

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PROPOSED  
HIGHWAY PLANS**

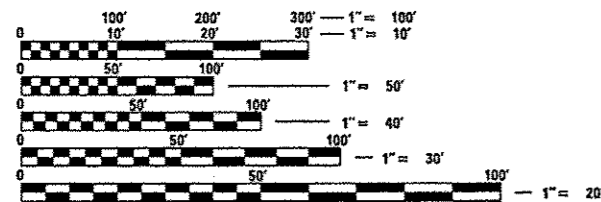
FAI 90/94 (I-90/94) (DAN RYAN EXPRESSWAY)  
AT 63rd STREET (FAU 1519)  
SECTION 1920-B  
PROJECT : NHPP-0005 (942)  
BRIDGE SUPERSTRUCTURE REPLACEMENT  
SN 016-1149  
COOK COUNTY  
C-91-190-10

FOR INDEX OF SHEETS, SEE SHEET NO. 2

TRAFFIC DATA

63RD STREET:  
EXISTING ADT = 10,600 (2011)  
SPEED LIMIT = 30 MPH  
DESIGN SPEED = 30 MPH

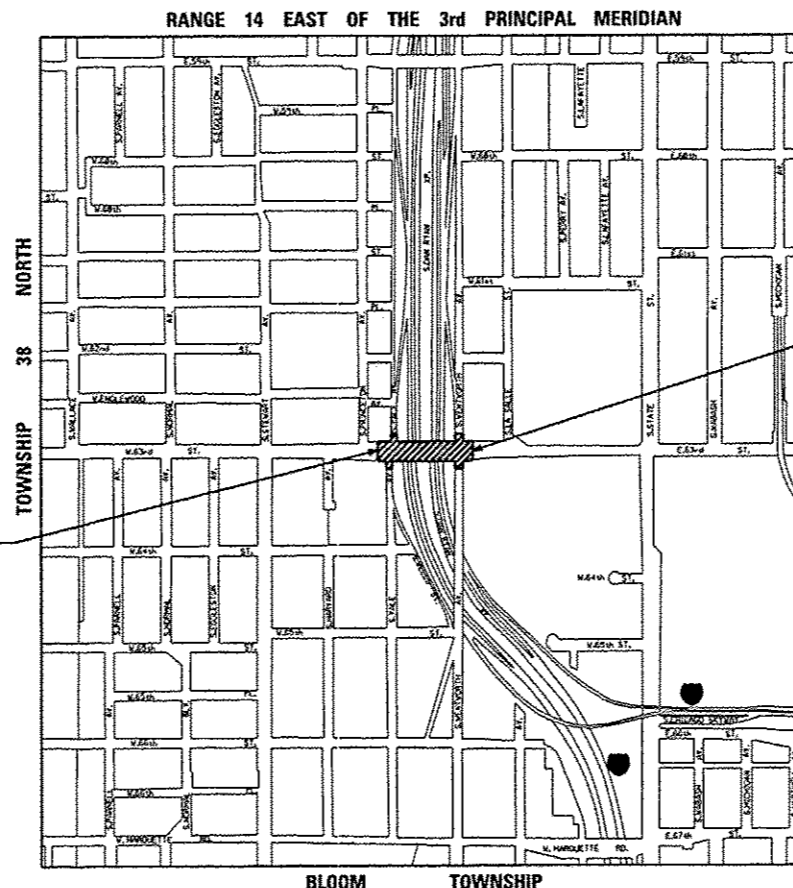
THE IMPROVEMENT IS LOCATED  
WITHIN THE CITY OF CHICAGO



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.

C.U.A.N.  
CHICAGO UTILITY ALERT NETWORK  
1-312-744-7000  
J.U.L.I.E.  
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION  
1-800-892-0123  
OR 811

PROJECT ENGINEER: CRAIG BAUER 847-705-4265  
PROJECT MANAGER: LONG TRAN 847-705-4232  
CONTRACT NO. 60J15



PROJECT BEGINS  
STA. 17+32

PROJECT ENDS  
STA. 24+53

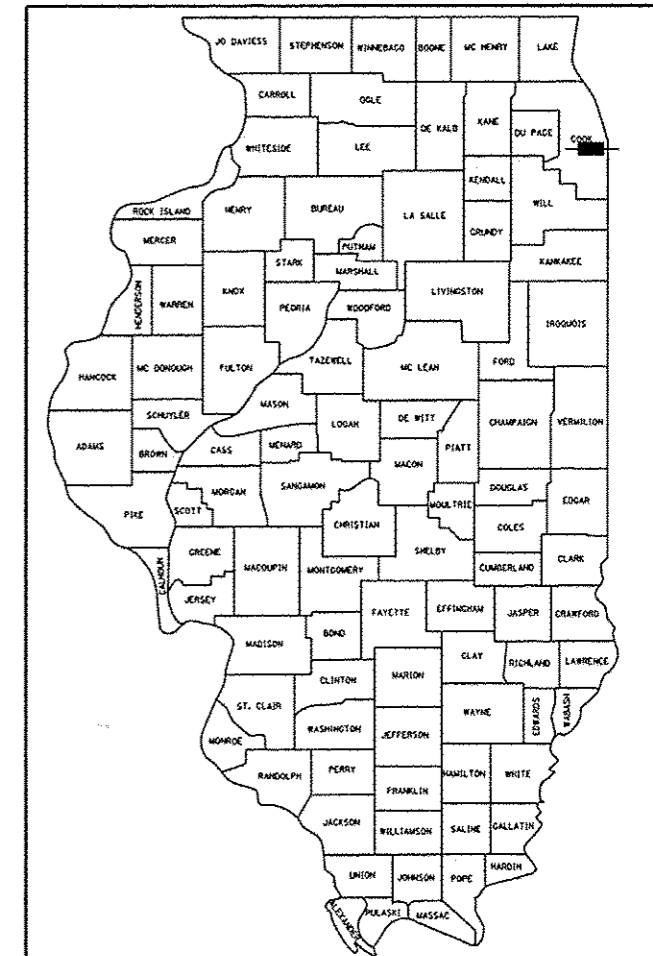
BLOOM TOWNSHIP  
GROSS LENGTH = 721 FT. = 0.14 MILE  
NET LENGTH = 721 FT. = 0.14 MILE

**GRÄEF** 8501 W. Higgins Road; Suite 280  
Chicago, Illinois 60631  
(773) 399-0112

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
094	1920-B	COOK	137	1
ILLINOIS			CONTRACT NO. 60J15	

\* 137 + 5 = 142

D-91-190-10



LOCATION OF SECTION INDICATED THUS: —■—

PROFESSIONAL ENGINEER'S SIGN & SEAL  
*Thomas H. Stevens*  
062-046898  
REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS  
EXPIRES: 11-30-2013

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
SUBMITTED 5/15/13  
*John D. Baranzolo*  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER  
June 28 2013  
*John D. Baranzolo, P.E.*  
acting ENGINEER OF DESIGN AND ENVIRONMENT  
June 28 2013  
*Omer Osman, P.E.*  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS


**INDEX OF SHEETS**

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS & HIGHWAY STANDARDS
3-4	GENERAL NOTES
5-7	SUMMARY OF QUANTITIES
8-9	TYPICAL SECTIONS
10	ALIGNMENT, TIES & BENCHMARKS
11	PLAN & PROFILE
12-19	SUGGESTED MAINTENANCE OF TRAFFIC
20-21	DRAINAGE & UTILITIES
22	DRAINAGE & BARRIER WALL DETAILS
23-25	SIGNAGE & PAVEMENT MARKING
26	SIGN DETAIL
27	TEMPORARY TRAFFIC SIGNAL PLAN 63rd STREET & YALE AVENUE
28	TEMPORARY CABLE PLAN 63rd STREET & YALE AVENUE
29	TEMPORARY TRAFFIC SIGNAL PLAN 63rd STREET & WENTWORTH AVENUE
30	TEMPORARY CABLE PLAN 63rd STREET & WENTWORTH AVENUE
31-32	TRAFFIC CONTROL SIGNALS
33	INTERCONNECT
34	INTERCONNECT CONTROLLER TERMINATION SCHEMATIC
35-46	TRAFFIC SIGNAL DETAILS
47	LIGHTING GENERAL NOTES, ABBREVIATIONS, INDEX OF DRAWINGS & SCHEDULE OF QUANTITIES
48	PROPOSED UNDERPASS LIGHTING
49	EXISTING UNDERPASS LIGHTING REMOVAL & TEMPORARY LIGHTING PLAN
50	CONDUIT TRANSITION DETAILS
51	CONDUIT MOUNTING DETAILS ALONG BRIDGE
52	IDOT DISTRICT ONE STANDARD LIGHTING DETAIL
53	ELECTRICAL GENERAL NOTES
54	CDOT STANDARD DETAIL DWG. 826
55	UNDERGROUND CONDUIT FACILITIES
56	STREET LIGHTING REMOVAL & INSTALLION
57-59	CDOT STANDARD DETAILS
60-117	STRUCTURAL PLANS
118	RESTORATION
119	PAVEMENT ELEVATIONS
120-123	CURB RAMP DETAILS
124	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER (BD07)
125	FREEWAY ENTRANCE AND EXIT RAMP CLOSURE DETAILS (TC08)
126	TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE & MULTI-LANE WEAVE (TC09)
127	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS (TC10)
128-129	MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS (TC12)
130	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC13)
131	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC14)
132	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING (TC16)
133	TRAFFIC CONTROL DETAILS FOR HIGHWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES (TC17)
134	ARTERIAL ROAD INFORMATION SIGN (TC22)
135-137	CITY OF CHICAGO TYPICAL PAVEMENT MARKINGS (TC24)

