

INDEX OF SHEETS

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PROJECT LOCATED IN CITY OF MARKHAM

TRAFFIC DATA:	ADT (2030)	DESIGN SPEED	POSTED SPEED
KEDZIE AVENUE	22,000	45 MPH	45 MPH
FAI 57 I-57 NORTHBOUND	47,130	60 MPH	55 MPH
FAI 57 I-57 SOUTHBOUND	44,880	60 MPH	55 MPH

PROJECT DESCRIPTION

THE PROPOSED KEDZIE AVENUE IMPROVEMENT INCLUDES REMOVAL OF EXISTING BRIDGE (S.N. 016-2126) AND REPLACEMENT WITH A NEW BRIDGE (S.N. 016-1196) OVER I-57, PAVEMENT RECONSTRUCTION AND RESURFACING, AND RAISED MEDIAN AND CURB AND GUTTER RECONSTRUCTION.

DESIGN DESIGNATION

1395(30) MINOR ARTERIAL

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

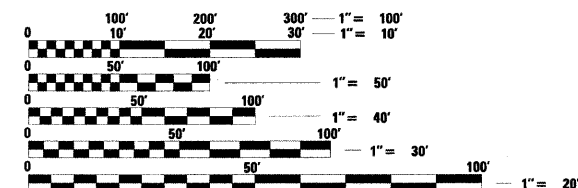
PROPOSED HIGHWAY PLANS

F.A.I. ROUTE 57 (INTERSTATE-57)
AT KEDZIE AVENUE
ROADWAY AND BRIDGE RECONSTRUCTION
COOK COUNTY
C-91-440-10
SECTION 1313.1B-1
PROJECT : ACBRI-057-7(291)349

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1313.1B-1	COOK	162	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO.	60K14	
			D-91-440-10 * 162-1 = 161	



LOCATION OF SECTION INDICATED THUS: -

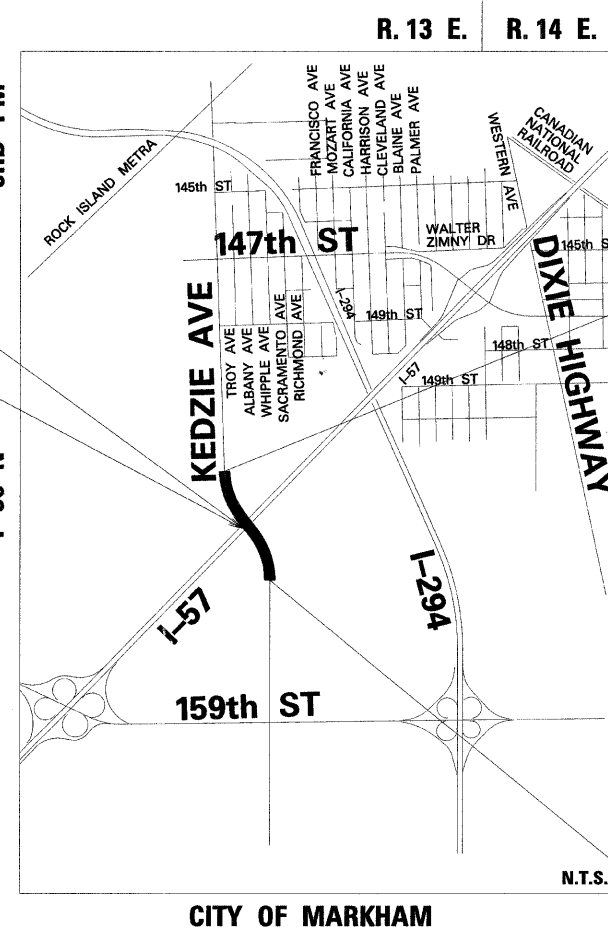


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123

PROJECT MANAGER: HELEN PAZON (847) 705-4523

CONTRACT NO. 60K14



CITY OF MARKHAM

LOCATION MAP

GROSS LENGTH OF PROJECT = 2173.00 FT. = 0.41 MI.
NET LENGTH OF PROJECT = 2173.00 FT. = 0.41 MI.

KEDZIE AVENUE NORTH PROJECT LIMIT STA. 533 + 73 (KEDZIE AVENUE)

KEDZIE AVENUE SOUTH PROJECT LIMIT STA. 512 + 00 (KEDZIE AVENUE)

JOEL P. MARBOUL
62054958
LICENSED PROFESSIONAL ENGINEER
Expires 11-30-2011
Signed: *Joel P. Marboul*
Date: 2-28-2011
For drawings 1 thru 48, 50-61, 141-162

JEFFREY R. STANKO
062-060033
LICENSED PROFESSIONAL ENGINEER
Expires 11-30-2011
Signed: *Jeffrey R. Stanko*
Date: 02-24-2011
For drawings 43 thru 47

RICHARD A. YOUNG
062-054605
REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS
Expires 11-30-2011
Signed: *Richard A. Young*
Date: 03/01/11
For drawings 109 thru 112

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED MARCH 9, 2011

Diane M. O'Hara
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

July 1, 2011
Scott E. Stitt, P.E.
acting ENGINEER OF DESIGN AND ENVIRONMENT

July 1, 2011
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

SPYROS PANTAZIS
081-066448
REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS
Expires 11-30-2012
Signed: *S. Pantazis*
Date: 2/28/2011
For drawings 62 thru 101

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TYLIN INTERNATIONAL
200 SOUTH WACKER DRIVE, SUITE 1400
CHICAGO, ILLINOIS 60606
TEL: 312-777-2900 FAX: 312-705-0305

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635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
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701101-02	OFF-ROAD OPERATIONS, MULTILANE, LESS THAN 15' AWAY, FOR SPEEDS >= 45 MPH
701421-03	LANE CLOSURE, MULTILANE DAY OPERATIONS ONLY FOR SPEEDS >= 45 MPH TO 55 MPH
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TYLIN INTERNATIONAL USER NAME = #USER# PLOT SCALE = #SCALE# PLOT DATE = 5/5/2011	DESIGNED - EMK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - EMK	REVISED -		57	1313.1B-1	COOK	162	2		
	CHECKED - SES	REVISED -		INDEX OF SHEETS AND INDEX OF STATE STANDARDS		CONTRACT NO. 60K14				
	DATE - 5/5/2011	REVISED -		SCALE: NTS	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

GENERAL NOTES:

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2007; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2011; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" (IMUTCD); THE "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS" (SSTCI); THE DETAILS IN THE PLANS AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS.
2. THE CONTRACTOR SHALL MAINTAIN ALL ROADWAYS OPEN TO TRAFFIC AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS.
3. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL J.U.L.I.E. AT (800) 892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, CABLE, AND GAS FACILITIES (48 HOURS NOTIFICATION IS REQUIRED). CONTACT PUBLIC WORKS, CITY OF MARKHAM AT (708)331-4905 (EXT. 243) FOR SEWER AND WATER LOCATIONS.
4. FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.
5. NIGHT OPERATIONS: IF CONTRACTOR ELECTS TO UTILIZE ARTIFICIAL LIGHTING IN NIGHT OPERATIONS, HE SHALL EXERCISE THE UTMOST PRECAUTION IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AS WELL AS THE ADJOINING RESIDENTIAL AREAS.
6. ALL STORM SEWER CONNECTIONS WITH PIPES 27 INCHES IN DIAMETER AND SMALLER SHALL BE MADE WITH PRECAST "TEE" OR "WYE" PIPES. FOR PROPOSED STORM SEWER PIPES LARGER THAN 27 INCHES IN DIAMETER, OPENINGS OF THE SPECIFIED DIAMETER SHALL BE MADE IN THE PIPE AT THE TIME IT IS MANUFACTURED. PRECAST "TEE" AND "WYE" PIPE CONNECTIONS (LABOR AND MATERIALS) FOR PROPOSED STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE STORM SEWERS, OF THE TYPE AND SIZE SPECIFIED.
7. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES WHERE THE SPEED LIMIT IS 45 MPH OR LESS AND 1 INCH WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH. WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).
8. BUTT JOINTS MUST BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) IN ACCORDANCE WITH DISTRICT 1 DETAIL BD-32 "BUTT JOINT AND HMA TAPER DETAILS" INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
9. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING CURING TIME FOR VARIOUS HOT-MIX ASPHALT LIFTS.
10. ALL HORIZONTAL COORDINATES AND VERTICAL ELEVATIONS REFER TO NAD83 (CORS) ILLINOIS EAST ZONE HORIZONTAL DATUM AND NAVD88 VERTICAL DATUM, RESPECTIVELY.
11. STORM SEWER, WATER MAIN GRADE, IS TO BE USED AT LOCATIONS WHERE LATERAL SEPARATION BETWEEN THE SEWER AND WATER MAIN IS LESS THAN 10 FEET AND THE WATER MAIN INVERT IS LESS THAN 18 INCHES ABOVE THE STORM SEWER CROWN.
12. STORM SEWER, RUBBER GASKET IS TO BE USED AT LOCATIONS WHERE THE WATER MAIN CROSSES BELOW THE SEWER, REGARDLESS OF VERTICAL SEPARATION OR WHERE THE BOTTOM OF THE WATER MAIN IS LESS THAN 18 INCHES ABOVE THE TOP OF THE SEWER.
13. A "BOXED" NOTE INDICATES AN ITEM OF WORK THAT IS NOT PAID FOR SEPARATELY, BUT IS PAID FOR AS PART OF ANOTHER ITEM LISTED IN THE SUMMARY OF QUANTITIES.
14. THE REMOVAL OF FIELD CULVERTS SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
15. 10 FT TRANSITIONS SHALL BE USED TO MATCH PROPOSED ITEMS OF WORK TO EXISTING ITEMS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEM OF WORK SPECIFIED
16. THE SCALE SHOWN ON THE DRAWINGS APPLIES ONLY TO FULL SIZE PLANS AND NOT TO THE REDUCED SIZE PLANS.
17. DIMENSIONS: IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.
18. IN LOCATIONS WHERE EXISTING DRAINAGE STRUCTURES, EXISTING STORM SEWERS AND EXISTING FLARED END SECTIONS ARE IN CONFLICT WITH THE INSTALLATION OF THE PROPOSED DRAINAGE STRUCTURES AND STORM SEWERS, REMOVAL OF THE EXISTING ITEMS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF DRAINAGE STRUCTURES OR STORM SEWERS, OF THE TYPE AND SIZE SPECIFIED.

19. THE LOCATIONS OF EXISTING DRAINAGE STRUCTURES, STORM AND SANITARY SEWERS, WATER SERVICE LINES AND OTHER UTILITY LINES ARE APPROXIMATE, AND IDOT DOES NOT GUARANTEE THEIR ACCURACY. THEIR EXACT HORIZONTAL AND VERTICAL LOCATIONS ARE TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR AT HIS OWN EXPENSE. THE CONTRACTOR SHALL CONTACT J.U.L.I.E. PRIOR TO CONSTRUCTION AND COORDINATE HIS ACTIVITIES WITH THE ENGINEER.
20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE.
21. ANY EXISTING OR PROPOSED STORM SEWER DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE REPLACED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
22. FOR WATER MAIN SHUT OFFS, THE CONTRACTOR SHALL GIVE THE CITY OF MARKHAM A MINIMUM OF 48 HOURS NOTICE. THE VILLAGE OF MARKHAM SHALL PROVIDE NOTIFICATION FORMS AND DETERMINE THE LIMIT OF THE AFFECTED AREAS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DISTRIBUTION OF THE NOTIFICATION FORMS TO ALL AFFECTED RESIDENTS.
23. THE CONTRACTOR SHALL NOT OPEN OR SHUT ANY WATER VALVES OR FIRE HYDRANTS WITHOUT PRIOR WRITTEN AUTHORIZATION FROM THE CITY OF MARKHAM. UNAUTHORIZED USE IS SUBJECT TO ARREST AND PROSECUTION.
24. ANY ABANDONED UTILITY OR SEWER ENCOUNTERED DURING CONSTRUCTION OR ANY EXISTING UTILITY OR SEWER ABANDONED AS PART OF THE CONSTRUCTION THAT IS NOT BEING FILLED WITH C.L.S.M., AS PER PLAN, SHALL BE PLUGGED AS DIRECTED BY THE ENGINEER AND ABANDONED IN PLACE. THIS WORK SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
25. DURING CONSTRUCTION OPERATIONS, IF ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, THE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL UTILITY STRUCTURES SHALL BE FREE FROM DUST AND DEBRIS, THE WORK SPECIFIED ABOVE WILL NOT BE PAID SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
26. THE CONTRACTOR SHALL MAINTAIN THE SURFACE DRAINAGE OF ALL ROADWAYS DURING CONSTRUCTION OF THIS PROJECT. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS, AND CATCH BASINS. HE SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS AND DISCHARGE THE SAME. HE SHALL PROVIDE AND MAINTAIN A PUMPING PLANT, IF NECESSARY, AND A TEMPORARY OUTLET AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM THESE TEMPORARY CONNECTIONS UNTIL SUCH TIME AS THE PERMANENT CONNECTIONS WITH SEWERS ARE BUILT AND IN SERVICE. THIS WORK SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
27. FENCE: EXISTING FENCE THAT HAS TO BE DISCONNECTED AND/OR REMOVED FOR THE CONTRACTOR'S OPERATION SHALL BE RECONNECTED AND/OR REPLACED BY THE CONTRACTOR IN KIND AT NO ADDITIONAL COST TO THE DEPARTMENT. TEMPORARY FENCE SHOULD BE INSTALLED IF EXISTING FENCE IS REMOVED BY THE CONTRACTOR IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. ANY RIGHT-OF-WAY MARKERS DISTURBED BY THE CONTRACTOR'S OPERATION SHALL BE REESTABLISHED BY A REGISTERED LAND SURVEYOR AT THE CONTRACTOR'S EXPENSE.
28. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY IDOT AND/OR CCHD AT LEAST 10 DAYS IN ADVANCE OF ANY CONSTRUCTION NEAR DEPARTMENT OWNED ELECTRICAL, COMMUNICATIONS, OR TRAFFIC CONTROL CABLES. IDOT AND/OR CCHD ELECTRICIANS WILL LOCATE ANY POSSIBLE INTERFERING CABLES. ANY BURIED CABLE AT OR NEAR A PROPOSED CONSTRUCTION LOCATION SHALL FIRST BE EXPOSED BY THE CONTRACTOR BY HAND DIGGING, ONCE EXPOSED, AND IF THE ENGINEER DETERMINES THERE IS A CONFLICT, THE CONTRACTOR SHALL RELOCATE THE CABLES. IF THE CONTRACTOR CUTS OR DAMAGES ANY CABLES, EITHER THROUGH CARELESSNESS OR FAILURE TO FOLLOW THE ABOVE PROCEDURE, HE SHALL THEN BE HELD RESPONSIBLE FOR THE REPAIRING OF ALL DAMAGES AT HIS EXPENSE, TO THE SATISFACTION OF THE AGENCY.
29. THE CONTRACTOR SHALL TAKE ALL NECESSARY SAFETY PRECAUTIONS TO PROTECT AND PROVIDE ACCESS TO ADJUTING PROPERTY, UTILITIES, PEDESTRIANS, AND VEHICULAR TRAFFIC.
30. NO PAYMENT WILL BE MADE FOR RESTORATION BEYOND THE LIMITS SHOWN ON THE PLANS.
31. THE ENGINEER SHALL CONTACT THE IDOT TRAFFIC CONTROL SUPERVISOR AT 847-705-4470 AND THE CCHD AT 708-388-1893 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
32. THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS THAT WILL NOT BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S OWN EXPENSE.
33. TEMPORARY CONCRETE BARRIER: THE BARRIER UNIT AT EACH END OF THE INSTALLATIONS SHALL BE SECURED TO THE PAVEMENT OR SHOULDER USING THREE (3) ANCHORING PINS. THE COST OF SECURING THE BARRIER IS TO BE INCLUDED IN THE COST OF THE CONCRETE BARRIER.

34. ANY EXISTING UTILITY ADJUSTMENT AGREEMENTS AND SCHEDULES FOR THE ADJUSTMENT OF UTILITIES, WHICH MAY AFFECT THE WORK, WILL BE MADE AVAILABLE TO THE BIDDERS UPON REQUEST.
35. THE BITUMINOUS MATERIAL PRIME COAT QUANTITIES HAVE BEEN DETERMINED USING A RATE OF 0.10 GAL/SQ YD.
36. THE CONTRACTOR SHALL USE IDOT GRADATION FA-6 TRENCH BACKFILL FOR FILLING TRENCHES THAT HAVE STORM SEWERS TO BE REMOVED.
37. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING AND PRESERVING THE PROJECT'S SURVEY CONTROL POINTS AND BENCHMARKS. RELOCATING AND REPLACING CONTROL POINTS AND BENCHMARKS SHALL BE THE CONTRACTORS RESPONSIBILITY AT HIS OWN EXPENSE.
38. ALL TRENCHES AND OPENINGS MADE IN THE KEDZIE AVENUE ROADWAY SHALL BE BACKFILLED AND ADEQUATELY COMPACTED IN ACCORDANCE WITH METHOD 1 SPECIFIED IN ARTICLE 550.07 OF THE STATE STANDARD SPECIFICATIONS.
39. EXISTING TRAFFIC SIGNALS ARE TO REMAIN IN OPERATION DURING CONSTRUCTION. EXISTING TRAFFIC SIGNAL PLANS ARE PROVIDED FOR REFERENCE.
40. EXISTING DRAINAGE STRUCTURES, EXISTING STORM SEWERS AND EXISTING FLARED END SECTIONS TO REMAIN SHALL BE RECONNECTED WITH THE DRAINAGE SYSTEM. THIS WORK SHALL BE INCLUDED IN THE COST OF DRAINAGE STRUCTURES OR STORM SEWERS, OF THE TYPE AND SIZE SPECIFIED.

GENERAL NOTES - LANDSCAPE

1. AREAS TO BE SEEDED BETWEEN NOVEMBER 1 AND APRIL 1 SHALL REQUIRE DORMANT SEEDING, WHICH SHALL BE INCLUDED IN THE COST OF SEEDING, CLASS 2A OR SEEDING, CLASS 3.

GENERAL NOTES - SEDIMENT AND EROSION CONTROL

1. EROSION CONTROL ITEMS ARE CONSIDERED TO BE HIGH PRIORITY ITEMS ON THIS CONTRACT. THE ENGINEER WILL IMPLEMENT ALL PROVISIONS OF THE SPECIFICATION NECESSARY TO ASSURE THAT EROSION CONTROL ITEMS ARE CONSTRUCTED AND MAINTAINED IN A TIMELY WAY. ALL EROSION CONTROL MEASURED SHALL BE INSTALLED PRIOR TO BEGINNING ANY CONSTRUCTION ACTIVITIES, WHICH WILL POTENTIALLY CREATE ERODIBLE CONDITIONS.
2. THE EROSION CONTROL MEASURES SHOWN ARE ONLY A GRAPHICAL REPRESENTATION OF SUGGESTED MEASURES. DEVIATIONS FROM THIS PLAN ARE TO BE EXPECTED PENDING A JOB SITE INSPECTION BETWEEN THE CONTRACTOR AND THE ENGINEER.
3. THE CONTRACTOR WILL BE REQUIRED TO IMPLEMENT AND MAINTAIN SEDIMENT CONTROL MEASURED PRIOR TO STRIPPING EXISTING VEGETATION.

GENERAL NOTES - CRACK SEALING

1. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE SPECIAL PROVISION FOR "TREATMENT OF CRACKS" FOR WORK RELATED TO THE SEALING OF TRANSVERSE AND LONGITUDINAL CRACKS WITHIN THE EXISTING PAVEMENT AREAS. IT IS THE INTENT OF THE DEPARTMENT TO REHABILITATE EXISTING CRACKS PRIOR TO OVERLAYING WITH LEVELING BINDER (MACHINE METHOD) OR BINDER COURSE.
2. ALL PAVEMENT CRACKS THAT ARE LESS THAN 1/2 INCH WIDE SHALL BE SEALED WITH CRACK FILLING AT THE DIRECTION OF THE ENGINEER. THE COST OF ROUTING SHALL NOT BE PAID FOR SEPARATELY, BUT BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE BID, PER POUND, FOR CRACK FILLING, WHICH SHALL INCLUDE ROUTING, CLEANING THE CRACKS, FURNISHING AND POURING THE SEALANT.
3. ALL OPEN CRACKS AND JOINTS IN THE PAVEMENT HAVING A WIDTH OF 1/2 INCH AND GREATER SHALL BE CLEANED AND FILLED WITH MIXTURE FOR CRACKS, JOINTS AND FLANGWAYS AT THE DIRECTION OF THE ENGINEER, AND AT LEAST 24 HOURS PRIOR TO PLACING THE LEVELING BINDER (MACHINE METHOD) OR BINDER COURSE. THIS WORK SHALL BE PAID FOR AT THE CONTRACT BID PRICE, PER TON, FOR MIXTURE FOR CRACKS, JOINTS AND FLANGWAYS.

GENERAL NOTES - SHOULDER RUMBLE STRIP

1. PRIOR TO INSTALLATION OF THE RUMBLE STRIP, THE CONTRACTOR SHALL CONTACT THE IDOT DESIGN PROJECT MANAGER AT (847) 705-4523 TO VERIFY CONSTRUCTION REQUIREMENTS. IT IS ANTICIPATED THAT THIS ITEM MAY BE DELETED FROM THIS CONTRACT AND INSTALLED AS PART OF FUTURE WORK. WRITTEN CONFIRMATION FROM IDOT WILL BE REQUIRED.

DEFINITIONS

IDOT: ILLINOIS DEPARTMENT OF TRANSPORTATION
 CCHD: COOK COUNTY HIGHWAY DEPARTMENT

TYLIN INTERNATIONAL	USER NAME = #USER#	DESIGNED - EMK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = #SCALE#	DRAWN - EMK	REVISED -		57	1313.IB-1	COOK	162	3		
	PLOT DATE = 5/4/2011	CHECKED - SES	REVISED -		CONTRACT NO. 60K14						
	DATE - 5/5/2011	DATE - 5/5/2011	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						
SCALE: NTS				SHEET NO. 1 OF 1 SHEETS		STA. TO STA.					

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL	URBAN - 90% FEDERAL, 10% STATE				
				0004		0021	0011	0021
				KEDZIE AVE.	I-57	SIGNING	SN016-1196	LIGHTING
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	297	297				
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	120	120				
20100500	TREE REMOVAL, ACRES	ACRE	3.00	3.00				
20200100	EARTH EXCAVATION	CU YD	5085	5085				
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	1490	1490				
20800150	TRENCH BACKFILL	CU YD	470.9	470.9				
21001000	GEO TECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	6743	6743				
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	8762	8762				
21301048	EXPLORATION TRENCH 48" DEPTH	FOOT	100	100				
25000210	SEEDING, CLASS 2A	ACRE	1.00	1.00				
25000300	SEEDING, CLASS 3	ACRE	1.00	1.00				
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	189	189				
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	189	189				
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	189	189				
25100135	MULCH, METHOD 4	ACRE	2.00	2.00				
25100630	EROSION CONTROL BLANKET	SQ YD	8076	8076				
25200110	SODDING, SALT TOLERANT	SQ YD	686	686				
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	905	905				
28000510	INLET FILTERS	EACH	41	41				
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	2625	2625				
31200502	STABILIZED SUBBASE- HOT-MIX ASPHALT, 4 1/2"	SQ YD	324		324			
35300500	PORTLAND CEMENT CONCRETE BASE COURSE, 10"	SQ YD	5075	5075				
40600115	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	GALLON	2077	2077				
40600300	AGGREGATE (PRIME COAT)	TON	42	42				
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	1.1	1.1				
40600895	CONSTRUCTING TEST STRIP	EACH	4	4				
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	65	65				
40600990	TEMPORARY RAMP	SQ YD	976	976				
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	41	41				
40603240	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	TON	2068	2068				
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	14	14				
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90	TON	1006	1006				
42001200	PAVEMENT FABRIC	SQ YD	314	314				
42001300	PROTECTIVE COAT	SQ YD	3959	3798	161			
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	8871	8871				
44000100	PAVEMENT REMOVAL	SQ YD	5429	5429				
44000161	HOT-MIX ASPHALT SURFACE REMOVAL, 3"	SQ YD	5136	5136				

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	PLOT SCALE = #SCALE#	DRAWN - EMK	REVISED -
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		DATE - 5/5/2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**KEDZIE AVENUE PROJECT
SUMMARY OF QUANTITIES**

SCALE: NTS	SHEET NO. 1 OF 5 SHEETS	STA. TO STA.	F.A. RTE. 57	SECTION 1313.1B-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 5
			FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
			CONTRACT NO. 60K14				

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL	URBAN - 90% FEDERAL, 10% STATE				
				0004		0021	0011	0021
				KEDZIE AVE.	I-57	SIGNING	SN016-1196	LIGHTING
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	95	95				
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	3766	3766				
44000600	SIDEWALK REMOVAL	SQ FT	9006	9006				
44003100	MEDIAN REMOVAL	SQ FT	14678	14678				
44200970	CLASS B PATCHES, TYPE II, 10 INCH	SQ YD	209	209				
44200974	CLASS B PATCHES, TYPE III, 10 INCH	SQ YD	209	209				
44200976	CLASS B PATCHES, TYPE IV, 10 INCH	SQ YD	105	105				
44201294	CLASS B PATCH - EXPANSION JOINT	FOOT	696	696				
44201296	DEFORMED BARS - EXPANSION JOINT	EACH	348	348				
44213200	SAW CUTS	FOOT	2088	2088				
44213208	TIE BARS 1 1/4"	EACH	348 348	348 348				
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	3660	3660				
45100200	CRACK FILLING	POUND	2211.0	2211.0				
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	841	841				
48203049	HOT-MIX ASPHALT SHOULDERS 13"	SQ YD	324		324			
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1				1	
50157300	PROTECTIVE SHIELD	SQ YD	1250				1250	
50200100	STRUCTURE EXCAVATION	CU YD	494				494	
50300225	CONCRETE STRUCTURES	CU YD	280.9				280.9	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	916.6				916.6	
50300260	BRIDGE DECK GROOVING	SQ YD	1924				1924	
50300280	CONCRETE ENCASEMENT	CU YD	13.2				13.2	
50300300	PROTECTIVE COAT	SQ YD	2880				2880	
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1				1	
50500505	STUD SHEAR CONNECTORS	EACH	7328				7328	
50800105	REINFORCEMENT BARS	POUND	791			791		
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	252450				252450	
50800515	BAR SPLICERS	EACH	2536				2536	
50901730	BRIDGE FENCE RAILING	FOOT	614				614	
51100100	SLOPE WALL 4 INCH	SQ YD	691				691	
51201800	FURNISHING STEEL PILES HP14X73	FOOT	2439				2439	
51202305	DRIVING PILES	FOOT	2439				2439	
51203800	TEST PILE STEEL HP14X73	EACH	3				3	
51204650	PILE SHOES	EACH	62				62	
51500100	NAME PLATES	EACH	1				1	
52100520	ANCHOR BOLTS, 1"	EACH	32				32	
52100530	ANCHOR BOLTS, 1 1/4"	EACH	32				32	
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	361	361				
55100500	STORM SEWER REMOVAL 12"	FOOT	569	569				

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		DATE - 5/5/2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

KEDZIE AVENUE PROJECT SUMMARY OF QUANTITIES	
SCALE: NTS	SHEET NO. 2 OF 5 SHEETS
STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1313.1B-1	COOK	162	6
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 60K14	

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL	URBAN - 90% FEDERAL, 10% STATE				
				0004		0021	0011	0021
				KEDZIE AVE.	I-57	SIGNING	SNO16-1196	LIGHTING
58700300	CONCRETE SEALER	SQ FT	2170				2170	
59100100	GEOCOMPOSITE WALL DRAIN	SO YD	153				153	
60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	2	2				
60107600	PIPE UNDERDRAINS 4"	FOOT	177	177				
60201330	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 23 FRAME AND GRATE	EACH	3	3				
60201340	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	2	2				
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2	2				
60224039	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	1	1				
60237460	INLETS, TYPE A, TYPE 23 FRAME AND GRATE	EACH	2	2				
60237470	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	EACH	3	3				
60255800	MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	14	14				
60261530	INLETS TO BE ADJUSTED WITH NEW TYPE 23 FRAME AND GRATE	EACH	11	11				
60261540	INLETS TO BE ADJUSTED WITH NEW TYPE 24 FRAME AND GRATE	EACH	19	19				
60500040	REMOVING MANHOLES	EACH	4	4				
60500060	REMOVING INLETS	EACH	8	8				
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	1808.0	1808.0				
60605400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (SPECIAL)	FOOT	1816.0	1816.0				
60624700	CORRUGATED MEDIAN (SPECIAL)	SO FT	14438	14438				
63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	2137.5	2137.5				
63000350	LONG-SPAN GUARDRAIL OVER CULVERT, 12 FOOT 6 INCH SPAN	FOOT	162.5	162.5				
63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	2	2				
63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	2	2				
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2	2				
63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	2				
63200310	GUARDRAIL REMOVAL	FOOT	2408	2408				
63301210	REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	200.0		200.0			
63700805	CONCRETE BARRIER TRANSITION	FOOT	30		30			
64200105	SHOULDER RUMBLE STRIPS	FOOT	235		235			
66400305	CHAIN LINK FENCE, 6'	FOOT	257	257				
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12				
67100100	MOBILIZATION	L SUM	1	1				
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	10999	10218	781			
70400100	TEMPORARY CONCRETE BARRIER	FOOT	2362.5	1537.5	825.0			
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	4767.5	3187.5	1580.0			
72000100	SIGN PANEL - TYPE 1	SO FT	100			100		
72000300	SIGN PANEL - TYPE 3	SO FT	653			653		
72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	17			17		

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

KEDZIE AVENUE PROJECT SUMMARY OF QUANTITIES			
SCALE: NTS	SHEET NO. 3 OF 5 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1313.1B-1	COOK	162	7
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 60K14	

• SPECIALTY ITEM

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL	URBAN - 90% FEDERAL, 10% STATE				
				0004		0021	0011	0021
				KEDZIE AVE.	I-57	SIGNING	SNO16-1196	LIGHTING
* 72400200	REMOVE SIGN PANEL ASSEMBLY - TYPE B	EACH	2			2		
* 72700100	STRUCTURAL STEEL SIGN SUPPORT-BREAKAWAY	POUND	5310			5310		
* 72900200	METAL POST - TYPE B	FOOT	345			345		
* 73000100	WOOD SIGN SUPPORT	FOOT	54			54		
* 73400200	DRILLED SHAFT CONCRETE FOUNDATIONS	CU YD	14			14		
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	153	153				
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	13292	13292				
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	704	704				
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	3002	3002				
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	134	134				
* 78008210	POLYUREA PAVEMENT MARKING TYPE 1 - LINE 4"	FOOT	480		480			
* 78008220	POLYUREA PAVEMENT MARKING TYPE 1 - LINE 5"	FOOT	240	240				
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	347	347				
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	32	32				
* 78200100	MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR	EACH	578	382	196			
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	32	32				
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	2	2				
* 78300100	PAVEMENT MARKING REMOVAL	SQ FT	7465	7465				
* 78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	347	347				
* 81100320	CONDUIT ATTACHED TO STRUCTURE, 1" DIA., PVC COATED GALVANIZED STEEL	FOOT	706					706
* 81100805	CONDUIT ATTACHED TO STRUCTURE, 3" DIA., PVC COATED GALVANIZED STEEL	FOOT	40					40
* 81300220	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6" X 6" X 4"	EACH	8					8
* 81300530	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6"	EACH	9					9
* 81300730	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 16" X 14" X 6"	EACH	2					2
* 81603050	UNIT DUCT, 600V, 3-1C NO.6, 1/C NO.8 GROUND, (XLP-TYPE USE), 1" DIA. POLYTHEYLENE	FOOT	255					255
* 81702110	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	2640					2640
* 81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	235					235
* 82107200	UNDERPASS LUMINAIRE, 100 WATT, HIGH PRESSURE SODIUM VAPOR	EACH	8					8
* 84200500	REMOVAL OF LIGHTING UNIT, SALVAGE	EACH	12					12
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	236	236				
XX006172	ROUTING AND SEALING CRACKS	FOOT	4347	4347				
X0321750	REMOVE TEMPORARY CONCRETE BARRIER, STATE OWNED	FOOT	380		380			
X0326382	CONCRETE BARRIER BASE (SPECIAL)	FOOT	50		50			
X2011000	TEMPORARY FENCE (SPECIAL)	FOOT	490	490				
X2020502	BRACED EXCAVATION	CU YD	351				351	
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	331				331	
X2800510	INLET FILTER CLEANING	EACH	205	205				
X4400110	TEMPORARY PAVEMENT REMOVAL	SQ YD	1501	1135	366			
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SO YD	1374	1374				

TYLIN INTERNATIONAL

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**KEDZIE AVENUE PROJECT
SUMMARY OF QUANTITIES**

SCALE: NTS SHEET NO. 4 OF 5 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1313.1B-1	COOK	162	8
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 60K14	

* SPECIALTY ITEM

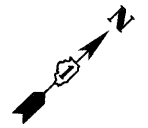
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CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL	URBAN - 90% FEDERAL, 10% STATE				
				0004		0021	0011	0021
				KEDZIE AVE.	I-57	SIGNING	SNO16-1196	LIGHTING
X5210190	HIGH LOAD MULTI-ROTATIONAL BEARINGS, GUIDED EXPANSION, 600K	EACH	8				8	
X6370150	CONCRETE BARRIER, VARIABLE CROSS-SECTION, 32" HEIGHT	FOOT	206		206			
X6640300	CHAIN LINK FENCE REMOVAL	FOOT	334	334				
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1				
X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1		1			
X7030025	WET REFLECTIVE TEMPORARY TAPE, TYPE III, LETTERS AND SYMBOLS	SQ FT	436	436				
X7030030	WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4 INCH	FOOT	25162	23721	1441			
X7030035	WET REFLECTIVE TEMPORARY TAPE, TYPE III, 5 INCH	FOOT	720		720			
X7030040	WET REFLECTIVE TEMPORARY TAPE, TYPE III, 6 INCH	FOOT	3540	3540				
X7030055	WET REFLECTIVE TEMPORARY TAPE, TYPE III, 24 INCH	FOOT	258	258				
X8140115	HANDHOLE TO BE ADJUSTED	EACH	7	7				
Z0001050	AGGREGATE SUBGRADE 12"	SQ YD	6412	6412				
Z0004552	APPROACH SLAB REMOVAL	SQ YD	284	284				
Z0011400	COLD MILLING EXISTING MEDIAN	SQ YD	489	489				
Z0013797	STABILIZED CONSTRUCTION ENTRANCE	SQ YD	1250	1250				
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1				
Z0018000	DRAINAGE SCUPPERS (SPECIAL)	EACH	9				9	
Z0018800	DRAINAGE SYSTEM	L SUM	1				1	
Z0023204	SEDIMENT CONTROL, SILT FENCE	FOOT	4309	4309				
Z0023206	SEDIMENT CONTROL, SILT FENCE MAINTENANCE	FOOT	21,545	21,545				
Z0030240	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 2	EACH	4	4				
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2		2			
Z0030340	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 2	EACH	3	3				
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	4		4			
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	176	176				
Z0033028	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	12					12
Z0046304	PIPE UNDERDRAIN FOR STRUCTURES 4"	FOOT	222				222	
Z0062456	TEMPORARY PAVEMENT	SQ YD	1135	1135				
Z0073002	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	749				749	
Z0076600	TRAINEES	HOURL	---	---	---	---	---	---

* SPECIALTY ITEM

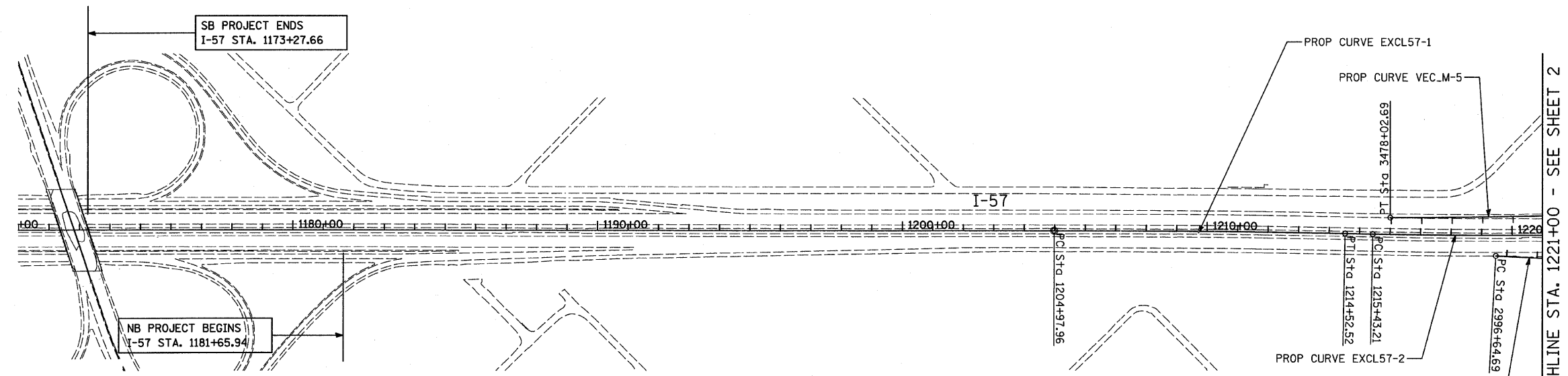
TYLIN INTERNATIONAL	USER NAME = #USFR#	DESIGNED - EMK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT SUMMARY OF QUANTITIES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = #SCALE#	DRAWN - EMK	REVISED -			57	1313.1B-1	COOK	162	9
	PLOT DATE = 5/4/2011	CHECKED - SES	REVISED -			CONTRACT NO. 60K14				
					SCALE: NTS	SHEET NO. 5 OF 5 SHEETS		STA.	TO STA.	
					FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

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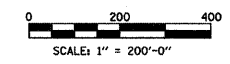
I-57 DATA				
PROP. CURVE EXCL57-1 PI STA. = 1209+75.25 N = 1,800,704.01 E = 1,157,539.88 Δ = 0° 59' 40" (RT) D = 0° 06' 15" R = 55,000.00' T = 477.29' L = 954.55' E = 2.07' DESIGN SPEED = 60 MPH e = N.C. T.R. = N/A S.E. RUN = N/A P.C. STA. = 1204+97.96 N = 1,800,360.98 E = 1,157,208.01 P.T. STA. = 1214+52.52 N = 1,801,041.22 E = 1,157,877.66	PROP. CURVE EXCL57-2 PI STA. = 1220+09.03 N = 1,801,434.41 E = 1,158,271.50 Δ = 2° 11' 15" (LT) D = 0° 14' 05" R = 24,400.00' T = 465.82' L = 931.53' E = 4.45' DESIGN SPEED = 60 MPH e = N.C. T.R. = N/A S.E. RUN = N/A P.C. STA. = 1215+43.21 N = 1,801,105.30 E = 1,157,941.84 P.T. STA. = 1224+74.74 N = 1,801,775.86 E = 1,158,588.36	PROP. CURVE EXCL57-3 PI STA. = 1231+16.87 N = 1,802,246.55 E = 1,159,025.14 Δ = 1° 08' 02" (RT) D = 0° 08' 00" R = 43,000.00' T = 425.52' L = 851.01' E = 2.11' DESIGN SPEED = 60 MPH e = N.C. T.R. = N/A S.E. RUN = N/A P.C. STA. = 1226+91.34 N = 1,801,934.64 E = 1,158,735.69 P.T. STA. = 1235+42.36 N = 1,802,552.67 E = 1,159,320.70	PROP. CURVE EXCL57-4 PI STA. = 1321+27.50 N = 1,808,728.92 E = 1,165,283.80 Δ = 4° 56' 28" (RT) D = 0° 19' 42" R = 17,450.00' T = 752.92' L = 1,504.90' E = 16.24' DESIGN SPEED = 60 MPH e = N.C. T.R. = N/A S.E. RUN = N/A P.C. STA. = 1313+74.58 N = 1,808,187.26 E = 1,164,760.84 P.T. STA. = 1328+79.48 N = 1,809,223.52 E = 1,165,851.48	PROP. CURVE EXCL57-5 PI STA. = 1348+01.65 N = 1,810,486.21 E = 1,167,300.74 Δ = 14° 00' 00" (LT) D = 2° 00' 00" R = 2,864.79' T = 351.75' L = 700.00' E = 21.51' DESIGN SPEED = 60 MPH e = 4.5% T.R. = 106.6' S.E. RUN = 239.8' P.C. STA. = 1344+49.90 N = 1,810,255.14 E = 1,167,035.53 P.T. STA. = 1351+49.90 N = 1,810,774.58 E = 1,167,502.17

CD ROAD A DATA			
PROP. CURVE VEC.A-1 PI STA. = 3605+11.46 N = 1,802,336.67 E = 1,159,278.95 Δ = 0° 29' 43" (RT) D = 0° 08' 04" R = 42,653.58' T = 184.40' L = 368.79' E = 0.40' DESIGN SPEED = 45 MPH e = N.C. T.R. = N/A S.E. RUN = N/A P.C. STA. = 3603+27.06 N = 1,802,202.64 E = 1,159,152.31 P.T. STA. = 3606+95.85 N = 1,802,469.59 E = 1,159,406.75	PROP. CURVE VEC.A-2 PI STA. = 3613+65.64 N = 1,802,952.43 E = 1,159,870.96 Δ = 3° 20' 13" (LT) D = 0° 42' 09" R = 8,155.00' T = 237.54' L = 474.96' E = 3.46' DESIGN SPEED = 45 MPH e = N.C. T.R. = N/A S.E. RUN = N/A P.C. STA. = 3611+28.10 N = 1,802,781.19 E = 1,159,706.33 P.R.C. STA. = 3616+03.05 N = 1,803,132.96 E = 1,160,025.35	PROP. CURVE VEC.A-3 PI STA. = 3618+49.69 N = 1,803,320.40 E = 1,160,185.64 Δ = 3° 27' 28" (RT) D = 0° 42' 04" R = 8,171.00' T = 246.63' L = 493.11' E = 3.72' DESIGN SPEED = 45 MPH e = N.C. T.R. = N/A S.E. RUN = N/A P.R.C. STA. = 3616+03.05 N = 1,803,132.96 E = 1,160,025.35 P.T. STA. = 3620+96.17 N = 1,803,497.83 E = 1,160,356.95	P.O.T. STA 3667+48.40 N = 1,806,844.70 E = 1,163,588.32 P.O.T. STA 3678+08.50 N = 1,807,619.06 E = 1,164,312.33 P.O.T. STA 3680+08.57 N = 1,807,765.74 E = 1,164,448.38



RAMP B DATA							
PROP. CURVE VEC.B-1 PI STA. = 2999+27.26 N = 1,801,524.53 E = 1,158,466.52 Δ = 1° 13' 50" (LT) D = 0° 14' 04" R = 24,448.70' T = 262.57' L = 525.11' E = 1.41' DESIGN SPEED = 50 MPH e = N.C. T.R. = N/A S.E. RUN = N/A P.C. STA. = 2996+64.69 N = 1,801,345.76 E = 1,158,274.21 P.T. STA. = 3001+89.80 N = 1,801,707.39 E = 1,158,654.95	PROP. CURVE VEC.B-2 PI STA. = 3008+11.65 N = 1,802,140.45 E = 1,159,101.21 Δ = 1° 08' 03" (RT) D = 0° 08' 04" R = 42,651.03' T = 422.19' L = 844.35' E = 2.09' DESIGN SPEED = 50 MPH e = N.C. T.R. = N/A S.E. RUN = N/A P.C. STA. = 3003+89.46 N = 1,801,846.43 E = 1,158,798.23 P.T. STA. = 3012+33.81 N = 1,802,428.41 E = 1,159,409.95	PROP. CURVE VEC.B-3 PI STA. = 3019+93.33 N = 1,802,946.46 E = 1,159,965.37 Δ = 39° 08' 15" (RT) D = 6° 45' 52" R = 847.00' T = 301.08' L = 578.57' E = 51.92' DESIGN SPEED = 45 MPH e = 5.9% ENTERING CURVE: T.R. = 66.6' S.E. RUN = 196.5' EXITING CURVE: T.R. = N/A S.E. RUN = 196.5' P.C. STA. = 3016+92.25 N = 1,802,741.10 E = 1,159,745.20 P.T. STA. = 3022+70.81 N = 1,802,966.77 E = 1,160,265.77	PROP. CURVE VEC.B-4 PI STA. = 3042+99.82 N = 1,803,103.66 E = 1,162,290.15 Δ = 128° 46' 46" (LT) D = 6° 45' 52" R = 847.00' T = 1,767.01' L = 1,903.74' E = 1,112.52' DESIGN SPEED = 45 MPH e = 5.9% ENTERING CURVE: T.R. = N/A S.E. RUN = 196.5' EXITING CURVE: T.R. = N/A S.E. RUN = 196.5' P.C. STA. = 3025+32.81 N = 1,802,984.45 E = 1,160,527.17 P.T. STA. = 3044+36.55 N = 1,804,403.35 E = 1,161,093.03	PROP. CURVE VEC.B-5 PI STA. = 3048+42.12 N = 1,804,701.66 E = 1,160,818.26 Δ = 19° 14' 28" (RT) D = 6° 45' 52" R = 847.00' T = 143.57' L = 284.44' E = 12.08' DESIGN SPEED = 45 MPH e = 5.9% ENTERING CURVE: T.R. = N/A S.E. RUN = 196.5' EXITING CURVE: T.R. = 50.0' S.E. RUN = 196.5' P.C. STA. = 3046+98.55 N = 1,804,595.06 E = 1,160,915.53 P.T. STA. = 3049+82.99 N = 1,804,833.42 E = 1,160,761.22	PROP. CURVE VEC.B-6 PI STA. = 3082+53.37 N = 1,807,834.68 E = 1,159,462.07 Δ = 3° 52' 00" (LT) D = 1° 55' 57" R = 2,964.65' T = 100.07' L = 200.07' E = 1.69' DESIGN SPEED = 60 MPH e = 4.5% ENTERING CURVE: T.R. = 59.9' S.E. RUN = 179.8' EXITING CURVE: T.R. = N/A S.E. RUN = N/A P.C. STA. = 3081+53.30 N = 1,807,742.84 E = 1,159,501.82 P.C.C. STA. = 3083+53.37 N = 1,807,923.63 E = 1,159,416.21	PROP. CURVE VEC.B-7 PI STA. = 3090+54.66 N = 1,808,543.11 E = 1,159,087.49 Δ = 26° 41' 30" (LT) D = 1° 56' 18" R = 2,956.10' T = 701.29' L = 1,377.13' E = 82.05' DESIGN SPEED = 60 MPH e = 4.5% ENTERING CURVE: T.R. = N/A S.E. RUN = N/A EXITING CURVE: T.R. = N/A S.E. RUN = N/A P.C.C. STA. = 3083+53.37 N = 1,807,923.63 E = 1,159,416.21 P.C.C. STA. = 3097+30.49 N = 1,808,948.92 E = 1,158,515.54	PROP. CURVE VEC.B-8 PI STA. = 3101+85.44 N = 1,809,209.27 E = 1,158,142.45 Δ = 17° 36' 05" (LT) D = 1° 56' 59" R = 2,938.57' T = 454.95' L = 902.73' E = 35.01' DESIGN SPEED = 60 MPH e = 4.5% ENTERING CURVE: T.R. = N/A S.E. RUN = N/A EXITING CURVE: T.R. = N/A S.E. RUN = N/A P.C.C. STA. = 3097+30.49 N = 1,808,948.92 E = 1,158,515.54 P.T. STA. = 3106+33.22 N = 1,809,344.62 E = 1,157,708.10

NOTE:
CONTRACT 60K14 USES THE FOLLOWING ALIGNMENTS:
I-57 AND KEDZIE AVENUE. ALL OTHER ALIGNMENTS
ARE FOR FUTURE CONTRACTS AND ARE SHOWN FOR
INFORMATION ONLY.



TYLIN INTERNATIONAL	USER NAME = *USER*	DESIGNED - EMK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = *SCALE*	DRAWN - EMK	REVISED -		ALIGNMENT PLANS			57	1313.1B-1	COOK	162	10	
	PLOT DATE = 5/3/2011	CHECKED - SES	REVISED -		SCALE: 1"=200'			SHEET NO. 1 OF 10 SHEETS		STA. 1173+90 TO STA. 1221+00		CONTRACT NO. 60K14	
		DATE - 5/5/2011	REVISED -		FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT						

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5/3/2011 3:11:01 PM

KEDZIE AVE DATA

P.O.T. STA 511+56.00
 N = 1,800,422.75
 E = 1,158,909.52

PROP. CURVE PRKEDZI-2
 PI STA. = 532+36.68
 N = 1,802,244.95
 E = 1,158,030.74

PROP. CURVE PRKEDZI-1
 PI STA. = 518+20.32
 N = 1,801,086.99
 E = 1,158,899.70

Δ = 36° 02' 20" (LT)
 D = 3° 57' 57"
 R = 1,445.00'
 T = 470.05'
 L = 908.72'
 E = 74.53'
 DESIGN SPEED = 45 MPH
 θ = 5.0%
 T.R. = 67'
 S.E. RUN = 167'

P.C. STA. = 513+50.27
 N = 1,800,616.99
 E = 1,158,906.65

P.T. STA. = 522+58.99
 N = 1,801,462.96
 E = 1,158,617.57

RAMP F2 DATA

PROP. CURVE VEC.F2-1
 PI STA. = 5002+21.45
 N = 1,804,222.90
 E = 1,160,129.95

PROP. CURVE VEC.F2-2
 PI STA. = 5013+62.33
 N = 1,803,147.69
 E = 1,159,713.58

PROP. CURVE VEC.F2-3
 PI STA. = 5023+83.15
 N = 1,802,388.81
 E = 1,159,025.50

Δ = 32° 27' 56" (LT)
 D = 7° 32' 18"
 R = 760.60'
 T = 221.45'
 L = 430.67'
 E = 31.58'

Δ = 21° 22' 30" (RT)
 D = 7° 29' 42"
 R = 765.00'
 T = 144.38'
 L = 285.19'
 E = 13.50'

Δ = 0° 51' 13" (LT)
 D = 0° 07' 59"
 R = 43,034.07'
 T = 320.57'
 L = 641.12'
 E = 1.19'

DESIGN SPEED = 45 MPH
 θ = 6.0%
 ENTERING CURVE:
 T.R. = N/A
 S.E. RUN = N/A

EXITING CURVE:
 T.R. = 44.4'
 S.E. RUN = 177.6'

P.C. STA. = 5000+00.00
 N = 1,804,349.65
 E = 1,160,311.54

P.T. STA. = 5004+30.67
 N = 1,804,018.49
 E = 1,160,044.78

RAMP D DATA

PROP. CURVE VEC.D-1
 PI STA. = 3910+42.99
 N = 1,804,606.34
 E = 1,160,979.18

P.O.T. STA 3900+00.00
 N = 1,805,276.84
 E = 1,161,778.08

P.O.T. STA 3922+92.41
 N = 1,805,985.89
 E = 1,160,298.29

P.O.T. STA 3931+17.67
 N = 1,806,729.54
 E = 1,159,940.45

Δ = 103° 44' 14" (RT)
 D = 14° 36' 59"
 R = 392.00'
 T = 499.37'
 L = 709.74'
 E = 242.85'

DESIGN SPEED = 35 MPH
 θ = 6.0%
 ENTERING CURVE:
 T.R. = N/A
 S.E. RUN = 115.9'

EXITING CURVE:
 T.R. = N/A
 S.E. RUN = 130.4'

P.C. STA. = 3905+43.62
 N = 1,804,927.37
 E = 1,161,361.68

P.T. STA. = 3912+53.35
 N = 1,805,054.14
 E = 1,160,758.16

RAMP L DATA

P.O.T. STA 3795+45.69
 N = 1,805,435.49
 E = 1,160,281.22

PROP. CURVE VEC.L-1
 PI STA. = 3818+51.51
 N = 1,803,319.41
 E = 1,161,197.21

PROP. CURVE VEC.L-2
 PI STA. = 3833+16.65
 N = 1,802,650.43
 E = 1,159,651.76

Δ = 90° 00' 00" (RT)
 D = 11° 14' 04"
 R = 510.00'
 T = 510.00'
 L = 801.11'
 E = 211.25'

DESIGN SPEED = 40 MPH
 θ = 6.0%
 ENTERING CURVE:
 T.R. = N/A
 S.E. RUN = 123.8'

EXITING CURVE:
 T.R. = N/A
 S.E. RUN = N/A

P.C. STA. = 3813+41.51
 N = 1,803,787.44
 E = 1,160,994.61

P.C.C. STA. = 3821+42.62
 N = 1,803,116.81
 E = 1,160,729.18

RAMP H DATA

P.O.T. STA 4000+00.00
 N = 1,802,545.20
 E = 1,161,713.96

PROP. CURVE VEC.H-1
 PI STA. = 4008+84.26
 N = 1,803,373.22
 E = 1,161,403.64

PROP. CURVE VEC.H-2
 PI STA. = 4019+96.36
 N = 1,804,487.99
 E = 1,161,385.35

Δ = 43° 47' 19" (RT)
 D = 11° 14' 04"
 R = 510.00'
 T = 204.96'
 L = 389.77'
 E = 39.64'

DESIGN SPEED = 40 MPH
 θ = 6.0%
 ENTERING CURVE:
 T.R. = N/A
 S.E. RUN = 123.8'

EXITING CURVE:
 T.R. = N/A
 S.E. RUN = 110.1'

P.C. STA. = 4017+91.40
 N = 1,804,283.06
 E = 1,161,388.71

P.T. STA. = 4021+81.17
 N = 1,804,638.25
 E = 1,161,524.74

NOTE:
 CONTRACT 60K14 USES THE FOLLOWING ALIGNMENTS:
 I-57 AND KEDZIE AVENUE. ALL OTHER ALIGNMENTS
 ARE FOR FUTURE CONTRACTS AND ARE SHOWN FOR
 INFORMATION ONLY.

- ① I-57 STA 1223+07.72 = KEDZIE STA 524+97.62
- ② I-57 STA 1258+48.81 = I-294 STA 406+43.64

TYLIN INTERNATIONAL	USER NAME = #USER#	DESIGNED - EMK	REVISED -
	PLOT SCALE = #SCALE#	DRAWN - EMK	REVISED -
	PLOT DATE = 4/29/2011	CHECKED - SES	REVISED -
	DATE - 5/5/2011		REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

KEDZIE AVENUE PROJECT
 ALIGNMENT PLANS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1313.1B-1	COOK	162	11
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 60K14	

SCALE: 1"=200'
 SHEET NO. 2 OF 10 SHEETS
 STA. 1173+90 TO STA. 1221+00

P:\602540(57-294)\road\p2_kedzie\p2_AL_SHT02.dgn
 11/11/11 5:55 AM

MATCHLINE STA. 1040+00 - SEE SHEET 5

RAMP E DATA

P.O.T. STA 4100+00.00
N = 1,807,447.53
E = 1,163,906.24

PROP. CURVE PR_RE-1
PI STA. = 4109+21.04
N = 1,806,820.74
E = 1,163,231.38
Δ = 25° 37' 39" (RT)
D = 11° 15' 09"
R = 510.00'
T = 116.00'
L = 227.75'
E = 13.03'
DESIGN SPEED = 40 MPH
e = 6.0%

ENTERING CURVE:
T.R. = N/A
S.E. RUN = 110.1'

EXITING CURVE:
T.R. = N/A
S.E. RUN = 185.8'

P.C. STA. = 4108+05.04
N = 1,806,899.68
E = 1,163,316.38
P.T. STA. = 4110+32.79
N = 1,806,786.33
E = 1,163,120.61

PROP. CURVE PR_RE-2
PI STA. = 4113+17.74
N = 1,806,701.79
E = 1,162,848.48
Δ = 24° 31' 17" (LT)
D = 20° 57' 05"
R = 275.00'
T = 59.76'
L = 117.04'
E = 6.42'
DESIGN SPEED = 30 MPH
e = 2.0%

ENTERING CURVE:
T.R. = N/A
S.E. RUN = 54.7'

EXITING CURVE:
T.R. = 41.0'
S.E. RUN = 54.7'

P.C. STA. = 4112+57.98
N = 1,806,719.52
E = 1,162,905.55
P.T. STA. = 4113+75.02
N = 1,806,661.97
E = 1,162,803.91

P.O.T. STA 4115+98.85
N = 1,806,512.84
E = 1,162,637.00

RAMP K DATA

P.O.T. STA 4400+00.00
N = 1,806,041.76
E = 1,163,219.94

PROP. CURVE PR_RK-1
PI STA. = 4406+57.49
N = 1,806,648.99
E = 1,163,472.07
Δ = 18° 37' 00" (RT)
D = 7° 38' 42"
R = 750.00'
T = 122.93'
L = 243.51'
E = 10.01'
DESIGN SPEED = 40 MPH
e = 5.6%

ENTERING CURVE:
T.R. = 41.3'
S.E. RUN = 154.1'

EXITING CURVE:
T.R. = N/A
S.E. RUN = 112.8'

P.C. STA. = 4405+34.56
N = 1,806,535.46
E = 1,163,424.93
P.T. STA. = 4407+78.07
N = 1,806,741.53
E = 1,163,552.99

P.O.T. STA 4416+38.17
N = 1,807,389.02
E = 1,164,119.15

RAMP J DATA

P.O.T. STA 4300+00.00
N = 1,805,361.56
E = 1,162,206.41

PROP. CURVE PR_RJ-1
PI STA. = 4305+45.91
N = 1,805,726.89
E = 1,162,612.06
Δ = 20° 15' 10" (RT)
D = 11° 15' 09"
R = 510.00'
T = 91.09'
L = 179.98'
E = 8.07'
DESIGN SPEED = 40 MPH
e = 6.0%

ENTERING CURVE:
T.R. = N/A
S.E. RUN = 110.1'

EXITING CURVE:
T.R. = N/A
S.E. RUN = 185.8'

P.C. STA. = 4304+54.82
N = 1,805,665.93
E = 1,162,544.38
P.T. STA. = 4306+34.81
N = 1,805,760.65
E = 1,162,696.66

PROP. CURVE PR_RJ-2
PI STA. = 4309+68.22
N = 1,805,884.21
E = 1,163,006.33
Δ = 17° 54' 28" (LT)
D = 17° 41' 59"
R = 325.00'
T = 51.21'
L = 101.18'
E = 4.01'
DESIGN SPEED = 30 MPH
e = 2.0%

ENTERING CURVE:
T.R. = N/A
S.E. RUN = 54.7'

EXITING CURVE:
T.R. = 41.0'
S.E. RUN = 54.7'

P.C. STA. = 4309+17.01
N = 1,805,865.23
E = 1,162,958.77
P.T. STA. = 4310+18.19
N = 1,805,916.89
E = 1,163,045.75

P.O.T. STA 4312+27.98
N = 1,806,050.80
E = 1,163,207.26

147TH ST DATA

P.O.T. STA 1000+00.00
N = 1,806,888.10
E = 1,157,202.32

P.O.T. STA 1006+61.20
N = 1,806,908.89
E = 1,157,863.09

PROP. CURVE PR_147C-1R
PI STA. = 1047+60.07
N = 1,807,066.19
E = 1,161,959.04
Δ = 41° 25' 13.99" (RT)
D = 3° 13' 40.6"
R = 1,775.00'
T = 671.08'
L = 1,283.19'
E = 122.62'
DESIGN SPEED = 40 MPH
e = N.C.

T.R. = N/A
S.E. RUN = N/A

P.C. STA. = 1040+88.99
N = 1,807,040.44
E = 1,161,288.45
P.T. STA. = 1053+72.18
N = 1,806,641.85
E = 1,162,478.93

PROP. CURVE PR_147C-2
PI STA. = 1067+43.69
N = 1,805,774.62
E = 1,163,541.46
Δ = 39° 31' 20" (LT)
D = 3° 57' 08"
R = 1,450.00'
T = 520.92'
L = 1,000.00'
E = 90.73'
DESIGN SPEED = 40 MPH
e = N.C.

T.R. = N/A
S.E. RUN = N/A

P.C. STA. = 1062+22.77
N = 1,806,104.01
E = 1,163,137.89
P.T. STA. = 1072+22.77
N = 1,805,777.36
E = 1,164,062.37

P.O.T. STA 1082+85.32
N = 1,805,782.94
E = 1,165,124.91

RAMP F1 DATA

P.O.T. STA 4200+00.00
N = 1,806,536.89
E = 1,162,607.53

PROP. CURVE VEC_F1-1
PI STA. = 4206+70.75
N = 1,805,905.49
E = 1,162,381.16
Δ = 23° 07' 29" (RT)
D = 11° 15' 09"
R = 510.00'
T = 104.34'
L = 205.51'
E = 10.56'
DESIGN SPEED = 40 MPH
e = 6.0%

ENTERING CURVE:
T.R. = 41.3'
S.E. RUN = 165.1'

EXITING CURVE:
T.R. = N/A
S.E. RUN = 110.1'

P.C. STA. = 4205+66.41
N = 1,806,003.71
E = 1,162,416.37
P.T. STA. = 4207+71.92
N = 1,805,828.99
E = 1,162,310.21

PROP. CURVE VEC_F1-2
PI STA. = 4210+94.41
N = 1,805,592.56
E = 1,162,090.89
Δ = 3° 00' 00" (RT)
D = 0° 51' 16"
R = 6,705.12'
T = 175.58'
L = 351.07'
E = 2.30'
DESIGN SPEED = 40 MPH
e = N.C.

T.R. = N/A
S.E. RUN = N/A

P.C. STA. = 4209+18.83
N = 1,805,721.29
E = 1,162,210.30
P.T. STA. = 4212+69.90
N = 1,805,470.26
E = 1,161,964.92

P.O.T. STA 4213+70.36
N = 1,805,400.29
E = 1,161,892.84

WESTERN AVE DATA

P.O.T. STA 6012+00.00
N = 1,805,778.83
E = 1,164,342.45

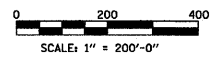
P.O.T. STA 6024+00.00
N = 1,806,950.62
E = 1,164,083.75

P.O.T. STA 6028+00.00
N = 1,807,341.53
E = 1,163,998.99

NOTE:
CONTRACT 60K14 USES THE FOLLOWING ALIGNMENTS:
I-57 AND KEDZIE AVENUE. ALL OTHER ALIGNMENTS
ARE FOR FUTURE CONTRACTS AND ARE SHOWN FOR
INFORMATION ONLY.

MATCHLINE STA. 1276+00 - SEE SHEET 2

MATCHLINE STA. 1332+00 - SEE ABOVE



TYLIN INTERNATIONAL

USER NAME = #USER#
PLOT SCALE = #SCALE#
PLOT DATE = 4/29/2011

DESIGNED - EMK
DRAWN - EMK
CHECKED - SES
DATE - 5/5/2011

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

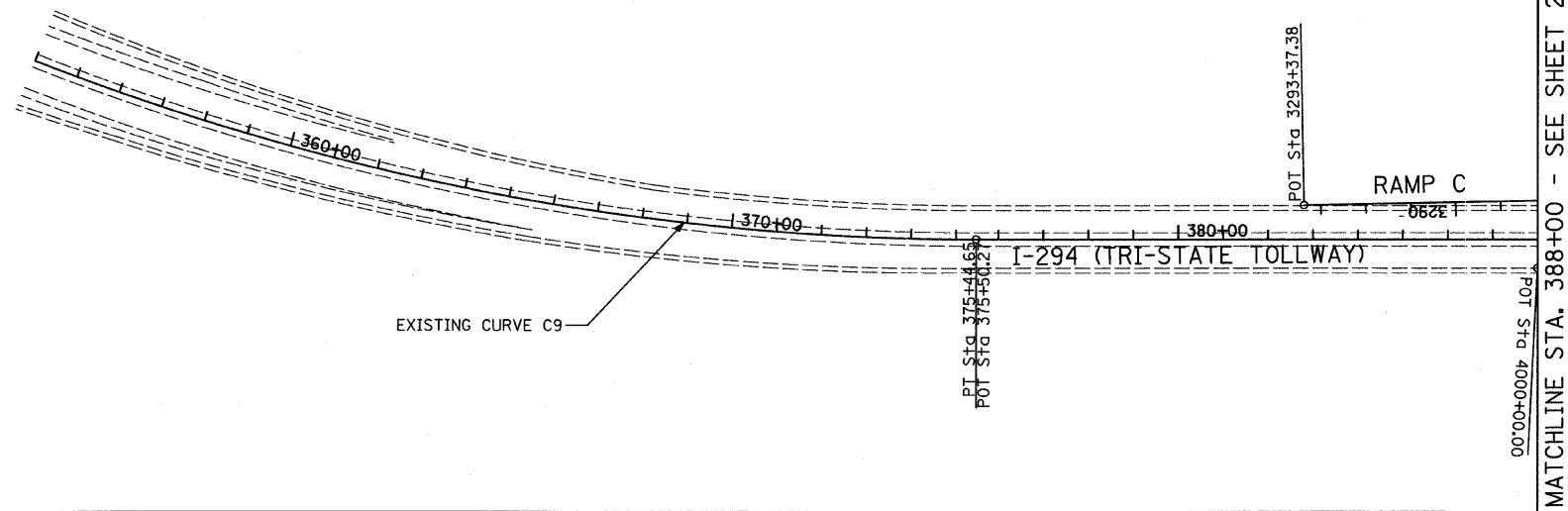
**KEDZIE AVENUE PROJECT
ALIGNMENT PLANS**

SCALE: 1"=200' SHEET NO. 3 OF 10 SHEETS STA. 1276+00 TO STA. 1344+49.51

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1313.1B-1	COOK	162	12
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 60K14	

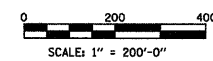
I-294 DATA

PROP. CURVE C9	EXIST. CURVE C5
PI STA. = 364+24.07	PI STA. = 463+95.11
N = 1,800,317.04	N = 1,809,490.15
E = 1,162,608.72	E = 1,158,637.95
$\Delta = 22^\circ 42' 44''$ (LT)	$\Delta = 68^\circ 22' 19''$ (LT)
D = 1° 00' 00"	D = 1° 59' 57"
R = 5,730.02'	R = 2,865.98'
T = 1,150.80'	T = 1,946.70'
L = 2,271.38'	L = 3,420.02'
E = 114.42'	E = 598.62'
DESIGN SPEED = 60 MPH	DESIGN SPEED = 60 MPH
$e = 2.7\%$	$e = 4.5\%$
T.R. = 77.95'	T.R. = 77.95'
S.E. RUN = 156.31'	S.E. RUN = 283.05'
P.C. STA. = 352+73.27	P.C. STA. = 444+48.42
N = 1,799,166.33	N = 1,807,703.65
E = 1,162,622.66	E = 1,159,411.27
P.T. STA. = 375+44.65	P.T. STA. = 478+68.44
N = 1,801,373.14	N = 1,809,429.74
E = 1,162,151.56	E = 1,156,692.19
P.O.T. STA 375+50.27	
N = 1,801,373.14	
E = 1,162,151.56	



RAMP C DATA

P.O.T. STA 3198+89.45 N = 1,808,305.21 E = 1,164,797.36	PROP. CURVE VEC_C-2 PI STA. = 3237+21.83 N = 1,805,571.87 E = 1,162,111.99 $\Delta = 3^\circ 00' 00''$ (RT) D = 0° 51' 02" R = 6,737.00' T = 176.41' L = 352.75' E = 2.31' DESIGN SPEED = 45 MPH $e =$ N.C. T.R. = N/A S.E. RUN = N/A P.C. STA. = 3235+45.42 N = 1,805,698.79 E = 1,162,234.53 P.T. STA. = 3238+98.17 N = 1,805,451.55 E = 1,161,982.98	PROP. CURVE VEC_C-3 PI STA. = 3249+08.46 N = 1,804,762.45 E = 1,161,244.17 $\Delta = 19^\circ 35' 58''$ (RT) D = 7° 43' 40" R = 742.00' T = 128.16' L = 253.63' E = 10.99' DESIGN SPEED = 45 MPH $e = 6.0\%$ ENTERING CURVE: T.R. = 50.0' S.E. RUN = 199.8' EXITING CURVE: T.R. = 50.0' S.E. RUN = 199.8' P.C. STA. = 3247+80.30 N = 1,804,849.86 E = 1,161,337.89 P.T. STA. = 3250+33.93 N = 1,804,711.54 E = 1,161,126.55	PROP. CURVE VEC_C-4 PI STA. = 3258+38.45 N = 1,804,391.94 E = 1,160,388.24 $\Delta = 13^\circ 20' 17''$ (LT) D = 7° 43' 40" R = 742.00' T = 86.76' L = 172.60' E = 5.05' DESIGN SPEED = 45 MPH $e = 6.0\%$ ENTERING CURVE: T.R. = N/A S.E. RUN = 196.5' EXITING CURVE: T.R. = N/A S.E. RUN = 196.5' P.C. STA. = 3257+51.69 N = 1,804,426.40 E = 1,160,467.85 P.C.C. STA. = 3259+24.29 N = 1,804,340.04 E = 1,160,318.71	PROP. CURVE VEC_C-5 PI STA. = 3260+45.62 N = 1,804,269.04 E = 1,160,220.33 $\Delta = 18^\circ 29' 38''$ (LT) D = 7° 41' 39" R = 745.23' T = 121.33' L = 240.36' E = 9.81' DESIGN SPEED = 45 MPH $e = 6.0\%$ ENTERING CURVE: T.R. = N/A S.E. RUN = N/A EXITING CURVE: T.R. = N/A S.E. RUN = N/A P.C. STA. = 3259+24.29 N = 1,804,340.04 E = 1,160,318.71 P.C.C. STA. = 3261+64.66 N = 1,804,170.50 E = 1,160,149.54	PROP. CURVE VEC_C-6 PI STA. = 3274+58.57 N = 1,803,107.15 E = 1,159,412.32 $\Delta = 120^\circ 04' 09''$ (LT) D = 7° 41' 10" R = 746.00' T = 1,293.91' L = 1,562.15' E = 747.56' DESIGN SPEED = 45 MPH $e = 6.0\%$ ENTERING CURVE: T.R. = N/A S.E. RUN = N/A EXITING CURVE: T.R. = N/A S.E. RUN = 177.6' P.C. STA. = 3261+64.66 N = 1,804,170.50 E = 1,160,149.54 P.T. STA. = 3277+26.81 N = 1,803,001.93 E = 1,160,701.95	PROP. CURVE VEC_C-7 PI STA. = 3283+91.75 N = 1,802,947.86 E = 1,161,364.70 $\Delta = 60^\circ 47' 01''$ (RT) D = 7° 51' 18" R = 730.00' T = 428.15' L = 773.83' E = 116.29' DESIGN SPEED = 45 MPH $e = 6.0\%$ ENTERING CURVE: T.R. = N/A S.E. RUN = 177.6' EXITING CURVE: T.R. = N/A S.E. RUN = 118.4' P.C. STA. = 3279+63.61 N = 1,802,982.68 E = 1,160,937.97 P.T. STA. = 3287+37.44 N = 1,802,558.43 E = 1,161,542.60
P.O.T. STA 3293+37.38 N = 1,802,012.73 E = 1,161,791.89						



NOTE:
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I-57 AND KEDZIE AVENUE. ALL OTHER ALIGNMENTS
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INFORMATION ONLY.

TYLIN INTERNATIONAL

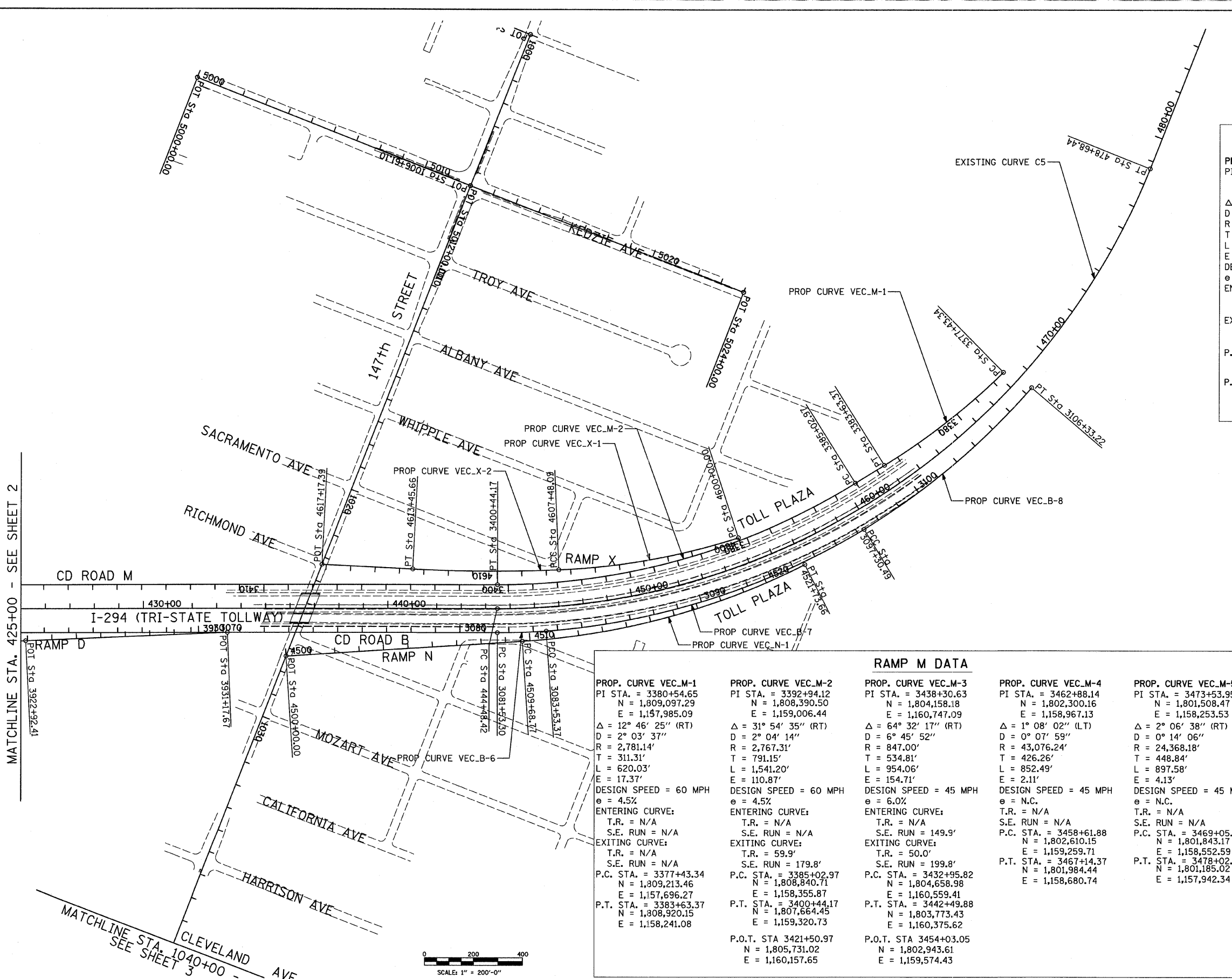
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PLOT DATE = 4/29/2011	CHECKED - SES	REVISED -
	DATE - 5/5/2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**KEDZIE AVENUE PROJECT
ALIGNMENT PLANS**

SCALE: 1"=200' SHEET NO. 4 OF 10 SHEETS STA. 364+92.85 TO STA. 388+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1313.1B-1	COOK	162	13
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 60K14	



RAMP X DATA

PROP. CURVE VEC.X-1 PI STA. = 4603+76.40 N = 1,808,209.07 E = 1,159,001.06 Δ = 15° 41' 23" (RT) D = 2° 05' 50" R = 2,731.88' T = 376.40' L = 748.09' E = 25.81'	PROP. CURVE VEC.X-2 PI STA. = 4610+47.09 N = 1,807,601.06 E = 1,159,295.13 Δ = 5° 16' 03" (RT) D = 0° 52' 53" R = 6,500.00' T = 298.99' L = 597.57' E = 6.87'
DESIGN SPEED = 45 MPH e = 4.5%	DESIGN SPEED = 40 MPH e = N.C.
ENTERING CURVE: T.R. = N/A S.E. RUN = N/A	T.R. = N/A S.E. RUN = N/A
EXITING CURVE: T.R. = N/A S.E. RUN = 88.8'	P.C.C. STA. = 4607+48.09 N = 1,807,870.22 E = 1,159,164.95
P.C. STA. = 4600+00.00 N = 1,808,490.97 E = 1,158,751.64	P.T. STA. = 4613+45.66 N = 1,807,321.08 E = 1,159,400.06
P.C.C. STA. = 4607+48.09 N = 1,807,870.22 E = 1,159,164.95	P.O.T. STA 4617+17.39 N = 1,806,972.99 E = 1,159,530.51

RAMP N DATA

P.O.T. STA 4500+00.00 N = 1,806,988.62 E = 1,159,935.48
PROP. CURVE VEC.N-1 PI STA. = 4515+79.57 N = 1,808,394.33 E = 1,159,215.06 Δ = 23° 11' 04" (LT) D = 1° 55' 27" R = 2,977.68' T = 610.80' L = 1,204.90' E = 62.00'
DESIGN SPEED = 45 MPH e = 4.5%
ENTERING CURVE: T.R. = 44.4' S.E. RUN = 133.2'
EXITING CURVE: T.R. = N/A S.E. RUN = N/A
P.C. STA. = 4509+68.77 N = 1,807,850.76 E = 1,159,493.64
P.T. STA. = 4521+73.66 N = 1,808,784.34 E = 1,158,744.98

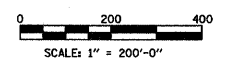
RAMP M DATA

PROP. CURVE VEC.M-1 PI STA. = 3380+54.65 N = 1,809,097.29 E = 1,157,985.09 Δ = 12° 46' 25" (RT) D = 2° 03' 37" R = 2,781.14' T = 311.31' L = 620.03' E = 17.37'	PROP. CURVE VEC.M-2 PI STA. = 3392+94.12 N = 1,808,390.50 E = 1,159,006.44 Δ = 31° 54' 35" (RT) D = 2° 04' 14" R = 2,767.31' T = 791.15' L = 1,541.20' E = 110.87'	PROP. CURVE VEC.M-3 PI STA. = 3438+30.63 N = 1,804,158.18 E = 1,160,747.09 Δ = 64° 32' 17" (RT) D = 6° 45' 52" R = 847.00' T = 534.81' L = 954.06' E = 154.71'	PROP. CURVE VEC.M-4 PI STA. = 3462+88.14 N = 1,802,300.16 E = 1,158,967.13 Δ = 1° 08' 02" (LT) D = 0° 07' 59" R = 43,076.24' T = 426.26' L = 852.49' E = 2.11'	PROP. CURVE VEC.M-5 PI STA. = 3473+53.95 N = 1,801,508.47 E = 1,158,253.53 Δ = 2° 06' 38" (RT) D = 0° 14' 06" R = 24,368.18' T = 448.84' L = 897.58' E = 4.13'
DESIGN SPEED = 60 MPH e = 4.5%	DESIGN SPEED = 60 MPH e = 4.5%	DESIGN SPEED = 45 MPH e = 6.0%	DESIGN SPEED = 45 MPH e = N.C.	DESIGN SPEED = 45 MPH e = N.C.
ENTERING CURVE: T.R. = N/A S.E. RUN = N/A	ENTERING CURVE: T.R. = N/A S.E. RUN = N/A	ENTERING CURVE: T.R. = N/A S.E. RUN = 149.9'	ENTERING CURVE: T.R. = N/A S.E. RUN = N/A	ENTERING CURVE: T.R. = N/A S.E. RUN = N/A
EXITING CURVE: T.R. = N/A S.E. RUN = N/A	EXITING CURVE: T.R. = 59.9' S.E. RUN = 179.8'	EXITING CURVE: T.R. = 50.0' S.E. RUN = 199.8'	EXITING CURVE: T.R. = 50.0' S.E. RUN = 199.8'	EXITING CURVE: T.R. = N/A S.E. RUN = N/A
P.C. STA. = 3377+43.34 N = 1,809,213.46 E = 1,157,696.27	P.C. STA. = 3385+02.97 N = 1,808,840.71 E = 1,158,355.87	P.C. STA. = 3432+95.82 N = 1,804,658.98 E = 1,160,559.41	P.T. STA. = 3467+14.37 N = 1,801,984.44 E = 1,158,680.74	P.T. STA. = 3478+02.69 N = 1,801,185.02 E = 1,157,942.34
P.T. STA. = 3383+63.37 N = 1,808,920.15 E = 1,158,241.08	P.T. STA. = 3400+44.17 N = 1,807,664.45 E = 1,159,320.73	P.T. STA. = 3442+49.88 N = 1,803,773.43 E = 1,160,375.62		
	P.O.T. STA 3421+50.97 N = 1,805,731.02 E = 1,160,157.65	P.O.T. STA 3454+03.05 N = 1,802,943.61 E = 1,159,574.43		

NOTE:
CONTRACT 60K14 USES THE FOLLOWING ALIGNMENTS:
I-57 AND KEDZIE AVENUE. ALL OTHER ALIGNMENTS
ARE FOR FUTURE CONTRACTS AND ARE SHOWN FOR
INFORMATION ONLY.

