NORTH EDGE OF SHARED USE PATH

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	323+61.50	-29.50	565.14
A3	323+71.50	-29.50	565.08
A4	323+81.50	-29.50	565.03
E. End of East Appr. Slab	323+91.50	-29.50	564.97

SOUTH EDGE OF SHARED USE PATH

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	323+61.50	-19.50	565.34
A3	323+71.50	-19.50	565.28
A4	323+81.50	-19.50	565.23
E. End of East Appr. Slab	323+91.50	-19.50	565.17

PG & CL OLYMPIC BLVD.

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	323+61.50	0.00	565.73
A3	323+71.50	0.00	565.67
A4	323+81.50	0.00	565.62
E. End of East Appr. Slab	323+91.50	0.00	565.56

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	323+61.50	-18.00	565.37
A3	323+71.50	-18.00	565.31
A4	323+81.50	-18.00	565.26
E. End of East Appr. Slab	323+91.50	-18.00	565.20

SOUTH EDGE OF MEDIAN

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	323+61.50	5.00	565.63
A3	323+71.50	5.00	565.57
A4	323+81.50	5.00	565.52
E. End of East Appr. Slab	323+91.50	5.00	565.46

NORTH EDGE OF TRAFFIC LANE

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	323+61.50	-17.00	565.39
A3	323+71.50	-17.00	565.33
A4	323+81.50	-17.00	565.28
E. End of East Appr. Slab	323+91.50	-17.00	565.22

SOUTH EDGE OF TRAFFIC LANE

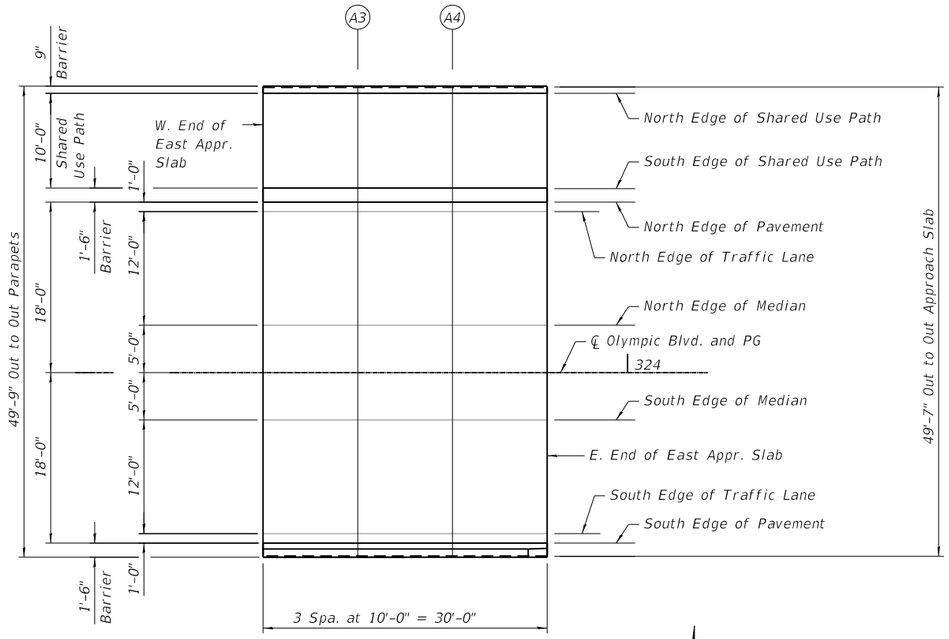
Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	323+61.50	17.00	565.39
A3	323+71.50	17.00	565.33
A4	323+81.50	17.00	565.28
E. End of East Appr. Slab	323+91.50	17.00	565.22

NORTH EDGE OF MEDIAN

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	323+61.50	-5.00	565.63
A3	323+71.50	-5.00	565.57
A4	323+81.50	-5.00	565.52
E. End of East Appr. Slab	323+91.50	-5.00	565.46

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	323+61.50	18.00	565.37
A3	323+71.50	18.00	565.31
A4	323+81.50	18.00	565.26
E. End of East Appr. Slab	323+91.50	18.00	565.20



PLAN
(East Approach)

N

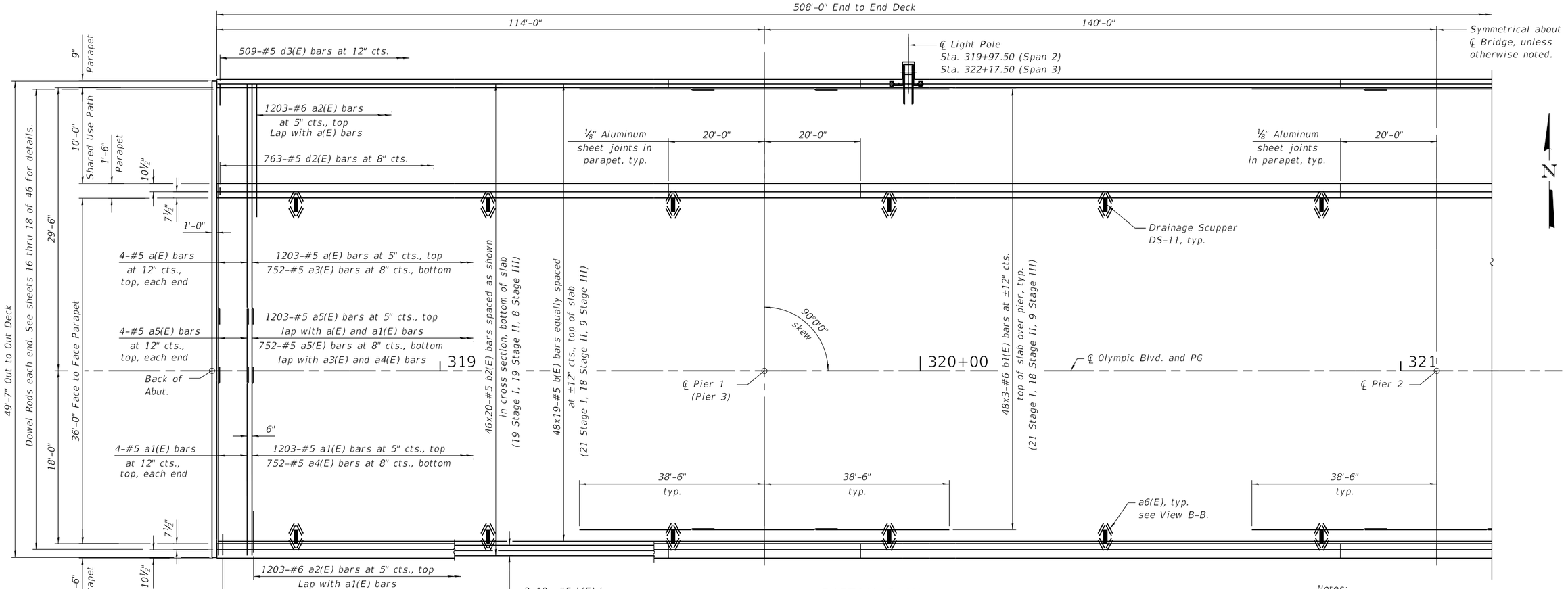
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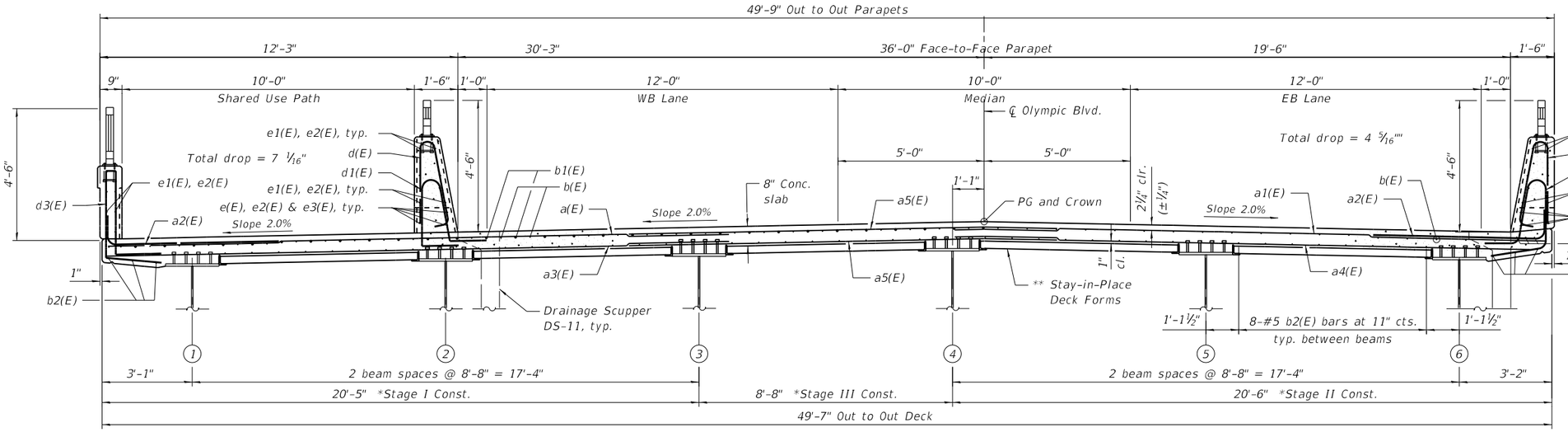
TOP OF EAST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 099-8301
SHEET 10 OF 50 SHEETS

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
904	21-00544-00-PV	WILL	208	101
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



PARTIAL PLAN

(Spans 1 & 2 shown, Spans 3 & 4 similar)



NEAR PIER — NEAR MIDSPAN

CROSS SECTION

(Looking East)

Notes:

Cut longitudinal reinforcement to clear drainage scuppers. See sheet 1 of 50 for drainage scupper spacing.

See sheets 12 thru 14 of 50 for superstructure details, View B-B, bar diagrams and Bill of Material.

See sheets 24 thru 28 of 50 for Superstructure Launching details.

Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

* *Stage Construction for beams, cross frames, lateral bracing, stay-in-place deck forms and reinforcement only.*

** *Stay-in-place Deck Forms are shown for information only. CONTRACTOR shall design and finalize the stay-in-place formwork details. Welding SIP components to the top flange is not allowed in negative moment regions. See special provisions.*

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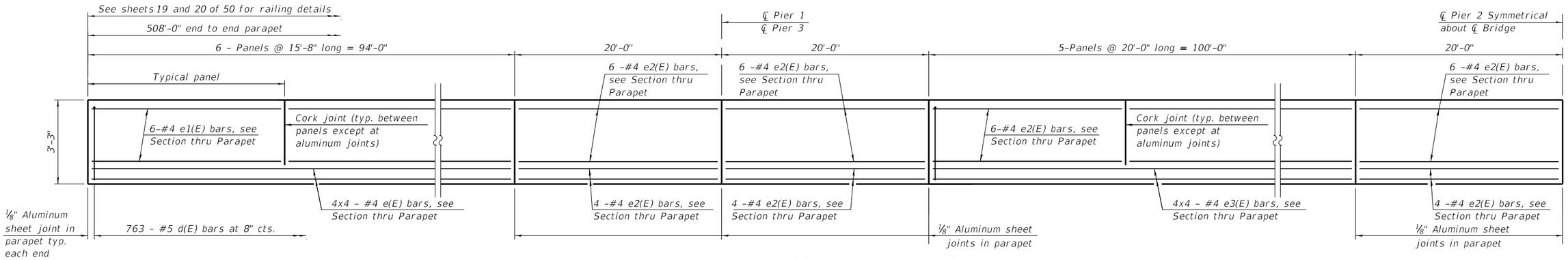
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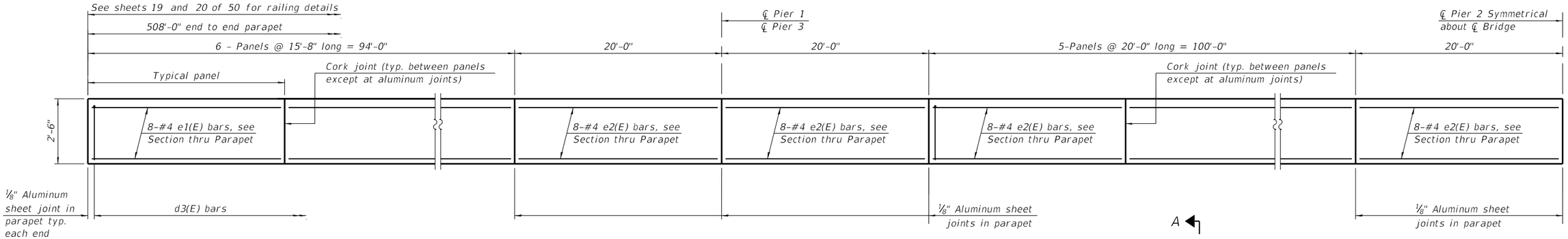
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SUPERSTRUCTURE
STRUCTURE NO. 099-8301
SHEET 11 OF 50 SHEETS

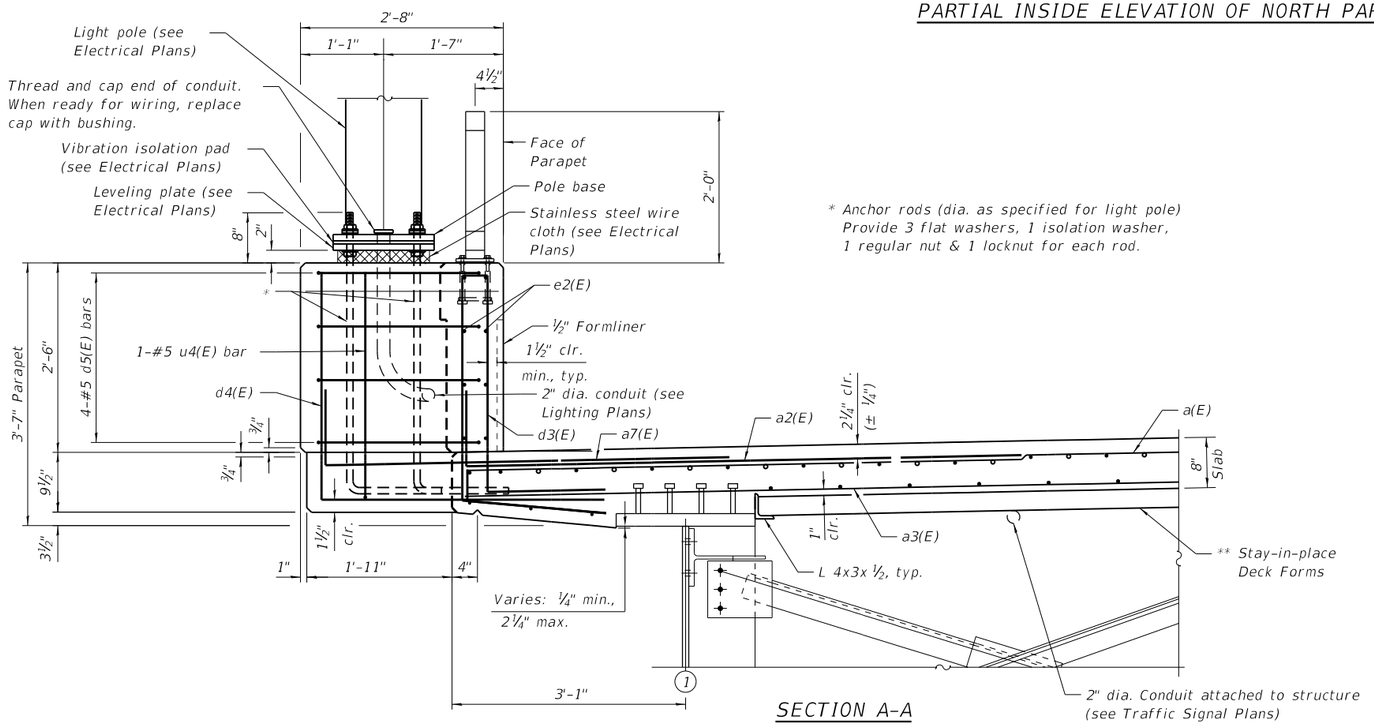
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PARTIAL INSIDE ELEVATION OF MIDDLE PARAPET AND SOUTH PARAPET

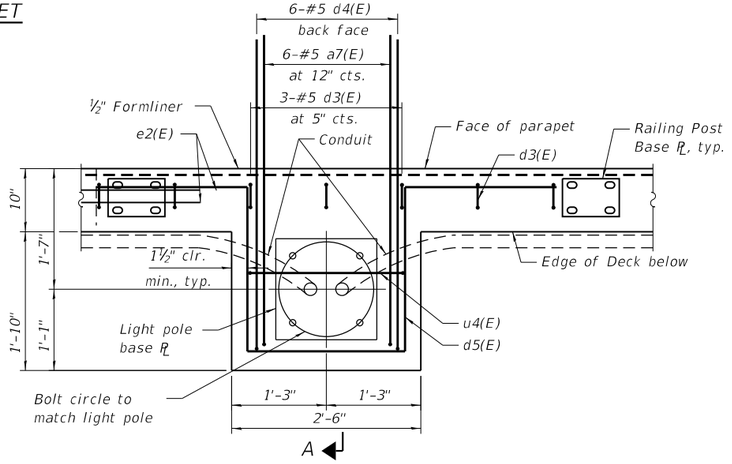


PARTIAL INSIDE ELEVATION OF NORTH PARAPET



SECTION A-A

* Anchor rods (dia. as specified for light pole) Provide 3 flat washers, 1 isolation washer, 1 regular nut & 1 locknut for each rod.



LIGHT POLE PLAN

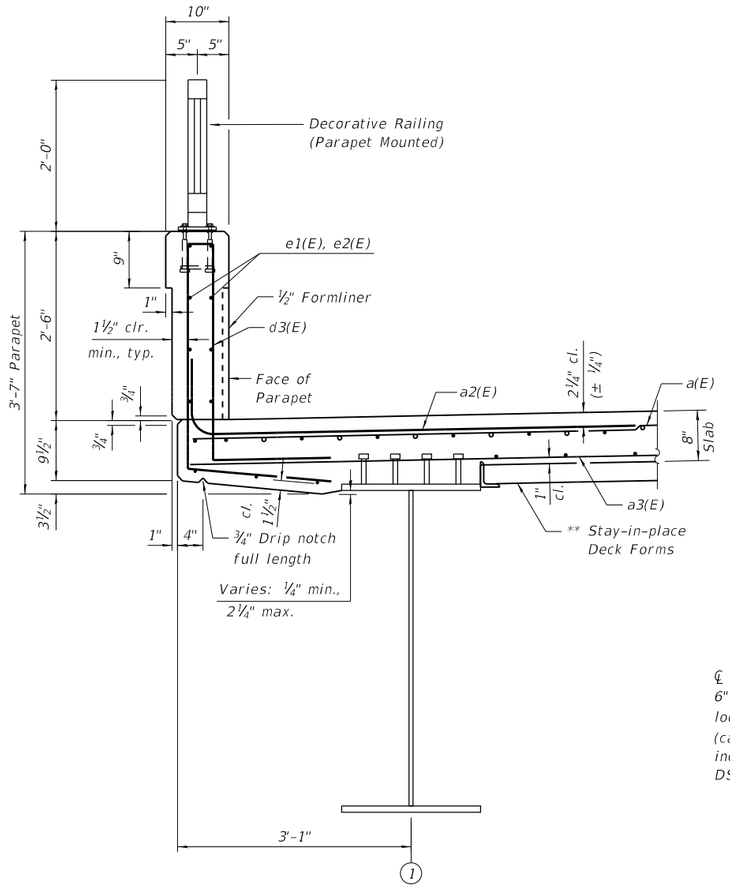
Notes:
- Reinforcement bars shall not pass thru aluminum sheets and cork joint filler.
- Cost of anchor rods is included with Concrete Superstructure.
  For conduit and lightpole details and quantities, see Electrical Plans.
- See sheets 11 thru 14 of 50 for superstructure details, bar diagrams and Bill of Material.
- See sheets 19 thru 20 of 50 for railing details.

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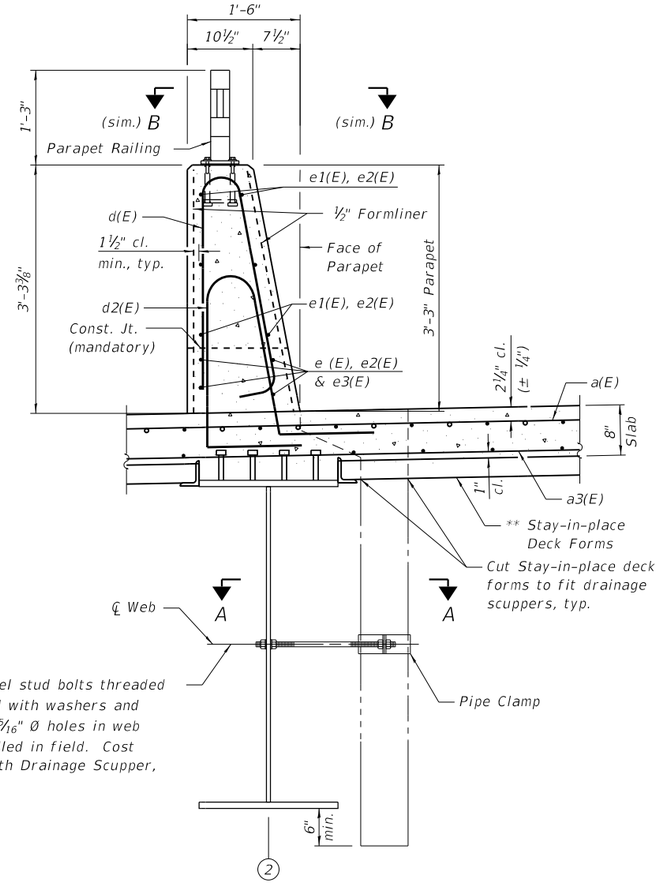
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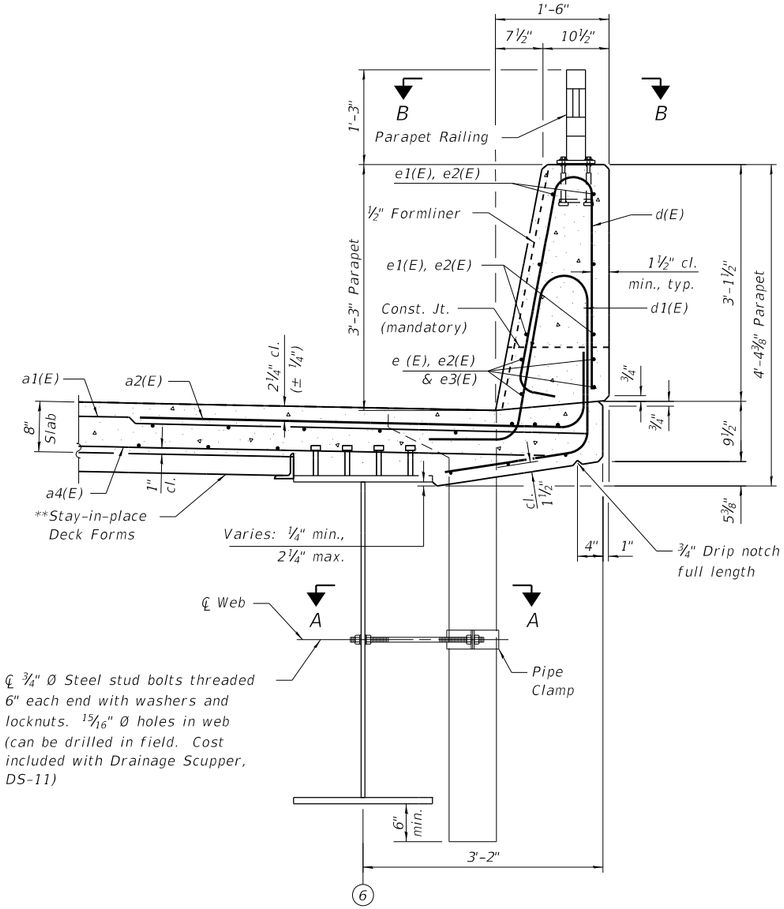
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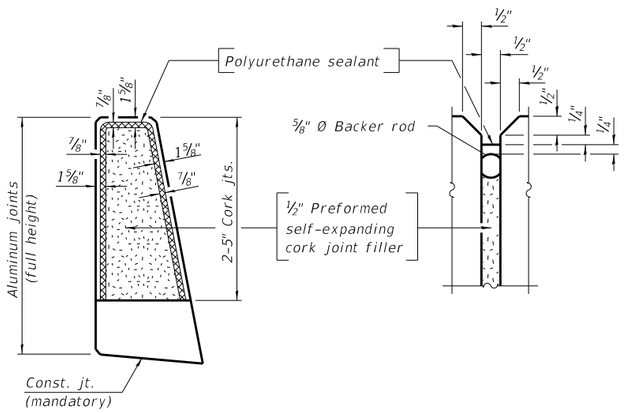
SECTION THRU NORTH PARAPET



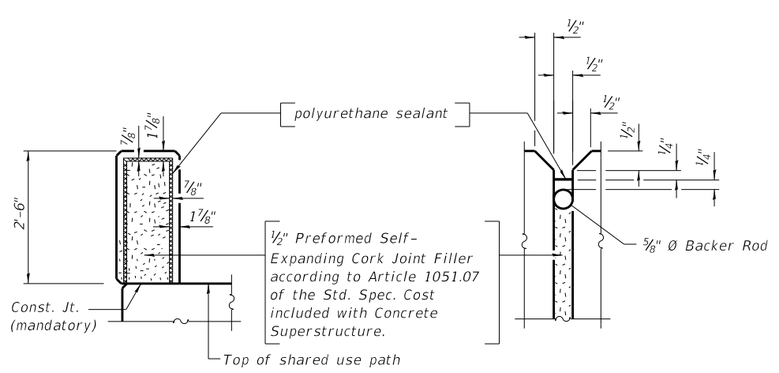
SECTION THRU MIDDLE PARAPET



SECTION THRU SOUTH PARAPET



CONSTANT SLOPE PARAPET JOINT DETAILS



NORTH PARAPET JOINT DETAILS

Notes:

The clamping device shall be galvanized according to AASHTO M 232. Cost of clamping device included with Drainage Scuppers, DS-11.

The ⅛" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated 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.

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

Reinforcement bars shall not pass thru aluminum sheets and cork joint filler.

See sheet 14 of 50 for Superstructure bar diagrams and Bill of Material.

See sheet 24 of 50 for Drainage Scupper DS-11 details.

See sheets 19 and 20 of 50 for railing details.

*** Contractor shall design and finalize the stay-in-place formwork details.*

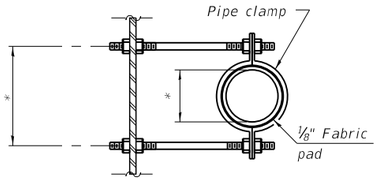
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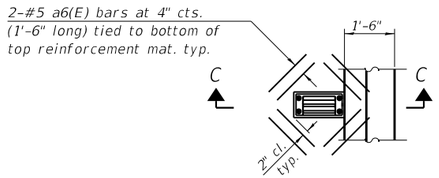
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MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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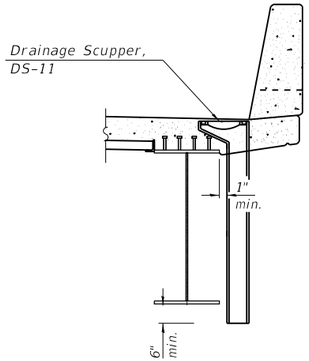


SECTION A-A

* Dimension as required



VIEW B-B



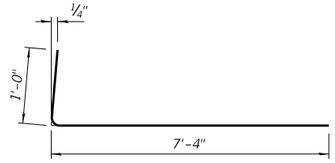
SECTION C-C

TYP. LAP SPLICE

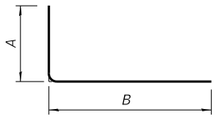
Bar Size	Min. Lap	
#4	2'-8"	
#5	3'-6"	
#6	4'-0"	(for deck bars)
#6	4'-0"	(for diaphragm bars)

BILL OF MATERIAL SUPERSTRUCTURE

Bar	No.	Size	Length	Shape
a(E)	1211	#5	20'-3"	
a1(E)	1211	#5	20'-4"	
a2(E)	2406	#6	8'-4"	
a3(E)	752	#5	20'-1"	
a4(E)	752	#5	20'-1"	
a5(E)	1963	#5	15'-8"	
a6(E)	192	#5	1'-6"	
a7(E)	12	#5	6'-0"	
b(E)	969	#5	30'-1"	
b1(E)	432	#6	28'-1"	
b2(E)	920	#5	28'-9"	
d(E)	1526	#5	6'-5"	
d1(E)	763	#5	8'-0"	
d2(E)	763	#5	7'-8"	
d3(E)	509	#5	10'-2"	
d4(E)	12	#5	7'-1"	
d5(E)	8	#5	10'-6"	
e(E)	64	#4	25'-5"	
e1(E)	240	#4	15'-4"	
e2(E)	368	#4	19'-8"	
e3(E)	64	#4	26'-11"	
m(E)	36	#6	26'-8"	
m1(E)	20	#6	8'-3"	
m2(E)	8	#6	2'-8"	
m3(E)	30	#6	8'-3"	
m4(E)	12	#6	2'-8"	
m5(E)	8	#4	26'-0"	
s10(E)	82	#5	8'-3"	
s11(E)	82	#5	12'-0"	
u1(E)	82	#4	3'-8"	
u4(E)	2	#5	7'-9"	
Concrete Superstructure		Cu Yd	917.4	
Bridge Deck Grooving		Sq Yd	1920	
Form Liner Textured Surface		Sq Ft	6303	
Protective Coat		Sq Yd	2597	
Reinforcement Bars, Epoxy Coated		Pound	263,560	



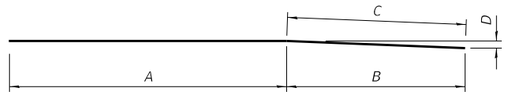
BAR a2(E)



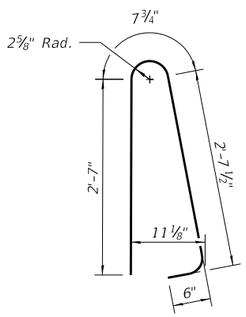
Bar	A	B
a7(E)	1'-0"	5'-0"
d4(E)	3'-0"	4'-1"

BARS a7(E), d4(E)

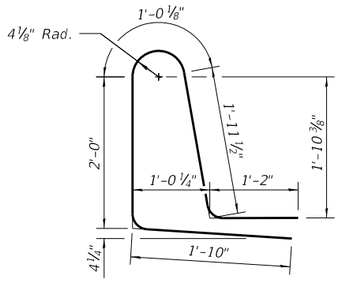
Bar	A	B	C	D
a1(E)	19'-3"	1'-1"	1'-1"	½"
a4(E)	19'-0"	1'-1"	1'-1"	½"
a5(E)	13'-3"	2'-5"	2'-5"	1⅛"



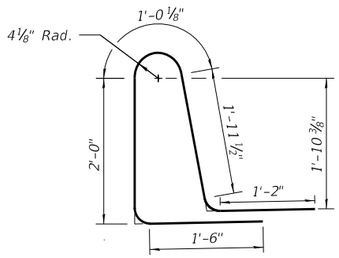
BARS a1(E), a4(E), a5(E)



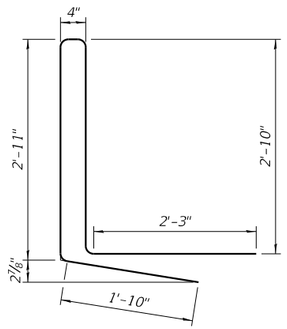
BAR d(E)



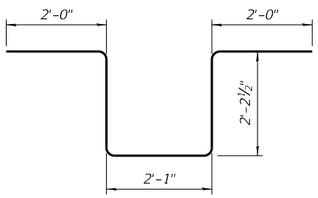
BAR d1(E)



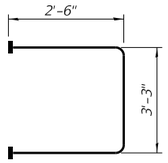
BAR d2(E)



BAR d3(E)

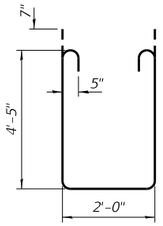


BAR d5(E)

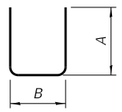


BAR s10(E)

(Headed)

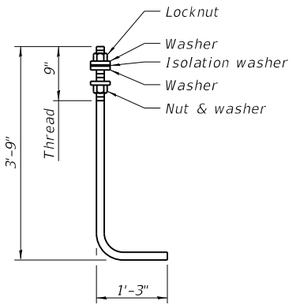


BAR s11(E)



Bar	A	B
u1(E)	1'-6"	8"
u4(E)	2'-11"	1'-11"

BARS u1(E), u4(E)



ANCHOR ROD

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

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

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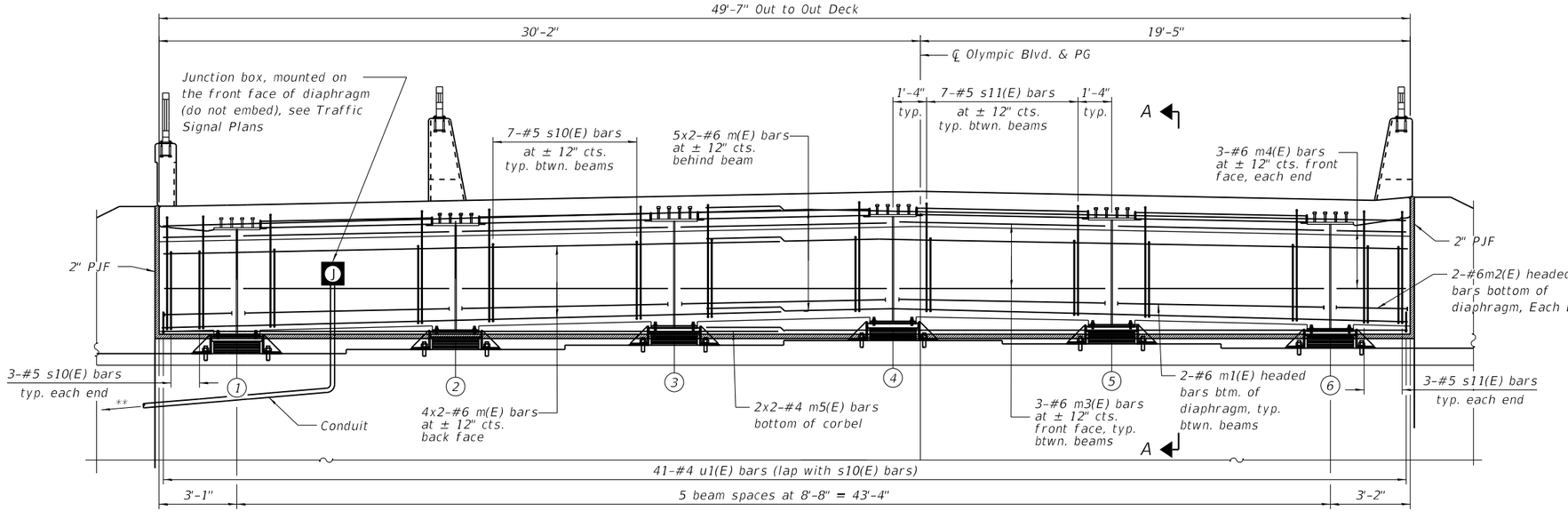
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CITY OF JOLIET

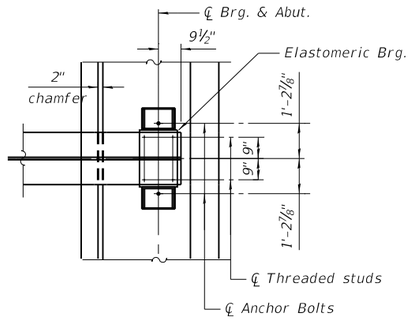
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STRUCTURE NO. 099-8301
SHEET 14 OF 50 SHEETS

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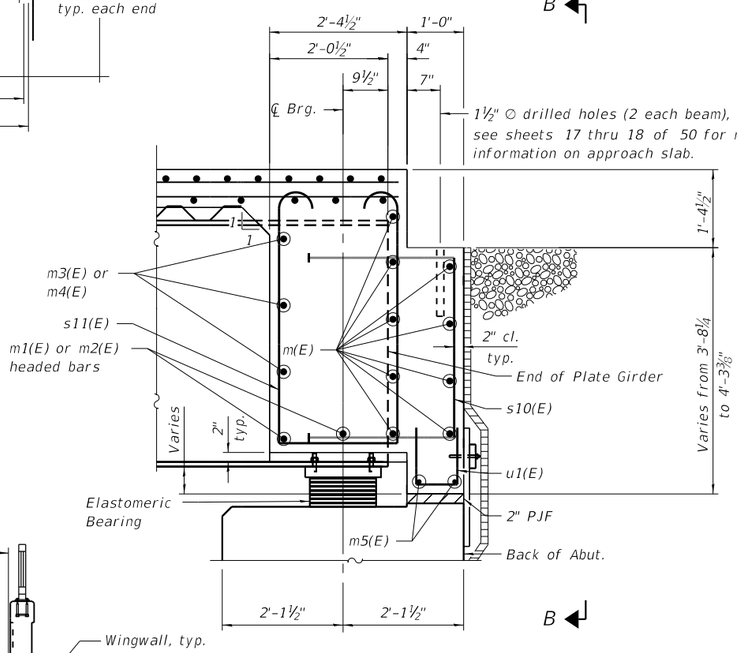
DIAPHRAGM ELEVATION AT ABUTMENT

(E. Abut. shown, W. Abut. similar)
(Looking East)



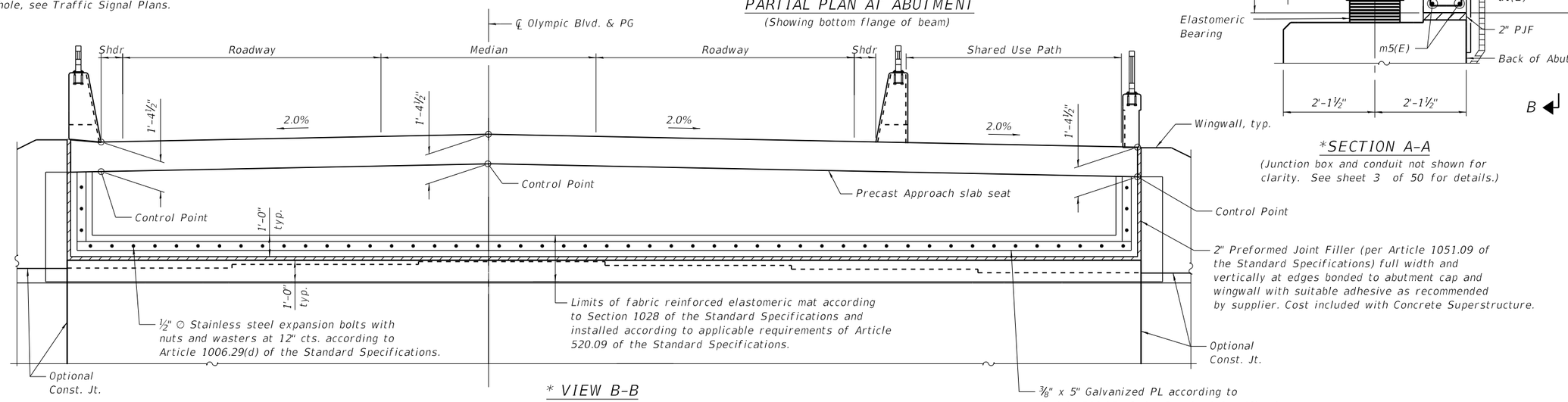
PARTIAL PLAN AT ABUTMENT

(Showing bottom flange of beam)



*SECTION A-A

(Junction box and conduit not shown for clarity. See sheet 3 of 50 for details.)



* VIEW B-B

(E. Abut. shown, W. Abut. similar)
(Looking West)

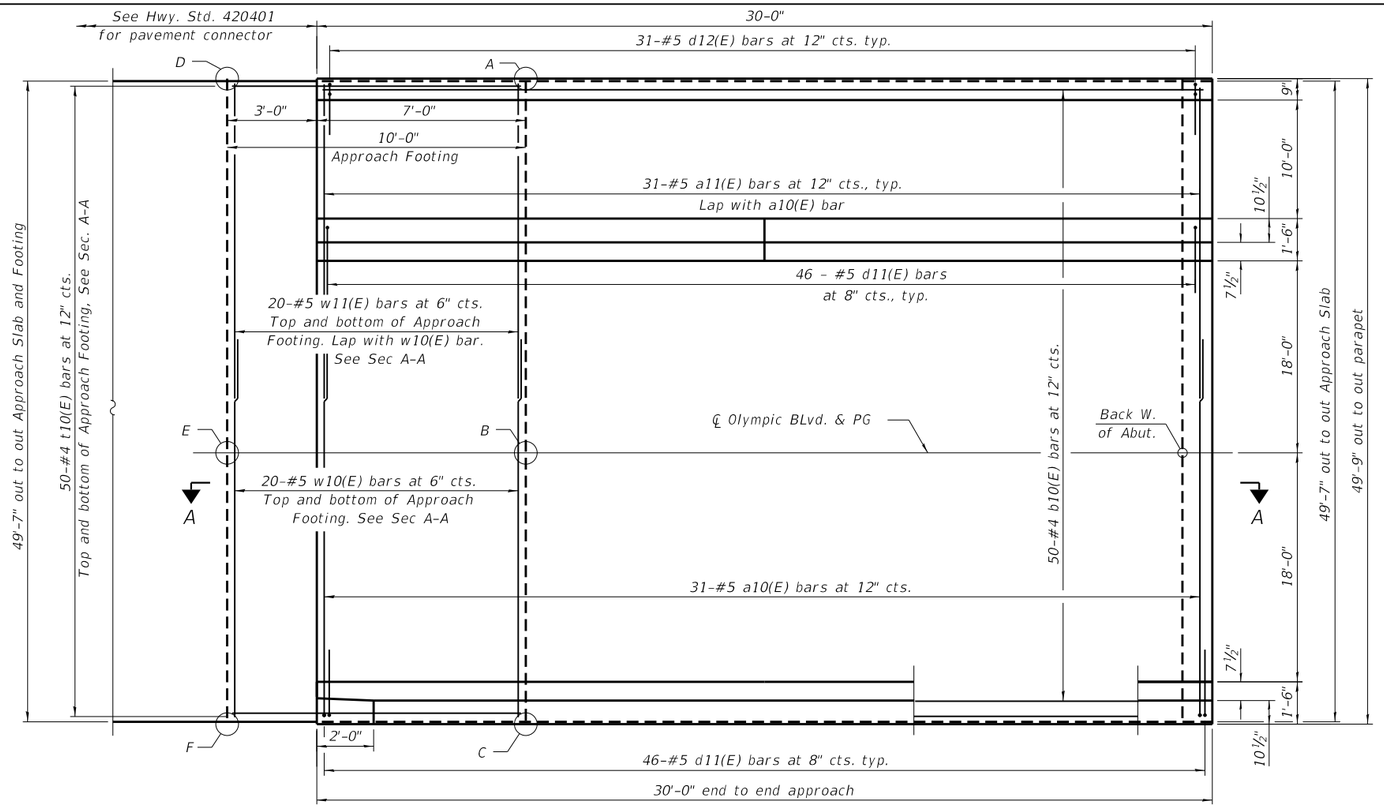
Notes:

See sheets 12 thru 14 of 50 for superstructure details and Bill of Material.
See sheet 14 of 50 for bar details of s10(E), s11(E) and u1(E).
See sheet 34 of 50 for bearing details .
The approach slab seat shall have constant slope determined from the control points shown.
Concrete in diaphragm is included with Concrete Superstructure on sheet 14 of 50 .
See sheet 14 of 50 for diaphragm reinforcement quantities.
Cost of fabric reinforced elastomeric mat, galvanized plate, stainless steel expansion bolts with nuts and washers and installation are included in Concrete Superstructure.

* Approach slab and approach slab beams are not shown for clarity. See sheets 16 thru 18 of 50 for Approach Slab Details.
** To Handhole, see Traffic Signal Plans.

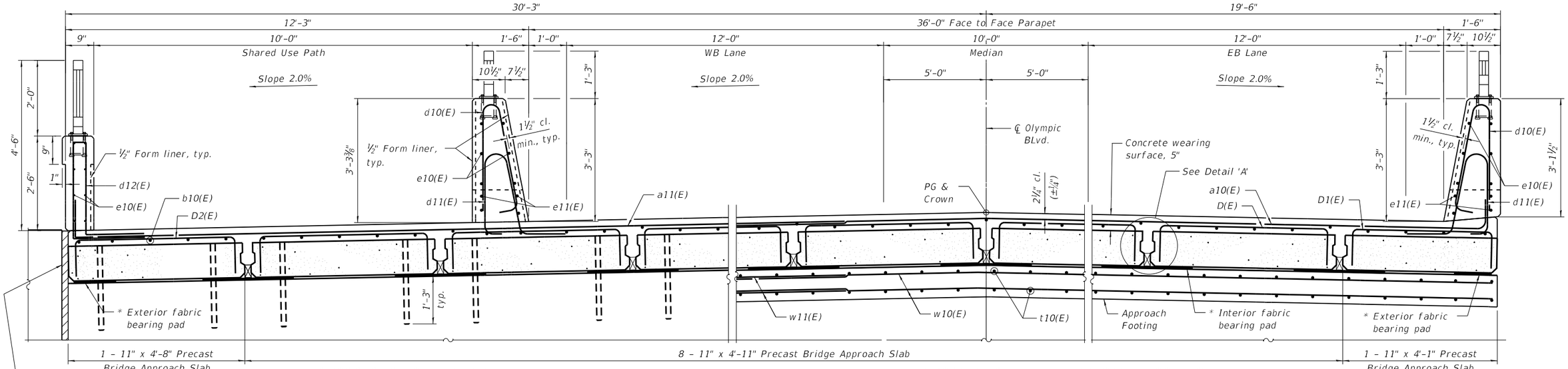
PATRICK	USER NAME = rhansen	DESIGNED - PV	REVISED -	CITY OF JOLIET	DIAPHRAGM DETAILS STRUCTURE NO. 099-8301	MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - YC	REVISED -			904	21-00544-00-PV	WILL	208	106
	PLOT SCALE =	DRAWN - RMH	REVISED -					CONTRACT NO.		
	PLOT DATE = 3/1/2023	CHECKED - YC	REVISED -		SHEET 15 OF 50 SHEETS			ILLINOIS	FED. AID PROJECT	

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PLAN

(West approach slab shown. East approach slab similar by mirror image)

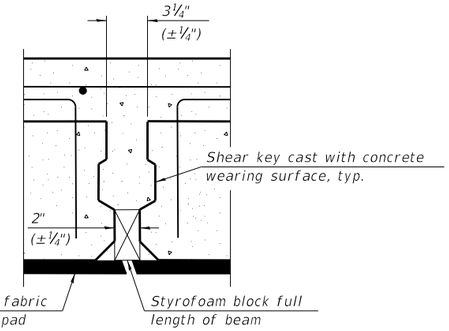


CROSS SECTION - NEAR ABUTMENT

(Looking East)

CROSS SECTION AT APPROACH FOOTING

(Looking East)



DETAIL 'A'

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

	West Approach		East Approach	
Point	Top	Bottom	Top	Botom
A	566.66	555.83	563.62	562.79
B	567.26	556.43	564.23	563.39
C	566.88	556.04	563.84	563.00
D	566.72	555.88	563.57	562.73
E	567.32	556.49	564.17	563.34
F	566.93	556.10	563.78	562.95

* Fabric bearing pads at the expansion end shall be recessed ¼" into the approach footing and bonded. Adjusting shims, when required, shall be bonded to the top of the fabric bearing pads.

Note:
See sheets 17 thru 18 of 50 for Section A-A, Precast Approach Slab details and Bill of Material.

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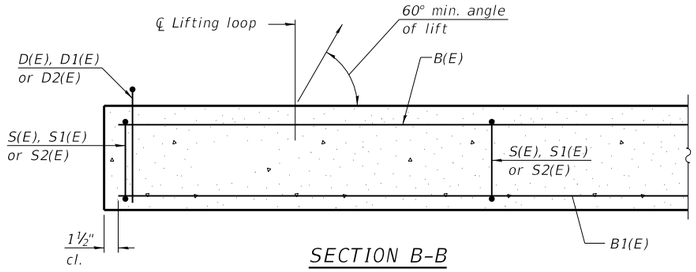
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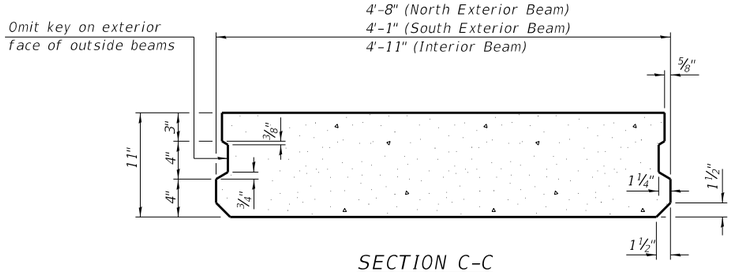
CITY OF JOLIET

PRECAST BRIDGE APPROACH SLAB
STRUCTURE NO. 099-8301
SHEET 16 OF 50 SHEETS

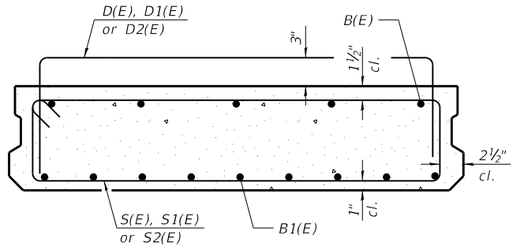
MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
904	21-00544-00-PV	WILL	208	107
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	



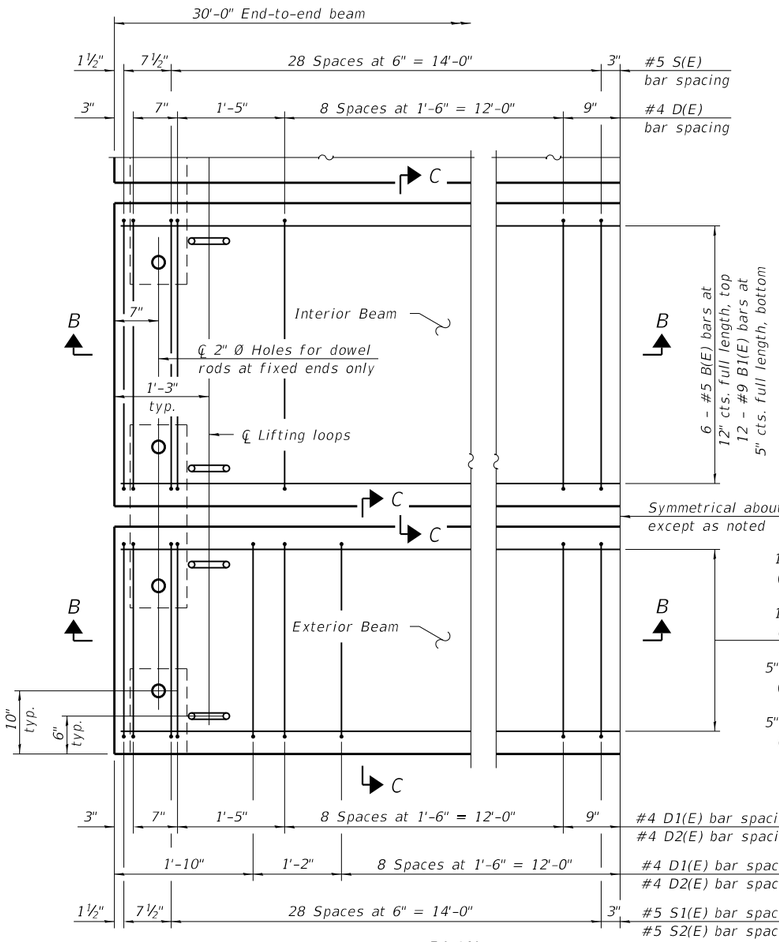
SECTION B-B



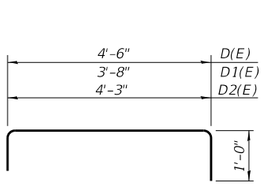
SECTION C-C
(Showing dimensions)



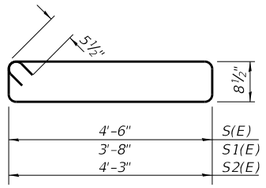
SECTION C-C
(Showing reinforcement)



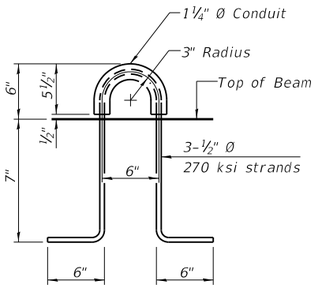
PLAN



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

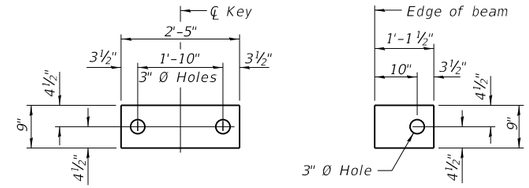


BARS S(E), S1(E) & S2(E)



LIFTING LOOP DETAIL
(An alternate lifting loop with a proof load of 25,000 lbs. and utilized according to the manufacturer's recommendations may be used)

Notes:
The precast bridge approach slab shall be according to Section 504 of the Standard Specifications and shall be paid for at the contract unit price per square foot for Precast Bridge Approach Slab.
Cast-in-place substitution of Precast Bridge Approach Slab is not allowed.
The top surface of precast bridge approach slabs shall be finished similar to precast prestressed deck beams with concrete wearing surface as specified in the IDOT "Manual for Fabrication of Precast Prestressed Concrete Products."
Two ⅛" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location. Cost included with Precast Bridge Approach Slab.
A minimum 2 ½" Ø lifting pins shall be used to engage the lifting loops during handling.
Compressive strength of precast concrete, f'c shall be 6,000 psi.
Compressive strength of precast concrete during initial lifting, f'ci shall be 5,000 psi.
Cost of Styrofoam blocks, Lifting Loops and Fabric Bearing Pads are included with Precast Bridge Approach Slab.



FABRIC BEARING PAD

Notes:
Bearing pads at fixed end shall be ½" thick and bearing pads at expansion end shall be ¾" thick.
Omit holes for fabric bearing pads at approach slab footing end of beams.

BAR LIST
EACH INTERIOR BEAM
(For information only)

Bar	No.	Size	Length	Shape
B(E)	6	#5	29'-8"	—
B1(E)	12	#9	29'-8"	—
D(E)	22	#4	6'-6"	⊓
S(E)	60	#5	11'-4"	⊓

BAR LIST
EACH NORTH EXTERIOR BEAM
(For information only)

Bar	No.	Size	Length	Shape
B(E)	6	#5	29'-8"	—
B1(E)	11	#9	29'-8"	—
D2(E)	32	#4	6'-3"	⊓
S2(E)	60	#5	10'-10"	⊓

BAR LIST
EACH SOUTH EXTERIOR BEAM
(For information only)

Bar	No.	Size	Length	Shape
B(E)	5	#5	29'-8"	—
B1(E)	10	#9	29'-8"	—
D1(E)	32	#4	5'-8"	⊓
S1(E)	60	#5	9'-8"	⊓

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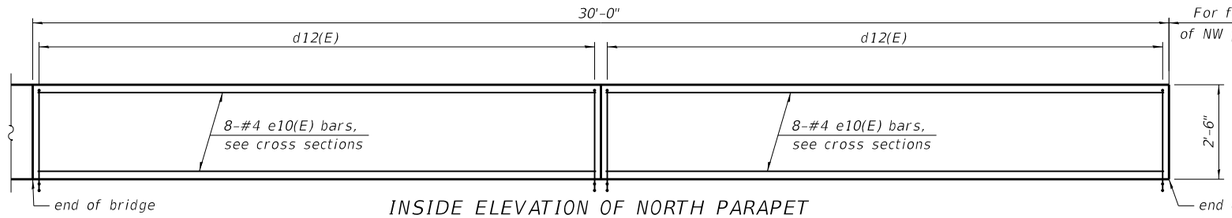
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		CHECKED - PV		REVISED -	
PLOT SCALE =		DRAWN - RMH		REVISED -	
PLOT DATE = 3/1/2023		CHECKED - YC		REVISED -	

CITY OF JOLIET

PRECAST BRIDGE APPROACH SLAB DETAILS (1 OF 2)
STRUCTURE NO. 099-8301
SHEET 17 OF 50 SHEETS

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
904	21-00544-00-PV	WILL	208	108
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	



INSIDE ELEVATION OF NORTH PARAPET

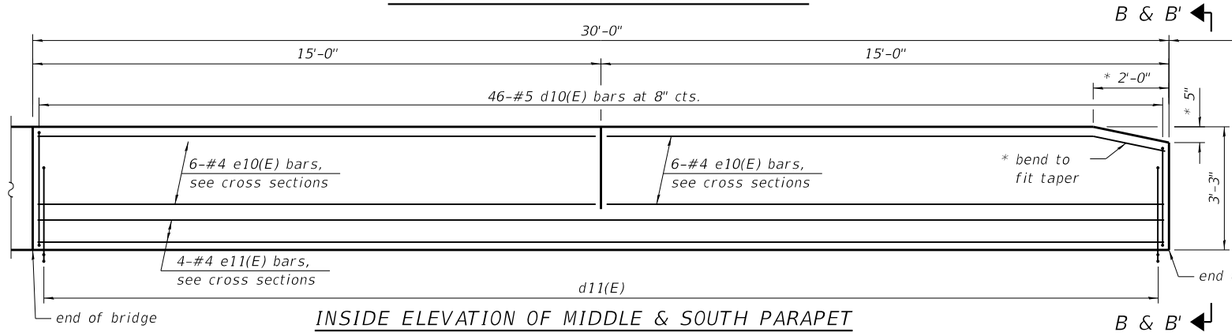
For fencing details, at W. end of NW parapet, see roadway plans

B & B'

For parapet details of middle parapet, see roadway plans

For Type 6 Terminal Barrier connections at W end of SW parapet, see View B'-B' & Hwy. Std. 631031

For Type 5 Terminal Barrier connections at E end of SE parapet, see View B-B & Hwy. Std. 631026



INSIDE ELEVATION OF MIDDLE & SOUTH PARAPET

(* at South Parapet only)

B & B'

Notes:

After precast bridge approach slabs have been erected, holes shall be drilled into abutment and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of precast slab and cured according to Article 1020.13(a)(3) or 1020.13(a)(5) of the Standard Specifications for a minimum of 24 hours before casting the shear keys and wearing surface.

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

Parapet concrete shall be paid for as Concrete Superstructure.

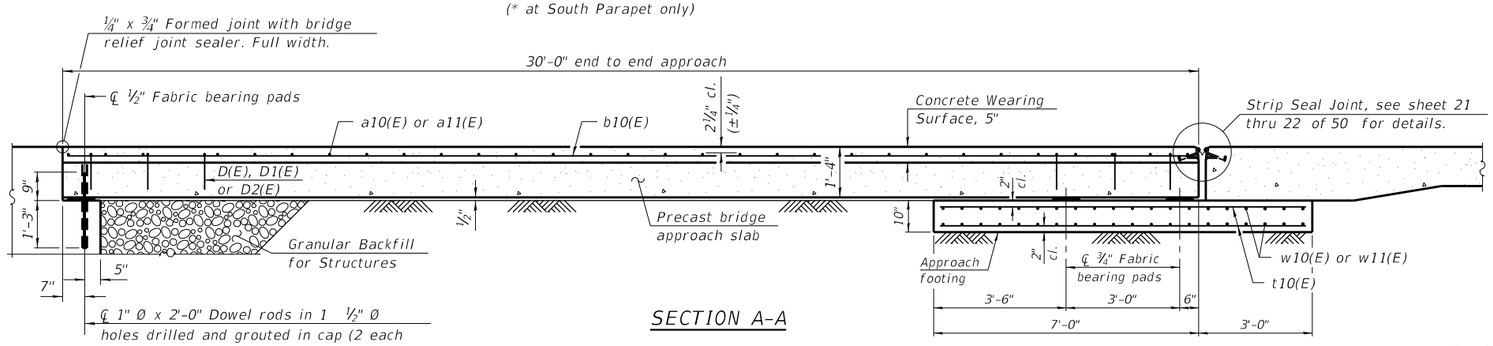
Approach footing concrete shall be paid for as Concrete Structures.

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

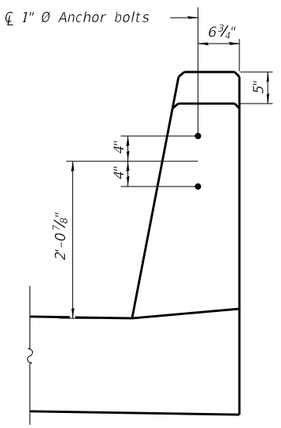
Cost of excavation for approach footing included with Concrete Structures.

See sheet 3 of 50 for Granular Backfill for Structures and drainage treatment details.

See sheets 19 and 20 of 50 for railing details.



SECTION A-A

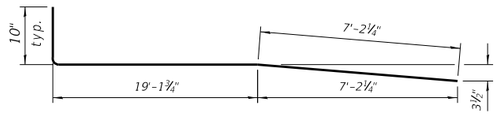


VIEW B-B

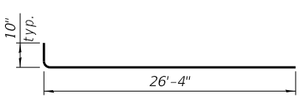
(at SE parapet end only)

BILL OF MATERIAL TWO APPROACHES

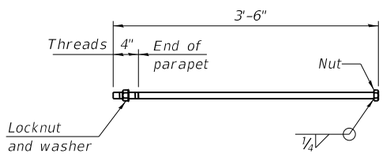
Bar	No.	Size	Length	Shape
a10(E)	62	#5	27'-2"	
a11(E)	62	#5	27'-2"	
b10(E)	100	#4	29'-8"	
d10(E)	184	#5	6'-5"	
d11(E)	184	#5	6'-5"	
d12(E)	62	#5	9'-2"	
e10(E)	80	#4	14'-8"	
e11(E)	16	#4	29'-8"	
t10(E)	200	#4	9'-8"	
w10(E)	80	#5	25'-11"	
w11(E)	80	#5	25'-11"	
Concrete Structures		Cu Yd	30.1	
Concrete Superstructure		Cu Yd	19.8	
Bridge Deck Grooving		Sq Yd	227	
Form Liner Textured Surface		Sq Ft	745	
Protective Coat		Sq Yd	307	
Reinforcement Bars, Epoxy Coated		Pound	15,280	
Concrete Wearing Surface, 5"		Sq Yd	331	
Precast Bridge Approach Slab		Sq Ft	2,885	



BAR a10(E)



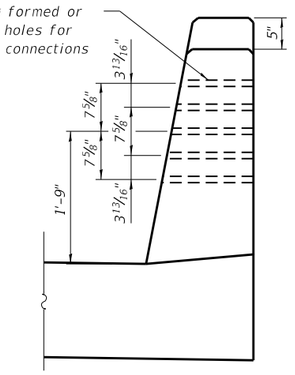
BAR a11(E)



1" Ø ANCHOR BOLT

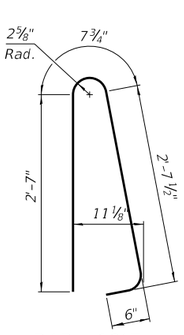
(Anchor bolt assemblies shall be galvanized according to Article 1006.09 of the Standard Specifications. Cost of anchor bolt assemblies included with Concrete Superstructure)

5 - 1"ø formed or drilled holes for Type 6 connections only

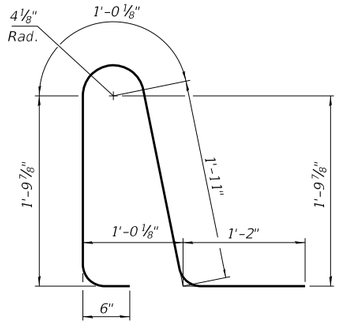


VIEW B'-B'

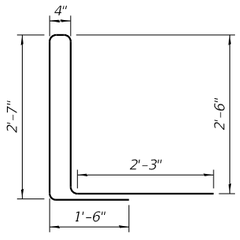
(at SW parapet end only)



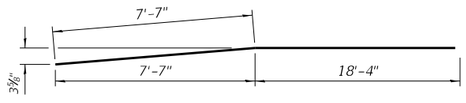
BAR d10(E)



BAR d11(E)



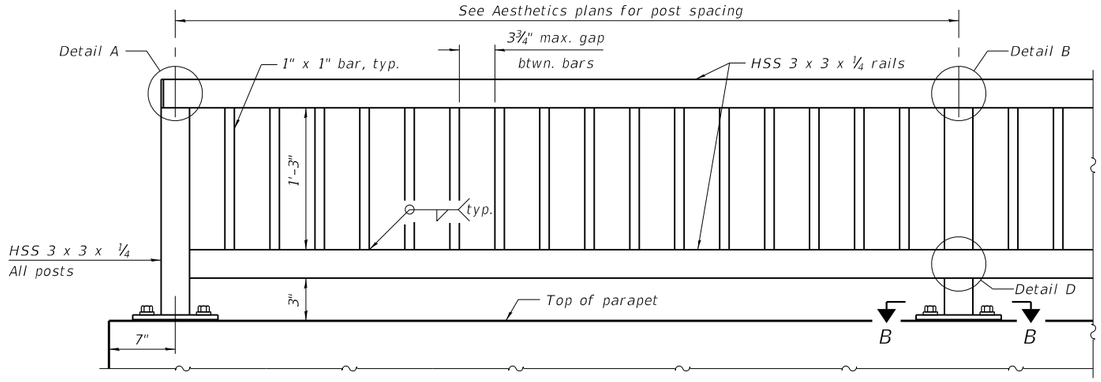
BAR d12(E)



BAR w11(E)

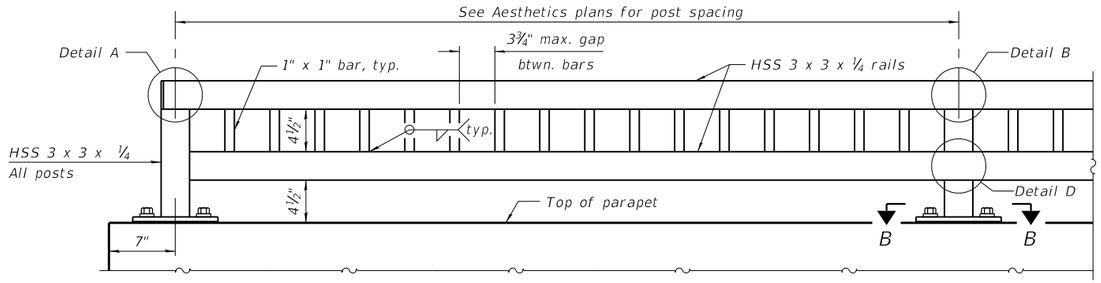
TYP. LAP SPLICE

Bar Size	Min. Lap
#5	3'-6"



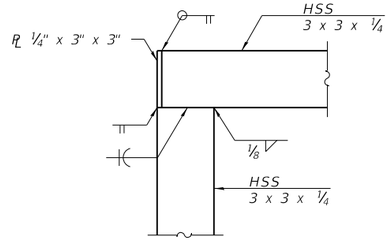
ELEVATION DECORATIVE RAILING (PARAPET MOUNTED)

(Inside face)

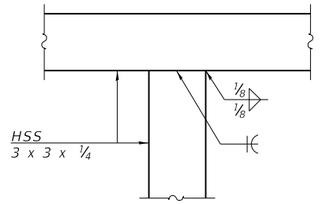


ELEVATION PARAPET RAILING

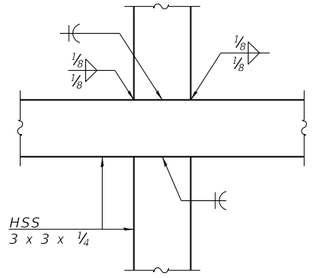
(Inside face)



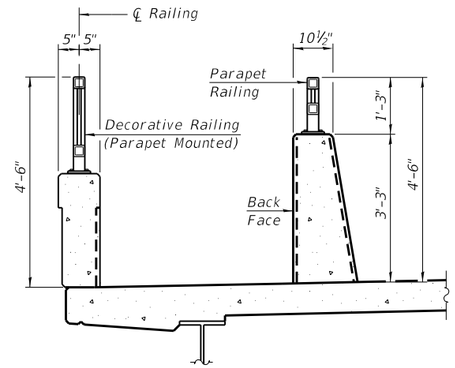
DETAIL A



DETAIL B



DETAIL D



SECTION THRU DECK

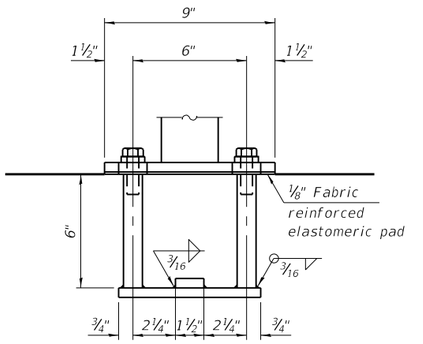
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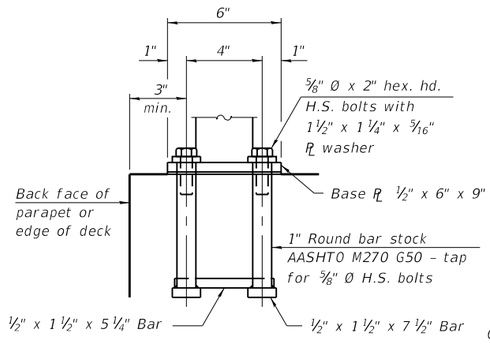
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PATRICK

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	CHECKED - PV	REVISED -			
PLOT SCALE =	DRAWN - RMH	REVISED -			
PLOT DATE = 3/1/2023	CHECKED - PV	REVISED -		SHEET 19 OF 50 SHEETS	

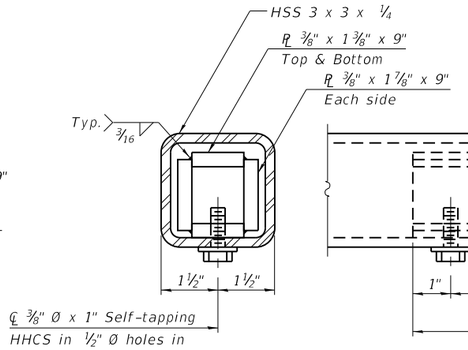
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		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

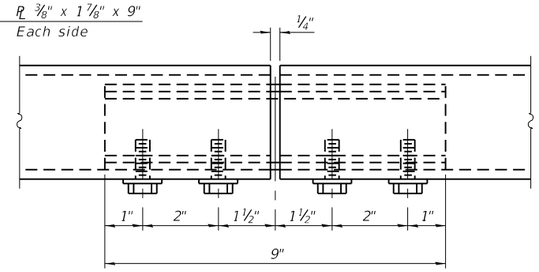




ANCHORAGE ASSEMBLY

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.





MATERIAL SPLICE

Notes:

Place reinforcement bars to miss anchor rod locations.

CVN testing is not required for the HSS tubing used in the Decorative Railing (Parapet Mounted).

All HSS tubing used for the Parapet Railing shall be CVN tested according to Article 1006.34(b) of the Standard Specifications.

All HSS tubing used for the Parapet Railing shall be ASTM A500 grade C.

All base plates and square bars used for the Paraper Railing shall be AASHTO M270 grade 50.

All heavy hex nuts shall be according to ASTM A 563 grade DH.

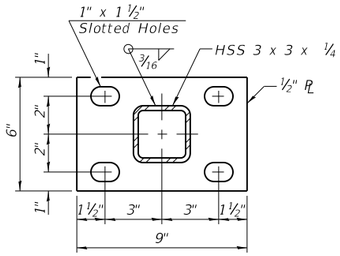
All fully threaded anchor rods shall be ASTM F1554 grade 105.

The post base plate shall be fastened to the curb snug tight and given an additional ⅛" turn.

Rail splice inserts may be built out of bent plates of the same thicknesses and outside geometry limits as the 4 plate rail splice inserts shown.

When the contract specifies a galvanized railing, all steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications. When the contract specifies a painted railing, all posts, rail, splices, anchor devices and plates of the railing shall be painted according to the paint system for railings as specified in the General Notes.

For the railing finish coating requirements, see Special Provisions.



