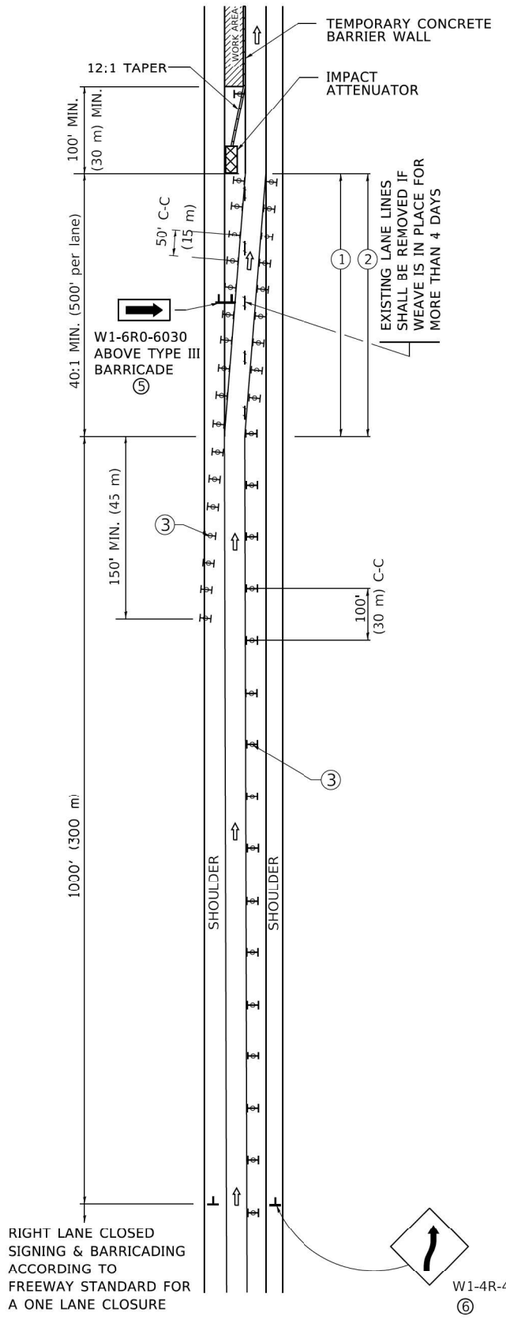
USER NAME = footemj	DESIGNED - D.W.S.	REVISED - S.P.B._01-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ENTRANCE_AND_EXIT_RAMP CLOSURE_DETAILS	
	DRAWN -	REVISED - S.P.B._12-09			
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - M.D._06-13			
PLOT DATE = 3/4/2019	DATE - 02-83	REVISED - M.D._01-18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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	957
	TC-08	CONTRACT NO. 62W38		
	ILLINOIS FED. AID PROJECT			

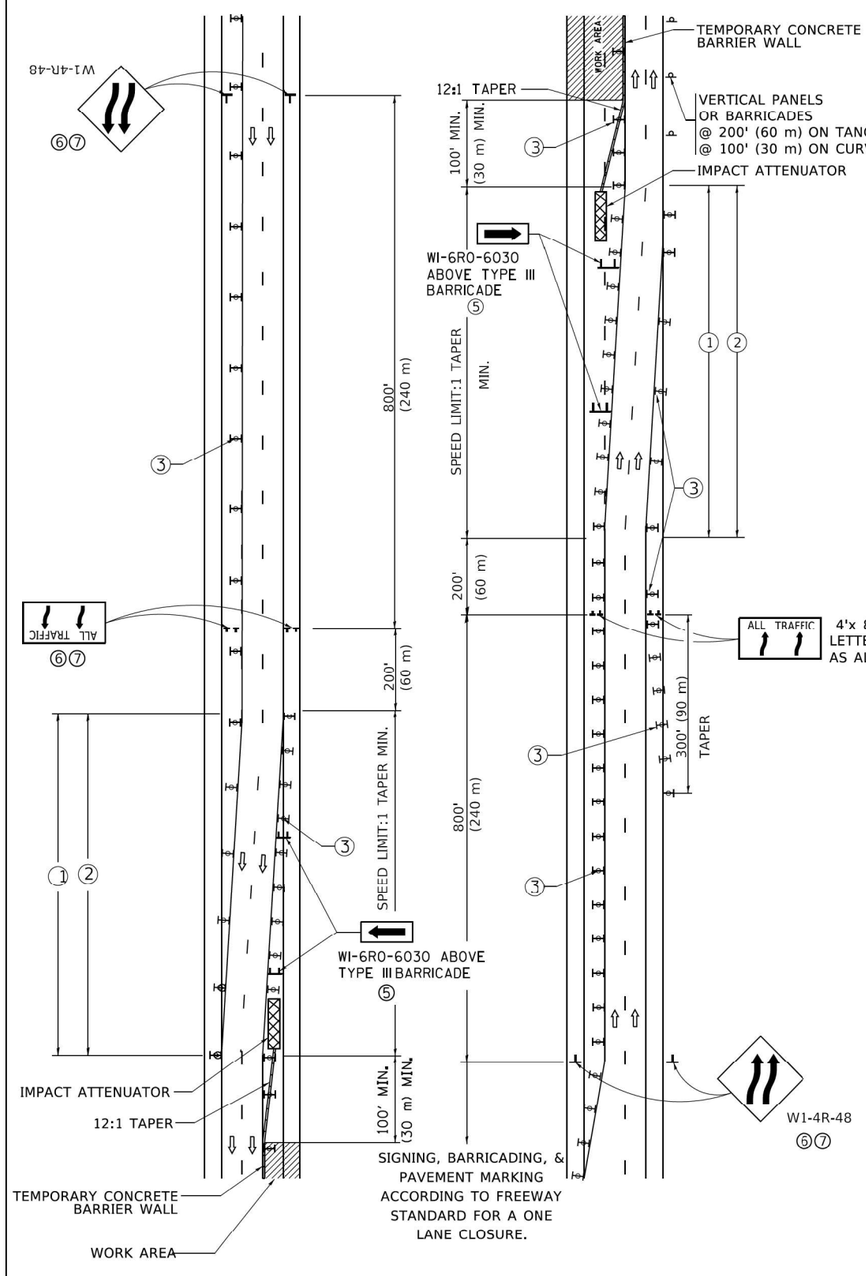
MODE: : Default
FILE NAME: pw:\\IL084EBDINTEG.Illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist\5022x34\CADData\CADSheets\tc08.dgn

tc08.dgn 3/4/2019 10:22:32 AM | user:footemj

SINGLE LANE WEAVE



MULTI–LANE WEAVE



GENERAL NOTES:

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

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

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

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

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

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

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

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

SYMBOLS

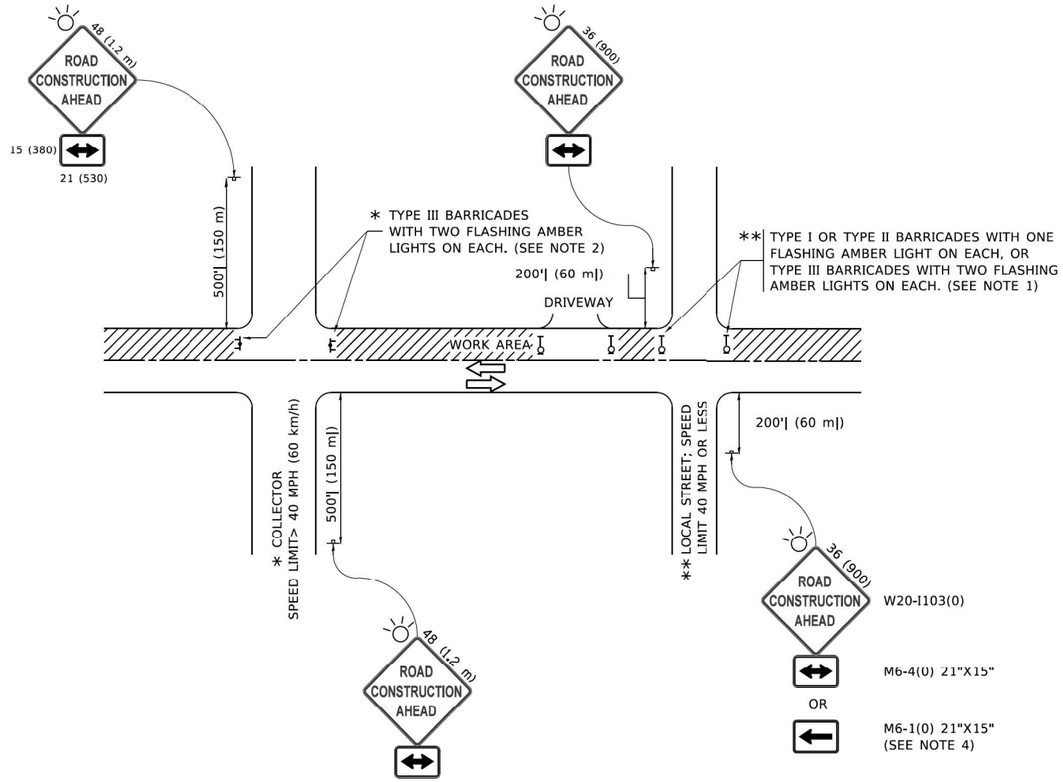
- DIRECTION OF TRAFFIC
- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE II BARRICADE OR DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
- TEMPORARY CONCRETE BARRIER WALL
- IMPACT ATTENUATOR
- W24-1-48 ⑦

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

USER NAME = footemj	DESIGNED - D.W.S.	REVISED - J.A.F. 02-06	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE & MULTI–LANE WEAVE**	F.A.P. RTE. 342 | SECTION 2018-100-BR | COUNTY COOK | TOTAL SHEETS 1211 | SHEET NO. 958
	DRAWN -	REVISED - S.P.B. 01-07			TC-09 | CONTRACT NO. 62W38
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - S.P.B. 12-09		SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.	ILLINOIS | FED. AID PROJECT
PLOT DATE = 3/4/2019	DATE - 02-87	REVISED - M.D. 06-13			

MODE:: Default
FILE NAME: pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist5\d22x34\CADData\CADSheets\tc05.dgn

tc09.dgn 3/4/2019 10:24:46 AM User:footemj



NOTES:

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

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	959
	TC-10	CONTRACT NO. 62W38		
	ILLINOIS FED. AID PROJECT			

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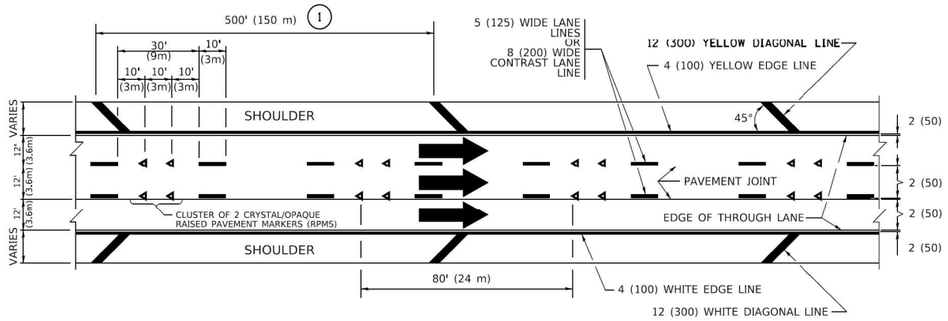
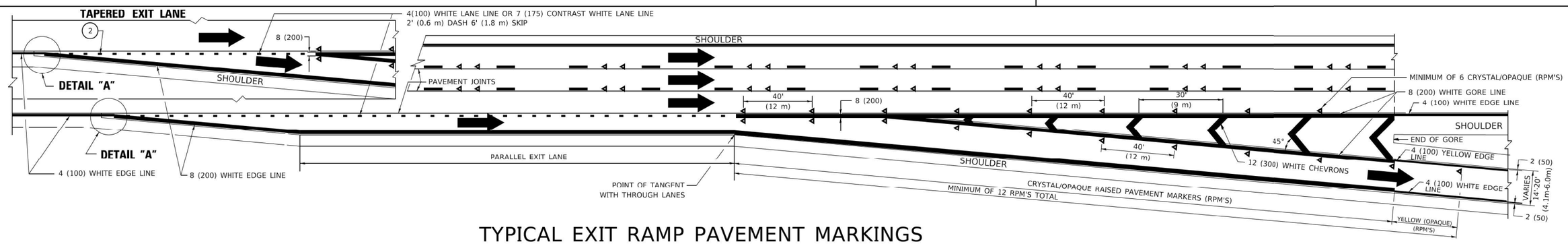
tc10.dgn 3/4/2019 10:22:07 AM User:footemj



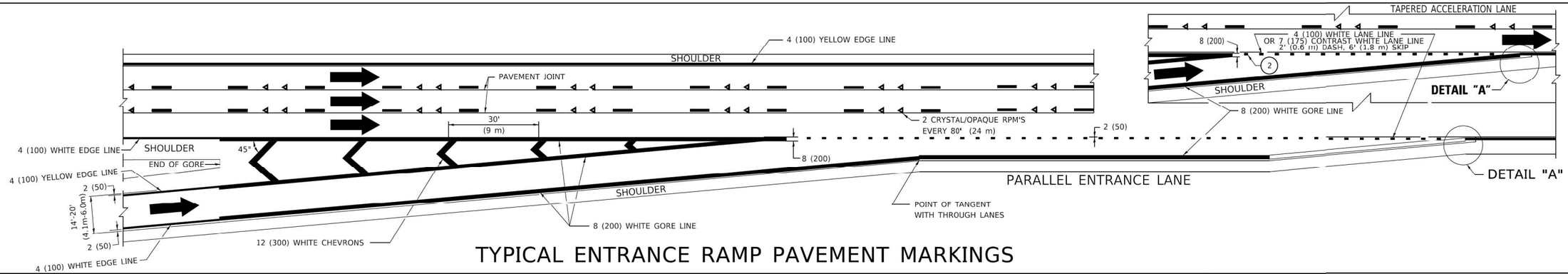
TYPICAL EDGE LINES & LANE LINES

PAVEMENT MARKING MATERIALS

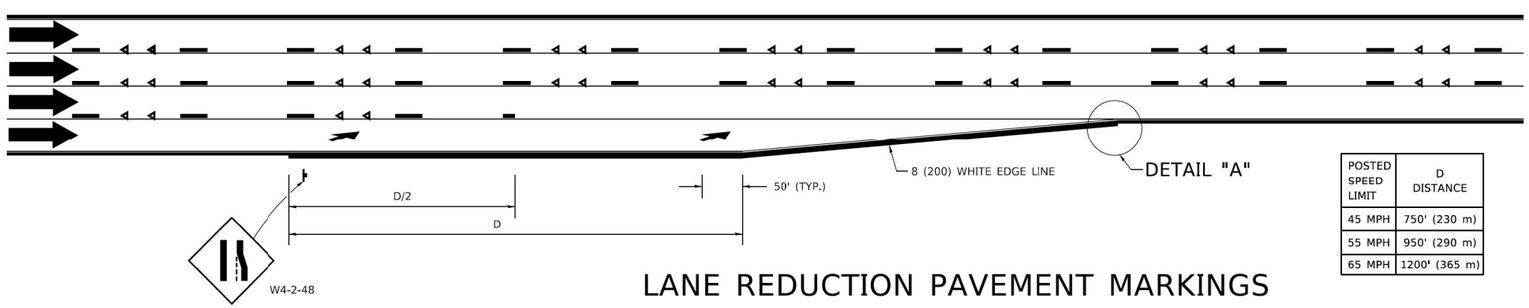
1. THERMOPLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON HMA PAVEMENTS.
2. POLYUREA OR MODIFIED URETHANE PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON PCC PAVEMENTS.
3. PREFORMED PLASTIC PAVEMENT MARKING LINE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



TYPICAL EXIT RAMP PAVEMENT MARKINGS

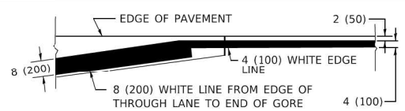


TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS



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

LANE REDUCTION PAVEMENT MARKINGS



DETAIL "A"

NOTES:

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MULTI-LANE FREEWAY
PAVEMENT MARKING DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	960
	TC-12	CONTRACT NO. 62W38		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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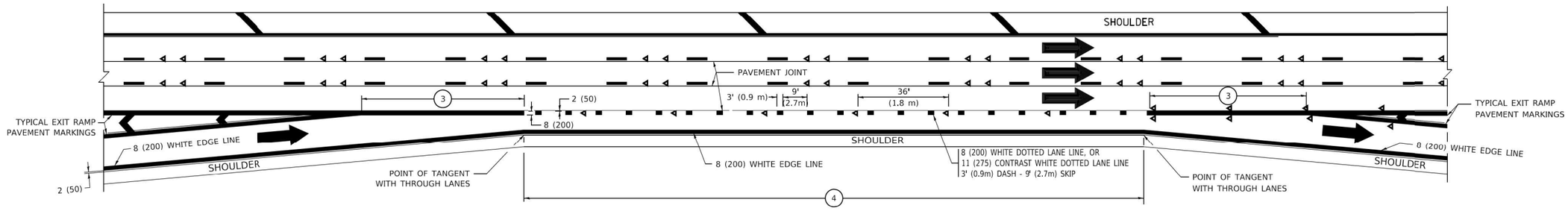
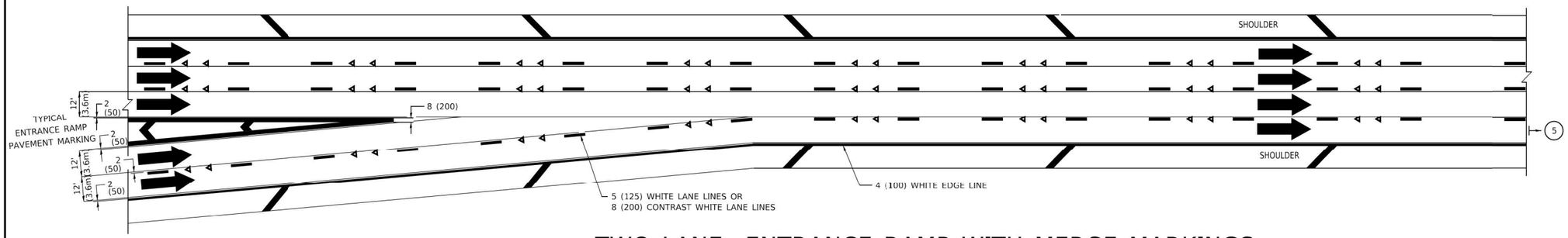
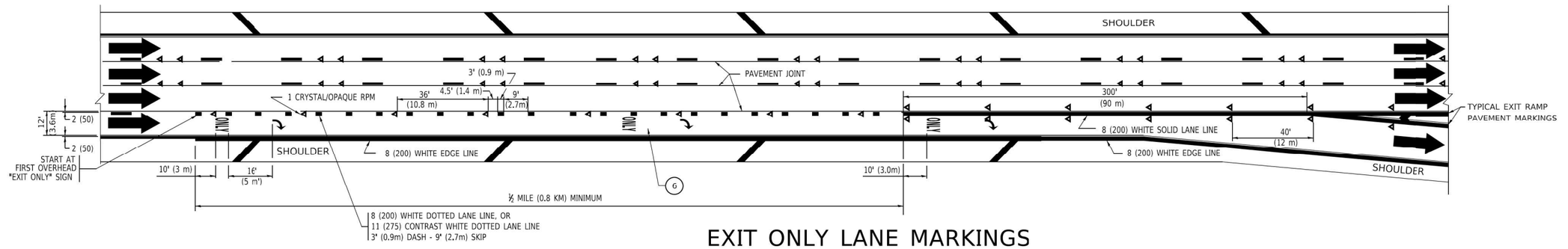
tc12.dgn 3/4/2019 10:12:03 AM User:cfootem



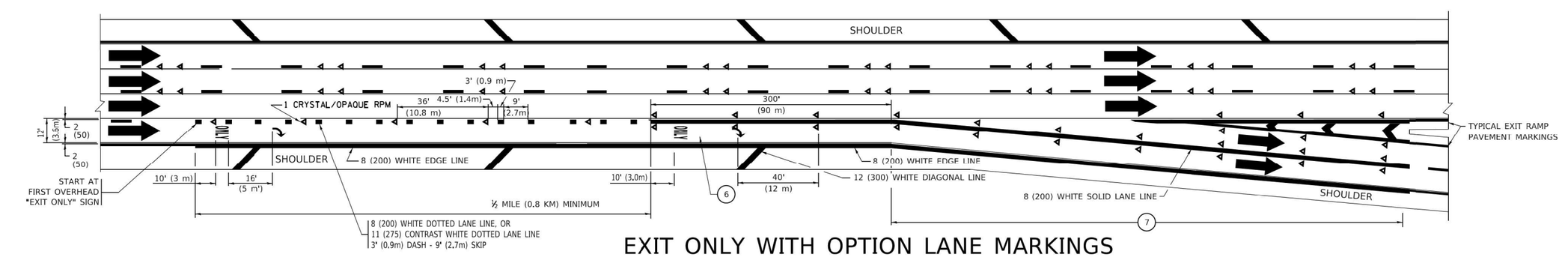
AUXILIARY LANE MARKINGS



TWO LANE ENTRANCE RAMP WITH MERGE MARKINGS



EXIT ONLY LANE MARKINGS



EXIT ONLY WITH OPTION LANE MARKINGS

NOTES:

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

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

MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	961
	TC-12	CONTRACT NO. 62W38		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
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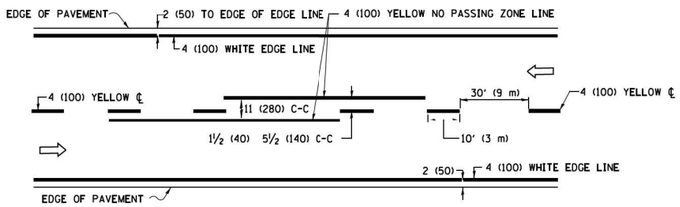
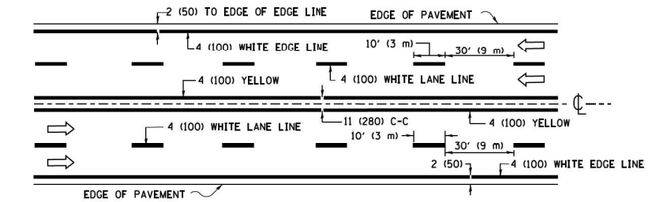
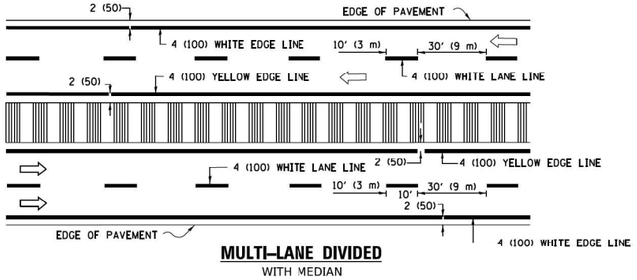
tc12.dgn 3/4/2019 10:32:33 AM User:cfootem