MATCHLINE STA. 425+00 - SEE SHEET 2

MATCHLINE STA. 1040+00 - SEE SHEET 3



TYLIN INTERNATIONAL	USER NAME = #USER#	DESIGNED - EMK	REVISED -
	PLOT SCALE = #SCALE#	DRAWN - EMK	REVISED -
	PLOT DATE = 4/29/2011	CHECKED - SES	REVISED -
		DATE - 5/5/2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

KEDZIE AVENUE PROJECT ALIGNMENT PLANS		
SCALE: 1"=200'	SHEET NO. 5 OF 10 SHEETS	STA. 425+00 TO STA. 3118+34.77

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1313.1B-1	COOK	162	14
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 60K14	

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PROJECT BENCH MARKS

BM 200 ELEVATION = 646.2550 FEET
SET EAST SIDE OF I-57, A SQUARE CUT ON TOP OF A CONCRETE PIER AT NORTHEAST CORNER OF I-57 AND 159TH STREET.

BM 201 ELEVATION = 617.6382 FEET
SET EAST SIDE OF I-57 ON NORTH SIDE OF THE PEDESTRIAN BRIDGE, A SQUARE CUT ON HEAD WALL OF THE CULVERT ALONG LINE 43 (ADJACENT TO 2778).

BM 202 ELEVATION = 608.1299 FEET
SET ON EAST SIDE OF I-57 ON CONCRETE EDGE OF STRUCTURE AT CONTROL POINT 9307. A SQUARE CUT JUST SOUTH OF LINE 37.

BM 203 ELEVATION = 609.8597 FEET
SET EAST SIDE OF I-57 ON CONCRETE EDGE OF STRUCTURE AT CONTROL POINT 9310. A SQUARE CUT ADJACENT TO LINE 34.

BM 204 ELEVATION = 609.8511 FEET
SET EAST SIDE OF I-57 A SQUARE CUT ON WEST SIDE OF CONCRETE BASE OF LIGHT POST. FIRST LIGHT POST SOUTH OF KEDZIE AVE. LOCATED NEAR CONTROL POINT 9300 AND LINE 27

BM 205 ELEVATION = 610.0871 FEET
SET EAST SIDE OF I-57 SOUTHWEST BOLT OF LIGHT POST BASE, THIRD LIGHT POST NORTH OF KEDZIE AVE. ADJACENT TO CONTROL POINT 2103 AND LINE 23.

BM 206 ELEVATION = 610.4211 FEET
SET EAST SIDE OF I-57, A SQUARE CUT ON WEST SIDE OF CONCRETE BASE OF LIGHT POST. THIRD LIGHT POST SOUTH OF SIGNS FOR EXIT 350 (IL RTE 83) 1/4 MILE. ADJACENT TO CONTROL POINT 2599 AND LINE 17.

BM 207 ELEVATION = 637.9924 FEET
SET EAST SIDE OF I-57, A SQUARE CUT ON BRIDGE PIER LOCATED AT SOUTH EAST CORNER OF I-294 AND I-57.

BM 208 ELEVATION = 628.8701 FEET
SET EAST SIDE OF I-57. SET MAG NAIL AT SOUTH END OF GUARDRAIL APPROXIMATELY 150 FEET SOUTH OF SIGN (SIBLEY BLVD. OR 147TH ST.).

BM 209 ELEVATION = 626.2850 FEET
SET EAST SIDE OF I-57, A SQUARE CUT ON CONCRETE WALL LOCATED AT NORTHEAST CORNER OF I-57 AND SIBLEY BLVD/147TH ST.

BM 210 ELEVATION = 627.4682 FEET
SET EAST SIDE OF I-57, A SQUARE CUT ON CONCRETE WALL LOCATED AT NORTHEAST CORNER OF I-57 AND DIXIE HWY.

BM 211 ELEVATION = 608.2950 FEET
SET WEST SIDE OF KEDZIE, CROSS CUT BUTTON BOLT OF FIRE HYDRANT LOCATED 200 FEET SOUTH OF BRIDGE FOR I-294.

BM 213 ELEVATION = 634.4654 FEET
SET EAST SIDE OF I-57, A SQUARE CUT AT THE NORTHEAST CORNER OF CONCRETE WALL ON BRIDGE (MILE MARKER 351). BRIDGE IS OVER RAILROAD TRACKS AND JUNKYARD.

BM 214 ELEVATION = 615.8439 FEET
SET EAST SIDE OF I-57, A SQUARE CUT IN CONCRETE BASE OF LIGHT POST ON THE EASTERLY SIDE LIGHT POST IS LABELED MILE MARKER 351.11

BM 215 ELEVATION = 605.7081 FEET
SET NORTH SIDE OF 147TH ST. A SQUARE CUT ON SOUTHWEST CORNER OF TRAFFIC SIGNAL CABINET LOCATED AT THE NORTHEAST CORNER OF 147TH ST. AND CLEVELAND AVE.

BM 216 ELEVATION = 605.7528 FEET
SET CROSS CUT LOCATED ON THE SOUTHWEST BUTTON BOLT OF FIRE HYDRANT LOCATED AT NORTHWEST CORNER OF 147TH ST. AND HARRISON ST.

BM 217 ELEVATION = 606.0342 FEET
SET SQUARE CUT ON NORTHEAST CORNER OF LIGHT POST BASE LOCATED AT THE SOUTHWEST CORNER OF 147TH ST. AND CALIFORNIA AVE.

BM 218 ELEVATION = 606.0952 FEET
SET SQUARE CUT ON SOUTHWEST CORNER OF 147TH ST AND RICHMOND LOCATED AT THE FACE OF SIDEWALK WALK 9* EAST OF FENCE CORNER.

BM 219 ELEVATION = 605.7136 FEET
SET SQUARE CUT ON CONCRETE BASE OF TRAFFIC SIGNAL LOCATED AT SOUTHWEST CORNER OF 147TH ST. AND SACRAMENTO ST.

BM 220 ELEVATION = 608.0494 FEET
SET SQUARE CUT ON THE CONCRETE BASE OF MARATHON SIGN LOCATED AT THE SOUTHWEST CORNER OF 147TH ST. AND WHIPPLE ST.

BM 221 ELEVATION = 608.9063 FEET
SET SQUARE CUT ON CONCRETE BASE OF LIGHT POST IN FRONT OF DUNKIN DONUTS AT SOUTHWEST CORNER OF 147TH ST. AND ALBANY AVE.

BM 222 ELEVATION = 610.5156 FEET
SET CROSS CUT ON BUTTON BOLT OF FIRE HYDRANT LOCATED AT NORTHEAST CORNER OF 147TH ST. AND KEDZIE AVE. (CITGO GAS STATION).

BM 223 ELEVATION = 608.5604 FEET
SET SQUARE CUT ON SIDEWALK DIRECTLY IN FRONT OF SILVER FLASH RESTAURANT ON EAST SIDE OF KEDZIE AVE. JUST NORTH OF 146TH ST.

BM 224 ELEVATION = 608.0252 FEET
SET SQUARE CUT ON CONCRETE BASE OF RADAY LODGE SIGN LOCATED AT NORTHWEST CORNER OF 145TH AND KEDZIE AVE.

BM 225 ELEVATION = 609.9093 FEET
SET WEST SIDE OF KEDZIE AVE. JUST NORTH OF 143RD ST. A SCROSS CUT (FOUND) ON BOTTOM STEP OF CONCRETE WALL.

BM 226 ELEVATION = 609.9632 FEET
SET WEST SIDE OF KEDZIE JUST SOUTH OF 149TH ST. A MAG NAIL IN TOP OF WOOD POST 11TH SOUTH. ADJACENT TO MARKHAM, IL SIGN.

BM 227 ELEVATION = 609.9784 FEET
SET AT A FIRE HYDRANT LOCATED AT THE NORTHEAST CORNER OF KEDZIE AVE. AND 151ST ST. WITH A CROSS CUT ON THE NORTHWESTERLY BOLT.

BM 228 ELEVATION = 610.9903 FEET
SET A CROSS CUT ON MANHOLE RIM LOCATED AT SOUTHEAST CORNER OF KEDZIE AVE. AND 153RD ST. ADJACENT TO FIRE HYDRANT.

BM 229 ELEVATION = 633.8194 FEET
SET AT KEDZIE AVE./I-57 BRIDGE, SOUTHEAST CORNER HEADWALL. A SQUARE CUT. ASSUMING I-57 ACTUALLY RUNNING TRUE NORTH AND SOUTH.

BM 230 ELEVATION = 610.2070 FEET
SET A SQUARE CUT ON NORTHEAST CORNER OF TRAFFIC SIGNAL HANDHOLE LOCATED AT NORTHWEST CORNER OF KEDZIE AVE. AND 155TH ST.

BM 231 ELEVATION = 614.6237 FEET
SET A SQUARE CUT ON SOUTHWEST CORNER CONCRETE BASE FOR WALGREENS SIGN. LOCATED AT THE NORTHEAST CORNER OF KEDZIE AVE. AND 159TH ST.

BM 232 ELEVATION = 616.7152 FEET
EAST-NORTHEAST BOLT OF FIRE HYDRANT LOCATED AT THE NORTHWEST CORNER OF 159TH ST. AND SPAULDING AVE. (SOUTH EAST CORNER OF PIXEL 3300 159TH ST.)

BM 233 ELEVATION = 617.6476 FEET
SET AT NORTH FACE OF LIGHT POST. A SQUARE CUT ON CONCRETE BASE IN FRONT OF ECONOMY TRANSPORTATION AND REPAIR AT NORTHWEST CORNER OF 159TH ST. AND HOMAN AVE.

BM 234 ELEVATION = 621.0995 FEET
SET AT NORTH FACE OF LIGHT POST. A SQUARE CUT ON CONCRETE BASE IN FRONT OF HARVEY HEALTH CENTER PHARMACY AT NORTHWEST CORNER OF 159TH AND CLIFTON.

BM 235 ELEVATION = 622.0070 FEET
SET A CROSS CUT IN NORTHWEST BOLT OF FIRST LIGHT POST NORTH OF 159TH ST BRIDGE. ASSUMING I-57 IS RUNNING NORTH AND SOUTH (NEXT TO EXIT RAMP).

BM 236 ELEVATION = 638.9617 FEET
SET A SQUARE CUT ON CONCRETE BASE OF SIGN JUST SOUTH OF MILE MARKER 347.63 AND JUST NORTH OF PULASKI AVE./CRAWFORD AVE. BRIDGE.

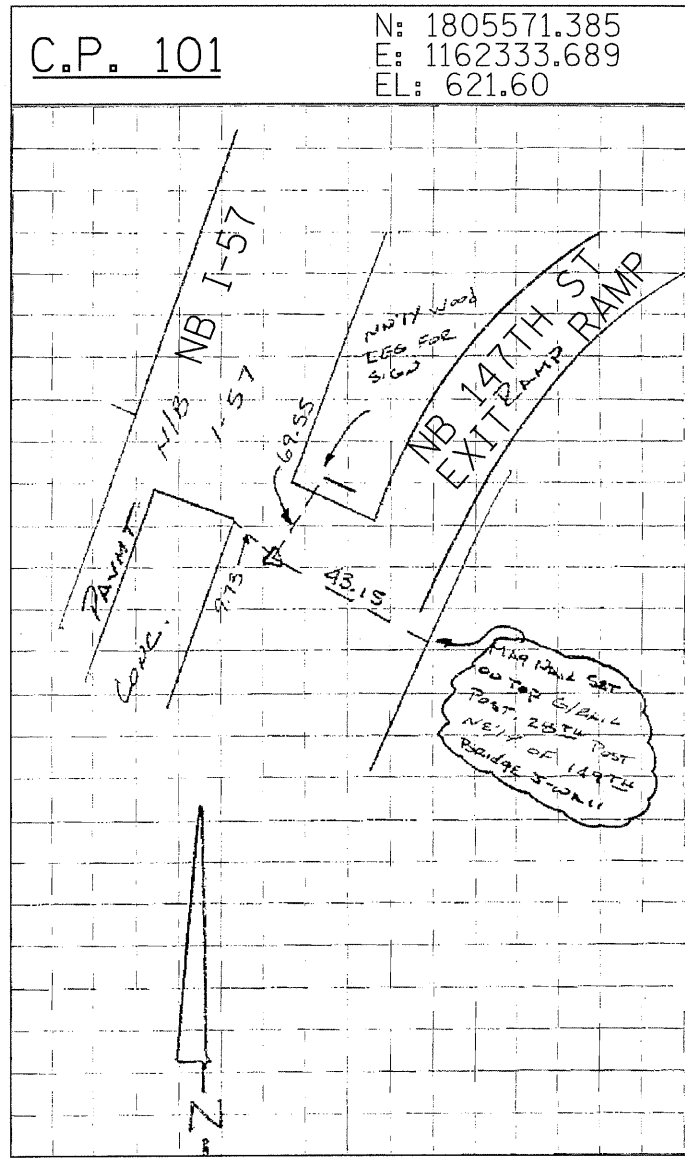
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	PLOT SCALE = #SCALE#	DRAWN - EMK	REVISED -
	PLOT DATE = 4/29/2011	CHECKED - SES	REVISED -
		DATE - 5/5/2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

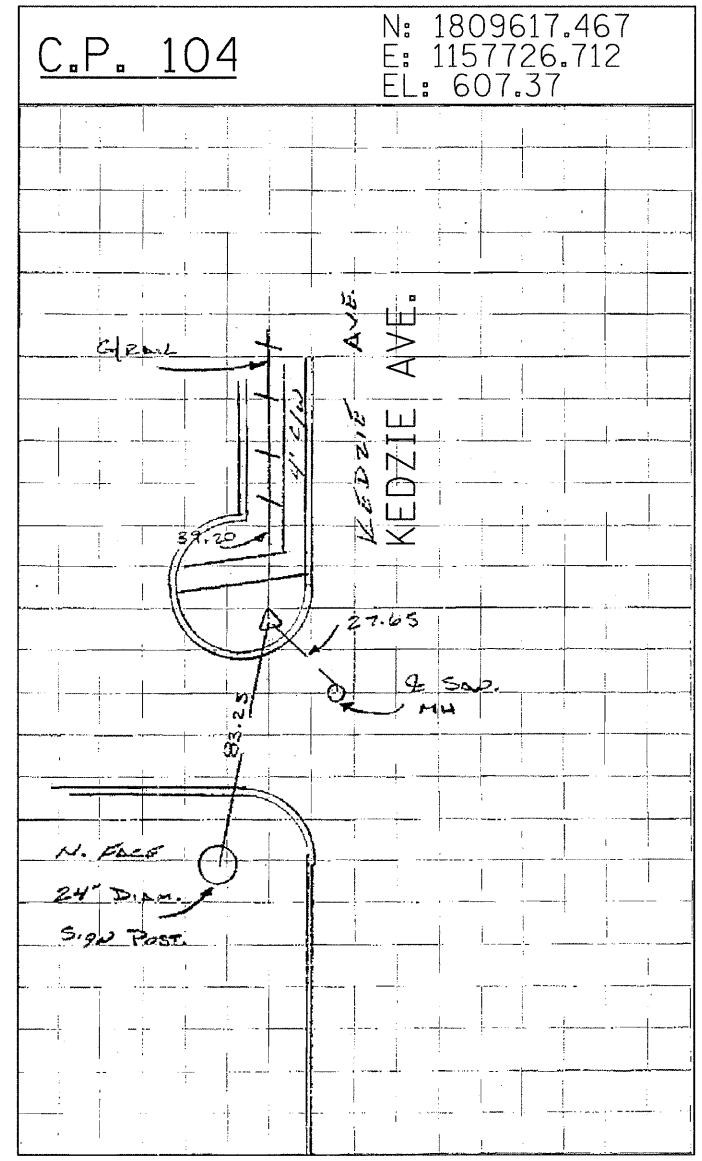
**KEDZIE AVENUE PROJECT
BENCHMARK DESCRIPTIONS**

SCALE: 1"=200' SHEET NO. 6 OF 10 SHEETS STA. TO STA.

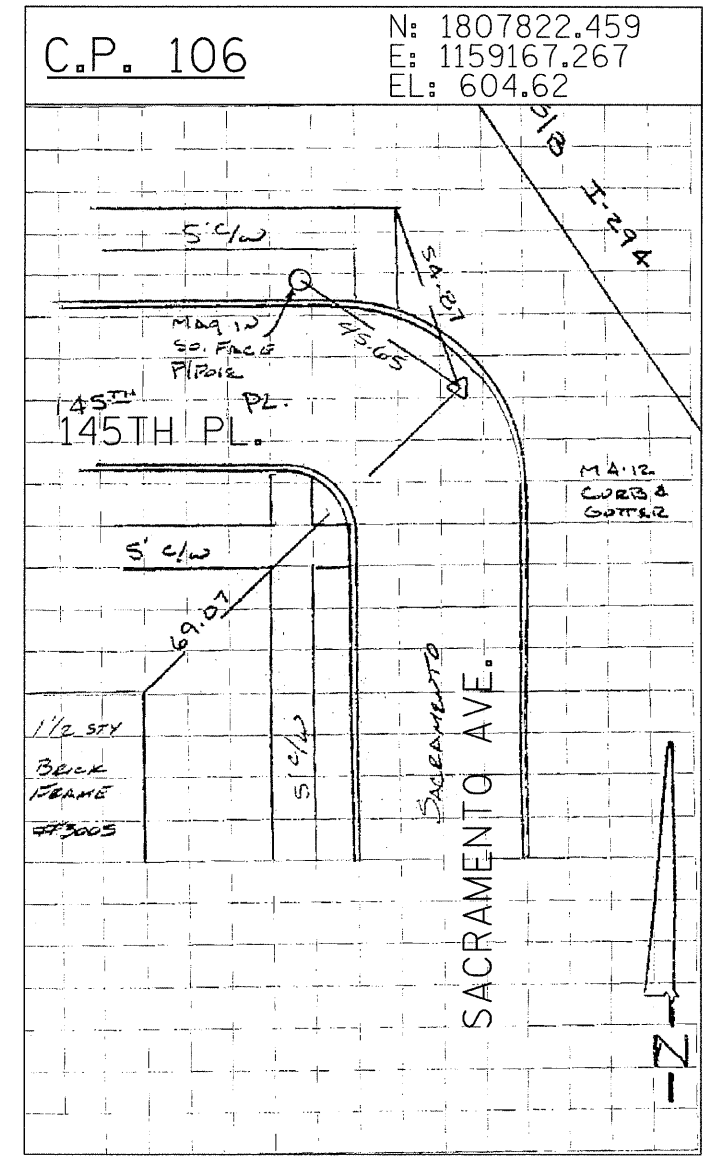
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1313.1B-1	COOK	162	15
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 60K14	



NORTHBOUND I-57 147TH STREET EXIT RAMP



SET 5/8 \" IRON ROD 3.42 NORTHWEST OF BACK OF CURB AT NORTHWEST CORNER OF KEDZIE AVE. AND 143RD ST.



SET MAG NAIL AT 145TH PLACE AND SACRAMENTO AVENUE.

TYLIN INTERNATIONAL

USER NAME = #USER#
PLOT SCALE = #SCALE#
PLOT DATE = 4/29/2011

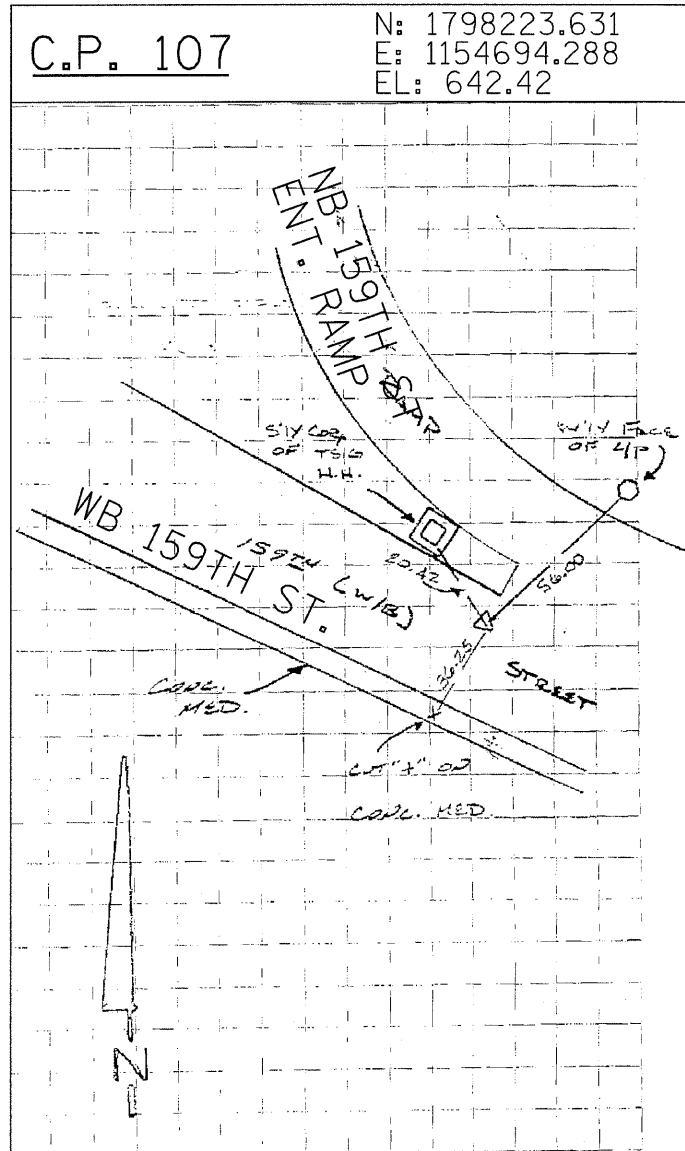
DESIGNED - EMK
DRAWN - EMK
CHECKED - SES
DATE - 5/5/2011

REVISED -
REVISED -
REVISED -
REVISED -

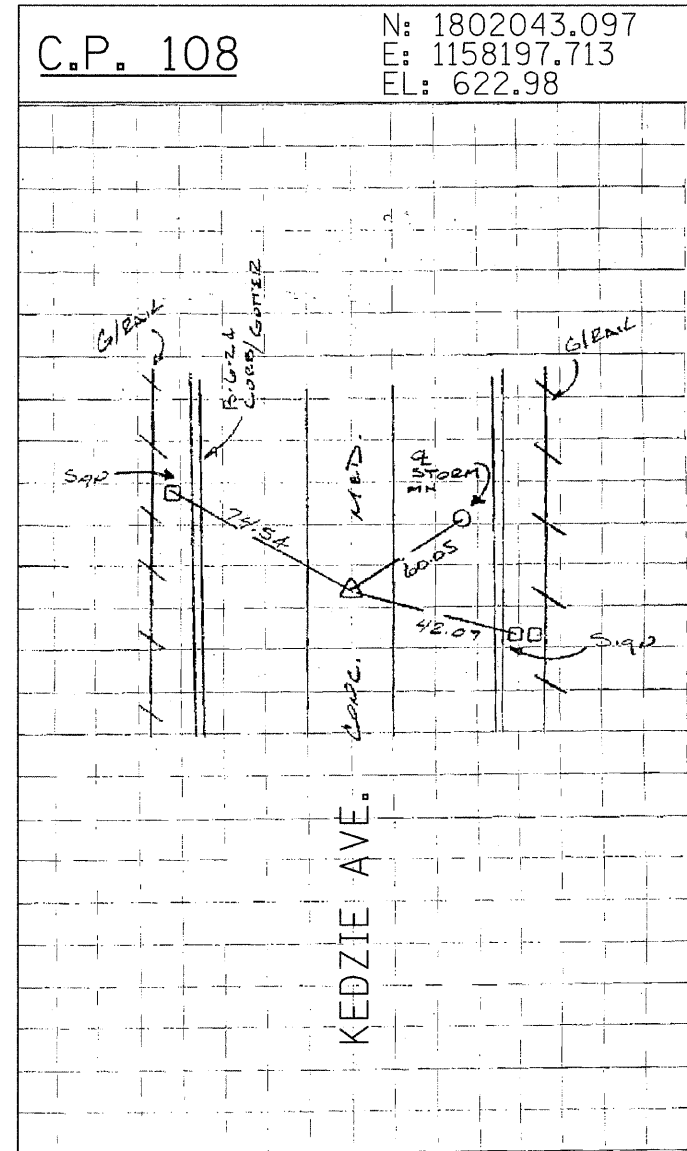
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**KEDZIE AVENUE PROJECT
SURVEY TIES FOR CONTROL POINTS**
SCALE: N.T.S. SHEET NO. 7 OF 10 SHEETS STA. TO STA.

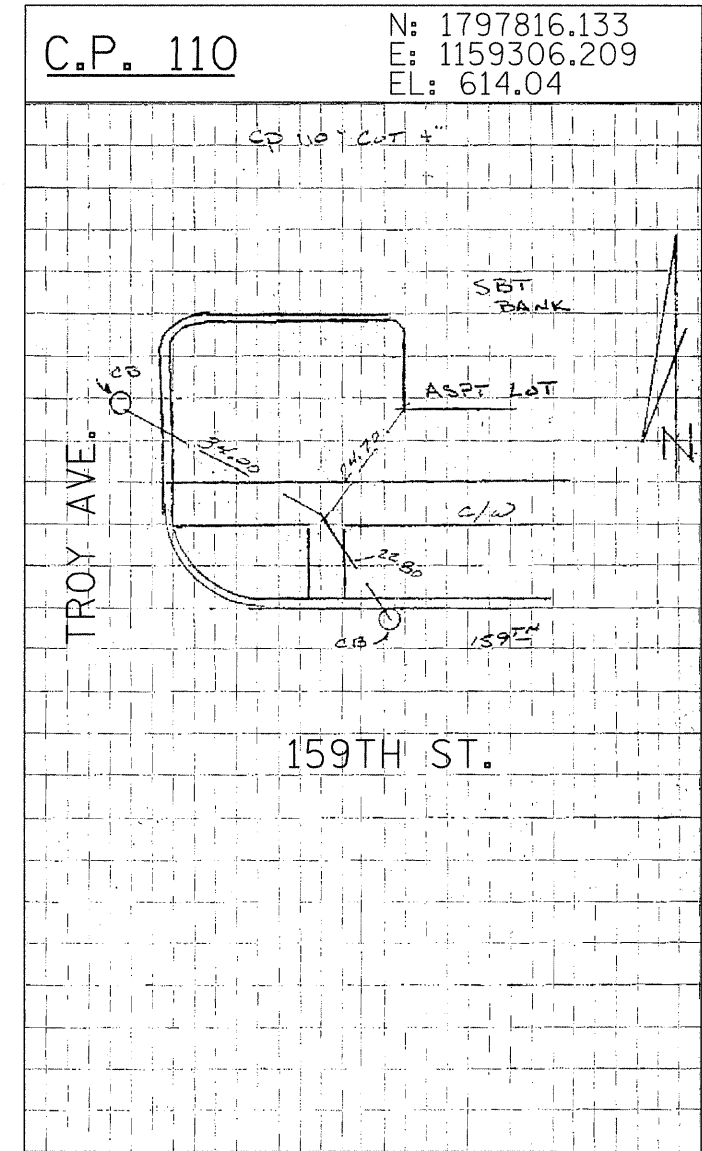
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1313.1B-1	COOK	162	16
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 60K14	



SET MAG NAIL IN NORTHERLY SHOULDER OF WESTBOUND 159TH ST. AND SOUTHBOUND I-57 TRIMUS ± 200' WESTERLY OF I-57

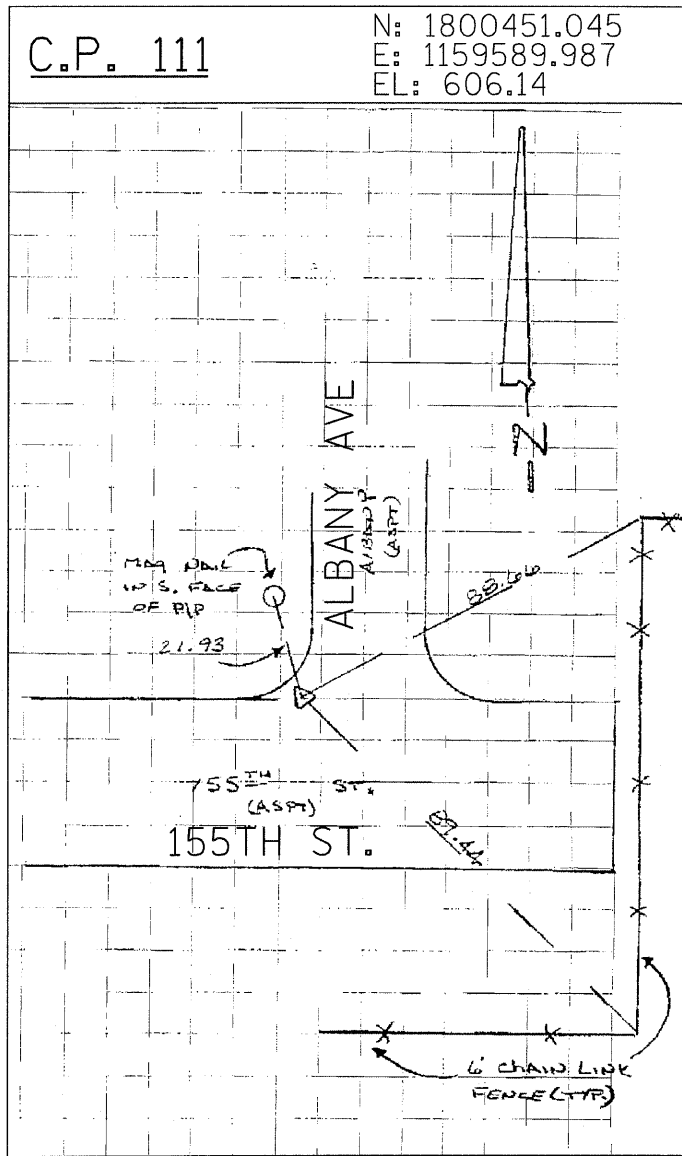


SET CROSS CUT IN CONCRETE MEDIAN WITH RUMBLE STRIPS ± 350' NORTH OF KEDZIE / I-57 BRIDGE

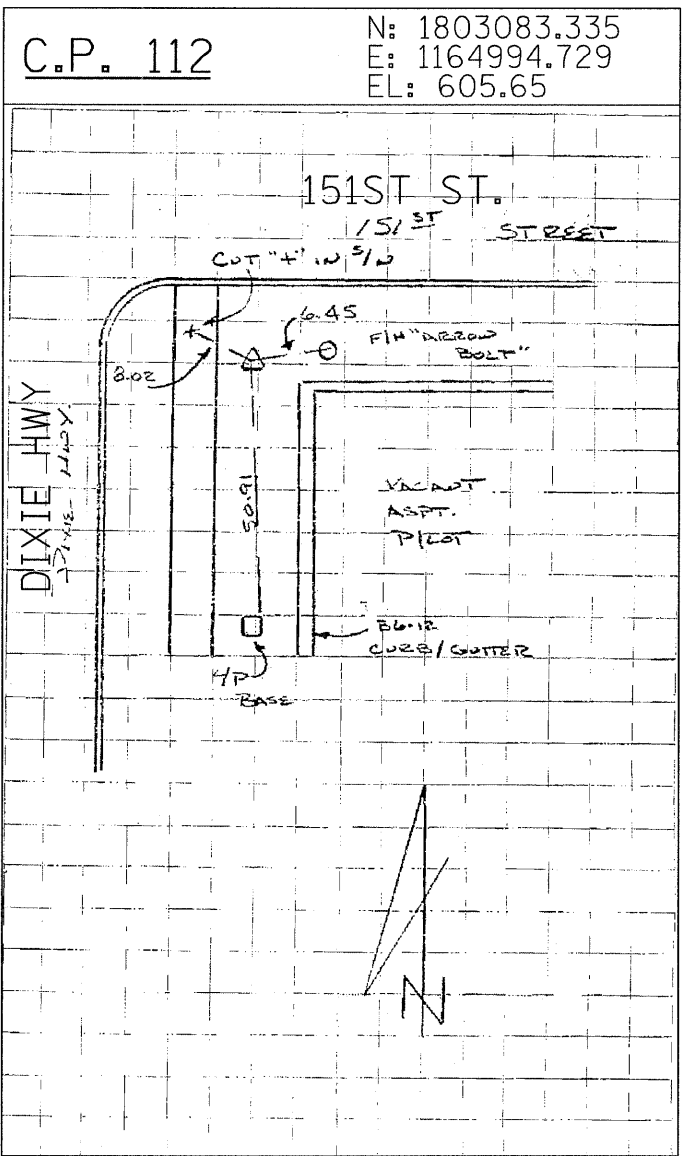


CROSS CUT IN SIDEWALK AT NORTH EAST CORNER OF TROY AVENUE AND 159TH STREET.

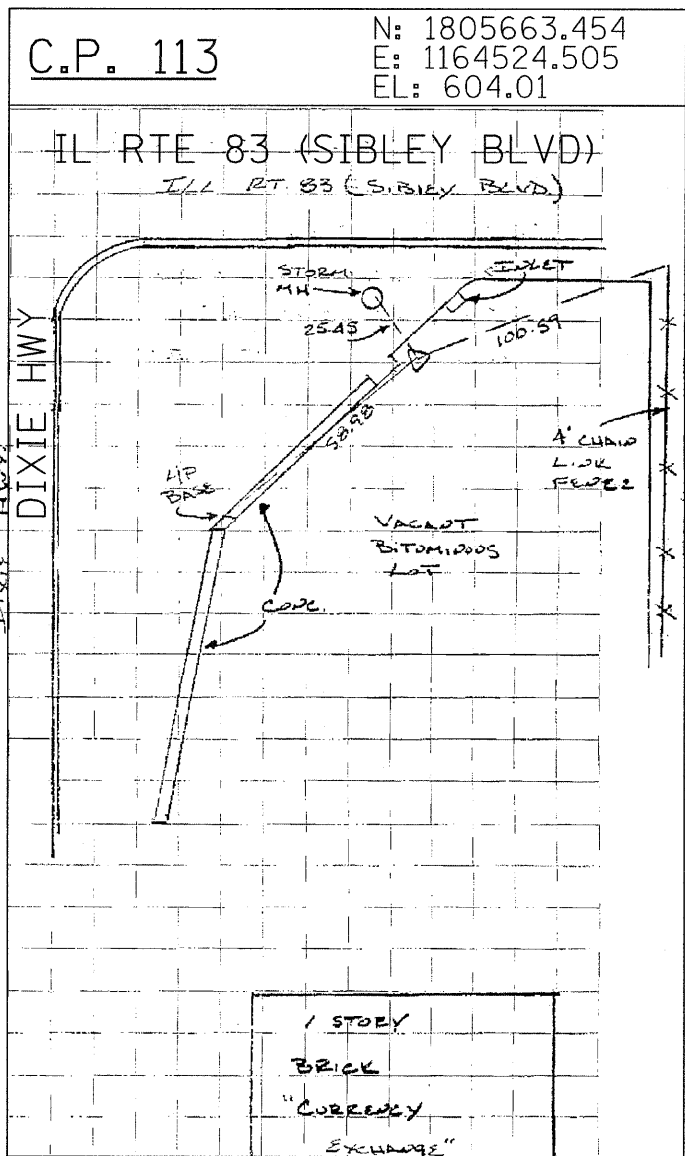
TYLIN INTERNATIONAL	USER NAME = #USER#	DESIGNED - EMK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT SURVEY TIES FOR CONTROL POINTS			F.A. RTE. 57	SECTION 1313.1B-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 17	
	PLLOT SCALE = #SCALE#	DRAWN - EMK	REVISED -		SCALE: N.T.S.	SHEET NO. 8 OF 10 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
	PLLOT DATE = 4/29/2011	CHECKED - SES	REVISED -		CONTRACT NO. 60K14								
	DATE - 5/5/2011	REVISIED -	REVISED -										



FOUND MAG NAIL AT THE INTERSECTION OF 155TH STREET AND ALBANY AVENUE.

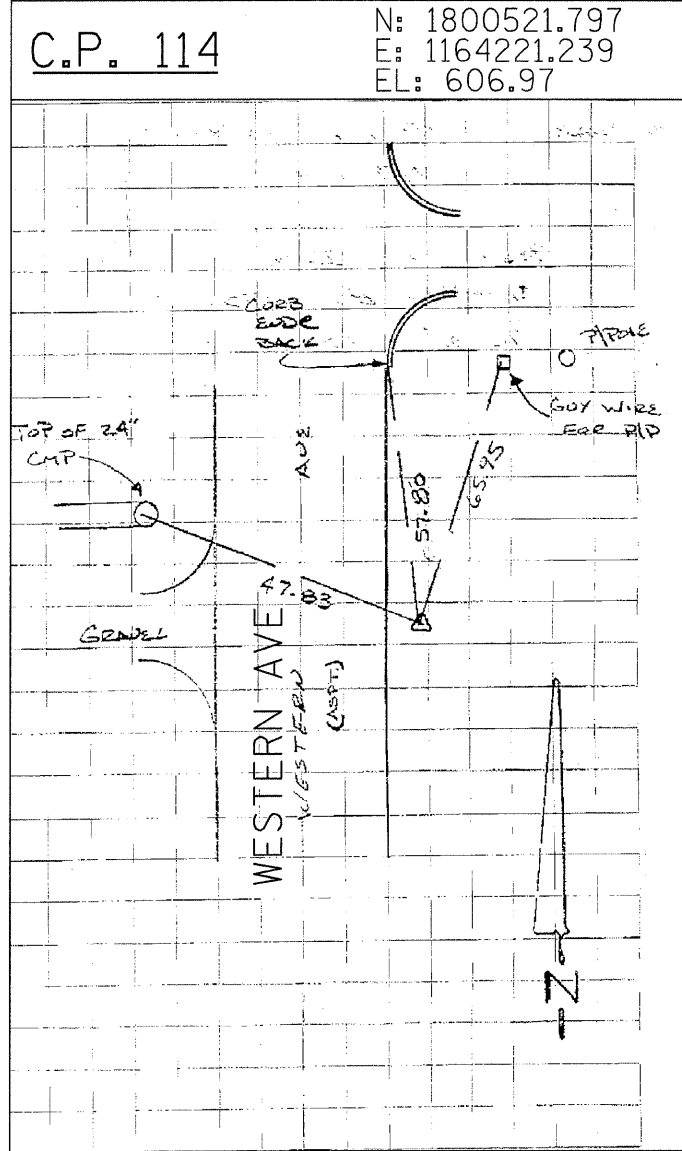


SET 5/8 " IRON ROD AT SOUTHWEST CORNER OF DIXIE HWY. AND 151ST ST.

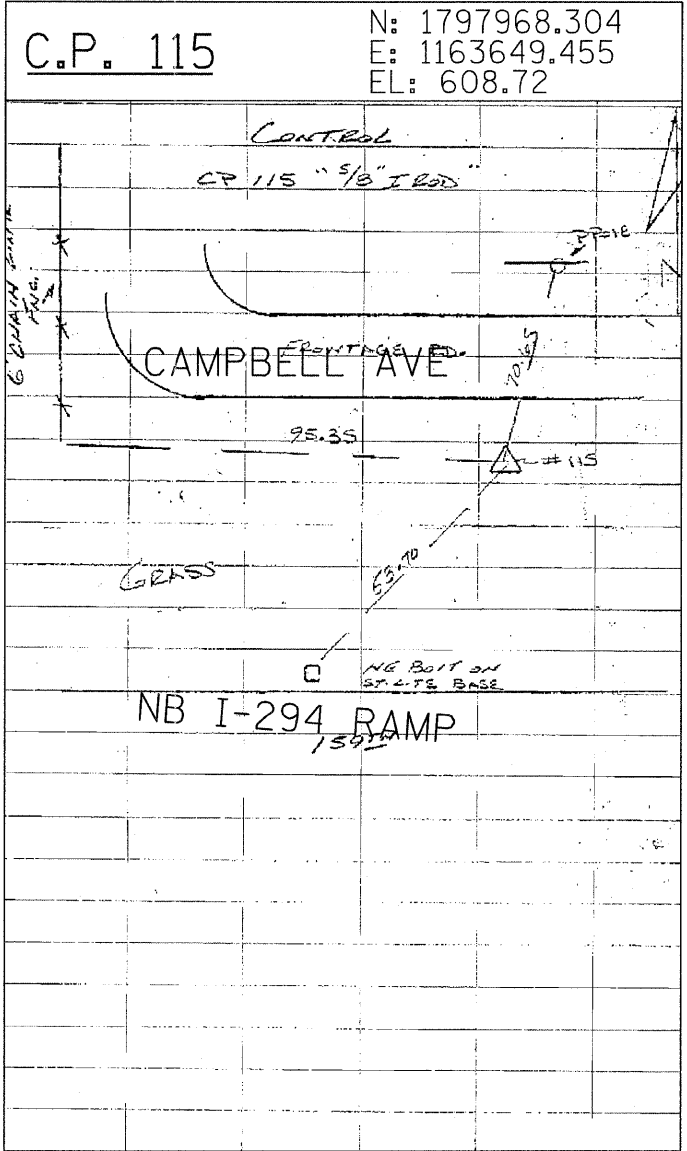


SET MAG NAIL 2.60' SOUTH OF NORTHERLY EDGE OF PAVEMENT OF VACANT LOT AT SOUTHEAST CORNER OF DIXIE BLVD. AND IL ROUTE 83 (SIBLEY BLVD.)

TYLIN INTERNATIONAL	USER NAME = #USER#	DESIGNED - EMK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT SURVEY TIES FOR CONTROL POINTS		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLLOT SCALE = #SCALE#	DRAWN - EMK	REVISED -		57	1313.1B-1	COOK	162	18		
	PLLOT DATE = 4/29/2011	CHECKED - SES	REVISED -		CONTRACT NO. 60K14			FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		
	DATE - 5/5/2011	DATE - 5/5/2011	REVISED -		SCALE: N.T.S.	SHEET NO. 9 OF 10 SHEETS	STA. TO STA.				

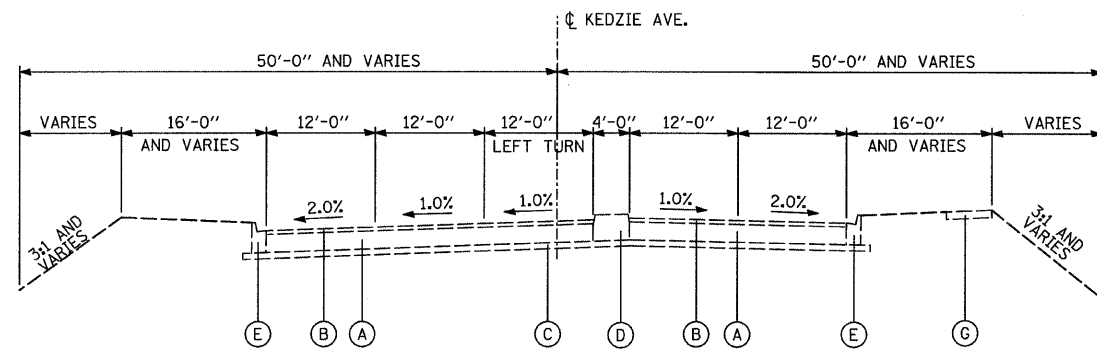


SET 5/8" IRON ROD 4.50' EAST OF EASTERLY EDGE OF PAVEMENT ± 160' NORTH OF C 155TH ST.

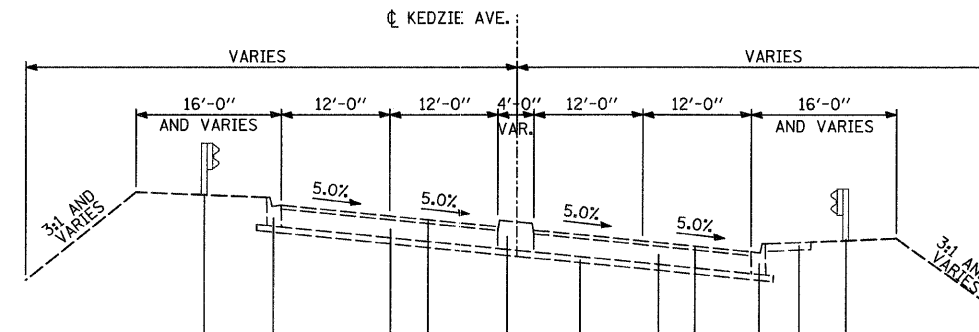


5/8" IRON ROD ON SOUTH SIDE OF CAMPBELL AVENUE NORTH OF THE INTERSECTION OF 159TH STREET AND THE NORTHBOUND I-294 RAMP.

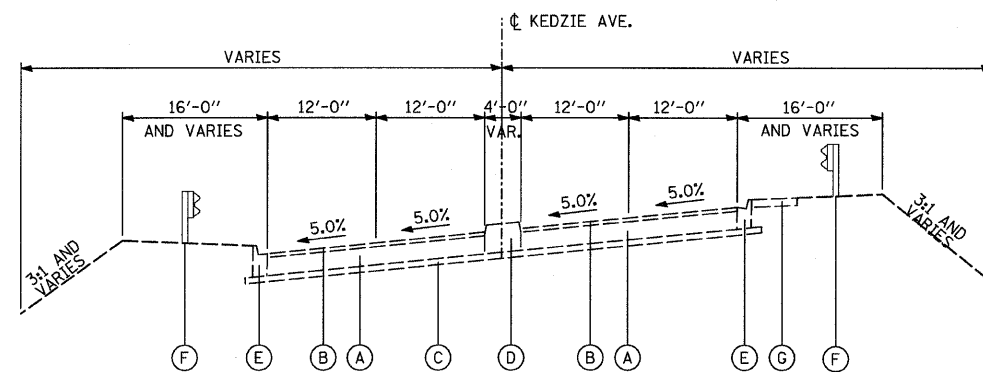
TYLIN INTERNATIONAL	USER NAME = #USER#	DESIGNED - EMK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLLOT SCALE = #SCALE#	DRAWN - EMK	REVISED -		SURVEY TIES FOR CONTROL POINTS		57	1313.1B-1	COOK	162	19
	PLLOT DATE = 4/29/2011	CHECKED - SES	REVISED -		SCALE: N.T.S.	SHEET NO. 10 OF 10 SHEETS	STA.	TO STA.	CONTRACT NO. 60K14		
	DATE - 5/5/2011	REVISED -					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



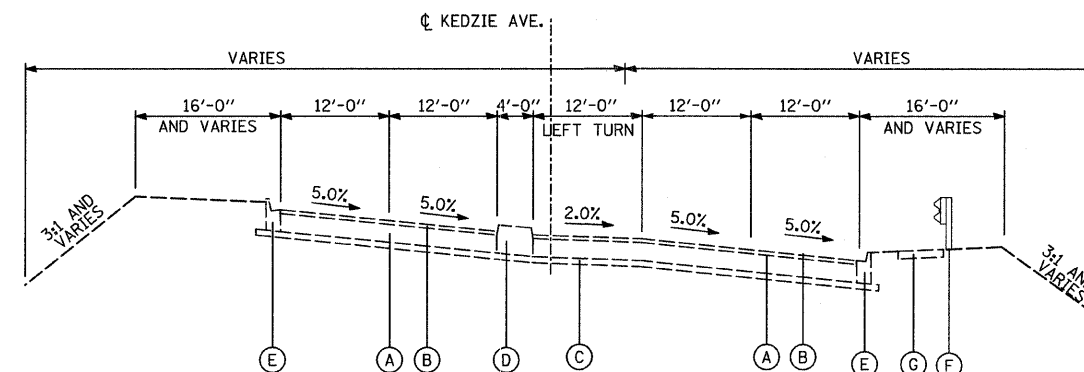
KEDZIE AVE.
AT 155TH ST. INTERSECTION



KEDZIE AVE.
AT SUPERELEVATION NORTH OF I-57 BRIDGE



KEDZIE AVE.
AT SUPERELEVATION SOUTH OF I-57 BRIDGE



KEDZIE AVE.
AT COUNTRY AIRE DRIVE

NOTE

DURING MILLING OF EXISTING HOT-MIX ASPHALT SURFACE, NO GRINDING OF THE EXISTING 10" PCC BASE WILL BE ALLOWED.

LEGEND

- (A) EXISTING PORTLAND CEMENT CONCRETE BASE COURSE, 10"±
- (B) EXISTING HOT-MIX ASPHALT, 3"±
- (C) EXISTING STABILIZED SUB-BASE, 4"±
- (D) EXISTING CORRUGATED MEDIAN
- (E) EXISTING CONCRETE CURB AND GUTTER, B-6.24
- (F) EXISTING STEEL PLATE BEAM GUARDRAIL
- (G) EXISTING PORTLAND CEMENT CONCRETE SIDEWALK, 5" (WIDTH VARIES 5' TO 7')

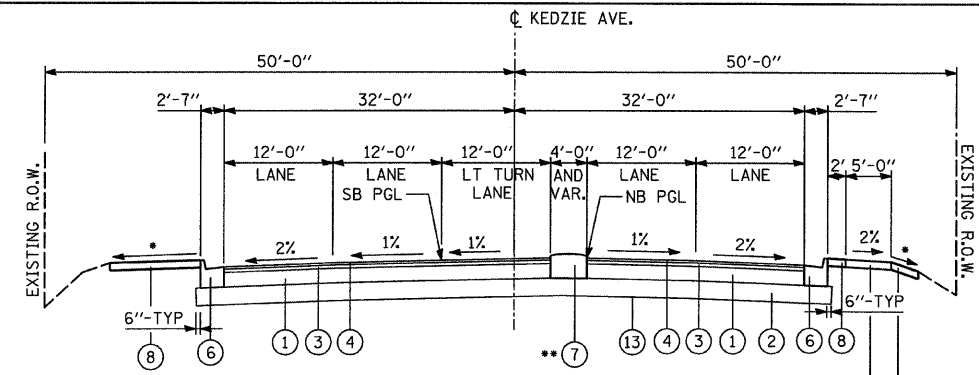
TYLIN INTERNATIONAL	USER NAME = #USER#	DESIGNED - EMK	REVISED -
	PLLOT SCALE = #SCALE#	DRAWN - EMK	REVISED -
	PLLOT DATE = 4/29/2011	CHECKED - SES	REVISED -
		DATE - 5/5/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

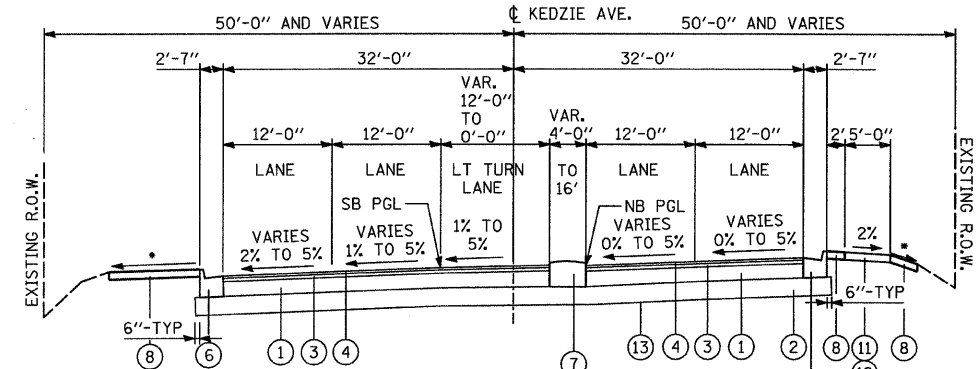
KEDZIE AVENUE PROJECT
EXISTING TYPICAL SECTIONS

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

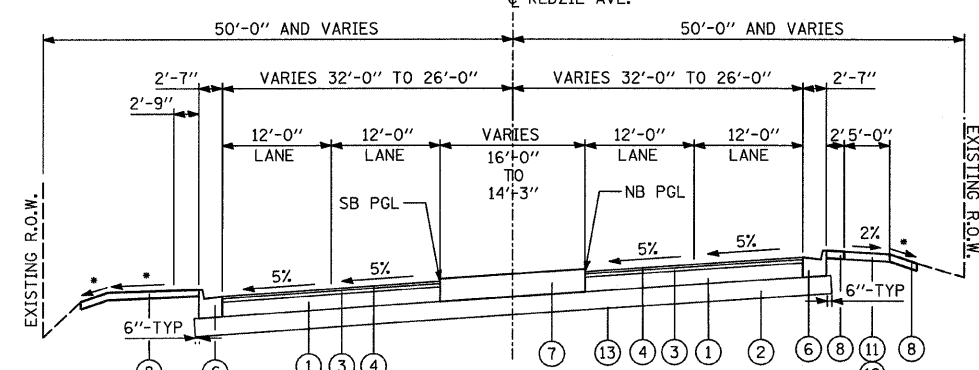
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1313.1B-1	COOK	162	20
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 60K14	



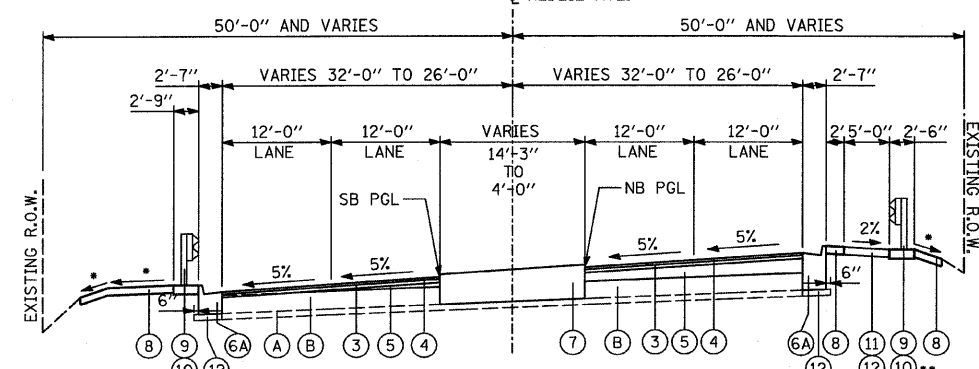
• VARIES; SEE PROPOSED CROSS SECTIONS
 ** BEGINNING STA 512+03.38
 *** BEGINNING STA 513+50.00



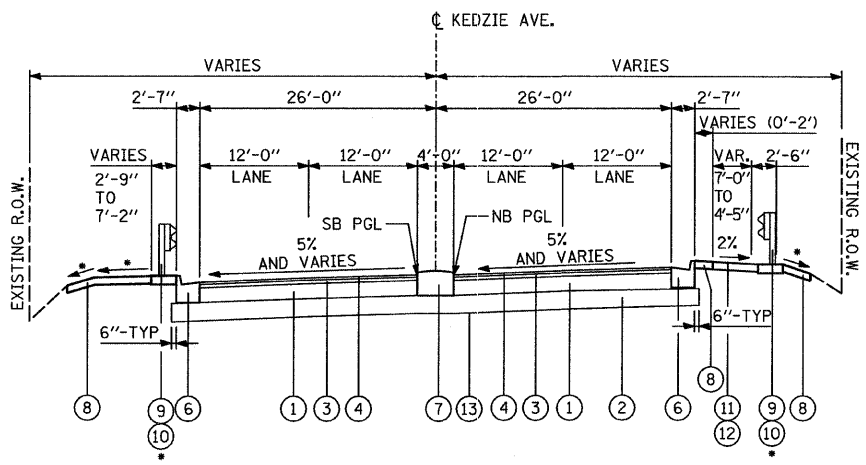
• VARIES; SEE PROPOSED CROSS SECTIONS



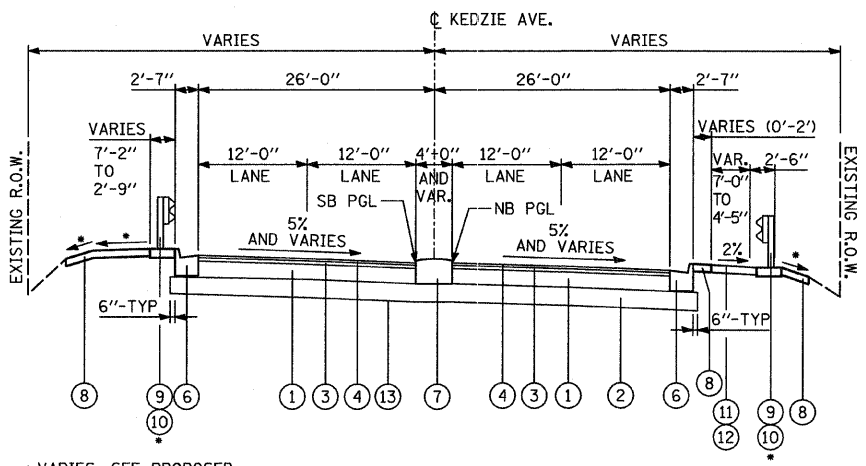
• VARIES; SEE PROPOSED CROSS SECTIONS



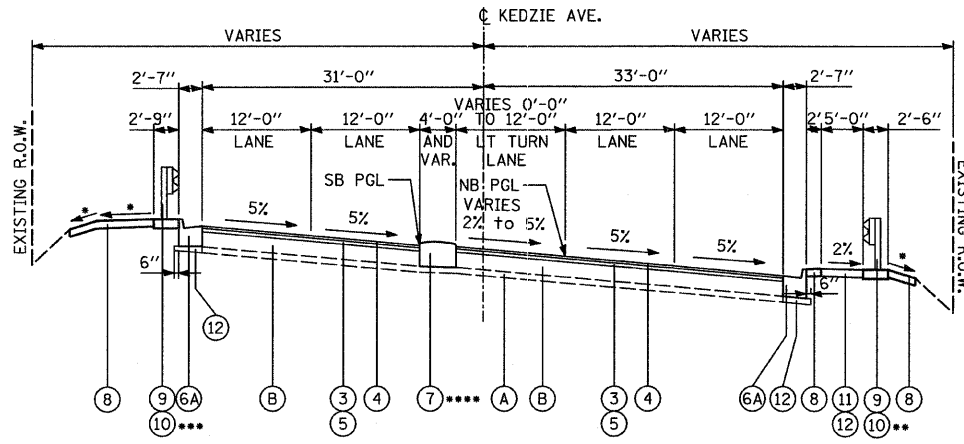
• VARIES; SEE PROPOSED CROSS SECTIONS
 ** BEGINNING STA 517+34.41
 *** BEGINNING STA 518+90.30



• VARIES; SEE PROPOSED CROSS SECTIONS
 KEDZIE AVE.
 STA. 520+50.00 TO STA 523+10.65
 (BRIDGE OMISSION FROM STATION 523+10.65 - 526+65.93)



• VARIES; SEE PROPOSED CROSS SECTIONS
 KEDZIE AVE.
 STA. 526+65.93 TO STA 529+00.00
 (BRIDGE OMISSION FROM STATION 523+10.65 - 526+65.93)



• VARIES; SEE PROPOSED CROSS SECTIONS
 ** ENDS STA 535+84.03
 *** ENDS STA 532+19.94
 **** ENDS STA 533+66.01

EXISTING LEGEND

- (A) STABILIZED SUB-BASE, 4"±
- (B) PORTLAND CEMENT CONCRETE BASE COURSE, 10"±
- (C) PORTLAND CEMENT CONCRETE SIDEWALK, 5"

PROPOSED LEGEND

- (1) PORTLAND CEMENT CONCRETE BASE COURSE, 10"
- (2) AGGREGATE SUBGRADE 12"
- (3) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90, 2 1/4"
- (4) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"
- (5) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90, (VARIABLE DEPTH UP TO 12") (VARIABLE LIFTS)
- (6) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (6A) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (SPECIAL)
- (7) CORRUGATED MEDIAN (SPECIAL)
- (8) TOPSOIL, FURNISH AND PLACE, 4" (SEE LANDSCAPING PLANS)
- (9) GUARDRAIL STABILIZATION: HOT-MIX ASPHALT SHOULDERS, 6"
- (10) STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
- (11) PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- (12) AGGREGATE SUB-BASE GRANULAR MATERIAL, TYPE B 4"
- (13) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

• LOCATION VARIES, REFER TO PROPOSED PLANS.

NOTES:

1. CONTRACTOR SHALL MATCH EXISTING MEDIAN AND COMBINATION CONCRETE CURB AND GUTTER LOCATIONS FOR WORK WITHIN THE RESURFACING LIMITS. DIMENSIONS PROVIDED FOR REFERENCE ONLY.
2. REFER TO PROPOSED PLANS FOR LOCATIONS OF PROPOSED AND EXISTING SIDEWALK.
3. SEE FOLLOWING SHEET FOR LOCATIONS OF ROADWAY CROSS SLOPES.
4. ADDITIONAL QUANTITY HAS BEEN PROVIDED FOR SUBBASE GRANULAR MATERIAL, TYPE B 4" FOR AREAS UNDER THE MEDIAN AS DIRECTED BY ENGINEER.

TYLIN INTERNATIONAL	USER NAME = #USER#	DESIGNED - EMK	REVISED -
	PLOT SCALE = #SCALE#	DRAWN - EMK	REVISED -
	PLOT DATE = 4/29/2011	CHECKED - SES	REVISED -
		DATE - 5/5/2011	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

KEDZIE AVENUE PROJECT PROPOSED TYPICAL SECTIONS			
SCALE: NTS	SHEET NO. 1 OF 2 SHEETS	STA. 512+00.00 TO STA. 533+72.83	F.A. RTE. 57
			COUNTY COOK
			TOTAL SHEETS 162
			SHEET NO. 21
			CONTRACT NO. 60K14
			FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT

11/2/14 AM 4/29/2011 11:12:14 AM

KEDZIE AVENUE SUPERELEVATION TRANSITIONS	
SOUTHBOUND LANES	
CROSS-SLOPE	LOCATION
(MATCH EXISTING)	512+00
2.0% 1.0%	512+00 TO 513+33
2.0%	513+67
5.0% (FULL SE)	514+67 to 521+76
2.0%	522+76
2.0% 1.5%	522+93 to 526+31
1.5%	526+48
0.0%	526+98
2.0%	527+65
5.0%	528+65 TO 533+72.83
(MATCH EXISTING)	533+72.83

(LOOKING NORTH)

○ = PGL LOCATION

KEDZIE AVENUE SUPERELEVATION TRANSITIONS	
NORTHBOUND LANES	
CROSS-SLOPE	LOCATION
(MATCH EXISTING)	512+00
1.0% 2.0%	512+00 TO 512+33
1.0% 1.0%	512+66.5
0.0%	513+00
2.0%	513+67
5.0% (FULL SE)	514+67 TO 521+76
2.0%	522+76
0.0%	523+43
1.5%	523+93
1.5% 2.0%	524+10 TO 527+48
2.0%	527+65
5.0%	528+65 TO 533+72.83
(MATCH EXISTING)	533+72.83

(LOOKING NORTH)

○ = PGL LOCATION

NOTE:
REFER TO PAVEMENT ELEVATION PLAN FOR PROPOSED ROADWAY GRADING.
ROADWAY GRADES DEPICTED ON THE PAVEMENT ELEVATION PLAN SHALL
SUPERCEDE THE CROSS SLOPES INDICATED ABOVE IF IN CONFLICT.

IDOT HOT-MIX ASPHALT MIXTURE REQUIREMENTS

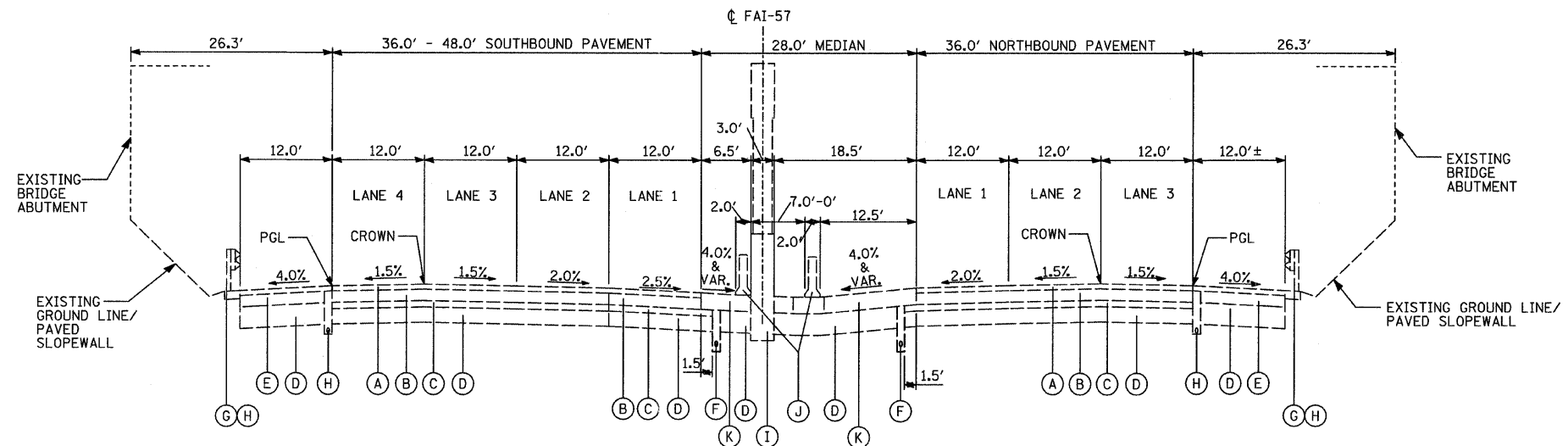
ITEM	AIR Voids
ROADWAY RECONSTRUCTION	
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (1 3/4") (IL 9.5 mm)	4% @ 90 Gyr.
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 (2 1/4")	4% @ 90 Gyr.
ROADWAY RESURFACING	
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (1 3/4") (IL 9.5 mm)	4% @ 90 Gyr.
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 (2 1/4" IN VARIABLE LIFTS)	4% @ 90 Gyr.
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 (VARIABLE DEPTH TO 12"± IN VARIABLE LIFTS)	4% @ 90 Gyr.
DRIVEWAY RESURFACING, P.E.	
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (2") (IL 9.5 mm)	4% @ 50 Gyr.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (6" IN 2 LIFTS)	4% @ 50 Gyr.
TEMPORARY PAVEMENT*	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (2") (IL 9.5 mm)	4% @ 50 Gyr.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (6" IN 2 LIFTS)	4% @ 50 Gyr.
I-57 SHOULDERS (PAID FOR AS HOT-MIX ASPHALT SHOULDERS, 13")*	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D" N70 (1 1/2 ") (IL-9.5 mm)	4% @ 70 Gyr.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (1 1/2" IN 4 LIFTS)	4% @ 70 Gyr.
GUARDRAIL STABILIZATION	
HOT-MIX ASPHALT SHOULDER, 6" (IL-19 mm)	2% @ 30 Gyr.

THE UNIT WEIGHT USED TO CALCULATE ALL HMA MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.

* PAY ITEM CONSISTS OF SURFACE AND BINDER

TYLIN INTERNATIONAL	USER NAME = #USER#	DESIGNED - MG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLDT SCALE = #SCALE#	DRAWN - DM	REVISED -		PROPOSED TYPICAL SECTIONS		57	1313.1B-1	COOK	162	22	
	PLDT DATE = 4/29/2011	CHECKED - SES	REVISED -		SCALE: N.T.S	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.	CONTRACT NO. 60K14			
	PLDT DATE = 5/5/2011	DATE - 5/5/2011	REVISED -		FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT					



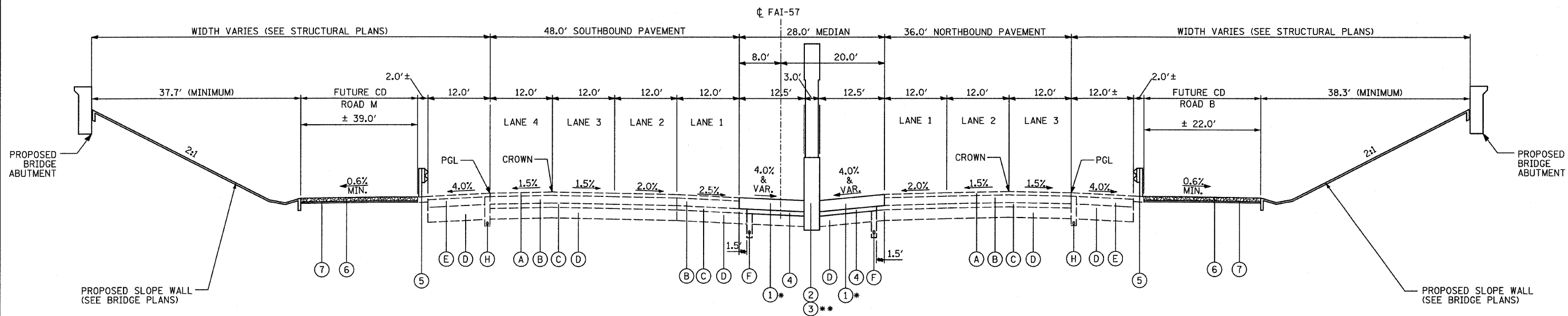
I-57 EXISTING SECTION AT KEDZIE AVENUE

STA. 1222+47.96 - STA. 1225+50.83

NOTE:

EXISTING I-57 SECTION REPRESENTS THE PROPOSED CROSS-SECTION FOR PROJECT 1, CONTRACT 60J27 AND ASSUMES PROJECT 1 WILL BE CONSTRUCTED PRIOR TO CONTRACT 60K14.

- EXISTING LEGEND**
- (A) EXISTING HOT-MIX ASPHALT, 4"±
 - (B) EXISTING CRC PAVEMENT, 9"
 - (C) EXISTING STABILIZED SUB-BASE, 4 1/2"±
 - (D) EXISTING AGGREGATE SUBGRADE, 12"±
 - (E) EXISTING STABILIZED SHOULDER, 13"±
 - (F) EXISTING PIPE UNDERDRAIN, 6"
 - (G) EXISTING GUARDRAIL
 - (H) EXISTING GUARDRAIL STABILIZATION
 - (I) EXISTING BRIDGE PIER
 - (J) EXISTING TEMPORARY CONCRETE BARRIER WALL
 - (K) EXISTING TEMPORARY PAVEMENT
- PROPOSED LEGEND**
- (1) HOT-MIX ASPHALT SHOULDER, 13"
 - (2) CONCRETE BARRIER, VARIABLE CROSS-SECTION, 32" HEIGHT
 - (3) PROPOSED BRIDGE PIER
 - (4) STABILIZED SUB-BASE, HOT-MIX ASPHALT 4 1/2"
 - (5) REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL
 - (6) POROUS GRANULAR EMBANKMENT, SPECIAL 6"± (SEE LANDSCAPING PLANS)
 - (7) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION



I-57 PROPOSED SECTION AT KEDZIE AVENUE

STA. 1222+47+96 - STA. 1225+50.83

- * PROPOSED HMA SHOULDER FROM STA 1222+47.97 TO STA 1223+65.45
- ** PROPOSED BRIDGE PIER FROM STA 1222+72.86 TO STA 1223+40.68

TYLIN INTERNATIONAL	USER NAME = #USER#	DESIGNED - JDF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT I-57 TYPICAL SECTIONS		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = #SCALE#	DRAWN - JDF	REVISED -				57	1313.1B-1	COOK	162	23
	PLOT DATE = 4/29/2011	CHECKED - SES	REVISED -				CONTRACT NO. 60K14				
		DATE - 5/5/2011	REVISED -				ILLINOIS FED. AID PROJECT				
SCALE: NTS SHEET NO. 1 OF 1 SHEETS STA. 1222+72 TO STA. 1225+51											

GUARDRAIL AND TRAFFIC BARRIER TERMINALS

LOCATION DESCRIPTION	ALIGNMENT	FROM		TO		STEEL PLATE BEAM OR TYPE A (FOOT)	TRAF BAR TERM T1 SPECIAL TANG (EACH)	TRAF BAR TERM T2 (EACH)	TRAF BAR TERM T5 (EACH)	TRAF BAR TERM T6 (EACH)	GUARDRAIL MARKERS (EACH)	TERM MRKERS DIRECT APPLIED (EACH)
		STATION	OFFSET	STATION	OFFSET							
NORTHBOUND, SOUTH OF BRIDGE	KEDZIE AVE	517+79.37	35.78 RT	522+92.02	33.00 RT	525.0	1			1	10	1
SOUTHBOUND, SOUTH OF BRIDGE	KEDZIE AVE	519+06.89	28.71 LT	523+10.03	33.00 LT	400.0		1		1	8	
NORTHBOUND, NORTH OF BRIDGE	KEDZIE AVE	526+66.46	33.00 RT	533+97.50	47.00 RT	712.5		1		1	8	
SOUTHBOUND, NORTH OF BRIDGE	KEDZIE AVE	526+84.47	33.00 LT	531+82.86	33.31 LT	500.0	1			1	6	1
TOTAL						2137.5	2	2	2	2	32	2

PROPOSED DRIVEWAYS

LOCATION DESCRIPTION	ALIGNMENT	OFFSET DIRECTION	FROM	TO	HMA BIND CSE IL-19.0 N50 6" (TON)	HMA SURF CSE "C" N50 2" (TON)
NORTH DRIVEWAY	KEDZIE AVE.	LT	516+26.6	516+50.8	23	8
SOUTH DRIVEWAY	KEDZIE AVE.	LT	514+76.7	514+98.9	18	6
TOTAL					41	14

EARTH EXCAVATION SCHEDULE

ALIGNMENT	STATION TO STATION	EARTH EXCAVATION (CU YD)	REM & DIS OF UNSUITABLE MATERIAL (CU YD)	EARTH EXC. ADJ. FOR SHRINKAGE (CU YD)	EMBANKMENT (CU YD)	EARTHWORK BALANCE - WASTE (+) OR SHORTAGE (-) (CU YD)
KEDZIE AVE. CENTERLINE	STA. 512+00.00 TO STA. 516+00.00	684.3	119.8	581.6	150.9	430.8
KEDZIE AVE. CENTERLINE	STA. 516+00.00 TO STA. 520+50.00	67.3	188.5	57.2	192.4	-135.2
KEDZIE AVE. CENTERLINE	STA. 520+50.00 TO STA. 523+15.12	2970.7	463.0	2525.1	652.6	1872.5
KEDZIE AVE. CENTERLINE	STA. 526+61.37 TO STA. 529+00.00	1287.2	329.0	1094.1	425.6	668.5
KEDZIE AVE. CENTERLINE	STA. 529+00.00 TO STA. 535+88.02	71.6	388.9	60.8	432.7	-371.8
TOTALS =		5081.1	1489.3	4318.9	1854.1	2464.8
TOTALS (ROUNDED TO NEAREST 5 CU YDS) =		5085.0	1490.0	N/A	N/A	2465.0

EARTH EXCAVATION NOTES:

- STATION LIMITS, EXCAVATION QUANTITIES, UNSUITABLE QUANTITIES, AND EMBANKMENT QUANTITIES WERE TAKEN FROM CROSS SECTIONS.
- THE REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL QUANTITY WAS BASED ON A DEPTH OF 8 INCHES.
- EARTH EXCAVATION ADJUSTED FOR SHRINKAGE = EXCAVATION QUANTITY X (1-SHRINKAGE FACTOR (.15)).
- EARTHWORK BALANCE = EARTHWORK TO BE REMOVED (WASTE (+)) OR EARTHWORK REQUIRED (SHORTAGE (-) : PAID FOR AS FURNISHED EXCAVATION).
- ALL PAY ITEMS HAVE BEEN ROUNDED UP TO THE NEAREST 5 CUBIC YARDS.
- ADDITIONAL EARTH EXCAVATION AND REMOVAL OF UNSUITABLE MATERIALS QUANTITY HAS BEEN INCLUDED IN THE AREA OF THE EXISTING BRIDGE ABUTMENTS.