SECTION B-B

BILL OF MATERIAL

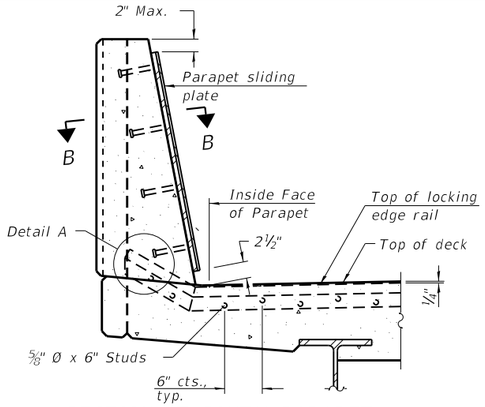
Item	Unit	Quantity
Parapet Railing	Foot	1,136
Decorative Railing (Parapet Mounted)	Foot	568

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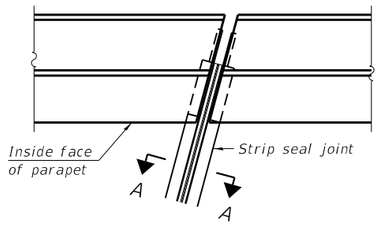
PATRICK

USER NAME = rhansen	DESIGNED - AMK	REVISED -	CITY OF JOLIET	STEEL RAILING DETAILS 2 STRUCTURE NO. 099-8301	
	CHECKED - PV	REVISED -			
PLOT SCALE =	DRAWN - RMH	REVISED -			
PLOT DATE = 3/1/2023	CHECKED - PV	REVISED -		SHEET 20 OF 50 SHEETS	

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

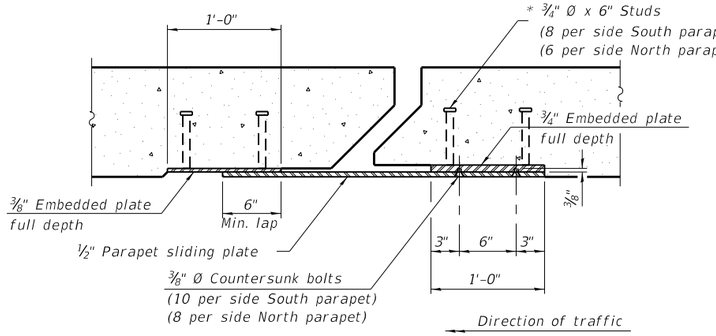


SECTION AT SOUTH PARAPET



PLAN AT SOUTH PARAPET

(North parapet similar)



SECTION B–B

Notes:

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

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

The manufacturer's recommended installation methods shall be followed.

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

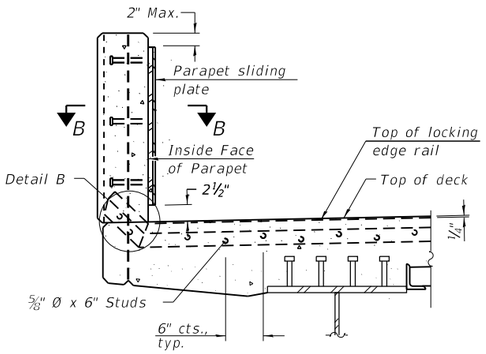
The Maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.

The top surface of sidewalk sliding plates shall have a raised pattern according to ASTM A786.

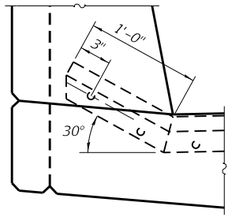
Cost of parapet sliding plates, sidewalk sliding plates, embedded plates, anchorage studs, and expansion anchors included with Preformed Joint Strip Seal.

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

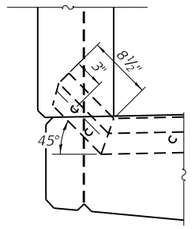
1" Formliner at the inside faces of parapets shall be omitted within expansion joint limits.



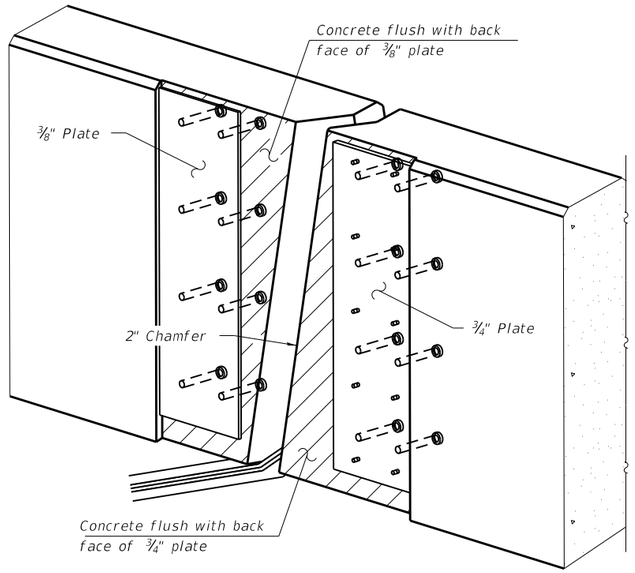
SECTION AT NORTH PARAPET



DETAIL A

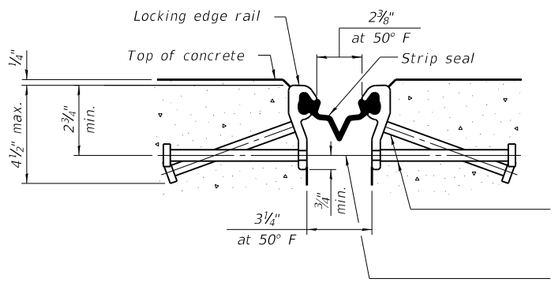


DETAIL B

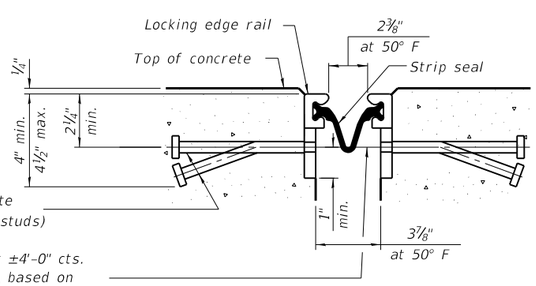


TRIMETRIC VIEW

(Showing embedded plates only)



SHOWING ROLLED RAIL JOINT



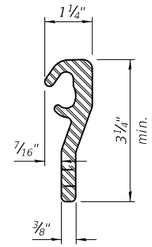
SHOWING WELDED RAIL JOINT

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

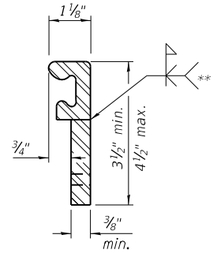
⅜" ϕ threaded rods in 7/16" ϕ holes at ±4'-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A–A

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



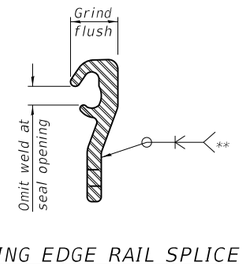
ROLLED (EXTRUDED) RAIL



WELDED RAIL

LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

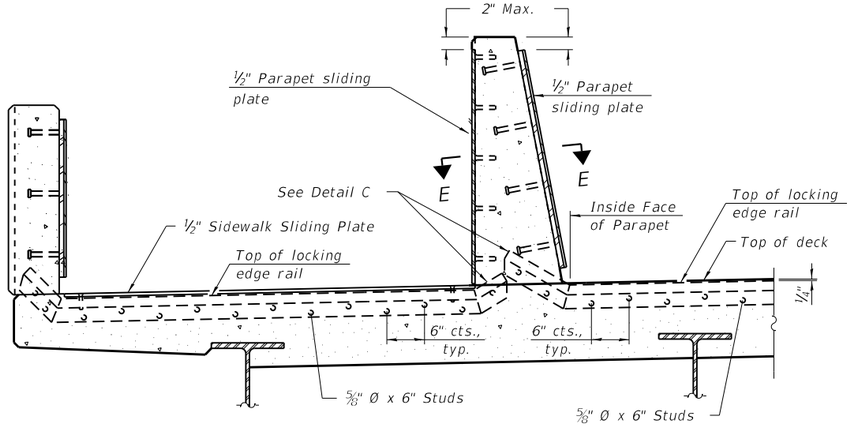
Item	Unit	Total
Preformed Joint Strip Seal	Foot	98

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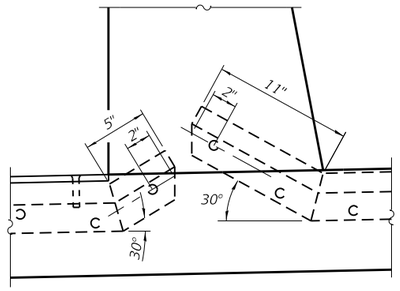
PATRICK

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	CHECKED - YC	REVISED -			
PLOT SCALE =	DRAWN - RMH	REVISED -			
PLOT DATE = 3/1/2023	CHECKED - YC	REVISED -		SHEET 21 OF 50 SHEETS	

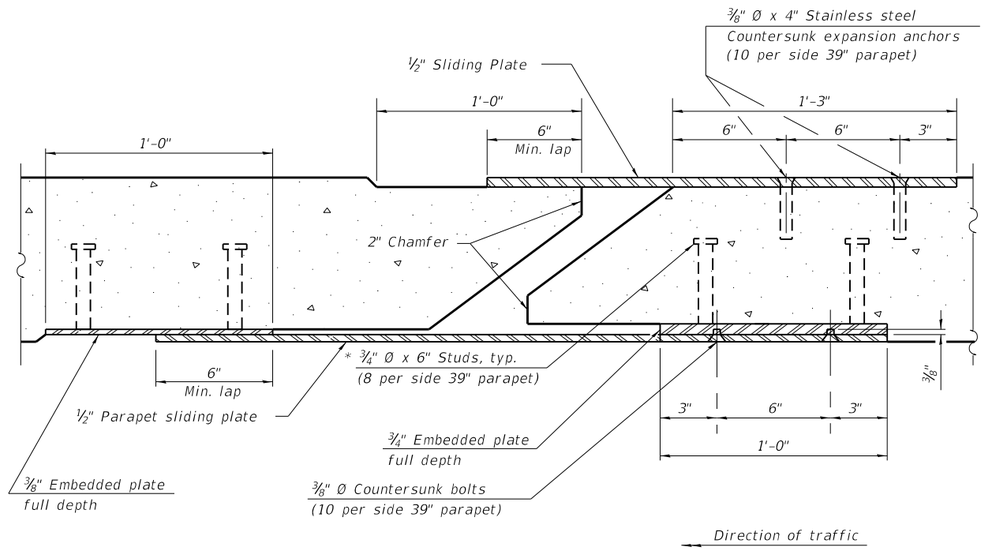
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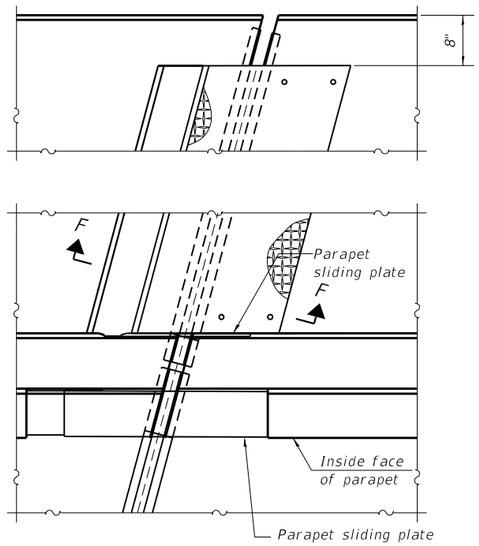
SECTION AT DECK LEVEL SIDEWALK



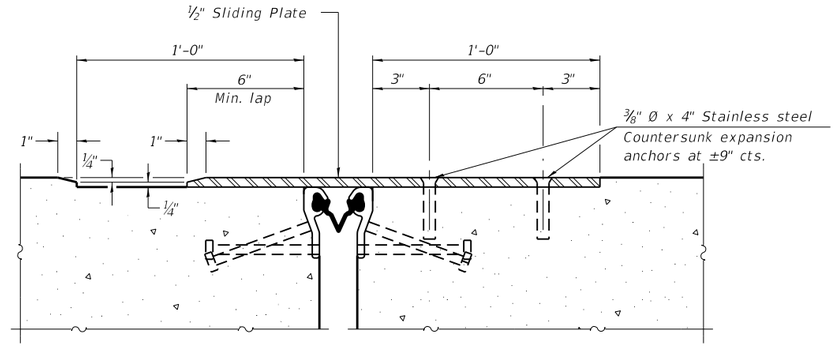
DETAIL C



SECTION E-E



PLAN AT DECK LEVEL SIDEWALK



SECTION F-F

Note:
1" Formliner at both faces of middle parapet shall be omitted within expansion joint limits.

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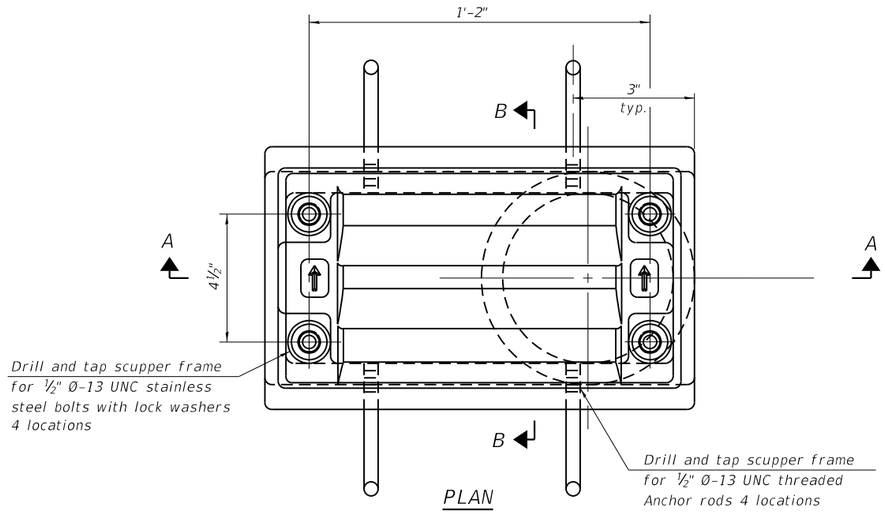
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PLOT DATE = 3/1/2023	CHECKED - YC	REVISED -		

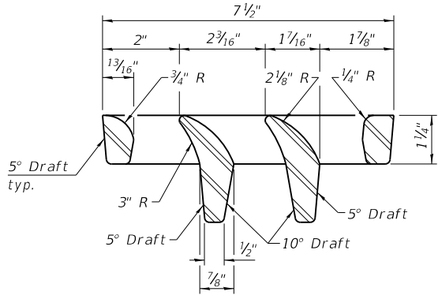
CITY OF JOLIET

PREFORMED JOINT STRIP SEAL - SIDEWALK (2 OF 2)
STRUCTURE NO. 099-8301
SHEET 22 OF 50 SHEETS

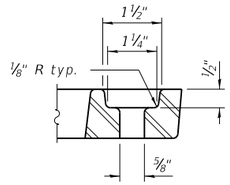
MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
904	21-00544-00-PV	WILL	208	113
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			



PLAN



VANE GRATE DETAIL



GRATE BOLT HOLE DETAIL

Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 35B and AASHTO M306.

Bolts, anchor rods, nuts and washers shall be according to ASTM A307 and shall be galvanized according to AASHTO M232. As an alternate stainless steel may be used.

Stainless steel hardware shall be according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frames and downspouts; however, the scupper grates shall remain cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.

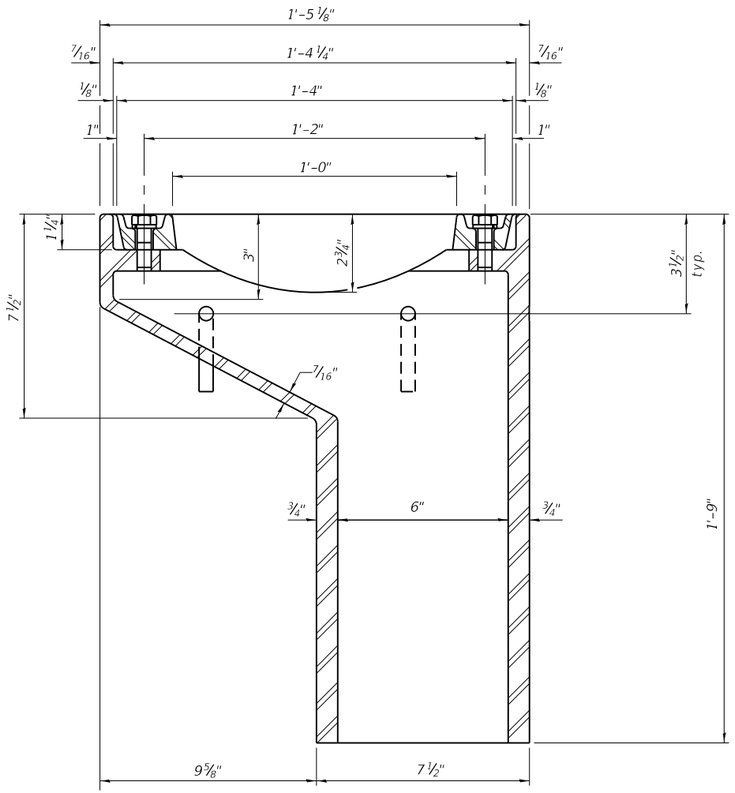
Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111.

As an alternate, fiberglass may be used for downspouts according to ASTM D2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. in lieu of the cast iron or structural steel.

Exterior surfaces of downspouts and exterior exposed surfaces of the scupper frame below deck shall be treated as specified on sheet 2 of 50.

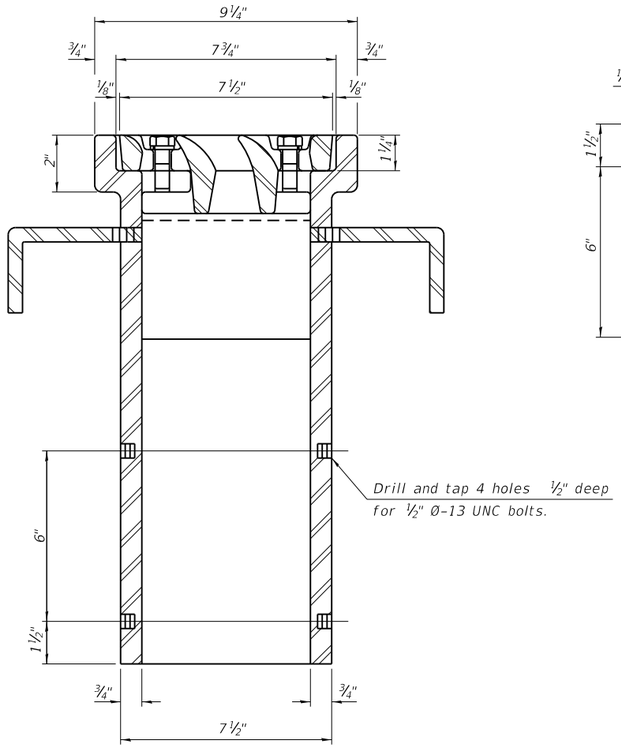
The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

Cost of the grate, frame, downspout, anchor rods, nuts and washers including complete installation of the scupper shall be paid for at the contract unit price for Drainage Scupper, DS-11.

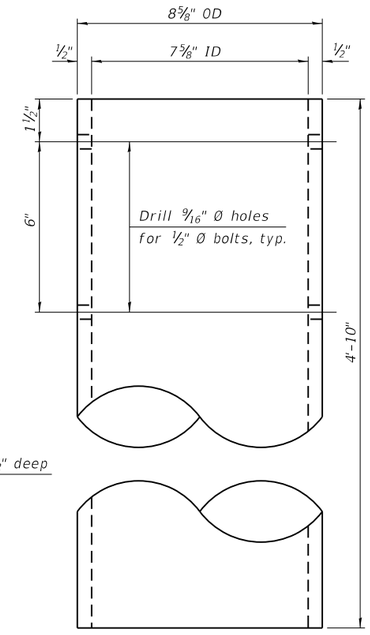


SECTION A-A

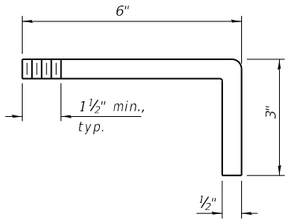
See sheet 13 of 50 for scupper location relative to parapet.



SECTION B-B



DOWNSPOUT



ANCHOR ROD DETAIL

BILL OF MATERIAL

ITEM	UNIT	QUANITY
Drainage Scuppers, DS-11	Each	24

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PATRICK

USER NAME = rhansen		DESIGNED - PV		REVISED -	
		CHECKED - YC		REVISED -	
PLOT SCALE =		DRAWN - RMH		REVISED -	
PLOT DATE = 3/1/2023		CHECKED - YC		REVISED -	

CITY OF JOLIET

DRAINAGE SCUPPER, DS-11
STRUCTURE NO. 099-8301
SHEET 23 OF 50 SHEETS

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
904	21-00544-00-PV	WILL	208	114
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

BRIDGE SUPERSTRUCTURE ERECTION REQUIREMENTS:

To protect the wetlands under the bridge, the incremental launching method is proposed for this bridge. Bridge design and details have been adapted for this construction method. The launching construction shall conform to the requirements stated on this sheet. The proposed launching procedure is for conceptual feasibility only. Regardless of the selected erection method, the Contractor shall submit a detailed superstructure erection plan signed by an Illinois SE for the Engineer to approve.

DESIGN SPECIFICATIONS:

The design of the launching procedure conforms to the following specifications:

1. AASHTO LRFD Bridge Design Specifications, 9th Edition.
2. AASHTO Guide Specifications for Wind Loads on Bridges During Construction, 1st Edition.

MATERIAL SPECIFICATIONS:

1. Structural steel for launching components: ASTM A709 Grade 50, unless noted otherwise.
2. Launching hydraulic cylinders: long- stroke double- acting hydraulic cylinders. Contractor shall determine the capacity required for forward advancement, as well as for retraction of the bridge. Jacks shall have a capacity of not less than 1.5 times the computed launching force.
3. Predicted maximum nose tip deflections, lifting forces and maximum support reactions are provided in the plans. Contractor shall determine the capacity required for the lifting operations. Lifting jacks, rollers and other materials shall have a capacity of not less than 1.5 times the computed forces.

DESIGN ASSUMPTIONS AND LOADS:

The bridge launching shall be performed in two stages launching from the East Abutment towards the West Abutment. Girders 1 through 3 shall be launched in Stage 1 and Girders 4 through 6 shall be launched in Stage 2. The girder system, launching components and the substructure units are limited to the following loads during the bridge launch. If any of the loads is exceeded during construction, contractor shall check with the Engineer to validate the structure capacity.

1. Dead loads, including self- weight of the girder system, launching nose, and launching tail.
2. Stay-in-place deck forms (15 psf) are assumed to be installed on girders prior to launching. Deck reinforcement (15 psf) are assumed to be installed on stay-in-place forms prior to launching except for the first 74 feet of the first span. All unnecessary construction equipment and live load shall be removed from the superstructure before launching. A maximum 5 psf of equivalent remaining construction live load is assumed during launching.
3. Launching nose is assumed to be attached to the front of each girder of the three-girder system. Each launching nose is assumed to be 27 feet long and weights 5.5 kips.
4. The estimated maximum launching thrust force per girder is 25 kips assuming 5% of friction. It is the contractor's responsibility to determine the required thrust force for the selected rollers and design the launching system accordingly.
5. Friction coefficient of (5%) is assumed for the launching rollers at the abutments and pier tops.
6. The incremental launching is assumed to be performed using only one longitudinal support line for the launching tail to avoid hyperstatic schemes.
7. Wind loads – wind pressures were calculated in accordance with AASHTO Guide Specifications for Wind Loads on Bridges During Construction. Periods during launching operations were considered "active", for which the wind velocity was limited to 30 mph. The contractor shall not perform a launch on any day the wind speed is expected to exceed 30 mph. In this case, the girders (except the nose beams) shall be anchored on piers/abutment to prevent longitudinal and transverse translation. The girder system was also analyzed for the intermediate conditions between launching stages (at rest) using wind speed of 115 mph, assuming a duration of 6 weeks to one year.

GENERAL:

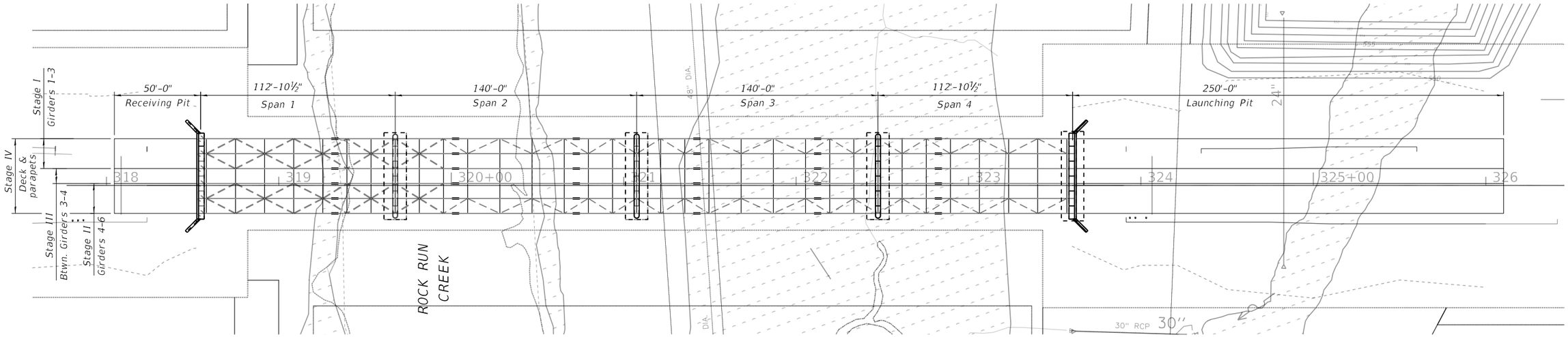
1. Contractor shall conform to all pertinent federal, state and city policies when launching the bridge over wetlands.
2. During launching, pier tops are anticipated to deflect in the direction of the launching, due to the friction force associated with the launching rollers. The piers with the expansion bearings are expected to, eventually, self-realign and there is no need for realigning these bearings. The piers with the fixed bearings, may require realignment in order to install the bearings. The following is a suggested procedure. The contractor has the option of developing his own procedure.
   A. The contractor shall measure the deflection of Pier 2 at the beam seat level, after the superstructure reaches its final position.
   B. To aid in, longitudinally, realigning the centerline of the piers with the bearing stiffener of the girders (see sheets 41 thru 43 of 50 for location), use the launching jacks to push the bridge forward beyond the final position a distance equal to the average deflection measured at Pier 2 in step (A) above. Then retract the girders back until the centerline of bearings and the centerline of Pier 2 are aligned.
   C. Remove the rollers, according to the procedure listed under item 16 of the design parameters section in this sheet. Once the rollers have been removed and the bridge girders have been lowered to the final bearing elevation, conventional longitudinal pier jacking technique may be applied to make final adjustments to the bearing locations. The bearing stiffener of the girders and the centerline of pier shall be in vertical alignment prior to bolting the sole plate to the girder bottom flange. The maximum deviation tolerance for the vertical alignment shall not be more than ½ ± inch at 60 degrees, modified by the ambient temperature expansion/contraction at the time of alignment.
3. After the completion of bridge launching, the following work shall be performed:
   A. All connection bolt holes in the girders, resulted from connecting temporary structural members shall be filled with fully stressed A325 bolts of the same size.
   B. All girder extensions used to field splice the launching nose and tail to the girder system shall be cut with plasma cutter and the girder ends grinded smooth.
   C. All anchor bolt holes in pier tops and abutments used to secure the launching rollers and any temporary structural members shall be filled with non-shrink, non-metallic grout, in accordance with IDOT Standard Specification 1024.
   D. All embedded plates that are left in place shall be painted in the same color of concrete to protect from corrosion.
4. The cost of all materials used for launching the superstructure is included in the pay item "Furnishing and Erecting Structural Steel" and will not be paid separately. These materials include the tail beam, reaction beam, launching foundation, rollers, guides, jacking corbel, jacks and thrust jack/brake, and the anchor bolts and base plates embedded in the piers and abutments.

LAUNCHING PARAMETERS:

The presented launch sequence is suggested only based on the following descriptions and assumptions. It is the contractor's responsibility to determine the adequacy of any details shown in the plans. The following design parameters are reflected in the suggested launching procedure:

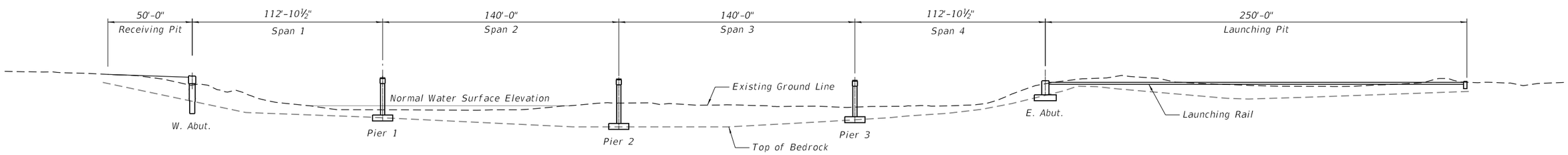
1. The launching begins with Girders 1 through 3 and will be launched from east to west. For launching sequence of each stage, see sheets 25 thru 28 of 50 .
2. The East Abutment is used as a launching abutment
3. The launching pit is constructed behind the East Abutment.
4. Launching is conducted using a rear thrust system.
5. The launching operation for each stage shall advance continuously, until the nose/girder interface is fully supported on the next substructure unit. This is to minimize the exposure time of the cantilever portion. If, for any reason, the launching cannot be continued until the end of a given stage, the bridge shall be retracted until the nose/girder interface is resting on the previous substructure unit with only the nose in cantilever.
6. The launching nose is connected to bridge Girders 1 to 3 (first launch) and Girders 4 to 6 (second launch).
7. The launching tail is connected to the back of the middle girder section utilizing the proposed bolted field splice plates and bolts that are provided for the girder's field splices. The bolt pattern in all splices will be the same to accommodate resetting the tail at each operation.
8. The launching pit shall be equipped with reaction beams/rails, running the length of the launching pit. The reaction beams function as rails, supporting the rollers attached to the tail and transferring the jacking force to the reaction block during retraction or the forward abutment during forward advancement.
9. The reaction beams shall be anchored to the launching abutment for forward thrust and to a temporary reaction block on the opposite/east end of the launching pit, to allow for retraction when needed.
10. The reaction beams shall only be connected to the temporary reaction block, at the east end, during retraction and in that case the reaction beam shall be disconnected from the launching abutment. This is to allow for the reaction beam's thermal movement.
11. Each girder will be supported in the launch pit at two sets of rollers. One set at the East Abutment and the second at the launching tail.
12. The back end of the assembled framing system, in the pit, will be carried by the launching tail as it's being launched. The tail will be connected to the middle girder and will be rigid enough to support its weight and equally distribute the jacking force to each girder during the launching operation. The weight of the girders and the jacking force will be transferred to the reaction beam/rails through rollers fixed to the tail.
13. The thrust force required for launching is delivered by hydraulic cylinders connected to the launching tail and to the reaction beam.
14. The girder system will be launched on three sets of rollers at each substructure unit, one under each girder. The girder system shall be launched in a span by span increment to minimize exposure time of the free cantilever.
15. If flat nose beam is used, the tip of launching nose will reach its maximum vertical deflection and require being lifted for touchdown on supports. Max deflection 3.0 ft. Max jack force 16 kips (unfactored) per girder. If the nose deflection is compensated using sloped nose instead of jacked up, a maximum 2.5 kips of additional horizontal launching force at each girder is needed to push each nose beam up assuming at least 20 ft of nose beam is sloped.
16. The following procedure describes removal of the rollers and installation of the permanent bearings:

   A. After completion of the launching operations, the bridge shall be lifted off the rollers using the hydraulic jacks placed at the girder jacking stiffeners provided in the plans. The bridge shall be lifted a maximum of 0.5 inch or just enough to clear and remove the rollers. All girders at a given substructure unit shall be lifted concurrently, utilizing a hydraulic jack under every girder. The maximum differential lift between adjacent girders shall not exceed ¼ inch.
   B. Place temporary supports and shims at each jacking point. Supports and shims shall be designed to ensure stability of the girders during all subsequent stages.
   C. Remove the rollers and install the permanent bearings onto the girder seat and attach anchor bolts.
   D. Incrementally lower the girders to the permanent bearings by releasing the jacks in accordance with the tolerances in section (A) above, then removing shims and lowering the girders. The elevation difference between adjacent piers shall not exceed 0.5 inch from the longitudinal slope of the bridge.
   E. Once the girders have been lowered to the final bearing elevations, bolt the sole plate to the girder bottom flanges. Longitudinal pier jacking may be needed to align the centerline of bearings with the centerline of pier.



LAUNCHING STAGING PLAN

Superstructure Incremental Launching Direction



LAUNCHING ELEVATION

SUGGESTED LAUNCHING SEQUENCE

Incremental launching is proposed for superstructure construction to minimize the impact to wetlands under the bridge and to expedite the construction.

All existing ground surface temporarily modified by the contractor to facilitate launching activities shall be restored to existing grades unless otherwise approved by the engineer.

The suggested erection sequence assumes that the launching of the bridge superstructures shall occur from the east working toward the west. The contractor shall present a "detailed launching sequence", including computations and detailed drawings, to be submitted to the engineer for review as part of the shop drawing.

LAUNCHING STAGES:

Stage I: Launching Girders 1 to 3
Stage II: Launching Girders 4 to 6
Stage III: Crossframes, Formwork and Reinforcement between Girders 3 and 4
Stage IV: Deck concrete pour and Parapets

Step 0:

1. *Construct abutments (except end concrete diaphragms) and piers.*
2. *Backfill East Abutment to the elevation as needed for launching devices. Fill the soil in front of the East Abutment concurrently with backfill to finished grade.*
3. *Install launching rollers, lateral guides and rocker assemblies over abutments and piers.*
4. *Behind East Abutment, construct launching pit including reaction rail beams, concrete slab foundation and reaction blocks.*
5. *Behind West Abutment, construct receiving pit.*

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	PLOT SCALE =	DRAWN - RMH	REVISED -		
	PLOT DATE = 3/1/2023	CHECKED - YC	REVISED -		SHEET 25 OF 50 SHEETS

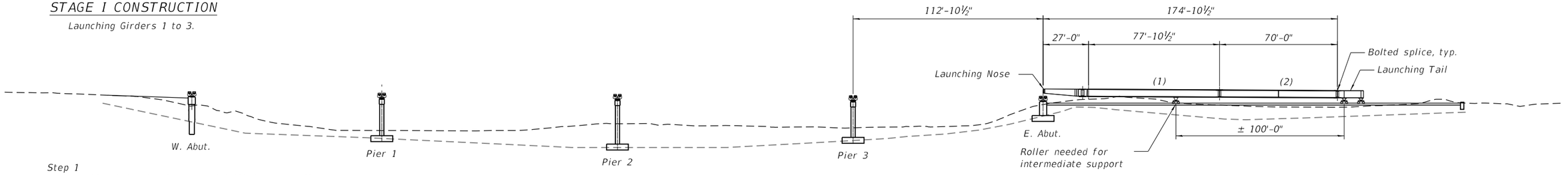
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STAGE 1 CONSTRUCTION

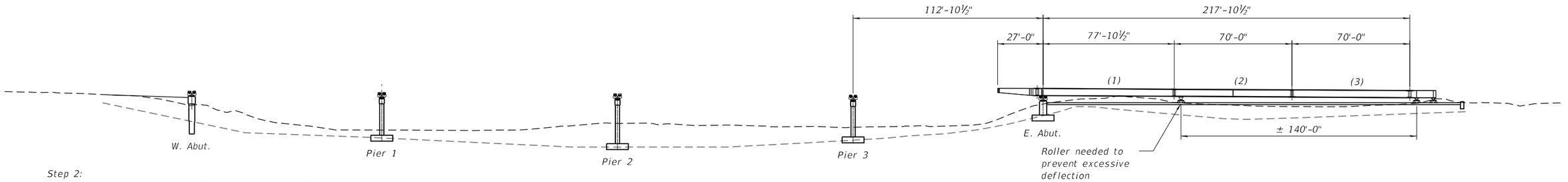
Launching Girders 1 to 3.



Step 1

1. *Assemble girder Sections 1 and 2 (Girders 1 to 3) including intermediate crossframes and lateral bracings. Install launching nose and tail assembly.*
2. *Install stay-in-place deck forms, deck overhang formworks, shear studs, deck reinforcement (except for the first 74 feet in the first span to be installed in Step 6) and drainage.*

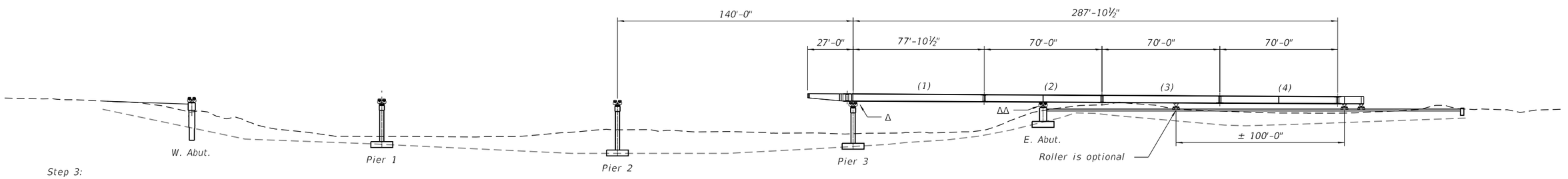
STEP 1



Step 2:

1. *Launch until the nose is cantilevered and the first bearing stiffener is resting on the centerline of East Abutment.*
2. *Detach tail assembly.*
3. *Assemble Section 3 (Girders 1 to 3) including intermediate crossframes and lateral bracings. Install stay-in-place deck forms, deck overhang formworks, shear studs, deck reinforcement and drainage.*
4. *Re-install tail assembly at the end of girder system.*

STEP 2



Step 3:

1. *Launch until the tip of nose approaches Pier 3. Lift up deflected nose tip with hydraulic jacks to facilitate the touchdown onto Pier 3. See the elevation view for locations of the predicted maximum deflection, lifting force, and maximum reaction at West Abutment before lifting (Δ and ΔΔ).*
2. *Continue launching until the first bearing stiffener is resting on the centerline of Pier 3.*
3. *Detach tail assembly.*
4. *Assemble Section 4 (Girders 1 to 3) including intermediate crossframes and lateral bracings. Install stay-in-place deck forms, deck overhang formworks, shear studs, deck reinforcement and drainage.*
5. *Re-install tail assembly at the end of girder system.*

Δ – Maximum nose tip deflection: 11.0"
Unfactored lifting force: 33.0 kips (for Girders 1 to 3 total)

ΔΔ – Unfactored maximum reaction at Girder 2: 110.0 kips

STEP 3

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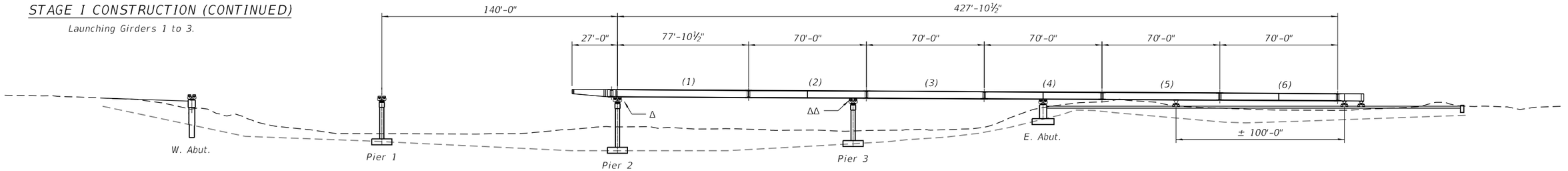
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STAGE I CONSTRUCTION (CONTINUED)

Launching Girders 1 to 3.



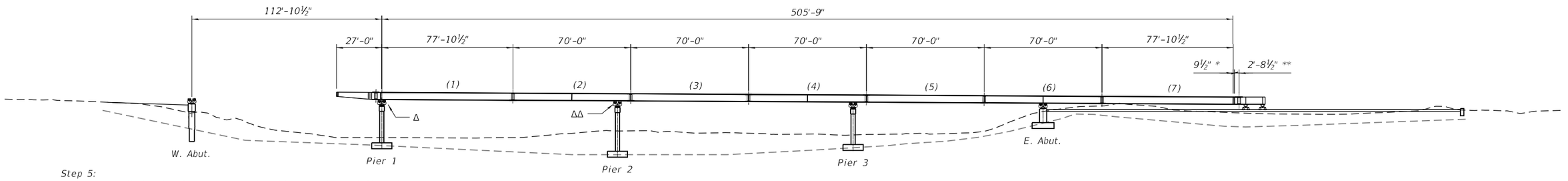
Step 4:

1. Launch until the tip of nose approaches Pier 2. Lift up deflected nose tip with hydraulic jacks to facilitate the touchdown onto Pier 2. See the elevation view for locations of the predicted maximum deflection, lifting force, and maximum reaction at Pier 3 before lifting (Δ and ΔΔ).
2. Continue launching until the first bearing stiffener is resting on the centerline of Pier 2.
3. Detach tail assembly.
4. Assemble Sections 5 and 6 (Girders 1 to 3) including intermediate crossframes and lateral bracings. Install stay-in-place deck forms, deck overhang formworks, shear studs, deck reinforcement and drainage.
5. Re-install tail assembly at the end of girder system.

Δ – Maximum nose tip deflection: 36.0"
Unfactored lifting force: 48.0 kips (for Girders 1 to 3 total)

ΔΔ – Unfactored maximum reaction at Girder 2: 180.0 kips

STEP 4



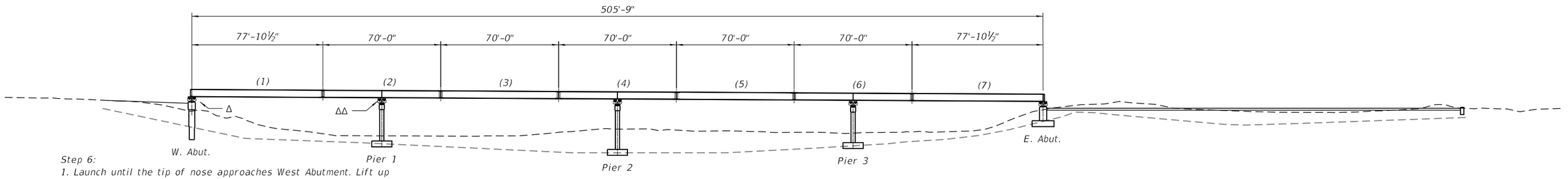
Step 5:

1. Launch until the tip of nose approaches Pier 1. Lift up deflected nose tip with hydraulic jacks to facilitate the touchdown onto Pier 1. See the elevation view for locations of the predicted maximum deflection, lifting force, and maximum reaction at Pier 2 before lifting (Δ and ΔΔ).
2. Continue launching until the first bearing stiffener is resting on the centerline of Pier 1.
3. Detach tail assembly.
4. Assemble Section 7 (Girders 1 to 3) including intermediate crossframes and lateral bracings. Install stay-in-place deck forms, deck overhang formworks, shear studs, deck reinforcement and drainage.
5. Re-install tail assembly at the end of girder system.

Δ – Maximum nose tip deflection: 36.0"
Unfactored lifting force: 48.0 kips (for Girders 1 to 3 total)

ΔΔ – Unfactored maximum reaction at Girder 2: 180.0 kips

STEP 5



Step 6:

1. Launch until the tip of nose approaches West Abutment. Lift up deflected nose tip with hydraulic jacks to facilitate the touchdown onto West Abutment. See the elevation view for locations of the predicted maximum deflection, lifting force, and maximum reaction at Pier 1 before lifting (Δ and ΔΔ).
2. Continue launching until the first bearing stiffener is resting on the centerline of West Abutment.
3. Remove nose and tail assembly.
4. Remove temporary launching rollers. Install permanent bearings. Set girder system on permanent bearings.
5. Install reinforcement in remaining 74 feet of Span 1.
6. Remove any temporary attachment to substructure, paint the remaining plates in matching color with concrete.
7. Move launch bearings and guides for Girders 4 through 6.

Δ – Maximum nose tip deflection: 13.5"
Unfactored lifting force: 27.0 kips (for Girders 1 to 3 total)

ΔΔ – Unfactored maximum reaction at Girder 2: 105.0 kips

STEP 6

STAGE II CONSTRUCTION

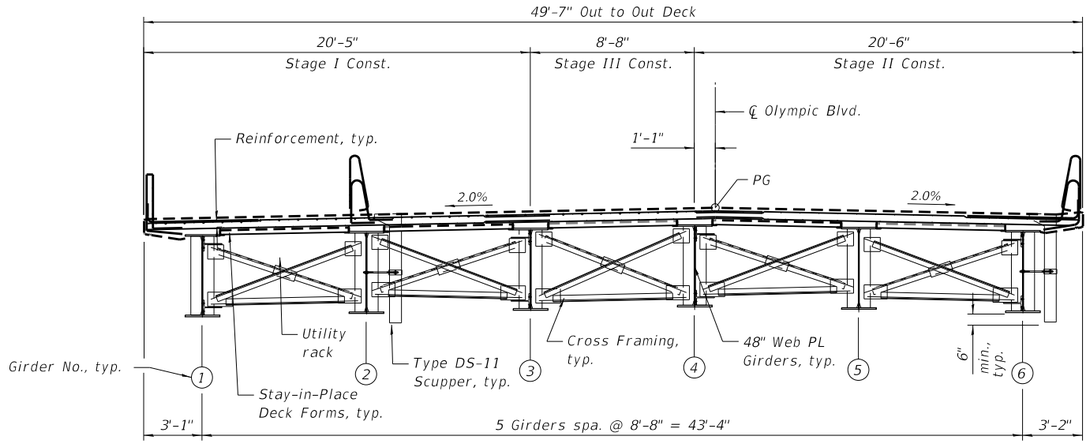
Repeat Step 1 to Step 6 for Girders 4 to 6.

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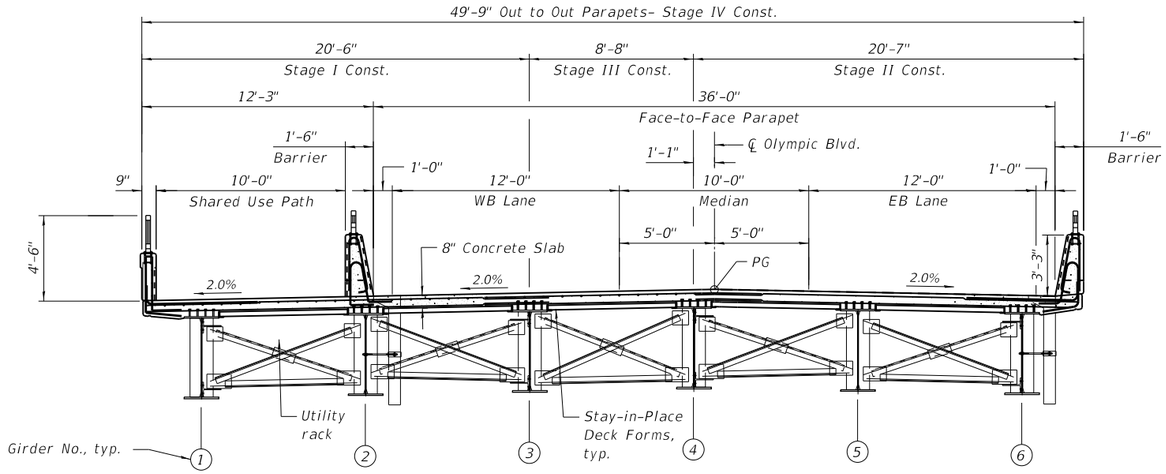
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CROSS SECTION - STAGE III CONSTRUCTION

(Looking East)

Install deck stay-in-place form, deck reinforcement and cross frames between girder 3 and 4.
Install barrier reinforcement.
Connect deck drainage to downspouts.



CROSS SECTION - STAGE IV CONSTRUCTION

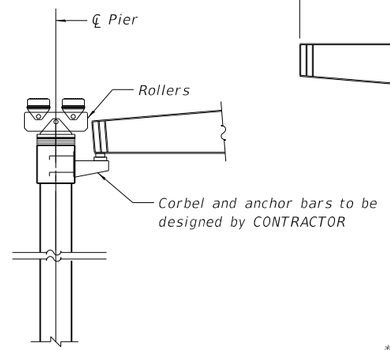
(Looking East)

Cast deck slab and side barriers.
Cast concrete diaphragms.
Fill embankments behind abutments and diaphragms.
Construct approach slabs.

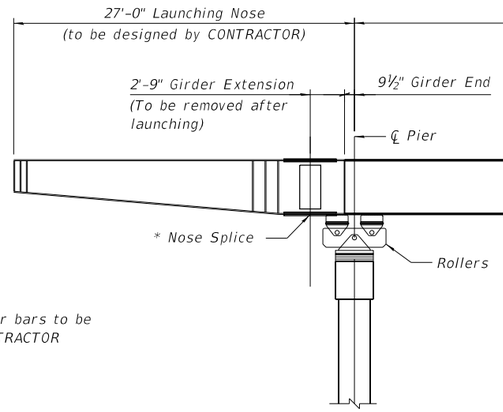
*LAUNCHING ANCHOR BASE PLATE DETAIL

(Schematic)

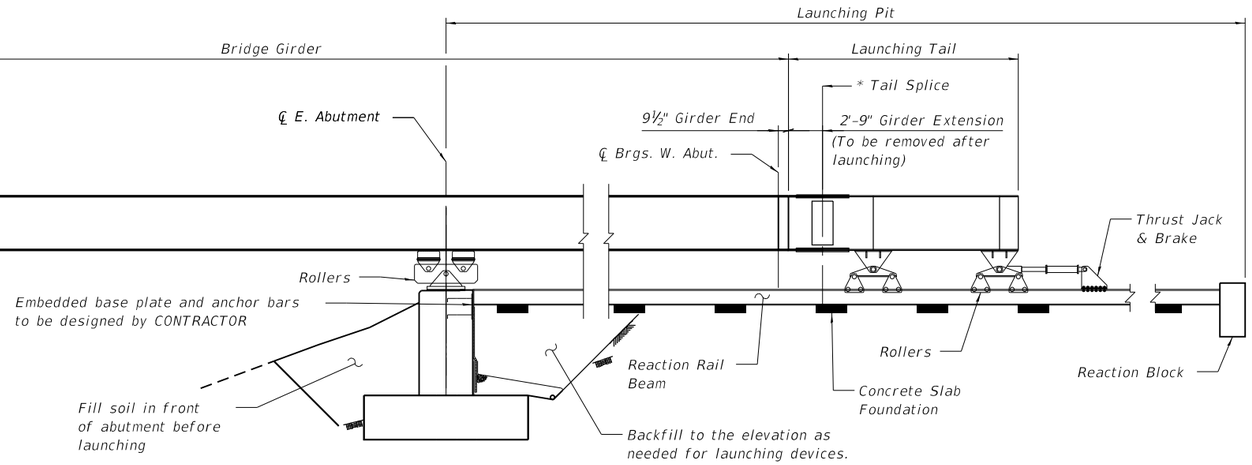
*During abutment and pier construction, base plate with anchor bolts to be embedded in abutment or pier, centered under each girder at temporary jacking corbel location, missing reinforcement. During Superstructure Launching, connect temporary jacking corbel to embedded base plate. Temporary jacking corbel to be removed after Superstructure launching is complete. Embedded anchor base plate to remain. Embedded base plate with anchor bolts and temporary jacking corbel to be designed by CONTRACTOR and submitted to ENGINEER for approval. Cost included with Furnishing & Erecting Structural Steel.



SCHEMATIC VERTICAL JACKING DETAIL



* Nose Splice and Tail Splice use the same details as the girder splice connections as shown in sheet 32 of 50.



LAUNCHING SYSTEM - SCHEMATIC ELEVATION

Note:
It is the CONTRACTOR'S responsibility to design the launching system, including the tail beam, reaction beam, launching foundation, rollers, guides, jacking corbel, jacks and thrust jack/brake, and the anchor bolts and base plates embedded in the piers and abutments. All costs included in the pay item "Furnishing and Erecting Structural Steel" and will not be paid separately.

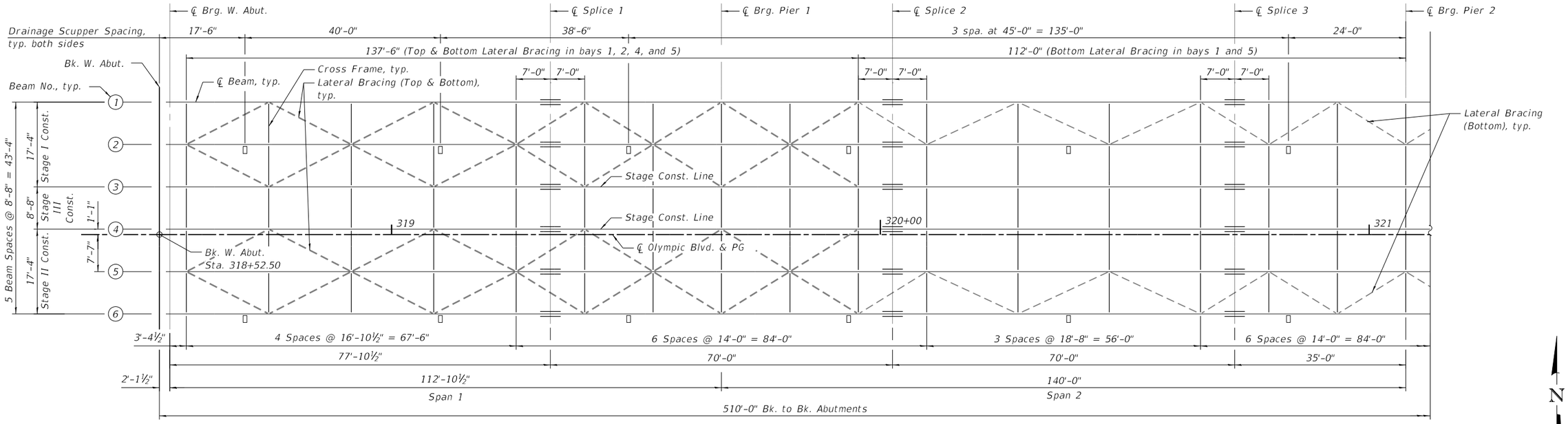
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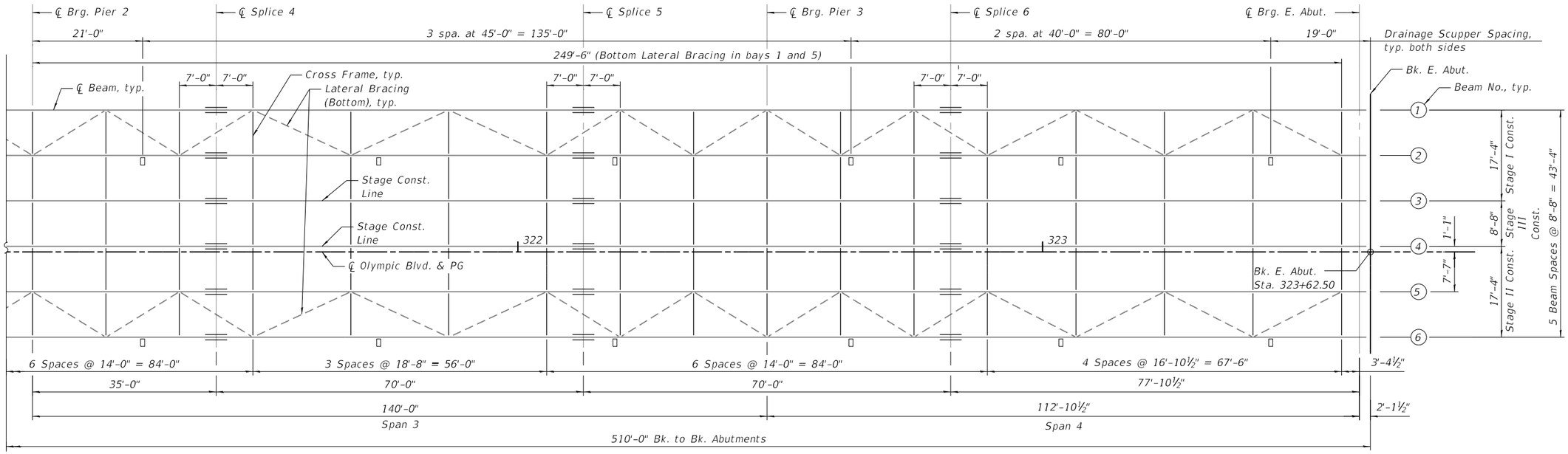
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FRAMING PLAN



FRAMING PLAN

Notes:

All structural steel for girders, cross frames, lateral bracings, bearing plates, connection plates, and splices except fill plates shall conform to the requirements of AASHTO M270, Grade 50W.

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

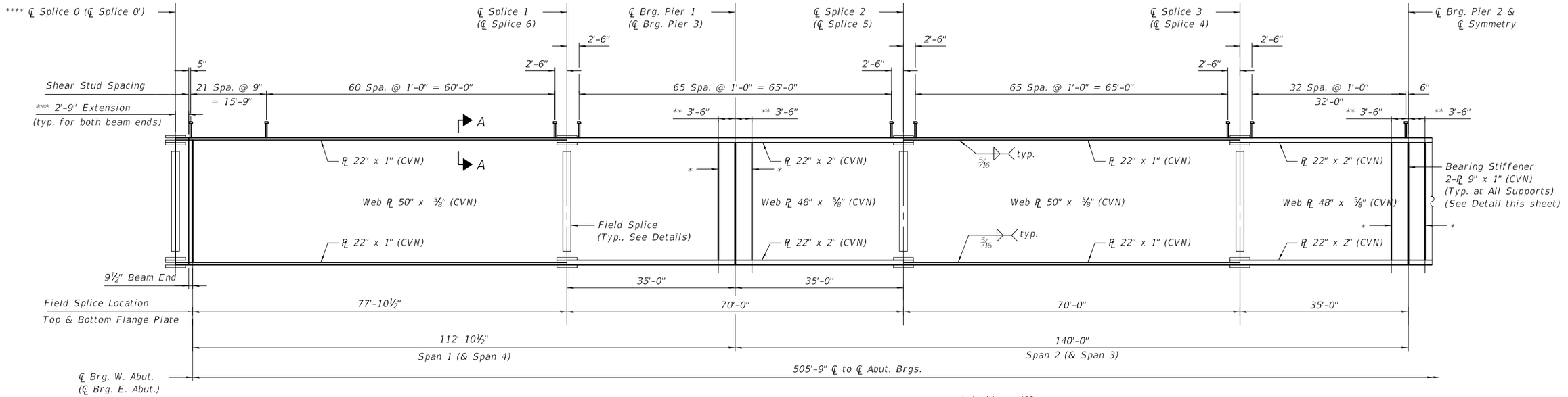
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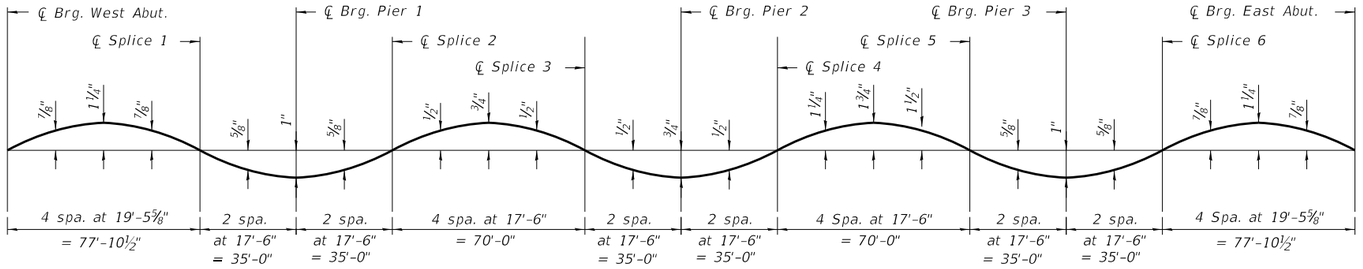
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GIRDER ELEVATION

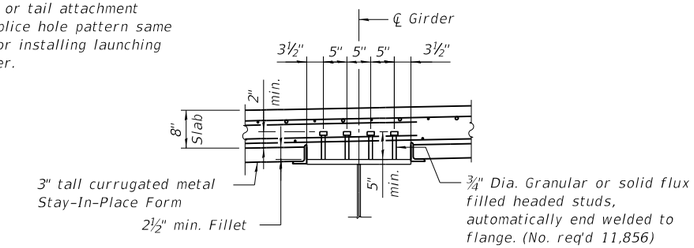
(Spans 1 and 2 shown, Spans 3 and 4 Mirror Hand Along ℄ Symmetry)

* Jacking stiffeneer
** Jacking stiffener offset, or per Contractor's launching design
*** Girder end extension for girders where nose and tail attachment needed. Extensions to be removed following launching procedure.
**** Nose attachment Splice 0 or tail attachment Splice 0'. Provide field splice hole pattern same as Splices 1 through 6 for installing launching nose and tail to the girder.



***** CAMBER DIAGRAM

***** Since web depth varies along the girder, Camber Diagram is reported based on Maximum Adjusted Top of Beam Elevations.



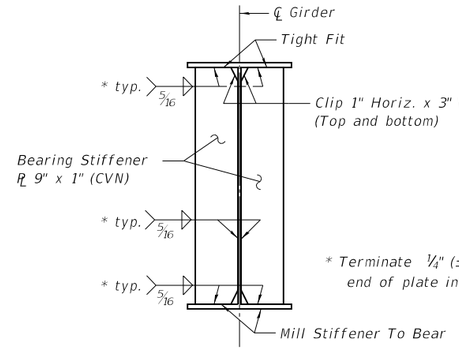
SECTION A-A

****** TOP OF BEAM ELEVATIONS

(For Fabrication Only)

	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6
CL Brg. W. Abut.	567.09	567.26	567.44	567.61	567.48	567.31
CL Splice 1	566.77	566.94	567.12	567.29	567.16	566.98
CL Brg. Pier 1	566.47	566.64	566.82	566.99	566.86	566.69
CL Splice 2	566.35	566.53	566.71	566.88	566.75	566.57
CL Splice 3	565.98	566.15	566.33	566.50	566.37	566.19
CL Brg. Pier 2	565.70	565.88	566.05	566.22	566.09	565.92
CL Splice 4	565.60	565.77	565.95	566.12	565.99	565.81
CL Splice 5	565.21	565.38	565.56	565.73	565.60	565.42
CL Brg. Pier 3	564.94	565.11	565.28	565.46	565.33	565.15
CL Splice 6	564.84	565.01	565.19	565.36	565.23	565.05
CL Brg. E. Abut.	564.32	564.49	564.66	564.84	564.71	564.53

****** Since web depth varies along the girder, Top of Beam Elevations are reported here instead of Top of Web Elevations.



BEARING STIFFENER DETAIL

Notes:
Load carrying components designated "CVN" shall conform to Charpy-V-Notch Impact Energy Requirement, Zone 2.
All structural steel for girders, cross frames, bearing plates, transverse stiffener plates, and splices except fill plates shall conform to the requirements of AASHTO M270, Grade 50W.
See sheet 32 of 50 for Field Splice Details.

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		CONTRACT NO.		
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INTERIOR GIRDER MOMENT TABLE

Symmetrical composite 4 span (Composite in positive and negative moment areas)

		0.4 Span 1	Pier 1	0.5 Span 2	Pier 2	0.5 Span 3	Pier 3	0.6 Span 4
I_s	(in^4)	35125	60789	35125	60789	35125	60789	35125
$I_c(n)$	(in^4)	79109	–	79109	–	79109	–	79109
$I_c(3n)$	(in^4)	58170	–	58170	–	58170	–	58170
$I_c(cr)$	(in^4)	–	68181	–	68181	–	68181	–
S_s	(in^3)	1351	2338	1351	2338	1351	2338	1351
$S_c(n)$	(in^3)	1805	–	1805	–	1805	–	1805
$S_c(3n)$	(in^3)	1645	–	1645	–	1645	–	1645
$S_c(cr)$	(in^3)	–	2443	–	2443	–	2443	–
DC1 *	(kips/ft)	1.43	1.58	1.43	1.58	1.43	1.58	1.43
M_{DC1}	(kips-ft)	1155	2716	909	2586	916	2697	1132
DC2	(kips/ft)	0.26	0.26	0.26	0.26	0.26	0.26	0.26
M_{DC2}	(kips-ft)	210	469	174	458	174	468	210
DW	(kips/ft)	0.39	0.39	0.39	0.39	0.39	0.39	0.39
M_{DW}	(kips-ft)	315	702	261	686	261	702	315
LLDF		0.65	0.65	0.65	0.65	0.65	0.65	0.65
M_{LL+IM}	(kips-ft)	1754	2217	1722	2316	1723	2218	1754
f_l (Strength I)	(ksi)	0	0	0	0	0	0	0
M_u (Strength I) + 1/3 $f_l S_{xc}$	(kips-ft)	5249	8915	4758	8887	4768	8891	5220
$\varphi_f\ M_n$	(kips-ft)	8993	11378	8993	11382	8993	11378	8993
f_s DC1	(ksi)	10.3	13.9	8.1	13.3	8.1	13.8	10.1
f_s DC2	(ksi)	1.5	2.3	1.3	2.2	1.3	2.3	1.5
f_s DW	(ksi)	2.3	3.4	1.9	3.4	1.9	3.4	2.3
f_s (LL+IM)	(ksi)	11.7	10.9	11.4	11.4	11.5	10.9	11.7
f_l (Service II)	(ksi)	0	0	0	0	0	0	0
$f_s + f_l/2$(Service II)	(ksi)	29.3	33.8	26.1	33.7	26.2	33.8	29.0
$0.95R_hF_{yf}$	(ksi)	47.5	47.5	47.5	47.5	47.5	47.5	47.5
$f_s + f_l/3$ (Total) (Strength I)	(ksi)	38.6	44.5	34.6	44.4	34.7	44.4	38.3
$\varphi_f\ F_n$	(ksi)	50	50	50	50	50	50	50
V_f	(kips)	76.6	–	84.2	–	86.04	–	76.6

* DC 1 includes Lateral Bracings' Self-weight

INTERIOR GIRDER REACTION TABLE

		West Abutment	Pier 1	Pier 2	Pier 3	East Abutment
LLDF		0.86	0.86	0.86	0.86	0.86
OCF		–	–	–	–	–
R_{DC1} *	(kips)	103.4	214.8	206.5	213.3	102.5
R_{DC2}	(kips)	10.5	37.1	36.3	37.1	10.5
R_{DW}	(kips)	15.8	55.6	54.3	55.6	15.8
R_{LL}	(kips)	84.0	172.5	173.6	172.5	84.0
R_{Im}	(kips)	18.3	31.4	31.0	31.3	18.3
R_{Total}	(kips)	232.0	511.3	501.7	509.8	231.1

* Abutment DC 1 reaction includes diaphragm self-weight and weight of approach slab.

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

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

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

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

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

MDC1: Un-factored moment due to non-composite dead load (kip-ft.).

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

MDC2: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

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

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

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

Mu (Strength I): Factored design moment (kip-ft.).
1.25 (MDC1+ MDC2) + 1.5 MDW + 1.75 M_{LL+IM}

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

fs DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
MDC1 / Snc

fs DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
MDC2 / Sc(3n) or MDC2 / Sc(cr) as applicable.

fs DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
MDW / Sc(3n) or MDW / Sc(cr) as applicable.

fs (M_{LL+IM}): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live plus impact loads as calculated below (ksi).
M_{LL+IM} / Sc(n) or M_{LL+IM} / Sc(cr) as applicable.

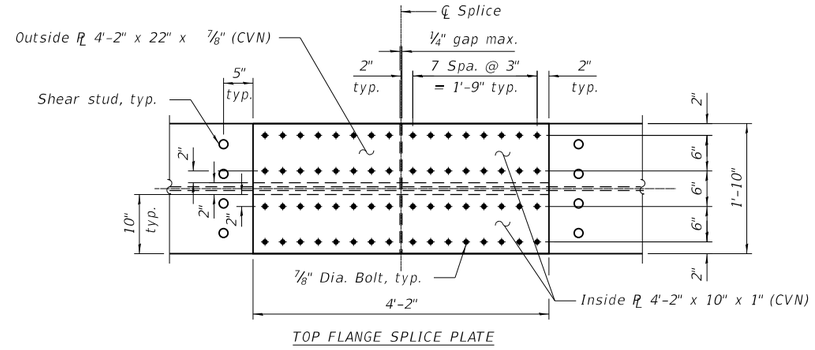
fl (Service II): Flange lateral bending stress due to the Service II loads as calculated below (ksi).
0 ksi for skews ≤ 45 degrees and
10 ksi for skews > 45 and ≤ 60 degrees.
For skews > 60 degrees, fli is as per design.

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

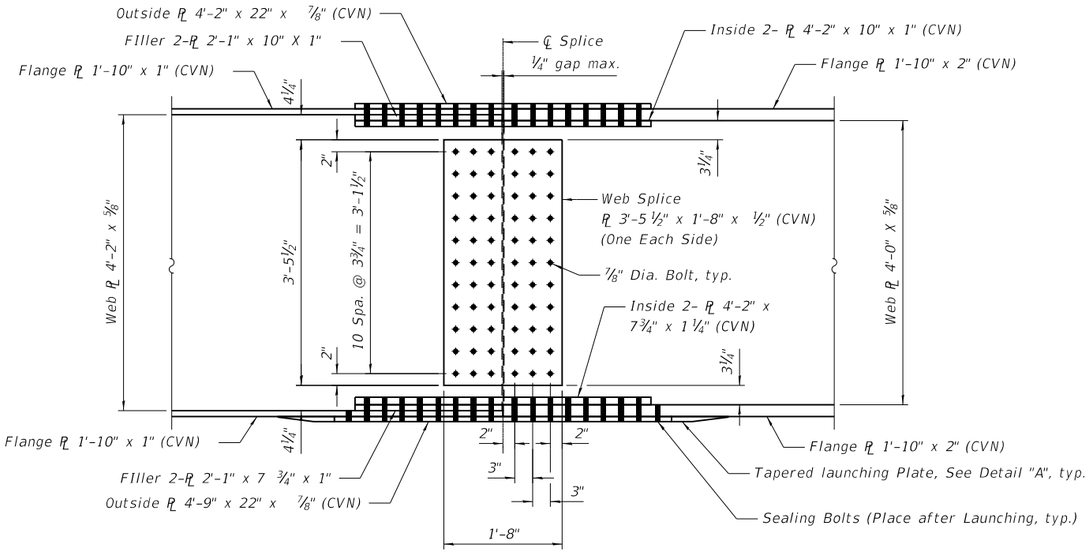
fs (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
1.25 (fsDC1 + fsDC2) + 1.5 fsDW + 1.75 fs(M_{LL+IM})

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

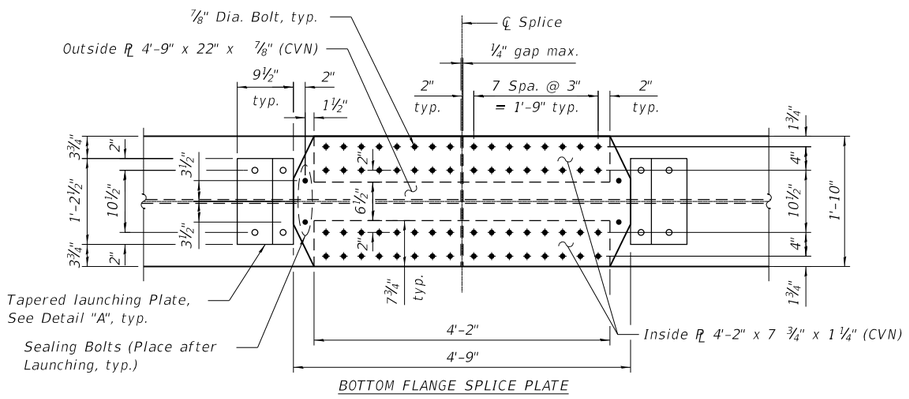
Vf: Maximum factored shear range in span computed according to Article 6.10.10.



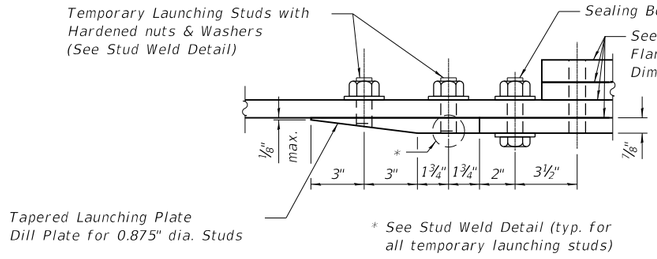
TOP FLANGE SPLICE PLATE



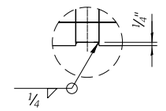
ELEVATION



BOTTOM FLANGE SPLICE PLATE



* See Stud Weld Detail (typ. for all temporary launching studs)



STUD WELD DETAIL

DETAIL "A"

Tapered launching plates shall be installed prior to launching of girders and shall be removed upon completion of launching operation. open bolt holes in bottom flanges shall be filled with new 0.875 dia. ASTM A325 bolts.

FIELD SPLICE DETAILS

(Splices 1, 3 and 5 Shown. Splices 2, 4 and 6 Opposite Hand)
(36 Required)

Notes:

See sheet 30 of 50 for field splice locations on girder elevation.

High strength bolts shall be 7/8" dia. ASTM F3125, Grade A325, Type 3.

Load carrying components designated "CVN" shall conform to Charpy-V-Notch Impact Energy Requirement, Zone 2.

