FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. RT. 94	1975-117-R	COOK	290	130
FED. ROAD DIV. NO. 7	ILLINOIS	PROJECT I-IX-94-3( )		

GIRDER 16

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E. BRG PIER C9	36695.098	-19.499	32.868	32.868
A	36705.098	-19.499	32.833	32.865
B	36715.098	-19.499	32.798	32.860
C	36725.098	-19.499	32.763	32.834
D	36735.098	-19.499	32.728	32.804
E	36745.098	-19.499	32.692	32.753
F	36755.098	-19.499	32.657	32.700
G	36765.098	-19.499	32.622	32.641
℄ PIER C10	36772.815	-19.499	32.594	32.594
H	36782.815	-19.499	32.558	32.556
J	36792.815	-19.499	32.522	32.517
K	36802.815	-19.499	32.485	32.477
L	36812.815	-19.499	32.448	32.438
M	36822.815	-19.499	32.411	32.398
N	36832.815	-19.499	32.374	32.359
O	36842.815	-19.499	32.336	32.329
℄ PIER C11	36851.355	-19.499	32.303	32.303
P	36861.355	-19.499	32.265	32.290
Q	36871.355	-19.499	32.226	32.277
R	36881.355	-19.499	32.187	32.259
S	36891.355	-19.499	32.147	32.238
T	36901.355	-19.499	32.108	32.201
U	36911.355	-19.499	32.067	32.152
V	36921.355	-19.499	32.027	32.094
W	36931.355	-19.499	31.986	32.018
℄ W. BRG PIER C12	36940.222	-19.499	31.950	31.950

GIRDER 17

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E. BRG PIER C9	36695.098	-13.499	32.992	32.992
A	36705.098	-13.499	32.957	32.989
B	36715.098	-13.499	32.922	32.985
C	36725.098	-13.499	32.887	32.958
D	36735.098	-13.499	32.852	32.929
E	36745.098	-13.499	32.817	32.878
F	36755.098	-13.499	32.782	32.825
G	36765.098	-13.499	32.747	32.765
℄ PIER C10	36772.815	-13.499	32.719	32.719
H	36782.815	-13.499	32.683	32.680
J	36792.815	-13.499	32.647	32.641
K	36802.815	-13.499	32.610	32.602
L	36812.815	-13.499	32.573	32.563
M	36822.815	-13.499	32.536	32.523
N	36832.815	-13.499	32.498	32.484
O	36842.815	-13.499	32.461	32.454
℄ PIER C11	36851.355	-13.499	32.428	32.428
P	36861.355	-13.499	32.389	32.415
Q	36871.355	-13.499	32.351	32.402
R	36881.355	-13.499	32.312	32.383
S	36891.355	-13.499	32.272	32.363
T	36901.355	-13.499	32.232	32.326
U	36911.355	-13.499	32.192	32.277
V	36921.355	-13.499	32.152	32.218
W	36931.355	-13.499	32.111	32.142
℄ W. BRG PIER C12	36940.222	-13.499	32.075	32.075

GIRDER 18

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E. BRG PIER C9	36695.098	-7.499	33.100	33.100
A	36705.098	-7.499	33.065	33.097
B	36715.098	-7.499	33.030	33.093
C	36725.098	-7.499	32.995	33.066
D	36735.098	-7.499	32.960	33.036
E	36745.098	-7.499	32.925	32.985
F	36755.098	-7.499	32.890	32.932
G	36765.098	-7.499	32.854	32.873
℄ PIER C10	36772.815	-7.499	32.827	32.827
H	36782.815	-7.499	32.791	32.788
J	36792.815	-7.499	32.756	32.749
K	36802.815	-7.499	32.718	32.710
L	36812.815	-7.499	32.681	32.670
M	36822.815	-7.499	32.643	32.630
N	36832.815	-7.499	32.606	32.591
O	36842.815	-7.499	32.568	32.561
℄ PIER C11	36851.355	-7.499	32.535	32.535
P	36861.355	-7.499	32.497	32.523
Q	36871.355	-7.499	32.458	32.510
R	36881.355	-7.499	32.419	32.491
S	36891.355	-7.499	32.379	32.470
T	36901.355	-7.499	32.340	32.434
U	36911.355	-7.499	32.300	32.384
V	36921.355	-7.499	32.259	32.326
W	36931.355	-7.499	32.219	32.250
℄ W. BRG PIER C12	36940.222	-7.499	32.182	32.182

GIRDER 19

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E. BRG PIER C9	36695.098	-1.499	33.147	33.147
A	36705.098	-1.499	33.112	33.144
B	36715.098	-1.499	33.077	33.140
C	36725.098	-1.499	33.042	33.113
D	36735.098	-1.499	33.007	33.083
E	36745.098	-1.499	32.972	33.032
F	36755.098	-1.499	32.936	32.979
G	36765.098	-1.499	32.901	32.920
℄ PIER C10	36772.815	-1.499	32.873	32.873
H	36782.815	-1.499	32.837	32.835
J	36792.815	-1.499	32.801	32.796
K	36802.815	-1.499	32.764	32.756
L	36812.815	-1.499	32.727	32.717
M	36822.815	-1.499	32.690	32.677
N	36832.815	-1.499	32.653	32.638
O	36842.815	-1.499	32.615	32.608
℄ PIER C11	36851.355	-1.499	32.582	32.582
P	36861.355	-1.499	32.544	32.569
Q	36871.355	-1.499	32.505	32.556
R	36881.355	-1.499	32.466	32.538
S	36891.355	-1.499	32.426	32.517
T	36901.355	-1.499	32.387	32.480
U	36911.355	-1.499	32.347	32.431
V	36921.355	-1.499	32.306	32.373
W	36931.355	-1.499	32.265	32.297
℄ W. BRG PIER C12	36940.222	-1.499	32.229	32.229

℄ EASTBOUND EISENHOWER EXPRESSWAY (PROFILE GRADE)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E. BRG PIER C9	36695.098	0.000	33.149	33.149
A	36705.098	0.000	33.114	33.145
B	36715.098	0.000	33.079	33.141
C	36725.098	0.000	33.044	33.115
D	36735.098	0.000	33.009	33.085
E	36745.098	0.000	32.973	33.034
F	36755.098	0.000	32.938	32.981
G	36765.098	0.000	32.903	32.922
℄ PIER C10	36772.815	0.000	32.875	32.875
H	36782.815	0.000	32.839	32.837
J	36792.815	0.000	32.803	32.798
K	36802.815	0.000	32.766	32.758
L	36812.815	0.000	32.729	32.719
M	36822.815	0.000	32.692	32.679
N	36832.815	0.000	32.655	32.640
O	36842.815	0.000	32.617	32.610
℄ PIER C11	36851.355	0.000	32.584	32.584
P	36861.355	0.000	32.546	32.571
Q	36871.355	0.000	32.507	32.558
R	36881.355	0.000	32.468	32.540
S	36891.355	0.000	32.428	32.519
T	36901.355	0.000	32.389	32.482
U	36911.355	0.000	32.348	32.439
V	36921.355	0.000	32.308	32.375
W	36931.355	0.000	32.267	32.299
℄ W. BRG PIER C12	36940.222	0.000	32.231	32.231

GIRDER 20

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E. BRG PIER C9	36695.098	1.500	33.147	33.147
A	36705.098	1.500	33.112	33.144
B	36715.098	1.500	33.077	33.140
C	36725.098	1.500	33.042	33.113
D	36735.098	1.500	33.007	33.083
E	36745.098	1.500	32.972	33.032
F	36755.098	1.500	32.936	32.979
G	35765.098	1.500	32.901	32.920
℄ PIER C10	36772.815	1.500	32.873	32.873
H	36782.815	1.500	32.837	32.835
J	36792.815	1.500	32.801	32.796
K	36802.815	1.500	32.764	32.756
L	36812.815	1.500	32.727	32.717
M	36822.815	1.500	32.690	32.677
N	36832.815	1.500	32.653	32.638
O	36842.815	1.500	32.615	32.608
℄ PIER C11	36851.355	1.500	32.582	32.582
P	36861.355	1.500	32.544	32.569
Q	36871.355	1.500	32.505	32.556
R	36881.355	1.500	32.466	32.538
S	36891.355	1.500	32.426	32.517
T	36901.355	1.500	32.387	32.480
U	35911.355	1.500	32.347	32.431
V	36921.355	1.500	32.306	32.373
W	35931.355	1.500	32.265	32.297
℄ W. BRG PIER C12	36940.222	1.500	32.229	32.229

GIRDER 21

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E. BRG PIER C9	36695.098	7.906	33.094	33.094
A	36705.098	7.906	33.059	33.091
B	36715.098	7.906	33.024	33.087
C	36725.098	7.906	32.989	33.060
D	36735.098	7.906	32.954	33.031
E	36745.098	7.906	32.919	32.979
F	36755.098	7.906	32.884	32.927
G	36765.098	7.906	32.849	32.867
℄ PIER C10	35772.815	7.906	32.821	32.821
H	36782.815	7.906	32.785	32.782
J	36792.815	7.906	32.749	32.743
K	36802.815	7.906	32.712	32.704
L	36812.815	7.906	32.675	32.665
M	36822.815	7.906	32.638	32.625
N	36832.815	7.906	32.600	32.586
O	36842.815	7.906	32.562	32.556
℄ PIER C11	36851.355	7.906	32.530	32.530
P	36861.355	7.906	32.491	32.517
Q	36871.355	7.906	32.453	32.504
R	36881.355	7.906	32.413	32.485
S	36891.355	7.906	32.374	32.465
T	36901.355	7.906	32.334	32.428
U	36911.355	7.906	32.294	32.379
V	36921.355	7.906	32.254	32.320
W	36931.355	7.906	32.213	32.244
℄ W. BRG PIER C12	36940.222	7.906	32.177	32.177

GIRDER 22

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E. BRG PIER C9	36695.098	14.312	32.975	32.975
A	36705.098	14.312	32.940	32.973
B	36715.098	14.312	32.905	32.968
C	36725.098	14.312	32.870	32.941
D	36735.098	14.312	32.835	32.912
E	36745.098	14.312	32.800	32.861
F	36755.098	14.312	32.765	32.808
G	36765.098	14.312	32.730	32.748
℄ PIER C10	36772.815	14.312	32.702	32.702
H	36782.815	14.312	32.666	32.664
J	36792.815	14.312	32.630	32.625
K	36802.815	14.312	32.593	32.585
L	36812.815	14.312	32.556	32.546
M	36822.815	14.312	32.519	32.506
N	36832.815	14.312	32.481	32.467
O	36842.815	14.312	32.444	32.437
℄ PIER C11	36851.355	14.312	32.411	32.411
P	36861.355	14.312	32.373	32.398
Q	36871.355	14.312	32.334	32.385
R	36881.355	14.312	32.295	32.367
S	36891.355	14.312	32.255	32.346
T	36901.355	14.312	32.215	32.309
U	36911.355	14.312	32.175	32.260
V	36921.355	14.312	32.135	32.201
W	36931.355	14.312	32.094	32.126
℄ W. BRG PIER C12	36940.222	14.312	32.058	32.058

NOTE: All elevations in the tables are given at the top of the concrete deck as shown in DETAIL A., on Sht. S-103

DESIGNED BY
DRAWN BY
CHECKED BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND
EISENHOWER EXPRESSWAY
REHABILITATION
ELEVATIONS
I-90 E.B. BENT C9 TO BENT C12
F.A.I. RT. 94 COOK COUNTY SECTION 1975-117-R
CHRISTIAN-ROGE AND ASSOC.
ENGINEERS
CHICAGO, ILLINOIS

PARSONS BRINCKERHOFF

USER NAME = pateld	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE = N.T.S.	DRAWN - DCP	REVISED -
PLOT DATE = 5/8/2017	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-0461
SHEET NO. 172 OF 194 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-001 R&B (EB)	COOK	696	601
		CONTRACT NO. 60X75		
		ILLINOIS FED. AID PROJECT		

016461-60X75-S317-EXT.dgn

FOR INFORMATION ONLY

GIRDER 23	LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E	BRG PIER C9	36695.098	20.718	32.842	32.842
	A	36705.098	20.718	32.807	32.839
	B	36715.098	20.718	32.772	32.835
	C	36725.098	20.718	32.737	32.808
	D	36735.098	20.718	32.702	32.778
	E	36745.098	20.718	32.667	32.727
	F	36755.098	20.718	32.632	32.675
	G	36765.098	20.718	32.597	32.615
	℄ PIER C10	36772.815	20.718	32.569	32.569
	H	36782.815	20.718	32.533	32.530
	J	36792.815	20.718	32.497	32.491
	K	36802.815	20.718	32.460	32.452
	L	36812.815	20.718	32.423	32.412
	M	36822.815	20.718	32.386	32.373
	N	36832.815	20.718	32.348	32.333
	O	36842.815	20.718	32.310	32.29[illegible]
	℄ PIER C11	36851.355	20.718	32.278	32.278
	P	36861.355	20.718	32.239	32.265
	Q	36871.355	20.718	32.200	32.252
	R	36881.355	20.718	32.161	32.233
	S	36891.355	20.718	32.122	32.213
	T	36901.355	20.718	32.082	32.176
	U	36911.355	20.718	32.042	32.127
	V	36921.355	20.718	32.002	32.068
	W	36931.355	20.718	31.961	31.992
℄ W	BRG PIER C12	36940.222	20.718	31.925	31.925

GIRDER 24	LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E	BRG PIER C9	36695.098	27.125	32.709	32.709
	A	36705.098	27.125	32.674	32.706
	B	36715.098	27.125	32.639	32.702
	C	36725.098	27.125	32.604	32.675
	D	36735.098	27.125	32.569	32.645
	E	36745.098	27.125	32.534	32.594
	F	36755.098	27.125	32.499	32.542
	G	36765.098	27.125	32.463	32.482
	℄ PIER C10	36772.815	27.125	32.436	32.436
	H	36782.815	27.125	32.400	32.397
	J	36792.815	27.125	32.363	32.358
	K	36802.815	27.125	32.327	32.319
	L	36812.815	27.125	32.290	32.279
	M	36822.815	27.125	32.253	32.239
	N	36832.815	27.125	32.215	32.200
	O	36842.815	27.125	32.177	32.170
	℄ PIER C11	36851.355	27.125	32.144	32.144
	P	36861.355	27.125	32.106	32.132
	Q	36871.355	27.125	32.067	32.119
	R	36881.355	27.125	32.028	32.100
	S	36891.355	27.125	31.989	32.079
	T	36901.355	27.125	31.949	32.043
	U	36911.355	27.125	31.909	31.993
	V	36921.355	27.125	31.869	31.935
	W	36931.355	27.125	31.828	31.859
℄ W	BRG PIER C12	36940.222	27.125	31.792	31.792

GIRDER 25	LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E	BRG PIER C9	36695.098	33.531	32.576	32.576
	A	36705.098	33.531	32.541	32.573
	B	36715.098	33.531	32.506	32.569
	C	36725.098	33.531	32.471	32.542
	D	36735.098	33.531	32.436	32.512
	E	36745.098	33.531	32.401	32.461
	F	36755.098	33.531	32.366	32.408
	G	36765.098	33.531	32.330	32.349
	℄ PIER C10	36772.815	33.531	32.302	32.302
	H	36782.815	33.531	32.266	32.264
	J	36792.815	33.531	32.230	32.225
	K	36802.815	33.531	32.194	32.186
	L	36812.815	33.531	32.157	32.146
	M	36822.815	33.531	32.119	32.106
	N	36832.815	33.531	32.082	32.067
	O	36842.815	33.531	32.044	32.037
	℄ PIER C11	36851.355	33.531	32.011	32.011
	P	36861.355	33.531	31.973	31.999
	Q	36871.355	33.531	31.934	31.986
	R	36881.355	33.531	31.895	31.967
	S	36891.355	33.531	31.855	31.946
	T	36901.355	33.531	31.816	31.909
	U	36911.355	33.531	31.776	31.860
	V	36921.355	33.531	31.735	31.802
	W	36931.355	33.531	31.695	31.726
℄ W	BRG PIER C12	36940.222	33.531	31.658	31.658

GIRDER 26	LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E	BRG PIER C9	36695.098	39.937	32.442	32.442
	A	36705.098	39.937	32.407	32.440
	B	36715.098	39.937	32.372	32.435
	C	36725.098	39.937	32.337	32.408
	D	36735.098	39.937	32.302	32.379
	E	36745.098	39.937	32.267	32.328
	F	36755.098	39.937	32.232	32.275
	G	36765.098	39.937	32.197	32.215
	℄ PIER C10	36772.815	39.937	32.169	32.169
	H	36782.815	39.937	32.133	32.131
	J	36792.815	39.937	32.097	32.092
	K	36802.815	39.937	32.060	32.052
	L	36812.815	39.937	32.023	32.013
	M	36822.815	39.937	31.986	31.973
	N	36832.815	39.937	31.948	31.934
	O	36842.815	39.937	31.911	31.904
	℄ PIER C11	36851.355	39.937	31.878	31.878
	P	36861.355	39.937	31.840	31.865
	Q	36871.355	39.937	31.801	31.852
	R	36881.355	39.937	31.762	31.834
	S	36891.355	39.937	31.722	31.813
	T	36901.355	39.937	31.682	31.776
	U	36911.355	39.937	31.642	31.727
	V	36921.355	39.937	31.602	31.668
	W	36931.355	39.937	31.561	31.593
℄ W	BRG PIER C12	36940.222	39.937	31.525	31.525

GIRDER 27	LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E	BRG PIER C9	36695.098	46.343	32.309	32.309
	A	36705.098	46.343	32.274	32.306
	B	36715.098	46.343	32.239	32.302
	C	36725.098	46.343	32.204	32.275
	D	36735.098	46.343	32.169	32.245
	E	36745.098	46.343	32.134	32.194
	F	36755.098	46.343	32.099	32.142
	G	36765.098	46.343	32.064	32.082
	℄ PIER C10	36772.815	46.343	32.036	32.036
	H	36782.815	46.343	32.000	31.997
	J	36792.815	46.343	31.964	31.958
	K	36802.815	46.343	31.927	31.919
	L	36812.815	46.343	31.890	31.879
	M	36822.815	46.343	31.853	31.840
	N	36832.815	46.343	31.815	31.800
	O	36842.815	46.343	31.777	31.771
	℄ PIER C11	36851.355	46.343	31.745	31.745
	P	36861.355	46.343	31.706	31.732
	Q	36871.355	46.343	31.667	31.719
	R	36881.355	46.343	31.628	31.700
	S	36891.355	46.343	31.589	31.680
	T	36901.355	46.343	31.549	31.643
	U	36911.355	46.343	31.509	31.594
	V	36921.355	46.343	31.469	31.535
	W	36931.355	46.343	31.428	31.459
℄ W	BRG PIER C12	36940.222	46.343	31.392	31.392

LONGITUDINAL BONDED CONSTRUCTION JOINT	LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E	BRG PIER C9	36695.098	49.500	32.244	32.244
	A	36705.098	49.500	32.209	32.241
	B	36715.098	49.500	32.174	32.236
	C	36725.098	49.500	32.139	32.210
	D	36735.098	49.500	32.104	32.180
	E	36745.098	49.500	32.068	32.129
	F	36755.098	49.500	32.033	32.076
	G	36765.098	49.500	31.998	32.017
	℄ PIER C10	36772.815	49.500	31.970	31.970
	H	36782.815	49.500	31.934	31.932
	J	36792.815	49.500	31.898	31.893
	K	36802.815	49.500	31.861	31.853
	L	36812.815	49.500	31.824	31.814
	M	36822.815	49.500	31.787	31.774
	N	36832.815	49.500	31.750	31.735
	O	36842.815	49.500	31.712	31.705
	℄ PIER C11	36851.355	49.500	31.679	31.679
	P	36861.355	49.500	31.641	31.666
	Q	36871.355	49.500	31.602	31.653
	R	36881.355	49.500	31.563	31.635
	S	36891.355	49.500	31.523	31.614
	T	36901.355	49.500	31.484	31.577
	U	36911.355	49.500	31.443	31.528
	V	36921.355	49.500	31.403	31.470
	W	36931.355	49.500	31.362	31.394
℄ W	BRG PIER C12	36940.222	49.500	31.326	31.326

GIRDER 28	LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E	BRG PIER C9	36695.098	52.750	32.176	32.176
	A	36705.098	52.750	32.141	32.173
	B	36715.098	52.750	32.106	32.169
	C	36725.098	52.750	32.071	32.142
	D	36735.098	52.750	32.036	32.112
	E	36745.098	52.750	32.001	32.061
	F	36755.098	52.750	31.966	32.009
	G	36765.098	52.750	31.930	31.949
	℄ PIER C10	36772.815	52.750	31.903	31.903
	H	36782.815	52.750	31.867	31.864
	J	36792.815	52.750	31.830	31.825
	K	36802.815	52.750	31.794	31.786
	L	36812.815	52.750	31.757	31.746
	M	36822.815	52.750	31.720	31.706
	N	36832.815	52.750	31.682	31.667
	O	36842.815	52.750	31.644	31.637
	℄ PIER C11	36851.355	52.750	31.611	31.611
	P	36861.355	52.750	31.573	31.599
	Q	36871.355	52.750	31.534	31.586
	R	36881.355	52.750	31.495	31.567
	S	36891.355	52.750	31.456	31.546
	T	36901.355	52.750	31.416	31.510
	U	36911.355	52.750	31.376	31.460
	V	36921.355	52.750	31.336	31.402
	W	36931.355	52.750	31.295	31.326
℄ W	BRG PIER C12	36940.222	52.750	31.259	31.259

NOTE: All elevations in the tables are given at the top of the concrete deck as shown in DETAIL A., On Sht. S-103

DESIGNED BY
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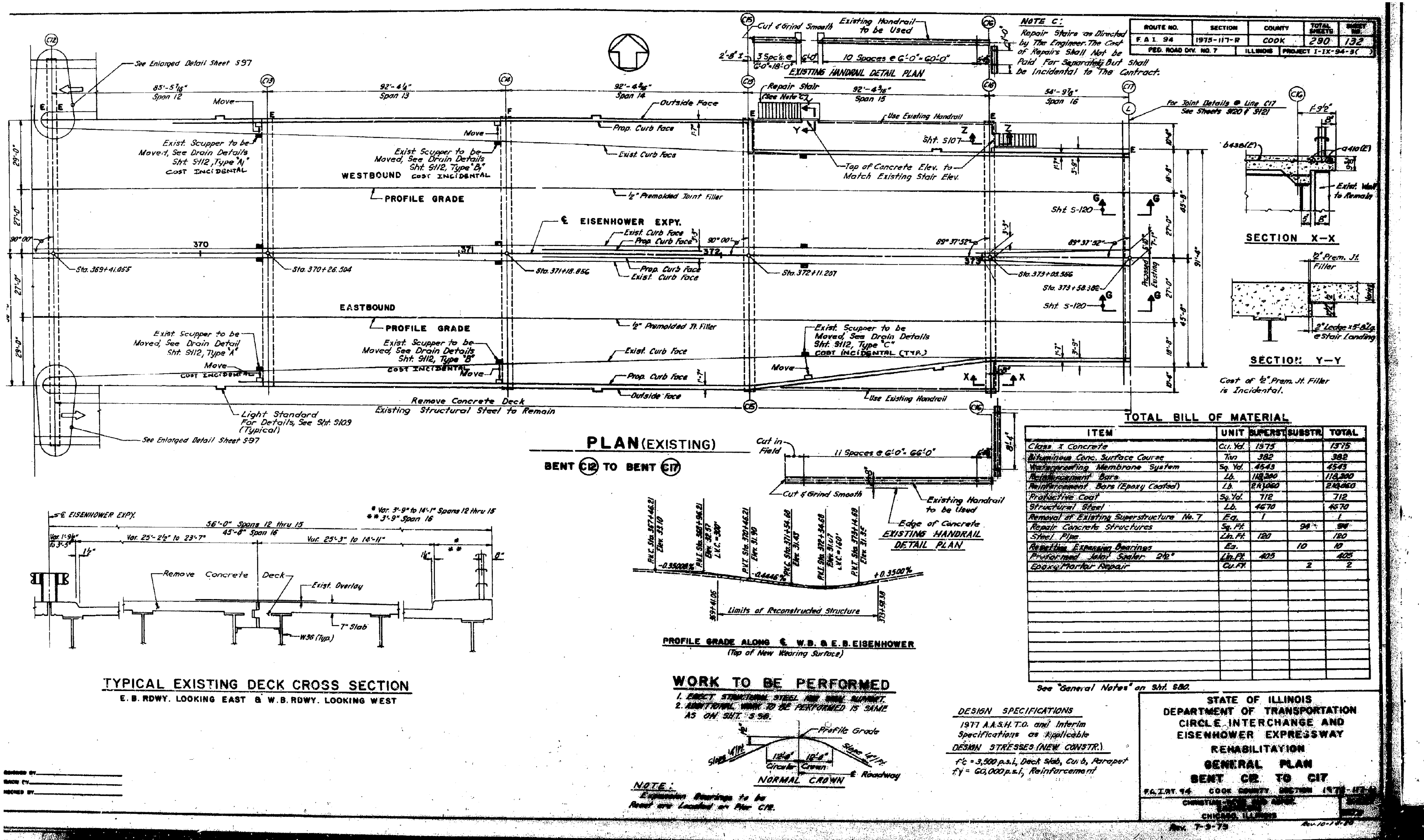
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND
EISENHOWER EXPRESSWAY
REHABILITATION
ELEVATIONS
I-90 E.B. BENT C9 TO BENT C12
F.A.I. RT. 94 COOK COUNTY SECTION 1975-117-R
CHRISTIAN-ROGE AND ASSOC. ENGINEERS CHICAGO, ILLINOIS
SHEET

FOR INFORMATION ONLY



TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPERST.	SUBSTR.	TOTAL
Class X Concrete	Cu. Yd.	1375		1375
Bituminous Conc. Surface Course	Ton	382		382
Waterproofing Membrane System	Sq. Yd.	4543		4543
Reinforcement Bars	Lb.	118,390		118,390
Reinforcement Bars (Epoxy Coated)	Lb.	2[illegible]060		2[illegible]060
Protective Coat	Sq. Yd.	712		712
Structural Steel	Lb.	4670		4670
Removal of Existing Superstructure No. 7	Ea.	1		1
Repair Concrete Structures	Sq. Ft.		94	94
Steel Pipe	Lin. Ft.	120		120
Resetting Expansion Bearings	Ea.		10	10
Preformed Joint Sealer 2 1/2"	Lin. Ft.	405		405
Epoxy Mortar Repair	Cu. Ft.		2	2

See "General Notes" on Sht. S80.

WORK TO BE PERFORMED

1. ERECT STRUCTURAL STEEL FOR [illegible] SUPPORT.
2. ADDITIONAL WORK TO BE PERFORMED IS SAME AS ON SHT. S 56.

NOTE:
Expansion Bearings to be Reset are Located on Pier C18.

DESIGN SPECIFICATIONS
1977 A.A.S.H.T.O. and Interim Specifications as Applicable

DESIGN STRESSES (NEW CONSTR.)
f'c = 3,500 p.s.i., Deck Slab, Curb, Parapet
fy = 60,000 p.s.i., Reinforcement

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND EISENHOWER EXPRESSWAY REHABILITATION
GENERAL PLAN
BENT C12 TO C17
F.A.I. RT. 94 COOK COUNTY SECTION 1975-117-R
CHICAGO, ILLINOIS
Rev. 7-3-79
Rev. 10-1[illegible]

016O461-60X75-S319-EXT.dgn

PARSONS BRINCKERHOFF	USER NAME = pateld	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE = N.T.S.	DRAWN - DCP	REVISED -
	PLOT DATE = 5/8/2017	CHECKED - JIG	REVISED -

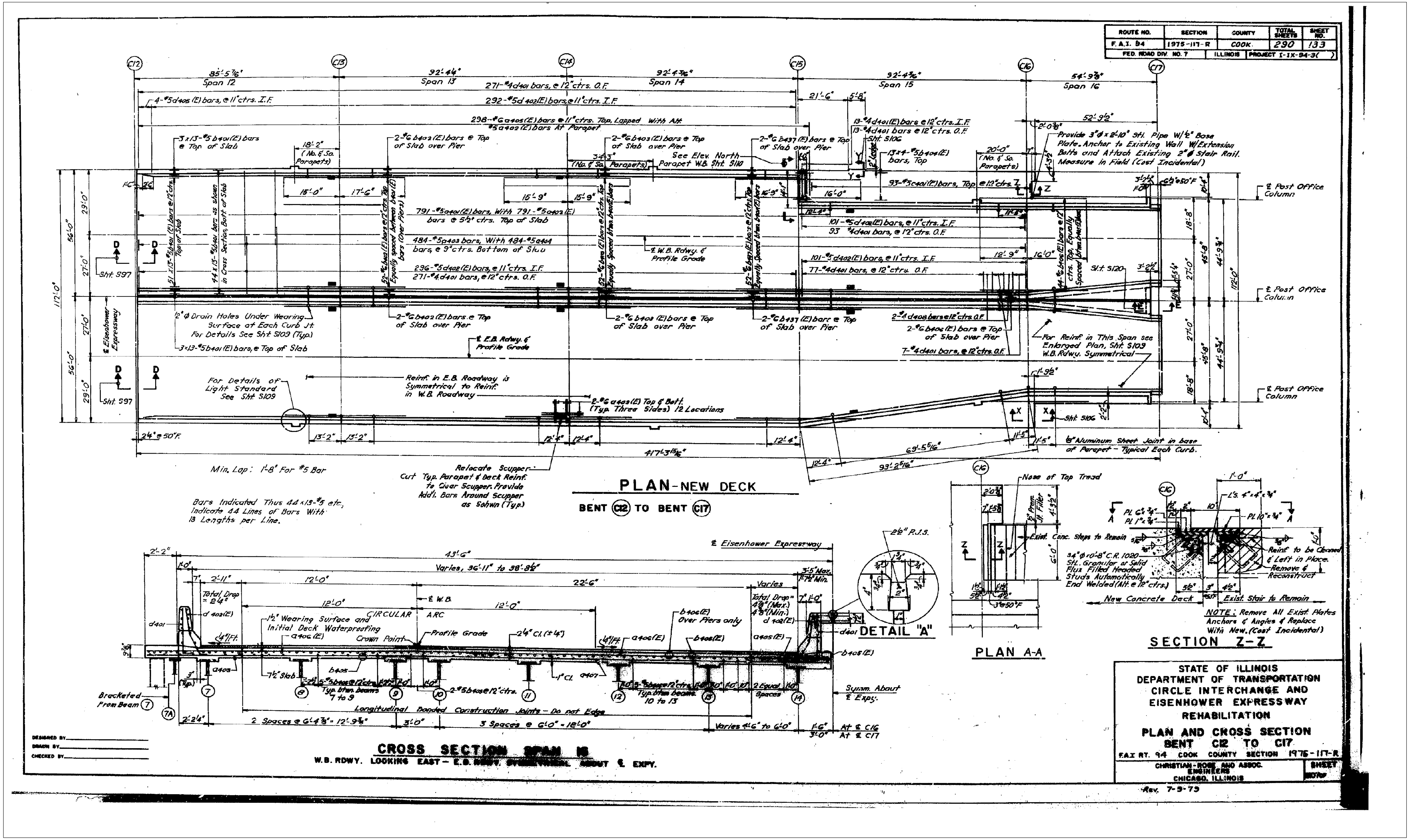
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-0461
SHEET NO. 174 OF 194 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-001 R&B (EB)	COOK	696	603

CONTRACT NO. 60X75
ILLINOIS FED. AID PROJECT

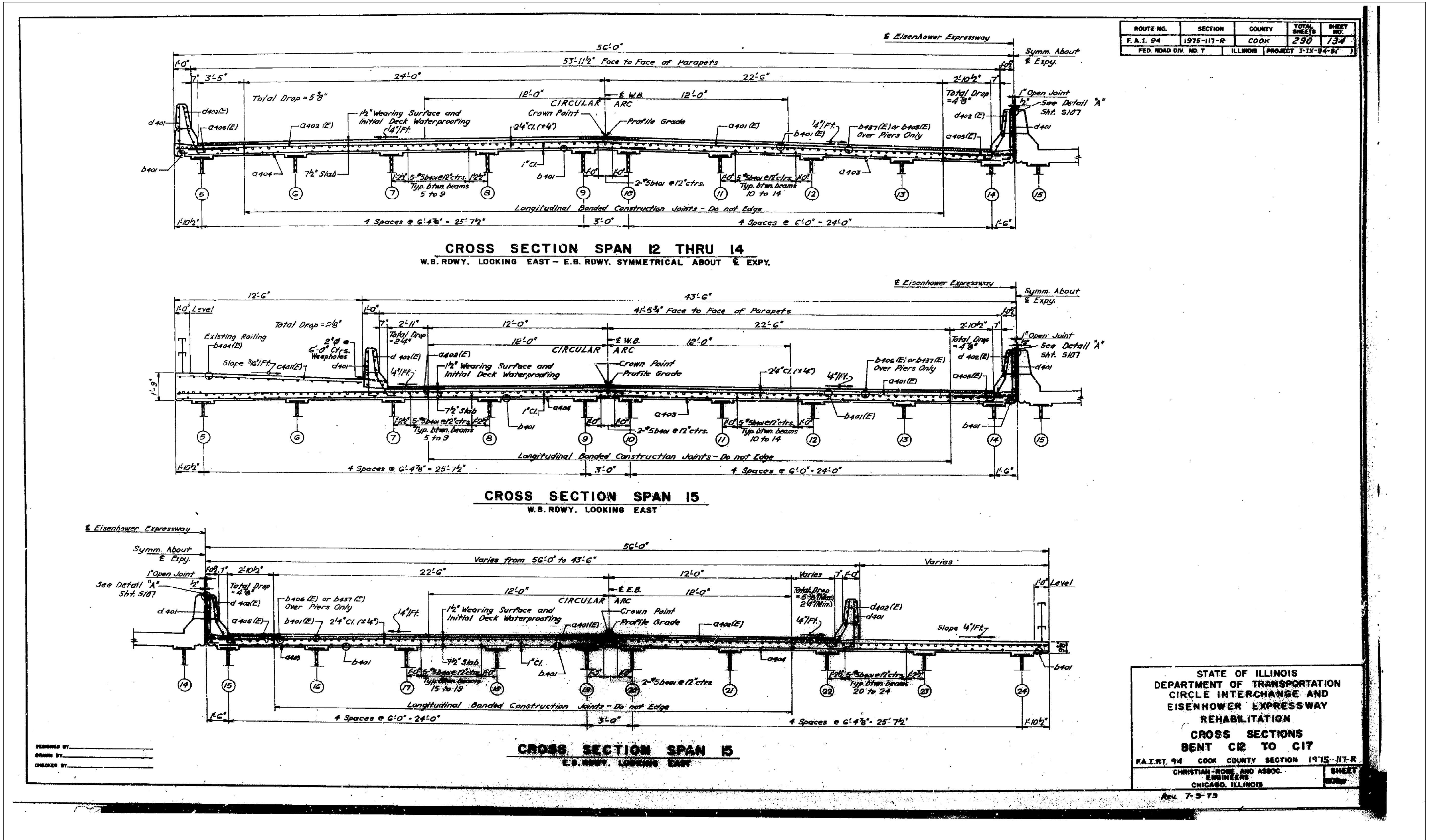
FOR INFORMATION ONLY



016461-60X75-S320-EXT.dgn

PARSONS BRINCKERHOFF	USER NAME = pateld	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING PLANS STRUCTURE NO. 016-0461	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED -	REVISED -			90/94/290	2014-001 R&B (EB)	COOK	696	604
	PLOT SCALE = N.T.S.	DRAWN - DCP	REVISED -			CONTRACT NO. 60X75				
	PLOT DATE = 5/8/2017	CHECKED - JIG	REVISED -		SHEET NO. 175 OF 194 SHEETS	ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY



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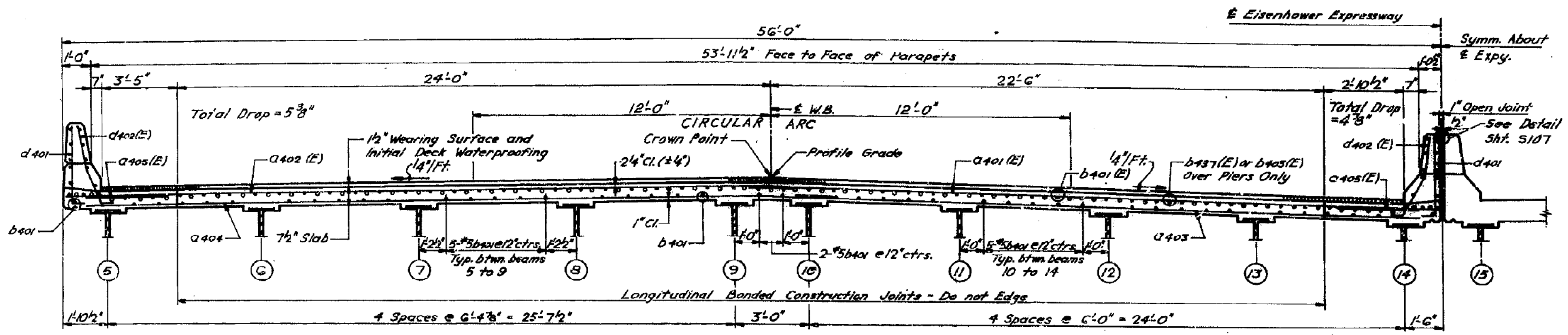
PARSONS BRINCKERHOFF	USER NAME = pateld	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING PLANS STRUCTURE NO. 016-0461	
		CHECKED -	REVISED -			
	PLOT SCALE = N.T.S.	DRAWN - DCP	REVISED -			
	PLOT DATE = 5/8/2017	CHECKED - JIG	REVISED -		SHEET NO. 176 OF 194 SHEETS	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-001 R&B (EB)	COOK	696	605
		CONTRACT NO. 60X75		
		ILLINOIS FED. AID PROJECT		

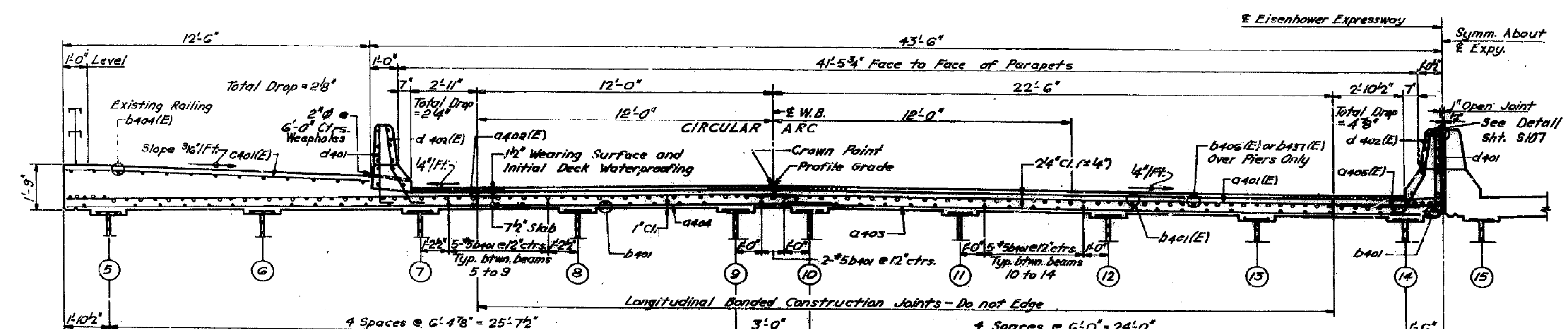
FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 94	1975-117-R	COOK	290	134
FED. ROAD DIV. NO. 7		ILLINOIS	PROJECT I-IX-94-5( )	



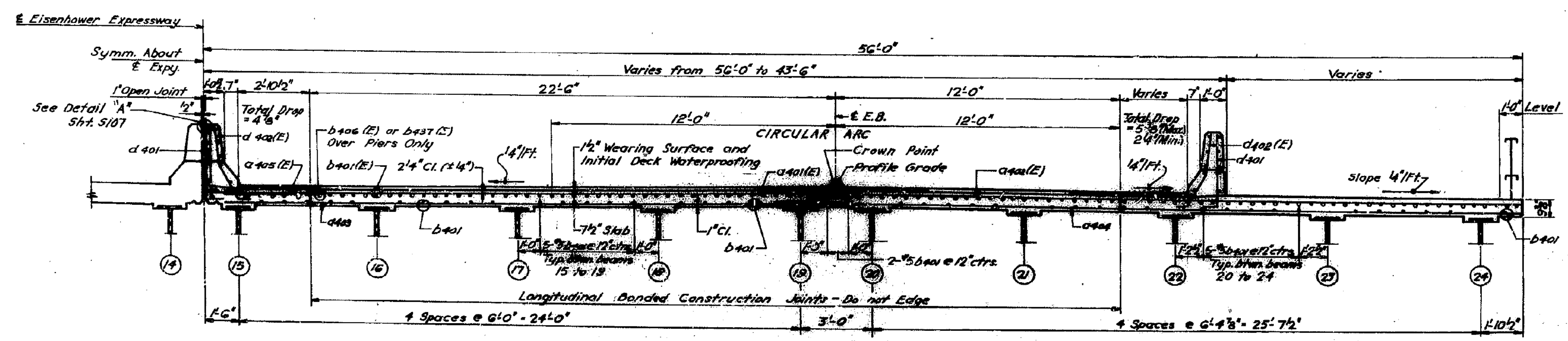
CROSS SECTION SPAN 12 THRU 14

W.B. RDWY. LOOKING EAST – E.B. RDWY. SYMMETRICAL ABOUT ℄ EXPY.



CROSS SECTION SPAN 15

W.B. RDWY. LOOKING EAST



CROSS SECTION SPAN 15

E.B. RDWY. LOOKING EAST

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND EISENHOWER EXPRESSWAY REHABILITATION

CROSS SECTIONS
BENT C12 TO C17

F.A.I.RT. 94 COOK COUNTY SECTION 1975-117-R

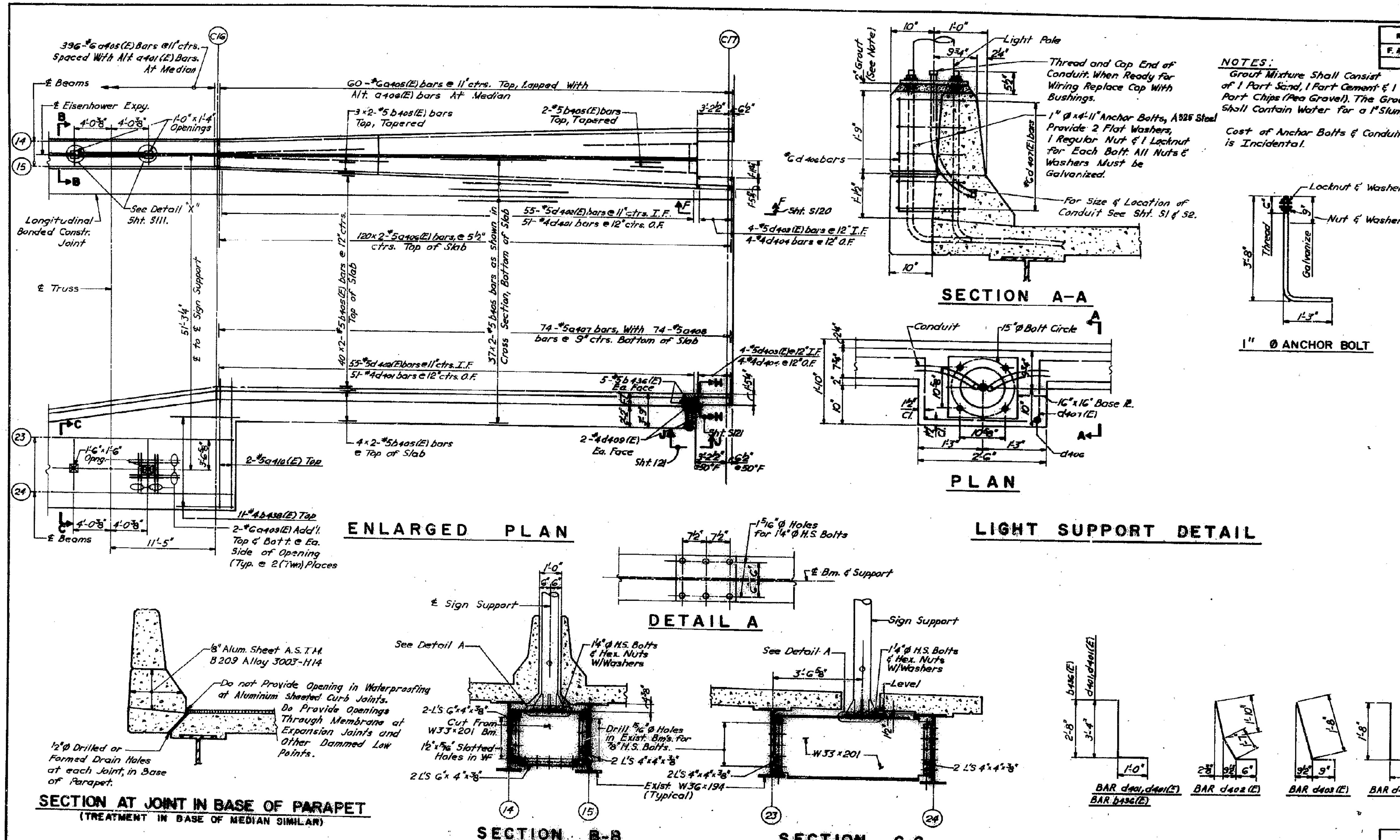
CHRISTIAN-ROGE AND ASSOC. ENGINEERS CHICAGO, ILLINOIS

Rev. 7-9-73

016461-60X75-S322-EXT.dgn

PARSONS BRINCKERHOFF	USER NAME = pateld	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING PLANS STRUCTURE NO. 016-0461	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED -	REVISED -			90/94/290	2014-001 R&B (EB)	COOK	696	606
	PLOT SCALE = N.T.S.	DRAWN - DCP	REVISED -					CONTRACT NO. 60X75		
	PLOT DATE = 5/8/2017	CHECKED - JIG	REVISED -		SHEET NO. 177 OF 194 SHEETS		ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY



NOTES:
Grout Mixture Shall Consist of 1 Part Sand, 1 Part Cement & 1 Part Chips (Pea Gravel). The Grout Shall Contain Water for a 1" Slump.

Cost of Anchor Bolts & Conduit is Incidental.

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 94	1975-117-R	COOK	298	135
FED. ROAD DIV. NO. 7	ILLINOIS	PROJECT I-IX-94-3( )		

BILL OF MATERIAL

BAR	NO.	NO. (E)	SIZE	LENGTH	SHAPE
a401(E)		1582	#5	27'-6"	—
a402(E)		1582	#5	29'-6"	—
a403	968		#5	25'-7"	—
a404	968		#5	30'-4"	—
a405(E)		1508	#6	4'-0"	—
a406(E)		480	#5	23'-6"	—
a407	148		#5	29'-2"	—
a408	148		#5	17'-10"	—
a409(E)		176	#6	5'-6"	—
a410(E)		4	#5	14'-0"	—
b401	1144		#5	29'-7"	—
b401(E)		1482	#5	29'-7"	—
b402(E)		112	#6	32'-6"	—
b403(E)		112	#6	31'-6"	—
b404(E)		52	#5	24'-6"	—
b405	148		#5	28'-10"	—
b405(E)		192	#5	28'-10"	—
b406(E)		92	#6	28'-9"	—
b436(E)		20	#5	3'-8"	┐
b437(E)		112	#6	32'-9"	—
b438(E)		22	#4	4'-0"	—
c401(E)		93	#5	12'-2"	—
d401	1669		#4	4'-4"	L
d401(E)		13	#4	4'-4"	L
d402(E)		1800	#5	3'-11"	L
d409(E)		8	#5	4'-2"	L
d403(E)		16	#5	2'-5"	L
d404	16		#4	2'-5	L
d405(E)		8	#5	4'-2"	L
d408	8		#4	3'-6"	L

Item	Unit	Quantity
Reinforcement Bars	Lb.	108,340
Reinf. Bars (Epoxy Coated)	Lb.	199,[illegible]
Class X Concrete	Cu. Yd.	1,176
Waterproofing Membrane System	Sq. Yd.	4,583
Bitum. Conc. Surf. Course	Ton	382
Structural Steel	Lb.	4180

Reinforcement Bars Designated (E) Shall be Epoxy Coated. See Special Provisions.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND EISENHOWER EXPRESSWAY REHABILITATION
SECTIONS AND DETAILS
BENT C16 TO C17
F.A.I. RT. 94 COOK COUNTY SECTION 1975-117-R
CHICAGO, ILLINOIS
Rev. 7-9-79

DESIGNED BY
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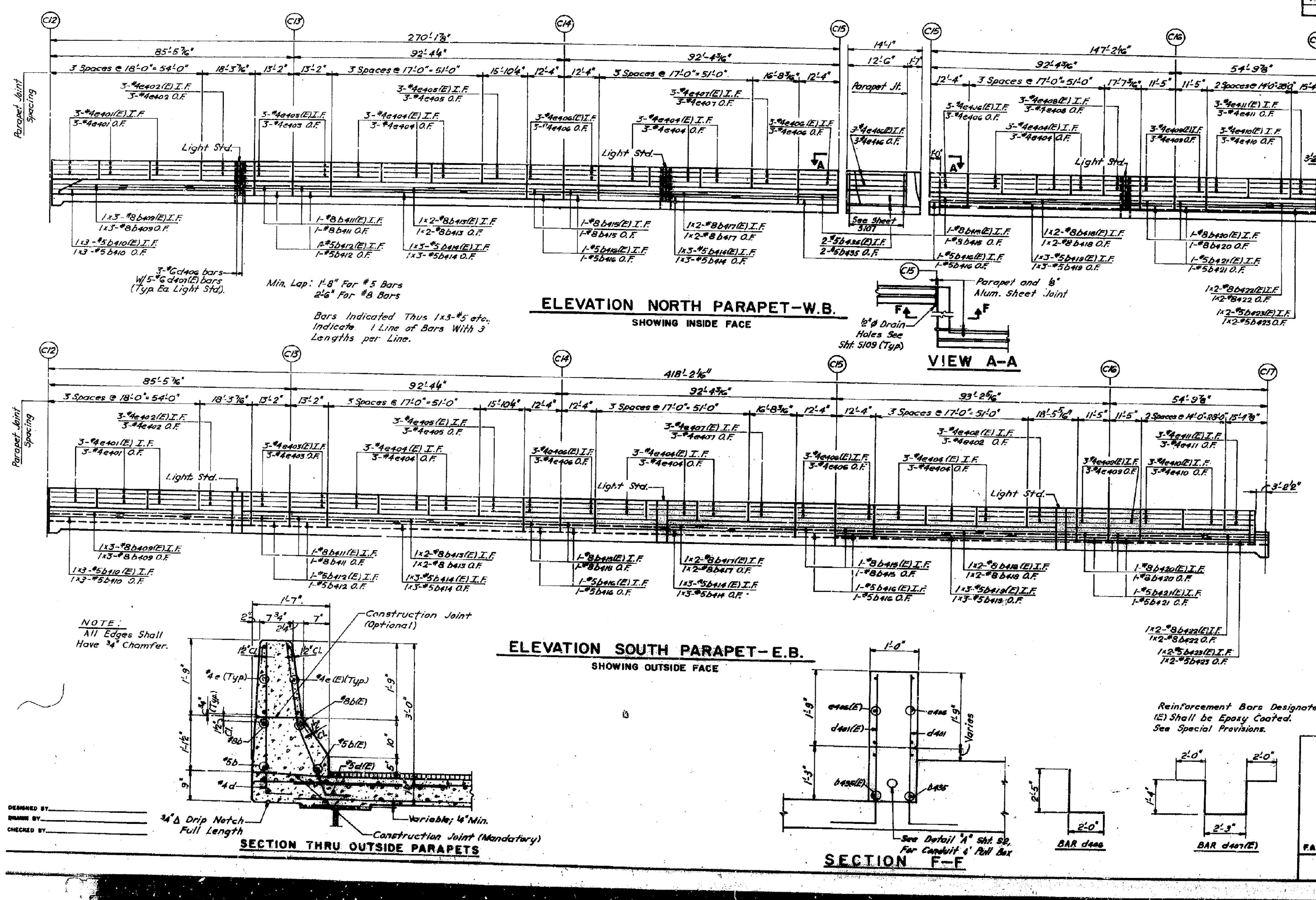
PARSONS BRINCKERHOFF	USER NAME = pateld	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING PLANS STRUCTURE NO. 016-0461	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED -	REVISED -			90/94/290	2014-001 R&B (EB)	COOK	696	607
	PLOT SCALE = N.T.S.	DRAWN - DCP	REVISED -			CONTRACT NO. 60X75				
	PLOT DATE = 5/8/2017	CHECKED - JIG	REVISED -		SHEET NO. 178 OF 194 SHEETS	ILLINOIS FED. AID PROJECT				

016461-60X75-S323-EXT.dgn

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 94	1975-117-R	COOK	290	136
FED. ROAD DIV. NO. 7		ILLINOIS	PROJECT I-IX-94-3( )	



BILL OF MATERIAL

BAR	NO.	NO. (E)	SIZE	LENGTH	SHAPE
b409	6	—	#8	25'-7"	
b409(E)	—	6	#8	25'-7"	
b410	6	—	#5	25'-0"	
b410(E)	—	6	#5	25'-0"	
b411	4	—	#8	12'-10"	
b411(E)	—	4	#8	12'-10"	
b412	4	—	#5	12'-10"	
b412(E)	—	4	#5	12'-10"	
b413	4	—	#8	34'-6"	
b413(E)	—	4	#8	34'-6"	
b414	12	—	#5	23'-7"	
b414(E)	—	12	#5	23'-7"	
b415	8	—	#8	12'-0"	
b415(E)	—	8	#8	12'-0"	
b416	8	—	#5	12'-0"	
b416(E)	—	8	#5	12'-0"	
b417	4	—	#8	34'-11"	
b417(E)	—	4	#8	34'-11"	
b418	4	—	#8	35'-9"	
b418(E)	—	4	#8	35'-9"	
b419	6	—	#5	24'-1"	
b419(E)	—	6	#5	24'-1"	
b420	4	—	#8	11'-1"	
b420(E)	—	4	#8	11'-1"	
b421	4	—	#5	11'-1"	
b421(E)	—	4	#5	11'-1"	
b422	4	—	#8	23'-1"	
b422(E)	—	4	#8	23'-1"	
b423	4	—	#5	22'-8"	
b423(E)	—	4	#5	22'-8"	
b435	2		#5	12'-3"	
b435(E)		2	#5	12'-3"	
e401	18		#4	17'-8"	
e401(E)	—	18	#4	17'-8"	
e402	9	—	#4	17'-11"	
e402(E)	—	9	#4	17'-11"	
e403	12	—	#4	12'-10"	
e403(E)	—	12	#4	12'-10"	
e404	54	—	#4	16'-8"	
e404(E)	—	54	#4	16'-8"	
e405	6	—	#4	15'-6"	
e405(E)	—	6	#4	15'-6"	
e406	27	—	#4	12'-0"	
e406(E)	—	27	#4	12'-0"	
e407	6	—	#4	16'-4"	
e407(E)	—	6	#4	16'-4"	
e408	3	—	#4	17'-3"	
e408(E)	—	3	#4	17'-3"	
e409	12	—	#4	11'-1"	
e409(E)	—	12	#4	11'-1"	
e410	12	—	#4	13'-8"	
e410(E)	—	12	#4	13'-8"	
e411	6	—	#4	11'-10"	
e411(E)	—	6	#4	11'-10"	
d406	18	—	#6	4'-5"	
d407(E)	—	30	#6	8'-11"	

Reinforcement Bars	Lb.	4,990
Reinf. Bars (Epoxy Coated)	Lb.	5,270
Class X Concrete	Cu. Yd.	96
Protective Coat	Sq. Yd.	351

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND
EISENHOWER EXPRESSWAY
REHABILITATION
PARAPETS
BENT C12 TO C17

F.A.I. RT. 94 COOK COUNTY SECTION 1975-117-R

CHRISTIAN-ROGE AND ASSOC. ENGINEERS
CHICAGO, ILLINOIS

SHEET 380 of

Rev. 7-5-73

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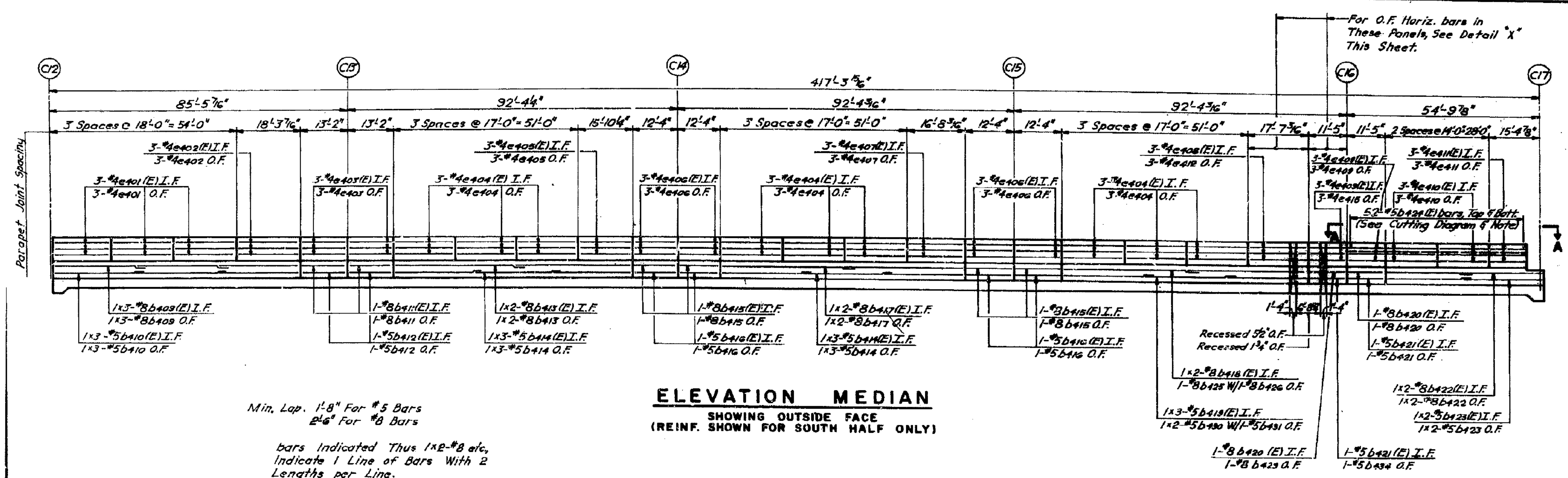
PARSONS BRINCKERHOFF	USER NAME = pateld	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING PLANS STRUCTURE NO. 016-0461
		CHECKED -	REVISED -		
	PLOT SCALE = N.T.S.	DRAWN - DCP	REVISED -		
	PLOT DATE = 5/8/2017	CHECKED - JIG	REVISED -		SHEET NO. 179 OF 194 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-001 R&B (EB)	COOK	696	608
		CONTRACT NO. 60X75		
		ILLINOIS FED. AID PROJECT		

016461-60X75-S324-EXT.dgn

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 94	1975-117-R	COOK	290	137
FED. ROAD DIV. NO. 7	ILLINOIS	PROJECT I-IX-94-3( )		

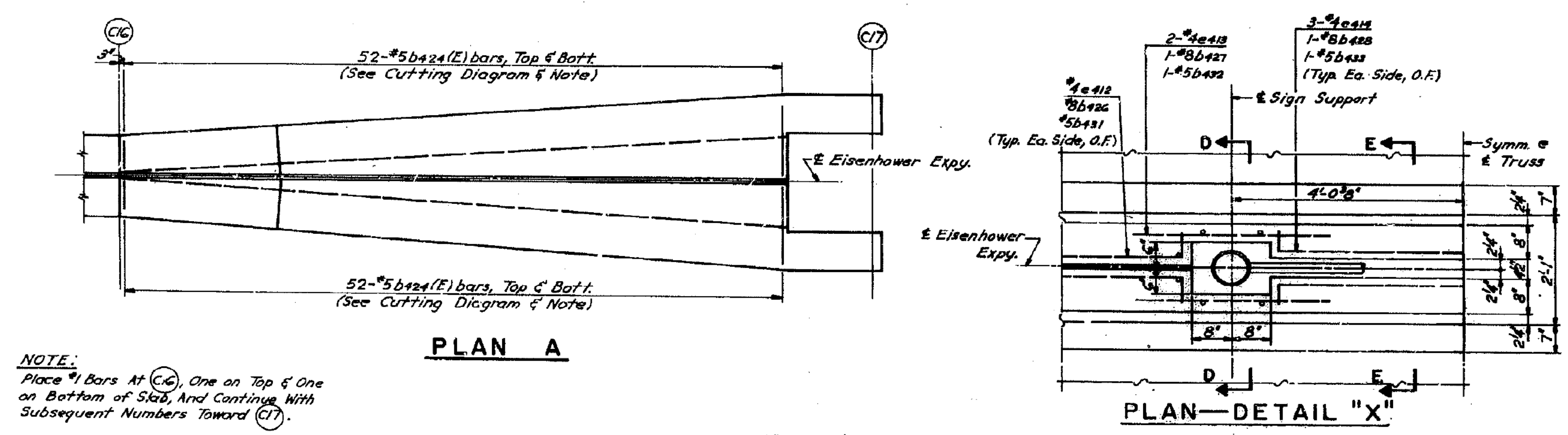


ELEVATION MEDIAN

SHOWING OUTSIDE FACE
(REINF. SHOWN FOR SOUTH HALF ONLY)

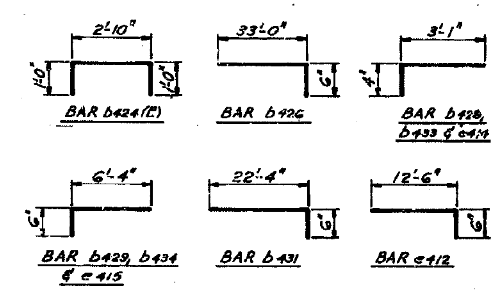
Min. Lap. 1'-8" For #5 Bars
2'-6" For #8 Bars

bars Indicated Thus 1×2-#8 etc. Indicate 1 Line of Bars With 2 Lengths per Line.

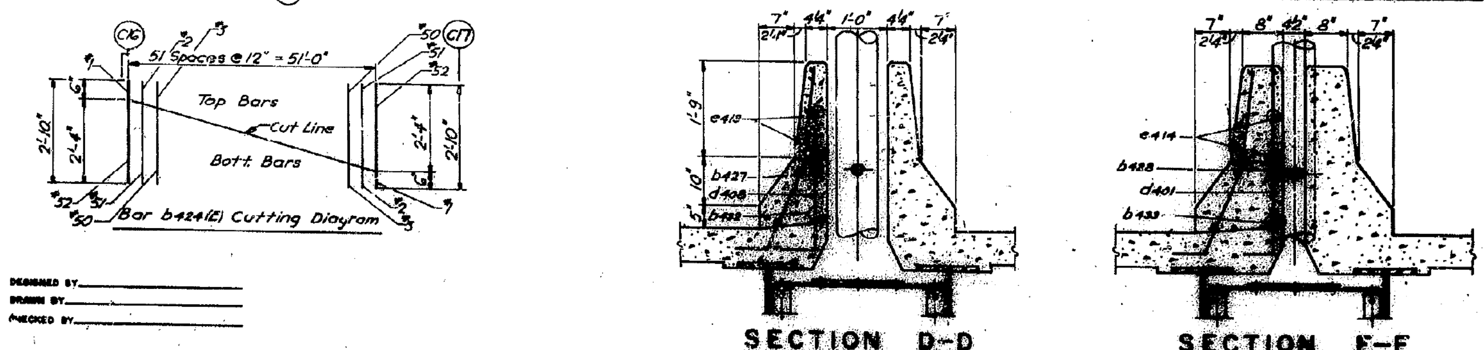


PLAN A

PLAN—DETAIL "X"



NOTE:
Place #1 Bars At C16, One on Top & One on Bottom of Slab, And Continue With Subsequent Numbers Toward C17.



SECTION D-D

SECTION E-E

DESIGNED BY
DRAWN BY
CHECKED BY

BILL OF MATERIAL

BAR	NO.	NO. (E)	SIZE	LENGTH	SHAPE
b409	6	—	#8	25'-7"	
b409(E)	—	6	#8	25'-7"	
b410	6	—	#5	25'-0"	
b410(E)	—	6	#5	25'-0"	
b411	4	—	#8	12'-10"	
b411(E)	—	4	#8	12'-10"	
b412	4	—	#5	12'-10"	
b412(E)	—	4	#5	12'-10"	
b413	4	—	#8	34'-6"	
b413(E)	—	4	#8	34'-6"	
b414	12	—	#5	23'-7"	
b414(E)	—	12	#5	23'-7"	
b415	8	—	#8	12'-0"	
b415(E)	—	8	#8	12'-0"	
b416	8	—	#5	12'-0"	
b416(E)	—	8	#5	12'-0"	
b417	4	—	#8	34'-11"	
b417(E)	—	4	#8	34'-11"	
b418(E)	—	4	#8	35'-5"	
b419(E)	—	6	#5	23'-11"	
b420	2	—	#8	11'-1"	
b420(E)	—	4	#8	11'-1"	
b421	2	—	#5	11'-1"	
b421(E)	—	4	#5	11'-1"	
b422	4	—	#8	23'-1"	
b422(E)	—	4	#8	23'-1"	
b423	4	—	#5	22'-8"	
b423(E)	—	4	#5	22'-8"	
b424(E)	—	104	#5	4'-10"	
b425	2	—	#8	33'-0"	
b426	2	—	#8	35'-6"	
b427	4	—	#8	4'-0"	
b428	4	—	#8	3'-5"	
b429	2	—	#8	6'-10"	
b430	4	—	#5	22'-4"	
b431	2	—	#5	22'-10"	
b432	4	—	#5	4'-0"	
b433	4	—	#5	3'-5"	
b434	2	—	#5	6'-10"	
e401	18	—	#4	17'-8"	
e401(E)	—	18	#4	17'-8"	
e402	6	—	#4	17'-11"	
e402(E)	—	6	#4	17'-11"	
e403	12	—	#4	12'-10"	
e403(E)	—	12	#4	12'-10"	
e404	54	—	#4	16'-8"	
e404(E)	—	54	#4	16'-8"	
e405	6	—	#4	15'-6"	
e405(E)	—	6	#4	15'-6"	
e406	24	—	#4	12'-0"	
e406(E)	—	24	#4	12'-0"	
e407	6	—	#4	16'-4"	
e407(E)	—	6	#4	16'-4"	
e408(E)	—	6	#4	17'-3"	
e409	6	—	#4	11'-1"	
e409(E)	—	12	#4	11'-1"	
e410	12	—	#4	13'-8"	
e410(E)	—	12	#4	13'-8"	
e411	6	—	#4	11'-10"	
e411(E)	—	6	#4	11'-10"	

BILL OF MATERIAL

BAR	NO.	NO. (E)	SIZE	LENGTH	SHAPE
e412	6	—	#4	13'-0"	
e413	8	—	#4	4'-0"	
e414	12	—	#4	3'-5"	
e415	6	—	#4	6'-10"	

Reinforcement Bars	Lb.	4870
Reinf. Bars (Epoxy Coated)	Lb.	5330
Class X Concrete	Cu.Yd.	104
Protective Coat	Sq.Yd.	361

Reinforcement Bars Designated (E) Shall be Epoxy Coated. See Special Provisions.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND
EISENHOWER EXPRESSWAY
REHABILITATION
MEDIAN
BENT C12 TO C17

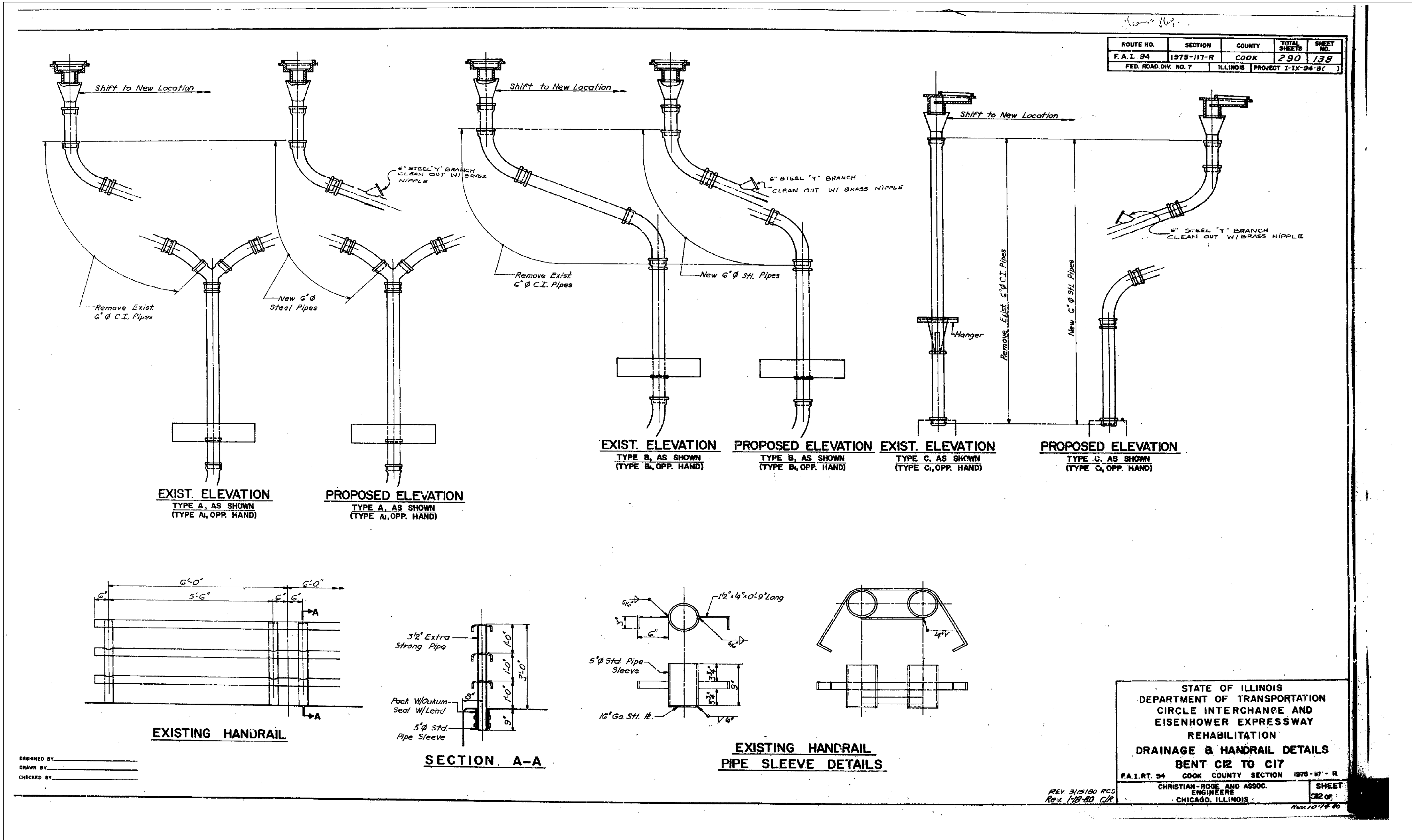
F.A.I. RT. 94 COOK COUNTY SECTION 1975-117-R

CHRISTIAN-ROGE AND ASSOC. ENGINEERS CHICAGO, ILLINOIS

SHEET

Rev. 7-3-79

FOR INFORMATION ONLY



PARSONS BRINCKERHOFF	USER NAME = pateld	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE = N.T.S.	DRAWN - DCP	REVISED -
	PLOT DATE = 5/8/2017	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-0461
SHEET NO. 181 OF 194 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-001 R&B (EB)	COOK	696	610
		CONTRACT NO. 60X75		
		ILLINOIS FED. AID PROJECT		

016046I-60X75-S326-EXT.dgn

FOR INFORMATION ONLY

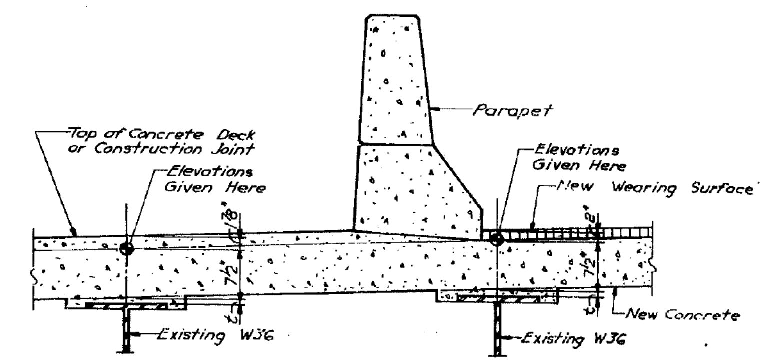
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. RT. 94	1975-117-R	COOK	290	139
FED. ROAD DIV. NO. 7		ILLINOIS	PROJECT I-IX-94-3( )	

	LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E	BRG PIER C12	36941.888	-27.125	31.785	31.785
GIRDER 5	A	36951.888	-27.125	31.743	31.763
	B	36961.888	-27.125	31.702	31.741
	C	36971.888	-27.125	31.660	31.704
	D	36981.888	-27.125	31.617	31.664
	E	36991.888	-27.125	31.575	31.612
	F	37001.888	-27.125	31.532	31.557
	G	37011.888	-27.125	31.489	31.503
	H	37021.888	-27.125	31.445	31.450
	℄ PIER C13	37026.504	-27.125	31.425	31.425
	J	37036.504	-27.125	31.381	31.385
	K	37046.504	-27.125	31.337	31.346
	L	37056.504	-27.125	31.292	31.309
	M	37066.504	-27.125	31.248	31.273
	N	37076.504	-27.125	31.203	31.232
	O	37086.504	-27.125	31.159	31.181
	P	37096.504	-27.125	31.114	31.130
	Q	37106.504	-27.125	31.070	31.078
	R	37116.504	-27.125	31.025	31.027
	℄ PIER C14	37118.856	-27.125	31.015	31.015
	S	37128.856	-27.125	30.971	30.973
	T	37138.856	-27.125	30.926	30.931
	U	37148.856	-27.125	30.882	30.888
	V	37158.856	-27.125	30.838	30.847
	W	37168.856	-27.125	30.798	30.806
	X	37178.856	-27.125	30.763	30.764
	Y	37188.856	-27.125	30.733	30.728
	Z	37198.856	-27.125	30.708	30.705
	AA	37208.856	-27.125	30.688	30.687
	℄ PIER C15	37211.207	-27.125	30.684	30.684
	AB	37221.207	-27.125	30.670	30.693
	AC	37231.207	-27.125	30.661	30.706
	AD	37241.207	-27.125	30.657	30.722
	AE	37251.207	-27.125	30.658	30.741
	AF	37261.207	-27.125	30.664	30.754
	AG	37271.207	-27.125	30.675	30.756
	AH	37281.207	-27.125	30.691	30.761
	AJ	37291.207	-27.125	30.712	30.750
	AK	37301.207	-27.125	30.737	30.744
	℄ PIER C16	37303.208	-27.125	30.743	30.743
	AL				
	AM				
	AN				
	AO				
	AP				
℄	BRG PIER C17				

	LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E	BRG PIER C12	36941.888	-24.000	31.850	31.850
LONGITUDINAL BONDED CONSTRUCTION JOINT	A	36951.888	-24.000	31.808	31.830
	B	36961.888	-24.000	31.767	31.811
	C	36971.888	-24.000	31.725	31.776
	D	36981.888	-24.000	31.682	31.739
	E	36991.888	-24.000	31.640	31.686
	F	37001.888	-24.000	31.597	31.628
	G	37011.888	-24.000	31.554	31.572
	H	37021.888	-24.000	31.510	31.516
	℄ PIER C13	37026.504	-24.000	31.490	31.490
	J	37036.504	-24.000	31.446	31.453
	K	37046.504	-24.000	31.402	31.415
	L	37056.504	-24.000	31.357	31.379
	M	37066.504	-24.000	31.313	31.344
	N	37076.504	-24.000	31.268	31.302
	O	37086.504	-24.000	31.224	31.251
	P	37096.504	-24.000	31.179	31.200
	Q	37106.504	-24.000	31.135	31.146
	R	37116.504	-24.000	31.090	31.093
	℄ PIER C14	37118.856	-24.000	31.080	31.080
	S	37128.856	-24.000	31.036	31.038
	T	37138.856	-24.000	30.991	30.996
	U	37148.856	-24.000	30.947	30.953
	V	37158.856	-24.000	30.903	30.912
	W	37168.856	-24.000	30.863	30.871
	X	37178.856	-24.000	30.828	30.829
	Y	37188.856	-24.000	30.798	30.793
	Z	37198.856	-24.000	30.773	30.770
	AA	37208.856	-24.000	30.753	30.752
	℄ PIER C15	37211.207	-24.000	30.749	30.749
	AB				
	AC				
	AD				
	AE				
	AF				
	AG				
	AH				
	AJ				
	AK				
	℄ PIER C16	37303.276	-16.562	30.963	30.963
GIRDER 7A	AL	37313.276	-16.562	30.995	30.995
	AM	37323.276	-16.562	31.030	31.030
	AN	37333.276	-16.562	31.065	31.066
	AO	37343.276	-16.562	31.100	31.105
	AP	37353.276	-16.562	31.135	31.137
℄	BRG PIER C17	37358.102	-16.562	31.152	31.152

	LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E	BRG PIER C12	36941.888	-20.718	31.918	31.918
GIRDER 6	A	35951.888	-20.718	31.877	31.899
	B	36961.888	-20.718	31.835	31.879
	C	36971.888	-20.718	31.793	31.844
	D	36981.888	-20.718	31.751	31.807
	E	36991.888	-20.718	31.708	31.754
	F	37001.888	-20.718	31.665	31.696
	G	37011.888	-20.718	31.622	31.640
	H	37021.888	-20.718	31.578	31.584
	℄ PIER C13	37026.504	-20.718	31.558	31.558
	J	37036.504	-20.718	31.514	31.521
	K	37046.504	-20.718	31.470	31.483
	L	37056.504	-20.718	31.425	31.447
	M	37066.504	-20.718	31.381	31.412
	N	37076.504	-20.718	31.337	31.370
	O	37086.504	-20.718	31.292	31.319
	P	37096.504	-20.718	31.248	31.268
	Q	37106.504	-20.718	31.203	31.214
	R	37116.504	-20.718	31.159	31.161
	℄ PIER C14	37118.856	-20.718	31.148	31.148
	S	37128.856	-20.718	31.104	31.106
	T	37138.856	-20.718	31.059	31.064
	L	37148.856	-20.718	31.015	31.022
	V	37158.856	-20.718	30.971	30.980
	W	37168.856	-20.718	30.931	30.939
	X	37178.856	-20.718	30.896	30.897
	Y	37188.856	-20.718	30.866	30.861
	Z	37198.856	-20.718	30.841	30.836
	AA	37208.856	-20.718	30.821	30.820
	℄ PIER C15	37211.207	-20.718	30.817	30.817
	AB	37221.207	-20.718	30.803	30.833
	AC	37231.207	-20.718	30.794	30.853
	AD	37241.207	-20.718	30.790	30.874
	AE	37251.207	-20.718	30.791	30.897
	AF	37261.207	-20.718	30.797	30.913
	AG	37271.207	-20.718	30.808	30.912
	AH	37281.207	-20.718	30.824	30.914
	AJ	37291.207	-20.718	30.845	30.894
	AK	37301.207	-20.718	30.871	30.879
	℄ PIER C16	37303.249	-20.718	30.877	30.877
	AL				
	AM				
	AN				
	AO				
	AP				
℄	BRG PIER C17				

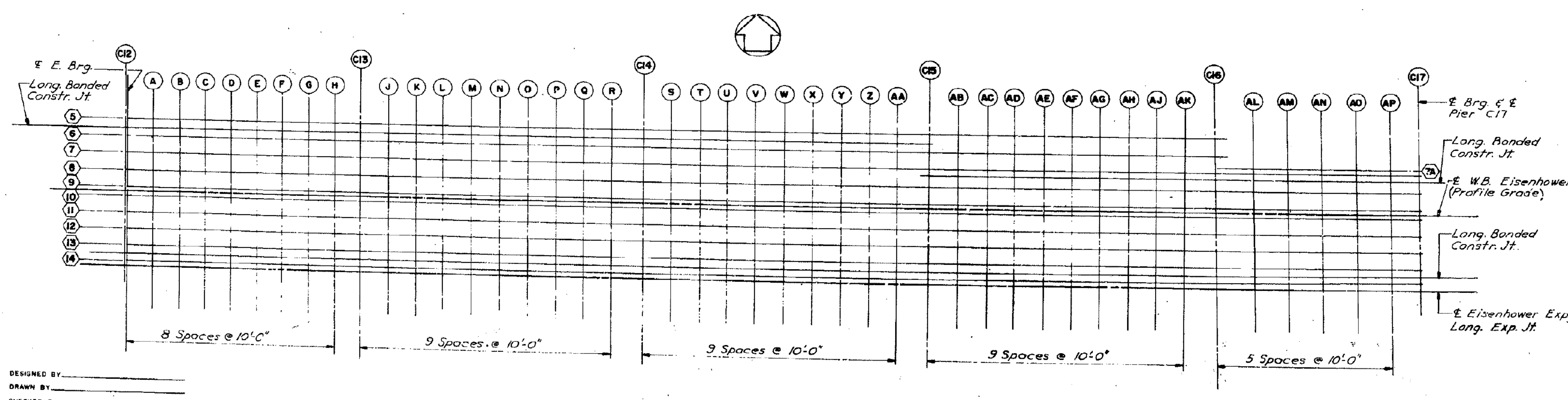
NOTE A: All elevations in the tables are given at the top of the concrete deck as shown in DETAIL A.



DETAIL A

FILLET HEIGHTS

To determine "t" as shown in DETAIL A: After all existing concrete superstructure has beer demolished and removed from each span, elevations of the top flanges of the beams shall be taken at intervals shown in Plan. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown in tables minus slab thickness, equals the fillet heights "t" above the top flange of beams.



PLAN

NOTE: For Deflection Diagram see Sht. S-114
For additional tables see Sht. S-114 and S-115

DESIGNED BY
DRAWN BY
CHECKED BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND EISENHOWER EXPRESSWAY REHABILITATION
ELEVATIONS
I-90 W.B. BENT C12 TO BENT C17
FA I RT 94 COOK COUNTY SECTION 1975-117-R
CHRISTIAN-ROGE AND ASSOC. ENGINEERS CHICAGO, ILLINOIS
SHEET S83OF

PARSONS BRINCKERHOFF	USER NAME = pateld	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING PLANS STRUCTURE NO. 016-0461	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED -	REVISED -			90/94/290	2014-001 R&B (EB)	COOK	696	611
	PLOT SCALE = N.T.S.	DRAWN - DCP	REVISED -			CONTRACT NO. 60X75				
	PLOT DATE = 5/8/2017	CHECKED - JIG	REVISED -		SHEET NO. 182 OF 194 SHEETS	ILLINOIS FED. AID PROJECT				

016461-60X75-S327-EXT.dgn

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. RT. 94	1975-117-R	COOK	290	140
FED. ROAD DIV. NO. 7		ILLINOIS	PROJECT I-IX-94-3( )	

GIRDER 7

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E. BRG PIER C12	36941.888	-14.312	32.051	32.051
A	36951.888	-14.312	32.010	32.034
B	36961.888	-14.312	31.968	32.017
C	36971.888	-14.312	31.926	31.980
D	36981.888	-14.312	31.884	31.941
E	36991.808	-14.312	31.841	31.889
F	37001.888	-14.312	31.798	31.834
G	37011.888	-14.312	31.755	31.777
H	37021.888	-14.312	31.712	31.719
℄ PIER C13	37026.504	-14.312	31.691	31.691
J	37036.504	-14.312	31.647	31.652
K	37046.504	-14.312	31.603	31.612
L	37056.504	-14.312	31.559	31.575
M	37066.504	-14.312	31.514	31.540
N	37076.504	-14.312	31.470	31.498
O	37086.504	-14.312	31.425	31.447
P	37096.504	-14.312	31.381	31.396
Q	37106.504	-14.312	31.336	31.345
R	37116.504	-14.312	31.292	31.294
℄ PIER C14	37118.856	-14.312	31.281	31.281
S	37128.856			31.244
T	37138.[illegible]			31.20[illegible]
U	3714[illegible]			
V	[illegible]			
W				
X		-14.312	31.02[illegible]	31.04[illegible]
Y	[illegible].856	-14.312	30.999	31.009
Z	37198.856	-14.312	30.974	30.980
AA	37208.856	-14.[illegible]	30.954	30.955
℄ PIER C15	372[illegible]			[illegible]
AB		-14.312		
AC	[illegible]	-14.312	[illegible]	[illegible]
AD	37241.207	-14.312	30.923	30.963
AE	37251.207	-14.312	30.924	30.975
AF	37261.207	-14.312	30.930	30.984
AG	37271.207	-14.312	30.941	30.986
AH	37281.207	-14.312	30.957	30.992
AJ	37291.207	-14.312	30.978	30.997
AK	37301.207	-14.312	31.004	31.007
℄ PIER C16	37303.290	-14.312	31.010	31.010
AL	37313.290	-14.312	31.042	31.042
AM	37323.290	-14.312	31.077	31.079
AN	37333.290	-14.312	31.112	31.117
AO	37343.290	-14.312	31.147	31.152
AP	37353.290	-14.312	31.182	31.184
℄ BRG PIER C17	37358.116	-14.312	31.199	31.199

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E. BRG PIER C12				
A				
B				
C				
D				
E				
F				
G				
H				
℄ PIER C13				
J				
K				
L				
M				
N				
O				
P				
Q				
R				
℄ PIER C14				
S				
T				
Y				
Z				
AA				
℄ PIER C15				30.998
	[illegible]		[illegible]	30.994
AC	37231.207	-12.000	[illegible]	30.994
AD	37241.207	-12.000	30.972	31.006
AE	37251.207	-12.000	30.973	31.013
AF	37261.207	-12.000	30.979	31.023
AG	37271.207	-12.000	30.989	31.027
AH	37281.207	-12.000	31.005	31.035
AJ	37291.207	-12.000	31.026	31.043
AK	37301.207	-12.000	31.052	31.055
℄ PIER C16	37303.305	-12.000	31.058	31.058
AL	37313.305	-12.000	31.090	31.090
AM	37323.305	-12.000	31.125	31.125
AN	37333.305	-12.000	31.160	31.161
AO	37343.305	-12.000	31.195	31.200
AP	37353.305	-12.000	31.230	31.232
℄ BRG PIER C17	37358.131	-12.000	31.247	31.247

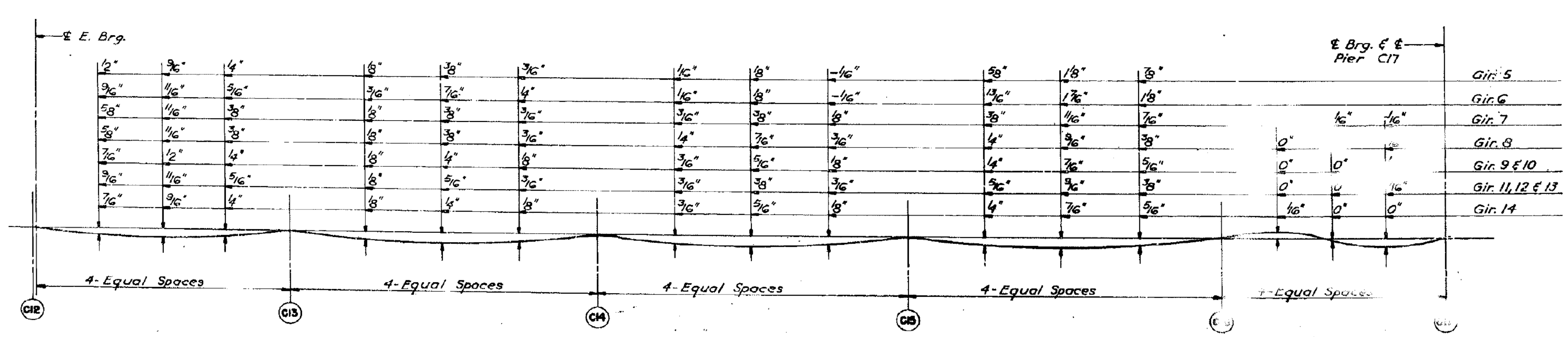
GIRDER 8

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E. BRG PIER C12	36941.888	-7.906	32.170	32.170
A	36951.888	-7.906	32.129	32.153
B	36961.888	-7.906	32.087	32.136
C	36971.888	-7.906	32.045	32.099
D	36981.888	-7.906	32.003	32.060
E	36991.888	-7.906	31.960	32.008
F	37001.888	-7.906	31.917	31.953
G	37011.888	-7.906	31.874	31.896
H	37021.888	-7.906	31.831	31.837
℄ PIER C13	37026.504	-7.906	31.810	31.810
J	37036.504	-7.906	31.766	31.771
K	27046.504	-7.906	31.722	31.731
L	37056.504	-7.906	31.678	31.694
M	37066.504	-7.906	31.633	31.659
N	37076.504	-7.906	31.589	31.617
O	37086.504	-7.906	31.544	31.566
P	37096.504	-7.906	31.500	31.5[illegible]5
Q	37106.504	-7.906	31.455	31.464
R	37116.504	-7.906	31.411	31.412
℄ PIER C14	37118.856	-7.906	31.400	31.400
S	37128.856	-7.906	31.356	31.365
T	37138.856	-7.906	31.311	31.329
U	37148.856	-7.906	31.267	31.293
V	37158.856	-7.906	31.223	31.255
W	37163.856	-7.906	31.183	31.216
X	37178.856	-7.906	31.148	31.172
Y	37188.856	-7.906	31.118	31.133
Z	37198.856	-7.906	31.093	31.102
AA	37208.856	-7.906	31.073	31.075
℄ PIER C15	37211.207	-7.906	31.069	31.069
AB	37221.207	-7.906	31.055	31.064
AC	37231.207	-7.906	31.046	31.064
AD	37241.207	-7.906	31.042	31.071
AE	37251.207	-7.906	31.043	31.083
AF	37261.207	-7.906	31.049	31.094
AG	37271.207	-7.906	31.060	31.098
AH	37281.207	-7.906	31.076	31.106
AJ	[illegible]	-7.906	31.097	31.113
AK	37301.[illegible]	-7.906	31.123	31.126
℄ PIER C16	37303.332	-7.906	31.129	31.129
AL	37313.332	-7.906	31.161	31.161
AM	37323.332	-7.906	31.196	31.196
AN	37333.332	-7.906	31.2[illegible]1	31.232
AO	37343.332	-7.906	31.266	31.271
AP	37353.332	-7.906	31.301	31.303
℄ BRG PIER C17	37358.158	-7.906	31.318	31.318

GIRDER 9

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E. BRG PIER C12	36941.888	-1.500	32.222	32.222
A	36951.888	-1.500	32.181	32.198
B	36961.888	-1.500	32.139	32.174
C	36971.888	-1.500	32.097	32.136
D	36981.888	-1.500	32.055	32.096
E	36991.888	-1.500	32.012	32.047
F	37001.888	-1.500	31.970	31.994
G	37011.888	-1.500	31.926	31.941
H	37021.888	-1.500	31.883	31.887
℄ PIER C13	37026.504	-1.500	31.863	31.863
J	37036.504	-1.500	31.819	31.823
K	37046.504	-1.500	31.774	31.783
L	37056.504	-1.500	31.730	31.743
M	37066.504	-1.500	31.685	31.703
N	37076.504	-1.500	31.641	31.660
O	37086.504	-1.500	31.596	31.611
P	37096.504	-1.500	31.552	31.562
Q	37106.504	-1.500	31.508	31.513
R	37116.504	-1.500	31.463	31.464
℄ PIER C14	37118.856	-1.500	31.453	31.453
S	37128.856	-1.500	31.408	31.415
T	37138.856	-1.500	31.364	31.377
U	37148.856	-1.500	31.319	31.338
V	37158.856	-1.500	31.275	31.299
W	37168.856	-1.500	31.235	31.259
X	37178.856	-1.500	31.200	31.217
Y	37188.856	-1.500	31.170	31.181
Z	37198.856	-1.500	31.145	31.151
AA	37208.856	-1.500	31.125	31.126
℄ PIER C15	37211.207	-1.500	31.121	31.121
AB	37221.207	-1.500	31.108	31.117
AC	37231.207	-1.500	31.099	31.117
AD	37241.207	-1.500	31.095	31.120
AE	37251.207	-1.500	31.098	31.128
AF	37261.207	-1.500	31.102	31.136
AG	37271.207	-1.500	31.113	31.143
AH	37281.207	-1.500	31.128	31.154
AJ	37291.207	-1.500	31.149	31.163
AK	37301.207	-1.500	31.175	31.178
℄ PIER C16	37303.373	-1.500	31.181	31.181
AL	37313.373	-1.500	31.213	31.213
AM	37323.373	-1.500	31.248	31.248
AN	37333.373	-1.500	31.283	31.284
AO	37343.373	-1.500	31.318	31.323
AP	37353.373	-1.500	31.353	31.355
℄ BRG PIER C17	37358.199	-1.500	31.370	31.370

NOTE A: All elevations in the tables are given at the top of the concrete deck as shown in DETAIL A on Sht. S-115



DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete only)

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

DESIGNED BY.______
DRAWN BY.______
CHECKED BY.______

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND EISENHOWER EXPRESSWAY REHABILITATION
ELEVATIONS
I-90 W.B. BENT C12 TO BENT C17
F.A.I. RT 94 COOK COUNTY SECTION 1975-117-R
CHRISTIAN-ROGE AND ASSOC. ENGINEERS CHICAGO, ILLINOIS
SHEET S94 OF

016061-60X75-S328-EXT.dgn

PARSONS BRINCKERHOFF	USER NAME = pateld	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING PLANS STRUCTURE NO. 016-0461
		CHECKED -	REVISED -		
	PLOT SCALE = N.T.S.	DRAWN - DCP	REVISED -		
	PLOT DATE = 5/8/2017	CHECKED - JIG	REVISED -		SHEET NO. 183 OF 194 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-001 R&B (EB)	COOK	696	612
		CONTRACT NO. 60X75		
		ILLINOIS FED. AID PROJECT		

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. RT. 94	1975-117-R	COOK	290	141
FED ROAD DIV. NO. 7		ILLINOIS	PROJECT I-IX-94-3( )	

℄ WESTBOUND EISENHOWER EXPRESSWAY (PROFILE GRADE)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E BRG PIER C12	36941.888	-0.000	32.224	32.224
A	36951.888	-0.000	32.183	32.200
B	36961.888	-0.000	32.141	32.176
C	36971.888	-0.000	32.099	32.138
D	35981.888	-0.000	32.057	32.096
E	36991.888	-0.000	32.014	32.049
F	37001.888	-0.000	31.972	31.996
G	37011.888	-0.000	31.928	31.943
H	37021.888	-0.000	31.885	31.889
℄ PIER C13	37026.504	-0.000	31.865	31.865
J	37036.504	-0.000	31.821	31.825
K	37046.504	-0.000	31.776	31.785
L	37056.504	-0.000	31.732	31.745
M	37066.504	-0.000	31.687	31.705
N	37076.504	-0.000	31.643	31.662
O	37086.504	-0.000	31.598	31.613
P	37096.504	-0.000	31.554	31.564
Q	37106.504	-0.000	31.510	31.515
R	37116.504	-0.000	31.465	31.466
℄ PIER C14	37118.856	-0.000	31.455	31.455
S	37128.856	-0.000	31.410	31.417
T	37138.856	-0.000	31.366	31.379
U	37148.856	-0.000	31.321	31.340
V	37158.856	-0.000	31.277	31.301
W	37168.856	-0.000	31.237	31.261
X	37178.856	-0.000	31.202	31.219
Y	37188.856	-0.000	31.172	31.183
Z	37198.856	-0.000	31.147	31.153
AA	37208.856	-0.000	31.127	31.128
℄ PIER C15	37211.207	-0.000	31.123	31.123
AB	37221.207	-0.000	31.109	31.119
AC	37231.207	-0.000	31.101	31.119
AD	37241.207	-0.000	31.097	31.122
AE	37251.207	-0.000	31.098	31.130
AF	37261.207	-0.000	31.104	31.138
AG	37271.207	-0.000	31.114	31.145
AH	37281.207	-0.000	31.130	31.155
AJ	37291.207	-0.000	31.151	31.165
AK	37301.207	-0.000	31.177	31.180
℄ PIER C16	37303.383	-0.000	31.183	31.183
AL	37313.383	-0.000	31.215	31.215
AM	37323.383	-0.000	31.250	31.250
AN	37333.383	-0.000	31.285	31.286
AO	37343.383	-0.000	31.320	31.325
AP	37353.383	-0.000	31.355	31.357
℄ BRG PIER C17	37358.209	-0.000	31.372	31.372

GIRDER 10

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E BRG PIER C12	36941.888	1.499	32.222	32.222
A	36951.888	1.499	32.181	32.198
B	36961.888	1.499	32.139	32.174
C	36971.888	1.499	32.097	32.136
D	36981.888	1.499	32.055	32.096
E	36991.888	1.499	32.012	32.047
F	37001.888	1.499	31.970	31.994
G	37011.888	1.499	31.926	31.941
H	37021.888	1.499	31.883	31.887
℄ PIER C13	37026.504	1.499	31.863	31.863
J	37036.504	1.499	31.819	31.823
K	37046.504	1.499	31.774	31.783
L	37056.504	1.499	31.730	31.743
M	37066.504	1.499	31.685	31.703
N	37076.504	1.499	31.641	31.660
O	37086.504	1.499	31.596	31.611
P	37096.504	1.499	31.552	31.562
Q	37106.504	1.499	31.508	31.513
R	37116.504	1.499	31.463	31.464
℄ PIER C14	37118.856	1.499	31.453	31.453
S	37128.856	1.499	31.408	31.415
T	37138.856	1.499	31.364	31.377
U	37148.856	1.499	31.319	31.338
V	37158.856	1.499	31.275	31.299
W	37168.856	1.499	31.235	31.259
X	37178.856	1.499	31.200	31.217
Y	37188.856	1.499	31.170	31.181
Z	37198.856	1.499	31.145	31.151
AA	37208.856	1.499	31.125	31.126
℄ PIER C15	37211.207	1.499	31.121	31.121
AB	37221.207	1.499	31.108	31.117
AC	37231.207	1.499	31.099	31.117
AD	37241.207	1.499	31.095	31.120
AE	37251.207	1.499	31.096	31.128
AF	37261.207	1.499	31.102	31.136
AG	37271.207	1.499	31.113	31.143
AH	37281.207	1.499	31.128	31.154
AJ	37291.207	1.499	31.149	31.163
AK	37301.207	1.499	31.175	31.178
℄ PIER C16	37303.392	1.499	31.181	31.181
AL	37313.392	1.499	31.213	31.213
AM	37323.392	1.499	31.248	31.248
AN	37333.392	1.499	31.283	31.284
AO	37343.392	1.499	31.318	31.323
AP	37353.392	1.499	31.353	31.355
℄ BRG PIER C17	37358.218	1.499	31.370	31.370

GIRDER 11

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E BRG PIER C12	36941.888	7.499	32.175	32.175
A	36951.888	7.499	32.134	32.156
B	36961.888	7.499	32.092	32.137
C	36971.888	7.499	32.050	32.102
D	36981.888	7.499	32.008	32.064
E	36991.888	7.499	31.966	32.012
F	37001.888	7.499	31.923	31.954
G	37011.898	7.499	31.879	31.898
H	37021.888	7.499	31.836	31.842
℄ PIER C13	37026.504	7.499	31.816	31.816
J	37036.504	7.499	31.772	31.776
K	37046.504	7.499	31.727	31.736
L	37056.504	7.499	31.683	31.698
M	37066.504	7.499	31.639	31.660
N	37076.504	7.499	31.594	31.618
O	37086.504	7.499	31.550	31.569
P	37096.504	7.499	31.505	31.520
Q	37106.504	7.499	31.461	31.469
R	37116.504	7.499	31.416	31.418
℄ PIER C14	37118.856	7.499	31.406	31.406
S	37128.856	7.499	31.361	31.368
T	37138.856	7.499	31.317	31.330
U	37148.856	7.499	31.272	31.293
V	37158.856	7.499	31.228	31.255
W	37168.856	7.499	31.188	31.217
X	37178.856	7.499	31.154	31.175
Y	37186.856	7.499	31.124	31.139
Z	37198.856	7.499	31.099	31.107
AA	37208.856	7.499	31.079	31.080
℄ PIER C15	37211.207	7.499	31.075	31.075
AB	37221.207	7.499	31.061	31.072
AC	37231.207	7.499	31.052	31.074
AD	37241.207	7.499	31.048	31.080
AE	37251.207	7.499	31.049	31.090
AF	37261.207	7.499	31.055	31.099
AG	37271.207	7.499	31.066	31.103
AH	37281.207	7.499	31.082	31.112
AJ	37291.207	7.499	31.102	31.119
AK	37301.207	7.499	31.128	31.131
℄ PIER C16	37303.431	7.499	31.135	31.135
AL	37313.431	7.499	31.167	31.167
AM	37323.431	7.499	31.202	31.202
AN	37333.431	7.499	31.237	31.238
AO	37343.431	7.499	31.272	31.276
AP	37353.431	7.499	31.307	31.308
℄ BRG PIER C17	37358.257	7.499	31.323	31.323

