

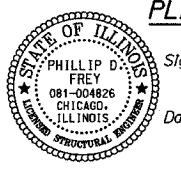
**PLAN**

PHILLIP D. FREY  
 PHILLIP D. FREY, S.E., Ill. Lic. No. 081004826  
 Expires 11-30-2006

Signed: *Phillip D. Frey*  
 Date: 3/7/06

PGL & @ NB I-94  
 (Dan Ryan Expressway)

TYLIN INTERNATIONAL



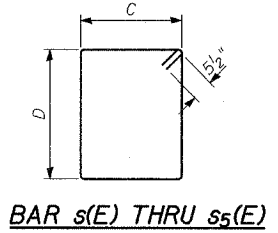
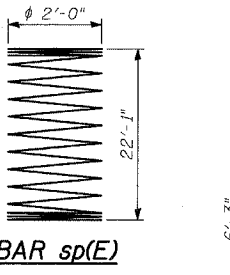
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	16	#5	10'-6"	—
h1(E)	32	#5	3'-8"	—
s(E)	8	#5	16'-11"	—
s1(E)	2	#5	16'-11"	—
s2(E)	2	#5	16'-7"	—
s3(E)	2	#5	16'-1"	—
s4(E)	2	#5	15'-7"	—
s5(E)	2	#5	15'-3"	—
sp(E)	2	#4	22'-1"	—
v(E)	16	#9	22'-1"	—
Reinforcement Bars, Epoxy Coated				2.210
Porous Granular Embankment				11
Concrete Removal				12
Concrete Structures				10
Protective Coat				24
Chain Link Fence, 6' (Special)				28
Chain Link Fence to be Removed and Re-Erected (CTA)				23
Drilled Shaft Concrete Foundations				6
Braced Excavation				8

Reinforcement bars designated (E) shall be epoxy coated.

**MARK TABLE**

Bar	C	D
s (E)	2'-2"	5'-10"
s1(E)	2'-1"	5'-11"
s2(E)	1'-11"	5'-11"
s3(E)	1'-8"	5'-11"
s4(E)	1'-5"	5'-11"
s5(E)	1'-3"	5'-11"



**LEGEND**

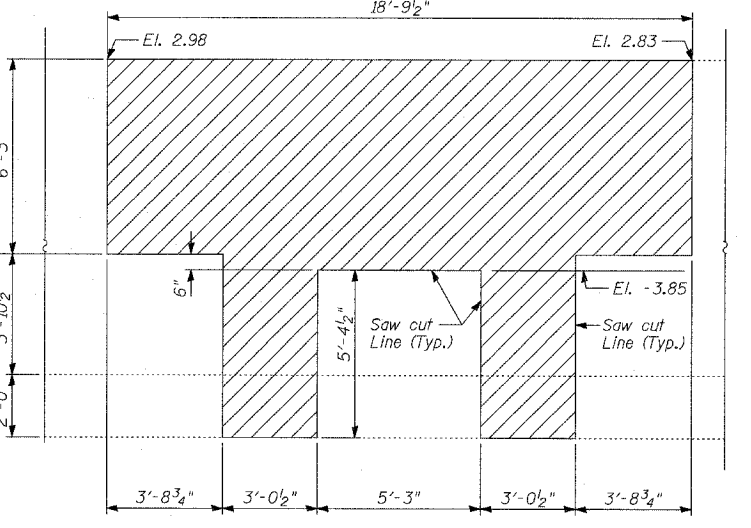
Concrete Removal

\* Cost included with "Concrete Structures"

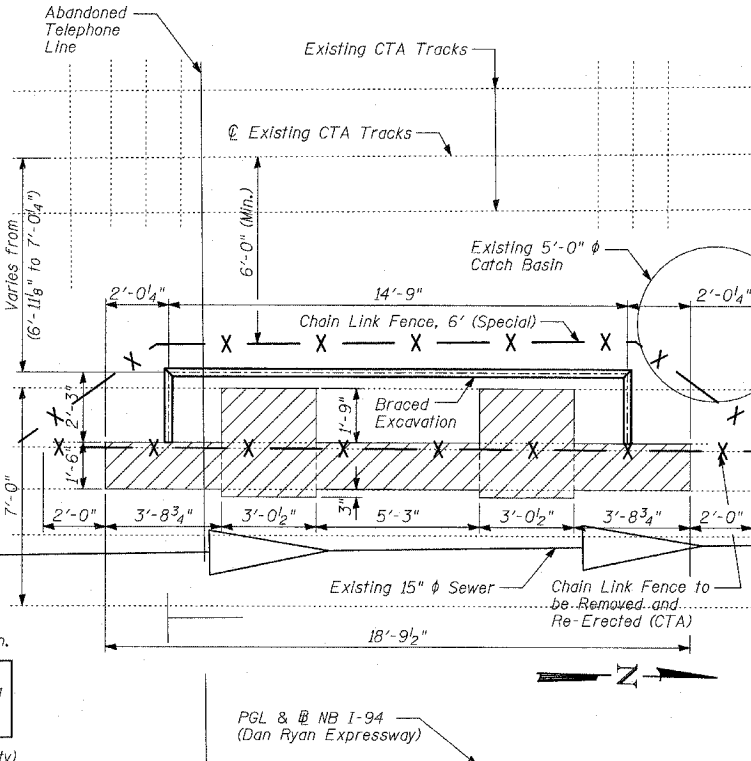
\*\* Anchor rod shall be ground or filled to bright metal at clamp and cable connection location.

