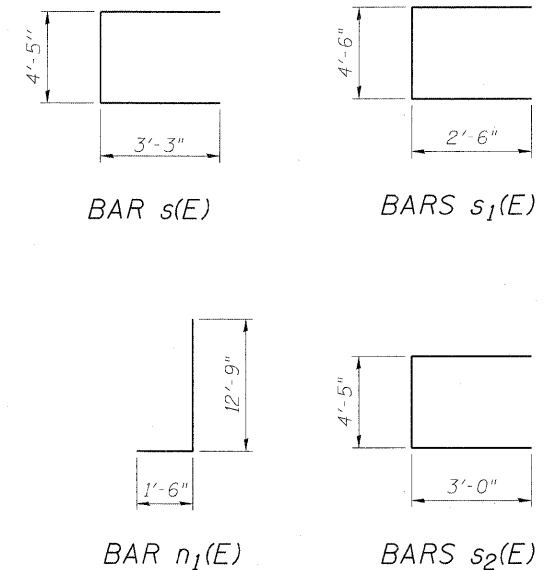


BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	36	#6	32'-0"	—
h ₁ (E)	36	#6	35'-6"	—
n(E)	137	#7	14'-3"	—
n ₁ (E)	137	#11	14'-3"	—
s(E)	137	#6	10'-11"	—
s ₁ (E)	330	#5	9'-6"	—
s ₂ (E)	36	#6	10'-5"	—
t ₂ (E)	137	#10	26'-6"	—
t ₃ (E)	137	#10	26'-6"	—
v ₂ (E)	137	#5	16'-8"	—
v ₃ (E)	137	#7	16'-8"	—
w(E)	56	#7	32'-0"	—
w ₁ (E)	56	#7	35'-6"	—
w ₂ (E)	6	#5	32'-0"	—
w ₃ (E)	6	#5	35'-6"	—
Structure Excavation			Cu. Yd.	727.9
Concrete Structures			Cu. Yd.	579.6
Reinforcement Bars, Epoxy Coated			Pound	76,000
Geocomposite Wall Drain			Sq. Yd.	167
Bar Splicers			Each	98

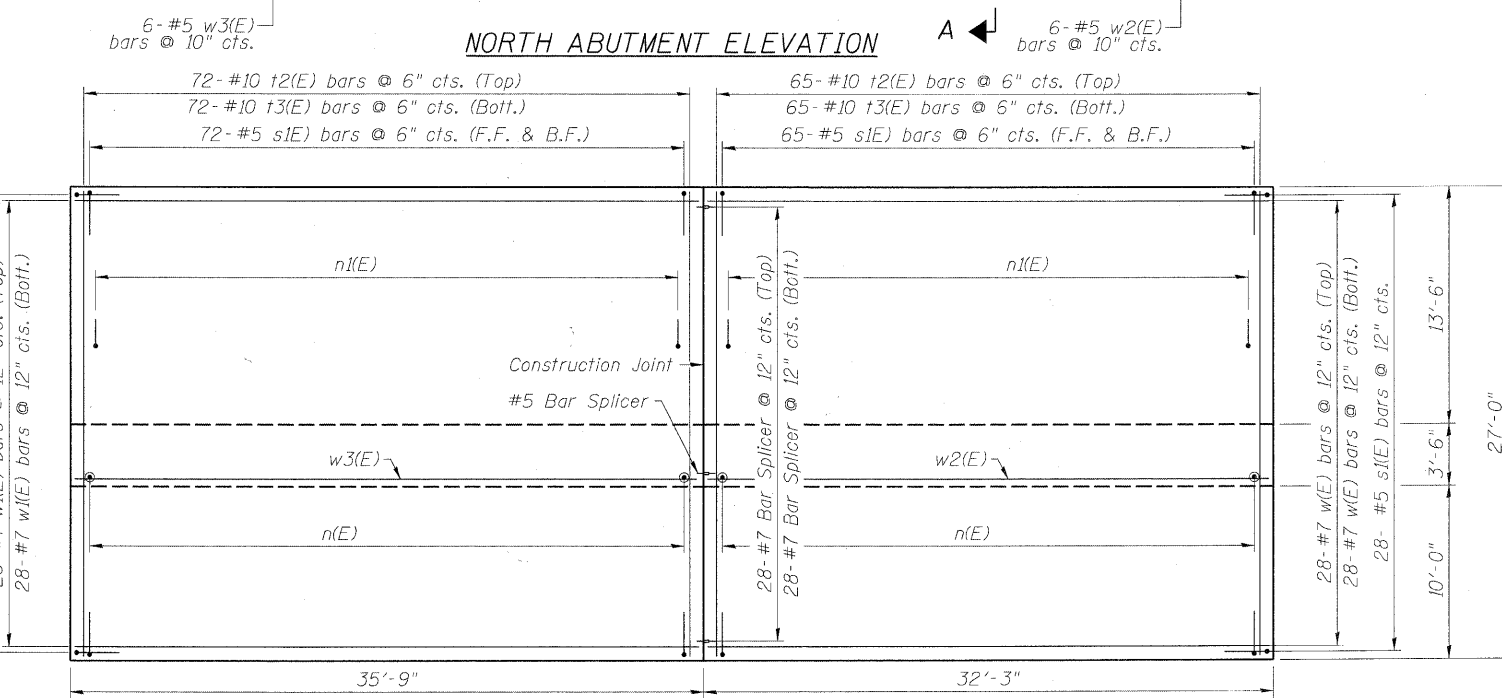
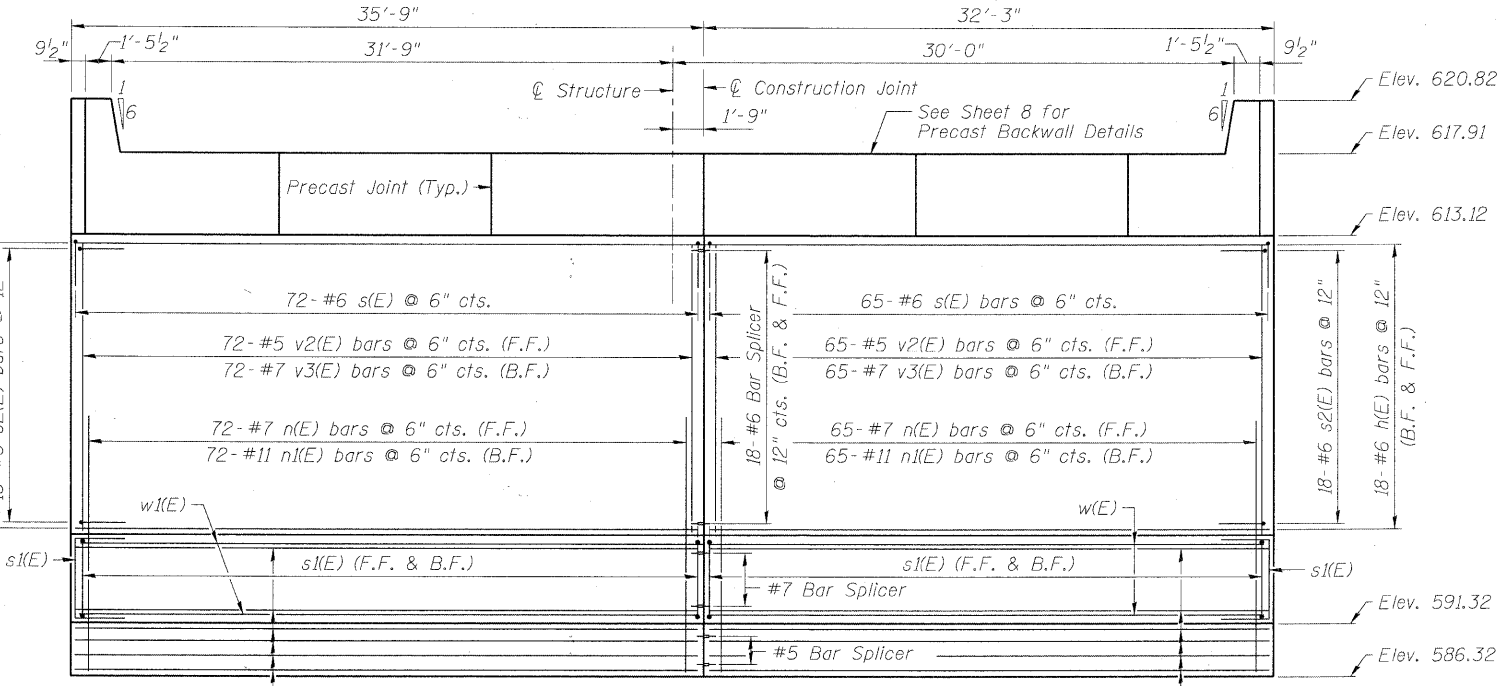
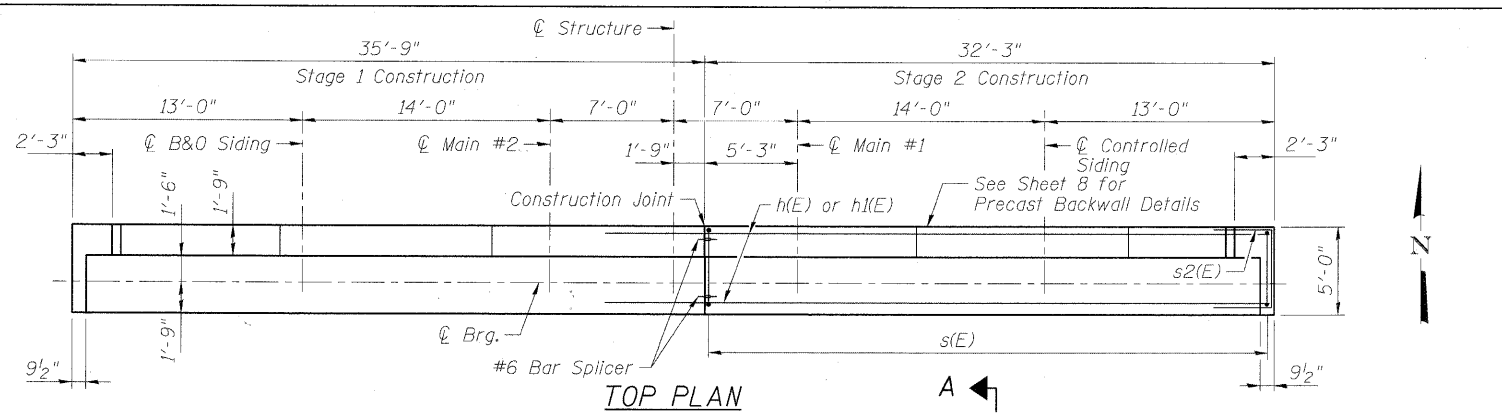
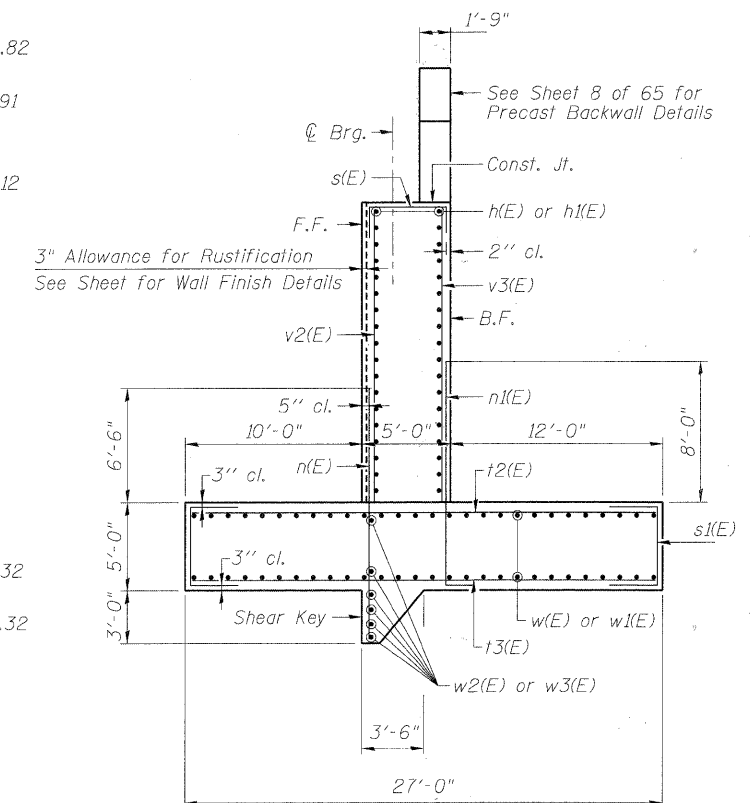
For details of Bar Splicers, See Sheet 9 of 61



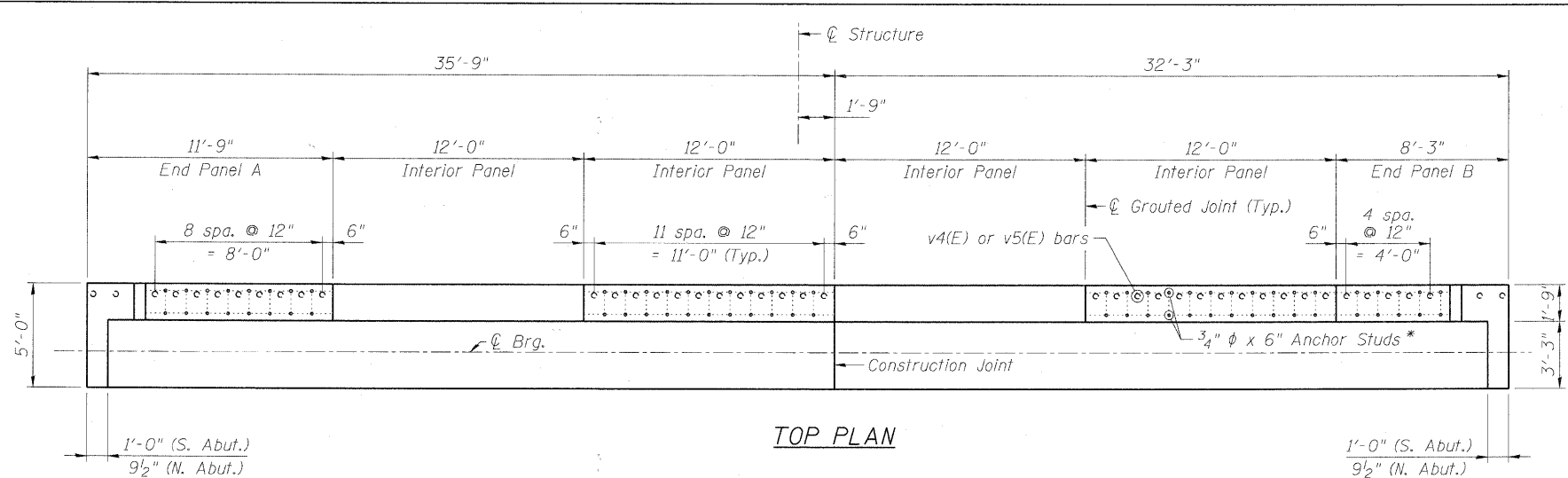
NOTE:

- Contractor to submit revised reinforcement plans for review if staging requirements require revised reinforcement. Minimum development lengths as listed in sheet 2 of 65 shall be provided.
- Work this sheet with Sheet 8 of 65.

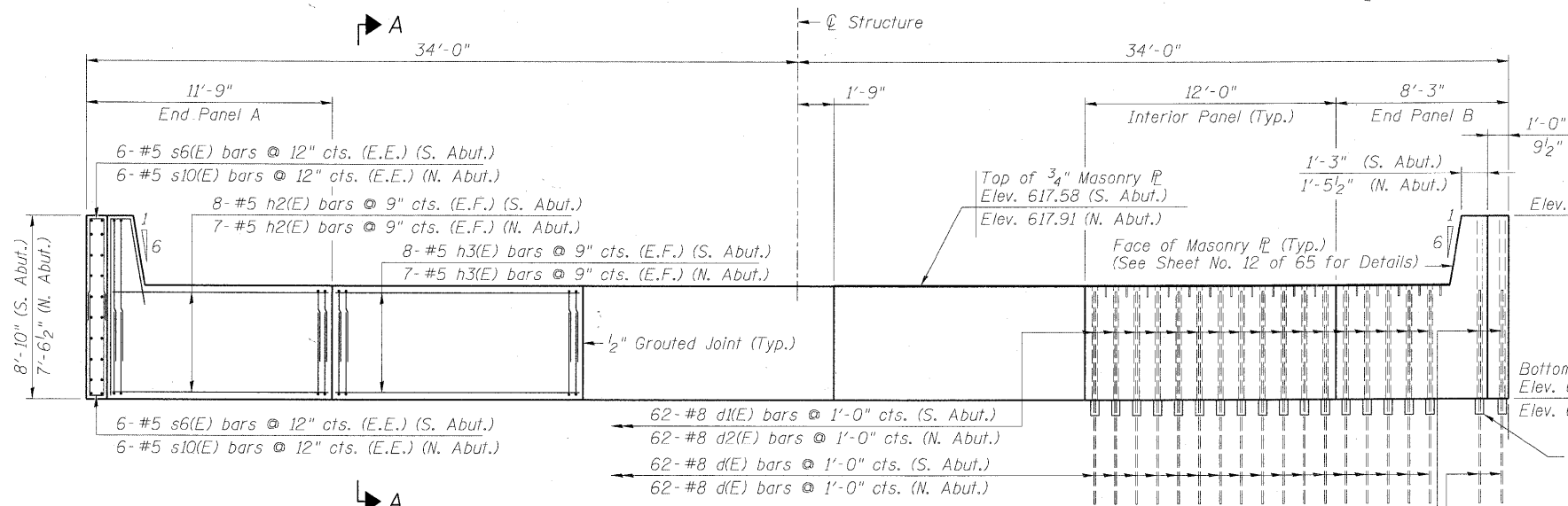
Notes:
 F.F. = Front Face
 B.F. = Back Face
 Bott. = Bottom



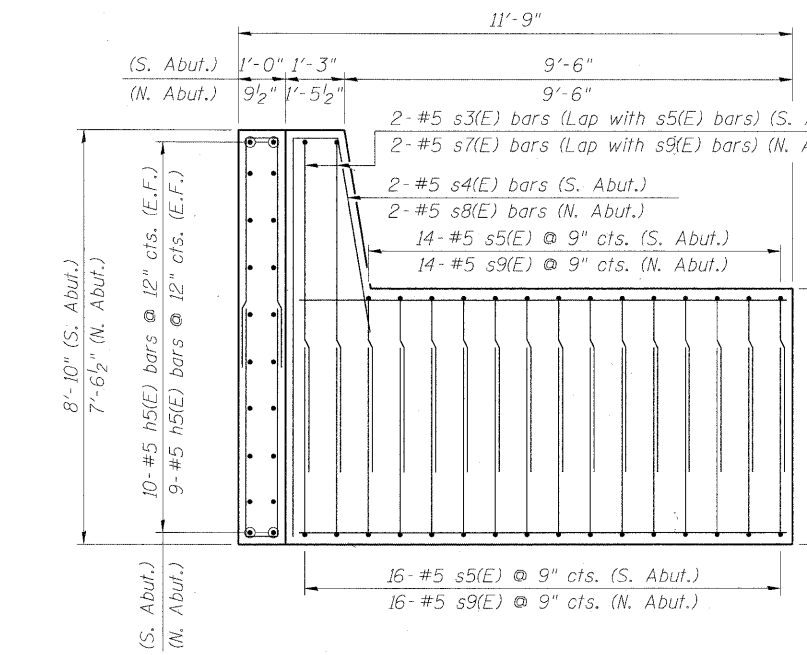
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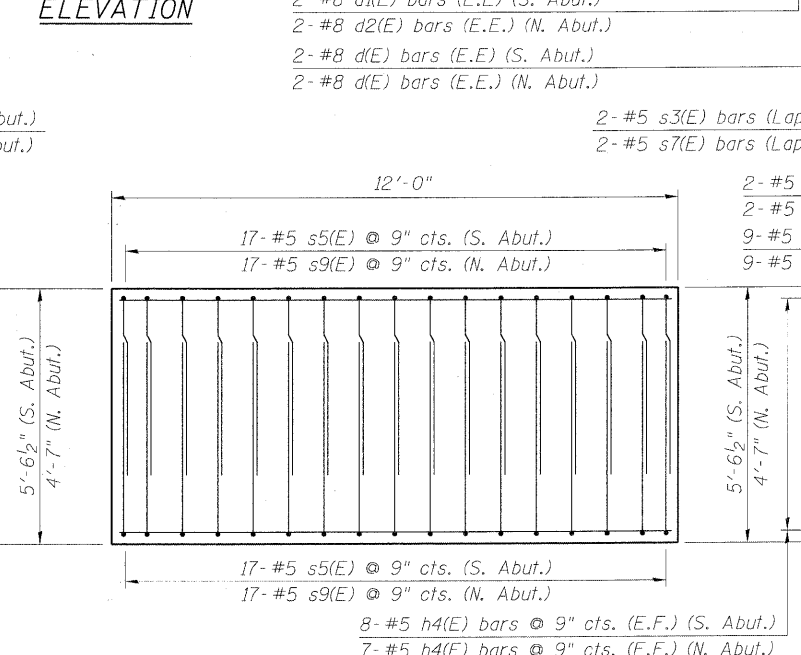
TOP PLAN



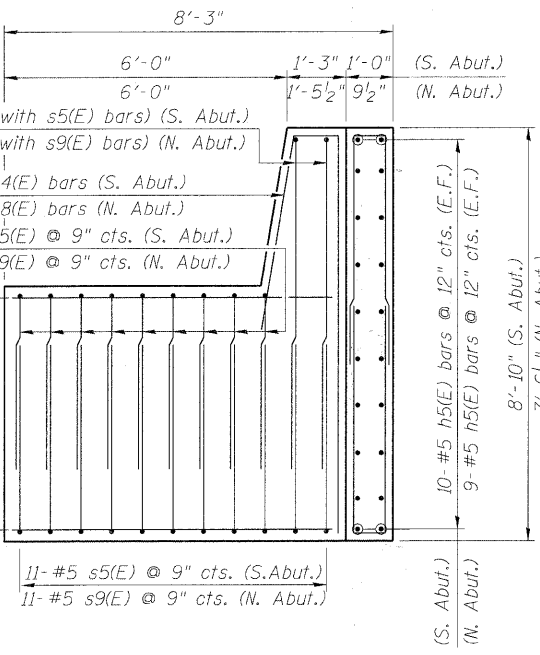
ELEVATION



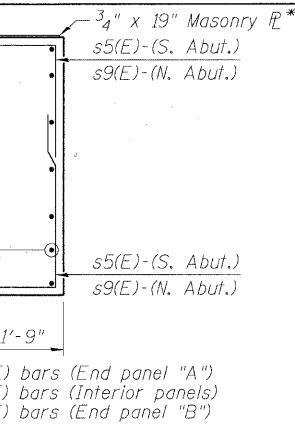
PRECAST BACKWALL END PANEL "A"



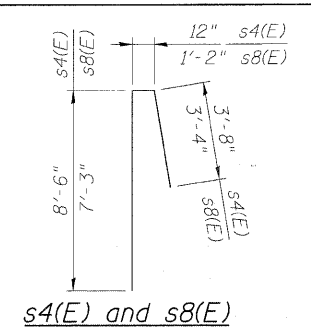
PRECAST BACKWALL INTERIOR PANEL



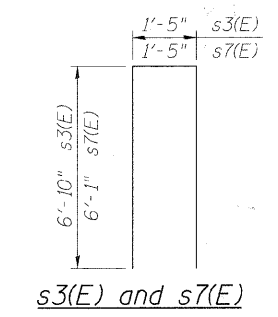
PRECAST BACKWALL END PANEL "B"



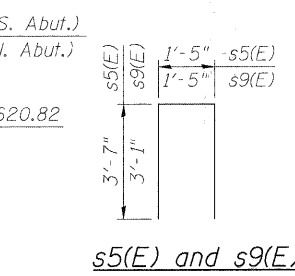
SECTION A-A



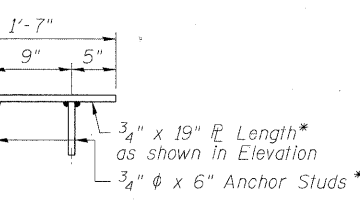
s4(E) and s8(E)



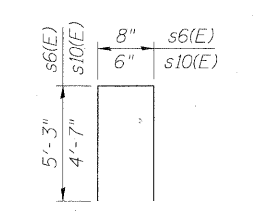
s3(E) and s7(E)



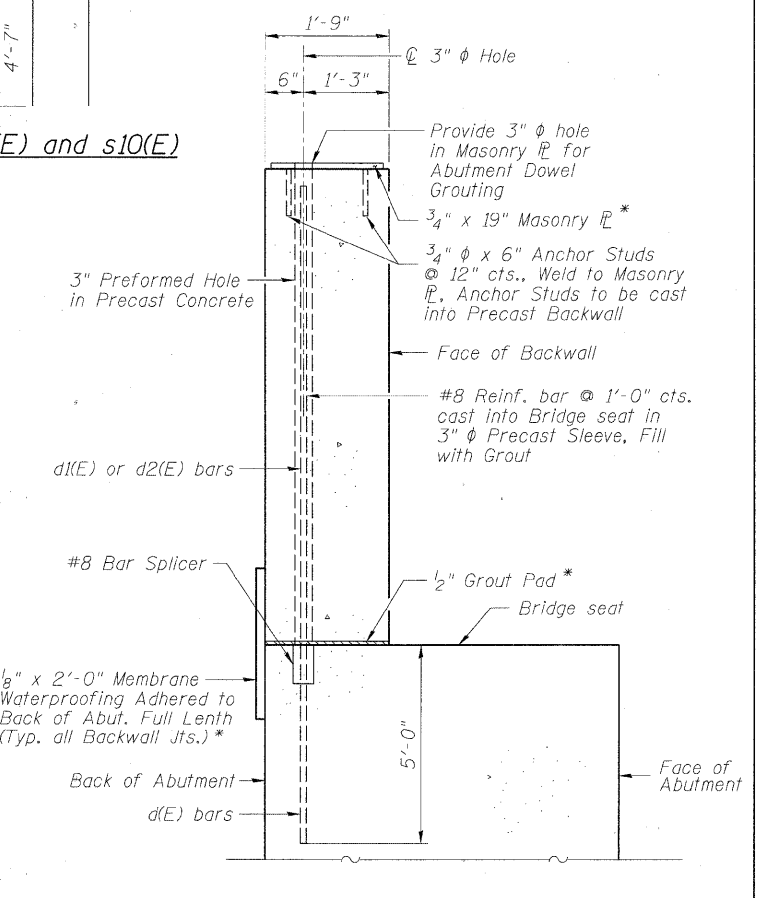
s5(E) and s9(E)



ANCHOR STUDS WELD TO MASONRY PLATE



s6(E) and s10(E)



PRECAST BACKWALL SECTION

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d1(E)	132	#8	5'-0"	—
d1(E)	66	#8	5'-5"	—
d2(E)	66	#8	4'-6"	—
h2(E)	30	#5	10'-5"	—
h3(E)	120	#5	11'-8"	—
h4(E)	30	#5	6'-11"	—
h5(E)	76	#5	4'-8"	—
s3(E)	4	#5	15'-1"	—
s4(E)	4	#5	13'-2"	—
s5(E)	186	#5	8'-7"	—
s6(E)	24	#5	11'-2"	—
s7(E)	4	#5	13'-7"	—
s8(E)	4	#5	11'-9"	—
s9(E)	186	#5	7'-7"	—
s10(E)	24	#5	9'-8"	—
Precast Conc. Backwall	Cu. Yd.		67	
Reinforcement Bars, Epoxy Coated	Pound		9770	
Bar Splicers	Each		132	

* Included in cost of "Precast Concrete Backwall"

Notes:
 E.E. = Each End
 E.F. = Each Face
 See Precast Backwall Concrete Special Provision for type of Grout

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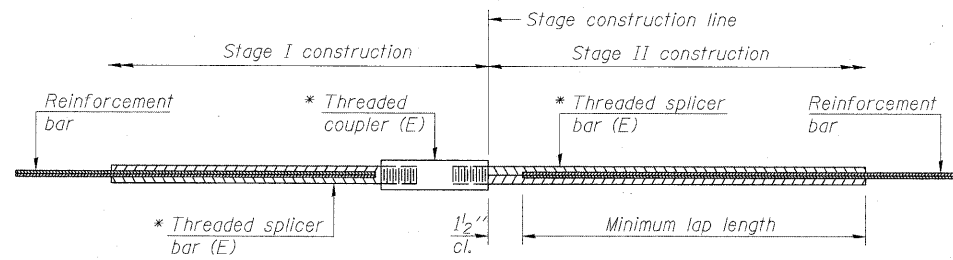
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	DATE - 11/23/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRECAST BACKWALL DETAILS
STRUCTURE NO. 016-7721

SCALE: NONE SHEET NO. 8 OF 65 SHEETS STA. TO STA.

F.A.U. RTE. 1537	SECTION 06-00050-00-GS	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 102
FED. ROAD DIST. NO. 1 ILLINOIS		FED. AID PROJECT CRE-9003709	CONTRACT NO. 63556	



STANDARD BAR SPLICER ASSEMBLY

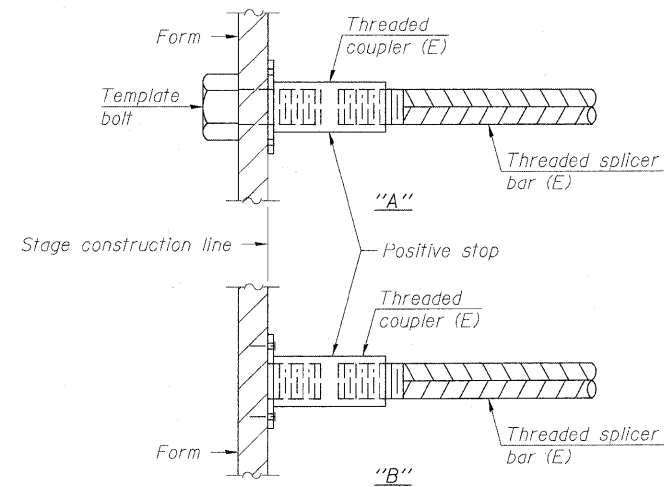
Minimum Lap Lengths					
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Top bar lap, Class B

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

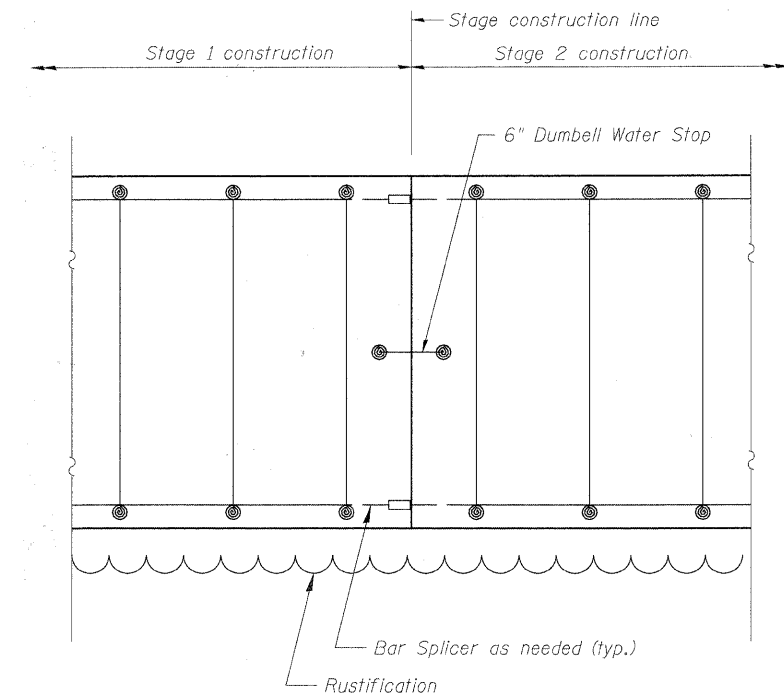
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
S. Abut. Shear Key	#5	6	2'-7"
S. Abut. Stem	#6	36	3'-1"
S. Abut. Footing	#7	48	4'-2"
N. Abut. Shear Key	#5	6	2'-7"
N. Abut. Stem	#6	36	3'-1"
N. Abut. Footing	#7	56	4'-2"



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.



**CONSTRUCTION JOINT DETAILS
ABUTMENT STEM**

NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

All reinforcement shall be lapped and tied to the splicer bars. Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.

See approved list of bar splicer assemblies.

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PLOT DATE = 3/16/2011

DESIGNED - BMR
DRAWN - COM
CHECKED - DD
DATE - 11/23/2010

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BAR SPLICER ASSEMBLY DETAIL
STRUCTURE NO. 016-7721**

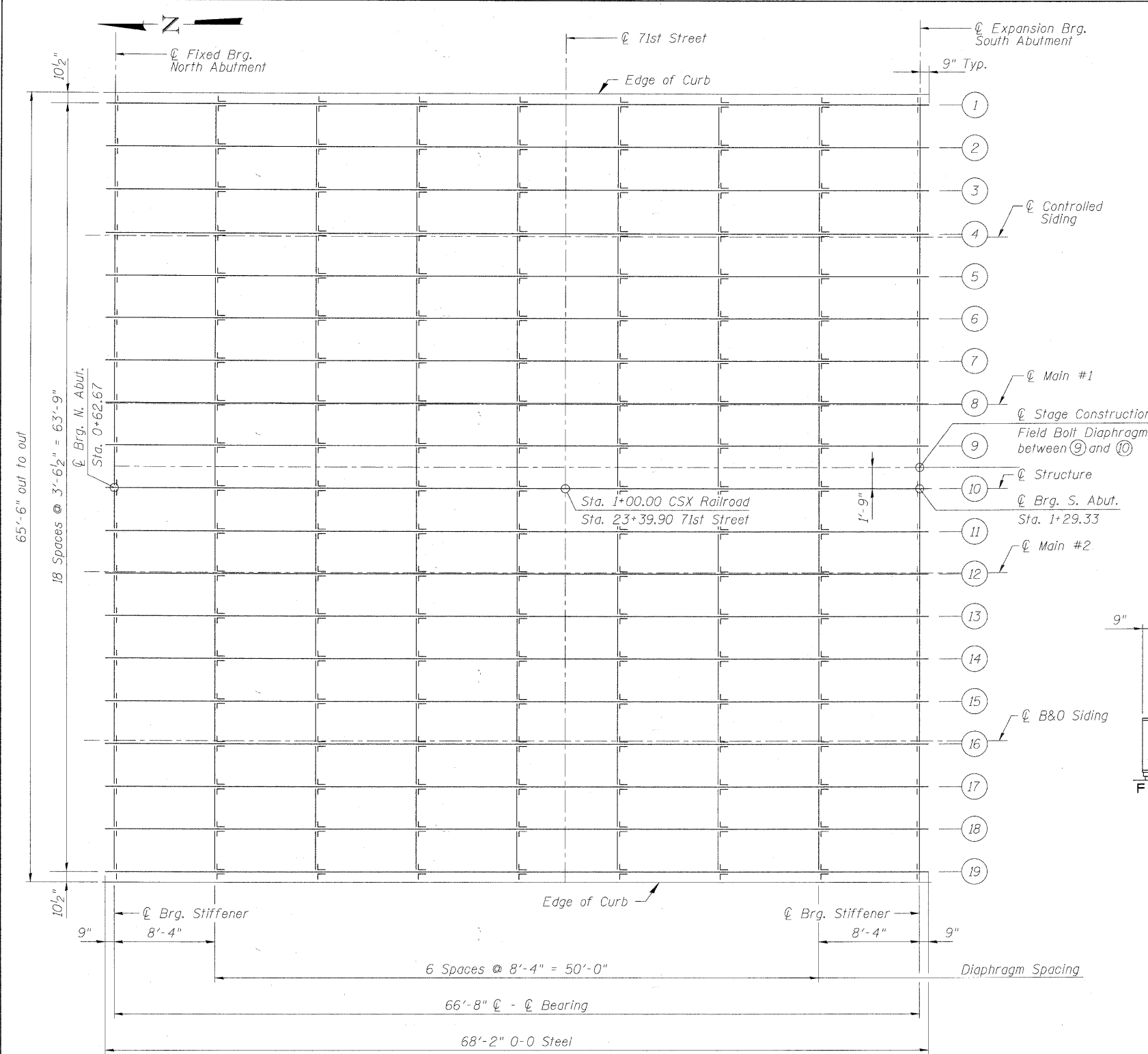
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CRE-90031709			CONTRACT NO. 63556	

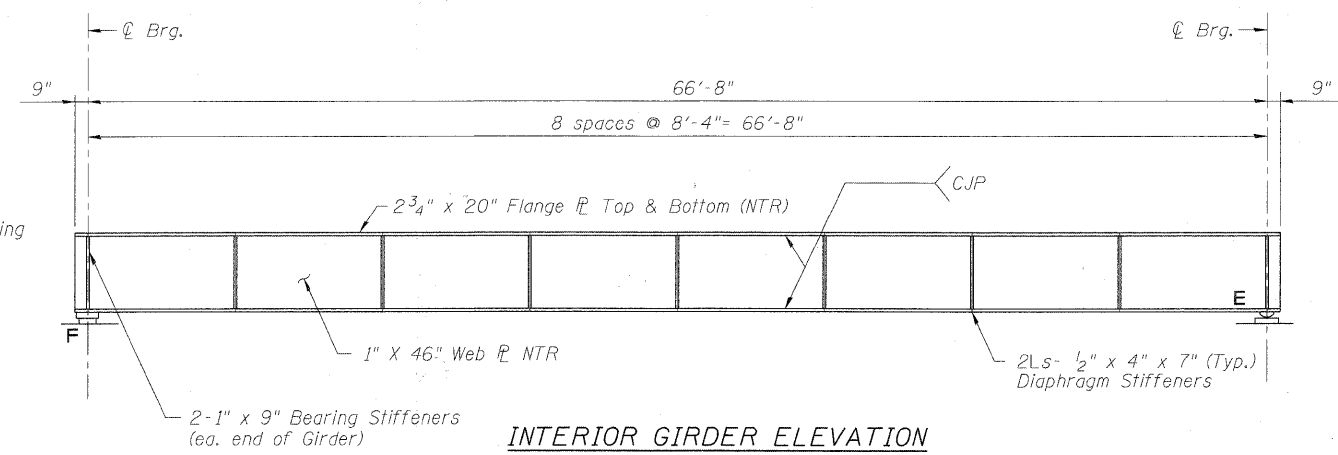
DESIGN DATA PER GIRDER

MOMENT		SHEAR		BEARING ON CONCRETE	
DESCRIPTION		DESCRIPTION		DESCRIPTION	
DEAD LOAD	1,150 (k)	DEAD LOAD	69 (kips)	TOTAL REACTION	292 (kips)
LIVE LOAD	2,245 (k)	LIVE LOAD	152 (kips)	BRG. AREA FURNISHED	342 (in. ²)
IMPACT	1,044 (k)	IMPACT	71 (kips)	MAXIMUM BRG. PRESSURE	917 (psi)
TOTAL	4,439 (k)	TOTAL	292 (kips)		
SECTION		WEB SHEAR	5.74 (ksi)		
WEB	1"x46"	END STIFFENER COLUMN AREA REQUIRED	6.34 (in. ²)		
FLANGE	2 ³ / ₄ "x20"	SECTION	2-1"x9"		
I FURNISHED GROSS	73,536 (in. ⁴)	END STIFFENER COLUMN AREA FURNISHED	28 (in. ²)		
I FURNISHED NET	71,489 (in. ⁴)				
ALLOWABLE MAX. TENSILE STRESS IN FLANGE	27.5 (ksi)				
ACTUAL MAX. TENSILE STRESS IN FLANGE	19.1 (ksi)				
ALLOWABLE LL DEFLECTION	1.25 (in.)				
ACTUAL LL DEFLECTION	1.23 (in.)				

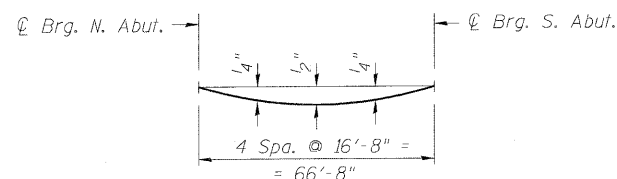
NTR = Notch Toughness Requirements



FRAMING PLAN



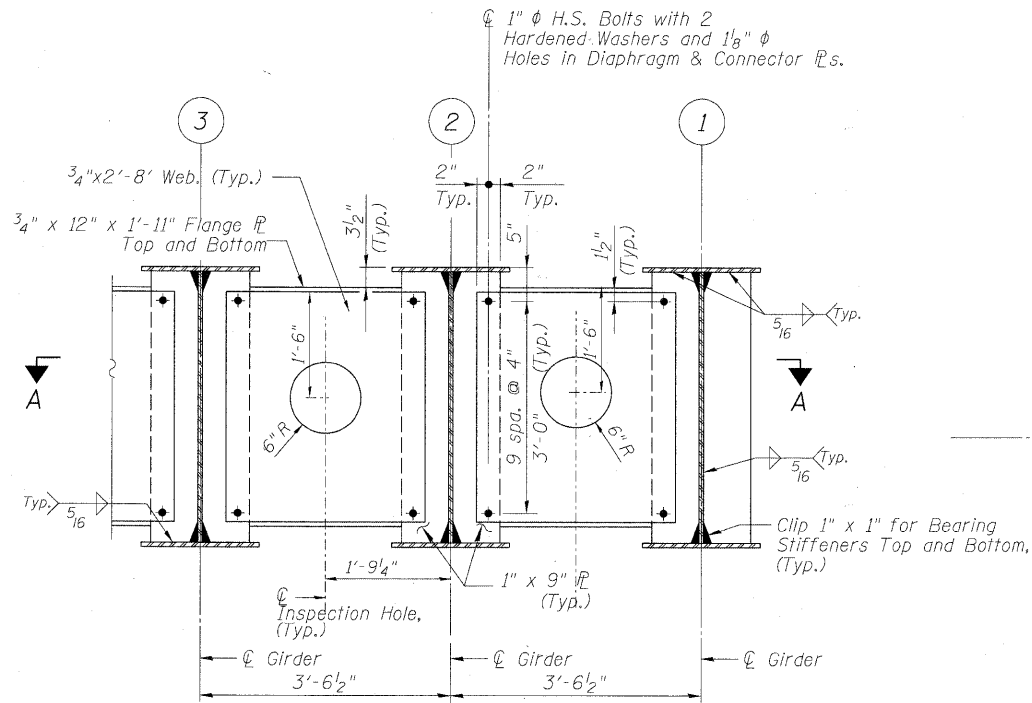
INTERIOR GIRDER ELEVATION



DEAD LOAD DEFLECTION DIAGRAM

Note:
 Web Splice and Flange Splice shall be Pre Qualified Complete Penetration Butt Welds.
 Engineer to Approve Type and Location of Splices.
 Flange to Web Connections shall be Pre Qualified Full Penetration Weld Approved by the Engineer prior to fabrication.

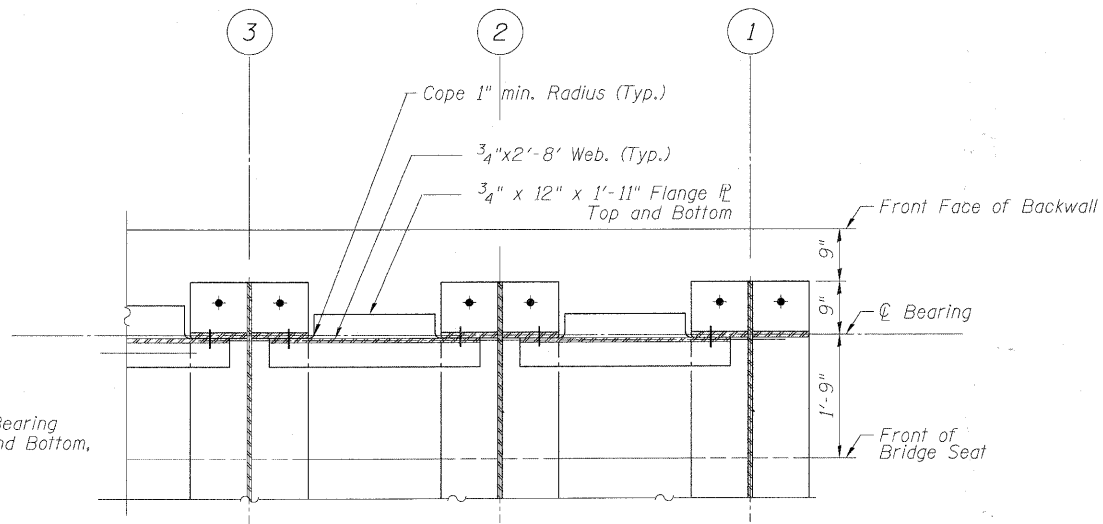
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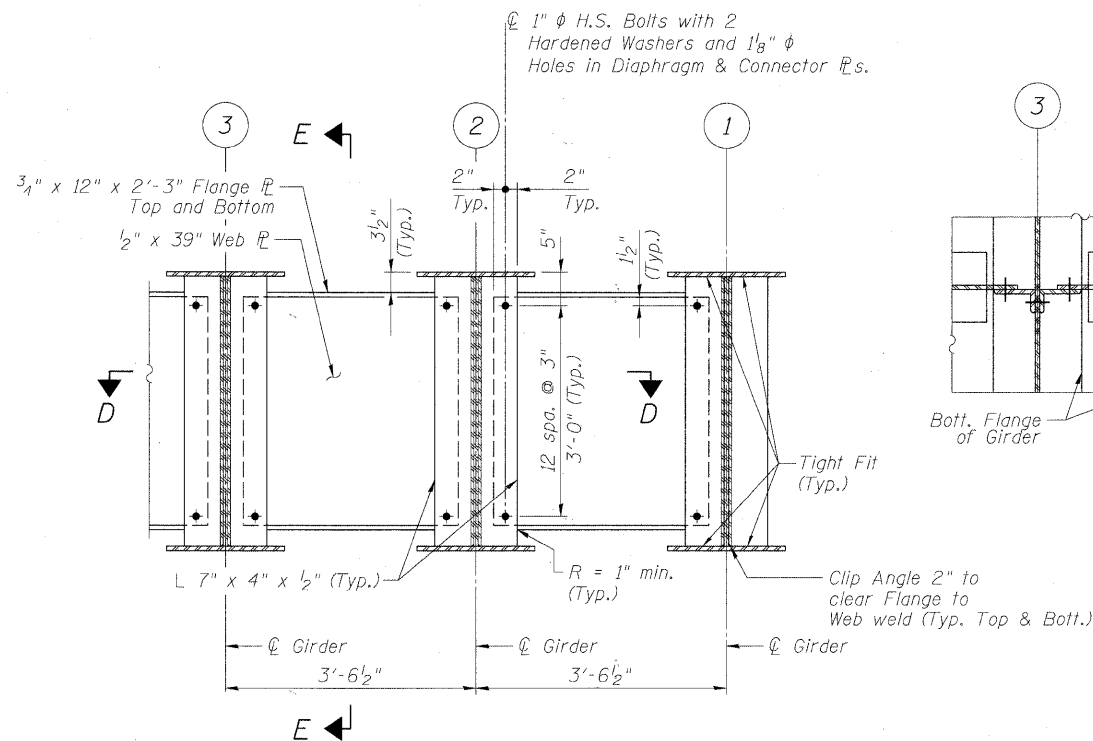
SECTION AT BEARING STIFFENERS

NOTE:

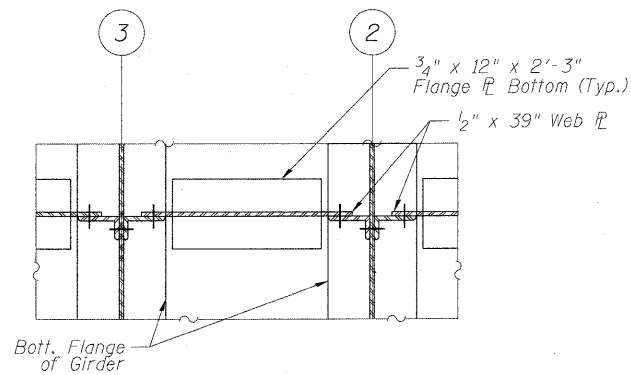
For bearing stiffeners mill to bear at bottom flange prior to welding. Provide tight fit at top flange.



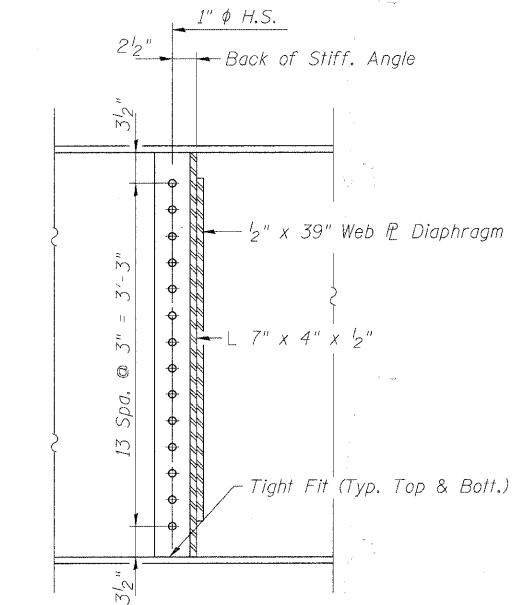
SECTION A-A



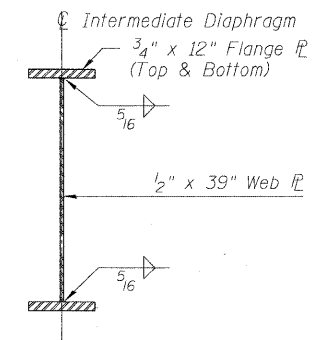
SECTION AT INTERMEDIATE DIAPHRAGMS



SECTION D-D



SECTION E-E
Typical Stiffener to Girder Connection



INTERMEDIATE DIAPHRAGM SECTION

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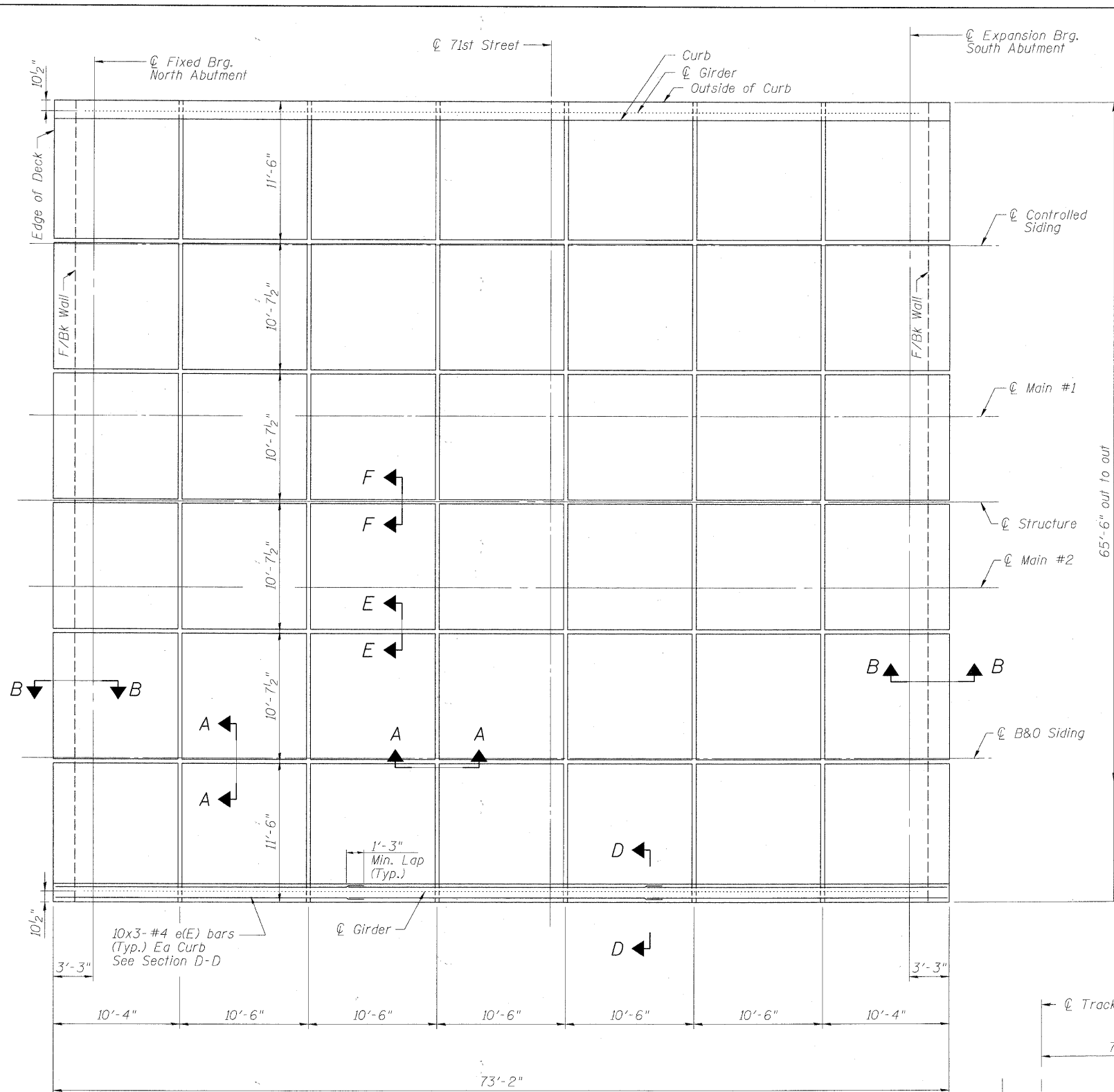
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 016-7721

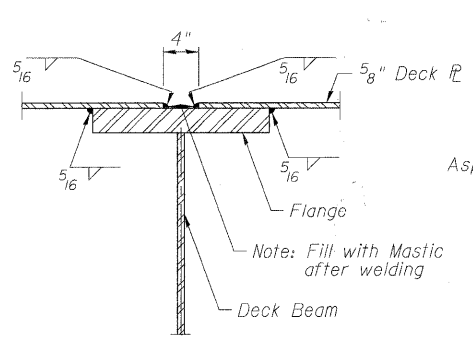
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	105
CONTRACT NO. 63556				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CRE-9003(709)				

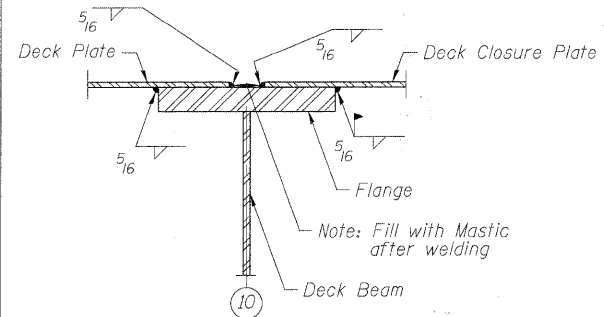


FLOOR PLATE PLAN

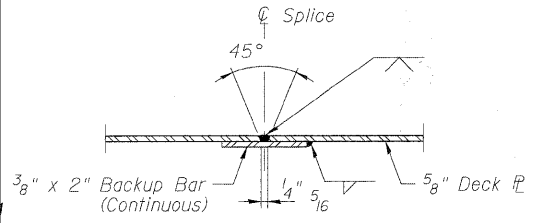
Notes:
 A. Plate Splice locations are suggested. Contractor may respace joints. Submit plan to Engineer for approval prior to fabrication.
 B. Suggested Splice. Contractor may propose alternate Splice method for Approval.



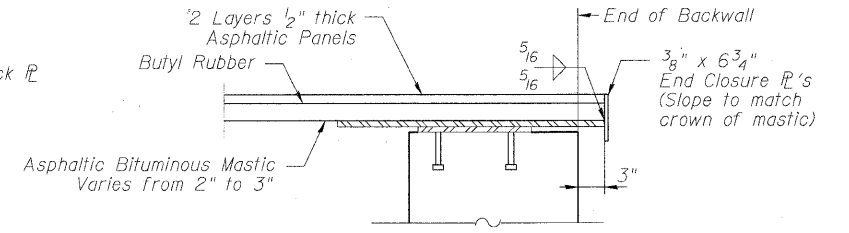
SECTION A-A
For Splice over Beam Flange. (Typ.)



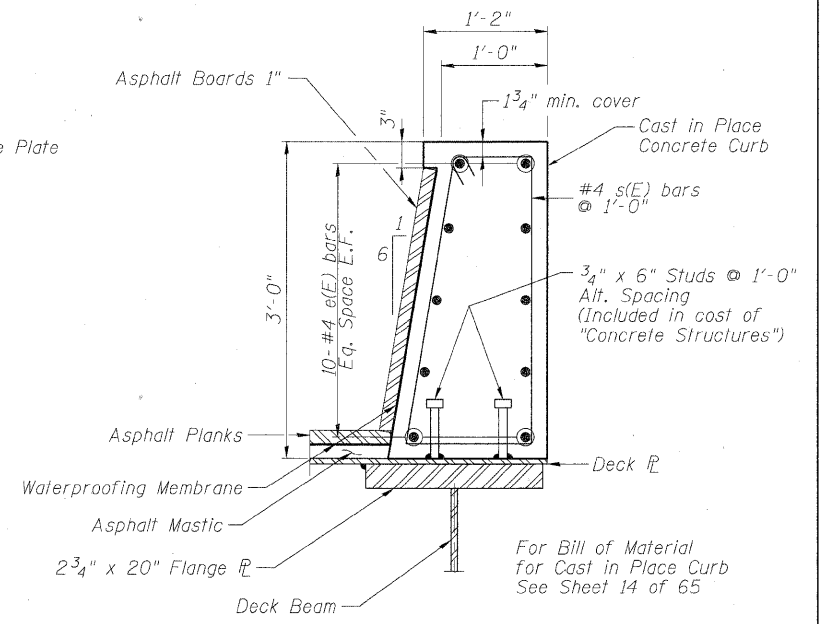
SECTION F-F
At Stage Line



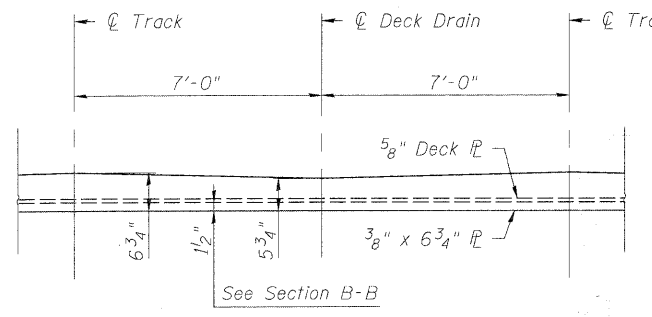
SECTION E-E
For Longitudinal Splice Between Beams



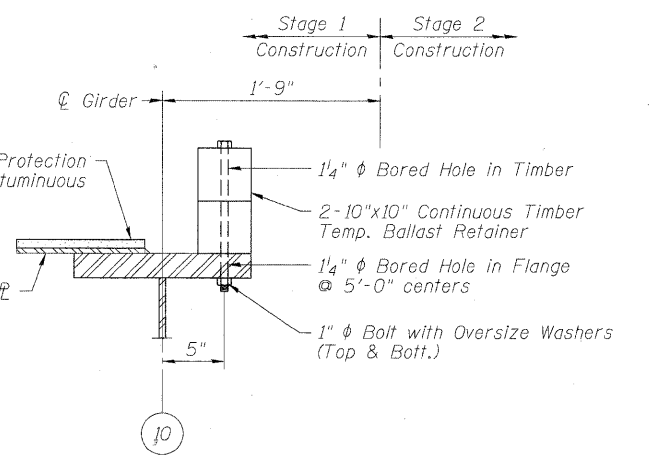
SECTION B-B
At Deck Ends



SECTION D-D
(Curb Waterproofing)



SECTION AT END CLOSURE PLATE
(TYP. EACH TRACK)



1. Provide Splice for Stage 2 Waterproofing.
 2. Weld Closure Deck Plate per Section A-A in Stage 2.

TEMP. BALLAST RETAINER
(STAGE CONSTRUCTION)

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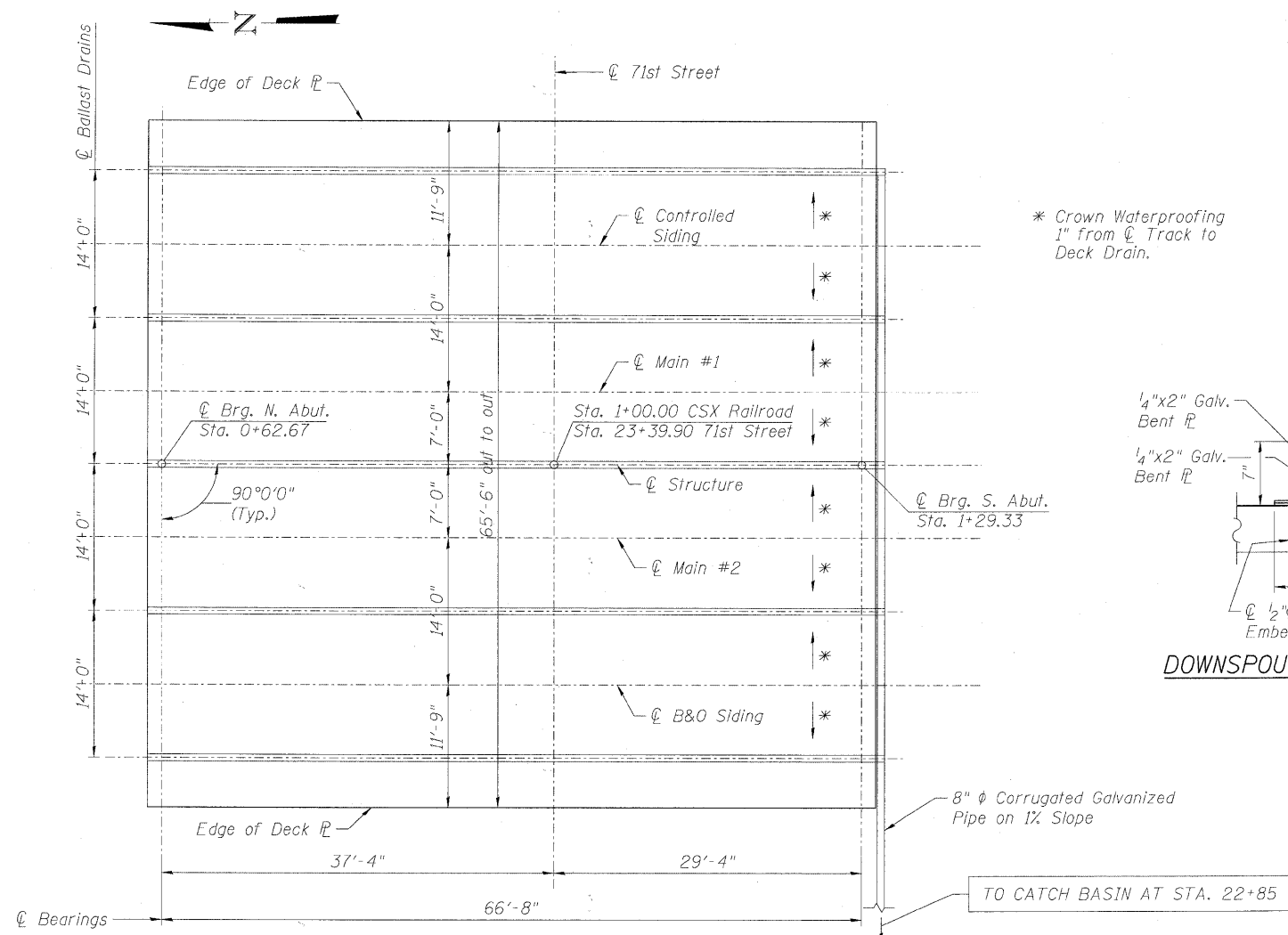
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

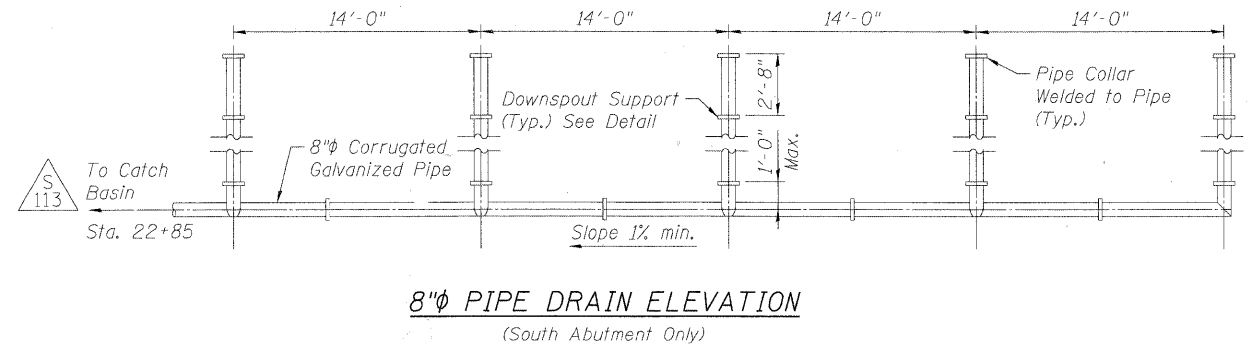
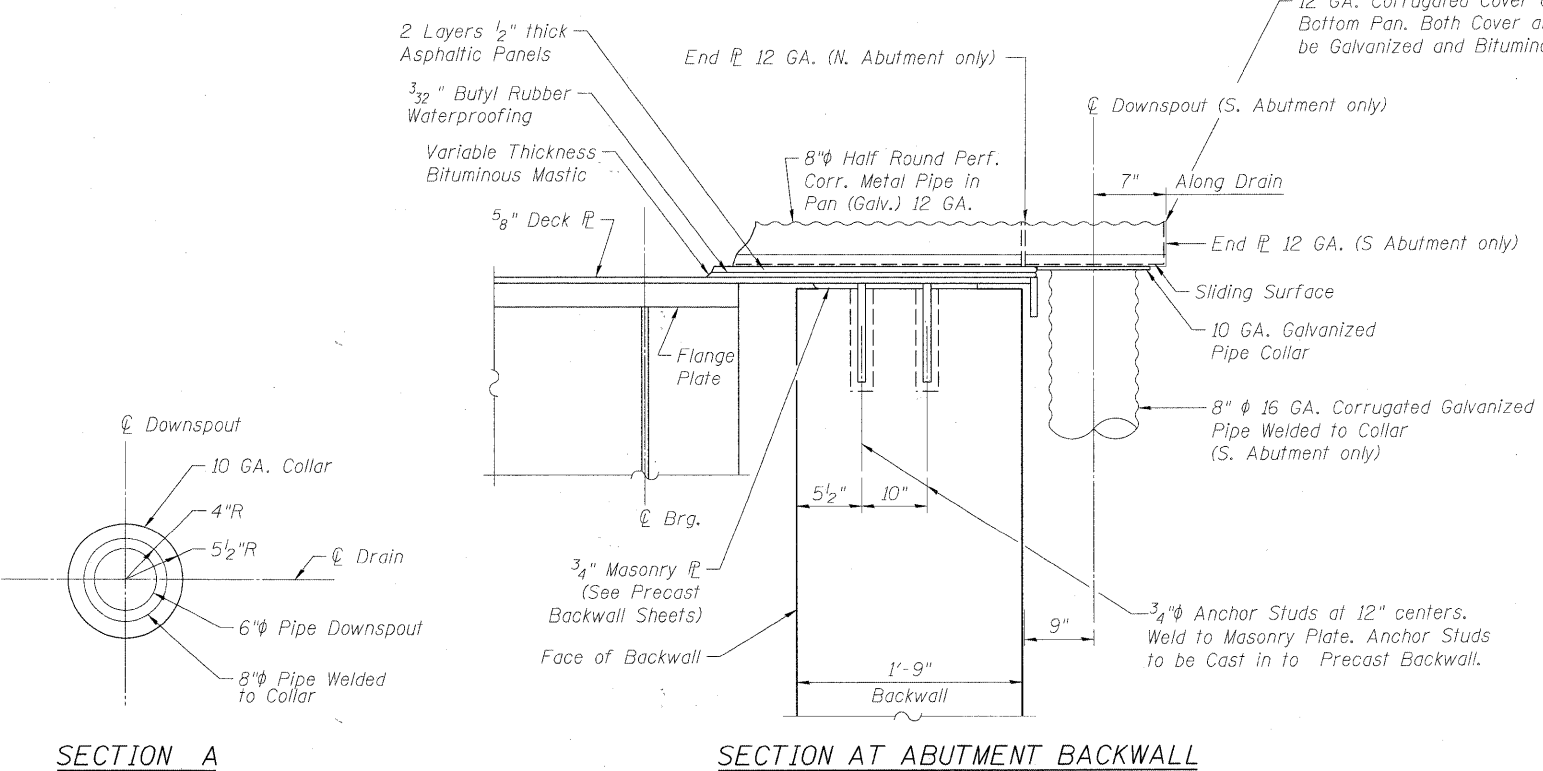
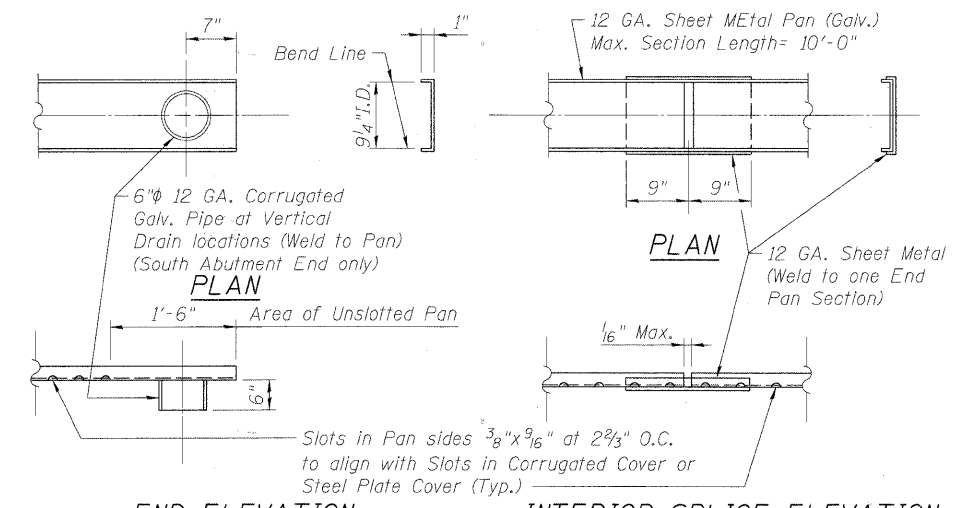
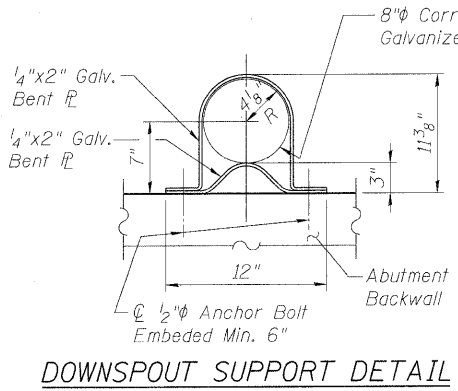
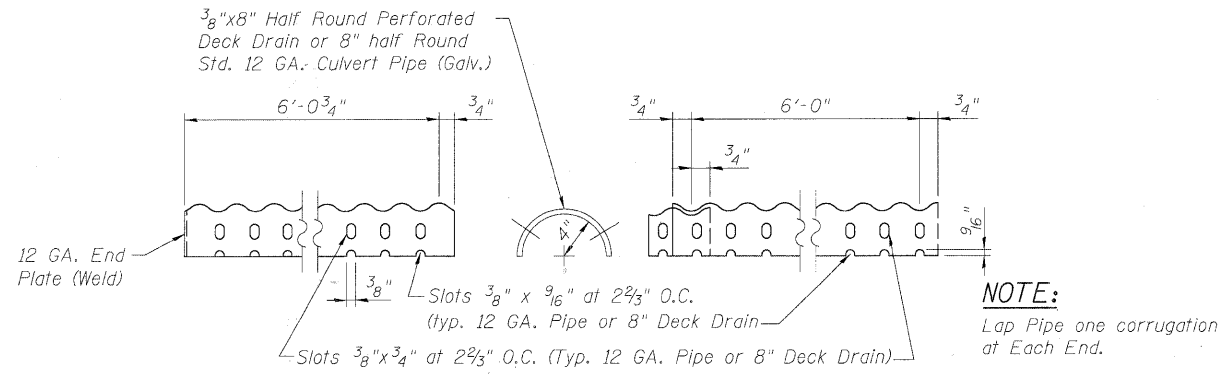
DECK LAYOUT AND DETAILS
STRUCTURE NO. 016-7721

SCALE: NONE SHEET NO. 12 OF 65 SHEETS STA. TO STA.

F.A.J. RTE. 1537	SECTION 06-00050-00-65	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 106
FED. ROAD DIST. NO. 1 ILLINOIS		FED. AID PROJECT CRE-90031709		CONTRACT NO. 63556



* Crown Waterproofing 1" from ϕ Track to Deck Drain.



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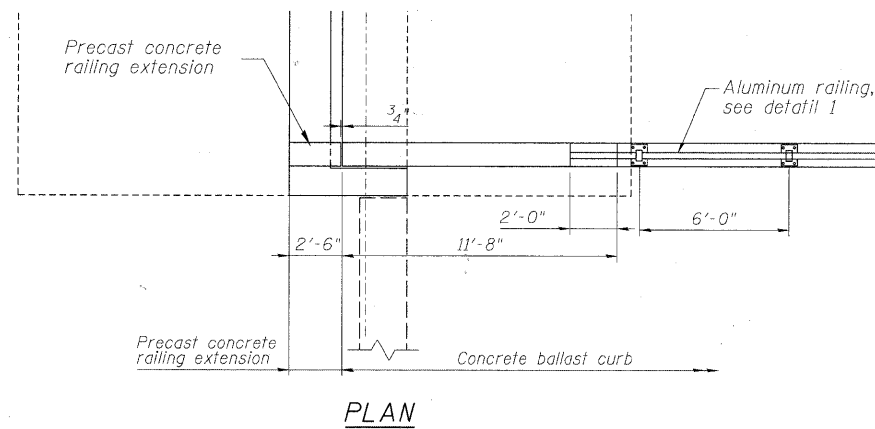
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	DATE = 02/11/2011	REVISED =

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK DRAINAGE DETAILS
STRUCTURE NO. 016-7721

SCALE: SHEET NO. 13 OF 65 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	106A
CONTRACT NO. 63556				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CRE-90031709				



8"x10"x $\frac{1}{2}$ " Aluminum Plate (Post Anchor Bracket) anchored into the concrete curb

2" Thick Aluminum Plate Post, welded to $\frac{1}{2}$ " Alum. Plate (Post Anchor Bracket), spaced 6'-0" O.C. Typ.

2 - $1\frac{1}{2}$ " Thick Aluminum Plate Post, welded to $\frac{1}{2}$ " Alum. Plate spaced $3\frac{1}{2}$ " O.C., at Railing Expansion joint

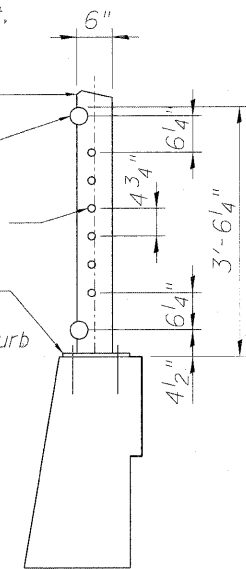
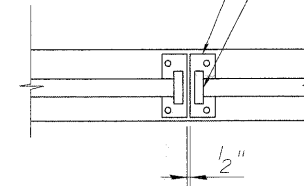
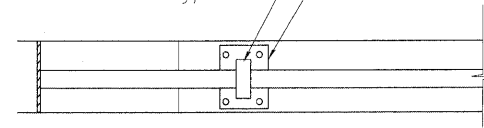
2-6"x10"x $\frac{1}{2}$ " Aluminum Plate, at Rail Expansion Joint

2" Thick Aluminum Plate Post, welded to $\frac{1}{2}$ " Alum. Plate (Post Anchor Bracket), spaced 6'-0" O.C. Typ.

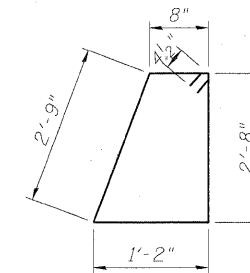
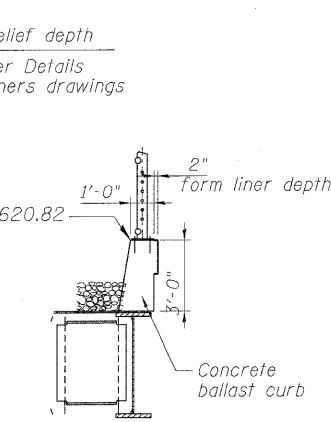
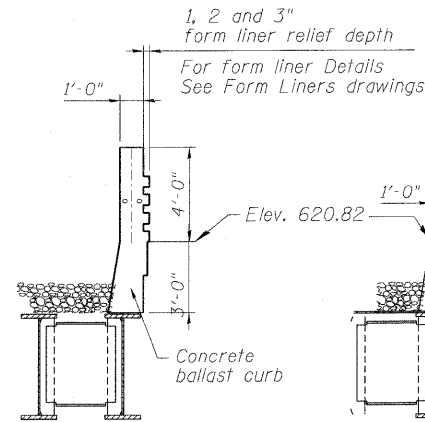
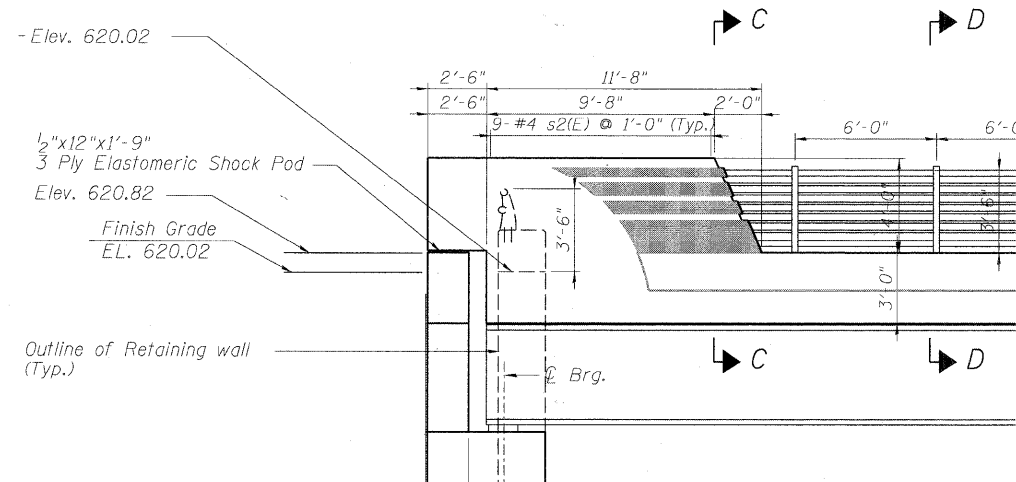
3" Dia Aluminum Rail Top and Bottom

$1\frac{1}{8}$ " Aluminum Rod Infill Rail, Typ.