DRAINAGE SCHEDULE

STATION TO STATION	MANHOLES TYPE A 4'-DIAMETER	MANHOLES TYPE A 6'-DIAMETER	CATCH BASINS TYPE A 4' DIAMETER		INLETS TYPE A 2'-DIAMETER		STORM SEWERS CLASS A, TYPE 1	PIPE UNDERDRAINS	CONCRETE HEADWALL FOR PIPE DRAINS
	TYPE 1 F & CL LID 60218400 (EACH)	TYPE 24 F & G 60224039 (EACH)	TYPE 23 F & G 60201330 (EACH)	TYPE 24 F & G 60201340 (EACH)	TYPE 23 F & G 60237460 (EACH)	TYPE 24 F & G 60237470 (EACH)	12" 550A0050 (FOOT)	4" 60107600 (FOOT)	60100060 (EACH)
STA 513+00 LT TO 513+00 RT						1	34		
STA 513+00 RT TO 513+00 RT							4		
STA 513+00 RT TO 513+00 RT		1	1				20		
STA 514+67 LT TO 515+19 LT				1			48		
STA 520+29.5 LT TO 520+60 LT				1			26		
STA 520+55 LT TO 520+55 RT								85	1
STA 520+60 LT TO 520+60 RT					1		26		
STA 522+00 LT TO 522+00 RT						1	24		
STA 522+00 RT TO 522+00 RT			1				29		
STA 522+00 RT TO 523+00 RT	1						98		
STA 523+00 RT TO 523+00 RT	1						28		
STA 523+00 LT TO 523+00 RT			1			1	24		
STA 528+95 LT TO 528+95 RT							92	1	
TOTAL									
	2	1	3	2	2	3	361	177	2

TREE REMOVAL (6 TO 15 UNITS)

TREE ID NO.	LOCATION			TREE REMOV 6-15 (UNIT)
	ALIGNMENT	STATION	OFFSET	
1525	KEDZIE AVE.	523+72.64	93.64 LT	8.00
1521	KEDZIE AVE.	523+49.78	78.64 LT	10.00
4858	KEDZIE AVE.	523+42.52	71.03 LT	8.00
4859	KEDZIE AVE.	523+53.75	65.20 LT	12.00
4860	KEDZIE AVE.	523+50.26	58.94 LT	12.00
4861	KEDZIE AVE.	523+45.35	46.58 LT	12.00
1522	KEDZIE AVE.	523+51.40	92.50 LT	8.00
1523	KEDZIE AVE.	523+53.73	92.50 LT	8.00
1519	KEDZIE AVE.	523+56.60	82.65 LT	8.00
1520	KEDZIE AVE.	523+56.74	87.52 LT	8.00
1518	KEDZIE AVE.	523+58.79	86.64 LT	8.00
1517	KEDZIE AVE.	523+60.40	82.65 LT	10.00
1524	KEDZIE AVE.	523+62.11	92.50 LT	12.00
1514	KEDZIE AVE.	523+94.11	63.00 LT	12.00
5054	KEDZIE AVE.	523+51.41	69.34 RT	9.00
5055	KEDZIE AVE.	523+56.86	75.74 RT	9.00
5056	KEDZIE AVE.	523+59.85	83.50 RT	6.00
5058	KEDZIE AVE.	523+59.02	84.80 RT	9.00
3294	KEDZIE AVE.	523+95.49	92.83 RT	8.00
3296	KEDZIE AVE.	523+98.42	79.64 RT	13.00
3295	KEDZIE AVE.	524+05.17	83.53 RT	7.00
3300	KEDZIE AVE.	524+03.01	46.98 RT	12.00
3297	KEDZIE AVE.	524+10.43	57.48 RT	6.00
3298	KEDZIE AVE.	524+14.52	56.80 RT	6.00
1676	KEDZIE AVE.	525+70.41	91.35 LT	12.00
1677	KEDZIE AVE.	525+74.11	95.62 LT	15.00
1678	KEDZIE AVE.	525+88.12	107.85 LT	6.00
5053	KEDZIE AVE.	523+43.35	75.61 RT	9.00
5052	KEDZIE AVE.	523+37.93	74.71 RT	9.00
5050	KEDZIE AVE.	523+29.14	67.24 RT	8.00
5051	KEDZIE AVE.	523+31.10	55.68 RT	9.00
5058	KEDZIE AVE.	523+47.59	98.64 RT	8.00
				297.00

TREE REMOVAL (OVER 15 UNITS)

TREE ID NO.	LOCATION			TREE REMOV OVER 15 (UNIT)
	ALIGNMENT	STATION	OFFSET	
1515	KEDZIE AVE.	523+84.38	72.68 LT	24.00
3299	KEDZIE AVE.	524+21.57	46.50 RT	18.00
1675	KEDZIE AVE.	525+66.94	82.51 LT	20.00
1980	KEDZIE AVE.	526+27.96	93.50 RT	24.00
4583	KEDZIE AVE.	522+78.32	51.98 LT	16.00
4857	KEDZIE AVE.	523+38.77	80.77 LT	18.00
				120.00

HMA SURFACE REMOVAL - BUTT JOINT

LOCATION DESCRIPTION	ALIGNMENT	OFFSET DIRECTION	FROM	TO	BUTT JOINT (SQ YD)
NB, SOUTH OF BRIDGE - SURFACE REMOVAL LIMIT	KEDZIE AVE.	RT	512+00.0	512+04.5	13
SB, SOUTH OF BRIDGE - SURFACE REMOVAL LIMIT	KEDZIE AVE.	LT	512+00.0	512+04.5	20
NB, NORTH OF BRIDGE - SURFACE REMOVAL LIMIT	KEDZIE AVE.	RT	533+68.3	533+72.8	19
SB, NORTH OF BRIDGE - SURFACE REMOVAL LIMIT	KEDZIE AVE.	LT	533+68.3	533+72.8	13
TOTAL					65

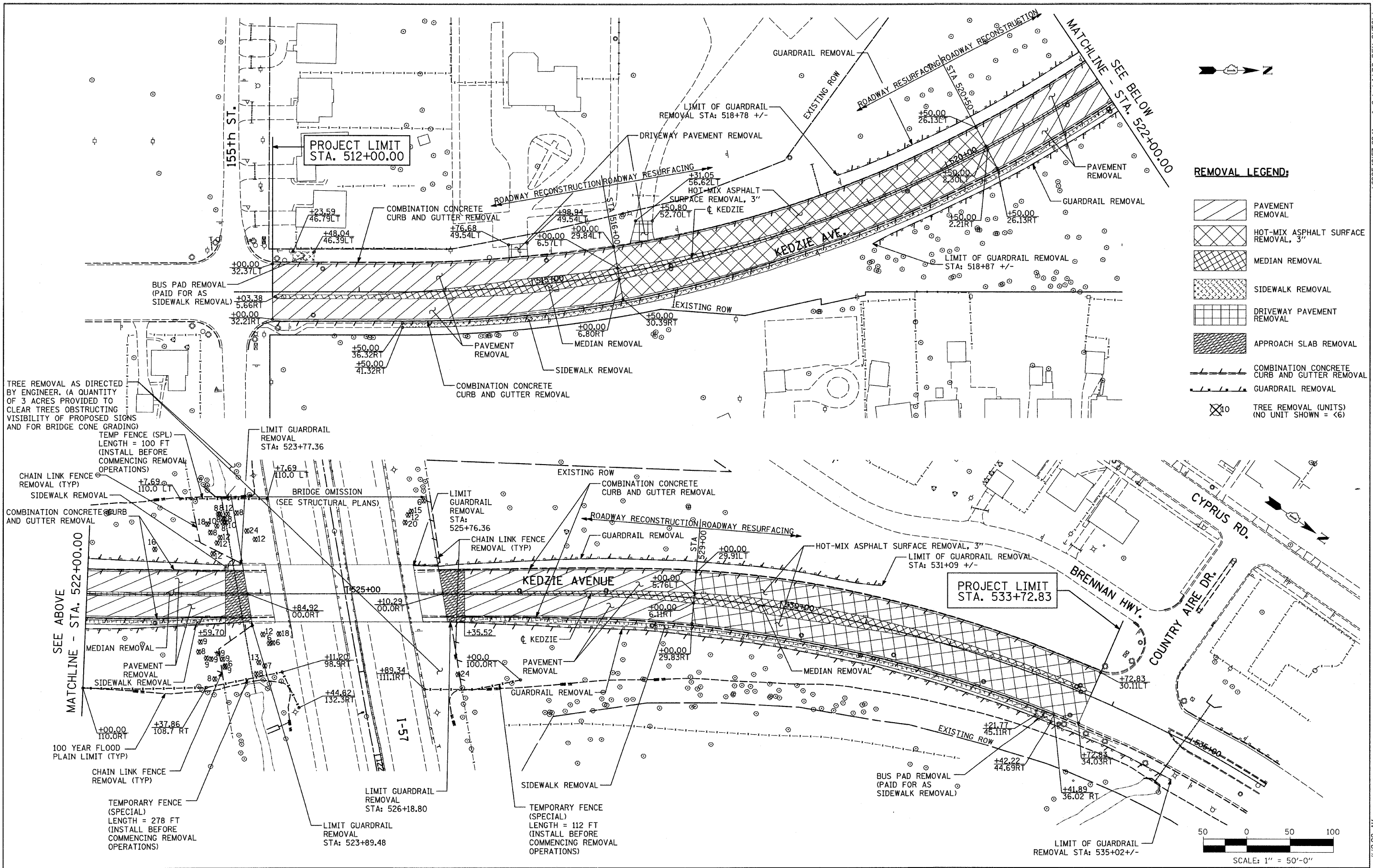
GUARDRAIL REMOVAL

LOCATION DESCRIPTION	ALIGNMENT	OFFSET DIRECTION	FROM	TO	GUARDRAIL REM (FOOT)
SB, SOUTH OF BRIDGE	KEDZIE AVE.	LT	33.26	523+77.36	489
NB, SOUTH OF BRIDGE	KEDZIE AVE.	RT	32.33	523+89.44	514
SB, NORTH OF BRIDGE	KEDZIE AVE.	LT	47.5	531+08.91	543
NB, NORTH OF BRIDGE	KEDZIE AVE.	RT	47.49	535+01.67	862
TOTAL					2408

DRIVEWAY PAVEMENT REMOVAL

LOCATION DESCRIPTION	ALIGNMENT	OFFSET DIRECTION	FROM	TO	PAVEMENT REMOVAL (SQ YD)
NORTH DRIVEWAY	KEDZIE AVE.	LT	516+26.6	516+50.8	60
SOUTH DRIVEWAY	KEDZIE AVE.	LT	514+76.7	514+98.9	35
TOTAL					95

TYLIN INTERNATIONAL	USER NAME = #USER#	DESIGNED - EMK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT SCHEDULE OF QUANTITIES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = #SCALE#	DRAWN - EMK	REVISER -			57	1313.1B-1	COOK	162	24	
	PLOT DATE = 5/4/2011	CHECKED - SES	REVISER -			CONTRACT NO. 60K14					
				SCALE: NTS		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	



REMOVAL LEGEND:

	PAVEMENT REMOVAL
	HOT-MIX ASPHALT SURFACE REMOVAL, 3"
	MEDIAN REMOVAL
	SIDEWALK REMOVAL
	DRIVEWAY PAVEMENT REMOVAL
	APPROACH SLAB REMOVAL
	COMBINATION CONCRETE CURB AND GUTTER REMOVAL
	GUARDRAIL REMOVAL
	TREE REMOVAL (UNITS) (NO UNIT SHOWN = <6)

TREE REMOVAL AS DIRECTED BY ENGINEER. (A QUANTITY OF 3 ACRES PROVIDED TO CLEAR TREES OBSTRUCTING VISIBILITY OF PROPOSED SIGNS AND FOR BRIDGE CONE GRADING)

TEMP FENCE (SPL) LENGTH = 100 FT (INSTALL BEFORE COMMENCING REMOVAL OPERATIONS)

CHAIN LINK FENCE REMOVAL (TYP) SIDEWALK REMOVAL

COMBINATION CONCRETE CURB AND GUTTER REMOVAL

SEE ABOVE
MATCHLINE - STA. 522+00.00

100 YEAR FLOOD PLAIN LIMIT (TYP)

TEMPORARY FENCE (SPECIAL) LENGTH = 278 FT (INSTALL BEFORE COMMENCING REMOVAL OPERATIONS)

LIMIT GUARDRAIL REMOVAL STA: 523+77.36

BRIDGE OMISSION (SEE STRUCTURAL PLANS)

LIMIT GUARDRAIL REMOVAL STA: 525+76.36

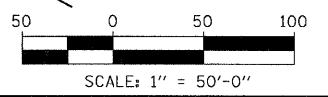
LIMIT GUARDRAIL REMOVAL STA: 526+18.80

LIMIT GUARDRAIL REMOVAL STA: 523+89.48

TEMPORARY FENCE (SPECIAL) LENGTH = 112 FT (INSTALL BEFORE COMMENCING REMOVAL OPERATIONS)

PROJECT LIMIT STA. 533+72.83

LIMIT OF GUARDRAIL REMOVAL STA: 535+02+/-



TYLIN INTERNATIONAL	USER NAME = #USER#	DESIGNED - EMK	REVISED -
	PLOT SCALE = #SCALE#	DRAWN - EMK	REVISED -
	PLOT DATE = 4/29/2011	CHECKED - SES	REVISED -
	DATE - 5/5/2011	REVISED -	

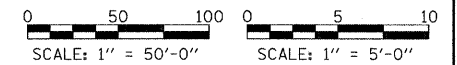
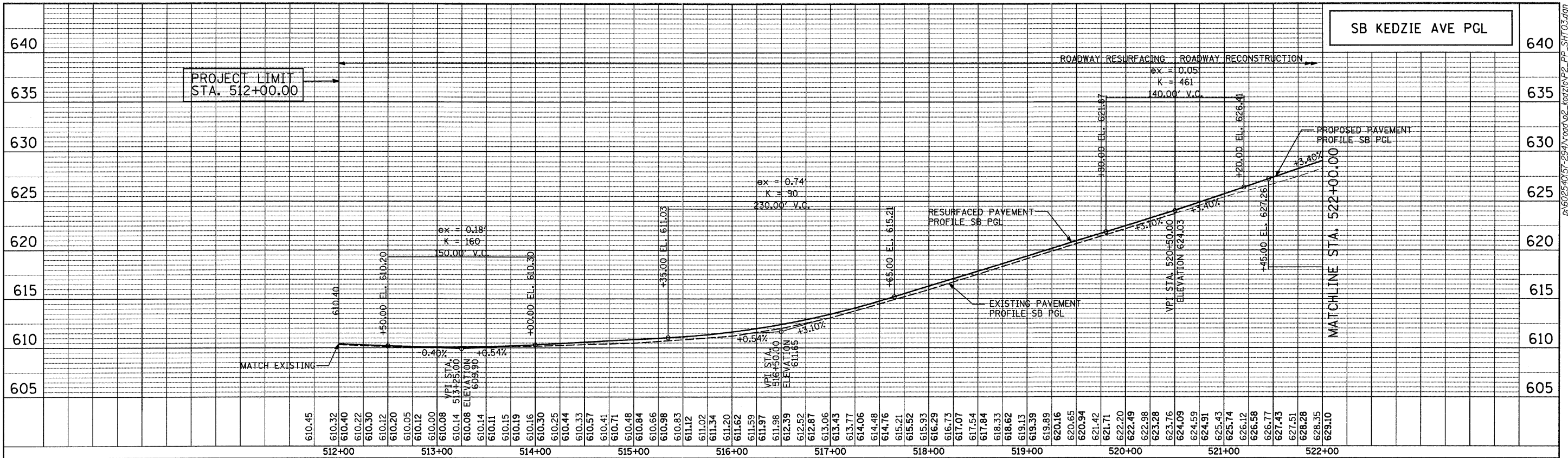
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DRAWN - EMK	REVISED -
CHECKED - SES	REVISED -
DATE - 5/5/2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

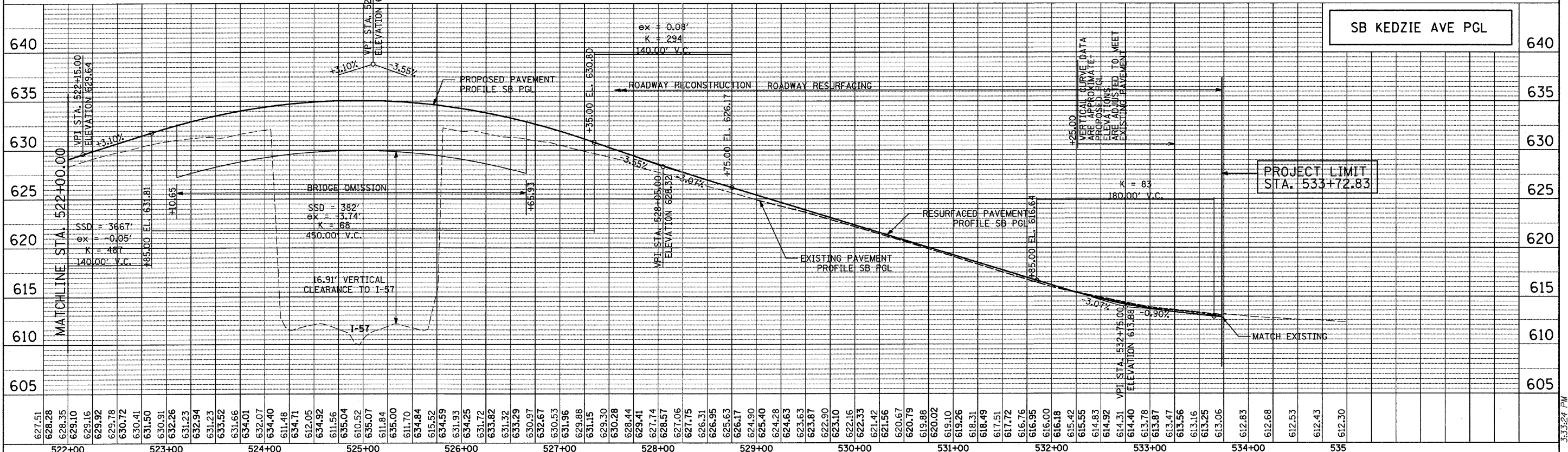
KEDZIE AVENUE PROJECT EXISTING CONDITIONS AND REMOVAL PLAN		
SCALE: 1"=50'	SHEET NO. 1 OF 1 SHEETS	STA. 512+00.00 TO STA. 533+72.83

F.A. RTE. 57	SECTION 1313.1B-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 25
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 60K14	

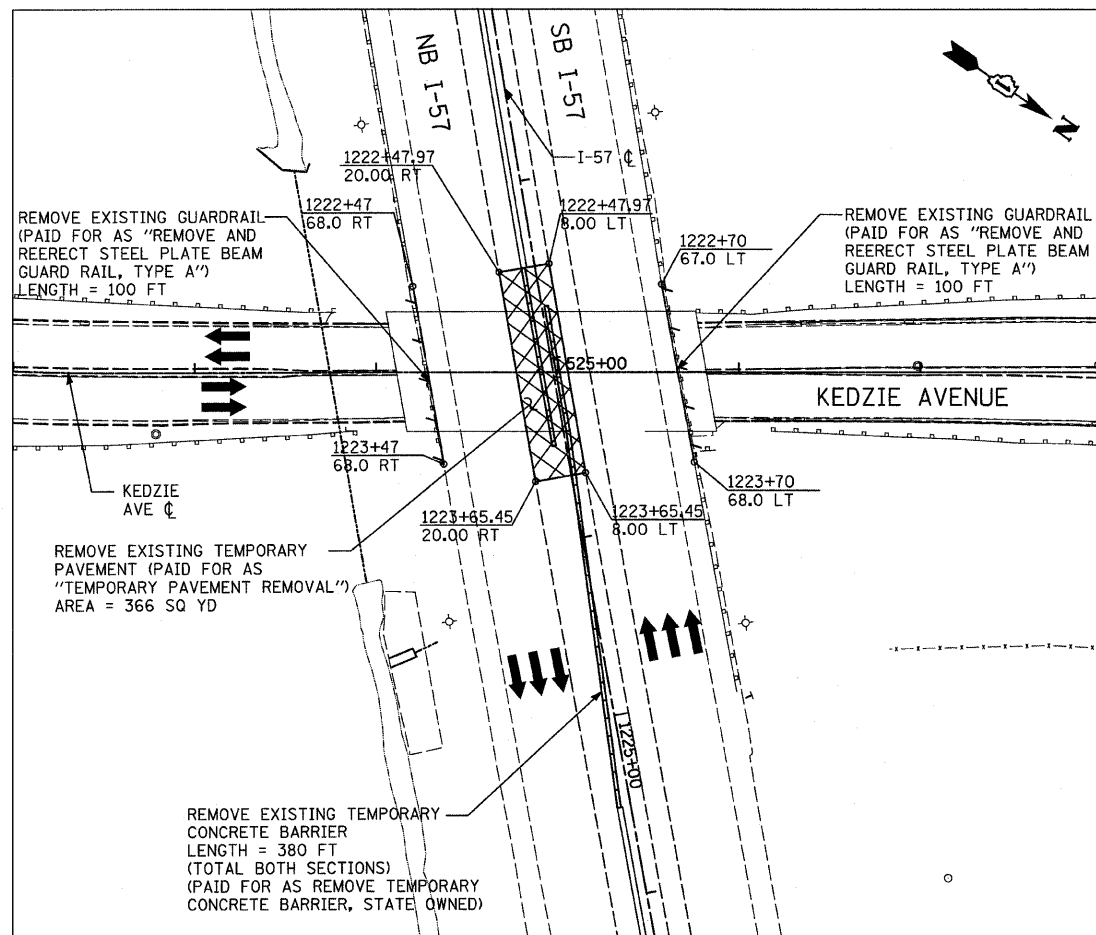
PLAN	SURVEYED	DATE
	PLOTTED	
	BY	
	NO. OF WAY CHECKED	
	CADD FILE NAME	



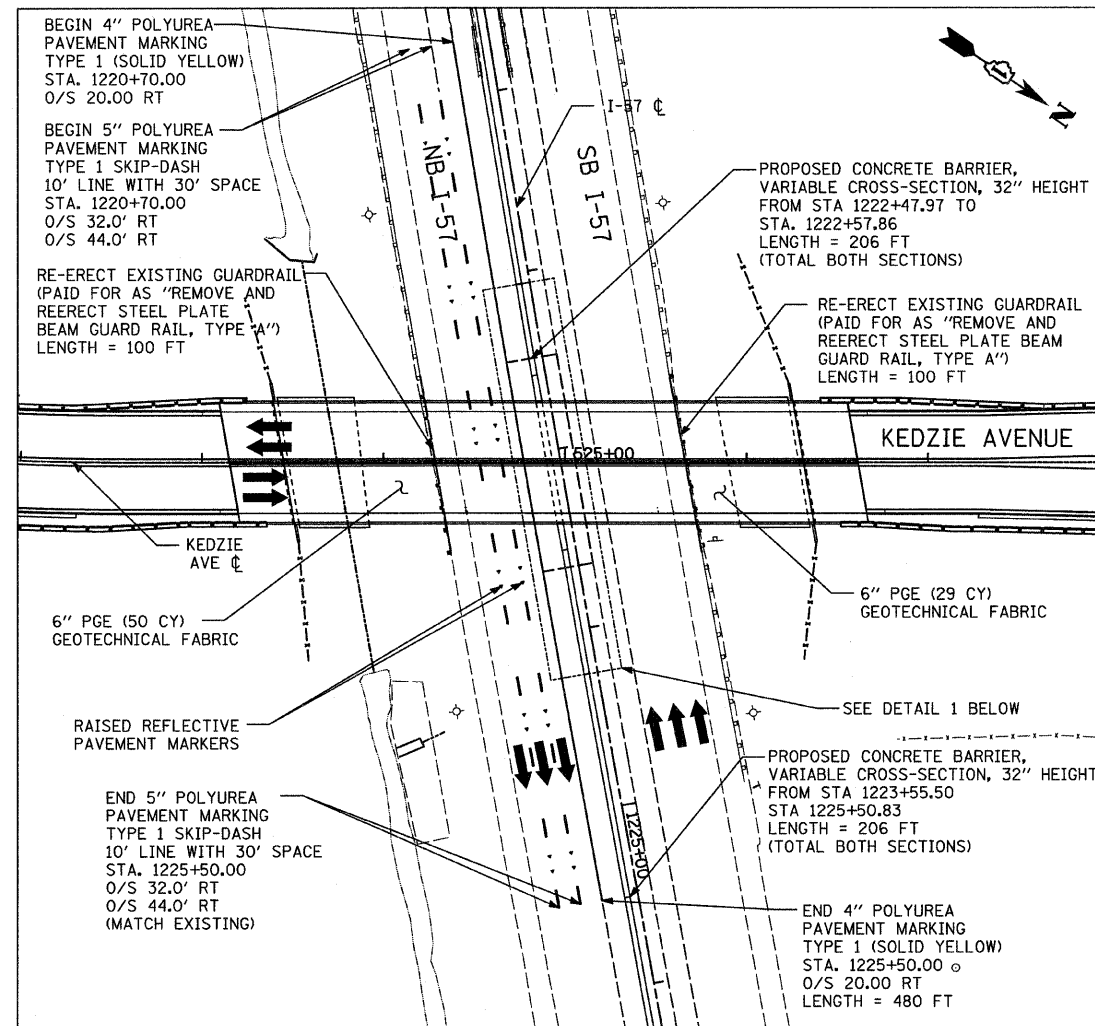
PROFILE	SURVEYED	DATE
	PLOTTED	
	BY	
	NO. OF WAY CHECKED	
	STRUCTURE NOTATIONS CHKD	



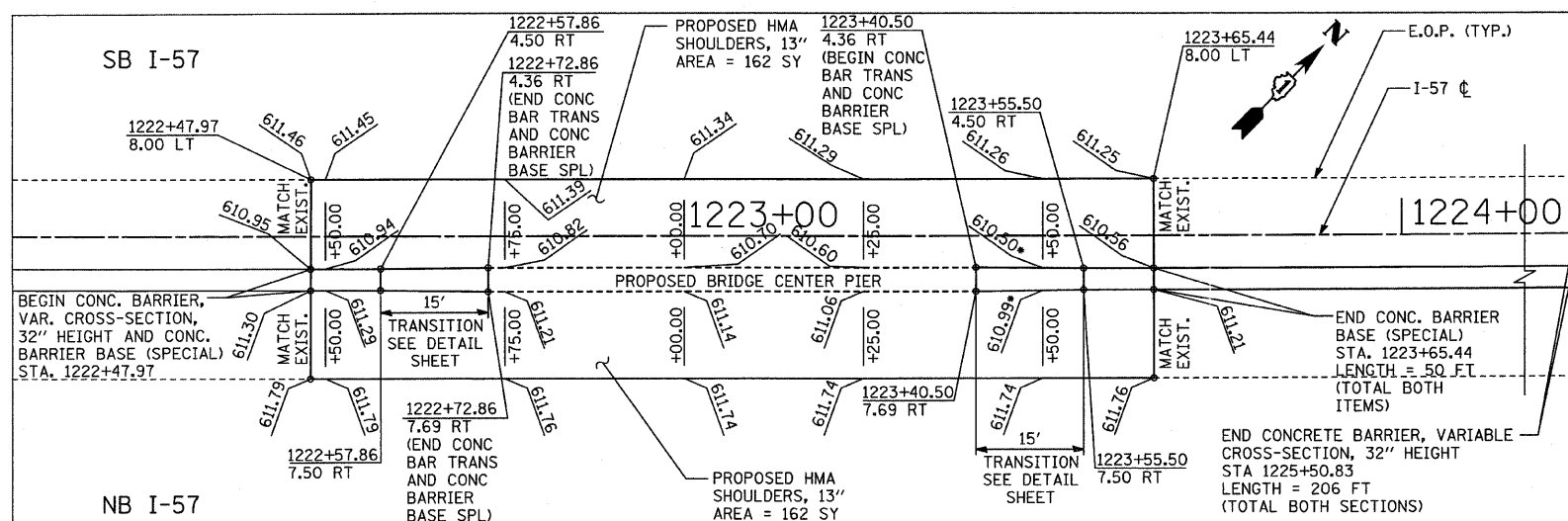
TYLIN INTERNATIONAL	USER NAME = #USER#	DESIGNED - EMK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT KEDZIE AVE PLAN AND PROFILES		F.A. RTE. 57	SECTION 1313.1B-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 28	
	PLOT SCALE = #SCALE#	DRAWN - EMK	REVISED -		SCALE: 1"=50'	SHEET NO. 3 OF 3 SHEETS	STA. 512+00 TO STA. 533+72	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 60K14		
	PLOT DATE = 5/3/2011	CHECKED - SES	REVISED -									
		DATE - 5/5/2011	REVISED -									



MAINLINE I-57 EXISTING CONDITIONS AND REMOVAL PLAN
(EXISTING CONDITIONS REPRESENT WORK COMPLETED UNDER CONTRACT #60J27)



MAINLINE I-57 PROPOSED PLAN



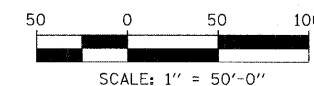
DETAIL 1: CONCRETE BARRIER WALL TRANSITION AND SHOULDER ELEVATIONS

NOTES:

1. FOR CONSTRUCTION STAGING, SEE MAINTENANCE OF TRAFFIC CONSTRUCTION STAGING NOTES AND MAINTENANCE OF TRAFFIC PLANS.
2. MEDIAN SHOULDERS ALONG I-57 HAVE VARIABLE CROSS SLOPE FOR MAINLINE DRAINAGE CONSIDERATIONS.
3. FOR BARRIER WALL TRANSITION CONSTRUCTION DETAILS SEE "BARRIER TRANSITION AND CONCRETE BARRIER BASE (SPECIAL) DETAILS ALONG I-57" SHEET.
4. ELEVATIONS SHOWN IN THE PLANS AT THE CONCRETE BARRIER WALL ARE AT THE FLOW LINE. SEE THE CONCRETE BARRIER BASE, SPECIAL DETAIL ON THE "BARRIER TRANSITION AND CONCRETE BARRIER BASE (SPECIAL) DETAILS ALONG I-57" SHEET.

LEGEND

- XXXX+XX.XX MAINLINE I-57 ϕ STATION
- XX.XX RT OFFSET
- 611.74 POINT ELEVATIONS AT EDGE OF PAVEMENT AND ALONG BARRIER WALL FLOWLINE.
- 610.99* SHOULDER WARPING LOW POINT ELEVATION
- E.O.P. EDGE OF PAVEMENT



TYLIN INTERNATIONAL	USER NAME = #USER#	DESIGNED - JDF	REVISED -
	PLOT SCALE = #SCALE#	DRAWN - JDF	REVISED -
	PLOT DATE = 5/3/2011	CHECKED - JPM	REVISED -
		DATE - 5/5/2011	REVISED -

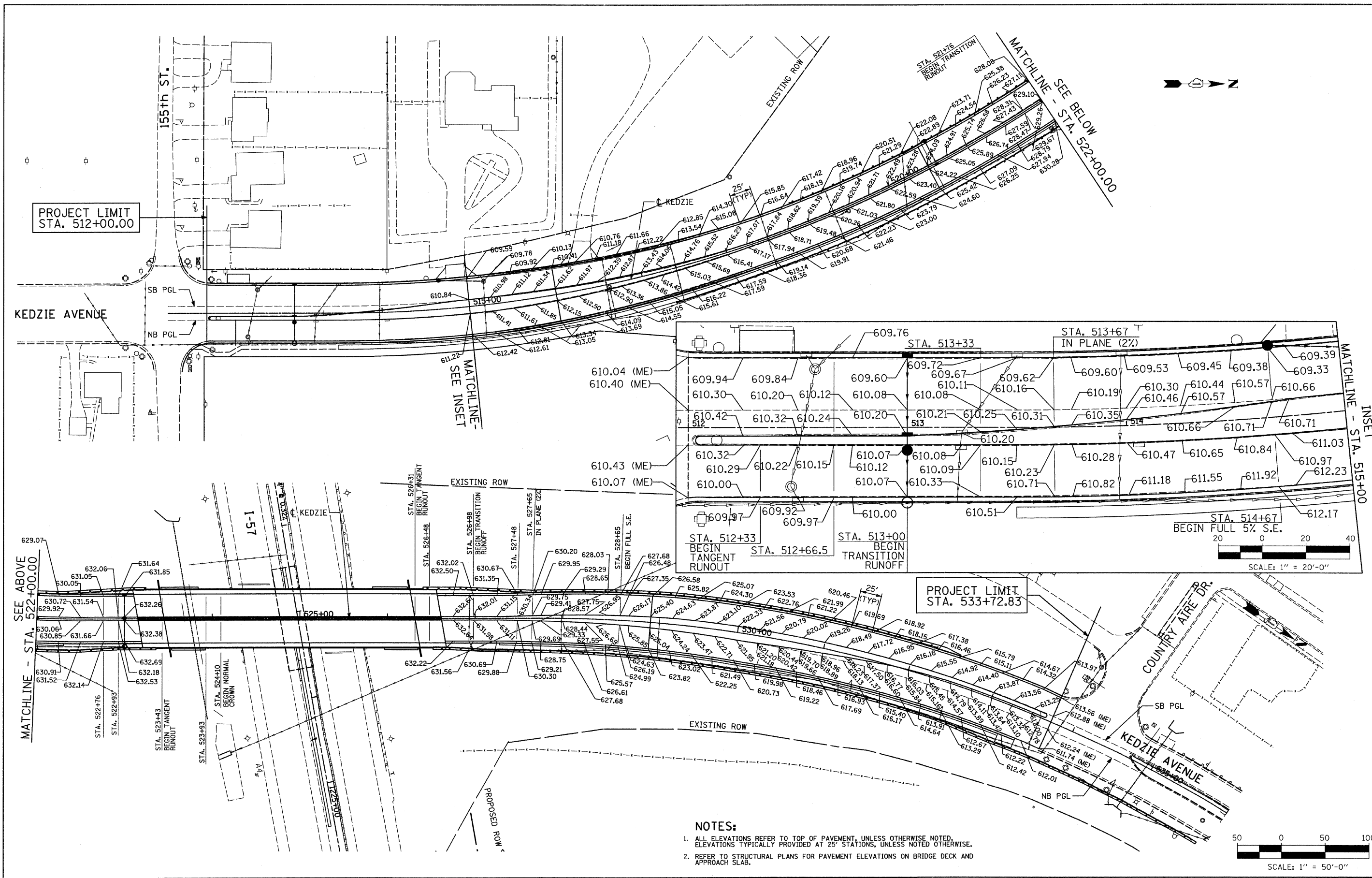
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

KEDZIE AVENUE PROJECT
I-57 EXISTING CONDITIONS, REMOVAL, AND PROPOSED PLAN

SCALE: 1"=50' SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE. 57	SECTION 1313.1B-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 29
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 60K14	

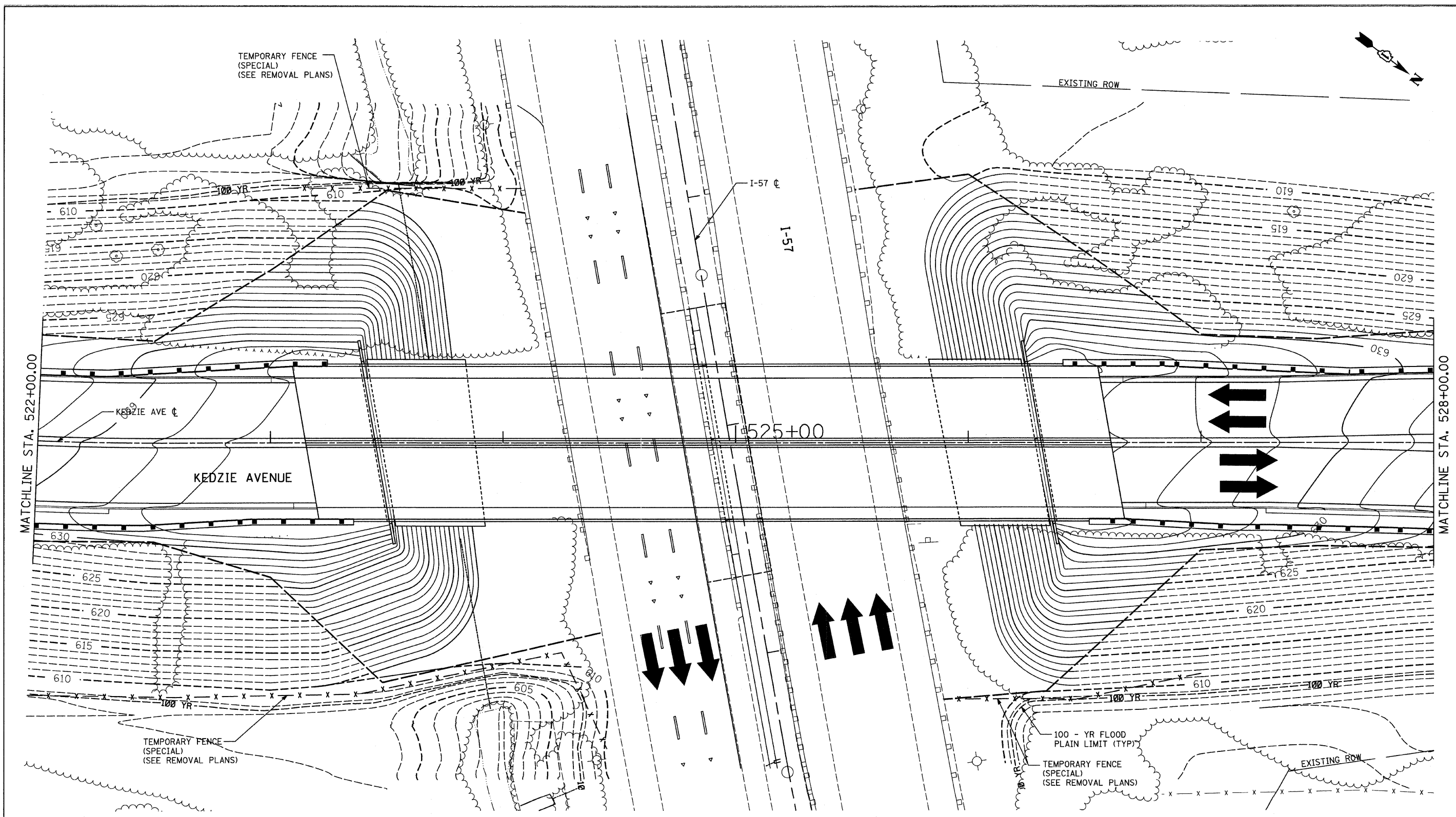
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- NOTES:**
- ALL ELEVATIONS REFER TO TOP OF PAVEMENT, UNLESS OTHERWISE NOTED. ELEVATIONS TYPICALLY PROVIDED AT 25' STATIONS, UNLESS NOTED OTHERWISE.
 - REFER TO STRUCTURAL PLANS FOR PAVEMENT ELEVATIONS ON BRIDGE DECK AND APPROACH SLAB.

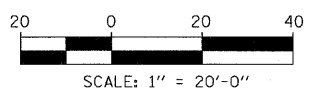
TYLIN INTERNATIONAL	USER NAME = #USER#	DESIGNED - MG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT PAVEMENT ELEVATION PLAN		F.A. RTE. 57	SECTION 1313.1B-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 30	
	PLOT SCALE = #SCALE#	DRAWN - DM	REVISED -		SCALE: 1"=50'	SHEET NO. 1 OF 1 SHEETS	STA. 512+00.00 TO STA. 533+72.83	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 60K14		
	PLOT DATE = 4/29/2011	CHECKED - SES	REVISED -									
		DATE - 5/5/2011	REVISED -									

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LEGEND:

- | | | | |
|-------------|---|-------|---|
| 630----- | EXISTING MAJOR ELEVATIONS AND MAJOR CONTOUR LINES AT 5 FT INTERVALS | ----- | PROPOSED MAJOR ELEVATIONS AND MAJOR CONTOUR LINES AT 5 FT INTERVALS |
| ----- | EXISTING MINOR CONTOUR LINES AT 1 FT INTERVALS | ----- | PROPOSED MINOR CONTOUR LINES AT 1 FT INTERVALS |
| 100 YR----- | 100 YEAR FLOOD PLAIN LIMIT | ----- | PROPOSED LIMITS OF CONSTRUCTION |



TYLIN INTERNATIONAL	USER NAME = #USER#	DESIGNED - JF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT PROPOSED GRADING PLAN			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = #SCALE#	DRAWN - JF	REVISED -		57	1313.1B-1	COOK	162	31			
	PLOT DATE = 4/29/2011	CHECKED - SES	REVISED -	SCALE: 1"=20' SHEET NO. 1 OF 1 SHEETS STA. 522+00 TO STA. 528+00			CONTRACT NO. 60K14					
		DATE - 5/5/2011	REVISED -				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

MAINTENANCE OF TRAFFIC GENERAL NOTES:

- EXISTING MEDIAN SHALL BE COLD MILLED FLUSH WITH PAVEMENT PRIOR TO THE START OF STAGE 1 ACTIVITIES, AS INDICATED ON THE PLANS.
- ADDITIONAL QUANTITY (3) HAS BEEN PROVIDED TO ADJUST EXISTING HANDHOLES AS NECESSARY TO MATCH MILLED SURFACE.
- SEE SPECIAL PROVISION TITLED TRAFFIC CONTROL AND PROTECTION (SPECIAL).
- AGENCY JURISDICTION:
- INTERSTATE 57 (I-57) AND KEDZIE AVENUE BRIDGE SUBSTRUCTURE ARE UNDER THE JURISDICTION OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT).
- KEDZIE AVENUE AND THE BRIDGE WEARING SURFACE ARE UNDER THE JURISDICTION OF THE COOK COUNTY HIGHWAY DEPARTMENT (CCHD).
- THE CONTRACTOR SHALL COORDINATE MAINTENANCE OF TRAFFIC OF THIS PROJECT WITH OTHER PROJECTS IN ADJACENT CONTRACTS. SEE MAINTENANCE OF TRAFFIC SPECIAL PROVISION FOR COORDINATION REQUIREMENTS.

ALL TEMPORARY PAVEMENT WITHIN IDOT JURISDICTION SHALL BE, AT THE OPTION OF THE CONTRACTOR, EITHER (1) 8" PORTLAND CEMENT CONCRETE BASE COURSE, OR (2) 8" HMA PAVEMENT CONSISTING OF 2" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 OVER 6" HOT-MIX ASPHALT BASE COURSE.

THE CONTRACTOR SHALL REMOVE OR COVER ALL CONFLICTING EXISTING SIGNS FOR THE DURATION OF THE CONSTRUCTION.

- THE FOLLOWING APPLY TO CONSTRUCTION SIGNS:

- THE CONTRACTOR SHALL FURNISH ALL SIGNS.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR AND REPLACE ANY SIGNS THAT ARE SUPPLIED BY OTHERS AND DAMAGED BY THE CONTRACTOR'S WORK FORCE OR SUBCONTRACTORS DURING RELOCATION OR CONSTRUCTION OPERATIONS.
 - ALL SIGNS AND ASSEMBLIES SHALL BE CERTIFIED BY THE CONTRACTOR AS MEETING THE APPLICABLE REQUIREMENTS OF NCHRP REPORT 350, TEST LEVEL 3.
 - ALL KEDZIE AVENUE SIGNS SHALL BE CONSIDERED INCLUDED IN THE TRAFFIC CONTROL AND PROTECTION (SPECIAL) PAY ITEM EXCEPT THE ARTERIAL ROAD INFORMATION SIGN AND DRIVEWAY ENTRANCE SIGNS WHICH SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.
- CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS DURING CONSTRUCTION. THE COST OF MAINTAINING ACCESS IS INCLUDED AS PART OF "TRAFFIC CONTROL AND PROTECTION (SPECIAL)" AND NO ADDITIONAL COST WILL BE ALLOWED. TEMPORARY ACCESS CLOSURES WILL BE ALLOWED ONLY AT THE DIRECTION OF THE RESIDENT ENGINEER.

- CONTRACTOR SHALL GIVE AT LEAST 48 HOURS NOTICE PRIOR TO CONSTRUCTION TO ALL DRIVEWAY OWNERS.
- CONTRACTOR SHALL PLACE "DRIVEWAY ENTRANCE" SIGNS FACING BOTH DIRECTIONS OF TRAFFIC AT EACH DRIVEWAY IN THE CONTRACT WORK AREA. THE SIGNS SHALL REMAIN IN PLACE FOR THE DURATION OF CONSTRUCTION.
- WORK ZONE SPEED LIMIT ALONG KEDZIE AVENUE SHALL BE 35 M.P.H.
- TEMPORARY DAYTIME LANE CLOSURES SHALL BE USED PRIOR TO STAGE 1 FOR TEMPORARY PAVEMENT, MILLING THE MEDIAN, PROPOSED STORM SEWER WORK, AND PAVEMENT PATCHES.
- CONTRACTOR SHALL INSTALL PROPOSED GROUND MOUNT SIGN PANELS ALONG I-57 PRIOR TO REMOVAL OF CORRESPONDING BRIDGE MOUNTED OVERHEAD SIGNS.

CONSTRUCTION STAGING NOTES

PRESTAGE - I-57 MAINLINE AND KEDZIE AVE.

A. PRE-STAGE - KEDZIE AVE. CONSTRUCTION STAGING

- CLOSE INSIDE LANES AND MEDIAN PER IDOT STANDARD 701421 *LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS GREATER THAN OR EQUAL TO 45 MPH TO 55 MPH*. COLD MILL EXISTING MEDIAN FLUSH WITH PAVEMENT BETWEEN STA. 517+38 TO STA. 528+00 AND CONSTRUCT TEMPORARY PAVEMENT PER LIMITS SHOWN ON THE STAGE 1 PLAN SHEETS.

STAGE 1 - I-57 MAINLINE AND KEDZIE AVE.

A. STAGE 1 - MAINLINE CONSTRUCTION STAGING - I-57

- CLOSE OUTSIDE SHOULDERS PER MAINTENANCE OF TRAFFIC SHEET *I-57 OUTER PIER WORK ZONE*. AFTER DEMOLITION OF WEST PORTION OF KEDZIE AVENUE BRIDGE SUPERSTRUCTURE AND EXISTING WEST PORTION OF OUTSIDE ABUTMENTS, CONSTRUCT WEST PORTION OF OUTSIDE ABUTMENTS FOR PROPOSED BRIDGE.
- CLOSE INSIDE SHOULDER PER MAINTENANCE OF TRAFFIC SHEET *I-57 INNER PIER WORK ZONE*. REMOVE WEST PORTION OF CENTER PIER. CONSTRUCT CENTER PIER FOR PROPOSED BRIDGE. ERECT WEST PORTION OF BRIDGE SUPERSTRUCTURE.
- TEMPORARY NIGHT CLOSURES OF I-57 FOR DEMOLITION AND ERECTION OF BRIDGE SUPERSTRUCTURE WILL BE REQUIRED. ALL REMOVAL AND PROPOSED CONSTRUCTION MUST CONFORM TO THE LIMITS SHOWN ON THE STRUCTURAL PLANS.

B. STAGE 1 - KEDZIE AVE. CONSTRUCTION STAGING

DURING THIS STAGE OF THE CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE TEMPORARY CONCRETE BARRIER, INSTALL PAVEMENT MARKINGS AND SIGNS TO SHIFT THE TRAFFIC AS DEPICTED ON THE MAINTENANCE OF TRAFFIC DRAWINGS.

- SOUTHBOUND (SB) KEDZIE TRAFFIC WILL BE DIVERTED TO THE NORTHBOUND (NB) SIDE. CONTRACTOR SHALL MAINTAIN ACCESS TO AND FROM 155TH STREET, COUNTRY AIRE DRIVE, AND ALL DRIVEWAYS ALONG THE WORK ZONE.

- DEMOLISH EXISTING WEST HALF OF KEDZIE BRIDGE. CONTRACTOR SHALL REMOVE RAISED MEDIANS AND REPLACE WITH TEMPORARY PAVEMENT TO THE LIMITS AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLANS. CONTRACTOR SHALL CONSTRUCT ALL ITEMS WITHIN THE PROPOSED WORK ZONE, INCLUDING: NEW WEST PORTION OF THE BRIDGE, APPROACH SLAB, AND CURB AND GUTTER. BRIDGE CONSTRUCTION MUST BE COORDINATED WITH I-57 STAGING.

STAGE 2 - I-57 MAINLINE AND KEDZIE AVE.

A. STAGE 2 - MAINLINE CONSTRUCTION STAGING - I-57

- MAINTAIN INSIDE SHOULDER CLOSURE FROM PART II OF I-57 STAGE 1. AFTER DEMOLITION OF EXISTING EAST PORTION OF KEDZIE BRIDGE SUPERSTRUCTURE AND EAST PORTION OF EXISTING CENTER PIER, CONSTRUCT CENTER PIER FOR PROPOSED BRIDGE.
- CLOSE OUTSIDE SHOULDERS PER MAINTENANCE OF TRAFFIC SHEET *I-57 OUTER PIER WORK ZONE*. AFTER DEMOLITION OF EAST PORTION OF OUTSIDE ABUTMENTS, CONSTRUCT OUTSIDE ABUTMENTS FOR PROPOSED BRIDGE AND ERECT EAST PORTION OF PROPOSED BRIDGE SUPERSTRUCTURE.
- TEMPORARY NIGHT CLOSURES OF I-57 FOR DEMOLITION AND ERECTION OF BRIDGE SUPERSTRUCTURE WILL BE REQUIRED.

B. STAGE 2 - KEDZIE AVE. CONSTRUCTION STAGING

PRIOR TO SHIFTING TRAFFIC PER THE DRAWINGS, THE CONTRACTOR SHALL PLACE HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 ON THE COMPLETED PCC BASE COURSE ON THE SOUTHBOUND SIDE BETWEEN STA. 512+00 AND THE SOUTH PAVEMENT APPROACH SLAB. THE CONTRACTOR SHALL ALSO PERFORM VARIABLE DEPTH SURFACE REMOVAL ON THE EXISTING PAVEMENT AND THE TEMPORARY PAVEMENT BETWEEN STA. 512+00 AND STA. 515+00 TO EVEN OUT ANY GRADE DIFFERENTIALS THAT EXIST BETWEEN THE PROPOSED PAVEMENT AND THE EXISTING PAVEMENT. QUANTITY FOR THIS WORK HAS BEEN PROVIDED AND IS PAID FOR AS "HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH". THE CONTRACTOR SHALL ALSO CONSTRUCT TEMPORARY RAMPS WHERE ANY ELEVATION DIFFERENTIAL EXISTS ACROSS A LANE OF TRAFFIC IN THE TEMPORARY MAINTENANCE OF TRAFFIC CONDITION.

DURING THIS STAGE OF THE CONSTRUCTION, THE CONTRACTOR SHALL SHIFT THE TRAFFIC AS DEPICTED ON THE MAINTENANCE OF TRAFFIC DRAWINGS IN ORDER TO CONSTRUCT THE EAST PORTION OF THE KEDZIE BRIDGE.

- NB KEDZIE TRAFFIC WILL BE DIVERTED TO THE SB SIDE. CONTRACTOR SHALL MAINTAIN ACCESS TO AND FROM 155TH STREET, COUNTRY AIRE DRIVE, AND ALL DRIVEWAYS ALONG THE WORK ZONE.

- DEMOLISH REMAINING EXISTING EAST PORTION OF KEDZIE BRIDGE. CONTRACTOR SHALL CONSTRUCT ALL ITEMS WITHIN THE PROPOSED WORK ZONE, INCLUDING: NEW EAST PORTION OF THE BRIDGE, APPROACH SLAB, CURB AND GUTTER, AND SIDEWALK. BRIDGE CONSTRUCTION MUST BE COORDINATED WITH I-57 STAGING.

STAGE 3 - I-57 MAINLINE AND KEDZIE AVE.

A. STAGE 3 - KEDZIE AVE. CONSTRUCTION STAGING

DURING THIS STAGE OF THE CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE MOVEABLE BARRIER, INSTALL PAVEMENT MARKINGS AND SIGNS TO SHIFT THE TRAFFIC AS DEPICTED ON THE MAINTENANCE OF TRAFFIC DRAWINGS.

- NB AND SB KEDZIE TRAFFIC WILL BE LIMITED TO ONE LANE IN EACH DIRECTION. DURING THIS STAGE OF THE CONSTRUCTION, THE CONTRACTOR SHALL CLOSE ONE INSIDE LANE OF TRAFFIC IN THE NB AND SB DIRECTIONS AND SHIFT THE TRAFFIC AS NOTED ON THE MAINTENANCE OF TRAFFIC DRAWINGS. CONTRACTOR SHALL MAINTAIN ACCESS TO AND FROM 155TH STREET, COUNTRY AIRE DRIVE, AND ALL DRIVEWAYS ALONG THE WORK ZONE.

- CONTRACTOR SHALL CONSTRUCT THE INNER SOUTHBOUND LANE BETWEEN STA. 512+00 AND STA. 514+25 FIRST AND ONCE COMPLETED, CONTRACTOR SHALL CONFIGURE TRAFFIC PER THE STAGE 3 DRAWINGS. ALL ITEMS WITHIN THE PROPOSED WORK ZONE, INCLUDING: PROPOSED PAVEMENT AND KEDZIE MEDIAN. BRIDGE CONSTRUCTION MAY OCCUR INDEPENDENT OF I-57 STAGING.

STAGE 3A - I-57 MAINLINE AND KEDZIE AVE.

A. STAGE 3A - KEDZIE AVE. CONSTRUCTION STAGING

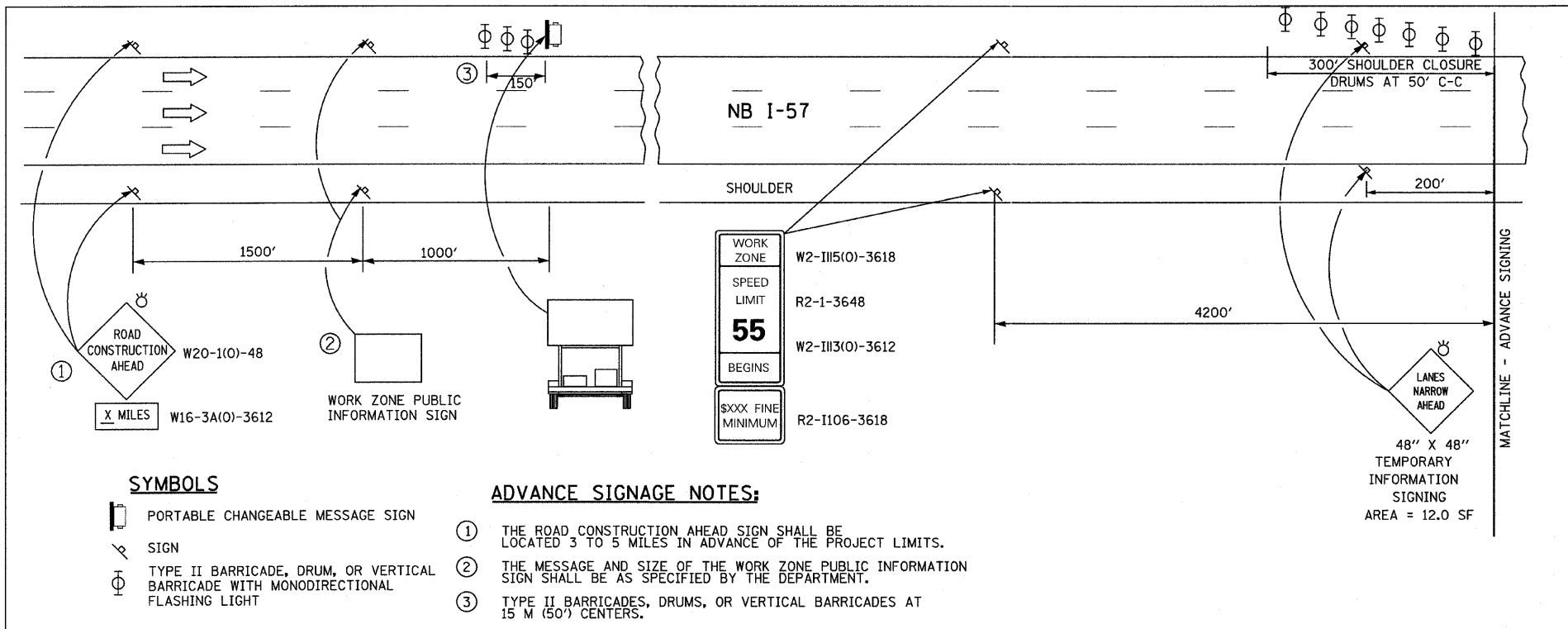
DURING THIS STAGE OF THE CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE MOVEABLE BARRIER, INSTALL PAVEMENT MARKINGS AND SIGNS TO SHIFT THE TRAFFIC AS DEPICTED ON THE MAINTENANCE OF TRAFFIC DRAWINGS.

- NB AND SB KEDZIE TRAFFIC WILL BE LIMITED TO ONE LANE IN EACH DIRECTION. DURING THIS STAGE OF THE CONSTRUCTION, THE CONTRACTOR SHALL CLOSE ONE INSIDE LANE OF TRAFFIC IN THE NB AND SB DIRECTIONS AND SHIFT THE TRAFFIC AS NOTED ON THE MAINTENANCE OF TRAFFIC DRAWINGS. CONTRACTOR SHALL MAINTAIN ACCESS TO AND FROM 155TH STREET, COUNTRY AIRE DRIVE, AND ALL DRIVEWAYS ALONG THE WORK ZONE.

- DAY LANE CLOSURE UNDER STANDARD 701421 FOR MILLING AND RESURFACING FROM STA 516+00 TO STA. 520+50 AND FROM STA 529+00 TO STA 533+72.83

- CONTRACTOR SHALL CONSTRUCT ALL ITEMS WITHIN THE PROPOSED WORK ZONE, INCLUDING: NEW CENTER PORTION OF THE BRIDGE, APPROACH PAVEMENT, AND KEDZIE MEDIAN. BRIDGE CONSTRUCTION MAY OCCUR INDEPENDENT OF I-57 STAGING.

- UPON COMPLETION OF THE KEDZIE AVE. BRIDGE AND ASSOCIATED PAVEMENT AND SURFACE COURSE, ALL KEDZIE AVE. TRAFFIC SHALL BE RETURNED TO FINAL CONFIGURATION AS INDICATED IN THE PROPOSED PAVEMENT MARKING PLANS AND ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE REMOVED.

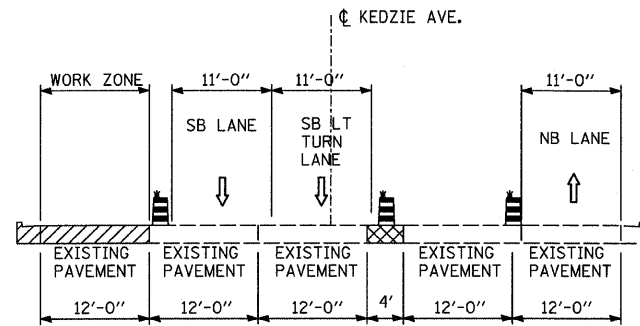


ADVANCE SIGNAGE NOTES:

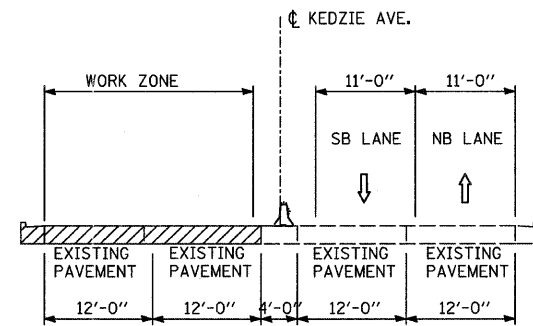
- THE ROAD CONSTRUCTION AHEAD SIGN SHALL BE LOCATED 3 TO 5 MILES IN ADVANCE OF THE PROJECT LIMITS.
- THE MESSAGE AND SIZE OF THE WORK ZONE PUBLIC INFORMATION SIGN SHALL BE AS SPECIFIED BY THE DEPARTMENT.
- TYPE II BARRICADES, DRUMS, OR VERTICAL BARRICADES AT 15' M (50') CENTERS.

ADVANCE SIGNING FOR I-57 NORTHBOUND LANE SHIFT

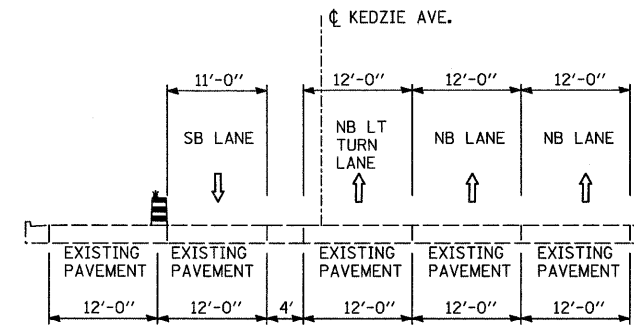
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	PLOT SCALE = #SCALE#	DRAWN - JDJ	REVISED -		57	1313.1B-1	COOK	162	32			
	PLOT DATE = 5/3/2011	CHECKED - SES	REVISED -		MOT GENERAL AND STAGING NOTES			CONTRACT NO. 60K14				
	SCALE: N.T.S.	DATE - 5/5/2011	REVISED -		SHEET NO. 1 OF 11 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					



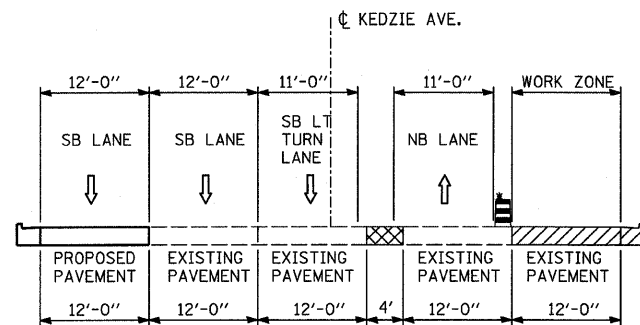
STAGE 1: 155TH ST INTERSECTION
A - A



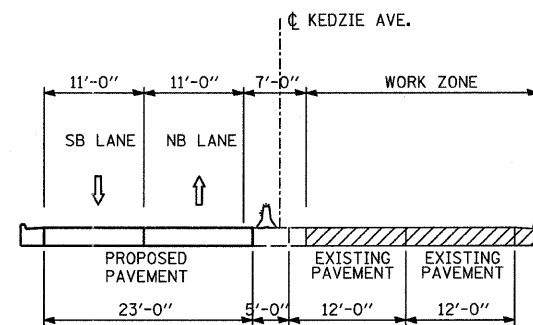
STAGE 1: SOUTH OF BRIDGE
B - B



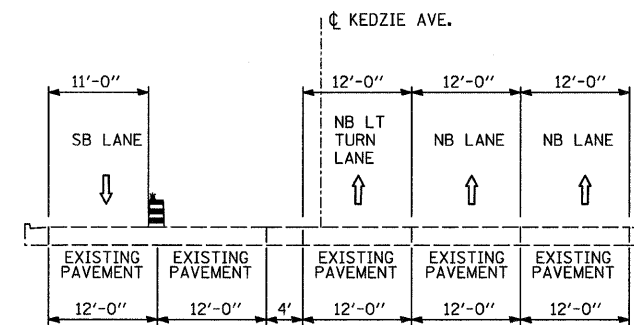
STAGE 1: COUNTRY AIRE DR. INTERSECTION
C - C



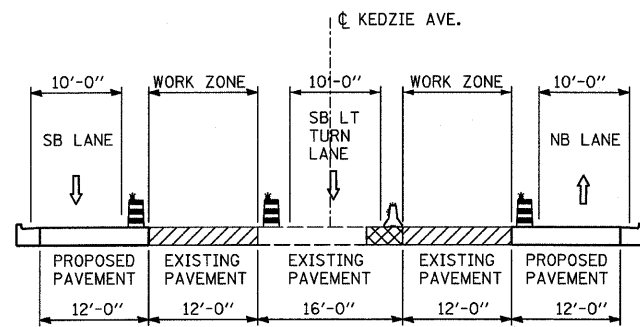
STAGE 2: 155TH ST INTERSECTION
D - D



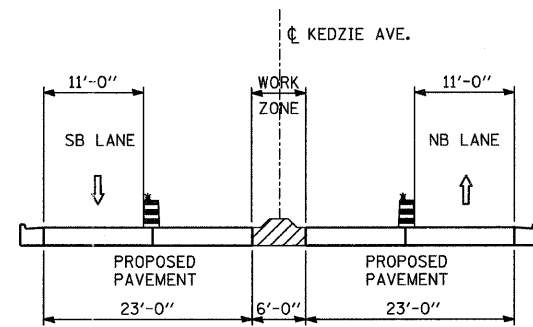
STAGE 2: SOUTH OF BRIDGE
E - E



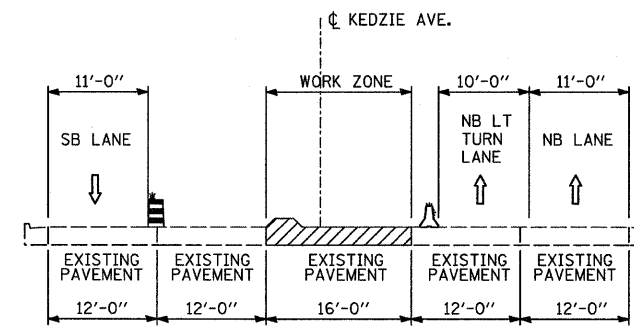
STAGE 2: COUNTRY AIRE DR. INTERSECTION
F - F



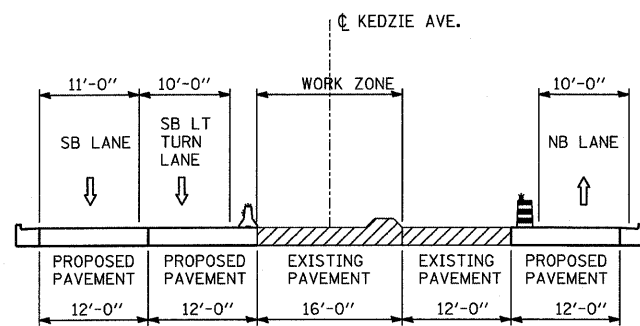
STAGE 3: 155TH ST INTERSECTION
G - G



STAGE 3: SOUTH OF BRIDGE
H - H



STAGE 3: COUNTRY AIRE DR. INTERSECTION
I - I



STAGE 3A: 155TH ST INTERSECTION
J - J

LEGEND

- ↑ TRAFFIC MOVEMENT
- TEMPORARY CONCRETE BARRIER (WITH MONO-DIRECTIONAL PRISMATIC REFLECTORS ON TOP AND SIDE FACING TRAFFIC)
- WORK ZONE
- TEMPORARY PAVEMENT
- DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT

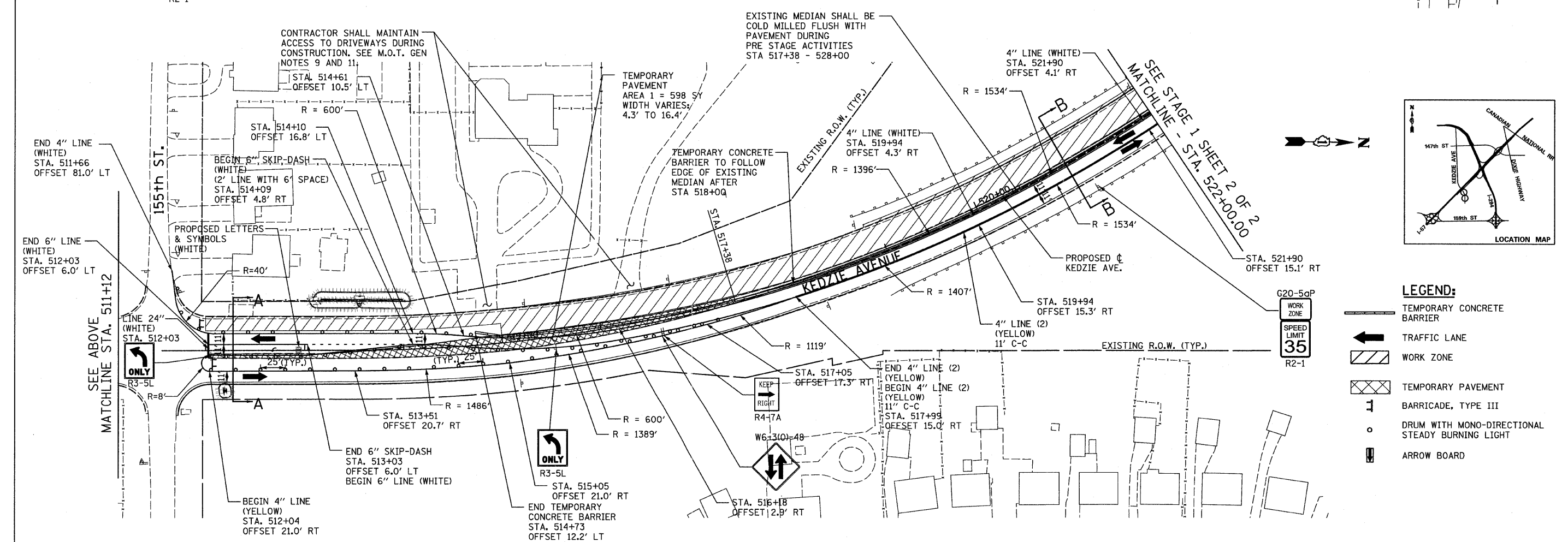
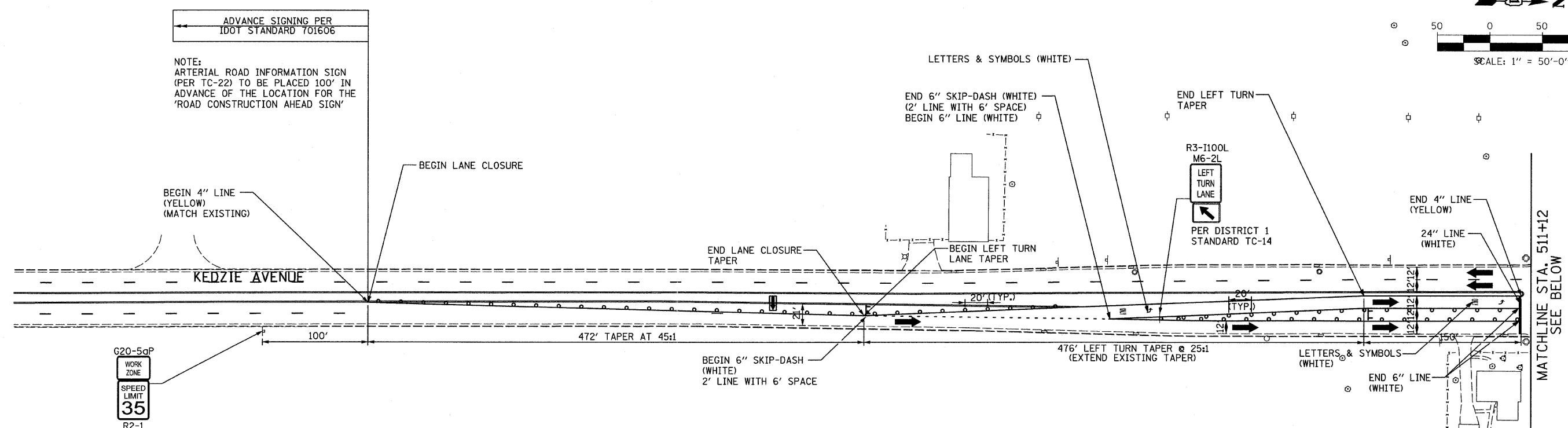
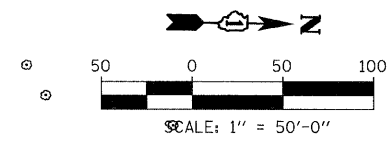
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	PLOT DATE = 5/3/2011	CHECKED - SES	REVISED -
		DATE - 5/5/2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

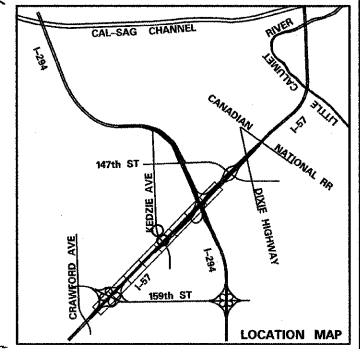
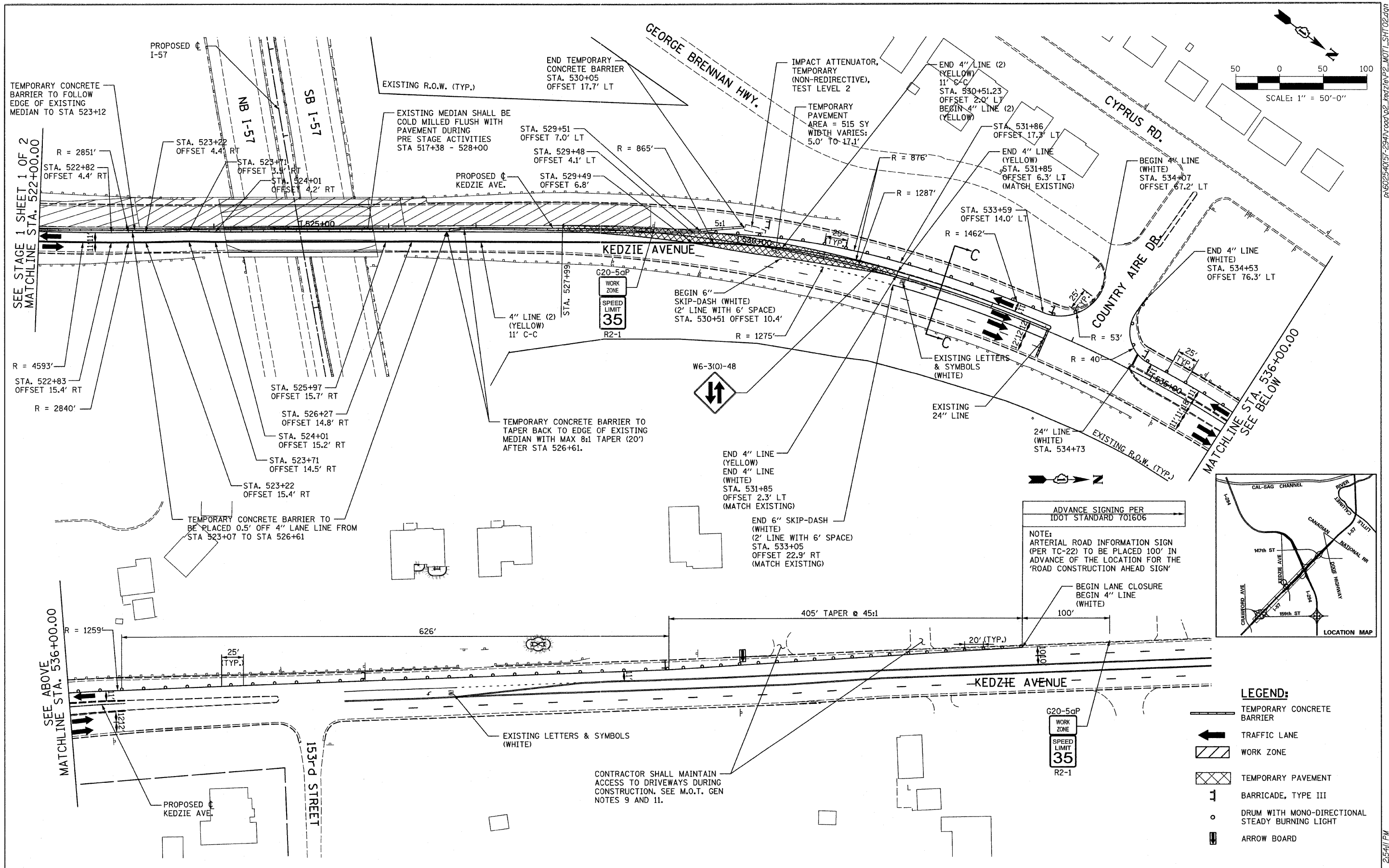
**KEDZIE AVENUE PROJECT
MOT TYPICAL SECTIONS**

SCALE: N.T.S. SHEET NO. 2 OF 11 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1313.1B-1	COOK	162	33
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 60K14		



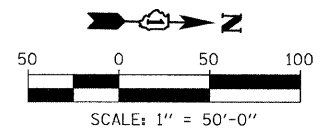
TYLIN INTERNATIONAL USER NAME = #USER# PLOT SCALE = #SCALE# PLOT DATE = 5/3/2011	DESIGNED - JDU DRAWN - JDU CHECKED - SES DATE - 5/5/2011	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT MOT STAGE 1 - SHEET 1	F.A. RTE. 57 SECTION 1313.1B-1 COUNTY COOK TOTAL SHEETS 162 SHEET NO. 34 CONTRACT NO. 60K14 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT
	SCALE: 1"=50' SHEET NO. 3 OF 11 SHEETS STA. 512+00 TO STA. 522+00			SHEET NO. 3 OF 11 SHEETS STA. 512+00 TO STA. 522+00	
				SCALE: 1"=50' SHEET NO. 3 OF 11 SHEETS STA. 512+00 TO STA. 522+00	
				SCALE: 1"=50' SHEET NO. 3 OF 11 SHEETS STA. 512+00 TO STA. 522+00	



LEGEND:

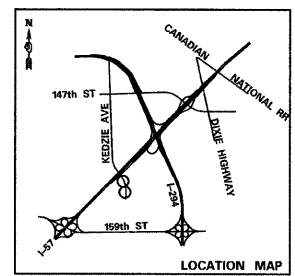
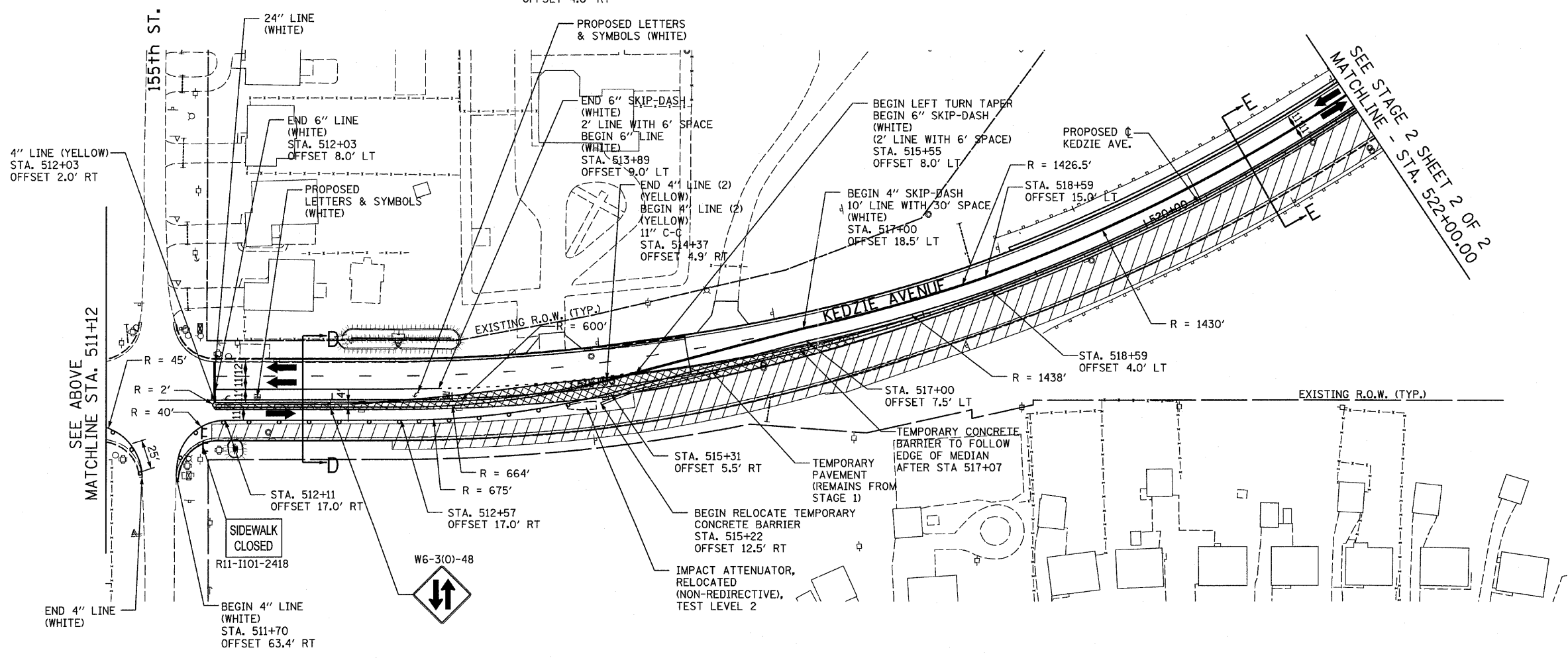
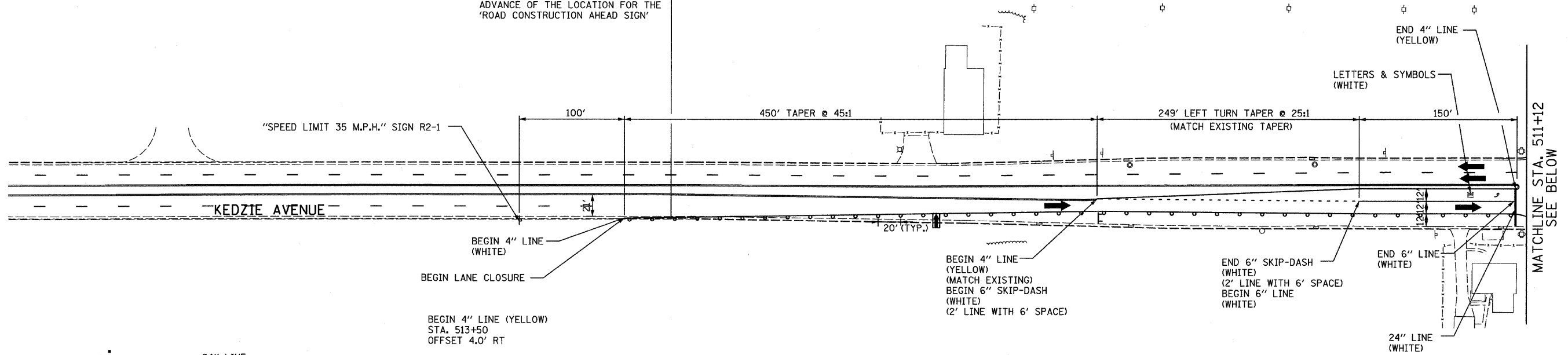
- TEMPORARY CONCRETE BARRIER
- TRAFFIC LANE
- WORK ZONE
- TEMPORARY PAVEMENT
- BARRICADE, TYPE III
- DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
- ARROW BOARD

TYLIN INTERNATIONAL	USER NAME = #USER#	DESIGNED - JDU	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT MOT STAGE 1 - SHEET 2		F.A. RTE. 57	SECTION 1313.1B-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 35		
	PLOT SCALE = #SCALE#	DRAWN - JDU	REVISED -				SCALE: 1"=50'			SHEET NO. 4 OF 11 SHEETS		STA. 522+00 TO STA. 533+72	
	PLOT DATE = 5/3/2011	CHECKED - SES	REVISED -				CONTRACT NO. 60K14			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			
	DATE - 5/5/2011	REVISED -											