**HIGHWAY STANDARDS**

STD. NO.	TITLE
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420001-07	PAVEMENT JOINTS
420111-03	PCC PAVEMENT ROUNDOUTS
420401-09	BRIDGE APPROACH PAVEMENT CONNECTOR
420701-02	PAVEMENT FABRIC
515001-03	NAME PLATE FOR BRIDGES
642001-02	SHOULDER RUMBLE STRIPS, 16 IN.
701400-05	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-07	LANE CLOSURE, FREEWAY/EXPRESSWAY
701411-08	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS >= 45 MPH
701427-01	URBAN LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS <= 40 MPH
701446-04	TWO LANE CLOSURE, FREEWAY/EXPRESSWAY
701601-07	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701602-05	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701606-08	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-08	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-05	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-02	TRAFFIC CONTROL DEVICES
704001-07	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-03	SIGN PANEL ERECTION DETAILS
728001-01	TELESCOPING STEEL SIGN SUPPORT
729001-01	APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES

FILES 5/2/2013 10:55 AM

 1501 N. Higgins Road Suite 280 Chicago, Illinois 60631 (773) 399-0112	USER NAME : 0766	DESIGNED - JSO	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>63rd STREET BRIDGE REPLACEMENT - COOK COUNTY</b> <b>INDEX OF SHEETS AND HIGHWAY STANDARDS</b>		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE : 100.0000 / IN.	DRAWN - HJM	REVISED -		94	1920-B	COOK	137	2		
	PLOT DATE : 5/21/2013	CHECKED - TNS	REVISED -		SCALE: 1"=50'    SHEET 1 OF 1 SHEETS    STA.    TO STA.		CONTRACT NO. 60J15		[ILLINOIS] FED. AID PROJECT		

**GENERAL NOTES**

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR AND ALL OTHER PARTIES INVOLVED IN THE CONSTRUCTION OPERATIONS WITHIN THE PROJECT LIMITS SHALL CALL CUAN (CHICAGO UTILITY ALERT NETWORK) AT (312) 744-7000 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, GAS AND OTHER EXISTING FACILITIES. (72 HOUR NOTIFICATION IS REQUIRED). THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED FOR IN THE STANDARD SPECIFICATIONS.
2. 10 FOOT TRANSITIONS SHALL BE USED TO MATCH THE PROPOSED CURB & GUTTER TO THE EXISTING, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
3. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE CITY OF CHICAGO.
4. ALL ELEVATIONS REFER TO THE NORTH AMERICAN VERTICAL OF DATUM OF 1988 (NAVD 88).
5. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
6. THE CONTRACTOR SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO BEGINNING WORK.
7. THE RESIDENT ENGINEER SHALL CONTACT THE AREA TRAFFIC FIELD ENGINEER AT (847) 705-4153 AT LEAST TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
8. ALL 63RD ST., WELLS ST., YALE AV. AND WENTWORTH AV. PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE PROJECT ACCORDING TO CITY OF CHICAGO TYPICAL PAVEMENT MARKINGS AND SHALL MATCH EXISTING PAVEMENT MARKINGS AT PROJECT LIMITS. 190/194 PAVEMENT MARKINGS SHALL CONFORM TO IDOT DISTRICT ONE STANDARDS AND SHALL MATCH THE EXISTING MARKINGS AND LOCATIONS DISTURBED DURING CONSTRUCTION.
9. WHEN ARTIFICIAL LIGHTING IS USED IN NIGHT OPERATIONS THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.
10. DURING CONSTRUCTION, AGGREGATE FOR TEMPORARY ACCESS WILL ALSO BE USED TO PROVIDE TEMPORARY RAMPS AT INTERSECTIONS, BUILDING ENTRANCES, AND AS DETERMINED BY THE ENGINEER FOR PEDESTRIAN MOVEMENT.
11. TEMPORARY PAVEMENT MARKING (PAINT) SHALL BE REQUIRED ON ALL TEMPORARY PAVEMENT SURFACES OVER THE WINTER MONTHS. PAINT USED OVER THE WINTER MONTHS IN THE TRANSITION AREAS ON EXISTING SURFACES SHALL BE REMOVED BY GRINDING WHEN THE FINAL PAVEMENT MARKINGS ARE INSTALLED. ON EXPRESSWAYS, EPOXY MARKINGS SHALL BE REQUIRED ON ALL TEMPORARY PAVEMENT SURFACES OVER THE WINTER MONTHS. EPOXY USED OVER THE WINTER IN TRANSITION AREAS AT THE LIMITS OF CONSTRUCTION ON EXISTING SURFACES SHALL BE REMOVED BY GRINDING WHEN FINAL PAVEMENT MARKINGS ARE INSTALLED.
12. ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE OF THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
13. ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER AS SHOWN ON THE LIST OF STANDARDS OR THE COPY INCLUDED IN THESE PLANS.
14. ALL DAMAGE TO DEPARTMENT OWNED UNDERGROUND FACILITIES CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE SATISFACTION OF THE DEPARTMENT AT THE CONTRACTOR'S EXPENSE. THIS SHALL INCLUDE ALL TEMPORARY REPAIRS REQUIRED TO KEEP THE FACILITY OPERATIONAL WHILE MATERIAL IS BEING OBTAINED TO MAKE PERMANENT REPAIRS. SPLICING OF ELECTRICAL CALBE SHALL NOT BE ALLOWED. ELECTRICAL CALBE SHALL BE REPLACED FROM POLE TO POLE OR CONTROLLER.
15. THE WORK REQUIRED TO CONNECT ANY SEWER TO AN EXISTING DRAINAGE STRUCTURE OR PIPE WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE BID FOR THE SEWER ITEMS.
16. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
17. FOR WORK OUTSIDE THE LIMITS OF THE BRIDGE APPROACH SLAB, ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIE BARS IN PAVEMENT, SHOULDERS, CURB, GUTTER, COMBINATION CURB AND GUTTER, MEDIAN AND CHAIR SUPPORTS FOR CRC PAVEMENT SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLANS.

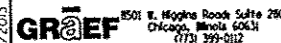
18. WHEN TEMPORARY CONCRETE BARRIER WALL IS USED ON THE CONTRACT, A 3.5 FOOT CLEAR DEFLECTION ZONE SHALL BE PROVIDED FOR FROM THE BACK OF THE BARRIER WALL TO ANY OBSTRUCTION OR DROP OFF. IF THIS 3.5 FOOT CLEAR ZONE CANNOT BE MAINTAINED, THE TEMPORARY CONCRETE BARRIER WALL SHALL BE ANCHORED TO THE PAVEMENT THRU THE 3 ANCHORING HOLES ON THE TRAFFIC SIDE OF THE WALL. PAYMENT FOR THE ANCHORING SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE TEMPORARY CONCRETE BARRIER WALL PAY ITEMS.

**GENERAL NOTES - CITY OF CHICAGO**

1. ANY REFERENCE TO "STANDARD SPECIFICATIONS" THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED TO BE THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (SSRBC) AND THE IDOT SUPPLEMENTAL SPECIFICATIONS, ADOPTED JANUARY 1, 2012 (OR LATEST EDITION).
2. ALL ADA RAMP CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST VERSION OF THE "CHICAGO DEPARTMENT OF TRANSPORTATION ADA CONSTRUCTION STANDARDS" AVAILABLE ON THE CITY'S INTERNET WEBSITE.
3. ALL DIMENSIONS SHOWN ON THE PLANS ARE TO THE EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED.
4. THE INFORMATION SHOWN ON THIS PLAN SET CONCERNING THE TYPE AND LOCATION OF PRIVATE AND PUBLIC UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN INVESTIGATION TO DETERMINE THE EXISTENCE, NATURE AND EXACT LOCATION OF ALL UNDERGROUND UTILITIES AND APPURTENANCES WITHIN THE LIMITS OF THE IMPROVEMENT. THE COST OF THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
5. THE CONTRACTOR MUST PROTECT EXISTING AND NEW UTILITIES WHEN CONSIDERED NECESSARY BY THE COMMISSIONER, BY METHODS APPROVED BY THE COMMISSIONER, AND HE MUST BRACE AND SUPPORT THE UTILITIES PROPERLY TO PREVENT SETTLEMENT, DISPLACEMENT OR CHANGE TO THE UTILITIES. THE PROTECTION OF THE UTILITIES AS SPECIFIED HEREIN WILL NOT BE PAID FOR SEPARATELY, BUT THE COST THEREOF SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND UTILITIES AND THEIR APPURTENANCES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING THE CONSTRUCTION SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE. ONLY PERSONNEL AUTHORIZED BY THE COMMISSIONER SHALL PERFORM THIS WORK.
7. THE CONTRACTOR SHALL MAINTAIN THE SURFACE DRAINAGE OF THE ROAD DURING CONSTRUCTION OF THIS PROJECT.
8. AGGREGATE FURNISHED AND PLACED UNDER THE ITEM AGGREGATE FOR TEMPORARY ACCESS SHALL, AS FAR AS POSSIBLE, BE RE-USED AT LOCATIONS AS DIRECTED BY THE COMMISSIONER.
9. UTILITY ADJUSTMENT AND RELOCATION SHALL BE THE RESPONSIBILITY OF THE OWNERS EXCEPT AS NOTED ON THE PLANS, GENERAL NOTES OR SPECIFICATIONS.
10. SAWING OF EXISTING CONCRETE DRIVEWAY, ALLEY PAVEMENT, CURB, CURB & GUTTER OR SIDEWALKS WHEN REQUIRED FOR REMOVAL OR CONSTRUCTION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE VARIOUS PAY ITEMS FOR THE REMOVAL OF SUCH CONSTRUCTION.
11. ANY DEWATERING AND/OR SHEETING AND SHORING AND/OR OTHER APPROVED CONSTRUCTION METHODS REQUIRED TO INSTALL SEWER BID ITEMS AS PLANNED AND UNDER THE CONDITIONS NECESSARY TO DO THIS WORK AS SPECIFIED, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE UNIT PRICE OF THE ITEM TO BE CONSTRUCTED.
12. WHEN SAND IS THE EXCESS MATERIAL EXCAVATED WITHIN THE LIMITS OF THIS IMPROVEMENT, IT SHALL BE USED FOR TRENCH BACKFILL WHEN SO DIRECTED BY THE COMMISSIONER. THE COST OF MOVING AND PLACING IT SHALL BE INCIDENTAL TO THE CONTRACT UNIT PRICE FOR THE VARIOUS SEWER ITEMS OF THE CONTRACT. THE CONTRACTOR SHALL IMMEDIATELY REMOVE MATERIAL REJECTED WHEN SO ORDERED BY THE COMMISSIONER.
13. THE CITY OF CHICAGO IS TO MAKE ADJUSTMENTS TO ITS OFFICE OF EMERGENCY MANAGEMENT & COMMUNICATION FACILITIES. THE CONTRACTOR SHALL COORDINATE HIS WORK AND COOPERATE WITH THE CITY OF CHICAGO IN THESE ADJUSTMENTS. THIS COORDINATION AND COOPERATION BY THE CONTRACTOR WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COSTS OF THE CONTRACT.