2–LANE ROADWAY

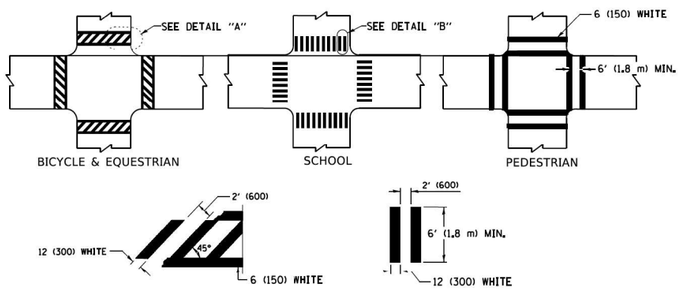


MULTI–LANE UNDIVIDED



MULTI–LANE DIVIDED
WITH MEDIAN

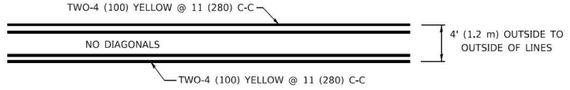
TYPICAL LANE AND EDGE LINE MARKING



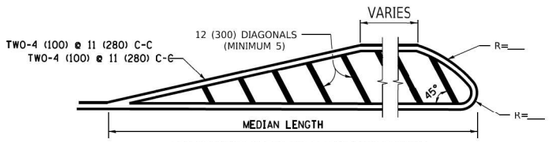
DETAIL "A" **DETAIL "B"**

TYPICAL CROSSWALK MARKING

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



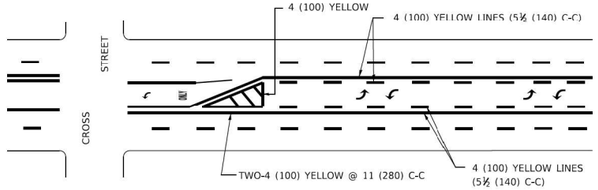
4' (1.2 m) WIDE MEDIANS ONLY



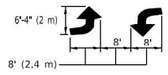
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

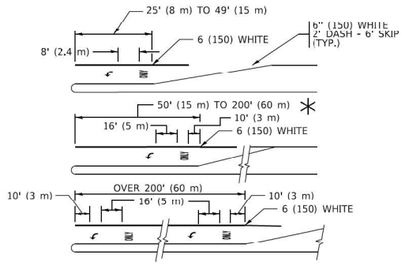


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

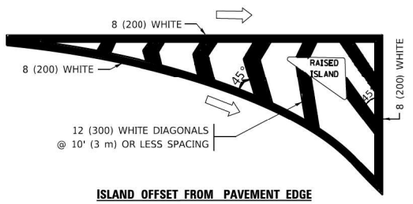


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) **ONLY** AREA = 20.8 SQ. FT. (1.9 m²)

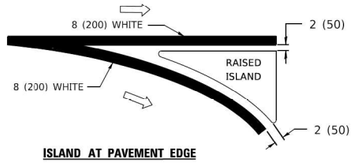
✱ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

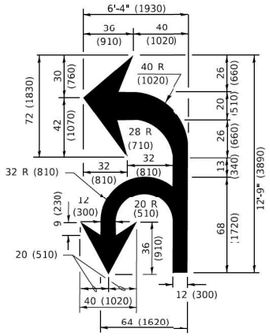


ISLAND OFFSET FROM PAVEMENT EDGE

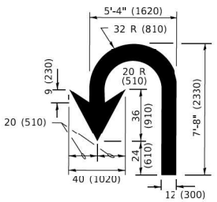


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

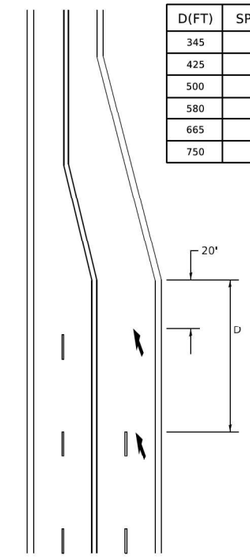


COMBINATION LEFT AND U–TURN



U–TURN

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



LANE REDUCTION TRANSITION

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

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

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

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	962
	TC–13	CONTRACT NO. 62W38		
	ILLINOIS FED. AID PROJECT			

tc13.dgn 3/4/2019 10:34:32 AM | hscrfootemj

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

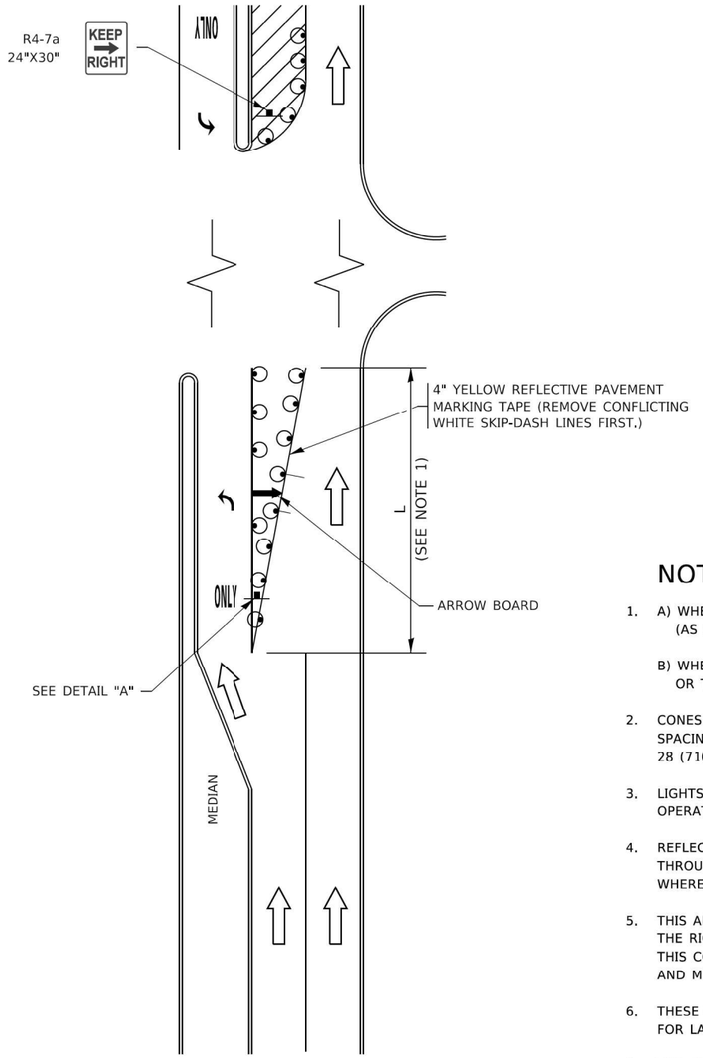


FIGURE 1

LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- ARROW BOARD
- TYPE I OR II BARRICADE OR DRUM WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- SIGN ASSEMBLY
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

NOTES:

1. A) WHEN "L" IS ≤ THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.

   B) WHEN "L" IS > THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.

2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.

3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.

4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.

5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.

6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.

7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.

8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

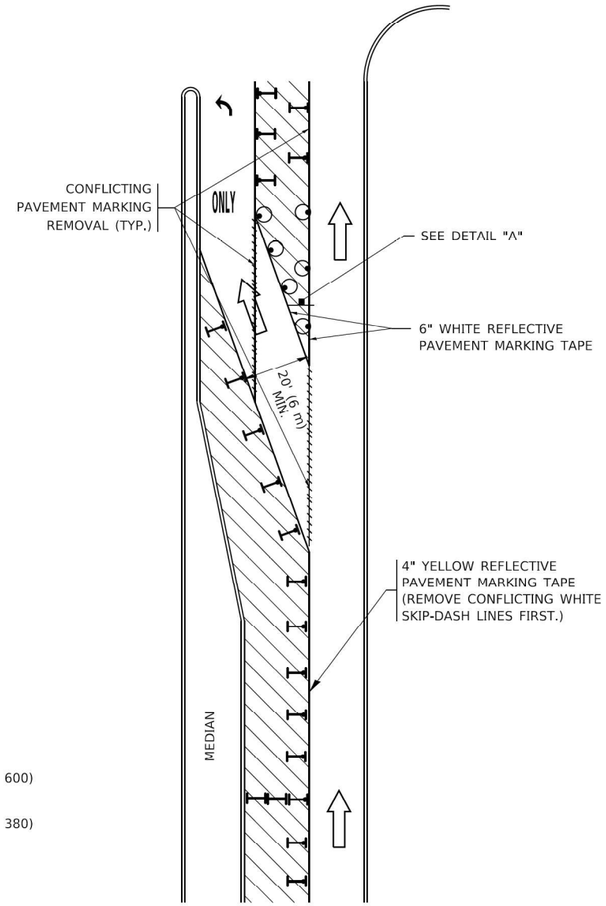
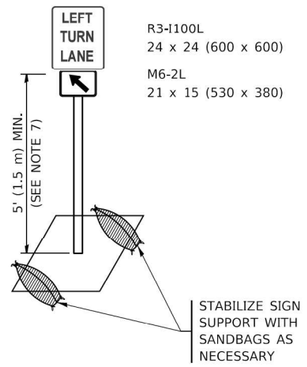


FIGURE 2



DETAIL A

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

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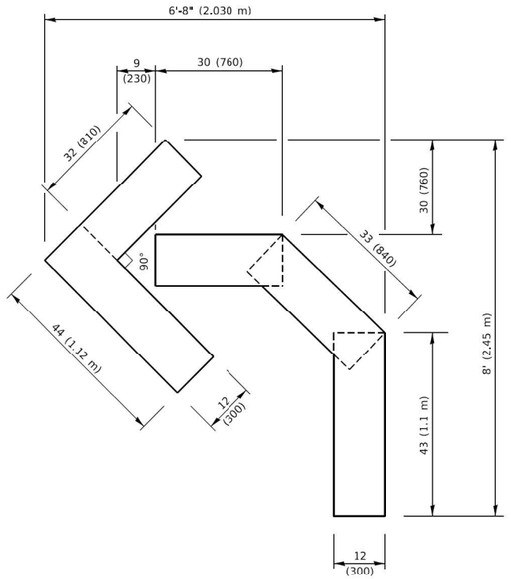
	DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13			
PLOT SCALE = 50.0000 ' / in.	CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16			
PLOT DATE = 3/4/2019	DATE - T. RAMMACHER 01-06-00	REVISED -		SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.	

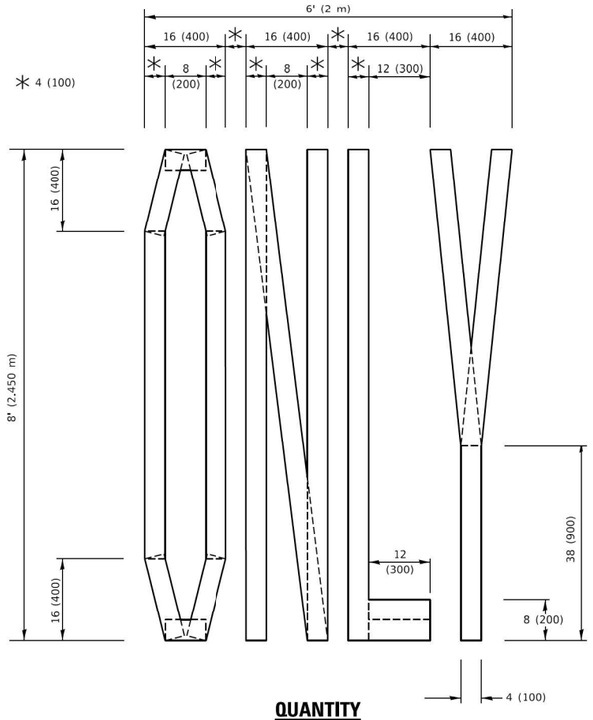
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	963
	TC-14	CONTRACT NO. 62W38		
	ILLINOIS FED. AID PROJECT			

tc14.dgn 3/4/2019 10:36:01 AM User:footemj



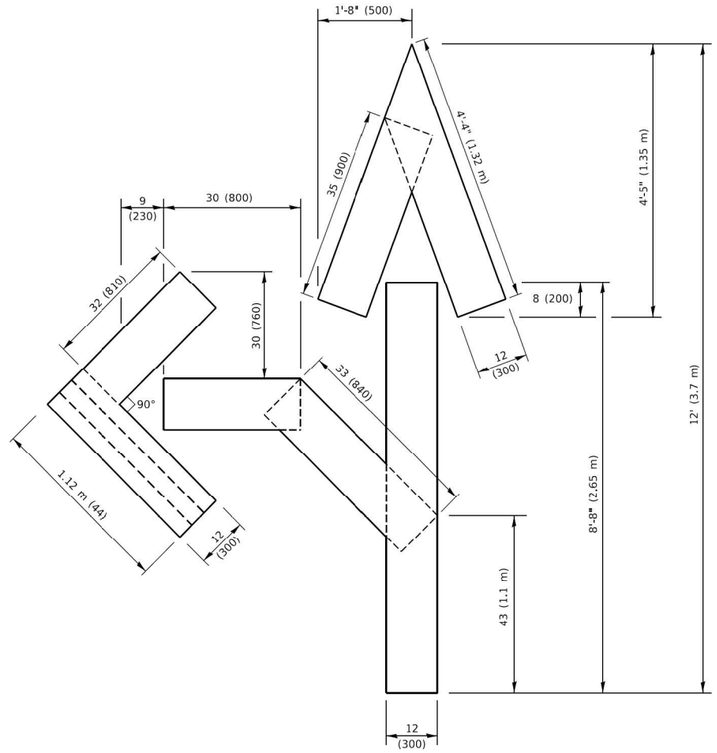
QUANTITY

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



QUANTITY

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

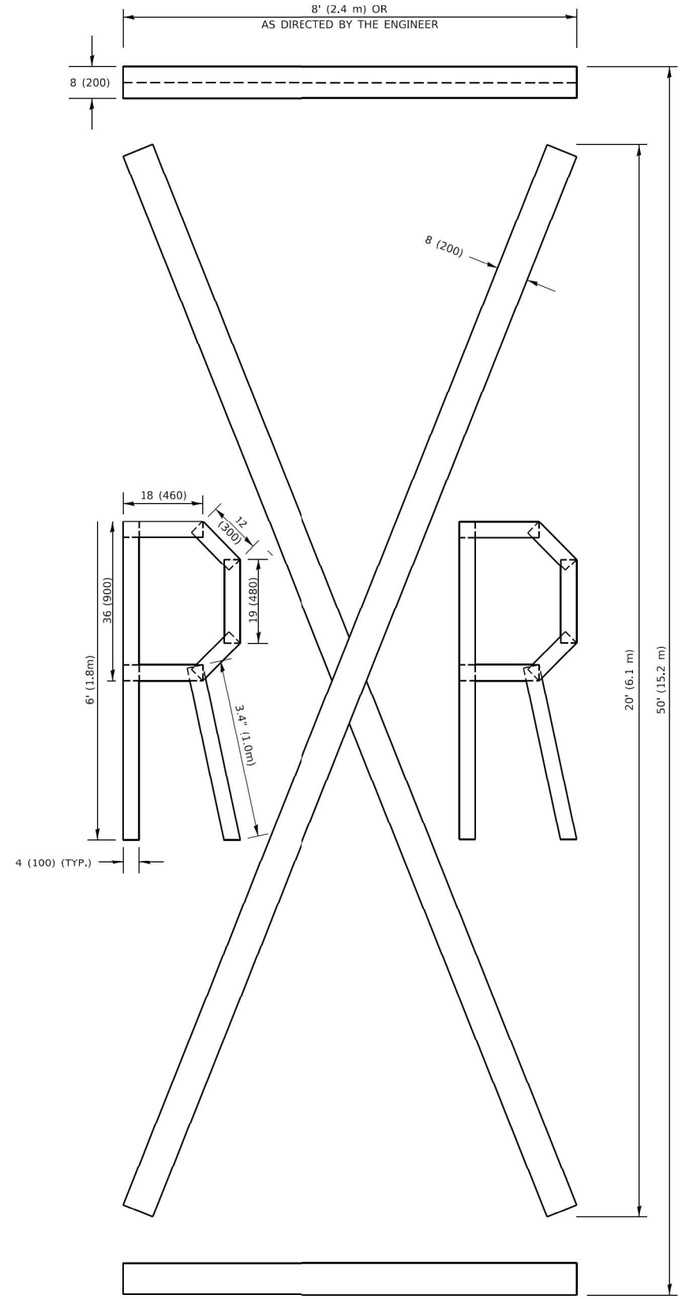


QUANTITY

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

NOTE:

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



QUANTITY

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

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

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PLOT DATE = 3/4/2019	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

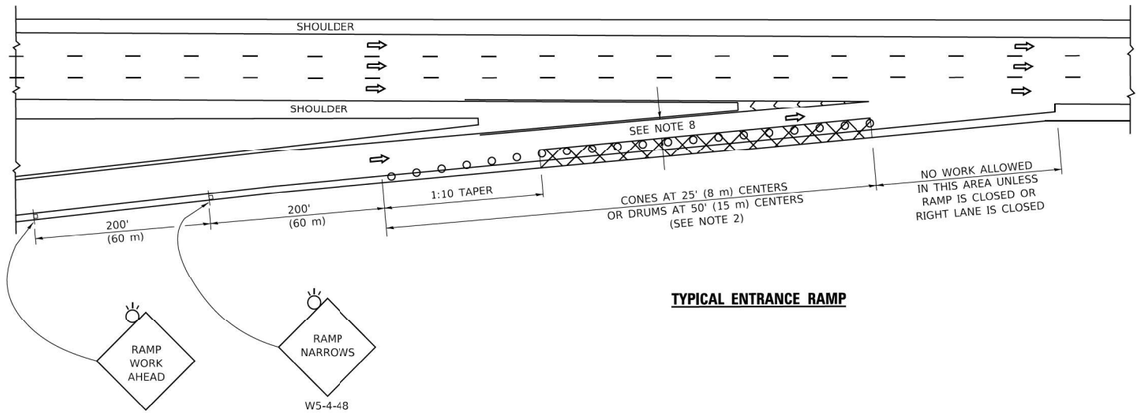
SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

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

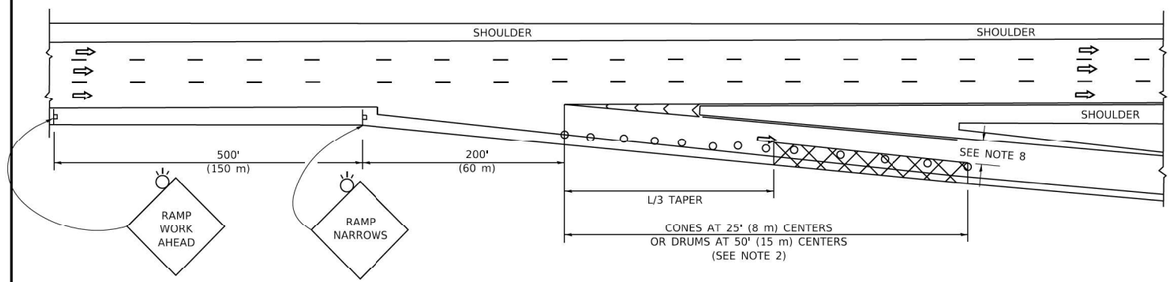
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	964
	TC-16	CONTRACT NO. 62W38		
	ILLINOIS FED. AID PROJECT			

c16.dgn 3/4/2019 10:37:35 AM User=footemj

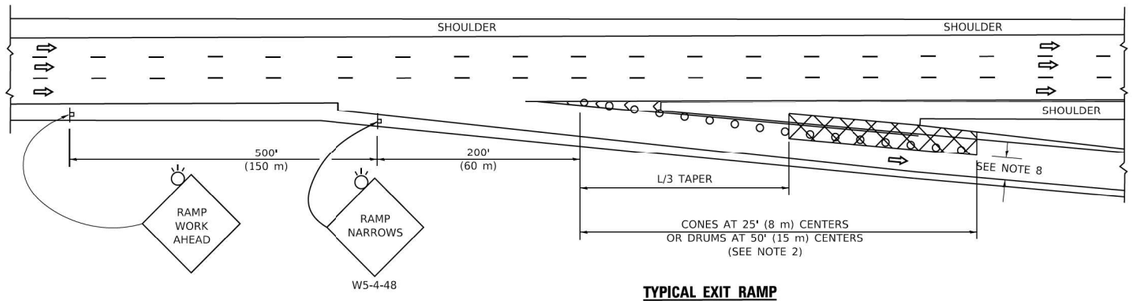
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP

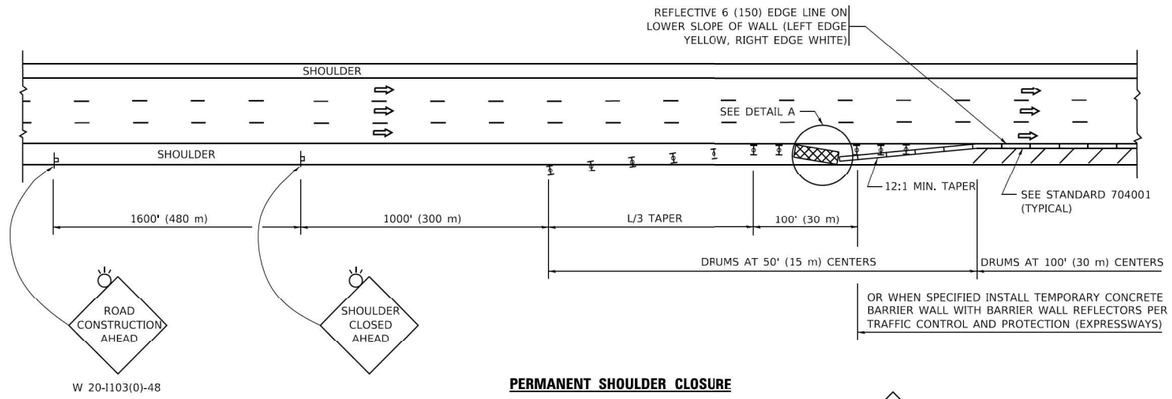


TYPICAL EXIT RAMP

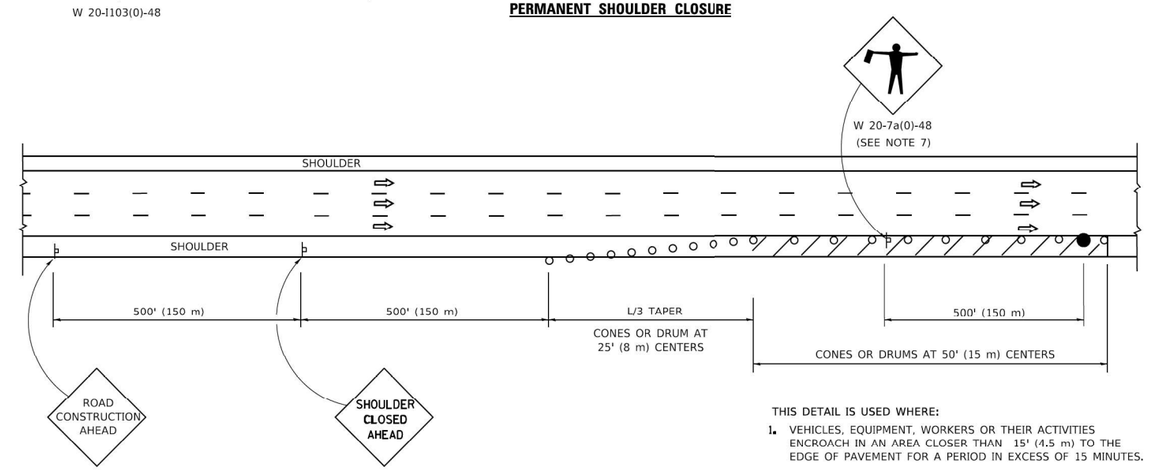


TYPICAL EXIT RAMP

SHOULDER CLOSURE DETAILS



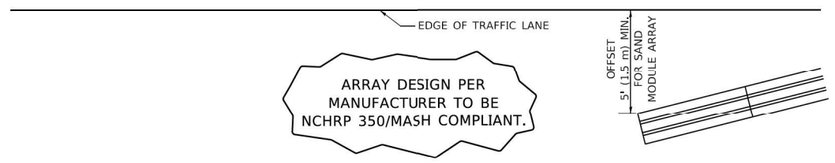
PERMANENT SHOULDER CLOSURE



THIS DETAIL IS USED WHERE:

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

DAYTIME SHOULDER CLOSURE



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

SYMBOLS

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

GENERAL NOTES:

1. THE "L" DISTANCE EQUALS:

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

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

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

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

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

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PLOT SCALE = 50.0000 ' / In.	CHECKED -	REVISED -	M.D. 06-13
PLOT DATE = 3/4/2019	DATE - 11-96	REVISED -	M.D. 01-18