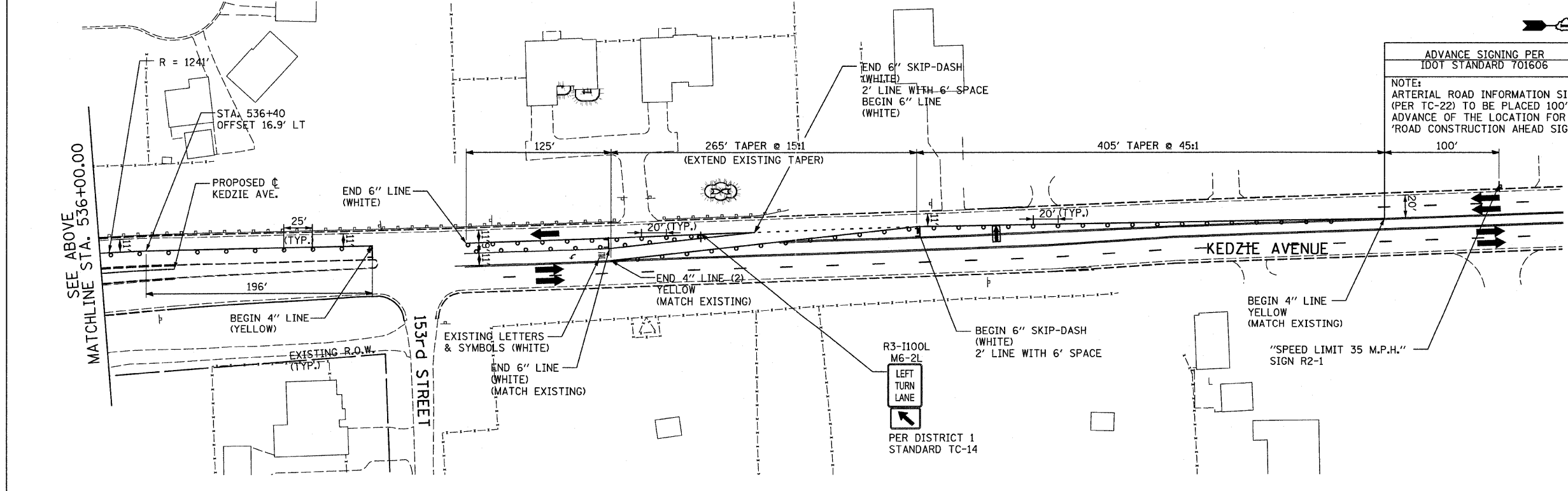
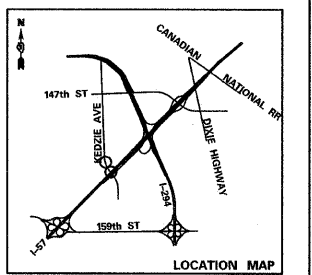
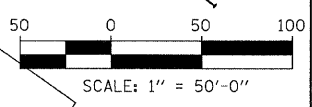
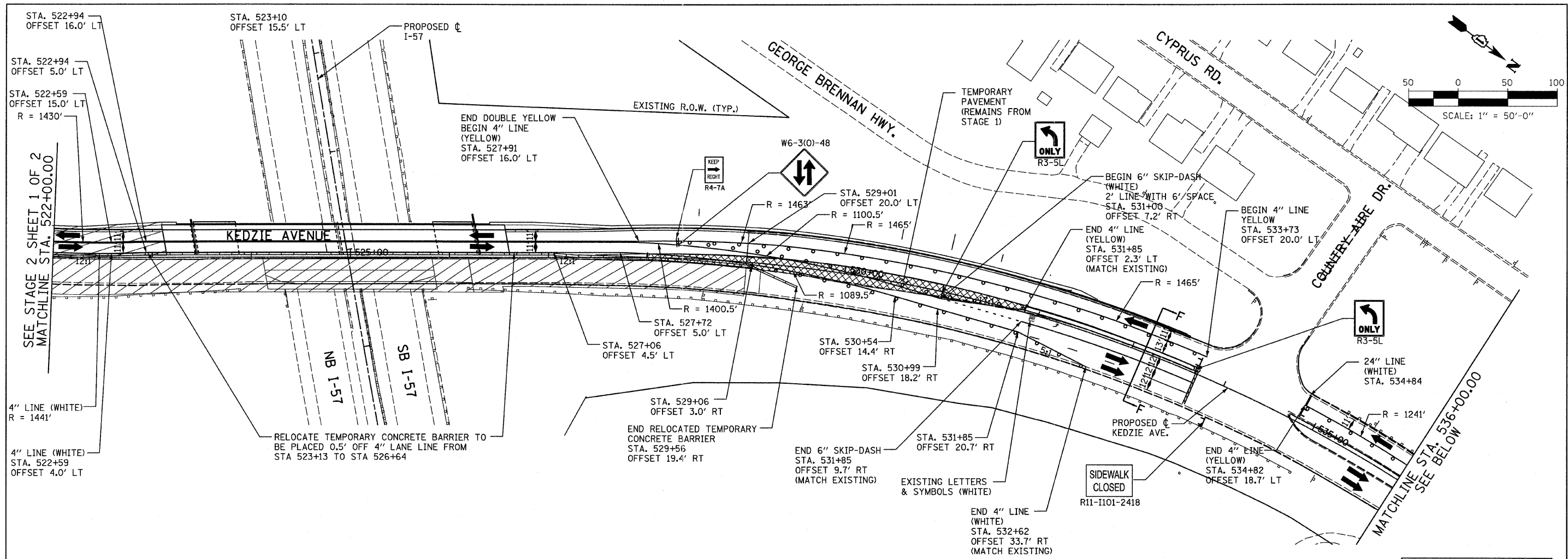
ADVANCE SIGNING PER
IDOT STANDARD 701606

NOTE:
ARTERIAL ROAD INFORMATION SIGN
(PER TC-22) TO BE PLACED 100' IN
ADVANCE OF THE LOCATION FOR THE
'ROAD CONSTRUCTION AHEAD SIGN'



- LEGEND:**
- TEMPORARY CONCRETE BARRIER
 - TRAFFIC LANE
 - WORK ZONE
 - TEMPORARY PAVEMENT
 - BARRICADE, TYPE III
 - DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
 - ARROW BOARD

TYLIN INTERNATIONAL	USER NAME = #USER#	DESIGNED - JDU	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT MOT STAGE 2 - SHEET 1	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	DATE - 5/5/2011	DATE - 5/5/2011	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
SCALE: 1"=50'						SHEET NO. 5 OF 11 SHEETS		STA. 512+00 TO STA. 522+00		



- LEGEND:**
- TEMPORARY CONCRETE BARRIER
 - TRAFFIC LANE
 - WORK ZONE
 - TEMPORARY PAVEMENT
 - BARRICADE, TYPE III
 - DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
 - ARROW BOARD

TYLIN INTERNATIONAL
 USER NAME = #USER#
 PLOT SCALE = #SCALE#
 PLOT DATE = 5/3/2011

DESIGNED - JDU	REVISED -
DRAWN - JDU	REVISED -
CHECKED - SES	REVISED -
DATE - 5/5/2011	REVISED -

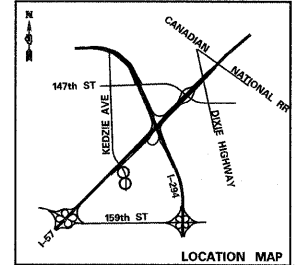
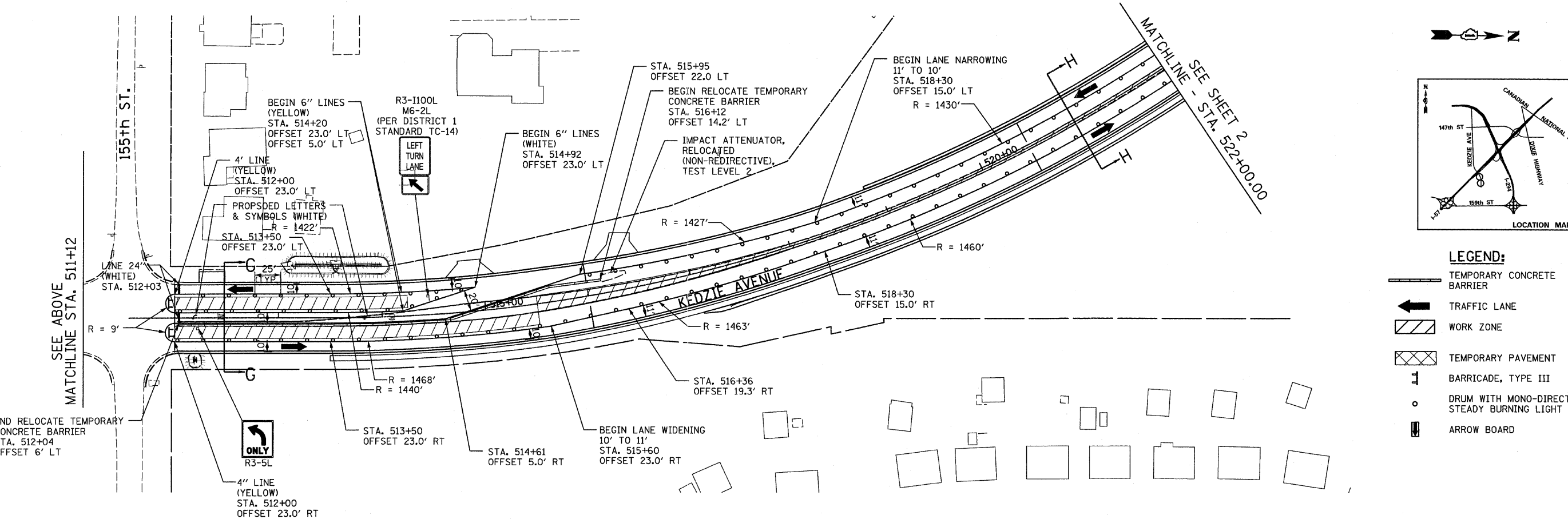
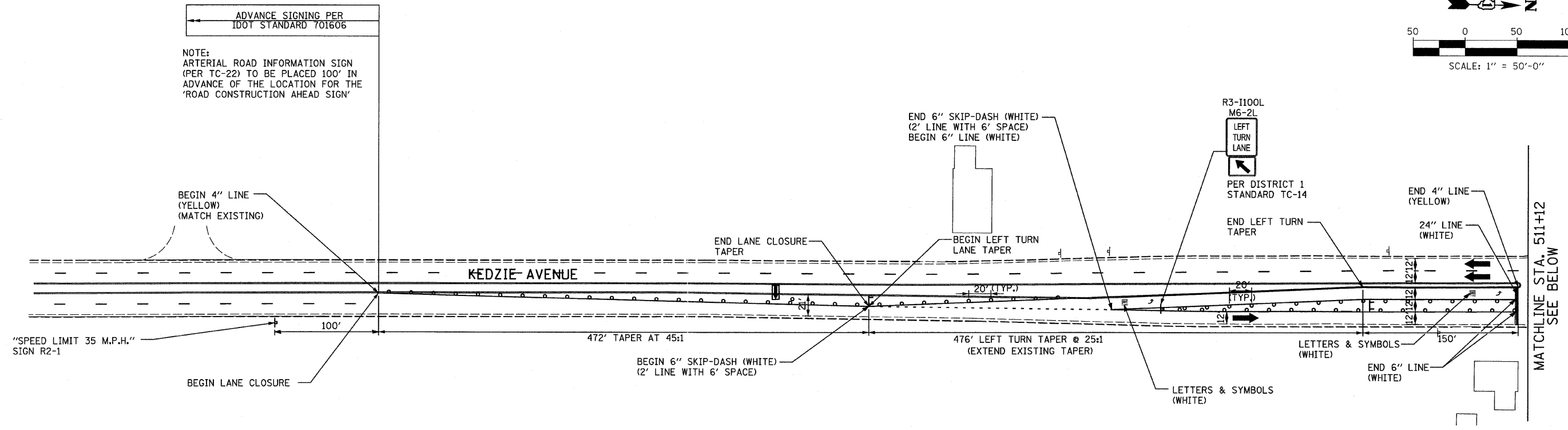
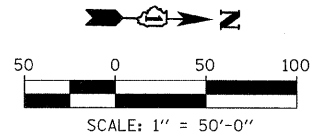
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**KEDZIE AVENUE PROJECT
 MOT STAGE 2 - SHEET 2**

SCALE: 1"=50'
 SHEET NO. 6 OF 11 SHEETS
 STA. 522+00 TO STA. 533+72

F.A. RTE. 57	SECTION 1313.1B-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 37
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		CONTRACT NO. 60K14		

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- LEGEND:**
- TEMPORARY CONCRETE BARRIER
 - TRAFFIC LANE
 - WORK ZONE
 - TEMPORARY PAVEMENT
 - BARRICADE, TYPE III
 - DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
 - ARROW BOARD

TYLIN INTERNATIONAL

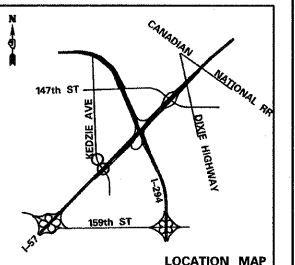
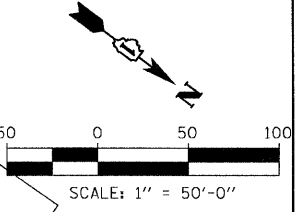
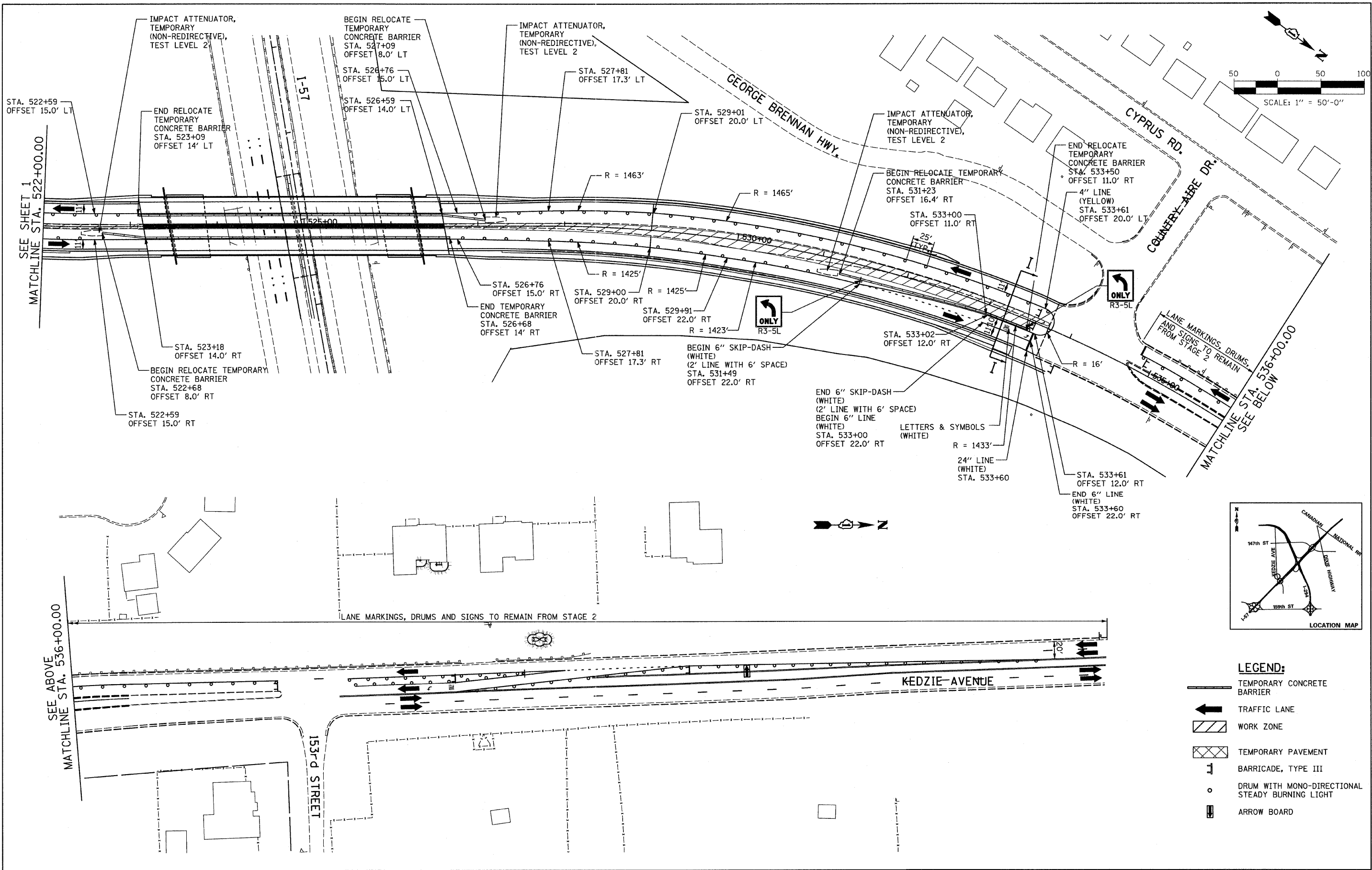
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PLOT SCALE = #SCALE#	DRAWN - JDU	REVISED -
PLOT DATE = 5/3/2011	CHECKED - SES	REVISED -
	DATE - 5/5/2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**KEDZIE AVENUE PROJECT
MOT STAGE 3 - SHEET 1**

SCALE: 1"=50' SHEET NO. 7 OF 11 SHEETS STA. 512+00 TO STA. 522+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1313.1B-1	COOK	162	38
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 60K14	

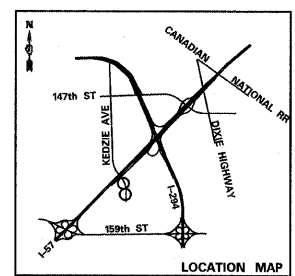
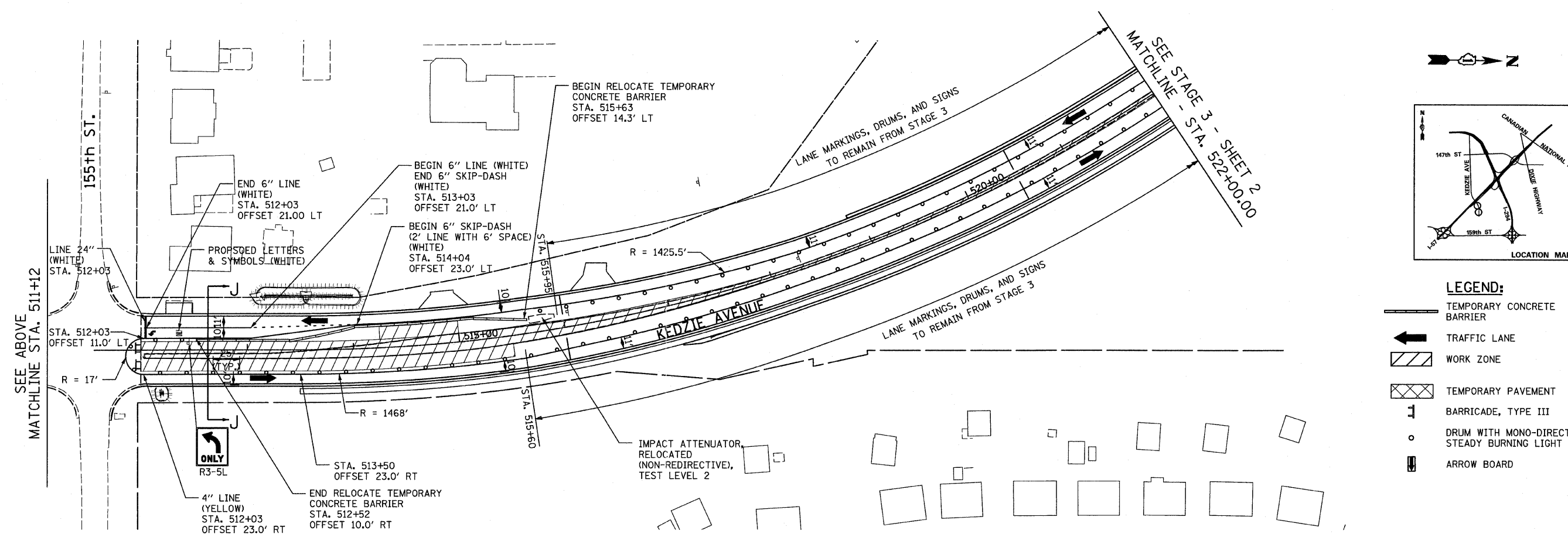
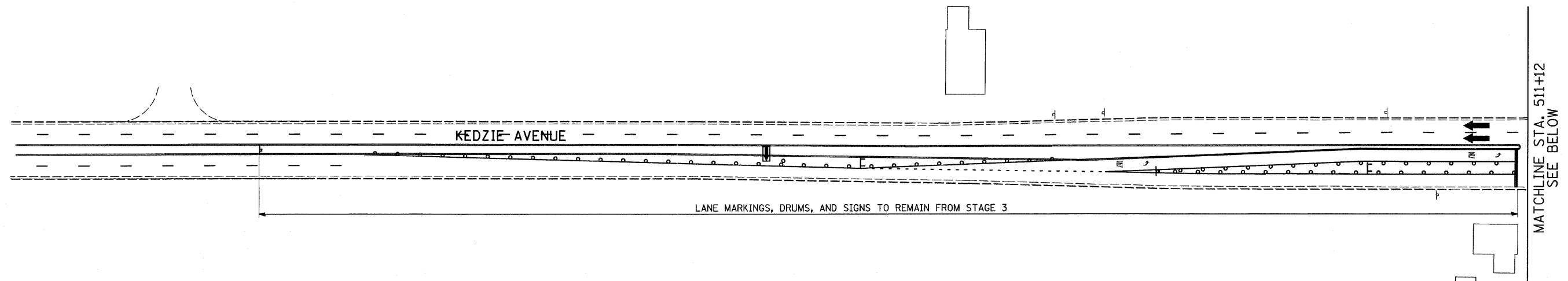
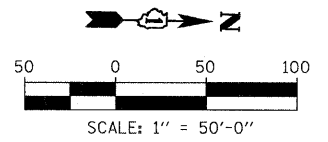


- LEGEND:**
- TEMPORARY CONCRETE BARRIER
 - TRAFFIC LANE
 - WORK ZONE
 - TEMPORARY PAVEMENT
 - BARRICADE, TYPE III
 - DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
 - ARROW BOARD

TYLIN INTERNATIONAL	USER NAME = #USER#	DESIGNED - JDJ	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT MOT STAGE 3 - SHEET 2	F.A. RTE. 57	SECTION 1313.1B-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 39
	PLOT SCALE = #SCALE#	DRAWN - JDJ	REVISED -			SCALE: 1"=50' SHEET NO. 8 OF 11 SHEETS STA. 522+00 TO STA. 533+72 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
	PLOT DATE = 5/3/2011	CHECKED - SES	REVISED -			CONTRACT NO. 60K14				
DATE - 5/5/2011		REVISED -								

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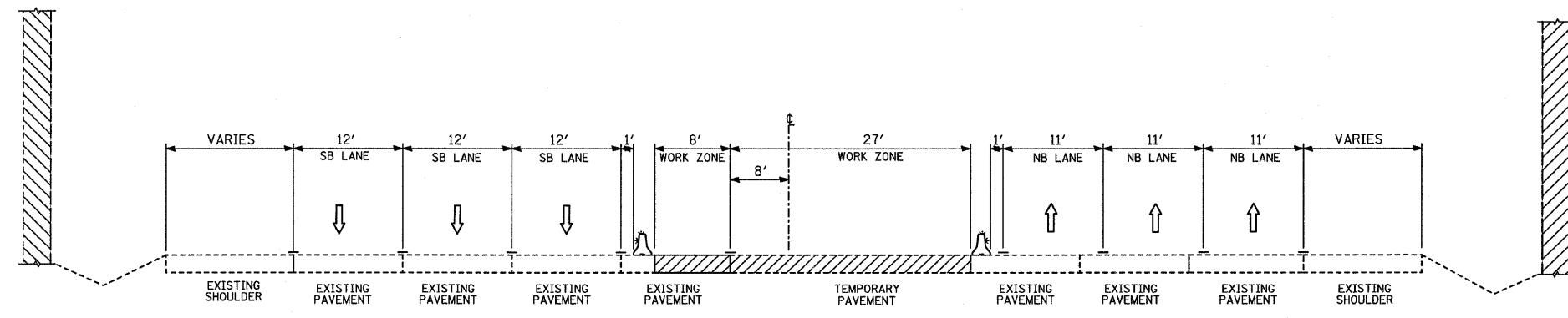
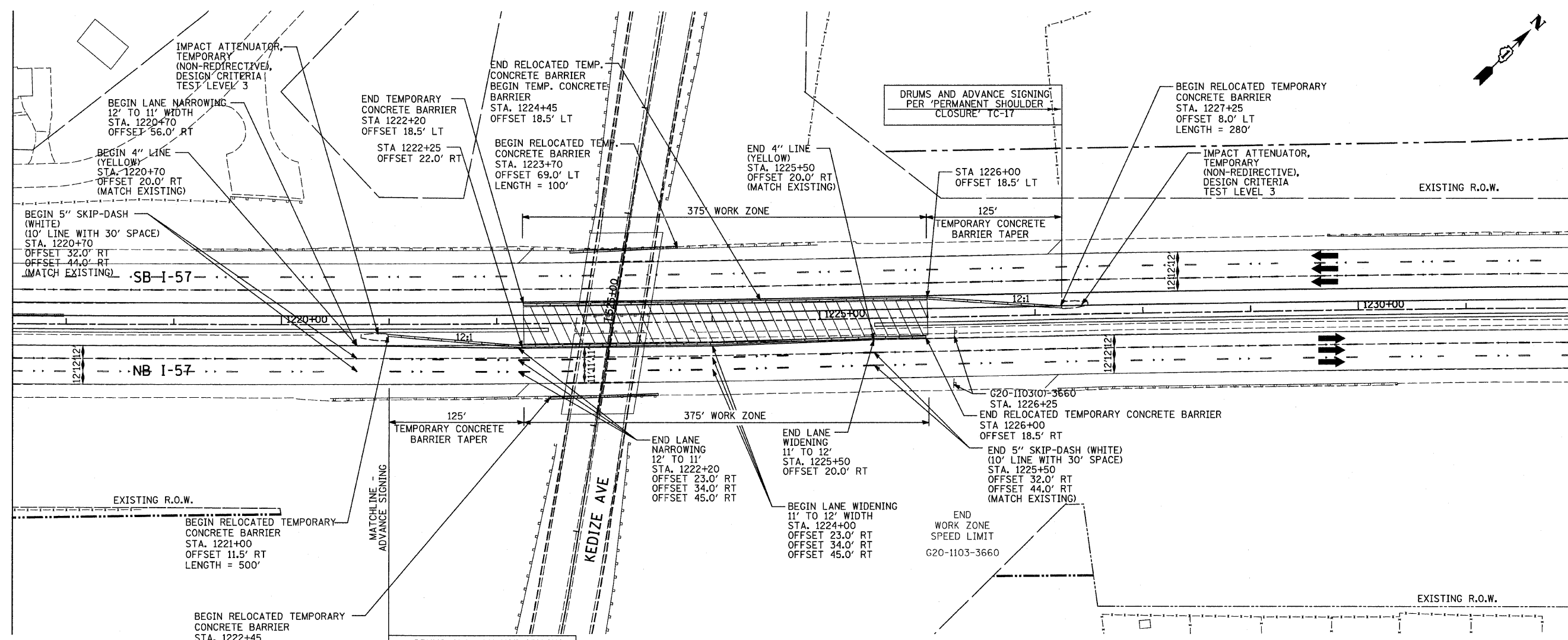


- LEGEND:**
- TEMPORARY CONCRETE BARRIER
 - TRAFFIC LANE
 - WORK ZONE
 - TEMPORARY PAVEMENT
 - BARRICADE, TYPE III
 - DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
 - ARROW BOARD

TYLIN INTERNATIONAL	USER NAME = #USER#	DESIGNED - JDU	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT MOT STAGE 3A - SHEET 1	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT								
DATE - 5/5/2011				SCALE: 1"=50'	SHEET NO. 9 OF 11 SHEETS	STA. 512+00 TO STA. 522+00				

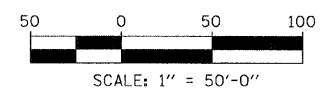
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I-57 INNER PIER WORKZONE

NOTE:
 NARROW LANES AND PERMANENT SHOULDER CLOSURES WILL NOT BE ALLOWED BETWEEN DECEMBER 1 AND APRIL 1.



TYLIN INTERNATIONAL

USER NAME = *USER*	DESIGNED - CAC	REVISED -
DRAWN - CAC	REVISED -	
CHECKED - JDF	REVISED -	
DATE - 5/5/2011	REVISED -	

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

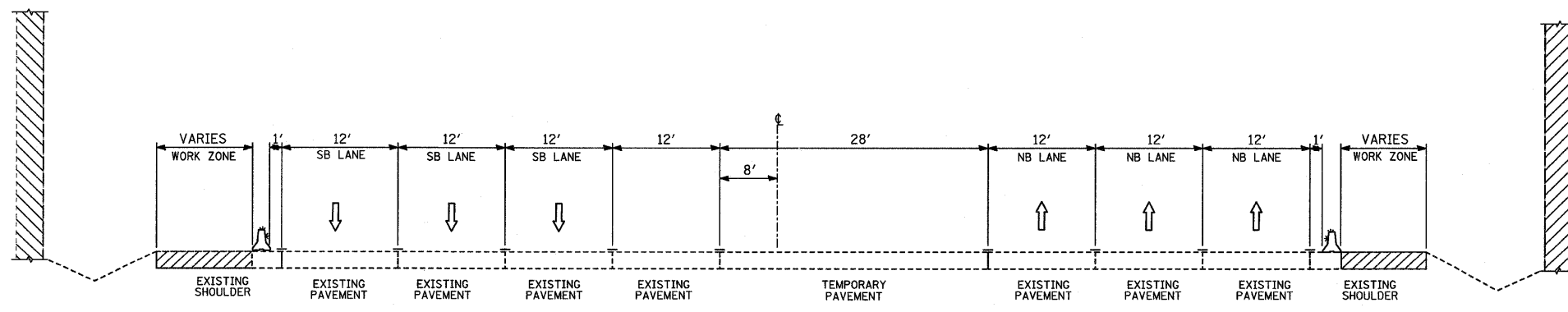
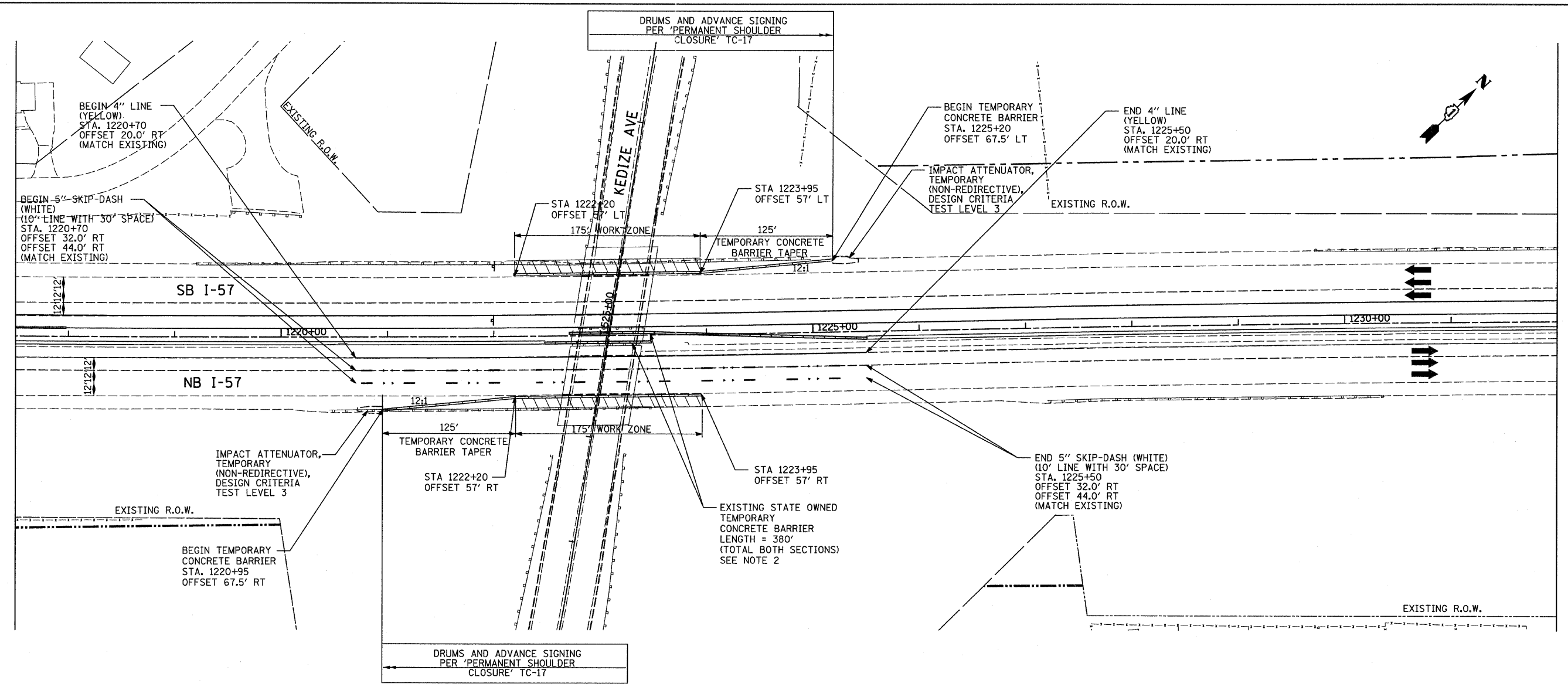
**KEDZIE AVENUE PROJECT
 MOT - I-57 INNER PIER WORK ZONE**

SCALE: 1"=50' SHEET NO. 10 OF 11 SHEETS STA. 1222+70 TO STA. 1227+25

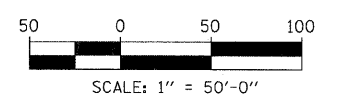
F.A. RTE. 57	SECTION 1313.1B-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 41
FED. ROAD DIST. NO. ILLINOIS		CONTRACT NO. 60K14		

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D:\602540(57-294)\road\p2_kedzie\p2_MOT_57_0_SHT1.dgn



- NOTES:**
1. NARROW LANES AND PERMANENT SHOULDER CLOSURES WILL NOT BE ALLOWED BETWEEN DECEMBER 1 AND APRIL 1.
 2. THE EXISTING 380' TEMPORARY CONCRETE BARRIER SHALL BE RELOCATED TO BE USED AS PART OF THE I-57 INNER PIER WORK ZONE PROTECTION. RELOCATION SHALL BE PAID FOR AS RELOCATE TEMPORARY CONCRETE BARRIER. AT COMPLETION OF KEDZIE BRIDGE CENTER PIER WORK, REMOVE EXISTING TEMPORARY CONCRETE BARRIER. THIS WORK SHALL BE DONE AS PART OF THE KEDZIE AVENUE BRIDGE CONTRACT. (PAID FOR AS REMOVE TEMPORARY CONCRETE BARRIER, STATE OWNED)



TYLIN INTERNATIONAL	USER NAME = #USER#	DESIGNED - JDU	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLLOT SCALE = #SCALE#	DRAWN - JDU	REVISED -		MOT - I-57 OUTER PIER WORK ZONE		57	1313.1B-1	COOK	162	42	
	PLLOT DATE = 5/3/2011	CHECKED - JDF	REVISED -		SCALE: 1"=50'		SHEET NO. 11 OF 11 SHEETS		STA. 1222+70 TO STA. 1227+25		CONTRACT NO. 60K14	
	DATE - 5/5/2011	DATE - 5/5/2011	REVISED -		I-57 OUTER PIER WORKZONE		FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

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5/3/2011 2:54:29 PM

EROSION AND SEDIMENT CONTROL GENERAL NOTES

- THE WORK DESCRIBED ON THESE DRAWINGS ARE AN INTEGRAL PART OF THE STORM WATER POLLUTION PREVENTION PLAN USED TO OBTAIN A NPDES PERMIT FROM IEPA FOR THE CONSTRUCTION OF THIS PROJECT.
- THE PURPOSE OF THE EROSION AND SEDIMENT CONTROL MEASURES INCLUDED FOR THIS PROJECT IS TO LIMIT THE SEDIMENT POLLUTION IMPACT, OF ANY STORM WATER DISCHARGES THAT ORIGINATE ON THIS SITE OR OFF-SITE FLOWS THAT FLOW OVER THE DISTURBED AREAS, ON DOWNSTREAM AREAS.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INSURE THAT SEDIMENT TRANSPORT OFF THE SITE IS REDUCED BY A COMBINATION OF MINIMIZATION OF EROSION AT THE SOURCE AND INSTALLATION OF SPECIFIC MEASURES TO CONTROL OR REDUCE THE TRANSPORT OF SEDIMENT. A COPY OF THE EROSION AND SEDIMENT CONTROL SCHEDULE BEING IMPLEMENTED BY THE CONTRACTOR WILL BE ON THE CONSTRUCTION SITE AT ALL TIMES.
- TO THE MAXIMUM EXTENT POSSIBLE, ALL FLOWS ORIGINATING OFF THE CONSTRUCTION SITE WILL BE DIVERTED AROUND DISTURBED AREAS OR WILL BE CONVEYED THROUGH THE SITE IN A MANNER THAT UNTREATED ON-SITE RUNOFF DOES NOT MIX WITH THE OFF-SITE RUNOFF.
- ALL RUNOFF ORIGINATING ON DISTURBED AREAS ASSOCIATED WITH THIS PROJECT WILL PASS THROUGH ONE OR MORE MEASURES THAT WILL MINIMIZE THE OFF-SITE SEDIMENT IMPACTS OF THE CONSTRUCTION ACTIVITY.
- ALL PERMANENT SEDIMENT BASINS, PERMANENT STORM WATER CONTROL MEASURES, AND RUNOFF CONTROL MEASURES REQUIRED TO KEEP OFF-SITE RUNOFF FROM FLOWING OVER THE CONSTRUCTION AREA WILL BE INSTALLED BEFORE CLEARING AND STRIPPING OF THE SITE PROCEEDS. PRIOR TO PROCEEDING WITH GENERAL EARTH WORK ON A PROJECT THE CONTRACTOR WILL OBTAIN APPROVAL OF HIS PROPOSED EARTHWORK AND STABILIZATION SCHEDULE.
- A MAXIMUM OF 10 ACRES MAY BE IN SOME STAGE OF GRADING AT A SINGLE TIME. ADDITIONAL AREAS (UP TO 10 ACRES) MAY BE CLEARED BUT WILL NOT BE STRIPPED OF VEGETATION UNTIL THE GRADED AREAS HAVE BEEN PROTECTED FROM EROSION THROUGH INSTALLATION OF EITHER TEMPORARY OR PERMANENT MEASURES. WHENEVER POSSIBLE, THE GRADING WILL BE COMPLETED TO THE DESIGN GRADE AND THE PERMANENT VEGETATION PLAN IMPLEMENTED PRIOR TO STARTING GRADING ACTIVITIES ON THE NEXT SITE.
 - (A) WHEN BALANCING EARTHWORK (BORROW FROM A CUT USED AS FILL AT A LOCATION DISTANT FROM THE CUT) THE ENGINEER WILL CONSIDER ALLOWING MORE THAN 10 ACRES OF GRADING AT A TIME. THE 10 ACRES LIMITATION DOES NOT INCLUDE HAUL ROADS, BRIDGE CONSTRUCTION WORK AREAS AND STORAGE AREAS.
 - (B) VARIATIONS TO THE ABOVE MAY BE CONSIDERED BY THE ENGINEER UNDER ALL THE FOLLOWING CONDITIONS:
 - *IF THE CONTRACTOR FALLS BEHIND SCHEDULE THROUGH NO FAULT OF HIS OWN.
 - *THE CONTRACTOR MUST PRESENT A SCHEDULE DEMONSTRATING THE NEED FOR SUCH VARIATION IN ORDER TO COMPLETE THE WORK ON TIME.
 - *THE CONTRACTOR MUST COMPLY WITH ALL OTHER CONTRACT REQUIREMENTS.
- DISTURBED AREAS ARE TO BE PROTECTED FROM EROSION IN A TIMELY MANNER. UPON COMPLETION OF GRADING OR CONSTRUCTION, THE AREA WILL BE STABILIZED (USING PERMANENT MEASURES WHEN POSSIBLE) WITHIN 7 CALENDAR DAYS. TEMPORARY STABILIZATION THROUGH USE OF GROUND COVER, MULCHING, OR OTHER APPROVED MEASURES WILL BE INSTALLED WHENEVER SITE DEVELOPMENT WORK, GRADING OR OTHER EARTH DISTURBING ACTIVITIES CEASE TO BE CONTINUOUS FOR A PERIOD EXCEEDING 14 CALENDAR DAYS. THE 7/14 DAY REQUIREMENT IS TAKEN TO MEAN THAT THE STABILIZATION OPERATION IS COMPLETE OR NEARING COMPLETION IN THE DEFINED TIME.
- STABILIZATION OF CUT OR FILL SLOPES WITH TEMPORARY OR PERMANENT EROSION CONTROL MEASURES IS REQUIRED WHENEVER THE CUT OR FILL ACTIVITY REACHES 10 FEET VERTICALLY OR THE FINISHED SLOPE EQUALS 30 FEET, WHICHEVER IS MORE RESTRICTIVE. ONCE THE STABILIZATION MEASURES ARE INSTALLED, THE PLACEMENT OF FILL EXCAVATION ACTIVITIES ARE ALLOWED TO PROCEED.

EROSION AND SEDIMENT CONTROL GENERAL NOTES (CONT.)

- THE CONTRACTOR SHALL DESIGNATE ONE OF HIS EMPLOYEES AS RESPONSIBLE FOR IMPLEMENTATION OF THE EROSION AND SEDIMENT CONTROL PLAN ON ALL DISTURBED AREAS. THIS PERSON IS TO BE KNOWLEDGEABLE ABOUT INSTALLATION AND MAINTENANCE OF THE REQUIRED MEASURES. THIS EMPLOYEE IS TO HAVE THE AUTHORITY TO CARRY OUT THE IMPLEMENTATION OF ANY INSTRUCTIONS CONCERNING THE EROSION AND SEDIMENT CONTROL PLAN GIVEN BY THE ENGINEER. ALL MEASURES WILL BE INSPECTED BY THIS INDIVIDUAL AND THE ENGINEER ON A REGULAR BASIS (AT LEAST ONCE EVERY 7 DAYS) AND AFTER RAINFALL EVENTS GREATER THAN 1/2 INCH.
- SEDIMENT TRAPS, SEDIMENT BASINS, DITCHES, SEDIMENT CONTROL, SILT FENCE, STONE OUTLET STRUCTURES, EARTH BERMS, ETC. SHALL BE MAINTAINED DURING THE CONSTRUCTION SEASON AS WELL AS THE WINTER MONTHS AND OTHER TIMES WHEN THE PROJECT IS CLOSED DOWN. TRAPS WILL BE CLEANED WHEN THEY ARE 50% FILLED, SILT FENCE STONE OUTLET STRUCTURES SHALL HAVE SEDIMENT REMOVED WHEN IT REACHES 50% THE HEIGHT OF THE CONTROL DEVICE. THESE SPOILS WILL BE REMOVED TO AN APPROVED SITE.
- SALVAGED TOPSOIL SHALL BE PLACED ON WELL DRAINED LAND AWAY FROM INTERMITTENT AND LIVE STREAMS, WETLANDS OR FLOOD PLAINS. WITH THE APPROPRIATE RUNOFF CONTROL AND SEDIMENT CONTROL MEASURES INSTALLED AROUND THE STORAGE SITE AND STABILIZED IMMEDIATELY AFTER FINAL SHAPING OF THE PILE IN ACCORDANCE WITH MULCH, METHOD 2. THE CONTRACTOR WILL PROVIDE AN ADEQUATE QUANTITY OF SILT FENCE TO CONTROL THE PERIMETER OF THE STOCKPILE.
- MATERIALS EXCAVATED FOR THE CONSTRUCTION OR CLEANOUT OF SEDIMENT TRAPS OR SEDIMENT BASINS SHALL NOT BE STOCKPILED IN THE VICINITY OF THE TRAP OR BASIN. IT WILL EITHER BE PLACED IN AN EMBANKMENT OR WASTED AS DIRECTED BY THE ENGINEER.
- EXCAVATION TO BE USED FOR EMBANKMENTS SHALL NOT BE STOCKPILED UNLESS PERIMETER CONTROLS ARE UTILIZED. WHEN THIS MATERIAL IS STOCKPILED FOR THE CONVENIENCE OF THE CONTRACTOR THE COST OF THE CONTROLS ARE BORNE BY THE CONTRACTOR. IF THE MATERIAL IS STOCKPILED AT THE DIRECTION OF THE ENGINEER THE DEPARTMENT WILL ASSUME THE COSTS OF THE CONTROLS.
- SEDIMENT LADEN DEWATERING DISCHARGE MUST BE DIRECTED TO AN APPROVED SEDIMENT TRAPPING MEASURE PRIOR TO RELEASE FROM THE SITE.
- WHEN THE CONTRACTOR REQUESTS A CHANGE TO POSTPONE COMPLETION OF THE EXCAVATION OF A SPECIFIC AREA AS A CONTINUOUS OPERATION AND PLACING THE TOPSOIL AS DEFINED IN THE STANDARD SPECIFICATIONS, THE ENGINEER MAY ALLOW THE CONTRACTOR TO STABILIZE THE AREA USING TEMPORARY STABILIZATION WITH STRAW MULCH PROVIDING THE FOLLOWING CONDITIONS ARE MET:
 - (A) ALL AREAS BEING STABILIZED ARE 3:1 SLOPES OR FLATTER.
 - (B) THE CONTRACTOR BEARS THE COST OF PREPARING THE SEED BED AND STABILIZING THE AREA WITH TEMPORARY STABILIZATION WITH STRAW MULCH.
 - (C) ALL REQUIRED SEDIMENT CONTROL MEASURES FOR THE SECTION OF ROAD IN QUESTION HAVE BEEN INSTALLED ARE BEING MAINTAINED.
- SEEDING USAGE:
TEMPORARY EROSION CONTROL SEEDING - USED ON SHORT TERM TEMPORARY SEEDING.
- TOP SOIL PLACEMENT:
TOPSOIL WILL BE PLACED ON FINAL SLOPES WHICH WILL NOT BE DISTURBED BY FUTURE CONSTRUCTION. TOPSOIL WILL NOT BE PLACED ON SURFACES WHICH WILL BE PAVED IN THE FUTURE, NOR ON TEMPORARILY STEEP SLOPES.
- INLET FILTERS ARE REQUIRED FOR THE STRUCTURES SHOWN ON THE PLANS. STRUCTURE OPENINGS VARY SUCH THAT FIELD MEASUREMENT AND/OR CONTRACTOR DESIGN WILL BE REQUIRED. COST OF DESIGN, LABOR AND MATERIALS WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE CONTRACT UNIT PRICE PER EACH FOR "INLET FILTER".

EROSION AND SEDIMENT CONTROL GENERAL NOTES (CONT.)

- THE CONSTRUCTION LIMITS WILL BE STAKED BY THE ENGINEER PRIOR TO COMMENCING CONSTRUCTION. THE CONSTRUCTION LIMITS MAY BE ADJUSTED BY THE ENGINEER TO PRESERVE TREES AND NO ADDITIONAL COMPENSATION WILL BE PAID TO THE CONTRACTOR FOR CHANGED CONSTRUCTION LIMITS.
- THE RESIDENT ENGINEER SHALL HAVE FINAL DETERMINATION OF THE PLACEMENT AND LOCATION OF THE PERIMETER EROSION BARRIER.
- SEE THE EROSION CONTROL PLAN FOR PLACEMENT OF ALL EROSION AND SEDIMENT CONTROL PAY ITEMS.
- SEE PROPOSED DRAINAGE PLANS FOR FINAL DRAINAGE STRUCTURE, STORM SEWER AND PIPE CULVERT INFORMATION.
- SEE EXISTING DRAINAGE AND UTILITY PLANS FOR INFORMATION CONCERNING THE REMOVAL, ADJUSTMENT, RECONSTRUCTION, ETC. OF EXISTING STRUCTURE AND PIPES.
- THE ACTUAL NEED FOR TEMPORARY DRAINAGE FACILITIES, AS WELL AS THE STAGING OF THE PERMANENT DRAINAGE SYSTEM CONSTRUCTION, MAY BE MODIFIED BY THE RESIDENT ENGINEER, WHO SHALL BE CONSULTED BEFORE THE INSTALLATION. WHERE APPLICABLE.
- EROSION CONTROL MEASURES SHALL BE REMOVED ONLY WHERE INDICATED ON THE PLANS. COST OF REMOVAL SHALL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE TYPE OF MEASURE INDICATED ON THE PLANS.

COMPANY NAME: SEC GROUP, INC.
 CONTACT: J. ATTANASEO
 CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION
 DATE PLOTTED: 3/17/2010 10:28:52 AM
 FILE NAME: P1.EC.GN.dgn
 PLOT DRIVER: pdf.plt
 PEN TABLE: s:\ar\ar-d-trans.tbl

SEC Group, Inc.
 An HR Group Company
 420 N. First Street
 Moline, IL 61704-2136
 T 815.386.1773 F 815.386.1791
 www.secgroup.com
 *McHenry, IL *Yorkville, IL *New Leno, IL *Chicago, IL

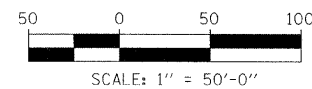
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PLOT DATE = 3/17/2010	DATE - 05/05/2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**KEDZIE AVENUE PROJECT
EROSION CONTROL GENERAL NOTES**

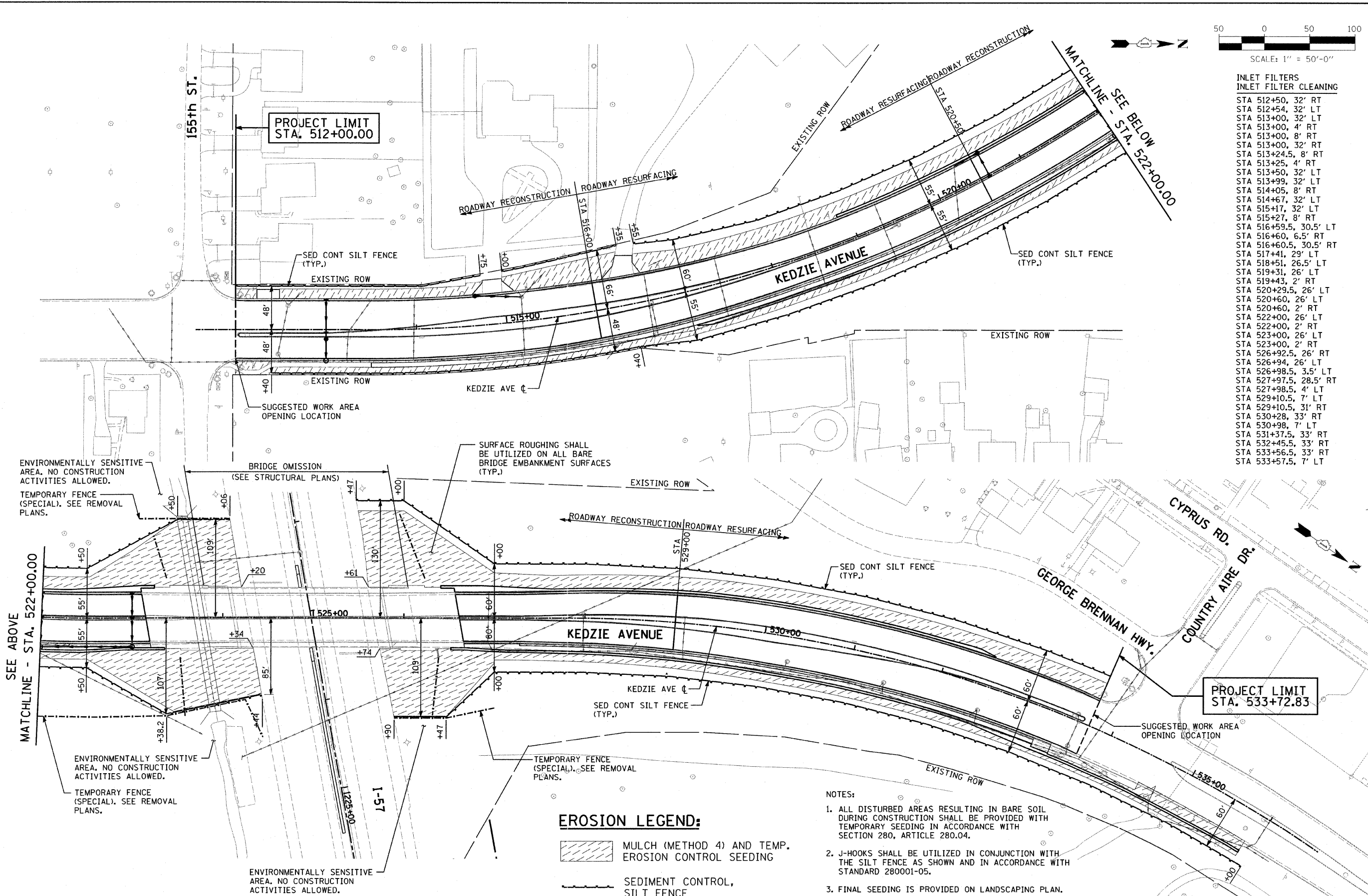
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1313.1B-1	COOK	162	43
CONTRACT NO. 60K14				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



**INLET FILTERS
INLET FILTER CLEANING**

- STA 512+50, 32' RT
- STA 512+54, 32' LT
- STA 513+00, 32' LT
- STA 513+00, 4' RT
- STA 513+00, 8' RT
- STA 513+00, 32' RT
- STA 513+24.5, 8' RT
- STA 513+25, 4' RT
- STA 513+50, 32' LT
- STA 513+99, 32' LT
- STA 514+05, 8' RT
- STA 514+67, 32' LT
- STA 515+17, 32' LT
- STA 515+27, 8' RT
- STA 516+59.5, 30.5' LT
- STA 516+60, 6.5' RT
- STA 516+60.5, 30.5' RT
- STA 517+41, 29' LT
- STA 518+51, 26.5' LT
- STA 519+31, 26' LT
- STA 519+43, 2' RT
- STA 520+29.5, 26' LT
- STA 520+60, 2' RT
- STA 522+00, 26' LT
- STA 522+00, 2' RT
- STA 523+00, 26' LT
- STA 523+00, 2' RT
- STA 526+92.5, 26' RT
- STA 526+94, 26' LT
- STA 526+98.5, 3.5' LT
- STA 527+97.5, 28.5' LT
- STA 527+98.5, 4' LT
- STA 529+10.5, 7' LT
- STA 529+10.5, 31' RT
- STA 530+28, 33' RT
- STA 530+98, 7' LT
- STA 531+37.5, 33' RT
- STA 532+45.5, 33' RT
- STA 533+56.5, 33' RT
- STA 533+57.5, 7' LT



EROSION LEGEND:

- MULCH (METHOD 4) AND TEMP. EROSION CONTROL SEEDING
- SEDIMENT CONTROL, SILT FENCE

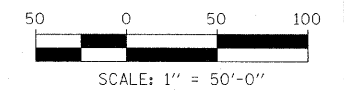
NOTES:

1. ALL DISTURBED AREAS RESULTING IN BARE SOIL DURING CONSTRUCTION SHALL BE PROVIDED WITH TEMPORARY SEEDING IN ACCORDANCE WITH SECTION 280, ARTICLE 280.04.
2. J-HOOKS SHALL BE UTILIZED IN CONJUNCTION WITH THE SILT FENCE AS SHOWN AND IN ACCORDANCE WITH STANDARD 280001-05.
3. FINAL SEEDING IS PROVIDED ON LANDSCAPING PLAN.

	USER NAME = #USER# PLOT SCALE = #SCALE# PLOT DATE = #DATE#	DESIGNED - JRS DRAWN - JMR CHECKED - APS DATE - 05/01/2011	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT EROSION CONTROL PLAN	F.A. RTE. 57 SECTION 1313.1B-1 COUNTY COOK TOTAL SHEETS 162 SHEET NO. 44	CONTRACT NO. 60K14 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT
	SCALE: 1"=50' SHEET NO. 1 OF 1 SHEETS STA. 512+00 TO STA. 533+72.83						

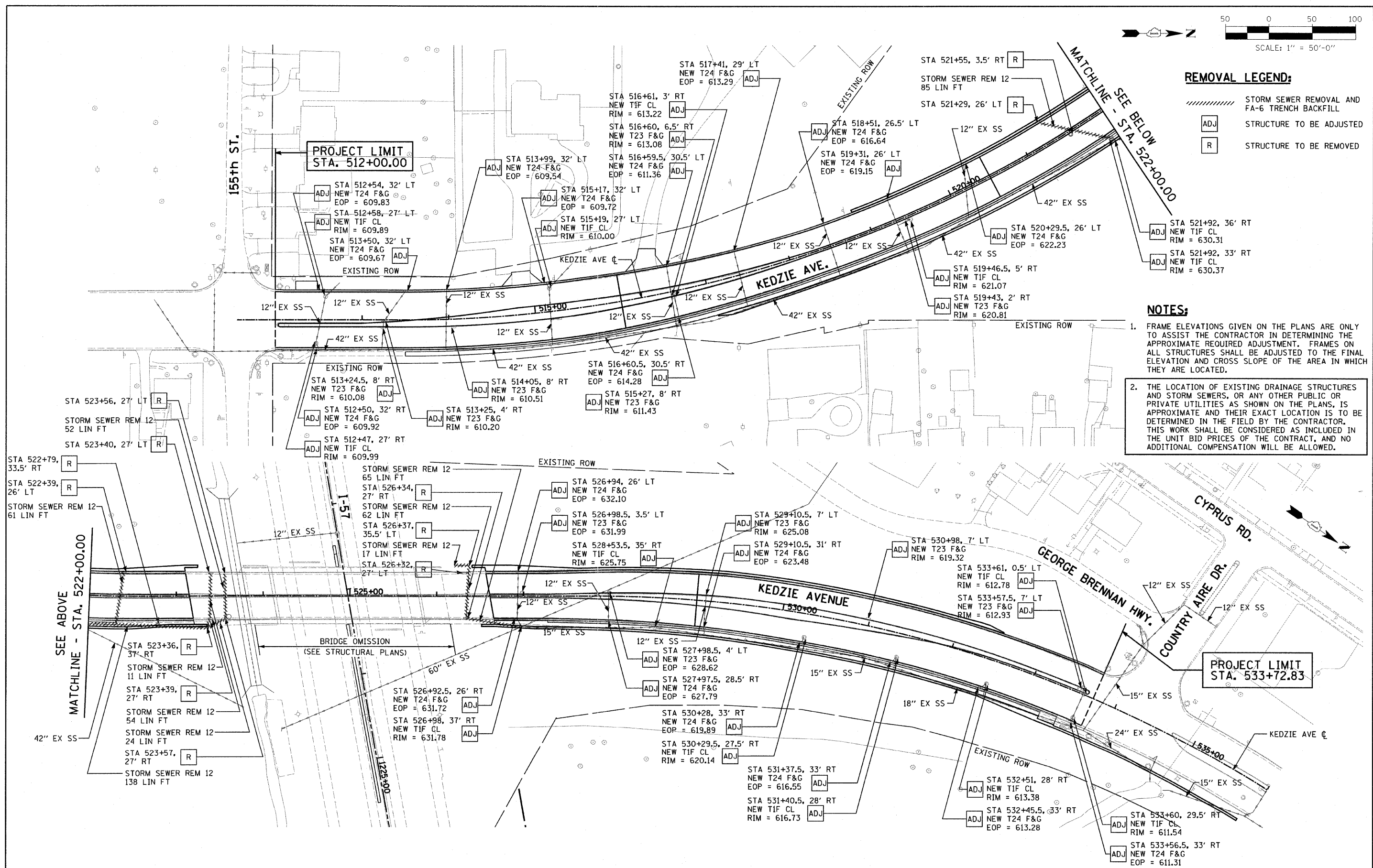
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- REMOVAL LEGEND:**
- STORM SEWER REMOVAL AND FA-6 TRENCH BACKFILL
 - STRUCTURE TO BE ADJUSTED
 - STRUCTURE TO BE REMOVED

- NOTES:**
1. FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE REQUIRED ADJUSTMENT. FRAMES ON ALL STRUCTURES SHALL BE ADJUSTED TO THE FINAL ELEVATION AND CROSS SLOPE OF THE AREA IN WHICH THEY ARE LOCATED.
 2. THE LOCATION OF EXISTING DRAINAGE STRUCTURES AND STORM SEWERS, OR ANY OTHER PUBLIC OR PRIVATE UTILITIES AS SHOWN ON THE PLANS, IS APPROXIMATE AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR. THIS WORK SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.



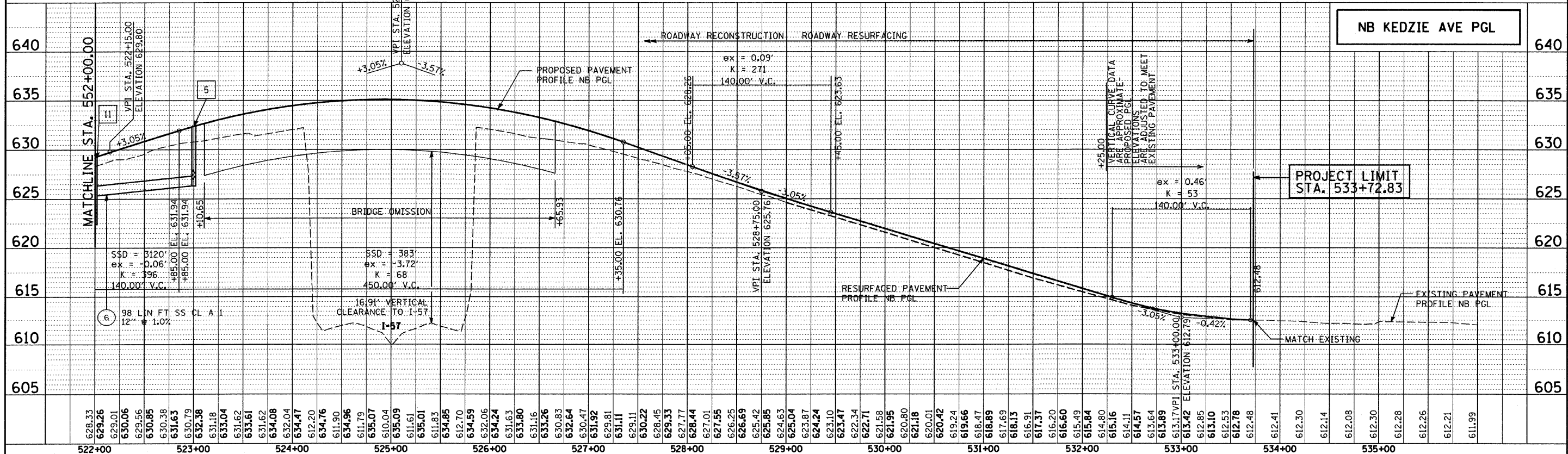
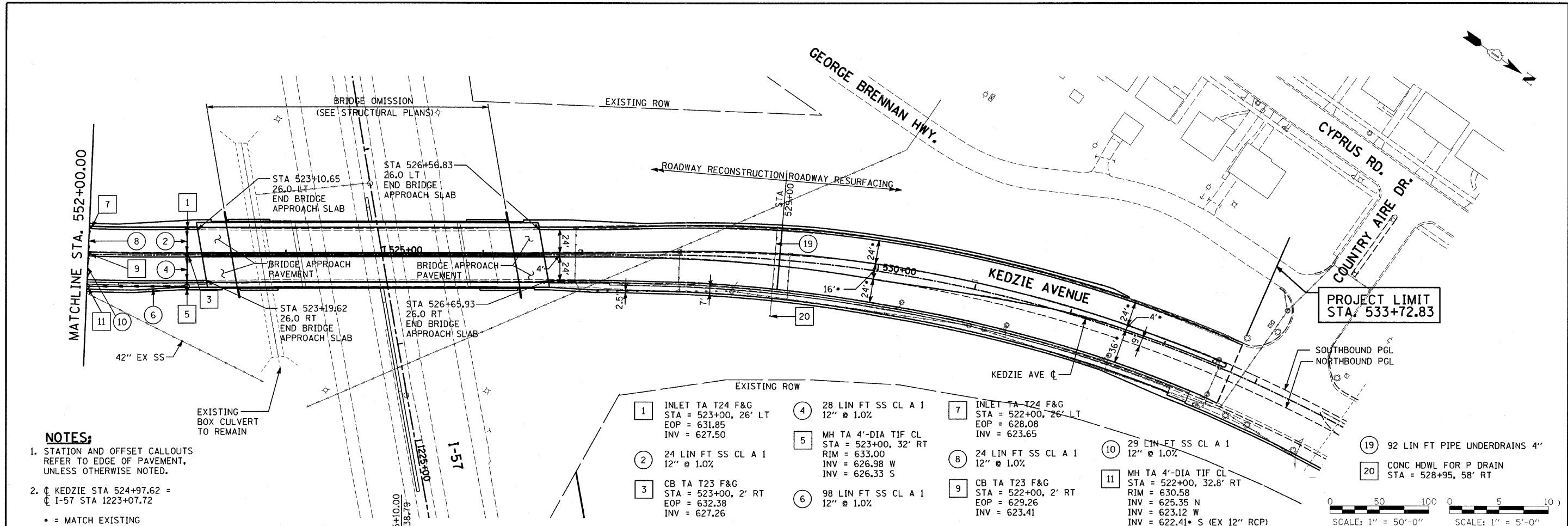
HRGreen.com 1500 Professional Design Firm # 194-001322	USER NAME = #USER#	DESIGNED - JRS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT EXISTING DRAINAGE AND REMOVAL PLAN		F.A. RTE. 57	SECTION 1313.1B-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 45
	PLOT SCALE = #SCALE#	DRAWN - JMR	REVISED -		SCALE: 1"=50'	SHEET NO. 1 OF 1 SHEETS	STA. 512+00 TO STA. 533+72.83	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 60K14	
	PLOT DATE = #DATE#	CHECKED - APS	REVISED -								
		DATE - 05/01/2011	REVISED -								

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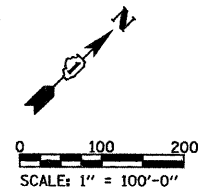
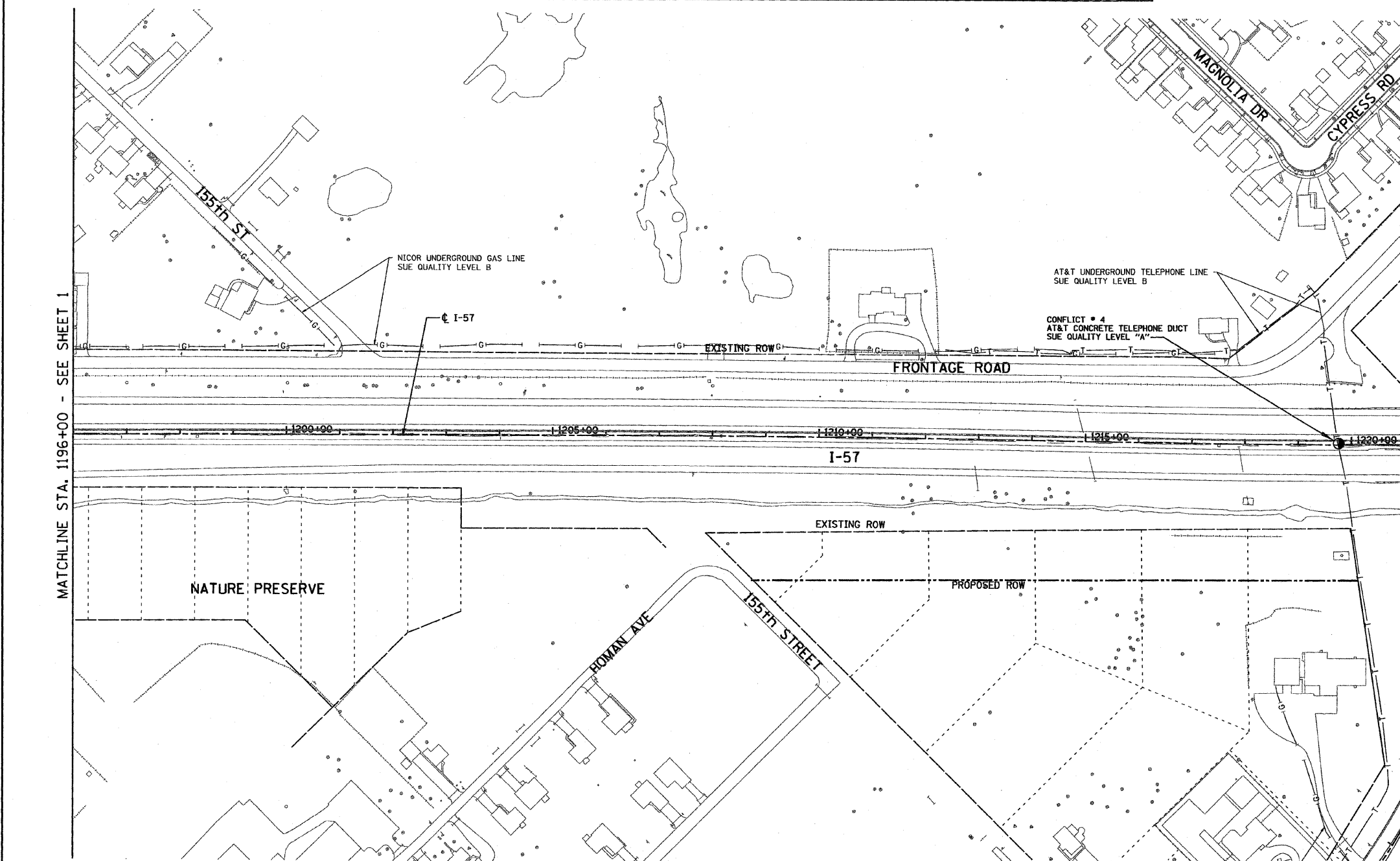
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	HRGreen.com Illinois Professional Design Firm #184-001322	USER NAME = #USER# DESIGNED - JRS DRAWN - BAH CHECKED - APS DATE - 05/01/2011	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT PROPOSED DRAINAGE PLAN AND PROFILES		F.A. RTE. 57 SECTION 1313.B-1 COUNTY COOK TOTAL SHEETS 162 SHEET NO. 47	CONTRACT NO. 60K14
	PLOT SCALE = #SCALE# PLOT DATE = #DATE#	DATE - 05/01/2011	SCALE:		SHEET NO. 2 OF 2 SHEETS STA. 522+00 TO STA. 533+72.83	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		

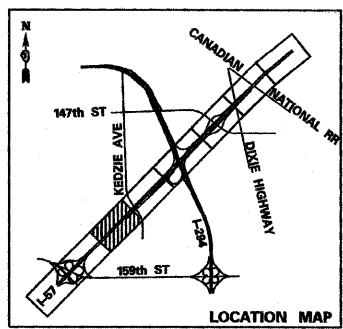
VERIFIED UTILITY INFORMATION - SUE QUALITY LEVEL A

CONFLICT NO.	SIZE / TYPE	NORTHING	EASTING	STATION	OFFSET	TOP OF UTILITY	EXISTING CUT	REFERENCE GROUND ELEV.	COMMENTS
4	CONCRETE DUCT	1801415.713	1158243.120	1219+75.8	2.98 LT.	605.62	5.25	610.87	AT&T



STATE OF ILLINOIS)
 COUNTY OF COOK) S.S.
 UTILITY(IES) SHOWN HEREON HAVE BEEN INVESTIGATED BY ASE IN ACCORDANCE WITH SUE INDUSTRY STANDARDS QUALITY LEVEL A (QLA) AND B (QLB). ALL OTHER INFORMATION SHOWN HAS BEEN PROVIDED BY OTHERS.
 FIELD WORK WAS PERFORMED BETWEEN THE 8TH OF APRIL AND 22ND DAY OF APRIL, A.D., 2010.
 IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND SEAL THIS 23RD DAY OF APRIL A.D., 2010. CHICAGO, IL.

Steven M. Riens
 STEVEN M. RIENS - ILLINOIS PROFESSIONAL ENGINEER NUMBER 62-044619
 MY LICENSE EXPIRES 11/30/2011



AMERICAN
 SURVEYING & ENGINEERING, P.C.
 SURVEYORS - ENGINEERS
 GEODESISTS - MAPPING SCIENTISTS
 Chicago 312-277-2000 / Fax 312-277-2002
 Dixon 815-288-6231 / Fax 815-288-6277
 Aurora 603-897-4105 / Fax 630-897-4121
 Illinois Professional Design Firm No. 184-003192

UTILITY LINE LEGEND

EXISTING UNDERGROUND TELEPHONE	EXISTING UNDERGROUND GAS
EXISTING UNDERGROUND WATER	EXISTING UNDERGROUND CABLE TV
EXISTING UNDERGROUND ELECTRIC	EXISTING UNDERGROUND FIBER OPTIC

CONFLICT * (SUE QUALITY LEVEL A)

NOTES:
 1. HORIZONTAL CONTROL, VERTICAL CONTROL, CENTERLINE ALIGNMENT, AND TOPOGRAPHIC FEATURES WERE SUPPLIED BY ILLINOIS DEPARTMENT OF TRANSPORTATION.

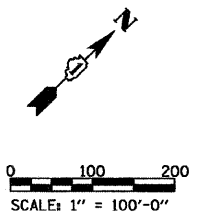
APPROVED: _____ CHIEF ENGINEER DATE: _____	TYLIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. DATE DESCRIPTION	STA. 1196+00 TO STA. 1221+00	DRAWING NO. 2 OF 5
			I-294 AT I-57 INTERCHANGE SUBSURFACE UTILITY LOCATIONS		

TYLIN INTERNATIONAL USER NAME = #USER# PLOT SCALE = #SCALE# PLOT DATE = 5/3/2011	DESIGNED - DM DRAWN - DM CHECKED - SES DATE - 5/5/2011	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT SUBSURFACE UTILITY LOCATIONS	F.A. RTE. 57 SECTION 1313.1B-1 COUNTY COOK TOTAL SHEETS 162 SHEET NO. 48 CONTRACT NO. 60K14
	SCALE: N.T.S. SHEET NO. 1 OF 2 SHEETS STA. TO STA.				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

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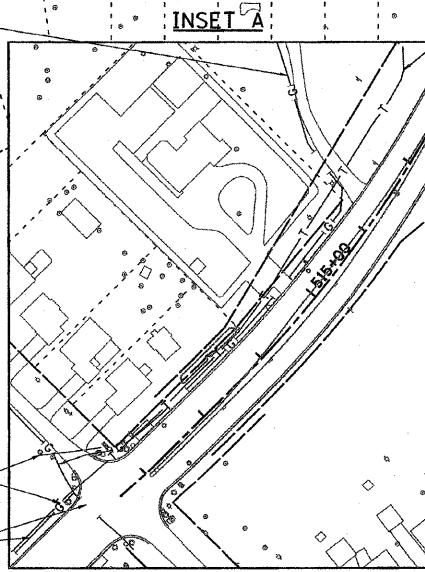
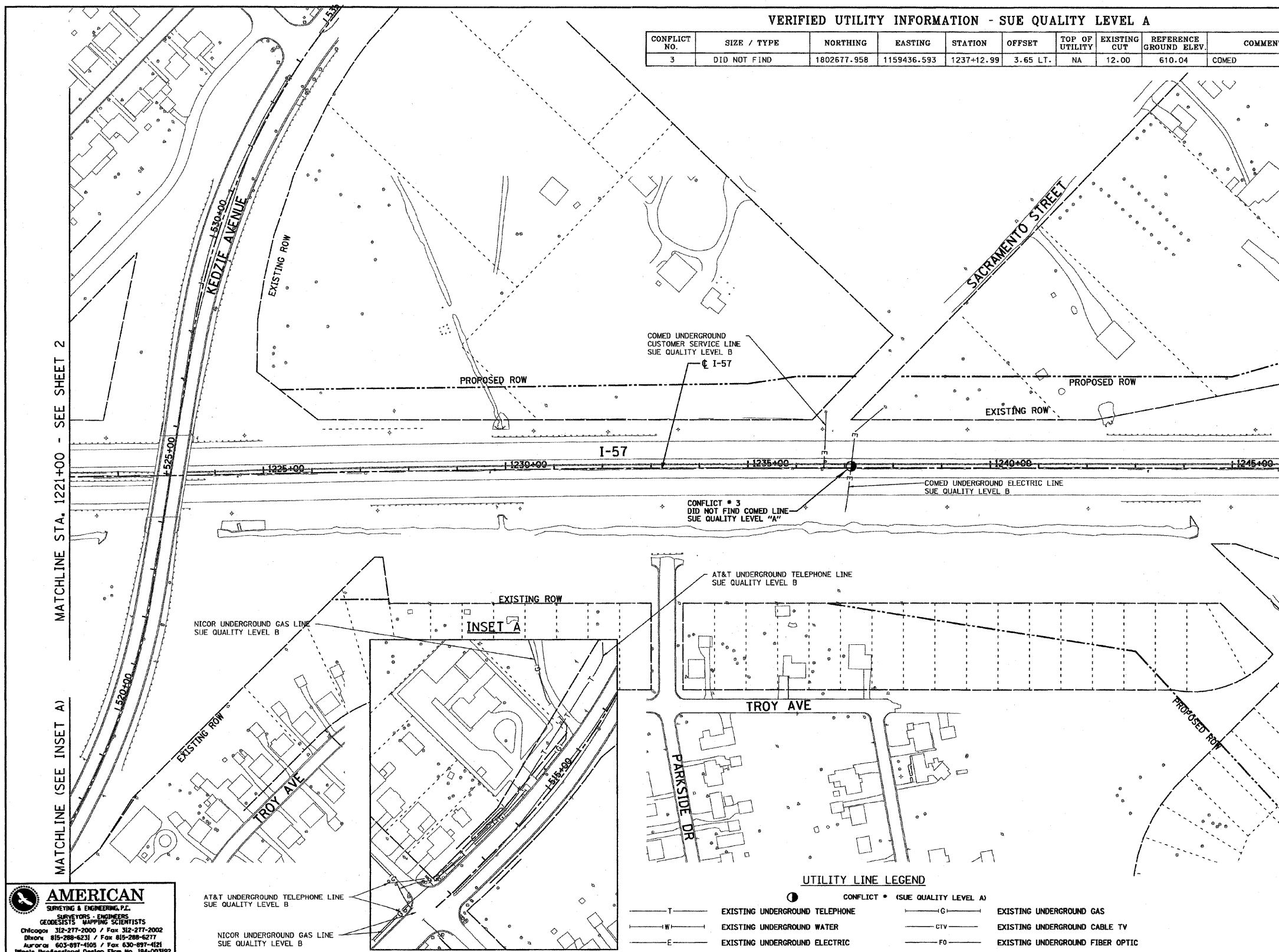
VERIFIED UTILITY INFORMATION - SUE QUALITY LEVEL A

CONFLICT NO.	SIZE / TYPE	NORTHING	EASTING	STATION	OFFSET	TOP OF UTILITY	EXISTING CUT	REFERENCE GROUND ELEV.	COMMENTS
3	DID NOT FIND	1802677.958	1159436.593	1237+12.99	3.65 LT.	NA	12.00	610.04	COMED



NOTES:

- HORIZONTAL CONTROL, VERTICAL CONTROL, CENTERLINE ALIGNMENT, AND TOPOGRAPHIC FEATURES WERE SUPPLIED BY ILLINOIS DEPARTMENT OF TRANSPORTATION.
- AS OF APRIL 6, 2009, ASE HAS NOT RECEIVED AT&T UTILITY MAPS. THEREFORE, AT&T UTILITY LINES SHOWN ARE BASED ON FIELD EVIDENCE.
- LEVEL D INFORMATION OBTAINED FROM VILLAGE OF POSEY'S WATER ATLAS.



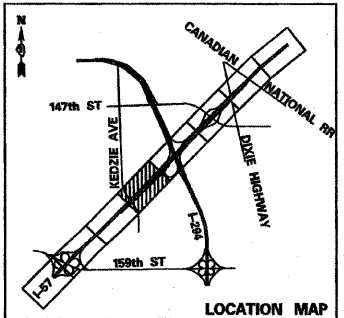
STATE OF ILLINOIS)
) S.S.
 COUNTY OF COOK)

UTILITY(IES) SHOWN HEREON HAVE BEEN INVESTIGATED BY ASE IN ACCORDANCE WITH SUE INDUSTRY STANDARDS QUALITY LEVEL A (QLA) AND B (QLB). ALL OTHER INFORMATION SHOWN HAS BEEN PROVIDED BY OTHERS.

FIELD WORK WAS PERFORMED BETWEEN THE 8TH OF APRIL AND 22ND DAY OF APRIL, A.D., 2010.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND SEAL THIS 23RD DAY OF APRIL, A.D., 2010. CHICAGO, IL.