14. ALL DRAINAGE STRUCTURES MUST BE KEPT OPERATIONAL FOR THE DURATION OF THE PROJECT. PROPOSED STRUCTURES WILL NOT BE APPROVED UNLESS THEY ARE CLEAN. PRIOR TO START OF CONSTRUCTION, AN INSPECTION OF EXISTING MANHOLES, CATCH BASINS AND INLETS THAT ARE TO REMAIN WILL BE PERFORMED BY THE CITY AND CONTRACTOR. AT THAT TIME, THE CITY WILL DETERMINE WHICH STRUCTURES MUST BE CLEANED AS PER CONTRACT PAY ITEM(S). ANY AND ALL STRUCTURES REQUIRING CLEANING AT ANY OTHER TIME DUE TO CONSTRUCTION DEBRIS MUST BE CLEANED BY THE CONTRACTOR AND WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
15. IF IT IS DETERMINED IN THE FIELD THAT ANY EXISTING CATCH BASIN OR MANHOLE TO BE ADJUSTED, AS SPECIFIED IN THE PLANS, IS IN POOR CONDITIONS AND REQUIRES RECONSTRUCTION, THE CONTRACTOR MUST THEN PERFORM THE RECONSTRUCTION IN ACCORDANCE WITH SECTION 602 OF THE STANDARD SPECIFICATIONS.
16. WITHIN THE LIMITS OF THE PROJECT, THERE MAY BE MANHOLES AND CATCH BASINS SHOWN ON THE DEPARTMENT OF WATER MANAGEMENT SEWER ATLASES THAT HAVE NOT BEEN LOCATED IN THE FIELD DUE TO THEIR BEING REMOVED, BURIED, ETC. IF DURING THE COURSE OF THE PROJECT, ANY SUCH STRUCTURE IS ENCOUNTERED DURING EXCAVATION, MANHOLES SHALL BE ADJUSTED, CATCH BASINS SHALL BE FILLED, AND THE OUTLET PIPE(S) SHALL BE PLUGGED. AN ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE SUMMARY OF QUANTITIES.
17. PROPOSED P.C. CONCRETE BASE COURSE OR P.C. CONCRETE PAVEMENT SHALL NOT BE OPENED TO VEHICULAR OR CONSTRUCTION TRAFFIC UNTIL AFTER THE SPECIFIED CURING PERIOD AS DEFINED IN SECTION 1020.13 OF THE SSRBC AND UNTIL THE JOINTS HAVE BEEN SEALED.
18. THE TRENCH BACKFILL QUANTITY SHOWN IN THE PLANS HAS BEEN CALCULATED ACCORDING TO THE STATE OF ILLINOIS TRENCH BACKFILL TABLE AND ALSO AS SPECIFIED IN ARTICLES 208.03 AND 550.07 OF THE SSRBC. AS STATED IN ARTICLE 550.07 OF THE STANDARD SPECIFICATIONS, NO ALLOWANCE HAS BEEN MADE IN THIS VOLUME FOR SLOPED OR BENCHED WALLS. THE VOLUME OF TRENCH BACKFILL SHOWN IN THE PLANS WILL BE THE BASIS OF THE MAXIMUM PAYMENT TO THE CONTRACTOR. WHERE SAND EXCAVATED FROM THE SITE IS USED AS SPECIFIED HEREIN, THESE VOLUMES WILL BE REDUCED AS DETERMINED BY THE FIELD MEASUREMENTS AND VOLUME CALCULATIONS OF THE COMMISSIONER.
19. THE CONTRACTOR SHALL MAINTAIN ACCESS TO PRIVATE PROPERTIES DURING THE CONSTRUCTION OPERATIONS. ADJACENT BUSINESS PROPERTY OWNERS SHALL BE NOTIFIED 72 HOURS IN ADVANCE OF CONSTRUCTION OPERATIONS WHICH MAY AFFECT THEIR DAILY SCHEDULE. THE CONTRACTOR SHALL COORDINATE WORK THROUGH THE RESIDENT ENGINEER TO AVOID ANY UNDUE INCONVENIENCE TO LOCAL BUSINESSES.
20. THE CONTRACTOR MUST TAKE ALL NECESSARY SAFETY PRECAUTIONS TO PROTECT ABUTTING PROPERTY, UTILITIES, PARKING FACILITIES, BUS SHELTERS, PEDESTRIANS AND VEHICULAR TRAFFIC AT ALL TIMES.
21. ALL CATCH BASINS IN THE CITY OF CHICAGO MUST MEET THE DEPARTMENT OF WATER MANAGEMENT STANDARDS.
22. PERMITS FROM THE DEPARTMENT OF WATER MANAGEMENT ARE REQUIRED FOR ALL UNDERGROUND STORM OF SEWER STRUCTURES, THE D.W.M. PERMIT MUST BE OBTAINED BY A LICENSED SEWER DRAIN LAYER PRIOR TO THE START OF CONSTRUCTION. THE LICENSED SEWER CONTRACTOR SUBCONTRACTOR MUST SUBMIT TWO SETS OF PLANS APPROVED BY THE DEPARTMENT FOR THE ISSUE OF THE SEWER PERMIT TO SUITE 410, 333 SOUTH STATE STREET, CHICAGO, ILLINOIS 60604-3971. INSPECTION WILL BE PROVIDED BY THE DEPARTMENT. IN CASE OF DAMAGE TO THE CITY OF CHICAGO SEWERS, PRIVATE AND PUBLIC DRAINS, SEWER STRUCTURES AND/OR BENCH MONUMENTS, THE CONTRACTOR SHALL IMMEDIATELY CONTACT THE DEPARTMENT AT (312) 747-7852 OR (312) 747-7893.
23. BENCH MARK LOCATIONS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR WITHIN THE LIMITS OF THE IMPROVEMENT CAN BE OBTAINED FROM THE DEPARTMENT OF WATER MANAGEMENT AT SUITE 410, 333 SOUTH STATE STREET, CHICAGO, ILLINOIS 60604-3971. THE CONTRACTOR IS RESPONSIBLE FOR THE COST OF REPLACING ANY BENCH MONUMENT DAMAGED OR DESTROYED DURING CONSTRUCTION.
24. SIDEWALK ACCESSIBILITY RAMPS SHALL NOT BE CONSTRUCTED DIRECTLY OVER EXISTING OR PROPOSED DRAINAGE STRUCTURES.
25. ALL BROKEN, CRACKED, WORN OR OTHERWISE DAMAGED OR BICYCLE UNSAFE FRAMES AND GRATES OR LIDS ON SEWER STRUCTURES SHALL BE REPLACED WITH NEW DEPARTMENT OF WATER MANAGEMENT STANDARD FRAMES AND GRATES OR LIDS. OLD FRAMES AND GRATES OR LIDS SHALL BE DELIVERED TO THE DEPARTMENT OF WATER MANAGEMENT AT 39TH ST. AND ASHLAND AVENUE.
26. CITY OF CHICAGO WATER VALVE VAULTS AND SEWER STRUCTURES SHALL NOT BE CLOSED, COVERED OR OTHERWISE OBSTRUCTED DURING CONSTRUCTION WITHOUT WRITTEN PERMISSION FROM THE CITY OF CHICAGO DEPARTMENT OF WATER MANAGEMENT.
27. CURB AND GUTTER CONSTRUCTION SHALL PROVIDE A MINIMUM CURB HEIGHT OF 3 INCHES.
28. PAVEMENT REPLACEMENT AROUND FRAMES AND GRATES OR LIDS WHERE DRAINAGE, WATER MAIN OR ELECTRIC STRUCTURES ARE ADJUSTED OR RECONSTRUCTED, SHALL BE WITH CLASS SI CONCRETE.