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

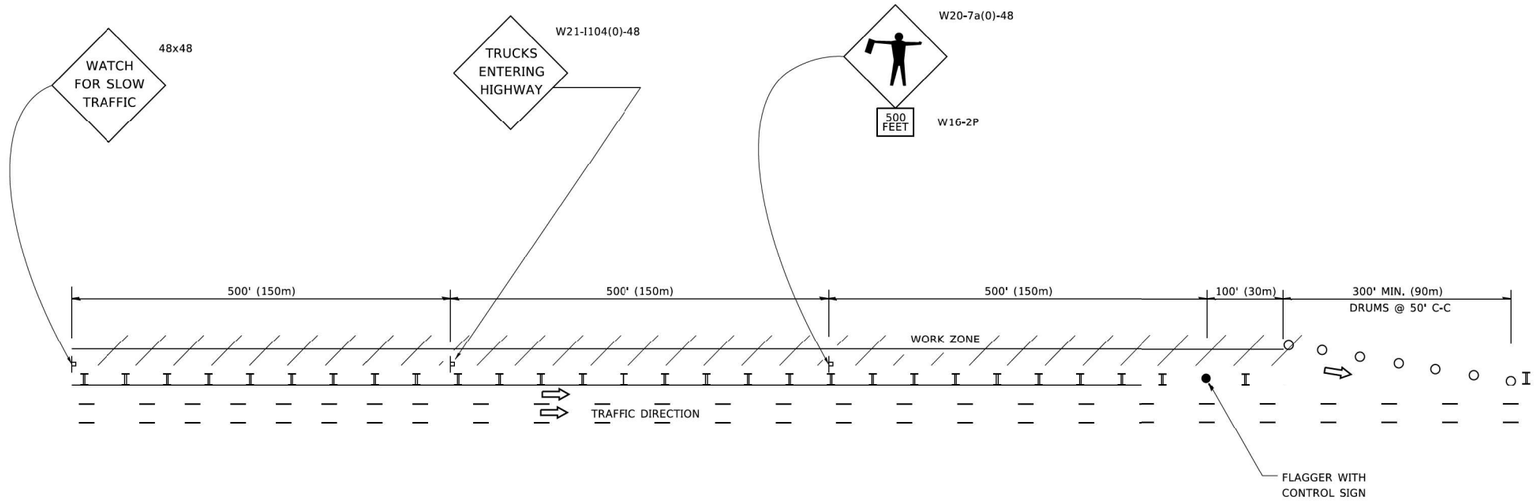
TRAFFIC CONTROL DETAILS FOR FREEWAY
SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES

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

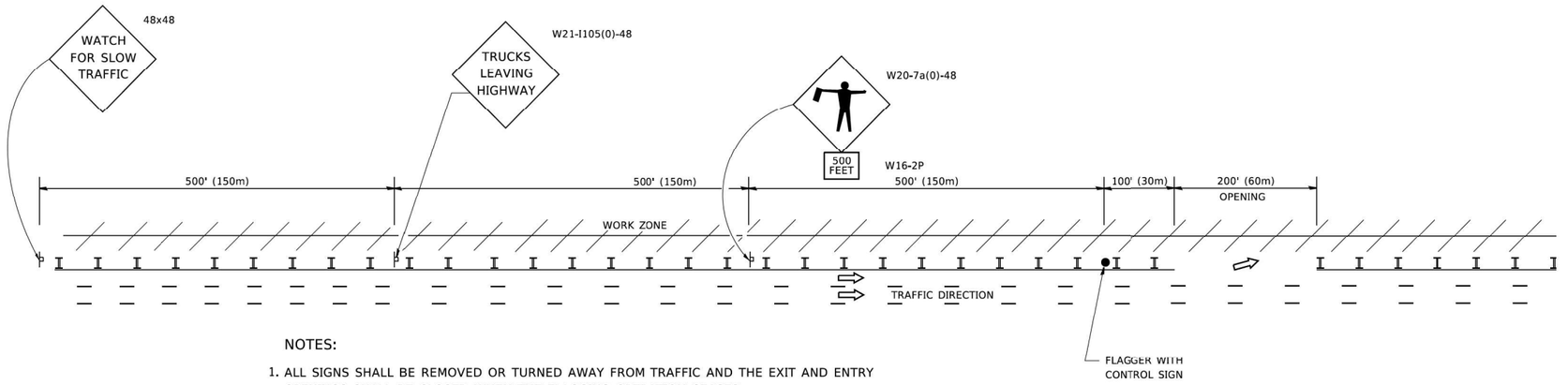
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	965
	TC-17	CONTRACT NO. 62W38		
	ILLINOIS	FED. AID PROJECT		

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

1. ALL SIGNS SHALL BE REMOVED OR TURNED AWAY FROM TRAFFIC AND THE EXIT AND ENTRY OPENINGS SHALL BE CLOSED WHEN THE FLAGGING OPERATION CEASES. NON OPERATING EQUIPMENT SHALL COMPLY WITH ARTICLE 701.11
2. WORK ZONE OPENINGS SHALL BE A MINIMUM OF ONE HALF MILE APART AND A MINIMUM OF ONE QUARTER MILE FROM ALL ENTRANCE AND EXIT RAMPS.
3. EXITING THE WORK ZONE AT ANY PLACE OTHER THAN AT A WORK ZONE EXIT OPENING WILL BE PROHIBITED.
4. ALL VEHICLES SHALL ENTER THE WORK ZONE AT ENTRY OPENINGS, USING THEIR TURN SIGNALS TO WARN MOTORISTS
5. FLAGGERS SHALL NOT STOP TRAFFIC OR DIRECT TRAFFIC INTO AN ADJACENT LANE.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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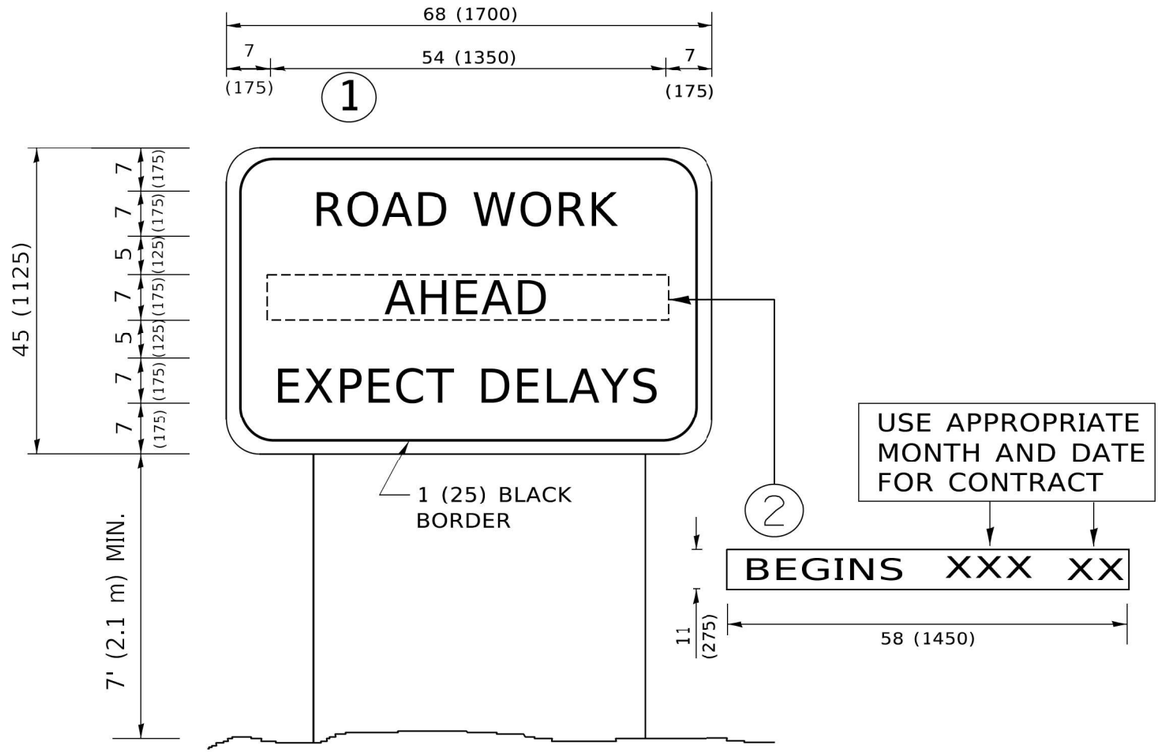
PLOT DATE = 3/4/2019	DATE -	REVISED -	M.D.06-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FREEWAY /EXPRESSWAY SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS ON FREEWAYS /EXPRESSWAYS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	966
	TC-18	CONTRACT NO. 62W38		
	ILLINOIS FED. AID PROJECT			



NOTES:

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

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

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

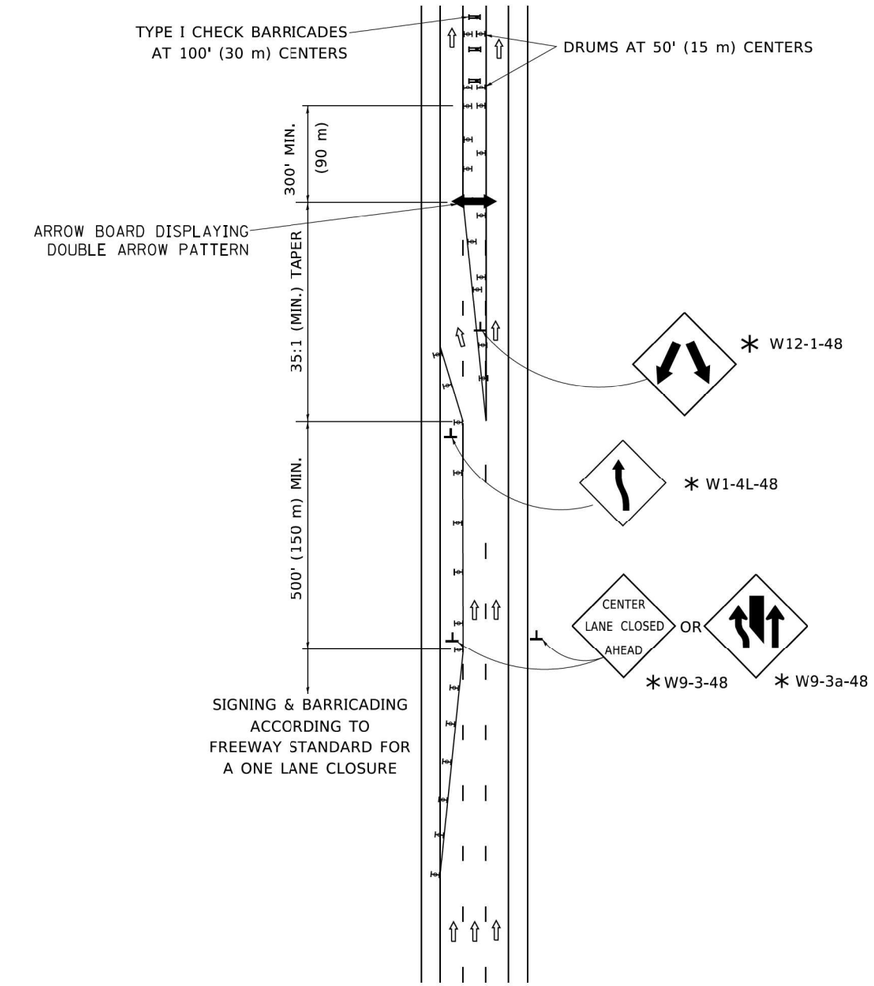
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

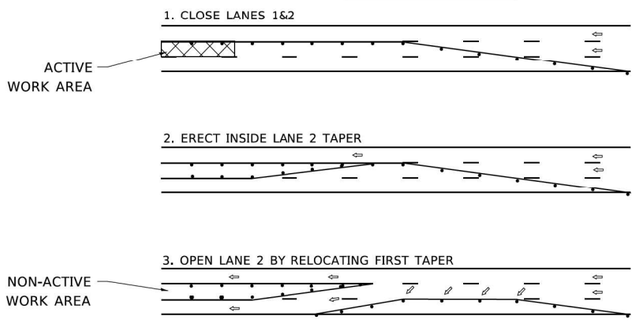
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	967
	TC-22	CONTRACT NO. 62W38		
	ILLINOIS FED. AID PROJECT			

CENTER LANE CLOSURE



INSTALLATION SEQUENCE



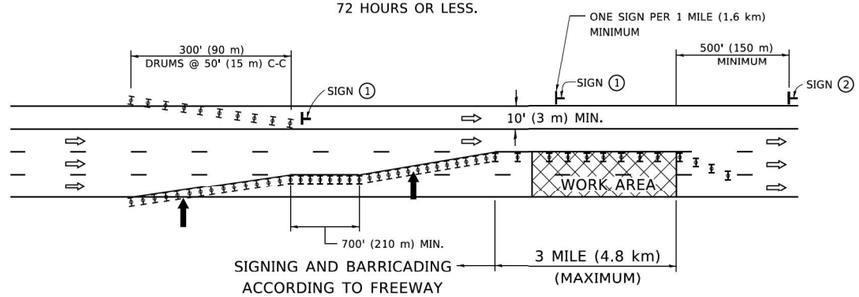
4. REMOVE CLOSURE IN REVERSE ORDER

NOTES:

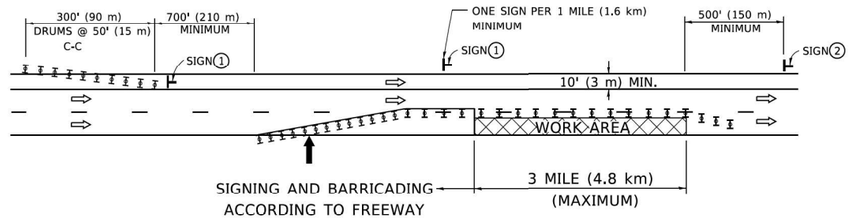
1. DRUMS WITH STEADY BURN LIGHTS SHALL BE USED AT 50' (15 m) CENTERS ON ALL TAPERS AND TANGENTS IN ADVANCE OF WORK AREA.
2. CLOSURE SHALL BE USED ONLY FOR OPERATIONS LASTING 72 HOURS OR LESS.
3. CENTER LANE CLOSURE CONFIGURATION IS NOT TO BE USED WITH WORKERS PRESENT.

SHOULDER LANE

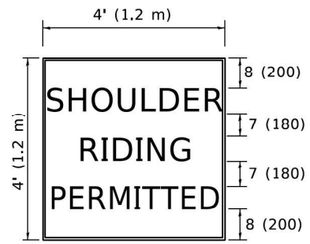
NOTE:
CLOSURE SHALL BE USED ONLY FOR OPERATIONS LASTING 72 HOURS OR LESS.

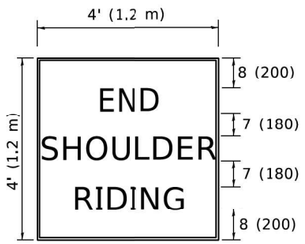


SIGNING AND BARRICADING ACCORDING TO FREEWAY STANDARD FOR A TWO LANE CLOSURE



SIGNING AND BARRICADING ACCORDING TO FREEWAY STANDARD FOR A ONE LANE CLOSURE





6 (150) SERIES "C" LEGEND
BLACK LEGEND
WHITE REFLECT. BACKGROUND
1 (25) BORDER

SYMBOLS

- DIRECTION OF TRAFFIC
- ARROWBOARD
- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT *
- TYPE II BARRICADE, OR DRUM WITH MONO-DIRECTIONAL STEADY BURN LIGHT

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

* ALL SIGNS SHALL BE MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).

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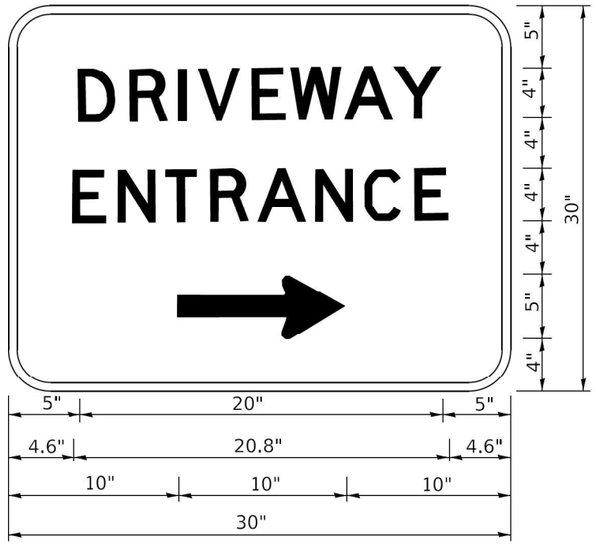
USER NAME = footemj	DESIGNED -	REVISED - J.A.F. 04-03	
	DRAWN -	REVISED - S.P.B. 01-07	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - S.P.B. 12-09	
PLOT DATE = 3/4/2019	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR FREEWAY
CENTER LANE CLOSURE SHOULDER LANE

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	968
	TC-25	CONTRACT NO. 62W38		
		ILLINOIS	FED. AID PROJECT	



3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED
"DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

NOTES:

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN) SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM "TEMPORARY INFORMATION SIGNING".

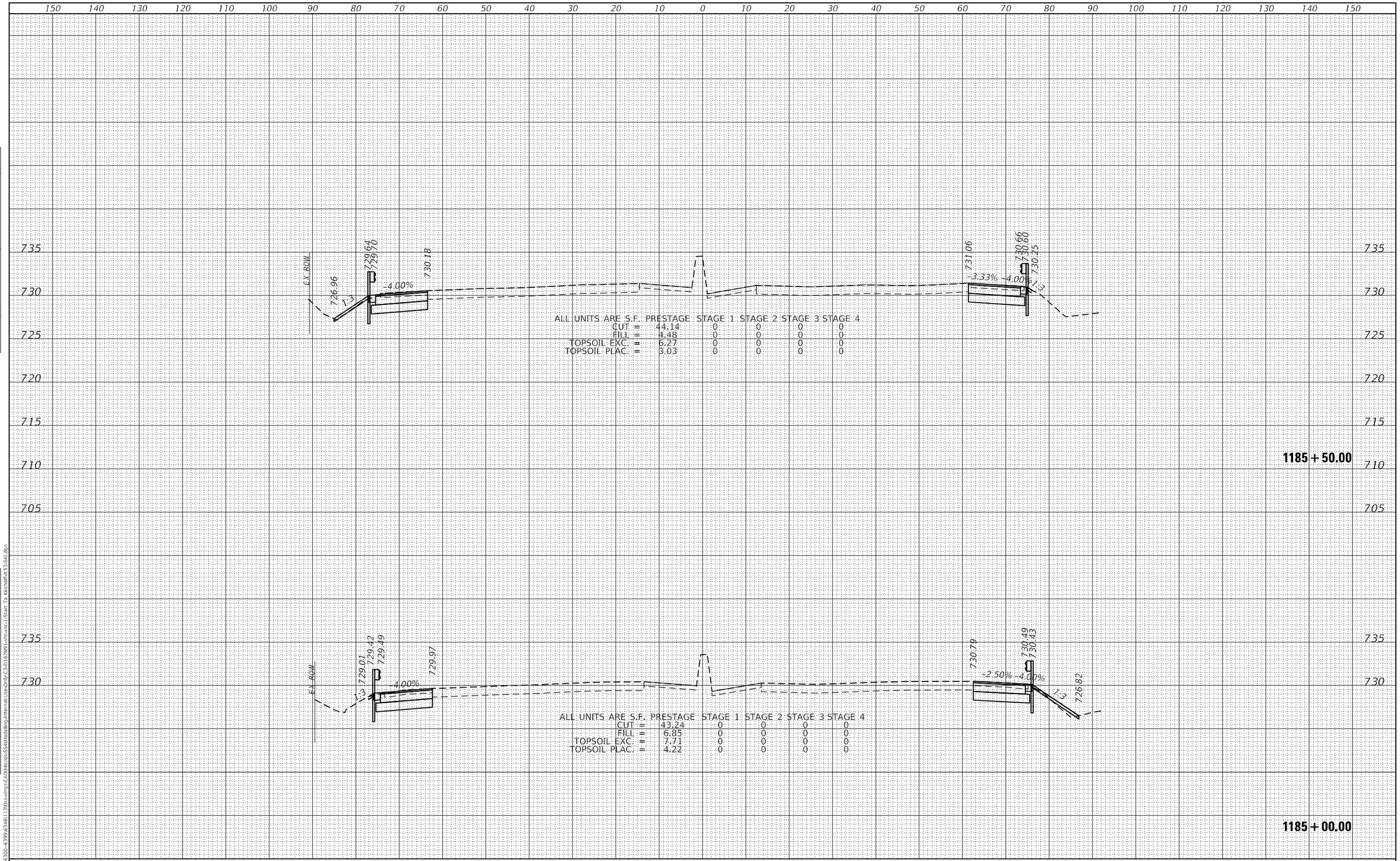
USER NAME = leysa	DESIGNED -	REVISED - C. JUCIUS 02-15-07	
	DRAWN -	REVISED -	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/6/2021	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY ENTRANCE SIGNING

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	969
	TC-26	CONTRACT NO. 62W38		
	ILLINOIS FED. AID PROJECT			



FINAL SURVEY	NOTE BOOK	NO.
ORIGINAL SURVEY	NOTE BOOK	NO.