Steven M. Riens
 STEVEN M. RIENS ILLINOIS PROFESSIONAL ENGINEER NUMBER 62-044619 MY LICENSE EXPIRES 11/30/2011



AMERICAN
 SURVEYING & ENGINEERING, P.C.
 SUPERVISORS - ENGINEERS
 GEODESISTS - MAPPING SCIENTISTS
 Chicago 312-277-2000 / Fax 312-277-2002
 Dallas 817-298-4231 / Fax 817-298-6277
 Aurora 630-897-4108 / Fax 630-897-4121
 Illinois Professional Design Firm No. 184-003192

UTILITY LINE LEGEND

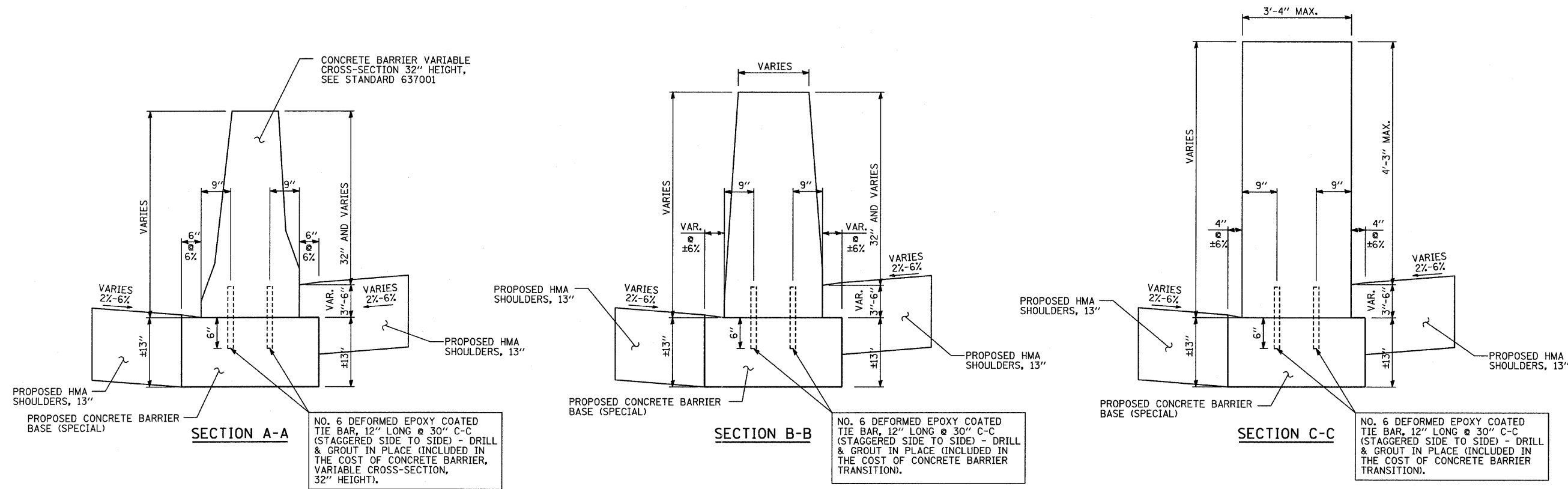
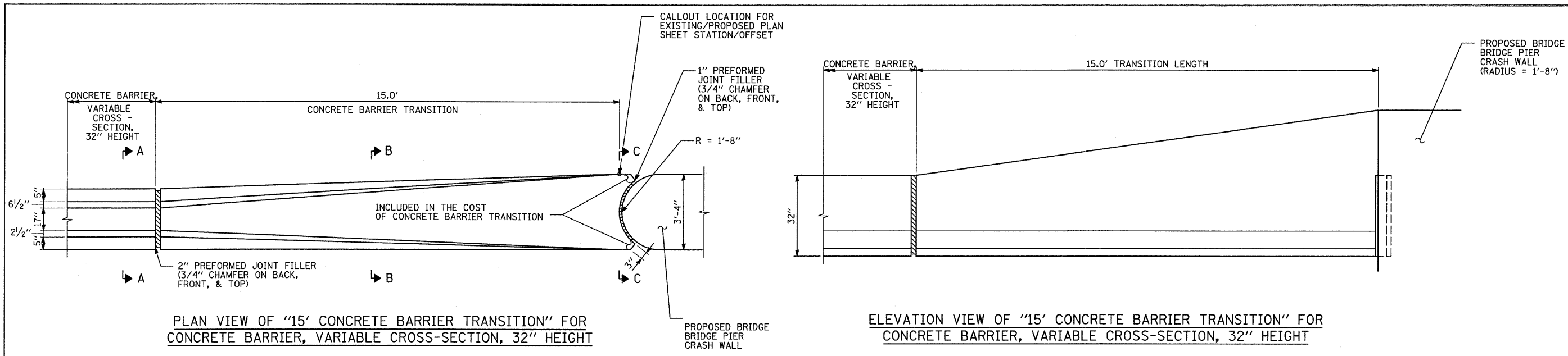
T	EXISTING UNDERGROUND TELEPHONE	G	EXISTING UNDERGROUND GAS
W	EXISTING UNDERGROUND WATER	CV	EXISTING UNDERGROUND CABLE TV
E	EXISTING UNDERGROUND ELECTRIC	FO	EXISTING UNDERGROUND FIBER OPTIC

● CONFLICT * (SUE QUALITY LEVEL A)

APPROVED _____ DATE _____ CHIEF ENGINEER	TYLIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 3700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. DATE DESCRIPTION	STA. 1221+00 TO STA. 1246+00	DRAWING NO. 3 OF 5
			I-574 AT I-57 INTERCHANGE SUBSURFACE UTILITY LOCATIONS	CONTRACT NO. 60K14	

USER NAME = #USER# PLOT SCALE = #SCALE# PLOT DATE = 5/3/2011	DESIGNED - DM DRAWN - DM CHECKED - SES DATE - 5/5/2011	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT SUBSURFACE UTILITY LOCATIONS	F.A. RTE. 57 SECTION 1313.1B-1 COUNTY COOK TOTAL SHEETS 162 SHEET NO. 49 CONTRACT NO. 60K14
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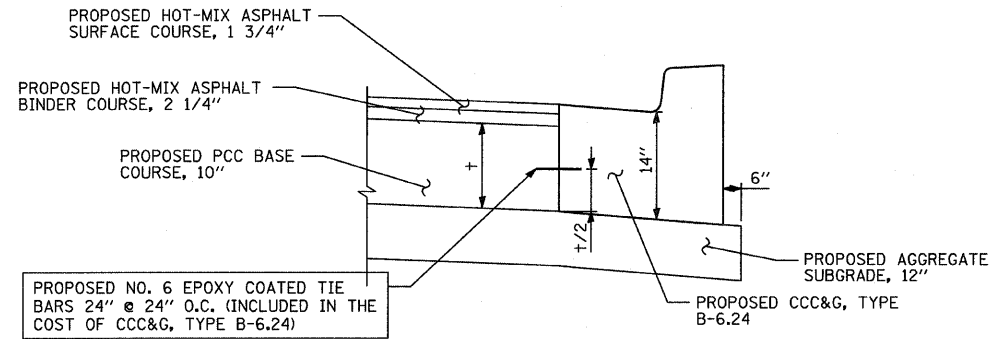
p:\602540\57-294\road\p2_kedzie\VP2_SUE_SHT02.dgn 11:37:43 AM 5/3/2011



NOTES:

- ALL REINFORCING BARS INCLUDING DOWELS SHALL NOT BE PAID SEPARATELY, BUT INCLUDED IN THE COST ASSOCIATED WITH THE CONSTRUCTION OF CONCRETE BARRIERS (ALL TYPES).
- ADDITIONAL FORMWORK, MATERIALS AND LABOR REQUIRED TO MODIFY THE BASE AND BARRIER WALL AS SHOWN SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE ASSOCIATED PAY ITEM.
- ALL PREFORMED JOINT FILLER SHALL BE INCLUDED IN THE COST OF "CONCRETE BARRIER, VARIABLE CROSS-SECTION, 32" HEIGHT."
- FOR SPOT ELEVATIONS ALONG CONCRETE BARRIER WALL SEE SHEET "I-57 EXISTING CONDITIONS, REMOVAL, AND PROPOSED PLAN"

TYLIN INTERNATIONAL	USER NAME = #USER#	DESIGNED - JDF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT MEDIAN BARRIER TRANSITION AND CONCRETE BARRIER BASE (SPECIAL) DETAILS ALONG I-57		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = #SCALE#	DRAWN - JDF	REVISED -		57	1313.1B-1	COOK	162	50		
	PLOT DATE = 4/29/2011	CHECKED - JPM	REVISED -		SCALE: NTS SHEET NO. 1 OF 1 SHEETS STA. TO STA.		CONTRACT NO. 60K14		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		
		DATE - 5/5/2011	REVISED -								

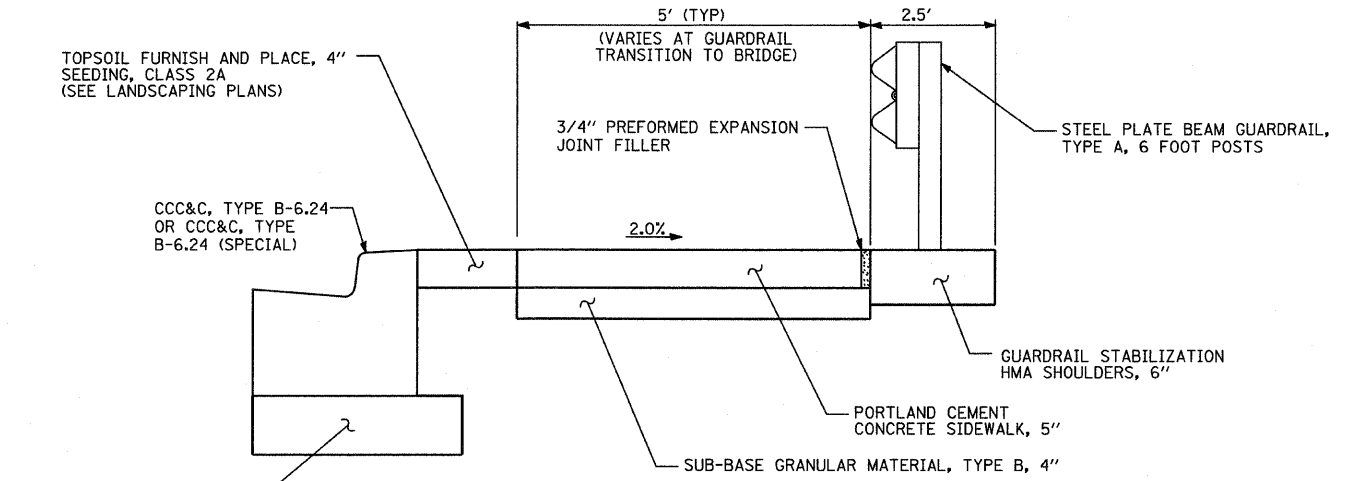


COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24

(NOT TO SCALE)

NOTES:

1. USED WITHIN THE RECONSTRUCTION LIMITS.
2. SEE STATE STANDARD 606001 FOR ADDITIONAL B-6.24 DIMENSIONS.

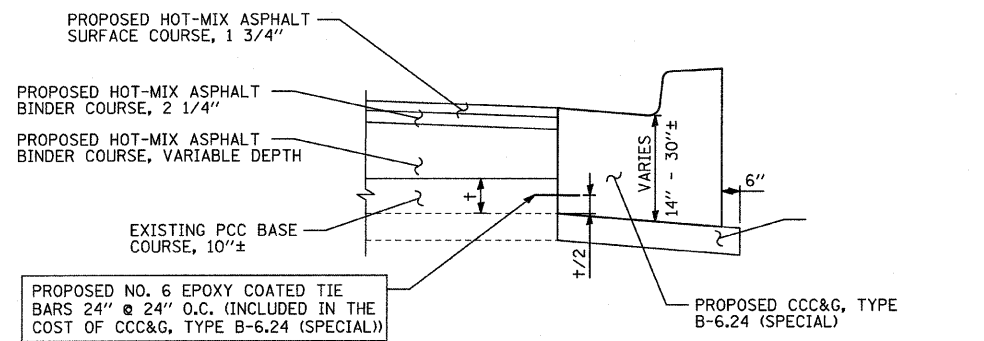


PCC SIDEWALK

(NOT TO SCALE)

NOTES:

1. WHERE EXISTING SIDEWALK MEETS PROPOSED SIDEWALK, CONTRACTOR SHALL SAWCUT EXISTING SIDEWALK AT NEAREST CONTROL JOINT AND INSTALL 3/4" PREFORMED EXPANSION JOINT FILLER. (PREFORMED JOINT FILLER IS INCLUDED IN THE COST OF PCC SIDEWALK)

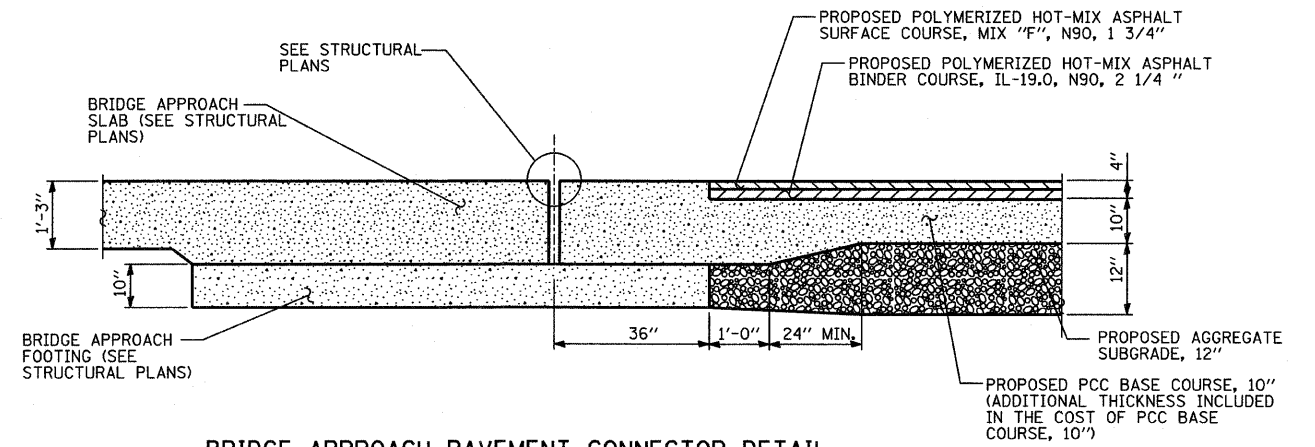


COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (SPECIAL)

(NOT TO SCALE)

NOTES:

1. USED WITHIN THE RESURFACING LIMITS.
2. SEE STATE STANDARD 606001 FOR ADDITIONAL B-6.24 DIMENSIONS.



BRIDGE APPROACH PAVEMENT CONNECTOR DETAIL

(AT RIGHT L's NOT TO SCALE)

NOTES:

1. SEE STRUCTURAL PLANS FOR APPROACH PAVEMENT DETAILS.
2. ALL WORK SHALL CONFORM TO STATE STANDARDS 420401.

TYLIN INTERNATIONAL	USER NAME = #USER#	DESIGNED - JDU	REVISED -
	PLOT SCALE = #SCALE#	DRAWN - JDU	REVISED -
	PLOT DATE = 4/29/2011	CHECKED - SES	REVISED -
		DATE - 5/5/2011	REVISED -

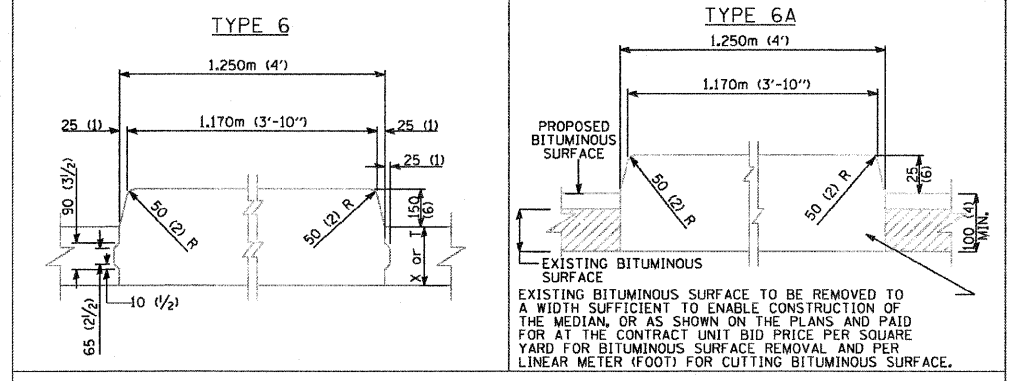
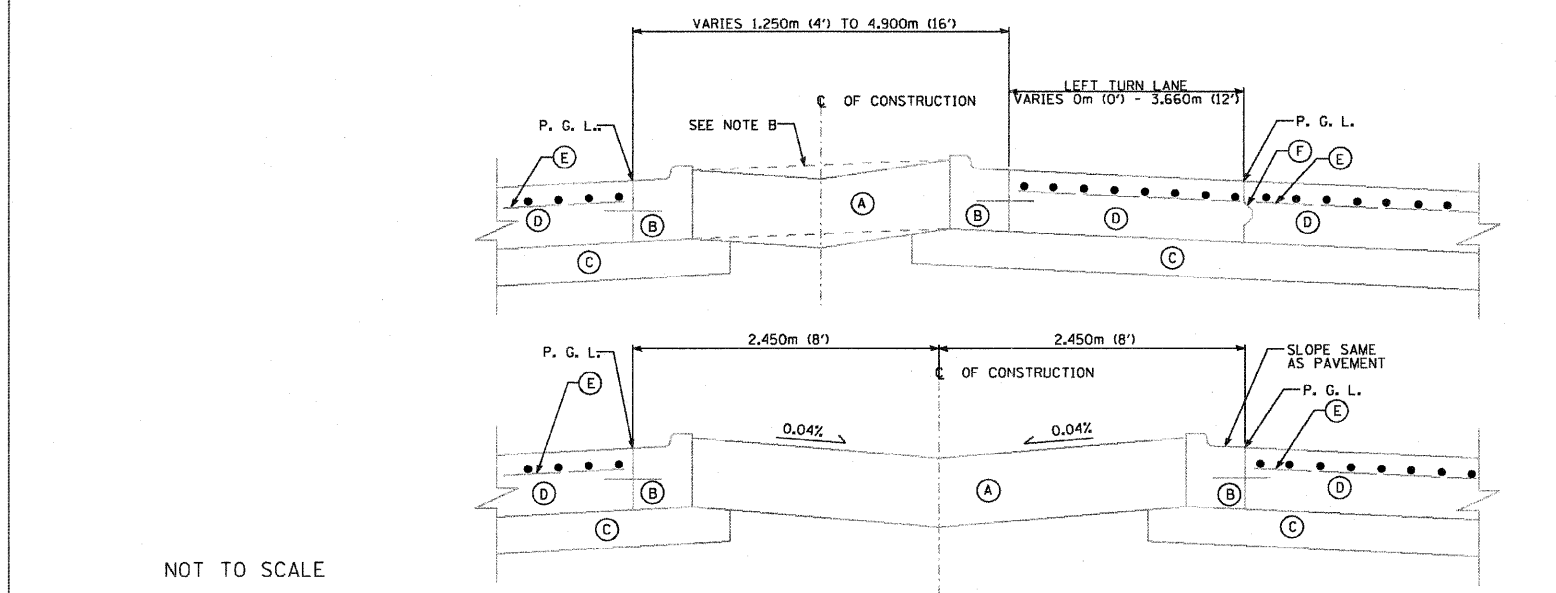
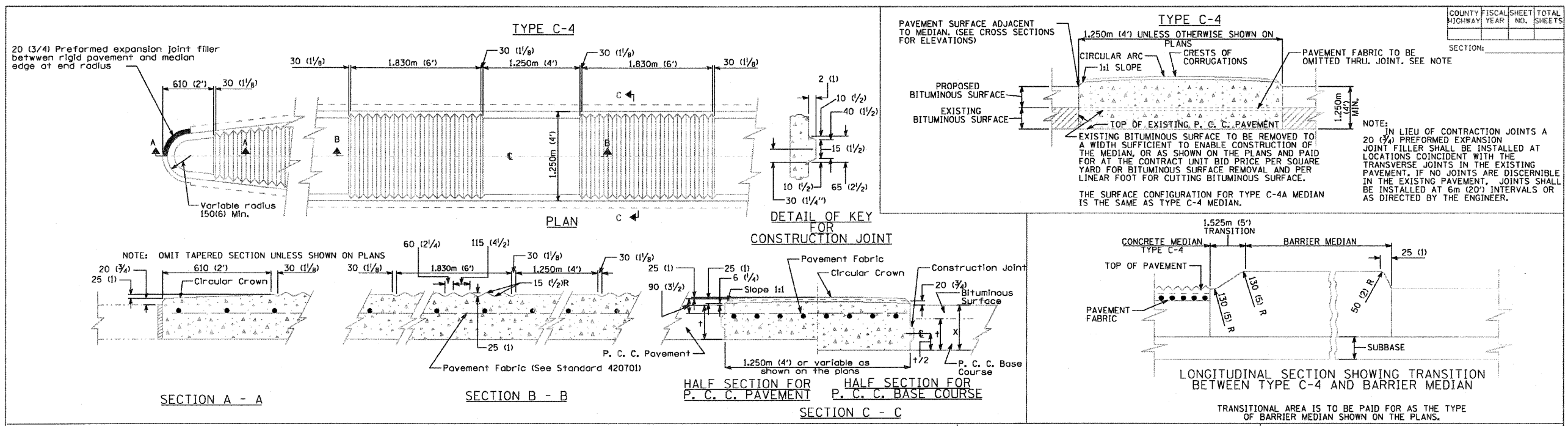
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**KEDZIE AVENUE PROJECT
CCC&G, PCC SIDEWALK, AND APPROACH PAVEMENT CONNECTOR DETAILS**

SCALE: N.T.S. SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1313.1B-1	COOK	162	51
CONTRACT NO. 60K14				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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GENERAL NOTES

Dimension "t" is equal to the adjacent Pavement edge thickness or Base Course edge thickness.
Dimension "x" is equal to the adjacent Base Course edge thickness plus the Bituminous Surface edge thickness.

The cost of furnishing and placing Pavement Fabric in the median shall be included in the unit bid price per square foot for CONCRETE MEDIAN, TYPE C-4 and TYPE C-4A respectively.

EXPANSION JOINTS - Shall be of the type similar to that in the adjacent pavement except dowel bars will not be required.

CONTRACTION JOINTS - Shall be constructed and sealed in the same manner as the joints in the adjacent pavement, or shall be constructed with 20(3/4) preformed expansion joint filler conforming to full cross-section of the median. Dowel Bars are to be omitted in median joints.

The earth work shall be considered as being incidental to Earth Excavation.

Plan views of medians shown are typical. Median layout and radii shall be as shown on the plans.

Medians may vary in width as required on the plans, but regardless of any width variation shall be measured and paid for at the contract unit price per square foot for concrete median of the type specified.

The vertical edge dimension for Type C-4 Median shall be 250(10) when constructed adjacent to flexible pavement. Also, keyway shall be omitted and contraction joints shall be installed at 6m (20') intervals.

Contraction and expansion joints shall be installed in Type C-4 median in prolongation with joints in adjacent P. C. C. Pavement. For median adjacent to Bituminous Surface, contraction joints shall be installed at 6m (20') intervals.

NOT TO SCALE

ALL DIMENSIONS ARE MILLIMETERS (INCHES) EXCEPT AS NOTED

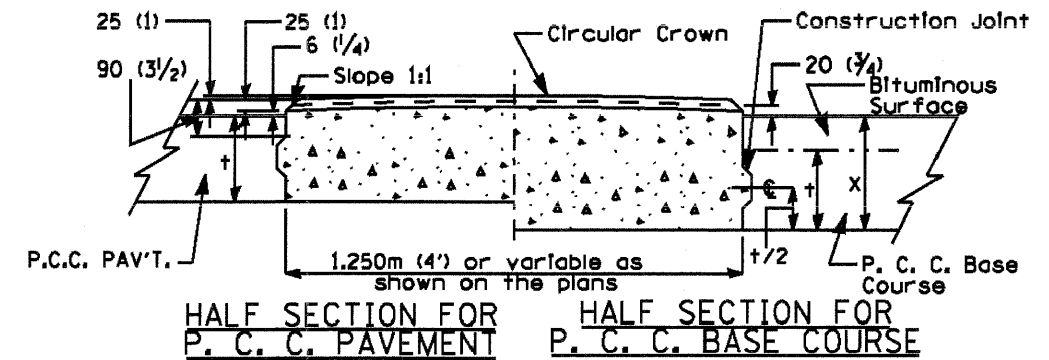
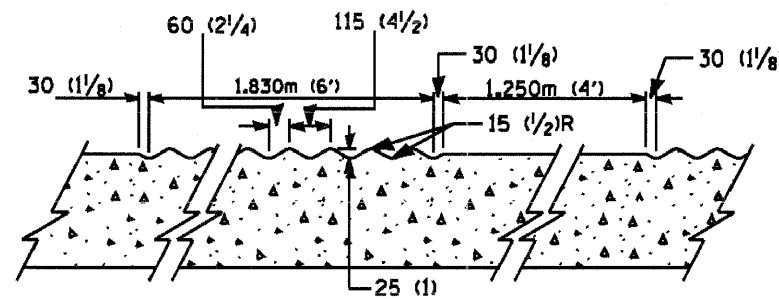
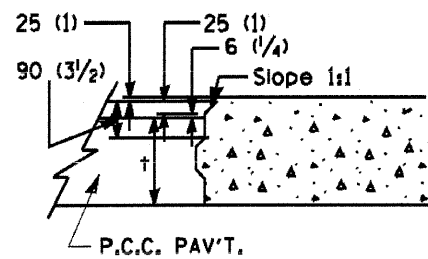
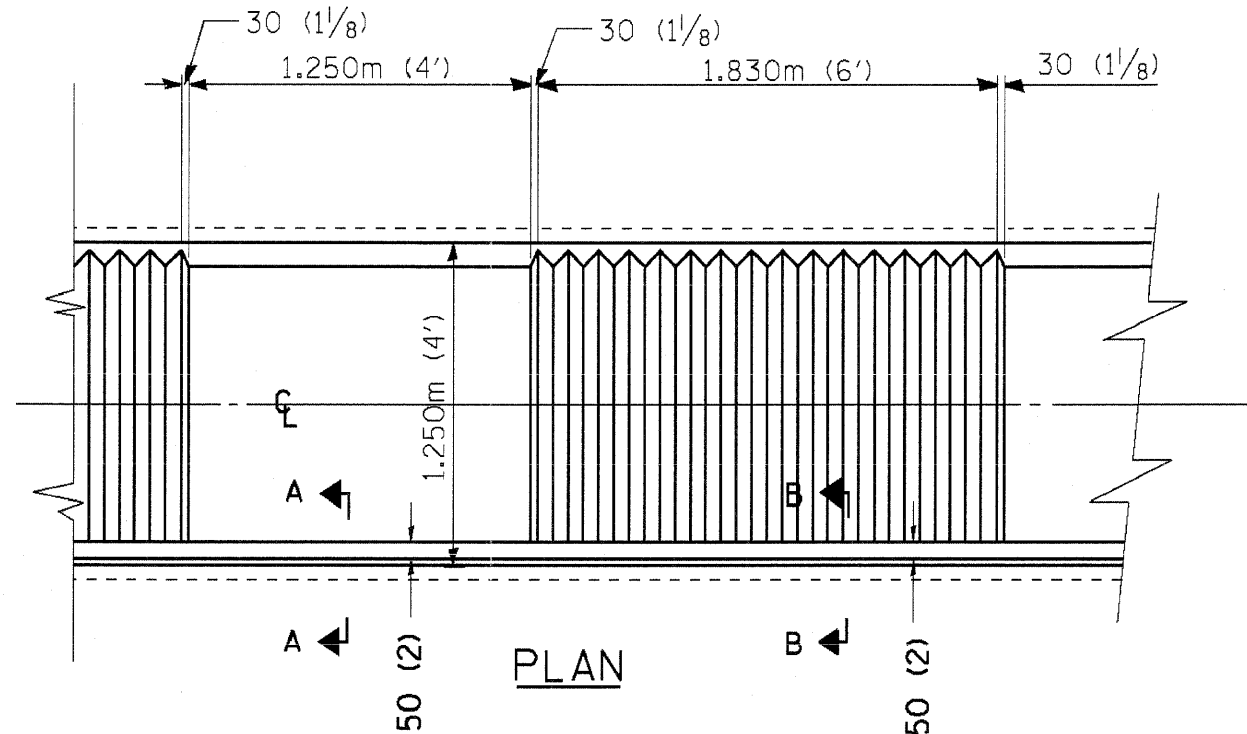
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ISSUED 12 - 12 - 62
PASSED May 29 1975	REVISIONS
Engineer of Design Operations	W. F. 8 - 27 - 68
	W. F. 1 - 15 - 69
	W. F. 10 - 1 - 69
	D. W. 9 - 4 - 73
	D. W. 10 - 31 - 74
	D. W. 5 - 29 - 75
	D. W. 7 - 15 - 77
APPROVED May 29 1975	
Engineer of Design	

- NOTE B: AT LOCATIONS NOTED ON THE PLANS THE MEDIAN SURFACE SHALL BE A STRAIGHT LINE FROM TOP OF CURB TO TOP OF CURB.
- (A) BITUMINOUS SHOULDERS, 305 (12)
 - (B) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-5.30 (M-2.12)
 - (C) SUB-BASE GRANULAR MATERIAL, TYPE B 150 (6)
 - (D) PORTLAND CEMENT CONCRETE PAVEMENT 255 (10)
 - (E) PAVEMENT FABRIC
 - (F) CONSTRUCTION JOINT (FOR TYPE SEE PLANS)

COUNTY OF COOK DEPARTMENT OF HIGHWAYS	
DETAILS OF CONCRETE MEDIANS	
COMPUTER: DMB	APPROVED: 20
DRAWN: DMB	
CHECKED: SMV	

County Highway	Fiscal Year	Sheet No.	Total Sheets

Section: _____



CONCRETE MEDIAN, TYPE C-4, MODIFIED

NOTE:

THE CONCRETE MEDIAN HAS BEEN MODIFIED, SUCH THAT THE CORRUGATED SECTIONS BEGIN 50mm (2) FROM THE EDGE OF THE MEDIAN (SEE NOTE A). THE MEDIAN SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQ. FT. FOR CONCRETE MEDIAN, TYPE C-4, MODIFIED.

NOTE A:

THE EDGE OF MEDIAN IN QUESTION CORRESPONDS TO THE SIDE WHICH HAS AN EDGE OF PAVEMENT OR GRADE LINE HIGHER THAN THE EDGE OF MEDIAN.

REVISED 03-15-06 T.B.
 REDRAWN 10-17-04 F.H.
 REVISED 10-26-92 BY M.P.S.

COUNTY OF COOK DEPARTMENT OF HIGHWAYS	
CONCRETE MEDIAN, TYPE C-4, MODIFIED	
Computed:	
Drawn: F.H.	
Checked: T.B.	

TYLIN INTERNATIONAL	USER NAME = #USER#	DESIGNED -	REVISED -
	PLOT SCALE = #SCALE#	DRAWN - EMK	REVISED -
	PLOT DATE = 4/29/2011	CHECKED - SES	REVISED -
		DATE - 5/5/2011	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

KEDZIE AVENUE PROJECT
 COOK COUNTY HIGHWAY DEPARTMENT
 MEDIAN STANDARD DETAIL

SCALE: N.T.S. | SHEET NO. 2 OF 2 SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1313.1B-1	COOK	162	53
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 60K14		

CONCRETE HEADWALL FOR PIPE DRAIN
(SEE HIGHWAY STANDARD 601101)

TOPSOIL FURNISH & PLACE, 4"

1.5% (MIN.)

PIPE UNDERDRAINS 4"
P HMA SC "F" N90, 1 3/4"
P HMA BC IL19.0 N90, 2 1/4"
PCC BSE CSE 10"
SUB GRAN MAT B 12"

PIPE UNDERDRAINS (OUTLET TO SLOPE)



USER NAME = *USER*
PLOT SCALE = *SCALE*
PLOT DATE = *DATE*

DESIGNED - JRS
DRAWN - JMR
CHECKED - APS
DATE - 05/01/2011

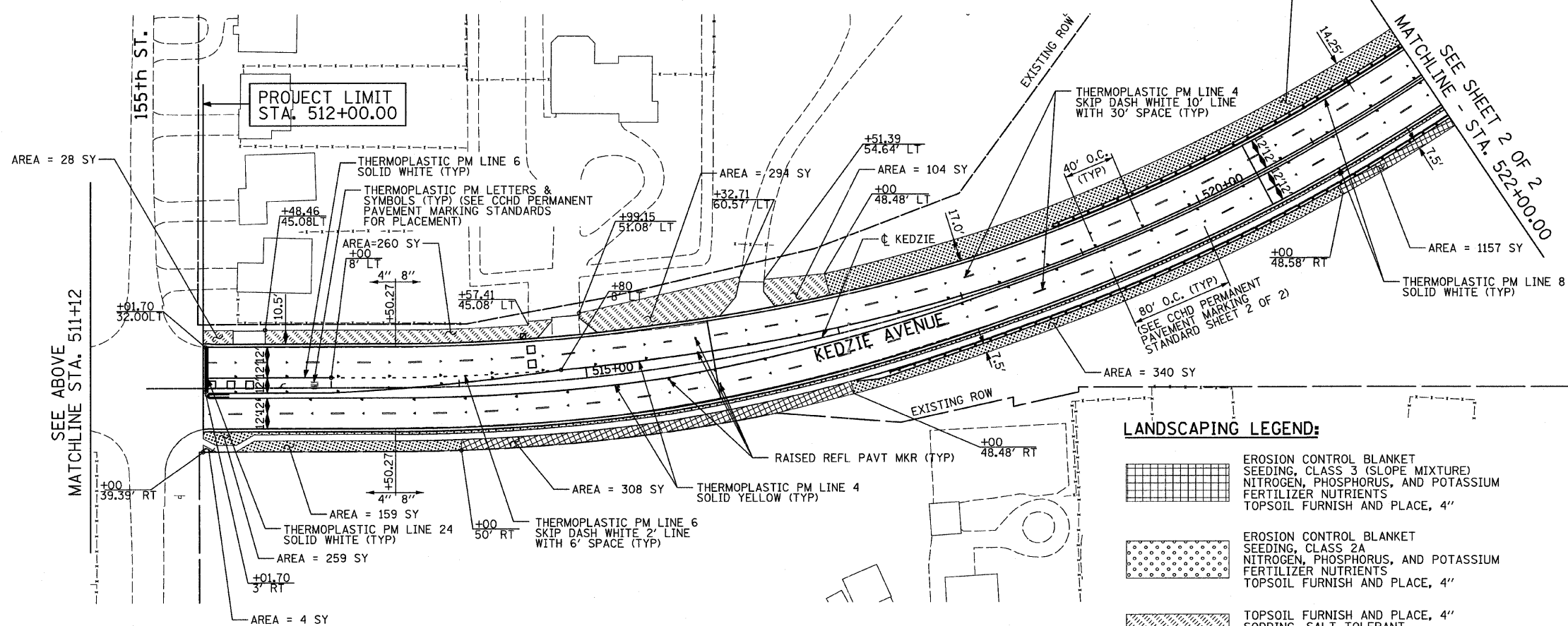
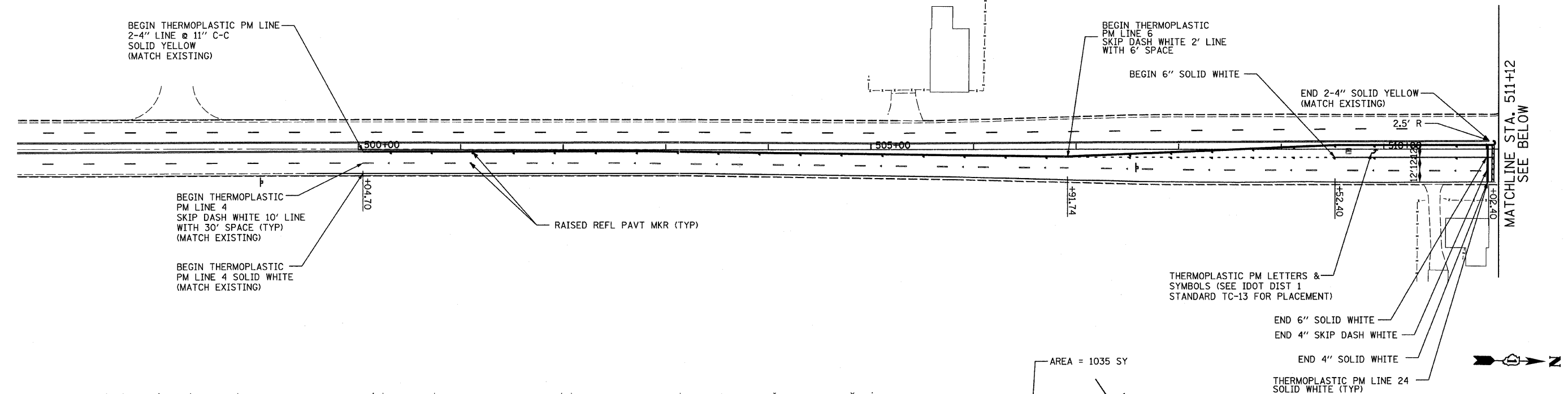
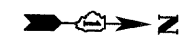
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

KEDZIE AVENUE PROJECT
MISCELLANEOUS DRAINAGE DETAILS

SCALE: 1"=50' SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1313.1B-1	COOK	162	54
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 60K14	

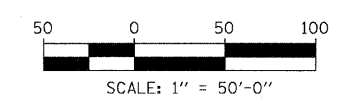


LANDSCAPING GENERAL PLAN NOTES:

1. THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS WHICH WILL NOT BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.
2. THE SEEDING DATES FOR BARE EARTH SEEDING OF MIXTURE CLASS 2A AND SEEDING CLASS 3 SHALL BE FROM APRIL 1 TO JUNE 1 AND FROM AUGUST 15 TO SEPTEMBER 30. ALL SEEDING NOT SOWN ACCORDING TO THE SPECIFIED SEASONAL DATE SHALL REQUIRE PRIOR WRITTEN APPROVAL FROM THE ENGINEER. FAILURE TO SECURE SUCH APPROVAL SHALL RESULT IN THE REJECTION OF THE SEEDING AND REPLACEMENT BY THE CONTRACTOR AS HIS/HER EXPENSE.
3. AREAS TO BE SEEDED BETWEEN NOVEMBER 1 AND APRIL 1 SHALL REQUIRE DORMANT SEEDING, WHICH SHALL BE INCLUDED IN THE COST OF SEEDING CLASS 2A AND SEEDING CLASS 3.
4. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE PROTECTION OF EXISTING PLANT MATERIAL FOR WHICH THE CONTRACT DOES NOT PROVIDE REMOVAL. THE PROTECTION OF EXISTING PLANT MATERIAL AND THE REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL DAMAGED BY THE CONTRACTOR SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 201 OF THE STANDARD SPECIFICATIONS.
5. LAYOUT OF LANDSCAPED AREAS WILL REQUIRE APPROVAL OF THE ENGINEER PRIOR TO TOPSOIL PLACEMENT, SEEDING AND PLANTING.

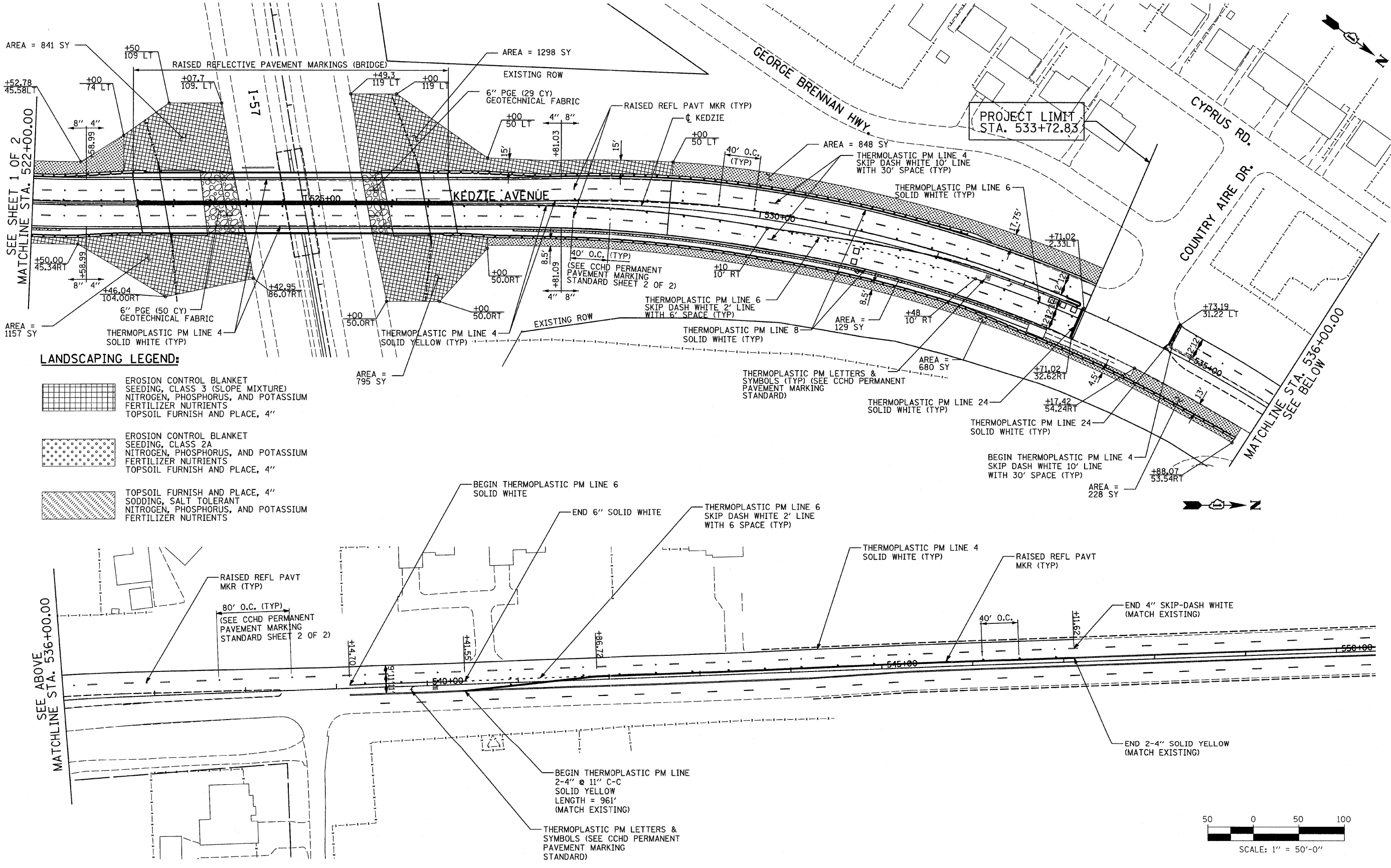
LANDSCAPING LEGEND:

- EROSION CONTROL BLANKET SEEDING, CLASS 3 (SLOPE MIXTURE) NITROGEN, PHOSPHORUS, AND POTASSIUM FERTILIZER NUTRIENTS TOPSOIL FURNISH AND PLACE, 4"
- EROSION CONTROL BLANKET SEEDING, CLASS 2A NITROGEN, PHOSPHORUS, AND POTASSIUM FERTILIZER NUTRIENTS TOPSOIL FURNISH AND PLACE, 4"
- TOPSOIL FURNISH AND PLACE, 4" SODDING, SALT TOLERANT NITROGEN, PHOSPHORUS, AND POTASSIUM FERTILIZER NUTRIENTS

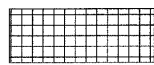




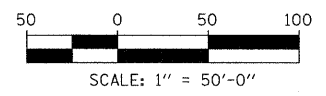
TYLIN INTERNATIONAL	USER NAME = #USER#	DESIGNED - EMK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT PAVEMENT MARKING AND LANDSCAPING PLAN			F.A. RTE. 57	SECTION 1313.1B-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 55	
	PLOT SCALE = #SCALE#	CHECKED - SES	REVISED -		SCALE: 1"=50'	SHEET NO. 1 OF 2 SHEETS	STA. 512+00 TO STA. 522+00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 60K14			
	PLOT DATE = 5/3/2011	DATE - 5/5/2011	REVISED -										
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LANDSCAPING LEGEND:

- 
 EROSION CONTROL BLANKET SEEDING, CLASS 3 (SLOPE MIXTURE) NITROGEN, PHOSPHORUS, AND POTASSIUM FERTILIZER NUTRIENTS TOPSOIL FURNISH AND PLACE, 4"
- 
 EROSION CONTROL BLANKET SEEDING, CLASS 2A NITROGEN, PHOSPHORUS, AND POTASSIUM FERTILIZER NUTRIENTS TOPSOIL FURNISH AND PLACE, 4"
- 
 TOPSOIL FURNISH AND PLACE, 4" SODDING, SALT TOLERANT NITROGEN, PHOSPHORUS, AND POTASSIUM FERTILIZER NUTRIENTS



TYLIN INTERNATIONAL	USER NAME = #USER#	DESIGNED - EMK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT PAVEMENT MARKING AND LANDSCAPING PLAN			F.A. RTE. 57	SECTION 1313.IB-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 56	
	PLOT SCALE = #SCALE#	DRAWN - EMK	REVISED -		SCALE: 1"=50'	SHEET NO. 2 OF 2 SHEETS	STA. 522+00 TO STA. 533+72	CONTRACT NO. 60K14					
	PLOT DATE = 5/3/2011	CHECKED - SES	REVISED -										
		DATE - 5/5/2011	REVISED -										

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SIGN SCHEDULE

ALIGNMENT	EX STATION	OFFSET (FT)	ASSEMBLY REMOVAL TYPE	PROP STATION	OFFSET (FT)	MOUNTING	SIGN PANEL INFORMATION				SUPPORT INFORMATION			SIGN DESCRIPTION		
							TYPE	WIDTH (FT)	HEIGHT (FT)	AREA (SQ FT)	POST QUANTITY	WOOD POST SIGN SUPPORT LENGTH (FT)	METAL POST LENGTH TYPE B (FT)		STRUCTURAL STEEL SIGN SUPPORT BREAKAWAY (POUND)	STRUCTURAL STEEL SIGN SUPPORT BREAKAWAY- POST TYPE
NB KEDZIE	513+50	46' RT	A	513+50	36.08' RT	METAL POSTS	1	2.5	2.5	6.25	2		33			W8-1102: WARNING - WATCH FOR ICE ON BRIDGE
NB KEDZIE	515+19	48' RT	A	513+50	36.08' RT	METAL POST	1	1.5	2	3	0		0			W1-8(L): CHEVRON
NB KEDZIE	518+29	40' RT	A	514+70	36.32' RT	METAL POST	1	1.5	2	3	1		13			W1-8(L): CHEVRON
NB KEDZIE	521+19	43' RT	A	515+90	35.78' RT	METAL POST	1	1.5	2	3	1		13			W1-8(L): CHEVRON
NB KEDZIE				517+10	32.97' RT	METAL POST	1	1.5	2	3	1		13			W1-8(L): CHEVRON
NB KEDZIE				518+30	30.30' RT	METAL POST	1	1.5	2	3	1		13			W1-8(L): CHEVRON
NB KEDZIE				519+50	30.26' RT	METAL POST	1	1.5	2	3	1		13			W1-8(L): CHEVRON
NB KEDZIE				520+70	30.37' RT	METAL POST	1	1.5	2	3	1		13			W1-8(L): CHEVRON
NB KEDZIE				521+90	30.41' RT	METAL POST	1	1.5	2	3	1		13			W1-8(L): CHEVRON
NB KEDZIE	528+58	43' RT	A	528+58	34.13' RT	METAL POSTS	1	2.5	2.5	6.25	2		30			W2-2L: SIDE ROAD INTERSECTION WARNING
NB KEDZIE	528+58	43' RT	A	528+58	34.13' RT	METAL POSTS	1	3	0.67	2.01	0		0			W16-8P: COUNTRY AIRE DR.
NB KEDZIE	529+61	46' RT	A	529+61	36.42' RT	METAL POSTS	1	2.5	2.5	6.25	1		27			W3-3: TRAFFIC SIGNAL AHEAD
NB KEDZIE	531+70	47' RT	A	531+70	37.08' RT	METAL POST	1	1	1.5	1.5	1		14			R7-2(M): NO PARKING ANY TIME
SB KEDZIE	531+87	38' LT	A	532+75	37.64' LT	METAL POST	1	1.5	2	3	1		13			W1-8(L): CHEVRON
SB KEDZIE	530+73	33' LT	A	531+55	37.58' LT	METAL POST	1	1.5	2	3	1		13			W1-8(L): CHEVRON
SB KEDZIE	528+75	31' LT	A	530+35	37.58' LT	METAL POST	1	1.5	2	3	1		13			W1-8(L): CHEVRON
SB KEDZIE				529+15	34.24' LT	METAL POST	1	1.5	2	3	1		13			W1-8(L): CHEVRON
SB KEDZIE				527+95	37.22' LT	METAL POST	1	1.5	2	3	1		13			W1-8(L): CHEVRON
SB KEDZIE	525+82	24' LT	A	525+82	28.50' LT	METAL POST	1	1	1.5	1.5	1		14			R7-2(M): NO PARKING ANY TIME
SB KEDZIE	521+95	26' LT	B	521+95	30.08' LT	METAL POST	1	3	3	9	2		30			W11-3: WILD LIFE CROSSING
SB KEDZIE	521+95	26' LT	B	521+95	30.08' LT	METAL POST	1	2	1.5	3	0		0			WR-3A: NEXT 1/2 MILE
SB KEDZIE	518+78	29' LT	A	518+78	30.08' LT	METAL POSTS	1	2.5	2.5	6.25	2		30			W3-3: TRAFFIC SIGNAL AHEAD
SB KEDZIE	516+78	32' LT	A	516+78	34.11' LT	METAL POSTS	1	3	0.67	2.01	2		0			W16-8P: ADVANCE STREET NAME - 155TH ST
SB KEDZIE	515+29	33' LT	A	515+29	36.08' LT	METAL POST	1	1.5	2	3	1		13			ASSEMBLY OF LOVE FULL GOSPEL CENTER
NB I-57	1222+50	81' RT	A	1222+50	81.00' RT	WOOD POSTS	1	4.5	1.5	6.75	2	27				D3-1: KEDZIE AVE
SB I-57	1223+65	75' LT	A	1223+65	75.00' LT	WOOD POSTS	1	4.5	1.5	6.75	2	27				D3-1: KEDZIE AVE
NB I-57	1222+61	OVERHEAD	N/A	1222+00	98.00' RT	BREAKAWAY	3	24.5	14.5	355.25	3		2190	W14X30	5.70	EXIT 350, 147TH ST - SIBLEY BLVD 1 MILE
SB I-57	1223+50	OVERHEAD	N/A	1224+00	91.50' LT	BREAKAWAY	3	11	13.5	148.5	2		1650	W14X30	3.80	EXIT 348, 159TH ST 3/4 MILES
SB I-57	1223+50	OVERHEAD	N/A	1224+00	102.50' LT	BREAKAWAY	3	11	13.5	148.5	2		1470	W14X30	3.80	EXIT 346, 167TH ST 1 3/4 MILES

•REMOVAL OF BRIDGE MOUNTED SIGNS SHALL BE INCLUDED WITH REMOVAL OF EXISTING STRUCTURES, AND SHALL NOT BE PAID FOR SEPARATELY.

NOTES:

1. ALL PROPOSED SIGNS SHALL HAVE TYPE "ZZ" RETROFLECTIVE SHEETING.
2. ALL EXISTING SIGN PANEL ASSEMBLIES TO BE REMOVED SHALL BE REPLACED WITH NEW SIGN PANELS AND POSTS AT THE PROPOSED LOCATIONS.

SIGN DETAIL
1:16

SIGN NUMBER	name
WIDTH x HIGHT.	4'-6" x 1'-6"
BORDER WIDTH	0.5"
CORNER RADIUS	1.5"
MOUNTING	Ground
BACKGROUND	TYPE: Reflective
	COLOR: Green
LEGEND/BORDER	TYPE: Reflective
	COLOR: White/White

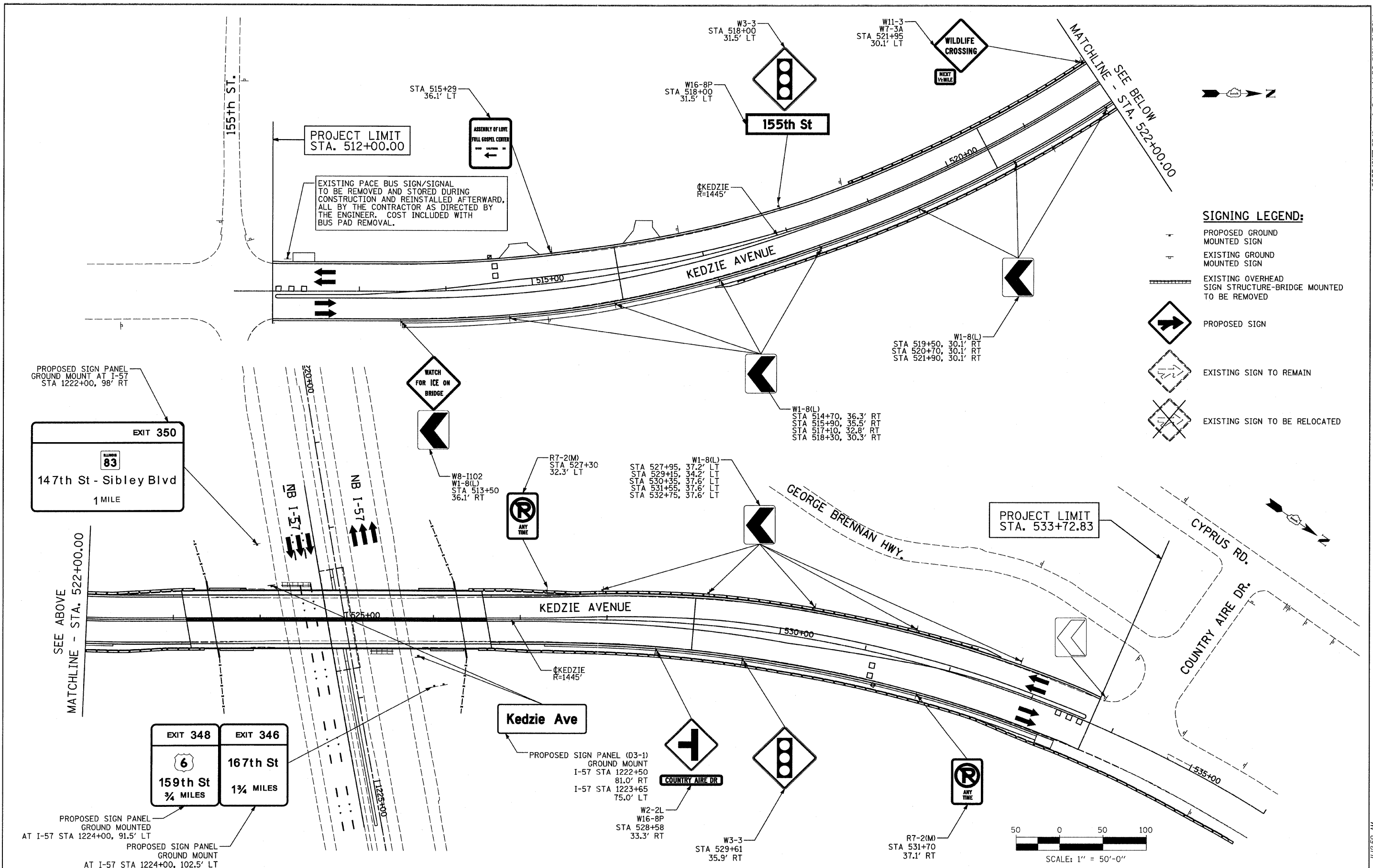
SYMBOL	ROT	X	Y	WD	HT

Panel Style: guide_exp_distance.ssi
Dimensions are in inches/lengths
Letter locations are panel edge to lower left corner

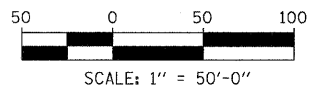
LETTER POSITIONS (X)								LENGTH	SERIES/SIZE
K	e	d	z	i	e	A	v		D 2000
7.9	12.7	16.9	21.3	25	27	36.5	41.9	38.3	64.4

p:\602540(57-294)\road\p2_kedzie\p2_SCHEDULE_SIGN.dgn

p:\602540(57-294)\road\p2_kedzie\p2_SCHEDULE_SIGN.dgn 4/29/2011 11:32:53 AM



- SIGNING LEGEND:**
- PROPOSED GROUND MOUNTED SIGN
 - EXISTING GROUND MOUNTED SIGN
 - EXISTING OVERHEAD SIGN STRUCTURE-BRIDGE MOUNTED TO BE REMOVED
 - PROPOSED SIGN
 - EXISTING SIGN TO REMAIN
 - EXISTING SIGN TO BE RELOCATED



TYLIN INTERNATIONAL

USER NAME = #USER#
 PLOT SCALE = #SCALE#
 PLOT DATE = 4/29/2011

DESIGNED - EMK
 DRAWN - EMK
 CHECKED - SES
 DATE - 5/5/2011

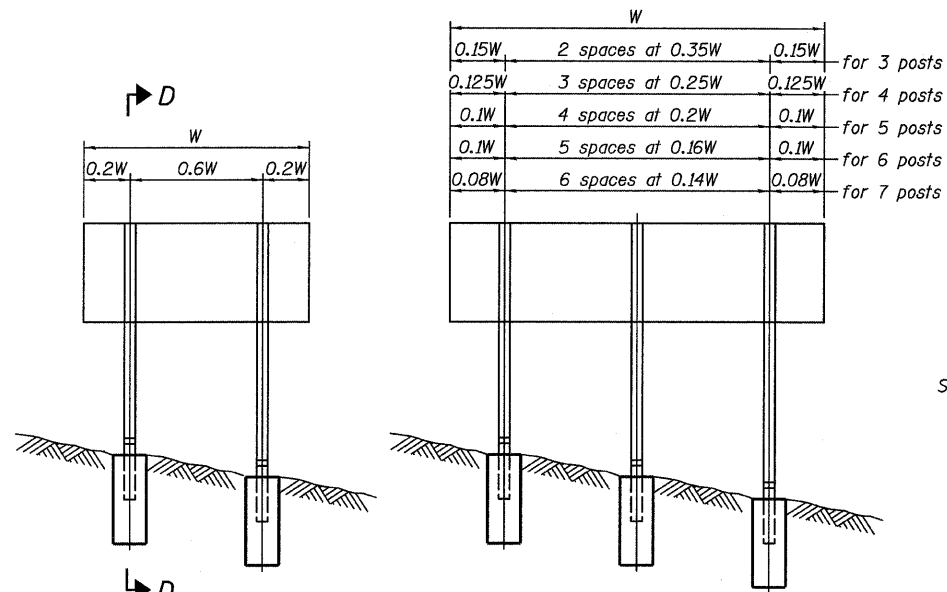
REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

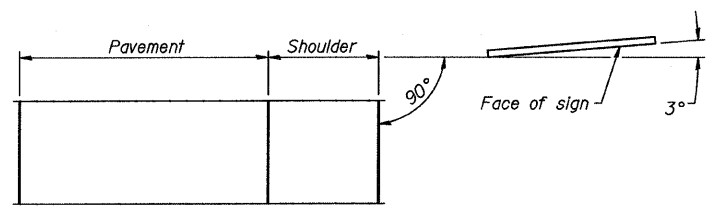
**KEDZIE AVENUE PROJECT
 SIGNING PLAN**

SCALE: 1"=50' SHEET NO. 1 OF 1 SHEETS STA. 512+00.00 TO STA. 533+72.83

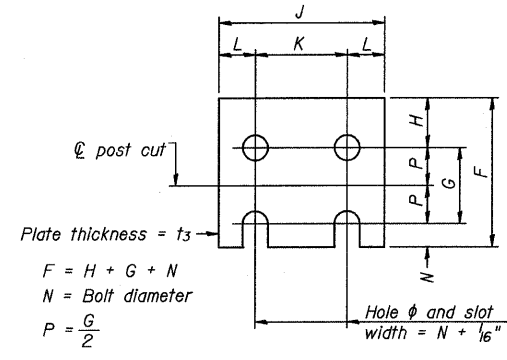
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1313.1B-1	COOK	162	58
CONTRACT NO. 60K14				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				



ELEVATION

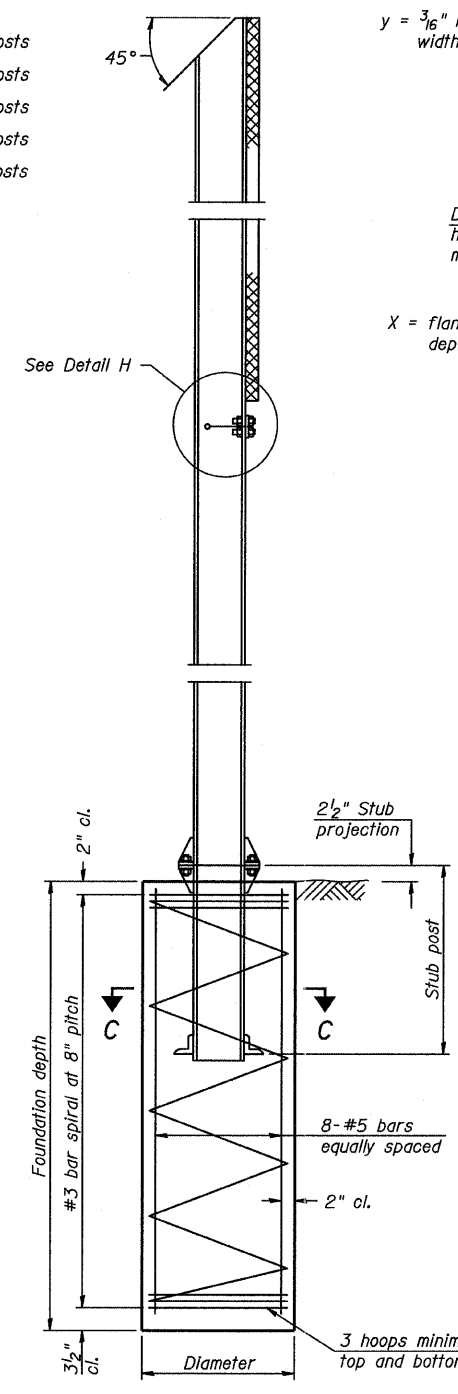


LOCATION SKETCH

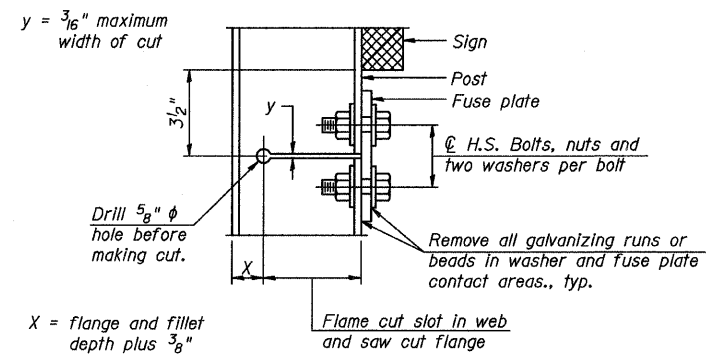


FUSE PLATE DETAIL
(Install with notches down.)

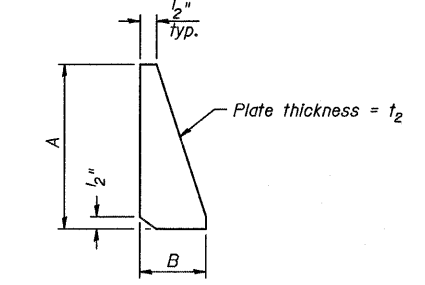
FUSE PLATE DATA			
N = Bolt Diameter	G	H	
1/2"	2"	1 1/8"	
5/8"	2 1/4"	1 1/4"	
3/4"	2 1/2"	1 3/8"	
7/8"	2 3/4"	1 1/2"	
1"	3"	1 5/8"	
1 1/8"	3 1/4"	1 3/4"	
1 1/4"	3 1/2"	1 7/8"	



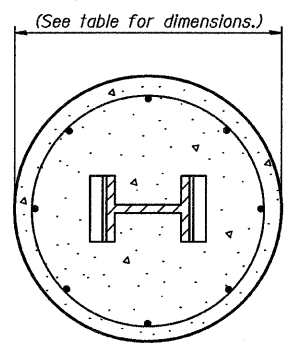
SECTION D-D



DETAIL H



STIFFENER PLATE DETAIL



SECTION C-C

GENERAL NOTES

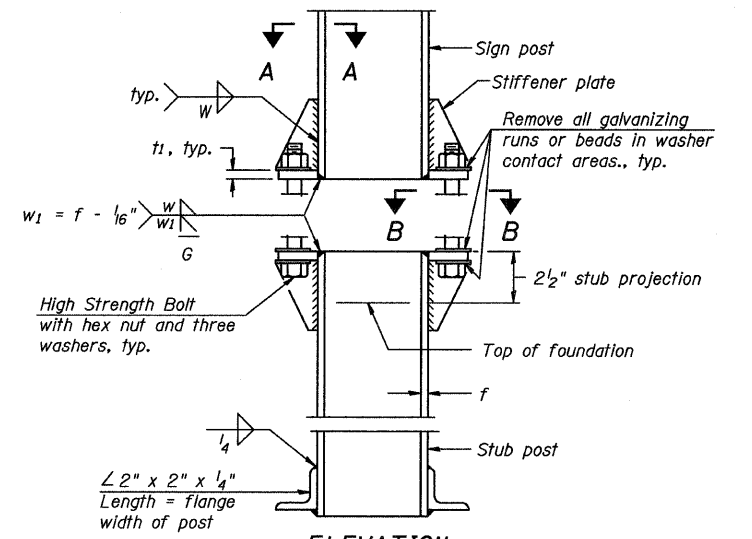
Posts shall be plumbed by using shims with post-to-stub post connection bolts snug tight only. Final tightening of all High Strength Bolts shall be in accordance with Article T27.05 and threads at the junction of the bolt and nut shall be burred or center punched to prevent the nut from loosening.

LOADING: 80 m.p.h. wind with 30% gust factor, normal to sign.

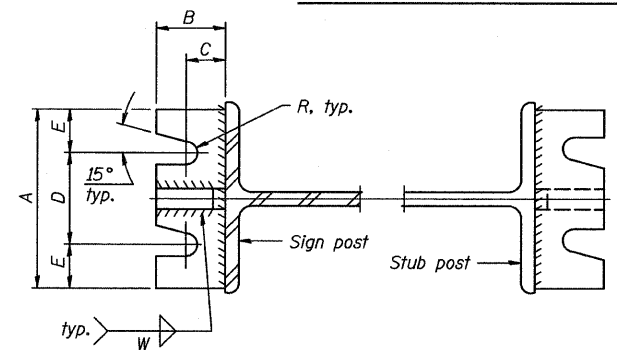
DESIGN STRESSES:
Structural steel - 20,000 p.s.i.
Reinforcing steel - 20,000 p.s.i.
Concrete - 1,400 p.s.i.
Footing soil pressure - 2,000 p.s.f.

After fabrication, the post, fuse plate and upper 6", min. of the stub post shall be hot-dip galvanized in accordance with AASHTO M11. All bolts, nuts and washers shall be hot-dip galvanized in accordance with AASHTO M232.

Work this sheet with Base Sheet BAW-A-2.

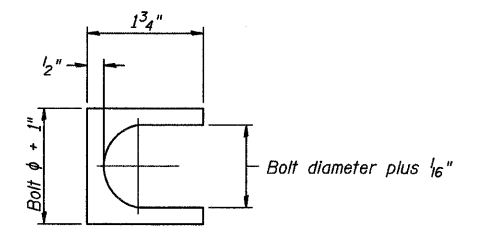


ELEVATION SIGN POST & STUB POST



SECTION A-A

SECTION B-B



SHIM DETAIL

Furnish two 0.01" thick and two 0.03" thick stainless steel or brass (ASTM B36) shims per post.

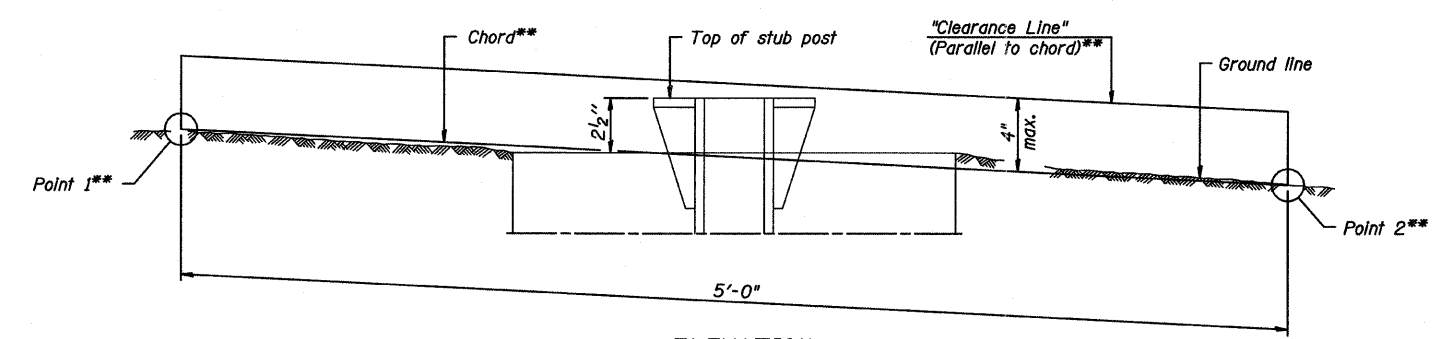
BREAK-AWAY WIDE FLANGE STEEL SIGN POST DETAILS

NUMBER	REVISION	DATE

POST	CONCRETE FOUNDATION TABLE								POST TO STUB POST CONNECTION DATA								FUSE PLATE DATA					
	Foundation		Concrete (1)	Reinforcement			Stub Post	Bolt Size	A	B	C	D	E	t ₁	t ₂	R	W	J	K	L	t ₃	
	Diameter	* Minimum Depth		Vertical Bars Length	Bar Spirals Diameter	Length																lbs. (2)
W6x9	2'-0"	6'-0"	0.70	5'-9"	1'-8 1/2"	79'-0"	78	2'-3"	5/8" x 3/4"	6"	2 1/4"	1 1/4"	3 1/2"	1 1/4"	3/4"	1/2"	1 1/2"	1 1/4"	4"	2 1/4"	7/8"	1/4"
W6x15	2'-0"	6'-0"	0.70	5'-9"	1'-8 1/2"	79'-0"	78	2'-6"	5/8" x 3/4"	6"	2 1/4"	1 1/4"	3 1/2"	1 1/4"	3/4"	1/2"	1 1/2"	1 1/4"	6"	3 1/2"	1 1/4"	3/8"
W8x18	2'-0"	6'-0"	0.70	5'-9"	1'-8 1/2"	79'-0"	78	2'-6"	3/4" x 3/4"	6"	2 1/2"	1 3/8"	3 1/4"	1 3/8"	1"	1/2"	1 3/2"	5/6"	5 1/4"	2 3/4"	1 1/4"	3/8"
W10x22	2'-6"	6'-6"	1.18	6'-3"	2'-2 1/2"	105'-0"	92	3'-0"	3/4" x 3/4"	6"	2 1/2"	1 3/8"	3 1/4"	1 3/8"	1"	1/2"	1 3/2"	5/6"	5 3/4"	2 3/4"	1 1/2"	1/2"
W10x26	2'-6"	7'-0"	1.27	6'-9"	2'-2 1/2"	112'-0"	98	3'-0"	7/8" x 4"	7"	2 3/4"	1 1/2"	4"	1 1/2"	1"	3/4"	5/32"	3/8"	5 3/4"	2 3/4"	1 1/2"	5/8"
W12x26	2'-6"	7'-9"	1.41	7'-6"	2'-2 1/2"	119'-0"	107	3'-0"	7/8" x 4"	7"	2 3/4"	1 1/2"	4"	1 1/2"	1"	3/4"	5/32"	3/8"	6 1/2"	3 1/2"	1 1/2"	5/8"
W14x30	3'-0"	7'-3"	1.90	7'-0"	2'-8 1/2"	145'-0"	113	3'-0"	7/8" x 4"	7"	2 3/4"	1 1/2"	4"	1 1/2"	1"	3/4"	5/32"	3/8"	6 3/4"	3 1/2"	1 5/8"	1/2"
W14x38	3'-0"	8'-0"	2.09	7'-9"	2'-8 1/2"	153'-0"	122	3'-6"	1" x 4 1/2"	7 1/2"	3"	1 3/4"	4"	1 3/4"	1 1/4"	3/4"	11/32"	3/8"	6 3/4"	3 1/2"	1 5/8"	1/2"
W16x45	3'-0"	8'-6"	2.23	8'-3"	2'-8 1/2"	162'-0"	130	3'-6"	1" x 4 1/2"	7 1/2"	3"	1 3/4"	4"	1 3/4"	1 1/4"	3/4"	11/32"	3/8"	7"	3 1/2"	1 3/4"	1/2"

*Dimensional changes required for varying site conditions shall be approved by the Engineer.

POST	FUSE PLATE BOLT SIZE																					
	Sign Height																					
	4'-0"	5'-0"	6'-0"	7'-0"	8'-0"	9'-0"	10'-0"	11'-0"	12'-0"	13'-0"	14'-0"	15'-0"	16'-0"	17'-0"	18'-0"	19'-0"	20'-0"	21'-0"	22'-0"	23'-0"	24'-0"	
W6x9	1/2" x 1 1/2"	1/2" x 1 1/2"	1/2" x 1 1/2"	1/2" x 1 1/2"	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
W6x15	1/2" x 1 3/4"	1/2" x 1 3/4"	1/2" x 1 3/4"	5/8" x 2"	5/8" x 2"	3/4" x 2"	3/4" x 2"	3/4" x 2"	3/4" x 2"	---	---	---	---	---	---	---	---	---	---	---	---	
W8x18	1/2" x 1 3/4"	1/2" x 1 3/4"	1/2" x 1 3/4"	5/8" x 2"	5/8" x 2"	3/4" x 2"	3/4" x 2"	3/4" x 2"	3/4" x 2"	---	---	---	---	---	---	---	---	---	---	---	---	
W10x22	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2"	5/8" x 2"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	---	---	---	---	---	---	---	---	
W10x26	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2 1/4"	5/8" x 2 1/4"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	---	---	---	---	---	---	---	
W12x26	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2 1/4"	5/8" x 2 1/4"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	---	---	---	---	---	---	
W14x30	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2"	5/8" x 2"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	---	---	---	---	---	---	
W14x38	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2 1/4"	5/8" x 2 1/4"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"
W16x45	---	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2"	5/8" x 2 1/4"	5/8" x 2 1/4"	5/8" x 2 1/4"	5/8" x 2 1/4"	5/8" x 2 1/4"	5/8" x 2 1/4"	5/8" x 2 1/4"	5/8" x 2 1/4"	5/8" x 2 1/4"	5/8" x 2 1/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"



ELEVATION
GROUND LINE & STUB POST
** For all "Point 1" and "Point 2" locations, "Clearance Line" must be at or above top of stub post.

- (1) Quantity includes all concrete necessary for one foundation.
- (2) Includes reinforcement bars and spiral hooping for one foundation.

NUMBER	REVISION	DATE

BREAK-AWAY WIDE FLANGE
STEEL SIGN POST TABLES

TYLIN INTERNATIONAL USER NAME = #USER# PLOT SCALE = #SCALE# PLOT DATE = 4/29/2011	DESIGNED - EMK DRAWN - EMK CHECKED - SES DATE - 5/5/2011	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT BREAKAWAY WIDE FLANGE STEEL SIGNPOST DETAIL 2 OF 2	F.A. RTE. 57 SECTION 1313.1B-1 COUNTY COOK TOTAL SHEETS 162 SHEET NO. 61 CONTRACT NO. 60K14 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT
	SCALE: NTS SHEET NO. 2 OF 2 SHEETS STA. TO STA.		BAW-A-2 12-1-08		
	4/29/2011 11:36:03 AM				

Benchmark: BM 204 Square cut on west side of concrete base for light pole. Located along right shoulder of NB I-57, first light pole south of Kedzie Ave. bridge, Sta. 523+92, LT 137'. Elev. 609.85

Existing Structure: S.N. 016-2126 originally built in 1968 as Kedzie Avenue, Section 068-1313.1-C.F. The existing structure consists of a reinforced concrete deck supported by a two span continuous wide flange steel superstructure with vaulted concrete abutments. The overall structure length is 225'-3 1/2" back to back approach bent and 67'-0" out to out deck. Stage Construction will be utilized to maintain one lane of traffic in each direction at all times.

LOADING HL-93

Allow 50#/sq. ft. for future wearing surface.

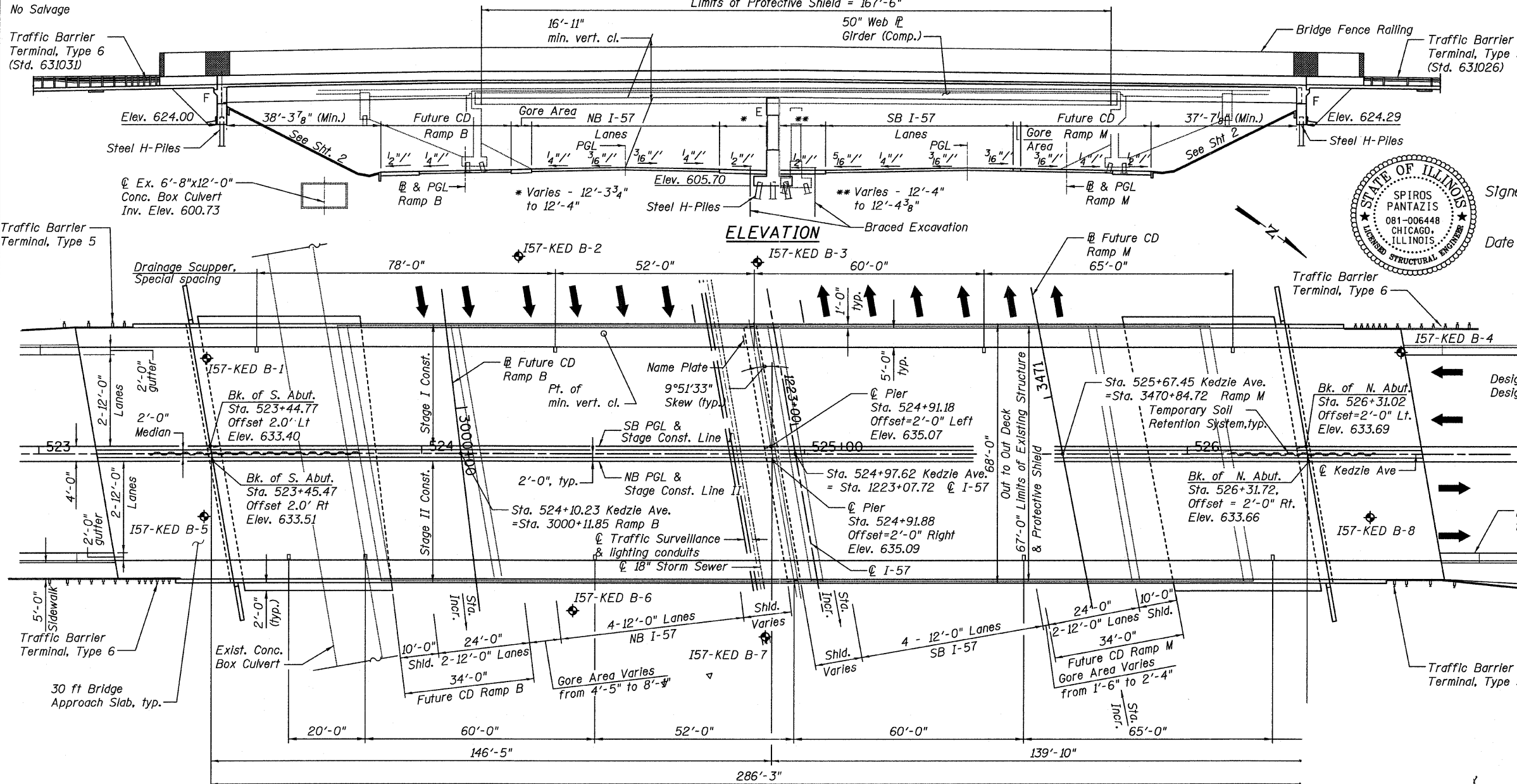
DESIGN SPECIFICATIONS

2007 AASHTO LRFD Bridge Design Specifications, 4th Edition, with 2008 & 2009 Interims

DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)



Signed *[Signature]*
Spiros Pantazis, S.E. II. Lic. No. 081-006448
Expires 11-30-2012.
Date 5/4/11

SEISMIC DATA

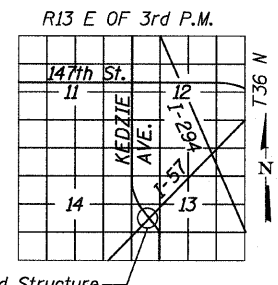
Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{u1}) = 0.065
Design Spectral Acceleration at 0.2 sec. (S_{u0.2}) = 0.117
Soil Site Class = C

LEGEND:

SOIL BORING LOCATION

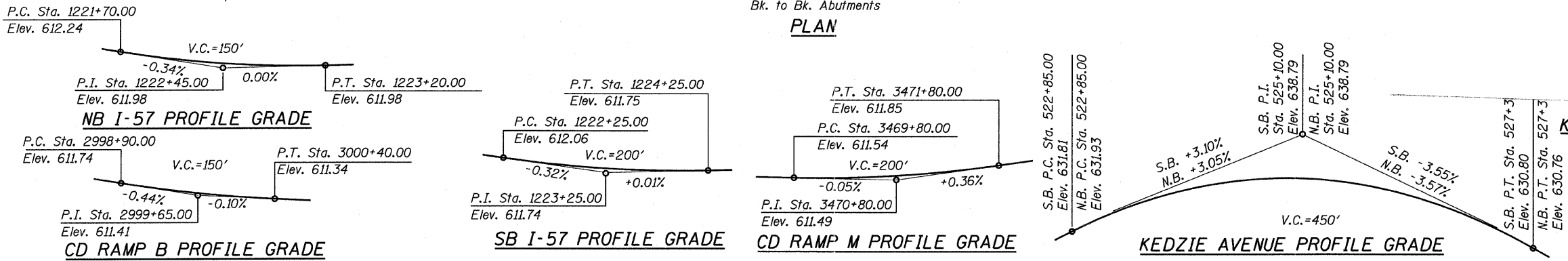
NOTE:

For Horizontal Curve and Superlevation details see sheet 2 of 40.



