

F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	645	1
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
(2425 & 2626) R-2		CONTRACT NO. 62111		

FOR INDEX OF SHEETS, SEE SHEET NO. 2

TRAFFIC DATA

ADT :
I-80/94 = 168,000 (2020)
 POSTED SPEED :
90 Km/hr (55 mph) I-80/94
 DESIGN DESIGNATION :
16,800 (20) Interstate 97.4 (CRC-30) I-80/94

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

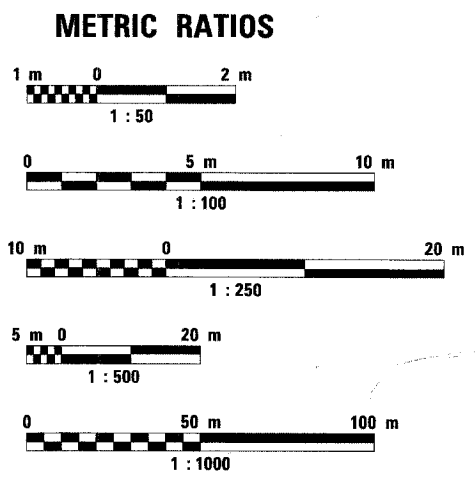
**PROPOSED
 HIGHWAY PLANS**

F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY) (I-80/94)
 EASTBOUND & WESTBOUND INSIDE LANES (MAINLINE) CONSTRUCTION
 FROM WEST OF IL ROUTE 83 (TORRENCE) TO EAST OF BURNHAM ROAD

SECTION: (2425 & 2626) R-2
 PROJECT NO.: ACNHI-080-5(067)160

COOK COUNTY
 C-91-017-01

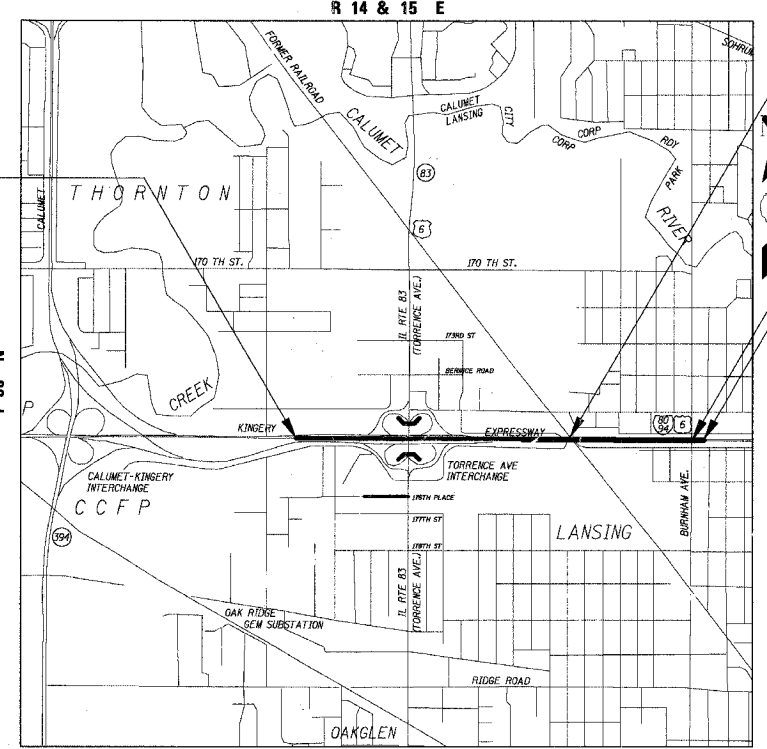
MICROFILMED _____
 REEL NUMBER _____
 AWARDED _____
 RESIDENT ENGINEER _____
 AS BUILT CHANGES WERE MADE
 ON THE FOLLOWING SHEETS _____



FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
 ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT
 CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS
 ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
 (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION)
 (800) 892-0123

CONTRACT NO. 62111

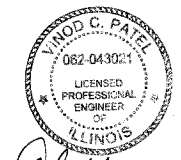


I-80/94
 STA 4+500.000
 PROJECT BEGINS

I-80/94 OVER
 RAILROAD AVENUE
 STRUCTURE NO. 016-2792 (PROP.)
 (EXIST.) SN 016-0080

I-80/94 OVER
 BURNHAM AVENUE
 STRUCTURE NO. 016-2791 (PROP.)
 (EXIST.) SN 016-0082

I-80/94 WB
 STA 6+814.721
 PROJECT ENDS



VINOD C. PATEL, P.E.
 IL. REG. NO. 062-043021
 EXPIRES: 11/30/2005
 DATE: 7-7-2005

TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 205 N. MICHIGAN AVE. CHICAGO, IL 60601



STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED July 8, 20 05
 Dina O'Keefe
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

October 14, 20 05
 Mike Hine
 ENGINEER OF DESIGN AND ENVIRONMENT

October 14, 20 05
 Eric E. Hamm
 DEPUTY DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
 OF THE STATE OF ILLINOIS

DISTRICT 1 - DESIGN /CONSULTANT SERVICES
 PROJECT MANAGER: CATHERINE KIBBLE 847-705-4269

SEE SHEET 2 FOR RETAINING WALL STRUCTURE NUMBERS AND LOCATIONS
 I-80/94 GROSS LENGTH OF PROJECT = 2314.721 m (2.315 km)
 I-80/94 NET LENGTH OF PROJECT = 2314.721 m (2.315 km)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	2
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
(2425 & 2626) R-2			CONTRACT NO. 62111	

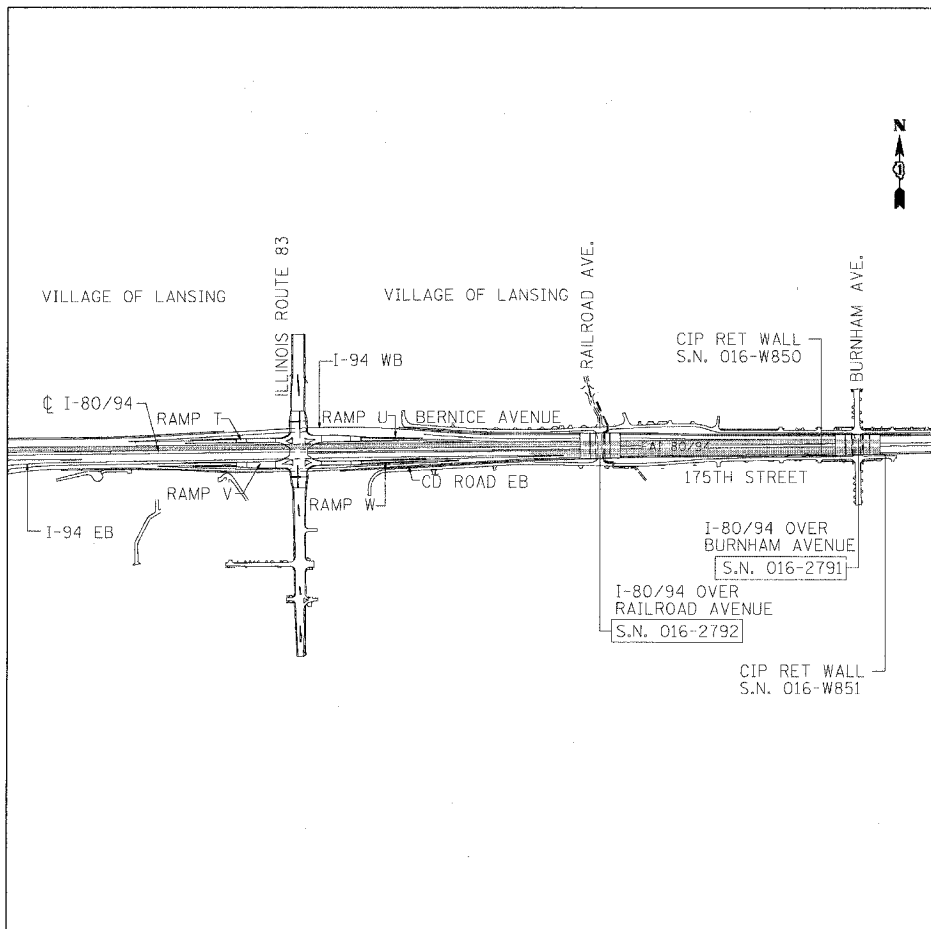
SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS, STATE STANDARDS & KEY MAP
3 - 4	GENERAL NOTES
5 - 11	SUMMARY OF QUANTITIES
12	SUGGESTED CONSTRUCTION PROGRESS SCHEDULE
13 - 21	TYPICAL SECTIONS
22 - 33	SCHEDULE OF QUANTITIES
34 - 39	HORIZONTAL ALIGNMENTS, TIES AND BENCHMARKS
40 - 48	ROADWAY PLANS
49 - 71	ROADWAY PROFILES
72 - 105	ROADWAY DETAILS
106 - 126	SOIL BORING LOCATION PLANS AND SOIL PROFILES
127 - 140 A	PAVEMENT ELEVATIONS & JOINTING PLANS
141 - 183	MAINTENANCE OF TRAFFIC PLANS
184 - 198	EROSION AND SEDIMENT CONTROL PLANS
199 - 209	DRAINAGE AND UTILITY PLANS
210 - 211	DRAINAGE SCHEDULES
212 - 220	DRAINAGE PROFILES
221 - 224	DRAINAGE & UTILITY DETAILS
225 - 234	SUB-SURFACE UTILITY ENGINEERING PLANS
235 - 276	PLATS OF HIGHWAY
277 - 285	PAVEMENT MARKING AND LANDSCAPING PLANS
286 - 287	TEMPORARY TRAFFIC SIGNAL PLANS
288 - 299	ELECTRICAL RACEWAY PLANS
300 - 315	SIGNING PLANS
316 - 339	SIGN STRUCTURE PLANS
340 - 358	CIP RETAINING WALL S.N. 016-W850
359 - 372	CIP RETAINING WALL S.N. 016-W851
373 - 442	I-80/94 OVER RAILROAD AVENUE BRIDGE S.N. 016-2792
443 - 502	I-80/94 OVER BURNHAM AVENUE BRIDGE S.N. 016-2791
*503 - 521	DISTRICT ONE DETAILS
522 - 631	CROSS SECTIONS

STD. NO.	DESCRIPTION
000001-04	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
280001-02	TEMPORARY EROSION CONTROL SYSTEMS
420001-06	PAVEMENT JOINTS
420401-05	BRIDGE APPROACH PAVEMENT
421001-01	BAR REINFORCEMENT FOR CRC PAVEMENT
421201-04	7.2M (24') CRC PAVEMENT WITH LUG SYSTEM
421206-04	10.8M (36') CRC PAVEMENT WITH LUG SYSTEM
424001-04	CURB RAMP FOR SIDEWALKS
515001-02	NAME PLATE FOR BRIDGES
542601	REINFORCED CONCRETE PIPE ELBOW
542606	REINFORCED CONCRETE PIPE TEE
602001	CATCH BASIN, TYPE A
602301	INLET, TYPE A
602401	MANHOLE, TYPE A
602601	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701	CAST IRON STEPS
604001-02	FRAME AND GRATE, TYPE 1
604071-02	FRAME AND GRATE, TYPE 20
604081-02	FRAME AND GRATES, TYPE 22
604091-01	FRAME AND GRATES, TYPE 24
606001-02	CONCRETE CURB AND COMBINATION CONCRETE CURB AND GUTTER
630001-05	STEEL PLATE BEAM GUARDRAIL
630301-03	SHOULDER WIDENING FOR TYPE I GUARDRAIL TERMINALS
631031-05	TRAFFIC BARRIER TERMINAL, TYPE 6
635006-02	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-01	REFLECTOR MARKER AND MOUNTING DETAILS
637001-02	CONCRETE BARRIER, DOUBLE FACE, 815mm HEIGHT
637006	CONCRETE BARRIER, DOUBLE FACE, 1065mm HEIGHT
638001-01	GLARE SCREEN BLADES
642001	SHOULDER RUMBLE STRIPS
701001-01	OFF-ROAD OPERATIONS, 2L 2W, 4.5m (15') MIN. AWAY FOR SPEEDS > OR = 45 MPH
701006-02	OFF-ROAD OPERATIONS, 2L 2W, 4.5m (15') TO PAVEMENT EDGE, FOR SPEEDS > OR = 45 MPH
701101-01	OFF-ROAD OPERATIONS, MULTILANE LESS THAN 4.5M AWAY FOR SPEEDS > OR = 45 MPH
701400-02	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-03	LANE CLOSURE, FREEWAY/EXPRESSWAY
701402-05	LANE CLOSURE, FREEWAY/EXPRESSWAY, WITH BARRIER
701411-03	LANE CLOSURE, MULTILANE AT ENTRANCE OR EXIT RAMP FOR SPEEDS > OR = 45 MPH
701426-02	LANE CLOSURE, MULTIL., INTERMITTENT OR MOVING OPER., FOR SPEEDS > 45 MPH
701431-03	LANE CLOSURE, MULTIL., UNDIV. W/CROSSOVER, FOR SPEEDS 45 MPH TO 55 MPH
701446	TWO LANE CLOSURE, FREEWAY/EXPRESSWAY
701606-04	LANE CLOSURE, MULTILANE, 2W, WITH MOUNTABLE MEDIAN, FOR SPEEDS < 45 MPH
701701-04	LANE CLOSURE, MULTILANE, INTERSECTION, FOR SPEEDS < 45 MPH
701801-03	LANE CLOSURE, MULTILANE, 1W OR 2W, CROSSWALK OR SIDEWALK CLOSURE, FOR SPEEDS < 45 MPH
702001-06	TRAFFIC CONTROL DEVICES
704001-02	TEMPORARY CONCRETE BARRIER
720001	SIGN PANEL MOUNTING DETAILS
720006	SIGN PANEL ERECTION DETAILS
720011	METAL POSTS (SIGNS, MARKERS AND DELINEATORS)
720021-01	SIGN PANELS, EXTRUDED ALUMINUM TYPE
729001	APPLICATION OF TYPE A AND B METAL POSTS
880001	SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION
886001	DETECTOR LOOP INSTALLATIONS
857001	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES

** included as plan sheets 503-521*
INSERTED DISTRICT 1 DETAILS

BD01	DRIVEWAY DETAILS - DISTANCE BETWEEN ROW AND FACE OF CURB / EDGE >= 4.5 m (15')
BD07	STORM SEWER CONNECTION TO EXISTING SEWER
BD37	MANHOLE TYPE A 7 FT. DIAMETER
BD48	PCC PAVEMENT ROUNDOUTS AT CURB & GUTTER
CS07 (m)	CATCH BASIN AND INLET 1.2 x 0.9 AND 1.2 x 1.5 FOR H LESS THAN OR EQUAL TO 2.4
CS08 (m)	CATCH BASIN AND INLET 1.2 x 0.9 AND 1.2 x 1.5 FOR H > 2.4
CS09 (m)	CATCH BASIN TYPES 2.4mx0.9m & 2.4mx1.5m FOR H LESS THAN OR EQUAL TO 2.4
CS10A (m)	DRAINAGE STRUCTURES CATCH BASINS 2.4mx0.9m & 2.4mx1.5m FOR DEPTHS WHERE H >2.4m SHEET 1 OF 2
CS10B (m)	DRAINAGE STRUCTURES CATCH BASINS 2.4mx0.9m & 2.4mx1.5m FOR DEPTHS WHERE H >2.4m SHEET 2 OF 2
TC08	ENTRANCE AND EXIT RAMP CLOSURE DETAILS
TC09	TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE & MULTI-LANE WEAVE
TC10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC11	RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT)
TC12	MULTI-LANE FREEWAY PAVEMENT MARKING
TC13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC16	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
TC17	TRAFFIC CONTROL FOR SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES
TC18	SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

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PROJECT KEYMAP

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY

**INDEX OF SHEETS
 STATE STANDARDS & KEY MAP**

SCALE: NONE
 DATE: 8/22/05

DRAWN BY: JFS
 CHECKED BY: MCD

TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

Rev.

GENERAL NOTES

PAVEMENT MARKING

1. TWO WEEKS PRIOR TO PLACING PERMANENT PAVEMENT MARKING, CONTACT PATRICE HARRIS, AREA TRAFFIC FIELD TECHNICIAN AT 708-597-8800.

ROADWAY AND MISCELLANEOUS

1. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE OR VILLAGE PROPERTY WITHOUT PRIOR WRITTEN PERMISSION FROM THE DEPARTMENT OR THE VILLAGE OF LANSING.
2. WHEN ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AS WELL AS TO ADJOINING RESIDENTIAL AREAS TO THE SATISFACTION TO THE RESIDENT ENGINEER.
3. 3 METER (10') TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND ITEMS OF WORK TO EXISTING CURBS AND GUTTERS AND MEDIAN IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
4. THE PHASE III CONSULTANT WILL BE RESPONSIBLE FOR THE RE-ESTABLISHMENT OF CONTROL AND TIE POINTS AS SHOWN ON THE ALIGNMENT AND TIES SHEETS. THE CONTRACTOR SHALL COORDINATE THE RE-ESTABLISHMENT OF EXISTING CONTROL AND TIE POINTS DISTURBED BY THE CONSTRUCTION ACTIVITIES WITH THE RESIDENT ENGINEER AND PHASE III CONSULTANT. EXISTING CONTROL AND TIE POINT LOCATIONS THAT ARE CONSIDERED NOT VIABLE UNDER THE FINAL CONDITIONS MAY BE RE-ESTABLISHED AT A MORE FEASIBLE LOCATION, AS APPROVED BY THE RESIDENT ENGINEER. THE PHASE III CONSULTANT SHALL SUBMIT DOCUMENTATION OF ALL RE-ESTABLISHED CONTROL AND TIE POINTS TO THE DEPARTMENT NO LATER THAN ONE (1) MONTH AFTER COMPLETION OF THE CONTRACT.
5. THE DESIGN OR DESIGN INFORMATION SHOWN IN THE PLANS RELATIVE TO THE TEMPORARY STRUCTURES, IS PROVIDED FOR THE EXISTING AND/OR PROPOSED CONDITIONS INCLUDING TRAFFIC PATTERNS AND LOCATIONS SHOWN OR DETAILED IN THE PLANS. IF THE ACTUAL EXISTING AND/OR PROPOSED CONDITIONS INCLUDING TRAFFIC PATTERNS AND LOCATIONS VARY FROM THOSE SHOWN IN THE PLANS, THE CONTRACTOR SHALL VERIFY THE DESIGN PARAMETERS FOR THE TEMPORARY STRUCTURES AND SUBMIT THE DESIGN (OR REDESIGN IF ANY) FOR THE ENGINEER'S APPROVAL. THE DESIGN/REDESIGN INCLUDING CALCULATIONS SHALL BE SEALED AND SIGNED BY A STRUCTURAL ENGINEER LICENSED IN THE STATE OF ILLINOIS.
6. PRIOR TO THE INSTALLATION OF TOPSOIL, REGARDLESS OF SLOPE, THE SUBGRADE SHALL BE SURFACE ROUGHENED BY A TRACKED VEHICLE NO MORE THAN 7 DAYS PRIOR TO PLACEMENT, THIS WORK SHALL BE INCLUDED IN THE COST OF "TOPSOIL, FURNISH AND PLACE".
7. THE CONTRACTOR SHALL SCHEDULE A PERIOD OF TIME (MINIMUM OF 5 WORKING DAYS) BETWEEN THE PLACEMENT OF SUB-BASE GRANULAR MATERIAL AND THE STABILIZED SUB-BASE 150MM TO ALLOW THE HIGHWAY LIGHTING AND SURVEILLANCE CONTRACTOR TIME TO INSTALL THE VEHICLE DETECTION SYSTEM.

ROADWAY AND MISCELLANEOUS (CONTINUED)

8. POROUS GRANULAR EMBANKMENT, SUBGRADE (PGES) MAY BE USED AT LOCATIONS WHERE UNSUITABLE OR UNSTABLE MATERIAL IS ENCOUNTERED DURING CONSTRUCTION. SOILS WILL BE TESTED BY THE ENGINEER IN ACCORDANCE WITH ARTICLE 301.03 AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. THE ACTUAL LIMITS AND DEPTHS OF REMOVAL AND REPLACEMENT WILL BE DETERMINED BY THE ENGINEER. THE ENGINEER WILL DETERMINE IF THE REMOVED MATERIAL IS UNSUITABLE OR UNSTABLE BASED ON THE FOLLOWING CRITERIA. UNSTABLE MATERIAL IS THAT WHICH, WITH ADEQUATE PROCESSING, CAN MEET THE REQUIREMENTS OF EMBANKMENT AS OUTLINED IN THIS CONTRACT. UNSUITABLE MATERIAL DOES NOT MEET THE REQUIREMENTS FOR EMBANKMENT MATERIALS. UNSUITABLE SOILS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR IN ACCORDANCE WITH SECTION 202 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. UNSTABLE MATERIALS WILL BE MEASURED FOR PAYMENT AS EARTH EXCAVATION AND MAY BE PROCESSED AND USED IN THE EMBANKMENT OR DISPOSED OF, IN ACCORDANCE WITH ARTICLE 202.03.

COMMITMENTS

1. THE PROJECT COMMITMENTS RELATING TO THE INTERSTATE 80/94 PROPOSED IMPROVEMENT INCLUDE THE FOLLOWING:

THE CONSTRUCTION OF ROADSIDE DRAINAGE SWALES MUST NOT INTERCEPT GROUNDWATER LEVELS. ROADSIDE SWALES ARE CONSTRUCTED WITHIN THE INTERCHANGE AREAS TO ACCEPT ROADSIDE DRAINAGE ONLY. TOPSOIL IN THE PERMANENT CONSTRUCTION ZONES WILL BE SEGREGATED FOR POTENTIAL RE-USE WITHIN THE TEMPORARY WORK AREAS AFTER CONSTRUCTION IS COMPLETE.

IN ADDITION TO THE EROSION AND SEDIMENT CONTROL FENCING AROUND THE CONSTRUCTION LIMITS, IDOT WILL PROVIDE CHAIN LINK FENCING AROUND WETLANDS AND WATER BODIES TO PREVENT ACCIDENTAL INTRUSIONS OF THE CONSTRUCTION PERSONNEL AND EQUIPMENT. NON-INTRUSION ZONE SIGNING WILL ALSO BE INSTALLED WITH THE FENCING.

BITUMINOUS MIX REQUIREMENTS

MIX TYPE	AC TYPE	VOIDS	RAP%
TEMPORARY PAVEMENT (INTERSTATE) & TEMPORARY PAVEMENT			
POLYMERIZED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "F", N105	SBS 70-22	4% @ 105 GYR	0
POLYMERIZED BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19, N105	PG 64-22	4% @ 105 GYR	0
PROPOSED BITUMINOUS PAVEMENT			
BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70	PG 64-22	4% @ 70 GYR	10
BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N50	PG 64-22	4% @ 50 GYR	15
BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19, N70	PG 64-22	4% @ 70 GYR	15
BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19, N50	PG 58-22	4% @ 50 GYR	25
BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50	PG 64-22	4% @ 50 GYR	15
BITUMINOUS BASE COURSE, SUPERPAVE, 190MM, 250MM	PG 58-22	2% @ 50 GYR	50
BITUMINOUS STABILIZED SUBBASE, 150MM	PG 58-22	3% @ 50 GYR	25

THE UNIT WEIGHT USED TO CALCULATE ALL BITUMINOUS SURFACE MIXTURE IS 59.8 KG/SQ M/25MM THICKNESS.

THE FOLLOWING RATES OF APPLICATIONS HAVE BEEN USED IN CALCULATING PLAN QUANTITIES

ITEM	RATE	UNITS
BITUMINOUS MATERIALS (PRIME COAT)	0.0005	M TONS/SQ M
AGGREGATE (PRIME COAT)	0.0022	M TONS/SQ M

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	3
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (2425 & 2626) R-2 CONTRACT NO. 62111

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY

GENERAL NOTES I

SCALE: NONE
 DATE: 9/13/05

DRAWN BY: JFS
 CHECKED BY: RUM

TENG TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

GENERAL NOTES

UTILITIES

- BEFORE STARTING EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION) AT (800) 892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES (48 HOURS NOTIFICATION IS REQUIRED).
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITY WITH UTILITY COMPANIES AND LOCAL AGENCIES.
- INFORMATION SHOWN ON THE SUE SHEETS IS FOR UTILITY INFORMATION PURPOSES ONLY. ROADWAY ALIGNMENT AND ROADWAY PLAN AND PROFILE SHEETS ARE TO BE FOLLOWED FOR THE APPROPRIATE ROADWAY GEOMETRY.

DRAINAGE

- BACK FILLING OF STORM SEWERS SHALL BE PERFORMED IN ACCORDANCE WITH METHOD 1 OF ARTICLE 550.07 OF THE STANDARD SPECIFICATIONS.

2. BEFORE FINAL ACCEPTANCE OF THE PROJECT, ALL PROPOSED STORM SEWER LINES SHALL BE CLEANED AS DIRECTED BY THE ENGINEER. THE COST FOR THIS WORK IS CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE BID FOR STORM SEWERS OF THE TYPE, CLASS AND DIAMETER SPECIFIED.

3. WATER MAIN QUALITY PIPE FOR STORM SEWERS IS TO BE USED AT LOCATIONS WHERE LATERAL SEPARATION BETWEEN THE SEWER AND WATERMAIN IS LESS THAN 3.0 M (OUTSIDE TO OUTSIDE) AND THE BOTTOM OF WATER MAIN IS LESS THAN 0.45 M ABOVE THE STORM SEWER CROWN. WATER MAIN QUALITY PIPE IS TO BE USED AT LOCATIONS WHERE THE WATER MAIN CROSSES BELOW THE SEWER REGARDLESS OF VERTICAL SEPARATION.

4. EXISTING DRAINAGE STRUCTURES USED FOR STAGED CONSTRUCTION OF THE PROPOSED DRAINAGE SYSTEM, OR REMAINING IN PLACE AS PART OF THIS CONTRACT, MAY REQUIRE NEW PIPE CONNECTIONS OR THAT THE OUTLETS TO EXISTING PIPES ARE BULKHEADED WITH CLASS SI CONCRETE. THIS WORK SHALL BE PERFORMED AS INDICATED ON THE PLANS AND DIRECTED BY THE ENGINEER. THE COST OF NEW PIPE CONNECTIONS OR BULKHEADING OF EXISTING PIPE OUTLETS TO AND FROM EXISTING DRAINAGE STRUCTURES SHALL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE UNIT PRICE BID PER METER FOR THE NEW PIPE TO BE CONNECTED, OF THE TYPE, DIAMETER AND CLASS SPECIFIED.

5. REMOVAL OF EXISTING LATERAL STORM SEWERS CONNECTING TO THE 2100MM EXISTING COMBINED SEWER UNDER BURNHAM AVENUE WILL BE DONE TO WITHIN ONE METER OF THE COMBINED SEWER. THE LAST ONE METER OF LATERAL SHALL BE LEFT IN PLACE AND ABANDONED PER 550.05 OF THE STANDARD SPECIFICATIONS.

6. FOR INSTALLATION OF PROPOSED DRAINAGE STRUCTURES IN EXISTING SEWERS A PORTION OF THE EXISTING PIPE SHALL BE CUT AND REMOVED. THE PROPOSED STRUCTURE SHALL BE PROVIDED WITH ADEQUATELY SIZED OPENINGS SUCH THAT THE EXISTING PIPE MAY BE CONNECTED AT ITS EXISTING INVERT ELEVATIONS. THE COST OF THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE CONTRACT UNIT PRICE PER EACH FOR THE TYPE AND KIND OF DRAINAGE STRUCTURE TO BE INSTALLED.

7. WHERE THE ADJACENT SHOULDER OR PAVEMENT THICKNESS EXCEEDS THAT OF THE NEW FRAME, THE CONTRACTOR SHALL INSTALL THE CATCH BASIN OR DRAINAGE STRUCTURE LID FLUSH OR LOWER THAN THE BOTTOM OF THE ADJACENT SHOULDER OR PAVEMENT AND ADJUST THE FRAME AND LID IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF ARTICLE 602 OF THE STANDARD SPECIFICATIONS.

8. IN ADDITION TO THE REQUIREMENTS OF ARTICLE 602.15 OF THE STANDARD SPECIFICATIONS, THE CONTRACT UNIT PRICE FOR THE DRAINAGE STRUCTURE SHALL INCLUDE THE SAND CUSHION, FURNISHING AND INSTALLING STEPS WHEN REQUIRED, ADJUSTING RINGS WHEN REQUIRED AND FURNISHING AND COMPACTING THE SPECIFIED BACKFILL MATERIAL.

9. FOR PROPOSED PIPE CONNECTIONS TO EXISTING PIPES OR STRUCTURES, THE REMOVAL OF TEMPORARY STORM SEWER PLUGS AND CONCRETE OR BRICK MASONRY BULKHEADS FROM THE EXISTING PIPES OR EXISTING STRUCTURES WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER METER FOR THE TYPE, MATERIAL, DIAMETER AND CLASS OF PROPOSED PIPE.

10. REMOVAL OF MANHOLES AND CATCH BASINS, INCLUDING ALL EXISTING DRAINAGE STRUCTURES UNDER THE EXISTING CENTRAL MEDIAN OF I-80 OR ELSEWHERE ON THE I-80/I-94 EXPRESSWAY, SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "REMOVING MANHOLES", REGARDLESS OF SHAPE, DEPTH OR SIZE OF THE STRUCTURE. THIS NOTE SHALL NOT APPLY TO LOCAL ROADS AND BURNHAM AVENUE.

11. ADJUSTMENT OF CATCH BASINS OF CIRCULAR OR RECTANGULAR FOOTPRINT AND OF ALL SIZES, SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "CATCH BASINS TO BE ADJUSTED", EXCEPT DRAINAGE STRUCTURES OF 2.4M x 0.9M AND 2.4M x 1.5M, WHICH WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "DRAINAGE STRUCTURE TO BE ADJUSTED". WHEN A CATCH BASIN OR DRAINAGE STRUCTURE HAS MULTIPLE CASTINGS, THE COST OF ADJUSTING ALL CASTINGS TO FINISHED PAVEMENT ELEVATION SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER EACH FOR THE RESPECTIVE PAY ITEM.

12. TOP OF GRATE ELEVATIONS FOR EXISTING STRUCTURES SHOWN ON THE PLANS WERE DETERMINED BY COMPUTER TERRAIN MODELING. THE RESIDENT ENGINEER MAY REVISE THE TOP OF GRATE ELEVATIONS AT THE TIME OF CONSTRUCTION BASED ON FIELD CONDITIONS.

13. INVERT ELEVATIONS FOR EXISTING PIPES HAVE BEEN SHOWN ON THE PLANS WHEN SURVEY INFORMATION WAS AVAILABLE. INVERT ELEVATIONS FOR EXISTING PIPES SHOULD BE DETERMINED OR VERIFIED IN THE FIELD AT THE TIME OF CONSTRUCTION.

14. DRAINAGE STRUCTURES AND SEWERS REQUIRING CLEANING ARE INDICATED ON THE EROSION CONTROL SHEETS.

15. PROPOSED STRUCTURES WITHIN THE SUB-GRADE AREA MAY TEMPORARILY BE PLATED (WITHOUT THE FRAME AND GRATE OR FRAME AND LID) TO FACILITATE THE CONTRACTOR'S OPERATIONS. PLATES SHALL MEET THE APPROVAL OF THE ENGINEER. THE COST FOR MATERIALS, INSTALLATION, REMOVAL OF THE PLATES, AND SUBSEQUENT CONSTRUCTION OF THE STRUCTURE TO ITS FINISHED HEIGHT SHALL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE CONTRACT UNIT PRICE PER EACH FOR THE DRAINAGE STRUCTURE.

16. STORM SEWER REMOVAL OF ELLIPTICAL SECTION PIPE WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER METER FOR "STORM SEWER REMOVAL", OF THE EQUIVALENT ROUND SIZE DIAMETER FOR THE PIPE.

17. REMOVAL OF COMBINED OR SANITARY SEWERS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER METER FOR "STORM SEWER REMOVAL", OF THE DIAMETER SPECIFIED.

18. REMOVAL, ADJUSTMENT AND RECONSTRUCTION OF COMBINED OR SANITARY MANHOLES WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "REMOVING MANHOLES", "MANHOLES TO BE ADJUSTED" AND "MANHOLES TO BE RECONSTRUCTED", RESPECTIVELY.

19. ABANDONED STORM SEWER PIPES SHALL BE PLUGGED ACCORDING TO ARTICLE 550.05 OF THE STANDARD SPECIFICATION, EXCEPT THAT ONLY CLASS SI CONCRETE SHALL BE USED. NO ADDITIONAL PAYMENT SHALL BE OFFERED FOR THE USE OF STRICTLY CLASS SI CONCRETE.

DRAINAGE NOTES FOR MWRD COMBINED SEWER NETWORKS

THE MWRD LOCAL SEWER SYSTEMS SECTION FIELD OFFICE MUST BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK (CALL 708-588-4055).

ALL DOWNSPOUTS AND FOOTING DRAINS SHALL DISCHARGE TO THE STORM SEWER SYSTEM.

ALL SANITARY SEWER PIPE MATERIALS AND JOINTS (AND STORM SEWER PIPE MATERIALS AND JOINTS IN A COMBINED SEWER AREA) SHALL CONFORM TO:

PIPE MATERIAL SPEC.	JOINT SPEC.	ABS COMPOSITE/TRUSS PIPE
VITRIFIED CLAY PIPE		8"-15" DIA.
VCP C-700	C-425	ABS D-2680
VCP (NO-BEL) C-700		
JOINT	C-425	PVC GRAVITY SEWER PIPE
COLLAR	D-1784	6"-15" DIA. SDR 26
		D-3034
CONCRETE PIPE C-14	C-443	18"-27" DIA. F/DY-46
RCP C-76	C-443	F-679
ACP C-428	D-1869	
		D-3212 OR D-2855
ABS SEWER PIPE		CISP A-74
SOLID WALL 6" DIA. SDR 23.5		DIP A-21.51
ABS D-2751	D-2751	C-564
		A-21.11

ALL SANITARY SEWER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS), REQUIRES STONE BEDDING WITH STONE 6 MM TO 25 MM IN SIZE, WITH MINIMUM BEDDING THICKNESS EQUAL TO ONE FOURTH THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NOT LESS THAN 100 MM NOR MORE THAN 200 MM. MATERIAL SHALL BE CA-11 OR CA-13 AND SHALL BE EXTENDED AT LEAST 300 MM ABOVE THE TOP OF THE PIPE WHEN USING PVC.

"BAND SEAL" OR SIMILAR FLEXIBLE-TYPE COUPLINGS SHALL BE USED IN THE CONNECTION OF SEWER PIPES OF DISSIMILAR MATERIALS.

WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE, OR AN EXISTING MANHOLE, ONE OF THE FOLLOWING METHODS SHALL BE USED:

- CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOLS ("SEWER-TAP" MACHINE OR SIMILAR) AND PROPER INSTALLATION OF HUBWYE SADDLE OR HUB-TEE SADDLE.
- REMOVE AN ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH A WYE OR TEE BRANCH SECTION.
- NEATLY CORE A HOLE IN THE WALL OF THE SEWER. WITH PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING, USING "BAND SEAL" OR SIMILAR COUPLINGS TO HOLD IT FIRMLY IN PLACE. SEE DRAINAGE DETAILS.

WHENEVER A SANITARY/COMBINED SEWER CROSSES UNDER A WATERMAIN, THE MINIMUM VERTICAL DISTANCE FROM THE TOP OF THE SEWER TO THE BOTTOM OF THE WATERMAIN SHALL BE 460 MM. FURTHERMORE, A MINIMUM HORIZONTAL DISTANCE OF 3.1 METERS BETWEEN SANITARY/COMBINED SEWERS AND WATERMANS SHALL BE MAINTAINED UNLESS: THE SEWER IS LAID IN A SEPARATE TRENCH, KEEPING A MINIMUM 460 MM VERTICAL SEPARATION; OR THE SEWER IS LAID IN THE SAME TRENCH WITH THE WATERMAIN LOCATED AT THE OPPOSITE SIDE ON A BENCH OF UNDISTURBED EARTH, KEEPING A MINIMUM 460 MM VERTICAL SEPARATION. IF EITHER THE VERTICAL OR HORIZONTAL DISTANCES DESCRIBED ABOVE CANNOT BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATERMAIN, THE SEWER SHALL BE CONSTRUCTED TO WATERMAIN STANDARDS.

ALL EXISTING SEPTIC SYSTEMS SHALL BE ABANDONED. ABANDONED TANKS SHALL BE FILLED WITH GRANULAR MATERIAL OR REMOVED.

ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE A MINIMUM INSIDE DIAMETER OF 1.2 METERS, AND SHALL BE CAST IN PLACE OR PRE-CAST REINFORCED CONCRETE.

THE CONSTRUCTION OF ROADSIDE DRAINAGE SWALES MUST NOT INTERCEPT GROUNDWATER LEVELS. ROADSIDE SWALES ARE CONSTRUCTED WITHIN THE INTERCHANGE AREAS TO ACCEPT ROADWAY DRAINAGE ONLY. THE TOPSOIL IN THE PERMANENT CONSTRUCTION ZONES WILL BE SEGREGATED FOR POTENTIAL RE-USE WITHIN THE TEMPORARY WORK AREAS AFTER CONSTRUCTION IS COMPLETE.

EROSION AND SEDIMENT CONTROL

SEE GENERAL NOTES ON SHEETS 184 AND 185.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94		COOK	631	4
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (2425 & 2626) R-2 CONTRACT NO. 62111

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY

GENERAL NOTES II

SCALE: NONE
 DATE: 8/22/05

DRAWN BY: JFS
 CHECKED BY: RUM

TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	5
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (2425 & 2626) R-2		CONTRACT NO. 62111		

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	URBAN TOTAL QUANTITY	I-80		RAILROAD, BURNHAM, 175TH ST., BERNICE		BRIDGE		BRIDGE		RETAINING WALLS		SURVEILLANCE		LANSING		SIGNING		TRAFFIC SIGNALS	
				**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
28000510	INLET FILTERS	EACH	104	J000-2A	I000-2A	X271-2A	X281-2A	Y007	Y032-1F	I900-2A				Y002-1C						Y031-1F	
50100300	REMOVAL OF EXISTING STRUCTURES NO. 1	EACH	1								1										
50100400	REMOVAL OF EXISTING STRUCTURES NO. 2	EACH	1				1														
50300310	ELASTOMERIC BEARING ASSEMBLY, TYPE 1	EACH	64								64										
50500505	STUD SHEAR CONNECTORS	EACH	15885				15885														
51203200	TEST PILE METAL SHELLS	EACH	2									2									
51500100	NAME PLATES	EACH	2				1	1													
60234200	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	8				8														
60237470	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	EACH	3				3														
60250200	CATCH BASINS TO BE ADJUSTED	EACH	45		41	4															
60253800	CATCH BASINS TO BE RECONSTRUCTED WITH NEW TYPE 8 GRATE	EACH	2				2														
60255500	MANHOLES TO BE ADJUSTED	EACH	11		3	8															
60257900	MANHOLES TO BE RECONSTRUCTED	EACH	5				5														
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	1				1														
60500040	REMOVING MANHOLES	EACH	40		25	15															
60500050	REMOVING CATCH BASINS	EACH	9		5	4															
60500060	REMOVING INLETS	EACH	18		8	10															
67100100	MOBILIZATION	L SUM	1		1																
70101800	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1				1														
70102550	TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR	EACH	1				1														
73100100	BASE FOR TELESCOPING STEEL SIGN SUPPORT	EACH	4																4		
73700100	REMOVE GROUND-MOUNTED SIGN SUPPORT	EACH	3				3														
73700300	REMOVE CONCRETE FOUNDATION - OVERHEAD	EACH	1				1														
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1856				1856														
78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	112				112														
78200100	MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR	EACH	821				821														
78200530	BARRIER WALL MARKERS, TYPE C	EACH	170				170														
81400100	HANDHOLE	EACH	1																		1
88200210	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	8																		8
89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1																		1
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1																		1
89502380	REMOVE EXISTING HANDHOLE	EACH	1																		1
M2010110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	80				80														
M2010210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	289				289														
M2020010	EARTH EXCAVATION	CU M	39055		33030	6025															
M2021200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU M	1345				1345														
M2040800	FURNISHED EXCAVATION	CU M	38385		37055	1330															
M2070220	POROUS GRANULAR EMBANKMENT	CU M	1010		1010																
M2070400	POROUS GRANULAR EMBANKMENT, SPECIAL	CUM	1313					720	593												

*SPECIALTY ITEMS

**90% FEDERAL
10% STATE

***50% STATE
50% VILLAGE OF LANSING

****100% VILLAGE OF LANSING

*****100% CITY OF CHICAGO
HEIGHTS

**90% FEDERAL
5% STATE
5% VILLAGE OF LANSING

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 54-55-56-57-58-59-60-61-62-63
 50-51-52-53-54-55-56-57-58-59-60-61-62-63
 40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63
 30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63
 20-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63
 10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63
 0-1-2-3-4-5-6-7-8-9-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY

SUMMARY OF QUANTITIES
I

SCALE: NONE
 DATE: 9/13/05

DRAWN BY: SNM
 CHECKED BY: KC

TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

Rev. 12-7-05

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	6
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (2425 & 2626) R-2		CONTRACT NO. 62111		

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	URBAN TOTAL QUANTITY	1-80 **	RAILROAD, BURNHAM, 175TH ST., BERNICE **	BRIDGE ** 016-2791	BRIDGE ** 016-2792	RETAINING WALLS **	SURVEILLANCE **	LANSING *****	Y000 LANSING *****	SIDEWALK ***
				J000-2A 5591	I000-2A 1183	X271-2A	X281-2A	Y007	Y032-IF	I000-2A	3	SFTY-1B
M2080150	TRENCH BACKFILL	CU M	6777									
M2090410	SAND BACKFILL	CU M	1196	1196								
M2101000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ M	76043	76043								
M2113150	TOPSOIL FURNISH AND PLACE, 150MM	SQ M	3934		3934							
M2113300	TOPSOIL FURNISH AND PLACE, 300MM	SQ M	817		817							
M2114100	COMPOST FURNISH AND PLACE, 100MM	SQ M	817		817							
M2500210	SEEDING, CLASS 2A	HA	0.12	0.06	0.06							
M2500400	NITROGEN FERTILIZER NUTRIENT	KG	70		70							
M2500500	PHOSPHORUS FERTILIZER NUTRIENT	KG	70		70							
M2500600	POTASSIUM FERTILIZER NUTRIENT	KG	70		70							
M2510115	MULCH, METHOD 2	HA	0.12		0.12							
M2510630	EROSION CONTROL BLANKET	SQ M	2552	1025	1527							
M2520110	SODDING, SALT TOLERANT	SQ M	3519		3519							
M2520200	SUPPLEMENTAL WATERING	UNIT	36		36							
M2800200	EARTH EXCAVATION FOR EROSION CONTROL	CU M	2071	2035	36							
M2800250	TEMPORARY EROSION CONTROL SEEDING	KG	47	14	33							
M2810105	STONE RIPRAP, CLASS A3	SQ M	15		15							
M2820100	FILTER FABRIC	SQ M	15		15							
M3111100	SUB-BASE GRANULAR MATERIAL, TYPE B 100MM	SQ M	3076	3076								
M3111300	SUB-BASE GRANULAR MATERIAL, TYPE B 300MM	SQ M	76043	76043								
M3120150	STABILIZED SUB-BASE 150MM	SQ M	77581	77581								
M3511150	AGGREGATE BASE COURSE, TYPE B 150MM	SQ M	11599	10490						1109		
M4060200	BITUMINOUS MATERIALS (PRIME COAT)	M TON	32.2	6.9	25.3							
M4060895	CONSTRUCTING TEST STRIP	EACH	3	1	2							
M4202255	PORTLAND CEMENT CONCRETE PAVEMENT 250MM (JOINTED)	SQ M	2343	2343								
M4205050	BRIDGE APPROACH PAVEMENT (SPECIAL)	SQ M	1694			842	852					
M4205200	PROTECTIVE COAT	SQ M	1079		1079							
M4210360	CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 360MM	SQ M	52576	52576								
M4214360	PAVEMENT REINFORCEMENT 360MM	SQ M	52576	52576								
M4217088	LUG SYSTEM COMPLETE 8.8 METER	EACH	1	1								
M4217108	LUG SYSTEM COMPLETE 10.8 METER	EACH	1	1								
M4217144	LUG SYSTEM COMPLETE 14.4 METER	EACH	5	5								
M4230150	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 150MM	SQ M	547		547							
M4240125	PORTLAND CEMENT CONCRETE SIDEWALK 125MM	SQ M	822		665							157
M4402000	PAVEMENT REMOVAL	SQ M	37587	29380	8207							
M4402010	DRIVEWAY PAVEMENT REMOVAL	SQ M	495		495							
M4402040	COMBINATION CURB AND GUTTER REMOVAL	METER	1056		1056							
M4402050	SIDEWALK REMOVAL	SQ M	757		757							

*SPECIALTY ITEMS
 **90% FEDERAL
 10% STATE
 ***50% STATE
 50% VILLAGE OF LANSING
 ****100% VILLAGE OF LANSING
 *****100% CITY OF CHICAGO
 HEIGHTS
 **90% FEDERAL
 5% STATE
 5% VILLAGE OF LANSING

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY

SUMMARY OF QUANTITIES II

SCALE: NONE
 DATE: 9/13/05

DRAWN BY: SNM
 CHECKED BY: KC

TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

Rev.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	8
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (2425 & 2626) R-2		CONTRACT NO. 62111		

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	URBAN TOTAL QUANTITY											
				I-80 **	RAILROAD, BURNHAM, 175TH ST., BERNICE **	BRIDGE ** 016-2791	BRIDGE ** 016-2792	RETAINING WALLS **	SURVEILLANCE **	LANSING ****	SIGNING **			
				J000-2A	I000-2A	X271-2A	X281-2A	Y007	Y032-1F	I000-2A		Y002-1C		
M5510060	STORM SEWER REMOVAL 600MM	METER	60	60										
M5510095	STORM SEWER REMOVAL 1200MM	METER	261.5	54.5	207									
M5910100	GEOCOMPOSITE WALL DRAIN	SQ M	547					547						
M6010610	PIPE UNDERDRAINS 150MM	METER	4399	4399										
M6011105	PIPE UNDERDRAINS FOR STRUCTURES 150MM	METER	103					103						
M6020105	CATCH BASINS, TYPE A, 1.2M DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	16	3	8					5				
M6020140	CATCH BASINS, TYPE A, 1.2M DIAMETER, TYPE 8 GRATE	EACH	6		6									
M6020185	CATCH BASINS, TYPE A, 1.2M DIAMETER, TYPE 24 FRAME AND GRATE	EACH	12		12									
M6021410	MANHOLES, TYPE A, 1.2M DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	3		1					2				
M6021810	MANHOLES, TYPE A, 1.8M DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2		2									
M6022010	MANHOLES, TYPE A, 2.1M DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2		2									
M6060070	CONCRETE CURB, TYPE B	METER	14		14									
M6060500	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-15.30	METER	665		401					264				
M6060700	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-15.60	METER	756		756									
M6063630	CONCRETE MEDIAN SURFACE, 150MM (SPECIAL)	SQ M	1132	1132										
M6320030	GUARDRAIL REMOVAL	METER	73	73										
M6370155	CONCRETE BARRIER, SINGLE FACE, 815 MM HEIGHT	METER	742	742										
M6370175	CONCRETE BARRIER, SINGLE FACE, 1065 MM HEIGHT	METER	58	58										
M6370255	CONCRETE BARRIER, DOUBLE FACE, 815MM HEIGHT	METER	435	435										
M6370275	CONCRETE BARRIER, DOUBLE FACE, 1065 MM HEIGHT	METER	2101	2101										
M6370805	CONCRETE BARRIER TRANSITION	METER	39	39										
△ M638405	CONCRETE BARRIER BASE	METER	3850	3850										
⊙ M6380600	MODULAR GLARE SCREEN SYSTEM	METER	364.7	364.7										
M6420015	SHOULDER RUMBLE STRIP	METER	13881	13881										
M7030210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ M	13		13									
M7030220	TEMPORARY PAVEMENT MARKING - LINE 100MM	METER	2401	2401										
M7030240	TEMPORARY PAVEMENT MARKING - LINE 150MM	METER	11426	10678	748									
M7030260	TEMPORARY PAVEMENT MARKING - LINE 300MM	METER	65	65										
M7030280	TEMPORARY PAVEMENT MARKING - LINE 600MM	METER	18	18										
M7030520	PAVEMENT MARKING TAPE, TYPE III 100MM	METER	12915	12915										
M7030530	PAVEMENT MARKING TAPE, TYPE III 125MM	METER	1092	1092										
M7030550	PAVEMENT MARKING TAPE, TYPE III 200MM	METER	1280	1280										
M7030560	PAVEMENT MARKING TAPE, TYPE III 300MM	METER	342	342										
M7031000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ M	1886	1886										
M7040100	TEMPORARY CONCRETE BARRIER	METER	1277	903	374									
M7200100	SIGN PANEL - TYPE 1	SQ M	30									30		
M7200200	SIGN PANEL - TYPE 2	SQ M	13.7									13.7		
M7200300	SIGN PANEL - TYPE 3	SQ M	155.2									155.2		

*SPECIALTY ITEMS
 **90% FEDERAL
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 50% VILLAGE OF LANSING
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⊙ SFTV. 2A 90% FED./10% STATE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY
SUMMARY OF QUANTITIES
 IV
 SCALE: NONE
 DATE: 9/13/05
 DRAWN BY: SNM
 CHECKED BY: KC
TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

△ Rev. 12-6-05

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94		COOK	631	9
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
(2425 & 2626) R-2		CONTRACT NO. 62111		

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	URBAN TOTAL QUANTITY	I-80 **	RAILROAD, BURNHAM, 175TH ST., BERNICE **	BRIDGE ** 016-2791	BRIDGE ** 016-2792	RETAINING WALLS **	SURVEILLANCE **	LANSING ****	LANSING ****	SIGNING **	TRAFFIC SIGNALS **	CHICAGO HEIGHTS *****
				J000-2A	I000-2A	X271-2A	X281-2A	Y007	Y032-1A	I000-2A	Y060	Y002-1C	Y031-1F	Y060
M7240320	REMOVE SIGN PANEL - TYPE 2	SQ M	26.3									26.3		
M7240330	REMOVE SIGN PANEL - TYPE 3	SQ M	57.9									57.9		
M7240720	RELOCATE SIGN PANEL - TYPE 2	SQ M	1.1									1.1		
M7280100	TELESCOPING STEEL SIGN SUPPORT	METER	38									38		
M7330030	OVERHEAD SIGN STRUCTURE - SPAN, TYPE III-A (1.53M X 2.14M)	METER	34.2									34.2		
M7330235	OVERHEAD SIGN STRUCTURE - CANTILEVER, TYPE II-C-A (0.90M X 1.68M)	METER	8.4									8.4		
M7330255	OVERHEAD SIGN STRUCTURE - CANTILEVER, TYPE III-C-A (0.90M X 2.14M)	METER	9.2									9.2		
M7330500	OVERHEAD SIGN STRUCTURE WALKWAY	METER	39.6									39.6		
M7340200	DRILLED SHAFT CONCRETE FOUNDATIONS	CU M	16.4									16.4		
M7800105	THERMOPLASTIC PAVEMENT MARKING - LINE 100MM	METER	1513		1513									
M7800115	THERMOPLASTIC PAVEMENT MARKING - LINE 150MM	METER	99							99				
M7800125	THERMOPLASTIC PAVEMENT MARKING - LINE 300MM	METER	137		137									
M7800140	THERMOPLASTIC PAVEMENT MARKING - LINE 600MM	METER	63		63									
M7800605	EPOXY PAVEMENT MARKING - LINE 100MM	METER	2002	2002										
M7800610	EPOXY PAVEMENT MARKING - LINE 125MM	METER	917	917										
M7800615	EPOXY PAVEMENT MARKING - LINE 150MM	METER	752	752										
M7802010	POLYUREA PAVEMENT MARKING, TYPE I - LINE 100MM	METER	9801	9801										
M7802014	POLYUREA PAVEMENT MARKING, TYPE I - LINE 125MM	METER	4604	4604										
M7802020	POLYUREA PAVEMENT MARKING, TYPE I - LINE 200MM	METER	2916	2916										
M7802030	POLYUREA PAVEMENT MARKING, TYPE I - LINE 300MM	METER	1013	1013										
M7830100	PAVEMENT MARKING REMOVAL	SQ M	2688	2688										
M8120130	CONDUIT EMBEDDED IN STRUCTURE, 65 MM DIA. GALVANIZED STEEL	METER	160						160					
M8120230	CONDUIT EMBEDDED IN STRUCTURE, 50 MM DIA. PVC	METER	305						305					
M8120270	CONDUIT EMBEDDED IN STRUCTURE, 100 MM DIA. PVC	METER	72						72					
M8131400	JUNCTION BOX, NON-METALLIC, EMBEDDED IN STRUCTURE, 525MM X 275MM X 200MM	EACH	2						2					
M8860100	DETECTOR LOOP, TYPE I	METER	71										71	
M8950235	REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	METER	74										74	
MX030063	STORM SEWER (WATER MAIN REQUIREMENTS) 300MM	METER	210.5		193.1						17.1			0.3
MX030067	STORM SEWER (WATER MAIN REQUIREMENTS) 900MM	METER	95.5		49						37.4			9.1
MX030144	CATCH BASINS, 1.2M BY 0.9M SPECIAL, TYPE 20 FRAME AND GRATE	EACH	10	10										
MX030151	STORM SEWER, DUCTILE IRON PIPE, TYPE 1 200MM	METER	2							2				
MX030170	CATCH BASINS, 1.2M BY 1.5M SPECIAL, TYPE 22 FRAME AND GRATE	EACH	1	1										
MX030199	TEMPORARY PAVEMENT	SQ M	295	295										
MX030504	TEMPORARY PAVEMENT (INTERSTATE)	SQ M	2813	2813										
MX030508	REMOVAL OF TEMPORARY SOIL RETENTION SYSTEM	SQ M	345			345								
MX032160	CONDUIT ENCASED, REINFORCED CONCRETE, 100MM DIA. PVC, 2 WIDE X 1 HIGH	METER	300						300					
MX033183	SOIL STABILIZERS	KG	68017	68017										
MX033234	SLOTTED DRAIN REMOVAL	METER	623	623										

*SPECIALTY ITEMS

**90% FEDERAL
10% STATE

***50% STATE
50% VILLAGE OF LANSING

****100% VILLAGE OF LANSING

*****100% CITY OF CHICAGO
HEIGHTS

##90% FEDERAL
5% STATE
5% VILLAGE OF LANSING

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY

SUMMARY OF QUANTITIES
 V

SCALE: NONE
 DATE: 9/13/05

DRAWN BY: SNM
 CHECKED BY: KC

TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	10
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (2425 & 2626) R-2 CONTRACT NO. 62111

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	URBAN TOTAL QUANTITY	1-80	RAILROAD, BURNHAM, 175TH ST., BERNICE	BRIDGE ** 016-2791	BRIDGE ** 016-2792	RETAINING WALLS **	SURVEILLANCE **	LANSING ****	TRAFFIC SIGNALS **
				J000-2A	I000-2A	X271-2A	X281-2A	Y007	Y032-1F	I000-2A	Y031-1F
MX033276	TEMPORARY SOIL RETENTION SYSTEM	SQ M	124				124				
MX033290	SEDIMENT CONTROL, SILT FENCE	METER	612	265	347						
MX033291	SEDIMENT CONTROL, SILT FENCE, MAINTENANCE	METER	612	265	347						
MX033292	SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE	SQ M	1622	811	811						
MX033303	SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE MAINTENANCE	SQ M	406	203	203						
MX355150	BITUMINOUS BASE COURSE SUPERPAVE, 150MM	SQ M	143		143						
MX355200	BITUMINOUS BASE COURSE SUPERPAVE, 200MM	SQ M	76		76						
MX406012	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50	M TON	1589.1	1253.3	26.1					309.7	
MX407380	BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH), SUPERPAVE, 230MM	SQ M	4242		2644					1598	
MX407450	BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH), SUPERPAVE, 300MM	SQ M	5665		5665						
MX482280	BITUMINOUS SHOULDERS SUPERPAVE 150MM	SQ M	250	250							
MX512015	TEMPORARY SHEET PILING REMOVAL	SQ M	3434	3274		160					
MX704200	REMOVE TEMPORARY CONCRETE BARRIER	METER	5339	5339							
MZ001050	AGGREGATE SUBGRADE 300MM	SQ M	10787		9061					1726	
MZ031106	TEMPORARY MECHANICALLY STABILIZED EARTH RETAINING WALL	SQ M	510				510				
MZ047300	PROTECTIVE SHIELD	SQ M	1164			1164					
MZ065755	SLOTTED DRAIN 300MM WITH VARIABLE SLOT HEIGHT	METER	96.9	96.9							
X0322916	PROPOSED STORM SEWER CONNECTION TO EXISTING STORM SEWER	EACH	10		10						
X0322917	PROPOSED STORM SEWER CONNECTION TO EXISTING MANHOLE	EACH	2	1	1						
X0323426	SEDIMENT CONTROL, DRAINAGE STRUCTURE INLET FILTER CLEANING	EACH	145	98	47						
X0324044	EROSION CONTROL, TEMPORARY PIPE SLOPE DRAIN	EACH	12	11	1						
X0324045	SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE REMOVAL	EACH	8	8							
X0324587	NOISE ABATEMENT WALL ANCHOR ROD ASSEMBLY	EACH	45		21			24			
X0324698	APPLYING DUST SUPPRESSION AGENT	UNIT	489	489							
X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	20		20						
X6020166	DRAINAGE STRUCTURES, TYPE 1 SPECIAL WITH TWO TYPE 20 FRAME AND GRATES	EACH	14	14							
X6020167	DRAINAGE STRUCTURES, TYPE 2 SPECIAL WITH TWO TYPE 22 FRAME AND GRATES	EACH	1	1							
X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	1							
X7013820	TRAFFIC CONTROL SURVEILLANCE, EXPRESSWAYS	CAL DA	240	240							
X7015000	CHANGEABLE MESSAGE SIGN	CAL MO	10	10							
X8800020	SIGNAL HEAD ,LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	4								4
X8800037	SIGNAL HEAD ,LED, 1-FACE, 4-SECTION, BRACKET MOUNTED	EACH	2								2
X8800038	SIGNAL HEAD ,LED, 1-FACE, 4-SECTION, MAST ARM MOUNTED	EACH	2								2
X8800040	SIGNAL HEAD ,LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2								2
X8800045	SIGNAL HEAD ,LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	2								2
X8810610	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED	EACH	8								8
XX001452	CONCRETE MASONRY BULKHEAD	EACH	11	5	6						
Z0002600	BAR SPLICERS	EACH	1506			1242	264				

*SPECIALTY ITEMS
 **90% FEDERAL
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 *****100% CITY OF CHICAGO
 HEIGHTS
 #90% FEDERAL
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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY

SUMMARY OF QUANTITIES VI

SCALE: NONE
 DATE: 9/13/05

DRAWN BY: SNM
 CHECKED BY: KC

TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

Rev.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	11
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (2425 & 2626) R-2		CONTRACT NO. 62111		

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	LABOR TOTAL QUANTITY	I-80 **	RAILROAD, BURNHAM, 175TH ST., BERNICE **	BRIDGE ** 016-2791	BRIDGE ** 016-2792	RETAINING WALLS **	SURVEILLANCE **	SIGNING **
				J000-2A	I000-2A	X271-2A	X281-2A	Y007-	Y032-1F	Y002-1C
MX033555	PAINT PAVEMENT MARKING - LINE 125MM (SPECIAL)	METER	61	61						
MA248000	DETECTABLE WARNINGS	SQ M	18		18					
MX033461	WICK DRAINS	METER	25274	25274						
MX033560	CONCRETE BARRIER SINGLE FACE 815MM HEIGHT, REINFORCED	METER	475	475						
X0325130	TUBULAR TRAFFIC SIGN POST	EACH	11							11
X0325174	SIGN STRUCTURE ATTACHED TO PARAPET - ONE POST	EACH	3							3
X0325175	SIGN STRUCTURE ATTACHED TO PARAPET - TWO POSTS	EACH	1							1
OO MX033559	CONCRETE GLARE SCREEN, SPECIAL	METER	45.6	45.6						
MX033566	PORTLAND CEMENT CONCRETE PAVEMENT 250MM (JOINTED) (COLORED)	SQ M	751	751						
M7040210	RELOCATE TEMPORARY CONCRETE BARRIER (SPECIAL)	METER	3162	3162						
M4217150	LUG SYSTEM COMPLETE 15.0 METER	EACH	1	1						
X6040300	FRAMES AND GRATES, TYPE 20 (SPECIAL)	EACH	8	8						
X6040305	FRAMES AND GRATES, TYPE 22 (SPECIAL)	EACH	2	2						
MX033561	DUCTILE IRON PIPE, STORM SEWER, 150MM	METER	86.5	86.5						
MX033562	DUCTILE IRON PIPE, STORM SEWER, 200MM	METER	1.5		1.5					
MX033565	STORM SEWERS TO BE GROUTED	CU M	1415.5	1246.5	169					
MX033556	CONDUIT EMBEDDED IN STRUCTURE, 30 MM DIA. CNC, 4 WIDE X 2 HIGH	METER	2065					2065		
MX033557	CONDUIT IN TRENCH, 3-100MM DIA., RIGID GALV STEEL	METER	100					100		
MX033558	CONDUIT ATTACHED TO STRUCTURE, 3-100MM DIA., RIGID GALV STEEL, PVC COATED	METER	122					122		
MX033565	CONDUIT ENCASED, REINFORCED CONCRETE, 30 MM DIA. CNC, 4 WIDE X 2 HIGH	METER	96					96		
MX033563	COILABLE NONMETALLIC CONDUIT, 25MM DIA. (INNERDUCT)	METER	1098					1098		
Z0002605	BAR SPLICERS, SPECIAL	EACH	84	84						
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	0.9	0.1					
Z0018400	DRAINAGE STRUCTURES TO BE ADJUSTED	EACH	27	27						
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	2		2					
Z0030070	IMPACT ATTENUATORS (SEVERE USE, NARROW), TEST LEVEL 3	EACH	2	2						
Z0030240	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 2	EACH	2	2						
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	7	7						
Z0056220	SAND MODULE IMPACT ATTENUATOR TO BE REMOVED	EACH	4	4						
Z0076600	TRAINEES	HOUR	500	500						

*SPECIALTY ITEMS
 **90% FEDERAL
 10% STATE
 ***50% STATE
 50% VILLAGE OF LANSING
 ****100% VILLAGE OF LANSING
 *****100% CITY OF CHICAGO
 HEIGHTS
 **90% FEDERAL
 5% STATE
 5% VILLAGE OF LANSING