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

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(815) 744-4200

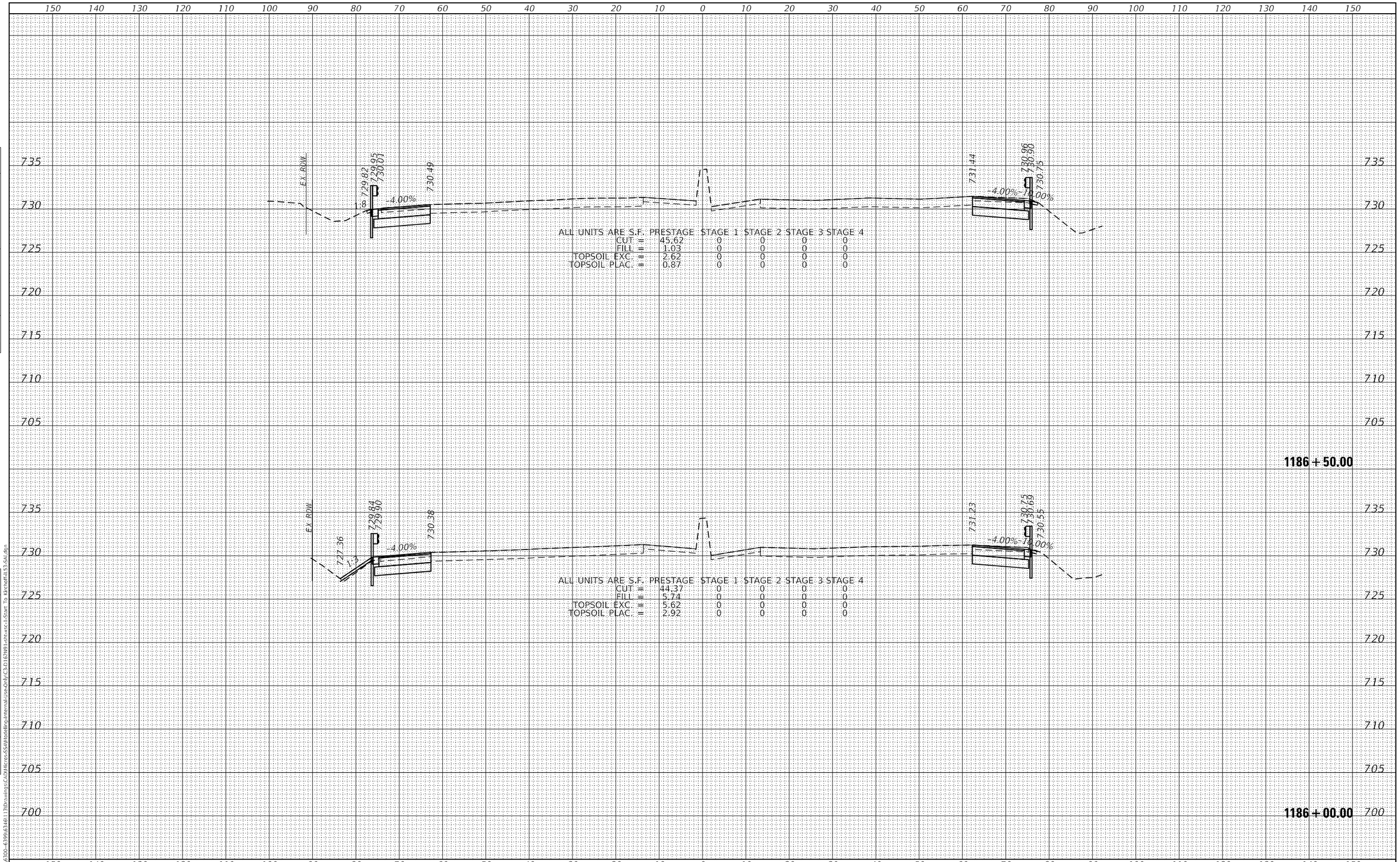
USER NAME = StevenB	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/23/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
CROSS SECTIONS

SCALE: 10-H 5-V | SHEET 1 OF 217 SHEETS | STA. 1185+00.00 | TO STA. 1185+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	970
		CONTRACT NO. 62W38		
		ILLINOIS	FED. AID PROJECT	



FINAL SURVEY | ORIGINAL SURVEY

NO.	NOTE BOOK	SURVEYED	PLOTTED	TEMPLATE	AREAS	AREAS CHECKED	BY	DATE

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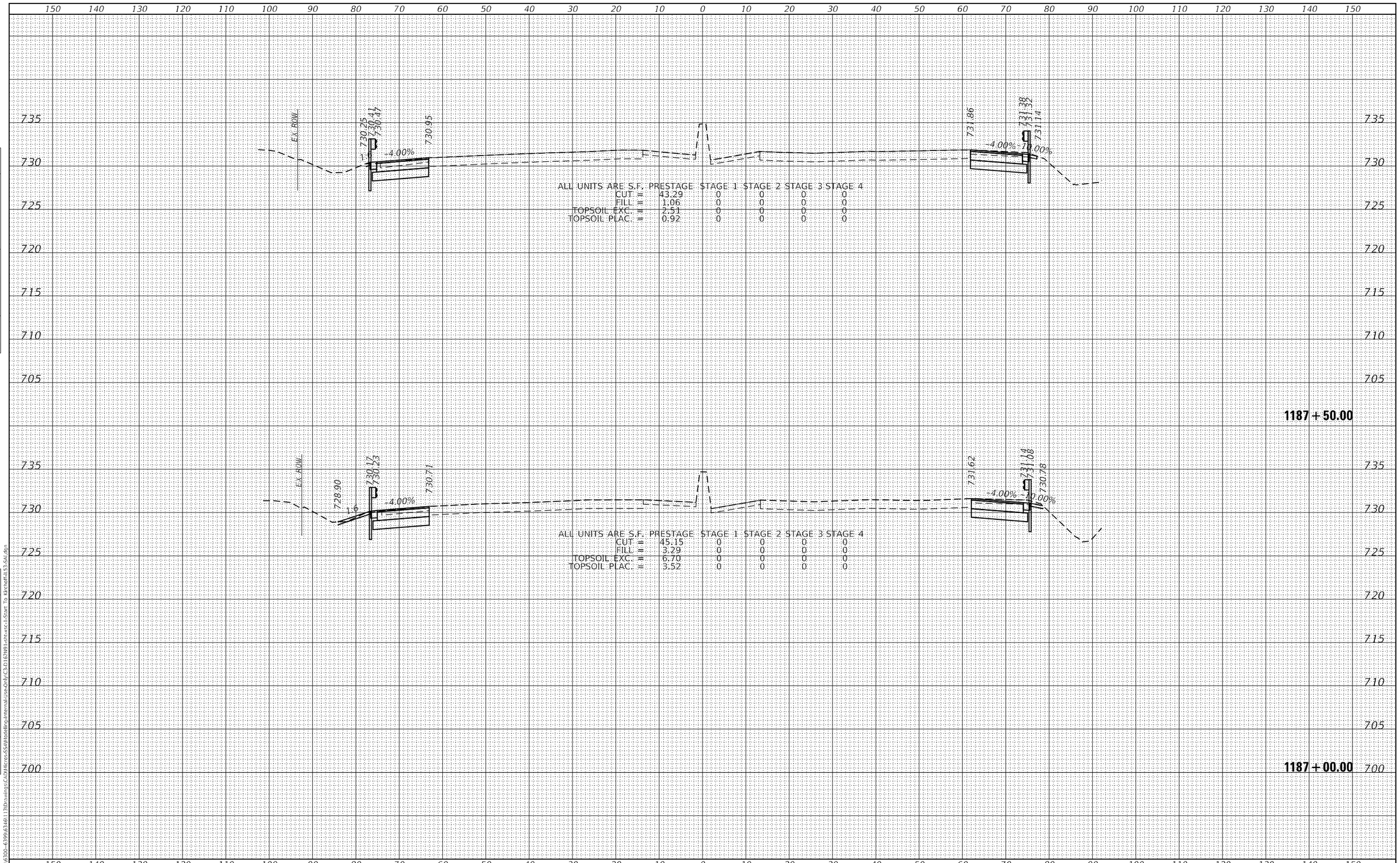
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/23/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
CROSS SECTIONS

SCALE: 10-H 5-V | SHEET 2 OF 217 SHEETS | STA. 1186+00.00 TO STA. 1186+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	971
		CONTRACT NO. 62W38		
		ILLINOIS	FED. AID PROJECT	



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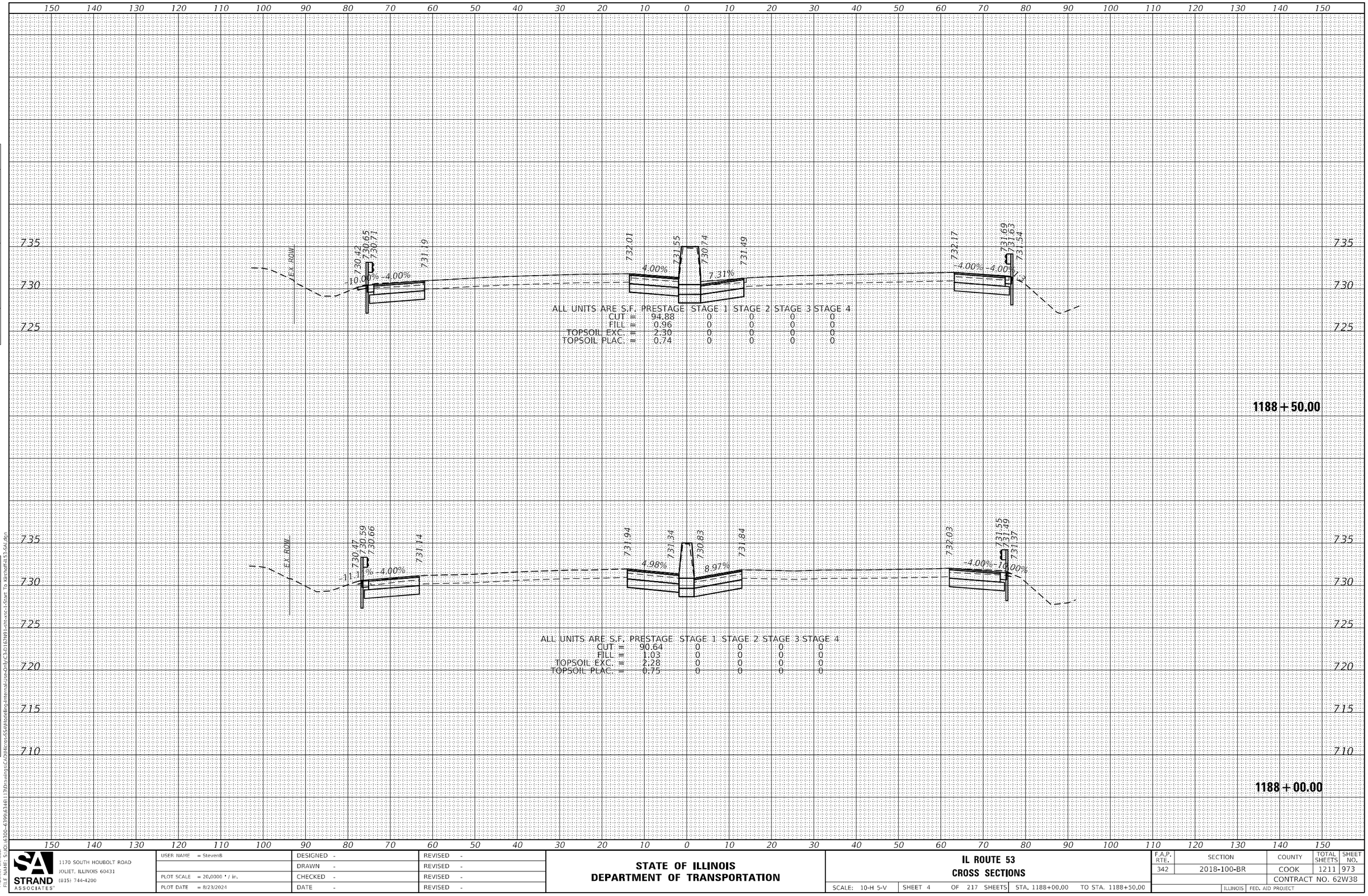
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/23/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
CROSS SECTIONS

SCALE: 10-H 5-V | SHEET 3 OF 217 SHEETS | STA. 1187+00.00 | TO STA. 1187+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	972
		CONTRACT NO. 62W38		
		ILLINOIS	FED. AID PROJECT	



FINAL SURVEY | NOTE BOOK | NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

ORIGINAL SURVEY | NOTE BOOK | NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

MODEL: Default
FILE NAME: S:\JOL\6300-6399\6346\130\Drawings\CAD\Microstation\Modeling-Internal-Use-Only\C3-D167N91-ohl-xsc-1-Start To Kirchoff-IL53-SAL.dgn

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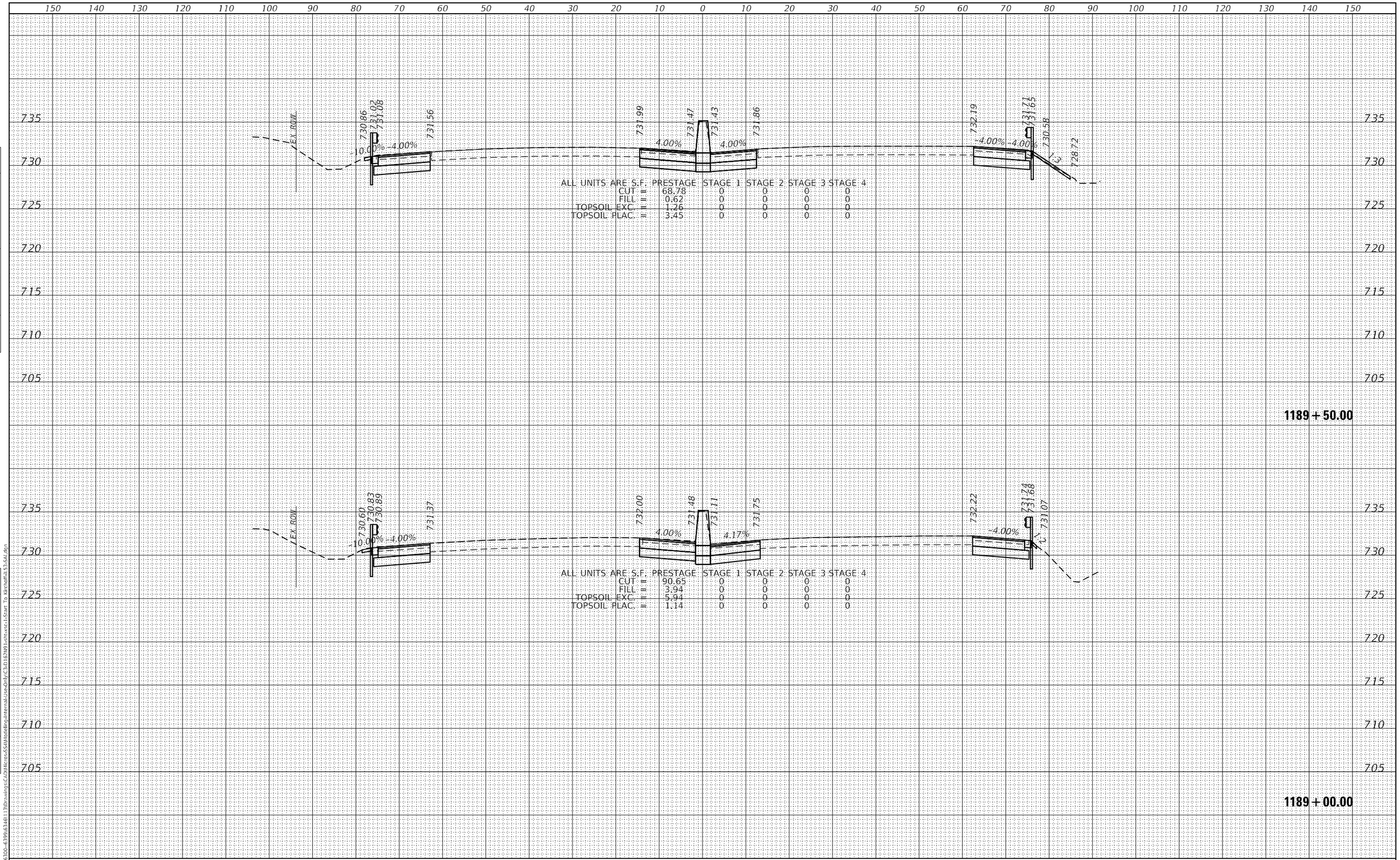
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/23/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
CROSS SECTIONS

SCALE: 10-H 5-V | SHEET 4 OF 217 SHEETS | STA. 1188+00.00 | TO STA. 1188+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	973
		CONTRACT NO. 62W38		
	ILLINOIS	FED. AID PROJECT		



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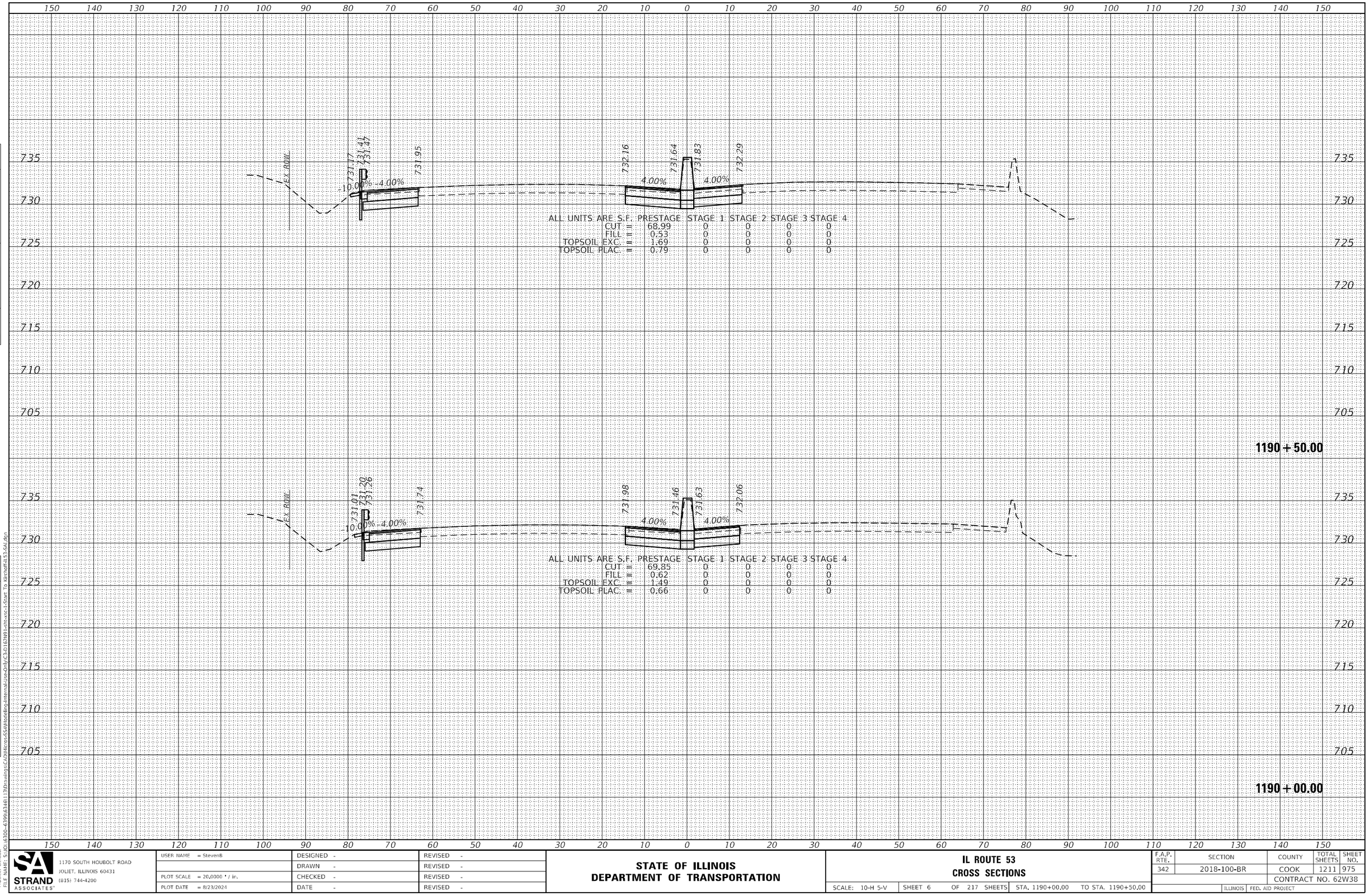
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/23/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
CROSS SECTIONS

SCALE: 10-H 5-V | SHEET 5 OF 217 SHEETS | STA. 1189+00.00 | TO STA. 1189+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	974
		CONTRACT NO. 62W38		
		ILLINOIS	FED. AID PROJECT	



FINAL SURVEY

NO.	NOTE BOOK	PAGE NOS.	BY	DATE
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		TEMPLATE		
		AREAS		
		AREAS CHECKED		

ORIGINAL SURVEY

NO.	NOTE BOOK	PAGE NOS.	BY	DATE
		SURVEYED		
		PLOTTED		
		TEMPLATE		
		AREAS		
		AREAS CHECKED		

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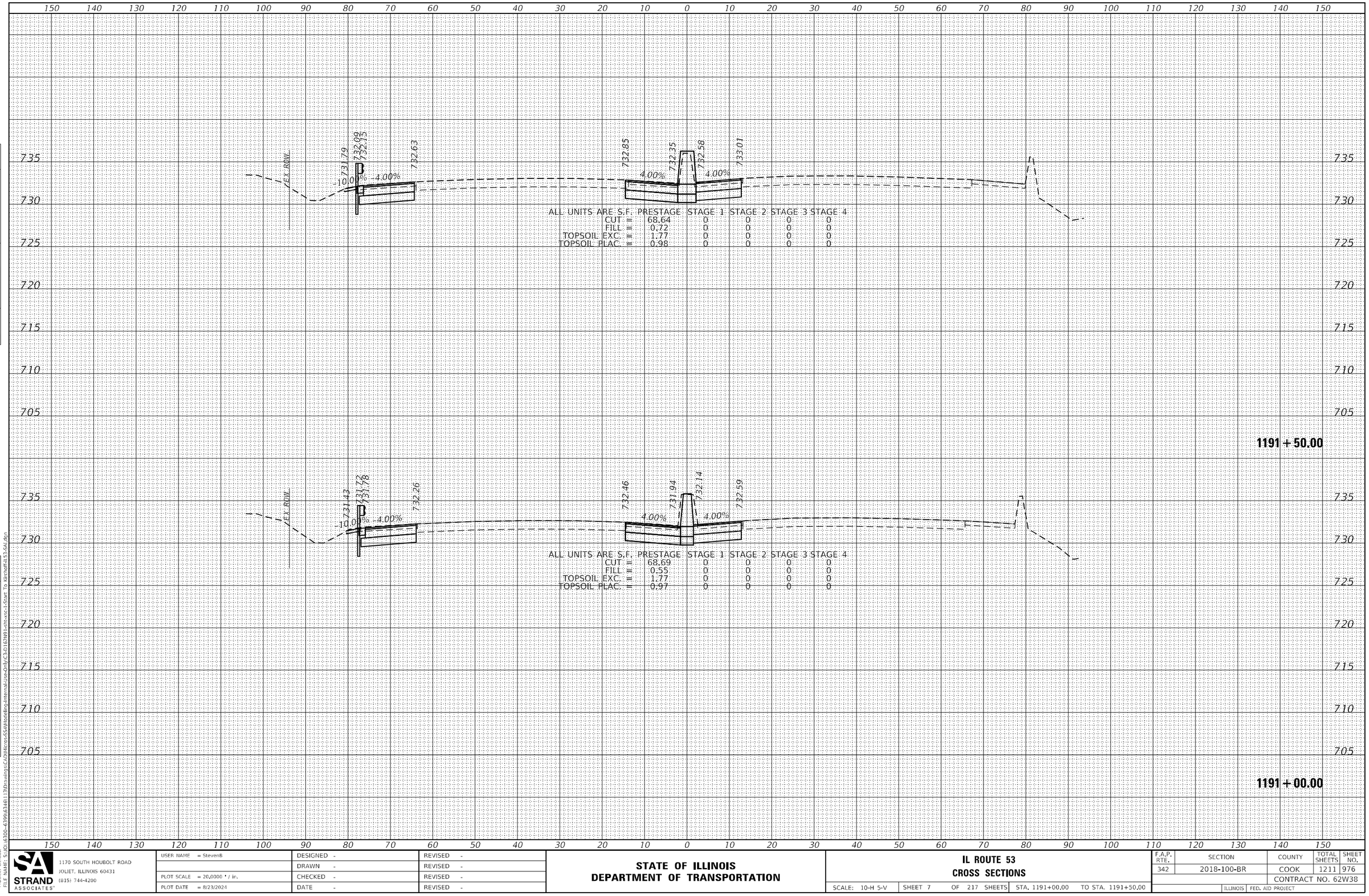
USER NAME = StevenB	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/23/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
CROSS SECTIONS

SCALE: 10-H 5-V | SHEET 6 OF 217 SHEETS | STA. 1190+00.00 | TO STA. 1190+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	975
		CONTRACT NO. 62W38		
	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY | NOTE BOOK | NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

ORIGINAL SURVEY | NOTE BOOK | NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