LOCATION SKETCH

**GENERAL PLAN AND ELEVATION
KEDZIE AVENUE OVER F.A.I. ROUTE 57
SECTION 1313.1B-1
COOK COUNTY
STATION 524+97.62
STRUCTURE NO. 016-1196**



TYLIN INTERNATIONAL

USER NAME =	DESIGNED - LS, SP	REVISED -
PLOT SCALE =	CHECKED - SP, PDF	REVISED -
PLOT DATE = 5/5/2011	DRAWN - DY, LP	REVISED -
	CHECKED - SP, PDF	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

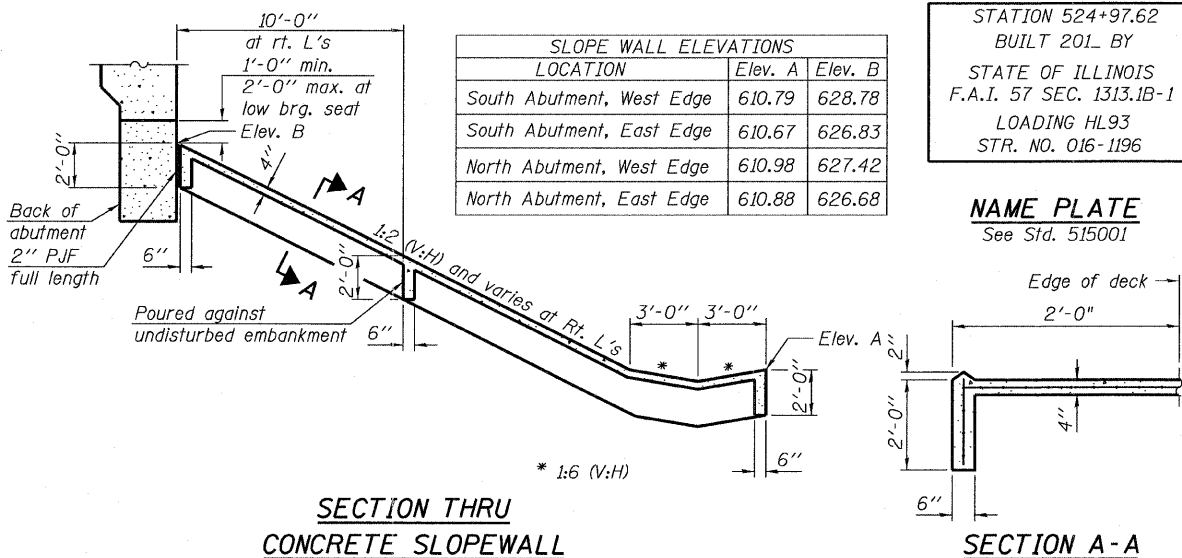
SHEET NO. 1 OF 40 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1313.1B-1	COOK	162	62
CONTRACT NO. 60K14			ILLINOIS FED. AID PROJECT	

P:\602540(57-294)\STRUCTURAL\kedzie over I57\final structure plans-active V1 5/3/2011 1:30:14 PM

GENERAL NOTES:

- Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts 1/2-in. φ, holes 3/8-in. φ, unless otherwise noted.
- Calculated weight of Structural Steel =
Grade 50 = 692,080 lbs
Grade 36 = 42,830 lbs
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
- Reinforcement bars designated (E) shall be epoxy coated.
- If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- Concrete Sealer shall be applied to the all exposed surfaces of the pier.
- The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
- The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception that the exterior surfaces and bottom of the bottom flange of the fascia beams, masked off connection surfaces, and field installed fasteners, all of which shall be touched up and finish coated in the field. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Interstate Green, Munsell No. 7.5G 4/8. See Special Provision for "Cleaning and Painting New Metal Structures".
- Sloped wall shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.
- The cost of furnishing and placing backfill material as necessary for center pier work shall be included in the cost of Braced Excavation. Backfilling shall be in accordance with Article 502.10 of the Standard Specifications.
- Slipforming of the parapets is not allowed.

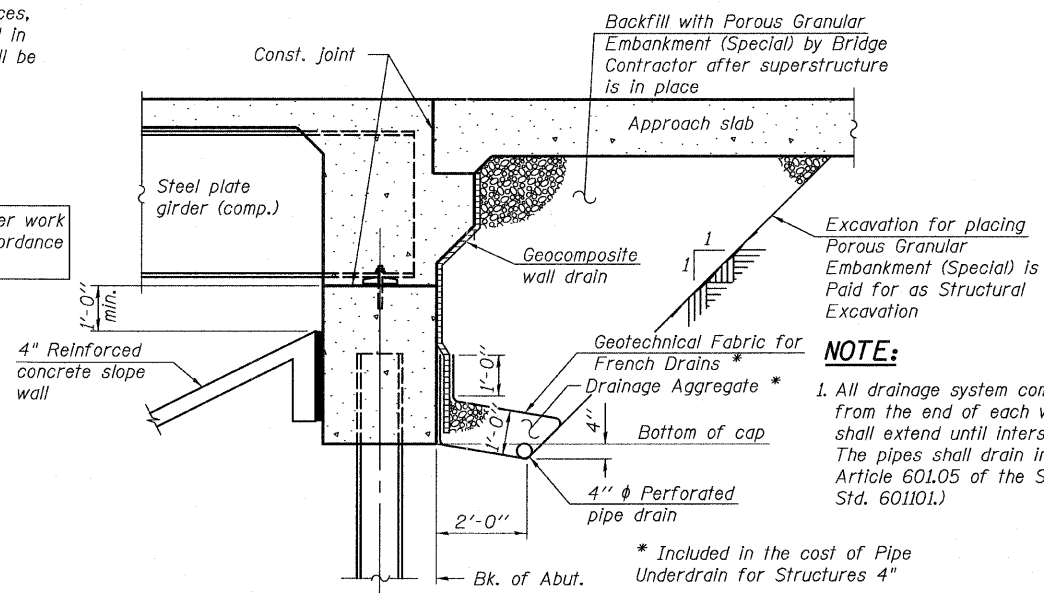


TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
REMOVAL OF EXISTING STRUCTURES	EACH	-	-	1
PROTECTIVE SHIELD	SQ YD	1250	-	1250
STRUCTURE EXCAVATION	CU YD	-	494	494
CONCRETE STRUCTURES	CU YD	-	280.9	280.9
CONCRETE SUPERSTRUCTURE	CU YD	916.6	-	916.6
BRIDGE DECK GROOVING	SQ YD	1924	-	1924
CONCRETE ENCASEMENT	CU YD	-	13.2	13.2
PROTECTIVE COAT	SQ YD	2,880	-	2,880
FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	-	1
STUD SHEAR CONNECTORS	EACH	7,328	-	7,328
REINFORCEMENT BARS, EPOXY COATED	POUND	197,930	54,520	252,450
BAR SPLICERS	EACH	2,356	180	2,536
BRIDGE FENCE RAILING	FOOT	614	-	614
SLOPE WALL 4 INCH	SQ YD	-	691	691
FURNISHING STEEL PILES HP14X73	FOOT	-	2,439	2,439
DRIVING PILES	FOOT	-	2,439	2,439
TEST PILE STEEL HP14X73	EACH	-	3	3
PILE SHOES	EACH	-	62	62
NAME PLATES	EACH	-	1	1
ANCHOR BOLTS, 1"	EACH	-	32	32
ANCHOR BOLTS, 1/4"	EACH	-	32	32
CONCRETE SEALER	SQ FT	-	2,170	2,170
GEOCOMPOSITE WALL DRAIN	SQ YD	-	153	153
BRACED EXCAVATION	CU YD	-	351	351
POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	-	331	331
HIGH LOAD MULTI-ROTATIONAL BEARINGS, GUIDED EXPANSION, 600K	EACH	8	-	8
DRAINAGE SCUPPERS (SPECIAL)	EACH	9	-	9
DRAINAGE SYSTEM	L SUM	1	-	1
PIPE UNDERDRAIN FOR STRUCTURES 4"	FOOT	-	222	222
TEMPORARY SOIL RETENTION SYSTEM	SQ FT	-	749	749

INDEX OF SHEETS

- GENERAL PLAN & ELEVATION
- GENERAL NOTES, INDEX OF SHEETS & BILL OF MATERIAL
- STAGE CONSTRUCTION
- SUBSTRUCTURE LAYOUT
- TEMPORARY CONCRETE BARRIER
- TOP OF SLAB ELEVATIONS - LAYOUT
- TOP OF SLAB ELEVATIONS - 1
- TOP OF SLAB ELEVATIONS - 2
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- TOP OF SLAB ELEVATIONS - 4
- TOP OF SOUTH APPROACH SLAB ELEVATIONS
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- SUPERSTRUCTURE DETAILS - 1
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- SIDEWALK PARAPET ELEVATIONS
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- BRIDGE FENCE RAILING PARAPET MOUNTED
- DRAINAGE SYSTEM
- DRAINAGE SCUPPER
- FRAMING PLAN
- GIRDER ELEVATIONS AND DETAILS
- FIELD SPLICE AND CROSS FRAME DETAILS
- BEARING DETAILS
- NORTH ABUTMENT
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- PIER
- PIER DETAILS
- BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
- HP PILE DETAILS
- BORING LOGS 1
- BORING LOGS 2
- BORING LOGS 3
- BORING LOGS 4
- BORING LOGS 5
- BORING LOGS 6
- BORING LOGS 7
- BORING LOGS 8



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

RAMP M CURVE DATA

Δ = 2°06'38" (RT)
 D = 0°14'06"
 T = 448.84'
 L = 897.58'
 E = 4.13'
 R = 24,368.18'
 S.E. = N/A
 P.C. = Sta. 3469+05.11
 P.T. = Sta. 3478+02.69
 P.I. = Sta. 3473+53.95

I-57 CURVE DATA

Δ = 2°11'45" (LT)
 D = 0°14'05"
 T = 465.82'
 L = 931.53'
 E = 4.45'
 R = 24,400.00'
 S.E. = N/A
 P.C. = Sta. 1215+43.21
 P.T. = Sta. 1224+74.74
 P.I. = Sta. 1220+09.03

RAMP B CURVE DATA

Δ = 1°13'50" (LT)
 D = 0°14'04"
 T = 262.57'
 L = 525.11'
 E = 1.41'
 R = 24,448.70'
 S.E. = N/A
 P.C. = Sta. 2996+64.69
 P.T. = Sta. 3001+89.80
 P.I. = Sta. 2999+27.26

KEDZIE AVE. CURVE DATA

Δ = 36°02'20" (LT)
 D = 3°57'57"
 T = 470.05'
 L = 908.72'
 E = 74.53'
 R = 1445.00'
 S.E. = 5.0%
 P.C. = Sta. 513+50.27
 P.T. = Sta. 522+58.99
 P.I. = Sta. 518+20.32

KEDZIE AVENUE SUPERELEVATION TRANSITIONS

SOUTHBOUND LANES		LOCATION
1/4" / 3/8" / 1/2"	522+93 to 526+31	
3/8" / 1/2"	526+48	
0.0%	526+98	
2.0%	527+65	
5.0%	528+65 to 533+72.83	

KEDZIE AVENUE SUPERELEVATION TRANSITIONS

NORTHBOUND LANES		LOCATION
5.0% (FULL SE)	514+67 to 521+76	
2.0%	522+76	
0.0%	523+43	
3/8" / 1/2"	523+93	
3/8" / 1/4"	524+10 to 527+48	

(LOOKING NORTH)
 ○ = PGL LOCATION

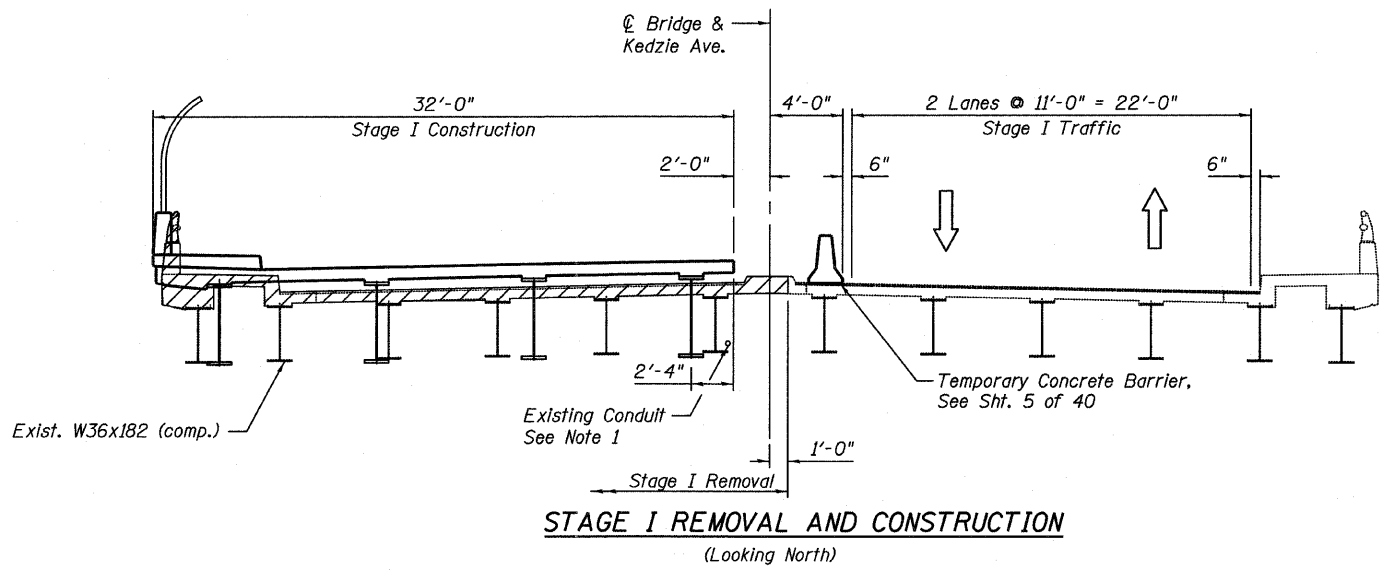
(LOOKING NORTH)
 ○ = PGL LOCATION

TYLIN INTERNATIONAL	USER NAME =	DESIGNED - MDM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES, INDEX OF SHEETS & BILL OF MATERIAL STRUCTURE NO. 016-1196	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	CHECKED - CME	REVISED -			57	1313.1B-1	COOK	162	63
	PLOT DATE = 5/5/2011	DRAWN - SMM	REVISED -			CONTRACT NO. 60K14				
		CHECKED - PDF	REVISED -			ILLINOIS FED. AID PROJECT				
SHEET NO. 2 OF 40 SHEETS										

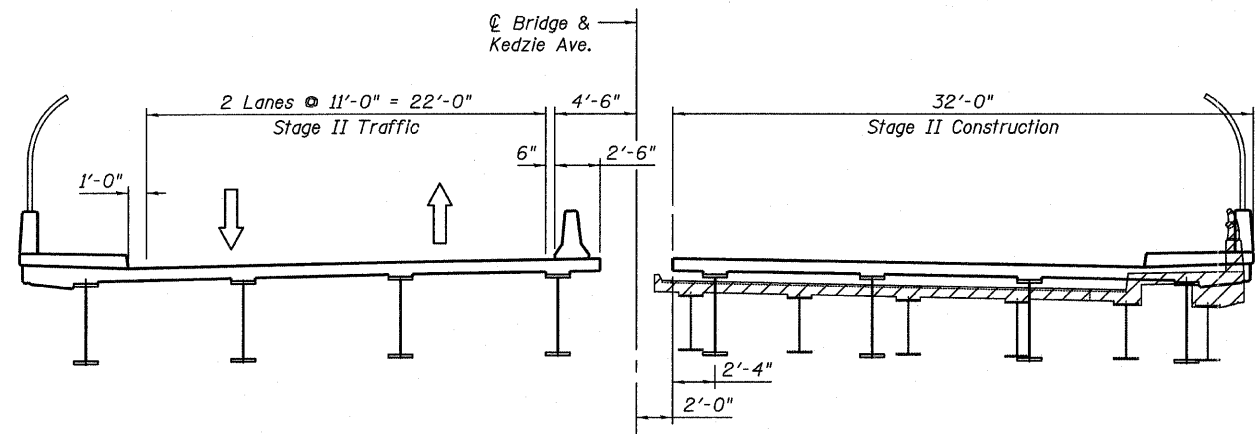
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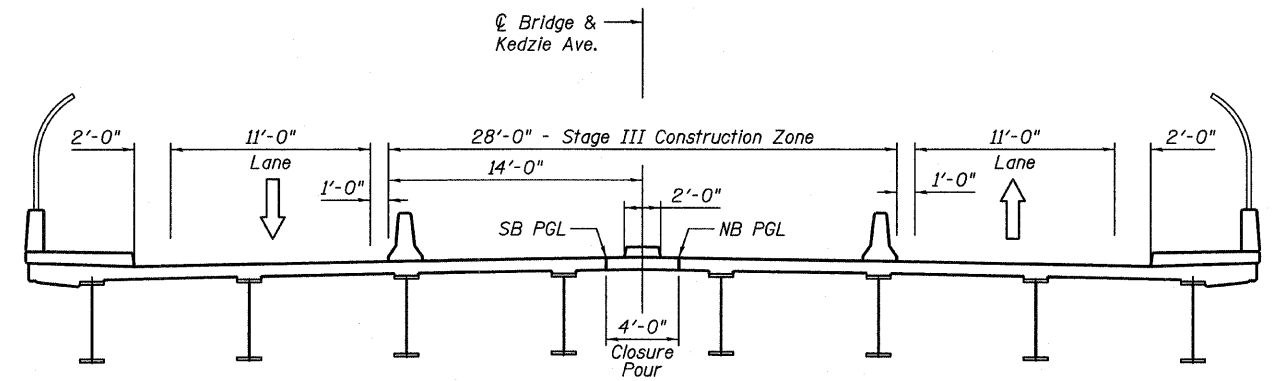
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STAGE I REMOVAL AND CONSTRUCTION
(Looking North)



STAGE II REMOVAL AND CONSTRUCTION
(Looking North)



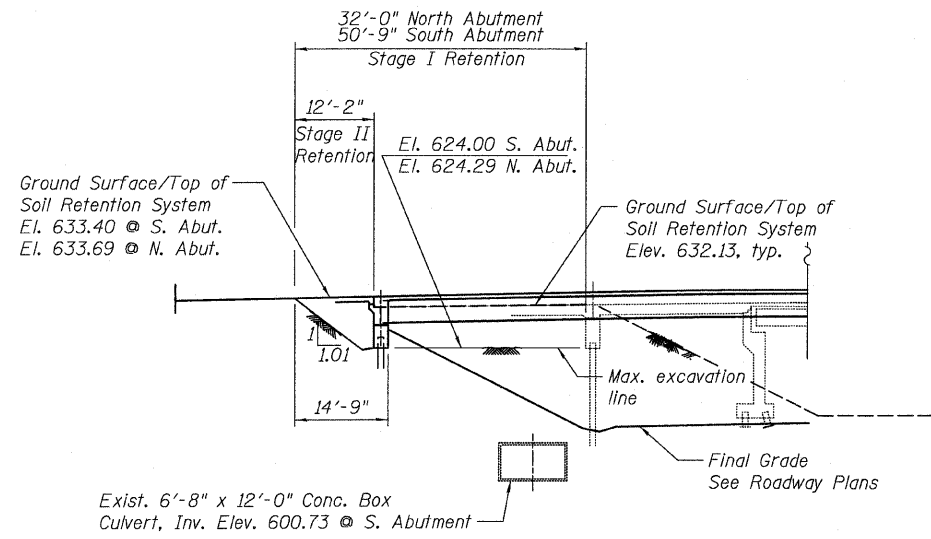
STAGE III CONSTRUCTION
(Looking North)

Work to be performed in Stage III includes the closure pour and the center median.

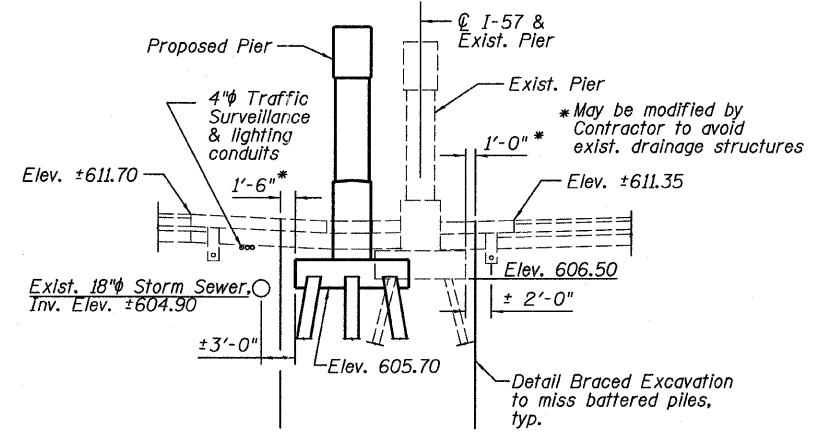
NOTES:

1. The existing conduit for underpass lighting and bridge mounted sign structures shall be removed, See Special Provisions.
2. For quantity of Temporary Concrete Barrier, see Roadway Plans.
3. Hatched area Indicates Removal of Existing Structures.

TYLIN INTERNATIONAL	USER NAME =	DESIGNED - LS, SP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE CONSTRUCTION STRUCTURE NO. 016-1196	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	CHECKED - SP, PDF	REVISED -			57	1313.1B-1	COOK	162	64
	PLOT DATE = 5/5/2011	DRAWN - DY, PMW	REVISED -			CONTRACT NO. 60K14				
		CHECKED - SP, PDF	REVISED -			[ILLINOIS] FED. AID PROJECT				
SHEET NO. 3 OF 40 SHEETS										



TEMPORARY SOIL RETENTION SYSTEM AT ABUTMENTS



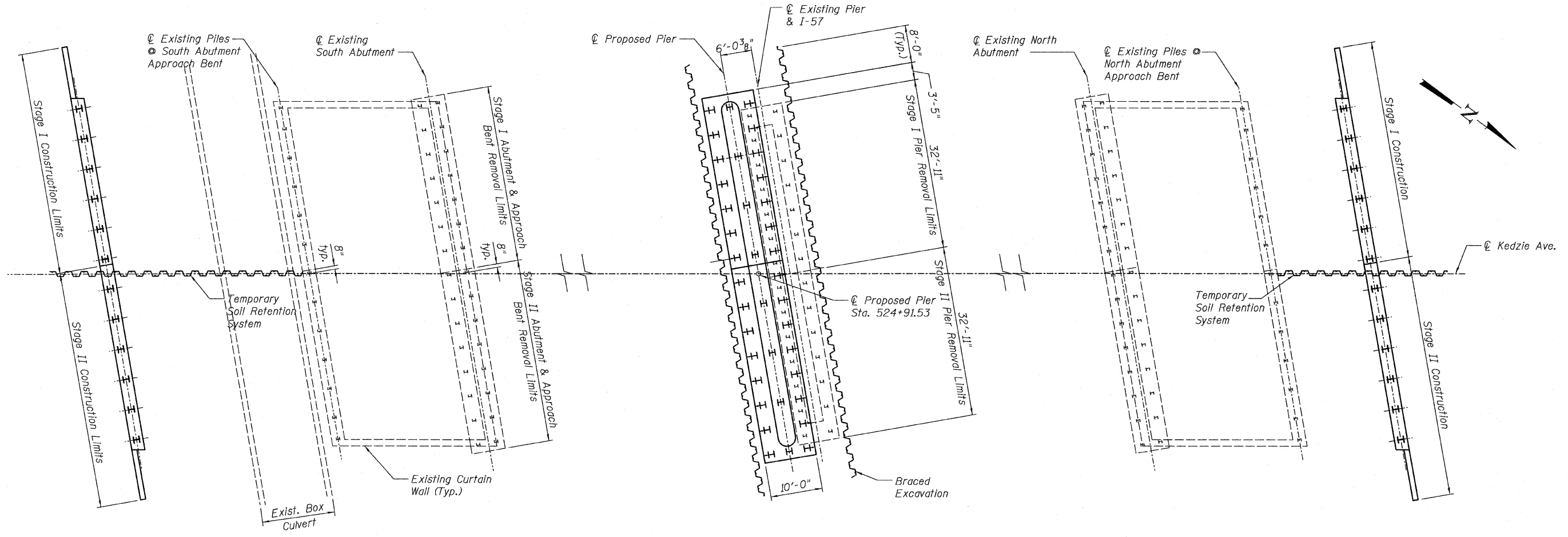
BRACED EXCAVATION-PIER
(Looking West)

NOTES:

- Existing piles located under proposed foundations shall be cut-off 1'-0" below the bottom of proposed footing.
- Existing piles at each existing abutment and approach bent shall be cut-off to an elevation of 607.30.
- Contractor may adjust pile spacing to miss existing piles.
- A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

LEGEND:

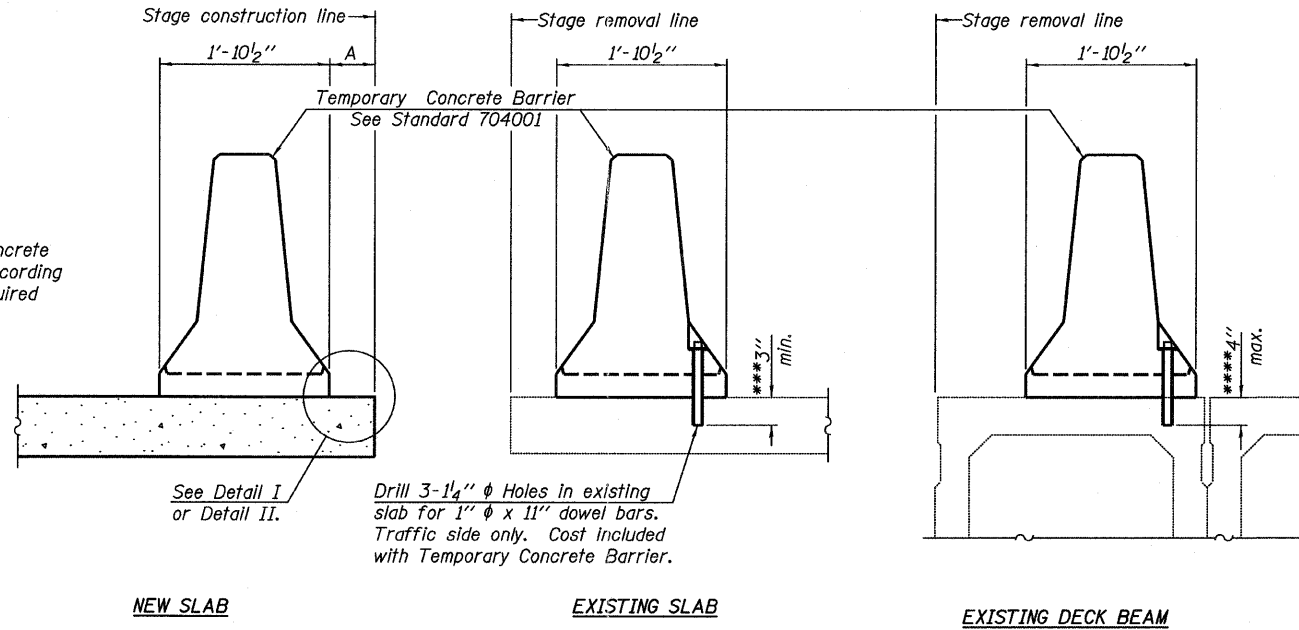
- = Existing Structure
- = Proposed Structure
- ⊥ = Proposed Battered Pile 2:12 (h:v)
- ⊥ = Proposed Pile
- ~ = Temporary Soil Retention System or Braced Excavation
- ⊥ = Existing Pile



SUBSTRUCTURE LAYOUT

TYLIN INTERNATIONAL	USER NAME =	DESIGNED - MDM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUBSTRUCTURE LAYOUT STRUCTURE NO. 016-1196		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	CHECKED - CME	REVISED -				57	1313.1B-1	COOK	162	65
	PLOT DATE = 5/5/2011	DRAWN - PMW	REVISED -				CONTRACT NO. 60K14				
		CHECKED - PDF	REVISED -				ILLINOIS FED. AID PROJECT				
SHEET NO. 4 OF 40 SHEETS											

When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



SECTIONS THRU SLAB OR DECK BEAM

NOTES

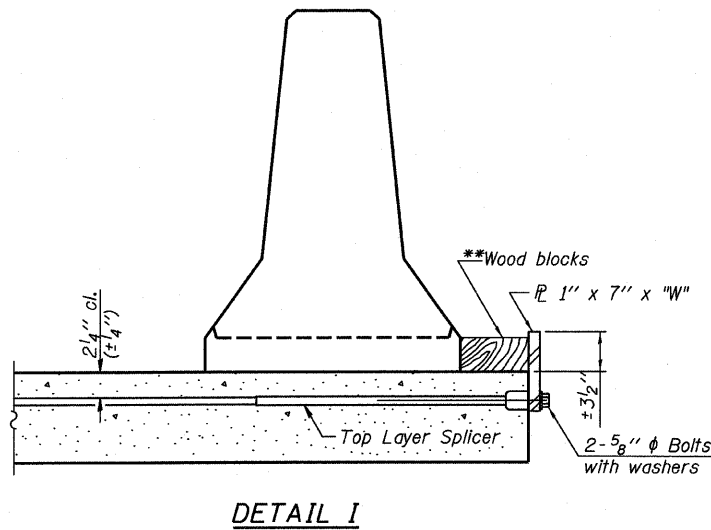
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x "W" steel \bar{P} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x "W" steel \bar{P} to the concrete slab or concrete wearing surface with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

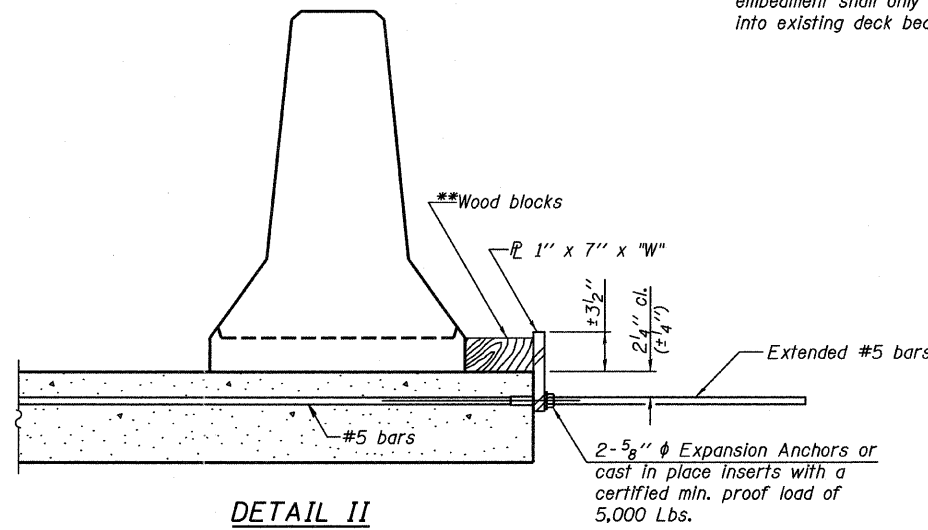
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

*** Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

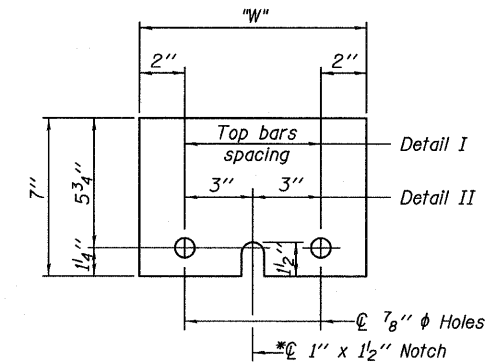
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER \bar{P} 1" x 7" x "W"
* Required only with Detail II

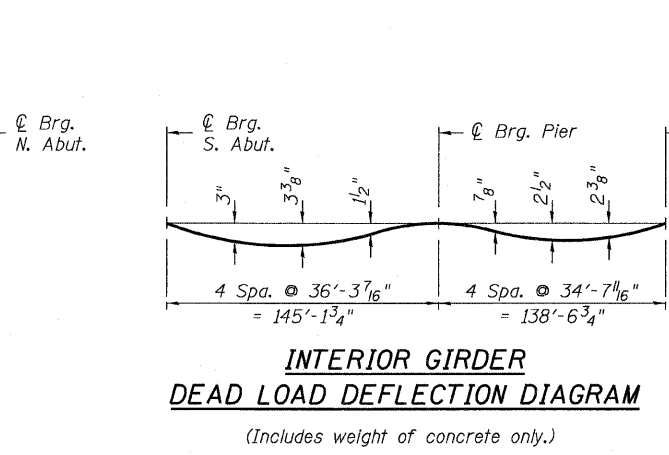
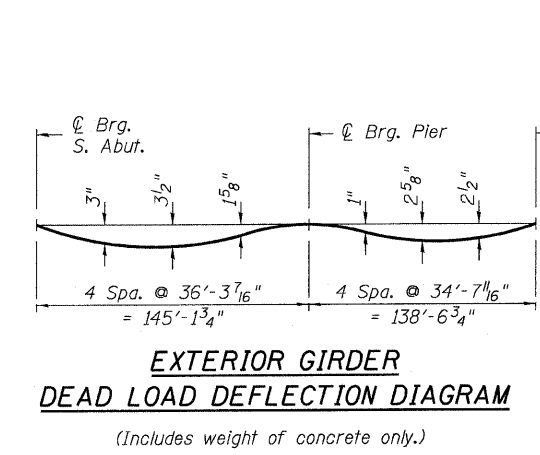
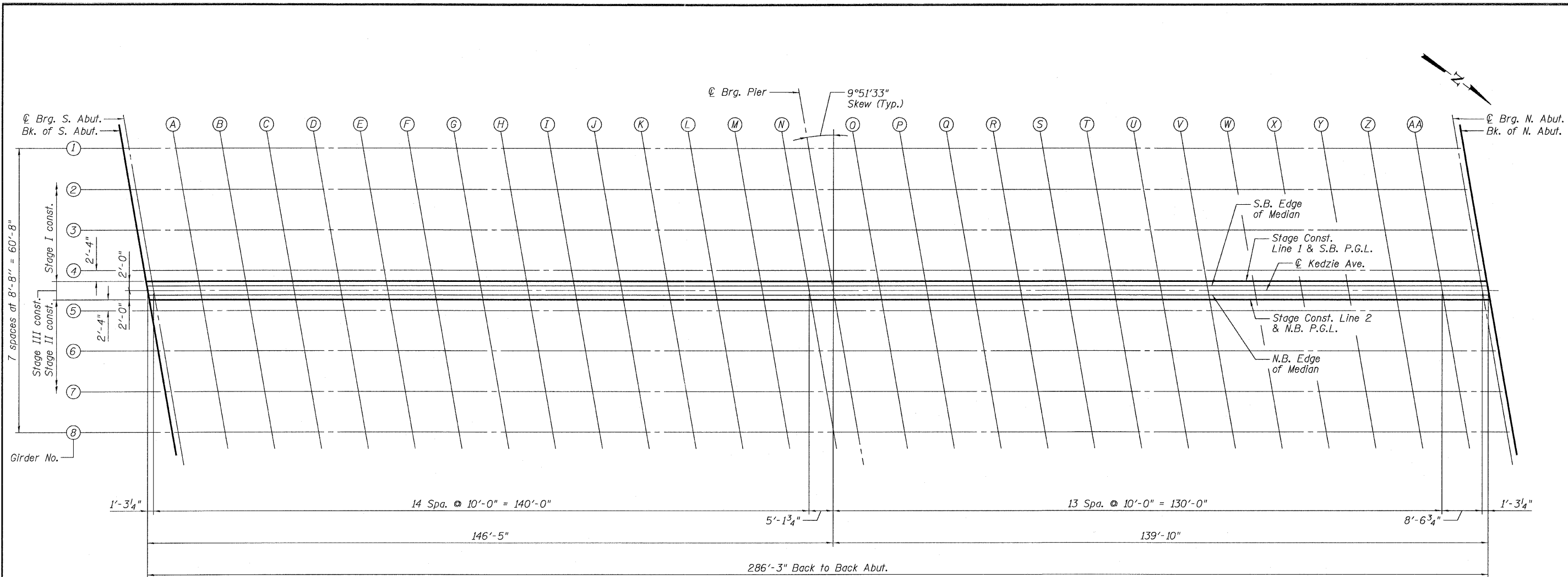
** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

"W" = Top bars spacing + 4"

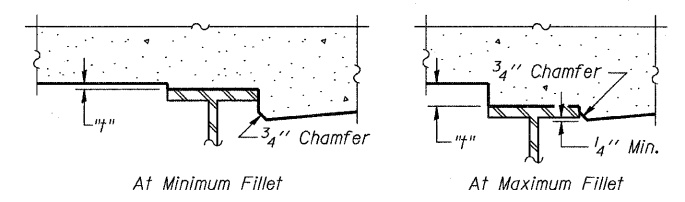
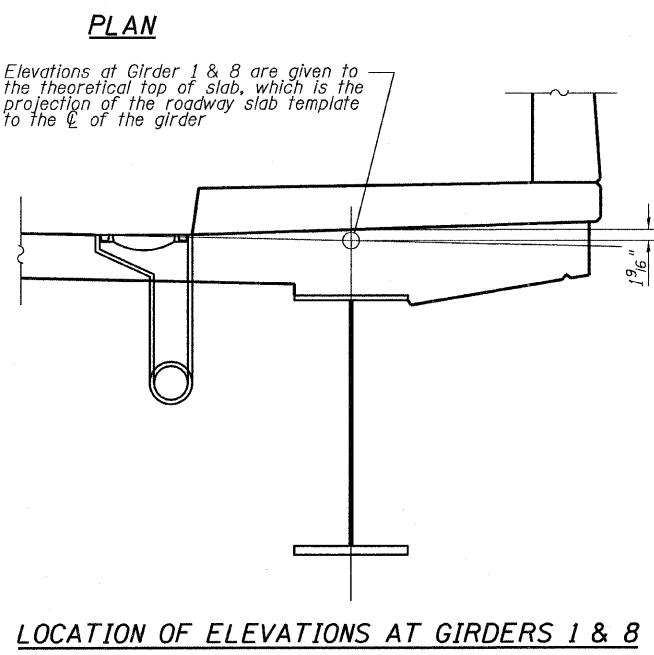
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TYLIN INTERNATIONAL	USER NAME =	DESIGNED - MDM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY CONCRETE BARRIER STRUCTURE NO. 016-1196	F.A.I. RTE. 57	SECTION 1313.1B-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 66
	PLOT SCALE =	CHECKED - CMF	REVISED -			CONTRACT NO. 60K14				
	PLOT DATE = 5/5/2011	DRAWN - RPK	REVISED -			ILLINOIS FED. AID PROJECT				
		CHECKED - PDF	REVISED -			SHEET NO. 5 OF 40 SHEETS				



Note:
The above deflections are not for use in the field if the Engineer is working from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections".



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown in the "Dead Load Deflection Diagram". These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on the following sheets, minus slab thickness, equals the fillet heights "t" above top flange of girders.

TYLIN INTERNATIONAL USER NAME = PLOT SCALE = PLOT DATE = 5/5/2011	DESIGNED - JKO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS - LAYOUT STRUCTURE NO. 016-1196		F.A.I. RTE. 57	SECTION 1313.1B-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 67	
	CHECKED - CPT	REVISED -		SHEET NO. 6 OF 40 SHEETS		ILLINOIS FED. AID PROJECT		CONTRACT NO. 60K14			
	DRAWN - TSK	REVISED -									
	CHECKED - JKO	REVISED -									

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GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	523+39.85	-30.33	632.76	632.76
⊕ Brg. S. Abut.	523+41.12	-30.33	632.79	632.79
A	523+51.12	-30.33	633.01	633.07
B	523+61.12	-30.33	633.21	633.33
C	523+71.12	-30.33	633.40	633.62
D	523+81.12	-30.33	633.58	633.83
E	523+91.12	-30.33	633.74	634.02
F	524+01.12	-30.33	633.89	634.20
G	524+11.12	-30.33	634.02	634.32
H	524+21.12	-30.33	634.13	634.41
I	524+31.12	-30.33	634.23	634.48
J	524+41.12	-30.33	634.32	634.53
K	524+51.12	-30.33	634.39	634.52
L	524+61.12	-30.33	634.45	634.55
M	524+71.12	-30.33	634.49	634.55
N	524+81.12	-30.33	634.52	634.53
⊕ Brg. Pier	524+86.26	-30.33	634.53	634.53
O	524+96.26	-30.33	634.53	634.53
P	525+06.26	-30.33	634.52	634.53
Q	525+16.26	-30.33	634.50	634.55
R	525+26.26	-30.33	634.46	634.54
S	525+36.26	-30.33	634.41	634.55
T	525+46.26	-30.33	634.34	634.51
U	525+56.26	-30.33	634.25	634.47
V	525+66.26	-30.33	634.16	634.39
W	525+76.26	-30.33	634.04	634.28
X	525+86.26	-30.33	633.92	634.14
Y	525+96.26	-30.33	633.77	633.98
Z	526+06.26	-30.33	633.62	633.75
AA	526+16.26	-30.33	633.44	633.54
⊕ Brg. N. Abut.	526+24.83	-30.33	633.28	633.28
Bk. N. Abut	526+26.10	-30.33	633.26	633.26

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	523+41.35	-21.67	632.98	632.98
⊕ Brg. S. Abut.	523+42.62	-21.67	633.00	633.00
A	523+52.62	-21.67	633.22	633.28
B	523+62.62	-21.67	633.42	633.54
C	523+72.62	-21.67	633.61	633.82
D	523+82.62	-21.67	633.78	634.03
E	523+92.62	-21.67	633.94	634.22
F	524+02.62	-21.67	634.09	634.39
G	524+12.62	-21.67	634.22	634.51
H	524+22.62	-21.67	634.33	634.60
I	524+32.62	-21.67	634.43	634.67
J	524+42.62	-21.67	634.51	634.72
K	524+52.62	-21.67	634.58	634.71
L	524+62.62	-21.67	634.64	634.73
M	524+72.62	-21.67	634.68	634.74
N	524+82.62	-21.67	634.70	634.72
⊕ Brg. Pier	524+87.76	-21.67	634.71	634.71
O	524+97.76	-21.67	634.71	634.71
P	525+07.76	-21.67	634.70	634.71
Q	525+17.76	-21.67	634.68	634.73
R	525+27.76	-21.67	634.63	634.71
S	525+37.76	-21.67	634.58	634.71
T	525+47.76	-21.67	634.51	634.67
U	525+57.76	-21.67	634.42	634.64
V	525+67.76	-21.67	634.32	634.55
W	525+77.76	-21.67	634.21	634.44
X	525+87.76	-21.67	634.08	634.29
Y	525+97.76	-21.67	633.93	634.13
Z	526+07.76	-21.67	633.77	633.91
AA	526+17.76	-21.67	633.60	633.69
⊕ Brg. N. Abut.	526+26.34	-21.67	633.44	633.44
Bk. N. Abut	526+27.60	-21.67	633.41	633.41

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	523+42.86	-13.00	633.18	633.18
⊕ Brg. S. Abut.	523+44.13	-13.00	633.21	633.21
A	523+54.13	-13.00	633.43	633.49
B	523+64.13	-13.00	633.63	633.74
C	523+74.13	-13.00	633.81	634.02
D	523+84.13	-13.00	633.99	634.23
E	523+94.13	-13.00	634.14	634.41
F	524+04.13	-13.00	634.28	634.58
G	524+14.13	-13.00	634.41	634.70
H	524+24.13	-13.00	634.52	634.78
I	524+34.13	-13.00	634.62	634.85
J	524+44.13	-13.00	634.70	634.90
K	524+54.13	-13.00	634.77	634.89
L	524+64.13	-13.00	634.82	634.91
M	524+74.13	-13.00	634.86	634.92
N	524+84.13	-13.00	634.88	634.89
⊕ Brg. Pier	524+89.27	-13.00	634.89	634.89
O	524+99.27	-13.00	634.89	634.89
P	525+09.27	-13.00	634.87	634.88
Q	525+19.27	-13.00	634.85	634.89
R	525+29.27	-13.00	634.80	634.88
S	525+39.27	-13.00	634.74	634.88
T	525+49.27	-13.00	634.67	634.83
U	525+59.27	-13.00	634.58	634.79
V	525+69.27	-13.00	634.48	634.70
W	525+79.27	-13.00	634.36	634.59
X	525+89.27	-13.00	634.23	634.44
Y	525+99.27	-13.00	634.08	634.28
Z	526+09.27	-13.00	633.92	634.05
AA	526+19.27	-13.00	633.74	633.84
⊕ Brg. N. Abut.	526+27.84	-13.00	633.58	633.58
Bk. N. Abut	526+29.11	-13.00	633.56	633.56

TYLIN INTERNATIONAL

USER NAME =	DESIGNED - JKO	REVISED -
PLOT SCALE =	CHECKED - CPT	REVISED -
PLOT DATE = 5/5/2011	DRAWN - TSK	REVISED -
	CHECKED - JKO	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS - 1
STRUCTURE NO. 016-1196**

SHEET NO. 7 OF 40 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1313.1B-1	COOK	162	68
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60K14	

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	523+44.37	-4.33	633.35	633.35
☉ Brg. S. Abut.	523+45.64	-4.33	633.38	633.38
A	523+55.64	-4.33	633.59	633.65
B	523+65.64	-4.33	633.79	633.90
C	523+75.64	-4.33	633.98	634.18
D	523+85.64	-4.33	634.14	634.39
E	523+95.64	-4.33	634.30	634.57
F	524+05.64	-4.33	634.44	634.73
G	524+15.64	-4.33	634.56	634.85
H	524+25.64	-4.33	634.67	634.93
I	524+35.64	-4.33	634.77	635.00
J	524+45.64	-4.33	634.85	635.05
K	524+55.64	-4.33	634.91	635.04
L	524+65.64	-4.33	634.96	635.05
M	524+75.64	-4.33	635.00	635.06
N	524+85.64	-4.33	635.02	635.03
☉ Brg. Pier	524+90.78	-4.33	635.02	635.02
O	525+00.78	-4.33	635.02	635.02
P	525+10.78	-4.33	635.01	635.02
Q	525+20.78	-4.33	634.98	635.02
R	525+30.78	-4.33	634.93	635.00
S	525+40.78	-4.33	634.87	635.00
T	525+50.78	-4.33	634.79	634.96
U	525+60.78	-4.33	634.70	634.91
V	525+70.78	-4.33	634.60	634.82
W	525+80.78	-4.33	634.48	634.70
X	525+90.78	-4.33	634.34	634.56
Y	526+00.78	-4.33	634.19	634.39
Z	526+10.78	-4.33	634.03	634.16
AA	526+20.78	-4.33	633.85	633.95
☉ Brg. N. Abut.	526+29.35	-4.33	633.69	633.69
Bk. N. Abut	526+30.62	-4.33	633.66	633.66

STAGE CONSTRUCTION LINE 1 & S.B. P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	523+44.77	-2.00	633.40	633.40
☉ Brg. S. Abut.	523+46.04	-2.00	633.43	633.43
A	523+56.04	-2.00	633.64	633.70
B	523+66.04	-2.00	633.84	633.95
C	523+76.04	-2.00	634.02	634.23
D	523+86.04	-2.00	634.19	634.43
E	523+96.04	-2.00	634.34	634.61
F	524+06.04	-2.00	634.48	634.78
G	524+16.04	-2.00	634.60	634.90
H	524+26.04	-2.00	634.71	634.97
I	524+36.04	-2.00	634.81	635.04
J	524+46.04	-2.00	634.89	635.08
K	524+56.04	-2.00	634.95	635.08
L	524+66.04	-2.00	635.00	635.09
M	524+76.04	-2.00	635.04	635.09
N	524+86.04	-2.00	635.06	635.07
☉ Brg. Pier	524+91.18	-2.00	635.06	635.06
O	525+01.18	-2.00	635.06	635.06
P	525+11.18	-2.00	635.04	635.05
Q	525+21.18	-2.00	635.01	635.06
R	525+31.18	-2.00	634.96	635.04
S	525+41.18	-2.00	634.90	635.04
T	525+51.18	-2.00	634.83	634.99
U	525+61.18	-2.00	634.74	634.95
V	525+71.18	-2.00	634.63	634.85
W	525+81.18	-2.00	634.51	634.74
X	525+91.18	-2.00	634.37	634.59
Y	526+01.18	-2.00	634.22	634.42
Z	526+11.18	-2.00	634.06	634.19
AA	526+21.18	-2.00	633.88	633.97
☉ Brg. N. Abut.	526+29.75	-2.00	633.72	633.72
Bk. N. Abut	526+31.02	-2.00	633.69	633.69

S.B. EDGE OF MEDIAN

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	523+44.95	-1.00	633.42	633.42
☉ Brg. S. Abut.	523+46.21	-1.00	633.45	633.45
A	523+56.21	-1.00	633.66	633.72
B	523+66.21	-1.00	633.86	633.97
C	523+76.21	-1.00	634.04	634.25
D	523+86.21	-1.00	634.21	634.45
E	523+96.21	-1.00	634.36	634.63
F	524+06.21	-1.00	634.50	634.79
G	524+16.21	-1.00	634.62	634.91
H	524+26.21	-1.00	634.73	634.99
I	524+36.21	-1.00	634.82	635.06
J	524+46.21	-1.00	634.90	635.10
K	524+56.21	-1.00	634.97	635.09
L	524+66.21	-1.00	635.02	635.11
M	524+76.21	-1.00	635.05	635.11
N	524+86.21	-1.00	635.07	635.08
☉ Brg. Pier	524+91.36	-1.00	635.08	635.08
O	525+01.36	-1.00	635.07	635.08
P	525+11.36	-1.00	635.06	635.07
Q	525+21.36	-1.00	635.02	635.07
R	525+31.36	-1.00	634.98	635.05
S	525+41.36	-1.00	634.92	635.05
T	525+51.36	-1.00	634.84	635.00
U	525+61.36	-1.00	634.75	634.96
V	525+71.36	-1.00	634.64	634.87
W	525+81.36	-1.00	634.52	634.75
X	525+91.36	-1.00	634.39	634.60
Y	526+01.36	-1.00	634.24	634.43
Z	526+11.36	-1.00	634.07	634.21
AA	526+21.36	-1.00	633.89	633.99
☉ Brg. N. Abut.	526+29.93	-1.00	633.73	633.73
Bk. N. Abut	526+31.20	-1.00	633.70	633.70

TYLIN INTERNATIONAL	USER NAME =	DESIGNED - JKO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS - 2 STRUCTURE NO. 016-1196	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	CHECKED - CPT	REVISED -			57	1313.1B-1	COOK	162	69
	PLOT DATE = 5/5/2011	DRAWN - TSK	REVISED -			CONTRACT NO. 60K14				
		CHECKED - JKO	REVISED -			ILLINOIS FED. AID PROJECT				
SHEET NO. 8 OF 40 SHEETS										

N.B. EDGE OF MEDIAN

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	523+45.29	1.00	633.50	633.50
⊘ Brg. S. Abut.	523+46.56	1.00	633.53	633.53
A	523+56.56	1.00	633.74	633.80
B	523+66.56	1.00	633.94	634.05
C	523+76.56	1.00	634.12	634.32
D	523+86.56	1.00	634.28	634.53
E	523+96.56	1.00	634.43	634.70
F	524+06.56	1.00	634.57	634.86
G	524+16.56	1.00	634.69	634.98
H	524+26.56	1.00	634.79	635.05
I	524+36.56	1.00	634.88	635.11
J	524+46.56	1.00	634.95	635.15
K	524+56.56	1.00	635.01	635.14
L	524+66.56	1.00	635.06	635.15
M	524+76.56	1.00	635.09	635.15
N	524+86.56	1.00	635.10	635.12
⊘ Brg. Pier	524+91.70	1.00	635.11	635.11
O	525+01.70	1.00	635.10	635.10
P	525+11.70	1.00	635.08	635.09
Q	525+21.70	1.00	635.04	635.09
R	525+31.70	1.00	634.99	635.07
S	525+41.70	1.00	634.93	635.06
T	525+51.70	1.00	634.85	635.01
U	525+61.70	1.00	634.75	634.96
V	525+71.70	1.00	634.64	634.87
W	525+81.70	1.00	634.52	634.75
X	525+91.70	1.00	634.38	634.59
Y	526+01.70	1.00	634.23	634.42
Z	526+11.70	1.00	634.06	634.19
AA	526+21.70	1.00	633.88	633.97
⊘ Brg. N. Abut.	526+30.28	1.00	633.71	633.71
Bk. N. Abut	526+31.54	1.00	633.68	633.68

STAGE CONSTRUCTION LINE 2 & N.B. P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	523+45.47	2.00	633.51	633.51
⊘ Brg. S. Abut.	523+46.74	2.00	633.53	633.53
A	523+56.74	2.00	633.74	633.80
B	523+66.74	2.00	633.93	634.04
C	523+76.74	2.00	634.11	634.32
D	523+86.74	2.00	634.27	634.51
E	523+96.74	2.00	634.42	634.69
F	524+06.74	2.00	634.55	634.85
G	524+16.74	2.00	634.67	634.96
H	524+26.74	2.00	634.78	635.04
I	524+36.74	2.00	634.86	635.10
J	524+46.74	2.00	634.94	635.14
K	524+56.74	2.00	635.00	635.12
L	524+66.74	2.00	635.04	635.13
M	524+76.74	2.00	635.07	635.13
N	524+86.74	2.00	635.09	635.10
⊘ Brg. Pier	524+91.88	2.00	635.09	635.09
O	525+01.88	2.00	635.09	635.09
P	525+11.88	2.00	635.06	635.07
Q	525+21.88	2.00	635.03	635.08
R	525+31.88	2.00	634.98	635.05
S	525+41.88	2.00	634.91	635.04
T	525+51.88	2.00	634.83	634.99
U	525+61.88	2.00	634.74	634.95
V	525+71.88	2.00	634.63	634.85
W	525+81.88	2.00	634.50	634.73
X	525+91.88	2.00	634.36	634.58
Y	526+01.88	2.00	634.21	634.40
Z	526+11.88	2.00	634.04	634.17
AA	526+21.88	2.00	633.86	633.95
⊘ Brg. N. Abut.	526+30.45	2.00	633.69	633.69
Bk. N. Abut	526+31.72	2.00	633.66	633.66

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	523+45.87	4.33	633.51	633.51
⊘ Brg. S. Abut.	523+47.14	4.33	633.54	633.54
A	523+57.14	4.33	633.74	633.79
B	523+67.14	4.33	633.92	634.03
C	523+77.14	4.33	634.09	634.30
D	523+87.14	4.33	634.25	634.49
E	523+97.14	4.33	634.39	634.66
F	524+07.14	4.33	634.52	634.82
G	524+17.14	4.33	634.64	634.93
H	524+27.14	4.33	634.74	635.00
I	524+37.14	4.33	634.83	635.07
J	524+47.14	4.33	634.91	635.10
K	524+57.14	4.33	634.96	635.09
L	524+67.14	4.33	635.01	635.10
M	524+77.14	4.33	635.04	635.10
N	524+87.14	4.33	635.05	635.07
⊘ Brg. Pier	524+92.28	4.33	635.06	635.06
O	525+02.28	4.33	635.05	635.05
P	525+12.28	4.33	635.03	635.04
Q	525+22.28	4.33	634.99	635.04
R	525+32.28	4.33	634.94	635.01
S	525+42.28	4.33	634.87	635.01
T	525+52.28	4.33	634.79	634.95
U	525+62.28	4.33	634.70	634.91
V	525+72.28	4.33	634.59	634.81
W	525+82.28	4.33	634.46	634.69
X	525+92.28	4.33	634.32	634.53
Y	526+02.28	4.33	634.17	634.36
Z	526+12.28	4.33	634.00	634.13
AA	526+22.28	4.33	633.81	633.91
⊘ Brg. N. Abut.	526+30.85	4.33	633.64	633.64
Bk. N. Abut	526+32.12	4.33	633.62	633.62

TYLIN INTERNATIONAL	USER NAME =	DESIGNED - JKO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS - 3 STRUCTURE NO. 016-1196	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	CHECKED - CPT	REVISED -			57	1313.1B-1	COOK	162	70
	PLOT DATE = 5/5/2011	DRAWN - TSK	REVISED -			CONTRACT NO. 60K14				
		CHECKED - JKO	REVISED -			ILLINOIS FED. AID PROJECT				
SHEET NO. 9 OF 40 SHEETS										

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	523+47.38	13.00	633.53	633.53
⊕ Brg. S. Abut.	523+48.65	13.00	633.55	633.55
A	523+58.65	13.00	633.72	633.78
B	523+68.65	13.00	633.88	633.99
C	523+78.65	13.00	634.02	634.23
D	523+88.65	13.00	634.14	634.39
E	523+98.65	13.00	634.27	634.55
F	524+08.65	13.00	634.40	634.70
G	524+18.65	13.00	634.52	634.81
H	524+28.65	13.00	634.62	634.88
I	524+38.65	13.00	634.71	634.94
J	524+48.65	13.00	634.78	634.98
K	524+58.65	13.00	634.84	634.96
L	524+68.65	13.00	634.88	634.97
M	524+78.65	13.00	634.91	634.96
N	524+88.65	13.00	634.92	634.93
⊕ Brg. Pier	524+93.79	13.00	634.92	634.92
O	525+03.79	13.00	634.91	634.91
P	525+13.79	13.00	634.89	634.90
Q	525+23.79	13.00	634.85	634.90
R	525+33.79	13.00	634.79	634.87
S	525+43.79	13.00	634.73	634.86
T	525+53.79	13.00	634.64	634.81
U	525+63.79	13.00	634.54	634.76
V	525+73.79	13.00	634.43	634.66
W	525+83.79	13.00	634.30	634.53
X	525+93.79	13.00	634.16	634.38
Y	526+03.79	13.00	634.01	634.20
Z	526+13.79	13.00	633.83	633.97
AA	526+23.79	13.00	633.65	633.74
⊕ Brg. N. Abut.	526+32.36	13.00	633.48	633.48
Bk. N. Abut	526+33.63	13.00	633.45	633.45

GIRDER 7

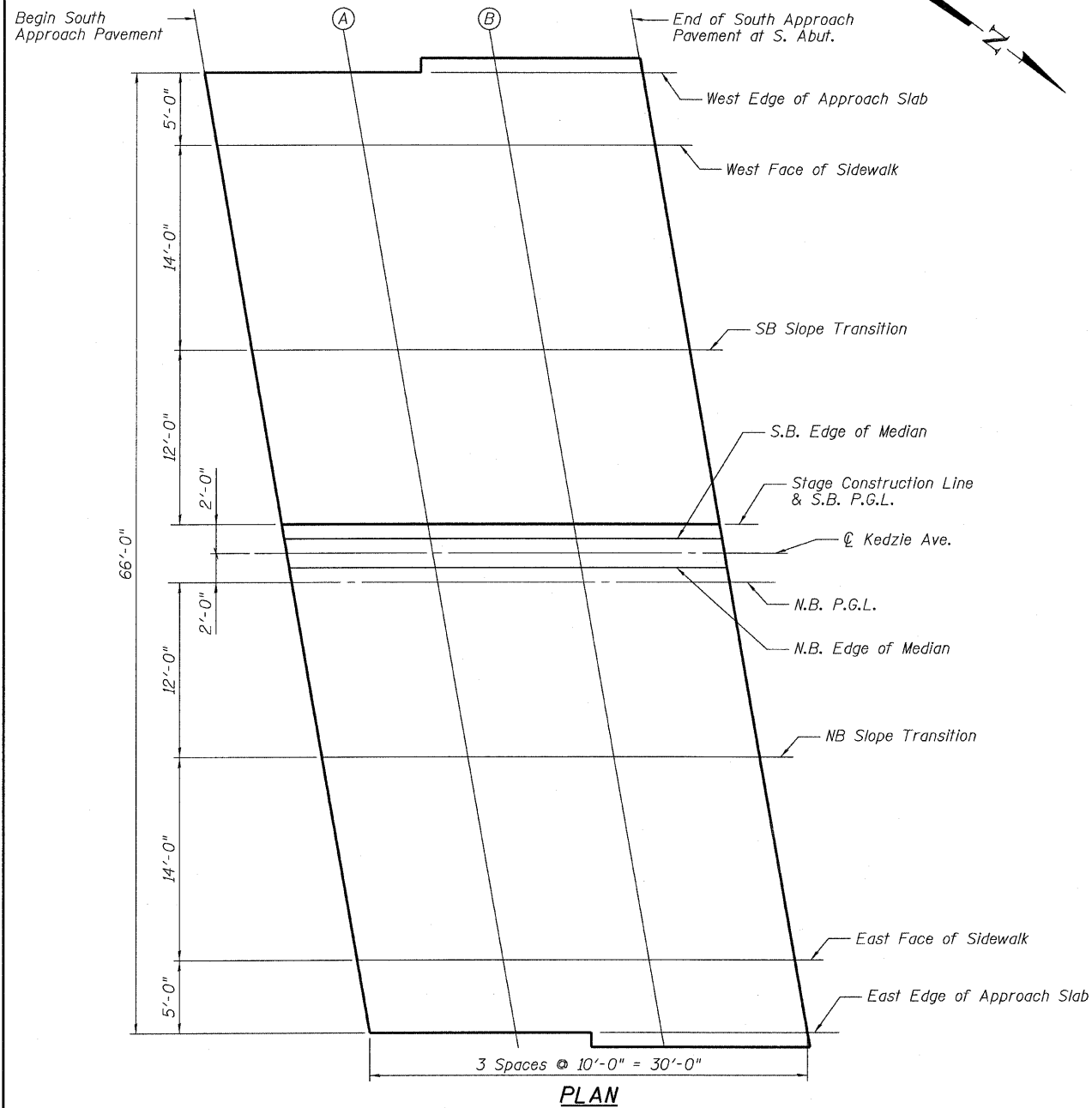
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	523+48.89	21.67	633.54	633.54
⊕ Brg. S. Abut.	523+50.15	21.67	633.56	633.56
A	523+60.15	21.67	633.70	633.76
B	523+70.15	21.67	633.82	633.94
C	523+80.15	21.67	633.94	634.15
D	523+90.15	21.67	634.03	634.28
E	524+00.15	21.67	634.14	634.42
F	524+10.15	21.67	634.25	634.55
G	524+20.15	21.67	634.36	634.66
H	524+30.15	21.67	634.46	634.73
I	524+40.15	21.67	634.54	634.78
J	524+50.15	21.67	634.61	634.82
K	524+60.15	21.67	634.67	634.80
L	524+70.15	21.67	634.71	634.80
M	524+80.15	21.67	634.73	634.79
N	524+90.15	21.67	634.74	634.76
⊕ Brg. Pier	524+95.30	21.67	634.74	634.74
O	525+05.30	21.67	634.73	634.73
P	525+15.30	21.67	634.71	634.72
Q	525+25.30	21.67	634.66	634.71
R	525+35.30	21.67	634.61	634.69
S	525+45.30	21.67	634.54	634.67
T	525+55.30	21.67	634.45	634.62
U	525+65.30	21.67	634.35	634.57
V	525+75.30	21.67	634.24	634.47
W	525+85.30	21.67	634.11	634.34
X	525+95.30	21.67	633.96	634.18
Y	526+05.30	21.67	633.81	634.00
Z	526+15.30	21.67	633.63	633.77
AA	526+25.30	21.67	633.44	633.54
⊕ Brg. N. Abut.	526+33.87	21.67	633.27	633.27
Bk. N. Abut	526+35.14	21.67	633.24	633.24

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	523+50.39	30.33	633.54	633.54
⊕ Brg. S. Abut.	523+51.66	30.33	633.56	633.56
A	523+61.66	30.33	633.67	633.73
B	523+71.66	30.33	633.76	633.88
C	523+81.66	30.33	633.84	634.06
D	523+91.66	30.33	633.91	634.17
E	524+01.66	30.33	634.00	634.28
F	524+11.66	30.33	634.09	634.40
G	524+21.66	30.33	634.20	634.50
H	524+31.66	30.33	634.29	634.57
I	524+41.66	30.33	634.38	634.62
J	524+51.66	30.33	634.44	634.65
K	524+61.66	30.33	634.49	634.63
L	524+71.66	30.33	634.53	634.63
M	524+81.66	30.33	634.56	634.62
N	524+91.66	30.33	634.56	634.58
⊕ Brg. Pier	524+96.80	30.33	634.56	634.56
O	525+06.80	30.33	634.55	634.55
P	525+16.80	30.33	634.52	634.53
Q	525+26.80	30.33	634.48	634.53
R	525+36.80	30.33	634.42	634.50
S	525+46.80	30.33	634.35	634.49
T	525+56.80	30.33	634.26	634.43
U	525+66.80	30.33	634.16	634.38
V	525+76.80	30.33	634.04	634.27
W	525+86.80	30.33	633.91	634.15
X	525+96.80	30.33	633.76	633.99
Y	526+06.80	30.33	633.60	633.80
Z	526+16.80	30.33	633.42	633.56
AA	526+26.80	30.33	633.23	633.33
⊕ Brg. N. Abut.	526+35.37	30.33	633.06	633.06
Bk. N. Abut	526+36.64	30.33	633.03	633.03

TYLIN INTERNATIONAL	USER NAME =	DESIGNED - JKO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS - 4 STRUCTURE NO. 016-1196	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	CHECKED - CPT	REVISED -			57	1313.1B-1	COOK	162	71
	PLOT DATE = 5/5/2011	DRAWN - TSK	REVISED -			CONTRACT NO. 60K14				
		CHECKED - JKO	REVISED -			ILLINOIS FED. AID PROJECT				
SHEET NO. 10 OF 40 SHEETS										

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PLAN

WEST EDGE OF APPROACH SLAB

Location	Station	Offset	Theoretical Grade Elevations
Begin S. Appr. Pav't	523+09.38	-33.00	631.96
A	523+19.38	-33.00	632.22
B	523+29.38	-33.00	632.46
End S. Appr. Pav't	523+39.38	-33.00	632.69

WEST FACE OF SIDEWALK

Location	Station	Offset	Theoretical Grade Elevations
Begin S. Appr. Pav't	523+10.25	-28.00	632.09
A	523+20.25	-28.00	632.34
B	523+30.25	-28.00	632.59
End S. Appr. Pav't	523+40.25	-28.00	632.82

SB SLOPE TRANSITION

Location	Station	Offset	Theoretical Grade Elevations
Begin S. Appr. Pav't	523+12.69	-14.00	632.43
A	523+22.69	-14.00	632.69
B	523+32.69	-14.00	632.94
End S. Appr. Pav't	523+42.69	-14.00	633.16

STAGE CONSTRUCTION LINE & S.B. P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
Begin S. Appr. Pav't	523+14.77	-2.00	632.67
A	523+24.77	-2.00	632.93
B	523+34.77	-2.00	633.17
End S. Appr. Pav't	523+44.77	-2.00	633.40

S.B. EDGE OF MEDIAN

Location	Station	Offset	Theoretical Grade Elevations
Begin S. Appr. Pav't	523+14.95	-1.00	632.69
A	523+24.95	-1.00	632.95
B	523+34.95	-1.00	633.19
End S. Appr. Pav't	523+44.95	-1.00	633.42

N.B. EDGE OF MEDIAN

Location	Station	Offset	Theoretical Grade Elevations
Begin S. Appr. Pav't	523+15.29	1.00	632.78
A	523+25.29	1.00	633.03
B	523+35.29	1.00	633.28
End S. Appr. Pav't	523+45.29	1.00	633.50

N.B. P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
Begin S. Appr. Pav't	523+15.47	2.00	632.79
A	523+25.47	2.00	633.04
B	523+35.47	2.00	633.28
End S. Appr. Pav't	523+45.47	2.00	633.51

NB SLOPE TRANSITION

Location	Station	Offset	Theoretical Grade Elevations
Begin S. Appr. Pav't	523+17.55	14.00	632.94
A	523+27.55	14.00	633.15
B	523+37.55	14.00	633.35
End S. Appr. Pav't	523+47.55	14.00	633.53

EAST FACE OF SIDEWALK

Location	Station	Offset	Theoretical Grade Elevations
Begin S. Appr. Pav't	523+19.99	28.00	633.08
A	523+29.99	28.00	633.25
B	523+39.99	28.00	633.41
End S. Appr. Pav't	523+49.99	28.00	633.54

EAST EDGE OF APPROACH SLAB

Location	Station	Offset	Theoretical Grade Elevations
Begin S. Appr. Pav't	523+20.83	33.00	633.13
A	523+30.83	33.00	633.28
B	523+40.83	33.00	633.42
End S. Appr. Pav't	523+50.83	33.00	633.54

TYLIN INTERNATIONAL	USER NAME =	DESIGNED - JKO	REVISED -
	PLOT SCALE =	CHECKED - CPT	REVISED -
	PLOT DATE = 5/5/2011	DRAWN - TSK	REVISED -
		CHECKED - JKO	REVISED -

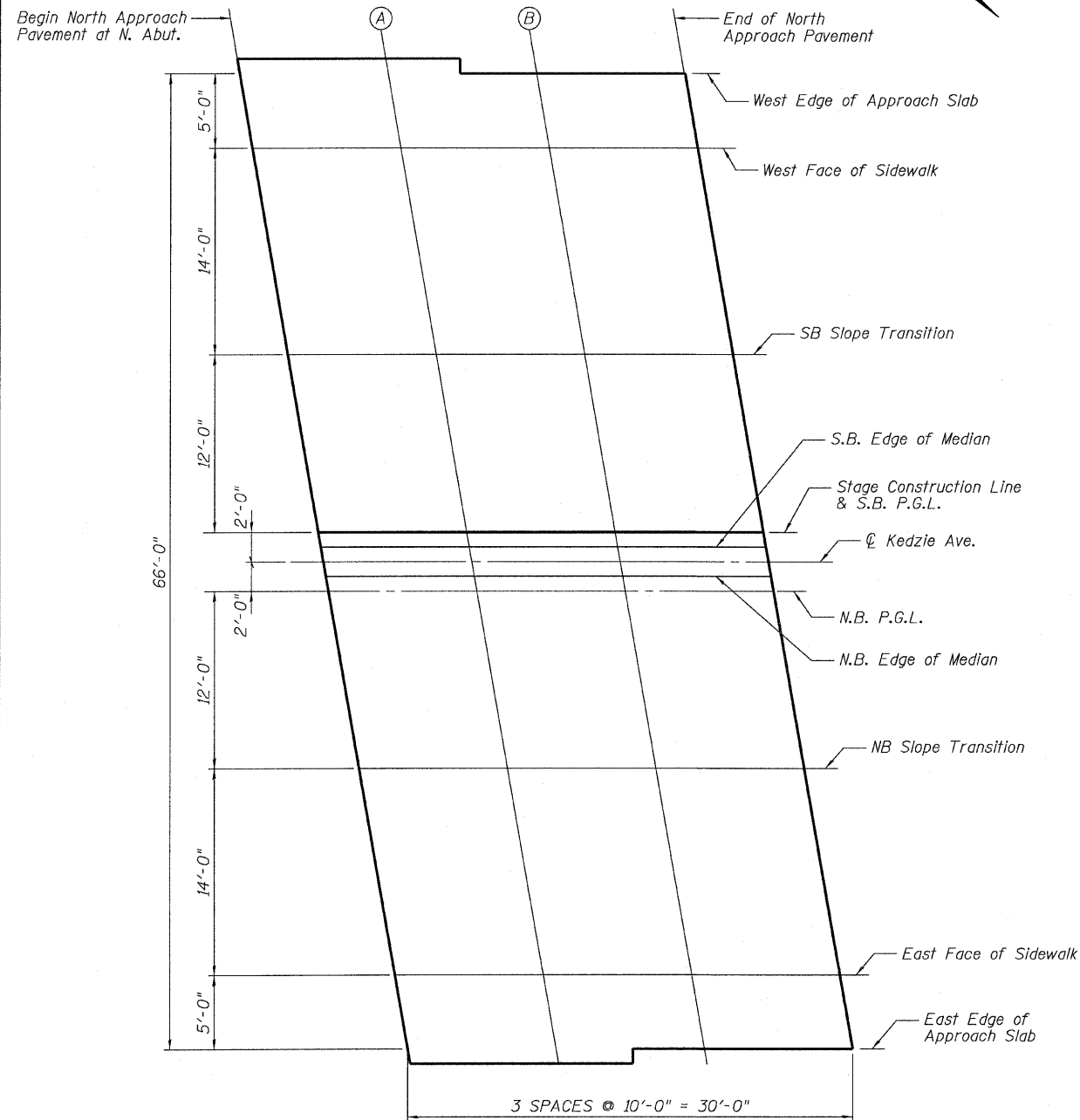
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 016-1196**

SHEET NO. 11 OF 40 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1313.1B-1	COOK	162	72
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60K14	

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PLAN

WEST EDGE OF APPROACH SLAB

Location	Station	Offset	Theoretical Grade Elevations
Begin S. Appr. Pav't	526+25.63	-33.00	633.21
A	526+35.63	-33.00	633.04
B	526+45.63	-33.00	632.90
End S. Appr. Pav't	526+55.63	-33.00	632.76

WEST FACE OF SIDEWALK

Location	Station	Offset	Theoretical Grade Elevations
Begin S. Appr. Pav't	526+26.5	-28.00	633.30
A	526+36.5	-28.00	633.12
B	526+46.5	-28.00	632.96
End S. Appr. Pav't	526+56.5	-28.00	632.81

SB SLOPE TRANSITION

Location	Station	Offset	Theoretical Grade Elevations
Begin N. Appr. Pav't	526+28.94	-14.00	633.54
A	526+38.94	-14.00	633.34
B	526+48.94	-14.00	633.13
End N. Appr. Pav't	526+58.94	-14.00	632.93

STAGE CONSTRUCTION LINE & S.B. P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
Begin N. Appr. Pav't	526+31.02	-2.00	633.69
A	526+41.02	-2.00	633.48
B	526+51.02	-2.00	633.26
End N. Appr. Pav't	526+61.02	-2.00	633.02

S.B. EDGE OF MEDIAN

Location	Station	Offset	Theoretical Grade Elevations
Begin N. Appr. Pav't	526+31.20	-1.00	633.70
A	526+41.20	-1.00	633.49
B	526+51.20	-1.00	633.27
End N. Appr. Pav't	526+61.20	-1.00	633.03

N.B. EDGE OF MEDIAN

Location	Station	Offset	Theoretical Grade Elevations
Begin N. Appr. Pav't	526+31.54	1.00	633.68
A	526+41.54	1.00	633.47
B	526+51.54	1.00	633.24
End N. Appr. Pav't	526+61.54	1.00	633.00

N.B. P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
Begin N. Appr. Pav't	526+31.72	2.00	633.66
A	526+41.72	2.00	633.45
B	526+51.72	2.00	633.22
End N. Appr. Pav't	526+61.72	2.00	632.98

NB SLOPE TRANSITION

Location	Station	Offset	Theoretical Grade Elevations
Begin N. Appr. Pav't	526+33.80	14.00	633.43
A	526+43.80	14.00	633.22
B	526+53.80	14.00	632.99
End N. Appr. Pav't	526+63.80	14.00	632.75

EAST FACE OF SIDEWALK

Location	Station	Offset	Theoretical Grade Elevations
Begin N. Appr. Pav't	526+36.24	28.00	633.09
A	526+46.24	28.00	632.88
B	526+56.24	28.00	632.64
End N. Appr. Pav't	526+66.24	28.00	632.41

EAST EDGE OF APPROACH SLAB

Location	Station	Offset	Theoretical Grade Elevations
Begin S. Appr. Pav't	526+37.11	33.00	632.97
A	526+47.11	33.00	632.76
B	526+57.11	33.00	632.52
End S. Appr. Pav't	526+67.11	33.00	632.28

TYLIN INTERNATIONAL

USER NAME =	DESIGNED - JKO	REVISED -
PLOT SCALE =	CHECKED - CPT	REVISED -
PLOT DATE = 5/5/2011	DRAWN - TSK	REVISED -
	CHECKED - JKO	REVISED -

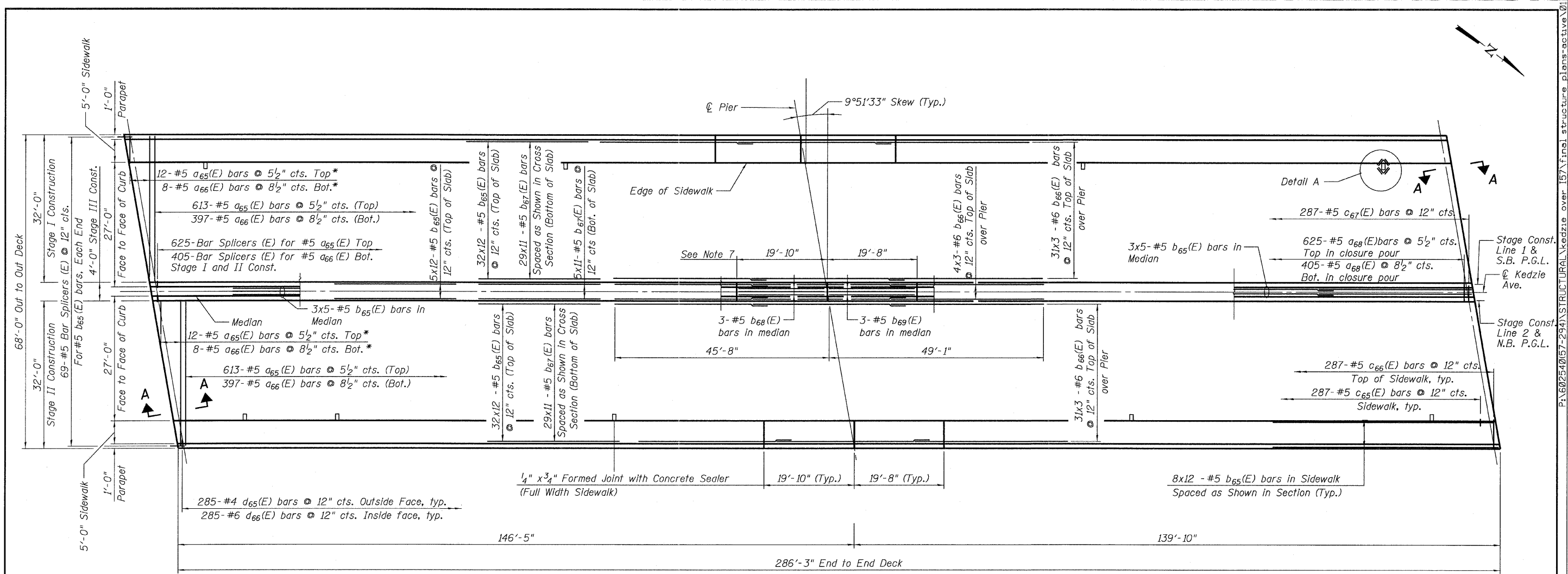
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 016-1196**

SHEET NO. 12 OF 40 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1313.1B-1	COOK	162	73
CONTRACT NO. 60K14			ILLINOIS FED. AID PROJECT	

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PLAN

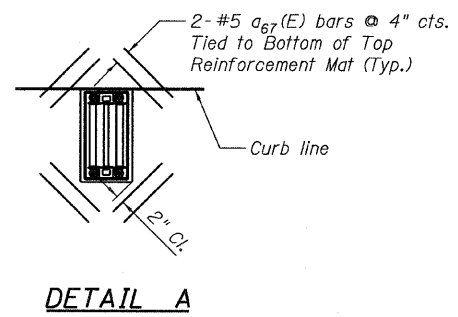
NOTES:

1. For Bill of Material, see sheet 15 of 40.
2. For Section A-A see sheet 16 of 40.
3. Bars indicated thus: 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
4. Cut longitudinal bars to clear drainage scuppers.
5. For parapet reinforcement details, see sheet 17 of 40.
6. For Scupper locations, See Sheet 21 of 40.
7. 1/8" Aluminum Sheet ASTM B209 alloy 3003-H14, coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

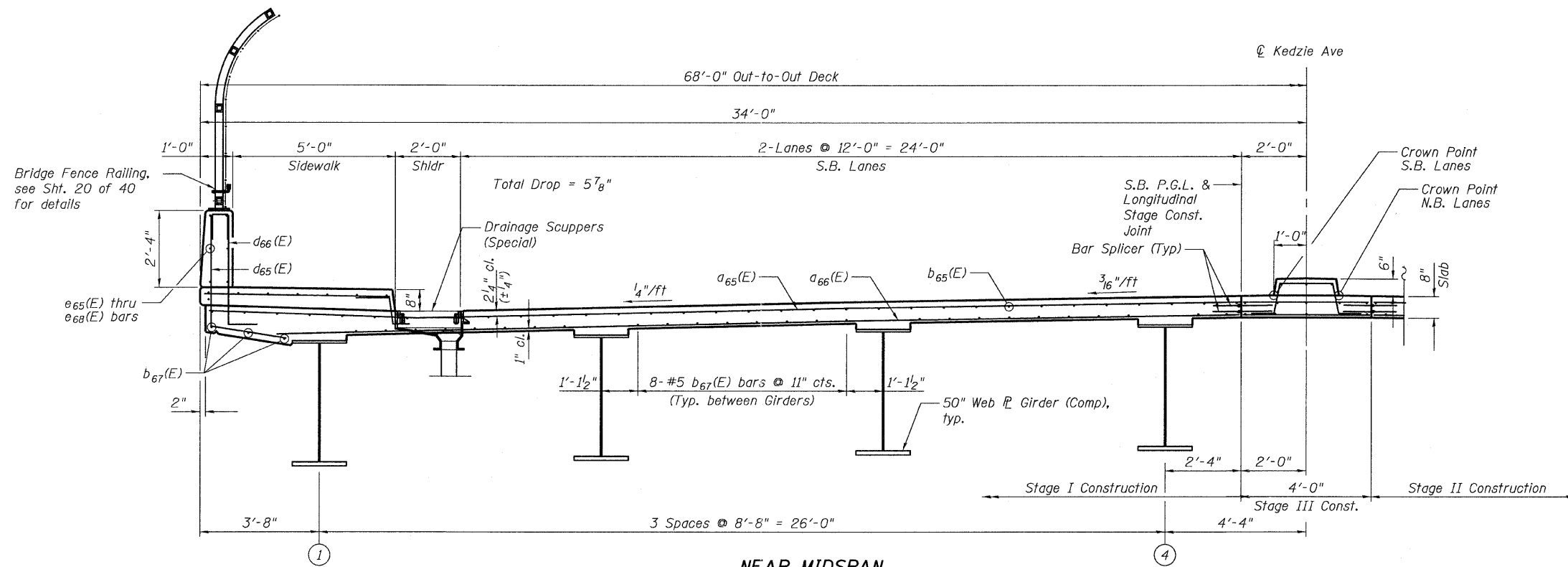
* Order a₆₅(E) and a₆₆(E) bars full length. Cut to fit skew and use the remainder of bars in opposite end.