**NOTES:**

- Reinforcement bars shall conform to the requirements of AASHTO M31 or M322 Grade 60.
- Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work; however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- Any reinforcement bars that are damaged during concrete removal operations at the top of the existing walls shall be repaired or replaced using approved bar splicer or anchorage system. Cost included with "Concrete Removal".
- Sand blast clean existing reinforcing bars to be incorporated into new construction. After cleaning, bars shall be evaluated to determine if additional reinforcing bars are required. Damaged or cut bars, or bars that have lost 25% or more of their original cross sectional area shall be supplemented by new in-kind reinforcement bars, to the approval of the engineer. Cost included with "Concrete Removal".
- All exposed concrete edges shall be chamfered 3/4" except as noted.
- Protective Coat shall be applied to exposed surfaces of the new concrete Foundation.
- All construction joints shall be bonded.
- All elevations shown are based on the Chicago City Datum of 0.00, which is 579.19 feet above mean tide New York. (NAVD 88)
- It is the Contractor's responsibility to locate existing utilities. Any repairs due to damage of the existing utilities shall be the Contractor's responsibility.
- The design loads are based on AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals-2001.
- At all locations where reinforcement bar laps are not in direct contact, the Contractor shall provide sufficient spacing between the vertical bars, equal to the size of the largest concrete aggregate plus 1/2 inch.
- The foundation dimensions shown are based on the presence of mostly cohesive soils with an average Unconfined Compressive Strength (Qu) of at least 1.25 tsf, which must be determined by previous soil investigations at the jobsite. When other conditions are indicated, the boring data will be included in the plans and the foundation dimensions shown will be the result of site specific designs.
- If the conditions encountered are different than those indicated, the Contractor shall notify the Engineer to determine if the foundation dimensions need to be modified. If dimension "B" is revised by more than 12" by the Contractor, "as-built" plans shall be prepared and submitted to the District Bureau of Operations for future reference.
- No sonotubes or decomposable forms shall be used below the lower conduit entrance.
- Permanent metal forms or other shielding may not be left in place below that elevation without the Engineer's written permission.
- Backfill shall be placed per Article 502 of Standard Specification and prior to erection of support column.
- Foundations: The contract unit price for "Drilled Shaft Concrete Foundations" shall include: All necessary excavation or drilling (except in rock), disposal of unsuitable or surplus material, formwork, and furnishing and placing the Class SI Concrete, reinforcement bars, conduit, anchor bolts, nuts, washers and ground rods complete in place.
- All work to be done by the Contractor on, over or in close proximity of the CTA (Chicago Transit Authority) right-of-way shall be performed in accordance with Article 107.12 of the Standard Specifications and additional CTA requirements (see Special Provisions)
- Fill material should be structural fill material, IDOT gradation CA-6. Fill material should be free of organic matter and debris. Fill should be placed in loose lifts not exceeding 8-inch thickness and compacted to minimum 95 percent maximum dry density, as determined in accordance with AASHTO T-99, Standard Proctor Method.
- The design of the braced excavation is the responsibility of the Contractor. The Contractor shall submit drawings and design for the braced excavation to the Engineer for approval. The braced excavation design and drawings shall be signed and sealed by an Illinois Licensed Structural Engineer, submitted and approved prior to the start of any work. The Engineer's approval shall not relieve the Contractor from the sole responsibility of the structural integrity of the braced excavation system.
- For anchor rod size and placement, see Support Frame Details Sheet.



**CONCRETE REMOVAL LIMITS**



**LIMITS OF BRACED EXCAVATION**

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
 OVERHEAD SIGN STRUCTURE  
 (150161094R062.8)  
 MEDIAN SUPPORT FOUNDATION DETAILS  
 WEST END AT EXISTING RETAINING WALL

S.N. DESIGNED BY: MAF  
 SCALE: N.T.S. DRAWN BY: MAF  
 DATE: MARCH 7, 2006 CHECKED BY: MI