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OO SFTY-2A 90% FED./10% STATE
 □ NON-PARTICIPATING
 ○ Y080
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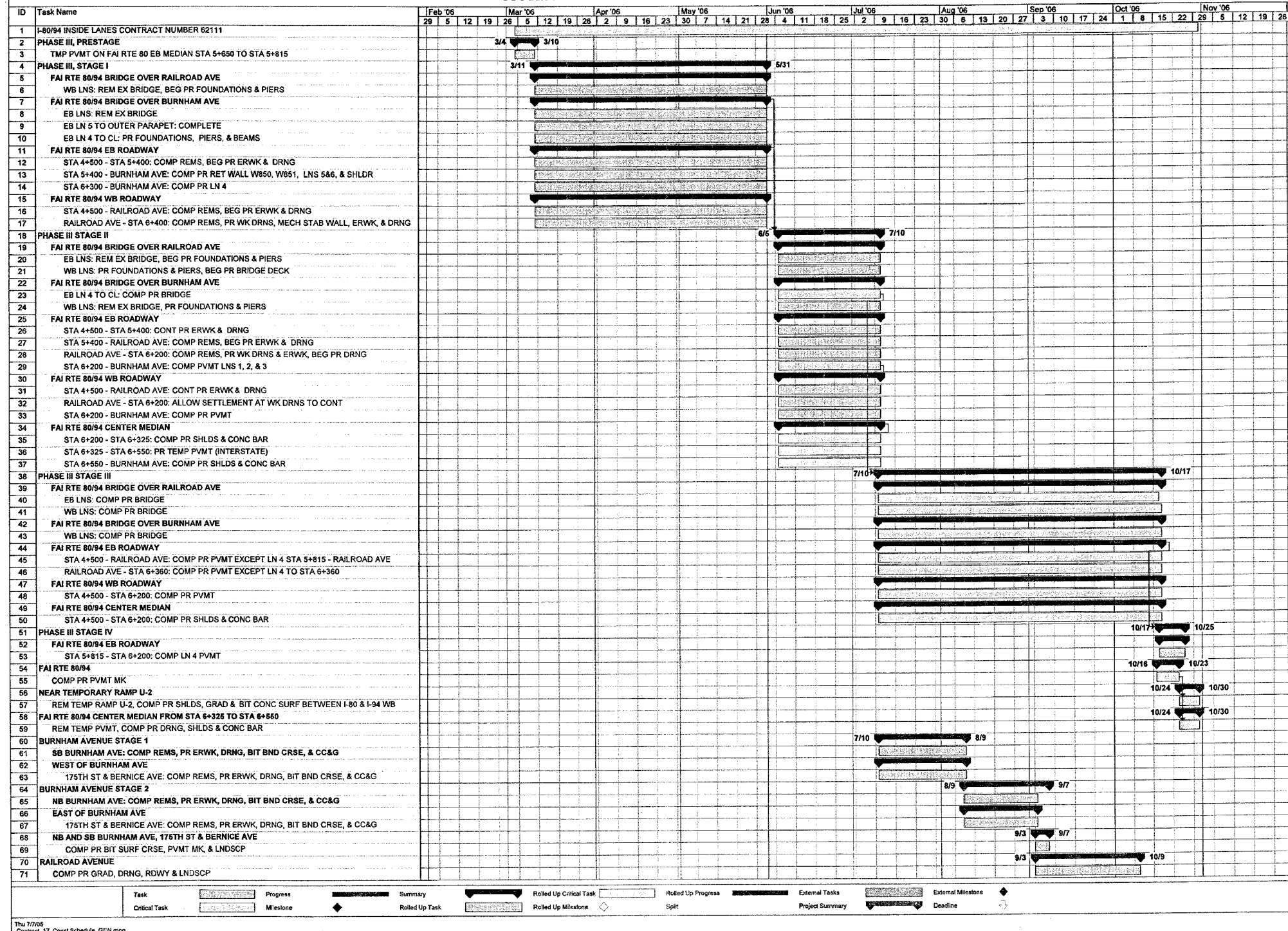
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY
SUMMARY OF QUANTITIES
 VII
 SCALE: NONE
 DATE: 9/13/05
 DRAWN BY: SNM
 CHECKED BY: KC
TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

Rev.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	.	COOK	831	12
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (2425 & 2626) R-2			CONTRACT NO. 62111	

SUGGESTED CONSTRUCTION PROGRESS SCHEDULE



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NOTE: THE CONSTRUCTION ACTIVITIES THAT DO NOT AFFECT EXPRESSWAY TRAFFIC IN COMPLIANCE WITH SPECIAL PROVISION "WORK RESTRICTIONS", CAN BE PERFORMED PRIOR TO MARCH 4, 2006

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY

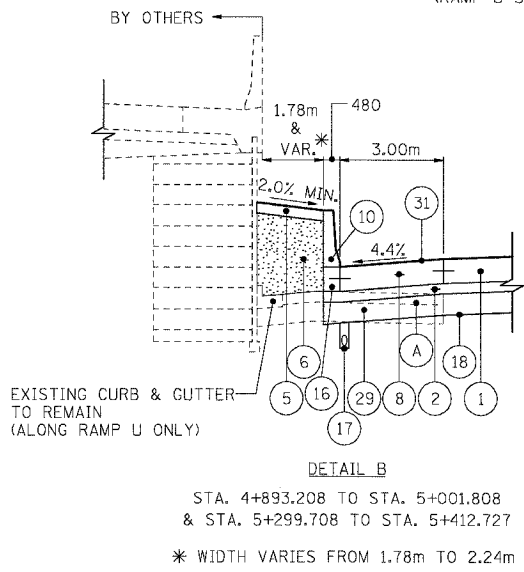
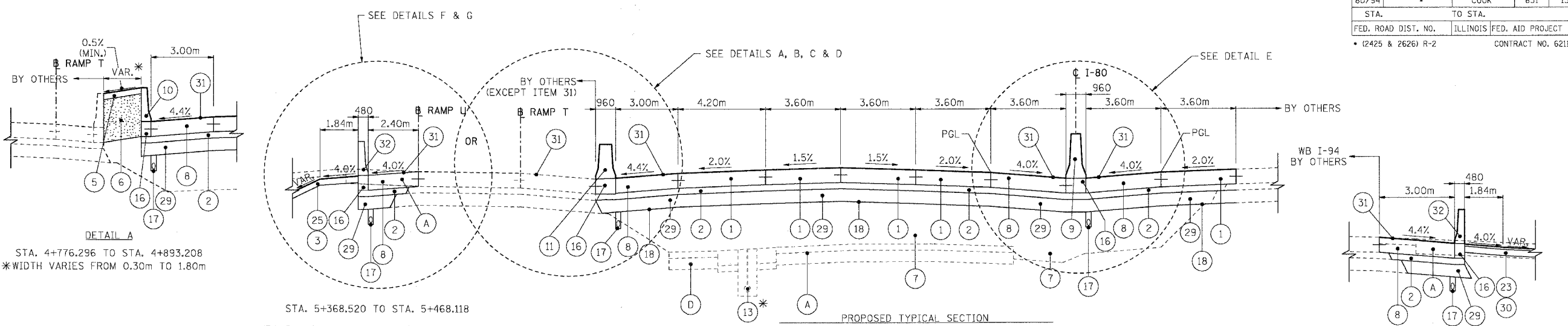
SUGGESTED CONSTRUCTION PROGRESS SCHEDULE I

SCALE: NONE
 DATE: 7/18/2005

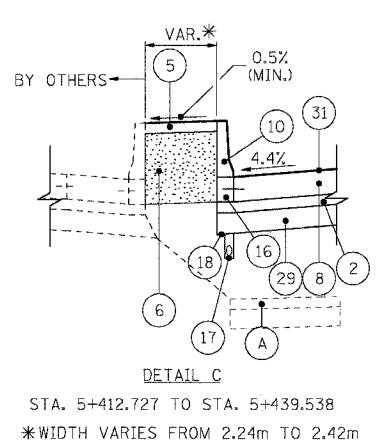
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 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

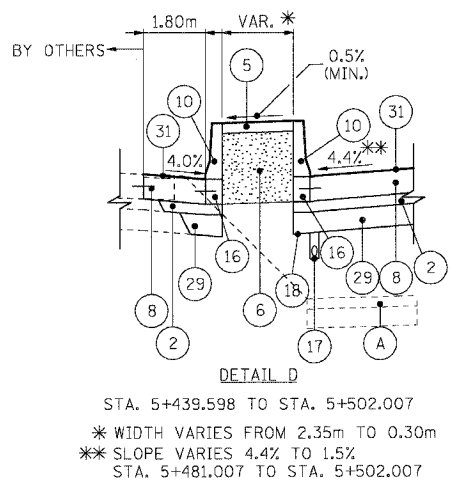
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STA. _____ TO STA. _____		ILLINOIS FED. AID PROJECT * (2425 & 2626) R-2		
CONTRACT NO. 62111				



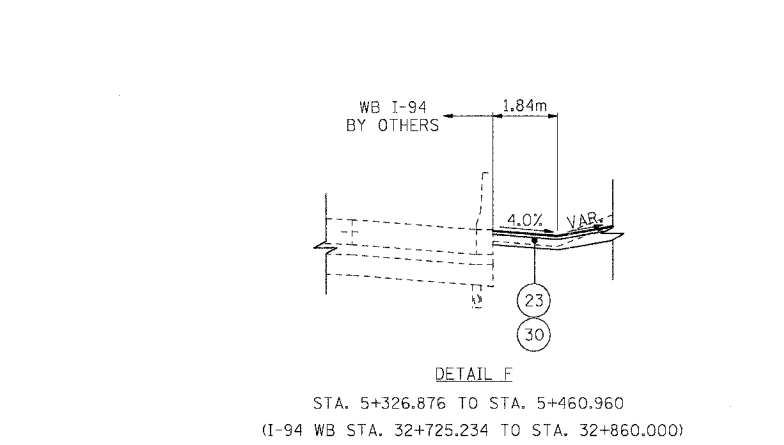
STA. 5+368.520 TO STA. 5+468.118
(RAMP U STA. 240+217.64 TO 240+317.391)



STA. 5+412.727 TO STA. 5+439.538
*WIDTH VARIES FROM 2.24m TO 2.42m



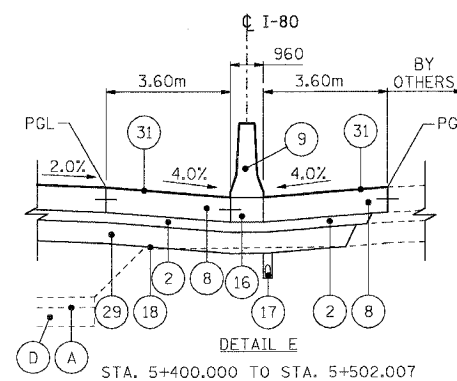
STA. 5+439.598 TO STA. 5+502.007
* WIDTH VARIES FROM 2.35m TO 0.30m
** SLOPE VARIES 4.4% TO 1.5%
STA. 5+481.007 TO STA. 5+502.007



STA. 5+326.876 TO STA. 5+460.960
(I-94 WB STA. 32+725.234 TO STA. 32+860.000)

EXISTING LEGEND	
(A) PAVEMENT REMOVAL/BREAKING	(D) EXISTING PAVEMENT (SEE NOTES FOR THICKNESS)
(B) PAVED SHOULDER REMOVAL	(E) EXISTING SHOULDER
(C) CONCRETE BARRIER REMOVAL	(F) EXISTING CONCRETE BARRIER
(G) EXISTING GUARD RAIL	(H) CURB AND GUTTER REMOVAL
(I) EXISTING SIDEWALK	(J) SIDEWALK REMOVAL
(K) REM AND DISP UNS MATL 300	

PROPOSED LEGEND		STRUCTURAL	ITEM TO BE CONSTRUCTED TO EXTENDED LIFE CONCRETE PAVEMENT SPECIFICATIONS
(1) CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 360mm	(11) CONCRETE BARRIER, DOUBLE FACE 815mm HEIGHT	(12) PCC SIDEWALK, 125mm	(13) SLOTTED DRAIN REMOVAL
(2) STABILIZED SUB-BASE 150mm	(14) COMB CC&G TB 15.60	(15) COMB CC&G TB 15.30	(16) CONCRETE BARRIER BASE
(3) TOPSOIL FURNISH AND PLACE, 150mm	(17) PIPE UNDERDRAINS 150mm	(18) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	(19) TEMPORARY SHEET PILING REMOVAL
(4) SEEDING, CLASS 2A	(20) PCC PVT 250 JOINTED	(21) BIT C PVT FD SUP 230	
(5) CONCRETE MEDIAN SURFACE, 150mm (SPECIAL)	(22) BIT C PVT FD SUP 300	(23) BC SC SUPER "C" NS0 50	
(6) SAND BACKFILL	(24) AGGREGATE SUBGRADE 300mm	(25) SODDING, SALT-TOLERANT	
(7) EMBANKMENT	(26) TOPSOIL FURNISH AND PLACE, 300mm	(27) COMPOST FURNISH AND PLACE, 100mm	
(8) PCC SHOULDERS, 360mm	(28) EROSION CONTROL BLANKET	(29) SUB-BASE GRANULAR MATERIAL, TYPE B, 300mm	
(9) CONCRETE BARRIER, DOUBLE FACE, 1065mm HEIGHT	(30) AGGREGATE BASE COURSE, TYPE B, 150mm	(31) SHOULDER RUMBLE STRIP	
(10) CONCRETE BARRIER, SINGLE FACE, 815mm HEIGHT	(32) CONCRETE BARRIER SINGLE FACE 815 MM HEIGHT, REINFORCED	(33) SUB GRAN MAT B 100	
	(34) BIT SHLD SUPER 150		



STA. 5+400.000 TO STA. 5+502.007

NOTES
1. ALL UNITS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.

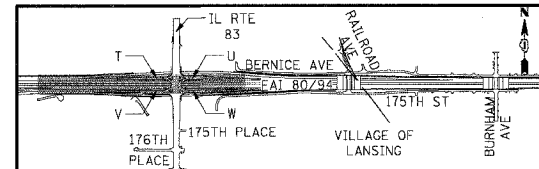
2. SUB-BASE GRANULAR MATERIAL, TYPE B, 300mm SHALL CONSIST OF 225mm OF GRANULAR SUB-BASE WITH A 75mm GRANULAR SUB-BASE CAP.

3. CRC REINFORCEMENT CHART ON STANDARD 421001 SHALL BE MODIFIED AS FOLLOWS:

PAVEMENT WIDTH	A	B	C	D
3.6M	26 SPACES (27 BARS) AT 132mm	90mm	75mm	660mm
4.2M	31 SPACES (32 BARS) AT 130mm	90mm	75mm	660mm
4.9M	35 SPACES (36 BARS) AT 135mm	95mm	85mm	660mm

THE REINFORCEMENT SHALL BE 115mm FROM THE TOP OF PAVEMENT

- TIE BARS IN PAVEMENT OR BETWEEN PAVEMENT AND OTHER NEW/OR EXISTING PCC APPURTENANCES WILL NOT BE PAID FOR IN ACCORDANCE WITH ARTICLE 508.07 OF THE STANDARD SPECIFICATIONS.
- FOR LONGITUDINAL JOINT DETAILS SEE PAVEMENT ELEVATION AND JOINTING PLANS AND CONCRETE BARRIER DETAILS SHEET.
- EARTHWORK CALCULATED USING EXISTING I-80/94 PAVEMENT SECTION OF 150mm BITUMINOUS OVERLAY AND 275mm PCC BASE COURSE



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
COOK COUNTY

TYPICAL SECTIONS
FAI 80/94
STA. 4+500 TO STA. 5+502

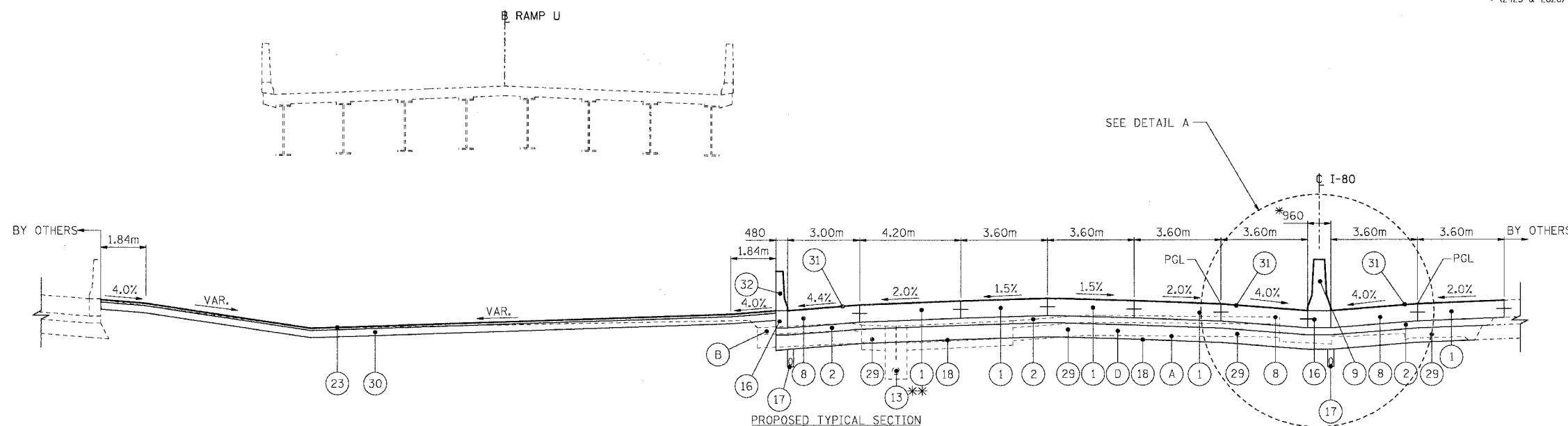
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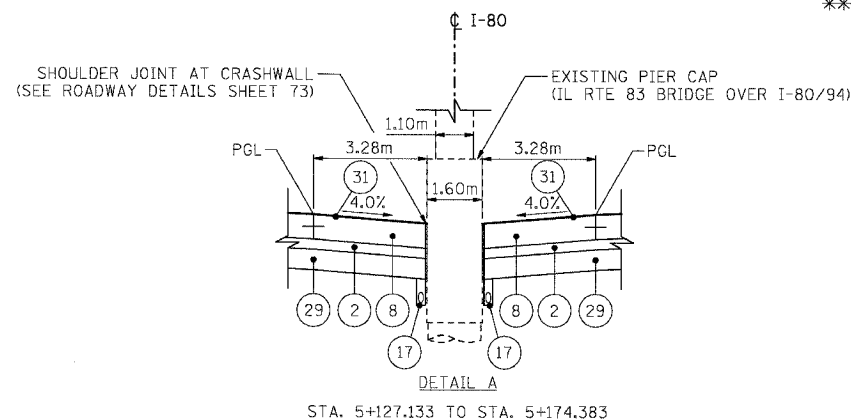
TENG TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

\\AB99002A.DGN... \\P89002A.DGN... \\TS1002A.DGN... \\TS1602A.DGN... \\XMT002A.DGN... \\PR1002A.DGN... \\NPR9002A.DGN... \\VR1003A.DGN... \\VP2003A.DGN
 8-19-2005, 1:50:55 PM I:\DOCUMENTS\2005\CHICAGO\8094\I-80\8094-TYPICAL\8094-EB-WB-INSIDE-LANES\8094-EB-WB-INSIDE-LANES-CONSTRUCTION\8094-EB-WB-INSIDE-LANES-CONSTRUCTION-TYPICAL\8094-EB-WB-INSIDE-LANES-CONSTRUCTION-TYPICAL-TENG.DWG
 2:14:36:7/3/05 12:12:14

F.A.I. RTE. 80/94	SECTION *	COUNTY COOK	TOTAL SHEETS 631	SHEET NO. 14
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (2425 & 2626) R-2		CONTRACT NO. 62111		



I-80 WB/EB STA. 5+001.808 TO STA. 5+299.708
 ** STA. 4+970.062 TO STA. 5+137.875 & STA. 5+166.329 TO STA. 5+369.953



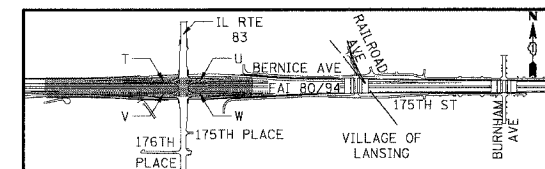
* WIDTH VARIES 960mm TO 1.60 m
 STA. 5+111.330 TO STA. 5+127.133
 WIDTH VARIES 1.60m TO 960mm
 STA. 5+174.383 TO STA. 5+180.783
 SEE SHEETS 41 AND 42
 FOR DETAILS

NOTES

- 1. ALL UNITS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
 - 2. SUB-BASE GRANULAR MATERIAL, TYPE B, 300mm SHALL CONSIST OF 225mm OF GRANULAR SUB-BASE WITH A 75mm GRANULAR SUB-BASE CAP.
 - 3. CRC REINFORCEMENT CHART ON STANDARD 421001 SHALL BE MODIFIED AS FOLLOWS:
- | PAVEMENT WIDTH | A | B | C | D |
|----------------|------------------------------|------|------|-------|
| 3.6M | 26 SPACES (27 BARS) AT 132mm | 90mm | 75mm | 660mm |
| 4.2M | 31 SPACES (32 BARS) AT 130mm | 90mm | 75mm | 660mm |
| 4.9M | 35 SPACES (36 BARS) AT 135mm | 95mm | 85mm | 660mm |
- THE REINFORCEMENT SHALL BE 115mm FROM THE TOP OF PAVEMENT
- 4. TIE BARS IN PAVEMENT OR BETWEEN PAVEMENT AND OTHER NEW/OR EXISTING PCC APPURTENANCES WILL NOT BE PAID FOR IN ACCORDANCE WITH ARTICLE 508.07 OF THE STANDARD SPECIFICATIONS.
 - 5. FOR LONGITUDINAL JOINT DETAILS SEE PAVEMENT ELEVATION AND JOINTING PLANS AND CONCRETE BARRIER DETAILS SHEET.
 - 6. EARTHWORK CALCULATED USING EXISTING I-80/94 PAVEMENT SECTION OF 150mm BITUMINOUS OVERLAY AND 275mm PCC BASE COURSE

EXISTING LEGEND			
(A) PAVEMENT REMOVAL/BREAKING	(D) EXISTING PAVEMENT (SEE NOTES FOR THICKNESS)	(G) EXISTING GUARD RAIL	(J) SIDEWALK REMOVAL
(B) PAVED SHOULDER REMOVAL	(E) EXISTING SHOULDER	(H) CURB AND GUTTER REMOVAL	(K) REM AND DISP UNS MATL 300
(C) CONCRETE BARRIER REMOVAL	(F) EXISTING CONCRETE BARRIER	(I) EXISTING SIDEWALK	

PROPOSED LEGEND			
1 CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 360mm	11 CONCRETE BARRIER, DOUBLE FACE 815mm HEIGHT	22 BIT C PVT FD SUP 300	23 BC SC SUPER "C" N50 50
2 STABILIZED SUB-BASE 150mm	12 PCC SIDEWALK, 125mm	24 AGGREGATE SUBGRADE 300mm	25 SODDING, SALT TOLERANT
3 TOPSOIL FURNISH AND PLACE, 150mm	13 SLOTTED DRAIN REMOVAL	26 TOPSOIL FURNISH AND PLACE, 300mm	27 COMPOST FURNISH AND PLACE, 100mm
4 SEEDING, CLASS 2A	14 COMB CC&G TB 15.60	28 EROSION CONTROL BLANKET	29 SUB-BASE GRANULAR MATERIAL, TYPE B, 300mm
5 CONCRETE MEDIAN SURFACE, 150mm (SPECTAL)	15 COMB CC&G TB 15.30	30 AGGREGATE BASE COURSE, TYPE B, 150mm	31 SHOULD RUMBLE STRIP
6 SAND BACKFILL	16 CONCRETE BARRIER BASE	32 CONCRETE BARRIER SINGLE FACE 815 MM HEIGHT, REINFORCED	33 SUB GRAN MAT B 100
7 EMBANKMENT	17 PIPE UNDERDRAINS 150mm	34 BIT SHLD SUPER 150	
8 PCC SHOULDERS, 360mm	18 GEOTECHNICAL FABRIC FOR GROUND STABILIZATION		
9 CONCRETE BARRIER, DOUBLE FACE, 1065mm HEIGHT	19 TEMPORARY SHEET PILING REMOVAL		
10 CONCRETE BARRIER, SINGLE FACE, 815mm HEIGHT	20 PCC PVT 250 JOINTED		
	21 BIT C PVT FD SUP 230		



REVISIONS	
NAME	DATE

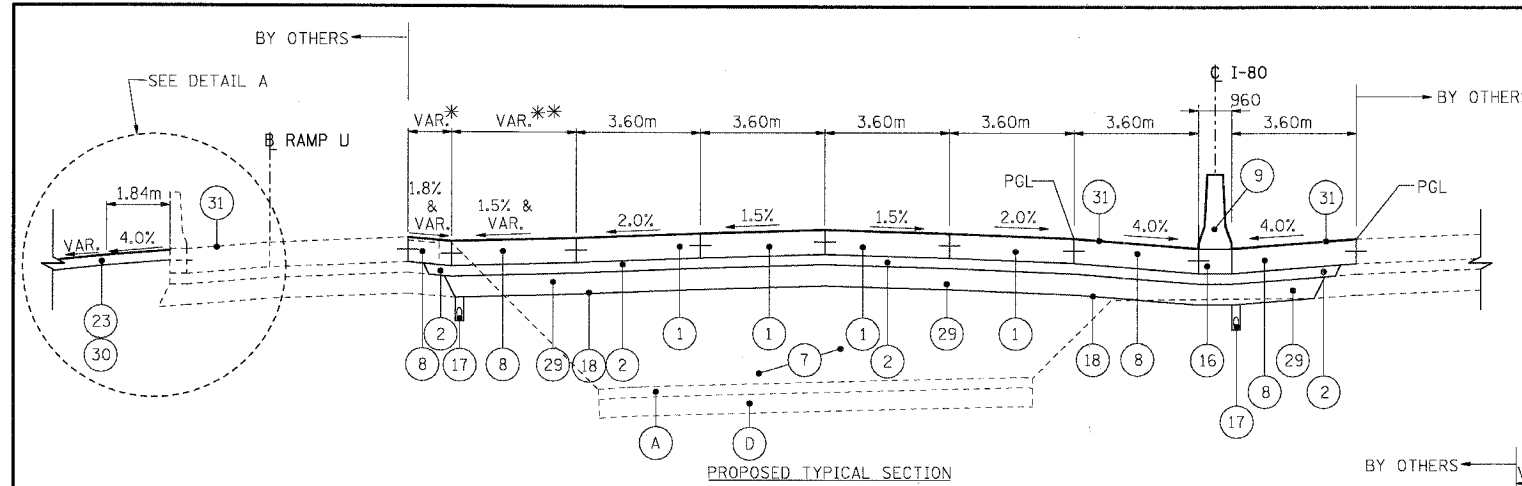
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY

TYPICAL SECTIONS
FAI 80/94
STA. 5+002 TO STA. 5+300

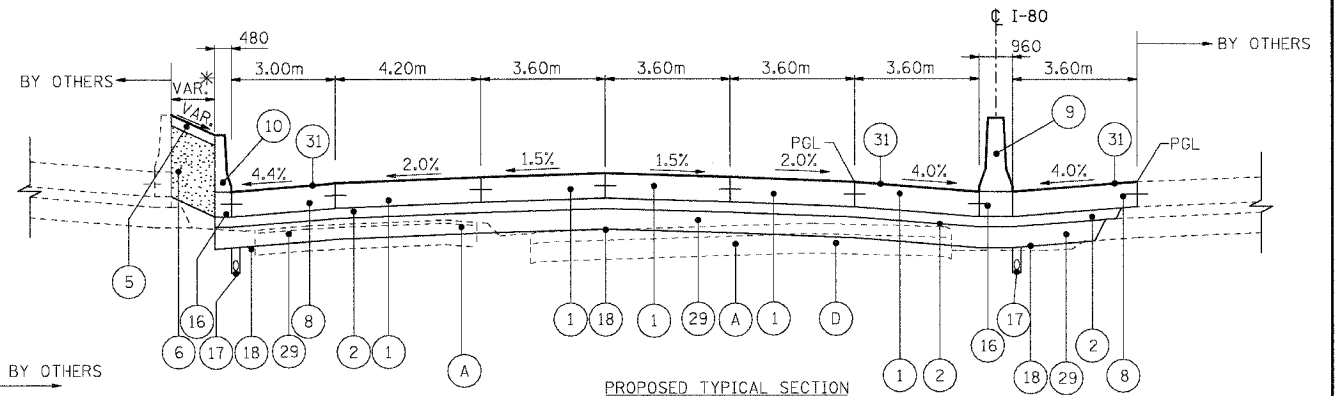
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TENG TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

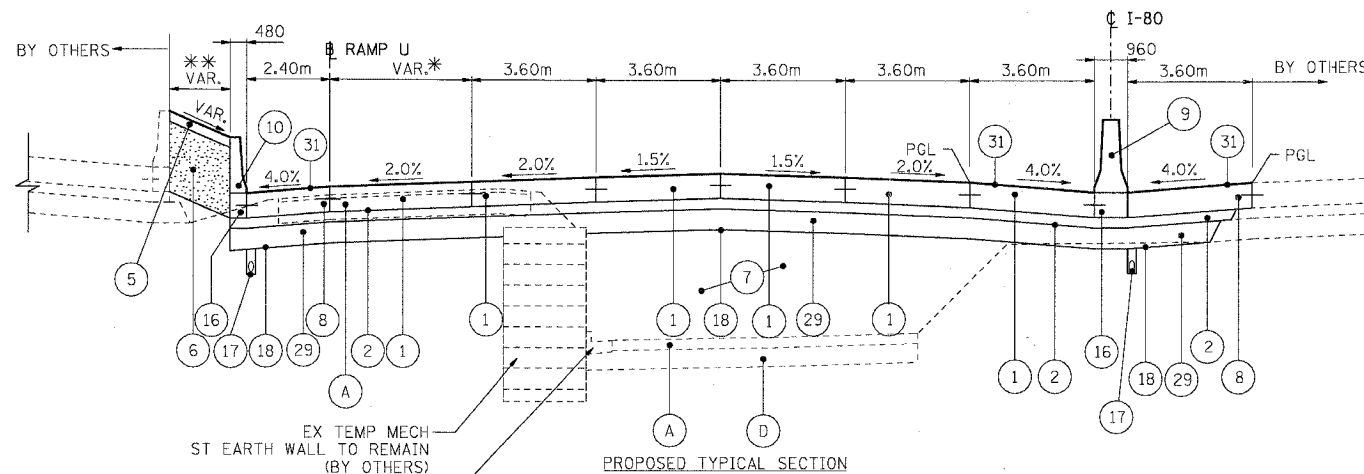
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94		COOK	631	15
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
* (2425 & 2626) R-2				CONTRACT NO. 62111



PROPOSED TYPICAL SECTION
I-80 WB/EB STA. 5+502.007 TO STA. 5+624.413
* WIDTH VARIES FROM 3.00m TO 0.00m
** WIDTH VARIES FROM 3.60m TO 1.94m



PROPOSED TYPICAL SECTION
I-80 WB/EB STA. 5+738.995 TO STA. 5+815.000
* WIDTH VARIES FROM 2.10m TO 0.56m

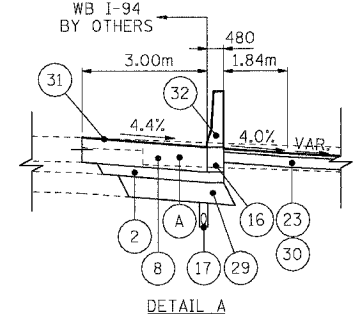


PROPOSED TYPICAL SECTION
I-80 WB/EB STA. 5+624.413 TO STA. 5+738.995
* WIDTH VARIES FROM 6.88m TO 0.60m
** WIDTH VARIES FROM 1.74m TO 2.44m

...\\VIRT002A.DGN, ...\\NIRI002A.DGN, ...\\PR1002A.DGN, ...\\NC99R02A.DGN, ...\\44.44.44.47.48.49.50.51.52.53.54.55.56.57.58.59.60.61.62
BAJZEKJ
6/6/62

EXISTING LEGEND	<table border="0"> <tr><td>⊘</td><td>CONCRETE BARRIER REMOVAL</td><td>⊘</td><td>EXISTING CONCRETE BARRIER</td><td>⊘</td><td>EXISTING SIDEWALK</td></tr> <tr><td>⊘</td><td>PAVEMENT REMOVAL/BREAKING</td><td>⊘</td><td>EXISTING PAVEMENT (SEE NOTES FOR THICKNESS)</td><td>⊘</td><td>SIDEWALK REMOVAL</td></tr> <tr><td>⊘</td><td>PAVED SHOULDER REMOVAL</td><td>⊘</td><td>EXISTING SHOULDER</td><td>⊘</td><td>CURB AND GUTTER REMOVAL</td></tr> <tr><td></td><td></td><td>⊘</td><td>COMB C & G TO REMAIN (BY OTHERS)</td><td>⊘</td><td>REM AND DISP UNS MATL 300</td></tr> </table>	⊘	CONCRETE BARRIER REMOVAL	⊘	EXISTING CONCRETE BARRIER	⊘	EXISTING SIDEWALK	⊘	PAVEMENT REMOVAL/BREAKING	⊘	EXISTING PAVEMENT (SEE NOTES FOR THICKNESS)	⊘	SIDEWALK REMOVAL	⊘	PAVED SHOULDER REMOVAL	⊘	EXISTING SHOULDER	⊘	CURB AND GUTTER REMOVAL			⊘	COMB C & G TO REMAIN (BY OTHERS)	⊘	REM AND DISP UNS MATL 300
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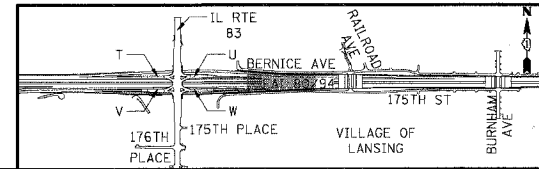
PROPOSED LEGEND	<table border="0"> <tr><td>▨</td><td>STRUCTURAL</td><td>□</td><td>ITEM TO BE CONSTRUCTED TO EXTENDED LIFE CONCRETE PAVEMENT SPECIFICATIONS</td><td>⊘</td><td>BIT C PVT FD SUP 300</td></tr> <tr><td>1</td><td>CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 360mm</td><td>11</td><td>CONCRETE BARRIER, DOUBLE FACE 815mm HEIGHT</td><td>23</td><td>BC SC SUPER "C" N50 50</td></tr> <tr><td>2</td><td>STABILIZED SUB-BASE 150mm</td><td>12</td><td>PCC SIDEWALK, 125mm</td><td>24</td><td>AGGREGATE SUBGRADE 300mm</td></tr> <tr><td>3</td><td>TOPSOIL FURNISH AND PLACE, 150mm</td><td>13</td><td>SLOTTED DRAIN REMOVAL</td><td>25</td><td>SODDING, SALT TOLERANT</td></tr> <tr><td>4</td><td>SEEDING, CLASS 2A</td><td>14</td><td>COMB CC&G TB 15.60</td><td>26</td><td>TOPSOIL FURNISH AND PLACE, 300mm</td></tr> <tr><td>5</td><td>CONCRETE MEDIAN SURFACE, 150mm (SPECIAL)</td><td>15</td><td>COMB CC&G TB 15.30</td><td>27</td><td>COMPOST FURNISH AND PLACE, 100mm</td></tr> <tr><td>6</td><td>SAND BACKFILL</td><td>16</td><td>CONCRETE BARRIER BASE</td><td>28</td><td>EROSION CONTROL BLANKET</td></tr> <tr><td>7</td><td>EMBANKMENT</td><td>17</td><td>PIPE UNDERDRAINS 150mm</td><td>29</td><td>SUB-BASE GRANULAR MATERIAL, TYPE B, 300mm</td></tr> <tr><td>8</td><td>PCC SHOULDERS, 360mm</td><td>18</td><td>GEOTECHNICAL FABRIC FOR GROUND STABILIZATION</td><td>30</td><td>AGGREGATE BASE COURSE, TYPE B, 150mm</td></tr> <tr><td>9</td><td>CONCRETE BARRIER, DOUBLE FACE, 1065mm HEIGHT</td><td>19</td><td>TEMPORARY SHEET PILING REMOVAL</td><td>31</td><td>SHOULDER RUMBLE STRIP</td></tr> <tr><td>10</td><td>CONCRETE BARRIER, SINGLE FACE, 815mm HEIGHT</td><td>20</td><td>PCC PVT 250 JOINTED</td><td>32</td><td>CONCRETE BARRIER SINGLE FACE 815 MM HEIGHT, REINFORCED</td></tr> <tr><td></td><td></td><td>21</td><td>BIT C PVT FD SUP 230</td><td>33</td><td>SUB GRAN MAT B 100</td></tr> <tr><td></td><td></td><td></td><td></td><td>34</td><td>BIT SHLD SUPER 150</td></tr> </table>	▨	STRUCTURAL	□	ITEM TO BE CONSTRUCTED TO EXTENDED LIFE CONCRETE PAVEMENT SPECIFICATIONS	⊘	BIT C PVT FD SUP 300	1	CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 360mm	11	CONCRETE BARRIER, DOUBLE FACE 815mm HEIGHT	23	BC SC SUPER "C" N50 50	2	STABILIZED SUB-BASE 150mm	12	PCC SIDEWALK, 125mm	24	AGGREGATE SUBGRADE 300mm	3	TOPSOIL FURNISH AND PLACE, 150mm	13	SLOTTED DRAIN REMOVAL	25	SODDING, SALT TOLERANT	4	SEEDING, CLASS 2A	14	COMB CC&G TB 15.60	26	TOPSOIL FURNISH AND PLACE, 300mm	5	CONCRETE MEDIAN SURFACE, 150mm (SPECIAL)	15	COMB CC&G TB 15.30	27	COMPOST FURNISH AND PLACE, 100mm	6	SAND BACKFILL	16	CONCRETE BARRIER BASE	28	EROSION CONTROL BLANKET	7	EMBANKMENT	17	PIPE UNDERDRAINS 150mm	29	SUB-BASE GRANULAR MATERIAL, TYPE B, 300mm	8	PCC SHOULDERS, 360mm	18	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	30	AGGREGATE BASE COURSE, TYPE B, 150mm	9	CONCRETE BARRIER, DOUBLE FACE, 1065mm HEIGHT	19	TEMPORARY SHEET PILING REMOVAL	31	SHOULDER RUMBLE STRIP	10	CONCRETE BARRIER, SINGLE FACE, 815mm HEIGHT	20	PCC PVT 250 JOINTED	32	CONCRETE BARRIER SINGLE FACE 815 MM HEIGHT, REINFORCED			21	BIT C PVT FD SUP 230	33	SUB GRAN MAT B 100					34	BIT SHLD SUPER 150
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DETAIL A
STA. 5+502+007 TO STA. 5+537.532
(I-94 WB STA. 32+860.000 TO STA. 32+937.000)

NOTES

- ALL UNITS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
 - SUB-BASE GRANULAR MATERIAL, TYPE B, 300mm SHALL CONSIST OF 225mm OF GRANULAR SUB-BASE WITH A 75mm GRANULAR SUB-BASE CAP.
 - CRC REINFORCEMENT CHART ON STANDARD 421001 SHALL BE MODIFIED AS FOLLOWS:
- | PAVEMENT WIDTH | A | B | C | D |
|----------------|------------------------------|------|------|-------|
| 3.6M | 26 SPACES (27 BARS) AT 132mm | 90mm | 75mm | 660mm |
| 4.2M | 31 SPACES (32 BARS) AT 130mm | 90mm | 75mm | 660mm |
| 4.9M | 35 SPACES (36 BARS) AT 135mm | 95mm | 85mm | 660mm |
- THE REINFORCEMENT SHALL BE 115mm FROM THE TOP OF PAVEMENT
- TIE BARS IN PAVEMENT OR BETWEEN PAVEMENT AND OTHER NEW/OR EXISTING PCC APPURTENANCES WILL NOT BE PAID FOR IN ACCORDANCE WITH ARTICLE 508.07 OF THE STANDARD SPECIFICATIONS.
 - FOR LONGITUDINAL JOINT DETAILS SEE PAVEMENT ELEVATION AND JOINTING PLANS AND CONCRETE BARRIER DETAILS SHEET.
 - EARTHWORK CALCULATED USING EXISTING I-80/94 PAVEMENT SECTION OF 150mm BITUMINOUS OVERLAY AND 275mm PCC BASE COURSE



REVISIONS	
NAME	DATE

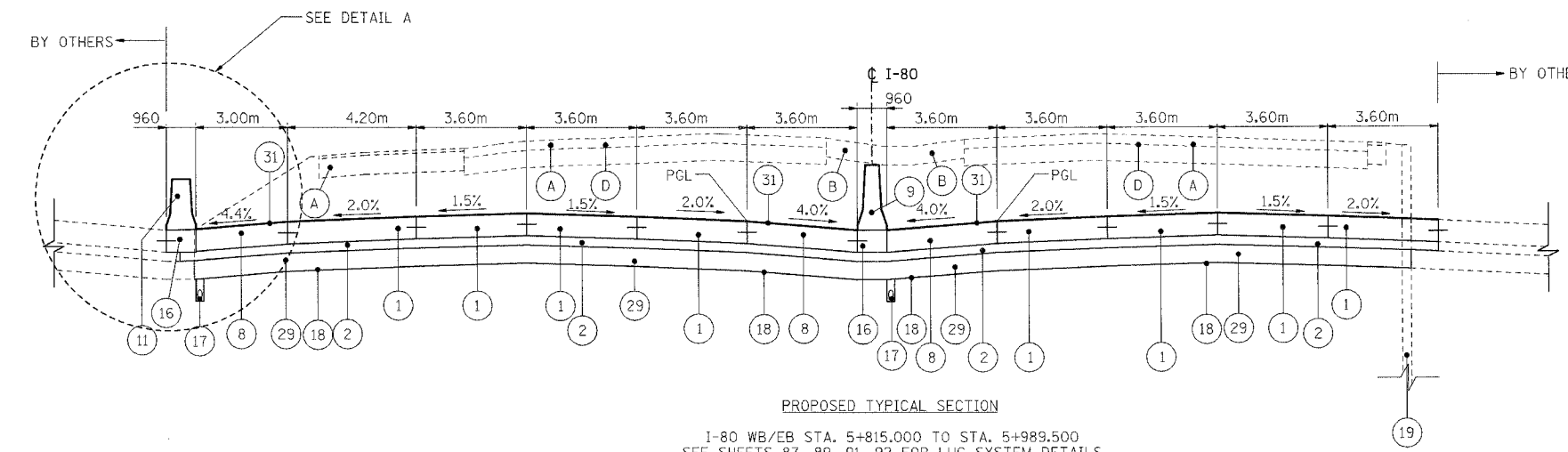
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
COOK COUNTY

TYPICAL SECTIONS
FAI 80/94
STA. 5+502 TO STA. 5+815

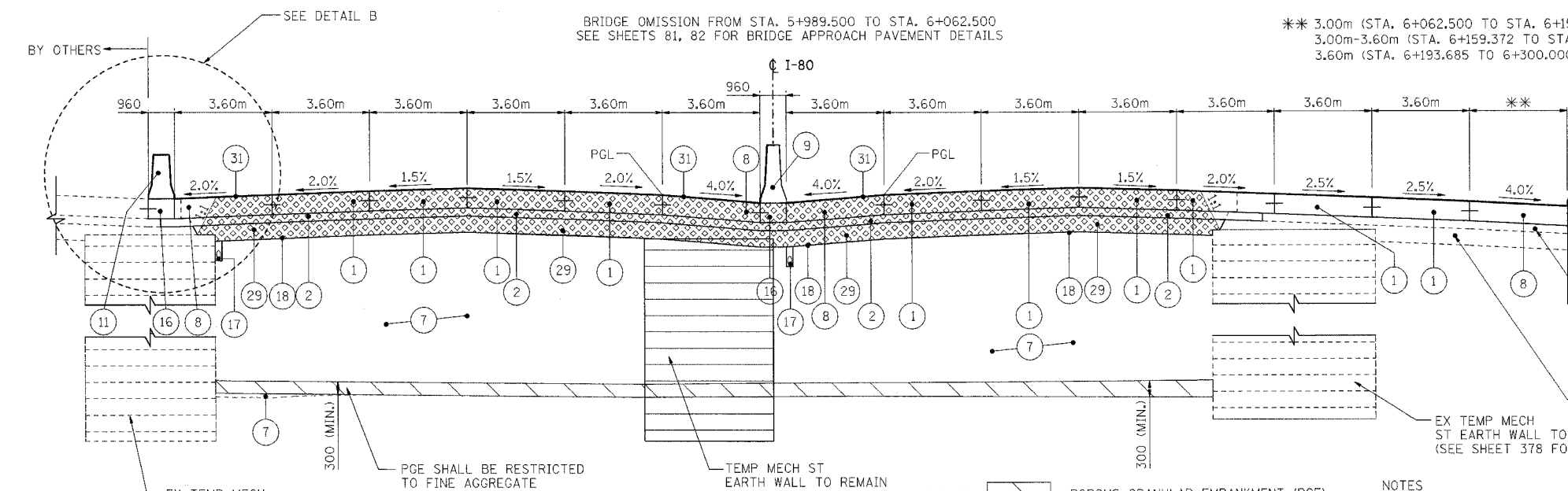
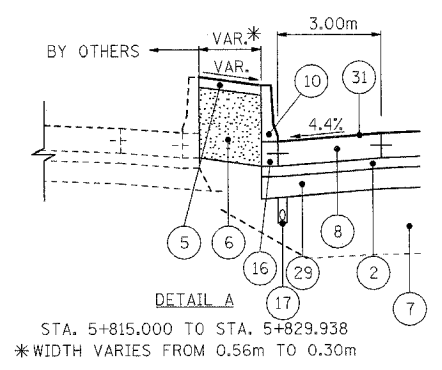
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TENG TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
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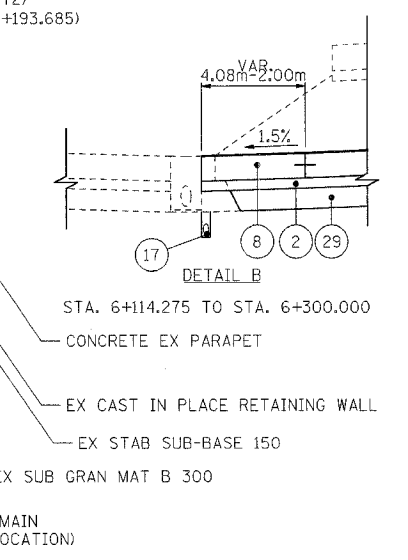
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	16
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (2425 & 2626) R-2		CONTRACT NO. 62111		



PROPOSED TYPICAL SECTION
 I-80 WB/EB STA. 5+815,000 TO STA. 5+989,500
 SEE SHEETS 87, 89, 91, 92 FOR LUG SYSTEM DETAILS
 BRIDGE OMISSION FROM STA. 5+989,500 TO STA. 6+062,500
 SEE SHEETS 81, 82 FOR BRIDGE APPROACH PAVEMENT DETAILS



** 3.00m (STA. 6+062,500 TO STA. 6+159,372)
 3.00m-3.60m (STA. 6+159,372 TO STA. 6+193,685)
 3.60m (STA. 6+193,685 TO 6+300,000)



POROUS GRANULAR EMBANKMENT (PGE)
 SURCHARGE EMBANKMENT

A. SURCHARGE TO REMAIN IN PLACE FOR A MINIMUM OF 60 DAYS
 B. SURCHARGE EMBANKMENT IS TO BE CONSTRUCTED IN ACCORDANCE WITH SECTION 205 OF THE STANDARD SPECIFICATIONS.
 THE SURCHARGE EMBANKMENT SHALL BE REMOVED IN ACCORDANCE WITH SECTION 202 OF THE STANDARD SPECIFICATIONS AND PAID FOR AT THE UNIT PRICE FOR EARTH EXCAVATION.

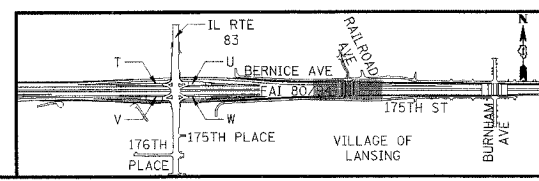
NOTES
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 3. CRC REINFORCEMENT CHART ON STANDARD 421001 SHALL BE MODIFIED AS FOLLOWS:

PAVEMENT WIDTH	A	B	C	D
3.6M	26 SPACES (27 BARS) AT 132mm	90mm	75mm	660mm
4.2M	31 SPACES (32 BARS) AT 130mm	90mm	75mm	660mm
4.9M	35 SPACES (36 BARS) AT 135mm	95mm	85mm	660mm

THE REINFORCEMENT SHALL BE 115mm FROM THE TOP OF PAVEMENT
 4. TIE BARS IN PAVEMENT OR BETWEEN PAVEMENT AND OTHER NEW/OR EXISTING PCC APPURTENANCES WILL NOT BE PAID FOR IN ACCORDANCE WITH ARTICLE 508.07 OF THE STANDARD SPECIFICATIONS.
 5. FOR LONGITUDINAL JOINT DETAILS SEE PAVEMENT ELEVATION AND JOINTING PLANS AND CONCRETE BARRIER DETAILS SHEET.
 6. EARTHWORK CALCULATED USING EXISTING I-80/94 PAVEMENT SECTION OF 150MM BITUMINOUS OVERLAY AND 275MM PCC BASE COURSE

EXISTING LEGEND				
(A) PAVEMENT REMOVAL/BREAKING	(D) EXISTING PAVEMENT (SEE NOTES FOR THICKNESS)	(G) EXISTING GUARD RAIL	(J) SIDEWALK REMOVAL	(K) REM AND DISP UNS MATL 300
(B) PAVED SHOULDER REMOVAL	(E) EXISTING SHOULDER	(H) CURB AND GUTTER REMOVAL		
(C) CONCRETE BARRIER REMOVAL	(F) EXISTING CONCRETE BARRIER	(I) EXISTING SIDEWALK		

PROPOSED LEGEND					
(1) CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 360mm	(11) CONCRETE BARRIER, DOUBLE FACE 815mm HEIGHT	(22) BIT C PVT FD SUP 300	(23) BC SC SUPER "C" N50 50	(24) AGGREGATE SUBGRADE 300mm	(25) SODDING, SALT TOLERANT
(2) STABILIZED SUB-BASE 150mm	(12) PCC SIDEWALK, 125mm	(26) TOPSOIL FURNISH AND PLACE, 300mm	(27) COMPOST FURNISH AND PLACE, 100mm	(28) EROSION CONTROL BLANKET	(29) SUB-BASE GRANULAR MATERIAL, TYPE B, 300mm
(3) TOPSOIL FURNISH AND PLACE, 150mm	(13) SLOTTED DRAIN REMOVAL	(30) AGGREGATE BASE COURSE, TYPE B, 150mm	(31) SHOULDER RUMBLE STRIP	(32) CONCRETE BARRIER SINGLE FACE 815 MM HEIGHT, REINFORCED	(33) SUB GRAN MAT B 100
(4) SEEDING, CLASS 2A	(14) COMB CC&G TB 15.60	(34) BIT SHLD SUPER 150			
(5) CONCRETE MEDIAN SURFACE, 150mm (SPECIAL)	(15) COMB CC&G TB 15.30				
(6) SAND BACKFILL	(16) CONCRETE BARRIER BASE				
(7) EMBANKMENT	(17) PIPE UNDERDRAINS 150mm				
(8) PCC SHOULDERS, 360mm	(18) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION				
(9) CONCRETE BARRIER, DOUBLE FACE, 1065mm HEIGHT	(19) TEMPORARY SHEET PILING REMOVAL				
(10) CONCRETE BARRIER, SINGLE FACE, 815mm HEIGHT	(20) PCC PVT 250 JOINTED				
	(21) BIT C PVT FD SUP 230				



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY

TYPICAL SECTIONS
 FAI 80/94
 STA. 5+815 TO STA. 6+300

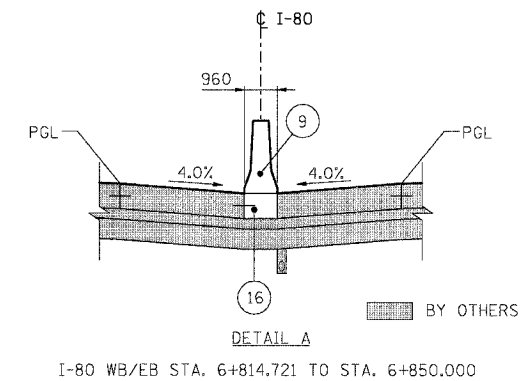
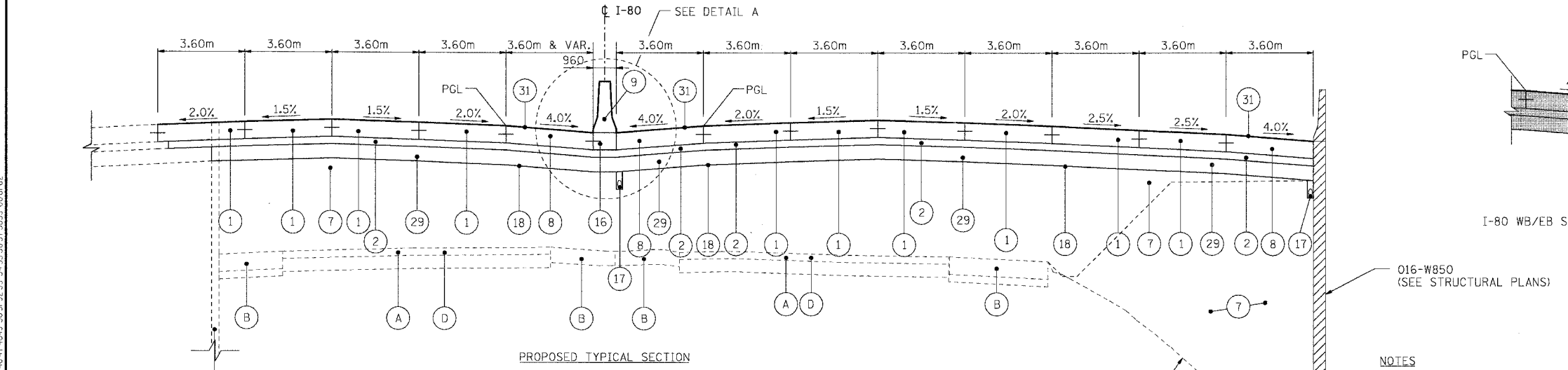
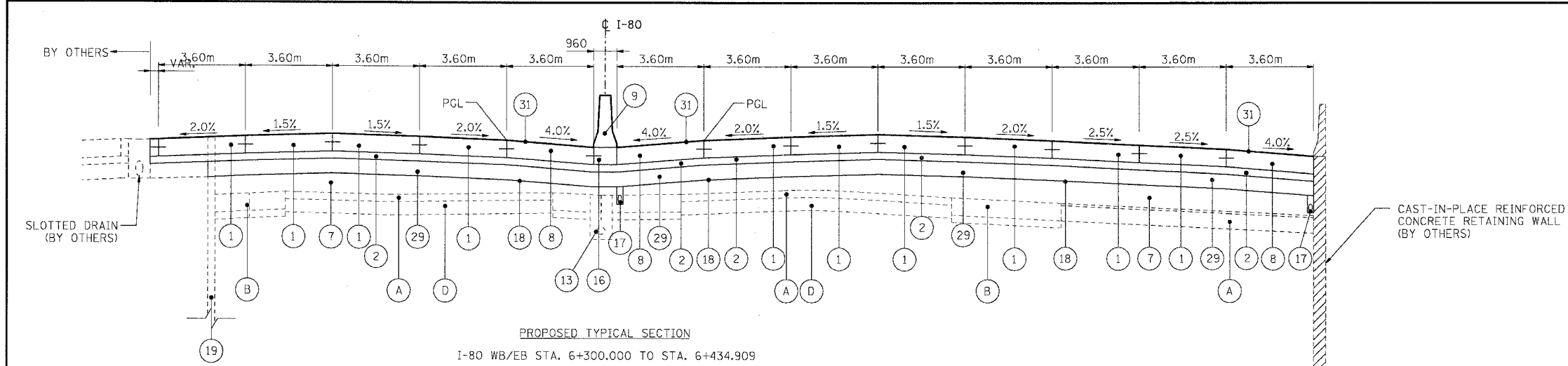
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 DATE: 9/13/05

DRAWN BY: RJS
 CHECKED BY: DH

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 CHICAGO, ILLINOIS

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	•	COOK	631	17
STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		
		• (2425 & 2626) R-2 CONTRACT NO. 6211		



- NOTES**
- ALL UNITS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
 - SUB-BASE GRANULAR MATERIAL, TYPE B, 300mm SHALL CONSIST OF 225mm OF GRANULAR SUB-BASE WITH A 75mm GRANULAR SUB-BASE CAP.
 - CRC REINFORCEMENT CHART ON STANDARD 421001 SHALL BE MODIFIED AS FOLLOWS:

PAVEMENT WIDTH	A	B	C	D
3.6M	26 SPACES (27 BARS) AT 132mm	90mm	75mm	660mm
4.2M	31 SPACES (32 BARS) AT 130mm	90mm	75mm	660mm
4.9M	35 SPACES (36 BARS) AT 135mm	95mm	85mm	660mm

THE REINFORCEMENT SHALL BE 115mm FROM THE TOP OF PAVEMENT

- TIE BARS IN PAVEMENT OR BETWEEN PAVEMENT AND OTHER NEW/OR EXISTING PCC APPURTENANCES WILL NOT BE PAID FOR IN ACCORDANCE WITH ARTICLE 508.07 OF THE STANDARD SPECIFICATIONS.
- FOR LONGITUDINAL JOINT DETAILS SEE PAVEMENT ELEVATION AND JOINTING PLANS AND CONCRETE BARRIER DETAILS SHEET.
- EARTHWORK CALCULATED USING EXISTING I-80/94 PAVEMENT SECTION OF 150mm BITUMINOUS OVERLAY AND 275mm PCC BASE COURSE

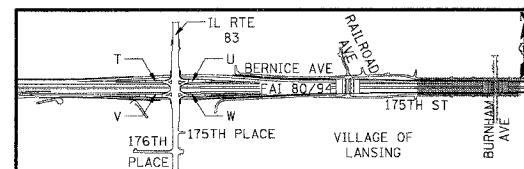
EXISTING LEGEND

(A) PAVEMENT REMOVAL/BREAKING	(D) EXISTING PAVEMENT (SEE NOTES FOR THICKNESS)	(G) EXISTING GUARD RAIL	(J) SIDEWALK REMOVAL
(B) PAVED SHOULDER REMOVAL	(E) EXISTING SHOULDER	(H) CURB AND GUTTER REMOVAL	(K) REM AND DISP UNS MATL 300
(C) CONCRETE BARRIER REMOVAL	(F) EXISTING CONCRETE BARRIER	(I) EXISTING SIDEWALK	

PROPOSED LEGEND

(1) CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 360mm	(11) CONCRETE BARRIER, DOUBLE FACE 815mm HEIGHT	(22) BIT C PVT FD SUP 300
(2) STABILIZED SUB-BASE 150mm	(12) PCC SIDEWALK, 125mm	(23) BC SC SUPER "C" N50 50
(3) TOPSOIL FURNISH AND PLACE, 150mm	(13) SLOTTED DRAIN REMOVAL	(24) AGGREGATE SUBGRADE 300mm
(4) SEEDING, CLASS 2A	(14) COMB CC&G TB 15.60	(25) SODDING, SALT TOLERANT
(5) CONCRETE MEDIAN SURFACE, 150mm (SPECIAL)	(15) COMB CC&G TB 15.30	(26) TOPSOIL FURNISH AND PLACE, 300mm
(6) SAND BACKFILL	(16) CONCRETE BARRIER BASE	(27) COMPOST FURNISH AND PLACE, 100mm
(7) EMBANKMENT	(17) PIPE UNDERDRAINS 150mm	(28) EROSION CONTROL BLANKET
(8) PCC SHOULDERS, 360mm	(18) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	(29) SUB-BASE GRANULAR MATERIAL, TYPE B, 300mm
(9) CONCRETE BARRIER, DOUBLE FACE, 1065mm HEIGHT	(19) TEMPORARY SHEET PILING REMOVAL	(30) AGGREGATE BASE COURSE, TYPE B, 150mm
(10) CONCRETE BARRIER, SINGLE FACE, 815mm HEIGHT	(20) PCC PVT 250 JOINTED	(31) SHOULDER RUMBLE STRIP
	(21) BIT C PVT FD SUP 230	(32) CONCRETE BARRIER SINGLE FACE 815 MM HEIGHT, REINFORCED
		(33) SUB GRAN MAT B 100
		(34) BIT SHLD SUPER 150

ITEM TO BE CONSTRUCTED TO EXTENDED LIFE CONCRETE PAVEMENT SPECIFICATIONS



REVISIONS

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
COOK COUNTY

**TYPICAL SECTIONS
FAI 80/94
STA. 6+300 TO STA. 6+815**

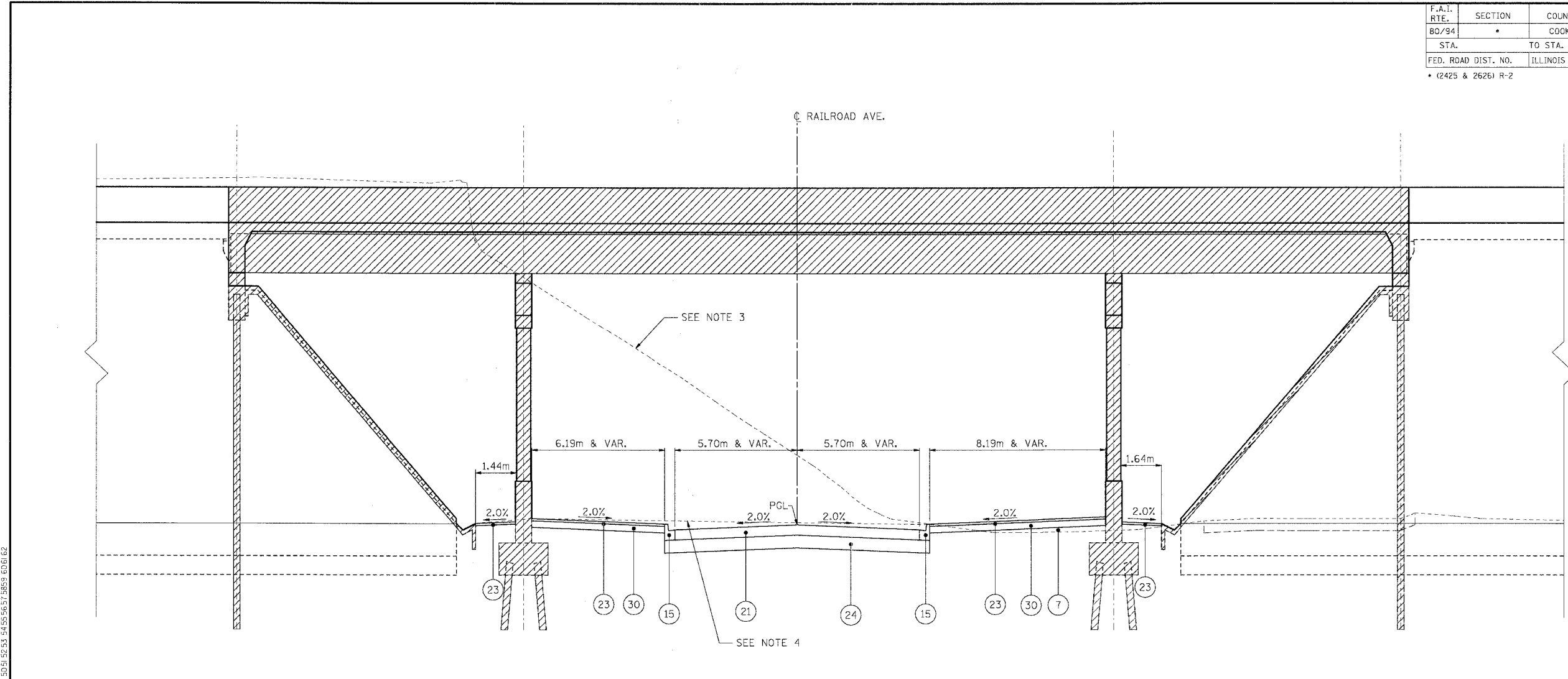
SCALE: NONE
DATE: 8/22/05

DRAWN BY: RJS
CHECKED BY: DH

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CHICAGO, ILLINOIS

\A899002A.DGN, \TSTR02A.DGN, \TSTR03A.DGN, \TSTR04A.DGN, \TSTR05A.DGN, \TSTR06A.DGN, \TSTR07A.DGN, \TSTR08A.DGN, \TSTR09A.DGN, \TSTR10A.DGN, \TSTR11A.DGN, \TSTR12A.DGN, \TSTR13A.DGN, \TSTR14A.DGN, \TSTR15A.DGN, \TSTR16A.DGN, \TSTR17A.DGN, \TSTR18A.DGN, \TSTR19A.DGN, \TSTR20A.DGN, \TSTR21A.DGN, \TSTR22A.DGN, \TSTR23A.DGN, \TSTR24A.DGN, \TSTR25A.DGN, \TSTR26A.DGN, \TSTR27A.DGN, \TSTR28A.DGN, \TSTR29A.DGN, \TSTR30A.DGN, \TSTR31A.DGN, \TSTR32A.DGN, \TSTR33A.DGN, \TSTR34A.DGN, \TSTR35A.DGN, \TSTR36A.DGN, \TSTR37A.DGN, \TSTR38A.DGN, \TSTR39A.DGN, \TSTR40A.DGN, \TSTR41A.DGN, \TSTR42A.DGN, \TSTR43A.DGN, \TSTR44A.DGN, \TSTR45A.DGN, \TSTR46A.DGN, \TSTR47A.DGN, \TSTR48A.DGN, \TSTR49A.DGN, \TSTR50A.DGN, \TSTR51A.DGN, \TSTR52A.DGN, \TSTR53A.DGN, \TSTR54A.DGN, \TSTR55A.DGN, \TSTR56A.DGN, \TSTR57A.DGN, \TSTR58A.DGN, \TSTR59A.DGN, \TSTR60A.DGN