MINIMUM BAR LAPS

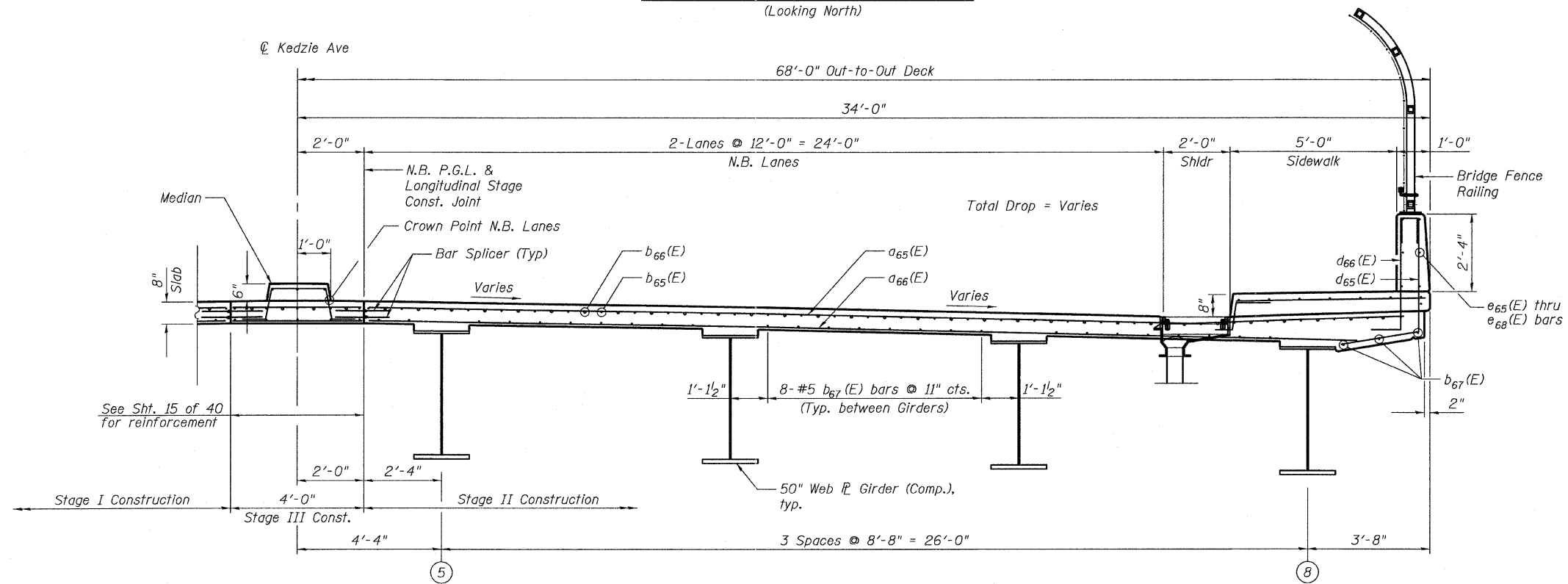
Bar	Lap
#5	3'-3"
#6	3'-10"



TYLIN INTERNATIONAL	USER NAME =	DESIGNED - JKO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE STRUCTURE NO. 016-1196	F.A.I. RTE. 57	SECTION 1313.1B-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 74	
	PLOT SCALE =	CHECKED - CPT	REVISED -			CONTRACT NO. 60K14					
	PLOT DATE = 5/5/2011	DRAWN - TSK	REVISED -			ILLINOIS FED. AID PROJECT					
		CHECKED - JKO	REVISED -			SHEET NO. 13 OF 40 SHEETS					



**NEAR MIDSPAN
SOUTHBOUND SECTION THRU DECK**
(Looking North)



**NEAR PIER
NORTHBOUND SECTION THRU DECK**
(Looking North)

NOTES:
See Sheet 2 of 40 for superelevation transition rates.

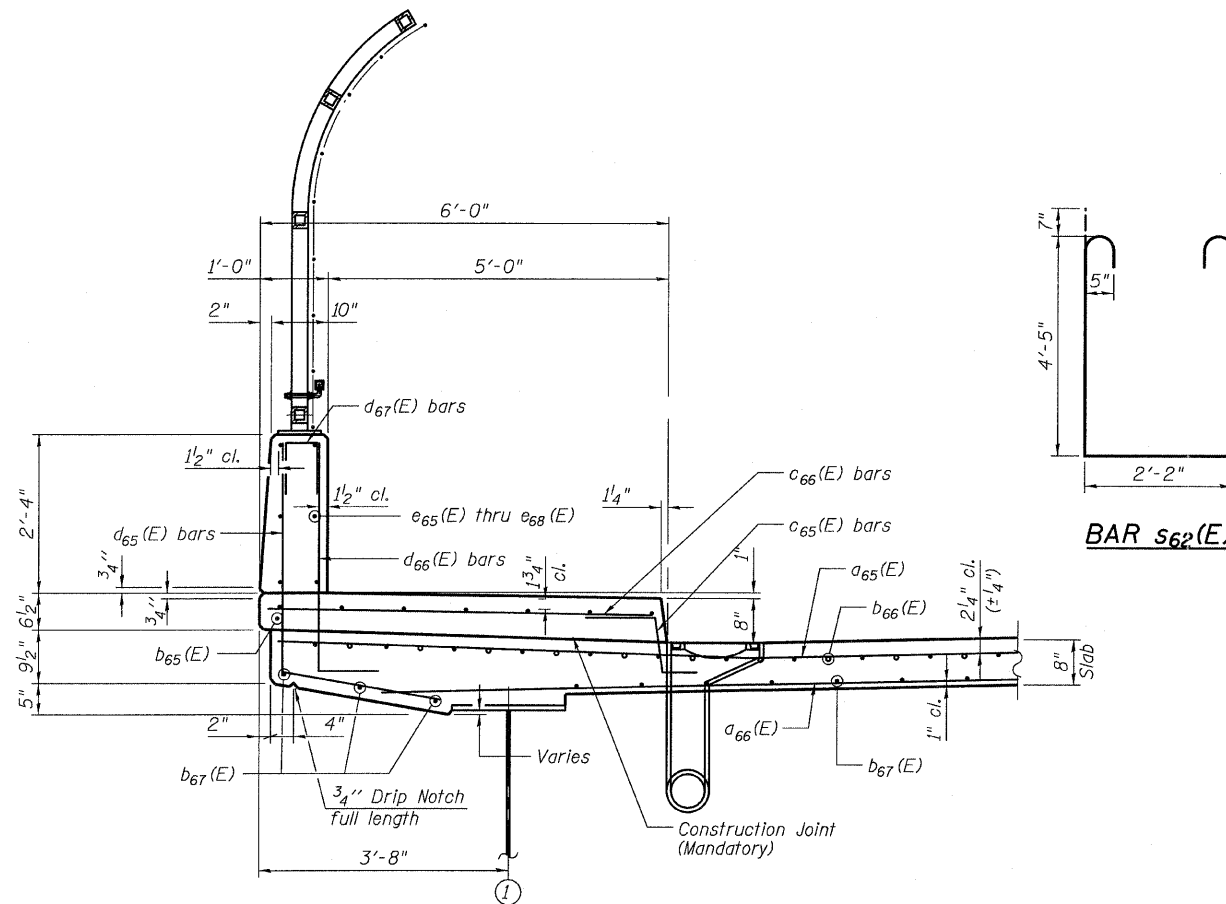
TYLIN INTERNATIONAL	USER NAME =	DESIGNED - JKO	REVISED -
	PLOT SCALE =	CHECKED - CPT	REVISED -
	PLOT DATE = 5/5/2011	DRAWN - TSK	REVISED -
		CHECKED - JKO	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

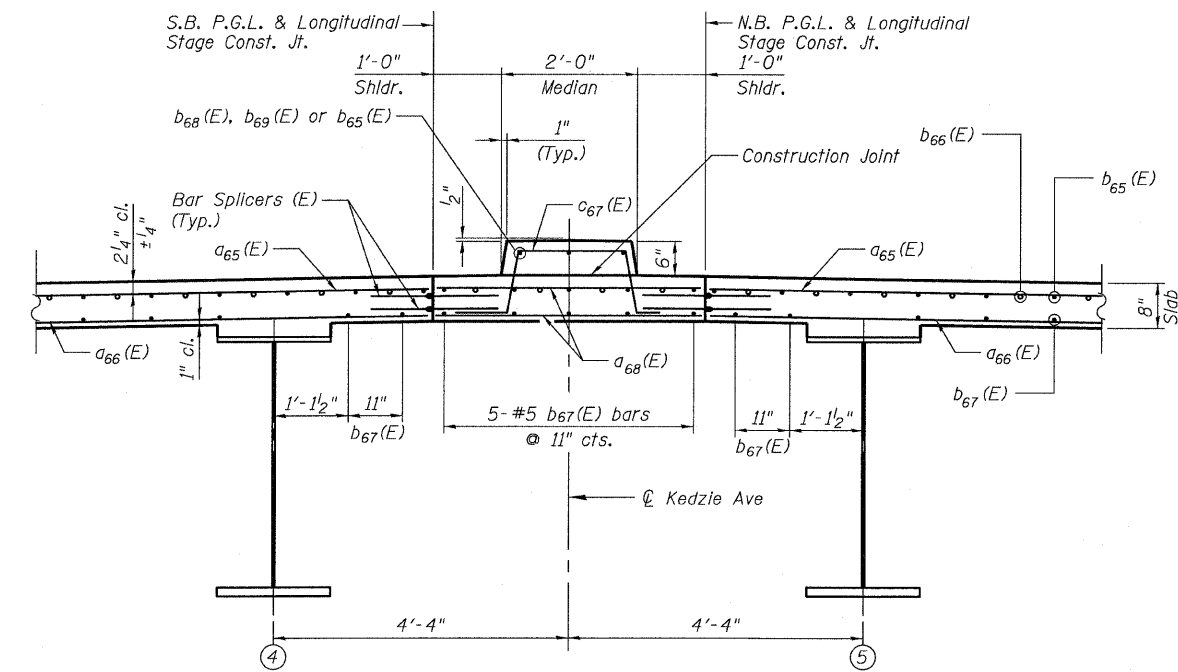
**SUPERSTRUCTURE DETAILS - 1
STRUCTURE NO. 016-1196**
SHEET NO. 14 OF 40 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1313.1B-1	COOK	162	75
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60K14	

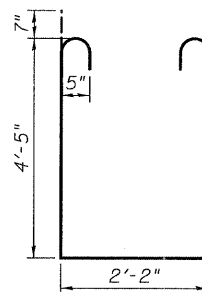
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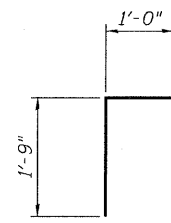
SECTION THRU SIDEWALK



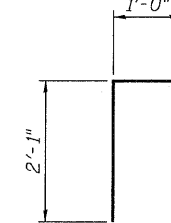
SECTION THRU MEDIAN



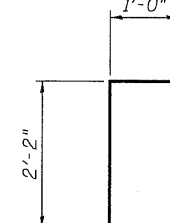
BAR S62(E)



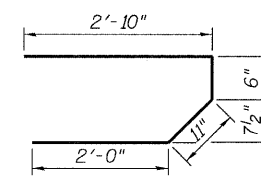
BAR V63(E)



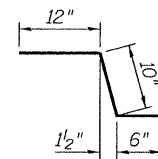
BAR V64(E)



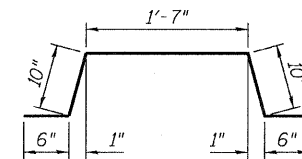
BAR V65(E)



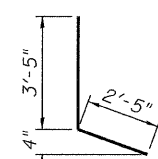
BAR S60(E)



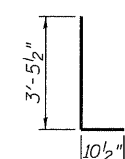
BAR C65(E)



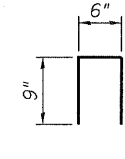
BAR C67(E)



BAR D65(E)



BAR D66(E)



BAR D67(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a65(E)	1250	#5	31'-7"	—
a66(E)	810	#5	30'-3"	—
a67(E)	72	#5	2'-0"	—
a68(E)	1030	#5	3'-8"	—
b65(E)	1050	#5	26'-10"	—
b66(E)	198	#6	33'-6"	—
b67(E)	693	#5	29'-0"	—
b68(E)	3	#5	19'-6"	—
b69(E)	3	#5	19'-4"	—
c65(E)	574	#5	2'-4"	—
c66(E)	574	#5	5'-8"	—
c67(E)	287	#5	4'-3"	—
d65(E)	570	#4	5'-10"	—
d66(E)	570	#6	4'-4"	—
d67(E)	128	#4	2'-0"	—
e65(E)	84	#4	17'-9"	—
e66(E)	12	#4	19'-6"	—
e67(E)	12	#4	19'-4"	—
e68(E)	84	#4	16'-10"	—
m58(E)	10	#6	35'-5"	—
m59(E)	32	#6	12'-2"	—
m60(E)	12	#6	8'-6"	—
m61(E)	4	#6	3'-6"	—
m62(E)	2	#6	2'-0"	—
m63(E)	2	#6	6'-2"	—
m64(E)	10	#6	32'-10"	—
s60(E)	142	#5	6'-3"	—
s62(E)	124	#5	12'-2"	—
v63(E)	41	#5	2'-9"	—
v64(E)	44	#5	3'-1"	—
v65(E)	55	#5	3'-2"	—
Item	Unit	Total		
Concrete Superstructure	Cu. Yd.	716.4		
Reinforcement Bars, Epoxy Coated	Pounds	150,420		
Bar Splicers	Each	2,214		

TYLIN INTERNATIONAL

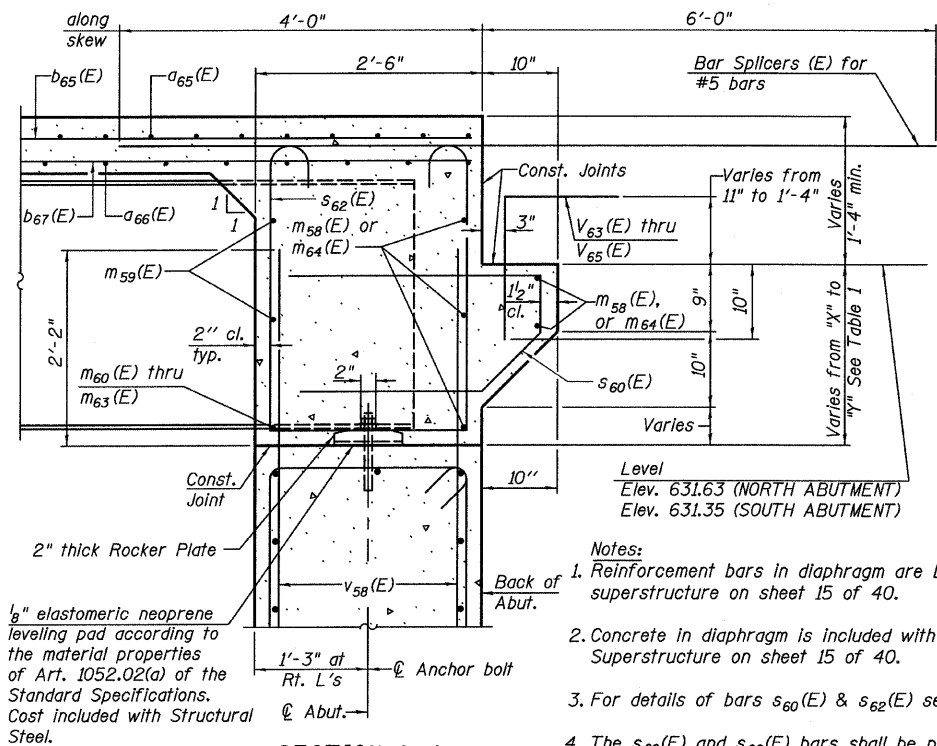
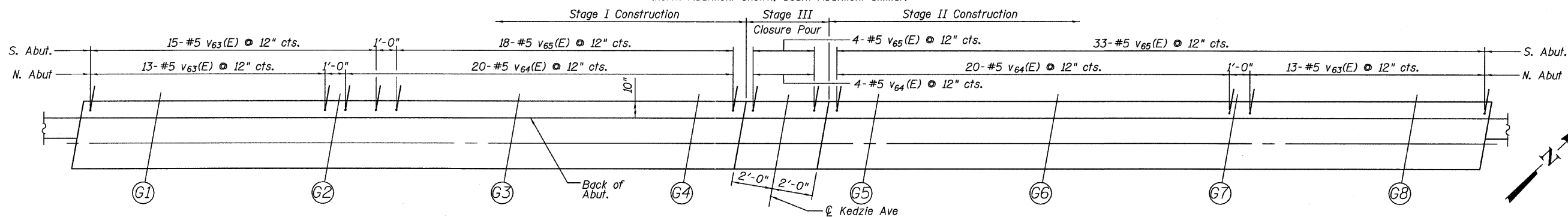
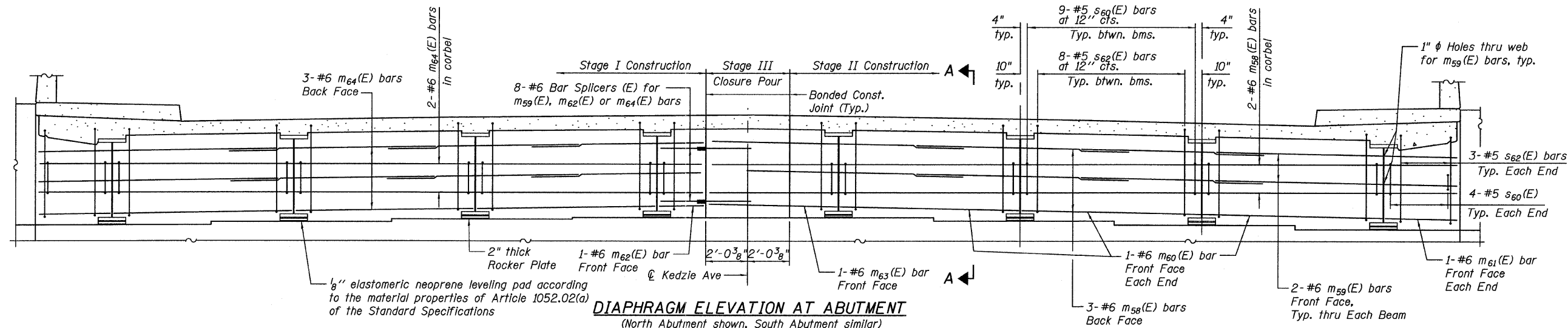
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PLOT SCALE =	CHECKED - CPT	REVISED -
PLOT DATE = 5/5/2011	DRAWN - TSK	REVISED -
	CHECKED - JKO	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS - 2
STRUCTURE NO. 016-1196**

SHEET NO. 15 OF 40 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1313.1B-1	COOK	162	76
			CONTRACT NO. 60K14	
ILLINOIS FED. AID PROJECT				



SECTION A-A
Dimensions at right angles to abutment, except as shown.

CORBEL PLAN AT ABUTMENT
(North Abutment shown, South Abutment similar)

- Notes for Fixed Bearings:**
- Anchor bolts shall be ASTM F1554 all-thread (or an engineer approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy = 36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
 - Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
 - Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
 - Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

FILL PLATES

Girder	S. Abut.	N. Abut.
4		1/2"
6	1/8"	
7	1/4"	
8	1/8"	

2" x 9" x 1'-8" AASHTO M270 Grade 50

Shim plate & fill plate, if required

1/8" elastomeric neoprene leveling pad according to the material properties of Article 1052.02(a) of the Standard Specifications. Cost included with Structural Steel.

1" diameter anchor bolts (F1554 Gr. 36) with 2 1/4" x 2 1/4" x 5/16" washer under nut. 1 3/8" x 2" slotted hole in flange. 1/2" diameter holes in bearing plate.

SECTION A-A

ELEVATION AT ABUTMENT

FIXED BEARING AT ABUTMENTS

TABLE 1

	"X"	"Y"
N. Abut.	3'-3 1/8"	3'-10 1/8"
S. Abut.	3'-1 1/4"	3'-10 1/4"

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Anchor Bolts, 1"	Each	32

TYLIN INTERNATIONAL

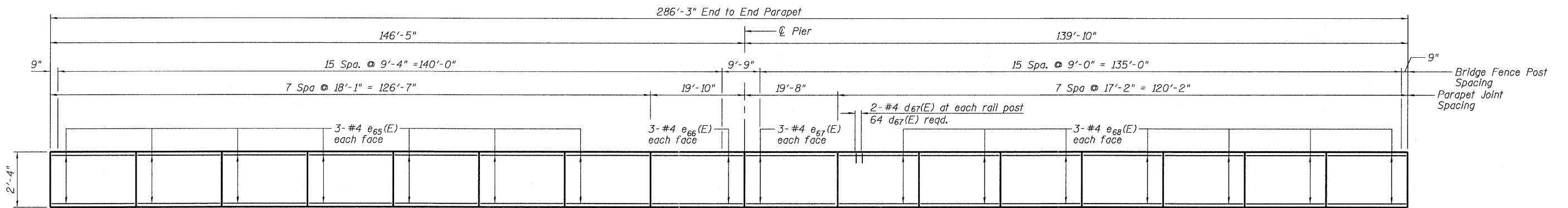
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PLOT DATE = 5/5/2011	DRAWN - LCP	REVISED -
	CHECKED - PDF	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS - 3
STRUCTURE NO. 016-1196
SHEET NO. 16 OF 40 SHEETS

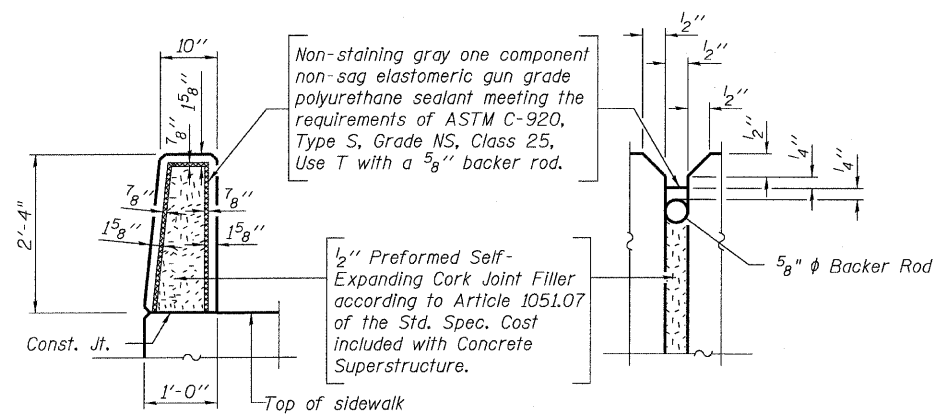
F.A.I. RTE. 57	SECTION 1313.1B-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 77
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60K14	

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INSIDE ELEVATION OF PARAPET

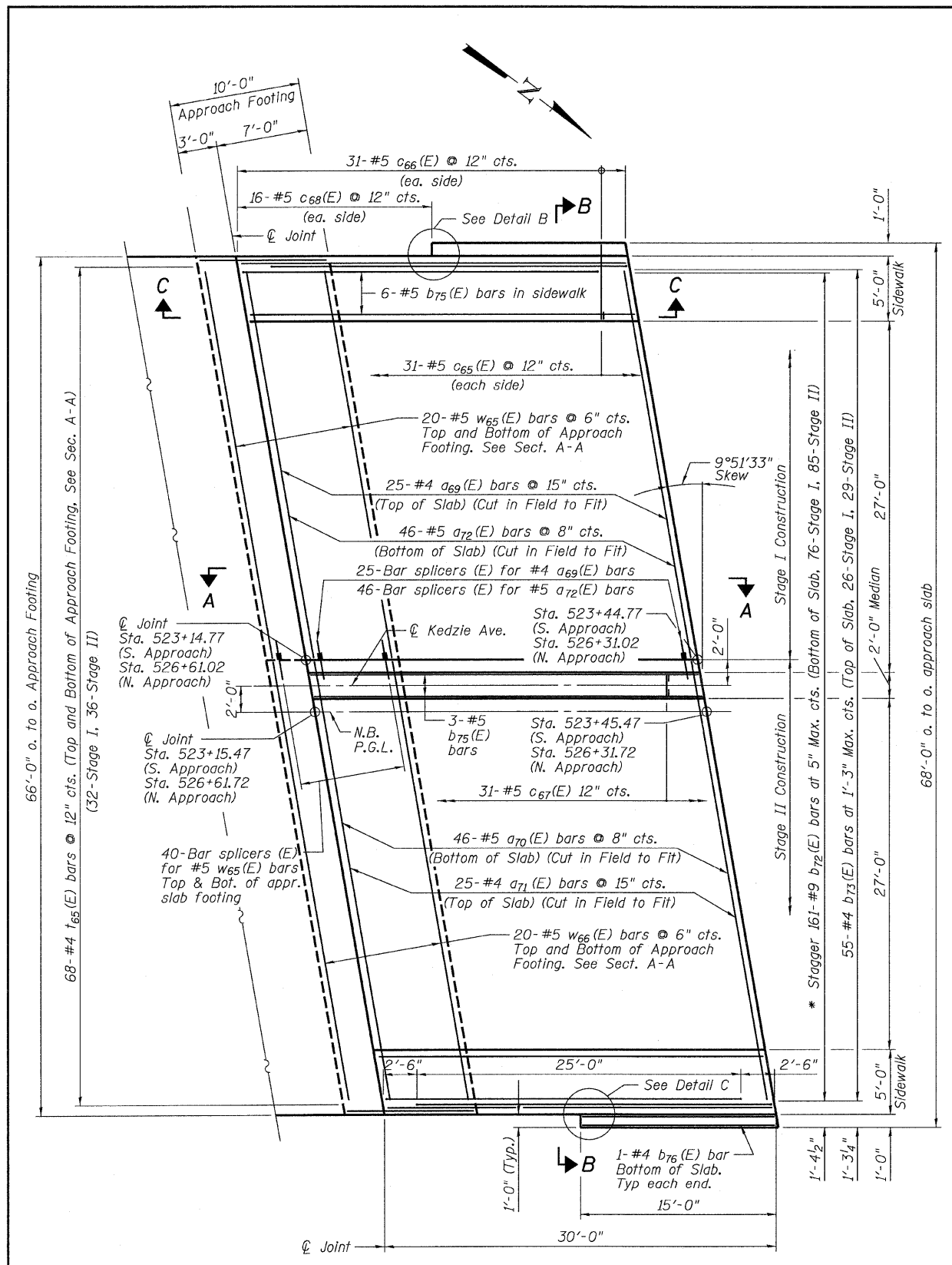
(West Parapet Shown, East Parapet Similar)



PARAPET JOINT DETAILS

TYLIN INTERNATIONAL	USER NAME =	DESIGNED - JKO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIDEWALK PARAPET ELEVATIONS STRUCTURE NO. 016-1196		F.A.I. RTE. 57	SECTION 1313.1B-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 78
	PLOT SCALE =	CHECKED - CPT	REVISED -		SHEET NO. 17 OF 40 SHEETS		CONTRACT NO. 60K14		ILLINOIS FED. AID PROJECT		
	PLOT DATE = 5/5/2011	DRAWN - TSK	REVISED -								
		CHECKED - JKO	REVISED -								

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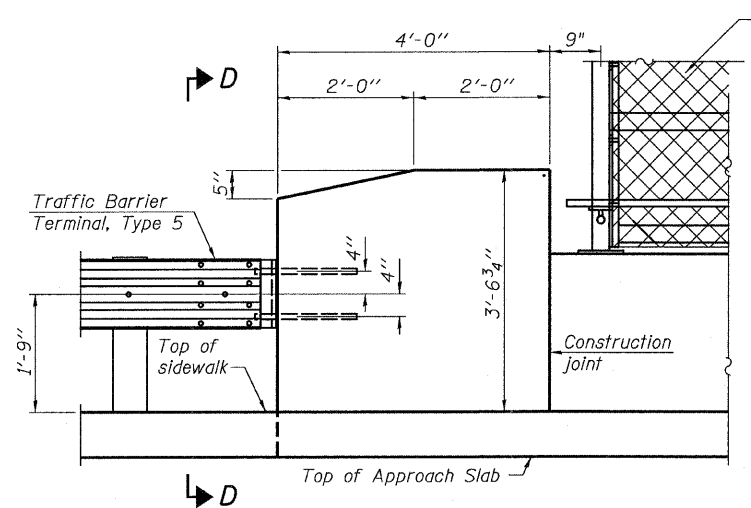


PLAN

* Tilt #9 b₇₂(E) bars as required to maintain clearance.

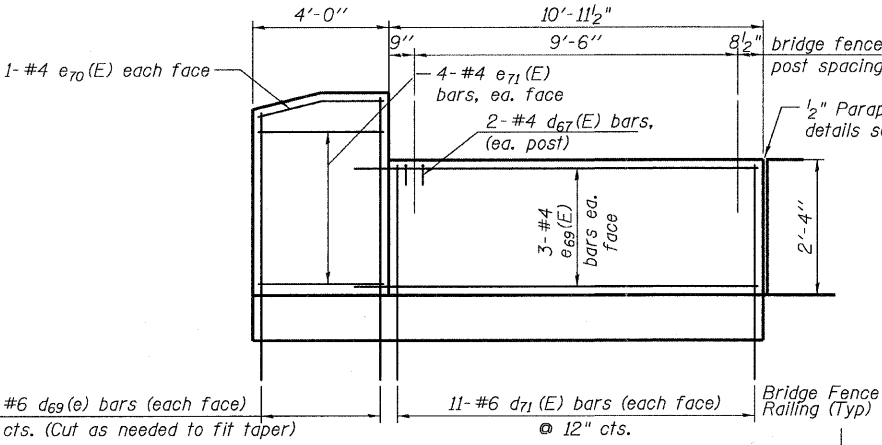
NOTES:

1. South Approach shown, North Approach similar.



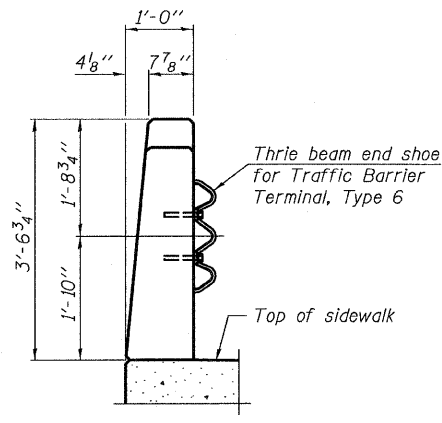
DETAIL B

(At Traffic Barrier Terminal, Type 5)

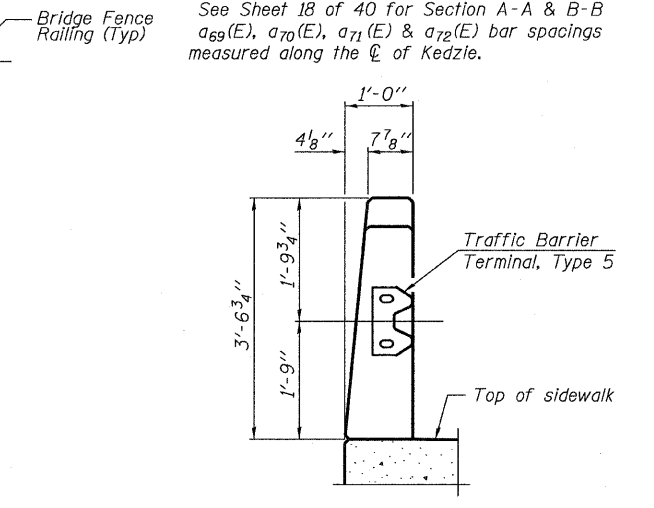


VIEW C-C

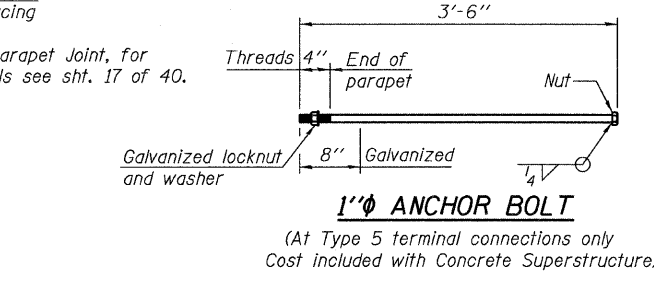
(typical at opposite parapet also)



VIEW E-E

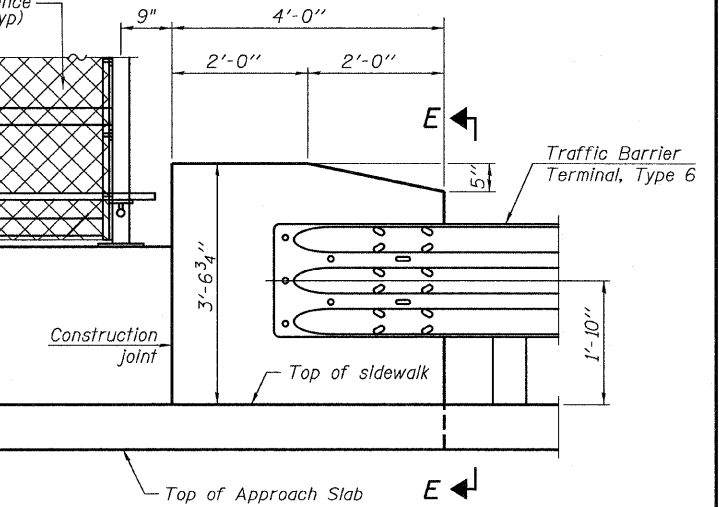


VIEW D-D



1\"/>

(At Type 5 terminal connections only
Cost included with Concrete Superstructure)



DETAIL C

(At Traffic Barrier Terminal, Type 6)

TYLIN INTERNATIONAL	USER NAME =	DESIGNED - JKO	REVISED -
	PLOT SCALE =	CHECKED - CPT	REVISED -
	PLOT DATE = 5/5/2011	DRAWN - TSK	REVISED -
		CHECKED - JKO	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**APPROACH SLAB - 1
STRUCTURE NO. 016-1196**

F.A.I. RTE. 57	SECTION 1313.1B-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 79
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60K14	

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NOTES:

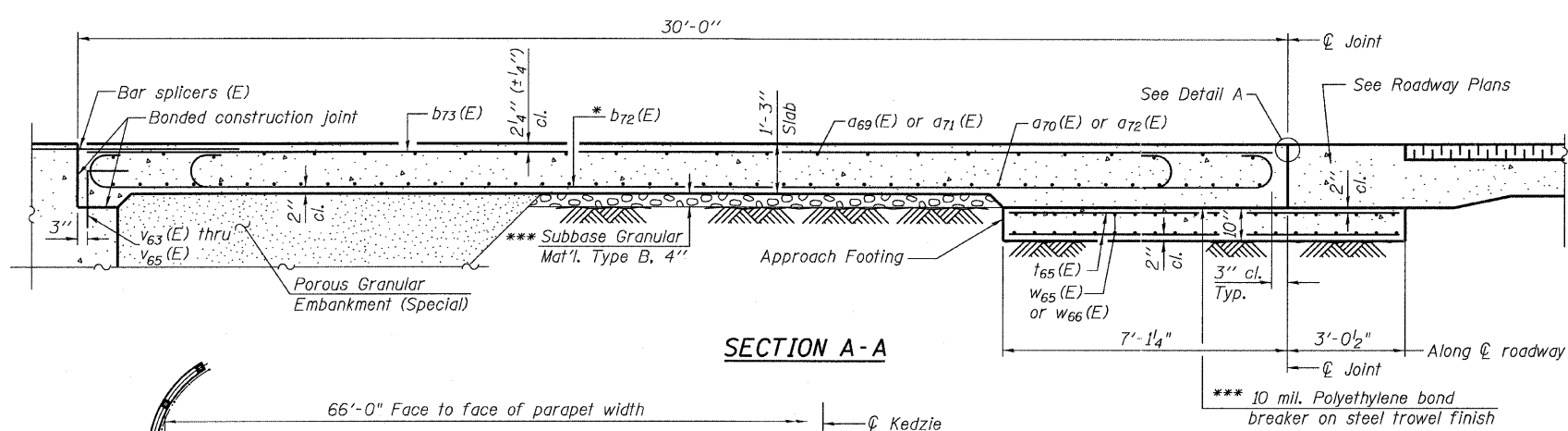
1. Approach slab, sidewalk and parapet concrete shall be paid for as Concrete Superstructure.
2. Approach footing concrete shall be paid for as Concrete Structures.
3. Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
4. For $v_{63}(E)$ & $v_{64}(E)$ bar details, see sheet 15 of 40.
5. The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
6. For bar splicer details, see sheet 31 of 40.
7. Cost of excavation for approach footing included with Concrete Structures.
8. For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 40.
9. For additional parapet details, see sheet 18 of 40.
10. The quantities for Bridge Deck Grooving & Protective Coat are included with the quantities on sheet 2 of 40.

* Tilt #9 $b_{72}(E)$ bars as required to maintain clearance.
 *** Cost included with Concrete Superstructure.

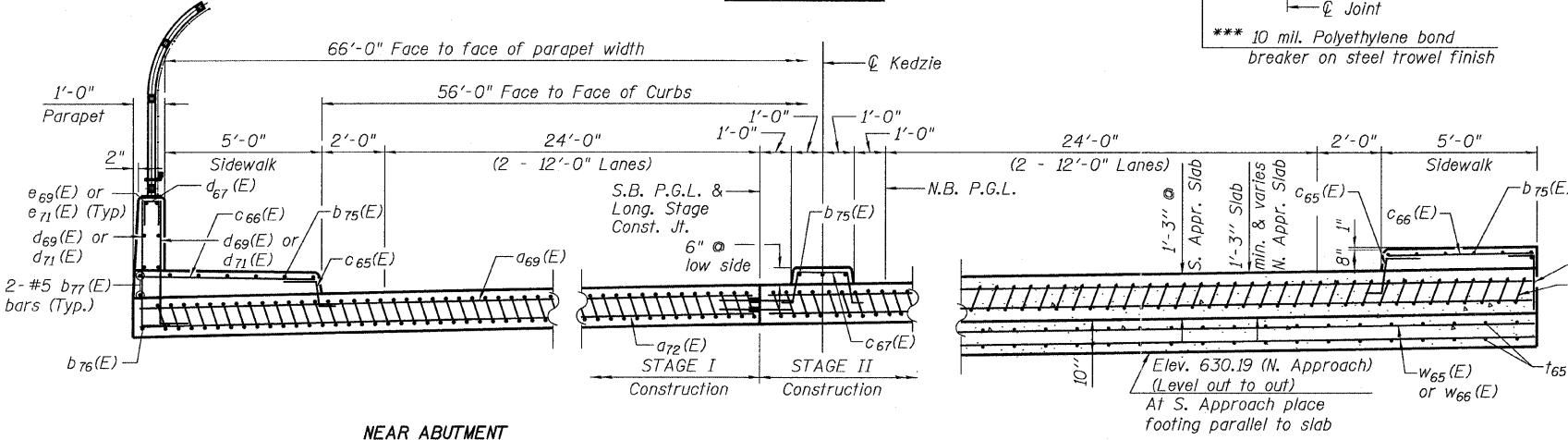
**TWO APPROACHES
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
$a_{69}(E)$	50	#4	32'-2"	—
$a_{70}(E)$	92	#5	36'-2"	—
$a_{71}(E)$	50	#4	36'-2"	—
$a_{72}(E)$	92	#5	32'-2"	—
$b_{72}(E)$	322	#9	29'-9"	—
$b_{73}(E)$	110	#4	29'-8"	—
$b_{75}(E)$	30	#5	29'-8"	—
$b_{76}(E)$	4	#4	14'-8"	—
$b_{77}(E)$	8	#5	14'-8"	—
$c_{65}(E)$	124	#5	2'-4"	—
$c_{66}(E)$	124	#5	5'-8"	—
$c_{67}(E)$	62	#5	4'-3"	—
$c_{68}(E)$	64	#5	2'-6"	—
$d_{67}(E)$	16	#4	2'-0"	—
$d_{69}(E)$	40	#6	6'-1"	—
$d_{71}(E)$	88	#6	4'-11"	—
$e_{69}(E)$	24	#4	13'-7"	—
$e_{70}(E)$	8	#4	3'-9"	—
$e_{71}(E)$	32	#4	3'-8"	—
$f_{65}(E)$	272	#4	9'-11"	—
$w_{65}(E)$	80	#5	31'-1"	—
$w_{66}(E)$	80	#5	35'-2"	—
Concrete Superstructure	Cu. Yd.		200.2	
Concrete Structures	Cu. Yd.		40.7	
Reinforcement Bars, Epoxy Coated	Pound		54,840	
Bar Splicers	Each		222	

(1) 7,330 pounds billed in Substructure
 Total in Total Bill of Materials on sheet 2 of 40.

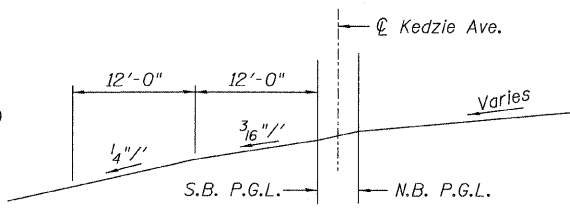


SECTION A-A



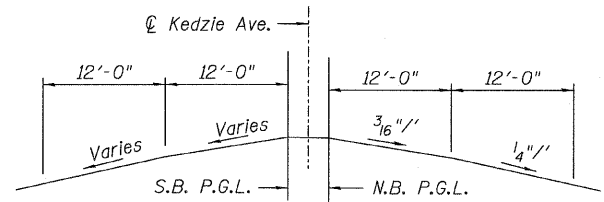
SECTION B-B

(See Plan for dimensions not shown & Sht. 15 of 40 for additional dimensions of raised median)



CROSS SLOPE - S. APPR. SLAB

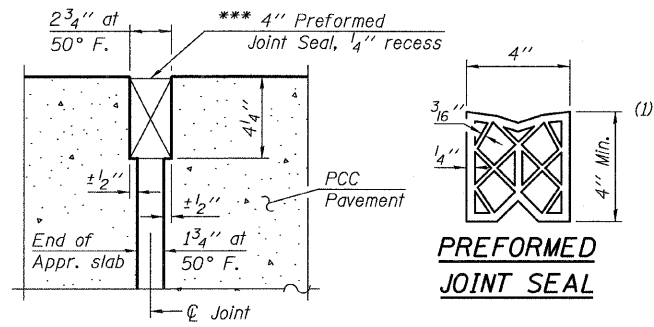
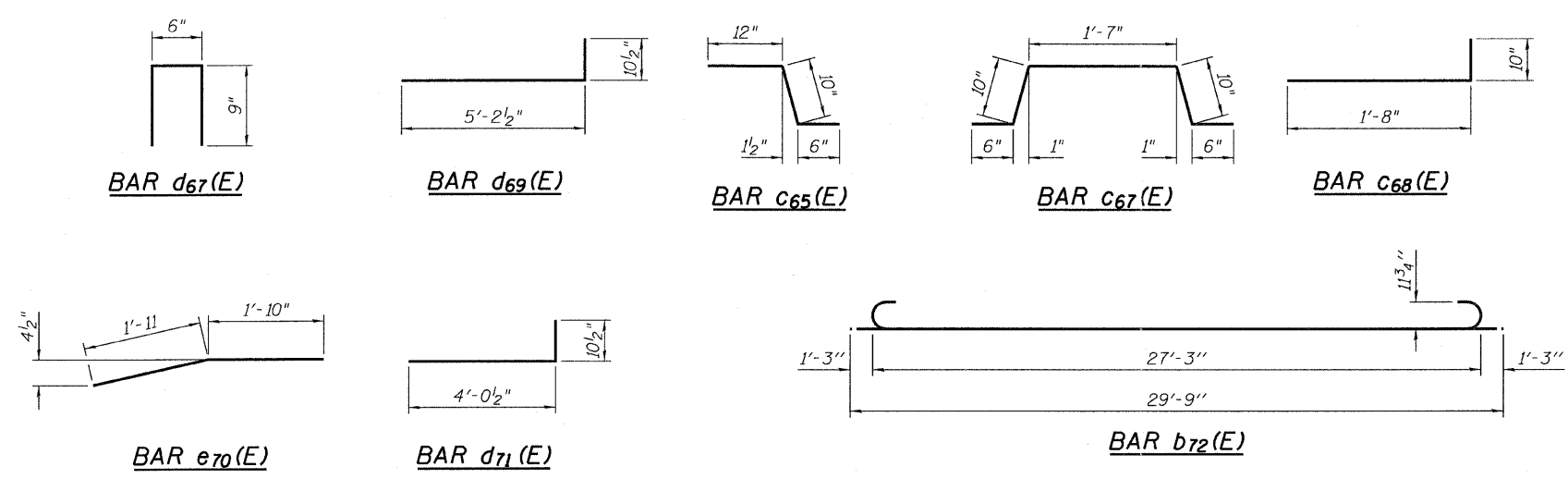
(Looking North)



CROSS SLOPE - N. APPR. SLAB

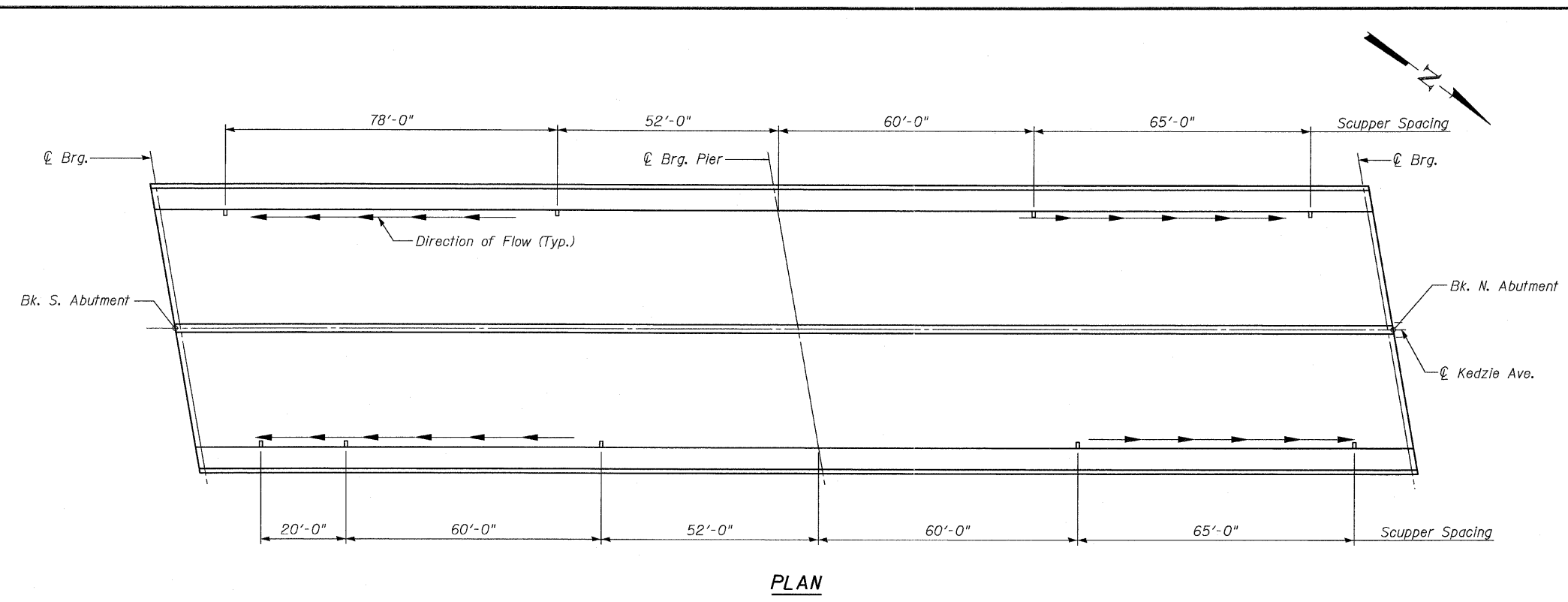
(Looking North)

For Cross Slope superlevation transition rates, see sheet 2 of 40.

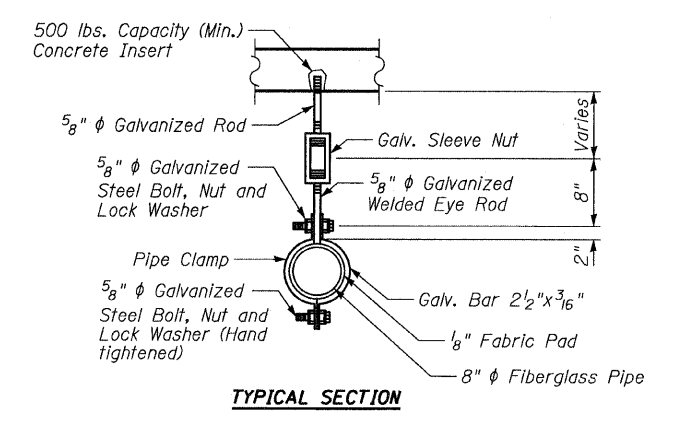


DETAIL A

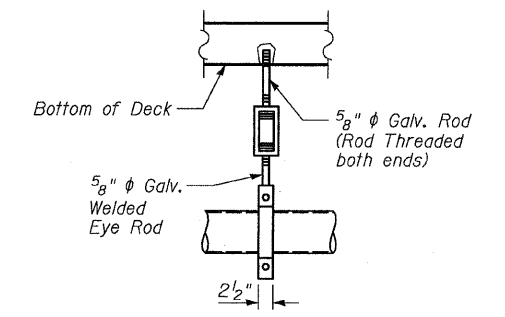
TYLIN INTERNATIONAL	USER NAME =	DESIGNED - JKO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	APPROACH SLAB -2 STRUCTURE NO. 016-1196	F.A.I. RTE. =	SECTION =	COUNTY =	TOTAL SHEETS =	SHEET NO. =	
	PLOT SCALE =	CHECKED - CPT	REVISED -			57	1313.1B-1	COOK	162	80	
	PLOT DATE = 5/5/2011	DRAWN - TSK	REVISED -			CONTRACT NO. 60K14					
		CHECKED - JKO	REVISED -			ILLINOIS FED. AID PROJECT					



PLAN

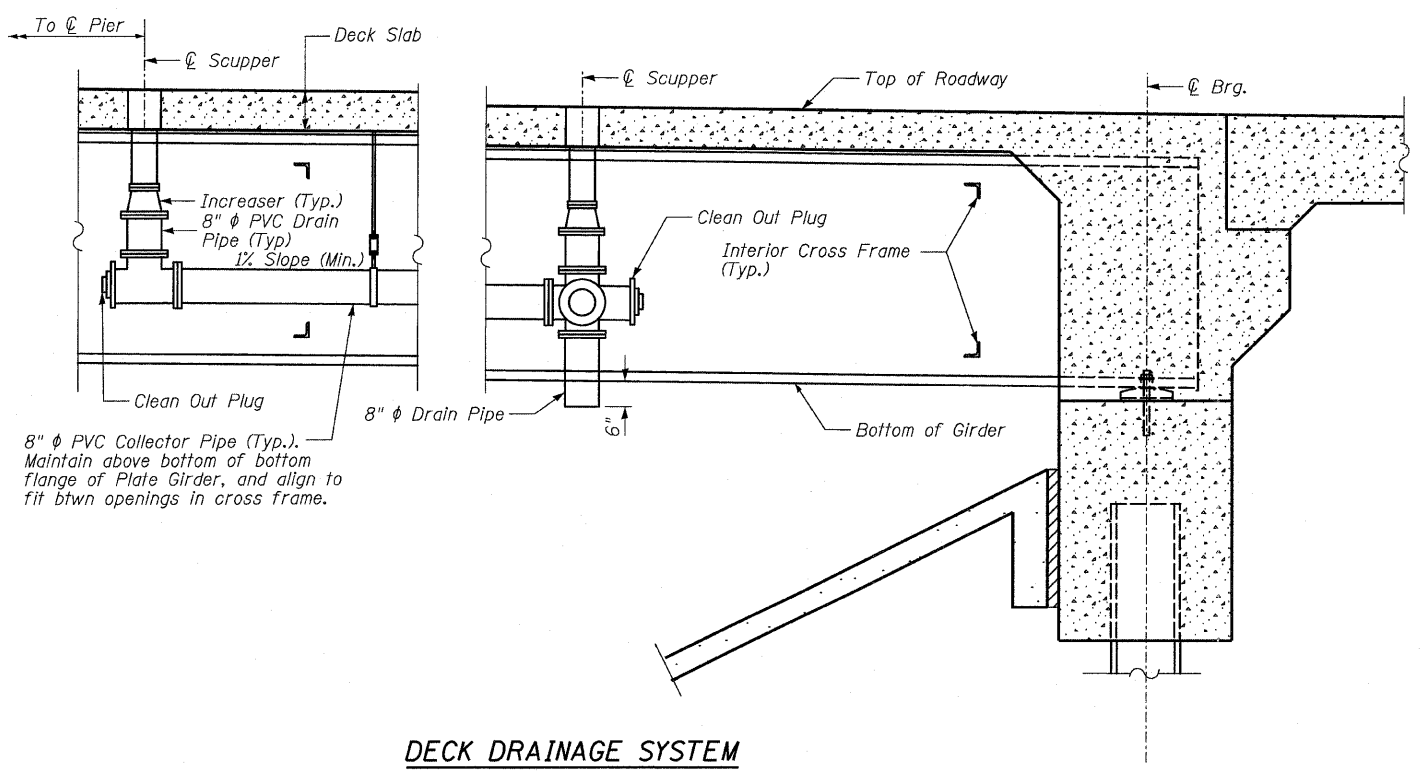


TYPICAL SECTION

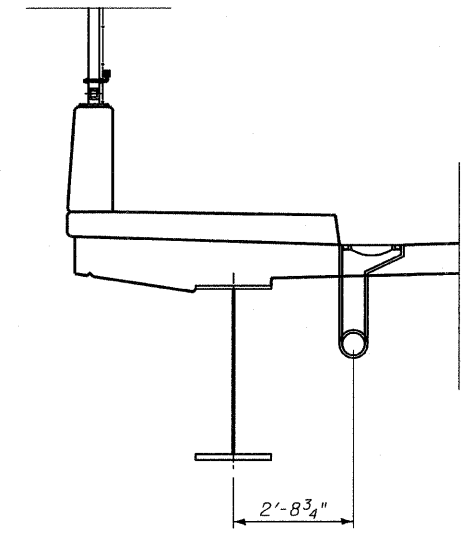


ELEVATION

PIPE HANGER DETAIL



DECK DRAINAGE SYSTEM



NOTES

1. See Special Provisions for additional requirements.
2. Pipe hangers shall have a load capacity of not less than 500 lbs.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Drainage System	LSUM	1

TYLIN INTERNATIONAL

USER NAME =	DESIGNED - JKO	REVISED -
PLOT SCALE =	CHECKED - SBK	REVISED -
PLOT DATE = 5/5/2011	DRAWN - SAM	REVISED -
	CHECKED - JKO	REVISED -

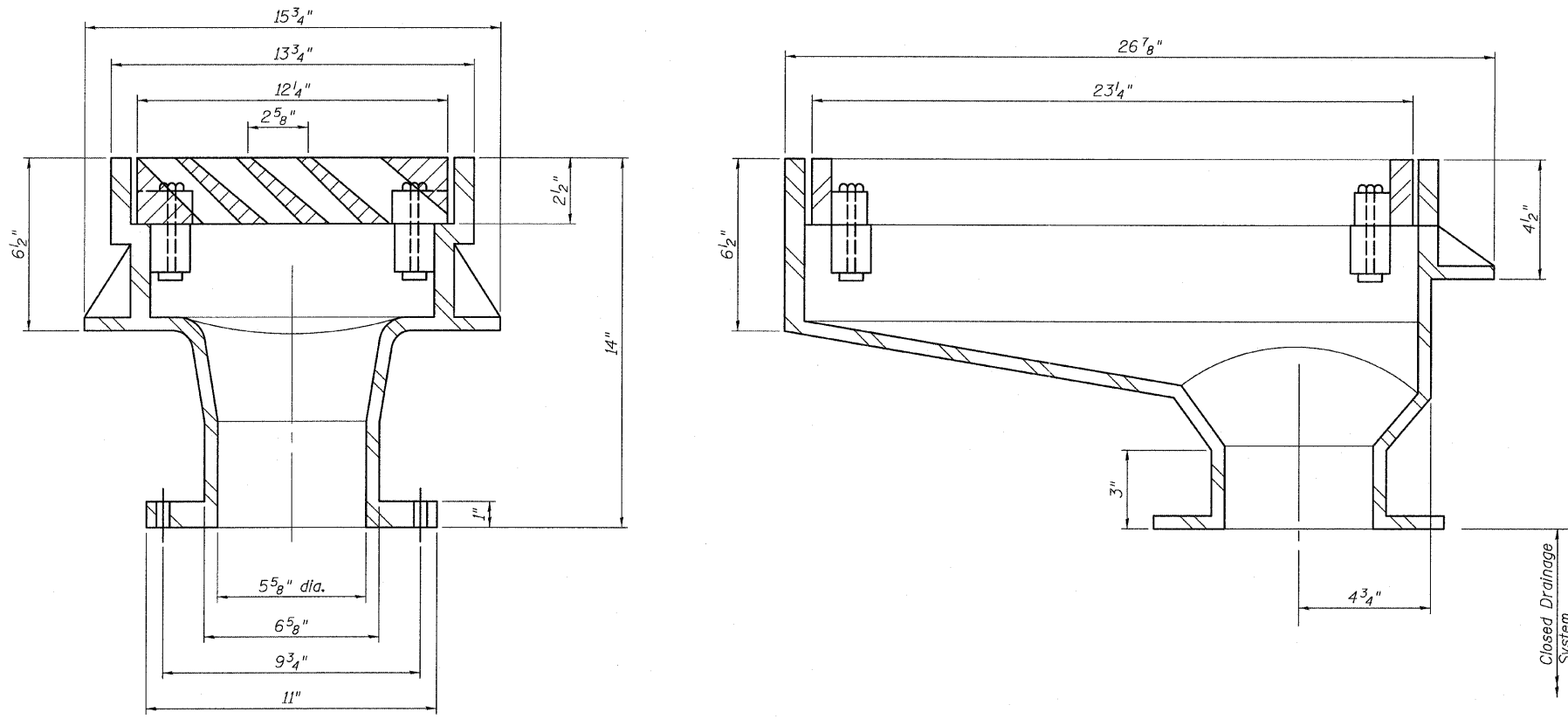
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SYSTEM
STRUCTURE NO. 016-1196

SHEET NO. 21 OF 40 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1313.1B-1	COOK	162	82
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60K14	

P:\602540(57-294)\STRUCTURAL\kedzie over I57\final structure plans-active\0161196-60J27-021-Drainage.dgn 5/3/2011 1:40:57 PM



Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.

Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.

As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.

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

Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scuppers (Special).

Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.

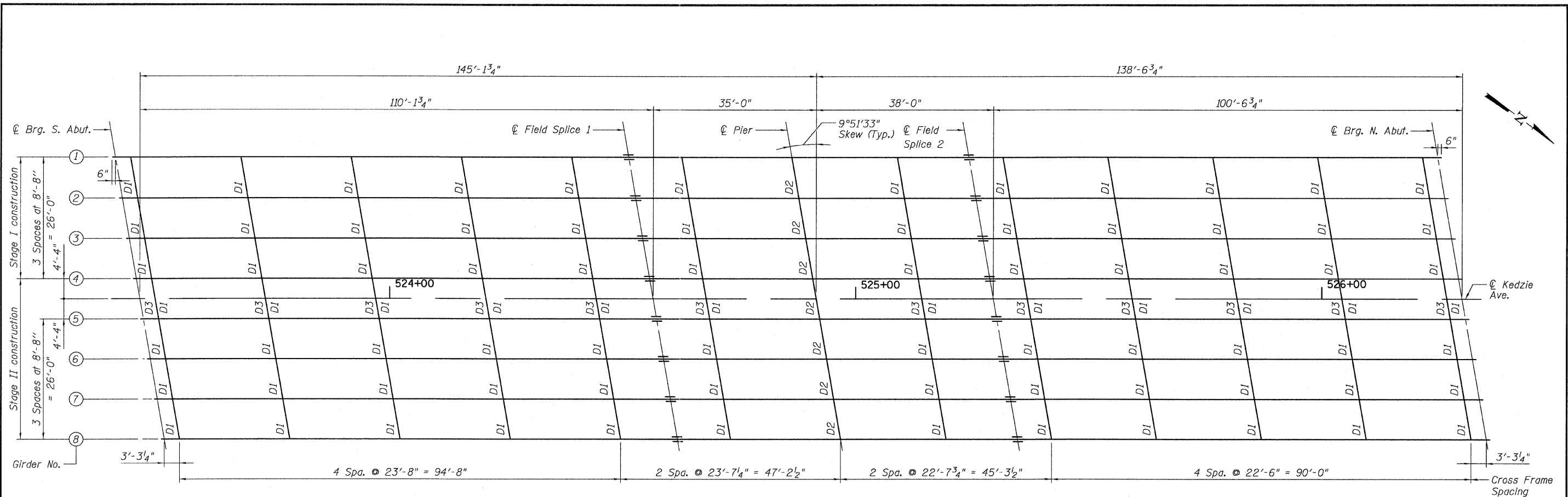
Inlet grates shall be of the type safe for bicycles with minimum of HS20 capacity.

Scupper shall be R-3922-A as fabricated by Neenah Foundry or an approved equal.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scuppers (Special)	Each	9

TYLIN INTERNATIONAL	USER NAME =	DESIGNED - EMK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAINAGE SCUPPER STRUCTURE NO. 016-1196	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE =	CHECKED - SP	REVISED -			57	1313.1B-1	COOK	162	83	
	PLOT DATE = 5/5/2011	DRAWN - EMK	REVISED -			SHEET NO. 22 OF 40 SHEETS		CONTRACT NO. 60K14		ILLINOIS FED. AID PROJECT	
		CHECKED - SP	REVISED -								



	0.4 Sp. 1	Pier	0.6 Sp. 2
I_s	35,665	82,449	33,062
$I_c(n)$	84,824	-	76,220
$I_c(3n)$	61,444	-	56,088
S_s	1609	2,971	1,408
$S_c(n)$	2,069	-	1,815
$S_c(3n)$	1,916	-	1,679
Z	-	-	-
DC1	1.19	1.40	1.17
MDC1	1,580	3,617	1,276
DC2	0.263	0.263	0.263
MDC2	387	696	328
DW	0.433	0.433	0.433
MDW	636	1,146	539
$M_k + IM$	2,442	2,275	2,234
M_u (Strength I)	7,687	11,092	6,722
$\phi_r M_n, \phi_r M_{nc}$	9995	-	8,960
f_s DC1	11.8	14.6	10.9
f_s DC2	2.4	2.8	2.3
f_s DW	4.0	4.6	3.9
f_s 1.3($k + IM$)	18.4	11.9	19.2
f_s (Service II)	36.6	34.0	36.3
f_s (Total)(Strength I)	-	44.8	-
V_r	65.0	-	64.6

* Compact sections
 ** Non-Compact and slender sections

	S. Abut.	Pier	N. Abut.
R_{DC1}	62.7	226.7	56.5
R_{DC2}	14.3	47.1	13.2
R_{DW}	23.5	77.6	21.7
$R_k + IM$	115.5	219.6	112.6
R_{Total}	216.0	571.0	204.0

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

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

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

Z : Plastic Section Modulus of the steel section in non-composite areas. Omit line in Moment Table if not used in design calculations (in^3).

DC1: Un-factored non-composite dead load (kips/ft.).
 MDC1: Un-factored moment due to non-composite dead load (kip-ft.).
 DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
 MDC2: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
 DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
 MDW: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

$M_k + IM$: Un-factored live load moment plus dynamic load allowance (Impact) (kip-ft.).

M_u (Strength I): Factored design moment (kip-ft.).
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_k + IM$

$\phi_r M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).

$\phi_r M_{nc}$: Compact non-composite negative moment capacity computed according to Article A6.1.1 (kip-ft.).

f_s (Service II): Sum of stresses as computed from the moments below (ksi).
 $M_{DC1} + M_{DC2} + M_{DW} + 1.3 M_k + IM$

f_s (Total)(Strength I): Sum of stresses as computed from the moments below on non-compact section (ksi).
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_k + IM$

V_r : Maximum factored shear range in composite portion of span computed according to Article 6.10.10.

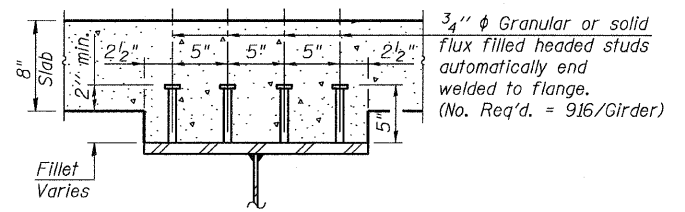
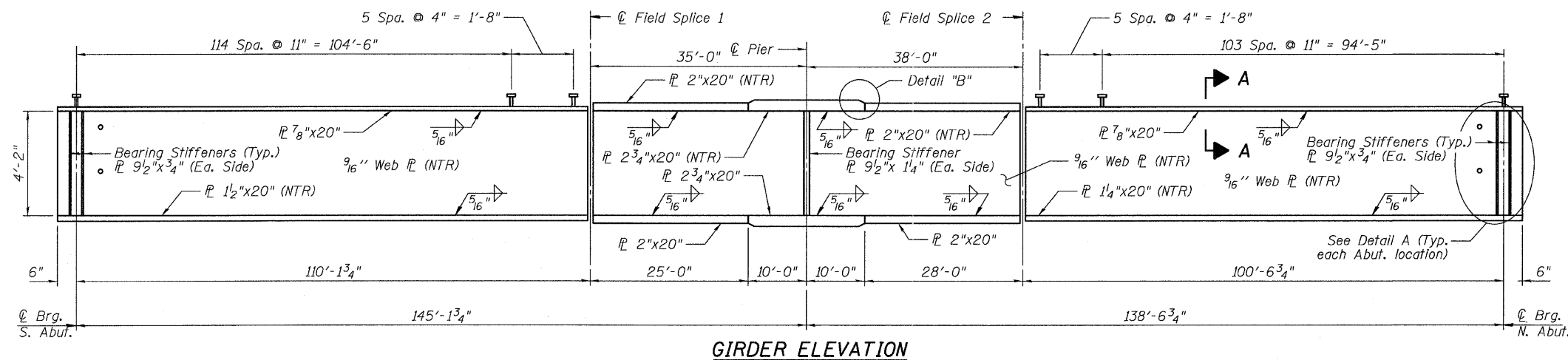
BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Structural Steel	L. Sum	1
Stud Shear Connectors	Each	7328

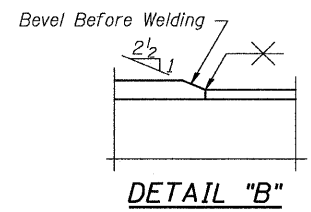
NOTES:

- All structural steel for girders and splice plates shall conform to the requirements of AASHTO M270, Grade 50. All other structural steel shall conform to the requirements of AASHTO M270, Grade 36.
- All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

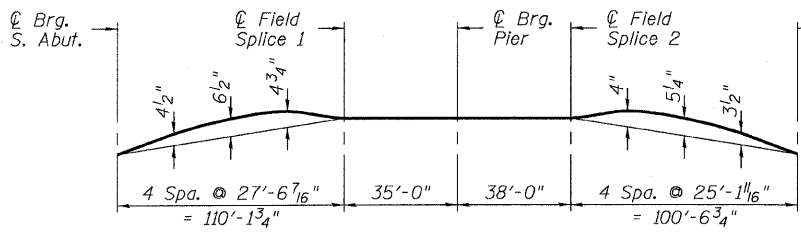
TYLIN INTERNATIONAL USER NAME = PLOT SCALE = PLOT DATE = 5/5/2011	DESIGNED - JKO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FRAMING PLAN STRUCTURE NO. 016-1196 SHEET NO. 23 OF 40 SHEETS	F.A.I. RTE. 57	SECTION 1313.1B-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 84
	CHECKED - CPT	REVISED -			CONTRACT NO. 60K14				
	DRAWN - TSK	REVISED -			ILLINOIS FED. AID PROJECT				
	CHECKED - JKO	REVISED -							



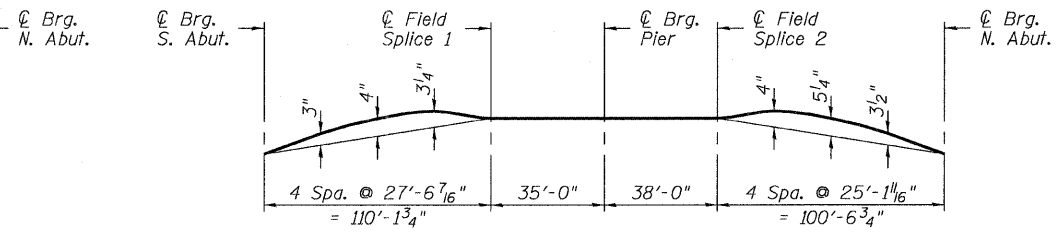
SECTION A-A



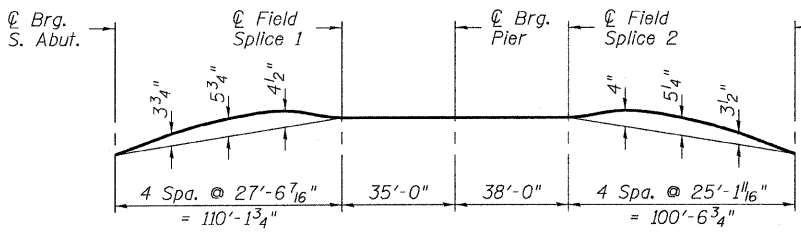
DETAIL "B"



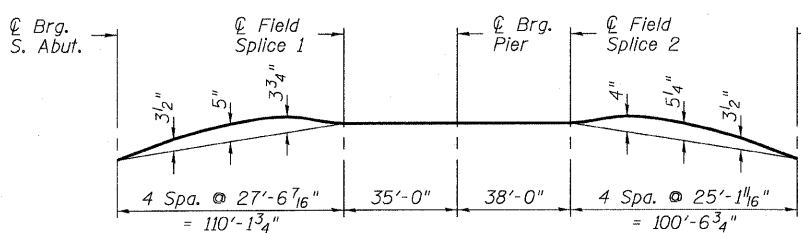
CAMBER DIAGRAM - GIRDERS 1 THRU 5



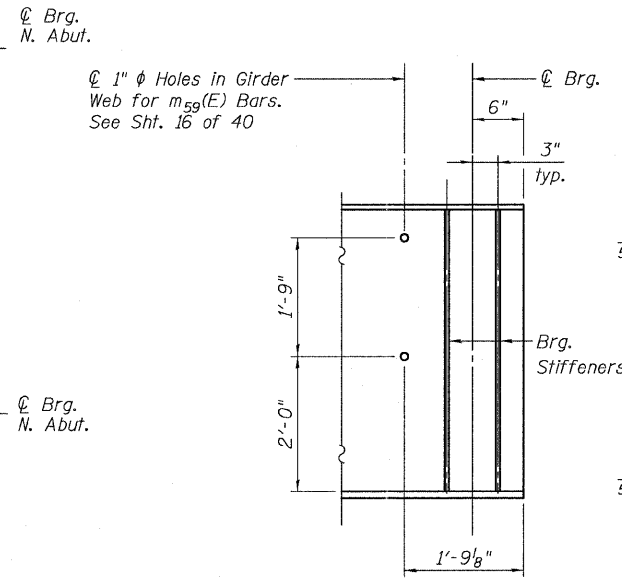
CAMBER DIAGRAM - GIRDER 8



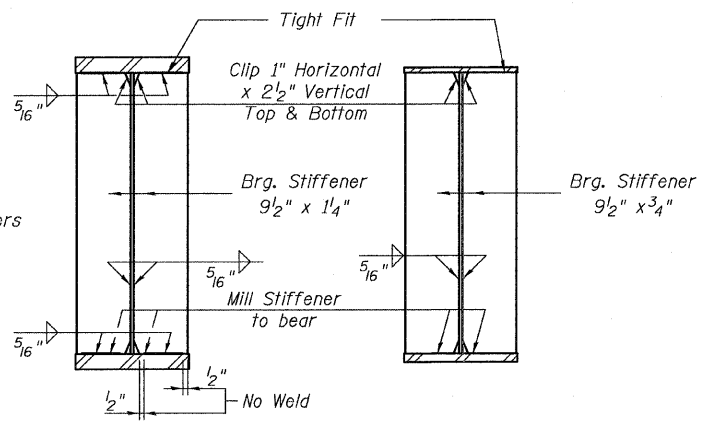
CAMBER DIAGRAM - GIRDER 6



CAMBER DIAGRAM - GIRDER 7



DETAIL "A"



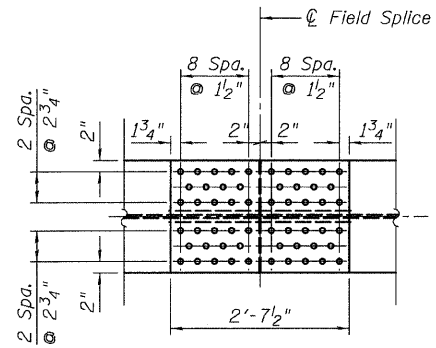
SECTION AT PIER

SECTION AT ABUTMENT

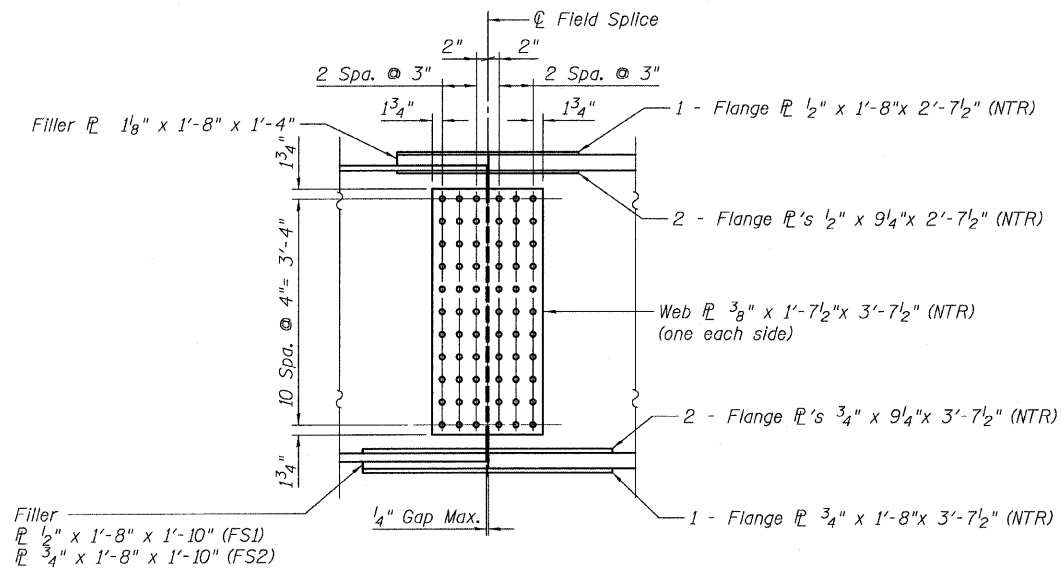
TOP OF WEB ELEVATIONS
For Fabrication Only

Girder	℄ Brg. S. Abut.	℄ Field Splice 1	℄ Brg. Pier	℄ Field Splice 2	℄ Brg. N. Abut.
1	631.97	633.44	633.55	633.51	632.46
2	632.18	633.63	633.73	633.68	632.61
3	632.39	633.81	633.91	633.85	632.76
4	632.56	633.95	634.04	633.98	632.86
5	632.72	634.01	634.08	633.99	632.82
6	632.73	633.88	633.94	633.85	632.65
7	632.74	633.71	633.76	633.66	632.45
8	632.73	633.54	633.58	633.47	632.24

Note:
Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
For Abutment Bearing details, see sheet 16 of 40.