FILES 5/21/2013 10:08:48 AM



USER NAME : 0766	DESIGNED - JSO	REVISED -
	DRAWN - HJM	REVISED -
PLOT SCALE : 100.0000 / 1/4"	CHECKED - TNS	REVISED -
PLOT DATE : 5/21/2013	DATE - 03-15-2013	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**63rd STREET BRIDGE REPLACEMENT - COOK COUNTY  
GENERAL NOTES**

SCALE: 1"=50' SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	3
				CONTRACT NO. 60J15
ILLINOIS FED. AID PROJECT				

GENERAL NOTES - CITY OF CHICAGO (CONT'D)

GENERAL NOTES - CITY OF CHICAGO  
DEPARTMENT OF WATER MANAGEMENT

29. THE CONTRACTOR MUST OBTAIN A PERMIT TO REMOVE, PLANT, SPRAY, OR IN ANY WAY AFFECT THE GENERAL HEALTH OR STRUCTURE OF TREES IN THE PUBLIC WAY. SAID PERMITS MUST BE OBTAINED FROM THE BUREAU OF FORESTRY, 2352 S. ASHLAND AVENUE, 3rd FLOOR, (312) 746-5254.
30. THE CONTRACTOR SHALL USE WHATEVER CARE IS NECESSARY DURING ANY CONSTRUCTION OPERATIONS NEAR TREES WHICH ARE NOT MARKED FOR REMOVAL SO AS TO BE CERTAIN NOT TO CAUSE ANY INJURY TO THE ROOTS, TRUNKS OR BRANCHES THEREOF. ANY SUCH TREES INJURED BY THE CONTRACTOR SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.
31. THE EXPOSED SUBGRADE AND THE BOTTOM OF EXCAVATION SHOULD BE OBSERVED BY AN EXPERIENCED SOIL ENGINEER TO AID IN LOCATING ANY UNSUITABLE AREAS THAT MAY NEED IMPROVEMENT. MATERIALS IDENTIFIED AS UNSUITABLE BY THE COMMISSIONER SHALL BE REMOVED TO THE DEPTH SPECIFIED BY THE COMMISSIONER AND REPLACED.
32. THE CONTRACTOR SHALL CHECK THE ELEVATIONS AT THE PROPERTY LINE BEFORE SETTING THE TOP OF CURB ELEVATIONS AND IF NECESSARY, SHALL ADJUST THE TOP OF CURB AND/OR GUTTER ELEVATION TO MEET ADJACENT PROPERTY LINE ELEVATIONS TO THE SATISFACTION OF THE COMMISSIONER, AT NO COST TO THE CITY.
33. EXISTING PARKWAYS ABUTTING CURB ARE TO BE EXCAVATED ONE FOOT (1') BACK OF THE CURB AND MUST BE TOPSOILED AND/OR RE-SODDED TO MEET THE PROPOSED TOP OF CURB GRADE. TOPSOIL AND SODDING WILL BE PLACED IN PARKWAYS BEHIND THE CURB AND GUTTER AS DIRECTED BY THE COMMISSIONER.
34. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT THE EXISTING FENCES AND GUARDRAILS DURING EXCAVATION AND ANY DAMAGE TO THE FENCES OR GUARDRAILS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR MUST REPLACE THE DAMAGED FENCE OR GUARDRAIL AT HIS EXPENSE AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
35. NO EXCAVATION WILL BE PERMITTED MORE THAN ONE FOOT (1') FROM THE BACK OF PROPOSED CURB AND GUTTER WHERE TREES ARE TO REMAIN. HAND EXCAVATION MUST BE PERFORMED IF ROOTS ARE PRESENT. ALL WORK REQUIRED TO PRESERVE TREE ROOTS WILL BE CONSIDERED INCIDENTAL TO ALL REMOVAL ITEMS.
36. ALL TEMPORARY, REGULATORY, WARNING AND GUIDE SIGNS WITHIN THE PROPOSED IMPROVEMENT MUST BE RELOCATED BY THE CONTRACTOR AS DIRECTED BY THE COMMISSIONER, AT NO COST TO THE CITY.
37. THE CONTRACTOR IS ADVISED THAT CERTAIN CONSTRUCTION OPERATIONS WILL REQUIRE COORDINATION WITH AGENCIES OF THE CITY OF CHICAGO SCHEDULED TO PERFORM WORK WITHIN THE CITY LIMITS OF THE PROJECT CONCURRENTLY WITH THE CONTRACTOR. THE CONTRACTOR SHALL COOPERATE TO THE FULLEST EXTENT WITH THESE AGENCIES WITH COMPLIANCE APPLICABLE TO PORTIONS OF ARTICLE 105.01 OF THE SSRBC.
38. IT IS CALLED TO THE CONTRACTOR'S ATTENTION THAT HE MAY BE REQUIRED TO PAY INSPECTION FEES TO THE VARIOUS DEPARTMENTS OF THE CITY OF CHICAGO.
39. THE CONTRACTOR MUST OBTAIN NECESSARY PERMITS FROM THE CITY OF CHICAGO PRIOR TO COMMENCING CONSTRUCTION.
40. AS-BUILT PLANS MUST BE SUBMITTED SOON AFTER WORK COMPLETION. FINAL PAYMENT SHALL NOT BE MADE TO THE CONTRACTOR UNTIL THE COMMISSIONERS OF THE DEPARTMENT OF TRANSPORTATION AND DEPARTMENT OF WATER MANAGEMENT ACKNOWLEDGE RECEIPT OF AS-BUILTS.
41. THE CONTRACTOR SHALL USE EXTREME CARE IN PROSECUTING WORK OUTSIDE THE LIMIT OF RECONSTRUCTION AS SHOWN ON THE PLANS, SO AS NOT TO DAMAGE, DEFACE OR OTHERWISE DISTURB ADJACENT IMPROVED AREAS. ANY CORRECTIVE WORK DONE OUTSIDE THE LIMITS OF WORK THAT IS NECESSARY TO RESTORE ADJACENT AREAS TO EXISTING CONDITIONS WILL BE MADE AT THE EXPENSE OF THE CONTRACTOR.
42. ALL WORK IN THE PUBLIC WAY REQUIRES A PERMIT FROM THE CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION, DIVISION OF INFRASTRUCTURE MANAGEMENT.
43. ONE HALF INCH (1/2") THICK EXPANSION JOINTS SHALL BE PLACED BETWEEN THE SIDEWALK AND ALL STRUCTURES SUCH AS LIGHT STANDARDS, TRAFFIC SIGNAL FOUNDATIONS AND MANHOLES WHICH EXTEND THROUGH THE SIDEWALK.

44. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE AND PUBLIC DRAINS, SEWERS OR CATCH BASINS. HE SHALL PROVIDE THE FACILITIES TO TAKE IN ALL STORM WATER WHICH SHALL BE RECEIVED BY THESE DRAINS AND SEWERS AND DISCHARGE THE SAME. HE SHALL PROVIDE AND MAINTAIN EFFICIENT PUMPING PLANT, IF NECESSARY, AND A TEMPORARY OUTLET AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER FROM TEMPORARY CONNECTIONS UNTIL SUCH TIME AS THE PERMANENT CONNECTIONS WITH THE SEWERS ARE BUILT AND IN SERVICE. ALL PUMPING SHALL ENTER A SETTLING BASIN SYSTEM, APPROVED BY THE COMMISSIONER, BEFORE PASSING INTO THE EXISTING DRAINAGE SYSTEM. THIS WORK SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
45. FOR ANY EXCAVATION DEEPER THAN 12 FEET BELOW EXISTING GRADE, THE CONTRACTOR IS REQUIRED TO SUBMIT THE FOLLOWING FOR PRIOR REVIEW BY THE CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION: (A) EARTH RETENTION SYSTEM DRAWING AND (B) CALCULATIONS SUPPORTING EARTH RETENTION SYSTEM DESIGN. THIS WORK AS SPECIFIED HEREIN WILL NOT BE PAID FOR SEPARATELY BUT MUST BE CONSIDERED INCIDENTAL TO THE CONTRACT UNIT PRICE FOR THE ITEMS TO BE CONSTRUCTED IN THE EXCAVATION.
46. THE CONTRACTOR MUST MAINTAIN ONE LANE OF TRAFFIC IN EACH DIRECTION AT ALL TIMES, WITH MINIMUM LANE WIDTHS AS SHOWN IN THE SUGGESTED MAINTENANCE OF TRAFFIC PLANS.
47. TRAFFIC MUST BE MAINTAINED ON ALL STREETS AND PARKING MUST BE PROHIBITED WITHIN 50 FEET OF THE CONSTRUCTION AREA AT ALL TIMES. THE CONTRACTOR MUST NOTIFY THE OFFICE OF EMERGENCY MANAGEMENT AND COMMUNICATIONS (OEMC), TRAFFIC MANAGEMENT AUTHORITY 48 HOURS BEFORE COMMENCING CONSTRUCTION.
48. THE CONTRACTOR'S VEHICLES MUST ALWAYS MOVE WITH AND NOT AGAINST OR ACROSS THE FLOW OF TRAFFIC. THESE VEHICLES MUST ENTER OR LEAVE WORK AREAS IN A MANNER WHICH WILL NOT BE HAZARDOUS TO OR INTERFERE WITH NORMAL TRAFFIC, AND MUST NOT PARK OR STOP EXCEPT WITHIN DESIGNATED WORK AREAS. PERSONAL VEHICLES WILL NOT BE PERMITTED TO PARK WITHIN THE RIGHT-OF-WAY EXCEPT IN SPECIFIC AREAS DESIGNATED BY THE COMMISSIONER.
49. WHERE SECTION OR SUBSECTION MONUMENTS OR BENCH MARKS ARE ENCOUNTERED, THE COMMISSIONER MUST BE NOTIFIED BEFORE SUCH MONUMENTS OR BENCH MARKS ARE REMOVED. THE CONTRACTOR MUST PROTECT AND CAREFULLY PRESERVE PROPERTY MARKERS AND MONUMENTS UNTIL THE COMMISSIONER HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
50. THE RESIDENT ENGINEER IN THE CITY OF CHICAGO IS ALSO KNOWN AS THE COMMISSIONER, WITH ALL COMMISSIONER NOTATIONS IN THE PLANS AND SPECIFICATIONS INDICATING THE RESIDENT ENGINEER.
51. DISTRICT ONE STANDARD TC-24 CITY OF CHICAGO TYPICAL PAVEMENT MARKINGS SHALL BE USED FOR PERMANENT PAVEMENT MARKINGS ON 63RD STREET, WENTWORTH AVENUE, AND YALE AVENUE. IDOT STANDARD 780001 TYPICAL PAVEMENT MARKINGS IS USED ONLY FOR THE DAN RYAN'S LANE DROP ARROWS.
52. THE CONTRACTOR MUST COORDINATE ALL CONSTRUCTION AND INSTALLATION ACTIVITIES WITH THE CTA. CONTACT DAVID HEARD, MANAGER, CONSTRUCTION OVERSIGHT, AT (312) 681-3862. MR. HEARD WILL COORDINATE CONSTRUCTION ACTIVITIES AFFECTING THE CTA R.O.W., CTA RAIL SAFETY TRAINING, INSURANCE REQUIREMENTS, SECURITY, AND CTA FLAGGING SERVICES.
53. THE CONTRACTOR SHALL COORDINATE THE RELOCATION OF CTA BUS STOP SIGNAGE WITH MR. HEARD AND THE CTA BUS OPERATIONS DEPARTMENT.
54. ALL WORK TO BE DONE ON OR ADJACENT TO THE CTA'S R.O.W. WILL REQUIRE A WORK PLAN SUBMITTED BY THE GENERAL CONTRACTOR TO CTA FOR REVIEW AND APPROVAL PRIOR TO THE START OF WORK. THE CONTRACTOR MUST PROVIDE A FIVE (5) WEEK LOOK AHEAD SCHEDULE TO THE CTA RAIL OPERATIONS DEPARTMENT.
55. THE METRA CREATE ROCK ISLAND FLYOVER PROJECT WILL BE ONGOING THROUGH 2014 AND INTO 2015. THE CONTRACTOR SHALL COORDINATE WITH JOE OTT OF METRA AT (312) 322-6726.