All plates composing splices shall be AASHTO M270, Grade 50W (Weathering Steel).

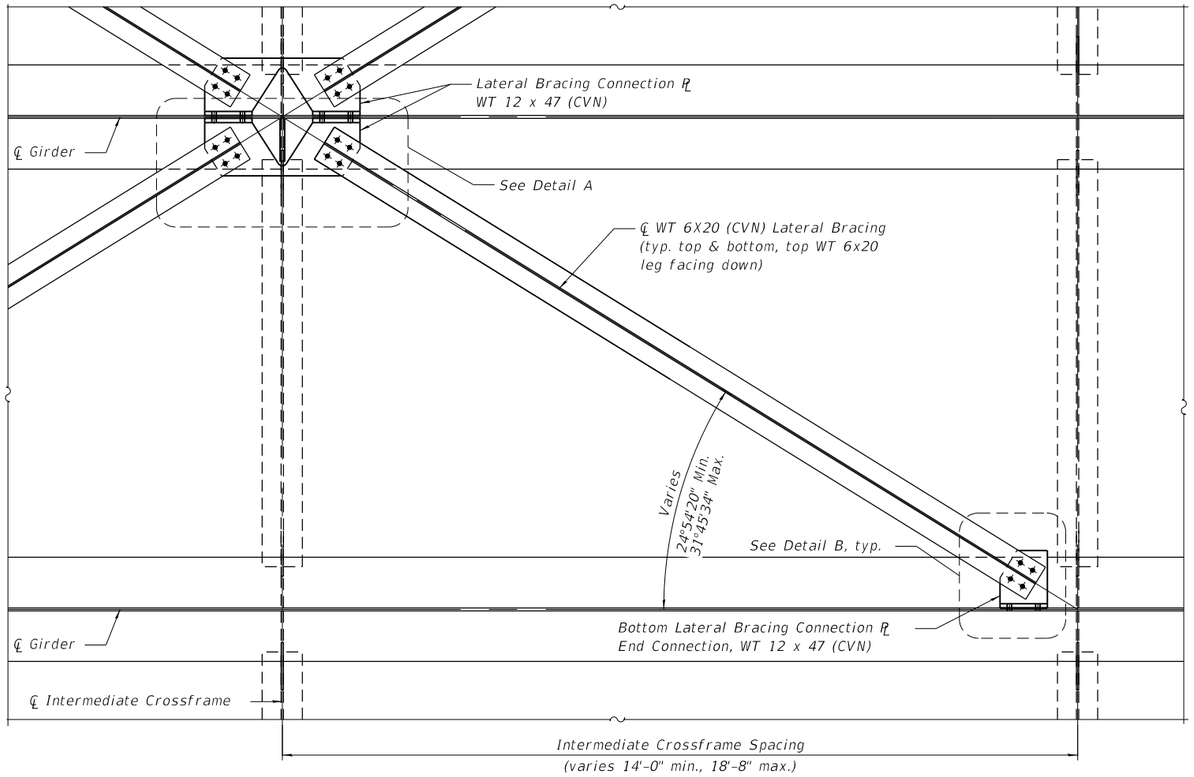
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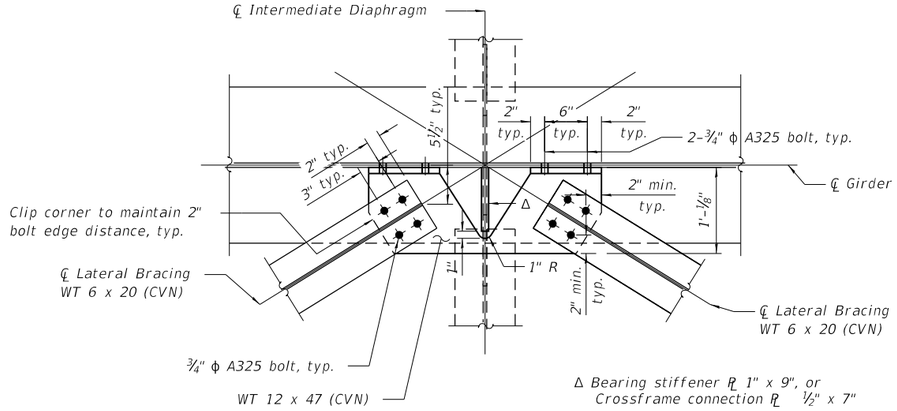
STRUCTURAL STEEL DETAILS (3 OF 4)
STRUCTURE NO. 099-8301
SHEET 32 OF 50 SHEETS

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO.		
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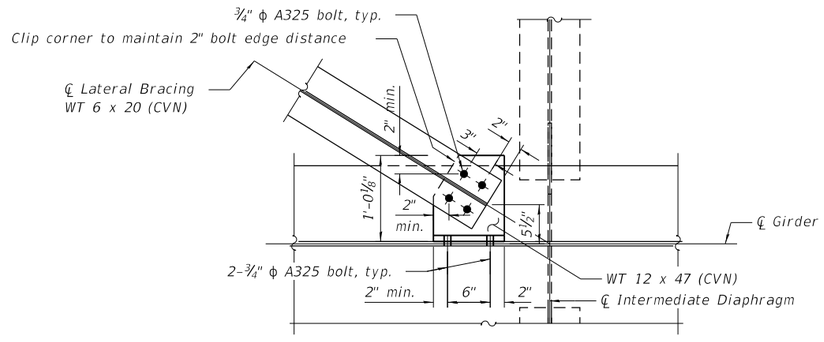
PARTIAL LATERAL BRACING PLAN

(Bottom lateral bracing shown)
(Typ. for top and bottom lateral bracings)
(See notes)



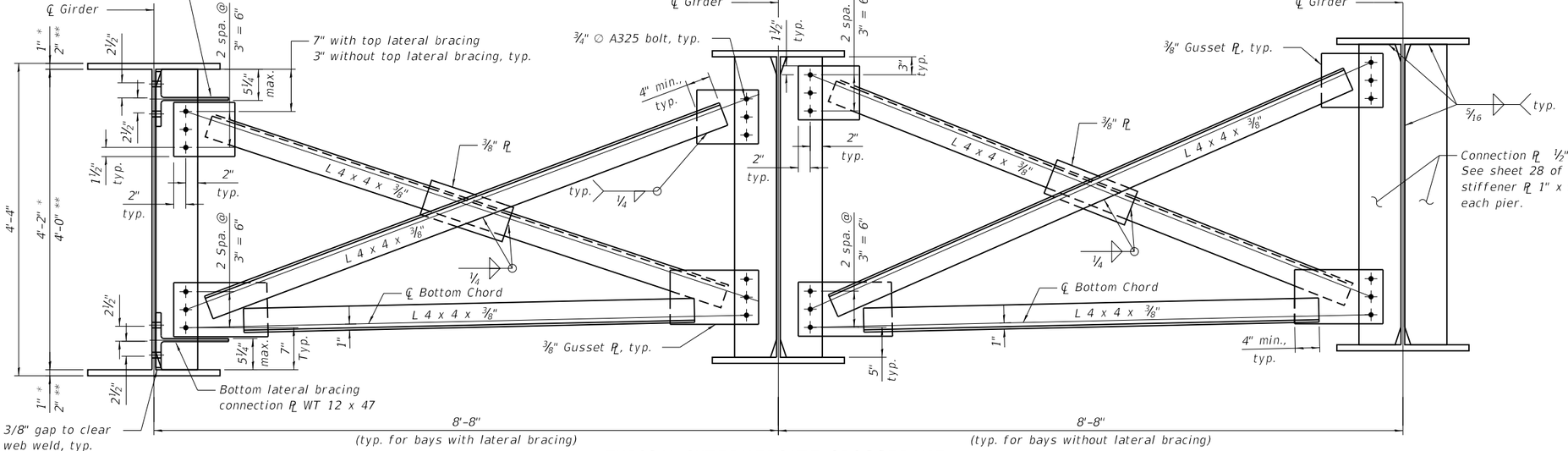
DETAIL A

(Lateral Bracing Connection Plate)



DETAIL B

(Lateral Bracing End Connection Plate)



TYPICAL INTERMEDIATE CROSSFRAME

* For mid. span or end span sections.
** For sections over piers.

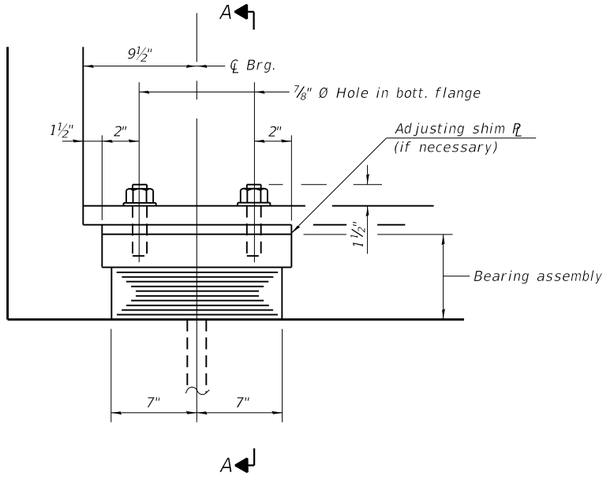
Notes:

- See sheet 29 of 50 for locations of top and bottom lateral bracings on framing plan.
- Load carrying components designated "CVN" shall conform to Charpy-V-Notch Impact Energy Requirement, Zone 2.
- All steel memebers and plates shall be AASHTO M270, Grade 50W (weathering steel).
- Detail 1 5/16" Ø holes for all ¾" Ø bolts for intermediate crossframes.
- The contractor may cut WT12x47 flange up to ½" as needed for clearing bottom web weld.

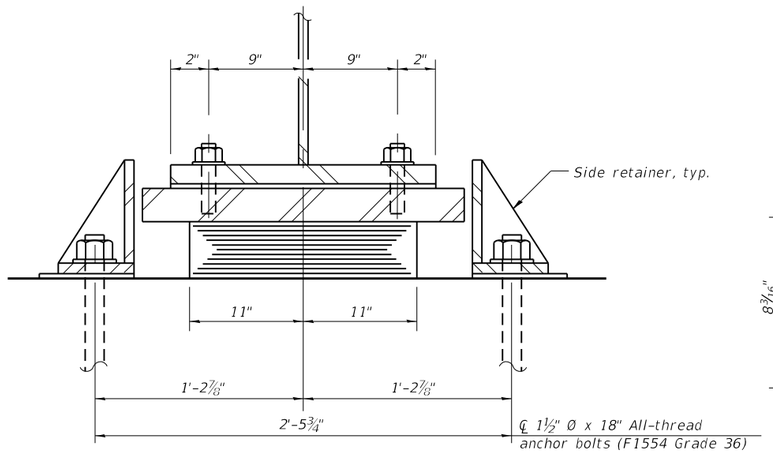
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PLOT SCALE =	DRAWN - RMH	REVISED -		SHEET 33 OF 50 SHEETS
PLOT DATE = 3/1/2023	CHECKED - YC	REVISED -		

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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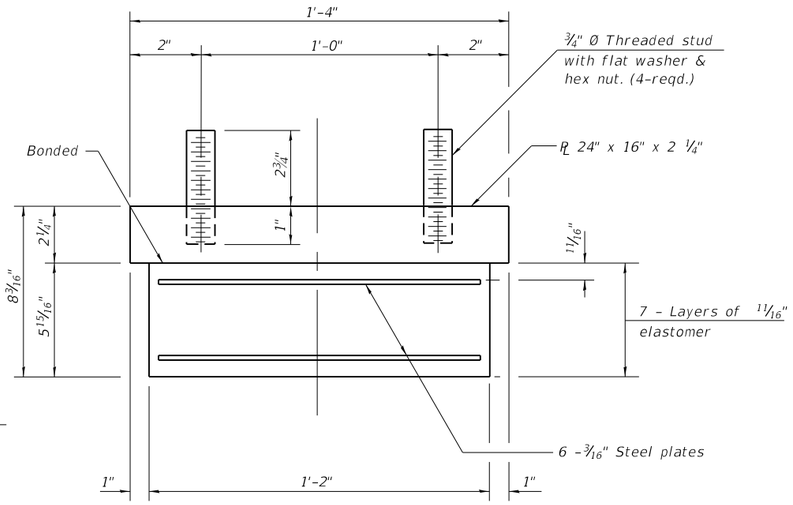
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ELEVATION AT ABUT.



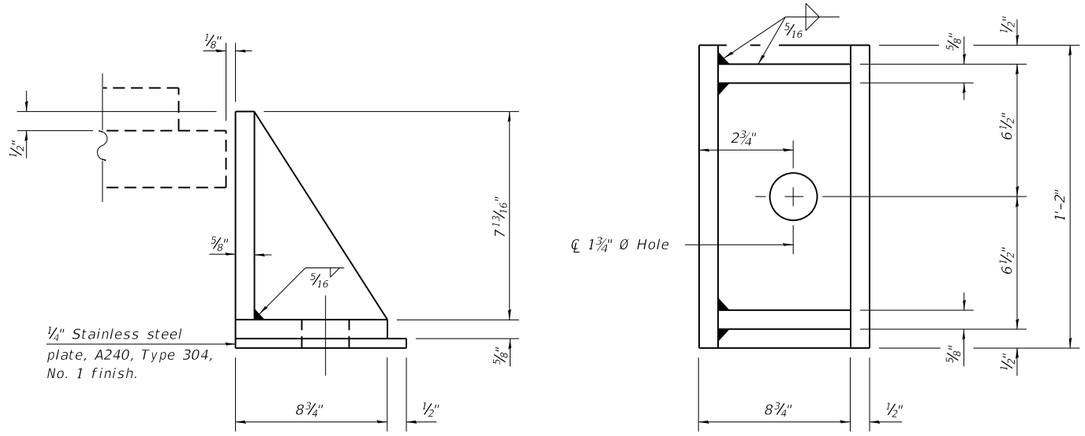
SECTION A-A



BEARING ASSEMBLY AT ABUTMENTS

TYPE I ELASTOMERIC EXP. BRG.

Note:
Shim plates shall not be placed under bearing assembly.



SIDE RETAINER AT ABUTMENTS

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

Notes:
Bearing steel top plates, side retainers and stainless steel plates shall be included in the cost of Elastomeric Bearing Assembly, Type I.
Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
Two ⅛ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details. Cost included with Elastomeric Bearing Assembly, Type I.
The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50.

BILL OF MATERIAL

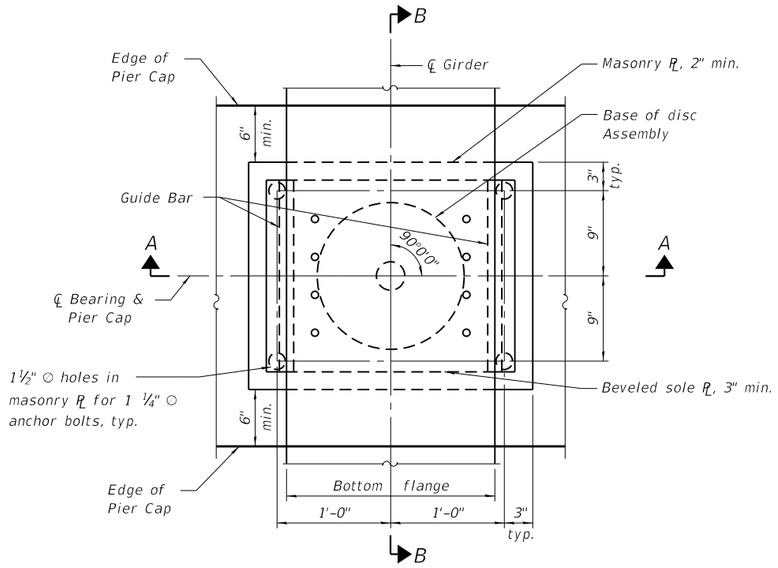
Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	12
Anchor Bolts, 1 ½"	Each	24

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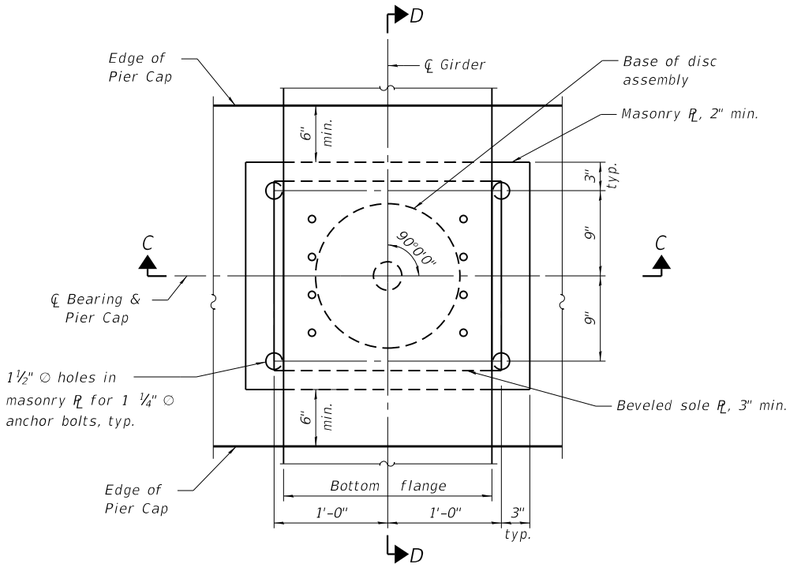
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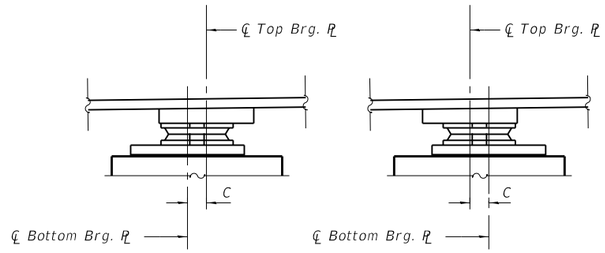
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904	21-00544-00-PV	WILL	208	125
		CONTRACT NO.		
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PLAN – PIERS 1 AND 3



PLAN – PIER 2



BELOW 50° F

(Move bottom brg. Pℓ away from fixed brg.)

ABOVE 50° F

(Move bottom Brg. Pℓ toward fixed brg.)

SETTING ANCHOR BOLTS AT EXP. BRG.

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

Notes:

Disc bearings shall be designed, fabricated, tested and installed in accordance with the Special Provisions, the IDOT Standard Specifications, Section 14 of the AASHTO LRFD Bridge Design Specifications and Section 18 of the AASHTO LRFD Bridge Construction Specifications.

The structural steel plates of the bearing assembly shall conform to the requirements of AASHTO M270 Grade 50.

Two 1/8" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details. Cost included with High Load Multi-Rotational Bearings.

High load multi-rotational bearings shall be disc type. Pot bearings are not allowed. Bearing assemblies shown are schematic.

The bearing provider is responsible for design and supply of masonry plate, sole plate, lower bearing plate, upper bearing plate, elastomeric disc, guide bars, anchor bolts, elastomeric neoprene pad, all PTFE and stainless steel sliding surfaces and any other required components of the bearing assembly.

Bearings shall be designed and detailed such that the bearing assembly can be removed for replacement or repair.

Anchor bolts, nuts and washers shall be hot dipped galvanized according to AASHTO M232 Class C. Cost included in Anchor Bolts, 1 1/4".

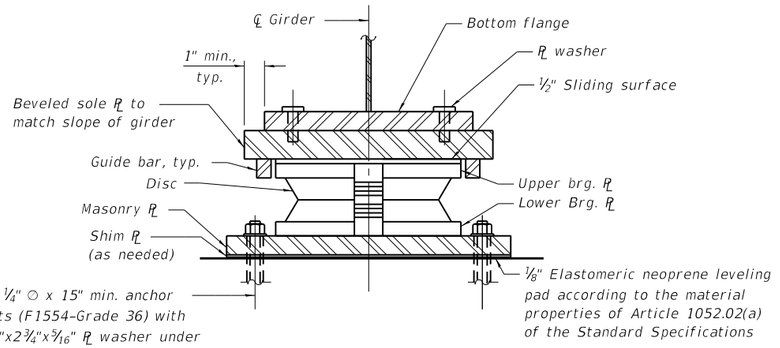
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade and diameter specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Anchor bolts at pier may be either cast in place or installed in holes drilled after the supported member is in place. Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standards Specifications.

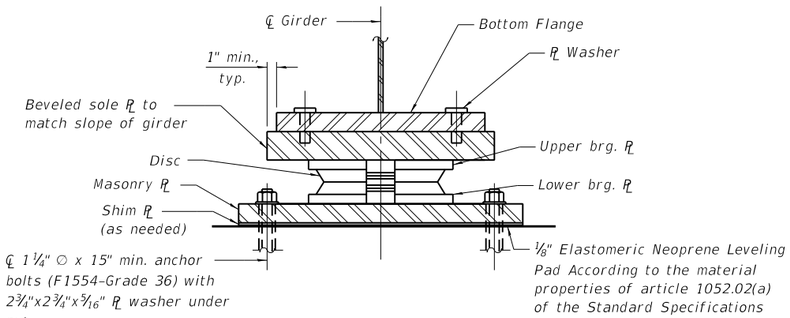
The cost of the masonry plates, sole plates, elastomeric neoprene leveling pads and shim plates shall be included in the cost of High Load Multi-Rotational Bearings.

Minimum thicknesses at centerline of bearing are shown for masonry and sole plate. Contractor shall finalize and adjust as required.

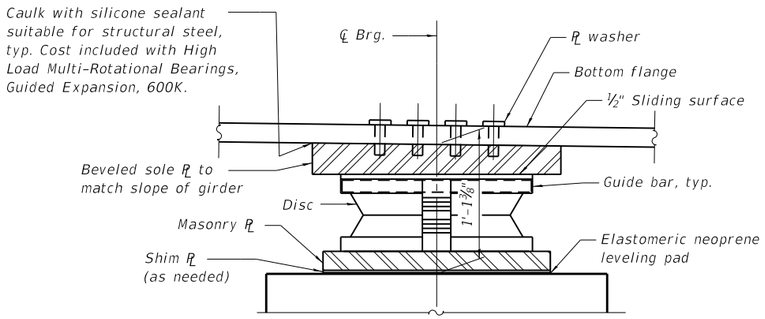
Bearing assembly heights shown are approximate and includes elastomeric neoprene pad. Bearing seat elevations must be verified and adjusted as necessary by the Contractor after exact bearing assembly heights are determined by the bearing manufacturer.



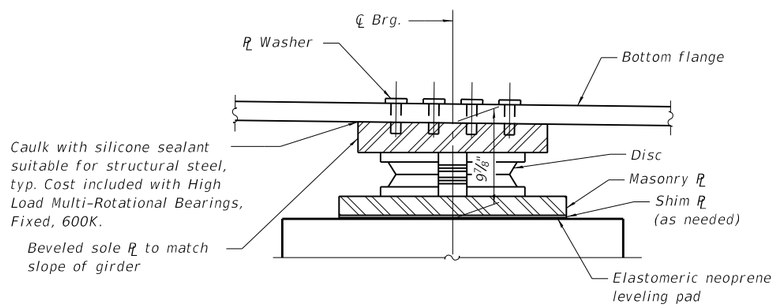
SECTION A-A



SECTION C-C



SECTION B-B



SECTION D-D

High Load Multi-Rotational Design Data

Bearing Location	Type	Service Vertical (kips)	Factored Vertical (kips)	Factored Lateral (kips)	Factored Rotation (rad)	Service Movement (in)
Pier 1	Guided	511	741	14	0.01	1.0
Pier 2	Fixed	502	730	44	0.01	0.0
Pier 3	Guided	511	741	14	0.01	1.0

BILL OF MATERIAL

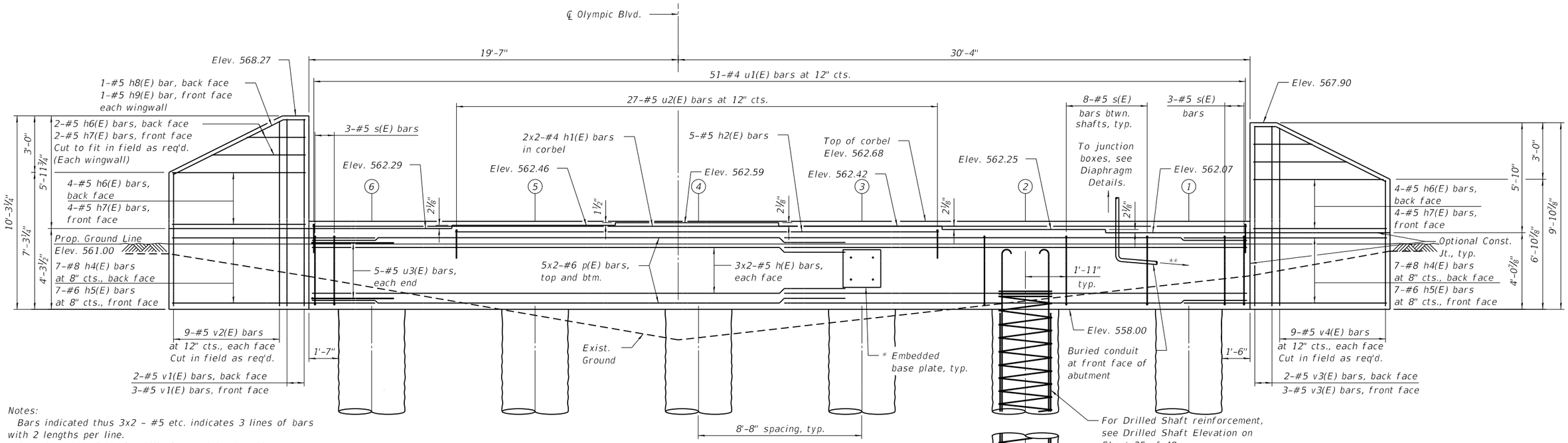
Item	Unit	Total
High Load Multi-Rotational Bearings, Fixed, 600K	Each	6
High Load Multi-Rotational Bearings, Guided Expansion, 600K	Each	12
Anchor Bolts, 1 ¼"	Each	72

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MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
904	21-00544-00-PV	WILL	208	126
		CONTRACT NO.		
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WEST ABUTMENT ELEVATION

(Looking West)

Notes:

Bars indicated thus 3x2 - #5 etc. indicates 3 lines of bars with 2 lengths per line.

See sheet 37 of 50 for Bill of Materials, Bar Diagrams, Section Thru Abutment and Drilled Shaft Details.

See sheet 34 of 50 for Bearing Details.

See sheet 3 of 50 for standard excavation and backfill details behind abutment.

Pour steps monolithically with cap.

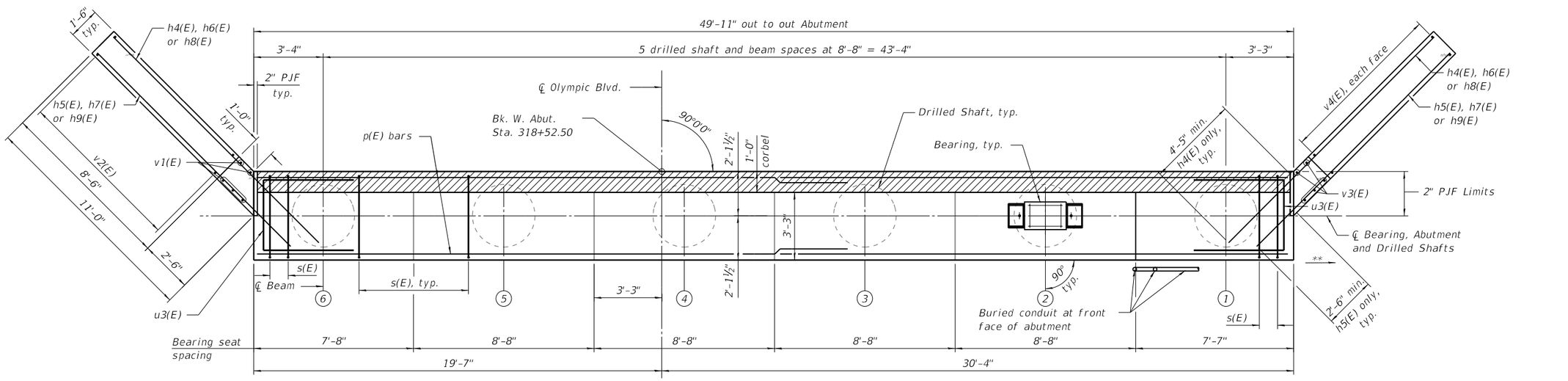
Space reinforcement in the cap to miss anchor bolts.

All exposed edges shall be chamfered 3/4" unless noted otherwise.

See sheet 15 of 50 for anchor bolt spacing at Partial Plan at Abutment and Diaphram Details.

* Base plate with anchor bolts to be embedded at the front face of abutment, centered under each girder, at temporary jacking corbel location, missing the reinforcement. See sheet 28 of 50 for Embedded Base Plate Detail.

** To Handhole, see Traffic Signal Plans.



WEST ABUTMENT PLAN

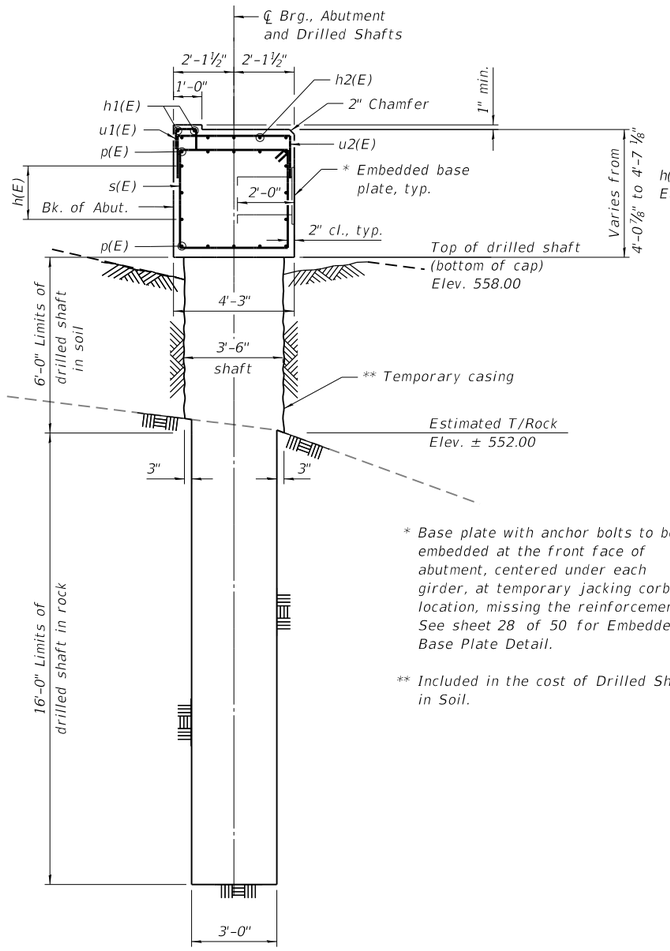
(u1(E) and h1(E) in Corbel not shown for clarity)

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PLOT DATE = 3/1/2023	CHECKED - YC	REVISED -		SHEET 36 OF 50 SHEETS

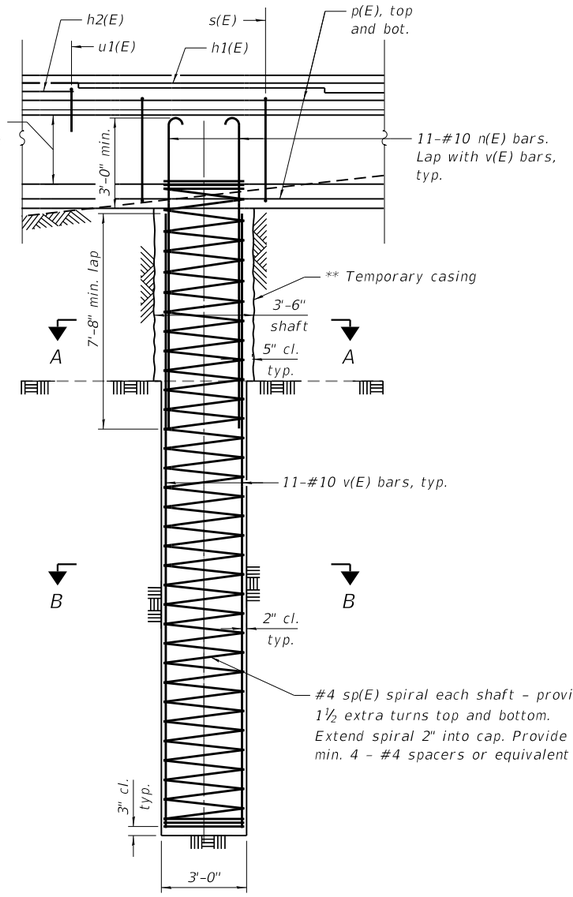
MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
904	21-00544-00-PV	WILL	208	127
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	



SECTION THRU ABUTMENT

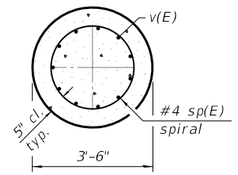
* Base plate with anchor bolts to be embedded at the front face of abutment, centered under each girder, at temporary jacking corbel location, missing the reinforcement. See sheet 28 of 50 for Embedded Base Plate Detail.

** Included in the cost of Drilled Shaft in Soil.

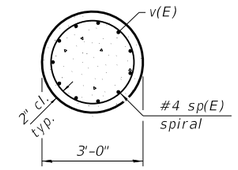


DRILLED SHAFT ELEVATION

(Looking West)



SECTION A-A



SECTION B-B

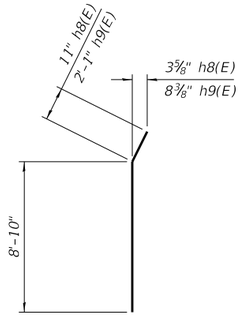
TYP. LAP SPLICE

Bar Size	Min. Lap
#4	2'-8" (spiral)
#4	2'-11"
#5	3'-7"
#6	4'-4"
#10	7'-8"

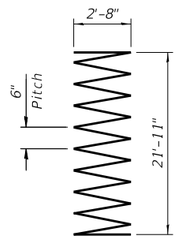
BILL OF MATERIAL
WEST ABUTMENT

	Bar	No.	Size	Length	Shape
	h(E)	12	#5	26'-7"	——
	h1(E)	4	#4	26'-3"	——
	h2(E)	5	#5	25'-8"	——
	h4(E)	14	#8	14'-1"	——
	h5(E)	14	#6	13'-2"	——
	h6(E)	12	#5	9'-4"	——
	h7(E)	12	#5	10'-4"	——
	h8(E)	2	#5	9'-9"	—~
	h9(E)	2	#5	10'-11"	—~
	n(E)	66	#10	12'-3"	—⊃
	p(E)	20	#6	27'-0"	——
	s(E)	46	#5	16'-1"	□
*	sp(E)	6	#4	21'-11"	≋
	u1(E)	51	#4	3'-8"	⊓
	u2(E)	27	#5	6'-11"	⊓
	u3(E)	10	#5	12'-5"	⊐
	v(E)	66	#10	21'-7"	——
	v1(E)	5	#5	9'-11"	——
	v2(E)	18	#5	9'-9"	——
	v3(E)	5	#5	9'-6"	——
	v4(E)	18	#5	9'-5"	——
	Structure Excavation		Cu Yd		52
	Concrete Structures		Cu Yd		44.9
	Reinforcement Bars, Epoxy Coated		Pound		15,410
	Drilled Shaft In Soil		Cu Yd		12.9
	Drilled Shaft In Rock		Cu Yd		25.2
	Crosshole Sonic Logging Access Ducts		Foot		132
	Crosshole Sonic Logging Testing		Each		6

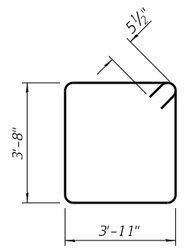
* Length is height of spiral.



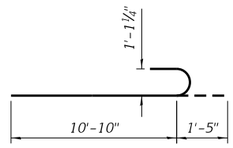
BARS h8(E) & h9E(E)



BAR sp (E)

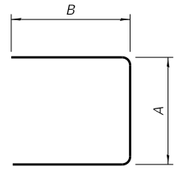


BAR s(E)



BAR n(E)

Bar	A	B
u1(E)	8"	1'-6"
u2(E)	3'-11"	1'-6"
u3(E)	3'-9"	4'-4"



BARS u1(E), u2(E), u3(E)

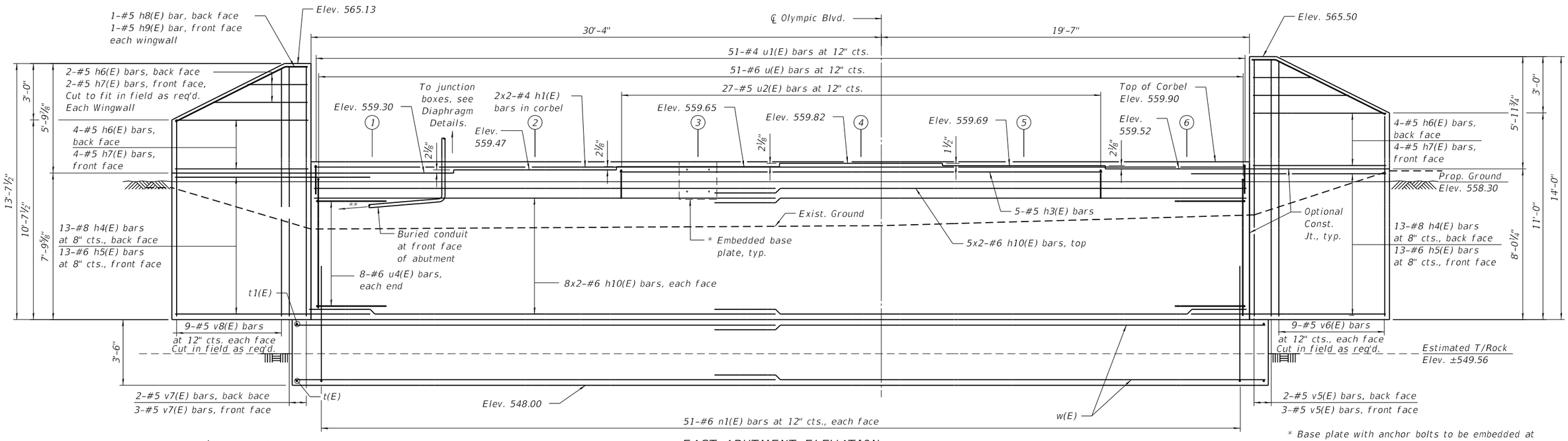
Note:
CONTRACTOR shall verify the rock elevation and adjust the tip elevation accordingly to ensure the drilled shaft is embedded 16' into the rock. If the actual length of the drilled shaft in soil is 10% longer than shown in the plan, the CONTRACTOR shall notify the ENGINEER to verify the capacity.

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3/1/2023 3:21:16 PM

PATRICK

USER NAME = rhansen	DESIGNED - PV	REVISED -	CITY OF JOLIET	WEST ABUTMENT DETAILS STRUCTURE NO. 099-8301	
	CHECKED - YC	REVISED -			
PLOT SCALE =	DRAWN - PK	REVISED -			
PLOT DATE = 3/1/2023	CHECKED - YC	REVISED -		SHEET 37 OF 50 SHEETS	

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

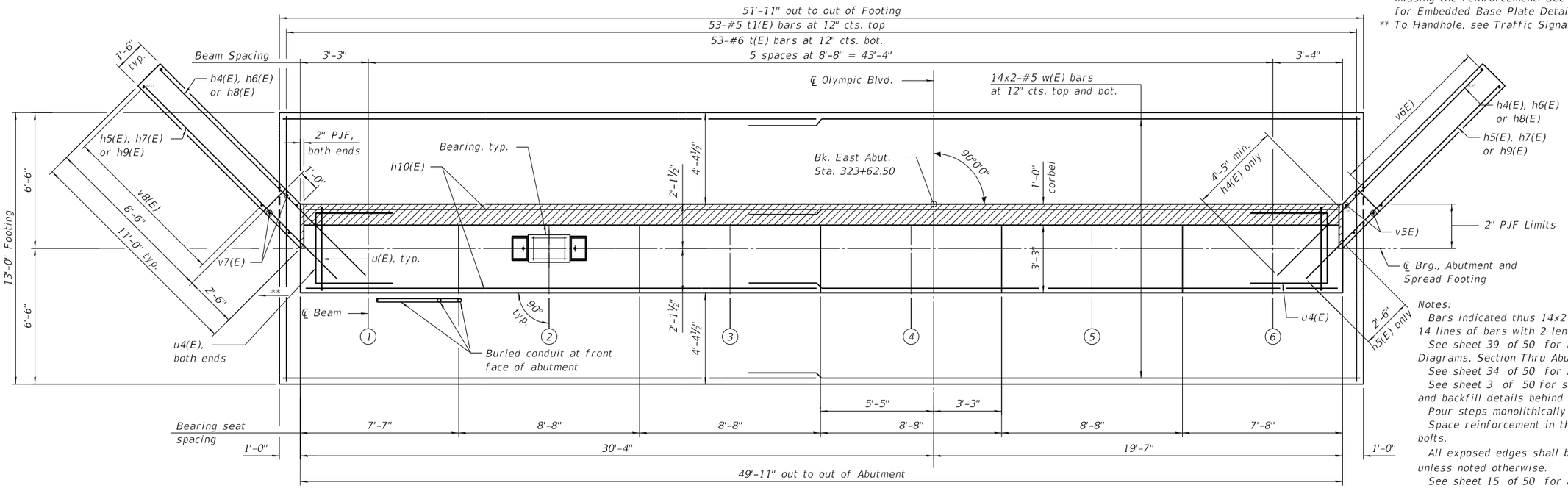


EAST ABUTMENT ELEVATION

(Looking East)

* Base plate with anchor bolts to be embedded at the front face of abutment, centered under each girder, at temporary jacking corbel location, missing the reinforcement. See sheet 26 of 48 for Embedded Base Plate Detail.

** To Handhole, see Traffic Signal Plans.



EAST ABUTMENT PLAN

(u1(E) and h1(E) in Corbel not shown for clarity)

Notes:

Bars indicated thus 14x2 - #5 etc. Indicates 14 lines of bars with 2 lengths per line.

See sheet 39 of 50 for Bill of Materials, Bar Diagrams, Section Thru Abutment,

See sheet 34 of 50 for Bearing Details.

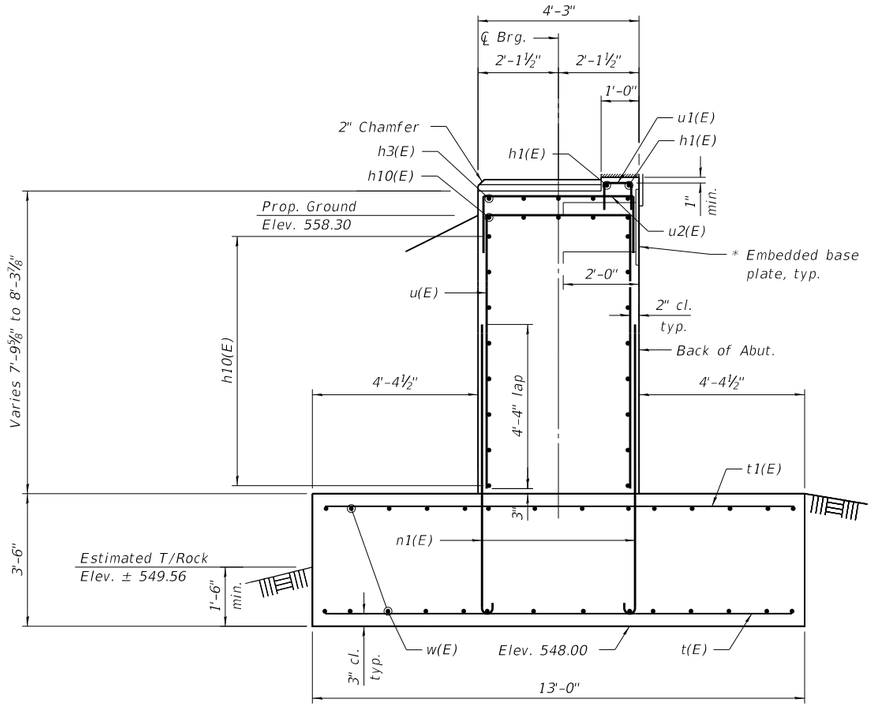
See sheet 3 of 50 for standard excavation and backfill details behind abutment.

Pour steps monolithically with the cap.

Space reinforcement in the cap to miss anchor bolts.

All exposed edges shall be chamfered ¾" unless noted otherwise.

See sheet 15 of 50 for anchor bolt spacing at Partial Plan at Abutment and Diaphragm Details.



SECTION THRU ABUTMENT

(dimensions at right angles to abutment)

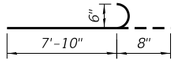
* Base plate with anchor bolts to be embedded at the back face of abutment, centered under each girder, at temporary jacking corbel location, missing the reinforcement. See sheet 28 of 50 for Embedded Base Plate Detail.

BILL OF MATERIAL
EAST ABUTMENT

Bar	No.	Size	Length	Shape
h1(E)	4	#4	26'-3"	——
h3(E)	5	#5	25'-8"	——
h4(E)	26	#8	14'-1"	——
h5(E)	26	#6	13'-2"	——
h6(E)	12	#5	9'-4"	——
h7(E)	12	#5	10'-4"	——
h8(E)	2	#5	9'-9"	——
h9(E)	2	#5	10'-11"	——
h10(E)	42	#6	27'-0"	——
n1(E)	102	#6	8'-6"	—⊃
t(E)	53	#6	12'-8"	——
t1(E)	53	#5	12'-8"	——
u(E)	51	#6	18'-9"	⊓
u1(E)	51	#4	3'-8"	⊓
u2(E)	27	#5	6'-11"	⊓
u4(E)	16	#6	12'-5"	⊐
v5(E)	5	#5	13'-8"	——
v6(E)	18	#5	13'-6"	——
v7(E)	5	#5	13'-3"	——
v8(E)	18	#5	13'-1"	——
w(E)	56	#5	27'-7"	——
Structure Excavation		Cu Yd	436	
Rock Excavation For Structures		Cu Yd	80	
Concrete Structures		Cu Yd	165.9	
Reinforcement Bars, Epoxy Coated		Pound	11,010	

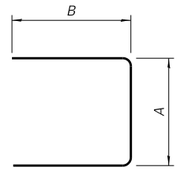
TYP. LAP SPLICE

Bar Size	Min. Lap
#4	2'-11"
#5	3'-7"
#6	4'-4"



BAR n1(E)

Bar	A	B
u(E)	3'-11"	7'-5"
u1(E)	8"	1'-6"
u2(E)	3'-11"	1'-6"
u4(E)	3'-9"	4'-4"



BAR u(E)

Note:
The maximum applied service bearing pressure of East Abutment: Q,max = 3.9 ksf

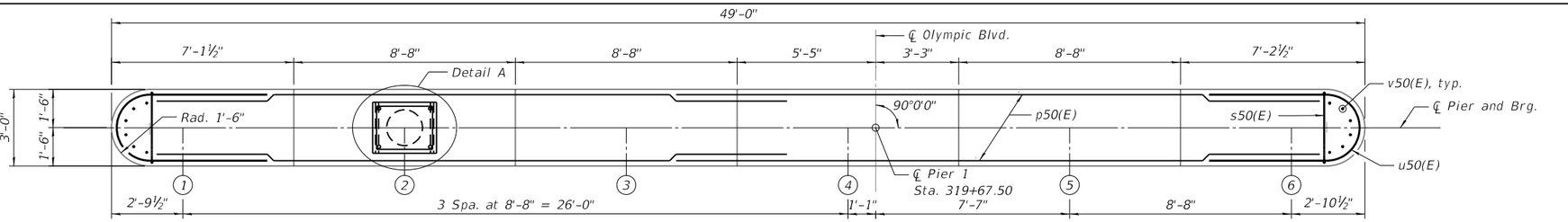
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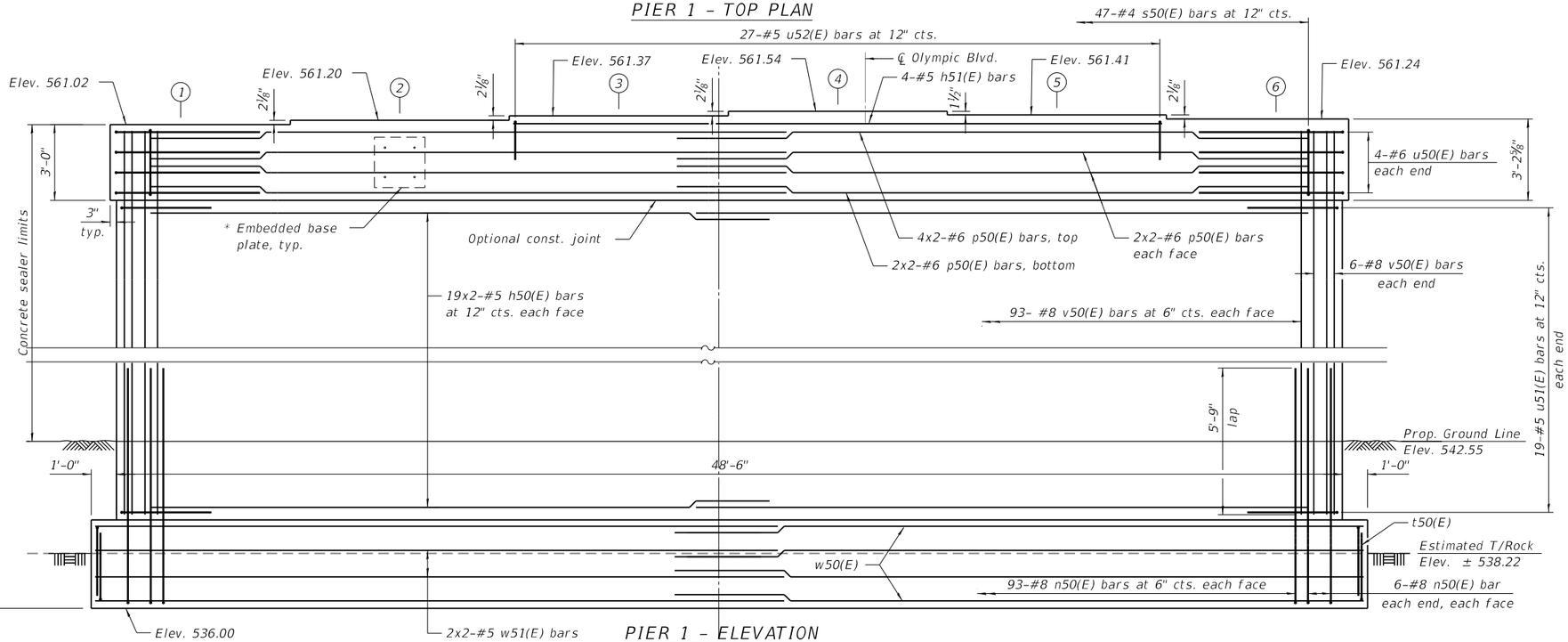
PATRICK

USER NAME = rhansen	DESIGNED - PV	REVISED -	CITY OF JOLIET	EAST ABUTMENT DETAILS STRUCTURE NO. 099-8301	
	CHECKED - YC	REVISED -			
PLOT SCALE =	DRAWN - RMH	REVISED -			
PLOT DATE = 3/1/2023	CHECKED - YC	REVISED -		SHEET 39 OF 50 SHEETS	

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
904	21-00544-00-PV	WILL	208	130
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

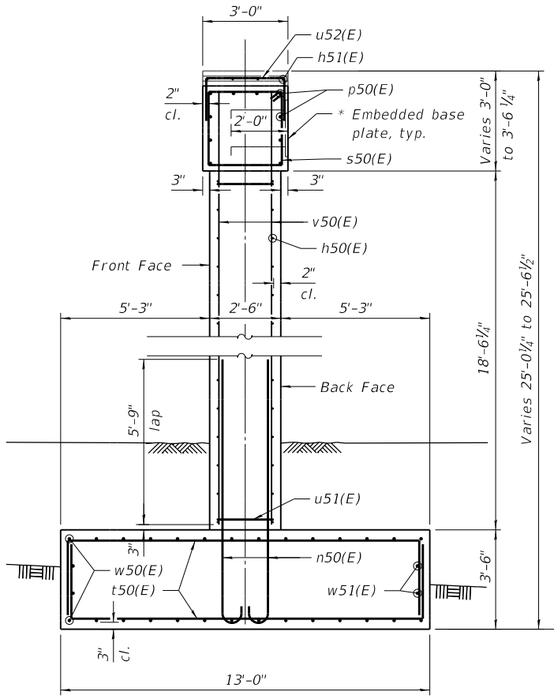


PIER 1 – TOP PLAN



PIER 1 – ELEVATION

(Looking East)



SECTION

(Looking North)

* Base plate with anchor bolts to be embedded at the back face of pier, centered under each girder, at temporary jacking corbel location, missing the reinforcement. See sheet 28 of 50 for Embedded Base Plate Detail.

Notes:

Space reinforcement in cap to miss anchor bolts.

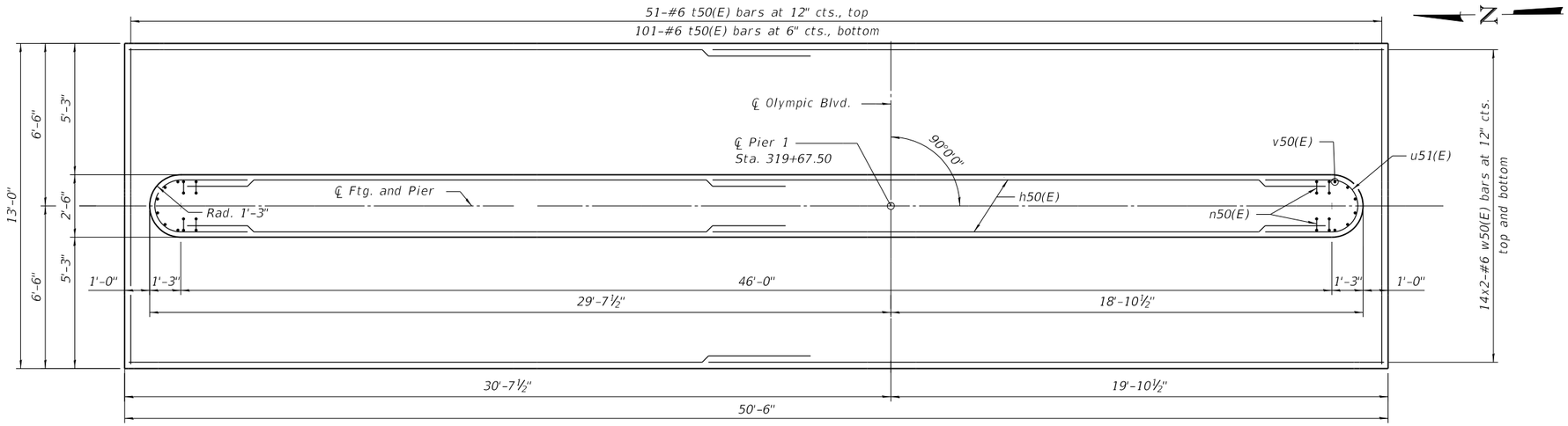
Pour steps monolithically with cap.

See sheet 43 of 50 for Detail A, bar diagrams and Bill of Material.

See sheet 35 of 50 for bearing details.

See sheet 3 of 50 for excavation and backfills detail at piers.

All exposed edges shall be chamfered 3/4" unless noted otherwise.



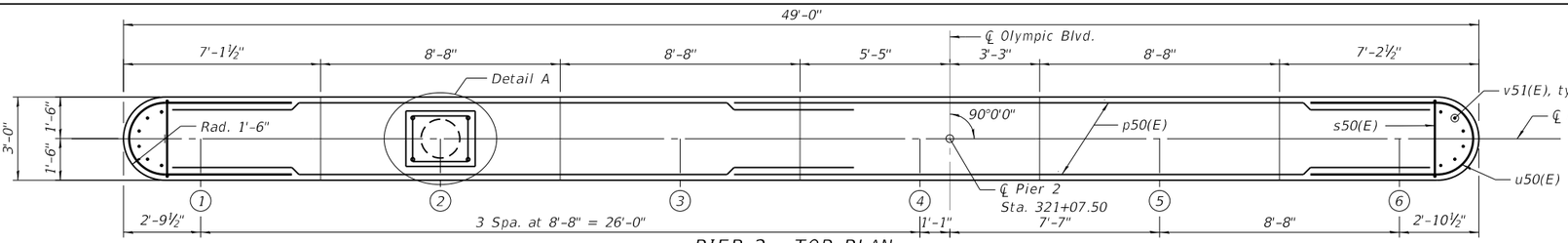
PIER 1 – PIER WALL AND FOOTING PLAN

PATRICK	USER NAME = rhansen	DESIGNED - AD	REVISED -	CITY OF JOLIET	PIER 1 STRUCTURE NO. 099-8301
		CHECKED - PV	REVISED -		
	PLOT SCALE =	DRAWN - RMH	REVISED -		SHEET 40 OF 50 SHEETS
	PLOT DATE = 3/1/2023	CHECKED - YC	REVISED -		

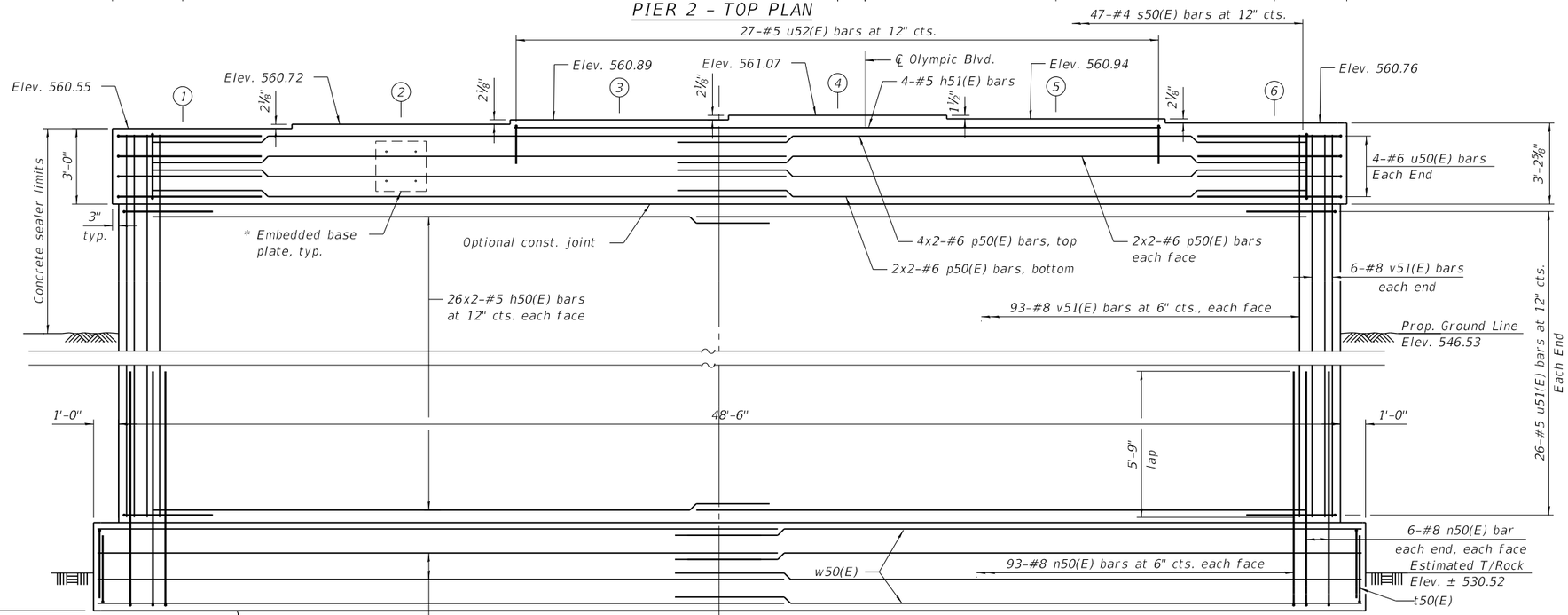
MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
904	21-00544-00-PV	WILL	208	131
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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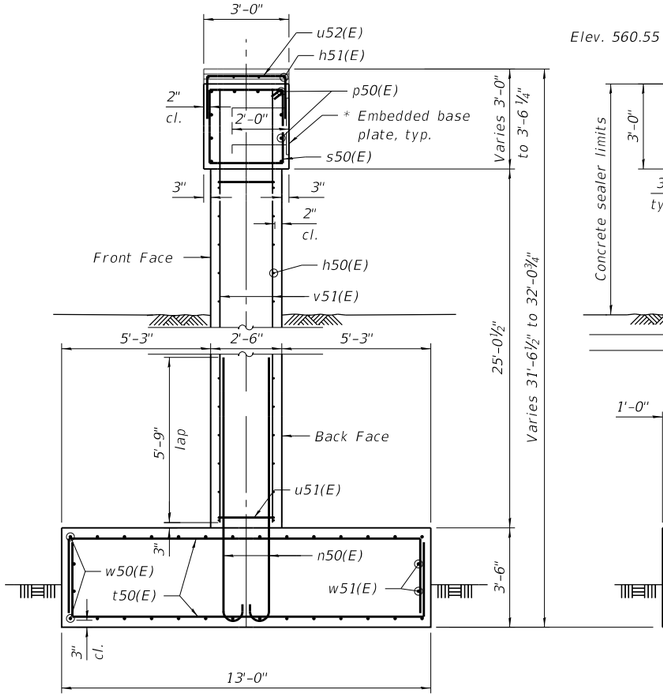


PIER 2 - TOP PLAN



PIER 2 - ELEVATION

(Looking East)



SECTION

(Looking North)

* Base plate with anchor bolts to be embedded at the back face of pier, centered under each girder, at temporary jacking corbel location, missing the reinforcement. See sheet 28 of 50 for Embedded Base Plate Detail.

Notes:

Space reinforcement in cap to miss anchor bolts.

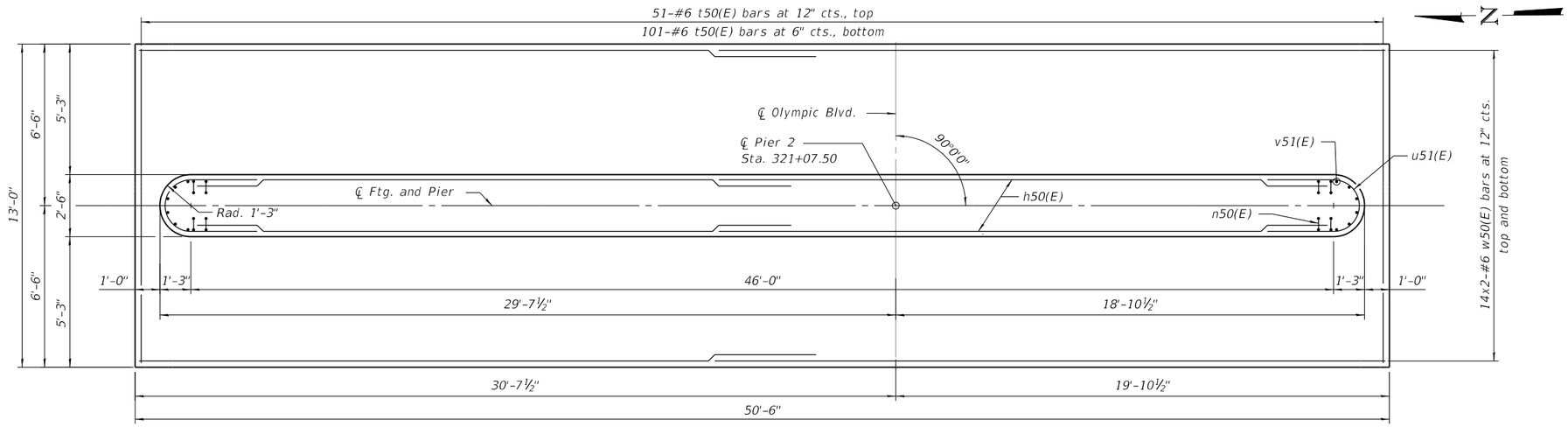
Pour steps monolithically with cap.

See sheet 43 of 50 for Detail A, bar diagrams and Bill of Material.

See sheet 35 of 50 for bearing details.

See sheet 3 of 50 for excavation and backfill details at piers.

All exposed edges shall be chamfered 3/4" unless noted otherwise.



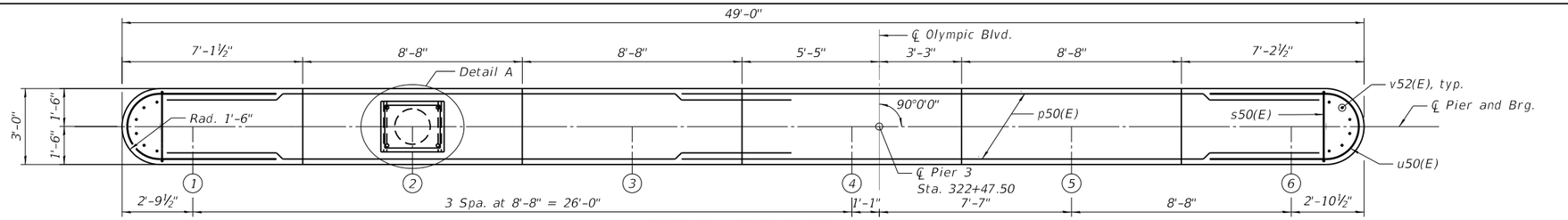
PIER 2 - PIER WALL AND FOOTING PLAN

PATRICK	USER NAME = rhansen	DESIGNED - AD	REVISED -	CITY OF JOLIET	PIER 2 STRUCTURE NO. 099-8301
		CHECKED - PV	REVISED -		
	PLOT SCALE =	DRAWN - RMH	REVISED -		
	PLOT DATE = 3/1/2023	CHECKED - YC	REVISED -		SHEET 41 OF 50 SHEETS

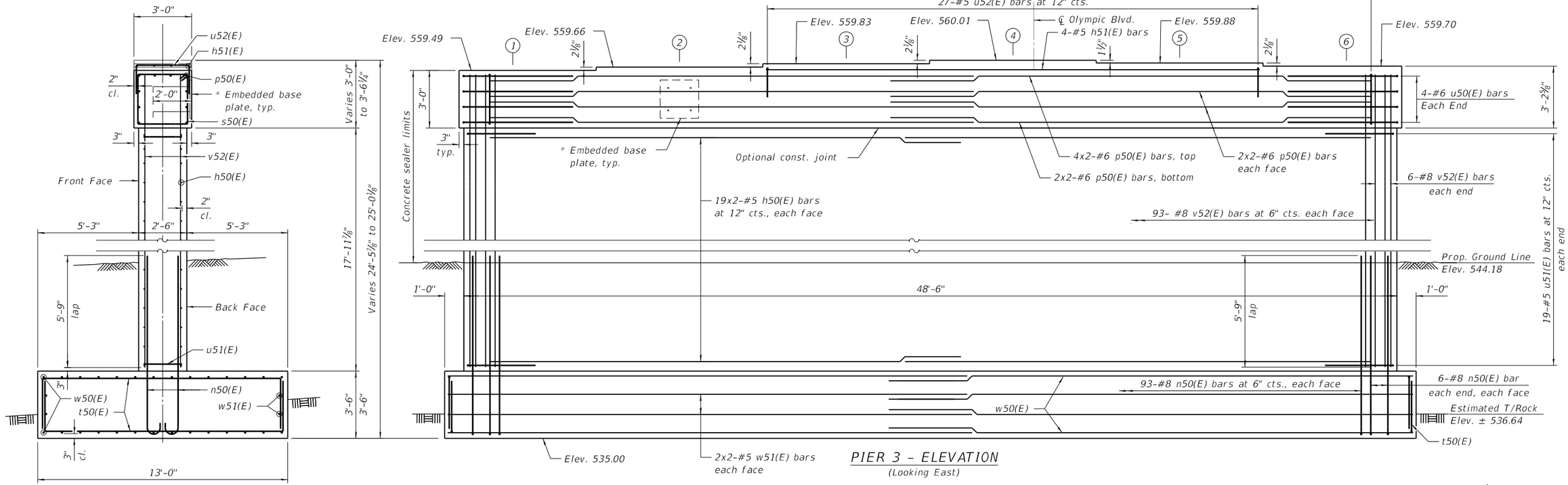
MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
904	21-00544-00-PV	WILL	208	132
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

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PIER 3 – TOP PLAN



PIER 3 – ELEVATION

(Looking East)

SECTION

(Looking North)

* Base plate with anchor bolts to be embedded at the back face of pier, centered under each girder, at temporary jacking corbel location, missing the reinforcement. See sheet 28 of 50 for Embedded Base Plate Detail.

Notes:

Space reinforcement in cap to miss anchor bolts.

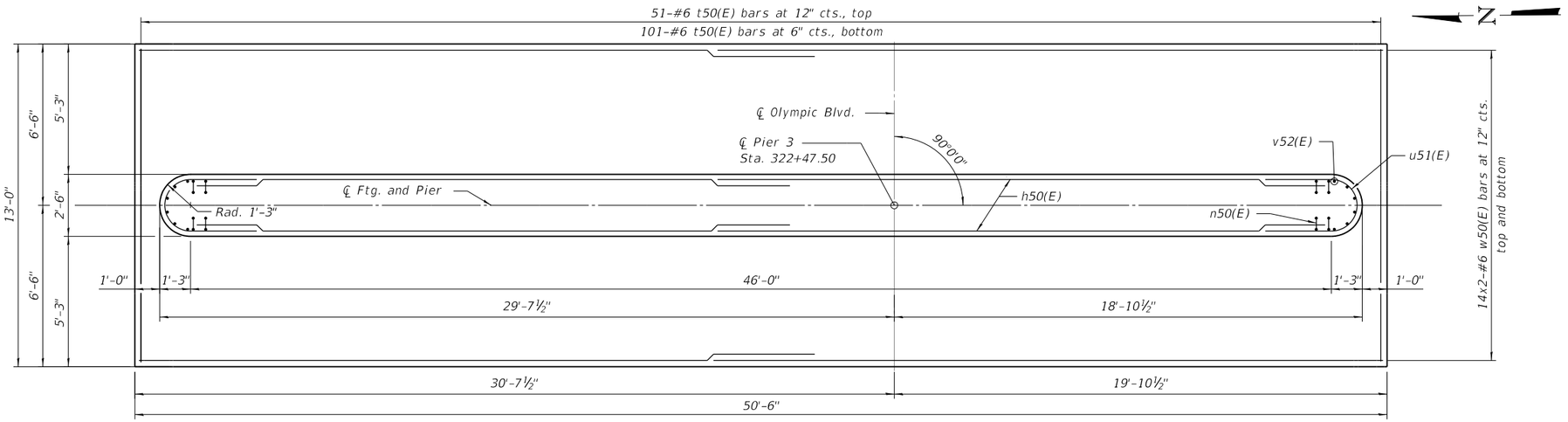
Pour steps monolithically with cap.

See sheet 43 of 50 for Detail A, bar diagrams and Bill of Material.

See sheet 35 of 50 for bearing details.

See sheet 3 of 50 for excavation and backfill details at piers.

All exposed edges shall be chamfered 3/4" unless noted otherwise.