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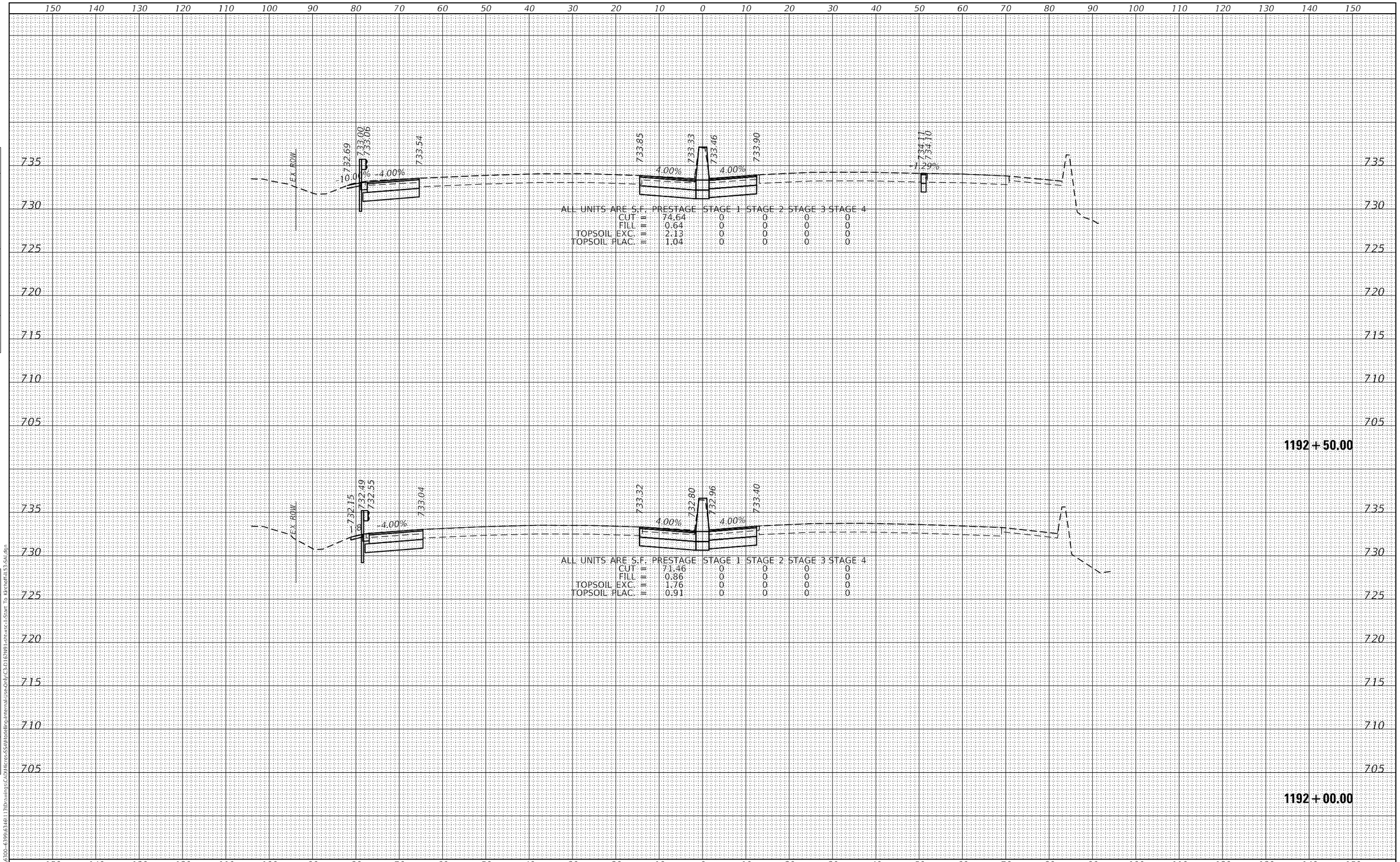
USER NAME = StevenB	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/23/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
CROSS SECTIONS

SCALE: 10-H 5-V | SHEET 7 OF 217 SHEETS | STA. 1191+00.00 | TO STA. 1191+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	976
		CONTRACT NO. 62W38		
		ILLINOIS	FED. AID PROJECT	



FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

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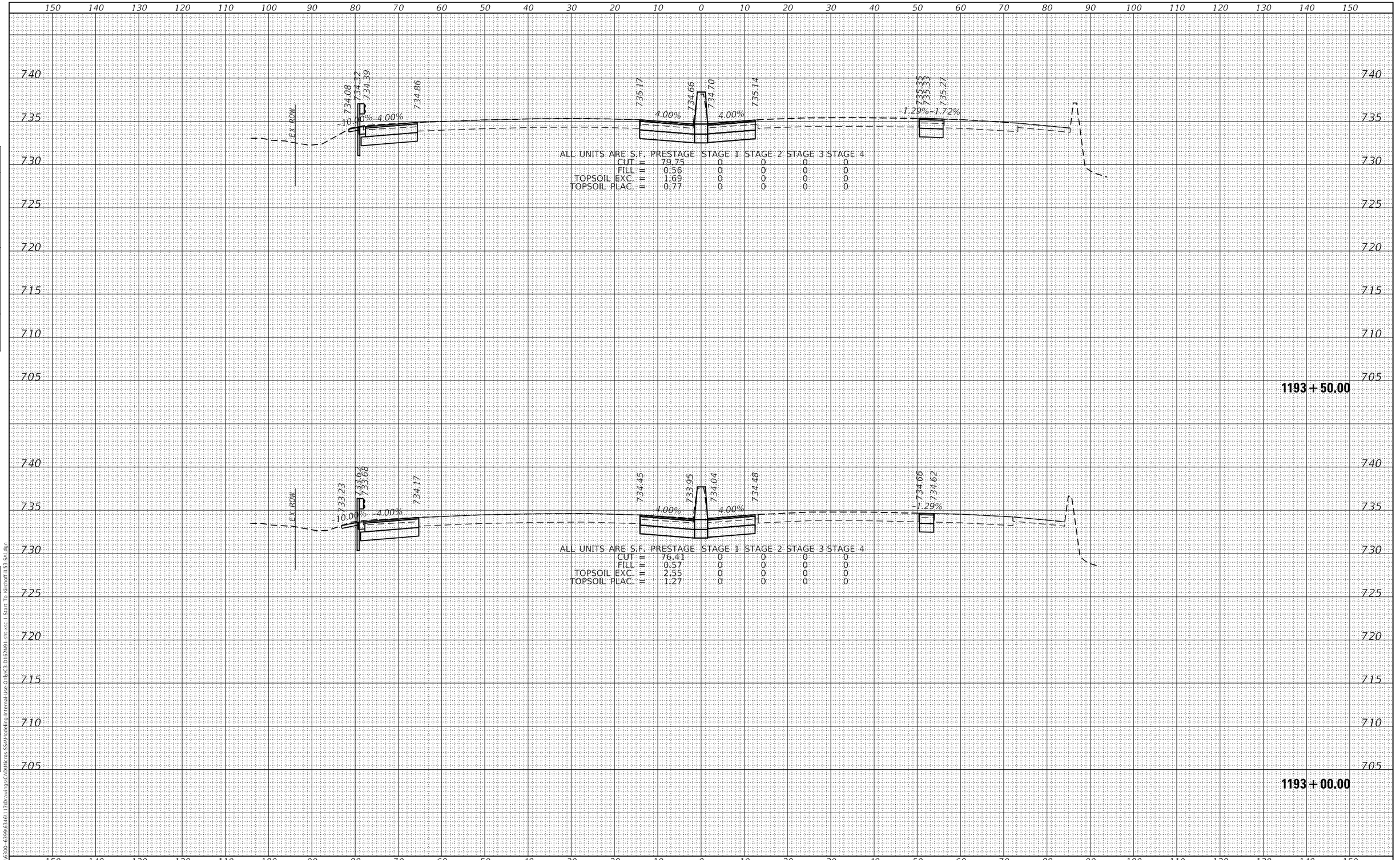
USER NAME = StevenB	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/23/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
CROSS SECTIONS

SCALE: 10-H 5-V | SHEET 8 OF 217 SHEETS | STA. 1192+00.00 | TO STA. 1192+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	977
		CONTRACT NO. 62W38		
		ILLINOIS	FED. AID PROJECT	



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ORIGINAL SURVEY — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — NOTE BOOK — NO. — BY — DATE

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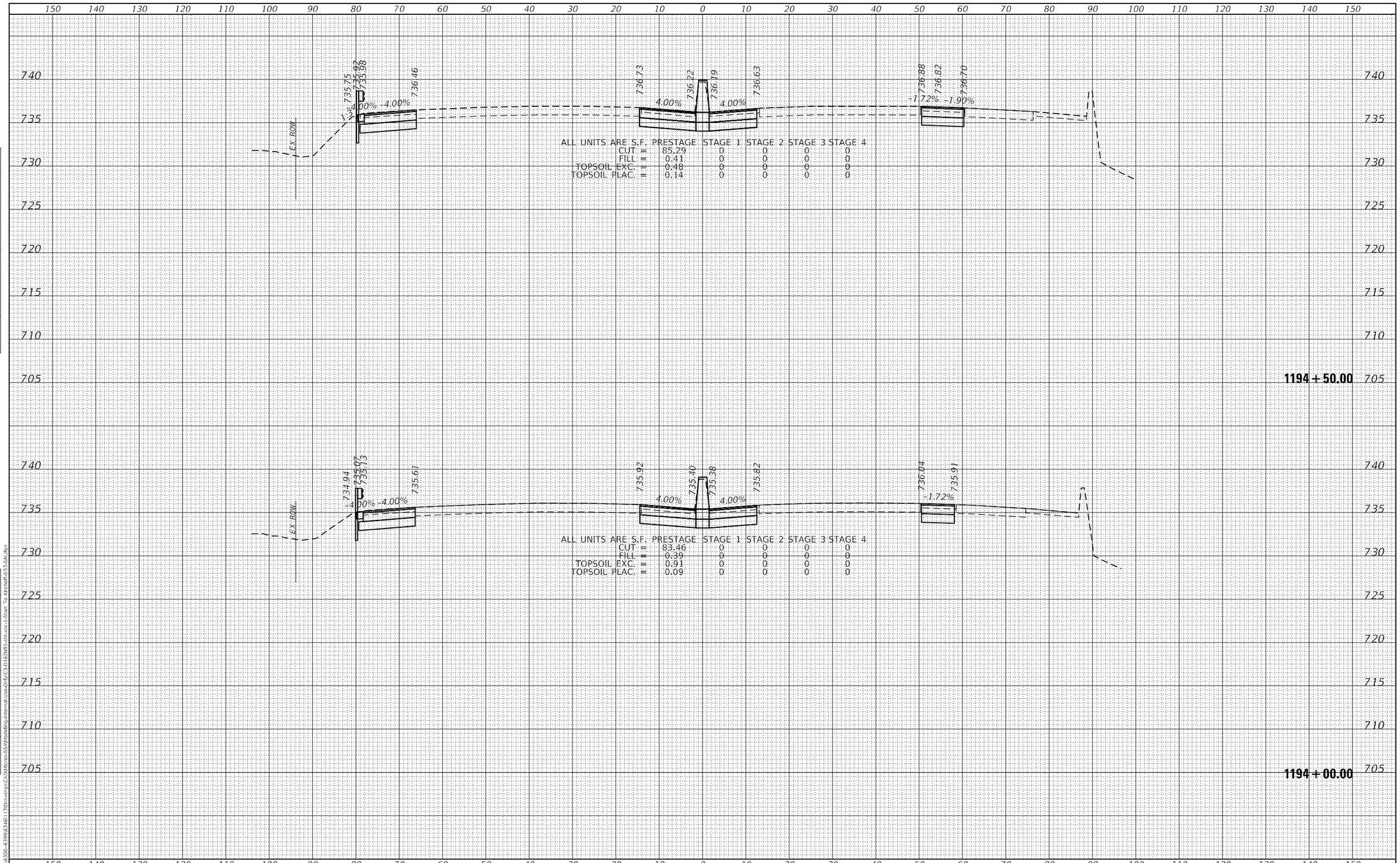
USER NAME = StevenB	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/23/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
CROSS SECTIONS

SCALE: 10-H 5-V | SHEET 9 OF 217 SHEETS | STA. 1193+00.00 | TO STA. 1193+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	978
		CONTRACT NO. 62W38		
		ILLINOIS	FED. AID PROJECT	



FINAL SURVEY

NO.	NOTE BOOK	PAGES	AREAS CHECKED	BY	DATE

SURVEYED
PLOTTED
TEMPLATE
AREAS

ORIGINAL SURVEY

NO.	NOTE BOOK	PAGES	AREAS CHECKED	BY	DATE

SURVEYED
PLOTTED
TEMPLATE
AREAS

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(815) 744-4200

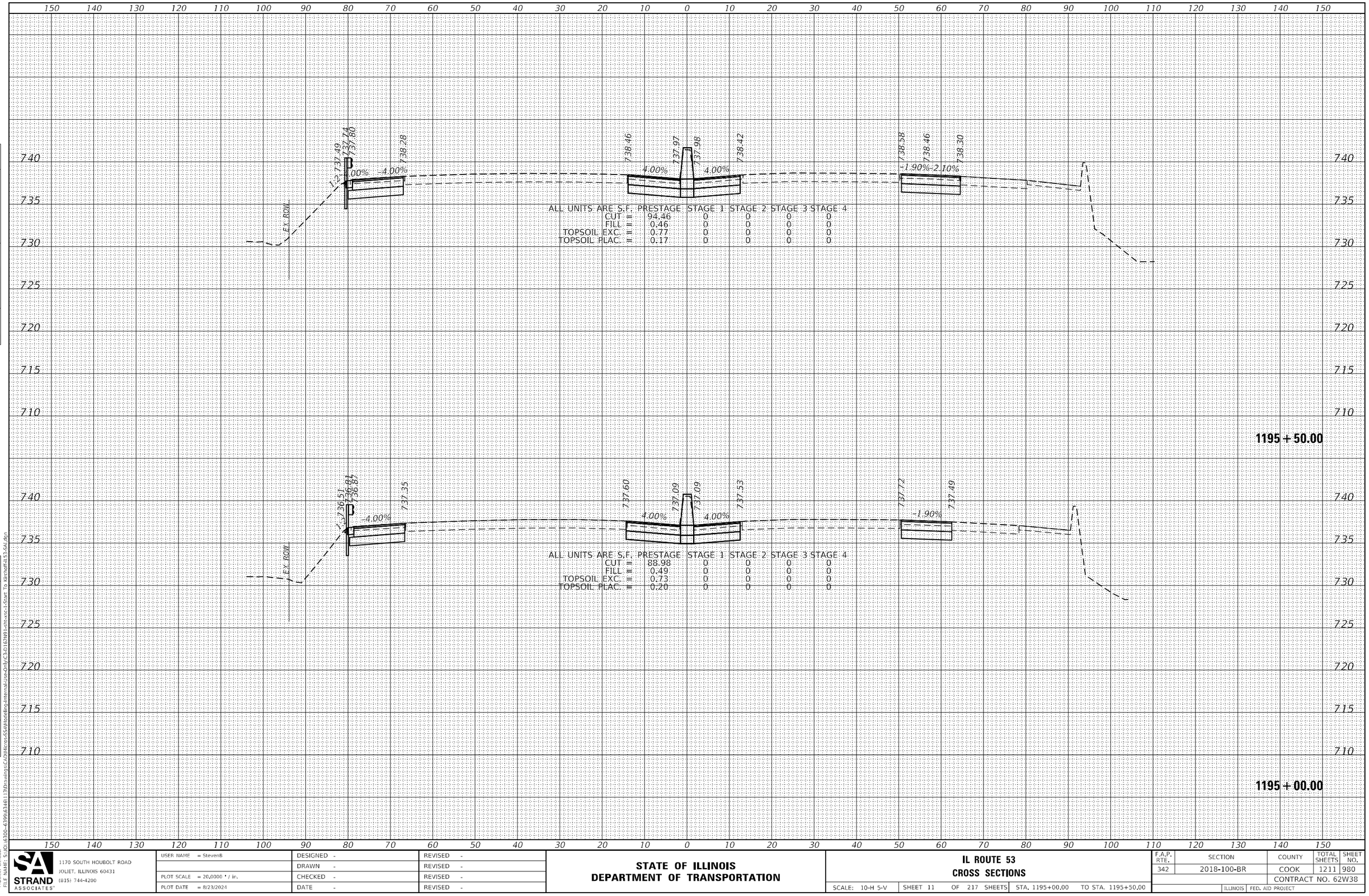
USER NAME = StevenB	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/23/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
CROSS SECTIONS

SCALE: 10-H 5-V | SHEET 10 OF 217 SHEETS | STA. 1194+00.00 | TO STA. 1194+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	979
		CONTRACT NO. 62W38		
		ILLINOIS	FED. AID PROJECT	



FINAL SURVEY | NOTE BOOK | NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

ORIGINAL SURVEY | NOTE BOOK | NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

MODEL: Default
FILE NAME: S:\JOI\6300-6399\6346\130\Drawings\CAD\Microstation\Modeling-Internal-Use-Only\C3-D167N91-Int-xsc-1-Start To Kirchoff-453-SAL.dgn

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USER NAME = StevenB	DESIGNED -	REVISED -
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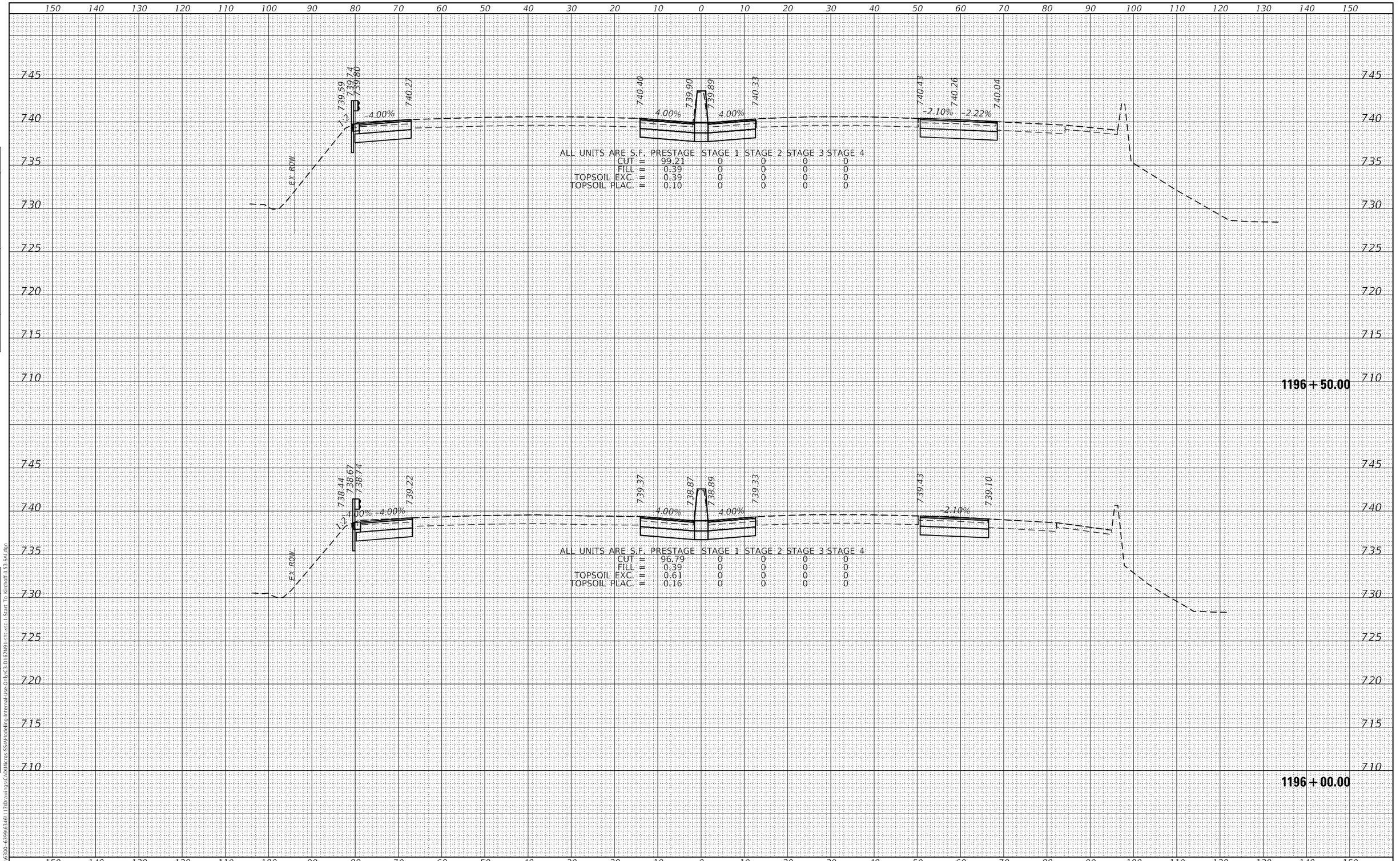
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/23/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
CROSS SECTIONS

SCALE: 10-H 5-V | SHEET 11 OF 217 SHEETS | STA. 1195+00.00 | TO STA. 1195+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	980
		CONTRACT NO. 62W38		
	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY

NO.	NOTE BOOK	SURVEYED	PLOTTED	TEMPLATE	AREAS	AREAS CHECKED	BY	DATE

ORIGINAL SURVEY

NO.	NOTE BOOK	SURVEYED	PLOTTED	TEMPLATE	AREAS	AREAS CHECKED	BY	DATE

MODFI: Default
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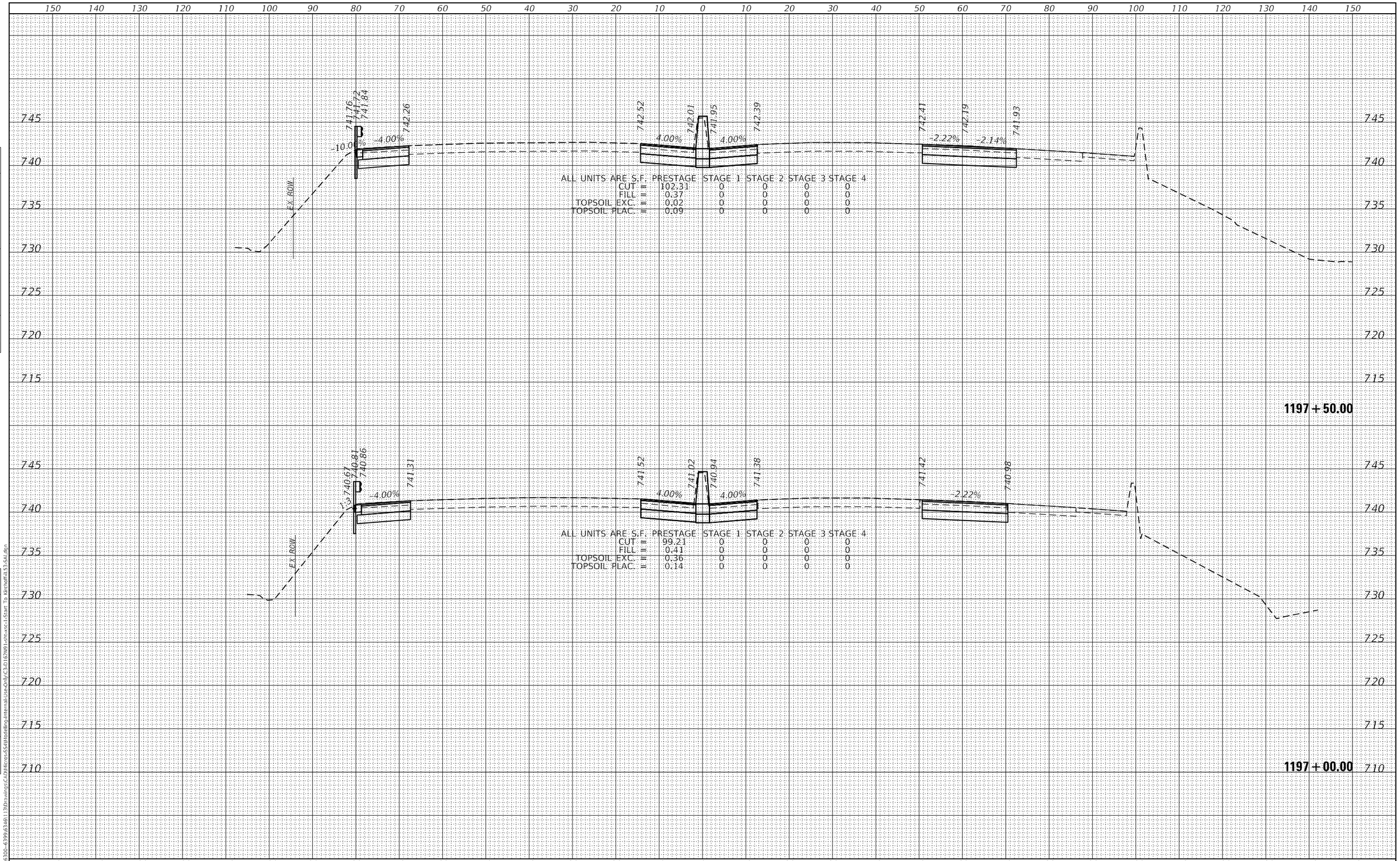
PLOT DATE = 8/23/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
CROSS SECTIONS