8"x10"x $\frac{1}{2}$ " Aluminum Plate (Post Anchor Bracket) anchored into the concrete curb

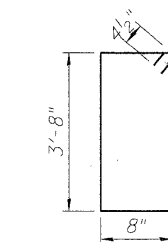
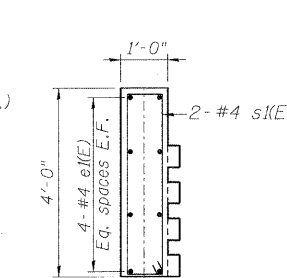
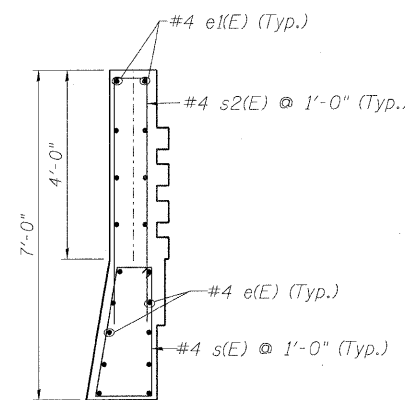
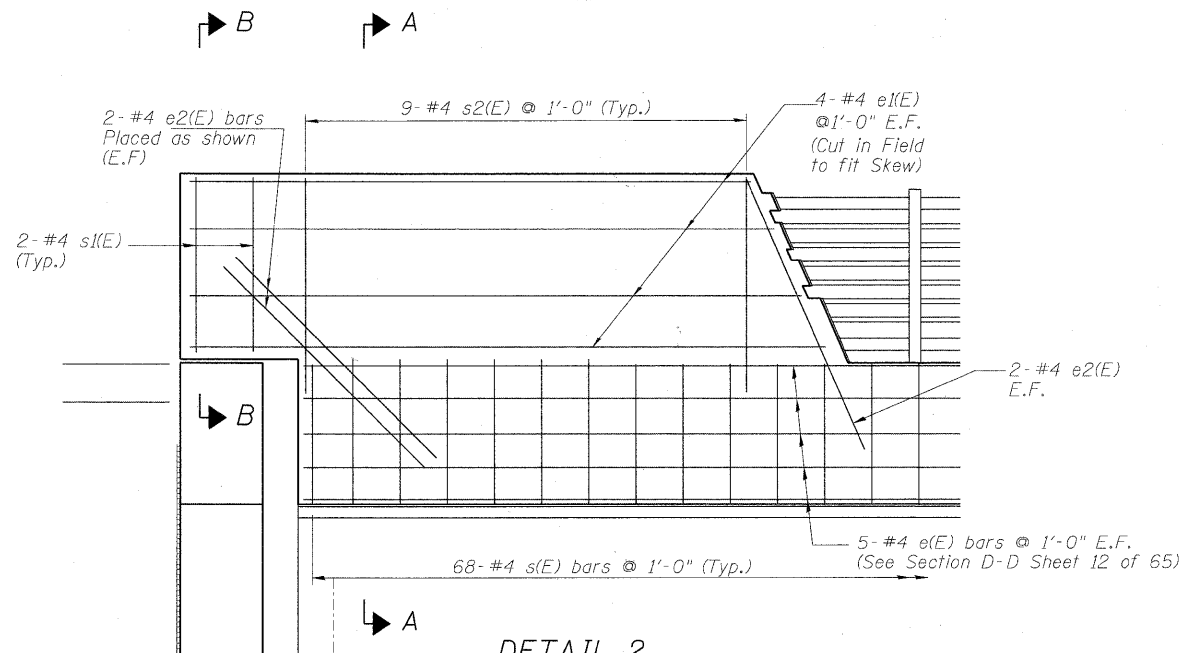


DETAIL 1
Aluminum Railing

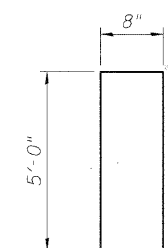


BILL OF MATERIAL

Bar	No.	Size	Length	Shape
e(E)	136	#4	25'-3"	—
e1(E)	36	#4	13'-11"	—
e2(E)	24	#4	6'-0"	—
s(E)	136	#4	8'-0"	□
s1(E)	8	#4	9'-5"	□
s2(E)	36	#4	10'-8"	□
Reinforcement Bars, Epoxy Coated			Pound	3760



BAR s1(E)



BAR s2(E)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

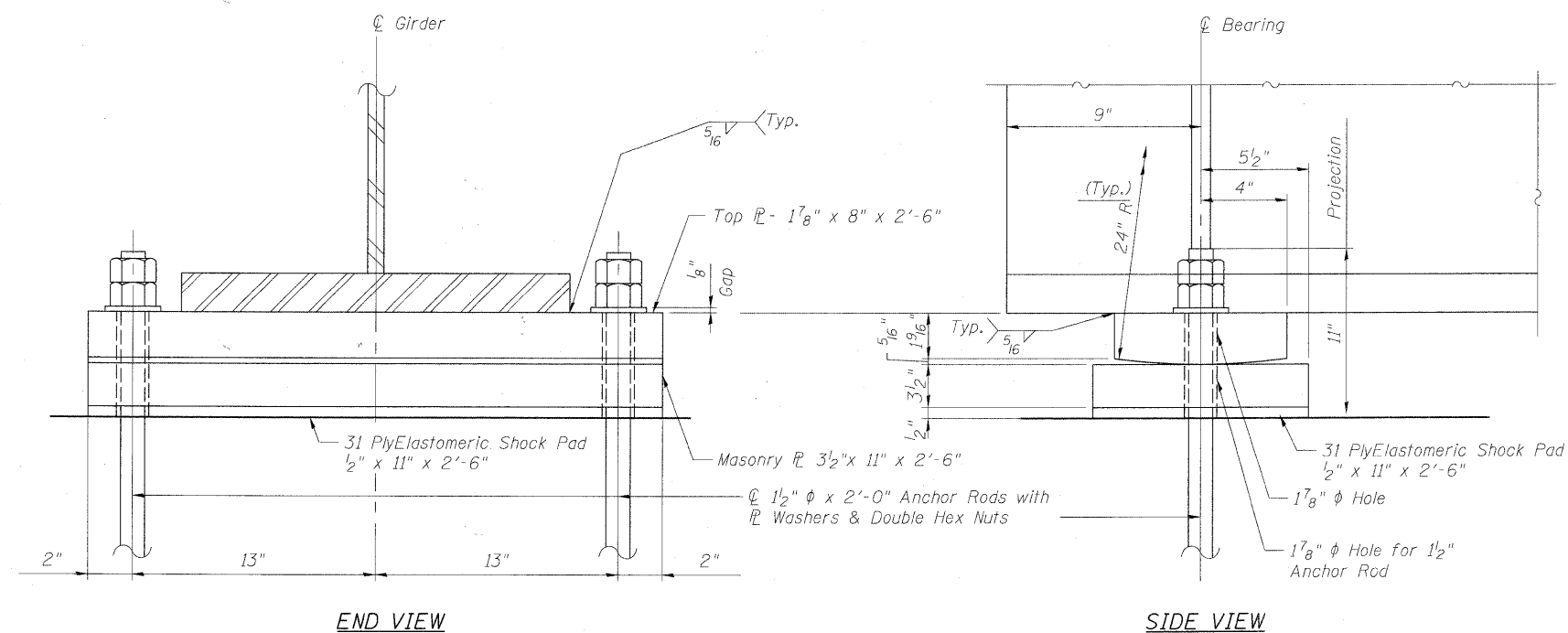
RAILING LAYOUT AND DETAILS
STRUCTURE NO. 016-7721

SCALE: SHEET NO. 14 OF 65 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	107
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

TOTAL BILL OF MATERIAL

Item	Unit	Total
ANCHOR BOLTS 1 1/2 IN DIAMETER	EACH	38



FIXED BEARING DETAILS - NORTH ABUTMENT

- NOTE :
1. Required shim plates shall be a single plate, not multi layered, included in "Furnish and Erect Structural Steel".
 2. See Note on next sheet for shock pad material.
 3. Surface Finish top of Masonry Plate shall conform to ANSI/ASME B46.1, for Surface Texture.

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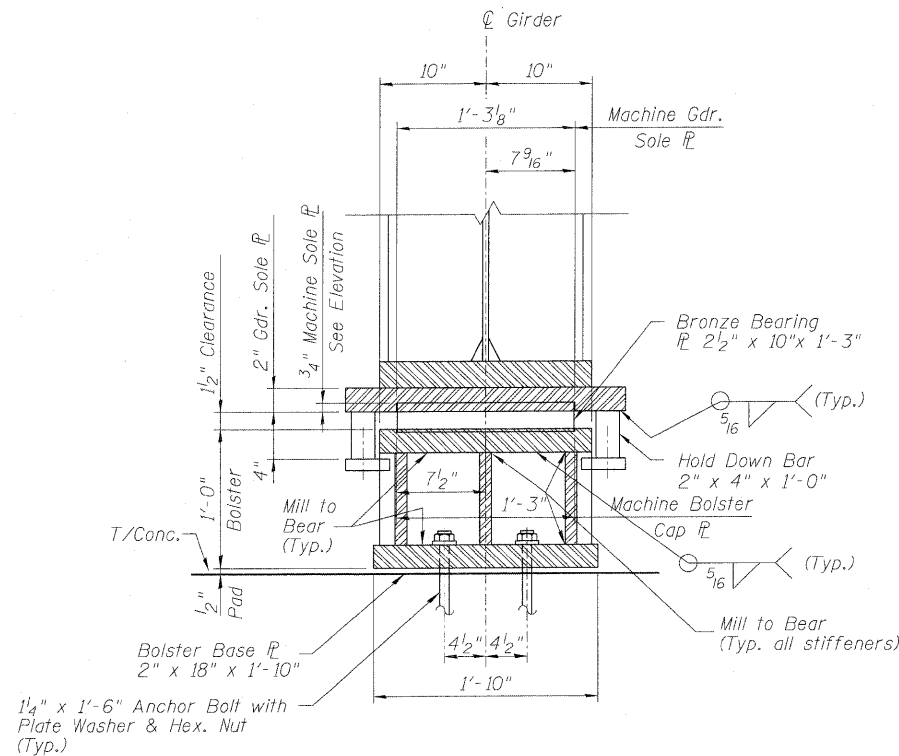
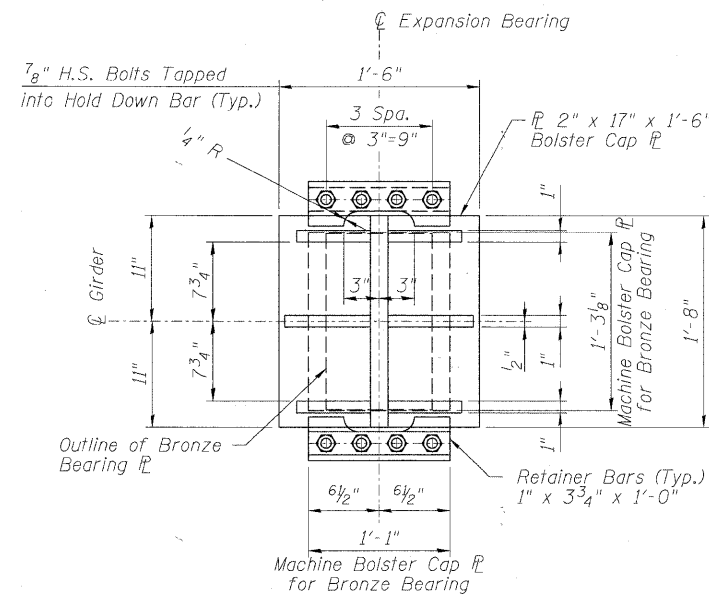
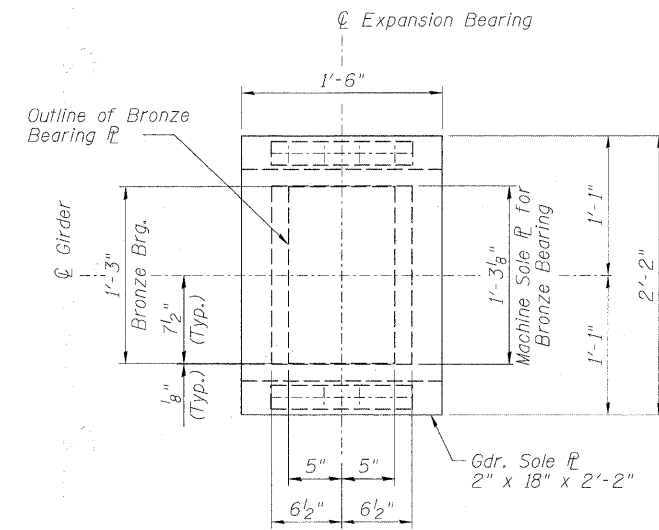
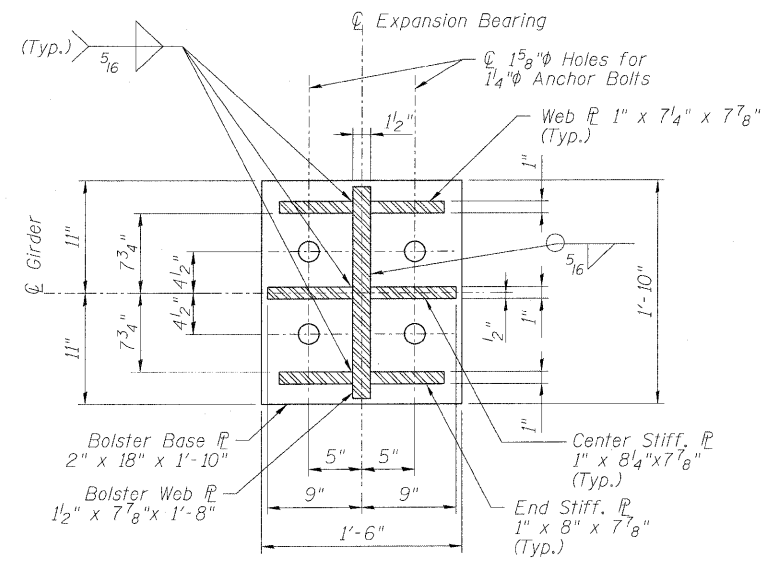
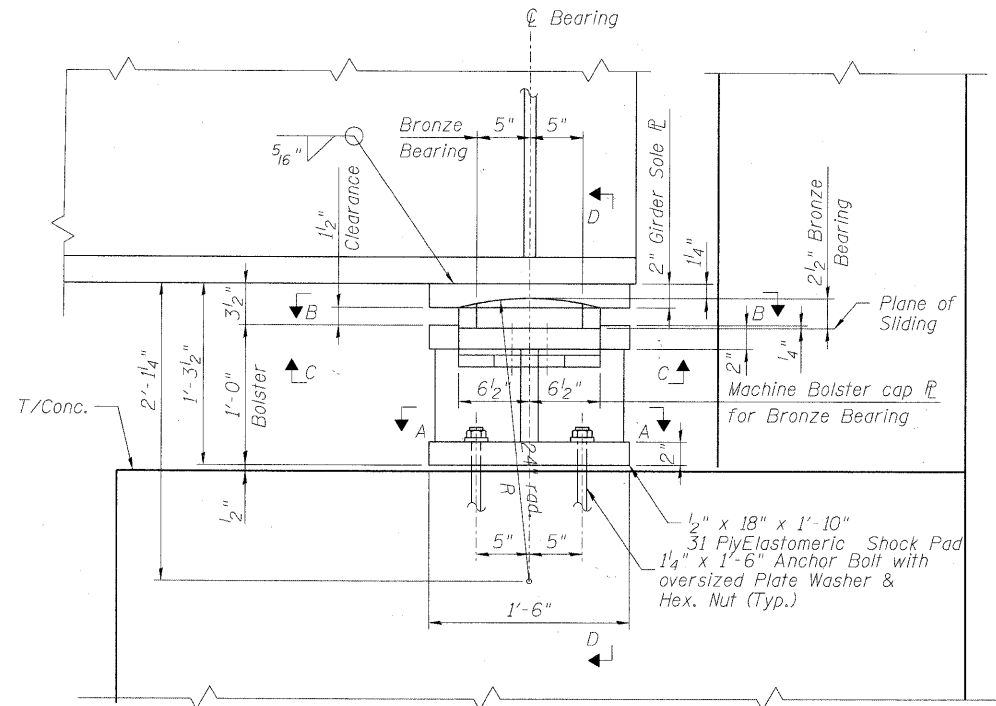
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FIXED BEARING DETAILS
STRUCTURE NO. 016-7721

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	108
CONTRACT NO. 63556				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CRE-90031091				

SCALE: NONE SHEET NO. 15 OF 65 SHEETS STA. TO STA.



EXPANSION BEARING DETAILS - SOUTH ABUTMENT

TOTAL BILL OF MATERIAL

Item	Unit	Total
STEEL BEARING ASSEMBLY	EACH	19
ANCHOR BOLTS 1 1/4 IN DIAMETER	EACH	76

NOTES:

- Elastomeric Shock Pad shall conform to CSX Standard Specification for Structural Steel Section D.4. The cost of Shock Pads shall be incidental to "Furnishing and Erecting Structural Steel."
- Bronze Plates shall be self-lubricating cast bronze and shall conform to ASTM B22. Alloy C91100 shall be furnished. Bronze Plates shall be measured for payment and included in the item "Furnishing and Erecting Structural Steel." Lubricate top and bottom surfaces during installation.
- Machine Finish Bolster Cap Plates to conform w/ANSI/ASME B46.1 for surface texture where contacting Bronze Bearing Plates.
- Stress Relieve Bolster Assembly after fabrication in accordance with Section 4A of ANSI/AASHTO/AWS Bridge Welding Code D1.5.
- Horizontal Surfaces of stiffener plates of Bolster shall be milled to bear prior to welding.

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 CHECKED DATE = 3/16/2011

DESIGNED - BMR
 DRAWN - COM
 CHECKED - DD
 DATE - 11/23/2010

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**EXPANSION BEARING DETAILS
 STRUCTURE NO. 016-7721**

SCALE: NONE SHEET NO. 16 OF 65 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	109
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CRE-9003(709)			CONTRACT NO. 63556	

SUGGESTED CONSTRUCTION SEQUENCE

1. Install all steel H piles (Stage 3A) and approach pit (as needed) for jump span at both abutments (between trains with flagmen).
The existing fiber optic lines will be in service at their existing locations. See Construction Staging - Fiber Optic Relocations.
2. Install H piles for temporary soil retention between Tracks Main 1 and 2. This work could be performed during available track shutdown or during installation of steel H piles for jump spans.
3. Verify the locations of all existing utilities, including the existing 84" sewer, prior to the start of work.

NOTE:

THE STAGING PROCEDURES SHOWN IN THE PLANS ARE A SUGGESTED METHOD FOR CONSTRUCTION SEQUENCE AND OPERATIONS AND AS A GUIDE FOR THE SAFE DIVERSION OF TRAFFIC DURING THE EXECUTION OF THIS CONTRACT. THE CONTRACTOR, AT HIS OR HER OPTION, MAY SUBMIT AN ALTERNATE STAGING OR TRAFFIC CONTROL PLAN FOR APPROVAL BY THE ENGINEER.

STAGE 3A - CONSTRUCTION SEQUENCE - JUMP SPAN INSTALLATION (WEST HALF)

- PHASE 1:
1. REMOVE B&O SIDING AND MAIN 2 TRACKS (TRACK SHUTDOWN - 10 HOURS).
- PHASE 2:
2. EXCAVATE TO BOTTOM OF JUMP SPAN CAP BEAM ELEVATION.
3. CUT STEEL H-PILES AT BOTTOM OF JUMP SPAN CAP BEAM ELEVATION.
- PHASE 3:
4. INSTALL LAGGING BETWEEN MAIN 1 AND MAIN 2 TRACKS.
5. INSTALL STRUCTURAL STEEL FOR JUMP SPAN INCLUDING CAP BEAM AND JUMP SPAN BEAM.
- PHASE 4:
6. INSTALL TEMPORARY B&O SIDING AND MAIN 2 TRACK ASSEMBLY AND MAKE CONNECTIONS (TRACK OPERATIONS RESUME).

STAGE 3A - CONSTRUCTION SEQUENCE - JUMP SPAN INSTALLATION (EAST HALF)

- PHASE 1:
1. REMOVE MAIN 1 AND CONTROLLED SIDING TRACKS (TRACK SHUTDOWN - 10 HOURS).
- PHASE 2:
2. EXCAVATE TO BOTTOM OF JUMP SPAN CAP BEAM ELEVATION.
3. CUT STEEL H-PILES AT BOTTOM OF JUMP SPAN CAP BEAM ELEVATION.
- PHASE 3:
4. INSTALL STRUCTURAL STEEL FOR JUMP SPAN INCLUDING CAP BEAM AND JUMP SPAN BEAM.
- PHASE 4:
5. INSTALL TEMPORARY MAIN 1 AND CONTROLLED SIDING TRACK ASSEMBLY AND MAKE CONNECTIONS (TRACK OPERATIONS RESUME).

STAGE 3B - CONSTRUCTION SEQUENCE - FOOTINGS AND ABUTMENTS

- PRIOR TO 24 HOUR OUTAGES:
1. WITHIN BOTH JUMP SPANS EXCAVATE TO BOTTOM OF ABUTMENT FOOTING AND INSTALL WALERS AND STRUTS (TRACK OPERATIONS NOT AFFECTED).
2. CONSTRUCT ABUTMENT FOOTINGS/WALLS MODIFYING THE STRUTS (TRACK OPERATIONS NOT AFFECTED).

STAGE 4A - CONSTRUCTION SEQUENCE - BRIDGE INSTALLATION (WEST HALF)

- PHASE 1:
1. REMOVE B&O SIDING AND MAIN 2 TRACKS AND PORTION OF JUMP SPAN STRUCTURAL STEEL (TRACK SHUTDOWN - 24 HOURS).
2. EXCAVATE 1' MINIMUM BELOW THE BEARING ELEVATION ALONG ENTIRE LENGTH OF BRIDGE (1/2 WIDTH, EXCLUDING JUMP SPANS).
3. CUT STEEL H-PILES IN FRONT OF ABUTMENTS TO MAKE ROOM FOR PLATE GIRDERS.
- PHASE 2:
4. INSTALL PORTION OF ABUTMENT BACKWALLS AND BEARINGS.
5. PLACE BACKFILL BEHIND ABUTMENTS AND BACKWALLS.
- PHASE 3:
6. INSTALL SUPERSTRUCTURE AND BALLAST (1/2 WIDTH).
- PHASE 4:
7. INSTALL B&O SIDING AND MAIN 2 TRACKS ASSEMBLY AND MAKE CONNECTIONS (TRACK OPERATIONS RESUME).

STAGE 4B - CONSTRUCTION SEQUENCE - BRIDGE INSTALLATION (EAST HALF)

- PHASE 1:
1. REMOVE MAIN 1 AND CONTROLLED SIDING TRACKS AND PORTION OF JUMP SPAN STRUCTURAL STEEL (TRACK SHUTDOWN - 24 HOURS).
2. EXCAVATE 1' MINIMUM BELOW THE BEARING ELEVATION ALONG ENTIRE LENGTH OF BRIDGE (1/2 WIDTH, EXCLUDING JUMP SPANS).
3. CUT STEEL H-PILES IN FRONT OF ABUTMENTS TO MAKE ROOM FOR PLATE GIRDERS.
- PHASE 2:
4. INSTALL PORTION OF ABUTMENT BACKWALLS AND BEARINGS.
5. PLACE BACKFILL BEHIND ABUTMENTS AND BACKWALLS.
- PHASE 3:
6. INSTALL SUPERSTRUCTURE AND BALLAST (1/2 WIDTH).
- PHASE 4:
7. INSTALL MAIN 1 AND CONTROLLED SIDING TRACKS ASSEMBLY AND MAKE CONNECTIONS (TRACK OPERATIONS RESUME).

STAGE 5 - CONSTRUCTION SEQUENCE - ROADWAY

1. EXCAVATE BELOW THE BRIDGE SUPERSTRUCTURE FOR ROADWAY CONSTRUCTION REMOVING LONGITUDINAL SHEETING IN SEGMENTS BY BURNING (TRACK OPERATIONS NOT AFFECTED).
2. REMOVE STRUTS, CUT OFF AND BURY STEEL H-PILES IN FRONT OF ABUTMENTS (TRACK OPERATIONS NOT AFFECTED).
3. INSTALL ROADWAY PAVEMENT AND SIDEWALK (TRACK OPERATIONS NOT AFFECTED).

CONSTRUCTION STAGING - Fiber Optic Relocations

NOTES:
THE PROCEDURES SHOWN IN THE PLANS ARE A SUGGESTED METHOD FOR CONSTRUCTION SEQUENCE OF THE FIBER OPTIC LINE RELOCATIONS. THE CONTRACTOR, AT HIS OR HER OPTION, MAY SUBMIT AN ALTERNATE PLAN FOR APPROVAL BY THE ENGINEER AND THE INVOLVED FIBER OPTIC COMPANY(S).

SEE THE SPECIAL PROVISIONS FOR CONTACT INFORMATION.

SEQUENCE OF WORK

WORK TO BE PERFORMED BY THE CONTRACTOR:

1. PRIOR TO BEGINNING WORK IN THE CSXT ROW, EXPOSE AND FIELD LOCATE THE EXISTING FIBER OPTIC LINES. (WORK PAID FOR AS LOCATING UNDERGROUND CABLE, SPECIAL)
2. ADJUST PROPOSED PILE LAYOUT AS-NEEDED TO AVOID THE EXISTING LINES SUBJECT TO THE APPROVAL OF THE ENGINEER.
3. LEAVE A KNOCK-OUT POINT IN LAGGING FOR EXISTING CROSSING. SUPPORT AND PROTECT THE LINES DURING EXCAVATION WORK FOR THE ABUTMENTS.
4. PLACE A SLEEVE IN THE PROPOSED ABUTMENT WALL TO MAINTAIN THE EXISTING LINE IN PLACE. (IF NEEDED BASED ON THE EXISTING FIELD LOCATIONS AND TIMING OF FIBER OPTIC RELOCATION WORK.)

WORK TO BE PERFORMED BY THE FIBER OPTIC OWNER/OPERATOR:

5. AFTER INSTALLATION OF THE PILES FOR THE JUMP SPANS, RELOCATE THE EXISTING FIBER OPTIC LINE(S) UNDERNEATH THE PROPOSED IMPROVEMENTS (APPROXIMATE ELEVATION 580 OR LESS.). RELOCATION WORK TO BE PERFORMED AS A DIRECTIONAL BORE OPERATION.
6. UTILIZE AN EXISTING SPLICE POINT (OR CREATE A NEW SPLICE POINT) AND CUT OVER TO THE NEW FIBER OPTIC LINE.
7. REMOVE EXISTING CABLE AND CONDUIT.

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Suggested Details Only,
Final Design and Details
by the Contractor.

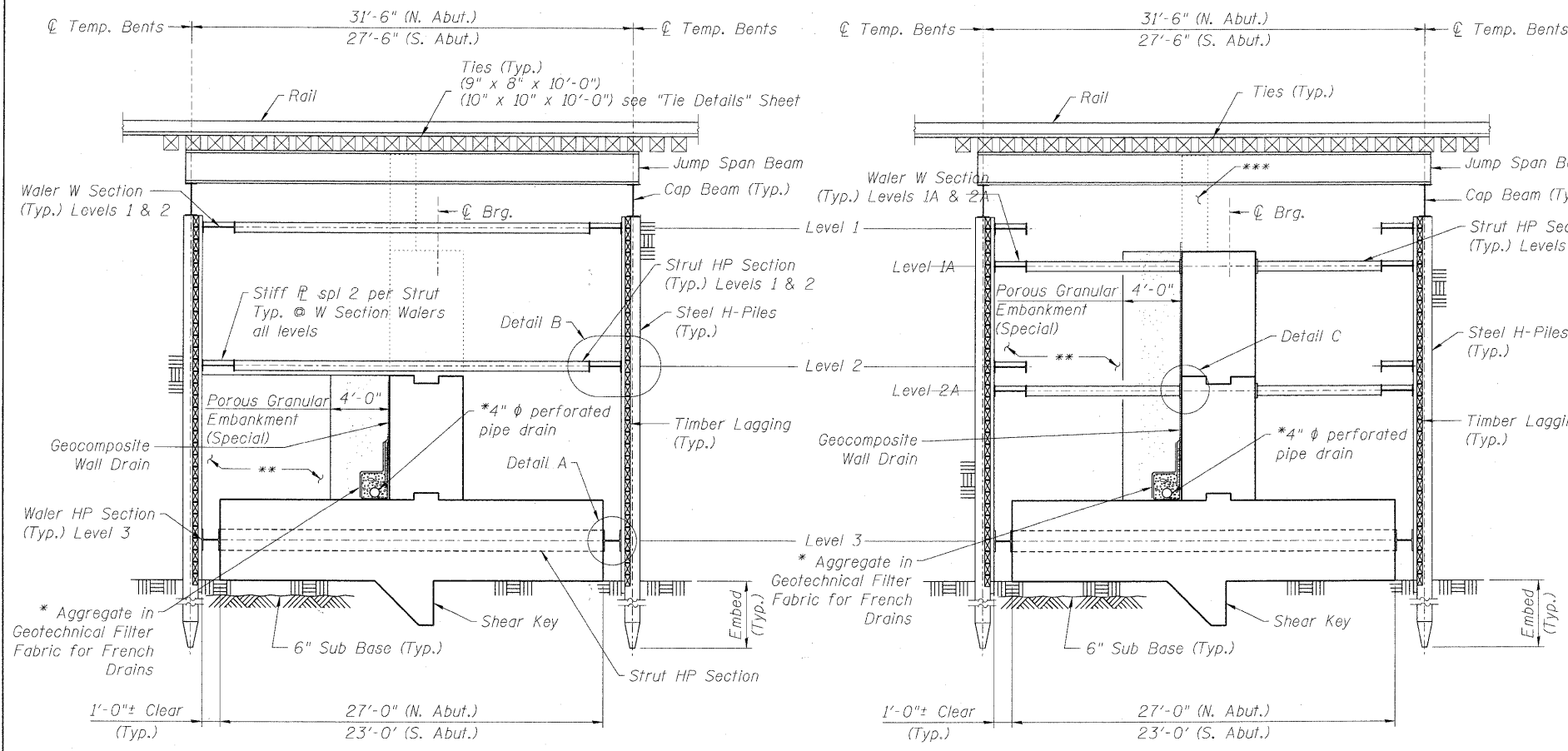


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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

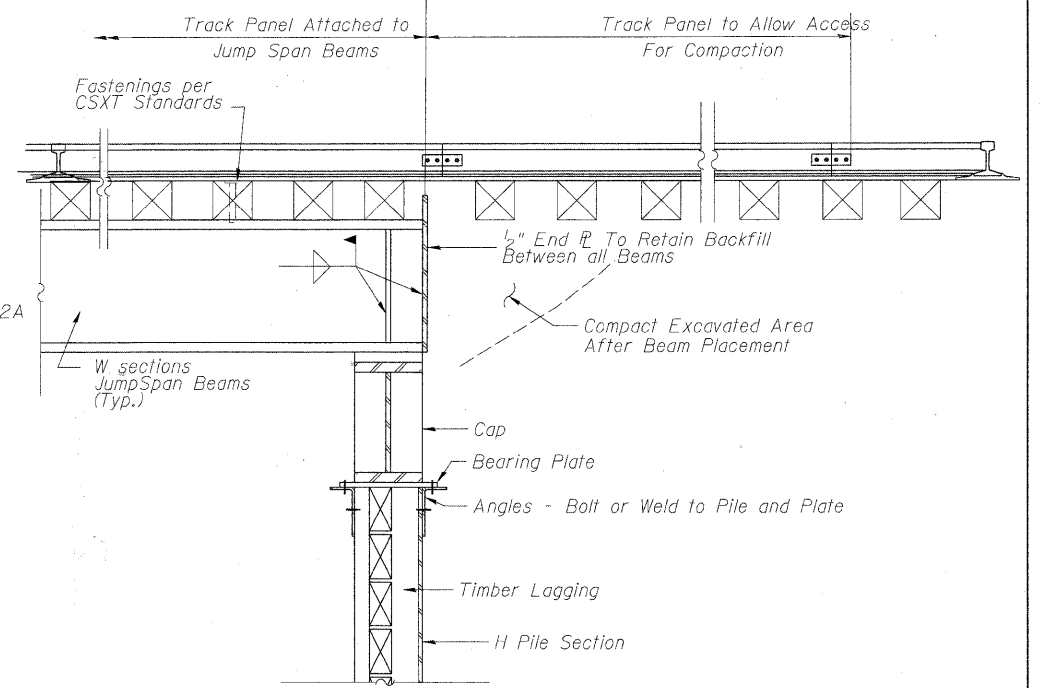
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STRUCTURE NO. 016-7721

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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SCALE:			CONTRACT NO. 63556	
SHEET NO. 18 OF 65 SHEETS		STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CRE-9003(T09)



FALSEWORK CONSTRUCTION SEQUENCE (STEP 1)

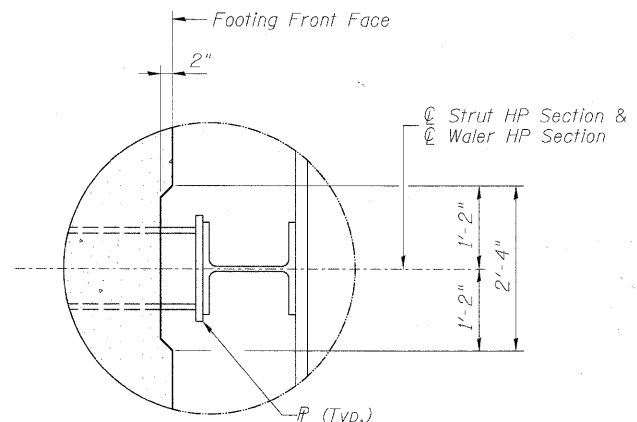
FALSEWORK CONSTRUCTION SEQUENCE (STEP 2)



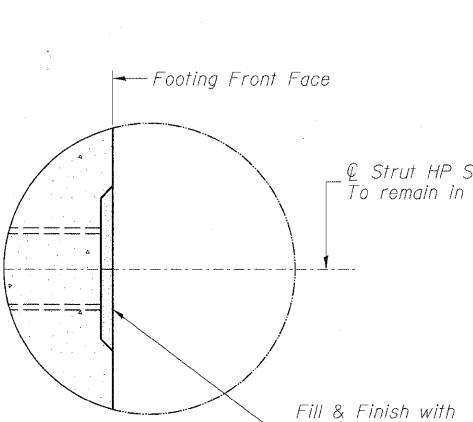
END ELEVATION - JUMP SPAN

*Included in cost of "Pipe Underdrains for Structures".
 **Backfill remainder of Structure excavation and overexcavation with same material specified for roadway embankment.
 ***Precast Backwall to be placed after removal of Jump Span.

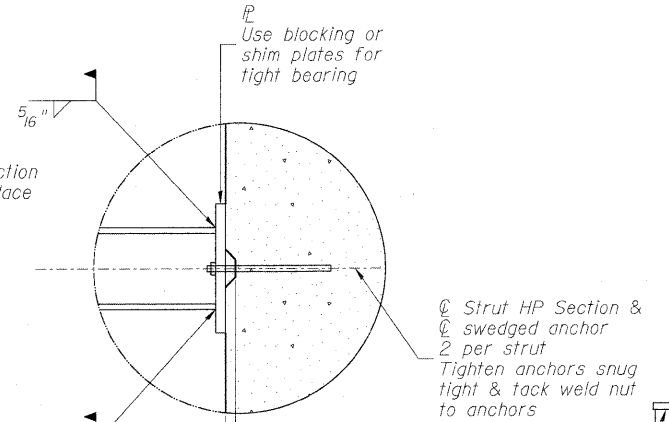
- NOTES:
1. All Construction Joints shall be keyed in accordance to these Plans.
 2. No Shoring against Concrete is allowed unless a minimum compressive strength of 3000 psi has been reached.
 3. Struts shall be directly opposite on Abutment Stem, so no eccentricity of force is introduced into concrete.



STEP 1-A
DETAIL A



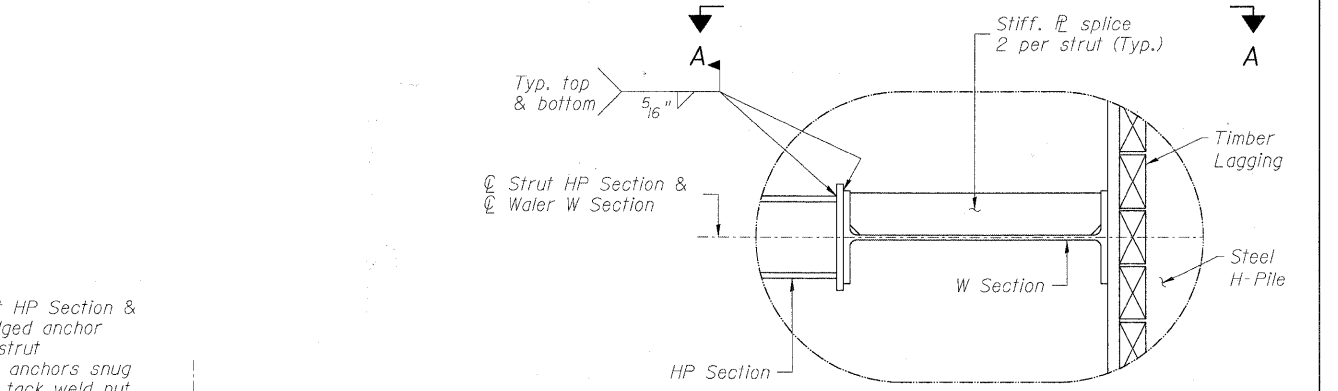
STEP 1-B
DETAIL B



DETAIL C

- STEP 1-A
1. Cast footing while Level 3 Struts (HP) are in-place.
 2. Block out the front face of the footings as shown in Detail A.
 3. Adjust reinforcement to miss struts.
 4. At Contractor's option, the block-outs can be confined to individual struts or along the entire front face of the footings.

- STEP 1-B
5. Remove the falsework adjacent to the front face of the footings including Level 3 Walers (HP).
 6. Remove the exposed portion of Level 3 Struts (HP), flushed with the front face of the footings within the block-outs.
 7. Fill and finish the block-outs using high-strength non-shrink grouts.



DETAIL B

STIFF R SPL.

SECTION A-A

Suggested Details Only,
 Final Design and Details
 by the Contractor.

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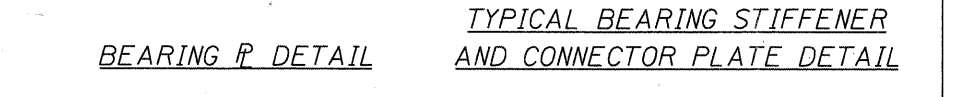
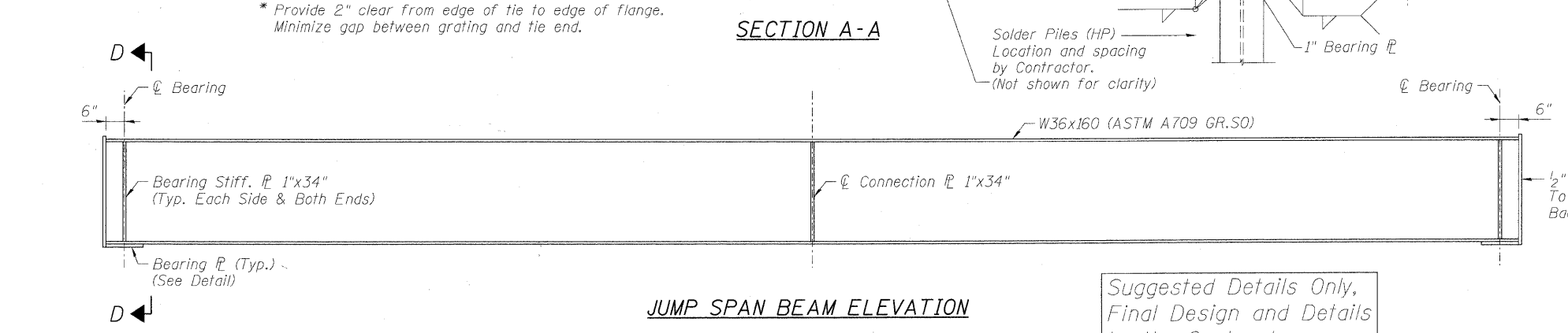
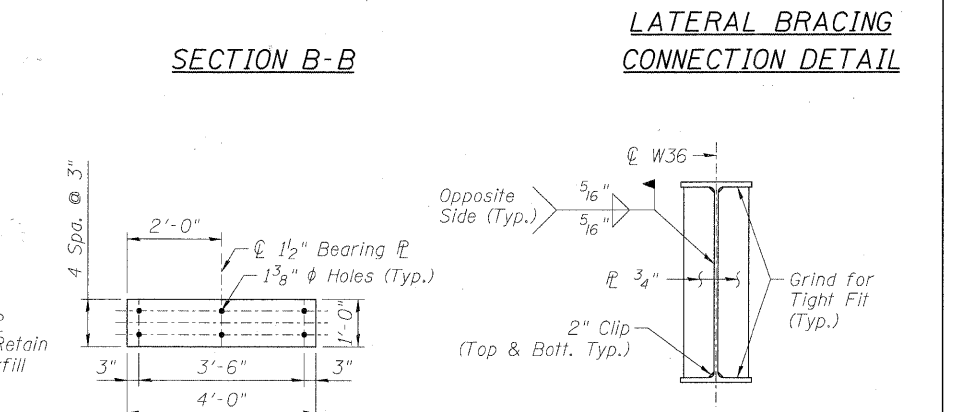
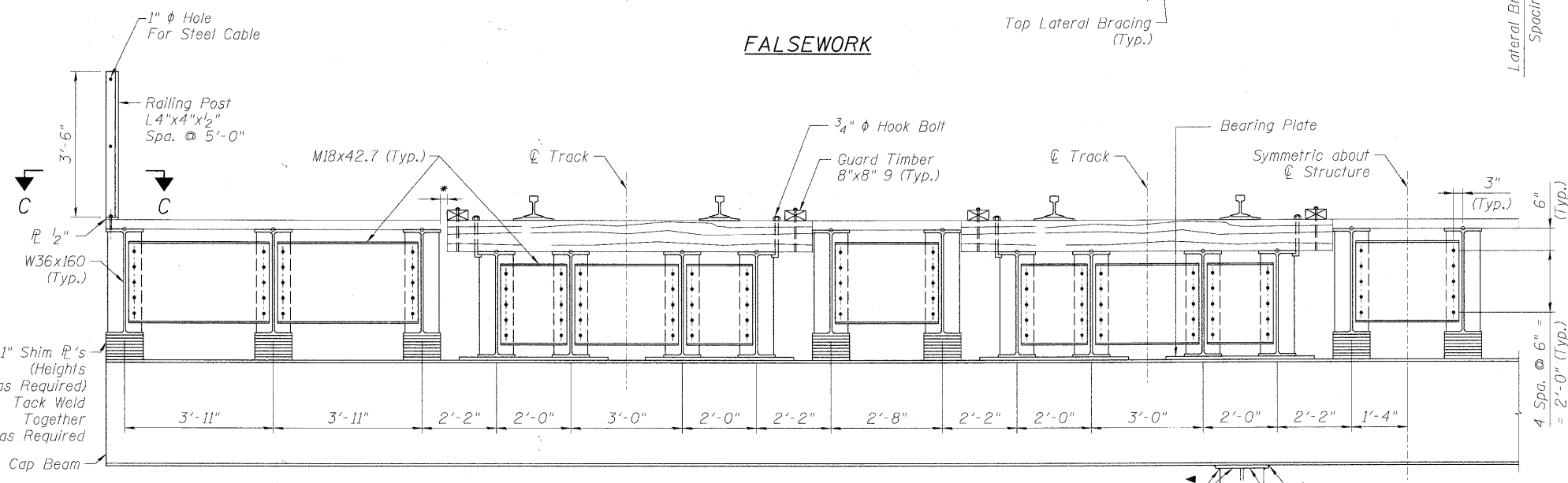
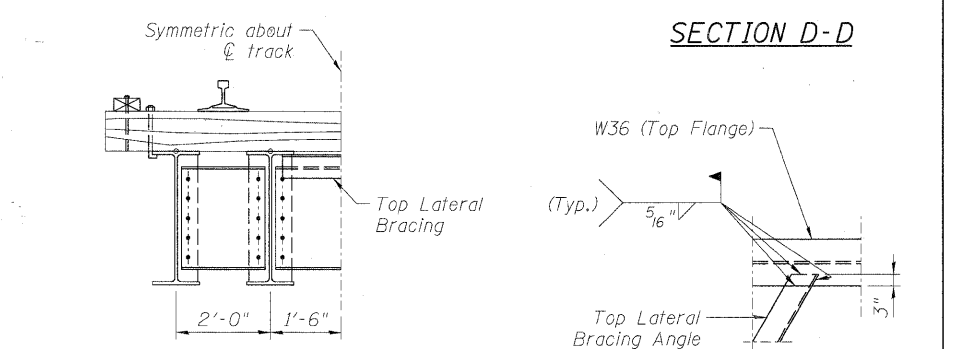
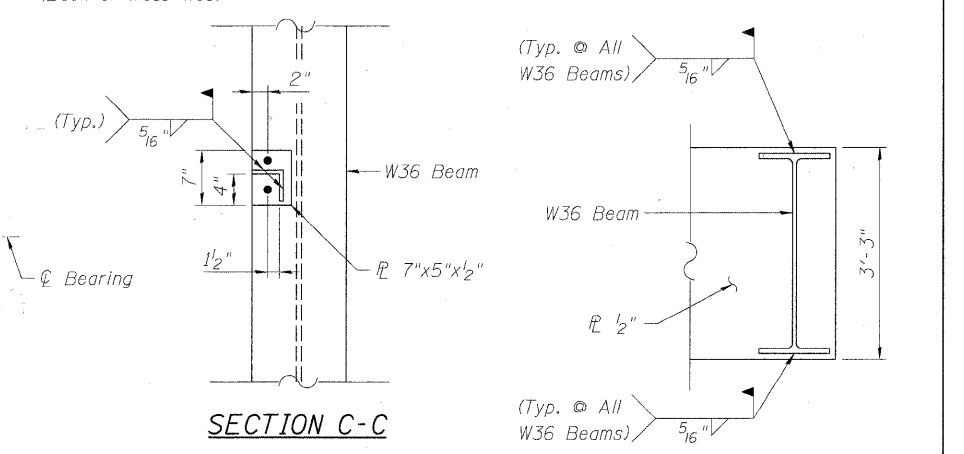
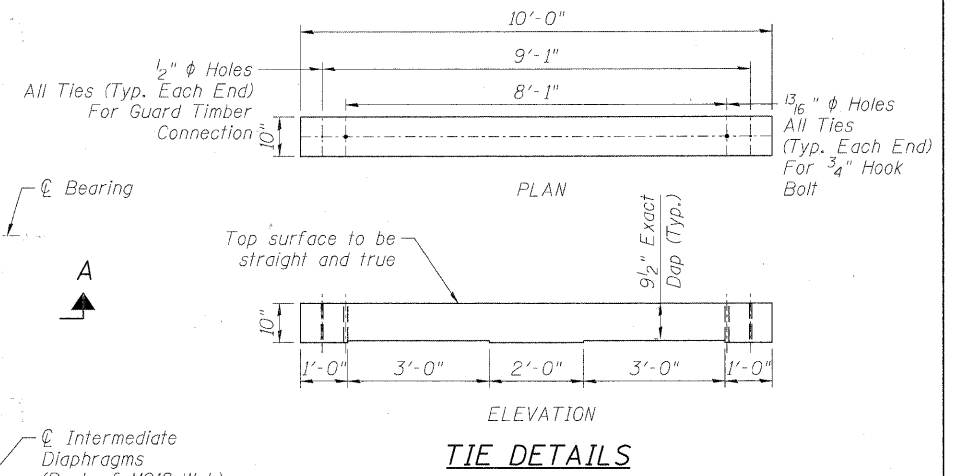
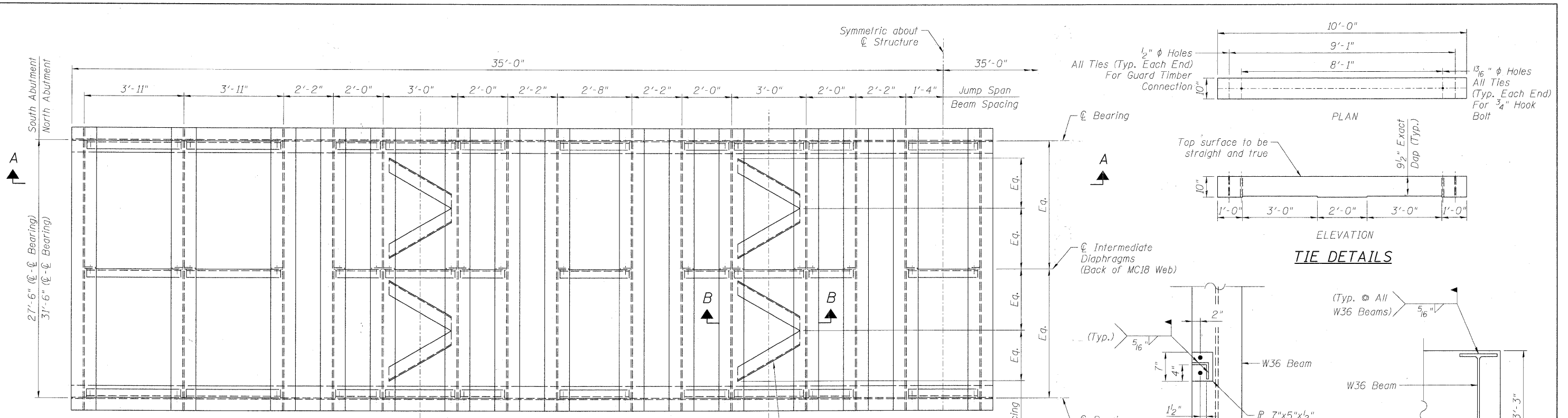
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	DATE - 11/23/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY STAGING DETAILS
 STRUCTURE NO. 016-7721

SCALE: NONE SHEET NO. 19 OF 65 SHEETS STA. TO STA.

F.A.U. RTE. 1537	SECTION 06-00050-00-6S	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 111A
CONTRACT NO. 63556			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CRE-900317091	



* Provide 2" clear from edge of tie to edge of flange. Minimize gap between grating and tie end.

Suggested Details Only, Final Design and Details by the Contractor.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

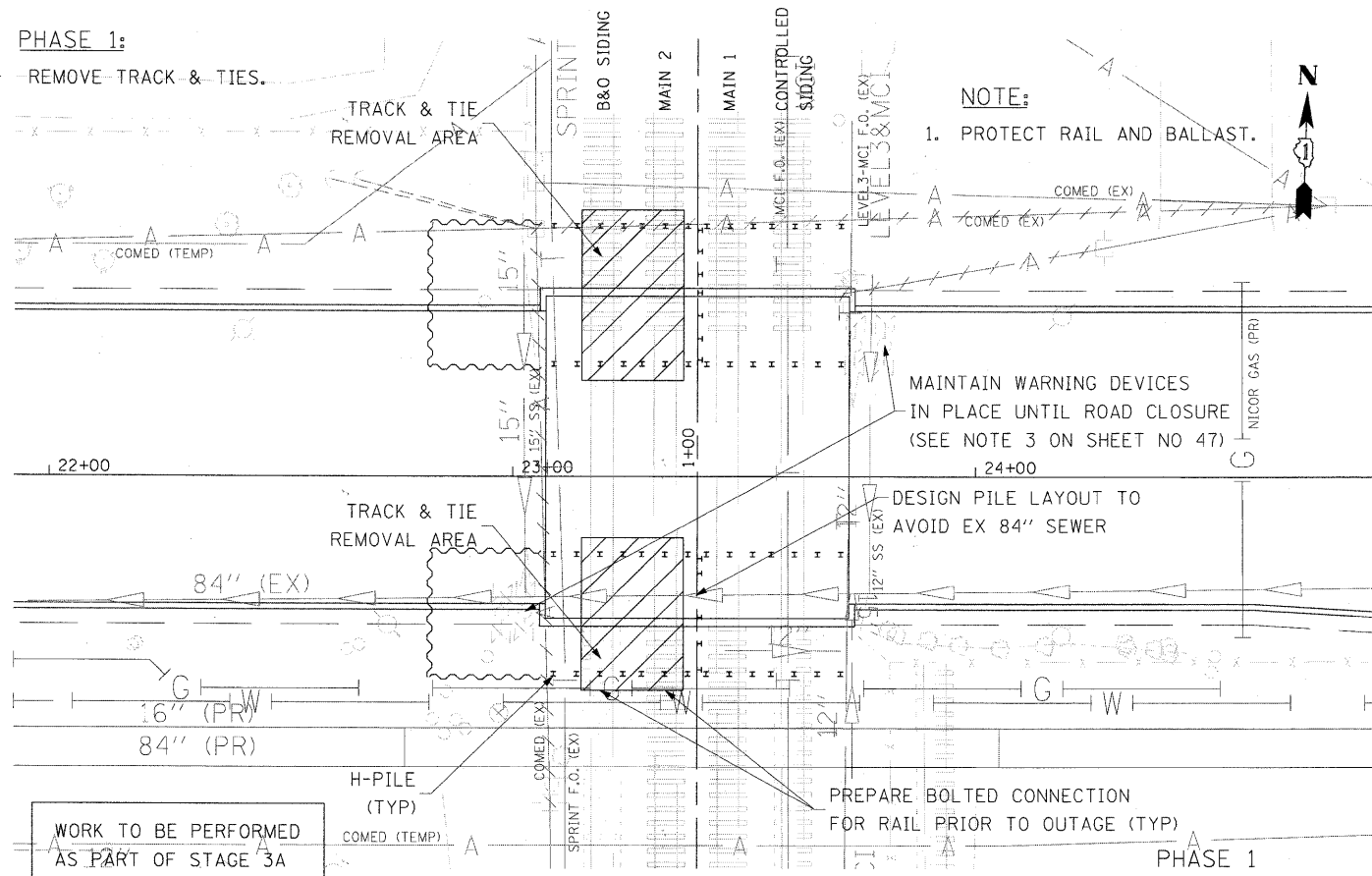
TEMPORARY STAGING DETAILS
STRUCTURE NO. 016-7721

SCALE: NONE SHEET NO. 19A OF 65 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 63556				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CRE-90037091				

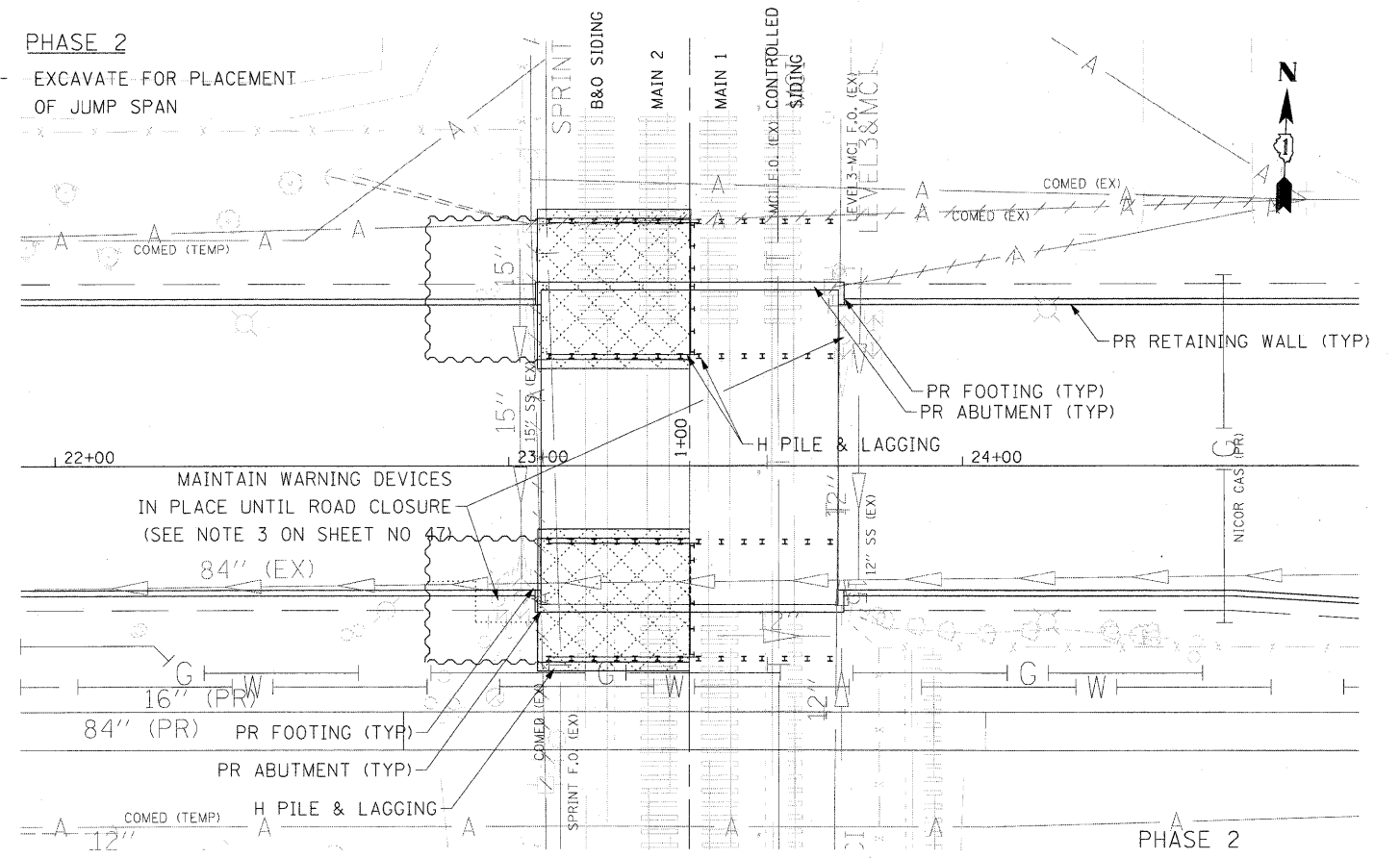
PHASE 1:

- REMOVE TRACK & TIES.



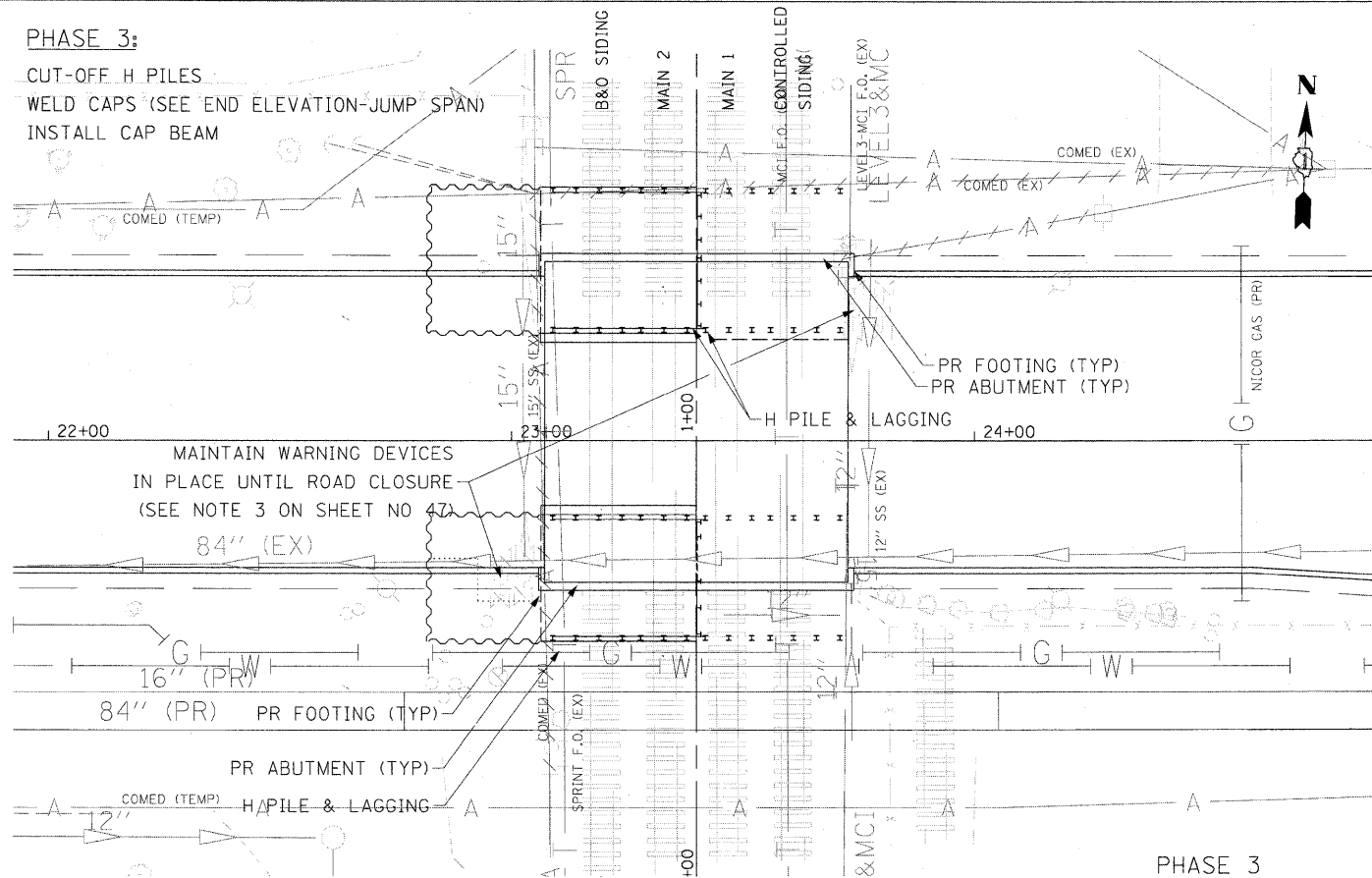
PHASE 2:

- EXCAVATE FOR PLACEMENT OF JUMP SPAN



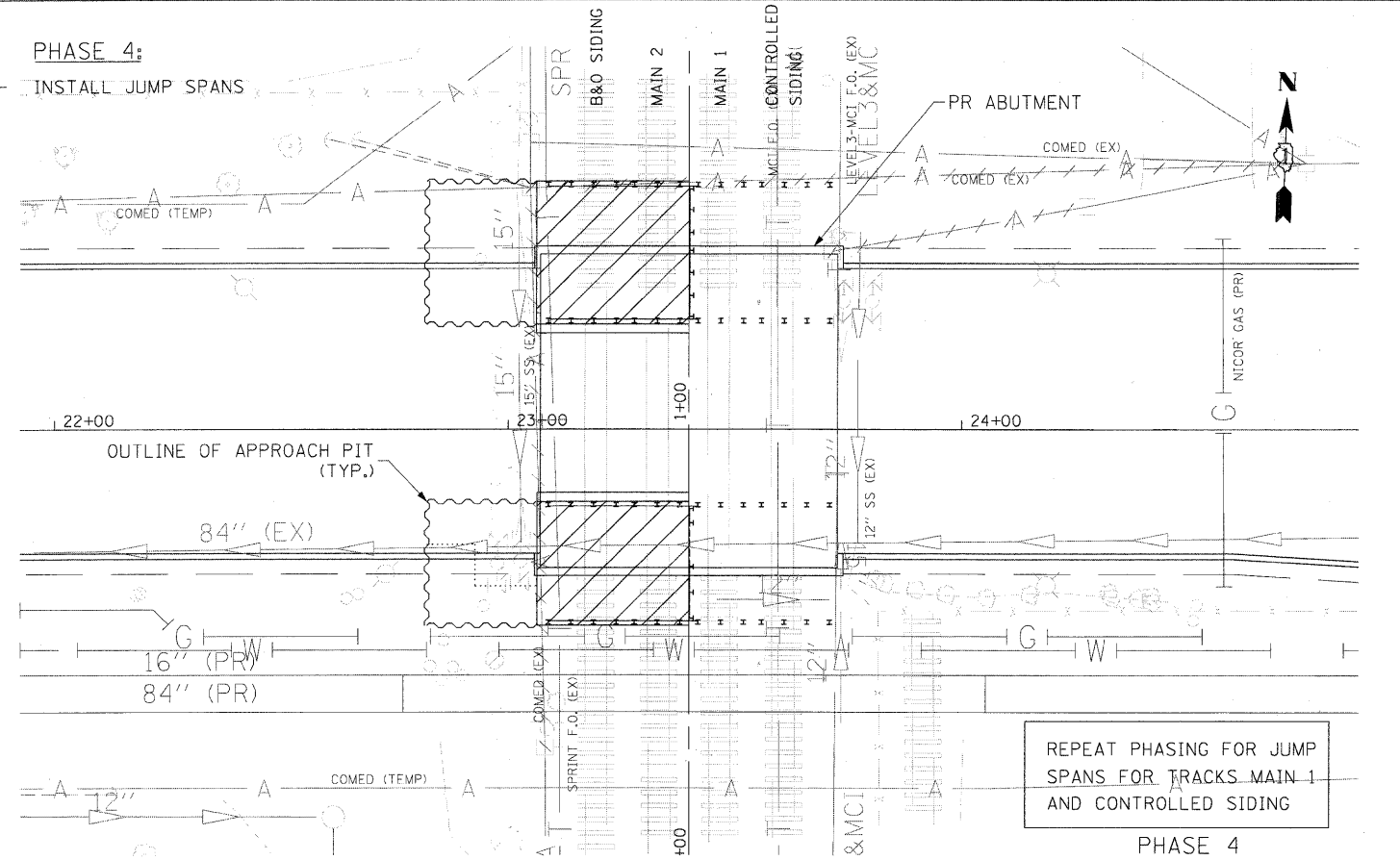
PHASE 3:

- CUT-OFF H PILES
- WELD CAPS (SEE END ELEVATION-JUMP SPAN)
- INSTALL CAP BEAM



PHASE 4:

- INSTALL JUMP SPANS



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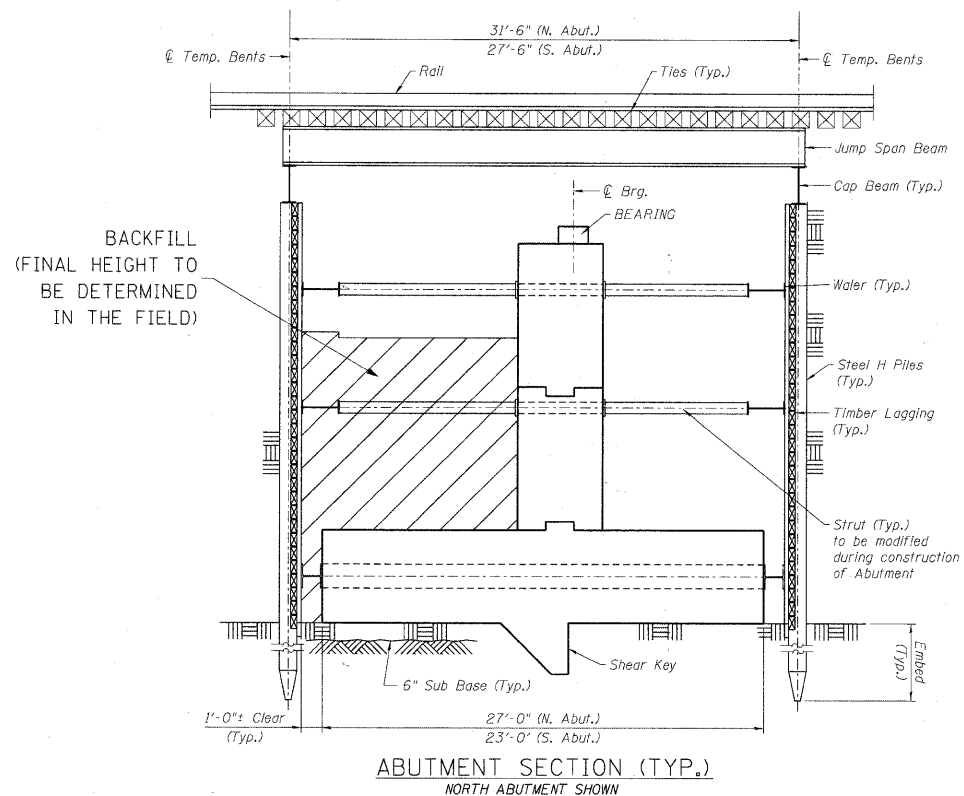
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**JUMP SPAN OUTAGE - 10 HOURS
SUGGESTED STAGING**

SCALE: 1"=20' SHEET NO. 20 OF 65 SHEETS STA 58+60.00 TO STA 60+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	112A
FED. ROAD DIST. NO. 1 ILLINOIS			CONTRACT NO. 63556	
FED. AID PROJECT CRE-90031099				

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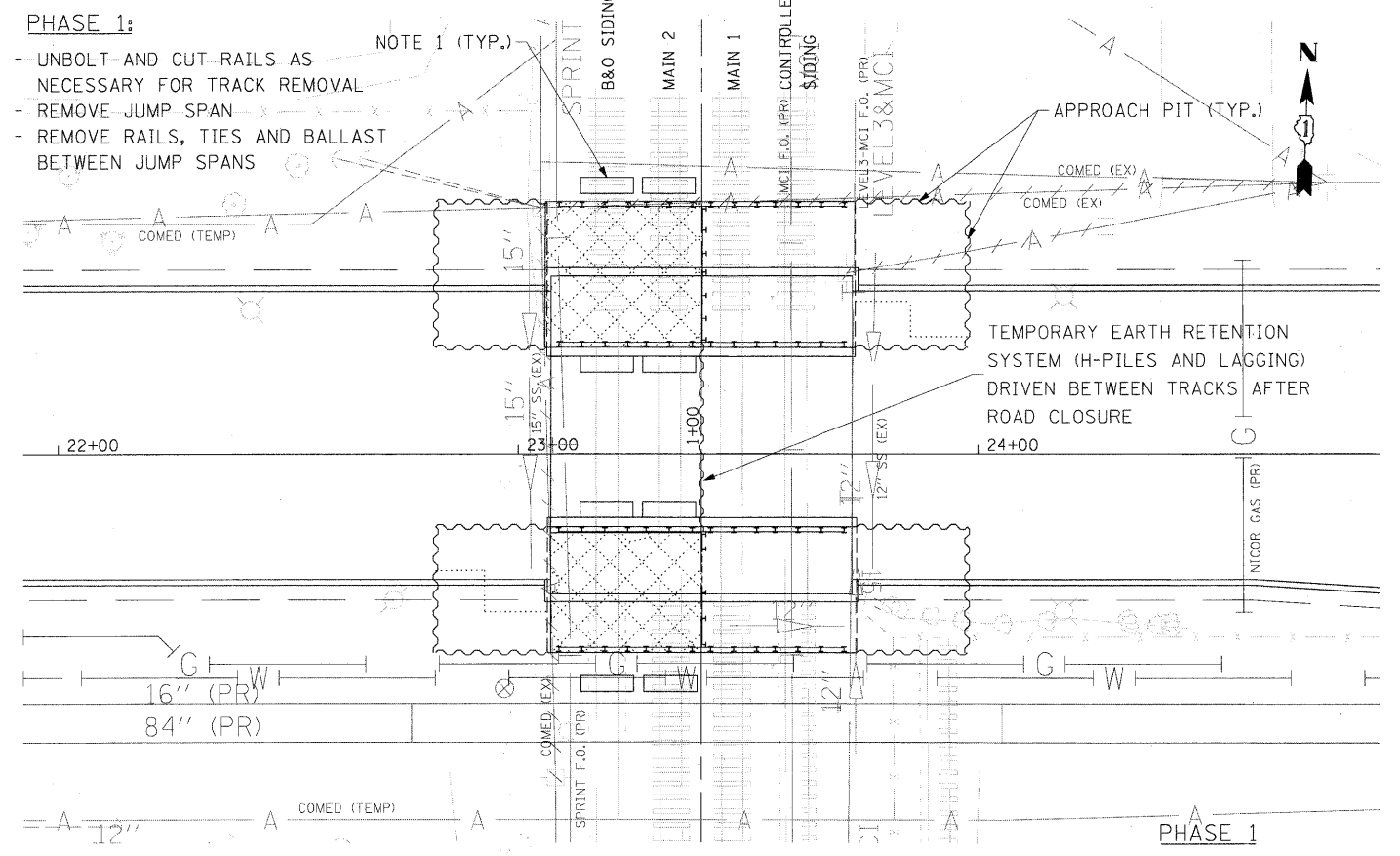
NOTE:
STRUTS SHOULD BE REMOVED OR DISCONNECTED.
REFER TO STRUCTURAL STAGING DRAWINGS FOR
ADDITIONAL INFORMATION.

WORK TO BE PERFORMED
AS PART OF STAGE 4A/4B.

REPEAT PHASING FOR THE
EAST HALF OF THE BRIDGE.

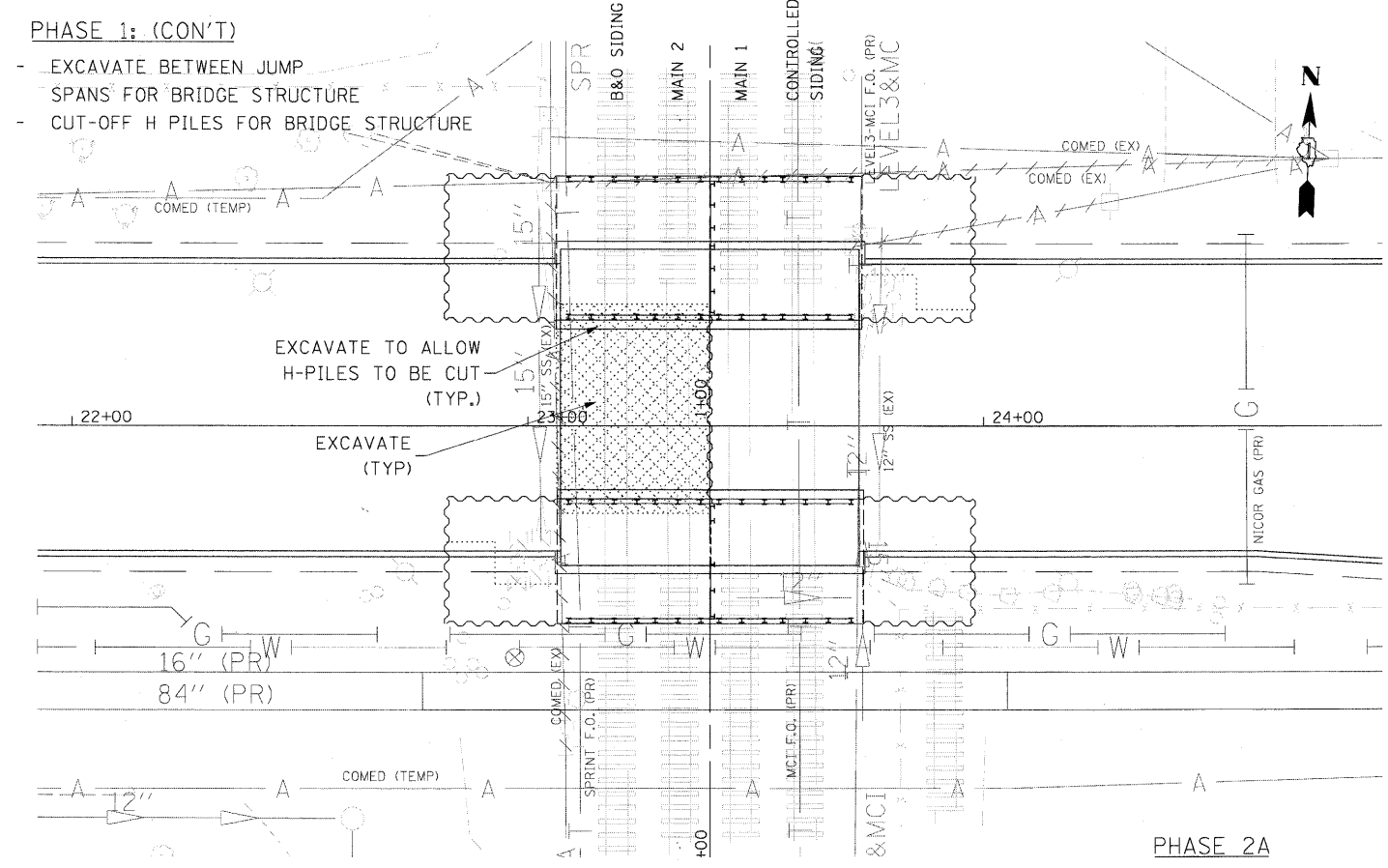
SCALE: N.T.S.