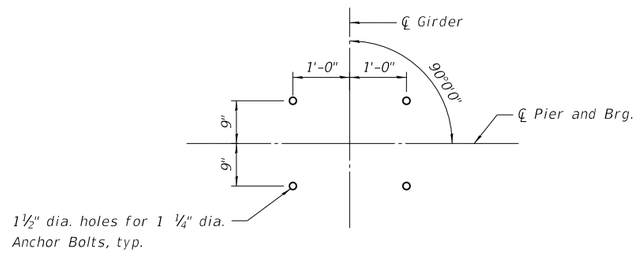
PIER 3 – PIER WALL AND FOOTING PLAN

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PATRICK

USER NAME = rhansen	DESIGNED - AD	REVISED -	CITY OF JOLIET	PIER 3 STRUCTURE NO. 099-8301 SHEET 42 OF 50 SHEETS
	CHECKED - PV	REVISED -		
PLOT SCALE =	DRAWN - RMH	REVISED -		
PLOT DATE = 3/1/2023	CHECKED - YC	REVISED -		

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
904	21-00544-00-PV	WILL	208	133
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



DETAIL A

BILL OF MATERIAL
PIER 1

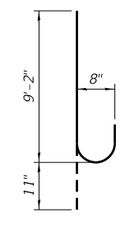
Bar	No.	Size	Length	Shape
h50(E)	76	#5	24'-10"	——
h51(E)	4	#5	25'-8"	——
n50(E)	198	#8	10'-1"	⊃
p50(E)	20	#6	25'-2"	——
s50(E)	47	#4	11'-5"	⊐
t50(E)	152	#6	18'-6"	⊔
u50(E)	8	#6	12'-10"	⊃
u51(E)	38	#5	10'-6"	⊃
u52(E)	27	#5	6'-4"	⊓
v50(E)	198	#8	21'-1"	——
w50(E)	28	#6	27'-2"	——
w51(E)	8	#5	27'-2"	——
Cofferdam Excavation			Cu Yd	180
Rock Excavation For Structures			Cu Yd	54
Concrete Structures			Cu Yd	186.2
Reinforcement Bars, Epoxy Coated			Pound	26,010
Concrete Sealer			Sq Ft	2,050

BILL OF MATERIAL
PIER 2

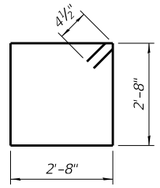
Bar	No.	Size	Length	Shape
h50(E)	104	#5	24'-10"	——
h51(E)	4	#5	25'-8"	——
n50(E)	198	#8	10'-1"	⊃
p50(E)	20	#6	25'-2"	——
s50(E)	47	#4	11'-5"	⊐
t50(E)	152	#6	18'-6"	⊔
u50(E)	8	#6	12'-10"	⊃
u51(E)	52	#5	10'-6"	⊃
u52(E)	27	#5	6'-4"	⊓
v51(E)	198	#8	27'-7"	——
w50(E)	28	#6	27'-2"	——
w51(E)	8	#5	27'-2"	——
Structure Excavation			Cu Yd	1351
Rock Excavation For Structures			Cu Yd	37
Concrete Structures			Cu Yd	215.5
Reinforcement Bars, Epoxy Coated			Pound	30,330
Concrete Sealer			Sq Ft	1,605

BILL OF MATERIAL
PIER 3

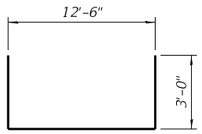
Bar	No.	Size	Length	Shape
h50(E)	76	#5	24'-10"	——
h51(E)	4	#5	25'-8"	——
n50(E)	198	#8	10'-1"	⊃
p50(E)	20	#6	25'-2"	——
s50(E)	47	#4	11'-5"	⊐
t50(E)	152	#6	18'-6"	⊔
u50(E)	8	#6	12'-10"	⊃
u51(E)	38	#5	10'-6"	⊃
u52(E)	27	#5	6'-4"	⊓
v52(E)	198	#8	20'-7"	——
w50(E)	28	#6	27'-2"	——
w51(E)	8	#5	27'-2"	——
Structure Excavation			Cu Yd	442
Rock Excavation For Structures			Cu Yd	45
Concrete Structures			Cu Yd	183.8
Reinforcement Bars, Epoxy Coated			Pound	25,750
Concrete Sealer			Sq Ft	1,735



BAR n50(E)



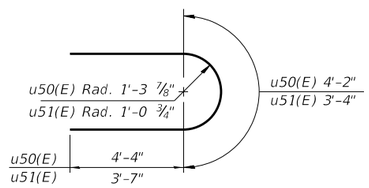
BAR s50(E)



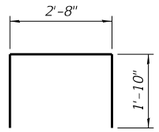
BAR t50(E)

TYP. LAP SPLICE

Bar Size	Min. Lap
#5	3'-7"
#6	4'-4"
#8	5'-9"



BARS u50(E) & u51(E)



BAR u52(E)

MODEL: Default
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PATRICK

USER NAME = rhansen	DESIGNED - AD	REVISED -	CITY OF JOLIET	PIER DETAILS STRUCTURE NO. 099-8301 SHEET 43 OF 50 SHEETS	
	CHECKED - PV	REVISED -			
PLOT SCALE =	DRAWN - RMH	REVISED -			
PLOT DATE = 3/1/2023	CHECKED - YC	REVISED -			

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
904	21-00544-00-PV	WILL	208	134
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

Interra, Inc.
600 Territorial Drive, Suite G
Bolingbrook, IL 60440
www.interraservices.com

SOIL BORING LOG

Date 6/28/21

ROUTE Olympic Blvd (MUN 904) DESCRIPTION Olympic Blvd. Bridge over Rock Run Crk., Joliet, IL LOGGED BY Abdu Sellah

SECTION 21-00544-00-PV LOCATION 1758467.303, 1024259.816

COUNTY Will DRILLING METHOD Hollow Stem Auger HAMMER TYPE AUTO

STRUCT. NO. 099-8301
Station 321+07.50

BORING NO. OB-BSB-01B
Station 318+56
Offset 15.00ft RT
Ground Surface Elev. 560.00 ft

Surface Water Elev. ____ ft
Stream Bed Elev. ____ ft

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

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
556.00				4' Black TOPSOIL
	-5			Very dense, yellowish brown SAND, Moist
553.00				WEATHERED BEDROCK.
552.00				Top of competent rock at 8.0'. DOLOMOITE, olive gray (5Y4/1), mottled with dark yellowish orange (10 YR 6/6), strong, microcrystalline to fine grained, moderately argillacious, thinly bedded, some laminations, moderately decomposed, slightly to moderately disintegrated and discolored along fracture faces, mostly horizontal fractures, with some clay filling in fractures, trace chert nodules.
	-10			
	-15			
542.00				DOLOMITE, olive gray (5Y4/1), strong, microcrystalline to fine grained, thinly beded to laminated, highly argillaceous, fresh,
540.00	-20			competent, slightly fractured.
				SHALE or CLAYSTONE, dark gray (N3), moderate to weak, fine grained, laminated to thinly bedded, fresh, competent, slightly fractured, with some evidence of deformed bedding surfaces.
536.00				SHALE or CLAYSTONE, dark gray (N3), mottled with greenish gray (5GY6/1) with light gray (N7), moderate to weak, fine grained, abundant turbidite fragments of shale with claystone, and minor argillaceous dolomite fragments that are resedimented and solidified into a fresh and competent bed, slightly fractured.
	-25			
532.00				SHALE or CLAYSTONE, greenish gray (5G6/1) with some interbeded, strong, thin to medium bedded, light olive gray (5Y6/1) dolomite beds, moderate to weak, fine grained, laminated to thinly bedded, fresh to slightly decomposed, competent to slightly disintegrated, slightly fractured, some evidence of deformation.
	-30			
	-35			
	-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)

Interra, Inc.
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Bolingbrook, IL 60440
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SOIL BORING LOG

Date 6/28/21

ROUTE Olympic Blvd (MUN 904) DESCRIPTION Olympic Blvd. Bridge over Rock Run Crk., Joliet, IL LOGGED BY Abdu Sellah

SECTION 21-00544-00-PV LOCATION 1758467.303, 1024259.816

COUNTY Will DRILLING METHOD Hollow Stem Auger HAMMER TYPE AUTO

STRUCT. NO. 099-8301
Station 321+07.50

BORING NO. OB-BSB-01B
Station 318+56
Offset 15.00ft RT
Ground Surface Elev. 560.00 ft

Surface Water Elev. ____ ft
Stream Bed Elev. ____ ft

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

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
518.00				DOLOMITE to DOLOMITIC LIMESTONE, strong, light olive gray (5Y6/1), mottled with light brownish gray (5YR6/1), fine grained to microcrystalline, thinly bedded with some greenish gray (5G 6/1) shale laminations and thin beds, fresh, slightly to moderately disintegrated, with pits and small vugs, trace secondary pyrite and calcite mineralization, slightly fractured.
	-45			
	-50			
	-55			
503.90				SHALE or CLAYSTONE, greenish gray (5G6/1), weak, fine grained, laminated to thinly bedded, some small dolomitic nodules and laminations, fresh, competent, unfractured.
502.00	-60			
				Very argillacious, shaley DOLOMITE to DOLOMITIC SHALE, dark gray (N3), strong with a few weak shale beds, fine grained, thinly bedded to laminated, fresh, competent, unfractured, very fossiliferous. *(continued)*
	-65			
492.00				End of boring at 68.0 feet.
	-70			
	-75			
	-80			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)

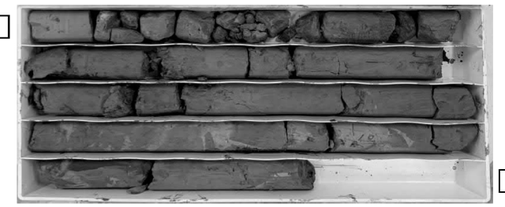
TOP



BOTTOM

OB-BSB-01B: RUN # 1: 8.0' to 18.0'

TOP



BOTTOM

OB-BSB-01B: RUN # 2: 18.0' to 28.0'

TOP



BOTTOM

OB-BSB-01B: RUN # 3: 28.0' to 38.0'

BEDROCK CORE
OLYMPIC BOULEVARD BRIDGE OVER
ROCK RUN CREEK
JOLIET, WILL COUNTY, ILLINOIS

INTERRA, Inc.
PROJECT NO.: 8865

MODEL: Default
FILE NAME: pw:\\patrickco-pw.bentley.com:patrickco-pw-07\Documents\City Of Joliet\22177.012\12_Design\12.3_CADD\SHEETS\012-C3-SHT-0998301-044-BLOG-01.dgn

PATRICK	USER NAME = rhansen	DESIGNED - RMH	REVISED -	CITY OF JOLIET	SOIL BORING LOGS (1 OF 7) STRUCTURE NO. 099-8301 SHEET 44 OF 50 SHEETS
		CHECKED - ET	REVISED -		
	PLOT SCALE =	DRAWN - RMH	REVISED -		
	PLOT DATE = 3/1/2023	CHECKED - YC	REVISED -		

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
904	21-00544-00-PV	WILL	208	135
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

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TOP



BOTTOM

OB-BSB-01B: RUN # 4: 38.0' to 48.0'

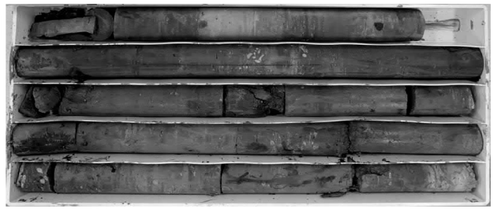
TOP



BOTTOM

OB-BSB-01B: RUN # 5: 48.0' to 58.0'

TOP



BOTTOM

OB-BSB-01B: RUN # 6: 58.0' to 68.0'

BEDROCK CORE
OLYMPIC BOULEVARD BRIDGE OVER
ROCK RUN CREEK
JOLIET, WILL COUNTY, ILLINOIS

INTERRA, Inc.
PROJECT NO.: 8865

Interra, Inc.
600 Territorial Drive, Suite G
Bolingbrook, IL 60440
www.interraservices.com

SOIL BORING LOG

Page 1 of 1

Date 5/5/21

ROUTE Olympic Blvd (MUN 904) **DESCRIPTION** Olympic Blvd. Bridge over Rock Run Crk., Joliet, IL **LOGGED BY** Eric Slusser

SECTION 21-00544-00-PV **LOCATION** 1758490.685, 1024288.635

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** AUTO

STRUCT. NO. 099-8301
Station 321+07.50

BORING NO. OB-BSB-01
Station 318+86
Offset 0.00ft CL
Ground Surface Elev. 551.05 ft

Surface Water Elev. ft
Stream Bed Elev. ft

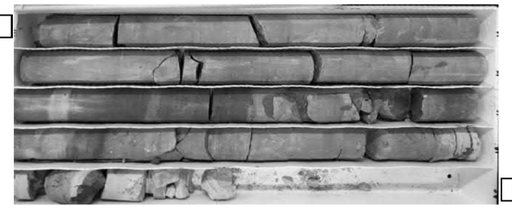
Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After 24 **Hrs.** 547.5 ft

		DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Loose, Black TOPSOIL			3		
			4		
			4		
	547.55				
Medium Dense, Light Gray and Yellowish Brown SILT, Moist	547.05		17		
Very Dense, Weathered BEDROCK			50/3"		
		-5			
			50/5"		
			50/2"		
	541.05	-10			
Auger Refusal at 10.0'					
(10.0-16.4 feet) DOLOMITE, olive gray (5Y 4/1), strong, microcrystalline to fine grained, highly argillaceous, laminated to thinly bedded, fresh, competent, unfractured, slightly calcareous.					
Rock Core Run 1, 10.1-18.5' RQD=87.7%					
		-15			
	534.65				
(16.4-17.9 feet) DOLOMITE, light olive gray (5Y 6/1), strong, microcrystalline, laminated to thinly bedded, fresh, competent, unfractured, slightly calcareous, interbedded with a few thin beds of laminated greenish gray (5GY 6/1) SHALE or CLAYSTONE.	533.15	-20			
(17.9-35.0 feet) DOLOMITE to Dolomitic LIMESTONE, light olive gray (5Y 6/1) mottled with light brownish gray (5YR 6/1), strong, fine grained to microcrystalline, thinly bedded,slightly decomposed, moderately to intensely disintegrated, vuggy, pitted, intensely fractured, with greenish gray (5G 6/1) CLAY and CLAYSTONE filling fractures, and with secondary pyrite and calcite mineralization in voids and and on fracture faces, calcareous.		-25			
Note: From approximately 30.0 to 35.0 feet is mostly greenish gray (5G 6/1) laminated CLAYSTONE bed, or is filling a large void or fracture in rock as above 17.9 to 30.0 feet. There are a few interbedded thin beds of Dolomite or Dolomitic LIMESTONE or rock fragments in the Claystone matrix.					
Rock Core Run 2, 18.5-25.0' RQD=65.4%					
Rock Core Run 3, 25.0-35.0' RQD=42.5% for 25.0 to 30.0' RQD=85.0% for 30.0 to 35.0' *(continued)*		-30			
	516.05	-35			
End of Boring at 35.0' Backfilled boring with bentonite and soil cuttings.					
		-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)

TOP



BOTTOM

OB-BSB-01: RUN # 1: 10.0' to 18.5'

TOP



BOTTOM

OB-BSB-01: RUN # 2: 18.5' to 25.0'

TOP



BOTTOM

OB-BSB-01: RUN # 3: 25.0' to 35.0'

BEDROCK CORE
OLYMPIC BOULEVARD BRIDGE OVER
ROCK RUN CREEK
JOLIET, WILL COUNTY, ILLINOIS

INTERRA, Inc.
PROJECT NO.: 8865

MODEL: Default
FILE NAME: pw:\\patrickco-pw.bentley.com:patrickco-pw-07\Documents\CityOfJoliet\22117.012\12_Design\12-3_CADD\SHEETS\012-C3-SHT-0998301-045-BLOG-02.dgn

PATRICK	USER NAME = rhansen	DESIGNED - RMH	REVISED -	CITY OF JOLIET	SOIL BORING LOGS (2 OF 7) STRUCTURE NO. 099-8301
		CHECKED - ET	REVISED -		
	PLOT SCALE =	DRAWN - RMH	REVISED -		
	PLOT DATE = 3/1/2023	CHECKED - YC	REVISED -		SHEET 45 OF 50 SHEETS

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
904	21-00544-00-PV	WILL	208	136
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

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Interra, Inc.
600 Territorial Drive, Suite G
Bolingbrook, IL 60440
www.interraservices.com

SOIL BORING LOG

Page 1 of 1

Date 5/4/21

ROUTE Olympic Blvd (MUN 904) DESCRIPTION Olympic Blvd. Bridge over Rock Run Crk., Joliet, IL LOGGED BY Eric Slusser

SECTION 21-00544-00-PV LOCATION 1758491.949, 1024371.306

COUNTY Will DRILLING METHOD Hollow Stem Auger HAMMER TYPE AUTO

STRUCT. NO. 099-8301
Station 321+07.50

BORING NO. OB-BSB-02
Station 319+69
Offset 0.00ft CL
Ground Surface Elev. 540.22 ft

Surface Water Elev. 542.72 ft
Stream Bed Elev. ft

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

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Medium dense, Black SILT, Wet	8		
	10		
538.72	8		
Very dense, Gray Shale (Weathered Bedrock) 538.22	50/4"		
Auger refusal at 2.0'			
(4.0-10.3 feet) DOLOMITE, olive gray (5Y 4/1), strong, microcrystalline to fine grained, highly argillaceous, laminated to thinly bedded, fresh, competent, unfractured, slightly calcareous.			
-5			
Rock Core Run 1, 2.0-8.0' RQD=42.4%			
529.92			
-10			
(10.3-12.6 feet) DOLOMITE, light olive gray (5Y 6/1), strong, microcrystalline, laminated to thinly bedded, fresh, competent, unfractured, slightly calcareous, interbedded with a few thin beds of laminated greenish gray (5GY 6/1) SHALE or CLAYSTONE. 527.62			
Note: Greenish gray (5G 6/1) Clay or Claystone bed from 12.4 to 12.6 feet).			
-15			
(12.6-20.0 feet) DOLOMITE to Dolomitic LIMESTONE, light olive gray (5Y 6/1) mottled with light brownish gray (5YR 6/1), strong, fine grained to microcrystalline, thinly bedded,slightly decomposed, moderately to intensely disintegrated, vuggy, pitted, moderately fractured, with greenish gray (5G 6/1) CLAY filling fractures, and with secondary pyrite and 520.22			
-20			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
calcite mineralization, calcareous.			
Note: Fracture zone at top of interval from 12.6 to 14.0 feet. Fracture zone is not as fractured as in BSB-01.			
Note: Below 16.1 to 20.0 feet, rock appears relatively strong and competent.			
Rock Core Run 2, 10.0-20.0' RQD=90.6%			
-25			
End of Boring at 20.0' Backfilled boring with bentonite and soil cuttings.			
-30			
-35			
-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)

TOP



BOTTOM

OB-BSB-02: RUN # 1: 4.0' to 10.0'

TOP



BOTTOM

OB-BSB-02: RUN # 2: 10.0' to 20.0'

BEDROCK CORE
OLYMPIC BOULEVARD BRIDGE OVER
ROCK RUN CREEK
JOLIET, WILL COUNTY, ILLINOIS

INTERRA, Inc.
PROJECT NO.: 8865

Interra, Inc.
600 Territorial Drive, Suite G
Bolingbrook, IL 60440
www.interraservices.com

SOIL BORING LOG

Page 1 of 1

Date 5/3/21

ROUTE Olympic Blvd (MUN 904) DESCRIPTION Olympic Blvd. Bridge over Rock Run Crk., Joliet, IL LOGGED BY Eric Slusser

SECTION 21-00544-00-PV LOCATION 1758493.79, 1024524.45

COUNTY Will DRILLING METHOD Hollow Stem Auger HAMMER TYPE AUTO

STRUCT. NO. 099-8301
Station 321+07.50

BORING NO. OB-BSB-03
Station 321+22
Offset 0.00ft CL
Ground Surface Elev. 546.02 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 540.0 ft
Upon Completion Dry ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Black TOPSOIL			
545.02			
Black TOPSOIL, Trace Gravel, Moist	2		
544.02	5		
Medium Dense , Pale Brown SAND, Trace Gravel, Moist	7		
543.02			
Medium Stiff, Light Gray and Yellowish Brown CLAY, Trace Gravel, Moist	2		
	3		
-5	3	0.9	P
540.52			
Medium Dense, Pale Brown, SANDY LOAM, Clay Lenses, Wet	3		
	11		
	13		
538.02			
Very Dense, Light Gray WEATHERED BEDROCK	15		
	30		
-10	50		
	50/5"		
	50/2"		
-15			
530.52			
Auger Refusal at 15.5'			
(13.5-20.2 feet) DOLOMITE, olive gray (5Y 4/1), strong, microcrystalline to fine grained, highly argillaceous, laminated to thinly bedded, fresh, competent, unfractured, slightly calcareous.			
Rock Core Run 1, 15.5-20.5' RQD=88.7%			
-20			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
525.82			
(20.2-22.4 feet) DOLOMITE, light olive gray (5Y 6/1), strong, fine grained to microcrystalline, argillaceous, laminated to thinly bedded, fresh, competent, unfractured, slightly calcareous, interbedded with a few thin beds of laminated greenish gray (5GY 6/1) SHALE or CLAYSTONE. 523.62			
(22.4-36.5 feet) DOLOMITE to Dolomitic LIMESTONE, light olive gray (5Y 6/1) mottled with light brownish gray (5YR 6/1), weak to strong, fine grained to microcrystalline, thinly bedded,slightly decomposed, moderately to intensely disintegrated, vuggy, pitted, moderately fractured, with greenish gray (5G 6/1) CLAY and CLAYSTONE filling fractures and voids, calcareous.			
-25			
Note: Fracture zone from 22.4 to 28.0 feet. Note: Rock is strong and competent below 28.0 feet.			
Rock Core Run 2, 20.5-30.5' RQD=52.9%			
Rock Core Run 3, 30.5-35.5' RQD=62.0%			
-30			
-35			
509.52			
End of Boring at 36.5' Backfilled boring with bentonite and soil cuttings.			
-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

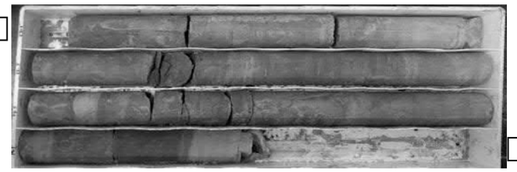
BBS, from 137 (Rev. 8-99)

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USER NAME = rhansen	DESIGNED - RMH	REVISED -	CITY OF JOLIET	SOIL BORING LOGS (3 OF 7) STRUCTURE NO. 099-8301
	CHECKED - ET	REVISED -		
PLOT SCALE =	DRAWN - RMH	REVISED -		SHEET 46 OF 50 SHEETS
PLOT DATE = 3/1/2023	CHECKED - YC	REVISED -		

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
904	21-00544-00-PV	WILL	208	137
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

TOP



BOTTOM

OB-BSB-03: RUN # 1: 13.5' to 20.5'

TOP



BOTTOM

OB-BSB-03: RUN # 2: 20.5' to 30.5'

TOP



BOTTOM

OB-BSB-03: RUN # 3: 30.5' to 35.5'

BEDROCK CORE
OLYMPIC BOULEVARD BRIDGE OVER
ROCK RUN CREEK
JOLIET, WILL COUNTY, ILLINOIS

INTERRA, Inc.
PROJECT NO.: 8865

Interra, Inc.
600 Territorial Drive, Suite G
Bolingbrook, IL 60440
www.interraservices.com

SOIL BORING LOG

Date 5/3/21

ROUTE Olympic Blvd (MUN 904) DESCRIPTION Olympic Blvd. Bridge over Rock Run Crk., Joliet, IL LOGGED BY Eric Slusser

SECTION 21-00544-00-PV LOCATION 1758495.653, 1024681.654

COUNTY Will DRILLING METHOD Hollow Stem Auger HAMMER TYPE AUTO

STRUCT. NO. 099-8301
Station 321+07.50

BORING NO. OB-BSB-04
Station 322+79
Offset 0.00ft CL
Ground Surface Elev. 543.96 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Black Topsoil				
542.96				
Very soft, Black CLAY, trace sand, trace roots, Moist		1		
		1		
		1	0.3 P	
540.96				
Very dense, Light Gray, WEATHERED BEDROCK		9		
		24		
538.96	-5	50/3"		
Auger Refusal at 5'				
(5.0-11.5 feet) DOLOMITE, olive gray (5Y 4/1), strong, microcrystalline to fine grained, highly argillaceous, laminated to thinly bedded, fresh, competent, unfractured, slightly calcareous.				
Rock Core Run 1, 5.0-15.0' RQD=32.5%				
	-10			
532.46				
(11.5-13.5 feet) DOLOMITE, light olive gray (5Y 6/1), strong, microcrystalline, highly argillaceous, laminated to thinly bedded, fresh, competent, unfractured, slightly calcareous, interbedded with a few thin beds of greenish gray (5GY 6/1) SHALE or CLAYSTONE.				
530.46				
	-15			
	-20			

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
(13.5-20.4 feet) SHALE or CLAYSTONE, greenish gray (5G 6/1) with some interbedded, strong, thin to medium bedded, light olive gray (5Y 6/1) Dolomite beds, moderate to weak, fresh, fine grained, laminated to thinly bedded, fresh to slightly decomposed, competent to slightly disintegrated, unfractured but but has evidence of deformation by bent and wavy laminations, calcareous.	523.58			
	522.46			
	521.66			
Rock Core Run 2, 15.0-25.0' RQD=89.6% *(continued)*				
(20.4-21.5 feet) DOLOMITE, olive gray (5Y 4/1) mottled with light olive gray (5Y 6/1), strong, microcrystalline to fine grained, highly argillaceous, laminated to thinly bedded, fresh, competent, unfractured, slightly calcareous, interbedded with greenish gray (5Y 6/1) SHALE or CLAYSTONE as above 13.5 to 20.4 feet.	514.96			
(21.5-22.3 feet) CLAYSTONE, greenish gray (5G 6/1), very weak, fine grained, laminated to thinly bedded, fresh to slightly decomposed,slightly disintegrated, unfractured but breaks easily along bedding plane surfaces.				
(22.3- 29.0 feet) DOLOMITE to Dolomitic LIMESTONE, light olive gray (5Y 6/1) mottled with light brownish gray (5YR 6/1) and with greenish gray (5G 6/1), weak to strong, fine grained to microcrystalline, thinly bedded, slightly decomposed, moderately to intensely disintegrated, some pitting and vuggy, trace pyrite mineralization, intensely fractured with greenish gray Claystone filling fractures and voids.				
	-25			
	-30			
	-35			
	-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)

Interra, Inc.
600 Territorial Drive, Suite G
Bolingbrook, IL 60440
www.interraservices.com

SOIL BORING LOG

Date 5/3/21

ROUTE Olympic Blvd (MUN 904) DESCRIPTION Olympic Blvd. Bridge over Rock Run Crk., Joliet, IL LOGGED BY Eric Slusser

SECTION 21-00544-00-PV LOCATION 1758495.653, 1024681.654

COUNTY Will DRILLING METHOD Hollow Stem Auger HAMMER TYPE AUTO

STRUCT. NO. 099-8301
Station 321+07.50

BORING NO. OB-BSB-04
Station 322+79
Offset 0.00ft CL
Ground Surface Elev. 543.96 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
(29.0-44.0 feet) DOLOMITE to Dolomitic LIMESTONE, strong, light olive gray (5Y 6/1) mottled with light brownish gray (5YR 6/1), fine grained to microcrystalline, thinly bedded with some greenish gray (5G 6/1) SHALE laminations and thin beds, fresh, slightly disintegrated, with some pitting and vugs with trace secondary pyrite and calcite mineralization along bedding planes, slightly fractured, with a few healed subvertical fractures. *(continued)*				
499.96				
End of Boring at 44.0'				
Backfilled boring with bentonite and soil cuttings.				
	-45			
	-50			
	-55			
	-60			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)

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PATRICK

USER NAME = rhansen	DESIGNED - RMH	REVISED -	CITY OF JOLIET	SOIL BORING LOGS (4 OF 7) STRUCTURE NO. 099-8301	
	CHECKED - ET	REVISED -			
PLOT SCALE =	DRAWN - RMH	REVISED -			
PLOT DATE = 3/1/2023	CHECKED - YC	REVISED -		SHEET 47 OF 50 SHEETS	

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
904	21-00544-00-PV	WILL	208	138
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

TOP



BOTTOM

OB-BSB-04: RUN # 1: 5.5' to 14.0'

TOP



BOTTOM

OB-BSB-04: RUN # 2: 14.0' to 24.0'

TOP



BOTTOM

OB-BSB-04: RUN # 3: 24.0' to 34.0'

BEDROCK CORE
OLYMPIC BOULEVARD BRIDGE OVER
ROCK RUN CREEK
JOLIET, WILL COUNTY, ILLINOIS

INTERRA, Inc.
PROJECT NO.: 8865

TOP



BOTTOM

OB-BSB-04: RUN # 4: 34.0' to 44.0'

BEDROCK CORE
OLYMPIC BOULEVARD BRIDGE OVER
ROCK RUN CREEK
JOLIET, WILL COUNTY, ILLINOIS

INTERRA, Inc.
PROJECT NO.: 8865

Interra, Inc.
600 Territorial Drive, Suite G
Bolingbrook, IL 60440
www.interraservices.com

SOIL BORING LOG

Date 5/4/21

ROUTE Olympic Blvd (MUN 904) **DESCRIPTION** Olympic Blvd. Bridge over Rock Run Crk., Joliet, IL **LOGGED BY** Eric Slusser

SECTION 21-00544-00-PV **LOCATION** 1758496.91, 1024781.73

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** AUTO

STRUCT. NO. 099-8301
Station 321+07.50

BORING NO. OB-BSB-05
Station 323+79
Offset 0.00ft CL
Ground Surface Elev. 560.62 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After 24 **Hrs.** 552.6 ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Black TOPSOIL				
559.62				
Very Dense, Pale Brown SAND with Bedrock Cobbles		50/3"		
558.12				
Weathered BEDROCK				
556.62				
Auger Refusal at 4'				
(4.0-5.9 feet) DOLOMITE, dark yellowish orange (10YR 6/6), strong, microcrystalline to fine grained, argillaceous, laminated to thinly bedded, moderately decomposed, slightly to moderately disintegrated, fractured along horizontal bedding plane surfaces, calcareous.	-5			
554.72				
552.72 ▽				
(5.9-7.9 feet) DOLOMITE, olive gray (5Y 4/1) mottled with dark yellowish orange (10YR 6/6), strong, microcrystalline to fine grained, moderately to highly argillaceous, laminated to thinly bedded, slightly decomposed along bedding plane fractures, slightly disintegrated, fractured along horizontal bedding plane surfaces, calcareous.	-10			
(7.9-17.3 feet) DOLOMITE, olive gray (5Y 4/1) mottled with dark yellowish orange (10YR 6/6), strong, microcrystalline to fine grained, highly argillaceous, laminated to thinly bedded, fresh to slightly decomposed along bedding plane fractures, competent to slightly disintegrated, fractured along horizontal bedding plane surfaces and a few vertical fractures, slightly calcareous.	-15			
543.32				
	-20			

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
(17.3-39.4 feet) DOLOMITE, olive gray (5Y 4/1) mottled with light olive gray (5Y 6/1), strong, microcrystalline, laminated to thinly bedded, fresh, competent, unfractured, slightly calcareous, with a thin bed greenish gray (5GY 6/1) SHALE or CLAYSTONE.				
Note: At about 22.5 to 23.0 feet is a subvertical fracture filled with greenish gray clay.	-25			
Note: No greenish gray Shale or Claystone fracture zone and no thick bed of greenish gray Shale or Claystone observed in this boring. *(continued)*				
	-30			
	-35			
521.22				
(39.4-41.6 feet) DOLOMITE, light	-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)

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PATRICK

USER NAME = rhansen	DESIGNED - RMH	REVISED -	CITY OF JOLIET	SOIL BORING LOGS (5 OF 7) STRUCTURE NO. 099-8301	MUN: 904
	CHECKED - ET	REVISED -			SECTION: 21-00544-00-PV
PLOT SCALE =	DRAWN - RMH	REVISED -			COUNTY: WILL
PLOT DATE = 3/1/2023	CHECKED - YC	REVISED -		SHEET 48 OF 50 SHEETS	TOTAL SHEETS: 208
					SHEET NO.: 139
					CONTRACT NO.
					ILLINOIS FED. AID PROJECT

Interra, Inc.
600 Territorial Drive, Suite G
Bolingbrook, IL 60440
www.interraservices.com

SOIL BORING LOG

Date 5/4/21

ROUTE Olympic Blvd (MUN 904) **DESCRIPTION** Olympic Blvd. Bridge over Rock Run Crk., Joliet, IL **LOGGED BY** Eric Slusser

SECTION 21-00544-00-PV **LOCATION** 1758496.91, 1024781.73

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** AUTO

STRUCT. NO. 099-8301
Station 321+07.50

BORING NO. OB-BSB-05
Station 323+79
Offset 0.00ft CL
Ground Surface Elev. 560.62 ft

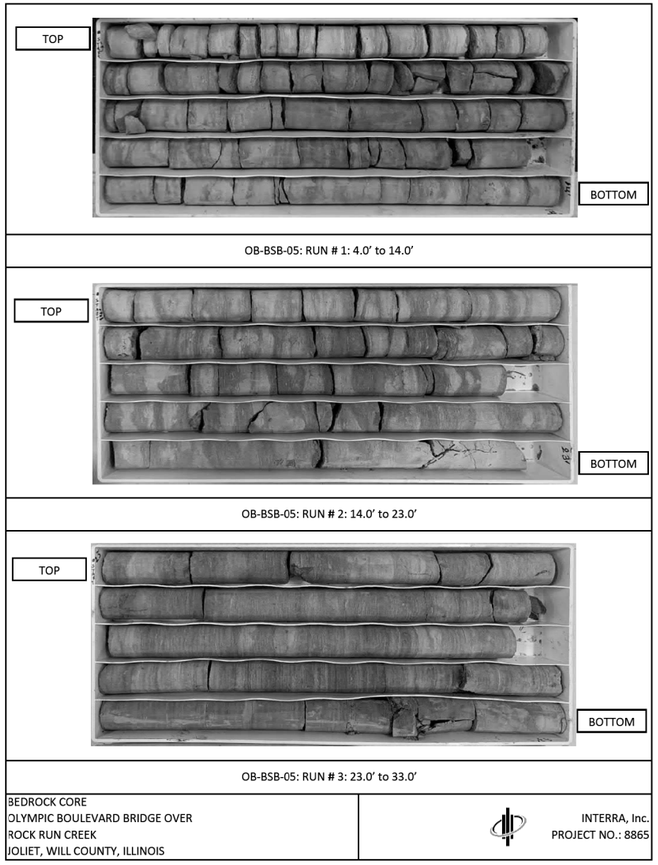
Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After 24 **Hrs.** 552.6 ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
				olive gray (5Y 6/1), strong, fine grained to microcrystalline, argillaceous, laminated to thinly bedded, fresh, competent to slightly disintegrated with secondary pyrite mineralization along some bedding surfaces, unfractured, calcareous, interbedded with some thin beds and laminations of greenish gray (5GY 6/1) SHALE or CLAYSTONE.
519.02				
518.32				
-45				(39.4-41.6 feet) DOLOMITE, light olive gray (5Y 6/1), strong, fine grained to microcrystalline, argillaceous, laminated to thinly bedded, fresh, competent to slightly disintegrated with secondary pyrite mineralization along some bedding surfaces, unfractured, calcareous, interbedded with some thin beds and laminations of greenish gray (5GY 6/1) SHALE or CLAYSTONE. *(continued)*
512.62				
-50				(41.6-42.3 feet) CLAYSTONE, greenish gray (5G 6/1), very weak, fine grained, laminated to thinly bedded, fresh, competent, slightly fractured with one subvertical fracture.
-55				(42.3-48.0 feet) DOLOMITE to Dolomitic LIMESTONE, weak to strong, light olive gray (5Y 6/1) mottled with light brownish gray (5YR 6/1) and with greenish gray (5G 6/1), fine grained to microcrystalline, thinly bedded, slightly decomposed, moderately to intensely disintegrated, some pitting and small vugs with trace pyrite mineralization, intensely fractured with greenish gray Clay and Claystone filling fractures and voids, trace pyrite mineralization on fracture faces.
-60				
				(48.0-64.3 feet) DOLOMITE to to Dolomitic LIMESTONE, strong, light olive gray (5Y 6/1) mottled with light brownish gray (5YR 6/1), fine grained to microcrystalline, thinly bedded with some greenish gray (5G 6/1) SHALE laminations and thin beds, fresh, slightly disintegrated, with some pitting and vugs with trace secondary pyrite and calcite mineralization, slightly fractured. *(continued)*
496.32				
-65				(64.3-66.4 feet) SHALE AND CLAYSTONE, greenish gray (5GY 6/1), moderate to weak, fine grained, thinly bedded to laminated, fresh, competent, unfractured, fossiliferous.
494.22				
492.62				(66.4-68.0 feet) DOLOMITE,olive gray (5Y 4/1), strong, fine grained to microcrystalline, highly argillaceous, laminated to thinly bedded, fresh, competent, unfractured, very fossiliferous.
-70				
-75				End of Boring at 68.0' Backfilled boring with bentonite and soil cuttings.
-80				

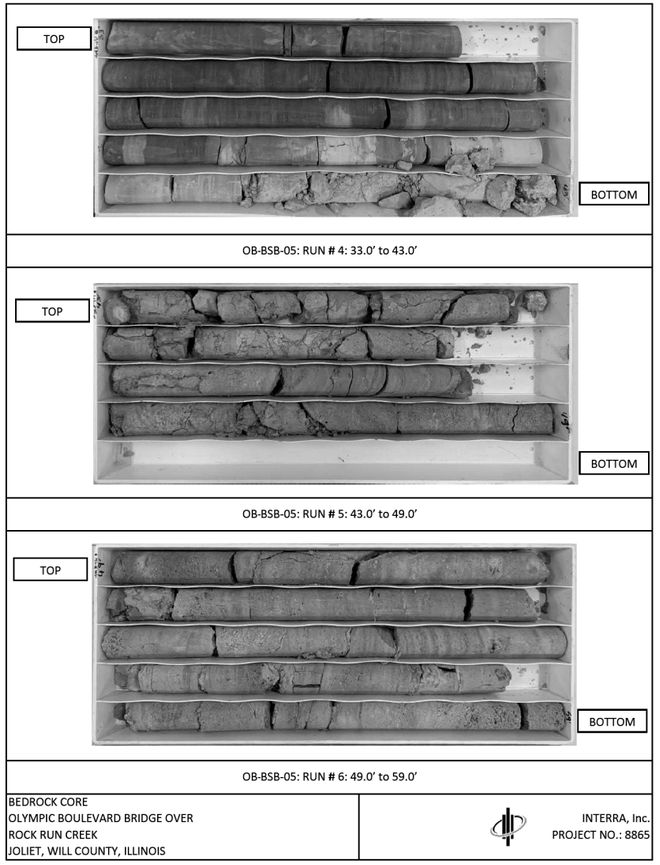
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)



BEDROCK CORE
OLYMPIC BOULEVARD BRIDGE OVER
ROCK RUN CREEK
JOLIET, WILL COUNTY, ILLINOIS

INTERRA, Inc.
PROJECT NO.: 8865



BEDROCK CORE
OLYMPIC BOULEVARD BRIDGE OVER
ROCK RUN CREEK
JOLIET, WILL COUNTY, ILLINOIS

INTERRA, Inc.
PROJECT NO.: 8865

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PATRICK

USER NAME = rhansen	DESIGNED - RMH	REVISED -	CITY OF JOLIET	SOIL BORING LOGS (6 OF 7) STRUCTURE NO. 099-8301	
	CHECKED - ET	REVISED -			
PLOT SCALE =	DRAWN - RMH	REVISED -			
PLOT DATE = 3/1/2023	CHECKED - YC	REVISED -		SHEET 49 OF 50 SHEETS	

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
904	21-00544-00-PV	WILL	208	140
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

TOP



BOTTOM

OB-BSB-05: RUN # 7: 59.0' to 68.0'

BEDROCK CORE
OLYMPIC BOULEVARD BRIDGE OVER
ROCK RUN CREEK
JOLIET, WILL COUNTY, ILLINOIS

INTERRA, Inc.
PROJECT NO.: 8865

PATRICK	USER NAME = rhansen	DESIGNED - RMH	REVISED -	CITY OF JOLIET	SOIL BORING LOGS (7 OF 7) STRUCTURE NO. 099-8301
		CHECKED - ET	REVISED -		
	PLOT SCALE =	DRAWN - RMH	REVISED -		
	PLOT DATE = 3/1/2023	CHECKED - YC	REVISED -		SHEET 50 OF 50 SHEETS

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

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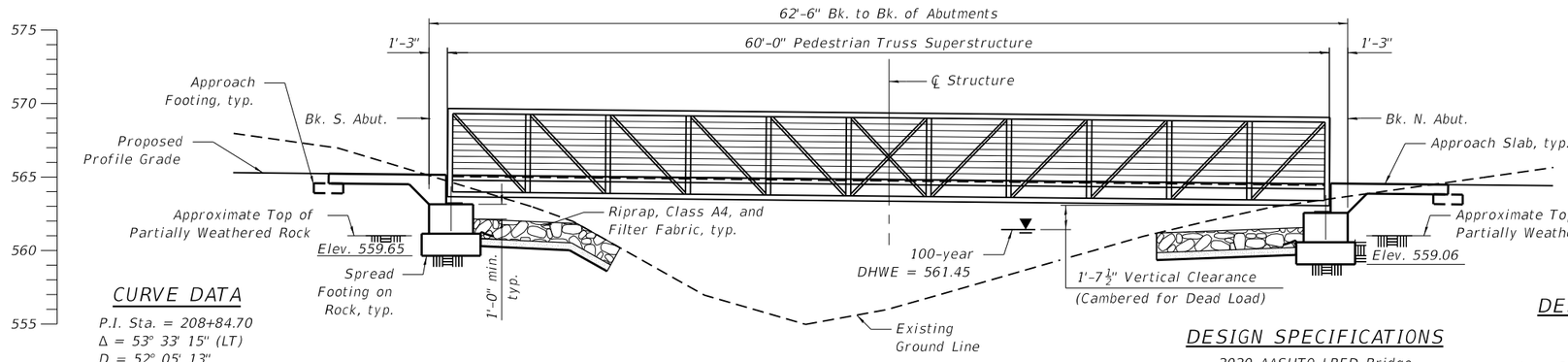
Benchmark: BM #405, Set cut "+" on light pole base, north side of Olympic Blvd, just east of Crossroad Dr. "Bus Stop #51". Elev. 567.438 NAVD 88

Existing Structure: None.

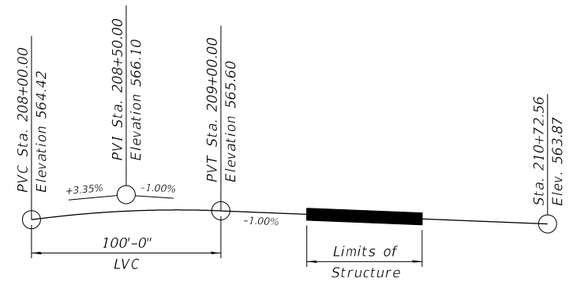
Salvage: None.

INDEX OF SHEETS

1. General Plan and Elevation
2. General Details
3. Bridge Approach Slab Details
4. Abutment Details
5. Boring Logs



ELEVATION



PROFILE GRADE

(Along Proposed ℄ Rock Run Trail)

CURVE DATA

P.I. Sta. = 208+84.70
Δ = 53° 33' 15" (LT)
D = 52° 05' 13"
R = 110.00'
T = 55.51'
L = 102.82'
E = 13.21'
P.C. Sta. = 208+29.19
P.T. Sta. = 209+32.01

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

2009 LRFD Guide Specifications for the Design of Pedestrian Bridges, 2nd Edition with 2015 Interims

DESIGN STRESSES

FIELD UNITS

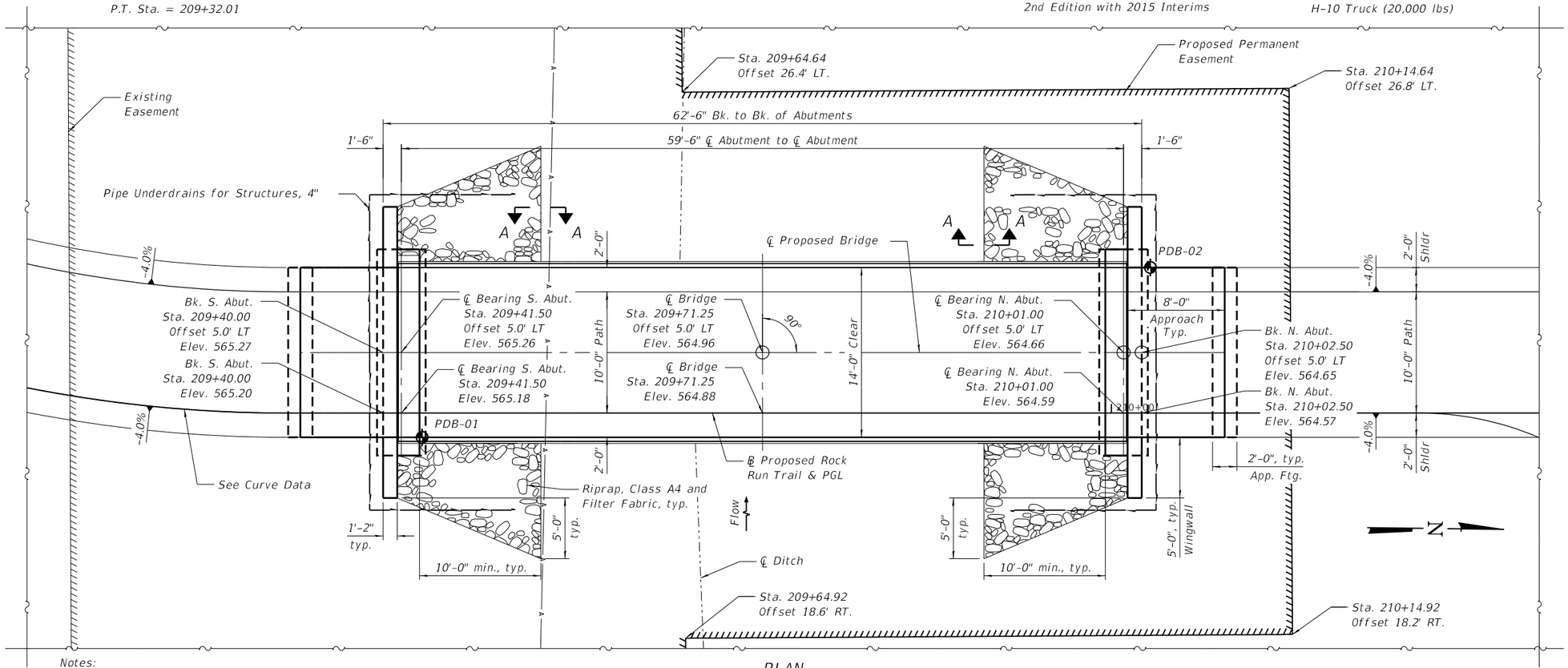
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (m270 Grade 50W)

DESIGN LOADING

Pedestrian Live Load (PL) 90 psf
H-10 Truck (20,000 lbs)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) 0.068g
Design Spectral Acceleration at 0.2 sec. (S_{DS}) 0.127g
Soil Site Class = C



PLAN

Notes:
See Sheet S-2 for Section A-A.

Soil Boring

CIVILTECH ENGINEERING, INC.
GREGORY J. HATLESTAD, S.E.

STATE OF ILLINOIS
GREGORY J HATLESTAD
081-005562
CHICAGO, ILL.
LICENSED STRUCTURAL ENGINEER

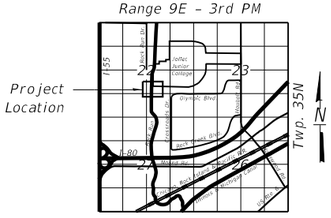
GREGORY J. HATLESTAD, S.E.
081-005562

EXP 11/30/2024

DATE 12/19/2022

I certify that to the best of my knowledge, information and belief, this bridge design is structurally adequate for the design loading shown on the plans and complies with the requirements of the Contract and the current 'Guide Specifications for Design of Pedestrian Bridges'.

Range 9E - 3rd PM



LOCATION SKETCH

GENERAL PLAN & ELEVATION
ROCK RUN TRAIL OVER DITCH
SECTION 21-00544-00-PV
WILL COUNTY
STATION 209+71.25

PLOT DRIVER = $PLTDRVLS
PEN TABLE = $PENTBLLS
FILE NAME = pw:\\patric\co-pw.bentley.com:patric\Documents\City Of Joliet\22177.01\12\12_Design\12.3_CADD\SHEETS\0122-C2-SHT-STRUC-01.dgn

CIVILTECH

USER NAME = dtroyer		DESIGNED - MPR	REVISED -	CITY OF JOLIET	OLYMPIC BOULEVARD ROADWAY IMPROVEMENTS ROCK RUN TRAIL BRIDGE – GENERAL PLAN AND ELEVATION
		DRAWN - MPR	REVISED -		
PLOT SCALE = 10.0000 ' / in.		CHECKED - GJH	REVISED -		SCALE: 1" = 5' SHEET S-1 OF S-5 SHEETS STA. TO STA.
PLOT DATE = 3/1/2023		DATE - 3/1/23	REVISED -		

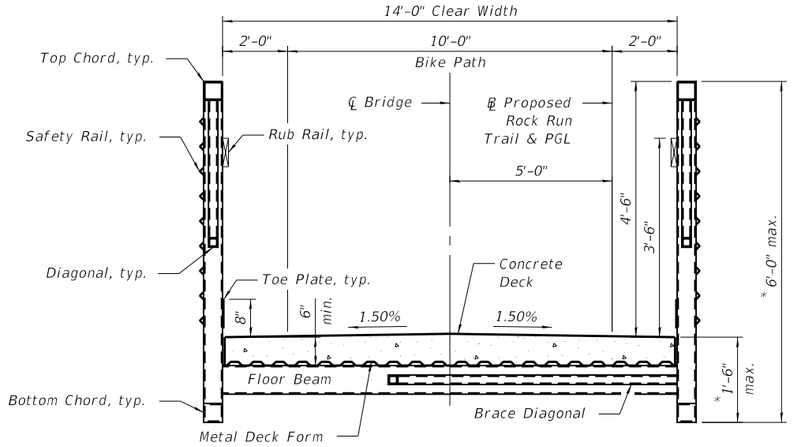
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	142
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

GENERAL NOTES

1. Truss shall use steel that meets the requirements for AASHTO M270 Grade 50, and ASTM A847 or ASTM A500 Grade C. For painted structures, the high strength bolts shall be ASTM A325 Type 1, mechanically galvanized according to the requirements of Article 1006.08(a) of the Standard Specifications. Where special provisions and these plans differ, these plans shall govern. Bolt size shall be determined by the Contractor.
2. Metal Forms for the concrete deck shall be galvanized per ASTM A653 with a G165 min. coating designation.
3. Truss shall be painted according to Section 506 of the Standard Specifications. Finish color shall be black, Munsell No. N1. The exact color shall be submitted to the Engineer for approval prior to painting any truss elements.
4. No field welding is permitted except as specified in the contract documents.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. Concrete Sealer shall be applied to the bridge seat and front face of abutment backwall.
7. Excavation for placement of Riprap and Filter Fabric is included in the cost of Stone Riprap, Class A4.
8. Work shall be preformed in accordance with IDOT's Standard Specifications for Road and Bridge Construction, Supplemental Specifications and Recurring Special Provisions, and the Project Special Provisions.

TRUSS MANUFACTURER

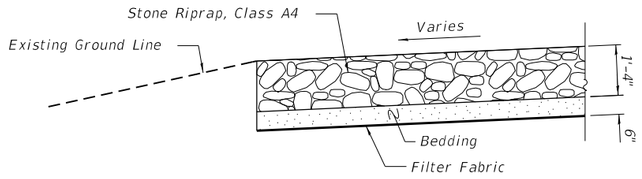
1. The substructure is designed per AASHTO LRFD and based on the assumed truss dead loads (including deck) shown under Bridge Reactions Table.
2. The bridge shall have a vertical camber dimension at midspan equal to 100% of the full dead load deflection.
3. Bridge bearing seat elevations are subject to revision based on the approved pedestrian truss superstructure shop drawings. Contractor shall verify all dimensions and elevations with final shop drawings.
4. The truss manufacturer shall design and furnish all truss bearing anchor bolts.
5. Total factored superstructure dead load at each abutment = 53,563 LBS.



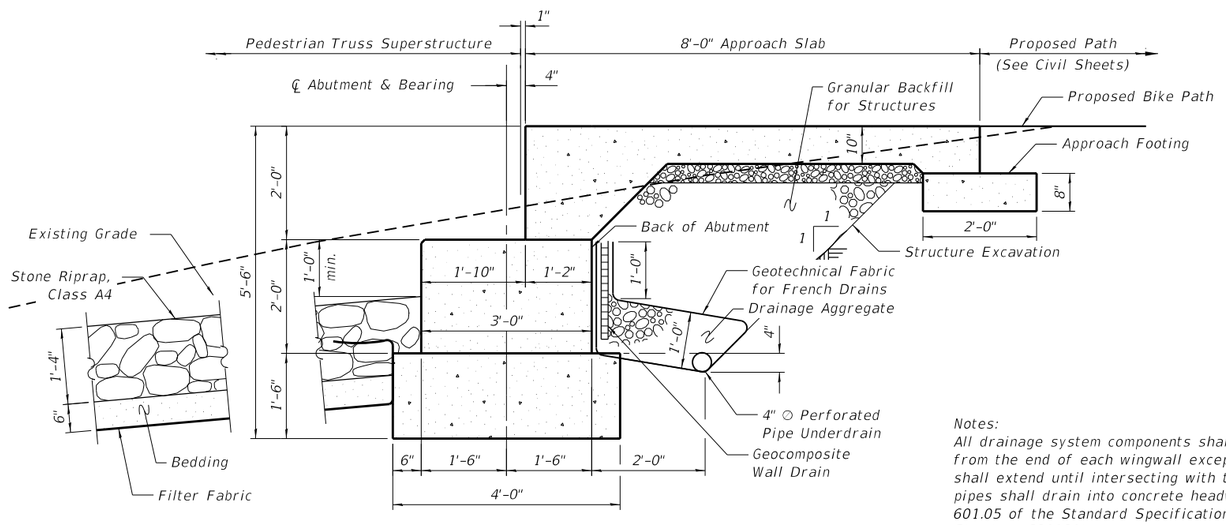
SECTION THRU SUPERSTRUCTURE

(Looking North)

* Truss Manufacturer to use a maximum height of 1'-6" for total superstructure depth which includes the concrete deck, metal form deck, and floor beam.



SECTION A-A



SECTION THRU ABUTMENT

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

TOTAL BILL OF MATERIAL

ITEM	UNIT	QTY.
Stone Riprap, Class A4	Sq. Yd.	66
Filter Fabric	Sq. Yd.	66
Structure Excavation	Cu. Yd.	46
Rock Excavation for Structures	Cu. Yd.	10
Concrete Structures	Cu. Yd.	20.1
Protective Coat	Sq. Yd.	25
Concrete Superstructure (Approach Slab)	Cu. Yd.	8.1
Reinforcement Bars, Epoxy Coated	Pound	3,360
Granular Backfill for Structures	Cu. Yd.	16
Concrete Sealer	Sq. Ft.	131
Geocomposite Wall Drain	Sq. Yd.	11
Concrete Headwalls for Pipe Drains	Each	4
Pipe Underdrains for Structures, 4"	Foot	100
Pedestrian Truss Superstructure	Sq. Ft.	875

WATERWAY INFORMATION

Drainage Area = 4.85 Acres Low Grade Elev. 564.88 @ Sta. 209+71.25

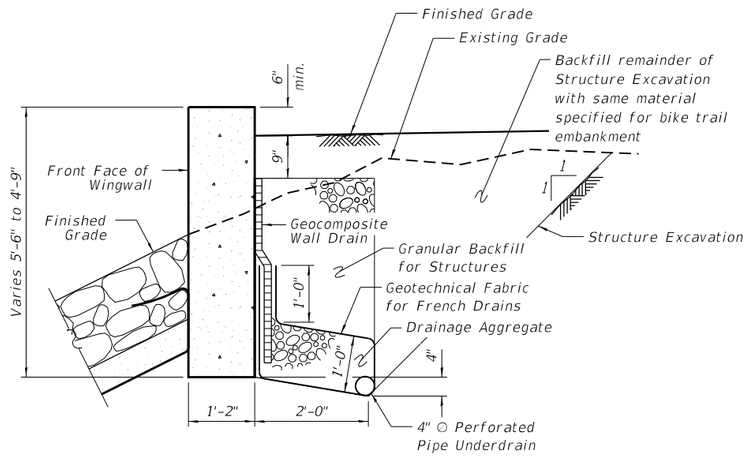
Flood	Freq. Yr.	Q C.F.S.	Opening Ft² Exist.	Opening Ft² Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
	2	201.5		221	561.43		0.0		561.43
Design									
Base	100	204.3		222	561.45		0.0		561.45
Overtopping									
Max. Calc.	500								

100 Year Velocity through Existing Structure = N/A fps
100 Year Velocity through Proposed Structure = 0.92 fps

BRIDGE REACTION TABLE

	Load Type	P (LBS)	H (LBS)	L(LBS)
*	Dead Load	21,425	-	-
	Uniform Live Load	19,130	-	-
	Vehicle Load	10,000	-	-
	Wind Uplift 20 psf	-6,830	-	-
	Wind	±2,380	11,480	-
	Thermal	-	-	3,215

* Includes weight of concrete deck
"P" - Vertical Load at Each Base Plate (4 per Bridge)
"H" - Horizontal Load at Each Footing (2 per Bridge)
"L" - Longitudinal Load at Each Bearing (4 per Bridge)
+ Downward Load
- Upward Load



SECTION THRU WINGWALL

PLOT DRIVER = $PLTDRVLS
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CIVILTECH

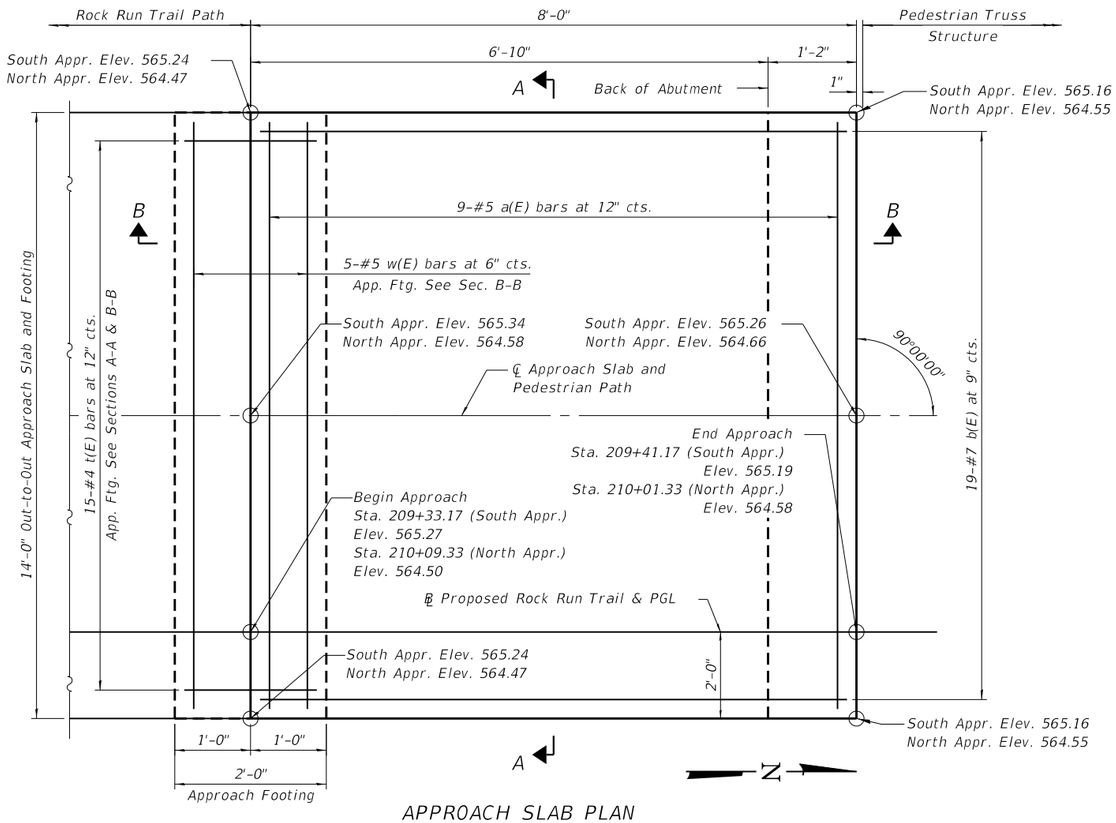
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	DRAWN - MPR	REVISED -	
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PLOT DATE = 3/1/2023	DATE - 3/1/23	REVISED -	

CITY OF JOLIET

OLYMPIC BOULEVARD ROADWAY IMPROVEMENTS
ROCK RUN TRAIL BRIDGE - GENERAL DETAILS

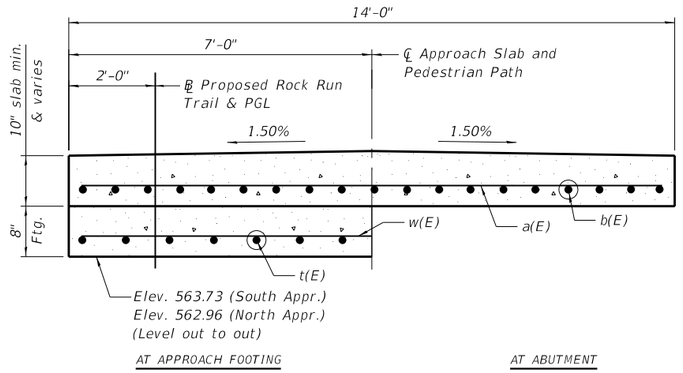
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	143
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

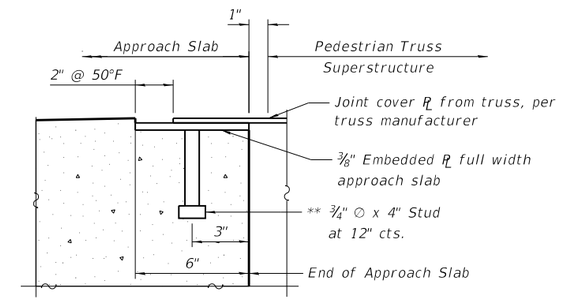


APPROACH SLAB PLAN

(South Approach shown. North Approach similar by 180° Rotation)



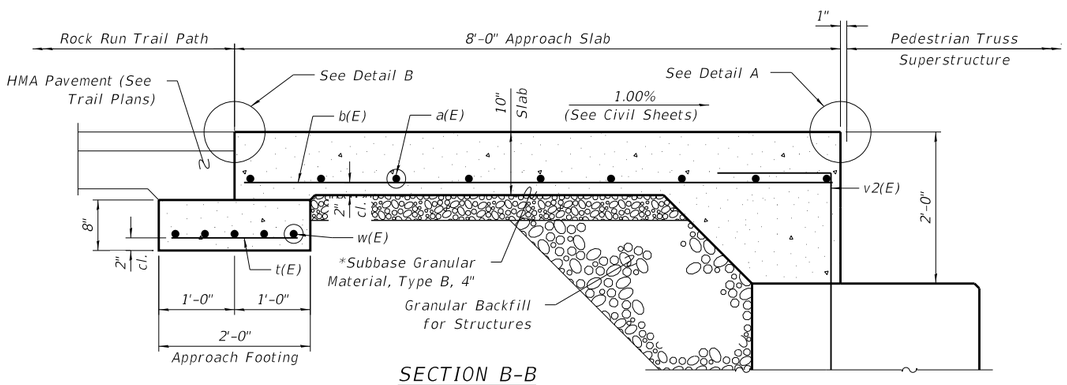
SECTION A-A



DETAIL A

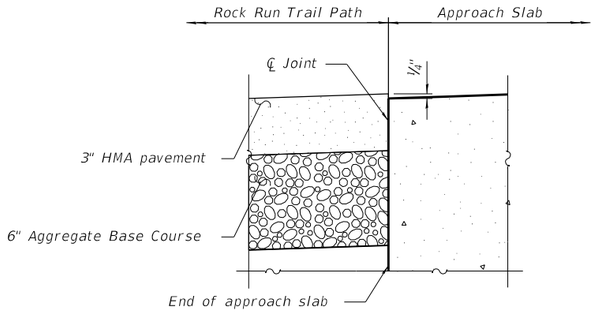
Stud and plates included in the cost of Concrete Superstructure (Approach Slab)

**Granular or solid flux filled headed studs conforming to Article 100632 of the Std. Specs., automatically end welded.



SECTION B-B

*Included in the cost of Concrete Superstructure (Approach Slab)



DETAIL B

NORTH AND SOUTH APPROACH SLABS BILL OF MATERIAL

(for 2 Approach Slabs)

Bar	No.	Size	Length	
a(E)	18	#5	13'-8"	
b(E)	38	#7	7'-8"	
t(E)	30	#4	1'-8"	
w(E)	10	#5	13'-8"	
Concrete Structures			Cu. Yd.	1.4
Protective Coat			Sq. Yd.	25
Concrete Superstructure (Approach Slab)			Cu. Yd.	8.1
Reinforcement Bars, Epoxy Coated			Pound	1,030

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PEN TABLE = $PENTBLLS
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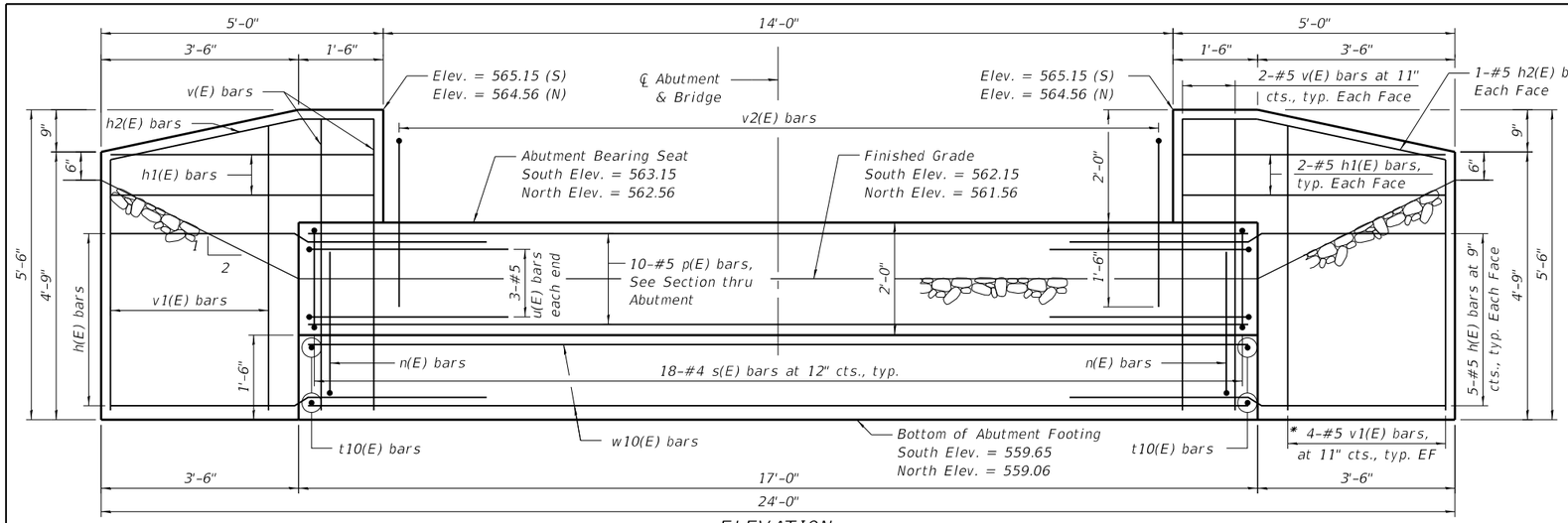
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PLOT DATE = 3/1/2023	DATE - 3/1/23	REVISED -	

CITY OF JOLIET

OLYMPIC BOULEVARD ROADWAY IMPROVEMENTS
APPROACH SLAB DETAILS

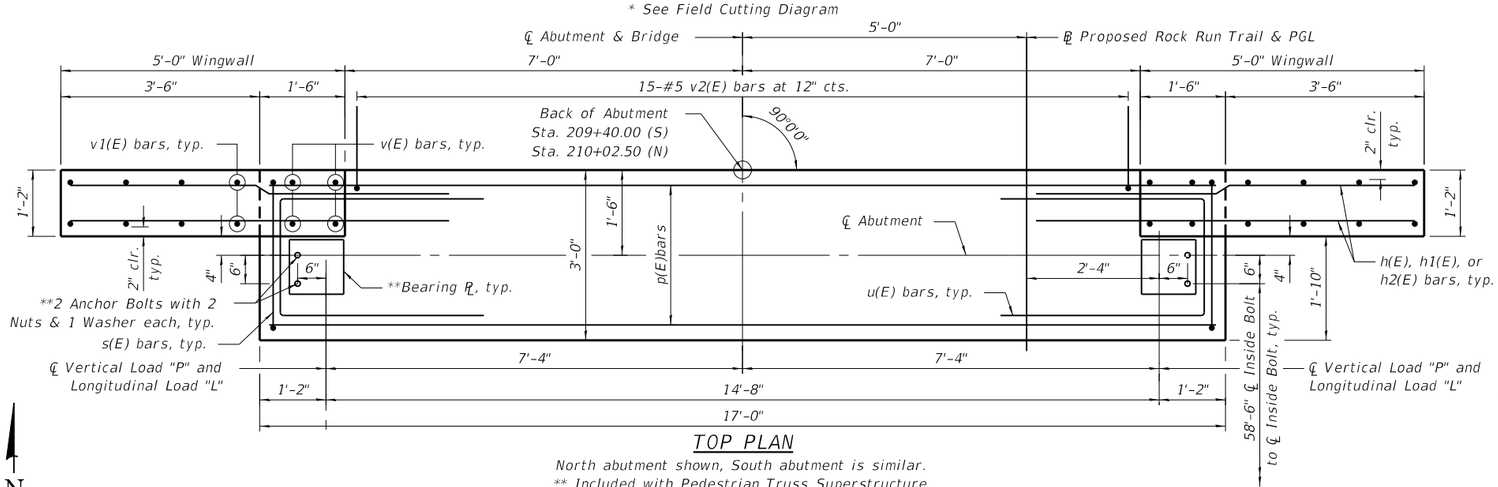
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		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



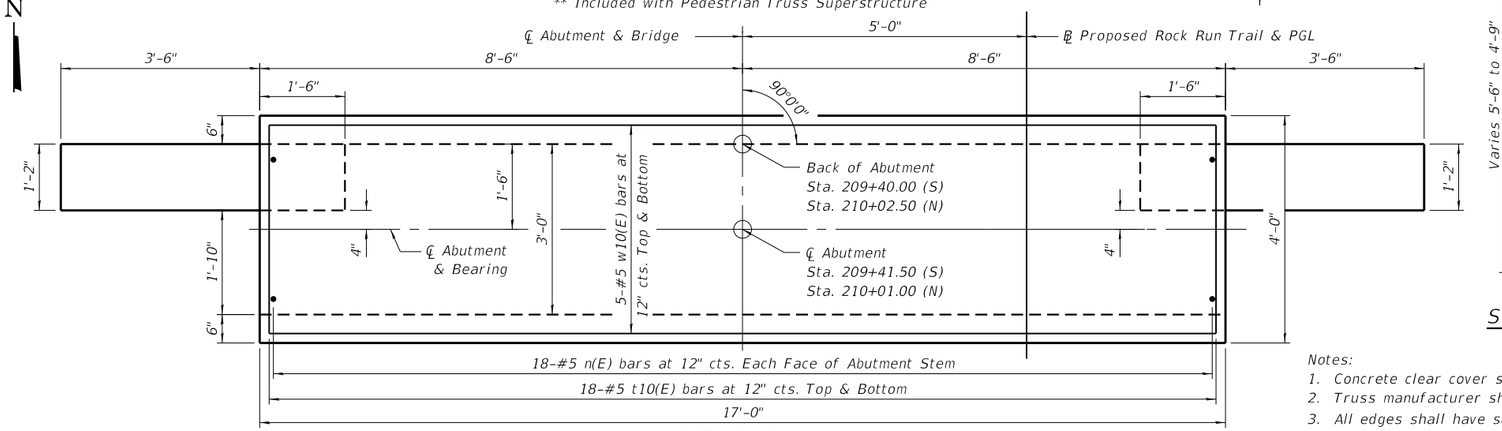
ELEVATION

Looking at Front Face of Abutment
** See Field Cutting Diagram*



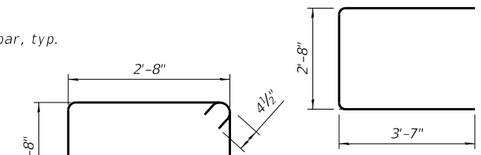
TOP PLAN

North abutment shown, South abutment is similar.
*** Included with Pedestrian Truss Superstructure*



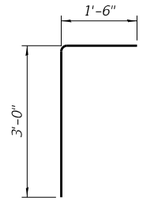
FOOTING PLAN

North abutment shown, South abutment is similar

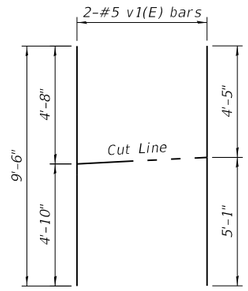


BAR s(E)

BAR u(E)



BAR v2(E)



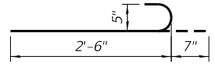
BAR v1(E)

FIELD CUTTING DIAGRAM

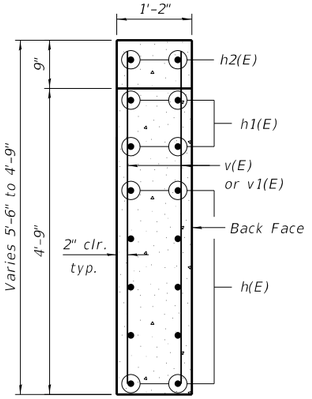
Order v1(E) bars full length and cut as shown.