SCALE: 10-H 5-V | SHEET 12 OF 217 SHEETS | STA. 1196+00.00 | TO STA. 1196+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	981
		CONTRACT NO. 62W38		
		ILLINOIS	FED. AID PROJECT	



FINAL SURVEY | NOTE BOOK | NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

ORIGINAL SURVEY | NOTE BOOK | NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

MODEL: Default
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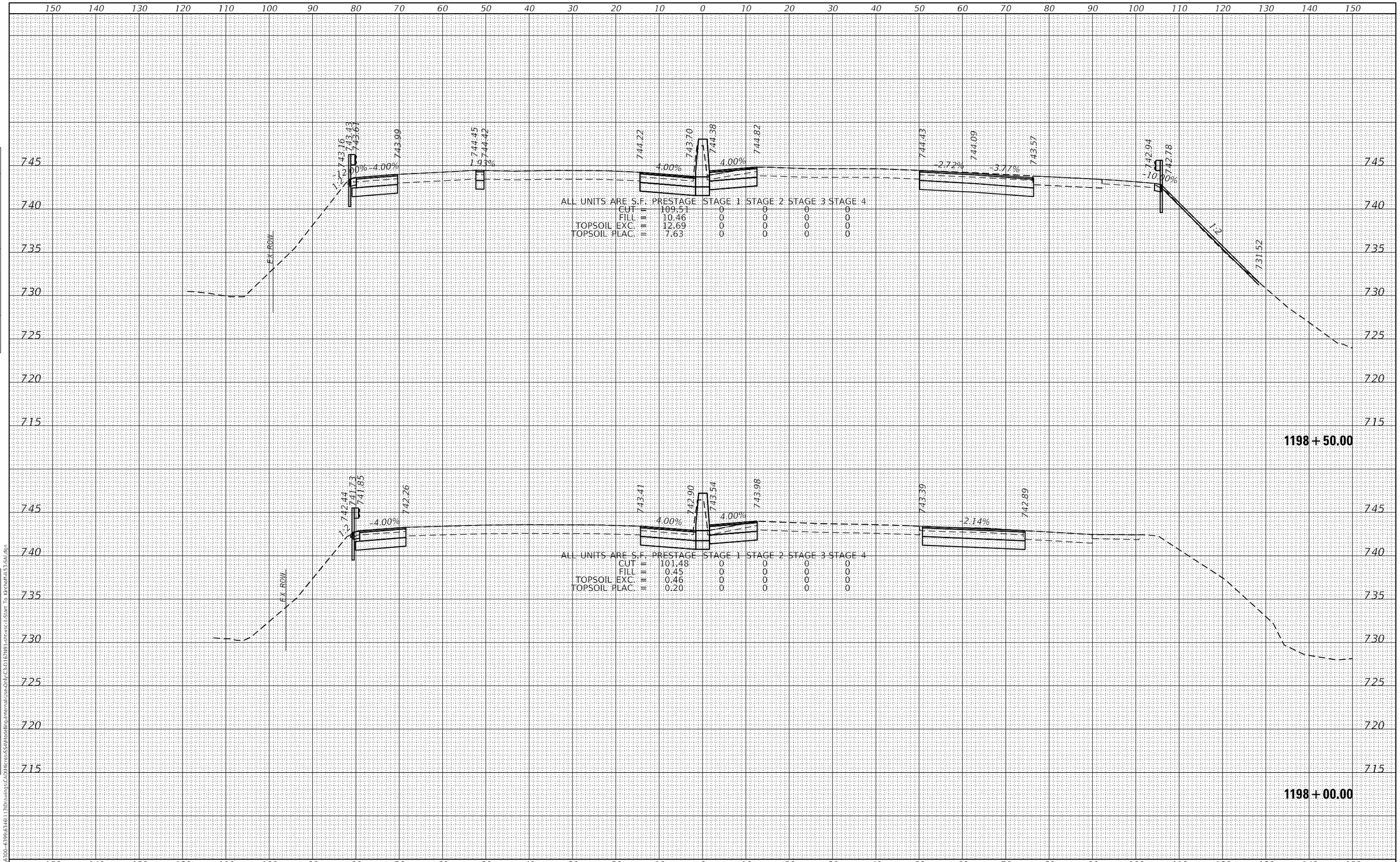
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/23/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
CROSS SECTIONS

SCALE: 10-H 5-V | SHEET 13 OF 217 SHEETS | STA. 1197+00.00 TO STA. 1197+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	982
		CONTRACT NO. 62W38		
	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY | ORIGINAL SURVEY

NO.	NOTE BOOK	SURVEYED	BY	DATE
		PLOTTED		
		TEMPLATE		
		AREAS		
		AREAS CHECKED		

MODEL: Default
FILE NAME: S:\JOL\63O0-63996346\130\Drawings\CAD\Alcree-SS4\Modeling-Internal-Use-Only\C3-D167N91-ohl-xsc-1-Start To Kirchelf-IL53-SAL.dgn

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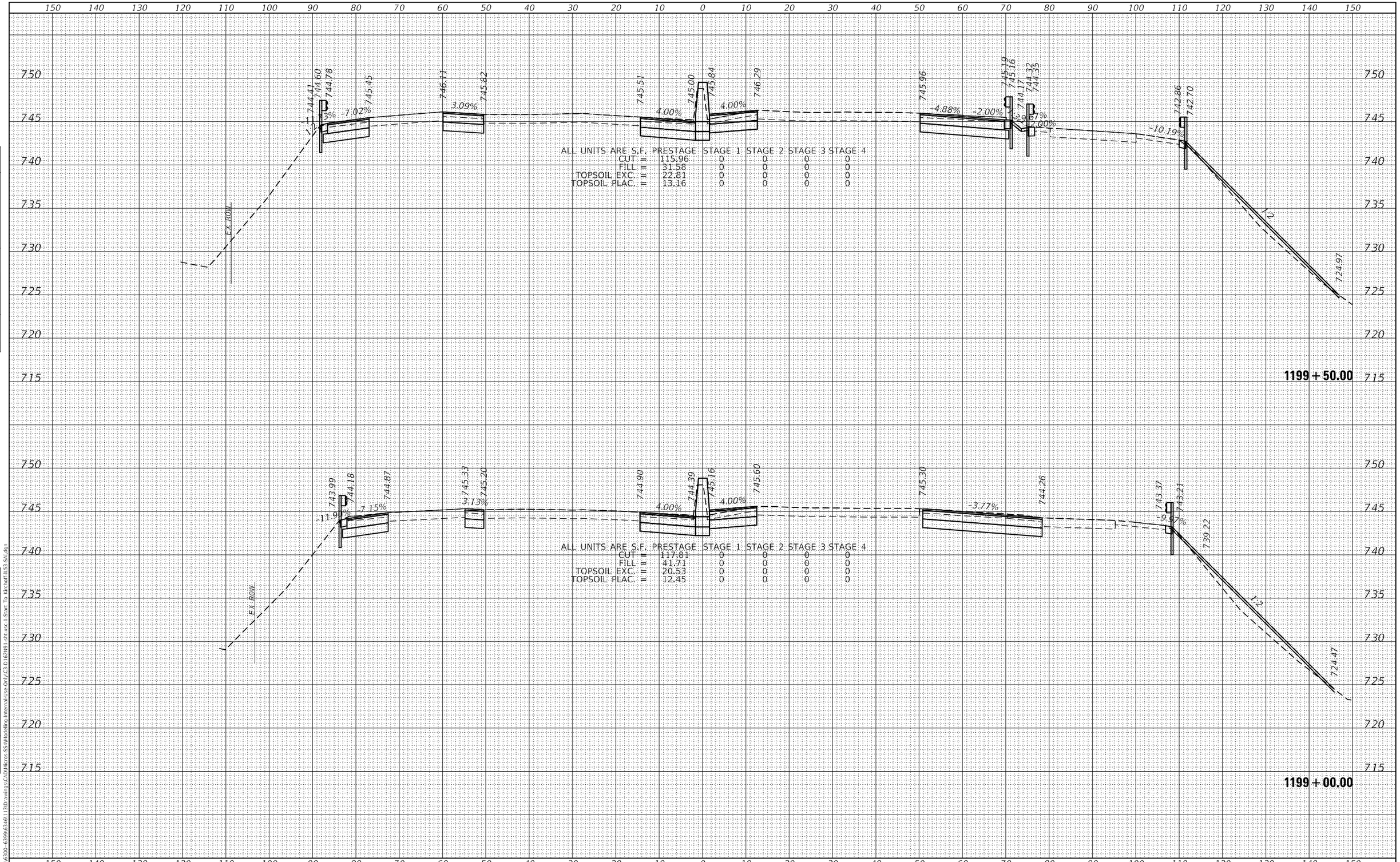
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/23/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
CROSS SECTIONS

SCALE: 10-H 5-V | SHEET 14 OF 217 SHEETS | STA. 1198+00.00 TO STA. 1198+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	983
		CONTRACT NO. 62W38		
	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

MODFI: Default
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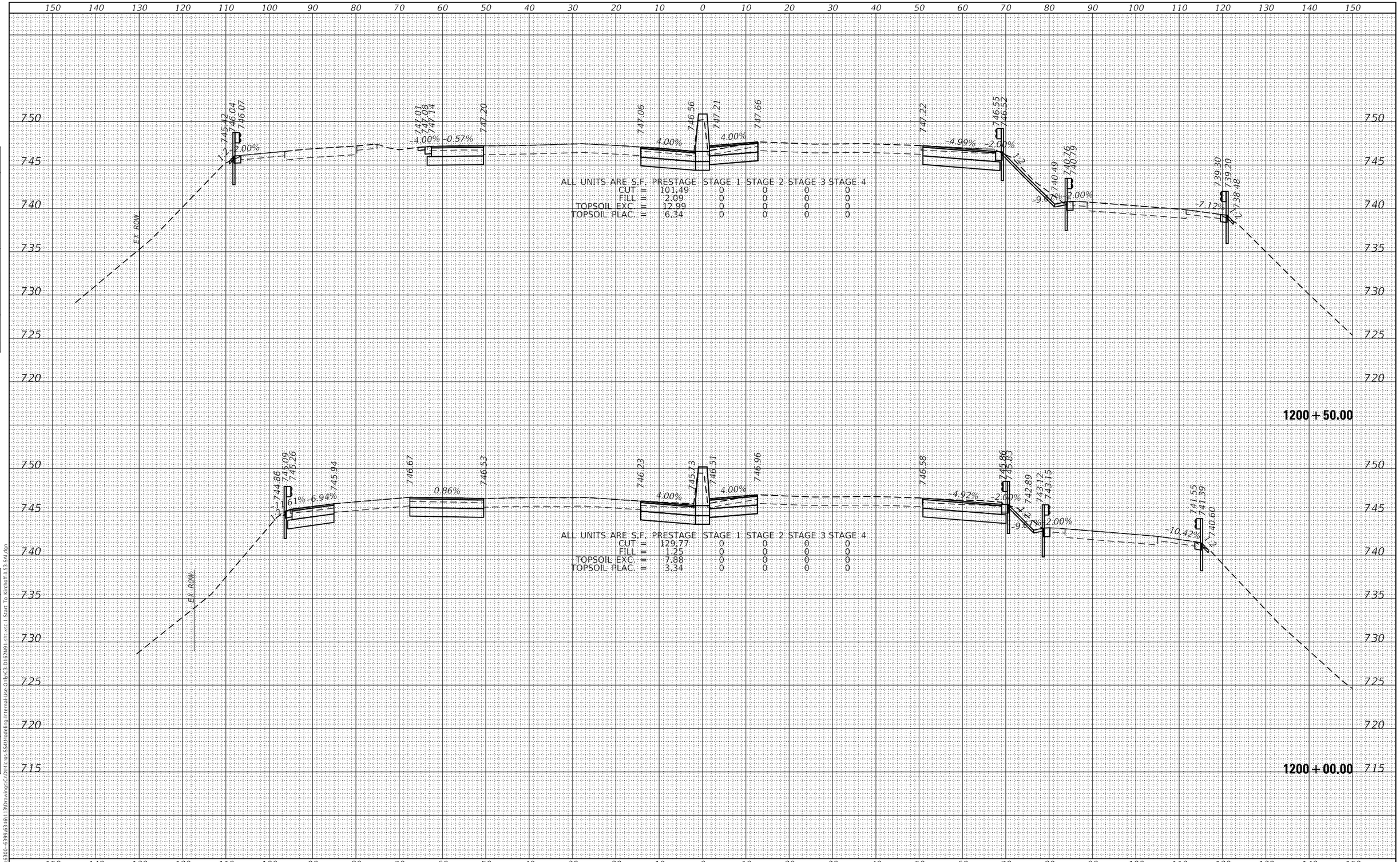
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/23/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
CROSS SECTIONS

SCALE: 10-H 5-V | SHEET 15 OF 217 SHEETS | STA. 1199+00.00 | TO STA. 1199+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	984
		CONTRACT NO. 62W38		
	ILLINOIS FED. AID PROJECT			



FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

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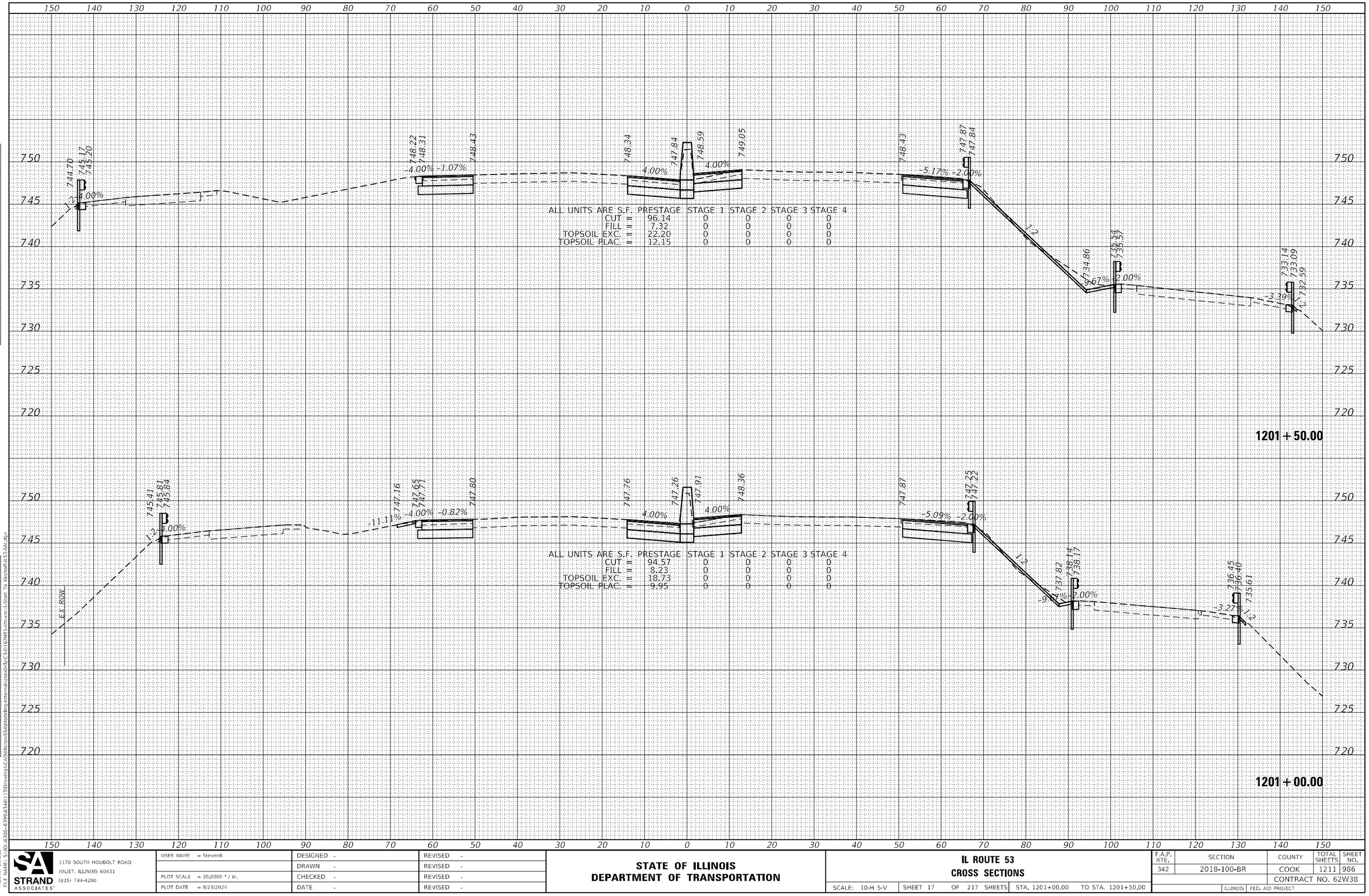
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/23/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
CROSS SECTIONS

SCALE: 10-H 5-V | SHEET 16 OF 217 SHEETS | STA. 1200+00.00 TO STA. 1200+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	985
		CONTRACT NO. 62W38		
	ILLINOIS FED. AID PROJECT			



FINAL SURVEY | NOTE BOOK | NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

ORIGINAL SURVEY | NOTE BOOK | NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

MODEL: Default
FILE NAME: S:\JOL\6300-6399\6346\130\Drawings\CAD\Microstation\Modeling-Internal-Use-Only\C3-D167N91-chi-xsc-1-Start To Kirchoff-453-SAL4jn

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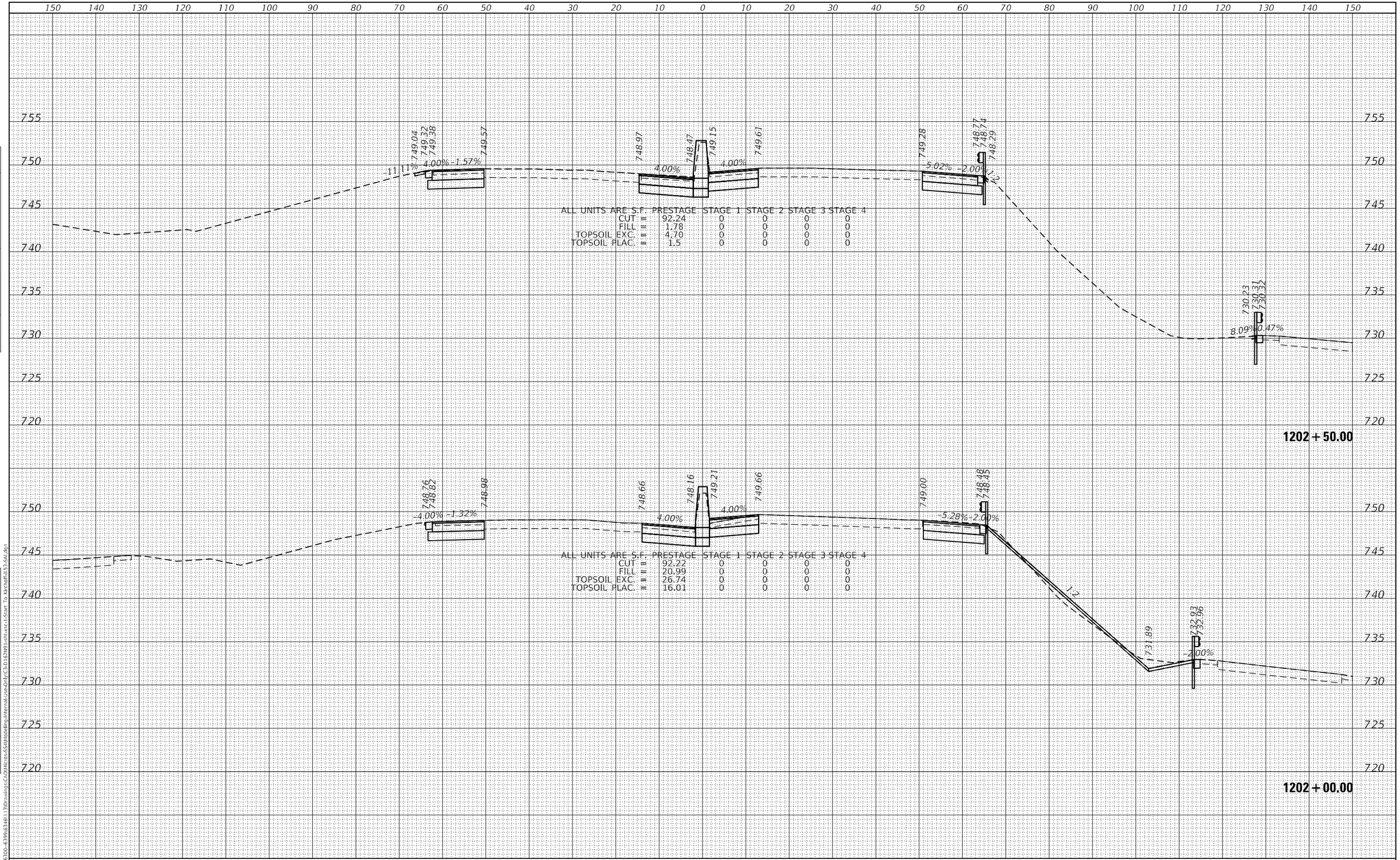
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/23/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
CROSS SECTIONS

SCALE: 10-H 5-V | SHEET 17 OF 217 SHEETS | STA. 1201+00.00 TO STA. 1201+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	986
		CONTRACT NO. 62W38		
		ILLINOIS	FED. AID PROJECT	



ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

MODEL: Default
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PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/23/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
CROSS SECTIONS

SCALE: 10-H 5-V | SHEET 18 OF 217 SHEETS | STA. 1202+00.00 TO STA. 1202+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	987
		CONTRACT NO. 62W38		
	ILLINOIS FED. AID PROJECT			

FINAL SURVEY	
NOTE BOOK	
NO.	

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

BY	DATE

ORIGINAL SURVEY	
NOTE BOOK	
NO.	

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

BY	DATE

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

755 750 745 740 735 730 725 720

749.10 749.46 749.52 749.71 749.13 748.63 749.29 749.76 749.39 748.85 748.82 748.32 729.73 729.76 729.77

-11.11% -4.00% -1.64% 4.00% 4.00% 4.25% 2.00% 0.56%

ALL UNITS ARE S.F.