CONDITION PRIOR TO 24 HOUR OUTAGE



PHASE 1: (CON'T)

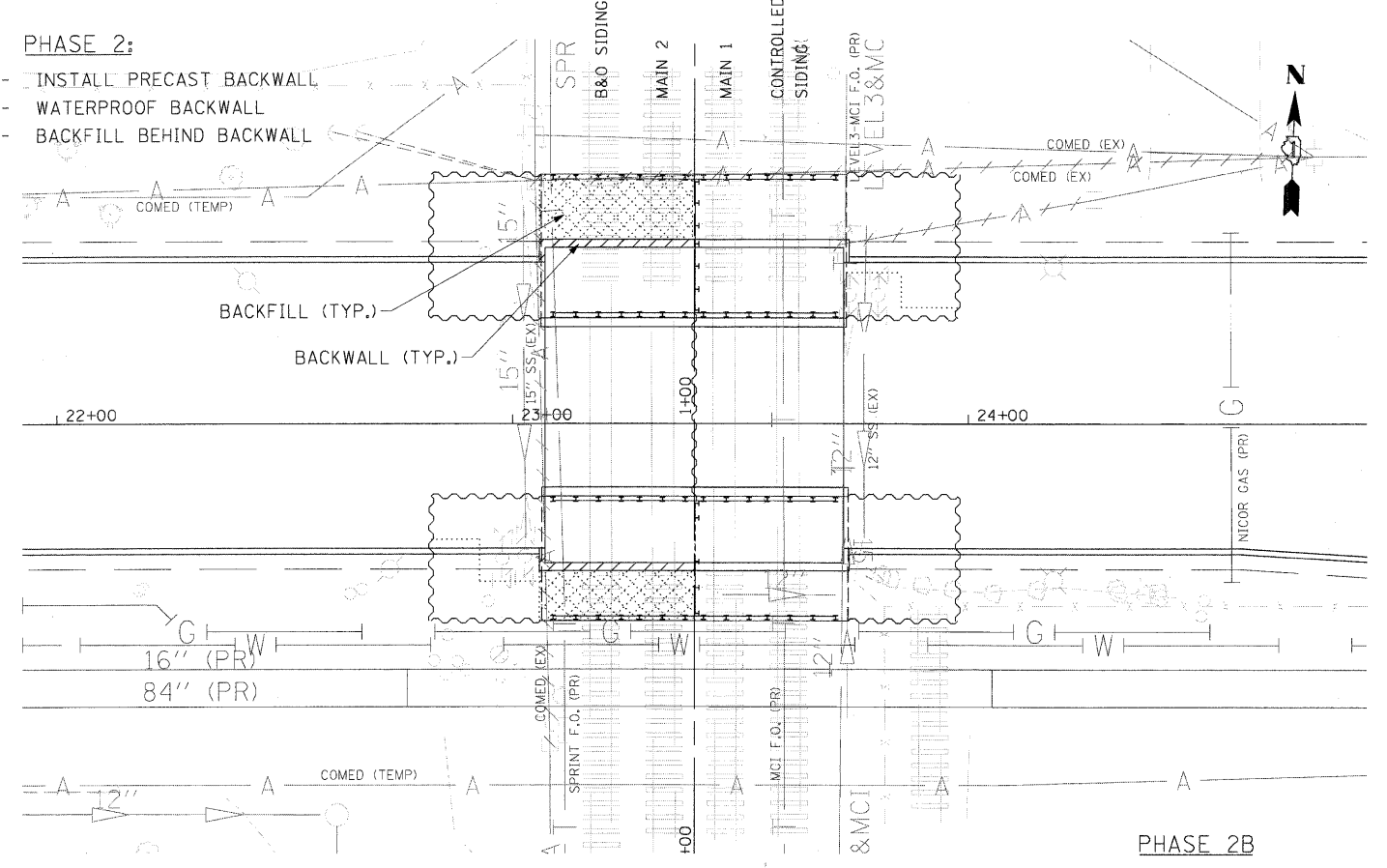
- EXCAVATE BETWEEN JUMP SPANS FOR BRIDGE STRUCTURE
- CUT-OFF H-PILES FOR BRIDGE STRUCTURE



PHASE 2A

PHASE 2:

- INSTALL PRECAST BACKWALL
- WATERPROOF BACKWALL
- BACKFILL BEHIND BACKWALL



PHASE 2B



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	DATE - March 17, 2011	REVISED -

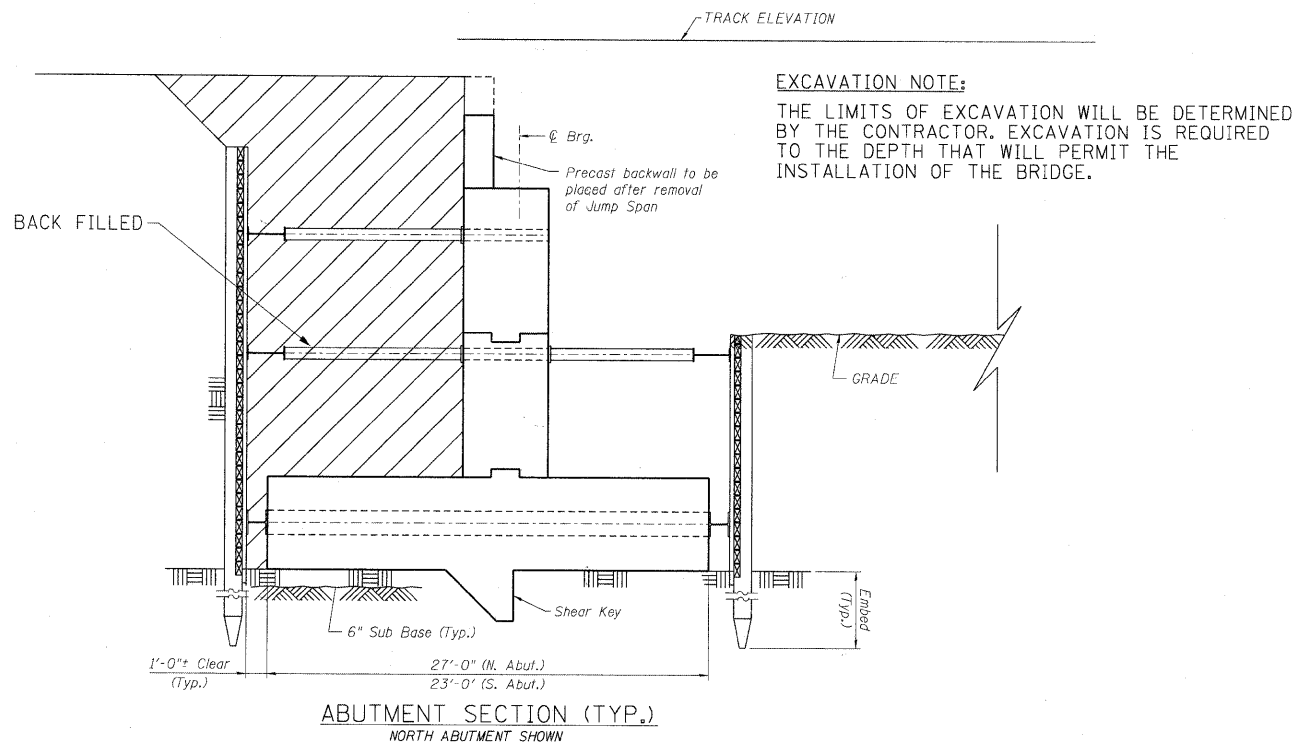
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE OUTAGE - 24 HOURS
SUGGESTED STAGING

SCALE: 1"=20' SHEET NO. 21 OF 65 SHEETS STA 58+60.00 TO STA 60+00.00

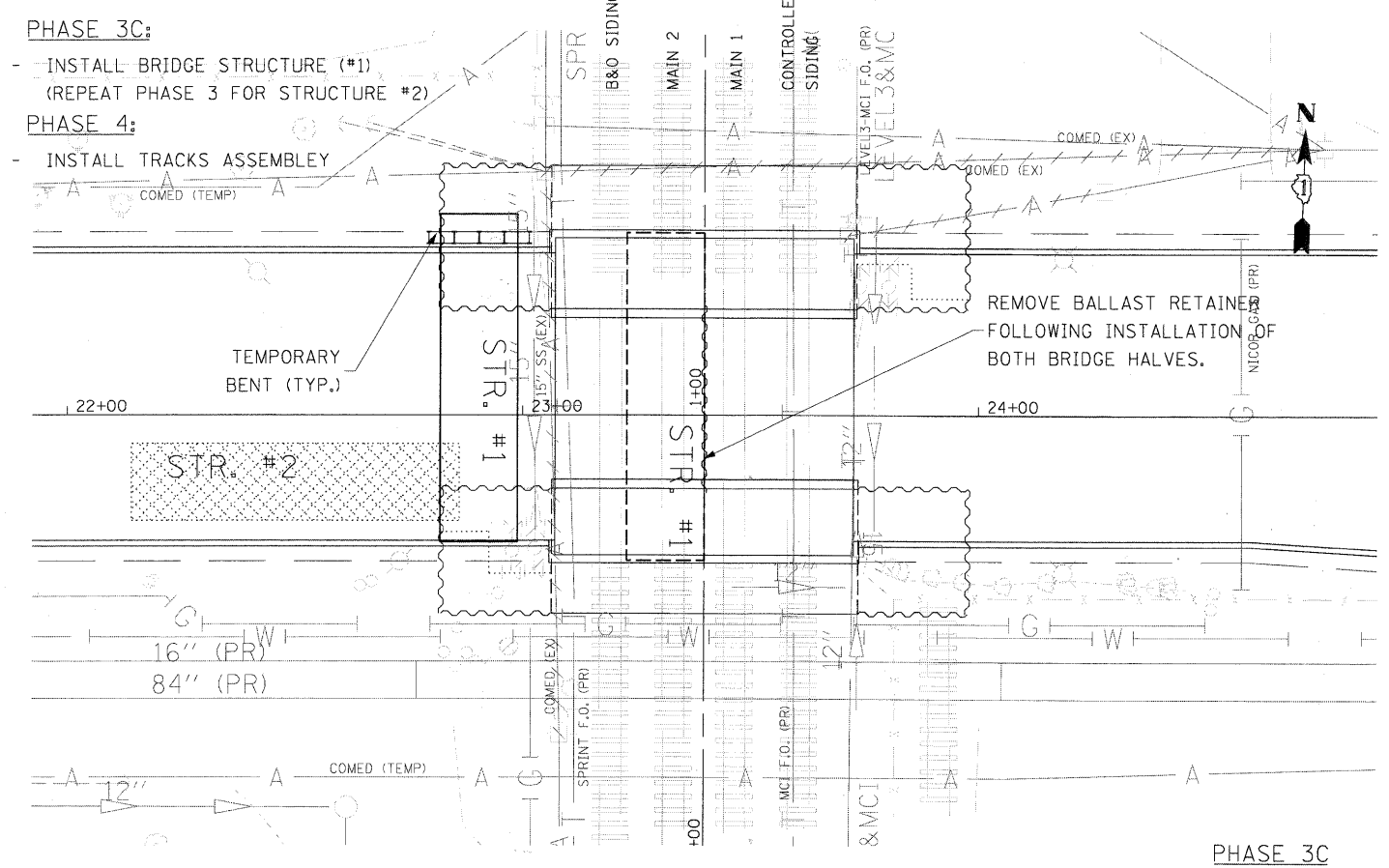
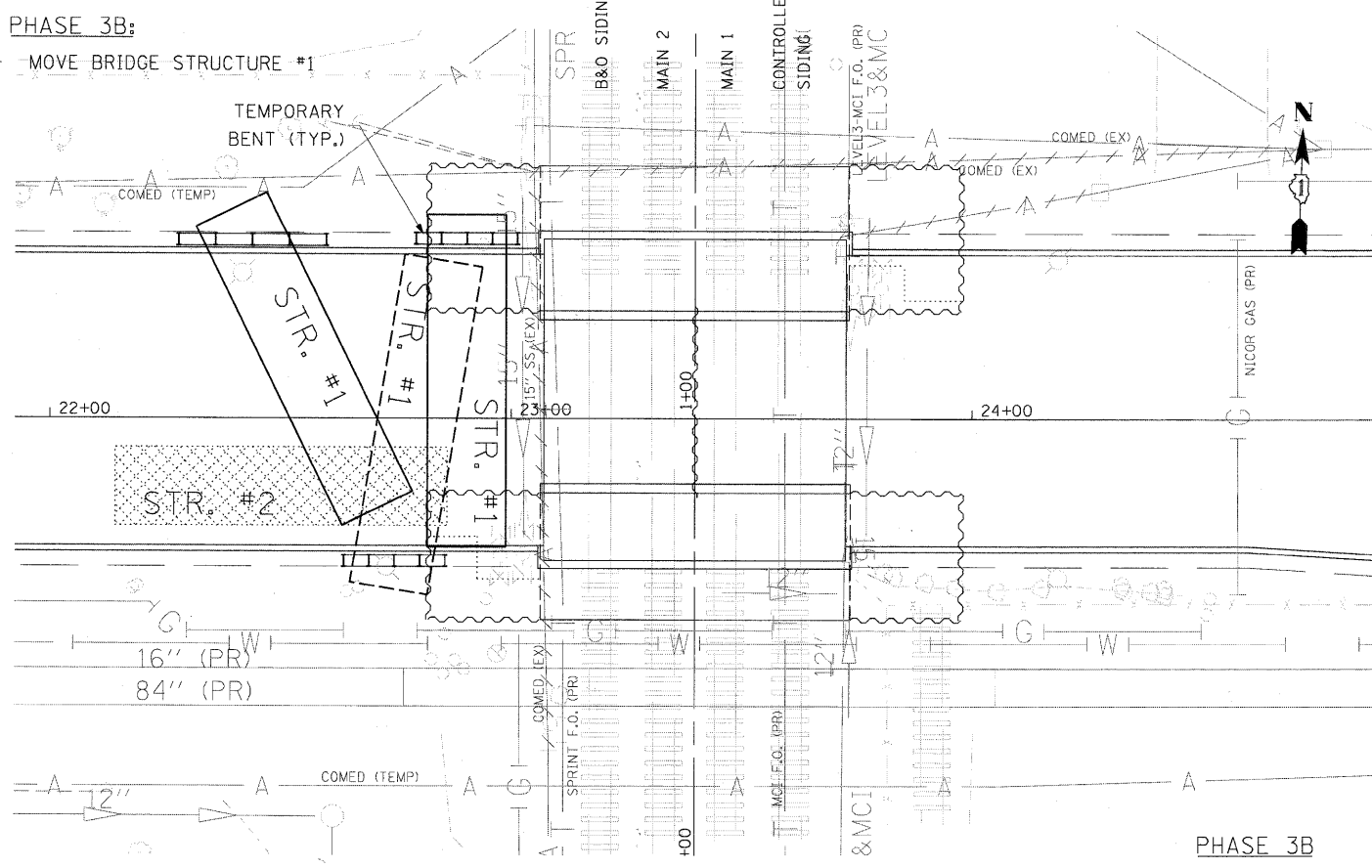
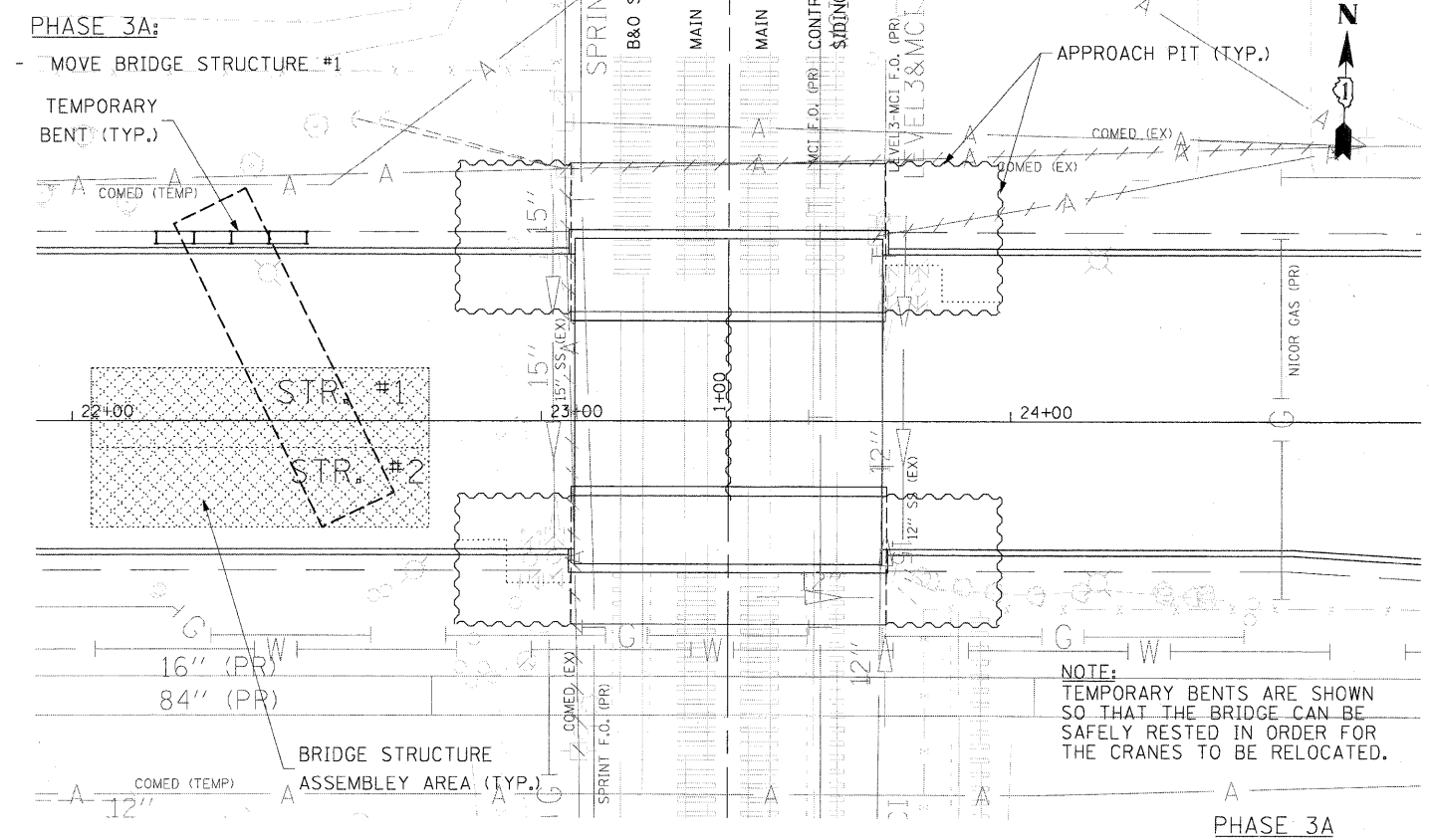
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	112B
CONTRACT NO. 63556				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CRE-90031709				

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SCALE: N.T.S.

SECTION AT COMPLETION OF PHASE 2



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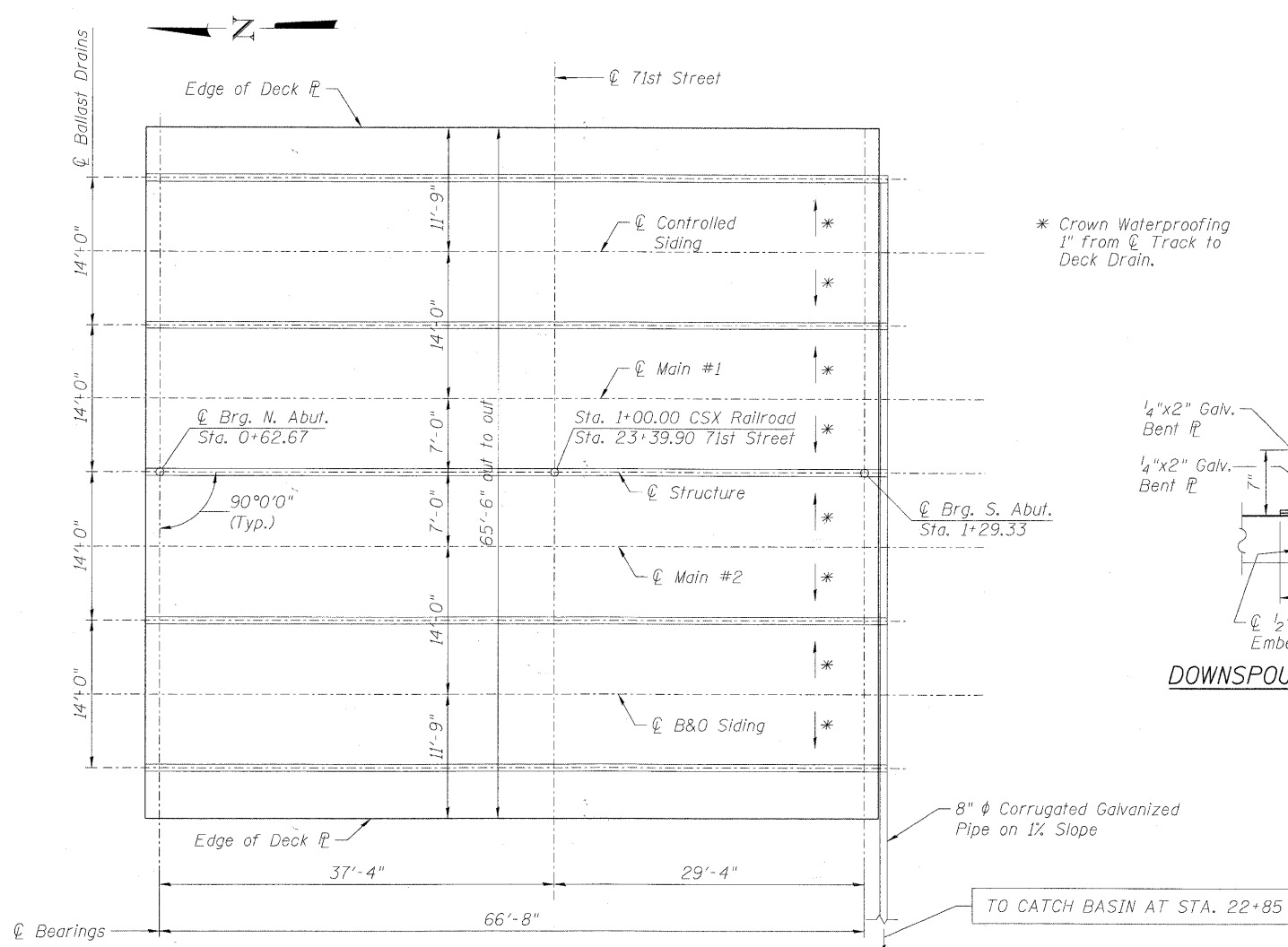
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

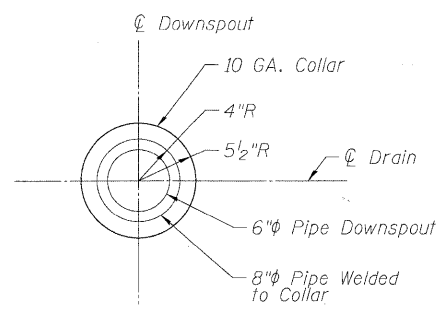
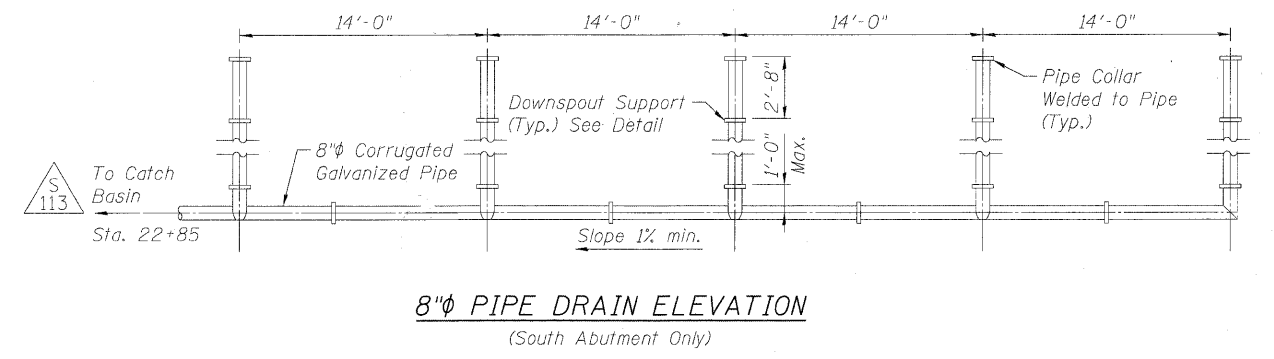
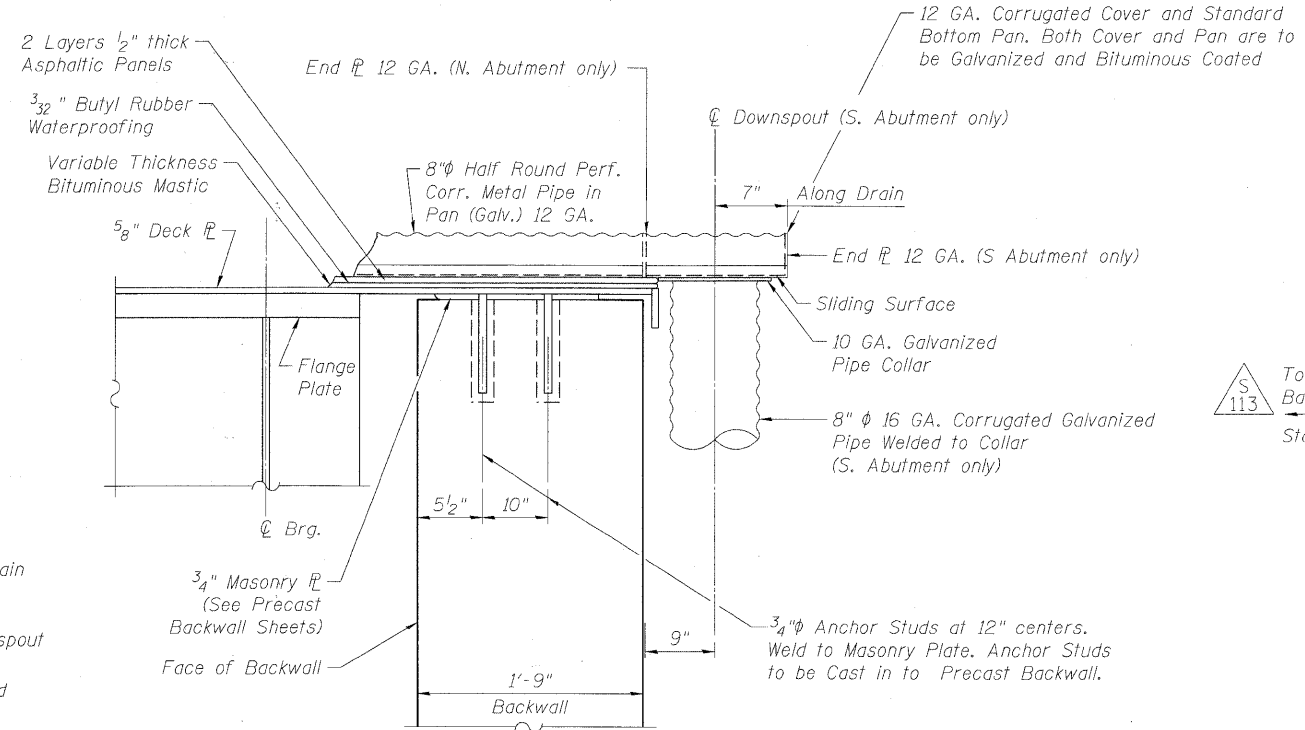
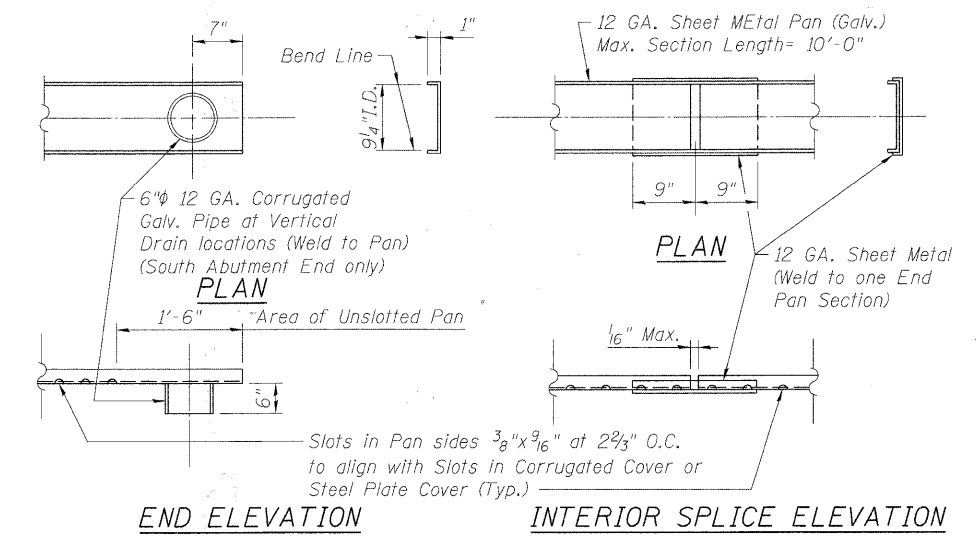
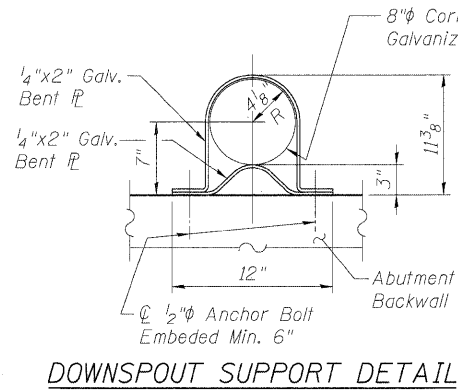
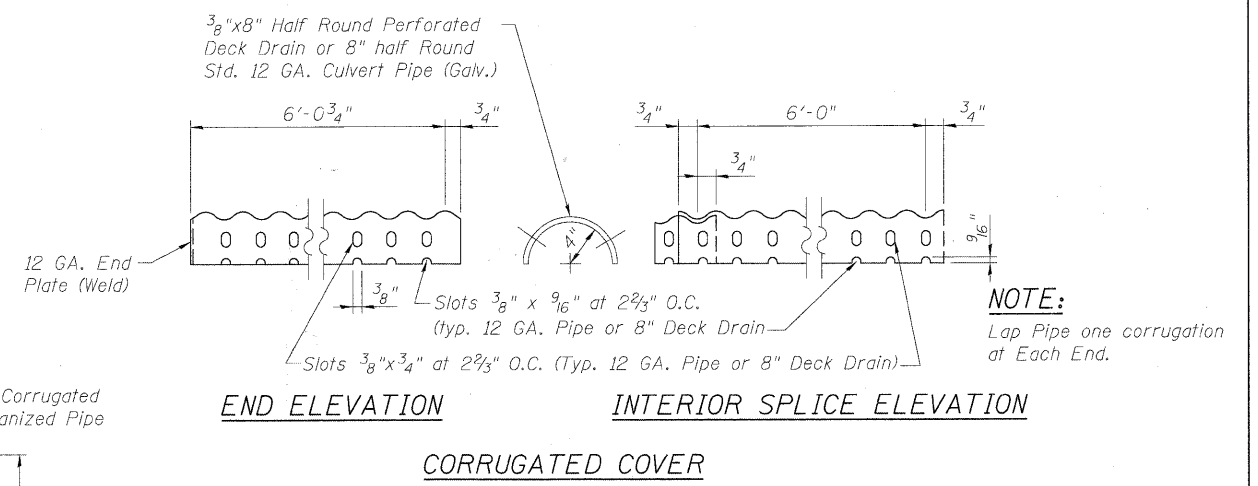
BRIDGE OUTAGE - 24 HOURS
SUGGESTED STAGING

SCALE: 1"=20'
SHEET NO. 22 OF 65 SHEETS
STA 58+60.00 TO STA 60+00.00

F.A.U. RTE. 1537	SECTION 06-00050-00-GS	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 112C
CONTRACT NO. 63556				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CRE-90031709				



* Crown Waterproofing 1" from ϕ Track to Deck Drain.



FILE NAME = P:\615587\002_CAD\2011\Drawings\Structural\016-7721\DOT_sht22.dwg; Drawn: D. S. J.



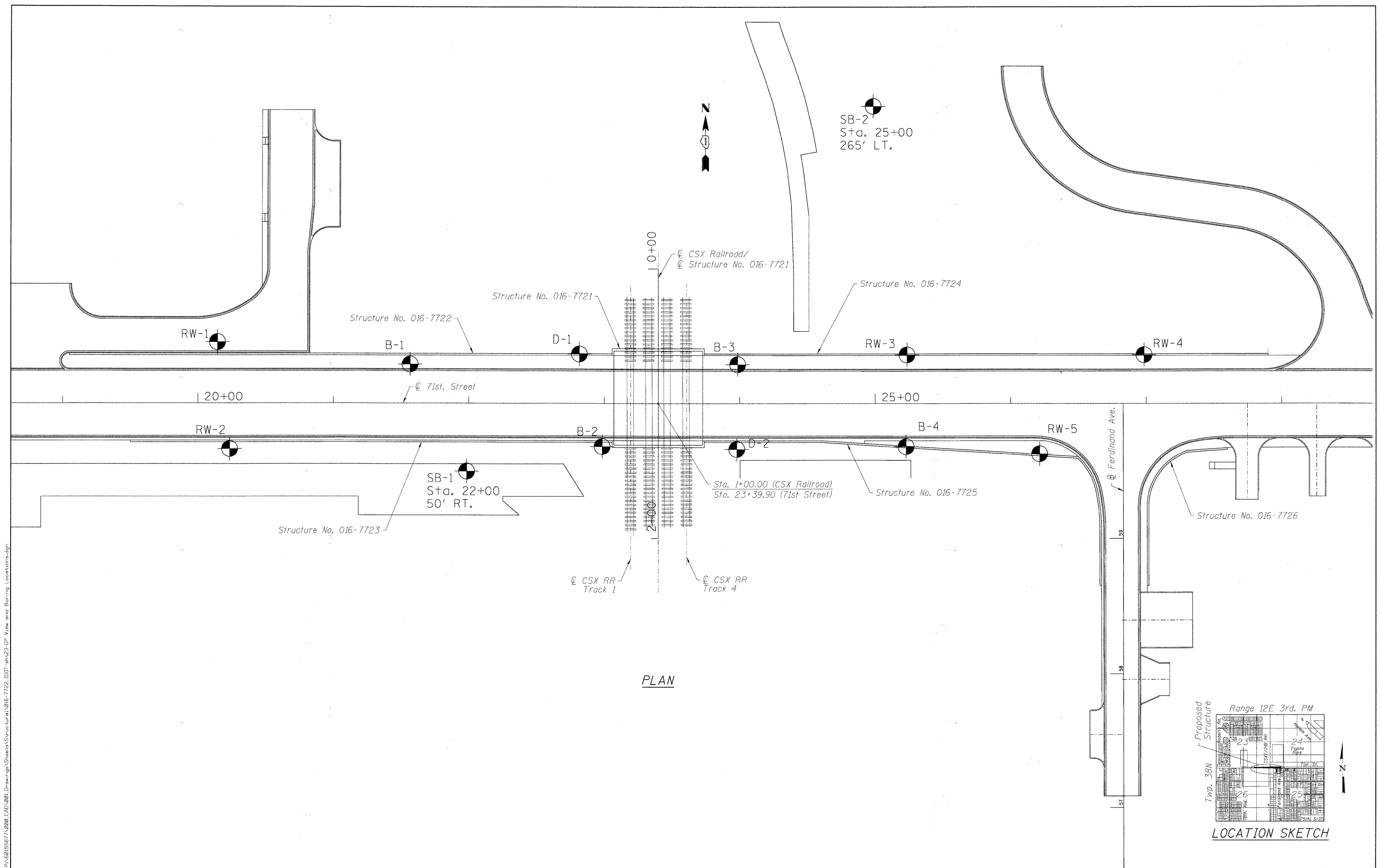
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

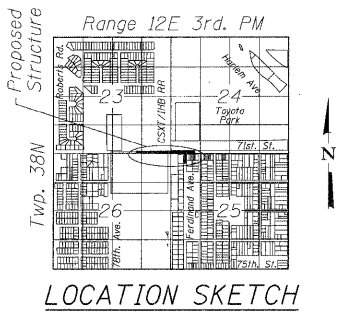
DECK DRAINAGE DETAILS
STRUCTURE NO. 016-7721

SCALE: SHEET NO. 22 OF 65 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	1120
CONTRACT NO. 63556			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CRE-9003709	

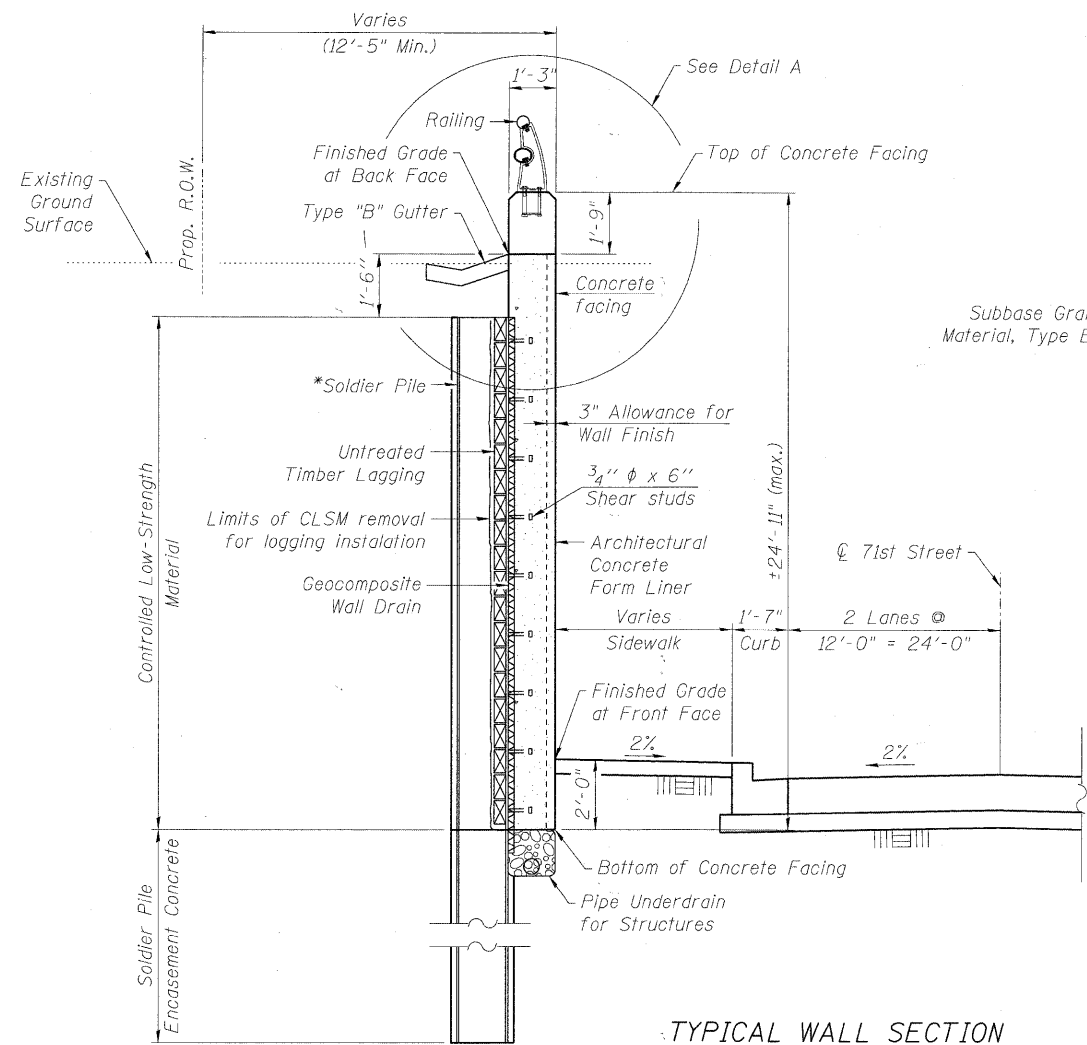


PLAN



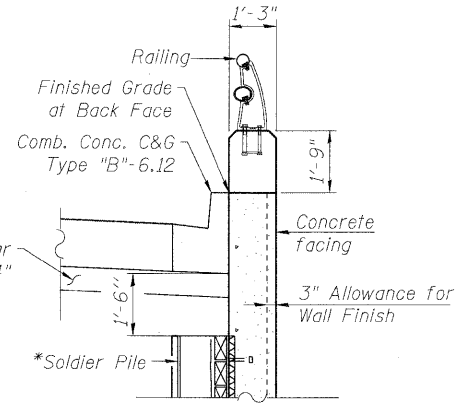
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	USER NAME = debrised	DESIGNED - GEC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN VIEW - RETAINING WALLS BORING LOCATIONS		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	DATE - 10/11/2010	REVISED -									



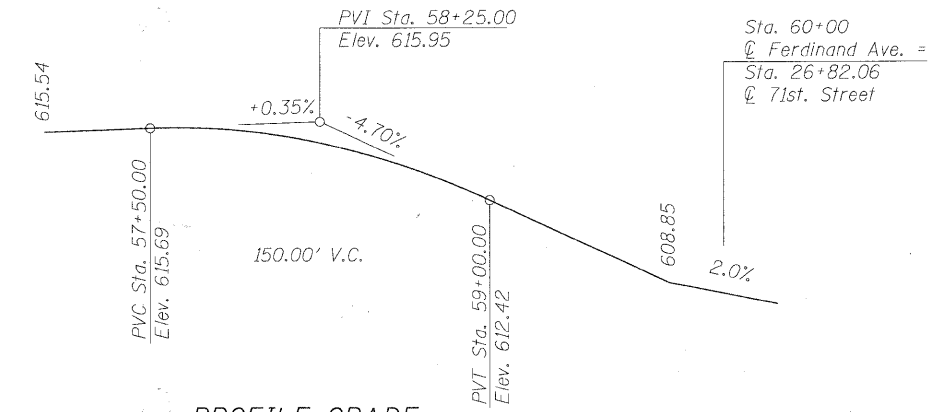
TYPICAL WALL SECTION

*See Soldier Pile Plan & Elevation Sheets for pile size, spacing, length and top and bottom elevations.



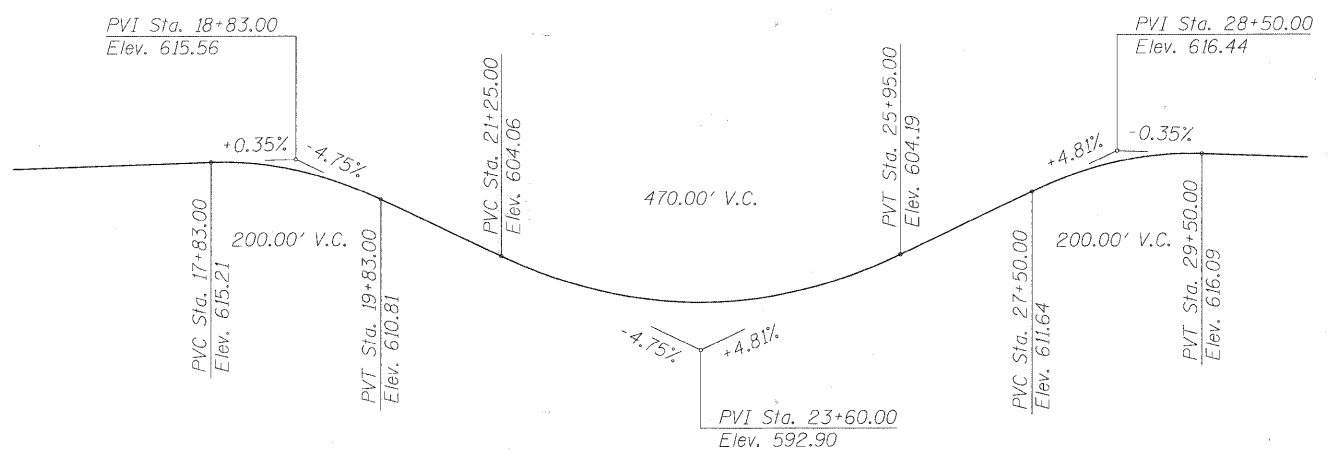
DETAIL A

Wall Section by Pepsico Driveway
Str. No. 016-7722 (Sta. 19+05 to Sta. 20+83)



PROFILE GRADE

(along proposed Ferdinand Ave.)

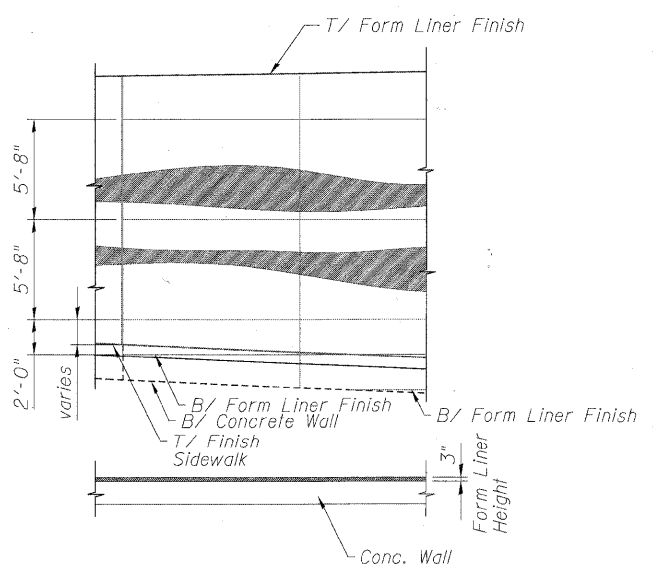


PROFILE GRADE

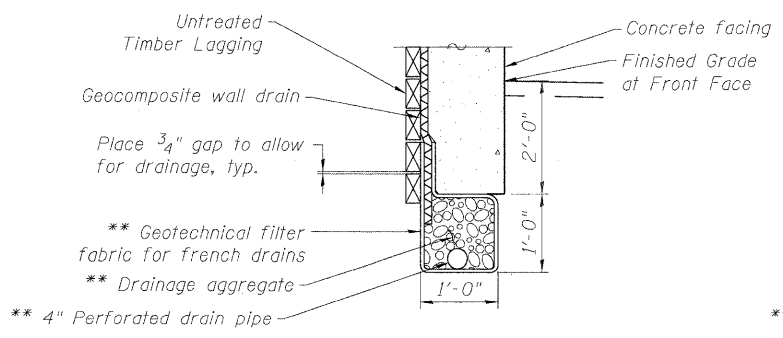
(along proposed 71st. Street)

NOTE:

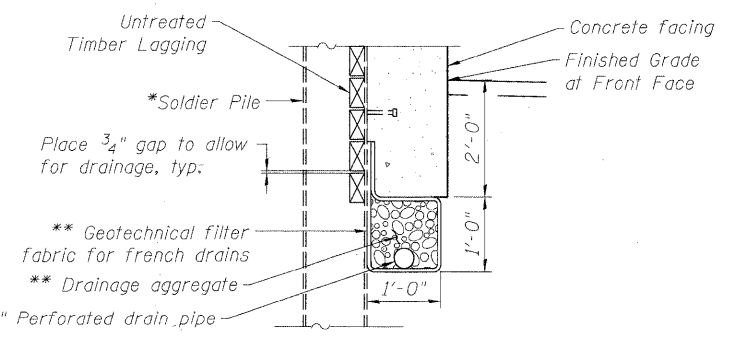
The Contractor is responsible for the design and performance of the lagging using no less than a 3 in. normal rough-sawn thickness and timber with a minimum allowable bending stress of 1000 psi.



TYPICAL DETAIL FOR FORM LINER



BETWEEN SOLDIER PILES



AT SOLDIER PILES

UNDERDRAIN DETAIL FOR SOLDIER PILE WALLS

** Included in the cost of Pipe Underdrains for Structures.

Note: See Sheet No. 56 of 65 for Railing Details.

FILE NAME = P:\AGP\15977\080_CAD\001_Drawings\Sheets\Structural\016-7722_IDDT-sh24-Typical Wall Section.dgn



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

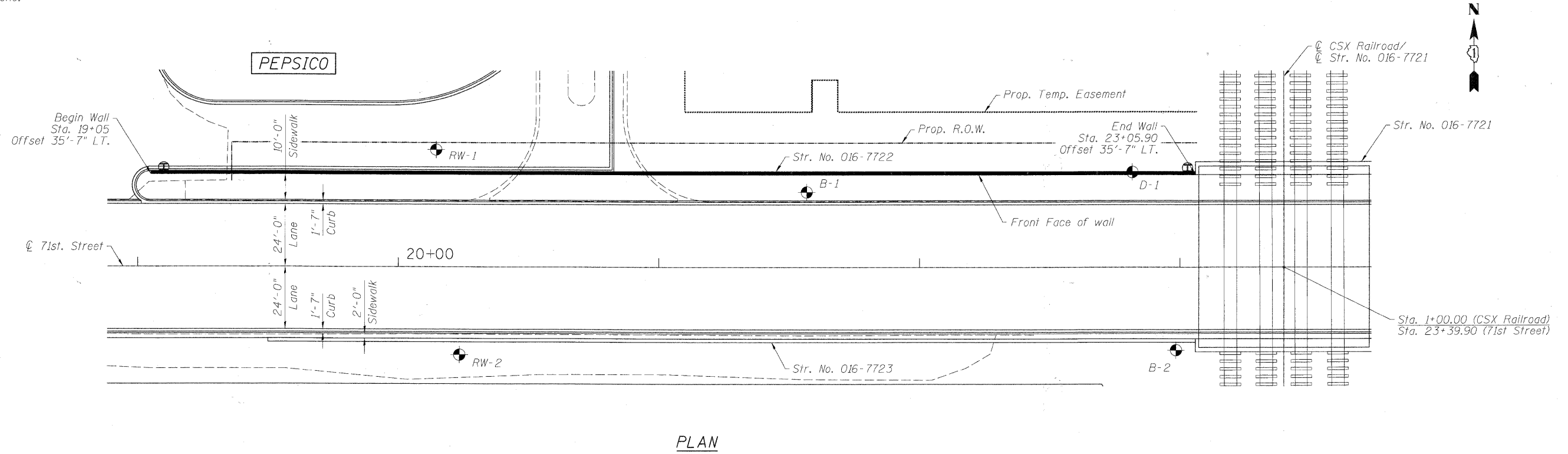
TYPICAL WALL SECTION

SCALE: SHEET NO. 24 OF 65 SHEETS STA. TO STA.

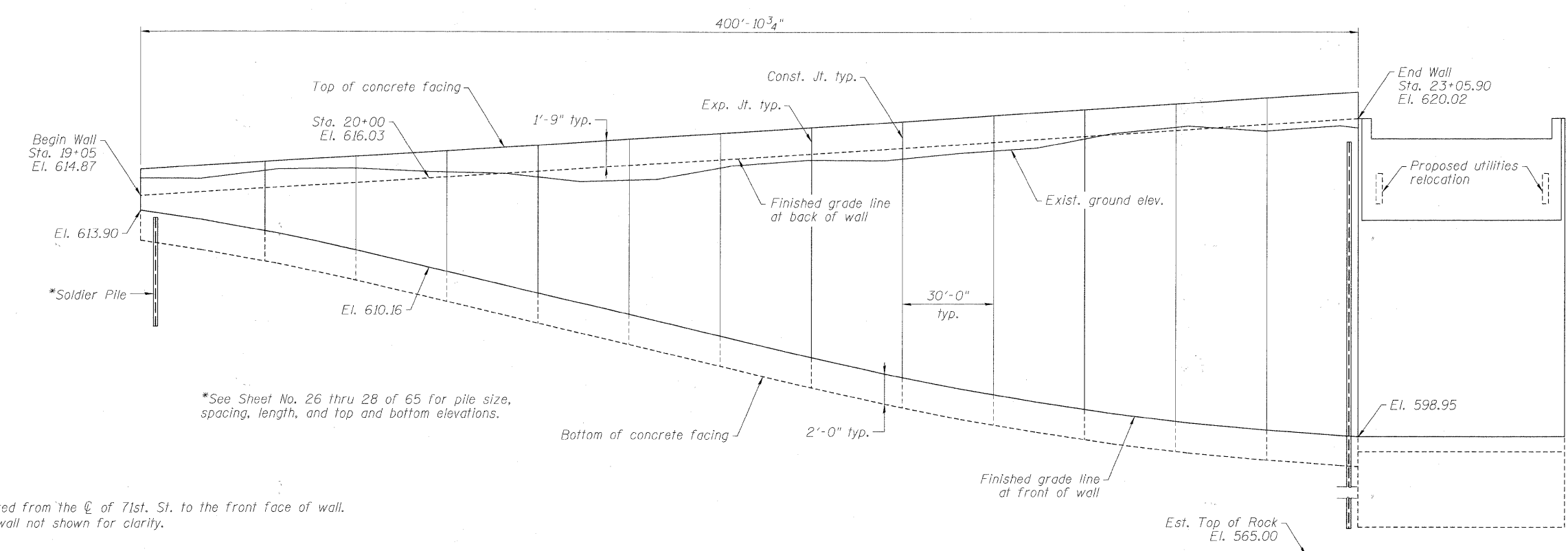
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-G5	COOK	209	114
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

Bench Mark: BWV249 Square cut on N. conc. base of RR signal mast arm base on S. row of 71st Street 1/2 mile West of Harlem Avenue. Elev. 620.57

Existing Structure: None.



PLAN



ELEVATION
(Looking @ front face of wall)

NOTES:

- Offsets are measured from the \odot of 71st St. to the front face of wall.
- Railing on top of wall not shown for clarity.

*See Sheet No. 26 thru 28 of 65 for pile size, spacing, length, and top and bottom elevations.

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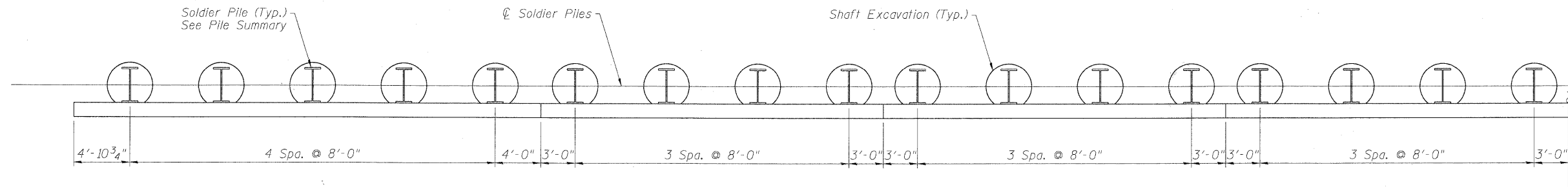
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	DATE - 10/11/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

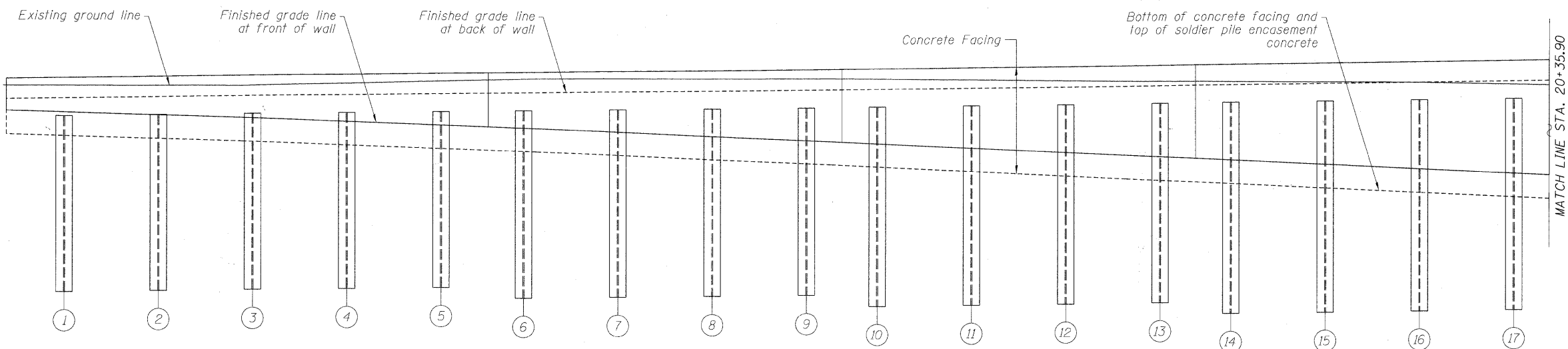
GENERAL PLAN & ELEVATION
STRUCTURE NO. 016-7722

SCALE: SHEET NO. 25 OF 65 SHEETS STA. TO STA.

F.A.U. RTE. 1537	SECTION 06-00050-00-GS	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 115
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	



PLAN
(All dimensions are measured along front face of wall)



ELEVATION

SHAFT SIZES

PILE SIZE	SHAFT EXCAVATION SIZE
W36x302	4'-0" ϕ
W36x282	4'-0" ϕ
W33x201	3'-6" ϕ
W21x147	2'-6" ϕ
W21x101	2'-6" ϕ

PILE SUMMARY

PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION
1	W21x101	15.00	597.00	612.00	7	W21x101	16.00	596.72	612.72	13	W21x101	17.00	596.38	613.38
2	W21x101	15.00	597.12	612.12	8	W21x101	16.00	596.85	612.85	14	W21x101	18.00	595.38	613.38
3	W21x101	15.00	597.25	612.25	9	W21x101	16.00	596.97	612.97	15	W21x101	18.00	595.37	613.37
4	W21x101	15.00	597.37	612.37	10	W21x101	17.00	596.06	613.06	16	W21x101	18.00	595.36	613.36
5	W21x101	15.00	597.49	612.49	11	W21x101	17.00	596.19	613.19	17	W21x101	18.00	595.35	613.35
6	W21x101	16.00	596.60	612.60	12	W21x101	17.00	596.31	613.31					

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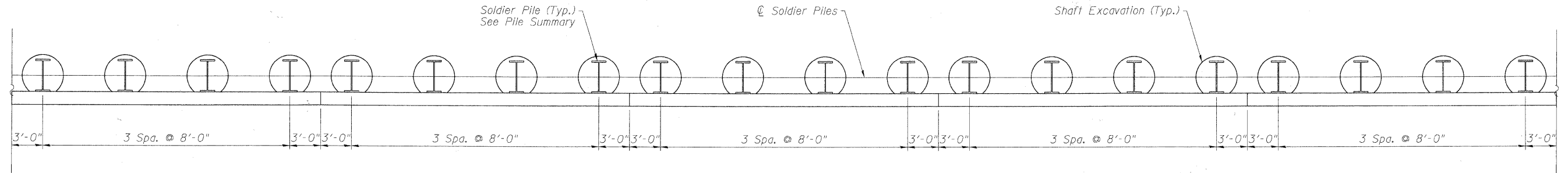
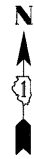
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOLDIER PILE PLAN & ELEVATION I
STRUCTURE NO. 016-7722**

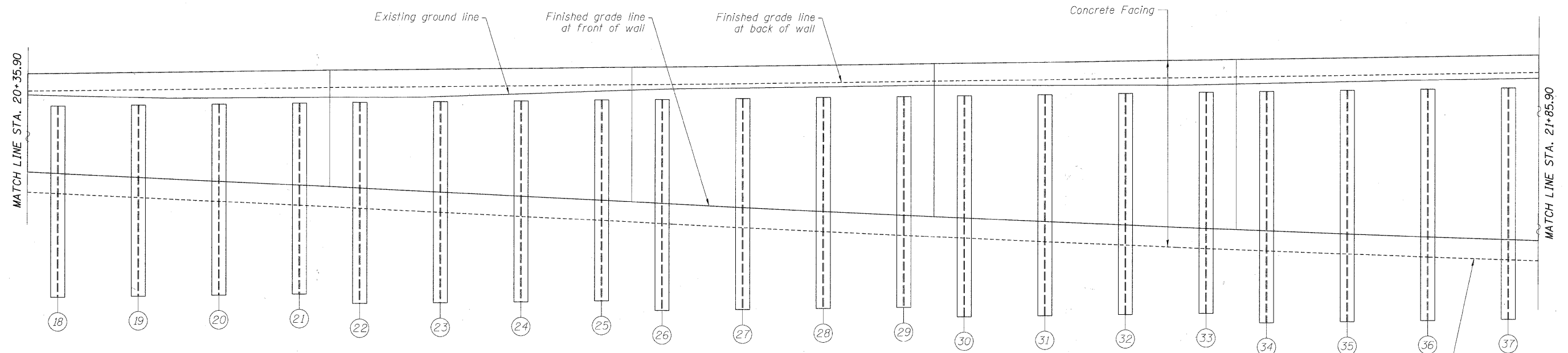
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	116
CONTRACT NO. 63556				
ILLINOIS FED. AID PROJECT				



PLAN

(All dimensions are measured along front face of wall)



ELEVATION

PILE SUMMARY

PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION
18	W21x147	22.00	591.35	613.35	25	W33x201	26.00	589.48	615.48	32	W36x282	37.00	579.42	616.42
19	W21x147	22.00	591.34	613.34	26	W33x201	32.00	583.78	615.78	33	W36x282	37.00	579.53	616.53
20	W21x147	22.00	591.59	613.59	27	W33x201	32.00	583.92	615.92	34	W36x282	41.00	575.61	616.61
21	W21x147	22.00	591.99	613.99	28	W33x201	32.00	584.03	616.03	35	W36x282	41.00	575.71	616.71
22	W33x201	26.00	588.28	614.28	29	W33x201	32.00	584.13	616.13	36	W36x282	41.00	575.82	616.82
23	W33x201	26.00	588.68	614.68	30	W36x282	37.00	579.21	616.21	37	W36x282	41.00	575.92	616.92
24	W33x201	26.00	589.08	615.08	31	W36x282	37.00	579.32	616.32					

SHAFT SIZES

PILE SIZE	SHAFT EXCAVATION SIZE
W36x302	4'-0" ϕ
W36x282	4'-0" ϕ
W33x201	3'-6" ϕ
W21x147	2'-6" ϕ
W21x101	2'-6" ϕ

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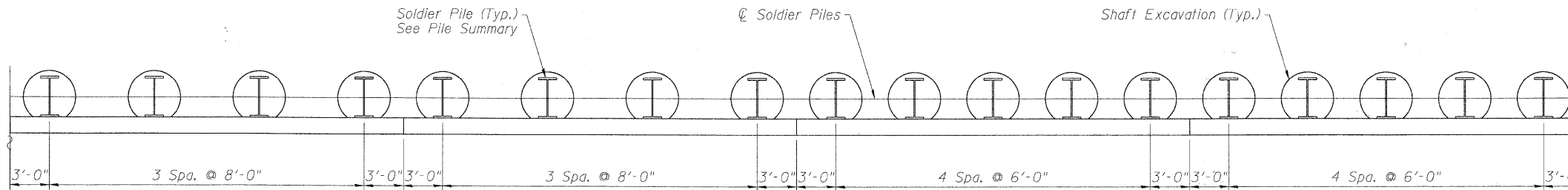
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

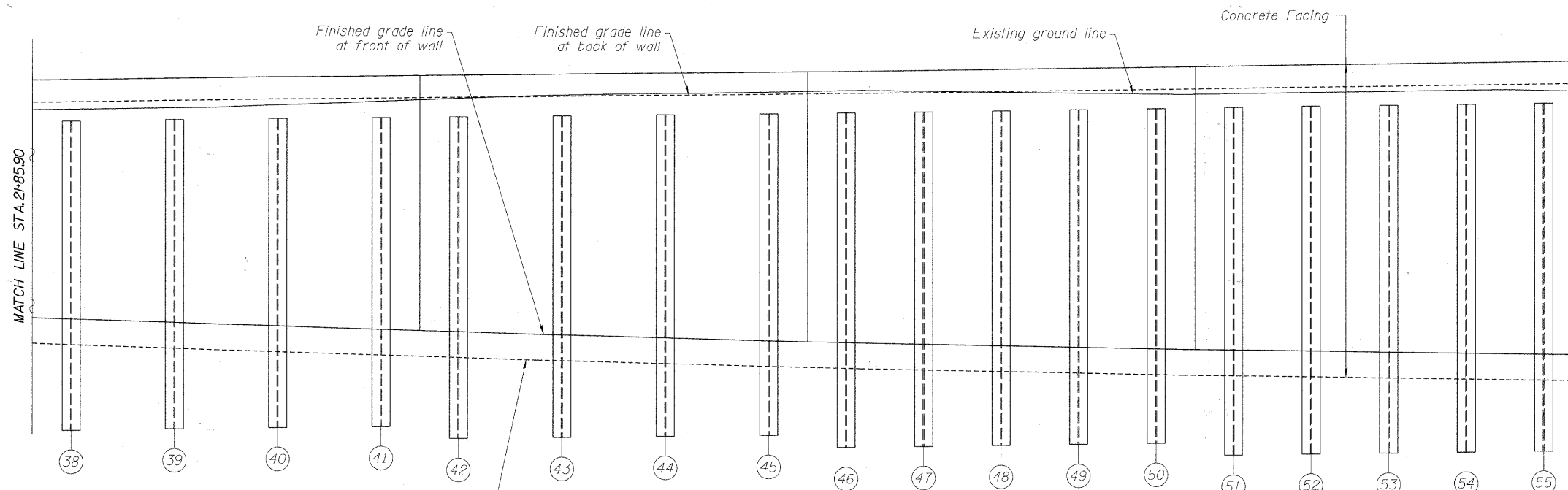
**SOLDIER PILE PLAN & ELEVATION II
STRUCTURE NO. 016-7722**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	117
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

SCALE: SHEET NO. 27 OF 65 SHEETS STA. 20+35.90 TO STA. 21+85.90



PLAN
(All dimensions are measured along front face of wall)



ELEVATION

SHAFT SIZES

PILE SIZE	SHAFT EXCAVATION SIZE
W36x302	4'-0" ϕ
W36x282	4'-0" ϕ
W33x201	3'-6" ϕ
W21x147	2'-6" ϕ
W21x101	2'-6" ϕ

Bottom of concrete facing and top of soldier pile encasement concrete

PILE SUMMARY

PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION
38	W36x302	45.00	572.00	617.00	44	W36x302	47.00	570.60	617.60	50	W36x302	50.00	568.09	618.09
39	W36x302	45.00	572.10	617.10	45	W36x302	47.00	570.70	617.70	51	W36x302	53.00	565.17	618.17
40	W36x302	45.00	572.21	617.21	46	W36x302	50.00	567.78	617.78	52	W36x302	53.00	565.25	618.25
41	W36x302	45.00	572.31	617.31	47	W36x302	50.00	567.86	617.86	53	W36x302	53.00	565.32	618.32
42	W36x302	47.00	570.39	617.39	48	W36x302	50.00	567.93	617.93	54	W36x302	53.00	565.40	618.40
43	W36x302	47.00	570.49	617.49	49	W36x302	50.00	568.01	618.01	55	W36x302	53.00	565.48	618.48

BILL OF MATERIAL

Item	Unit	Quantity
Stud Shear Connectors	Each	2,069
Untreated Timber Lagging	Sq. Ft.	6,240
Geocomposite Wall Drain	Sq. Yd.	693
Pipe Underdrains for Structures, 4"	Foot	403
Drilling and Setting Soldier Piles (In Soil)	Cu. Ft.	19,053
Furnishing Soldier Piles (W 21 x 101)	Foot	279
Furnishing Soldier Piles (W 21 x 147)	Foot	88
Furnishing Soldier Piles (W 33 x 201)	Foot	232
Furnishing Soldier Piles (W 36 x 282)	Foot	312
Furnishing Soldier Piles (W 36 x 302)	Foot	883

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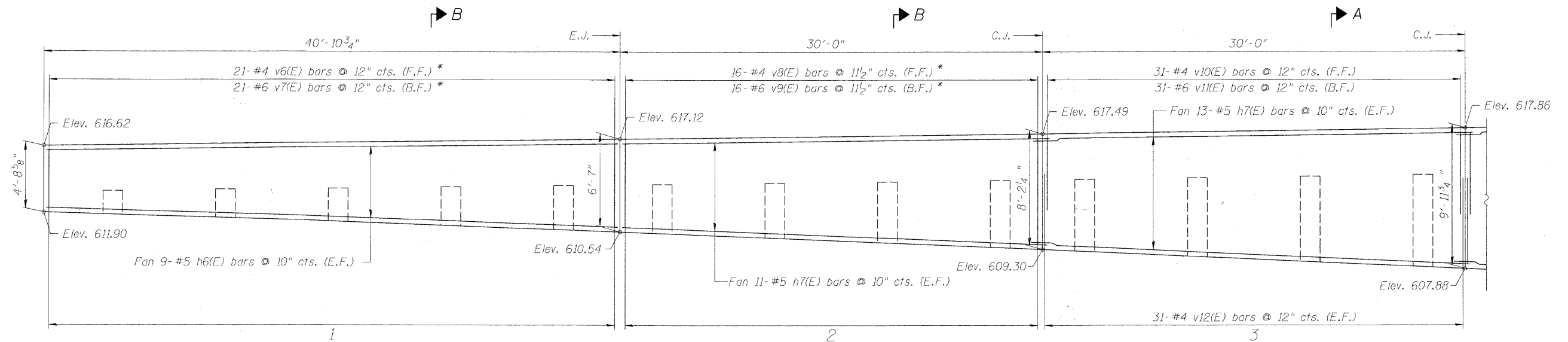
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOLDIER PILE PLAN & ELEVATION III
STRUCTURE NO. 016-7722

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	118
				CONTRACT NO. 63556
ILLINOIS FED. AID PROJECT				

SCALE: SHEET NO. 28 OF 65 SHEETS STA. 21+85.90 TO STA. 23+05.90



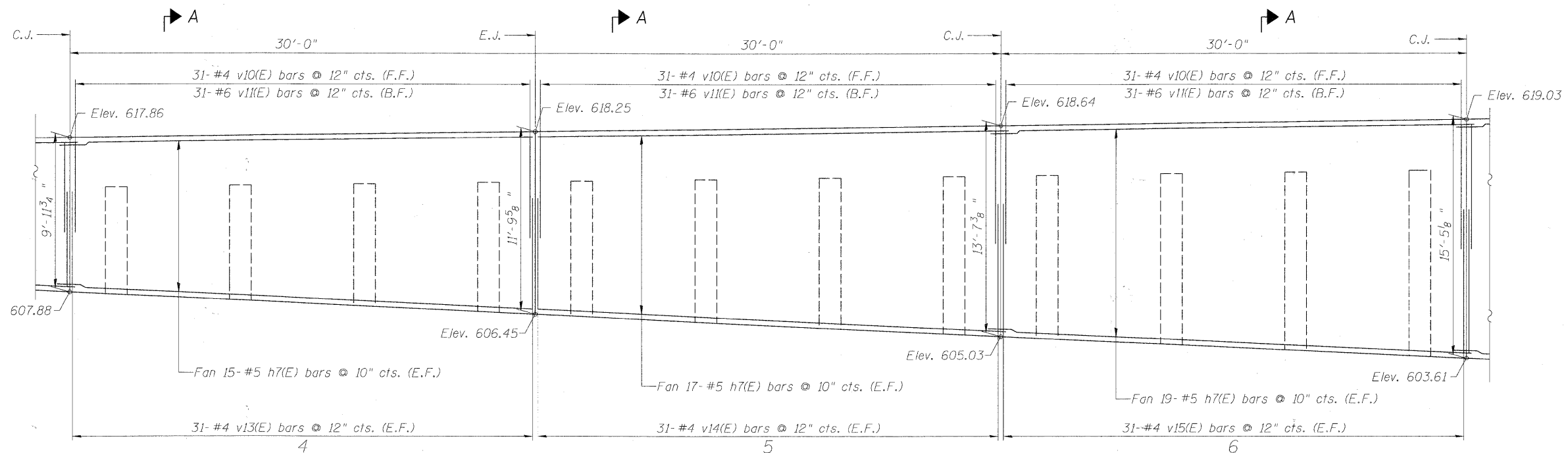
ELEVATION

Concrete Facing Panels 1-3

* See Field Cutting Diagram on Sheet 27 of 61.

MIN. BAR LAPS

- #4 bars - 2'-0"
- #5 bars - 2'-6"
- #6 bars - 3'-0"



ELEVATION

Concrete Facing Panels 4-6

NOTES

- For Sections See Sheet 51 of 61.
- E.J. = Expansion Joint
- C.J. = Construction Joint
- B.F. = Back Face
- F.F. = Front Face
- E.F. = Each Face

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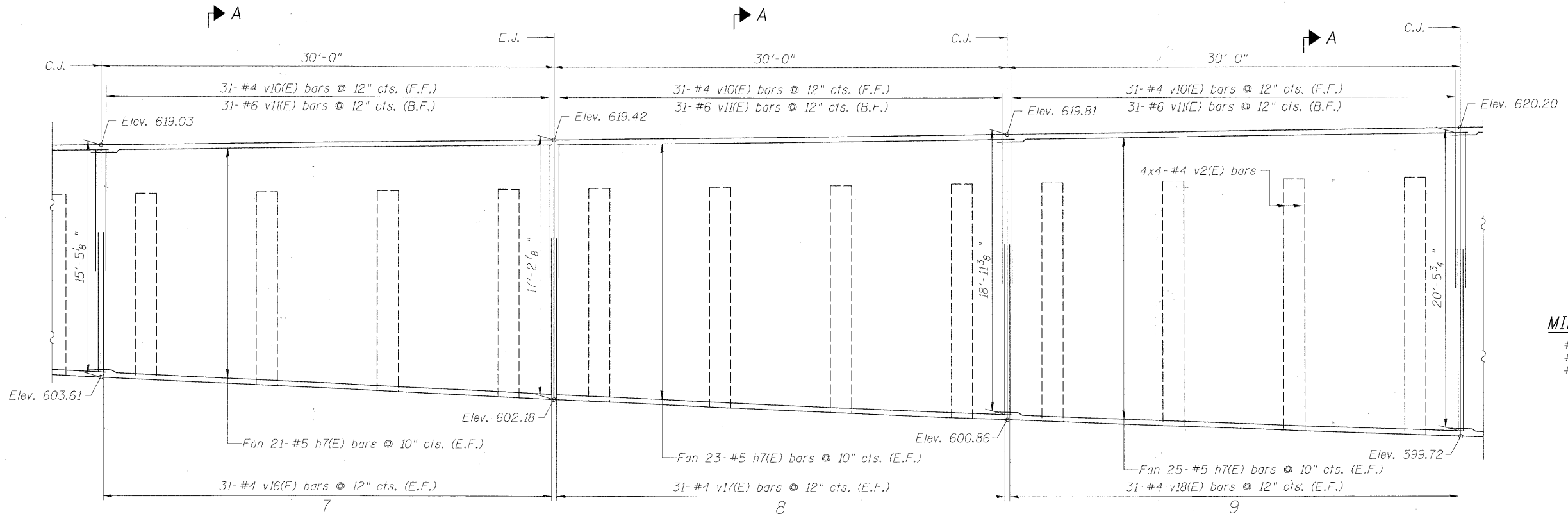
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	DATE - 11/20/2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CONCRETE FACING
STRUCTURE NO. 016-7722**

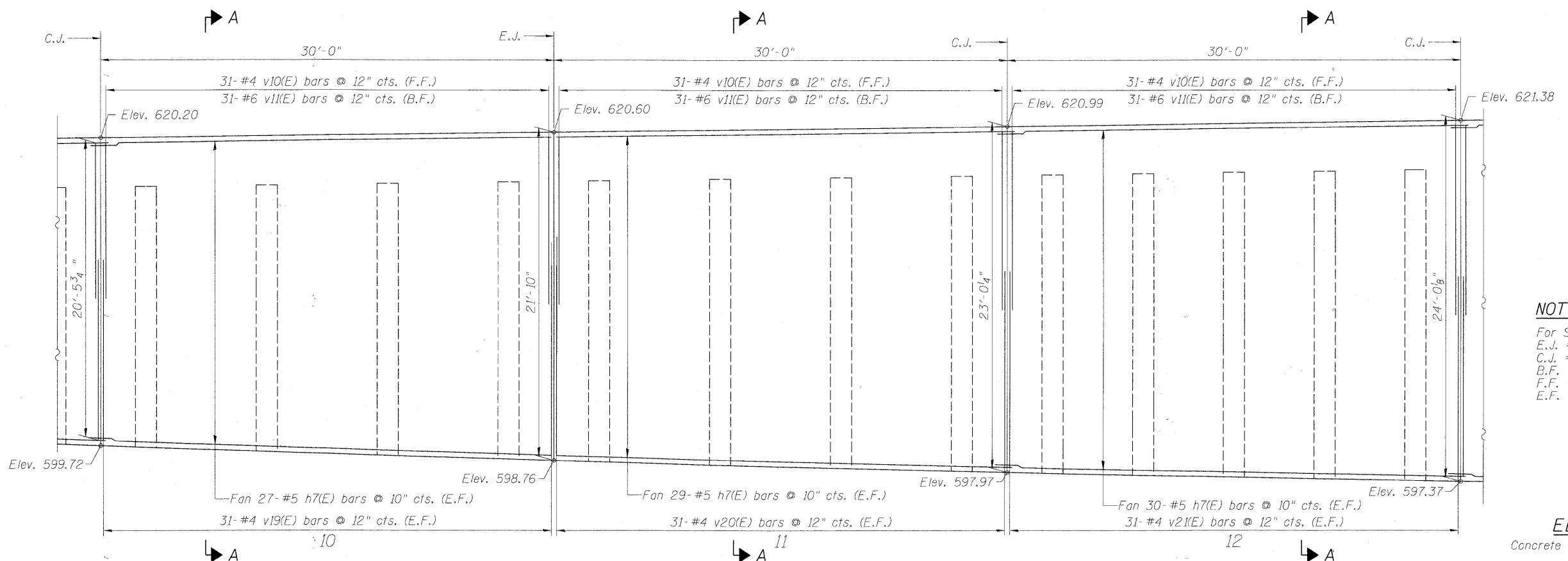
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	119
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

SCALE: SHEET NO. 29 OF 65 SHEETS STA. TO STA.



MIN. BAR LAPS
 #4 bars - 2'-0"
 #5 bars - 2'-6"
 #6 bars - 3'-0"

ELEVATION
 Concrete Facing Panels 7-9



NOTES
 For Sections See Sheet 51 of 61.
 E.J. = Expansion Joint
 C.J. = Construction Joint
 B.F. = Back Face
 F.F. = Front Face
 E.F. = Each Face

ELEVATION
 Concrete Facing Panels 10-12

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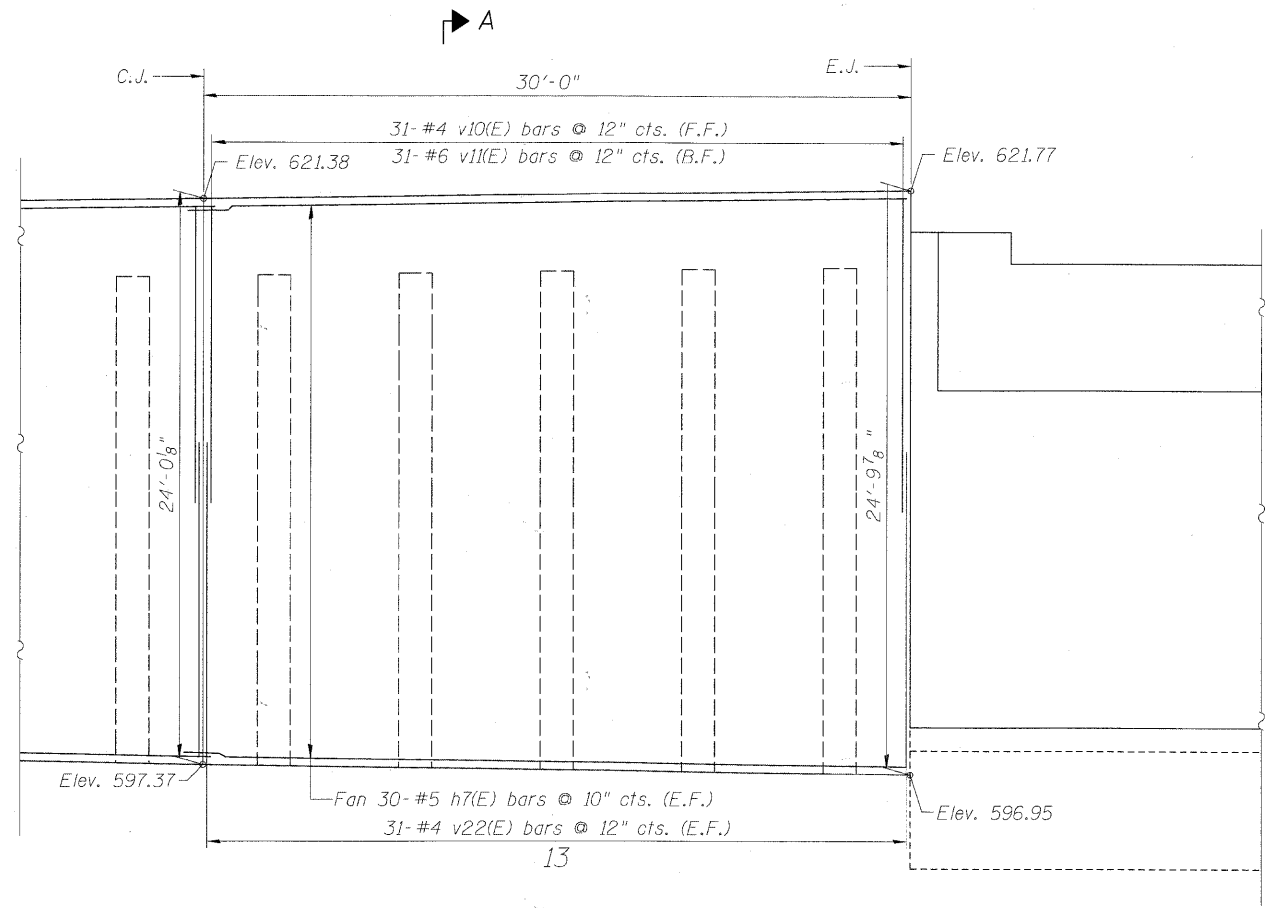


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	DATE - 11/20/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE FACING
STRUCTURE NO. 016-7722
 SCALE: SHEET NO. 30 OF 65 SHEETS STA. TO STA.

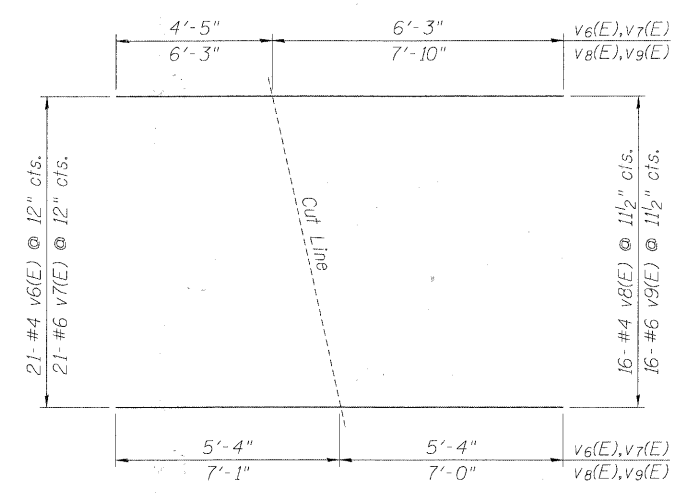
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	120
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	



ELEVATION
Concrete Facing Panel 13

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h6(E)	18	#5	40'-7"	————
h7(E)	520	#5	31'-7"	————
v6(E)	21	#4	10'-8"	————
v7(E)	21	#6	10'-8"	————
v8(E)	16	#4	14'-1"	————
v9(E)	16	#6	14'-1"	————
v10(E)	341	#4	6'-10"	————
v11(E)	341	#6	7'-10"	————
v12(E)	62	#4	4'-10"	————
v13(E)	62	#4	6'-8"	————
v14(E)	62	#4	8'-6"	————
v15(E)	62	#4	10'-3"	————
v16(E)	62	#4	12'-1"	————
v17(E)	62	#4	13'-10"	————
v18(E)	62	#4	15'-4"	————
v19(E)	62	#4	16'-8"	————
v20(E)	62	#4	17'-10"	————
v21(E)	62	#4	18'-10"	————
v22(E)	62	#4	19'-8"	————
Concrete Structures		Cu. Yd.	289	
Reinforcement Bars, Epoxy Coated		Pound	30,420	



FIELD CUTTING DIAGRAM

Order v6(E), v7(E), v8(E) and v9(E) full length.
Cut as shown and use remainder of bars at the opposite end.

MIN. BAR LAPS

- #4 bars - 2'-0"
- #5 bars - 2'-6"
- #6 bars - 3'-0"

NOTES

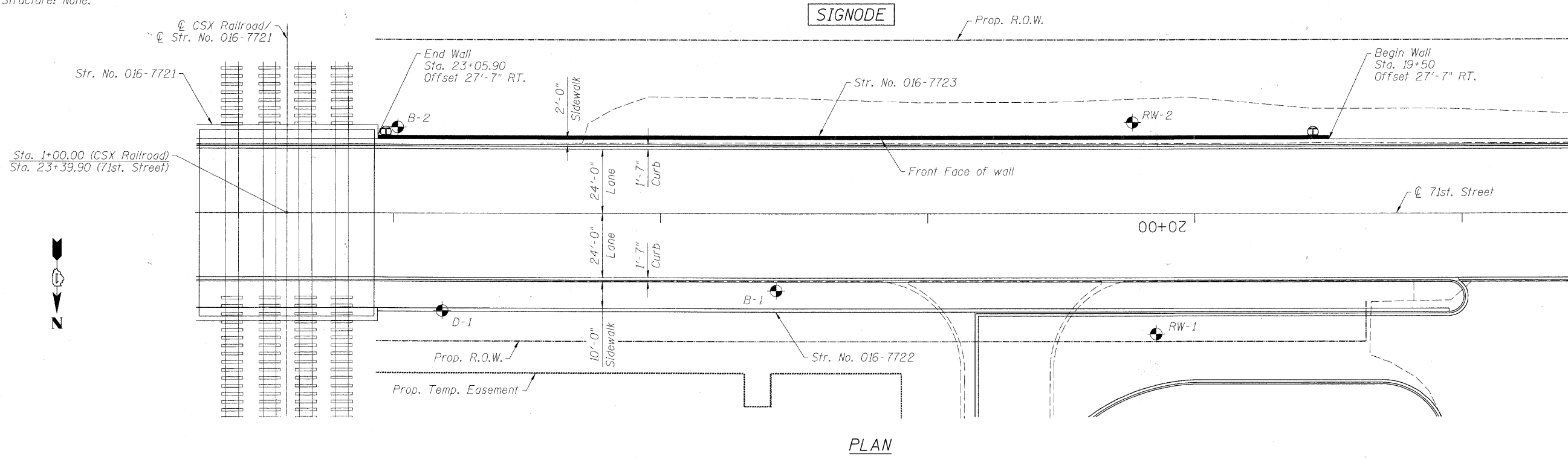
For Sections See Sheet 51 of 61.
E.J. = Expansion Joint
C.J. = Construction Joint
B.F. = Back Face
F.F. = Front Face
E.F. = Each Face

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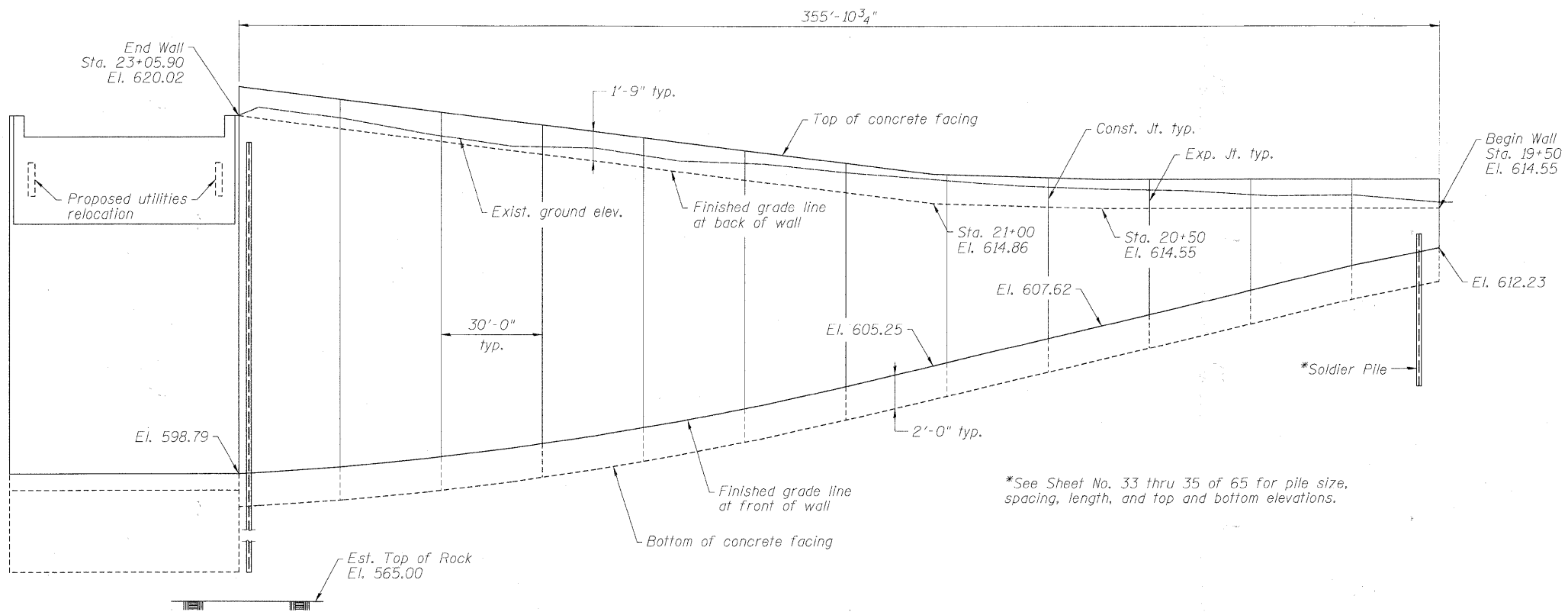
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	PLOT SCALE = 0:1.0000 1' / in.	DRAWN - DD	REVISED -		SCALE:	SHEET NO. 31 OF 65 SHEETS	STA. TO STA.	CONTRACT NO. 63556		ILLINOIS FED. AID PROJECT	
	PLOT DATE = 2/17/2011	CHECKED - EJO	REVISED -								
		DATE - 11/20/2010	REVISED -								

Bench Mark: BVW249 Square cut on N. conc. base of RR signal mast arm base on S. row of 71st Street 1/2 mile West of Harlem Avenue. Elev. 620.57

Existing Structure: None.