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	•	COOK	631	18
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (2425 & 2626) R-2		CONTRACT NO. 62111		

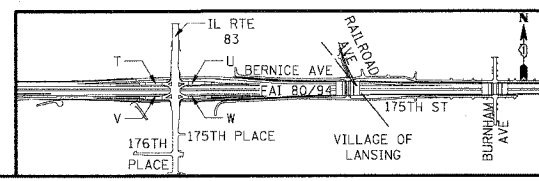


PROPOSED TYPICAL SECTION
RAILROAD AVENUE
STA. 300+005.105 TO STA. 300+110.045

- NOTES:
- BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH), SUPERPAVE, 230mm SHALL CONSIST OF:
 - BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX. "D", N50 (40mm)
 - BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19, N50 (190mm)
 - ONLY "CRUSHED STONE" PER AGGREGATE SUBGRADE, 300mm SPECIFICATION WILL BE ALLOWED BETWEEN THE FOLLOWING STATIONS:
 - STA. 300+009.6 TO STA. 300+039.6
 - STA. 300+075.6 TO STA. 300+105.6
 - EXISTING GROUND FROM STA. 300+036.120 TO STA. 300+077.16
 - EXISTING GROUND FROM PREVIOUS CONTRACT FOR STATION RANGE OTHER THAN STATIONING IN NOTE 3

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PROPOSED LEGEND		STRUCTURAL	ITEM TO BE CONSTRUCTED TO EXTENDED LIFE CONCRETE PAVEMENT SPECIFICATIONS
①	CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 360mm	□□	②② BIT C PVT FD SUP 300
②	STABILIZED SUB-BASE 150mm	□□	②③ BC SC SUPER "C" N50 50
③	TOPSOIL FURNISH AND PLACE, 150mm		②④ AGGREGATE SUBGRADE 300mm
④	SEEDING, CLASS 2A		②⑤ SODDING, SALT TOLERANT
⑤	CONCRETE MEDIAN SURFACE, 150mm (SPECIAL)		②⑥ TOPSOIL FURNISH AND PLACE, 300mm
⑥	SAND BACKFILL		②⑦ COMPOST FURNISH AND PLACE, 100mm
⑦	EMBANKMENT □□		②⑧ EROSION CONTROL BLANKET
⑧	PCC SHOULDER, 360mm □□		②⑨ SUB-BASE GRANULAR MATERIAL, TYPE B, 300mm
⑨	CONCRETE BARRIER, DOUBLE FACE, 1065mm HEIGHT		②⑩ AGGREGATE BASE COURSE, TYPE B, 150mm
⑩	CONCRETE BARRIER, SINGLE FACE, 815mm HEIGHT		②⑪ SHOULDER RUMBLE STRIP
		①①	②⑫ CONCRETE BARRIER SINGLE FACE 815 MM HEIGHT, REINFORCED
		①②	②⑬ SUB GRAN MAT B 100
		①③	②⑭ BIT SHLD SUPER 150
		①④	
		①⑤	
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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
COOK COUNTY

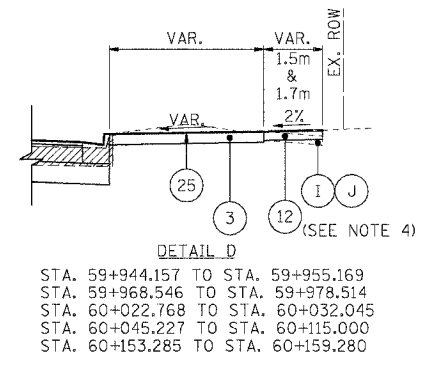
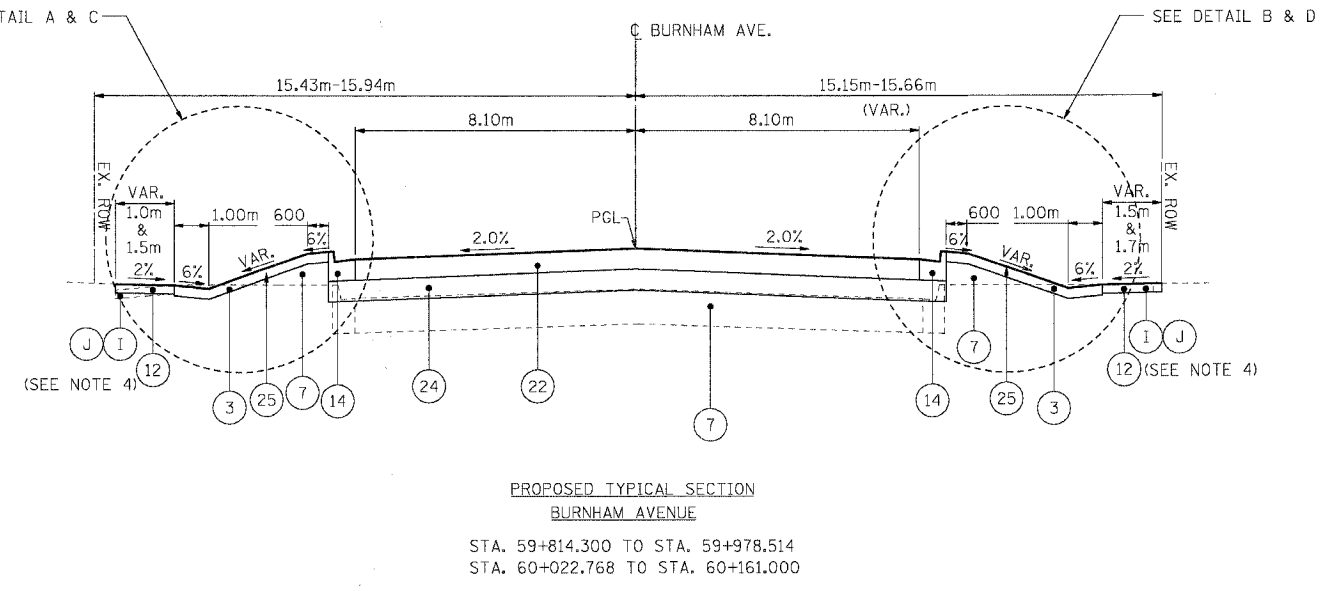
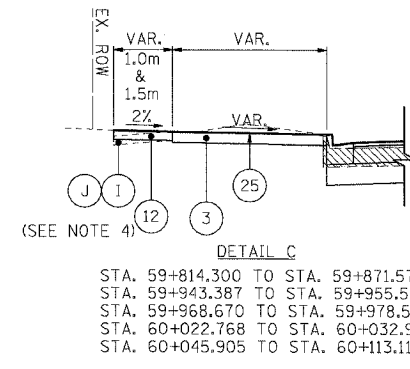
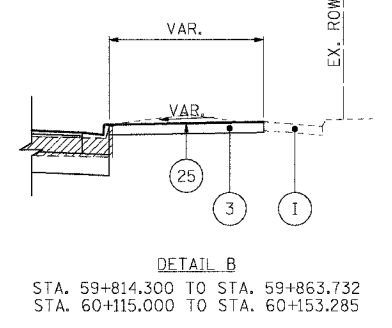
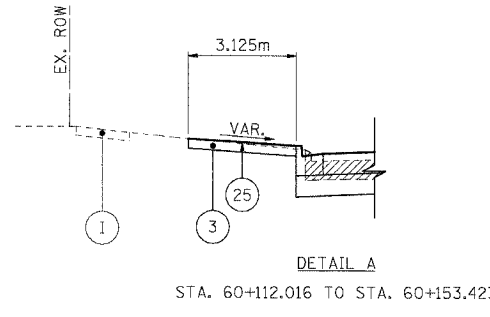
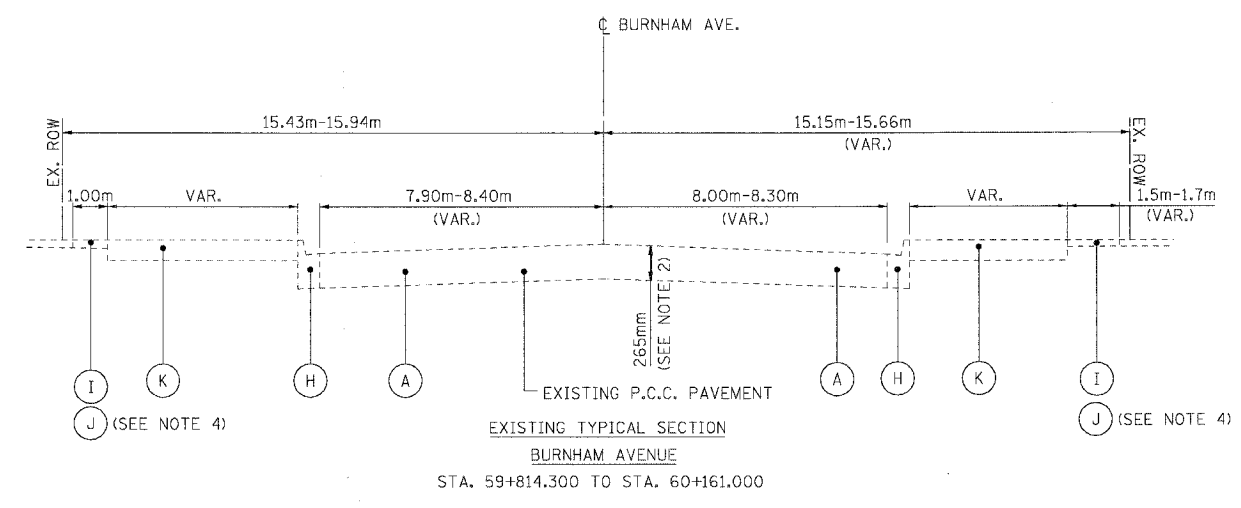
**TYPICAL SECTIONS
RAILROAD AVENUE**

SCALE: NONE
DATE: 8/22/05

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CHECKED BY: DH

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CHICAGO, ILLINOIS

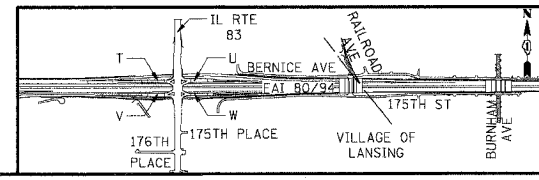
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94		COOK	631	19
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
		• 12425 & 2626) R-2		CONTRACT NO. 62111



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EXISTING LEGEND		PROPOSED LEGEND	
(A) PAVEMENT REMOVAL/BREAKING	(C) CONCRETE BARRIER REMOVAL	(1) CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 360mm	(11) CONCRETE BARRIER, DOUBLE FACE 815mm HEIGHT
(B) PAVED SHOULDER REMOVAL	(D) EXISTING PAVEMENT (SEE NOTES FOR THICKNESS)	(2) STABILIZED SUB-BASE 150mm	(12) PCC SIDEWALK, 125mm
(E) EXISTING SHOULDER	(F) EXISTING CONCRETE BARRIER	(3) TOPSOIL FURNISH AND PLACE, 150mm	(13) SLOTTED DRAIN REMOVAL
(G) EXISTING GUARD RAIL	(H) CURB AND GUTTER REMOVAL	(4) SEEDING, CLASS 2A	(14) COMB CC&G TB 15.60
(I) EXISTING SIDEWALK	(K) REM AND DISP UNS MATL 300	(5) CONCRETE MEDIAN SURFACE, 150mm (SPECIAL)	(15) COMB CC&G TB 15.30
(J) SIDEWALK REMOVAL		(6) SAND BACKFILL	(16) CONCRETE BARRIER BASE
		(7) EMBANKMENT	(17) PIPE UNDERDRAINS 150mm
		(8) PCC SHOULDER, 360mm	(18) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
		(9) CONCRETE BARRIER, DOUBLE FACE, 1065mm HEIGHT	(19) TEMPORARY SHEET PILING REMOVAL
		(10) CONCRETE BARRIER, SINGLE FACE, 815mm HEIGHT	(20) PCC PVT 250 JOINTED
			(21) BIT C PVT FD SUP 230
			(22) BIT C PVT FD SUP 300
			(23) BC SC SUPER "C" N50 50
			(24) AGGREGATE SUBGRADE 300mm
			(25) SODDING, SALT TOLERANT
			(26) TOPSOIL FURNISH AND PLACE, 300mm
			(27) COMPOST FURNISH AND PLACE, 100mm
			(28) EROSION CONTROL BLANKET
			(29) SUB-BASE GRANULAR MATERIAL, TYPE B, 300mm
			(30) AGGREGATE BASE COURSE, TYPE B, 150mm
			(31) SHOULDER RUMBLE STRIP
			(32) CONCRETE BARRIER SINGLE FACE 815 MM HEIGHT, REINFORCED
			(33) SUB GRAN MAT B 100
			(34) BIT SHLD SUPER 150

- NOTES:
- BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH), SUPERPAVE, 300mm SHALL CONSIST OF:
 - BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX. "D", N70 (50mm)
 - BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19, N70 (250mm)
 - EARTHWORK CALCULATED USING AN EXISTING BURNHAM AVENUE PAVEMENT SECTION OF 265mm PCC PAVEMENT.
 - ONLY "CRUSHED STONE" PER AGGREGATE SUBGRADE, 300mm SPECIFICATION WILL BE ALLOWED BETWEEN THE FOLLOWING STATIONS:
 - STA. 59+814.3 TO STA. 59+844.3
 - STA. 59+940.0 TO STA. 59+970.0
 - STA. 60+030.0 TO STA. 60+060.0
 - SEE PLANS FOR LIMITS OF SIDEWALK REMOVAL AND PROPOSED PCC SIDEWALK



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY

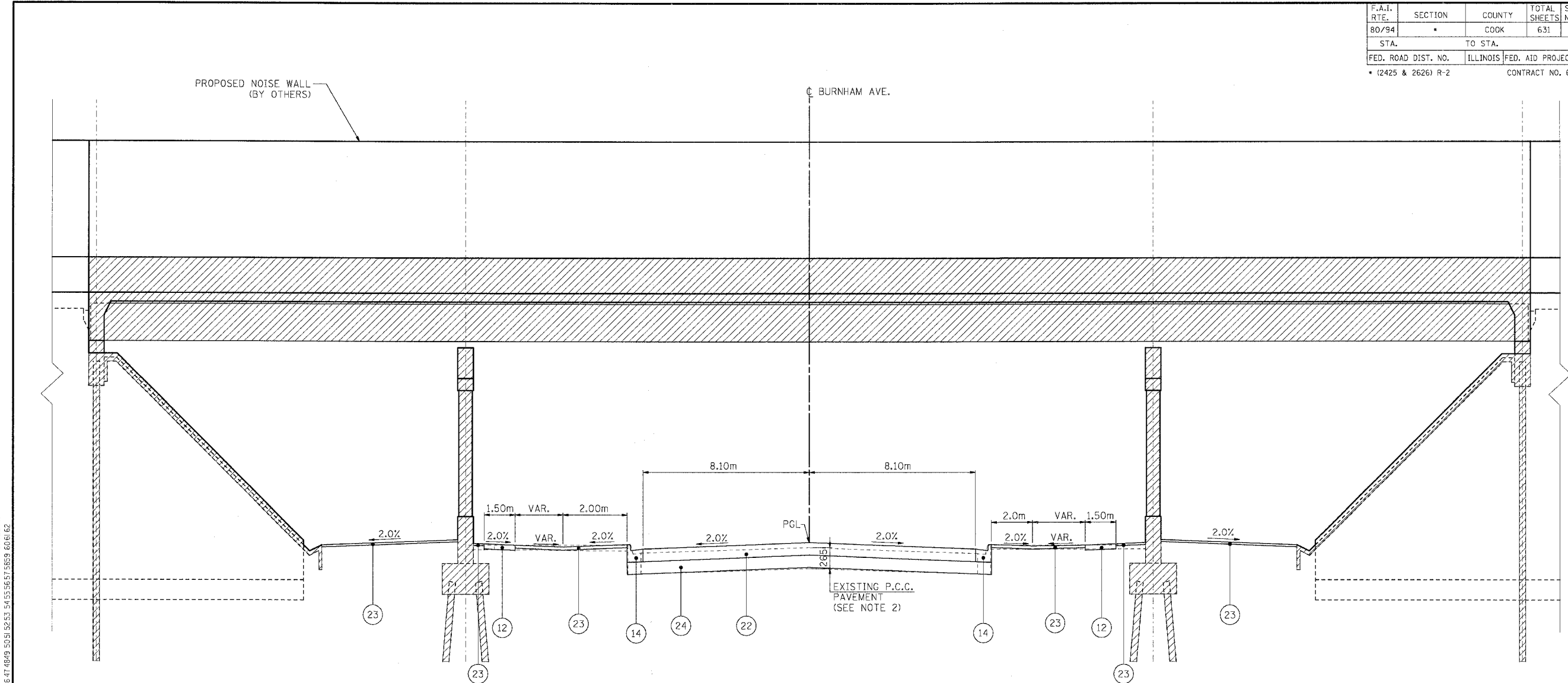
**TYPICAL SECTIONS
 BURNHAM AVENUE**

SCALE: NONE
 DATE: 8/22/05

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 CHECKED BY: DH

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	20
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
* (2425 & 2626) R-2		CONTRACT NO. 62111		

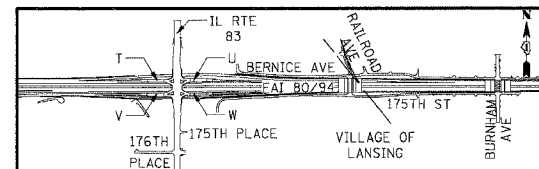


PROPOSED TYPICAL SECTION
BURNHAM AVENUE
STA. 59+978.514 TO STA. 60+022.768

EXISTING LEGEND		PROPOSED LEGEND	
(A) PAVEMENT REMOVAL/BREAKING	(C) CONCRETE BARRIER REMOVAL	(1) CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 360mm	(11) CONCRETE BARRIER, DOUBLE FACE 815mm HEIGHT
(B) PAVED SHOULDER REMOVAL	(D) EXISTING PAVEMENT (SEE NOTES FOR THICKNESS)	(2) STABILIZED SUB-BASE 150mm	(12) PCC SIDEWALK, 125mm
(E) EXISTING SHOULDER	(F) EXISTING CONCRETE BARRIER	(3) TOPSOIL FURNISH AND PLACE, 150mm	(13) SLOTTED DRAIN REMOVAL
	(G) EXISTING GUARD RAIL	(4) SEEDING, CLASS 2A	(14) COMB CC&G TB 15.60
	(H) CURB AND GUTTER REMOVAL	(5) CONCRETE MEDIAN SURFACE, 150mm (SPECIAL)	(15) COMB CC&G TB 15.30
	(I) EXISTING SIDEWALK	(6) SAND BACKFILL	(16) CONCRETE BARRIER BASE
	(J) SIDEWALK REMOVAL	(7) EMBANKMENT	(17) PIPE UNDERDRAINS 150mm
	(K) REM AND DISP UNS MATL 300	(8) PCC SHOULDER, 360mm	(18) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
		(9) CONCRETE BARRIER, DOUBLE FACE, 1065mm HEIGHT	(19) TEMPORARY SHEET PILING REMOVAL
		(10) CONCRETE BARRIER, SINGLE FACE, 815mm HEIGHT	(20) PCC PVT 250 JOINTED
			(21) BIT C PVT FD SUP 230
			(22) BIT C PVT FD SUP 300
			(23) BC SC SUPER "C" N50 50
			(24) AGGREGATE SUBGRADE 300mm
			(25) SODDING, SALT TOLERANT
			(26) TOPSOIL FURNISH AND PLACE, 300mm
			(27) COMPOST FURNISH AND PLACE, 100mm
			(28) EROSION CONTROL BLANKET
			(29) SUB-BASE GRANULAR MATERIAL, TYPE B, 300mm
			(30) AGGREGATE BASE COURSE, TYPE B, 150mm
			(31) SHOULDER RUMBLE STRIP
			(32) CONCRETE BARRIER SINGLE FACE 815 MM HEIGHT, REINFORCED
			(33) SUB GRAN MAT B 100
			(34) BIT SHLD SUPER 150

NOTES:

- BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH), SUPERPAVE, 300mm SHALL CONSIST OF:
 - BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX. "D", N70 (50mm)
 - BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19, N70 (250mm)
- EARTHWORK CALCULATED USING AN EXISTING BURNHAM AVENUE PAVEMENT SECTION OF 265mm PCC PAVEMENT.



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
COOK COUNTY

**TYPICAL SECTIONS
BURNHAM AVENUE**

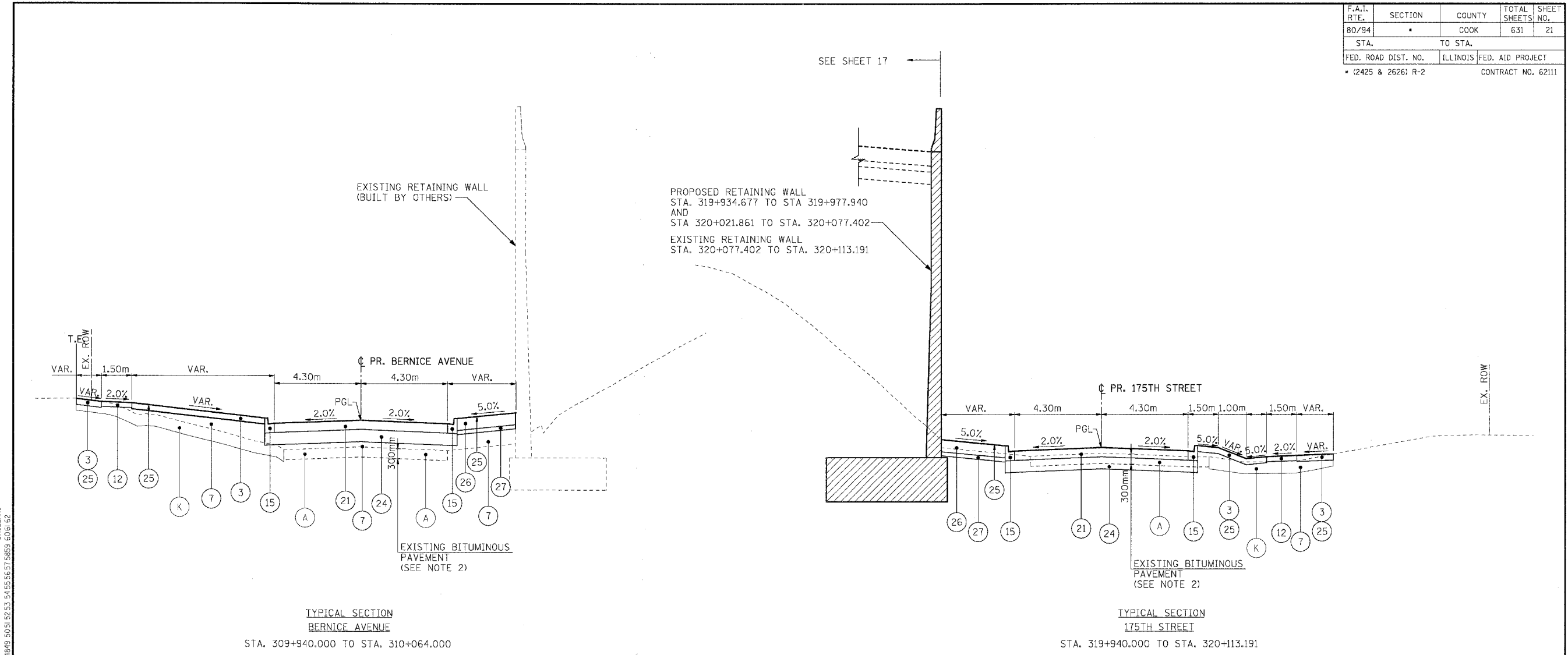
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DRAWN BY: MK
CHECKED BY: DH

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ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

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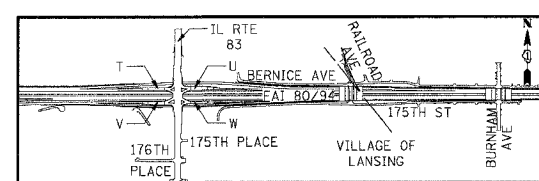
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	21
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
* (2425 & 2626) R-2		CONTRACT NO. 62111		



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EXISTING LEGEND		PROPOSED LEGEND	
(A) PAVEMENT REMOVAL/BREAKING	(C) CONCRETE BARRIER REMOVAL	(1) CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 360mm	(11) CONCRETE BARRIER, DOUBLE FACE 815mm HEIGHT
(B) PAVED SHOULDER REMOVAL	(D) EXISTING PAVEMENT (SEE NOTES FOR THICKNESS)	(2) STABILIZED SUB-BASE 150mm	(12) PCC SIDEWALK, 125mm
(E) EXISTING SHOULDER	(F) EXISTING CONCRETE BARRIER	(3) TOPSOIL FURNISH AND PLACE, 150mm	(13) SLOTTED DRAIN REMOVAL
(G) EXISTING GUARD RAIL	(I) EXISTING SIDEWALK	(4) SEEDING, CLASS 2A	(14) COMB CC&G TB 15.60
(H) CURB AND GUTTER REMOVAL	(J) SIDEWALK REMOVAL	(5) CONCRETE MEDIAN SURFACE, 150mm (SPECIAL)	(15) COMB CC&G TB 15.30
(K) REM AND DISP UNS MATL 300	(L) EXISTING SIDEWALK	(6) SAND BACKFILL	(16) CONCRETE BARRIER BASE
	(M) EXISTING SIDEWALK	(7) EMBANKMENT	(17) PIPE UNDERDRAINS 150mm
	(N) EXISTING SIDEWALK	(8) PCC SHOULDER, 360mm	(18) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
	(O) EXISTING SIDEWALK	(9) CONCRETE BARRIER, DOUBLE FACE, 1065mm HEIGHT	(19) TEMPORARY SHEET PILING REMOVAL
	(P) EXISTING SIDEWALK	(10) CONCRETE BARRIER, SINGLE FACE, 815mm HEIGHT	(20) PCC PVT 250 JOINTED
	(Q) EXISTING SIDEWALK		(21) BIT C PVT FD SUP 230
	(R) EXISTING SIDEWALK		(22) BIT C PVT FD SUP 300
	(S) EXISTING SIDEWALK		(23) BC SC SUPER "C" N50 50
	(T) EXISTING SIDEWALK		(24) AGGREGATE SUBGRADE 300mm
	(U) EXISTING SIDEWALK		(25) SODDING, SALT TOLERANT
	(V) EXISTING SIDEWALK		(26) TOPSOIL FURNISH AND PLACE, 300mm
	(W) EXISTING SIDEWALK		(27) COMPOST FURNISH AND PLACE, 100mm
	(X) EXISTING SIDEWALK		(28) EROSION CONTROL BLANKET
	(Y) EXISTING SIDEWALK		(29) SUB-BASE GRANULAR MATERIAL, TYPE B, 300mm
	(Z) EXISTING SIDEWALK		(30) AGGREGATE BASE COURSE, TYPE B, 150mm
	(AA) EXISTING SIDEWALK		(31) SHOULDER RUMBLE STRIP
	(AB) EXISTING SIDEWALK		(32) CONCRETE BARRIER SINGLE FACE 815 MM HEIGHT, REINFORCED
	(AC) EXISTING SIDEWALK		(33) SUB GRAN MAT B 100
	(AD) EXISTING SIDEWALK		(34) BIT SHLD SUPER 150

- NOTES:**
- BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH), SUPERPAVE, 230mm SHALL CONSIST OF:
 - BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX. "D", N50 (40mm)
 - BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19, N50 (190mm)
 - EARTHWORK CALCULATED USING AN EXISTING PAVEMENT SECTION OF 300mm PCC PAVEMENT.
 - ONLY "CRUSHED STONE" PER AGGREGATE SUBGRADE, 300mm SPECIFICATION WILL BE ALLOWED BETWEEN THE FOLLOWING STATIONS:
 - 175TH STREET**
STA. 319+940.0 TO STA. 319+952.9
STA. 320+050.1 TO STA. 320+080.1
 - BERNICE AVENUE**
STA. 309+940.0 TO STA. 302+946.4
STA. 310+040.2 TO STA. 310+072.2



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY

**TYPICAL SECTIONS
 175TH STREET AND BERNICE AVE**

SCALE: NONE
 DATE: 8/22/05

DRAWN BY: SKJ
 CHECKED BY:

TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

SCHEDULE OF QUANTITIES

Table with project details: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., STA., TO STA., FED. ROAD DIST. NO., ILLINOIS FED. AID PROJECT, CONTRACT NO. 62111.

Table: CATCH BASINS TO BE RECONSTRUCTED WITH NEW TYPE 8 GRATE. Includes columns for LOCATION, STATION, OFFSET, LT/RT, TOTAL 2, EACH.

Table: REMOVING CATCH BASINS. Includes columns for LOCATION, STATION, OFFSET, LT/RT, TOTAL 9, EACH.

Table: RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE). Includes columns for LOCATION, FROM STATION, TO STATION, OFFSET, NO'S, LANE, EACH.

Table: RAISED REFLECTIVE PAVEMENT MARKER. Includes columns for LOCATION, FROM STATION, TO STATION, OFFSET, NO'S, LANE, EACH.

Table: CONCRETE GLARE SCREEN, SPECIAL. Includes columns for LOCATION, FROM STATION, TO STATION, METER.

Table: SIGN STRUCTURE ATTACHED TO PARAPET - ONE POST. Includes columns for LOCATION, FROM STATION, TO STATION, EACH.

Table: BARRIER WALL MARKERS, TYPE C. Includes columns for LOCATION, FROM STATION, TO STATION, OFFSET, EACH.

Table: MODULAR GLARE SCREEN SYSTEM. Includes columns for LOCATION, FROM STATION, TO STATION, METER.

Table: TUBULAR TRAFFIC SIGN POST. Includes columns for LOCATION, STATION, EACH.

Table: MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR. Includes columns for LOCATION, FROM STATION, TO STATION, LT/RT, LENGTH SPACING, EACH.

Table: BITUMINOUS MATERIALS (PRIME COAT). Includes columns for ITEM, AREA (SQMM), TON.

Table: STORM SEWERS TO BE CLEANED. Includes columns for LOCATION, STATION, OFFSET, STATION, OFFSET, METER.

Table: PAVEMENT MARKING TAPE, TYPE III 125MM. Includes columns for LOCATION, FROM STATION, TO STATION, OFFSET, LENGTH, STRIPS, METER.

Table: PAVEMENT MARKING TAPE, TYPE III 200MM. Includes columns for LOCATION, FROM STATION, TO STATION, OFFSET, LT/RT, METER.

Table: PAVEMENT MARKING TAPE, TYPE III 300MM. Includes columns for LOCATION, FROM STATION, TO STATION, OFFSET, LENGTH (M), COLOR, METER.

Table: SIGN STRUCTURE ATTACHED TO PARAPET - TWO POSTS. Includes columns for LOCATION, STATION, DESC, EACH.

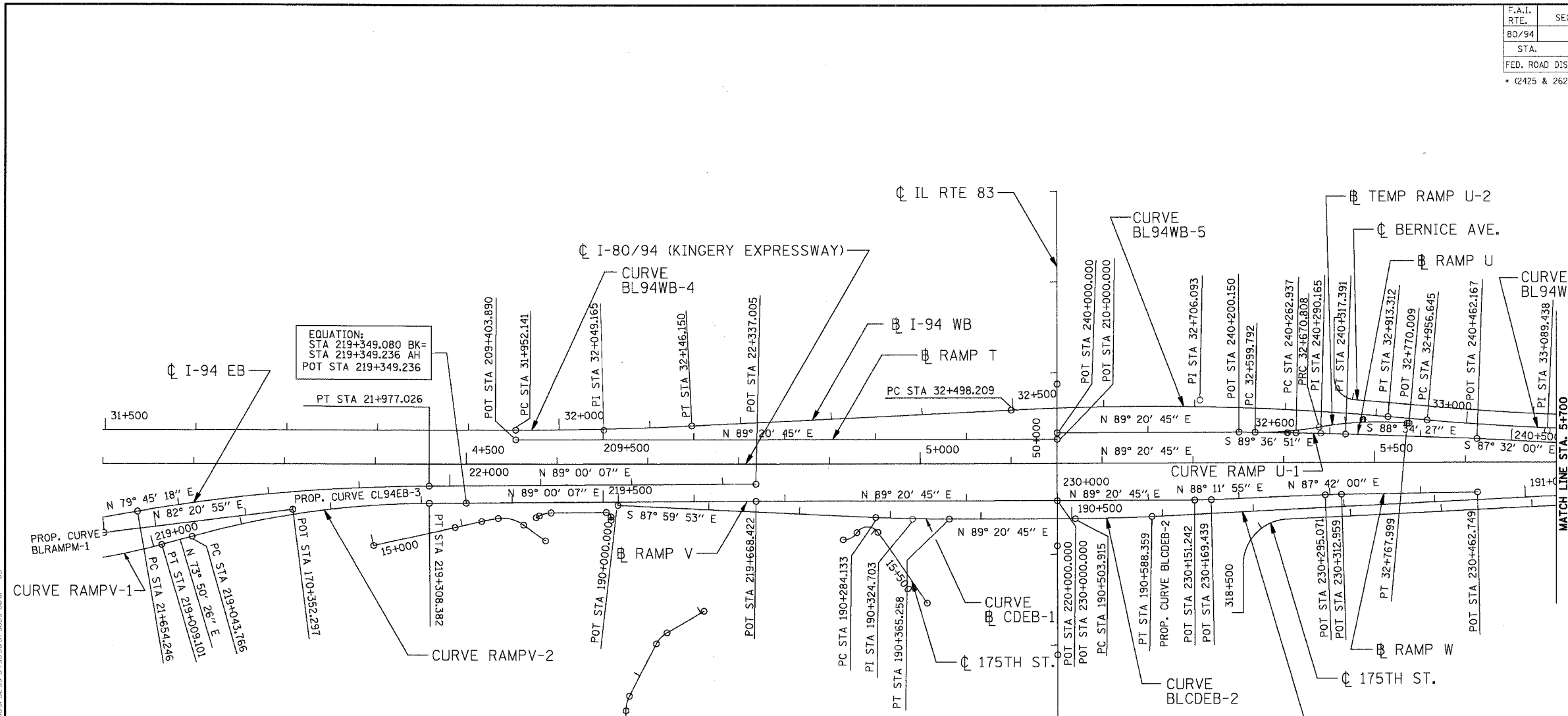
Table: REMOVE GROUND-MOUNTED SIGN SUPPORT. Includes columns for LOCATION, STATION, OFFSET, EACH.

Table: REVISIONS. Includes columns for NAME, DATE.

ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY) EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION COOK COUNTY SCHEDULE OF QUANTITIES VII SCALE: NONE DATE: 9/13/05 DRAWN BY: RJS CHECKED BY: DDH TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS

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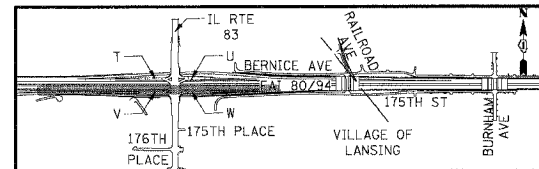
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	34
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
* (2425 & 2626) R-2				CONTRACT NO. 62111



EQUATION:
 STA 219+349.080 BK=
 STA 219+349.236 AH=
 POT STA 219+349.236

I-94WB		I-94EB		RAMP M	
CURVE BL94WB-4	CURVE BL94WB-5	CURVE BL94WB-6	CURVE CL94EB-3	CURVE BLRAMP-1	
PI STA = 32+049.165 N = 545527.369 E = 364087.694 Δ = 2° 46' 44" (LT) R = 4,000.000 m T = 97.024 m L = 194.009 m E = 1.177 m	PI STA = 32+706.093 N = 545566.714 E = 364743.480 Δ = 7° 55' 40" (RT) R = 3,000.000 m T = 207.884 m L = 415.103 m E = 7.194 m	PI STA = 33+089.438 N = 545536.622 E = 365126.308 Δ = 5° 04' 08" (LT) R = 3,000.000 m T = 132.792 m L = 265.412 m E = 2.938 m	PI STA = 21+815.988 N = 545460.6774 E = 363734.212 Δ = 9° 14' 49.08" (RT) R = 2,000.000 m T = 161.741 m L = 322.780 m E = 6.529 m	PI STA = 170+071.763 N = 545398.612 E = 363467.306 Δ = 141° 22' 18.712" (LT) R = 569.190 m T = 71.763 m L = 142.774 m E = 4.506 m	
RAMP U		RAMP V		CD ROAD EB	
CURVE BLRAMPU-1	CURVE BLRAMPV-1	CURVE BLRAMPV-2	CURVE BLCDEB-1	CURVE BLCDEB-2	
PI STA = 240+290.165 N = 545531.145 E = 364876.938 Δ = 1° 02' 24" (RT) R = 3,000.000 m T = 27.228 m L = 54.454 m E = 0.124 m	PI STA = 218+857.928 N = 545351.814 E = 363451.193 Δ = 27° 10' 18.879" (LT) R = 650.000 m T = 157.083 m L = 308.255 m E = 18.711 m	PI STA = 219+176.852 N = 545442.219 E = 363763.193 Δ = 15° 09' 1.080" (RT) R = 1000.000 m T = 133.086 m L = 264.616 m E = 8.817 m	PI STA = 190+546.145 N = 545433.214 E = 364428.514 Δ = 2° 45' 53" (LT) R = 1,750.000 m T = 42.230 m L = 84.444 m E = 0.509 m	PI STA = 190+324.703 N = 545435.743 E = 364649.956 Δ = 2° 39' 22" (LT) R = 1,750.000 m T = 40.570 m L = 81.125 m E = 0.470 m	
RAMP W		TEMP RAMP U-2			
CURVE BLMU24-1	CURVE BLMU24-2				
PI STA = 32+635.41 N = 545531.392 E = 364840.159 Δ = 11° 08' 52" (LT) R = 365.000 m T = 35.621 m L = 71.016 m E = 1.734 m	PI STA = 32+719.690 N = 545547.172 E = 364923.178 Δ = 15° 15' 23" (RT) R = 365.000 m T = 48.885 m L = 97.191 m E = 3.259 m				

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 BALZFKUJ



REVISIONS	
NAME	DATE

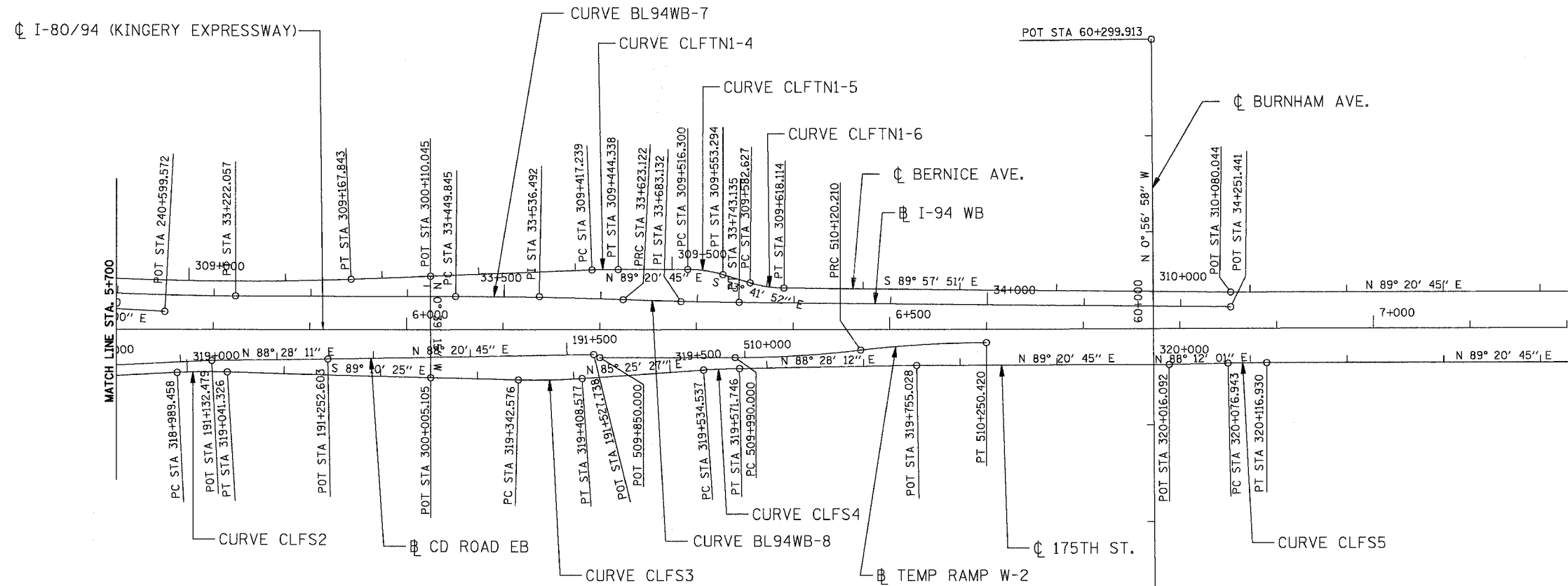
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY

HORIZONTAL ALIGNMENT, TIES & BENCHMARKS

SCALE: 1:2500
 DATE: 8/22/05
 DRAWN BY: JFS
 CHECKED BY: MCD

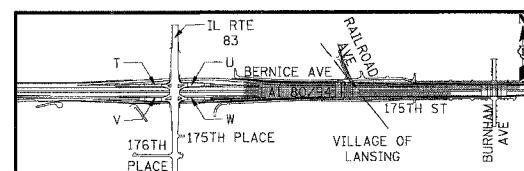
TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94		COOK	631	35
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (2425 & 2626) R-2		CONTRACT NO. 62111		



I-94WB		BERNICE AVENUE			
CURVE BL94WB-7	CURVE BL94WB-8	CURVE CLFTN1-4	CURVE CLFTN1-5	CURVE CLFTN1-6	
PI STA = 33+536.492 N = 545541.106 E = 365573.513 Δ = 1° 59' 08" (RT) R = 5,000.000 m T = 86.648 m L = 173.278 m E = 0.751 m	PI STA = 33+683.132 N = 545537.494 E = 365720.126 Δ = 1° 22' 31" (LT) R = 4,999.982 m T = 60.009 m L = 120.013 m E = 0.360 m	PI STA = 309+430.790 N = 545570.108 E = 365641.193 Δ = 2° 13' 05" (RT) R = 700.000 m T = 13.551 m L = 27.100 m E = 0.131 m	PI STA = 309+534.933 N = 545571.298 E = 365745.332 Δ = 16° 57' 23" (RT) R = 125.000 m T = 18.633 m L = 36.993 m E = 1.381 m	PI STA = 309+600.491 N = 545552.819 E = 365808.516 Δ = 16° 15' 59" (LT) R = 125.000 m T = 17.864 m L = 35.488 m E = 1.270 m	
175TH STREET			TEMP RAMP W-2		
CURVE CLFS2	CURVE CLFS3	CURVE CLFS4	CURVE CLFS5	CURVE BLMW21-1	CURVE BLMW21-2
PI STA = 319+015.404 N = 545459.531 E = 365225.537 Δ = 4° 14' 43" (RT) R = 700.000 m T = 25.946 m L = 51.867 m E = 0.481 m	PI STA = 319+375.601 N = 545454.335 E = 365585.720 Δ = 5° 24' 08" (LT) R = 700.000 m T = 33.025 m L = 66.001 m E = 0.779 m	PI STA = 319+553.146 N = 545468.503 E = 365762.748 Δ = 3° 02' 44" (RT) R = 700.000 m T = 18.609 m L = 37.210 m E = 0.247 m	PI STA = 320+096.937 N = 545479.414 E = 366306.419 Δ = 1° 08' 44" (RT) R = 2,000.000 m T = 19.994 m L = 39.987 m E = 0.100 m	PI STA = 510+055.179 N = 545480.976 E = 365841.845 Δ = 6° 39' 40" (LT) R = 1,120.000 m T = 65.179 m L = 130.210 m E = 1.895 m	PI STA = 510+185.389 N = 545497.575 E = 365971.141 Δ = 6° 39' 40" (RT) R = 1,120.000 m T = 65.178 m L = 130.210 m E = 1.895 m

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REVISIONS	
NAME	DATE

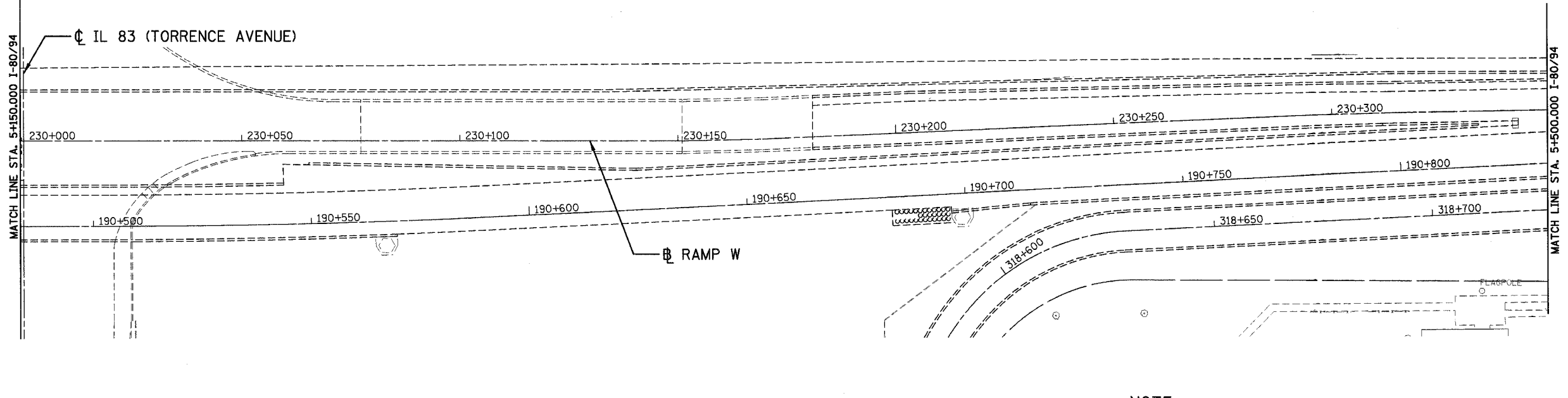
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY

HORIZONTAL ALIGNMENT, TIES & BENCHMARKS

SCALE: 1:2500
 DATE: 8/22/05
 DRAWN BY: JFS
 CHECKED BY: MCD

TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	46A
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (2425 & 2626) R-2		CONTRACT NO. 62111		

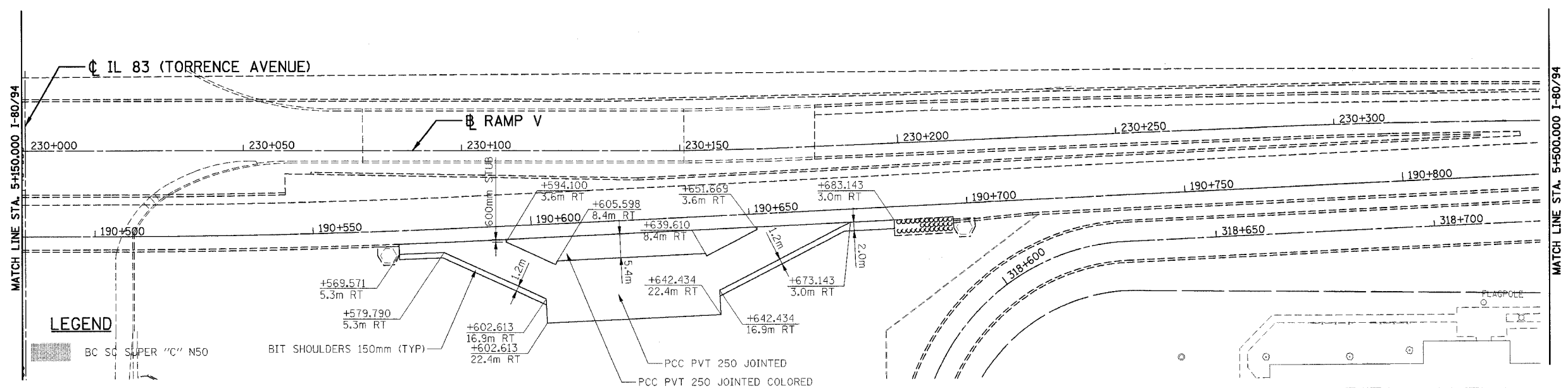


NOTE

SEE SHEET NO. 42 FOR ADDITIONAL ROADWAY DETAILS

EXISTING PLAN

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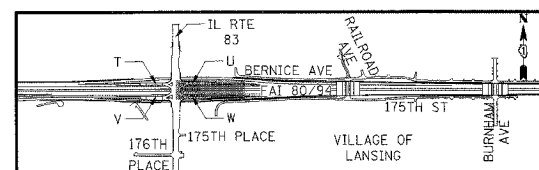
LEGEND

- BC SC SUPER "C" N50
- BIT SHOULDERS 150mm (TYP)
- +602.613
16.9m RT
- +602.613
22.4m RT
- PCC PVT 250 JOINTED
- PCC PVT 250 JOINTED COLORED

NOTE

SEE SHEET NO. 42 FOR ADDITIONAL ROADWAY DETAILS

PROPOSED PLAN



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY

**ROADWAY PLAN
 ACCIDENT INVESTIGATION SITE
 CD ROAD EB**

SCALE: 1"=50'
 DATE: 9/13/05

DRAWN BY: OP
 CHECKED BY:

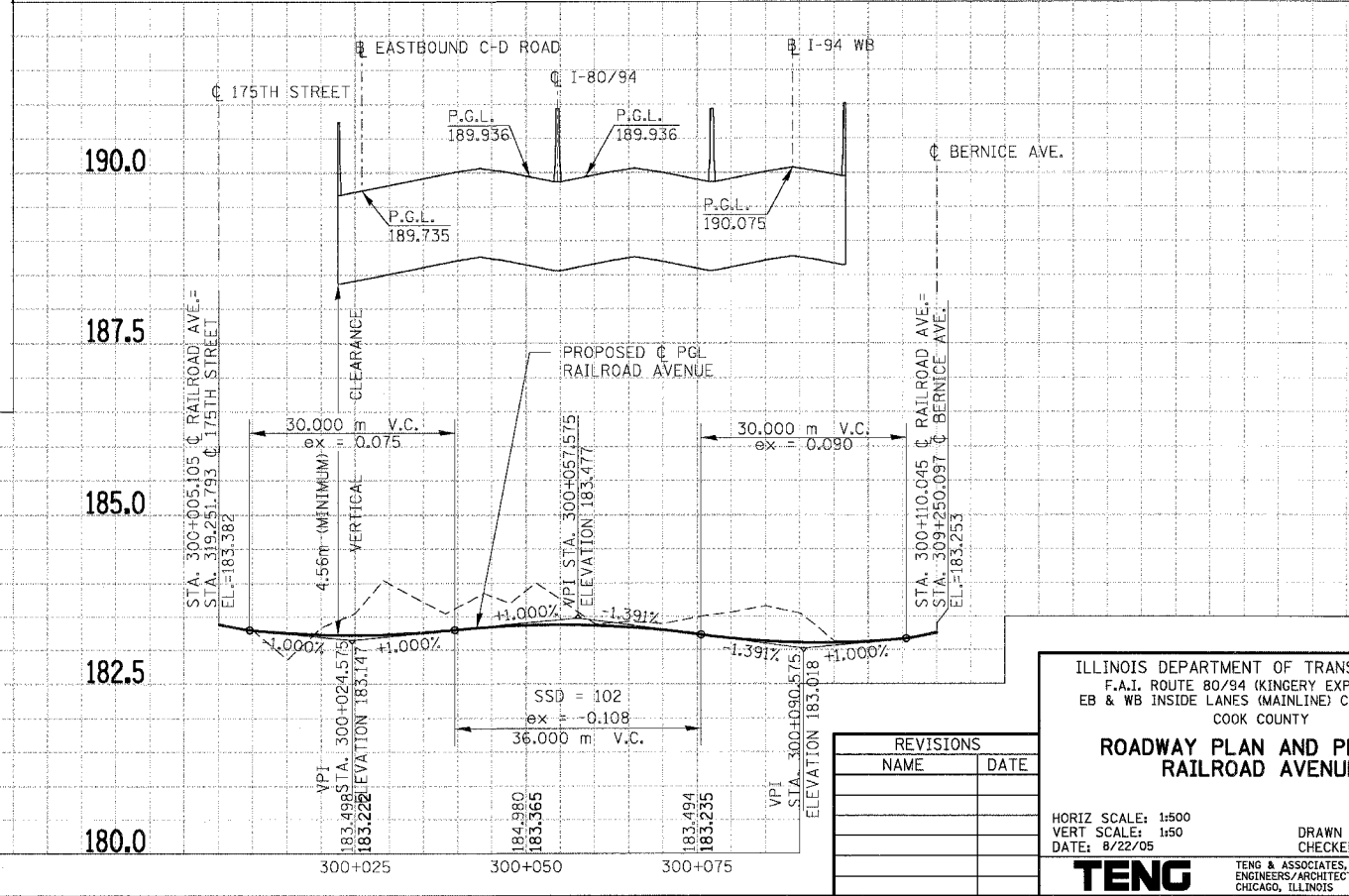
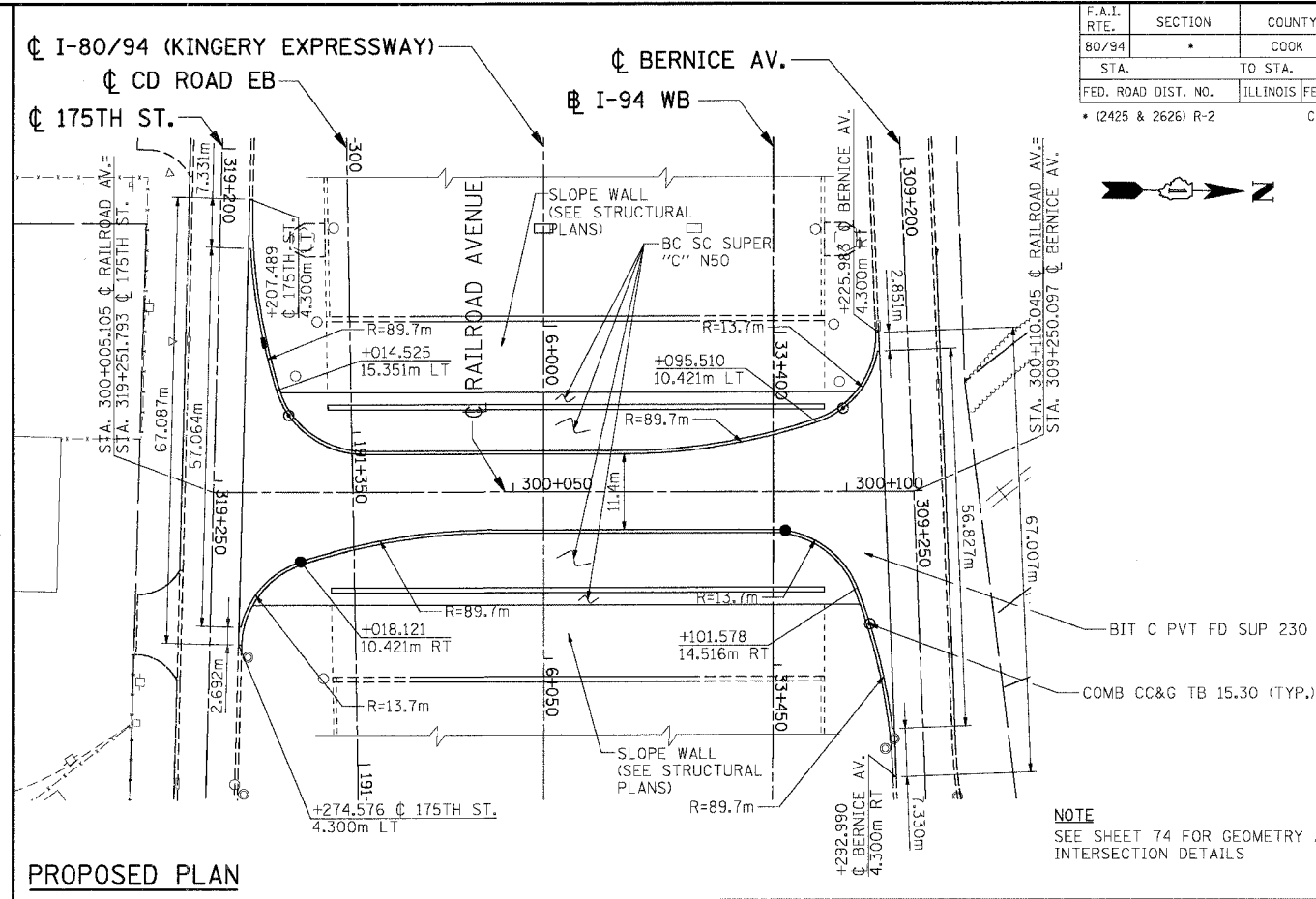
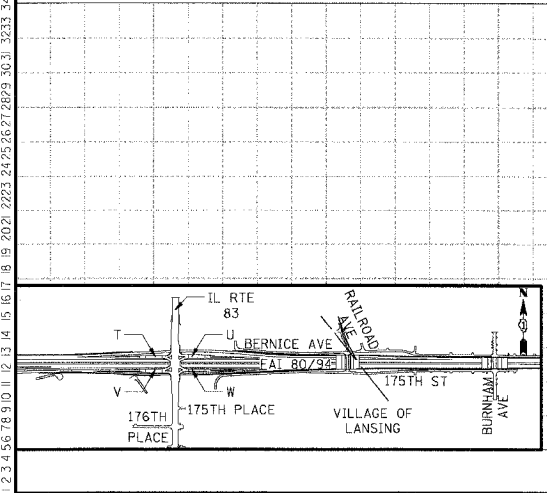
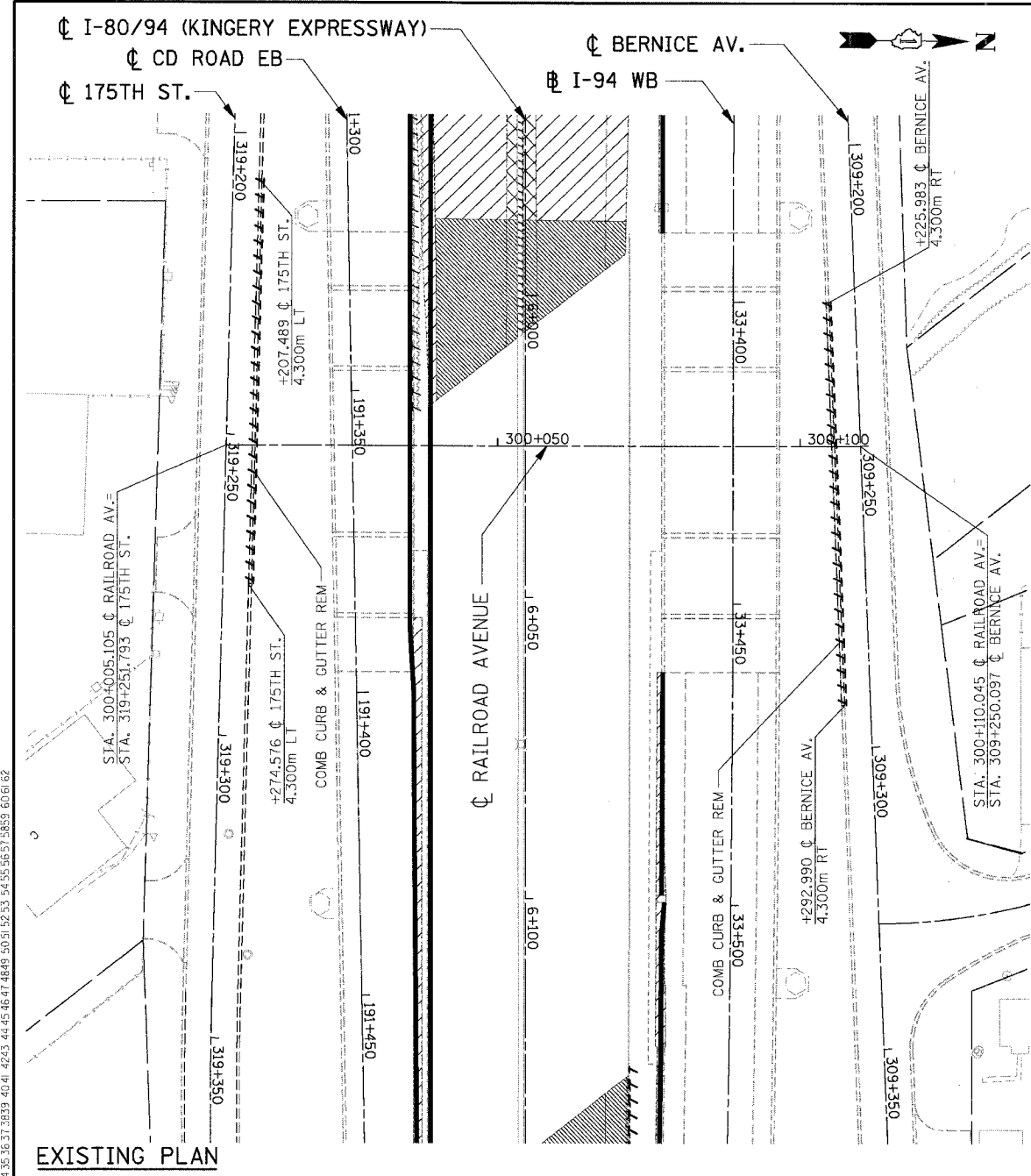
TENG ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

F.A.I. RTE. 80/94	SECTION *	COUNTY COOK	TOTAL SHEETS 631	SHEET NO. 47
STA. 300+000	TO STA. 300+000		FED. ROAD DIST. NO. ILLINOIS	
FED. AID PROJECT			CONTRACT NO. 62111	
(2425 & 2626) R-2				

DATE	BY

DATE	BY

PRELIMINARY SURVEYED PLOTTED NOTE BOOK TEMPLATE AREAS CHECKED
ORIGINAL SURVEYED PLOTTED NOTE BOOK TEMPLATE AREAS CHECKED
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NOTE
SEE SHEET 74 FOR GEOMETRY AND INTERSECTION DETAILS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
COOK COUNTY
**ROADWAY PLAN AND PROFILE
RAILROAD AVENUE**

HORIZ SCALE: 1:500
VERT SCALE: 1:50
DATE: 8/22/05

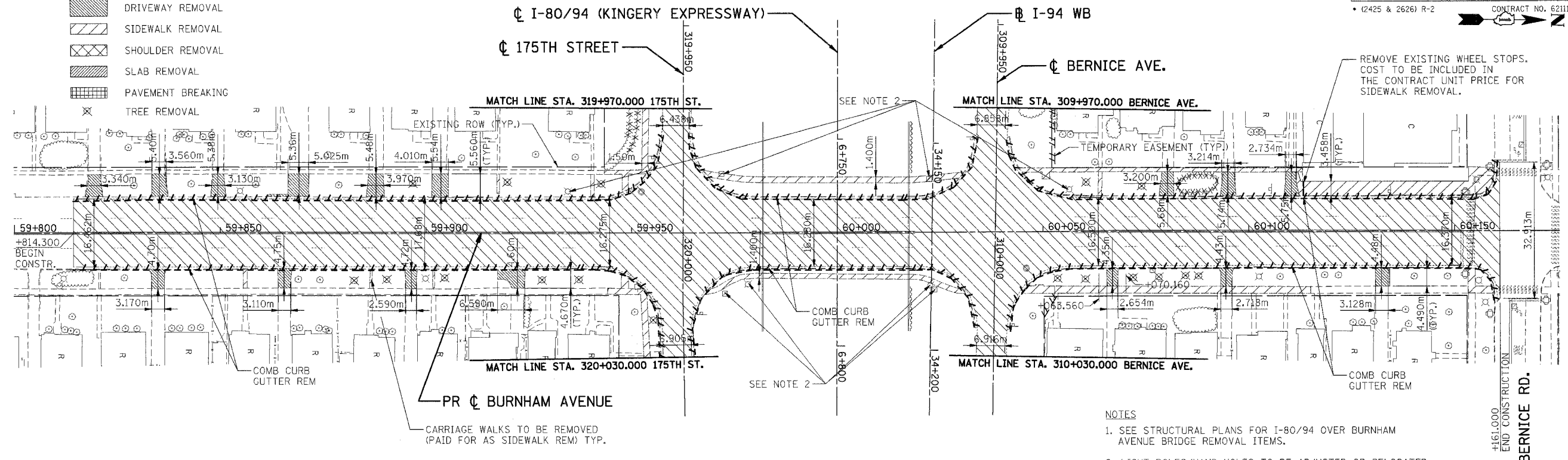
DRAWN BY: JFS
CHECKED BY: JFS

TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94		COOK	631	48
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
(2425 & 2626) R-2			CONTRACT NO. 62111	

LEGEND

- [Hatched Box] PAVEMENT REMOVAL
- [Hatched Box] DRIVEWAY REMOVAL
- [Hatched Box] SIDEWALK REMOVAL
- [Hatched Box] SHOULDER REMOVAL
- [Hatched Box] SLAB REMOVAL
- [Hatched Box] PAVEMENT BREAKING
- [X Box] TREE REMOVAL



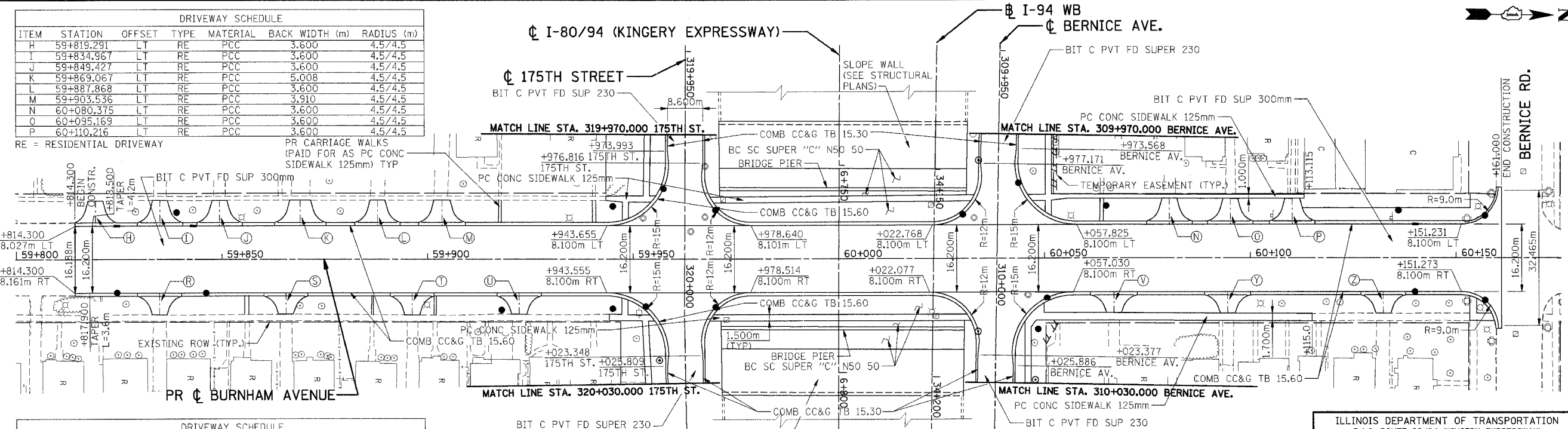
- NOTES
- SEE STRUCTURAL PLANS FOR I-80/94 OVER BURNHAM AVENUE BRIDGE REMOVAL ITEMS.
 - LIGHT POLES/HAND HOLES TO BE ADJUSTED OR RELOCATED BY THE VILLAGE OF LANSING.