1. PRIOR TO THE START OF CONSTRUCTION, A PERMIT IS REQUIRED FROM THE SEWER SECTION OF THE DEPARTMENT OF WATER MANAGEMENT FOR ANY UNDERGROUND SEWER WORK INCLUDING ADJUSTMENTS OF SEWER STRUCTURES AND REMOVAL/REPLACEMENT OF FRAMES AND LIDS. THE PERMIT MUST BE OBTAINED BY A DRAIN LAYER CURRENTLY LICENSED BY THE SEWER UNIT OF THE DEPARTMENT OF WATER MANAGEMENT.
2. THE CONTRACTOR IS RESPONSIBLE FOR THE ADEQUATE PROTECTION OF THE EXISTING SEWERS, DRAIN CONNECTIONS AND SEWER STRUCTURES DURING CONSTRUCTION OPERATIONS AND USE OF HEAVY EQUIPMENT IN THE LIMITS OF THE PROJECT.
3. THE CONTRACTOR MUST LOCATE AND PROPERLY CONNECT TO THE NEW SEWERS ALL LIVE HOUSE DRAINS, CATCH BASIN DRAINS, AND OTHER EXISTING LATERALS, DRAINS AND SEWERS OF WHATEVER NATURES, WHICH ARE CONNECTED TO THE EXISTING SEWERS BEING REPAIRED OR REPLACED.
4. EXISTING CATCH BASIN LATERALS TO BE REUSED MUST BE RODDED AND FLUSHED IN THE PRESENCE OF THE SEWER UNIT OF THE DEPARTMENT OF WATER MANAGEMENT INSPECTOR. A NEW CONNECTION TO THE MAIN SEWER IS REQUIRED IF THE EXISTING CATCH BASIN LATERAL IS NOT APPROVED BY THE SEWER INSPECTOR.
5. WHEN A SEWER STRUCTURE IS ABANDONED, ALL PIPE OPENINGS MUST BE PLUGGED, STRUCTURES FILLED WITH TRENCH BACKFILL, LIDS AND FRAMES REMOVED AND SURFACE RESTORED AS PER THE SEWER UNIT OF THE DEPARTMENT OF WATER MANAGEMENT'S STANDARDS AND SPECIFICATIONS.
6. THE CONTRACTOR IS REQUIRED TO REPLACE ANY BROKEN FRAMES AND LIDS OF SEWER STRUCTURES WITH THE SEWER UNIT OF THE DEPARTMENT OF WATER MANAGEMENT STANDARD FRAMES AND LIDS.
7. THE FRAMES AND LIDS OF SEWER STRUCTURES TO BE ABANDONED, REMOVED OR FILLED MUST BE SALVAGED AND THE SEWER UNIT OF THE DEPARTMENT OF WATER MANAGEMENT NOTIFIED FOR PICK UP.
8. IN LOCATIONS WHERE THE MAIN SEWER IS NOT BEING REPLACED AND THE EXISTING DRAINAGE FACILITIES ARE DISTURBED OR DAMAGED DURING CONSTRUCTION BY THE CONTRACTOR, IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO RESTORE AND REPLACE THE DAMAGED FACILITIES AT HIS EXPENSE TO THE SATISFACTION OF THE SEWER UNIT OF THE DEPARTMENT OF WATER MANAGEMENT.
9. IN CASE OF ANY DAMAGE TO THE CITY'S SEWER SYSTEM OR PRIVATE AND PUBLIC DRAIN CONNECTIONS, THE CONTRACTOR MUST CONTACT THE SEWER UNIT OF THE DEPARTMENT OF WATER MANAGEMENT IMMEDIATELY AT (312) 747-8117 OR (312) 747-7893. THE CONTRACTOR MUST AT HIS EXPENSE, REPLACE THE AFFECTED SEWERS, DRAIN CONNECTIONS AND/OR SEWER STRUCTURES AS NECESSARY. THE SEWER FLOWS MUST BE MAINTAINED AT ALL TIMES.
10. UPON WORK COMPLETION, THE CONTRACTOR MUST PROVIDE THE SEWER UNIT OF THE DEPARTMENT OF WATER MANAGEMENT, FOR REVIEW AND ACCEPTANCE, A POST-CONSTRUCTION VIDEO TAPED INSPECTION OF THE SEWER MAINS.
11. AS-BUILT PLANS OF NEW OR REPLACED SEWERS IN THE PUBLIC RIGHT-OF-WAY MUST BE SUBMITTED TO THE DWM SEWER DESIGN SECTION WITHIN 30 DAYS AFTER COMPLETION OF THE PROJECT. THE AS-BUILT PLANS MUST BE SEALED BY A PROFESSIONAL ENGINEER OR REGISTERED LAND SURVEYOR AND BE SUBMITTED WITH THE APPROPRIATE TRANSMITTAL FORM AVAILABLE FROM THE RESIDENT ENGINEER. PLAN AND PROFILE DRAWINGS OF THE SEWERS AND SEWER STRUCTURES MUST BE SUBMITTED ON A COMPACT DISC IN .TIFF FORMAT. ALL ELECTRONIC FILES MUST BE SUBMITTED IN A FILE FOLDER WITH ONE FILE NAME REFLECTING THE ADDRESS OF THE PROJECT, WITH STREET NAME FIRST (IE. JACKSON ST. 300-500 S.) A HARD COPY OF THE AS-BUILT PLANS MUST ALSO BE SUBMITTED.
12. PRE-CONSTRUCTION VIDEO TAPED INSPECTION IS REQUIRED PRIOR TO ISSUANCE OF THE SEWER PERMIT. ALL LIVE LATERALS SHALL BE LOCATED FOR FUTURE CONNECTION TO THE PROPOSED SEWER.
13. THE CONTRACTOR SHALL INSTALL RESTRICTORS IN ALL NEW CATCH BASINS INSTALLED OUTSIDE THE CENTRAL BUSINESS DISTRICT. RESTRICTORS MUST NOT BE INSTALLED IN CATCH BASINS IN CLOSE PROXIMITY TO VIADUCT AREAS, BUS STOPS, OR EMERGENCY ENTRANCES. THE DWM MUST APPROVE THE NON-INSTALLATION OR REMOVAL OF ANY RESTRICTOR. REQUIREMENTS FOR RESTRICTOR INSTALLATION ARE AS FOLLOWS:  
  
ARTERIAL STREETS AND BUS ROUTES: 3-INCH ORIFICE RESTRICTORS  
RESIDENTIAL STREETS: 3-INCH VORTEX RESTRICTORS (WITH SWIRL CHAMBER)  
ALLEYS: 3-INCH ORIFICE RESTRICTOR IN THE LAST CATCH BASIN  
  
THE COST OF THE RESTRICTORS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "CATCH BASIN (EXCEPT FRAME AND LID)".

14. THE EXISTING FIRE HYDRANT AT THE SOUTHWEST CORNER OF 63RD STREET AND YALE AVENUE IS TO BE MOVED TO STATION 19+22, 55' RT. THIS RELOCATION WORK WILL BE DONE BY THE CITY OF CHICAGO DEPARTMENT OF WATER MANAGEMENT. THE CONTRACTOR SHALL COORDINATE THIS RELOCATION WITH THE DEPARTMENT OF WATER MANAGEMENT.