GIRDER 12

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E BRG PIER C12	36941.888	13.499	32.068	32.068
A	36951.888	13.499	32.027	32.049
B	36961.888	13.499	31.985	32.029
C	36971.888	13.499	31.943	31.994
D	35981.888	13.499	31.901	31.957
E	36991.888	13.499	31.858	31.904
F	37001.888	13.499	31.815	31.847
G	37011.888	13.499	31.772	31.790
H	37021.888	13.499	31.729	31.734
℄ PIER C13	37026.504	13.499	31.708	31.708
J	37036.504	13.499	31.664	31.669
K	37046.504	13.499	31.620	31.629
L	37056.504	13.499	31.576	31.591
M	37066.504	13.499	31.531	31.553
N	37076.504	13.499	31.487	31.511
O	37086.504	13.499	31.442	31.462
P	37096.504	13.499	31.398	31.413
Q	37106.504	13.499	31.353	31.362
R	37116.504	13.499	31.309	31.310
℄ PIER C14	37118.856	13.499	31.298	31.298
S	37128.856	13.499	31.254	31.261
T	37138.856	13.499	31.210	31.223
U	37148.856	13.499	31.165	31.185
V	37158.856	13.499	31.121	31.148
W	37168.856	13.499	31.081	31.110
X	37178.856	13.499	31.046	31.068
Y	37188.856	13.499	31.016	31.031
Z	37198.856	13.499	30.991	31.000
AA	37208.856	13.499	30.971	30.973
℄ PIER C15	37211.207	13.499	30.967	30.967
AB	37221.207	13.499	30.953	30.965
AC	37231.207	13.499	30.944	30.967
AD	37241.207	13.499	30.940	30.973
AE	37251.207	13.499	30.941	30.983
AF	37261.207	13.499	30.947	30.992
AG	37271.207	13.499	30.958	30.996
AH	37281.207	13.499	30.974	31.004
AJ	37291.207	13.499	30.995	31.012
AK	37301.207	13.499	31.021	31.024
℄ PIER C16	37303.469	13.499	31.027	31.027
AL	37313.469	13.499	31.059	31.059
AM	37323.469	13.499	31.094	31.094
AN	37333.469	13.499	31.129	31.130
AO	37343.469	13.499	31.164	31.169
AP	37353.469	13.499	31.199	31.201
℄ BRG PIER C17	37358.295	13.499	31.216	31.216

GIRDER 13

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E BRG PIER C12	36941.888	19.499	31.943	31.943
A	36951.888	19.499	31.902	31.724
B	36961.888	19.499	31.860	31.905
C	36971.888	19.499	31.818	31.870
D	36981.888	19.499	31.776	31.832
E	36991.888	19.499	31.733	31.779
F	37001.888	19.499	31.691	31.722
G	37011.888	19.499	31.647	31.665
H	37021.888	19.499	31.604	31.609
℄ PIER C13	37026.504	19.499	31.584	31.584
J	37036.504	19.499	31.540	31.544
K	37046.504	19.499	31.495	31.504
L	37056.504	19.499	31.451	31.466
M	37066.504	19.499	31.406	31.428
N	37076.504	19.499	31.362	31.386
O	37086.504	19.499	31.317	31.337
P	37096.504	19.499	31.273	31.288
Q	37106.504	19.499	31.229	31.237
R	37116.504	19.499	31.184	31.186
℄ PIER C14	37118.856	19.499	31.174	31.174
S	37128.856	19.499	31.129	31.136
T	37138.856	19.499	31.085	31.098
U	37148.856	19.499	31.040	31.061
V	37158.856	19.499	30.996	31.023
W	37168.856	19.499	30.956	30.985
X	37178.856	19.499	30.921	30.943
Y	37188.856	19.499	30.891	30.907
Z	37198.856	19.499	30.866	30.875
AA	37208.856	19.499	30.846	30.848
℄ PIER C15	37211.207	19.499	30.842	30.842
AB	37221.207	19.499	30.828	30.840
AC	37231.207	19.499	30.820	30.842
AD	37241.207	19.499	30.816	30.848
AE	37251.207	19.499	30.817	30.858
AF	37261.207	19.499	30.823	30.867
AG	37271.207	19.499	30.833	30.871
AH	37281.207	19.499	30.849	30.880
AJ	37291.207	19.499	30.870	30.887
AK	37301.207	19.499	30.896	30.899
℄ PIER C16	37303.508	19.499	30.903	30.903
AL	37313.508	19.499	30.935	30.935
AM	37323.508	19.499	30.970	30.970
AN	37333.508	19.499	31.005	31.006
AO	37343.508	19.499	31.040	31.044
AP	37353.508	19.499	31.075	31.076
℄ BRG PIER C17	37358.334	19.499	31.092	31.092

LONGITUDINAL BONDED CONSTRUCTION JOINT

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E BRG PIER C12	36941.888	22.500	31.881	31.881
A	36951.888	22.500	31.840	31.862
B	36961.888	22.500	31.798	31.842
C	36971.888	22.500	31.756	31.807
D	36981.888	22.500	31.714	31.770
E	36991.888	22.500	31.671	31.717
F	37001.888	22.500	31.628	31.659
G	37011.888	22.500	31.585	31.603
H	37021.888	22.500	31.541	31.547
℄ PIER C13	37026.504	22.500	31.521	31.521
J	37036.504	22.500	31.477	31.482
K	37046.504	22.500	31.433	31.442
L	37056.504	22.500	31.388	31.404
M	37066.504	22.500	31.344	31.366
N	37076.504	22.500	31.299	31.324
O	37086.504	22.500	31.255	31.275
P	37096.504	22.500	31.211	31.226
Q	37106.504	22.500	31.166	31.174
R	37116.504	22.500	31.122	31.123
℄ PIER C14	37118.856	22.500	31.111	31.111
S	37128.856	22.500	31.067	31.074
T	37138.856	22.500	31.022	31.036
U	37148.856	22.500	30.978	30.998
V	37158.856	22.500	30.934	30.961
W	37168.856	22.500	30.894	30.923
X	37178.856	22.500	30.859	30.881
Y	37188.856	22.500	30.829	30.844
Z	37198.856	22.500	30.804	30.812
AA	37208.856	22.500	30.784	30.786
℄ PIER C15	37211.207	22.500	30.780	30.780
AB	37221.207	22.500	30.766	30.777
AC	37231.207	22.500	30.757	30.780
AD	37241.207	22.500	30.753	30.785
AE	37251.207	22.500	30.754	30.795
AF	37261.207	22.500	30.760	30.804
AG	37271.207	22.500	30.771	30.809
AH	37281.207	22.500	30.787	30.817
AJ	37291.207	22.500	30.808	30.825
AK	37301.207	22.500	30.834	30.837
℄ PIER C16	37303.527	22.500	30.840	30.840
AL	37313.527	22.500	30.872	30.872
AM	37323.527	22.500	30.907	30.907
AN	37333.527	22.500	30.942	30.943
AO	37343.527	22.500	30.977	30.982
AP	37353.527	22.500	31.012	31.014
℄ BRG PIER C17	37358.353	22.500	31.029	31.029

GIRDER 14

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E BRG PIER C12	36941.888	25.499	31.818	31.818
A	36951.888	25.499	31.777	31.794
B	36961.888	25.499	31.735	31.770
C	36971.888	25.499	31.694	31.734
D	36981.888	25.499	31.651	31.697
E	36991.888	25.499	31.609	31.646
F	37001.888	25.499	31.566	31.591
G	37011.888	25.499	31.523	31.537
H	37021.888	25.499	31.479	31.484
℄ PIER C13	37026.504	25.499	31.459	31.459
J	37036.504	25.499	31.415	31.419
K	37046.504	25.499	31.370	31.379
L	37056.504	25.499	31.326	31.340
M	37066.504	25.499	31.282	31.300
N	37076.506	25.499	31.237	31.256
O	37086.504	25.499	31.193	31.207
P	37096.504	25.499	31.148	31.158
Q	37106.504	25.499	31.104	31.109
R	37116.504	25.499	31.059	31.060
℄ PIER C14	37118.856	25.499	31.049	31.049
S	37128.856	25.499	31.004	31.011
T	37138.856	25.499	30.960	30.973
U	37148.856	25.499	30.915	30.934
V	37158.856	25.499	30.871	30.895
W	37168.856	25.499	30.832	30.855
X	37178.856	25.499	30.797	30.813
Y	37188.856	25.499	30.767	30.777
Z	37198.856	25.499	30.742	30.747
AA	37208.856	25.499	30.722	30.723
℄ PIER C15	37211.207	25.499	30.718	30.718
AB	37221.207	25.499	30.704	30.713
AC	37231.207	25.499	30.695	30.713
AD	37241.207	25.499	30.691	30.716
AE	37251.207	25.499	30.692	30.724
AF	37261.207	25.499	30.698	30.733
AG	37271.207	25.499	30.709	30.739
AH	37281.207	25.499	30.725	30.750
AJ	37291.207	25.499	30.745	30.759
AK	37301.207	25.499	30.771	30.774
℄ PIER C16	37303.547	25.499	30.779	30.779
AL	37313.546	25.245	30.816	30.811
AM	37323.543	24.967	30.857	30.853
AN	37333.542	24.689	30.897	30.897
AO	37343.540	24.411	30.938	30.938
AP	37353.538	24.133	30.979	30.979
℄ BRG PIER C17	37358.365	24.000	30.999	30.999

℄ EISENHOWER EXPRESSWAY & LONGITUDINAL EXPANSION JOINT

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E BRG PIER C12	36941.888	26.999	31.787	31.787
A	36951.888	26.999	31.746	31.763
B	36961.888	26.999	31.704	31.739
C	36971.888	26.999	31.662	31.703
D	36981.888	26.999	31.620	31.666
E	36991.888	26.999	31.577	31.615
F	37001.888	26.999	31.535	31.560
G	37011.888	26.999	31.491	31.506
H	37021.888	26.999	31.448	31.452
℄ PIER C13	37026.504	26.999	31.428	31.428
J	37036.504	26.999	31.384	31.388
K	37046.504	26.999	31.339	31.348
L	37056.504	26.999	31.295	31.308
M	37066.504	26.999	31.250	31.268
N	37076.504	26.999	31.206	31.225
O	37086.504	26.999	31.161	31.176
P	37096.504	26.999	31.117	31.127
Q	37106.504	26.999	31.073	31.078
R	37116.504	26.999	31.028	31.029
℄ PIER C14	37118.856	26.999	31.018	31.018
S	37128.856	26.999	30.973	30.980
T	37138.856	26.999	30.929	30.942
U	37148.856	26.999	30.884	30.903
V	37158.856	26.999	30.840	30.864
W	37168.856	26.999	30.800	30.824
X	37178.856	26.999	30.765	30.782
Y	37188.856	26.999	30.735	30.746
Z	37198.856	26.999	30.710	30.716
AA	37208.856	26.999	30.690	30.691
℄ PIER C15	37211.207	26.999	30.686	30.686
AB	37221.207	26.999	30.672	30.682
AC	37231.207	26.999	30.664	30.682
AD	37241.207	26.999	30.660	30.685
AE	37251.207	26.999	30.661	30.693
AF	37261.207	26.999	30.667	30.701
AG	37271.207	26.999	30.677	30.708
AH	37281.207	26.999	30.693	30.719
AJ	37291.207	26.999	30.714	30.728
AK	37301.207	26.999	30.740	30.743
℄ PIER C16	37303.556	26.999	30.747	30.747
AL	37313.556	26.999	30.779	30.775
AM	37323.556	26.999	30.814	30.811
AN	37333.556	26.999	30.849	30.849
AO	37343.556	26.999	30.884	30.884
AP	37353.556	26.989	30.919	30.919
℄ BRG PIER C17	37358.382	26.999	30.936	30.936

NOTE A: All elevations in the tables are given at the top of the concrete deck as shown in DETAIL A on Sht. S-113.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND
EISENHOWER EXPRESSWAY
REHABILITATION
ELEVATIONS
I-90 W.B. BENT C12 TO BENT C17
F.A.I. RT. 94 COOK COUNTY SECTION 1975-117-R
CHRISTIAN-ROGE, AND ASSOC. ENGINEERS CHICAGO, ILLINOIS
SHEET 585 OF

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. RT. 94	1975-117-R	COOK	290	142
FED ROAD DIV. NO. 7	ILLINOIS	PROJECT I-IX-94-3( )		

℄ EISENHOWER EXPRESSWAY ℄ LONGITUDINAL EXPANSION JOINT

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E BRG PIER C12	36941.888	-27.000	31.787	31.787
A	36951.888	-27.000	31.746	31.763
B	36961.888	-27.000	31.704	31.739
C	36971.888	-27.000	31.662	31.703
D	36981.888	-27.000	31.620	31.666
E	36991.888	-27.000	31.577	31.615
F	37001.888	-27.000	31.535	31.560
G	37011.888	-27.000	31.491	31.506
H	37021.888	-27.000	31.448	31.452
℄ PIER C13	37026.504	-27.000	31.428	31.428
J	37036.504	-27.000	31.384	31.388
K	37046.504	-27.000	31.339	31.348
L	37056.504	-27.000	31.295	31.308
M	37066.504	-27.000	31.250	31.268
N	37076.504	-27.000	31.206	31.225
O	37086.504	-27.000	31.161	31.176
P	37096.504	-27.000	31.117	31.127
Q	37106.504	-27.000	31.073	31.078
R	37116.504	-27.000	31.028	31.029
℄ PIER C14	37118.856	-27.000	31.018	31.018
S	37128.856	-27.000	30.973	30.980
T	37138.856	-27.000	30.929	30.942
U	37148.856	-27.000	30.884	30.903
V	37158.856	-27.000	30.840	30.864
W	37168.856	-27.000	30.800	30.824
X	37178.856	-27.000	30.765	30.782
Y	37188.856	-27.000	30.735	30.746
Z	37198.856	-27.000	30.710	30.716
AA	37208.856	-27.000	30.690	30.691
℄ PIER C15	37211.207	-27.000	30.686	30.686
AB	37221.207	-27.000	30.672	30.682
AC	37231.207	-27.000	30.664	30.682
AD	37241.207	-27.000	30.660	30.685
AE	37251.207	-27.000	30.661	30.693
AF	37261.207	-27.000	30.667	30.701
AG	37271.207	-27.000	30.677	30.708
AH	37281.207	-27.000	30.693	30.719
AJ	37291.207	-27.000	30.714	30.728
AK	37301.207	-27.000	30.740	30.743
℄ PIER C16	37303.557	-27.000	30.747	30.747
AL	37313.557	-27.000	30.779	30.775
AM	37323.557	-27.000	30.814	30.811
AN	37333.557	-27.000	30.849	30.849
AO	37343.557	-27.000	30.884	30.884
AP	37353.557	-27.000	30.919	30.919
℄ BRG PIER C17	37358.383	-27.000	30.936	30.936

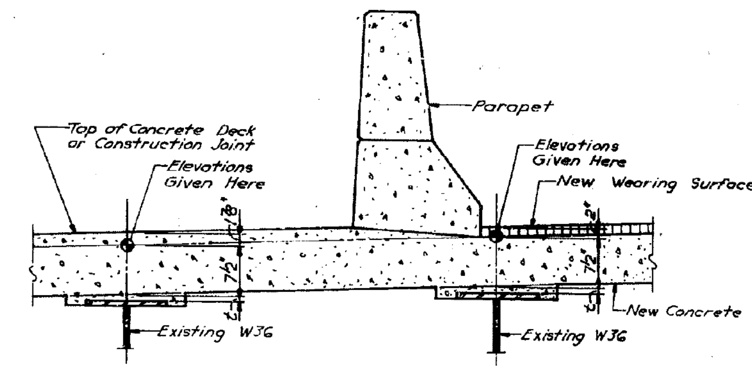
GIRDER 15

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E BRG PIER C12	36941.888	-25.500	31.818	31.818
A	36951.888	-25.500	31.777	31.794
B	36961.888	-25.500	31.735	31.770
C	36971.888	-25.500	31.694	31.734
D	36981.888	-25.500	31.651	31.697
E	36991.888	-25.500	31.609	31.646
F	37001.888	-25.500	31.566	31.591
G	37011.888	-25.500	31.523	31.537
H	37021.888	-25.500	31.479	31.484
℄ PIER C13	37026.504	-25.500	31.459	31.459
J	37036.504	-25.500	31.415	31.419
K	37046.504	-25.500	31.370	31.379
L	37056.504	-25.500	31.326	31.340
M	37066.504	-25.500	31.282	31.300
N	37076.504	-25.500	31.237	31.256
O	37086.504	-25.500	31.193	31.207
P	37096.504	-25.500	31.148	31.158
Q	37106.504	-25.500	31.104	31.109
R	37116.504	-25.500	31.059	31.060
℄ PIER C14	37118.856	-25.500	31.049	31.049
S	37128.856	-25.500	31.004	31.011
T	37138.856	-25.500	30.960	30.973
U	37148.856	-25.500	30.915	30.934
V	37158.856	-25.500	30.871	30.895
W	37168.856	-25.500	30.832	30.855
X	37178.856	-25.500	30.797	30.813
Y	37188.856	-25.500	30.767	30.777
Z	37198.856	-25.500	30.742	30.747
AA	37208.856	-25.500	30.722	30.723
℄ PIER C15	37211.207	-25.500	30.718	30.718
AB	37221.207	-25.500	30.704	30.713
AC	37231.207	-25.500	30.695	30.713
AD	37241.207	-25.500	30.691	30.716
AE	37251.207	-25.500	30.692	30.724
AF	37261.207	-25.500	30.698	30.733
AG	37271.207	-25.500	30.709	30.739
AH	37281.207	-25.500	30.725	30.750
AJ	37291.207	-25.500	30.745	30.759
AK	37301.207	-25.500	30.771	30.774
℄ PIER C16	37303.566	-25.500	30.778	30.778
AL	37313.568	-25.245	30.815	30.812
AM	37323.570	-24.967	30.856	30.853
AN	37333.572	-24.689	30.897	30.897
AO	37343.573	-24.412	30.938	30.938
AP	37353.575	-24.134	30.978	30.978
℄ BRG PIER C17	37358.402	-24.000	30.998	30.998

LONGITUDINAL BONDED CONSTRUCTION JOINT

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E BRG PIER C12	36941.888	-22.500	31.881	31.881
A	36951.888	-22.500	31.840	31.862
B	36961.888	-22.500	31.798	31.842
C	36971.888	-22.500	31.756	31.807
D	36981.888	-22.500	31.714	31.770
E	36991.888	-22.500	31.671	31.717
F	37001.888	-22.500	31.628	31.659
G	37011.888	-22.500	31.585	31.603
H	37021.888	-22.500	31.541	31.547
℄ PIER C13	37026.504	-22.500	31.521	31.521
J	37036.504	-22.500	31.477	31.482
K	37046.504	-22.500	31.432	31.442
L	37056.504	-22.500	31.388	31.404
M	37066.504	-22.500	31.344	31.366
N	37076.504	-22.500	31.299	31.324
O	37086.504	-22.500	31.255	31.275
P	37096.504	-22.500	31.211	31.226
Q	37106.504	-22.500	31.166	31.174
R	37116.504	-22.500	31.122	31.123
℄ PIER C14	37118.856	-22.500	31.111	31.111
S	37128.856	-22.500	31.067	31.074
T	37138.856	-22.500	31.022	31.036
U	37148.856	-22.500	30.978	30.998
V	37158.856	-22.500	30.934	30.961
W	37168.856	-22.500	30.894	30.923
X	37178.856	-22.500	30.859	30.881
Y	37188.856	-22.500	30.829	30.844
Z	37198.856	-22.500	30.804	30.812
AA	37208.856	-22.500	30.784	30.786
℄ PIER C15	37211.207	-22.500	30.780	30.780
AB	37221.207	-22.500	30.766	30.777
AC	37231.207	-22.500	30.757	30.780
AD	37241.207	-22.500	30.753	30.785
AE	37251.207	-22.500	30.754	30.795
AF	37261.207	-22.500	30.760	30.804
AG	37271.207	-22.500	30.771	30.809
AH	37281.207	-22.500	30.787	30.817
AJ	37291.207	-22.500	30.808	30.825
AK	37301.207	-22.500	30.834	30.837
℄ PIER C16	37303.586	-22.500	30.841	30.841
AL	37313.586	-22.500	30.873	30.873
AM	37323.586	-22.500	30.907	30.907
AN	37333.586	-22.500	30.942	30.943
AO	37343.586	-22.500	30.977	30.982
AP	37353.586	-22.500	31.012	31.014
℄ BRG PIER C17	37358.412	-22.500	31.029	31.029

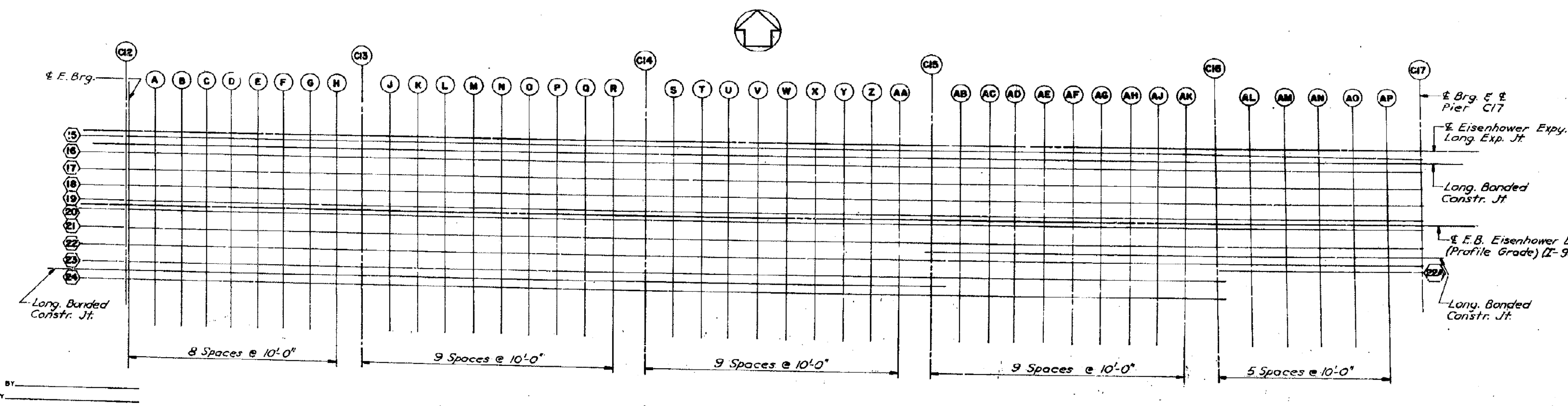
NOTE A: All elevations in the tables are given at the top of the concrete deck as shown in DETAIL A.



DETAIL A

FILLET HEIGHTS

To determine "t" as shown in DETAIL A: After all existing concrete superstructure has been demolished and removed from each span, elevations of the top flanges of the beams shall be taken at intervals shown in Plan. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown in tables minus slab thickness, equals the fillet heights "t" above the top flange of beams.



PLAN

NOTE: For Deflection Diagram see Sht. S-117. For additional tables see Sht. S-117 and S-118

DESIGNED BY________
DRAWN BY________
CHECKED BY________

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND
EISENHOWER EXPRESSWAY
REHABILITATION
ELEVATIONS
I-90 E.B. BENT C12 TO BENT C17
F.A.I. RT 94 COOK COUNTY SECTION 1975-11 -R
CHRISTIAN-ROGE AND ASSOC. ENGINEERS CHICAGO, ILLINOIS
SHEET S-116 OF

FOR INFORMATION ONLY

GIRDER 15

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E. BRG PIER C12	36941.888	-19.500	31.943	31.943
A	36951.888	-19.500	31.902	31.924
B	36961.888	-19.500	31.860	31.905
C	36971.888	-19.500	31.818	31.870
D	36981.888	-19.500	31.776	31.832
E	36991.888	-19.500	31.733	31.779
F	37001.888	-19.500	31.691	31.722
G	37011.888	-19.500	31.647	31.665
H	37021.888	-19.500	31.604	31.609
℄ PIER C13	37026.504	-19.500	31.584	31.584
J	37036.504	-19.500	31.540	31.544
K	37046.504	-19.500	31.495	31.504
L	37056.504	-19.500	31.451	31.466
M	37066.504	-19.500	31.406	31.428
N	37076.504	-19.500	31.362	31.386
O	37086.504	-19.500	31.317	31.337
P	37096.504	-19.500	31.273	31.288
Q	27106.504	-19.500	31.229	31.237
R	37116.504	-19.500	31.184	31.186
℄ PIER C14	37118.856	-19.500	31.174	31.174
S	37128.856	-19.500	31.129	31.136
T	37138.856	-19.500	31.085	31.098
U	37148.856	-19.500	31.040	31.061
V	37158.856	-19.500	30.996	31.023
W	37168.856	-19.500	30.956	30.985
X	37178.856	-19.500	30.921	30.943
Y	37188.856	-19.500	30.891	30.907
Z	37198.856	-19.500	30.866	30.875
AA	37208.856	-19.500	30.846	30.848
℄ PIER C15	37211.207	-19.500	30.842	30.842
AB	37221.207	-19.500	30.828	30.840
AC	37231.207	-19.500	30.820	30.842
AD	37241.207	-19.500	30.816	30.848
AE	37251.207	-19.500	30.817	30.858
AF	37261.207	-19.500	30.823	30.867
AG	37271.207	-19.500	30.833	30.871
AH	37281.207	-19.500	30.849	30.880
AJ	37291.207	-19.500	30.870	30.887
AK	37301.207	-19.500	30.896	30.899
℄ PIER C16	37303.605	-19.500	30.903	30.903
AL	37313.605	-19.500	30.935	30.935
AM	37323.605	-19.500	30.970	30.970
AN	37333.605	-19.500	31.005	31.006
AO	37343.605	-19.500	31.040	31.045
AP	37353.605	-19.500	31.075	31.077
℄ BRG PIER C17	37358.431	-19.500	31.092	31.092

GIRDER 17

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E. BRG PIER C12	36941.888	-13.499	32.068	32.068
A	36951.888	-13.499	32.027	32.049
B	36961.888	-13.499	31.985	32.029
C	36971.888	-13.499	31.943	31.994
D	36981.888	-13.499	31.901	31.957
E	36991.888	-13.499	31.858	31.904
F	37001.888	-13.499	31.815	31.847
G	37011.888	-13.499	31.772	31.790
H	37021.888	-13.499	31.729	31.734
℄ PIER C13	37026.504	-13.499	31.708	31.708
J	37036.504	-13.499	31.664	31.669
K	37046.504	-13.499	31.620	31.629
L	37056.504	-13.499	31.576	31.591
M	37066.504	-13.499	31.531	31.553
N	37076.504	-13.499	31.487	31.511
O	37086.504	-13.499	31.442	31.462
P	37096.504	-13.499	31.398	31.413
Q	37106.504	-13.499	31.353	31.362
R	37116.504	-13.499	31.309	31.310
℄ PIER C14	37118.856	-13.499	31.298	31.298
S	37128.856	-13.499	31.254	31.261
T	37138.856	-13.499	31.210	31.223
U	37148.856	-13.499	31.165	31.185
V	37158.856	-13.499	31.121	31.148
W	37168.856	-13.499	31.081	31.110
X	37178.856	-13.499	31.046	31.068
Y	37188.856	-13.499	31.016	31.031
Z	37198.856	-13.499	30.991	31.000
AA	37208.856	-13.499	30.971	30.973
℄ PIER C15	37211.207	-13.499	30.967	30.967
AB	37221.207	-13.499	30.953	30.965
AC	37231.207	-13.499	30.944	30.967
AD	37241.207	-13.499	30.940	30.973
AE	37251.207	-13.499	30.941	30.983
AF	37261.207	-13.499	30.947	30.992
AG	37271.207	-13.499	30.958	30.996
AH	37281.207	-13.499	30.974	31.005
AJ	37291.207	-13.499	30.995	31.012
AK	37301.207	-13.499	31.021	31.024
℄ PIER C16	37303.644	-13.499	31.028	31.028
AL	37313.644	-13.499	31.060	31.060
AM	37323.644	-13.499	31.095	31.095
AN	37333.644	-13.499	31.130	31.131
AO	37343.644	-13.499	31.165	31.170
AP	37353.644	-13.499	31.200	31.202
℄ BRG PIER C17	37358.470	-13.499	31.217	31.217

GIRDER 18

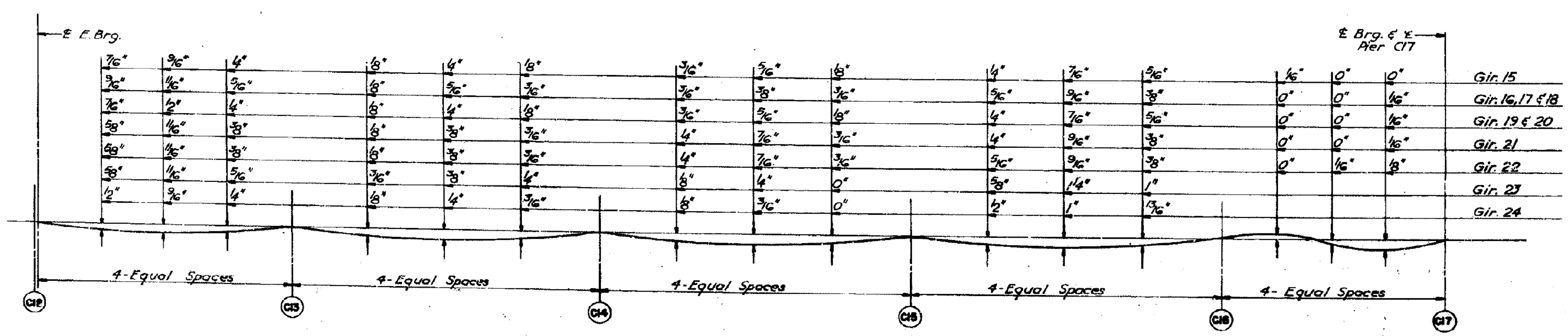
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E. BRG PIER C12	36941.888	-7.499	32.175	32.175
A	36951.888	-7.499	32.134	32.156
B	36961.888	-7.499	32.092	32.137
C	36971.888	-7.499	32.050	32.102
D	36981.888	-7.499	32.008	32.064
E	35991.888	-7.499	31.966	32.012
F	37001.888	-7.499	31.923	31.954
G	37011.888	-7.499	31.879	31.898
H	37021.888	-7.499	31.836	31.842
℄ PIER C13	37026.504	-7.499	31.816	31.816
J	37036.504	-7.499	31.772	31.776
K	37046.504	-7.499	31.727	31.736
L	37056.504	-7.499	31.683	31.698
M	37066.504	-7.499	31.639	31.660
N	37076.504	-7.499	31.594	31.618
O	37086.504	-7.499	31.550	31.569
P	37096.504	-7.499	31.505	31.520
Q	37106.504	-7.499	31.461	31.469
R	37116.504	-7.499	31.416	31.418
℄ PIER C14	37118.856	-7.499	31.406	31.406
S	37128.856	-7.499	31.361	31.368
T	37138.856	-7.499	31.317	31.330
U	37148.856	-7.499	31.272	31.293
V	37158.856	-7.499	31.228	31.255
W	37168.856	-7.499	31.188	31.217
X	37178.856	-7.499	31.154	31.175
Y	37188.856	-7.499	31.124	31.139
Z	37198.856	-7.499	31.099	31.107
AA	37208.856	-7.499	31.079	31.080
℄ PIER C15	37211.207	-7.499	31.075	31.075
AB	37221.207	-7.499	31.061	31.072
AC	37231.207	-7.499	31.052	31.074
AD	37241.207	-7.499	31.048	31.080
AE	37251.207	-7.499	31.049	31.090
AF	37261.207	-7.499	31.055	31.099
AG	37271.207	-7.499	31.066	31.103
AH	37281.207	-7.499	31.082	31.112
AJ	37291.207	-7.499	31.102	31.119
AK	37301.207	-7.499	31.128	31.133
℄ PIER C16	37303.682	-7.499	31.135	31.135
AL	37313.687	-7.499	31.167	31.167
AM	37323.682	-7.499	31.202	31.202
AN	37333.682	-7.499	31.237	31.238
AO	37343.682	-7.499	31.272	31.277
AP	37353.682	-7.499	31.307	31.309
℄ BRG PIER C17	37358.508	-7.499	31.324	31.324

GIRDER 19

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E. BRG PIER C12	36941.888	-1.499	32.222	32.222
A	36951.888	-1.499	32.131	32.198
B	36961.888	-1.499	32.139	32.174
C	36971.888	-1.499	32.097	32.136
D	36981.888	-1.499	32.055	32.096
E	36991.888	-1.499	32.012	32.047
F	37001.888	-1.499	31.970	31.994
G	37011.888	-1.499	31.926	31.941
H	37021.885	-1.499	31.883	31.887
℄ PIER C13	27026.504	-1.499	31.863	31.863
J	37036.504	-1.499	31.819	31.823
K	37046.504	-1.499	31.774	31.783
L	37056.504	-1.499	31.730	31.743
M	37066.504	-1.499	31.685	31.703
N	37076.504	-1.499	31.641	31.660
O	37086.504	-1.499	31.596	31.611
P	37096.504	-1.499	31.552	31.562
Q	37106.504	-1.499	31.508	31.513
R	37116.504	-1.499	31.463	31.464
℄ PIER C14	27118.856	-1.499	31.453	31.453
S	37128.856	-1.499	31.408	31.415
T	37138.856	-1.499	31.364	31.377
U	37148.856	-1.499	31.319	31.338
V	37158.856	-1.499	31.275	31.299
W	37168.856	-1.499	31.235	31.259
X	37178.856	-1.499	31.200	31.217
Y	37188.856	-1.499	31.170	31.181
Z	37198.856	-1.499	31.145	31.151
AA	37208.855	-1.499	31.125	31.126
℄ PIER C15	37211.207	-1.499	31.121	31.121
AB	37221.207	-1.499	31.108	31.117
AC	37231.207	-1.499	31.099	31.117
AD	37241.207	-1.499	31.095	31.120
AE	37251.207	-1.499	31.096	31.128
AF	37261.207	-1.499	31.102	31.136
AG	37271.207	-1.499	31.113	31.143
AH	37281.207	-1.499	31.128	31.154
AJ	37291.207	-1.499	31.149	31.163
AK	37301.207	-1.499	31.175	31.178
℄ PIER C16	37303.721	-1.499	31.182	31.182
AL	37313.721	-1.499	31.214	31.214
AM	37323.721	-1.499	31.249	31.249
AN	37333.721	-1.499	31.284	31.285
AO	37343.721	-1.499	31.319	31.324
AP	37353.721	-1.499	31.354	31.356
℄ BRG PIER C17	37358.547	-1.499	31.371	31.371

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. RT. 94	1975-117-R	COOK	290	143
FED ROAD DIV NO. 7	ILLINOIS	PROJECT I-IX-94-3( )		

NOTE A: All elevations in the tables are given at the top of the concrete deck as shown in DETAIL A on Sht. S-116



DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete only)

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

DESIGNED BY
DRAWN BY
CHECKED BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND
EISENHOWER EXPRESSWAY
REHABILITATION
ELEVATIONS
I-90 E.B. BENT C12 TO BENT C17
F.A.I RT 94 COOK COUNTY SECTION 1975-117-R
CHRISTIAN-ROGE AND ASSOC. ENGINEERS CHICAGO, ILLINOIS
SHEET 587 OF

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. RT. 94	1975-117-R	COOK	290	144
FED ROAD DIV NO 7		ILLINOIS	PROJECT I-IX-94-3( )	

℄ EASTBOUND ...

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
E BRG PIER C12	36941.888	0.000	32.224	32.224
A	36951.888	0.000	32.183	32.200
B	36961.888	0.000	32.141	32.176
C	36971.888	0.000	32.099	32.138
D	36981.888	0.000	32.057	32.098
E	36991.888	0.000	32.014	32.049
F	37001.888	0.000	31.972	31.996
G	37011.888	0.000	31.928	31.943
H	37021.886	0.000	31.885	31.889
℄ PIER C13	37026.504	0.000	31.865	31.865
J	37036.504	0.000	31.821	31.825
K	37046.504	0.000	31.776	31.785
L	37056.504	0.000	31.732	31.745
M	37066.504	0.000	31.687	31.705
N	37076.504	0.000	31.643	31.662
O	37086.504	0.000	31.598	31.613
P	37096.504	0.000	31.554	31.564
Q	37106.504	0.000	31.510	31.515
R	37116.504	0.000	31.465	31.466
℄ PIER C14	37118.856	0.000	31.455	31.455
S	37128.856	0.000	31.410	31.417
T	37138.856	0.000	31.366	31.379
U	37148.856	0.000	31.321	31.340
V	37158.856	0.000	31.277	31.301
W	37168.856	0.000	31.237	31.261
X	37178.856	0.000	31.202	31.219
Y	37188.856	0.000	31.172	31.183
Z	37198.856	0.000	31.147	31.153
AA	37208.856	0.000	31.127	31.128
℄ PIER C15	37211.207	0.000	31.123	31.123
AB	37221.207	0.000	31.109	31.119
AC	37231.207	0.000	31.101	31.119
AD	37241.207	0.000	31.097	31.122
AE	37251.207	0.000	31.098	31.130
AF	37261.207	0.000	31.104	31.138
AG	37271.207	0.000	31.114	31.145
AH	37281.207	0.000	31.130	31.156
AJ	37291.207	0.000	31.151	31.165
AK	37301.207	0.000	31.177	31.180
℄ PIER C16	37303.731	0.000	31.184	31.184
AL	37313.731	0.000	31.216	31.216
AM	37323.731	0.000	31.251	31.251
AN	37333.731	0.000	31.286	31.287
AO	37343.731	0.000	31.321	31.326
AP	37353.731	0.000	31.356	31.358
℄ BRG PIER C17	37358.557	0.000	31.373	31.373

GIRDER 20

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E BRG PIER C12	36941.888	1.500	32.222	32.222
A	36951.888	1.500	32.181	32.198
B	36961.888	1.500	32.139	32.174
C	36971.888	1.500	32.097	32.136
D	36981.888	1.500	32.055	32.096
E	76991.888	1.500	32.012	32.047
F	37001.888	1.500	31.970	31.994
G	37011.888	1.500	31.926	31.941
H	37021.888	1.500	31.883	31.887
℄ PIER C13	37026.504	1.500	31.863	31.863
J	37036.504	1.500	31.819	31.823
K	37046.504	1.500	31.774	31.783
L	37056.504	1.500	31.730	31.743
M	37066.504	1.500	31.685	31.703
N	37076.504	1.500	31.641	31.660
O	37086.504	1.500	31.596	31.611
P	37096.504	1.500	31.552	31.562
Q	37106.504	1.500	31.508	31.513
R	37116.504	1.500	31.463	31.464
℄ PIER C14	37118.856	1.500	31.453	31.453
S	37128.856	1.500	31.408	31.415
T	37138.856	1.500	31.364	31.377
U	37148.856	1.500	31.319	31.338
V	37158.856	1.500	31.275	31.299
W	37168.856	1.500	31.235	31.259
X	37178.856	1.500	31.200	31.217
Y	37188.856	1.500	31.170	31.181
Z	37198.856	1.500	31.145	31.151
AA	37208.856	1.500	31.125	31.126
℄ PIER C15	37211.207	1.500	31.121	31.121
AB	37221.207	1.500	31.108	31.117
AC	37231.207	1.500	31.099	31.117
AD	37241.207	1.500	31.095	31.120
AE	37251.207	1.500	31.096	31.128
AF	37261.207	1.500	31.102	31.136
AG	37271.207	1.500	31.113	31.143
AH	37281.207	1.500	31.128	31.154
AJ	37291.207	1.500	31.149	31.163
AK	37301.207	1.500	31.175	31.178
℄ PIER C16	37303.740	1.500	31.182	31.182
AL	37313.740	1.500	31.214	31.214
AM	37323.740	1.500	31.249	31.249
AN	37333.740	1.500	31.284	31.285
AO	37343.740	1.500	31.319	31.324
AP	37353.740	1.500	31.354	31.356
℄ BRG PIER C17	37358.566	1.500	31.371	31.371

GIRDER 21

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E BRG PIER C12	36941.888	7.906	32.170	32.170
A	36951.888	7.906	32.129	32.153
B	36961.888	7.906	32.087	32.136
C	36971.888	7.906	32.045	32.099
D	36981.888	7.906	32.003	32.060
E	36991.888	7.906	31.960	32.008
F	37001.888	7.906	31.917	31.953
G	37011.888	7.906	31.874	31.896
H	37021.888	7.906	31.831	31.837
℄ PIER C13	37026.504	7.906	31.810	31.810
J	37036.504	7.906	31.766	31.771
K	37046.504	7.906	31.722	31.731
L	37056.504	7.906	31.678	31.694
M	37066.504	7.906	31.633	31.659
N	37076.504	7.906	31.589	31.617
O	37086.504	7.906	31.544	31.566
P	37096.504	7.906	31.500	31.515
Q	37106.504	7.906	31.455	31.464
R	37116.504	7.906	31.411	31.412
℄ PIER C14	37118.856	7.906	31.400	31.400
S	37128.856	7.906	31.356	31.365
T	37138.856	7.906	31.311	31.329
U	37148.856	7.906	31.267	31.293
V	37158.856	7.906	31.223	31.255
W	37168.856	7.906	31.183	31.216
X	37178.856	7.906	31.148	31.172
Y	37188.856	7.906	31.118	31.133
Z	37198.856	7.906	31.093	31.102
AA	37208.856	7.906	31.073	31.075
℄ PIER C15	37211.207	7.906	31.069	31.069
AB	37221.207	7.906	31.055	31.064
AC	37231.207	7.906	31.046	31.064
AD	37241.207	7.906	31.042	31.071
AE	37251.207	7.906	31.043	31.083
AF	37261.207	7.906	31.049	31.094
AG	37271.207	7.906	31.060	31.098
AH	37281.207	7.906	31.076	31.107
AJ	37291.207	7.906	31.097	31.114
AK	37301.207	7.906	31.123	31.128
℄ PIER C16	37303.761	7.906	31.130	31.130
AL	37313.781	7.906	31.162	31.162
AM	37323.781	7.906	31.197	31.197
AN	37333.781	7.906	31.232	31.233
AO	37343.781	7.906	31.267	31.272
AP	37353.781	7.906	31.302	31.304
℄ BRG PIER C17	37358.607	7.906	31.319	31.319

LONGITUDINAL BONDED CONSTRUCTION JOINT

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E BRG PIER C12				
A				
B				
C				
D				
E				
F				
G				
H				
℄ PIER C13				
J				
K				
L				
M				
N				
O				
P				
Q				
R				
℄ PIER C14	37118.856	12.000	31.330	31.330
S	37120.856	12.000	31.285	31.294
T	37138.856	12.000	31.241	31.259
U	37148.856	12.000	31.196	31.222
V	37158.856	12.000	31.152	31.185
W	37168.856	12.000	31.112	31.145
X	37178.856	12.000	31.077	31.101
Y	37188.856	12.000	31.047	31.063
Z	37198.856	12.000	31.022	31.031
AA	37208.856	12.000	31.002	31.004
℄ PIER C15	37211.207	12.000	30.998	30.998
AB	37221.207	12.000	30.984	30.993
AC	37231.207	12.000	30.976	30.994
AD	37241.207	12.000	30.972	31.000
AE	37251.207	12.000	30.973	31.012
AF	37261.207	12.000	30.979	31.023
AG	37271.207	12.000	30.989	31.027
AH	37281.207	12.000	31.005	31.036
AJ	37291.207	12.000	31.026	31.043
AK	37301.207	12.000	31.052	31.056
℄ PIER C16	37303.808	12.000	31.060	31.060
AL	37313.808	12.000	31.092	31.092
AM	37323.808	12.000	31.127	31.127
AN	37333.808	12.000	31.162	31.163
AO	37343.808	12.000	31.197	31.201
AP	37353.808	12.000	31.232	31.234
℄ BRG PIER C17	37358.634	12.000	31.249	31.249

GIRDER 22

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E BRG PIER C12	36941.888	14.312	32.051	32.051
A	36951.888	14.312	32.010	32.034
B	36961.888	14.312	31.968	32.017
C	36971.888	14.312	31.926	31.980
D	36981.888	14.312	31.884	31.941
E	36991.888	14.312	31.841	31.889
F	37001.888	14.312	31.798	31.834
G	27011.888	14.312	31.755	31.777
H	37021.888	14.312	31.712	31.719
℄ PIER C13	37026.504	14.312	31.691	31.691
J	37036.504	14.312	31.647	31.652
K	37046.504	14.312	31.603	31.612
L	37056.504	14.312	31.559	31.575
M	37066.504	14.312	31.514	31.540
N	37076.504	14.312	31.470	31.498
O	37086.504	14.312	31.425	31.447
P	37096.504	14.312	31.381	31.396
Q	77106.504	14.312	31.336	31.345
R	37116.504	14.312	31.292	31.294
℄ PIER C14	37118.856	14.312	31.281	31.281
S	37128.856	14.312	31.237	31.246
T	37138.856	14.312	31.193	31.211
U	37148.856	14.312	31.148	31.174
V	37158.856	14.312	31.104	31.136
W	37168.856	14.312	31.064	31.097
X	37178.856	14.312	31.029	31.053
Y	37188.856	14.312	30.999	31.014
Z	37198.856	14.312	30.974	30.983
AA	57208.856	14.312	30.954	30.956
℄ PIER C15	37211.207	14.312	30.950	30.950
AB	37221.207	14.312	30.936	30.948
AC	37231.207	14.312	30.927	30.950
AD	37241.207	14.312	30.923	30.956
AE	37251.207	14.312	30.924	30.966
AF	37261.207	14.312	30.930	30.975
AG	37271.207	14.312	30.941	30.979
AH	37281.207	14.312	30.957	30.988
AJ	37291.207	14.312	30.978	30.995
AK	37301.207	14.312	31.004	31.007
℄ PIER C16	37303.823	14.312	31.012	31.012
AL	37313.823	14.312	31.044	31.044
AM	37323.823	14.312	31.079	31.081
AN	37333.823	14.312	31.114	31.120
AO	37343.823	14.312	31.149	31.159
AP	37353.823	14.312	31.184	31.187
℄ BRG PIER C17	37358.649	14.312	31.201	31.201

GIRDER 23

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E BRG PIER C12	36941.888	20.718	31.918	31.918
A	36951.888	20.718	31.877	31.901
B	36961.888	20.718	31.835	31.884
C	36971.888	20.718	31.793	31.847
D	36981.888	20.718	31.751	31.807
E	36991.888	20.718	31.708	31.754
F	37001.888	20.710	31.665	31.696
G	37011.888	20.718	31.622	31.640
H	37021.888	20.718	31.578	31.584
℄ PIER C'3	37026.504	20.718	31.558	31.558
J	37036.504	20.718	31.514	31.521
K	37046.504	20.718	31.470	31.483
L	37056.504	20.718	31.425	31.446
M	37066.504	20.718	31.381	31.408
N	37076.504	20.718	31.337	31.366
O	37086.504	20.718	31.292	31.317
P	37096.504	20.718	31.248	31.268
Q	37106.504	20.718	31.203	31.214
R	37116.504	20.718	31.159	31.161
℄ PIER C14	77118.856	20.718	31.148	31.148
S	37128.856	20.718	31.104	31.108
T	37138.856	20.718	31.059	31.068
U	37148.856	20.718	31.015	31.028
V	37158.856	20.718	30.971	30.989
W	37163.856	20.718	30.931	30.948
X	37178.856	20.718	30.896	30.904
Y	27188.856	20.718	30.866	30.866
Z	37198.856	20.718	30.841	30.841
AA	37208.856	20.718	30.821	30.821
℄ PIER C15	37211.207	20.718	30.817	30.817
AB	37221.207	20.718	30.803	30.826
AC	37231.207	20.718	30.794	30.839
AD	37241.207	20.718	30.790	30.858
AE	37251.207	20.718	30.791	30.881
AF	37261.207	20.718	30.797	30.398
AG	37271.207	20.718	30.808	30.900
AH	37281.207	20.718	30.824	30.906
AJ	37291.207	20.718	30.845	30.890
AK	37301.207	20.718	30.871	30.880
℄ PIER C16	37303.864	20.718	30.878	30.878
AL				
AM				
AN				
AO				
AP				
℄ BRG PIER C17				

LONGITUDINAL BONDED CONSTRUCTION JOINT / GIRDER 22A

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E BRG PIER C12	36941.888	24.000	31.850	31.850
A	36951.888	24.000	31.808	31.833
B	36961.888	24.000	31.767	31.816
C	36971.888	24.000	31.725	31.779
D	36981.888	24.000	31.682	31.739
E	36991.888	24.000	31.640	31.686
F	37001.888	24.000	31.597	31.628
G	37011.888	24.000	31.554	31.572
H	37021.888	24.000	31.510	31.516
℄ PIER C13	37026.504	24.000	31.490	31.490
J	37036.504	24.000	31.446	31.453
K	37046.504	24.000	31.402	31.415
L	37056.504	24.000	31.357	31.378
M	37066.504	24.000	31.313	31.340
N	37076.504	24.000	31.268	31.298
O	37086.504	24.000	31.224	31.249
P	37096.504	24.000	31.179	31.200
Q	37106.504	24.000	31.135	31.146
R	37116.504	24.000	31.090	31.093
℄ PIER C14	37118.856	24.000	31.080	31.080
S	37128.856	24.000	31.036	31.040
T	37138.856	24.000	30.991	31.000
U	37148.856	24.000	30.947	30.960
V	37158.856	24.000	30.903	30.921
W	37168.856	24.000	30.863	30.880
X	37178.856	24.000	30.828	30.836
Y	37188.856	24.000	30.798	30.798
Z	37198.856	24.000	30.773	30.773
AA	37208.856	24.000	30.753	30.753
℄ PIER C15	37211.207	24.000	30.749	30.749
AB				
AC				
AD				
AE				
AF				
AG				
AH				
AJ				
AK				
℄ PIER C16	37303.837	16.562	30.965	30.965
AL	37313.837	16.562	30.997	30.997
AM	37323.837	16.562	31.032	31.034
AN	37333.837	16.562	31.067	31.073
AO	37343.837	16.562	31.102	31.112
AP	37353.837	16.562	31.137	31.141
℄ BRG PIER C17	37358.663	16.562	31.154	31.154

GIRDER 24

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEO. GRADE ELEV. ADJ. FOR ℄ DEFL.
℄ E BRG PIER C12	36941.888	27.125	31.785	31.785
A	36951.888	27.125	31.743	31.763
B	36961.888	27.125	31.702	31.741
C	36971.888	27.125	31.660	31.704
D	36981.888	27.125	31.617	31.664
E	36991.888	27.125	31.575	31.612
F	37001.888	27.125	31.532	31.557
G	37011.888	27.125	31.489	31.503
H	37021.888	27.125	31.445	31.450
℄ PIER C13	37026.504	27.125	31.425	31.425
J	37036.504	27.125	31.381	31.385
K	37046.504	27.125	31.337	31.346
L	37056.504	27.125	31.292	31.309
M	37066.504	27.125	31.248	31.273
N	37076.504	27.125	31.203	31.232
O	37086.504	27.125	31.159	31.181
P	37096.504	27.125	31.114	31.130
Q	27106.504	27.125	31.070	31.078
R	57116.504	27.125	31.025	31.027
℄ PIER C14	37118.856	27.125	31.015	31.015
S	37128.856	27.125	30.971	30.975
T	37138.856	27.125	30.926	30.935
U	37148.856	27.125	30.882	30.89[illegible]
V	37158.856	27.125	30.838	30.852
W	37168.856	27.125	30.798	30.811
X	37178.856	27.125	30.763	30.769
Y	37188.856	27.125	30.733	30.733
Z	37198.856	27.125	30.708	30.708
AA	37208.856	27.125	30.688	30.688
℄ PIER C15	37211.207	27.125	30.684	30.684
AB	37221.207	27.125	30.670	30.688
AC	37231.207	27.125	30.661	30.697
AD	37241.207	27.125	30.657	30.711
AE	37251.207	27.125	30.658	30.730
AF	37261.207	27.125	30.664	30.745
AG	37271.207	27.125	30.675	30.749
AH	37281.207	27.125	30.691	30.757
AJ	37291.207	27.125	30.712	30.749
AK	37301.207	27.125	30.737	30.745
℄ PIER C16	37303.905	27.125	30.745	30.745
AL				
AM				
AN				
AO				
AP				
℄ BRG PIER C17				

NOTE A: All elevations in the tables are given at the top of the concrete deck as shown in DETAIL A on Sht. S-116

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND EISENHOWER EXPRESSWAY REHABILITATION
ELEVATIONS
I-90 E.B. BENT C12 TO BENT C17

F.A.I RT 94 COOK COUNTY SECTION 1975-117-R

CHRISTIAN-ROGE AND ASSOC. ENGINEERS CHICAGO, ILLINOIS — SHEET S80 of

016461-60X75-S332-EXT.dgn

PARSONS BRINCKERHOFF	USER NAME = pateld	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING PLANS STRUCTURE NO. 016-0461	F.A.I. RTE. 90/94/290	SECTION 2014-001 R&B (EB)	COUNTY COOK	TOTAL SHEETS 696	SHEET NO. 616
	PLOT SCALE = N.T.S.	CHECKED -	REVISED -							
	PLOT DATE = 5/8/2017	DRAWN - DCP	REVISED -		SHEET NO. 187 OF 194 SHEETS	CONTRACT NO. 60X75				
		CHECKED - JIG	REVISED -			ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY

STATE OF ILLINOIS
COUNTY OF COOK
DEPARTMENT OF HIGHWAYS

INDEX OF SHEETS.

RETURN THIS PLAN TO MAINTENANCE ROOM 706
DRAWER 2A

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

F.A. ROUTE-131-PROJECT U.I. 261(5)

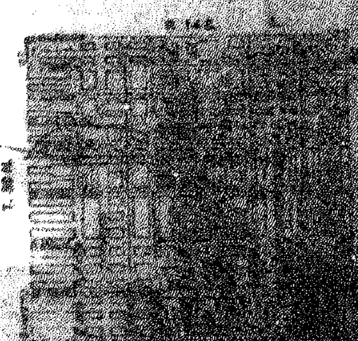
FURNISHING AND CONSTRUCTING SUB PIERS

CONGRESS STREET SUPERHIGHWAY

DESPLAINES STREET TO CANAL STREET

SEC.-0152-2424.2-M.F.T.

THE IMPROVEMENT CONSISTS OF THE CONSTRUCTION OF 10 REINFORCED CONCRETE SUB-PIERS OF 4'-0" AND 4'-6" DIAMETERS, WITH DEPTHS VARYING UP TO 50'-0".


CITY OF CHICAGO

PLANS APPROVED
BY STATE DIVISION OF HIGHWAYS

PARSONS BRINCKERHOFF	USER NAME = pateld	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE = N.T.S.	DRAWN - DCP	REVISED -
	PLOT DATE = 5/8/2017	CHECKED - JIG	REVISED -

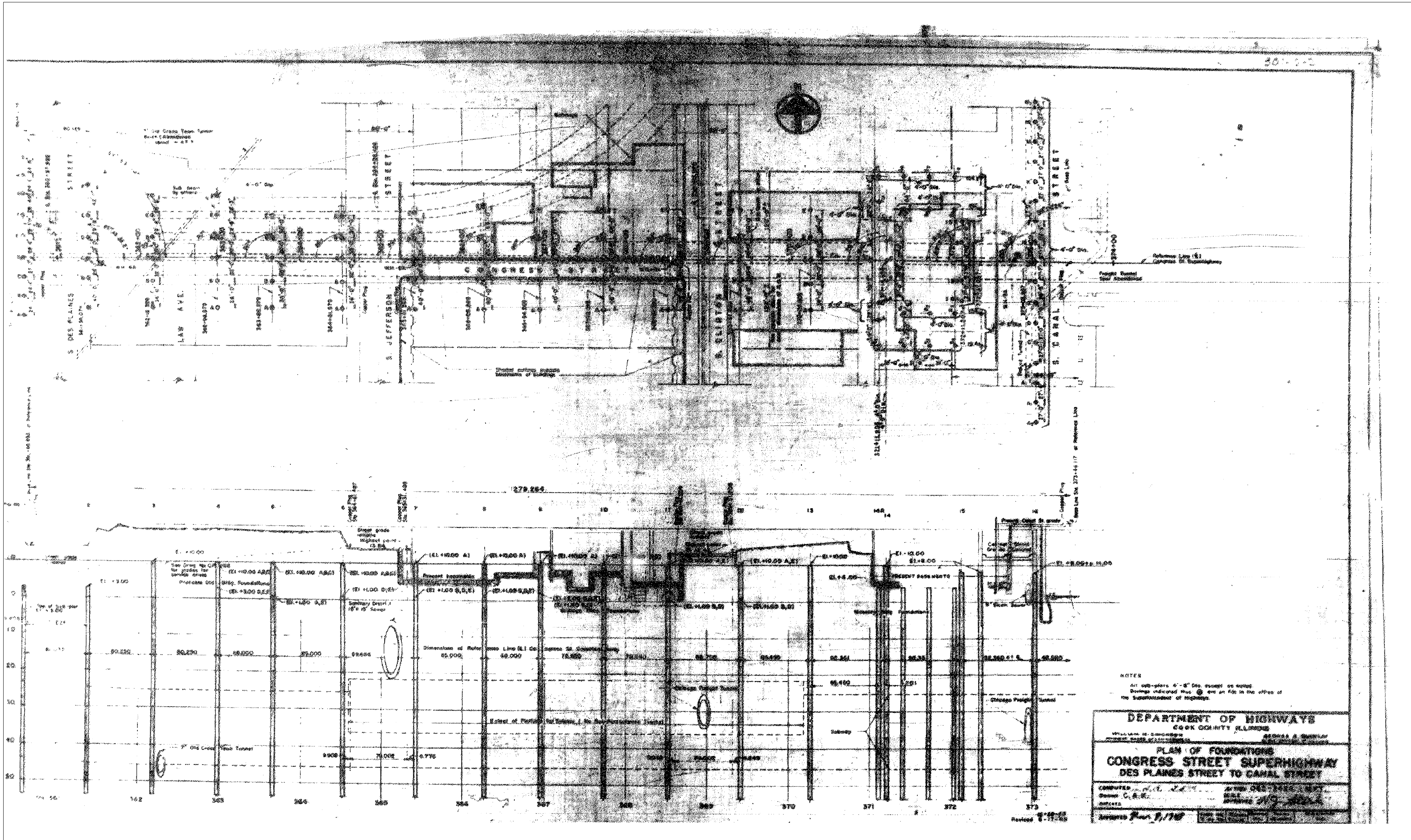
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-0461
SHEET NO. 188 OF 194 SHEETS

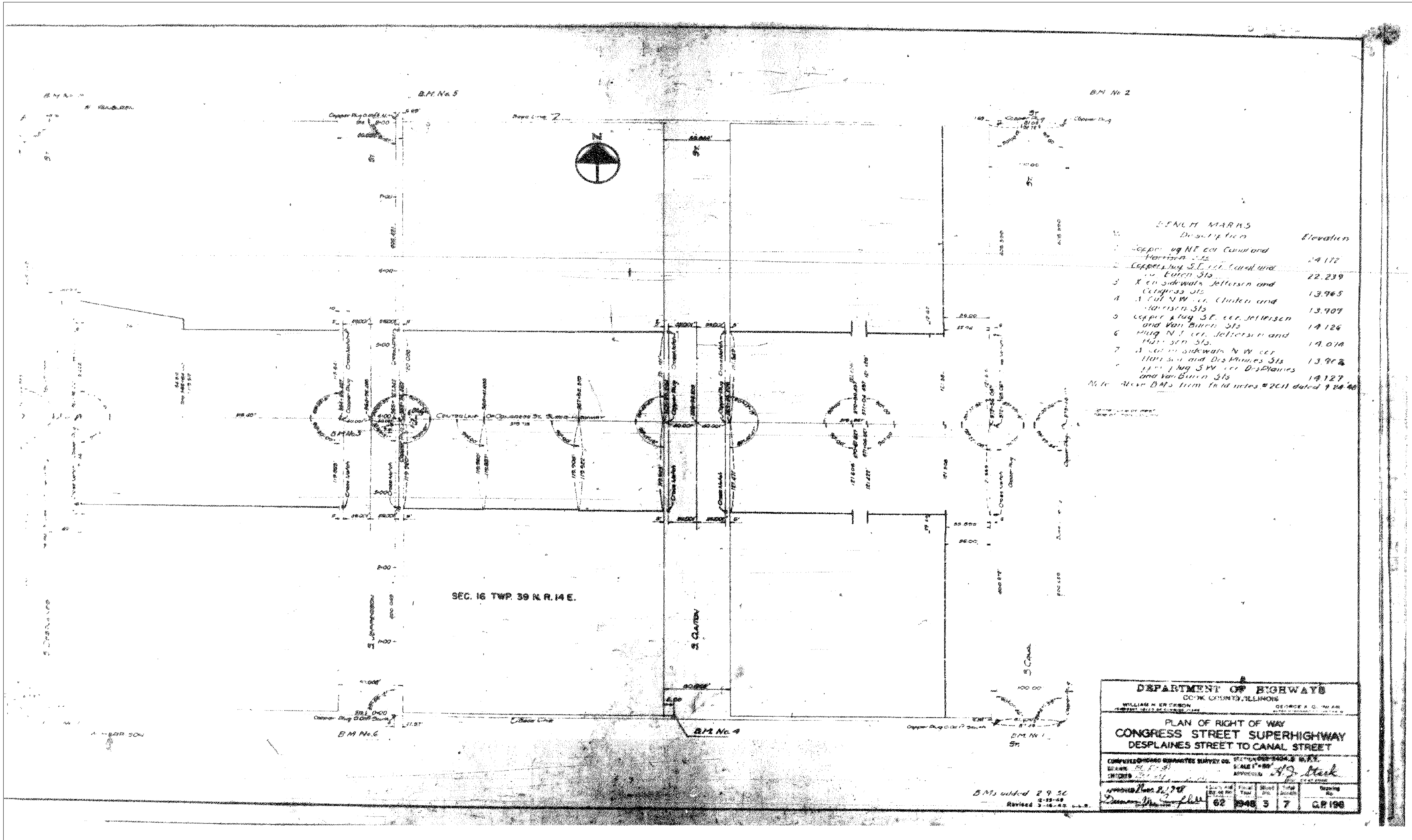
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-001 R&B (EB)	COOK	696	617
		CONTRACT NO. 60X75		
		ILLINOIS FED. AID PROJECT		

016461-60X75-S333-EXT.dgn

FOR INFORMATION ONLY



FOR INFORMATION ONLY

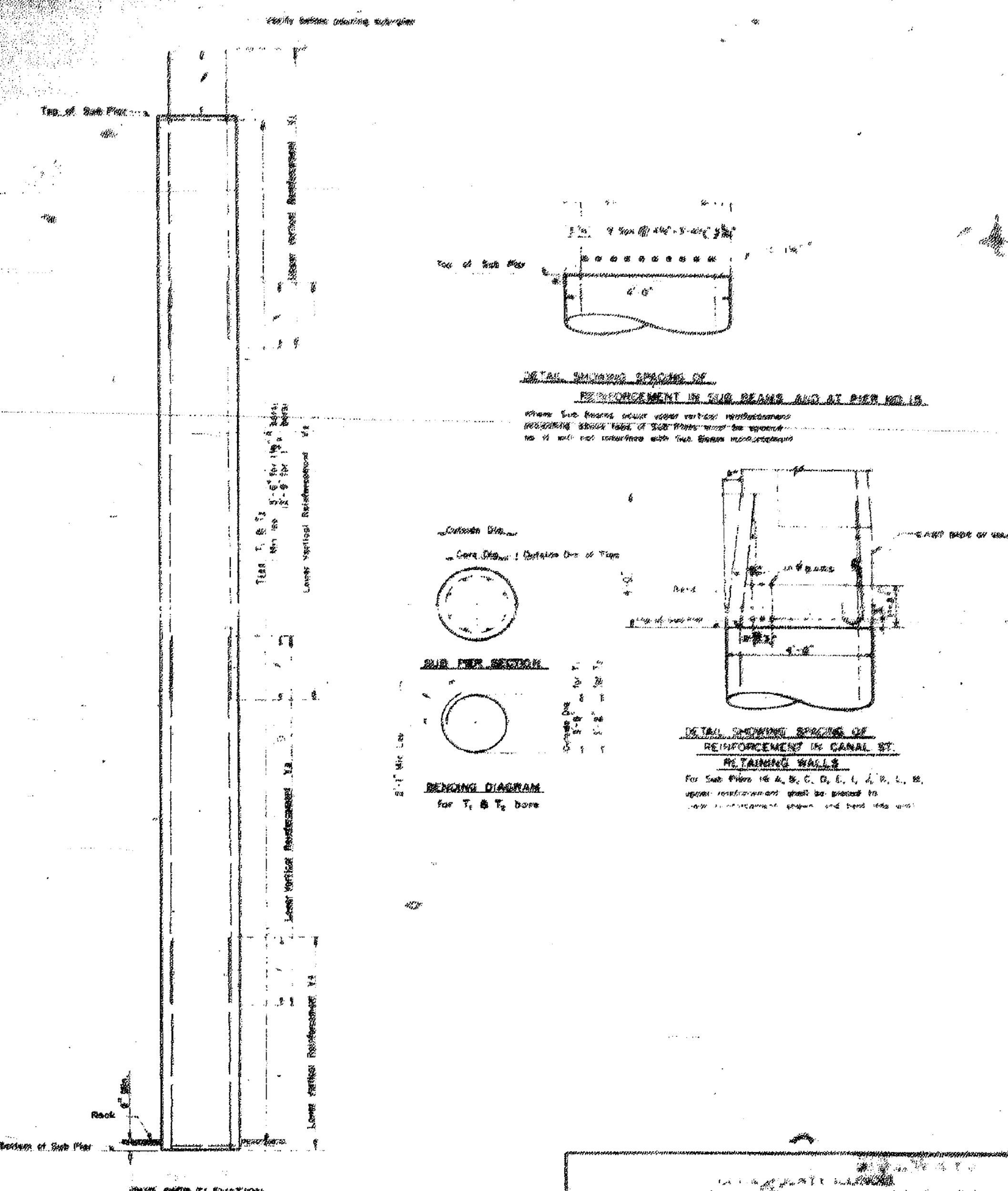


PARSONS BRINCKERHOFF	USER NAME = pateld	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING PLANS STRUCTURE NO. 016-0461	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED -	REVISED -			90/94/290	2014-001 R&B (EB)	COOK	696	619
	PLOT SCALE = N.T.S.	DRAWN - DCP	REVISED -			CONTRACT NO. 60X75				
	PLOT DATE = 5/8/2017	CHECKED - JIG	REVISED -		SHEET NO. 190 OF 194 SHEETS	ILLINOIS FED. AID PROJECT				

016461-60X75-S335-EXT.dgn

FOR INFORMATION ONLY

Pier No.	Sub Pier Mark	Outside Dia.	Core Dia.	Elev. Top	Elev. Bot.	Upper Reinf. Mark	No.	Size	Length	Elev. Top	Elev. Bot.	Lower Reinforcement	Ties Mark	No.	Size	Length	Spacing	Elev. Top	Elev. Bot.	Concrete Cu. Ft.	Reinforcement Lbs.
1	A	4'-6"	4'4"	+3'-0"	-80'-0"	V1	12	1 3/8"	19'-0"	+7'-0"	-12'-0"	[illegible]	T1	[illegible]	3/4"	14'-0"	12"	[illegible]	[illegible]	[illegible]	[illegible]
	B	4'-6"	4'4"	+3'-0"	-80'-0"	V1	12	1 3/8"	19'-0"	+7'-0"	-12'-0"	[illegible]	T1	[illegible]	3/4"	14'-0"	12"	[illegible]	[illegible]	[illegible]	[illegible]
	C	4'-6"	4'4"	+3'-0"	-80'-0"	V1	12	1 3/8"	19'-0"	+7'-0"	-12'-0"	[illegible]	T1	[illegible]	3/4"	14'-0"	12"	[illegible]	[illegible]	[illegible]	[illegible]
	D	4'-6"	4'4"	+3'-0"	-80'-0"	V1	12	1 3/8"	19'-0"	+7'-0"	-12'-0"	[illegible]	T1	[illegible]	3/4"	14'-0"	12"	[illegible]	[illegible]	[illegible]	[illegible]
	E	4'-6"	4'4"	+3'-0"	-80'-0"	[illegible]	12	1 3/8"	19'-0"	+7'-0"	-12'-0"	[illegible]	T1	[illegible]	3/4"	14'-0"	12"	[illegible]	[illegible]	[illegible]	[illegible]
	F	4'-6"	4'4"	+3'-0"	-80'-0"	V1	12	1 3/8"	19'-0"	+7'-0"	-12'-0"	[illegible]	T1	[illegible]	3/4"	14'-0"	12"	[illegible]	[illegible]	[illegible]	[illegible]
	G	4'-6"	4'4"	+3'-0"	-80'-0"	V1	12	1 3/8"	19'-0"	+7'-0"	-12'-0"	[illegible]	T1	[illegible]	3/4"	14'-0"	12"	[illegible]	[illegible]	[illegible]	[illegible]
	H	4'-6"	4'4"	+3'-0"	-80'-0"	V1	12	1 3/8"	19'-0"	+7'-0"	-12'-0"	[illegible]	T1	[illegible]	3/4"	14'-0"	12"	[illegible]	[illegible]	[illegible]	[illegible]
	I	4'-6"	4'4"	+3'-0"	-80'-0"	V1	12	1 3/8"	17'-0"	+7'-0"	-12'-0"	[illegible]	T1	[illegible]	3/4"	14'-0"	12"	[illegible]	[illegible]	[illegible]	[illegible]
2	A	4'-6"	4'4"	+3'-0"	-77'-0"	V1	12	1 3/8"	19'-0"	+7'-0"	-12'-0"	[illegible]	T1	[illegible]	3/4"	14'-0"	12"	[illegible]	[illegible]	[illegible]	[illegible]
	B	4'-6"	4'4"	+3'-0"	-77'-0"	V1	12	1 3/8"	19'-0"	+7'-0"	-12'-0"	[illegible]	T1	80	3/4"	14'-0"	12"	[illegible]	[illegible]	[illegible]	6102
	C	4'-6"	4'4"	+3'-0"	-77'-0"	V1	12	1 3/8"	19'-0"	+7'-0"	-12'-0"	[illegible]	T1	80	3/4"	14'-0"	12"	[illegible]	[illegible]	[illegible]	[illegible]
	D	4'-6"	4'4"	+3'-0"	-77'-0"	V1	12	1 3/8"	19'-0"	+7'-0"	-12'-0"	[illegible]	T1	80	3/4"	14'-0"	12"	[illegible]	[illegible]	[illegible]	[illegible]
	E	4'-6"	4'4"	+3'-0"	-77'-0"	V1	12	1 3/8"	19'-0"	+7'-0"	-12'-0"	[illegible]	T1	80	3/4"	14'-0"	12"	[illegible]	[illegible]	[illegible]	[illegible]
	F	4'-6"	4'4"	+3'-0"	-77'-0"	V1	12	1 3/8"	19'-0"	+7'-0"	-12'-0"	[illegible]	T1	80	3/4"	14'-0"	12"	[illegible]	[illegible]	[illegible]	6102
3	A	4'-6"	4'4"	+10'-0"	-75'-0"	V1	12	1 3/8"	26'-0"	+14'-0"	-12'-0"	[illegible]	T1	83	3/4"	14'-0"	12"	+9'-6"	-73'-6"	1320.0	[illegible]
	B	4'-6"	4'4"	+10'-0"	-75'-0"	V1	12	1 3/8"	26'-0"	+14'-0"	-12'-0"	[illegible]	T1	83	3/4"	14'-0"	12"	+9'-6"	-73'-6"	1320.0	[illegible]
	C	4'-6"	4'4"	+10'-0"	-75'-0"	V1	12	1 3/8"	26'-0"	+14'-0"	-12'-0"	[illegible]	T1	83	3/4"	14'-0"	12"	+9'-6"	-73'-6"	1320.0	[illegible]
	D	4'-6"	4'4"	+10'-0"	-75'-0"	V1	12	1 3/8"	26'-0"	+14'-0"	-12'-0"	[illegible]	T1	83	3/4"	14'-0"	12"	+9'-6"	-73'-6"	1320.0	[illegible]
	E	4'-6"	4'4"	+10'-0"	-75'-0"	V1	12	1 3/8"	26'-0"	+14'-0"	-12'-0"	[illegible]	T1	83	3/4"	14'-0"	12"	+9'-6"	-73'-6"	1320.0	[illegible]
	F	4'-6"	4'4"	+10'-0"	-75'-0"	V1	12	1 3/8"	26'-0"	+14'-0"	-12'-0"	[illegible]	T1	83	3/4"	14'-0"	12"	+9'-6"	-73'-6"	1320.0	[illegible]
4	A	4'-6"	4'4"	+10'-0"	-75'-0"	V1	12	1 3/8"	26'-0"	+14'-0"	-12'-0"	[illegible]	T1	85	3/4"	14'-0"	12"	[illegible]	[illegible]	1351.5	[illegible]
	B	4'-6"	4'4"	+10'-0"	-75'-0"	V1	12	1 3/8"	26'-0"	+14'-0"	-12'-0"	[illegible]	T1	85	3/4"	14'-0"	12"	[illegible]	[illegible]	1351.5	[illegible]
	C	4'-6"	4'4"	+10'-0"	-75'-0"	V1	12	1 3/8"	26'-0"	+14'-0"	-12'-0"	[illegible]	T1	85	3/4"	14'-0"	12"	[illegible]	[illegible]	1351.5	[illegible]
	D	4'-6"	4'4"	+3'-0"	-75'-0"	V1	12	1 3/8"	19'-0"	+7'-0"	-12'-0"	[illegible]	T1	79	3/4"	14'-0"	12"	+2'-6"	[illegible]	1240.8	[illegible]
	E	4'-6"	4'4"	+3'-0"	-75'-0"	V1	8	1 3/8"	19'-0"	+7'-0"	-12'-0"	[illegible]	T1	79	3/4"	14'-0"	12"	+2'-6"	[illegible]	1240.8	4336
	F	4'-0"	3'8"	+3'-0"	-75'-0"	V1	8	1 3/8"	19'-0"	7'-0"	-12'-0"	[illegible]	T2	79	3/4"	12'-6"	12"	+2'-6"	[illegible]	[illegible]	[illegible]
5	A	4'-6"	4'4"	+10'-0"	-78'-0"	V1	12	1 3/8"	26'-0"	+14'-0"	-12'-0"	[illegible]	T1	88	3/4"	14'-0"	12"	+9'-6"	[illegible]	[illegible]	[illegible]
	B	4'-6"	4'4"	+10'-0"	-78'-0"	V1	12	1 3/8"	26'-0"	+14'-0"	-12'-0"	[illegible]	T1	88	3/4"	14'-0"	12"	+9'-6"	[illegible]	1398.6	[illegible]
	C	4'-6"	4'4"	+10'-0"	-78'-0"	V1	12	1 3/8"	26'-0"	+14'-0"	-12'-0"	[illegible]	T1	88	3/4"	14'-0"	12"	+9'-6"	[illegible]	1398.6	[illegible]
	D	4'-6"	4'4"	+10'-0"	-78'-0"	V1	12	1 3/8"	17'-0"	+5'-0"	-12'-0"	[illegible]	T1	79	3/4"	14'-0"	12"	+0'-6"	-77'-6"	1256.6	[illegible]
	E	4'-6"	4'4"	+10'-0"	-78'-0"	V1	12	1 3/8"	17'-0"	+5'-0"	-12'-0"	[illegible]	T1	79	3/4"	14'-0"	12"	+0'-6"	-77'-6"	1256.4	[illegible]



NOTE:
Vertical steel lengths are predicated on base elevations as shown, allowing definite projection of bars at top.
In event base elevations are lowered, additional bars shall be spliced at bottom for depth of lowering and cost of same paid for as reinforcement bars at contract unit price.

Revised 12-28-49

DETAILS OF SUB PIERS
CONGRESS STREET SUPERHIGHWAY
DES PLAINES STREET TO CANAL STREET

C. A. K.

62 | 4 | 7 | G.P.150

FOR INFORMATION ONLY

Pier No.	Sub Pier Mark	Outside Dia.	Core Dia.	Elev. Top	Elev. Bot.	Upper Reinf. Mark	No.	Size	Length	El. Top	El. Bot	Lower Reinf. Mark	No.	Size	Length	El. Top	El. Bot	Ties Mark	No.	Size	Length	Spacing	Elev. Top	Elev. Bottom	Concrete Cu. Ft.	Reinforcement Lbs.
						Vertical Reinforcement												**Ties**								
6	A	4'-6"	44"	+10'-0"	-82'-0"	V1	12	1¼"	26'-0"	+14'-0"	-12'-0"	V2 V3 V4	8 8 8	1"	27'-3" 27'-3" 23'-9"	-9'-3" -33'-9" -58'-3"	-36'-6" -61'-0" -82'-0"	T1	92	⅜"	14'-0"	12"	+9'-6"	-81'-6"	1463.2	5721
	B	4'-6"	44"	+10'-0"	-82'-0"	V1	12	1¼"	26'-0"	+14'-0"	-12'-0"	V2 V3 V4	8 8 8	1¼"	28'-0" 28'-0" 24'-6"	-8'-6" -33'-0" -57'-6"	-36'-6" -61'-0" -82'-0"	T1	92	⅜"	14'-0"	12"	+9'-6"	-81'-6"	1463.2	7014
	C	4'-6"	44"	+10'-0"	-82'-0"	V1	12	1¼"	26'-0"	+14'-0"	-12'-0"	V2 V3 V4	8 8 8	1"	27'-3" 27'-3" 23'-9"	-9'-3" -33'-9" -58'-3"	-36'-6" -61'-0" -82'-0"	T1	92	⅜"	14'-0"	12"	+9'-6"	-81'-6"	1463.2	5721
	D	4'-6"	44"	+1'-0"	-82'-0"	V1	12	1¼"	17'-0"	+5'-0"	-12'-0"	V2 V3 V4	8 8 8	1"	27'-3" 27'-3" 23'-9"	-9'-3" -33'-9" -58'-3"	-36'-6" -61'-0" -82'-0"	T1	83	⅜"	14'-0"	12"	+0'-6"	-81'-6"	1320.0	4968
	E	4'-6"	44"	+1'-0"	-82'-0"	V1	12	1¼"	17'-0"	+5'-0"	-12'-0"	V2 V3 V4	12 12 12	1¼"	28'-0" 28'-0" 24'-6"	-8'-6" -33'-0" -57'-6"	-36'-6" -61'-0" -82'-0"	T1	83	⅜"	14'-0"	12"	+0'-6"	-81'-6"	1320.0	7983
7	A	4'-6"	44"	+10'-0"	-86'-0"	V1	12	1¼"	26'-0"	+14'-0"	-12'-0"	V2 V3 V4	8 8 8	1"	27'-3" 27'-3" 27'-9"	-9'-3" -33'-9" -58'-3"	-36'-6" -61'-0" -86'-0"	T1	95	⅜"	14'-0"	12"	+9'-6"	-85'-6"	1506.6	5913
	B	4'-6"	44"	+1'-0"	-86'-0"	V1	12	1¼"	17'-0"	+5'-0"	-12'-0"	V2 V3 V4	12 12 12	1¼"	28'-0" 28'-0" 28'-6"	-8'-6" -33'-0" -57'-6"	-36'-6" -61'-0" -86'-0"	T1	87	⅜"	14'-0"	12"	+0'-6"	-85'-6"	1383.7	8301
	D	4'-6"	44"	+1'-0"	-86'-0"	V1	12	1¼"	17'-0"	+5'-0"	-12'-0"	V2 V3 V4	12 12 12	1¼"	28'-0" 28'-0" 28'-6"	-8'-6" -33'-0" -57'-6"	-36'-6" -61'-0" -86'-0"	T1	87	⅜"	14'-0"	12"	+0'-6"	-85'-6"	1383.7	8301
	E	4'-6"	44"	+1'-0"	-86'-0"	V1	12	1¼"	17'-0"	+5'-0"	-12'-0"	V2 V3 V4	8 8 8	1¼"	28'-0" 28'-0" 28'-6"	-8'-6" -33'-0" -57'-6"	-36'-6" -61'-0" -86'-0"	T1	87	⅜"	14'-0"	12"	+0'-6"	-85'-6"	1383.7	6508
8	A	4'-6"	44"	+10'-0"	-83'-0"	V1	12	1¼"	26'-0"	+14'-0"	-12'-0"	V2 V3 V4	8 8 8	1"	27'-3" 27'-3" 24'-9"	-9'-3" -33'-9" -58'-3"	-36'-6" -61'-0" -83'-0"	T1	93	⅜"	14'-0"	12"	+9'-6"	-82'-6"	1479.1	5765
	B	4'-6"	44"	+1'-0"	-83'-0"	V1	12	1¼"	17'-0"	+5'-0"	-12'-0"	V2 V3 V4	12 12 12	1¼"	28'-0" 28'-0" 25'-6"	-8'-6" -33'-0" -57'-6"	-36'-6" -61'-0" -83'-0"	T1	84	⅜"	14'-0"	12"	+0'-6"	-82'-6"	1336.0	8046
	D	4'-6"	44"	+1'-0"	-83'-0"	V1	12	1¼"	17'-0"	+5'-0"	-12'-0"	V2 V3 V4	12 12 12	1¼"	28'-0" 28'-0" 25'-6"	-8'-6" -33'-0" -57'-6"	-36'-6" -61'-0" -83'-0"	T1	84	⅜"	14'-0"	12"	+0'-6"	-82'-6"	1336.0	8046
	E	4'-6"	44"	+1'-0"	-83'-0"	V1	12	1¼"	17'-0"	+5'-0"	-12'-0"	V2 V3 V4	8 8 8	1"	27'-3" 27'-3" 24'-9"	-9'-3" -33'-9" -58'-3"	-36'-6" -61'-0" -83'-0"	T1	84	⅜"	14'-0"	12"	+0'-6"	-82'-6"	1336.0	6006
9	A	4'-6"	44"	+10'-0"	-81'-0"	V1	12	1¼"	26'-0"	+14'-0"	-12'-0"	V2 V3 V4	8 8 8	1"	27'-3" 27'-3" 22'-9"	-9'-3" -33'-9" -58'-3"	-36'-6" -61'-0" -81'-0"	T1	91	⅜"	14'-0"	12"	+9'-6"	-80'-6"	1447.3	5672
	B	4'-6"	44"	+2'-0"	-81'-0"	V1	12	1¼"	18'-0"	+6'-0"	-12'-0"	V2 V3 V4	8 8 8	1¼"	28'-0" 28'-0" 23'-6"	-8'-6" -33'-0" -57'-6"	-36'-6" -61'-0" -81'-0"	T1	83	⅜"	14'-0"	12"	+1'-6"	-80'-6"	1320.0	6872
	D	4'-6"	44"	+2'-0"	-81'-0"	V1	12	1¼"	18'-0"	+6'-0"	-12'-0"	V2 V3 V4	12 12 12	1¼"	28'-0" 28'-0" 23'-6"	-8'-6" -33'-0" -57'-6"	-36'-6" -61'-0" -81'-0"	T1	83	⅜"	14'-0"	12"	+1'-6"	-80'-6"	1320.0	7962
	E	4'-6"	44"	+2'-0"	-81'-0"	V1	8	1¼"	18'-0"	[illegible]	[illegible]	V2 V3 V4	8 8 8	1"	27'-3" 27'-3" 22'-9"	-9'-3" -33'-9" -58'-3"	-36'-6" -61'-0" -81'-0"	T1	83	⅜"	14'-0"	12"	+1'-6"	-80'-6"	1320.0	4612
10	A	4'-6"	44"	+10'-0"	-79'-0"	V1	12	1¼"	26'-0"	+14'-0"	-12'-0"	V2 V3 V4	8 8 8	1"	27'-3" 27'-3" 20'-9"	-9'-3" -33'-9" -58'-3"	-36'-6" -61'-0" -79'-0"	T1	89	⅜"	14'-0"	12"	+9'-6"	-78'-6"	1415.5	5576
	B	4'-6"	44"	+1'-0"	-79'-0"	V1	12	1¼"	17'-0"	+5'-0"	-12'-0"	V2 V3 V4	12 12 12	1¼"	28'-0" 28'-0" 21'-6"	-8'-6" -33'-0" -57'-6"	-36'-6" -61'-0" -79'-0"	T1	80	⅜"	14'-0"	12"	+0'-6"	-78'-6"	1272.3	7707
	D	4'-6"	44"	+1'-0"	-79'-0"	V1	12	1¼"	17'-0"	+5'-0"	-12'-0"	V2 V3 V4	12 12 12	1¼"	28'-0" 28'-0" 21'-6"	-8'-6" -33'-0" -57'-6"	-36'-6" -61'-0" -79'-0"	T1	80	⅜"	14'-0"	12"	+0'-6"	-78'-6"	1272.3	7707
	E	4'-6"	44"	+10'-0"	-79'-0"	V1	12	1¼"	26'-0"	+14'-0"	-12'-0"	V2 V3 V4	8 8 8	1"	27'-3" 27'-3" 20'-9"	-9'-3" -33'-9" -58'-3"	-36'-6" -61'-0" -79'-0"	T1	89	⅜"	14'-0"	12"	+9'-6"	-78'-6"	1415.5	5576
11	A	4'-6"	44"	+10'-0"	-76'-0"	V1	12	1¼"	26'-0"	+14'-0"	-12'-0"	V2 V3 V4	8 8 8	1¼"	28'-0" 28'-0" 18'-6"	-8'-6" -33'-0" -57'-6"	-36'-6" -61'-0" -76'-0"	T1	86	⅜"	14'-0"	12"	+9'-6"	-75'-6"	1367.8	6633
	B	4'-6"	44"	+1'-0"	-76'-0"	V1	12	1¼"	17'-0"	+5'-0"	-12'-0"	V2 V3 V4	12 12 12	1¼"	28'-0" 28'-0" 18'-6"	-8'-6" -33'-0" -57'-6"	-36'-6" -61'-0" -76'-0"	T1	77	⅜"	14'-0"	12"	+0'-6"	-75'-6"	1224.6	7459
	D	4'-6"	44"	+1'-0"	-76'-0"	V1	12	1¼"	17'-0"	+5'-0"	-12'-0"	V2 V3 V4	12 12 12	1¼"	28'-0" 28'-0" 18'-6"	-8'-6" -33'-0" -57'-6"	-36'-6" -61'-0" -76'-0"	T1	77	⅜"	14'-0"	12"	+0'-6"	-75'-6"	1224.6	7459
	E	4'-6"	44"	+10'-0"	-76'-0"	V1	12	1¼"	26'-0"	+14'-0"	-12'-0"	V2 V3 V4	8 8 8	1¼"	28'-0" 28'-0" 18'-6"	-8'-6" -33'-0" -57'-6"	-36'-6" -61'-0" -76'-0"	T1	86	⅜"	14'-0"	12"	+9'-6"	-75'-6"	1367.8	6633
12	A	4'-6"	44"	+10'-0"	-77'-0"	V1	12	1¼"	26'-0"	+14'-0"	-12'-0"	V2 V3 V4	8 8 8	1¼"	28'-0" 28'-0" 19'-6"	-8'-6" -33'-0" -57'-6"	-36'-6" -61'-0" -77'-0"	T1	87	⅜"	14'-0"	12"	+9'-6"	-76'-6"	1383.7	6696
	B	4'-6"	44"	+1'-0"	-77'-0"	V1	12	1¼"	17'-0"	+5'-0"	-12'-0"	V2 V3 V4	12 12 12	1¼"	28'-0" 28'-0" 19'-6"	-8'-6" -33'-0" -57'-6"	-36'-6" -61'-0" -77'-0"	T1	78	⅜"	14'-0"	12"	+0'-6"	-76'-6"	1240.5	7538
	D	4'-6"	44"	+1'-0"	-77'-0"	V1	12	1¼"	17'-0"	+5'-0"	-12'-0"	V2 V3 V4	12 12 12	1¼"	28'-0" 28'-0" 19'-6"	-8'-6" -33'-0" -57'-6"	-36'-6" -61'-0" -77'-0"	T1	78	⅜"	14'-0"	12"	+0'-6"	-76'-6"	1240.5	7538
	E	4'-6"	44"	+10'-0"	-77'-0"	V1	12	1¼"	26'-0"	+14'-0"	-12'-0"	V2 V3 V4	8 8 8	1¼"	28'-0" 28'-0" 19'-6"	-8'-6" -33'-0" -57'-6"	-36'-6" -61'-0" -77'-0"	T1	87	⅜"	14'-0"	12"	+9'-6"	-76'-6"	1383.7	6696

Pier No.	Sub Pier Mark	Outside Dia.	Core Dia.	Elev. Top	Elev. Bot.	Upper Reinf. Mark	No.	Size	Length	El. Top	El. Bot	Lower Reinf. Mark	No.	Size	Length	El. Top	El. Bot	Ties Mark	No.	Size	Length	Spacing	Elev. Top	Elev. Bottom	Concrete Cu. Ft.	Reinforcement Lbs.
						Vertical Reinforcement												**Ties**								
13	A	4'-6"	44"	+10'-0"	-78'-0"	V1	12	1¼"	26'-0"	+14'-0"	-12'-0"	V2 V3 V4	8 8 8	1"	27'-3" 27'-3" 19'-9"	-9'-3" -33'-9" -58'-3"	-36'-6" -61'-0" -78'-0"	T1	88	⅜"	14'-0"	12"	+9'-6"	-77'-6"	1399.6	5626
	B	4'-6"	44"	+10'-0"	-78'-0"	V1	12	1¼"	26'-0"	+14'-0"	-12'-0"	V2 V3 V4	12 12 12	1¼"	28'-0" 28'-0" 20'-6"	-8'-6" -33'-0" -57'-6"	-36'-6" -61'-0" -78'-0"	T1	88	⅜"	14'-0"	12"	+9'-6"	-77'-6"	1399.6	[illegible]
	C	4'-6"	44"	+10'-0"	-78'-0"	V1	8	1¼"	26'-0"	+14'-0"	-12'-0"	V2 V3 V4	8 8 8	1"	27'-3" 27'-3" 19'-9"	-9'-3" -33'-9" -58'-3"	-36'-6" -61'-0" -78'-0"	T1	88	⅜"	14'-0"	12"	+9'-6"	-77'-6"	1399.6	4976
	D	4'-6"	44"	+10'-0"	-78'-0"	V1	12	1¼"	26'-0"	+14'-0"	-12'-0"	V2 V3 V4	12 12 12	1¼"	28'-0" 28'-0" 20'-6"	-8'-6" -33'-0" -57'-6"	-36'-6" -61'-0" -78'-0"	T1	88	⅜"	14'-0"	12"	+9'-6"	-77'-6"	1399.6	6896
	E	4'-6"	44"	+10'-0"	-78'-0"	V1	12	1¼"	26'-0"	+14'-0"	-12'-0"	V2 V3 V4	8 8 8	1"	27'-3" 27'-3" 19'-9"	-9'-3" -33'-9" -58'-3"	-36'-6" -61'-0" -78'-0"	T1	88	⅜"	14'-0"	12"	+9'-6"	-77'-6"	1399.6	5526
[illegible]	A	4'-0"	38"	+4'-0"	-79'-0"	V1	8	1¼"	20'-0"	+8'-0"	-12'-0"	V2 V3 V4	8 8 8	1"	27'-3" 27'-3" 20'-9"	-9'-3" -33'-9" -58'-3"	-36'-6" -61'-0" -79'-0"	T2	83	⅜"	12'-6"	12"	+3'-6"	-78'-6"	1048.0	4459
	B	4'-0"	38"	+4'-0"	-79'-0"	V1	8	1¼"	20'-0"	+8'-0"	-12'-0"	V2 V3 V4	8 8 8	1"	27'-3" 27'-3" 20'-9"	-9'-3" -33'-9" -58'-3"	-36'-6" -61'-0" -79'-0"	T2	83	⅜"	12'-6"	12"	+3'-6"	-78'-6"	1048.0	4459
	C	4'-0"	38"	+4'-0"	-79'-0"	V1	8	1¼"	20'-0"	+8'-0"	-12'-0"	V2 V3 V4	8 8 8	1"	27'-3" 27'-3" 20'-9"	-9'-3" -33'-9" -58'-3"	-36'-6" -61'-0" -79'-0"	T2	83	⅜"	12'-6"	12"	+3'-6"	-78'-6"	1048.0	4459
	D	4'-0"	38"	+4'-0"	-79'-0"	V1	8	1¼"	20'-0"	+8'-0"	-12'-0"	V2 V3 V4	8 8 8	1"	27'-3" 27'-3" 20'-9"	-9'-3" -33'-9" -58'-3"	-36'-6" -61'-0" -79'-0"	T2	83	⅜"	12'-6"	12"	+3'-6"	-78'-6"	1048.0	4459
14	A	4'-6"	44"	+10'-0"	-80'-0"	V1	12	1¼"	26'-0"	+14'-0"	-12'-0"	V2 V3 V4	8 8 8	1"	27'-3" 27'-3" 21'-9"	-9'-3" -33'-9" -58'-3"	-36'-6" -61'-0" -80'-0"	T1	90	⅜"	14'-0"	12"	+9'-6"	-79'-6"	1431.4	5624
	B	4'-6"	44"	+10'-0"	-80'-0"	V1	12	1¼"	26'-0"	+14'-0"	-12'-0"	V2 V3 V4	8 8 8	1¼"	28'-0" 28'-0" 22'-6"	-8'-6" -33'-0" -57'-6"	-36'-6" -61'-0" -80'-0"	T1	90	⅜"	14'-0"	12"	+9'-6"	-79'-6"	1431.4	6887
	C	4'-6"	44"	+10'-0"	-80'-0"	V1	12	1¼"	26'-0"	+14'-0"	-12'-0"	V2 V3 V4	8 8 8	1"	27'-3" 27'-3" 21'-9"	-9'-3" -33'-9" -58'-3"	-36'-6" -61'-0" -80'-0"	T1	90	⅜"	14'-0"	12"	+9'-6"	-79'-6"	1431.4	5624
	D	4'-6"	44"	+10'-0"	-80'-0"	V1	12	1¼"	26'-0"	+14'-0"	-12'-0"	V2 V3 V4	8 8 8	1¼"	28'-0" 28'-0" 22'-6"	-8'-6" -33'-0" -57'-6"	-36'-6" -61'-0" -80'-0"	T1	90	⅜"	14'-0"	12"	+9'-6"	-79'-6"	1431.4	6887
	E	4'-6"	44"	+10'-0"	-80'-0"	V1	12	1¼"	26'-0"	+14'-0"	-12'-0"	V2 V3 V4	8 8 8	1"	27'-3" 27'-3" 21'-9"	-9'-3" -33'-9" -58'-3"	-36'-6" -61'-0" -80'-0"	T1	90	⅜"	14'-0"	12"	+9'-6"	-79'-6"	1431.4	5624
15	A	4'-0"	38"	+8'-0"	-81'-0"	V1	8	1¼"	23'-6"	+11'-6"	-12'-0"	V2 V3 V4	8 8 8	1"	27'-3" 27'-3" 22'-9"	-9'-3" -33'-9" -58'-3"	-36'-6" -61'-0" -81'-0"	T2	89	⅜"	12'-6"	12"	+7'-6"	-80'-6"	1118.4	4771
	B	4'-0"	38"	+8'-0"	-81'-0"	V1	8	1¼"	23'-6"	+11'-6"	-12'-0"	V2 V3 V4	8 8 8	1"	27'-3" 27'-3" 22'-9"	-9'-3" -33'-9" -58'-3"	-36'-6" -61'-0" -81'-0"	T2	89	⅜"	12'-6"	12"	+7'-6"	-80'-6"	1118.4	4771
	C	4'-0"	38"	+8'-0"	-81'-0"	V1	8	1¼"	23'-6"	+11'-6"	-12'-0"	V2 V3 V4	8 8 8	1"	27'-3" 27'-3" 22'-9"	-9'-3" -33'-9" -58'-3"	-36'-6" -61'-0" -81'-0"	T2	89	⅜"	12'-6"	12"	+7'-6"	-80'-6"	1118.4	4771
	D	4'-0"	38"	+8'-0"	-81'-0"	V1	8	1¼"	23'-6"	+11'-6"	-12'-0"	V2 V3 V4	8 8 8	1"	27'-3" 27'-3" 22'-9"	-9'-3" -33'-9" -58'-3"	-36'-6" -61'-0" -81'-0"	T2	89	⅜"	12'-6"	12"	+7'-6"	-80'-6"	1118.4	4771
	E	4'-0"	38"	+8'-0"	-81'-0"	V1	8	1¼"	23'-6"	+11'-6"	-12'-0"	V2 V3 V4	8 8 8	1"	27'-3" 27'-3" 22'-9"	-9'-3" -33'-9" -58'-3"	-36'-6" -61'-0" -81'-0"	T2	89	⅜"	12'-6"	12"	+7'-6"	-80'-6"	1118.4	4771
	A1	4'-0"	38"	+8'-0"	-81'-0"	V1	8	1¼"	23'-6"	+11'-6"	-12'-0"	V2 V3 V4	8 8 8	1"	27'-3" 27'-3" 22'-9"	-9'-3" -33'-9" -58'-3"	-36'-6" -61'-0" -81'-0"	T2	89	⅜"	12'-6"	12"	+7'-6"	-80'-6"	1118.4	4771
	A2	4'-0"	38"	+8'-0"	-81'-0"	V1	8	1¼"	23'-6"	+11'-6"	-12'-0"	V2 V3 V4	8 8 8	1"	27'-3" 27'-3" 22'-9"	-9'-3" -33'-9" -58'-3"	-36'-6" -61'-0" -81'-0"	T2	89	⅜"	12'-6"	12"	+7'-6"	-80'-6"	1118.4	4771
	E1	4'-0"	38"	+8'-0"	-81'-0"	V1	8	1¼"	23'-6"	+11'-6"	-12'-0"	V2 V3 V4	8 8 8	1"	27'-3" 27'-3" 22'-9"	-9'-3" -33'-9" -58'-3"	-36'-6" -61'-0" -81'-0"	T2	89	⅜"	12'-6"	12"	+7'-6"	-80'-6"	1118.4	4771
	E2	4'-0"	38"	+8'-0"	-81'-0"	V1	8	1¼"	23'-6"	+11'-6"	-12'-0"	V2 V3 V4	8 8 8	1"	27'-3" 27'-3" 22'-9"	-9'-3" -33'-9" -58'-3"	-36'-6" -61'-0" -81'-0"	T2	89	⅜"	12'-6"	12"	+7'-6"	-80'-6"	1118.4	4771

DEPARTMENT OF HIGHWAYS
COOK COUNTY ILLINOIS

DETAILS OF SUB PIERS
CONGRESS STREET SUPERHIGHWAY
DES PLAINES STREET TO CANAL STREET

062-3424.2 M.F.T.
C.A.K.
Nov. 8, 1947

62 1948 5 7 C.P. 200

Revised 12-29-49 3-16-49

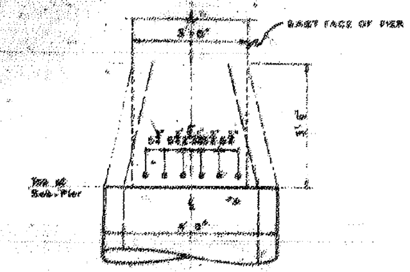
PARSONS BRINCKERHOFF	USER NAME = pateld	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING PLANS STRUCTURE NO. 016-0461
	PLOT SCALE = N.T.S.	CHECKED -	REVISED -		SHEET NO. 192 OF 194 SHEETS
	PLOT DATE = 5/8/2017	DRAWN - DCP	REVISED -		
		CHECKED - JIG	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-001 R&B (EB)	COOK	696	621
		CONTRACT NO. 60X75		
	ILLINOIS FED. AID PROJECT			

016461-60X75-S337-EXT.dgn

FOR INFORMATION ONLY

Lower Reinf. Mark	No.	El. Bot.	Ties Mark	No.	Size	Length	Spacing	Elev. Top	Elev. Bottom	Concrete Cu. Ft.	Reinforcement Lb.
V1 / V2 / V3	8	-36'-6" / -61'-0" / -82'-0"	T2	94	3/4"	12'-6"	12"	+11'-6"	-81'-6"	1181.2	5105
V1 / V2 / V3	8	-36'-6" / -61'-0" / -82'-0"	T2	93	3/4"	12'-6"	12"	+10'-6"	-81'-6"	1168.7	6707
V1 / V2 / V3	8	-36'-6" / -61'-0" / -82'-0"	T2	92	3/4"	12'-6"	12"	+9'-6"	-81'-6"	1156.1	7223
V1 / V2 / V3	8	-36'-6" / -61'-0" / -82'-0"	T2	91	3/4"	12'-6"	12"	+8'-6"	-81'-6"	1143.6	7830
V1 / V2 / V3	8	-36'-6" / -61'-0" / -82'-0"	T2	90	3/4"	12'-6"	12"	+7'-6"	-81'-6"	1131.0	5901
V1 / V2 / V3	8	-36'-6" / -61'-0" / -82'-0"	T2	90	3/4"	12'-6"	12"	+7'-0"	-81'-6"	1131.0	5818
V1 / V2 / V3	8	-36'-6" / -61'-0" / -82'-0"	T2	90	3/4"	12'-6"	12"	+7'-6"	-81'-6"	1131.0	5818
V1 / V2 / V3	8	-36'-6" / -61'-0" / -82'-0"	T2	90	3/4"	12'-6"	12"	+7'-6"	-81'-6"	1131.0	5818
V1 / V2 / V3	8	-36'-6" / -61'-0" / -82'-0"	T2	90	3/4"	12'-6"	12"	+7'-6"	-81'-6"	1131.0	5901
V1 / V2 / V3	8	-36'-6" / -61'-0" / -82'-0"	T2	91	3/4"	12'-6"	12"	+8'-6"	-81'-6"	1143.6	7830
V1 / V2 / V3	8	-36'-6" / -61'-0" / -82'-0"	T2	92	3/4"	12'-6"	12"	+9'-6"	-81'-6"	1156.1	7223
V1 / V2 / V3	8	-36'-6" / -61'-0" / -82'-0"	T2	93	3/4"	12'-6"	12"	+10'-6"	-81'-6"	1168.7	6707
V1 / V2 / V3	8	-36'-6" / -61'-0" / -82'-0"	T2	94	3/4"	12'-6"	12"	+11'-6"	-81'-6"	1181.2	5105
V1 / V2 / V3	8	-36'-6" / -61'-0" / -82'-0"	T2	95	3/4"	12'-7"	12"	+12'-6"	-81'-6"	1193.8	5166
V1 / V2 / V3	8	-36'-6" / -61'-0" / -82'-0"	T2	96	3/4"	12'-6"	12"	+13'-6"	-81'-6"	1206.4	5227
V1 / V2 / V3	8	-36'-6" / -61'-0" / -82'-0"	T2	95	3/4"	12'-6"	12"	+12'-6"	-81'-6"	1193.8	5166
V1 / V2 / V3	8	-36'-6" / -61'-0" / -82'-0"	T2	96	3/4"	12'-6"	12"	+13'-6"	-81'-6"	1206.4	5227
V1 / V2 / V3	8	-36'-6" / -61'-0" / -77'-0"	T2	83	3/4"	12'-6"	12"	+3'-6"	-78'-6"	1043.0	4434
V1 / V2 / V3	8	-36'-6" / -61'-0" / -80'-0"	T2	84	3/4"	12'-6"	12"	+3'-6"	-79'-6"	1055.4	4460
V1 / V2 / V3	8	-36'-6" / -61'-0" / -80'-0"	T2	84	3/4"	12'-6"	12"	+3'-6"	-79'-6"	1055.6	4480
V1 / V2 / V3	8	-36'-6" / -61'-0" / -80'-0"	T2	84	3/4"	12'-6"	12"	+3'-6"	-79'-6"	1055.6	4480
V1 / V2 / V3	8	-36'-6" / -61'-0" / -77'-0"	T2	83	3/4"	12'-6"	12"	+3'-6"	-78'-6"	1043.0	4434
V1 / V2 / V3	8	-36'-6" / -61'-0" / -80'-0"	T2	84	3/4"	12'-6"	12"	+3'-6"	-79'-6"	1055.6	4460
V1 / V2 / V3	8	-36'-6" / -61'-0" / -80'-0"	T2	84	3/4"	12'-6"	12"	+3'-6"	-79'-6"	1055.6	4480
V1 / V2 / V3	8	-36'-6" / -61'-0" / -80'-0"	T2	84	3/4"	12'-6"	12"	+3'-6"	-79'-6"	1055.6	4460
V1 / V2 / V3	8	-36'-6" / -61'-0" / -80'-0"	T2	84	3/4"	12'-6"	12"	+3'-6"	-79'-6"	1055.6	4480
V1 / V2 / V3	8	-36'-6" / -61'-0" / -80'-0"	T2	84	3/4"	12'-6"	12"	+3'-6"	-79'-6"	1055.6	4460
V1 / V2 / V3	8	-36'-6" / -61'-0" / -80'-0"	T2	84	3/4"	12'-6"	12"	+3'-6"	-79'-6"	1055.6	4480
V1 / V2 / V3	8	-36'-6" / -61'-0" / -80'-0"	T2	84	3/4"	12'-6"	12"	+3'-6"	-79'-6"	1055.6	4480
V1 / V2 / V3	8	-36'-6" / -61'-0" / -80'-0"	T2	84	3/4"	12'-6"	12"	+3'-6"	-79'-6"	1055.6	4480
V1 / V2 / V3	8	-36'-6" / -61'-0" / -80'-0"	T2	84	3/4"	12'-6"	12"	+3'-6"	-79'-6"	1055.6	4480



DETAIL SHOWING SPACING OF REINFORCEMENT IN PIER 16 SUB-PIERS E F G H & I

Upper reinforcement shall be placed to clear reinforcement shown and bent into wall.