PLAN



ELEVATION
(Looking @ Front face of wall)

NOTES:

- Offsets are measured from the C of 71st. St. to the front face of wall.
- Railing on top of wall not shown for clarity.

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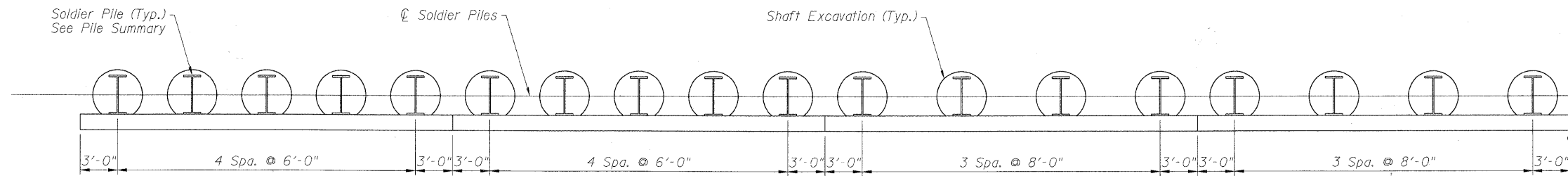
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

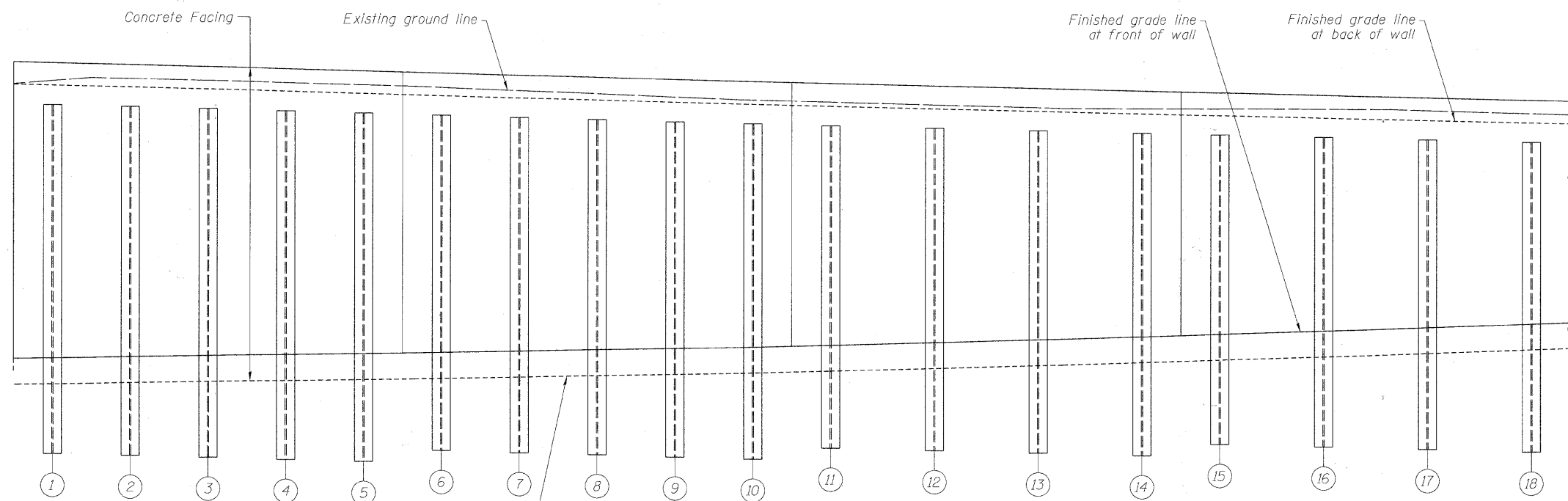
GENERAL PLAN & ELEVATION
STRUCTURE NO. 016-7723

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	122
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

SCALE: SHEET NO. 32 OF 65 SHEETS STA. TO STA.



PLAN
(All dimensions are measured along front face of wall)



ELEVATION

PILE SUMMARY

PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION
1	W36x302	53.00	565.45	618.45	7	W36x302	50.00	567.55	617.55	13	W36x302	47.00	569.55	616.55
2	W36x302	53.00	565.30	618.30	8	W36x302	50.00	567.40	617.40	14	W36x302	47.00	569.35	616.35
3	W36x302	53.00	565.15	618.15	9	W36x302	50.00	567.25	617.25	15	W36x302	45.00	571.20	616.20
4	W36x302	53.00	565.00	618.00	10	W36x302	50.00	567.10	617.10	16	W36x302	45.00	571.00	616.00
5	W36x302	53.00	564.85	617.85	11	W36x302	47.00	569.95	616.95	17	W36x302	45.00	570.79	615.79
6	W36x302	50.00	567.70	617.70	12	W36x302	47.00	569.75	616.75	18	W36x302	45.00	570.59	615.59

SHAFT SIZES

PILE SIZE	SHAFT EXCAVATION SIZE
W36x302	4'-0" ϕ
W36x282	4'-0" ϕ
W33x201	3'-6" ϕ
W21x147	2'-6" ϕ
W21x101	2'-6" ϕ

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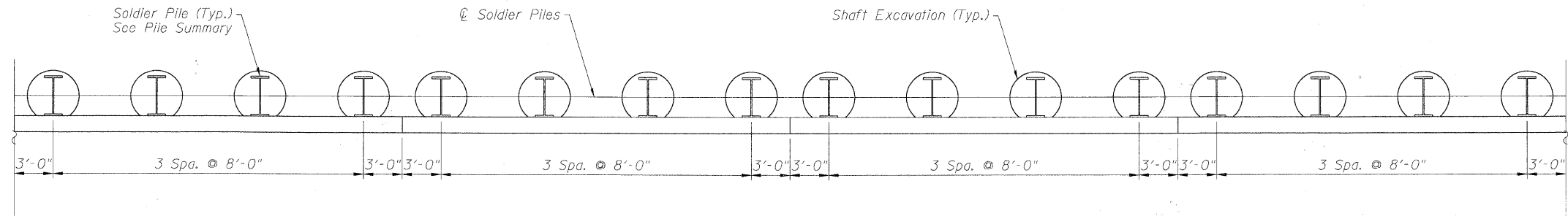
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

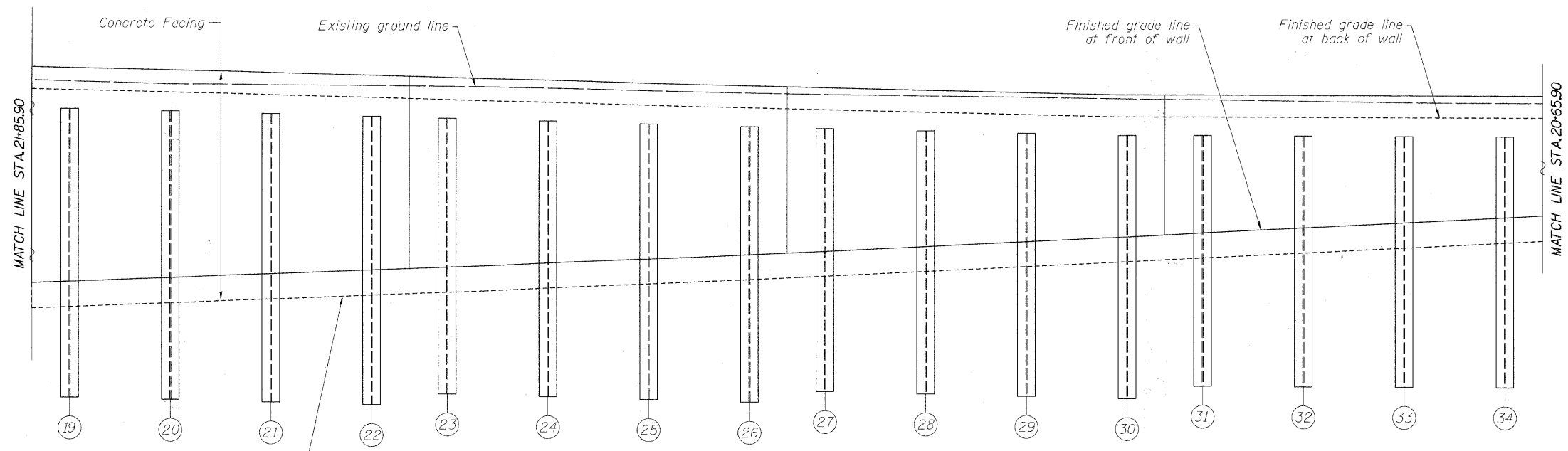
**SOLDIER PILE PLAN & ELEVATION I
STRUCTURE NO. 016-7723**

SCALE: SHEET NO. 33 OF 65 SHEETS STA. 21+85.90 TO STA. 23+05.90

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	123
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	



PLAN
(All dimensions are measured along front face of wall)



ELEVATION

PILE SUMMARY

PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION
19	W36x282	41.00	574.44	615.44	24	W36x282	37.00	577.49	614.49	29	W33x201	32.00	581.54	613.54
20	W36x282	41.00	574.24	615.24	25	W36x282	37.00	577.29	614.29	30	W33x201	32.00	581.35	613.35
21	W36x282	41.00	574.04	615.04	26	W36x282	37.00	577.09	614.09	31	W33x201	26.00	587.32	613.32
22	W36x282	41.00	573.84	614.84	27	W33x201	32.00	581.94	613.94	32	W33x201	26.00	587.27	613.27
23	W36x282	37.00	577.69	614.69	28	W33x201	32.00	581.74	613.74	33	W33x201	26.00	587.22	613.22
										34	W33x201	26.00	587.17	613.17

SHAFT SIZES

PILE SIZE	SHAFT EXCAVATION SIZE
W36x302	4'-0" ϕ
W36x282	4'-0" ϕ
W33x201	3'-6" ϕ
W21x147	2'-6" ϕ
W21x101	2'-6" ϕ

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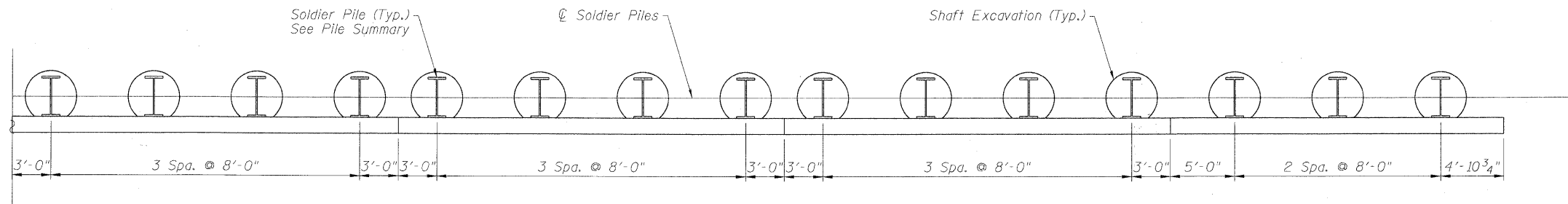
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DATE = 11/22/2010	REVISED =	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

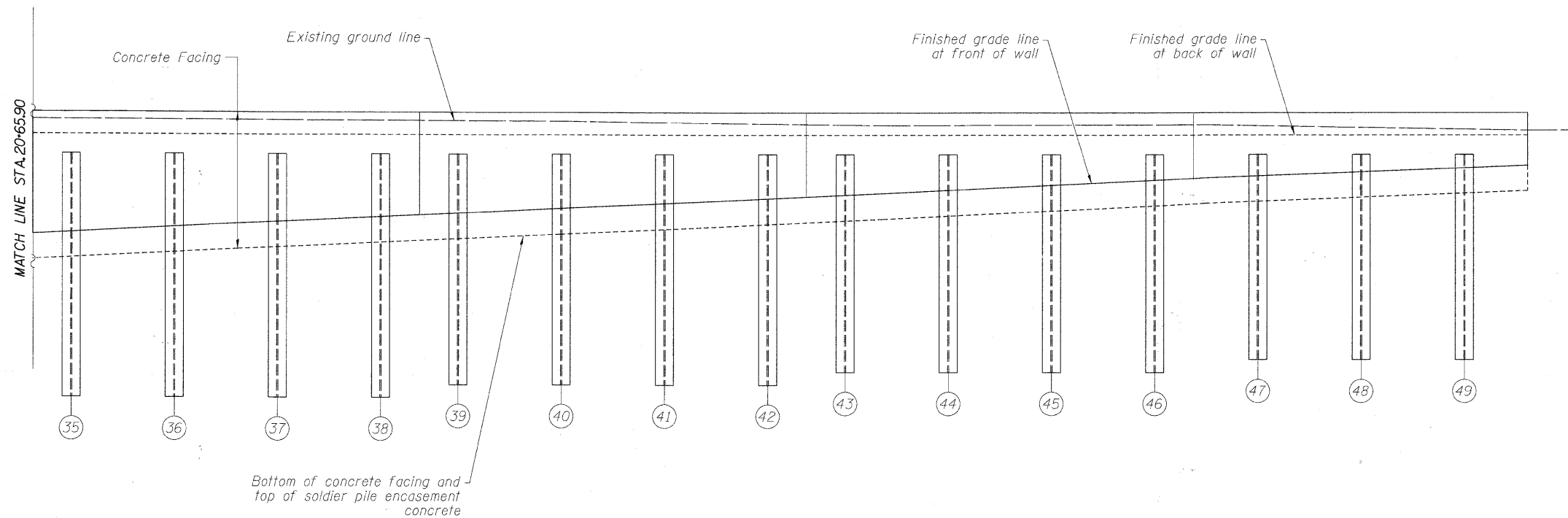
**SOLDIER PILE PLAN & ELEVATION II
STRUCTURE NO. 016-7723**

SCALE: SHEET NO. 34 OF 65 SHEETS STA. 20+65.90 TO STA. 21+85.90

F.A.U. RTE. 1537	SECTION 06-00050-00-GS	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 124
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	



PLAN
(All dimensions are measured along front face of wall)



ELEVATION

SHAFT SIZES

PILE SIZE	SHAFT EXCAVATION SIZE
W36x302	4'-0" ϕ
W36x282	4'-0" ϕ
W33x201	3'-6" ϕ
W21x147	2'-6" ϕ
W21x101	2'-6" ϕ

PILE SUMMARY

PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION
35	W21x147	22.00	591.13	613.13	40	W21x101	15.00	598.05	613.05	45	W21x101	15.00	598.05	613.05
36	W21x147	22.00	591.08	613.08	41	W21x101	15.00	598.05	613.05	46	W21x101	15.00	598.05	613.05
37	W21x147	22.00	591.05	613.05	42	W21x101	15.00	598.05	613.05	47	W21x101	15.00	598.05	613.05
38	W21x147	22.00	591.05	613.05	43	W21x101	15.00	598.05	613.05	48	W21x101	15.00	598.05	613.05
39	W21x101	15.00	598.05	613.05	44	W21x101	15.00	598.05	613.05	49	W21x101	15.00	598.05	613.05

BILL OF MATERIAL

Item	Unit	Quantity
Stud Shear Connectors	Each	1,925
Untreated Timber Logging	Sq. Ft.	5,519
Geocomposite Wall Drain	Sq. Yd.	613
Pipe Underdrains for Structures, 4"	Foot	358
Drilling and Setting Soldier Piles (In Soil)	Cu. Ft.	18,493
Furnishing Soldier Piles (W 21 x 101)	Foot	165
Furnishing Soldier Piles (W 21 x 147)	Foot	88
Furnishing Soldier Piles (W 33 x 201)	Foot	232
Furnishing Soldier Piles (W 36 x 282)	Foot	312
Furnishing Soldier Piles (W 36 x 302)	Foot	883

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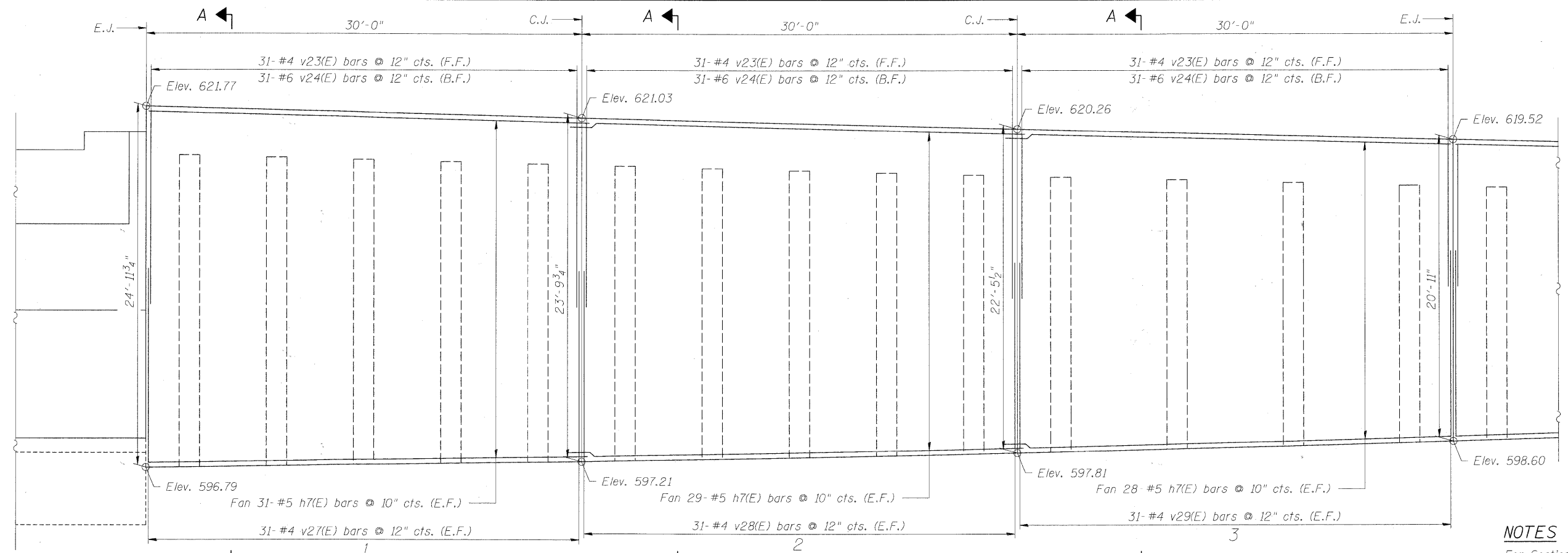
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	DATE - 11/22/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOLDIER PILE PLAN & ELEVATION III
STRUCTURE NO. 016-7723

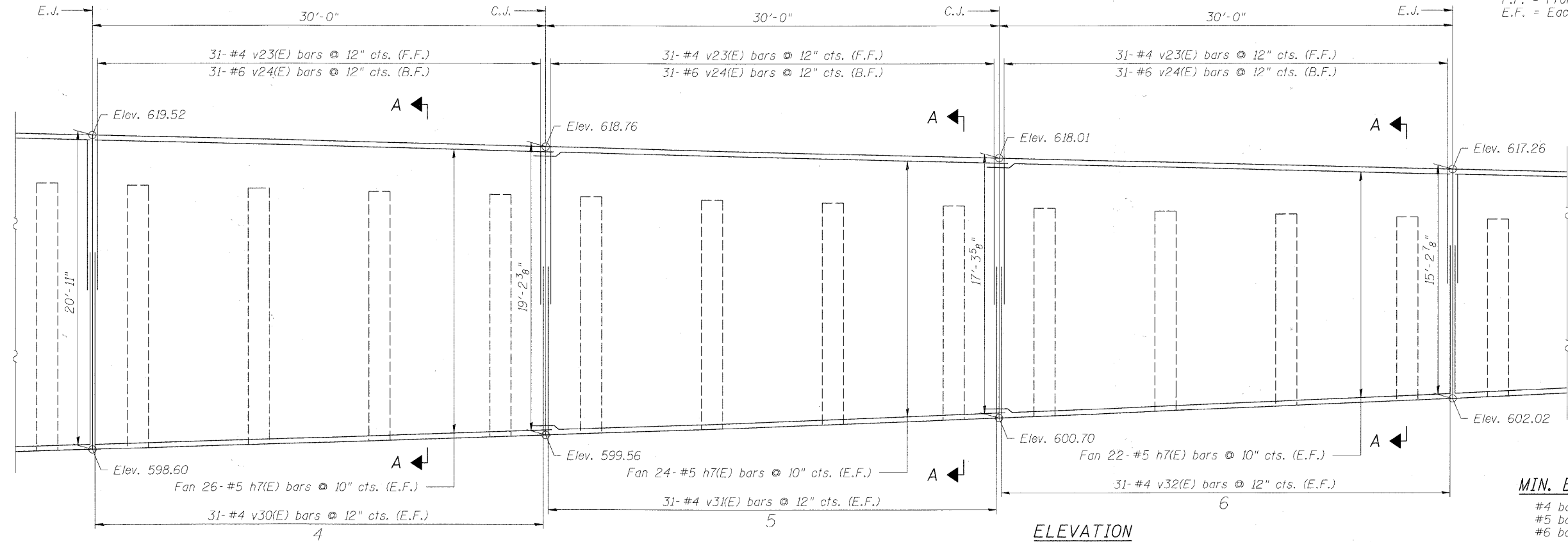
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	125
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

SCALE: SHEET NO. 35 OF 65 SHEETS STA. 19+50.00 TO STA. 20+65.90



ELEVATION
Concrete Facing Panels 1-3

NOTES
For Sections See Sheet 51 of 61.
E.J. = Expansion Joint
C.J. = Construction Joint
B.F. = Back Face
F.F. = Front Face
E.F. = Each Face



ELEVATION
Concrete Facing Panels 4-6

MIN. BAR LAPS
#4 bars - 2'-0"
#5 bars - 2'-6"
#6 bars - 3'-0"

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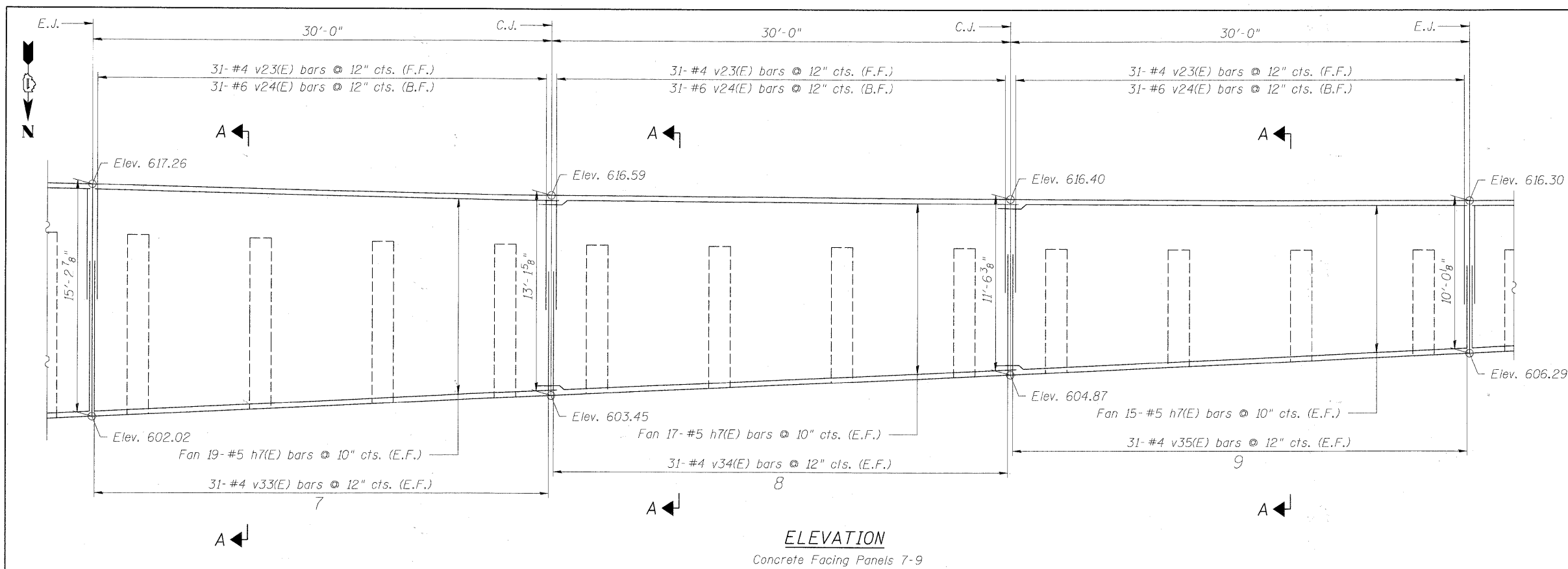
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	DATE - 11/22/2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CONCRETE FACING
STRUCTURE NO. 016-7723**

SCALE: SHEET NO. 36 OF 65 SHEETS STA. TO STA.

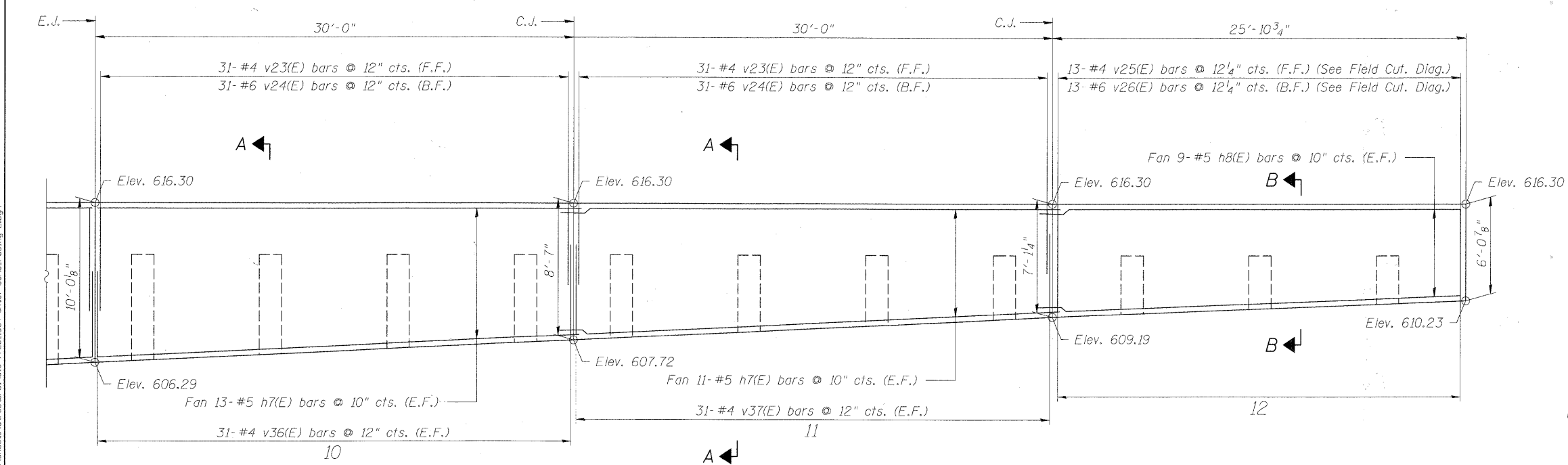
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1537	06-00050-00-GS	COOK	209	126
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	



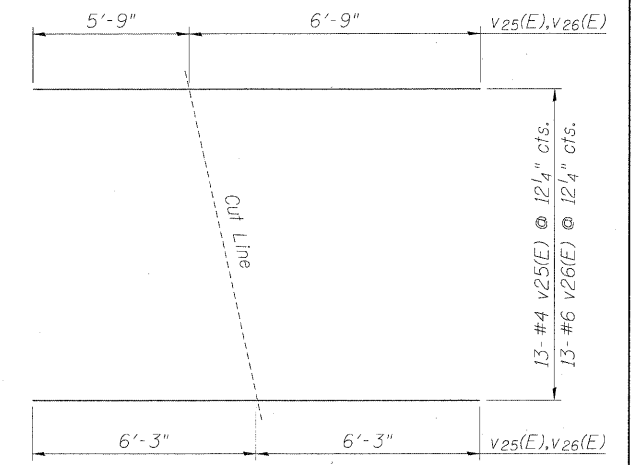
ELEVATION
Concrete Facing Panels 7-9

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h7(E)	470	#5	31'-7"	---
h8(E)	18	#5	27'-5"	---
v23(E)	341	#4	5'-9"	---
v24(E)	341	#6	6'-9"	---
v25(E)	13	#4	12'-6"	---
v26(E)	13	#6	12'-6"	---
v27(E)	62	#4	20'-11"	---
v28(E)	62	#4	19'-9"	---
v29(E)	62	#4	18'-5"	---
v30(E)	62	#4	16'-10"	---
v31(E)	62	#4	15'-2"	---
v32(E)	62	#4	13'-4"	---
v33(E)	62	#4	11'-2"	---
v34(E)	62	#4	9'-1"	---
v35(E)	62	#4	7'-5"	---
v36(E)	62	#4	5'-11"	---
v37(E)	62	#4	4'-6"	---
Concrete Structures		Cu. Yd.	256	
Reinforcement Bars, Epoxy Coated		Pound	27,020	



ELEVATION
Concrete Facing Panels 10-12



FIELD CUTTING DIAGRAM

Order v25(E), and v26(E) full length.
Cut as shown and use remainder of bars at the opposite end.

MIN. BAR LAPS

- #4 bars - 2'-0"
- #5 bars - 2'-6"
- #6 bars - 3'-0"

NOTES

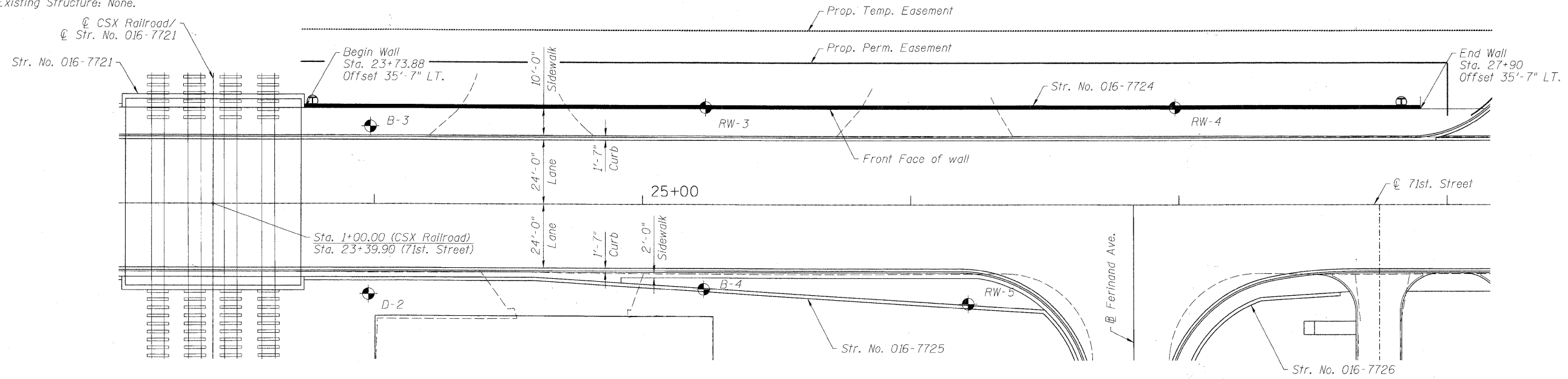
- For Sections See Sheet 51 of 61.
- E.J. = Expansion Joint
- C.J. = Construction Joint
- B.F. = Back Face
- F.F. = Front Face
- E.F. = Each Face

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	PLOT SCALE = 0.1:0000 1/4" = 1'	DRAWN - DD	REVISED -		1537	06-00050-00-GS	COOK	209	127		
	PLOT DATE = 2/17/2011	CHECKED - EJO	REVISED -		SCALE:	SHEET NO. 37 OF 65 SHEETS	STA.	TO STA.	CONTRACT NO. 63556		
		DATE - 11/22/2010	REVISED -		ILLINOIS FED. AID PROJECT						

Bench Mark: BVW249 Square cut on N. conc. base of RR signal mast arm base on S. row of 71st Street 1/2 mile West of Harlem Avenue. Elev. 620.57

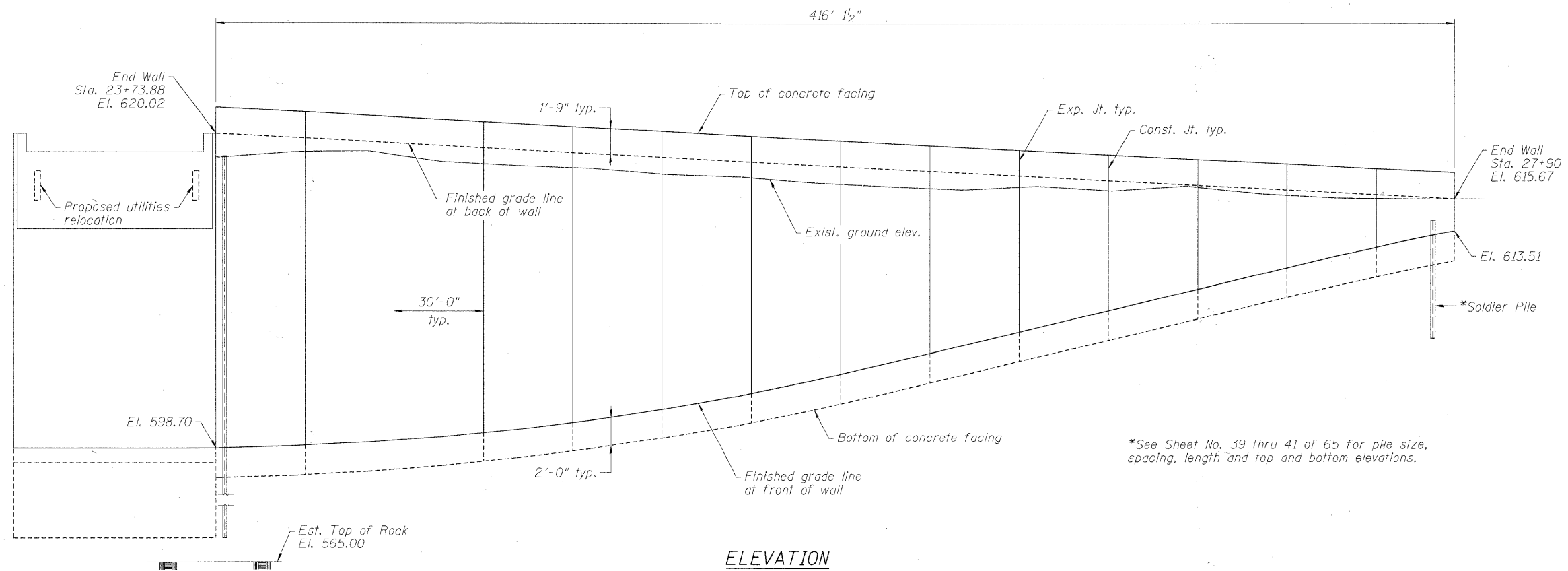
Existing Structure: None.



PLAN

NOTES:

1. Offsets are measured from the \odot of 71st. St. to the front face of wall.
2. Railing on top of wall not shown for clarity.



ELEVATION
(Looking @ front face of wall)

*See Sheet No. 39 thru 41 of 65 for pile size, spacing, length and top and bottom elevations.

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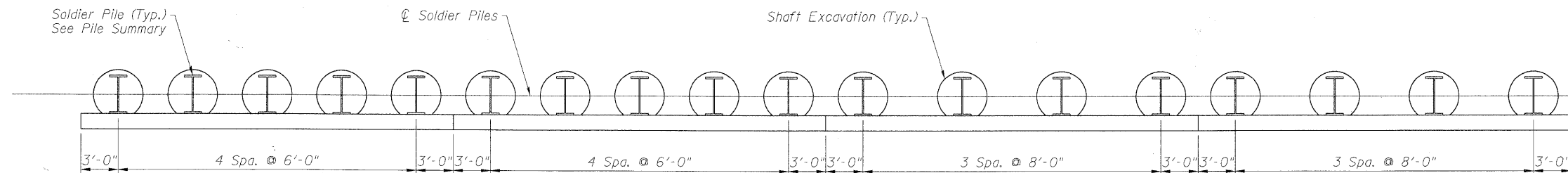
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
STRUCTURE NO. 016-7724

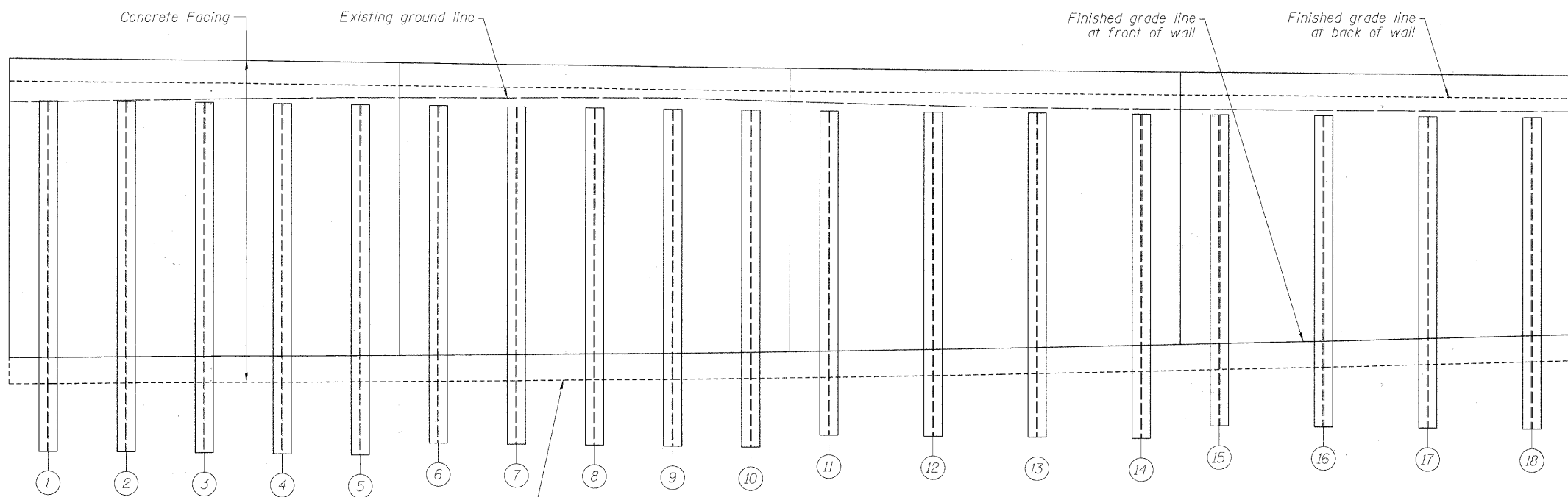
SCALE: SHEET NO. 38 OF 65 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	128
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	



PLAN

(All dimensions are measured along front face of wall)



ELEVATION

PILE SUMMARY

PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION
1	W36x302	53.00	565.49	618.49	7	W36x302	50.00	568.11	618.11	13	W36x302	47.00	570.69	617.69
2	W36x302	53.00	565.43	618.43	8	W36x302	50.00	568.05	618.05	14	W36x302	47.00	570.61	617.61
3	W36x302	53.00	565.37	618.37	9	W36x302	50.00	567.99	617.99	15	W36x302	45.00	572.54	617.54
4	W36x302	53.00	565.30	618.30	10	W36x302	50.00	567.92	617.92	16	W36x302	45.00	572.46	617.46
5	W36x302	53.00	565.24	618.24	11	W36x302	47.00	570.86	617.86	17	W36x302	45.00	572.38	617.38
6	W36x302	50.00	568.18	618.18	12	W36x302	47.00	570.77	617.77	18	W36x302	45.00	572.29	617.29

SHAFT SIZES

PILE SIZE	SHAFT EXCAVATION SIZE
W36x302	4'-0" ϕ
W36x282	4'-0" ϕ
W33x201	3'-6" ϕ
W21x147	2'-6" ϕ
W21x101	2'-6" ϕ

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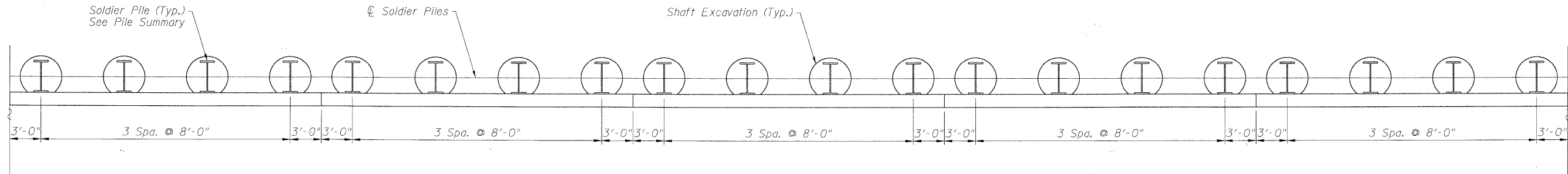
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

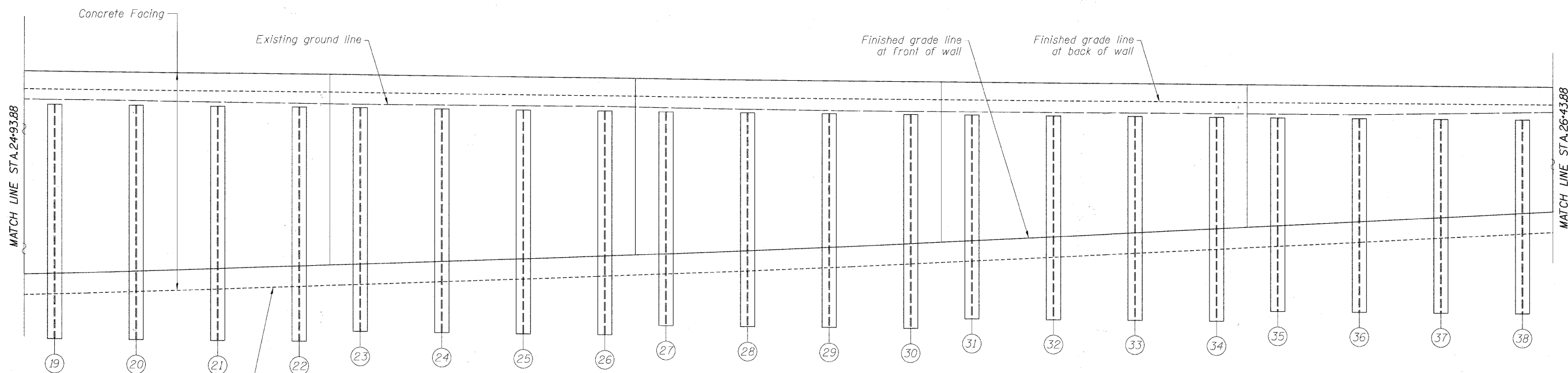
**SOLDIER PILE PLAN & ELEVATION I
STRUCTURE NO. 016-7724**

SCALE: SHEET NO. 39 OF 65 SHEETS STA. 23+73.88 TO STA. 24+93.88

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	129
CONTRACT NO. 63556				
ILLINOIS FED. AID PROJECT				



PLAN
(All dimensions are measured along front face of wall)



ELEVATION

PILE SUMMARY

PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION
19	W36x282	41.00	576.23	617.23	26	W36x282	37.00	579.67	616.67	33	W33x201	26.00	590.12	616.12
20	W36x282	41.00	576.15	617.15	27	W33x201	32.00	584.61	616.61	34	W33x201	26.00	590.04	616.04
21	W36x282	41.00	576.06	617.06	28	W33x201	32.00	584.52	616.52	35	W21x147	22.00	593.97	615.97
22	W36x282	41.00	575.98	616.98	29	W33x201	32.00	584.44	616.44	36	W21x147	22.00	593.89	615.89
23	W36x282	37.00	579.92	616.92	30	W33x201	32.00	584.35	616.35	37	W21x147	22.00	593.81	615.81
24	W36x282	37.00	579.84	616.84	31	W33x201	26.00	590.29	616.29	38	W21x147	22.00	593.72	615.72
25	W36x282	37.00	579.75	616.75	32	W33x201	26.00	590.20	616.20					

SHAFT SIZES

PILE SIZE	SHAFT EXCAVATION SIZE
W36x302	4'-0" ϕ
W36x282	4'-0" ϕ
W33x201	3'-6" ϕ
W21x147	2'-6" ϕ
W21x101	2'-6" ϕ

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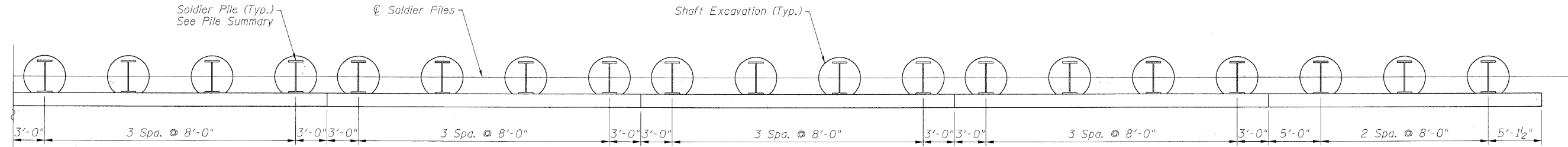


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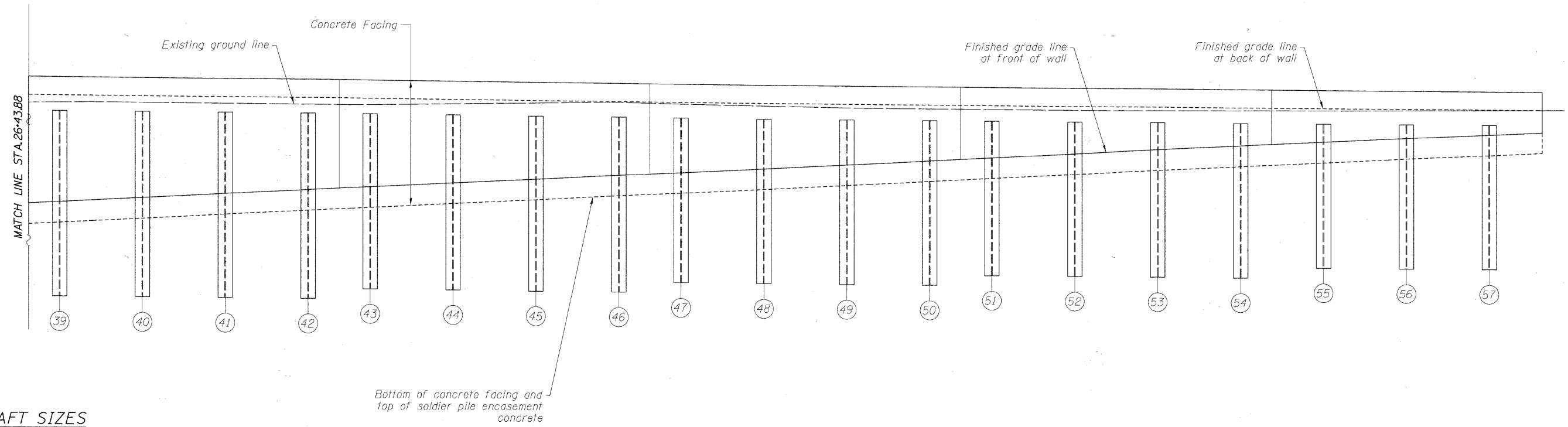
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOLDIER PILE PLAN & ELEVATION II
STRUCTURE NO. 016-7724**

F.A.J. RTE. 1537	SECTION 06-00050-00-GS	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 130
SCALE: SHEET NO. 40 OF 65 SHEETS STA. 24+93.88 TO STA. 26+43.88			CONTRACT NO. 63556	
ILLINOIS FED. AID PROJECT				



PLAN
(All dimensions are measured along front face of wall)



SHAFT SIZES

PILE SIZE	SHAFT EXCAVATION SIZE
W36x302	4'-0" ϕ
W36x282	4'-0" ϕ
W33x201	3'-6" ϕ
W21x147	2'-6" ϕ
W21x101	2'-6" ϕ

PILE SUMMARY

PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION
39	W21x101	19.00	596.66	615.66	46	W21x101	18.00	597.10	615.10	52	W21x101	15.00	599.63	614.63
40	W21x101	19.00	596.58	615.58	47	W21x101	17.00	598.04	615.04	53	W21x101	15.00	599.55	614.55
41	W21x101	19.00	596.49	615.49	48	W21x101	17.00	597.95	614.95	54	W21x101	15.00	599.47	614.47
42	W21x101	19.00	596.41	615.41	49	W21x101	17.00	597.87	614.87	55	W21x101	15.00	599.38	614.38
43	W21x101	18.00	597.35	615.35	50	W21x101	17.00	597.78	614.78	56	W21x101	15.00	599.30	614.30
44	W21x101	18.00	597.27	615.27	51	W21x101	15.00	599.72	614.72	57	W21x101	15.00	599.22	614.22
45	W21x101	18.00	597.18	615.18										

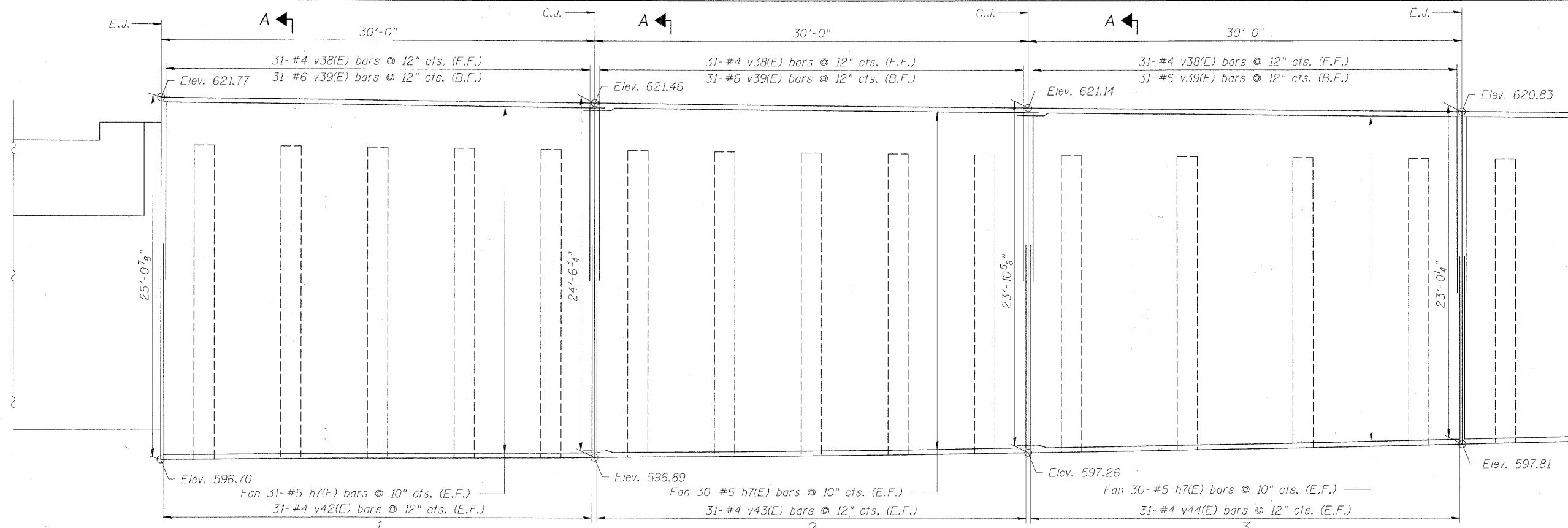
ELEVATION

BILL OF MATERIAL

Item	Unit	Quantity
Stud Shear Connectors	Each	2,121
Untreated Timber Lagging	Sq. Ft.	7,073
Geocomposite Wall Drain	Sq. Yd.	786
Pipe Underdrains for Structures, 4"	Foot	419
Drilling and Setting Soldier Piles (In Soil)	Cu. Ft.	19,259
Furnishing Soldier Piles (W 21 x 101)	Foot	321
Furnishing Soldier Piles (W 21 x 147)	Foot	88
Furnishing Soldier Piles (W 33 x 201)	Foot	232
Furnishing Soldier Piles (W 36 x 282)	Foot	312
Furnishing Soldier Piles (W 36 x 302)	Foot	883

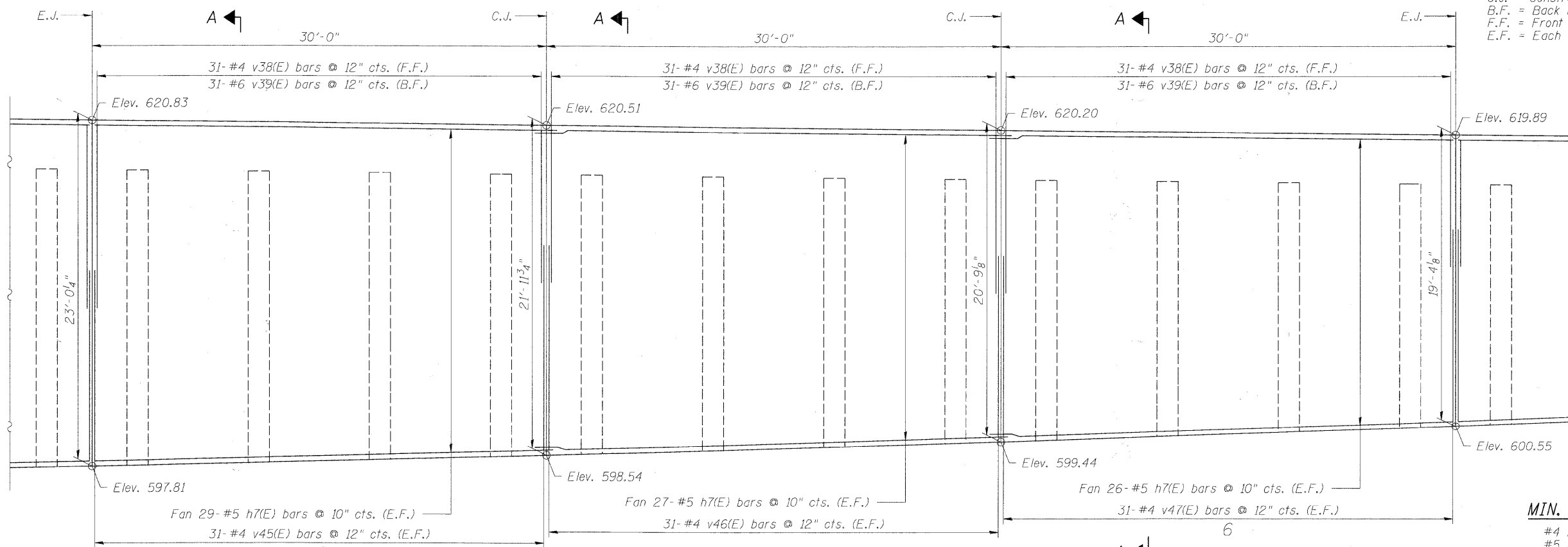
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	PLOT DATE = 2/17/2011	CHECKED - EJO	REVISED -			ILLINOIS FED. AID PROJECT				
	DATE - 11/22/2010	REVISED -		SCALE:	SHEET NO. 41 OF 65 SHEETS	STA. 26+43.88 TO STA. 27+90.00				



ELEVATION
Concrete Facing Panels 1-3

NOTES
For Sections See Sheet 51 of 61.
E.J. = Expansion Joint
C.J. = Construction Joint
B.F. = Back Face
F.F. = Front Face
E.F. = Each Face



ELEVATION
Concrete Facing Panels 4-6

MIN. BAR LAPS
#4 bars - 2'-0"
#5 bars - 2'-6"
#6 bars - 3'-0"

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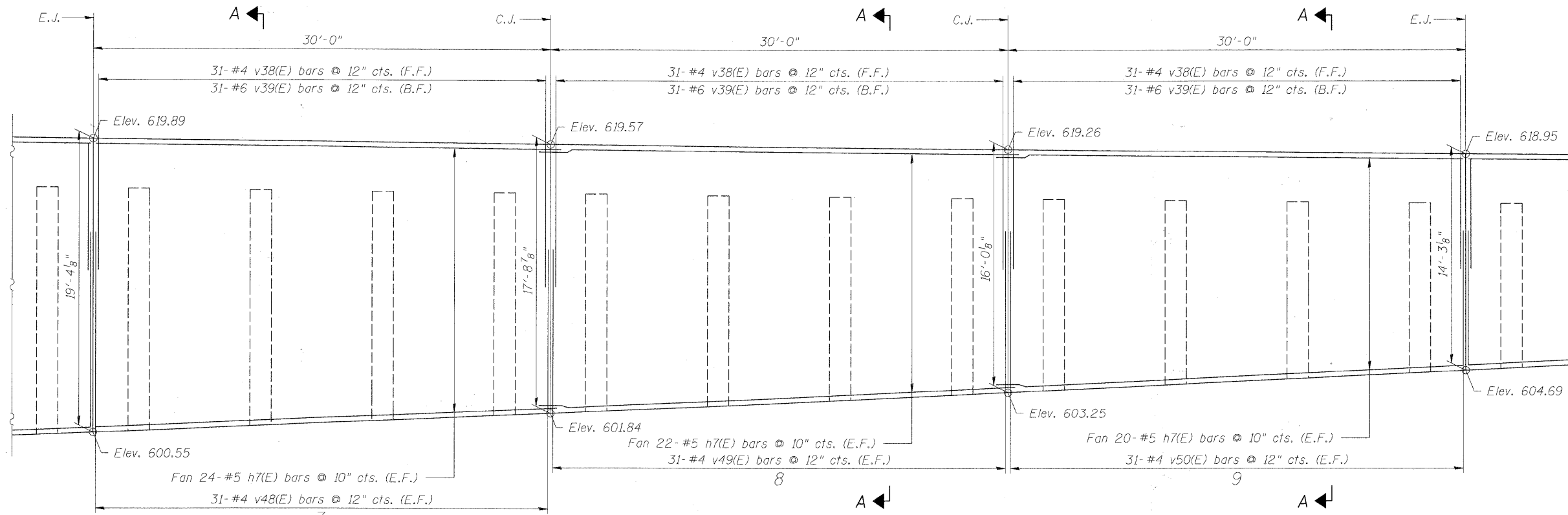
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

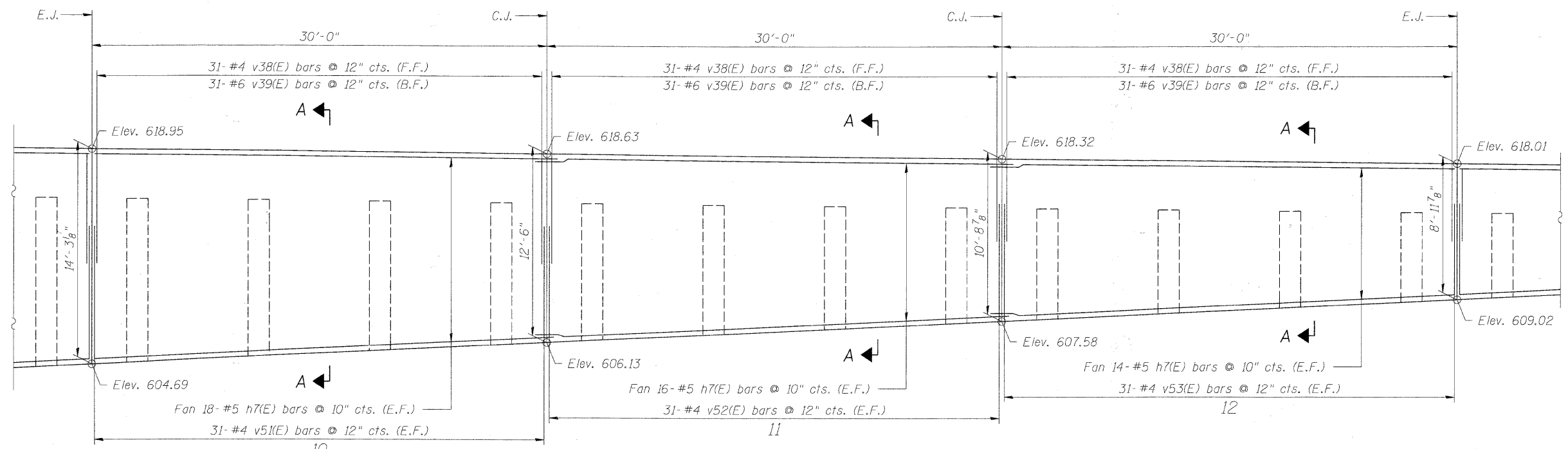
CONCRETE FACING
STRUCTURE NO. 016-7724

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	132
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

SCALE: SHEET NO. 42 OF 65 SHEETS STA. TO STA.



ELEVATION
Concrete Facing Panels 7-9



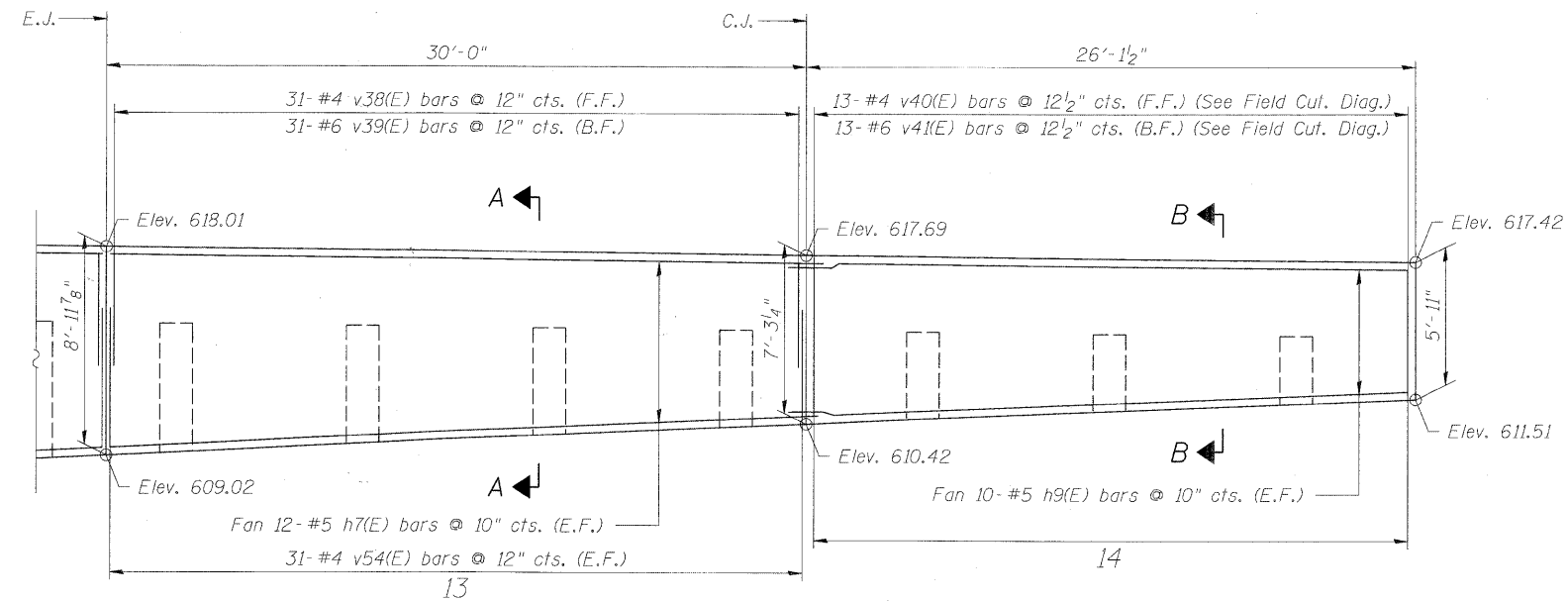
ELEVATION
Concrete Facing Panels 10-12

MIN. BAR LAPS
 #4 bars - 2'-0"
 #5 bars - 2'-6"
 #6 bars - 3'-0"

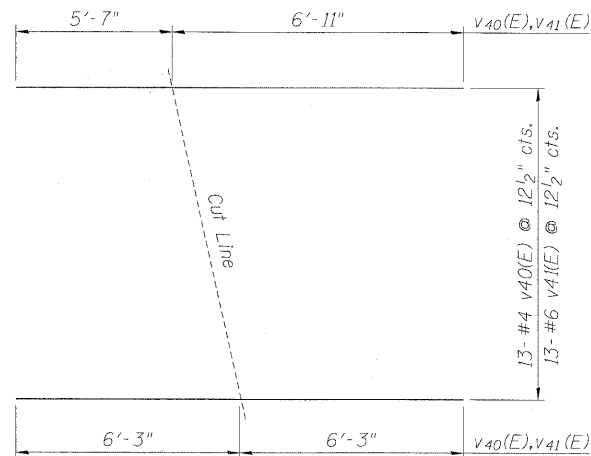
NOTES
 For Sections See Sheet 51 of 61.
 E.J. = Expansion Joint
 C.J. = Construction Joint
 B.F. = Back Face
 F.F. = Front Face
 E.F. = Each Face

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	PLOT DATE = 2/17/2011	CHECKED - EJO	REVISED -		DATE - 11/22/2010	REVISED -					



ELEVATION
Concrete Facing Panels 13-14



FIELD CUTTING DIAGRAM

Order v40(E), and v41(E) full length.
Cut as shown and use remainder of bars at the opposite end.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h7(E)	598	#5	31'-7"	—
h9(E)	20	#5	26'-9"	—
v38(E)	403	#4	5'-11"	—
v39(E)	403	#6	6'-11"	—
v40(E)	13	#4	12'-6"	—
v41(E)	13	#6	12'-6"	—
v42(E)	62	#4	20'-10"	—
v43(E)	62	#4	20'-4"	—
v44(E)	62	#4	19'-8"	—
v45(E)	62	#4	18'-9"	—
v46(E)	62	#4	17'-9"	—
v47(E)	62	#4	16'-6"	—
v48(E)	62	#4	15'-1"	—
v49(E)	62	#4	13'-6"	—
v50(E)	62	#4	11'-9"	—
v51(E)	62	#4	10'-0"	—
v52(E)	62	#4	8'-3"	—
v53(E)	62	#4	6'-6"	—
v54(E)	62	#4	4'-9"	—
Concrete Structures		Cu. Yd.	328	
Reinforcement Bars, Epoxy Coated		Pound	34,000	

MIN. BAR LAPS

- #4 bars - 2'-0"
- #5 bars - 2'-6"
- #6 bars - 3'-0"

NOTES

For Sections See Sheet 51 of 61.
E.J. = Expansion Joint
C.J. = Construction Joint
B.F. = Back Face
F.F. = Front Face
E.F. = Each Face

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

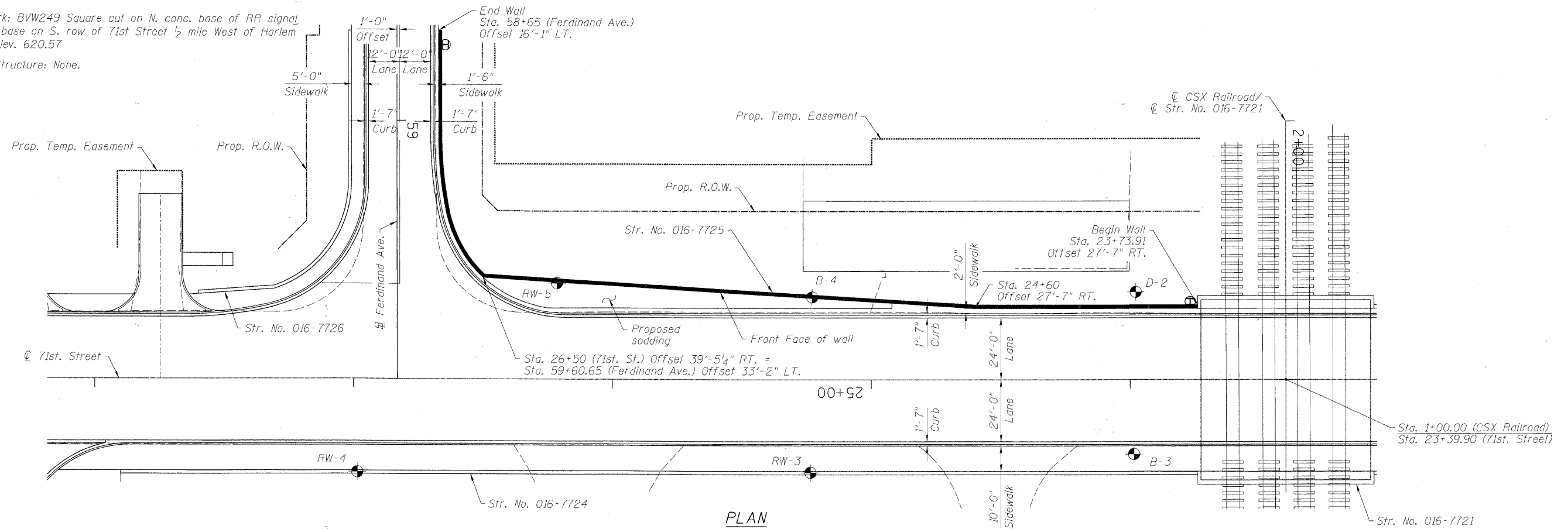
**CONCRETE FACING
STRUCTURE NO. 016-7724**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	134
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

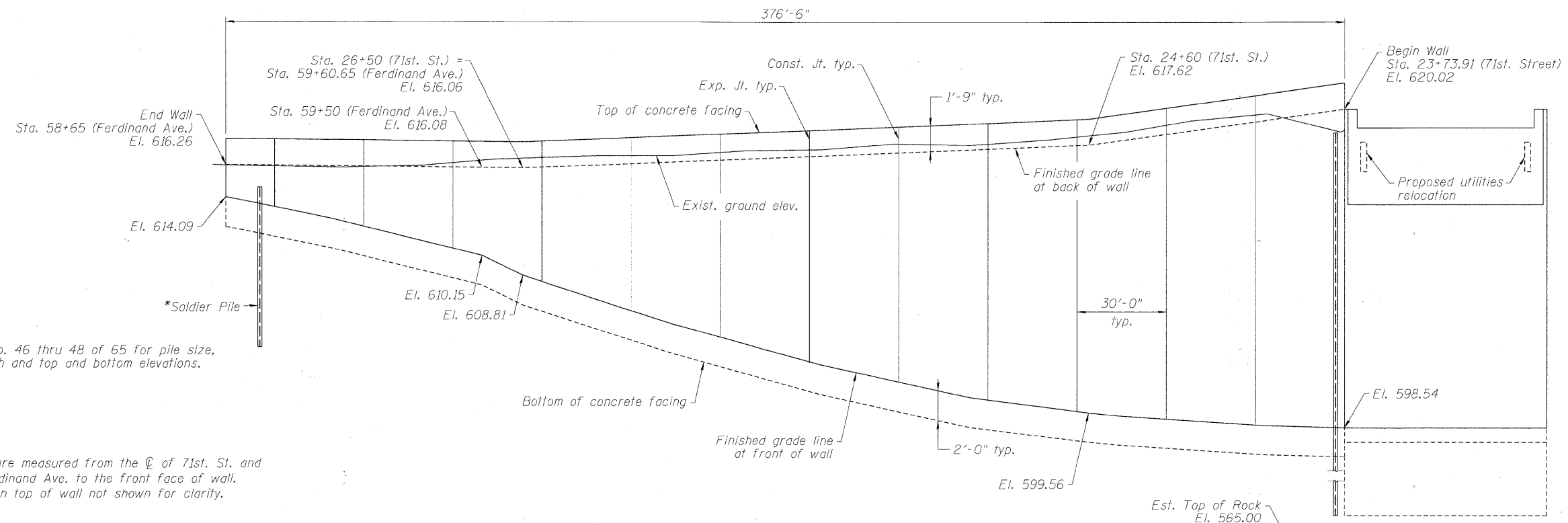
SCALE: SHEET NO. 44 OF 65 SHEETS STA. TO STA.

Bench Mark: BVW249 Square cut on N. conc. base of RR signal mast arm base on S. row of 71st Street 1/2 mile West of Harlem Avenue. Elev. 620.57

Existing Structure: None.



PLAN



ELEVATION

(Unfolded elevation view)
(Looking @ front face of wall)

*See Sheet No. 46 thru 48 of 65 for pile size, spacing, length and top and bottom elevations.

NOTES:

- Offsets are measured from the $\text{\textcircled{C}}$ of 71st St. and $\text{\textcircled{B}}$ of Ferdinand Ave. to the front face of wall.
- Railing on top of wall not shown for clarity.