RA:\02\23\2013\22\ACAD\Site\dwg\001\060.05.sht - gennote02.dgn  
 7/15/2013 5:13:23 PM

**GRAEF**  
 1501 W. Higgins Road, Suite 280  
 Chicago, Illinois 60631  
 (773) 399-0112

USER NAME = USER	DESIGNED - JSO	REVISED - 7/15/2013 GRAEF
PLotted SCALE = 1/8"=1'-0"	DRAWN - HJM	REVISED -
PLotted DATE = 7/15/2013	CHECKED - TNS	REVISED -
	DATE - 03-15-2013	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**63rd STREET BRIDGE REPLACEMENT - COOK COUNTY  
GENERAL NOTES**

SCALE: 1"=50' SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.I. RTE. 94	SECTION 1920-B	COUNTY COOK	TOTAL SHEETS 137	SHEET NO. 4
CONTRACT NO. 60J15			ILLINOIS FED. AID PROJECT	




URBAN

CODE NO.	PAY ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY 0004	BRIDGE 0011	LIGHTING 0021	TRAFFIC SIGNALS 0021		
							63RD ST/ YALE AVE	63RD ST/ WENTWORTH AVE	INTER-CONNECT
20200100	EARTH EXCAVATION	CU YD	346	346					
20800150	TRENCH BACKFILL	CU YD	62	62					
21001000	GEO TECHNICAL FABRIC FOR GROUND STABILIZATION	SO YD	43	43					
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	32	32					
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SO YD	1,177	1,177					
31200110	STABILIZED SUBBASE 6"	SO YD	43	43					
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	20	20					
40300100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	22	22					
42000501	PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)	SO YD	1,068	1,068					
42001300	PROTECTIVE COAT	SO YD	1,593	1,593					
42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SO YD	79	79					
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SO FT	720	720					
42400410	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH	SO FT	1,818	1,818					
42400800	DETECTABLE WARNINGS	SO FT	164	164					
44000100	PAVEMENT REMOVAL	SO YD	1,099	1,099					
44000300	CURB REMOVAL	FOOT	67	67					
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	570	570					
44000600	SIDEWALK REMOVAL	SO FT	2,538	2,538					
44001980	CONCRETE BARRIER REMOVAL	FOOT	15	15					
44003100	MEDIAN REMOVAL	SO FT	830	830					
44004250	PAVED SHOULDER REMOVAL	SO YD	43	43					
48300820	PORTLAND CEMENT CONCRETE SHOULDERS 14"	SO YD	43	43					
50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	1		1				
50102400	CONCRETE REMOVAL	CU YD	309		309				
50157300	PROTECTIVE SHIELD	SO YD	2,652		2,652				

- DENOTES SPECIALTY ITEM
- DENOTES CHICAGO DEPARTMENT OF TRANSPORTATION SPECIAL PROVISION

75


FILES 5/22/2013 3:21:27 PM

 2501 W. Higgins Road, Suite 200 Chicago, Illinois 60631 773-355-0012	USER NAME - J485	DESIGNED - JSO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	63rd STREET BRIDGE REPLACEMENT - COOK COUNTY SUMMARY OF QUANTITIES			F.A.I. RTE. 94	SECTION 1920-B	COUNTY COOK	TOTAL SHEETS 137	SHEET NO. 5
	PLOT SCALE - 1/8" = 1'-0"	CHECKED - TNS	REVISED -		SCALE: 1" = 40'	SHEET 1	OF 8 SHEETS	STA. TO STA.	CONTRACT NO. 60J15 ILLINOIS FED. AID PROJECT			
	PLOT DATE - 5/22/2013	DATE - 03-15-2013	REVISED -									

CODE NO.	PAY ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	ROADWAY 0004	BRIDGE 0011	LIGHTING 0021	TRAFFIC SIGNALS 0021		
							63RD ST/ YALE AVE	63RD ST/ WENTWORTH AVE	INTER- CONNECT
50200100	STRUCTURE EXCAVATION	CU YD	217		217				
50300225	CONCRETE STRUCTURES	CU YD	385.7		385.7				
50300255	CONCRETE SUPERSTRUCTURE	CU YD	1,144.2		1,144.2				
50300260	BRIDGE DECK GROOVING	SQ YD	2,390		2,390				
50300300	PROTECTIVE COAT	SQ YD	3,607		3,607				
50500105	FURNISHING & ERECTING STRUCTURAL STEEL	L SUM	1		1				
50500505	STUD SHEAR CONNECTORS	EACH	16,830		16,830				
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	328,470		328,470				
50800515	BAR SPLICERS	EACH	2,910		2,910				
50901730	BRIDGE FENCE RAILING	FOOT	755		755				
51300105	TEMPORARY BRIDGE COMPLETE	EACH	1		1				
51500100	NAME PLATES	EACH	2		2				
52000110	PREFORMED JOINT STRIP SEAL	FOOT	167		167				
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	22		22				
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	22		22				
52100510	ANCHOR BOLTS, 3/4"	EACH	44		44				
52100520	ANCHOR BOLTS, 1"	EACH	88		88				
58700300	CONCRETE SEALER	SQ FT	8,540		8,540				
59000200	EPOXY CRACK INJECTION	FOOT	19		19				
60250200	CATCH BASINS TO BE ADJUSTED	EACH	1	1					
60255500	MANHOLES TO BE ADJUSTED	EACH	9	9					
60265700	VALVE VAULTS TO BE ADJUSTED	EACH	1	1					
* 60406520	FRAMES AND LIDS, OPEN LID (CITY OF CHICAGO)	EACH	1	1					
* 60406530	FRAMES AND LIDS, CLOSED LID (CITY OF CHICAGO)	EACH	1	1					
60500050	REMOVING CATCH BASINS	EACH	4	4					

- \* DENOTES SPECIALTY ITEM
- \* DENOTES CHICAGO DEPARTMENT OF TRANSPORTATION SPECIAL PROVISION


5/22/2013 12:27:27 PM

 5501 N. Higgins Road, Suite 200 Chicago, Illinois 60631 (773) 379-0812	USER NAME * 1485	DESIGNED - JSO	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>63rd STREET BRIDGE REPLACEMENT - COOK COUNTY</b> <b>SUMMARY OF QUANTITIES</b>			F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE * 1/8"=1'-0"	CHECKED - TNS	REVISIED -		REVISIED -	SCALE: NTS=50'	SHEET 2	OF 8 SHEETS	STA.	TO STA.	COOK	137
PLOT DATE * 5/22/2013	DATE - 03-15-2013	REVISIED -	REVISIED -						CONTRACT NO. 60J15 ILLINOIS FED. AID PROJECT			

CODE NO.	PAY ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY 0004	BRIDGE 0011	LIGHTING 0021	TRAFFIC SIGNALS 0021		
							63RD ST/ YALE AVE	63RD ST/ WENTWORTH AVE	INTER-CONNECT
60618210	HOT-MIX ASPHALT MEDIAN SURFACE, 4 INCH	SD FT	830	830					
63700805	CONCRETE BARRIER TRANSITION	FOOT	15	15					
63700900	CONCRETE BARRIER BASE	FOOT	15	15					
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	260	260					
* 66900210	HAZARDOUS WASTE DISPOSAL	CU YD	12	12					
* 66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1	1					
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	5	5					
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12					
67100100	MOBILIZATION	L SUM	1	1					
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	235	235					
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	7	7					
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	307	307					
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	4,779	4,779					
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	6,126	6,126					
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	750	750					
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	219	219					
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	121	121					
70300510	PAVEMENT MARKING TAPE, TYPE III - LETTERS AND SYMBOLS	SQ FT	722	722					
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	37,663	37,663					
70300530	PAVEMENT MARKING TAPE, TYPE III 5"	FOOT	2,400	2,400					
70300540	PAVEMENT MARKING TAPE, TYPE III 6"	FOOT	2,590	2,590					
70300550	PAVEMENT MARKING TAPE, TYPE III 8"	FOOT	2,906	2,906					
70300560	PAVEMENT MARKING TAPE, TYPE III 12"	FOOT	438	438					
70300570	PAVEMENT MARKING TAPE, TYPE III 24"	FOOT	241	241					
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	24,653	24,653					

• DENOTES SPECIALTY ITEM  
 \* DENOTES CHICAGO DEPARTMENT OF TRANSPORTATION SPECIAL PROVISION


5/22/2013 1:27:28 PM

 8501 N. Higgins Road Suite 200 Chicago, Illinois 60631 (773) 993-0112	USER NAME = 1485	DESIGNED - JSO	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>63rd STREET BRIDGE REPLACEMENT - COOK COUNTY</b> <b>SUMMARY OF QUANTITIES</b>	F.A.I. RTE. 94	SECTION 1920-B	COUNTY COOK	TOTAL SHEETS 137	SHEET NO. 7
	PLOT SCALE = 100.0000' = 1" = 100'	CHECKED - TNS	REVISED -			SCALE: N=50'	SHEET 3 OF 8 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT	
	PLOT DATE = 5/22/2013	DATE = 03-15-2013	REVISED -							