Revised 12-23-48 / 3-19-49 L.L.H.

DEPARTMENT OF HIGHWAYS
COOK COUNTY ILLINOIS

DETAILS OF SUB PIERS CONT'D
CONGRESS STREET SUPERHIGHWAY
DES PLAINES STREET TO CANAL STREET

C.A.K.
062-2424.2 M.F.T.

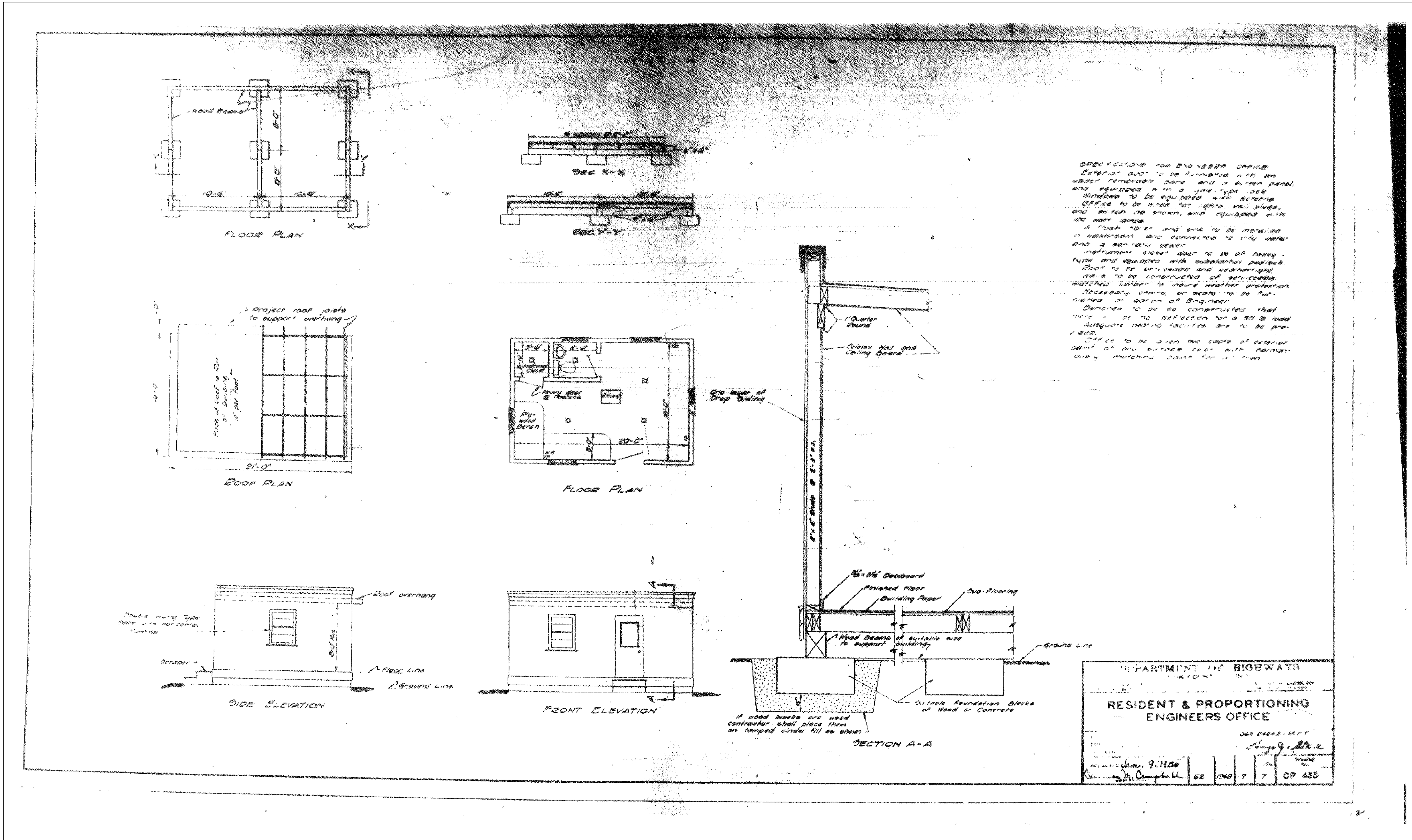
Approved Nov. 7, 1948

State Aid Route No.	Year	Sheet No.	Total Sheets	Drawing No.
62	1948	6	7	C.P. 284

016461-60X75-S338-EXT.dgn

PARSONS BRINCKERHOFF	USER NAME = pateld	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING PLANS STRUCTURE NO. 016-0461	F.A.I. RTE. 90/94/290	SECTION 2014-001 R&B (EB)	COUNTY COOK	TOTAL SHEETS 696	SHEET NO. 622
		CHECKED -	REVISED -					CONTRACT NO. 60X75		
	PLOT SCALE = N.T.S.	DRAWN - DCP	REVISED -							
	PLOT DATE = 5/8/2017	CHECKED - JIG	REVISED -		SHEET NO. 193 OF 194 SHEETS			ILLINOIS FED. AID PROJECT		

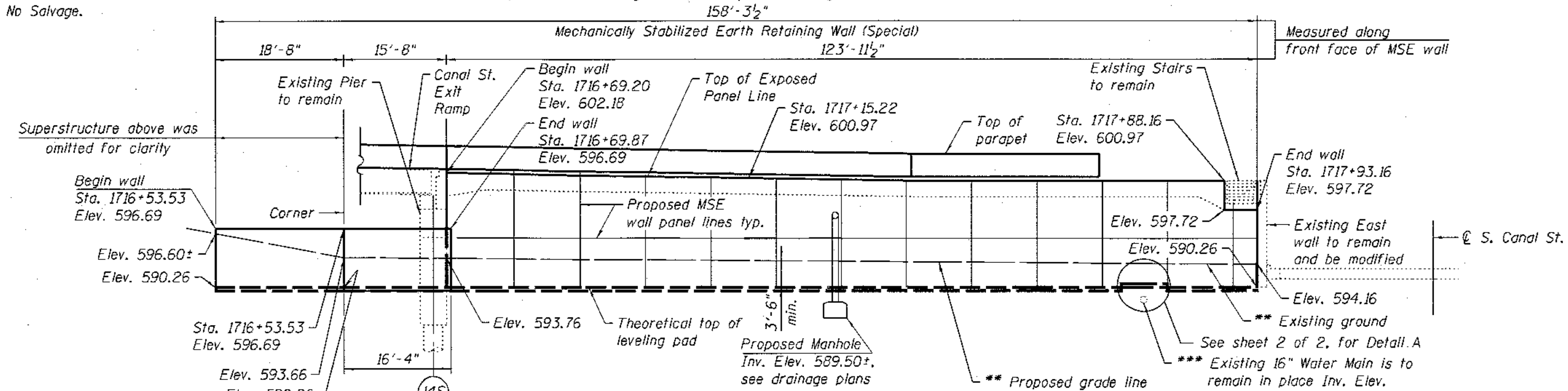
FOR INFORMATION ONLY



PARSONS BRINCKERHOFF	USER NAME = pateld	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING PLANS STRUCTURE NO. 016-0461	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
		CHECKED -	REVISED -			90/94/290	2014-001 R&B (EB)	COOK	696 / 623
	PLOT SCALE = N.T.S.	DRAWN - DCP	REVISED -					CONTRACT NO. 60X75	
	PLOT DATE = 5/8/2017	CHECKED - JIG	REVISED -		SHEET NO. 194 OF 194 SHEETS		ILLINOIS FED. AID PROJECT		

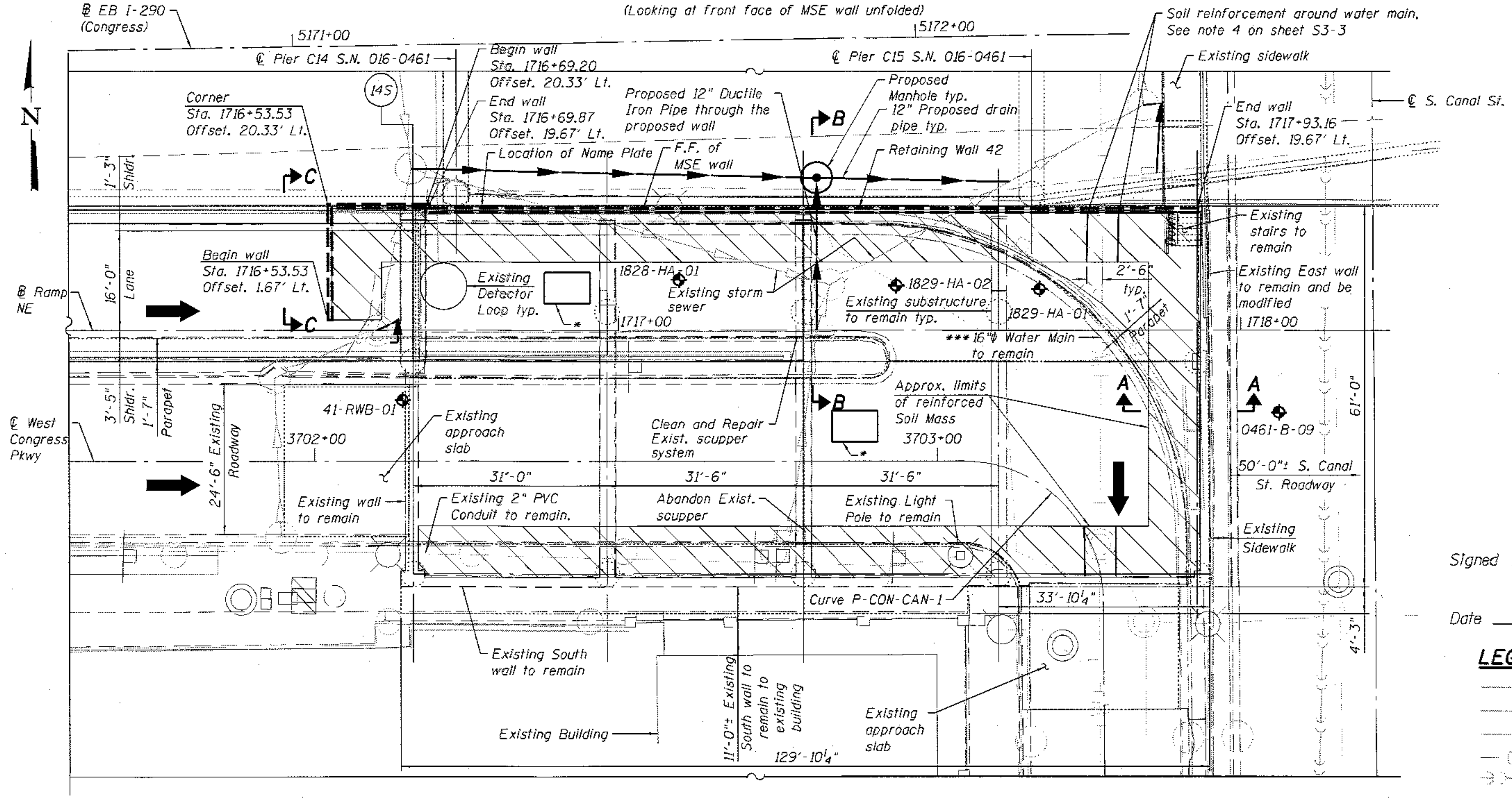
016461-60X75-S339-EXT.dgn

Bench Mark: Square cut at center of door entrance to 707 W. Harrison St.; South side of Harrison St. ±90' west of west line of Des Plaines. Elevation 597.47.
A + cut in the SE anchor bolt at the 11th street light N. of Roosevelt on the W. side of Halsted. Elev. = 594.06.
Traffic Control: Canal Street Exit Ramp will be closed during construction of the proposed wall. Ramp traffic will be detoured via local roads.
Existing Structure: The West, South & East retaining walls were built in 1953 are part of existing concrete ramp structure that carries Canal St. exit ramp from EB I-290.
The West, South & East walls are 34'-0", 129'-10¼" & 61'-0" in length, respectively. All existing walls are to remain in place.
No Salvage.



REFLECTED ELEVATION

(Looking at front face of MSE wall unfolded)



* Optional proposed access hole between existing beams to facilitate the construction of the proposed wall. Location and number to be determined by the Contractor and approved by the Engineer. See S.N. 016-0461, sheet S2-64 for details. Cost included in Lightweight Cellular Concrete Fill.

PLAN

Note:
Station and offsets are referenced to the Baseline of Ramp NE. Offsets are measured to the front face of the wall.

DESIGN SPECIFICATIONS

2014 AASHTO LRFD Bridge Design Specifications
7th Edition with 2015 and 2016 Interims

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures

DESIGN STRESSES

FIELD UNITS (New Construction)
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)

PRECAST UNITS
f'c = 4,500 psi (Precast Panels)
fy = 60,000 psi (Reinforcement)

LIGHTWEIGHT CELLULAR CONCRETE FILL
Class IV (District 1)
As Cast Density 36-42 pcf
f'c = 120 psi

FIELD UNITS (Exist. Construction)
f'c = 3,500 psi
fy = 60,000 psi (Deck Reinforcement)
fy = 40,000 psi (Pier Reinforcement)
fy = 33,000 psi (ASTM A7)

** See Table on sheet S3-2, for Station and Elevation of Existing ground and Proposed grade line at Front Face of wall.

*** Elevation taken from record drawings provided by Department of Water Management. Field verify as necessary.

Notes:

1. See sheet S3-2, for profile sketches and section C-C.
2. See sheet S3-3, for section thru MSE wall, and section A-A.
3. See sheet S3-4, for section B-B.
4. The existing detector loop/conduit/cables on the ramp from EB I-290 to Canal Street are to be abandoned.
5. The existing 16"Φ water main will remain operational throughout retaining wall and lightweight fill construction. The Contractor shall protect the water main to ensure that damage to the water main is prevented.

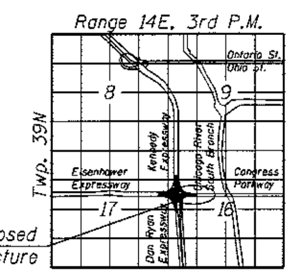
SCOPE OF WORK

1. Remove 3'-0" of unsuitable material.
2. Construct a new MSE Wall (S.N. 016-1829) to retain Lightweight Cellular Concrete Fill in the area below the existing concrete ramp structure.
3. Perform concrete repair on existing South and East retaining walls. Attach Soil Reinforcement to the existing South and East retaining walls that are part of the existing concrete ramp structure.

STATE OF ILLINOIS JAMAL I. GRAINAWI 081-005161 CHICAGO, ILLINOIS LICENSED STRUCTURAL ENGINEER

Signed Jamal Grainawi
JAMAL I. GRAINAWI, S.E. IL Lic. No. 081-005161
Expires 11-30-2018.

Date May 8, 2017



LOCATION SKETCH

LEGEND:

—W—	Water Line
—E—	Electric
—T—	Telephone line
—CTV—	Television line
	Combined Sewer
	Storm Sewer
⊕	Soil Boring Location
F.F.	Front Face

GENERAL PLAN & ELEVATION
RETAINING WALL 42
F.A.I. ROUTE 90/94/290
SECTION 2014-001R&B
COOK COUNTY
STATION 1716+53.53 TO 1717+93.16
STRUCTURE NO. 016-1829

PARSONS BRINCKERHOFF	USER NAME = pateld	DESIGNED - HA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - MS	REVISED -			90/94/290	2014-001R&B	COOK	696	624
	PLOT SCALE = N.T.S.	DRAWN - DCP	REVISED -					CONTRACT NO. 60X75		
	PLOT DATE = 6/28/2017	CHECKED - JJG	REVISED -		SHEET NO. S3-1 OF S3-8 SHEETS			ILLINOIS FED. AID PROJECT		

0161829-60X75-001-GPE.dgn

GENERAL NOTES:

1. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

2. The Contractor shall exercise extreme caution during construction to make certain that construction activities, live load surcharge and other loads applied to the structures will not have detrimental effects on the adjacent building and retaining wall foundations.

3. Stations and Offsets are measured from the Baseline of Ramp NE to the Front Face of MSE wall panels.

4. MSE Wall Supplier to design load transfer systems within reinforced soil mass to accommodate drainage structures, pier foundations, and existing retaining walls.

5. MSE Wall lengths measured along front face of precast panels unless noted otherwise.

6. Contractor shall field verify location of existing footings and underground utilities and shall take precautions to protect them during ground improvement and construction of the walls. Any damages to the existing footings and underground utilities shall repaired or replaced to the satisfaction of the Engineer at no additional cost to the project.

7. Quantity for Lightweight Cellular Concrete Fill includes reinforced soil mass behind existing retaining walls and fill area beneath roadway excluding the limit of soil reinforcement for proposed MSE wall. Type is specified as Class IV (District 1) Lightweight Fill.

8. See Special Provision for Mechanically Stabilized Earth Retaining Wall, Special for design and construction requirements.

9. For drainage structure location, type, and size, See Drainage Plans.

CURVE DATA

(Along ℄ W. Congress Pkwy)

PROP. CURVE P-CON-CAN-1
PI Sta. = 3703+26.50
Δ = 89° 34′ 44″ (RT)
D = 254° 38′ 52″
R = 22.50′
T = 22.34′
L = 35.18′
E = 9.20′
T.R. = NA
P.C. Sta. = 3703+04.17
P.T. Sta. = 3703+39.34

INDEX OF SHEETS:

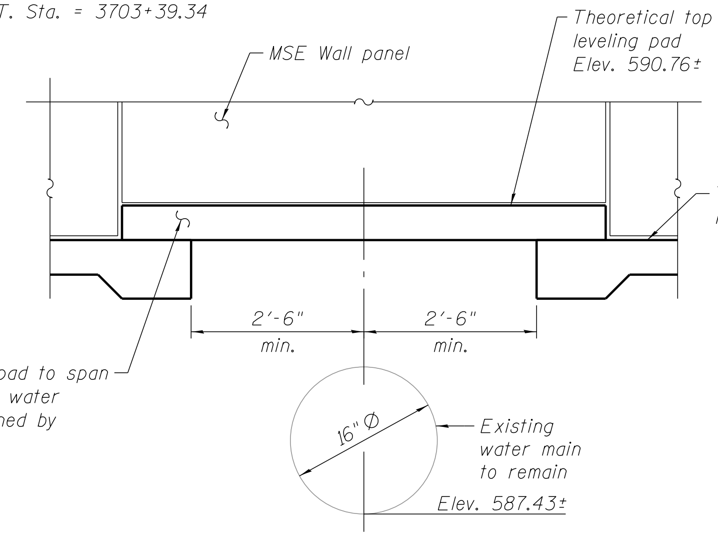
TOTAL BILL OF MATERIAL

Item	Unit	Total
Structure Excavation	Cu. Yd.	212
Removal and Disposal of Unsuitable Material for Structures	Cu. Yd.	714
Name Plate	Each	1
Epoxy Crack Injection	Foot	110
Structural Repair of Concrete (Depth Greater than 5 inches)	Sq. Ft.	24
Drainage System	L. Sum	0.1
Mechanically Stabilized Earth Retaining Wall, Special	Sq. Ft.	2,421
Cleaning Bridge Scuppers and Downspouts	Each	1
Lightweight Cellular Concrete Fill	Cu. Yd.	1,907

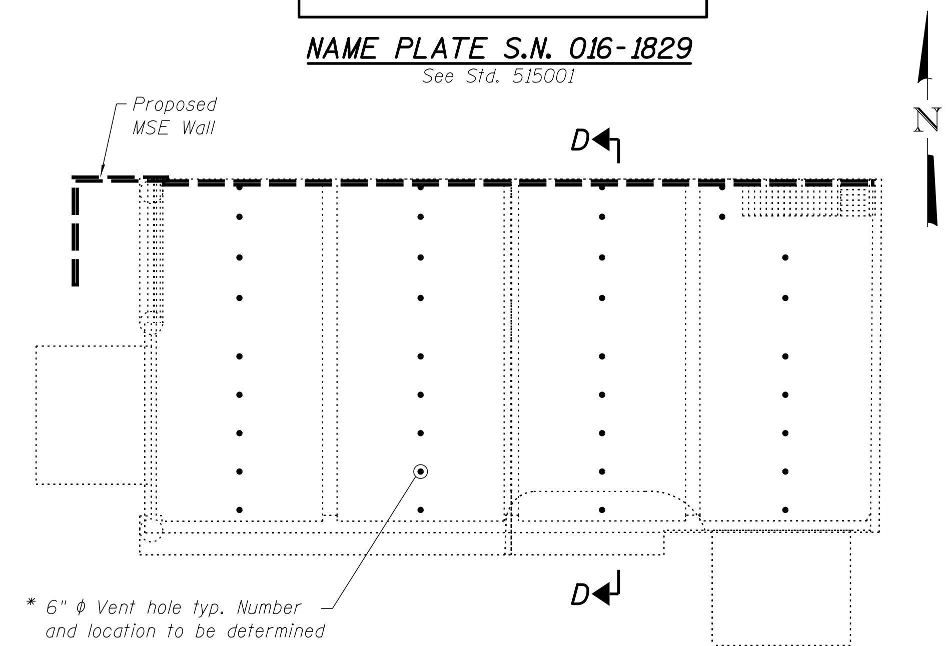
STATION 1716+53.53
BUILT BY
STATE OF ILLINOIS
F.A.I. RTE.90/94/290
SECTION 2014-001R&B
LOADING HL-93
STRUCTURE NO. 016-1829

NAME PLATE S.N. 016-1829

See Std. 515001



DETAIL A

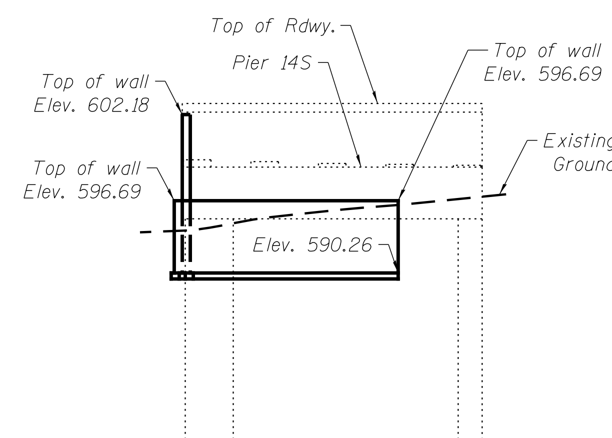


PLAN

* Proposed vent holes between existing beams (Location to be determined by Contractor), shall be patched to original deck level after completetion of work in accordance with IDOT Standard Specifications. Cost of coring and patching vent holes shall be included in the cost of Lightweight Cellular Concrete Fill. Contractor shall locate vent holes to avoid existing reinforcement.

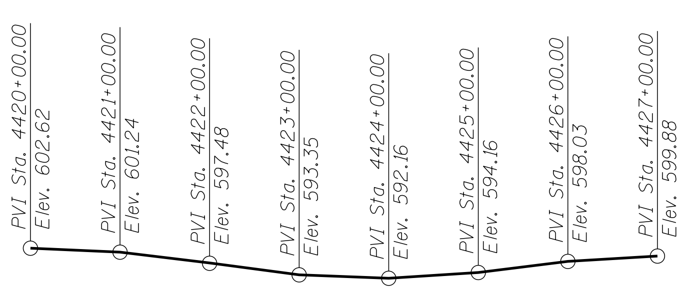
TABLE

Station	Existing ground and Proposed Grade at F.F. of Wall
1717+93.16	594.16
1717+88.16	594.16
1717+70.00	595.04
1717+50.00	593.78
1717+30.00	593.48
1717+10.00	593.26
1716+90.00	593.80
1716+69.20	593.76



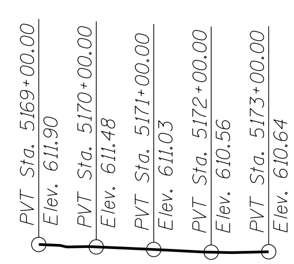
SECTION C-C

(Looking East)



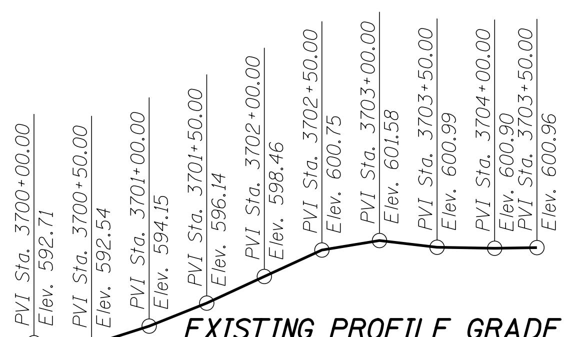
EXISTING PROFILE GRADE

(Along ℄ S. Canal St.)



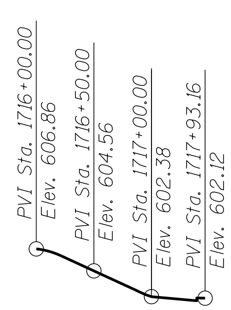
EXISTING PROFILE GRADE

(Along ℄ EB I-290 (Congress))



EXISTING PROFILE GRADE

(Along ℄ W. Congress Pkwy)

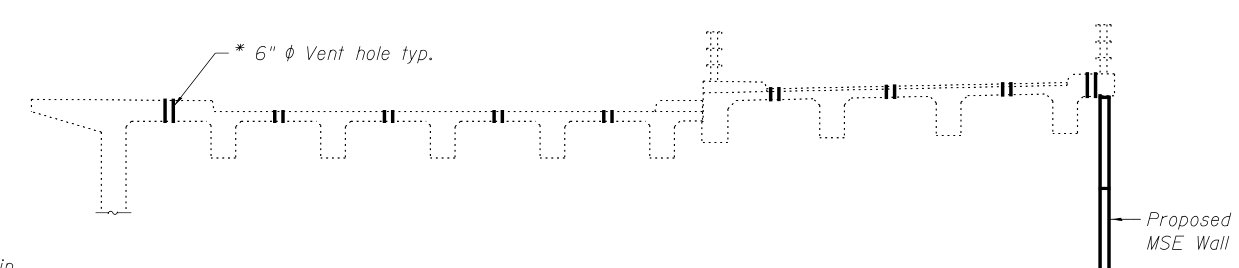


EXISTING PROFILE GRADE

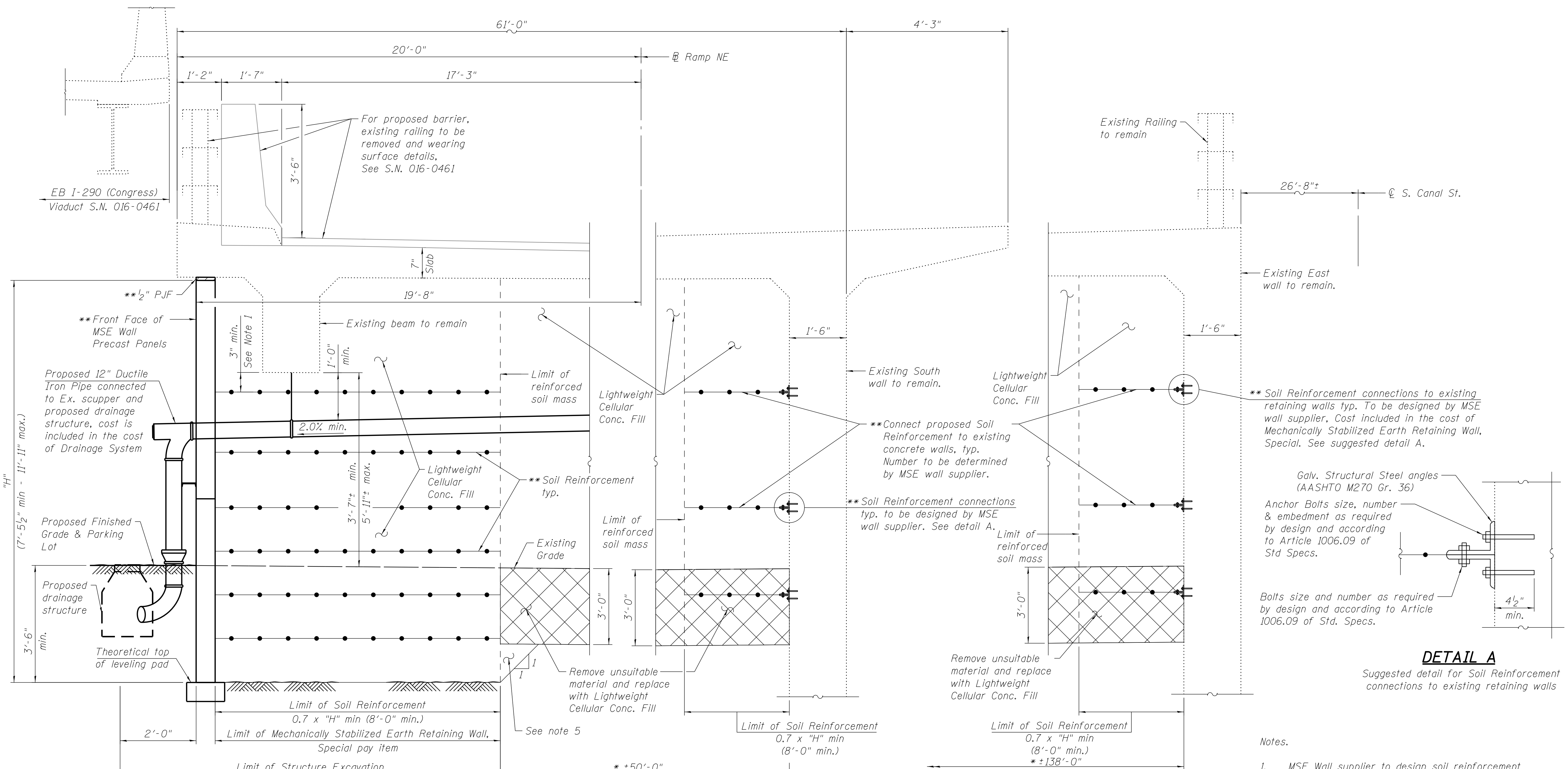
(Along ℄ Ramp NE)

Notes:

1. For location of detail A and Section C-C, See sheet S3-1.
2. Provide a min. of 2′-6″ gap on either side of water main in the soil reinforcement to allow for any future maintenance/replacement of water main.



SECTION D-D



SECTION A-A

TYPICAL SECTION THRU MSE WALL
(Looking East)

* Limits of Removal and Disposal of Unsuitable Material for Structures.

** Cost included in the cost of Mechanically Stabilized Earth Retaining Wall, Special. The Contractor shall submit Location, size and number of vent holes in the existing deck as per the requirements of special provision $^{7}_{32}$ Lightweight Cellular Concrete Fill (D-1) $^{9}_{32}$, submittals section.

Notes.

1. MSE Wall supplier to design soil reinforcement to avoid conflict with existing beams.
2. MSE Wall supplier shall design MSE Wall using properties of granular reinforced mass with minimum effective internal friction angle of 34 degrees & unit weight of 120 lbs/cu. ft. For embankment behind reinforced mass; an embankment with a unit weight of 120 lbs/cu.ft & an effective friction angle of 30 degrees shall be used in the wall system design.
3. Provide a min. of 2'-6" gap on either side of water main in the soil reinforcement to allow for any future maintenance/replacement of water main.
4. For location of Section A-A, See sheet S3-1.
5. Over-excavation beyond the limits of Structure Excavation. This area will not be measured for payment. Fill over-excavation with Lightweight Cellular Concrete Fill.

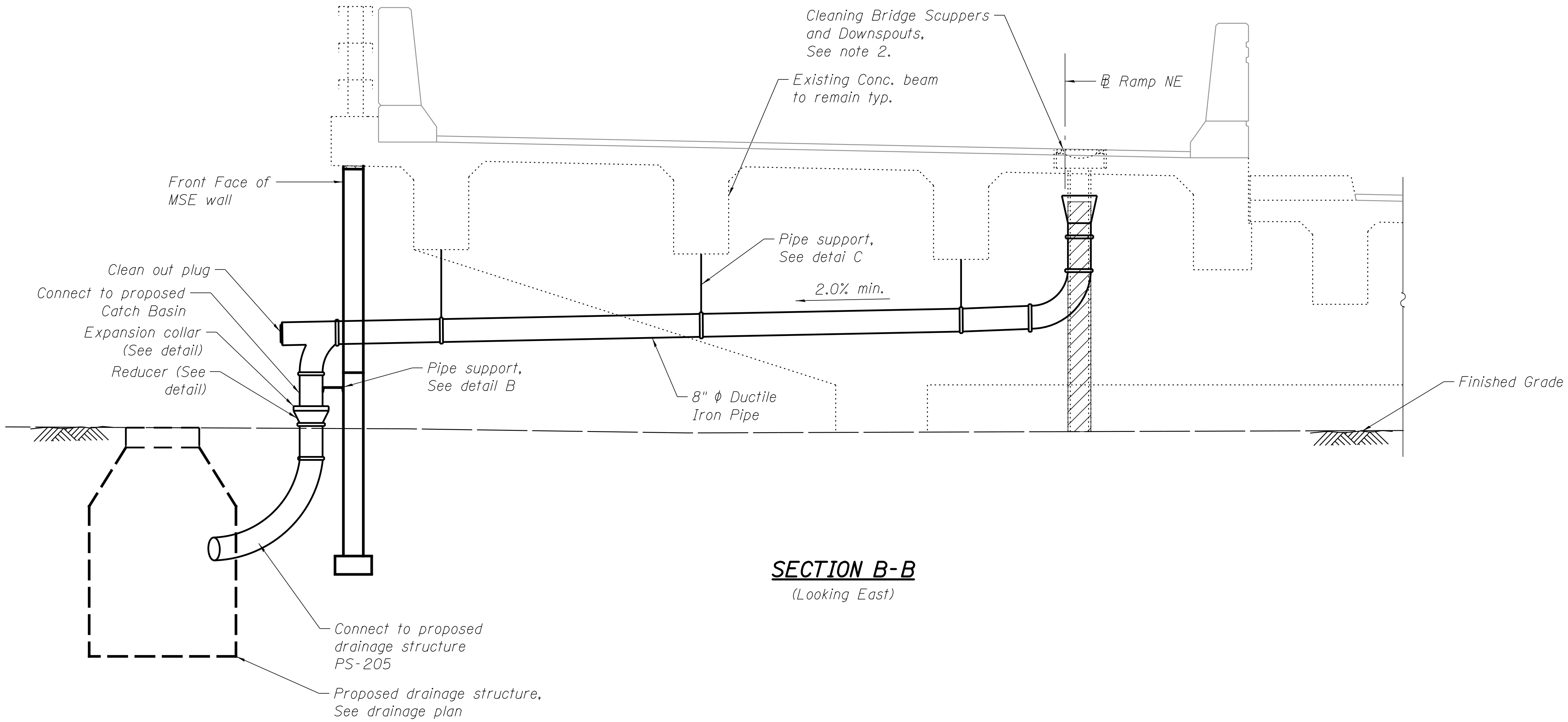
0161829-60X75-003-DET.dgn

PARSONS BRINCKERHOFF	USER NAME = pateld	DESIGNED - HA	REVISED -
		CHECKED - MS	REVISED -
	PLOT SCALE = N.T.S.	DRAWN - DCP	REVISED -
	PLOT DATE = 6/28/2017	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WALL SECTIONS
STRUCTURE NO. 016-1829
SHEET NO. S3-3 OF S3-8 SHEETS

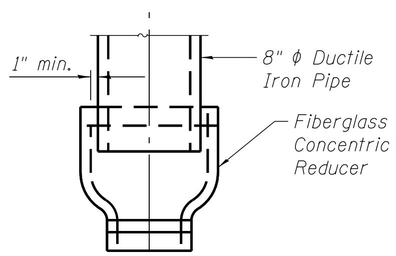
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-001R&B	COOK	696	626
		CONTRACT NO. 60X75		
		ILLINOIS FED. AID PROJECT		



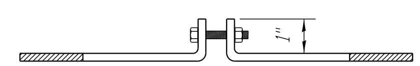
SECTION B-B
(Looking East)

Notes:

1. Contractor shall field verify existing scuppers, pipes and drainage structures prior to any shop drawings submittal.
2. The existing pipes attached to the scupper shall be removed and be replaced with the proposed pipe shown on the Plans. The Contractor shall provide all precautions necessary to prevent damage to the existing scupper. Any damage caused by the Contractor during construction shall be replaced to the satisfaction of the Engineer. All work shall be included in the cost of Cleaning Bridge Scuppers and Downspouts.
3. S.S. denotes Stainless Steel.
4. For location of Section B-B, See sheet S3-1.



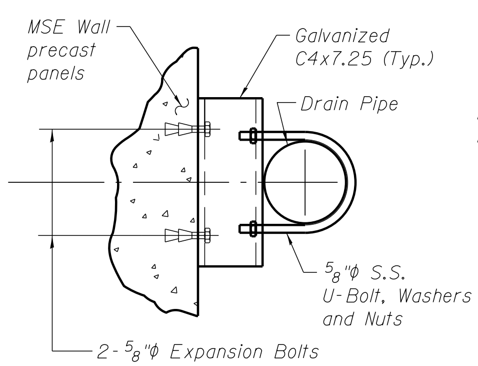
REDUCER DETAIL



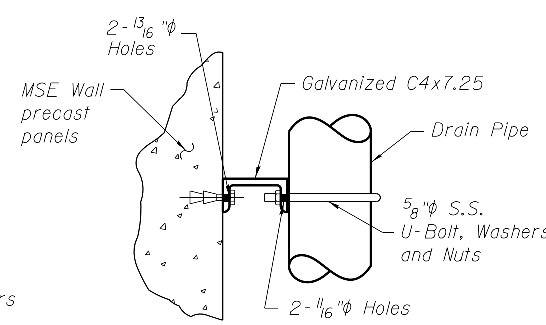
SECTION E-E

LEGEND

Existing pipe removal

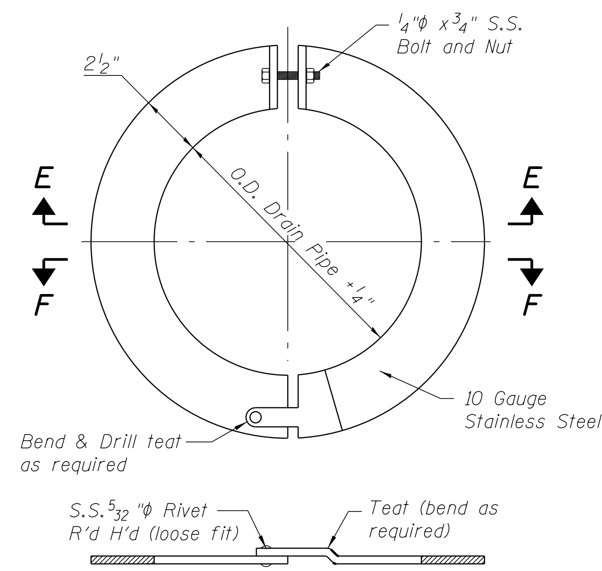


PLAN



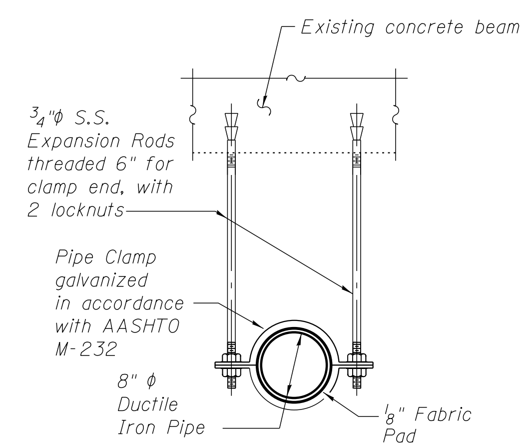
ELEVATION

PIPE SUPPORT DETAIL B



SECTION F-F

DETAIL OF EXPANSION COLLAR



PIPE SUPPORT DETAIL C

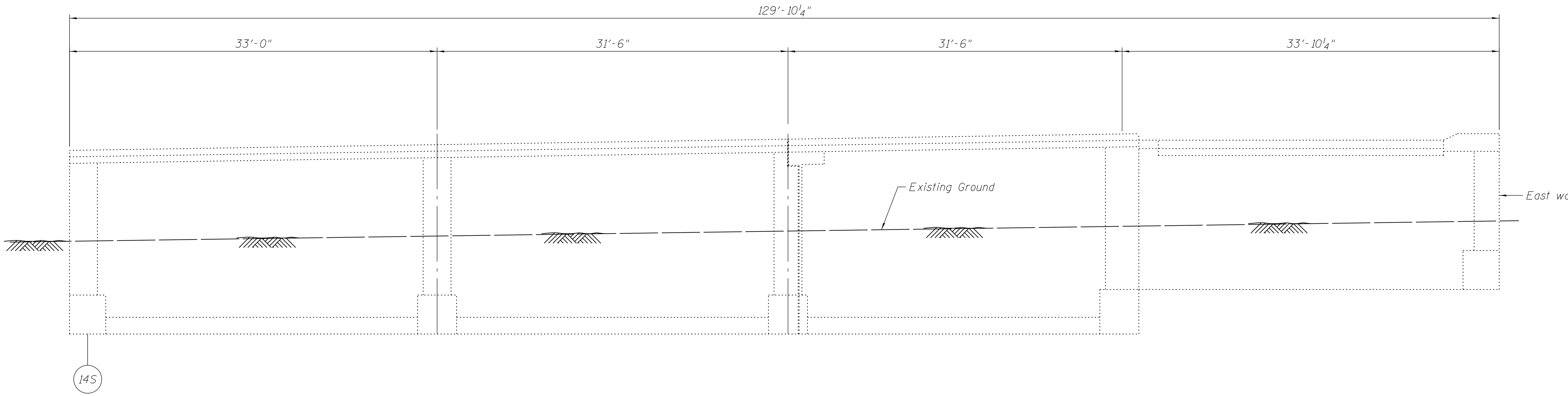
* Dimension as required by Pipe Clamp

BILL OF MATERIAL

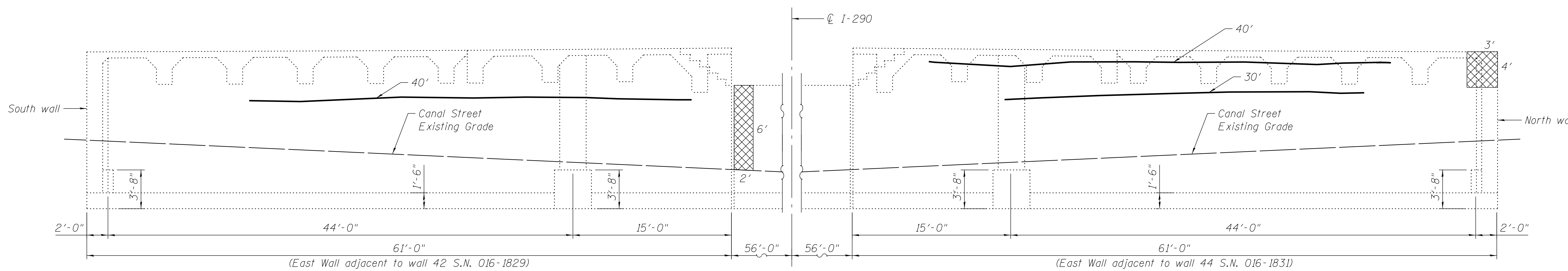
Item	Unit	Quantity
Drainage System	L. Sum	0.1
Cleaning Bridge Scuppers and Downspouts	Each	1

0161829-60X75-004-DRN.dgn

PARSONS BRINCKERHOFF	USER NAME = pateld	DESIGNED - HA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAINAGE SYSTEM DETAILS STRUCTURE NO. 016-1829	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - MS	REVISED -			90/94/290	2014-001R&B	COOK	696	627
	PLOT SCALE = N.T.S.	DRAWN - DCP	REVISED -			CONTRACT NO. 60X75				
	PLOT DATE = 6/28/2017	CHECKED - JIG	REVISED -		SHEET NO. S3-4 OF S3-8 SHEETS	ILLINOIS FED. AID PROJECT				



EXISTING SOUTH WALL ELEVATION
(Looking North)



EXISTING EAST WALL ELEVATION
East Face (Looking West)

LEGEND

Structural Repair of Concrete (Depth greater than 5 Inches)

Epoxy Crack Injection

BILL OF MATERIAL

Item	Unit	Quantity
Epoxy Crack Injection	Foot	110
Structural Repair of Concrete (Depth greater than 5 Inches)	Sq Ft	24

Note:
Area of wall repairs shown are estimated based on inspections performed in October 2012. The Engineer shall record the actual wall repair areas in the "As Built" plans. Changes in repair areas shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity furnished at the unit bid price for the work.

0161829-60X75-005-NWR.dgn

PARSONS BRINCKERHOFF	USER NAME = pateld	DESIGNED - HA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING NORTH & EAST WALLS REPAIR STRUCTURE NO. 016-1829	
		CHECKED - MS	REVISED -			
	PLOT SCALE = N.T.S.	DRAWN - DCP	REVISED -			
	PLOT DATE = 6/28/2017	CHECKED - JIG	REVISED -		SHEET NO. S3-5 OF S3-8 SHEETS	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-001R&B	COOK	696	628
		CONTRACT NO. 60X75		
		ILLINOIS FED. AID PROJECT		

BORING LOG 1828-HA-01

Wang Engineering
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Fax: 630 953-9938

WEI Job No.: 1100-04-01
Client: AECOM
Project: Circle Interchange Reconstruction
Location: Section 17, T39N, R14E of 3rd PM

Datum: NAVD 88
Elevation: 594.00 ft
North: 1897944.89 ft
East: 1173064.57 ft
Station: 5171+61.20
Offset: 43.47 RT

Elevation (ft)	SOIL AND ROCK DESCRIPTION	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	Black and brown GRAVELLY SILTY LOAM, some construction debris --FILL--	1	PUSH	NP	8
590.3		2	PUSH	NP	14
	Black, medium to coarse SAND, some gravel, slag, cinders, and brick fragments --FILL-- --Moist--	3	PUSH	NP	10
586.7		4	PUSH	NP	33
	Brown and black SILT; saturated	5	PUSH	NP	22
		6	PUSH	NP	21
580.5		7	PUSH	NP	23
580.0	Soft (0.25P), brown SILTY CLAY, trace gravel				
	Boring terminated at 14.00 ft				

Depth (ft): 5, 10, 15, 20, 25

GENERAL NOTES

Begin Drilling: 05-15-2015 Complete Drilling: 05-15-2015
Drilling Contractor: Wang Testing Services Drill Rig: Geoprobe HA
Driller: F&J Logger: R. KC Checked by: C. Marin
Drilling Method: 1" IDA Pneumatic Geoprobe LB Sampler

WATER LEVEL DATA

While Drilling: 9.00 ft
At Completion of Drilling: caved in
Time After Drilling: NA
Depth to Water: NA
The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

WANGENGINC 11000401.GPJ WANGENG.GDT 6/9/15

BORING LOG 1829-HA-01

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Telephone: 630 953-9928
Fax: 630 953-9938

WEI Job No.: 1100-04-01
Client: AECOM
Project: Circle Interchange Reconstruction
Location: Section 17, T39N, R14E of 3rd PM

Datum: NAVD 88
Elevation: 594.00 ft
North: 1897944.89 ft
East: 1173122.57 ft
Station: 5172+19.16
Offset: 45.85 RT

Elevation (ft)	SOIL AND ROCK DESCRIPTION	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
593.5	6-inch thick, gray CRUSHED STONE --FILL--				
592.1	Brown SILTY LOAM, little brick and concrete fragments --FILL--	1	PUSH	NP	11
590.5	Brown SANDY GRAVEL, some construction debris --FILL--	2	PUSH	NP	14
	--AUGER REFUSAL at 3.5'-- Boring terminated at 3.50 ft				

Depth (ft): 5, 10, 15

GENERAL NOTES

Begin Drilling: 05-15-2015 Complete Drilling: 05-15-2015
Drilling Contractor: Wang Testing Services Drill Rig: Geoprobe HA
Driller: F&J Logger: D. Kolpacki Checked by: C. Marin
Drilling Method: 1" IDA Pneumatic Geoprobe LB Sampler

WATER LEVEL DATA

While Drilling: DRY
At Completion of Drilling: DRY
Time After Drilling: NA
Depth to Water: NA
The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

WANGENGINC 11000401.GPJ WANGENG.GDT 6/3/15

BORING LOG 1829-HA-02

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Lombard, IL 60148
Telephone: 630 953-9928
Fax: 630 953-9938

WEI Job No.: 1100-04-01
Client: AECOM
Project: Circle Interchange Reconstruction
Location: Section 17, T39N, R14E of 3rd PM

Datum: NAVD 88
Elevation: 594.00 ft
North: 1897944.89 ft
East: 1173099.57 ft
Station: 5171+96.17
Offset: 44.91 RT

Elevation (ft)	SOIL AND ROCK DESCRIPTION	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
592.7	Black and brown SANDY GRAVEL, trace wood fragments --FILL--	1	PUSH	NP	9
592.1	Very stiff (2.0P), dark brown SILTY CLAY, trace brick fragments --FILL--				
589.5	Black and brown SANDY GRAVEL, trace construction debris; moist --FILL--	2	PUSH	NP	11
		3	PUSH	NP	6
	--AUGER REFUSAL at 4.5'-- Boring terminated at 4.50 ft				

Depth (ft): 5, 10, 15

GENERAL NOTES

Begin Drilling: 05-15-2015 Complete Drilling: 05-15-2015
Drilling Contractor: Wang Testing Services Drill Rig: Geoprobe HA
Driller: F&J Logger: RKC Checked by: C. Marin
Drilling Method: 1" IDA Pneumatic Geoprobe LB Sampler

WATER LEVEL DATA

While Drilling: DRY
At Completion of Drilling: DRY
Time After Drilling: NA
Depth to Water: NA
The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

WANGENGINC 11000401.GPJ WANGENG.GDT 6/3/15

BORING LOGS LOCATIONS ALONG ℄ RAMP NE

Boring	Station	Offset
1828-HA-01	1717+09.75	8.13 Lt.
1829-HA-01	1717+67.72	6.67 Lt.
1829-HA-02	1717+44.73	7.25 Lt.

Note:

1. Station and offset are measured along ℄ EB I-290 (Congress). For station and offset along ℄ Ramp NE, see table on this sheet.

PARSONS BRINCKERHOFF	USER NAME = pateld	DESIGNED - HA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING LOGS I STRUCTURE NO. 016–1829	
		CHECKED - MS	REVISED -			
	PLOT SCALE = N.T.S.	DRAWN - DCP	REVISED -			
	PLOT DATE = 6/28/2017	CHECKED - JIG	REVISED -		SHEET NO. S3-6 OF S3-8 SHEETS	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-001R&B	COOK	696	629
		CONTRACT NO. 60X75		
	ILLINOIS	FED. AID PROJECT		

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BORING LOG 0461-B-09

Page 1 of 3

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WEI Job No.: 1100-04-01
Client: AECOM
Project: Circle Interchange Reconstruction
Location: Section 17, T39N, R14E of 3rd PM

Datum: NAVD 88
Elevation: 592.95 ft
North: 1897926.04 ft
East: 1173161.53 ft
Station: 5172+57.30
Offset: 66.2870 RT

Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	9-inch thick CONCRETE --PAVEMENT--					
592.2	Medium dense, brown SANDY LOAM, little gravel --FILL--		1	10 17 12	NP	8
589.9	Medium dense to dense, brown GRAVELLY SAND, some brick fragments and construction debris --FILL--	5	2	3 12 19	NP	11
			3	3 6 11	NP	22
584.9	Loose, brown, SILT and fine SAND --FILL--	10	4	5 4 3	NP	22
582.9	Medium stiff, brown CLAY LOAM, trace gravel --FILL--		5	1 2 2	0.82 B	27
579.9	Very soft to soft, gray CLAY to SILTY CLAY, trace gravel	15	6	0 0 1	0.16 B	24
			7	0 0 0	0.08 B	30
		20	8	0 00 0	0.08 B	23
			9	0 0 0	0.08 B	32
		25	10	0 0 0	0.16 B	34
			11	0 1 1	0.08 B	34
		30	12	0 0 0	0.08 B	28
		35	13	0 0 2	0.16 B	26
		40	14	0 1 2	0.16 B	26
		45	15	1 2 3	< 0.25 P	23
		50	16	0 1 3	0.49 B	26

GENERAL NOTES

Begin Drilling 10-30-2013 Complete Drilling 11-07-2013
Drilling Contractor Wang Testing Services Drill Rig D-50 TMR
Driller R&N Logger F. Bozga Checked by C. Marin
Drilling Method 3.25" HSA to 10', mud rotary thereafter, boring backfilled upon completion

WATER LEVEL DATA

While Drilling ▽ Rotary wash
At Completion of Drilling ▼ 31.50 ft
Time After Drilling NA
Depth to Water ▽ NA
The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

WANGENGINC 11000401.GPJ WANGENG.GDT 6/3/15

BORING LOG 0461-B-09

Page 2 of 3

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WEI Job No.: 1100-04-01
Client: AECOM
Project: Circle Interchange Reconstruction
Location: Section 17, T39N, R14E of 3rd PM

Datum: NAVD 88
Elevation: 592.95 ft
North: 1897926.04 ft
East: 1173161.53 ft
Station: 5172+57.30
Offset: 66.2870 RT

Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
541.2	Stiff to hard, gray SILTY CLAY LOAM, trace gravel	55	17	3 5 6	> 4.50 P	14
		60	18	7 14 20	5.00 B	19
	--L_L(%)=24, P_L(%)=15-- --%Gravel=3.4-- --%Sand=19.3-- --%Silt=56.9-- --%Clay=20.4-- --A-4 (4)--	65	19	8 15 22	7.30 B	14
		70	20	7 10 16	1.97 B	18
521.2	Dense, gray SILTY LOAM	75	21	10 20 20	NP	12
515.2	Loose, gray SILT with fine SAND interbeds	80	22	3 4 5	NP	22
511.2	Medium dense, gray, medium SAND	85	23	14 11 13	NP	15
506.9	Very dense, gray GRAVELLY SANDY LOAM --HARD DRILLING-- *--Possible Cobbles--*		24	100/6	NP	9
503.9	--WEATHERED BEDROCK-- --DIFFICULT DRILLING--	90				
501.4	Strong, light gray and white, good rock mass quality, bedded fresh DOLOSTONE, up to 18-inch beds, 7-inch joints spacing, horizontal and oblique joints with less than 0.1-inch infilling, hard joint wall, with stylolitic surfaces, and slightly vuggy porosity. --Run 1 - RECOVERY=98%-- --RQD=78%--	95	1	CORE		
		100				

GENERAL NOTES

Begin Drilling 10-30-2013 Complete Drilling 11-07-2013
Drilling Contractor Wang Testing Services Drill Rig D-50 TMR
Driller R&N Logger F. Bozga Checked by C. Marin
Drilling Method 3.25" HSA to 10', mud rotary thereafter, boring backfilled upon completion

WATER LEVEL DATA

While Drilling ▽ Rotary wash
At Completion of Drilling ▼ 31.50 ft
Time After Drilling NA
Depth to Water ▽ NA
The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

WANGENGINC 11000401.GPJ WANGENG.GDT 6/3/15

BORING LOG 0461-B-09

Page 3 of 3

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WEI Job No.: 1100-04-01
Client: AECOM
Project: Circle Interchange Reconstruction
Location: Section 17, T39N, R14E of 3rd PM

Datum: NAVD 88
Elevation: 592.95 ft
North: 1897926.04 ft
East: 1173161.53 ft
Station: 5172+57.30
Offset: 66.2870 RT

Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
491.4	Boring terminated at 101.50 ft					
		105				
		110				
		115				
		120				
		125				

GENERAL NOTES

Begin Drilling 10-30-2013 Complete Drilling 11-07-2013
Drilling Contractor Wang Testing Services Drill Rig D-50 TMR
Driller R&N Logger F. Bozga Checked by C. Marin
Drilling Method 3.25" HSA to 10', mud rotary thereafter, boring backfilled upon completion

WATER LEVEL DATA

While Drilling ▽ Rotary wash
At Completion of Drilling ▼ 31.50 ft
Time After Drilling NA
Depth to Water ▽ NA
The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

WANGENGINC 11000401.GPJ WANGENG.GDT 6/3/15

BORING LOGS LOCATIONS ALONG ℄ RAMP NE

Boring	Station	Offset
0461-B-09	1718+06.21	13.16 Lt.

Note:

1. Station and offset are measured along ℄ EB I-290 (Congress). For station and offset along ℄ Ramp NE, see table on this sheet.

PARSONS BRINCKERHOFF	USER NAME = pateld	DESIGNED - HA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING LOGS II STRUCTURE NO. 016-1829
		CHECKED - MS	REVISED -		
	PLOT SCALE = N.T.S.	DRAWN - DCP	REVISED -		
	PLOT DATE = 6/28/2017	CHECKED - JIG	REVISED -		SHEET NO. S3-7 OF S3-8 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-001R&B	COOK	696	630
		CONTRACT NO. 60X75		
		ILLINOIS FED. AID PROJECT		

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BORING LOG 41-RWB-01

Wang Engineering
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1145 N Main Street
Lombard, IL 60148
Telephone: 630 953-9928
Fax: 630 953-9938

WEI Job No.: 1100-04-01

Client: AECOM
Project: Circle Interchange Reconstruction
Location: Section 17, T39N, R14E of 3rd PM

Datum: NAVD 88
Elevation: 598.99 ft
North: 1897924.42 ft
East: 1173020.83 ft
Station: 5171+16.66
Offset: 62.1317 RT

Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
598.2	10-inch thick CONCRETE --PAVEMENT--					
598.0	CRUSHED STONE --BASE COURSE--		1	2, 3, 3	NP	13
	Very loose to medium dense, yellowish brown, fine to medium SAND, trace gravel and brick fragments --FILL--	5	2	5, 6, 4	NP	7
			3	1, 2, 1	NP	5
590.2	Stiff, brown and gray SILTY CLAY LOAM, trace gravel --FILL--	10	4	1, 1, 2	1.50 P	5
587.5	Loose, brown SILTY LOAM --Moist--		5	1, 2, 3	NP	25
	--%Gravel=0.3-- --%Sand=22.4-- --%Silt=72.2-- --%Clay=5.2--	15	6	1, 2, 3	NP	24
583.5	--A-4 (0)-- Medium stiff to stiff, gray SILTY CLAY, trace gravel		7	2, 3, 5	1.80 B	28
		20	8	2, 2, 2	0.90 B	25
578.5	Very soft to medium stiff, gray CLAY to SILTY CLAY, trace gravel		9	0, 0, 0	0.25 B	36
	--L_L(%)=28, P_L(%)=15-- --%Gravel=2.9-- --%Sand=19.1-- --%Silt=49.3-- --%Clay=28.7--	25	10	0, 0, 0	0.25 B	23
	--A-6 (8)--		11	0, 0, 0	0.16 B	30
		30	12	0, 0, 0	0.16 B	36
		35	13	0, 0, 0	0.16 B	22
		40	14	0, 0, 0	NA	
		45	15	0, 0, 2	0.16 B	27
		50	16	0, 0, 0	0.41 B	26

GENERAL NOTES

Begin Drilling: 10-20-2013 Complete Drilling: 10-20-2013
Drilling Contractor: Wang Testing Services Drill Rig: CME-55 TMR
Driller: R&J Logger: A. Happel Checked by: C. Marin
Drilling Method: 2.25" HSA to 15', mud rotary thereafter, boring backfilled upon completion

WATER LEVEL DATA

While Drilling: Rotary wash
At Completion of Drilling: unable to measure
Time After Drilling: NA
Depth to Water: NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

WANGENG INC 11000401.GPJ WANGENG.GDT 6/3/15

BORING LOG 41-RWB-01

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Telephone: 630 953-9928
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WEI Job No.: 1100-04-01

Client: AECOM
Project: Circle Interchange Reconstruction
Location: Section 17, T39N, R14E of 3rd PM

Datum: NAVD 88
Elevation: 598.99 ft
North: 1897924.42 ft
East: 1173020.83 ft
Station: 5171+16.66
Offset: 62.1317 RT

Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
		55	17	0, 0, 2	0.49 B	24
		60	18	3, 7, 8	0.98 B	19
537.2	Very stiff to hard, gray SILTY CLAY, trace gravel	65	19	4, 8, 13	3.28 B	21
		70	20	8, 16, 16	3.69 B	12
		75	21	12, 16, 24	4.59 B	20
		80	22	8, 16, 14	3.61 B	21
517.2	Medium stiff, gray CLAY	85	23	4, 5, 8	0.75 P	31
510.2	Dense, gray SILTY LOAM	90	24	11, 11, 21	NP	21
507.2	Dense, gray GRAVELLY SAND --Wet--	95	25	12, 25, 18	NP	14
501.5	--DIFFICULT DRILLING-- --WEATHERED BEDROCK--					
500.4	Boring terminated at 98.60 ft	100	26	50/1	NA	

GENERAL NOTES

Begin Drilling: 10-20-2013 Complete Drilling: 10-20-2013
Drilling Contractor: Wang Testing Services Drill Rig: CME-55 TMR
Driller: R&J Logger: A. Happel Checked by: C. Marin
Drilling Method: 2.25" HSA to 15', mud rotary thereafter, boring backfilled upon completion

WATER LEVEL DATA

While Drilling: Rotary wash
At Completion of Drilling: unable to measure
Time After Drilling: NA
Depth to Water: NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

WANGENG INC 11000401.GPJ WANGENG.GDT 6/3/15

BORING LOGS LOCATIONS ALONG ℄ RAMP NE

Boring	Station	Offset
41-RWB-01	1716+65.51	11.23 Rt.

Note:

1. Station and offset are measured along ℄ EB I-290 (Congress). For station and offset along ℄ Ramp NE, see table on this sheet.

0161829-60X75-008-B0R.dgn

PARSONS BRINCKERHOFF

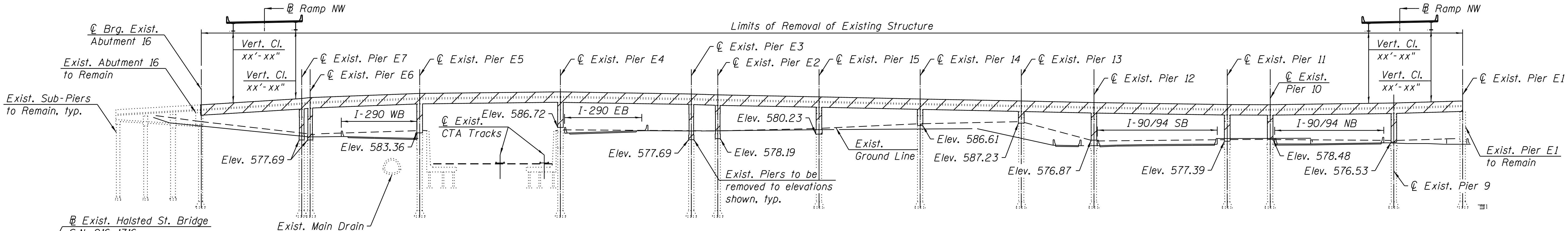
USER NAME = pateld	DESIGNED - HA	REVISED -
	CHECKED - MS	REVISED -
PLOT SCALE = N.T.S.	DRAWN - DCP	REVISED -
PLOT DATE = 6/28/2017	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

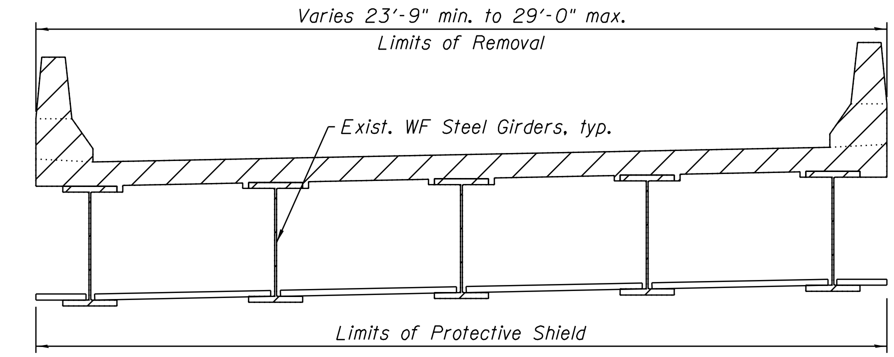
BORING LOGS III
STRUCTURE NO. 016-1829

SHEET NO. S3-8 OF S3-8 SHEETS

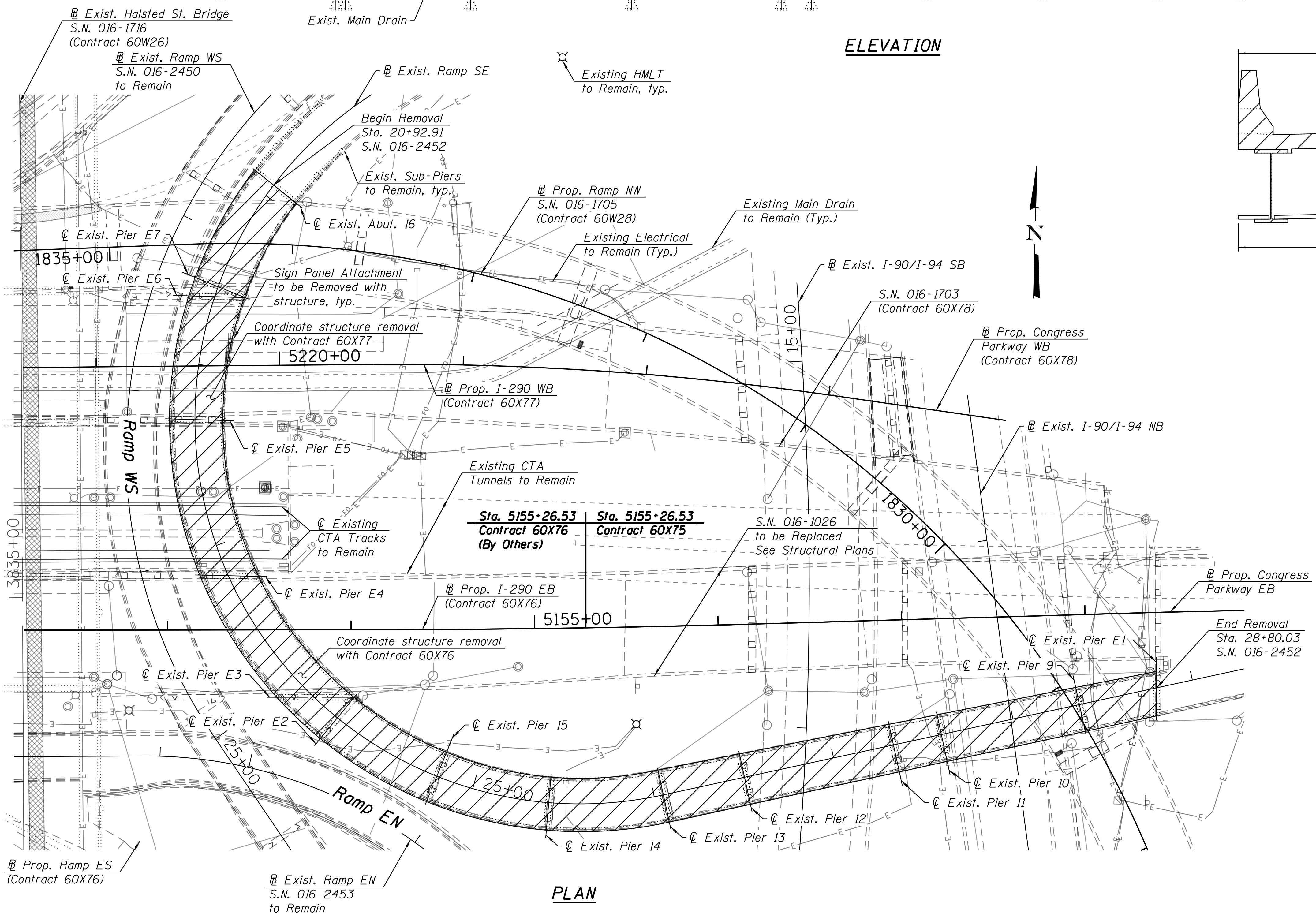
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-001R&B	COOK	696	631
		CONTRACT NO. 60X75		
		ILLINOIS FED. AID PROJECT		



ELEVATION



CROSS SECTION OF EXISTING SUPERSTRUCTURE



PLAN

Notes:

Stations for removal based on ℄ of Exist. Ramp SE.

The Contractor is responsible to protect the CTA tracks and roadway below from falling objects and debris during removal of the existing structure.

Removal of Existing Structures shall be in accordance with Section 501 of the Standard Specifications. This item shall include complete removal of the bridge concrete deck and superstructure, and partial removal of the abutment and piers down to a minimum elevation as noted in plans.

Ramp SE removal work shall not start until the ramp is closed to traffic by Contract 60X99, anticipated to occur the first quarter of 2018. The north end of this ramp may not be accessible and the Contractor shall coordinate with Contract 60X99 for timing and access.

The existing structural steel coating contains lead. The Contractor shall take appropriate cautions to deal with the presence of lead on this project.

LEGEND

Removal of Existing Structures No. 3

BILL OF MATERIAL

Item	Unit	Total
Removal of Existing Structures No. 3	Each	1
Protective Shield	Sq Yd	2,456

TranSystems	USER NAME = tlrevzin	DESIGNED - TLR	REVISED
		CHECKED - MFD	REVISED
	PLOT SCALE = 64:0.0000 ':' / in.	DRAWN - TLR	REVISED
	PLOT DATE = 7/7/2017	CHECKED - MFD/DL	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RAMP SE REMOVAL PLAN & ELEVATION
S.N. 016–2452

SHEET NO. 1 OF 1 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-001R&B	COOK	696	632
		CONTRACT NO. 60X75		
		ILLINOIS FED. AID PROJECT		

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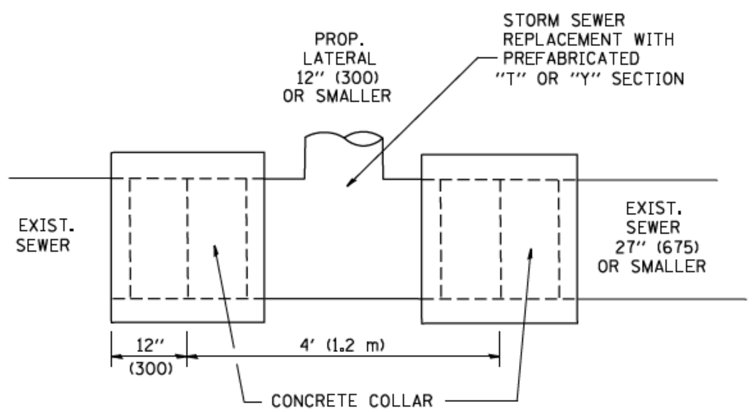
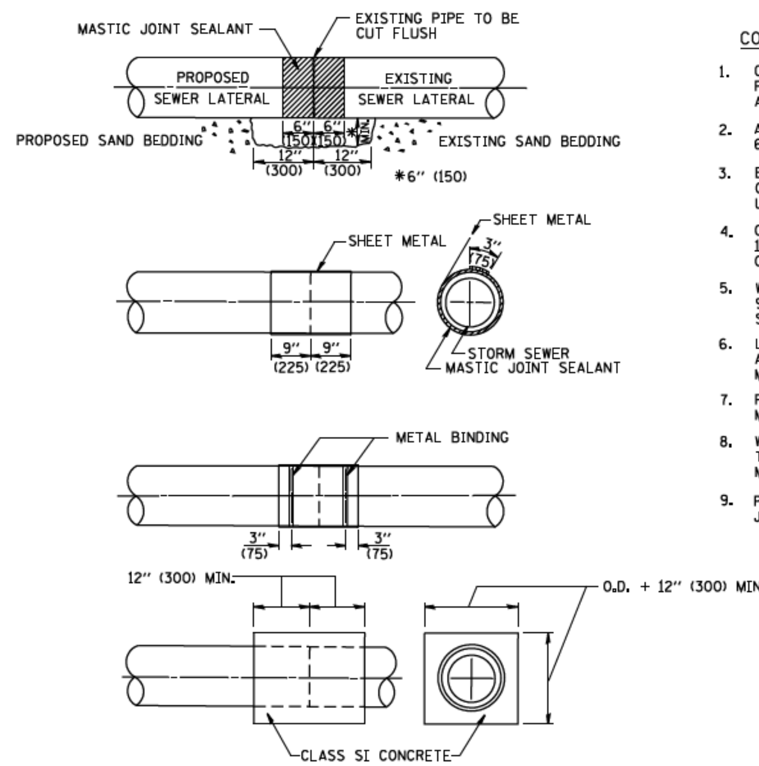


DETAIL "A"

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

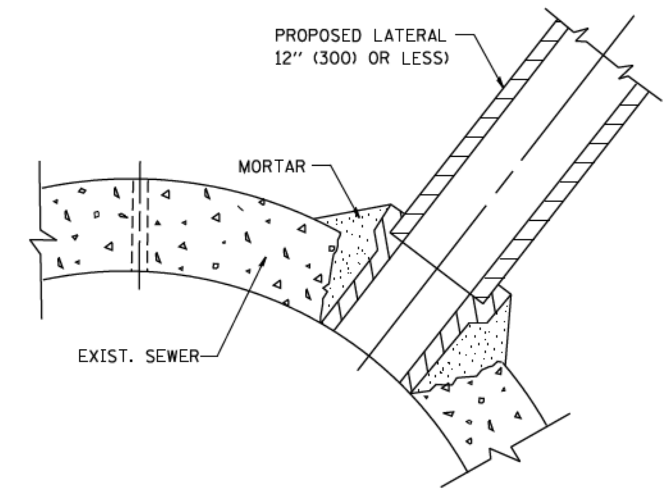


DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

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

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

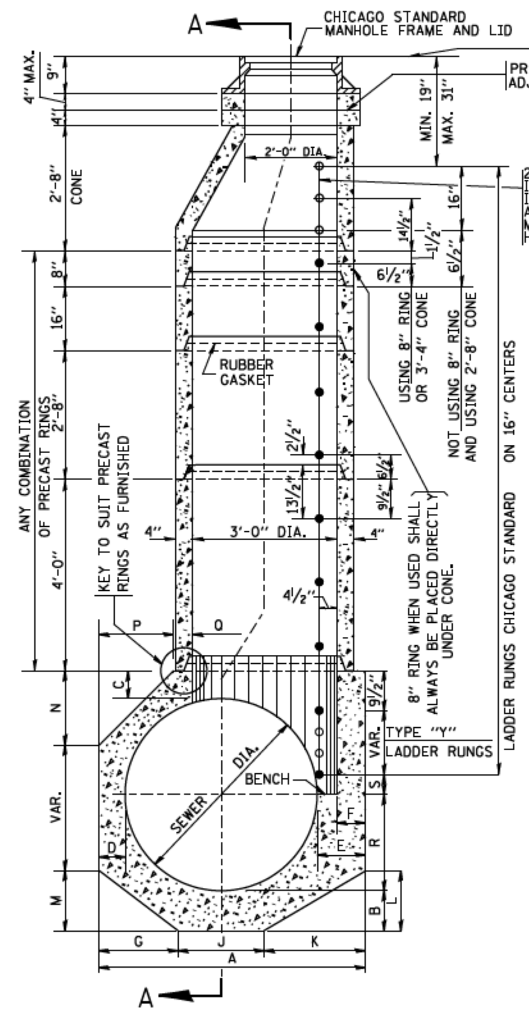
FILE NAME = W:\diststd\22x34\bd07.dgn	USER NAME = gaglianobt	DESIGNED - M. DE YONG	REVISED - M. DE YONG 05-08-92
		DRAWN -	REVISED - R. SHAH 09-09-94
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. SHAH 10-25-94
	PLOT DATE = 1/4/2008	DATE - 07-25-90	REVISED - R. SHAH 06-12-96

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

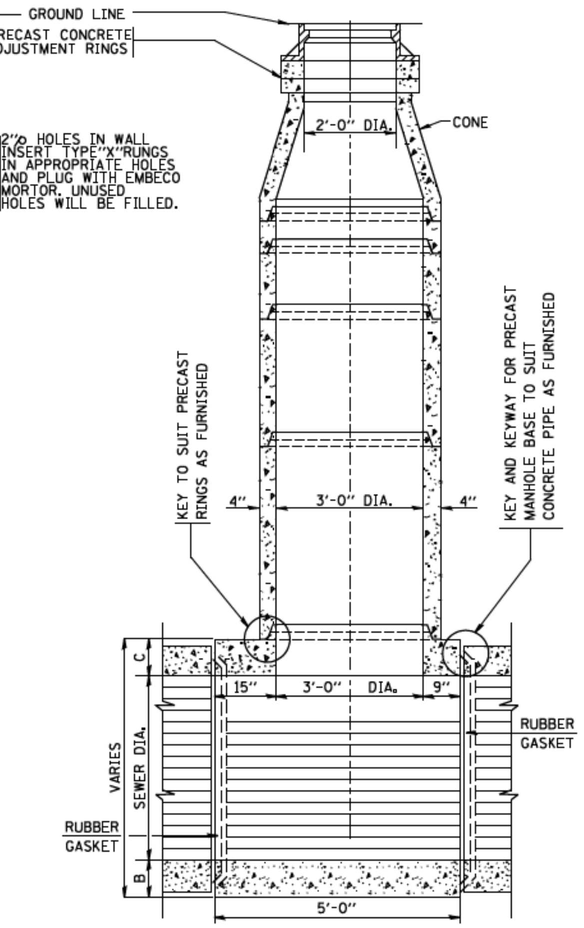
DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER

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

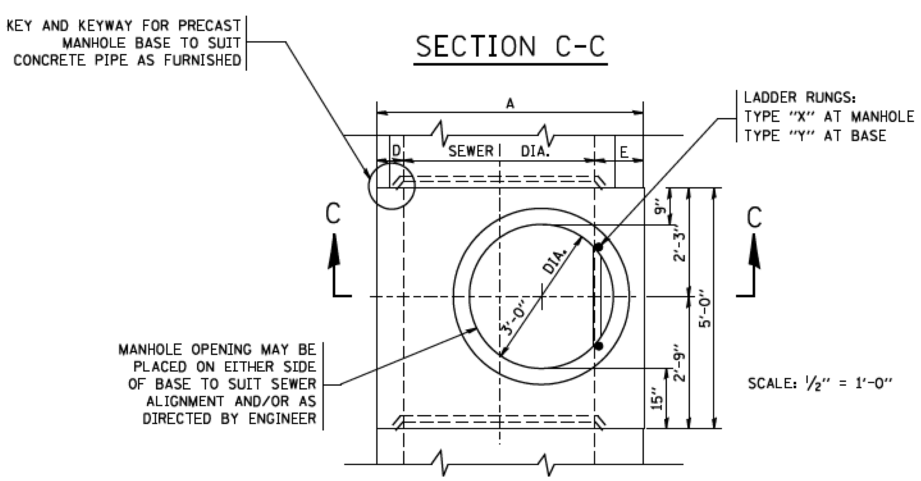
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	696	633
	BD500-01 (BD-7)	CONTRACT NO. 60X75		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



SECTION C-C



SECTION A-A

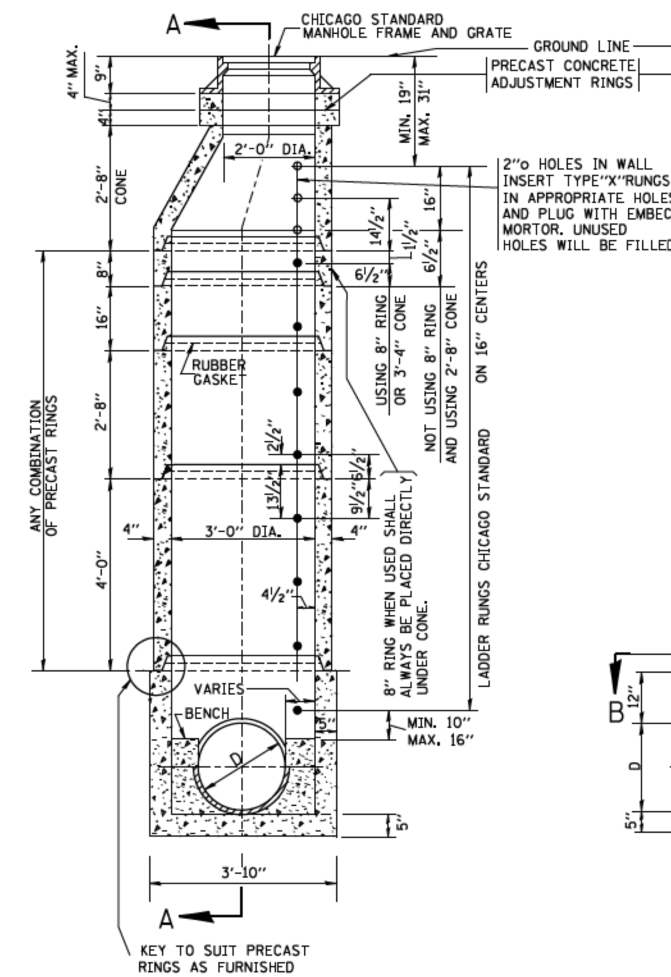


PLAN

SCALE: 1/2" = 1'-0"

TYPE "A" MANHOLE

FOR SEWERS
24" TO 120" DIAMETER
PRECAST BASES AND RINGS



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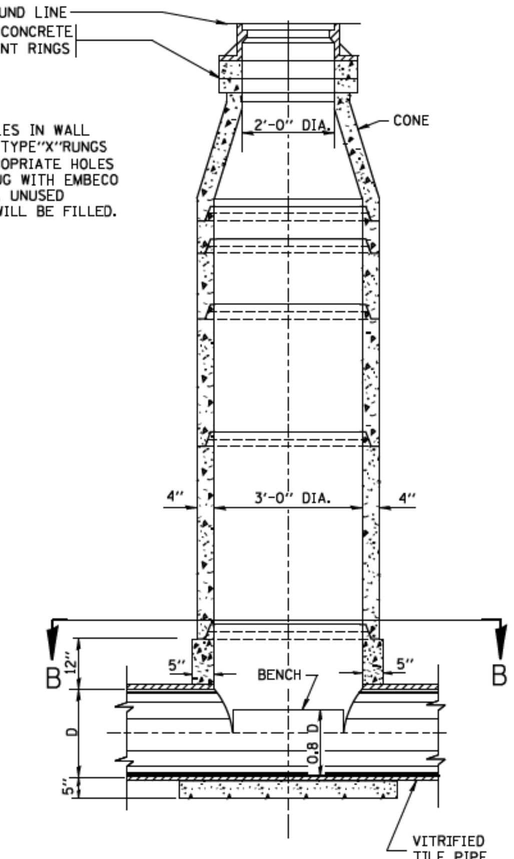
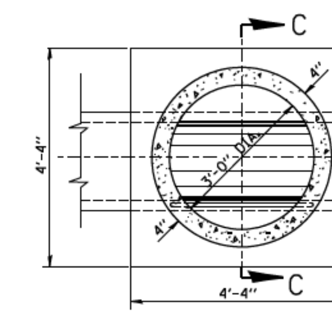


SECTION A-A



SECTION B-B

SCALE: 1/2" = 1'-0"

TYPE "A" MANHOLE

FOR SEWERS
21" DIAMETER AND SMALLER
PRECAST BASES AND RINGS

FOR STATE CONTRACT ALL DIMENSIONS SHOULD BE PREPARED IN METRIC UNITS SOFT CONVERSION METHOD SHOULD BE USED.

SEWER DIA.	PART OF ITEM	DIMENSIONS OF PRECAST MANHOLE BASE																NO. "Y" RINGS
		A	B	C	D	E	F	G	J	K	L	M	N	P	Q	R		
120"	----	12"-4 1/2"	12"	12"	12"	16 1/2"	12"	4'-0"	4'-0"	4'-4 1/2"	2'-7 1/2"	2'-5"	3'-7"	3'-7"	4'-8 1/2"	2'-0"	2 1/2"	7
108"	----	11"-4 1/2"	12"	12"	12"	16 1/2"	12"	3'-8"	3"-8"	4"-0 1/2"	2'-5"	2'-2"	3'-4"	3'-4"	4'-0 1/2"	2'-0"	6 1/2"	6
102"	----	10"-10 1/2"	12"	12"	12"	16 1/2"	12"	3'-6"	3'-6"	3'-10 1/2"	2'-4"	2'-1"	3'-2"	3'-2"	3'-8 1/2"	2'-0"	16 1/2"	5
96"	10-A	10"-2 1/2"	11"	11"	11"	15 1/2"	11"	3'-3"	3'-3"	3'-8 1/2"	2'-3"	23"	2'-11"	2'-11"	3'-4 1/2"	2'-0"	9 1/2"	5
90"	10-B	9'-8 1/2"	11"	11"	11"	15 1/2"	11"	3'-1"	3'-1"	3'-6 1/2"	2'-1 1/2"	22"	2'-10"	2'=10"	2'-11 1/2"	2'-0"	3 1/2"	5
84"	10-C	9'-0 1/2"	10"	10"	10"	14 1/2"	10"	2'-11"	2'-11"	3'-2 1/2"	23"	21"	2'-7"	2'-7"	2'-7 1/2"	2'-0"	12 1/2"	4
78"	10-D	8'-6 1/2"	10"	10"	10"	14 1/2"	10"	2'-9"	2'-9"	3'-0 1/2"	22"	20"	2'-6"	2'-6"	2'-2 1/2"	2'-0"	6 1/2"	4
72"	10	7"-10 1/2"	9"	9"	9"	13 1/2"	9"	2'-6"	2'-6"	2'-10 1/2"	21"	18"	2'-3"	2'-3"	22 1/2"	2'-0"	15 1/2"	3
66"	11	7'-4 1/2"	9"	9"	9"	13 1/2"	9"	2'-4"	2'-4"	2'-8 1/2"	19 1/2"	17"	2'-1"	2'-1"	18 1/2"	2'-0"	9 1/2"	3
60"	12	6'-8 1/2"	8"	8"	8"	12 1/2"	8"	2'-1 1/2"	2'-1"	2'-6"	18"	15"	23"	23"	13 1/2"	2'-0"	2 1/2"	3
54"	13	6'-2 1/2"	8"	8"	8"	12 1/2"	8"	23 1/2"	23"	2'-4"	17"	14"	21"	21"	9 1/2"	2'-0"	12 1/2"	2
48"	14	5'-6 1/2"	7"	7"	7"	11 1/2"	7"	20 1/2"	21"	2'-1"	15"	12 1/2"	18 1/2"	18 1/2"	5"	2'-0"	5 1/2"	2
42"	15	5'-0 1/2"	7"	7"	7"	11 1/2"	7"	18 1/2"	19"	23"	14"	11"	---	---	17 1/2"	21"	2 1/2"	2
36"	16	4'-4 1/2"	6"	6"	6"	10 1/2"	6"	16"	16"	20 1/2"	12 1/2"	9 1/2"	---	---	10 1/2"	18"	14 1/2"	1
30"	17	4'-0"	6"	6"	6"	12"	6"	14"	14"	20"	12"	8 1/2"	---	---	6"	15"	11 1/2"	1
24"	18	4'-0"	6"	6"	12"	12"	6"	16"	16"	16"	9 1/2"	9 1/2"	---	---	6"	12"	8 1/2"	1

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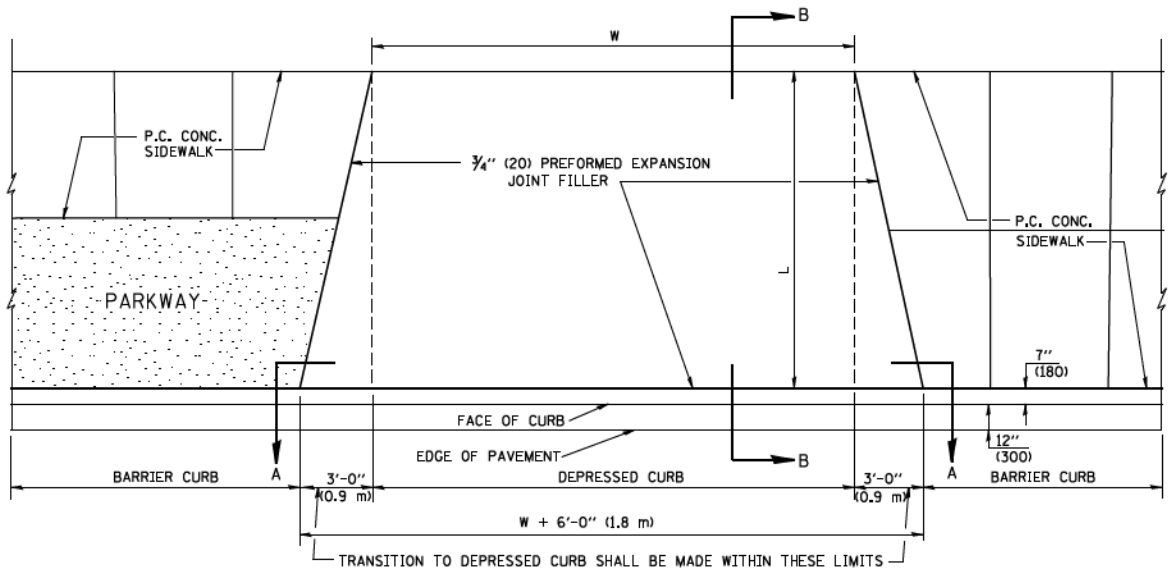
		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/4/2008	DATE - 06-18-82	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
DRAINAGE DETAILS

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

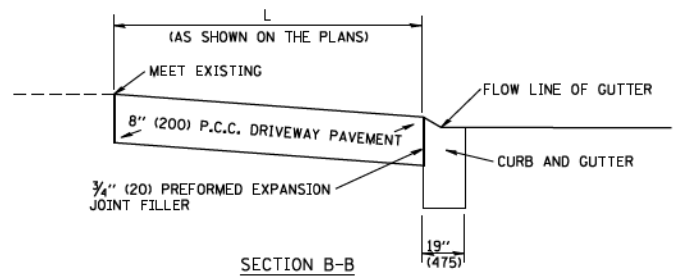
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	696	634
BD600-12	**(BD-9)**	CONTRACT NO. 60X75		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



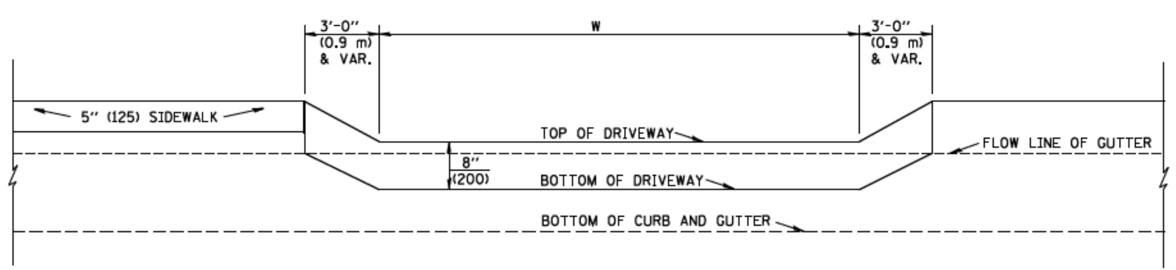
PLAN VIEW

NOTES:

1. EXPANSION JOINTS SHALL BE CONSTRUCTED AS SHOWN ON THE DETAILS FOR P.C.C. SIDEWALK.
2. THE CURB BETWEEN ADJACENT DRIVEWAYS SHALL BE FULL HEIGHT FOR A DISTANCE OF AT LEAST FOUR 4 FEET (1.2 METERS)
3. P.C. CONCRETE DRIVEWAYS SHALL BE CONSTRUCTED AT LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
4. ¾" (20) PREFORMED EXPANSION JOINTS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO P.C.C. DRIVEWAY PAVEMENT 8" (200).
5. COMBINATION CONC. CURB AND GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE TRANSITION CURB AND GUTTER.

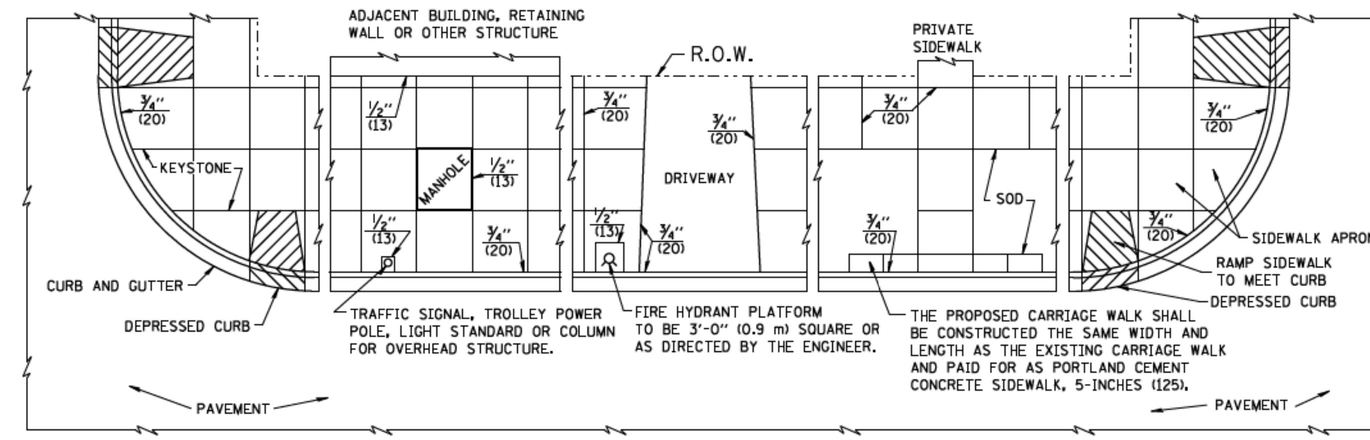


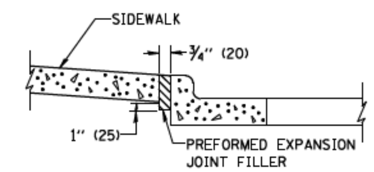
SECTION B-B



SECTION A-A

P.C.C. DRIVEWAY PAVEMENT DETAIL





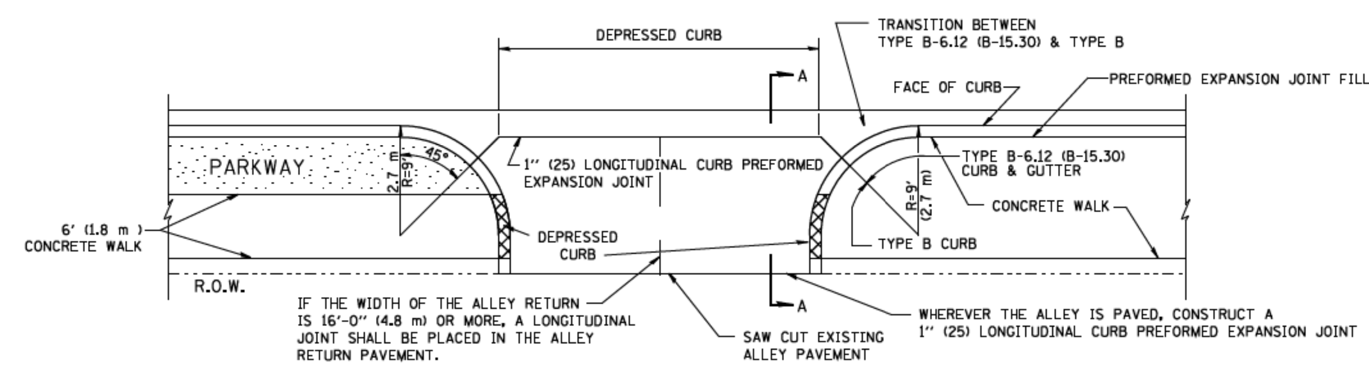
SLOPE FOR SIDEWALK
1" (25) IN 3'-0" (0.9 m) IN CHICAGO

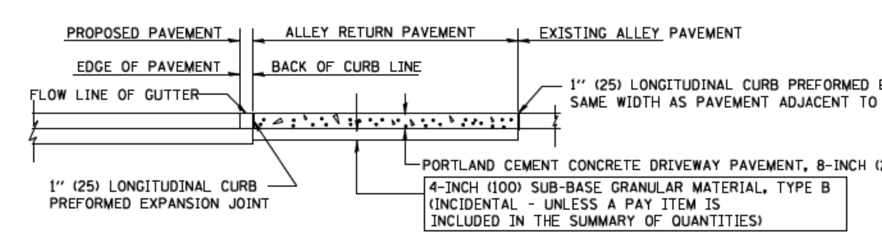
NOTES:

1. ONE-HALF INCH THICK EXPANSION JOINTS SHALL BE PLACED BETWEEN THE SIDEWALK AND ALL STRUCTURES SUCH AS LIGHT STANDARDS, TRAFFIC LIGHT STANDARDS, MANHOLES, WHICH EXTEND THROUGH THE SIDEWALK.
2. ¾" (20) THICK EXPANSION JOINTS SHALL BE PLACED AT INTERVALS OF NOT MORE THAN 100 FEET (30 METERS) IN THE SIDEWALK. WHERE THE SIDEWALK IS CONSTRUCTED ADJACENT-TO PAVEMENT OR CURB HAVING EXPANSION JOINTS, THE EXPANSION JOINTS IN THE SIDEWALK SHALL BE PLACED OPPOSITE THE EXISTING EXPANSION JOINTS AS NEARLY AS PRACTICABLE. EXPANSION JOINTS SHALL ALSO BE PLACED WHERE THE SIDEWALK ABUTS EXISTING SIDEWALKS, BETWEEN DRIVEWAY PAVEMENT AND SIDEWALK, AND BETWEEN SIDEWALK AND CURBS WHERE THE-SIDEWALK ABUTS A CURB.