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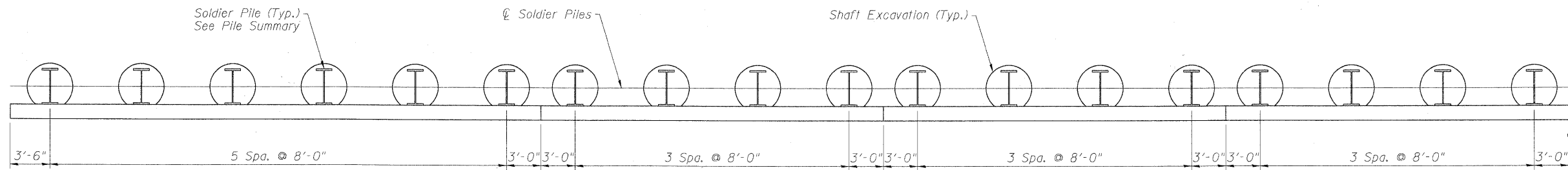
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL PLAN & ELEVATION
STRUCTURE NO. 016-7725**

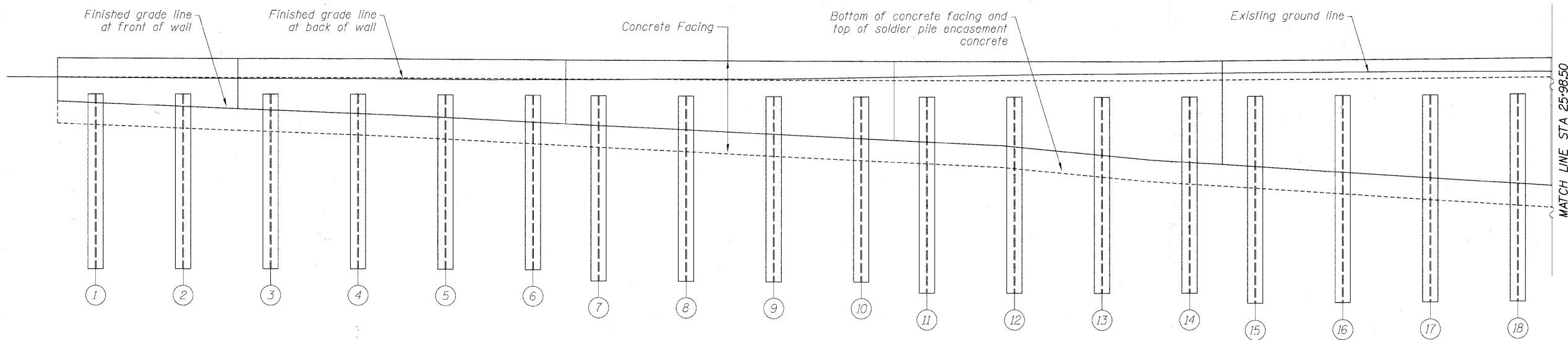
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	135
				CONTRACT NO. 63556
ILLINOIS FED. AID PROJECT				



PLAN

(All dimensions are measured along front face of wall)



ELEVATION

(Unfolded Elevation View)

SHAFT SIZES

PILE SIZE	SHAFT EXCAVATION SIZE
W36x302	4'-0" ϕ
W36x282	4'-0" ϕ
W33x201	3'-6" ϕ
W21x147	2'-6" ϕ
W21x101	2'-6" ϕ

PILE SUMMARY

PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION
1	W21x101	15.00	599.76	614.76	7	W21x101	17.00	597.66	614.66	13	W21x101	18.00	596.57	614.57
2	W21x101	15.00	599.74	614.74	8	W21x101	17.00	597.65	614.65	14	W21x101	18.00	596.58	614.58
3	W21x101	16.00	598.73	614.73	9	W21x101	17.00	597.63	614.63	15	W21x147	22.00	592.63	614.63
4	W21x101	16.00	598.71	614.71	10	W21x101	17.00	597.61	614.61	16	W21x147	22.00	592.70	614.70
5	W21x101	16.00	598.69	614.69	11	W21x101	18.00	596.60	614.60	17	W21x147	22.00	592.77	614.77
6	W21x101	16.00	598.67	614.67	12	W21x101	18.00	596.59	614.59	18	W21x147	22.00	592.83	614.83

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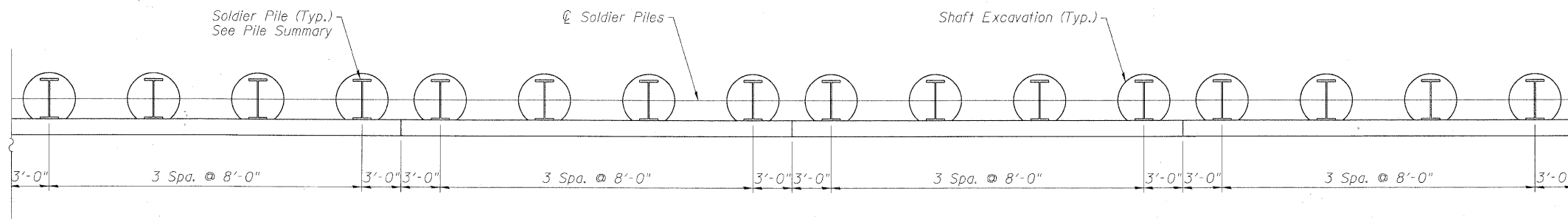
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

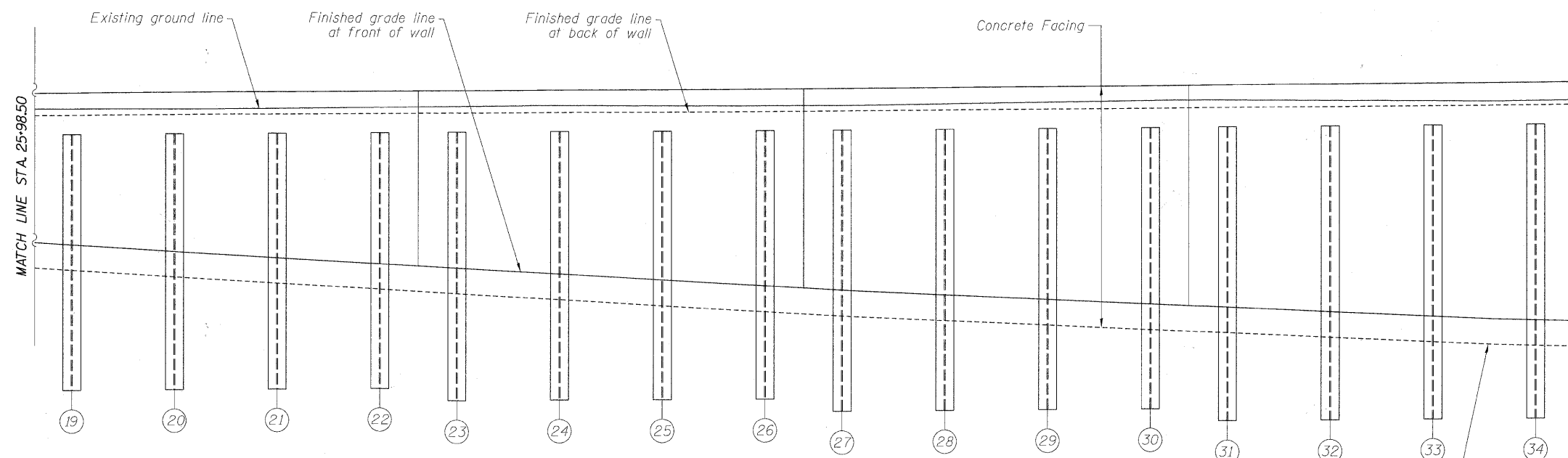
**SOLDIER PILE PLAN & ELEVATION I
STRUCTURE NO. 016-7725**

SCALE: SHEET NO. 46 OF 65 SHEETS STA. 58+65.00 TO STA. 25+98.50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	136
CONTRACT NO. 63556				
ILLINOIS FED. AID PROJECT				



PLAN
(All dimensions are measured along front face of wall)



ELEVATION
(Unfolded Elevation View)

SHAFT SIZES

PILE SIZE	SHAFT EXCAVATION SIZE
W36x302	4'-0" ϕ
W36x282	4'-0" ϕ
W33x201	3'-6" ϕ
W21x147	2'-6" ϕ
W21x101	2'-6" ϕ

PILE SUMMARY

PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION
19	W33x201	26.00	588.88	614.88	25	W33x201	32.00	583.26	615.26	30	W36x282	37.00	578.57	615.57
20	W33x201	26.00	588.95	614.95	26	W33x201	32.00	583.32	615.32	31	W36x282	41.00	574.62	615.62
21	W33x201	26.00	589.01	615.01	27	W36x282	37.00	578.37	615.37	32	W36x282	41.00	574.68	615.68
22	W33x201	26.00	589.08	615.08	28	W36x282	37.00	578.44	615.44	33	W36x282	41.00	574.75	615.75
23	W33x201	32.00	583.13	615.13	29	W36x282	37.00	578.50	615.50	34	W36x282	41.00	574.83	615.83
24	W33x201	32.00	583.19	615.19										

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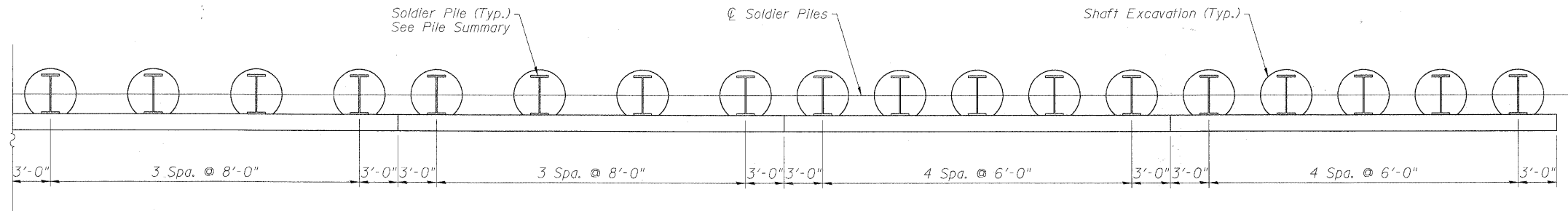
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	DATE - 11/22/2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOLDIER PILE PLAN & ELEVATION II
STRUCTURE NO. 016-7725**

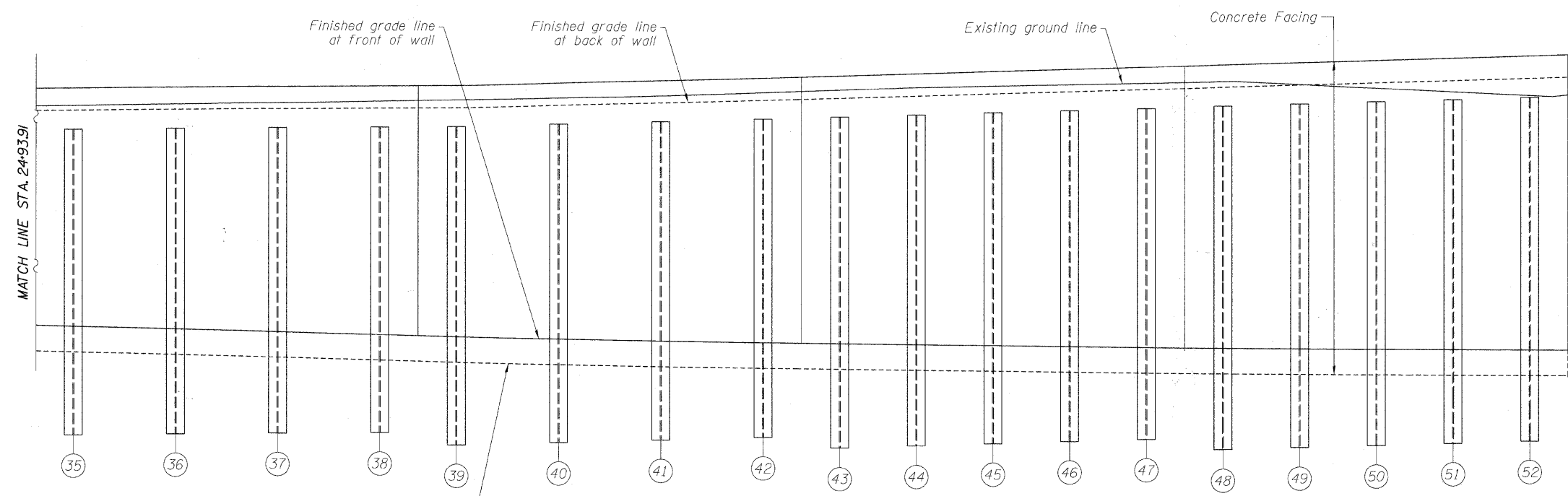
SCALE: SHEET NO. 47 OF 65 SHEETS STA. 25+98.50 TO STA. 24+93.91

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	137
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	



PLAN

(All dimensions are measured along front face of wall)



ELEVATION

(Unfolded Elevation View)

SHAFT SIZES

PILE SIZE	SHAFT EXCAVATION SIZE
W36x302	4'-0" ϕ
W36x282	4'-0" ϕ
W33x201	3'-6" ϕ
W21x147	2'-6" ϕ
W21x101	2'-6" ϕ

PILE SUMMARY

PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION
35	W36x302	45.00	570.90	615.90	41	W36x302	47.00	569.54	616.54	47	W36x302	50.00	567.60	617.60
36	W36x302	45.00	571.00	616.00	42	W36x302	47.00	569.76	616.76	48	W36x302	53.00	564.76	617.76
37	W36x302	45.00	571.10	616.10	43	W36x302	50.00	566.93	616.93	49	W36x302	53.00	564.93	617.93
38	W36x302	45.00	571.19	616.19	44	W36x302	50.00	567.10	617.10	50	W36x302	53.00	565.10	618.10
39	W36x302	47.00	569.27	616.27	45	W36x302	50.00	567.26	617.26	51	W36x302	53.00	565.26	618.26
40	W36x302	47.00	569.36	616.36	46	W36x302	50.00	567.43	617.43	52	W36x302	53.00	565.43	618.43

BILL OF MATERIAL

Item	Unit	Quantity
Stud Shear Connectors	Each	2,009
Untreated Timber Lagging	Sq. Ft.	6,104
Geocomposite Wall Drain	Sq. Yd.	678
Pipe Underdrains for Structures, 4"	Foot	379
Drilling and Setting Soldier Piles (In Soil)	Cu. Ft.	18,832
Furnishing Soldier Piles (W 21 x 101)	Foot	234
Furnishing Soldier Piles (W 21 x 147)	Foot	88
Furnishing Soldier Piles (W 33 x 201)	Foot	232
Furnishing Soldier Piles (W 36 x 282)	Foot	312
Furnishing Soldier Piles (W 36 x 302)	Foot	883

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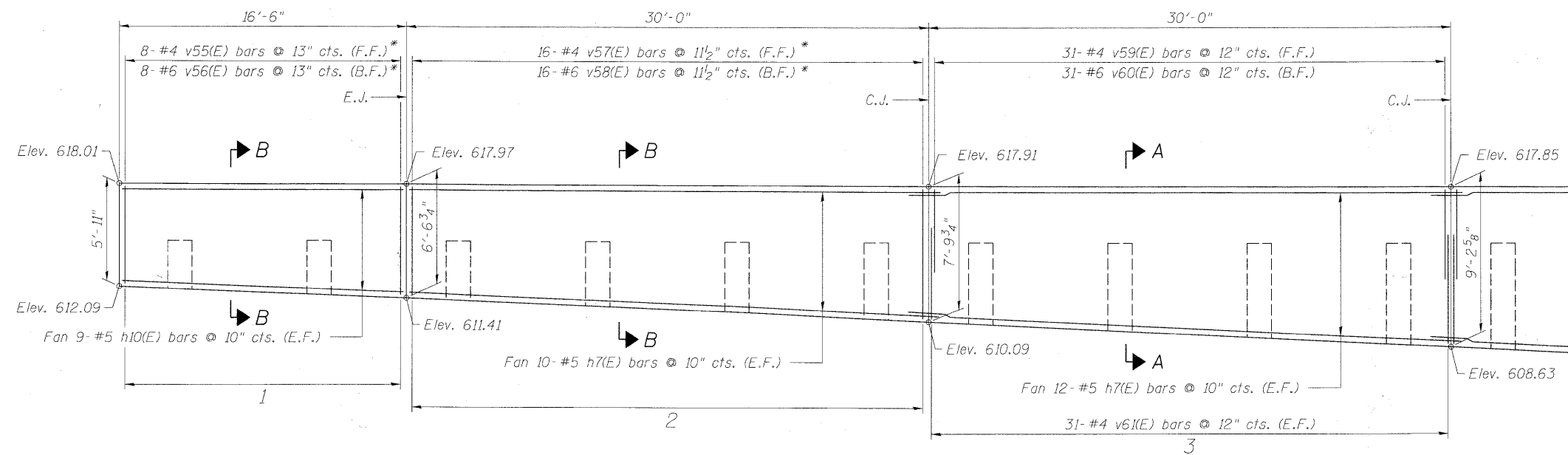
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PLOT DATE = 2/17/2011	CHECKED - EJO	REVISED -
	DATE - 11/22/2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOLDIER PILE PLAN & ELEVATION III
STRUCTURE NO. 016-7725**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	138
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

SCALE: SHEET NO. 48 OF 65 SHEETS STA. 24+93.91 TO STA. 23+73.91



* See Field Cutting Diagram on Sheet 47 of 61.

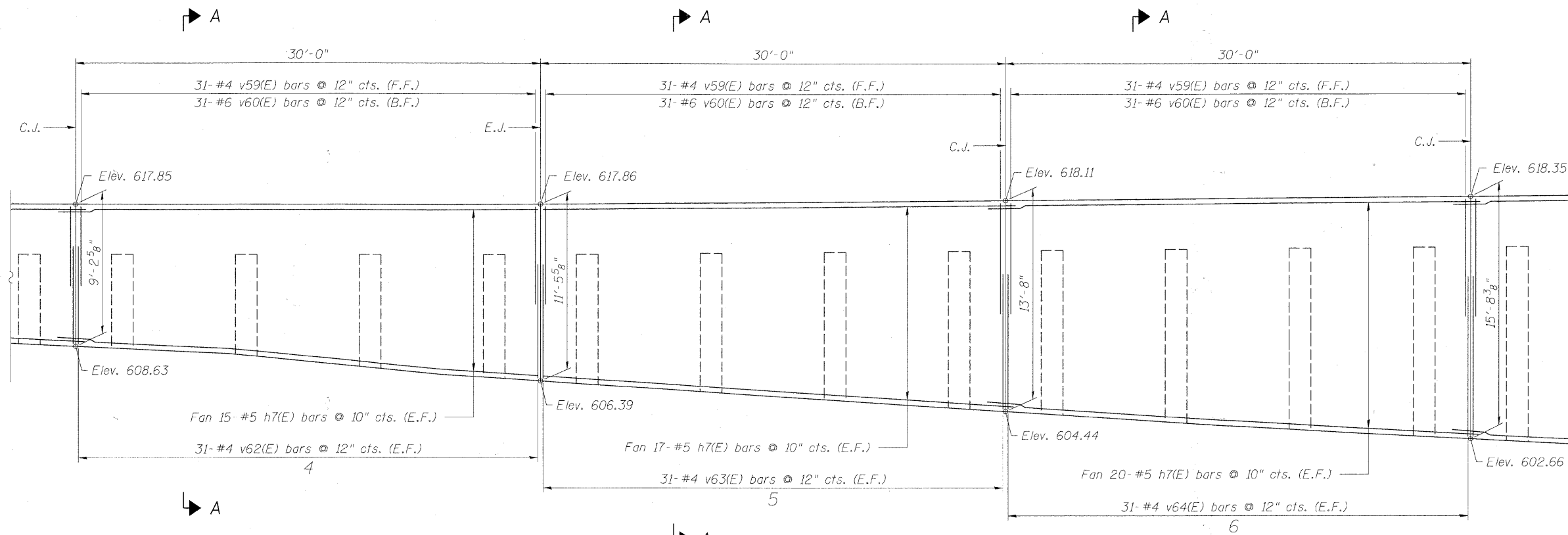
ELEVATION
Concrete Facing Panels 1-3
(Unfolded Elevation View)

MIN. BAR LAPS

- #4 bars - 2'-0"
- #5 bars - 2'-6"
- #6 bars - 3'-0"

NOTES

- For Sections See Sheet 51 of 61.
- E.J. = Expansion Joint
- C.J. = Construction Joint
- B.F. = Back Face
- F.F. = Front Face
- E.F. = Each Face



ELEVATION
Concrete Facing Panels 4-7
(Unfolded Elevation View)

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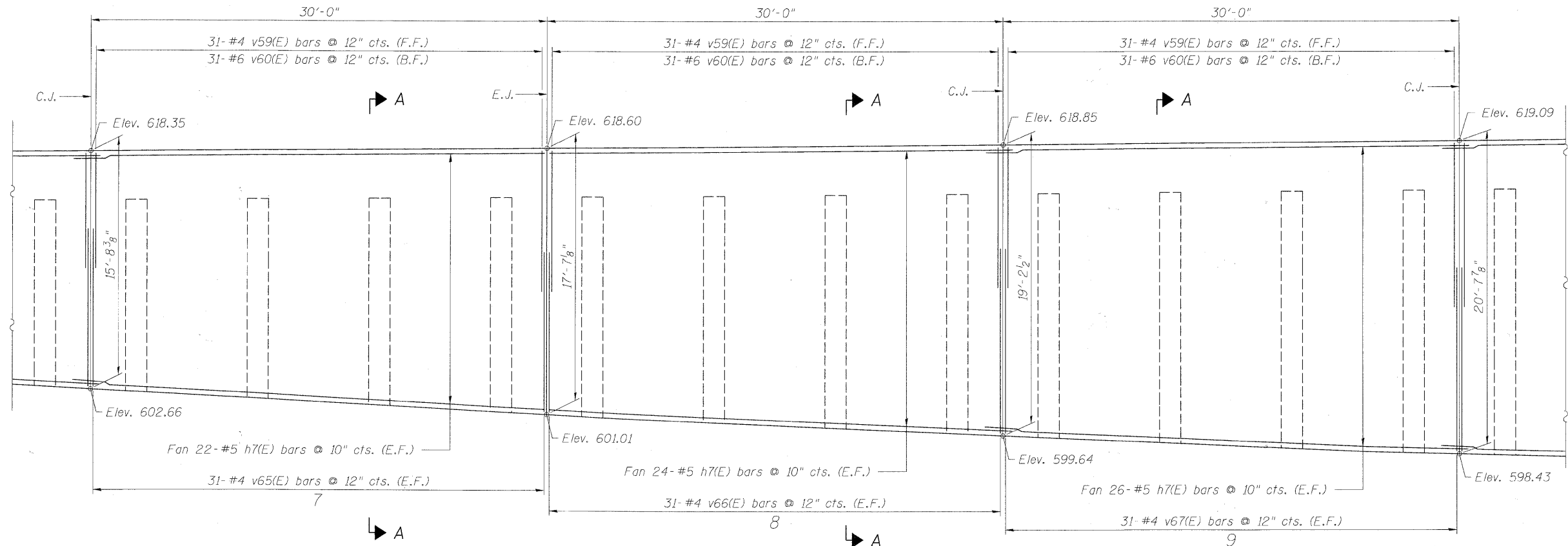
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	DATE - 11/22/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

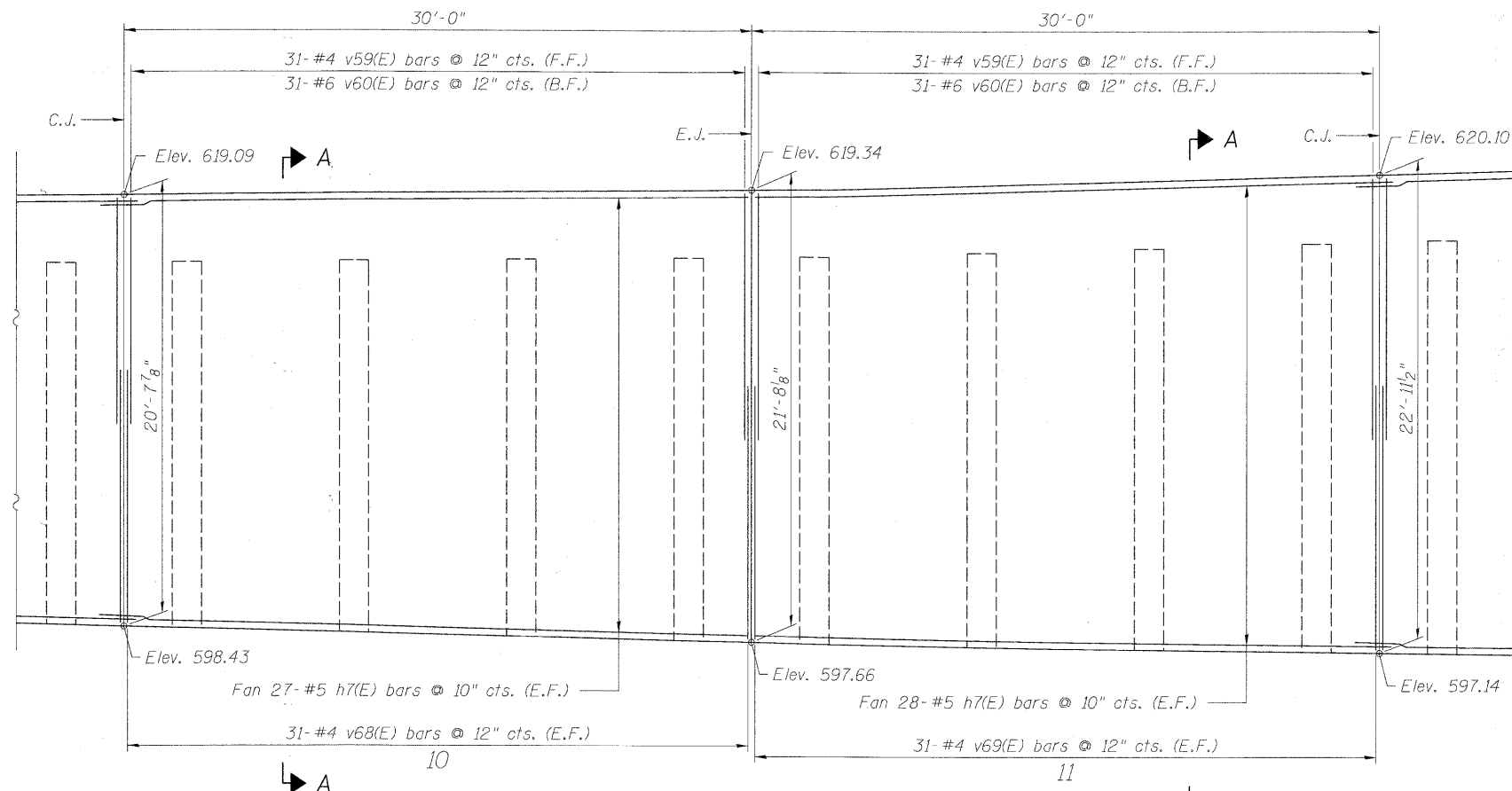
SOLDIER PILE PLAN & ELEVATION I
STRUCTURE NO. 016-7725

SCALE: SHEET NO. 49 OF 65 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	139
				CONTRACT NO. 63556
ILLINOIS FED. AID PROJECT				



ELEVATION
Concrete Facing Panels 7-9
(Unfolded Elevation View)



ELEVATION
Concrete Facing Panels 10-11
(Unfolded Elevation View)

MIN. BAR LAPS
#4 bars - 2'-0"
#5 bars - 2'-6"
#6 bars - 3'-0"

NOTES
For Sections See Sheet 51 of 61.
E.J. = Expansion Joint
C.J. = Construction Joint
B.F. = Back Face
F.F. = Front Face
E.F. = Each Face

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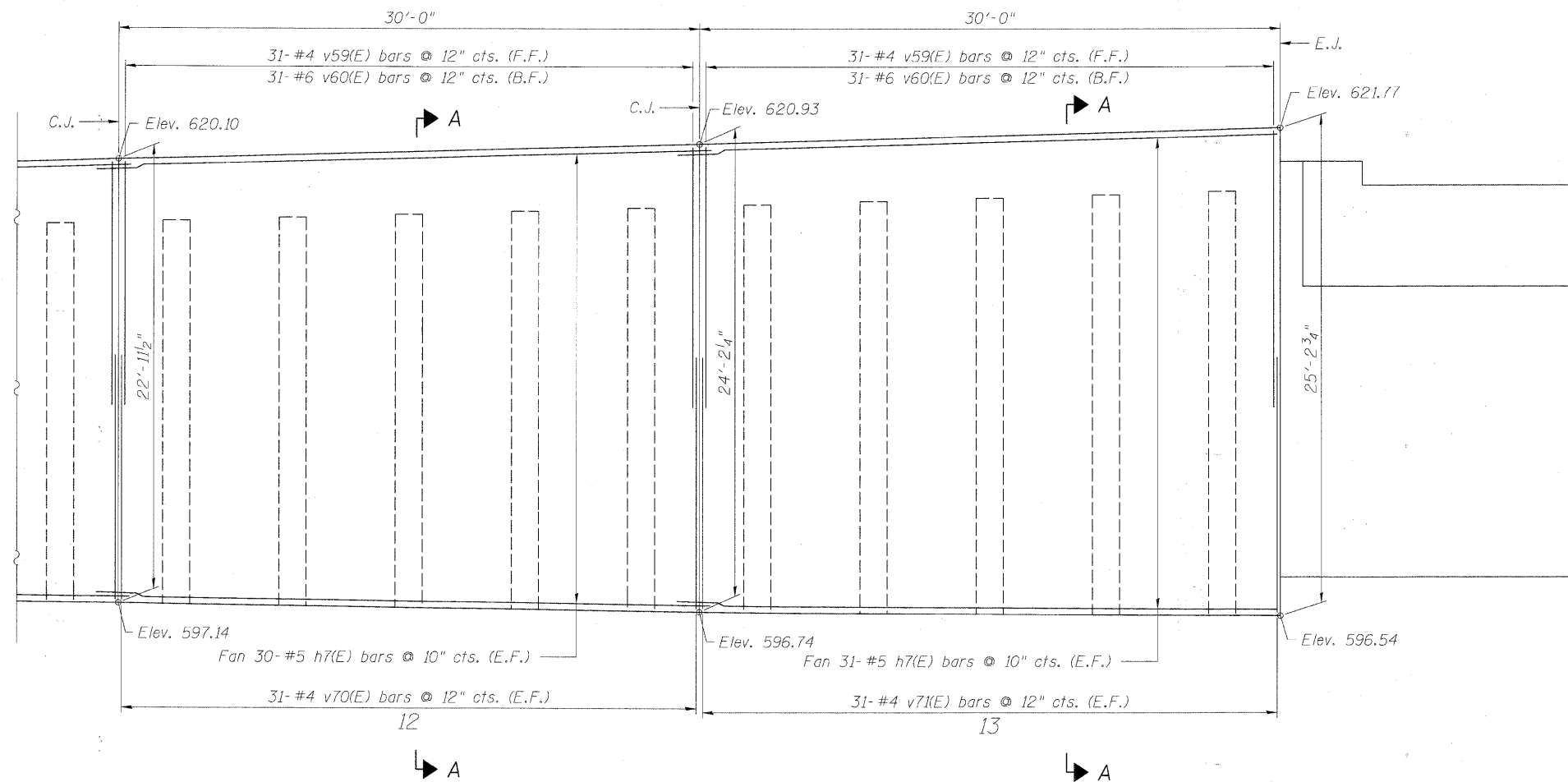
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

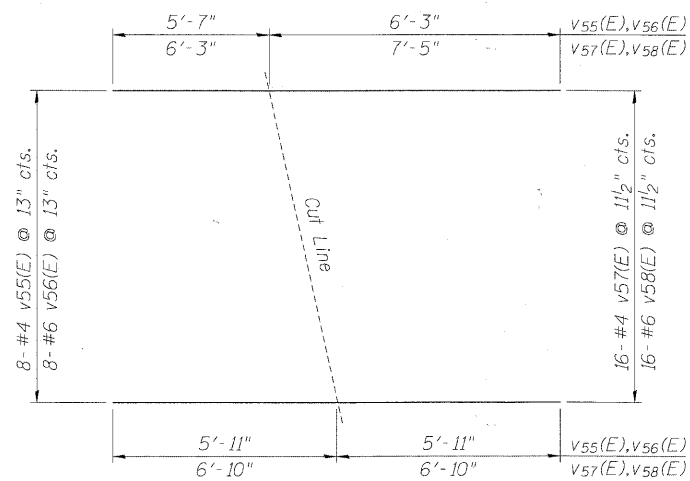
SOLDIER PILE PLAN & ELEVATION I
STRUCTURE NO. 016-7725

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	140
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

SCALE: SHEET NO. 50 OF 65 SHEETS STA. TO STA.



ELEVATION
Concrete Facing Panels 12-13
(Unfolded Elevation View)



FIELD CUTTING DIAGRAM

Order v55(E), v56(E), v57(E) and v58(E) full length.
Cut as shown and use remainder of bars at the opposite end.

MIN. BAR LAPS

- #4 bars - 2'-0"
- #5 bars - 2'-6"
- #6 bars - 3'-0"

NOTES

For Sections See Sheet 51 of 61.
E.J. = Expansion Joint
C.J. = Construction Joint
B.F. = Back Face
F.F. = Front Face
E.F. = Each Face

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h7(E)	524	#5	31'-7"	————
h8(E)	18	#5	16'-2"	————
v55(E)	8	#4	11'-10"	————
v56(E)	8	#6	11'-10"	————
v57(E)	16	#4	13'-8"	————
v58(E)	16	#6	13'-8"	————
v59(E)	341	#4	6'-6"	————
v60(E)	341	#6	7'-6"	————
v61(E)	62	#4	4'-5"	————
v62(E)	62	#4	6'-8"	————
v63(E)	62	#4	8'-10"	————
v64(E)	62	#4	10'-10"	————
v65(E)	62	#4	12'-9"	————
v66(E)	62	#4	14'-5"	————
v67(E)	62	#4	15'-10"	————
v68(E)	62	#4	16'-10"	————
v69(E)	62	#4	18'-2"	————
v70(E)	62	#4	19'-4"	————
v71(E)	62	#4	20'-5"	————
Concrete Structures			Cu. Yd.	283
Reinforcement Bars, Epoxy Coated			Pound	27,590

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	DATE - 11/22/2010	REVISED -

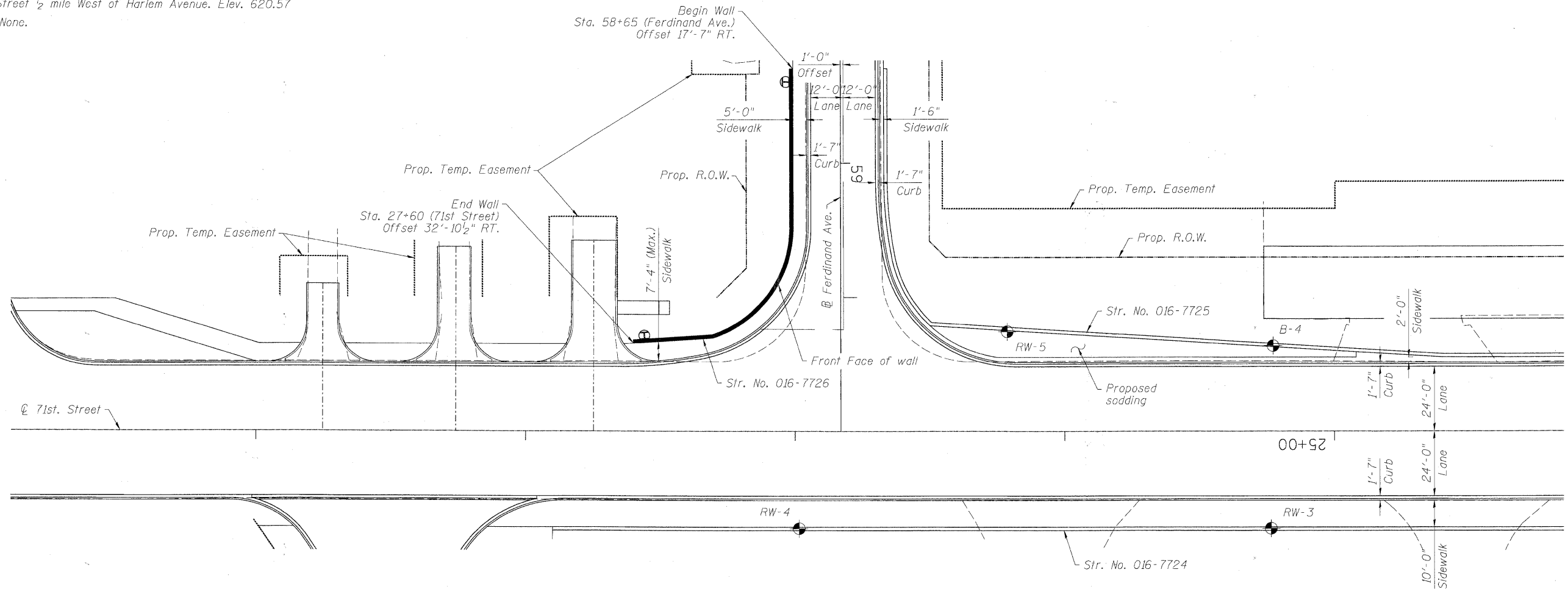
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOLDIER PILE PLAN & ELEVATION I
STRUCTURE NO. 016-7725

SCALE: SHEET NO. 51 OF 65 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	141
CONTRACT NO.			63556	
ILLINOIS FED. AID PROJECT				

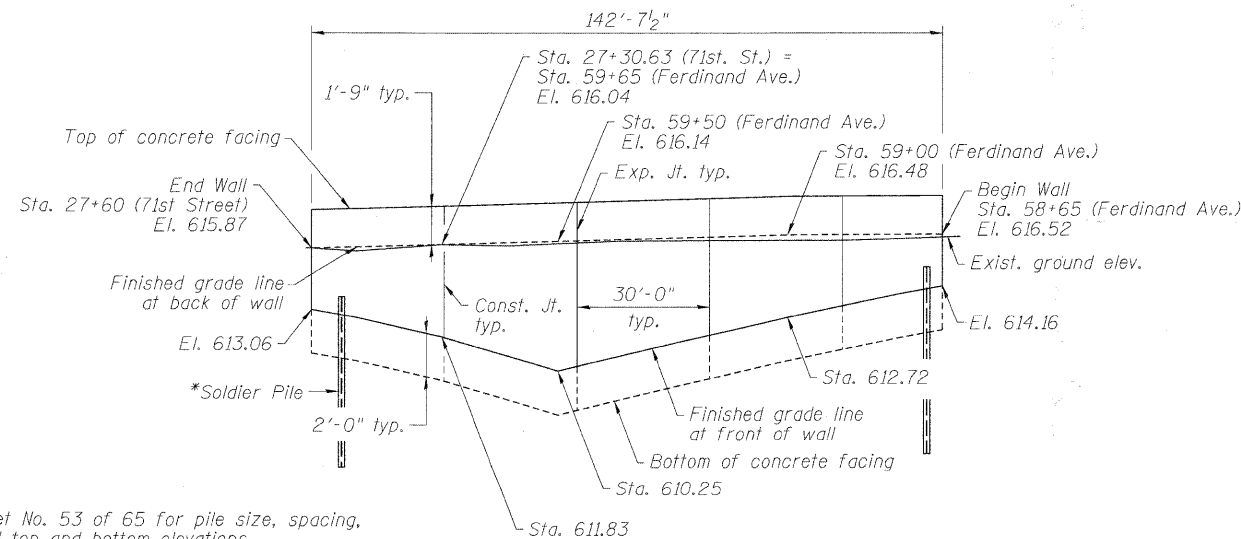
Bench Mark: BVW249 Square cut on N. conc. base of RR signal mast arm base on S. row of 71st Street 1/2 mile West of Harlem Avenue. Elev. 620.57
Existing Structure: None.



PLAN

NOTES:

- Offsets are measured from the centerline of 71st St. and Ferdinand Ave. to the front face of wall.
- Railing on top of wall shown for clarity.



*See Sheet No. 53 of 65 for pile size, spacing, length and top and bottom elevations.

ELEVATION

(Unfolded elevation view)
(Looking @ front face of wall)

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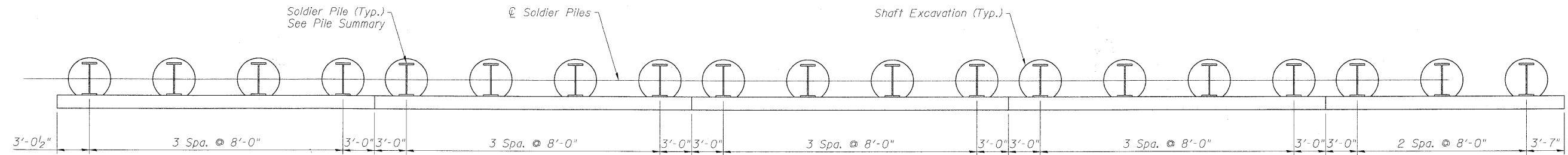
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	DATE - 10/11/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
STRUCTURAL NO. 016-7726

SCALE: SHEET NO. 52 OF 65 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	142
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

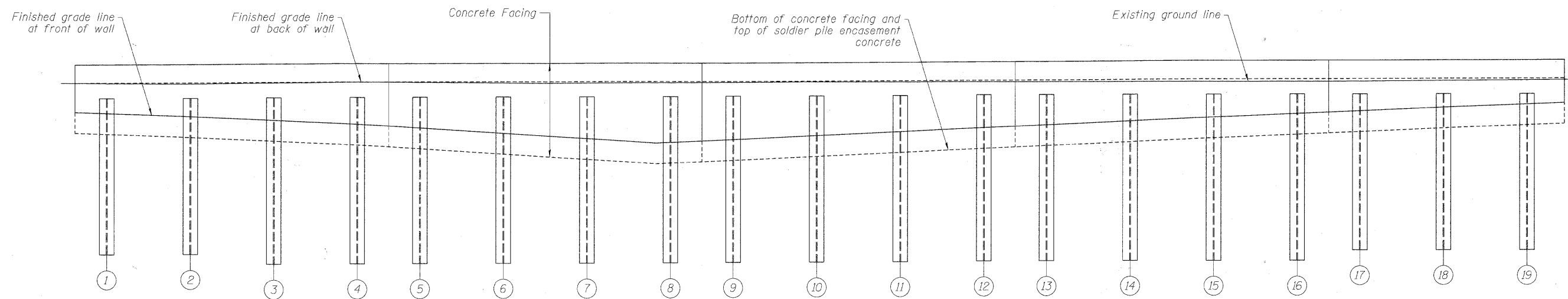


PLAN

(All dimensions are measured along front face of wall)

SHAFT SIZES

PILE SIZE	SHAFT EXCAVATION SIZE
W36x302	4'-0" ϕ
W36x282	4'-0" ϕ
W33x201	3'-6" ϕ
W21x147	2'-6" ϕ
W21x101	2'-6" ϕ



ELEVATION

(Unfolded Elevation View)

PILE SUMMARY

PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	PILE NO.	PILE SIZE	LENGTH	BOTTOM ELEVATION	TOP ELEVATION
1	W21x101	15.00	599.39	614.39	7	W21x101	17.00	597.55	614.55	13	W21x101	16.00	598.86	614.86
2	W21x101	15.00	599.44	614.44	8	W21x101	17.00	597.61	614.61	14	W21x101	16.00	598.91	614.91
3	W21x101	16.00	598.48	614.48	9	W21x101	17.00	597.66	614.66	15	W21x101	15.00	599.96	614.96
4	W21x101	16.00	598.52	614.52	10	W21x101	16.00	598.70	614.70	16	W21x101	15.00	599.99	614.99
5	W21x101	17.00	597.46	614.46	11	W21x101	16.00	598.76	614.76	17	W21x101	15.00	600.00	615.00
6	W21x101	17.00	597.50	614.50	12	W21x101	16.00	598.81	614.81	18	W21x101	15.00	600.00	615.00
										19	W21x101	15.00	600.01	615.01

BILL OF MATERIAL

Item	Unit	Quantity
Stud Shear Connectors	Each	397
Untreated Timber Lagging	Sq. Ft.	1,128
Geocomposite Wall Drain	Sq. Yd.	125
Pipe Underdrains for Structures, 4"	Foot	147
Drilling and Setting Soldier Piles (In Soil)	Cu. Ft.	1,483
Furnishing Soldier Piles (W 21 x 101)	Foot	302

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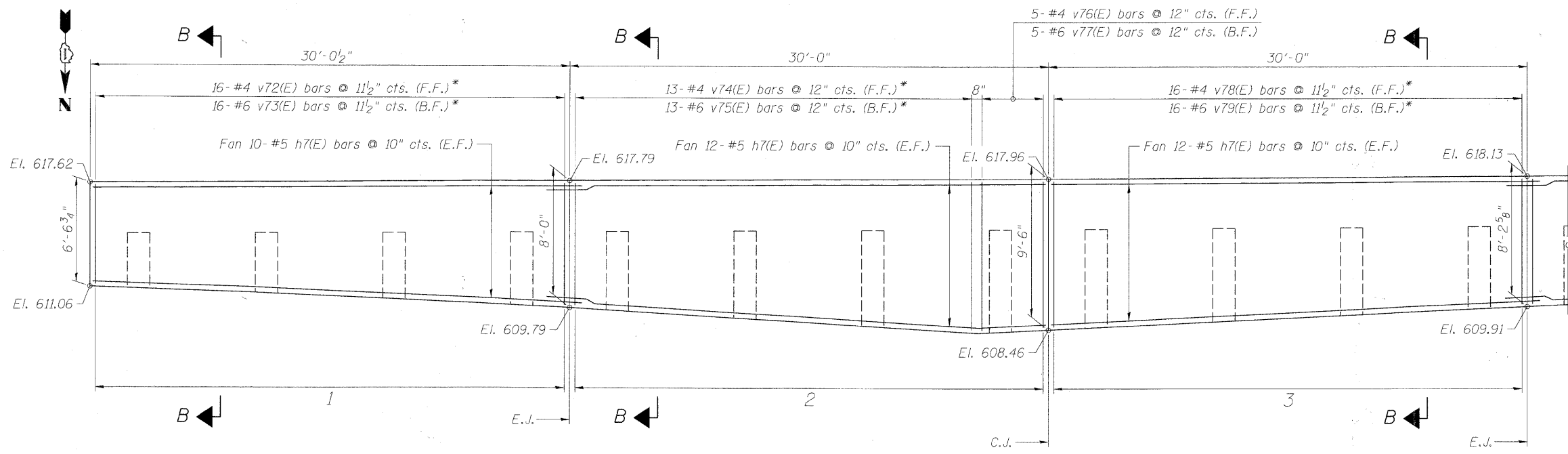
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	DATE - 11/22/2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOLDIER PILE PLAN & ELEVATION
STRUCTURE NO. 016-7726**

SCALE: SHEET NO. 53 OF 65 SHEETS STA. 27+60.00 TO STA. 58+65.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	143
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

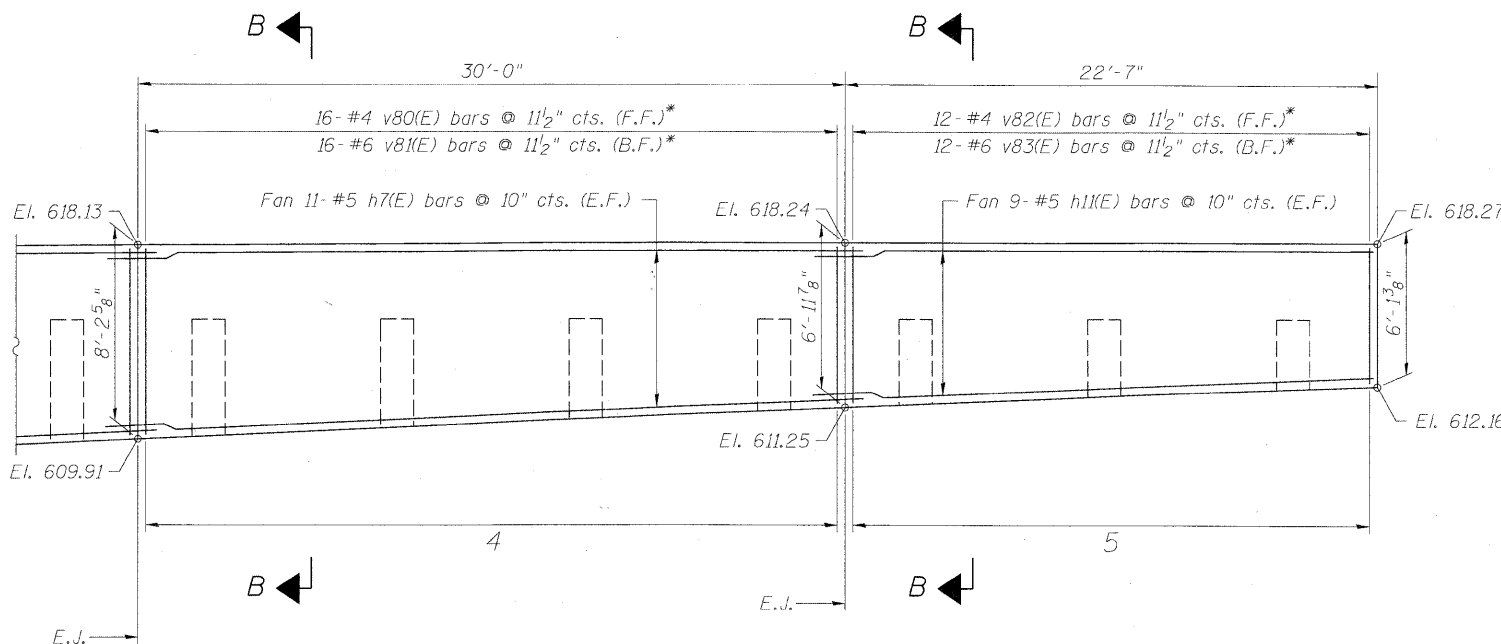


* See Field Cutting Diagram

ELEVATION
Concrete Facing Panels 1-3
(Unfolded Elevation View)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h7(E)	90	#5	31'-7"	
h11(E)	18	#5	24'-2"	
v72(E)	16	#4	13'-10"	
v73(E)	16	#6	13'-10"	
v74(E)	13	#4	17'-0"	
v75(E)	13	#6	17'-0"	
v76(E)	5	#4	9'-3"	
v77(E)	5	#6	9'-3"	
v78(E)	16	#4	17'-0"	
v79(E)	16	#6	17'-0"	
v80(E)	16	#4	14'-6"	
v81(E)	16	#6	14'-6"	
v82(E)	12	#4	12'-4"	
v83(E)	12	#6	12'-4"	
Concrete Structures			Cu. Yd.	53
Reinforcement Bars, Epoxy Coated			Pound	5,900



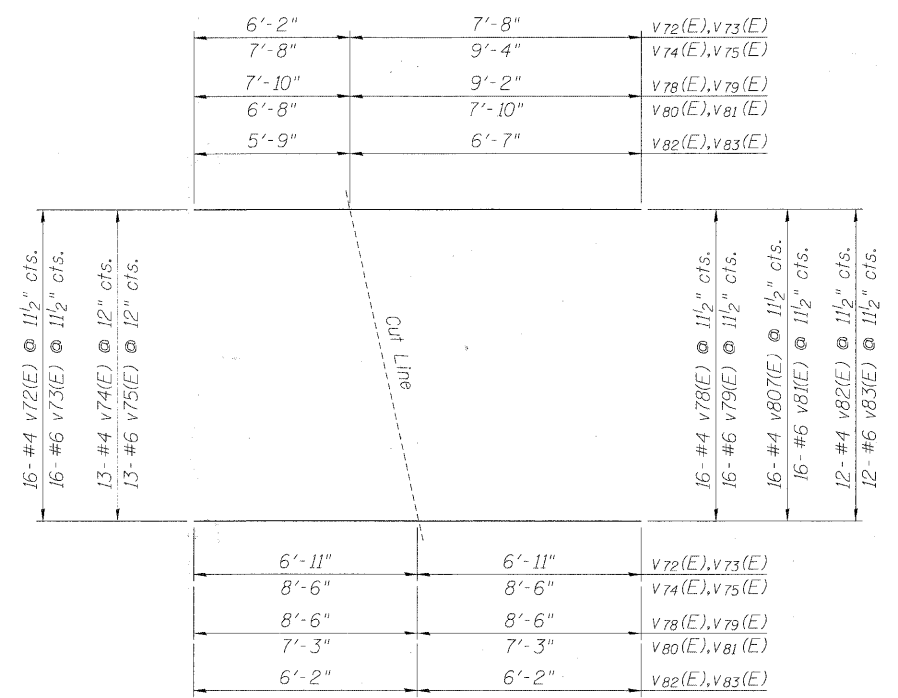
ELEVATION
Concrete Facing Panels 4-5
(Unfolded Elevation View)

MIN. BAR LAPS

- #4 bars - 2'-0"
- #5 bars - 2'-6"
- #6 bars - 3'-0"

NOTES

- For Sections See Sheet 51 of 61.
- E.J. = Expansion Joint
- C.J. = Construction Joint
- B.F. = Back Face
- F.F. = Front Face
- E.F. = Each Face



FIELD CUTTING DIAGRAM

Order v72(E), v73(E), v74(E), v75(E), v78(E), v79(E), v80(E), v81(E), v82(E) and v83(E) full length.
Cut as shown and use remainder of bars at the opposite end.

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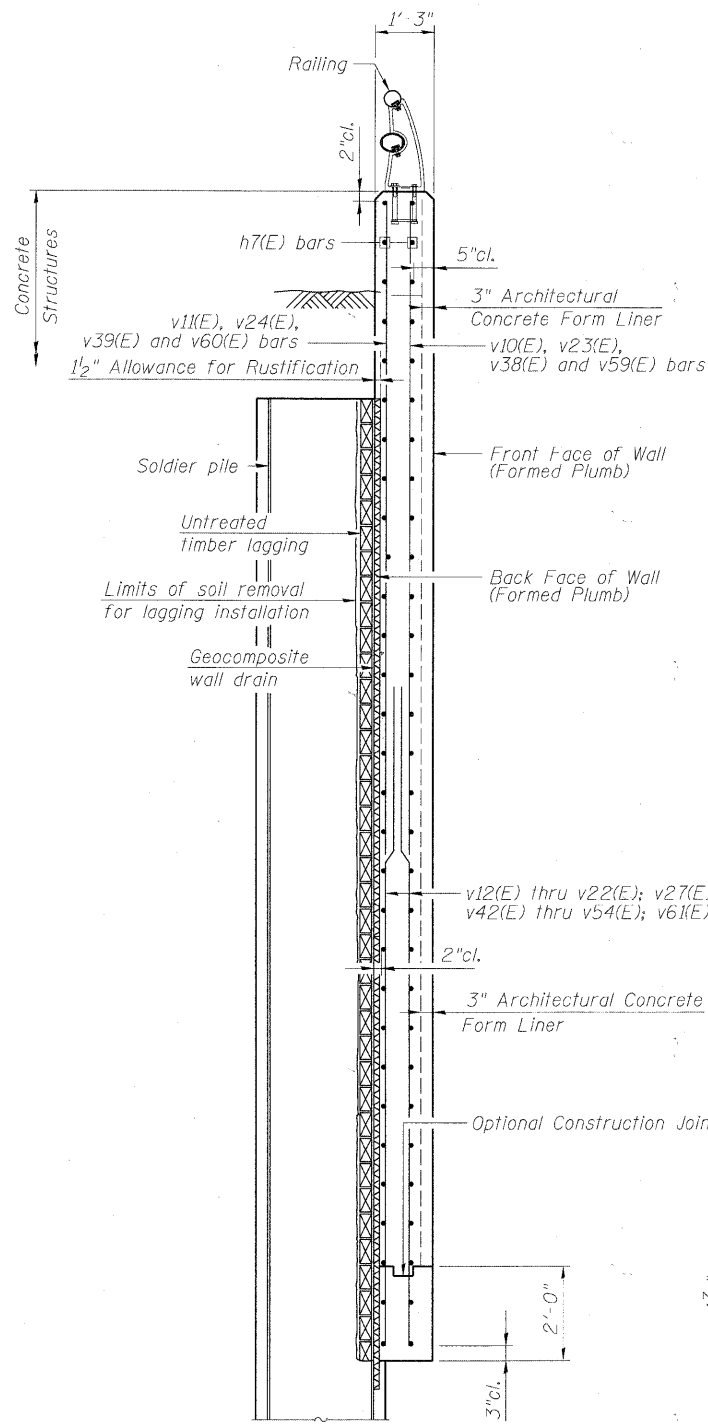
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	DATE - 11/22/2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

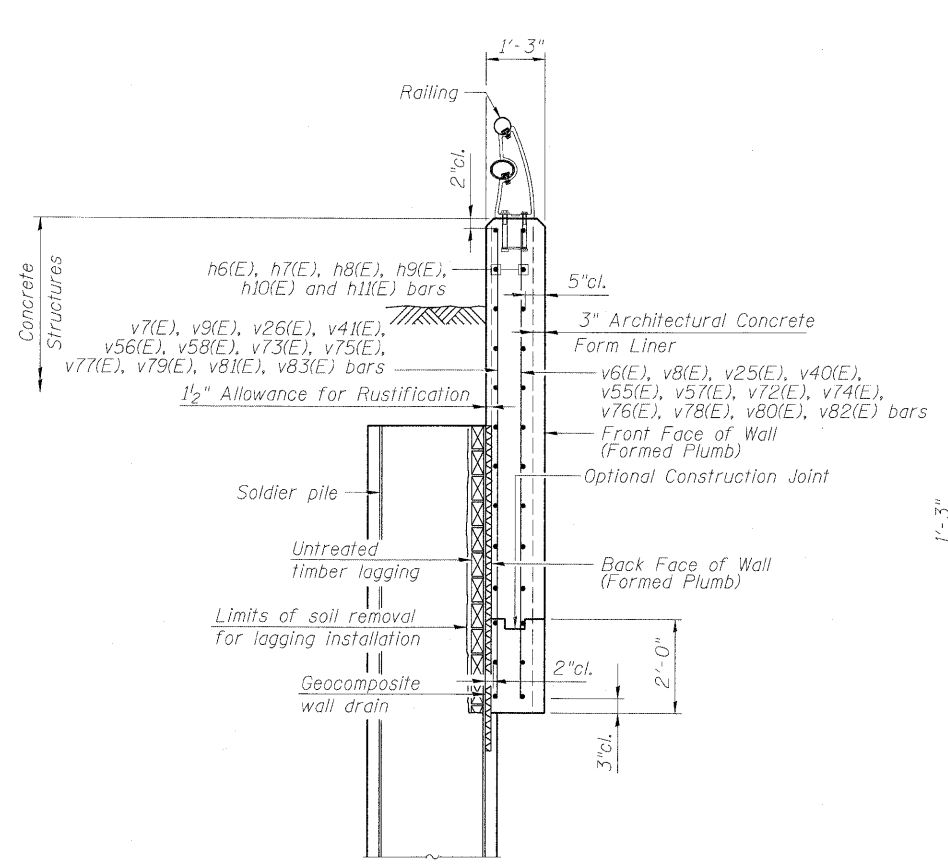
**CONCRETE FACING
STRUCTURE NO. 016-7726**

SCALE: SHEET NO. 54 OF 65 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	144
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

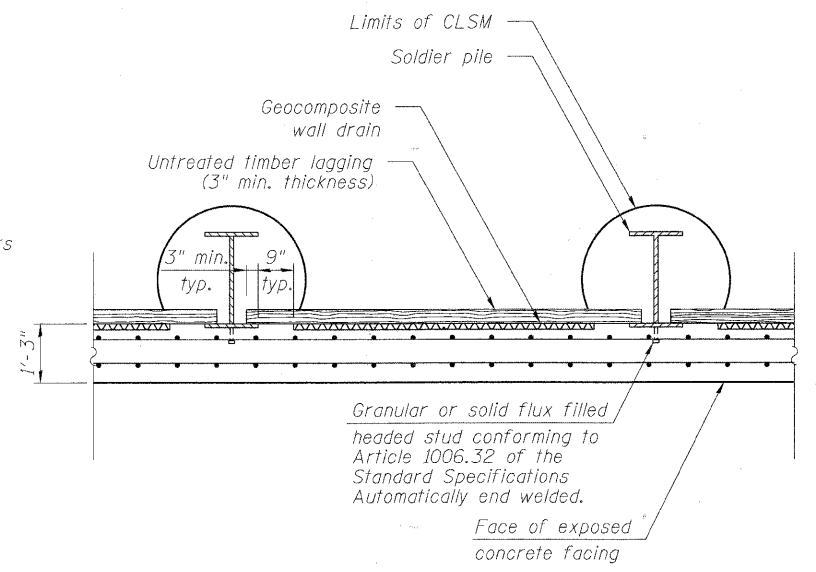


SECTION OF A-A

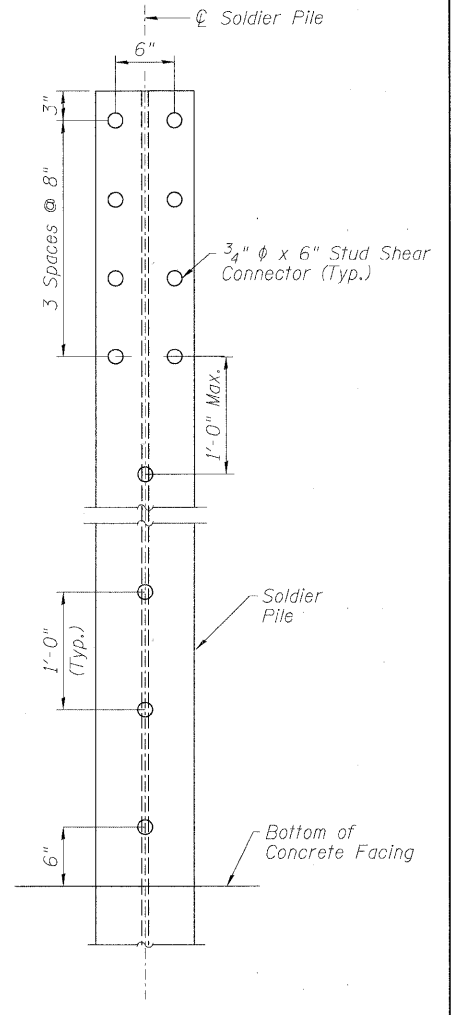


SECTION OF B-B

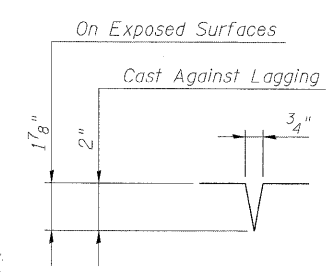
Note: See Sheet No. 52 of 61 for Railing Details.



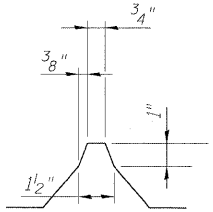
SECTION THRU DRILLED SOLDIER PILE WALL



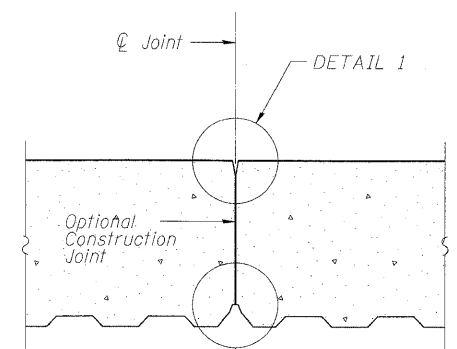
SHEAR STUD DETAIL



DETAIL 1 (Smooth Surface)

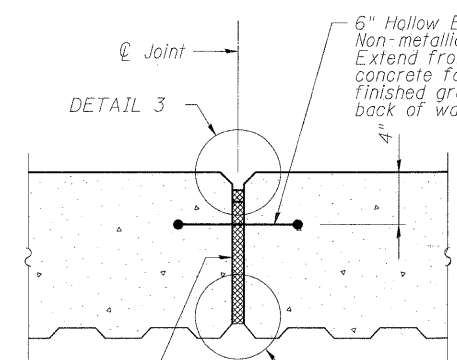


DETAIL 2 (Restricted Surface)



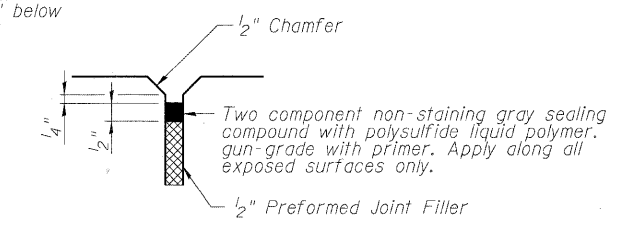
CONSTRUCTION JOINT DETAIL

Notes: Reinforcement not shown. Cost of joint treatment shall be included with pay items Concrete Structure.

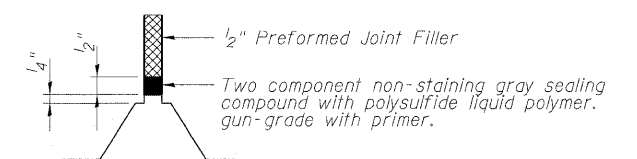


EXPANSION JOINT DETAIL

Notes: Reinforcement not shown. Cost of joint treatment shall be included with pay items Concrete Structure.



DETAIL 3 (Smooth Surface)



DETAIL 4 (Restricted Surface)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

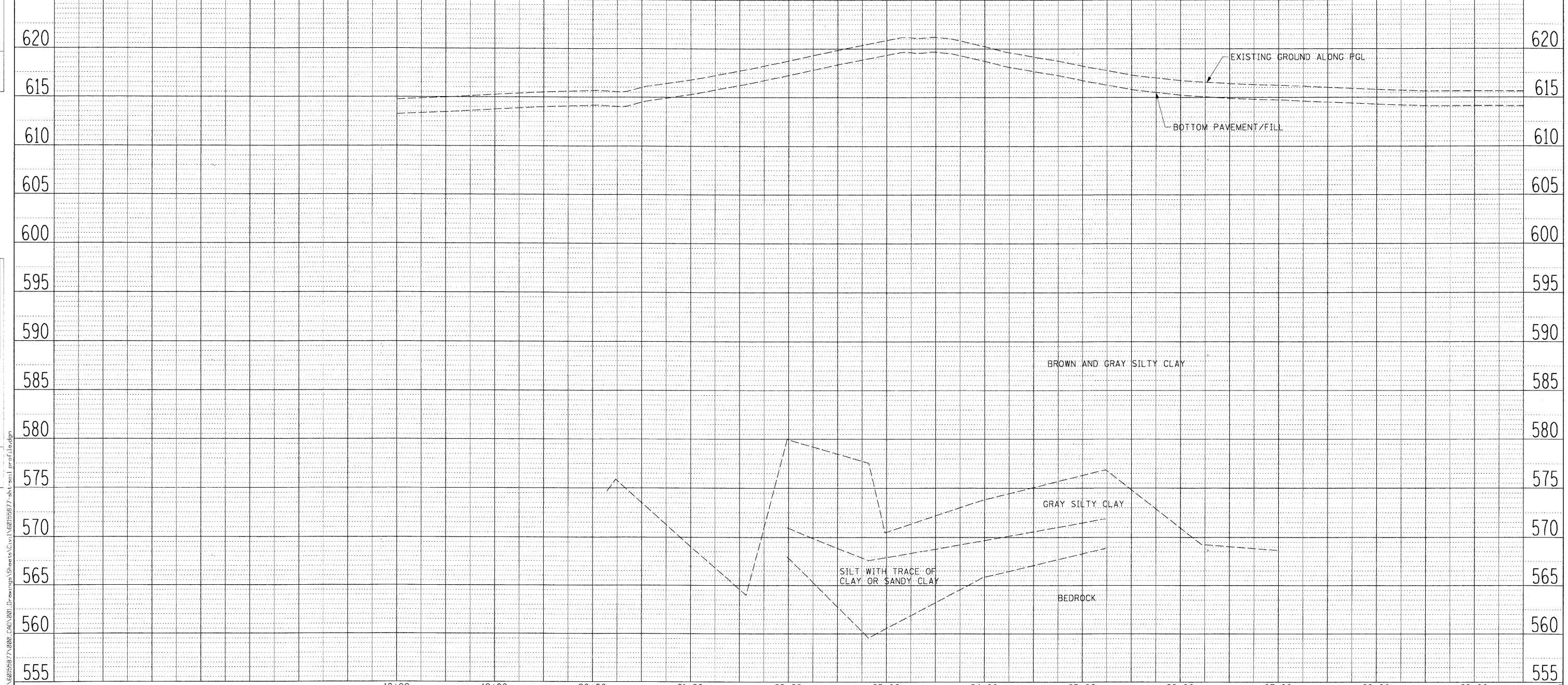
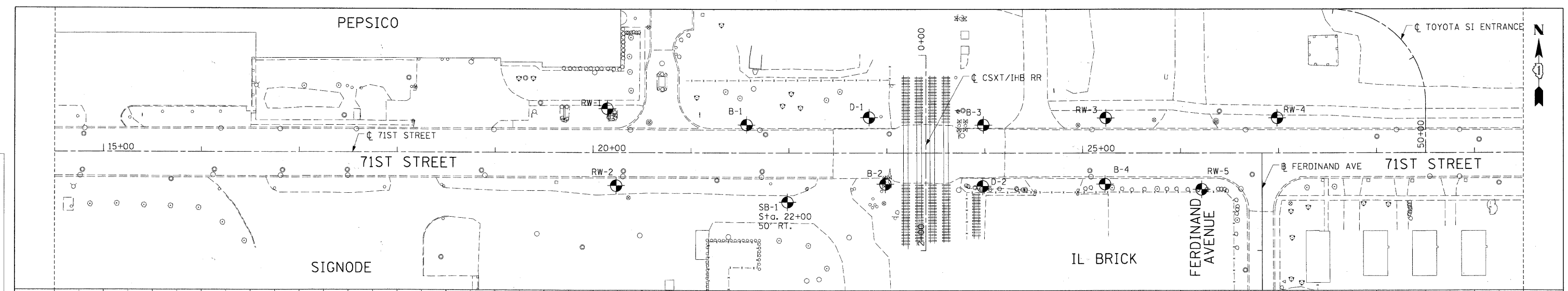
TYPICAL CONCRETE FACING

SCALE: SHEET NO. 55 OF 65 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	145
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

PLAN	SURVEYED	DATE
	PLANNED	
	DESIGNED	
	CHECKED	
	BY	
	NO. OF WAY CHECKED	
	CADD FILE NAME	
	NO.	

PROFILE	SURVEYED	DATE
	PLANNED	
	DESIGNED	
	CHECKED	
	BY	
	NO. OF WAY CHECKED	
	CADD FILE NAME	
	NO.	



	USER NAME = marjnj	DESIGNED - NJH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORINGS PLAN AND PROFILE 71ST STREET	F.A.U. RTE. 1537	SECTION 06-00050-00-GS	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 147
	PLOT SCALE = 50.000' / 1"	DRAWN - NJH	REVISED -			CONTRACT NO. 63556				
	PLOT DATE = 2/17/2011	CHECKED - TJW	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CRE-90031709				
	DATE = FEBRUARY 17, 2011	DATE -	REVISED -			SCALE: H=50';V=5' SHEET NO. 57 OF 65 SHEETS STA 14+50.00 TO STA 29+50.00				

Illinois Department of Transportation
Division of Highways
Applied Geotechnics

SOIL BORING LOG Page 1 of 2
Date 5/5/06

ROUTE FAU 1537 DESCRIPTION LOCATION SEC. TWP. RNG. LOGGED BY ND

SECTION COUNTY Cook DRILLING METHOD ss HAMMER TYPE

STRUCT. NO. Station
BORING NO. B-1
Station
Offset
Ground Surface Elev. 616.00 ft (ft) (/6") (tsf) (%)

DEPTH (ft)	DESCRIPTION	DRILLING METHOD	SPRINGS	WATER	TEMP.	REMARKS
0	Topsoil					
2	SILTY CLAY, lr. sand, gravel & roots, brown & gray, stiff					
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						

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

Illinois Department of Transportation
Division of Highways
Applied Geotechnics

SOIL BORING LOG Page 2 of 2
Date 5/5/06

ROUTE FAU 1537 DESCRIPTION LOCATION SEC. TWP. RNG. LOGGED BY ND

SECTION COUNTY Cook DRILLING METHOD ss HAMMER TYPE

STRUCT. NO. Station
BORING NO. B-1
Station
Offset
Ground Surface Elev. 616.00 ft (ft) (/6") (tsf) (%)

DEPTH (ft)	DESCRIPTION	DRILLING METHOD	SPRINGS	WATER	TEMP.	REMARKS
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						

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

Illinois Department of Transportation
Division of Highways
Applied Geotechnics

SOIL BORING LOG Page 1 of 2
Date 5/5/06

ROUTE FAU 1537 DESCRIPTION LOCATION SEC. TWP. RNG. LOGGED BY ND

SECTION COUNTY Cook DRILLING METHOD ss HAMMER TYPE

STRUCT. NO. Station
BORING NO. B-2
Station
Offset
Ground Surface Elev. 619.00 ft (ft) (/6") (tsf) (%)

DEPTH (ft)	DESCRIPTION	DRILLING METHOD	SPRINGS	WATER	TEMP.	REMARKS
61						
62						
63						
64						
65						
66						
67						
68						
69						
70						
71						
72						
73						
74						
75						
76						
77						
78						
79						
80						
81						
82						
83						
84						
85						
86						
87						
88						
89						
90						

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

FILE NAME = P:\60158877\000_CAD\001_Drawing\Sheets\Structure\016-7726-IDD1_rht509_Boring_Log.dgn



USER NAME = dabeziel	DESIGNED = DD	REVISED =
PLOT SCALE = 8 1/4" = 1'-0"	DRAWN = DD	REVISED =
PLOT DATE = 2/17/2011	CHECKED = EJO	REVISED =
	DATE = 01/10/2011	REVISED =

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS

SCALE: SHEET NO. 58 OF 65 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	148
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

Illinois Department of Transportation
Division of Highways
Applied Geotechnics

SOIL BORING LOG Page 2 of 2
Date 5/5/06

ROUTE FAU 1537 DESCRIPTION _____ LOGGED BY ND
SECTION _____ LOCATION _____ SEC. TWP. RNG. _____
COUNTY Cook DRILLING METHOD _____ HAMMER TYPE _____

STRUCT. NO. _____
Station _____
BORING NO. B-2
Station _____
Offset _____
Ground Surface Elev. 619.00 ft (ft) (/6") (tsf) (%)

DEPTH (ft)	B	U	M	Surface Water Elev. (ft)	Stream Bed Elev. (ft)
0					
15					
26	6.4	9.0			
36	S				
589.00					
566.33					

SILTY CLAY, fr. sand & gravel, gray, hard to very hard (continued) 578.00
SILTY CLAY, fr. sand & gravel, gray, very hard

SILTY SAND & GRAVEL, dense, Auger Refusal at 52.67 feet

End of Boring

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

Illinois Department of Transportation
Division of Highways
Applied Geotechnics

SOIL BORING LOG Page 1 of 2
Date 5/6/06

ROUTE FAU 1537 DESCRIPTION _____ LOGGED BY ND
SECTION _____ LOCATION _____ SEC. TWP. RNG. _____
COUNTY Cook DRILLING METHOD _____ HAMMER TYPE _____

STRUCT. NO. _____
Station _____
BORING NO. B-3
Station _____
Offset _____
Ground Surface Elev. 619.00 ft (ft) (/6") (tsf) (%)

DEPTH (ft)	B	U	M	Surface Water Elev. (ft)	Stream Bed Elev. (ft)
5					
9		13.0			
11					
5					
7	4.2	29.0			
7	S				
614.25					
4					
6	4.1	21.0			
6	S				
3					
5	4.6	21.0			
7	S				
606.00					
5					
9	4.8	15.0			
17	S				
16					

FILL, silty clay, sand, stone, brick chips & topsoil, moist, dk. gray, med. dense

SILTY CLAY, fr. sand & gravel, brown-gray, hard

SILTY CLAY, fr. sand & gravel, gray, hard (continued)

SILTY CLAY, fr. sand & gravel, gray, very hard

CLAYEY SILT, some stone, fr. sand, gray, very hard

End of Boring

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

Illinois Department of Transportation
Division of Highways
Applied Geotechnics

SOIL BORING LOG Page 2 of 2
Date 5/6/06

ROUTE FAU 1537 DESCRIPTION _____ LOGGED BY ND
SECTION _____ LOCATION _____ SEC. TWP. RNG. _____
COUNTY Cook DRILLING METHOD _____ HAMMER TYPE _____

STRUCT. NO. _____
Station _____
BORING NO. B-3
Station _____
Offset _____
Ground Surface Elev. 619.00 ft (ft) (/6") (tsf) (%)

DEPTH (ft)	B	U	M	Surface Water Elev. (ft)	Stream Bed Elev. (ft)
14					
22	6.9	9.0			
27	S				
573.00					
11					
16	6.6	10.0			
14	S				
567.17					
12					
17	7.1	13.0			
30	S				
581.00					
12					
17	8.4	13.0			
22	S				

CLAYEY SILT, some stone, fr. sand, gray, very hard (continued)

SILTY CLAY, fr. sand & gravel, gray, very hard

End of Boring

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

FILE NAME = F:\60155877\0601_CAD\001_Drawing\Ings\Sheets\AS\Structural\016-7726_1\DOT-shs01_Boring_Log.dgn



USER NAME = dabezisd	DESIGNED = DD	REVISED =
PLOT SCALE = 0:1' = 1/4"	DRAWN = DD	REVISED =
PLOT DATE = 2/17/2011	CHECKED = EJO	REVISED =
	DATE = 01/10/2011	REVISED =

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS

SCALE: SHEET NO. 59 OF 65 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	149
				CONTRACT NO. 63556
ILLINOIS FED. AID PROJECT				

Illinois Department of Transportation
Division of Highways Applied Geotechnics

SOIL BORING LOG Page 1 of 2
Date 5/5/08

ROUTE FAU 1537 DESCRIPTION LOCATION SEC. TWP. RNG. LOGGED BY ND
COUNTY Cook DRILLING METHOD ss HAMMER TYPE

STRUCT. NO. Station	D E P T H S	B L O W S	U C S	M O I S T U R E	Surface Water Elev. Stream Bed Elev.	ft	D E P T H S	B L O W S	U C S	M O I S T U R E	Surface Water Elev. Stream Bed Elev.	ft
BORING NO. B-4 Station Offset Ground Surface Elev. 619.00												
	5											
	7	3.5										
	7	P										
	616.00											
SILTY CLAY, tr. sand & gravel, brown & gray, very stiff	3											
	4	3.3										
	5	B										
	613.50											
SILTY CLAY, tr. sand & gravel, brown & gray, hard	5											
	8	4.8										
	11	S										
	8											
	11	4.8										
	13	S										
	606.00											
SILTY CLAY, tr. sand & gravel, gray, hard	5											
	8	4.8										
	11	S										
	8											
	11	4.8										
	13	S										
	581.00											
SILTY CLAY, tr. sand & gravel, some stone, gray, very hard.	10											
	21	5.8										
	33	S										
	588.00											
Auger Refusal at 50.5 feet.												

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

Illinois Department of Transportation
Division of Highways Applied Geotechnics

SOIL BORING LOG Page 2 of 2
Date 5/5/08

ROUTE FAU 1537 DESCRIPTION LOCATION SEC. TWP. RNG. LOGGED BY ND
COUNTY Cook DRILLING METHOD ss HAMMER TYPE

STRUCT. NO. Station	D E P T H S	B L O W S	U C S	M O I S T U R E	Surface Water Elev. Stream Bed Elev.	ft	D E P T H S	B L O W S	U C S	M O I S T U R E	Surface Water Elev. Stream Bed Elev.	ft
BORING NO. B-4 Station Offset Ground Surface Elev. 619.00												
	7											
	11											
	15	5.6										
	19	S										
	40	6.4										
	51	S										
	588.00											
End of Boring												

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

Illinois Department of Transportation
Division of Highways Applied Geotechnics

SOIL BORING LOG Page 1 of 2
Date 6/17/10

ROUTE FAU 1537 DESCRIPTION LOCATION SEC. TWP. RNG. LOGGED BY FM
COUNTY Cook DRILLING METHOD ss HAMMER TYPE

STRUCT. NO. Station	D E P T H S	B L O W S	U C S	M O I S T U R E	Surface Water Elev. Stream Bed Elev.	ft	D E P T H S	B L O W S	U C S	M O I S T U R E	Surface Water Elev. Stream Bed Elev.	ft
BORING NO. D-01 Station Offset Ground Surface Elev. 620.11												
0.5" asphalt over 10" concrete												
	5											
	11											
	10	6.5										
	617.61											
Silty clay, trace sand & stone, dark gray, very stiff	5											
	6	2.7										
	6	2.7										
	615.11											
Silty clay, trace gravel & sand, brown & gray, very stiff to stiff	2											
	2	2.2										
	3											
	595.11											
Sandy clay, trace gravel, gray, dense	12											
	16	2.1										
	20											
	592.11											
Clay, trace sand & gravel, gray, very hard	13											
	19	9.3										
	24											
	609.11											
Clay, trace gravel & shale with sand lens, gray & brown, hard	3											
	6	5.8										
	5											
	4											
	7	6.8										
	11											
	606.11											
Clay, trace gravel & shale, gray, hard	8											
	12	4.7										
	14											
	592.11											
Silty clay, trace stone, gray, hard	7											
	12	5.2										
	16											

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

FILE NAME = P:\601537\006_CAD\B01_Drawing\Share\Structure\B01\B01-7726_IPO1.dwg



USER NAME = dabezicd	DESIGNED - DD	REVISED -
PLOT SCALE = 81' 1" / 1"	DRAWN - DD	REVISED -
PLOT DATE = 2/17/2011	CHECKED - EJO	REVISED -
	DATE - 01/10/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS

SCALE: SHEET NO. 60 OF 65 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	150
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

Illinois Department of Transportation
Division of Highways
Applied Geoscience

SOIL BORING LOG Page 1 of 1
Date 6/18/10

ROUTE FAU 1537 DESCRIPTION LOCATION SEC. TWP. RNG. LOGGED BY FM

COUNTY Cook DRILLING METHOD SS HAMMER TYPE

STRUCT. NO. Station	D E P T H	B L O W S	U C S	M O I S T	Surface Water Elev. Stream Bed Elev.	D E P T H	B L O W S	U C S	M O I S T	Groundwater Elev. First Encounter Upon Completion After Dry Hrs.	D E P T H	B L O W S	U C S	M O I S T
613.23	7			29.1	595.23	7								
	8			15.0		9	4.5	11.2						
	6					17								
611.23	2					6								
	4	2.1		26.3		9	5.7	15.4						
	5					19								
609.23	3				588.23	7								
	4	4.8		20.0		11	5.2	12.3						
	7					16								
	5				586.23	7								
	9	4.5		18.4		13	2.9	11.0						
	12					14								
	10					30								
603.23	5				582.23	7								
	8	4.2		17.7		13								
	4					7								
	6	3.5		17.1		9	5.0	12.5						
	9					12								
	3					4								
	6	4.7		17.6	577.23	5	3.3	18.3						
	10					7								
	3					18								
	6	3.2		14.2		31		8.7						
	11				574.23	45								

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

Illinois Department of Transportation
Division of Highways
Applied Geoscience

SOIL BORING LOG Page 1 of 1
Date 6/14/10

ROUTE FAU 1537 DESCRIPTION LOCATION SEC. TWP. RNG. LOGGED BY FM

COUNTY Cook DRILLING METHOD SS HAMMER TYPE

STRUCT. NO. Station	D E P T H	B L O W S	U C S	M O I S T	Surface Water Elev. Stream Bed Elev.	D E P T H	B L O W S	U C S	M O I S T	Groundwater Elev. First Encounter Upon Completion After Dry Hrs.	D E P T H	B L O W S	U C S	M O I S T
614.41	3				594.41	9								
	5	3.0		20.7		12	2.3	9.7						
	7					13								
	3					4								
	5	2.7		19.0		7	1.9	13.5						
	19					11								
610.41	3				589.41	9								
	5	2.2		22.7		13	4.5	12.1						
	7					21								
	9				587.41	5								
	11	1.8		16.0		8	4.7	14.0						
	15					11								
	10					30								
604.41	9				583.41	9								
	13	0.6		25.3		21								
	21					23								
	3				602.41	3								
	5	4.0		17.5		5	5.8	9.0						
	8					8								
	19					48								
	4					4								
	5	3.3		18.3		7								
	7					21								
	3					36	5.4	11.2						
	7	5.3		15.6		47								
	8				575.41	48								

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

Illinois Department of Transportation
Division of Highways
Applied Geoscience

SOIL BORING LOG Page 1 of 2
Date 6/18/10

ROUTE FAU 1537 DESCRIPTION LOCATION SEC. TWP. RNG. LOGGED BY FM

COUNTY Cook DRILLING METHOD SS HAMMER TYPE

STRUCT. NO. Station	D E P T H	B L O W S	U C S	M O I S T	Surface Water Elev. Stream Bed Elev.	D E P T H	B L O W S	U C S	M O I S T	Groundwater Elev. First Encounter Upon Completion After Hrs.	D E P T H	B L O W S	U C S	M O I S T
617.36	7				582.4	5								
	5					8	5.7	11.9						
	3					12								
615.86	3					5								
	3					5								
	4	2.1		26.3		9	8.2	11.7						
	5					13								
613.36	5				583.36	7								
	9	6.6		17.9		11								
	11					18								
	5					12								
	7	5.8		18.8		18	9.8	11.7						
	10					27								
	3				607.36	3								
	5	4.3		19.6		7								
	7					10								
	3					7	4.6	16.8						
	10					14								
	3					3								
	4	4.5		17.3		9								
	9					5								
	5					7	3.7	17.5						
	9					21								

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

FILE NAME = P:\60155877\2006_CAD\001_Drawing\Sheets\Structure\1537\1537-7726_1001-shs62_Boring_Logs.dgn



USER NAME = dabezzed	DESIGNED = DD	REVISED =
PLOT SCALE = 8:1' = 1" = 1/8"	DRAWN = DD	REVISED =
PLOT DATE = 2/17/2011	CHECKED = EJO	REVISED =
	DATE = 01/10/2011	REVISED =

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS

SCALE: SHEET NO. 62 OF 65 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	152
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

Illinois Department of Transportation SOIL BORING LOG Page 2 of 2
 Date 6/18/10

ROUTE FAU 1537 DESCRIPTION LOCATION SEC. TWP. RNG. LOGGED BY FM

SECTION COUNTY Cook DRILLING METHOD SS HAMMER TYPE

STRUCT. NO. Station
 BORING NO. RW-03
 Station
 Offset
 Ground Surface Elev. 618.36 ft (ft) (/6") (tsf) (%)

DEPTH (ft)	BLU (ft)	UCS (tsf)	MOISTURE (%)	DESCRIPTION	DEPTH (ft)	BLU (ft)	UCS (tsf)	MOISTURE (%)	DESCRIPTION
0				Surface Water Elev. _____ ft					
				Stream Bed Elev. _____ ft					
				Groundwater Elev.: _____ ft					
				First Encounter _____ ft					
				Upon Completion _____ ft					
				After _____ Hrs. _____ ft					
0				Sandy clay, trace gravel, gray, sand seam at 38.5, very stiff (continued)	0				
576.36				Clay, trace sand & gravel, gray, hard	11	8.1	14.1		
571.36				Crushed limestone, some silt, gray, wet, very dense	36			9.0	
568.36				End of Boring	50				

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

Illinois Department of Transportation SOIL BORING LOG Page 1 of 1
 Date 6/18/10

ROUTE FAU 1537 DESCRIPTION LOCATION SEC. TWP. RNG. LOGGED BY FM

SECTION COUNTY Cook DRILLING METHOD SS HAMMER TYPE

STRUCT. NO. Station
 BORING NO. RW-04
 Station
 Offset
 Ground Surface Elev. 618.20 ft (ft) (/6") (tsf) (%)

DEPTH (ft)	BLU (ft)	UCS (tsf)	MOISTURE (%)	DESCRIPTION	DEPTH (ft)	BLU (ft)	UCS (tsf)	MOISTURE (%)	DESCRIPTION
0				Surface Water Elev. _____ ft					
				Stream Bed Elev. _____ ft					
				Groundwater Elev.: _____ ft					
				First Encounter _____ ft					
				Upon Completion _____ ft					
				After _____ Hrs. _____ ft					
0				10" concrete over crushed stone	0				
616.20				Silty clay, trace gravel & sand, brown & gray, stiff	3	1.5	21.8		
615.20				Silty clay, trace sand & gravel, brown & gray, 2" sand seam at 8.7, very stiff to hard	2	4.2	22.7		
592.20				Clay, trace sand & gravel, gray, hard	5	3.4	19.1		
607.20				Clay, trace gravel, shale & sand, gray, very stiff to hard	3	2.5	15.7		
578.20				End of Boring	20				

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

Illinois Department of Transportation SOIL BORING LOG Page 1 of 2
 Date 6/8/10

ROUTE FAU 1537 DESCRIPTION LOCATION SEC. TWP. RNG. LOGGED BY FM

SECTION COUNTY Cook DRILLING METHOD SS HAMMER TYPE

STRUCT. NO. Station
 BORING NO. RW-05
 Station
 Offset
 Ground Surface Elev. 618.81 ft (ft) (/6") (tsf) (%)

DEPTH (ft)	BLU (ft)	UCS (tsf)	MOISTURE (%)	DESCRIPTION	DEPTH (ft)	BLU (ft)	UCS (tsf)	MOISTURE (%)	DESCRIPTION
0				Surface Water Elev. _____ ft					
				Stream Bed Elev. _____ ft					
				Groundwater Elev.: _____ ft					
				First Encounter _____ ft					
				Upon Completion _____ ft					
				After _____ Hrs. _____ ft					
0				Crushed stone	0				
617.81				Silty clay, trace gravel, brown & gray, very stiff	1	2.7	21.3		
595.81				Clay, some silt, trace gravel, gray, hard	7	6.9	11.6		
612.81				Fine to coarse sand and fine gravel, some clay, brown & gray, moist, loose to medium dense	3	2.5	25.5		
607.81				Clay, trace silt & gravel, gray, very stiff	3	4.0	16.5		
578.20				End of Boring	20				

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

FILE NAME = P:\62155877\002 CAD\001 Drawings\Sheets\Structural\016-7726-1DOT-sh163-Boring_Logs.dgn



USER NAME = dabeziad	DESIGNED - DD	REVISED -
PLOT SCALE = 8 1/2" = 1'	DRAWN - DD	REVISED -
PLOT DATE = 2/17/2011	CHECKED - EJO	REVISED -
	DATE - 01/10/2011	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS

SCALE: SHEET NO. 63 OF 65 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	153
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

Illinois Department of Transportation SOIL BORING LOG Page 2 of 2
 Date 6/8/10

ROUTE FAU 1537 DESCRIPTION LOCATION SEC. TWP. RNG. LOGGED BY FM
 COUNTY Cook DRILLING METHOD SS HAMMER TYPE

STRUCT. NO. _____
 Station _____
 BORING NO. RW-05
 Station _____
 Offset _____
 Ground Surface Elev. 515.81 ft (ft) (/6") (1st) (%)

DEPTH (ft)	BULGE (ft)	S-SHEAR (ft)	P-PENETROMETER (ft)	DESCRIPTION
0				Surface Water Elev. _____ ft
0				Stream Bed Elev. _____ ft
0				Groundwater Elev.: _____ ft
0				First Encounter _____ ft
0				Upon Completion _____ ft
0				After Dry Hrs. _____ ft
0				Clay, some silt, trace gravel, gray, hard (continued)
576.81				
13				Clay, some stone, silt & sand, gray, hard
19	4.8	11.3		
24				
19				
30		11.4		
568.81				End of Boring

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

Illinois Department of Transportation SOIL BORING LOG Page 1 of 2
 Date 6/7/10

ROUTE FAU 1537 DESCRIPTION LOCATION SEC. TWP. RNG. LOGGED BY FM
 COUNTY Cook DRILLING METHOD SS HAMMER TYPE

STRUCT. NO. _____
 Station _____
 BORING NO. SB-01
 Station _____
 Offset _____
 Ground Surface Elev. 616.52 ft (ft) (/6") (1st) (%)

DEPTH (ft)	BULGE (ft)	S-SHEAR (ft)	P-PENETROMETER (ft)	DESCRIPTION
0				Surface Water Elev. _____ ft
0				Stream Bed Elev. _____ ft
0				Groundwater Elev.: _____ ft
0				First Encounter _____ ft
0				Upon Completion _____ ft
0				After _____ Hrs. _____ ft
616.52				Topsail, silty clay, dark brown
615.52				Possible fill, clay, trace silt & gravel, brown & gray, very stiff
613.52				Clay, some silt, trace gravel, brown clay, very stiff
611.52				Clay, trace silt & gravel, brown & gray, hard to very stiff
588.52				Clay, some stone, trace shale, gray, hard
585.52				Clay, trace silt, gravel & shale, gray, hard
579.52				Coarse sand, gray, wet, medium, dense
570.52				Fractured limestone, some gravel & sand, gray, wet, very dense
568.52				End of Boring

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

Illinois Department of Transportation SOIL BORING LOG Page 2 of 2
 Date 6/7/10

ROUTE FAU 1537 DESCRIPTION LOCATION SEC. TWP. RNG. LOGGED BY FM
 COUNTY Cook DRILLING METHOD SS HAMMER TYPE

STRUCT. NO. _____
 Station _____
 BORING NO. SB-01
 Station _____
 Offset _____
 Ground Surface Elev. 616.52 ft (ft) (/6") (1st) (%)

DEPTH (ft)	BULGE (ft)	S-SHEAR (ft)	P-PENETROMETER (ft)	DESCRIPTION
0				Surface Water Elev. _____ ft
0				Stream Bed Elev. _____ ft
0				Groundwater Elev.: _____ ft
0				First Encounter _____ ft
0				Upon Completion _____ ft
0				After _____ Hrs. _____ ft
574.52				Coarse sand, gray, wet, medium, dense (continued)
570.52				Fractured limestone, some gravel & sand, gray, wet, very dense
568.52				End of Boring

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

FILE NAME = P:\A20155877\2000 CAD\201 Drawings\Sheets\Structure\2016-7726 IDDT-ah164-Boring Log.dgn

Illinois Department of Transportation
Division of Highway Applied Geotechnics

SOIL BORING LOG Page 1 of 2 Date 6/7/10

ROUTE FAU 1537 DESCRIPTION LOCATION SEC. TWP. RING. LOGGED BY FM

SECTION COUNTY Cook DRILLING METHOD SS HAMMER TYPE

STRUCT. NO. Station _____

BORING NO. SB-02 Station _____

Ground Surface Elev. 619.73 ft (ft) (/6") (tsf) (%)

Surface Water Elev. _____ ft

Stream Bed Elev. _____ ft

Groundwater Elev.: First Encounter 584.7 ft ▽

Upon Completion 578.7 ft ▽

After _____ Hrs.