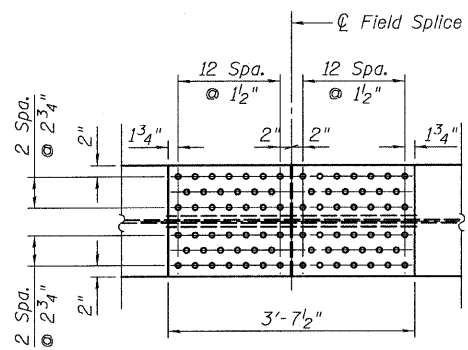


FIELD SPLICE TOP VIEW



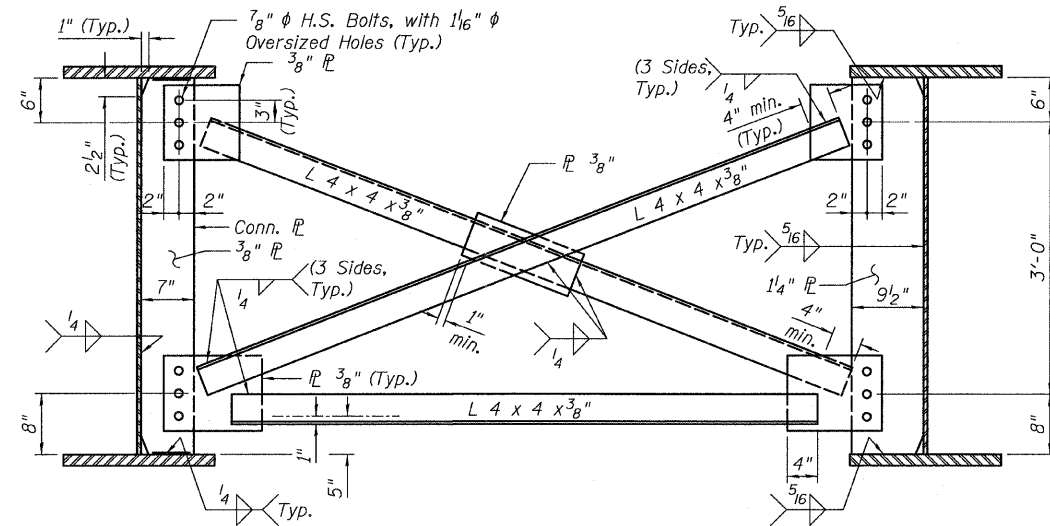
FIELD SPLICE ELEVATION

(Field Splice 1 Shown, Field Splice 2 Similar)
(16 Required)



FIELD SPLICE BOTTOM VIEW

Note:
Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.



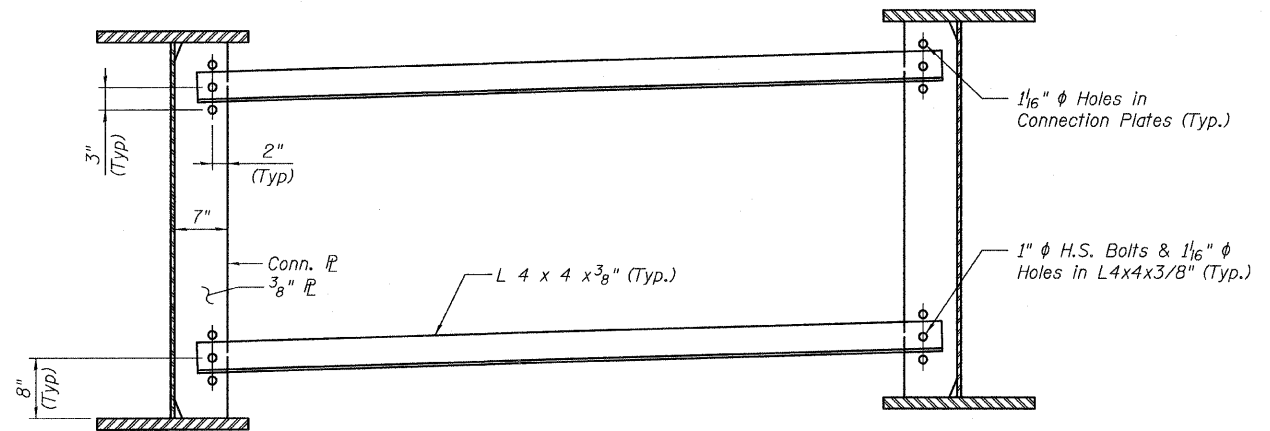
TYPE D1
HALF SECTION AT
INTERMEDIATE LOCATIONS

CROSS FRAME DETAILS (D1), (D2)

TYPE D2
HALF SECTION AT PIER

NOTE:

- Two hardened washers required for each set of oversized holes.



TYPE D3 CROSS FRAME DETAILS

NOTES:

- Install temporary horizontal L4x4x3/8" members prior to casting deck of Stage Construction 2. Bolts shall be finger tight.
- Temporary L4x4x3/8" members shall be removed prior to Stage 3 Construction and after the deck from Stage 2 Construction has cured at least five (5) days or reached a minimum compressive strength of 3,500 psi.
- Type D1, D2 Cross Frames shall be installed at Type D3 Cross Frame locations once temporary L4x4x3/8" members have been removed.

TYLIN INTERNATIONAL	USER NAME =	DESIGNED - JKO	REVISED -
	PLOT SCALE =	CHECKED - CPT	REVISED -
	PLOT DATE = 5/5/2011	DRAWN - TSK	REVISED -
		CHECKED - JKO	REVISED -

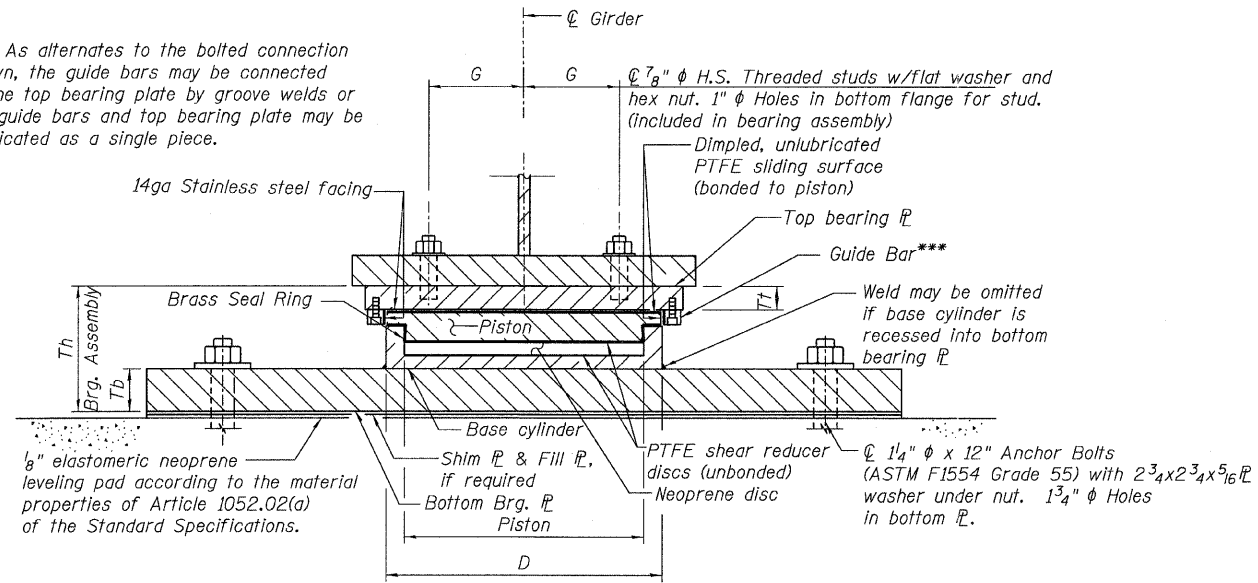
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FIELD SPLICE AND CROSS FRAME DETAILS
STRUCTURE NO. 016-1196

SHEET NO. 25 OF 40 SHEETS

F.A.I. RTE. 57	SECTION 1313.1B-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 86
ILLINOIS FED. AID PROJECT				CONTRACT NO. 60K14

*** As alternates to the bolted connection shown, the guide bars may be connected to the top bearing plate by groove welds or the guide bars and top bearing plate may be fabricated as a single piece.



GUIDED EXPANSION HLMR BEARING

FILL PLATES

Girder	Pier
5	1/2"

NOTES:

- Cost of top and bottom bearing plates, 1/8" Elastomeric Neoprene and shim plates shall be included with "High Load Multi-Rotational Bearings, Guided Expansion, 600 kips".
- Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternative material) of the grade and diameter specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
- Anchor bolts shall be placed in holes drilled in the concrete through holes in the bottom bearing plate after members are in place.
- The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.
- Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
- H.S. bolts in bearing assembly shall be galvanized according to AASHTO M298 Class 50.

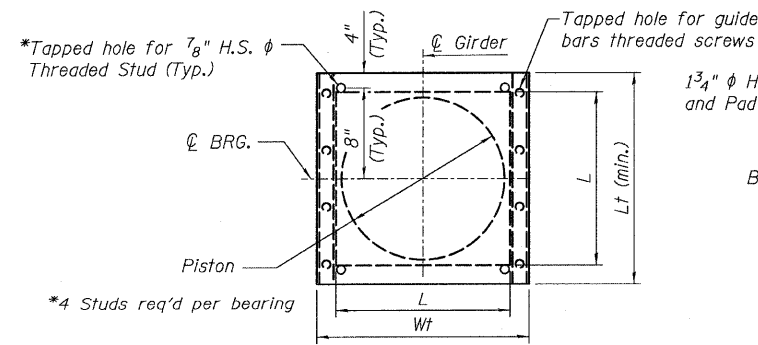
HIGH LOAD MULTIROTATIONAL BEARING

LOCATION	NO. REQ'D	SERVICE VERTICAL DESIGN LOAD **	TOT. REQ'D MOVEMENT (in)	TOP PLATE (in)				BOTTOM PLATE (in)			BRG. ASSEMBLY (in)		
				Wt	Lt	Tt	G	Wb	Lb	Tb	D	L	Th
PIER	8	516K	1.40	24	24	2 3/8	8	30	24	1 3/4	17.875	17.875	9.0625

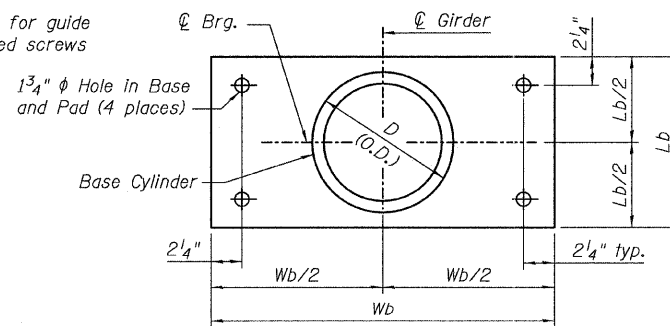
** No Impact

BILL OF MATERIAL

ITEM	UNIT	TOTAL
HLMR Bearings, Guided Expansion, 600K	Each	8
Anchor Bolts, 1 1/4"	Each	32



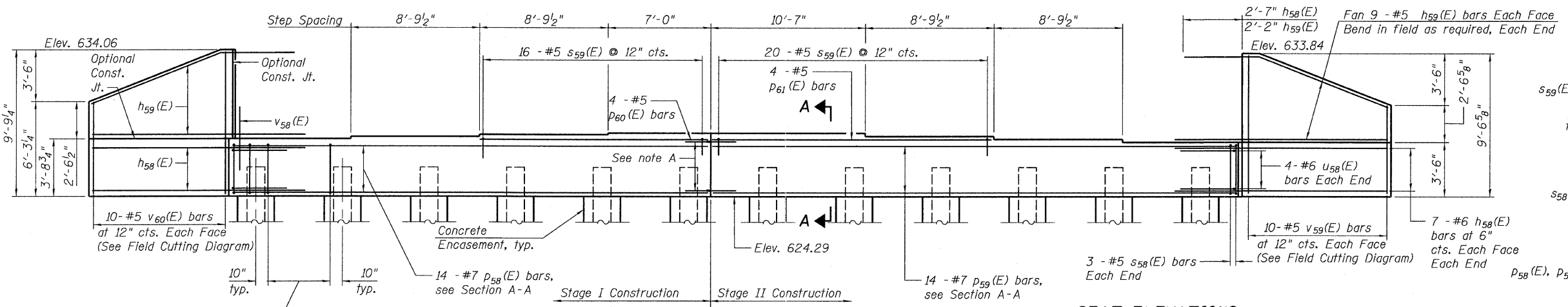
TOP BEARING P - PISTON PLAN



BOTTOM BEARING P AND BASE CYLINDER PLAN

TYLIN INTERNATIONAL	USER NAME =	DESIGNED - CME	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BEARING DETAILS STRUCTURE NO. 016-1196	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	CHECKED - MDM	REVISED -			57	1313.1B-1	COOK	162	87
	PLOT DATE = 5/5/2011	DRAWN - PMW	REVISED -			CONTRACT NO. 60K14				
		CHECKED - PDF	REVISED -			ILLINOIS FED. AID PROJECT				
SHEET NO. 26 OF 40 SHEETS										

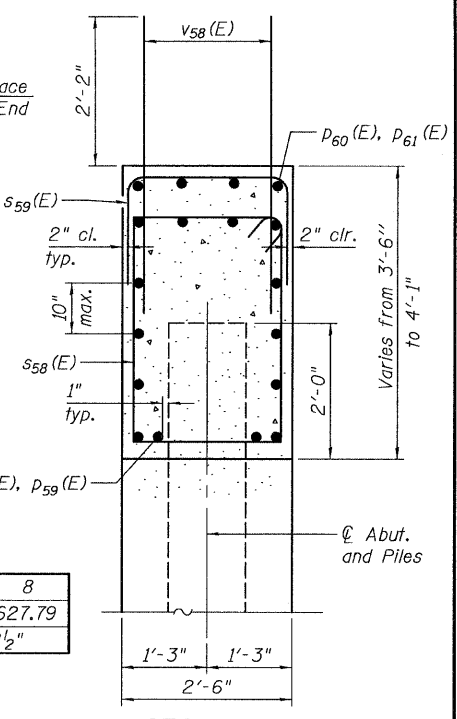
Notes:
1. Pour steps monolithically with cap.



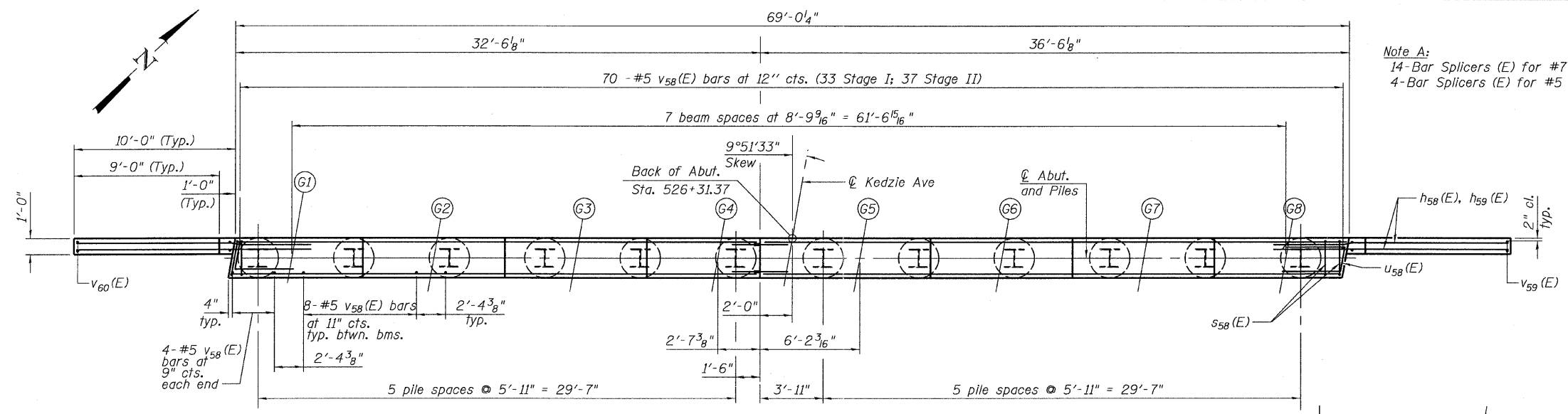
ELEVATION
(Looking north)

SEAT ELEVATIONS

Beam #	1	2	3	4	5	6	7	8
Elevation	628.01	628.16	628.31	628.37	628.37	628.20	628.00	627.79
Step HT.	1 7/8"	1 5/8"	3/4"	0"	2"	2 3/8"	2 1/2"	



SEC. A-A



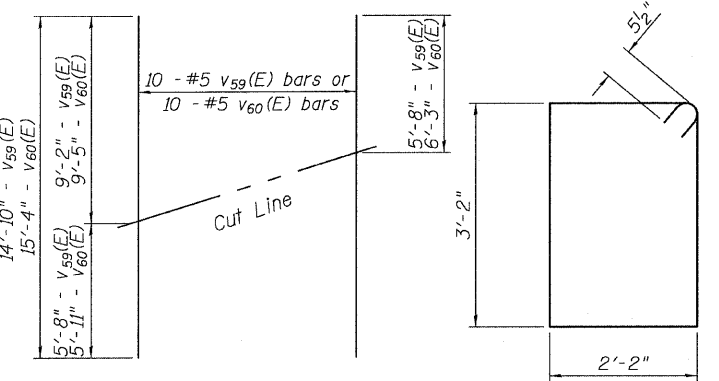
PLAN

Note A:
14-Bar Splicers (E) for #7 p58(E) bars
4-Bar Splicers (E) for #5 p60(E) bars

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h58(E)	28	#6	12'-6"	
h59(E)	36	#5	12'-6"	
p58(E)	14	#7	32'-3"	
p59(E)	14	#7	35'-10"	
p60(E)	4	#5	15'-6"	
p61(E)	4	#5	19'-0"	
s58(E)	72	#5	11'-7"	□
s59(E)	36	#5	6'-2"	□
u58(E)	8	#6	9'-11"	┘
v58(E)	134	#5	4'-4"	
v59(E)	10	#5	14'-10"	
v60(E)	10	#5	15'-4"	
Structure Excavation	Cu. Yd.	253		
Concrete Structures	Cu. Yd.	30.8		
Reinforcement Bars, Epoxy Coated	Pound	5,230		
Furnishing Steel Piles HP 14x73	Foot	588		
Driving Piles	Foot	588		
Test Pile Steel HP14x73	Each	1		
Pile Shoes	Each	12		
Concrete Encasement	Cu. Yd.	6.6		
Bar Splicers	Each	18		

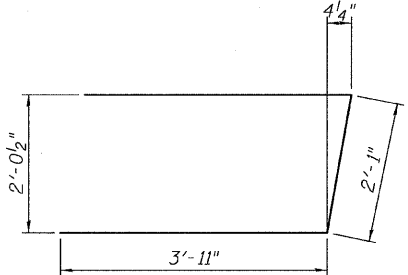
For details of Bar Splicers, see sheet 31 of 40.
For details of piles and Concrete Encasement, see sheet 32 of 40.



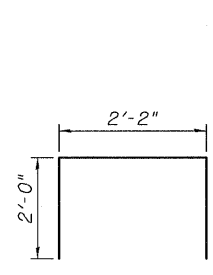
FIELD CUTTING DIAGRAM

Order v59(E) & v60(E) full length. Cut as shown and use remainder of bars in opposite face.

BARS s58(E)



BAR u58(E)



BAR s59(E)

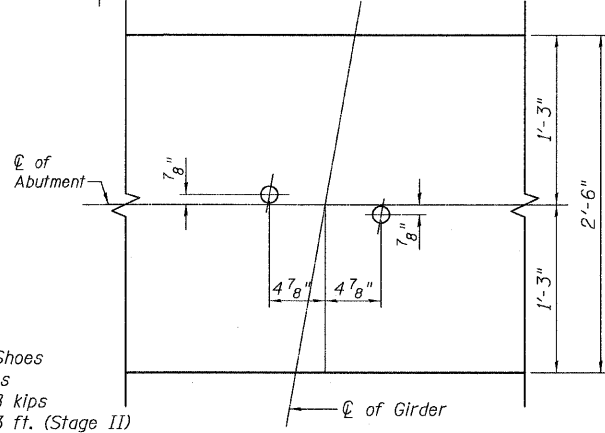
MIN. BAR LAPS

Bar	Lap
#4	2'-7"
#5	3'-3"
#6	3'-10"
#7	5'-2"

PILE DATA

Type: Steel HP 14x73 with Pile Shoes
Nominal Required Bearing: 578 kips
Factored Resistance Available: 318 kips
Est. Length: 54 ft. (Stage I); 53 ft. (Stage II)
No. Production Piles: 11
No. Test Piles: 1

Est. Top of Rock Elev. Stage I = 572.00
Est. Top of Rock Elev. Stage II = 573.00



ANCHOR BOLT LAYOUT

TYLIN INTERNATIONAL	USER NAME =	DESIGNED - CME	REVISED -
	PLOT SCALE =	CHECKED - MDM	REVISED -
	PLOT DATE = 5/5/2011	DRAWN - LCP	REVISED -
		CHECKED - MDM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

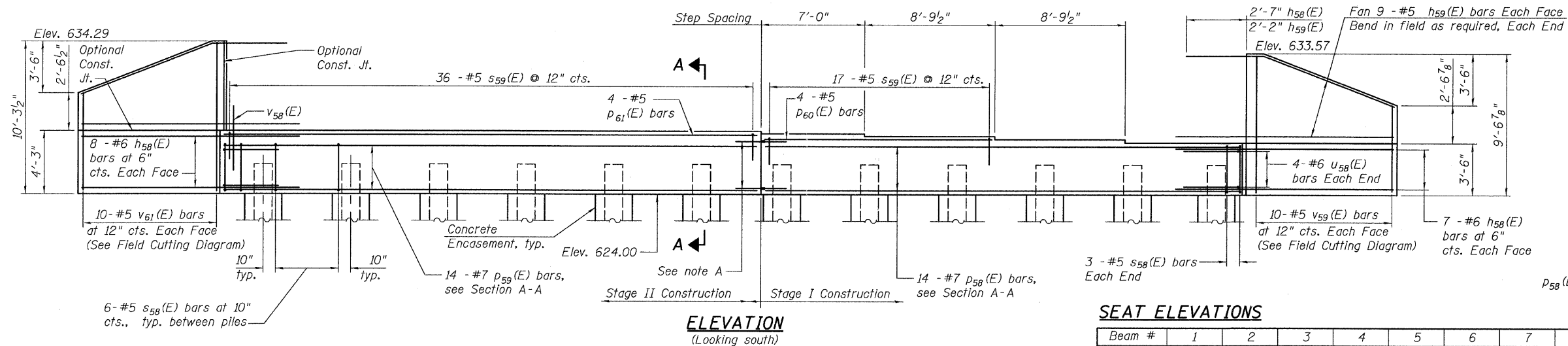
NORTH ABUTMENT
STRUCTURE NO. 016-1196
SHEET NO. 27 OF 40 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1313.1B-1	COOK	162	88

CONTRACT NO. 60K14
ILLINOIS FED. AID PROJECT

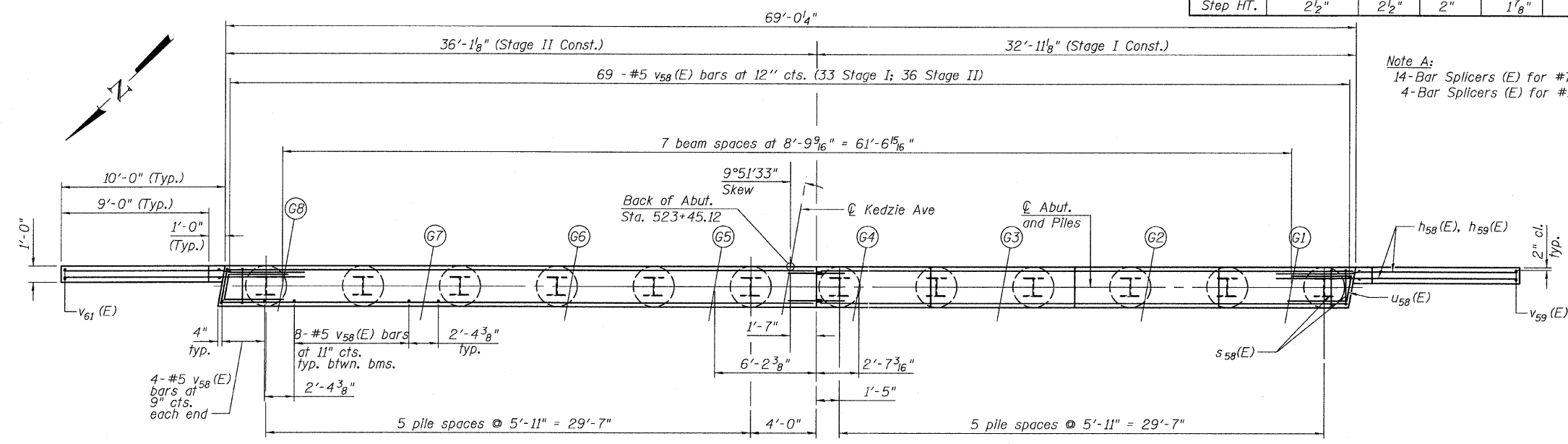
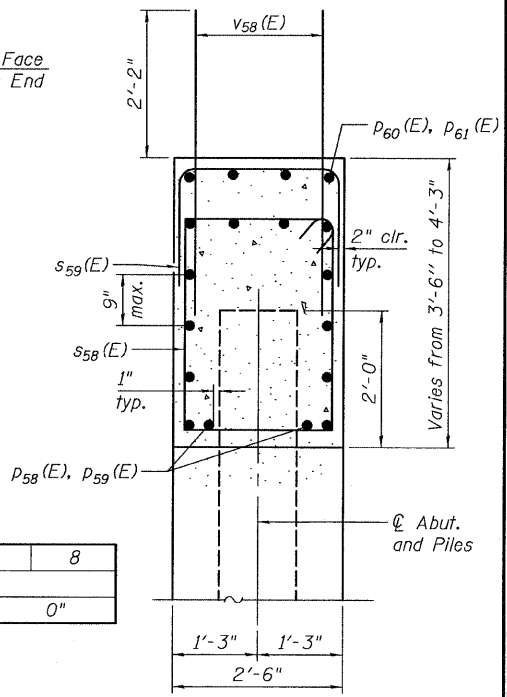
P:\602540(57-294)\STRUCTURAL\kedzie over 157\final structure plans-active\0161196-57294-027-N.Abut.dgn 1:41:05 PM 5/3/2011

Notes:
1. Pour steps monolithically with cap.



SEAT ELEVATIONS

Beam #	1	2	3	4	5	6	7	8
Elevation	627.50	627.71	627.92	628.09		628.25		
Step HT.	2 1/2"	2 1/2"	2"	1 7/8"	0"	0"	0"	0"

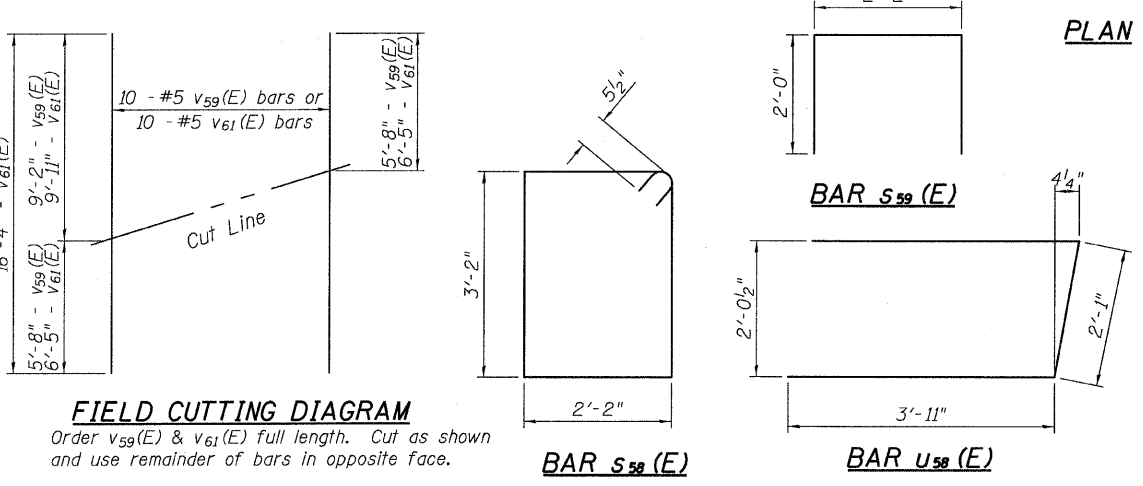


Note A:
14-Bar Splicers (E) for #7 p58(E) bars
4-Bar Splicers (E) for #5 p60(E) bars

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h58(E)	30	#6	12'-6"	—
h59(E)	36	#5	12'-6"	—
p58(E)	14	#7	32'-3"	—
p59(E)	14	#7	35'-10"	—
p60(E)	4	#5	15'-6"	—
p61(E)	4	#5	35'-10"	—
s58(E)	72	#5	11'-7"	□
s59(E)	53	#5	6'-2"	□
u58(E)	8	#6	9'-11"	┘
v58(E)	133	#5	4'-4"	—
v59(E)	10	#5	14'-10"	—
v61(E)	10	#5	16'-4"	—
Structure Excavation		Cu. Yd.	241	
Concrete Structures		Cu. Yd.	32.0	
Reinforcement Bars, Epoxy Coated		Pound	5,460	
Furnishing Steel Piles HP 14x73		Foot	556	
Driving Piles		Foot	556	
Test Pile Steel HP 14x73		Each	1	
Pile Shoes		Each	12	
Concrete Encasement		Cu. Yd.	6.6	
Bar Splicers		Each	18	

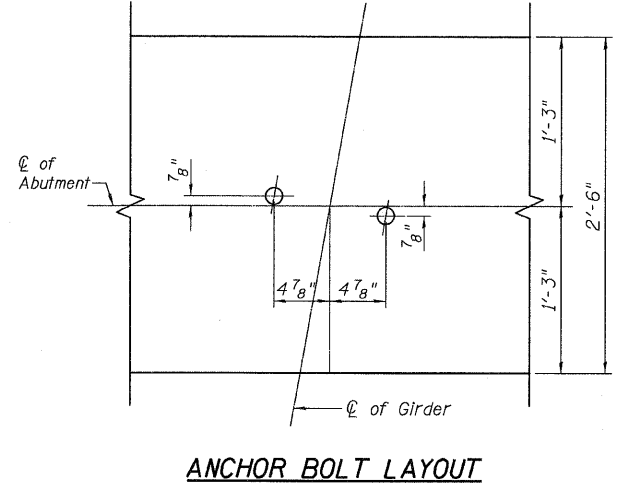
For details of Bar Splicers, see sheet 31 of 40.
For details of piles and Concrete Encasement, see sheet 32 of 40.



MIN. BAR LAPS

Bar	Lap
#4	2'-7"
#5	3'-3"
#6	3'-10"
#7	5'-2"

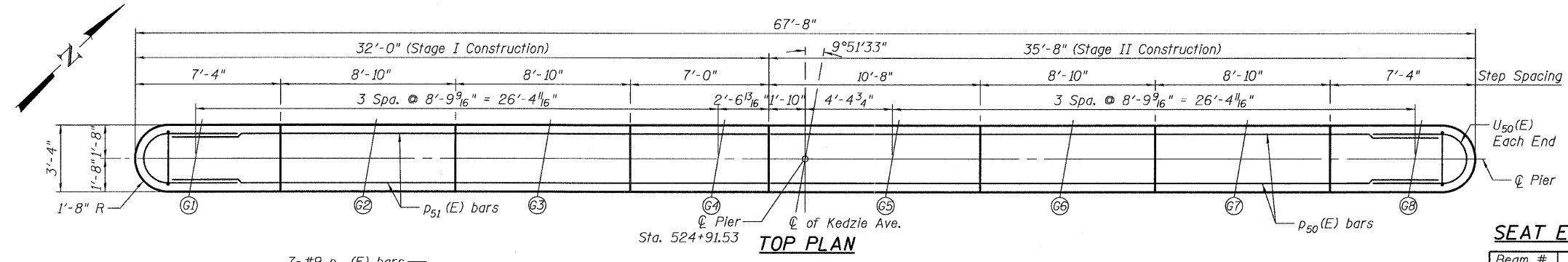
PILE DATA
Type: Steel HP 14x73 with Pile Shoes
Nominal Required Bearing: 578 kips
Factored Resistance Available: 318 kips
Est. Length: 50 ft. (Stage I)
51 ft. (Stage II)
No. Production Piles: 11
No. Test Piles: 1
Est. Top of Rock Elev. Stage I = 577.00
Est. Top of Rock Elev. Stage II = 575.00



TYLIN INTERNATIONAL	USER NAME =	DESIGNED - CME	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOUTH ABUTMENT STRUCTURE NO. 016-1196	F.A.I. RTE. = 57	SECTION = 1313.1B-1	COUNTY = COOK	TOTAL SHEETS = 162	SHEET NO. = 89
	PLOT SCALE =	CHECKED - MDM	REVISED -			CONTRACT NO. 60K14				
	PLOT DATE = 5/5/2011	DRAWN - LCP	REVISED -			ILLINOIS FED. AID PROJECT				
		CHECKED - MDM	REVISED -			SHEET NO. 28 OF 40 SHEETS				

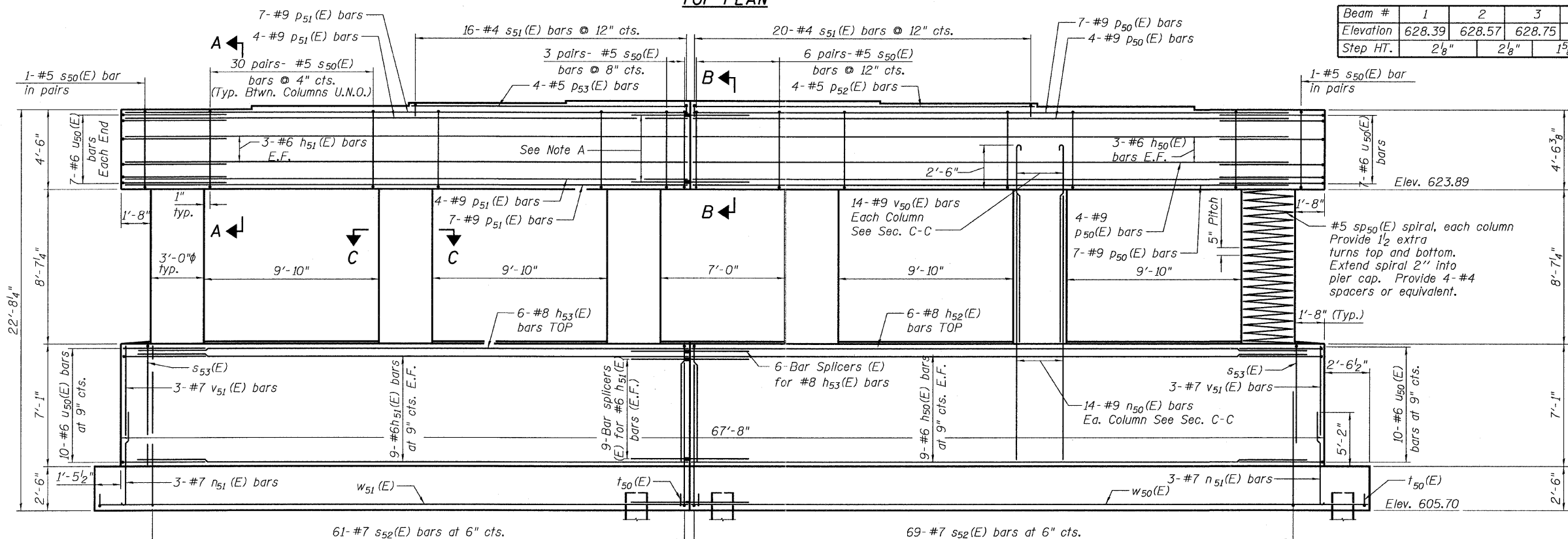
P:\602540(57-294)\STRUCTURAL\kedzie over 157\final structure plans-active\0161196-57294-028-S.Abut.dgn 141106 PM 5/3/2011

- NOTES:**
1. For Sections A-A, thru C-C, see sheet 30 of 40.
 2. Space reinforcement in cap to miss anchor bolts.
 3. Pour steps monolithically with cap.
 4. For details of piles, see sheet 32 of 40.
 5. For bar splicer details see sheet 31 of 40.
 6. Contractor may adjust pile spacing to miss existing piles.



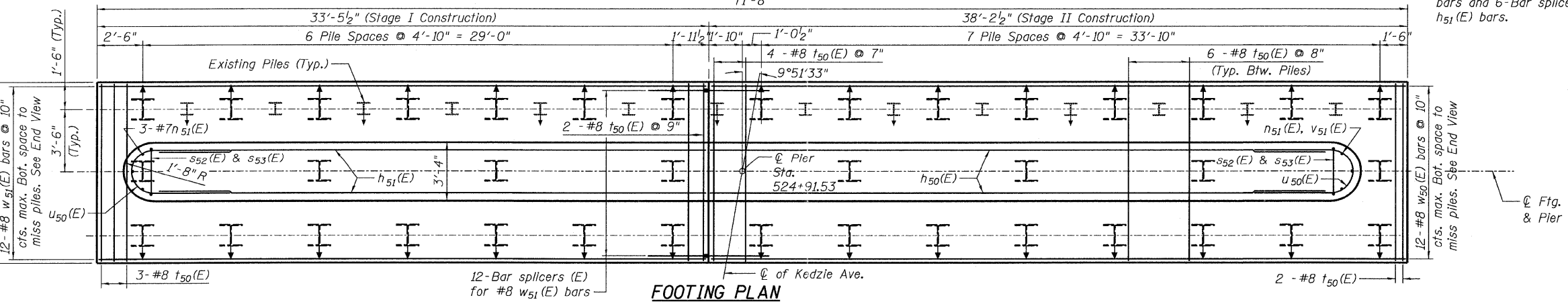
SEAT ELEVATIONS

Beam #	1	2	3	4	5	6	7	8
Elevation	628.39	628.57	628.75	628.88	628.88	628.78	628.60	628.42
Step HT.	2 1/8"	2 1/8"	1 5/8"	0"	1 1/4"	2 1/8"	2 1/8"	2 1/8"



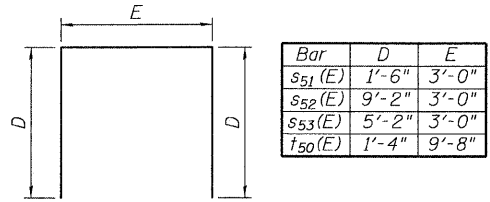
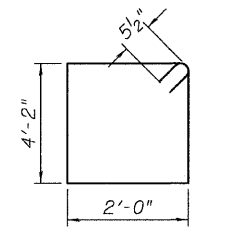
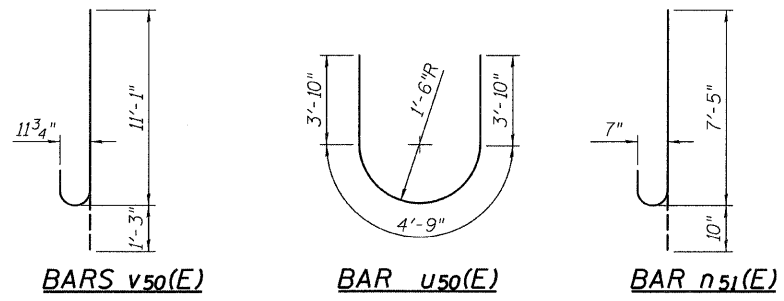
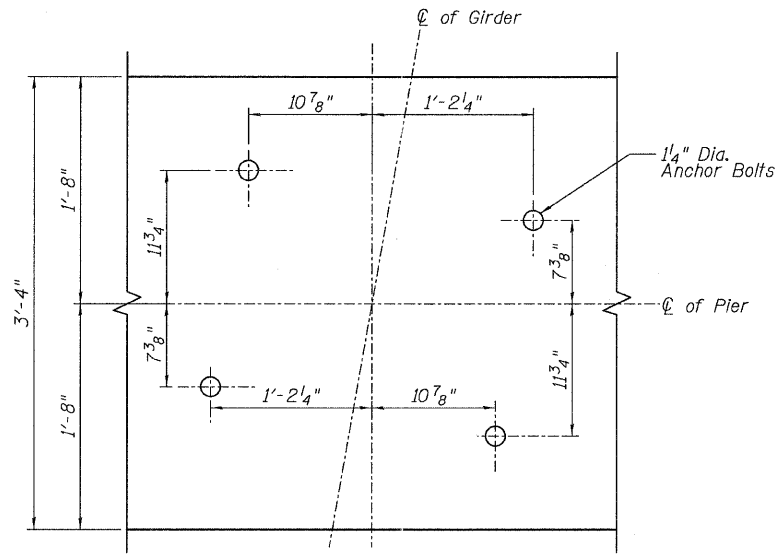
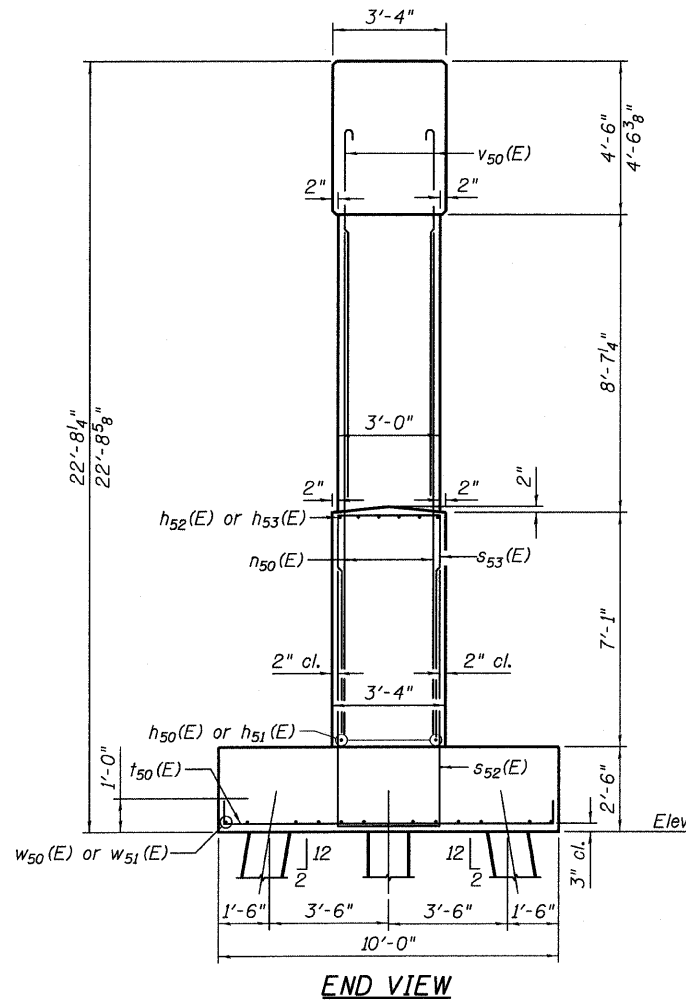
Note A:
22-Bar splicers (E) for #9 P₅₁(E) bars and 6-Bar splicers (E) for #6 h₅₁(E) bars.

PILE DATA:
 Type: HP14x73 with Pile Shoes
 Nominal Required Bearing: 578 kips
 Factored Resistance Available: 318 kips
 Est. Length: 35'-0"
 No. Production Piles: 37
 No. Test Piles: 1
 Estimated Top of Rock Elev. Stage I = 571.00
 Estimated Top of Rock Elev. Stage II = 573.00



TYLIN INTERNATIONAL	USER NAME =	DESIGNED - MDM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PIER STRUCTURE NO. 016-1196	F.A.I. RTE. = 57	SECTION = 1313.1B-1	COUNTY = COOK	TOTAL SHEETS = 162	SHEET NO. = 90		
	PLOT SCALE =	CHECKED - CME	REVISED -			SHEET NO. 29 OF 40 SHEETS		CONTRACT NO. 60K14		ILLINOIS FED. AID PROJECT		
	PLOT DATE = 5/5/2011	DRAWN - SMM	REVISED -									
		CHECKED - MDM	REVISED -									

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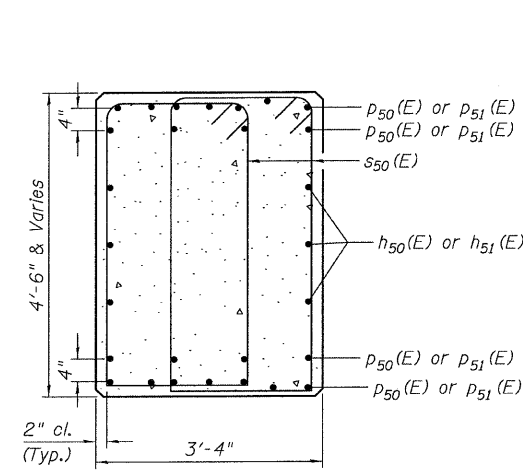
Bar	D	E
s51(E)	1'-6"	3'-0"
s52(E)	9'-2"	3'-0"
s53(E)	5'-2"	3'-0"
t50(E)	1'-4"	9'-8"

BARS s51(E), s52(E), s53(E), t50(E)

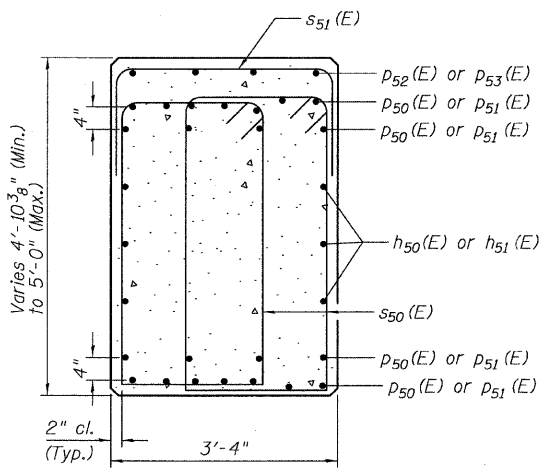
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h50(E)	24	#6	33'-10"	—
h51(E)	24	#6	30'-2"	—
h52(E)	6	#8	33'-10"	—
h53(E)	6	#8	30'-2"	—
n50(E)	84	#9	15'-6"	—
n51(E)	6	#7	8'-3"	—
p50(E)	22	#9	33'-10"	—
p51(E)	22	#9	30'-2"	—
p52(E)	4	#5	19'-2"	—
p53(E)	4	#5	15'-6"	—
s50(E)	262	#5	13'-3"	□
s51(E)	36	#4	6'-0"	□
s52(E)	130	#7	21'-4"	□
s53(E)	130	#7	13'-4"	□
** sD50(E)	6	#5	8'-9"	⌘
t50(E)	89	#8	12'-4"	□
u50(E)	34	#6	12'-5"	—
v50(E)	84	#9	12'-4"	—
v51(E)	6	#7	6'-11"	—
w50(E)	12	#8	37'-10"	—
w51(E)	12	#8	33'-1"	—
Concrete Structures		Cu. Yd.	177.4	
Reinforcement Bars, Epoxy Coated		Pound	36,500	
Furnishing Steel		Foot	1295	
Piles HP 14x73		Foot	1295	
Driving Piles		Foot	1295	
Test Pile Steel HP 14x73		Each	1	
Pile Shoes		Each	38	
Concrete Sealer		Sq. Ft.	2170	
Bar Splacers		Each	64	
Braced Excavation		Cu Yd	351	

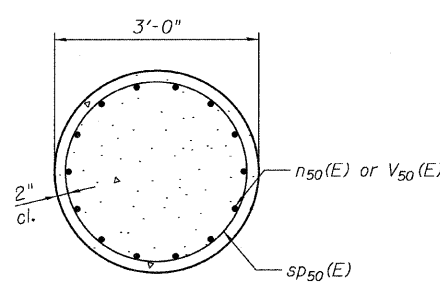
** Length is height of spiral.



SEC. A-A



SEC. B-B



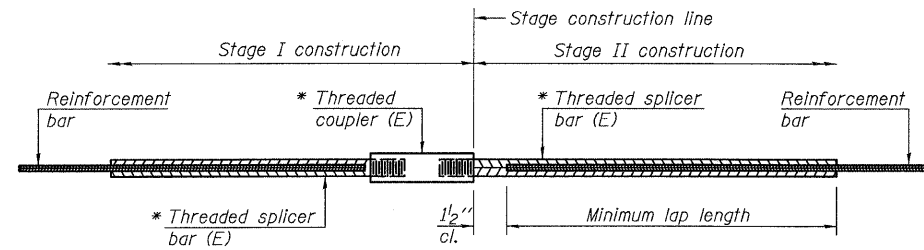
SEC. C-C

MINIMUM BAR LAPS

Bar	LAP
#4	2'-7"
#5	3'-3"
#6	3'-10"
#7	5'-2"
#8	6'-9"
#9	8'-7"

TYLIN INTERNATIONAL USER NAME = PLOT SCALE = PLOT DATE = 5/5/2011	DESIGNED - MDM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PIER DETAILS STRUCTURE NO. 016-1196		F.A.I. RTE. 57	SECTION 1313.1B-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 91		
	CHECKED - CME	REVISED -		SHEET NO. 30 OF 40 SHEETS		CONTRACT NO. 60K14		ILLINOIS FED. AID PROJECT				
	DRAWN - SMM	REVISED -										
	CHECKED - MDM	REVISED -										

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STANDARD BAR SPLICER ASSEMBLY

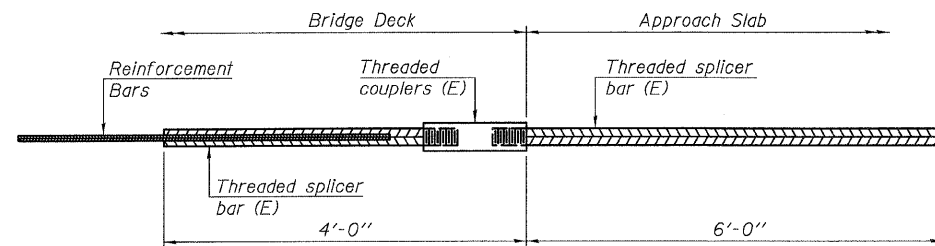
Minimum Lap Lengths					
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

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

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

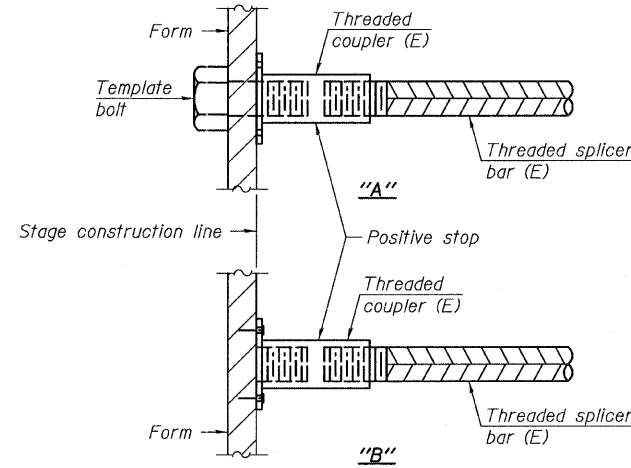
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Deck	#5	2060	Table 3
Diaphragm	#6	16	Table 4
Abutments	#5	8	Table 4
Abutments	#7	28	Table 4
Pier (cap)	#9	22	Table 4
Pier (cap)	#6	6	Table 4
Pier (crash wall)	#6	18	Table 4
Pier (crash wall)	#8	6	Table 4
Pier (footing)	#8	12	Table 3
Approach Slab	#5	172	Table 3
Approach Slab	#4	50	Table 4



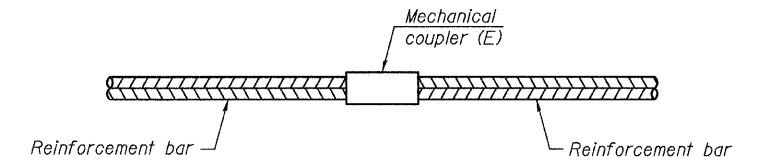
BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required = 138



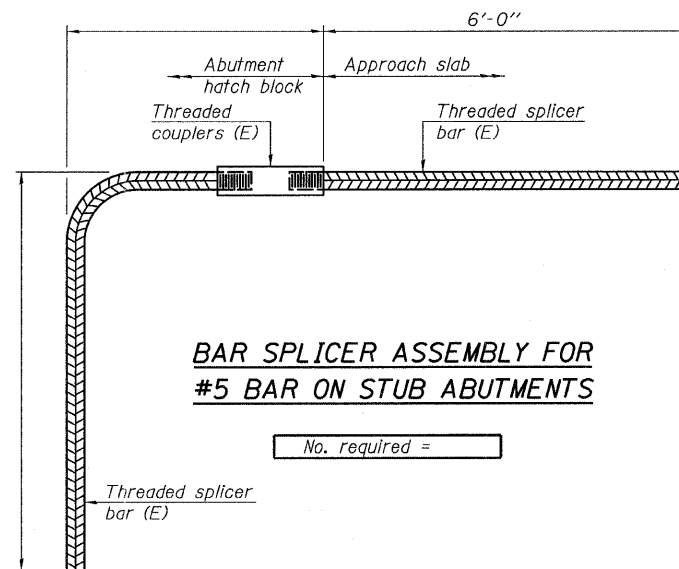
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

- Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
- All reinforcement shall be lapped and tied to the splicer bars.
- Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
- See special provision for Mechanical Splicers.
- See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1

7-1-10

TYLIN INTERNATIONAL

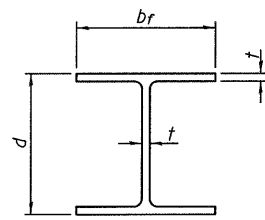
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PLOT SCALE =	CHECKED - CME	REVISED -
PLOT DATE = 5/5/2011	DRAWN - RPK	REVISED -
	CHECKED - PDF	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 016-1196**

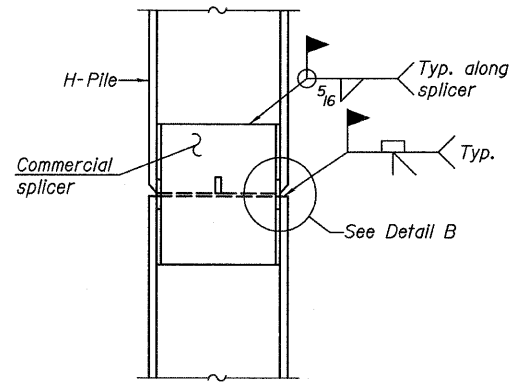
SHEET NO. 31 OF 40 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1313.1B-1	COOK	162	92
CONTRACT NO. 60K14				
ILLINOIS FED. AID PROJECT				

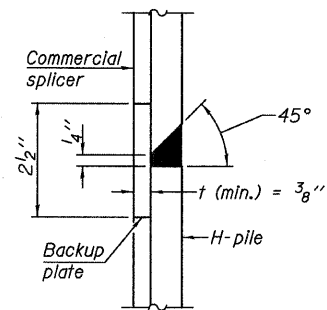


STEEL PILE TABLE

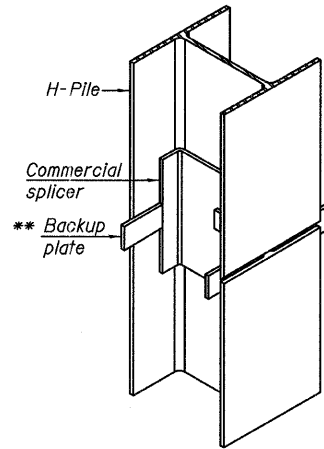
Designation	Depth d	Flange width br	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11 3/4"	12"	7/16"	24"
HP 10x57	10"	10 1/4"	9/16"	24"
x42	9 3/4"	10 1/8"	7/16"	24"
HP 8x36	8"	8 1/8"	7/16"	18"



ELEVATION

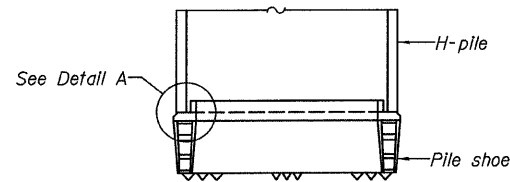


DETAIL "B"

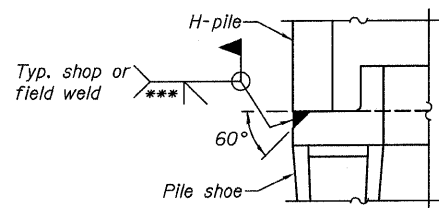


ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE

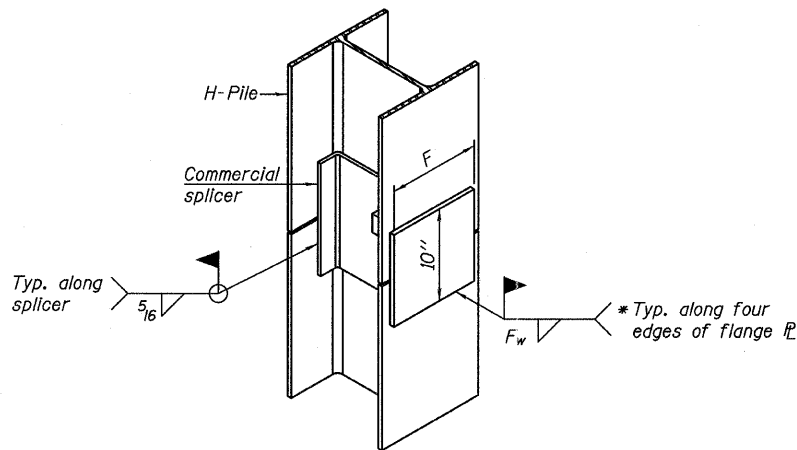


ELEVATION



DETAIL A

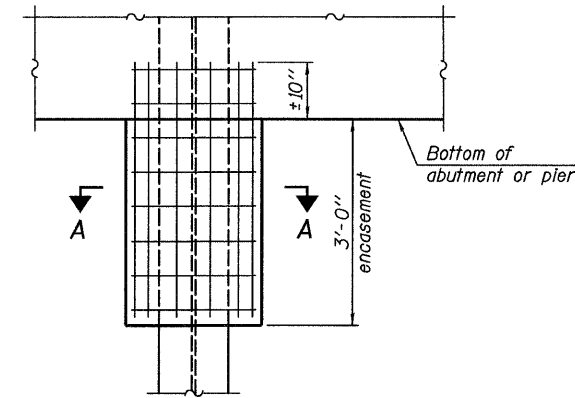
H-PILE SHOE ATTACHMENT



ISOMETRIC VIEW

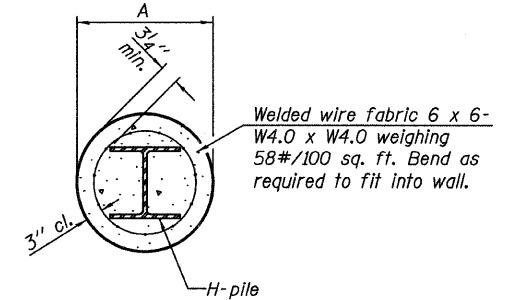
WELDED COMMERCIAL SPLICE ALTERNATE

- * Interrupt welds 1/4" from end of web and/or each flange.
- ** Remove portions of backup plates that extend outside the flanges.
- *** Weld size per pile shoe manufacturer (5/16" min.).



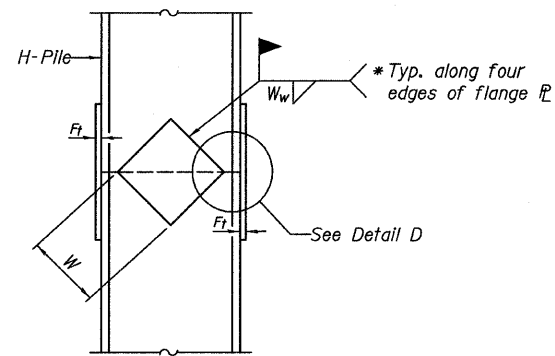
ELEVATION

PILE ENCASEMENT

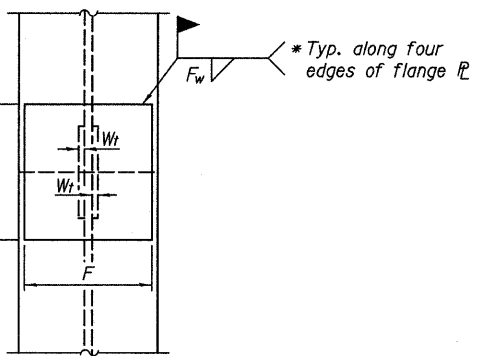


SECTION A-A

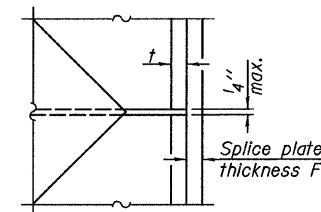
Note:
Forms for encasement may be omitted when soil conditions permit.



ELEVATION



END VIEW



DETAIL D

WELDED PLATE FIELD SPLICE

Designation	F	Ft	Fw	W	Wt	Ww
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	1/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	1/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	1/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

Note:
The steel H-piles shall be according to AASHTO M270 Grade 50.

F-HP

7-1-10

TYLIN INTERNATIONAL	USER NAME =	DESIGNED - MDM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HP PILE DETAILS STRUCTURE NO. 016-1196	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	CHECKED - CME	REVISED -			57	1313.1B-1	COOK	162	93
	PLOT DATE = 5/5/2011	DRAWN - RPK	REVISED -			CONTRACT NO. 60K14				
		CHECKED - PDF	REVISED -			ILLINOIS FED. AID PROJECT				
SHEET NO. 32 OF 40 SHEETS										

PAGE 1 of 2

SOIL BORING LOG

DATE 5/14/2008
 LOGGED BY RH
 GSI JOB No. 08015

JOB NUMBER P-91-186-08

ROUTE I-294 & I-57 DESCRIPTION I-57 & I-294 Interchange Improvements (PTB 146, Item 1)

SECTION - LOCATION Kedzie Avenue Over I-57

COUNTY Cook DRILLING METHOD Hollow Stem/Rotary Wash HAMMER TYPE CME Automatic

STRUCT. NO. 016-2126
 Station -
 BORING NO. I57-KED B-1
 Station: 23+45 Kedzie Avenue
 Offset: 19.5' Left
 Ground Surface Elev. 630.9

SOIL TYPE	DEPTH (ft)	DIAMETER (in)	UNIT WEIGHT (pcf)	WATER CONTENT (%)	LIQUID LIMIT (%)	PLASTICITY INDEX (%)	STRENGTH	REMARKS
2.5" ASPHALT, 10.5" CONCRETE	0-4							
CRUSHED STONE-medium dense (Fill)	4-10	NP						CLAY-brown & gray-stiff to very stiff (A-6) Fill
	10-15							
	15-20							
	20-25							
	25-30							
	30-35							
	35-40							
	40-45							
	45-50							
	50-55							
	55-60							
	60-65							
	65-70							
	70-75							
	75-80							
	80-85							
	85-90							
	90-95							
	95-100							

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test
 The SPT (N) value is the sum of the last two blow values in each sampling zone (ASTM D 1586) The Unit Dry Weight (pcf) is noted in italics above moist (%)
 NB-No Recovery

PAGE 2 of 2

SOIL BORING LOG

DATE 5/14/2008
 LOGGED BY RH
 GSI JOB No. 08015

JOB NUMBER P-91-186-08

ROUTE I-294 & I-57 DESCRIPTION I-57 & I-294 Interchange Improvements (PTB 146, Item 1)

SECTION - LOCATION Kedzie Avenue Over I-57

COUNTY Cook DRILLING METHOD Hollow Stem/Rotary Wash HAMMER TYPE CME Automatic

STRUCT. NO. 016-2126
 Station -
 BORING NO. I57-KED B-1
 Station: 23+45 Kedzie Avenue
 Offset: 19.5' Left
 Ground Surface Elev. 630.9

SOIL TYPE	DEPTH (ft)	DIAMETER (in)	UNIT WEIGHT (pcf)	WATER CONTENT (%)	LIQUID LIMIT (%)	PLASTICITY INDEX (%)	STRENGTH	REMARKS
SANDY LOAM-gray-medium dense (A-2/A-4)	0-8							
	8-14							
	14-20							
	20-26							
	26-32							
	32-38							
	38-44							
	44-50							
	50-56							
	56-62							
	62-68							
	68-74							
	74-80							
	80-86							
	86-92							
	92-98							
	98-104							
	104-110							
	110-116							
	116-122							
	122-128							
	128-134							
	134-140							
	140-146							
	146-152							
	152-158							
	158-164							
	164-170							
	170-176							
	176-182							
	182-188							
	188-194							
	194-200							

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test
 The SPT (N) value is the sum of the last two blow values in each sampling zone (ASTM D 1586) The Unit Dry Weight (pcf) is noted in italics above moist (%)
 NB-No Recovery

PAGE 1 of 1

ROCK CORE LOG

DATE 5/14/2008
 LOGGED BY RH
 GSI JOB No. 08015

JOB NUMBER P-91-186-08

ROUTE I-294 & I-57 DESCRIPTION I-57 & I-294 Interchange Improvements (PTB 146, Item 1)

SECTION - LOCATION Kedzie Avenue Over I-57

COUNTY Cook CORING METHOD Rotary Wash

STRUCT. NO. 016-2126
 Station -
 BORING NO. I57-KED B-1
 Station: 23+45 Kedzie Avenue
 Offset: 19.5' Left
 Ground Surface Elev. 630.9

DEPTH (ft)	DIAMETER (in)	UNIT WEIGHT (pcf)	WATER CONTENT (%)	LIQUID LIMIT (%)	PLASTICITY INDEX (%)	STRENGTH	REMARKS
0-1							
1-2							
2-3							
3-4							
4-5							
5-6							
6-7							
7-8							
8-9							
9-10							
10-11							
11-12							
12-13							
13-14							
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92-93							
93-94							
94-95							
95-96							
96-97							
97-98							
98-99							
99-100							

Color pictures of the cores Yes Cores will be stored for examination for
 The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

TYLIN INTERNATIONAL	USER NAME =	DESIGNED - MDM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING LOGS 1 STRUCTURE NO. 016-1196 SHEET NO. 33 OF 40 SHEETS	F.A.I. RTE. 57	SECTION 1313.1B-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 94
	PLOT SCALE =	CHECKED - CME	REVISED -			CONTRACT NO. 60K14				
	PLOT DATE = 5/5/2011	DRAWN - SMM	REVISED -			ILLINOIS FED. AID PROJECT				

P:\602540(57-294)\STRUCTURAL\kedzie over I57\final structure plans-active\0161196-57294-033-Boring_Logs.1.dwg 5/3/2011 1:41:13 PM



SOIL BORING LOG

PAGE 1 of 1

DATE 5/5/2008

LOGGED BY MR

JOB NUMBER P-91-166-08

GSI JOB No. 08015

ROUTE I-294 & I-57

DESCRIPTION I-57 & I-294 Interchange Improvements (PTB 146, Item 1)

SECTION -

LOCATION Kedzie Avenue Over I-57

COUNTY Cook

DRILLING METHOD Straight Flight/Rotary Wash HAMMER TYPE CME Automatic

STRUCT. NO. 016-2126

BORING NO. 157-KED B-2

Station: 24+27 Kedzie Avenue

Offset: 46.5' Left

Ground Surface Elev. 611.8

D	B	U	M	Surface Water Elev.	n/a	D	B	U	M
E	L	C	O	Stream Bed Elev.	n/a	E	L	C	O
P	O	S	I	Groundwater Elevation:		P	O	S	I
T	W	S	S	First Encounter	600.8	T	W	S	S
H	S	Qu	T	Upon Completion	n/a	H	S	Qu	T
(f)	(6")	(tsf)	(%)	After Hrs.		(f)	(6")	(tsf)	(%)

12.0" ASPHALT	610.8					SAND-gray-medium dense (A-3)	591.3				
		13									
		4									
CLAY to CLAY LOAM-brown & gray-very stiff to hard (A-6) Fill		6	3.7B	18		SAND & GRAVEL-gray-medium dense (A-1-b)	588.8				
		6									
		23									
		-5	16	5.3B	13						
	606.3										
GRAVEL, STONE & CINDERS-very dense (Fill)						SILTY LOAM to LOAM-gray-medium dense (A-4)					
	603.8										
CLAY to CLAY LOAM-brown & gray-very stiff to hard (A-6) Fill		5									
		6									
		-10	5	3.2B	18						
	600.8										
SILTY LOAM-gray-medium dense (A-4)		8					579.8				
		7									
	598.8										
SAND-gray-medium dense (A-3)		3									
		6									
		-15	6								
	596.3										
CLAY-gray-medium stiff (A-6) Wet		2									
		3									
		4	0.5P	32							
	593.8										
SAND-gray-medium dense (A-3)		3									
		8									
		-20	11								

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer), ST-Shaly Tube Sample VS-Vane Shear Test
 The SPT (N value) is the sum of the last two blow values in each sampling zone (ASTM D 1586) The Unit Dry Weight (pcf) is noted in italics above moist (%)
 NB-No Recovery

TYLIN INTERNATIONAL

USER NAME =
 PLOT SCALE =
 PLOT DATE = 5/5/2011

DESIGNED - MDM
 CHECKED - CME
 DRAWN - SMM
 CHECKED - PDF

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BORING LOGS 2
 STRUCTURE NO. 016-1196**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1313.1B-1	COOK	162	95

SHEET NO. 34 OF 40 SHEETS

ILLINOIS FED. AID PROJECT

PAGE 1 of 2

SOIL BORING LOG

Geo Services, Inc. Geotechnical, Environmental & Civil Engineering
805 Amherst Street, Suite 200
Newport News, VA 23606
(804) 241-7777

JOB NUMBER P-91-186-08 DATE 5/5/2008
LOGGED BY DR GSI JOB No. 08015

ROUTE I-294 & I-57 DESCRIPTION I-57 & I-294 Interchange Improvements (PTB 146, Item 1)
SECTION LOCATION Kedzie Avenue Over I-57
COUNTY Cook DRILLING METHOD Straight Flight/Rotary Wash HAMMER TYPE CME Automatic

STRUCT. NO. 016-2126
Station -
BORING NO. I57-KED B-6
Station: 24+42 Kedzie Avenue
Offset: 46.0' Right
Ground Surface Elev. 611.4

DEPTH (ft)	BLOWS (6")	UNIT WEIGHT (pcf)	REMARKS	DEPTH (ft)	BLOWS (6")	UNIT WEIGHT (pcf)	REMARKS
0			Surface Water Elev. n/a	0			
0			Stream Bed Elev. n/a	0			
0			Groundwater Elevation:	0			
0			First Encounter 599.4	0			
0			Upon Completion n/a	0			
0			After Hrs. n/a	0			
14.0	3	107	SAND & GRAVEL-gray-medium dense (A-1)	14.0	8		
17.0	5			17.0	8		
17.0	7	6.1B	CLAY-brown-hard (A-6) Fill	17.0	8	NP	6
608.4				588.4			
10.0			SAND-gray-medium dense (A-3)	10.0	6		
14.0				14.0	8		
16.0	NP	6	GRAVEL, STONE & CINDERS-dense to very dense (F#1)	16.0	25	NP	22
585.9				585.9			
30.0			SANDY LOAM to LOAM-gray-medium dense (A-4)	30.0	8		
306.5				306.5	6		
603.4				583.4	10	NP	10
10.0			CINDERS-medium dense (F#1)	10.0	8		
601.9				601.9	7		
4.0			SILTY LOAM with Fractured Rock-gray-medium dense (A-4)	4.0	7		
5.0	NP	11		5.0	30	NP	12
596.4				596.4			
5.0			SANDY LOAM to LOAM-brown & gray-medium dense (A-4)	5.0			
7.0				7.0			
7.0	NP	20		7.0			
595.9				595.9			
2.0			SILTY LOAM-gray-loose (A-4)	2.0	11		
3.0				3.0	10		
15.0	NP	25		15.0	35	NP	11
574.4				574.4			
11.0			SAND & GRAVEL-gray-medium dense (A-1)	11.0			
8.0	NP	10		8.0			
572.9			Drillers Observation: Apparent Bedrock	572.9			
8.0				8.0			
7.0			RUN 1 (-38.5' to -48.5') Silurian System, Niagaran Series Dolomite	7.0			RUN 1
20.0	NP	6		20.0	40		

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) SF-Shaly Tube Sample VS-Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (ASTM D 1586) The Unit Dry Weight (pcf) is noted in italics above total (%)
NR-No Recovery

PAGE 2 of 2

SOIL BORING LOG

Geo Services, Inc. Geotechnical, Environmental & Civil Engineering
805 Amherst Street, Suite 200
Newport News, VA 23606
(804) 241-7777

JOB NUMBER P-91-186-08 DATE 5/5/2008
LOGGED BY DR GSI JOB No. 08015

ROUTE I-294 & I-57 DESCRIPTION I-57 & I-294 Interchange Improvements (PTB 146, Item 1)
SECTION LOCATION Kedzie Avenue Over I-57
COUNTY Cook DRILLING METHOD Straight Flight/Rotary Wash HAMMER TYPE CME Automatic

STRUCT. NO. 016-2126
Station -
BORING NO. I57-KED B-6
Station: 24+42 Kedzie Avenue
Offset: 46.0' Right
Ground Surface Elev. 611.4

DEPTH (ft)	BLOWS (6")	UNIT WEIGHT (pcf)	REMARKS	DEPTH (ft)	BLOWS (6")	UNIT WEIGHT (pcf)	REMARKS
0			Surface Water Elev. n/a	0			
0			Stream Bed Elev. n/a	0			
0			Groundwater Elevation:	0			
0			First Encounter 599.4	0			
0			Upon Completion n/a	0			
0			After Hrs. n/a	0			
592.9			Light gray to gray & fine grained with horizontal bedding. Tight horizontal fractures @ -39.2', -39.25', -40.1', -41.6', -42.9', -43.4' & -45.2'. Recovery = 100.0% R.Q.D. = 99.0% Core Time = 2.6 minutes/foot 100.0% Water Loss	592.9			RUN 1
End Of Boring @ -48.5'			Straight Flight Augers to -15.0' Rotary Drilling To Completion CME Automatic Hammer 15.0' of 4.0" Casing Used	End Of Boring @ -48.5'			
572.9				572.9			
7.0				7.0			
60.0				60.0			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) SF-Shaly Tube Sample VS-Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (ASTM D 1586) The Unit Dry Weight (pcf) is noted in italics above total (%)
NR-No Recovery

PAGE 1 of 1

ROCK CORE LOG

Geo Services, Inc. Geotechnical, Environmental & Civil Engineering
805 Amherst Street, Suite 200
Newport News, VA 23606
(804) 241-7777

JOB NUMBER P-91-186-08 DATE 5/5/2008
LOGGED BY DR GSI JOB No. 08015

ROUTE I-294 & I-57 DESCRIPTION I-57 & I-294 Interchange Improvements (PTB 146, Item 1)
SECTION LOCATION Kedzie Avenue Over I-57
COUNTY Cook CORING METHOD Rotary Wash

STRUCT. NO. 016-2126
Station -
BORING NO. I57-KED B-6
Station: 24+42 Kedzie Avenue
Offset: 46.0' Right
Ground Surface Elev. 611.4

DEPTH (ft)	RECOVERY (%)	UNIT WEIGHT (pcf)	REMARKS	DEPTH (ft)	RECOVERY (%)	UNIT WEIGHT (pcf)	REMARKS
572.9	100.0	99.0	RUN 1 (-38.5' to -48.5') SILURIAN SYSTEM, NIAGARAN SERIES DOLOMITE Light gray to gray & fine grained with horizontal bedding. Tight horizontal fractures @ -39.2', -39.25', -40.1', -41.6', -42.9', -43.4' & -45.2'. 100.0% Water Loss	572.9	1	100.0	99.0
48.5				48.5			

Color pictures of the cores Yes Cores will be stored for examination for n/a
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

PAGE 1 of 2

SOIL BORING LOG

DATE 5/8/2008
 LOGGED BY MR
 GSI JOB No. 08015

JOB NUMBER P-91-186-08

ROUTE I-294 & I-57 DESCRIPTION I-57 & I-294 Interchange Improvements (PTB 146, Item 1)

SECTION LOCATION Kedzie Avenue Over I-57

COUNTY Cook DRILLING METHOD Straight Flight/Rotary Wash HAMMER TYPE CME Automatic

STRUCT. NO. 016-2126
 Station -
 BORING NO. **I57-KED B-7**
 Station: 24+92 Kedzie Avenue
 Offset: 50.0' Right
 Ground Surface Elev. 611.3

Description	Elev. (ft)	D	B	U	M	Surface Water Elev.	Stream Bed Elev.	Groundwater Elevation:	First Encounter	Upon Completion	After Hrs.	D	B	U	M	SPT (blows)	Moisture (%)	Recovery (%)	
																			(ft)
12.0" ASPHALT	610.3					n/a	n/a												
CRUSHED STONE-medium dense (Fill)	599.8																		
CLAY-brown & gray-very stiff (A-6) FHl	606.3	-5																	
CRUSHED STONE-very dense (Fill)	602.8																		
CINDERS-black-medium dense (Fill)	601.3	-10																	
SILTY LOAM-gray-loose to medium dense (A-4)	595.8																		
SANDY LOAM to LOAM-gray-loose (A-4)	583.3																		
SAND-gray-medium dense (A-3)	573.3																		

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelly Tube Sample VS-Vane Shear Test
 The SPT (bl) value is the sum of the last two blow values in each sampling zone (ASTM D 1586) The Unit Dry Weight (pcf) is noted in italics above moist (%)
 NR-No Recovery

PAGE 2 of 2

SOIL BORING LOG

DATE 5/8/2008
 LOGGED BY MR
 GSI JOB No. 08015

JOB NUMBER P-91-186-08

ROUTE I-294 & I-57 DESCRIPTION I-57 & I-294 Interchange Improvements (PTB 146, Item 1)

SECTION LOCATION Kedzie Avenue Over I-57

COUNTY Cook DRILLING METHOD Straight Flight/Rotary Wash HAMMER TYPE CME Automatic

STRUCT. NO. 016-2126
 Station -
 BORING NO. **I57-KED B-7**
 Station: 24+92 Kedzie Avenue
 Offset: 50.0' Right
 Ground Surface Elev. 611.3

Description	Elev. (ft)	D	B	U	M	Surface Water Elev.	Stream Bed Elev.	Groundwater Elevation:	First Encounter	Upon Completion	After Hrs.	D	B	U	M	SPT (blows)	Moisture (%)	Recovery (%)	
																			(ft)
RUN 1 (-38.0' to -48.0') Silurian System Niagaran Series Dolomite	563.3																		
Light gray to gray with horizontal bedding. Fine grained with some varying. Horizontal fractures @ -38.6', -38.8', -39.2' & -39.4'. Horizontal fracture zone from -40.8' to -41.0'. Horizontal fracture @ -41.8'. Vertical fracture from -42.1' to -42.5'. Horizontal fractures @ -44.0', -44.1' & -44.4'.																			
Recovery=67.0% R.Q.D.=45.0% Core Time=3.0 minutes/foot. 100.0% Water Loss.																			
End Of Boring @ -48.0' Straight Flight Augers To -20.0' Rotary Drilling To Completion CME Automatic Hammer 20.0' 4.0" Casing Used																			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelly Tube Sample VS-Vane Shear Test
 The SPT (bl) value is the sum of the last two blow values in each sampling zone (ASTM D 1586) The Unit Dry Weight (pcf) is noted in italics above moist (%)
 NR-No Recovery

PAGE 1 of 1

ROCK CORE LOG

DATE 5/8/2008
 LOGGED BY MR
 GSI JOB No. 08015

JOB NUMBER P-91-186-08

ROUTE I-294 & I-57 DESCRIPTION I-57 & I-294 Interchange Improvements (PTB 146, Item 1)

SECTION LOCATION Kedzie Avenue Over I-57

COUNTY Cook CORING METHOD Rotary Wash

STRUCT. NO. 016-2126
 Station -
 BORING NO. **I57-KED B-7**
 Station: 24+92 Kedzie Avenue
 Offset: 50.0' Right
 Ground Surface Elev. 611.3

Description	Elev. (ft)	D	C	R	R	C	S	D	E	T	H	R	U	N	Y	M	E	T	H
RUN 1 (-38.0' to -48.0') Silurian System Niagaran Series Dolomite	573.3																		
Light gray to gray with horizontal bedding. Fine grained with some varying. Horizontal fractures @ -38.6', -38.8', -39.2' & -39.4'. Horizontal fracture zone from -40.8' to -41.0'. Horizontal fracture @ -41.8'. Vertical fracture from -42.1' to -42.5'. Horizontal fractures @ -44.0', -44.1' & -44.4'.																			
100.0% Water Loss																			

Color pictures of the cores Yes Cores will be stored for examination for
 The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

TYLIN INTERNATIONAL	USER NAME =	DESIGNED - MDM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING LOGS 7 STRUCTURE NO. 016-1196	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE =	CHECKED - CME	REVISED -			57	1313.1B-1	COOK	162	100	
	PLOT DATE = 5/5/2011	DRAWN - SMM	REVISED -			CONTRACT NO. 60K14					
CHECKED - PDF				REVISED -				ILLINOIS FED. AID PROJECT			