PORTLAND CEMENT CONCRETE SIDEWALK DETAILS

NOTES: NO EXTRA COMPENSATION SHALL BE ALLOWED FOR THE GUTTER FLARE





SECTION A-A

ALLEY RETURN DETAIL

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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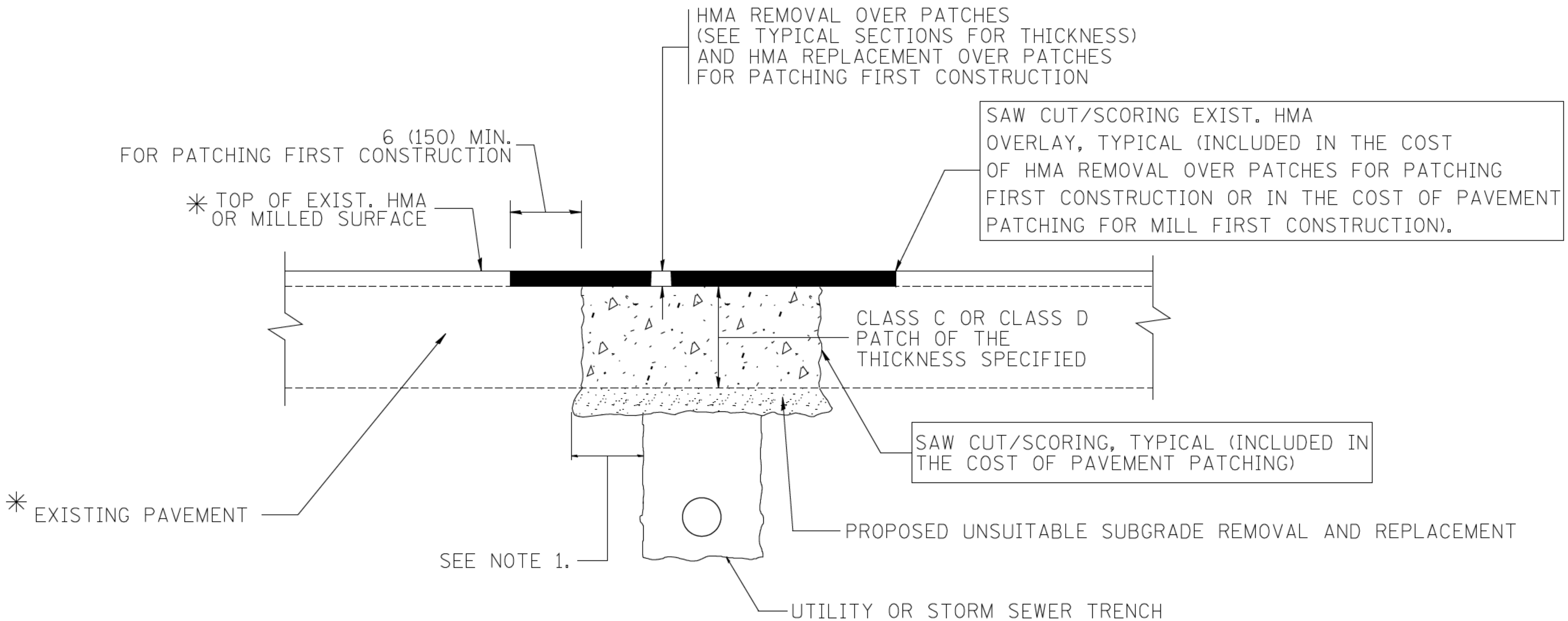
		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
DETAILS FOR P.C. CONCRETE DRIVEWAY, ALLEY RETURN AND SIDEWALK

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	696	635
BD400-03 (BD-17)		CONTRACT NO. 60X75		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

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

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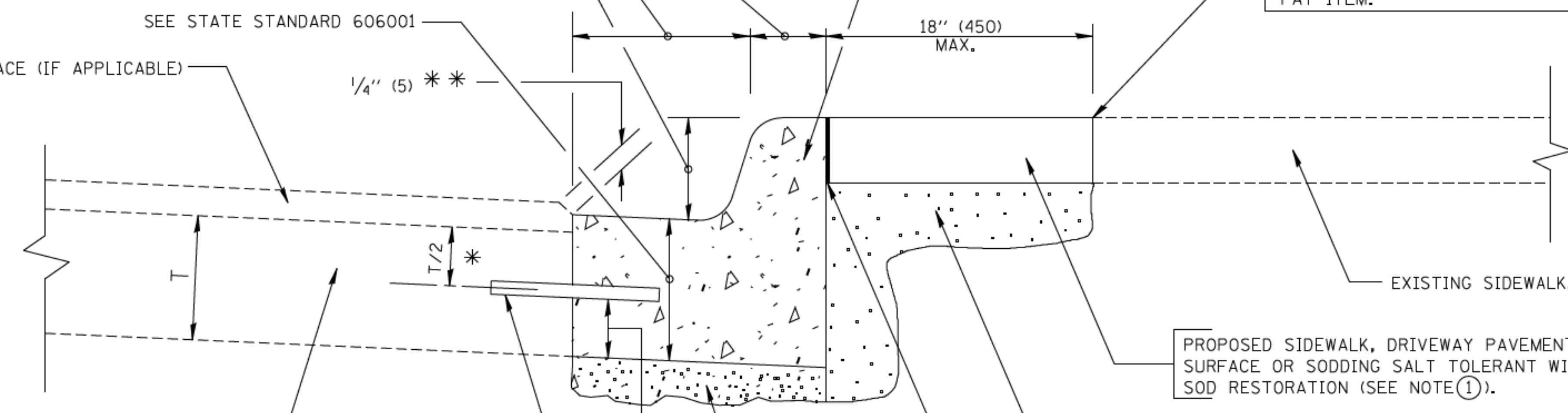
		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 50.000 '/ IN.	CHECKED -	REVISED - R. BORO 09-04-07
	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - K. ENG 10-27-08

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	696	636
	BD400-04 (BD-22)	CONTRACT NO. 60X75		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



✱ 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.

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.

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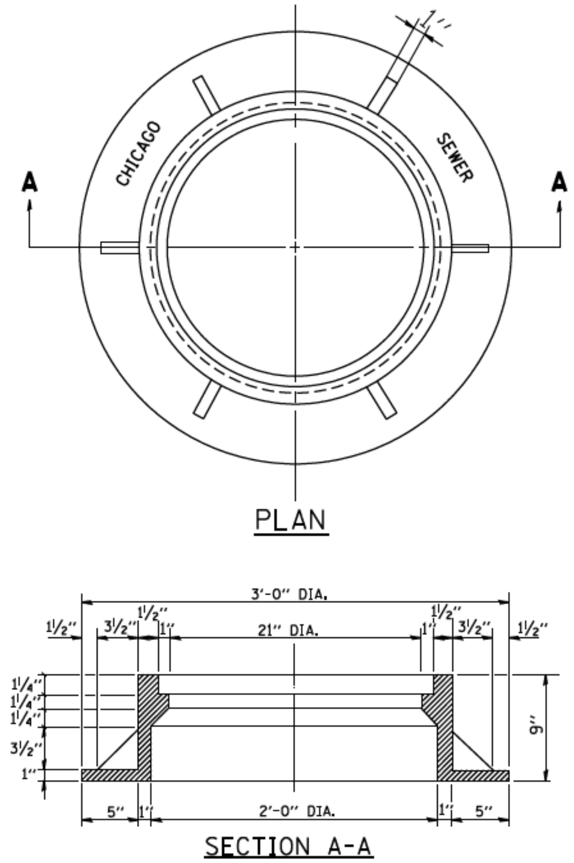
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01
	PLOT DATE = 12/15/2009	DATE - 03-11-94	REVISED - R. BORO 12-15-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

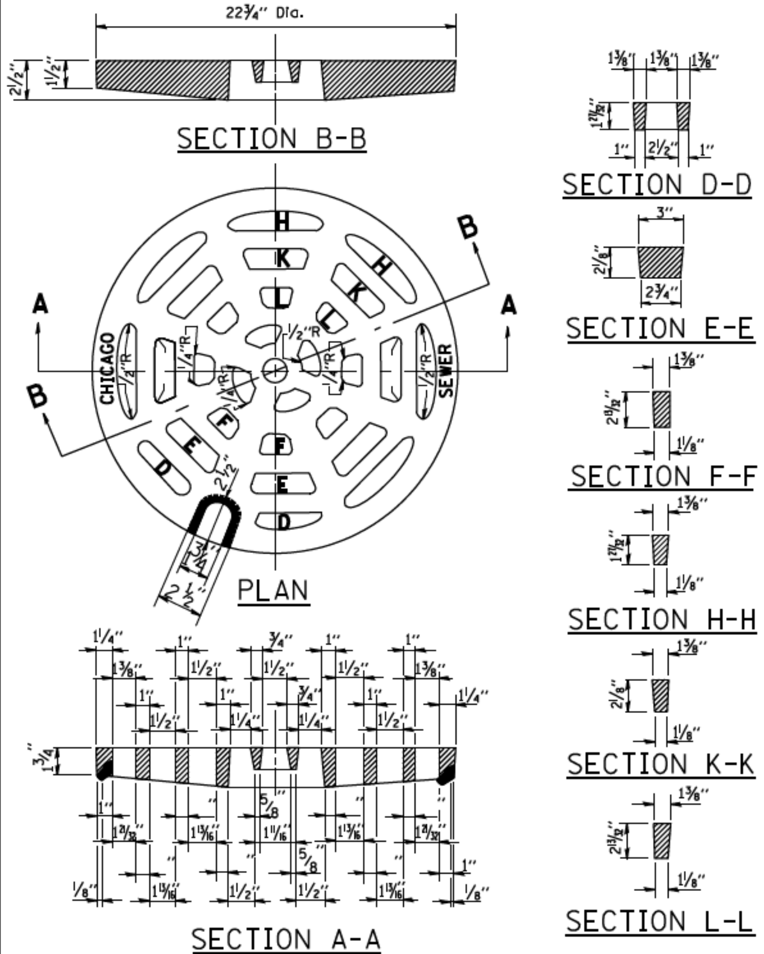
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	696	637
BD600-06 (BD-24)		CONTRACT NO. 60X75		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



NOTE: METAL PLATES MUST BE FURNISHED FOR PERFORATED LIDS ON MANHOLES

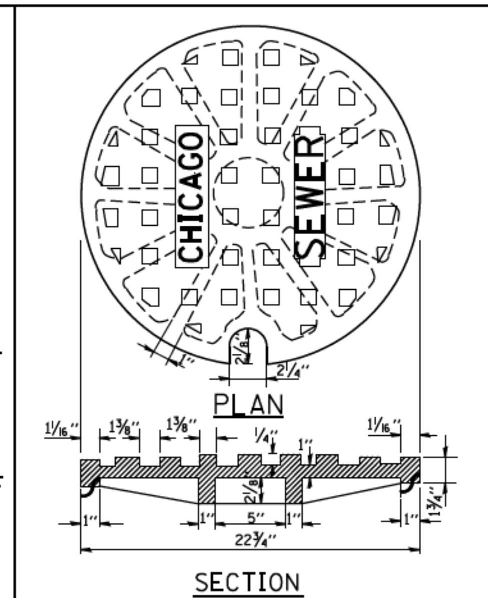
CHICAGO STANDARD MANHOLE FRAME

SCALE: 1½"=1'-0"
MATERIAL: CAST IRON



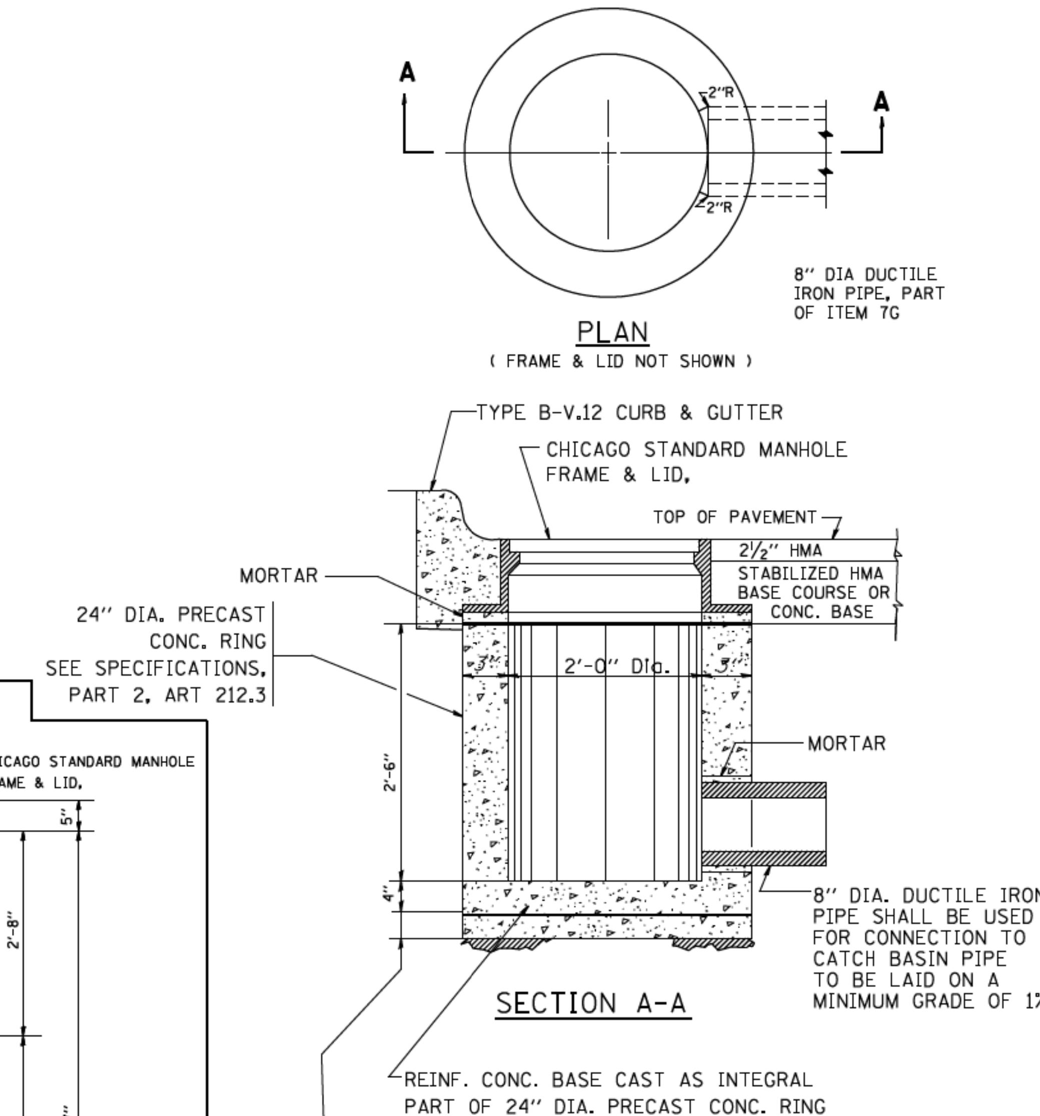
PERFORATED LID FOR CATCH BASINS & MANHOLES

SCALE: 2"=1'-0"
MATERIAL: CAST IRON



SOLID LID FOR MANHOLES

SCALE: NONE
MATERIAL: CAST IRON



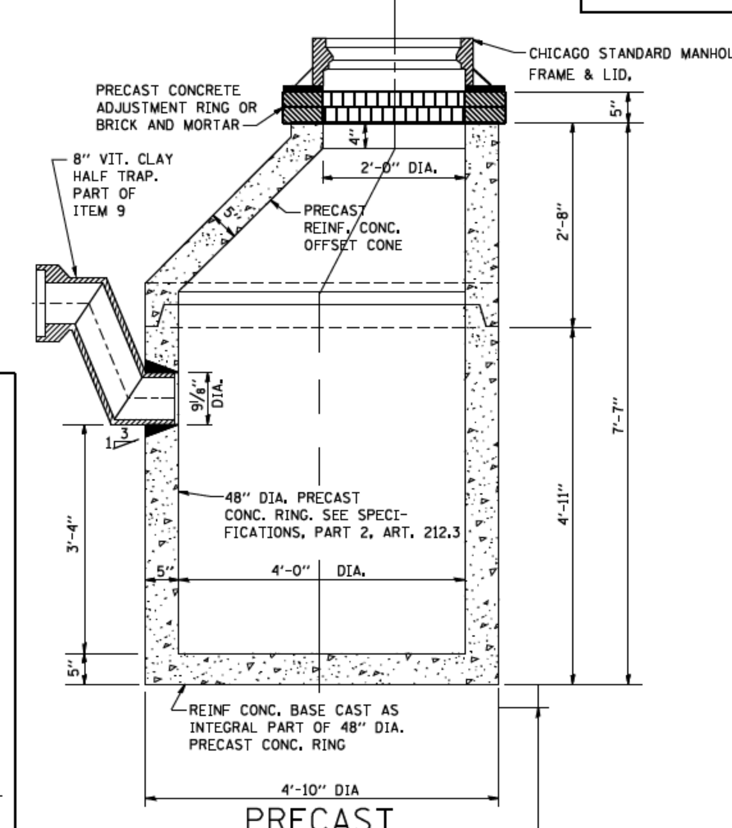
6" MINIMUM GRANULAR EMBEDMENT UNDER ALL INLETS. FURNISHING AND INSTALLING GRANULAR EMBEDMENT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 12

STANDARD INLETS

SCALE 1"= 1'-0"
ITEM 12

THIS INLET DETAIL IS SOMETIMES REFERRED TO AS "CHICAGO STANDARD INLET, TYPE A"

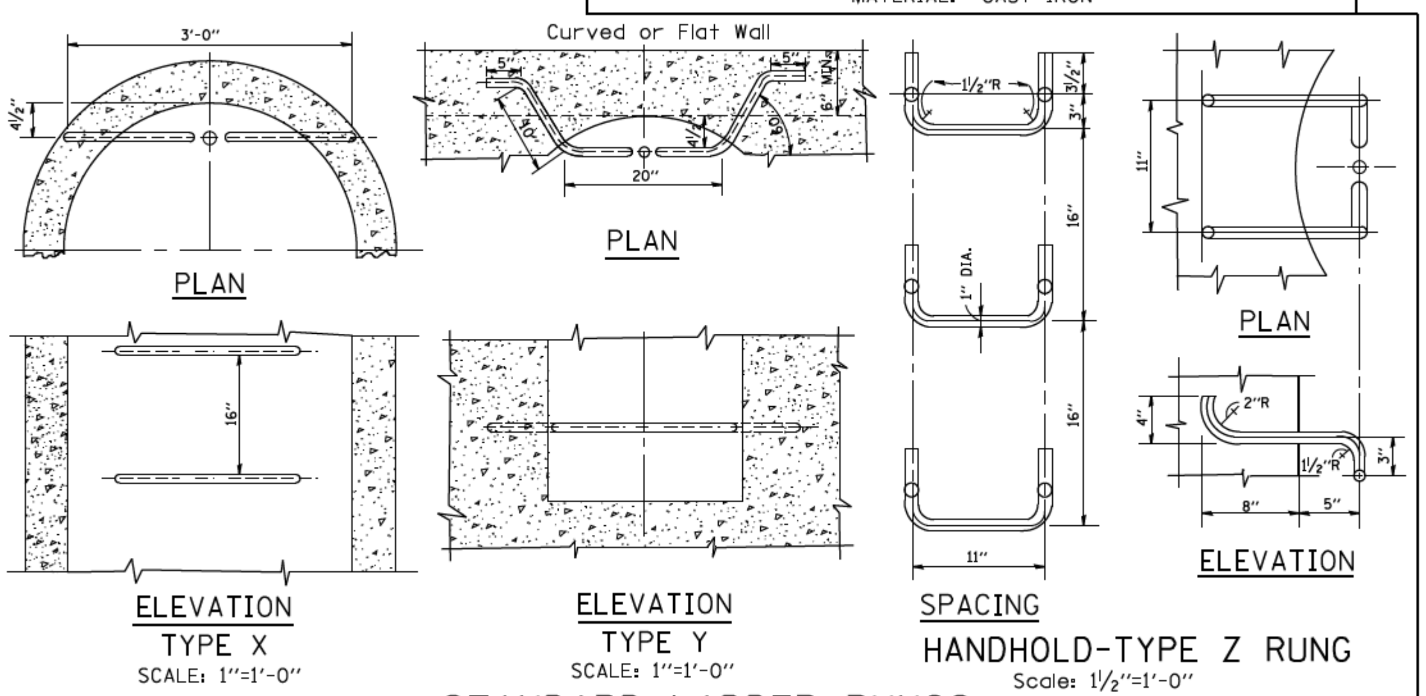
NOTE:
INLETS SHALL NOT BE CONSTRUCTED UNLESS IT IS IMPOSSIBLE TO CONSTRUCT A CATCH BASIN. THE CONTRACTOR SHALL HAVE THE DEPARTMENT OF SEWERS APPROVAL BEFORE CONSTRUCTING INLETS.



NOTE:
6" MINIMUM GRANULAR EMBEDMENT UNDER ALL CATCH BASINS

STANDARD CATCH BASINS

SCALE: ¾"= 1'-0"
ITEM 9



STANDARD LADDER RUNGS

ALL LADDER RUNGS SHALL BE ALUMINUM OR GALVANIZED WROUGHT IRON AS SPECIFIED IN THE SPECIFICATIONS, PART 2, ARTICLE 214.2. RUNGS SHALL BE 1" DIAMETER OR OF A SHAPE HAVING AN EQUIVALENT CROSS-SECTIONAL AREA.

CITY OF CHICAGO
DEPARTMENT OF SEWERS
ENGINEERING DIVISION

FILE NAME = W:\diststd\22x34\bd47.dgn	USER NAME = gaglianobt	DESIGNED - M. GOMEZ	REVISED -
		DRAWN -	REVISED -
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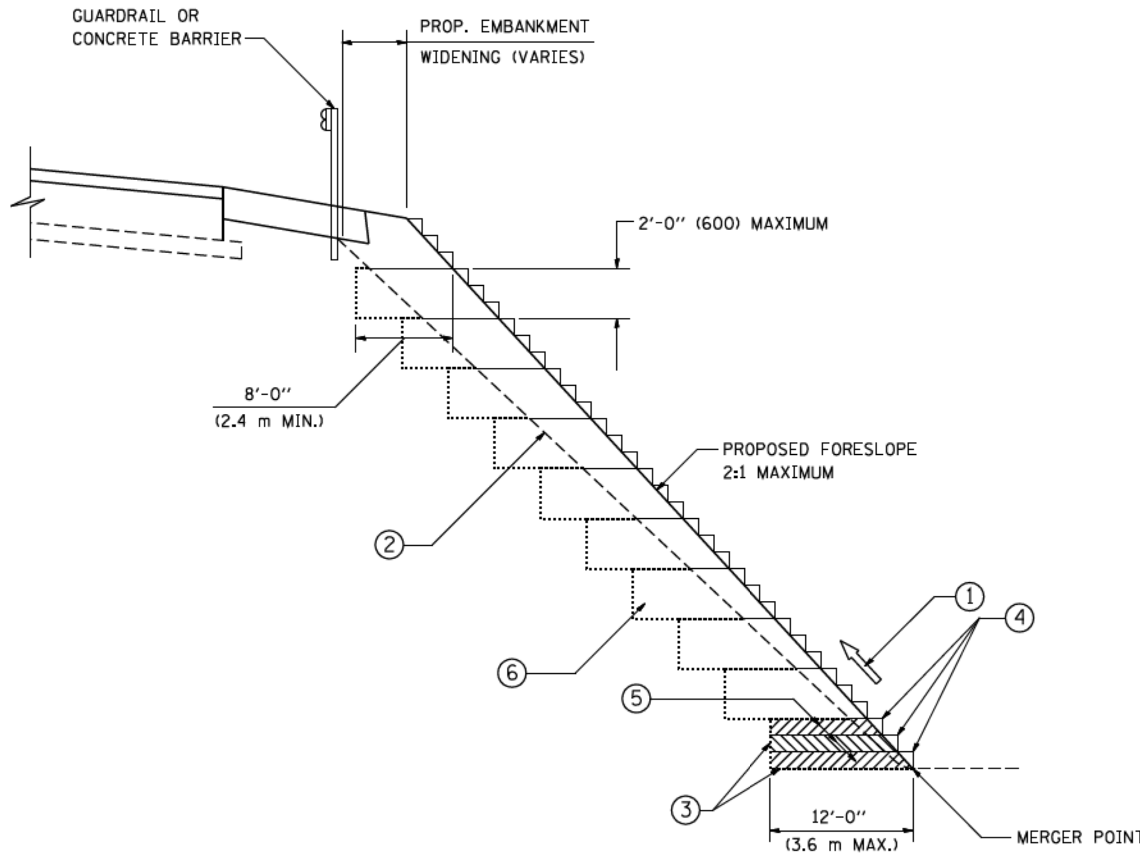
	PLOT DATE = 1/4/2008	DATE - 01-25-01	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
CATCH BASIN, INLET AND MANHOLE DETAILS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	696	638
BD600-13 (BD47)		CONTRACT NO. 60X75		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



TYPICAL BENCHING DETAIL FOR EMBANKMENT

NOTES:

1. CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION.
2. EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.03 OF THE STANDARD SPECIFICATIONS.
3. BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP.
4. TRIM TO FINAL SLOPE.
5. EQUAL 8-INCH (200) LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.05 OF THE STANDARD SPECIFICATIONS.
6. EXCAVATION OF BENCH CUTS WITHIN EXISTING EMBANKMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC METER OR CUBIC YARD FOR "EARTH EXCAVATION". THIS PRICE WILL INCLUDE ALL LABOR AND MATERIAL, NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
7. SLOPES SHALL BE BENCHED ACCORDING TO THIS DETAIL WHEN THE SLOPE IS STEEPER THAN 4:1 AND THE HEIGHT IS GREATER THAN 5' (1.5 m).

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

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	PLOT DATE = 1/4/2008	DATE - 06-16-04	REVISED -

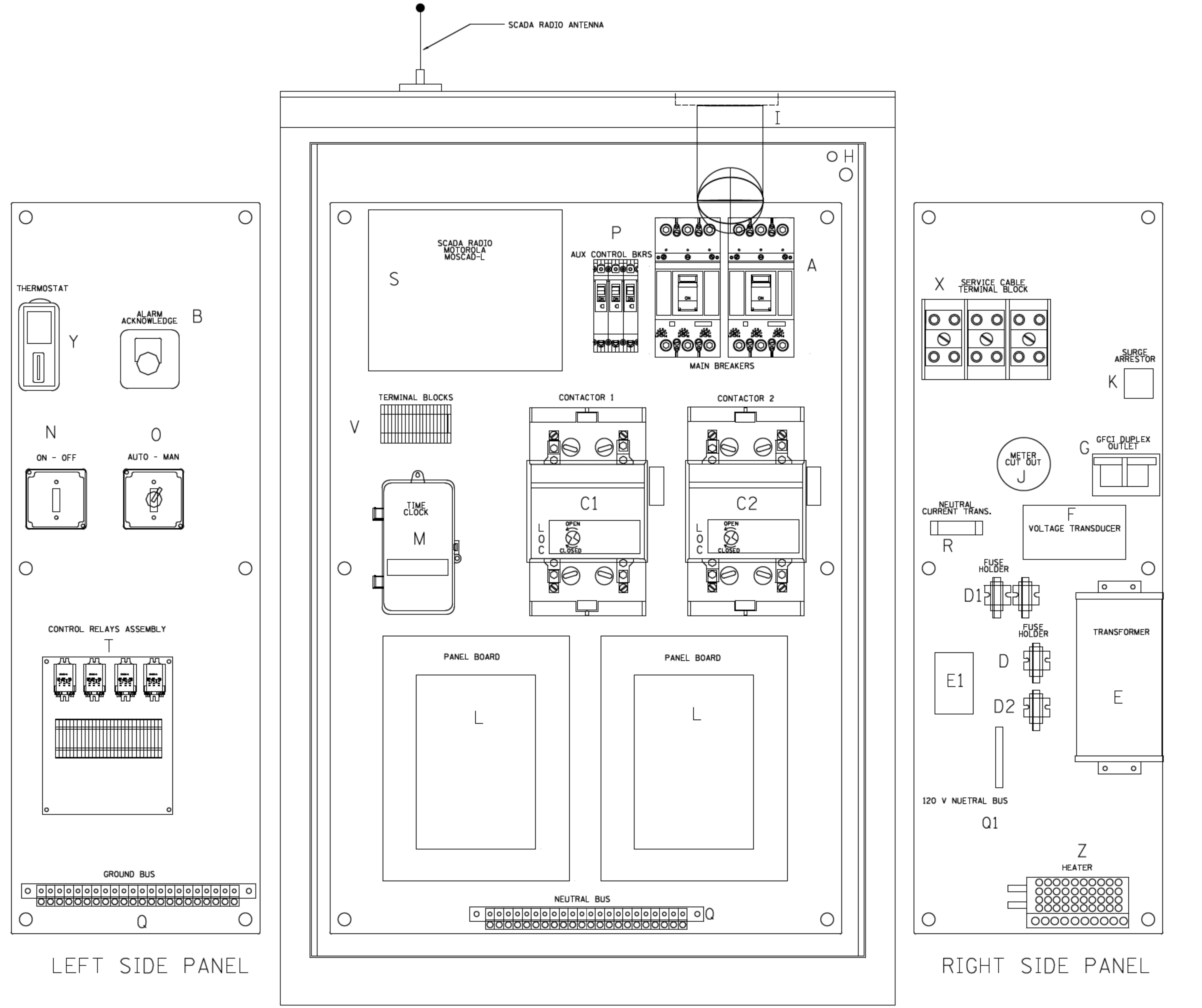
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BENCHING DETAIL
FOR EMBANKMENT WIDENING

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	696	639
	BD-51	CONTRACT NO. 60X75		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT



BILL OF MATERIALS

ITEM	QTY	DESCRIPTION
A	2	MAIN CIRCUIT BREAKERS 2 POLE 200 AMP WITH AUX CONTACT
B	1	ACKNOWLEDGE SWITCH, PUSH BUTTON WITH YELLOW INSERT
C1, C2*	2	CONTACTOR 2 POLE 200 AMP 240V COIL WITH AUX CONTACTS
D	1	FINGERSAFE FUSE HOLDER WITH KTK-20 FUSE
D1	2	FINGERSAFE FUSE HOLDER WITH KTK-½ FUSE
D2	1	FINGERSAFE FUSE HOLDER WITH KTK-2A FUSE
E	1	2.0 KVA 277V-240/120 TRANSFORMER
E1	1	0.25 KVA 240/120 - 24 VAC TRANSFORMER
F	1	VOLTAGE TRANSDUCER WITH COVERED TERMINALS
G	1	20 AMP GFCI DUPLEX OUTLET W/COVER
H	2	DOOR SWITCH
I	1	LIGHT FIXTURE
J	1	METER FITTING 1 PHASE 3 WIRE 200 AMP
K	1	SURGE ARRESTER
L	2	PANEL BOARD 480/240V 1 PHASE, 250 AMP COPPER BUS
M	1	2 CHANNEL DIGITAL TIME CLOCK
N	1	MOMENTARY SWITCH ON - OFF
O	1	SQUARE D, 9001KS11BH13, 2 POSITION SWITCH IN 9001KY1 ENCLOSURE OR APPROVED EQUAL
P	2	BREAKER 1P 15A
Q	2	COPPER GROUND AND NEUTRAL BUS 1 x 16 x 1/4
Q1	1	COPPER NEUTRAL BUS WITH 1 #6 AND 8 #12 CONDUCTOR POINTS
R	1	CURRENT TRANSDUCER
S	1	MOTOROLA MOSCAD-L RADIO, 240 V
T *	1	CONTROL RELAY ASSEMBLEY 240V COILS WITH 4 3 PDT 25A RELAYS (W389ACX-15) (R1, R2, R3, R4) . QTY 32 TERMINAL BLOCKS
V	20	TERMINAL BLOCKS
X *	1	620 AMP SLPICE BLOCK
Y	1	40-80 DEG THERMOSTAT
Z	1	375 WATT HEATER

* TERMINALS SHALL BE COVERED WITH CLEAR PLEXIGLASS SHEET

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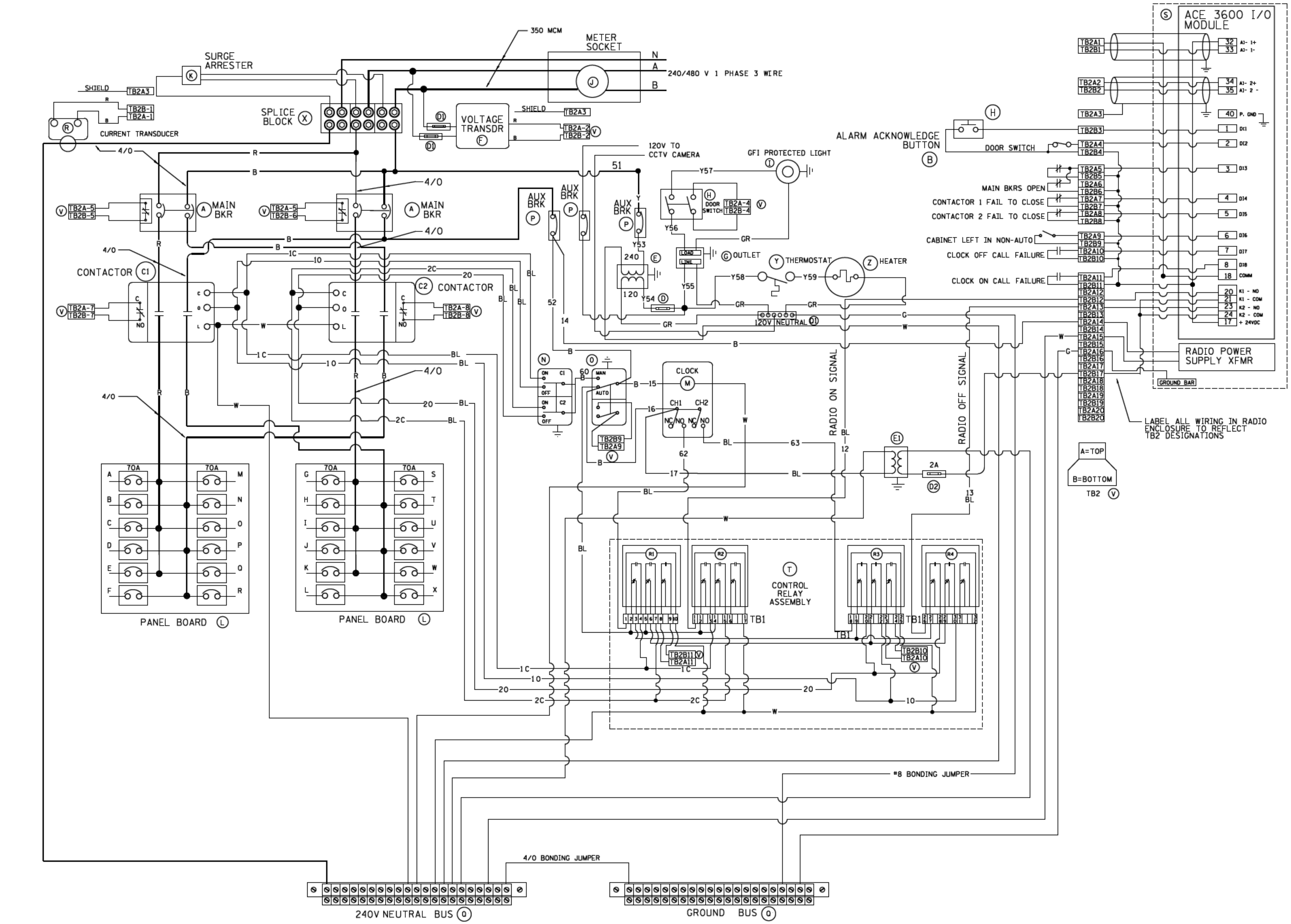
	PLOT SCALE = 50.000 ' / in.	CHECKED -	REVISED - R. TOMSONS 03-10-10	
	PLOT DATE = 3/29/2012	DATE -	REVISED - R. TOMSONS 03-29-12	

LIGHTING CONTROLLER, BASE MOUNTED, 480VOLT, 200AMP (DUAL) RADIO SCADA

SCALE: NONE | SHEET NO. 1 OF 4 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	696	640
	BE-205	CONTRACT NO. 60X75		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT



BILL OF MATERIALS

ITEM *	QTY	DESCRIPTION
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B	1	ACKNOWLEDGE SWITCH, PUSH BUTTON WITH YELLOW INSERT
C1, C2	2	CONTACTOR 2 POLE 200 AMP 240V COIL WITH AUX CONTACTS
D	1	FINGERSAFE FUSE HOLDER WITH KTK-20A FUSE
D1	2	FINGERSAFE FUSE HOLDER WITH KTK-½ FUSE
D2	1	FINGERSAFE FUSE HOLDER WITH KTK- 2A FUSE
E	1	2.0 KVA 277V-240/120 TRANSFORMER
E1	1	0.25 KVA 240/120-24 VAC TRANSFORMER
F	1	VOLTAGE TRANSDUCER
G	1	15 AMP GFCI DUPLEX OUTLET W/COVER
H	2	DOOR SWITCH A-20GQ-B7-K
I	1	LIGHT FIXTURE
J	1	METER FITTING 1 PHASE 3 WIRE 200 AMP
K	1	SURGE ARRESTER
L	2	PANEL BOARD 480/240V 1 PHASE, 250 AMP COPPER BUS
M	1	2 CHANNEL DIGITAL TIME CLOCK
N	1	MOMENTARY SWITCH ON - OFF
O	1	SQUARE D, 9001KS11BH13, 2 POSITION SWITCH IN 9001KY1 ENCLOSURE
P	2	BREAKER 1P 15A
Q	2	COPPER GROUND AND NEUTRAL BUS 1 x 16 x 1/4
Q1	1	COPPER NEUTRAL BUS WITH 1 1/0 AND #6 CONDUCTOR POINTS
R	1	CURRENT TRANSDUCER
S	1	MOTOROLA ACE 3600
T	1	CONTROL RELAY ASSEMBLEY 240V COILS WITH 4 3 PDT 25A RELAYS (W389ACX-15) (R1, R2, R3, R4) . QTY 32 TERMINAL BLOCKS
V	20	TERMINAL BLOCKS
X	1	620 AMP SLPICE BLOCK
Y	1	40-80 DEG THERMOSTAT
Z	1	375 WATT HEATER

*

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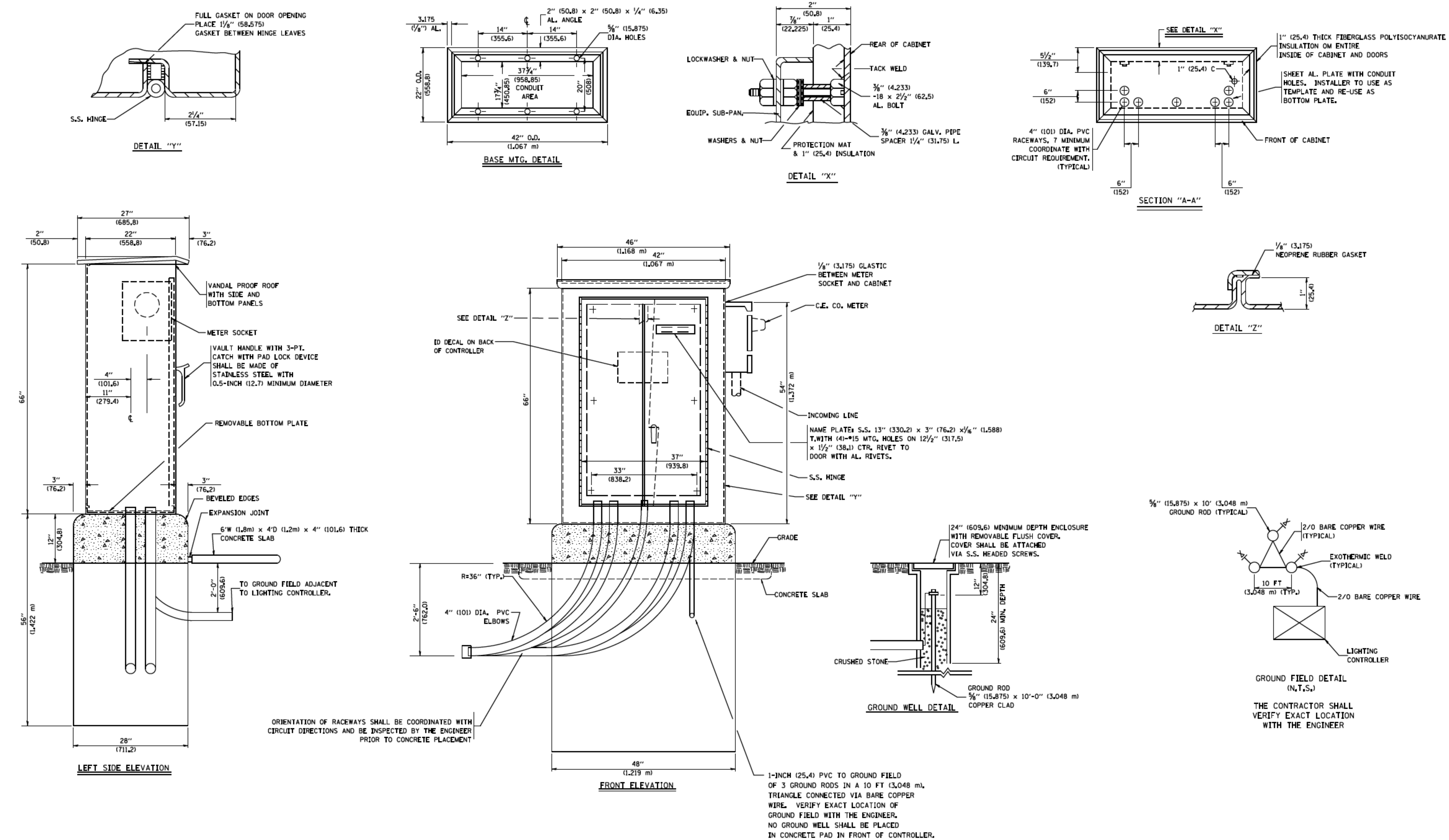
		DRAWN -	REVISED - R. TOMSONS 05-11-09			COUNTY COOK	TOTAL SHEETS 696
	PLOT SCALE = 50.000 ' / in.	CHECKED -	REVISED - R. TOMSONS 03-10-10		BE-205	CONTRACT NO. 60X75	SHEET NO. 641
	PLOT DATE = 3/29/2012	DATE -	REVISED - R. TOMSONS 03-29-12		SCALE: NONE SHEET NO. 2 OF 4 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS	FED. AID PROJECT



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	PLOT SCALE = 50.000 ' / in.	DRAWN -	REVISED - R. TOMSONS 05-11-09				BE-205	CONTRACT NO. 60X75	
	PLOT DATE = 3/29/2012	CHECKED -	REVISED - R. TOMSONS 03-10-10		SCALE: NONE / SHEET NO. 3 OF 4 SHEETS / STA. TO STA.		FED. ROAD DIST. NO. 1 / ILLINOIS / FED. AID PROJECT		
		DATE -	REVISED - R. TOMSONS 03-29-12						

NOTES

1. CABINET SHALL BE FABRICATED FROM 0.125-INCH (3.175) SHEET ALUMINUM #3003H14, FORMED AND ARC WELDED.
2. ALL SCREWS AND HARDWARE SHALL BE PLATED, GALVANIZED, OR MADE OF BRASS, ALUMINUM OR STAINLESS STEEL, UNLESS OTHERWISE NOTED.
3. NAME PLATE SHALL HAVE ENGRAVED 0.75-INCH (19.05) HIGH LETTERS FILLED IN BLACK: "STATE OF ILLINOIS LIGHTING CONTROLS" UNLESS OTHERWISE SPECIFIED.
4. ONE INCH THICK POLYISOCYANURATE INSULATION SHALL BE INSTALL AND PERMANENTLY CEMENTED ON ALL SIDES OF THE CABINET AND DOORS.
5. CABINET SHALL BE PRIMED AND PAINTED AS SPECIFIED.
6. ELECTRIC UTILITY METER BOX SHALL BE MOUNTED ON THE SIDE OF CONTROL CABINET AS SHOWN ON THE PANEL LAYOUT DIAGRAM.
7. THE COMPLETED CONTROLLER SHALL BE U.L. LISTED AS AN INDUSTRIAL CONTROL PANEL UNDER UL508.
8. METAL MOUNTING PANEL SHALL BE FABRICATED FROM THE SAME MATERIAL AS THE CABINET AND SHALL BE FLANGED BACK 0.75-INCHES I.D. ON 4 SIDES.
9. CIRCUIT BREAKERS AND CONTACTORS AND OTHER COMPONENTS SHALL BE MOUNTED ON 0.125-INCH (3.175) THICK GLASTIC INSULATION BACK PANEL.
10. ALL DEVICES SHALL BE FRONT REMOVABLE.
11. TIME CLOCK CHANNEL 1 N.O. CONTACT IS CLOSED NIGHT AND OPEN DAY (LIGHTS ON).
12. SET LATITUDE TO 42 DEGREES. SET CH.1 TO 23 MINUTES AFTER ASTRONOMICAL SUNSET, 50 MINUTES BEFORE ASTRONOMICAL SUNRISE. SET CH.2 TO 60 MINUTES AFTER ASTRONOMICAL SUNSET (WITH A SIGNAL LENGTH OF 1 SECOND), +28 MINUTES AFTER ASTRONOMICAL SUNRISE (WITH A SIGNAL LENGTH OF 7 SECONDS.)
13. BUS BAR SHALL HAVE 22 LUG TERMINALS SIZED TO ACCOMMODATE REQUIRED WIRE SIZES. 240V NEUTRAL BUS SHALL BE PAINTED WHITE, GROUND BUS SHALL BE PAINTED GREEN, AND THE 120V NEUTRAL BUS SHALL BE PAINTED GREY.
14. ALL LUGS SHALL BE OF COPPER SCREWS AND CONNECTORS, SPRING HELD.
15. ALL WIRING TERMINATIONS SHALL BE RATED NOT LESS THAN 75 DEGREE CENTIGRADE.
16. ALL CONTROL WIRING SHALL BE 600V #12 TYPE MTW, SCADA WIRING SHALL BE #18.
17. ALL POWER WIRING SHALL BE 600V TYPE RHH/RHW.
18. ALL WIRING WITHIN THE CABINET SHALL BE COLOR CODED AS INDICATED:

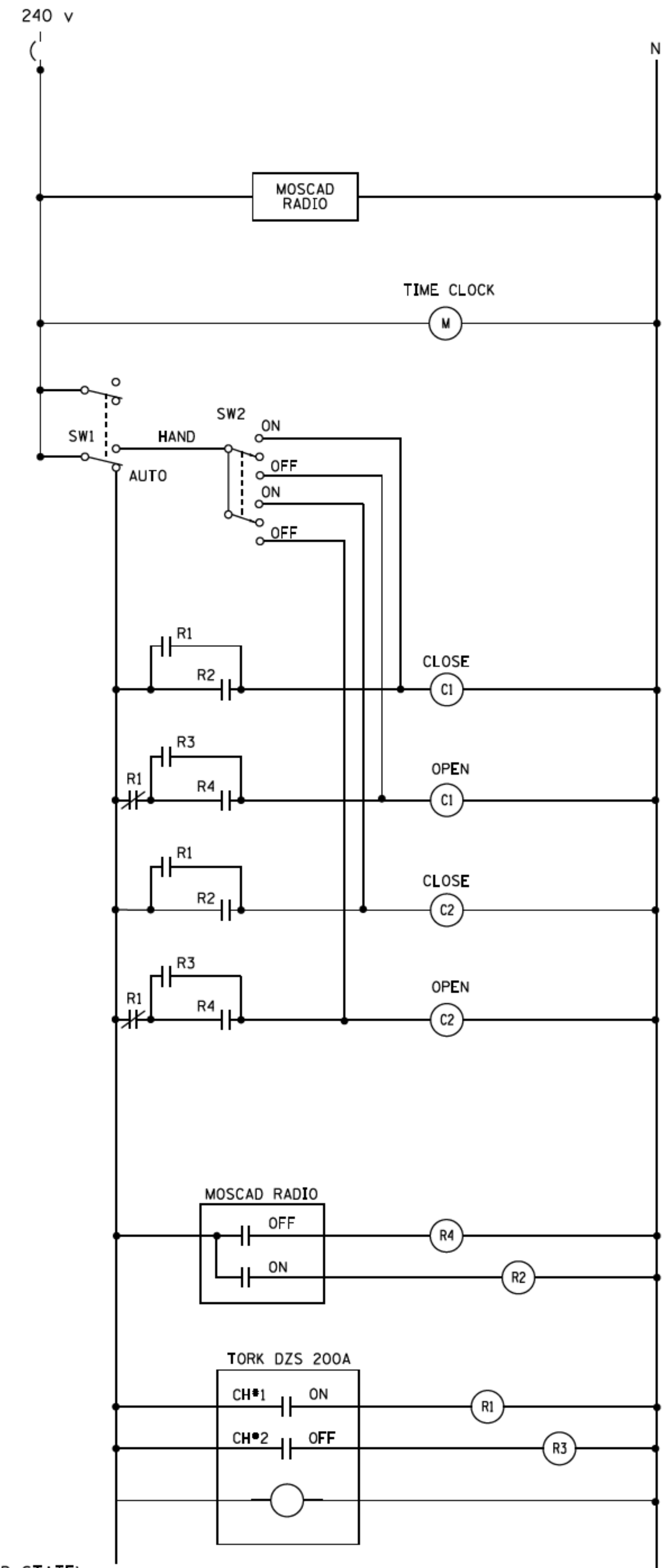
R - RED	Y - YELLOW
B - BLACK	W - WHITE
BL- BLUE	G - GREEN
	G - GREY

19. MOSCAD I/O WIRING SHALL BE:

    DIGITAL INPUT (DI) WIRING SHALL BE #18 MTW PURPLE.

    ANALOG INPUT (AI) WIRING SHALL BE #18, 2/C SHIELDED.

    AI AND DI WIRING MAY BE BUNDLED TOGETHER, BUT SHALL NOT BE BUNDLED WITH OTHER WIRING.
20. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED.
21. SCHEMATIC SHOWN WITH BREAKER OPEN, CONTACTOR OPEN, CABINET DOOR CLOSED, CLOCK NOT ACTIVE (DE-ENERGIZED STATE).
22. A LAMINATED COPY OF THE CIRCUIT SCHEMATIC AND SCADA I/O DIAGRAM (NO SMALLER THAN 11"x17" EACH) SHALL BE ATTACHED TO THE INSIDE OF THE CONTROLLER WITH STAINLESS STEEL SCREWS.



CONTROL CIRCUIT LADDER LOGIC DIAGRAM

MOSCAD I/O ASSIGNMENTS		
TERM	MOSCAD DESTINATION	DESCRIPTION OF INPUT
1	DIGITAL INPUT 1	ALARM KNOWLEDGE
2	DIGITAL INPUT 2	DOOR OPEN
3	DIGITAL INPUT 3	MAIN(S) BREAKER OPEN
4	DIGITAL INPUT 4	CONTACTOR 1 OPEN
5	DIGITAL INPUT 5	CONTACTOR 2 OPEN
6	DIGITAL INPUT 6	CABINET IN NON-AUTO
7	DIGITAL INPUT 7	BACK-UP CLOCK OFF CALL
8	DIGITAL INPUT 8	BACK-UP CLOCK ON CALL
17	24 V+	24+VDC
18	DI COMMON	COMMON
21	K1 C	K1 COMMON
22	K1 NO	LIGHTS ON CALL
24	K2 C	K2 COMMON
25	K2 NO	LIGHTS OFF CALL
32	ANALOG INPUT 1 (+)	CABINET NEUTRAL CURRENT
33	ANALOG INPUT 1 (-)	CABINET NEUTRAL CURRENT
34	ANALOG INPUT 2 (+)	CABINET SERVICE VOLTAGE
35	ANALOG INPUT 2 (-)	CABINET SERVICE VOLTAGE
40	P. GROUND	GROUND

ALL ANALOG INPUTS WILL BE 4-20 MA ONLY. DIGITAL OUTPUT RELAYS WILL BE ELECTRICALLY ENERGIZED AND MOMENTARILY HELD

MIXED I/O MODULE MODEL NUMBER V436

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	PLOT SCALE = 50.000 '/ in.	CHECKED -	REVISED - R. TOMSONS 03-10-10
	PLOT DATE = 3/29/2012	DATE -	REVISED - R. TOMSONS 03-29-12

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

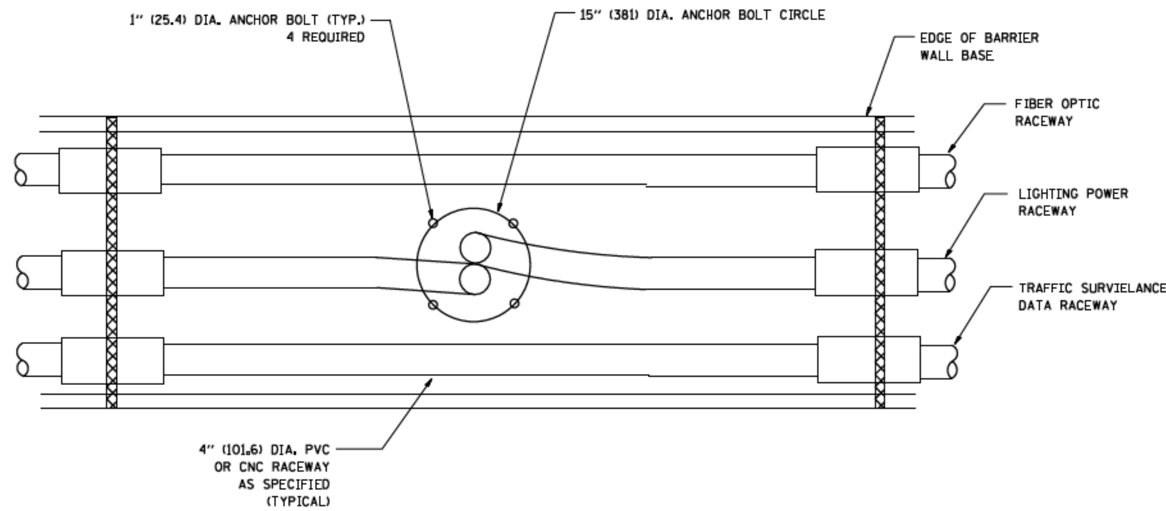
LIGHTING CONTROLLER, BASE MOUNTED, 480VOLT, 200AMP (DUAL) RADIO SCADA

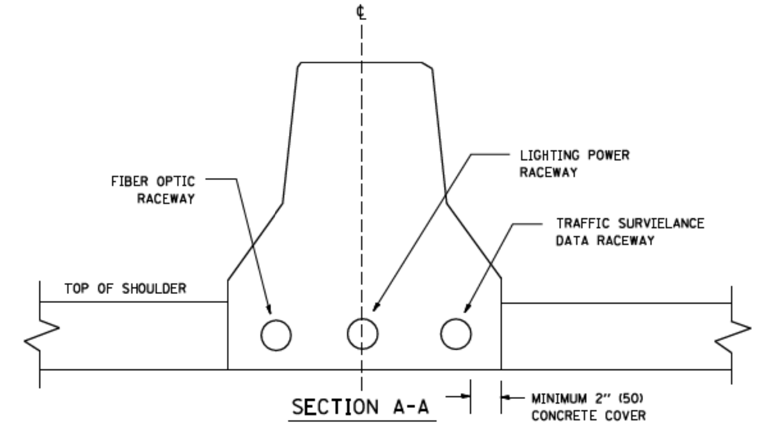
SCALE: NONE | SHEET NO. 4 OF 4 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	696	643
	BE-205	CONTRACT NO. 60X75		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

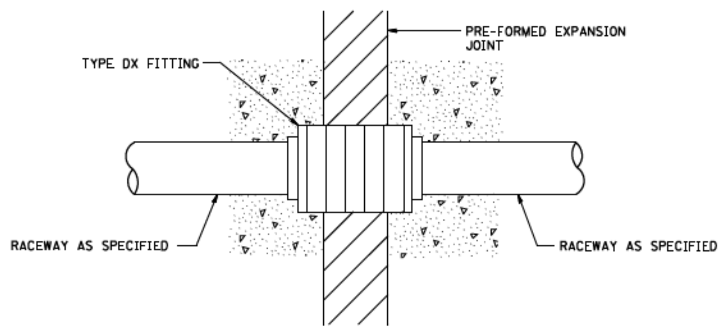
NOTES:

1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
2. THE ANCHOR BOLTS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED IN THE FORMS.
3. THE CONTRACTOR AT HIS OPTION MAY SUBSTITUTE #4 (15 m) TIES AT 12" (304.8 m) CTRS. FOR THE #3 (3 m) SPIRAL. TACKWELDED TYPE BOLT MAY BE SUBSTITUTED FOR THE HOOK TYPE BOLT.
4. COLD BENDING OF THE HOOK BOLT SHALL NOT BE ALLOWED.
5. EXCAVATION FOR THE POLE FOUNDATION SHALL BE MADE WITH AN AUGER 24 INCHES (609.6 m) IN DIAMETER.
6. THE ENGINEER SHALL DETERMINE THE TYPE OF SOIL DURING EXCAVATION AND SELECT THE DESIGN DEPTH OF FOUNDATION FROM THE DESIGN TABLE USING THE DOMINANT CHARACTERISTIC OF THE SOIL ENCOUNTERED.
7. BARRIER WALL EXPANSION AND CONSTRUCTION JOINTS SHALL BE IN ACCORDANCE WITH STANDARD DETAIL 637001-02 AND 637006 AS APPLICABLE.

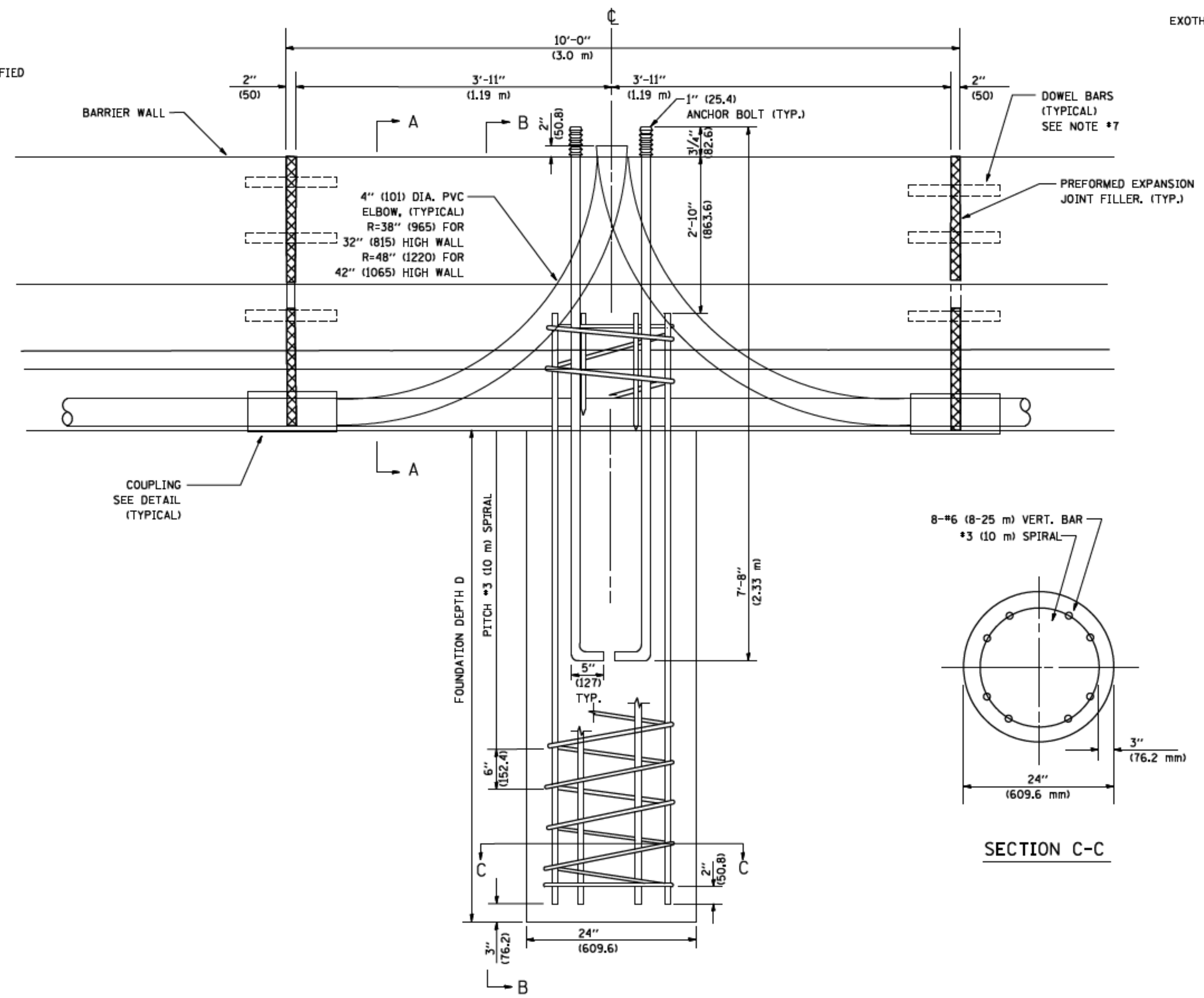


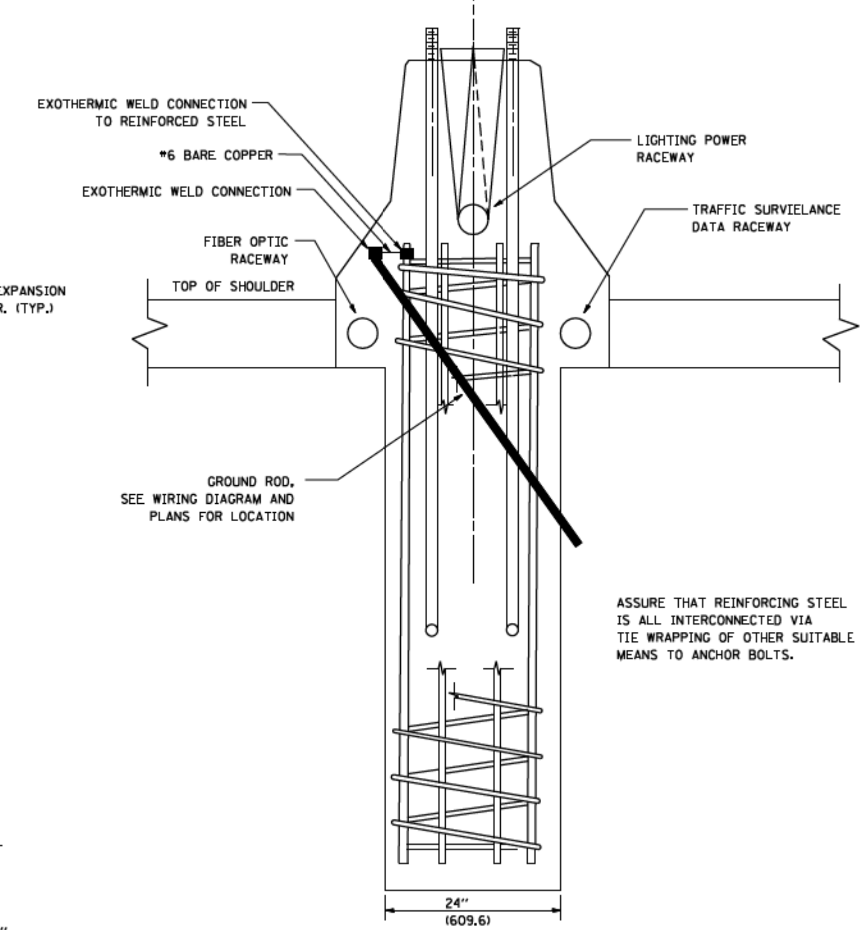


SECTION A-A



CONDUIT DEFLECTION FITTING DETAIL





SECTION B-B

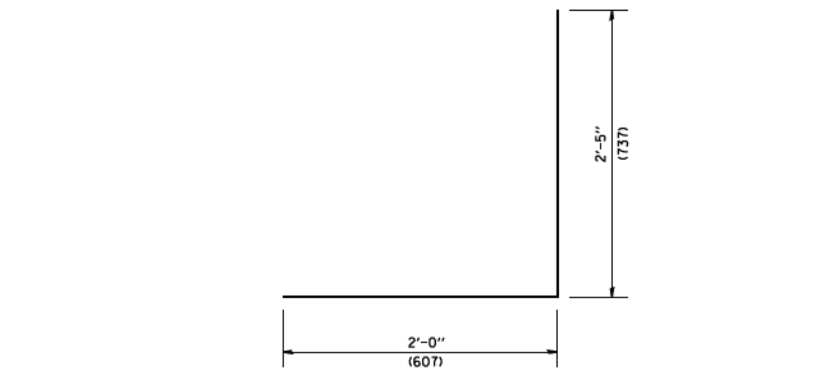
SECTION C-C

FOUNDATION DEPTH

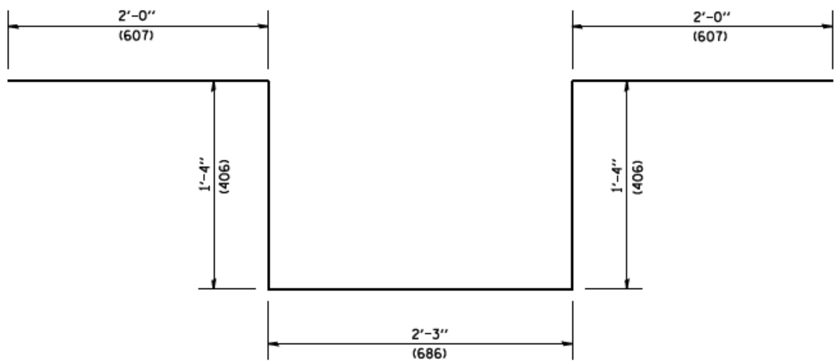
TYPE OF SOIL	FOUND FEPTH D	REINFORCEMENT IN FOUNDATION	
		VERTICAL BARS	SPIRAL
ROCK OR SOLIDIFIED SLAG	5'-0" (1.52 m)	NONE	NONE
DENSE SAND	7'-9" (2.36 m)	8-#6 x 9'-0" (8-20 m x 2.74 m)	#3 x 90' (3 m x 27.43 m)
MEDIUM SAND	8'-3" (2.51 m)	8-#6 x 9'-5" (8-20 m x 2.87 m)	#3 x 94' (3 m x 28.65 m)
LOOSE SAND	9'-0" (2.74 m)	8-#6 x 10'-2" (8-20 m x 3.09 m)	#3 x 100' (3 m x 30.48 m)
STIFF CLAY	7'-0" (2.13 m)	8-#6 x 10'-8" (8-20 m x 2.48 m)	#3 x 80' (3 m x 24.38 m)
MEDIUM CLAY	9'-6" (2.89 m)	8-#6 x 10'-8" (8-20 m x 3.25 m)	#3 x 104' (3 m x 31.69 m)
SOFT CLAY	13'-0" (3.96 m)	8-#6 x 14'-2" (8-20 m x 4.32 m)	#3 x 144' (3 m x 43.89 m)

DESIGN: 80 MPH AASHTO

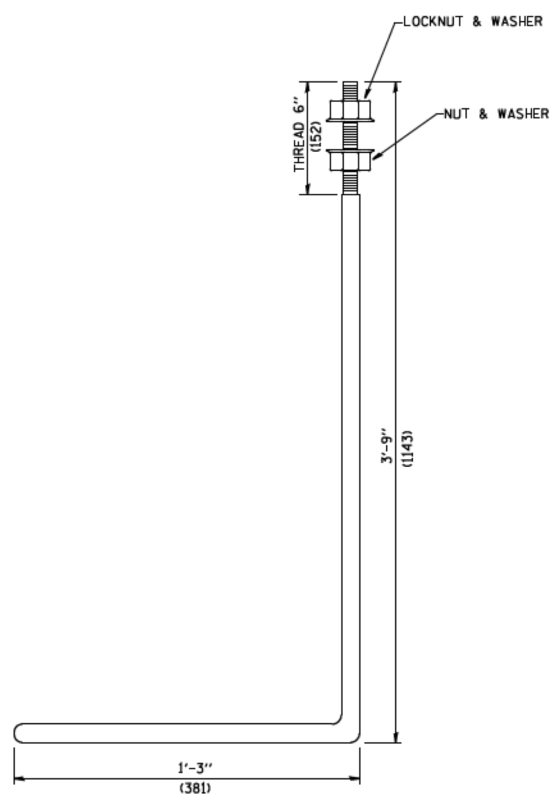
FILE NAME = W:\diststd\22x34\be322.dgn	USER NAME = goglianobt	DESIGNED -	REVISED - 04-07-04	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	24" (609.6 mm) DIA. LIGHT POLE FOUNDATION INTEGRAL WITH DOUBLE FACE BARRIER WALL	F.A.I. RTE. 90/94/290 / SECTION 2015-080R&B / COUNTY COOK / TOTAL SHEETS 696 / SHEET NO. 644
		DRAWN -	REVISED -			BE-322 / CONTRACT NO. 60X75
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -		SCALE: NONE / SHEET NO. 1 OF 1 SHEETS / STA. TO STA.	FED. ROAD DIST. NO. 1 / ILLINOIS / FED. AID PROJECT
	PLOT DATE = 1/4/2008	DATE -	REVISED -			



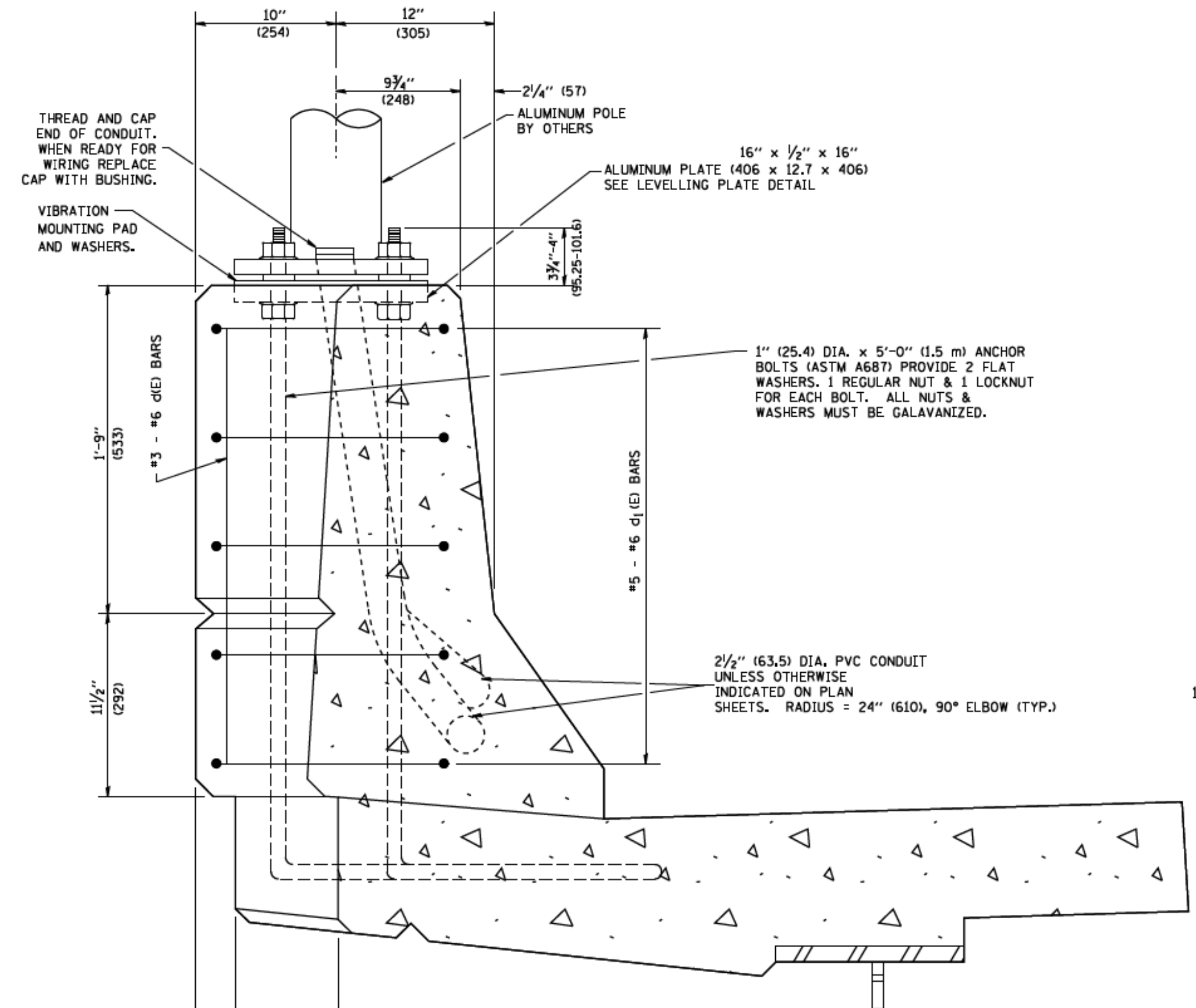
BAR d (E)



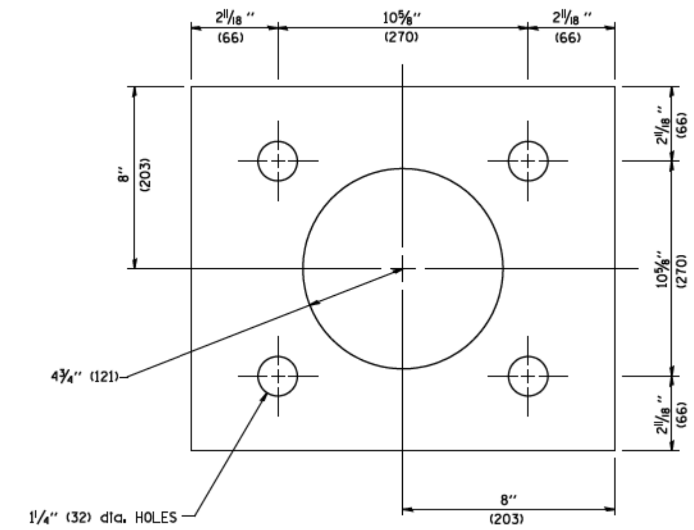
BAR d_1 (E)



1" (25.4) dia. ANCHOR BOLT



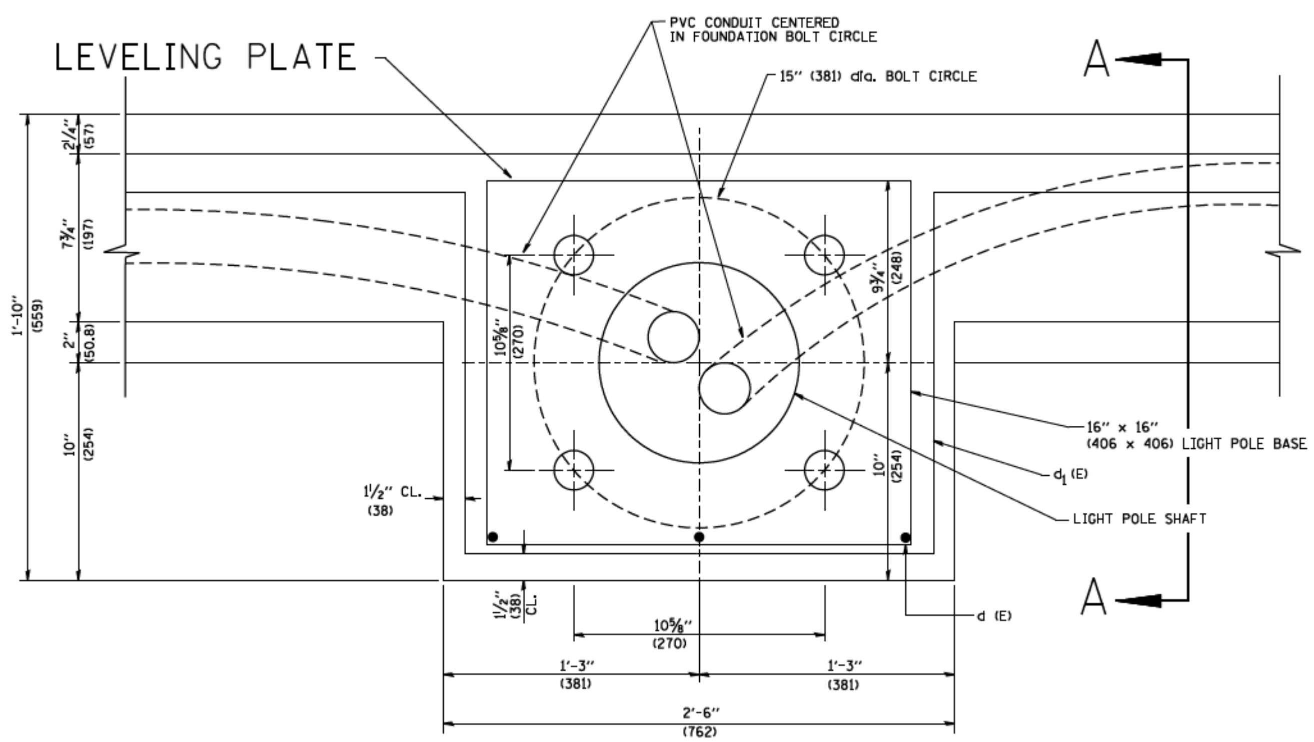
SECTION A-A



LEVELING PLATE DETAIL

NOTES

1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
2. LEVEL LIGHT POLE PLATES, USING THE FLANGE NUTS, PRIOR TO POURING THE PARAPET WALL. THE TOP OF THE PLATE SHALL BE AT THE SAME ELEVATION AS THE FINISHED CONCRETE PARAPET.
3. THE COST OF ANCHOR BOLTS, CONDUIT, LEVELLING PLATE AND FOUNDATION IS INCLUDED IN THE COST OF THE BRIDGE STRUCTURE.



PLAN

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		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

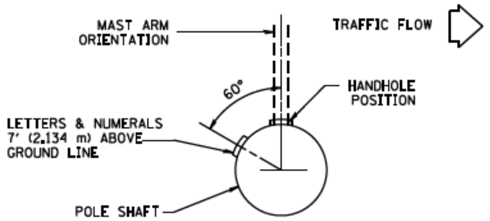
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHT POLE MOUNTED ON CONCRETE PARAPET WALL
15" (381 mm) BOLT CIRCLE

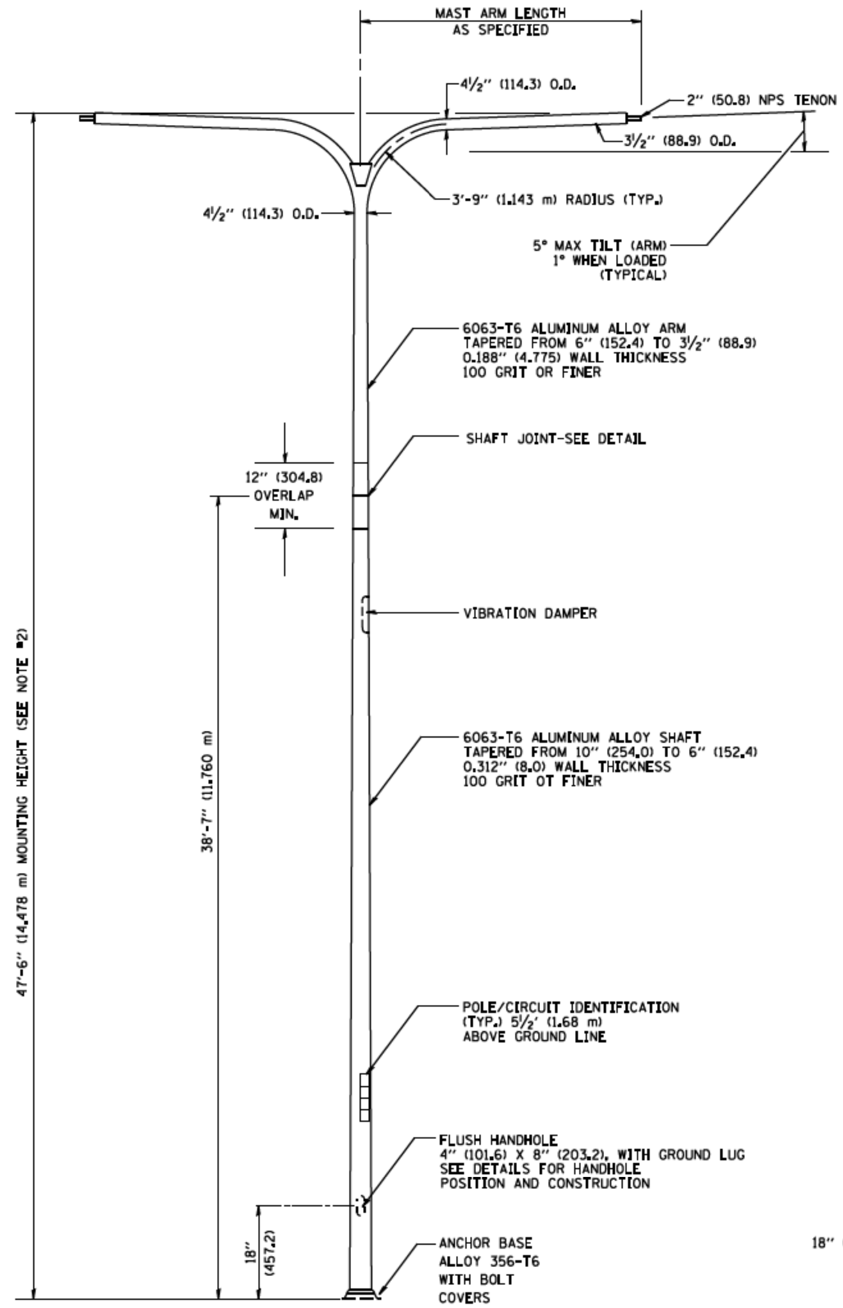
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	696	645
	BE-330	CONTRACT NO. 60X75		

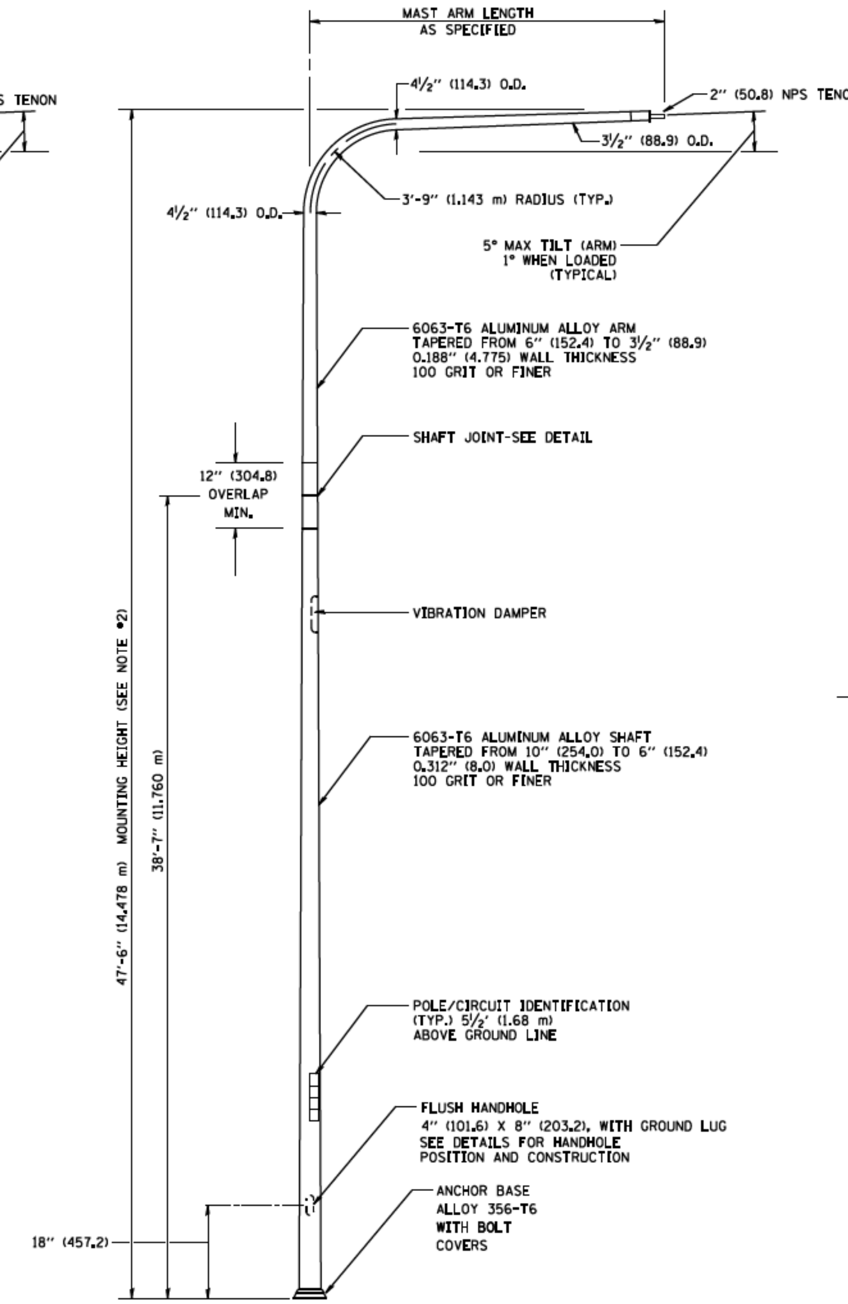
FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT



POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES MOUNTED ON BRIDGE PARAPET OR BARRIER WALL



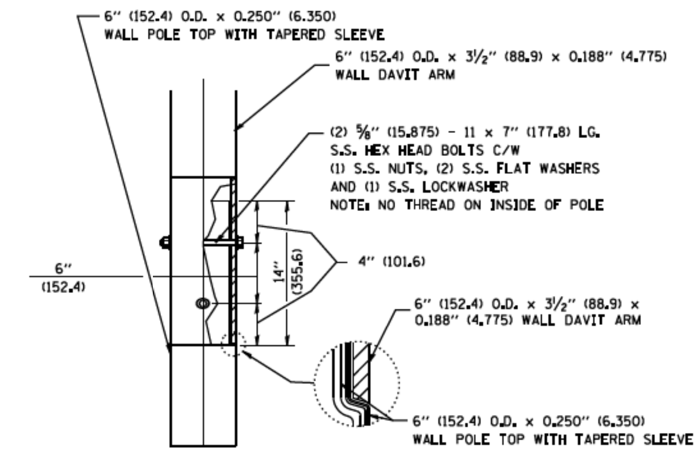
TWIN ARM POLE



SINGLE ARM POLE

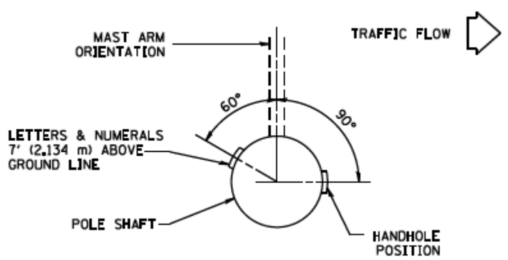
NOTES:

1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
2. MOUNTING HEIGHT IS DEFINED AS THE DISTANCE FROM THE CENTERLINE OF THE TENON TO THE BOTTOM OF THE ANCHOR BASE.
3. TWO PIECE SHAFT WILL BE MATCHED MARKED AND INTERCHANGEABLE BETWEEN DIFFERENT UNITS. FIELD DRILLING OF THE HOLES WILL NOT BE ALLOWED.
4. THE LIGHT POLE WILL MEET AASHTO DESIGN CRITERIA AS SPECIFIED.
5. THE INSTALLING CONTRACTOR WILL PROVIDE A UL LISTED GROUNDING CONNECTOR. BURNDY K2C23, T&B SP4DL OR APPROVED EQUAL.
6. LIGHT POLES WILL NOT BE INSTALLED WITHOUT MAST ARMS AND LUMINAIRES.
7. LIGHT POLES WILL BE SET PLUMB ON THE FOUNDATION WITHOUT THE USE OF LEVELING NUTS, WASHERS OR SHIMS.
8. LIGHTING UNIT IDENTIFICATION NUMBERS SHALL BE INSTALLED BEFORE THE LIGHTING UNIT IS ENERGIZED.

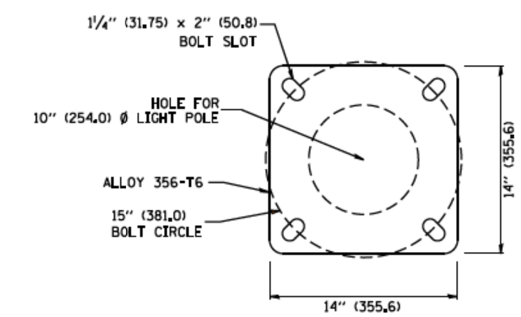


DAVIT ARM CONNECTION

[14" (355.6) OVERLAP SHOWN]

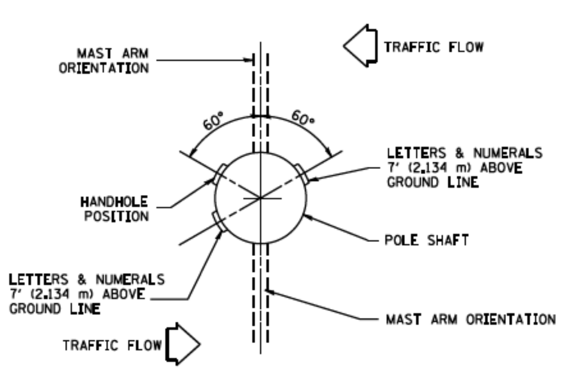


POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES

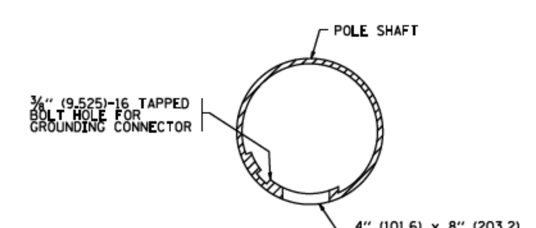


LIGHT POLE BASE PLATE DETAIL

(FOR POLE MOUNTED ON 15 INCH (381.0) BOLT CIRCLE FOUNDATION)



POSITION OF HANDHOLE AND POLE NUMBER FOR TWIN MAST ARM POLES



HANDHOLE DETAIL

(N.T.S.)

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	PLOT DATE = 4/4/2013	DATE -	REVISED - R. TOMSONS 01-18-13	

DAVIT LIGHT POLE 47'-6" (14.478 m) MOUNTING HEIGHT			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	696	646
	BE-410	CONTRACT NO. 60X75		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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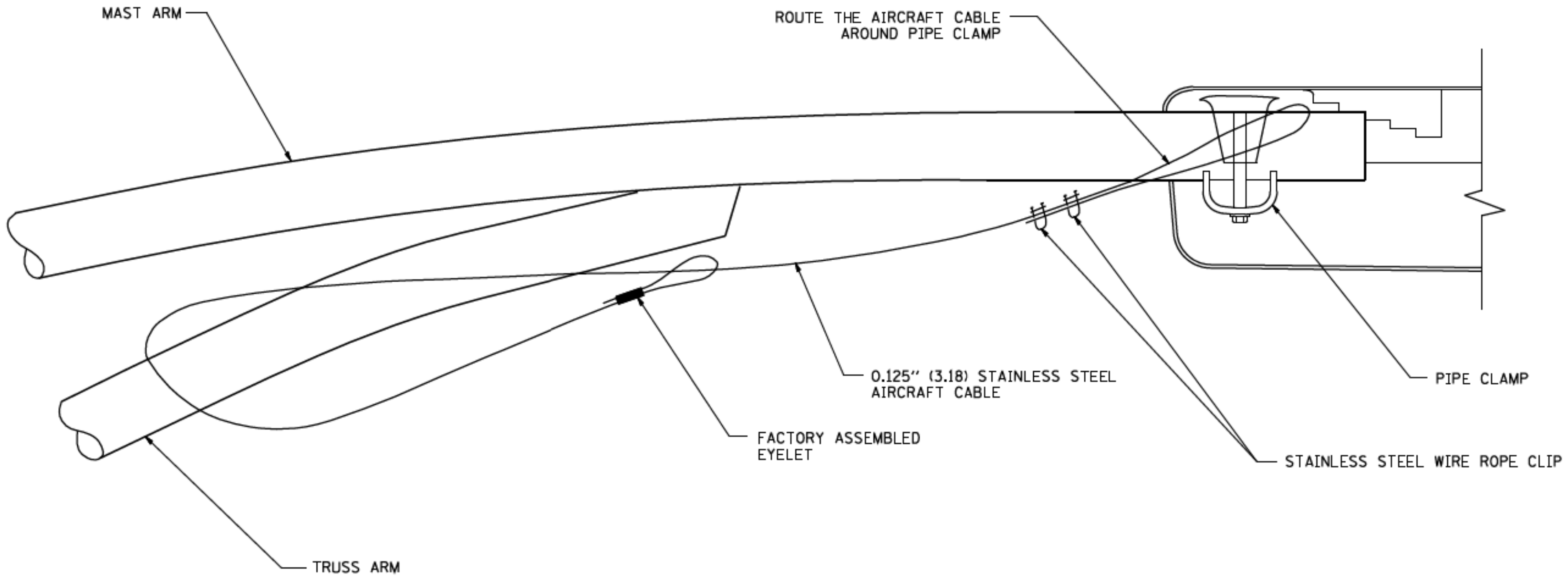
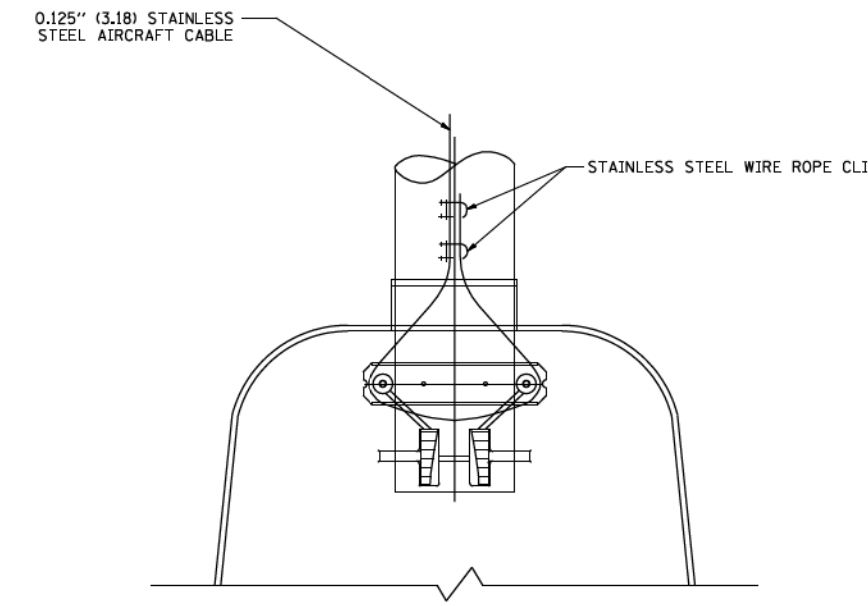


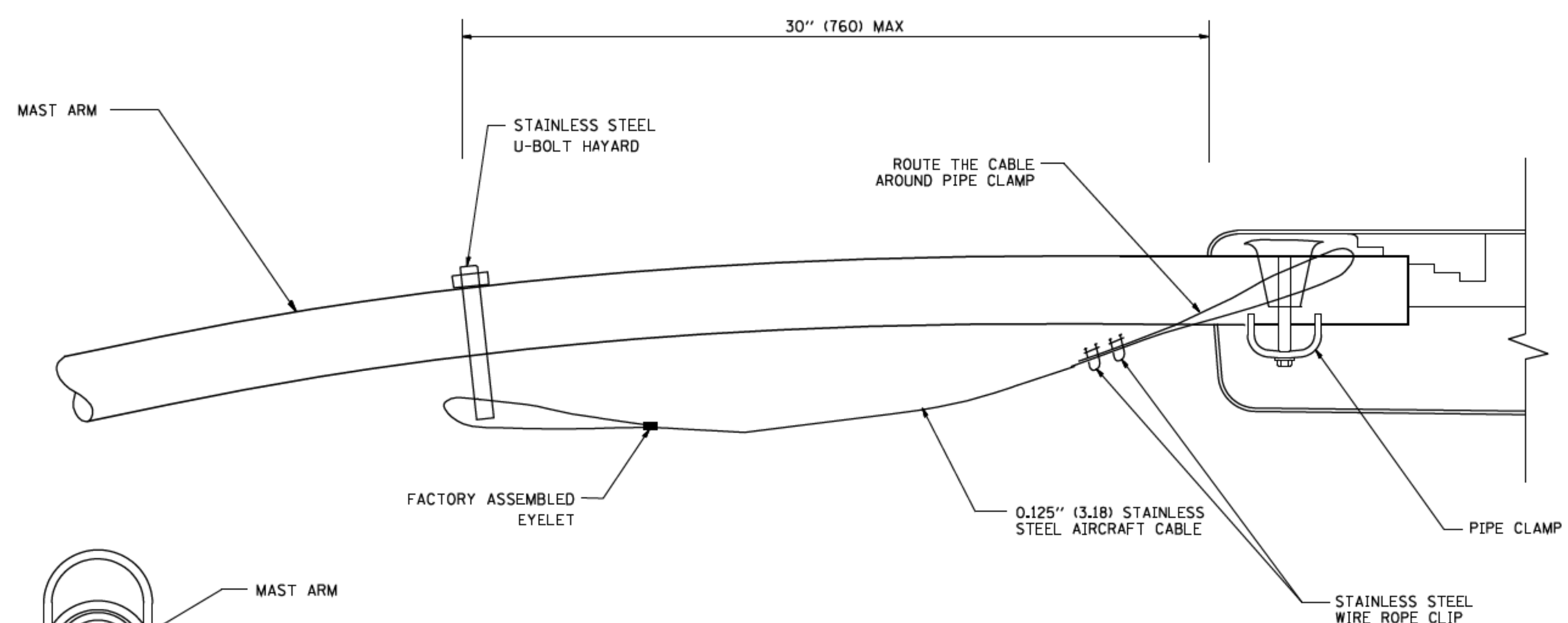
SIDE VIEW (TRUSS ARM)

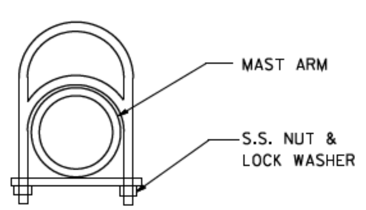
N.T.S.



BOTTOM VIEW

N.T.S.





STAINLESS STEEL U-BOLT HAYARD

SIDE VIEW (SINGLE MEMBER OR DAVIT ARM)

N.T.S.

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.
2. CONTRACTOR SHALL ADJUST THE WIRE CLIP TO ELIMINATE ANY SLACK FROM THE WIRE ROPE.
3. THE 0.125" (3.18) STAINLESS STEEL AIRCRAFT CABLE SHALL REMAIN VISIBLE FROM THE GROUND LEVEL.
4. THE BREAKING STRENGTH OF THE CABLE SHALL BE 1700 LBS. MIN.