EXISTING PLAN

DRIVEWAY SCHEDULE

ITEM	STATION	OFFSET	TYPE	MATERIAL	BACK WIDTH (m)	RADIUS (m)
H	59+819.291	LT	RE	PCC	3.600	4.5/4.5
I	59+834.967	LT	RE	PCC	3.600	4.5/4.5
J	59+849.427	LT	RE	PCC	3.600	4.5/4.5
K	59+869.067	LT	RE	PCC	5.008	4.5/4.5
L	59+887.868	LT	RE	PCC	3.600	4.5/4.5
M	59+903.536	LT	RE	PCC	3.910	4.5/4.5
N	60+080.375	LT	RE	PCC	3.600	4.5/4.5
O	60+095.169	LT	RE	PCC	3.600	4.5/4.5
P	60+110.216	LT	RE	PCC	3.600	4.5/4.5

RE = RESIDENTIAL DRIVEWAY
PR CARRIAGE WALKS (PAID FOR AS CONC SIDEWALK 125mm) TYP



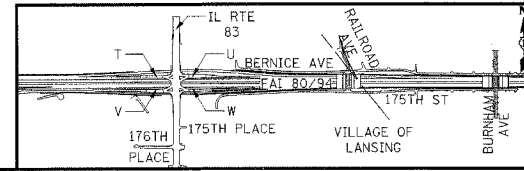
- NOTES
- SEE SHEET 75 FOR INTERSECTION DETAILS.

PROPOSED PLAN

DRIVEWAY SCHEDULE

ITEM	STATION	OFFSET	TYPE	MATERIAL	BACK WIDTH (m)	RADIUS (m)
R	59+834.833	RT	RE	PCC	3.600	4.5/4.5
S	59+865.529	RT	RE	PCC	3.600	4.5/4.5
T	59+896.253	RT	RE	PCC	3.600	4.5/4.5
U	59+922.249	RT	RE	PCC	3.600	4.5/4.5
V	60+066.857	RT	RE	PCC	3.600	4.5/4.5
Y	60+094.478	RT	RE	PCC	3.600	4.5/4.5
Z	60+132.291	RT	RE	PCC	3.600	4.5/4.5

RE = RESIDENTIAL DRIVEWAY



REVISIONS

NO.	NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
COOK COUNTY

**ROADWAY PLAN
BURNHAM AVENUE**

SCALE: 1"=50'
DATE: 9/13/05

DRAWN BY: JFS
CHECKED BY: GJF

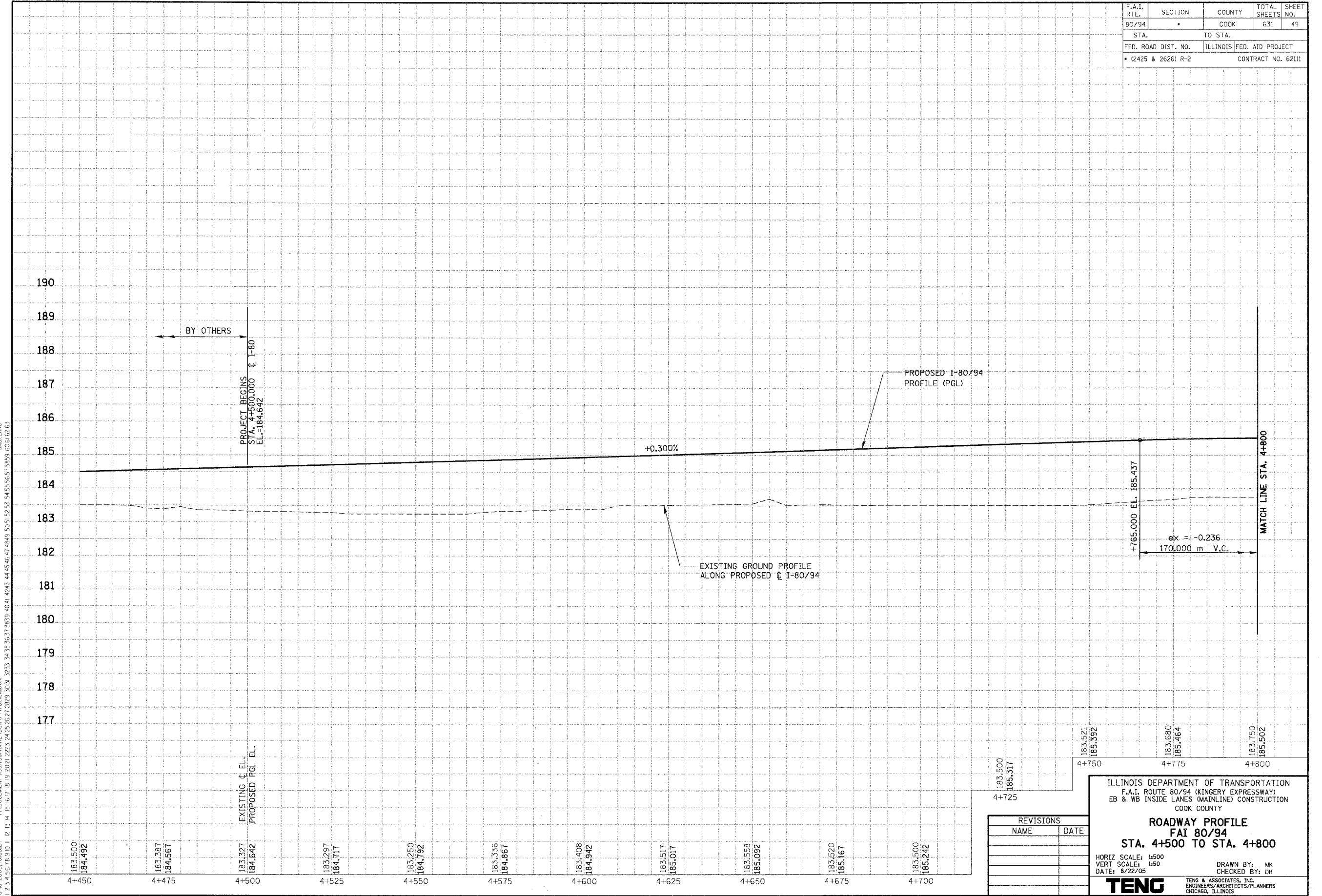
TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

F.A.I. RTE. 80/94	SECTION •	COUNTY COOK	TOTAL SHEETS 631	SHEET NO. 49
STA.		TO STA.		
FED. ROAD DIST. NO. • (2425 & 2626) R-2		ILLINOIS FED. AID PROJECT CONTRACT NO. 62111		

PRELIMINARY SURVEY	BY	DATE
SURVEY PLOTTED		
NOTE BOOK TEMPLATE		
AREAS CHECKED		
NO.		

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

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REVISIONS	
NAME	DATE

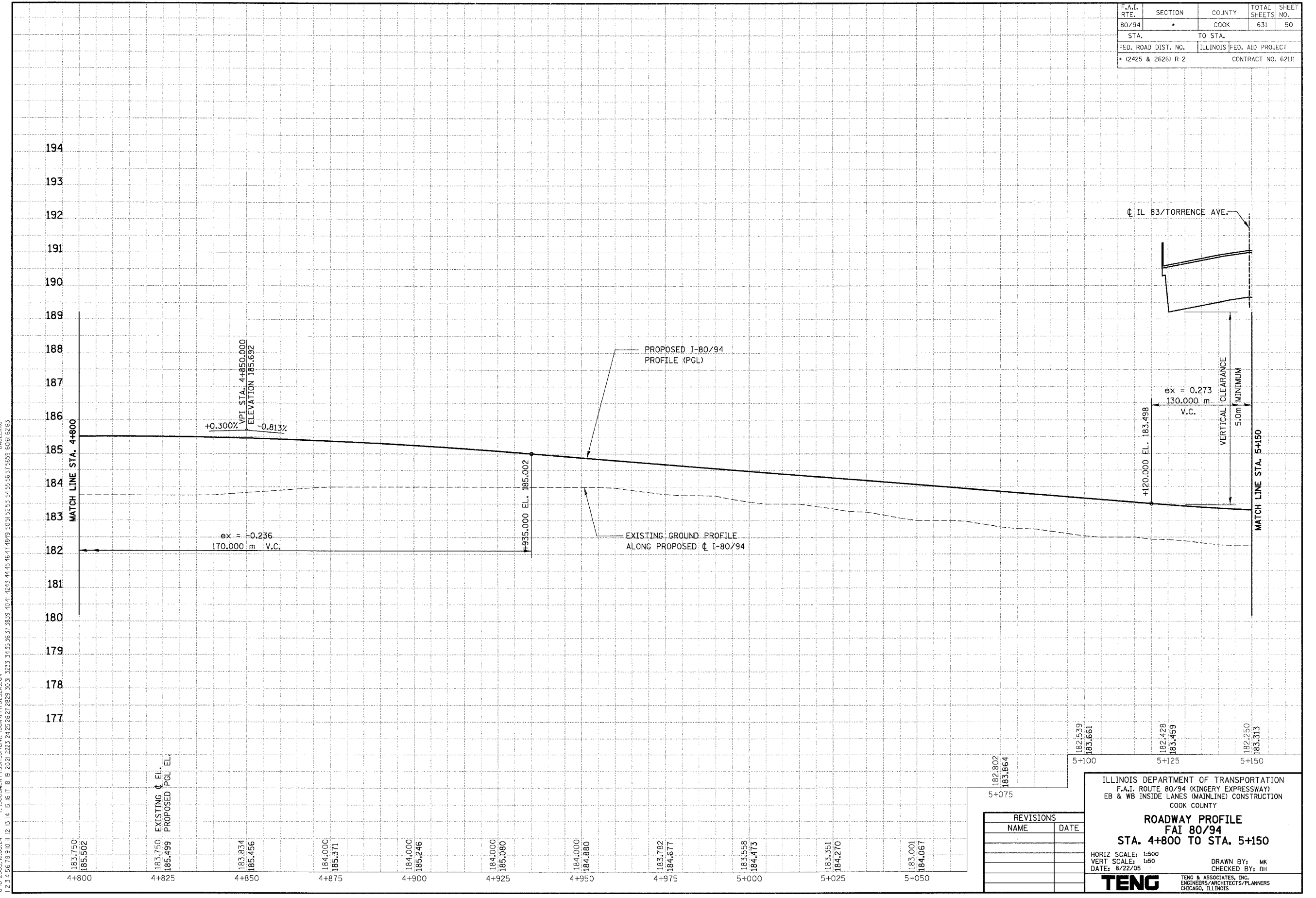
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY
ROADWAY PROFILE
FAI 80/94
STA. 4+500 TO STA. 4+800
 HORIZ SCALE: 1"=500
 VERT SCALE: 1"=50
 DATE: 8/22/05
 DRAWN BY: MK
 CHECKED BY: DH
TENG ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

F.A.I. RTE. 80/94	SECTION *	COUNTY COOK	TOTAL SHEETS 631	SHEET NO. 50
STA.		TO STA.		
FED. ROAD DIST. NO. • (2425 & 2626) R-2		ILLINOIS FED. AID PROJECT CONTRACT NO. 62111		

PRELIMINARY SURVEY	BY	DATE
SURVEY PLOTTED		
NOTE BOOK TEMPLATE		
AREAS CHECKED		
NO.		

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

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REVISIONS	
NAME	DATE

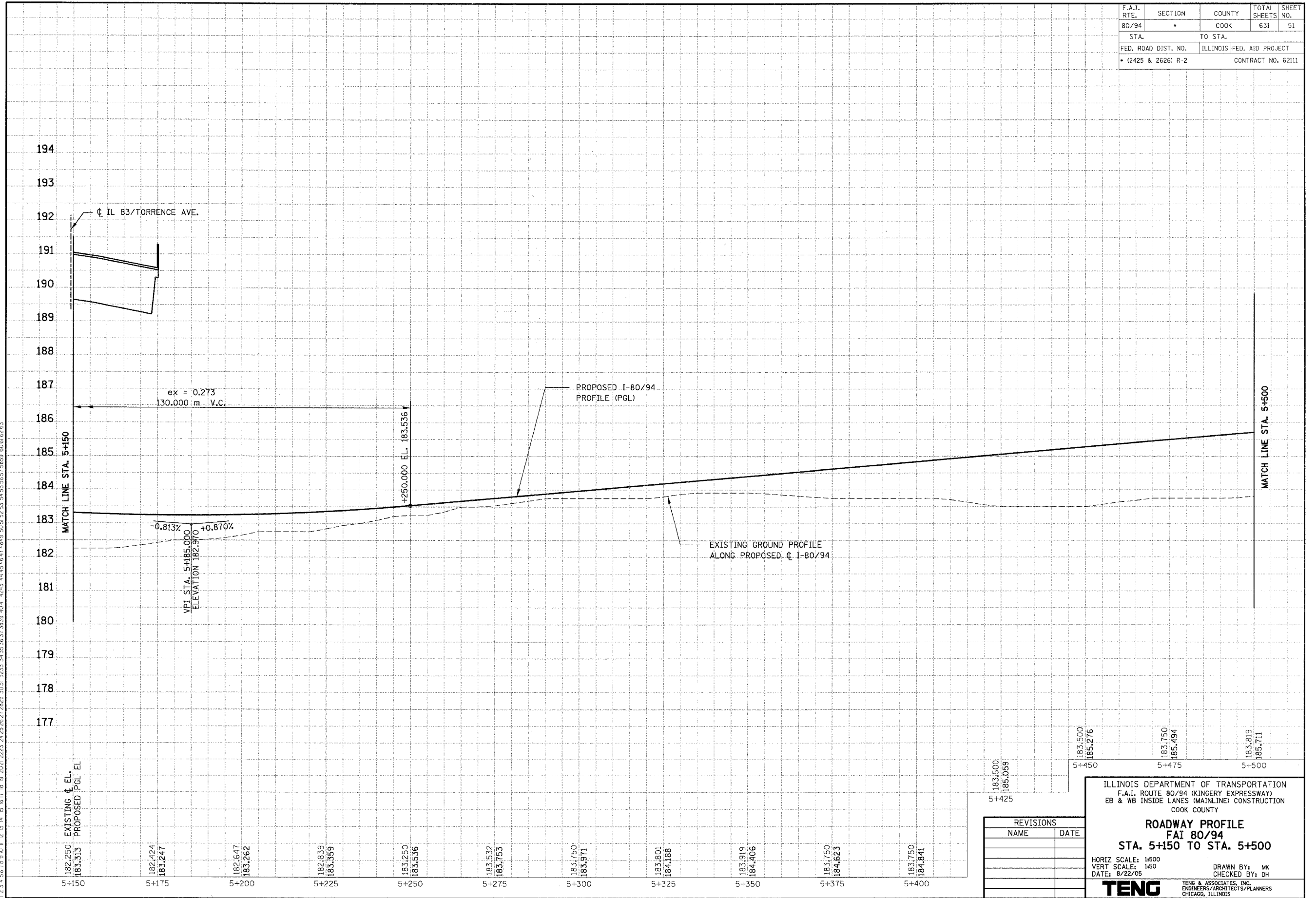
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY
ROADWAY PROFILE
F.A.I. 80/94
STA. 4+800 TO STA. 5+150
 HORIZ SCALE: 1"=50'
 VERT SCALE: 1"=5'
 DATE: 8/22/05
 DRAWN BY: MK
 CHECKED BY: DH
TENG ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	-	COOK	631	51
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• 12425 & 26261 R-2		CONTRACT NO. 62111		

PRELIMINARY SURVEY	BY	DATE
SURVEY PLOTTED		
NOTE BOOK TEMPLATE		
AREAS CHECKED		
NO.		

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

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182.250	5+150	EXISTING G/L EL.
183.313	5+150	PROPOSED PGL EL.
182.424	5+175	
183.247	5+175	
182.647	5+200	
183.262	5+200	
182.839	5+225	
183.359	5+225	
183.250	5+250	
183.536	5+250	
183.532	5+275	
183.753	5+275	
183.750	5+300	
183.971	5+300	
183.801	5+325	
184.188	5+325	
183.919	5+350	
184.406	5+350	
183.750	5+375	
184.623	5+375	
183.750	5+400	
184.841	5+400	
183.500	5+425	
185.059	5+425	
183.500	5+450	
185.276	5+450	
183.750	5+475	
185.494	5+475	
183.819	5+500	
185.711	5+500	

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY

ROADWAY PROFILE
FAI 80/94
STA. 5+150 TO STA. 5+500

HORIZ SCALE: 1:500
 VERT SCALE: 1:50
 DATE: 8/22/05

DRAWN BY: MK
 CHECKED BY: DH

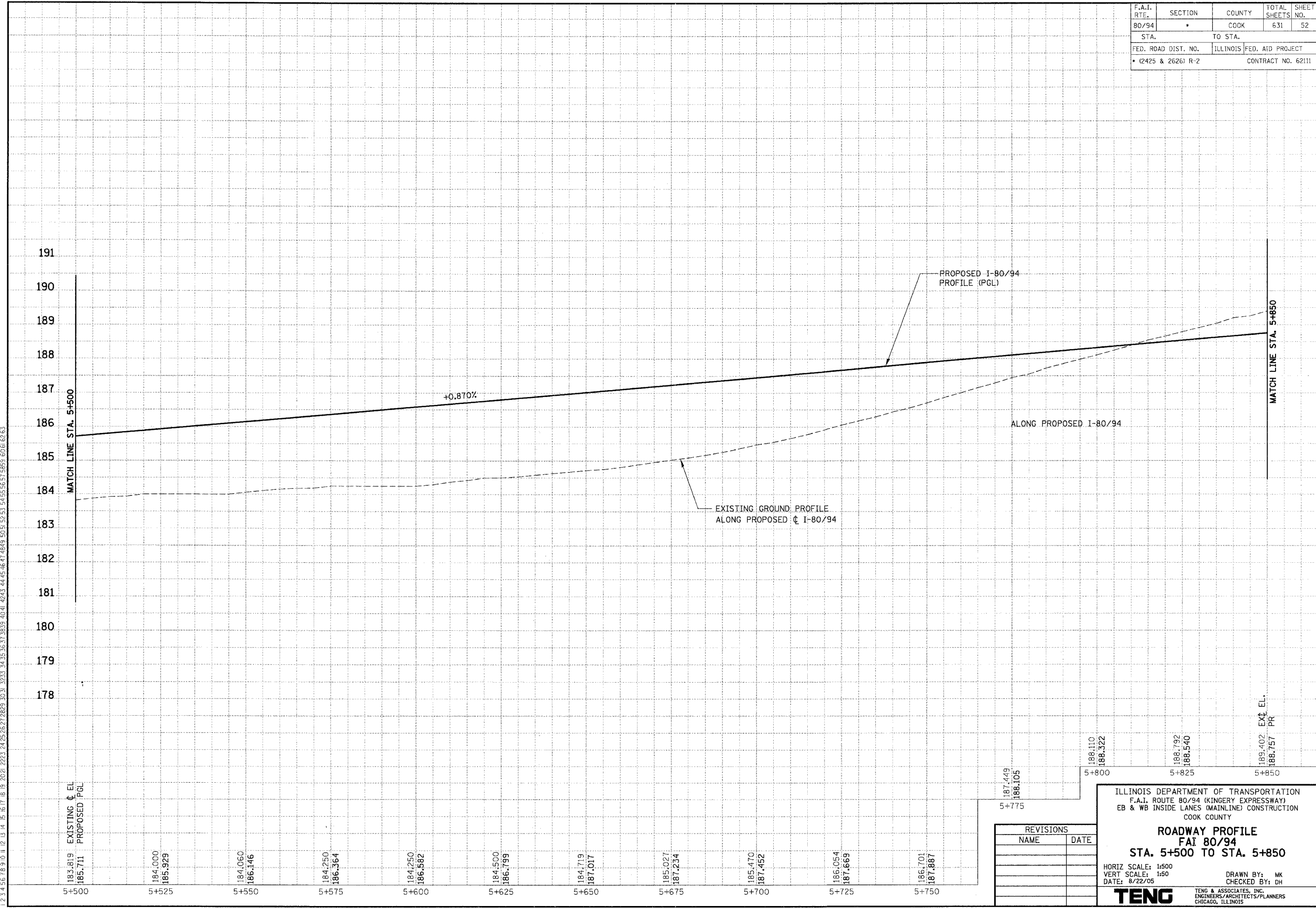
TENG TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	52
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
• (2425 & 2626) R-2		CONTRACT NO. 62111		

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

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

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REVISIONS	
NAME	DATE

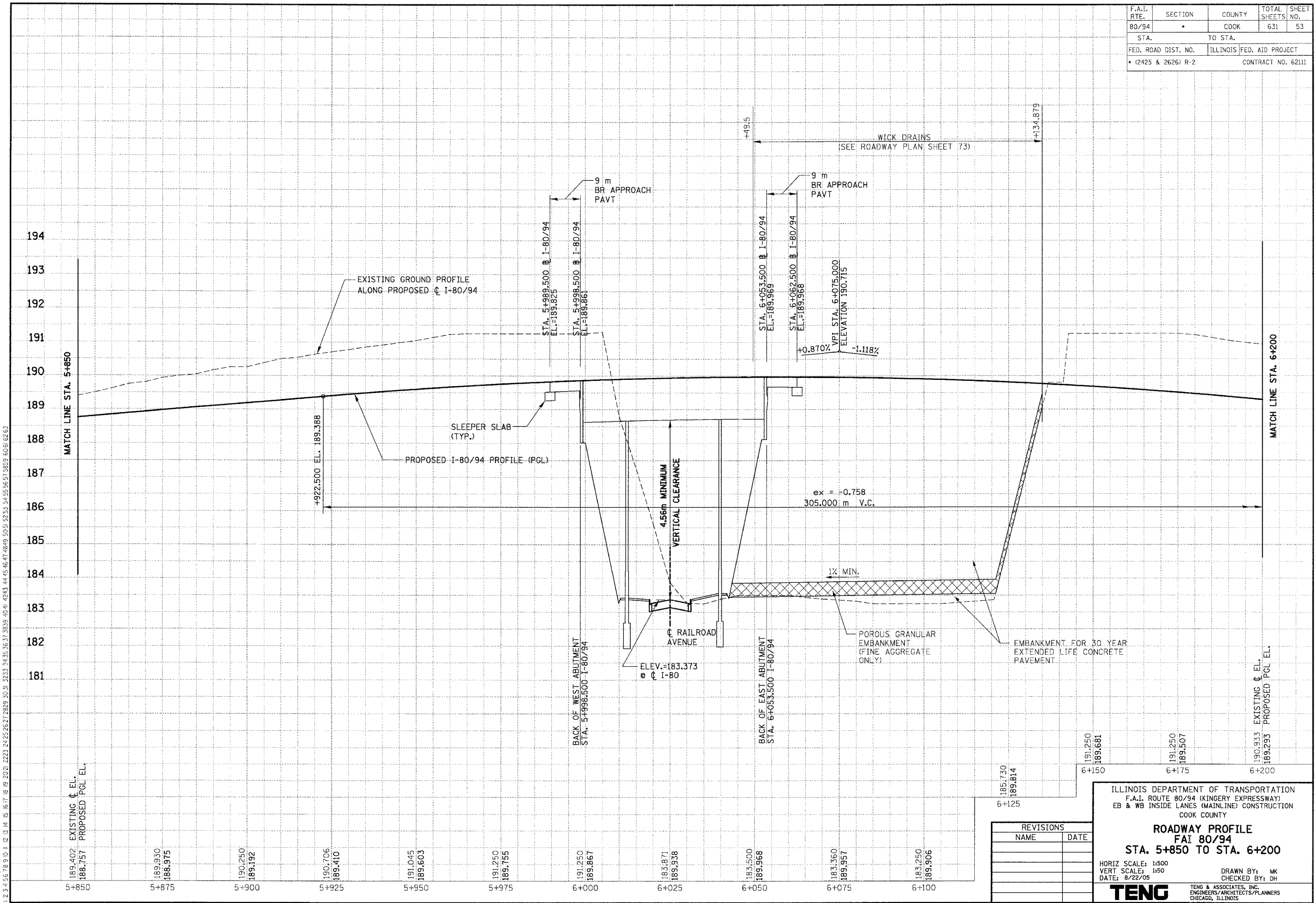
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY
ROADWAY PROFILE
FAI 80/94
STA. 5+500 TO STA. 5+850
 HORIZ SCALE: 1:500
 VERT SCALE: 1:50
 DATE: 8/22/05
 DRAWN BY: MK
 CHECKED BY: DH
TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

F.A.I. RTE. 80/94	SECTION *	COUNTY COOK	TOTAL SHEETS 631	SHEET NO. 53
STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		
		* (2425 & 2626) R-2 CONTRACT NO. 62111		

PRELIMINARY SURVEY	BY	DATE
SURVEY PLOTTED		
NOTE BOOK TEMPLATE		
AREAS CHECKED		
NO.		

ORIGINAL SURVEY	BY	DATE
SURVEY PLOTTED		
NOTE BOOK TEMPLATE		
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REVISIONS	
NAME	DATE

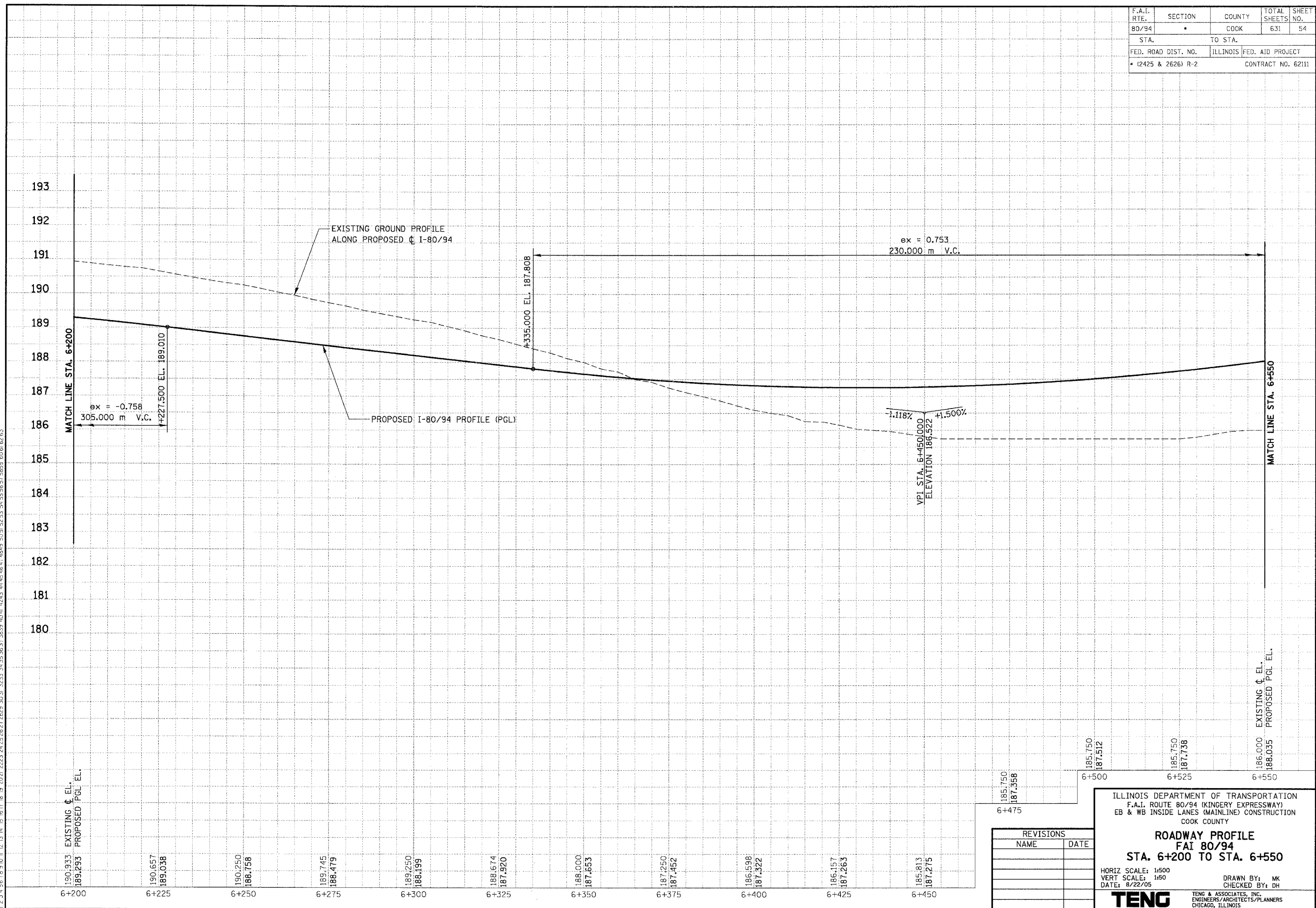
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY
ROADWAY PROFILE
FAI 80/94
STA. 5+850 TO STA. 6+200
 HORIZ SCALE: 1:500
 VERT SCALE: 1:50
 DATE: 8/22/05
 DRAWN BY: MK
 CHECKED BY: DH
TENG TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

F.A.I. RTE. 80/94	SECTION •	COUNTY COOK	TOTAL SHEETS 631	SHEET NO. 54
STA.		TO STA.		
FED. ROAD DIST. NO. • (2425 & 2626) R-2		ILLINOIS FED. AID PROJECT CONTRACT NO. 62111		

PRELIMINARY SURVEYED SURVEY PLOTTED AREAS CHECKED	BY	DATE
NO.		

ORIGINAL SURVEYED SURVEY PLOTTED AREAS CHECKED	BY	DATE
NO.		

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REVISIONS	
NAME	DATE

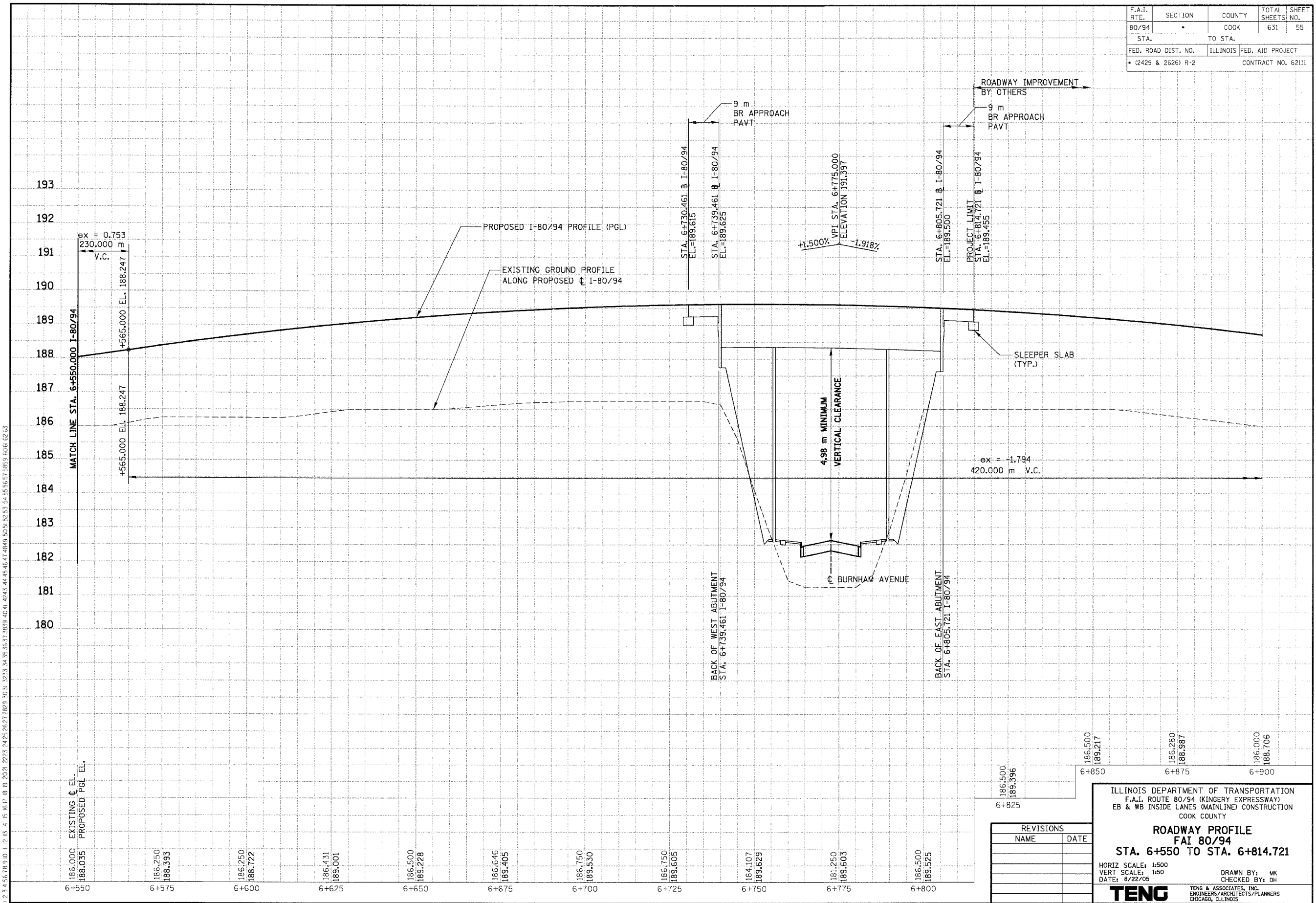
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY
ROADWAY PROFILE
FAI 80/94
STA. 6+200 TO STA. 6+550
 HORIZ SCALE: 1:500
 VERT SCALE: 1:50
 DATE: 8/22/05
 DRAWN BY: MK
 CHECKED BY: DH
TENG TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94		COOK	631	55
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• (2425 & 2626) R-2		CONTRACT NO. 62111		

PRELIMINARY SURVEY	BY	DATE
SURVEY PLOTTED		
NOTE BOOK TEMPLATE		
AREAS CHECKED		
NO.		

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

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 BALZEKJ



REVISIONS	
NAME	DATE

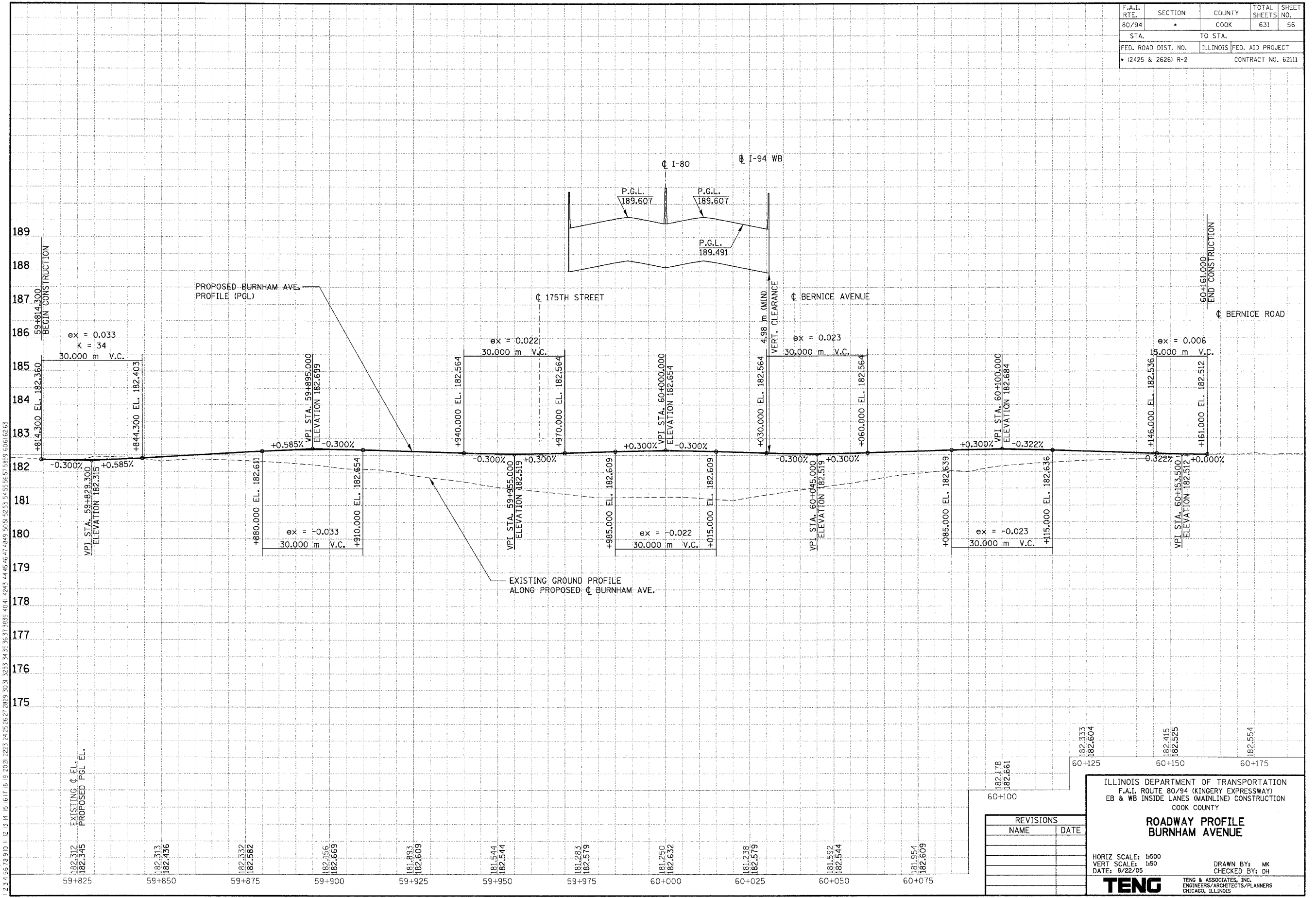
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY
ROADWAY PROFILE
FAI 80/94
STA. 6+550 TO STA. 6+814.721
 HORIZ SCALE: 1:500
 VERT SCALE: 1:50
 DATE: 8/22/05
 DRAWN BY: MK
 CHECKED BY: DH
TENG TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	56
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
* (2425 & 2626) R-2		CONTRACT NO. 62111		

PRELIMINARY SURVEY PLOTTED	BY	DATE
NOTE BOOK TEMPLATE AREAS CHECKED		
NO.		

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

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY

**ROADWAY PROFILE
 BURNHAM AVENUE**

HORIZ SCALE: 1:500
 VERT SCALE: 1:50
 DATE: 6/22/05

DRAWN BY: MK
 CHECKED BY: DH

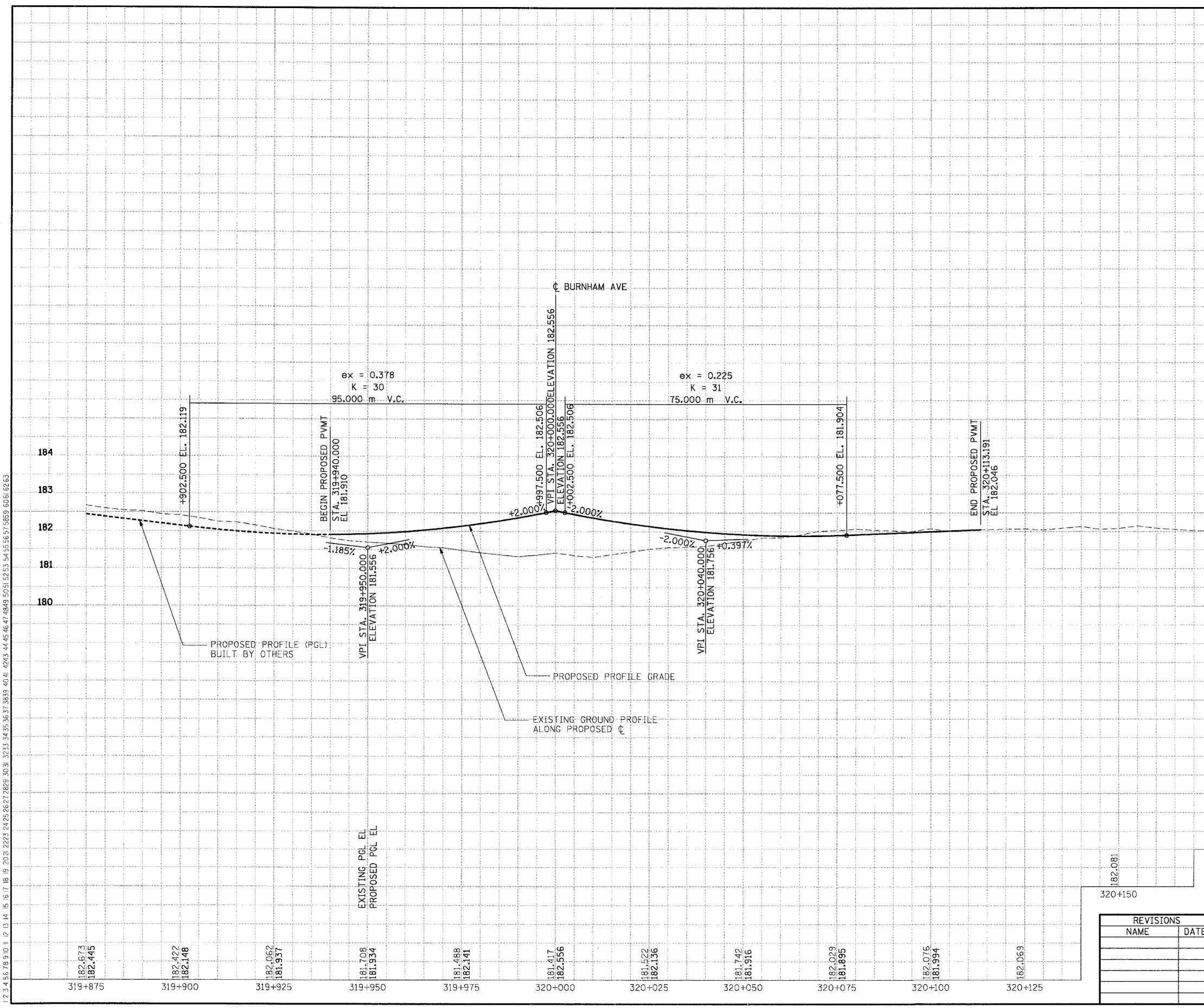
TENG TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	•	COOK	631	57
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• (2425 & 2626) R-2		CONTRACT NO. 62111		

PRELIMINARY SURVEYED SURVEY PLOTTED	BY	DATE
NOTE BOOK TEMPLATE AREAS CHECKED		
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ORIGINAL SURVEYED SURVEY PLOTTED	BY	DATE
NOTE BOOK TEMPLATE AREAS CHECKED		
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 182.069

319+875 319+900 319+925 319+950 319+975 320+000 320+025 320+050 320+075 320+100 320+125

182.081
 320+150

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY

ROADWAY PROFILE
175TH STREET

HORIZ SCALE: 1"=500'
 VERT SCALE: 1"=50'
 DATE: 6/22/05

DRAWN BY: MK
 CHECKED BY: DH

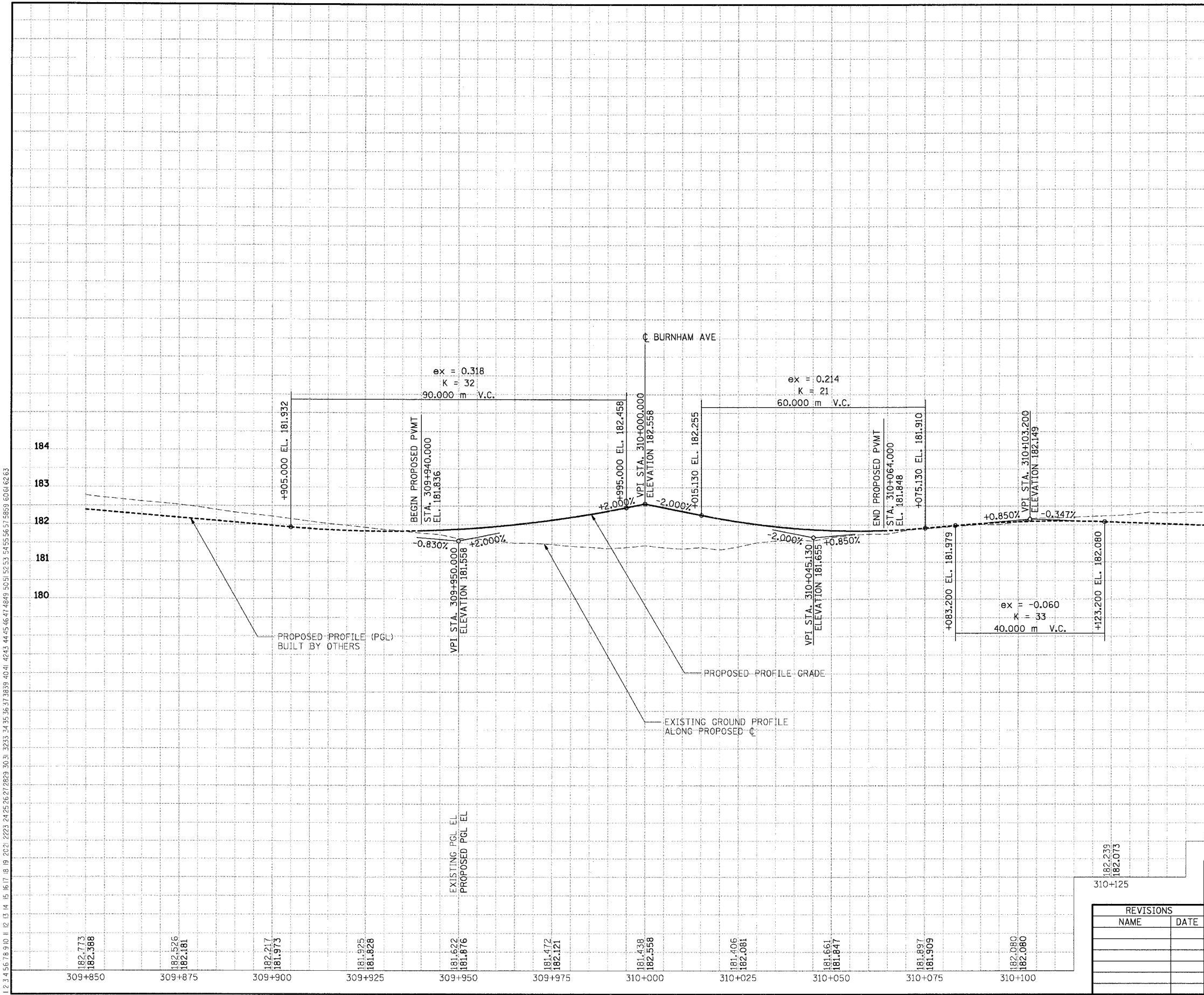
TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	58
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
• (2425 & 2626) R-2		CONTRACT NO. 62111		

PRELIMINARY SURVEY PLOTTED	BY	DATE
NOTE BOOK TEMPLATE AREAS CHECKED		
NO.		

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

BAJZEKJ
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182.239	182.073
310+125	

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY

**ROADWAY PROFILE
 BERNICE AVENUE**

HORIZ SCALE: 1:500
 VERT SCALE: 1:50
 DATE: 8/22/05

DRAWN BY: MK
 CHECKED BY: DH

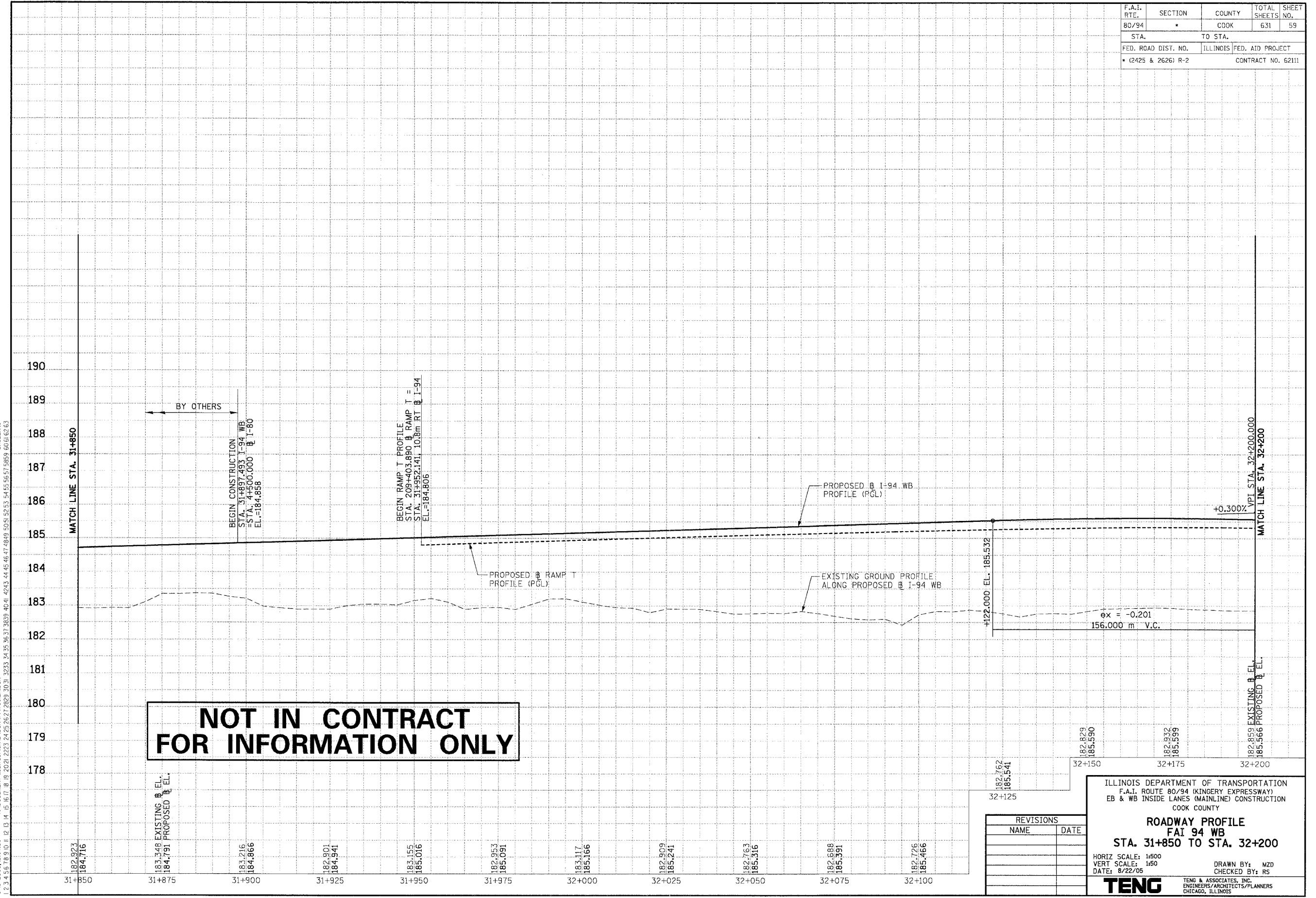
TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	59
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• (2425 & 2626) R-2		CONTRACT NO. 62111		

PRELIMINARY SURVEY	BY	DATE
SURVEY PLOTTED		
NOTE BOOK TEMPLATE		
AREAS CHECKED		
NO.		

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

\FRIAD02A.DGN, \FRIAD02A.DGN, \ARB9902A.DGN, \ARB9902A.DGN
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31+850	182.923 184.716
31+875	183.348 EXISTING \bar{E} EL. 184.791 PROPOSED \bar{E} EL.
31+900	183.216 184.866
31+925	182.901 184.941
31+950	183.155 185.016
31+975	182.953 185.091
32+000	183.117 185.166
32+025	182.909 185.241
32+050	182.763 185.316
32+075	182.888 185.391
32+100	182.726 185.466

REVISIONS	
NAME	DATE

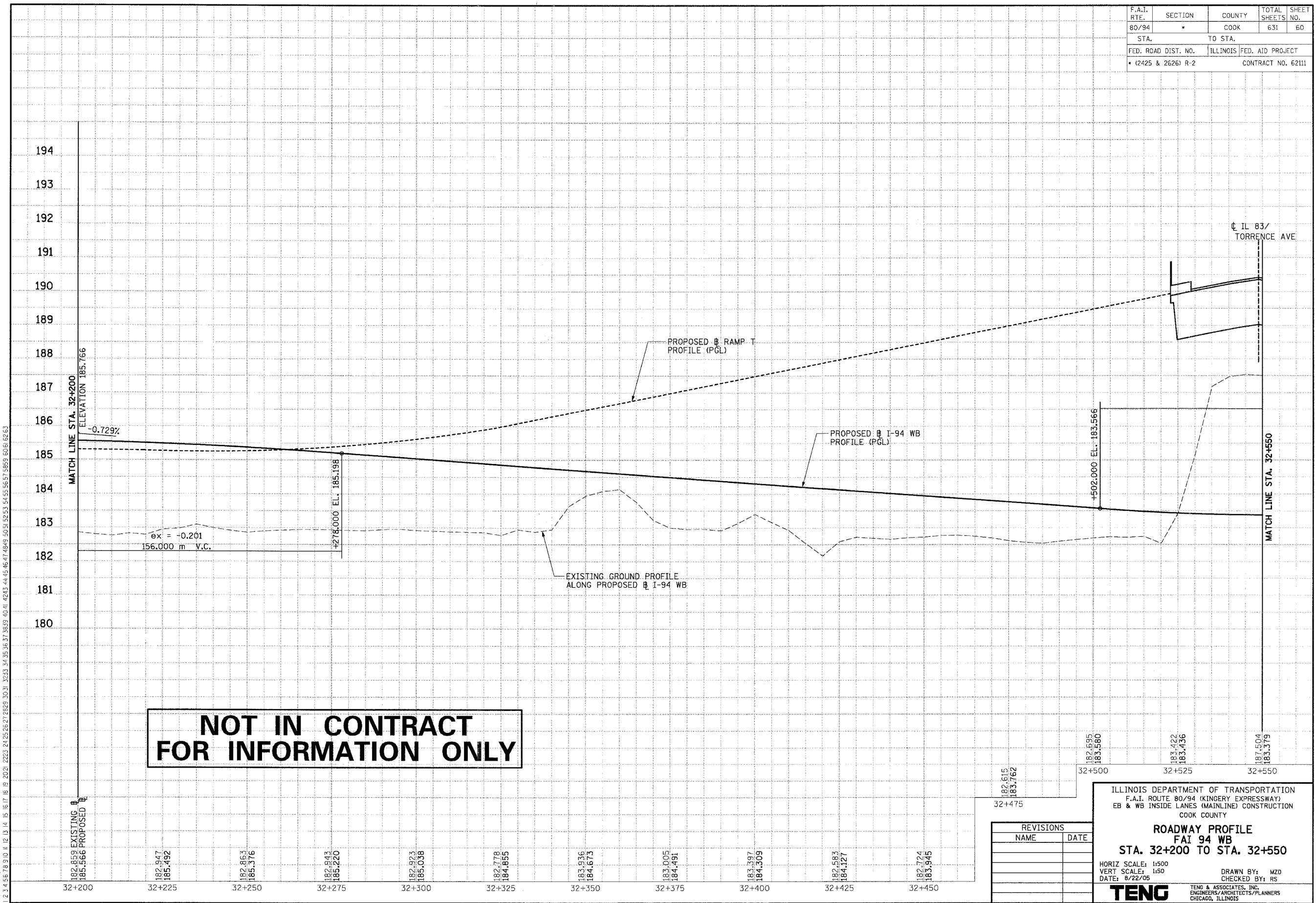
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY
ROADWAY PROFILE
FAI 94 WB
STA. 31+850 TO STA. 32+200
 HORIZ SCALE: 1:500
 VERT SCALE: 1:50
 DATE: 8/22/05
 DRAWN BY: MZO
 CHECKED BY: RS
TENG TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

F.A.I. RTE. 80/94	SECTION *	COUNTY COOK	TOTAL SHEETS 631	SHEET NO. 60
STA. FED. ROAD DIST. NO. • (2425 & 2626) R-2		TO STA. ILLINOIS FED. AID PROJECT CONTRACT NO. 62111		

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

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

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**NOT IN CONTRACT
FOR INFORMATION ONLY**

REVISIONS	
NAME	DATE

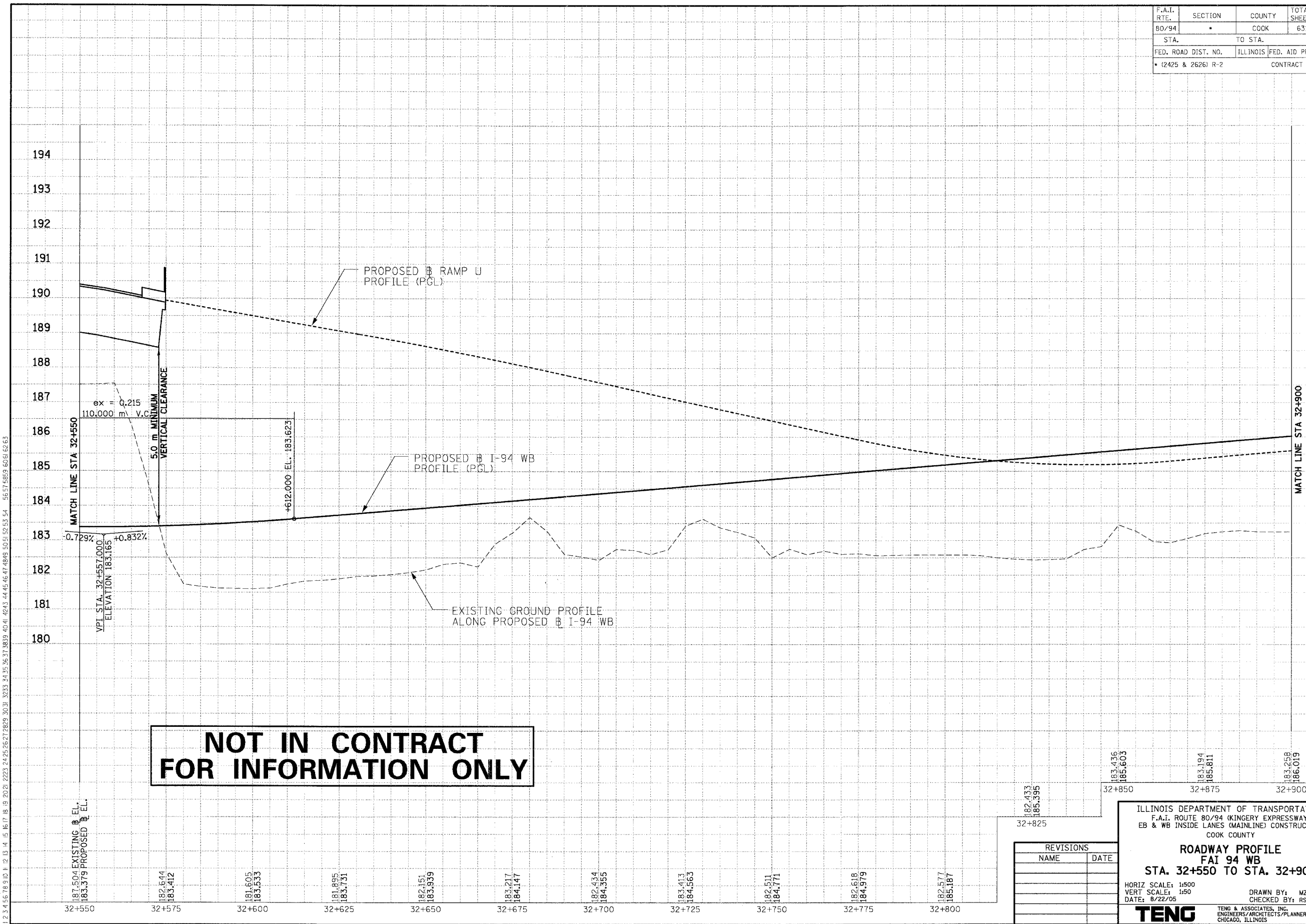
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY
ROADWAY PROFILE
FAI 94 WB
STA. 32+200 TO STA. 32+550
 HORIZ SCALE: 1:500
 VERT SCALE: 1:50
 DATE: 8/22/05
 DRAWN BY: MZD
 CHECKED BY: RS
TENG TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94		COOK	631	61
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
• (2425 & 2626) R-2		CONTRACT NO. 62111		

PRELIMINARY SURVEY PLOTTED	BY	DATE
NOTE BOOK TEMPLATE AREAS CHECKED		
NO.		