DEPTH (ft)	BLOWS (/6")	TSF	PERCENT (%)	DESCRIPTION
0				Topsail, silty clay, dark brown
2				Silty clay, some stone & topsoil, dark gray, stiff
3	1.8	19.7		
3				
2				
2	1.0	20.7		
3				
3				Clay, some silt & gravel, brown gray, very stiff
2				
3	2.2	21.8		
3				
5				Clay, trace silt & gravel, brown, gray, very stiff
6	3.3	21.0		
8				
10				
6				
8	6.3	19.3		Clay, some silt, trace gravel, gray, hard
10				
5				
7	6.0	18.9		
9				
11				
3				
6	6.3	17.7		
9				
5				
7	5.7	18.2		Clay, some stone & silt, gray, hard
11				

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

Illinois Department of Transportation
Division of Highway Applied Geotechnics

SOIL BORING LOG Page 2 of 2 Date 6/7/10

ROUTE FAU 1537 DESCRIPTION LOCATION SEC. TWP. RING. LOGGED BY FM

SECTION COUNTY Cook DRILLING METHOD SS HAMMER TYPE

STRUCT. NO. Station _____

BORING NO. SB-02 Station _____

Ground Surface Elev. 619.73 ft (ft) (/6") (tsf) (%)

Surface Water Elev. _____ ft

Stream Bed Elev. _____ ft

Groundwater Elev.: First Encounter 584.7 ft ▽

Upon Completion 578.7 ft ▽

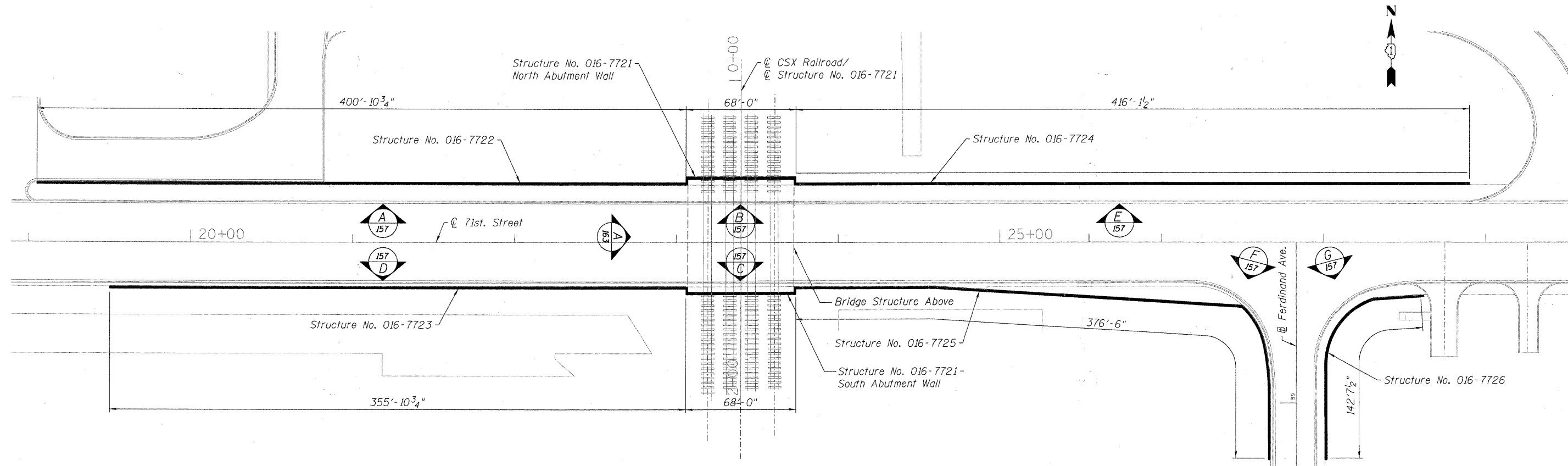
After _____ Hrs.

DEPTH (ft)	BLOWS (/6")	TSF	PERCENT (%)	DESCRIPTION
3				Clay, some stone & silt, gray, hard (continued)
6	5.7	18.2		
11				
12				
10	5.6	15.1		
13				
19	12.8	13.6		
23				
7				
9	1.6	11.6		
16				
10				
13	11.0	11.7		Silt, some stone & clay, gray, wet, dense
16				
19	3.3	12.7		
26				
9				
14	8.5	12.9		
16				
23				
38	3.8	12.0		
41				

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

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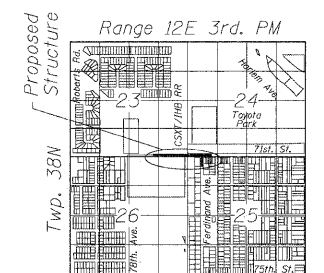
	USER NAME = daboziad	DESIGNED - DD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING LOGS	F.A.U. RTE. 1537	SECTION 06-00050-00-GS	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 155
	PLOT SCALE = @1" = 10'	DRAWN - DD	REVISED -			SCALE:	SHEET NO. 65 OF 65 SHEETS	STA. TO STA.	CONTRACT NO. 63556	
	PLOT DATE = 2/17/2011	CHECKED - EJO	REVISED -							
	DATE = 01/10/2011	REVISOR								



OVERALL PLAN

GENERAL NOTES:

1. Form liner manufacturer shall coordinate work with other trades on the job site.
2. See Structural and Civil Drawings for dimensions and placement of cast in place concrete.
3. Form Liner Drawings show relationship and layout of form liners and the intent for final appearance. Contractor is responsible for design of formwork, including structural stability.
4. Lines and levels of formwork and form liner patterns to be within allowable manufacturer's tolerances.
5. CAD files of 2D pattern line drawings will be provided to form liner manufacturer for producing the master mold.
6. Texture for form liner to be selected from form liner manufacturer's standard texture. Basic wall texture: Smooth or light sandblast #1. Texture for the Design A: Smooth. Texture for Design C: Sandblast #2. Texture for Design B and C: Smooth and Sandblast, as shown on details.
7. Stain color to be selected from stain manufacturer's standard color chart.



LOCATION SKETCH



USER NAME = rstavskom	DESIGNED - MR	REVISED -
PLOT SCALE = 0:1.0000' / 1"	DRAWN - MR	REVISED -
PLOT DATE = 3/16/2011	CHECKED - DV	REVISED -
	DATE - 10/11/2010	REVISED -

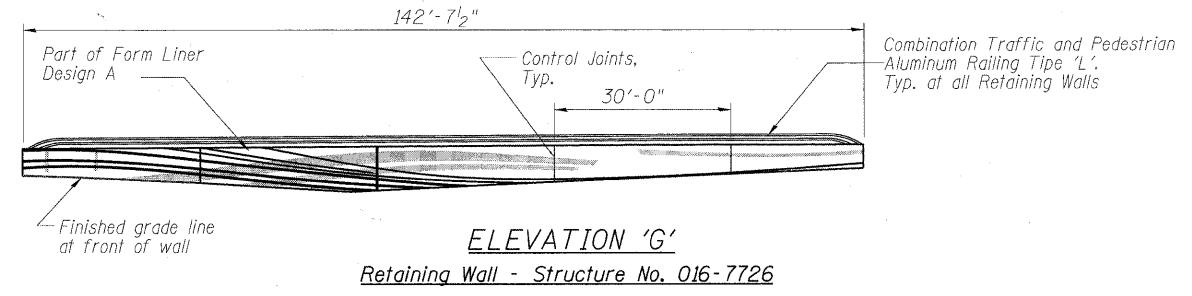
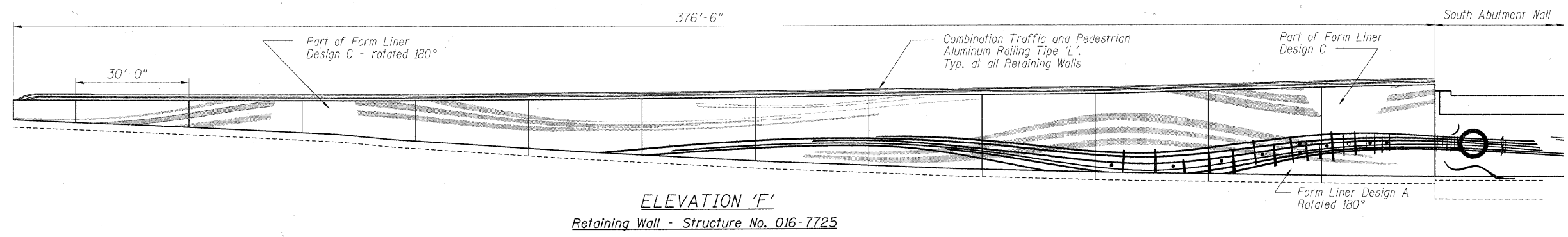
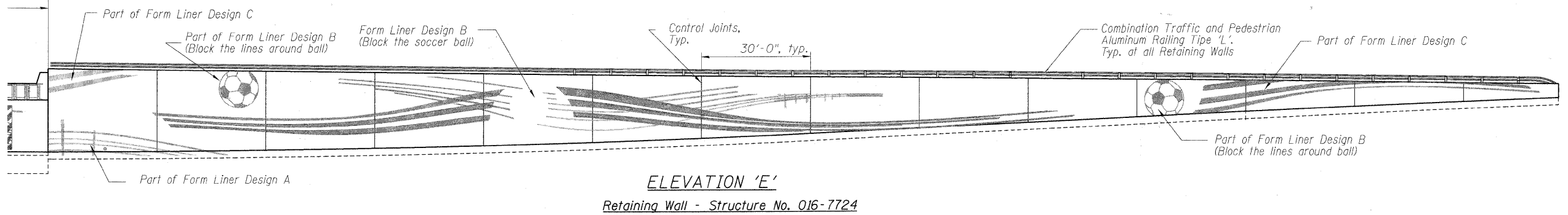
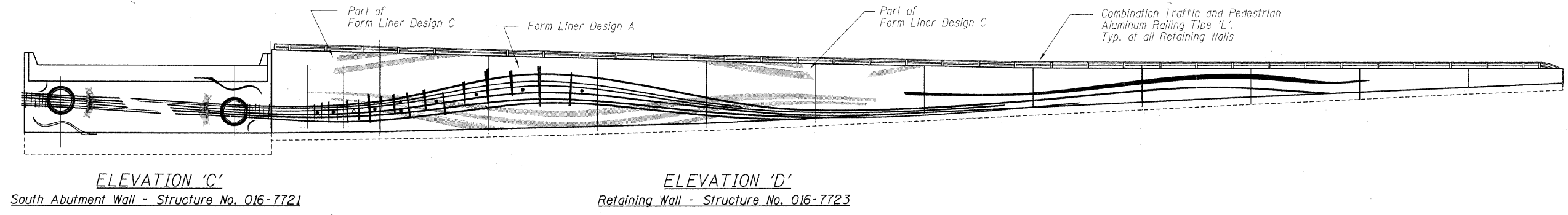
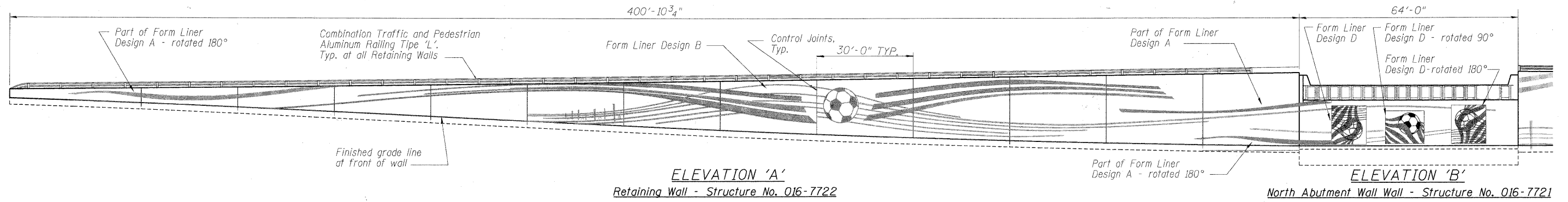
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FORM LINER OVERALL LOCATION PLAN
AND GENERAL NOTES

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	156
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

SCALE: SHEET NO. 1 OF 8 SHEETS STA. TO STA.

FILE NAME = P:\63556\Drawings\Sheets\Architectural\A-156_ArchPlan_Overall.dwg



NOTE:
All dimensions are measured along front face of wall.

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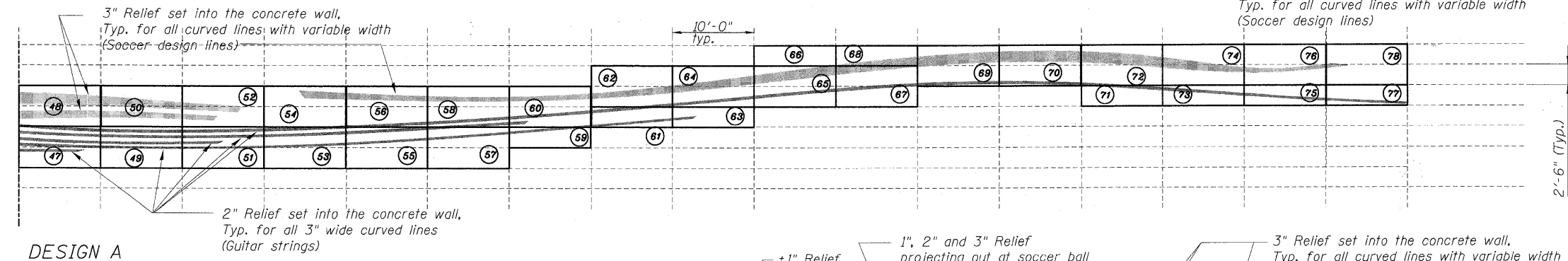
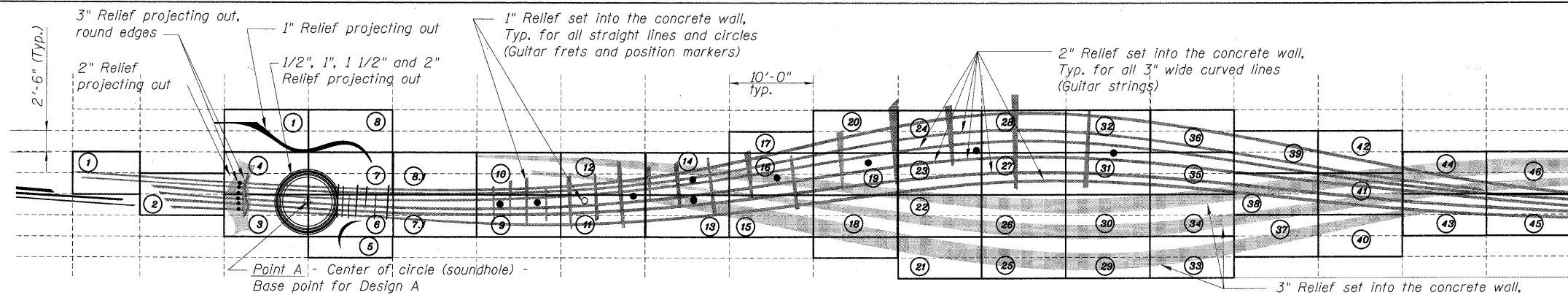


USER NAME = ristolovskan	DESIGNED - MR	REVISED -
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PLOT DATE = 3/16/2011	CHECKED - DV	REVISED -
	DATE - 10/11/2010	REVISED -

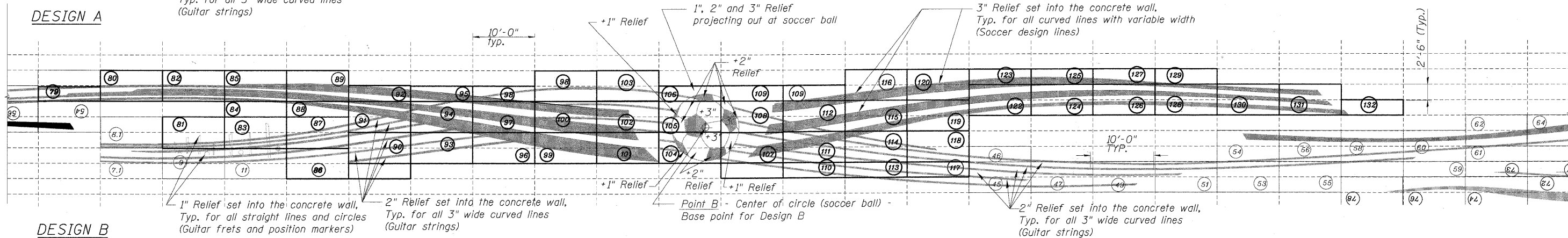
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FORM LINERS
RETAINING AND ABUTMENT WALLS - ELEVATIONS
SCALE: 1/16" = 1'-0" SHEET NO. 2 OF 8 SHEETS

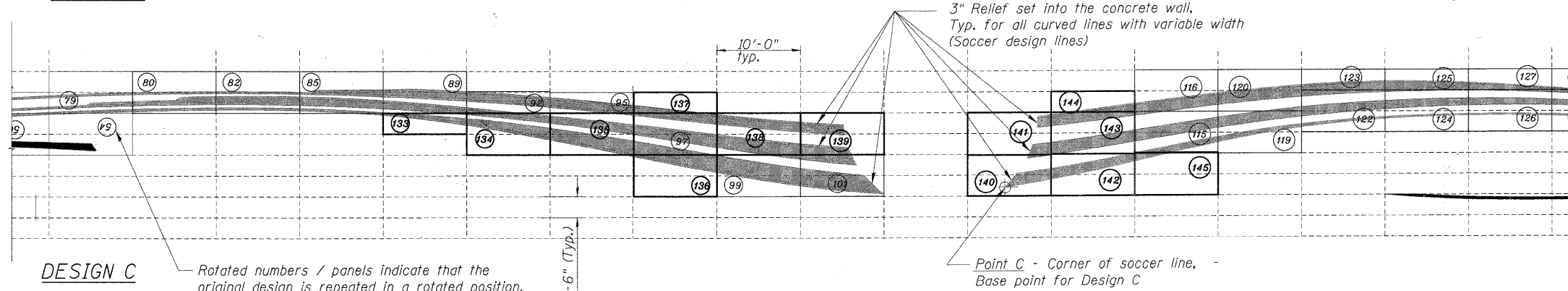
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1537	06-00050-00-GS	COOK	209	157
CONTRACT NO. 63556				
ILLINOIS FED. AID PROJECT				



DESIGN A

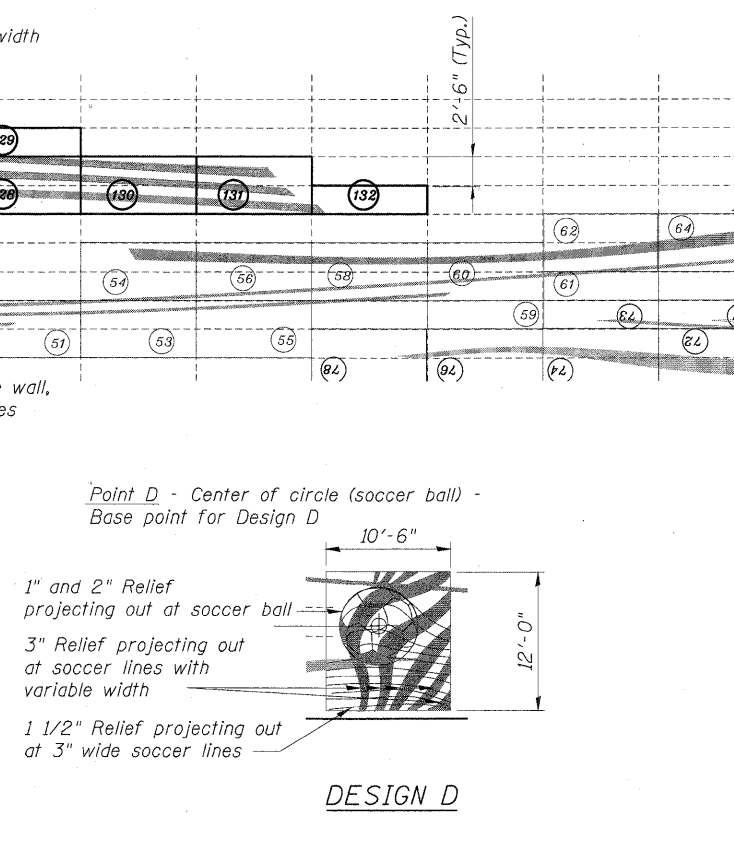


DESIGN B



DESIGN C

Rotated numbers / panels indicate that the original design is repeated in a rotated position. (Typ.)



DESIGN D

NOTES:

- The form liner designs are overlaid on a 2'-6"x 10'-0" grid (shown on this drawing) to allow for a nominal modular panel sizes of 5'-0"x 10'-0" and 2'-6"x 10'-0". The module and the panel sizes are shown only to convey the intent of repeating the basic designs or combining the portions of the basic designs along the retaining walls. See detailed wall elevations, Sheets: 4, 5, 6, 7 and 8 of 8. Form liner manufacturer to determine the most economical panel size that would allow for maximum reuse of form liners, ease of installation and account for the control joints (every 30' of concrete retaining wall). Submit detail Shop Drawings showing the design, relief depth, panel size and location, for review and approval.
- Panels shown in darker lines indicate unique design.
- Panels shown in lighter shade and / or are rotated indicate repetitive design / panel.

- CAD files of the 2D line design / pattern will be provided for Form Liner manufacturer's use.
- FormLiners to be fabricated from fiberglass or elastomeric urethane suitable for multi-use.
- Relief depth to be one, two and three inches, as shown.
- Manufacturers: Scott System Inc., 10777 E. 45th Ave., Denver, CO 80239; www.scottsystem.com
Creative Form Liners Inc., 3411 Windom Road Brentwood, Maryland 20722, www.creativeformliners.com, or approved equal. Must have documented experience for projects of this scale.
- Color effect to be achieved by staining the concrete relief where indicated on drawings. Stain to be applied on all three sides of the relief.
- See structural and civil drawings for finished grade line and top of wall elevations at control joint locations.
- Bottom of concrete facing could be staggered instead of parallel to the grade to facilitate form liner module as long as bottom of form liners is min. 2'-0" below the grade.



USER NAME = r1520vakam	DESIGNED - MR	REVISED -
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PLOT DATE = 3/16/2011	CHECKED - DV	REVISED -
	DATE - 10/11/2010	REVISED -

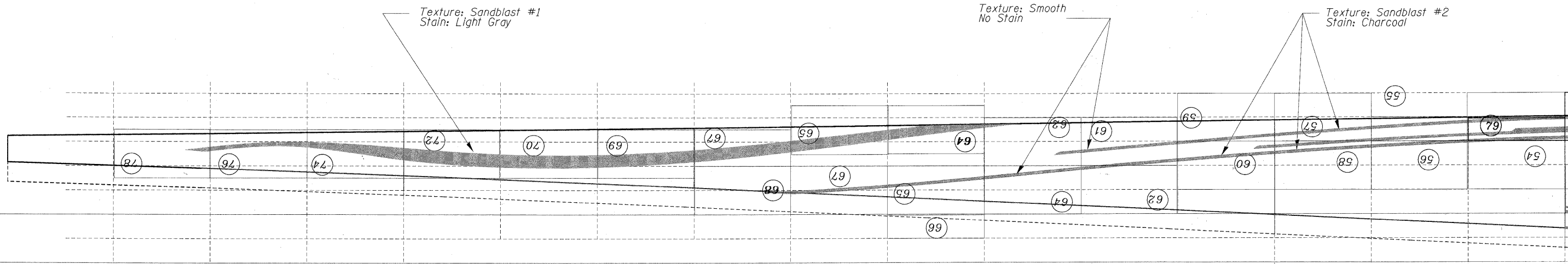
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FORM LINERS - DETAILS

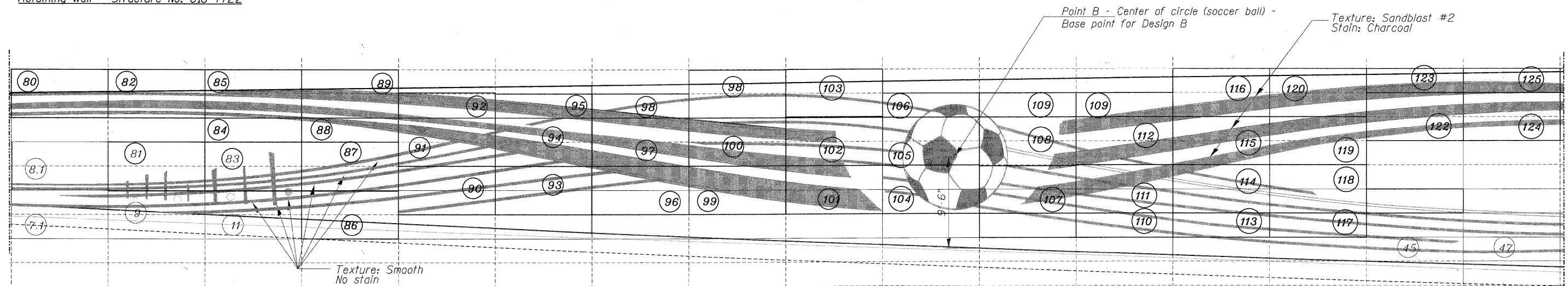
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F.A.U. RTE. 1537	SECTION 06-00050-00-GS	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 158
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

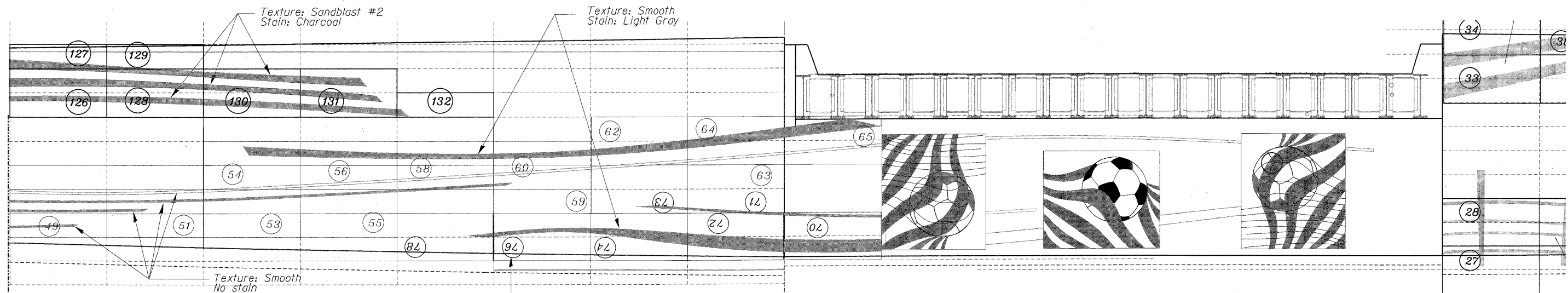
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ELEVATION 'A'
Retaining Wall - Structure No. 016-7722



ELEVATION 'A'
Retaining Wall - Structure No. 016-7722



ELEVATION 'A'
Retaining Wall - Structure No. 016-7722

ELEVATION 'B'
North Abutment Wall - Structure No. 016-7721

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	DATE - 10/11/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FORM LINERS - DETAILS

SCALE: 3/8"=1'-0" SHEET NO. 4 OF 8 SHEETS STA. TO STA.

F.A.U. RTE. 1537	SECTION 06-00050-00-GS	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 159
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

Rotated numbers / panels indicate that the original design is repeated in a rotated position. (Typ.)

Point A - Center of circle (soundhole) - Base point for Design A

Texture: Smooth No Stain

Texture: Sandblast #1 Stain: Light Gray

Texture: Sandblast #2 Stain: Light Gray

Texture: Smooth Stain: Charcoal

Texture: Sandblast #2 No Stain

ELEVATION 'C'

South Abutment Wall - Structure No. 016-7721

ELEVATION 'D'

Retaining Wall - Structure No. 016-7723

Texture: Sandblast #2 Stain: Light Gray

Texture: Smooth Stain: Charcoal

Texture: Sandblast #2 No Stain

ELEVATION 'D'

Retaining Wall - Structure No. 016-7723

Texture: Smooth Stain: Light Gray

Texture: Smooth Stain: Charcoal

ELEVATION 'D'

Retaining Wall - Structure No. 016-7723

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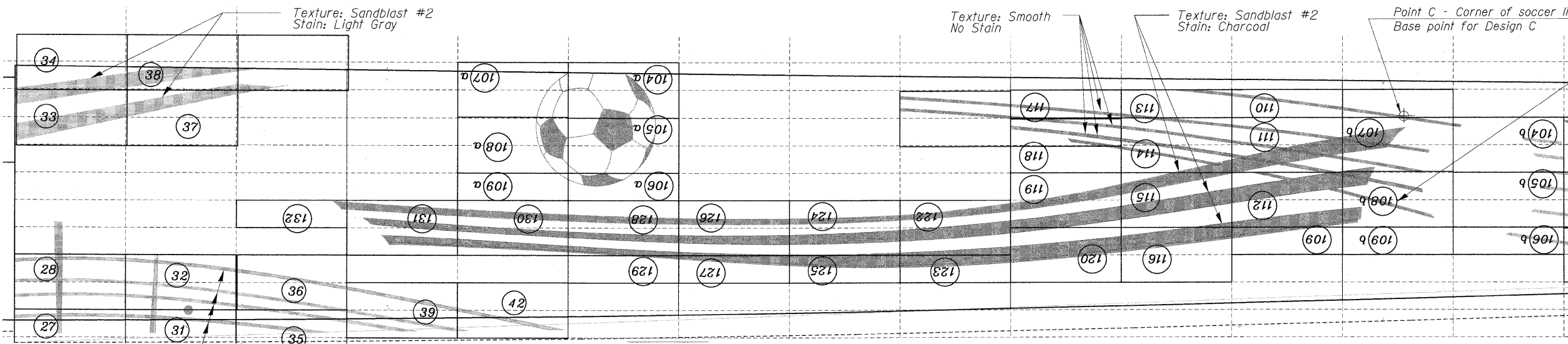
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	DATE - 10/11/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

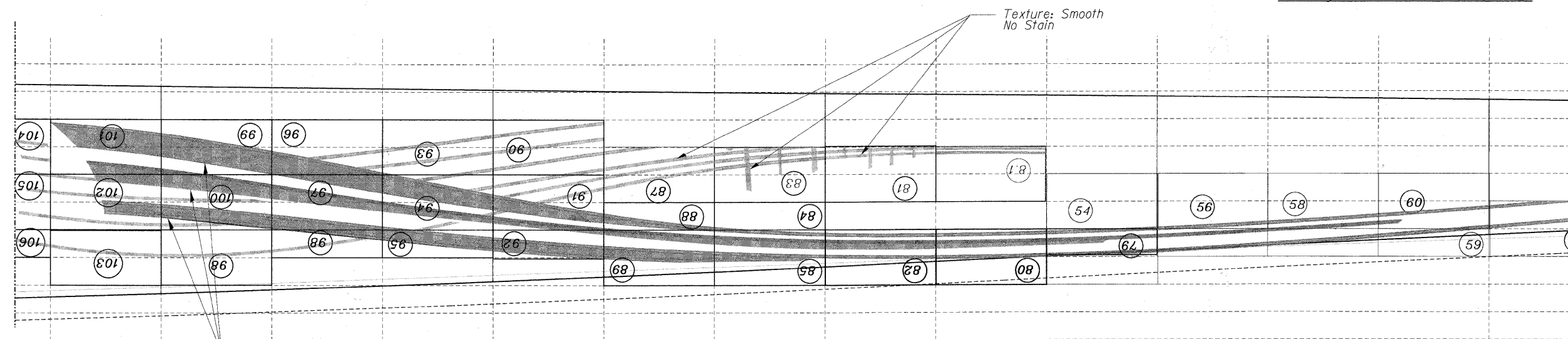
FORM LINERS - DETAILS

SCALE: 3/16" = 1'-0" SHEET NO. 5 OF 8 SHEETS STA. TO STA.

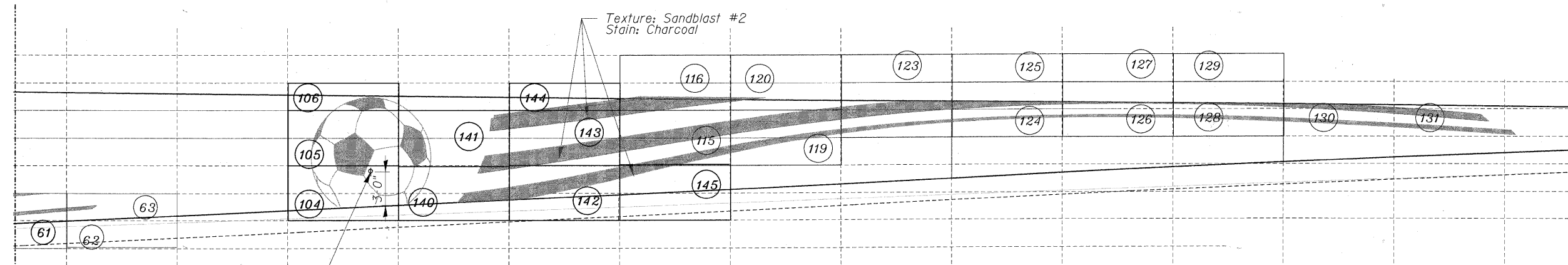
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1537	06-00050-00-GS	COOK	209	160
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	



ELEVATION 'E'
Retaining Wall - Structure No. 016-7724



ELEVATION 'E'
Retaining Wall - Structure No. 016-7724



ELEVATION 'E'
Retaining Wall - Structure No. 016-7724

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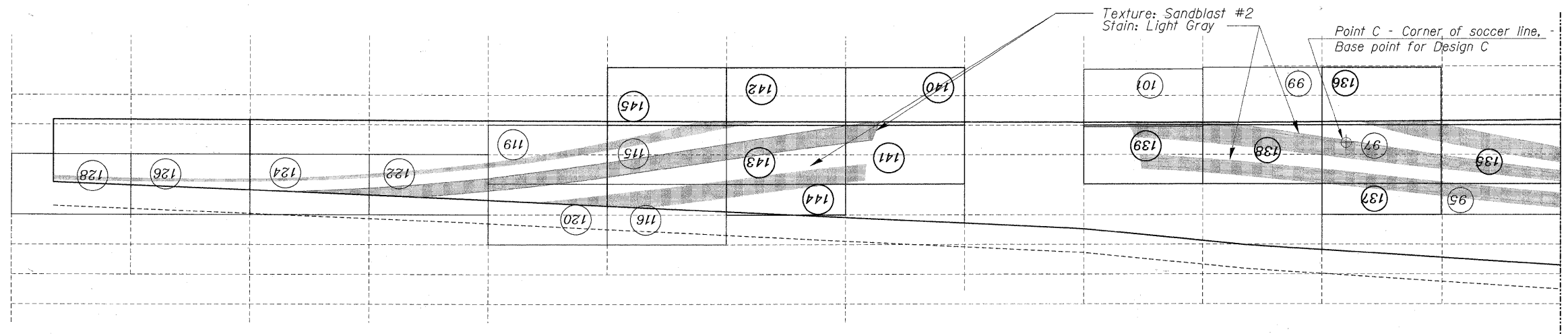
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

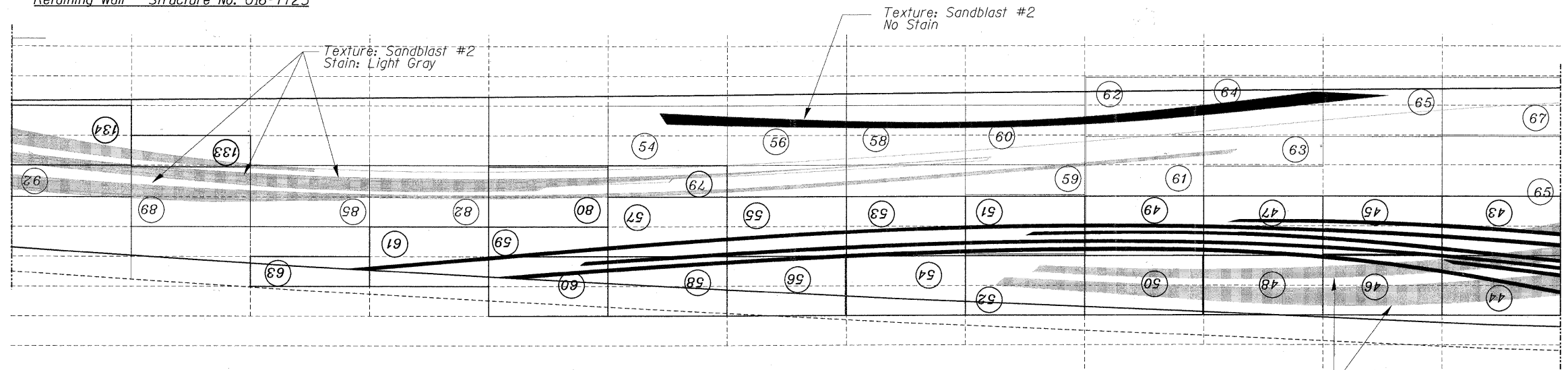
FORM LINERS - DETAILS

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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

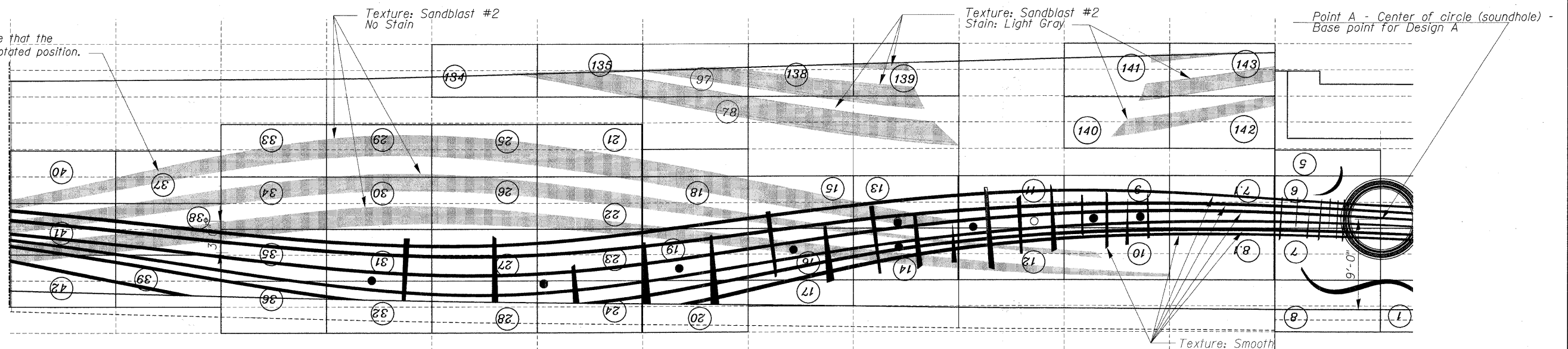


ELEVATION 'F'
Retaining Wall - Structure No. 016-7725



ELEVATION 'F'
Retaining Wall - Structure No. 016-7725

Rotated numbers / panels indicate that the original design is repeated in a rotated position. (Typ.)



ELEVATION 'F'
Retaining Wall - Structure No. 016-7725



USER NAME = Pristovskam	DESIGNED - MR	REVISED -
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	DATE - 10/11/2010	REVISED -

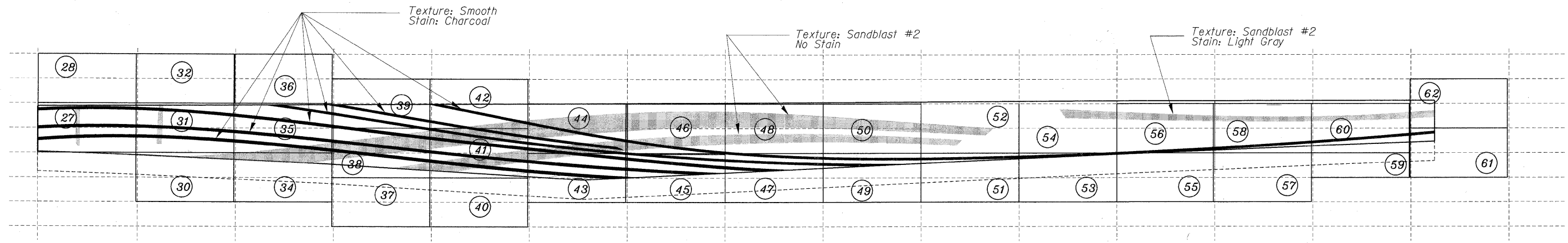
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FORM LINERS - DETAILS

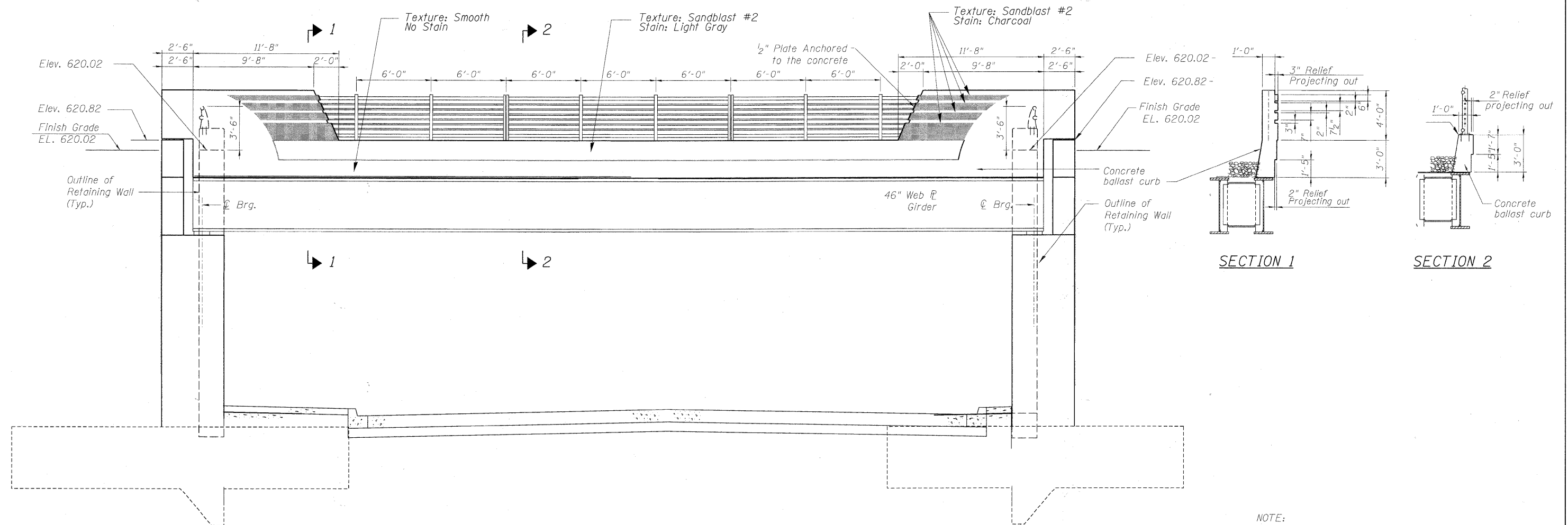
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	162
CONTRACT NO. 63556				
ILLINOIS FED. AID PROJECT				

FILE NAME = P:\60153877\020 CAD\001 Drawing\Sheets\Architectural\162 Form Liners Details.dgn



ELEVATION 'G'
Retaining Wall - Structure No. 016-7726



BRIDGE ELEVATION

NOTE:
For reinforcement details see structural drawings

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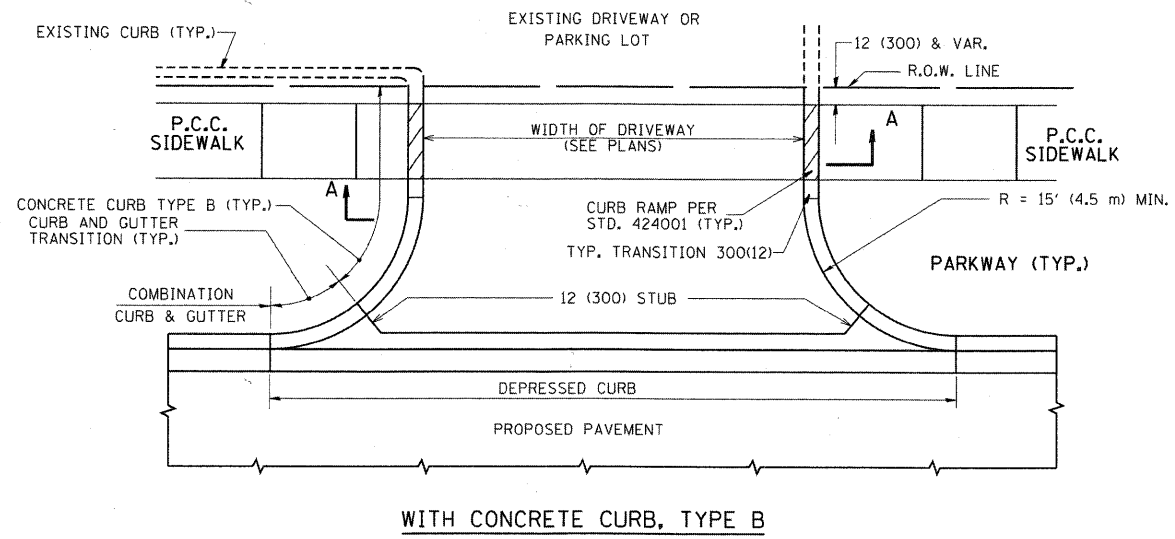
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

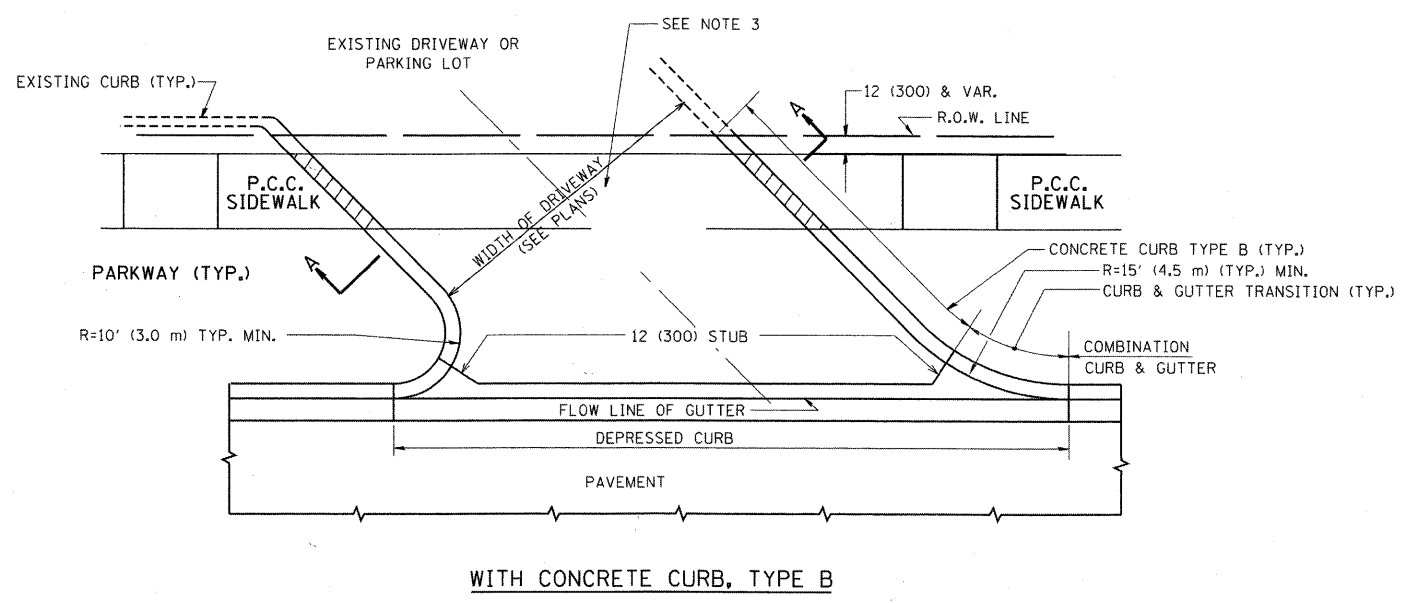
FORM LINERS - DETAILS

SCALE: varies SHEET NO. 8 OF 8 SHEETS STA. TO STA.

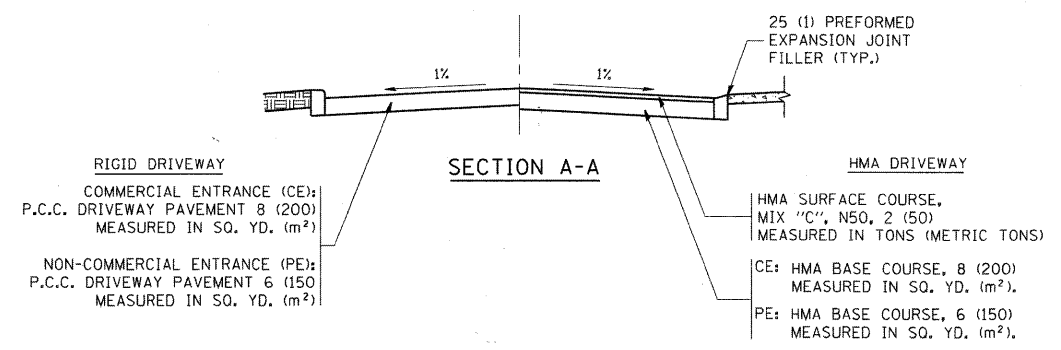
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CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	



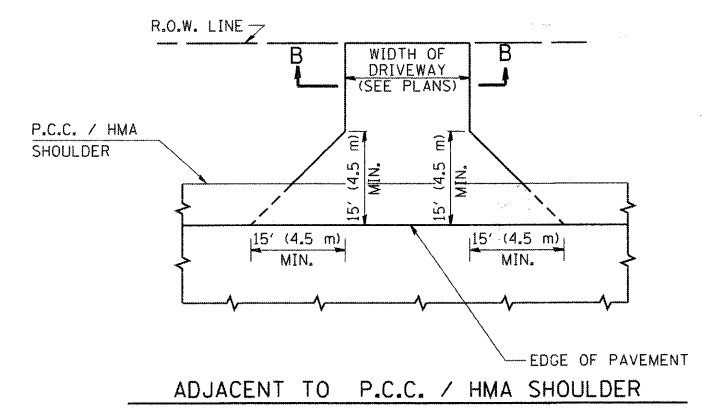
WITH CONCRETE CURB, TYPE B



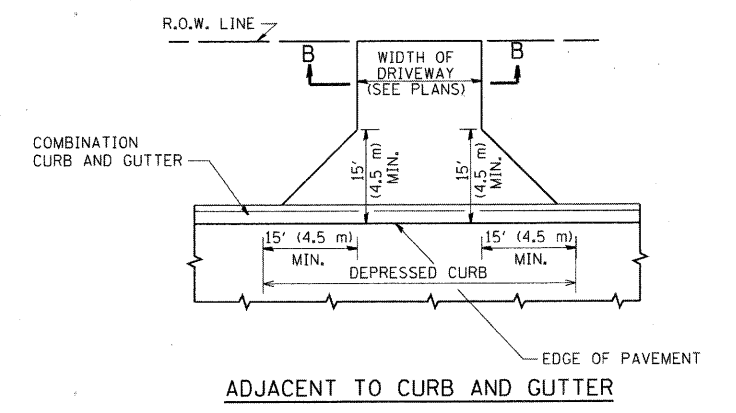
WITH CONCRETE CURB, TYPE B



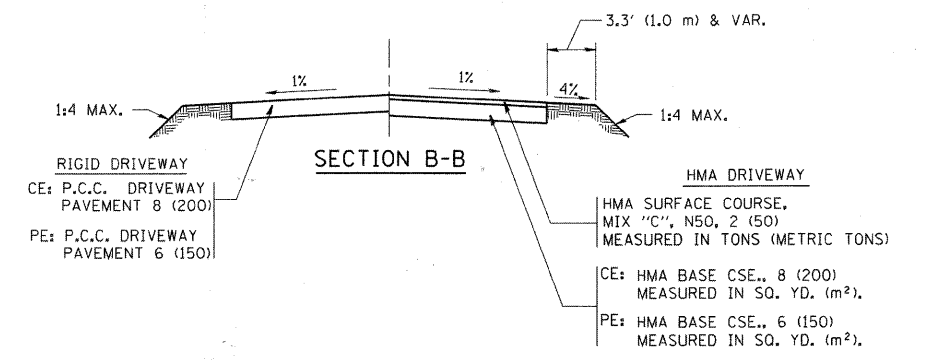
SECTION A-A



ADJACENT TO P.C.C. / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



SECTION B-B

GENERAL NOTES:

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

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

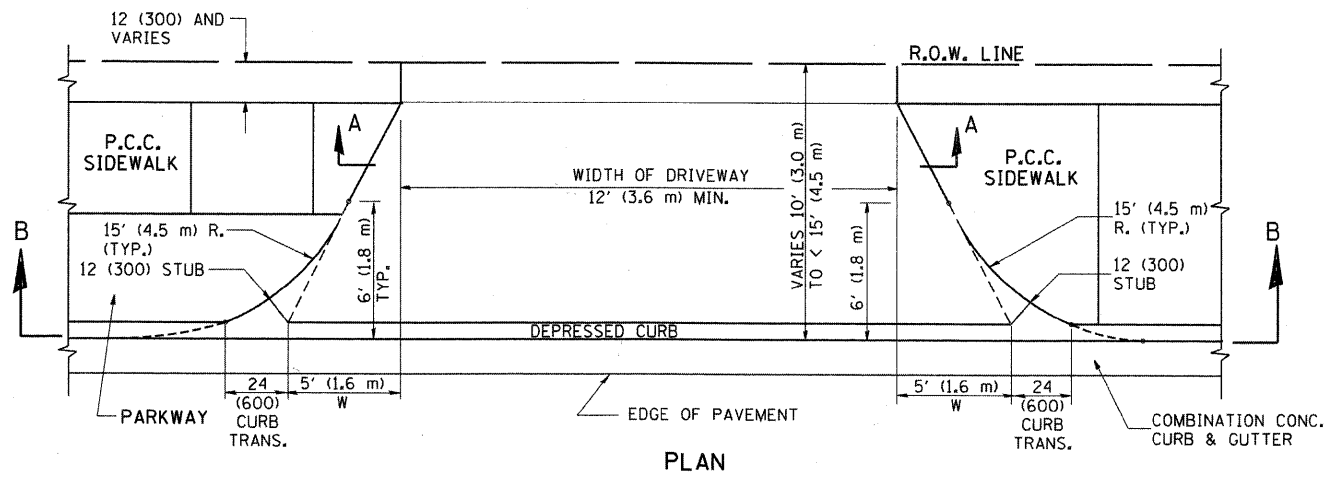
THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

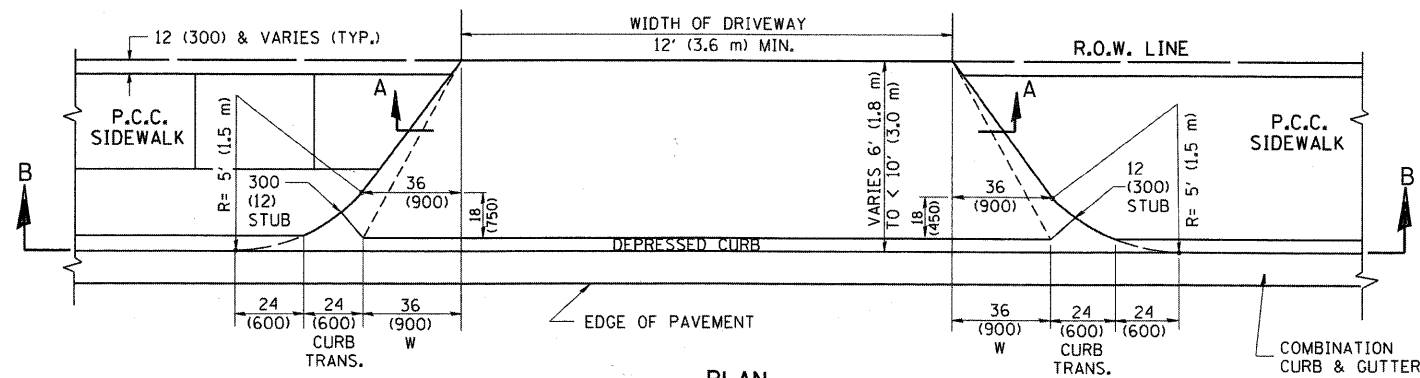
1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

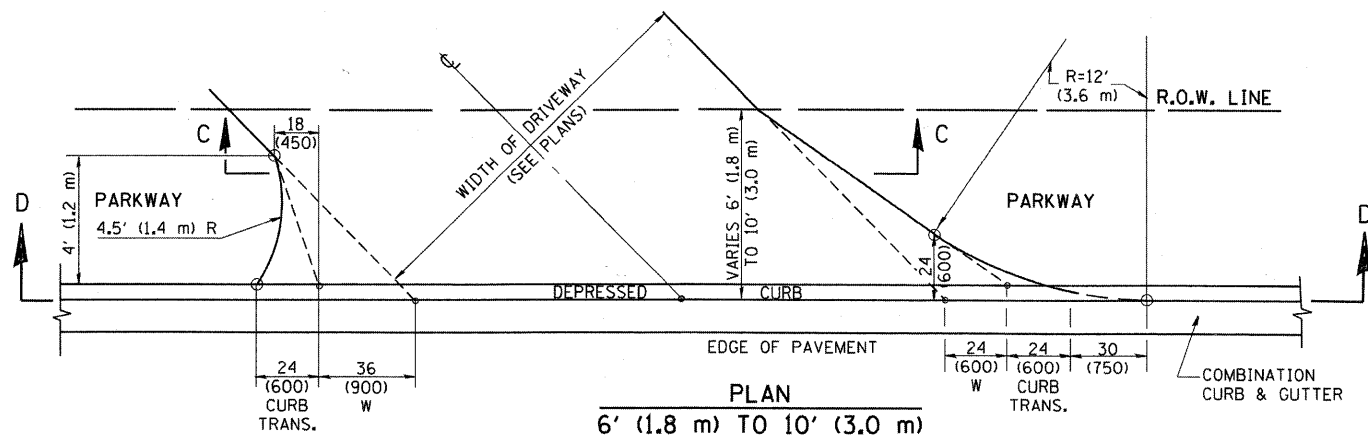
FILE NAME = c:\projects\dststd22x34\bd01.dgn	USER NAME = beuerd1	DESIGNED - R. SHAH	REVISED - M. GOMEZ 04-06-01	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 49,9999' / IN.	DRAWN -	REVISED - P. LoFLUER 04-15-03		1537	06-00050-00-GS	COOK	209	165		
	PLOT DATE = 6/12/2008	CHECKED -	REVISED - R. BORO 01-01-07		BD0156-07 (BD-01)		CONTRACT NO. 63556				
		DATE - 11-04-95	REVISED - R. BORO 06-11-08		SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT



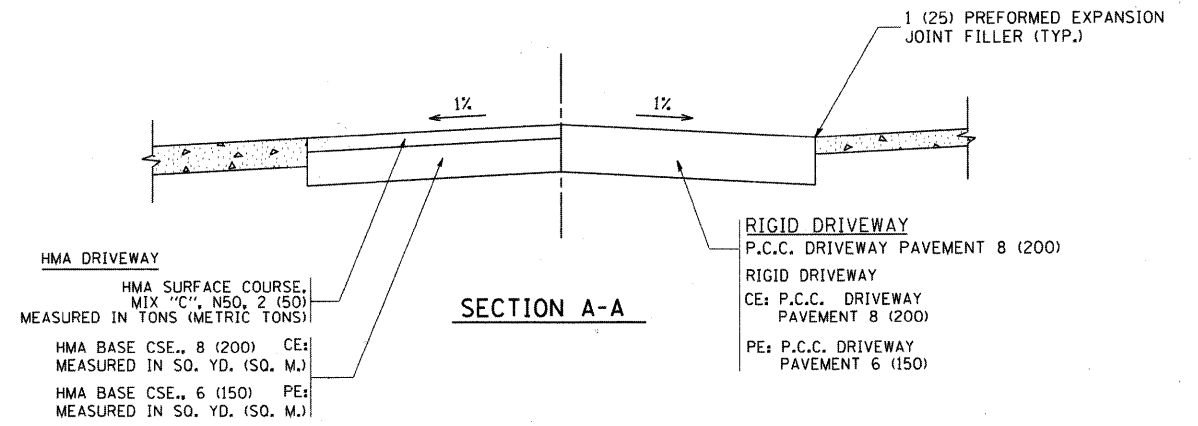
PLAN
10' (3.0 m) TO < 15' (4.5 m)



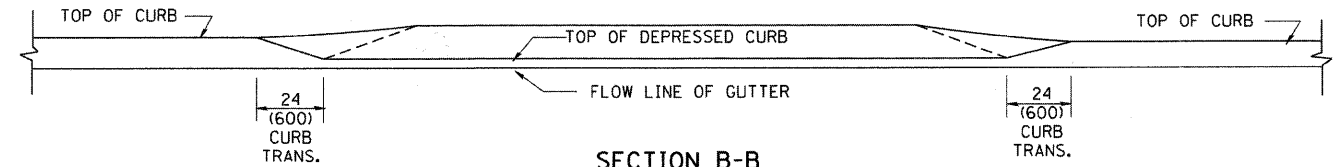
PLAN
6' (1.8 m) TO < 10' (3.0 m)



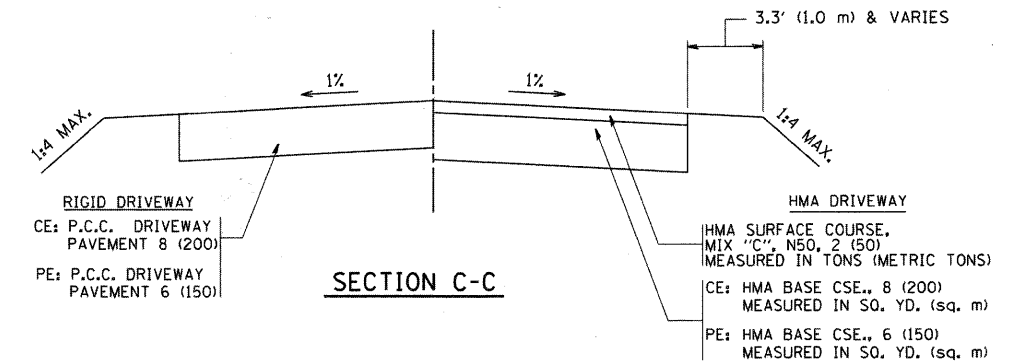
PLAN
6' (1.8 m) TO 10' (3.0 m)



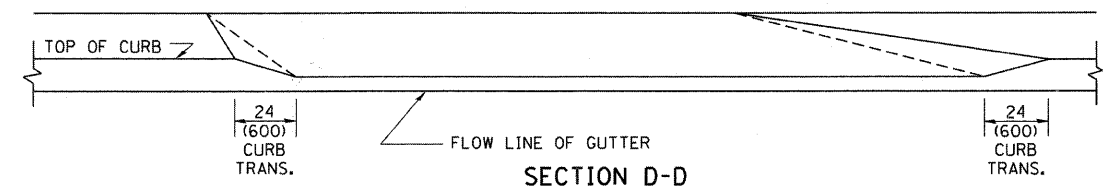
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

GENERAL NOTES

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 8' (2.4 m), THE P.C.C. SIDEWALK SHALL EXTEND TO THE BACK OF CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

THE 1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

"W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

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

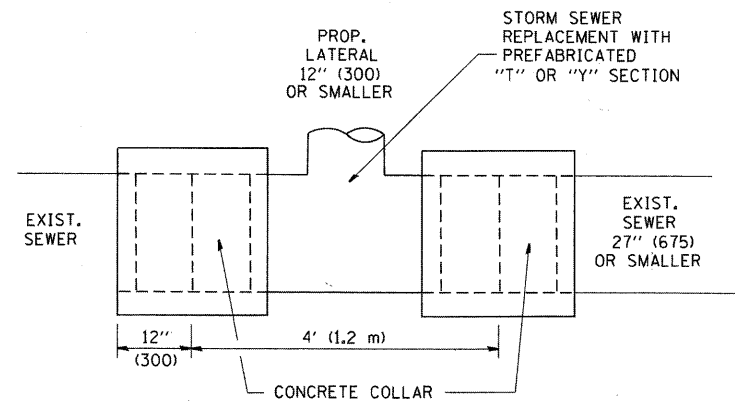
FILE NAME = W:\dststd\22x34\bd02.dgn

USER NAME = gaglianobt	DESIGNED - R. SHAH	REVISED - T. HOLTZ 04-08-97
PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED - M. GOMEZ 04-06-01
PLOT DATE = 1/4/2008	CHECKED -	REVISED - P. LOFLEUR 04-15-03
	DATE - 11-06-95	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

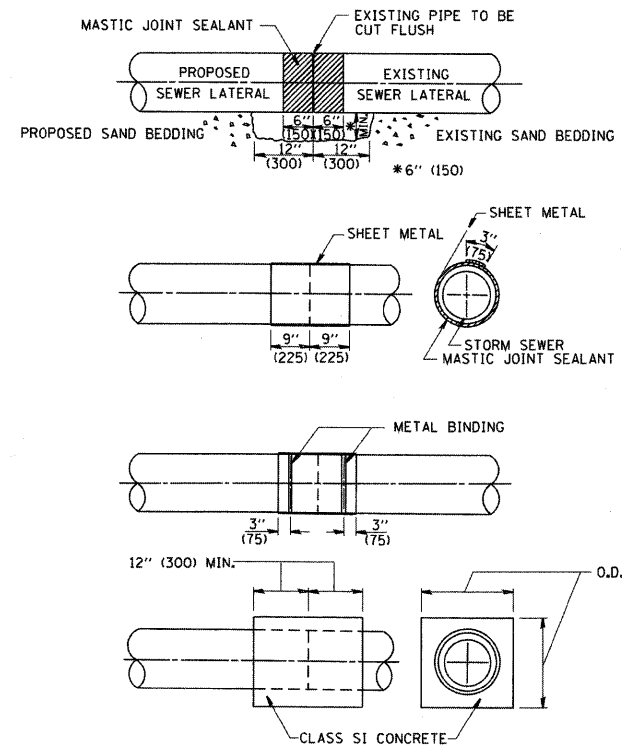
DRIVEWAY DETAILS	
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	166
BD400-02 (BD-02)			CONTRACT NO. 63556	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



DETAIL "A"

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

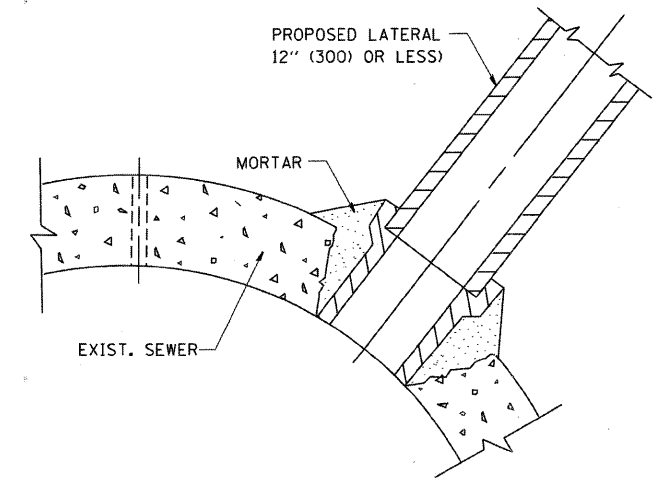


DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

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



DETAIL "C"

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

NOTES

MATERIAL

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

CONSTRUCTION METHODS

- I. THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.
- II. CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
 - A) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".
 - B) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

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

GENERAL

CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.

CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS, THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.

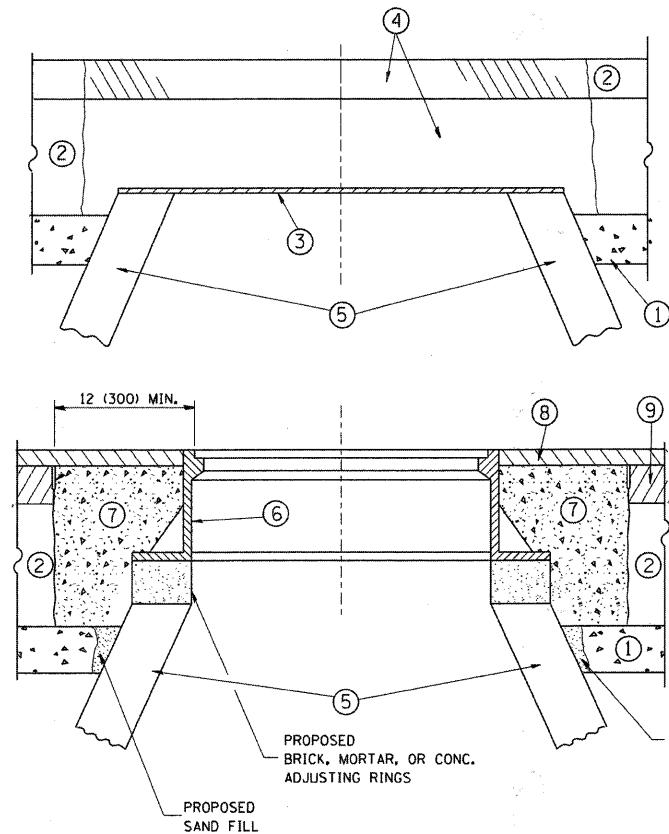
REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.

CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

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

FILE NAME = W:\diststd\22x34\bd07.dgn	USER NAME = gaglianobt	DESIGNED - M. DE YONG	REVISED - M. DE YONG 05-08-92	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - R. SHAH 09-09-94		1537	06-00050-00-GS	COOK	209	167			
	PLOT DATE = 1/4/2008	DATE - 07-25-90	REVISED - R. SHAH 10-25-94		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.			BD500-01 (BD-7)		CONTRACT NO. 63556		
								FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



CONSTRUCTION PROCEDURES

- STAGE 1 (BEFORE PAVEMENT MILLING)**
- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
 - B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
 - C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
 - D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1 1/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.
- STAGE 2 (AFTER PAVEMENT MILLING)**
- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
 - B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
 - C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS SI CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS.

LEGEND

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

NOTES:

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

LOCATION OF STRUCTURES:

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

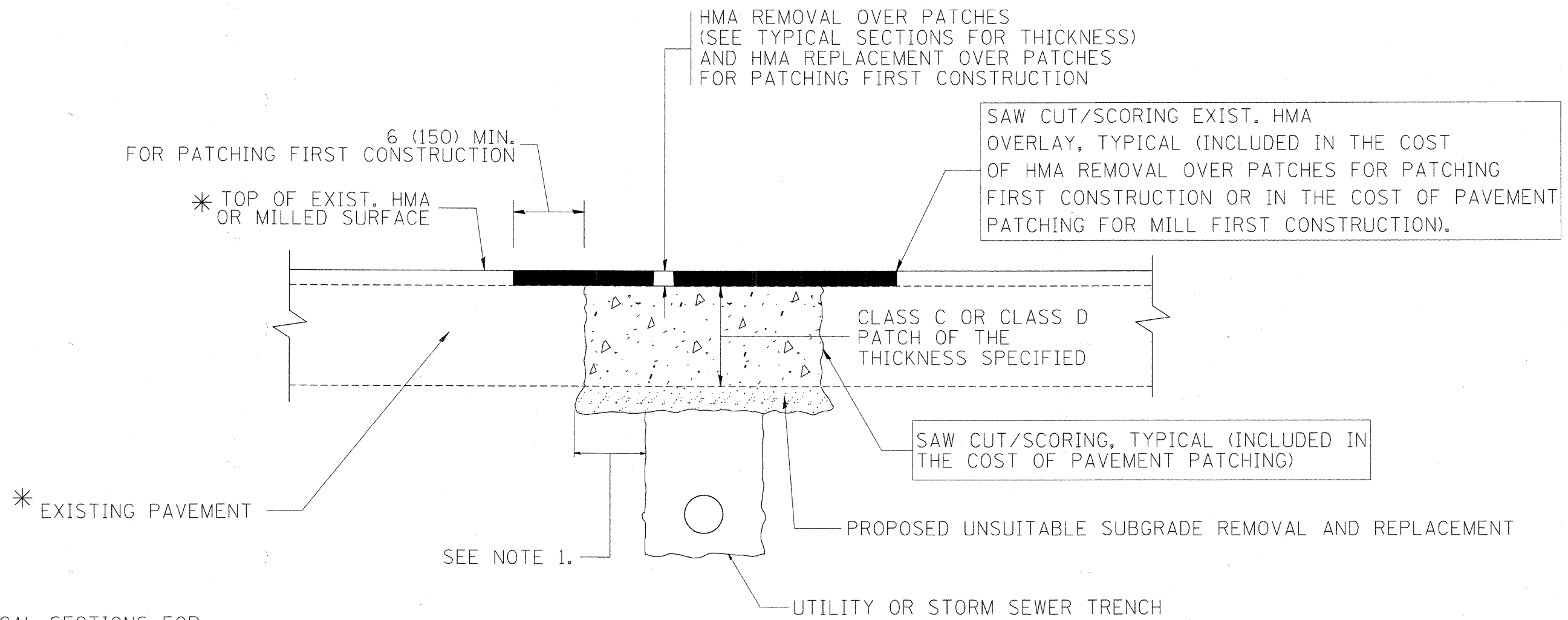
BASIS OF PAYMENT: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL"

NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME = W:\diststd\22x34\bd08.dgn	USER NAME = geglennobt	DESIGNED - R. SHAH	REVISED - R. SHAH 03-10-95	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING			F.A. RTE. = 1537	SECTION = 06-00050-00-GS	COUNTY = COOK	TOTAL SHEETS = 209	SHEET NO. = 168
	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED - A. ABBAS 03-21-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	BD600-03 (BD-8)		CONTRACT NO. 63556		
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - R. WIEDEMAN 05-14-04		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
		DATE = 10-25-94	REVISED - R. BORO 01-01-07									



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

FILE NAME = c:\projects\dststd22x34\bd22.dgn	USER NAME = board1	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.000' / IN.	DRAWN -	REVISED - R. BORO 01-01-07		1537	06-00050-00-GS	COOK	209	169			
	PLOT DATE = 10/27/2008	CHECKED -	REVISED - R. BORO 09-04-07		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
	DATE - 10-25-94	REVISED - K. ENG 10-27-08					BD400-04 (BD-22)		CONTRACT NO. 63556			

VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.

SEE STATE STANDARD 606001
EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

18" (450) MAX.

1/4" (5) **

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE, SOD OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SODDING SALT TOLERANT WITH TOP SOIL, 4" (100) SOD RESTORATION (SEE NOTE ①).

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)

PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

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

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

NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.

SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY,

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

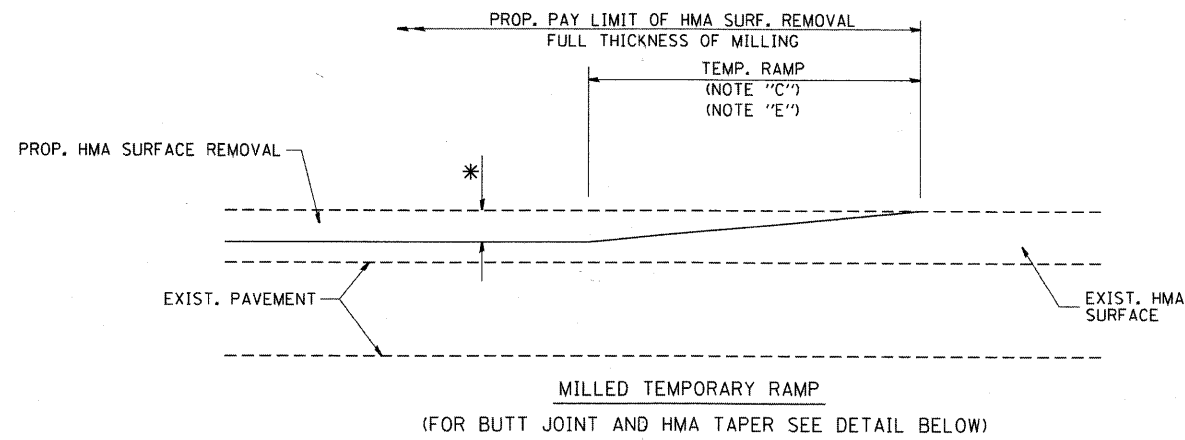
BASIS OF PAYMENT:

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

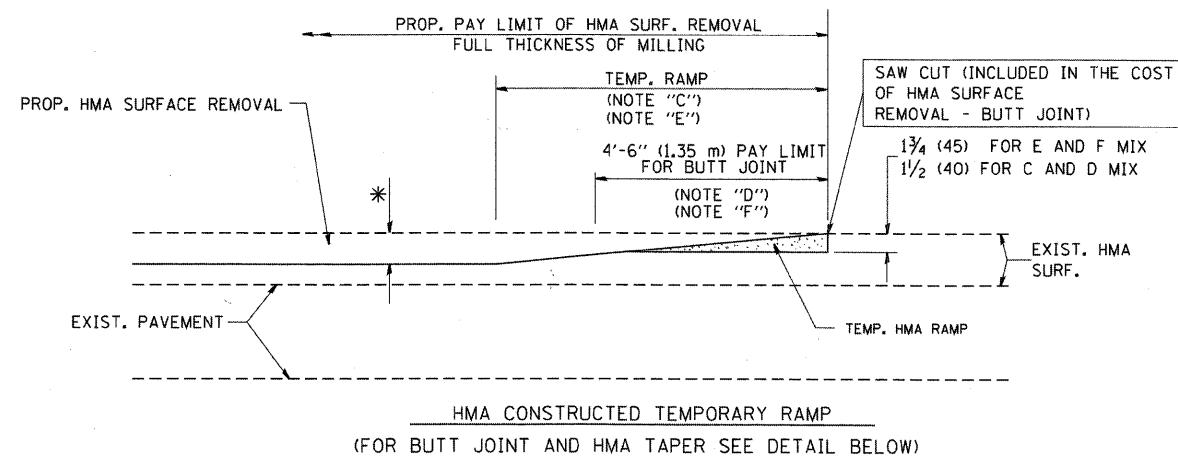
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = drvokosgn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cs:\pw_work\pwidot\drvokosgn\0810315\bd04.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97	1537			06-00050-00-GS	COOK	209	170	
PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01	BD600-06 (BD-24)			CONTRACT NO. 63556				
PLOT DATE = 12/15/2009	DATE - 03-11-94	REVISED - R. BORO 12-15-09	SCALE: NONE			SHEET NO. 1 OF 1 SHEETS		STA. TO STA.		
						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

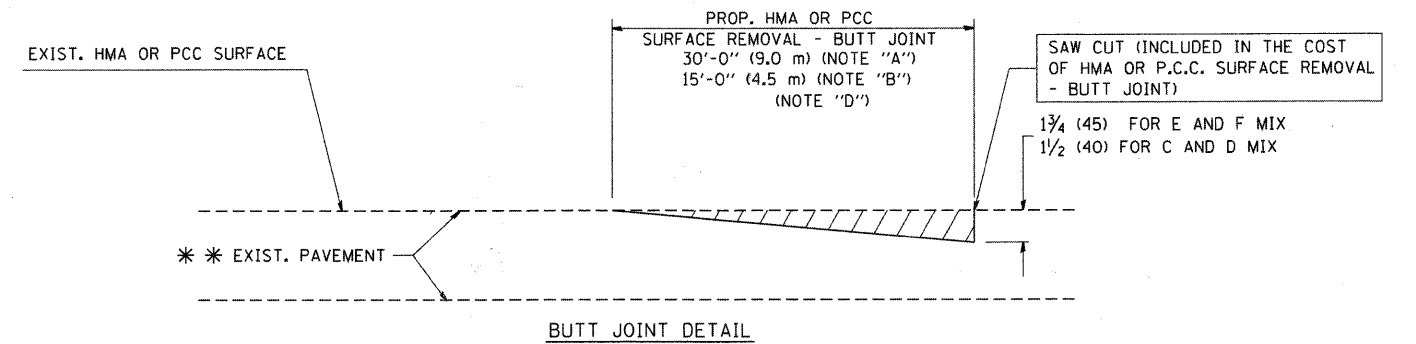


OPTION 1

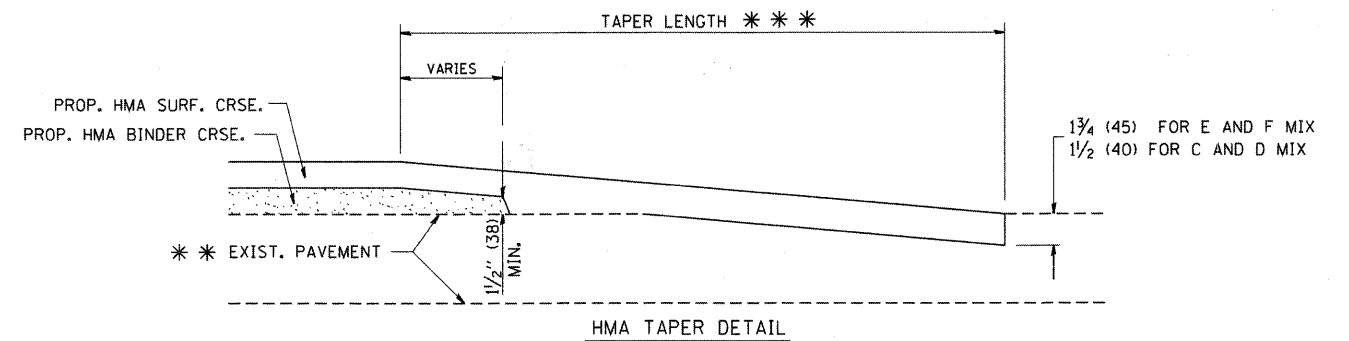


OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

*** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

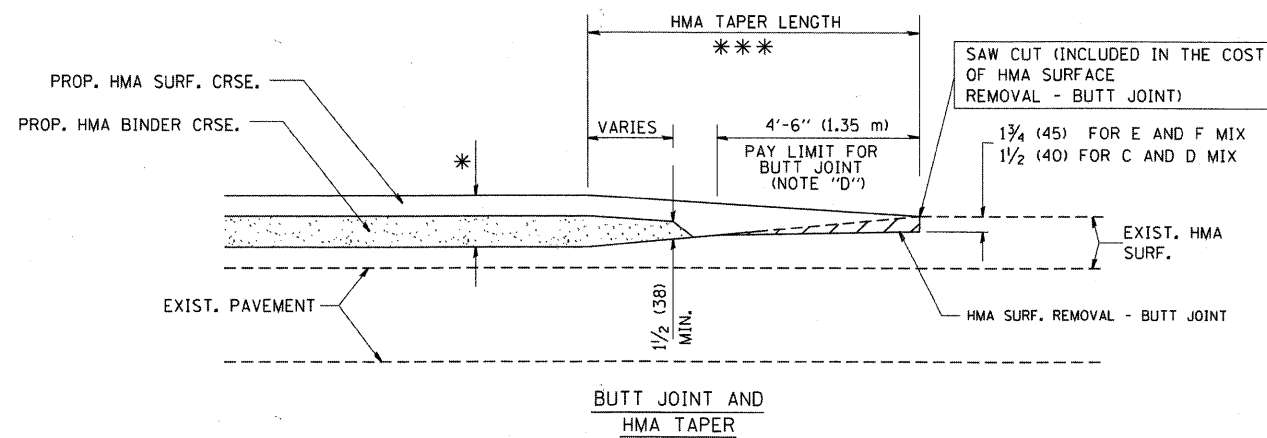
NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
 - B: MINOR SIDE ROADS.
 - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
 - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
 - E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
 - F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
 - G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
 10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

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

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



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

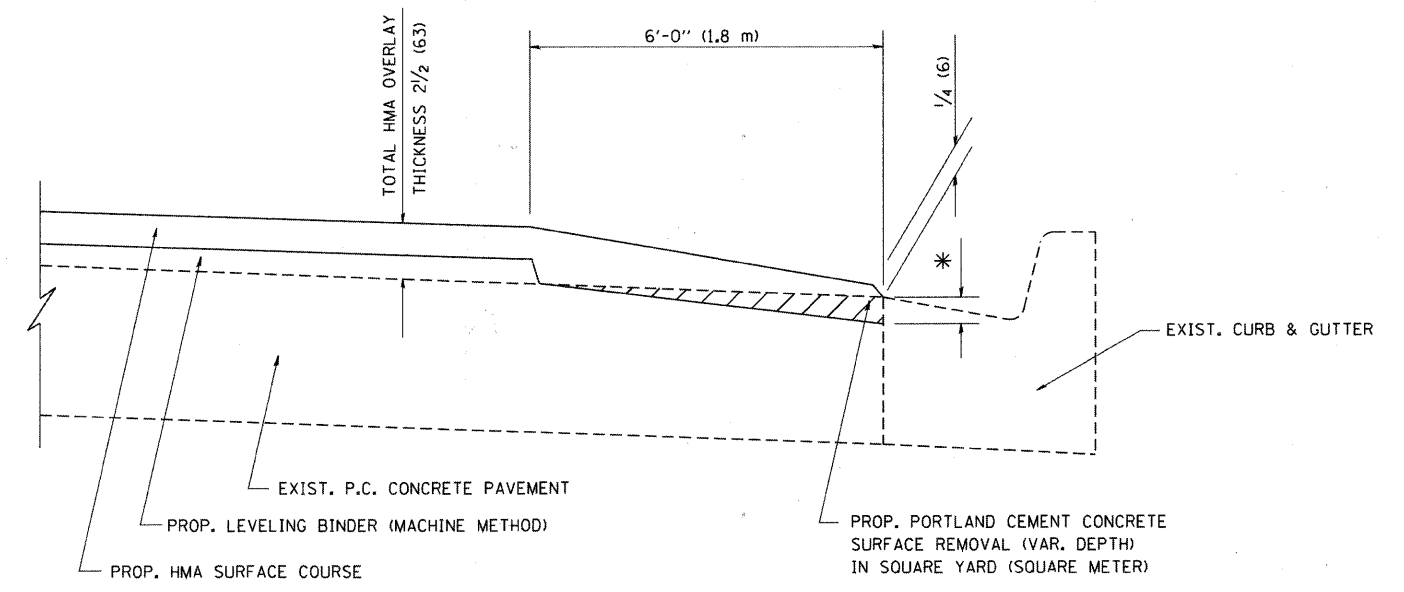
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W:\diststd\22x34\bd32.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND
HMA TAPER DETAILS**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	171
BD400-05 BD32		CONTRACT NO. 63556		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



HMA TAPER AT
EDGE OF P.C.C. PAVEMENT

HMA SURFACE		LEVELING BINDER	
MIX	THICKNESS	THICKNESS	* MILLING AT GUTTER FLAG
C OR D	1 1/2 (38)	1 (25)	1/4 (33)
F	1 3/4 (44)	3/4 (19)	1/2 (38)

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

FILE NAME = w:\diststd\22x34\bd33.dgn	USER NAME = gaglianobt	DESIGNED - R. SHAH	REVISED - R. SHAH 10-25-94
		DRAWN - JIS	REVISED - A. ABBAS 05-05-99
	PLOT SCALE = 50.0000' / IN.	CHECKED - A. ABBAS	REVISED - E. GOMEZ 12-21-00
	PLOT DATE = 1/4/2008	DATE - 09-10-94	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

HMA TAPER AT EDGE OF P.C.C. PAVEMENT			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

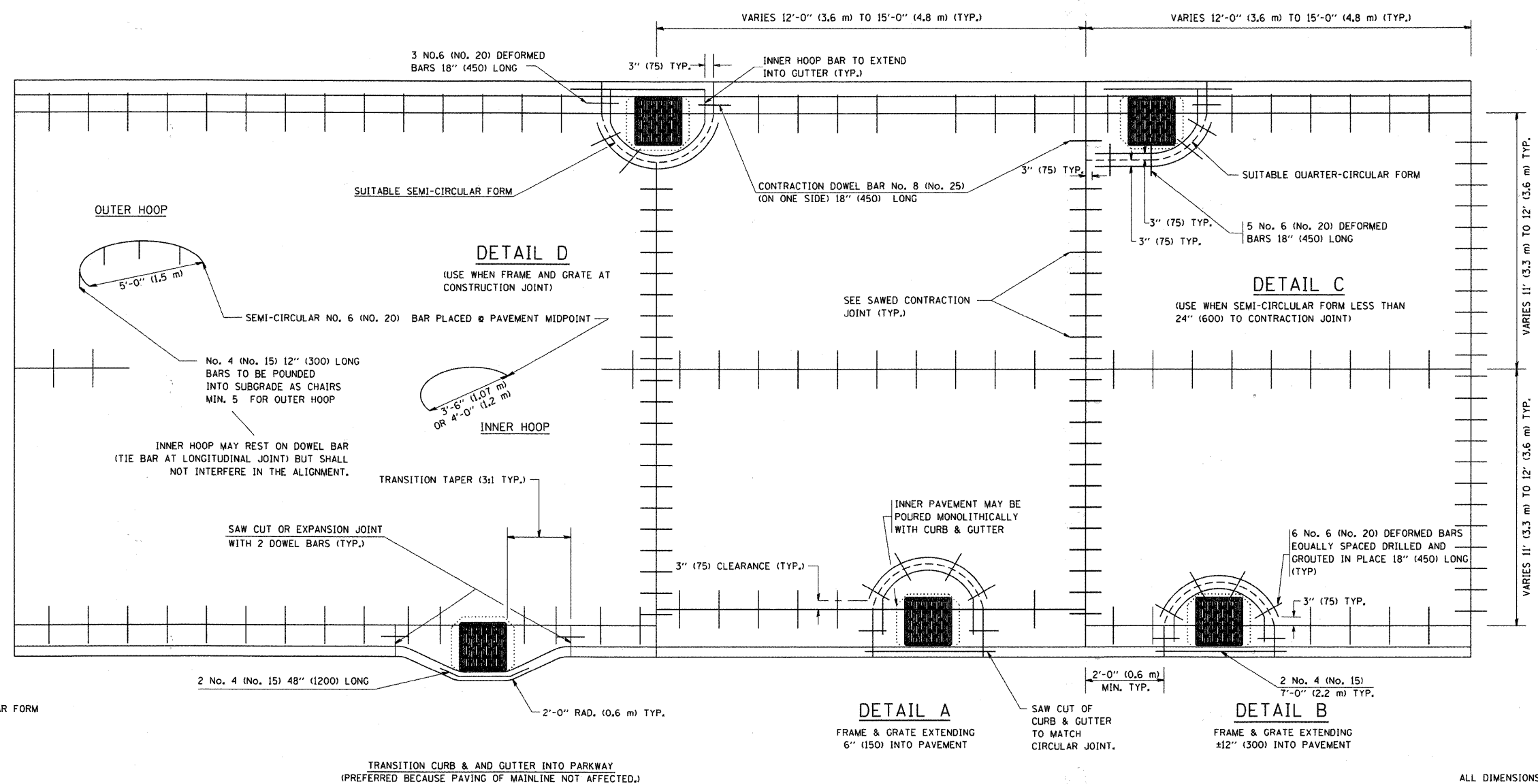
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	172
BD400-06 (BD33)		CONTRACT NO. 63556		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

FRAME EXTENSION INTO PAVEMENT	INNER HOOP REINFORCEMENT DIAMETER	SEMI CIRCULAR FORM DIAMETER	OUTER HOOP REINFORCEMENT DIAMETER
UP TO 8" (200)	3'-6" (1.1 m)	4'-0" (1.2 m)	5'-0" (1.5 m)
> 8" (200) TO 14" (360)	4'-0" (1.2 m)	4'-6" (1.4 m)	5'-0" (1.5 m)

DESIGNER NOTE:
THIS DETAIL IS TO BE USED WHEN THE GUTTER FLAG IS LESS THAN 24"

NOTES :

1. THE ROUNDOUT AND ADDED REINFORCEMENT WILL NOT BE PAID SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE PAVEMENT.
2. TRANSVERSE JOINTS MAY BE MOVED TO ACCOMMODATE ROUNDOUT, EDGE OF CIRCULAR JOINT SHALL BE MINIMUM 12" (300) FROM TRANSVERSE JOINT. RELOCATED TRANSVERSE JOINT SHALL BE CONTINUOUS FROM EDGE OF PAVEMENT TO EDGE OF PAVEMENT.
3. SEMI-CIRCULAR FORM SHALL BE REMOVED PRIOR TO DRILL AND GROUT OF TIE BARS.
4. ALL REINFORCED BARS SHALL BE EPOXY COATED.
5. DRILL AND GROUT IS PREFERRED, HOWEVER TIE BARS CAN BE POURED IN PLACE IF CLEARANCE IS PROVIDED TO OUTER EDGE OF FRAME. MINIMUM 2" (50) CLEARANCE.
6. WOOD SHIMS SHALL BE USED TO ADJUST ALL FRAMES. AFTER ADJUSTING MORTAR HAS CURED, THE WOOD SHIMS SHALL BE REMOVED AND THE VOIDS UNDER THE FRAMES FILLED WITH NON SHRINK GROUT.
7. HOOP REINFORCEMENT SHALL BE ONE PIECE CONSTRUCTION.
8. CIRCULAR FRAMES AND GRATES MAY BE SUBSTITUTED.
9. CURB DOWELS MUST BE PLACED LEVEL & TRUE TO ALLOW CONTRACTION MOVEMENT.

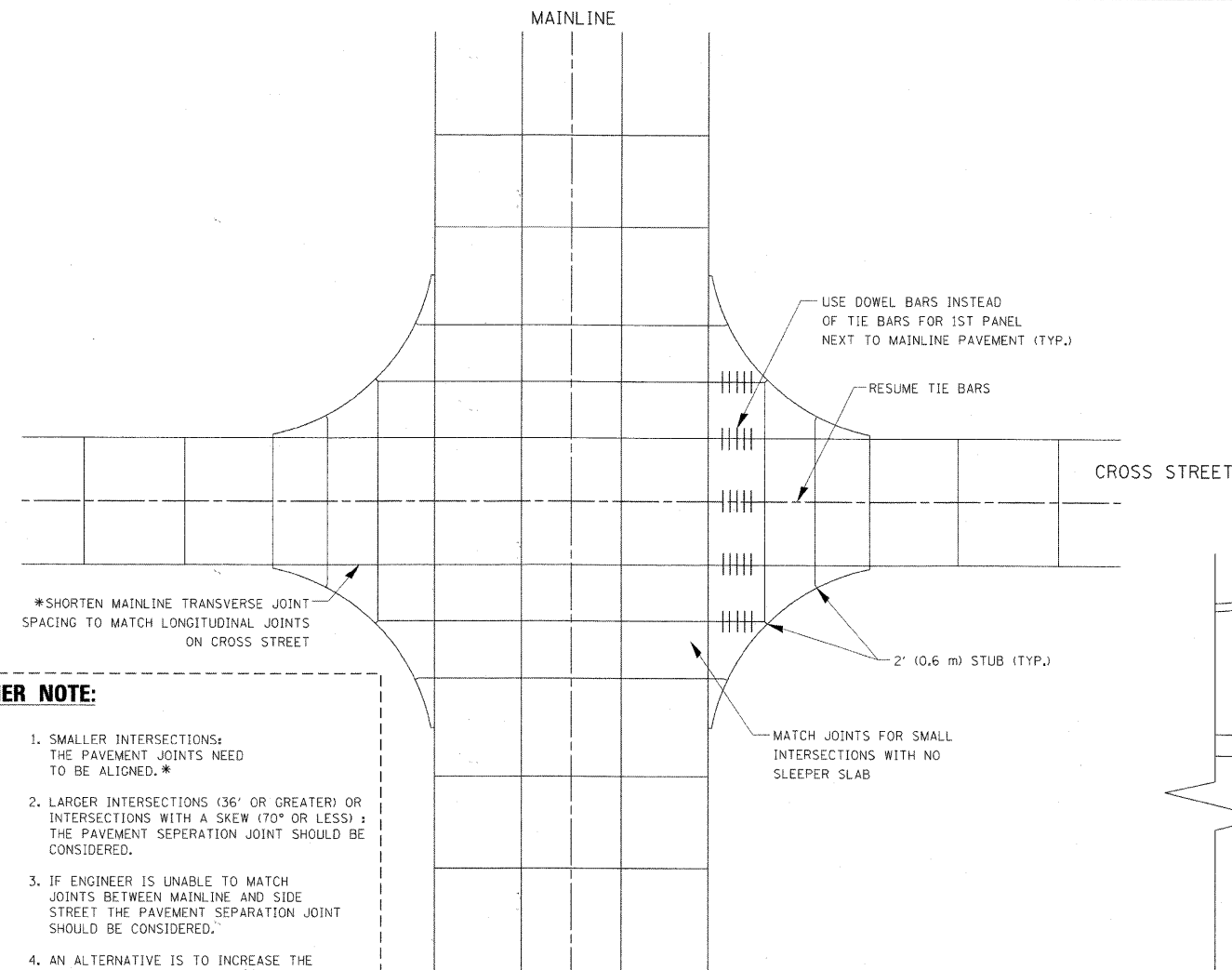


LEGEND:
 CASTING
 - - - - - SUITABLE SEMI-CIRCULAR FORM

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED

FILE NAME = W:\diststd\22x34\bd48.dgn	USER NAME = gegl1anobt	DESIGNED - A. ABBAS	REVISED - T. MATOUSEK 08-28-00	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PCC PAVEMENT ROUNDOUTS AT CURB AND GUTTER			F.A. RTE. 1537	SECTION 06-00050-00-GS	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 173
	PLOT SCALE = 50.0000' / IN.	CHECKED - A. ABBAS	REVISED - T. MATOUSEK 04-25-02		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	BD-48 CONTRACT NO. 63556				
PLOT DATE = 1/4/2008	DATE - 01-04-99	REVISED - P. LAFLEUR 08-27-02						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

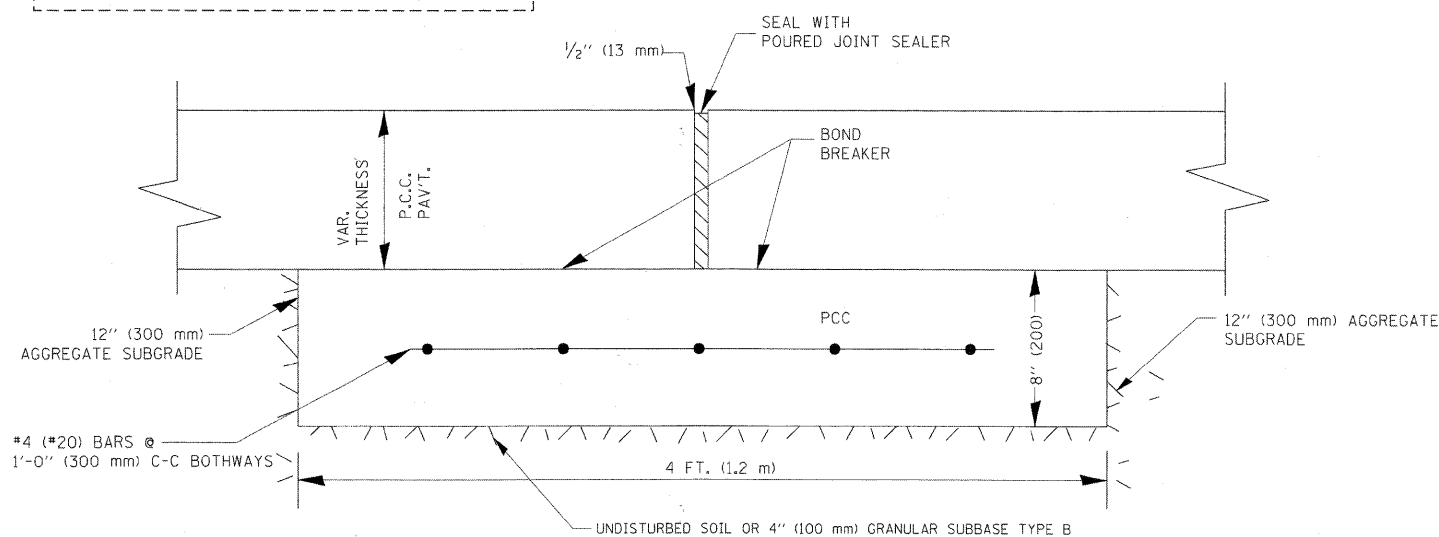
**THE USE OF
CROSS STREET PAVEMENT SEPARATION JOINTS
FOR SKEWED OR LARGE INTERSECTIONS
WHERE JOINTS MAY NOT MATCH**



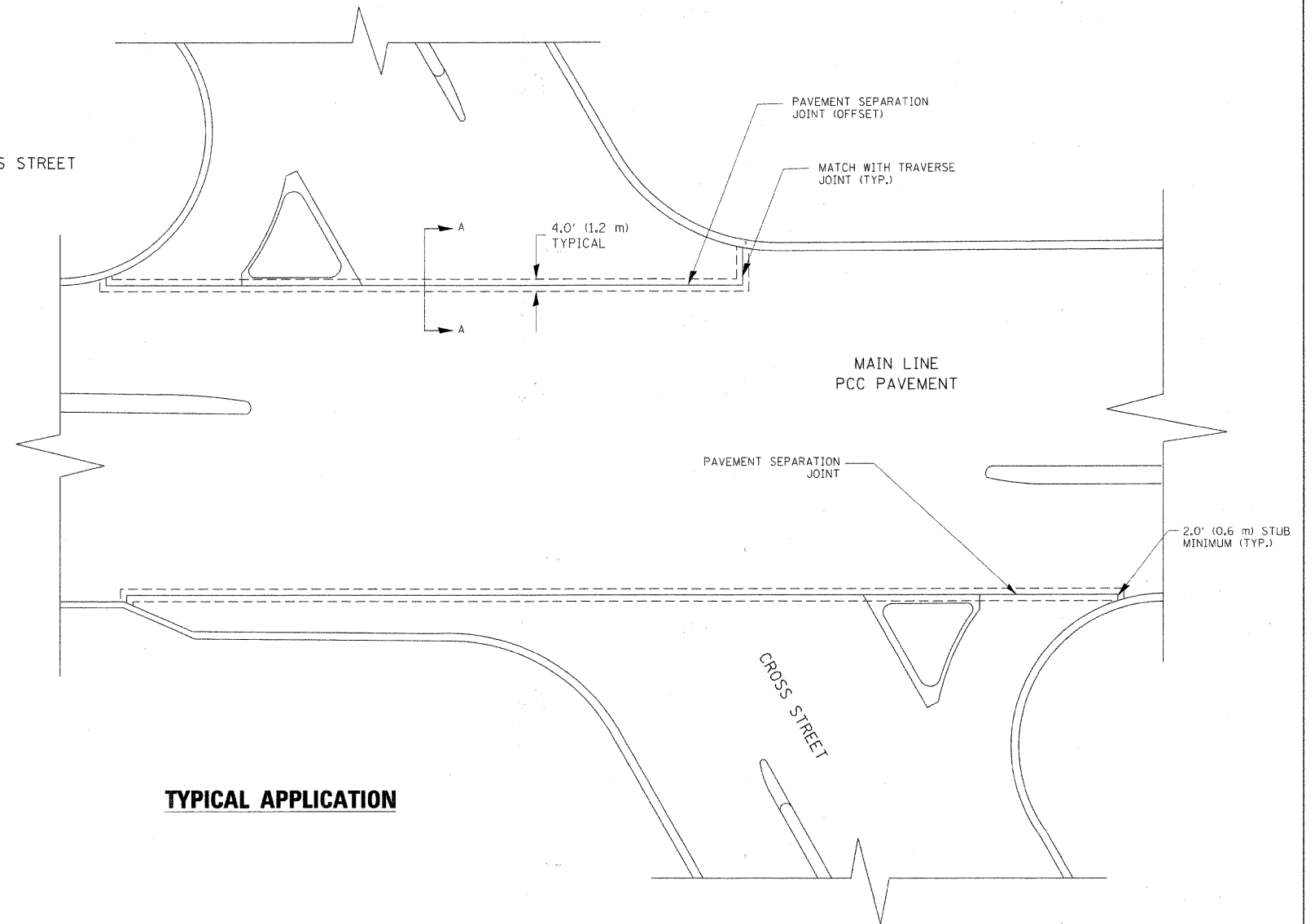
DESIGNER NOTE:

1. SMALLER INTERSECTIONS: THE PAVEMENT JOINTS NEED TO BE ALIGNED.*
2. LARGER INTERSECTIONS (36' OR GREATER) OR INTERSECTIONS WITH A SKEW (70° OR LESS): THE PAVEMENT SEPERATION JOINT SHOULD BE CONSIDERED.
3. IF ENGINEER IS UNABLE TO MATCH JOINTS BETWEEN MAINLINE AND SIDE STREET THE PAVEMENT SEPERATION JOINT SHOULD BE CONSIDERED.
4. AN ALTERNATIVE IS TO INCREASE THE PAVEMENT THICKNESSES BY 1/2" (13 mm) FOR THE LENGTH OF THE AFFECTED PANELS AT THE INTERSECTION.
5. FOR LARGE INTERSECTIONS (6 LANES OR MORE) WHERE JOINTS CAN BE MATCHED, USE #8 (25) DOWEL BARS INSTEAD OF #8 (25) TIE BARS AT EDGE OF MAINLINE PAVEMENT WHEN NO PAVEMENT SEPERATION JOINTS USED.

PLAN



PROPOSED SECTION A-A

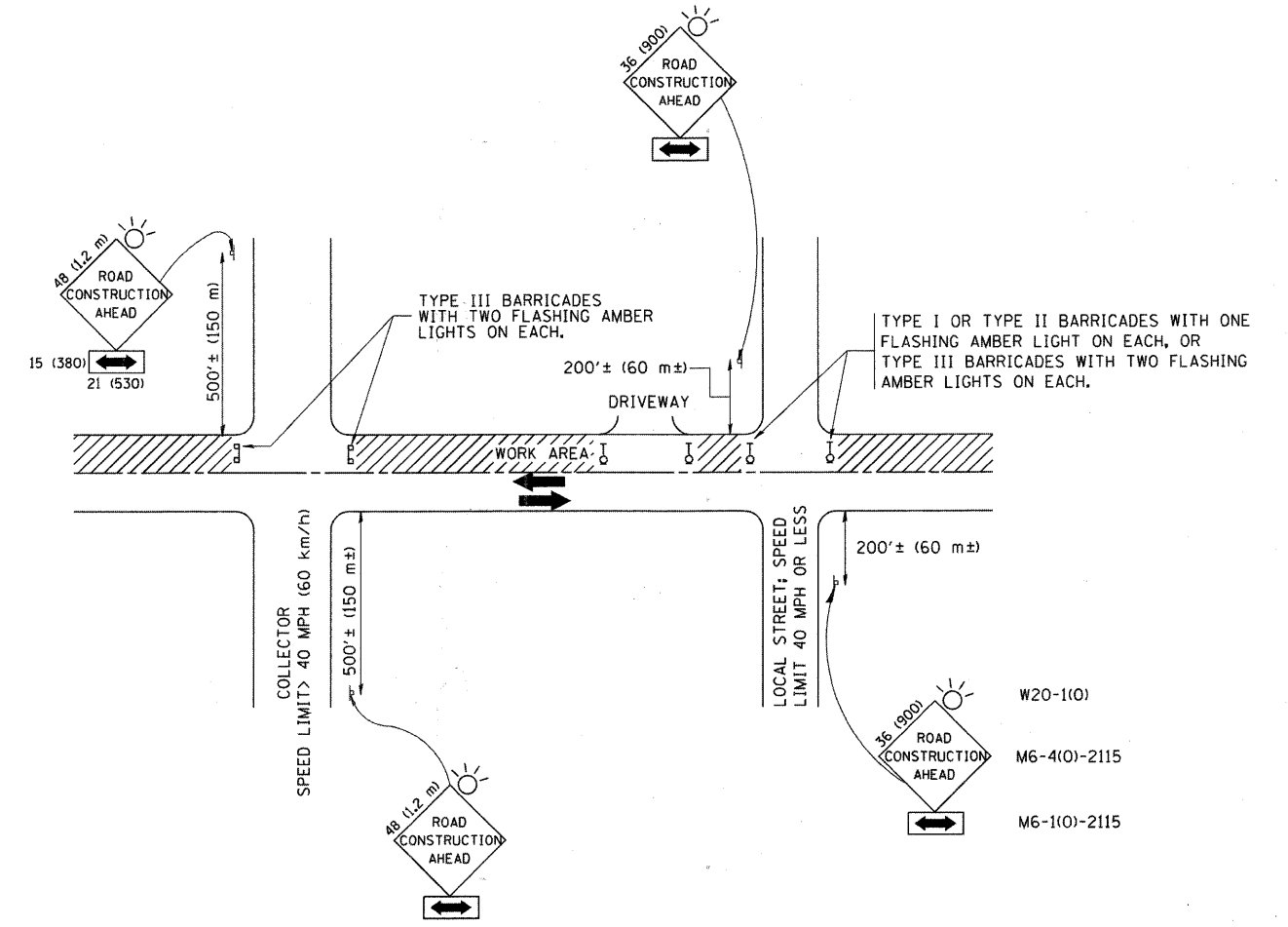


TYPICAL APPLICATION

NOTE:

1. JOINT FILLER SHALL CONSIST OF A SHEET OF 1/2" (13 mm) BITUMINOUS PREFORMED FIBER JOINT FILLER CONFORMING TO ARTICLE 1051.03 OF THE STANDARD SPECIFICATIONS.
2. THE JOINT SHALL BE SEALED WITH A HOT POUR JOINT SEALER CONFORMING TO ARTICLE 1050.02 OF THE STANDARD SPECIFICATIONS.
3. A SINGLE LAYER OF FELT ROOFING PAPER SHALL SERVE AS A BOND BREAKER.
4. JOINT SHALL CONTINUE THROUGH COMBINATION CURB & GUTTER OR PCC SHOULDER.
5. PAVEMENT SEPARATION JOINT IS TO BE PAID FOR AS "SLEEPER SLAB" AND IS TO BE MEASURED IN PLACE BY THE LINEAL FOOT.
6. BOND BREAKER AND 1/2" (13 mm) JOINT AND FILLER SHALL BE INCIDENTAL TO THE PAY ITEM "SLEEPER SLAB".

FILE NAME = bd52.dgn	USER NAME = gaglianobt	DESIGNED - -	REVISED - CADD 06-18-10	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAIL OF PAVEMENT SEPARATION JOINT FOR JOINTED PCC PAVEMENTS AT INTERSECTIONS		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 50.0000' / IN.	DRAWN - -	REVISED - -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	1537	06-00050-00-GS	COOK	209	174
	PLOT DATE = 6/18/2010	CHECKED - -	REVISED - -				TO STA.		BD52			
		DATE - -	REVISED - -									CONTRACT NO. 63556



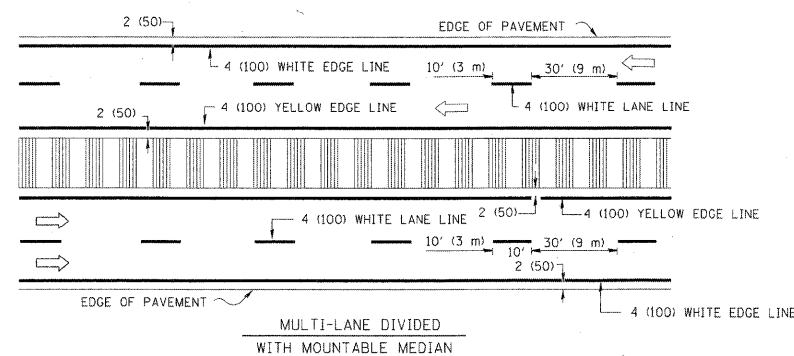
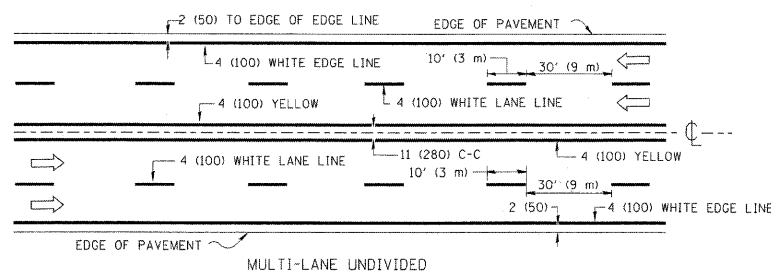
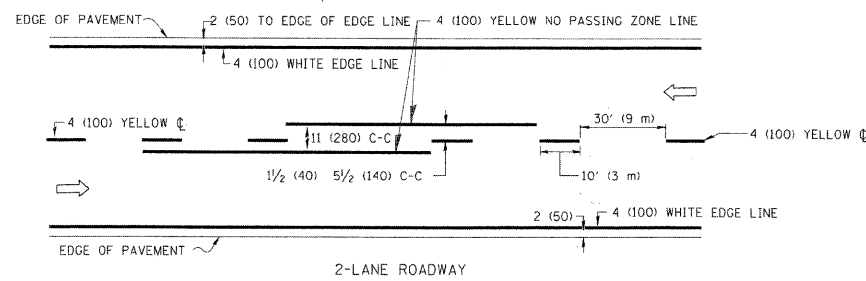
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
- SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
 - SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
 - WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:
- USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

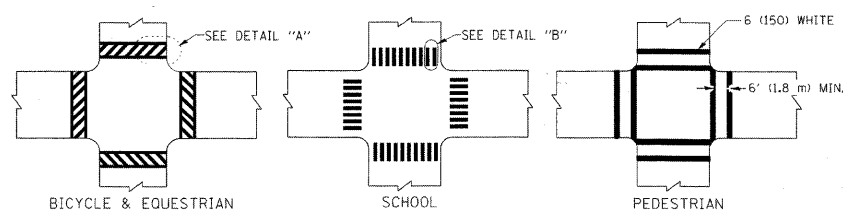
All dimensions are in millimeters (inches) unless otherwise shown.

FILE NAME = W:\diststd\22x34\td10.dgn	USER NAME = gaglianobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS			F.A. - RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - A. HOUSEH 03-06-96		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	1537	06-00050-00-GS	COOK	209	175
		PLOT SCALE = 50,000' / IN.	REVISED - A. HOUSEH 10-15-96					TC-10			CONTRACT NO. 63556	
		PLOT DATE = 1/4/2000	REVISED - T. RAMMACHER 01-06-00					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
		DATE - 06-89										

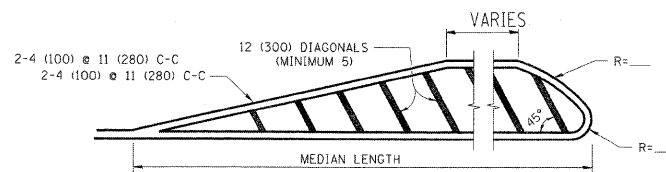
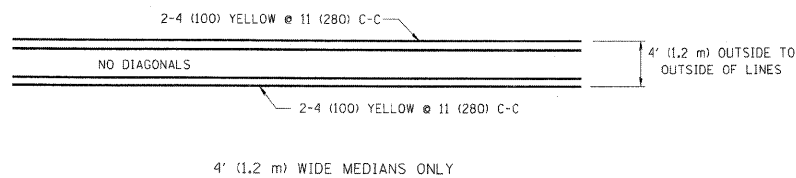


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

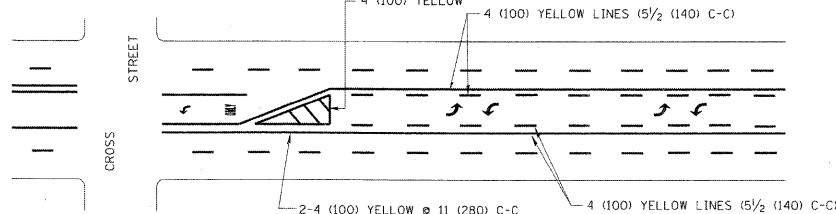


TYPICAL CROSSWALK MARKING

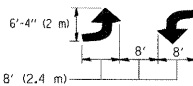


FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.
 DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
 75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
 150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

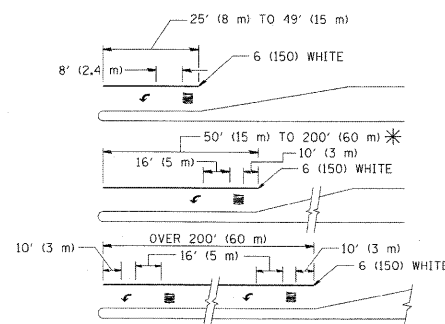


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

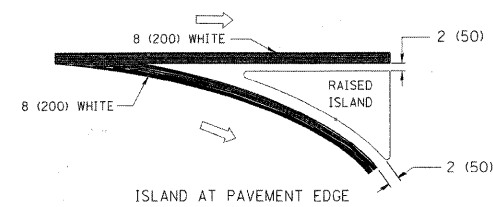
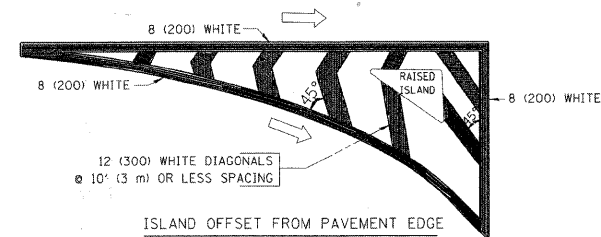


FULL SIZE LETTERS 8" (2.4 m) AND ARROWS SHALL BE USED.
 * AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8" (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

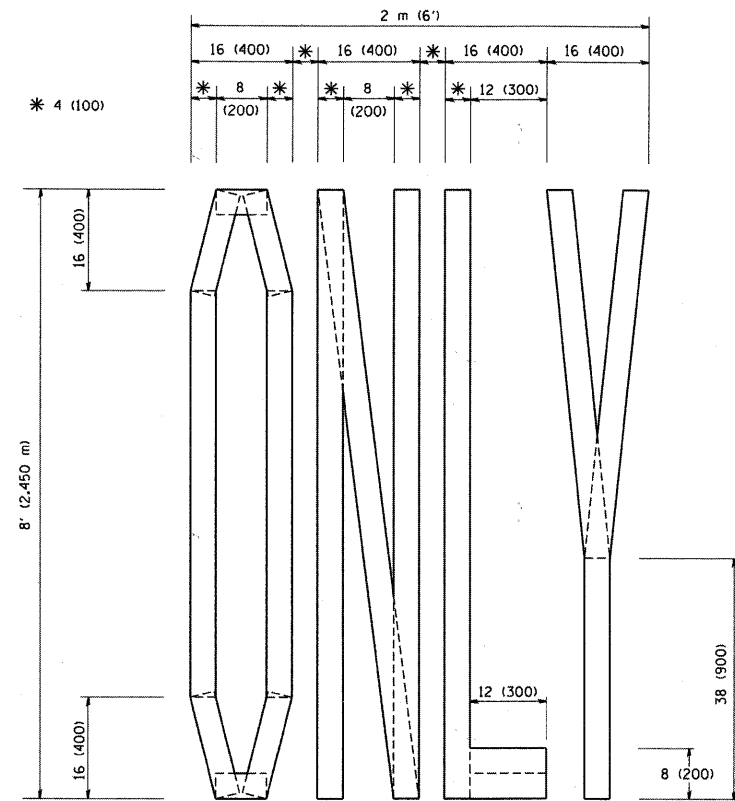
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c:\pwork\pwork\drivakosgn\d0108315\to3.dgn		DRAWN	REVISED = C. JUCIUS 09-09-09
	PLOT SCALE = 50.000 ' / IN.	CHECKED	REVISED
	PLOT DATE = 9/9/2009	DATE = 03-19-90	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

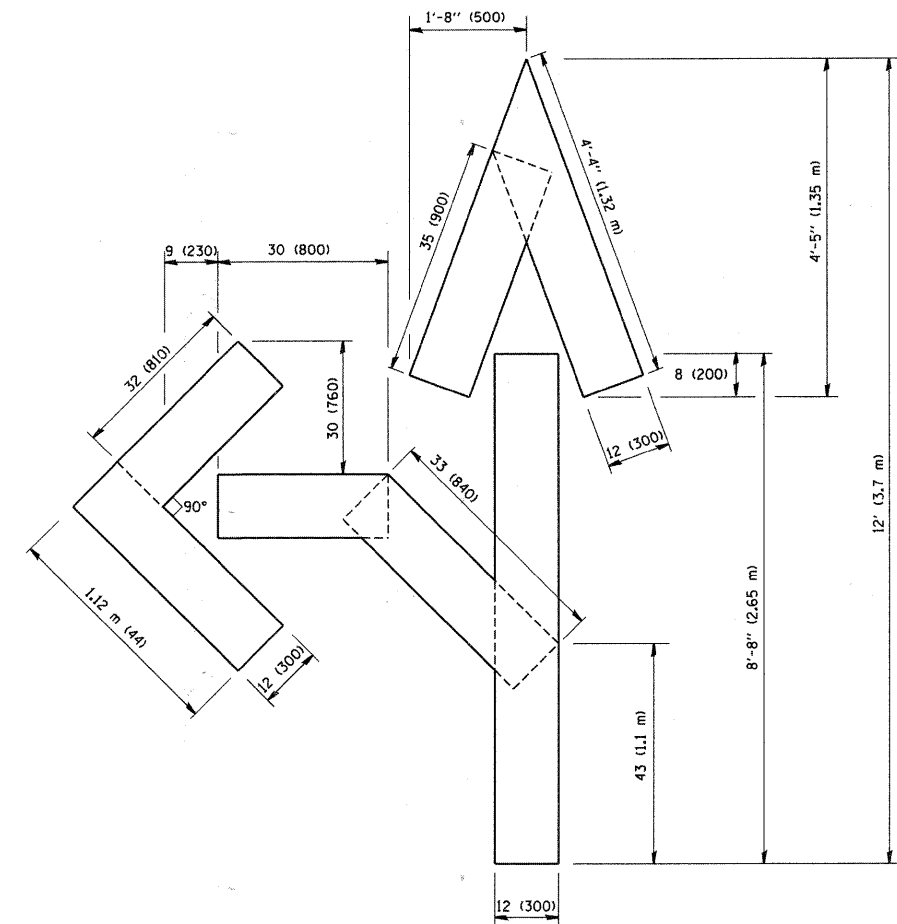
DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

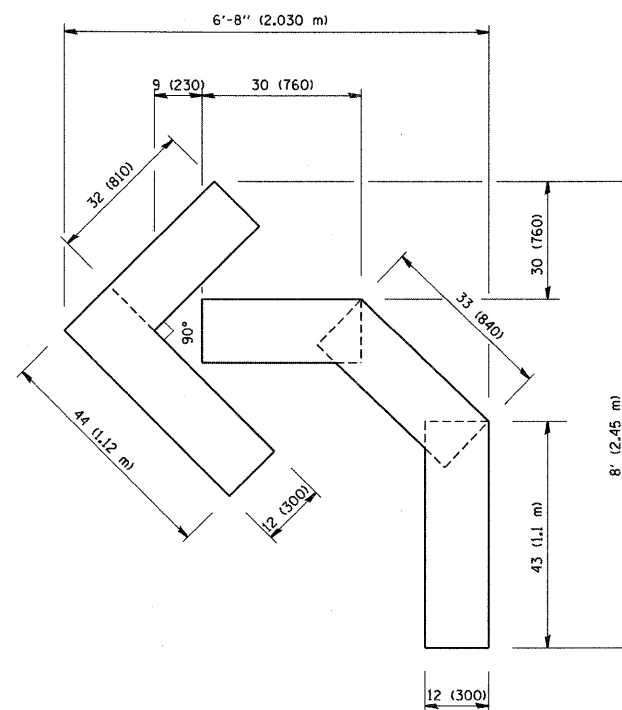
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	176
TC-13		CONTRACT NO. 63556		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



QUANTITY
 4 (100) LINE = 64.1 ft. (19.7 m)
 21.1 sq. ft. (1.97 sq. m)



QUANTITY
 4 (100) LINE = 82.5 ft. (25.3 m)
 27.5 sq. ft. (2.53 sq. m)



QUANTITY
 4 (100) LINE = 45.5 ft. (13.9 m)
 15.2 sq. ft. (1.39 sq. m)

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

FILE NAME = W:\diststd\22x34\tcl6.dgn	USER NAME = gegliemobt	DESIGNED -	REVISED -T. RAMMACHER 06-05-96
		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 50.0000 "/ IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 1/4/2008	DATE = 09-18-94	REVISED -E. GOMEZ 08-28-00

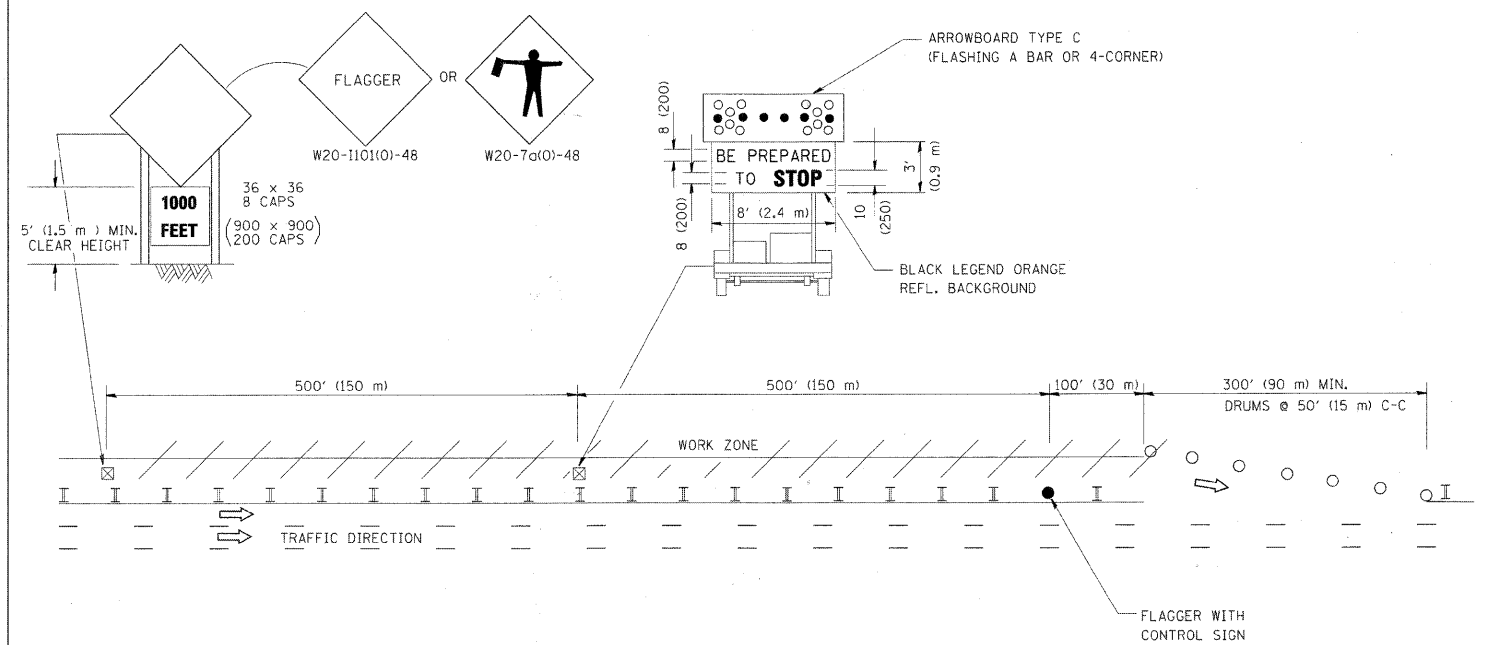
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

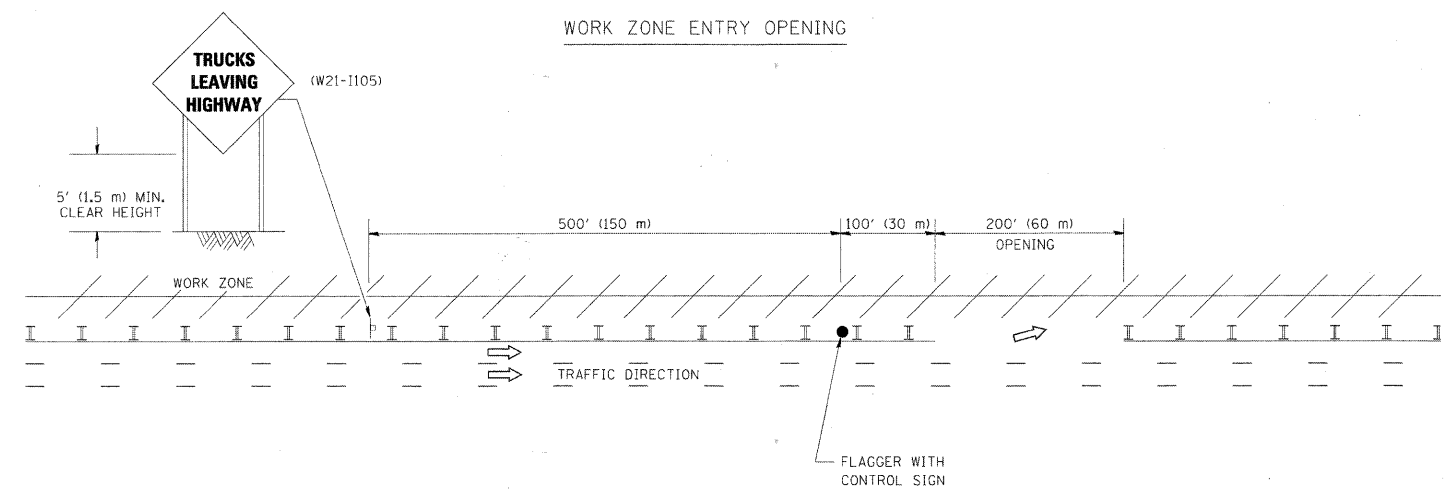
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	177
TC-16			CONTRACT NO. 63556	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING

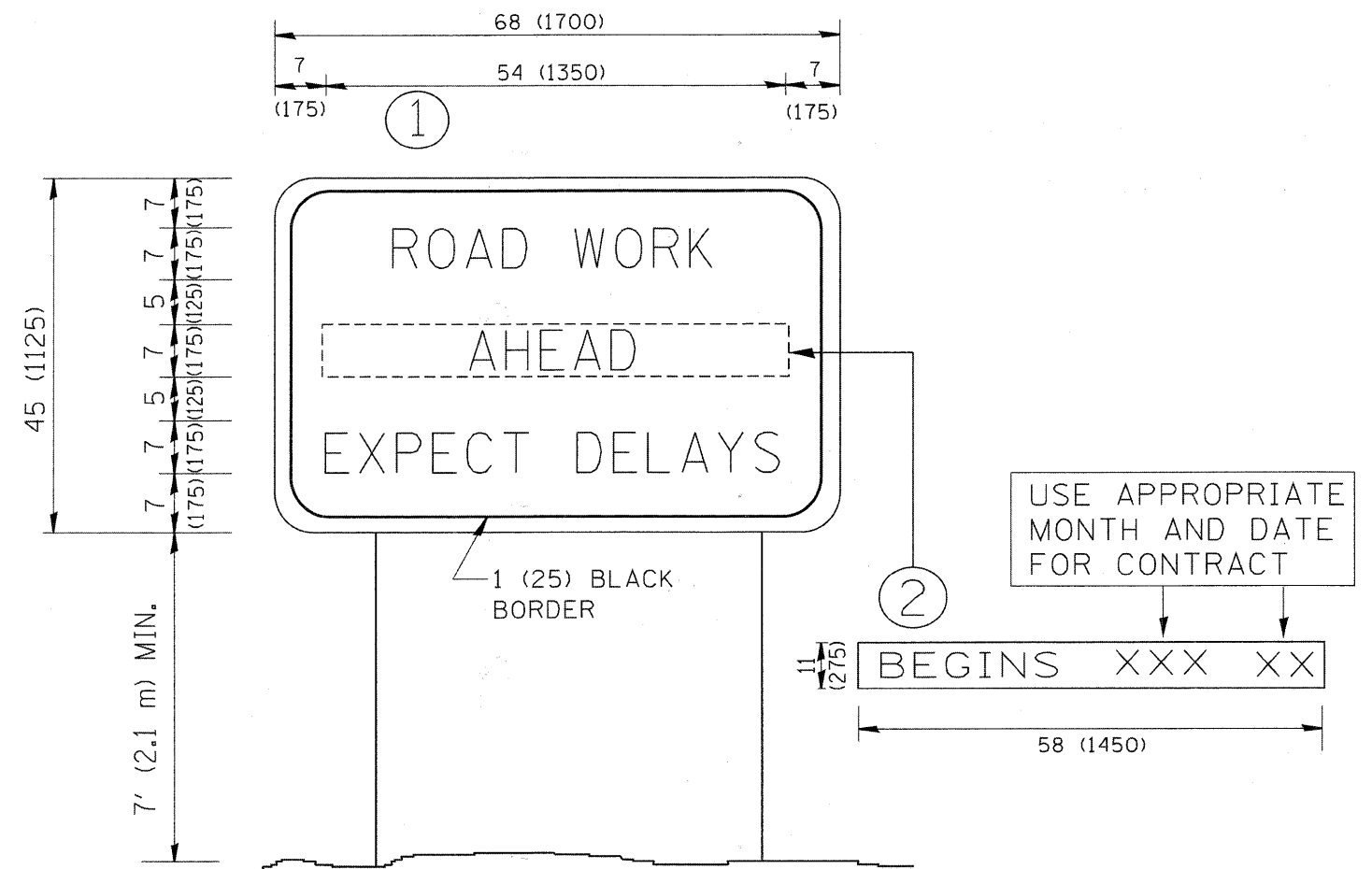


NOTES:

1. THE ARROWBOARD, THE FLAGGER AHEAD SIGN AND THE TRUCKS LEAVING HIGHWAY SIGN SHALL BE REMOVED OR TURNED AWAY FROM TRAFFIC AND THE EXIT AND ENTRY OPENINGS SHALL BE CLOSED WHEN THE FLAGGING OPERATION CEASES. NON OPERATING EQUIPMENT SHALL COMPLY WITH ARTICLE 701.11
2. WORK ZONE EXIT OPENINGS SHOULD BE A MINIMUM OF ONE HALF MILE APART.
3. EXITING THE WORK ZONE AT ANY PLACE OTHER THAN AT A WORK ZONE EXIT OPENING WILL BE PROHIBITED.
4. ALL VEHICLES SHALL ENTER THE WORK ZONE AT ENTRY OPENINGS, USING THEIR TURN SIGNALS TO WARN MOTORISTS

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME = w:\diststd\22x34\tbl8.dgn	USER NAME = legso	DESIGNED -	REVISED - J.A.F. 04-03	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50,000 / IN.	DRAWN -	REVISED - J.A.F. 02-06					1537	06-00050-00-GS	COOK	209	178
	PLOT DATE = 1/26/2010	CHECKED -	REVISED - S.P.B. 01-07					TC-18			CONTRACT NO. 63556	
		DATE -	REVISED - S.P.B. 12-09					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT



NOTES:

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

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

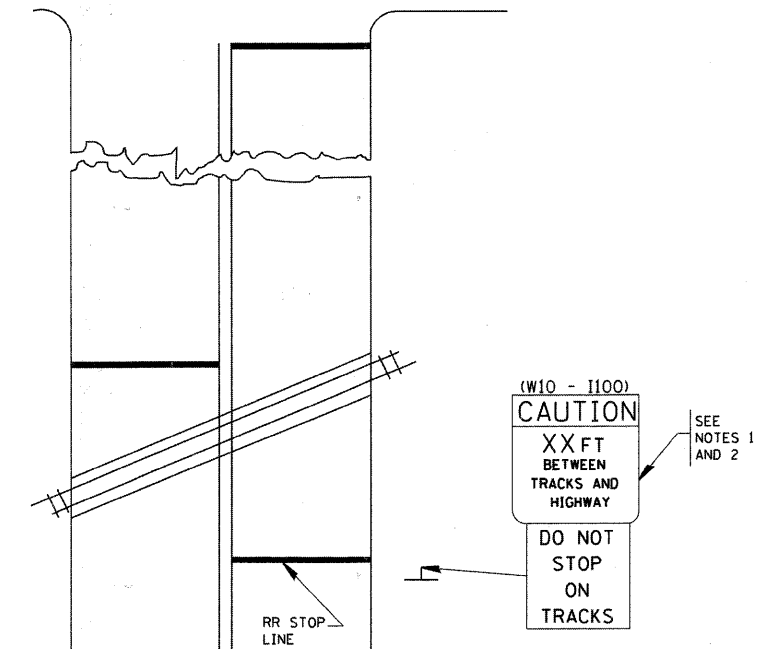
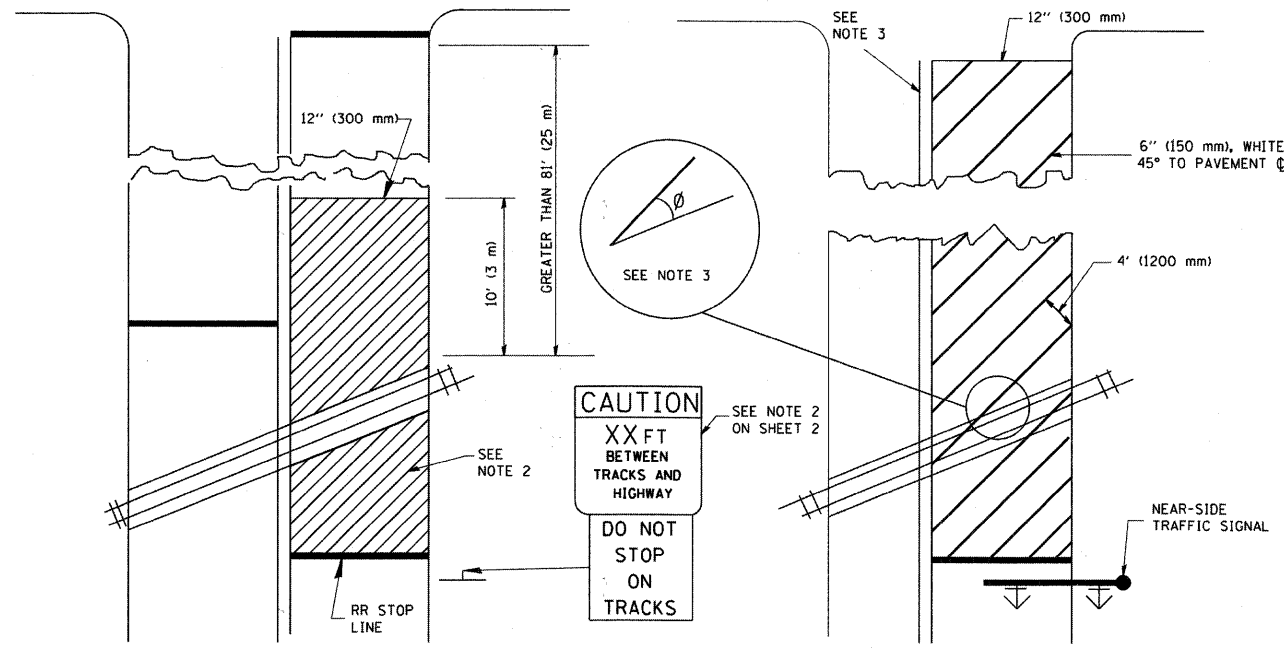
FILE NAME = W:\diststd\22x34\tc22.dgn	USER NAME = gegli@icbt	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN		F.A. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50,000 ' / IN.	DRAWN -	REVISED - R. MIRS 12-11-97		1537	06-00050-00-GS	COOK	209	179		
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - T. RAMMACHER 02-02-99		TC-22		CONTRACT NO. 63556				
	DATE -	REVISED - C. JUCIUS 01-31-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

WITH INTERSECTION TRAFFIC SIGNALS

WITH NEAR-SIDE TRAFFIC SIGNALS

WITH NONSIGNALIZED INTERSECTION

81' (25 m) OR LESS TO CLOSEST RAIL



NOTES:

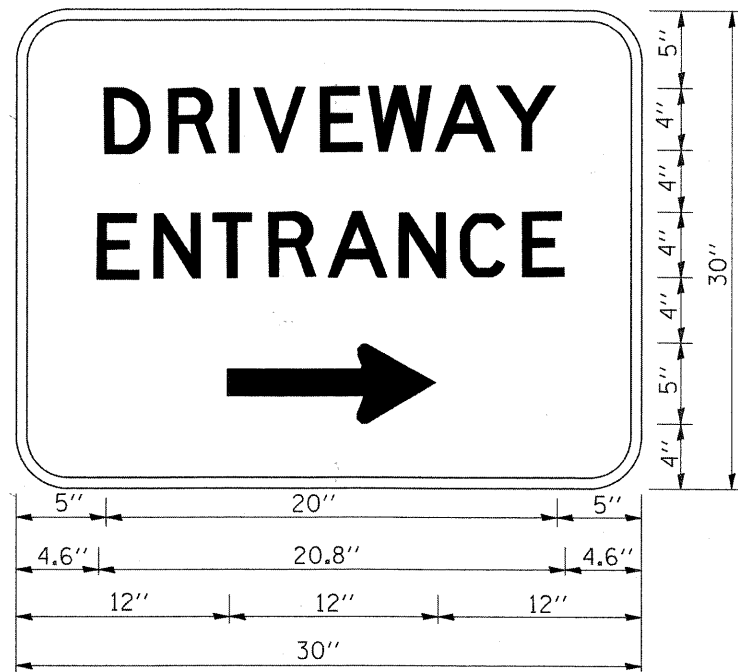
- PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
- WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED, THE PAVEMENT MARKINGS EXTENDS TO THE INTERSECTION.
- WHERE THE ANGLE BETWEEN THE DIAGONAL STRIPES AND THE TRACK (θ) WOULD BE LESS THAN APPROXIMATELY 20°, THE STRIPES SHOULD BE SLOPED IN THE OPPOSITE DIRECTION FROM THAT SHOWN.

NOTE 1:

- DISTANCE TO BE SHOWN ON SIGN MEASURED FROM A POINT 6 FEET (1.8 m) FROM THE RAIL CLOSEST TO THE INTERSECTION TO THE STOP LINE OR CROSSWALK, WHICHEVER IS CLOSEST, ROUNDED DOWN TO THE NEAREST 5 FEET (1.5 m). WHERE THERE IS NO STOP LINE, MEASURE TO POINT WHERE THE DRIVER HAS A VIEW OF APPROACHING TRAFFIC.
- THE CLEARANCE SIGN IS ALSO TO BE USED AS AN INTERIM MEASURE AT LOCATIONS WITH INTERCONNECTED INTERSECTION TRAFFIC SIGNALS WHERE IT IS PLANNED TO CHANGE THEM TO NEAR-SIDE SIGNALS AT A FUTURE TIME. IN THIS CASE, THE DISTANCE TO BE SHOWN ON THE SIGN IS MEASURED FROM THE EDGE OF THE STRIPED-OUT AREA INSTEAD OF 6-FEET FROM THE RAIL. THE SIGN IS TO BE REMOVED WHEN THE NEAR-SIDE SIGNALS ARE INSTALLED AND THE PAVEMENT MARKINGS EXTEND TO THE INTERSECTION.

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

FILE NAME = W:\diststd\22x34\tc23.dgn	USER NAME = geglionobt	DESIGNED -	REVISED - 01-01-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSINGS		F.A. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 50,000 "/ IN.	DRAWN -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	1537	06-00050-00-GS	COOK	209	180
	PLOT DATE = 1/4/2008	CHECKED -	REVISED -				TO STA.	TC-23		CONTRACT NO. 63556		
		DATE	REVISED -					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

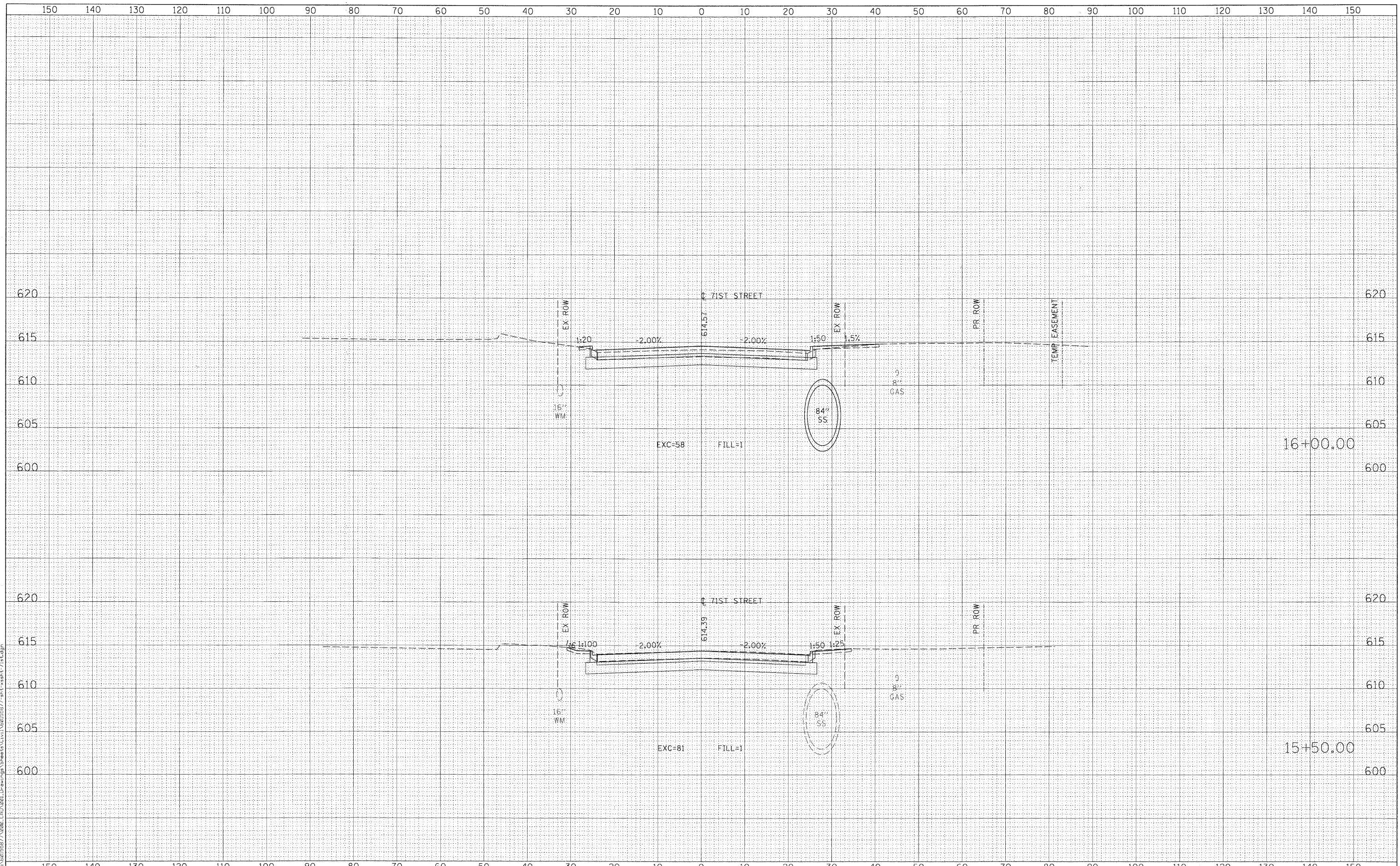
NOTES:

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

FILE NAME = W:\diststd\22x34\tc26.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - C. JUCIUS 02-15-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY ENTRANCE SIGNING			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50,000 ' / IN.	DRAWN -	REVISED -					1537	06-00050-00-GS	COOK	209	181
PLOT DATE = 1/4/2008	CHECKED -	REVISIED -	REVISIED -	SCALE: NONE	SHEET NO. 1	OF 1	SHEETS	STA.	TO STA.	TC-26 FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		
	DATE -	REVISIED -	REVISIED -							CONTRACT NO. 63556		

DATE	
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TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
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SUPERVISED	
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TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	



USER NAME = manj	DESIGNED - NJH	REVISED -
PLLOT SCALE = 10.000' / 1"	DRAWN - NJH	REVISED -
PLLOT DATE = 2/17/2011	CHECKED - TJW	REVISED -
	DATE - DECEMBER 12, 2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS - 71ST STREET

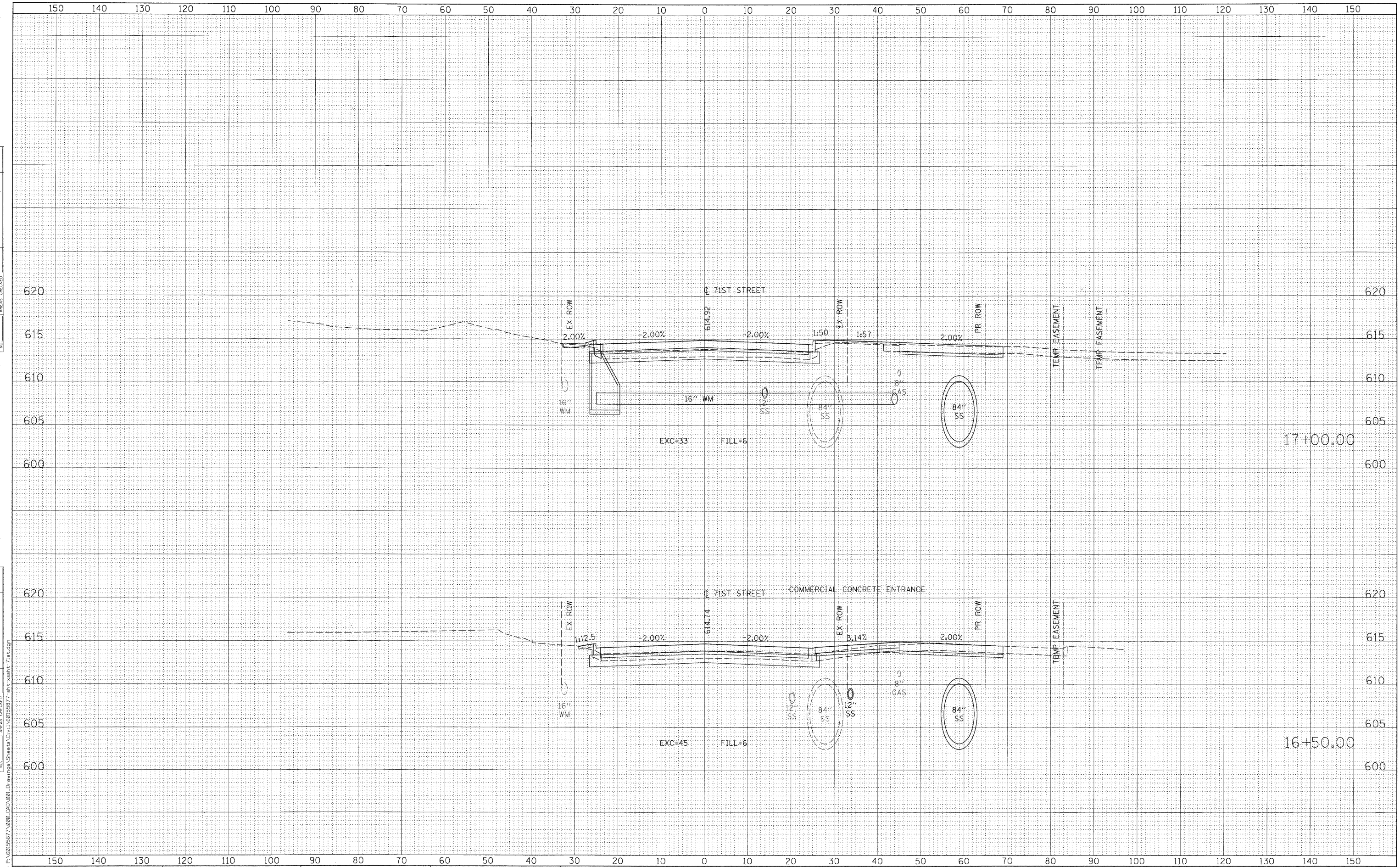
H: 1"=10', V: 1"=5' SHEET NO. 1 OF 20 SHEETS STA. 15+50.00 TO STA. 16+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-CA	COOK	209	182
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

FILE NAME = P:\60158877\000 CAD\001.Dr\dwg\Shasta\Civil\60158877-nt-ssah\71st.dgn

BY	DATE
SURVEYED	
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TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
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BY	DATE
ORIGINAL SURVEY	
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NOTE BOOK	
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USER NAME = mnmj	DESIGNED - NJH	REVISED -
PLOT SCALE = 10,000' / in.	DRAWN - NJH	REVISED -
PLOT DATE = 2/17/2011	CHECKED - TJW	REVISED -
DATE - DECEMBER 12, 2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

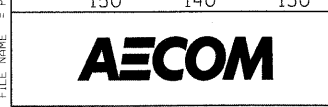
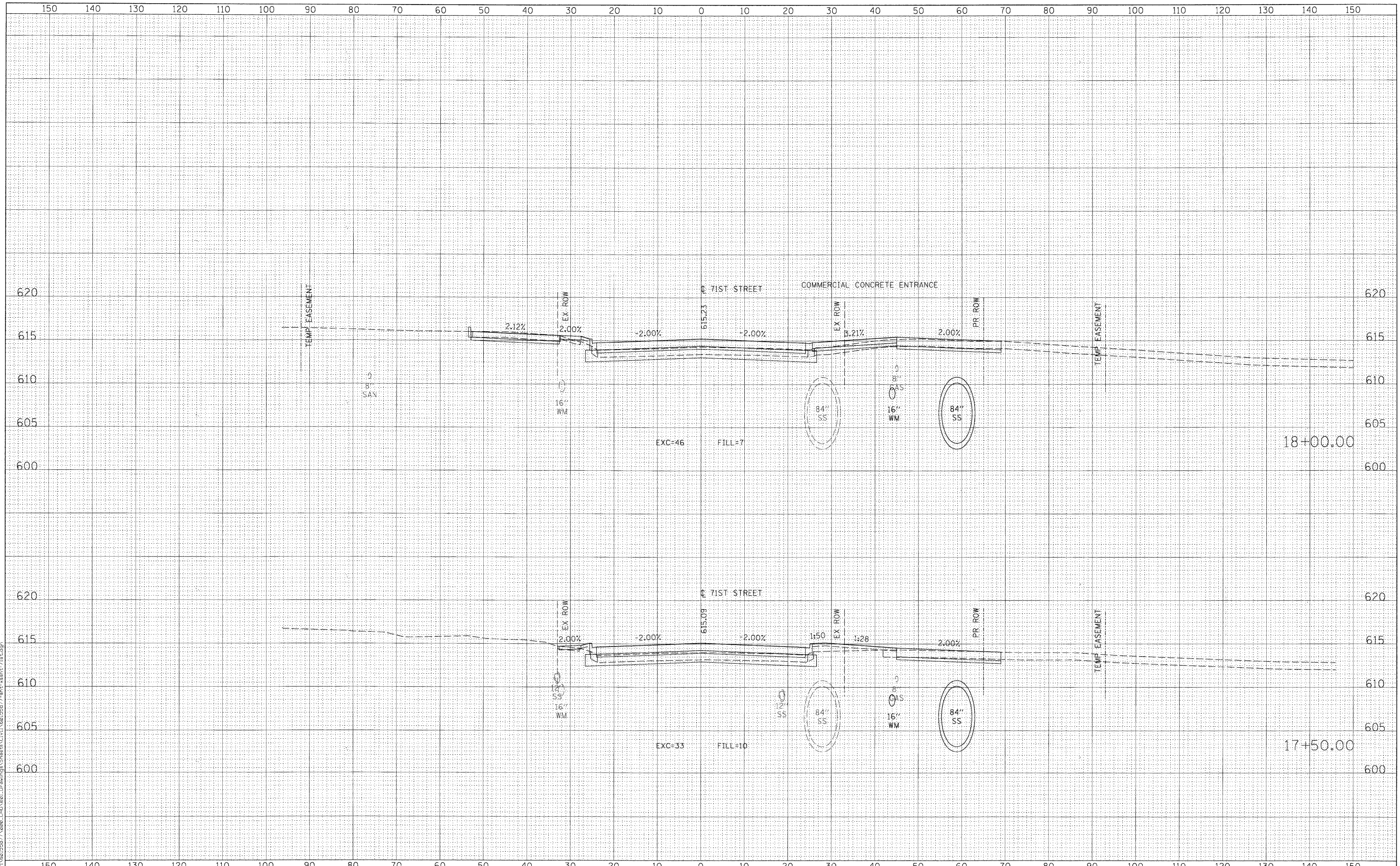
CROSS SECTIONS - 71ST STREET