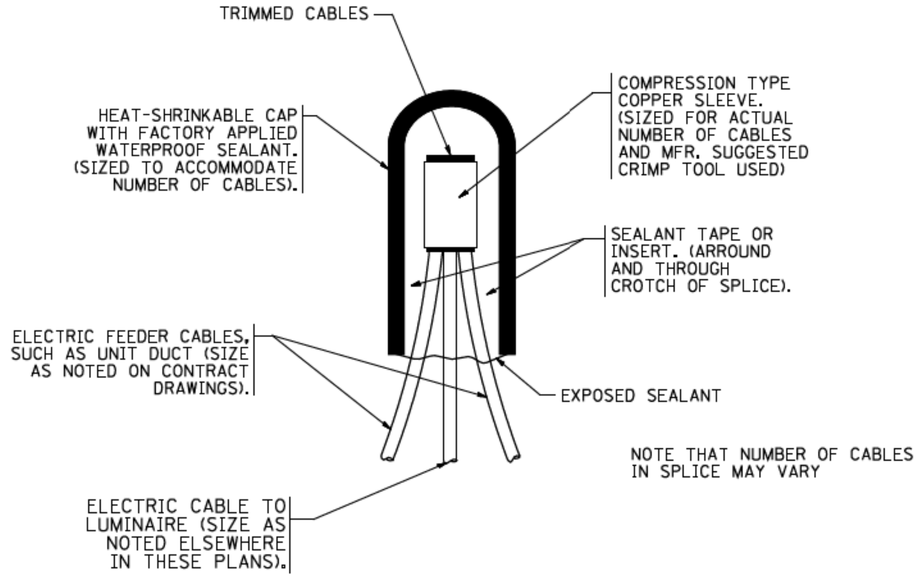
FILE NAME = W:\diststd\22x34\be701.dgn	USER NAME = geglianobt	DESIGNED -	REVISED - 08-08-03
		DRAWN -	REVISED -
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LUMINAIRE SAFETY CABLE ASSEMBLY

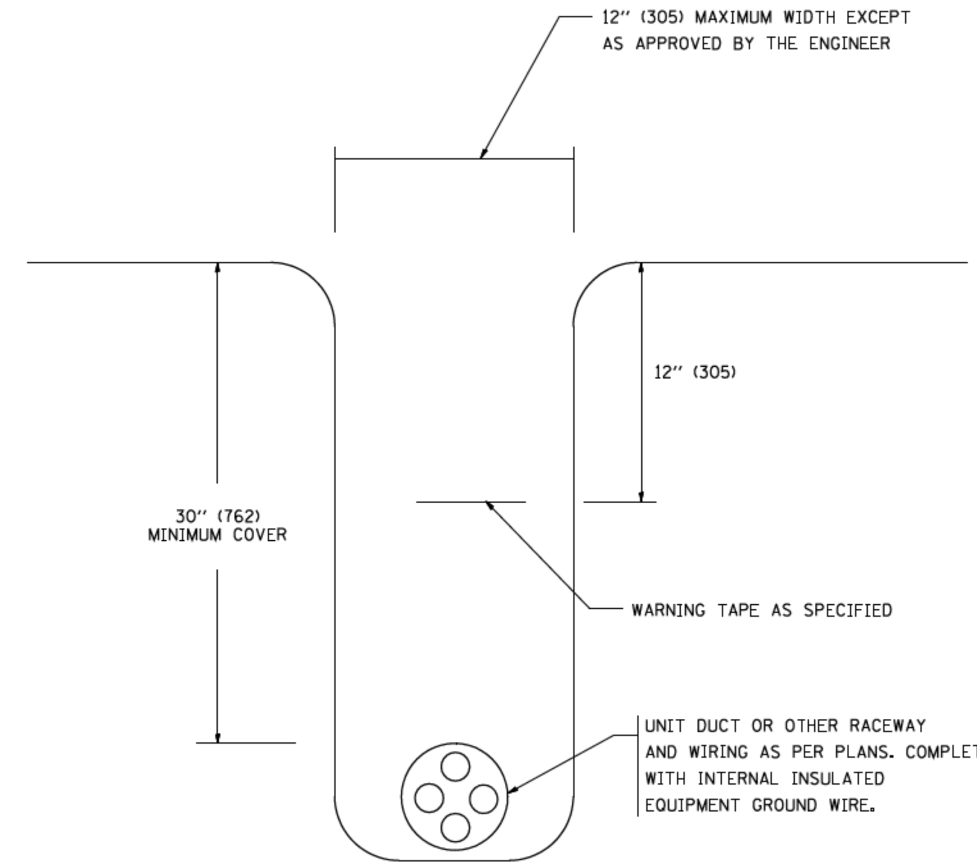
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	696	647
BE-701		CONTRACT NO. 60X75		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



TYPICAL SPLICE DETAIL

N.T.S.



TYPICAL WIRING IN TRENCH DETAIL

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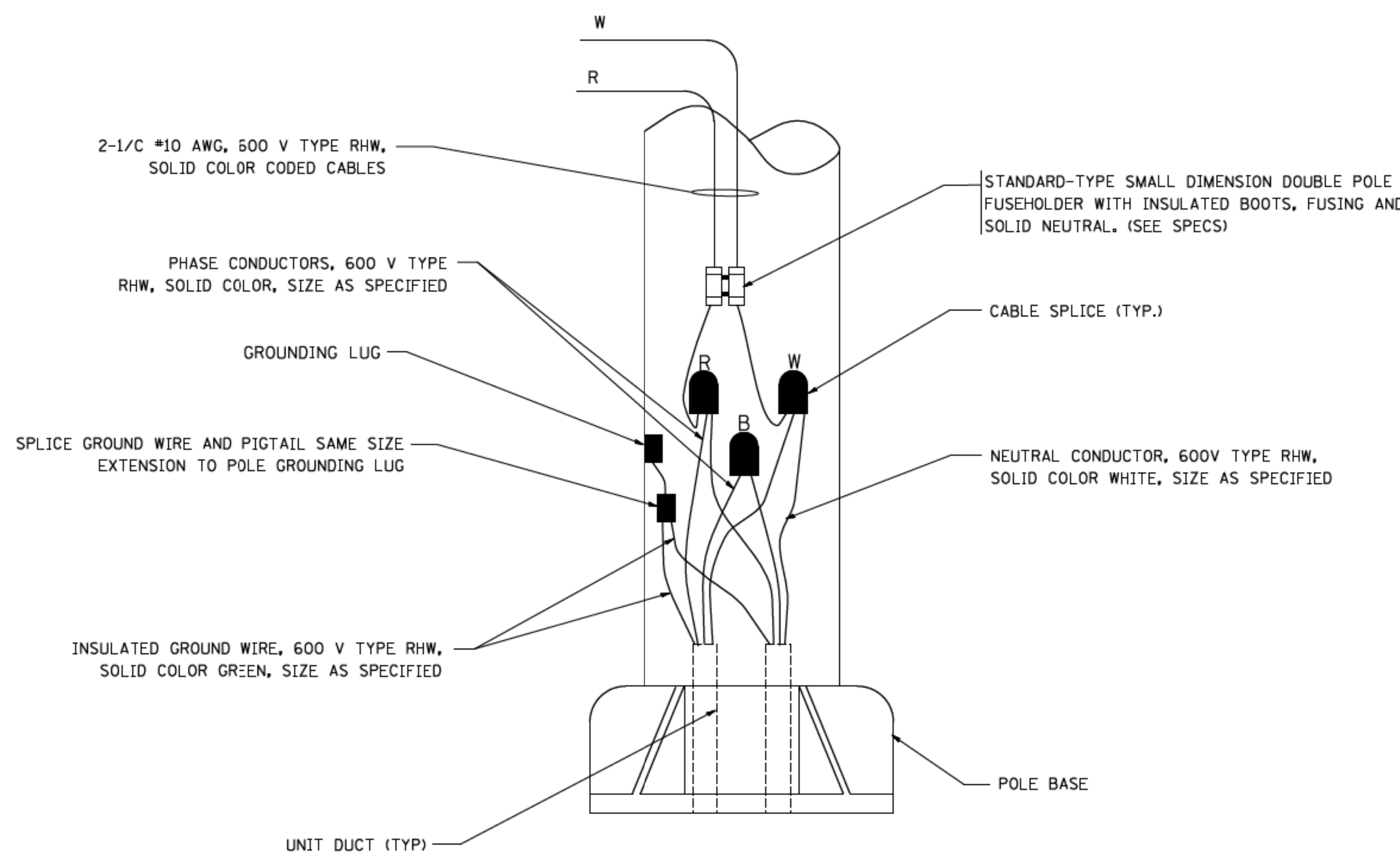

POLE WIRING DETAIL

N.T.S.

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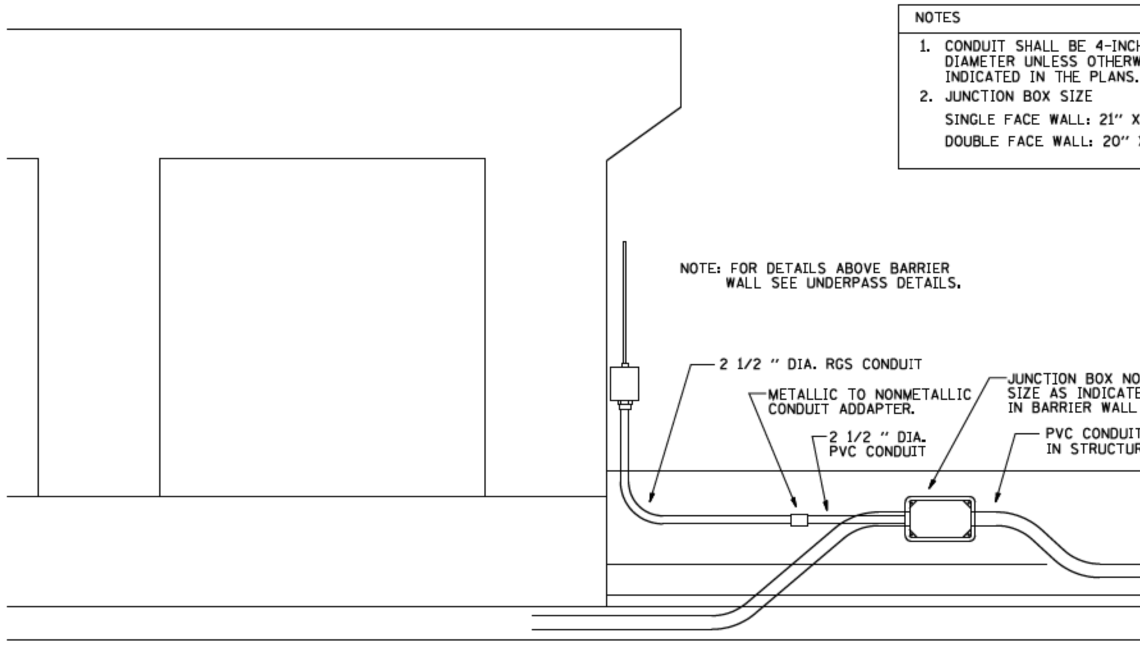
		DRAWN -	REVISED -			
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -			
	PLOT DATE = 1/4/2008	DATE -	REVISED -		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. TO STA.	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	696	648
	BE-702	CONTRACT NO. 60X75		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

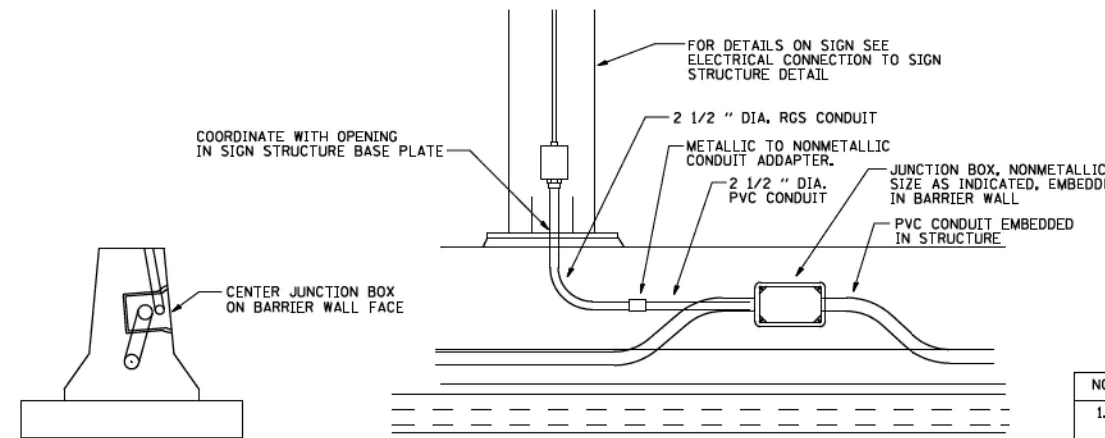
NOTES

1. CONDUIT SHALL BE 4-INCH DIAMETER UNLESS OTHERWISE INDICATED IN THE PLANS.
2. JUNCTION BOX SIZE
   SINGLE FACE WALL: 21" X 11" X 8"
   DOUBLE FACE WALL: 20" X 13" X 12"



ED - BWD

ELECTRIC CONNECTION TO UNDERPASS LIGHTING

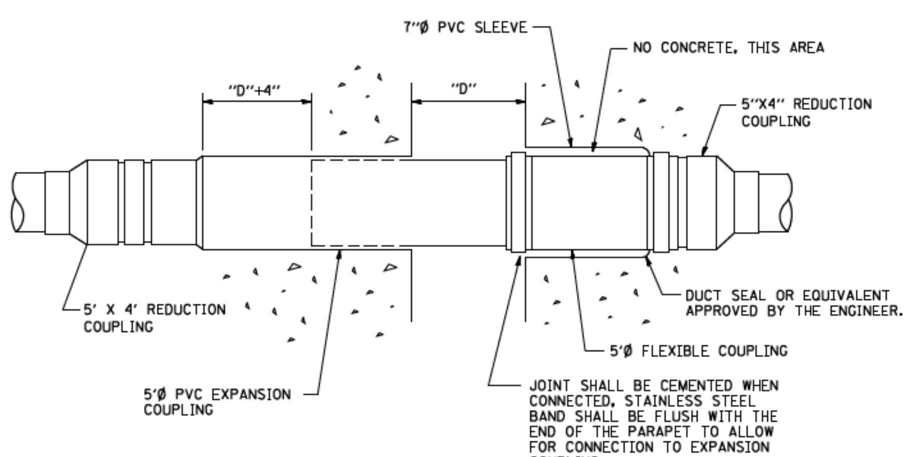


NOTES

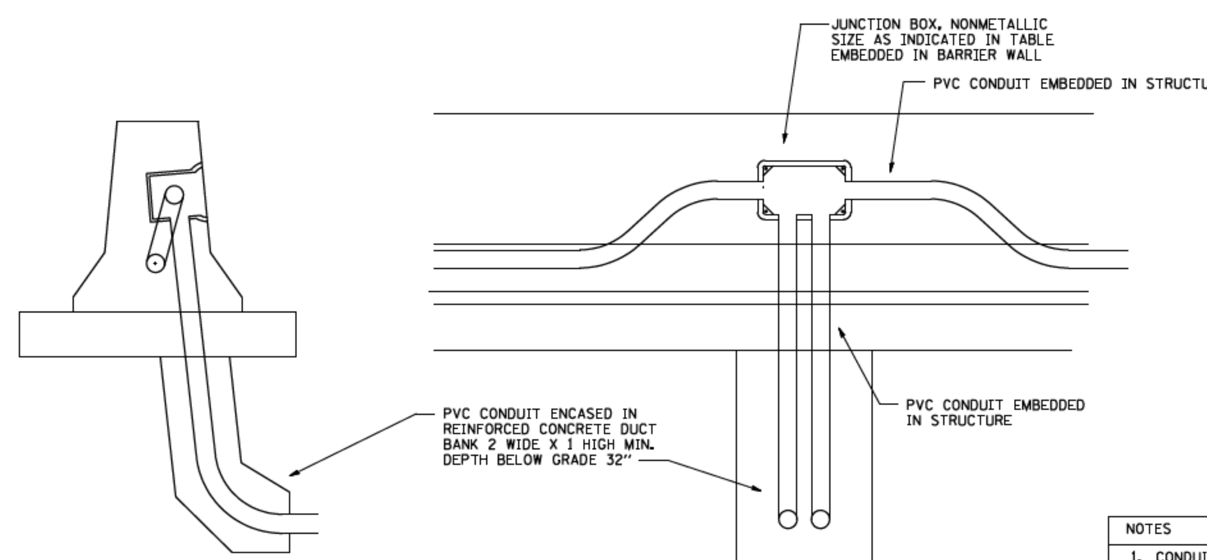
1. CONDUIT SHALL BE 4-INCH DIAMETER UNLESS OTHERWISE INDICATED IN THE PLANS.
2. JUNCTION BOX SIZE
   SINGLE FACE WALL: 21" X 11" X 8"
   DOUBLE FACE WALL: 20" X 13" X 12"

ED - SGN

JUNCTION BOX EMBEDDED IN BARRIER WALL FOR SIGN LIGHTING



INSTALLATION OF CONDUIT
IN BRIDGE PARAPET EXPANSION JOINT
(N.T.S.)



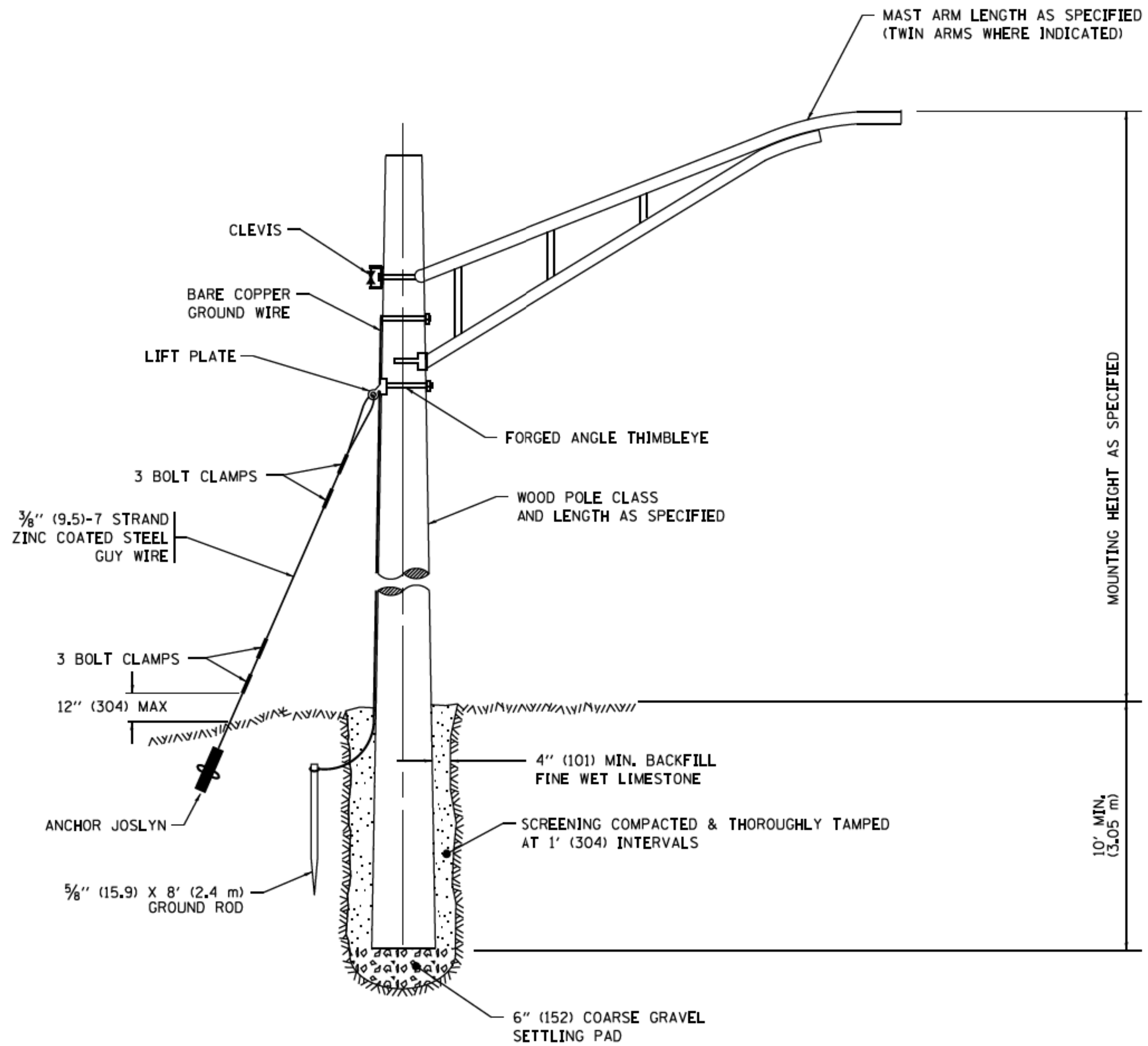
NOTES

1. CONDUIT SHALL BE 4-INCH DIAMETER UNLESS OTHERWISE INDICATED IN THE PLANS.
2. JUNCTION BOX SIZE
   SINGLE FACE WALL: 21" X 11" X 8"
   DOUBLE FACE WALL: 20" X 13" X 12"

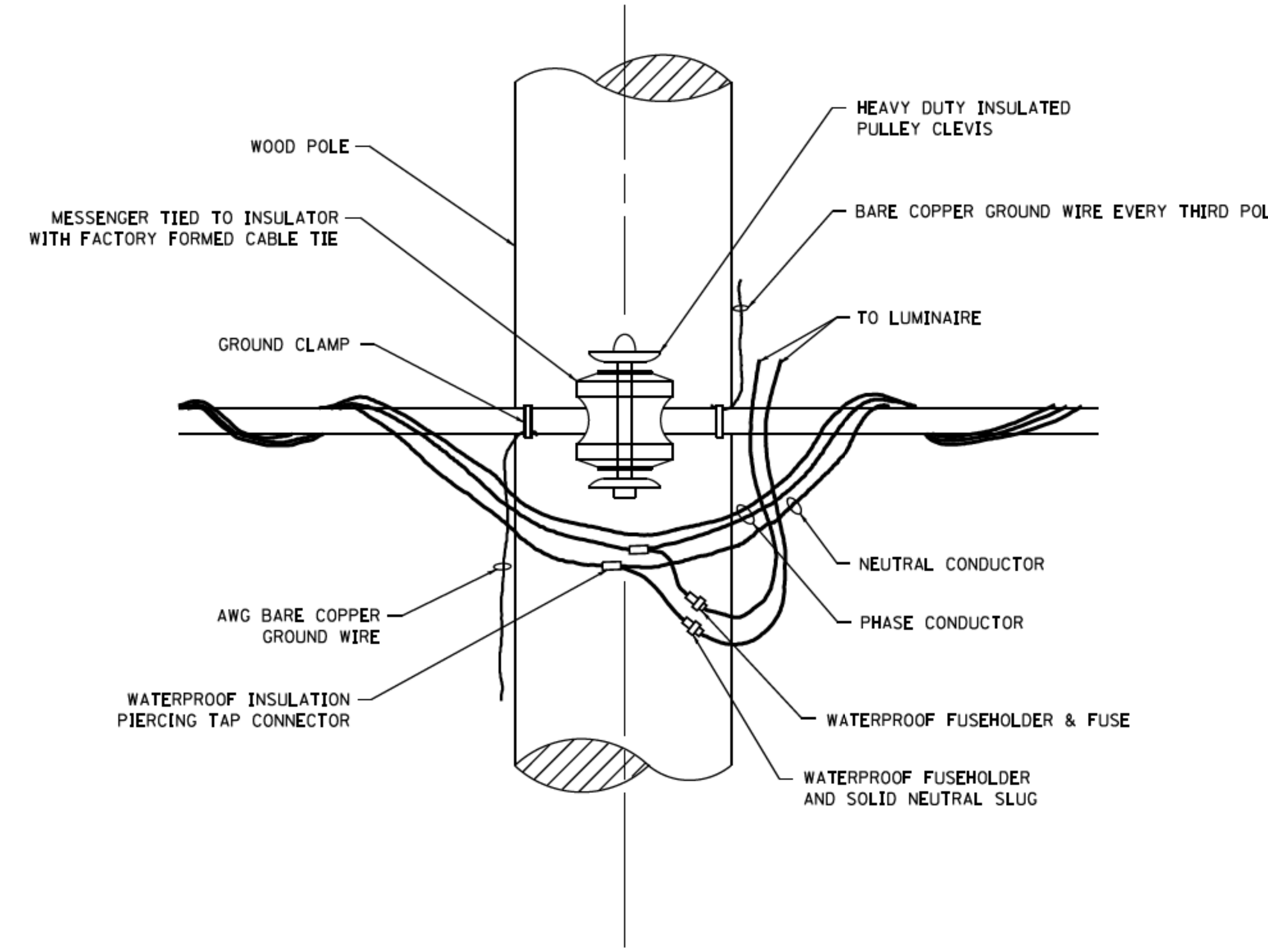
ED - BW

JUNCTION BOX EMBEDDED IN BARRIER WALL

FILE NAME =	USER NAME = gaglianobt	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MISCELLANEOUS ELECTRICAL DETAILS, SHEET B J BOX EMBEDDED IN BARRIER WALL – INSTALLATION OF CONDUIT IN BRIDGE PARAPET EXPANSION JOINT – ELECTRIC CONNECTION TO UNDERPASS LIGHTING	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
be703.dgn		DRAWN -	REVISED -			90/94/290	2015-080R&B	COOK	696	649
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -				BE-703	CONTRACT NO. 60X75		
	PLOT DATE = 2/5/2009	DATE - 01-20-2009	REVISED -		SCALE: NONE · SHEET NO. 1 OF 1 SHEETS · STA. · TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



TEMPORARY LIGHT POLE DETAIL



TEMPORARY LIGHT POLE ATTACHMENT DETAIL

NOTE:

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED.
2. MAST ARM SHALL BE RATED FOR THE SPECIFIED MOUNTING HEIGHT.

FILE NAME =	USER NAME = footemj	DESIGNED -	REVISED - 08-08-03
pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist1\OB2W0M\CADData\CADsheets\be800.dgn		DRAWN	REVISED - R.T. 07-26-16
	PLOT SCALE = 50.000 ' / in.	CHECKED -	REVISED -
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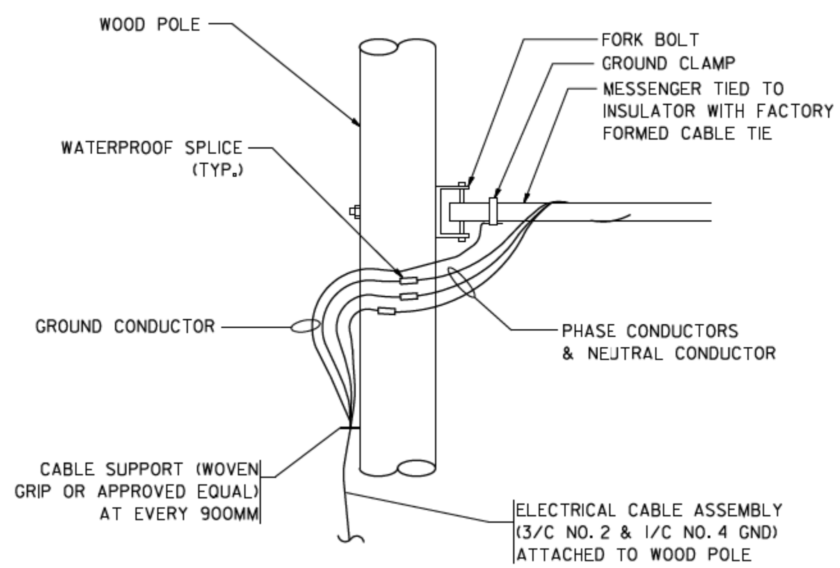
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY LIGHT POLE DETAILS

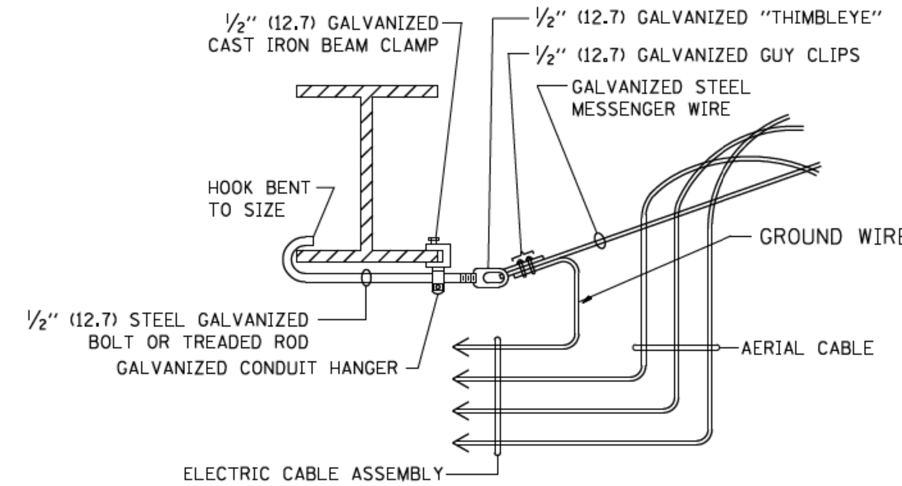
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	696	650
BE-800		CONTRACT NO. 60X75		
	ILLINOIS	FED. AID PROJECT		



AERIAL CABLE CONNECTION DETAIL

N.T.S.

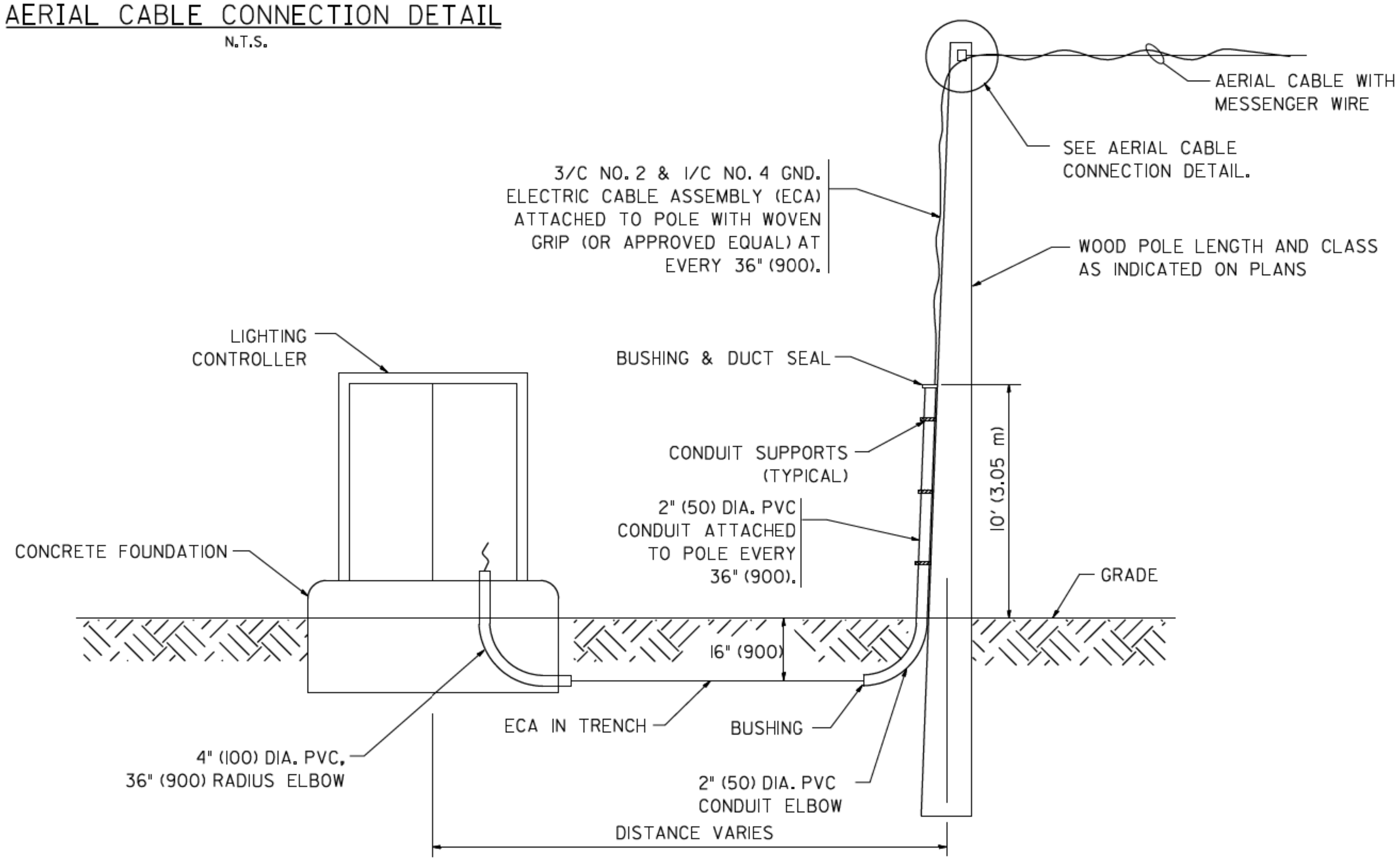


AERIAL CABLE ATTACHED TO STRUCTURE

NOT TO SCALE

NOTES:

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED.
2. SEE PROPOSED LIGHTING PLAN FOR CONDUIT, CABLE AND ROUTING.
3. THE CONTRACTOR SHALL PROVIDE INTERMEDIATE SUPPORTS TO MAINTAIN MINIMUM CLEARANCES. REFER TO AERIAL AERIAL CABLE ATTACHED TO STRUCTURE DETAIL.
4. COST OF SPLICES AND MOUNTING HARDWARE SHALL BE INCLUDED IN THE UNIT PRICE FOR AERIAL CABLE.



WOOD POLE TO LIGHTING CONTROLLER WIRING CONNECTION DETAIL

N.T.S.

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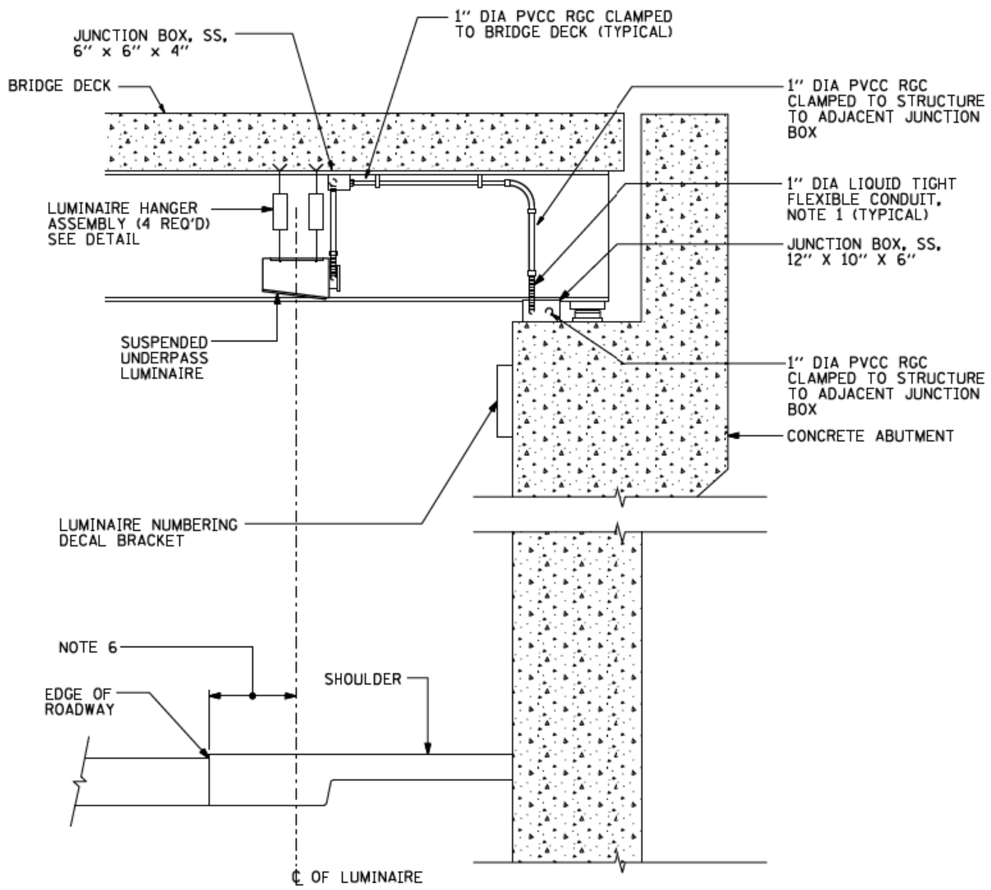
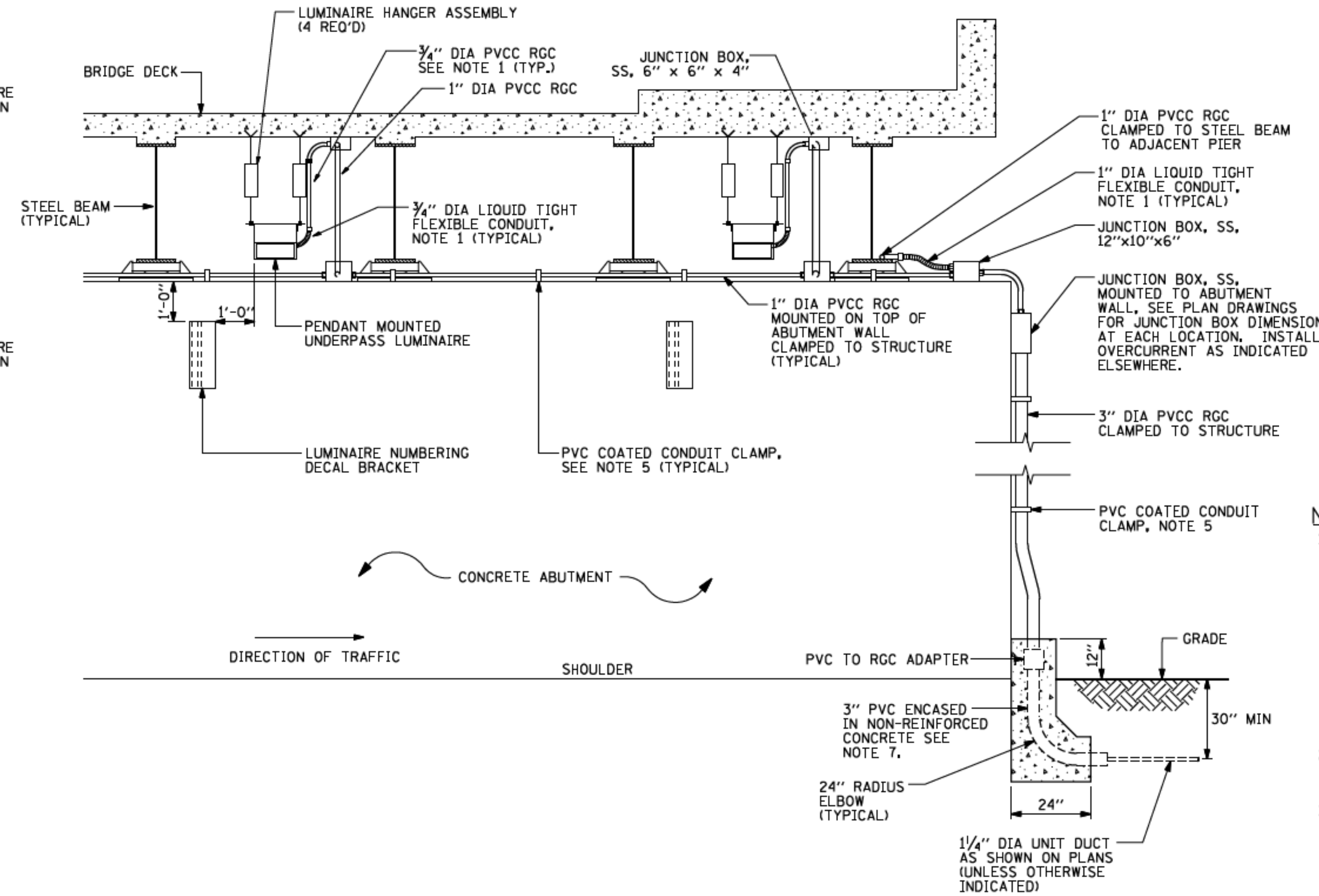
	PLOT DATE = 1/4/2008	DATE -	REVISED -	

TEMPORARY AERIAL CABLE INSTALLATION

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

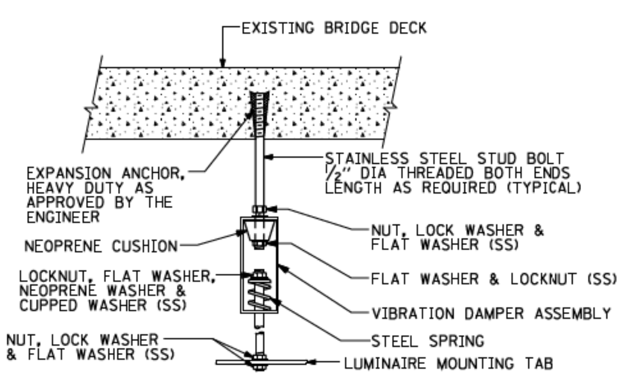
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	696	651
	BE-801	CONTRACT NO. 60X75		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



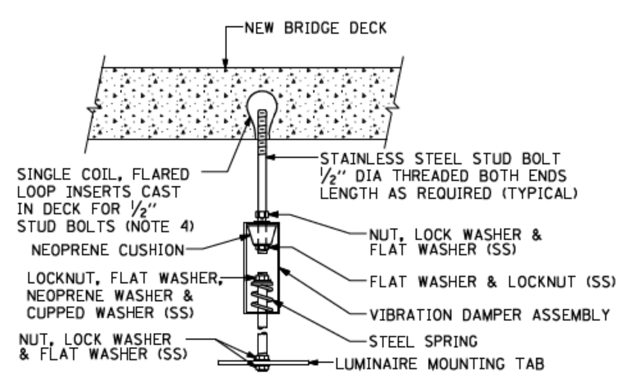


NOTES:

1. LIQUID TIGHT FLEXIBLE METAL CONDUIT, MAXIMUM LENGTH 6'-0", TYPICAL FOR EACH INSTANCE AS SHOWN. PROVIDE PVC COATED RIGID GALVANIZED STEEL CONDUIT AS REQUIRED NOT TO EXCEED 6'-0" OF FLEXIBLE LIQUID TIGHT METAL CONDUIT. LIQUID TIGHT FLEXIBLE METAL CONDUIT WILL BE INCLUDED IN THE COST OF THE CONDUIT ATTACHED TO STRUCTURE, OF THE CORRESPONDING DIA., GALVANIZED STEEL, PVC COATED PAY ITEM EXCEPT THAT ¾" DIA. CONDUIT AND ¾" DIA. FLEXIBLE CONDUIT SHALL BE INCLUDED IN THE COST OF UNDERPASS LUMINAIRE INSTALLATION.
2. SEE UNDERPASS LIGHTING PLANS FOR INSTALLATION LOCATION OF UNDERPASS LIGHTING LUMINAIRES.
3. THE CONTRACTOR SHALL USE APPROVED SINGLE COIL FLARED LOOP INSERTS WHEN SUSPENDED MOUNTING AN UNDERPASS LUMINAIRE TO A NEW BRIDGE DECK. THE FLARED LOOP INSERTS MUST BE CAST INTO THE CONCRETE DECK. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND COORDINATING THE INSERT LOCATIONS FOR MOUNTING THE UNDERPASS LIGHTING SYSTEM AS SHOWN ON THE PLANS WITH THE BRIDGE DECK CONTRACTOR. SEE DETAIL.
4. THE UNDERPASS LUMINAIRE HANGER ASSEMBLY COMPLETE WITH HEAVY DUTY ANCHORS/INSERTS AND ALL APPLICABLE HARDWARE SHALL BE INCLUDED IN THE COST OF THE UNDERPASS LUMINAIRE PAY ITEM.
5. SECURE THE CONDUIT WITH PVC COATED CONDUIT CLAMPS OR CONDUIT BEAM CLAMPS AS SHOWN AT 5'-0" INTERVALS FOR LATERALS AND WITHIN 2'-0" MAXIMUM FROM ANY JUNCTION BOX, FLEXIBLE CONDUIT, OR CHANGE IN DIRECTION. ALL PVC COATED CONDUIT CLAMPS OR BEAM CLAMPS SHALL BE INCLUDED WITH THE COST OF THE "CONDUIT ATTACHED TO STRUCTURE, OF THE CORRESPONDING DIA., GALVANIZED STEEL, PVC COATED" PAY ITEM.
6. ALL UNDERPASS LUMINAIRES MUST BE CENTERED IN THE BEAM SPACE AS INDICATED ON THE PLANS UNLESS OTHERWISE DIRECTED BY THE ENGR. LUMINAIRE SETBACK SHALL BE AS INDICATED IN PLANS FOR EACH SPECIFIC UNDERPASS
7. THE CONCRETE ENCASED CONDUIT TRANSITION SHALL BE INCLUDED IN THE COST OF THE GALVANIZED RIGID STEEL CONDUIT PAY ITEMS.
8. ALL CONDUIT ATTACHED TO STRUCTURE SHALL BE PVC COATED RIGID STEEL CONDUIT (PVCC RGC) TYPICAL.

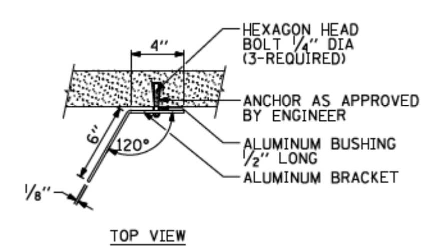


EXISTING BRIDGE DECK INSTALLATION

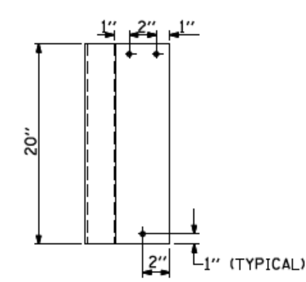


NEW BRIDGE DECK INSTALLATION

TYPICAL LUMINAIRE HANGER ASSEMBLY DETAILS



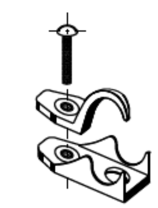
TOP VIEW



ELEVATION

LUMINAIRE NUMBERING DECAL BRACKET
NOT TO SCALE

PVC COATED
CONDUIT BEAM CLAMP
NOT TO SCALE



PVC COATED
CONDUIT CLAMP
NOT TO SCALE

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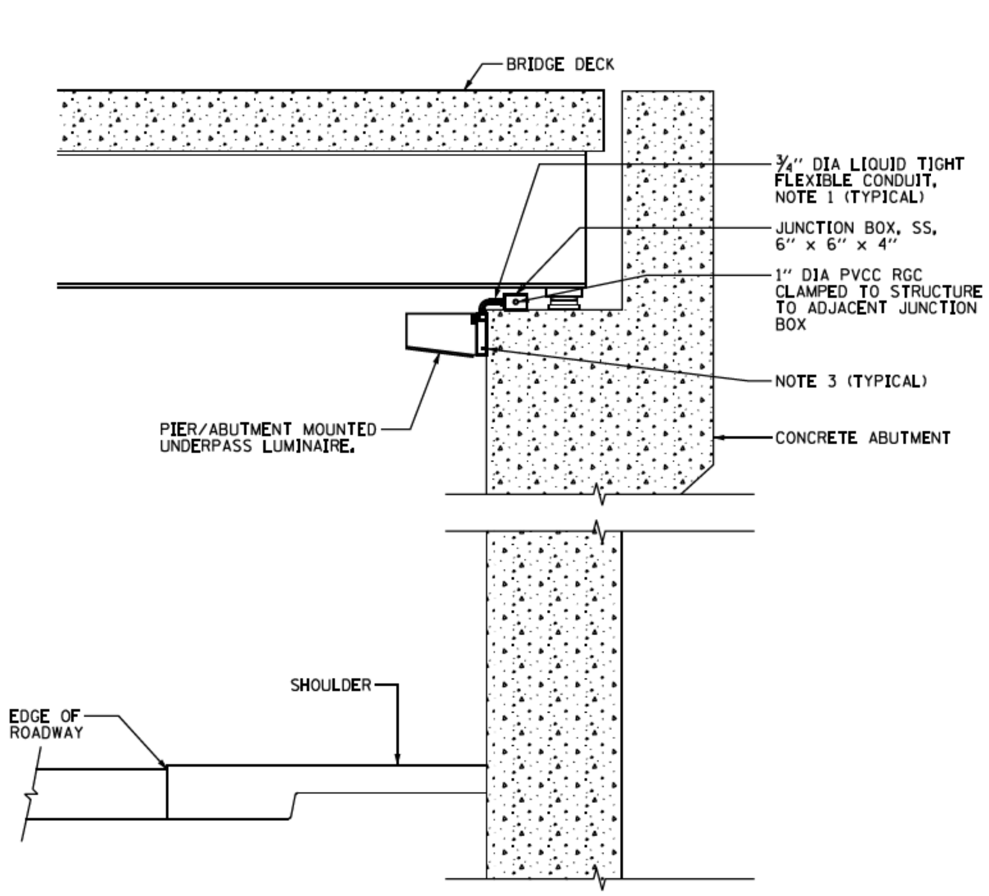
	PLOT DATE = 1/4/2008	DATE -	REVISED -

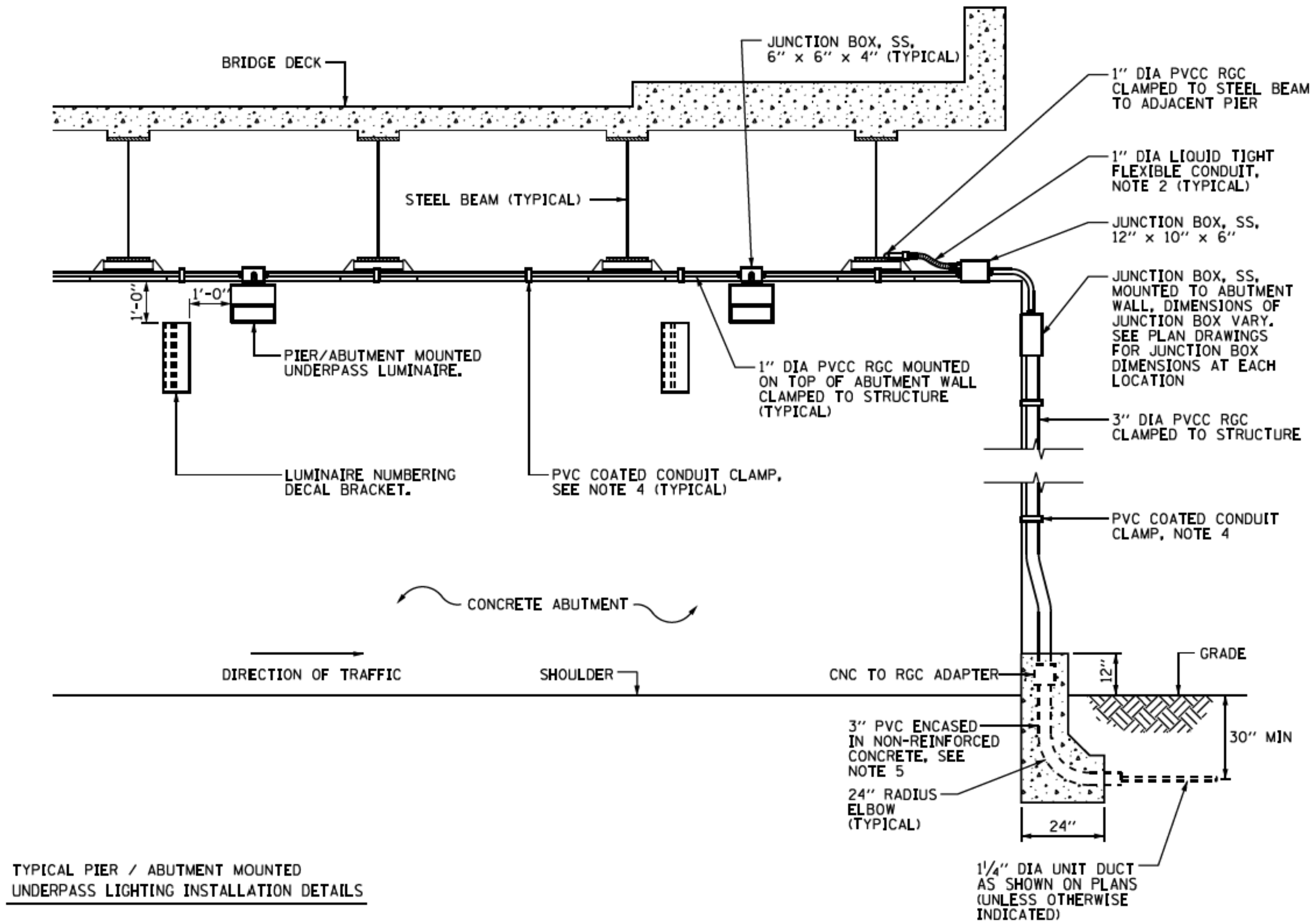
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUSPENDED MOUNT UNDERPASS
LUMINAIRE INSTALLATION DETAILS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	696	652
	BE-900	CONTRACT NO. 60X75		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

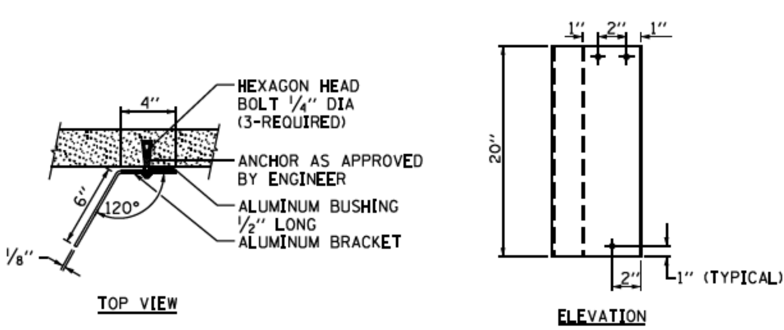




TYPICAL PIER / ABUTMENT MOUNTED UNDERPASS LIGHTING INSTALLATION DETAILS

NOTES:

1. LIQUID TIGHT FLEXIBLE METAL CONDUIT, MAXIMUM LENGTH 6'-0", TYPICAL FOR EACH INSTANCE AS SHOWN. PROVIDE PVC COATED RIGID GALVANIZED STEEL CONDUIT AS REQUIRED NOT TO EXCEED 6'-0" OF FLEXIBLE LIQUID TIGHT METAL CONDUIT. LIQUID TIGHT FLEXIBLE METAL CONDUIT WILL BE INCLUDED IN THE COST OF THE CONDUIT ATTACHED TO STRUCTURE, OF THE CORRESPONDING DIA., GALVANIZED STEEL, PVC COATED PAY ITEM EXCEPT THAT THE COST OF THE 3/4" DIA. RIGID STEEL CONDUIT AND 3/4" DIA. FLEXIBLE CONDUIT SHALL BE INCLUDED IN THE LUMINAIRE INSTALLATION.
2. UNDERPASS LUMINAIRE MOUNTED TO FACE OF PIER OR ABUTMENT WALL. MOUNTING HEIGHT OF 1" BELOW THE TOP OF PIER OR ABUTMENT WALL TYPICAL FOR ALL PIER/ABUTMENT MOUNTED UNDERPASS LUMINAIRES UNLESS OTHERWISE NOTED.
3. EXPANSION ANCHOR, POWDER ACTUATED FASTENERS WILL NOT BE ALLOWED. EXPANSION ANCHOR MUST BE SIZED IN ACCORDANCE WITH MANUFACTURERS REQUIREMENTS.
4. SECURE THE CONDUIT WITH PVC COATED CONDUIT CLAMPS OR CONDUIT BEAM CLAMPS AS SHOWN AT 5'-0" INTERVALS FOR LATERALS AND WITHIN 2'-0" MAXIMUM FROM ANY JUNCTION BOX, FLEXIBLE CONDUIT, OR CHANGE IN DIRECTION. ALL PVC COATED CONDUIT CLAMPS OR BEAM CLAMPS SHALL BE INCLUDED WITH THE COST OF THE "CONDUIT ATTACHED TO STRUCTURE, OF THE CORRESPONDING DIA., GALVANIZED STEEL, PVC COATED" PAY ITEM.
5. THE CONCRETE ENCASED CONDUIT TRANSITION SHALL BE INCLUDED IN THE COST OF THE GALVANIZED RIGID STEEL CONDUIT PAY ITEMS.
6. ALL CONDUIT ATTACHED TO STRUCTURE SHALL BE PVC COATED RIGID STEEL CONDUIT (PVCC RGC) TYPICAL.



LUMINAIRE NUMBERING DECAL BRACKET
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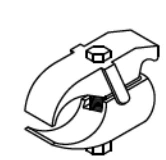

PVC COATED CONDUIT BEAM CLAMP
NOT TO SCALE

PVC COATED CONDUIT CLAMP
NOT TO SCALE

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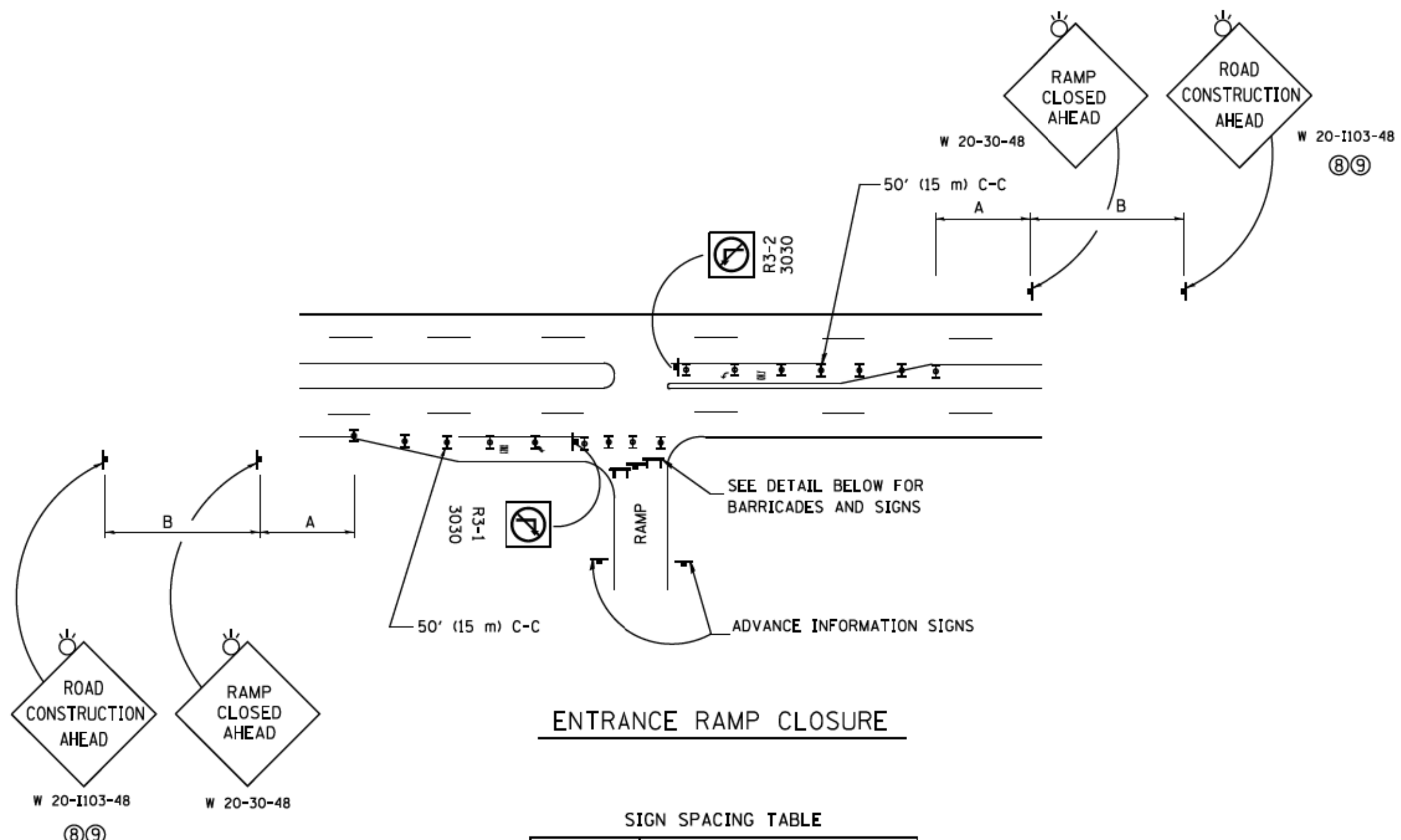
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER /ABUTMENT MOUNTED UNDERPASS LUMINARE INSTALLATION DETAILS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	696	653
BE-902		CONTRACT NO. 60X75		
		ILLINOIS FED. AID PROJECT		

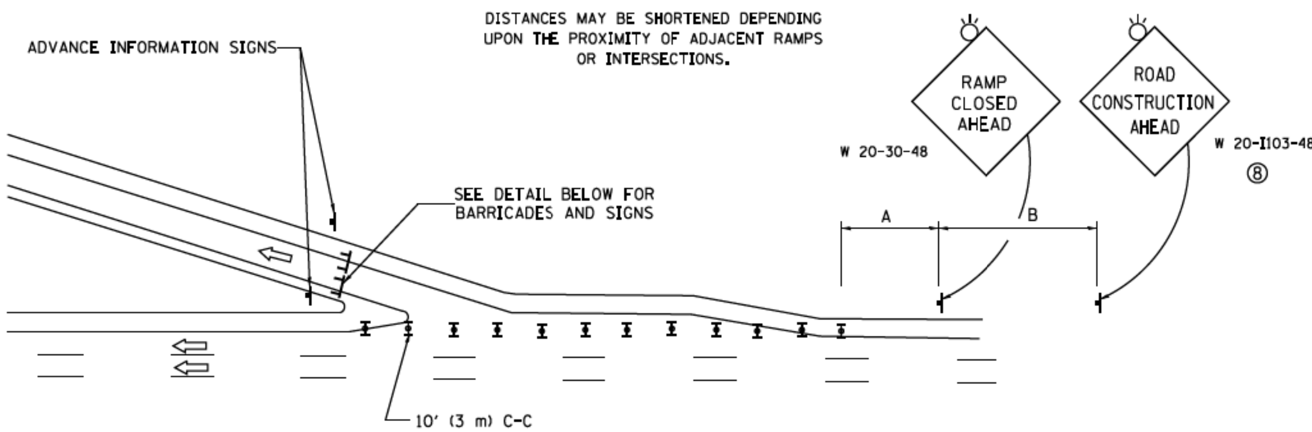


ENTRANCE RAMP CLOSURE

SIGN SPACING TABLE

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

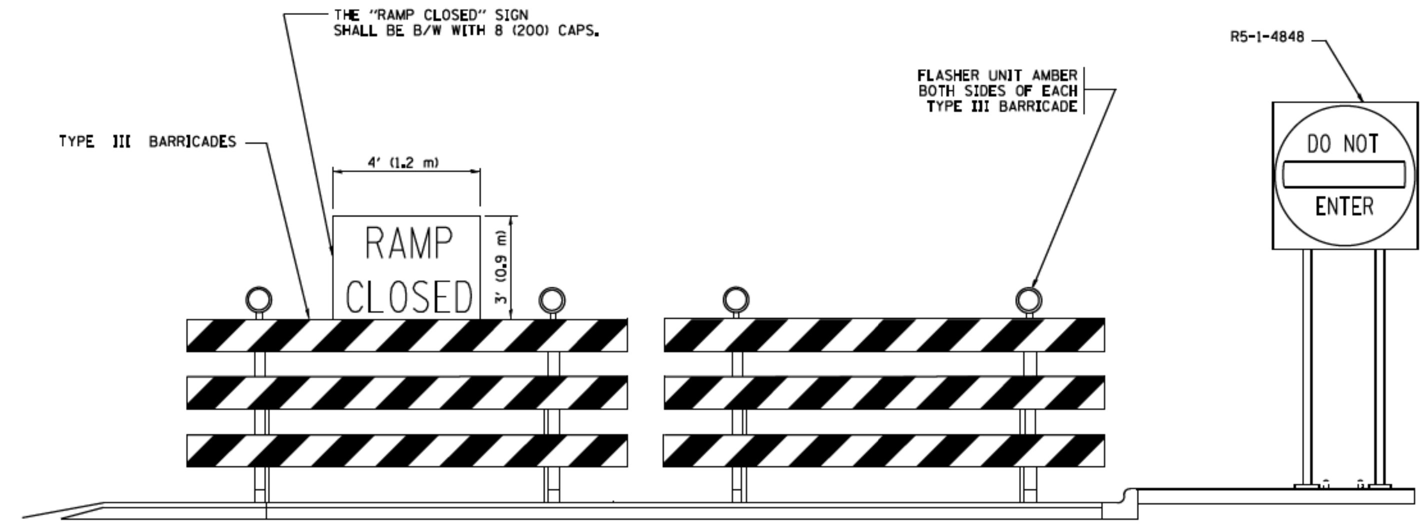
DISTANCES MAY BE SHORTENED DEPENDING UPON THE PROXIMITY OF ADJACENT RAMPS OR INTERSECTIONS.



EXIT RAMP CLOSURE

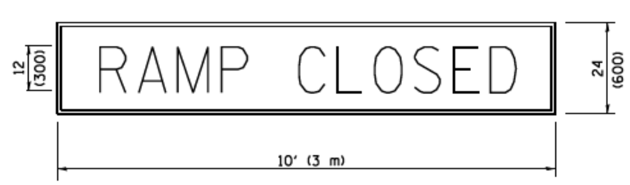
SYMBOLS

- TYPE II BARRICADE OR DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- TYPE III BARRICADE WITH 2 FLASHING LIGHTS



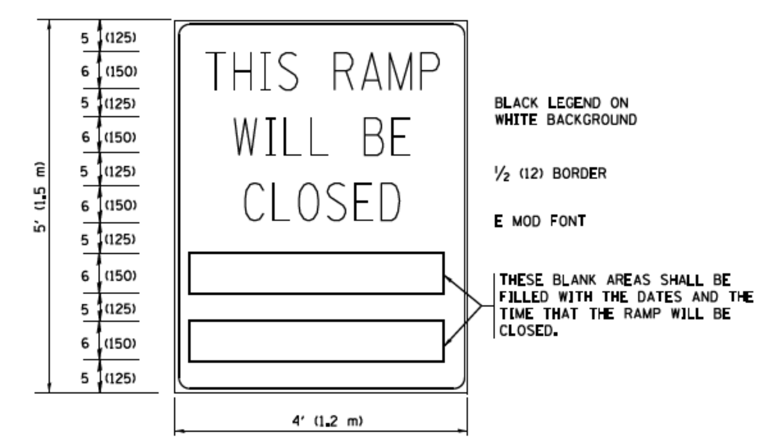
DETAIL FOR REQUIRED BARRICADES & SIGNS

RAMP CLOSURE ADVANCE WARNING SIGN



BLACK LEGEND ON ORANGE BACKGROUND MOUNTED DIAGONALLY
E MOD FONT
1 (25) BORDER
THESE SIGNS ARE REQUIRED ON ALL THE EXIT GUIDE SIGNS FOR EXIT RAMPS THAT WILL BE CLOSED FOR MORE THAN FOUR (4) CONSECUTIVE DAYS.

RAMP CLOSURE ADVANCE INFORMATION SIGN



BLACK LEGEND ON WHITE BACKGROUND
½ (12) BORDER
E MOD FONT
THESE BLANK AREAS SHALL BE FILLED WITH THE DATES AND THE TIME THAT THE RAMP WILL BE CLOSED.

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

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

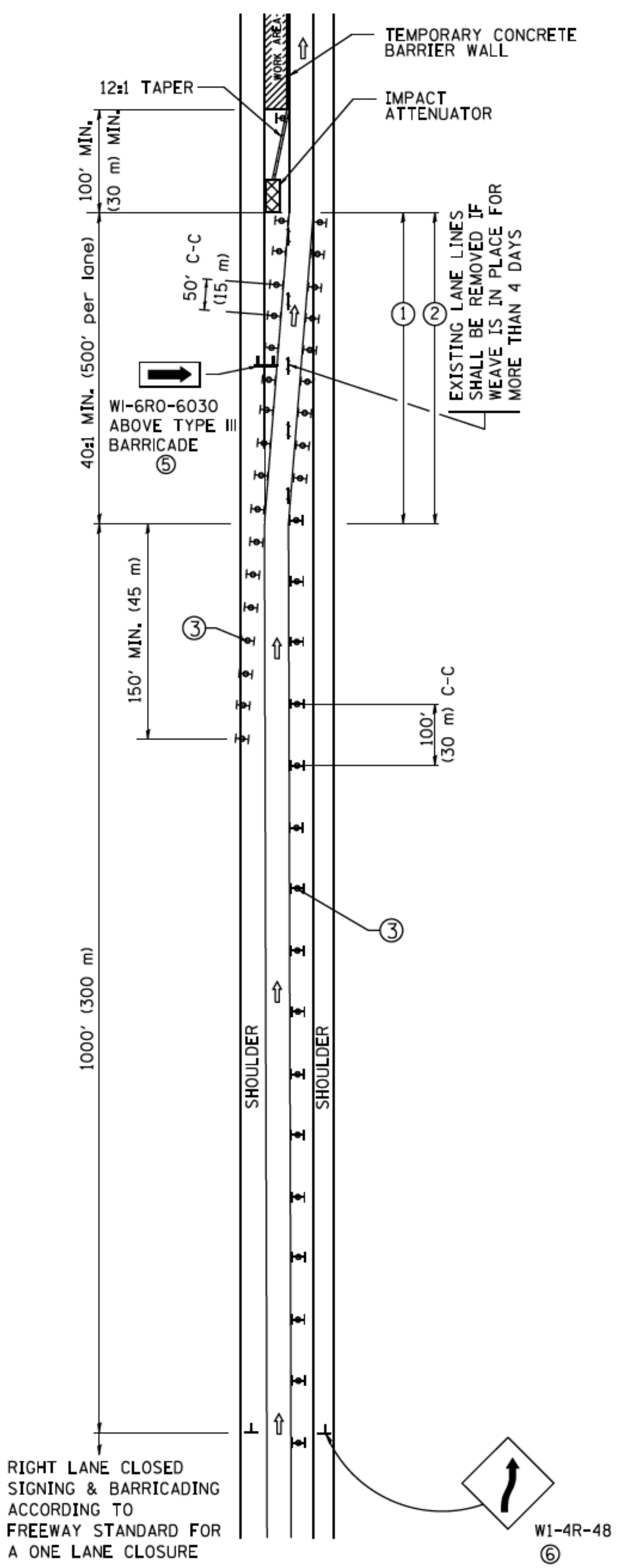
GENERAL NOTES:

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

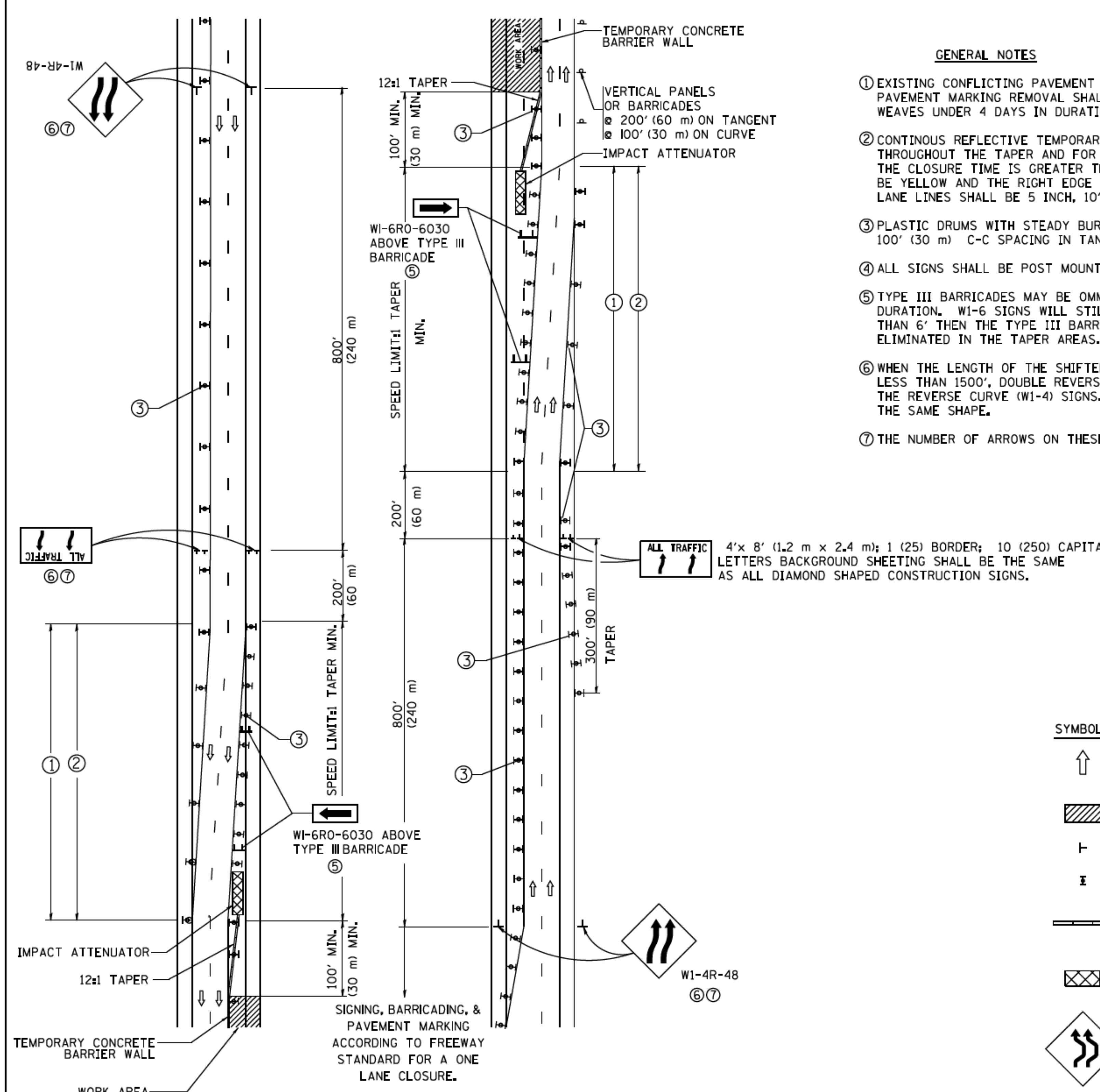
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME = c:\pw_work\pwidot\footemj\d0108315\tc08.dgn	USER NAME = footemj	DESIGNED - DWS	REVISED - JAF 02-06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ENTRANCE AND EXIT RAMP CLOSURE DETAILS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
		DRAWN -	REVISED - SPB 01-07			90/94/290	2015-080R&B	COOK	696 / 654
	PLOT SCALE = 50.000 ' / in.	CHECKED -	REVISED - SPB 12-09				TC-08	CONTRACT NO. 60X75	
	PLOT DATE = 7/8/2013	DATE - 02-83	REVISED - MD 06-13		SCALE: NONE / SHEET NO. 1 OF 1 SHEETS / STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	

SINGLE LANE WEAVE



MULTI-LANE WEAVE



GENERAL NOTES

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

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

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

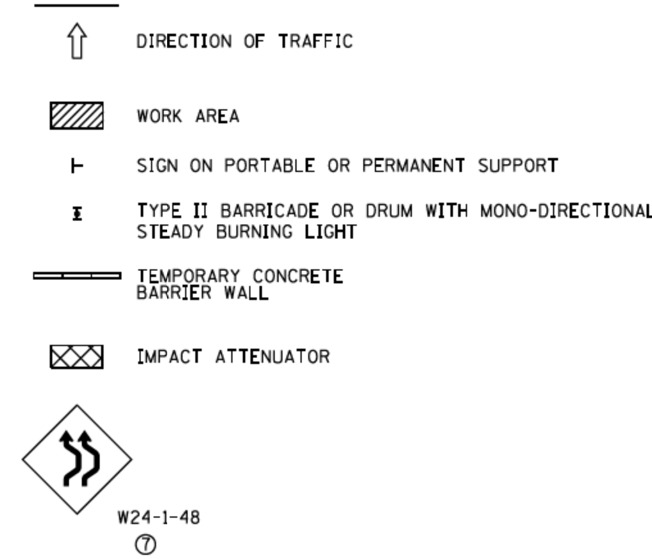
④ ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.

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

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

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

SYMBOLS



ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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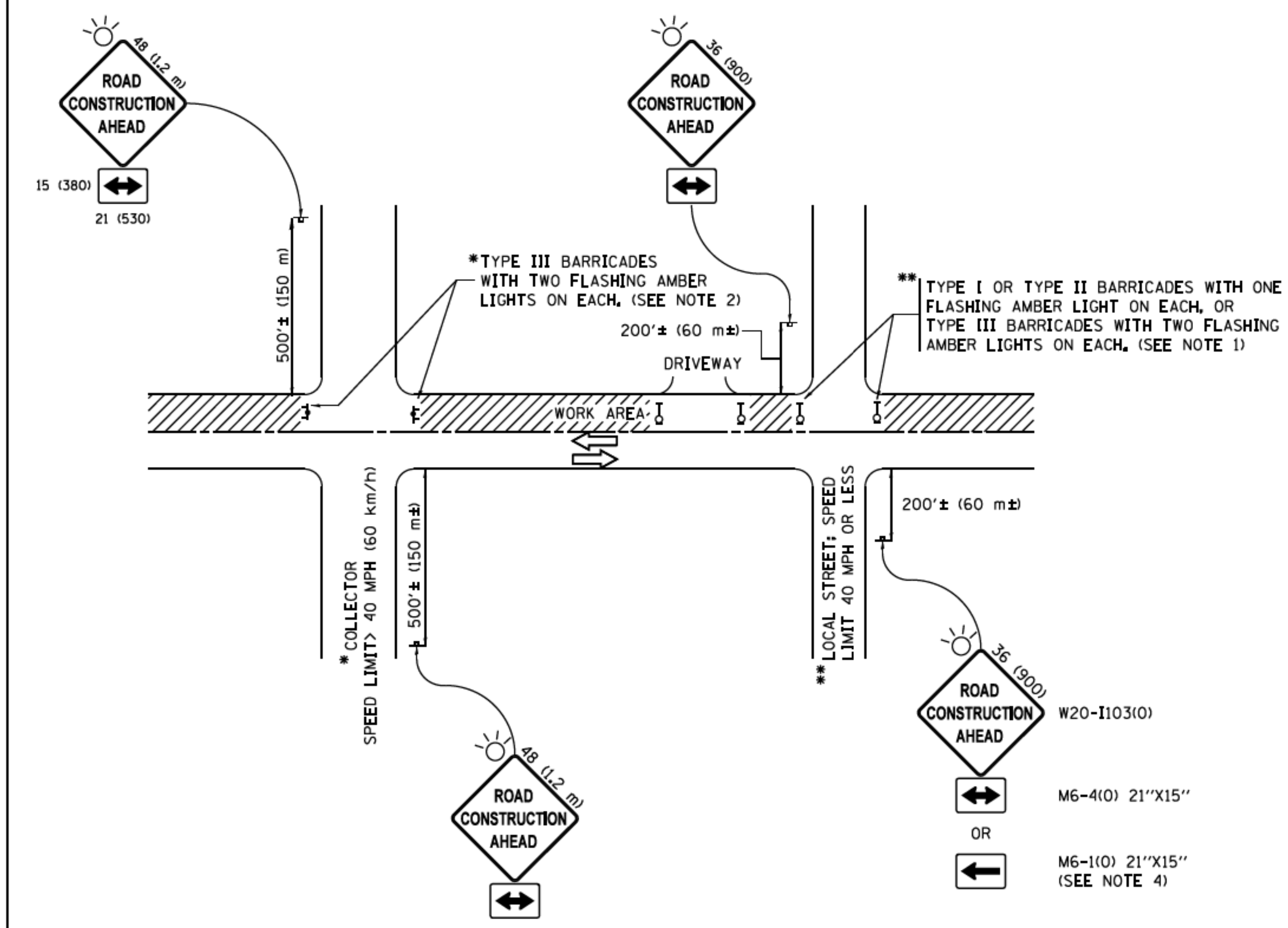
		DRAWN -	REVISED - SPB 01-07					CONTRACT NO. 60X75	
	PLOT SCALE = 50.000 ' / in.	CHECKED -	REVISED - SPB 12-09		SCALE: NONE / SHEET NO. 1 OF 1 SHEETS / STA. / TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	
	PLOT DATE = 7/1/2013	DATE - 02-87	REVISED - MD 06-13						



NOTES:

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.

2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.

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

4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.

6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.

7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

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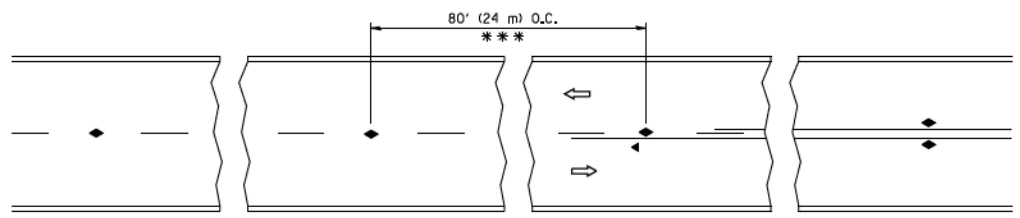
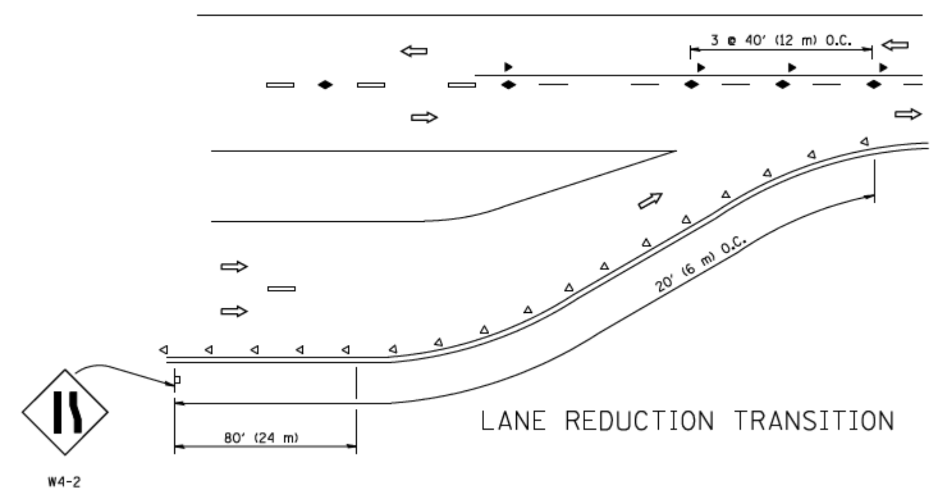
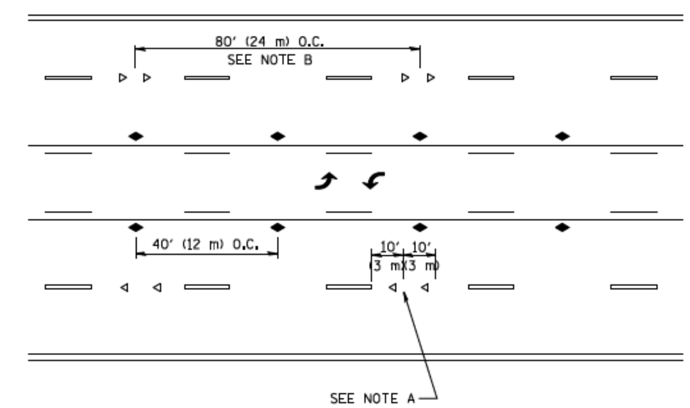
		DRAWN -	REVISED -T. RAMMACHER 01-06-00			TC-10 · CONTRACT NO. 60X75
	PLOT SCALE = 50.000 '/ in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13			ILLINOIS FED. AID PROJECT
Default	PLOT DATE = 9/15/2016	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16		SCALE: NONE · SHEET 1 OF 1 SHEETS · STA. · TO STA.	



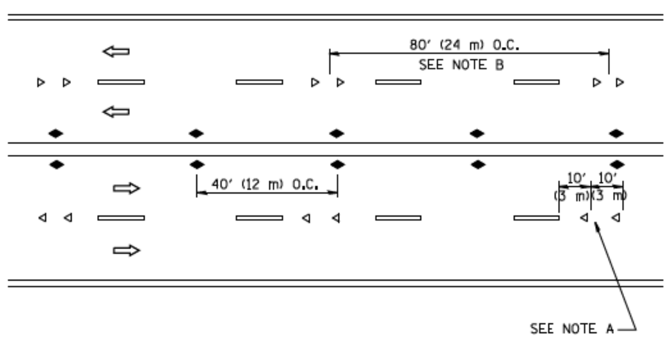
TWO-LANE/TWO-WAY



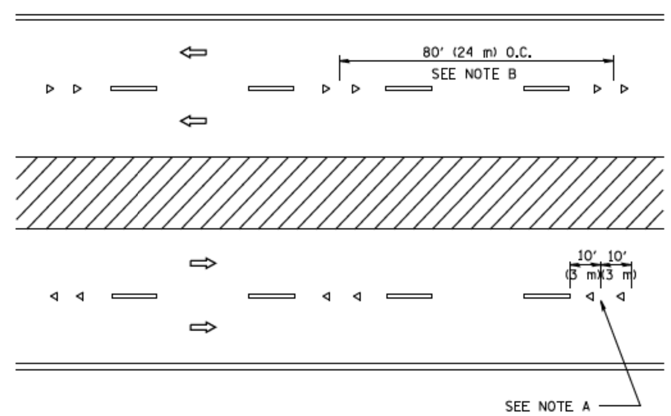
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

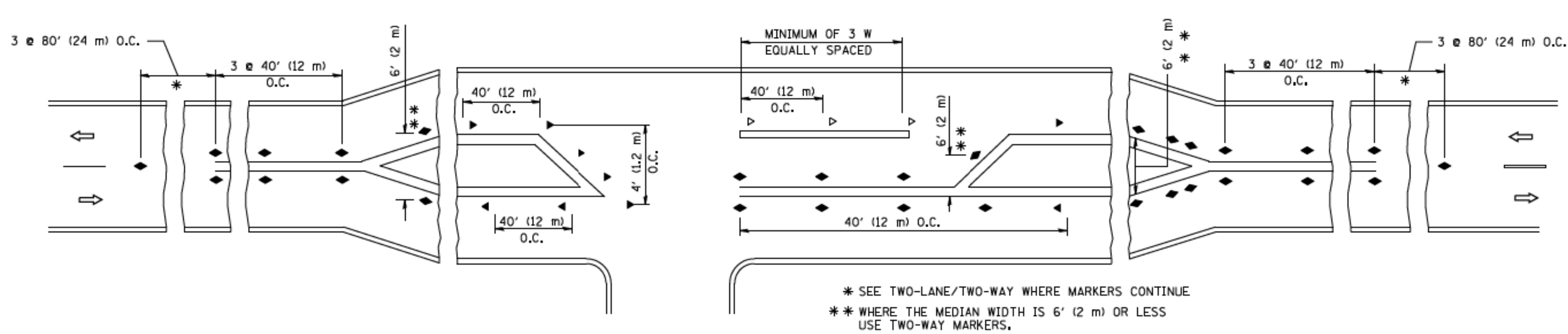
YELLOW STRIPE
WHITE STRIPE
ONE-WAY AMBER MARKER
ONE-WAY CRYSTAL MARKER (W/O)
TWO-WAY AMBER MARKER

LANE MARKER NOTES

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

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



LEFT TURN

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

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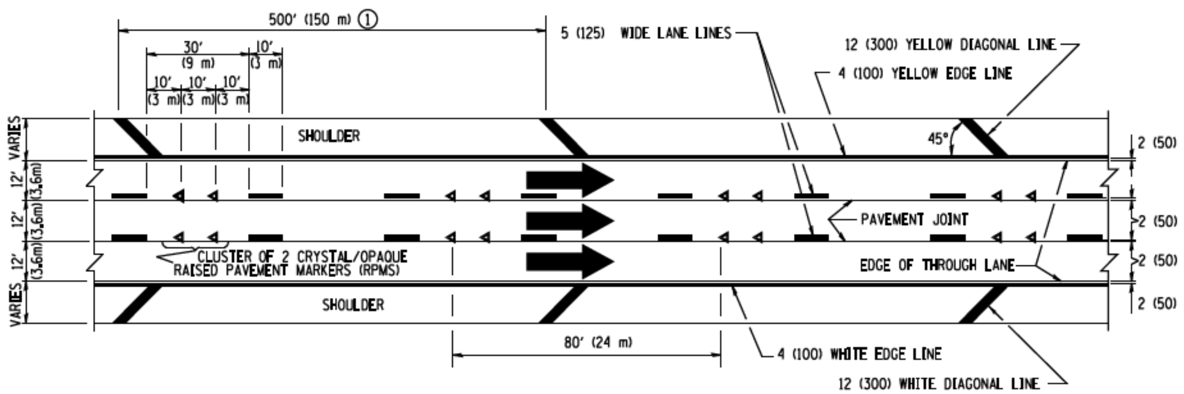
		DRAWN -	REVISED - T. RAMMACHER 03-12-99
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
	PLOT DATE = 3/2/2011	DATE -	REVISED - C. JUCIUS 09-09-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

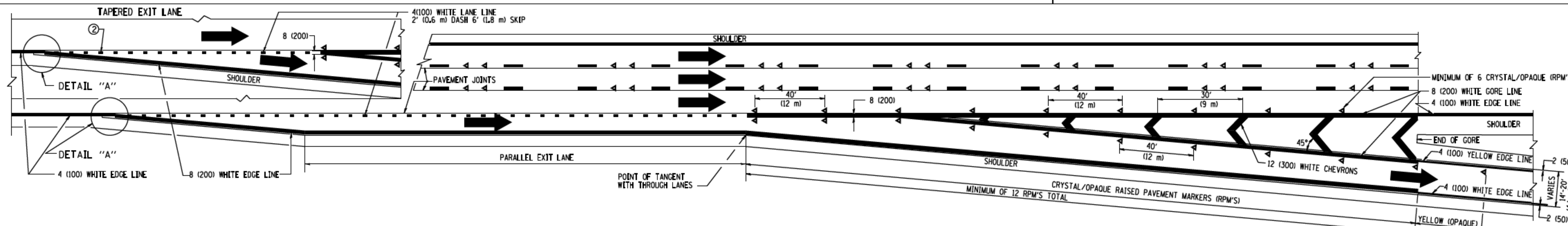
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	696	657
	TC-11	CONTRACT NO. 60X75		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



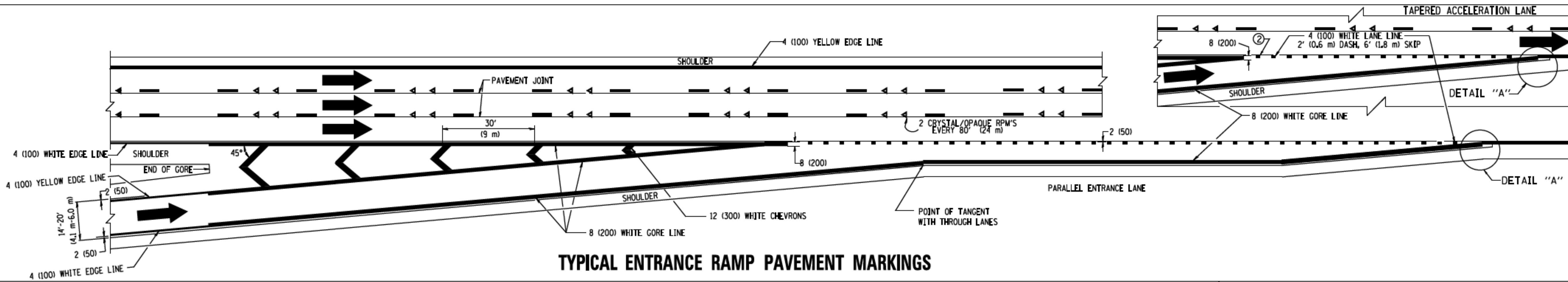
TYPICAL EDGE LINES & LANE LINES

PAVEMENT MARKING MATERIALS

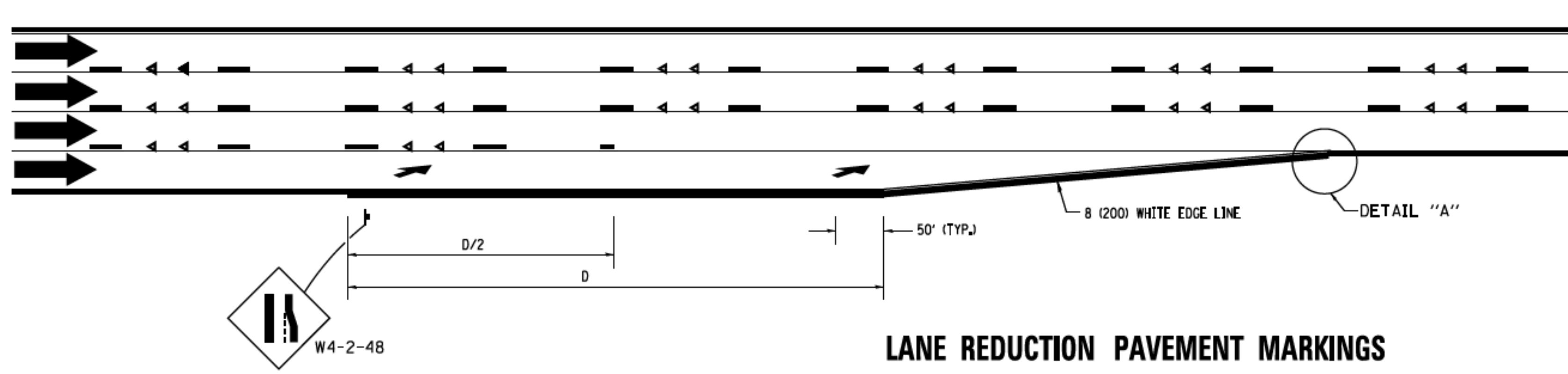
1. THERMO PLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR THE EDGE LINES, GORE LINES, AND DIAGONAL LINES ON BITUMINOUS PAVEMENT ONLY.
2. PREFORMED PLASTIC TYPE B PAVEMENT MARKING LINE; INLAID OR GROOVED IN SHALL BE USED FOR ALL LANE LINES ON HMA PAVEMENT PROJECTS.
3. POLYUREA PAVEMENT MARKING SHALL BE USED FOR ALL MARKINGS ON PCC PROJECTS.



TYPICAL EXIT RAMP PAVEMENT MARKINGS

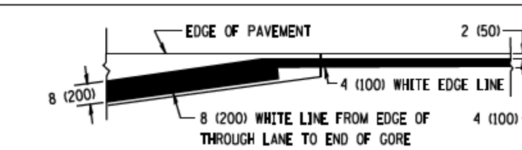


TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS



LANE REDUCTION PAVEMENT MARKINGS

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



DETAIL "A"

NOTES:

① THE DIAGONAL LINES SHALL BE SPACED AT 40' (12 m) C-C ACROSS ALL STRUCTURES WHICH ARE 500' (150 m) OR LESS IN LENGTH. THE DIAGONAL LINES ARE NOT REQUIRED ON SHOULDERS WHICH ARE 6' (1.8 m) OR LESS IN WIDTH.

② 4" (2' DASH, 6' SKIP) MARKING ON TAPERED ENTRANCE AND EXIT RAMP SHALL BE OMITTED ON TANGENT SECTIONS.

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	PLOT SCALE = 50.000 ' / in.	CHECKED -	REVISED - S.P.B. 01-10
	PLOT DATE = 7/8/2013	DATE - 01-90	REVISED - M.D. 05-13

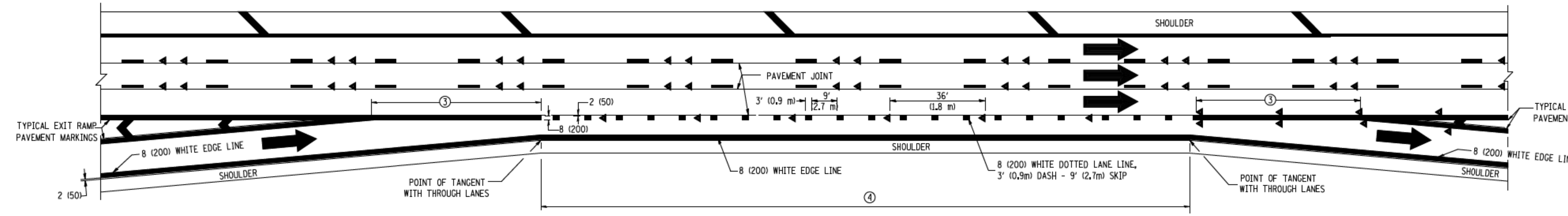
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MULTI-LANE FREEWAY
PAVEMENT MARKING DETAILS

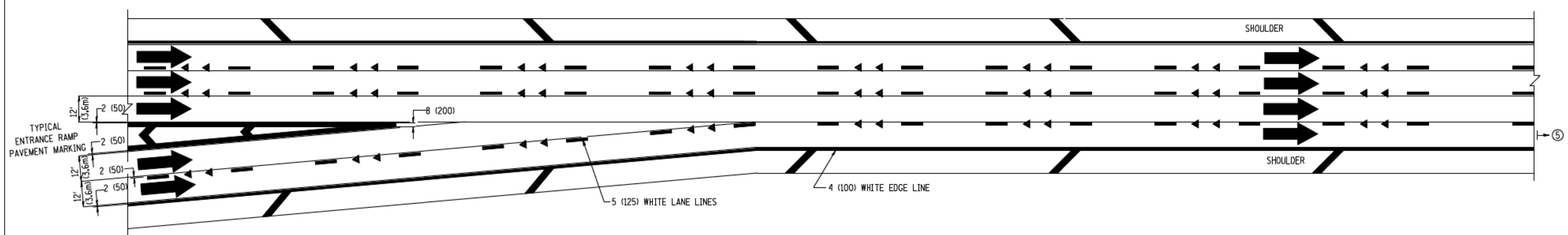
SCALE: NONE | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	696	658
	TC-12	CONTRACT NO. 60X75		

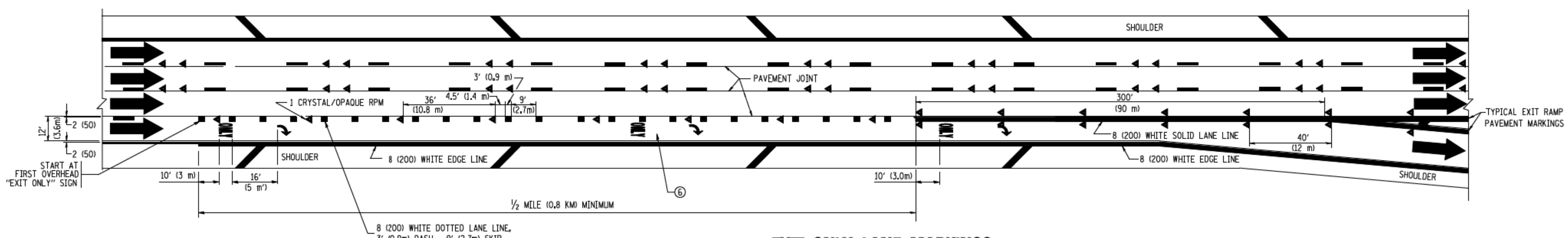
FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT



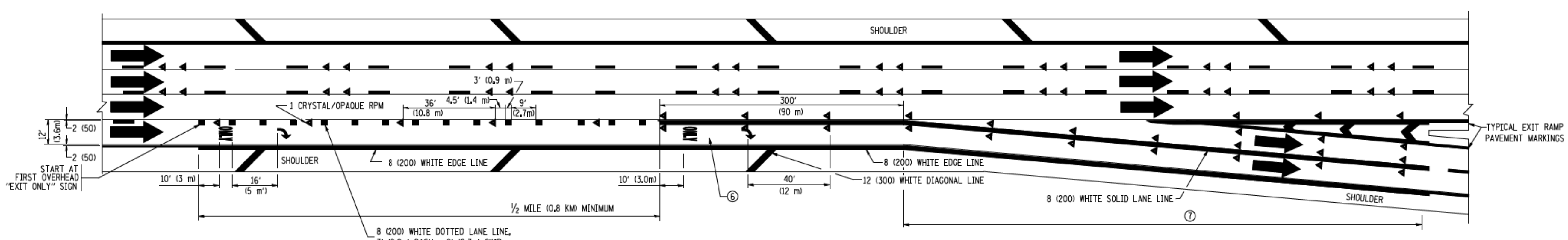
AUXILIARY LANE MARKINGS



TWO LANE ENTRANCE RAMP WITH MERGE MARKINGS



EXIT ONLY LANE MARKINGS



EXIT ONLY WITH OPTION LANE MARKINGS

NOTES

③ OMIT WHEN LENGTH OF AUXILIARY LANE IS LESS THAN 500' (150 m).

④ 8-INCH WIDE DOTTED LANE LINE MARKINGS SHALL BE USED WHEN THE LENGTH OF THE AUXILIARY LANE IS 2 MILES OR LESS.

⑤ FOR TWO-LANE ENTRANCE RAMP, IF RIGHT LANE ENDS, USE TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS.

⑥ ONLY AND ARROWS EQUALLY SPACED, 500' (150 m) MAXIMUM SPACING. FULL SIZE LETTERS AND ARROW SHALL BE USED.

⑦ CONTINUE 8" SOLID LANE LINE THROUGH EXIT TO END OF PAVED GORE.