CODE NO.	PAY ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	ROADWAY 0004	BRIDGE 0011	LIGHTING 0021	TRAFFIC SIGNALS 0021		
							63RD ST/ YALE AVE	63RD ST/ WENTWORTH AVE	INTER- CONNECT
70400100	TEMPORARY CONCRETE BARRIER	FOOT	4,790	4,790					
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	22,370	22,370					
70600255	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2	2					
70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	4	4					
70600322	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2	2					
70600332	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	20	20					
* 72000100	SIGN PANEL - TYPE 1	SQ FT	259	229			15	15	
* 72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	4	4					
* 72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	198	198					
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	1,695	1,695					
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	90	90					
* 78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	18,000	18,000					
* 78005120	EPOXY PAVEMENT MARKING - LINE 5"	FOOT	2,600	2,600					
* 78008200	POLYUREA PAVEMENT MARKING TYPE 1 - LETTERS AND SYMBOLS	SQ FT	278	278					
* 78008210	POLYUREA PAVEMENT MARKING TYPE 1 - LINE 4"	FOOT	9,915	9,915					
* 78008220	POLYUREA PAVEMENT MARKING TYPE 1 - LINE 5"	FOOT	2,600	2,600					
* 78008230	POLYUREA PAVEMENT MARKING TYPE 1 - LINE 6"	FOOT	1,285	1,285					
* 78008270	POLYUREA PAVEMENT MARKING TYPE 1 - LINE 24"	FOOT	195	195					
* 78100300	REPLACEMENT REFLECTOR	EACH	270	270					
* 78200530	BARRIER WALL MARKERS, TYPE C	EACH	550	550					
78300100	PAVEMENT MARKING REMOVAL	SQ FT	4,991	4,991					

\* DENOTES SPECIALTY ITEM  
 \* DENOTES CHICAGO DEPARTMENT OF TRANSPORTATION SPECIAL PROVISION

\$FILES 5/22/2013 12:28 PM

 6501 W. Higgins Road Suite 200 Chicago, Illinois 60631 (773) 399-0112	USER NAME * 1485	DESIGNED - JSQ	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>63rd STREET BRIDGE REPLACEMENT - COOK COUNTY</b> <b>SUMMARY OF QUANTITIES</b>			F.A.I. RTE. 94	SECTION 1920-B	COUNTY COOK	TOTAL SHEETS 137	SHEET NO. 7A
	PLOT SCALE * 100.0000 "/>											
PLOT DATE * 5/22/2013	CHECKED - TNS	REVISED -	REVISED -		SCALE: NTS=0'	SHEET 4	OF 8	SHEETS	STA.	TO STA.	CONTRACT NO. 60J15	
DATE - 03-15-2013	REVISIONS	REVISIONS	REVISIONS		ILLINOIS FED. AID PROJECT							



CODE NO.	PAY ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY 0004	BRIDGE 0011	LIGHTING 0021	TRAFFIC SIGNALS 0021		
							63RD ST/ YALE AVE	63RD ST/ WENTWORTH AVE	INTER-CONNECT
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	270	270					
• 81028350	UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	237			237			
• X0370121	CONDUIT ATTACHED TO STRUCTURE, 1" DIA., PVC COATED GALVANIZED STEEL (CDOT)	FOOT	518			518			
• X0370122	CONDUIT ATTACHED TO STRUCTURE, 2" DIA., GALVANIZED STEEL (CDOT)	FOOT	634			634			
• X0370123	CONDUIT ATTACHED TO STRUCTURE, 2" DIA., PVC COATED GALVANIZED STEEL (CDOT)	FOOT	140			140			
• X0370124	CONDUIT ATTACHED TO STRUCTURE, 3" DIA., GALVANIZED STEEL (CDOT)	FOOT	3,010						3,010
• X0370125	CONDUIT ATTACHED TO STRUCTURE, 3" DIA., PVC COATED GALVANIZED STEEL (CDOT)	FOOT	952			952			
• 81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	221			221			
• 81300220	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6"x6"x4"	EACH	12			12			
• 81300530	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12"x10"x6"	EACH	6			6			
• 81300948	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 24"x24"x10"	EACH	2			2			
• X0370126	UNIT DUCT, 600 V, 3-1/C NO. 2, 1/C NO. 4 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE (CDOT)	FOOT	102			102			
• X0370127	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10 (CDOT)	FOOT	2,786			2,786			
• X0370128	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 4 (CDOT)	FOOT	932			932			
• X0370129	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 2 (CDOT)	FOOT	2,500			2,500			
• 89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	5,982			5,982			
• X0370140	REMOVE EXISTING STREET LIGHTING EQUIPMENT (CDOT)	L SUM	1			1			
• X0370120	RACK, SECONDARY-AERIAL, 2-WIRE (CDOT)	EACH	1			1			
• X0370131	REMOVE CONDUIT ATTACHED TO STRUCTURE (CDOT)	FOOT	2,083			2,083			
• X0370132	MAINTENANCE OF STREET LIGHTING SYSTEM (CDOT)	L SUM	1			1			
• X0370003	CABLE IN CONDUIT, TRIPLEX, 2-1/C NO. 6, 1/C NO. 8 (CDOT)	FOOT	2,692			2,692			
• X0370133	PAINT EXISTING STREET LIGHT/TRAFFIC EQUIPMENT COMPLETE (CDOT)	EACH	1			1			
• X0370134	JUNCTION BOX, POLE OR POST MOUNTED (CDOT)	EACH	2				1	1	
X2011000	TEMPORARY FENCE (SPECIAL)	FOOT	453		453				

• DENOTES SPECIALTY ITEM  
 • DENOTES CHICAGO DEPARTMENT OF TRANSPORTATION SPECIAL PROVISION

24

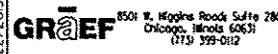
5/22/2013 1:27:28 PM  
 GR@EF  
 8501 W. Higgins Road, Suite 200  
 Chicago, Illinois 60631  
 (773) 399-0112

USER NAME - J485 DESIGNED - JSO DRAWN - HJM CHECKED - TNS PLOT DATE - 5/22/2013	REVISED - REVISED - REVISED - REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>63rd STREET BRIDGE REPLACEMENT - COOK COUNTY</b> <b>SUMMARY OF QUANTITIES</b>	F.A.I. RTE. 94 SECTION 1920-B COUNTY COOK TOTAL SHEETS 137 SHEET NO. 78 CONTRACT NO. 60J15
SCALE: NTS=60' SHEET 5 OF 8 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT	

CODE NO.	PAY ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY 0004	BRIDGE 0011	LIGHTING 0021	TRAFFIC SIGNALS 0021		
							63RD ST/ YALE AVE	63RD ST/ WENTWORTH AVE	INTER-CONNECT
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	92		92				
X6020083	INLETS, TYPE A, TYPE I FRAME, OPEN LID (CITY OF CHICAGO)	EACH	1	1					
X6022505	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE I FRAME, OPEN LID (CITY OF CHICAGO)	EACH	4	4					
X0370135	CONCRETE CURB, TYPE B(SPECIAL) (CDOT)	FOOT	101	101					
X7010216	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1	1					
X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	1					
X7013820	TRAFFIC CONTROL SURVEILLANCE, EXPRESSWAYS	CAL DA	235	235					
X0370136	REMOVE EXISTING JUNCTION BOX (CDOT)	EACH	30			30			
X0370137	PROTECTION AND MAINTENANCE OF EXISTING UNDERPASS LIGHTING (CDOT)	L SUM	1			1			
X0370138	ELECTRIC CABLE IN CONDUIT, COAXIAL VIDEO, RG-59/U (CDOT)	FOOT	197				48	149	
Z0004552	APPROACH SLAB REMOVAL	SO YD	738	738					
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SO FT	685		685				
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1					
Z0018004	DRAINAGE SCUPPERS, DS-12	EACH	4		4				
Z0018800	DRAINAGE SYSTEM	L SUM	1		1				
Z0026407	TEMPORARY SHEET PILING	SO FT	662		662				
X0370139	MAINTENANCE OF LIGHTING SYSTEM (CDOT)	CAL MO	6			6			
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1					
Z0062456	TEMPORARY PAVEMENT	SO YD	117	117					
Z0073100	TEMPORARY SHORING	EACH	4		4				
X0370080	COMBINATION CURB AND GUTTER TYPE B V.12 (CDOT)	FOOT	570	570					
31101860	SUBBASE GRANULAR MATERIAL, TYPE B 24"	SO YD	43	43					
X0327647	MODIFY CONCRETE BARRIER AND RETAINING WALL	L SUM	1	1					
X0370081	SAND CUSHION, 4" (CDOT)	SO FT	2,538	2,538					

- \* DENOTES SPECIALTY ITEM
- \* DENOTES CHICAGO DEPARTMENT OF TRANSPORTATION SPECIAL PROVISION

8:27:28 PM 5/22/2013

 8501 W. Higgins Road Suite 280 Chicago, Illinois 60631 (773) 399-0112	USER NAME : J405	DESIGNED - JSO	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>63rd STREET BRIDGE REPLACEMENT - COOK COUNTY</b> <b>SUMMARY OF QUANTITIES</b>			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE : 1/8" = 1'-0"	CHECKED - TNS	REVISED -		94	1920-B	COOK	137	7C			
PLOT DATE : 5/22/2013	DATE - 03-15-2013	REVISED -		SCALE: NPS50'	SHEET 6	OF 8	SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT CONTRACT NO. 60J15			