	PRESTAGE	STAGE 1	STAGE 2	STAGE 3	STAGE 4
CUT	90.79	0	0	0	0
FILL	1.76	0	0	0	0
TOPSOIL EXC.	4.86	0	0	0	0
TOPSOIL PLAC.	1.43	0	0	0	0

1202+62.76

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USER NAME = StevenB	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/23/2024	DATE -	REVISED -

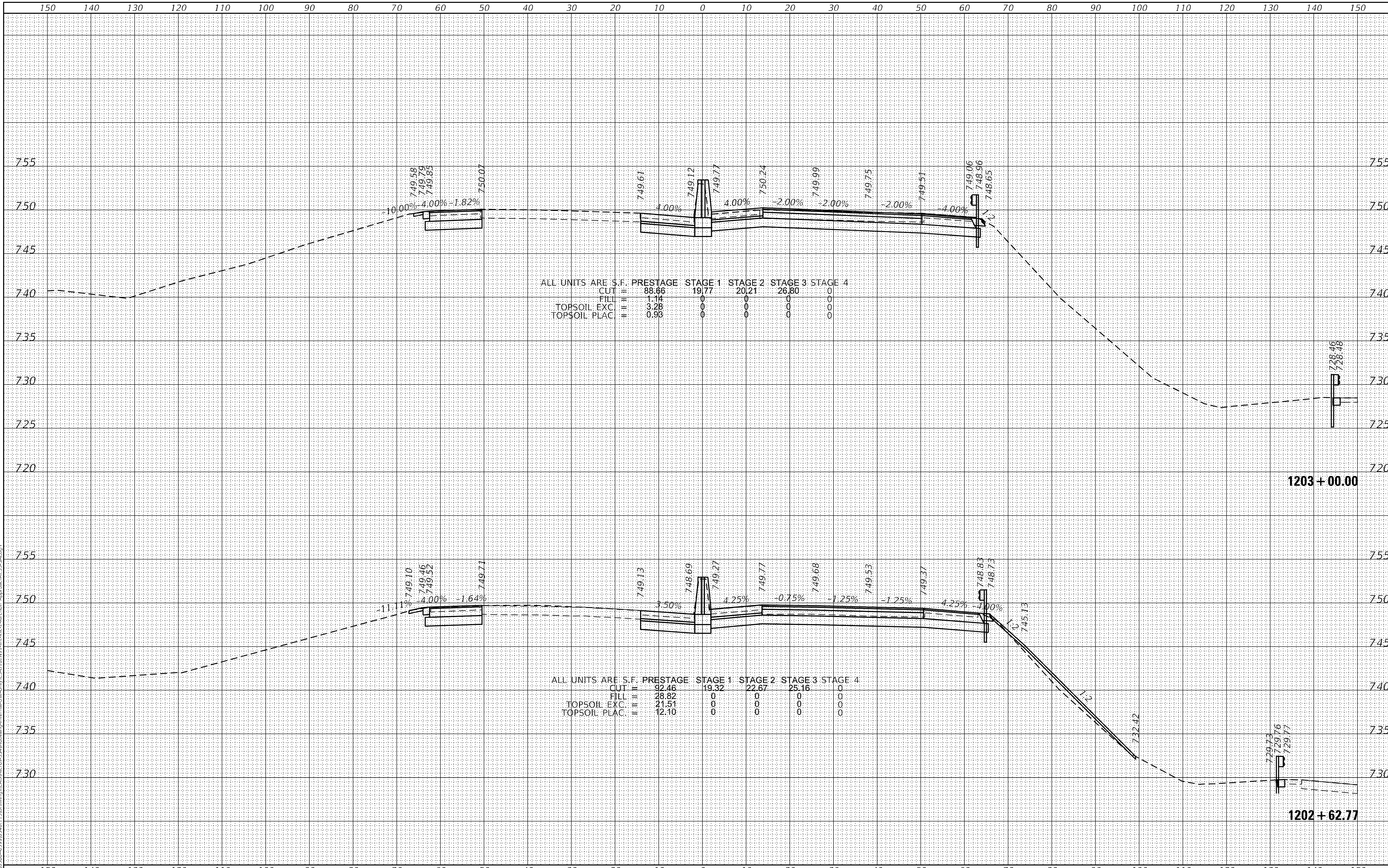
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
CROSS SECTIONS

SCALE: 10-H 5-V | SHEET 19 OF 217 SHEETS | STA. 1202+62.72 | TO STA. 1202+62.72

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	988
		CONTRACT NO. 62W38		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: S:\DOT\6300-6399\6346\13D\Drawings\CAD\Micros-SS4\Modeling-Internal-Use-Only\C3-D167491-sht-xsc-1-Start To Kirchoff-153-54L.dgn



ALL UNITS ARE S.F.	PRESTAGE	STAGE 1	STAGE 2	STAGE 3	STAGE 4
CUT =	88.66	19.77	20.21	26.80	0
FILL =	1.14	0	0	0	0
TOPSOIL EXC. =	3.28	0	0	0	0
TOPSOIL PLAC. =	0.93	0	0	0	0

ALL UNITS ARE S.F.	PRESTAGE	STAGE 1	STAGE 2	STAGE 3	STAGE 4
CUT =	92.46	19.32	22.67	25.16	0
FILL =	28.82	0	0	0	0
TOPSOIL EXC. =	21.51	0	0	0	0
TOPSOIL PLAC. =	12.10	0	0	0	0

MODEL: Default
FILE NAME: S:\JOL\6300--6399\6346\113\Drawings\Cadd\Micro-SS4\Modeling\Internal-Use-Only\C3D\162\B1-sht-xsc-2-Kirchoff Approach-53-S4.dgn

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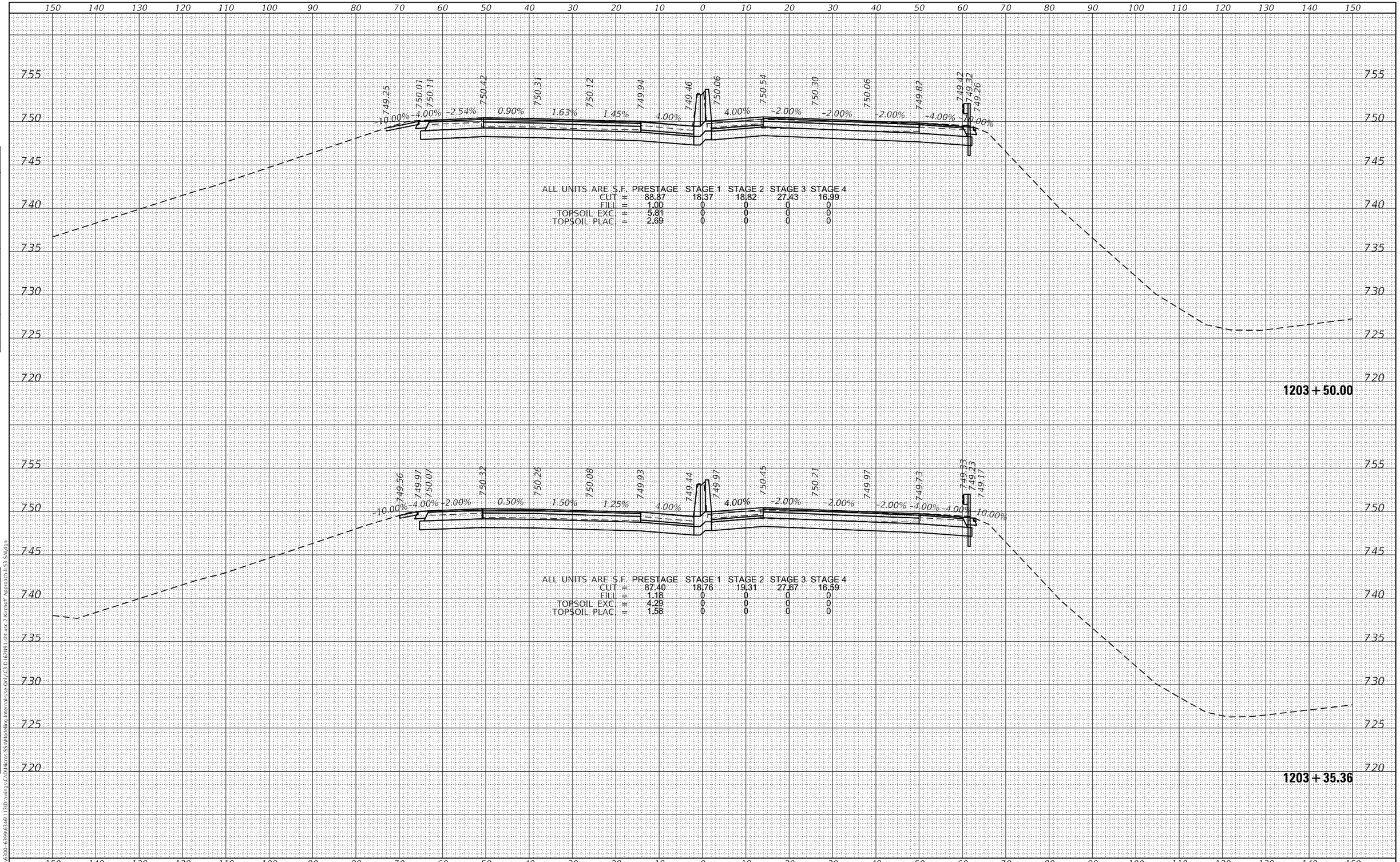
	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/23/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53 AT KIRCHOFF ROAD
CROSS SECTIONS

SCALE: 10-H 5-V | SHEET 20 OF 217 SHEETS | STA. 1202+62.77 TO STA. 1203+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	989
		CONTRACT NO. 62W38		
		ILLINOIS FED. AID PROJECT		



FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

MODFI: Default
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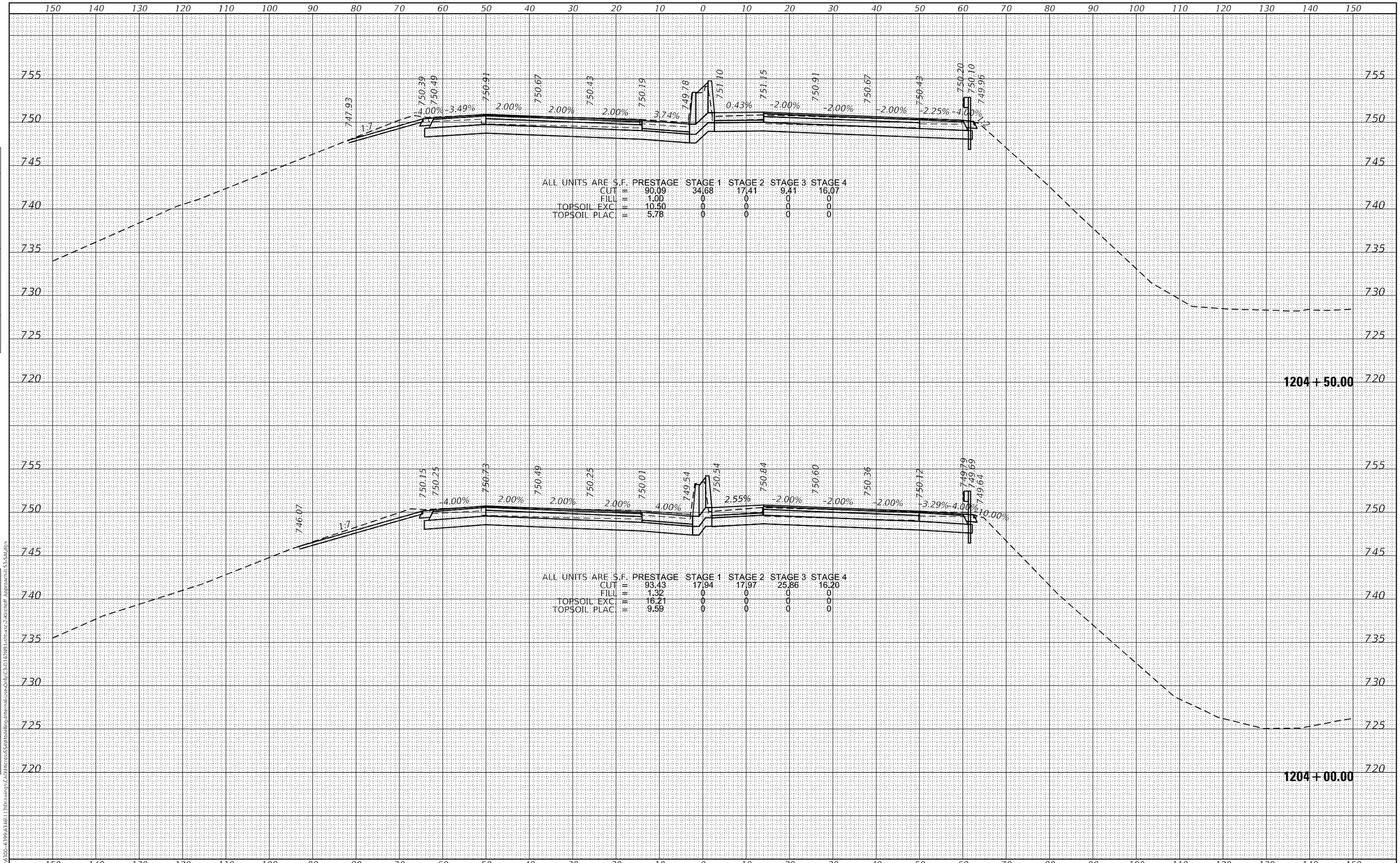
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/23/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53 AT KIRCHOFF ROAD
CROSS SECTIONS

SCALE: 10-H 5-V | SHEET 21 OF 217 SHEETS | STA. 1203+35.36 | TO STA. 1203+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	990
		CONTRACT NO. 62W38		
		ILLINOIS	FED. AID PROJECT	



FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

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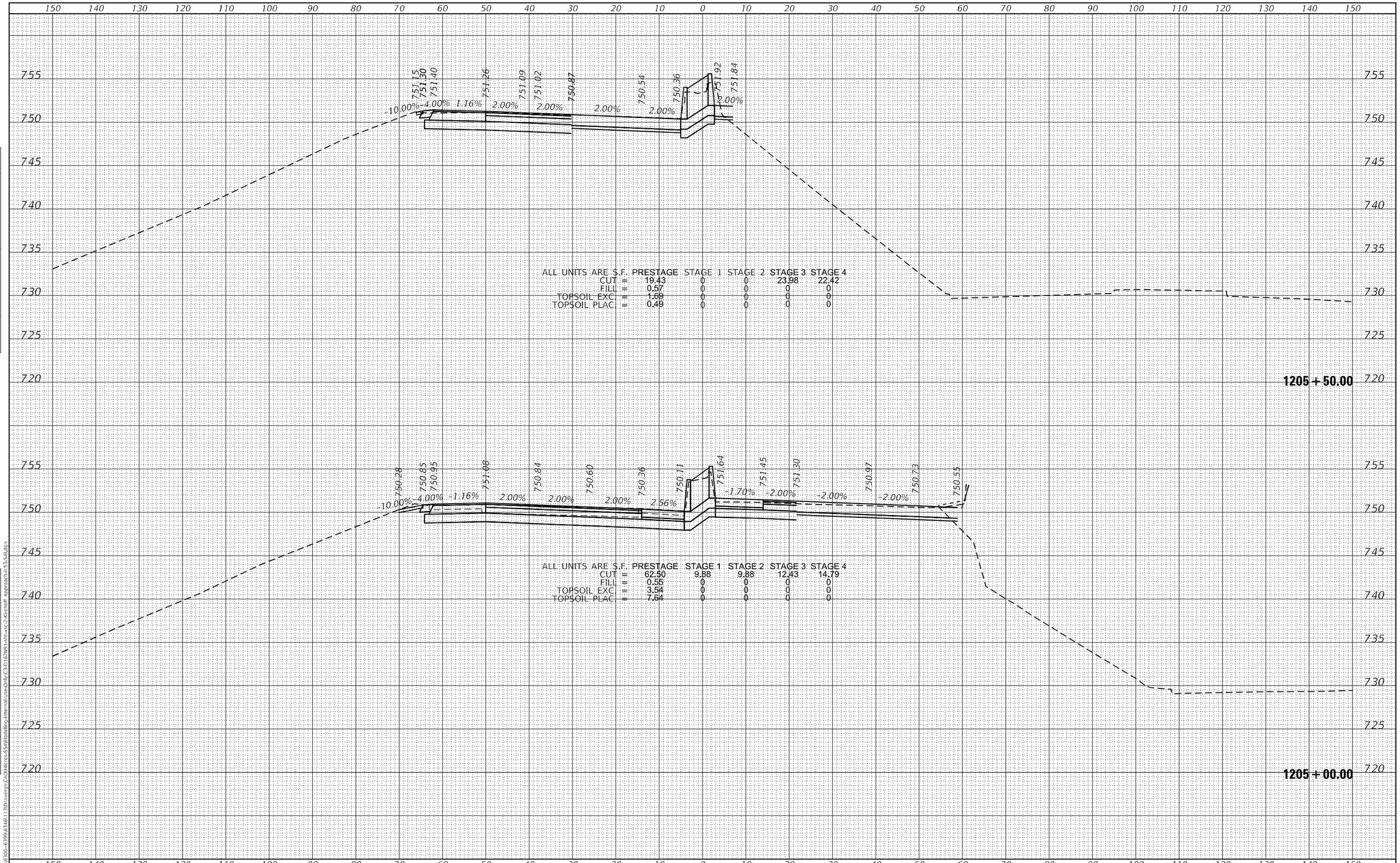
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/23/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53 AT KIRCHOFF ROAD
CROSS SECTIONS

SCALE: 10-H 5-V | SHEET 22 OF 217 SHEETS | STA. 1204+00.00 | TO STA. 1204+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	991
		CONTRACT NO. 62W38		
		ILLINOIS	FED. AID PROJECT	



FINAL SURVEY

NO.	NOTE BOOK	SURVEYED	PLOTTED	TEMPLATE	AREAS	AREAS CHECKED	BY	DATE

ORIGINAL SURVEY

NO.	NOTE BOOK	SURVEYED	PLOTTED	TEMPLATE	AREAS	AREAS CHECKED	BY	DATE

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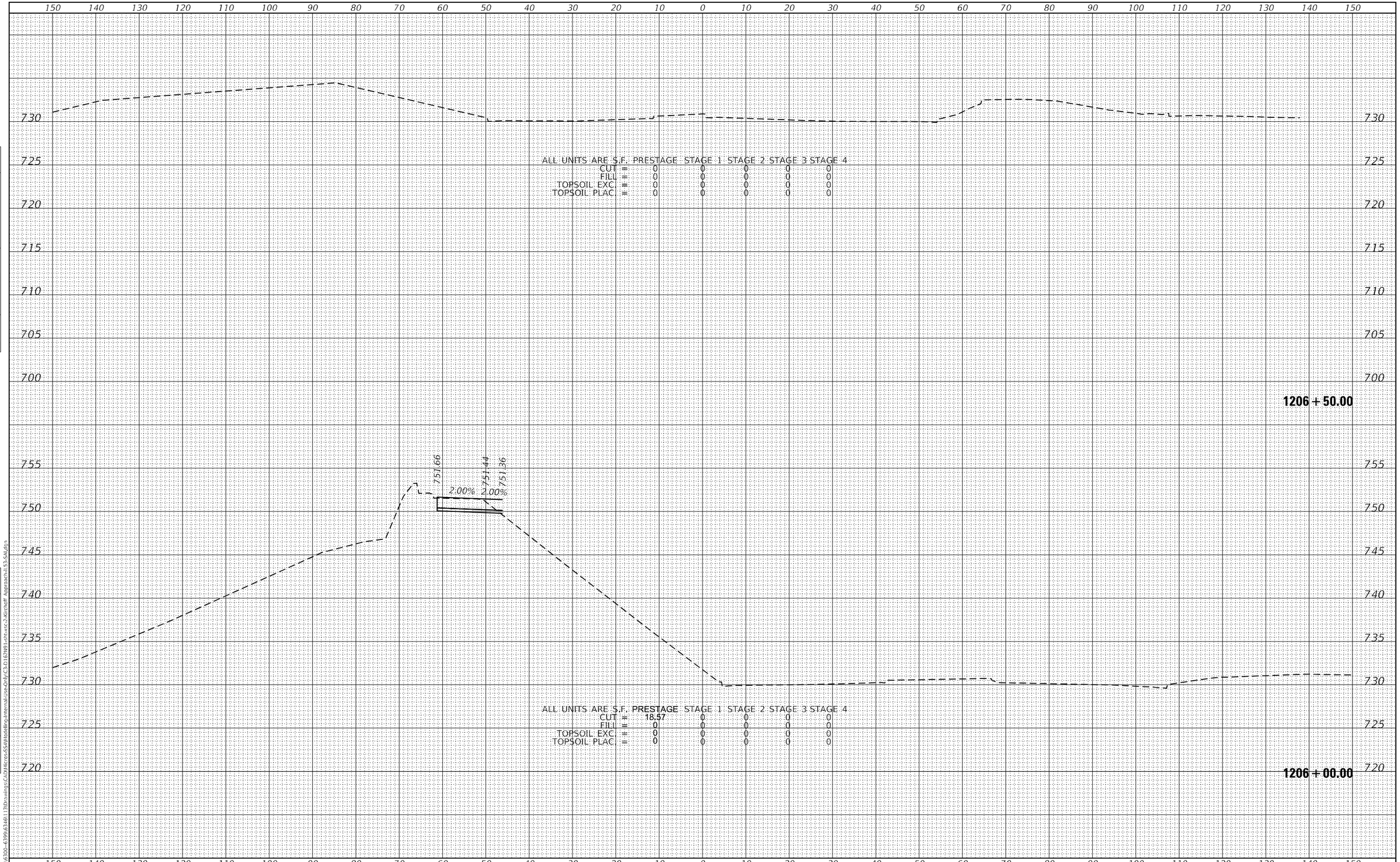
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/23/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53 AT KIRCHOFF ROAD
CROSS SECTIONS

SCALE: 10-H 5-V | SHEET 23 OF 217 SHEETS | STA. 1205+00.00 | TO STA. 1205+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	992
		CONTRACT NO. 62W38		
		ILLINOIS	FED. AID PROJECT	



FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

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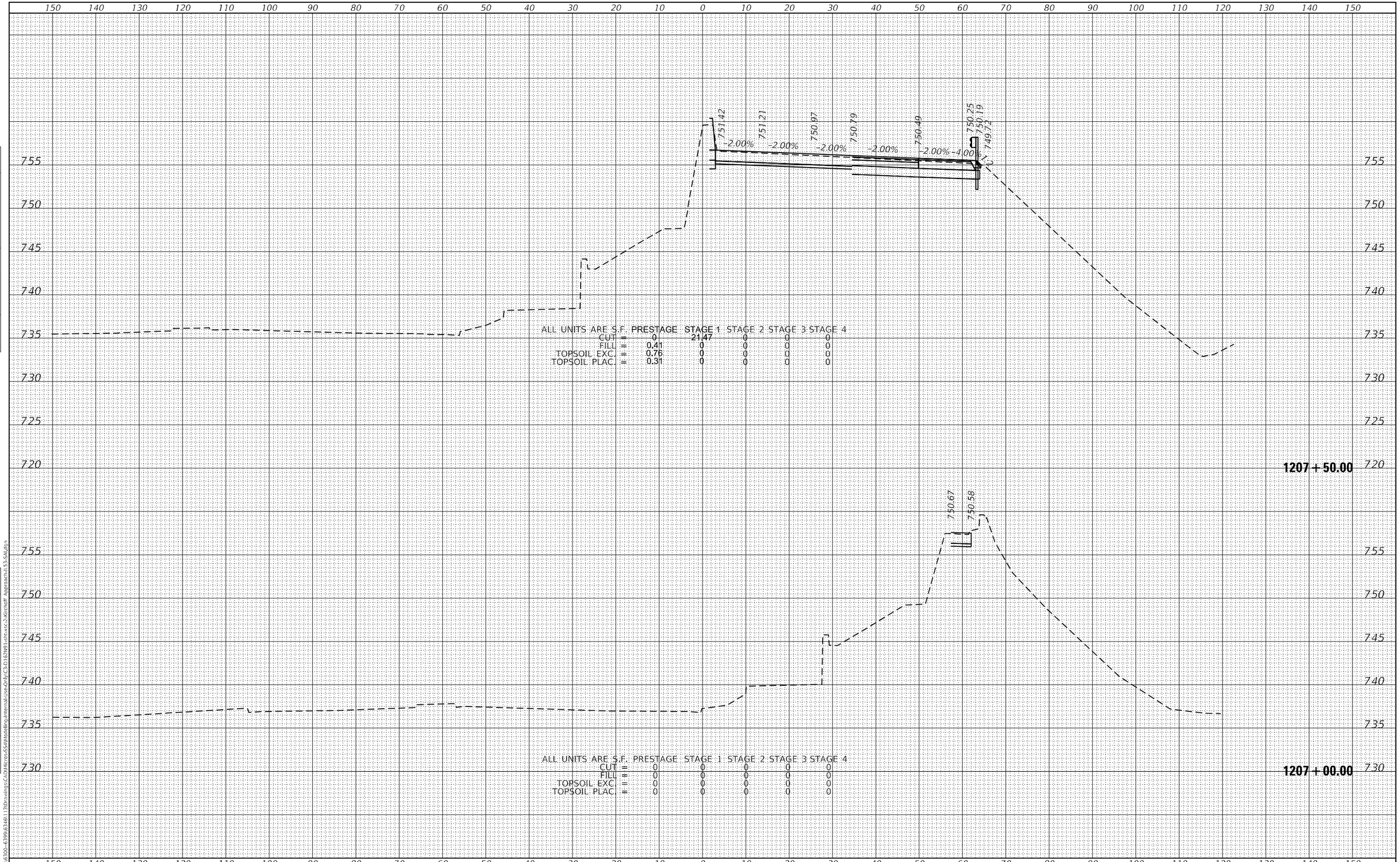
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/23/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53 AT KIRCHOFF ROAD
CROSS SECTIONS