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		DRAWN -	REVISED - J.A.F. 02-06		
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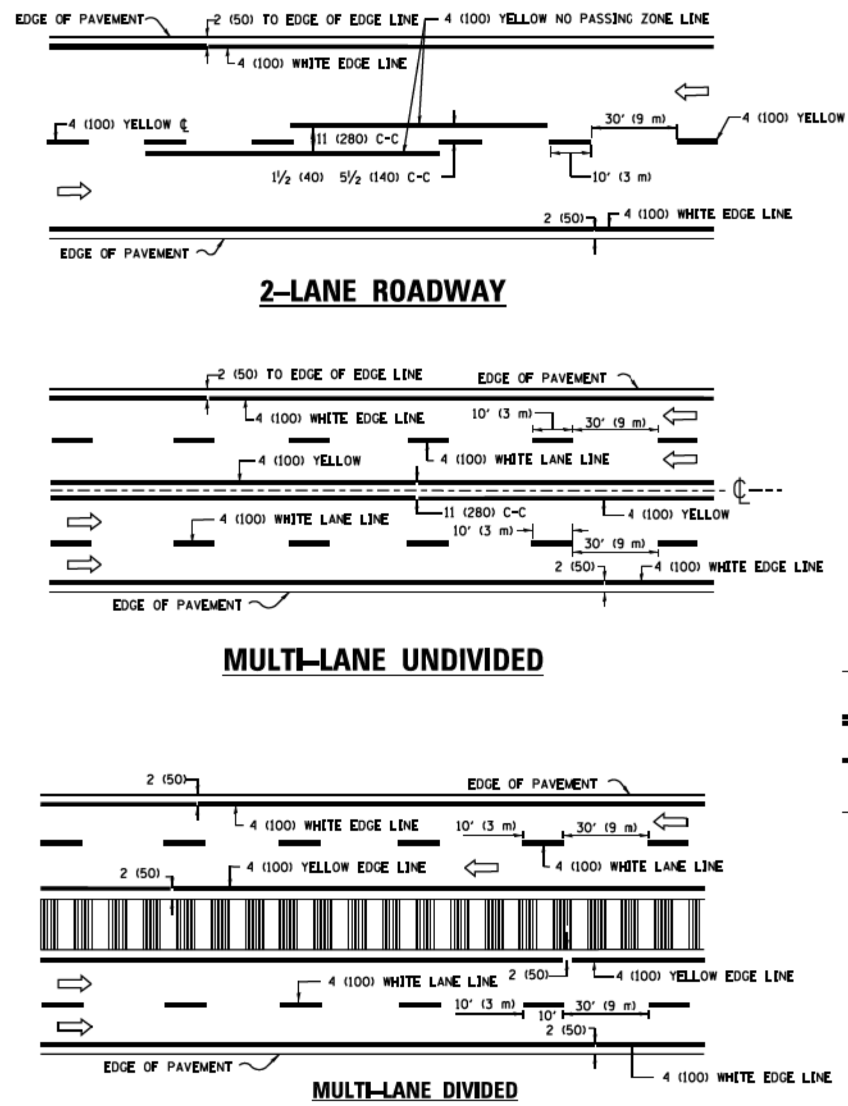
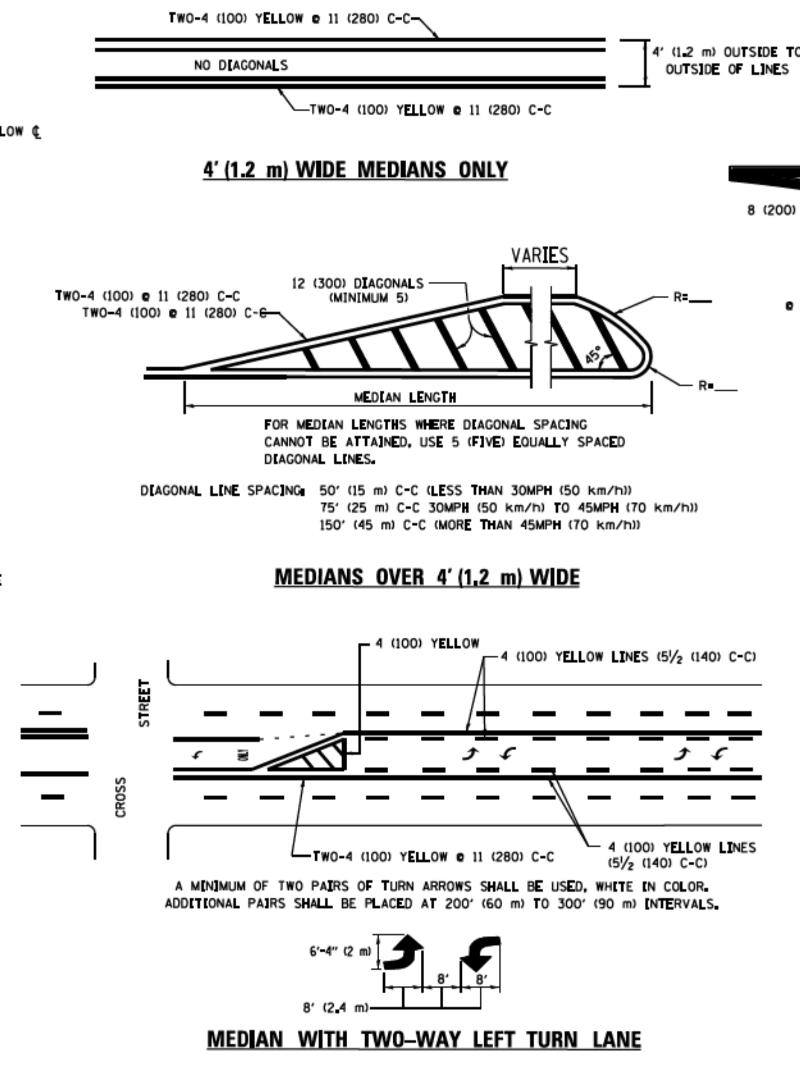
	PLOT DATE = 1/22/2010	DATE - 01-90	REVISED - S.P.B. 01-10		SCALE: NONE · SHEET NO. 2 OF 2 SHEETS · STA. · TO STA.

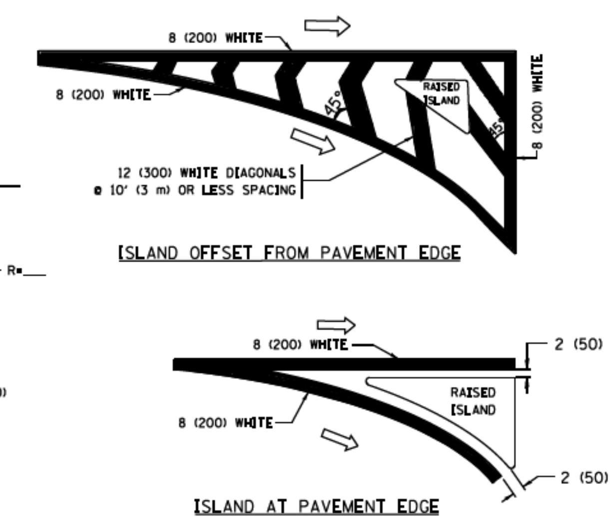
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	696	659
TC-12		CONTRACT NO. 60X75		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



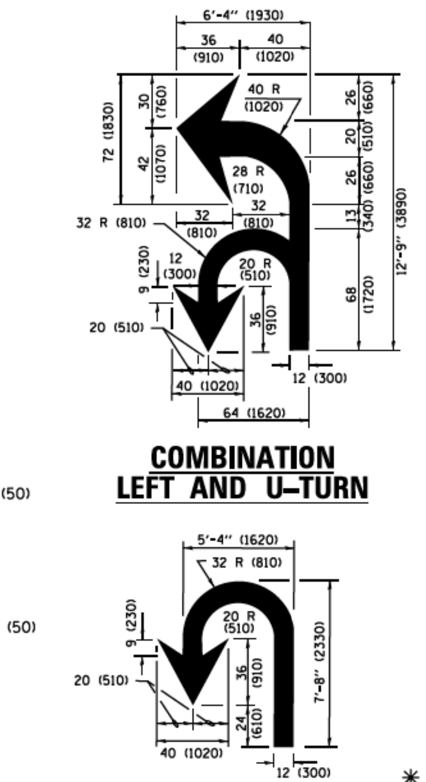
TYPICAL LANE AND EDGE LINE MARKING

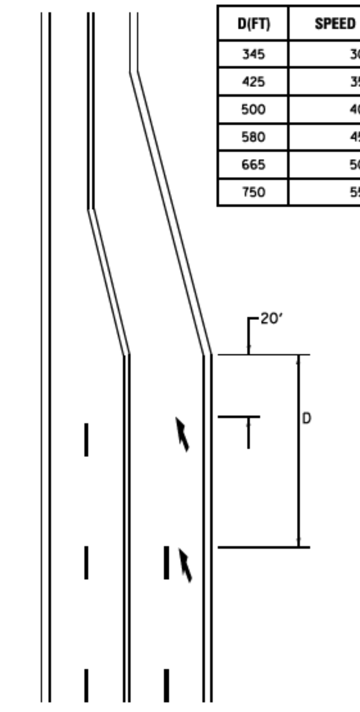


TYPICAL PAINTED MEDIAN MARKING



TYPICAL ISLAND MARKING

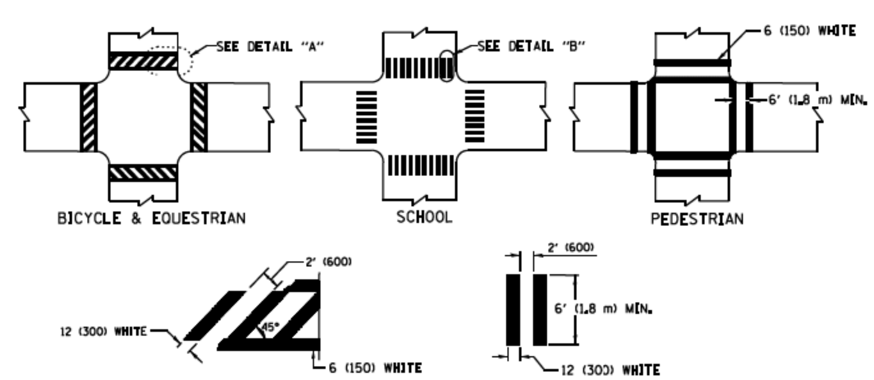




D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

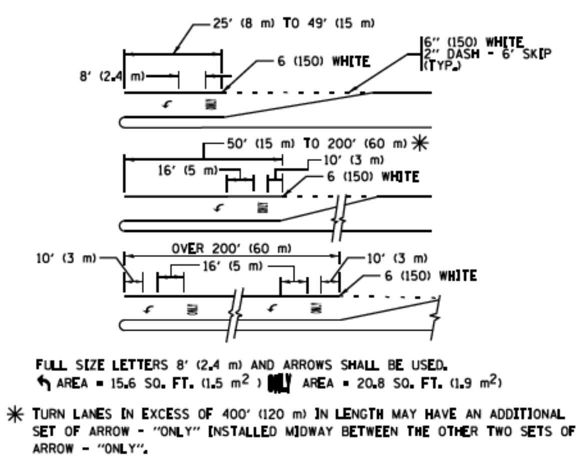
LANE REDUCTION TRANSITION

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



TYPICAL CROSSWALK MARKING

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



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m^2) AREA = 20.8 SQ. FT. (1.9 m^2)

✳ 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

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

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

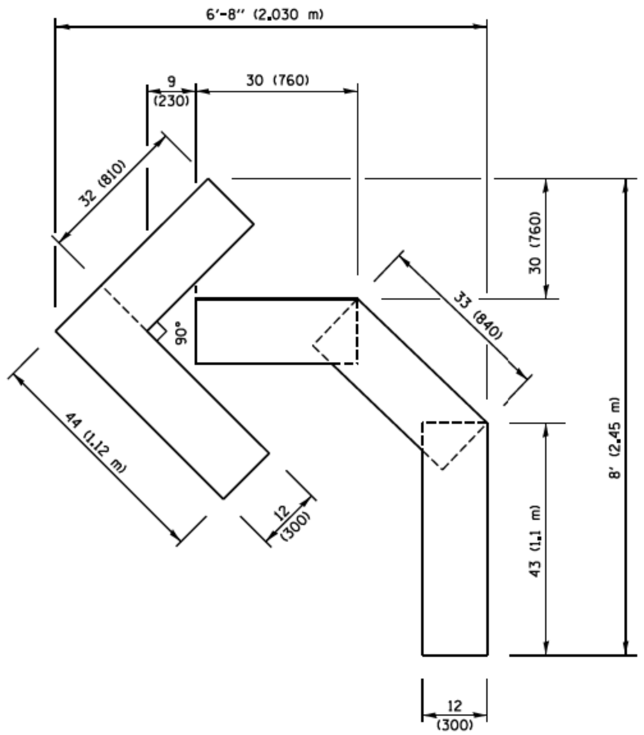
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = footemj	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist...		DRAWN ...\CADData\CADsheets\tc13.dgn	REVISED - C. JUCIUS 07-01-13	
	PLOT SCALE = 50.000 ' / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15	
Default	PLOT DATE = 4/13/2016	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16	

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

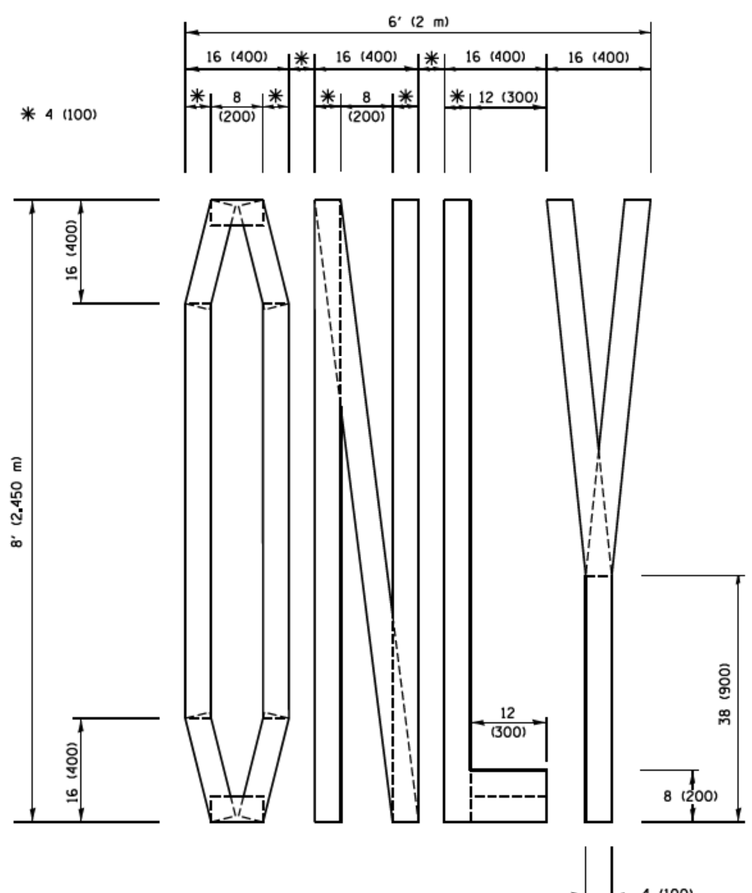
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	696	660
TC–13		CONTRACT NO. 60X75		
ILLINOIS FED. AID PROJECT				



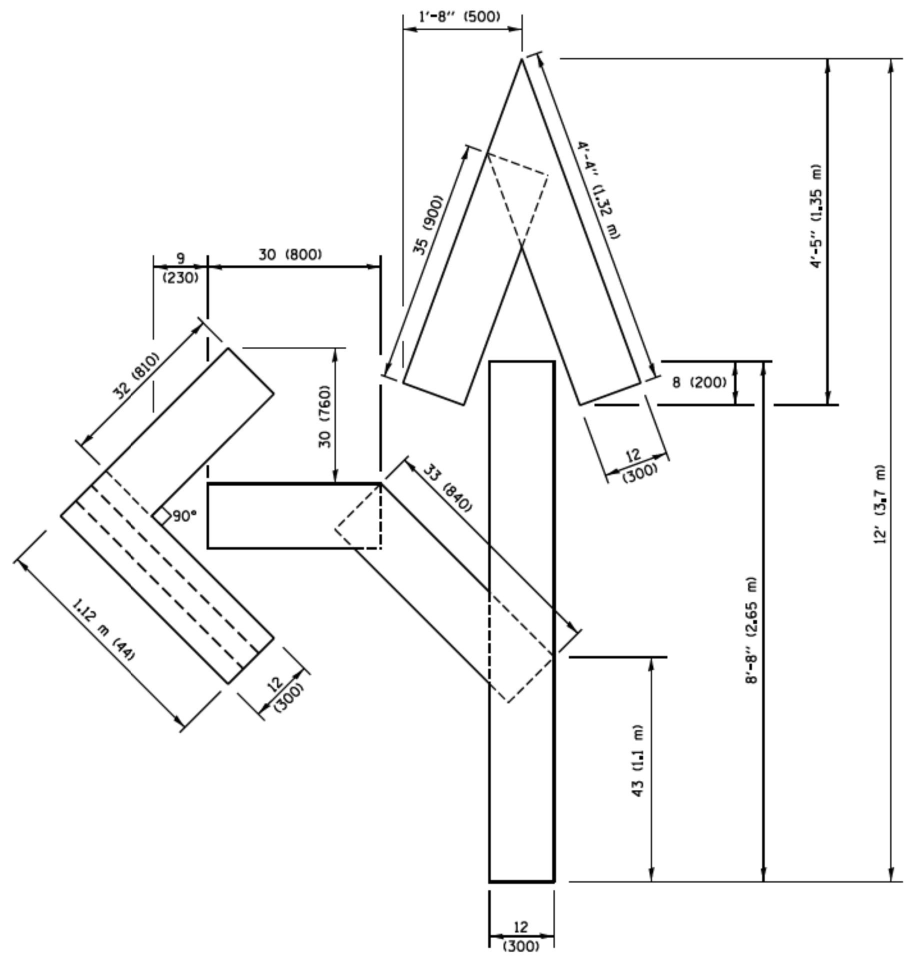
QUANTITY

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



QUANTITY

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

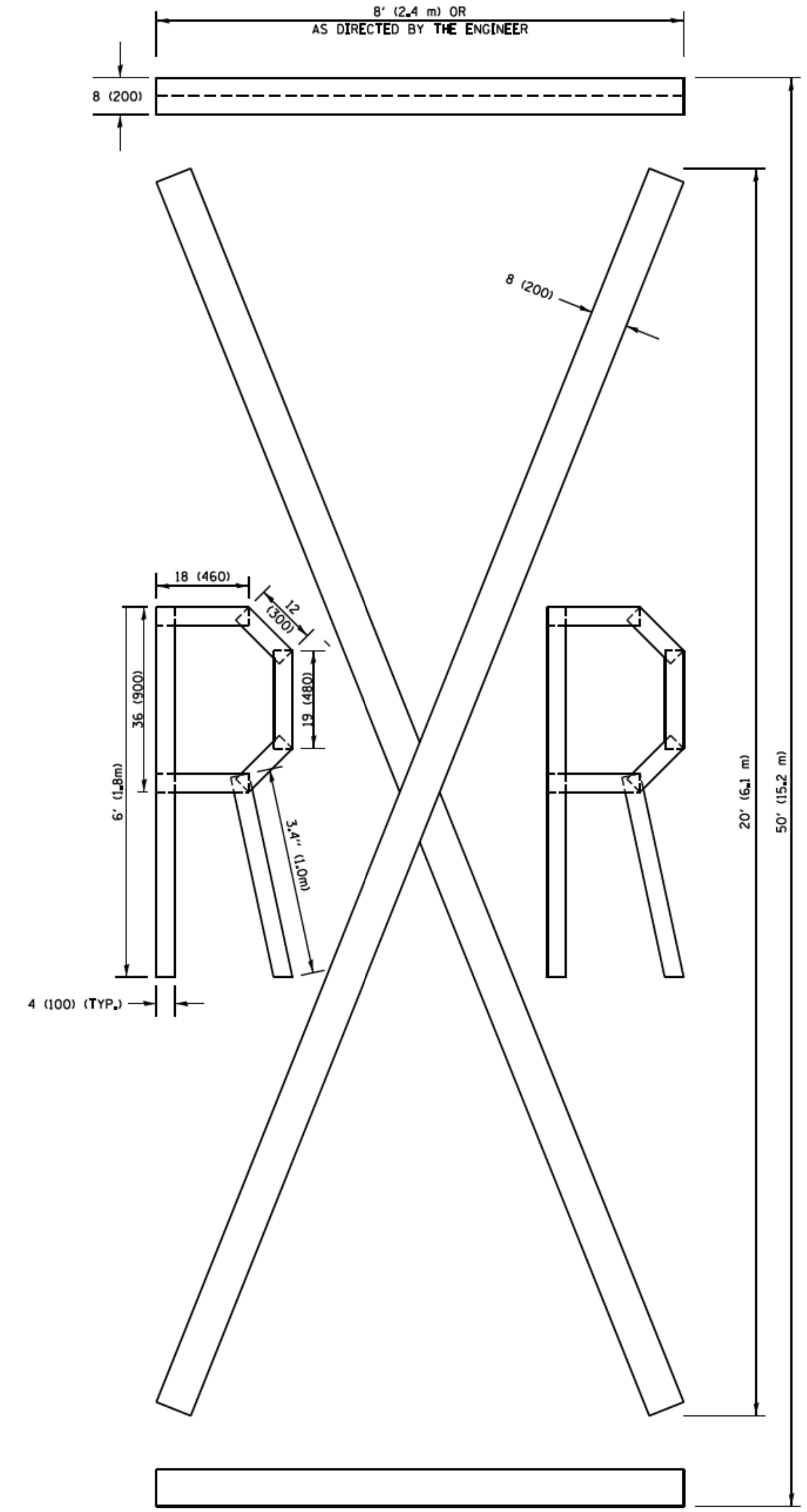


QUANTITY

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

NOTE:

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



QUANTITY

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

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

FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist1-ED2MM\CADData\CADsheets\tc16.dgn	USER NAME = footemj	DESIGNED -	REVISED -T. RAMMACHER 03-02-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	PLOT SCALE = 50.0000 ' / in.	DRAWN -	REVISED -E. GOMEZ 08-28-00	
		CHECKED -	REVISED -E. GOMEZ 08-28-00	
	PLOT DATE = 9/15/2016	DATE - 09-18-94	REVISED -A. SCHUETZE 09-15-16	

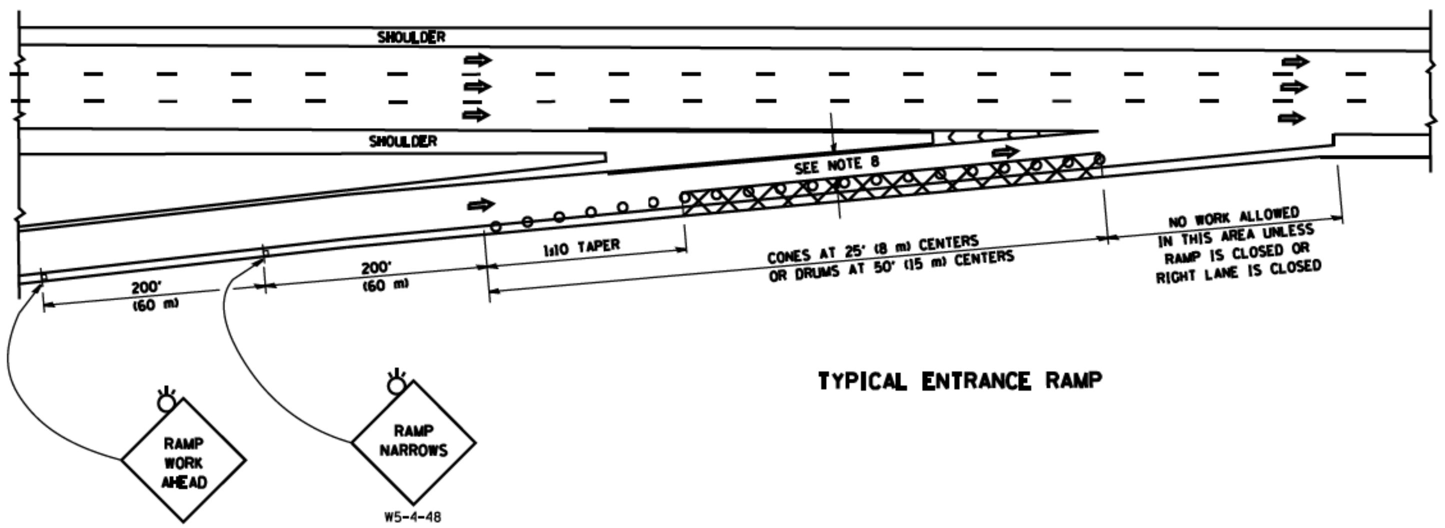
SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

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

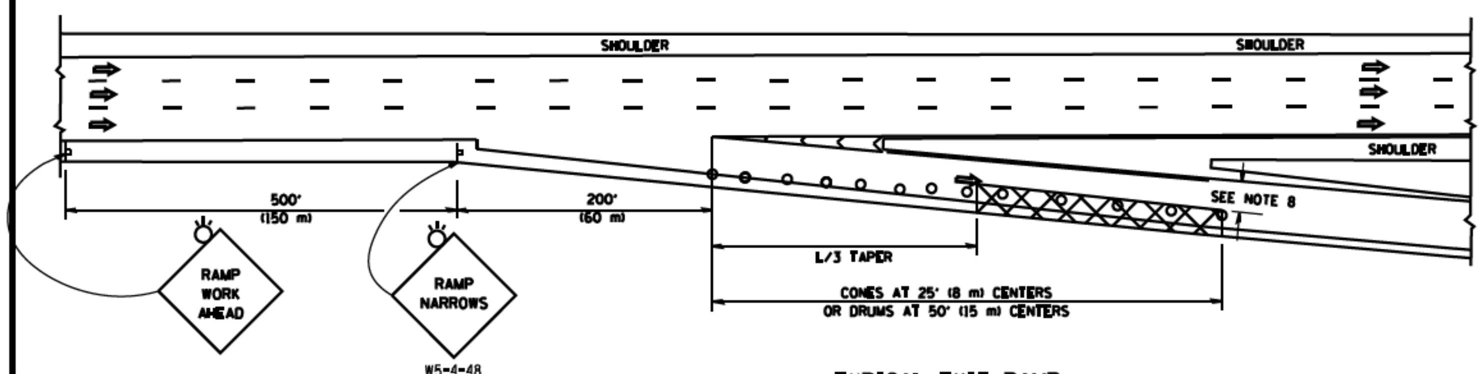
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	696	661
	TC-16	CONTRACT NO. 60X75		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT

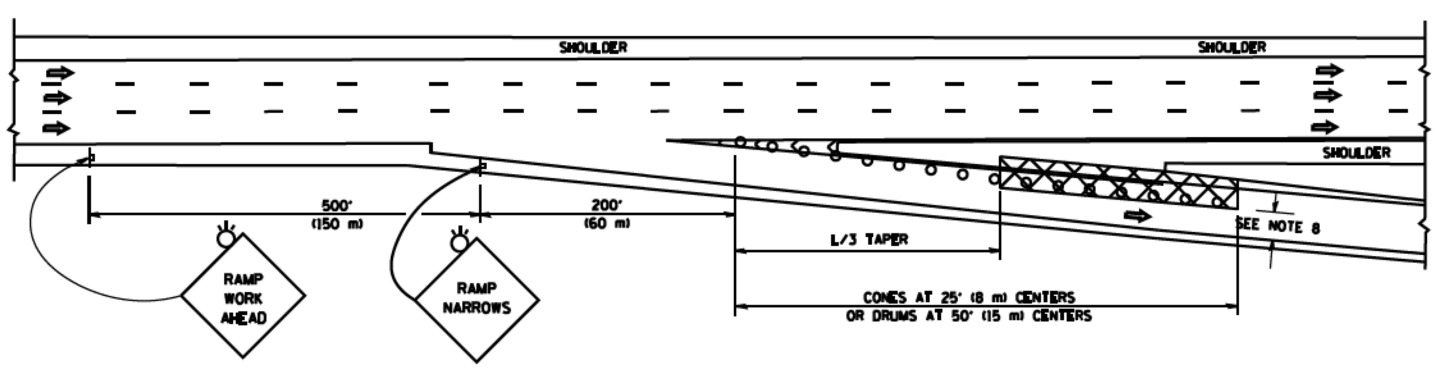
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP

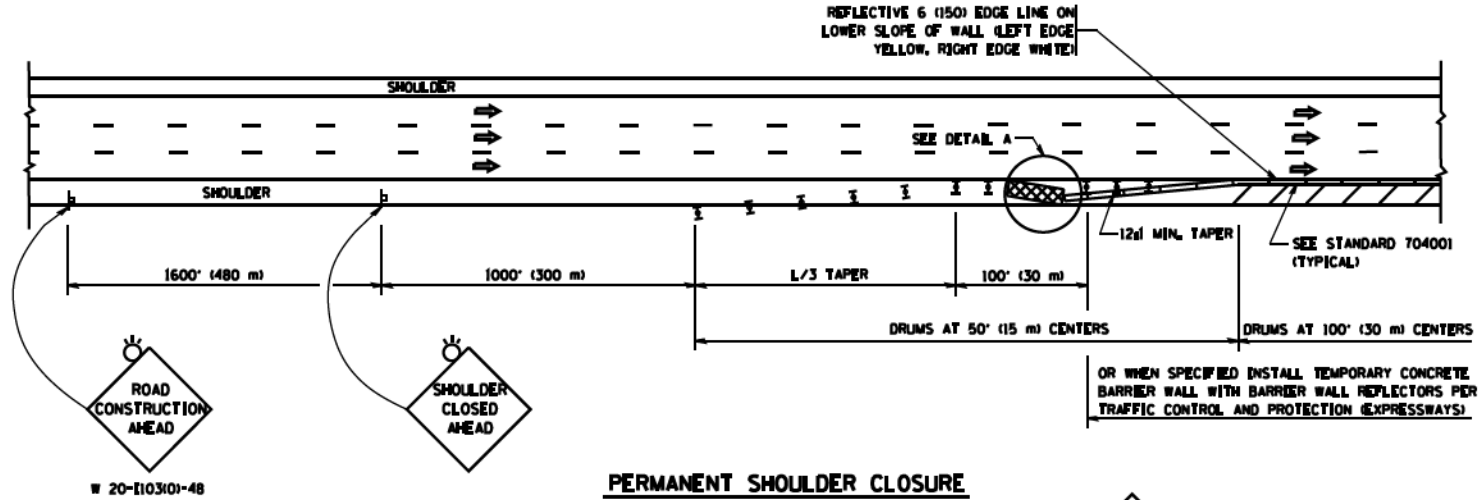


TYPICAL EXIT RAMP

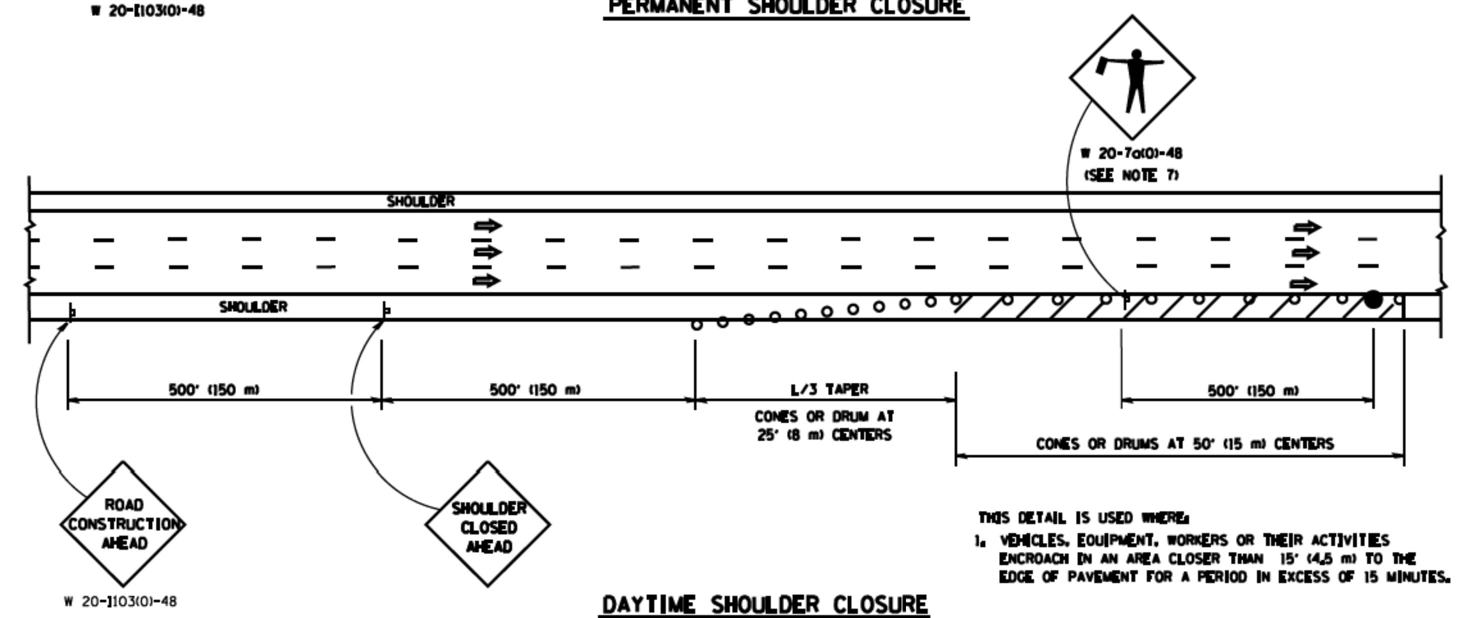


TYPICAL EXIT RAMP

SHOULDER CLOSURE DETAILS

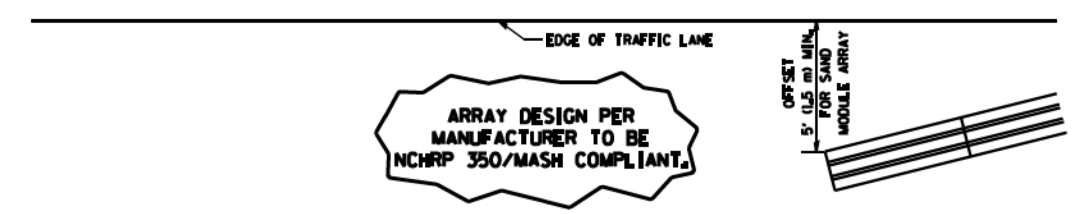


PERMANENT SHOULDER CLOSURE



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

DAYTIME SHOULDER CLOSURE



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

SYMBOLS

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

GENERAL NOTES

1. THE "L" DISTANCE EQUALS:

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

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

2. PLASTIC DRUMS WITH HIGH PERFORMANCE REFLECTIVE SHEETING AND STEADY BURNING LIGHTS ARE REQUIRED FOR ALL NIGHTIME CLOSURES.

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

4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.

5. THE IMPACT ATTENTUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE NARROW USE TYPE DEVICE TO MEET NCHRP350/MASH.

6. AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.

7. THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
   a. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
   b. THE WORK AVTIVITY REQUIRES FREQUENT ENCROACHMENT INTO THE LANE OPEN TO TRAFFIC.

   THE FLAGGER SHALL BE STATIONED APPROXIMATELY 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.

8. 12' MIN. WIDTH TANGENT SECTION
   16' MIN. WIDTH CURVE SECTION.

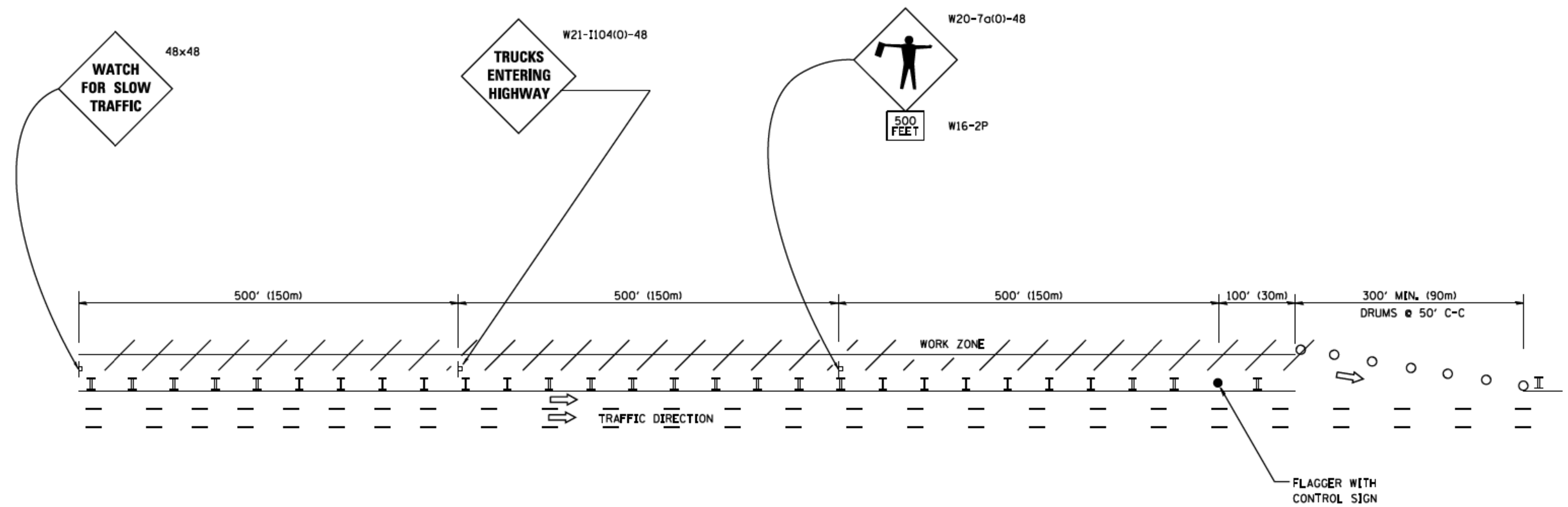
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME = c:\pw_work\pwidot\leysa\d0108315\tc17.dgn	USER NAME = leysa	DESIGNED -	REVISED - J.A.F. 12-06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN - D.W.S.	REVISED - S.P.B. 01-07	
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - S.P.B. 12-09	
	PLOT DATE = 4/17/2014	DATE - 11-96	REVISED - M.D. 06-13	

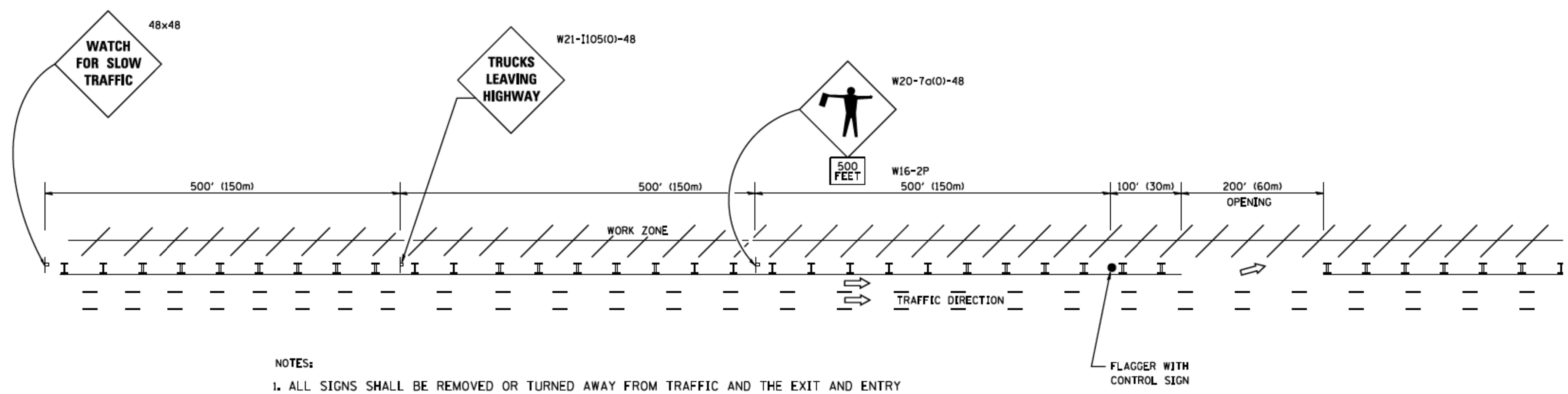
TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	90/94/290	2015-080R&B	COOK	696	662
		TC-17	CONTRACT NO. 60X75		
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

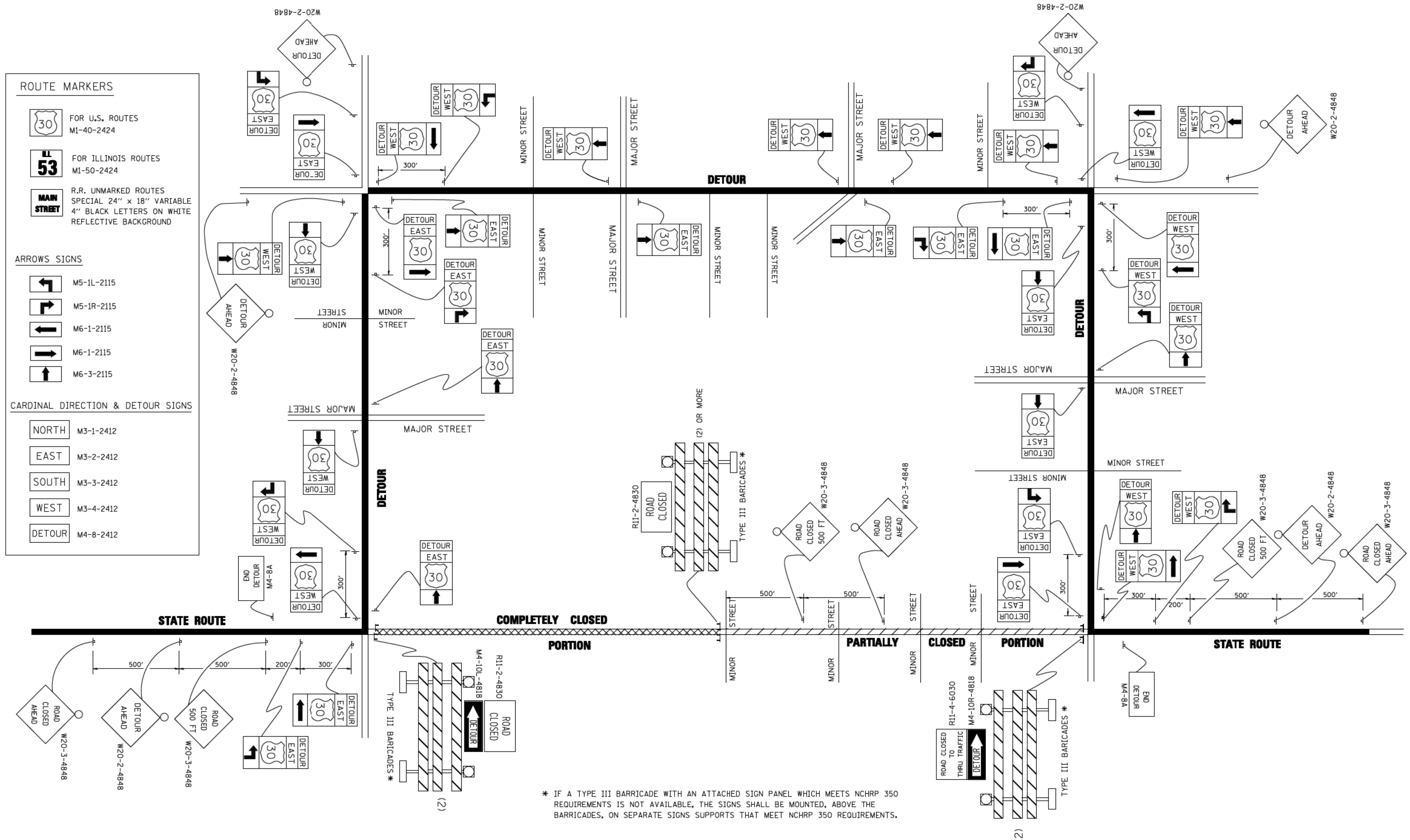
FILE NAME = c:\pw_work\pwidot\footemj\d0108315\tc18.dgn	USER NAME = footemj	DESIGNED -	REVISED - J.A.F. 02-06
		DRAWN -	REVISED - S.P.B. 01-07
	PLOT SCALE = 50.000 ' / in.	CHECKED -	REVISED - S.P.B. 12-09
	PLOT DATE = 7/8/2013	DATE -	REVISED - M.D. 06-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	696	663
	TC-18	CONTRACT NO. 60X75		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

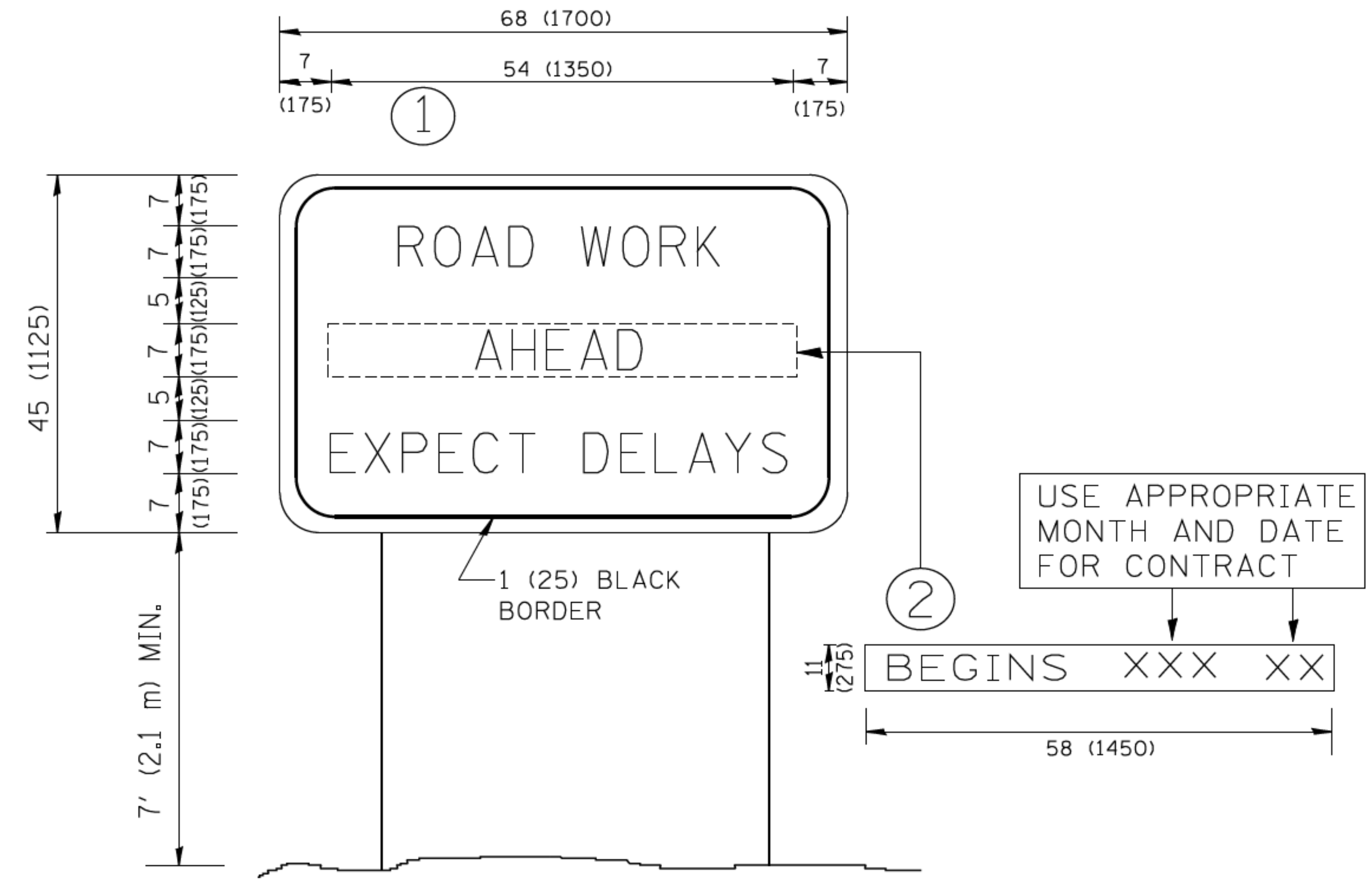
FILE NAME = c:\pw_work\PWIDOT\DRIVAKOSGN\d0108315\tc21.dgn	USER NAME = drivakosgn	DESIGNED -	REVISED - 10-18-02
		DRAWN -	REVISED - R. BORO 09-14-09
	PLOT SCALE = 49.9999 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/14/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR SIGNING
FOR CLOSING STATE HIGHWAYS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	696	664
	TC-21	CONTRACT NO. 60X75		
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.

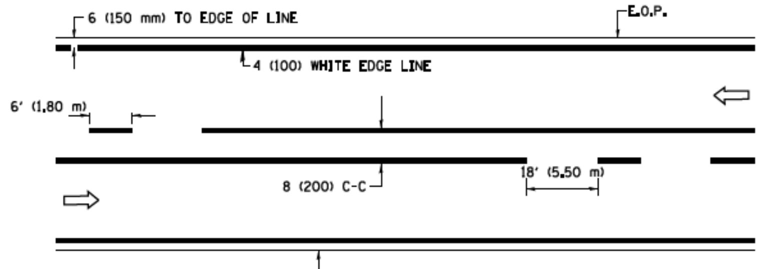
FILE NAME = W:\diststd\22x34\tc22.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

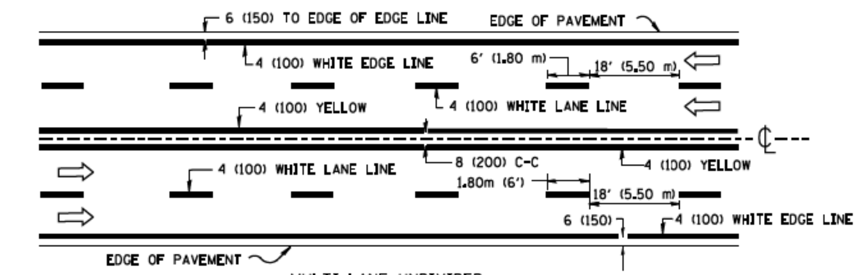
ARTERIAL ROAD INFORMATION SIGN

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

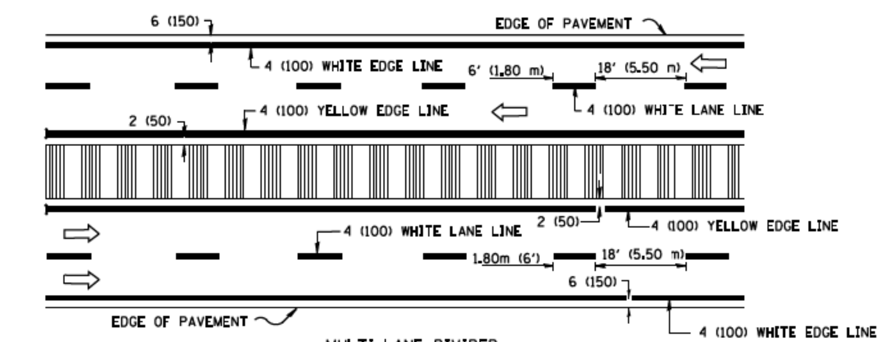
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	696	665
TC-22		CONTRACT NO. 60X75		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



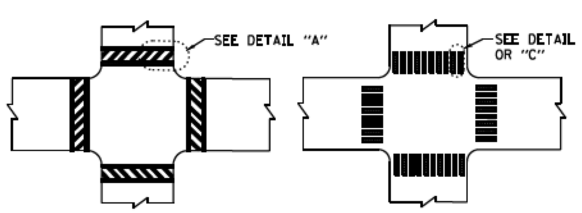
MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

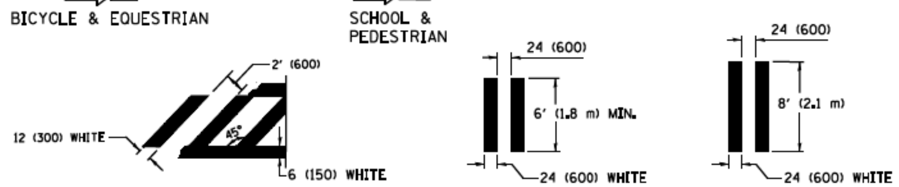
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING



BICYCLE & EQUESTRIAN

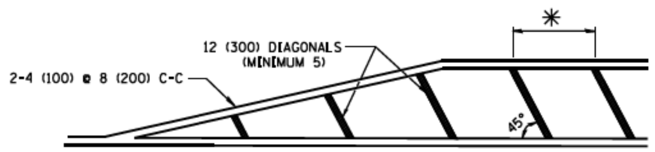
SCHOOL & PEDESTRIAN



DETAIL "A" DETAIL "B" DETAIL "C"

CENTRAL DOWNTOWN BUSINESS DISTRICT

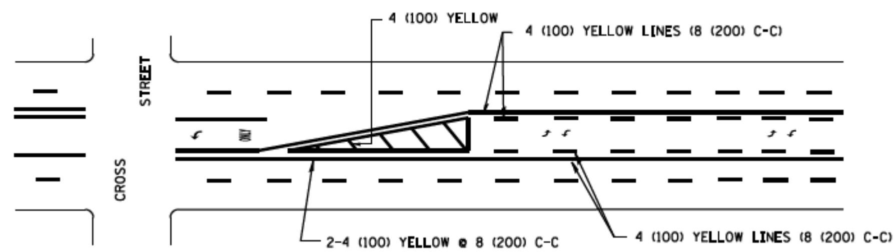
TYPICAL CROSSWALK MARKING



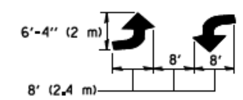
✱ FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

✱ DIAGONAL LINE SPACING: 20' (6.1 m) C-C

PAINTED MEDIANS

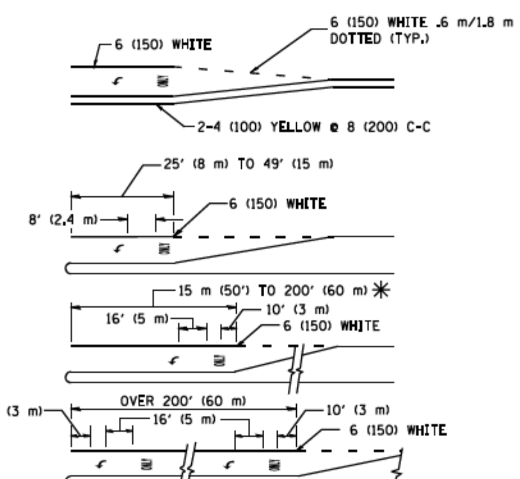


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

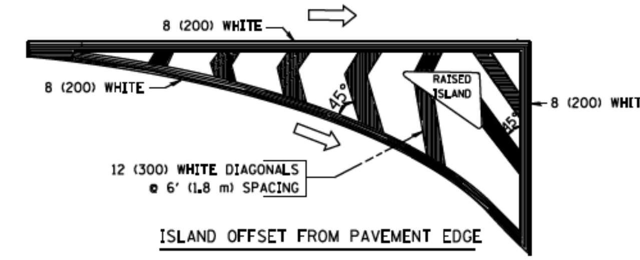


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.8 SQ. FT. (1.47 m^2) ONLY AREA = 22.9 SQ. FT. (2.13 m^2)

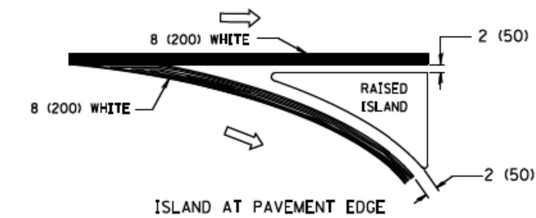
✱ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

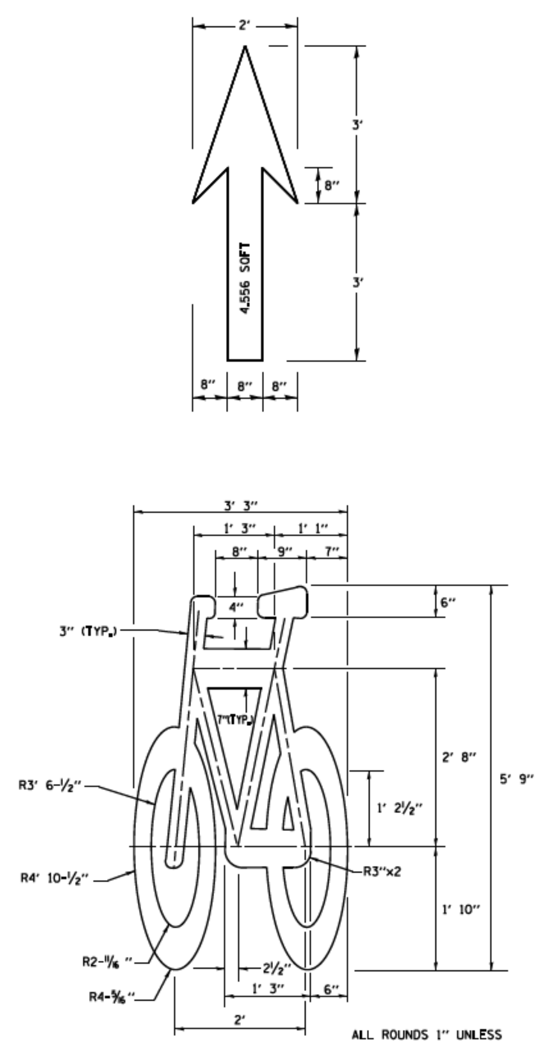
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	6' (1.80 m) LINE WITH 18' (5.50 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	8 (200) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	 4 (100) 2 @ 4 (100)	 SOLID SOLID	 YELLOW YELLOW	 8 (200) C-C
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	6' (1.80 m) LINE WITH 18' (5.50 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) 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' (2.4 m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4 m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	6' (1.8 m) LINE WITH 18' (5.50 m) SPACE FOR SKIP-DASH; 8 (200) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL & PEDESTRIAN)	 12 (300) @ 45° 24 (600) @ 90°	 SOLID SOLID	 WHITE WHITE	 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°	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	8 (200) 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: 20' (6.1 m) (LESS THAN 30 MPH (50 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. (0.33m^2) EACH "X"=54.0 SQ. FT. (5.0 m^2)

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STREET MARKING STANDARDS, PRINTED BY CITY OF CHICAGO, DEPARTMENT OF TRANSPORTATION, BUREAU OF TRAFFIC.

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

FILE NAME = c:\pw_work\pwidot\drivakosgn\d0108315\tc24.dgn	USER NAME = drivakosgn PLOT SCALE = 50.000 ' / in. PLOT DATE = 3/1/2012	DESIGNED - DRAWN - CHECKED - DATE -	REVISED -T. RAMMACHER 12-07-00 REVISED - K. ENG 02-28-12 REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CITY OF CHICAGO TYPICAL PAVEMENT MARKINGS TC-24	SCALE: NONE	SHEET NO. 1 OF 3 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	696	666
		CONTRACT NO. 60X75		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



BICYCLE
LANE SYMBOL

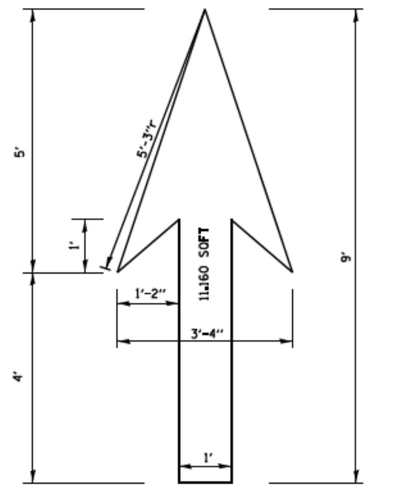
ALL ROUNDS 1" UNLESS OTHERWISE NOTED.

NOTE:
1.) FOR BIKE LANE SYMBOLS ONLY,
USE PRE-FORMED THERMOPLASTIC
WITH A MINIMUM THICKNESS OF 90 MILS,
MINIMUM SKID RESISTANCE VALUE OF 60 BPN,
& A MINIMUM INDEX OF REFRACTION OF 1.50.

2.) THE RESIDENT ENGINEER SHALL CONTACT
MR. BEN GOMBERG AT 312-744-8093 AT
LEAST ONE CALENDAR WEEK PRIOR TO
INSTALLING BIKE LANE SYMBOLS.

TYPICAL BIKE LANE SYMBOLS
DRAWING #28

DRAWING #29



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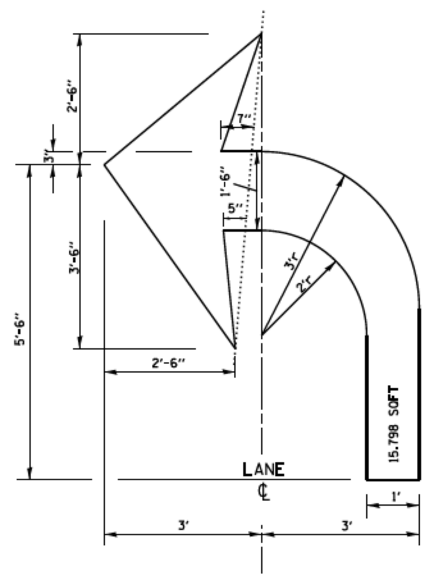

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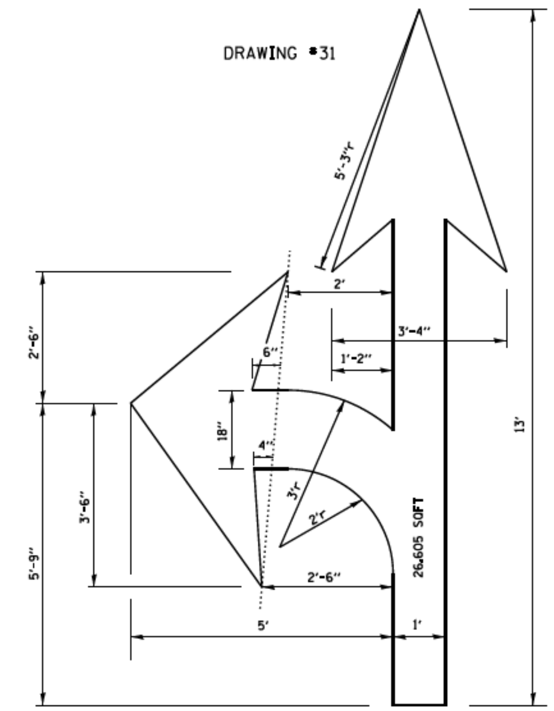

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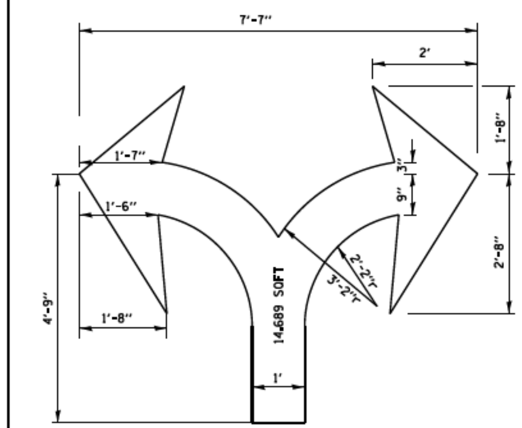

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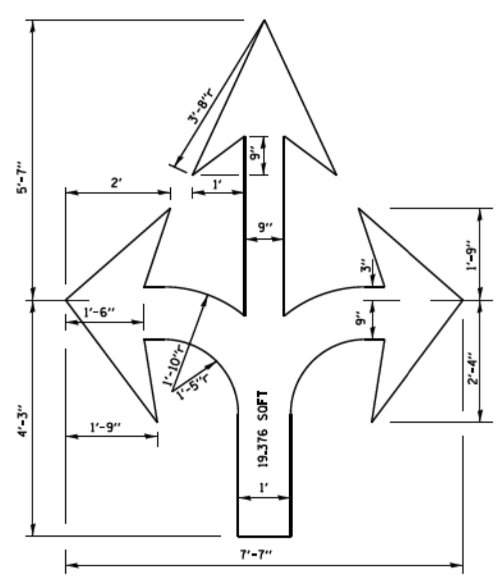

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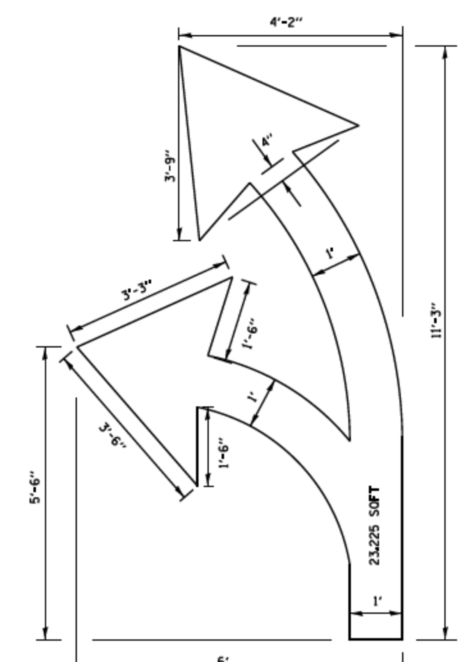

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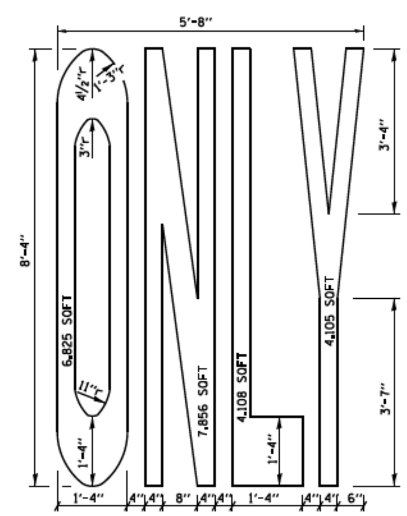

NOTE:
ALL MARKINGS SHALL BE SOLID WHITE UNLESS OTHERWISE NOTED IN THE PLANS

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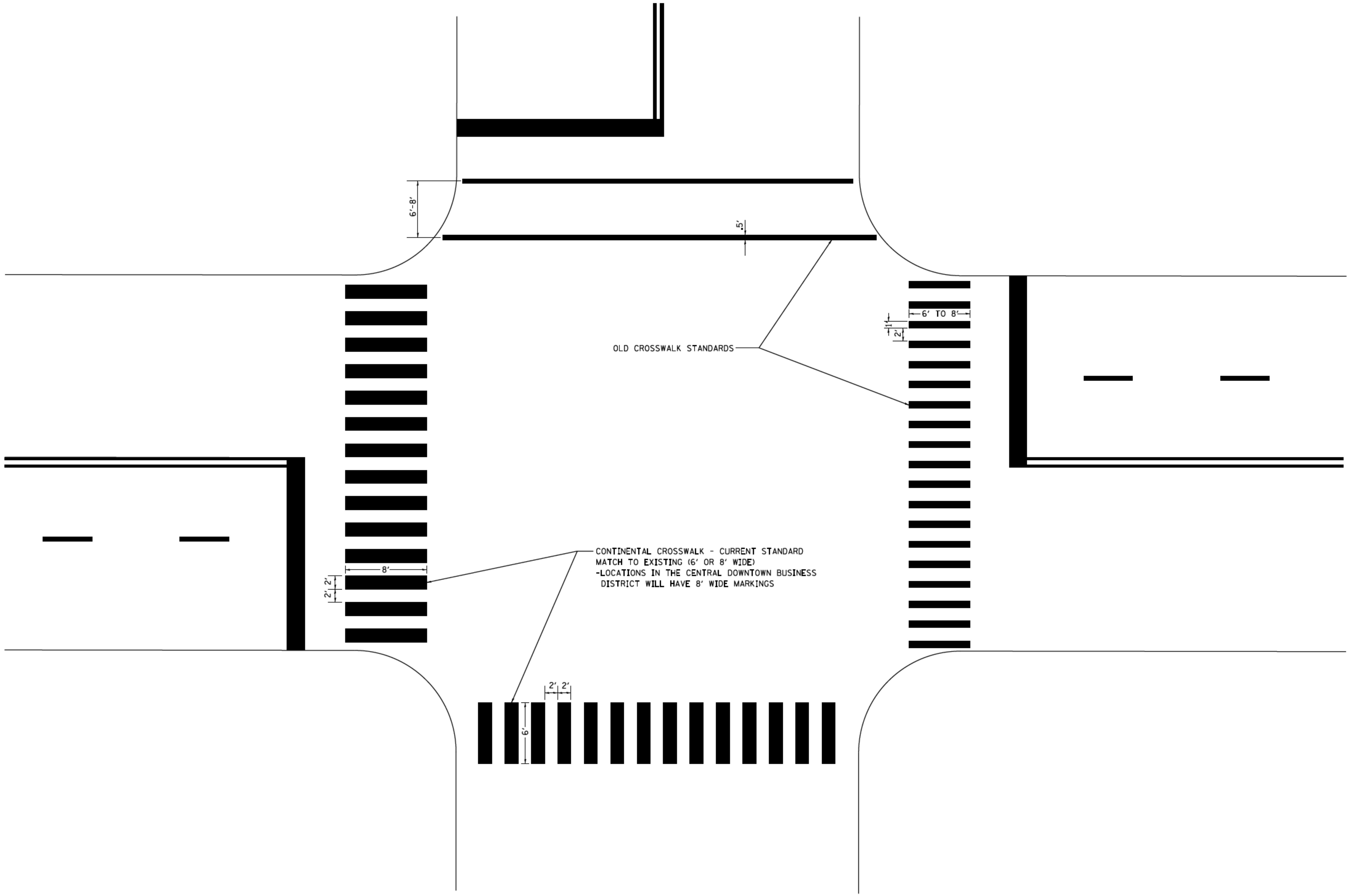
		DRAWN -	REVISED - K. ENG 02-28-12
	PLOT SCALE = 50.000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 3/29/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
TYPICAL PAVEMENT MARKINGS

SCALE: NONE | SHEET NO. 2 OF 3 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	696	667
	TC-24	CONTRACT NO. 60X75		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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		DRAWN -	REVISED - K. ENG 02-28-12
	PLOT SCALE = 50.000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 3/29/2012	DATE -	REVISED -

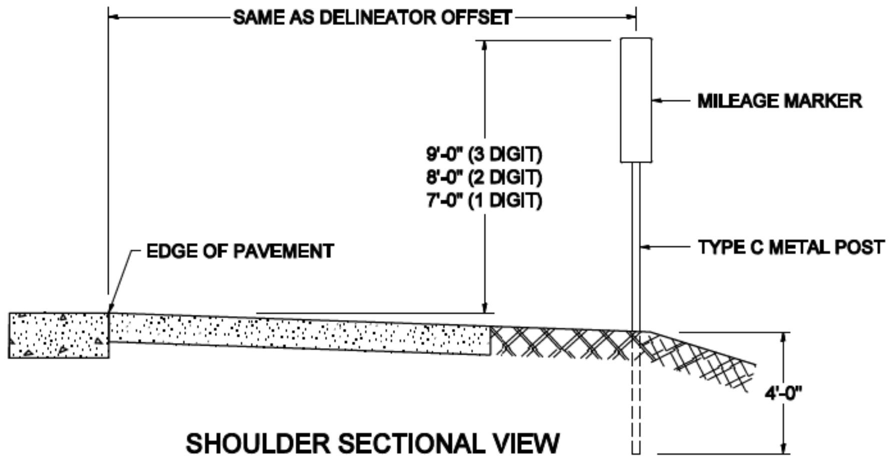
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
TYPICAL PAVEMENT MARKINGS

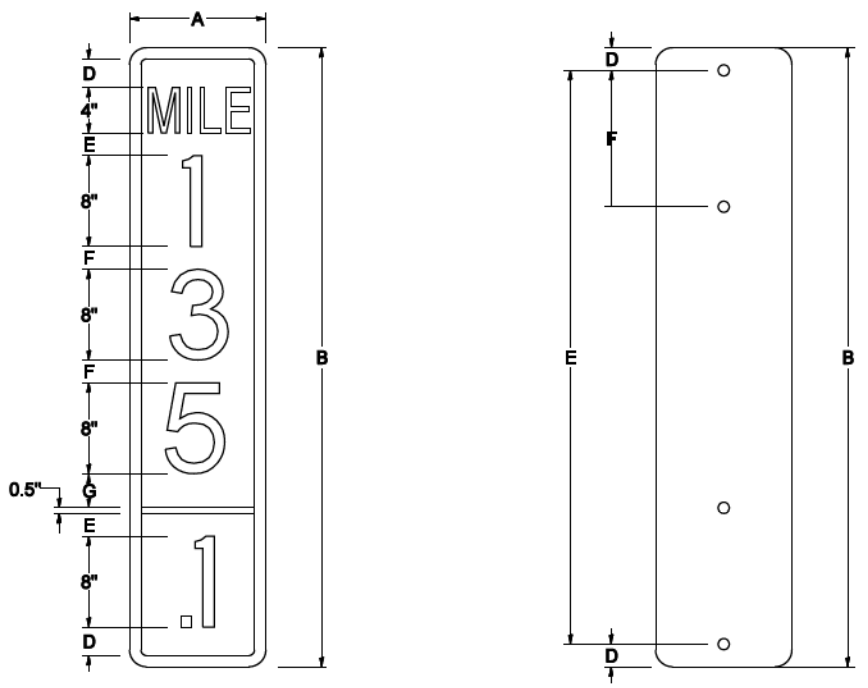
SCALE: NONE | SHEET NO. 3 OF 3 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	696	668
	TC-24	CONTRACT NO. 60X75		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

STANDARD DESIGN FOR MILE POST



SHOULDER SECTIONAL VIEW

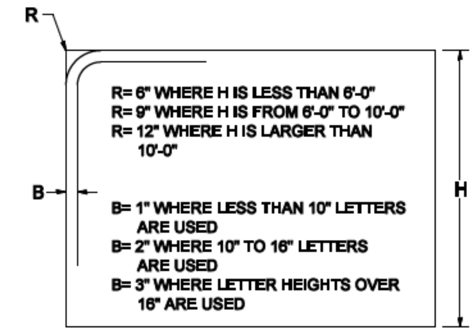


SIGN SIZE	DIMENSIONS							
	A	B	C	D	E	F	G	DIGIT
12 x 24	12.0	24.0	1.5	1.5	1.5	N/A	1.5	1
12 x 36	12.0	36.0	1.5	2.0	2.0	2.0	1.5	2
12 x 48	12.0	48.0	1.5	2.5	2.0	2.0	2.5	3

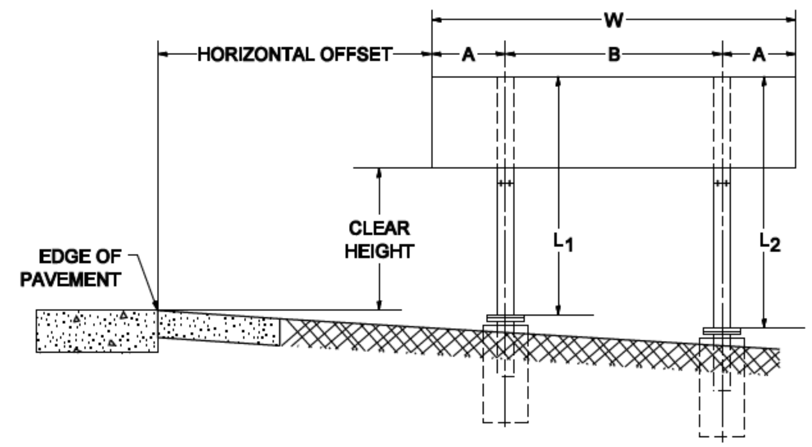
BLANK	A	B	C	D	E	F
B9-1224	12.0	24.0	1.5	2.0	20.0	N/A
B9-1236	12.0	36.0	1.5	2.0	32.0	12.0
B9-1248	12.0	48.0	1.5	2.0	44.0	12.0

SIGN SIZE	SERIES					BORDER	BLANK STD.
	LINES						
	1	2	3	4	5		
12 x 24	4C	8D	4C	N/A	N/A	0.5	B9-1224
12 x 36	4C	8D	8D	4C	N/A	0.5	B9-1236
12 x 48	4C	8D	8D	8D	4C	0.5	B9-1248

BORDER AND RADIUS LAYOUT



MAJOR GUIDE SIGN LAYOUT

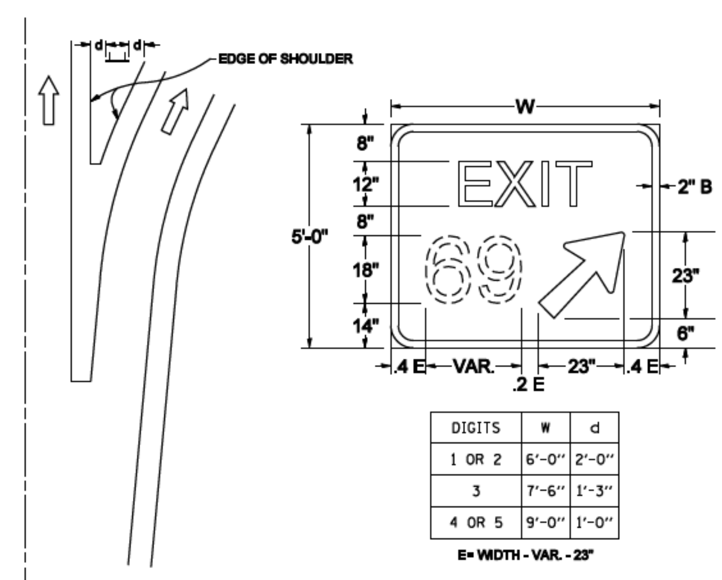


NUMBER OF STEEL SUPPORTS	A	B
2	.2 W	.6 W
3	.15 W	.35 W
4	.125 W	.25 W
5	.1 W	.2 W

"L_1 IS THE LENGTH OF SUPPORT, NOT INCLUDING THE STUB PROJECTION, CLOSEST TO THE EDGE OF THE PAVEMENT.

"A" IS THE DISTANCE FROM THE SIGN EDGE TO THE CENTERLINE OF THE NEAREST SUPPORT. "B" IS THE DISTANCE BETWEEN CENTERLINES OF SUPPORTS.

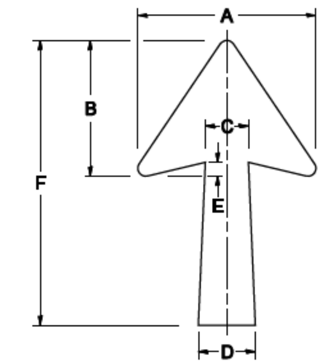
GORE SIGNS



DIGITS	W	d
1 OR 2	6'-0"	2'-0"
3	7'-6"	1'-3"
4 OR 5	9'-0"	1'-0"

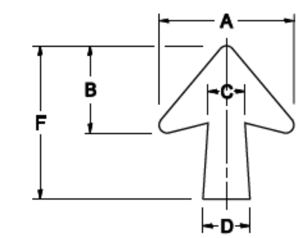
E= WIDTH - VAR. - 23"

STANDARD ARROWS FOR INTERSTATE GUIDE SIGNS



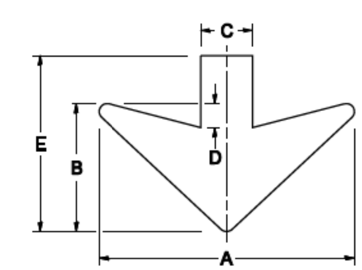
ARROW SYMBOL	A	B	C	D	E	F	R
24 1/4 x 15 1/8	15 1/8	11 9/16	3 3/4	5	1 5/16	24 1/4	13/16
29 1/4 x 18 1/4	18 1/4	14	4 1/2	6	1 1/2	29 1/4	3/4
35 5/8 x 22 1/4	22 1/4	17	5 3/8	7 1/8	1 3/4	35 5/8	1
18 1/4 x 11 1/4	11 1/4	8 3/4	3 1/8	3 7/8		18 1/4	

NOTE: D & F ARE RECOMMENDED DIMENSIONS. TAPER SHOULD BE HELD CONSTANT FOR LONGER OR SHORTER SHAFT LENGTHS



ARROW SYMBOL	A	B	C	D	E	F	R
17 1/4 x 14 1/4	14 1/4	9 13/16	3 3/8	4 1/2	15/16	17 1/4	3/4
20 1/4 x 17 1/4	17 1/4	11 3/4	4 3/8	5 5/8	1 1/2	20 1/4	
25 x 21 7/8	21 7/8	14 1/4	5	6 3/4	1 3/4	25	1
9 9/16 x 8 7/16	8 7/16	5 7/16	2 5/16	2 15/16		9 9/16	1/2

DOWN ARROWS



ARROW SYMBOL	A	B	C	D	E	R
16 1/2 x 24	24	12	5	1 1/2	16 1/2	3/4
22 x 32	32	16	6 1/2	3	22	1

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		DRAWN -	REVISED -
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	PLOT DATE = 2/4/2009	DATE - 03-08-1984	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

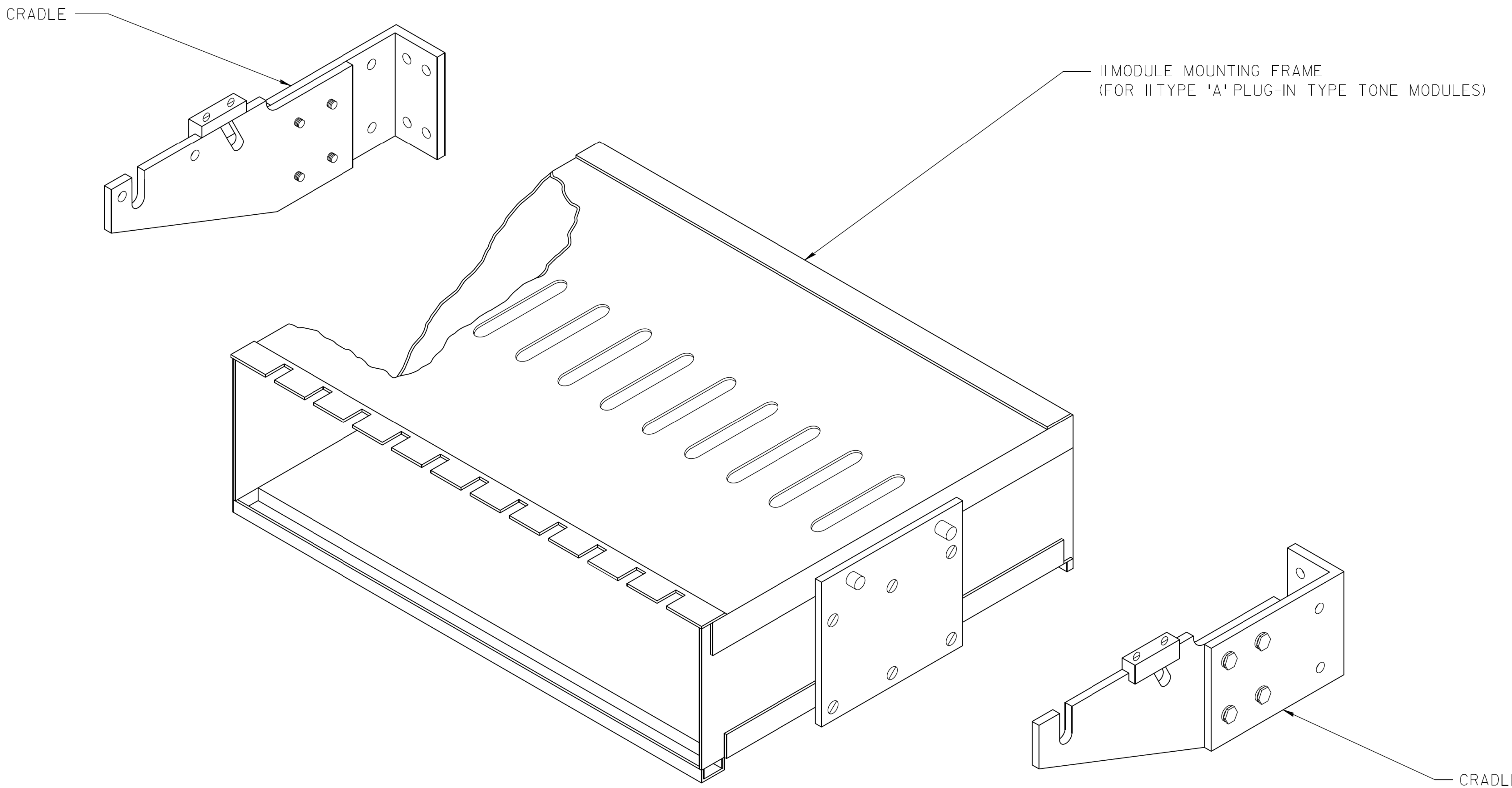
MILE POST MARKERS - GORE SIGNS
MAJOR GUIDE SIGN LAYOUT - ARROWS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	696	669

TC-27 (TS-2341-1) CONTRACT NO. 60X75

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT



NOTE:

TYPE "A" TONE MODULES ARE PLUG IN UNIT MEASURING 5-7/32" (132.55 mm) X 1.5" (38.1 mm) X 13-3/4" (349.25 mm)

FILE NAME =	USER NAME = $USER$	DESIGNED - R.L.	REVISED - 06/94
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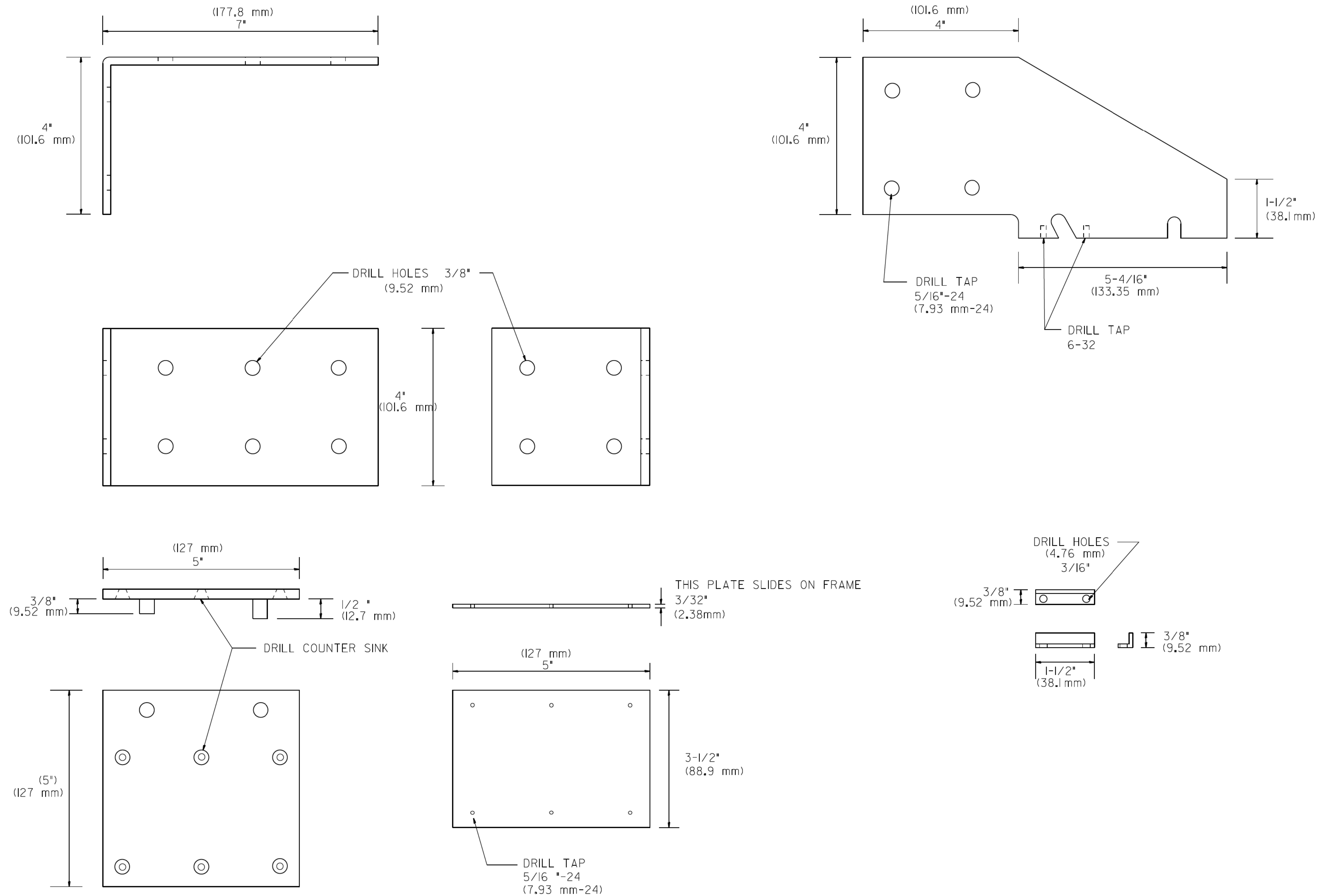
	PLOT SCALE = $SCALE$	CHECKED - R.L.	REVISED -
$MODELNAME$	PLOT DATE = $DATE$	DATE - 06/21/94	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
TRAFFIC SYSTEMS CENTER

FIELD MOUNTING FRAME
WITH CRADLE ASSEMBLY

SCALE: NONE	SHEET OF SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-001 R&B	COOK	696	670
		CONTRACT NO.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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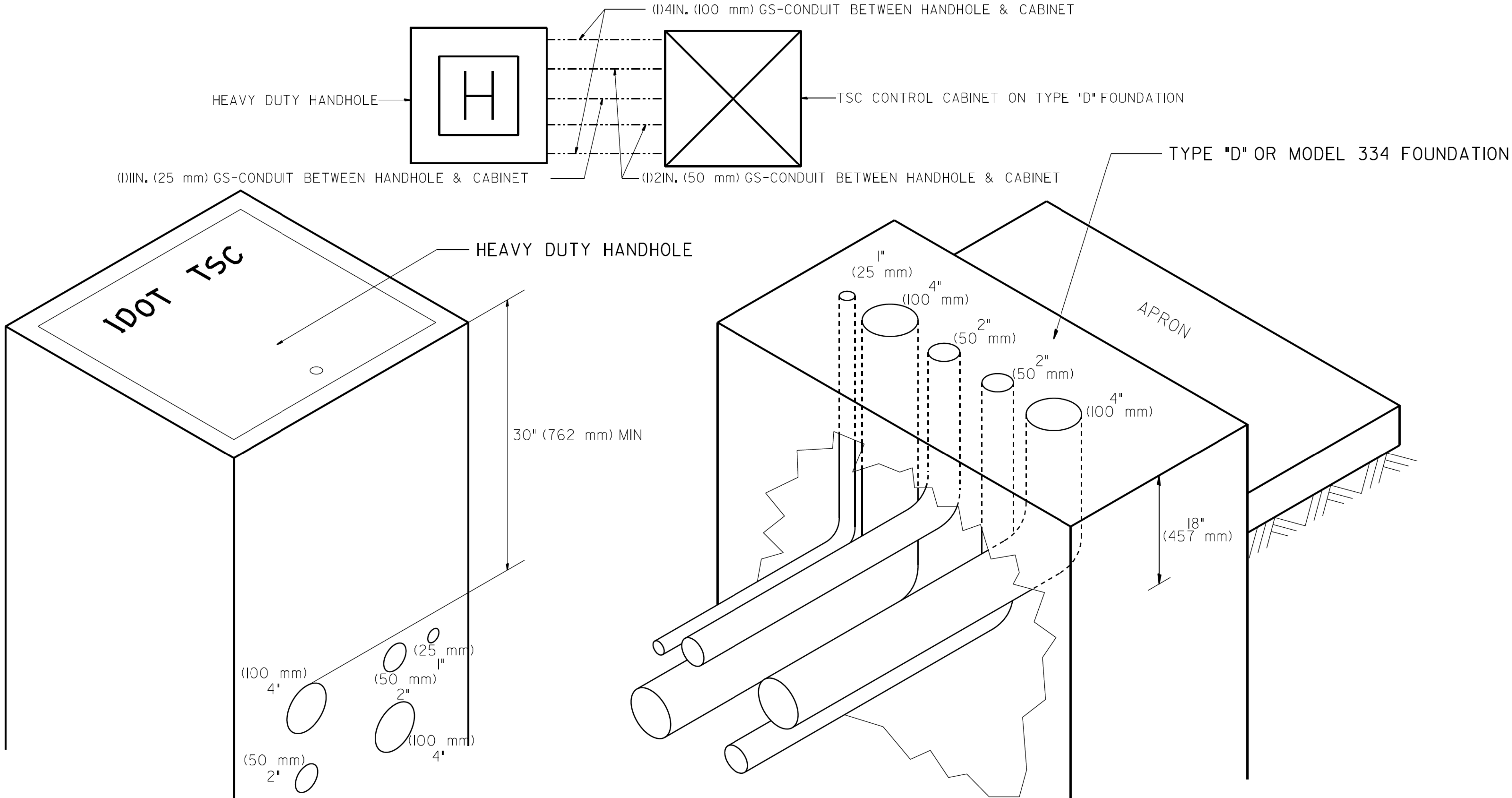
		DRAWN - G.M.	REVISED - 09/96	
	PLOT SCALE = $SCALE$	CHECKED - R.L.	REVISED -	
$MODELNAME$	PLOT DATE = $DATE$	DATE - 06/21/94	REVISED -	

FIELD CRADLE ASSEMBLY				
SCALE: NONE	SHEET OF SHEETS	STA.	TO STA.	

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-001 R&B	COOK	696	671
		CONTRACT NO.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTES:

1) ALL DUCTS SHALL BE CONED IN HANDHOLES.
2) ALL DUCTS SHALL BE GS-CONDUIT & GS 90 DEG. ELBOWS USED WHERE NEEDED.
3) ALL DUCTS ENTER HANDHOLE AT MINIMUM DEPTH OF 30 INCH (762 mm)
4) ALL HANDHOLE COVERS SHALL READ "IDOT TSC".
5) ALL CABINET HANDHOLES SHALL BE HEAVY DUTY.
6) DUCTS SHALL BE CENTERED IN CABINET FOUNDATION/HANDHOLE AS SHOWN.
7) CONDUITS SHALL BE SPACED 305 mm (1 FOOT) CENTER TO CENTER IN HEAVY DUTY HANDHOLE.
8) INSTALL 3/4" X 10' (20 mm X 3 m) COPPER CLAD STEEL GROUND ROD IN HDHH PROVIDED AS CABINET PAD. EXOTHERMIC WELD CONNECTION FROM GROUND ROD TO #6 GROUND WIRE INSULATED (GREEN).
9) BOND ALL GSC CONDUITS IN CABINET FOUNDATION.
10) INSTALL #6 GROUND WIRE IN 1IN. (25 mm) GSC FROM HANDHOLE TO CABINET.
11) TYPE "D" FOUNDATION SHALL BE 18" FROM TOP OF FOUNDATION TO FINISHED GRADE.

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$MODELNAME$	PLOT DATE = $DATE$	DATE - 06/05/95	REVISED - 07/2010

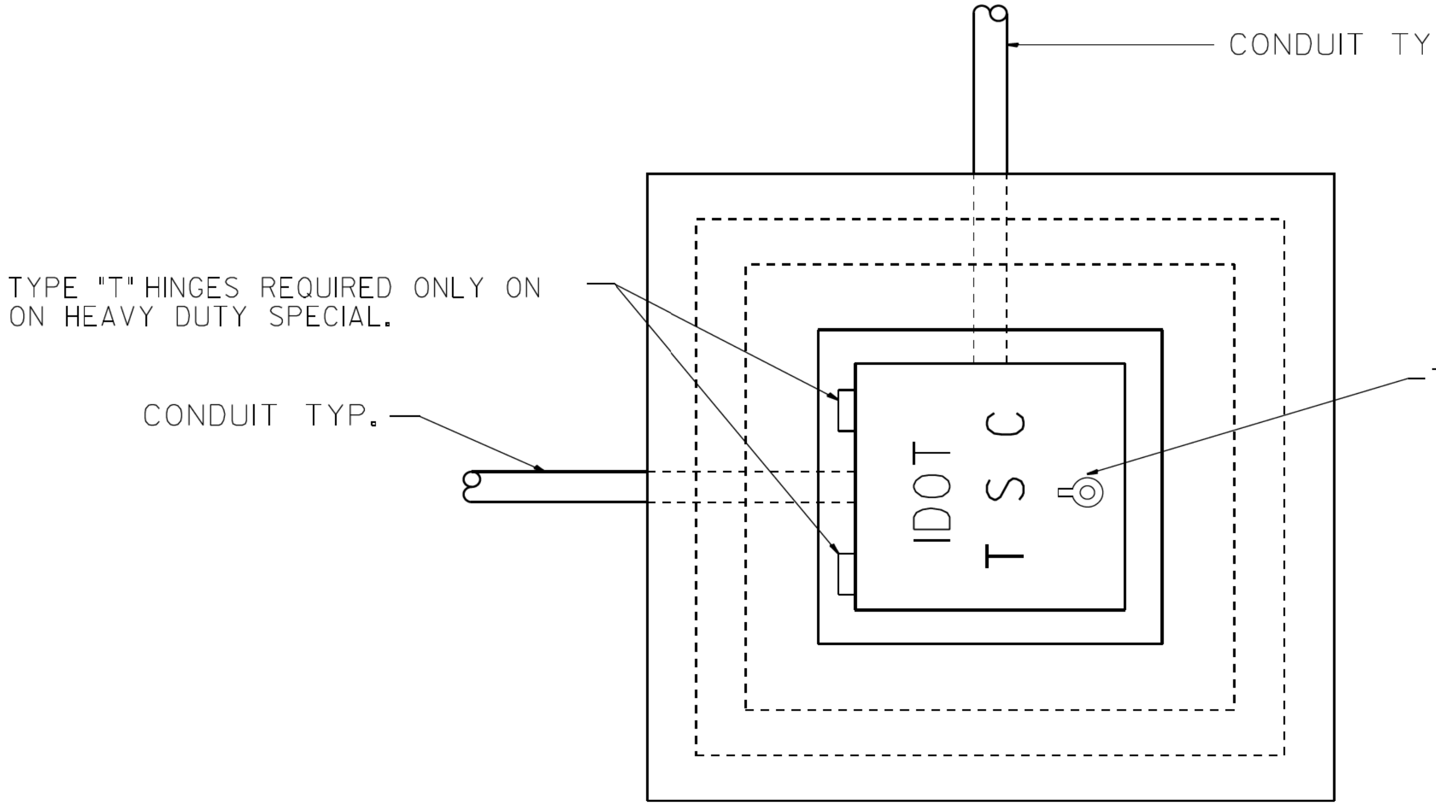
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
TRAFFIC SYSTEMS CENTER

CABINET - HANDHOLE
CONDUIT DETAIL

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-001 R&B	COOK	696	672
		CONTRACT NO.		

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT



PLAN

HEAVY DUTY HANDHOLE MINIMUM DIMENSIONS (UNHINGED)

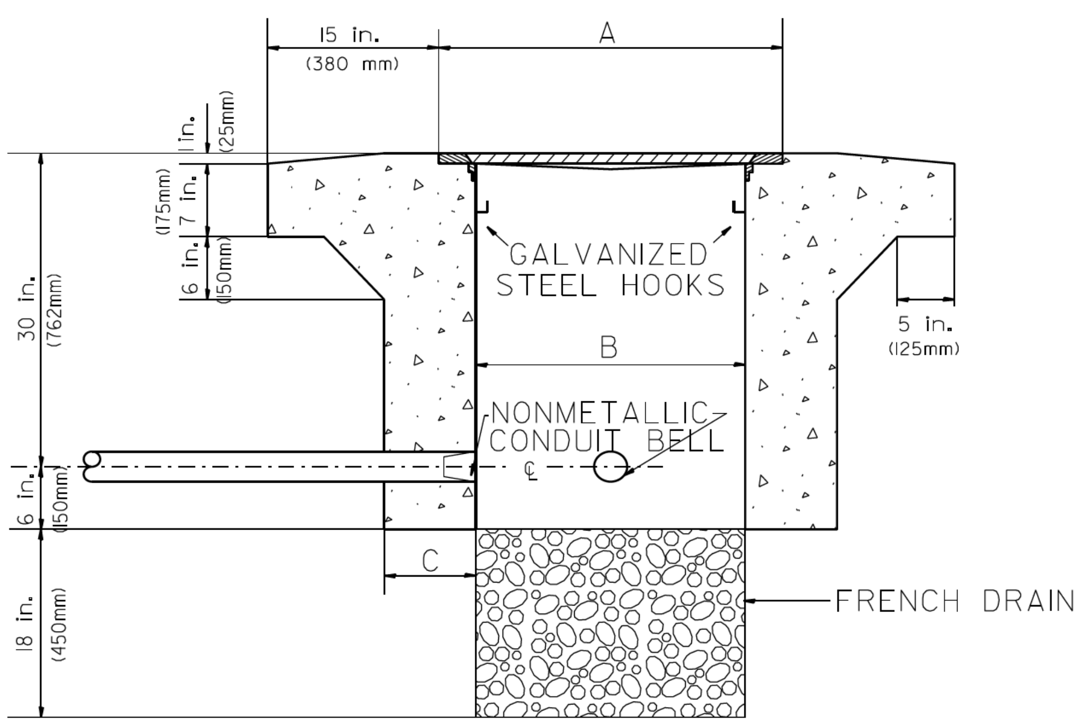
A	28" (711 mm)
B	22" (559 mm)
C	8" (200 mm)

(FRAME AND COVER 260 LBS. (118 Kg.) MIN.)