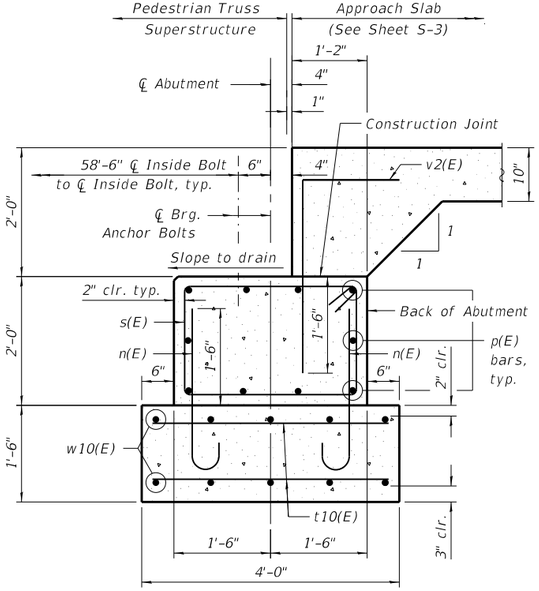
BAR h2(E)



BAR n(E)



SECTION THRU WINGWALL



SECTION THRU ABUTMENT

BILL OF MATERIAL

(for 2 abutments)

Bar	No.	Size	Length	Shape
h(E)	40	#5	6'-8"	
h1(E)	16	#5	4'-8"	
h2(E)	8	#5	4'-9"	
n(E)	72	#5	3'-1"	
p(E)	20	#5	16'-8"	
s(E)	36	#4	9'-5"	
u(E)	12	#5	9'-10"	
v(E)	16	#5	5'-2"	
v1(E)	16	#5	9'-6"	
v2(E)	30	#5	4'-6"	
t10(E)	72	#5	3'-8"	
w10(E)	20	#5	16'-8"	

Structure Excavation	Cu. Yd.	46
Rock Excavation for Structures	Cu. Yd.	10
Concrete Structures	Cu. Yd.	18.7
Reinforcement Bars, Epoxy Coated	Pound	2,330
Granular Backfill for Structures	Cu. Yd.	16
Concrete Sealer	Sq. Ft.	131
Geocomposite Wall Drain	Sq. Yd.	11
Concrete Headwalls for Pipe Drains	Each	4
Pipe Underdrains for Structures, 4"	Foot	100

Notes:
1. Concrete clear cover shall be 2" minimum unless otherwise noted.
2. Truss manufacturer shall determine size and location of anchor bolts and bearing plate.
3. All edges shall have standard ¾" x 45° chamfers except where shown otherwise.
4. Space reinforcement in bearing seat to miss anchor bolts.
   Cost of anchor bolts included in Pedestrian Truss Superstructure.

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PEN TABLE = $PENTBLLS
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CIVILTECH

USER NAME = dtroyer	DESIGNED - MPR	REVISED -	CITY OF JOLIET	OLYMPIC BOULEVARD ROADWAY IMPROVEMENTS ABUTMENT DETAILS	
	DRAWN - MPR	REVISED -			
PLOT SCALE = 2.0000 ' / in.	CHECKED - GJH	REVISED -		SCALE: N.T.S.	SHEET S-4 OF S-5 SHEETS
PLOT DATE = 3/1/2023	DATE - 3/1/23	REVISED -			STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	145
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

Interra, Inc.
600 Territorial Drive, Suite G
Bolingbrook, IL 60440
www.interraservices.com

SOIL BORING LOG

Date 10/8/21

ROUTE Olympic Blvd DESCRIPTION Olympic Blvd Phase II Geotechnical LOGGED BY Abdesslam

SECTION Pedestrian Bridge LOCATION 1759414.1322,1024927.5129

COUNTY Will DRILLING METHOD Hollow Stem Auger HAMMER TYPE Auto

STRUCT. NO. _____
Station _____

BORING NO. PDB-01
Station _____
Offset 10.00ft South
Ground Surface Elev. 564.00 ft

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft

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

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
TOPSOIL (12") 563.00				
Hard, black CLAY LOAM FILL. Moist. 562.00	3			
	4		20.2	
Very dense, yellow LIMESTONE.	4	5.0 B		
	50/2"			
-5				
558.50				
Very dense light gray WEATHERED BEDROCK (dolomite). 557.00	50/2"			
WEATHERED BEDROCK. Auger refusal at 7.0'. End of Boring @ 7.0'.				
-10				
-15				
-20				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)

Interra, Inc.
600 Territorial Drive, Suite G
Bolingbrook, IL 60440
www.interraservices.com

SOIL BORING LOG

Date 10/8/21

ROUTE Olympic Blvd DESCRIPTION Olympic Blvd Phase II Geotechnical LOGGED BY Abdesslam

SECTION Pedestrian Bridge LOCATION 1759473.958,1024912.7862

COUNTY Will DRILLING METHOD Hollow Stem Auger HAMMER TYPE Auto

STRUCT. NO. _____
Station _____

BORING NO. PDB-02
Station _____
Offset 5.00ft South
Ground Surface Elev. 564.20 ft

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft

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

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
TOPSOIL (12") 563.20				
Hard, black CLAY LOAM FILL, trace of gravel and roots. Moist.	7			
	12		20.6	
	16	4.5 P		
561.20				
Very dense, yellow LIMESTONE.	50/3"			
-5				
	50/2"			
556.20				
Very dense, yellow LIMESTONE and Light gray crushed rock(dolomite). 555.50	50/2"			
BEDROCK at 8.5'. Auger refusl at 8.5. End of boring @ 8.7'.				
-10				
-15				
-20				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

BBS, from 137 (Rev. 8-99)

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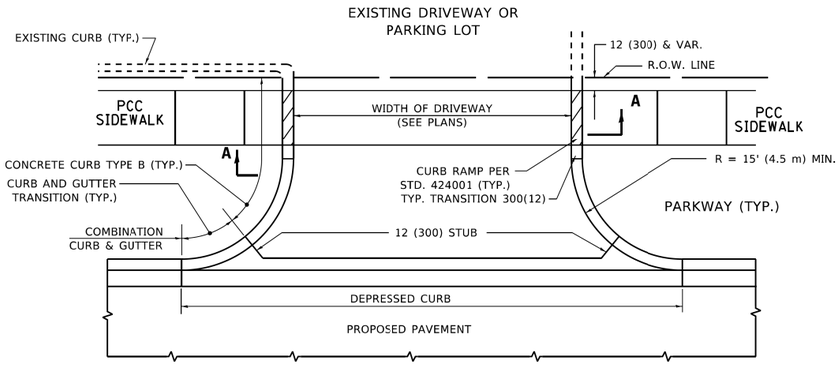
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	DRAWN - MPR	REVISED -	
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PLOT DATE = 3/1/2023	DATE - 3/1/23	REVISED -	

CITY OF JOLIET

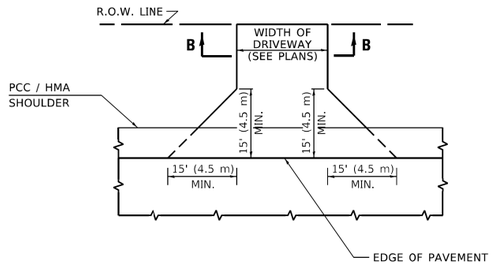
OLYMPIC BOULEVARD ROADWAY IMPROVEMENTS
BORING LOGS

SCALE: N.T.S. SHEET S-5 OF S-5 SHEETS STA. TO STA.

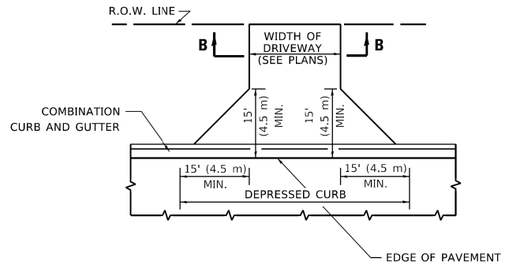
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		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			



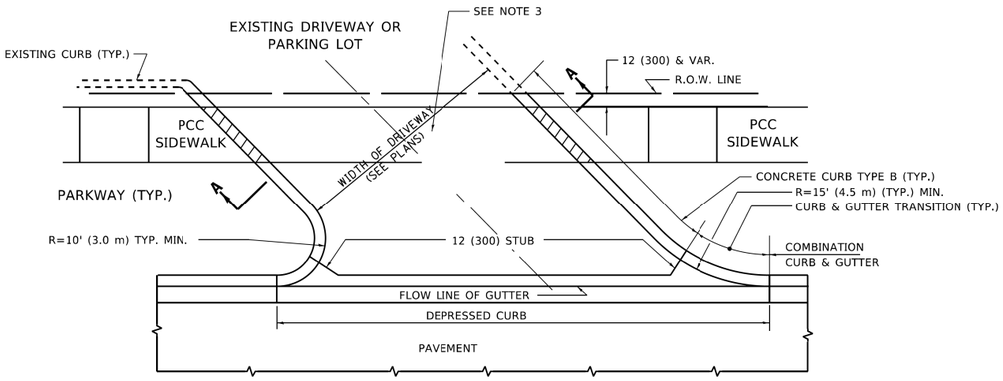
WITH CONCRETE CURB, TYPE B



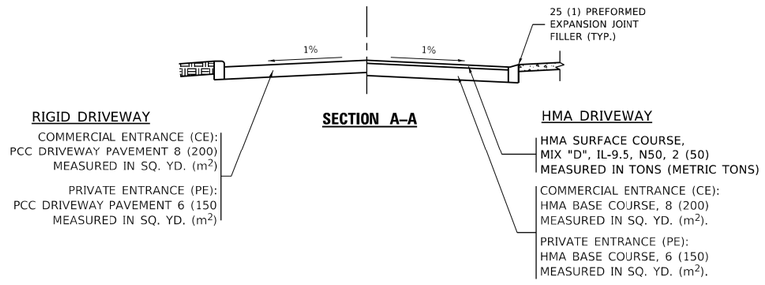
ADJACENT TO PCC /HMA SHOULDER

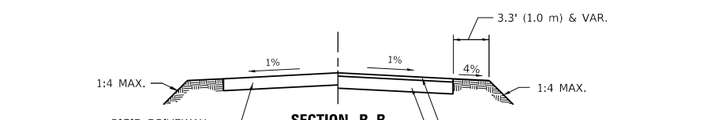


ADJACENT TO CURB AND GUTTER



WITH CONCRETE CURB, TYPE B





RURAL FIELD ENTRANCE (FE)

HMA SURFACE COURSE,
MIX "D", IL-95, N50, 2 (50)
MEASURED IN TONS (METRIC TONS)

AGGREGATE BASE COURSE., TYPE B, 8 (200)
MEASURED IN SQ. YD. (m^2).

GENERAL NOTES

1. DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

2. COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

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

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	DRAWN -	REVISED - R. BORO 09-06-11	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - K. SMITH 08-28-19	
PLOT DATE = 11/18/2022	DATE - 11-04-95	REVISED - K. SMITH 11-18-22	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS – DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER ≥15'(4.5m)

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BD400–01 (BD–01)	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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PATRICK

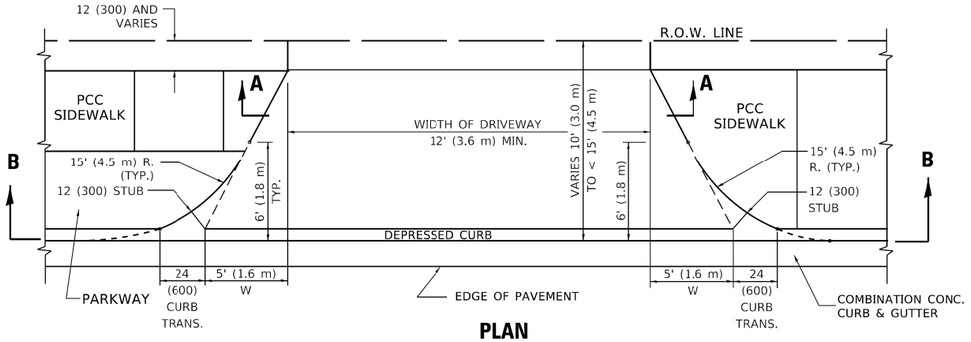
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PLOT DATE = 3/1/2023	DATE - 3/1/23	REVISED -	

CITY OF JOLIET

OLYMPIC BOULEVARD ROADWAY IMPROVEMENTS
D1–DETAILS

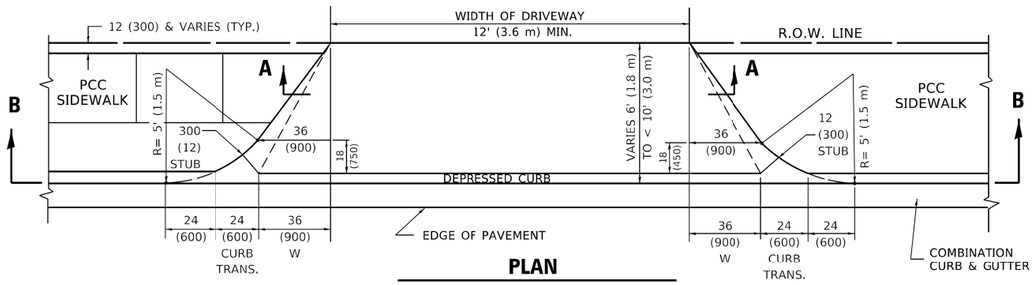
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	147
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			



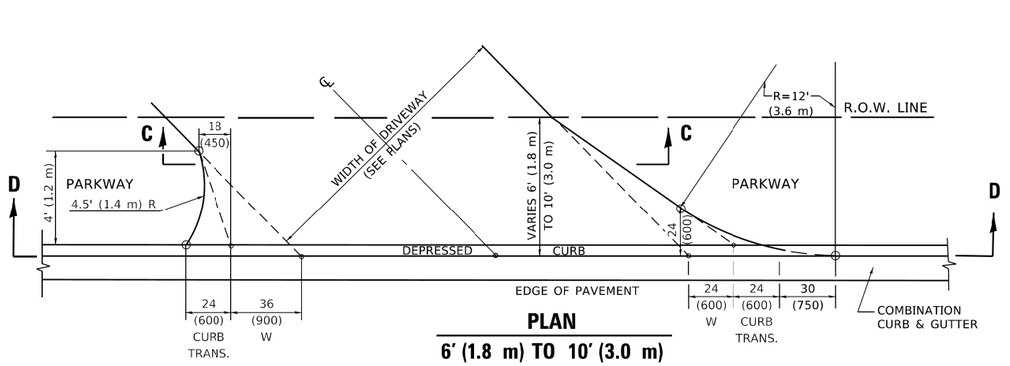
PLAN

10' (3.0 m) TO < 15' (4.5 m)



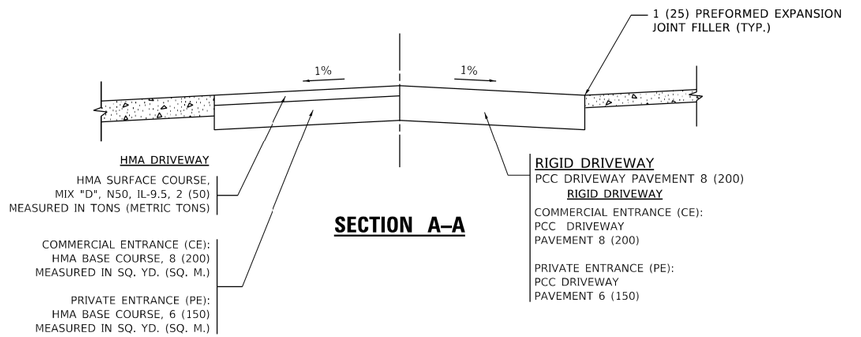
PLAN

6' (1.8 m) TO < 10' (3.0 m)

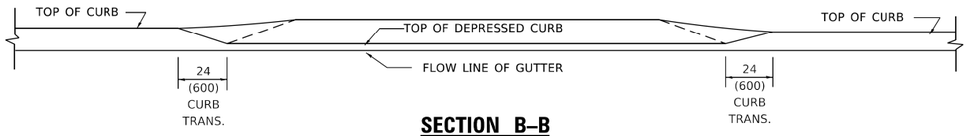


PLAN

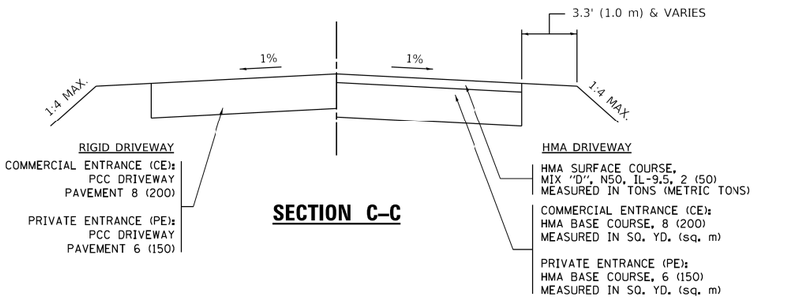
6' (1.8 m) TO 10' (3.0 m)



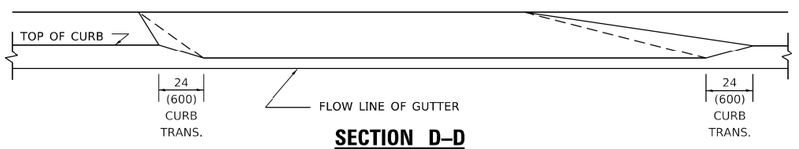
SECTION A–A



SECTION B–B



SECTION C–C



SECTION D–D

GENERAL NOTES

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

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

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	DRAWN -	REVISED - R. BORO 09-06-11	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - K. SMITH 08-27-19	
PLOT DATE = 11/18/2022	DATE - 11-06-95	REVISED - K. SMITH 11-18-22	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5m)

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BD400-02 (BD-02)	CONTRACT NO.		
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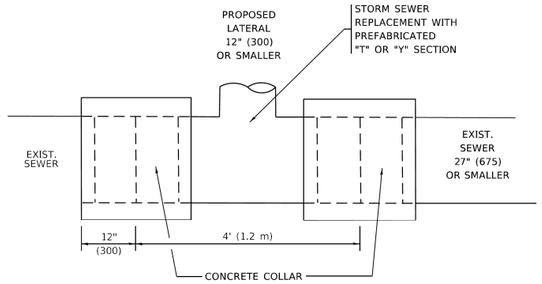
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CITY OF JOLIET

OLYMPIC BOULEVARD ROADWAY IMPROVEMENTS
D1–DETAILS

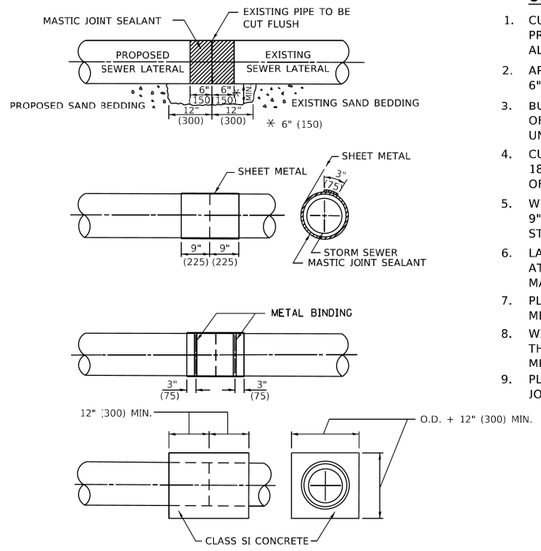
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	21-00544-00-PV	WILL	208	148
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DETAIL "A"

LATERAL CONNECTION TO EXISTING SEWER
OF 27" (675) OR SMALLER

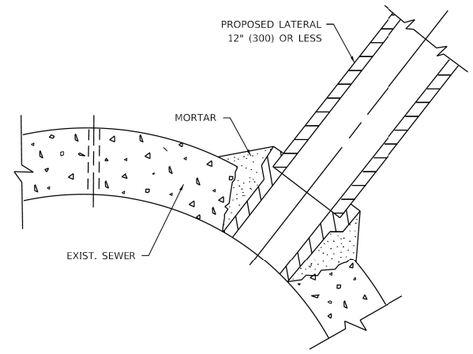


DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

1. CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
2. APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12' x 6' (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
4. CUT A PIECE OF SHEET METAL GAGE NO. 19 1.1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERANCE OF THE PIPE PLUS 3" (75) LONG.
5. WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
6. LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
7. PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
8. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OOZES CUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.



DETAIL "C"

PROPOSED LATERAL
CONNECTION TO EXISTING SEWER
OF 30" (750) OR LARGER

NOTES:

MATERIAL

MATERIAL USED FOR THE TEE OR WYE SECTION SHALL BE COMPATIBLE WITH THE EXISTING STORM SEWER OR THE PROPOSED STORM SEWER.

CONSTRUCTION METHODS

I. THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.

II. CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
- A) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".
- B) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

GENERAL

1. CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.
2. CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

1. TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS, THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.
2. REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.
3. TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.
4. CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

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

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	DRAWN -	REVISED - R. SHAH 10-25-94	**DEPARTMENT OF TRANSPORTATION**	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - R. SHAH 06-12-96		
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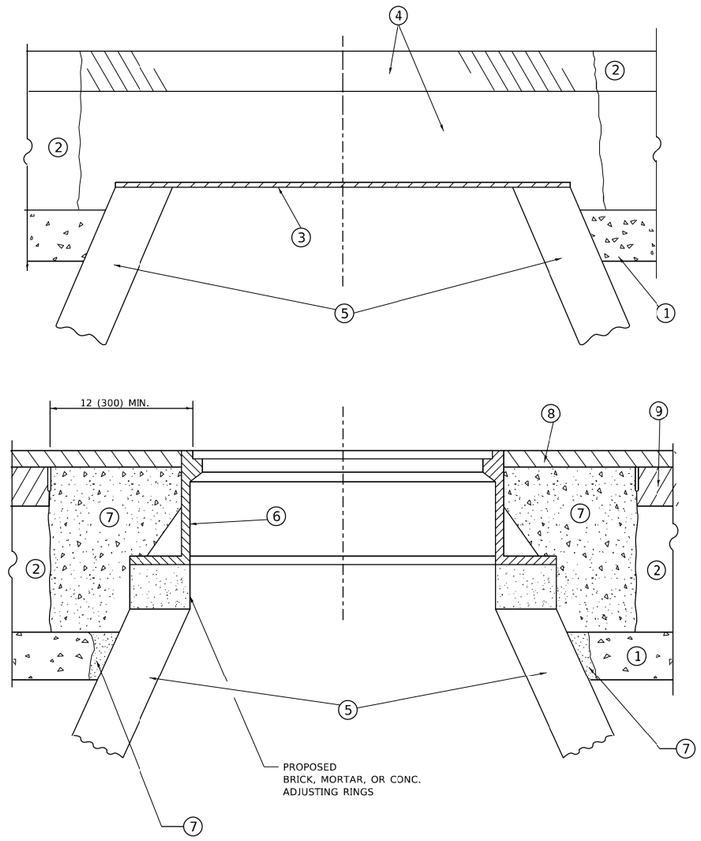
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PATRICK

USER NAME = dtroyer	DESIGNED - DJT	REVISED -	**CITY OF JOLIET**	**OLYMPIC BOULEVARD ROADWAY IMPROVEMENTS D1-DETAILS**
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	149
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			



DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

NOTES

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

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
D) BACKFILL WITH CRUSHED STONE AND HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 1 1/2 (40) HMA TO REMAIN AFTER MILLING).

STAGE 2 (AFTER PAVEMENT MILLING)

A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS*PP-1 CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

LEGEND

1. SUB-BASE GRANULAR MATERIAL
2. EXISTING PAVEMENT
3. 36 (900) DIAMETER METAL PLATE
4. PROPOSED CRUSHED STONE AND HMA SURFACE MIX
5. EXISTING STRUCTURE
6. FRAME AND LID (SEE NOTES)
7. CLASS*PP-1 CONCRETE
8. PROPOSED HMA SURFACE COURSE
9. PROPOSED HMA BINDER COURSE

LOCATION OF STRUCTURES

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT

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

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 03-09-11	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - R. BORO 12-06-11	
PLOT DATE = 11/18/2022	DATE - 10-25-94	REVISED - K. SMITH 11-18-22	

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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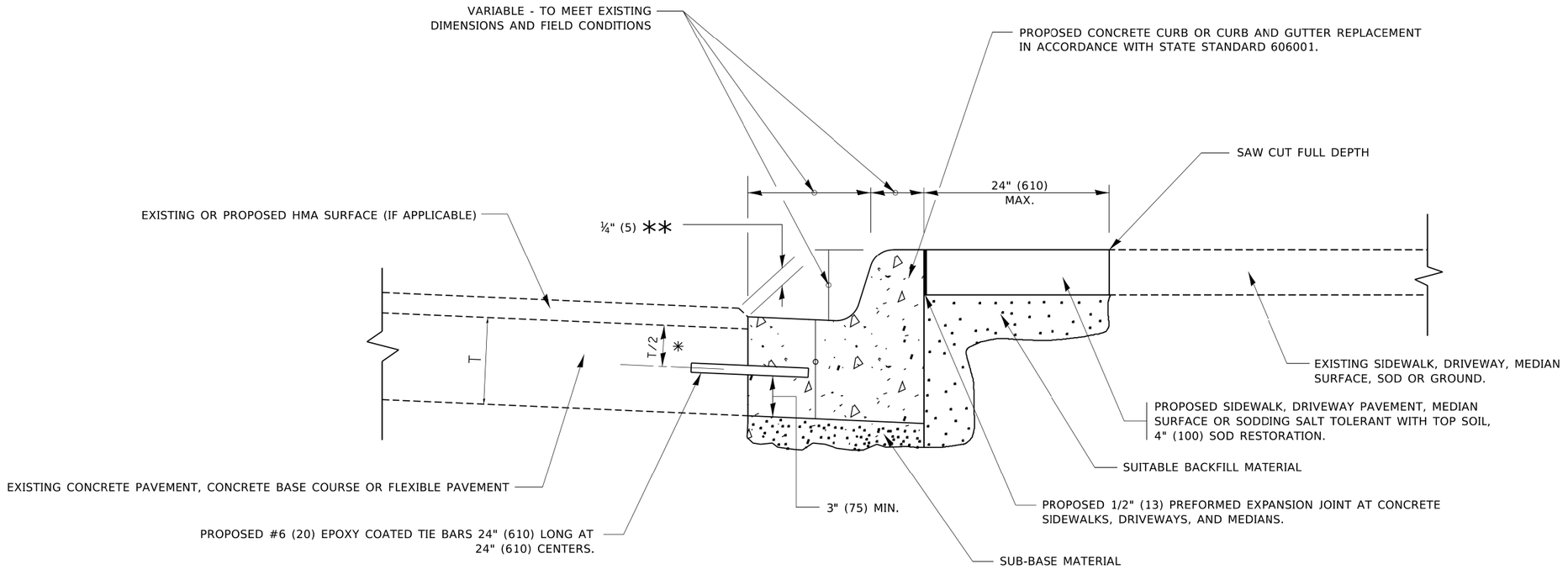
CITY OF JOLIET

OLYMPIC BOULEVARD ROADWAY IMPROVEMENTS
D1-DETAILS

SCALE: | SHEET 4 OF 24 SHEETS | STA. | TO STA.

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* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

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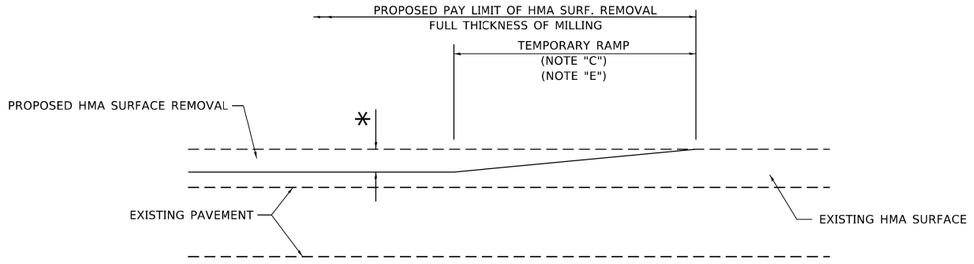
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CITY OF JOLIET

OLYMPIC BOULEVARD ROADWAY IMPROVEMENTS
D1–DETAILS

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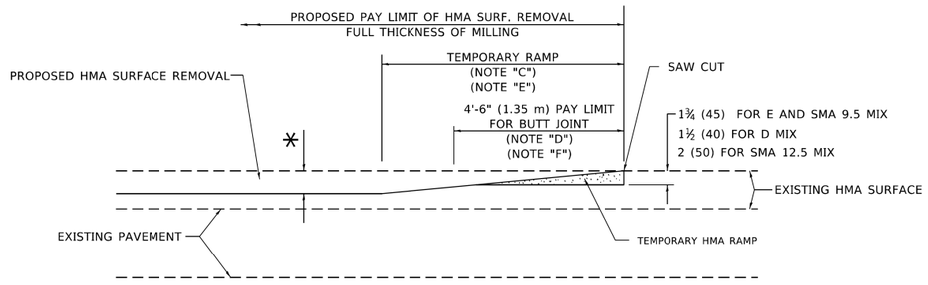
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MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

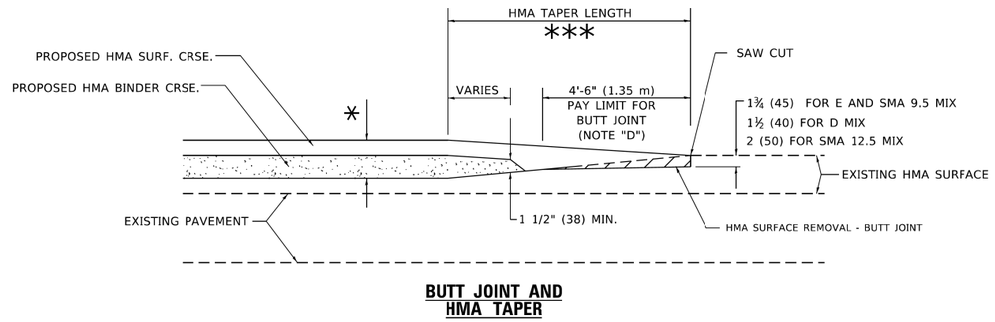


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

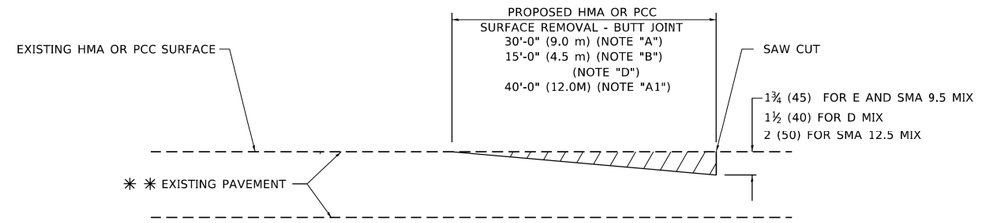
OPTION 2

TYPICAL TEMPORARY RAMP

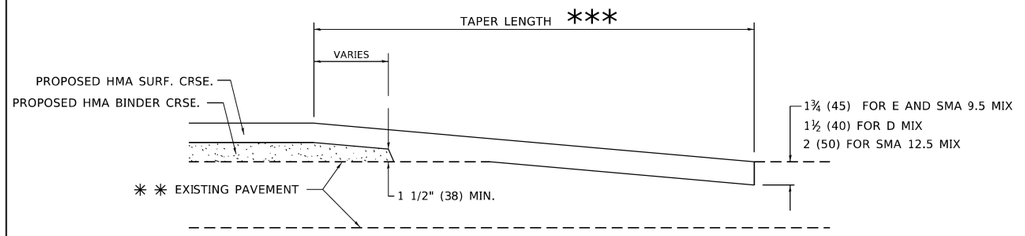


BUTT JOINT AND HMA TAPER

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.

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

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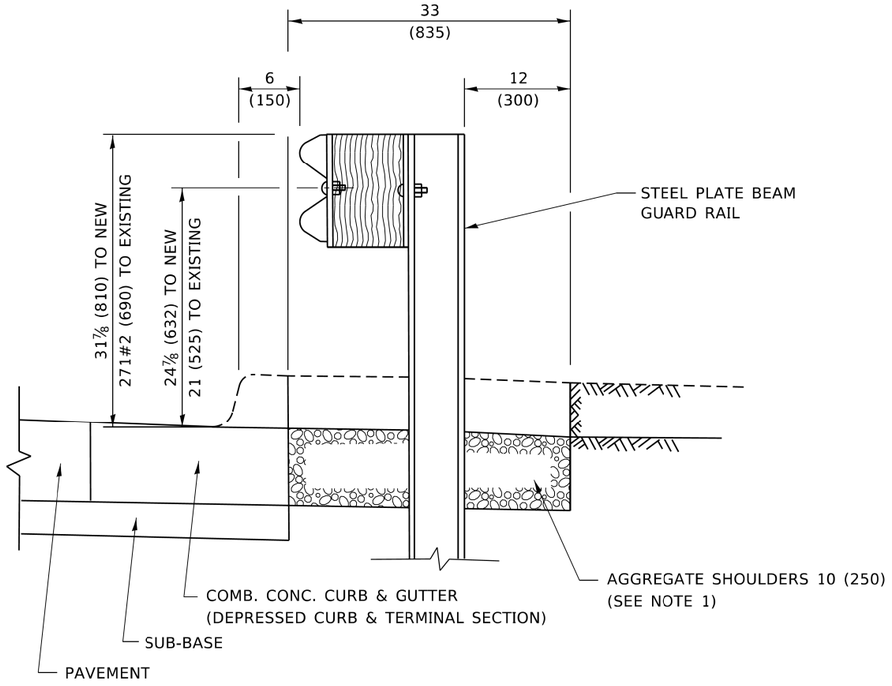
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CITY OF JOLIET

OLYMPIC BOULEVARD ROADWAY IMPROVEMENTS
D1-DETAILS

SCALE: | SHEET 6 OF 24 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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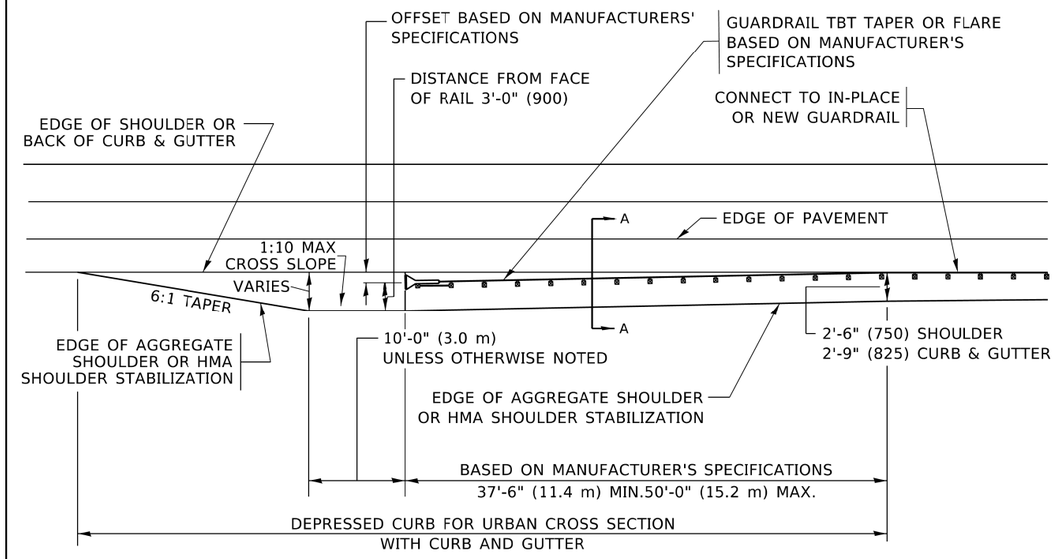


SECTION A–A

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.

PROJECT: Lombard
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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.
	DRAWN -	REVISED - R. BORO 08-06-2012		
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - R. BORO 05-08-2015		
PLOT DATE = 11/18/2022	DATE - 09-22-90	REVISED - K. SMITH 11-18-22		SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BD600–10 (BD–34)	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
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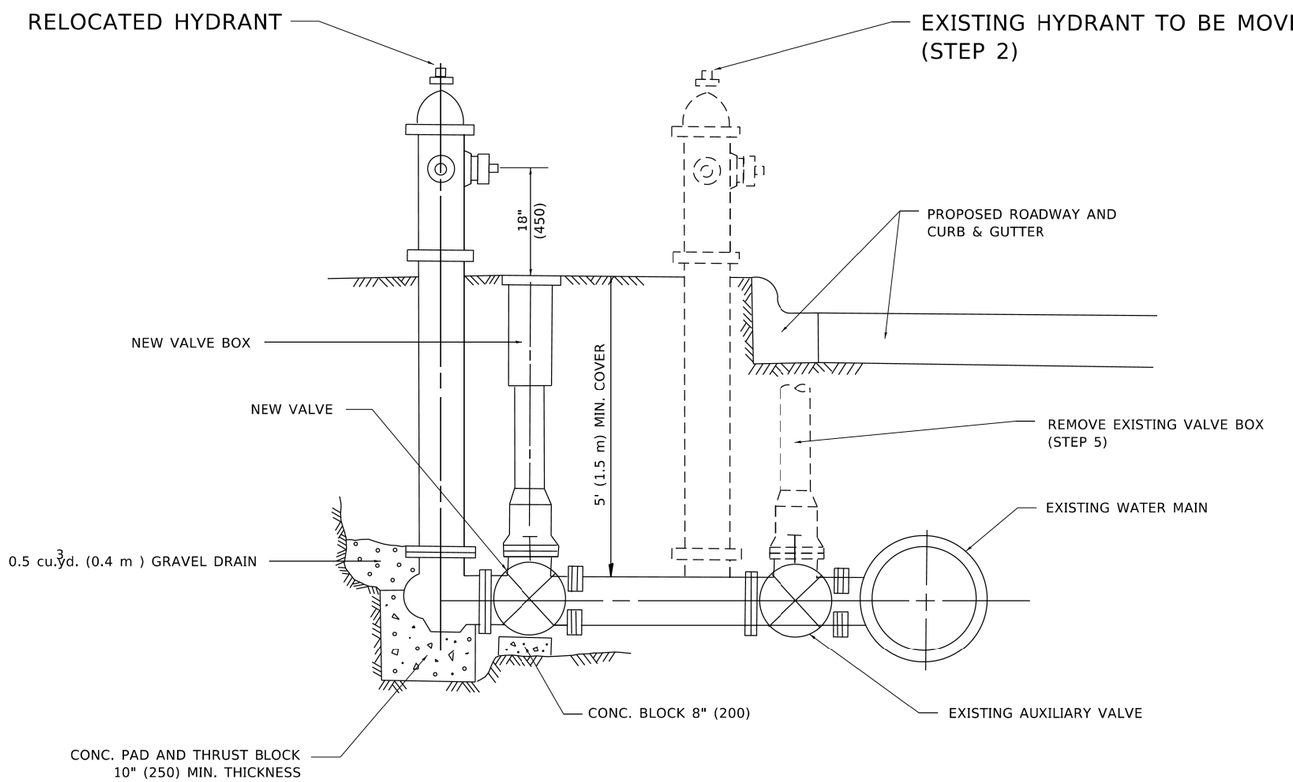
PATRICK

USER NAME = dtroyer	DESIGNED - DJT	REVISED -	CITY OF JOLIET
	DRAWN - DJT	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - TAS	REVISED -	
PLOT DATE = 3/1/2023	DATE - 3/1/23	REVISED -	

OLYMPIC BOULEVARD ROADWAY IMPROVEMENTS
D1–DETAILS

SCALE: | SHEET 7 OF 24 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	153
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			



SEQUENCE OF CONSTRUCTION:

1. CLOSE EXISTING VALVE.
2. REMOVE EXISTING HYDRANT.
3. INSTALL HYDRANT EXTENSION AND NEW VALVE.
4. RELOCATE EXISTING HYDRANT.
5. OPEN EXISTING VALVE, REMOVE BOX.
6. BACKFILL.
7. FLUSH AND TEST FOR CHLORIDE RESIDUAL AND PROVIDE TEST.

NOTE:

ALL WORK TO BE DONE IN ACCORDANCE WITH SECTION 564 OF THE STANDARD SPECIFICATIONS. NEW VALVE AND BOX SHALL BE SAME MAKE AND MODEL AS EXISTING.

FIRE HYDRANT TO BE MOVED

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

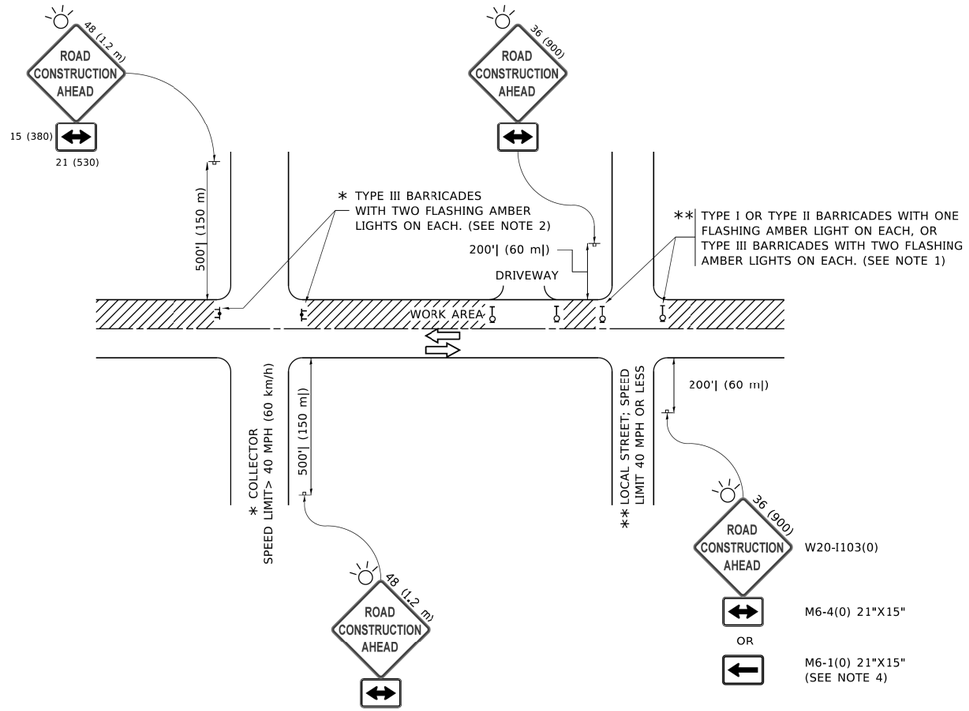
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USER NAME = Lawrence.DeManche	DESIGNED -	REVISED - R. SHAH 09-09-94	**STATE OF ILLINOIS**	**FIRE HYDRANT TO BE MOVED**	F.A. RTE. / SECTION / COUNTY / TOTAL SHEETS / SHEET NO.
	DRAWN -	REVISED - R. SHAH 10-25-94	**DEPARTMENT OF TRANSPORTATION**		
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - K. SMITH 11-18-22			BD-36 / CONTRACT NO.
PLOT DATE = 11/18/2022	DATE -	REVISED -		SCALE: NONE / SHEET 1 OF 1 SHEETS / STA. / TO STA.	ILLINOIS / FED. AID PROJECT

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PATRICK

USER NAME = dtroyer	DESIGNED - DJT	REVISED -	**CITY OF JOLIET**	**OLYMPIC BOULEVARD ROADWAY IMPROVEMENTS** **D1-DETAILS**	F.A. RTE. / SECTION / COUNTY / TOTAL SHEETS / SHEET NO.
	DRAWN - DJT	REVISED -			
PLOT SCALE = 40.0000 ' / in.	CHECKED - TAS	REVISED -			21-00544-00-PV / WILL / 208 / 154
PLOT DATE = 3/1/2023	DATE - 3/1/23	REVISED -		SCALE: / SHEET 8 OF 24 SHEETS / STA. / TO STA.	CONTRACT NO.
					ILLINOIS / FED. AID PROJECT



NOTES:

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

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	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. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-10	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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FILE NAME: pw:\\patrickcopw.bentley.com:patrickcopw-07\Documents\City Of Joliet\22177.012\12_Design\12-3_CADD\SHEETS\012-C3-SHT-D1-DETAILS-09.dgn

PATRICK

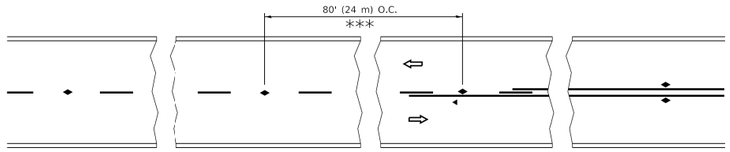
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PLOT DATE = 3/1/2023	DATE - 3/1/23	REVISED -	

CITY OF JOLIET

OLYMPIC BOULEVARD ROADWAY IMPROVEMENTS
D1–DETAILS

SCALE: | SHEET 9 OF 24 SHEETS | STA. | TO STA.

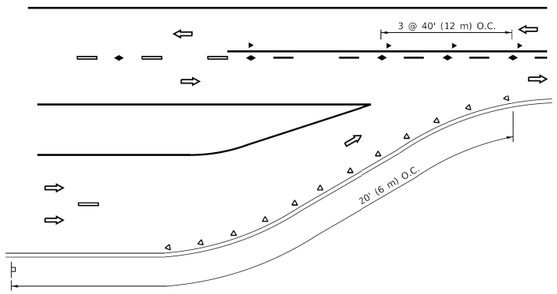
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	21-00544-00-PV	WILL	208	155
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			



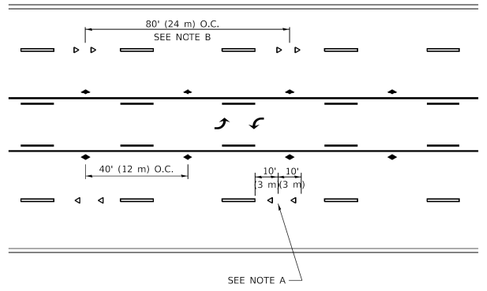
*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO–LANE/TWO–WAY

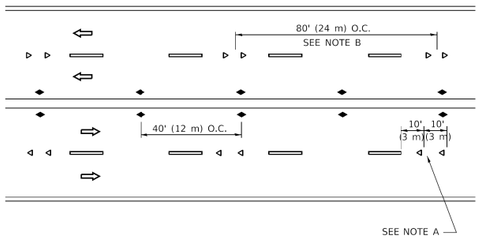
SEE FIGURE 3B-14 MUTCD



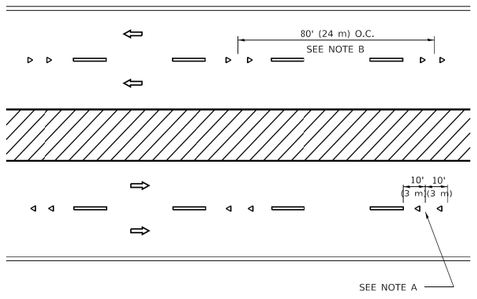
LANE REDUCTION TRANSITION



TWO–WAY LEFT TURN



MULTI–LANE/UNDIVIDED



MULTI–LANE/DIVIDED

GENERAL NOTES

1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.
4. MARKERS ARE TO BE USED ADJACENT TO BOTH SOLID WHITE LINES IN DUAL LEFT TURN LANES

SYMBOLS

- YELLOW STRIPE
- WHITE STRIPE
- ONE-WAY AMBER MARKER
- ONE-WAY CRYSTAL MARKER (W/O)
- TWO-WAY AMBER MARKER

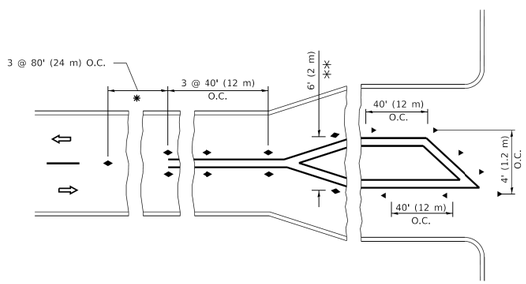
LANE MARKER NOTES

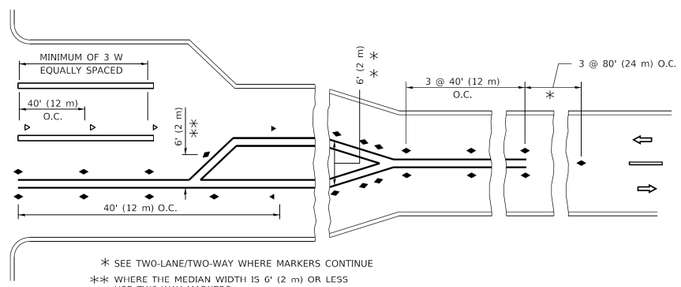
A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.





* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE

** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

TURN LANES

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

MODEL: Default
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	DRAWN -	REVISED - T. RAMMACHER 01-06-00	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - C. JUCIUS 09-09-09	
PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 07-01-13	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW–PLOW RESISTANT)

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TC-11		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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PATRICK

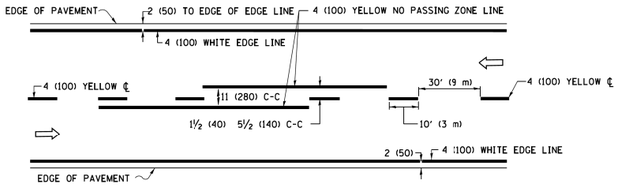
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PLOT DATE = 3/1/2023	DATE - 3/1/23	REVISED -	

CITY OF JOLIET

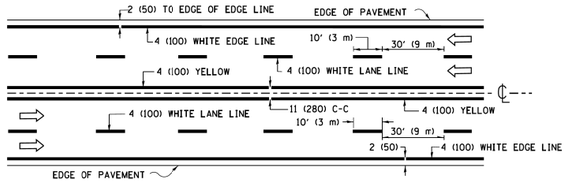
OLYMPIC BOULEVARD ROADWAY IMPROVEMENTS
D1–DETAILS

SCALE: | SHEET 10 OF 24 SHEETS | STA. | TO STA.

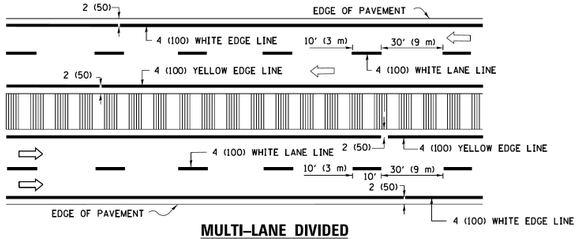
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	156
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			



2–LANE ROADWAY

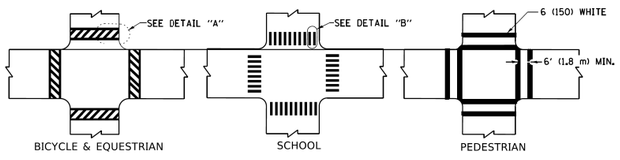


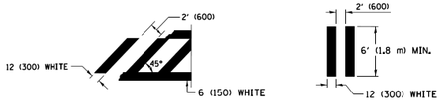
MULTI–LANE UNDIVIDED



MULTI–LANE DIVIDED
WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

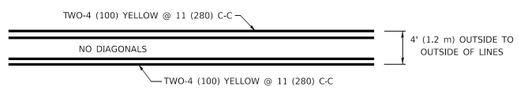




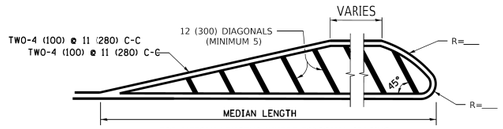
DETAIL "A" **DETAIL "B"**

TYPICAL CROSSWALK MARKING

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



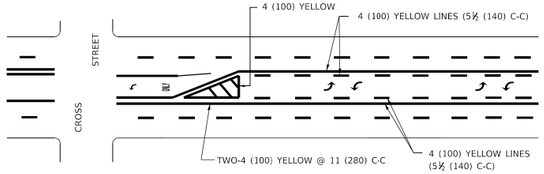
4' (1.2 m) WIDE MEDIANS ONLY



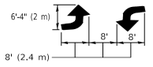
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

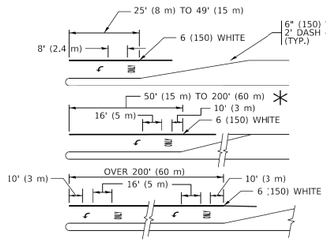


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

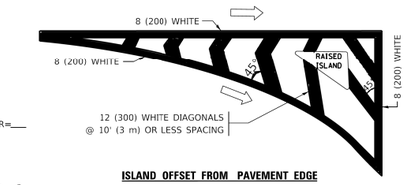


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) **ONLY** AREA = 20.8 SQ. FT. (1.9 m²)

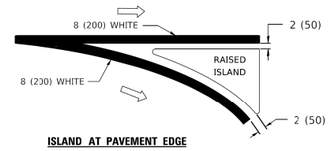
✱ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

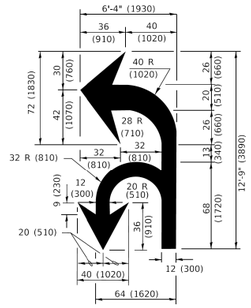


ISLAND OFFSET FROM PAVEMENT EDGE

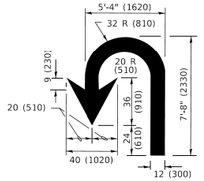


ISLAND AT PAVEMENT EDGE

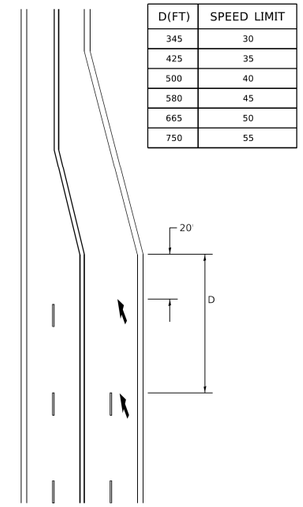
TYPICAL ISLAND MARKING



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: "RR"=3.6 SQ. FT. (0.33 m² EACH "X"=54.0 SQ. FT. (5.0 m ²
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	**SOLID**	**WHITE - RIGHT** **YELLOW - LEFT**	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	**SOLID**	**WHITE**	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

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PLOT SCALE = 50.0000 ' / In.	CHECKED -	REVISED - C. JUCIUS 12-21-15	
PLOT DATE = 3/4/2019	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC–13	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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PATRICK

USER NAME = dtroyer	DESIGNED - DJT	REVISED -	
	DRAWN - DJT	REVISED -	
PLOT SCALE = 40.0000 ' / In.	CHECKED - TAS	REVISED -	
PLOT DATE = 3/1/2023	DATE - 3/1/23	REVISED -	

CITY OF JOLIET

OLYMPIC BOULEVARD ROADWAY IMPROVEMENTS
D1–DETAILS

SCALE: | SHEET 11 OF 24 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	157
	CONTRACT NO.			
	ILLINOIS FED. AID PROJECT			

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

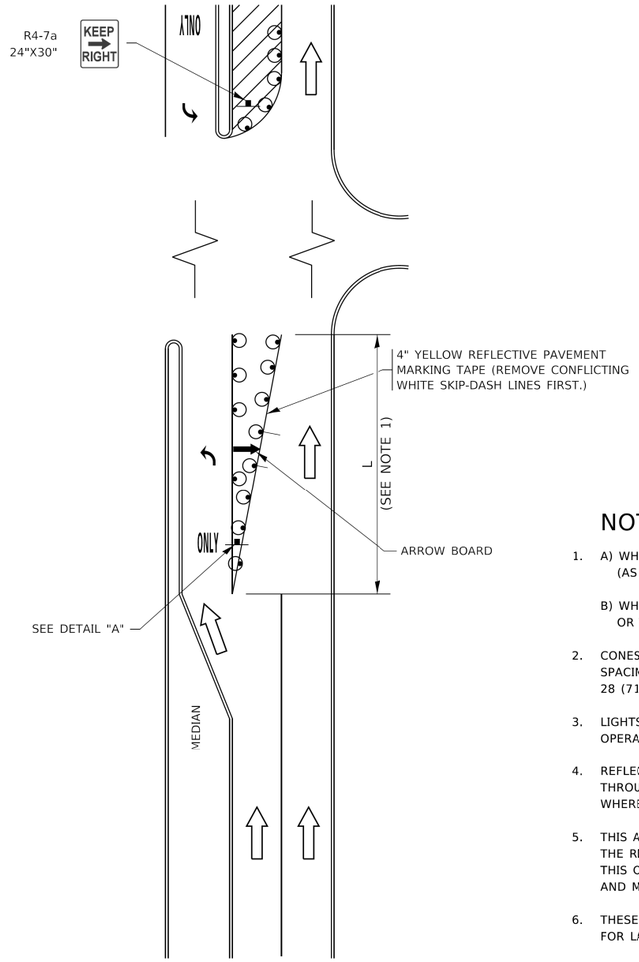


FIGURE 1

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

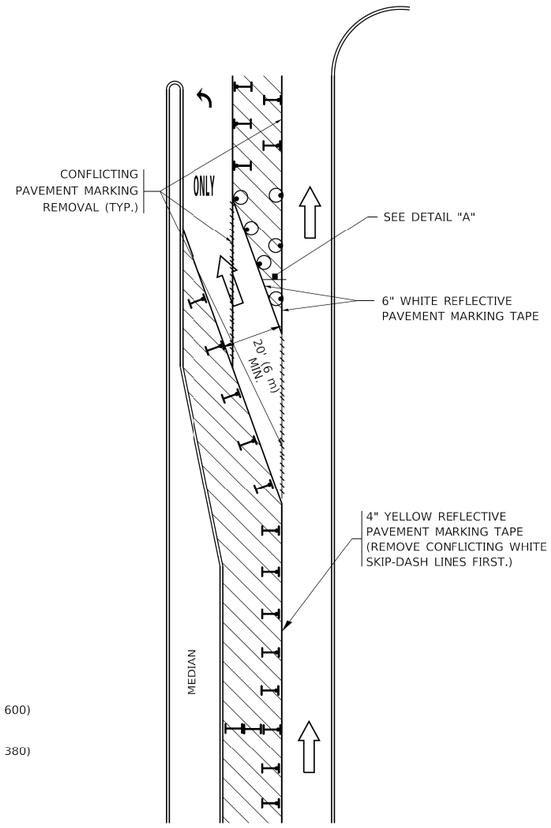
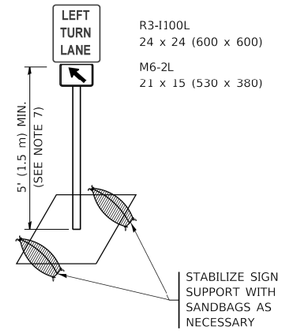


FIGURE 2



DETAIL A

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

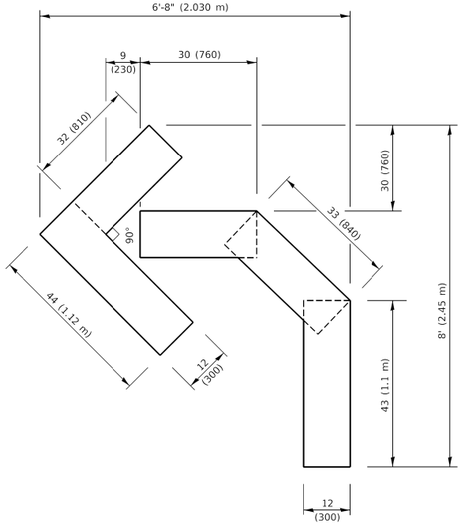
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	DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13			
PLOT SCALE = 50.0000 ' / in.	CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16			TC-14 / CONTRACT NO.
PLOT DATE = 3/4/2019	DATE - T. RAMMACHER 01-06-00	REVISED -		SCALE: NONE / SHEET 1 OF 1 SHEETS / STA. / TO STA.	ILLINOIS / FED. AID PROJECT

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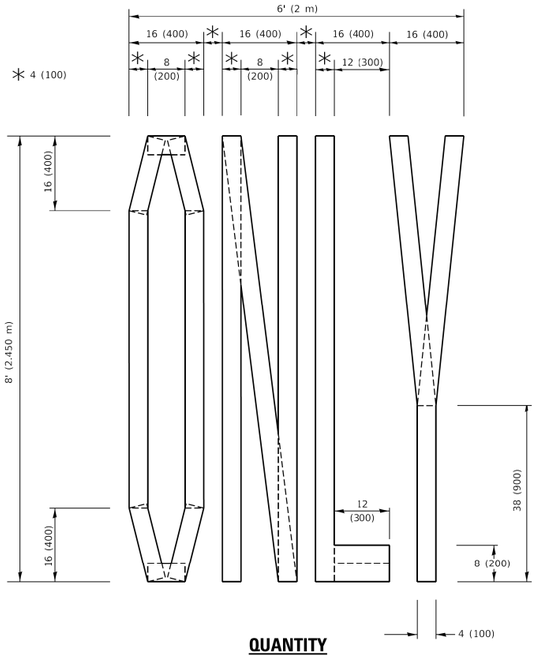
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	PLOT SCALE = 40.0000 ' / in.	CHECKED - TAS	REVISED -		
	PLOT DATE = 3/1/2023	DATE - 3/1/23	REVISED -		SCALE: / SHEET 12 OF 24 SHEETS / STA. / TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	158
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			



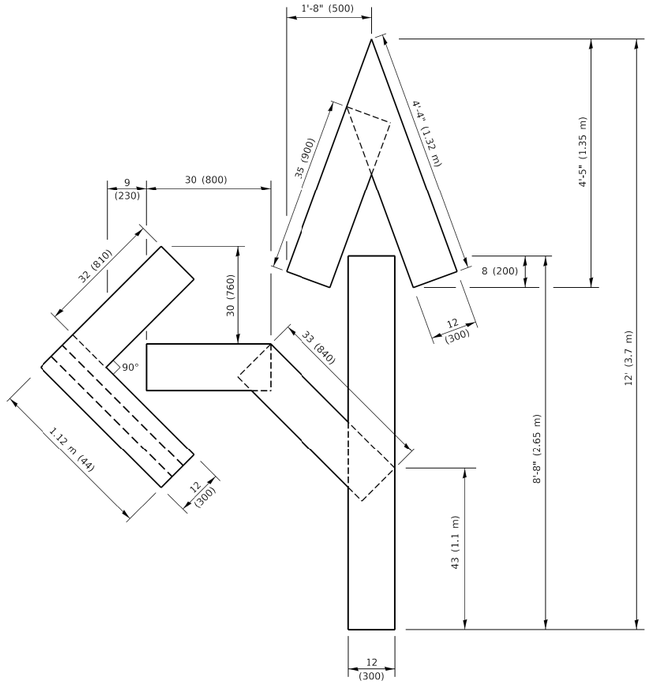
QUANTITY

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



QUANTITY

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

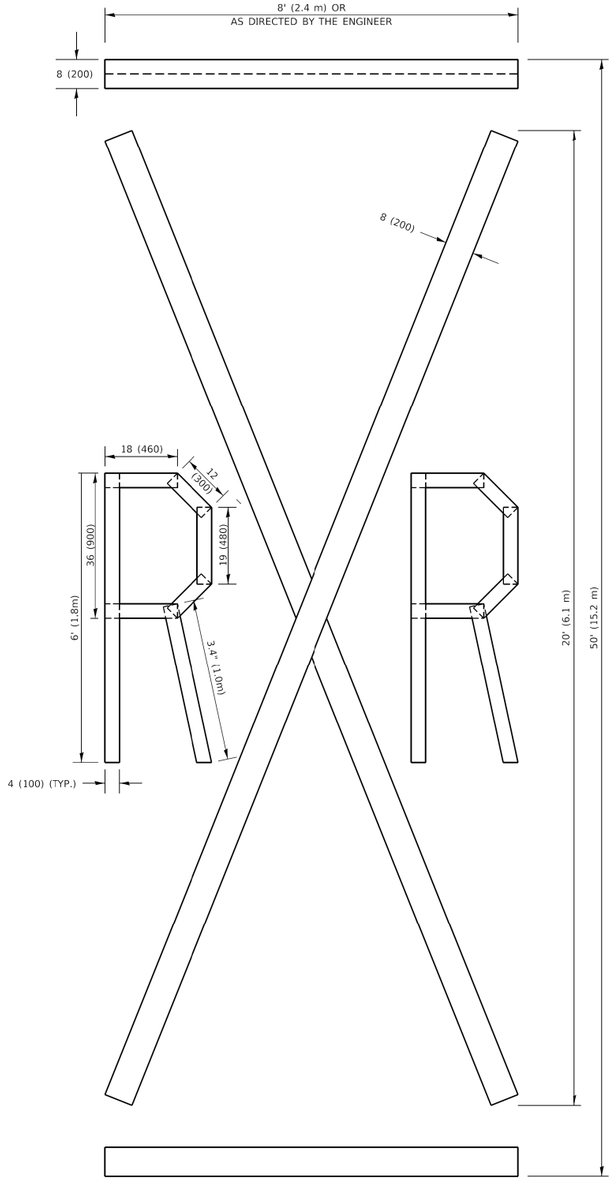


QUANTITY

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

NOTE:

ALL QUANTITIES OF PLACEMENT OF 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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	DRAWN -	REVISED - E. GOMEZ 08-28-00	
PLOT SCALE = 50.0068 ' / in.	CHECKED -	REVISED - E. GOMEZ 08-28-00	
PLOT DATE = 3/4/2019	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-16	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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PLOT DATE = 3/1/2023	DATE - 3/1/23	REVISED -	

CITY OF JOLIET

OLYMPIC BOULEVARD ROADWAY IMPROVEMENTS
D1–DETAILS

SCALE: | SHEET 13 OF 24 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	159
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

ROUTE MARKERS

30 — FOR U.S. ROUTES M1-40-2424

ILL 53 — FOR ILLINOIS ROUTES M1-50-2424

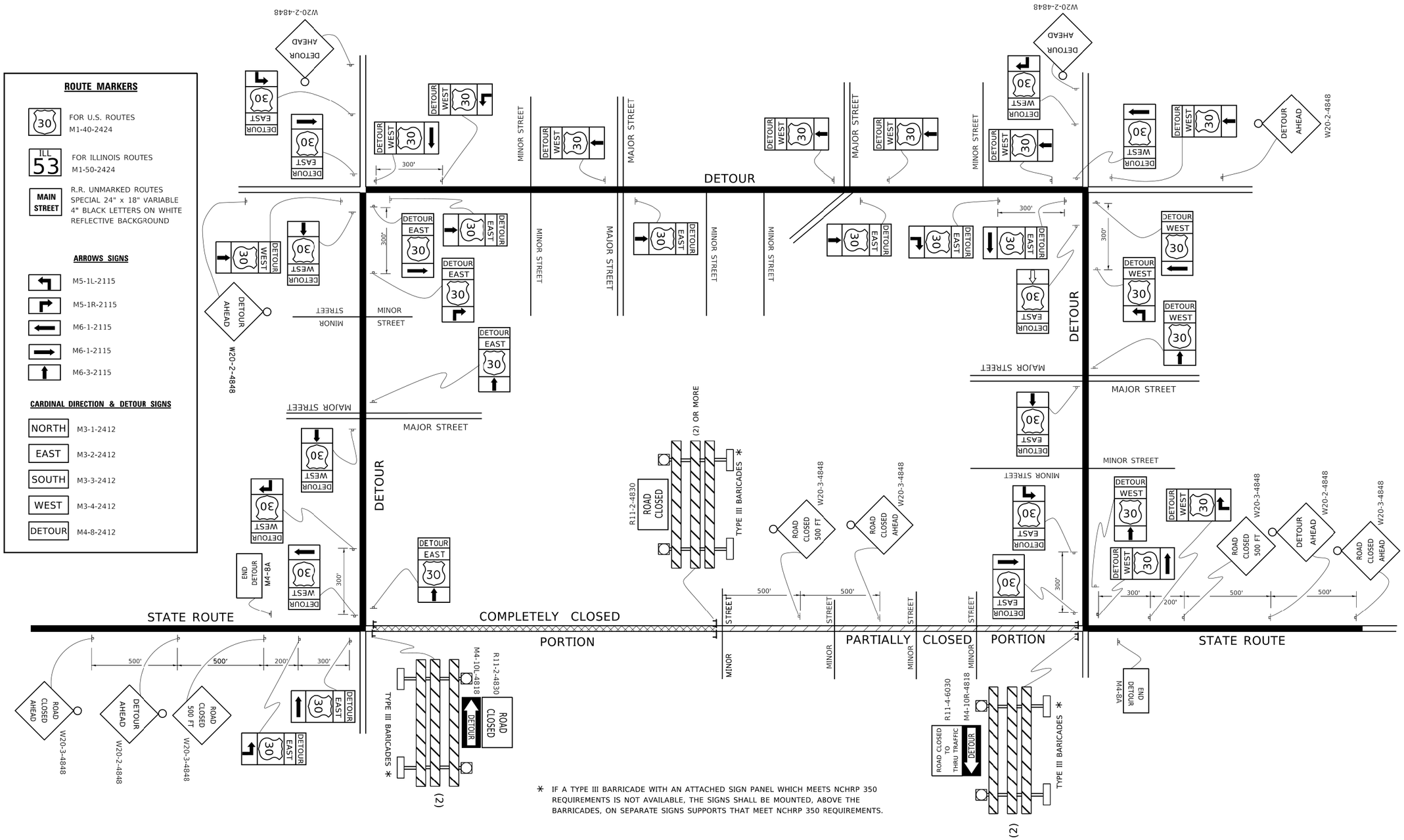
MAIN STREET — R.R. UNMARKED ROUTES SPECIAL 24" x 18" VARIABLE 4" BLACK LETTERS ON WHITE REFLECTIVE BACKGROUND

ARROWS SIGNS

- M5-1L-2115
- M5-1R-2115
- M6-1-2115
- M6-1-2115
- M6-3-2115

CARDINAL DIRECTION & DETOUR SIGNS

- NORTH M3-1-2412
- EAST M3-2-2412
- SOUTH M3-3-2412
- WEST M3-4-2412
- DETOUR M4-8-2412



* IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.

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PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/4/2019	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR SIGNING
FOR CLOSING STATE HIGHWAYS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-21	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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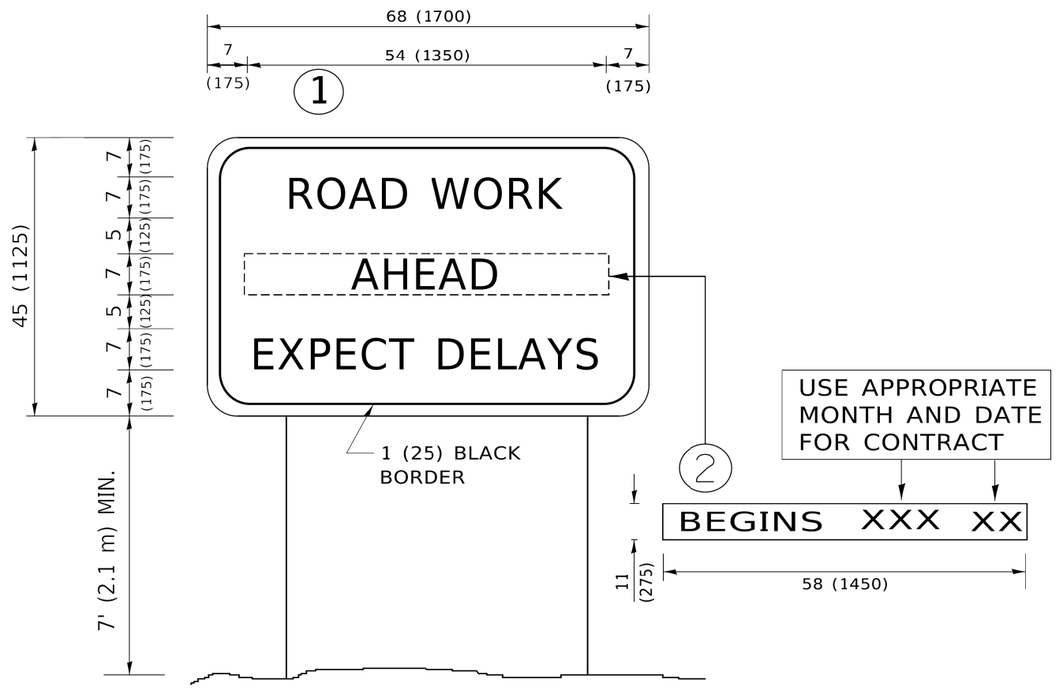
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CITY OF JOLIET

OLYMPIC BOULEVARD ROADWAY IMPROVEMENTS
D1-DETAILS

SCALE: | SHEET 14 OF 24 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	160
		CONTRACT NO.		
	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.

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	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. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-22	CONTRACT NO.		
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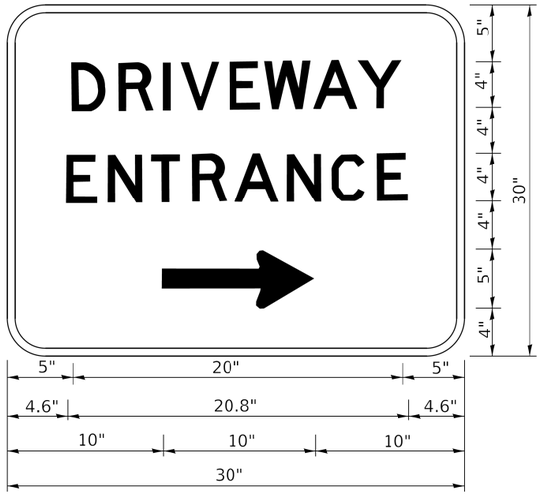
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CITY OF JOLIET

OLYMPIC BOULEVARD ROADWAY IMPROVEMENTS
D1-DETAILS

SCALE: | SHEET 15 OF 24 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	161
		CONTRACT NO.		
	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".