ORIGINAL SURVEYED	BY	DATE
NOTE BOOK TEMPLATE AREAS CHECKED		
NO.		

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NOT IN CONTRACT FOR INFORMATION ONLY

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY
ROADWAY PROFILE
FAI 94 WB
STA. 32+550 TO STA. 32+900
 HORIZ SCALE: 1:500
 VERT SCALE: 1:50
 DATE: 8/22/05
 DRAWN BY: MZ
 CHECKED BY: RSD
TENG TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

187.504 EXISTING & EL.
 183.379 PROPOSED & EL.

182.644
 183.412

181.605
 183.533

181.895
 183.731

182.151
 183.939

183.217
 184.147

182.434
 184.355

183.413
 184.563

182.511
 184.771

182.618
 184.979

182.577
 185.187

182.433
 185.395

183.436
 185.603

183.194
 185.811

183.258
 186.019

32+550

32+575

32+600

32+625

32+650

32+675

32+700

32+725

32+750

32+775

32+800

32+825

32+850

32+875

32+900

MATCH LINE STA 32+900

MATCH LINE STA 32+550

VPI STA. 32+557.000
ELEVATION 183.165

5.0 m MINIMUM
VERTICAL CLEARANCE

ex = 0.215
110,000 m V.C.

+612.000 EL. 183.623

-0.729%

+0.832%

PROPOSED RAMP U
PROFILE (PGL)

PROPOSED I-94 WB
PROFILE (PGL)

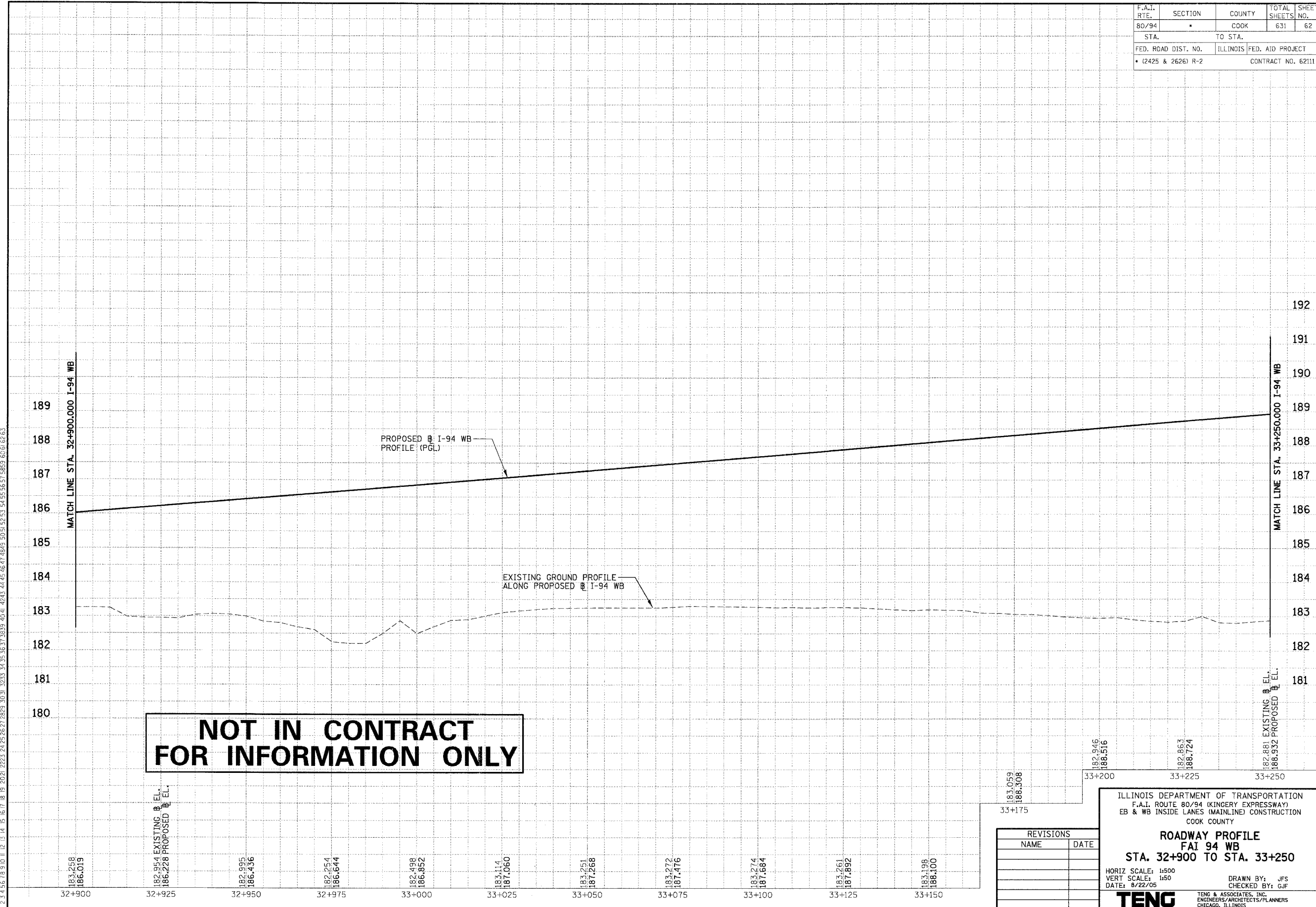
EXISTING GROUND PROFILE
ALONG PROPOSED I-94 WB

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	62
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• (2425 & 2626) R-2		CONTRACT NO. 62111		

PRELIMINARY SURVEY	BY	DATE
SURVEYED		
FLOTTED		
NOTE BOOK		
DATE		
AREAS CHECKED		
NO.		

ORIGINAL SURVEY	BY	DATE
SURVEYED		
FLOTTED		
NOTE BOOK		
DATE		
AREAS CHECKED		
NO.		

12.2.3.4.5.6. 18.9.10. 11.12.13.14.15.16.17.18.19.20.21.22.23.24.25.26.27.28.29.30.31.32.33.34.35.36.37.38.39.40.41.42.43.44.45.46.47.48.49.50.51.52.53.54.55.56.57.58.59.60.61.62.63. RAJZEK1



NOT IN CONTRACT FOR INFORMATION ONLY

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
COOK COUNTY

ROADWAY PROFILE
FAI 94 WB
STA. 32+900 TO STA. 33+250

HORIZ SCALE: 1"=50'
VERT SCALE: 1"=5'
DATE: 8/22/05

DRAWN BY: JFS
CHECKED BY: GJF

TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

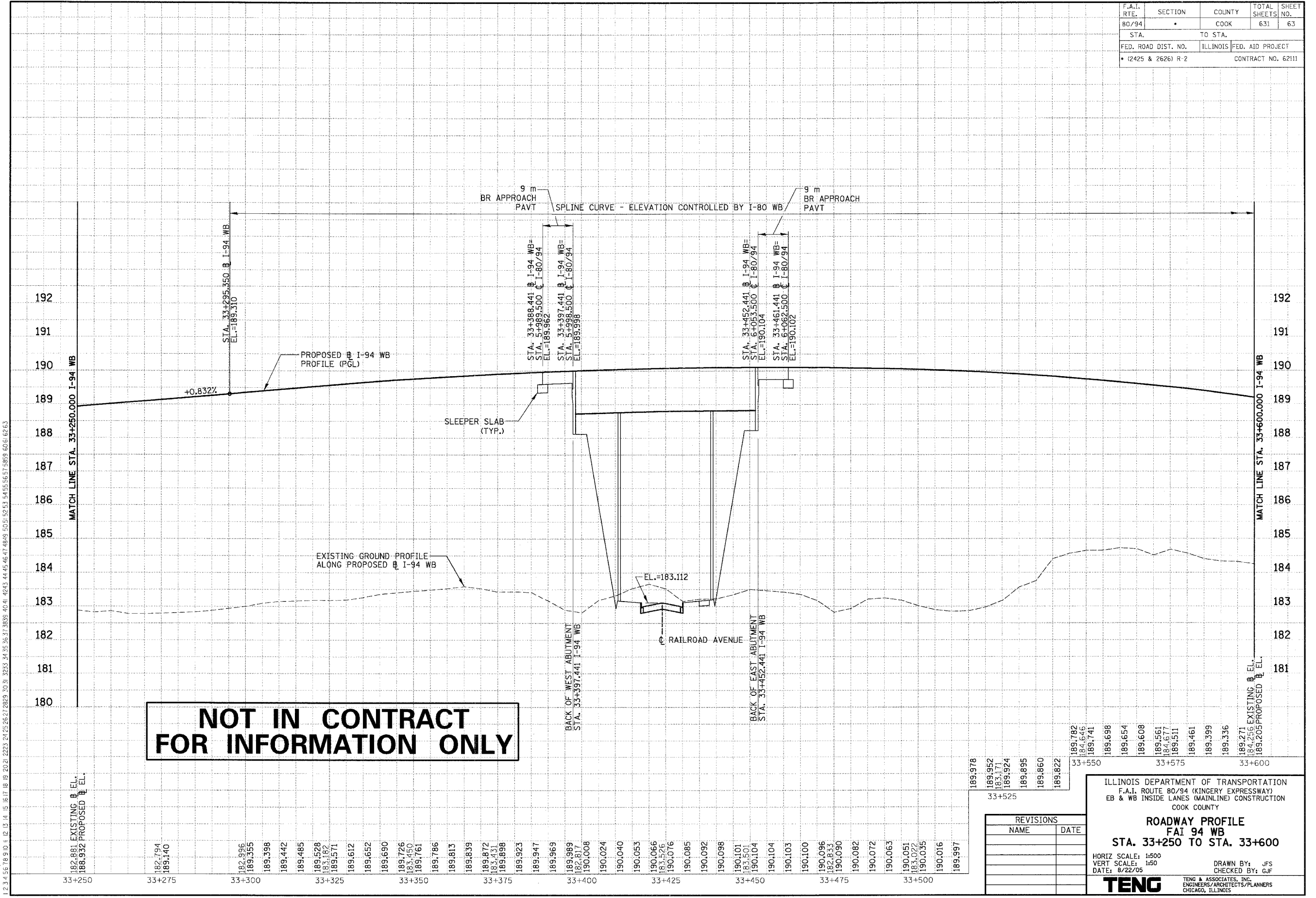
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186.508	186.516	186.932
33+175	33+200	33+250
	182.863	183.724

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94		COOK	631	63
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• (2425 & 2626) R-2		CONTRACT NO. 62111		

PRELIMINARY SURVEY	BY	DATE
SURVEY PLOTTED		
NOTE BOOK TEMPLATE		
AREAS CHECKED		
NO.		

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

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 BAIZEKJ



189.978	33+550
189.952	
189.924	
189.895	
189.860	
189.822	
189.782	
189.741	
189.698	
189.654	
189.608	
189.561	
189.511	
189.461	
189.399	
189.336	
189.271	
189.205	

REVISIONS	
NAME	DATE

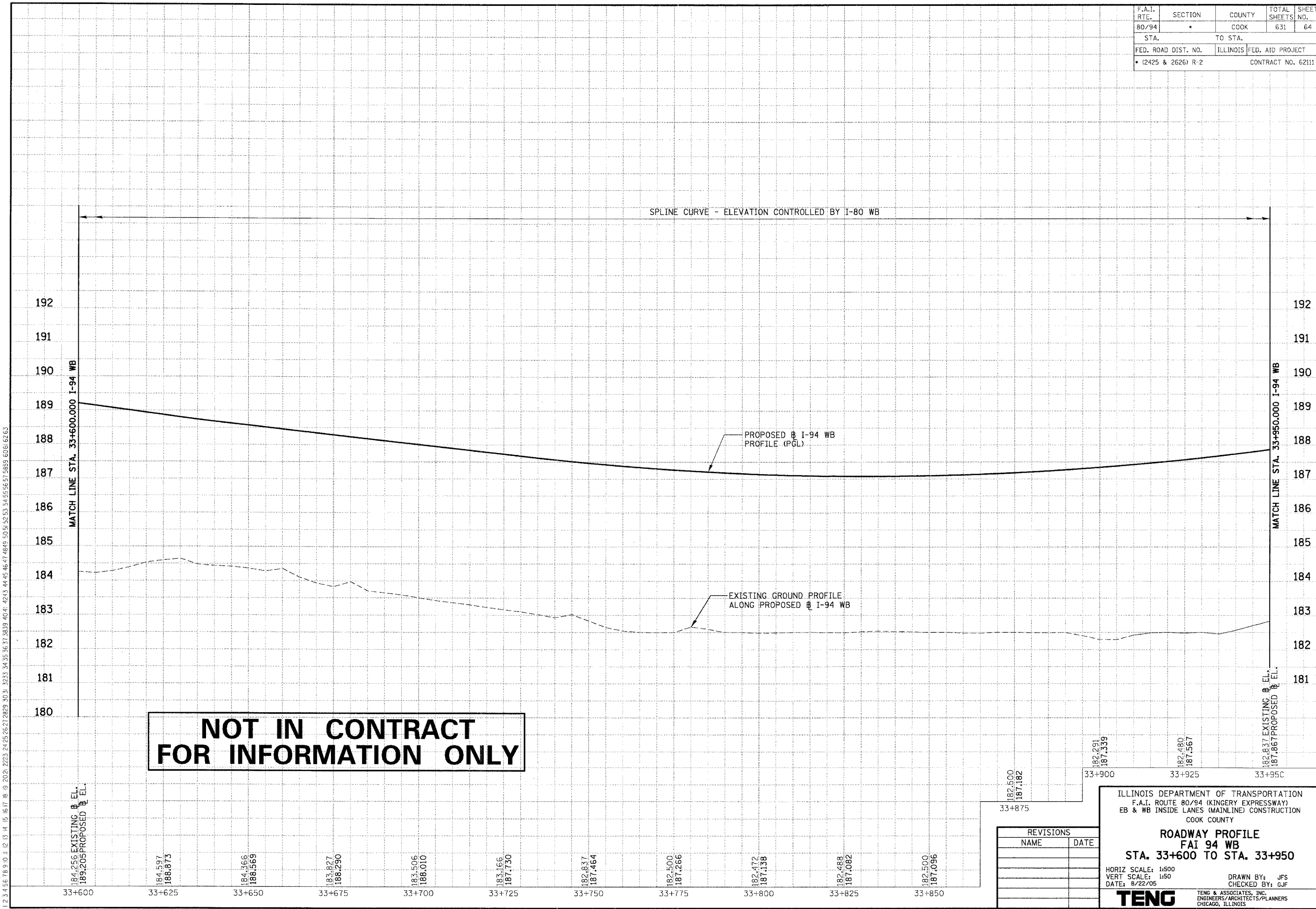
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY
ROADWAY PROFILE
FAI 94 WB
STA. 33+250 TO STA. 33+600
 HORIZ SCALE: 1:500
 VERT SCALE: 1:50
 DATE: 8/22/05
 DRAWN BY: JFS
 CHECKED BY: JFS
TENG TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	64
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
* (2425 & 2626) R-2		CONTRACT NO. 62111		

PRELIMINARY SURVEY PLOTTED	BY	DATE
NOTE BOOK TEMPLATE AREAS CHECKED		
NO.		

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

RAJZEKJ
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NOT IN CONTRACT FOR INFORMATION ONLY

184.256 189.205 EXISTING & EL. PROPOSED & EL.	33+600	184.597 188.873	33+625	184.366 188.569	33+650	183.827 188.290	33+675	183.506 188.010	33+700	183.166 187.730	33+725	182.837 187.464	33+750	182.500 187.266	33+775	182.172 187.138	33+800	182.488 187.082	33+825	182.500 187.096	33+850
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182.500 187.182	33+875
182.291 187.339	33+900
182.480 187.567	33+925
182.837 187.867	33+950

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY

**ROADWAY PROFILE
 FAI 94 WB
 STA. 33+600 TO STA. 33+950**

HORIZ SCALE: 1"=50'
 VERT SCALE: 1"=5'
 DATE: 8/22/05

DRAWN BY: JFS
 CHECKED BY: GJF

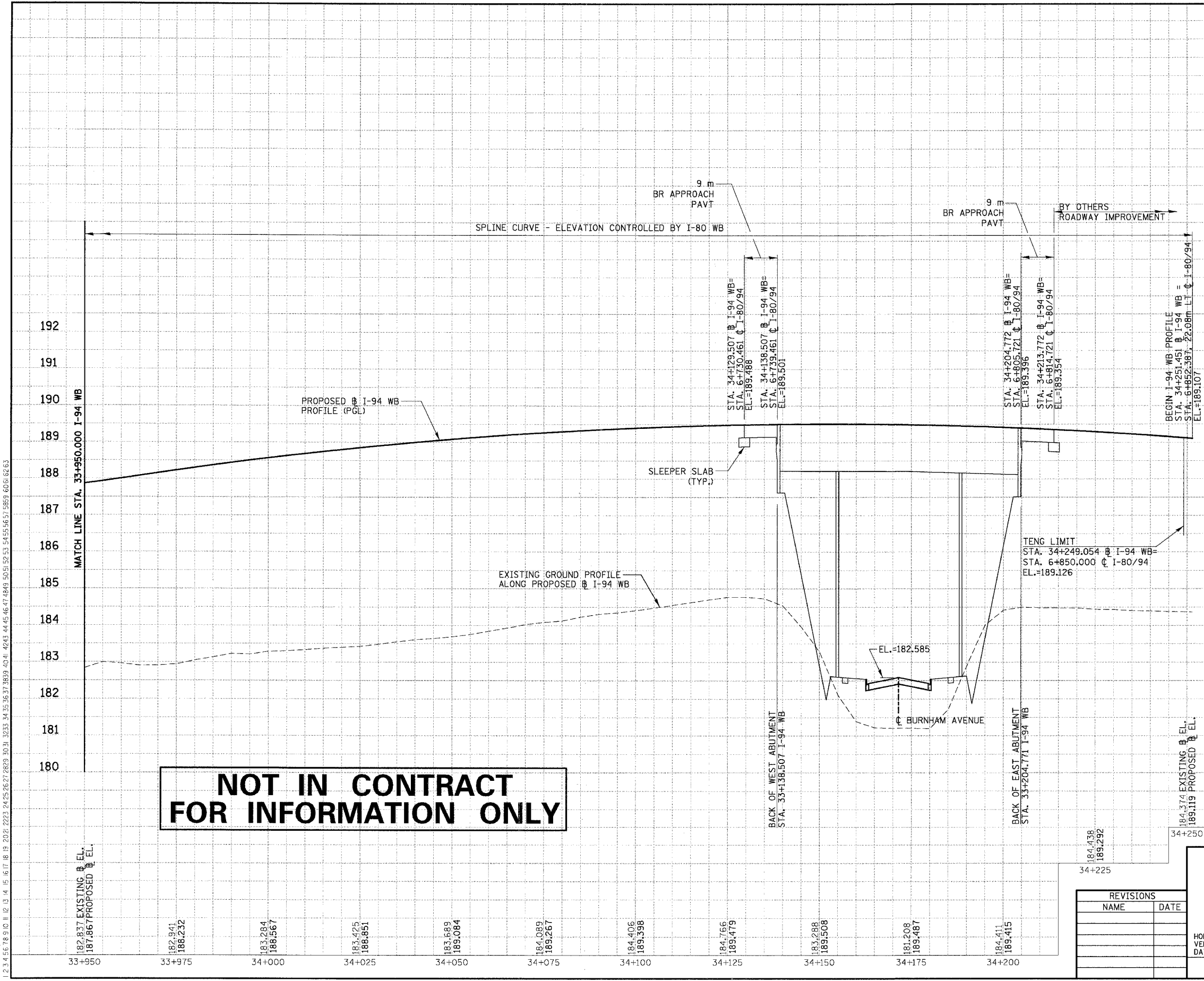
TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	65
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• (2425 & 2626) R-2		CONTRACT NO. 62111		

PRELIMINARY SURVEY	BY	DATE
SURVEY PLOTTED		
NOTE BOOK TEMPLATE		
AREAS CHECKED		
NO.		

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

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NOT IN CONTRACT FOR INFORMATION ONLY

REVISIONS	
NAME	DATE

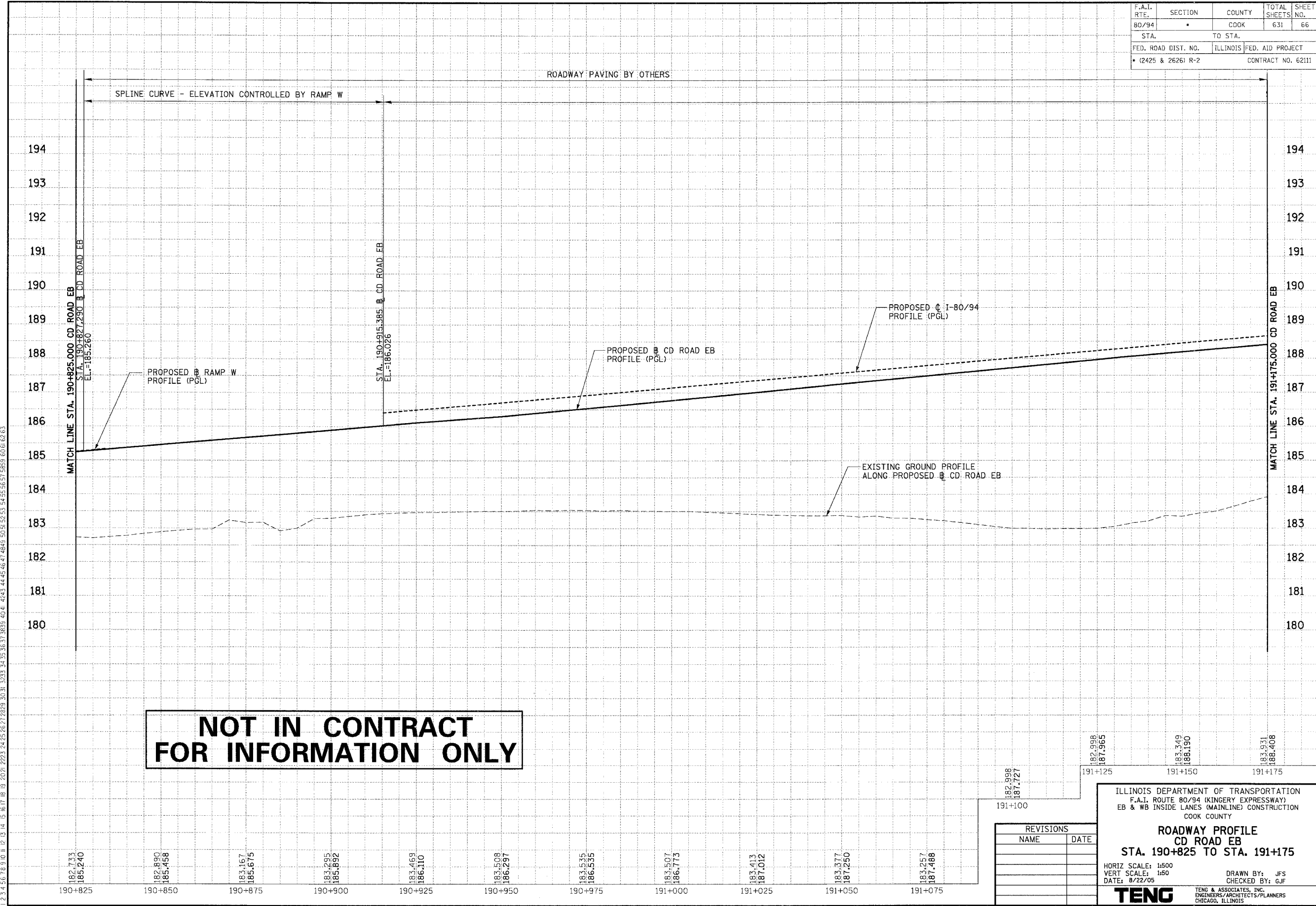
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY
ROADWAY PROFILE
FAI 94 WB
STA. 33+950 TO STA. 34+251.451
 HORIZ SCALE: 1:500
 VERT SCALE: 1:50
 DATE: 6/22/05
 DRAWN BY: JFS
 CHECKED BY: GUF
TENG TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94		COOK	631	66
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
(2425 & 2626) R-2		CONTRACT NO. 62111		

PRELIMINARY	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK		
REVISIONS		
AREAS CHECKED		
NO.		

ORIGINAL	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK		
REVISIONS		
AREAS CHECKED		
NO.		

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190+825	182.133 185.240	190+850	182.890 185.458	190+875	183.167 185.675	190+900	183.295 185.892	190+925	183.469 186.110	190+950	183.508 186.297	190+975	183.535 186.535	191+000	183.507 186.775	191+025	183.413 187.012	191+050	183.377 187.250	191+075	183.257 187.488
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182.998 187.727	191+100
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182.998 187.965	191+125
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183.349 188.190	191+150
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183.831 188.408	191+175
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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY

ROADWAY PROFILE
 CD ROAD EB
 STA. 190+825 TO STA. 191+175

HORIZ SCALE: 1:500
 VERT SCALE: 1:50
 DATE: 8/22/05

DRAWN BY: JFS
 CHECKED BY: GJF

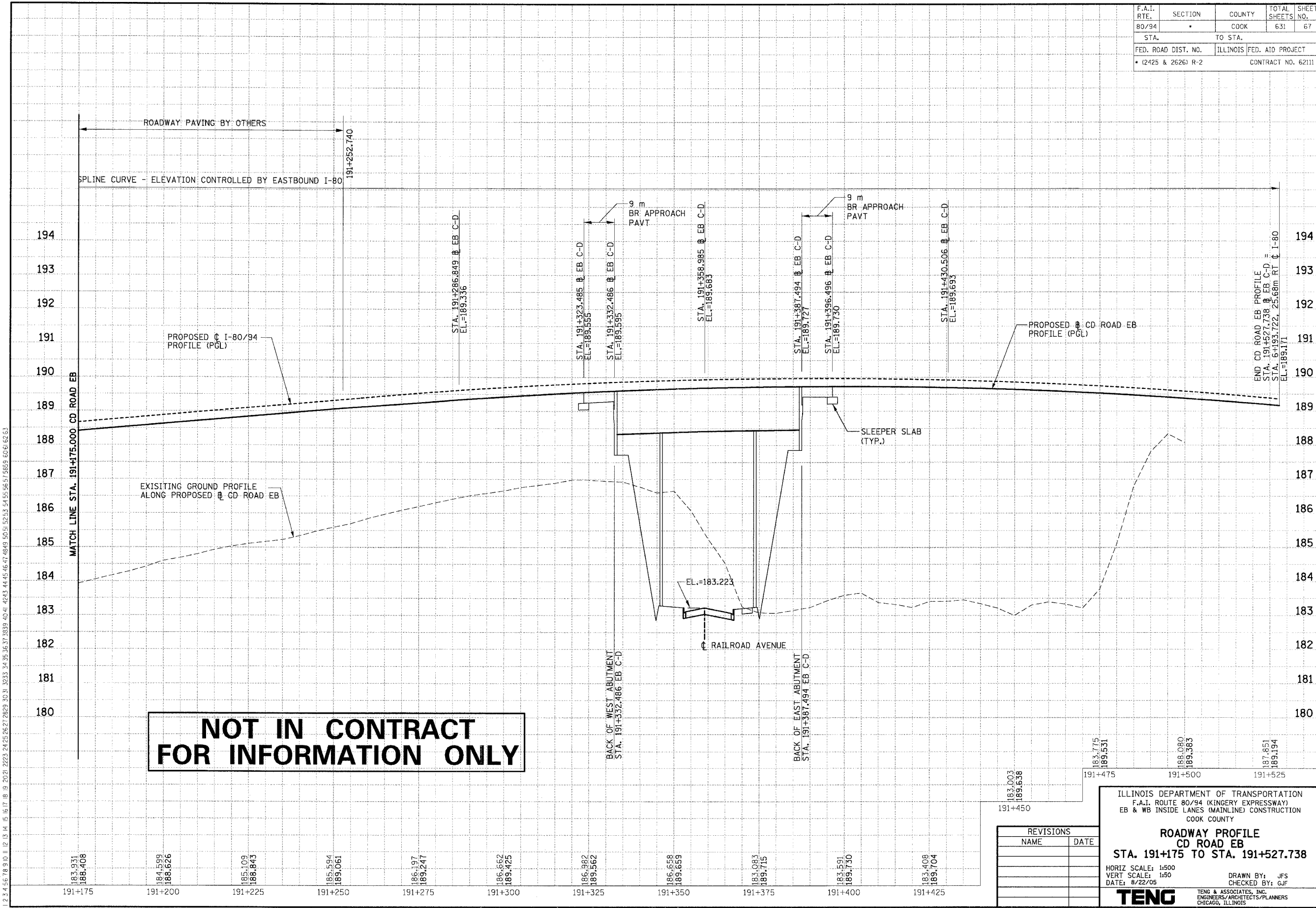
TENG
TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	67
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
• (2425 & 2626) R-2		CONTRACT NO. 62111		

PRELIMINARY SURVEY	BY	DATE
REVIEWED		
PLOTTED		
NOTE BOOK		
TEMPLATE		
AREAS		
CHECKED		
NO.		

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

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**NOT IN CONTRACT
 FOR INFORMATION ONLY**

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY

**ROADWAY PROFILE
 CD ROAD EB
 STA. 191+175 TO STA. 191+527.738**

HORIZ SCALE: 1:500
 VERT SCALE: 1:50
 DATE: 8/22/05

DRAWN BY: JFS
 CHECKED BY: GJF

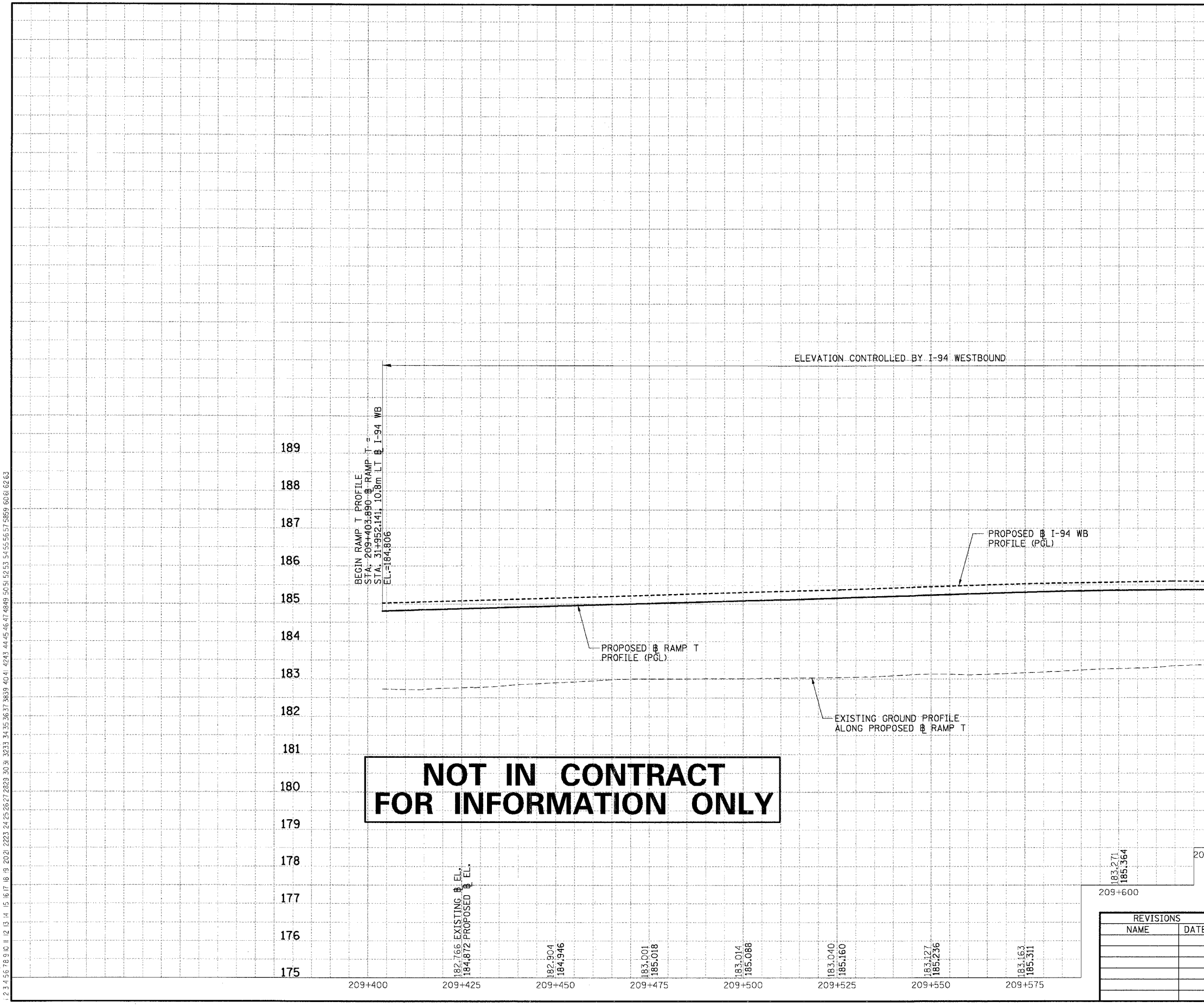
TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

F.A.I. RTE. 80/94	SECTION •	COUNTY COOK	TOTAL SHEETS 631	SHEET NO. 68
STA.		TO STA.		
FED. ROAD DIST. NO. 12425 & 2626 R-2		ILLINOIS FED. AID PROJECT CONTRACT NO. 62111		

PRELIMINARY SURVEY	BY	DATE
REVIEWED		
SURVEY PLOTTED		
NOTE BOOK TEMPLATE		
AREAS CHECKED		
NO.		

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

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY

ROADWAY PROFILE
RAMP T
 STA. 209+428 TO STA. 209+650

HORIZ SCALE: 1"=50'
 VERT SCALE: 1"=5'
 DATE: 8/22/05

DRAWN BY: MAA
 CHECKED BY: MCD

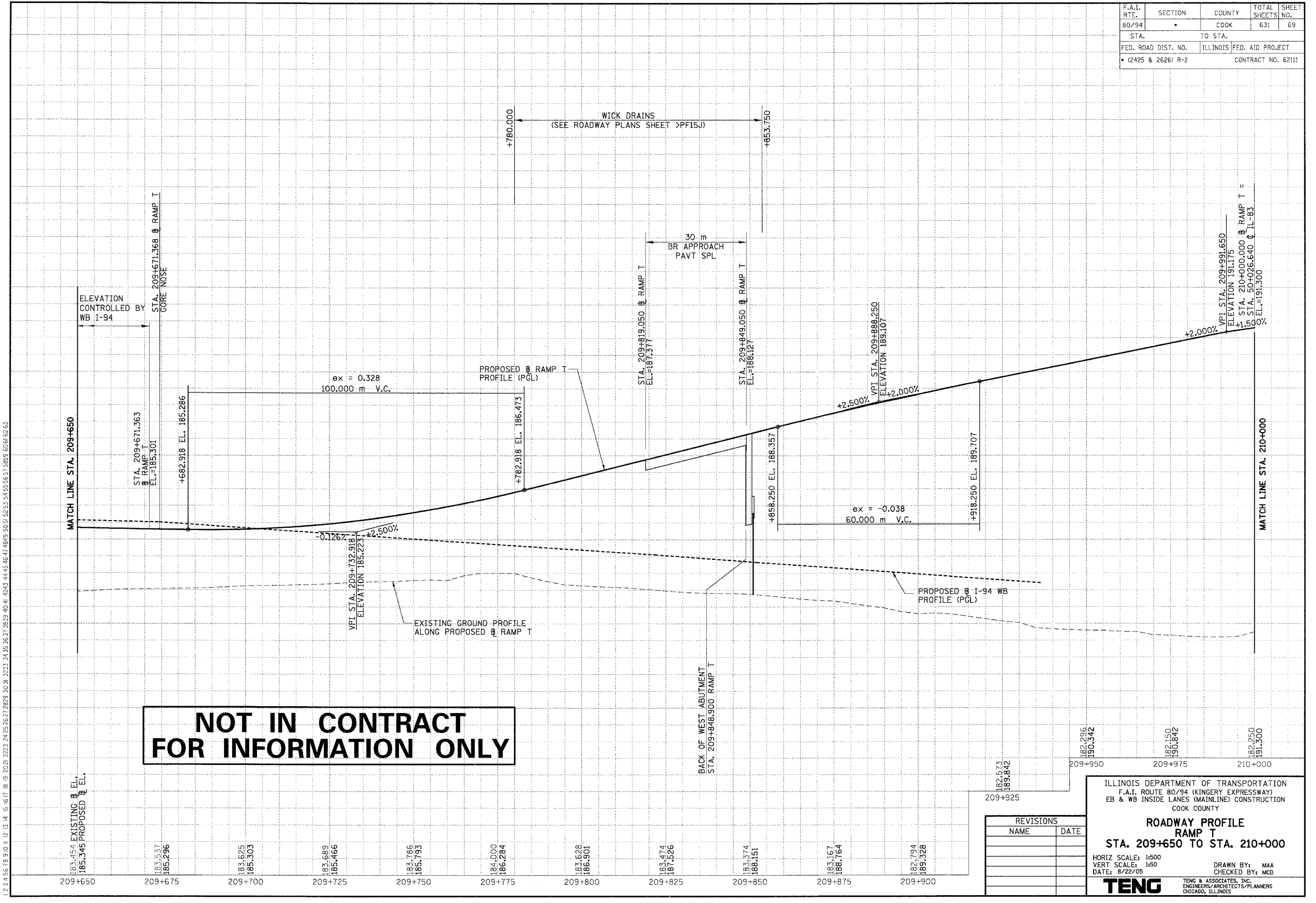
TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	•	COOK	631	69
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• 12425 & 26261 R-2		CONTRACT NO. 62111		

PRELIMINARY SURVEY PLOTTED	BY	DATE
NOTE BOOK TEMPLATE AREAS CHECKED		
NO.		

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

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NOT IN CONTRACT FOR INFORMATION ONLY

REVISIONS	
NAME	DATE

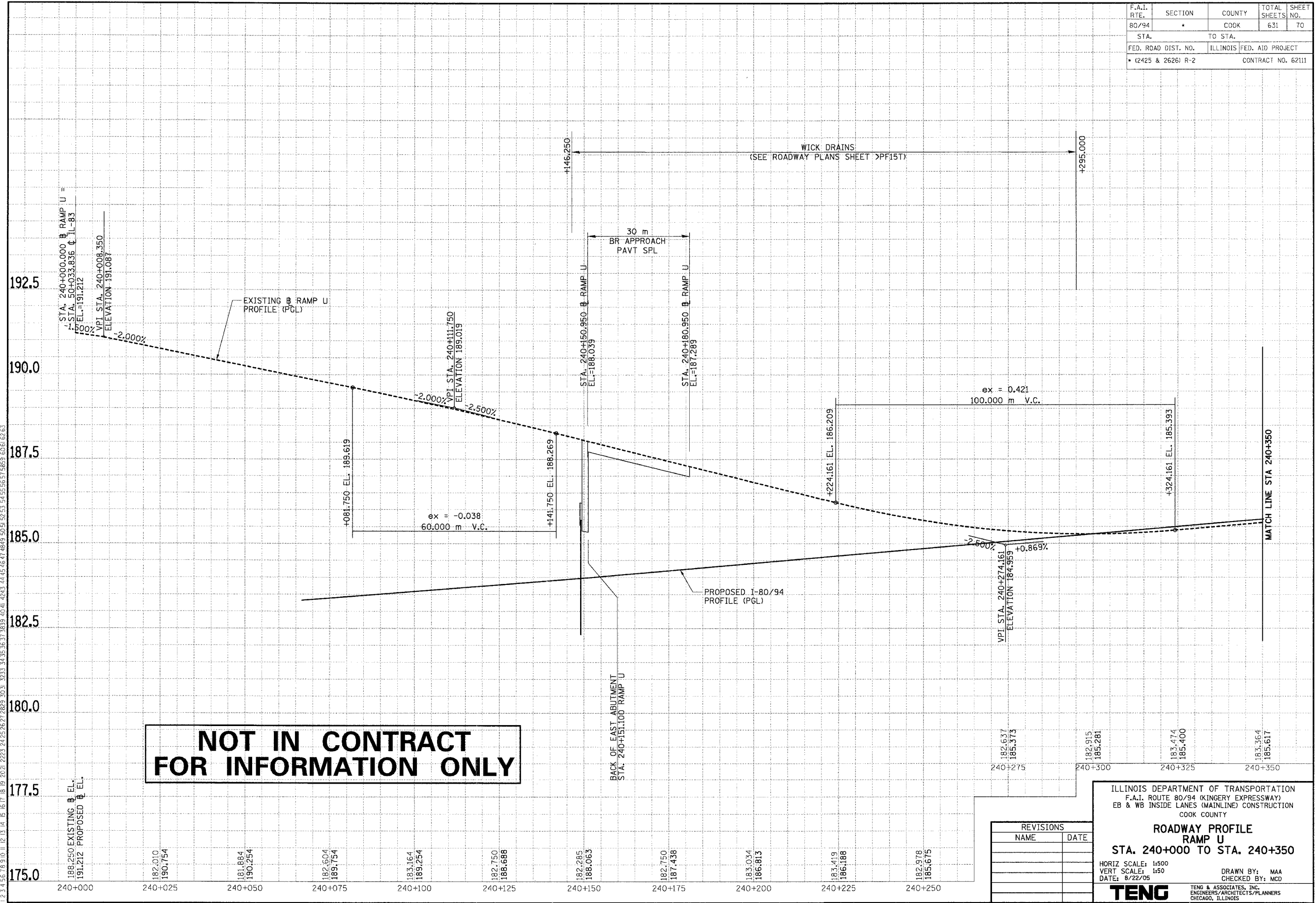
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY
ROADWAY PROFILE
RAMP T
STA. 209+650 TO STA. 210+000
 HORIZ SCALE: 1:500
 VERT SCALE: 1:50
 DATE: 8/22/05
 DRAWN BY: MAA
 CHECKED BY: MCD
TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	•	COOK	631	70
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
• (2425 & 2626) R-2	CONTRACT NO. 62111			

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

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

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY

ROADWAY PROFILE
RAMP U
STA. 240+000 TO STA. 240+350

HORIZ SCALE: 1:500
 VERT SCALE: 1:50
 DATE: 8/22/05

DRAWN BY: MAA
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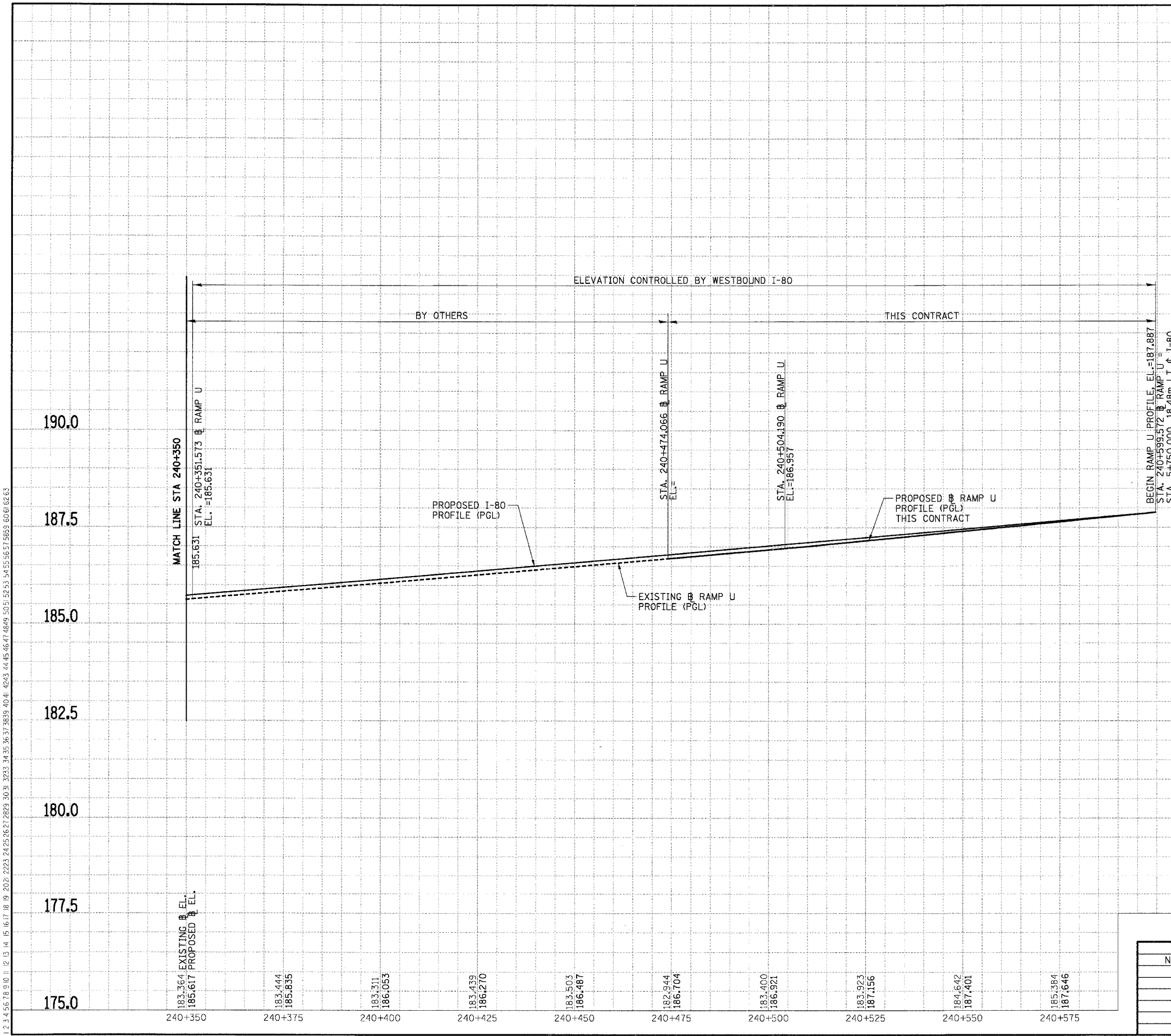
TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

F.A.I. RTE. 80/94	SECTION •	COUNTY COOK	TOTAL SHEETS 631	SHEET NO. 71
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
• (2425 & 2626) R-2		CONTRACT NO. 62111		

PRELIMINARY SURVEYED SURVEY PLOTTED	BY	DATE
NOTE BOOK TEMPLATE AREAS CHECKED		
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ORIGINAL SURVEYED SURVEY PLOTTED	BY	DATE
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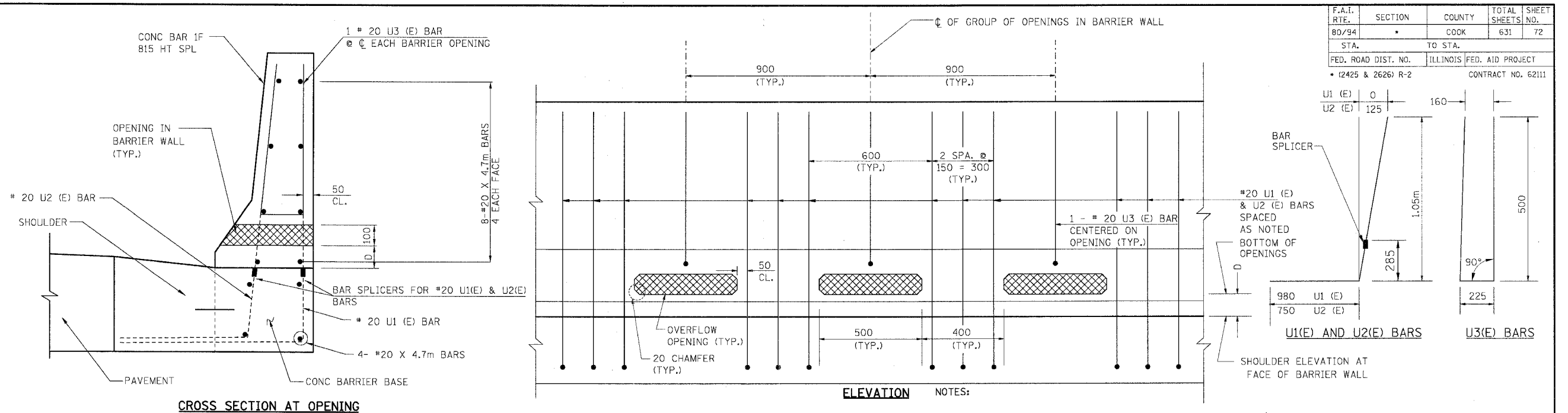
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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY
ROADWAY PROFILE
RAMP U
STA. 240+350 TO STA. 240+599.572
 HORIZ SCALE: 1:500
 VERT SCALE: 1:50
 DATE: 8/22/05
 DRAWN BY: MAA
 CHECKED BY: MCD
TENG
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 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94		COOK	631	72
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
	* (2425 & 2626) R-2		CONTRACT NO. 62111	

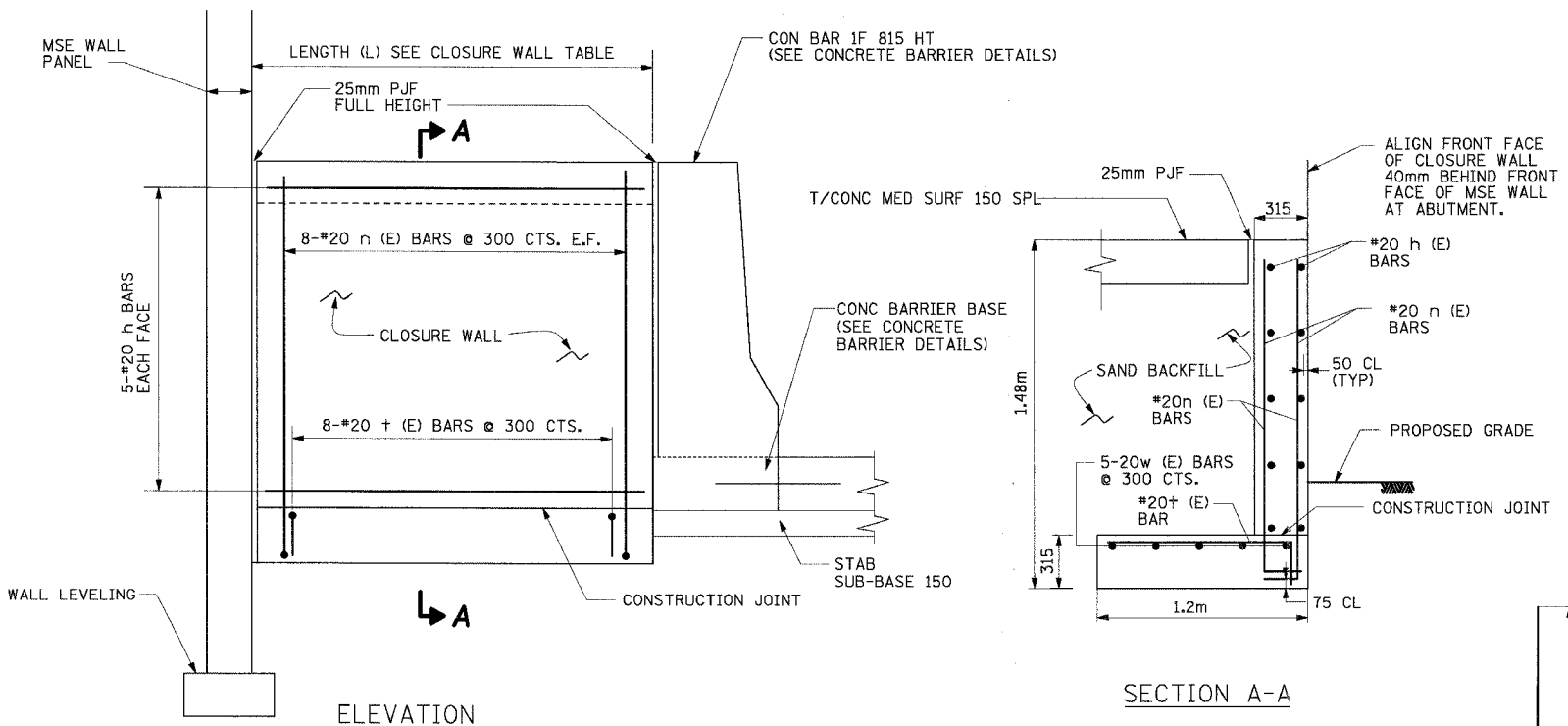


CL OF GROUP OF OPENINGS - STATION	N	D
I-80/94 STA. 5+183.005 (RT)	3	145mm

OVERFLOW OPENINGS IN CONCRETE BARRIER
N.T.S.

- NOTES:
- N = TOTAL NUMBER OF OPENINGS SPACED EQUALLY ABOUT CL.
 - MODIFICATIONS TO CONCRETE BARRIER AS NOTED. SEE CONCRETE BARRIER DETAILS FOR TYPICAL DETAILS.
 - BARS DESIGNATED (E) SHALL BE EPOXY COATED.
 - SEE CONCRETE BARRIER DETAILS FOR DETAILS AND REQUIREMENTS OF BAR SPLICERS.
 - CONSTRUCTION OF OVERFLOW OPENINGS INCLUDING REINFORCEMENT BARS SHALL BE INCLUDED IN THE COST OF CONCRETE BARRIER OF THE SIZE AND TYPE SPECIFIED.

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CLOSURE WALL BETWEEN MSE WALL & CONCRETE BARRIER
N.T.S.

CLOSURE WALL TABLE

	LOCATION	STATION	OFFSET m	LENGTH (L)	CONCRETE STRUCTURES CU. M.	h (E) & w (E) BAR LENGTH (M)
1	I-80/94 / RAMP T	5+001.808	22.560 (LT)	1.781	1.4	1.85
2	I-80/94 / RAMP U	5+299.708	22.560 (LT)	1.777	1.4	1.85
3	RAMP U / I-94 WB	240+472.949	2.880 (RT)	2.00	1.6	2.06

- NOTES:
- CLOSURE WALL SHALL BE PAID FOR AS CONCRETE STRUCTURES.
 - COST OF EXCAVATION, EPOXY COATED REINFORCEMENT BARS, AND P.J.F. AT CLOSURE WALLS SHALL BE INCLUDED IN COST OF CONCRETE STRUCTURES.
 - BARS DESIGNATED (E) SHALL BE EPOXY COATED.

NOTE: ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
COOK COUNTY

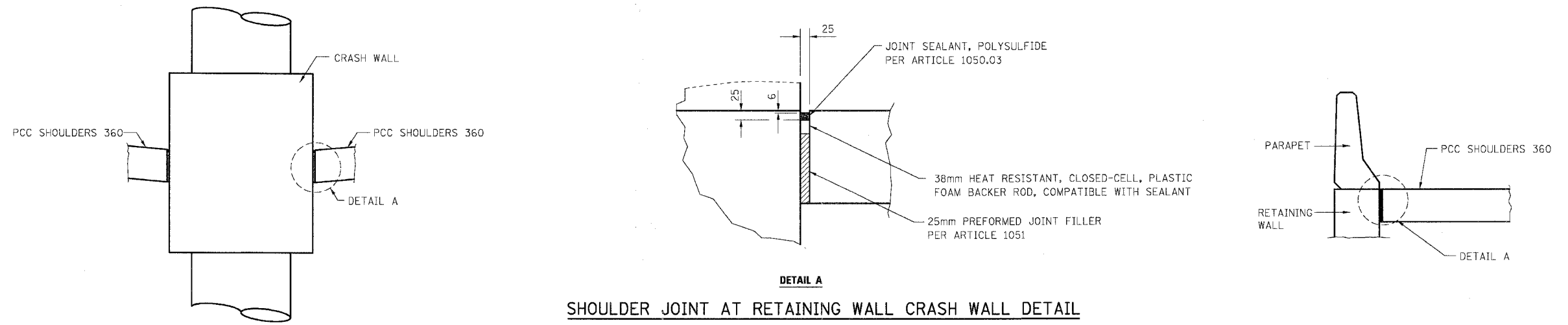
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MISCELLANEOUS DETAILS I**

SCALE: NONE
DATE: 8/22/05

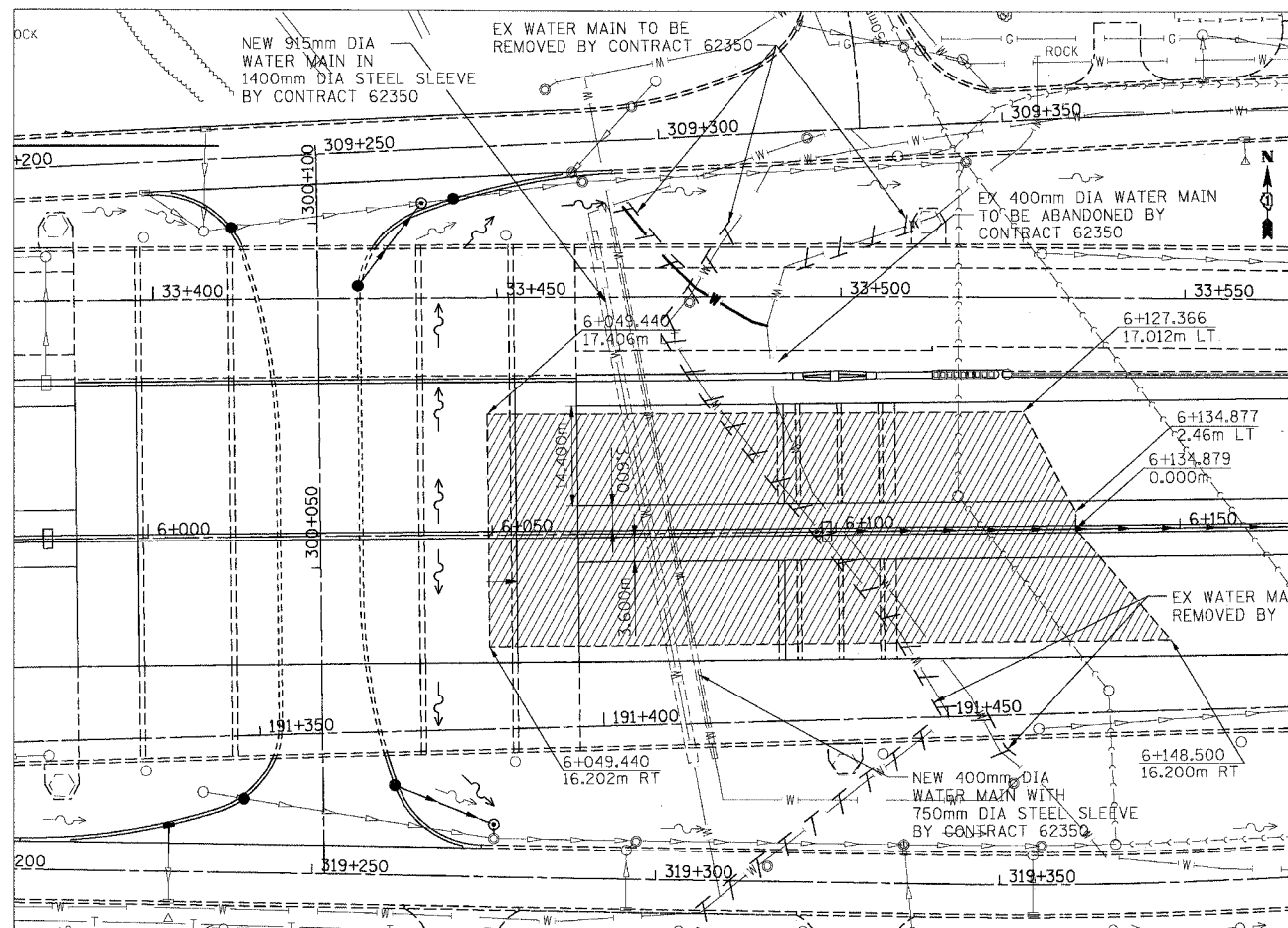
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TENG TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	•	COOK	631	73
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (2425 & 2626) R-2		CONTRACT NO. 62111		



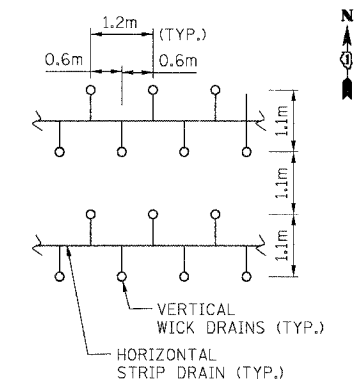
NOTE: THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF PCC SHOULDERS OF THE DEPTH SPECIFIED



WICK DRAIN INSTALLATION DETAIL

NOTES

1. VERTICAL WICK DRAINS SHALL BE INSTALLED AT SPACING SHOWN ON THIS SHEET WITHIN THE WICK DRAIN LIMITS SHOWN ON THE ROADWAY PLANS.
2. A HORIZONTAL STRIP DRAIN SHALL BE INSTALLED PARALLEL TO THE ROADWAY CENTERLINE BETWEEN EVERY PAIR OF VERTICAL DRAIN ROWS TO CONVEY DISCHARGE TO A TEMPORARY SWALE OUTSIDE THE EMBANKMENT AREA. THE COST OF PROVIDING DRAINAGE AWAY FROM THE WICK DRAIN INSTALLATION INCLUDING ANY TEMPORARY SWALES SHALL BE INCLUDED IN THE COST OF WICK DRAINS. THE TAILS OF VERTICAL WICKS SHALL BE CONNECTED TO THE NEAREST HORIZONTAL STRIP DRAIN. SEE ROADWAY PLAN AND PROFILE SHEET 53 AND TYPICAL SECTION SHEET 16 FOR ADDITIONAL DETAILS REGARDING THE DRAINAGE OF THE WICK DRAINS.
3. EMBANKMENT SURCHARGE SHALL BE CONSTRUCTED AS SHOWN ON TYPICAL SECTION SHEET 16 TO ACCELERATE THE SETTLEMENT.