HEAVY DUTY HANDHOLE SPECIAL MINIMUM DIMENSIONS

A	31.5" (800 mm)
B	30.0" (762 mm)
C	10.0" (250 mm)

(FRAME AND COVER 405 LBS. (184 Kg. (405))



ELEVATION

PC CONCRETE - HEAVY DUTY HAND HOLE

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$MODELNAME$	PLOT DATE = $DATE$	DATE - 09/11/96	REVISED -

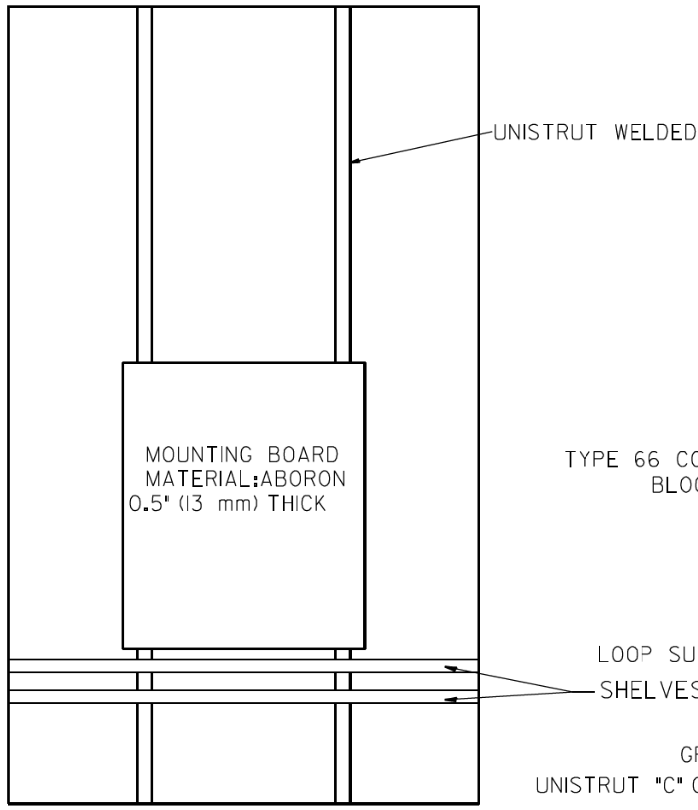
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
TRAFFIC SYSTEMS CENTER

PC CONCRETE - HEAVY DUTY
HAND HOLE

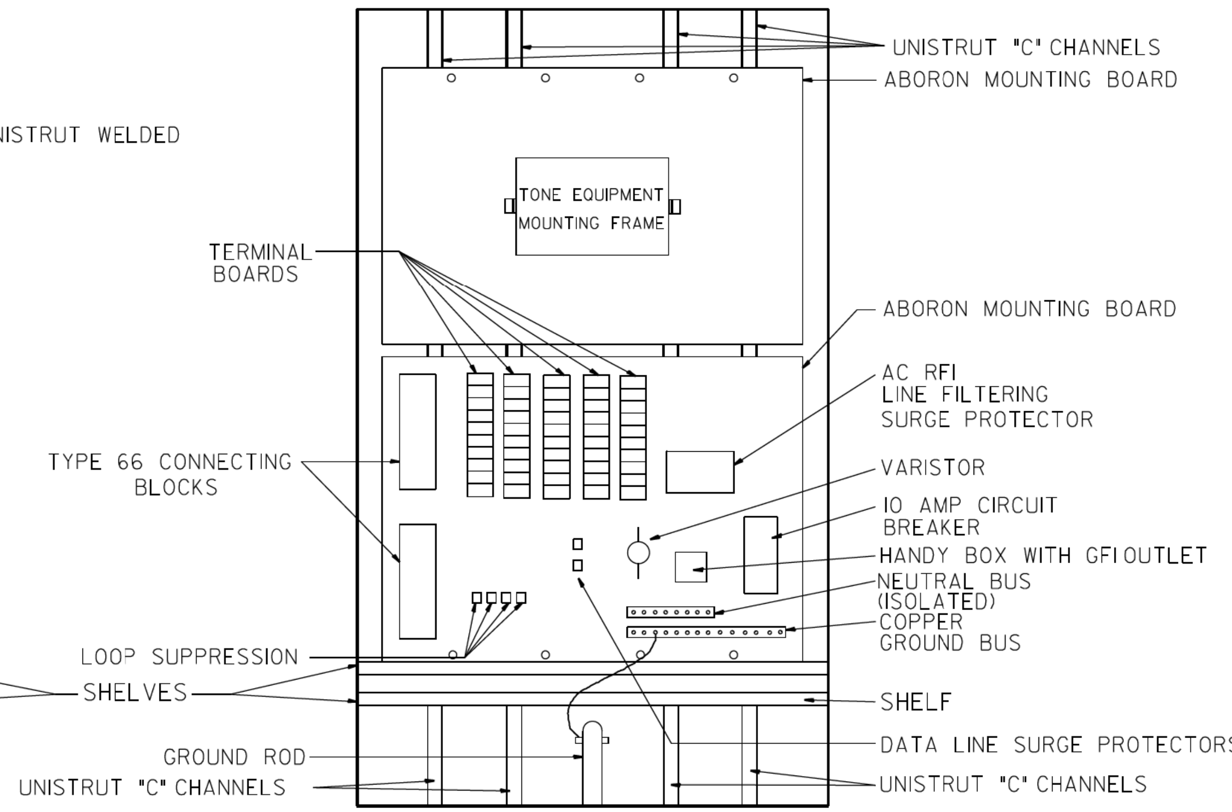
SCALE: NONE | SHEET OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-001 R&B	COOK	696	673
		CONTRACT NO.		

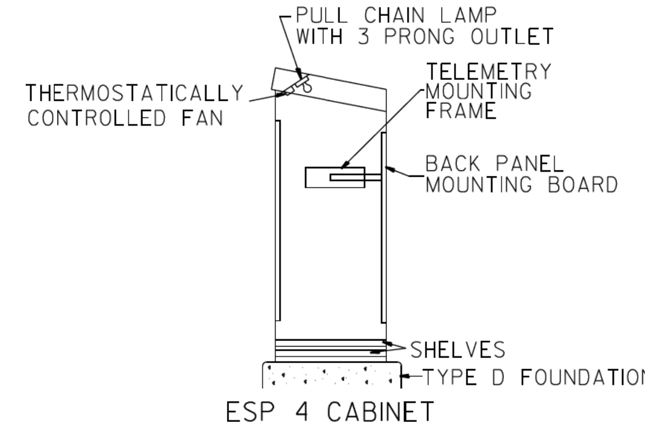
FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT



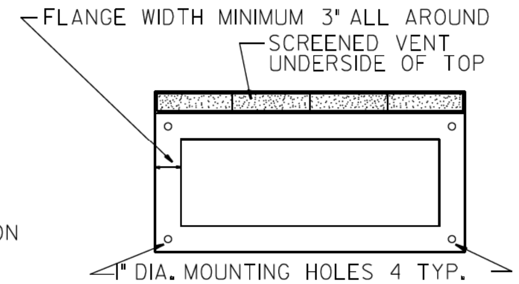
SIDE VIEW ESP 4 CABINET



FRONT VIEW ESP 4 CABINET



PROFILE VIEW



BOTTOM VIEW
MOUNTING PATTERN

TYPICAL CABINET INTERIORS

STANDARD TRAFFIC SYSTEMS CENTER CABINETS

TYPE	MINIMUM DIMENSIONS HEIGHT (IN-m)	WIDTH (IN-m)	DEPTH (IN-mm)	INSIDE THICKNESS (IN-mm)	MATERIAL
ESP4	55″ (1.4 m)	44″ (1.12 m)	26″ (660.4 mm)	3/16″ (4.76mm)	FABRICATED ALUMINUM

NOTES:

1. CABINETS, CABINET POSTS AND CABINET PEDESTALS SHALL BE PRIMED AND PAINTED IN ACCORDANCE WITH SECTION T637 OF THE "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS". THE FINAL COAT SHALL BE (X) IN COLOR. THE INTERIOR SHALL BE PAINTED WHITE. SIGNAL POSTS AND HEADS TO BE FEDERAL YELLOW 89-19(MAUTZ).
2. CABINETS SHALL BE INSTALLED IN ACCORDANCE WITH APPLICABLE PORTIONS OF SECTION T400 OF THE "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS".
3. ALL CABINETS WHICH ARE SERVICED BY 117 VOLTS A.C. POWER SHALL BE EQUIPPED WITH A 10 AMP CIRCUIT BREAKER, A.C. R.F.I. LINE FILTERING SURGE PROTECTOR, VARISTOR, DATA SURGE AND LOOP SURGE PROTECTORS AS INCIDENTAL TO THE COST OF THE CABINET. CMS CABINETS TYPE IV SHALL HAVE A 60 AMP. CIRCUIT BREAKER MINIMUM.
4. ESP 4 CABINETS SHALL BE FITTED WITH A THERMOSTATICALLY CONTROLLED FAN. IT SHALL BE MOUNTED AT THE TOP OF THE CABINET. THE FAN SHALL BE CAPABLE OF OPERATING AT 130 CPM AT 160′ (48.8 m) OF STATIC WATER PRESSURE. A PORCLAIN BASED PULL CHAIN FIXTURE WITH 3 PRONG OUTLET SHALL ALSO BE PROVIDED.
5. INCIDENTAL TO THE COST OF EACH CABINET THE CONTRACTOR SHALL CONSTRUCT A 5 INCH (130mm) PCC SIDEWALK OF A RECTANGULAR AREA 3 FEET (915 mm) BY 4 FEET (1.25 m) IMMEDIATELY ADJACENT TO THE CABINET FOUNDATION ON THE SAME SIDE OF THE FOUNDATION AS THE CABINET DOOR TO PROVIDE FOOTING DURING INSTALLATION AND MAINTENANCE.
6. ANCHOR BOLTS FOR PEDESTAL AND BASE MOUNTED CABINETS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE CABINET.
7. ALL CABINETS SHALL HAVE TERMINAL BLOCKS AND SHELVES AS SHOWN. THESE ITEMS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE CABINET.
8. THE CABINET DOOR SHALL BE HINGED ON THE RIGHT SIDE WHEN FACING THE CABINET. THE DOOR SHALL BE FURNISHED WITH A GASKET THAT SHALL FORM A WEATHER TIGHT SEAL BETWEEN THE CABINET AND DOOR. THE HINGES SHALL BE CONTINUOUS AND BOLTED TO THE CABINET AND DOOR UTILIZING 1/4-20 STAINLESS STEEL CARRIAGE BOLTS AND NY-LOCK NUTS. THE HINGES WILL BE MADE OF STAINLESS STEEL WITH A 0.25 INCH (6.35 mm) DIAMETER STAINLESS STEEL HINGE PIN. THE HINGE PIN SHALL BE CAPPED TOP AND BOTTOM BY WELD TO RENDER IT TAMPER PROOF.
9. THE LATCHING MECHANISM SHALL BE A 3 POINT DRAW ROLLER TYPE. THE CENTER CATCH AND PUSHRODS SHALL BE EITHER CADMIUM OR ZINC PLATED, TYPE II CLASS I. PUSHRODS WILL BE TURNED EDGEWISE AT THE OUTWARD SUPPORTS AND SHALL BE 0.25 INCH (6.35 mm) BY 0.75 INCH (19.05 mm), MINIMUM. ROLLERS SHALL HAVE A MINIMUM DIAMETER OF 0.875 INCH (22.22 mm) AND WILL BE MADE OF NYLON. THE CENTER CATCH SHALL BE FABRICATED FROM 0.14 INCH (3.55 mm) STEEL, MIMIMUM. WHEN THE DOOR IS CLOSED AND LATCHED, IT WILL BE LOCKED. THE LATCHING HANDLE SHALL HAVE A PROVISION FOR PADLOCKING IN THE CLOSED POSITION. AN OPERATING HANDLE SHALL BE FURNISHED WITH EACH LOCK. THE HANDLE WILL BE STAINLESS STEEL WITH A 0.75 INCH (19.05 mm) DIAMETER SHANK.
10. THE ENCLOSURE SHALL BE EQUIPPED WITH TWO "C" MOUNTING CHANNELS WELDED ON BOTH SIDE WALLS AND BACK WALL OF THE ENCLOSURE, ALLOWING VERSATILE POSITIONING OF SHELVES OR PANELS. MOUNTING CHANNELS SHALL BE FACTORY PAINTED SAME COLOR AS INTERIOR OF CABINET.
11. CABINET DOOR SHALL NOT HAVE COMPARTMENT DOORS OR LOUVERS.
12. ALL FIELD CABINETS SHALL BE FITTED WITH BRASS LOCKS.
13. ESP TYPE 4 CABINETS FITTED WITH TWO SHELVES AS SHOWN.
14. POST TOP MOUNTED CABINETS, SHALL HAVE A 0.25 INCH (6.3 mm) BOTTOM OF CABINET WELDED.
15. THE CONTROL CABINET SHALL BE SET PLUMB ON THE FOUNDATION AND FASTENED TO THE ANCHOR BOLTS WITH NUTS AND WASHERS. FLAT WASHERS SHALL BE INSTALLED BELOW AND ABOVE THE BASE PLATE OF THE CONTROL CABINET. LOCKWASHERS SHALL BE INSTALLED ON TOP OF THE TOP FLAT WASHER.

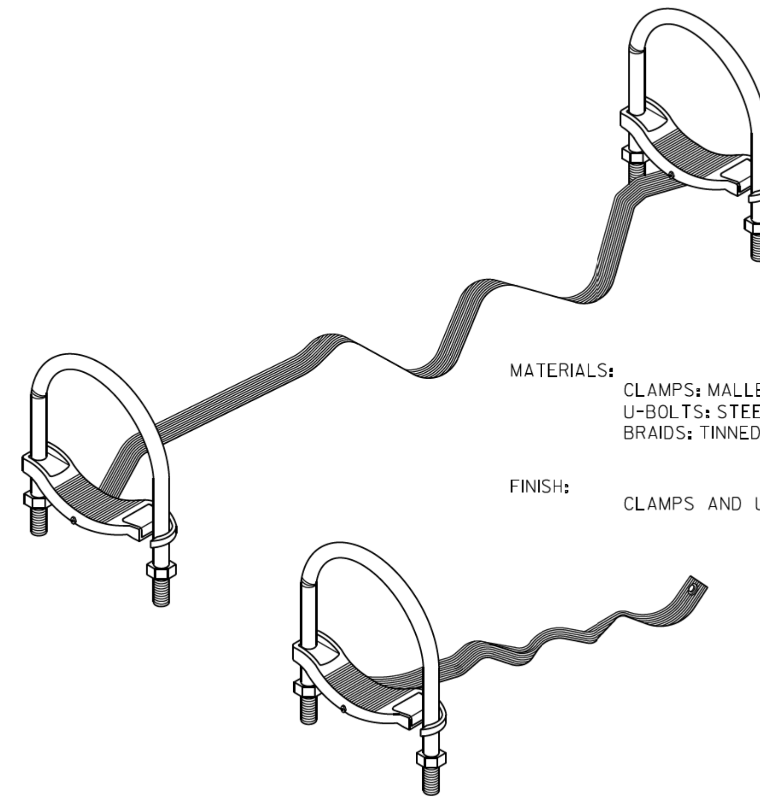
EDENS	WALNUT *
KENNEDY	BLUE STREAK **
EISENHOWER	CARIBBEAN BLUE *
I-290/IL53/I-355	POST OFFICE BLUE **
RYAN	YELLOW STONE II **
I-55	MEDIUM BRONZE *
I-57	RED BARON **
CAL-KING	BLUE STREAK **
LAKE SHORE DR.	GREEN *
I-80	STATUARY BRONZE **

ALL RAMP METERING CABINETS LIME GREEN ***. ALL POSTS, T.S. HEADS AND SERVICES WILL BE PAINTED FEDERAL YELLOW.

* MORTON POWDER PAINT COLOR OR EQUIVALENT.
** O'BRIEN POWDER PAINT COLOR OR EQUIVALENT.
*** BENJAMIN MOORE ENAMEL COLOR OR EQUIVALENT.

NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR CONFORMING TO COLOR REQUIREMENTS

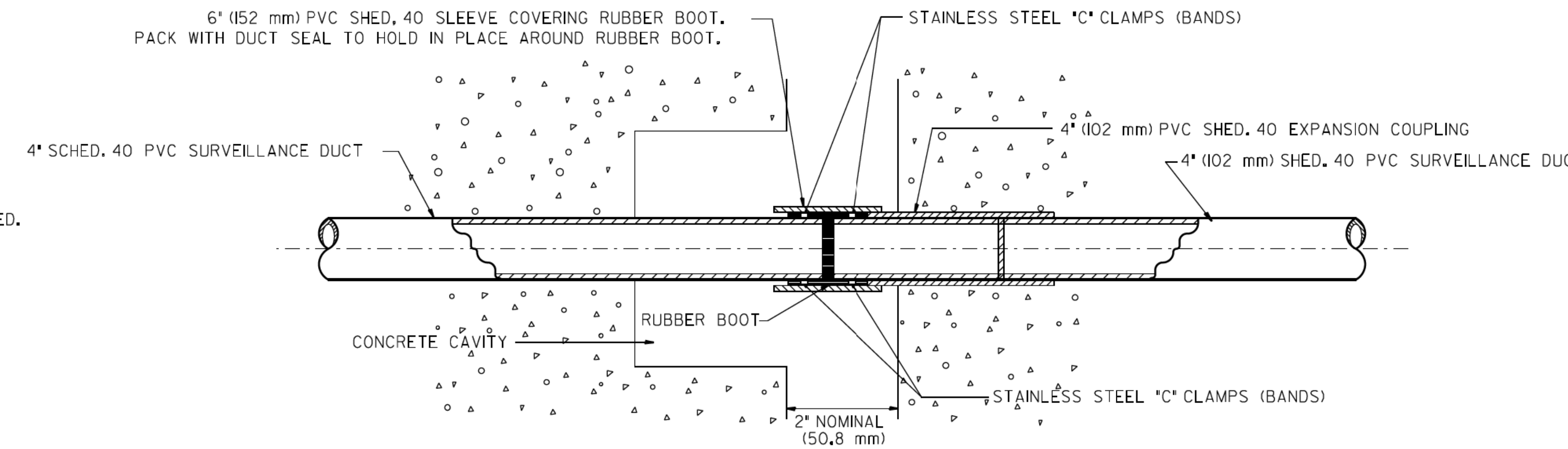
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - R.L.	REVISED - 02/98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION TRAFFIC SYSTEMS CENTER	TYPE 4 CABINET DETAIL SHEET	F.A. RTE.: 90/94/290
		DRAWN - G.M.	REVISED - 03/99			SECTION: 2014-001 R&B
	PLOT SCALE = $SCALE$	CHECKED - R.L.	REVISED -		SCALE: NONE	COUNTY: COOK
$MODELNAME$	PLOT DATE = $DATE$	DATE - 04/26/97	REVISED -		SHEET OF SHEETS STA. TO STA.	TOTAL SHEETS: 696; SHEET NO.: 674
						CONTRACT NO.
						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT



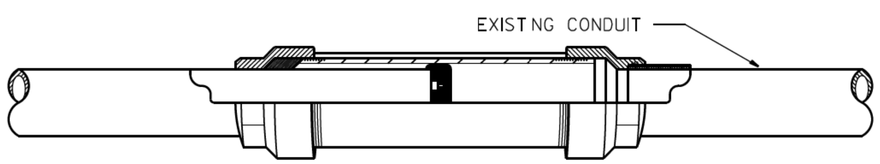
MATERIALS:
CLAMPS: MALLEABLE OR DUCTILE IRON.
U-BOLTS: STEEL.
BRAIDS: TINNED COPPER.

FINISH:
CLAMPS AND U-BOLTS ARE HOT DIP GALVANIZED.

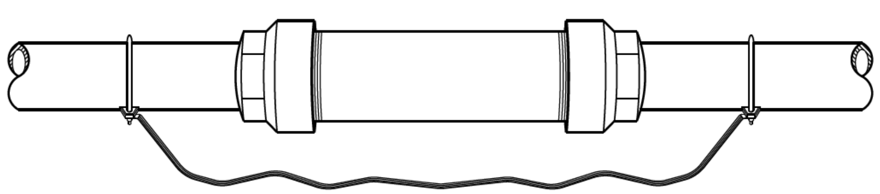
GROUNDING & BONDING JUMPERS FOR RIGID STEEL, IMC & EMT



EXPANSION/DEFLECTION FITTING



CROSS SECTION

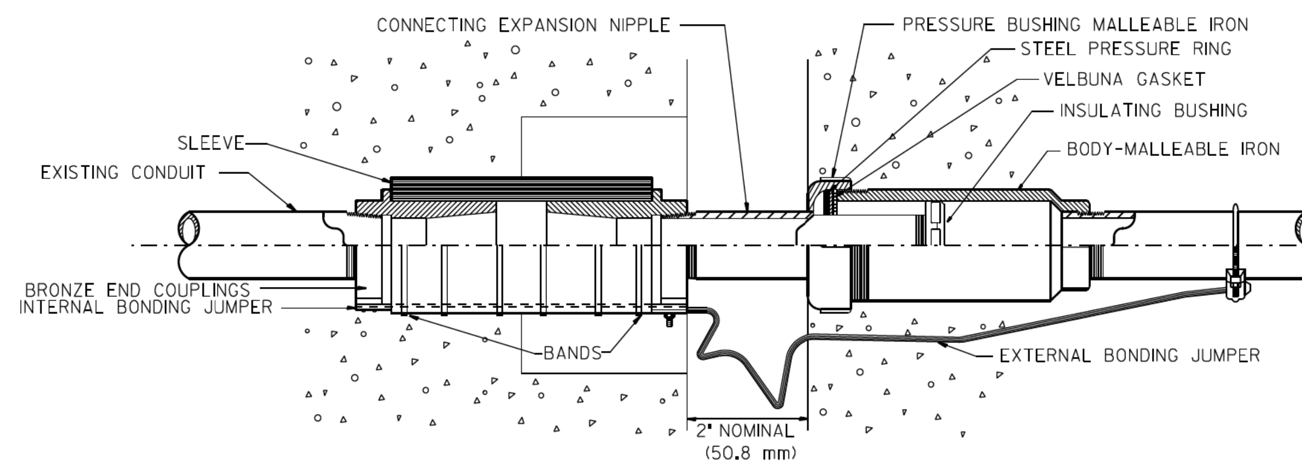


BONDING

EXPANSION FITTINGS

MATERIALS:
HEAD: MALLEABLE OR DUCTILE IRON.
SLEEVE: STEEL.
INSULATING BUSHING: PHENOLIC.

FINISH:
HOT DIP GALVANIZED.



COMBINATION DEFLECTION/EXPANSION FITTINGS FOR RIGID METAL CONDUIT & IMC

FITTING CAN BE USED EXPOSED OR EMBEDDED IN CONCRETE.

MATERIALS:
SLEEVE: NEOPRENE.
END COUPLINGS: BRONZE.
BONDING JUMPER: TINNED COPPER BRAIDS.
BANDS: STAINLESS STEEL.

FINISH:
ALL MALLEABLE, DUCTILE IRON OR STEEL PARTS ARE HOT DIP GALVANIZED.

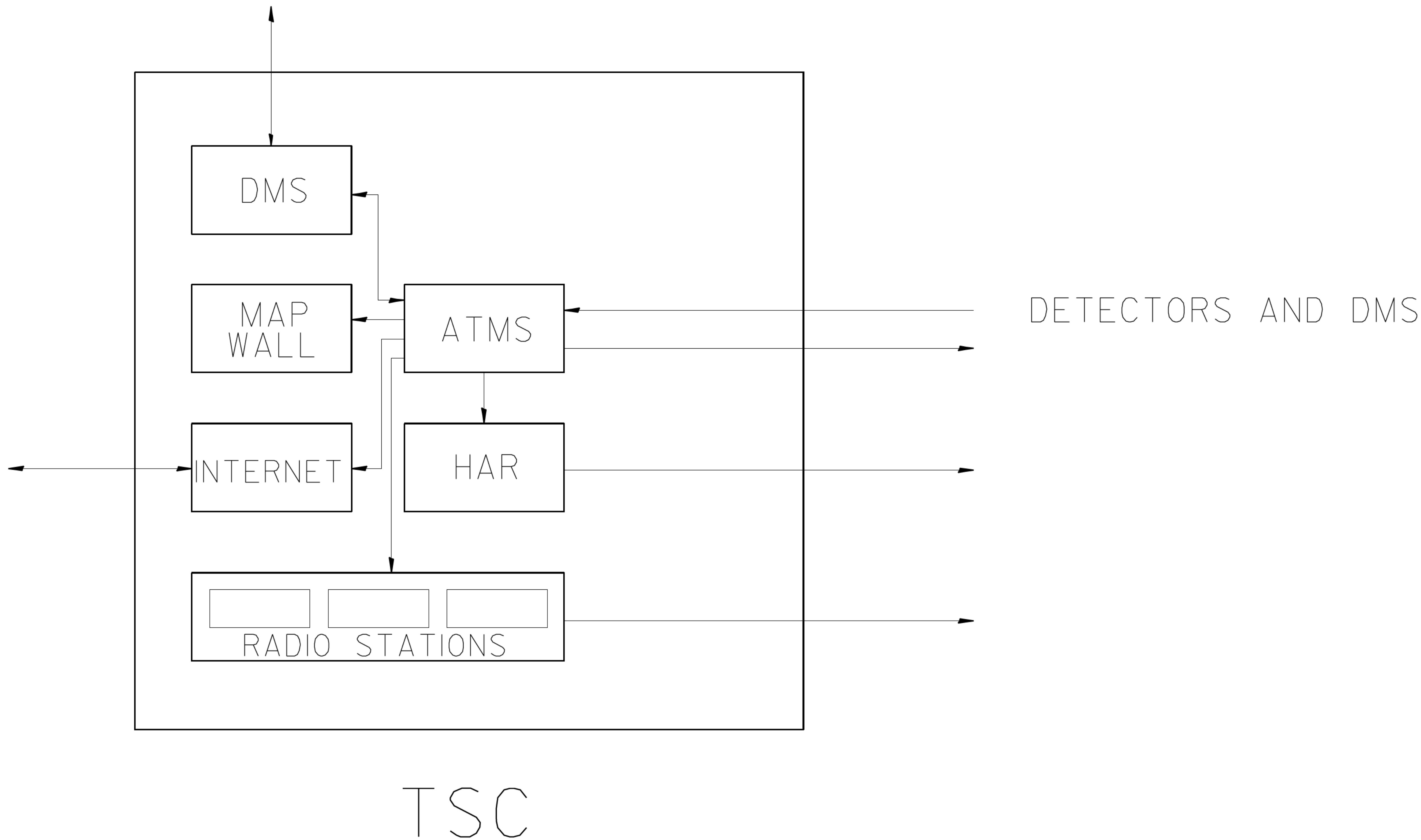
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - R.L.	REVISED - 03/99
		DRAWN - G.M.	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - R.L.	REVISED -
$MODELNAME$	PLOT DATE = $DATE$	DATE - 01/22/98	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
TRAFFIC SYSTEMS CENTER

EXPANSION FITTING
DETAIL SHEET

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-001 R&B	COOK	696	675
		CONTRACT NO.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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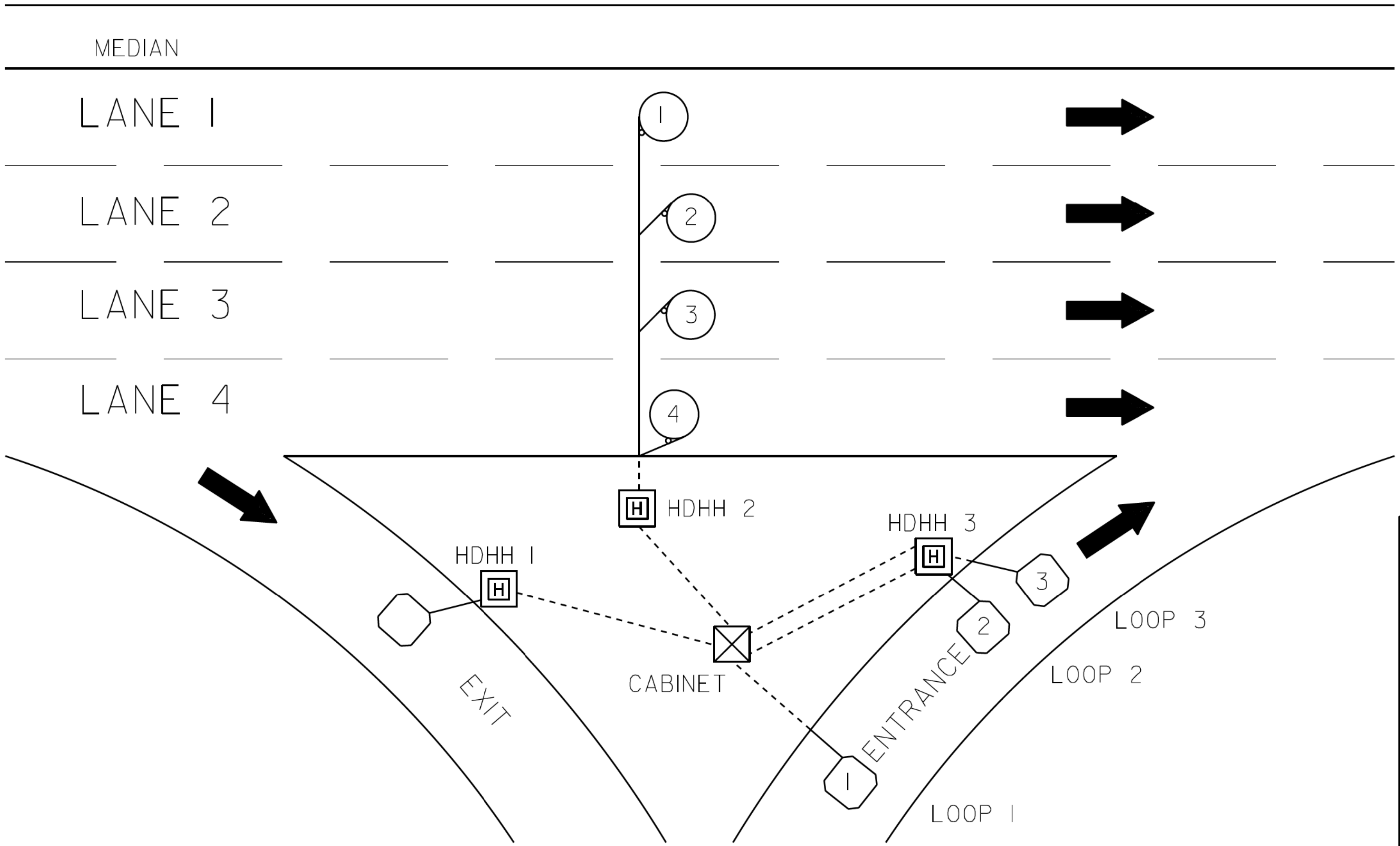
$MODELNAME$	PLOT DATE = $DATE$	DATE - 01/07/2010	REVISED -

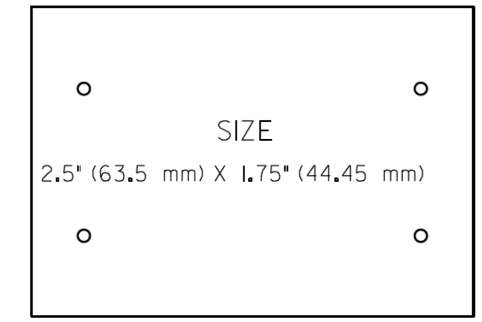
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
TRAFFIC SYSTEMS CENTER

TSC ATMS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-001 R&B	COOK	696	676
		CONTRACT NO.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





SUGGESTED TAG
PANDUIT
#MP250W175-C
OR EQUIVALENT

LOOP ANALYZER

LOCATION ____________________ DATE __________

LOOP LOCATION / LANE DIRECTION	LOOP WIRE MARKED AND CODED	LOOP SIZE	FREQ. INDUCTANCE	INSULATION	LOOP RESISTANCE

HDHH 1 EXAMPLE

IB-EB EXIT
CCW IN/
TO CABINET #____

HDHH 2 EXAMPLE

IB (OB) LANE #___
CCW /OUT
TO CABINET #____

HDHH 3 EXAMPLE

IB-EB ENT.
LOOP #2
CW IN/

NOTE:
EACH LOOP WIRE SHALL BE TAGGED AS "IN" OR "OUT" AND "CW" OR "CCW". SHIELDED CABLE WILL BE TAGGED IN EACH HANDHOLE AND CABINET TO MATCH THE CABLE LOG.

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - R.L.	REVISED - 6/94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION TRAFFIC SYSTEMS CENTER	LOOP STATUS REPORT
		DRAWN - G.M.	REVISED - 10/96		
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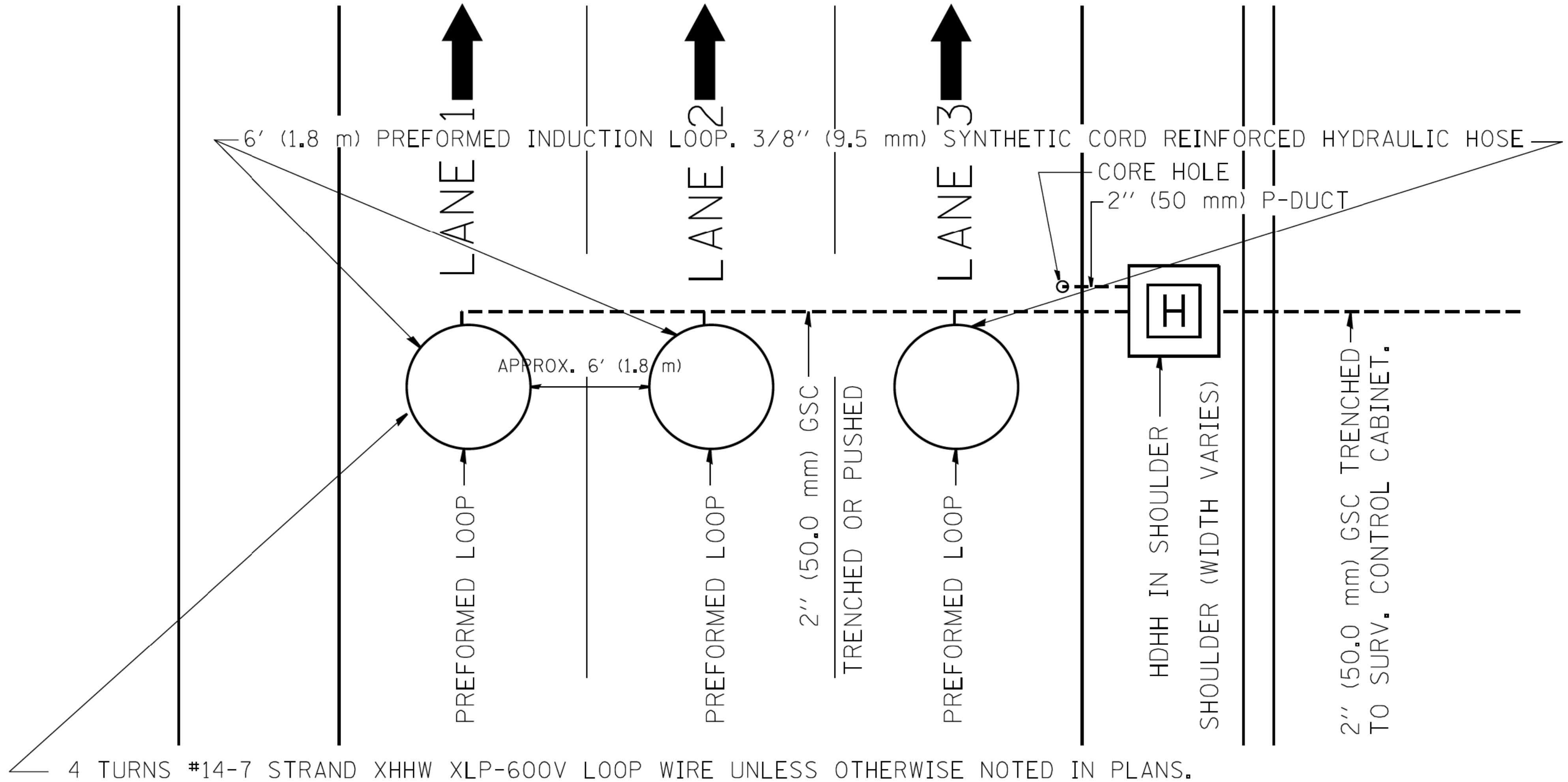
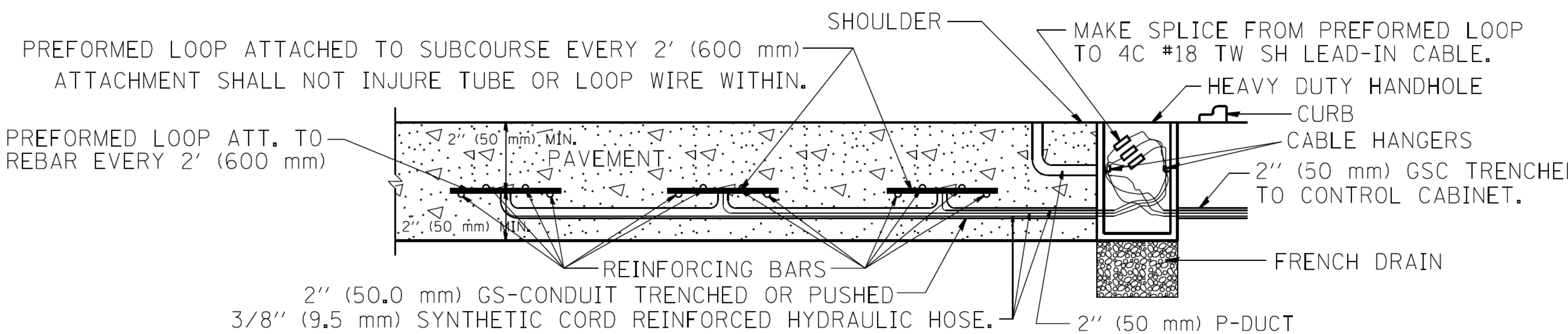
$MODELNAME$	PLOT DATE = $DATE$	DATE - 6-27-94	REVISED -		SCALE: NONE · SHEET OF SHEETS · STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-001 R&B	COOK	696	677
		CONTRACT NO.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



TYPICAL 3 LANE COUNT STATION IN NEW CONCRETE PAVEMENT



LOOP INSTALLATION IN NEW CONCRETE PAVEMENT

NOTES:

1.- EACH INDUCTION LOOP SHALL HAVE ITS OWN LEAD-IN CABLE TO CABINET.
2.- INDUCTION LOOPS SHALL NOT BE CONNECTED IN SERIES WITH OTHER LOOPS.
3.- LOOPS LOCATED OVER 1000' (300 m) FROM CABINET SHALL REQUIRE 5 TURNS OF #14 WIRE.
4.- FOR LANES 1 AND 3 WRAP LOOPS CLOCKWISE, FOR LANE 2 WRAP LOOP COUNTER CLOCKWISE.
5.- FOR COUNT STATIONS WHICH HAVE MORE THAN 3 LANES, A 3" (75 mm) GSC SHALL BE USED.
6.- COREHOLE SHALL BE FILLED WITH DUCT SEAL. JOINT SEALER (OZ GEDNEY DOZSEAL 230 OR BETTER) SHALL BE ADDED AFTER DUCT SEAL.

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		DRAWN - G.M.	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - J.G.	REVISED -
	PLOT DATE = 2/7/2013	DATE - 06/22/04	REVISED -

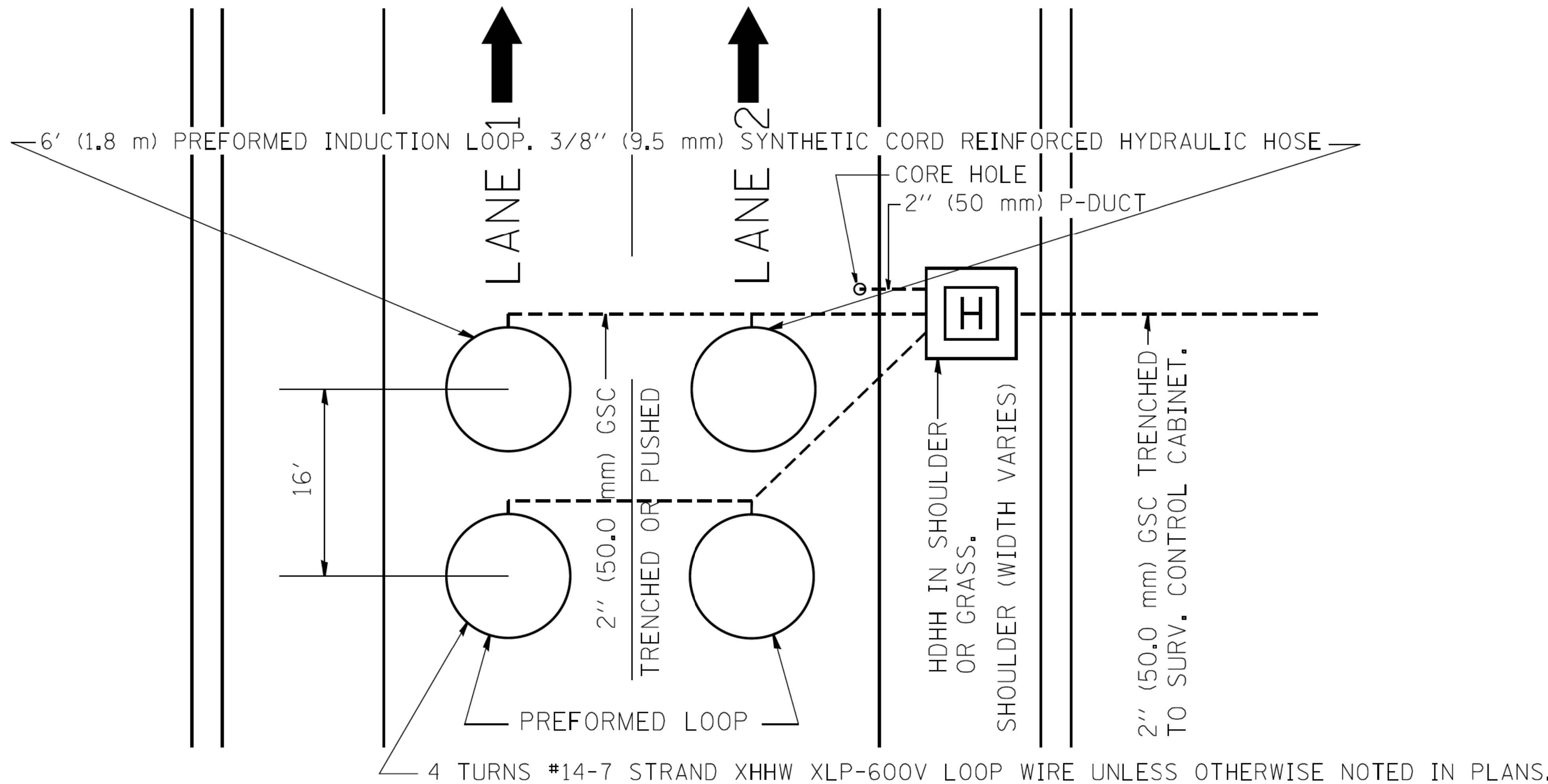
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
TRAFFIC SYSTEMS CENTER

PREFORMED LOOP
TYPICAL INSTALLATION
NEW CONCRETE PAVEMENT

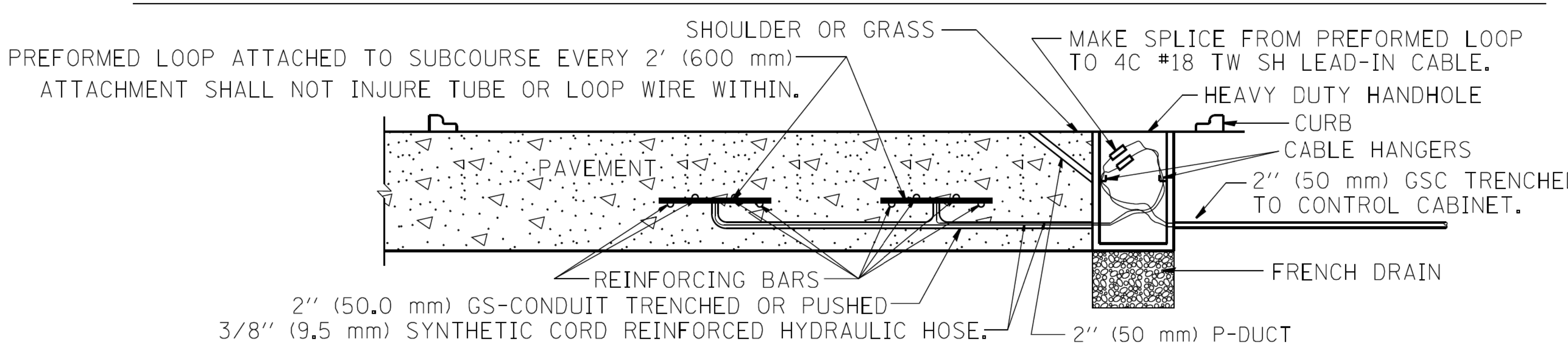
SCALE: NONE | SHEET NO. OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-001 R&B	COOK	696	678
		CONTRACT NO.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TSCTYP.dgn 2/7/2013 9:38:46 AM User=mezag



TYPICAL 2 LANE SPEED COUNT, CLASSIFICATION STATION IN NEW CONCRETE PAVEMENT



LOOP INSTALLATION IN NEW CONCRETE PAVEMENT

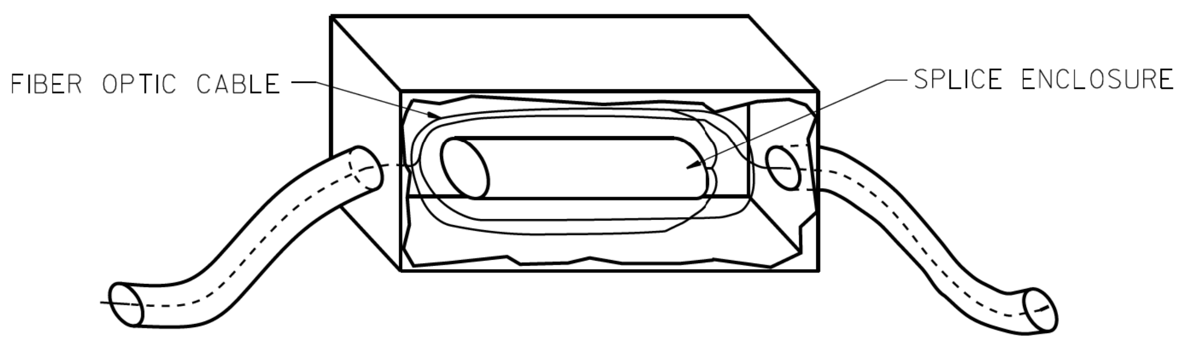
NOTES:

1.- EACH INDUCTION LOOP SHALL HAVE ITS OWN 4C #18 TWISTED SHIELD LEAD-IN CABLE TO CABINET.
2.- INDUCTION LOOPS SHALL NOT BE CONNECTED IN SERIES WITH OTHER LOOPS.
3.- LOOPS LOCATED OVER 1000′ (300 m) FROM CABINET SHALL REQUIRE 5 TURNS OF #14 WIRE.
4.- FOR LANE 1 WRAP LOOPS CLOCKWISE, FOR LANE 2 WRAP LOOP COUNTER CLOCKWISE.

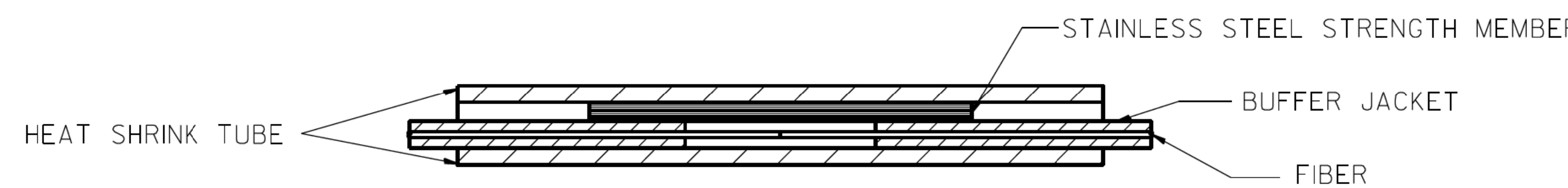
5.- COREHOLE SHALL BE FILLED WITH DUCT SEAL. JOINT SEALER (OZ GEDNEY DOZSEAL 230 OR BETTER) SHALL BE ADDED AFTER DUCT SEAL.

FILE NAME = c:\pw_work\pwidot\mezag\d0287541\TSCTYP.dgn	USER NAME = mezag	DESIGNED - J.G.	REVISED - 07/01/2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION TRAFFIC SYSTEMS CENTER	PREFORMED LOOP TYPICAL INSTALLATION NEW CONCRETE PAVEMENT
		DRAWN - G.M.	REVISED -		
	PLOT SCALE = 100.0000 ′ / in.	CHECKED - J.G.	REVISED -		
	PLOT DATE = 2/7/2013	DATE - 06/25/2010	REVISED -		SCALE: NONE / SHEET NO. OF SHEETS / STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-001 R&B	COOK	696	679
		CONTRACT NO.		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



JUNCTION BOX DETAIL



FIBER SPLICE DETAIL

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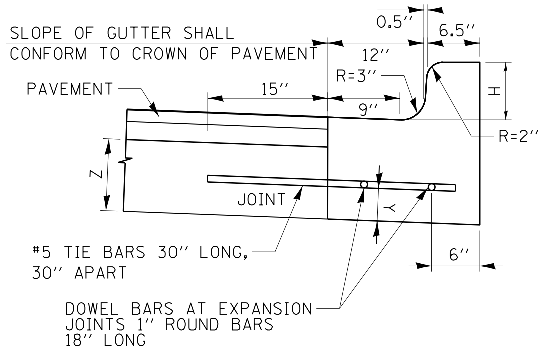
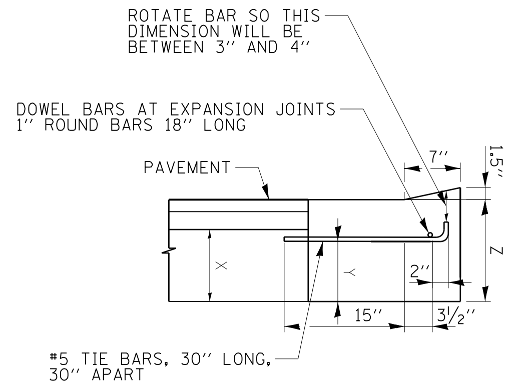
	PLOT DATE = $DATE$	DATE - 04/26/93	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.

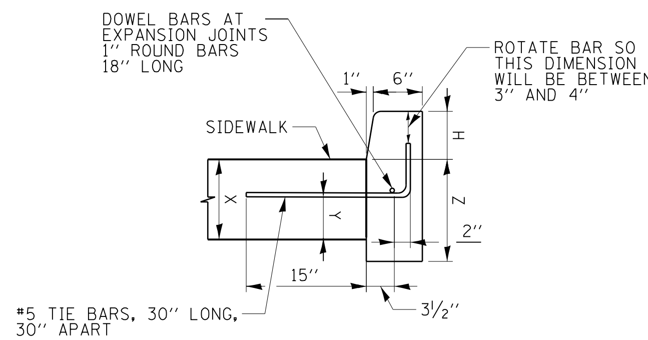
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-001 R&B	COOK	696	680
		CONTRACT NO.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



COMBINATION CURB AND GUTTER TYPE B V.12 (CDOT)



DEPRESSED CURB



BARRIER CURB

CONCRETE CURB, TYPE B (SPECIAL) (CDOT)

DETAILS OF CONCRETE CURB, TYPE B (SPECIAL) (CDOT) AND COMBINATION CURB AND GUTTER TYPE B V.12 (CDOT)

DEPRESSED CURB & GUTTER

DEPRESSED CURB AND GUTTER AND TRANSITIONS BETWEEN BARRIER CURB WILL BE PAID FOR UNDER THE ADJACENT CURB ITEM. DEPRESSED CURB AND MOUNTABLE GUTTER MUST MEET CDOT ADA STANDARDS.

JOINTS IN CURB, COMBINED CURB AND GUTTER

TRANSVERSE JOINTS OF A TYPE SIMILAR TO THAT USED IN THE ADJACENT PAVEMENT SHALL BE INSTALLED IN THE CURB, GUTTER AND COMBINED CURB & GUTTER IN PROLONGATION WITH THE JOINTS IN THE PAVEMENT. THE DETAILS OF THE TRANSVERSE JOINTS IN THE CURB, GUTTER AND COMBINED CURB & GUTTER SHALL BE APPROVED BY THE ENGINEER. CURB, GUTTER OR COMBINED CURB AND GUTTER IS CONSTRUCTED ADJACENT TO A FLEXIBLE BASE PAVEMENT, 1″ THICK EXPANSION JOINTS COMPOSED OF BITUMINOUS PREFORMED JOINT FILLER SHALL BE INSTALLED IN THE CURB AND/OR GUTTER AT POINTS OF CURVATURE AND AT CONSTRUCTION JOINTS. CONTRACTION JOINTS SHALL ALSO BE PLACED BETWEEN THESE EXPANSION JOINTS AT DISTANCES NOT EXCEEDING 20 FEET. ALL TIE BARS SHALL BE DEFORMED - ALL DOWEL BARS SHALL BE SMOOTH. ALL TIE BARS AND DOWEL BARS TO BE EPOXY COATED.

JOINTS IN CURB, COMBINED CURB AND GUTTER

THE COST OF ALL JOINTS, INCLUDING LABOR, FURNISH AND PLACING OF STEEL, JOINT FILLER, SEALANT, AND ALL OTHER INCIDENTALS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR CONCRETE CURB, TYPE B (SPECIAL) (CDOT), AND COMBINATION CURB AND GUTTER TYPE B V.12 (CDOT) ITEMS. SAWCUTTING AND FURNISHING AND INSTALLING CURB ANCHORS, DOWELS, AND TIE BARS SHALL ALSO BE INCIDENTAL TO THESE ITEMS.

NOTE:

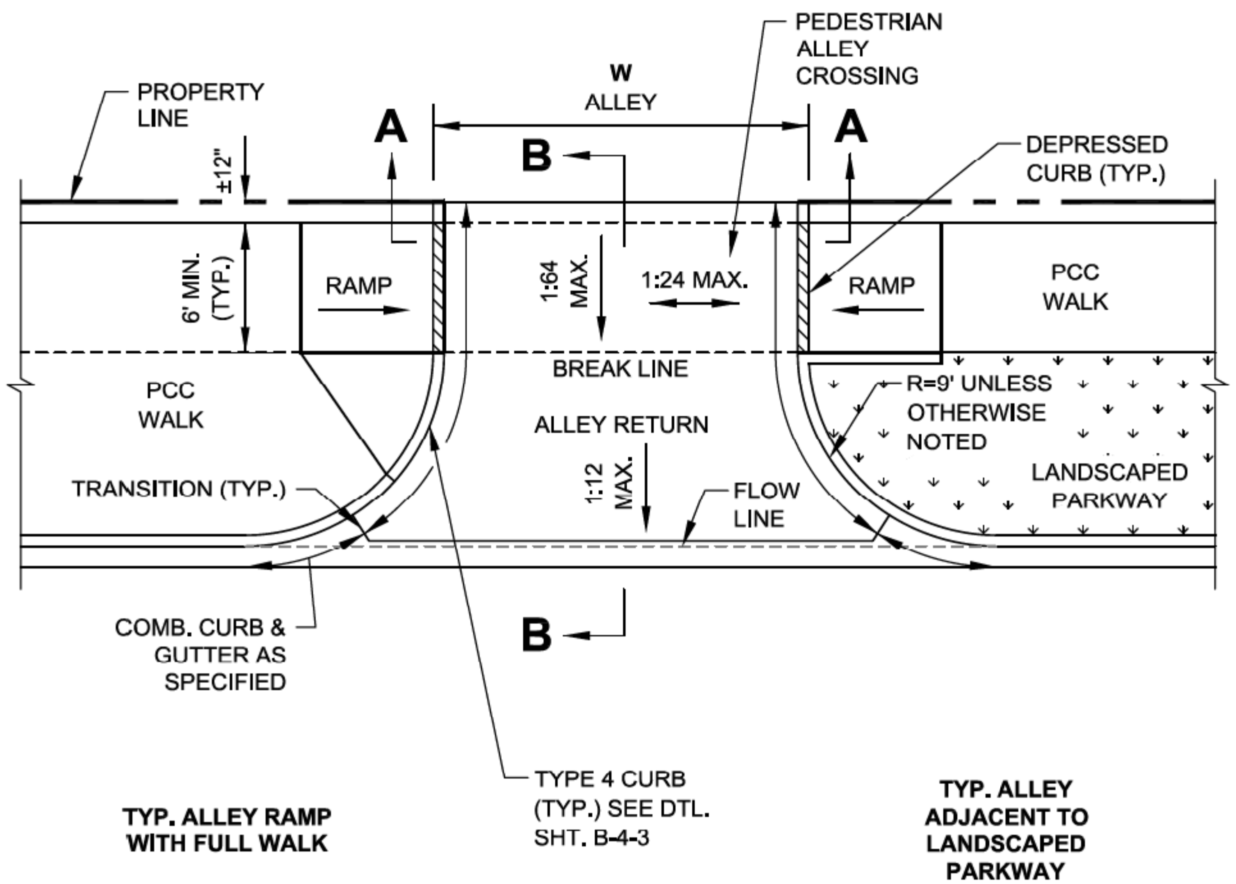
H = VARIABLE, MINIMUM 3″ AND NOT TO EXCEED 9″ (SEE PLANS)
X = THICKNESS OF PAVEMENT
Y = ONE HALF THE THICKNESS OF CONCRETE PAVEMENT OR CONCRETE BASE
Z = 10″ OR THICKNESS OF PAVEMENT - WHICHEVER IS GREATER

NOTES:

A. DETECTABLE WARNING IS NOT REQUIRED AT ALLEY RETURNS.

B. RAMP DETAILS ARE DEPENDENT UPON SITE SPECIFIC CONDITIONS (WHERE RAMPS ARE NECESSARY). SEE APPROPRIATE RAMP SHEET AS REQUIRED (TYP.).

C. SEE DETAIL B-2-5 FOR REDUCED WIDTH (4' MIN.) PEDESTRIAN ACCESSIBLE ROUTE ACROSS ALLEY / DRIVEWAY (TO ALLOW FOR ADDITIONAL SLOPE AT ALLEY / DRIVEWAY).



PLAN VIEW

NOTE:
WORK THIS SHEET WITH SHEET B-2-2.

City of Chicago
Rahm Emanuel, Mayor
Department of Transportation
Division of Engineering
www.cityofchicago.org

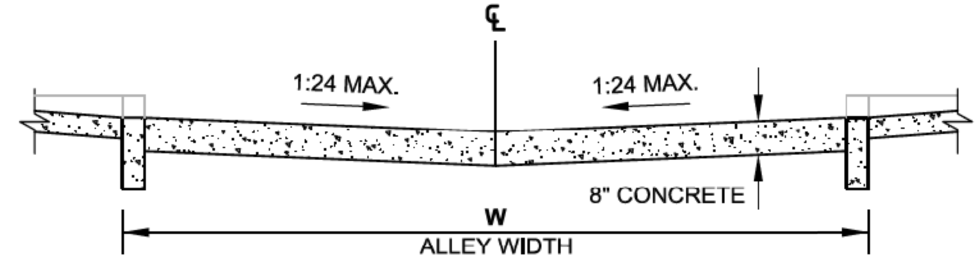
CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

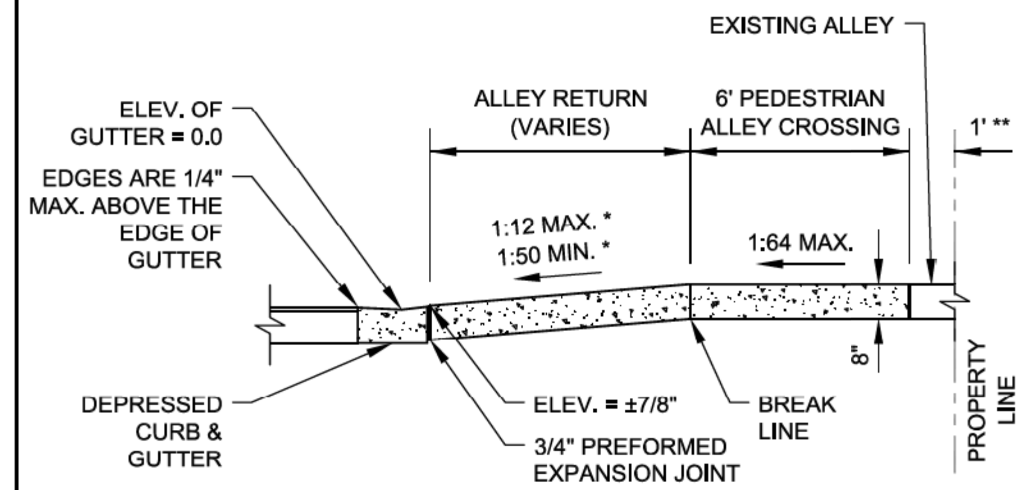
CITY OF CHICAGO
ALLEY RETURN PLAN VIEW
SHEET B-2-1

SCALE: NOT TO SCALE
DATE: 10/23/2006

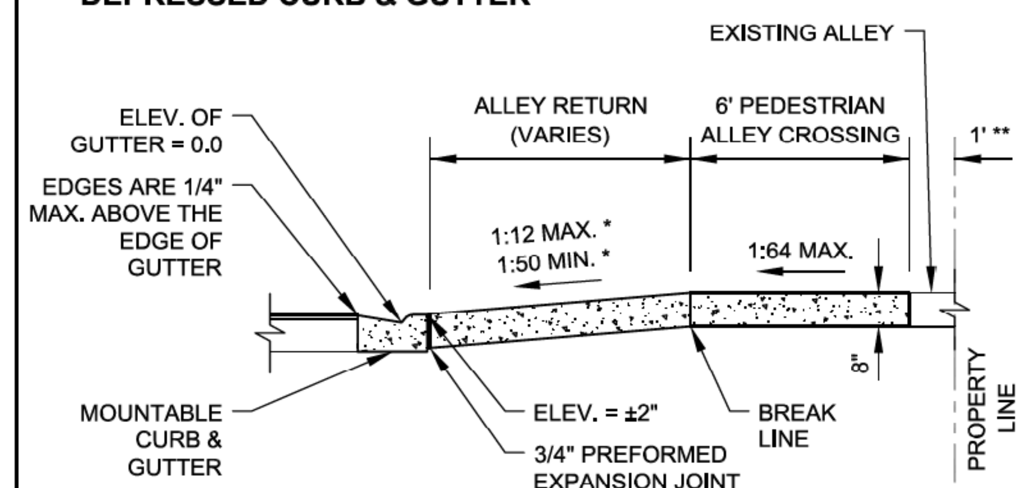
DRAWN BY: CDOT
CHECKED BY: LCM



SECTION A-A: CROSS SECTION AT PROPERTY LINE



SECTION B-B: LONGITUDINAL SECTION SHOWING DEPRESSED CURB & GUTTER



SECTION B-B: LONGITUDINAL SECTION SHOWING MOUNTABLE CURB & GUTTER

ALLEY RETURN NOTES:

A. WHEN A PORTION OF AN EXISTING PAVED ALLEY IS REMOVED TO ADJUST THE ALLEY PAVEMENT TO THE NEW GRADE, 3/4" PREFORMED EXPANSION JOINT MATERIAL SHALL BE PLACED ON THE PROPERTY LINE OTHERWISE THE JOINT IS OMITTED. THE COST OF FURNISHING AND PLACING THE 3/4" PREFORMED EXPANSION JOINT MATERIAL SHALL BE INCLUDED IN THE COST OF THE PORTLAND CEMENT CONCRETE ALLEY RETURN.

B. SAWED JOINTS SHALL BE SEALED WITH A POURED MATERIAL MEETING THE REQUIREMENTS OF SECTION 1050 OF THE SSRBC.

* SLOPE VARIES AND IS NOT GOVERNED BY ADA

** THE SLOPE OF THE ALLEY IN THE 1' SPACE ADJACENT TO THE PROPERTY LINE MAY BE ALTERED UP TO 10% TO MEET EXISTING CONDITIONS

NOTE:
WORK THIS SHEET WITH SHEET B-2-1.

City of Chicago
Rahm Emanuel, Mayor
Department of Transportation
Division of Engineering
www.cityofchicago.org

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

CITY OF CHICAGO
ALLEY RETURN SECTIONS
SHEET B-2-2

SCALE: NOT TO SCALE
DATE: 10/23/2006

DRAWN BY: CDOT
CHECKED BY: LCM

TranSystems

D160X75-sht-CDOT-ADA-B-2-1,B-2-2.dgn	DESIGNED -	REVISED -	
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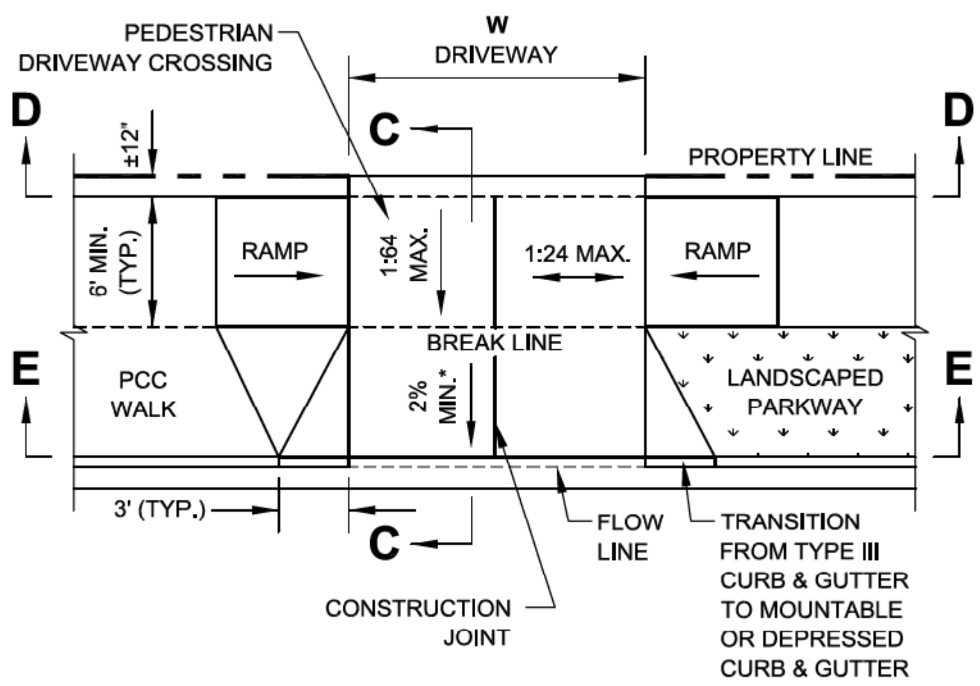
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/11/2017	DATE - 5/10/2017	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHICAGO DEPARTMENT OF TRANSPORTATION
STANDARD DETAILS

SCALE: SHEET 1 OF 10 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-001 R&B	COOK	696	682
		CONTRACT NO. 60X75		
		ILLINOIS FED. AID PROJECT		



OPTION A - DRIVEWAY WITH FLARES

ALLEY NOTES:

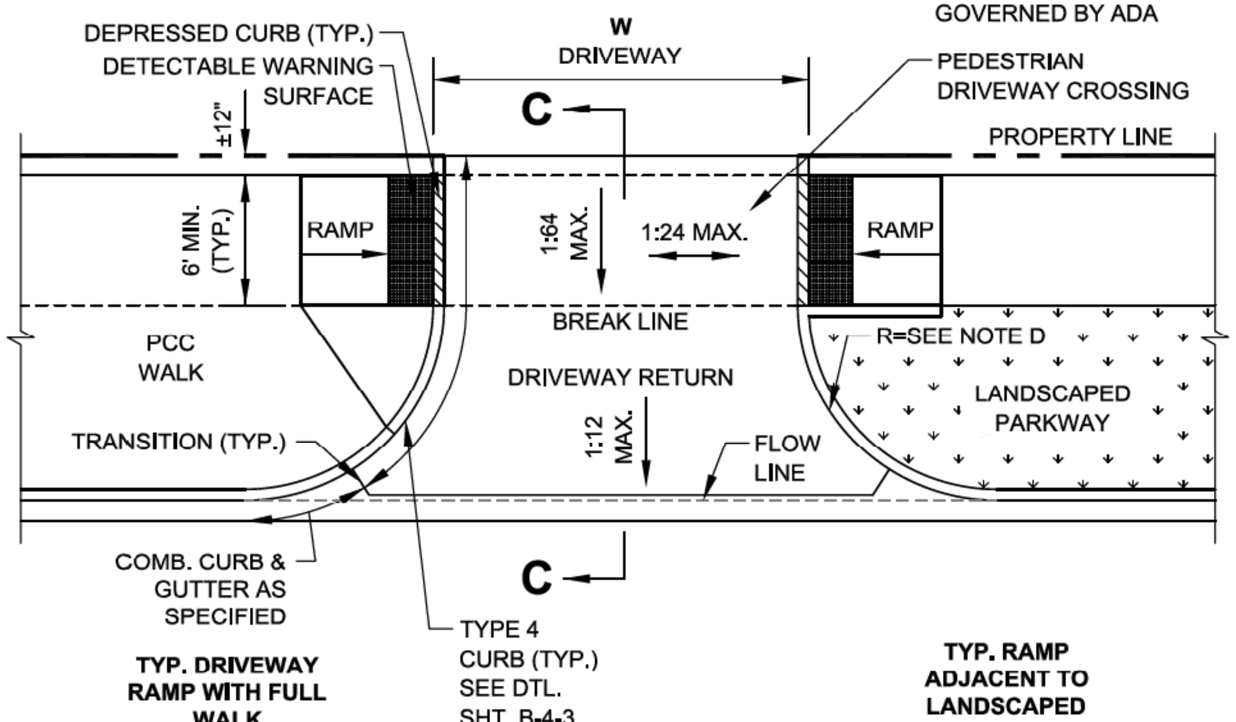
A. DETECTABLE WARNING IS NOT REQUIRED AT NON-SIGNALIZED DRIVEWAYS.

B. RAMP DETAILS ARE DEPENDENT UPON SITE SPECIFIC CONDITIONS (WHERE RAMPS ARE NECESSARY). SEE APPROPRIATE RAMP SHEET AS REQUIRED (TYP.).

C. SEE DETAIL B-2-5 FOR REDUCED WIDTH (4' MIN.) PEDESTRIAN ACCESSIBLE ROUTE ACROSS ALLEY / DRIVEWAY (TO ALLOW FOR ADDITIONAL SLOPE AT ALLEY / DRIVEWAY).

D. DEPENDENT UPON TYPE & VOLUME OF TRAFFIC.

* SLOPE VARIES AND IS NOT GOVERNED BY ADA



TYP. DRIVEWAY RAMP WITH FULL WALK

TYP. RAMP ADJACENT TO LANDSCAPED PARKWAY

OPTION B - COMMERCIAL AND RESIDENTIAL DRIVEWAY WITH CURB

FOR USE WITH TRAFFIC SIGNALIZATION APPROVED BY CITY ORDINANCE

NOTE:
WORK THIS SHEET WITH SHEET B-2-4.

City of Chicago
Rahm Emanuel, Mayor
Department of Transportation
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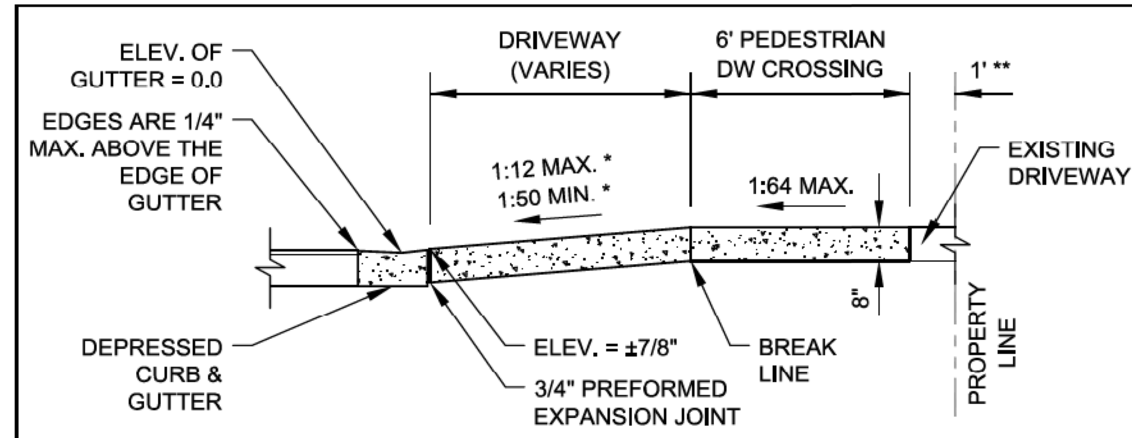
CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

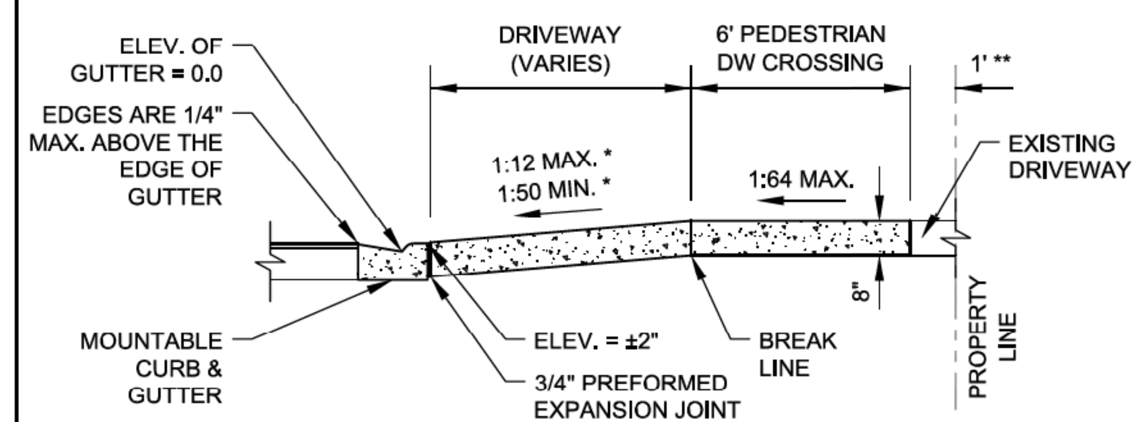
CITY OF CHICAGO
DRIVEWAY CONSTRUCTION PLAN VIEWS
SHEET B-2-3

SCALE: NOT TO SCALE
DATE: 10/23/2006

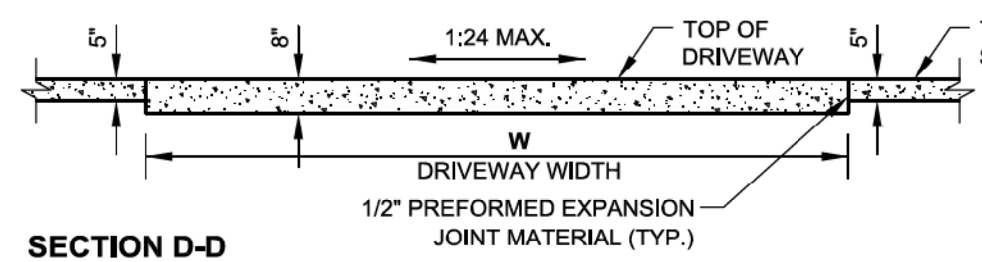
DRAWN BY: CDOT
CHECKED BY: LCM



SECTION C-C: SECTION SHOWING DEPRESSED CURB & GUTTER



SECTION C-C: SECTION SHOWING MOUNTABLE CURB & GUTTER

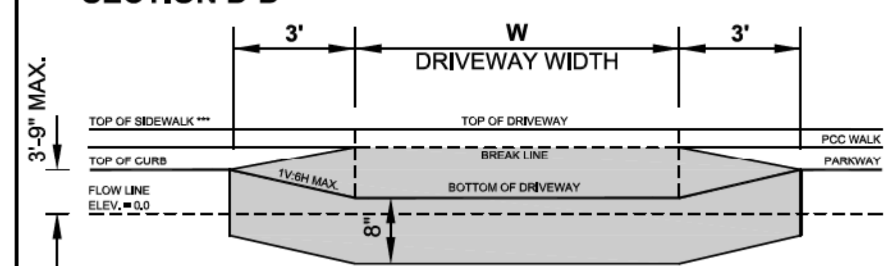


SECTION D-D

* SLOPE VARIES AND IS NOT GOVERNED BY ADA

** THE SLOPE OF THE ALLEY IN THE 1' SPACE ADJACENT TO THE PROPERTY LINE MAY BE ALTERED UP TO 10% TO MEET EXISTING CONDITIONS

*** HEIGHT OF FLARE + WIDTH OF SIDEWALK x 1.56% + WIDTH OF PARKWAY x 1.56% TO 4%



SECTION E-E

NOTE:
WORK THIS SHEET WITH SHEET B-2-3.

City of Chicago
Rahm Emanuel, Mayor
Department of Transportation
Division of Engineering
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CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

CITY OF CHICAGO
DRIVEWAY CONSTRUCTION SECTIONS
SHEET B-2-4

SCALE: NOT TO SCALE
DATE: 10/23/2006

DRAWN BY: CDOT
CHECKED BY: LCM

GENERAL NOTES:

1. THE DETECTABLE WARNING USED SHALL BE CHOSEN FROM THE CHICAGO DEPARTMENT OF TRANSPORTATION LIST OF APPROVED DETECTABLE WARNING PRODUCTS (AVAILABLE ON THE CITY OF CHICAGO WEBSITE). IT IS NOT ACCEPTABLE TO INSTALL TWO DIFFERENT DETECTABLE WARNING PRODUCTS ADJACENT TO ONE ANOTHER AT ANY LOCATION. IN THE CENTRAL BUSINESS DISTRICT, GRANITE OR OTHER SPECIALTY PAVING MATERIALS MAY BE SUBMITTED TO THE COMMISSIONER FOR APPROVAL.

2. THE DETECTABLE WARNING MUST BE INSTALLED A MAXIMUM OF 8" OR LESS FROM FACE OF CURB (SEE DETAIL SHEET B-4-2).

3. THE DETECTABLE WARNING MUST COVER FULL WIDTH OF RAMP EXCLUDING SIDE FLARES FOR A MINIMUM UNOBSTRUCTED DEPTH OF 24". THE DETECTABLE WARNING LOCATED ON THE SURFACES OF RAMPS IS TYPICALLY ORIENTED PERPENDICULAR TO THE RUN OF THE RAMP UNLESS SPECIAL CIRCUMSTANCES OCCUR (SEE DETAIL SHEET B-1-5). THE DETECTABLE WARNING MUST BE PROVIDED FOR A MINIMUM DEPTH OF 24" FOR THE ENTIRE LENGTH OF THE SIDEWALK WHERE THE SIDEWALK IS FLUSH WITH THE STREET (DEPRESSED CURB OR FLUSH TRANSITION). IF IT IS NECESSARY TO CUT A UNIT(S) IN THE PROVISION OF A COMPLIANT RAMP OR SIDEWALK WITH 24" MINIMUM DEPTH OF DETECTABLE WARNING, THE UNITS SHALL BE CUT IN A NEAT AND WORKMAN LIKE MANNER PER MANUFACTURER'S REQUIREMENTS WITH A MINIMUM OF THREE PINS OR ANCHOR POINTS (WHERE APPLICABLE). THE UNITS SHALL BE ARRANGED SO THAT THE CUT UNITS ARE LARGE ENOUGH TO BE PROPERLY AND ADEQUATELY SECURED. CUT UNITS SHALL NOT BE USED UNLESS ALL OTHER DESIGN OPTIONS HAVE BEEN EXHAUSTED. THE USE OF SALVAGE PIECES FROM UNITS THAT ARE CUT WILL NOT BE PERMITTED WITHOUT WRITTEN APPROVAL OF THE COMMISSIONER. CUT UNIT SALVAGE PIECES NOT APPROVED FOR USE MUST BE REMOVED FROM THE SITE AND DISPOSED OF PROPERLY.

4. WHERE APPLICABLE, A COMBINATION OF STRAIGHT AND RADIAL DETECTABLE WARNING UNITS MAY BE USED ON COMPOUND AND LARGE RADII. CONTRACTOR MUST MAKE THIS DETERMINATION AND VERIFY IN FIELD.

5. THE DETECTABLE WARNING MUST CONTRAST WITH ADJACENT PAVEMENT. IF LIGHT COLORED PAVEMENT IS USED THE DETECTABLE WARNING COLOR SHALL BE RED. IF A DARK COLORED PAVEMENT IS USED THE DETECTABLE WARNING COLOR SHALL BE YELLOW. CONTRACTOR TO VERIFY THAT PROPER CONTRAST IS OBTAINED.

6. PRIOR TO PLACING CONCRETE FOR DEPRESSED CURBS, RAMPS, OR SIDEWALKS THE CONTRACTOR SHALL VERIFY THAT LAYOUT OR DESIGN COMPLIES WITH THE REQUIREMENTS OF THE CDOT ADA STANDARDS.

7. RAMP WIDTH MUST BE A MINIMUM OF 6'-0" AND IN INCREMENTS OF 1'-0", EXCEPT WHEN USING THE PERPENDICULAR RAMP AT CORNER (OR OTHER SPECIAL CDOT APPROVED CONDITIONS), WHICH HAS A MINIMUM WIDTH OF 4'-0".

8. THE MAXIMUM ALLOWABLE RAMP RUNNING SLOPE IS 1:14, MEASURED AT ANY PORTION OF THE RAMP. IF POSSIBLE, A MORE GRADUAL SLOPE SHALL BE USED. GRADE BREAKS AT THE TOP AND BOTTOM OF RAMPS SHALL BE PERPENDICULAR TO THE DIRECTION OF RAMP RUN.

9. THE MAXIMUM ALLOWABLE RAMP CROSS SLOPE IS 1:64, MEASURED AT ANY PORTION OF THE RAMP. IF POSSIBLE, A MORE GRADUAL SLOPE SHALL BE USED.

10. THE MAXIMUM ALLOWABLE RAMP LANDING SLOPE IS 1:64, MEASURED AT ANY LOCATION AND IN ANY DIRECTION ON THE LANDING. THE RAMP LANDING WIDTH SHALL MATCH THE FULL WIDTH OF THE RAMP FOR A MINIMUM UNOBSTRUCTED DEPTH OF 4'-0". RAMP LANDINGS SHALL BE PROVIDED AT THE TOP AND/OR BOTTOM OF RAMPS WHERE TURNING IS REQUIRED.

11. RAMP SIDE FLARES SHALL BE INSTALLED AT ANY LOCATION WHERE THE SURFACE ADJACENT TO THE RAMP SURFACE IS INTENDED FOR PEDESTRIAN USE. TRIPPING HAZARDS, INCLUDING STEPS, DROP-OFFS, OR CURBS SHALL NOT BE LOCATED WITHIN THE LIMITS OF THE SIDEWALK. RAMP SIDE FLARES ARE NOT REQUIRED WHERE THE SURFACE ADJACENT TO THE RAMP SURFACE IS LANDSCAPED OR IS OCCUPIED BY A BARRIER THAT BLOCKS PEDESTRIAN ACCESS. EXCEPTIONS TO THIS RULE MAY BE SUBMITTED TO THE COMMISSIONER FOR APPROVAL.

City of Chicago
Rahm Emanuel, Mayor
Department of Transportation
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CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

CITY OF CHICAGO
GENERAL NOTES
SHEET B-3-2

SCALE: NOT TO SCALE
DATE: 10/23/2006

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GENERAL NOTES (CONTINUED):

12. UTILITIES, SUCH AS LIGHT POLES, TRAFFIC POLES AND HYDRANTS, MAY BE LOCATED IN THE FLARE OF THE RAMP BUT ARE NOT ALLOWED ON THE RAMP SURFACE OR LANDING AREAS. EXISTING UTILITY STRUCTURE LIDS MAY REMAIN WITHIN THE FLARE OR ON THE SURFACE OF THE RAMP IF THE REQUIREMENTS OF GENERAL NOTE #19 ARE MET.

13. ALL LOCATIONS WITH TYPE 4 OR TYPE B CURB (EXCEPT ALLEY APRONS) SHALL BE CONSTRUCTED AS CURB AND GUTTER TYPE BV.12 THROUGH THE LIMITS OF THE CORNER AND THE CURB RAMPS.

14. ALTERATIONS SHALL NOT DECREASE THE ACCESSIBILITY TO EXISTING FACILITIES, SIDEWALKS LEADING TO EXISTING FACILITIES, OR DOOR OR GATE ACCESS POINTS TO FACILITIES. THE ELEVATION AT THE EXISTING PROPERTY LINE OR FACILITY ACCESS POINT SHALL BE MAINTAINED AT A MINIMUM. ANY ALTERATIONS ADJACENT TO OR AFFECTING A FACILITY ACCESS POINT SHALL RESULT IN IMPROVED ACCESS OR AT A MINIMUM A REPLICATION OF EXISTING CONDITIONS, INCLUDING SIDEWALK SLOPES AND SURFACE CONDITIONS. FACILITIES INCLUDE, BUT ARE NOT LIMITED TO PRIVATE BUSINESSES, PUBLIC BUILDINGS, RESIDENCES, BUS STOPS, PUBLIC BENCHES, PAY PHONES, AND PARKING METERS.

15. THE MINIMUM CROSSWALK WIDTH IS 6'-0". CROSSWALKS SHALL BE LOCATED AS SHOWN IN THE PLAN SHEETS DEPENDING ON THE TYPE OF CURB RAMP USED. BEYOND THE CURB FACE AT THE BASE OF CURB RAMPS, A CLEAR SPACE OF 4'-0" BY 4'-0" MINIMUM SHALL BE PROVIDED WITHIN THE STRIPES OF THE CROSSWALK (WHERE PROVIDED).

16. IF SIDEWALK AND ALLEY ARE AT THE SAME GRADE, A RAMP IS NOT REQUIRED. IF SIDEWALK AND DRIVEWAY ARE AT THE SAME GRADE, A RAMP IS NOT REQUIRED BUT DETECTABLE WARNING UNITS ARE STILL REQUIRED IF THE DRIVEWAY HAS TRAFFIC CONTROL DEVICES (I.E. TRAFFIC SIGNALS).

17. MAIN LINE SIDEWALK SHALL HAVE A MAXIMUM CROSS SLOPE NOT TO EXCEED 1:64 FOR THE FULL WIDTH OF WALK UNLESS OTHERWISE APPROVED BY THE COMMISSIONER. WHERE TURNING IS REQUIRED AND WHERE SIDEWALKS INTERSECT, THE SLOPE OF THE SIDEWALK SHALL NOT EXCEED 1:64 IN ANY DIRECTION.

18. MAIN LINE SIDEWALK RUNNING SLOPES SHALL NOT EXCEED 1:24 OR THE GENERAL GRADE ESTABLISHED FOR THE ADJACENT STREET, WHICH EVER IS HIGHER.

19. THERE SHALL BE NO VERTICAL LEVEL DIFFERENCES BETWEEN SURFACES GREATER THAN 1/4" ON THE MAIN LINE SIDEWALK. THERE SHALL BE NO HORIZONTAL GAPS OR OPENINGS GREATER THAN 1/2" ON THE MAIN LINE SIDEWALK.

20. WHERE OBSTRUCTIONS EXIST ON THE MAINLINE SIDEWALK, THE CLEAR WIDTH OF USEABLE SIDEWALK SHALL NOT BE LESS THAN 4'-0". OBSTRUCTIONS INCLUDE, BUT ARE NOT LIMITED TO SIDEWALK BENCHES, FIRE HYDRANTS, SIGNAL OR LIGHT POLES, NEWSPAPER DISPENSERS, TRASH RECEPTACLES, AND UTILITY PEDESTALS.

21. CURB RAMPS AND LANDING (KEYSTONE) TO BE CONSTRUCTED WITH 8" THICK CONCRETE AT ALL TRAFFIC SIGNALIZED INTERSECTIONS AND INDUSTRIAL STREET INTERSECTIONS. AT ALL OTHER LOCATIONS, 5" THICK CONCRETE TO BE USED.

22. NO DEVIATIONS FROM THESE STANDARDS ARE ALLOWED WITHOUT WRITTEN APPROVAL FROM THE COMMISSIONER.

23. DEPRESSED CURB, RAMP, OR SIDEWALK DESIGNS OR LAYOUTS SHALL MAINTAIN OR IMPROVE EXISTING DRAINAGE AND THE EXISTING INTERSECTION GEOMETRY SHALL NOT BE MODIFIED WITHOUT CDOT APPROVAL.

24. ALL CONSTRUCTION DOCUMENTS MUST BE STAMPED BY A LICENSED ARCHITECT/LANDSCAPE ARCHITECT/ENGINEER TO CERTIFY THAT THEY ARE IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA) AND ALL CODES AND BUILDING ORDINANCES OF THE CITY OF CHICAGO AND STATE OF ILLINOIS.

City of Chicago
Rahm Emanuel, Mayor
Department of Transportation
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CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

CITY OF CHICAGO
GENERAL NOTES (CONTINUED)
SHEET B-3-3

SCALE: NOT TO SCALE
DATE: 10/23/2006

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ADA COMPLIANCE AND TRANSITION GUIDELINES

POLICY STATEMENT: ANY ALTERATION OF THE PUBLIC WAY MUST BE RESTORED IN AN ADA COMPLIANT MANNER

I. STREET RESURFACING / RECONSTRUCTION *

FOR ANY RESURFACING/RECONSTRUCTION PROJECT WHERE, WITHIN THE PROJECT LIMITS, A CROSSWALK IS ENCOUNTERED OR WHERE THE PROJECT LIMITS TERMINATE WITHIN 4' OR LESS OF A CROSSWALK, THOSE CROSSWALKS AND THE ASSOCIATED CURB RAMPS MUST BE IMPROVED TO CURRENT ADA STANDARDS. WHERE RESURFACING/RECONSTRUCTION ENCOUNTERS LESS THAN 1/4
POINT OF THE STREET SURFACE (LONGITUDINAL CUT), IT IS ACCEPTABLE PRACTICE TO EXCLUDE IMPROVEMENTS TO THE ASSOCIATED CROSSWALKS AND CURB RAMPS.

WHEN A PROJECT SCOPE OF WORK CALLS FOR ONLY AN INTERSECTION TO BE REPAVED, THE INTERSECTION LIMITS AS DEFINED BY THE AREA OUTLINED BY OUTERMOST CROSSWALK LINES AND ADJACENT CURB FACES AND ALL ADJOINING CROSSWALKS AND CURB RAMPS MUST BE IMPROVED TO CURRENT ADA STANDARDS.

WHEN A PROJECT SCOPE OF WORK IS LIMITED TO A SINGLE CORNER OF AN INTERSECTION, THE CURB RAMP MUST BE IMPROVED TO CURRENT ADA STANDARDS AND THE ADJACENT PAVEMENT MUST BE RESURFACED, AS NECESSARY TO PROVIDE FOR A FLUSH TRANSITION.

FOR ANY RESURFACING / RECONSTRUCTION PROJECT WHERE, WITHIN THE PROJECT LIMITS, AN ALLEY APRON IS ENCOUNTERED, THE ASSOCIATED CURB RAMPS, ALLEY APRON, AND SIDEWALKS MUST BE IMPROVED TO CURRENT ADA STANDARDS.

II. SIDEWALK INSTALLATION / REPAIRS / RECONSTRUCTION

THE LIMITS OF ANY MAINLINE SIDEWALK REPLACEMENT, GREATER THAN TEN FEET (10') IN LENGTH, THAT ABUT AN EXISTING RAMP LOCATION (INCLUDING THE FOUR FOOT (4') LANDING AREA AND/OR THE "KEYSTONE"), SHALL BE EXTENDED TO INCLUDE THE AFFECTED RAMPS AND THESE RAMPS SHALL BE RECONSTRUCTED TO CURRENT ADA STANDARDS. IN ADDITION, ALL NEWLY PLACED SIDEWALK TEN FEET (10') OR MORE IN LENGTH SHALL BE CONSTRUCTED IN ACCORDANCE WITH ALL CURRENT APPLICABLE STANDARDS WHICH INCLUDE PROVIDING A MINIMUM FOUR FEET (4') WIDTH ACCESSIBLE PATHWAY WITH A CROSS SLOPE NOT TO EXCEED 1:64.

III. GUIDELINES FOR TRANSITIONING TO EXISTING NON-COMPLIANT CONDITION

NEW SIDEWALK PLACEMENTS GREATER THAN TEN FEET IN CONTIGUOUS LENGTH:
THE LIMITS OF ANY MAINLINE SIDEWALK REPLACEMENT, GREATER THAN TEN FEET (10') IN LENGTH, MUST BE EXTENDED FOR A MINIMUM FIVE ADDITIONAL FEET (5') EITHER SIDE IN ORDER TO PROVIDE A REASONABLE TRANSITION TO MATCH THE EXISTING SIDEWALK. THE LENGTH OF TRANSITION SHALL BE LENGTHENED AS NECESSARY TO ENSURE THAT THE RUNNING SLOPE OF THE TRANSITION DOES NOT EXCEED A SLOPE OF 1:24 (PREFERRED) OR 1:14 (MAXIMUM) AT ANY POINT.

NEW SIDEWALK REPLACEMENTS TEN FEET OR LESS IN CONTIGUOUS LENGTH (REPAIRS):
IT IS ACCEPTABLE PRACTICE TO MATCH ADJACENT SIDEWALKS AT THE EXISTING SLOPE.

CURB RAMP REPLACEMENTS:
SIDEWALK REPLACEMENT BEYOND THE LIMITS OF THE LANDING AREA AND/OR THE "KEYSTONE" MUST BE EXTENDED A MINIMUM OF AN AN ADDITIONAL FIVE FEET (5') EITHER SIDE IN ORDER TO PROVIDE A REASONABLE TRANSITION TO MATCH THE EXISTING SIDEWALK. THE TRANSITION SHALL BE LENGTHENED AS NECESSARY TO ENSURE THAT THE RUNNING SLOPE OF THE TRANSITION DOES NOT EXCEED A SLOPE OF 1:24 (PREFERRED) OR 1:14 (MAXIMUM) AT ANY POINT.

NO EXCEPTIONS TO THE ABOVE WILL BE ALLOWED WITHOUT WRITTEN APPROVAL FROM THE COMMISSIONER.

* THE REQUIREMENTS OF SECTION I. SHALL APPLY ONLY TO CITY AGENCIES

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DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

CITY OF CHICAGO
ADA COMPLIANCE AND TRANSITION GUIDELINES
SHEET B-3-4
SCALE: NOT TO SCALE
DATE: 10/23/2006
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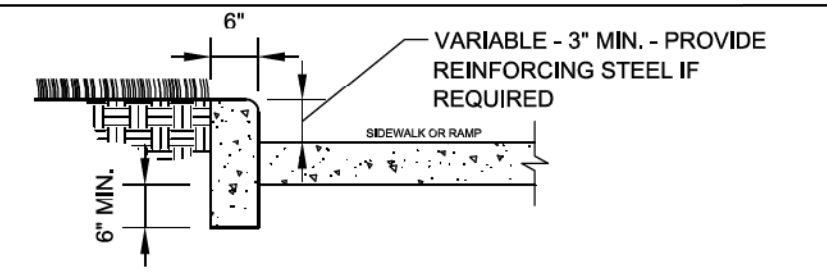
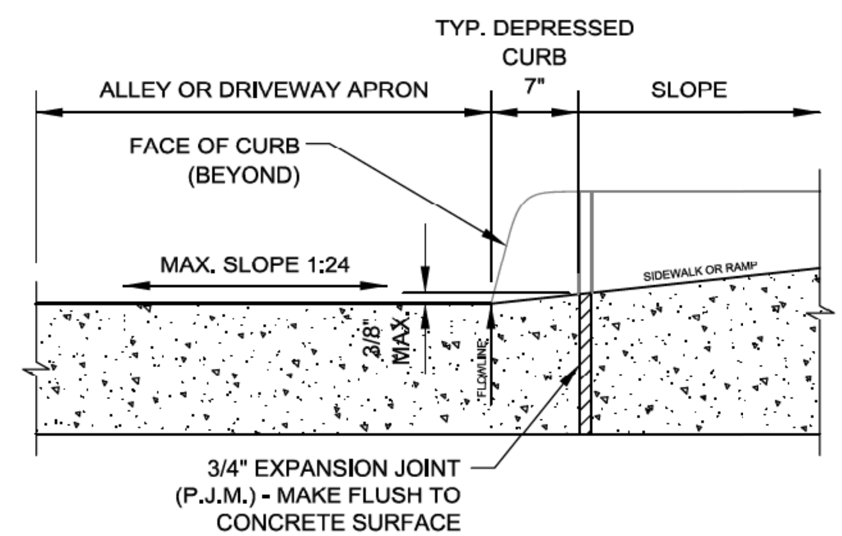
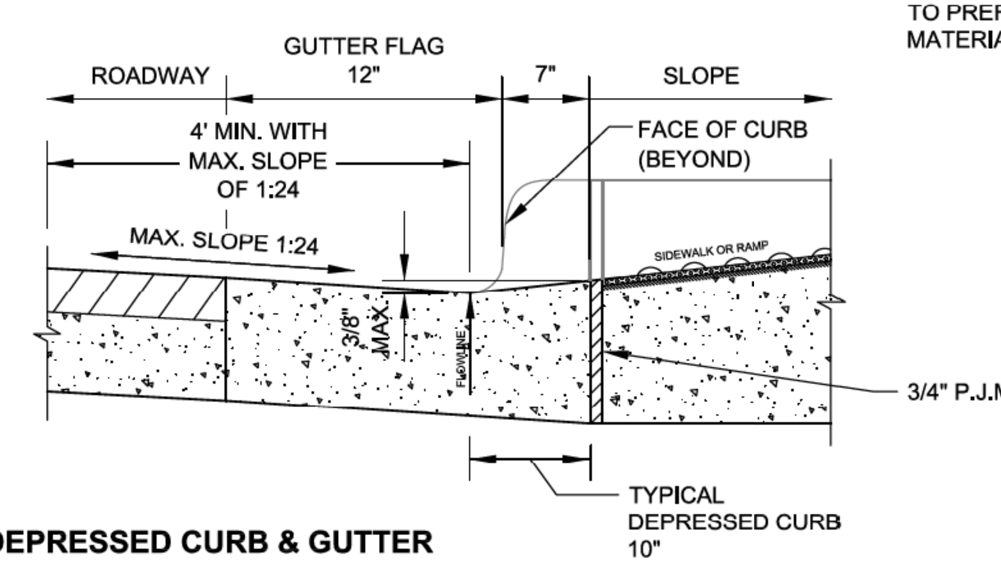


SIDE CURB - SECTION



DEPRESSED CURB & GUTTER
AT ALLEY/DRIVEWAY APRON (TYPE 4 OR B CURB)



DEPRESSED CURB & GUTTER
AT BOTTOM OF TYPICAL CURB RAMP

NOTES FOR CURB & GUTTER DETAILS THIS SHEET:

A. CROSS SLOPE AT DEPRESSED CURB & GUTTER NOT TO EXCEED 1:64.

B. DETECTABLE WARNING SURFACE AT DRIVEWAYS REQUIRED ONLY FOR COMMERCIAL DRIVEWAYS WITH TRAFFIC CONTROL DEVICES, I.E. SIGNALS.

C. REFER TO *REGULATIONS FOR OPENINGS, CONSTRUCTION AND REPAIR IN THE PUBLIC WAY (CDOT)* FOR ADDITIONAL REQUIREMENTS FOR CURB AND GUTTER INSTALLATION.

D. RAMP SIDE FLARES SHALL BE INSTALLED AT ANY LOCATION WHERE THE SURFACE ADJACENT TO THE RAMP SURFACE IS INTENDED FOR PEDESTRIAN USE. TRIPPING HAZARDS, INCLUDING STEPS, DROP-OFFS, OR SIDE CURBS SHALL NOT BE LOCATED WITHIN THE LIMITS OF THE SIDEWALK.

E. 'P.J.M.' THIS SHEET REFERS TO PREFORMED JOINT MATERIAL.

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CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

CITY OF CHICAGO
CURB & GUTTER DETAILS
SHEET B-4-3
SCALE: NOT TO SCALE
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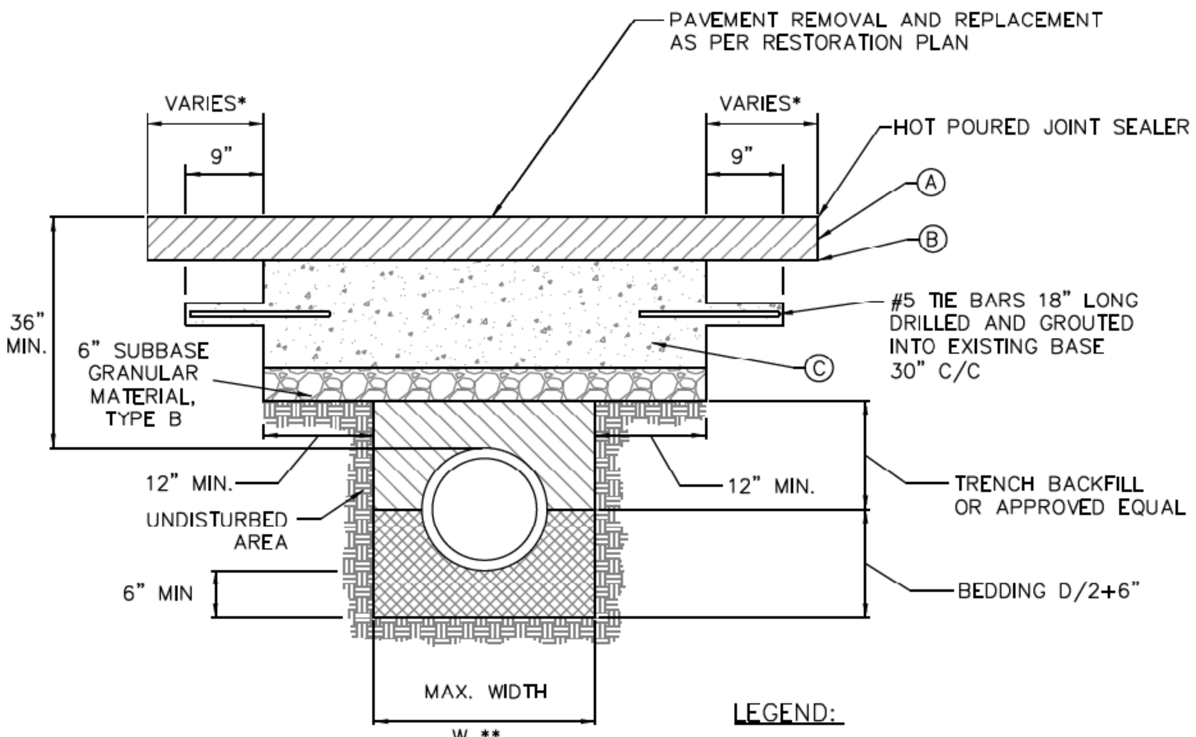


LEGEND:

(A) HOT MIX ASPHALT SURFACE COURSE

(B) BITUMINOUS MATERIAL & AGGREGATE (PRIME COAT)

(C) PCC BASE COURSE

* PAVEMENT SHALL BE REMOVED & REPAVED TO NEAREST CONSTRUCTION JOINT IF TRENCH EDGE IS 5' OR LESS FROM JOINT. (OR AS REQUIRED BY THE COMMISSIONER)

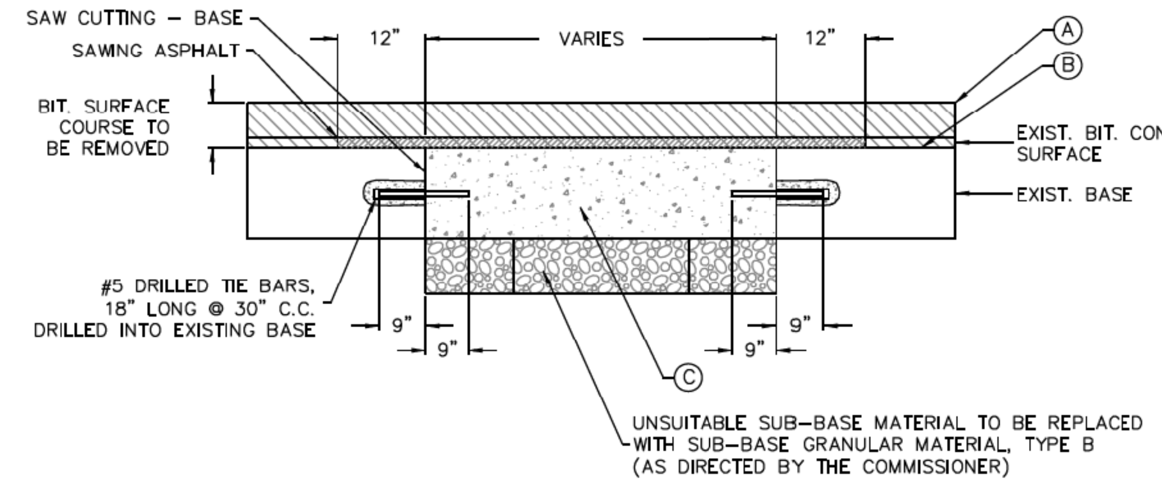
** W = 9" + O.D. +9", WHEN TRENCH DEPTH ≤ 5 FT.
W = 18" + O.D. + 18", WHEN TRENCH DEPTH > 5 FT.