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	PLOT DATE = 8/6/2021	DATE -	REVISED -	

DRIVEWAY ENTRANCE SIGNING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-26	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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PATRICK

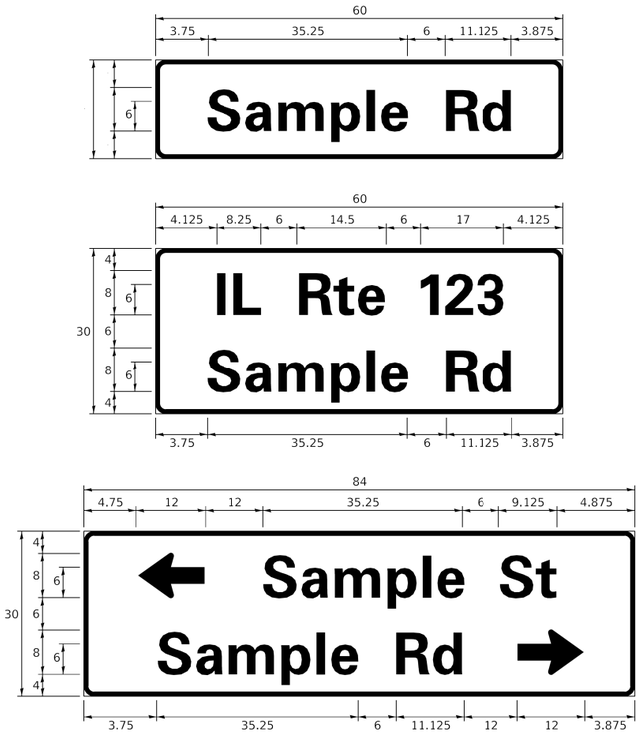
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PLOT DATE = 3/1/2023	DATE - 3/1/23	REVISED -	

OLYMPIC BOULEVARD ROADWAY IMPROVEMENTS
D1–DETAILS

SCALE: | SHEET 16 OF 24 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	162
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

SIGN PANEL – TYPE 1 OR TYPE 2



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D OR C	-	1 OR 2	ZZ	-

COMMON STREET NAME ABBREVIATIONS AND WIDTHS

NAME	ABBREVATION	WIDTH (INCH)	
		SERIES "C"	SERIES "D"
AVENUE	Ave	15.000	18.250
BOULEVARD	Blvd	17.125	20.000
CIRCLE	Cir	11.125	13.000
COURT	Ct	8.250	9.625
DRIVE	Dr	8.625	10.125
HIGHWAY	Hwy	18.375	22.000
ILLINOIS	IL	7.000	8.250
LANE	Ln	9.125	10.750
PARKWAY	Pkwy	23.375	27.375
PLACE	Pl	7.125	7.750
ROAD	Rd	9.625	11.125
ROUTE	Rte	12.625	14.500
STREET	St	8.000	9.125
TERRACE	Ter	12.625	14.625
TRAIL	Tr	7.750	9.125
UNITED STATES	US	10.375	12.250

GENERAL NOTES

1. WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ON STANDARDS 877001, 877002, 877006, 877011 AND 877012, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2'-6" x 8'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITY.
2. ALL SIGNS SHALL CONSIST OF A WHITE LEGEND AND BORDER (TYPE ZZ SHEETING) ON A GREEN BACKGROUND (TYPE ZZ SHEETING)
3. THE SIGN LENGTH SHALL BE IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHALL NOT EXCEED 8'-0". ALL BORDERS IF POSSIBLE, BUT MAY BE REDUCED TO 5" WHEN SPACING IS CRITICAL. A MINIMUM OF 2-1/2" SHALL BE INCLUDED BETWEEN THE WORD AND THE RIGHT AND LEFT EDGES OF THE SIGN.
4. A PREFERRED METHOD FOR THE SIGN DESIGN IS TO USE SERIES "D" LETTER ON A ONE-LINE SIGN 18" IN HEIGHT AND A MAXIMUM OF 8'-0" IN WIDTH. IF SERIES "D" DOES NOT FIT ON A 8"-0" SIGN, THEN SERIES "C" SHOULD BE TRIED. IF SERIES "C" DOES NOT FIT ON A 8'-0" SIGN, A 30" HIGH TWO-LINE SIGN CAN BE USED. THE CROSSROAD DESIGNATION AS TO STREET, AVENUE, ETC. SHOULD BE SPELLED OUT ON THE SECOND LINE, IF THE ABBREVIATION CANNOT FIT ON THE FIRST LINE.
5. LED ILLUMINATED STREET NAME SIGNS CAN BE USED IN PLACE OF REGULAR SIGN PANELS BUT ANY SPECIAL WORDING AND SYMBOLOGY MUST BE APPROVED BY THE DEPARTMENT. GENERAL DESIGN REQUIREMENT AS LISTED ABOVE (COLOR, FONT, SIZE, ETC.) MUST BE FOLLOWED.
6. SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS.

LOCAL SUPPLIERS:

- J.O. HERBERT COMPANY, INC
  MIDLOTHIAN, VA
- WESTERN REMAC, INC.
  WOODRIDGE, IL

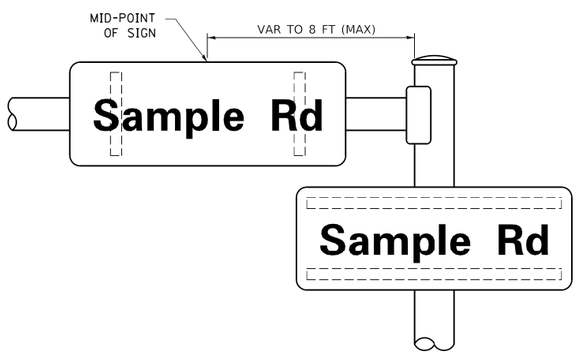
PARTS LISTING:

SIGN CHANNEL	PART #HPN053 (MED. CHANNEL)
SIGN SCREWS	1/4" x 14 x 1" H.W.H. #3 SELF TAPPING WITH NEOPRENE WASHER
BRACKETS	PART #HPN034 (UNIVERSAL) CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

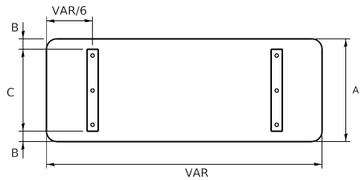
OTHER BRANDS OF MOUNTING HARDWARE ARE ACCEPTABLE, BASED UPON THE DEPARTMENT'S APPROVAL AND COMPATIBILITY WITH THE CHANNEL/BRACKET OF THE ABOVE PRODUCT.

MOUNTING LOCATION

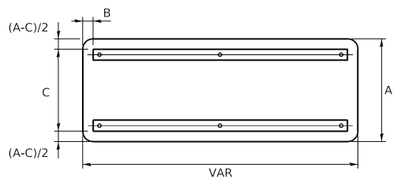
ARM OR POLE MOUNTED



SUPPORTING CHANNELS



A	B	C
18"	2"	14"
30"	2"	24"



A	B	C
18"	2"	12"
30"	2"	22"

STANDARD ALPHABETS SPACING CHART

(8") UPPER CASE AND (6") LOWER CASE

FHWA SERIES "C"				FHWA SERIES "D"			
CHARACTER	LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)	CHARACTER	LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)
A	0.240	5.122	0.240	A	0.240	6.804	0.240
B	0.880	4.482	0.480	B	0.960	5.446	0.400
C	0.720	4.482	0.720	C	0.800	5.446	0.800
D	0.880	4.482	0.720	D	0.960	5.446	0.800
E	0.880	4.082	0.480	E	0.960	4.962	0.400
F	0.880	4.082	0.240	F	0.960	4.962	0.240
G	0.720	4.482	0.720	G	0.800	5.446	0.800
H	0.880	4.482	0.880	H	0.960	5.446	0.960
I	0.880	1.120	0.880	I	0.960	1.280	0.960
J	0.240	4.082	0.880	J	0.240	5.122	0.960
K	0.880	4.482	0.480	K	0.960	5.604	0.400
L	0.880	4.082	0.240	L	0.960	4.962	0.240
M	0.880	5.284	0.880	M	0.960	6.244	0.960
N	0.880	4.482	0.880	N	0.960	5.446	0.960
O	0.720	4.722	0.720	O	0.800	5.684	0.800
P	0.880	4.482	0.720	P	0.960	5.446	0.240
Q	0.720	4.722	0.720	Q	0.800	5.684	0.800
R	0.880	4.482	0.480	R	0.960	5.446	0.400
S	0.480	4.482	0.480	S	0.400	5.446	0.400
T	0.240	4.082	0.240	T	0.240	4.962	0.240
U	0.880	4.482	0.880	U	0.960	5.446	0.960
V	0.240	4.962	0.240	V	0.240	6.084	0.240
W	0.240	6.084	0.240	W	0.240	7.124	0.240
X	0.240	4.722	0.240	X	0.400	5.446	0.400
Y	0.240	5.122	0.240	Y	0.240	6.884	0.240
Z	0.480	4.482	0.480	Z	0.400	5.446	0.400
a	0.320	3.842	0.640	a	0.400	4.562	0.720
b	0.720	4.082	0.480	b	0.800	4.802	0.480
c	0.480	4.002	0.240	c	0.480	4.722	0.240
d	0.480	4.082	0.720	d	0.480	4.802	0.800
e	0.480	4.082	0.320	e	0.480	4.722	0.320
f	0.320	2.480	0.160	f	0.320	2.882	0.160
g	0.480	4.082	0.720	g	0.480	4.802	0.800
h	0.720	4.082	0.640	h	0.800	4.722	0.720
i	0.720	1.120	0.720	i	0.800	1.280	0.800
j	0.000	2.320	0.720	j	0.000	2.642	0.800
k	0.720	4.322	0.160	k	0.800	5.122	0.160
l	0.720	1.120	0.720	l	0.800	1.280	0.800
m	0.720	6.724	0.640	m	0.800	7.926	0.720
n	0.720	4.082	0.640	n	0.800	4.722	0.720
o	0.480	4.082	0.480	o	0.480	4.882	0.480
p	0.720	4.082	0.480	p	0.800	4.802	0.480
q	0.480	4.082	0.720	q	0.480	4.802	0.800
r	0.720	2.642	0.160	r	0.800	3.042	0.160
s	0.320	3.362	0.240	s	0.320	3.762	0.240
t	0.080	2.882	0.080	t	0.080	3.202	0.080
u	0.640	4.082	0.720	u	0.720	4.722	0.800
v	0.160	4.722	0.160	v	0.160	5.684	0.160
w	0.160	7.524	0.160	w	0.160	9.046	0.160
x	0.000	5.202	0.000	x	0.000	6.244	0.000
y	0.160	4.962	0.160	y	0.160	6.004	0.160
z	0.240	3.362	0.240	z	0.240	4.002	0.240
1	0.720	1.680	0.880	1	0.800	2.000	0.960
2	0.480	4.482	0.480	2	0.800	5.446	0.800
3	0.480	4.482	0.480	3	1.440	5.446	0.800
4	0.240	4.962	0.720	4	0.160	6.004	0.960
5	0.480	4.482	0.480	5	0.800	5.446	0.800
6	0.720	4.482	0.720	6	0.800	5.446	0.800
7	0.240	4.482	0.720	7	0.560	5.446	0.560
8	0.480	4.482	0.480	8	0.800	5.446	0.800
9	0.480	4.482	0.480	9	0.800	5.446	0.800
0	0.720	4.722	0.720	0	0.800	5.684	0.800
-	0.240	2.802	0.240	-	0.240	2.802	0.240

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
MAST ARM MOUNTED STREET NAME SIGNS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TS-02	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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PATRICK

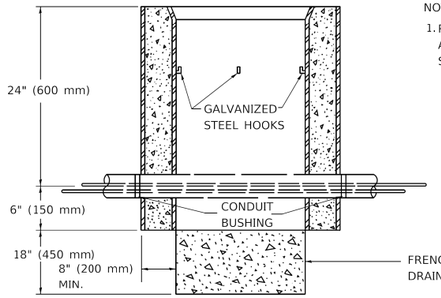
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CITY OF JOLIET

OLYMPIC BOULEVARD ROADWAY IMPROVEMENTS
D1-DETAILS

SCALE: | SHEET 17 OF 24 SHEETS | STA. | TO STA.

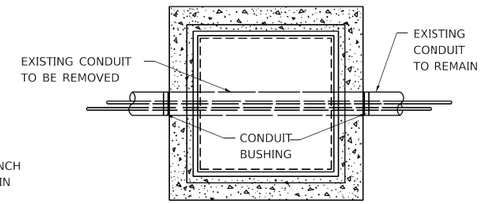
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	163
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			



ELEVATION

NOTES:

1. REMOVAL OF EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHING SHALL BE INCIDENTAL TO THE HANDHOLE.



PLAN

DETAIL

HANDHOLE TO INTERCEPT EXISTING CONDUIT

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HANDHOLE TO INTERCEPT EXISTING CONDUIT

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TS–03	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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CITY OF JOLIET

OLYMPIC BOULEVARD ROADWAY IMPROVEMENTS
D1–DETAILS

SCALE: | SHEET 18 OF 24 SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	164
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

ITEM	EXISTING	PROPOSED
CONTROLLER CABINET		
COMMUNICATION CABINET	CC	CC
MASTER CONTROLLER	MC	MC
MASTER MASTER CONTROLLER	MMC	MMC
UNINTERRUPTABLE POWER SUPPLY		
SERVICE INSTALLATION -(P) POLE MOUNTED	P	P
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	G GM	G GM
TELEPHONE CONNECTION	T	T
STEEL MAST ARM ASSEMBLY AND POLE		
ALUMINUM MAST ARM ASSEMBLY AND POLE		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY		BM
WOOD POLE		
GUY WIRE		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD OPTICALLY PROGRAMMED	P P	P P
FLASHER INSTALLATION -(FS) SOLAR POWERED	F FS F FS	F FS F FS
PEDESTRIAN SIGNAL HEAD		
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON	APS	APS
RADAR DETECTION SENSOR	R	R
VIDEO DETECTION CAMERA	V	V
RADAR/VIDEO DETECTION ZONE		
PAN, TILT, ZOOM (PTZ) CAMERA	PTZ	PTZ
EMERGENCY VEHICLE LIGHT DETECTOR		
CONFIMATION BEACON		
WIRELESS INTERCONNECT		
WIRELESS INTERCONNECT RADIO REPEATER	ERR	RR

ITEM	EXISTING	PROPOSED
HANDHOLE -SQUARE -ROUND		
HEAVY DUTY HANDHOLE -SQUARE -ROUND	H	H
DOUBLE HANDHOLE		
JUNCTION BOX	J	J
RAILROAD CANTILEVER MAST ARM		
RAILROAD FLASHING SIGNAL		
RAILROAD CROSSING GATE		
RAILROAD CROSSBUCK		
RAILROAD CONTROLLER CABINET		
UNDERGROUND CONDUIT (UC), GALVANIZED STEEL		
TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE		
SYSTEM ITEM	S	SP
INTERSECTION ITEM	I	IP
REMOVE ITEM		R
RELOCATE ITEM		RL
ABANDON ITEM		A
CONTROLLER CABINET AND FOUNDATION TO BE REMOVED		RCF
MAST ARM POLE AND FOUNDATION TO BE REMOVED		RMF
SIGNAL POST AND FOUNDATION TO BE REMOVED		RPF
DETECTOR LOOP, TYPE I		
PREFORMED DETECTOR LOOP	P	P
SAMPLING (SYSTEM) DETECTOR	S	S
INTERSECTION AND SAMPLING (SYSTEM) DETECTOR	IS	IS
QUEUE AND SAMPLING (SYSTEM) DETECTOR	QS	QS
WIRELESS DETECTOR SENSOR	W	W
WIRELESS ACCESS POINT		

ITEM	EXISTING	PROPOSED
SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD	P	P
SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE	P RB	P RB
PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS		
PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER	C D	C D
ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED	5	5
GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)	1#6	1#6
ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C	1	1
COAXIAL CABLE	C	C
VENDOR CABLE	V	V
COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED	6#18	6#18
FIBER OPTIC CABLE -NO. 62.5/125, MM12F -NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F	12F 24F 36F	12F 24F 36F
GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE	C M P S	C M P S

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 1 OF 7 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TS-05		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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CITY OF JOLIET

OLYMPIC BOULEVARD ROADWAY IMPROVEMENTS
D1–DETAILS

SCALE: | SHEET 19 OF 24 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	165
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.

2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.

3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.

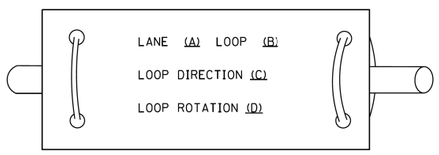
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.

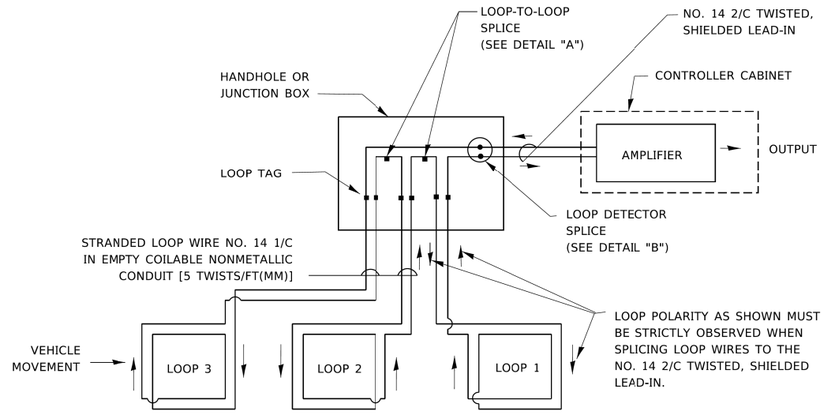
6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.

7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

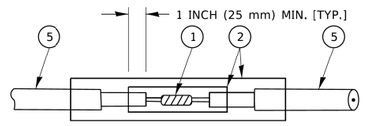


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

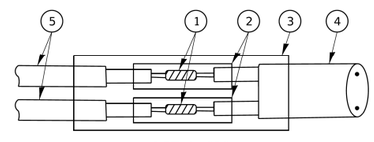


DETECTOR LOOP WIRING SCHEMATIC

- LOOPS SHALL BE SPLICED IN SERIES. SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm). IF IN CONCRETE,
- THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.

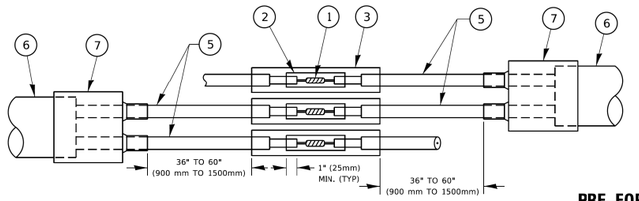


DETAIL "A"
LOOP-TO-LOOP SPLICE



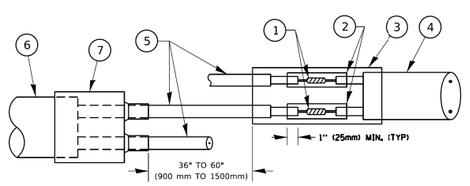
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

(1) WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.

(2) WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.

(3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.

(4) NO. 14 2/C TWISTED, SHIELDED CABLE.

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE. PRE-FORMED LOOP

(6) XL POLYOLEFIN 2 CONDUCTOR

(7) BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 2 OF 7 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TS-05	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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CITY OF JOLIET

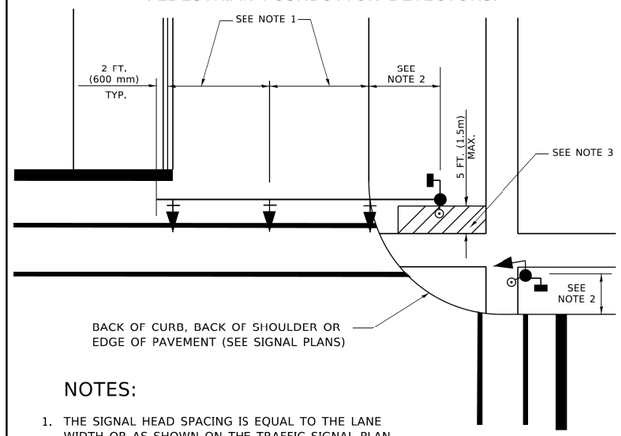
OLYMPIC BOULEVARD ROADWAY IMPROVEMENTS
D1-DETAILS

SCALE: | SHEET 20 OF 24 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	166
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

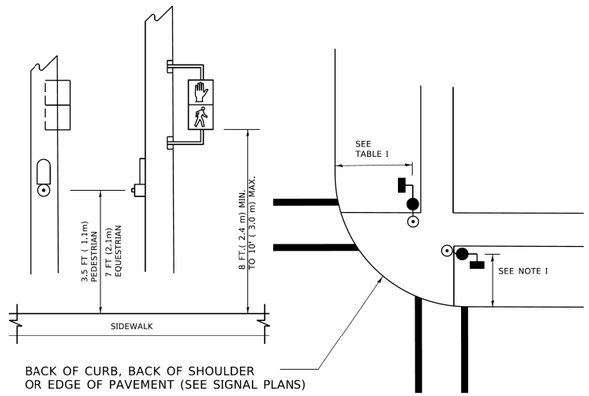
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

1. THE SIGNAL HEAD SPACING IS EQUAL TO THE LANE WIDTH OR AS SHOWN ON THE TRAFFIC SIGNAL PLAN.
2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
3. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR THE SIGNAL POST.
4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
5. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

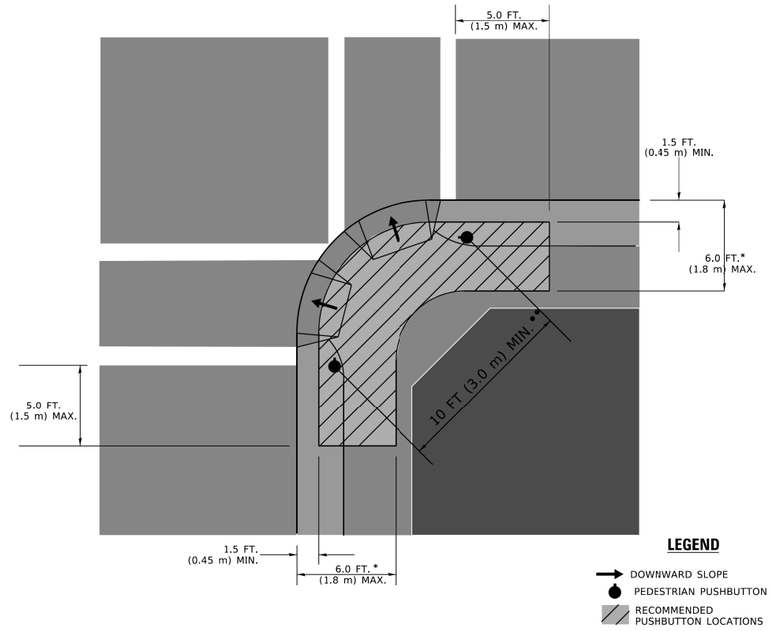
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

1. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
2. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE PEDESTRIAN SIGNAL POST OR THE PEDESTRIAN PUSH BUTTON POST.
3. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
4. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

RECOMMENDED PUSHBUTTON LOCATIONS



* WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.

** WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) OF A VEHICULAR SIGNAL FACE THAT IS NOT LOCATED OVER A HIGHWAY SHALL BE AT LEAST 8 FT (2.4 m) BUT NOT MORE THAN 19 FT (5.8 m) ABOVE THE SIDEWALK OR, IF THERE IS NO SIDEWALK, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
3. THE BOTTOM OF THE SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001, 877002, 877006, 877011 AND 877012 WITH A MINIMUM OF 16 FT (5.0 m) AND A MAXIMUM OF 18 FT. (5.5 m) FROM THE HIGHEST POINT OF PAVEMENT.
4. THE BOTTOM OF THE TEMPORARY SPAN WIRE MOUNTED SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARD 880001 WITH A MINIMUM OF 17 FT (5.18 m) FROM THE HIGHEST POINT OF PAVEMENT.
5. THE TOP OF THE SIGNAL HOUSING OF A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL NOT BE MORE THAN 25.6 FT (7.8 m) ABOVE THE PAVEMENT.

TRAFFIC SIGNAL EQUIPMENT OFFSET

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN PUSHBUTTON POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TEMPORARY WOOD POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
CONTROLLER CABINET	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.
SERVICE INSTALLATION, GROUND MOUNT	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.

NOTES:

1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TOTHE ROADWAY SIDE OF THE FOUNDATION.
4. ANY CHANGES TO THE OFFSETS OF THE FOUNDATIONS, FROM THE MINIMUM DISTANCES LISTED IN THE "TRAFFIC SIGNAL EQUIPMENT OFFSET" CHART AND THE TRAFFIC SIGNAL INSTALLATION PLAN, COULD EFFECT THE PLACEMENT OF THE SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS AND THE PEDESTRIAN PUSHBUTTONS. THE SIGNAL HEAD PLACEMENT ON THE MAST ARMS SHALL REMAIN AS PER THE TRAFFIC SIGNAL INSTALLATION PLAN AND THE "TRAFFIC SIGNAL MAST ARM AND SIGNAL POST" DETAIL ABOVE. THE PROPOSED MAST ARM LENGTHS MAY NEED TO BE REVISED TO MEET THE ABOVE REQUIREMENTS. THE PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS MUST MEET THE REQUIREMENTS UNDER THE DETAILS ON THIS SHEET.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 3 OF 7 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TS-05	CONTRACT NO.		
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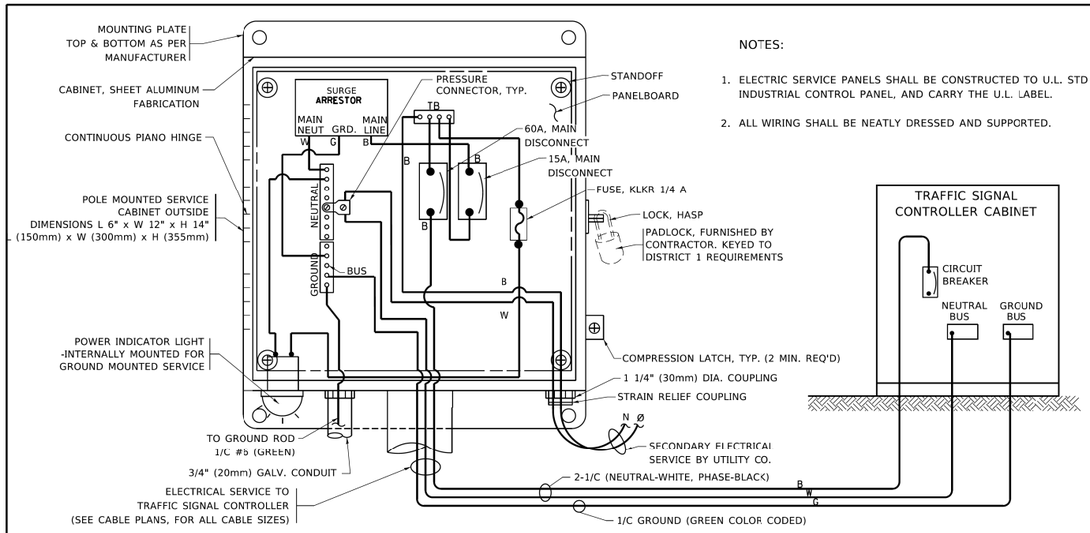
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CITY OF JOLIET

OLYMPIC BOULEVARD ROADWAY IMPROVEMENTS
D1-DETAILS

SCALE: | SHEET 21 OF 24 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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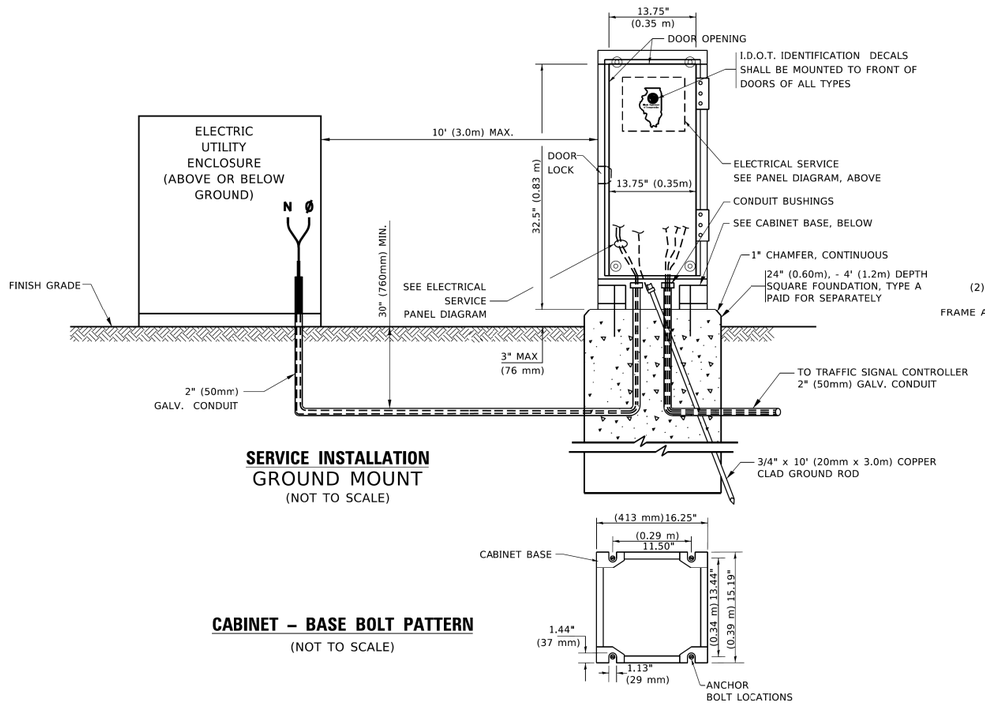
NOTES:

1. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO U.L. STD 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE U.L. LABEL.
2. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.

ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)

SERVICE INSTALLATION POLE MOUNT (SHOWN)

(NOT TO SCALE)

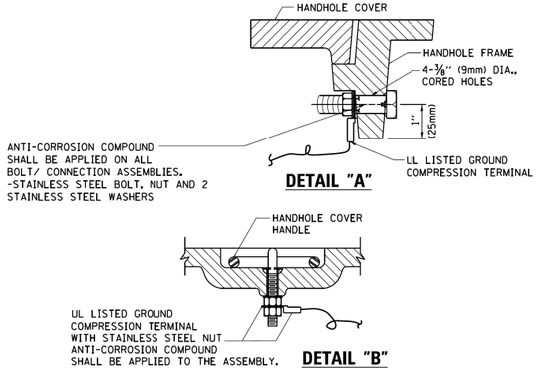


SERVICE INSTALLATION GROUND MOUNT

(NOT TO SCALE)

CABINET – BASE BOLT PATTERN

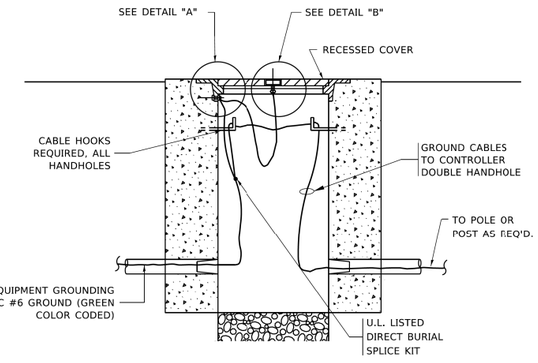
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NOTES:

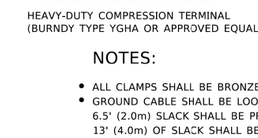
GROUNDING SYSTEM

1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC,). GROUND ROD SHALL BE 3/4" DIA. x 10'-0" (20mm x 3.0m) LONG, COPPER CLAD. ONE GROUND ROD SHALL BE INSTALLED AT ALL POST FOUNDATIONS, POLE FOUNDATIONS, CONTROLLER CABINET FOUNDATION AND ELECTRICAL SERVICE INSTALLATION AS INDICATED ON THE CABLE PLAN. IF THERE ARE ANY SPECIAL CONDITIONS SUCH AS SUB-SURFACE CONDITIONS OR INSTALLATION PROBLEMS, THE RESIDENT ENGINEER SHALL BE NOTIFIED OR CONTACT THE BUREAU OF TRAFFIC, ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE AT (847) 705-4139.
2. THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
3. ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
4. THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.

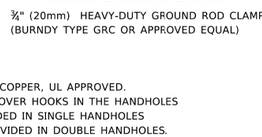


HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



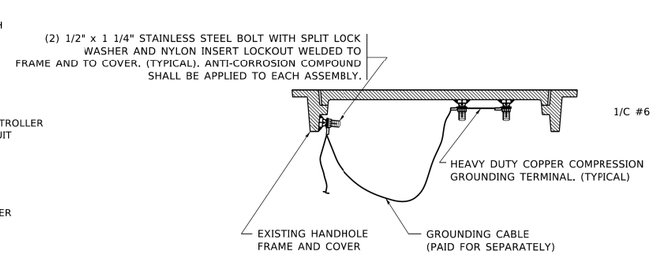
HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)



¾" (20mm) HEAVY-DUTY GROUND ROD CLAMP (BURNDY TYPE GRC OR APPROVED EQUAL)

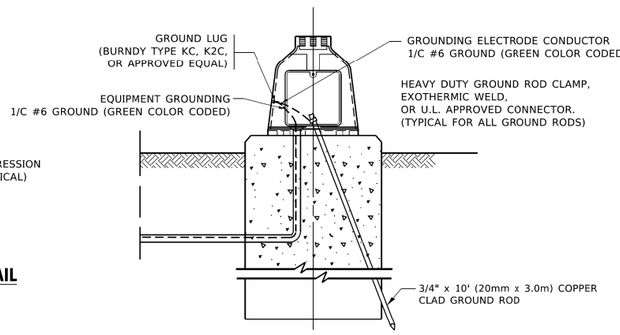
NOTES:

- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
- GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES
  6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES
  13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES.
  5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NCT TO SCALE)



MAST ARM POLE /POST–GROUNDING DETAIL

(NOT TO SCALE)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 4 OF 7 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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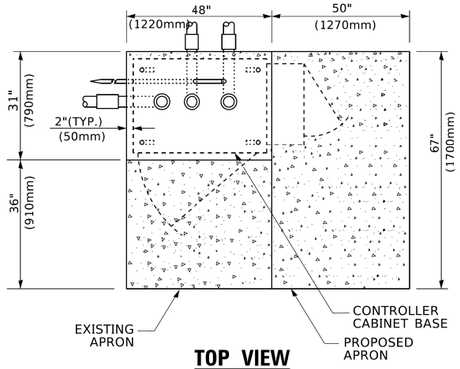
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CITY OF JOLIET

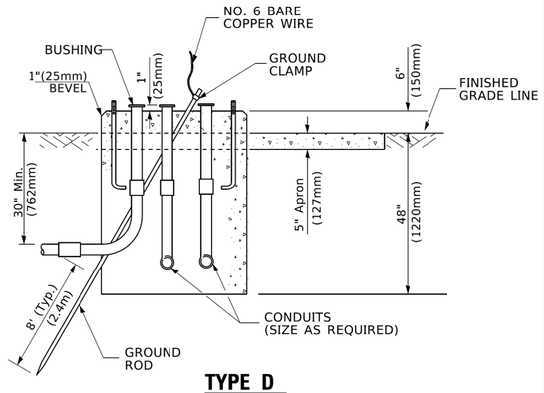
OLYMPIC BOULEVARD ROADWAY IMPROVEMENTS
D1–DETAILS

SCALE: | SHEET 22 OF 24 SHEETS | STA. | TO STA.

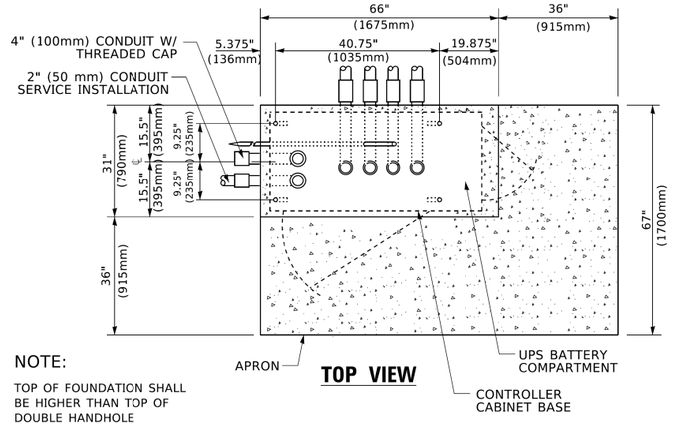
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TOP VIEW



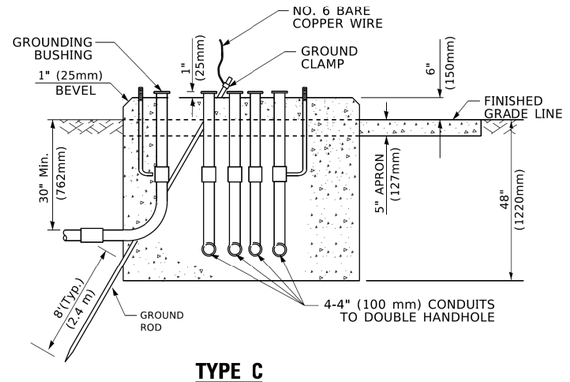
TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



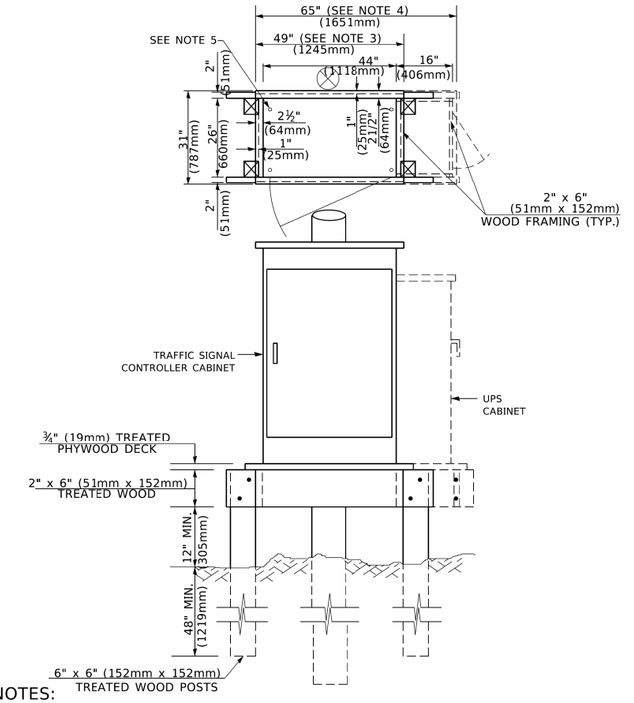
NOTE:

TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE

TOP VIEW



TYPE C
FOR GROUND MOUNTED
SUPER P (TYPE IV) AND SUPER R (TYPE V)
CONTROLLER CABINETS



NOTES:

1. BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26" x 44" (660mm x 1118mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED
2. BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" x 25" (406mm x 635mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
3. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.
4. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.
5. DRILLED HOLES THROUGH THE PLATFORM BASE TO MATCH THE CONTROLLER CABINET BOLT TEMPLATE. FASTEN THE CONTROLLER CABINET TO THE PLATFORM WITH CARRIAGE BOLTS, WASHERS AND NUTS.
6. FASTEN ALL SUPPORT WOOD FRAMING TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION..

TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM

CABLE SLACK LENGTH	FEET	METER
HANDHOLE	6.5	2.0
DOUBLE HANDHOLE	13.0	4.0
SIGNAL POST	2.0	0.6
MAST ARM	2.0	0.6
CONTROLLER CABINET	1.5	0.5
FIBER OPTIC AT CABINET	13.0	4.0
ELECTRIC SERVICE AT (CABINET OR SERVICE LOCATION)	1.5	0.5
GROUND CABLE (SIGNAL POST, MAST ARM, CABINET)	1.5	0.5
GROUND CABLE (BETWEEN FRAME AND COVER)	5.0	1.6

CABLE SLACK

VERTICAL CABLE LENGTH	FEET	METER
MAST ARM POLE (MAST ARM MOUNTED SIGNAL HEAD) (L = MAST ARM LENGTH - DISTANCE TO SIGNAL HEAD FROM END OF ARM)	20.0+L	6.0+L
BRACKET MOUNTED (MAST ARM POLE OR SIGNAL POLE)	13.0	4.0
PEDESTRIAN PUSH BUTTON	6.0	2.0
SERVICE INSTALLATION POLE MOUNT TO SERVICE DROP	13.5	4.1
SERVICE INSTALLATION POLE MOUNT TO GROUND	13.5	4.1
SERVICE INSTALLATION GROUND MOUNT	6.0	2.0
FOUNDATION (SIGNAL POST, MAST ARM POLE, CONTROLLER CABINET, SERVICE-GROUND MOUNT)	3.0	1.0

VERTICAL CABLE LENGTH

FOUNDATION	DEPTH
TYPE A - Signal Post	4'-0" (1.2m)
TYPE C - CONTROLLER W/ UPS	4'-0" (1.2m)
TYPE D - CONTROLLER	4'-0" (1.2m)
SERVICE INSTALLATION, GROUND MOUNT, TYPE A - SQUARE	4'-0" (1.2m)

DEPTH OF FOUNDATION

Mast Arm Length	① Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

1. These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average Unconfined Compressive Strength (Qu) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & Structures should be contacted for a revised design if other conditions are encountered.
2. Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
3. Combination mast arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations
4. For mast arm assemblies with dual arms refer to state standard 878001..

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 5 OF 7 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TS-05	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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PATRICK

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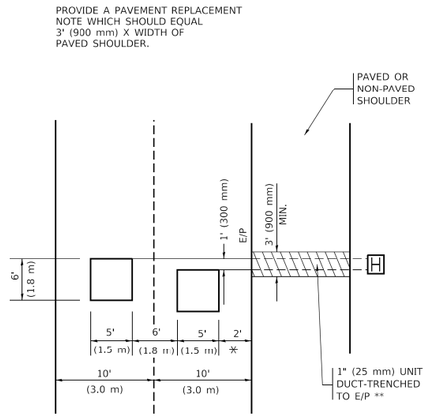
CITY OF JOLIET

OLYMPIC BOULEVARD ROADWAY IMPROVEMENTS
D1-DETAILS

SCALE: | SHEET 23 OF 24 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	169
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

LOOPS NEXT TO SHOULDERS

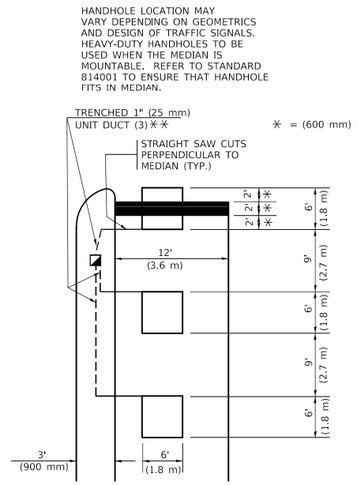


* = (600 mm)

** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

LEFT TURN LANES WITH MEDIANS

VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH (PROTECTED / PERMITTED LEFT TURN PHASING)

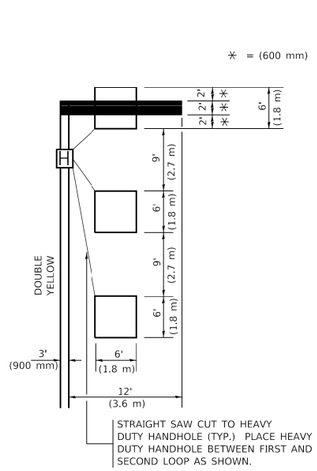


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

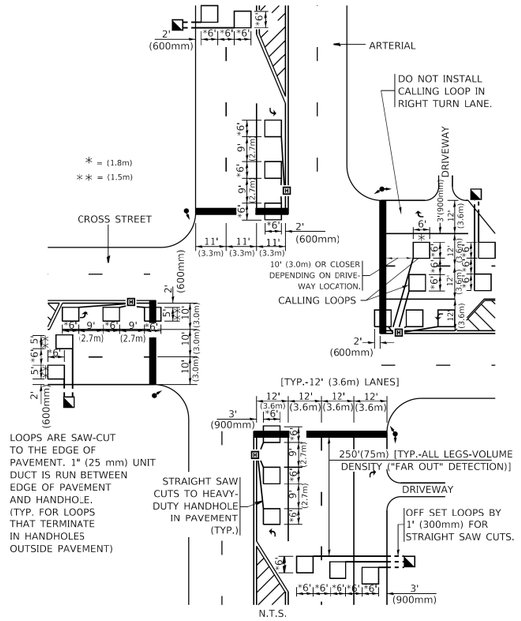
LEFT TURN LANES WITHOUT MEDIANS

VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH (PROTECTED / PERMITTED LEFT TURN PHASING)



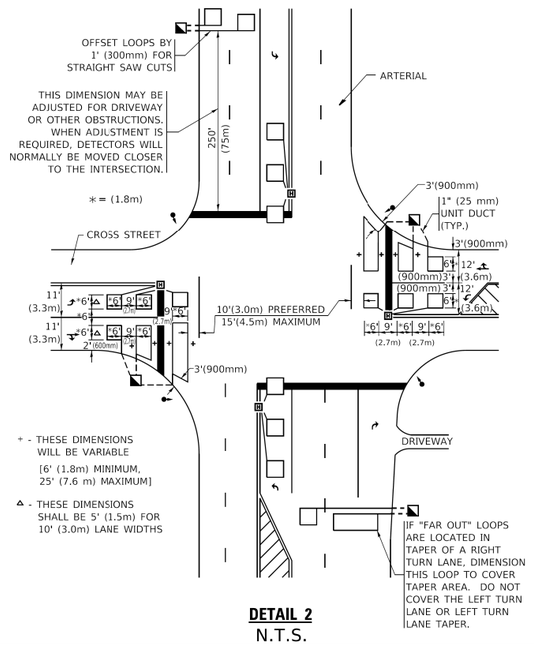
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)
CROSS STREET-NON VOLUME DENSITY ("FAR OUT" DETECTION)



DETAIL 1
N.T.S.

ARTERIAL-VOLUME DENSITY ("FAR OUT' DETECTION)
CROSS STREET-NON VOLUME DENSITY ("UPTIGHT" PRESENCE DETECTION)



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

* ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
* EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
* EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATLY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
* ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
* EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
* WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
* WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

PLACEMENT OF DETECTORS

THE FOLLOWING FIGURES REPRESENT THE MOST COMMON DETECTOR LOOP LOCATIONS AND SIZES. ADJUSTMENTS WILL BE NECESSARY FOR SPECIFIC GEOMETRIC CONSIDERATIONS.

LOCATIONS AND DEMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON ALL SIGNAL LAYOUT PLAN SHEETS.

"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0 m-4.5 m) BEHIND THE CROSSING STREET'S EDGE OF PAVEMENT EXTENDED.

NOTE:

ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TS-07	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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PATRICK

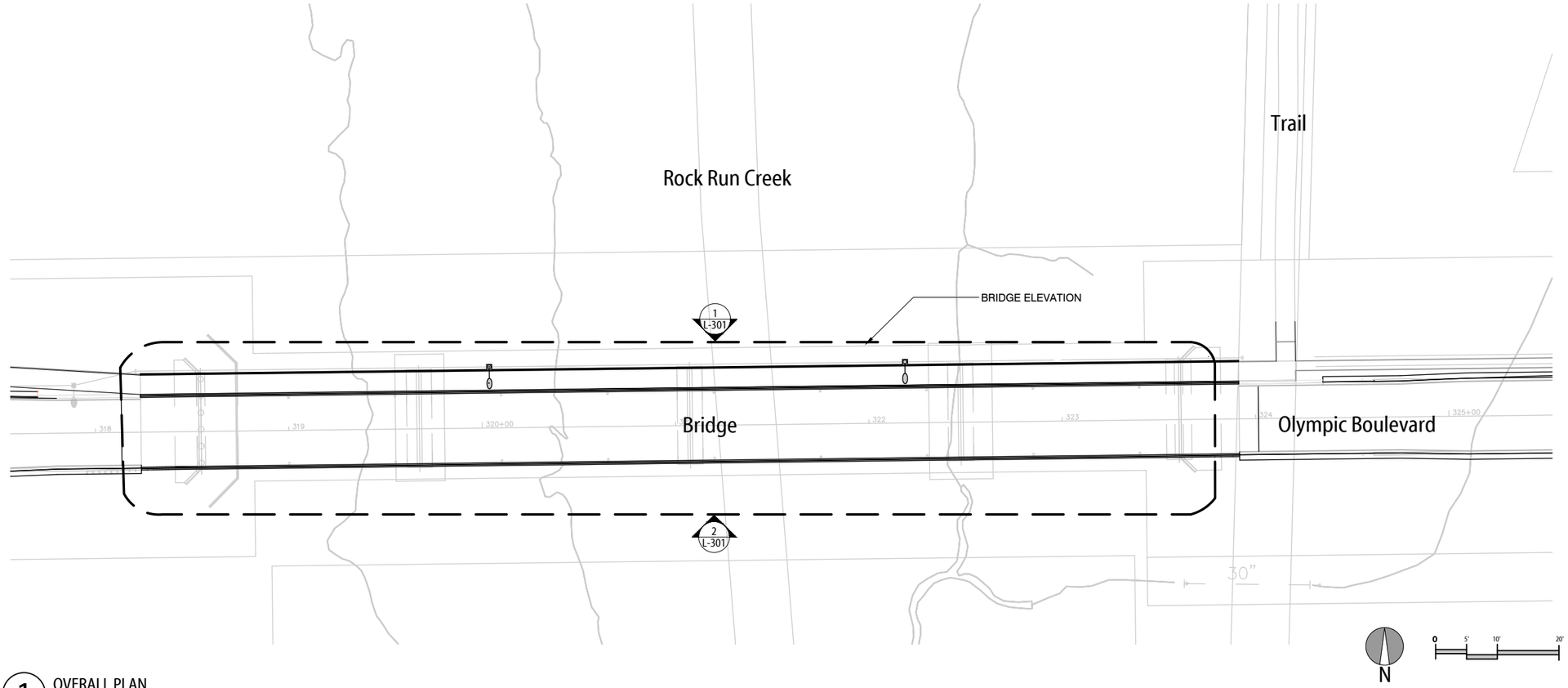
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CITY OF JOLIET

OLYMPIC BOULEVARD ROADWAY IMPROVEMENTS
D1–DETAILS

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

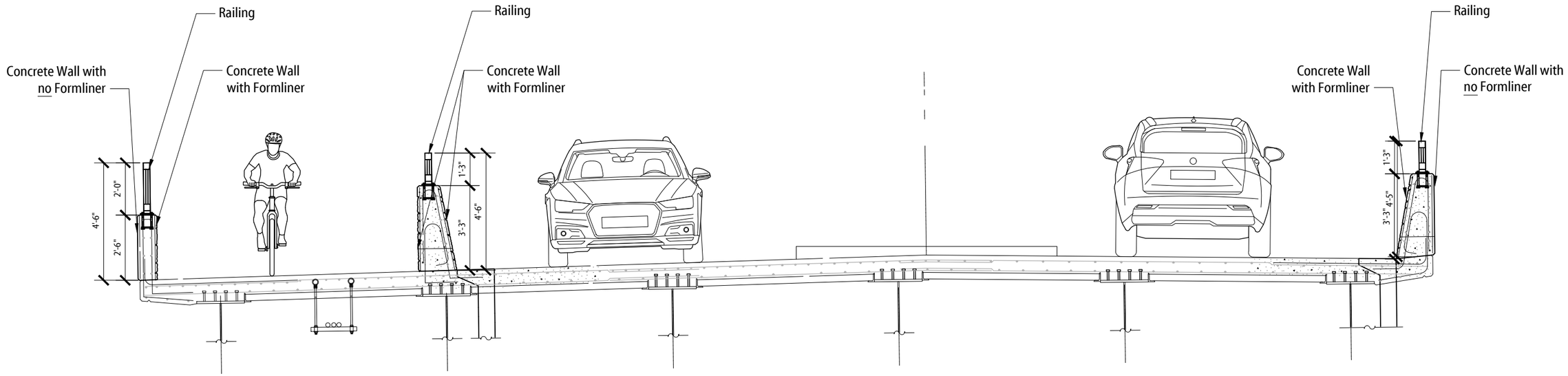
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	21-00544-00-PV	WILL	208	170
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			



1 OVERALL PLAN

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PLOT DATE =	DATE – 03/1/2023	REVISED –		SCALE: N.T.S. SHEET L-100			ILLINOIS FED. AID PROJECT		



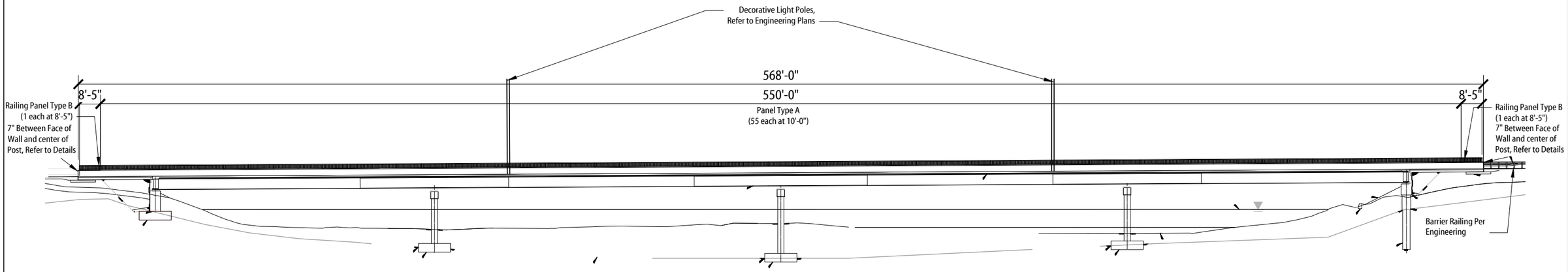
1 BRIDGE SECTION - LOOKING EAST

Refer to engineering drawings for all bridge and roadway information.

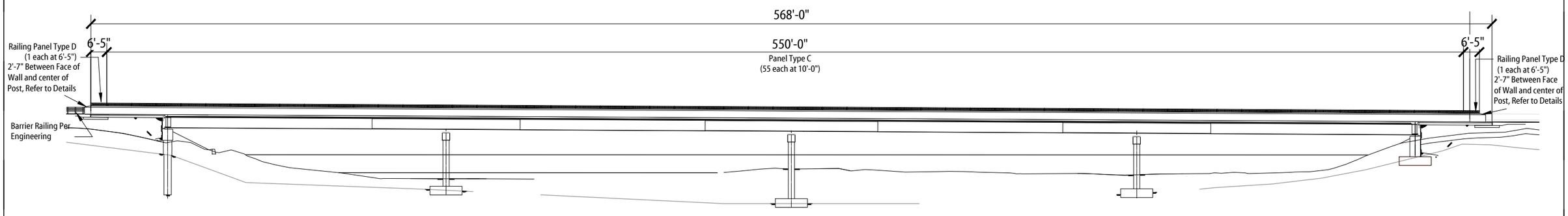
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	172
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			



1 BRIDGE WALL AND RAILING ELEVATION - LOOKING SOUTH (NORTH BRIDGE PARAPET)



2 BRIDGE WALL AND RAILING ELEVATION - LOOKING NORTH (SOUTH BRIDGE PARAPET SHOWN, MIDDLE BRIDGE PARAPET SIMILAR)

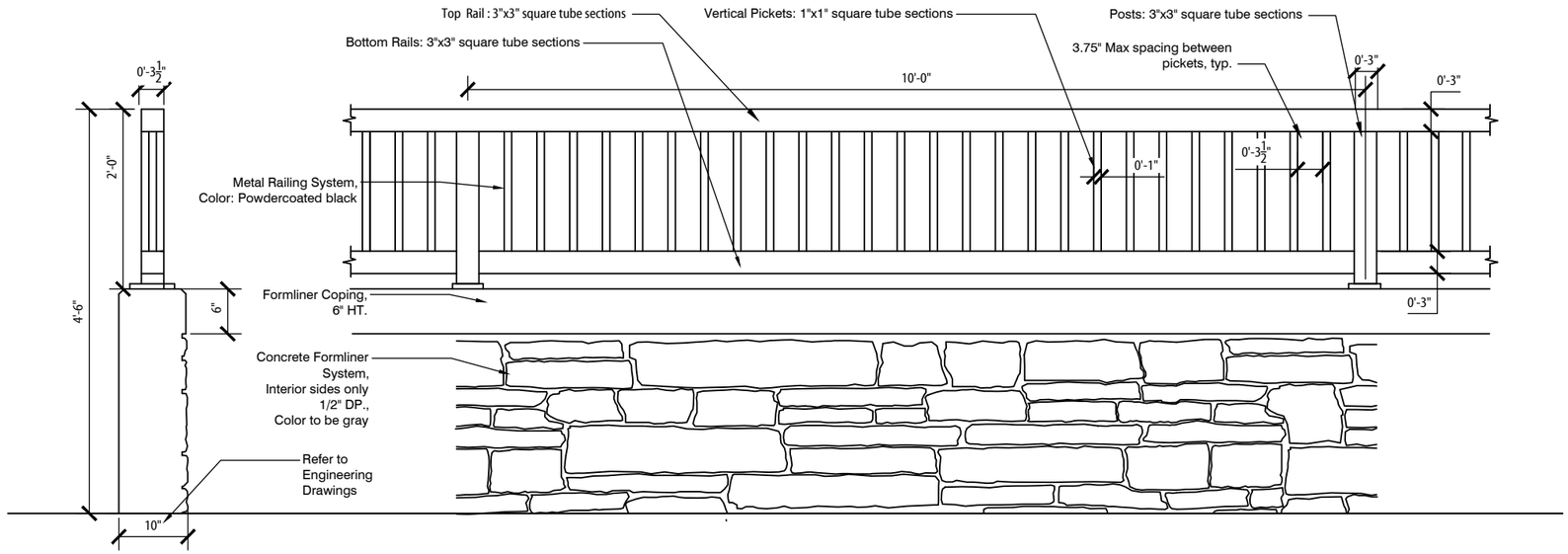
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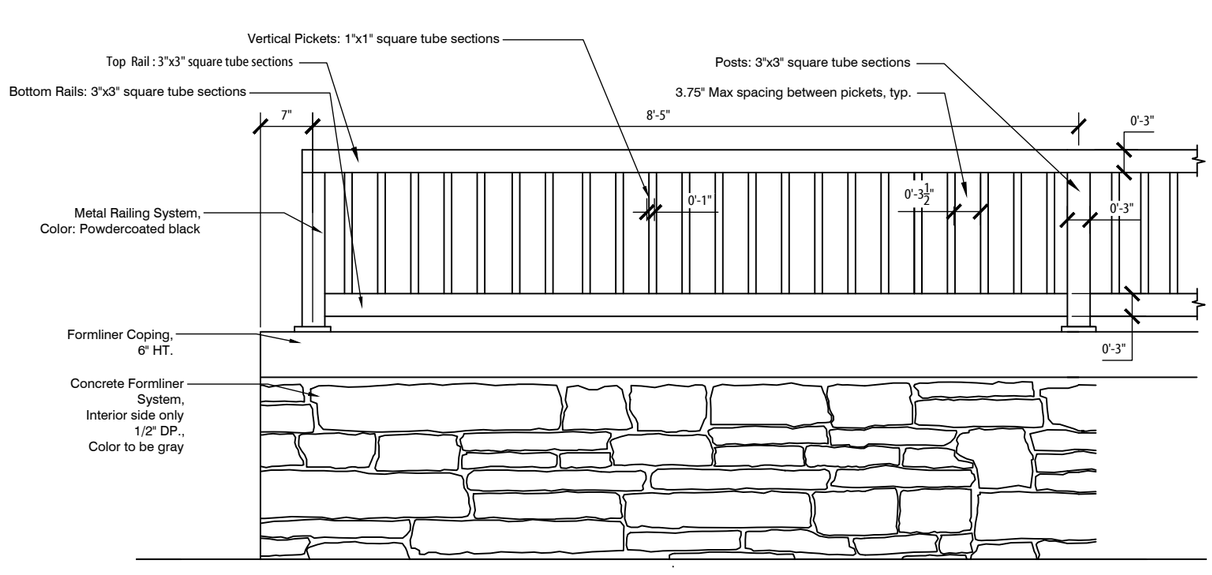
OLYMPIC BOULEVARD ROADWAY IMPROVEMENTS
BRIDGE ENLARGEMENT – ELEVATIONS

SCALE: N.T.S. | SHEET L-301

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	173
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



1 BRIDGE WALL AND RAILING DETAIL - PANEL TYPE A



2 BRIDGE WALL AND RAILING DETAIL - PANEL TYPE B

Note applies to all railings:

1. All railings shall be factory assembled
2. No field welds are accepted
3. All exposed surfaces shall be powdercoated black
4. Contractor to provide shop drawings with structural stamps for review
5. Contractor to provide material color samples for review

Note applies to all formliner walls:

1. All patterns shall appear continuous along all exposed surfaces
2. Contractor to provide shop drawings for review
3. Contractor to provide material color samples for review
4. Refer to engineering drawings for additional information, including all structural details.
5. Concrete shall be standard grey color

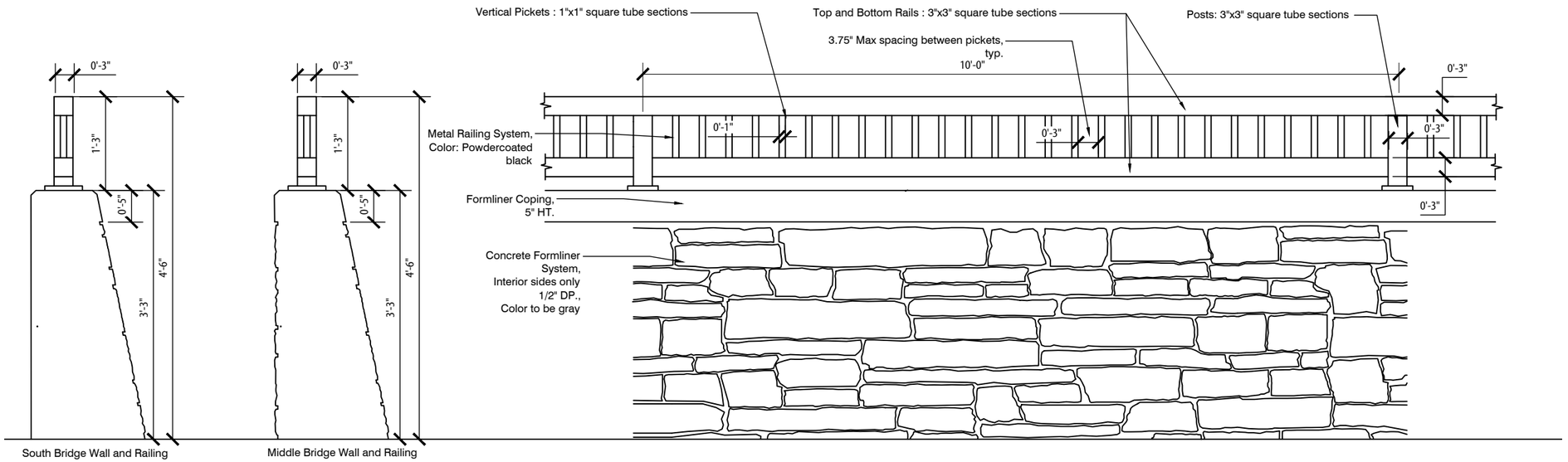
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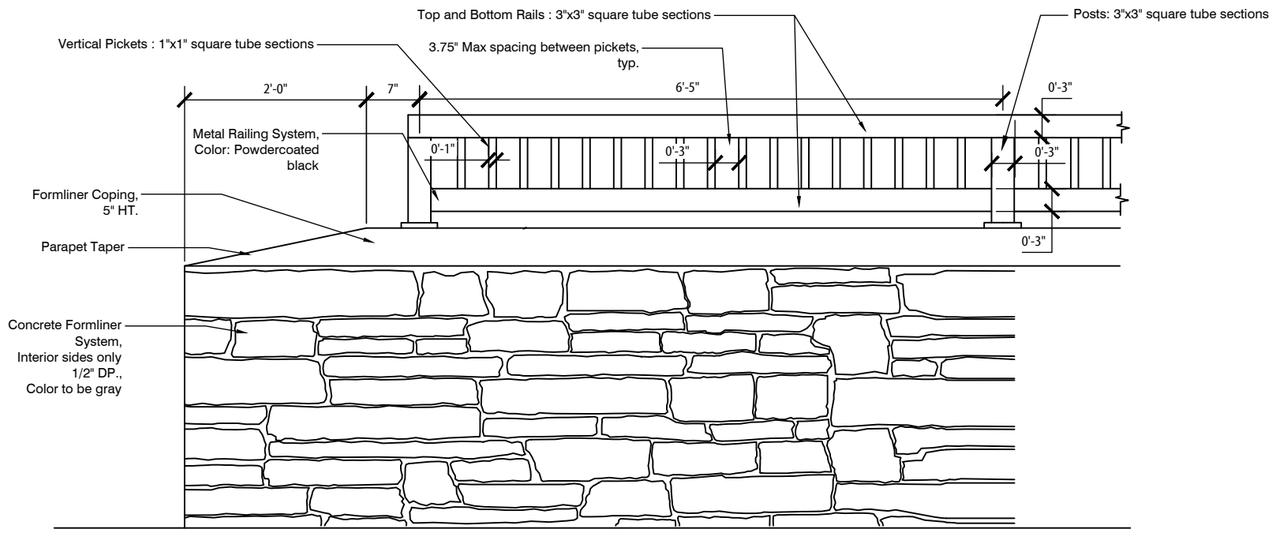
OLYMPIC BOULEVARD ROADWAY IMPROVEMENTS
BRIDGE ENLARGEMENT – DETAILS

SCALE: N.T.S. | SHEET L-500

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	174
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



1 BRIDGE WALL AND RAILING DETAIL - PANEL TYPE C



2 BRIDGE WALL AND RAILING DETAIL - PANEL TYPE D

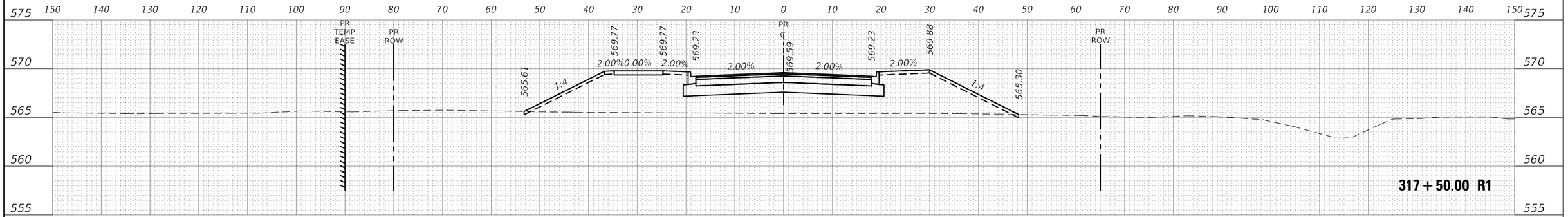
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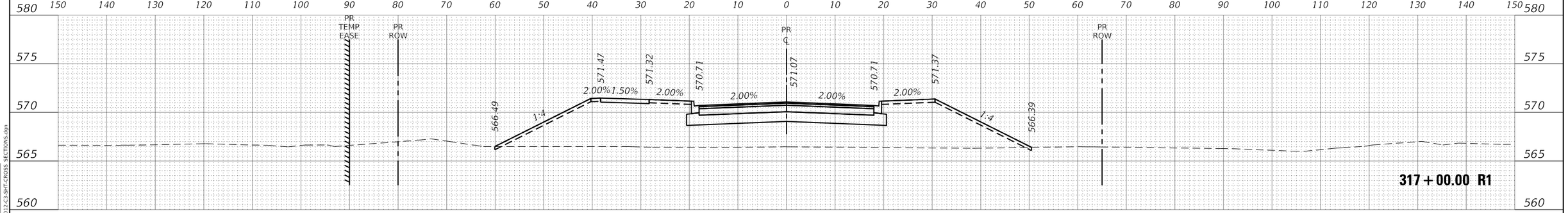
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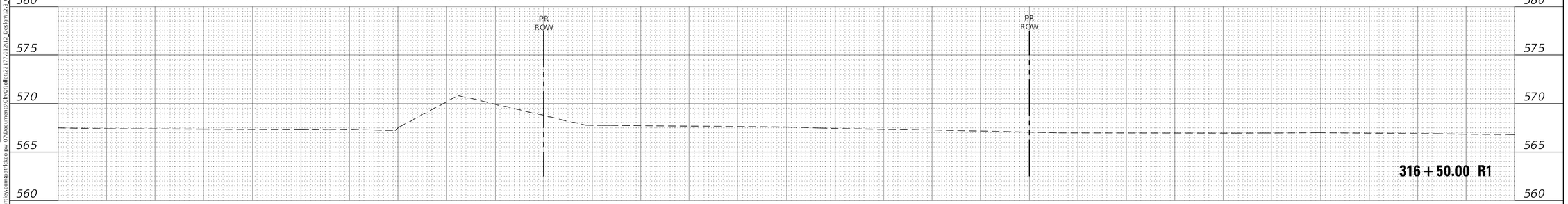
OLYMPIC BOULEVARD ROADWAY IMPROVEMENTS
BRIDGE ENLARGEMENT – DETAILS

SCALE: N.T.S. | SHEET L-501

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21–00544–00–PV	WILL	208	175
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OLYMPIC BOULEVARD
CROSS SECTIONS

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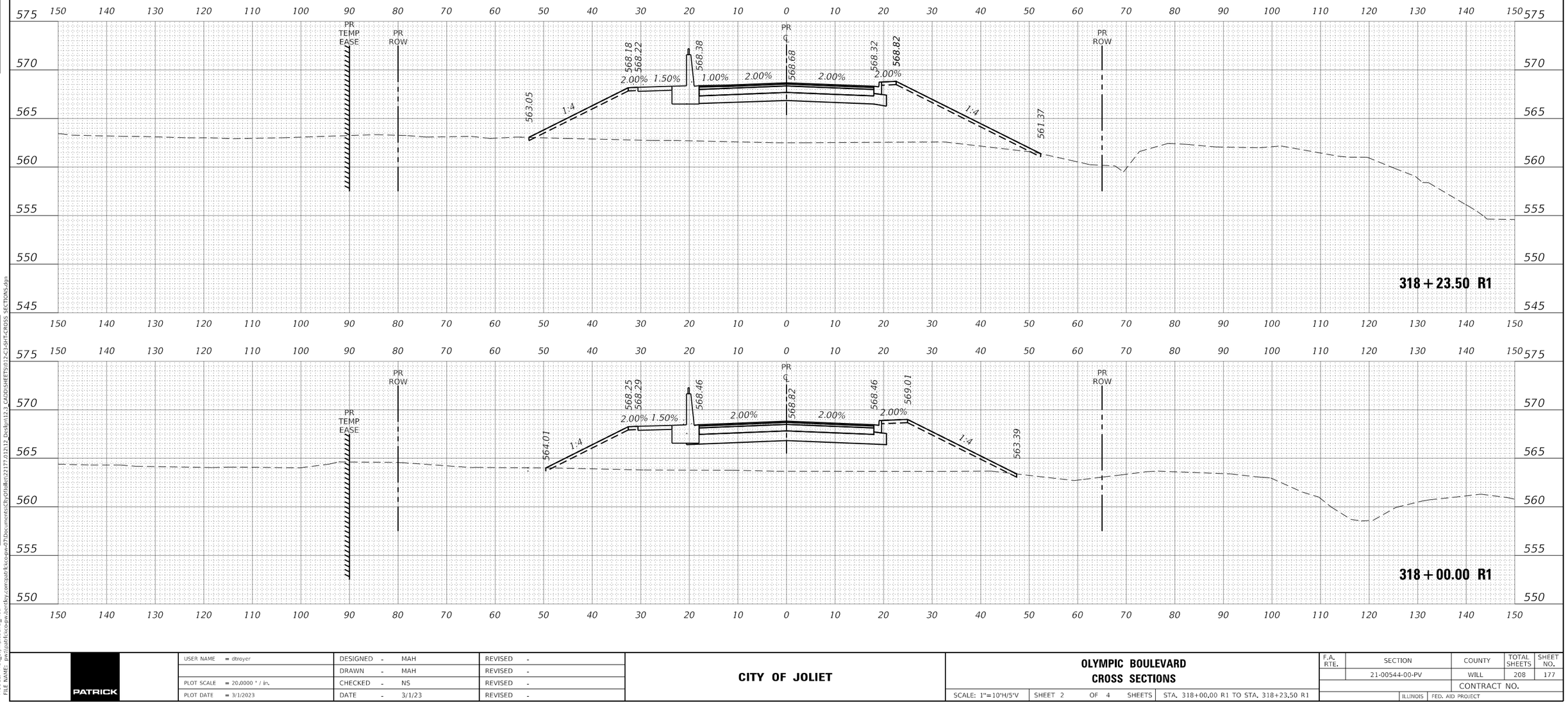
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	ILLINOIS	FED. AID PROJECT		