WICK DRAIN LAYOUT

LEGEND

- WICK DRAIN INSTALLATION LIMITS
- TEMPORARY SWALE (SEE NOTE 2)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY

**ROADWAY DETAILS
 MISCELLANEOUS DETAILS II**

SCALE: NONE
 DATE: 8/22/05
 DRAWN BY: MZD
 CHECKED BY: DH

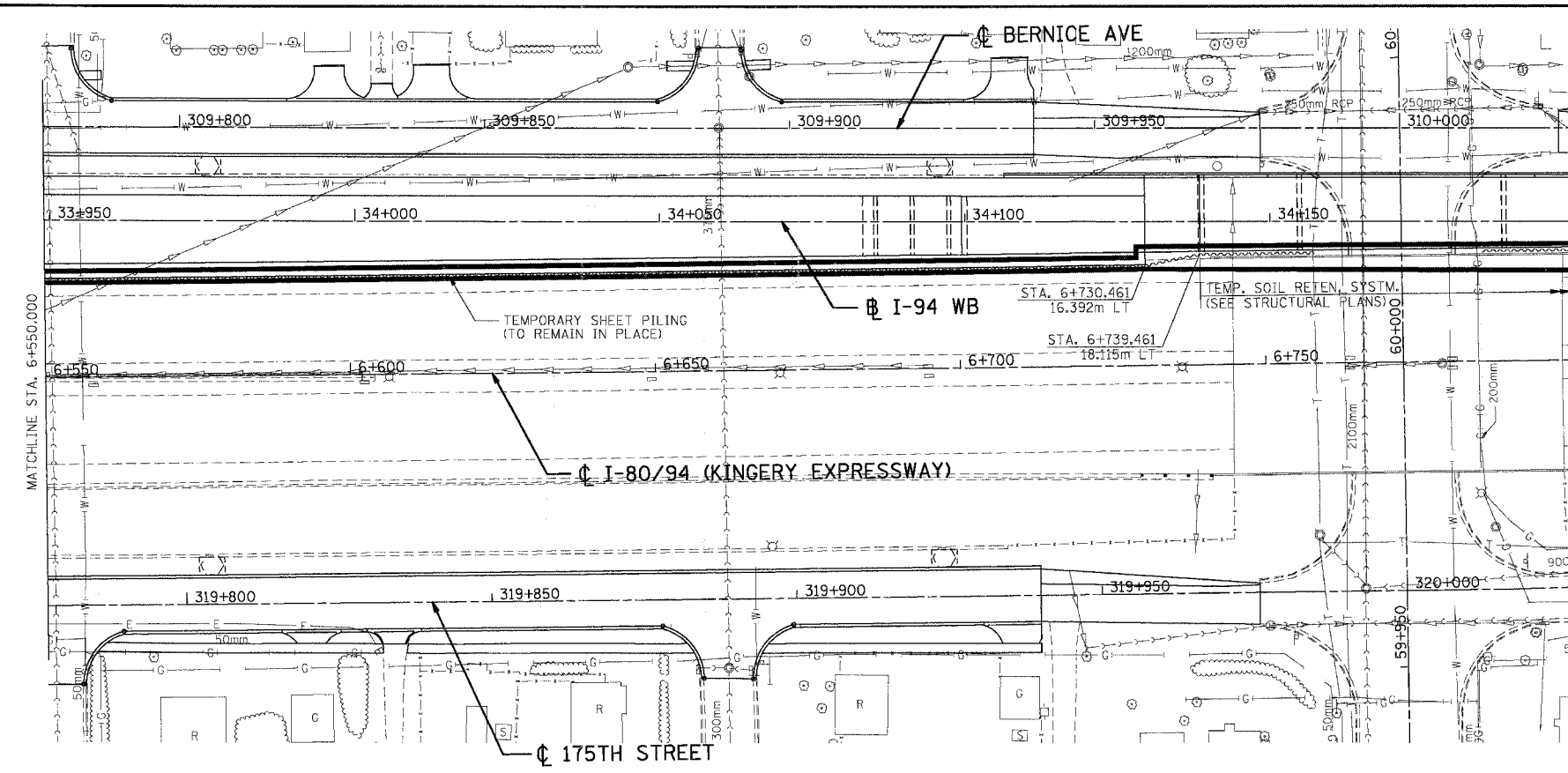
TENG TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

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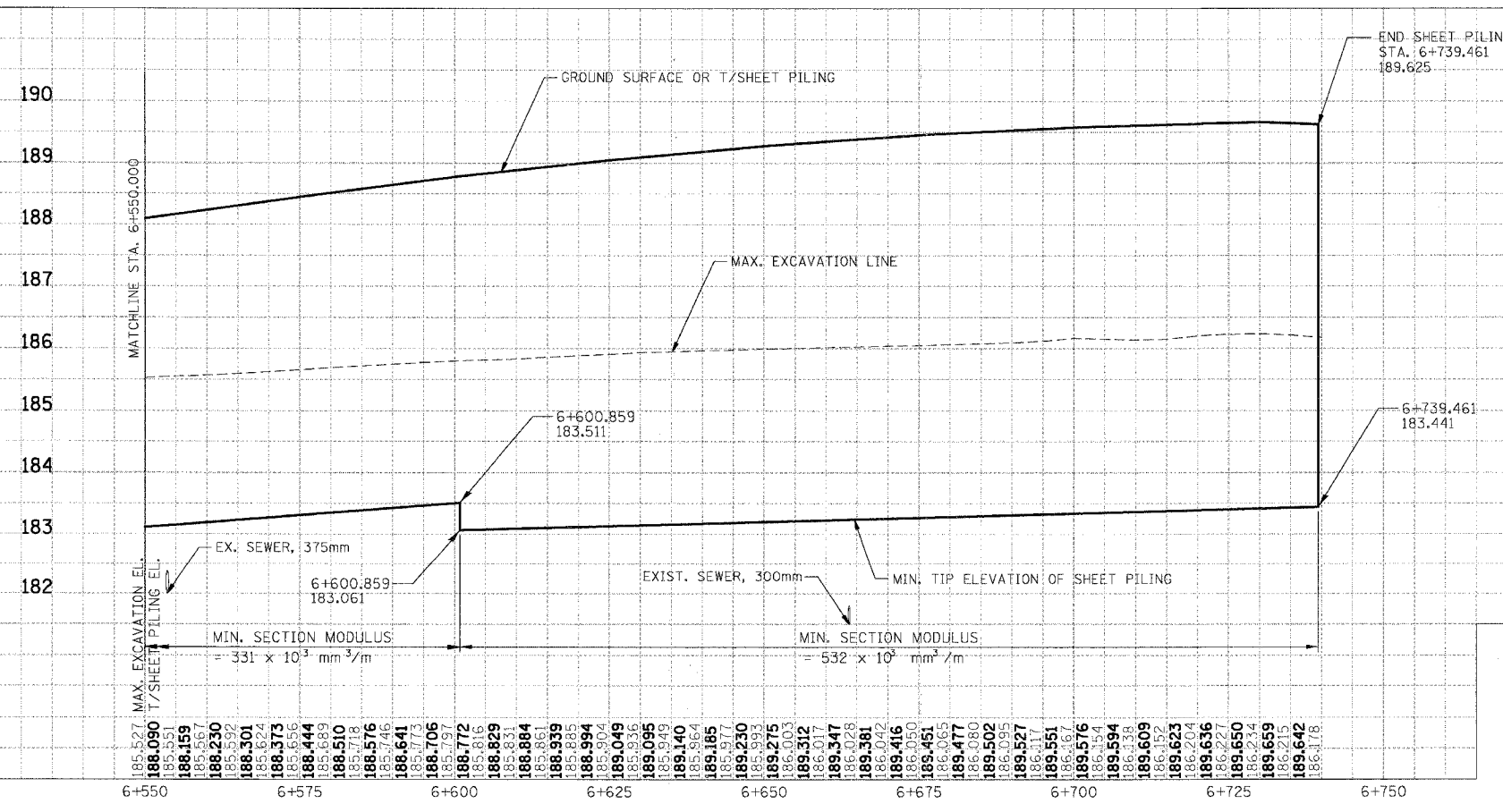
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SURVEY PLOTTED		
NOTE BOOK TEMPLATE AREAS CHECKED		
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ORIGINAL SURVEYED	BY	DATE
SURVEY PLOTTED		
NOTE BOOK TEMPLATE AREAS CHECKED		
NO.		

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	80
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
* (2425 & 2626) R-2		CONTRACT NO. 62111		

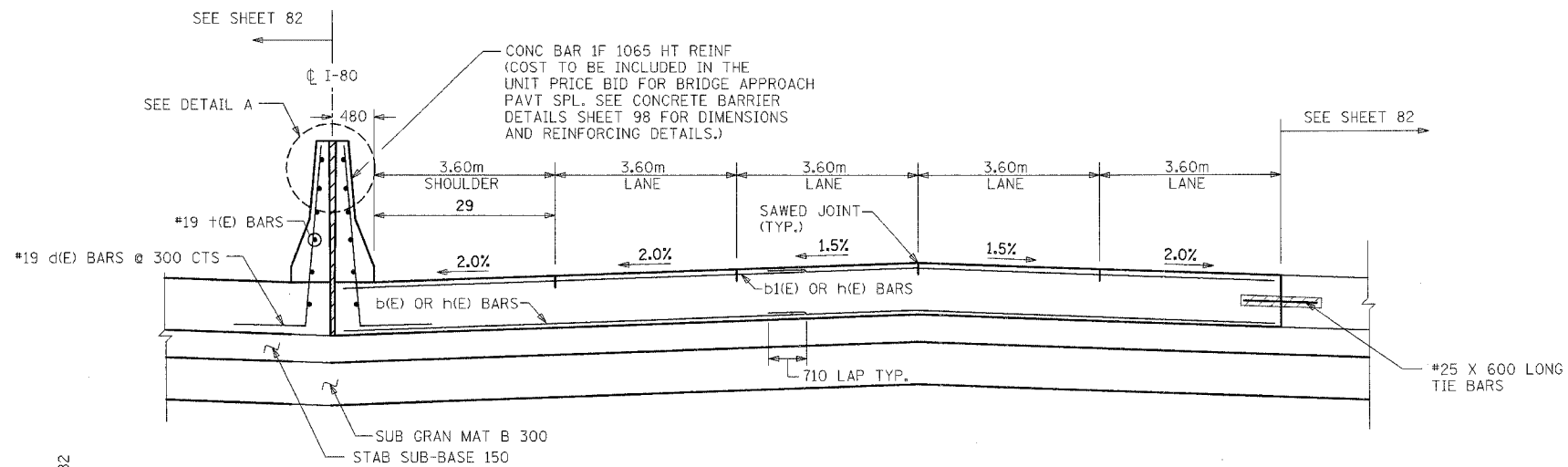


NOT IN CONTRACT FOR INFORMATION ONLY

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY
ROADWAY DETAILS
I-80/94 WB SHEET PILING
STA. 6+550 TO STA. 6+739
 HORIZ SCALE: 500
 VERT SCALE: 50
 DATE: 8/22/05
 DRAWN BY: RJS
 CHECKED BY: DH
TENG TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	81
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (2425 & 2626) R-2		CONTRACT NO. 62111		



BILL OF MATERIALS
EB Sta. 5+998.5 AT RAILROAD AVE.

Bar	No.	Size #	Length (m)	Shape
a (E)	124	29	8.93	○
a ₁ (E)	62	16	8.85	—
a ₂ (E)	62	13	2.06	—
a ₃ (E)	62	13	1.70	—
b (E)	62	16	9.71	—
b ₁ (E)	18	13	9.71	—
h (E)	48	16	9.71	—
d (E)	31	19	1.81	└
t (E)	6	19	8.90	—

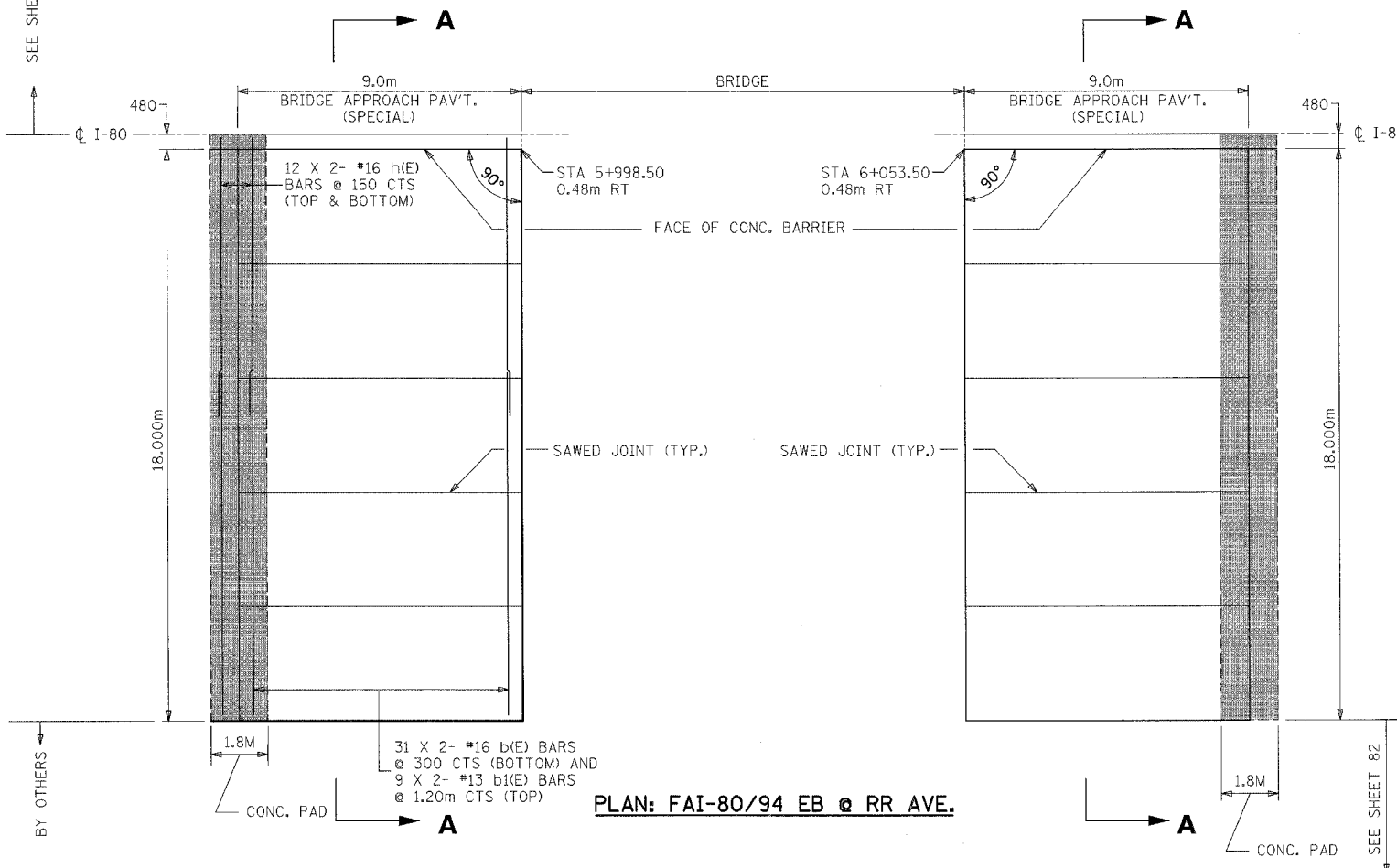
Item	Unit	Total
* Concrete Structures	Cu M	64.0
* Reinforcement Bars, Epoxy Coated	Kg	8770
* Preformed Joint Seal	Meter	18.5
* Polyethylene Bond Breaker	Sq M	33.2
* Concrete Pad	Sq M	33.2
* Bridge Approach Pavement (Special)	Sq M	166.3
* Tie Bars	Each	16

BILL OF MATERIALS
EB Sta. 6+053.5 AT RAILROAD AVE.

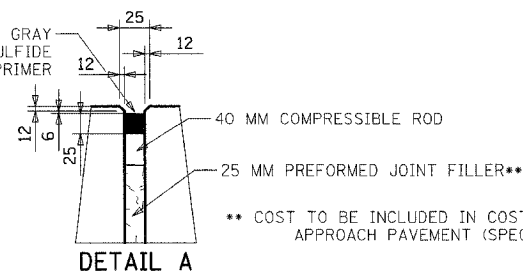
Bar	No.	Size #	Length (m)	Shape
a (E)	124	29	8.93	○
a ₁ (E)	62	16	8.85	—
a ₂ (E)	62	13	2.06	—
a ₃ (E)	62	13	1.70	—
b (E)	62	16	9.71	—
b ₁ (E)	18	13	9.71	—
h (E)	48	16	9.71	—
d (E)	31	19	1.81	└
t (E)	6	19	8.90	—

Item	Unit	Total
* Concrete Structures	Cu M	64.0
* Reinforcement Bars, Epoxy Coated	Kg	8770
* Preformed Joint Seal	Meter	18.5
* Polyethylene Bond Breaker	Sq M	33.2
* Concrete Pad	Sq M	33.2
* Bridge Approach Pavement (Special)	Sq M	166.3
* Tie Bars	Each	16

* ITEM INCLUDED IN THE COST OF BRIDGE APPROACH PAVEMENT (SPECIAL).



TWO COMPONENT NON-STRAINING GRAY SEALING COMPOUND WITH POLYSULFIDE LIQUID POLYMER GUN-GRADE WITH PRIMER



NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETERS (MM) UNLESS OTHERWISE NOTED.
2. ALL REINFORCING BARS SHALL BE EPOXY COATED.
3. BARS INDICATED THUS: 12 X 2- #16 ETC. INDICATES 12 LINES #16 OF BARS WITH 2 LENGTHS PER LINE.
4. DETAILING NOT SHOWN ON THIS SHEET SHALL CONFORM TO STATE STANDARD 420401 (BRIDGE APPROACH PAVEMENT).
5. THE UNIT PRICE BID FOR BRIDGE APPROACH PAVEMENT (SPECIAL) SHALL INCLUDE TIE BARS, PREFORMED JOINT SEAL, POLYETHYLENE BOND BREAKER, REINFORCEMENT BARS, THE CONCRETE PAD (INCLUDING REINFORCEMENT AND EXCAVATION), CONCRETE BARRIERS (INCLUDING ALL CONCRETE AND REINFORCEMENT), AND ALL OTHER ITEMS NECESSARY TO COMPLETE THIS ITEM OF WORK.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
COOK COUNTY

ROADWAY DETAILS
BRIDGE APPROACH PAV'T (SPECIAL)
I-80/94 EB ST. III @ RAILROAD AVE.

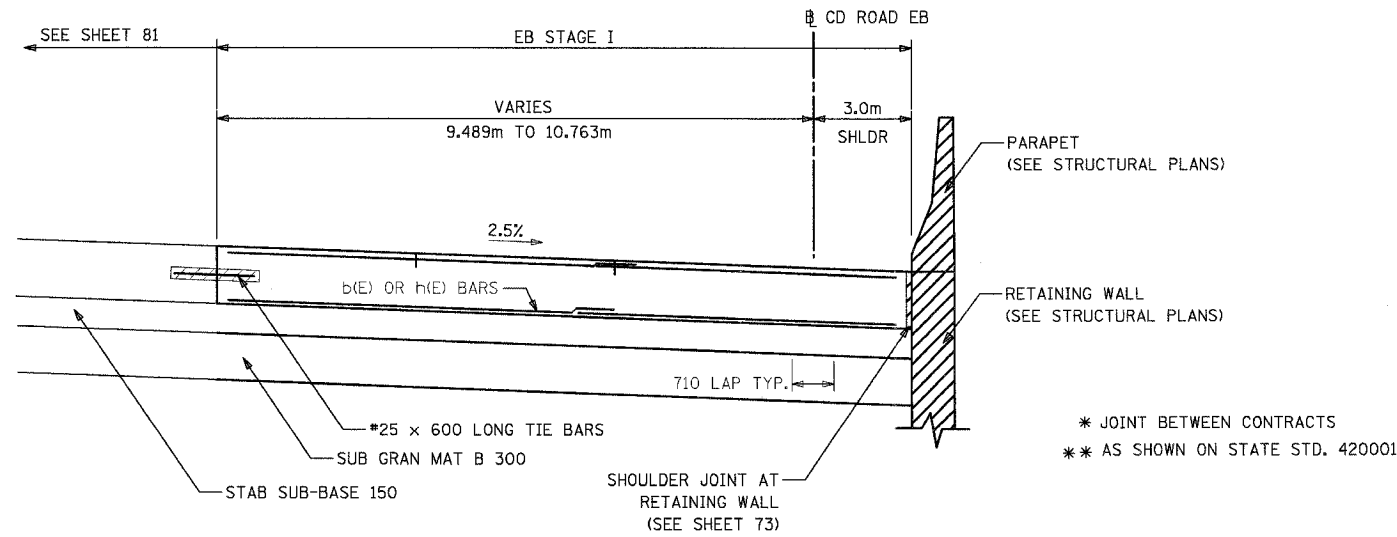
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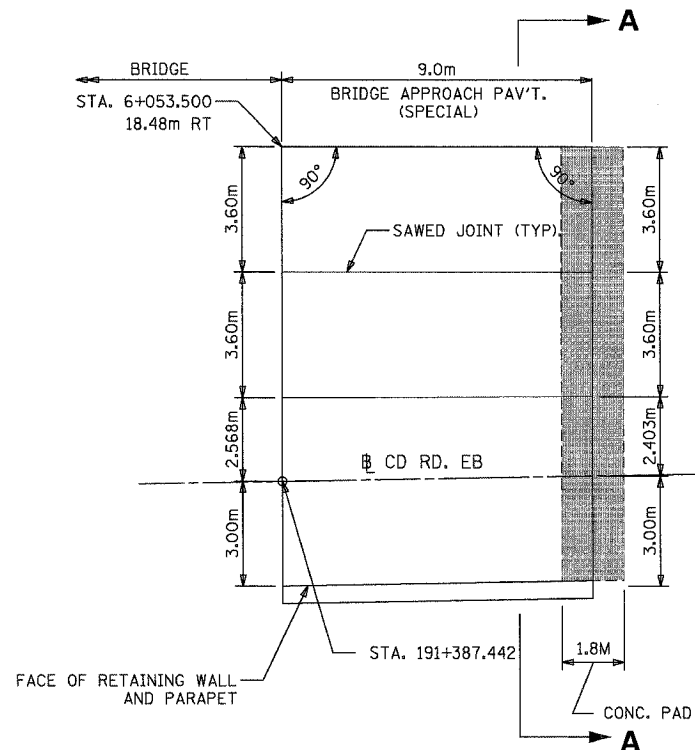
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TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	81A
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (2425 & 2626) R-2		CONTRACT NO. 62111		



SECTION A-A: FAI-80/94 EB @ RR AVE.



PLAN: FAI-80/94 EB @ RR AVE.

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETERS (MM) UNLESS OTHERWISE NOTED.
2. ALL REINFORCING BARS SHALL BE EPOXY COATED.
3. REINFORCEMENT BARS SHOWN IN THE BILL OF MATERIALS ARE FOR THE LARGEST DIMENSION OF THE APPROACH SLAB. THESE BARS SHALL BE CUT TO LENGTH IN THE FIELD AS REQUIRED.
4. DETAILING NOT SHOWN ON THIS SHEET SHALL CONFORM TO STATE STANDARD 420401 (BRIDGE APPROACH PAVEMENT).
5. REINFORCING BARS WERE PURCHASED IN CONTRACT 62110 AND ARE STORED ON SITE NEAR THE INTERSECTION OF 175TH STREET AND RAILROAD AVENUE. THE COST TO MOVE AND INSTALL THE REINFORCING BARS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR BRIDGE APPROACH PAVEMENT (SPECIAL).

6. THE UNIT PRICE BID FOR BRIDGE APPROACH PAVEMENT (SPECIAL) SHALL INCLUDE TIE BARS, PREFORMED JOINT SEAL, POLYETHYLENE BOND BREAKER, REINFORCEMENT BARS, THE CONCRETE PAD (INCLUDING REINFORCEMENT AND EXCAVATION), CONCRETE BARRIERS (INCLUDING ALL CONCRETE AND REINFORCEMENT), AND ALL OTHER ITEMS NECESSARY TO COMPLETE THIS ITEM OF WORK.

BILL OF MATERIALS
Sta. 191+332.434 (AT RAILROAD AVE.)

Bar	No.	Size #	Length (m)	Shape
a (E)	92	29	8.93	⌢
a ₁ (E)	46	16	8.85	—
a ₂ (E)	46	13	2.06	⌢
a ₃ (E)	46	13	1.70	—
b (E)	30	16	13.66	—
b ₁ (E)	8	13	13.66	—
h (E)	24	16	13.66	—

Item	Unit	Total
* Concrete Structures	Cu M	47.4
* Reinforcement Bars, Epoxy Coated	Kg	5872.0
* Preformed Joint Seal	Meter	13.8
* Polyethylene Bond Breaker	Sq M	24.8
* Concrete Pad	Sq M	24.8
Bridge Approach Pavement (Special)	Sq M	123.0

BILL OF MATERIALS
Sta. 191+387.442 (AT RAILROAD AVE.)

Bar	No.	Size #	Length (m)	Shape
a (E)	84	29	8.93	⌢
a ₁ (E)	42	16	8.85	—
a ₂ (E)	42	13	2.06	⌢
a ₃ (E)	42	13	1.70	—
b (E)	30	16	12.54 **	—
b ₁ (E)	8	13	12.39	—
h (E)	24	16	12.39	—

Item	Unit	Total
* Concrete Structures	Cu M	43.5
* Reinforcement Bars, Epoxy Coated	Kg	5363.0
* Preformed Joint Seal	Meter	12.5
* Polyethylene Bond Breaker	Sq M	22.5
* Concrete Pad	Sq M	22.5
Bridge Approach Pavement (Special)	Sq M	113.0

* ITEM INCLUDED IN THE COST OF BRIDGE APPROACH PAVEMENT (SPECIAL).

** BARS CUT IN THE FIELD TO FIT.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
COOK COUNTY

ROADWAY DETAILS
BRIDGE APPROACH PAV'T (SPECIAL)
I-80/94 EB STAGE I @ RAILROAD AVE.

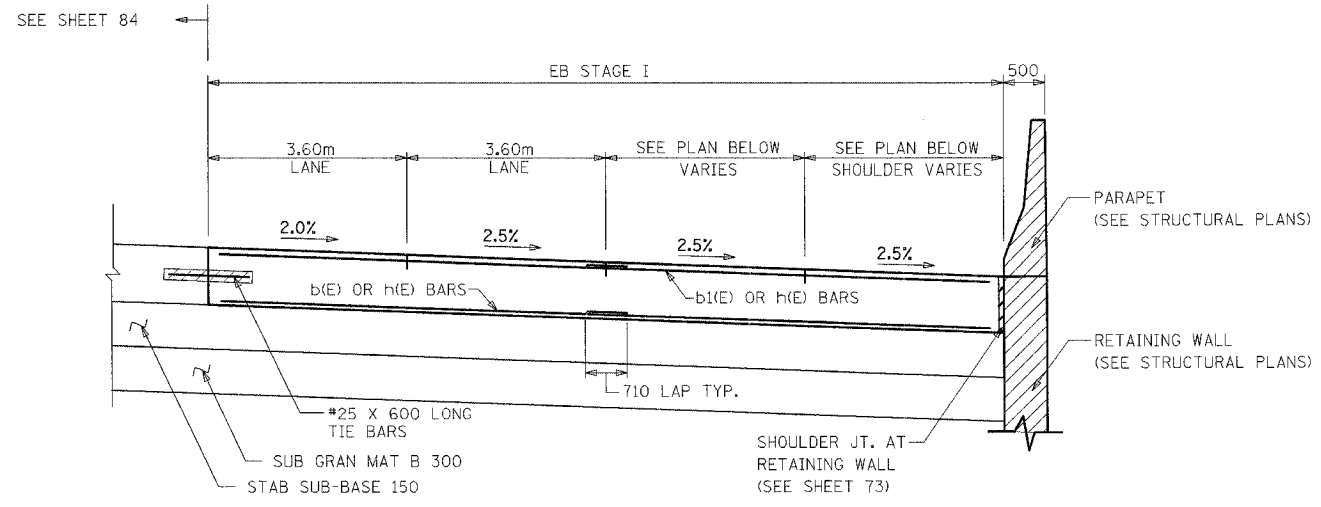
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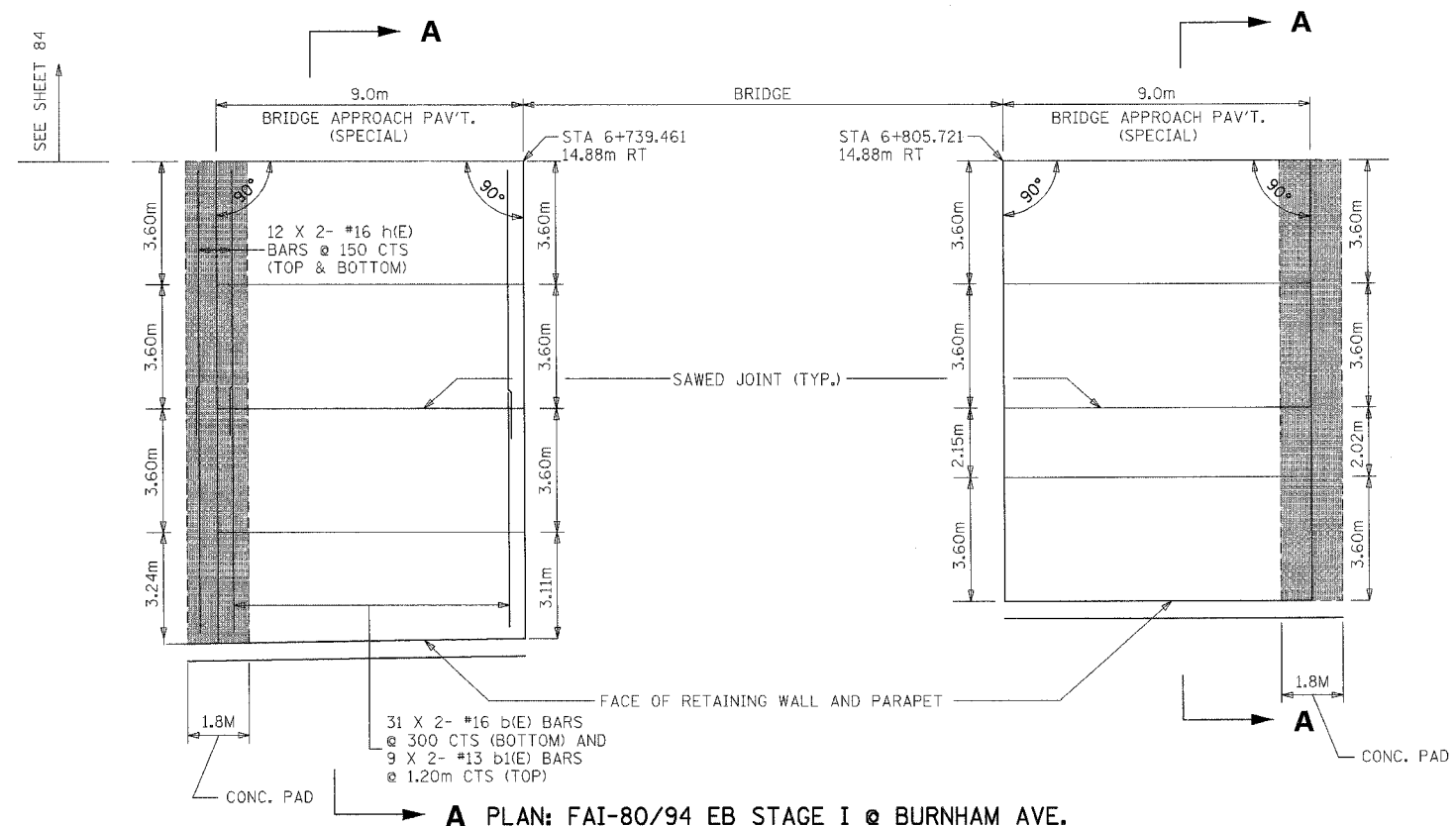
TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

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 HANSENDD

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	83
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (2425 & 2626) R-2			CONTRACT NO. 6211	



SECTION A-A: FAI-80/94 EB STAGE I @ BURNHAM AVE.



A PLAN: FAI-80/94 EB STAGE I @ BURNHAM AVE.

- NOTES:**
- ALL DIMENSIONS ARE IN MILLIMETERS (MM) UNLESS OTHERWISE NOTED.
 - ALL REINFORCING BARS SHALL BE EPOXY COATED.
 - BARS INDICATED THUS: 12 X 2 - #16 INDICATES 12 LINES OF #16 BARS WITH 2 LENGTHS PER LINE.
 - DETAILING NOT SHOWN ON THIS SHEET SHALL CONFORM TO STATE STANDARD 420401 (BRIDGE APPROACH PAVEMENT).

**BILL OF MATERIALS
EB STAGE I Sta. 6+739.461 AT BURNHAM AVE.**

Bar	No.	Size #	Length (m)	Shape
a (E)	93	29	8.93	U
a ₁ (E)	48	16	8.85	—
a ₂ (E)	48	13	2.06	—
a ₃ (E)	48	13	1.70	—
b (E)	62	16	14.30	—
b ₁ (E)	18	13	14.30	—
h (E)	48	16	14.30	—

Item	Unit	Total
* Concrete Structures	Cu M	48.4
* Reinforcement Bars, Epoxy Coated	Kg	7740
* Preformed Joint Seal	Meter	14.0
* Polyethylene Bond Breaker	Sq M	25.8
* Concrete Pad	Sq M	25.8
* Bridge Approach Pavement (Special)	Sq M	125.8
* Tie Bars	Each	16

**BILL OF MATERIALS
EB STAGE I Sta. 6+805.721 AT BURNHAM AVE.**

Bar	No.	Size #	Length (m)	Shape
a (E)	93	29	8.93	U
a ₁ (E)	48	16	8.85	—
a ₂ (E)	48	13	2.06	—
a ₃ (E)	48	13	1.70	—
b (E)	62	16	14.30	—
b ₁ (E)	18	13	14.30	—
h (E)	48	16	14.30	—

Item	Unit	Total
* Concrete Structures	Cu M	43.5
* Reinforcement Bars, Epoxy Coated	Kg	7740
* Preformed Joint Seal	Meter	12.8
* Polyethylene Bond Breaker	Sq M	23.1
* Concrete Pad	Sq M	23.1
* Bridge Approach Pavement (Special)	Sq M	116.0
* Tie Bars	Each	16

* ITEM INCLUDED IN THE COST OF BRIDGE APPROACH PAVEMENT (SPECIAL).

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY

**ROADWAY DETAILS
 BRIDGE APPROACH PAV'T (SPECIAL)
 I-80/94 EB STAGE I @ BURNHAM AVE.**

SCALE: NONE
 DATE: 9/13/05
 DRAWN BY: ANR
 CHECKED BY: RM

TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	85
STA.	TO STA.			
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
		(2425 & 2626) R-2	CONTRACT NO. 62111	

BILL OF MATERIALS
EB STAGE I Sta. 6+739.461 AT BURNHAM AVE.

Bar	No.	Size #	Length (m)	Shape
a (E)	124	29	8.93	⎓
a ₁ (E)	62	16	8.85	—
a ₂ (E)	62	13	2.06	—
a ₃ (E)	62	13	1.70	—
b (E)	62	16	14.30	—
b ₁ (E)	18	13	14.30	—
h (E)	48	16	14.30	—
d (E)	31	19	1.81	⎓
† (E)	6	19	8.90	—

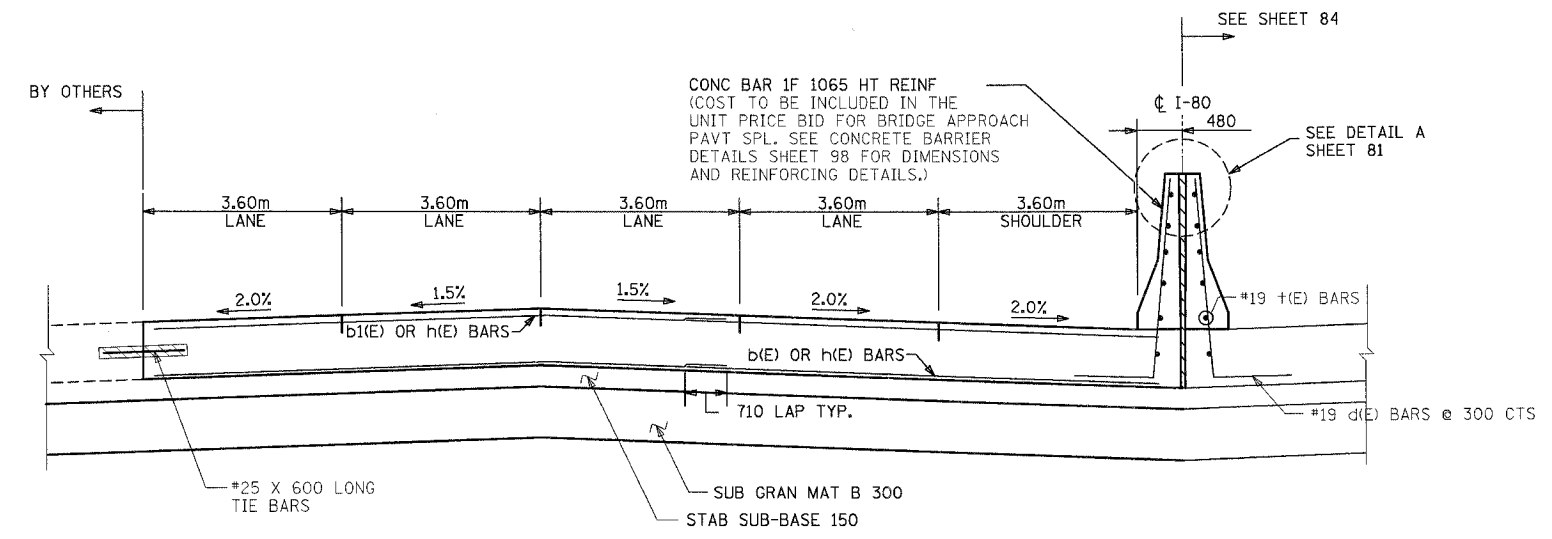
Item	Unit	Total
* Concrete Structures	Cu M	64.0
* Reinforcement Bars, Epoxy Coated	Kg	8770
* Preformed Joint Seal	Meter	18.5
* Polyethylene Bond Breaker	Sq M	33.2
* Concrete Pad	Sq M	33.2
* Bridge Approach Pavement (Special)	Sq M	166.3
* Tie Bars	Each	16

BILL OF MATERIALS
EB STAGE I Sta. 6+805.721 AT BURNHAM AVE.

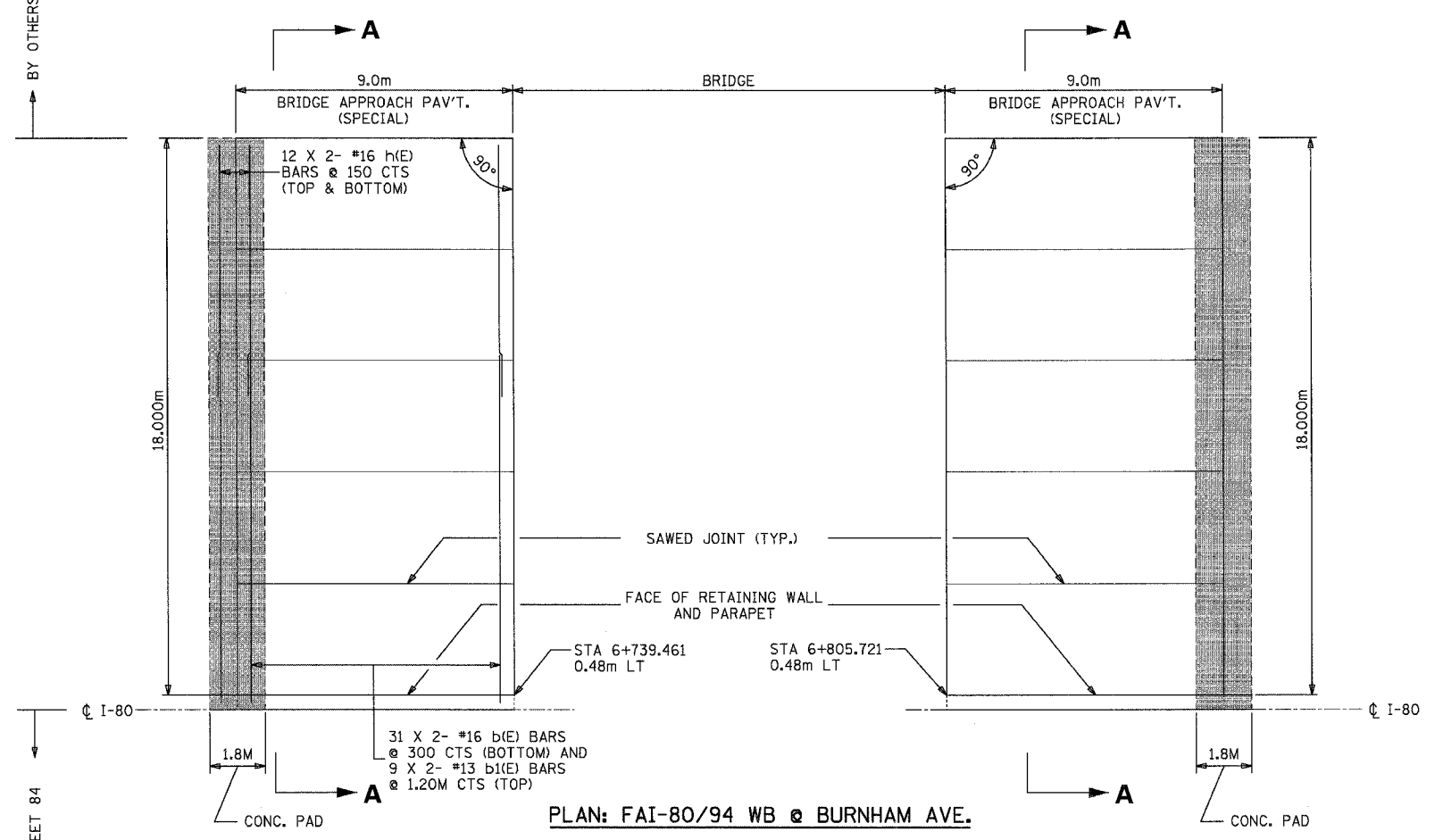
Bar	No.	Size #	Length (m)	Shape
a (E)	124	29	8.93	⎓
a ₁ (E)	62	16	8.85	—
a ₂ (E)	62	13	2.06	—
a ₃ (E)	62	13	1.70	—
b (E)	62	16	14.30	—
b ₁ (E)	18	13	14.30	—
h (E)	48	16	14.30	—
d (E)	31	19	1.81	⎓
† (E)	6	19	8.90	—

Item	Unit	Total
* Concrete Structures	Cu M	64.0
* Reinforcement Bars, Epoxy Coated	Kg	8770
* Preformed Joint Seal	Meter	18.5
* Polyethylene Bond Breaker	Sq M	33.2
* Concrete Pad	Sq M	33.2
* Bridge Approach Pavement (Special)	Sq M	166.3
* Tie Bars	Each	16

* ITEM INCLUDED IN THE COST OF BRIDGE APPROACH PAVEMENT (SPECIAL).



SECTION A-A: FAI-80/94 WB @ BURNHAM AVE.



PLAN: FAI-80/94 WB @ BURNHAM AVE.

- NOTES:**
1. ALL DIMENSIONS ARE IN MILLIMETERS (MM) UNLESS OTHERWISE NOTED.
 2. ALL REINFORCING BARS SHALL BE EPOXY COATED.
 3. BARS INDICATED THUS: 12 X 2- #16 ETC. INDICATES 12 LINES #16 OF BARS WITH 2 LENGTHS PER LINE.
 4. DETAILING NOT SHOWN ON THIS SHEET SHALL CONFORM TO STATE STANDARD 420401 (BRIDGE APPROACH PAVEMENT).
 5. THE UNIT PRICE BID FOR BRIDGE APPROACH PAVEMENT (SPECIAL) SHALL INCLUDE TIE BARS, PREFORMED JOINT SEAL, POLYETHYLENE BOND BREAKER, REINFORCEMENT BARS, THE CONCRETE PAD (INCLUDING REINFORCEMENT AND EXCAVATION), CONCRETE BARRIERS (INCLUDING ALL CONCRETE AND REINFORCEMENT), AND ALL OTHER ITEMS NECESSARY TO COMPLETE THIS ITEM OF WORK.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
COOK COUNTY

ROADWAY DETAILS
BRIDGE APPROACH PAV'T (SPECIAL)
I-80/94 WB @ BURNHAM AVE.

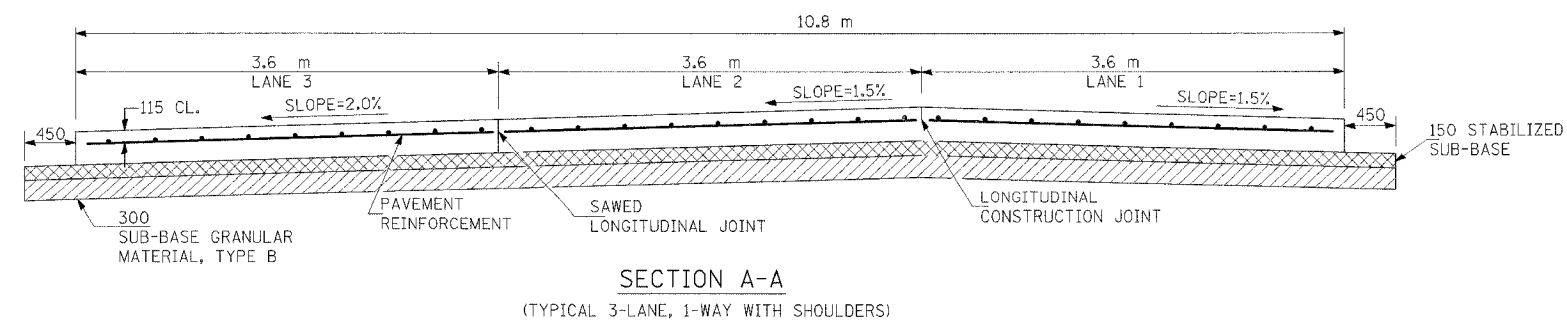
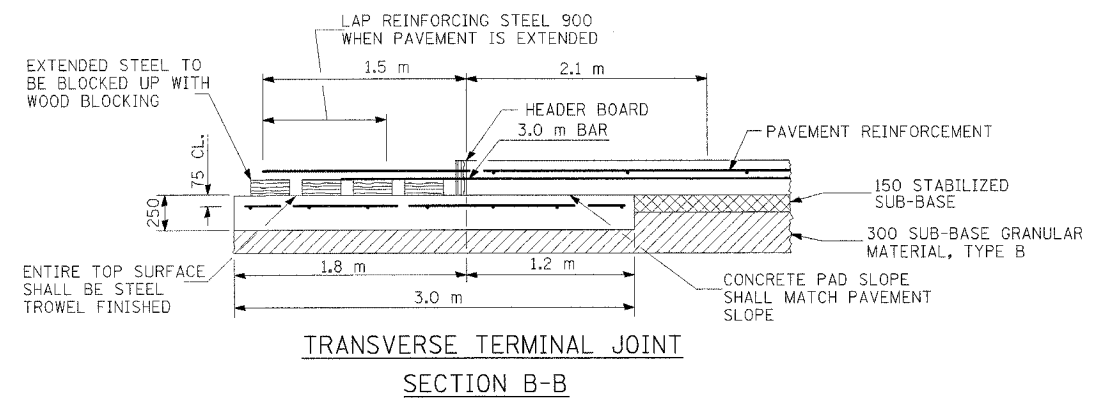
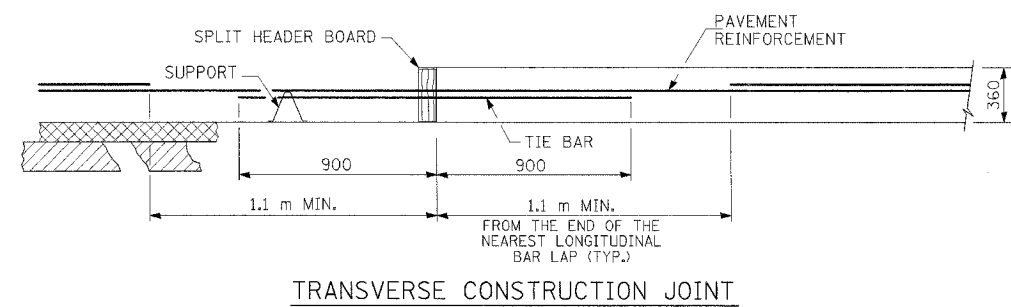
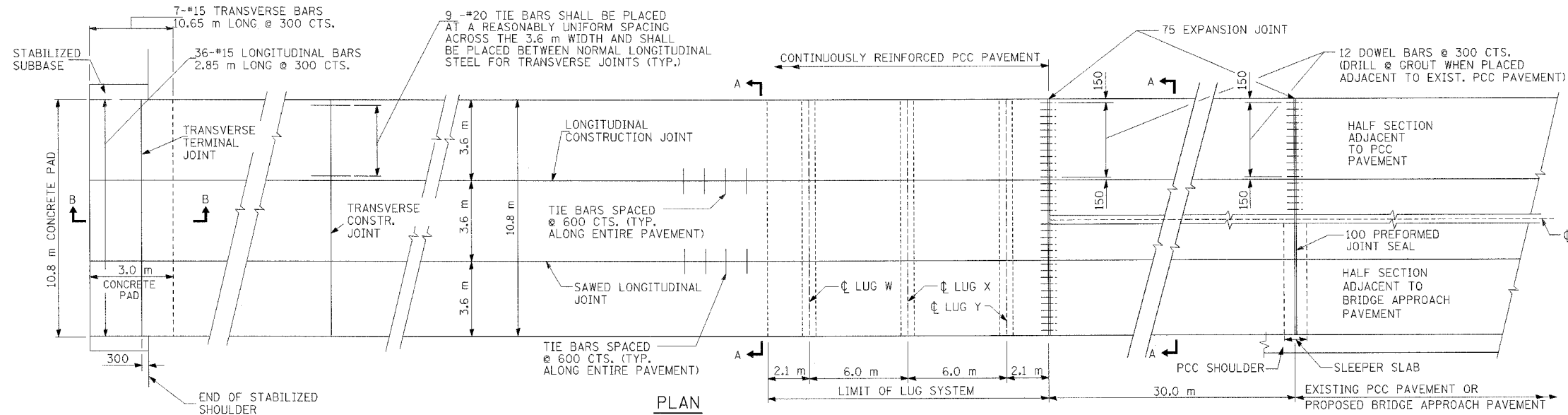
SCALE: NONE
DATE: 9/13/05

DRAWN BY: ANR
CHECKED BY: RM

TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94		COOK	631	86
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (2425 & 2626) R-2		CONTRACT NO. 62111		



- NOTES:**
- ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
 - THIS SHEET SHALL BE FOLLOWED FOR GENERAL DETAILS ONLY. FOR DIMENSIONS OF LUG SYSTEM COMPLETE - 14.4 METER SEE SHEETS NO. 3 OF 7, 4 OF 7, 6 OF 7 AND 7 OF 7, AND FOR DIMENSIONS OF LUG SYSTEM COMPLETE - 15.0 METER SEE SHEET 2 OF 7, AND FOR DIMENSIONS OF LUG SYSTEM COMPLETE - 21.6 METER SEE SHEET 5 OF 7.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY

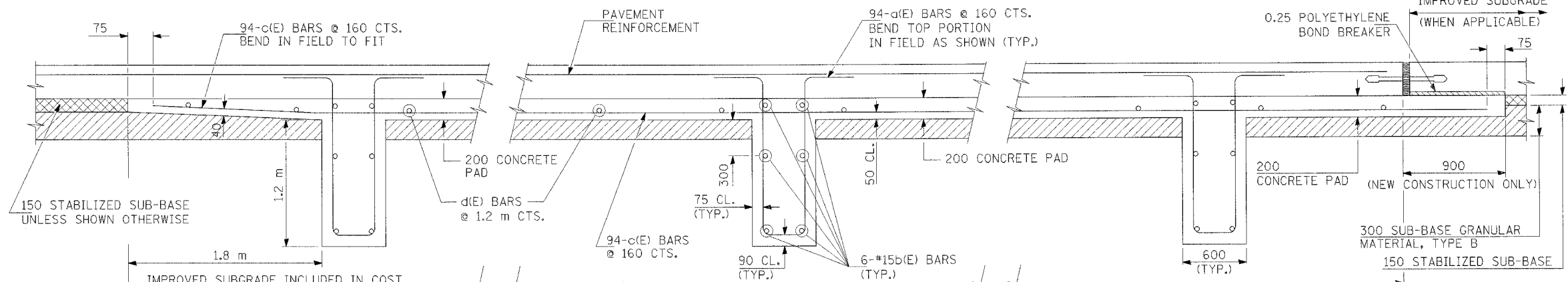
**ROADWAY DETAILS
 CRC PAVEMENT W/LUG SYSTEM
 (SHEET 1 OF 9)**

SCALE: DATE: 9/13/05 DRAWN BY: JFS CHECKED BY: GJF

TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	87
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
(2425 & 2626) R-2		CONTRACT NO. 62111		

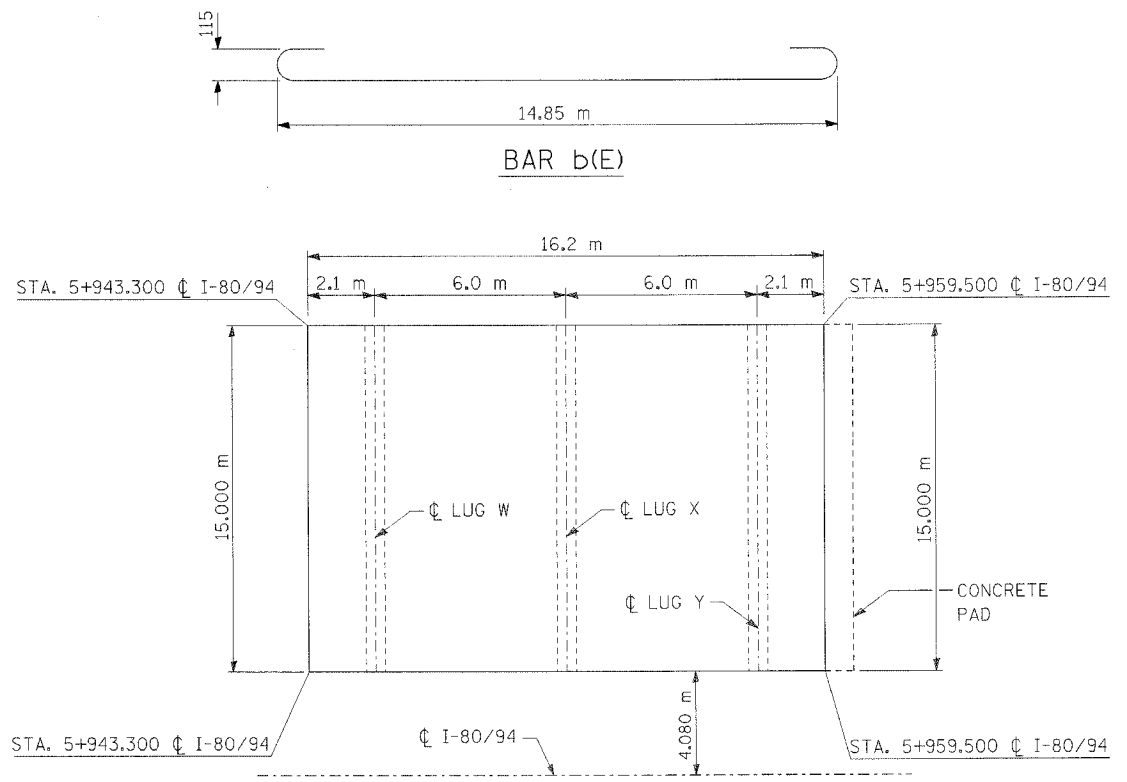
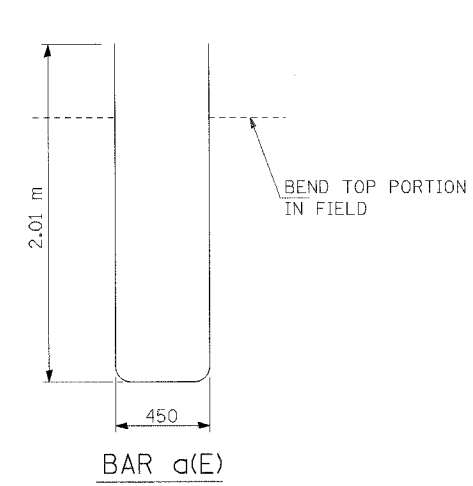


SECTION AT LUG W
SECTION AT LUG X
SECTION AT LUG Y
GENERAL NOTES:

1. DETAILS SHOWN IN SECTION B-B SHALL APPLY AT THE END OF THE CONSTRUCTION SECTION. THE 250mm REINFORCED CONCRETE PAD, HEADER BOARD, WOOD BLOCKING AND THE 1.5m OF EXTENDED PAVEMENT REINFORCEMENT SHALL BE INCLUDED IN THE UNIT PRICE BID EACH FOR THE "TRANSVERSE TERMINAL JOINT COMPLETE" OF THE PAVEMENT WIDTH AS SHOWN ON THE PLANS.
2. EXPANSION JOINTS AND EXTRA REINFORCEMENT IN THE PAVEMENT OVER CONCRETE PADS AND AT TRANSVERSE CONSTRUCTION JOINTS SHALL BE INCLUDED IN THE PRICE BID FOR "C.R.P.C.C. PAVEMENT".
3. WHEN THE CONTRACTOR PLACES THE REINFORCEMENT USING A METHOD WHICH REQUIRES THE TIE BARS FOR THE LONGITUDINAL JOINT TO BE PLACED ABOVE THE LONGITUDINAL REINFORCEMENT BARS, THE FIRST THREE LONGITUDINAL BARS ON EITHER SIDE OF THE JOINT SHALL BE PLACED SUCH THAT THE TIE BARS WILL BE AT THE NEUTRAL AXIS.
4. CONCRETE FOR THE LUGS SHALL BE EITHER CLASS SI OR PORTLAND CEMENT PAVEMENT, IT SHALL BE PLACED IN TRENCH TO THE NEAT LINES AS SHOWN. FORMS WILL NOT BE PERMITTED. THE CONCRETE IN THE LUGS/ CONCRETE PADS SHALL BE CURED IN ACCORDANCE WITH THE METHODS SPECIFIED FOR FOOTINGS IN ARTICLE 1020.13 OF THE STANDARD SPECIFICATIONS EXCEPT THAT MEMBRANE CURING WILL NOT BE PERMITTED FOR THE LUGS.
5. SEE STANDARD 420001 FOR DETAILS OF SAWED LONGITUDINAL JOINTS AND TIE BARS NOT SHOWN.
6. ALL REINFORCEMENT SHALL BE EPOXY COATED.
7. JOINT MAY BE TOOLED OR SAWCUT.
8. SAWED JOINTS SHALL BE CUT WITHIN 12 HOURS AFTER PLACING THE CONCRETE.
9. SAWED JOINTS IN THE PAVEMENT SHALL BE SEALED IMMEDIATELY AFTER SAW CUTTING WITH A HOT POURED PLASTIC MATERIAL MEETING THE REQUIREMENTS OF ARTICLE 1050.02 OF THE STANDARD SPECIFICATIONS.
10. THE COST OF PROVIDING LONGITUDINAL CONSTRUCTION JOINTS, AS SHOWN, SHALL BE INCLUDED IN THE COST OF CRC PAVEMENT.
11. SEE STANDARD 421001 FOR DETAILS OF PAVEMENT REINFORCEMENT.
12. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.
13. "CRC REINFORCEMENT CHART ON STANDARD 421001 SHALL BE MODIFIED AS FOLLOWS:

PAVEMENT WIDTH	A	B	C	D
3.6M	26 SPACES (27 BARS) AT 132mm	90mm	75mm	660mm
4.2M	31 SPACES (32 BARS) AT 130mm	90mm	75mm	660mm
4.9M	35 SPACES (36 BARS) AT 135mm	95mm	85mm	660mm

THE REINFORCEMENT SHALL BE 115mm FROM THE TOP OF PAVEMENT.