NOTES:

1. THE PORTLAND CEMENT CONCRETE BASE SHALL BE 8" OR MORE (SEE TABLE 4.2-2 FOR REQUIRED THICKNESS). FOR CONCRETE STREETS THE CONCRETE SHALL BE BROUGHT TO GRADE (INCLUDING 1'-0" OVERLAP) AND FINISHED AS REQUIRED IN THE IDOT SSRBC.
2. ALL EXISTING PAVEMENTS SHALL BE SAW CUT 1'-0" ON BOTH SIDES OF THE TRENCH OR PAVEMENT OPENING. UNDER NO CIRCUMSTANCES SHOULD EXISTING PAVEMENT, WHICH HAS BEEN UNDERMINED OR OTHERWISE DISTURBED, BE LEFT IN PLACE AND NOT RESTORED.
3. ALL STREET PAVEMENT WILL REQUIRE PLACEMENT OF #5 TIE BARS, 18 INCHES LONG DRILLED AND GROUTED (NON SHRINK) AT 30" CENTERS ON ALL SIDES. A MINIMUM OF TWO TIE BARS WILL BE REQUIRED ON EACH SIDE OF SAW CUT BOUNDARIES.
4. ALL TIE BARS AND DOWEL BARS ARE TO BE EPOXY COATED (INCIDENTAL).

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

DATE	REVISION	CITY OF CHICAGO		
1/1/2014	REVISION 1	STREET PAVEMENT RESTORATION DETAIL WITH TRENCH BACKFILL		
		DATE	SHEET	DRAWN BY
		12/12/06	A-2-2A	CDOT



LEGEND:

(A) HOT MIX ASPHALT SURFACE COURSE

(B) BITUMINOUS MATERIAL & AGGREGATE (PRIME COAT)

(C) P.C. CONCRETE BASE COURSE*

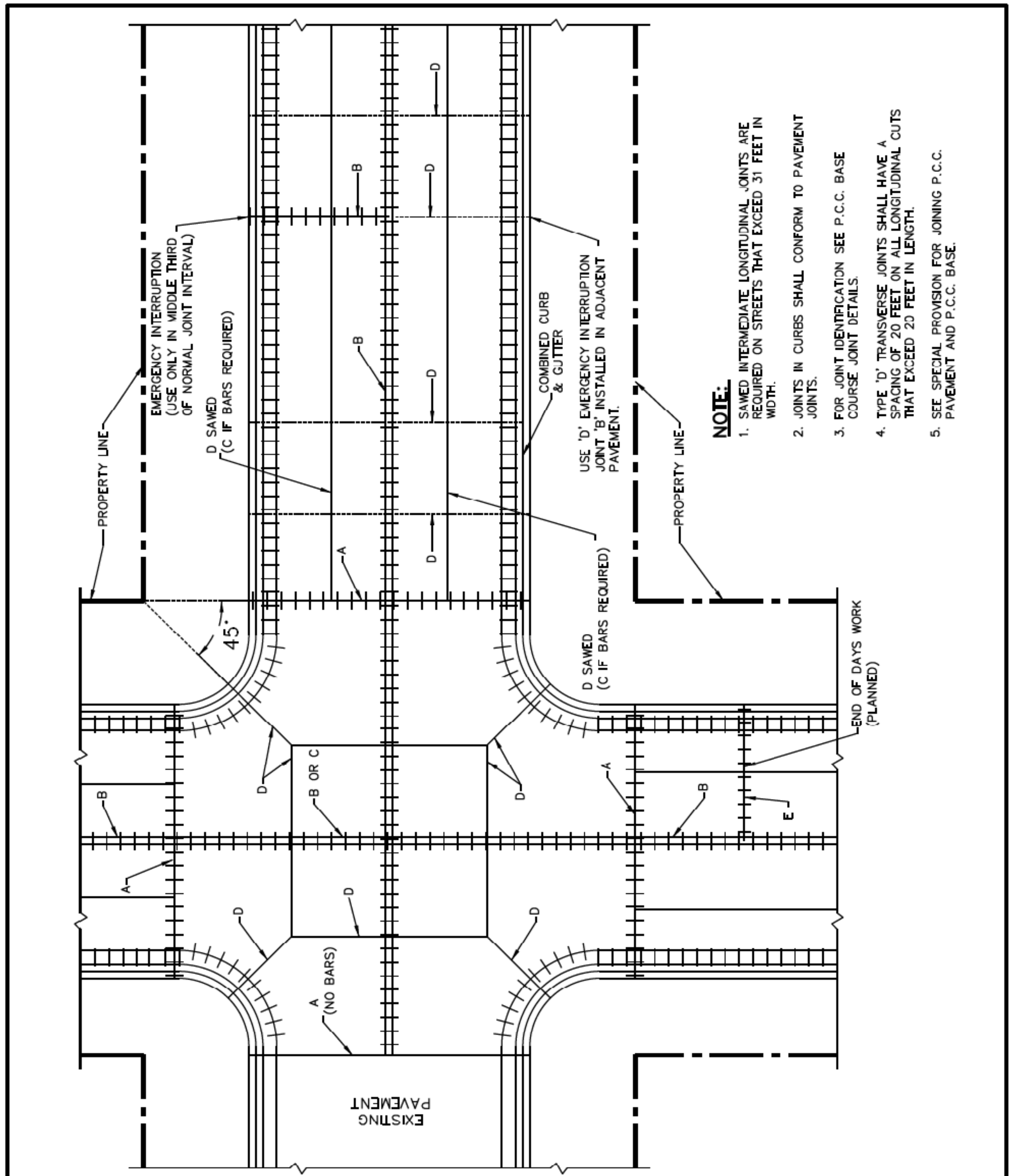
* SEE TABLE 4.2-2 FOR REQUIRED THICKNESS OF P.C.C. BASE COURSE

NOTES:

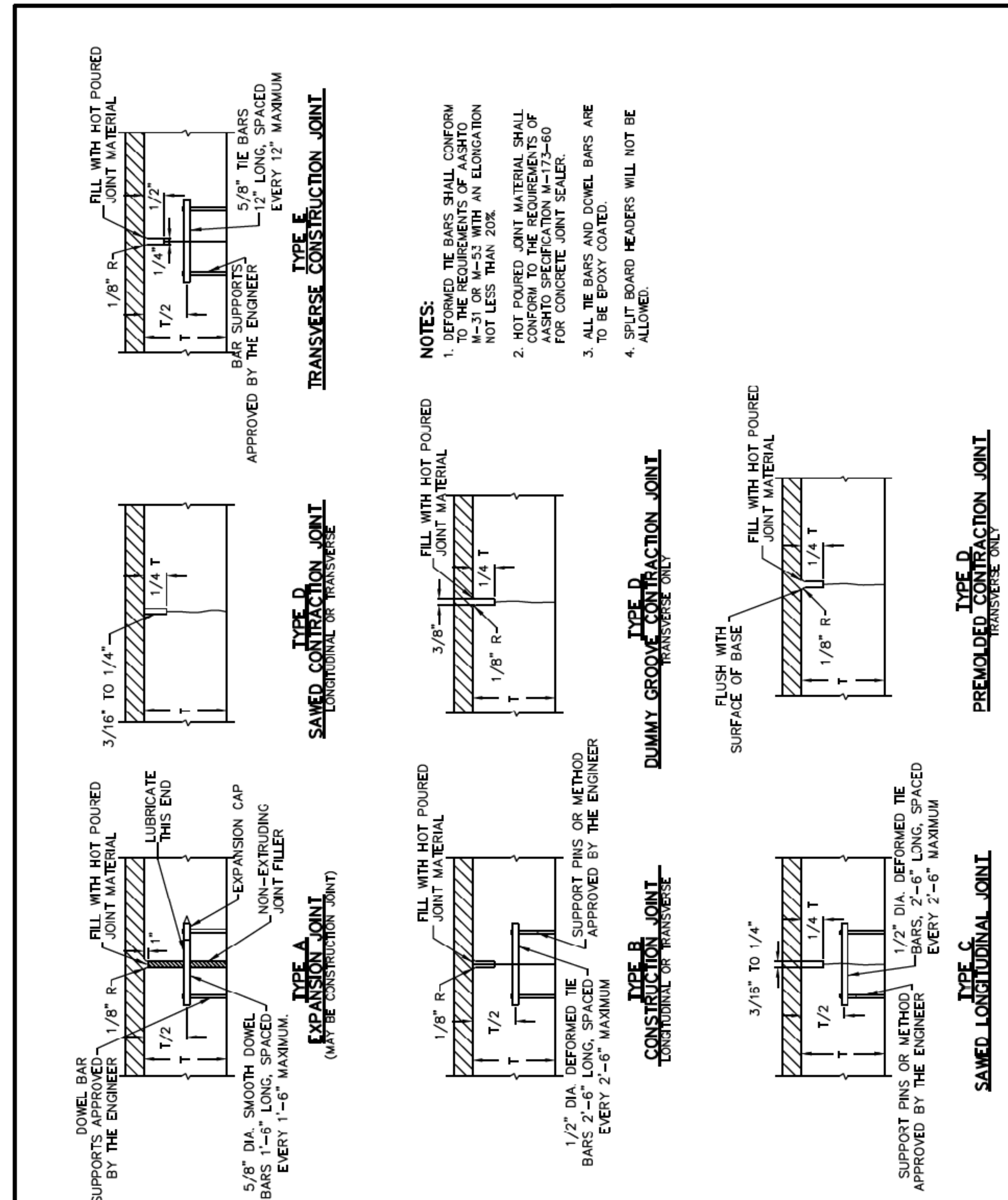
1. THE PORTLAND CEMENT CONCRETE BASE SHALL BE 8" OR MORE (SEE TABLE 4.2-2 FOR REQUIRED THICKNESS). FOR CONCRETE STREETS THE CONCRETE SHALL BE BROUGHT TO GRADE (INCLUDING 1'-0" OVERLAP) AND FINISHED AS REQUIRED IN THE IDOT SSRBC.
2. ALL EXISTING PAVEMENTS SHALL BE SAW CUT 1'-0" ON BOTH SIDES OF THE TRENCH OR PAVEMENT OPENING. UNDER NO CIRCUMSTANCES SHOULD EXISTING PAVEMENT, WHICH HAS BEEN UNDERMINED OR OTHERWISE DISTURBED, BE LEFT IN PLACE AND NOT RESTORED.
3. ALL STREET PAVEMENT WILL REQUIRE PLACEMENT OF #5 TIE BARS, 18 INCHES LONG DRILLED AND GROUTED (NON SHRINK) AT 30" CENTERS ON ALL SIDES. A MINIMUM OF TWO TIE BARS WILL BE REQUIRED ON EACH SIDE OF SAW CUT BOUNDARIES.
4. ALL TIE BARS AND DOWEL BARS ARE TO BE EPOXY COATED (INCIDENTAL).

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

DATE	REVISION	CITY OF CHICAGO		
1/1/2014	REVISION 1	PAVEMENT PATCHING AND PORTLAND CEMENT CONCRETE REPLACEMENT		
		DATE	SHEET	DRAWN BY
		01/11/07	A-2-2C	CDOT

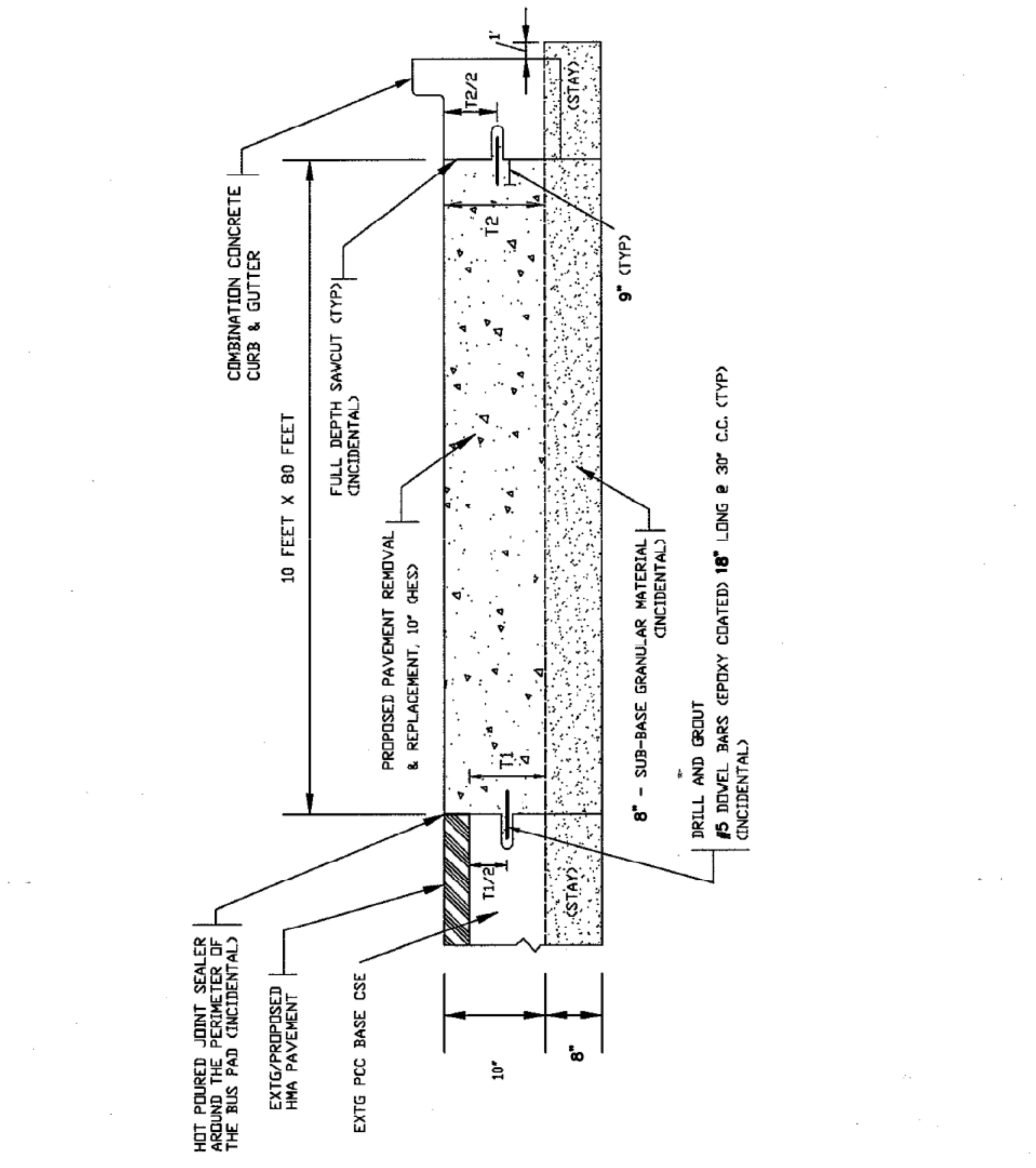


CDOT CHICAGO DEPARTMENT OF TRANSPORTATION	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	TYPICAL JOINT LAYOUT FOR P.C. CONCRETE PAVEMENTS		
			DATE	SHEET	DRAWN BY
			12/26/06	A-2-3A	CDOT

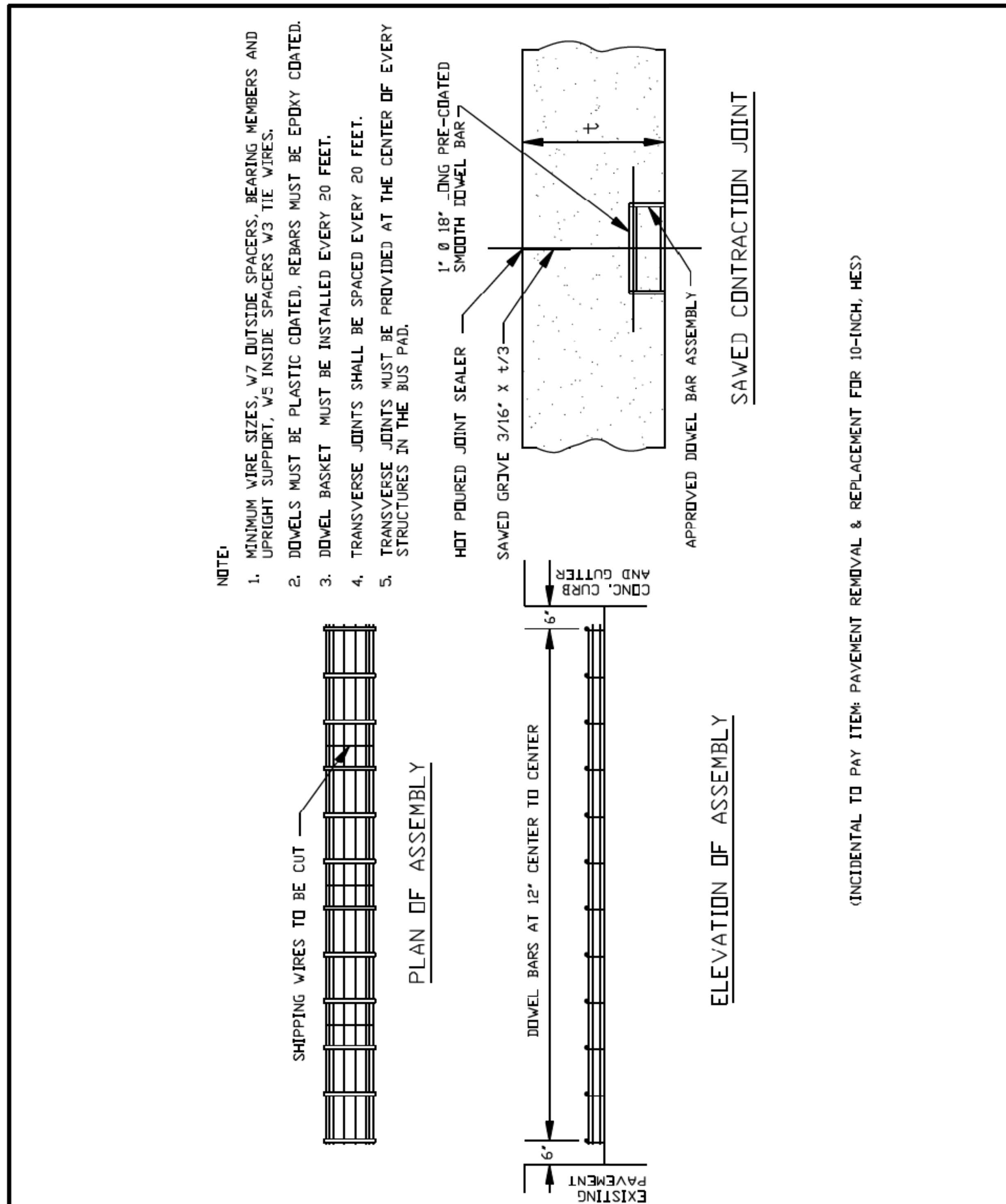


CDOT CHICAGO DEPARTMENT OF TRANSPORTATION	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	P.C.C. BASE COURSE JOINT DETAILS		
			DATE	SHEET	DRAWN BY
			12/27/06	A-2-3C	CDOT

TranSystems	D160X75-sht-CDOT-TRAN.-A-2-3A,A-2-3C.dgn	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CHICAGO DEPARTMENT OF TRANSPORTATION STANDARD DETAILS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	USER NAME = vljanachione	DRAWN -	REVISED -			90/94/290	2014-001 R&B	COOK	696	687
	PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -			CONTRACT NO. 60X75				
	PLOT DATE = 5/11/2017	DATE - 5/10/2017	REVISED -		SCALE: SHEET 6 OF 10 SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT				



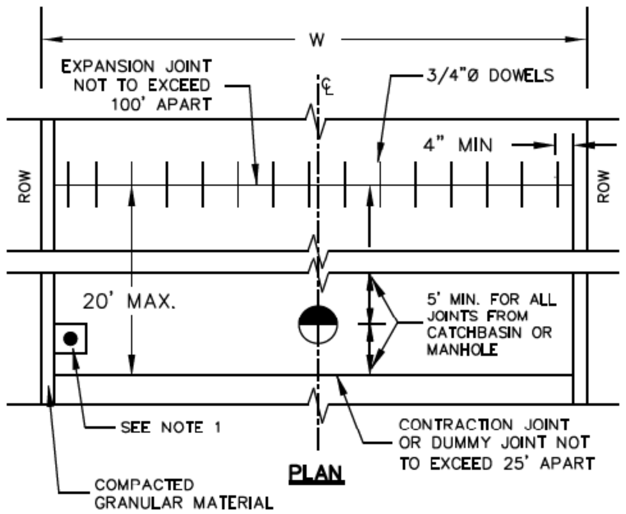
CDOT CHICAGO DEPARTMENT OF TRANSPORTATION	DATE	REVISION	CITY OF CHICAGO		
			PROPOSED 10" BUS PAD PAVEMENT		
			DATE	SHEET	DRAWN BY
			1/1/14	A-2-3D	CDOT



CDOT CHICAGO DEPARTMENT OF TRANSPORTATION	DATE	REVISION	CITY OF CHICAGO		
			CONTRACTION JOINT ASSEMBLY FOR BUS PAD		
			DATE	SHEET	DRAWN BY
			1/1/14	A-2-3F	CDOT

TranSystems	D160X75-sht-CDOT-TRAN.-A-2-3D, A-2-3F.dgn	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CHICAGO DEPARTMENT OF TRANSPORTATION STANDARD DETAILS
	USER NAME = vljanachione	DRAWN -	REVISED -		
	PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -		
	PLOT DATE = 5/11/2017	DATE - 5/10/2017	REVISED -		SCALE: SHEET 7 OF 10 SHEETS STA. TO STA.

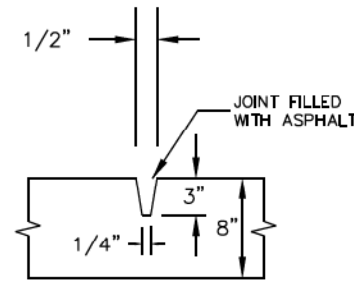
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-001 R&B	COOK	696	688
		CONTRACT NO. 60X75		
		ILLINOIS FED. AID PROJECT		



PLAN

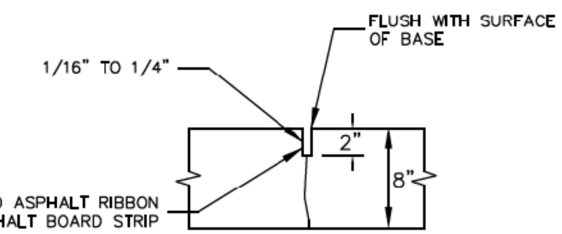
NOTE 1:

1. 1/2" EXPANSION JOINT WITHOUT DOWELS WITH BITUMINOUS PREFORMED JOINT FILLER TO BE PLACED THREE (3") INCHES FROM THREE SIDES OF STRUCTURES OR AS DIRECTED BY THE COMMISSIONER.



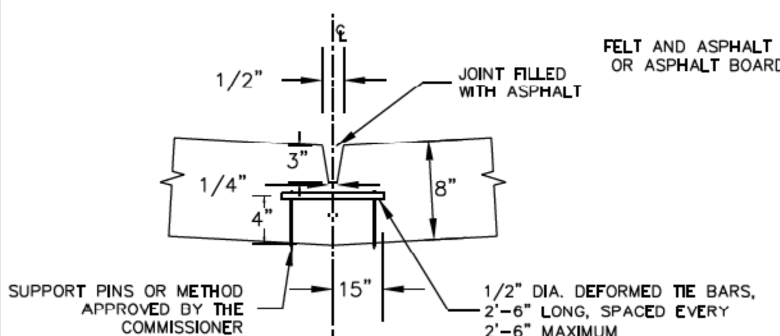
DUMMY GROOVE CONTRACTION JOINT

TRANSVERSE ONLY



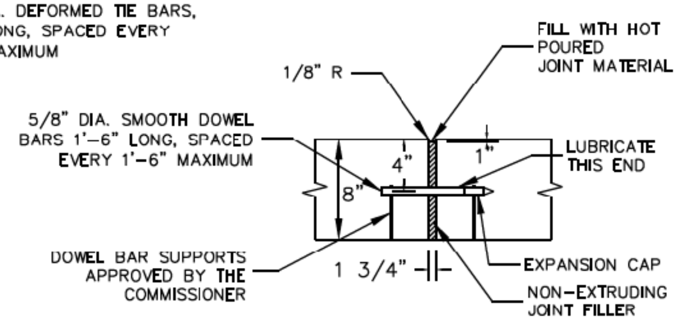
PREMOLDED CONTRACTION JOINT

TRANSVERSE ONLY



LONGITUDINAL CONSTRUCTION JOINT

REQUIRED FOR W 18' OR MORE



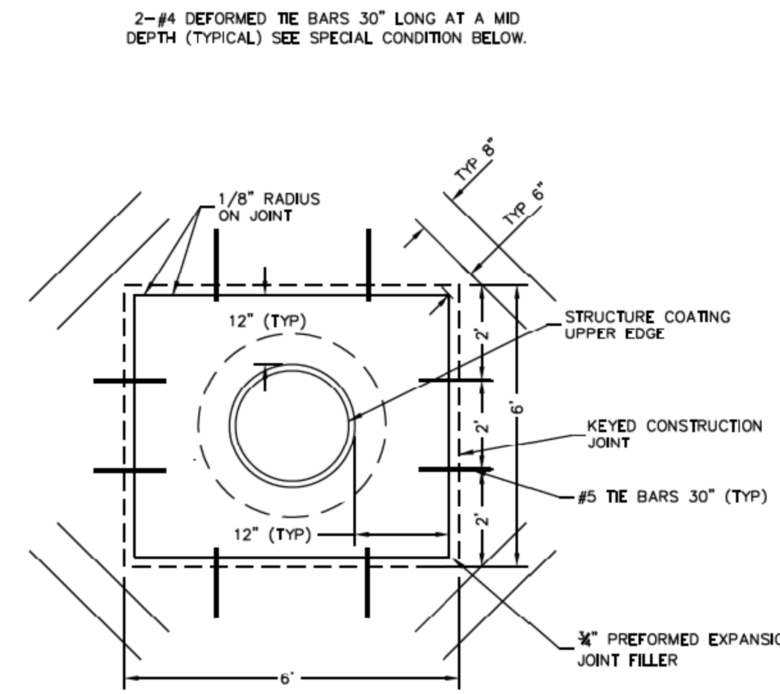
NOTES:

1. DEFORMED TIE BARS SHALL CONFORM TO THE REQUIREMENTS OF THE IDOT SSRBC.
2. HOT POURED JOINT MATERIAL SHALL CONFORM TO THE REQUIREMENTS OF THE IDOT SSRBC.
3. ALL TIE BARS AND DOWEL BARS ARE TO BE EPOXY COATED.

TRAVERSE EXPANSION JOINT

(MAY BE CONSTRUCTION JOINT)

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	PORTLAND CEMENT CONCRETE ALLEY		
			DATE	SHEET	DRAWN BY
			12/21/06	A-2-9	CDOT



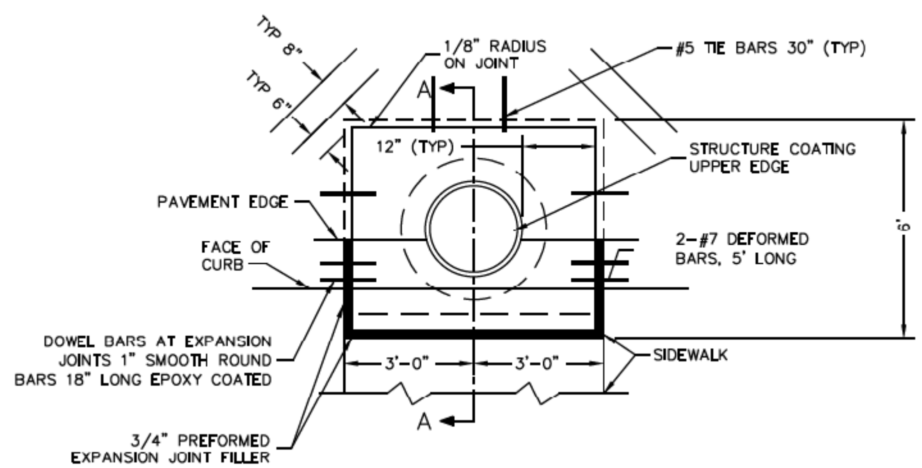
SPECIAL CONDITIONS:

TIE BARS SHALL NOT BE INSTALLED AT ISOLATION BOX CORNERS WHERE EITHER SIDE OF THE BOX FORMING SAID CORNER IS A LONGITUDINAL OR TRAVERSE JOINT. MOREOVER, AT NO TIME SHALL A TIE BAR CROSS A JOINT (ALREADY FORMED OR PROPOSED) IN THE VICINITY OF THE ISOLATION BOX. IF THIS SITUATION OCCURS, THE TIE BAR SHALL BE ADJUSTED PARALLEL TO THE AXIS OF THE BAR SO THAT THE END OF THE BAR IS NO CLOSER THAN 1 1/2" TO THE JOINT.

ONLY BY THE DIRECTION OR APPROVAL OF THE COMMISSIONER SHALL THE DISTANCE BETWEEN THE UPPER EXTERNAL CASTING EDGE AND THE EDGE OF STANDARD ISOLATION BOX, SHOWN AS 12", BE INCREASED SO THAT AN IMMOVABLE LONGITUDINAL JOINT AND (OR) TRAVERSE JOINT WILL THEN THENCE FORM (O) SIDE (S) OF THE BOX. THIS ADJUSTMENT WILL BE ALLOWED ONLY WHEN THE DISTANCE BETWEEN THE SIDE OF THE STANDARD ISOLATION BOX AND IMMOVABLE JOINT IS 18" OR LESS.

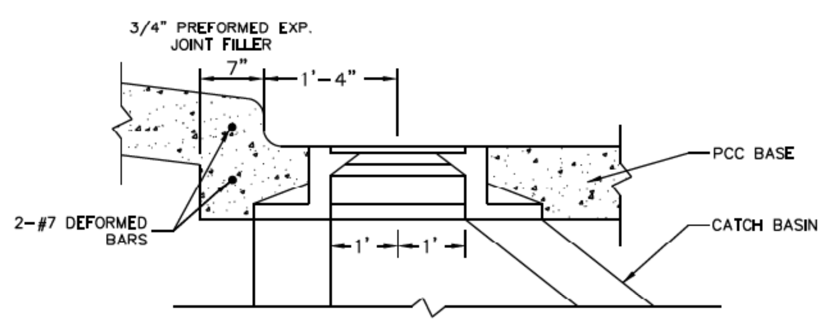
BACKFILL MATERIAL AROUND STRUCTURE WILL BE COMPACTED TO 95% MODIFIED PROCTOR PRIOR TO THE PLACEMENT OF CONCRETE WITHIN THE ISOLATION BOX.

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	DETAILS OF STRUCTURE CASTING ISOLATION BOX		
			DATE	SHEET	DRAWN BY
			12/21/06	A-2-10A	CDOT



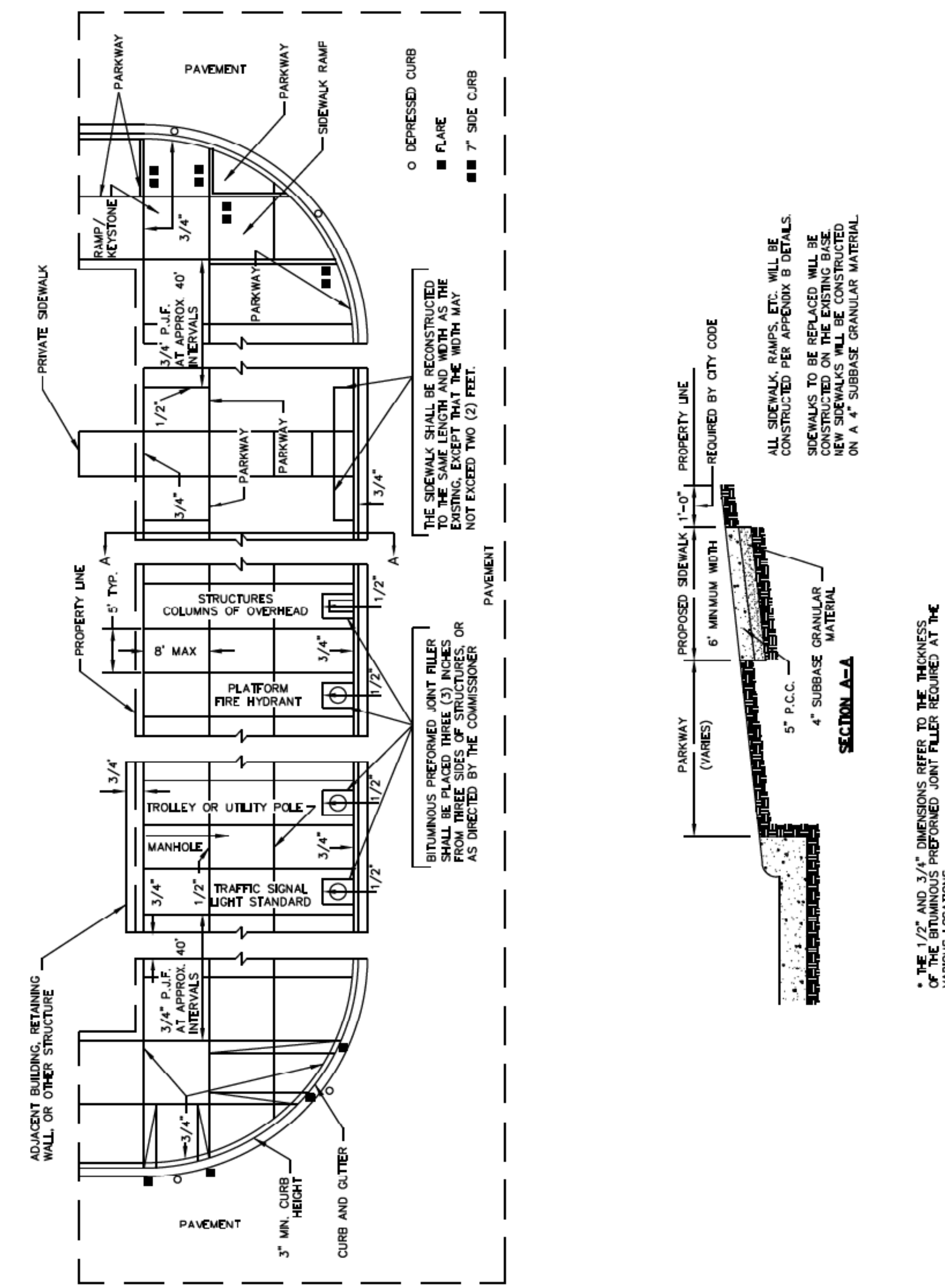
NOTES:

1. STRUCTURE CASTING MAY BE ROUND OR RECTANGUALR.
2. CONCRETE WITHIN THE ISOLATION BOX WILL BE OF THE SAME TYPE AND THICKNESS AS CONCRETE IN THE ADJACENT PAVEMENT.



SECTION A-A

	DATE	REVISION	CITY OF CHICAGO		
CDOT CHICAGO DEPARTMENT OF TRANSPORTATION	1/1/2014	REVISION 1	DETAILS OF STRUCTURE CASTING ISOLATION BOX FOR P.C.C. PAVEMENT AND BASE COURSE		
			DATE	SHEET	DRAWN BY
			12/22/06	A-2-10B	CDOT



	DATE	REVISION	CITY OF CHICAGO		
CDOT CHICAGO DEPARTMENT OF TRANSPORTATION	1/1/2014	REVISION 1	DETAILS OF PORTLAND CEMENT CONCRETE CONSTRUCTION		
			DATE	SHEET	DRAWN BY
			12/22/06	A-3-2	CDOT

TranSystems	D160X75-sht-CDOT-TRAN.-A-2-10B, A-3-2.dgn	DESIGNED -	REVISED -
	USER NAME = vljanachione	DRAWN -	REVISED -
	PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 5/11/2017	DATE - 5/10/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHICAGO DEPARTMENT OF TRANSPORTATION
STANDARD DETAILS

SCALE: SHEET 9 OF 10 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-001 R&B	COOK	696	690
		CONTRACT NO. 60X75		
		ILLINOIS FED. AID PROJECT		

TREE DIAMETER	DISTANCE OF TUNNEL FROM TREETRUNK	DISTANCE OF OPEN BYPASS TRENCH FROM TREETRUNK
INCHES	FEET	FEET
2	2	3
3	3	6
6	5*	10
12	6*	12
18	7*	14
24+	8*	16

* DEPENDENT ON PARKWAY WIDTH

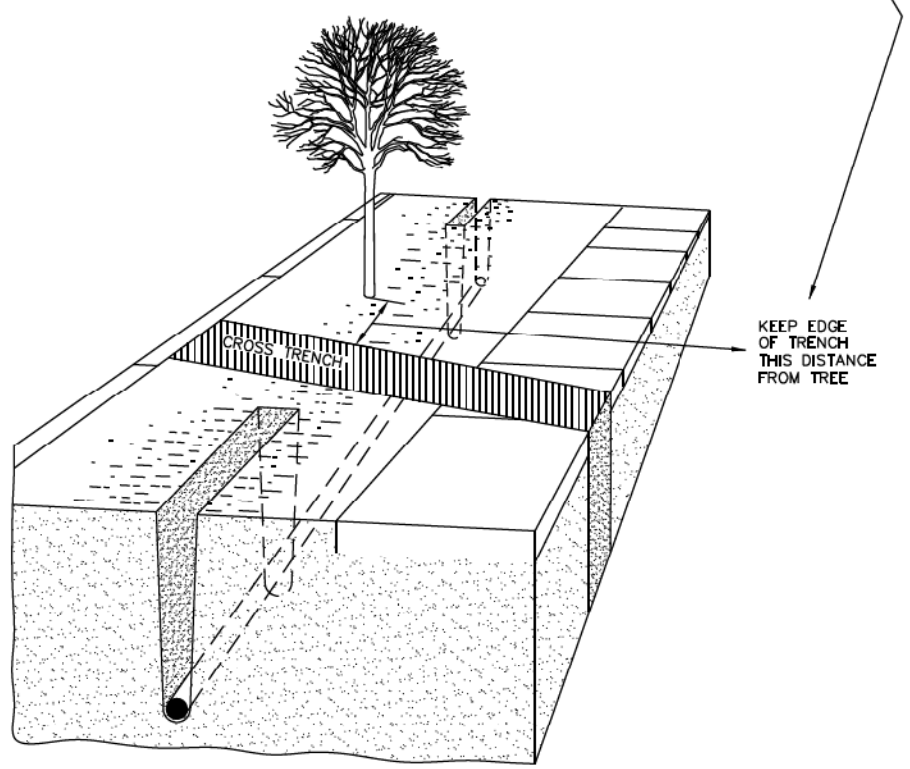
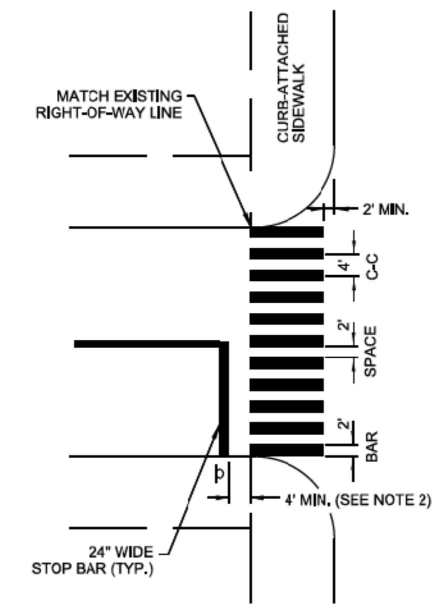
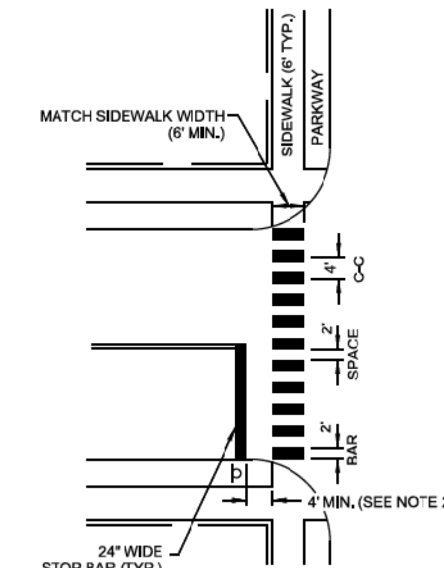


DIAGRAM ILLUSTRATING THE USE OF SOIL AUGERS IN THE PRESENCE OF TREES.

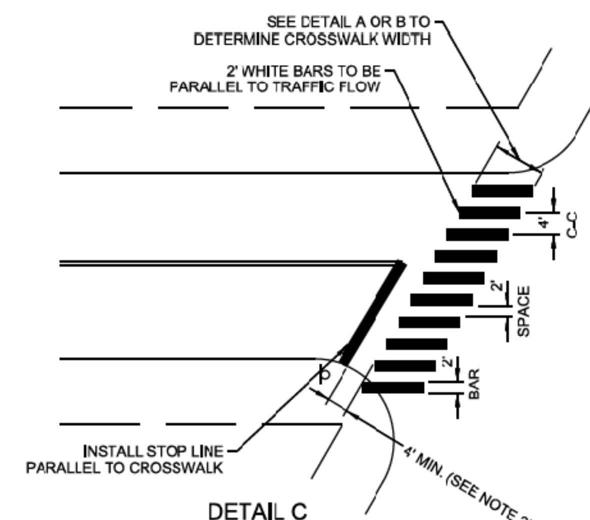
	DATE	REVISION	CITY OF CHICAGO		
CDOT CHICAGO DEPARTMENT OF TRANSPORTATION	1/1/2014	REVISION 1	TRENCH GUIDELINES FOR INSTALLATION OF UNDERGROUND UTILITIES ADJACENT TO TREES		
			DATE	SHEET	DRAWN BY
			01/11/07	A-5-3	CDOT



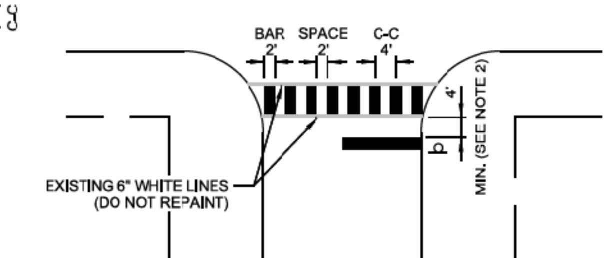
DETAIL A
CONTINENTAL CROSSWALK
CURB-ATTACHED SIDEWALK



DETAIL B
CONTINENTAL CROSSWALK
SIDEWALK AND PARKWAY



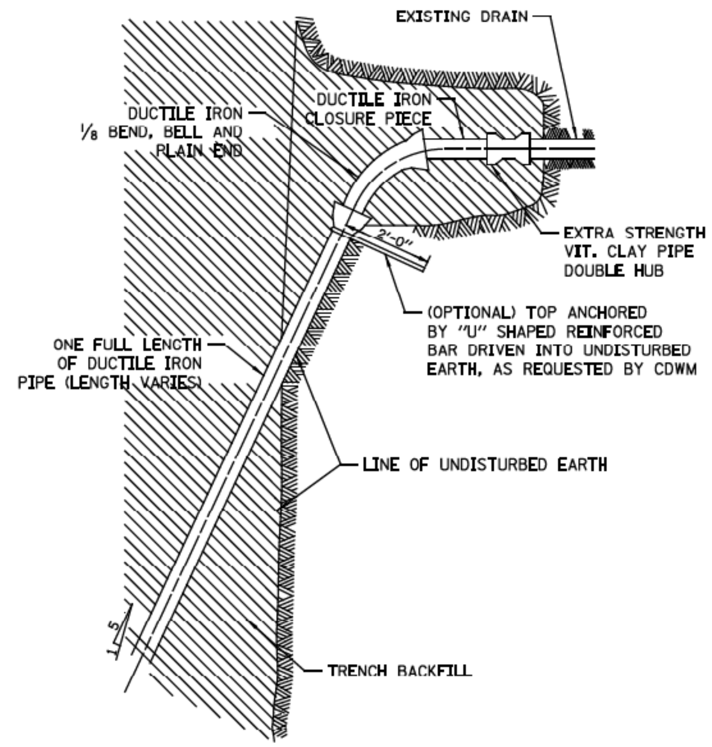
DETAIL C
CONTINENTAL CROSSWALK
SKEWED INTERSECTION



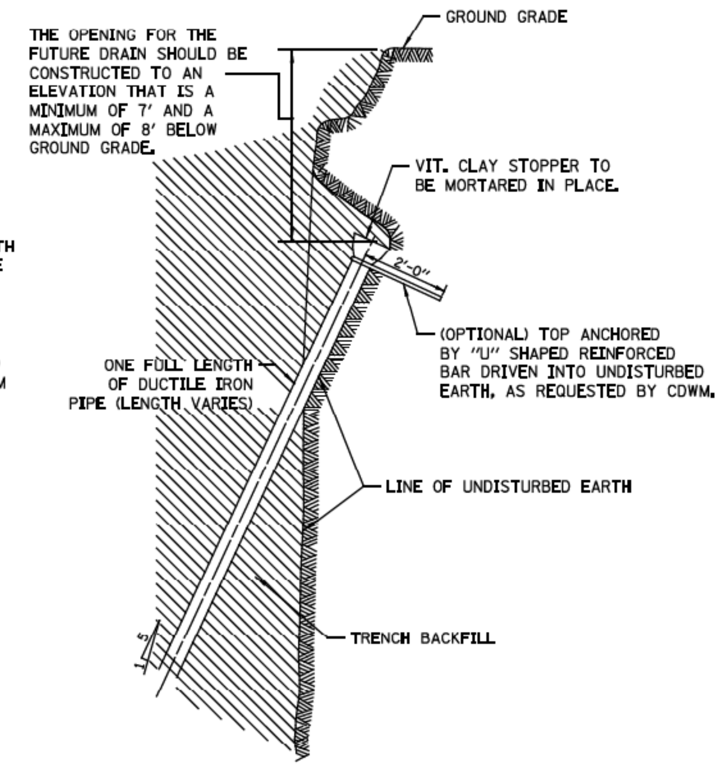
DETAIL D
LADDER CROSSWALK

PAGE 1 OF 2

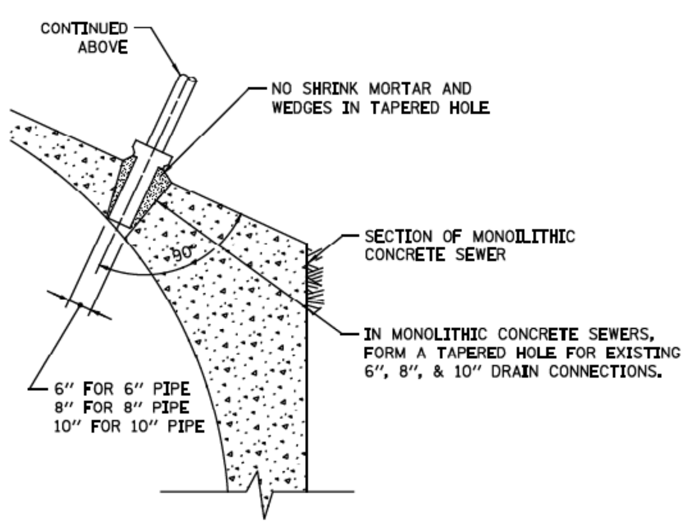
	DATE	REVISION	CITY OF CHICAGO		
CDOT CHICAGO DEPARTMENT OF TRANSPORTATION	1/1/2014	REVISION 1	CROSSWALK MARKING DETAIL		
			DATE	SHEET	DRAWN BY
			06/25/12	A-7-1A	CDOT

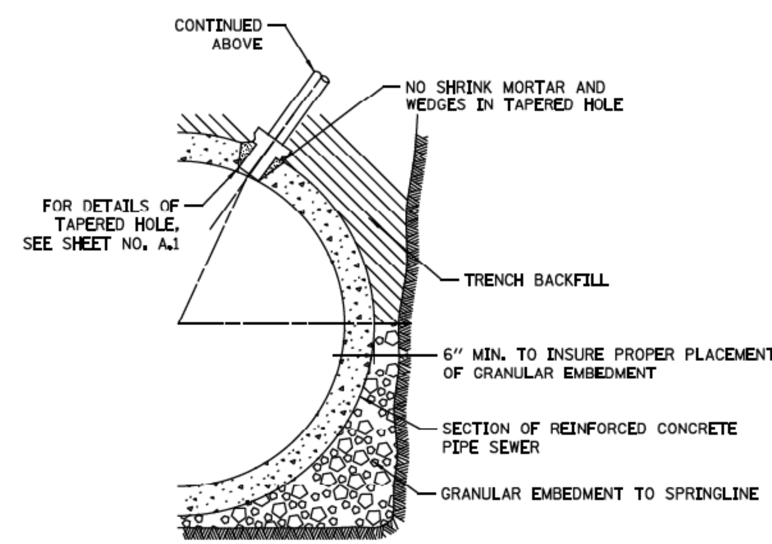


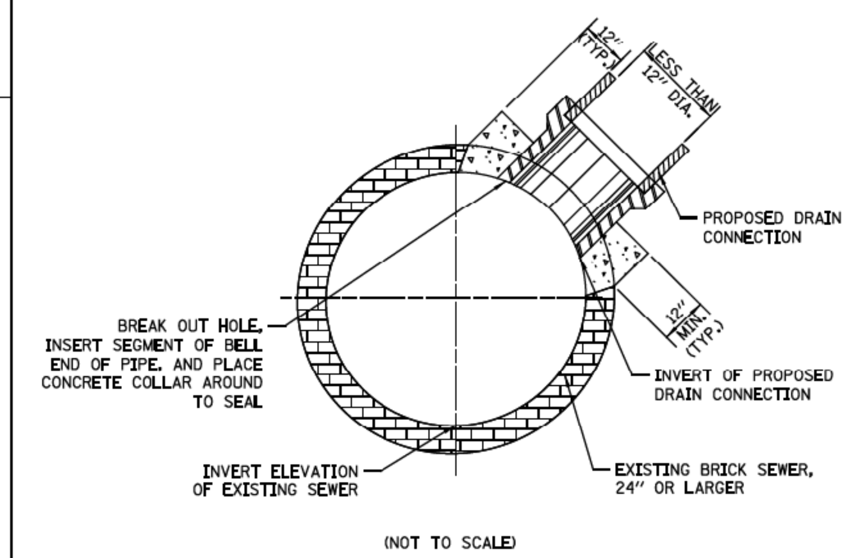
TYPICAL DRAIN CONNECTIONS
FOR EXISTING DRAINS



TYPICAL DRAIN STACKS
FOR FUTURE USE







(NOT TO SCALE)

FOR MONOLITHIC CONCRETE SEWERS	FOR REINFORCED CONCRETE PIPE SEWERS	FOR BRICK SEWERS

DUCTILE IRON PIPE DRAIN CONNECTIONS

BRICK SEWER DRAIN CONNECTIONS

NOTES:
1. DUCTILE IRON PIPE MUST BE BELL END WITH PUSH-ON JOINTS CONFORMING TO ANSI SPECIFICATIONS A21.51 WITH CLASS 52 THICKNESS.
2. CONNECTIONS AND STACKS SHOWN MUST BE USED FOR 6", 8", & 10" DRAINS ONLY.
3. FOR VITRIFIED CLAY PIPE DRAIN CONNECTION AND DRAIN STACK CONSTRUCTION, SEE SHEET NO. A.1.
4. FOR TRENCH BACKFILL, USE FA-6 SAND, CRUSHED CONCRETE SAND, OR STONE SAND.
5. FOR GRANULAR EMBEDMENT, USE CA-11, CRUSHED GRAVEL, CRUSHED STONE, OR CRUSHED CONCRETE.

STANDARD REVISIONS	
DATE	DESCRIPTION
1/5/15	APPROVED PLAN

PERCENT COMPLETE	DATE
30	
60	
75	
90	
100	
BULLETIN	

CITY OF CHICAGO
DEPARTMENT OF WATER MANAGEMENT
BUREAU OF ENGINEERING SERVICES

DUCTILE IRON PIPE
DRAIN CONNECTIONS

A.2

___ OF ___

PN ______

$FILE$
$DATE$

CDWM_Details.cel 8/5/2015 10:29:58 AM

TranSystems

D160X75-sht-CDWM-STD-A.2.dgn	DESIGNED -	REVISED -	
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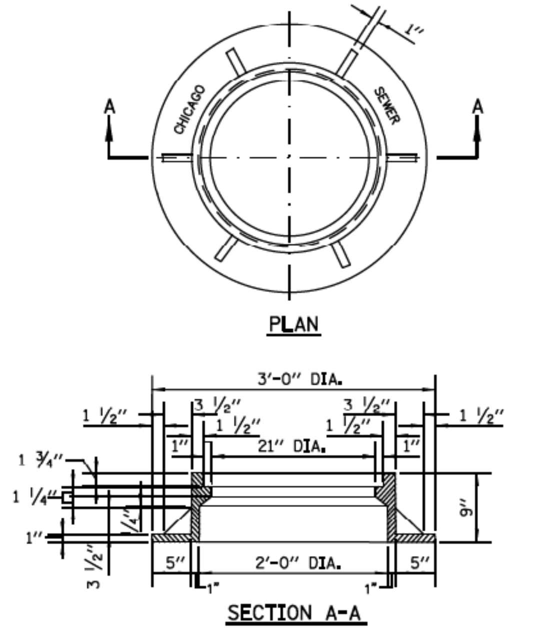
PLOT SCALE = 2.0000 '/ in.	CHECKED -	REVISED -	
PLOT DATE = 5/11/2017	DATE - 5/10/2017	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHICAGO DEPARTMENT OF WATER MANAGEMENT
DETAILS

SCALE: | SHEET 1 OF 5 SHEETS | STA. | TO STA.

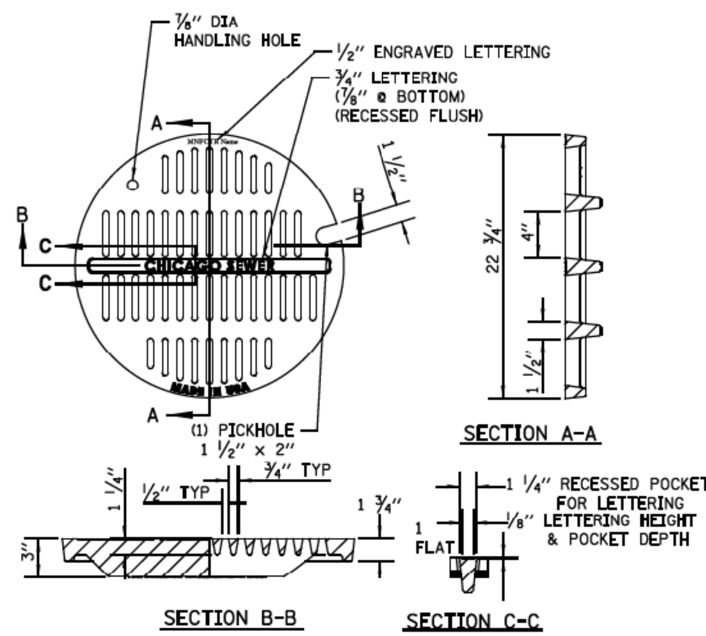
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-001 R&B	COOK	696	692
		CONTRACT NO. 60X75		
		ILLINOIS FED. AID PROJECT		



NOTE: METAL PLATES MUST BE FURNISHED FOR PERFORATED LIDS ON MANHOLES.

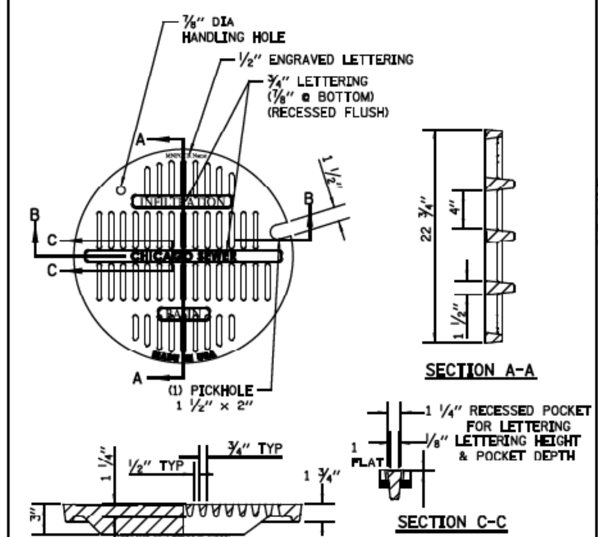
HEAVYWEIGHT MANHOLE FRAME

MATERIAL: CAST IRON



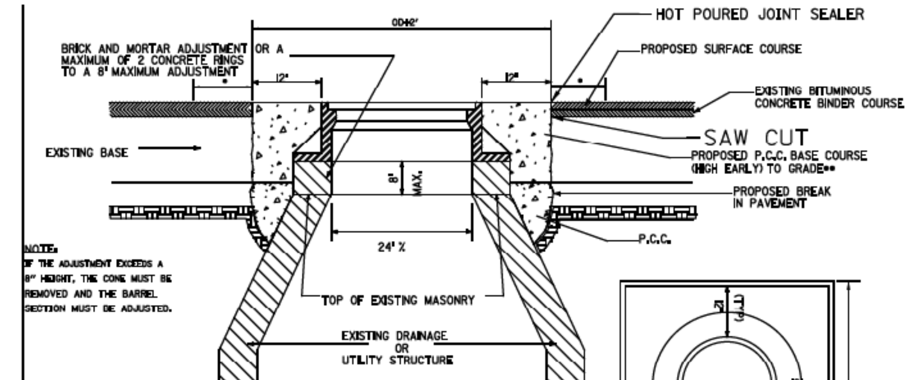
MATERIALS
GRATE-GRAY IRON
ASTM A48 CL35B
DESIGN LOAD
HEAVY DUTY
COATING
UNDIPPED
OPEN AREA
85.6 SQ. IN.

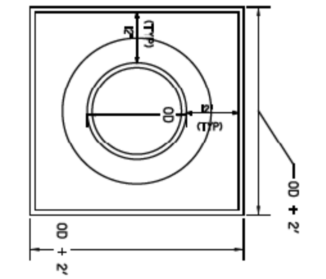
STANDARD CB/MH LID



MATERIALS
GRATE-GRAY IRON
ASTM A48 CL35B
DESIGN LOAD
HEAVY DUTY
COATING
UNDIPPED
OPEN AREA
85.6 SQ. IN.

STANDARD LID FOR INFILTRATION SYSTEMS





PLAN VIEW (BASE TO GRADE)

*REFER TO CDOT FOR ASPHALT RESTORATION REQUIREMENTS & CRACK SEALING.

** ON NON-MORATORIUM STREETS, FULL-DEPTH PCC BASE COURSE MAY BE UTILIZED. ON MORATORIUM STREETS, PAVEMENT RESTORATION SHALL ADHERE T CDOT REQUIREMENTS.

NOTES:

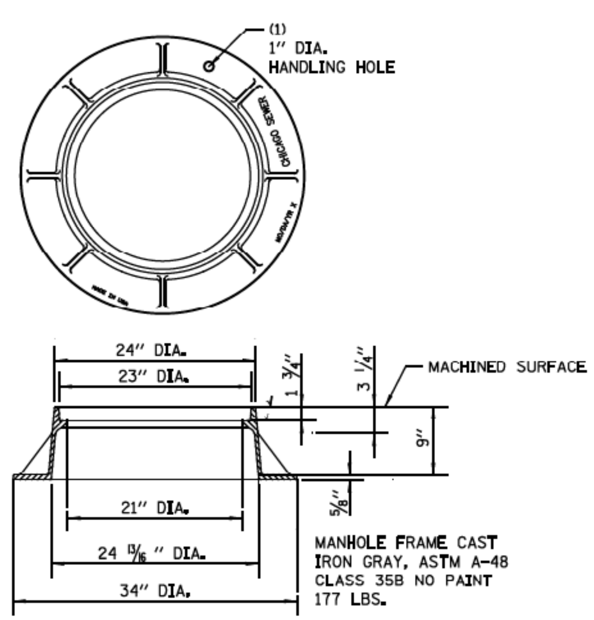
IF THE ADJUSTMENT EXCEEDS AN 8" HEIGHT, THE CONE MUST BE REMOVED AND THE BARREL SECTION MUST BE ADJUSTED.

THE CONTRACTOR IS REQUIRED TO REPLACE ANY BROKEN FRAMES AND LIDS OF SEWER STRUCTURES WITH STANDARD FRAMES AND LIDS OF THE DWM. IN ADJUSTMENT OR RECONSTRUCTION OF SEWER STRUCTURES, ANY NON-STANDARD FRAMES AND LIDS MUST BE REPLACED WITH STANDARD FRAMES AND LIDS. IN ADJUSTMENT OR RECONSTRUCTION OF INLETS, ANY NON-STANDARD INLETS (GUTTER BOXES) MUST BE REPLACED WITH DWM STANDARD INLETS.

THE FRAMES AND LIDS OF SEWER STRUCTURES TO BE ABANDONED, REMOVED, OR FILLED MUST BE SALVAGED AND THE DWM NOTIFIED FOR PICK UP.

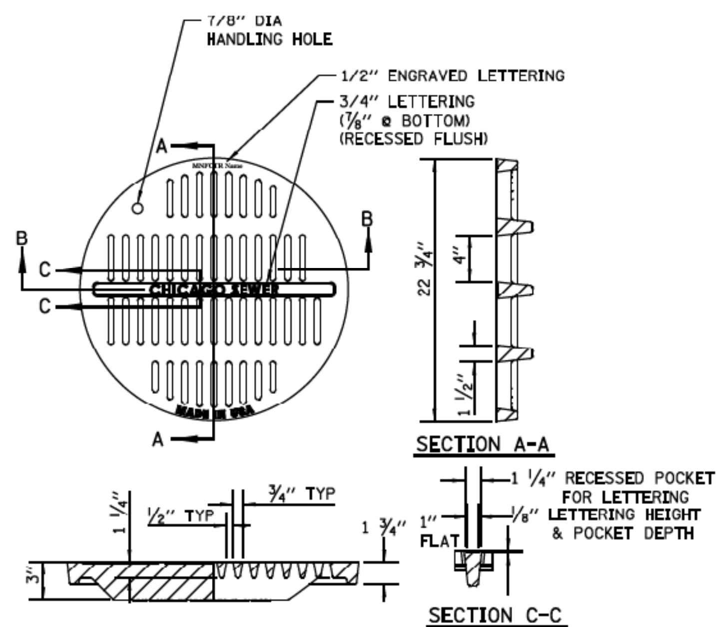
MANHOLES, CATCH BASINS AND INLETS MUST BE PROTECTED FROM THE ENTRY OF ASPHALT/DEBRIS INTO THE SEWER SYSTEM DURING CONSTRUCTION. THE CONTRACTOR MUST MARK LOCATIONS OF ALL SEWER STRUCTURES ON THE SIDEWALK BEFORE STARTING PAVEMENT REMOVAL/REPLACEMENT. ADJUSTMENT OF FRAMES AND LIDS OF SEWER STRUCTURES MUST BE COMPLETED PRIOR TO STREET RESURFACING.

DETAIL OF FRAME ADJUSTMENT



MANHOLE FRAME CAST IRON GRAY, ASTM A-48 CLASS 35B NO PAINT 177 LBS.

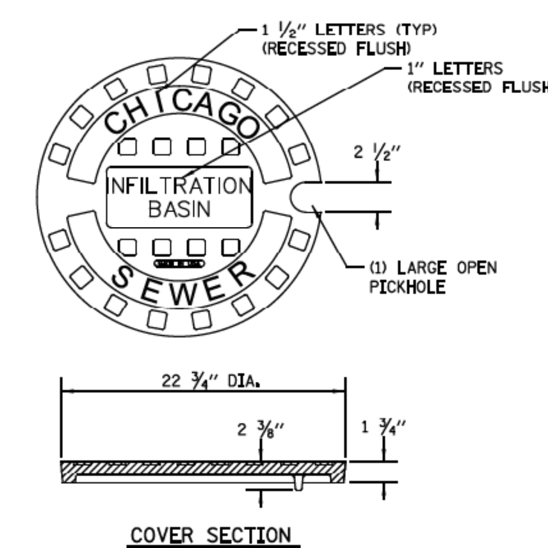
LIGHTWEIGHT MANHOLE FRAME



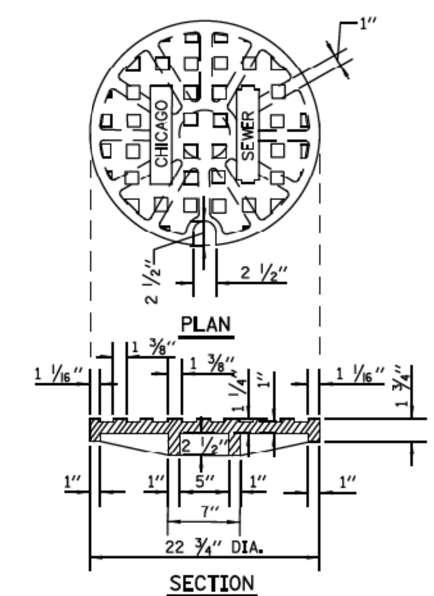
MATERIALS
GRATE-GRAY IRON
ASTM A48 CL35B
DESIGN LOAD
HEAVY DUTY
COATING
UNDIPPED
OPEN AREA
85.6 SQ. IN.

ADA MANHOLE LID

NOTE:
NOT TO BE USED WITHOUT PRIOR APPROVAL OF CDWM



INFILTRATION SOLID LID FOR CATCH BASIN



SOLID LID FOR MANHOLES

STANDARD REVISIONS	
DATE	DESCRIPTION
1/5/15	Approved

PERCENT COMPLETE	DATE
30	
60	
75	
90	
100	
BULLETIN	

CITY OF CHICAGO
DEPARTMENT OF WATER MANAGEMENT
BUREAU OF ENGINEERING SERVICES

MANHOLE
LIDS AND FRAMES

A.3

____ OF ____

PN ______

$FILE$ $DATE$

CDWM_Details.cel 8/5/2015 10:30:20 AM

D160X75-sht-CDWM-STD-A.3.dgn	DESIGNED -	REVISED -
USER NAME = vljanachione	DRAWN -	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/11/2017	DATE - 5/10/2017	REVISED -

TranSystems

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

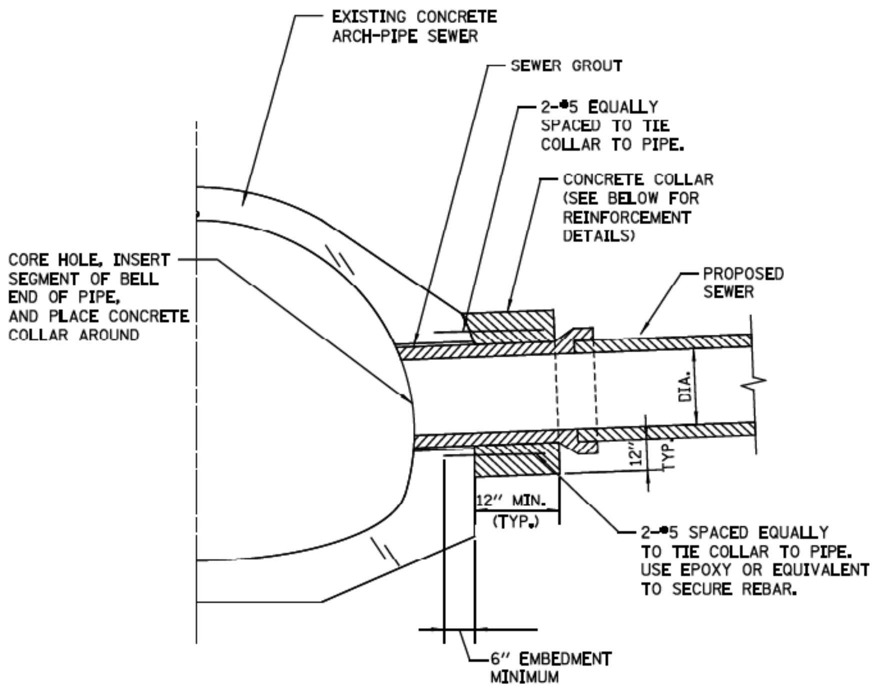
CHICAGO DEPARTMENT OF WATER MANAGEMENT
DETAILS

SCALE: SHEET 2 OF 5 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-001 R&B	COOK	696	693

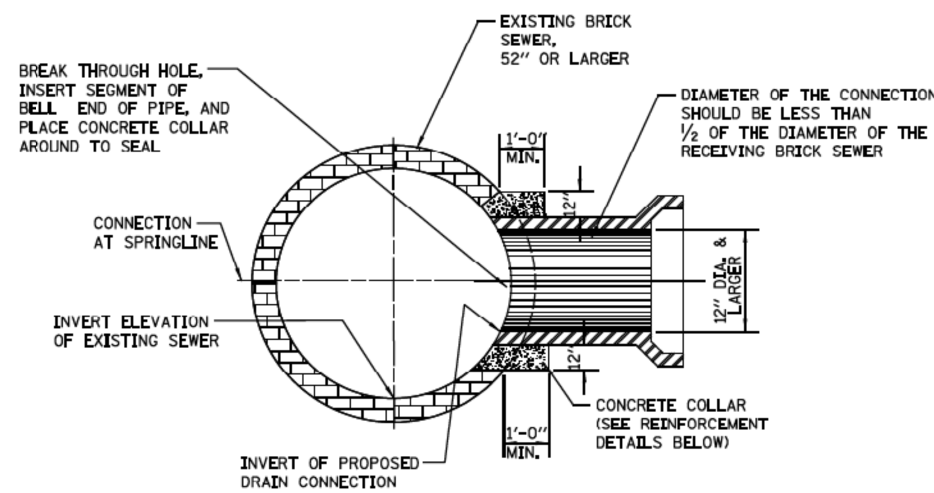
CONTRACT NO. 60X75

ILLINOIS FED. AID PROJECT



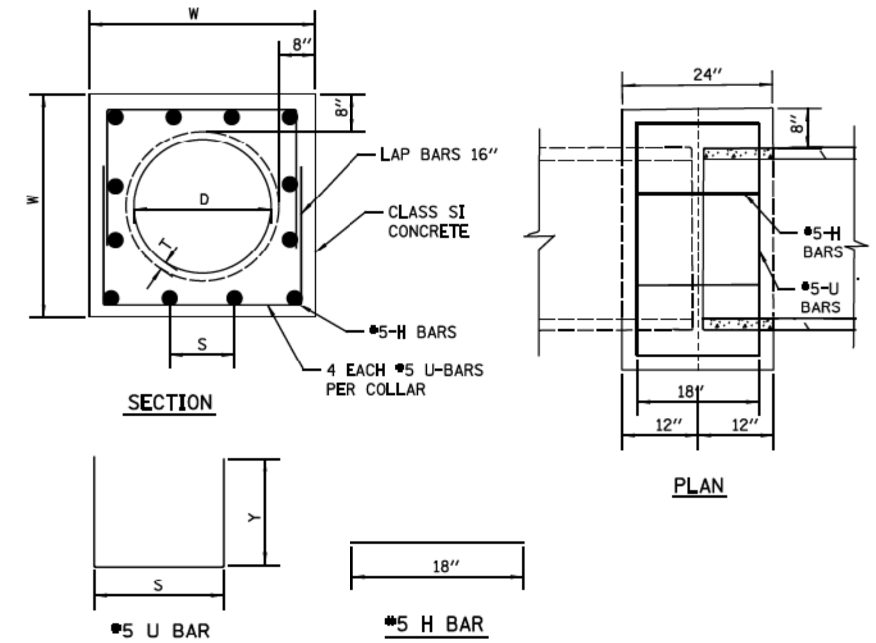
EXAMPLE TYPICAL CONNECTION DETAIL

(NOT TO SCALE)



EXAMPLE TYPICAL BRICK SEWER CONNECTION FOR CONNECTING PIPE SIZES GREATER THAN 12″ DIA.

(NOT TO SCALE)

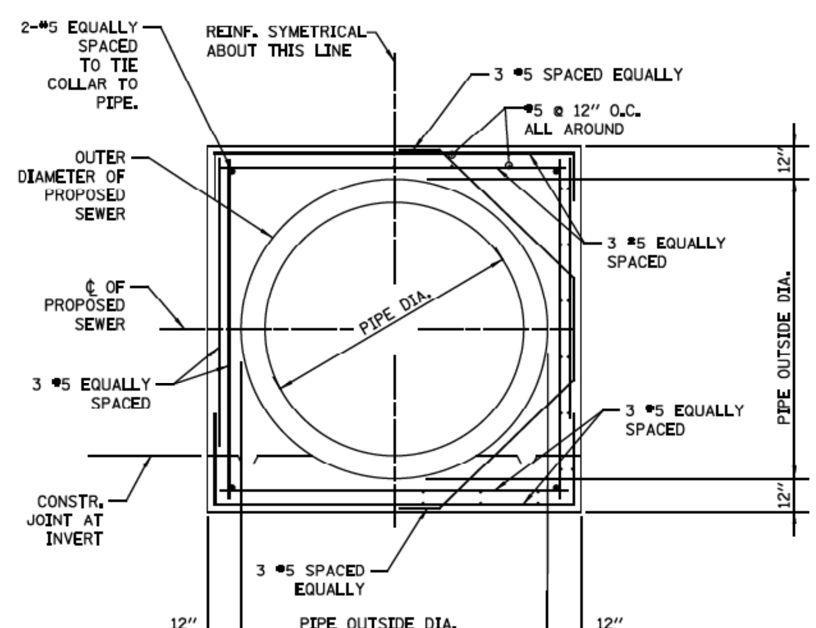


PIPE TO PIPE REINFORCED CONCRETE COLLAR DETAIL

SCALE: N.T.S.

CONRETE COLLAR NOTES:

1. ALL ITEMS AND MATERIALS SHALL CONFORM TO THE LATEST IDOT SSRBC SPECIFICATIONS, UNLESS OTHERWISE NOTED IN SUPPLEMENTAL SPECIFICATIONS FOR THE SPECIFIC PROJECT BEING CONSTRUCTED.
2. ALL CONCRETE SHALL CONFORM TO IDOT SSRBC ARTICLE 1020.04, CLASS SI, WITH A COMPRESSIVE STRENGTH OF 3500 PSI.
3. ALL EPOXY COATED REINFORCEMENT BARS SHALL CONFORM TO IDOT SSRBC SECTION 508, AND ARTICLE 1006.10.
4. UNLESS OTHERWISE SHOWN, THE COVER FOR REINFORCING STEEL SHALL BE AS FOLLOWS: A.) CONCRETE CAST AGAINST PERMANENTLY EXPOSE EARTH: 3″ B.) ALL OTHER REINFORCING BARS: 2″
5. CONCRETE COLLARS SHALL BE USED AT ALL EXISTING/PROPOSED PIPE CONNECTIONS. TRIM EXISTING PIPE END TO PROVIDE FLUSH BUTT JOINT. INSTALL REBAR. AND PLACE CONCRETE COLLAR.
6. THE CONTRACTOR SHALL PROVIDE ALL MEASURES AND PRECAUTIONS NECESSARY TO PREVENT DAMAGE TO THE EXISTING SEWER DURING CONSTRUCTION. CONTRACTOR SHALL ADEQUATELY BRACE OR SHORE EXISTING SEWER IF REQUIRED TO MAINTAIN INTEGRITY OF SEWER DURING CONSTRUCTION. SUBMIT DESIGN AND DETAILS, SEALED AND SIGNED BY AN ILLINOIS LICENSED STRUCTURAL ENGINEER, SHOWING TEMPORARY BRACING FOR THE EXISTING SEWER DURING CONSTRUCTION FOR REVIEW PRIOR TO CONSTRUCTION. ANY DAMAGE TO EXISTING STRUCTURE IS RESPONSIBILITY OF THE CONTRACTOR.
7. CONTRACTOR SHALL DIVERT ALL FLOW FROM THE EXISTING SEWER PRIOR TO CONSTRUCTION SO THAT THE WORK CAN BE PERFORMED IN THE DRY CONDITION. SEWER MUST BE MAINTAINED IN SERVICE AT ALL TIMES. SUBMIT MEANS OF FLOW DIVERSION FOR REVIEW PRIOR BREAKING INTO EXISTING BRICK SEWER. ALL EXCAVATION SHALL BE KEPT DEWATERED DURING CONSTRUCTION OPERATIONS UNTIL BACKFILL IN PLACE. PROVISIONS SHALL BE MADE TO PREVENT THE BOTTOM OF ALL EXCAVATIONS FROM FREEZING OR FLOODING AT ALL TIMES. PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING STRUCTURE SHALL BE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF THE WORK, HOWEVER, CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE OF THE WORK.



EXAMPLE CONCRETE COLLAR REINFORCEMENT - SECTION

(NOT TO SCALE)

			U BAR				H BAR				
D	T	W				TOTAL			TOTAL	CLASS SI	
RCP DIA.	PIPE THICKNESS	WIDTH	X	Y	QTY	LENGTH	S	QTY	LENGTH	CONCRETE	#5 EPOXY REBAR
(IN)	(IN)	(IN)	(IN)	(IN)	(EACH)	(FT)	(IN)	(EACH)	(FT)	(CU YD)	(LBS)
12*	2.00	32.0	26.00	21.00	4	22.7	8 1/8	12.0	18.0	0.42	42.5
15*	2.25	35.5	29.50	22.75	4	25.0	9 3/8	12.0	18.0	0.49	44.8
18*	2.50	39.0	33.00	24.50	4	27.3	10 1/2	12.0	18.0	0.57	47.2
21*	2.75	42.5	36.50	26.25	4	29.7	8 3/4	16.0	24.0	0.65	56.0
24	3.00	46.0	40.00	28.00	4	32.0	9 5/8	16.0	24.0	0.72	58.4
27	3.25	49.5	43.50	29.75	4	34.3	10 1/2	16.0	24.0	0.81	60.8
30	3.50	53.0	47.00	31.50	4	36.7	11 3/8	16.0	24.0	0.89	63.3
33	3.75	56.5	50.50	33.25	4	39.0	9 4/5	20.0	30.0	0.98	72.0
36	4.00	60.0	54.00	35.00	4	41.3	10 1/2	20.0	30.0	1.07	74.4
42	4.50	67.0	61.00	38.50	4	46.0	9 7/8	24.0	36.0	1.26	85.5
48	5.00	74.0	68.00	42.00	4	50.7	11 1/8	24.0	36.0	1.46	90.4

*NOTE: OPTION TO USE WITHOUT REBAR

STANDARD REVISIONS	
DATE	DESCRIPTION
1/22/14	APPROVED PLAN

PERCENT COMPLETE	DATE
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CITY OF CHICAGO
DEPARTMENT OF WATER MANAGEMENT
BUREAU OF ENGINEERING SERVICES

CONCRETE COLLAR / CONNECTION DETAILS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHICAGO DEPARTMENT OF WATER MANAGEMENT
DETAILS

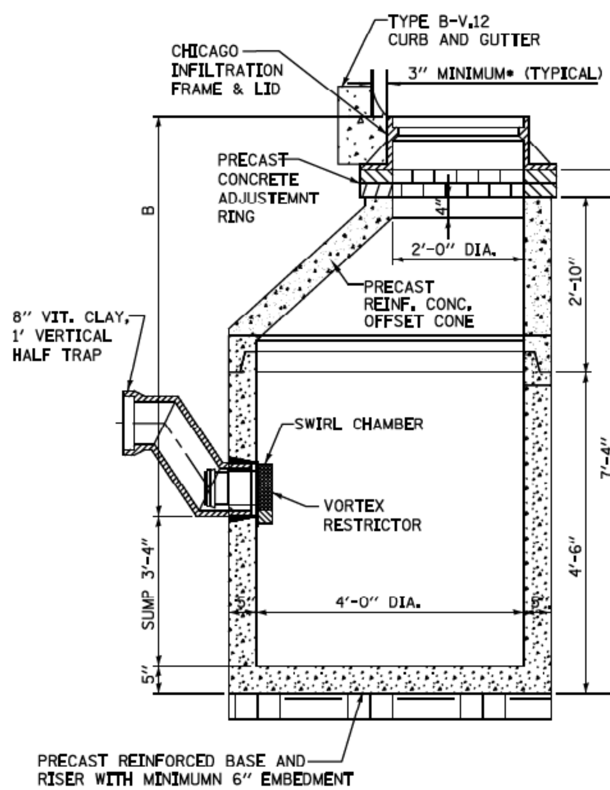
SCALE: | SHEET 3 OF 5 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-001 R&B	COOK	696	694

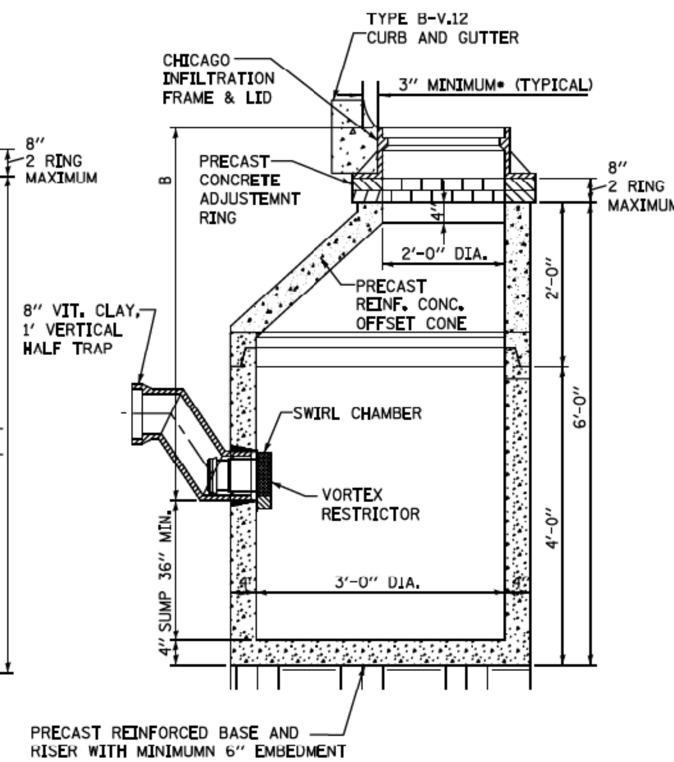
CONTRACT NO. 60X75

ILLINOIS | FED. AID PROJECT

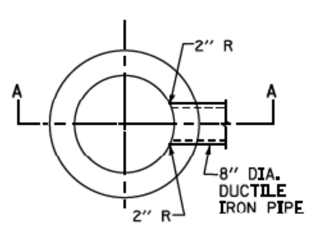
STANDARD DRAINAGE STRUCTURES FOR PUBLIC STREETS



STANDARD CATCH BASIN-4' DIA.



STANDARD CATCH BASIN-3' DIA.



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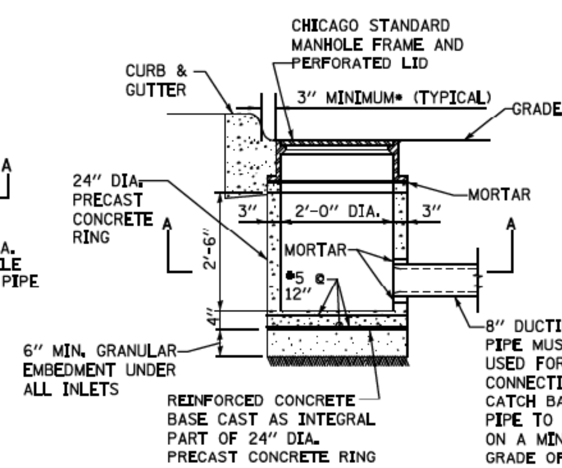
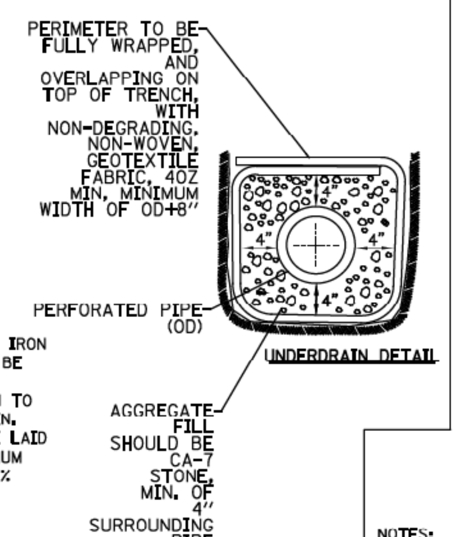


STANDARD INLET-2' DIA.



UNDERDRAIN DETAIL

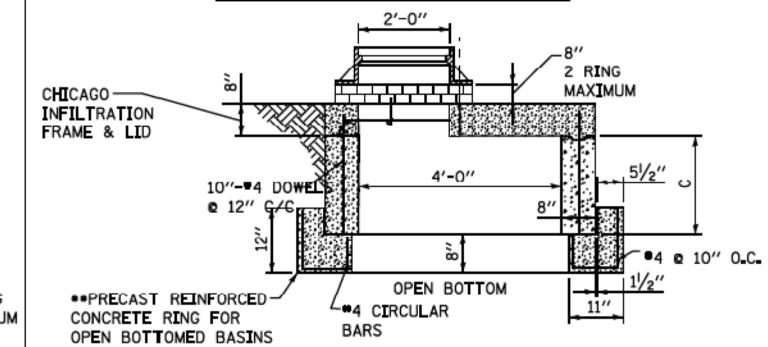
NOTE:
INLETS AND 3' DIAMETER CATCH BASINS ARE TO BE USED ONLY WITH PRIOR APPROVAL OF DWM SEWER ENGINEER OR FIELD INSPECTOR.

FOR TRENCH BACKFILL, USE FA-6 SAND, CRUSHED CONCRETE SAND, OR STONE SAND.

FOR GRANULAR EMBEDMENT, USE CA-11, CRUSHED GRAVEL, CRUSHED STONE, OR CRUSHED CONCRETE.

•OUTER EDGE OF FRAME TO FACE OF CURB

STANDARD DRAINAGE STRUCTURES FOR PUBLIC ALLEYS



GREEN ALLEY OPEN BOTTOM CATCH BASIN

TO BE USED IF STANDARD CONE WITH REQUIRED SUMP DEPTH INSTALLATION IS IMPOSSIBLE.

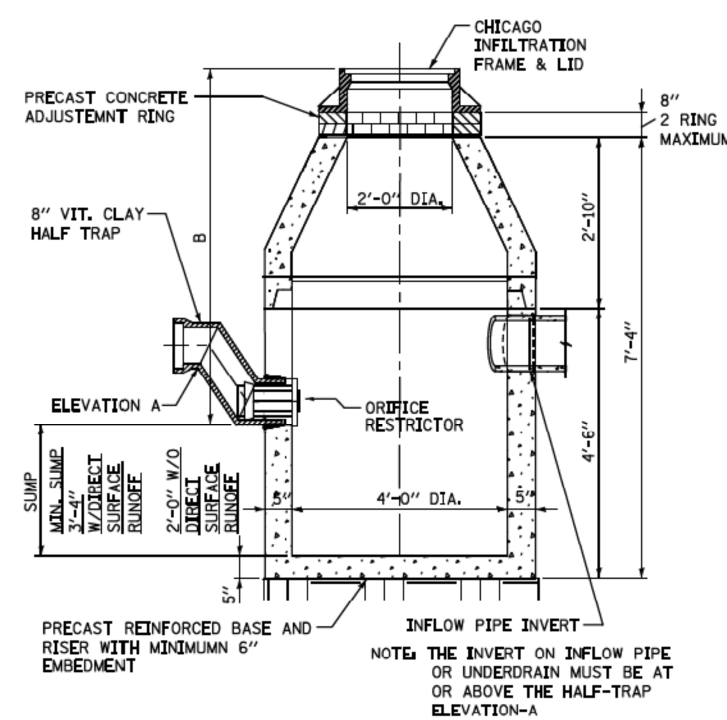
••IF FLAT TOP SLAB CATCH BASIN IS USED IN AN OPEN BOTTOM APPLICATION, THE FOLLOWING CRITERIA MUST BE FOLLOWED:

-"C" MUST BE A MINIMUM OF 3 FEET.

- PROVIDE A MINIMUM AGGREGATE BASE OF 1.0 FEET BELOW PRECAST REINFORCED CONCRETE RING.

-GEOTECH FABRIC MUST BE PLACED ON SIDES AND BOTTOM OF AGGREGATE SURROUNDING BASIN.

-AGGREGATE BASE MUST PROVIDE ADEQUATE STORMWATER STORAGE CAPACITY PER THE APPROVED/PERMITTED PLANS.



NOTE: THE INVERT ON INFLOW PIPE OR UNDERDRAIN MUST BE AT OR ABOVE THE HALF-TRAP ELEVATION-A

CATCH BASIN-ORIFICE RESTRICTOR

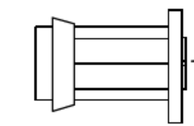
N.T.S.

NOTES:

1. FOR ANY DRAIN TILE CONNECTION, THE WATER TABLE MUST BE AT LEAST 3.5 FEET BELOW ELEVATION A.

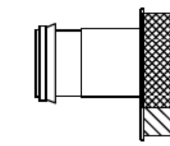
2. PVC UNDERDRAINS MUST BE 4" MINIUMUM DIAMETER, (6" RECOMMENDED) AND MUST BE WRAPPED IN GEOTECH FABRIC.

DRAINAGE STRUCTURES RESTRICTORS



ORIFICE RESTRICTOR

INSERT THE RESTRICTOR INTO THE HALF-TRAP. UPON TIGHTENING OF THE CENTER NUT ON THE FACE OF THE RESTRICTOR, THE RUBBER O-RINGS WILL EXPAND INSIDE THE HALF TRAP, PROVIDING A WATER- TIGHT SEAL.
PULL ON RESTRICTOR TO VERIFY THAT A TIGHT FIT IS MADE.



VORTEX RESTRICTOR

PULL ON RESTRICTOR TO VERIFY THAT A TIGHT FIT IS MADE.

INSERT THE RESTRICTOR WITH THE OPENING DOWN. UPON TIGHTENING OF THE 2 BOLTS ON THE FACE OF THE RESTRICTOR, THE RUBBER O-RINGS WILL PROVIDE A WATER- TIGHT SEAL.

GENERAL NOTES:

1. CATCH BASIN TO CATCH BASIN CONNECTIONS ARE ALLOWED IN PRIVATE SITES & ALLEYS. ONLY THE DOWNSTREAM CATCH BASIN IS REQUIRED TO HAVE A HALF-TRAP.

2. IF B < 4 FEET, THEN USE A DUCTILE IRON PIPE HALF TRAP AND FLAT TOP SLAB CATCH BASIN AS NECESSARY.

3. INLETS AND 3' DIAMETER CATCH BASINS ARE TO BE USED ONLY WITH PRIOR APPROVAL OF DWM FIELD INSPECTOR.

RESTRICTOR NOTES:

THE DWM'S RAIN BLOCKER RESTRICTOR PROGRAM MUST BE MAINTAINED WITH ANY ROADWAY IMPROVEMENT.

THE DESIGN OF ANY ROADWAY IMPROVEMENT MUST CONSIDER LIMITING THE NUMBER OF CATCH BASINS TO THE EXTENT PRACTICAL. THE NUMBER OF EXISTING STRUCTURES SHOULD NOT BE INCREASED.

THE RESTRICTORS CAN BE OBTAINED FROM DWM CENTRAL DISTRICT AT 3901 S. ASHLAND AVE. THE CONTRACTOR SHOULD ARRANGE FOR PICK UP BY CONTACTING 312-747-1177 (7AM TO 3PM, M-F)

FLOW RESTRICTORS MUST BE INSTALLED IN ALL CATCH BASINS OUTSIDE OF THE CENTRAL BUSINESS DISTRICT. RESTRICTORS MUST NOT BE INSTALLED IN CATCH BASINS IN CLOSE PROXIMITY TO VIADUCT AREAS, BUS STOPS, OR EMERGENCY ENTRANCES. THE DWM MUST APPROVE THE NON-INSTALLATION OR REMOVAL OF ANY RESTRICTOR. REQUIREMENTS FOR RESTRICTOR INSTALLATION ARE AS FOLLOWS:

•ARTERIAL STREETS: 3-INCH ORIFICE RESTRICTOR
•BUS ROUTES: 3-INCH ORIFICE RESTRICTOR
•RESIDENTIAL STREETS: 3-INCH VORTEX RESTRICTOR
•ALLEYS: 3-INCH ORIFICE RESTRICTOR IN THE LAST CB.
•CLOSED LIDS ARE REQUIRED ON ALL MANHOLES EXCEPT AT INTERSECTIONS WHERE A PERFORATED LID SHALL BE USED.

STANDARD REVISIONS	
DATE	DESCRIPTION
12/28/15	APPROVED

PERCENT COMPLETE	DATE
30	
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BULLETIN	

CITY OF CHICAGO
DEPARTMENT OF WATER MANAGEMENT
BUREAU OF ENGINEERING SERVICES
DRAWING STRUCTURE DETAILS

DRAWN: SBK
DESIGNED:
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REVIEWED:

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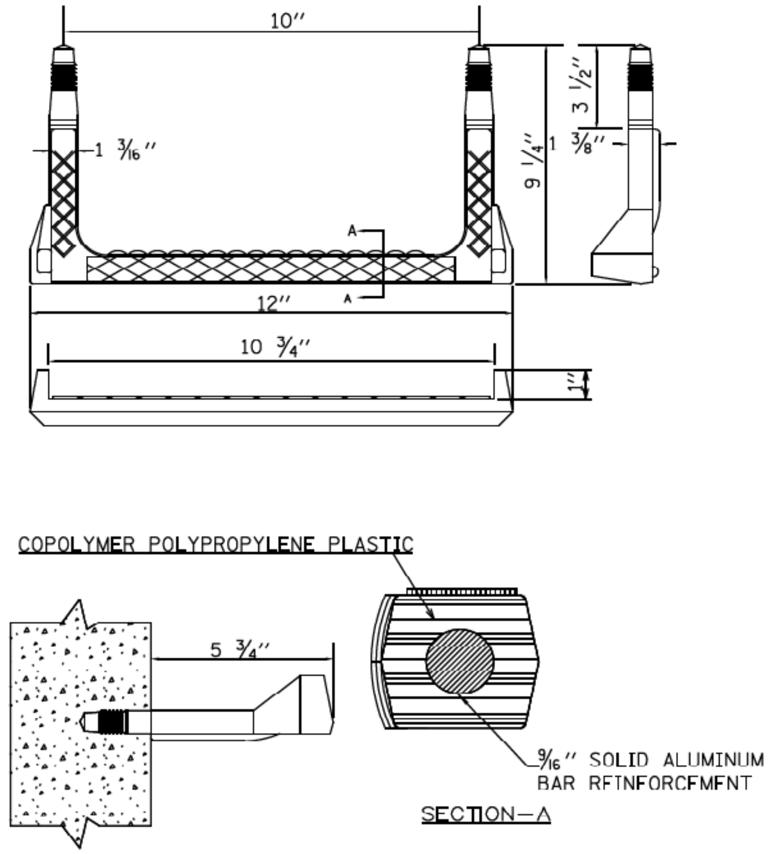
DEPARTMENT OF TRANSPORTATION

CHICAGO DEPARTMENT OF WATER MANAGEMENT
DETAILS

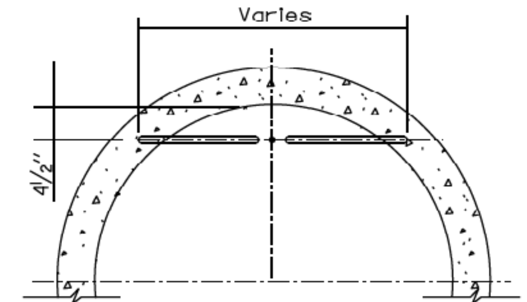
SCALE: | SHEET 4 OF 5 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-001 R&B	COOK	696	695
		CONTRACT NO. 60X75		
		ILLINOIS FED. AID PROJECT		

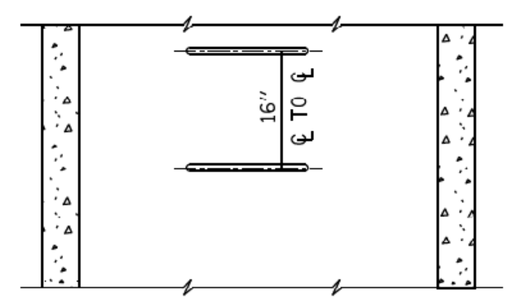


RECTANGULAR STEP LADDER RUNG

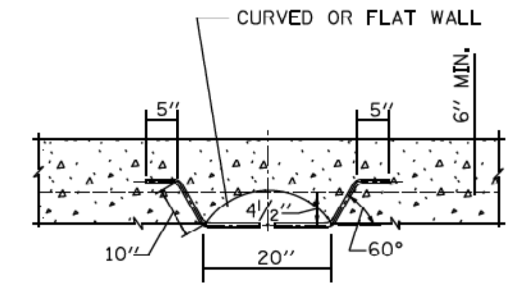
FOR USE ONLY IN 48″ DIAMETER
AND LARGER MANHOLES.



PLAN



ELEVATION
TYPE X



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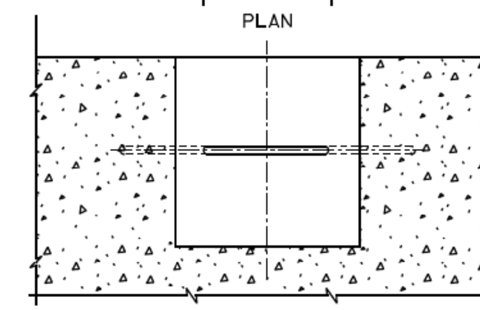

ELEVATION
TYPE Y

NOTES:

1. VERTICAL SPACING = 16″ O.C.. ON VERTICAL WALL ONLY.

2. FIRST LADDER RING SHOULD BE A MAXIMUM OF 31″ BELOW TOP OF MANHOLE FRAME

3. STEPS SHALL MEET THE REQUIREMENTS OF ASTM C478 IN ADDITION TO A HORIZONTAL PULL-OUT LOAD OF 1000 LBS. WHEN INSTALLED.

4. ALL STEPS SHALL BE VERTICALLY ALIGNED IN A STRAIGHT LINE.

5. NO STEPS LOCATED INSIDE MANHOLE CHIMNEY.

6. MINIMUM CONCRETE STRENGTH MUST BE 3000 PSI

7. HOLES- PREFORMED/DRILLED
   A. HOLES MUST BE PARALLEL
   B. HOLES MUST BE 10″ CENTERED, 1″ DIAMETER
   C. MINIMUM DEPTH- 3 1/2″ TO 3 3/4″

STANDARD REVISIONS	
DATE	DESCRIPTION
12/28/15	APPROVED PLAN

PERCENT COMPLETE	DATE
30	
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CITY OF CHICAGO
DEPARTMENT OF WATER MANAGEMENT
BUREAU OF ENGINEERING SERVICES

LADDER RUNGS

DRAWN: SEE DESIGNED: CHECKED: REVIEWED:

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CHICAGO DEPARTMENT OF WATER MANAGEMENT
DETAILS

SCALE: | SHEET 5 OF 5 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-001 R&B	COOK	696	696

CONTRACT NO. 60X75

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