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

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NOTE BOOK	BY
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	TEMPLATE
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ORIGINAL SURVEY	DATE
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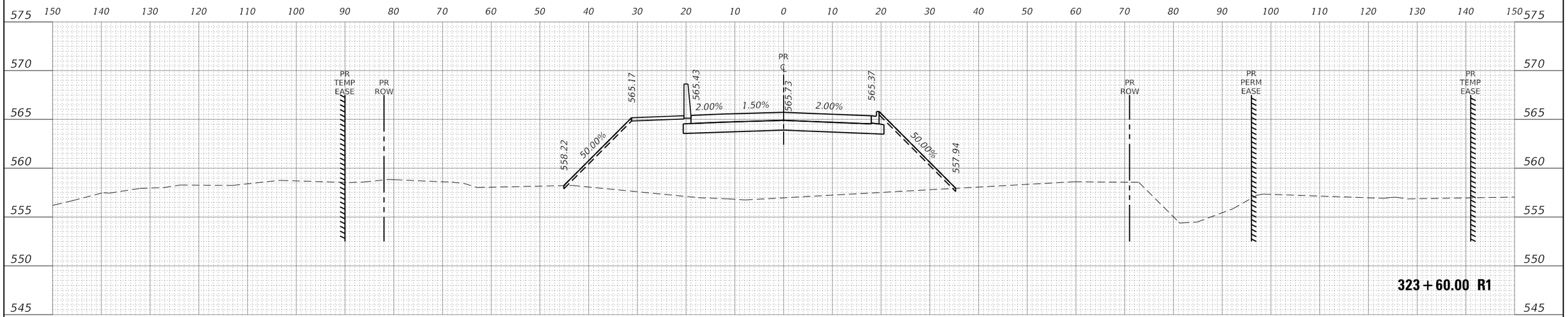
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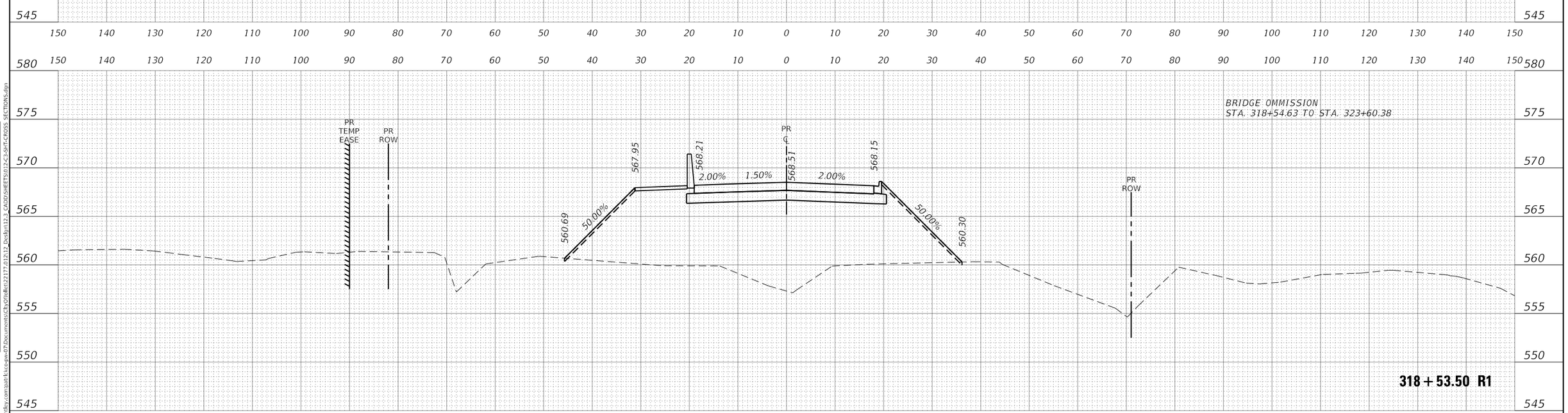
CITY OF JOLIET

OLYMPIC BOULEVARD
CROSS SECTIONS

SCALE: 1"=10'H/5'V | SHEET 2 OF 4 SHEETS | STA. 318+00.00 R1 TO STA. 318+23.50 R1

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	177
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			





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PLOT DATE = 3/1/2023	DATE - 3/1/23	REVISED -	

OLYMPIC BOULEVARD
CROSS SECTIONS

SCALE: 1"=10'H/5'V | SHEET 3 OF 4 SHEETS | STA. 318+53.50 R1 TO STA. 323+60.00 R1

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

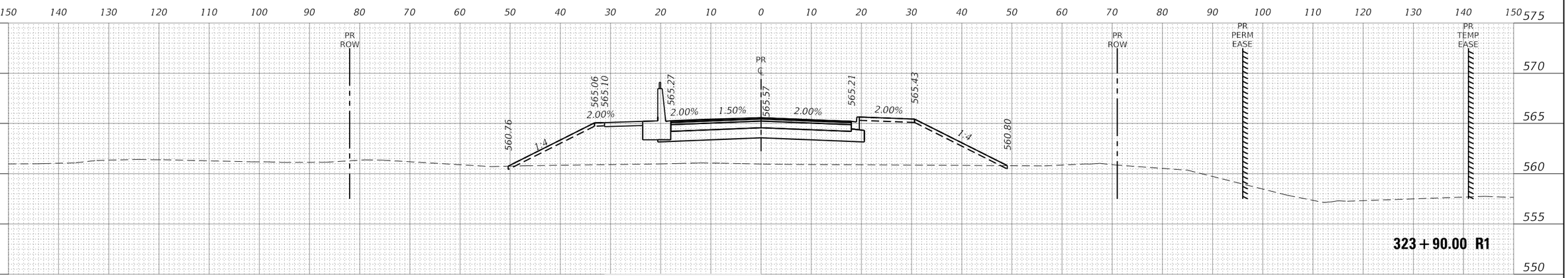
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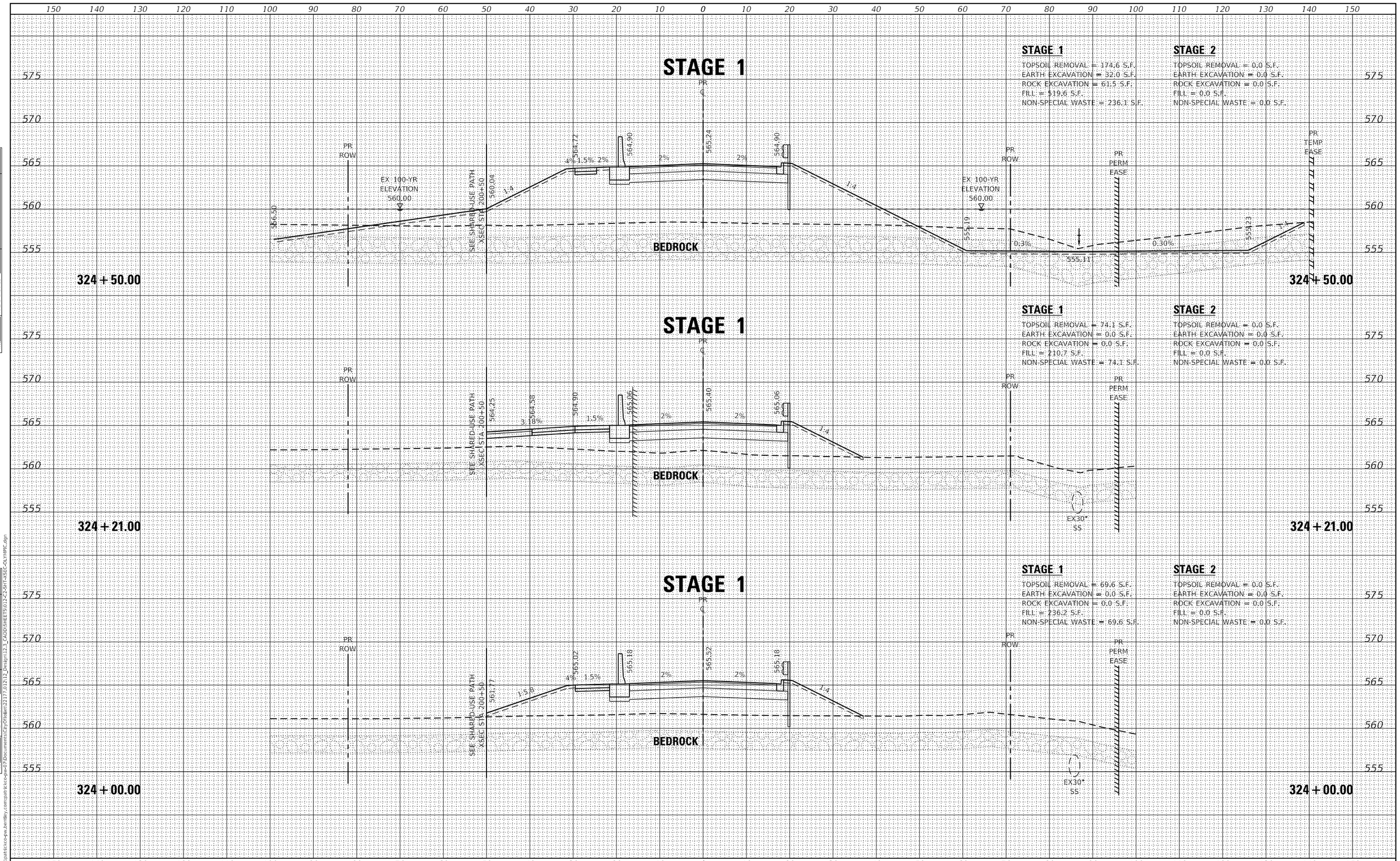
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PATRICK

USER NAME = dtroyer	DESIGNED - MAH	REVISED -	**CITY OF JOLIET**	**OLYMPIC BOULEVARD CROSS SECTIONS**
	DRAWN - MAH	REVISED -		
PLOT SCALE = 20.0000 ' / in.	CHECKED - NS	REVISED -		
PLOT DATE = 3/1/2023	DATE - 3/1/23	REVISED -		

SCALE: 1"=10'H/5'V | SHEET 4 OF 4 SHEETS | STA. 323+90.00 R1 TO STA. 324+50.00 R1

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	179
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



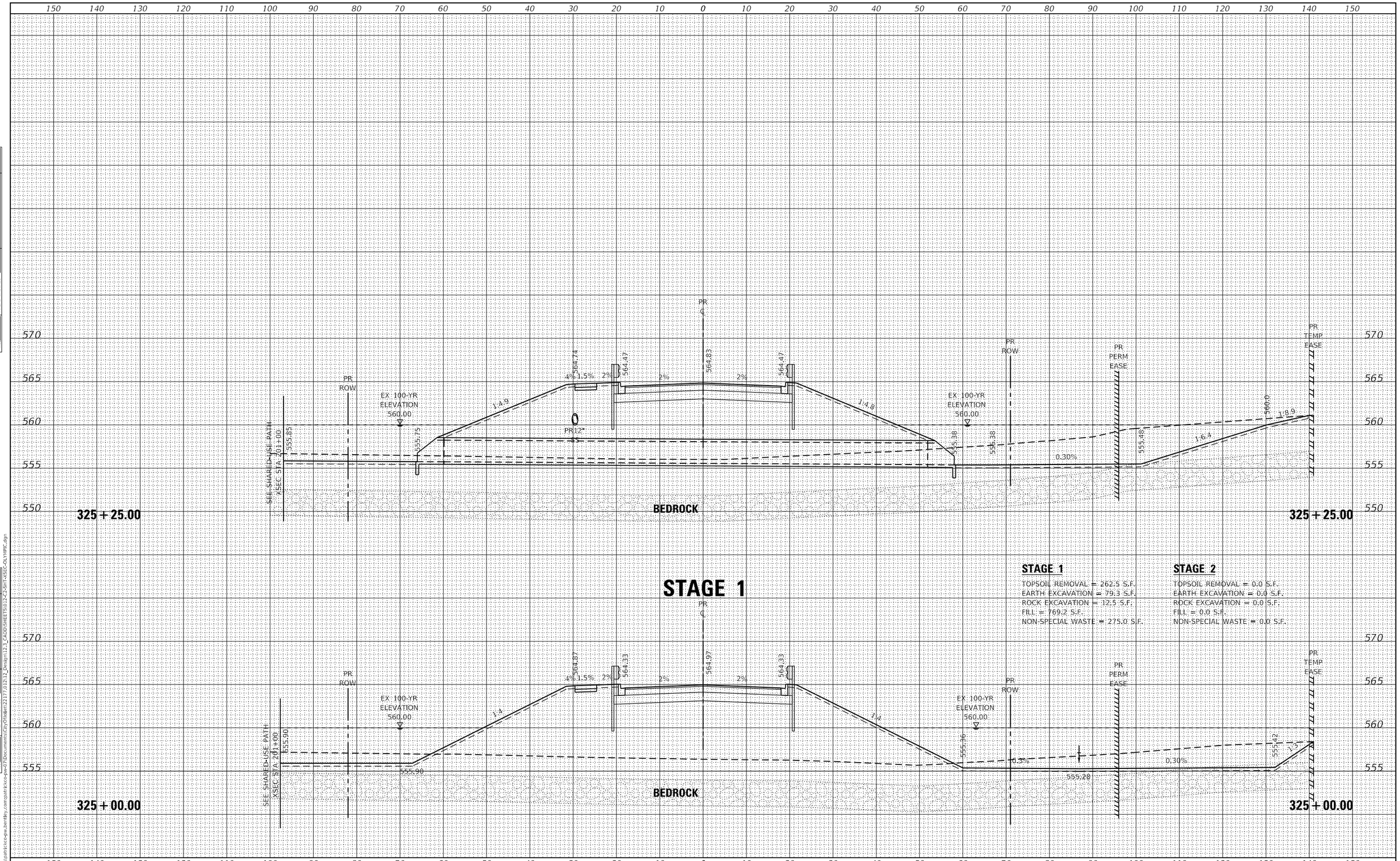
FINAL SURVEY — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — NOTE BOOK — NO. — BY — DATE

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

PLOT DRIVER = $PLTDRVLS
PEN TABLE = $PENTBLLS
FILE NAME = pw:\\patrickco>pw.bentley.com:patrickco-pw\Documents\City Of Joliet\22177.01\12.13_Design\12.3_CADD\SHEETS\012-C2-SHT-XSEC-OLYMPIC.dgn

CIVILTECH	USER NAME = dtroyer	DESIGNED - MJP	REVISED -	CITY OF JOLIET
		DRAWN - MC	REVISED -	OLYMPIC BOULEVARD CROSS SECTIONS
	PLOT SCALE = 20.0000 ' / in.	CHECKED - DNM	REVISED -	SCALE: 1"=10'H/5'V · SHEET OF SHEETS · STA. 324+00.00 · TO STA. 324+50.00
	PLOT DATE = 3/1/2023	DATE - SDATE	REVISED -	

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	180
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			



STAGE 1

TOPSOIL REMOVAL = 262.5 S.F.
EARTH EXCAVATION = 79.3 S.F.
ROCK EXCAVATION = 12.5 S.F.
FILL = 769.2 S.F.
NON-SPECIAL WASTE = 275.0 S.F.

STAGE 2

TOPSOIL REMOVAL = 0.0 S.F.
EARTH EXCAVATION = 0.0 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 0.0 S.F.
NON-SPECIAL WASTE = 0.0 S.F.

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

BY	DATE

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

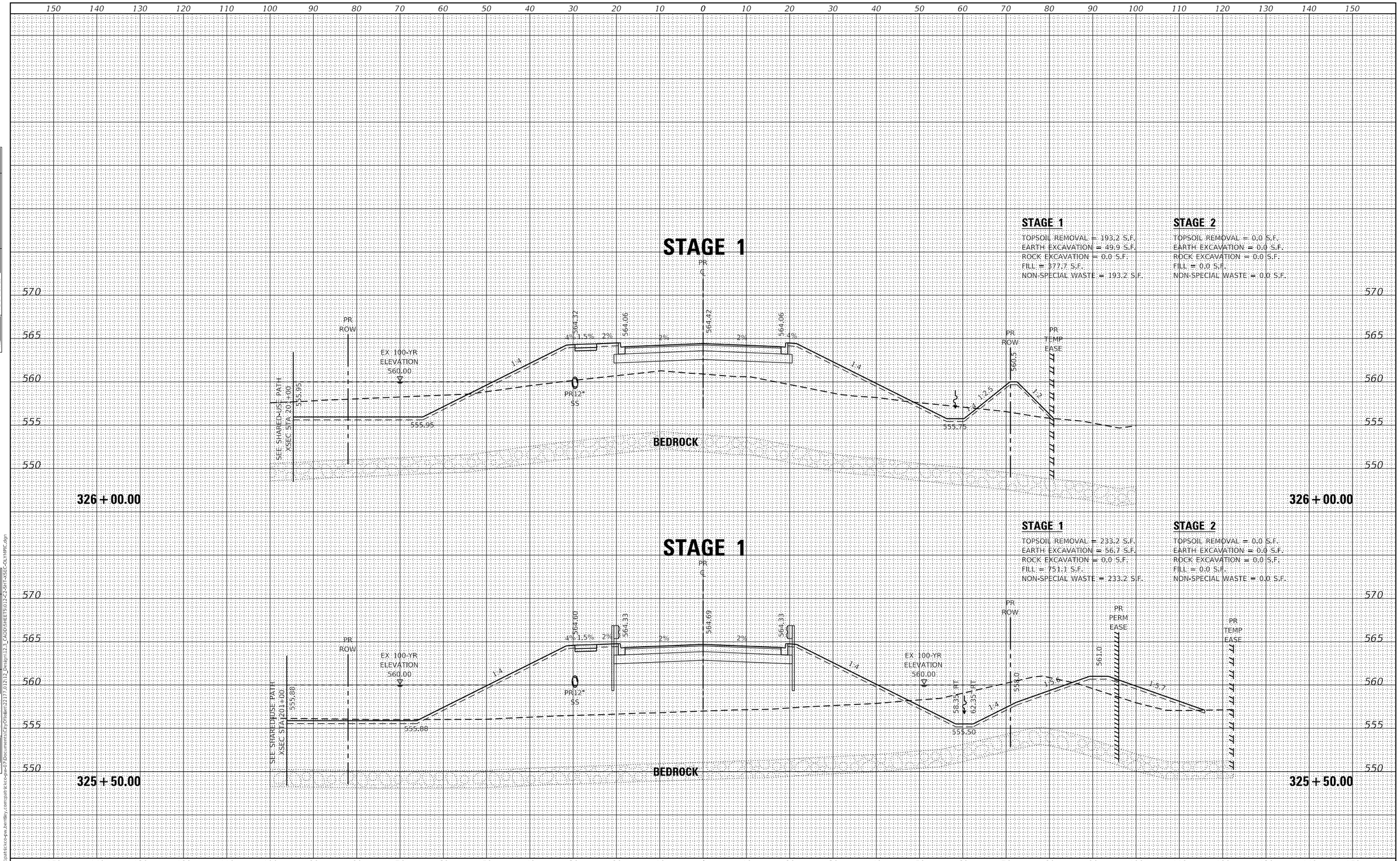
BY	DATE

PLOT DRIVER = $PLTDRVLS
PEN TABLE = $PENTBLLS
FILE NAME = pw:\\plantech-pw.bentley.com:plantech-pw-02\Documents\CityOfJoliet\22177.012\12_Design\13_3_CADD\SHEETS\012-C2-SHT-XSEC-OLYMPIC.dgn

CIVILTECH

USER NAME = dtroyer	DESIGNED - MJP	REVISED -	CITY OF JOLIET	OLYMPIC BOULEVARD CROSS SECTIONS	
	DRAWN - MC	REVISED -			
PLOT SCALE = 20.0000 ' / in.	CHECKED - DNM	REVISED -			
PLOT DATE = 3/1/2023	DATE - $DATE	REVISED -		SCALE: 1"=10'H/5'V SHEET OF SHEETS STA. 325+00.00 TO STA. 325+25.00	

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	181
		CONTRACT NO.		
	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

PLOT DRIVER = $PLTDRVLS
PEN TABLE = $PENTBLLS
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CIVILTECH

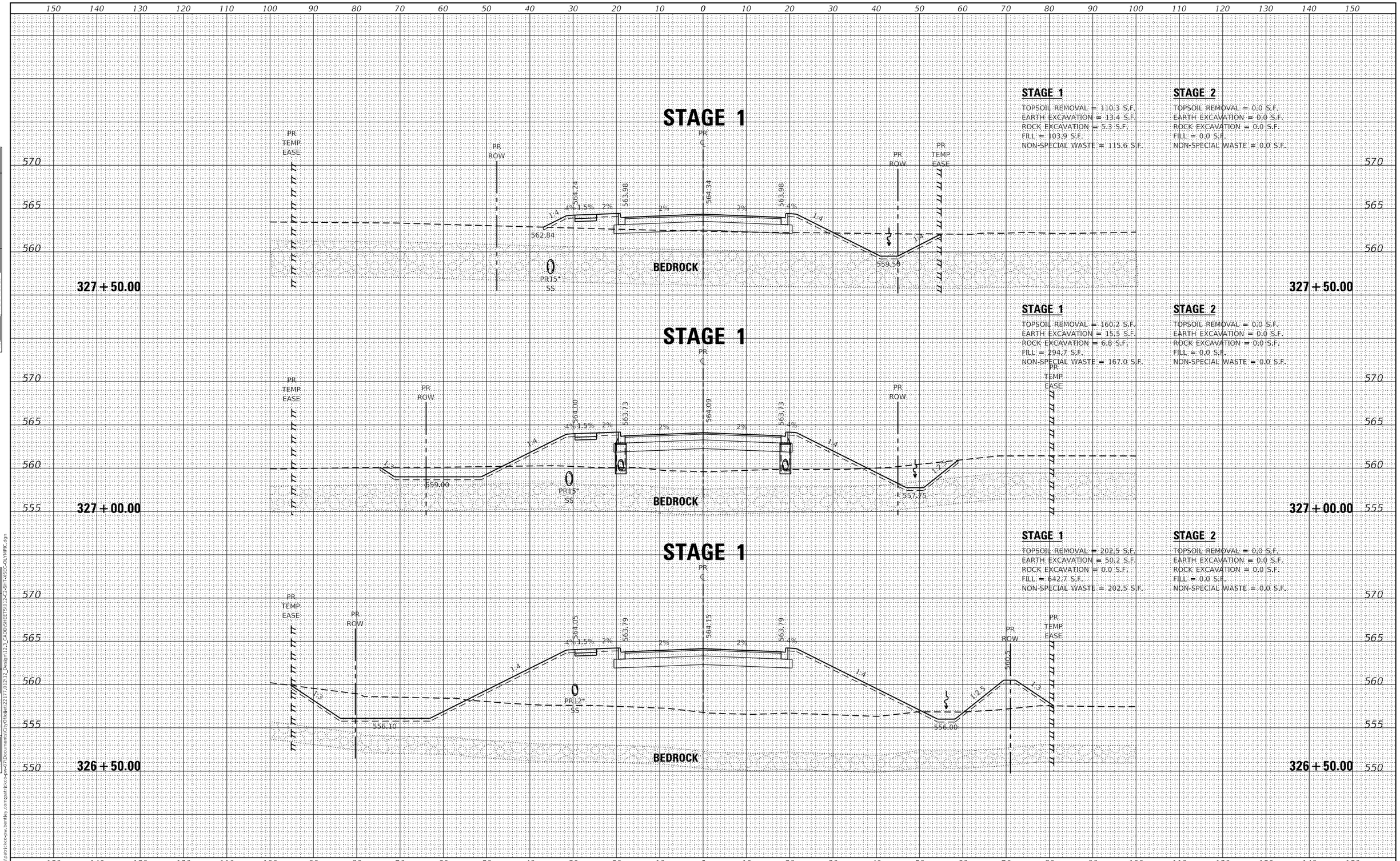
USER NAME = dtroyer	DESIGNED - MJP	REVISED -	
	DRAWN - MC	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - DNM	REVISED -	
PLOT DATE = 3/1/2023	DATE - $DATE	REVISED -	

CITY OF JOLIET

OLYMPIC BOULEVARD
CROSS SECTIONS

SCALE: 1"=10'H/5'V | SHEET OF SHEETS | STA. 325+50.00 | TO STA. 326+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	182
		CONTRACT NO.		
	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

PLOT DRIVER = $PLTDRVLS
PEN TABLE = $PENTBLLS
FILE NAME = pw:\\patrick<<do>>pw.bentley.com:patrick<<do>>D7\Documents\City Of Joliet\22177_012\12_Design\13_3_CADD\SHEETS\012-Z2-SHT-XSEC-OLYMPIC.dgn

CIVILTECH

USER NAME = dtroyer	DESIGNED - MJP	REVISED -
	DRAWN - MC	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - DNM	REVISED -
PLOT DATE = 3/1/2023	DATE - $DATE	REVISED -

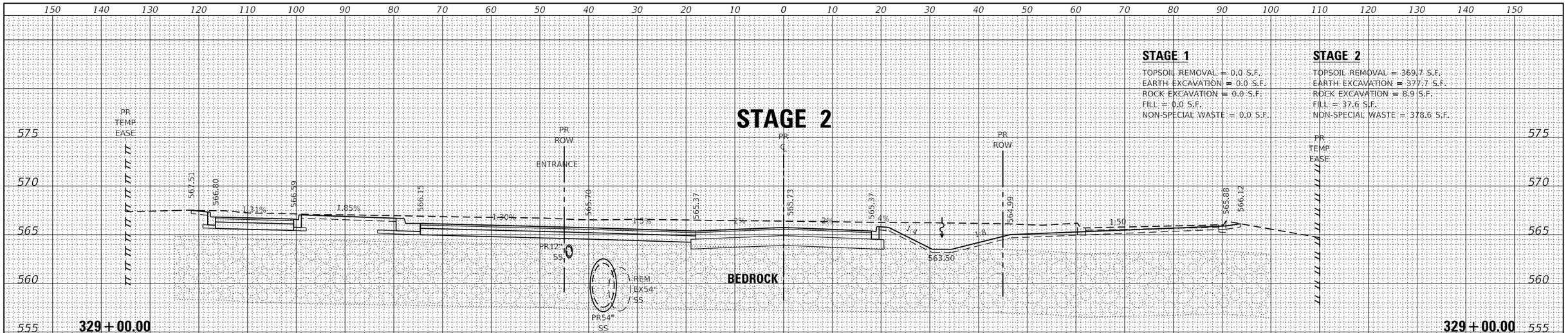
CITY OF JOLIET

OLYMPIC BOULEVARD
CROSS SECTIONS

SCALE: 1"=10'H/5'V | SHEET OF SHEETS | STA. 326+50.00 | TO STA. 327+50.00

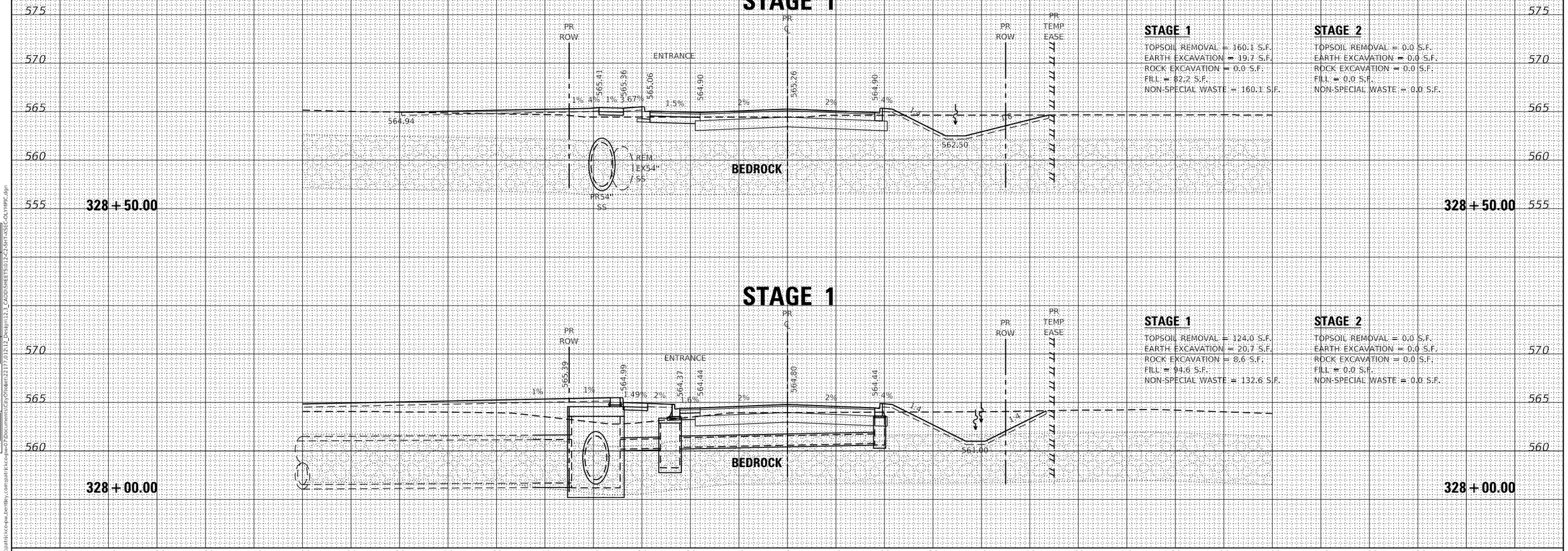
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	183
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

STAGE 2



STAGE 1	STAGE 2
TOPSOIL REMOVAL = 0.0 S.F.	TOPSOIL REMOVAL = 369.7 S.F.
EARTH EXCAVATION = 0.0 S.F.	EARTH EXCAVATION = 377.7 S.F.
ROCK EXCAVATION = 0.0 S.F.	ROCK EXCAVATION = 8.9 S.F.
FILL = 0.0 S.F.	FILL = 37.6 S.F.
NON-SPECIAL WASTE = 0.0 S.F.	NON-SPECIAL WASTE = 378.6 S.F.

STAGE 1



STAGE 1	STAGE 2
TOPSOIL REMOVAL = 160.1 S.F.	TOPSOIL REMOVAL = 0.0 S.F.
EARTH EXCAVATION = 19.7 S.F.	EARTH EXCAVATION = 0.0 S.F.
ROCK EXCAVATION = 0.0 S.F.	ROCK EXCAVATION = 0.0 S.F.
FILL = 82.2 S.F.	FILL = 0.0 S.F.
NON-SPECIAL WASTE = 160.1 S.F.	NON-SPECIAL WASTE = 0.0 S.F.

STAGE 1

STAGE 1	STAGE 2
TOPSOIL REMOVAL = 124.0 S.F.	TOPSOIL REMOVAL = 0.0 S.F.
EARTH EXCAVATION = 20.7 S.F.	EARTH EXCAVATION = 0.0 S.F.
ROCK EXCAVATION = 8.6 S.F.	ROCK EXCAVATION = 0.0 S.F.
FILL = 94.6 S.F.	FILL = 0.0 S.F.
NON-SPECIAL WASTE = 132.6 S.F.	NON-SPECIAL WASTE = 0.0 S.F.

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

PLOT DRIVER = $PLTDRVLS
PEN TABLE = $PENTBLLS
FILE NAME = pw:\\jathickco-pw.bentley.com:jathickco-pw07\Documents\CityOfJoliet\22177.012\12_Design\123_CADD\SHEETS\012-C2-SHT-XSEC-OLYMPIC.dgn

CIVILTECH

USER NAME = dtroyer	DESIGNED - MJP	REVISED -	
	DRAWN - MC	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - DNM	REVISED -	
PLOT DATE = 3/1/2023	DATE - $DATE	REVISED -	

CITY OF JOLIET

OLYMPIC BOULEVARD
CROSS SECTIONS

SCALE: 1"=10'H/5'V | SHEET OF SHEETS | STA. 328+00.00 | TO STA. 329+00.00

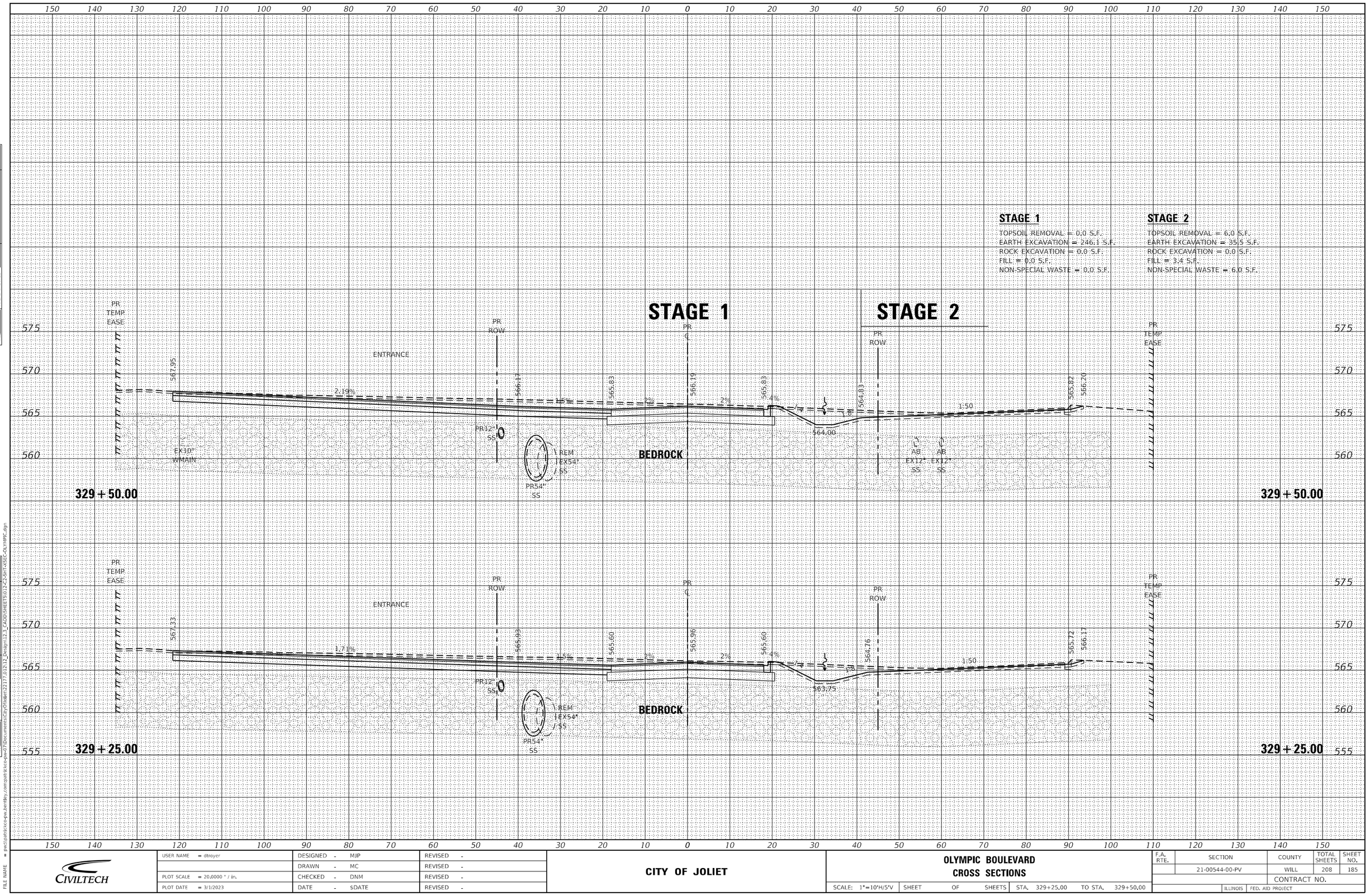
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	184
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

STAGE 1

TOPSOIL REMOVAL = 0.0 S.F.
EARTH EXCAVATION = 246.1 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 0.0 S.F.
NON-SPECIAL WASTE = 0.0 S.F.

STAGE 2

TOPSOIL REMOVAL = 6.0 S.F.
EARTH EXCAVATION = 35.5 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 3.4 S.F.
NON-SPECIAL WASTE = 6.0 S.F.



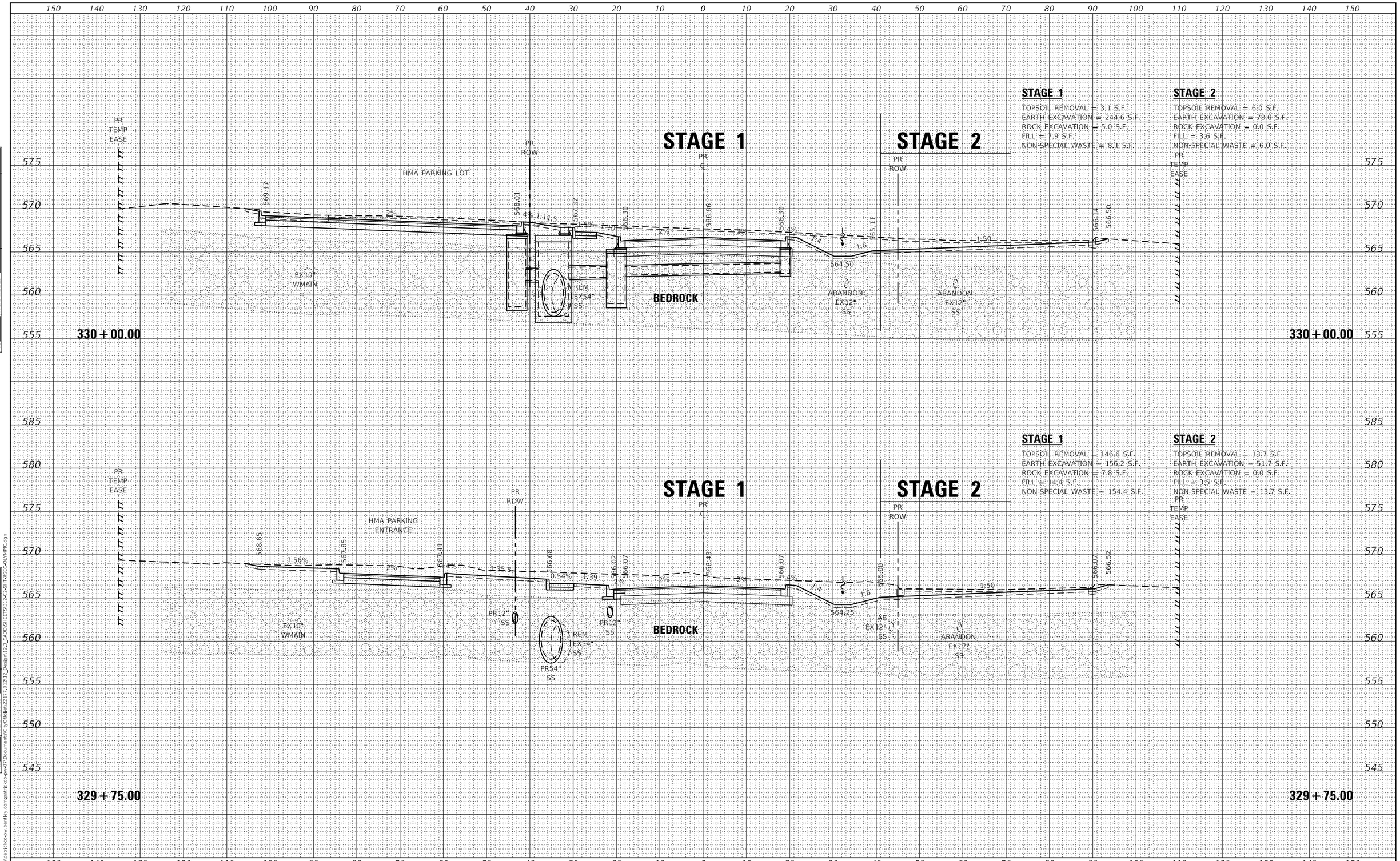
CIVILTECH	USER NAME = dtroyer	DESIGNED - MJP	REVISED -	CITY OF JOLIET	OLYMPIC BOULEVARD CROSS SECTIONS
		DRAWN - MC	REVISED -		
	PLOT SCALE = 20.0000 ' / in.	CHECKED - DNM	REVISED -		SCALE: 1"=10'H/5'V | SHEET OF SHEETS | STA. 329+25.00 TO STA. 329+50.00
	PLOT DATE = 3/1/2023	DATE - $DATE	REVISED -		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	185
		CONTRACT NO.		
		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

PLOT DRIVER = $PLTDRVLS
PEN TABLE = $PENTBLLS
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STAGE 1
TOPSOIL REMOVAL = 3.1 S.F.
EARTH EXCAVATION = 244.6 S.F.
ROCK EXCAVATION = 5.0 S.F.
FILL = 7.9 S.F.
NON-SPECIAL WASTE = 8.1 S.F.

STAGE 2
TOPSOIL REMOVAL = 6.0 S.F.
EARTH EXCAVATION = 78.0 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 3.6 S.F.
NON-SPECIAL WASTE = 6.0 S.F.
PR TEMP EASE

STAGE 1
TOPSOIL REMOVAL = 146.6 S.F.
EARTH EXCAVATION = 156.2 S.F.
ROCK EXCAVATION = 7.8 S.F.
FILL = 14.4 S.F.
NON-SPECIAL WASTE = 154.4 S.F.

STAGE 2
TOPSOIL REMOVAL = 13.7 S.F.
EARTH EXCAVATION = 51.7 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 3.5 S.F.
NON-SPECIAL WASTE = 13.7 S.F.
PR TEMP EASE

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

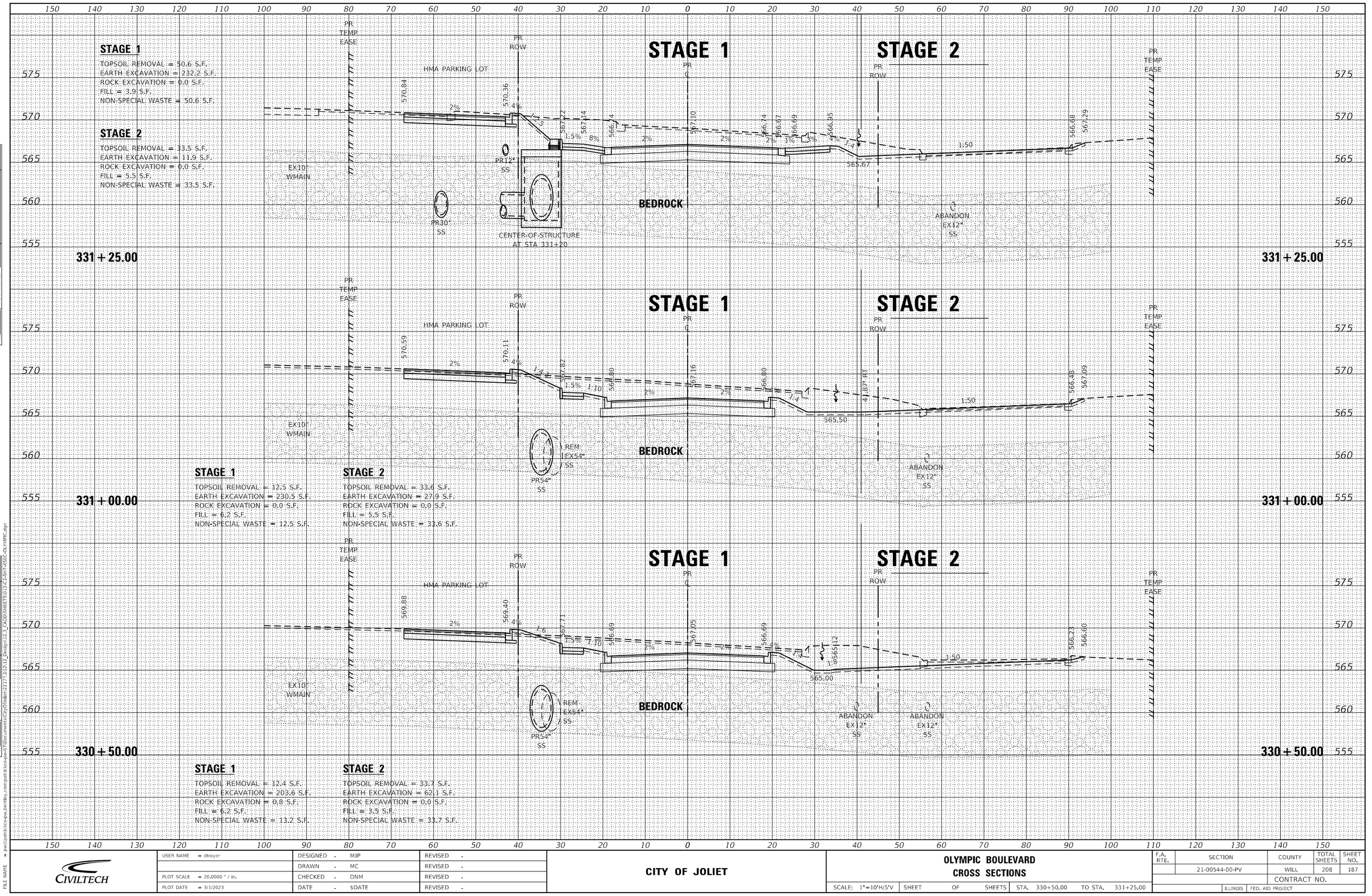
ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

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CIVILTECH

USER NAME = dtroyer	DESIGNED - MJP	REVISED -	CITY OF JOLIET	OLYMPIC BOULEVARD CROSS SECTIONS	
	DRAWN - MC	REVISED -			
PLOT SCALE = 20.0000 ' / in.	CHECKED - DNM	REVISED -		SCALE: 1"=10'H/5'V	SHEET OF SHEETS
PLOT DATE = 3/1/2023	DATE - $DATE	REVISED -		STA. 329+75.00	TO STA. 330+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	186
	CONTRACT NO.			
	ILLINOIS FED. AID PROJECT			



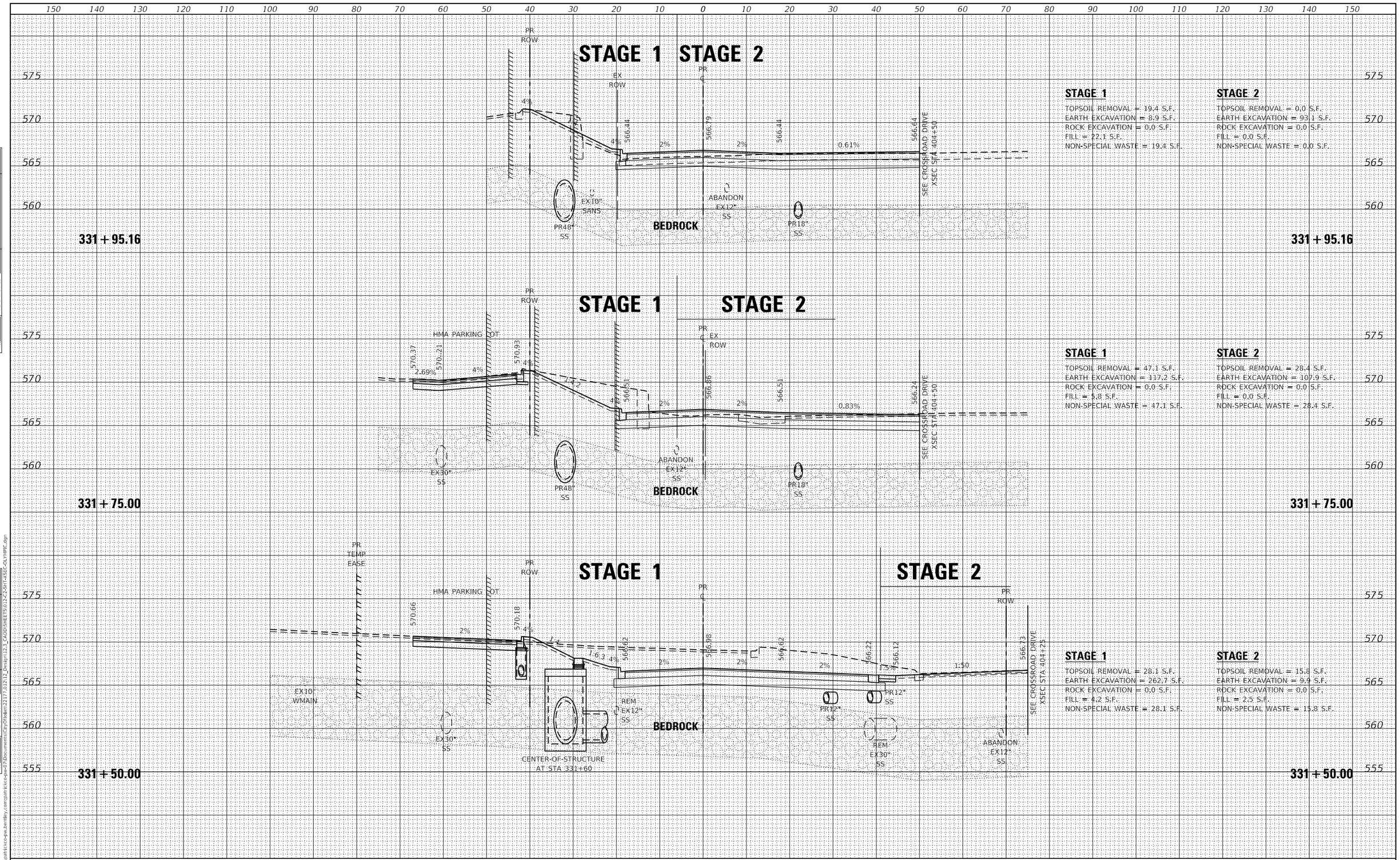
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		DRAWN - MC	REVISED -		
	PLOT SCALE = 20.0000 ' / in.	CHECKED - DNM	REVISED -		
	PLOT DATE = 3/1/2023	DATE - SDATE	REVISED -		

SCALE: 1"=10'H/5'V | SHEET OF SHEETS | STA. 330+50.00 | TO STA. 331+25.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	187
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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

PLOT DRIVER = $PLTDRVLS
PEN TABLE = $PENTBLLS
FILE NAME = pw:\\patrick.co-pw.bentley.com:patrick.co-pw-07\Documents\City Of Joliet\22177.012\12_Design\12.3_CADD\SHEETS\012-C2-SHT-XSEC-OLYMPIC.dgn



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

PLOT DRIVER = $PLTDRVLS
PEN TABLE = $PENTBLLS
FILE NAME = pw:\\atticsco-pw.bentley.com:patrick-co-pw-07\Documents\CityOfJoliet\22177.012\12_Design\12_3_CADD\SHEETS\012-C2-SHT-XSEC-OLYMPIC.dgn

CIVILTECH

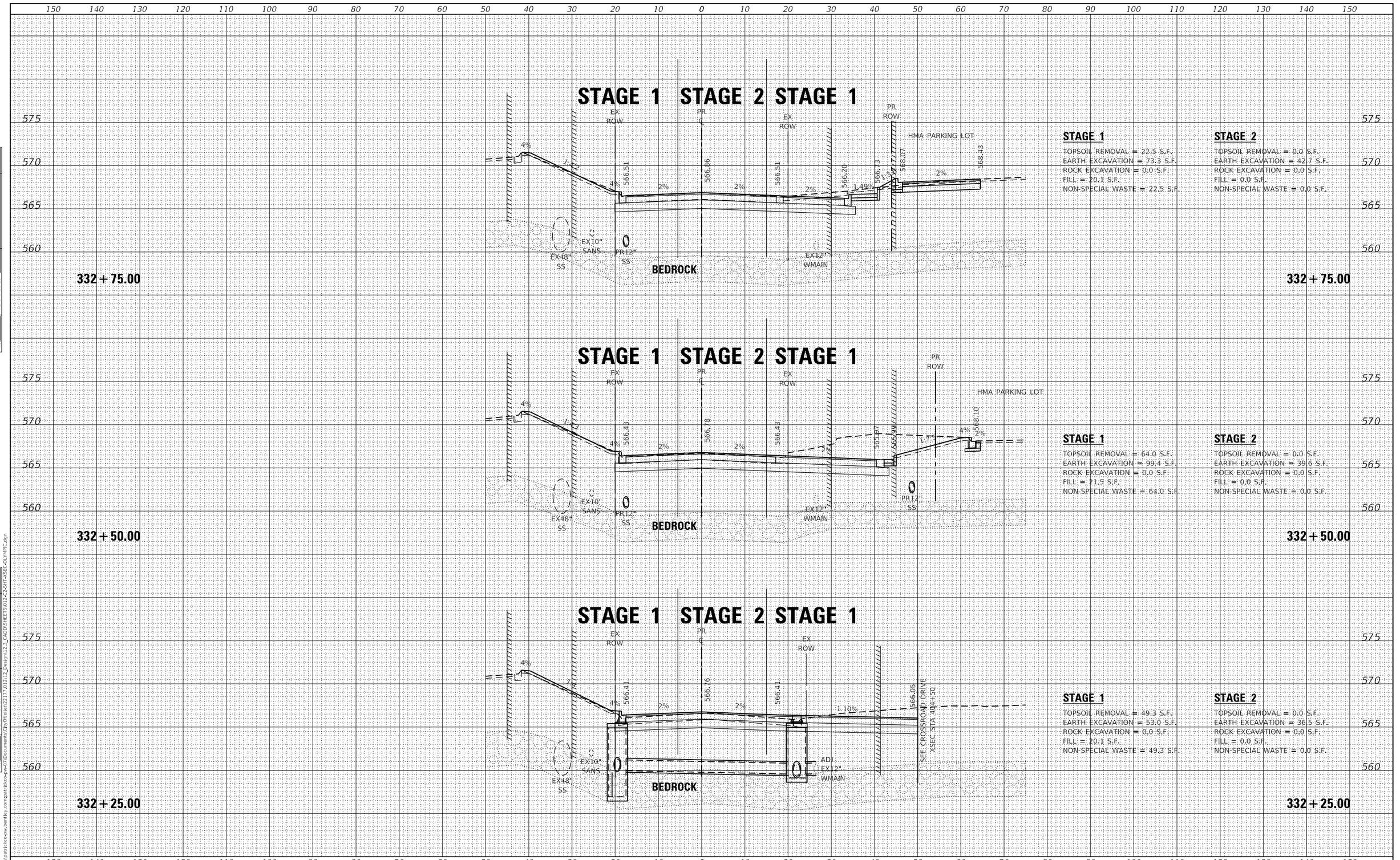
USER NAME = dtroyer	DESIGNED - MJP	REVISED -	
	DRAWN - MC	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - DNM	REVISED -	
PLOT DATE = 3/1/2023	DATE - $DATE	REVISED -	

CITY OF JOLIET

OLYMPIC BOULEVARD
CROSS SECTIONS

SCALE: 1"=10'H/5'V | SHEET OF SHEETS | STA. 331+50.00 | TO STA. 331+95.16

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	188
		CONTRACT NO.		
	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

PLOT DRIVER = $PLTDRVLS
PEN TABLE = $PENTBLLS
FILE NAME = pw:\\patric\co-pw.bentley.com:patric\Documents\City Of Joliet\22177.01\12\13_Design\12_1_CADD\SHEETS\0124-C2-SHT-XSEC-OLYMPIC.dgn

CIVILTECH

USER NAME = dtroyer	DESIGNED - MJP	REVISED -	
	DRAWN - MC	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - DNM	REVISED -	
PLOT DATE = 3/1/2023	DATE - SDATE	REVISED -	

CITY OF JOLIET

OLYMPIC BOULEVARD
CROSS SECTIONS

SCALE: 1"=10'H/5'V | SHEET OF SHEETS | STA. 332+25.00 | TO STA. 332+75.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	189
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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

575
570
565
560

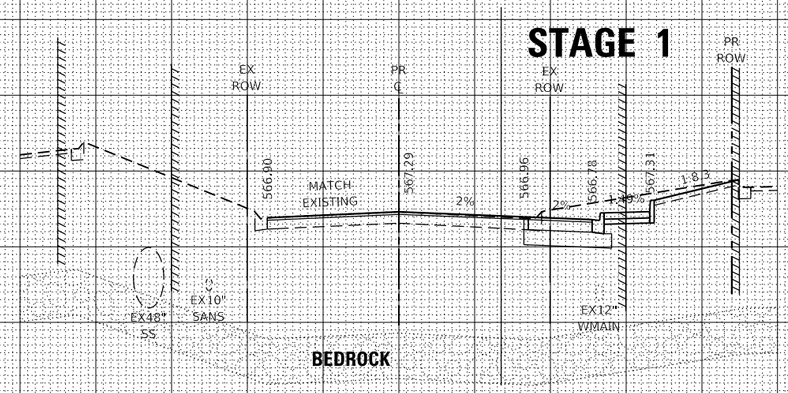
STAGE 1

TOPSOIL REMOVAL = 10.4 S.F.
EARTH EXCAVATION = 34.3 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 1.3 S.F.
NON-SPECIAL WASTE = 10.4 S.F.

STAGE 2

TOPSOIL REMOVAL = 0.0 S.F.
EARTH EXCAVATION = 0.0 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 0.0 S.F.
NON-SPECIAL WASTE = 0.0 S.F.

333 + 50.00



333 + 50.00

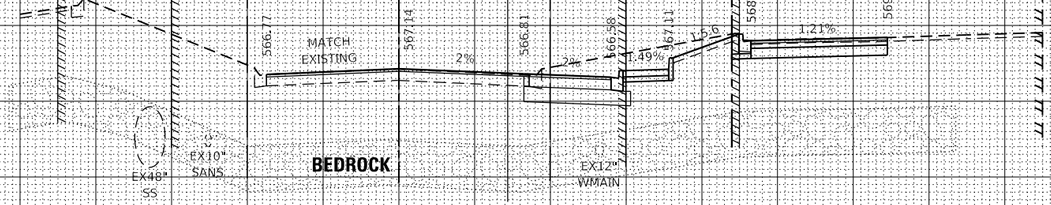
STAGE 1

TOPSOIL REMOVAL = 10.4 S.F.
EARTH EXCAVATION = 64.3 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 2.5 S.F.
NON-SPECIAL WASTE = 10.4 S.F.

STAGE 2

TOPSOIL REMOVAL = 0.0 S.F.
EARTH EXCAVATION = 0.0 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 0.0 S.F.
NON-SPECIAL WASTE = 0.0 S.F.

333 + 25.00



333 + 25.00

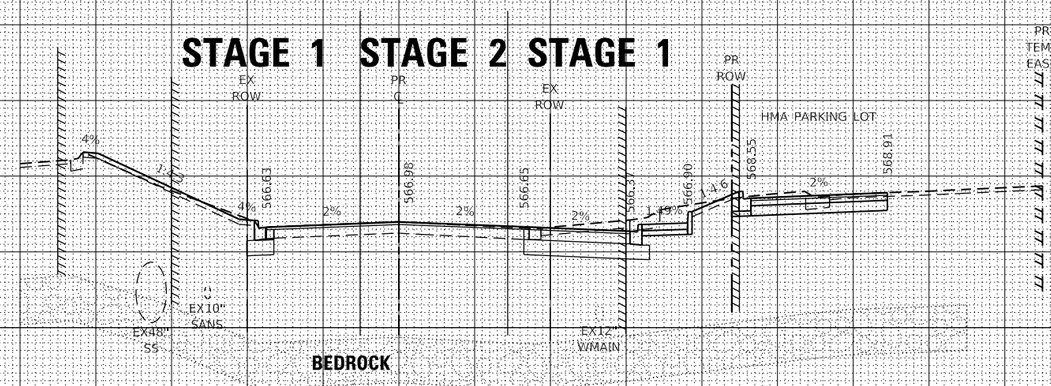
STAGE 1

TOPSOIL REMOVAL = 16.8 S.F.
EARTH EXCAVATION = 59.1 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 9.9 S.F.
NON-SPECIAL WASTE = 16.8 S.F.

STAGE 2

TOPSOIL REMOVAL = 0.0 S.F.
EARTH EXCAVATION = 0.0 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 0.0 S.F.
NON-SPECIAL WASTE = 0.0 S.F.

333 + 00.00



333 + 00.00

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

PLOT DRIVER = $PLTDRVLS
PEN TABLE = $PENTBLLS
FILE NAME = pw:\\patrickco-pw.bentley.com:patrickcopw07\Documents\City Of Joliet\22177.01212_Design\12a_CAD\SHEETS\012-C2-SHT-XSEC-OLYMPIC.dgn

CIVILTECH

USER NAME = dtroyer	DESIGNED - MJP	REVISED -	
	DRAWN - MC	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - DNM	REVISED -	
PLOT DATE = 3/1/2023	DATE - $DATE	REVISED -	

CITY OF JOLIET

OLYMPIC BOULEVARD
CROSS SECTIONS

SCALE: 1"=10'H/5'V | SHEET OF SHEETS | STA. 333+00.00 | TO STA. 333+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	190
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

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

575 570 565 560

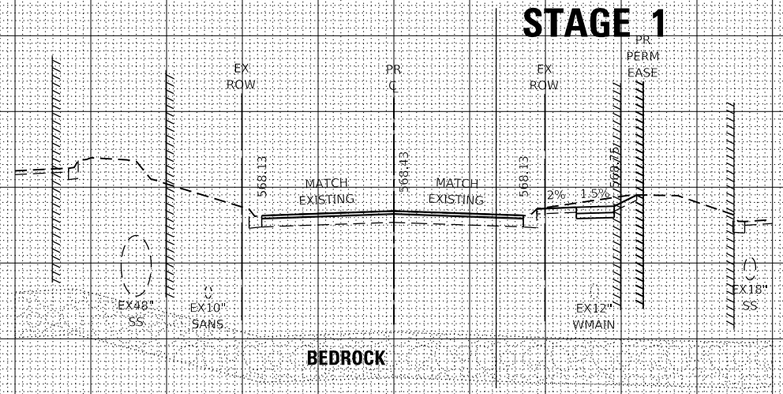
STAGE 1

TOPSOIL REMOVAL = 5.3 S.F.
EARTH EXCAVATION = 5.0 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 0.1 S.F.
NON-SPECIAL WASTE = 5.3 S.F.

STAGE 2

TOPSOIL REMOVAL = 0.0 S.F.
EARTH EXCAVATION = 0.0 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 0.0 S.F.
NON-SPECIAL WASTE = 0.0 S.F.

335+00.00



335+00.00

575 570 565 560

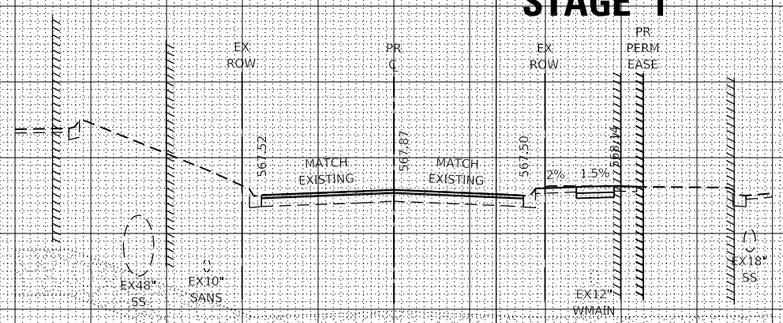
STAGE 1

TOPSOIL REMOVAL = 5.4 S.F.
EARTH EXCAVATION = 1.9 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 0.3 S.F.
NON-SPECIAL WASTE = 5.4 S.F.

STAGE 2

TOPSOIL REMOVAL = 0.0 S.F.
EARTH EXCAVATION = 0.0 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 0.0 S.F.
NON-SPECIAL WASTE = 0.0 S.F.

334+50.00



334+50.00

575 570 565 560

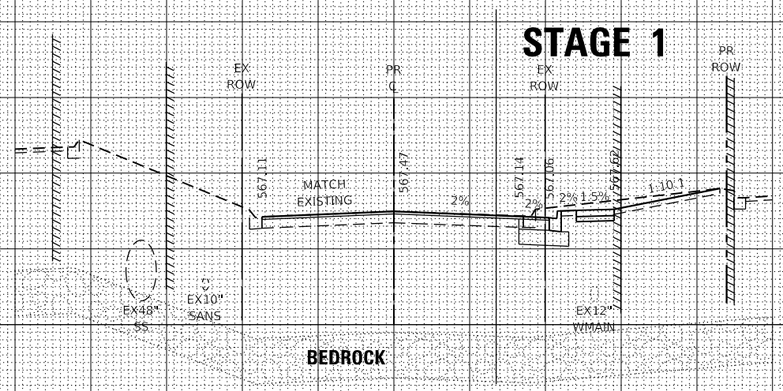
STAGE 1

TOPSOIL REMOVAL = 9.7 S.F.
EARTH EXCAVATION = 20.3 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 2.1 S.F.
NON-SPECIAL WASTE = 9.7 S.F.

STAGE 2

TOPSOIL REMOVAL = 0.0 S.F.
EARTH EXCAVATION = 0.0 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 0.0 S.F.
NON-SPECIAL WASTE = 0.0 S.F.