PLAN OF LUG SYSTEM COMPLETE 15.0 METER

AS SHOWN AT STATION 5+943.3± I-80 WESTBOUND

MATERIALS REQUIRED FOR EACH LUG SYSTEM COMPLETE 15.0 METER
(EXCLUDING PAVEMENT CONCRETE AND PAVEMENT REINFORCEMENT)

Bar	No.	Size	Length	Shape
a(E)	282	No. 25	4.47 m	
b(E)	18	No. 16	15.50 m	
c(E)	282	No. 16	6.10 m	
d(E)	14	No. 13	14.85 m	

CONCRETE	32.4 m ³
REINFORCING BARS	8,320 kg
CONCRETE PAD	216.0 m ²
IMPROVED SUBGRADE	234.0 m ²

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REVISIONS	
NAME	DATE

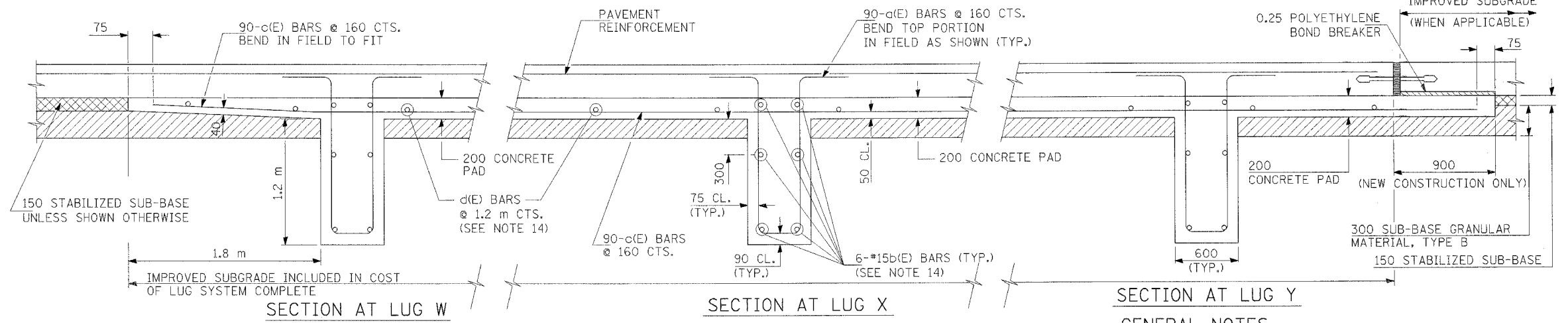
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY

ROADWAY DETAILS
CRC PAVEMENT W/LUG SYSTEM
 (SHEET 2 OF 9)

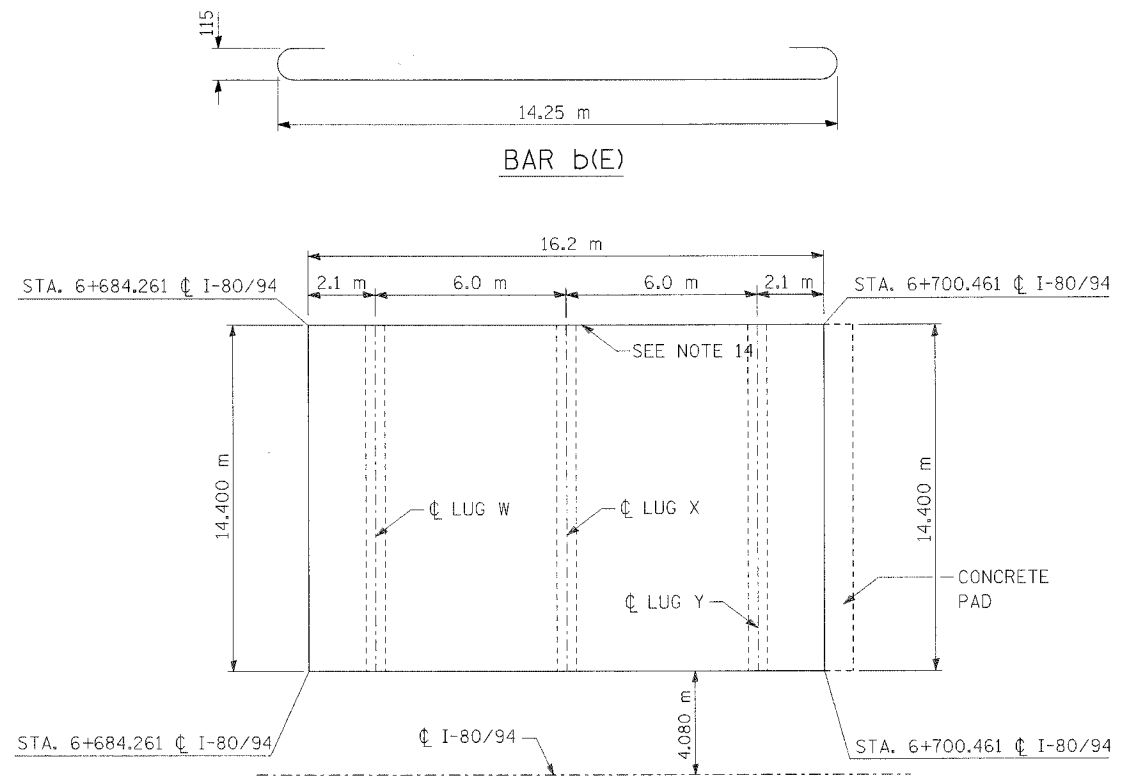
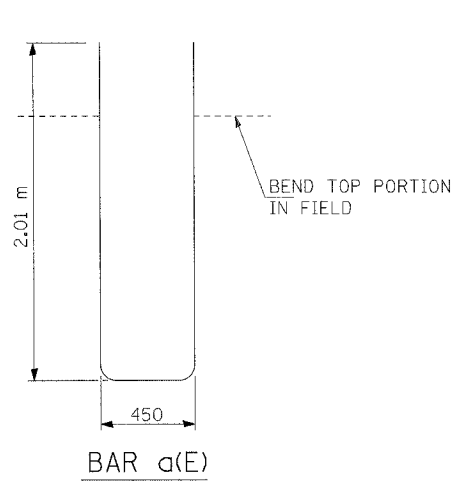
SCALE: DATE: 9/13/05
 DRAWN BY: JFS
 CHECKED BY: GJF

TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	88
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (2425 & 2626) R-2		CONTRACT NO. 62111		



- GENERAL NOTES:**
- DETAILS SHOWN IN SECTION B-B SHALL APPLY AT THE END OF THE CONSTRUCTION SECTION. THE 250mm REINFORCED CONCRETE PAD, HEADER BOARD, WOOD BLOCKING AND THE 1.5m OF EXTENDED PAVEMENT REINFORCEMENT SHALL BE INCLUDED IN THE UNIT PRICE BID EACH FOR THE "TRANSVERSE TERMINAL JOINT COMPLETE" OF THE PAVEMENT WIDTH AS SHOWN ON THE PLANS.
 - EXPANSION JOINTS AND EXTRA REINFORCEMENT IN THE PAVEMENT OVER CONCRETE PADS AND AT TRANSVERSE CONSTRUCTION JOINTS SHALL BE INCLUDED IN THE PRICE BID FOR "C.R.P.C.C. PAVEMENT".
 - WHEN THE CONTRACTOR PLACES THE REINFORCEMENT USING A METHOD WHICH REQUIRES THE TIE BARS FOR THE LONGITUDINAL JOINT TO BE PLACED ABOVE THE LONGITUDINAL REINFORCEMENT BARS, THE FIRST THREE LONGITUDINAL BARS ON EITHER SIDE OF THE JOINT SHALL BE PLACED SUCH THAT THE TIE BARS WILL BE AT THE NEUTRAL AXIS.
 - CONCRETE FOR THE LUGS SHALL BE EITHER CLASS SI OR PORTLAND CEMENT PAVEMENT. IT SHALL BE PLACED IN TRENCH TO THE NEAT LINES AS SHOWN. FORMS WILL NOT BE PERMITTED. THE CONCRETE IN THE LUGS' CONCRETE PADS SHALL BE CURED IN ACCORDANCE WITH THE METHODS SPECIFIED FOR FOOTINGS IN ARTICLE 1020.13 OF THE STANDARD SPECIFICATIONS EXCEPT THAT MEMBRANE CURING WILL NOT BE PERMITTED FOR THE LUGS.
 - SEE STANDARD 420001 FOR DETAILS OF SAWED LONGITUDINAL JOINTS AND TIE BARS NOT SHOWN.
 - ALL REINFORCEMENT SHALL BE EPOXY COATED.
 - JOINT MAY BE TOOLED OR SAWCUT.
 - SAWED JOINTS SHALL BE CUT WITHIN 12 HOURS AFTER PLACING THE CONCRETE.
 - SAWED JOINTS IN THE PAVEMENT SHALL BE SEALED IMMEDIATELY AFTER SAW CUTTING WITH A HOT POURED PLASTIC MATERIAL MEETING THE REQUIREMENTS OF ARTICLE 1050.02 OF THE STANDARD SPECIFICATIONS.
 - THE COST OF PROVIDING LONGITUDINAL CONSTRUCTION JOINTS, AS SHOWN, SHALL BE INCLUDED IN THE COST OF CRC PAVEMENT.
 - SEE STANDARD 421001 FOR DETAILS OF PAVEMENT REINFORCEMENT.
 - ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.
 - "CRC REINFORCEMENT CHART ON STANDARD 421001 SHALL BE MODIFIED AS FOLLOWS:



MATERIALS REQUIRED FOR EACH LUG SYSTEM COMPLETE 14.4 METER (EXCLUDING PAVEMENT CONCRETE AND PAVEMENT REINFORCEMENT)

Bar	No.	Size	Length	Shape
a(E)	270	No. 25	4.47 m	
b(E)	18	No. 16	14.58 m	
c(E)	270	No. 16	6.10 m	
d(E)	14	No. 13	14.25 m	
TIE	33	No. 15	0.90 m	

CONCRETE	31.1 m ³
REINFORCING BARS	8,010 kg
CONCRETE PAD	207.4 m ²
IMPROVED SUBGRADE	224.7 m ²

PLAN OF LUG SYSTEM COMPLETE 14.4 METER

AS SHOWN AT STATION 6+684.3± I-80 WESTBOUND

- GENERAL NOTES (CONTINUED):**
- BARS "b(E)" AND "d(E)" SHALL BE TIED TO 900MM LONG NO.15 TIE BARS DRILLED AND GROUTED INTO LUG SYSTEM CONSTRUCTED BY OTHERS IN CONTRACT 62110.

PAVEMENT WIDTH	A	B	C	D
3.6M	26 SPACES (27 BARS) AT 132mm	90mm	75mm	660mm
4.2M	31 SPACES (32 BARS) AT 130mm	90mm	75mm	660mm
4.9M	35 SPACES (36 BARS) AT 135mm	95mm	85mm	660mm

THE REINFORCEMENT SHALL BE 115mm FROM THE TOP OF PAVEMENT

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY

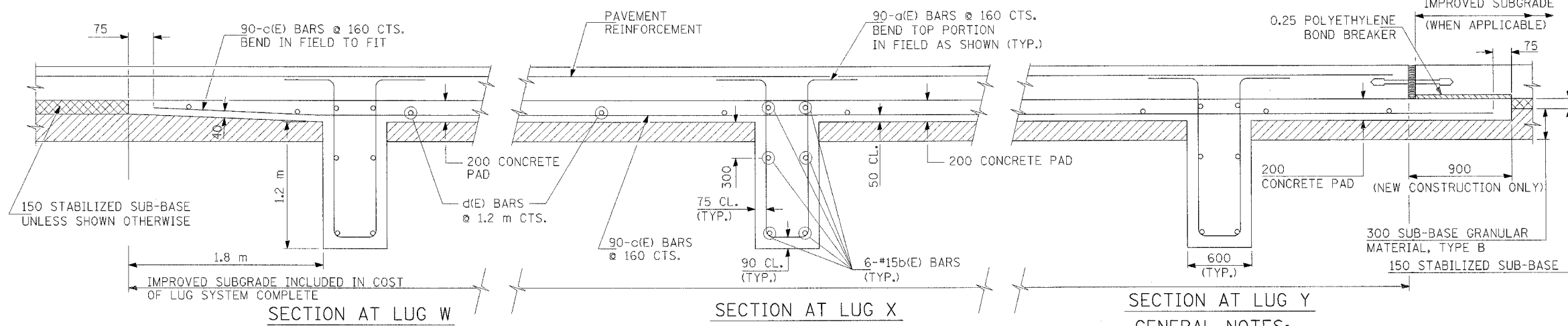
**ROADWAY DETAILS
 CRC PAVEMENT W/LUG SYSTEM
 (SHEET 3 OF 9)**

SCALE: DATE: 9/13/05
 DRAWN BY: JFS
 CHECKED BY: GJF

TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

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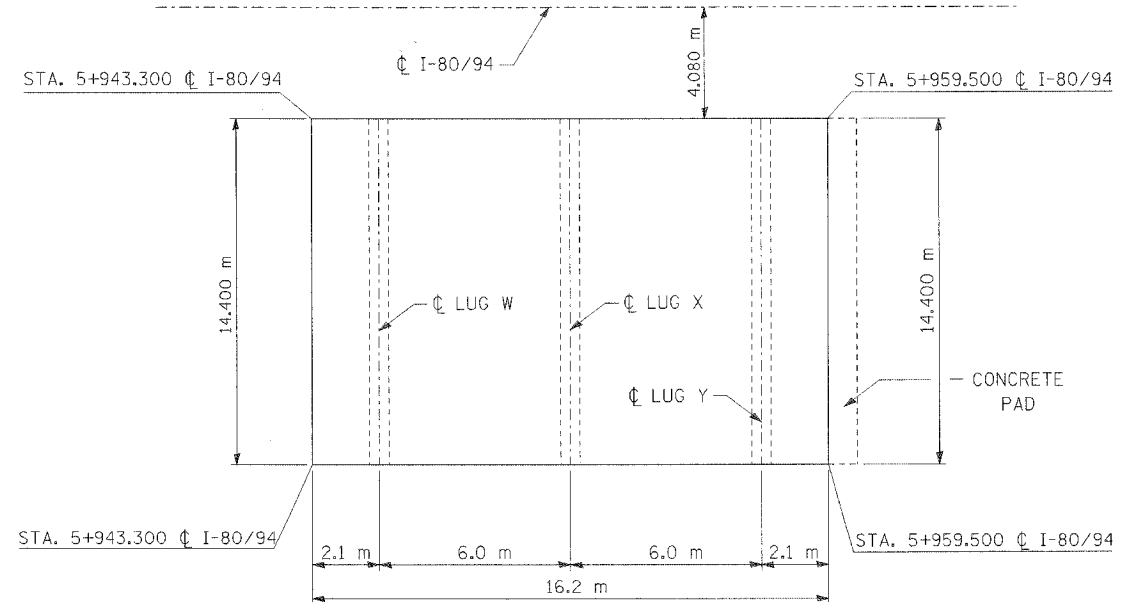
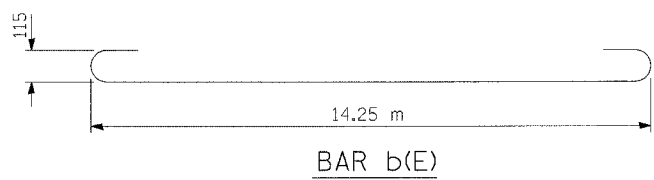
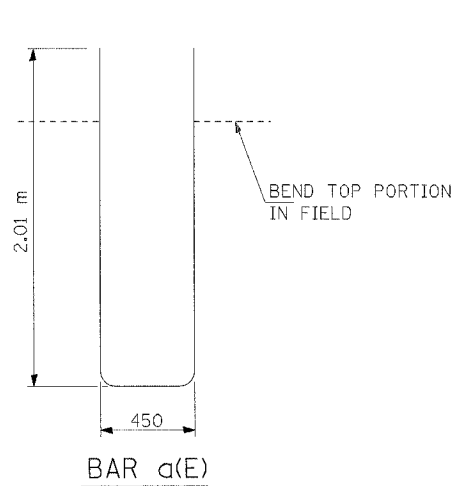
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	89
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
(2425 & 2626) R-2	CONTRACT NO. 62111			



- GENERAL NOTES:**
- DETAILS SHOWN IN SECTION B-B SHALL APPLY AT THE END OF THE CONSTRUCTION SECTION. THE 250mm REINFORCED CONCRETE PAD, HEADER BOARD, WOOD BLOCKING AND THE 1.5m OF EXTENDED PAVEMENT REINFORCEMENT SHALL BE INCLUDED IN THE UNIT PRICE BID EACH FOR THE "TRANSVERSE TERMINAL JOINT COMPLETE" OF THE PAVEMENT WIDTH AS SHOWN ON THE PLANS.
 - EXPANSION JOINTS AND EXTRA REINFORCEMENT IN THE PAVEMENT OVER CONCRETE PADS AND AT TRANSVERSE CONSTRUCTION JOINTS SHALL BE INCLUDED IN THE PRICE BID FOR "C.R.P.C.C. PAVEMENT".
 - WHEN THE CONTRACTOR PLACES THE REINFORCEMENT USING A METHOD WHICH REQUIRES THE TIE BARS FOR THE LONGITUDINAL JOINT TO BE PLACED ABOVE THE LONGITUDINAL REINFORCEMENT BARS, THE FIRST THREE LONGITUDINAL BARS ON EITHER SIDE OF THE JOINT SHALL BE PLACED SUCH THAT THE TIE BARS WILL BE AT THE NEUTRAL AXIS.
 - CONCRETE FOR THE LUGS SHALL BE EITHER CLASS SI OR PORTLAND CEMENT PAVEMENT. IT SHALL BE PLACED IN TRENCH TO THE NEAT LINES AS SHOWN. FORMS WILL NOT BE PERMITTED. THE CONCRETE IN THE LUGS' CONCRETE PADS SHALL BE CURED IN ACCORDANCE WITH THE METHODS SPECIFIED FOR FOOTINGS IN ARTICLE 1020.13 OF THE STANDARD SPECIFICATIONS EXCEPT THAT MEMBRANE CURING WILL NOT BE PERMITTED FOR THE LUGS.
 - SEE STANDARD 420001 FOR DETAILS OF SAWED LONGITUDINAL JOINTS AND TIE BARS NOT SHOWN.
 - ALL REINFORCEMENT SHALL BE EPOXY COATED.
 - JOINT MAY BE TOOLED OR SAWCUT.
 - SAWED JOINTS SHALL BE CUT WITHIN 12 HOURS AFTER PLACING THE CONCRETE.
 - SAWED JOINTS IN THE PAVEMENT SHALL BE SEALED IMMEDIATELY AFTER SAW CUTTING WITH A HOT POURED PLASTIC MATERIAL MEETING THE REQUIREMENTS OF ARTICLE 1050.02 OF THE STANDARD SPECIFICATIONS.
 - THE COST OF PROVIDING LONGITUDINAL CONSTRUCTION JOINTS, AS SHOWN, SHALL BE INCLUDED IN THE COST OF CRC PAVEMENT.
 - SEE STANDARD 421001 FOR DETAILS OF PAVEMENT REINFORCEMENT.
 - ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.
 - "CRC REINFORCEMENT CHART ON STANDARD 421001 SHALL BE MODIFIED AS FOLLOWS:

PAVEMENT WIDTH	A	B	C	D
3.6M	26 SPACES (27 BARS) AT 132mm	90mm	75mm	660mm
4.2M	31 SPACES (32 BARS) AT 130mm	90mm	75mm	660mm
4.9M	35 SPACES (36 BARS) AT 135mm	95mm	85mm	660mm

THE REINFORCEMENT SHALL BE 115mm FROM THE TOP OF PAVEMENT



PLAN OF LUG SYSTEM COMPLETE 14.4 METER

AS SHOWN AT STATION 5+943.3± I-80 EASTBOUND

MATERIALS REQUIRED FOR EACH LUG SYSTEM COMPLETE 14.4 METER
(EXCLUDING PAVEMENT CONCRETE AND PAVEMENT REINFORCEMENT)

Bar	No.	Size	Length	Shape
a(E)	270	No. 25	4.47 m	
b(E)	18	No. 16	14.90 m	
c(E)	270	No. 16	6.10 m	
d(E)	14	No. 13	14.25 m	

CONCRETE	31.1 m ³
REINFORCING BARS	7,970 kg
CONCRETE PAD	207.4 m ²
IMPROVED SUBGRADE	224.7 m ²

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REVISIONS	
NAME	DATE

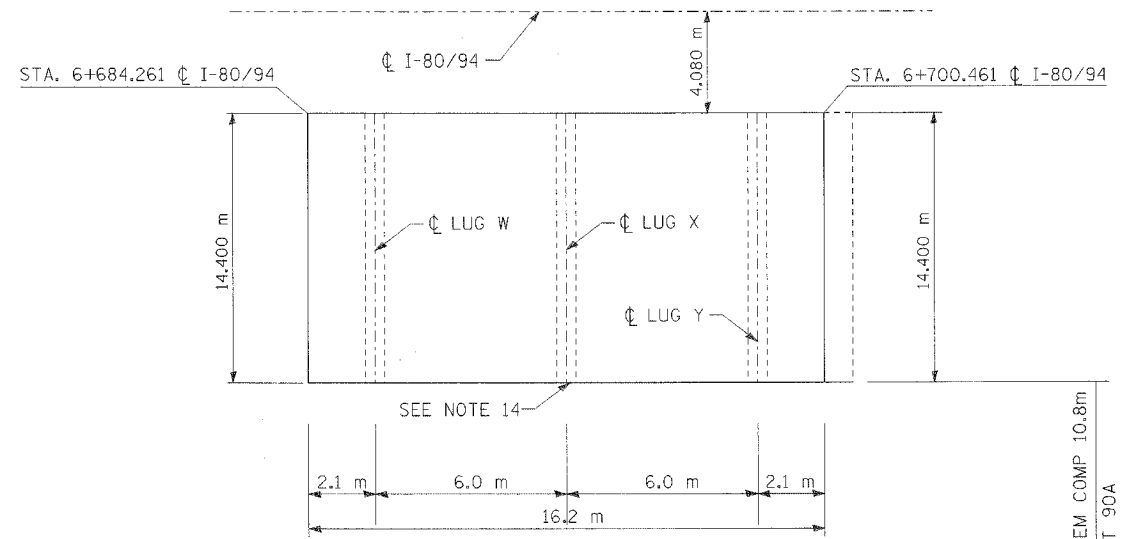
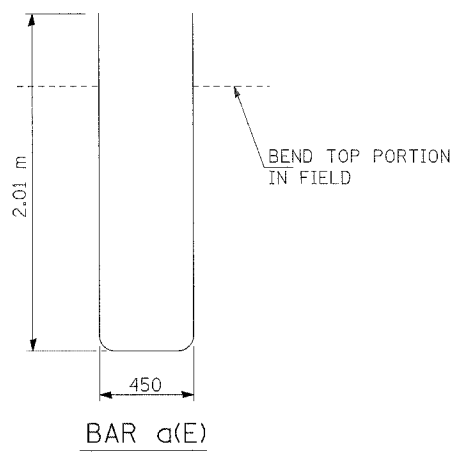
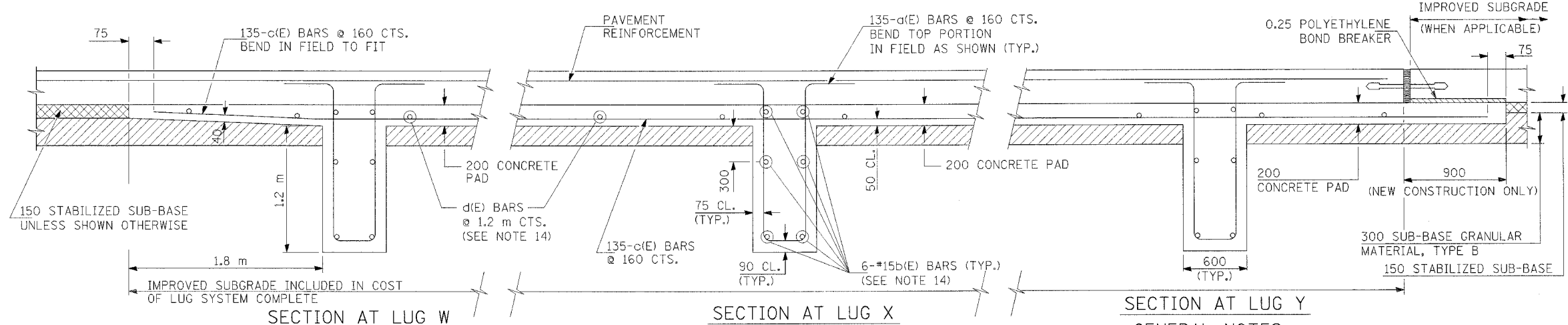
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY

**ROADWAY DETAILS
 CRC PAVEMENT W/LUG SYSTEM
 (SHEET 4 OF 9)**

SCALE: DATE: 9/13/05
 DRAWN BY: JFS
 CHECKED BY: GJF

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 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	90
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• (2425 & 2626) R-2		CONTRACT NO. 62111		



MATERIALS REQUIRED FOR EACH LUG SYSTEM COMPLETE 14.4 METER
(EXCLUDING PAVEMENT CONCRETE AND PAVEMENT REINFORCEMENT)

Bar	No.	Size	Length	Shape
a(E)	270	No. 25	4.47 m	
b(E)	18	No. 16	14.58 m	
c(E)	270	No. 16	6.10 m	
d(E)	14	No. 13	14.25 m	

CONCRETE	31.1 m ³
REINFORCING BARS (SEE NOTE 14)	7,960 kg
CONCRETE PAD	207.4 m ²
IMPROVED SUBGRADE	224.7 m ²

- GENERAL NOTES:**
- DETAILS SHOWN IN SECTION B-B SHALL APPLY AT THE END OF THE CONSTRUCTION SECTION. THE 250mm REINFORCED CONCRETE PAD, HEADER BOARD, WOOD BLOCKING AND THE 1.5m OF EXTENDED PAVEMENT REINFORCEMENT SHALL BE INCLUDED IN THE UNIT PRICE BID EACH FOR THE "TRANSVERSE TERMINAL JOINT COMPLETE" OF THE PAVEMENT WIDTH AS SHOWN ON THE PLANS.
 - EXPANSION JOINTS AND EXTRA REINFORCEMENT IN THE PAVEMENT OVER CONCRETE PADS AND AT TRANSVERSE CONSTRUCTION JOINTS SHALL BE INCLUDED IN THE PRICE BID FOR "C.R.P.C.C. PAVEMENT".
 - WHEN THE CONTRACTOR PLACES THE REINFORCEMENT USING A METHOD WHICH REQUIRES THE TIE BARS FOR THE LONGITUDINAL JOINT TO BE PLACED ABOVE THE LONGITUDINAL REINFORCEMENT BARS, THE FIRST THREE LONGITUDINAL BARS ON EITHER SIDE OF THE JOINT SHALL BE PLACED SUCH THAT THE TIE BARS WILL BE AT THE NEUTRAL AXIS.
 - CONCRETE FOR THE LUGS SHALL BE EITHER CLASS SI OR PORTLAND CEMENT PAVEMENT, IT SHALL BE PLACED IN TRENCH TO THE NEAT LINES AS SHOWN. FORMS WILL NOT BE PERMITTED. THE CONCRETE IN THE LUGS' CONCRETE PADS SHALL BE CURED IN ACCORDANCE WITH THE METHODS SPECIFIED FOR FOOTINGS IN ARTICLE 1020.13 OF THE STANDARD SPECIFICATIONS EXCEPT THAT MEMBRANE CURING WILL NOT BE PERMITTED FOR THE LUGS.
 - SEE STANDARD 420001 FOR DETAILS OF SAWED LONGITUDINAL JOINTS AND TIE BARS NOT SHOWN.
 - ALL REINFORCEMENT SHALL BE EPOXY COATED.
 - JOINT MAY BE TOOLED OR SAWCUT.
 - SAWED JOINTS SHALL BE CUT WITHIN 12 HOURS AFTER PLACING THE CONCRETE.
 - SAWED JOINTS IN THE PAVEMENT SHALL BE SEALED IMMEDIATELY AFTER SAW CUTTING WITH A HOT POURED PLASTIC MATERIAL MEETING THE REQUIREMENTS OF ARTICLE 1050.02 OF THE STANDARD SPECIFICATIONS.
 - THE COST OF PROVIDING LONGITUDINAL CONSTRUCTION JOINTS, AS SHOWN, SHALL BE INCLUDED IN THE COST OF CRC PAVEMENT.
 - SEE STANDARD 421001 FOR DETAILS OF PAVEMENT REINFORCEMENT.
 - ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.
 - "CRC REINFORCEMENT CHART ON STANDARD 421001 SHALL BE MODIFIED AS FOLLOWS:

PAVEMENT WIDTH	A	B	C	D
3.6M	26 SPACES (27 BARS) AT 132mm	90mm	75mm	660mm
4.2M	31 SPACES (32 BARS) AT 130mm	90mm	75mm	660mm
4.9M	35 SPACES (36 BARS) AT 135mm	95mm	85mm	660mm

THE REINFORCEMENT SHALL BE 115mm FROM THE TOP OF PAVEMENT

- GENERAL NOTES (CONTINUED):**
- TRANSVERSE BARS "b(E)" AND "d(E)" SHALL BE TIED TO EXISTING TRANSVERSE BARS CONSTRUCTED IN STAGE I AS A PART OF LUG SYSTEM COMPLETE 10.8 (SEE SHEET 90A)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
COOK COUNTY

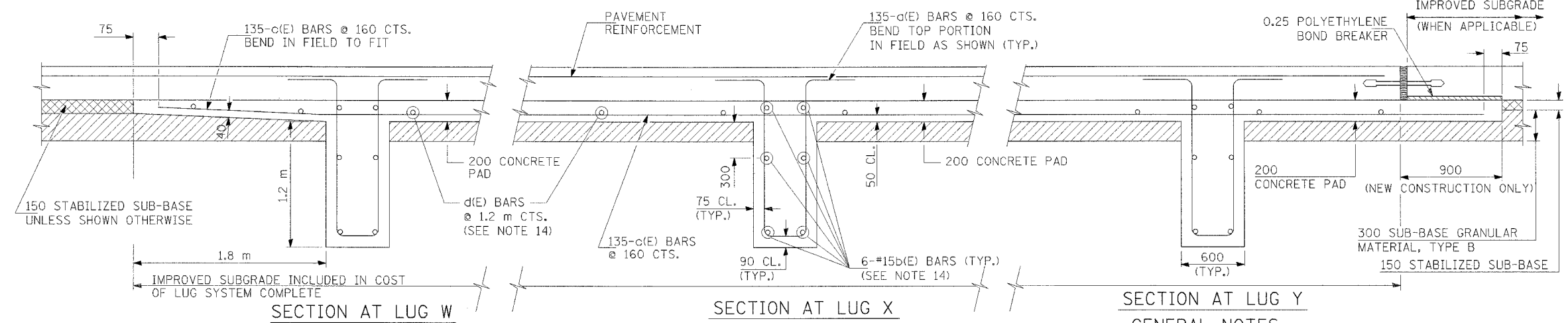
**ROADWAY DETAILS
CRC PAVEMENT W/LUG SYSTEM
(SHEET 5 OF 9)**

SCALE: DATE: 9/13/05
DRAWN BY: JFS
CHECKED BY: GJF

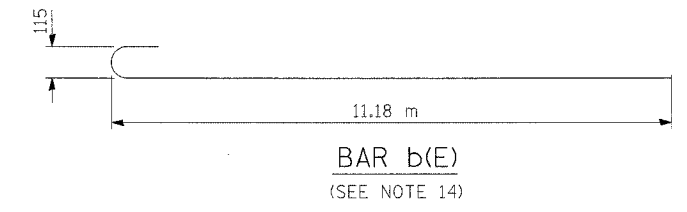
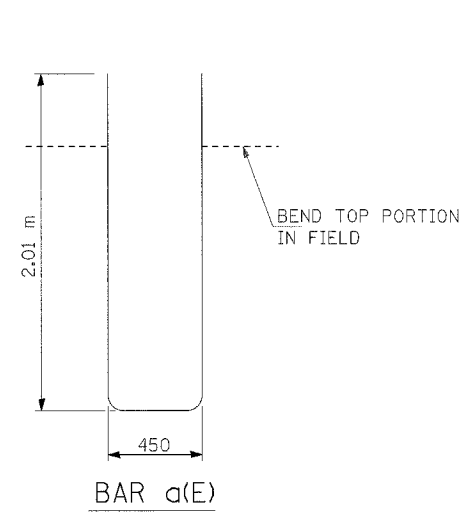
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TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94		COOK	631	90A
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (2425 & 2626) R-2		CONTRACT NO. 62111		



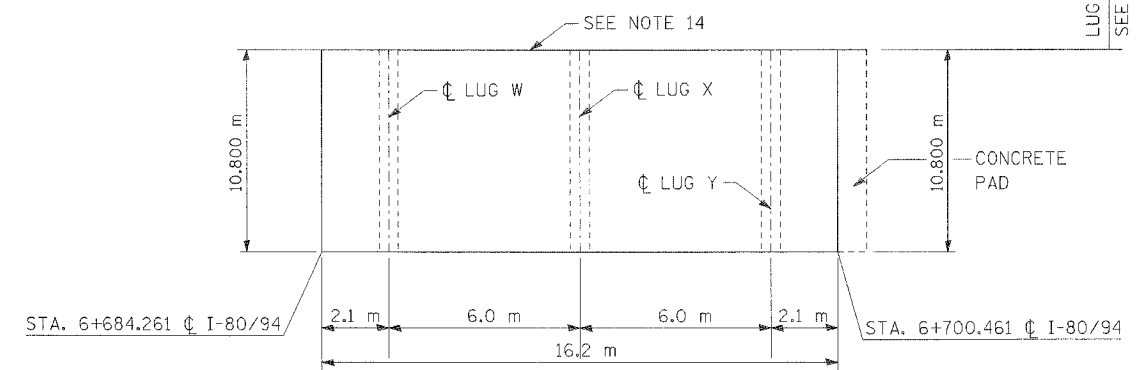
- GENERAL NOTES:**
1. DETAILS SHOWN IN SECTION B-B SHALL APPLY AT THE END OF THE CONSTRUCTION SECTION. THE 250mm REINFORCED CONCRETE PAD, HEADER BOARD, WOOD BLOCKING AND THE 1.5m OF EXTENDED PAVEMENT REINFORCEMENT SHALL BE INCLUDED IN THE UNIT PRICE BID EACH FOR THE "TRANSVERSE TERMINAL JOINT COMPLETE" OF THE PAVEMENT WIDTH AS SHOWN ON THE PLANS.
 2. EXPANSION JOINTS AND EXTRA REINFORCEMENT IN THE PAVEMENT OVER CONCRETE PADS AND AT TRANSVERSE CONSTRUCTION JOINTS SHALL BE INCLUDED IN THE PRICE BID FOR "C.R.P.C.C. PAVEMENT".
 3. WHEN THE CONTRACTOR PLACES THE REINFORCEMENT USING A METHOD WHICH REQUIRES THE TIE BARS FOR THE LONGITUDINAL JOINT TO BE PLACED ABOVE THE LONGITUDINAL REINFORCEMENT BARS, THE FIRST THREE LONGITUDINAL BARS ON EITHER SIDE OF THE JOINT SHALL BE PLACED SUCH THAT THE TIE BARS WILL BE AT THE NEUTRAL AXIS.
 4. CONCRETE FOR THE LUGS SHALL BE EITHER CLASS SI OR PORTLAND CEMENT PAVEMENT, IT SHALL BE PLACED IN TRENCH TO THE NEAT LINES AS SHOWN. FORMS WILL NOT BE PERMITTED, THE CONCRETE IN THE LUGS' CONCRETE PADS SHALL BE CURED IN ACCORDANCE WITH THE METHODS SPECIFIED FOR FOOTINGS IN ARTICLE 1020.13 OF THE STANDARD SPECIFICATIONS EXCEPT THAT MEMBRANE CURING WILL NOT BE PERMITTED FOR THE LUGS.
 5. SEE STANDARD 420001 FOR DETAILS OF SAWED LONGITUDINAL JOINTS AND TIE BARS NOT SHOWN.
 6. ALL REINFORCEMENT SHALL BE EPOXY COATED.
 7. JOINT MAY BE TOOLED OR SAWCUT.
 8. SAWED JOINTS SHALL BE CUT WITHIN 12 HOURS AFTER PLACING THE CONCRETE.
 9. SAWED JOINTS IN THE PAVEMENT SHALL BE SEALED IMMEDIATELY AFTER SAW CUTTING WITH A HOT POURED PLASTIC MATERIAL MEETING THE REQUIREMENTS OF ARTICLE 1050.02 OF THE STANDARD SPECIFICATIONS.



MATERIALS REQUIRED FOR EACH LUG SYSTEM COMPLETE 10.8 METER (EXCLUDING PAVEMENT CONCRETE AND PAVEMENT REINFORCEMENT)

Bar	No.	Size	Length	Shape
a(E)	198	No. 25	4.25 m	
b(E)	18	No. 16	11.50 m	
c(E)	198	No. 16	6.10 m	
d(E)	14	No. 13	11.25 m	

CONCRETE	23.3 m ³
REINFORCING BARS (SEE NOTE 14)	5,880 kg
CONCRETE PAD	155.5 m ²
IMPROVED SUBGRADE	168.5 m ²



PLAN OF LUG SYSTEM COMPLETE 10.8 METER
AS SHOWN AT STATION 6+684.3± I-80 EASTBOUND

- GENERAL NOTES (CONTINUED):**
14. TRANSVERSE BARS "b(E)" AND "d(E)" SHALL OVERLAP THE NORTH EDGE OF THE LUG. TRANSVERSE BARS IN LUG SYSTEM COMPLETE 14.4 SHALL BE TIED TO THE OVERLAPPING BARS (SEE SHEET 90).

10. THE COST OF PROVIDING LONGITUDINAL CONSTRUCTION JOINTS, AS SHOWN, SHALL BE INCLUDED IN THE COST OF CRC PAVEMENT.
11. SEE STANDARD 421001 FOR DETAILS OF PAVEMENT REINFORCEMENT.
12. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.
13. "CRC REINFORCEMENT CHART ON STANDARD 421001 SHALL BE MODIFIED AS FOLLOWS:

PAVEMENT WIDTH	A	B	C	D
3.6M	26 SPACES (27 BARS) AT 132mm	90mm	75mm	660mm
4.2M	31 SPACES (32 BARS) AT 130mm	90mm	75mm	660mm
4.9M	35 SPACES (36 BARS) AT 135mm	95mm	85mm	660mm

THE REINFORCEMENT SHALL BE 115mm FROM THE TOP OF PAVEMENT

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
COOK COUNTY

**ROADWAY DETAILS
CRC PAVEMENT W/LUG SYSTEM
(SHEET 6 OF 9)**

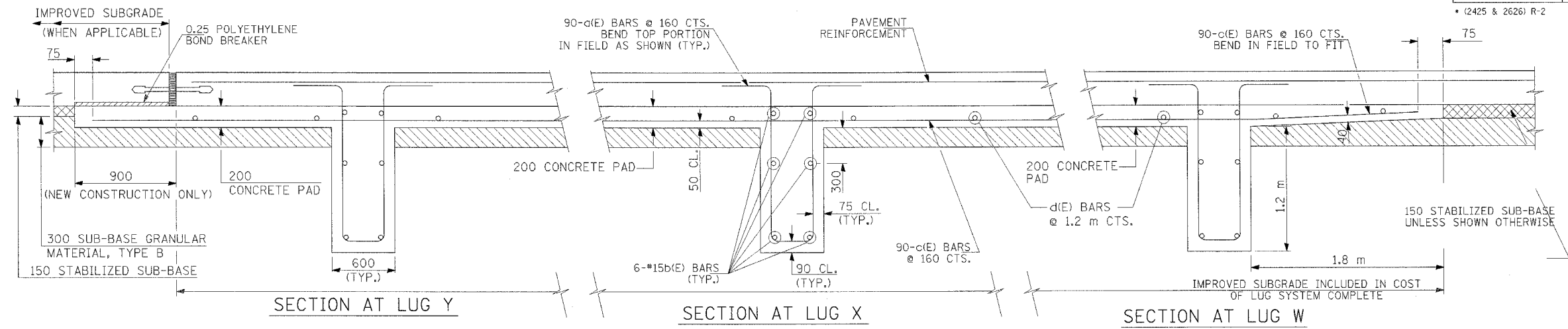
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CHICAGO, ILLINOIS

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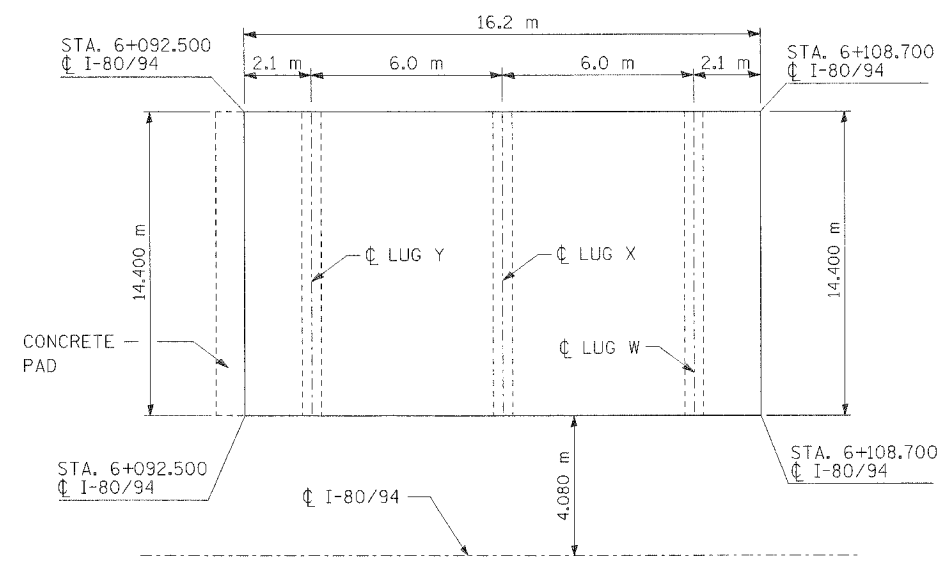
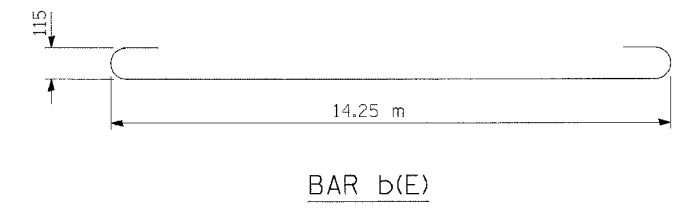
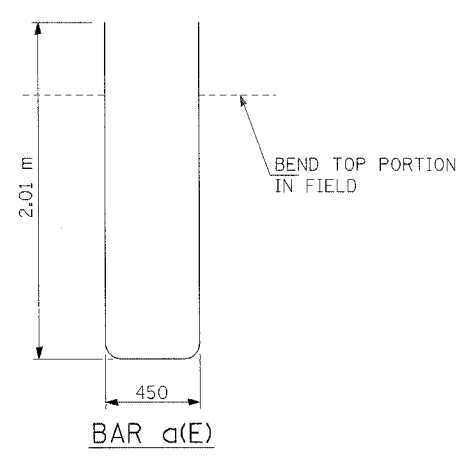
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	91
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (2425 & 2626) R-2		CONTRACT NO. 62111		



- GENERAL NOTES:**
- DETAILS SHOWN IN SECTION B-B SHALL APPLY AT THE END OF THE CONSTRUCTION SECTION. THE 250mm REINFORCED CONCRETE PAD, HEADER BOARD, WOOD BLOCKING AND THE 1.5m OF EXTENDED PAVEMENT REINFORCEMENT SHALL BE INCLUDED IN THE UNIT PRICE BID EACH FOR THE "TRANSVERSE TERMINAL JOINT COMPLETE" OF THE PAVEMENT WIDTH AS SHOWN ON THE PLANS.
 - EXPANSION JOINTS AND EXTRA REINFORCEMENT IN THE PAVEMENT OVER CONCRETE PADS AND AT TRANSVERSE CONSTRUCTION JOINTS SHALL BE INCLUDED IN THE PRICE BID FOR "C.R.P.C.C. PAVEMENT".
 - WHEN THE CONTRACTOR PLACES THE REINFORCEMENT USING A METHOD WHICH REQUIRES THE TIE BARS FOR THE LONGITUDINAL JOINT TO BE PLACED ABOVE THE LONGITUDINAL REINFORCEMENT BARS, THE FIRST THREE LONGITUDINAL BARS ON EITHER SIDE OF THE JOINT SHALL BE PLACED SUCH THAT THE TIE BARS WILL BE AT THE NEUTRAL AXIS.
 - CONCRETE FOR THE LUGS SHALL BE EITHER CLASS S1 OR PORTLAND CEMENT PAVEMENT, IT SHALL BE PLACED IN TRENCH TO THE NEAT LINES AS SHOWN. FORMS WILL NOT BE PERMITTED. THE CONCRETE IN THE LUGS' CONCRETE PADS SHALL BE CURED IN ACCORDANCE WITH THE METHODS SPECIFIED FOR FOOTINGS IN ARTICLE 1020.13 OF THE STANDARD SPECIFICATIONS EXCEPT THAT MEMBRANE CURING WILL NOT BE PERMITTED FOR THE LUGS.
 - SEE STANDARD 420001 FOR DETAILS OF SAWED LONGITUDINAL JOINTS AND TIE BARS NOT SHOWN.
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 - SEE STANDARD 421001 FOR DETAILS OF PAVEMENT REINFORCEMENT.
 - ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.
 - "CRC REINFORCEMENT CHART ON STANDARD 421001 SHALL BE MODIFIED AS FOLLOWS:

PAVEMENT WIDTH	A	B	C	D
3.6M	26 SPACES (27 BARS) AT 132mm	90mm	75mm	660mm
4.2M	31 SPACES (32 BARS) AT 130mm	90mm	75mm	660mm
4.9M	35 SPACES (36 BARS) AT 135mm	95mm	85mm	660mm

THE REINFORCEMENT SHALL BE 115mm FROM THE TOP OF PAVEMENT



MATERIALS REQUIRED FOR EACH LUG SYSTEM COMPLETE 14.4 METER (EXCLUDING PAVEMENT CONCRETE AND PAVEMENT REINFORCEMENT)

Bar	No.	Size	Length	Shape
a(E)	270	No. 25	4.47 m	⌊
b(E)	18	No. 16	14.90 m	⌊
c(E)	270	No. 16	6.10 m	⌊
d(E)	14	No. 13	14.25 m	⌊

CONCRETE	31.1 m ³
REINFORCING BARS	7,970 kg
CONCRETE PAD	207.4 m ²
IMPROVED SUBGRADE	224.7 m ²

PLAN OF LUG SYSTEM COMPLETE 14.4 METER
AS SHOWN AT STATION 6+092.5± I-80 WESTBOUND

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
COOK COUNTY

**ROADWAY DETAILS
CRC PAVEMENT W/LUG SYSTEM
(SHEET 7 OF 9)**

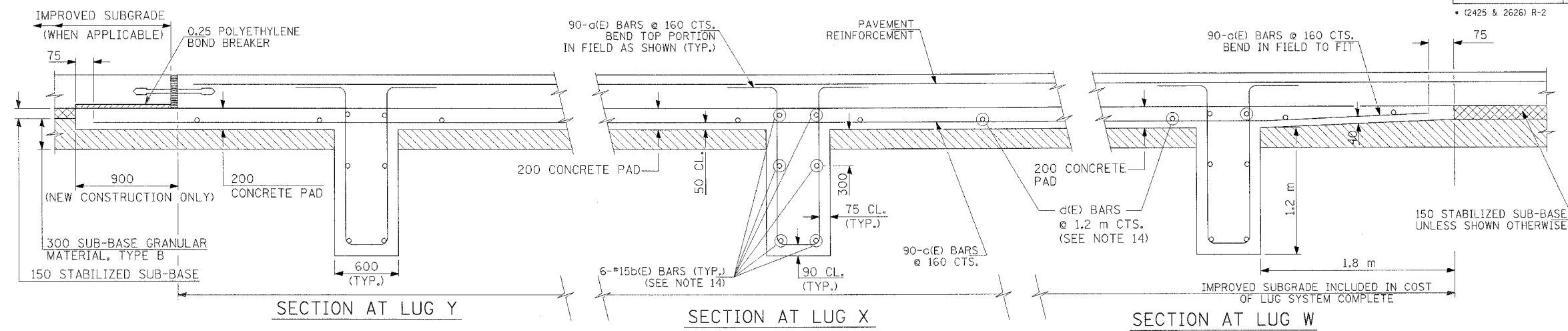
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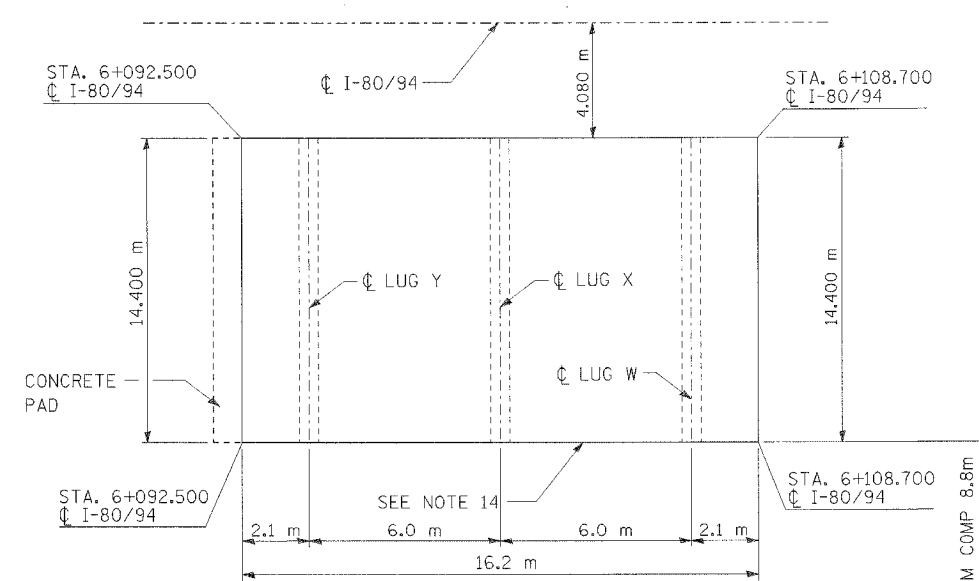
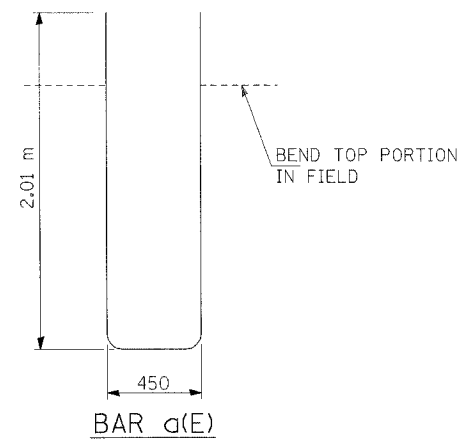
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TENGG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	•	COOK	631	92
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (2425 & 2626) R-2	CONTRACT NO. 62111			



- GENERAL NOTES:**
- DETAILS SHOWN IN SECTION B-B SHALL APPLY AT THE END OF THE CONSTRUCTION SECTION. THE 250mm REINFORCED CONCRETE PAD, HEADER BOARD, WOOD BLOCKING AND THE 1.5m OF EXTENDED PAVEMENT REINFORCEMENT SHALL BE INCLUDED IN THE UNIT PRICE BID EACH FOR THE "TRANSVERSE TERMINAL JOINT COMPLETE" OF THE PAVEMENT WIDTH AS SHOWN ON THE PLANS.
 - EXPANSION JOINTS AND EXTRA REINFORCEMENT IN THE PAVEMENT OVER CONCRETE PADS AND AT TRANSVERSE CONSTRUCTION JOINTS SHALL BE INCLUDED IN THE PRICE BID FOR "C.R.P.C.C. PAVEMENT".
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 - CONCRETE FOR THE LUGS SHALL BE EITHER CLASS SI OR PORTLAND CEMENT PAVEMENT, IT SHALL BE PLACED IN TRENCH TO THE NEAT LINES AS SHOWN. FORMS WILL NOT BE PERMITTED. THE CONCRETE IN THE LUGS' CONCRETE PADS SHALL BE CURED IN ACCORDANCE WITH THE METHODS SPECIFIED FOR FOOTINGS IN ARTICLE 1020.13 OF THE STANDARD SPECIFICATIONS EXCEPT THAT MEMBRANE CURING WILL NOT BE PERMITTED FOR THE LUGS.
 - SEE STANDARD 420001 FOR DETAILS OF SAWED LONGITUDINAL JOINTS AND TIE BARS NOT SHOWN.
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 - ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.
 - "CRC REINFORCEMENT CHART ON STANDARD 421001 SHALL BE MODIFIED AS FOLLOWS:



MATERIALS REQUIRED FOR EACH LUG SYSTEM COMPLETE 14.4 METER (EXCLUDING PAVEMENT CONCRETE AND PAVEMENT REINFORCEMENT)

Bar	No.	Size	Length	Shape
a(E)	270	No. 25	4.47 m	U
b(E)	18	No. 16	14.58 m	—
c(E)	270	No. 16	6.10 m	—
d(E)	15	No. 13	14.25 m	—

CONCRETE	33.1 m ³
REINFORCING BARS (SEE NOTE 14)	7,960 kg
CONCRETE PAD	207.4 m ²
IMPROVED SUBGRADE	224.7 m ²

PAVEMENT WIDTH	A	B	C	D
3.6M	26 SPACES (27 BARS) AT 132mm	90mm	75mm	660mm
4.2M	31 SPACES (32 BARS) AT 130mm	90mm	75mm	660mm
4.9M	35 SPACES (36 BARS) AT 135mm	95mm	85mm	660mm

THE REINFORCEMENT SHALL BE 115mm FROM THE TOP OF PAVEMENT

- GENERAL NOTES (CONTINUED):**
- TRANSVERSE BARS "b(E)" AND "d(E)" SHALL BE TIED TO EXISTING TRANSVERSE BARS CONSTRUCTED IN STAGE I AS A PART OF LUG SYSTEM COMPLETE 8.8 (SEE SHEET 92A)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 COOK COUNTY

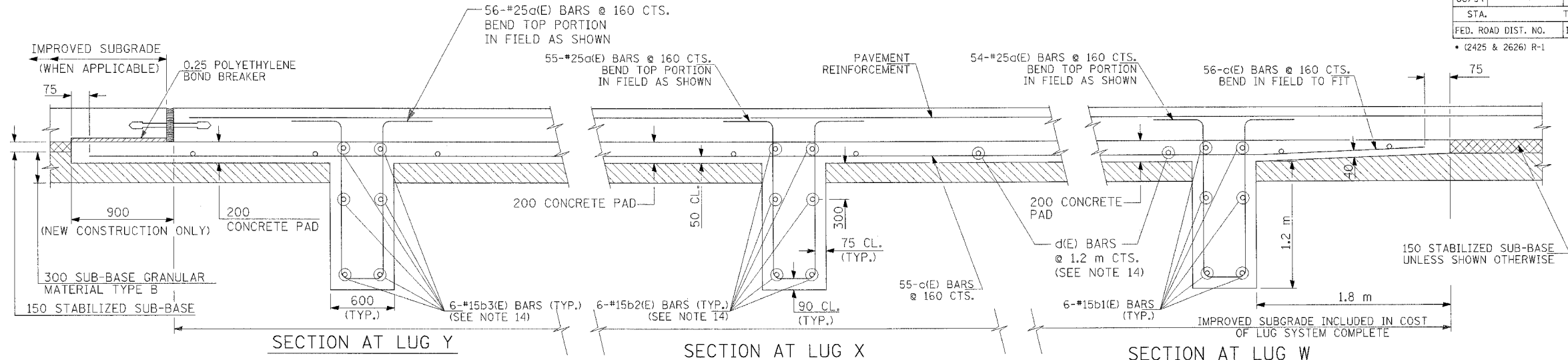
**ROADWAY DETAILS
 CRC PAVEMENT W/LUG SYSTEM
 (SHEET 8 OF 9)**

SCALE: DATE: 9/13/05
 DRAWN BY: JFS
 CHECKED BY: GJF

TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

HANSENDD
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94		COOK	631	92A
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (2425 & 2626) R-1		CONTRACT NO. 62110		

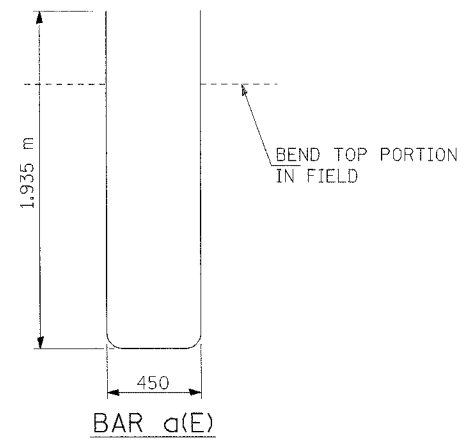


GENERAL NOTES:

- DETAILS SHOWN IN SECTION B-B SHALL APPLY AT THE END OF THE CONSTRUCTION SECTION. THE 250mm REINFORCED CONCRETE PAD, HEADER BOARD, WOOD BLOCKING AND THE 1.5m OF EXTENDED PAVEMENT REINFORCEMENT SHALL BE INCLUDED IN THE UNIT PRICE BID EACH FOR THE "TRANSVERSE TERMINAL JOINT COMPLETE" OF THE PAVEMENT WIDTH AS SHOWN ON THE PLANS.
- EXPANSION JOINTS AND EXTRA REINFORCEMENT IN THE PAVEMENT OVER CONCRETE PADS AND AT TRANSVERSE CONSTRUCTION JOINTS SHALL BE INCLUDED IN THE PRICE BID FOR "C.R.P.C.C. PAVEMENT".
- WHEN THE CONTRACTOR PLACES THE REINFORCEMENT USING A METHOD WHICH REQUIRES THE TIE BARS FOR THE LONGITUDINAL JOINT TO BE PLACED ABOVE THE LONGITUDINAL REINFORCEMENT BARS, THE FIRST THREE LONGITUDINAL BARS ON EITHER SIDE OF THE JOINT SHALL BE PLACED SUCH THAT THE TIE BARS WILL BE AT THE NEUTRAL AXIS.
- CONCRETE FOR THE LUGS SHALL BE EITHER CLASS SI OR PORTLAND CEMENT PAVEMENT, IT SHALL BE PLACED IN TRENCH TO THE NEAT LINES AS SHOWN. FORMS WILL NOT BE PERMITTED. THE CONCRETE IN THE LUGS' CONCRETE PADS SHALL BE CURED IN ACCORDANCE WITH THE METHODS SPECIFIED FOR FOOTINGS IN ARTICLE 1020.13 OF THE STANDARD SPECIFICATIONS EXCEPT THAT MEMBRANE CURING WILL NOT BE PERMITTED FOR THE LUGS.
- SEE STANDARD 420001 FOR DETAILS OF SAWED LONGITUDINAL JOINTS AND TIE BARS NOT SHOWN.
- ALL REINFORCEMENT SHALL BE EPOXY COATED.
- JOINT MAY BE TOOLED OR SAWCUT.
- SAWED JOINTS SHALL BE CUT WITHIN 12 HOURS AFTER PLACING THE CONCRETE.
- SAWED JOINTS IN THE PAVEMENT SHALL BE SEALED IMMEDIATELY AFTER SAW CUTTING WITH A HOT POURED PLASTIC MATERIAL MEETING THE REQUIREMENTS OF ARTICLE 1050.02 OF THE STANDARD SPECIFICATIONS.
- THE COST OF PROVIDING LONGITUDINAL CONSTRUCTION JOINTS, AS SHOWN, SHALL BE INCLUDED IN THE COST OF CRC PAVEMENT.
- SEE STANDARD 421001 FOR DETAILS OF PAVEMENT REINFORCEMENT.
- ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.
- "CRC REINFORCEMENT CHART ON STANDARD 421001 SHALL BE MODIFIED AS FOLLOWS:

PAVEMENT WIDTH	A	B	C	D
3.6M	26 SPACES (27 BARS) AT 132mm	90mm	75mm	660mm
4.2M	31 SPACES (32 BARS) AT 130mm	90mm	75mm	660mm
4.9M	35 SPACES (36 BARS) AT 135mm	95mm	85mm	660mm

THE REINFORCEMENT SHALL BE 115mm FROM THE TOP OF PAVEMENT

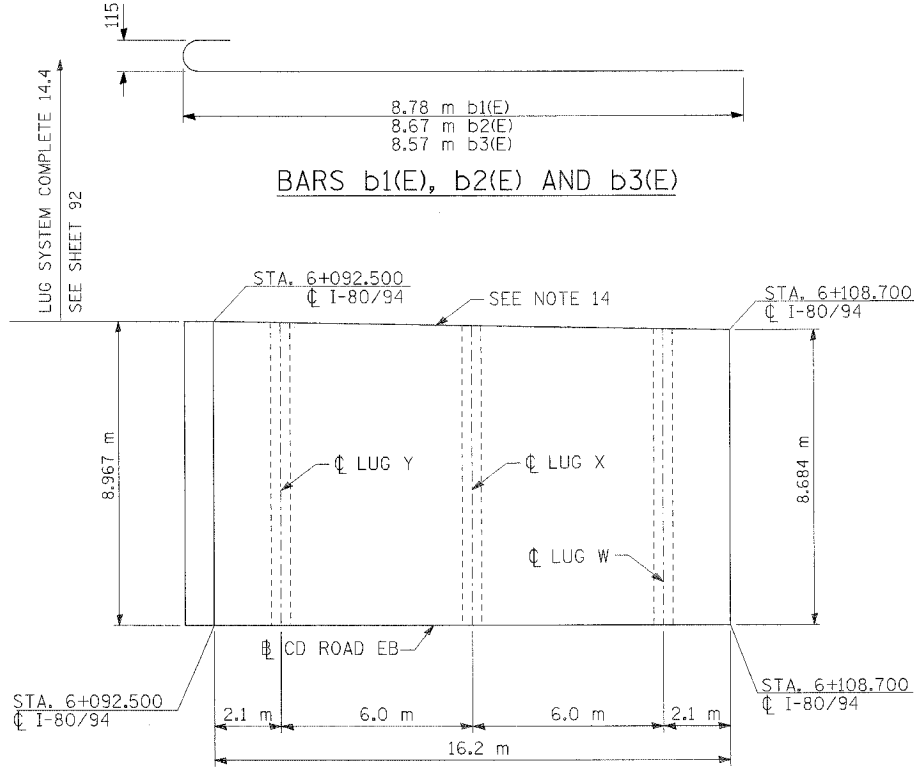


MATERIALS REQUIRED FOR EACH LUG SYSTEM COMPLETE 8.8 METER
(EXCLUDING PAVEMENT CONCRETE AND PAVEMENT REINFORCEMENT)

Bar	No.	Size	Length	Shape
a(E)	168	No. 25	4.32 m	
b1(E)	6	No. 15	9.50 m	
b2(E)	6	No. 15	9.60 m	
b3(E)	6	No. 15	9.71 m	
c(E)	168	No. 15	6.10 m	
d(E)	15	No. 15	9.03 m (**)	

CONCRETE	48.9 m ³
REINFORCING BARS (SEE NOTE 14)	5,420 kg
IMPROVED SUBGRADE	143.0 m ²

(**) LENGTH OF d(E) BARS VARIES FROM 8.78 TO 9.03. CUT BARS TO FIT IN FIELD.



PLAN OF LUG SYSTEM COMPLETE 8.8 METER

AS SHOWN AT STATION 6+092.500 I-80/94 EB

GENERAL NOTES (CONTINUED):

- TRANSVERSE BARS "b(E)" AND "d(E)" SHALL OVERLAP THE NORTH EDGE OF THE LUG. TRANSVERSE BARS IN LUG SYSTEM COMPLETE 14.4 SHALL BE TIED TO THE OVERLAPPING BARS (SEE SHEET 92).
- REINFORCING BARS WERE PURCHASED IN CONTRACT 62110 AND ARE STORED ON SITE NEAR THE INTERSECTION OF 175TH STREET AND RAILROAD AVENUE. THE COST TO MOVE AND INSTALL THE REINFORCING BARS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR LUG SYSTEM COMPLETE 8.8 METER.