SCALE: 10-H 5-V | SHEET 24 OF 217 SHEETS | STA. 1206+00.00 | TO STA. 1206+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	993
		CONTRACT NO. 62W38		
		ILLINOIS	FED. AID PROJECT	



ALL UNITS ARE S.F. PRESTAGE STAGE 1 STAGE 2 STAGE 3 STAGE 4

CUT =	0	21.47	0	0	0
FILL =	0.41	0	0	0	0
TOPSOIL EXC. =	0.76	0	0	0	0
TOPSOIL PLAC. =	0.31	0	0	0	0

ALL UNITS ARE S.F. PRESTAGE STAGE 1 STAGE 2 STAGE 3 STAGE 4

CUT =	0	0	0	0	0
FILL =	0	0	0	0	0
TOPSOIL EXC. =	0	0	0	0	0
TOPSOIL PLAC. =	0	0	0	0	0

FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

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(815) 744-4200

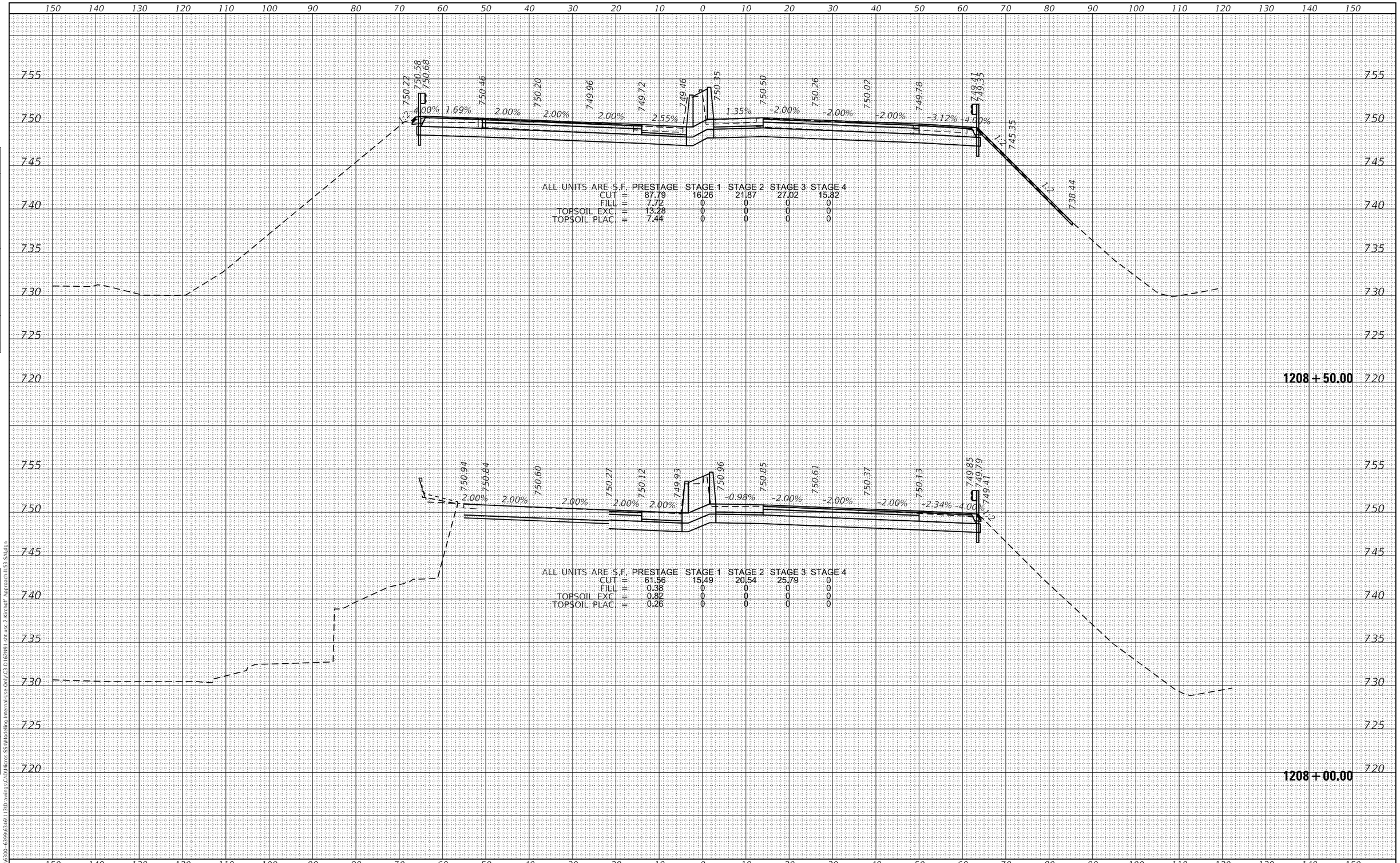
USER NAME = StevenB	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/23/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53 AT KIRCHOFF ROAD
CROSS SECTIONS

SCALE: 10-H 5-V | SHEET 25 OF 217 SHEETS | STA. 1207+00.00 | TO STA. 1207+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	994
		CONTRACT NO. 62W38		
		ILLINOIS	FED. AID PROJECT	



FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

MODFI: Default
FILE NAME: S:\DOI\6300-6399\6346\113\Drawings\CADD\Micro-SS\ATModeling-Internal-Use-Only\C3-D1621491-sht-xsc-2-Kirchoff Approach-I-53-SA.dgn

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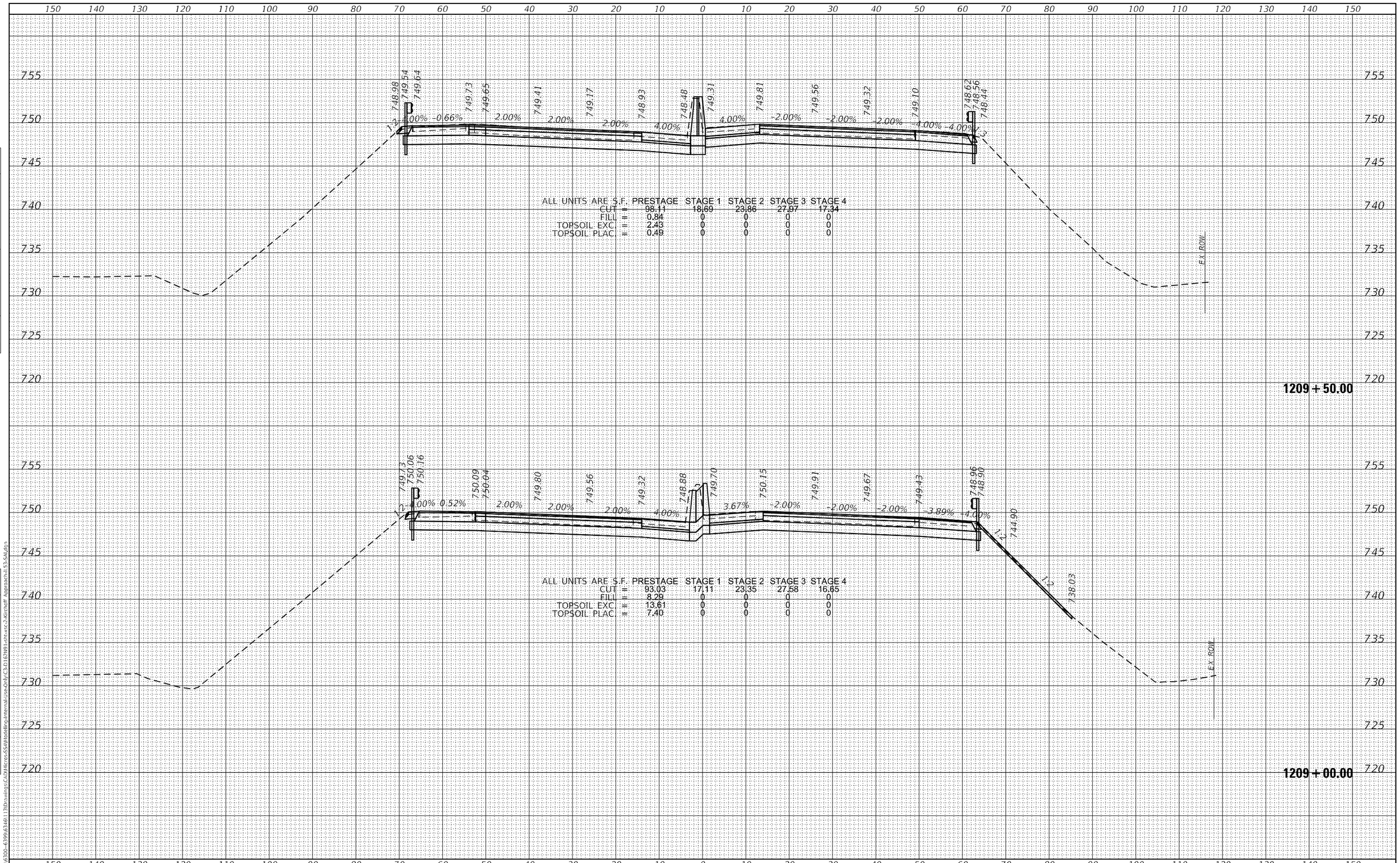
USER NAME = StevenB	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/23/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53 AT KIRCHOFF ROAD
CROSS SECTIONS

SCALE: 10-H 5-V | SHEET 26 OF 217 SHEETS | STA. 1208+00.00 | TO STA. 1208+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	995
		CONTRACT NO. 62W38		
		ILLINOIS	FED. AID PROJECT	



FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

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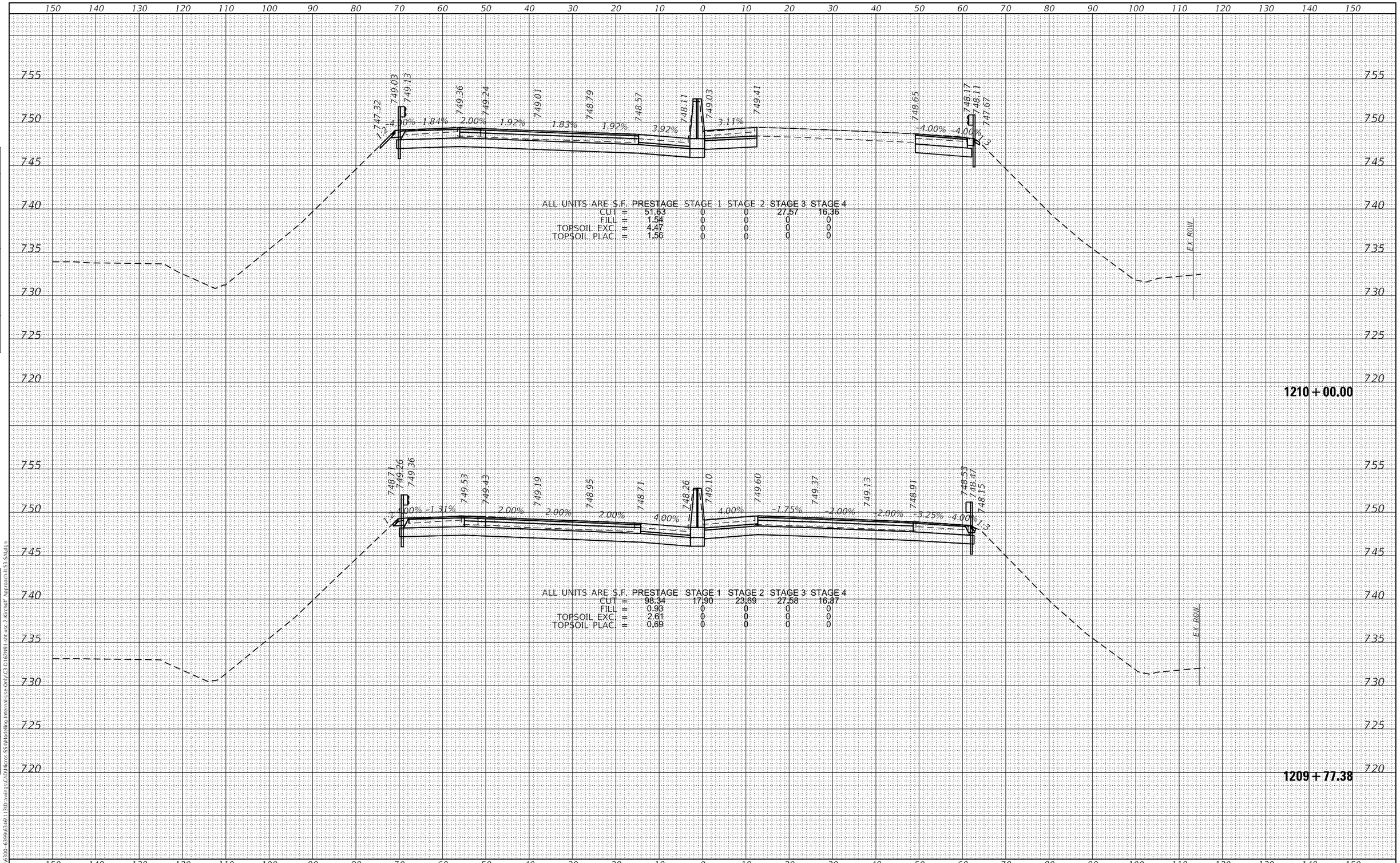
USER NAME = StevenB	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/23/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53 AT KIRCHOFF ROAD
CROSS SECTIONS

SCALE: 10-H 5-V | SHEET 27 OF 217 SHEETS | STA. 1209+00.00 | TO STA. 1209+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	996
		CONTRACT NO. 62W38		
		ILLINOIS	FED. AID PROJECT	



FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

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USER NAME = StevenB	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/23/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53 AT KIRCHOFF ROAD
CROSS SECTIONS

SCALE: 10-H 5-V | SHEET 28 OF 217 SHEETS | STA. 1209+77.38 | TO STA. 1210+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	997
		CONTRACT NO. 62W38		
		ILLINOIS	FED. AID PROJECT	

ORIGINAL SURVEY	NOTE BOOK	NO.
	SURVEYED	
	PLOTTED	
	TEMPLATE	
	AREAS	
	AREAS CHECKED	

FINAL SURVEY	NOTE BOOK	NO.	BY	DATE
	SURVEYED			
	PLOTTED			
	TEMPLATE			
	AREAS			
	AREAS CHECKED			

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

755 750 745 740 735 730 725 720

747.46 748.75 748.85 749.14 749.00 748.79 748.61 748.42 747.97 748.59 748.82 748.45 747.97 747.91 738.20

1:2 4.00% 2.50% 2.00% 1.75% 1.50% 1.75% 3.75% 2.00% 4.00% 4.00% 1:2

EX. ROW

ALL UNITS ARE S.F. PRESTAGE STAGE 1 STAGE 2 STAGE 3 STAGE 4

CUT =	51.60	0	0	26.91	15.73
FILL =	7.43	0	0	0	0
TOPSOIL EXC =	13.25	0	0	0	0
TOPSOIL PLAC =	7.02	0	0	0	0

1210 + 28.11

NODE: Default
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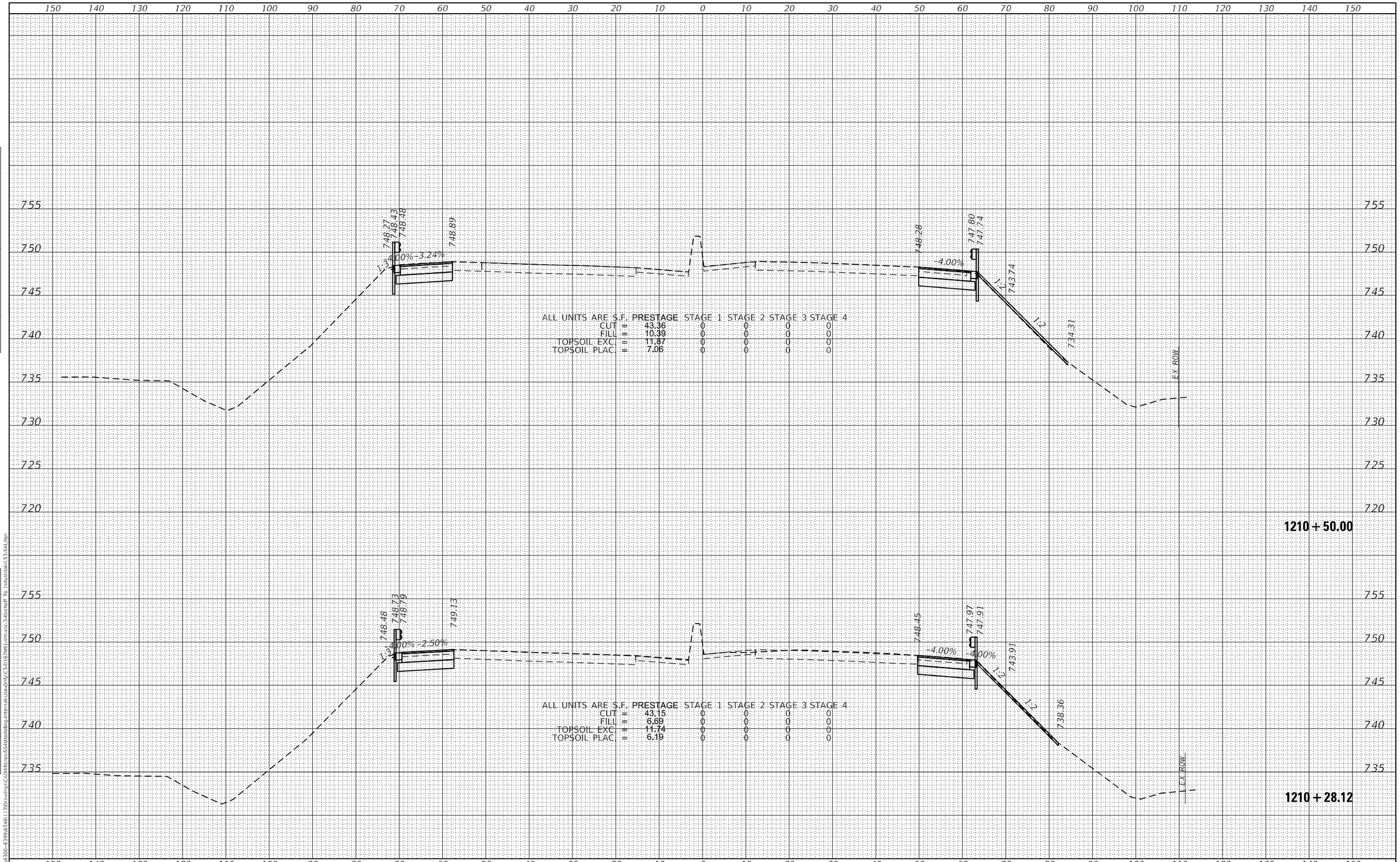
USER NAME = StevenB	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/23/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53 AT KIRCHOFF ROAD
CROSS SECTIONS

SCALE: 10-H 5-V | SHEET 29 OF 217 SHEETS | STA. 1210+28.11 | TO STA. 1210+28.11

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	998
		CONTRACT NO. 62W38		
		ILLINOIS	FED. AID PROJECT	



USER NAME = StevenB	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/23/2024	DATE -	REVISED -	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
CROSS SECTIONS

SCALE: 10-H 5-V | SHEET 30 OF 217 SHEETS | STA. 1210+28.12 TO STA. 1210+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	999
		CONTRACT NO. 62W38		
		ILLINOIS	FED. AID PROJECT	

FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

MODFI: Default
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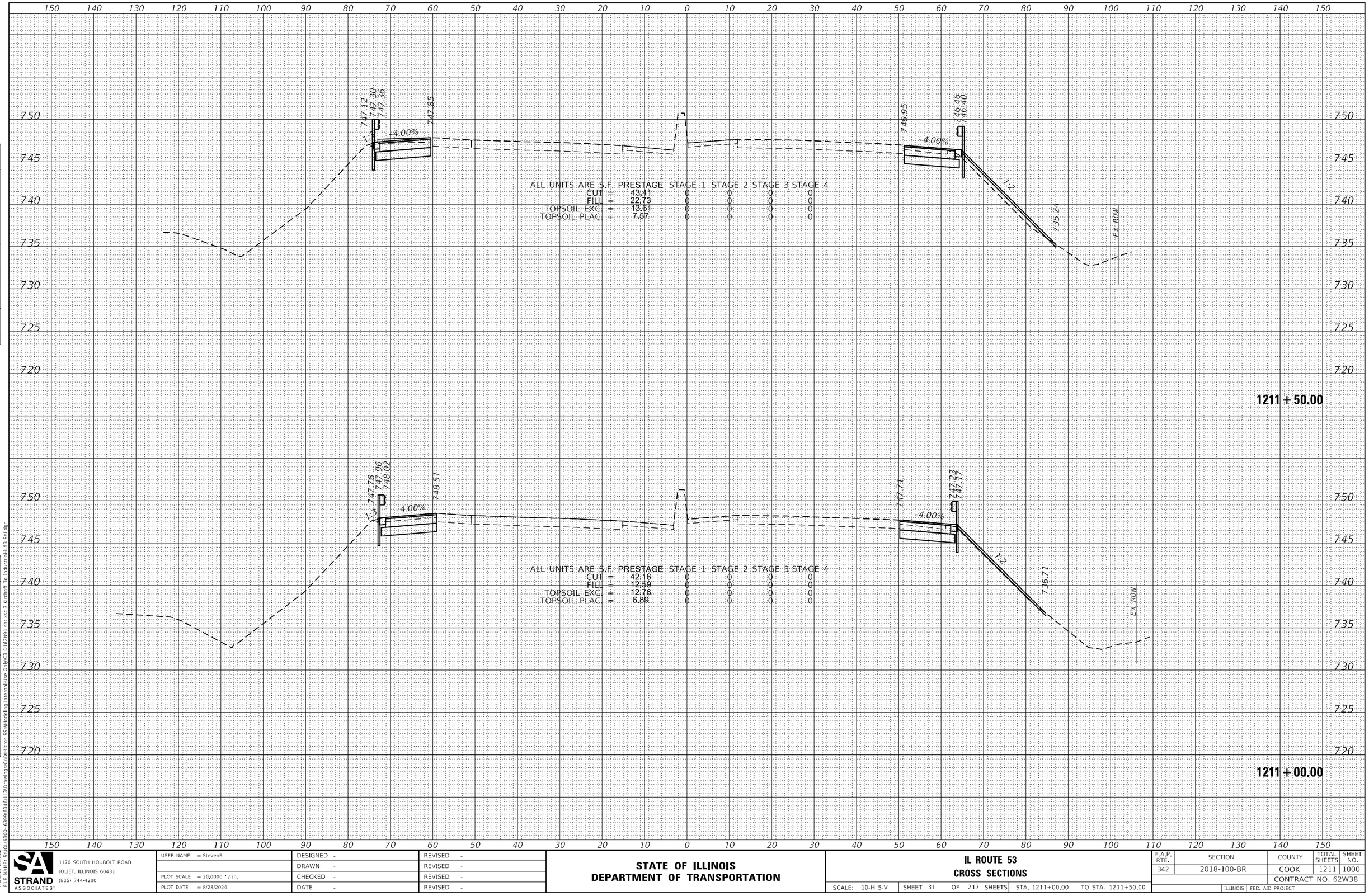

USER NAME = StevenB	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
CROSS SECTIONS

SCALE: 10-H 5-V | SHEET 31 OF 217 SHEETS | STA. 1211+00.00 TO STA. 1211+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	1211	1000
		CONTRACT NO. 62W38		
	ILLINOIS	FED. AID PROJECT		

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

MODEL: Default
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