H: 1"=10', V: 1"=5' SHEET NO. 2 OF 20 SHEETS STA. 16+50.00 TO STA. 17+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GA	COOK	209	183
				CONTRACT NO. 63556
ILLINOIS FED. AID PROJECT				

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



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PLOT SCALE	= 10.000' / in.	DRAWN	- NJH	REVISED	-
PLOT DATE	= 2/17/2011	CHECKED	- TJW	REVISED	-
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS - 71ST STREET

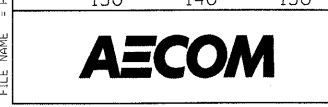
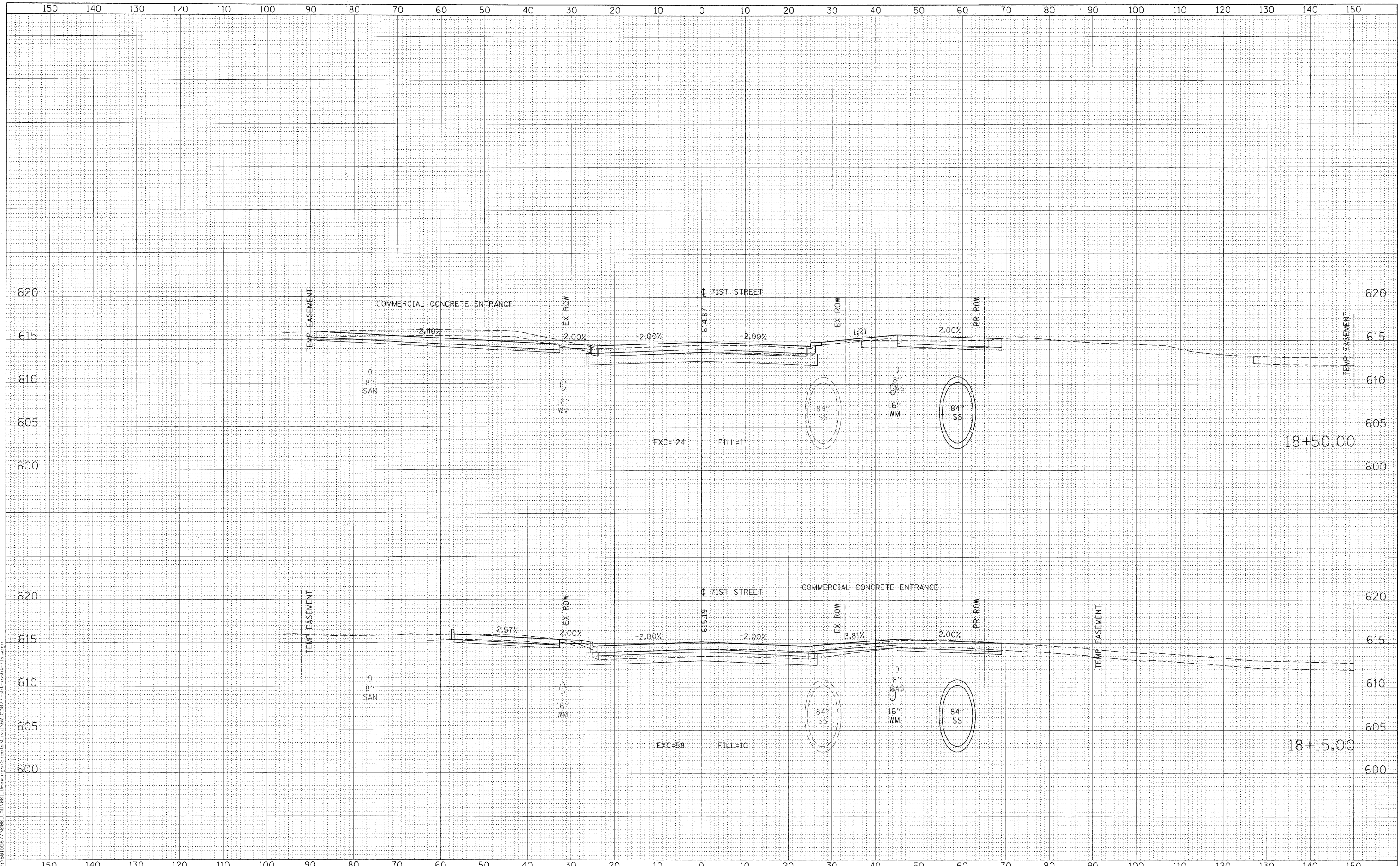
H: 1"=10', V: 1"=5' SHEET NO. 3 OF 20 SHEETS STA. 17+50.00 TO STA. 18+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GA	COOK	209	184
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

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



USER NAME = mahnj	DESIGNED - NJH	REVISD -
PLOT SCALE = 10.000 / 1"	DRAWN - NJH	REVISD -
PLOT DATE = 2/17/2011	CHECKED - TJW	REVISD -
	DATE - DECEMBER 12, 2010	REVISD -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS - 71ST STREET

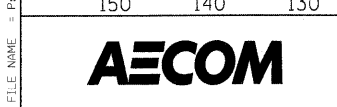
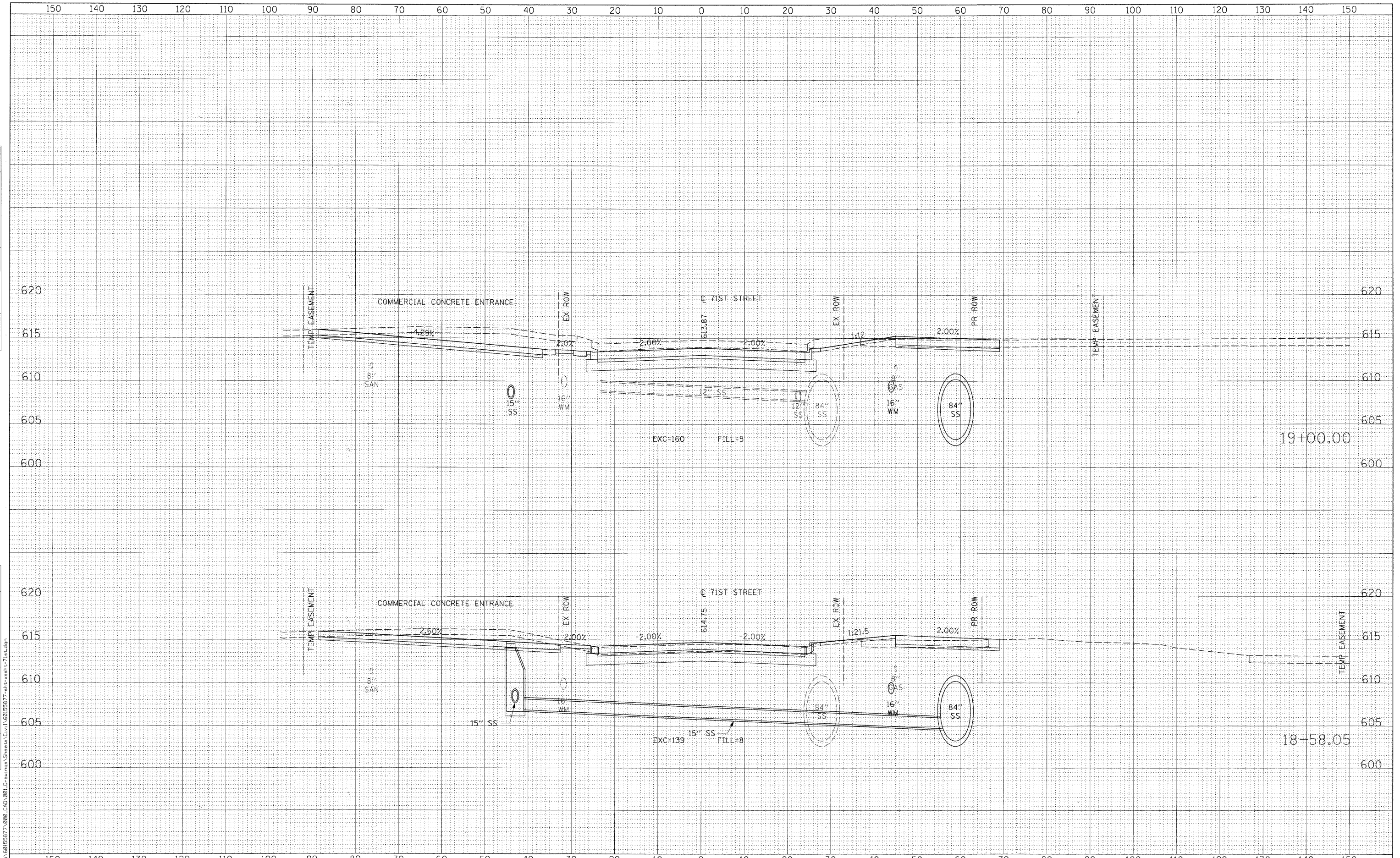
H: 1"=10', V: 1"=5' SHEET NO. 4 OF 20 SHEETS STA. 18+15.00 TO STA. 18+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GA	COOK	209	185
				CONTRACT NO. 63556
ILLINOIS FED. AID PROJECT				

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NOTE BOOK	PLOTTED
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ORIGINAL SURVEY	SURVEYED
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NO.	TEMPLATE
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PLOT SCALE = 10.000' / in.	DRAWN - NJH	REVISED -
PLOT DATE = 2/17/2011	CHECKED - TJW	REVISED -
	DATE - DECEMBER 12, 2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS - 71ST STREET

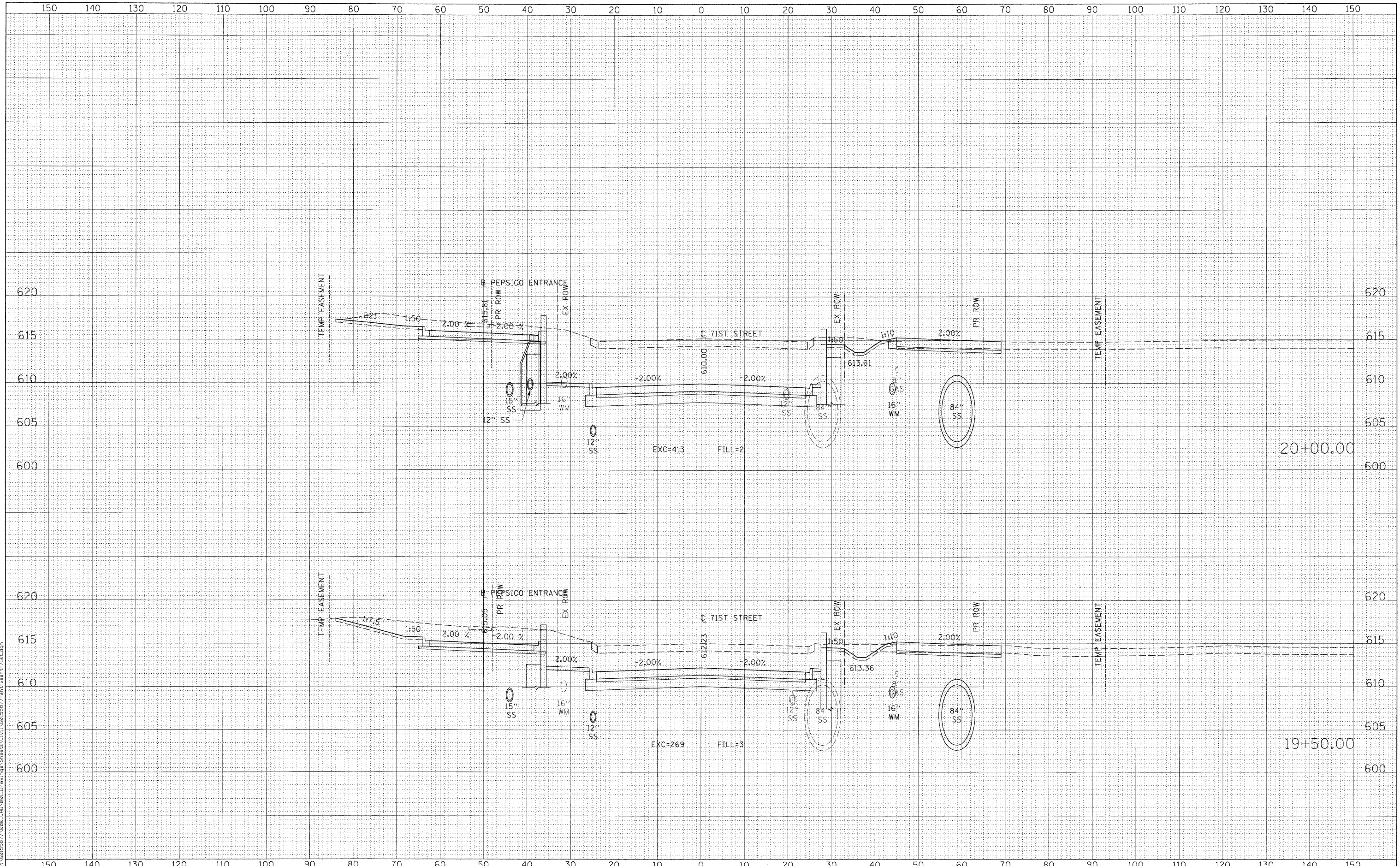
H: 1"=10', V: 1"=5' SHEET NO. 5 OF 20 SHEETS STA. 18+58.05 TO STA. 19+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GA	COOK	209	186
				CONTRACT NO. 63556
ILLINOIS FED. AID PROJECT				

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ORIGINAL SURVEY	SURVEYED
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NO.	TEMPLATE
	AREAS CHECKED



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USER NAME = mahnj	DESIGNED - NJH	REVISED -
PLOT SCALE = 10.000' / in.	DRAWN - NJH	REVISED -
PLOT DATE = 2/17/2011	CHECKED - TJW	REVISED -
	DATE - DECEMBER 12, 2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

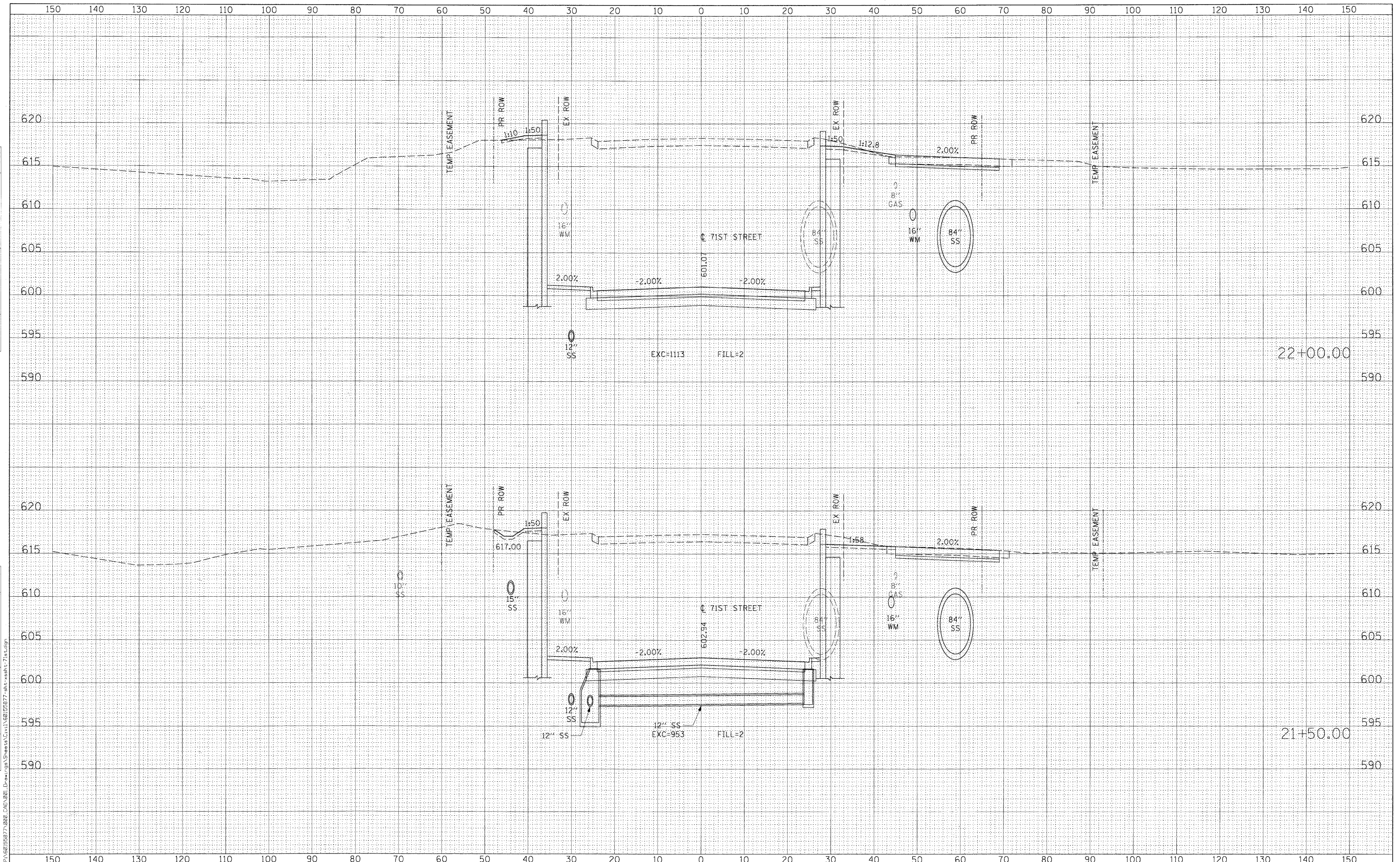
CROSS SECTIONS - 71ST STREET

H: 1"=10', V: 1"=5' SHEET NO. 6 OF 20 SHEETS STA. 19+50.00 TO STA. 20+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GA	COOK	209	187
				CONTRACT NO. 63556
ILLINOIS FED. AID PROJECT				

DATE	BY
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PLOT SCALE = 10.000' / 1"	DRAWN - NJH	REVISED -
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	DATE - DECEMBER 12, 2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

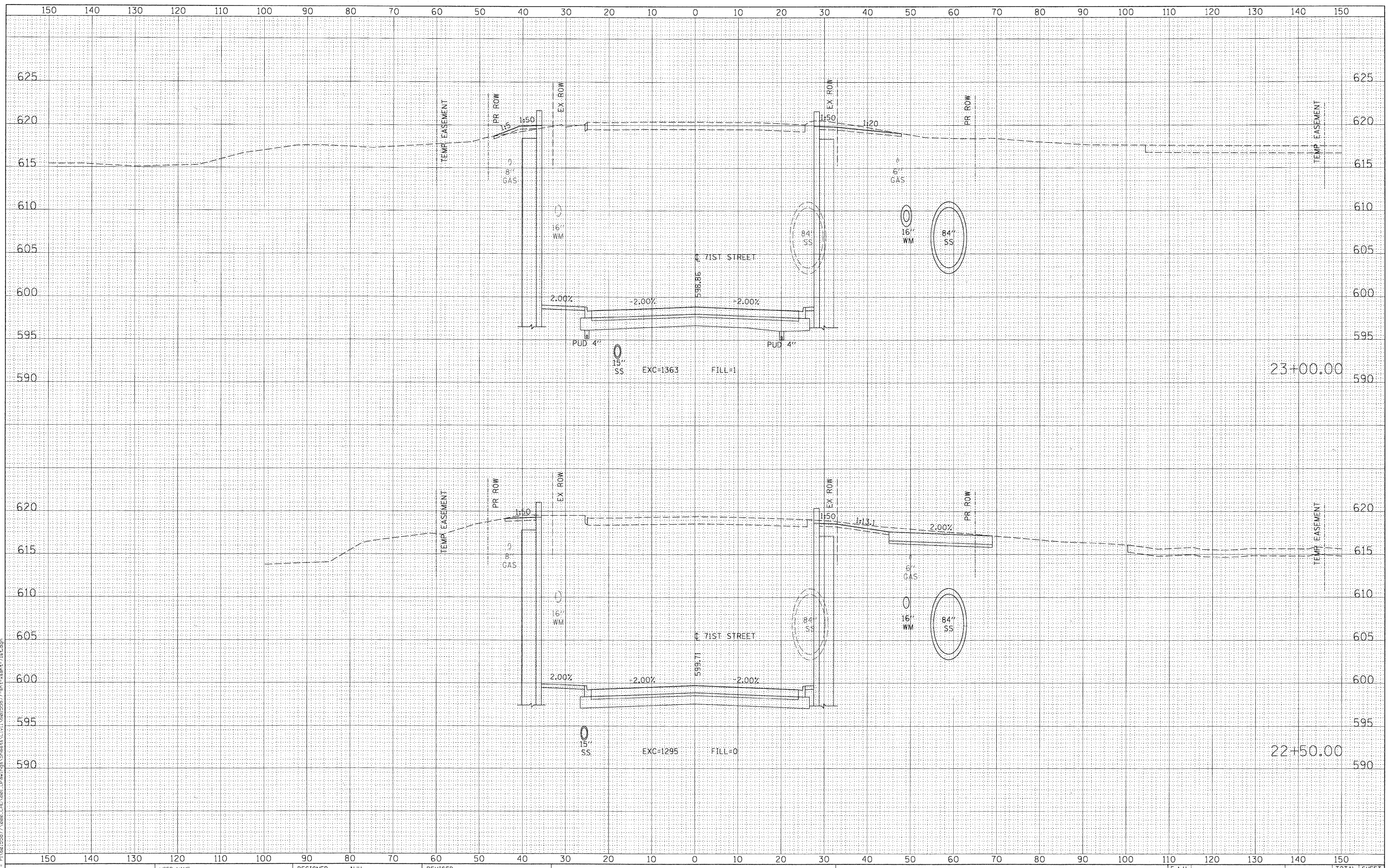
CROSS SECTIONS - 71ST STREET

H: 1"=10', V: 1"=5' SHEET NO. 8 OF 20 SHEETS STA. 21+50.00 TO STA. 22+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GA	COOK	209	189
				CONTRACT NO. 63556
ILLINOIS FED. AID PROJECT				

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USER NAME = manuj	DESIGNED - NJH	REVISED -
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	DATE - DECEMBER 12, 2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

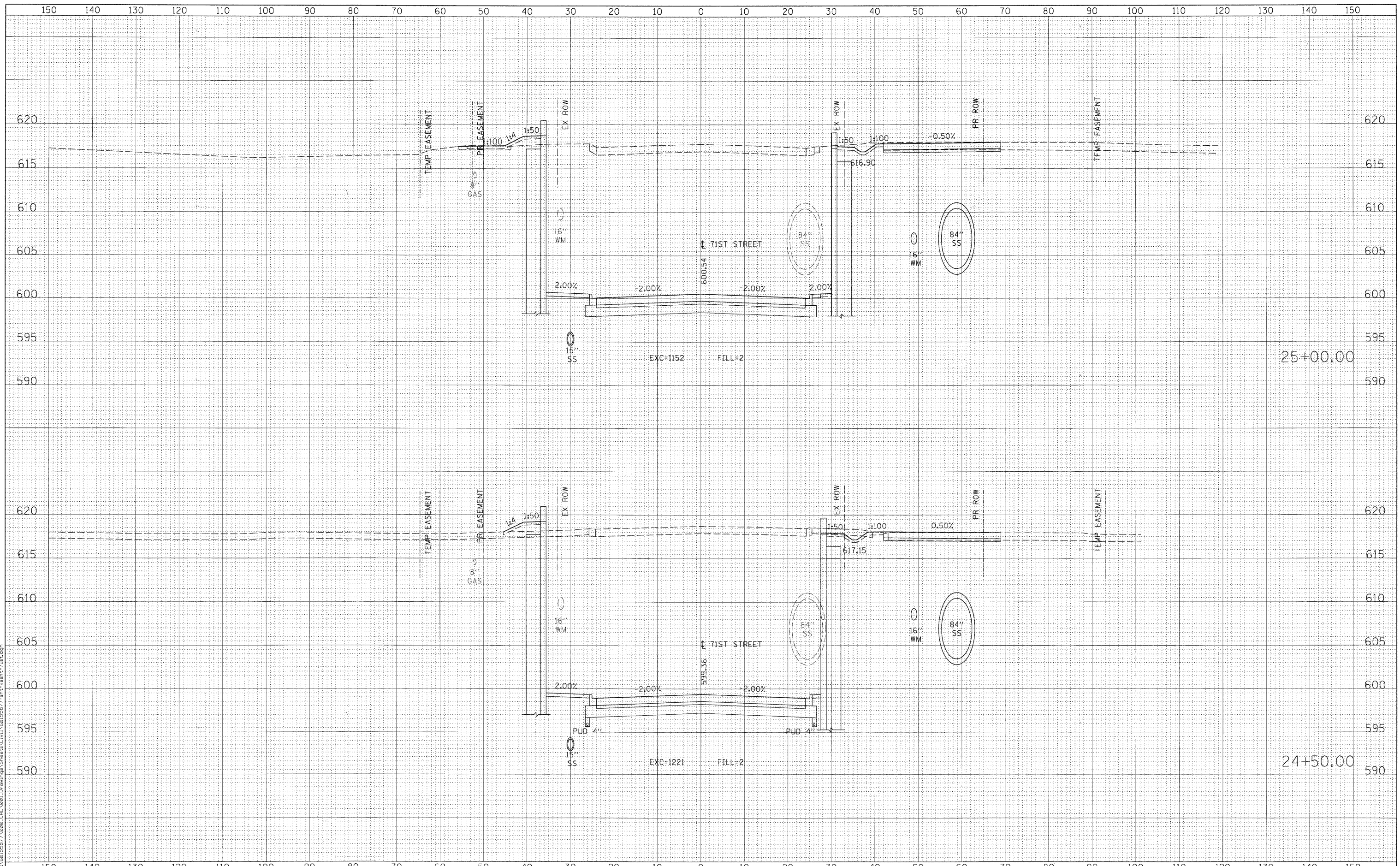
CROSS SECTIONS - 71ST STREET

H: 1"=10', V: 1"=5' SHEET NO. 9 OF 20 SHEETS STA. 22+50.00 TO STA. 23+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GA	COOK	209	190
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

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FINAL SURVEY	SURVEYED
NOTE BOOK NO.	PLOTTED
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NOTE BOOK NO.	PLOTTED
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USER NAME = merrj	DESIGNED - NJH	REVISED -
PLOT SCALE = 10.000' / in.	DRAWN - NJH	REVISED -
PLOT DATE = 2/17/2011	CHECKED - TJW	REVISED -
	DATE - DECEMBER 12, 2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS - 71ST STREET

H: 1"=10', V: 1"=5'

SHEET NO. 11 OF 20 SHEETS

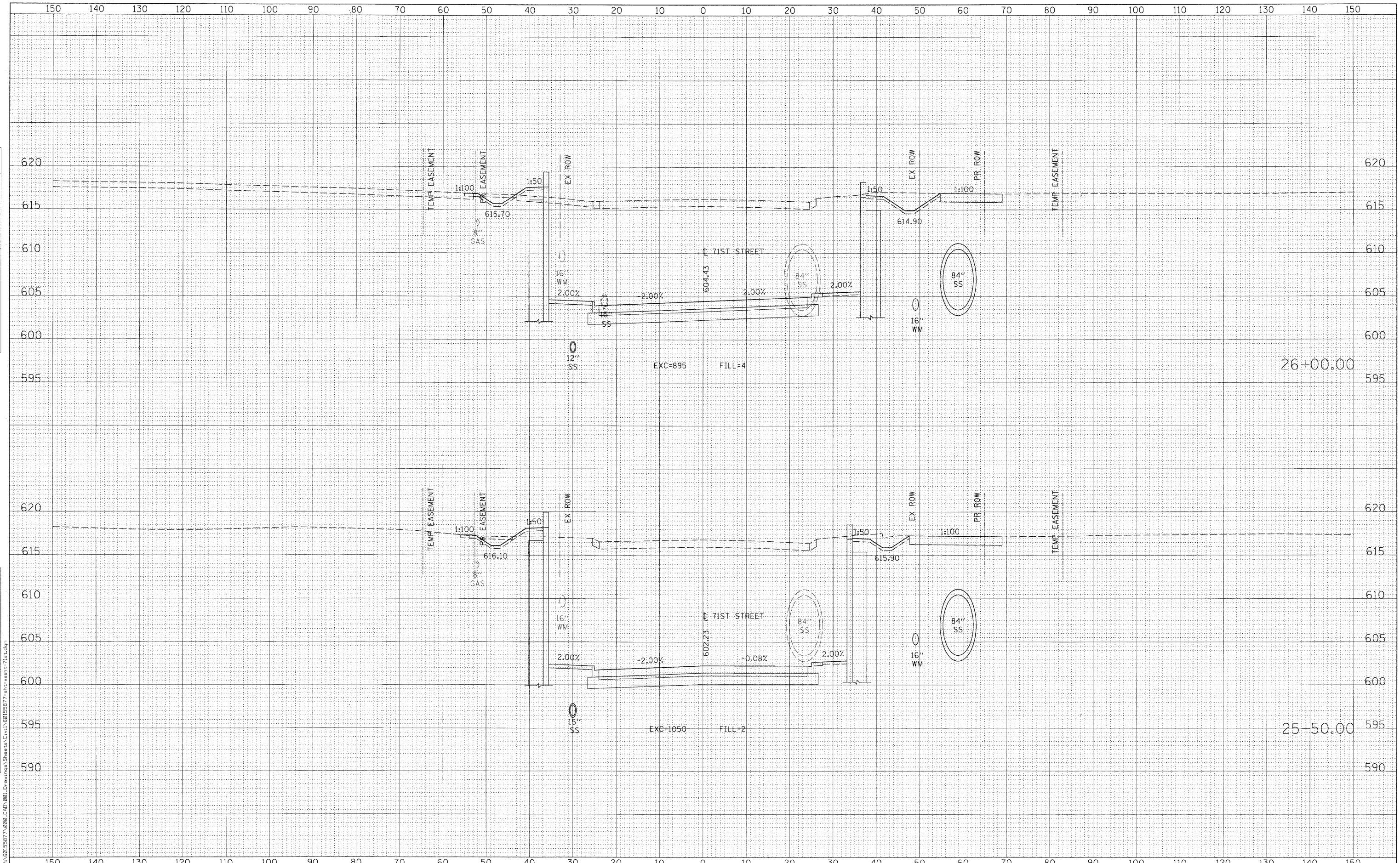
STA. 24+50.00 TO STA. 25+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GA	COOK	209	192
CONTRACT NO. 63556				
ILLINOIS FED. AID PROJECT				

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USER NAME = marnj	DESIGNED - NJH	REVISED -
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	DATE - DECEMBER 12, 2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

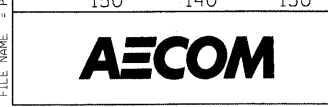
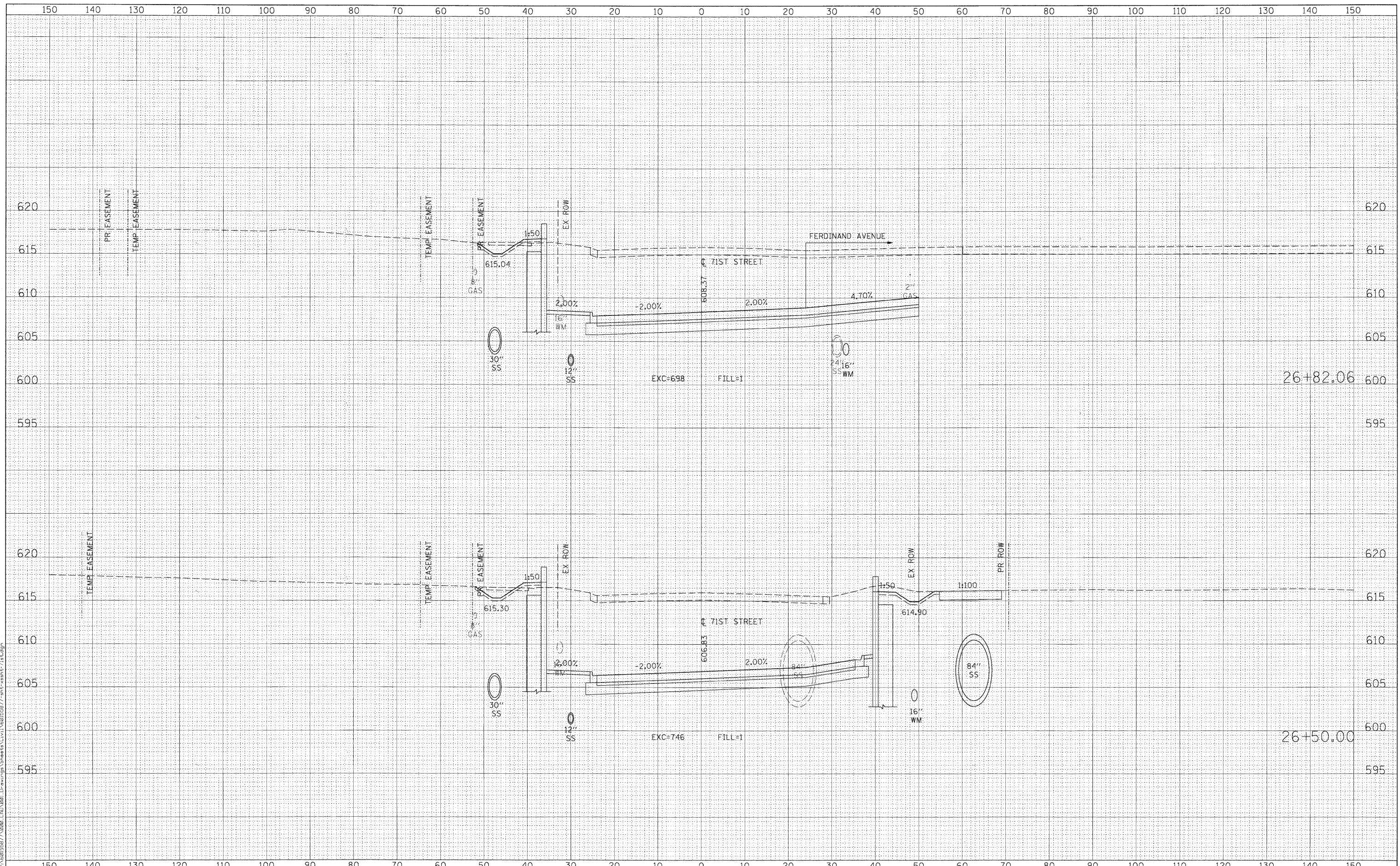
CROSS SECTIONS - 71ST STREET

H: 1"=10', V: 1"=5' SHEET NO. 12 OF 20 SHEETS STA. 25+50.00 TO STA. 26+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GA	COOK	209	193
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

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



USER NAME = manuj	DESIGNED - NJH	REVISED -
PLOT SCALE = 10.000' / 1"	DRAWN - NJH	REVISED -
PLOT DATE = 2/17/2011	CHECKED - TJW	REVISED -
	DATE - DECEMBER 12, 2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

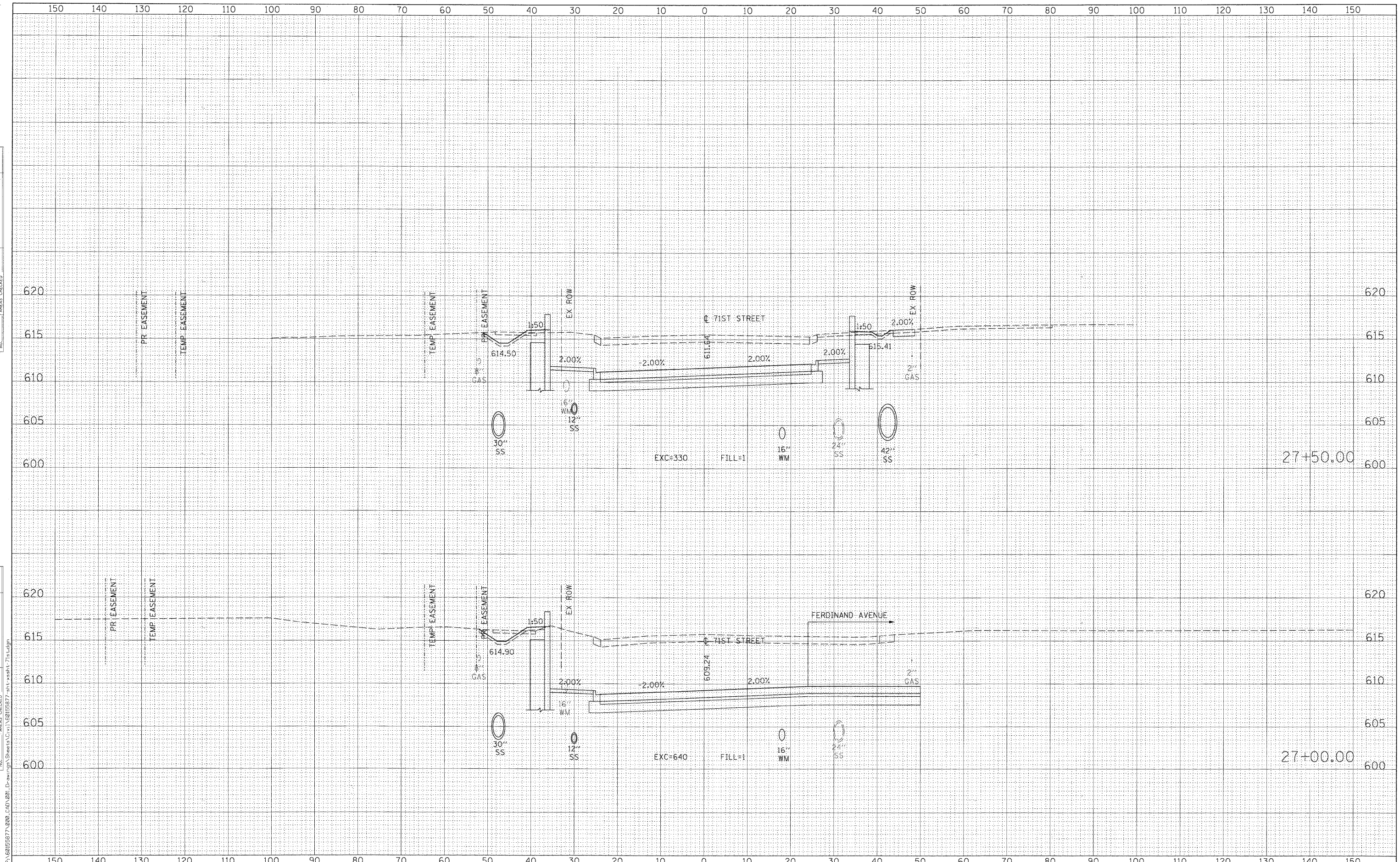
CROSS SECTIONS - 71ST STREET

H: 1"=10', V: 1"=5' SHEET NO. 13 OF 20 SHEETS STA. 26+50.00 TO STA. 26+82.06

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GA	COOK	209	194
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

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FINAL SURVEY	
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NOTE BOOK	
TEMPLATE	
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	DATE - DECEMBER 12, 2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

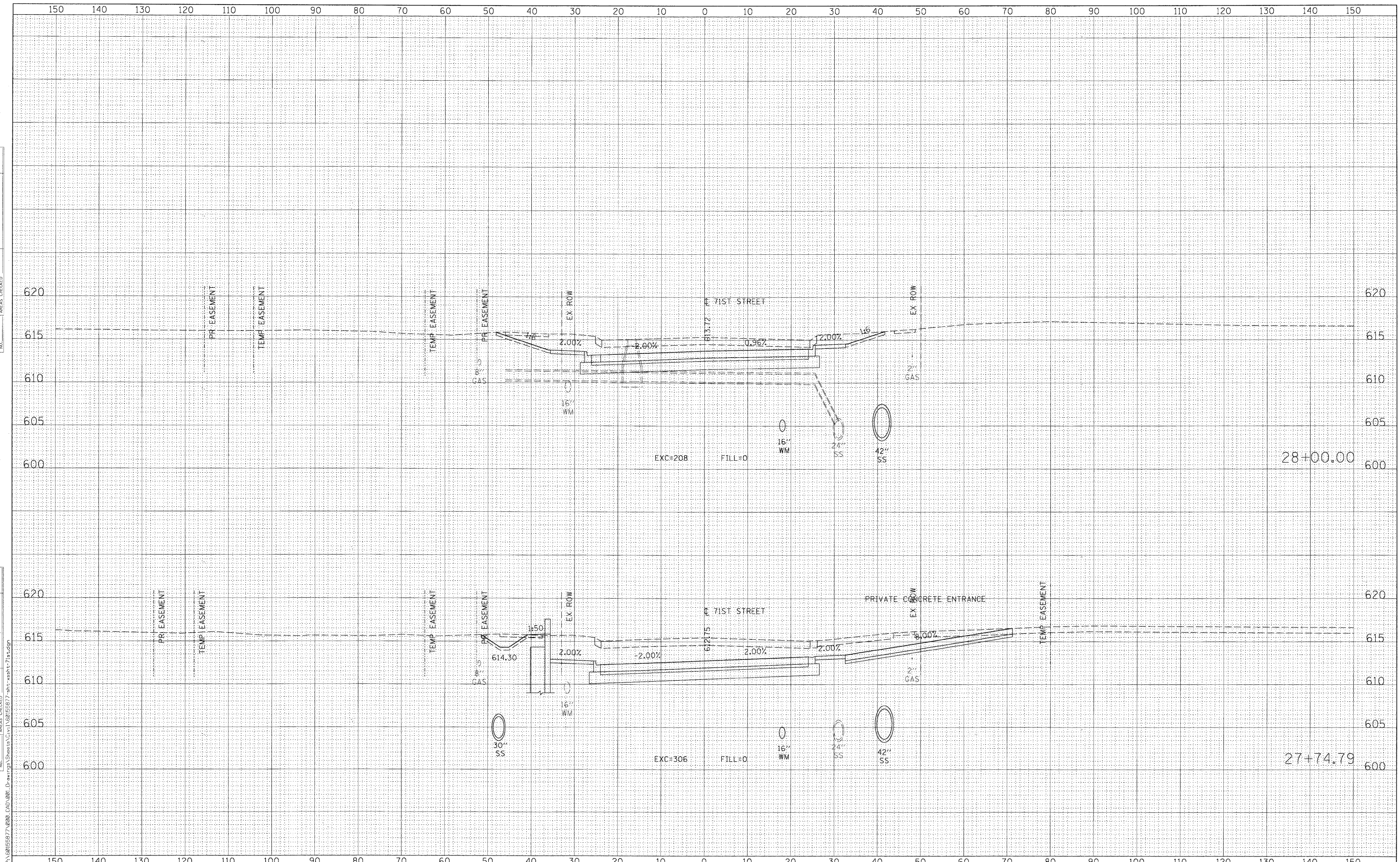
CROSS SECTIONS - 71ST STREET

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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GA	COOK	209	195
CONTRACT NO. 63556				
ILLINOIS FED. AID PROJECT				

DATE	
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FINAL SURVEY	SURVEYED
NOTE BOOK NO.	PLOTTED
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ORIGINAL SURVEY	SURVEYED
NOTE BOOK NO.	PLOTTED
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	DATE - DECEMBER 12, 2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

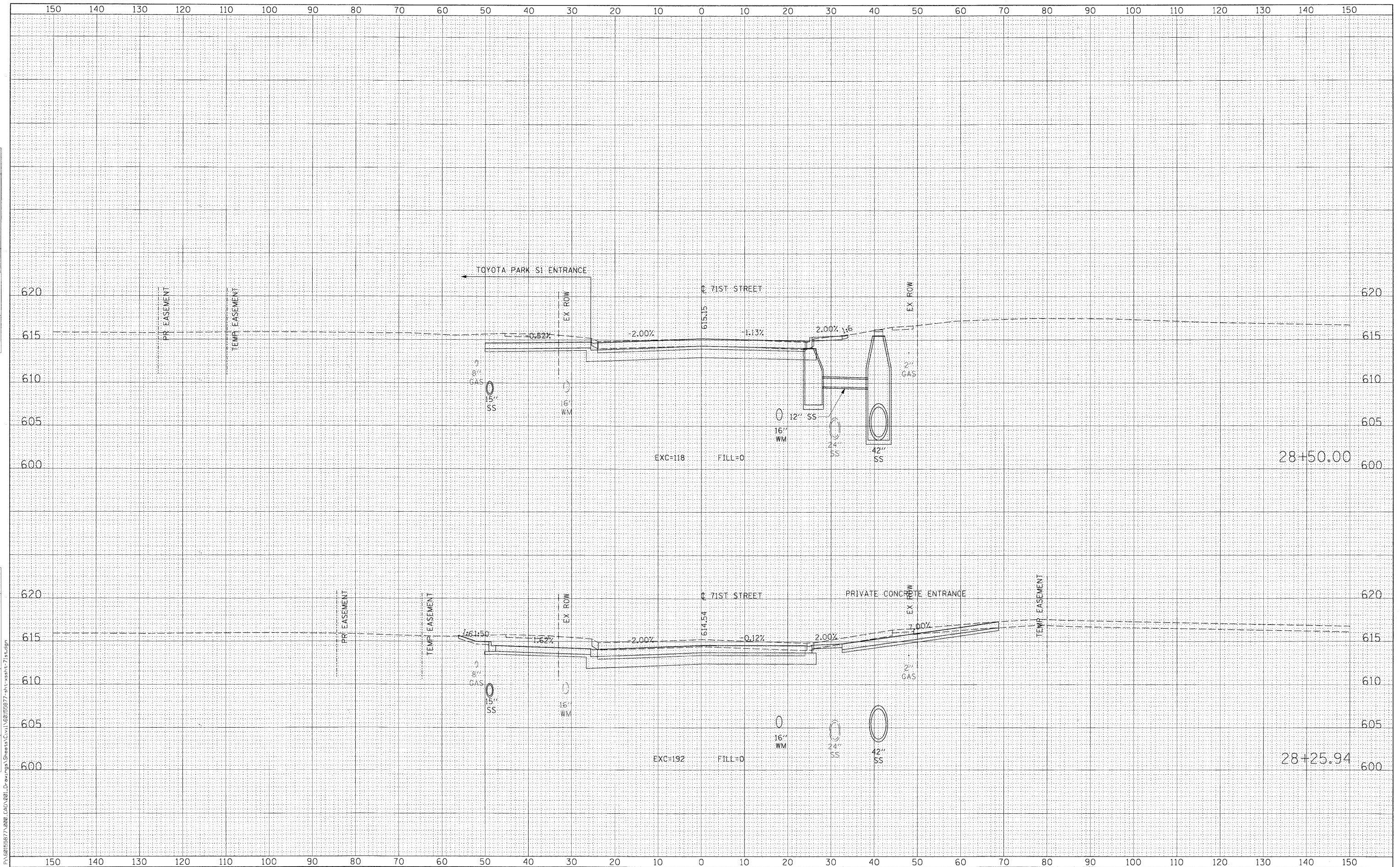
CROSS SECTIONS - 71ST STREET

H: 1"=10', V: 1"=5' SHEET NO. 15 OF 20 SHEETS STA. 27+74.79 TO STA. 28+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GA	COOK	209	196
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

FINAL	SURVEYED	DATE
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NOTE BOOK	TEMPLATE	
NO.	AREAS CHECKED	

ORIGINAL	SURVEYED	DATE
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NOTE BOOK	TEMPLATE	
NO.	AREAS CHECKED	



USER NAME = mernj	DESIGNED - NJH	REVISED -
PLOT SCALE = 10.000' / 1" =	DRAWN - NJH	REVISED -
PLOT DATE = 2/17/2011	CHECKED - TJW	REVISED -
	DATE - DECEMBER 12, 2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

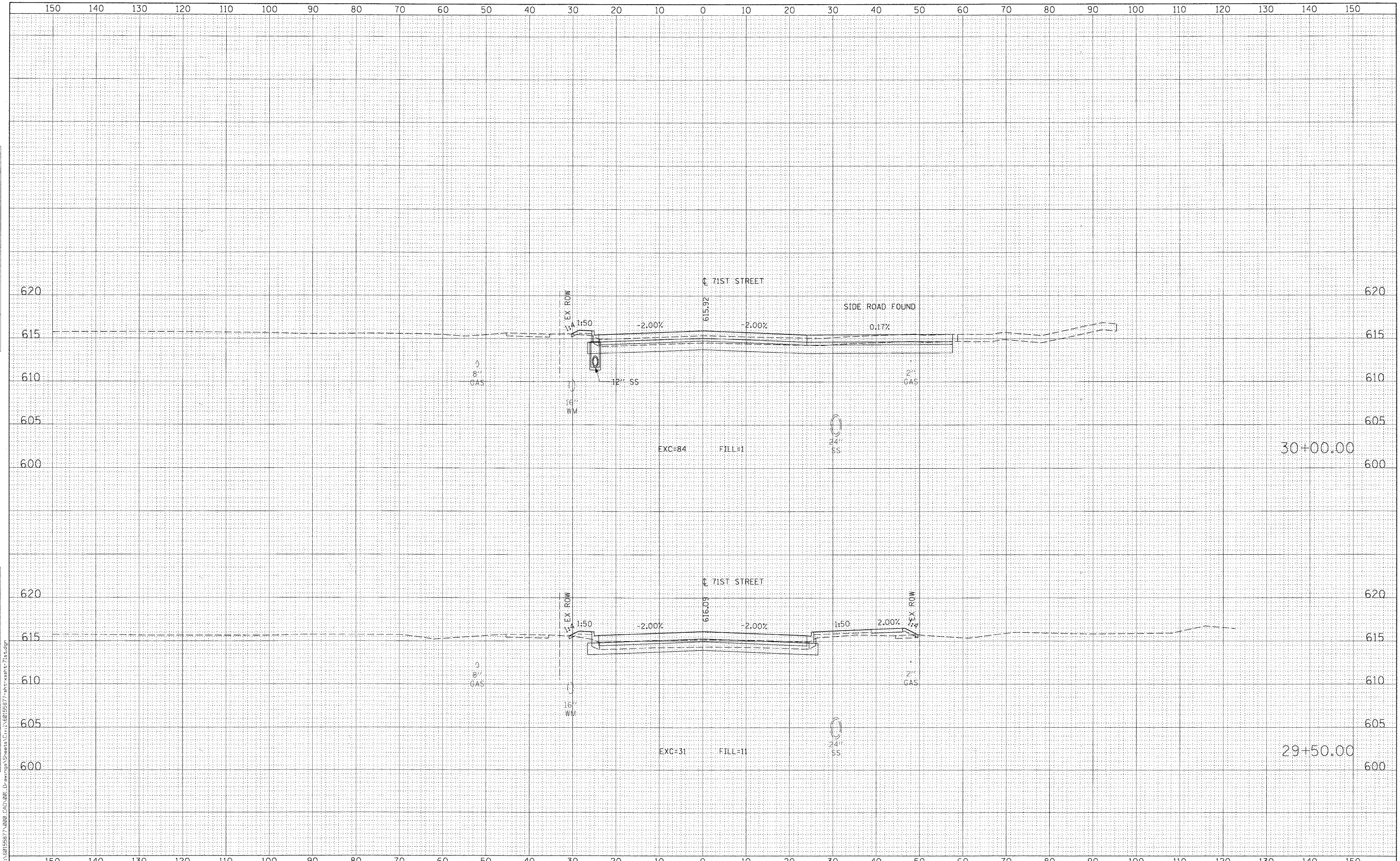
CROSS SECTIONS - 71ST STREET

H: 1"=10', V: 1"=5' SHEET NO. 16 OF 20 SHEETS STA. 28+25.94 TO STA. 28+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GA	COOK	209	197
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

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

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



USER NAME = merry	DESIGNED - NJH	REVISED -
PLLOT SCALE = 10.000' / 1"	DRAWN - NJH	REVISED -
PLLOT DATE = 2/17/2011	CHECKED - TJW	REVISED -
	DATE - DECEMBER 12, 2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

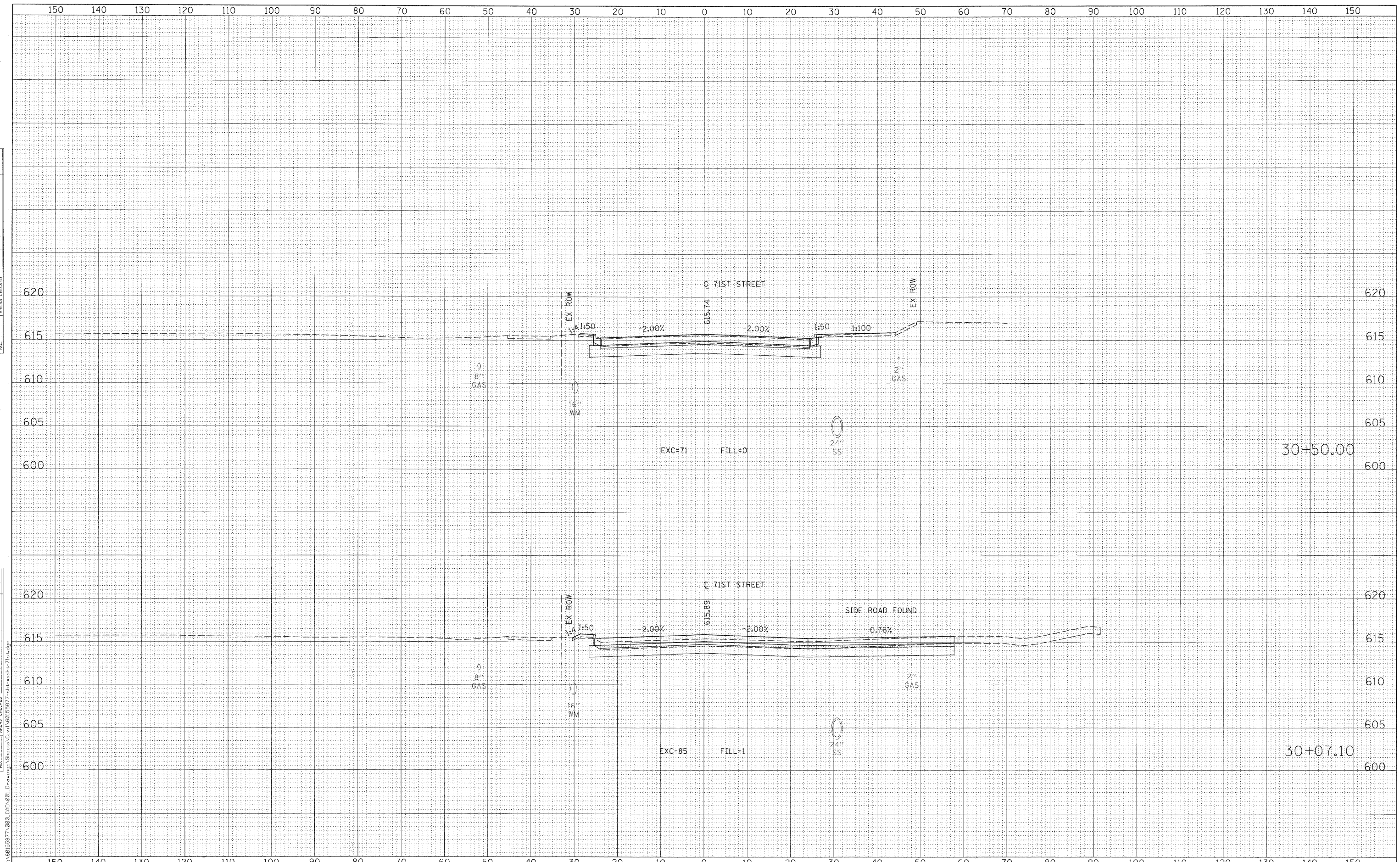
CROSS SECTIONS - 71ST STREET

H: 1"=10', V: 1"=5' SHEET NO. 18 OF 20 SHEETS STA. 29+50.00 TO STA. 30+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GA	COOK	209	199
				CONTRACT NO. 63556
ILLINOIS FED. AID PROJECT				

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

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



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USER NAME	= marnj	DESIGNED	- NJH	REVISED	-
PLOT SCALE	= 10.000' / in.	DRAWN	- NJH	REVISED	-
PLOT DATE	= 2/17/2011	CHECKED	- TJW	REVISED	-
		DATE	- DECEMBER 12, 2010	REVISED	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

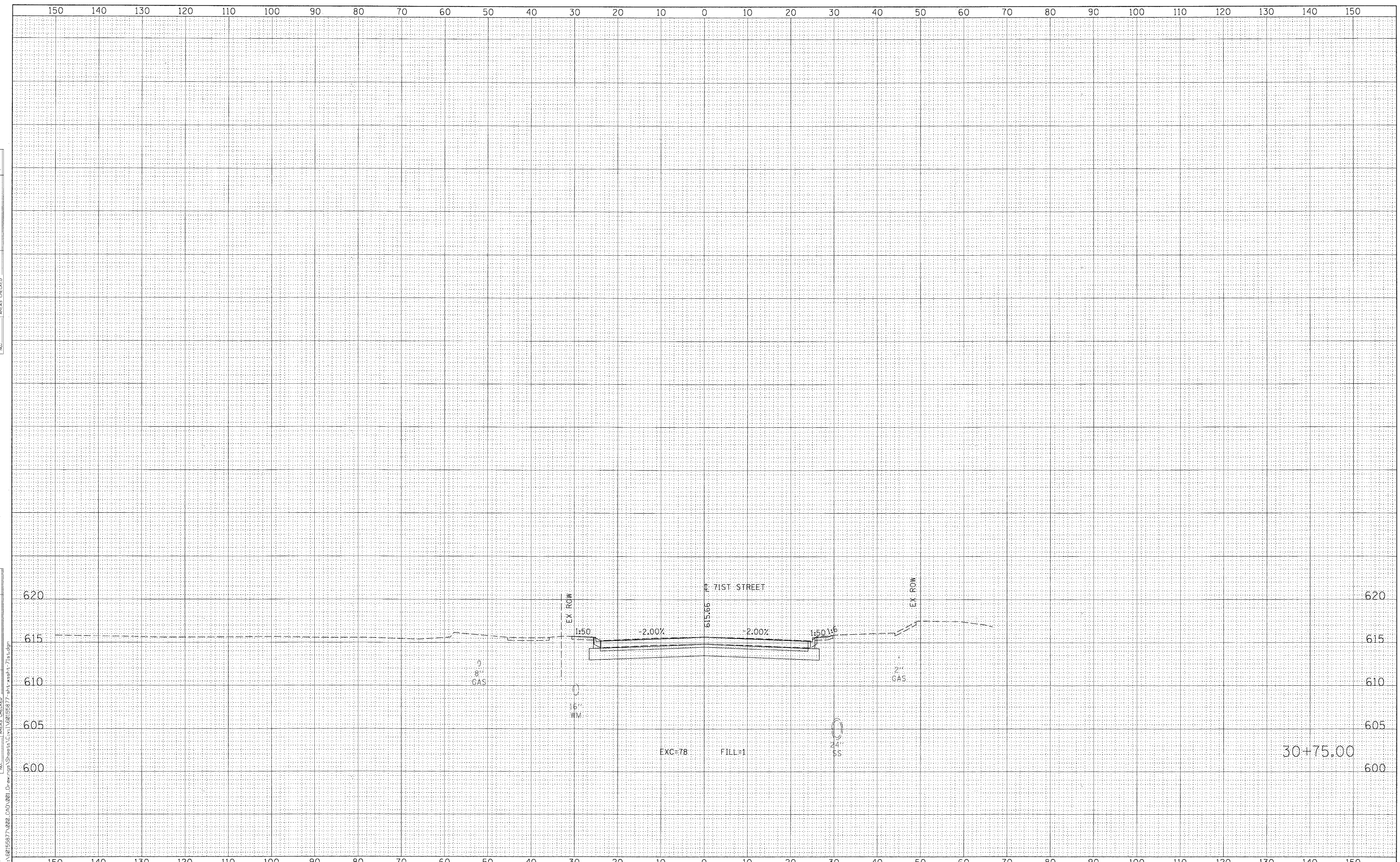
CROSS SECTIONS - 71ST STREET

H: 1"=10', V: 1"=5' SHEET NO. 19 OF 20 SHEETS STA. 30+07.10 TO STA. 30+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-CA	COOK	209	200
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

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

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



USER NAME = merrj	DESIGNED - NJH	REVISED -
PLOT SCALE = 10.000' / 1"	DRAWN - NJH	REVISED -
PLOT DATE = 2/17/2011	CHECKED - TJW	REVISED -
	DATE - DECEMBER 12, 2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - 71ST STREET

H: 1"=10', V: 1"=5' SHEET NO. 20 OF 20 SHEETS STA. 30+75.00 TO STA. 30+75.00

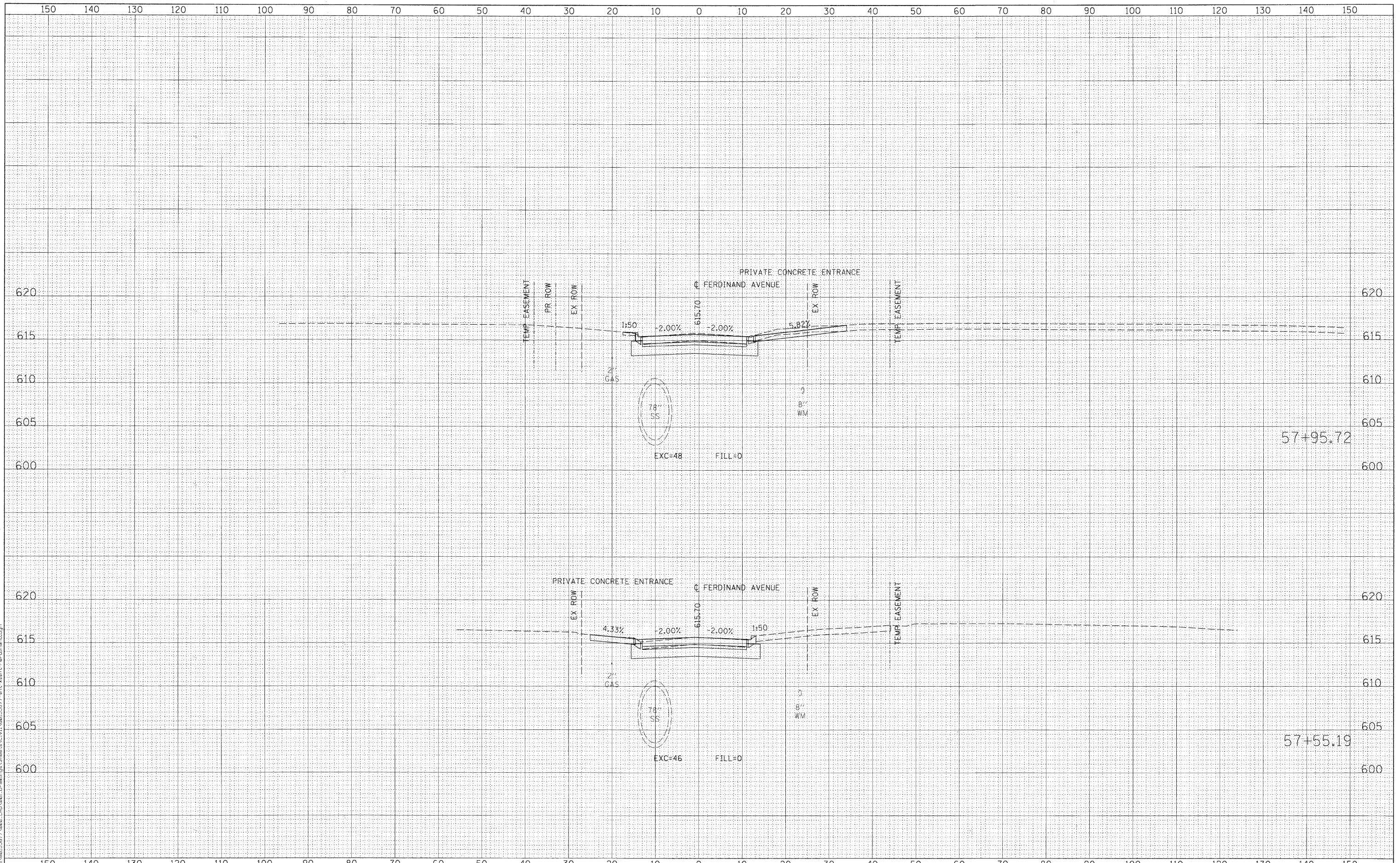
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GA	COOK	209	201
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

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

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

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USER NAME = manuj	DESIGNED - NJH	REVISED -
PLLOT SCALE = 10.000' / 1"	DRAWN - NJH	REVISED -
PLLOT DATE = 2/17/2011	CHECKED - TJW	REVISED -
	DATE - DECEMBER 12, 2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

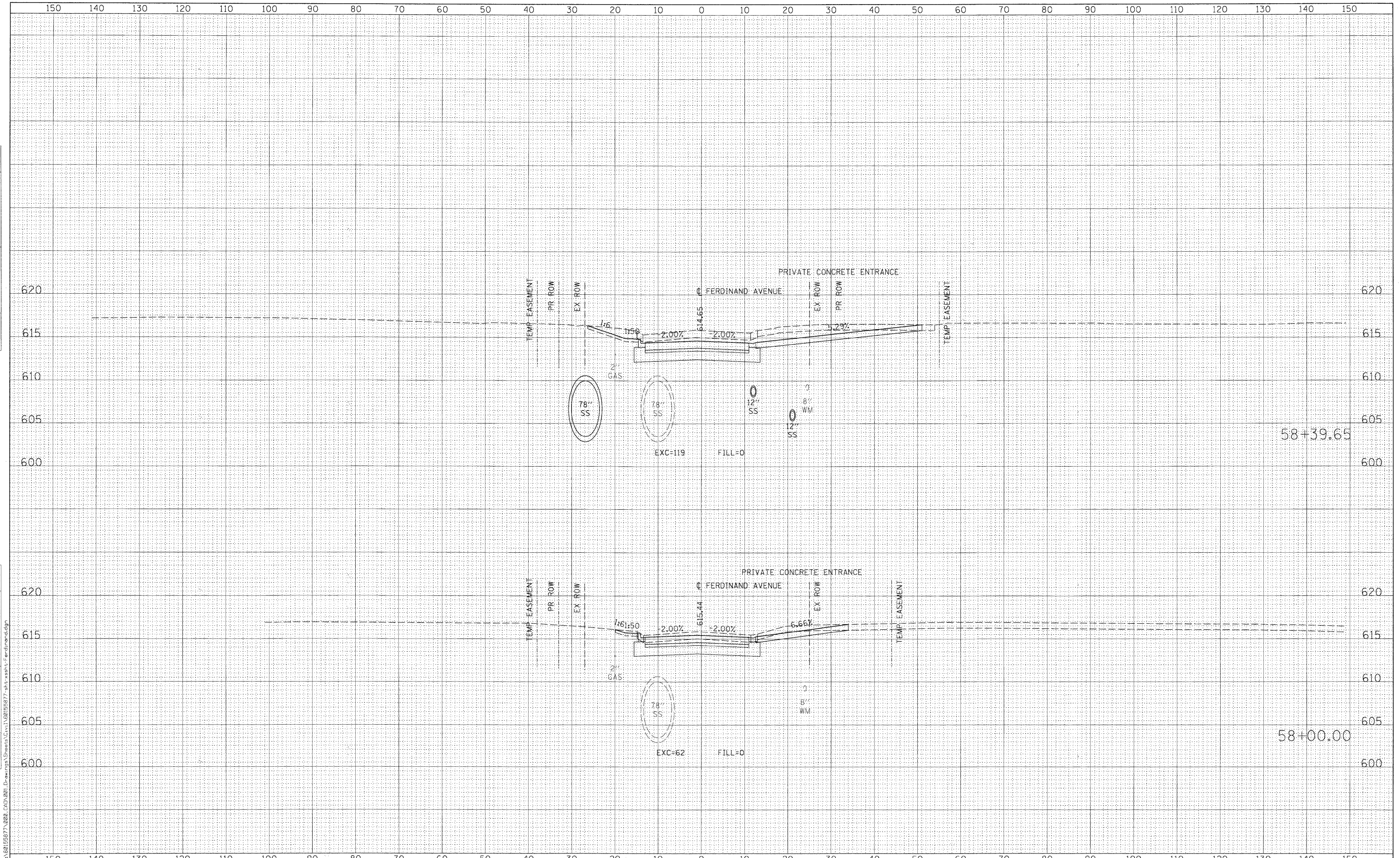
CROSS SECTIONS - FERDINAND AVENUE

H: 1"=10', V: 1"=5' SHEET NO. 2 OF 5 SHEETS STA. 57+55.19 TO STA. 57+95.72

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GA	COOK	209	203
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

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

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



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USER NAME = marnj	DESIGNED - NJH	REVISED -
PLLOT SCALE = 10,000' / 1"	DRAWN - NJH	REVISED -
PLLOT DATE = 2/17/2011	CHECKED - TJW	REVISED -
	DATE - DECEMBER 12, 2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

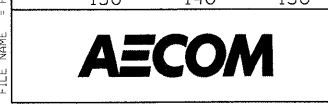
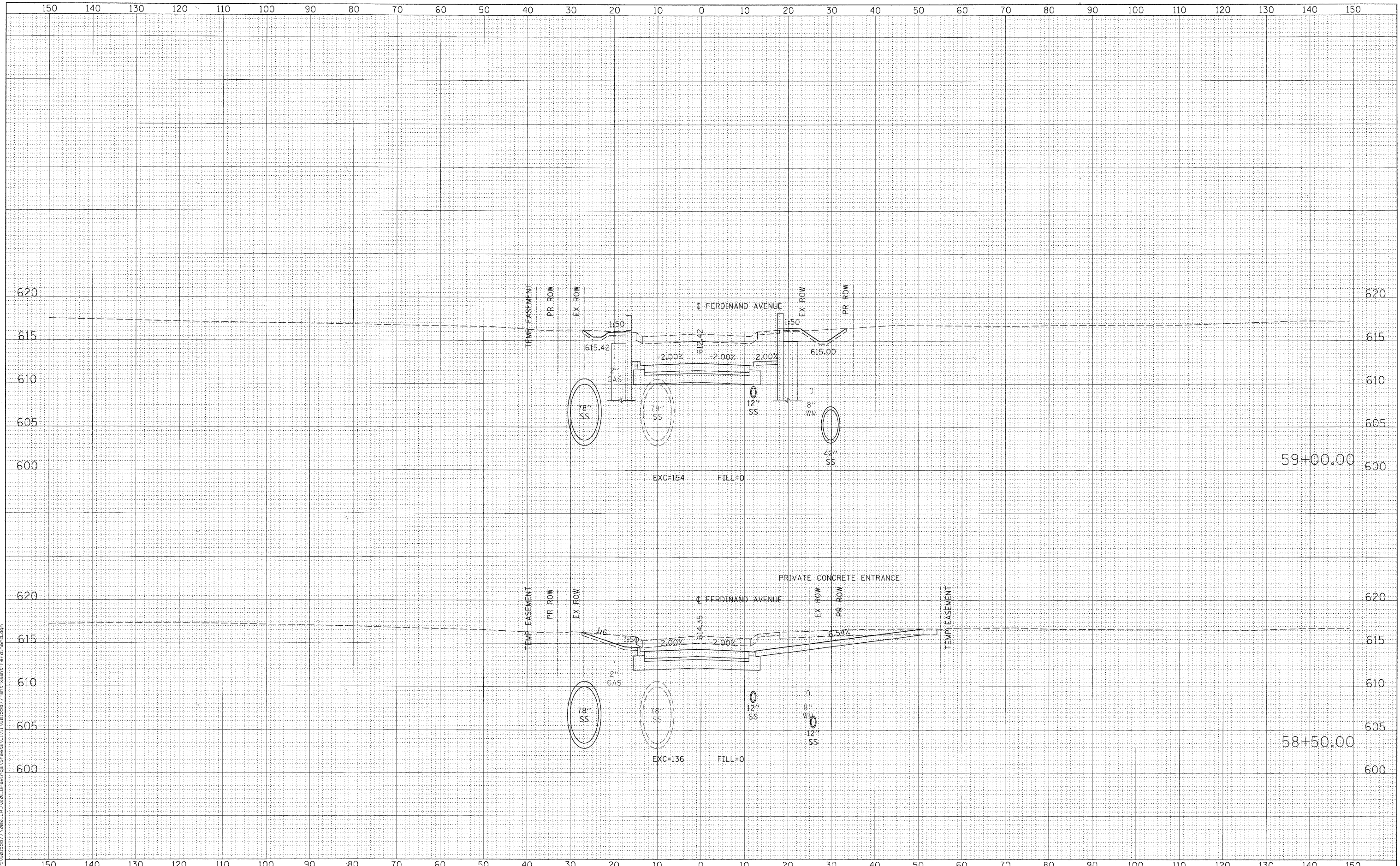
CROSS SECTIONS - FERDINAND AVENUE

H: 1"=10', V: 1"=5' SHEET NO. 3 OF 5 SHEETS STA. 58+00.00 TO STA. 58+39.65

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GA	COOK	209	204
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

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

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



USER NAME	= marhj	DESIGNED	- NJH	REVISED	-
PLOT SCALE	= 10.000' / 1\"/>				

DRAWN	- NJH	REVISED	-
CHECKED	- TJW	REVISED	-
DATE	- DECEMBER 12, 2010	REVISED	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

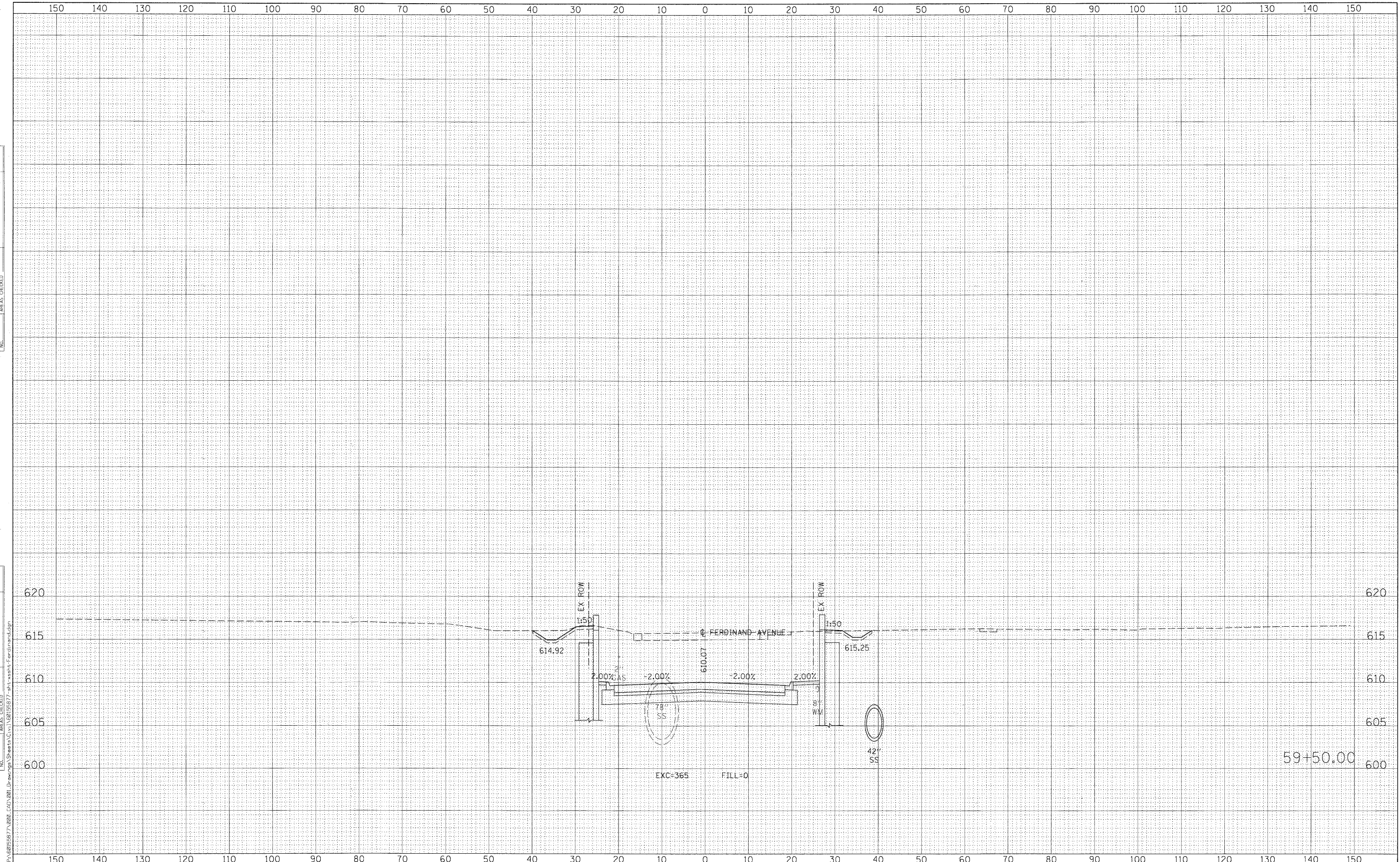
CROSS SECTIONS - FERDINAND AVENUE

H: 1"=10', V: 1"=5' SHEET NO. 4 OF 5 SHEETS STA. 58+50.00 TO STA. 59+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GA	COOK	209	205
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

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

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



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PLOT SCALE = 10.000' / 1"	DRAWN - NJH	REVISED -
PLOT DATE = 2/17/2011	CHECKED - TJW	REVISED -
	DATE - DECEMBER 12, 2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

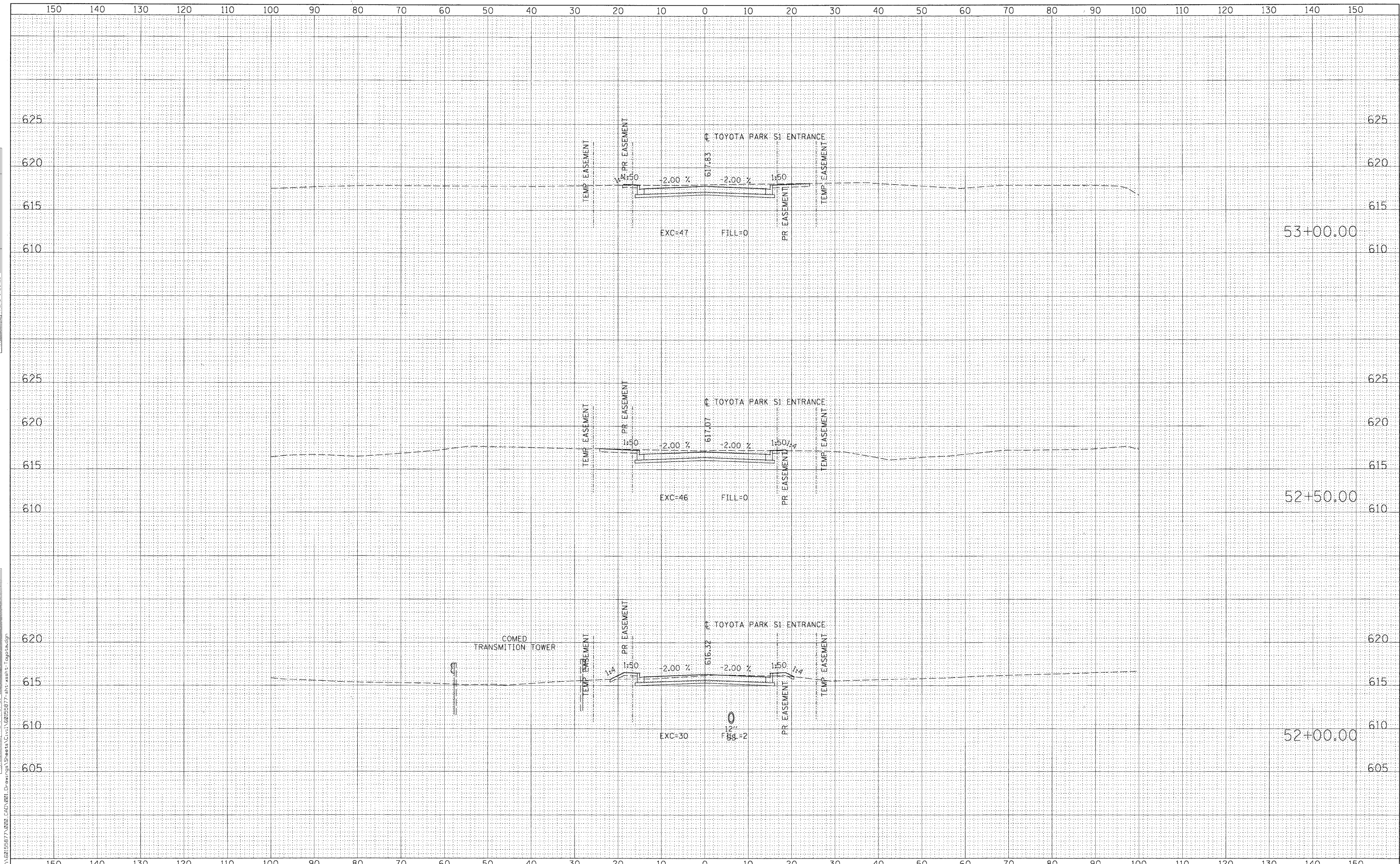
CROSS SECTIONS - FERDINAND AVENUE

H: 1"=10', V: 1"=5' SHEET NO. 5 OF 5 SHEETS STA. 59+50.00 TO STA. 59+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GA	COOK	209	206
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

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



USER NAME = merryj	DESIGNED - NJH	REVISED -
PLOT SCALE = 12.000' / in.	DRAWN - NJH	REVISED -
PLOT DATE = 2/17/2011	CHECKED - TJW	REVISED -
	DATE - DECEMBER 12, 2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS - TOYOTA PARK S1 ENTRANCE

H: 1"=10', V: 1"=5' SHEET NO. 2 OF 3 SHEETS STA. 52+00.00 TO STA. 53+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GA	COOK	209	208
CONTRACT NO. 63556				

ILLINOIS FED. AID PROJECT

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