334+00.00



334+00.00

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

CIVILTECH

USER NAME = dtroyer	DESIGNED - MJP	REVISED -
	DRAWN - MC	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - DNM	REVISED -
PLOT DATE = 3/1/2023	DATE - $DATE	REVISED -

CITY OF JOLIET

OLYMPIC BOULEVARD
CROSS SECTIONS

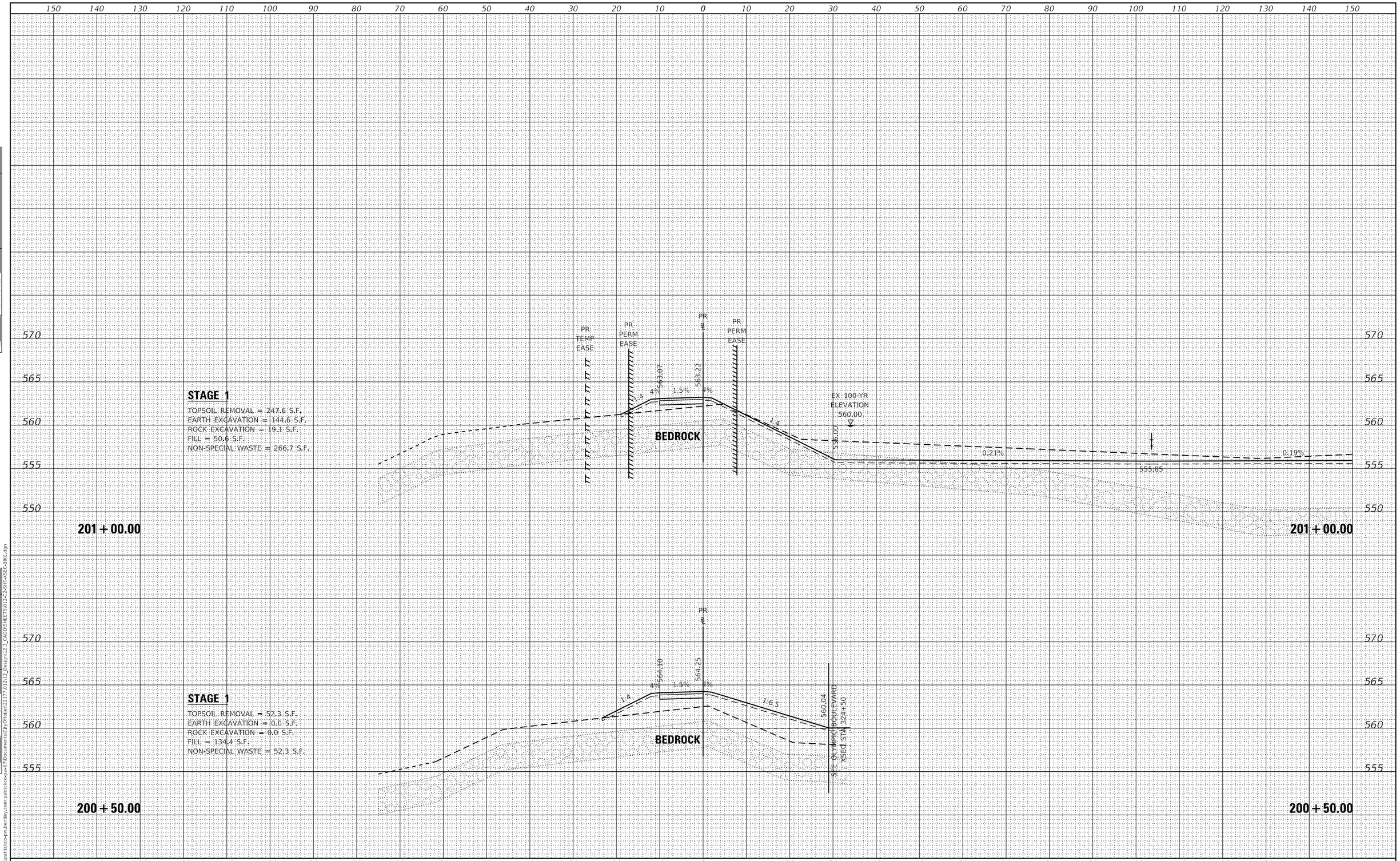
SCALE: 1"=10'H/5'V | SHEET OF SHEETS | STA. 334+00.00 | TO STA. 335+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	191
		CONTRACT NO.		
	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

PLOT DRIVER = $PLTDRVLS
PEN TABLE = $PENTBLLS
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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

PLOT DRIVER = $PLTDRVLS
PEN TABLE = $PENTBLLS
FILE NAME = pw:\\patric\co-pw.bentley.com:patric\ci-pw-DYDocuments\CityOfJoliet\22177.01\12\13_Design\12_1_CADD\SHEETS\0124-2-SHT-XSEC-BIKE.dgn

CIVILTECH

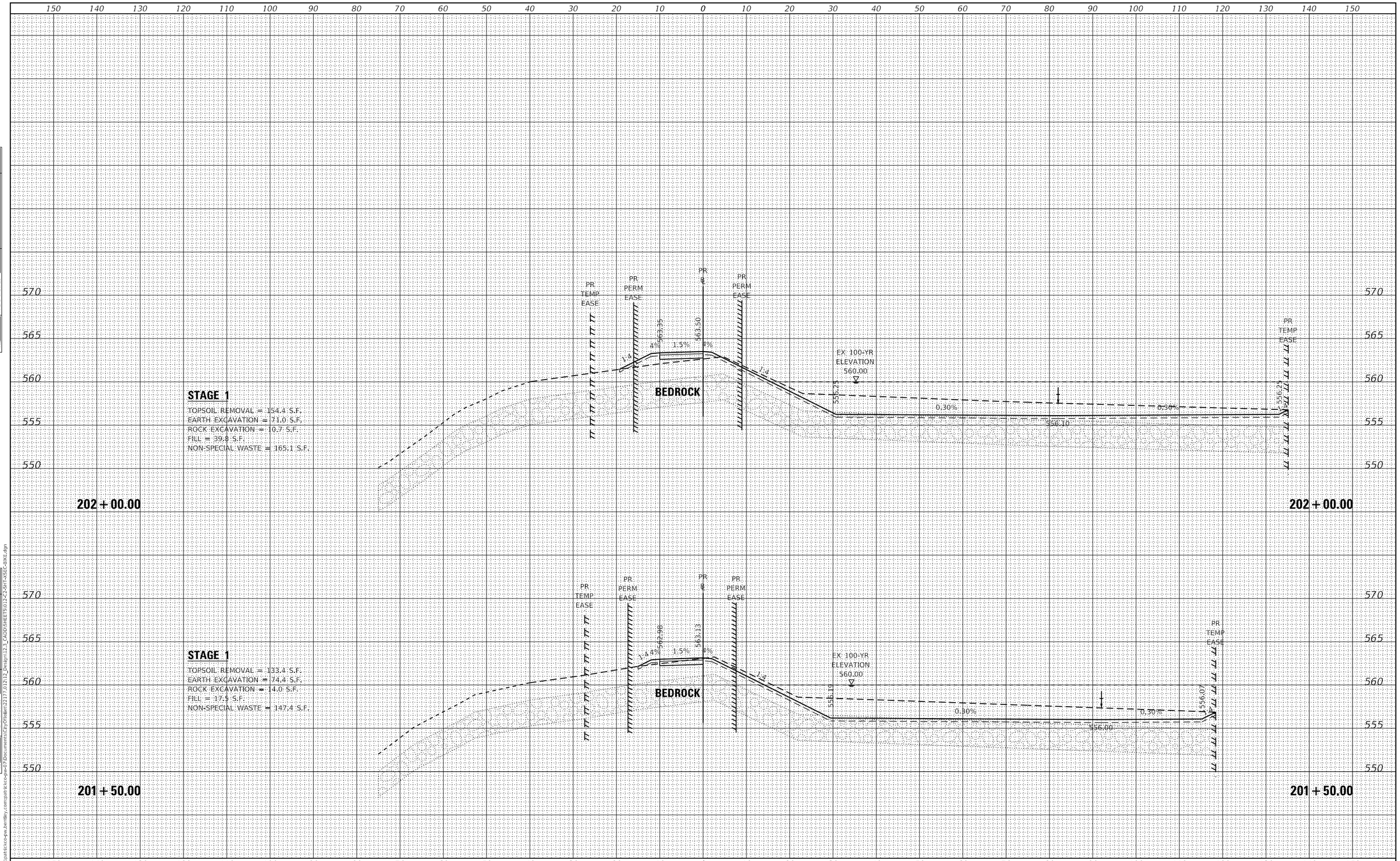
USER NAME = dtroyer	DESIGNED - MJP	REVISED -	
	DRAWN - MC	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - DNM	REVISED -	
PLOT DATE = 3/1/2023	DATE - SDATE	REVISED -	

CITY OF JOLIET

SHARED-USE PATH
CROSS SECTIONS

SCALE: 1"=10'H/5'V | SHEET OF SHEETS | STA. 200+50.00 TO STA. 201+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	192
		CONTRACT NO.		
	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

PLOT DRIVER = $PLTDRVLS
PEN TABLE = $PENTBLLS
FILE NAME = pw:\\atticsco-pw.bentley.com:patticsco-pw-07\Documents\CityOfJoliet\22177.012\12_Design\12_3_CADD\SHEETS\012-C2-SHT-XSEC-BIKE.dgn

CIVILTECH

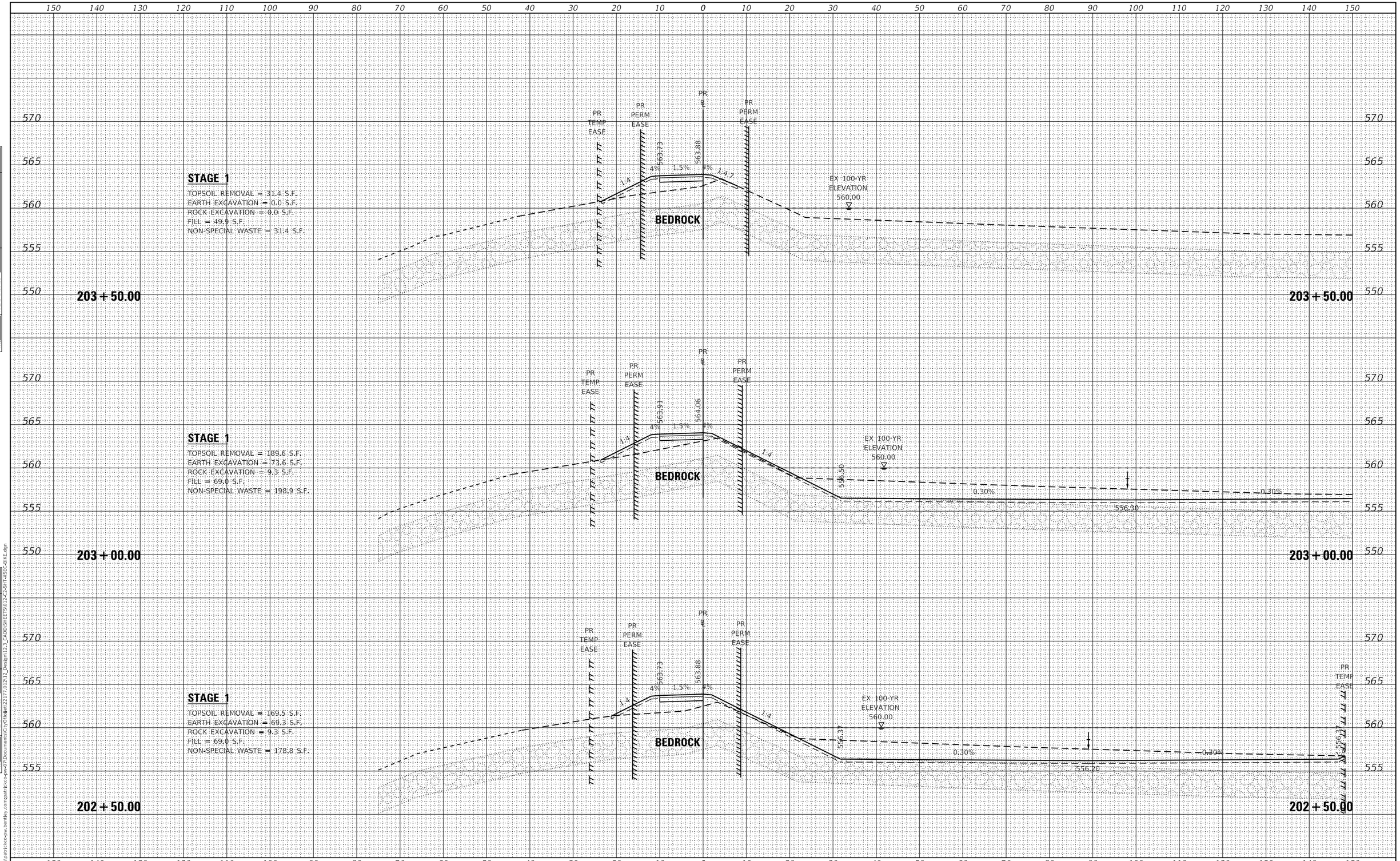
USER NAME = dtroyer	DESIGNED - MJP	REVISED -	
	DRAWN - MC	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - DNM	REVISED -	
PLOT DATE = 3/1/2023	DATE - $DATE	REVISED -	

CITY OF JOLIET

SHARED-USE PATH CROSS SECTIONS

SCALE: 1"=10'H/5'V | SHEET OF SHEETS | STA. 201+50.00 | TO STA. 202+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	193
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			



FINAL SURVEY / ORIGINAL SURVEY

NO.	NOTE BOOK	PAGE(S)	BY	DATE
		SURVEYED		
		PLOTTED		
		TEMPLATE		
		AREAS		
		AREAS CHECKED		

PLOT DRIVER = $PLTDRVLS
PEN TABLE = $PENTBLLS
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CIVILTECH

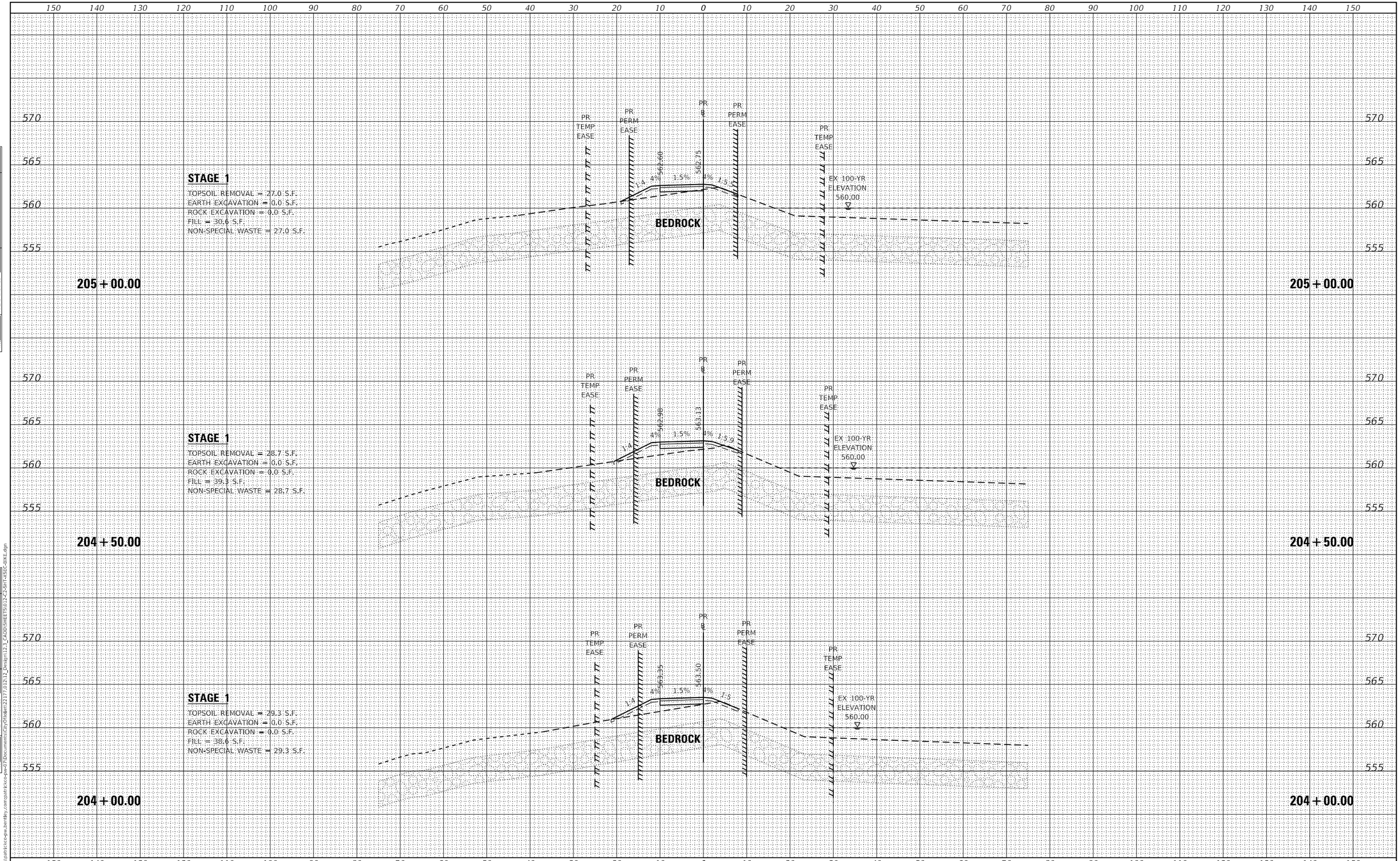
USER NAME = dtroyer	DESIGNED - MJP	REVISED -	
	DRAWN - MC	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - DNM	REVISED -	
PLOT DATE = 3/1/2023	DATE - $DATE	REVISED -	

CITY OF JOLIET

SHARED-USE PATH
CROSS SECTIONS

SCALE: 1"=10'H/5'V | SHEET OF SHEETS | STA. 202+50.00 | TO STA. 203+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	194
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			



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

SURVCTED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

PLOT DRIVER = $PLTDRVLS
PEN TABLE = $PENTBLLS
FILE NAME = pw:\\oatkeco-pw.bentley.com:oatkeco-pw-07\Documents\CityOfJoliet\22177.012\12_Design\12.3_CADDSHEETS\012-C2-SHT-XSEC-SBKE.dgn

CIVILTECH

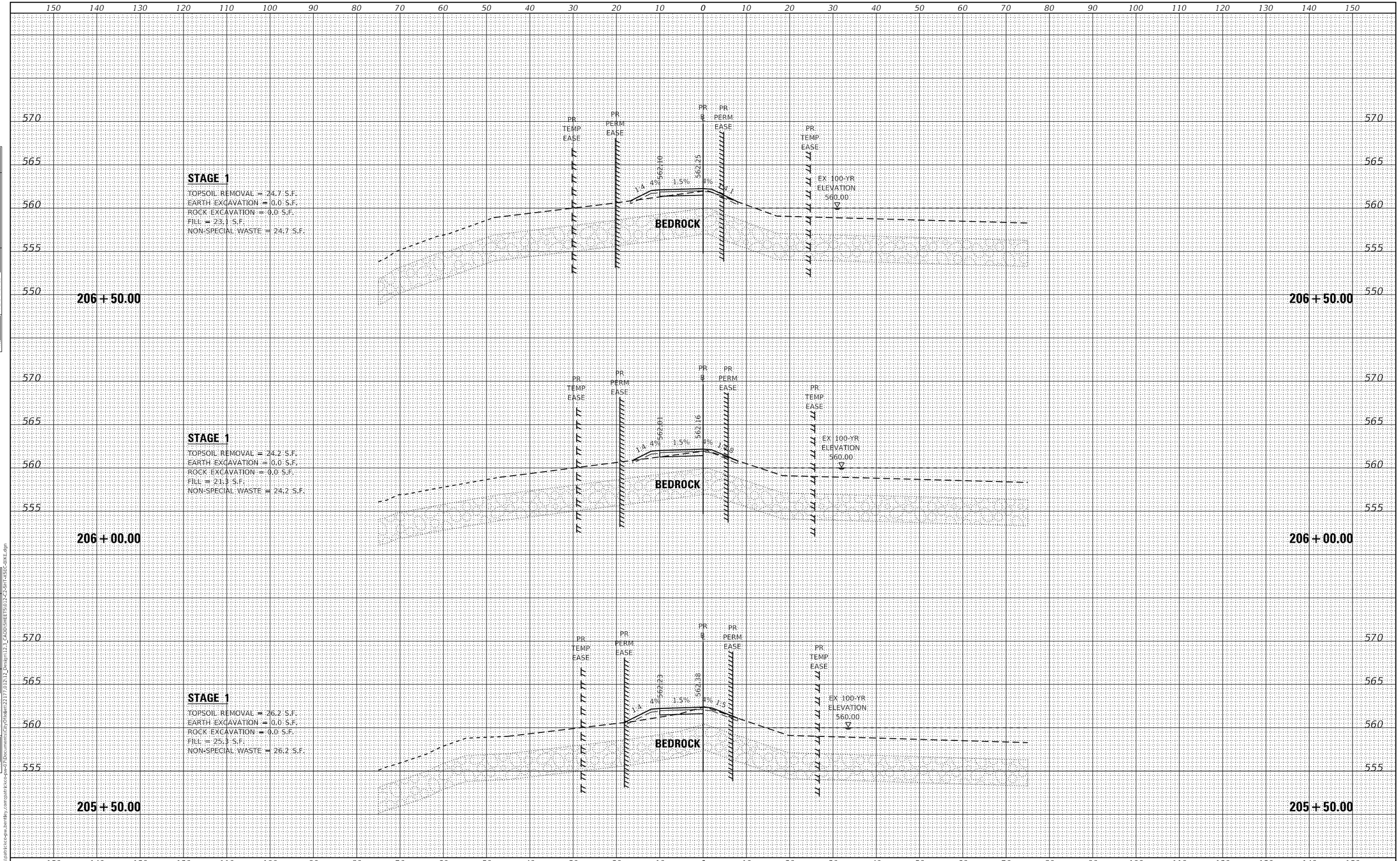
USER NAME = dtroyer	DESIGNED - MJP	REVISED -	
	DRAWN - MC	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - DNM	REVISED -	
PLOT DATE = 3/1/2023	DATE - $DATE	REVISED -	

CITY OF JOLIET

SHARED-USE PATH
CROSS SECTIONS

SCALE: 1"=10'H/5'V | SHEET OF SHEETS | STA. 204+00.00 TO STA. 205+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	195
		CONTRACT NO.		
	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

PLOT DRIVER = $PLTDRVLS
PEN TABLE = $PENTBLLS
FILE NAME = pw:\\jathickno-pw.bentley.com:jathickno-pw01\Documents\CityOfJoliet\22177.012\12_Design\123_CADD\SHEETS\012-C2-SHT-XSEC-BIKE.dgn

CIVILTECH

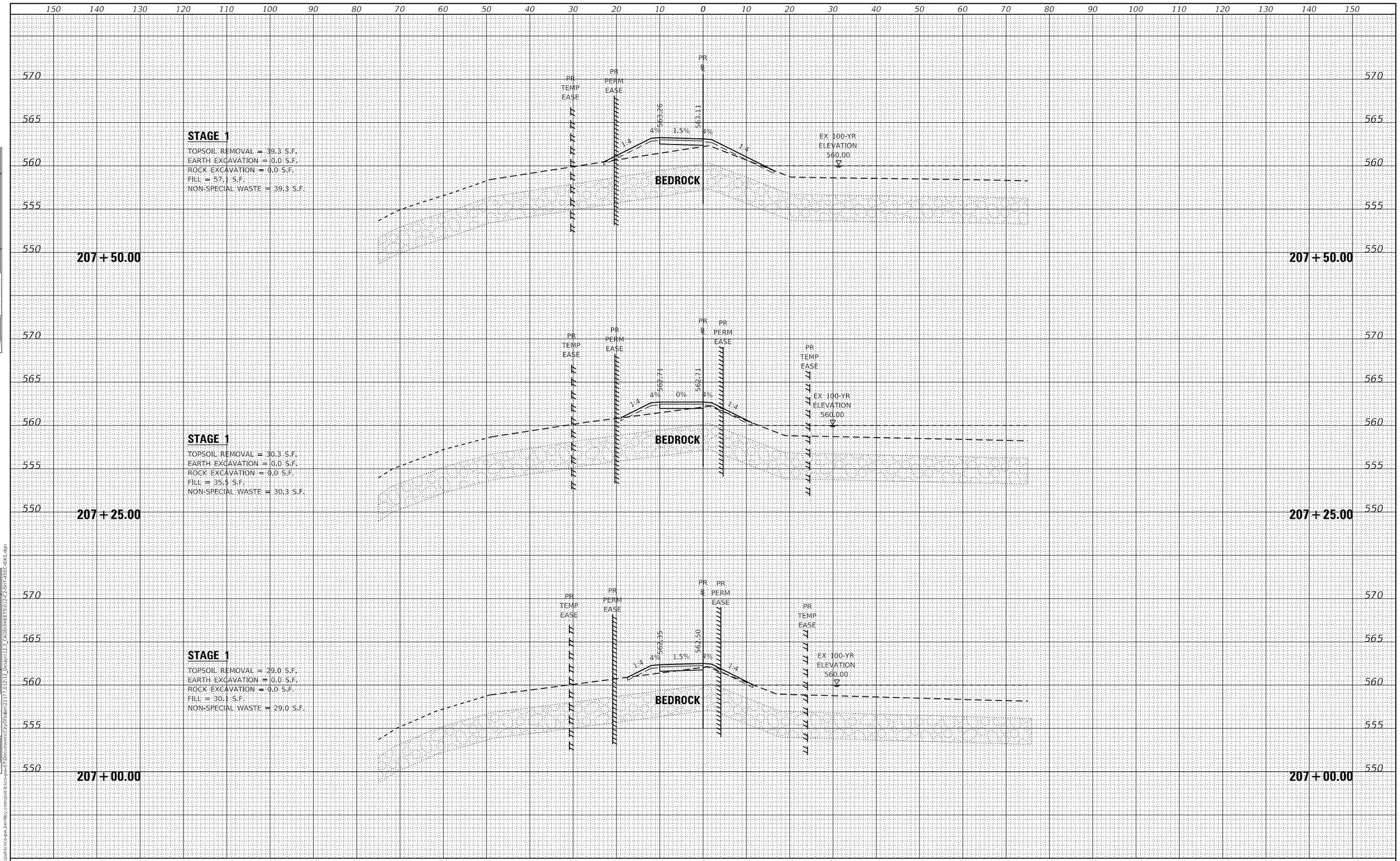
USER NAME = dtroyer	DESIGNED - MJP	REVISED -	
	DRAWN - MC	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - DNM	REVISED -	
PLOT DATE = 3/1/2023	DATE - $DATE	REVISED -	

CITY OF JOLIET

SHARED-USE PATH
CROSS SECTIONS

SCALE: 1"=10'H/5'V | SHEET OF SHEETS | STA. 205+50.00 | TO STA. 206+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	196
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



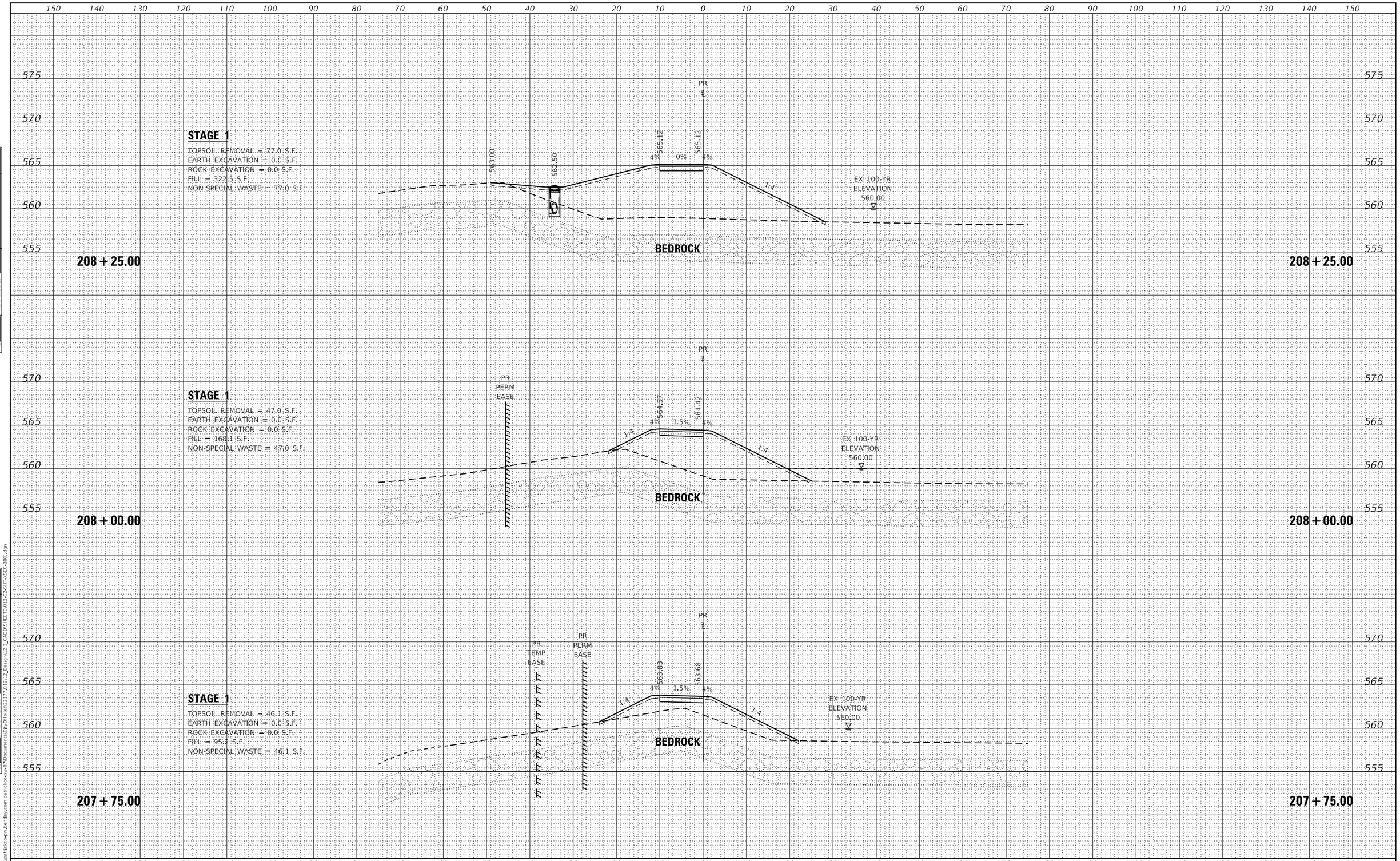
CIVILTECH	USER NAME = dtroyer	DESIGNED - MJP	REVISED -	CITY OF JOLIET	SHARED-USE PATH CROSS SECTIONS
		DRAWN - MC	REVISED -		
	PLOT SCALE = 20.0000 ' / in.	CHECKED - DNM	REVISED -		SCALE: 1"=10'H/5'V SHEET OF SHEETS STA. 207+00.00 TO STA. 207+50.00
	PLOT DATE = 3/1/2023	DATE - SDATE	REVISED -		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	197
		CONTRACT NO.		
	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

PLOT DRIVER = $PLTDRVLS
PEN TABLE = $PENTBLLS
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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

PLOT DRIVER = $PLTDRVLS
PEN TABLE = $PENTBLLS
FILE NAME = pw:\\jathickco-pw.bentley.com:jathickco-pw07\Documents\CityOfJoliet\22177.012\12_Design\123_CADD\SHEETS\012-C2-SHT-XSEC-BIKE.dgn

CIVILTECH

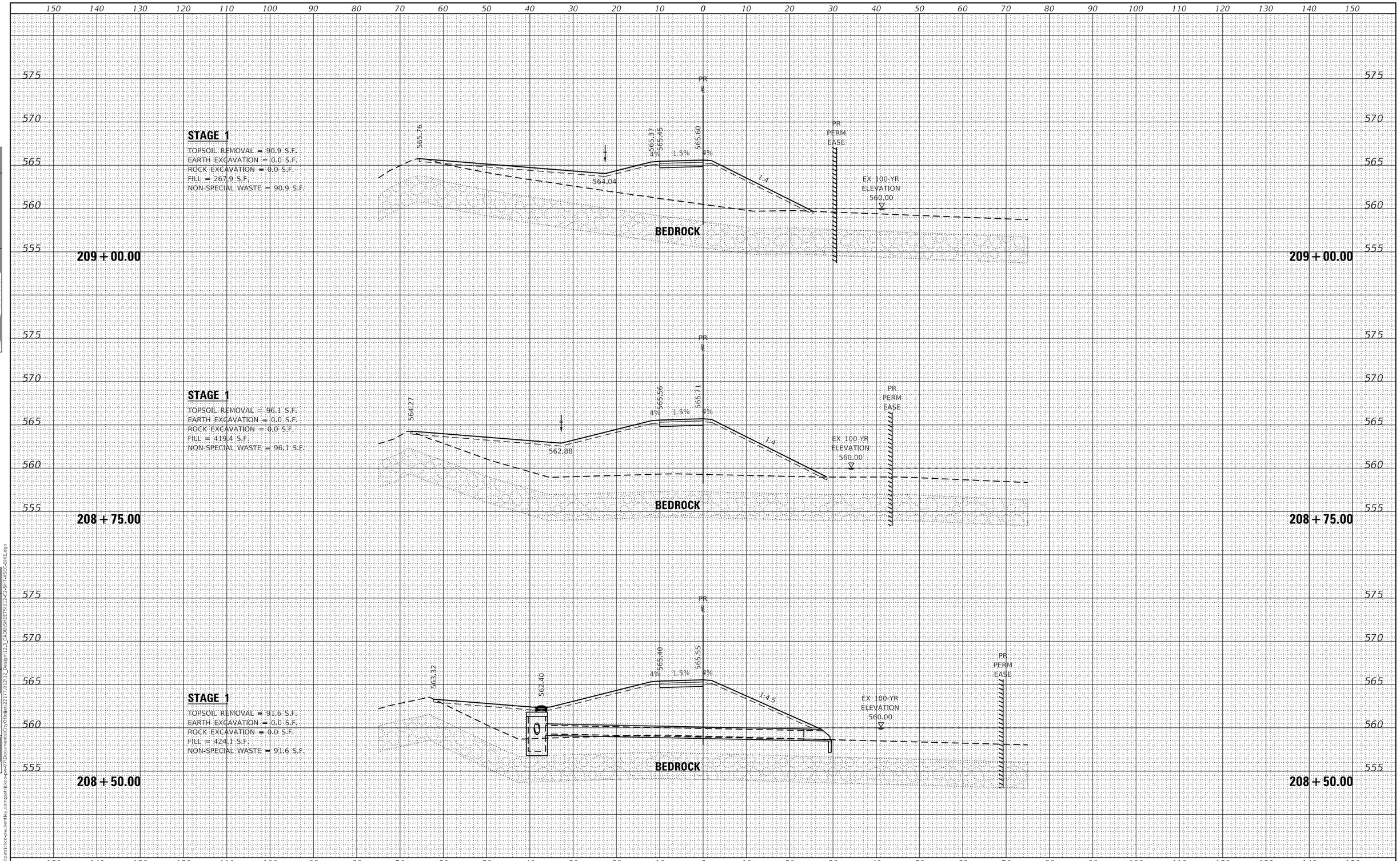
USER NAME = dtroyer	DESIGNED - MJP	REVISED -	
	DRAWN - MC	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - DNM	REVISED -	
PLOT DATE = 3/1/2023	DATE - $DATE	REVISED -	

CITY OF JOLIET

SHARED-USE PATH
CROSS SECTIONS

SCALE: 1"=10'H/5'V | SHEET OF SHEETS | STA. 207+75.00 TO STA. 208+25.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	198
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY — NOTE BOOK — NO.

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

ORIGINAL SURVEY — NOTE BOOK — NO.

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

PLOT DRIVER = $PLTDRVLS
PEN TABLE = $PENTBLLS
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CIVILTECH

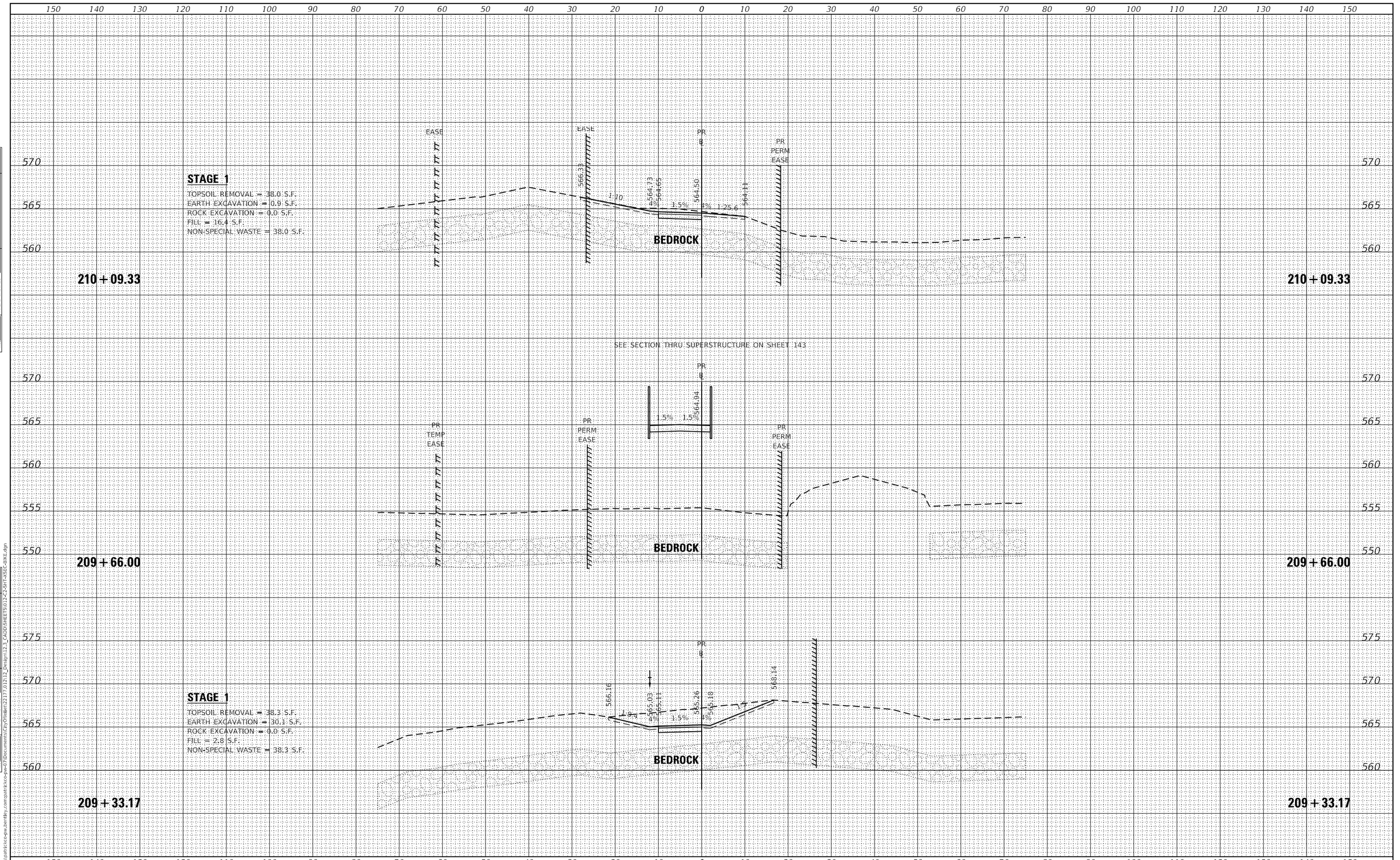
USER NAME = dtroyer	DESIGNED - MJP	REVISED -	
	DRAWN - MC	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - DNM	REVISED -	
PLOT DATE = 3/1/2023	DATE - $DATE	REVISED -	

CITY OF JOLIET

SHARED-USE PATH
CROSS SECTIONS

SCALE: 1"=10'H/5'V | SHEET OF SHEETS | STA. 208+50.00 | TO STA. 209+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	199
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			



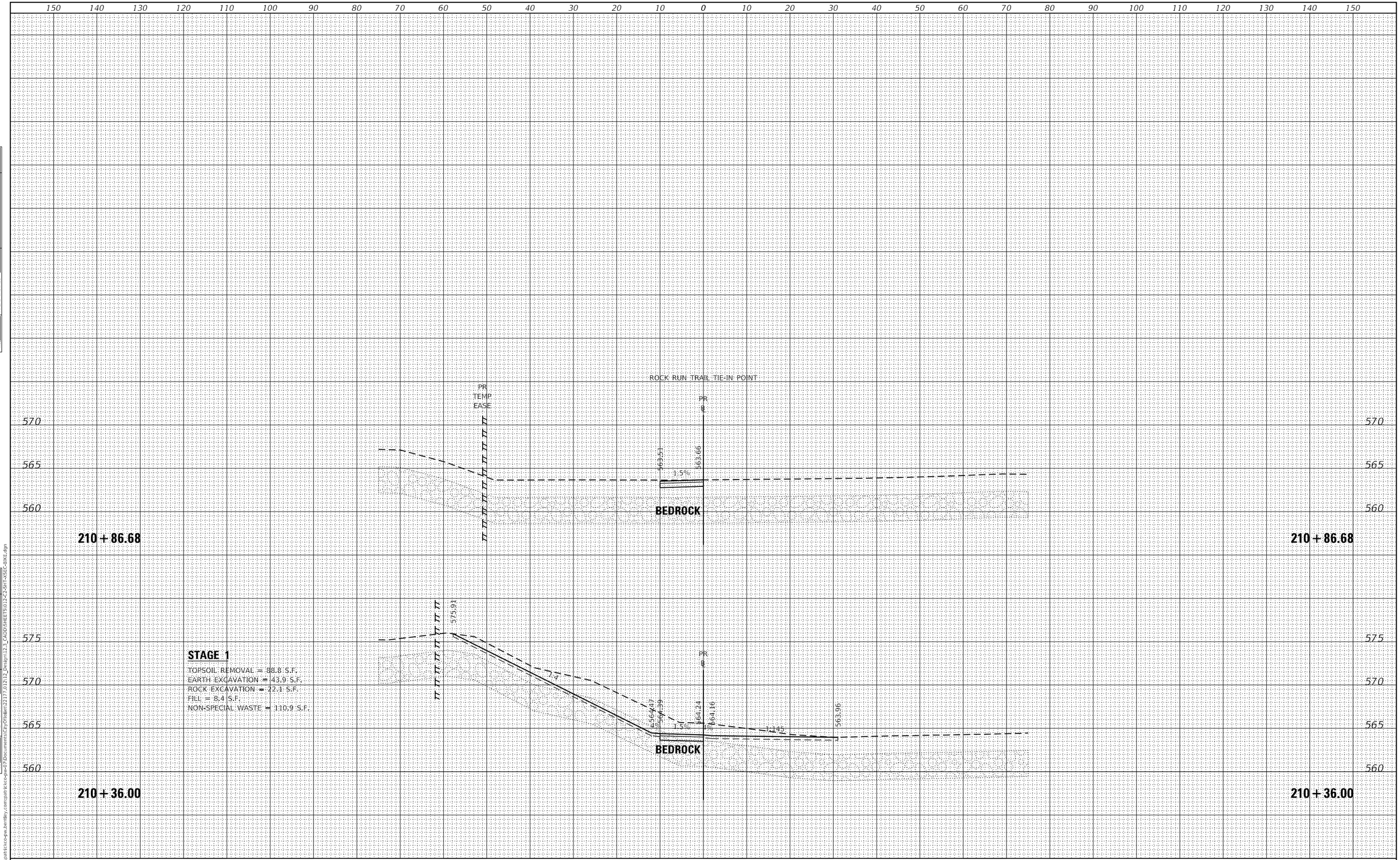
CIVILTECH	USER NAME = dtroyer	DESIGNED - MJP	REVISED -	CITY OF JOLIET	SHARED-USE PATH CROSS SECTIONS
		DRAWN - MC	REVISED -		
	PLOT SCALE = 20.0000 ' / in.	CHECKED - DNM	REVISED -		SCALE: 1"=10'H/5'V | SHEET OF SHEETS | STA. 209+33.17 TO STA. 210+09.33
	PLOT DATE = 3/1/2023	DATE - SDATE	REVISED -		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	200
		CONTRACT NO.		
	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

PLOT DRVR = $PLTDRVLS
PEN TABLE = $PENTBLLS
FILE NAME = pw:\\atticsco-pw.bentley.com:patticsco-pw-07\Documents\CityOfJoliet\22177.012\12_Design\12_3_CADD\SHEETS\012-C2-SHT-XSEC-BIKE.dgn



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

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

PLOT DRIVER = $PLTDRVLS
PEN TABLE = $PENTBLLS
FILE NAME = pw:\\atlticsco-pw.bentley.com:patrick-co-pw-07\Documents\City Of Joliet\22177.012\12_Design\12_3_CADD\SHEETS\012-C2-SHT-XSEC-BIKE.dgn

CIVILTECH

USER NAME	= dtroyer	DESIGNED	- MJP	REVISED	-
		DRAWN	- MC	REVISED	-
PLOT SCALE	= 20.0000 ' / in.	CHECKED	- DNM	REVISED	-
PLOT DATE	= 3/1/2023	DATE	- $DATE	REVISED	-

CITY OF JOLIET

SHARED-USE PATH
CROSS SECTIONS

SCALE: 1"=10'H/5'V | SHEET OF SHEETS | STA. 210+36.00 | TO STA. 210+86.68

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	201
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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

575 570 565 560 555

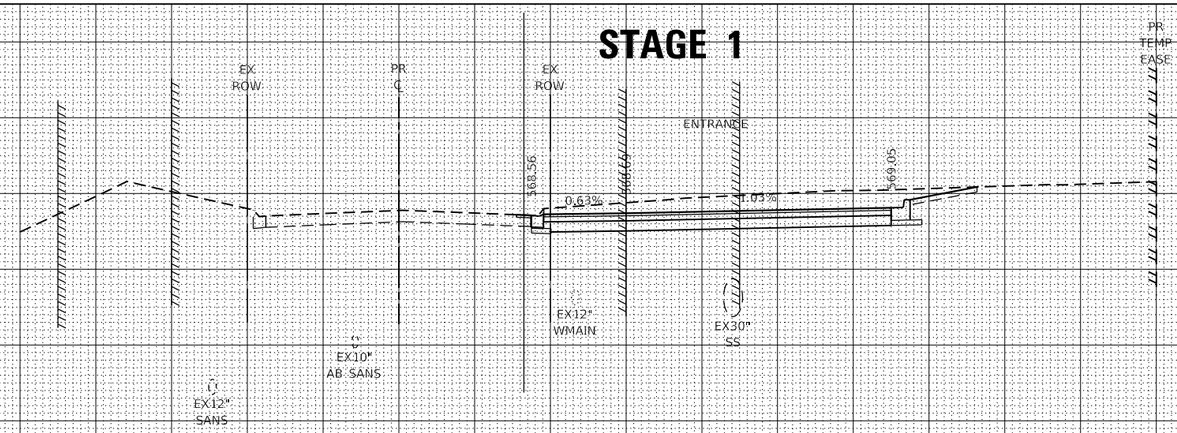
STAGE 1

TOPSOIL REMOVAL = 85.7 S.F.
EARTH EXCAVATION = 137.9 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 6.6 S.F.
NON-SPECIAL WASTE = 85.7 S.F.

STAGE 2

TOPSOIL REMOVAL = 0.0 S.F.
EARTH EXCAVATION = 0.0 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 0.0 S.F.
NON-SPECIAL WASTE = 0.0 S.F.

401 + 05.00



401 + 05.00

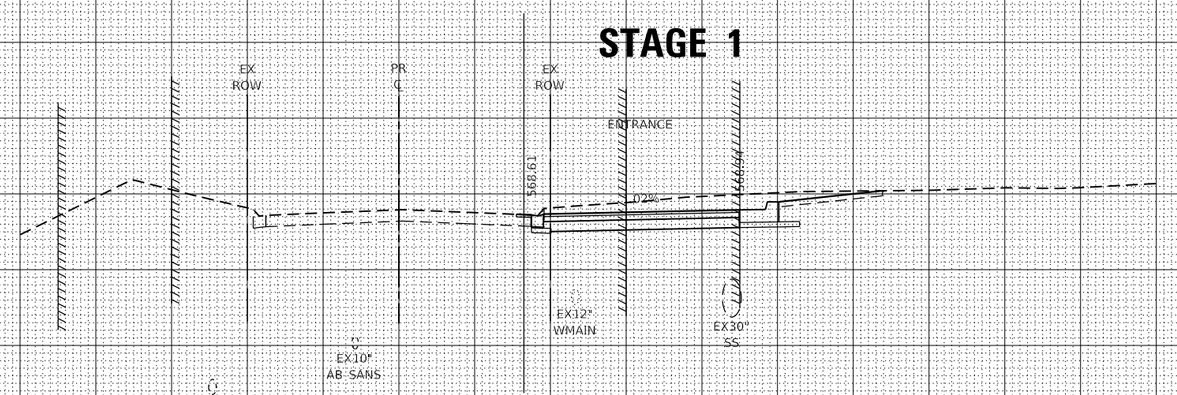
STAGE 1

TOPSOIL REMOVAL = 67.0 S.F.
EARTH EXCAVATION = 84.4 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 10.4 S.F.
NON-SPECIAL WASTE = 67.0 S.F.

STAGE 2

TOPSOIL REMOVAL = 0.0 S.F.
EARTH EXCAVATION = 0.0 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 0.0 S.F.
NON-SPECIAL WASTE = 0.0 S.F.

400 + 95.00



400 + 95.00

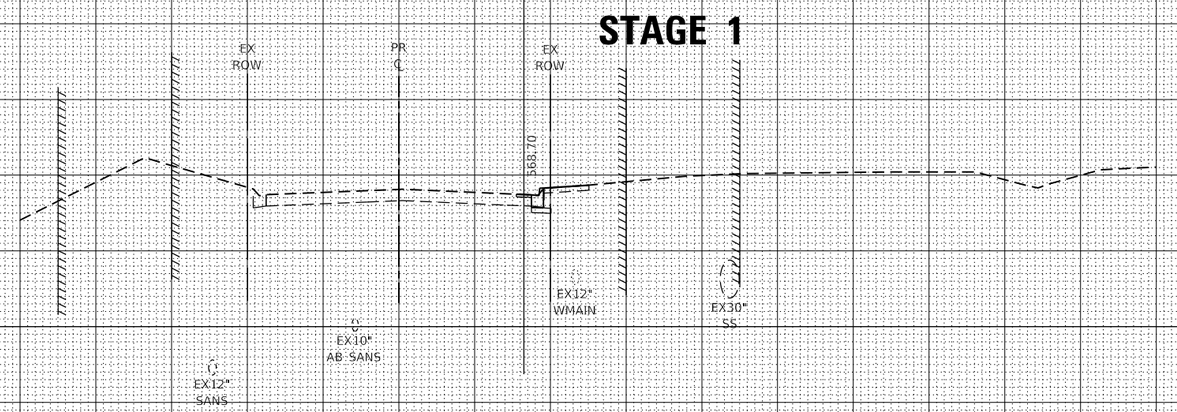
STAGE 1

TOPSOIL REMOVAL = 8.9 S.F.
EARTH EXCAVATION = 3.4 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 6.7 S.F.
NON-SPECIAL WASTE = 8.9 S.F.

STAGE 2

TOPSOIL REMOVAL = 0.0 S.F.
EARTH EXCAVATION = 0.0 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 0.0 S.F.
NON-SPECIAL WASTE = 0.0 S.F.

400 + 78.04



400 + 78.04

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

CIVILTECH	USER NAME = dtroyer	DESIGNED - MJP	REVISED -
		DRAWN - MC	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED - DNM	REVISED -
	PLOT DATE = 3/1/2023	DATE - SDATE	REVISED -

CITY OF JOLIET

CROSSROAD DRIVE
CROSS SECTIONS

SCALE: 1"=10'H/5'V | SHEET OF SHEETS | STA. 400+58.04 | TO STA. 400+85.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	202
		CONTRACT NO.		
	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

PLOT DRIVER = $PLTDRVLS
PEN TABLE = $PENTBLLS
FILE NAME = pw:\\patric\ko-pw.bentley.com:patric\ko-pw-DYDocuments\CityOfJoliet\22177.01\12\13_Design\12_3_CADD\SHEETS\0124-C2-SHT-XSEC-CROSSROAD.dgn

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580 575 570 565 560 555

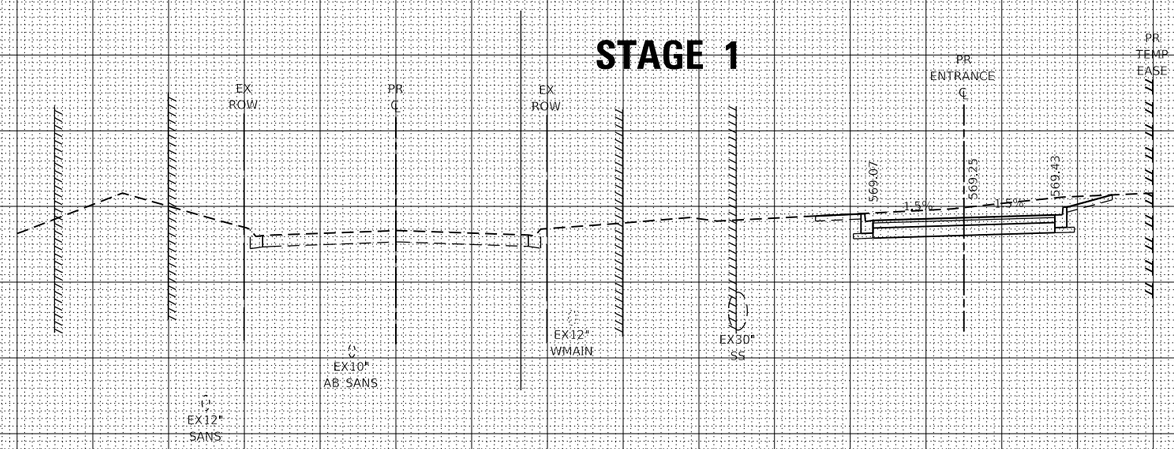
STAGE 1

TOPSOIL REMOVAL = 58.8 S.F.
EARTH EXCAVATION = 70.1 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 11.2 S.F.
NON-SPECIAL WASTE = 58.8 S.F.

STAGE 2

TOPSOIL REMOVAL = 0.0 S.F.
EARTH EXCAVATION = 0.0 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 0.0 S.F.
NON-SPECIAL WASTE = 0.0 S.F.

401 + 50.00



401 + 50.00

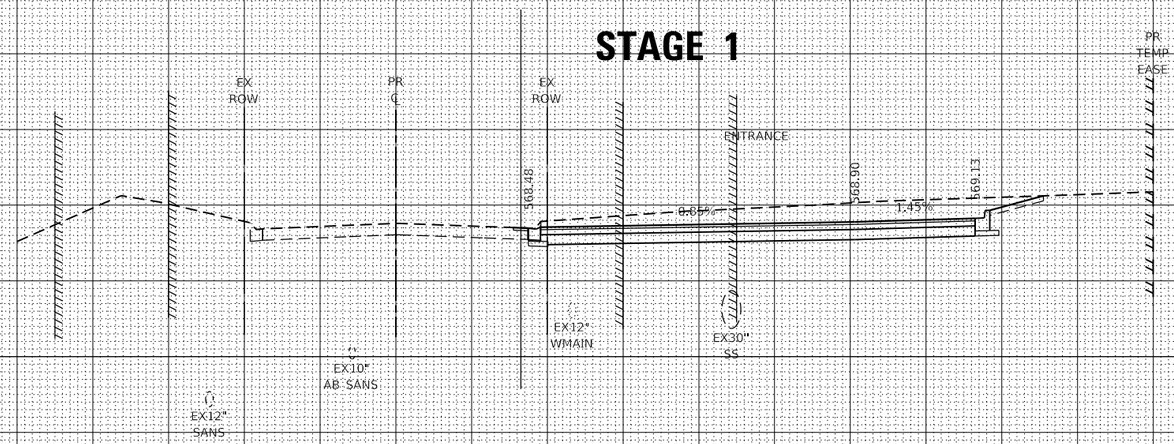
STAGE 1

TOPSOIL REMOVAL = 99.5 S.F.
EARTH EXCAVATION = 175.5 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 5.2 S.F.
NON-SPECIAL WASTE = 99.5 S.F.

STAGE 2

TOPSOIL REMOVAL = 0.0 S.F.
EARTH EXCAVATION = 0.0 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 0.0 S.F.
NON-SPECIAL WASTE = 0.0 S.F.

401 + 17.00



401 + 17.00

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

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

PLOT DRIVER = $PLTDRVLS
PEN TABLE = $PENTBLLS
FILE NAME = pw:\\patrickco-pw.bentley.com:patrickcopw07\Documents\City Of Joliet\22177.01\12_Design\12a_CAD\SHEETS\012-C2-SHT-XSEC-CROSSROAD.dgn

CIVILTECH

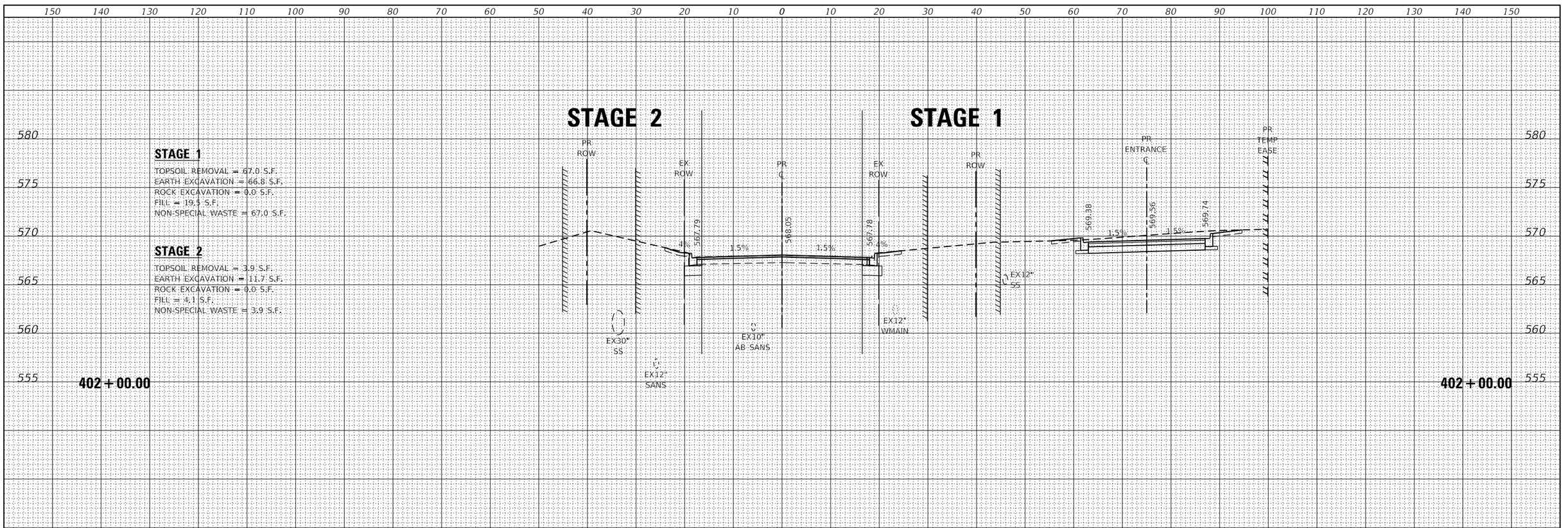
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		DRAWN - MC		REVISED -	
PLOT SCALE = 20.0000 ' / in.		CHECKED - DNM		REVISED -	
PLOT DATE = 3/1/2023		DATE - $DATE		REVISED -	

CITY OF JOLIET

CROSSROAD DRIVE
CROSS SECTIONS

SCALE: 1"=10'H/5'V | SHEET OF SHEETS | STA. 400+97.00 TO STA. 401+30.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	203
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

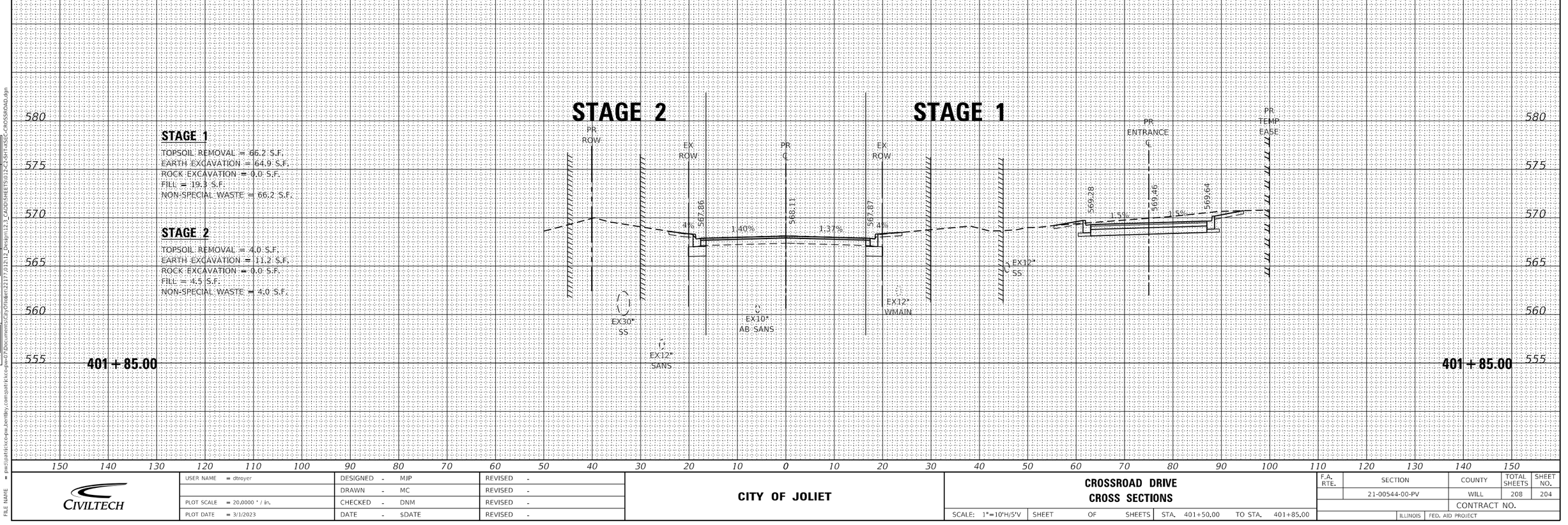


STAGE 1

TOPSOIL REMOVAL = 67.0 S.F.
EARTH EXCAVATION = 66.8 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 19.5 S.F.
NON-SPECIAL WASTE = 67.0 S.F.

STAGE 2

TOPSOIL REMOVAL = 3.9 S.F.
EARTH EXCAVATION = 11.7 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 4.1 S.F.
NON-SPECIAL WASTE = 3.9 S.F.



STAGE 1

TOPSOIL REMOVAL = 66.2 S.F.
EARTH EXCAVATION = 64.9 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 19.3 S.F.
NON-SPECIAL WASTE = 66.2 S.F.

STAGE 2

TOPSOIL REMOVAL = 4.0 S.F.
EARTH EXCAVATION = 11.2 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 4.5 S.F.
NON-SPECIAL WASTE = 4.0 S.F.

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

PLOT DRIVER = $PLTDRVLS
PEN TABLE = $PENTBLLS
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CIVILTECH

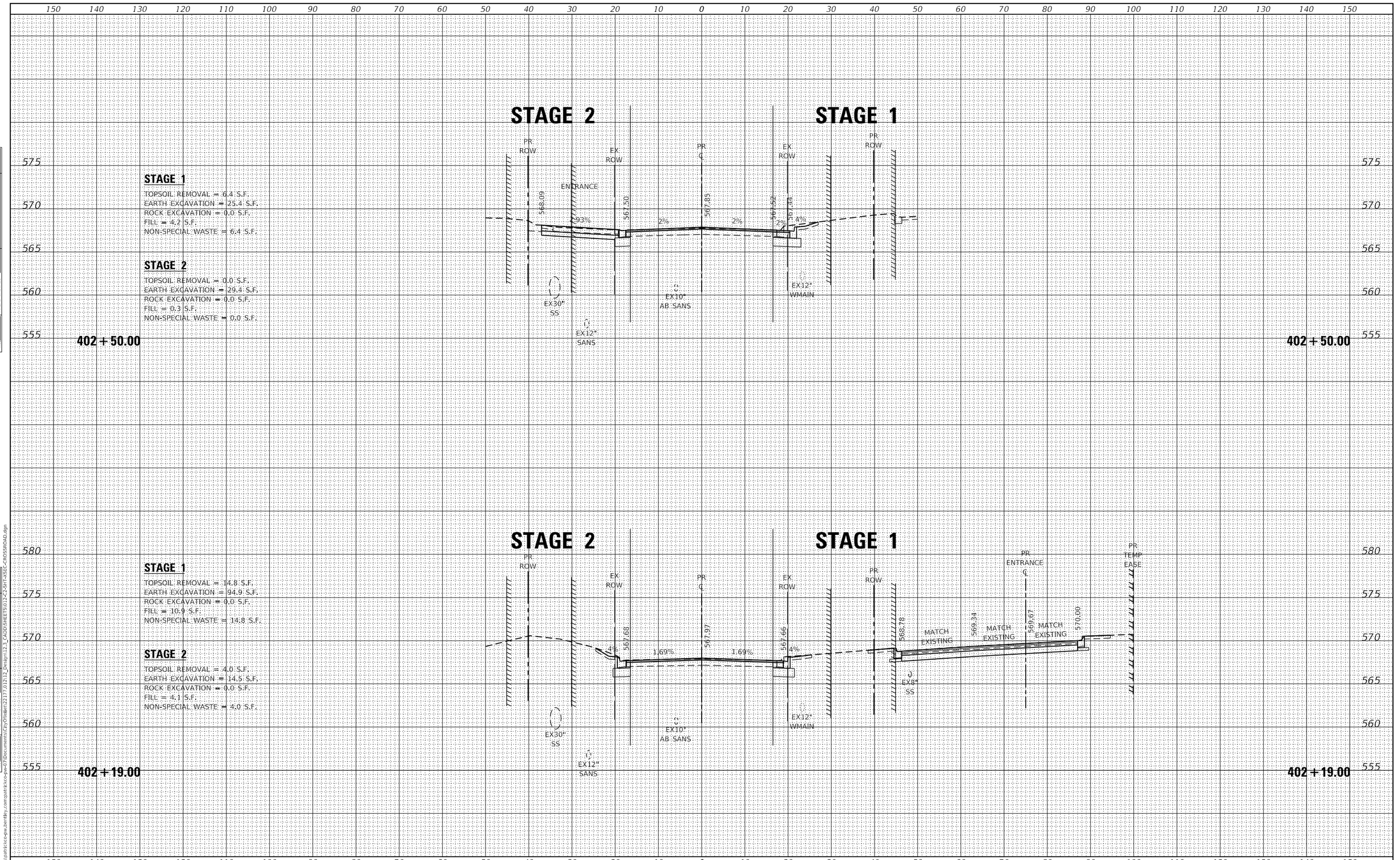
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	DRAWN - MC	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - DNM	REVISED -	
PLOT DATE = 3/1/2023	DATE - $DATE	REVISED -	

CITY OF JOLIET

CROSSROAD DRIVE
CROSS SECTIONS

SCALE: 1"=10'H/5'V | SHEET OF SHEETS | STA. 401+50.00 TO STA. 401+85.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	204
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



USER NAME = dtroyer	DESIGNED - MJP	REVISED -	
	DRAWN - MC	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - DNM	REVISED -	
PLOT DATE = 3/1/2023	DATE - $DATE	REVISED -	

CIVILTECH

CITY OF JOLIET

CROSSROAD DRIVE
CROSS SECTIONS

SCALE: 1"=10'H/5'V | SHEET OF SHEETS | STA. 402+00.00 TO STA. 402+19.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	205
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

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

PLOT DRIVER = $PLTDRVLS
PEN TABLE = $PENTBLLS
FILE NAME = pw:\\patrickco-pw.bentley.com:patrickco-pw-07\Documents\City Of Joliet\22177.01212_Design\12a_CAD\SHEETS\012-C2-SHT-XSEC-CROSSROAD.dgn

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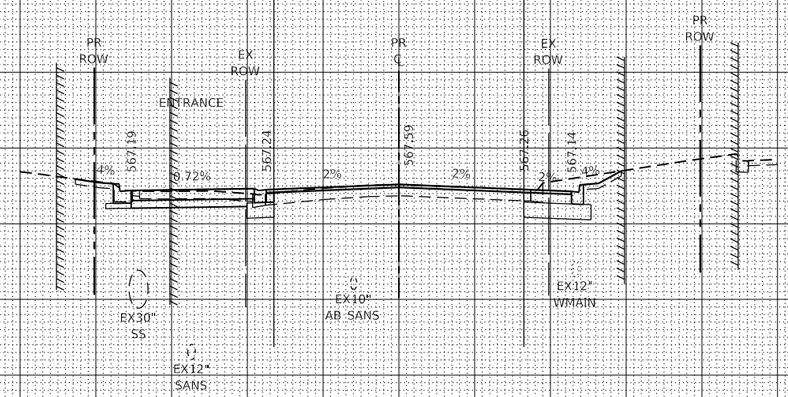
STAGE 1

TOPSOIL REMOVAL = 8.3 S.F.
EARTH EXCAVATION = 38.1 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 4.1 S.F.
NON-SPECIAL WASTE = 8.3 S.F.

STAGE 2

TOPSOIL REMOVAL = 4.1 S.F.
EARTH EXCAVATION = 29.0 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 3.1 S.F.
NON-SPECIAL WASTE = 4.1 S.F.

403+00.00



403+00.00

575 570 565 560 555

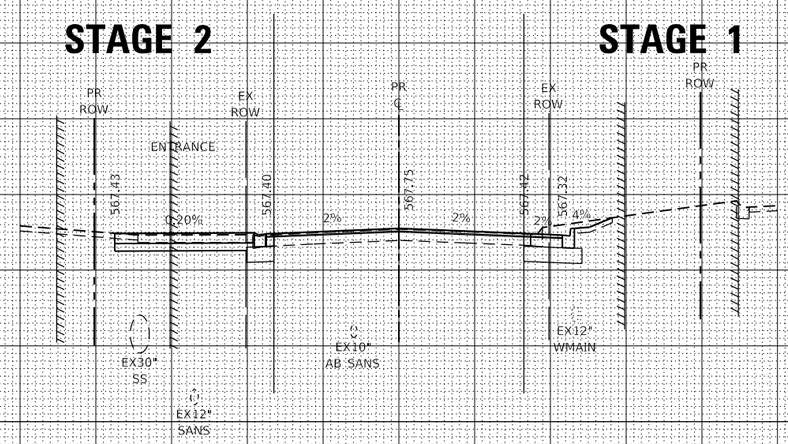
STAGE 1

TOPSOIL REMOVAL = 7.4 S.F.
EARTH EXCAVATION = 30.8 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 4.1 S.F.
NON-SPECIAL WASTE = 7.4 S.F.

STAGE 2

TOPSOIL REMOVAL = 0.0 S.F.
EARTH EXCAVATION = 28.3 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 0.3 S.F.
NON-SPECIAL WASTE = 0.0 S.F.

402+75.00



402+75.00

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

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

PLOT DRIVER = $PLTDRVLS
PEN TABLE = $PENTBLLS
FILE NAME = pw:\\patrickco-pw.bentley.com:patrickco-pw-07\Documents\City Of Joliet\22177.01212_Design\12a_CAD\SHEETS\012-C2-SHT-XSEC-CROSSROAD.dgn

CIVILTECH

USER NAME = dtroyer	DESIGNED - MJP	REVISED -	
	DRAWN - MC	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - DNM	REVISED -	
PLOT DATE = 3/1/2023	DATE - $DATE	REVISED -	

CITY OF JOLIET

CROSSROAD DRIVE
CROSS SECTIONS

SCALE: 1"=10'H/5'V | SHEET OF SHEETS | STA. 402+50.00 TO STA. 403+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	206
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

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575 570 565 560

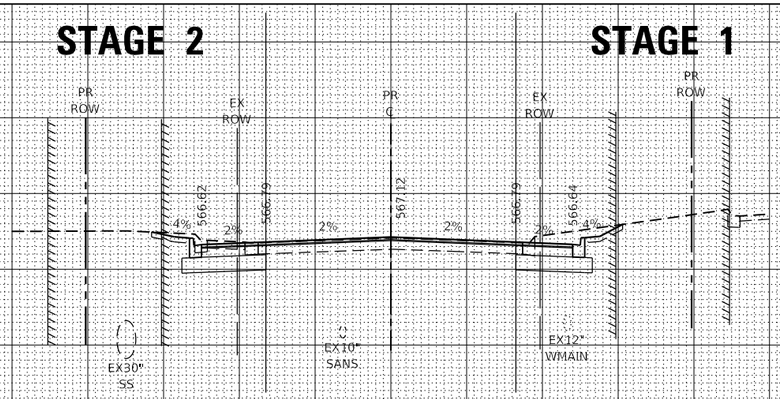
STAGE 1

TOPSOIL REMOVAL = 9.3 S.F.
EARTH EXCAVATION = 42.9 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 4.1 S.F.
NON-SPECIAL WASTE = 9.3 S.F.

STAGE 2

TOPSOIL REMOVAL = 4.6 S.F.
EARTH EXCAVATION = 35.5 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 4.2 S.F.
NON-SPECIAL WASTE = 4.6 S.F.

403 + 75.00



403 + 75.00

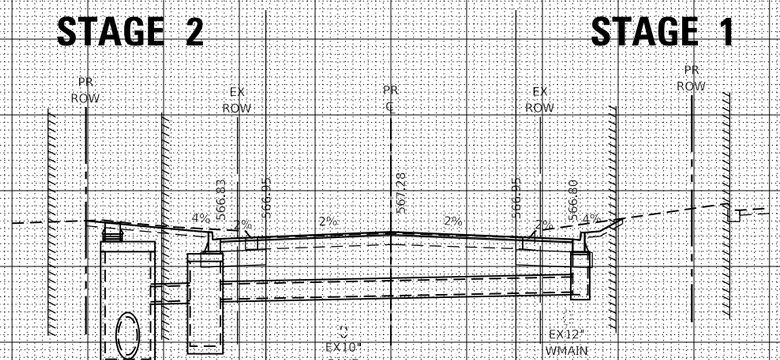
STAGE 1

TOPSOIL REMOVAL = 9.3 S.F.
EARTH EXCAVATION = 43.6 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 4.1 S.F.
NON-SPECIAL WASTE = 9.3 S.F.

STAGE 2

TOPSOIL REMOVAL = 16.9 S.F.
EARTH EXCAVATION = 33.3 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 4.2 S.F.
NON-SPECIAL WASTE = 16.9 S.F.

403 + 50.00



403 + 50.00

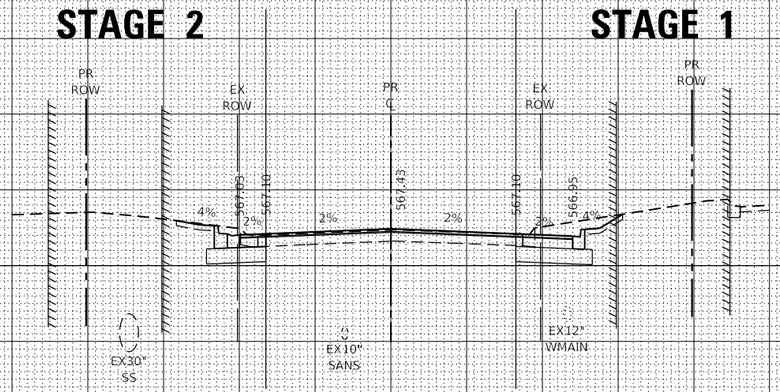
STAGE 1

TOPSOIL REMOVAL = 9.3 S.F.
EARTH EXCAVATION = 44.3 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 4.1 S.F.
NON-SPECIAL WASTE = 9.3 S.F.

STAGE 2

TOPSOIL REMOVAL = 6.8 S.F.
EARTH EXCAVATION = 27.7 S.F.
ROCK EXCAVATION = 0.0 S.F.
FILL = 5.0 S.F.
NON-SPECIAL WASTE = 6.8 S.F.

403 + 25.00



403 + 25.00

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

USER NAME = dtroyer	DESIGNED - MJP	REVISED -	
	DRAWN - MC	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - DNM	REVISED -	
PLOT DATE = 3/1/2023	DATE - $DATE	REVISED -	

CIVILTECH

CITY OF JOLIET

CROSSROAD DRIVE
CROSS SECTIONS

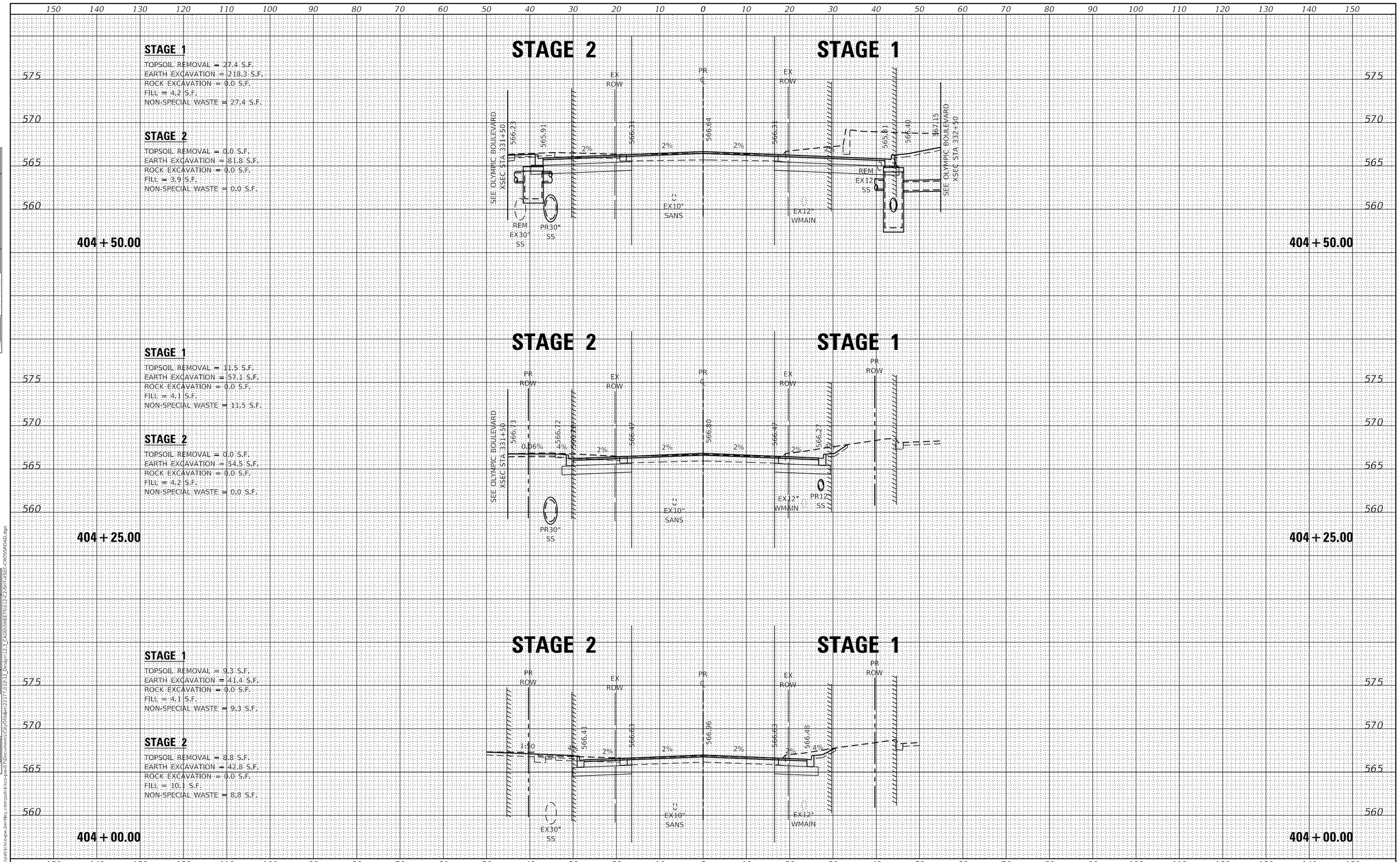
SCALE: 1"=10'H/5'V | SHEET OF SHEETS | STA. 403+25.00 | TO STA. 403+75.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	207
		CONTRACT NO.		
	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

PLOT DRIVER = $PLTDRVLS
PEN TABLE = $PENTBLLS
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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

PLOT DRIVER = $PLTDRVLS
PEN TABLE = $PENTBLLS
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CIVILTECH

USER NAME = dtroyer	DESIGNED - MJP	REVISED -
	DRAWN - MC	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - DNM	REVISED -
PLOT DATE = 3/1/2023	DATE - $DATE	REVISED -

CITY OF JOLIET

CROSSROAD DRIVE
CROSS SECTIONS

SCALE: 1"=10'H/5'V | SHEET OF SHEETS | STA. 404+00.00 | TO STA. 404+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00544-00-PV	WILL	208	208
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			