REVISIONS	
NAME	DATE

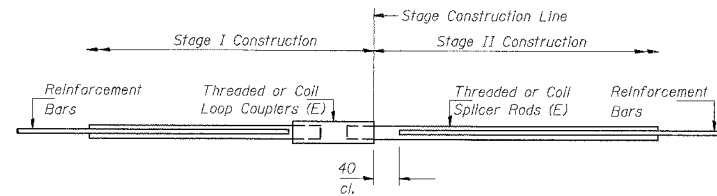
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
EB & WB OUTSIDE LANES (MAINLINE) CONSTRUCTION
COOK COUNTY

**ROADWAY DETAILS
CRC PAVEMENT W/LUG SYSTEM
(SHEET 9 OF 9)**

SCALE: DATE: 9/13/05
DRAWN BY: JFS
CHECKED BY: GJF

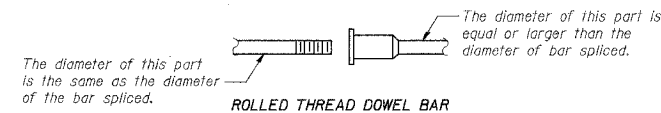
TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

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BAR SPLICER ASSEMBLY DETAIL FOR STAGED LUG SYSTEM Bars "b"

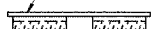
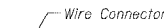
Bar Size	No. Assemblies Required	Location
#15	18	



ROLLED THREAD DOWEL BAR



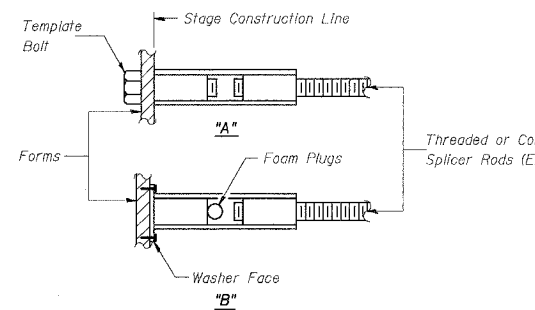
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WELDED SECTIONS

BAR SPLICER ASSEMBLY ALTERNATIVES

** Heavy Hex Nuts conforming to ASTM A 563M, Grade C, D or DH may be used.



INSTALLATION AND SETTING METHODS

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

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
 Splicer rods shall be of minimum 400 MPa yield strength, threaded or coiled full length.
 All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.
 Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

① Minimum Capacity = $1.25 \times 10^{-3} \times f_y \times A_s$
 (Tension in kN)

② Minimum *Pull-out Strength = $1.25 \times 10^{-3} \times f_{sallow} \times A_s$
 (Tension in kN)

Where f_y = Yield strength of lapped reinforcement bars in MPa.

f_{sallow} = Allowable tensile stress in lapped reinforcement bars in MPa (Service Load)

A_s = Tensile stress area of lapped reinforcement bars (mm²).

* = 28 day concrete

BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kN - tension	Min. Pull-Out Strength kN - tension
#15	610 mm	100	40

Bar splicer assemblies shall be installed at the lug locations as shown on the plan details for the staged lug systems.

When the second stage of the lug system is to be completed in a separate contract, the Contractor shall deliver the remainder of the bar splicer to the IDOT Bishop Ford Maintenance Yard (708) 331-4339 for storage.

The bars shall be enclosed in a water resistant wooden container of sufficient strength to withstand the anticipated handling of the bar splicers prior to reuse at a later date. The container shall be clearly stamped for the designated location of the bar splicer use.

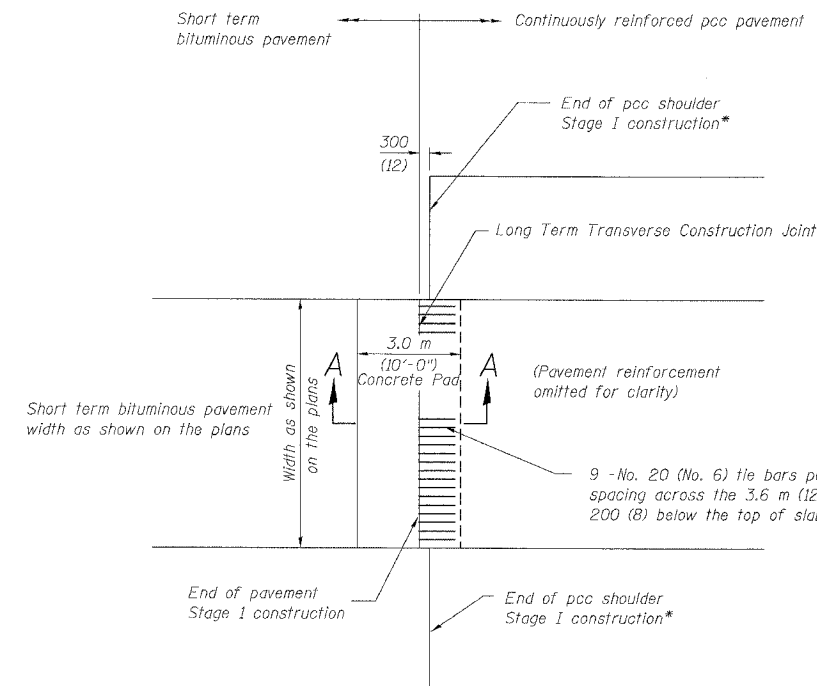
Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS, SPECIAL."
 All dimensions are in millimeters (mm) except as noted.

BAR SPLICER ASSEMBLY DETAILS

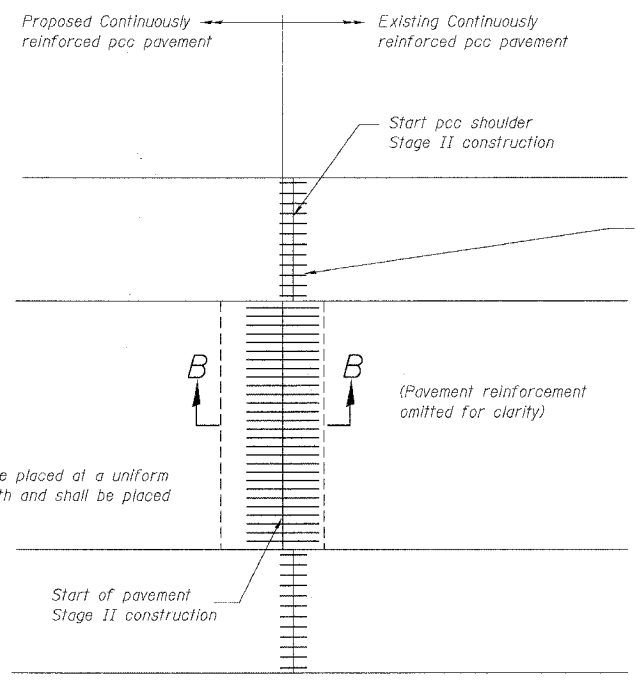
REVISIONS	ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
	BAR SPLICER ASSEMBLY DETAIL FOR LUG SYSTEM Bars b
	SCALE NONE DRAWN BY ACE/CAD
	DATE 02/04 CHECKED BY
	AMERICAN CONSULTING ENGINEERS

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PLAN
(STAGE I CONSTRUCTION)



PLAN
(STAGE II CONSTRUCTION)

NOTES

Bar splicer assemblies shall be of an IDOT approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.

Bar splicers shall be of the "coupler" type, and shall not have flanges.

Splicer rods shall be of minimum 400 MPa yield strength, threaded or coiled full length. All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.

Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

- Minimum Capacity = $1.25 \times 10^{-3} \times f_y \times A_t$ (Tension in kN)
- Minimum *Pull-out Strength = $1.25 \times 10^{-3} \times f_s \text{ allow} \times A_t$ (Tension in kN)

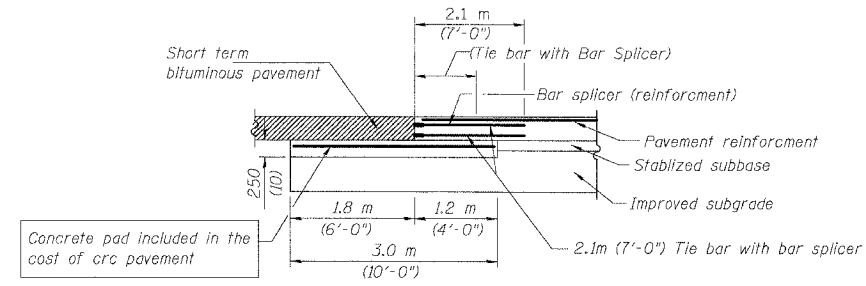
Where f_y = Yield strength of lapped reinforcement bars in MPa.
 $f_s \text{ allow}$ = Allowable tensile stress in lapped reinforcement bars in MPa (Service Load)
 A_t = Tensile stress area of lapped reinforcement bars (mm²).
 * = 28 day concrete

BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kN (kips) - tension	Min. Pull-Out Strength kN (kips) - tension
#15	610 mm	100	40
#20	790 mm	150	60
#22	1.04 m	200	80
#25	1.37 m	250	100
#30	1.75 m	350	140

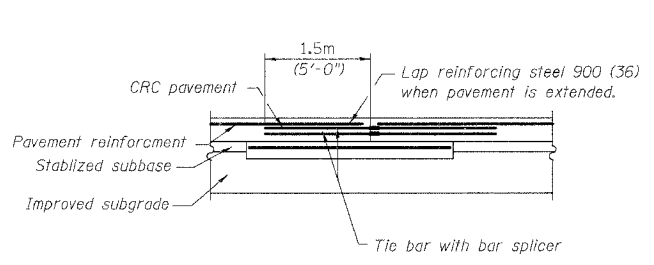
Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies for Stage I construction will be measured and paid for at the contract unit price each for "BAR SPLICERS, SPECIAL."

Stage I work will be paid for as BAR SPLICERS, SPECIAL. The concrete pad and reinforcement shall not be paid for separately but included in the cost of CONTINUOUSLY REINFORCED PORTLAND CEMENT PAVEMENT, of the thickness specified.

Stage II work includes obtaining, transporting the bar splicers for the second portion of the assembly from the IDOT Bishop Ford Maintenance facility (708) 331-4339, and the installation of the bar splicers, payment for this work will be included in the cost of CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT of the thickness specified. Tie bars to be drilled and grouted shall not be paid for separately but included in the cost of PORTLAND CEMENT CONCRETE SHOULDERS, of the thickness specified.



LONG TERM TRANSVERSE CONSTRUCTION JOINT
SECTION A-A
(STAGE I CONSTRUCTION)



LONG TERM TRANSVERSE CONSTRUCTION JOINT
SECTION B-B
(STAGE II CONSTRUCTION)

GENERAL NOTES

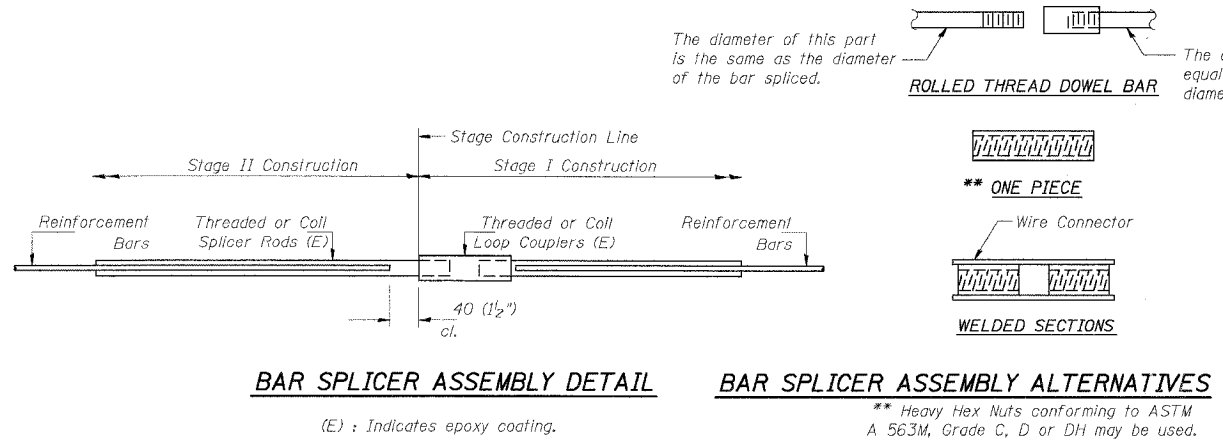
See Standard 421001 for details of CRC pavement reinforcement.

See Standards 420001 and 420401 for details of joints and tie bars not shown.

See Standards 421201 and 421206 for details of concrete pad and transverse terminal joint.

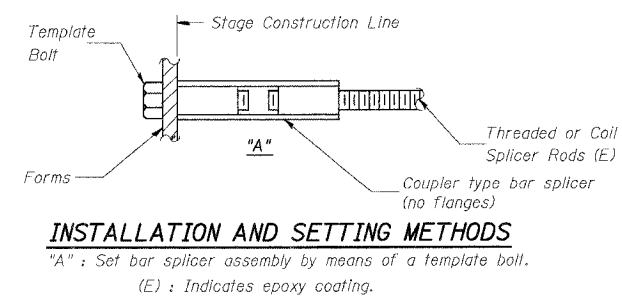
See Standard 483001 for pcc shoulder details.

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



BAR SPLICER ASSEMBLY DETAIL
(E) : Indicates epoxy coating.

BAR SPLICER ASSEMBLY ALTERNATIVES
** Heavy Hex Nuts conforming to ASTM A 563M, Grade C, D or DH may be used.

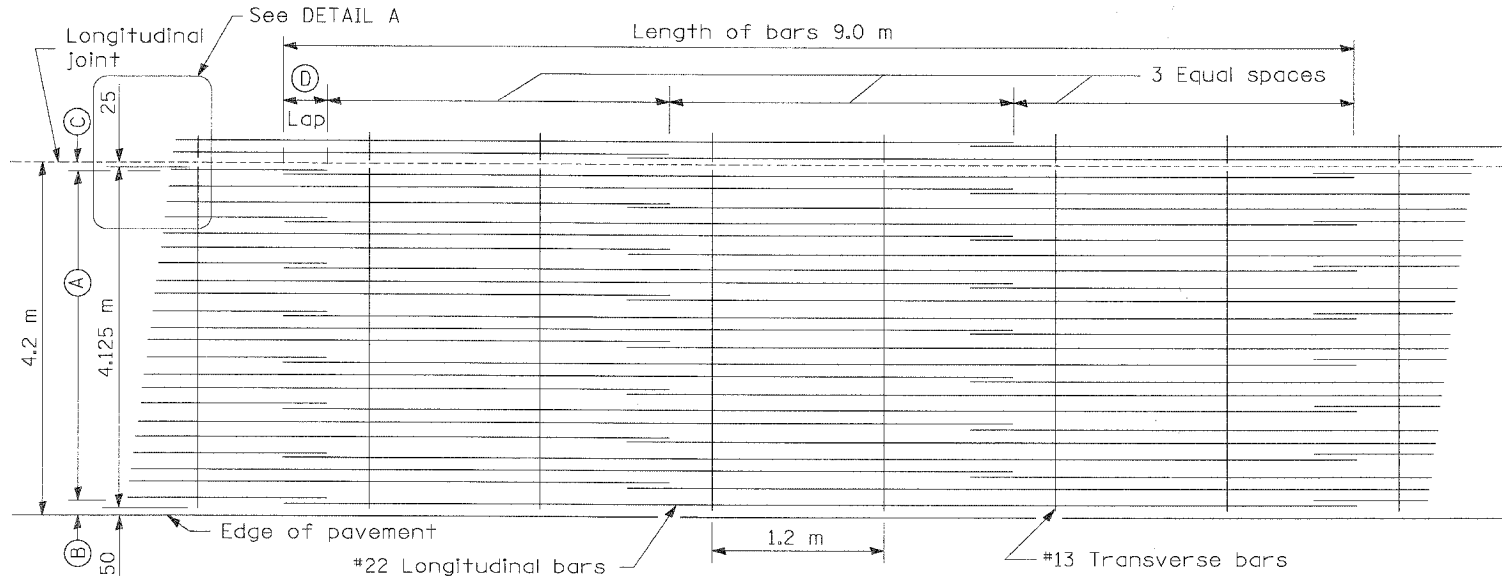


INSTALLATION AND SETTING METHODS
"A" : Set bar splicer assembly by means of a template bolt.
(E) : Indicates epoxy coating.

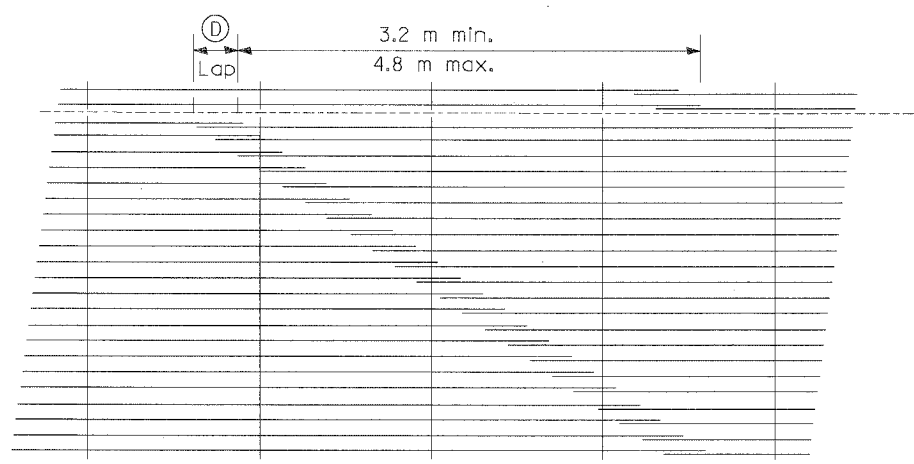
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KFA	12/18/03	
MDV	1/5/04	
		LONG TERM TRANSVERSE CONSTRUCTION JOINT DETAILS
SCALE NONE		DRAWN BY ACE/CAD
DATE 06/03		CHECKED BY
		AMERICAN CONSULTING ENGINEERS

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 11/06/03/ADEN

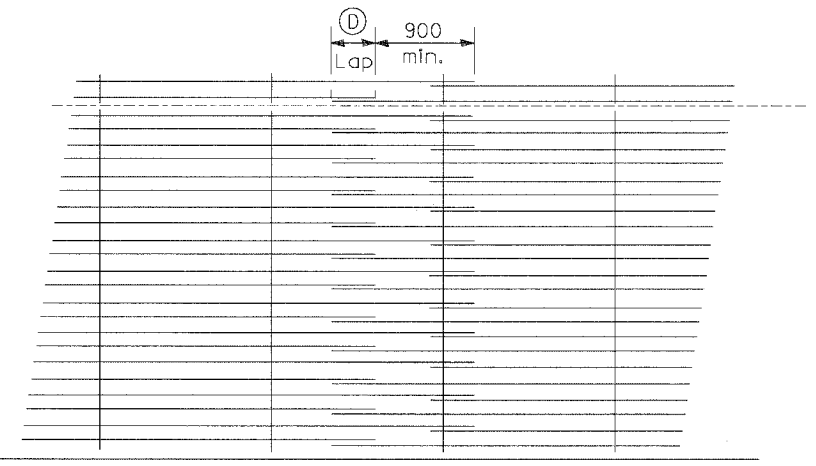
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STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (2425 & 2626) R-2		CONTRACT NO. 62111		



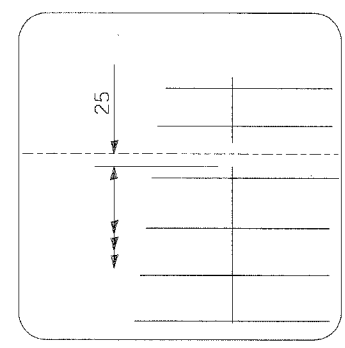
LAP DETAIL I



LAP DETAIL II



LAP DETAIL III



DETAIL A

METRIC (mm)					
Bar Size	Pavement Thickness	(A) (Approx. Spacing)	(B)	(C)	(D)
#22	360	31 spaces (32 bars) @ 130	90	75	660

GENERAL NOTES

Except as noted or shown, the dimensions and notes specified for LAP DETAIL I are typical for LAP DETAIL II and III.

The (B) dimension and the distance from the end of the transverse bar to the edge of pavement may be increased by 25 mm for slip form paving.

See Standard 421001 for details of pavement reinforcement for 3.6 m lane.

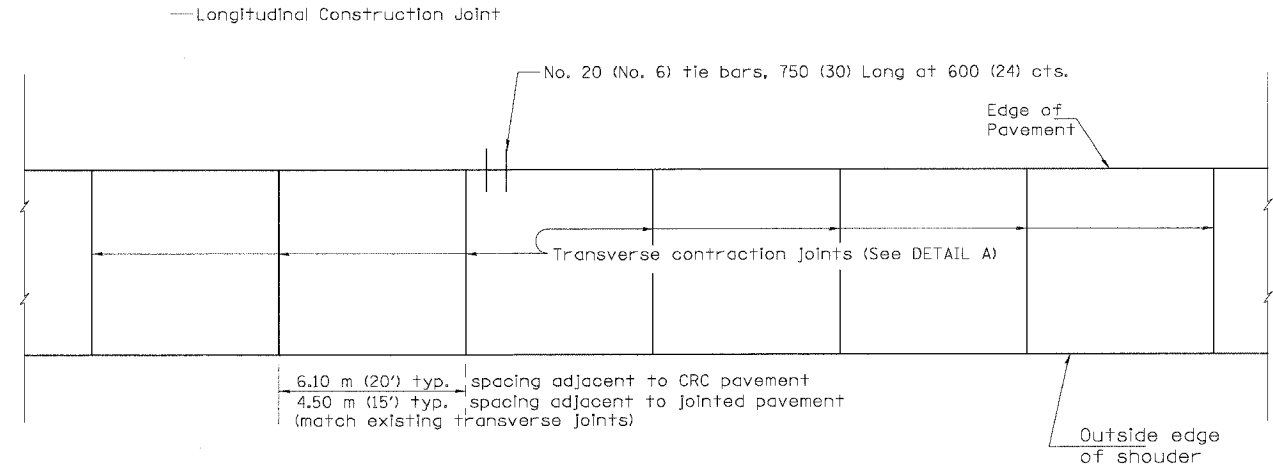
All dimensions are in millimeters (inches) unless otherwise shown.

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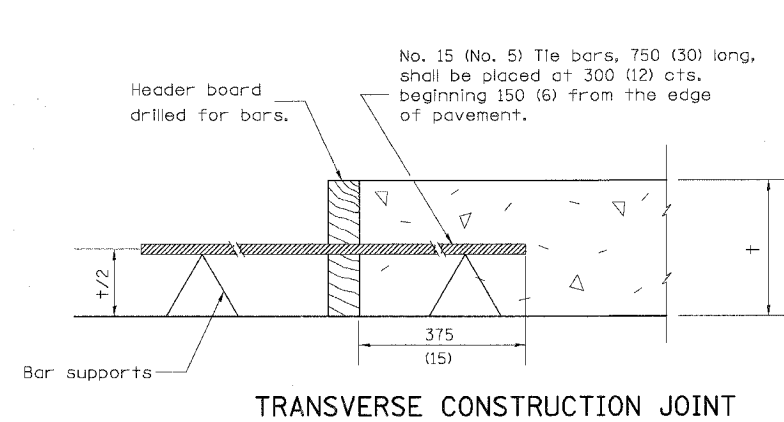
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY) BAR REINFORCEMENT FOR 7.8 m CRC PAVEMENT (4.2 m Lane)
NAME	DATE	
		SCALE
		DATE 01/04
		DRAWN BY ACE/CAD
		CHECKED BY

AMERICAN
CONSULTING ENGINEERS

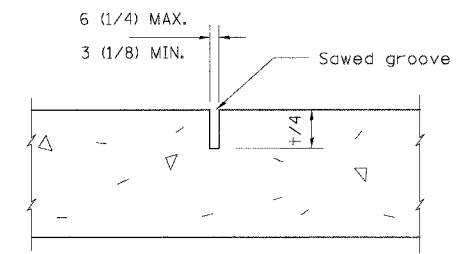
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80/94		COOK	631	96
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (2425 & 2626) R-2		CONTRACT NO. 62111		



PLAN



TRANSVERSE CONSTRUCTION JOINT



**DETAIL A
TRANSVERSE CONTRACTION JOINT**

NOTES

1. Transverse expansion joints shall be as detailed on Standard 420001 except that dowel bars will not be required.
2. See Standard 420001 for details not shown.

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

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
NAME	DATE	
Added bar supports.	4/05	PCC SHOULDER DETAILS
		SCALE
		DATE 07/04
		DRAWN BY ACE/CAD
		CHECKED BY
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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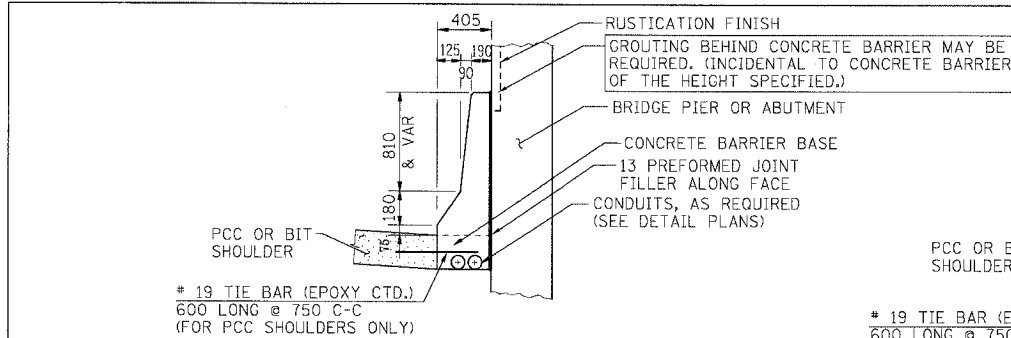
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(2425 & 2626) R-2		CONTRACT NO. 62111

STA. TO STA.

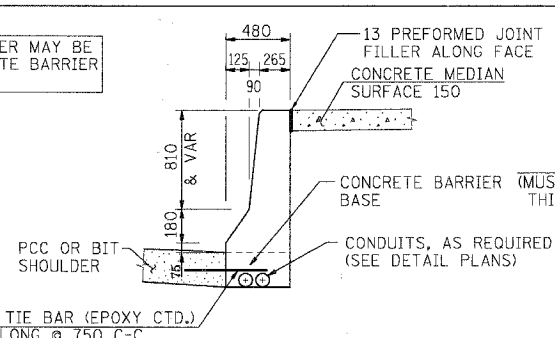
* THE BAR SPLICER SHALL BE CAPABLE OF DEVELOPING A MINIMUM OF 125% OF THE YIELD STRENGTH OF A #19 BAR

REINFORCING BARS 6.1 m SECTION			
BAR NO.	SIZE	LENGTH	SHAPE
B(E)	#19	6.00 m	—
T(E)	#19	6.00 m	—
REINFORCING BARS (EPOXY COATED)			Kg
BAR SPLICER			EACH 21

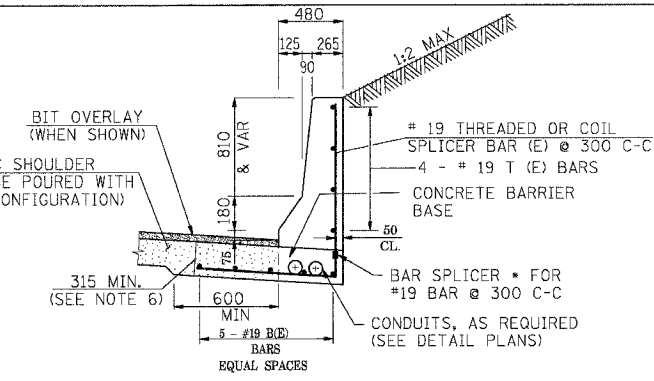
** LONGITUDINAL BARS SHOULD NOT EXTEND THROUGH JOINTS.



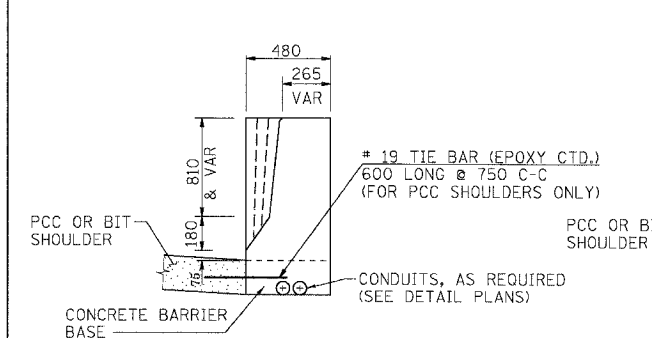
SECTION F
CONC BAR 1F 1065 HT
CONCRETE BARRIER, SINGLE FACE,
1065 HEIGHT



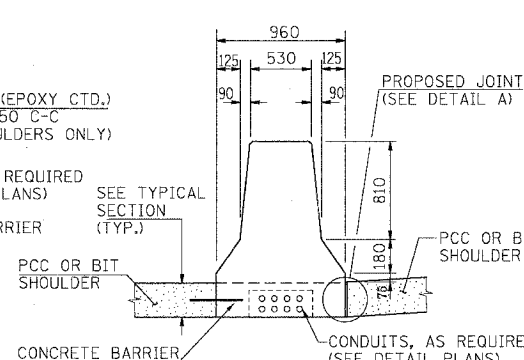
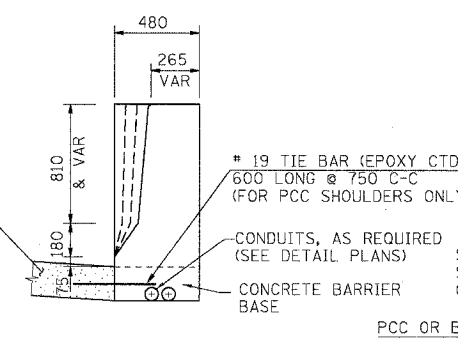
SECTION G
CONC BAR 1F 1065 HT
CONCRETE BARRIER, SINGLE FACE,
1065 HEIGHT



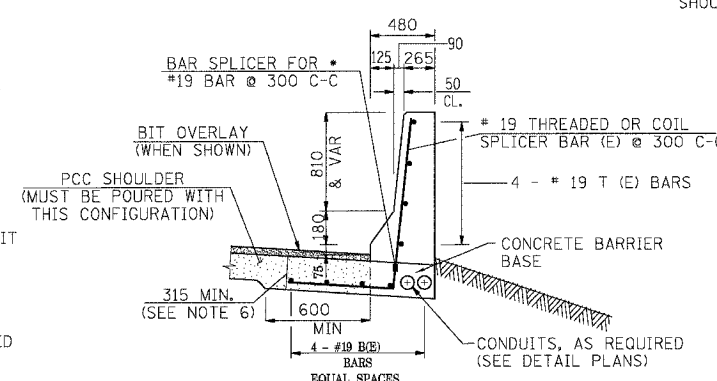
SECTION H
CONC BAR 1F 1065 HT REINF
CONCRETE BARRIER, SINGLE FACE,
1065 HEIGHT, REINFORCED
CUT SECTION



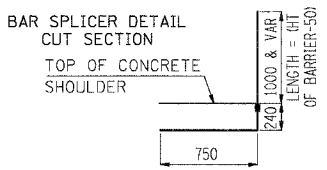
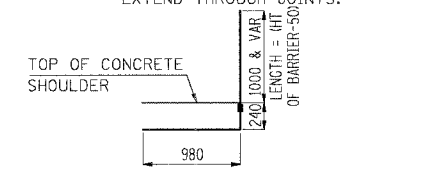
SECTION I
CONC BAR 1F 1065 HT
CONCRETE BARRIER, SINGLE FACE,
1065 HEIGHT



SECTION N
CONC BAR 2F 1065 HT
CONCRETE BARRIER, DOUBLE FACE,
1065 HEIGHT

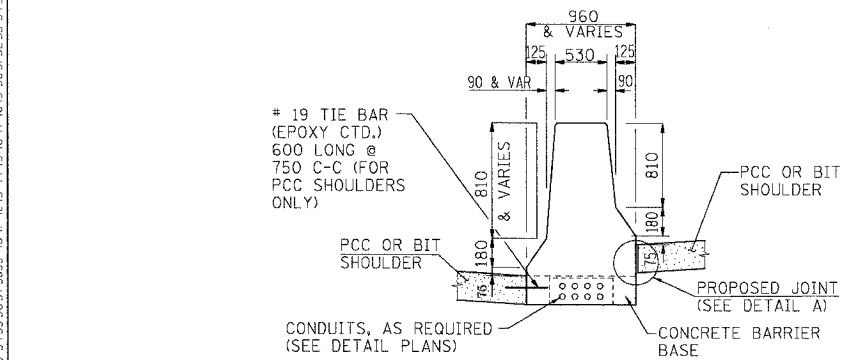


SECTION J
CONC BAR 1F 1065 HT REINF
CONCRETE BARRIER, SINGLE FACE,
1065 HEIGHT, REINFORCED
FILL SECTION

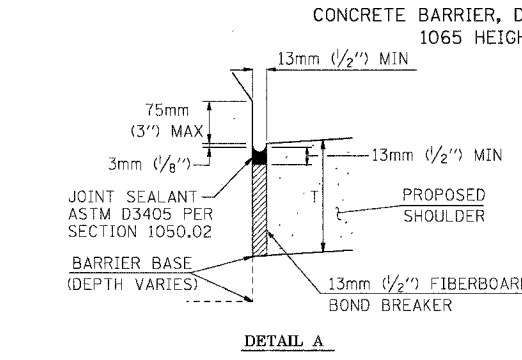


REINFORCING BARS 6.1 m SECTION			
BAR NO.	SIZE	LENGTH	SHAPE
B(E)	#19	6.00 m	—
T(E)	#19	6.00 m	—
REINFORCING BARS (EPOXY COATED)			Kg
BAR SPLICER			EACH 21

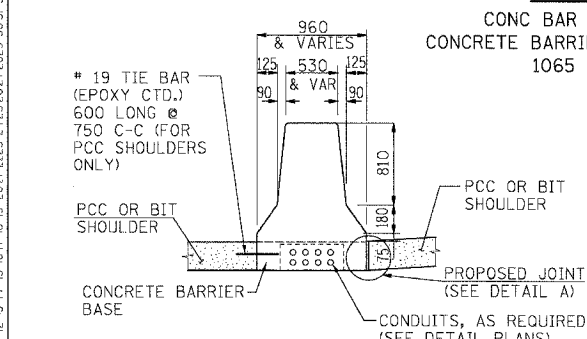
** LONGITUDINAL BARS SHOULD NOT EXTEND THROUGH JOINTS.



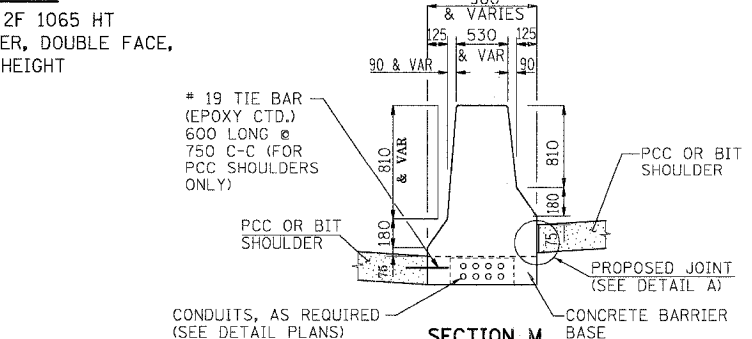
SECTION K
CONC BAR 2F 1065 HT
CONCRETE BARRIER, DOUBLE FACE,
1065 HEIGHT



DETAIL A



SECTION L
CONC BAR 2F 1065 HT
CONCRETE BARRIER, DOUBLE FACE,
1065 HEIGHT



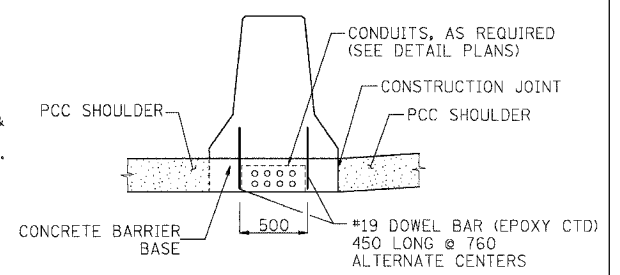
SECTION M
CONC BAR 2F 1065 HT
CONCRETE BARRIER, DOUBLE FACE,
1065 HEIGHT

LEGEND:

PAY LIMITS OF BITUMINOUS OR PCC SHOULDERS.

NOTES:

- FOR ADDITIONAL CONCRETE BARRIER DETAILS SEE STANDARDS 637001 & 637006.
- FOR ADDITIONAL SHOULDER DETAILS SEE TYPICAL SECTIONS, PIPE UNDERDRAIN & SUBGRADE DETAILS FOR OPEN AND CLOSED DRAINAGE SYSTEMS, P.C.C SHOULDER DETAILS AND/OR STANDARDS 601001, 482006, 483001 & 482001 AS APPLICABLE.
- A 25 RADIUS CAN BE SUBSTITUTED FOR THE 13 CHAMFER AT THE TOP OF THE BARRIER WALL.
- FOR BITUMINOUS SHOULDERS -- DEPTH "T" EQUALS 450 MINIMUM.
- FOR PCC SHOULDERS -- DEPTH "T" SHALL BE 255 MINIMUM OR THE SHOULDER DEPTH IF GREATER.
- THE THICKENED PCC SHOULDER FOR THE REINFORCED CONCRETE BARRIER SECTION SHALL BE INCLUDED IN THE COST OF THE CONCRETE BARRIER OF THE TYPE INVOLVED.
- ALL REINFORCING BARS, BAR SPLICERS, TIE BARS AND DOWEL BARS SHALL BE SEATED IN THE FINAL POSITION PRIOR TO THE CONCRETE OPERATIONS. BARS CANNOT BE MUCKED INTO PLACE.
- THE FURNISHING AND PLACING OF TIE BARS AND DOWEL BARS SHALL BE INCLUDED IN THE COST OF PCC SHOULDER OF THE THICKNESS SPECIFIED.
- THE FURNISHING AND PLACING OF BAR SPLICERS, TIE BARS AND DOWEL BARS SHALL BE INCLUDED IN THE COST OF THE PCC SHOULDER OF THE THICKNESS SPECIFIED.
- THE CONDUIT LOCATIONS SHOWN ARE TYPICAL. ADDITIONAL CONDUITS MAY BE REQUIRED, FOR THE SIZE, LOCATION, AND DETAILS, SEE THE ELECTRICAL AND/OR SURVEILLANCE PLANS. THE FURNISHING AND PLACING OF CONDUITS OF THE SIZE SPECIFIED SHALL BE PAID FOR SEPARATELY.



OPTIONAL CONFIGURATION
DOUBLE FACE BARRIER ON PCC SHOULDER

ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE SHOWN.

REVISIONS	
NAME	DATE
MDV	01/30/04
MRN	3/29/04
MDV	8/25/04
MRN	4/20/05
NLP	8/04/05

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)

**CONCRETE BARRIER DETAILS
1065 MM WALL**

SCALE NONE DRAWN BY ACE/CAD
DATE 10/03 CHECKED BY



A:\CONC BAR TALL WALL DET.DWG
 8-22-2005 10:09:30
 12 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63
 I:\DOCUMENTS\BRT\50\CHINA\DWG\97\0091A.DWG
 3/23 3/24 3/25 3/26 3/27 3/28 3/29 3/30 3/31 3/32 3/33 3/34 3/35 3/36 3/37 3/38 3/39 4/1 4/2 4/3 4/4 4/5 4/6 4/7 4/8 4/9 5/0 5/1 5/2 5/3 5/4 5/5 5/6 5/7 5/8 5/9 6/0 6/1 6/2 6/3

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	99
STA.	TO STA.			

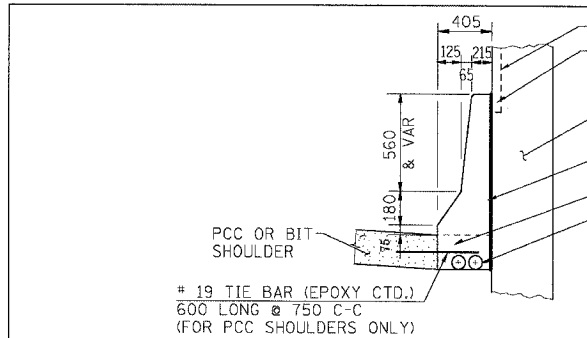
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT
 • (2425 & 2626) R-2 CONTRACT NO. 62111

• THE BAR SPLICER SHALL BE CAPABLE OF DEVELOPING A MINIMUM OF 125% OF THE YIELD STRENGTH OF A #19 BAR

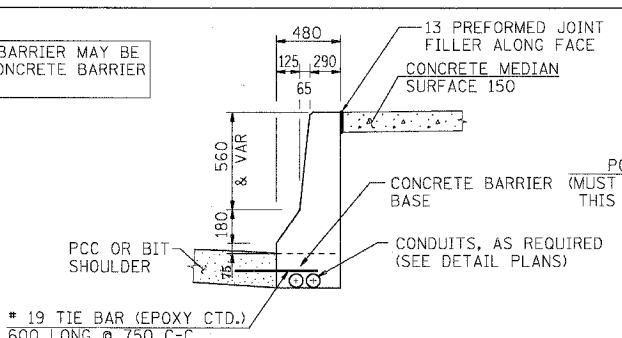
CUT SECTION

REINFORCING BARS 6.1 m SECTION				
BAR NO.	SIZE	LENGTH	SHAPE	
BE)	#19	6.00 m	---	
TE)	#19	6.00 m	---	
REINFORCING BARS (EPOXY COATED)			Kg	121
BAR SPLICER			EACH	21

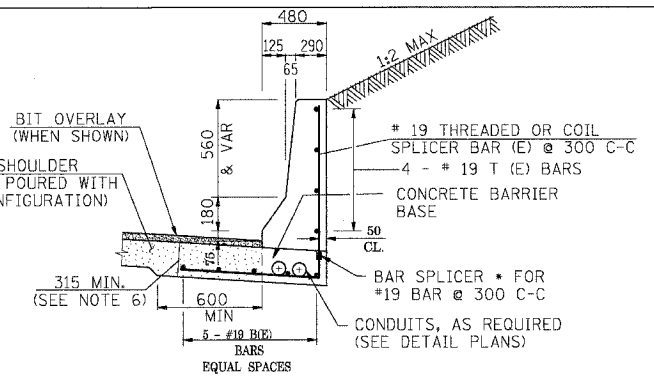
•• LONGITUDINAL BARS SHOULD NOT EXTEND THROUGH JOINTS.



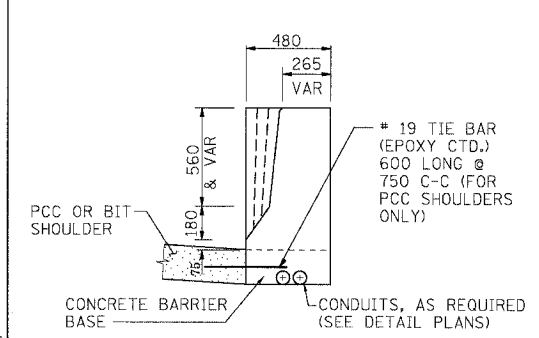
SECTION O
 CONC BAR 1F 815 HT
 CONCRETE BARRIER, SINGLE FACE,
 845 HEIGHT



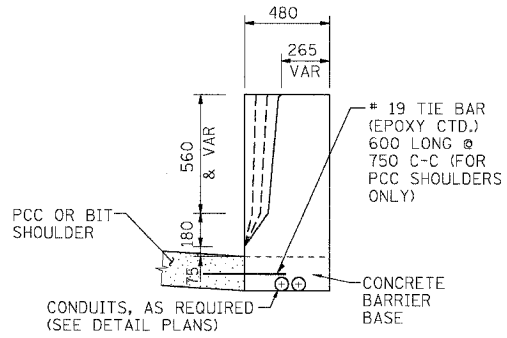
SECTION P
 CONC BAR 1F 815 HT
 CONCRETE BARRIER, SINGLE FACE,
 815 HEIGHT



SECTION R
 CONC BAR 1F 815 HT REINF
 CONCRETE BARRIER, SINGLE FACE,
 815 HEIGHT, REINFORCED
 CUT SECTION

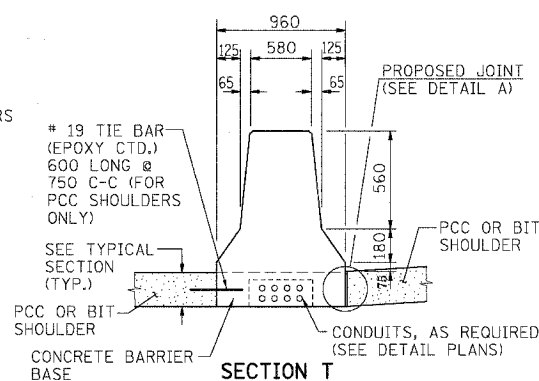


APPROACH SIDE



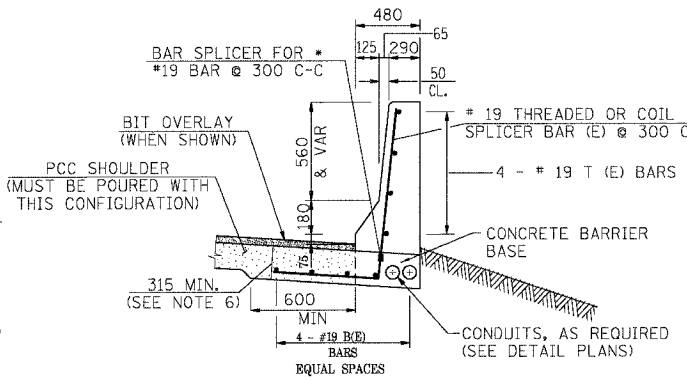
DEPARTURE SIDE

SECTION S
 CONC BAR 1F 815 HT
 CONCRETE BARRIER, SINGLE FACE,
 815 HEIGHT



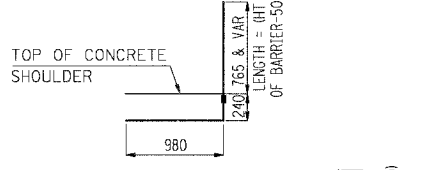
SECTION T

CONC BAR 2F 815 HT
 CONCRETE BARRIER, DOUBLE FACE,
 815 HEIGHT

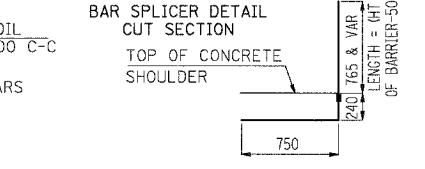


SECTION U

CONC BAR 1F 815 HT REINF
 CONCRETE BARRIER, SINGLE FACE,
 815 HEIGHT, REINFORCED
 FILL SECTION



BAR SPLICER DETAIL CUT SECTION

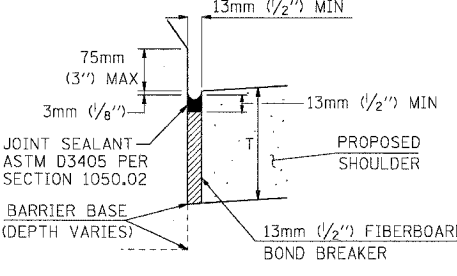


BAR SPLICER DETAIL FILL SECTION

FILL SECTION

REINFORCING BARS 6.1 m SECTION				
BAR NO.	SIZE	LENGTH	SHAPE	
BE)	#19	6.00 m	---	
TE)	#19	6.00 m	---	
REINFORCING BARS (EPOXY COATED)			Kg	108
BAR SPLICER			EACH	21

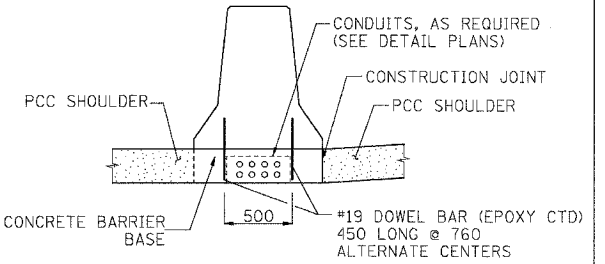
•• LONGITUDINAL BARS SHOULD NOT EXTEND THROUGH JOINTS.



DETAIL A

LEGEND:
 [Symbol] PAY LIMITS OF BITUMINOUS OR PCC SHOULDERS.

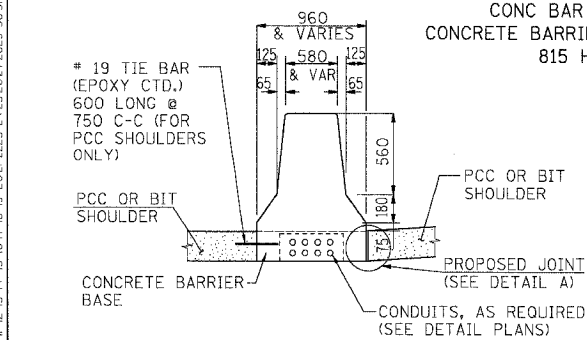
- NOTES:
- FOR ADDITIONAL CONCRETE BARRIER DETAILS SEE STANDARDS 637001 & 637006.
 - FOR ADDITIONAL SHOULDER DETAILS SEE TYPICAL SECTIONS, PIPE UNDERDRAIN & SUBGRADE DETAILS FOR OPEN AND CLOSED DRAINAGE SYSTEMS, P.C.C SHOULDER DETAILS AND/OR STANDARDS 601001, 482006, 483001 & 482001 AS APPLICABLE.
 - A 25 RADIUS CAN BE SUBSTITUTED FOR THE 13 CHAMFER AT THE TOP OF THE BARRIER WALL.
 - FOR BITUMINOUS SHOULDERS -- DEPTH "T" EQUALS 450 MINIMUM.
 - FOR PCC SHOULDERS -- DEPTH "T" SHALL BE 255 MINIMUM OR THE SHOULDER DEPTH IF GREATER.
 - THE THICKENED PCC SHOULDER FOR THE REINFORCED CONCRETE BARRIER SECTION SHALL BE INCLUDED IN THE COST OF THE CONCRETE BARRIER OF THE TYPE INVOLVED.
 - ALL REINFORCING BARS, BAR SPLICERS, TIE BARS AND DOWEL BARS SHALL BE SEATED IN THE FINAL POSITION PRIOR TO THE CONCRETE OPERATIONS. BARS CANNOT BE MUCKED INTO PLACE.
 - THE FURNISHING AND PLACING OF TIE BARS AND DOWEL BARS SHALL BE INCLUDED IN THE COST OF PCC SHOULDER OF THE THICKNESS SPECIFIED.
 - THE FURNISHING AND PLACING OF BAR SPLICERS, TIE BARS AND DOWEL BARS SHALL BE INCLUDED IN THE COST OF THE PCC SHOULDER OF THE THICKNESS SPECIFIED.
 - THE CONDUIT LOCATIONS SHOWN ARE TYPICAL. ADDITIONAL CONDUITS MAY BE REQUIRED. FOR THE SIZE, LOCATION, AND DETAIL, SEE THE ELECTRICAL AND/OR SURVEILLANCE PLANS. THE FURNISHING AND PLACING OF CONDUITS OF THE SIZE SPECIFIED SHALL BE PAID FOR SEPARATELY.



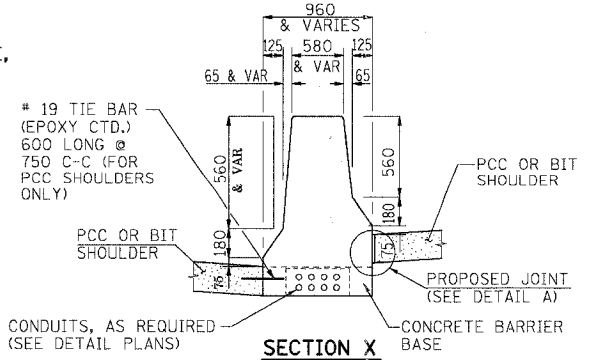
OPTIONAL CONFIGURATION
 DOUBLE FACE BARRIER ON PCC SHOULDER

ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE SHOWN.

CONCRETE BARRIER WALL DETAIL
 8-18-2005 (R09) 11
 T:\DOCUMENTS\BNS\CONCRETE\DWG\PIVOT\11A.DWG 30 31 3233 34 35 36 37 3839 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63
 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31



SECTION W
 CONC BAR 2F 815 HT
 CONCRETE BARRIER, DOUBLE FACE,
 815 HEIGHT



SECTION X
 CONC BAR 2F 815 HT
 CONCRETE BARRIER, DOUBLE FACE,
 815 HEIGHT

REVISIONS	
NAME	DATE
MDV	8/25/04
MRN	4/20/05
NLP	8/04/05

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)

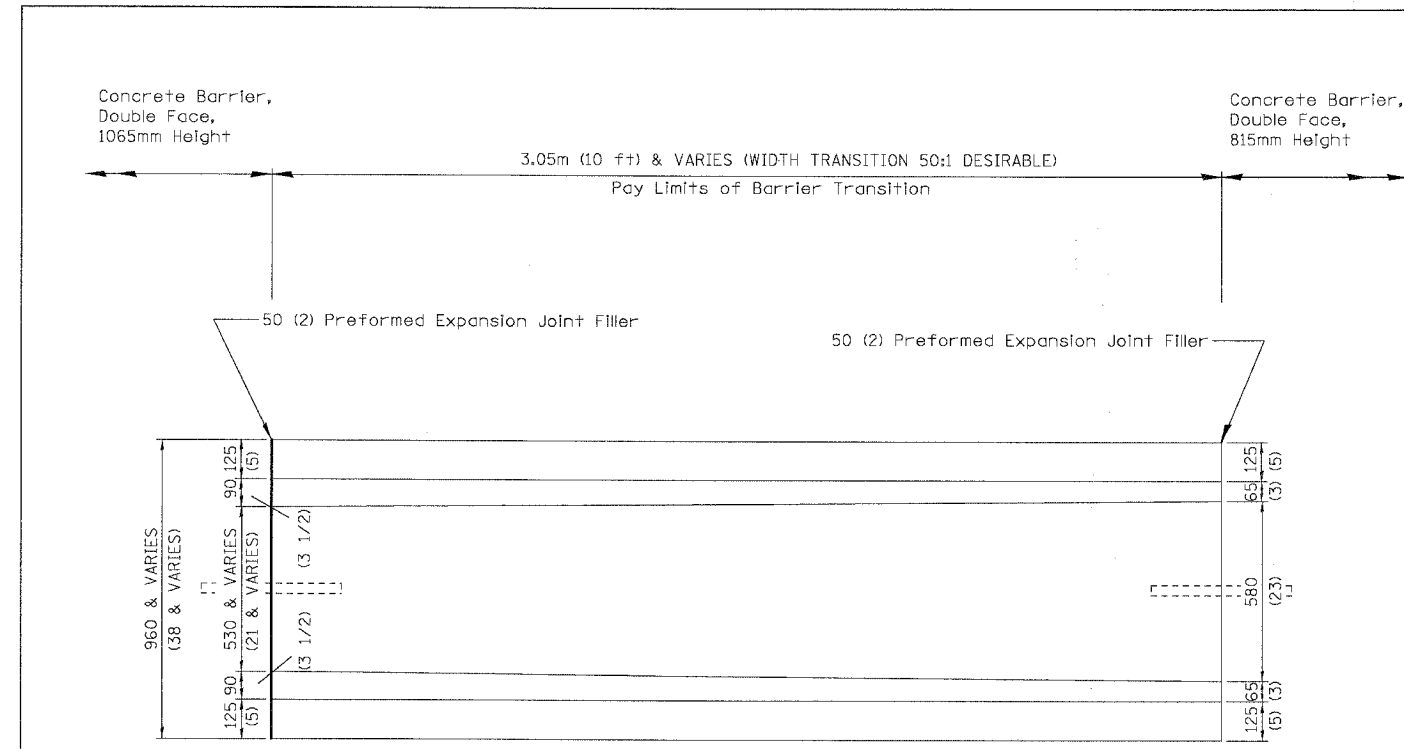
CONCRETE BARRIER DETAILS
 815 MM WALL

SCALE NONE DATE 03/04 DRAWN BY ACE/CAD CHECKED BY

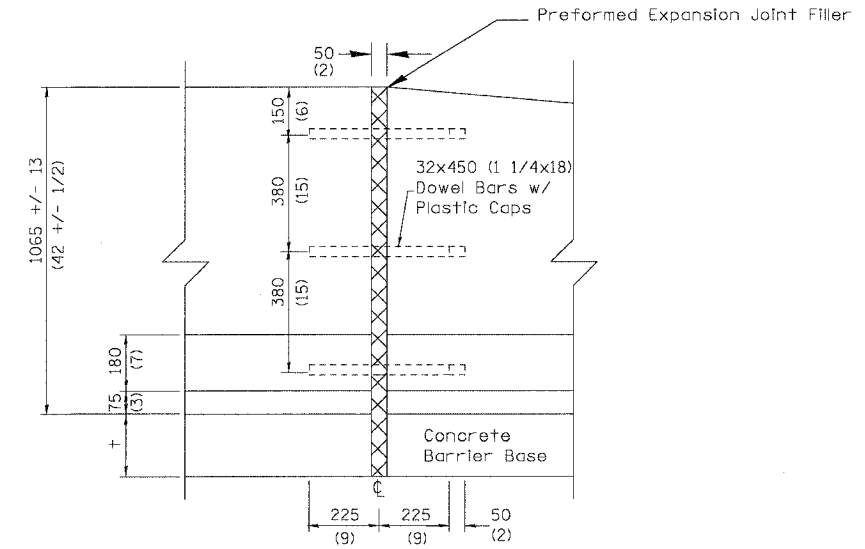


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			631	100
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (2425 & 2626) R-2		CONTRACT NO. 62111		

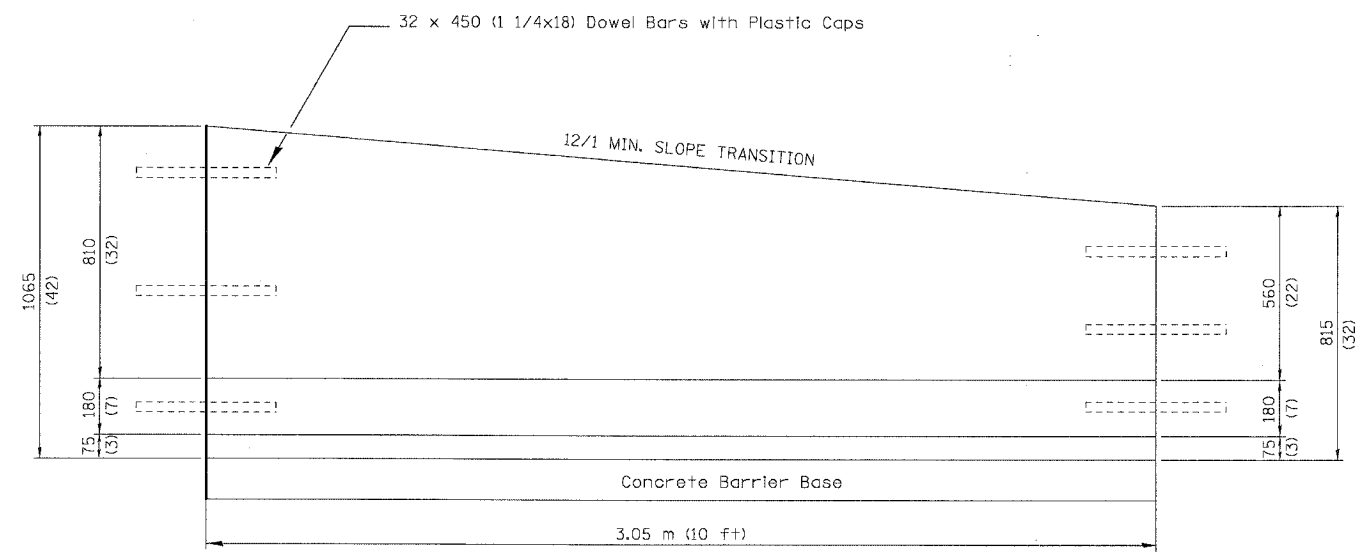
ALL DIMENSIONS IN MILLIMETERS (INCHES)
UNLESS OTHERWISE SHOWN.



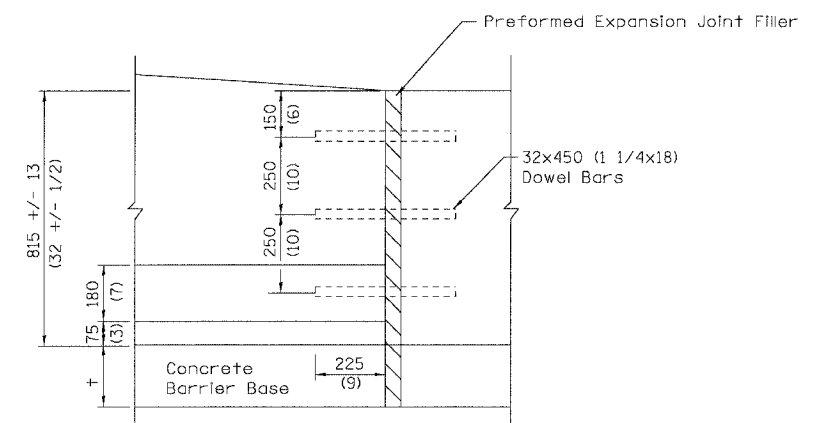
PLAN



EXPANSION JOINT (TALL WALL)



ELEVATION



CONSTRUCTION JOINT (SHORT WALL)

NOTES:

- 1) FOR ADDITIONAL CONCRETE BARRIER DETAILS, INCLUDING TIE BAR PLACEMENT, SEE CONCRETE BARRIER DETAILS, OF THE HEIGHT SPECIFIED.
- 2) A 25 RADIUS CAN BE SUBSTITUTED FOR THE 13 CHAMFER AT THE TOP OF THE BARRIER WALL.
- 3) FOR BITUMINOUS SHOULDERS -- DEPTH "+" EQUALS 450 MINIMUM.
- 4) FOR PCC SHOULDERS -- DEPTH "+" SHALL BE 255 MINIMUM OR THE SHOULDER DEPTH IF GREATER.
- 5) SEE "CONCRETE BARRIER DETAILS" FOR ADDITIONAL NOTES AND DETAILS.
- 6) ALL REINFORCING BARS, BAR SPLICERS, TIE BARS AND DOWEL BARS SHALL BE SEATED IN THE FINAL POSITION PRIOR TO THE CONCRETE OPERATIONS. BARS CANNOT BE MUCKED INTO PLACE.
- 7) THE FURNISHING AND PLACING OF TIE BARS AND DOWEL BARS SHALL BE INCLUDED IN THE COST OF THE CONCRETE BARRIER TRANSITION.
- 8) FOR CONDUIT LOCATIONS, SIZE, AND DETAILS, SEE THE ELECTRICAL AND/OR SURVEILLANCE PLANS. THE FURNISHING AND PLACING OF CONDUITS OF THE SIZE SPECIFIED SHALL BE PAID FOR SEPARATELY. EXPANSION/DEFLECTION COUPLES SHALL BE INCLUDED IN THE COST OF THE CONDUITS, OF THE SIZE SPECIFIED.
- 9) LENGTH OF BARRIER TRANSITION SHALL BE EQUAL TO LONGEST TRANSITION REQUIRED.

REVISIONS	
NAME	DATE
MRN/MDV	06/04
MRN	4/20/05
MRN	8/04/05

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)

**CONCRETE BARRIER TRANSITION
DETAILS**

SCALE NONE
DATE 6/04

DRAWN BY ACE/CAD
CHECKED BY

AMERICAN
CONSULTING ENGINEERS

\\CONCRETE-TRANSITION.DGN
 8-16-2005, 10:09:32
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