CODE NO.	PAY ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	ROADWAY 0004	BRIDGE 0011	LIGHTING 0021	TRAFFIC SIGNALS 0021		
							63RD ST/ YALE AVE	63RD ST/ WENTWORTH AVE	INTER- CONNECT
X0327618	LANDSCAPING, SPECIAL	L SUM	1	1					
* X0370082	STORM SEWER, TYPE 2, 8 INCH, EXTRA STRENGTH VITRIFIED CLAY PIPE (CDOT)	FOOT	98	98					
* X0370083	STORM SEWER, TYPE 2, 8 INCH, 4HP, CLASS 52 (CDOT) DUCTILE IRON PIPE	FOOT	113	113					
* X0370084	DRILL EXISTING MANHOLE OR HANDHOLE (CDOT)	EACH	28				14	14	
* X0370085	CLEAN EXISTING MANHOLE OR HANDHOLE (CDOT)	EACH	8				4	4	
* X0370076	ROD AND CLEAN DUCT IN EXISTING CONDUIT SYSTEM (CDOT)	FOOT	456				238	218	
* X0370082	BREAKDOWN STREET LIGHT FOUNDATION (CDOT)	EACH	6				3	3	
* X0370001	TRENCH AND BACKFILL WITH SCREENINGS (CDOT)	FOOT	312				42	39	231
* X0370086	CONCRETE FOUNDATION, 30" DIAMETER, 1 1/4" ANCHOR RODS, 17 1/4" BOLT CIRCLE, 9 FEET (CDOT)	EACH	1					1	
* X0370087	CONCRETE FOUNDATION, 30" DIAMETER, 1 1/2" ANCHOR RODS, 16 1/2" BOLT CIRCLE, 11 FEET (CDOT)	EACH	5				3	2	
* X0370088	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION (CDOT)	EACH	2				1	1	
* X0370089	TEMPORARY TRAFFIC SIGNAL INSTALLATION (CDOT)	EACH	2				1	1	
* X0370090	SIGNAL HEAD, POLYCARBONATE, LED, 3-SECTION, BRACKET MOUNTED (CDOT)	EACH	6				3	3	
* X0370091	SIGNAL HEAD, POLYCARBONATE, LED, 3-SECTION, MAST ARM MOUNTED (CDOT)	EACH	10				5	5	
* X0370092	SIGNAL HEAD, POLYCARBONATE, LED, 4-SECTION, BRACKET MOUNTED (CDOT)	EACH	2				1	1	
* X0370093	SIGNAL HEAD, POLYCARBONATE, LED, 4-SECTION, MAST ARM MOUNTED (CDOT)	EACH	2				1	1	
* X0370094	PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, 1-FACE, LED, BRACKET MOUNTED, COUNTDOWN (CDOT)	EACH	4				2	2	
* X0370095	PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, 2-FACE, LED, BRACKET MOUNTED, COUNTDOWN (CDOT)	EACH	4				2	2	
* X0370096	ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14, 9/0 (CDOT)	FOOT	1,086				552	534	
* X0370097	MAST ARM, STEEL, MONOTUBE, 30 FOOT (CDOT)	EACH	1					1	
* X0370098	MAST ARM, STEEL, MONOTUBE, 35 FOOT (CDOT)	EACH	2				1	1	

■ NON-PARTICIPATING (100% STATE)  
 \* DENOTES SPECIALTY ITEM  
 ■ DENOTES CHICAGO DEPARTMENT OF TRANSPORTATION SPECIAL PROVISION

1:27:29 PM  
 5/22/2013

8501 N. Higgins Road Suite 280 Chicago, Illinois 60631 (773) 399-0112	USER NAME - 1485	DESIGNED - JSO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	63rd STREET BRIDGE REPLACEMENT - COOK COUNTY SUMMARY OF QUANTITIES			F.A.I. RATE - 94	SECTION - 1920-B	COUNTY - COOK	TOTAL SHEETS - 137	SHEET NO. - 70
	PLOT SCALE - 1/8" = 1'-0"	CHECKED - THS	REVISED -		SCALE: NTS=0'	SHEET 7	OF 8	SHEETS	STA. TO STA.	CONTRACT NO. 60J15 ILLINOIS FED. AID PROJECT		
	PLOT DATE - 5/22/2013	DATE - 03-15-2013	REVISED -									

Rev.

CODE NO.	PAY ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	ROADWAY 0004	BRIDGE 0011	LIGHTING 0021	TRAFFIC SIGNALS 0021		
							63RD ST/ YALE AVE	63RD ST/ WENTWORTH AVE	INTER- CONNECT
* • X0370099	MAST ARM, STEEL, MONOTUBE, 40 FOOT (CDOT)	EACH	1					1	
* • X0370100	MAST ARM, STEEL, MONOTUBE, 44 FOOT (CDOT)	EACH	2				2		
* • X0370101	POLE, STEEL, ANCHOR BASE, 11" DIAMETER, 3 GAUGE, 32'-6" (CDOT)	EACH	2				1	1	
* • X0370102	POLE, STEEL, ANCHOR BASE, 11" DIAMETER, 3 GAUGE, 34'-6" (CDOT)	EACH	1					1	
* • X0370103	POLE, STEEL, ANCHOR BASE, 12 1/2" DIAMETER, 3 GAUGE, 34'-6" (CDOT)	EACH	5				3	2	
* • X0370104	RELOCATE EXISTING VIDEO DETECTION CAMERA, COMPLETE (CDOT)	EACH	2				1	1	
* • X0370105	REMOVE EXISTING TRAFFIC SIGNAL POST OR POLE (CDOT)	EACH	8				4	4	
* • X0370106	REMOVE CABLE FROM CONDUIT (CDOT)	FOOT	1,066				539	527	
* • X0370107	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT (CDOT)	EACH	2				1	1	
* • X0370108	INNERDUCT IN CONDUIT, 1 1/4" (CDOT)	FOOT	532						532
* • X0370109	FIBER OPTIC HYBRID CABLE IN CONDUIT 6SM/6MM (CDOT)	FOOT	680						680
* • X0370110	CABINET WORK, SPLICING, TESTING AND MISC. (CDOT)	EACH	2				1	1	
* • X0370111	GALVANIZED STEEL CONDUIT IN TRENCH, 3-INCH (CDOT)	FOOT	1,178						1,178
* • X0370112	POLYVINYL CHLORIDE PVC CONDUIT IN TRENCH, 3-INCH (CDOT)	FOOT	162				84	78	
* • X0370113	TRACER CABLE (CDOT)	FOOT	532						532
* • X0370114	RACKING CABLES IN MANHOLE OR HANDHOLE (CDOT)	EACH	8				4	4	
* • X0370115	POLE, STEEL, 32'6", ANCHOR BASE, 11 1/2" B.C., 7 GAUGE (INSTALL ONLY) (CDOT)	EACH	4			4			
* • X0370116	MAST ARM, STEEL, STREET LIGHTING, 8 FOOT (INSTALL ONLY) (CDOT)	EACH	9			9			
* • X0370117	MAST ARM, STEEL, STREET LIGHTING, 15 FOOT (INSTALL ONLY) (CDOT)	EACH	4			4			
* • X0370118	LUMINAIRE, STREET LIGHT, CERAMIC METAL HALIDE, 210 WATT, 240 VOLT, ARTERIAL, SEMI-CUTOFF (INSTALL ONLY) (CDOT)	EACH	15			15			
①	Z0076600	TRAINEES	HOUR	1000	1000				
* • X0370119	WIRE, AERIAL, 1/C NO. 6 (CDOT)	FOOT	260			260			
①	Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOUR	1000	1000				

①  
①  
24  
23

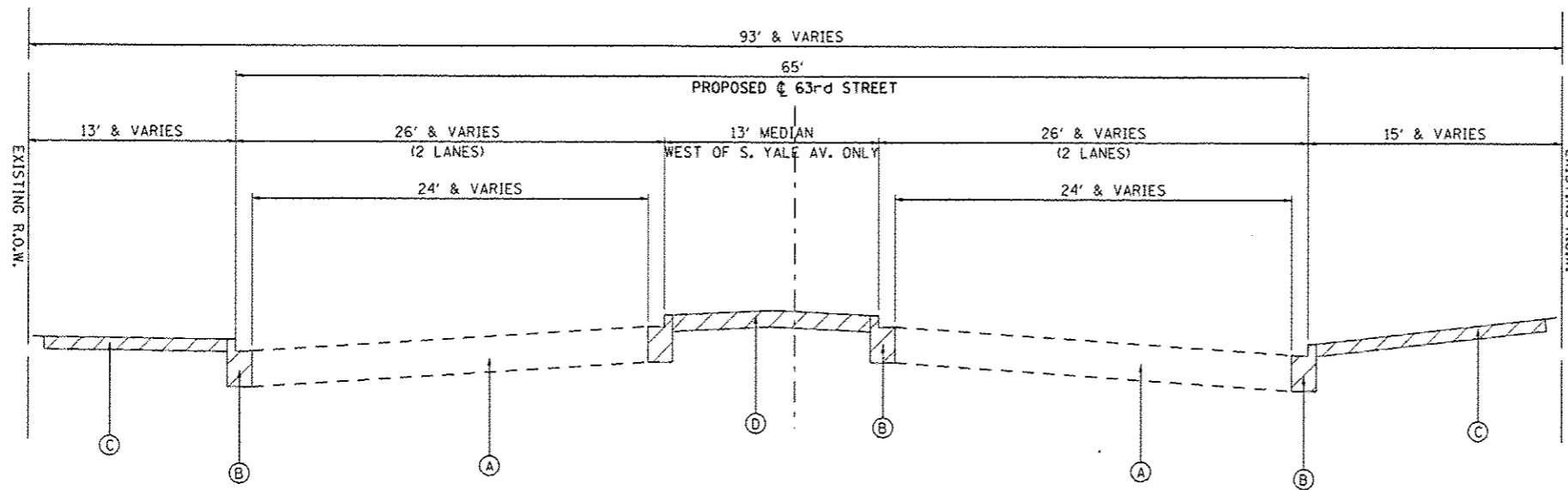
① 0042

- DENOTES SPECIALTY ITEM
- \* DENOTES CHICAGO DEPARTMENT OF TRANSPORTATION SPECIAL PROVISION

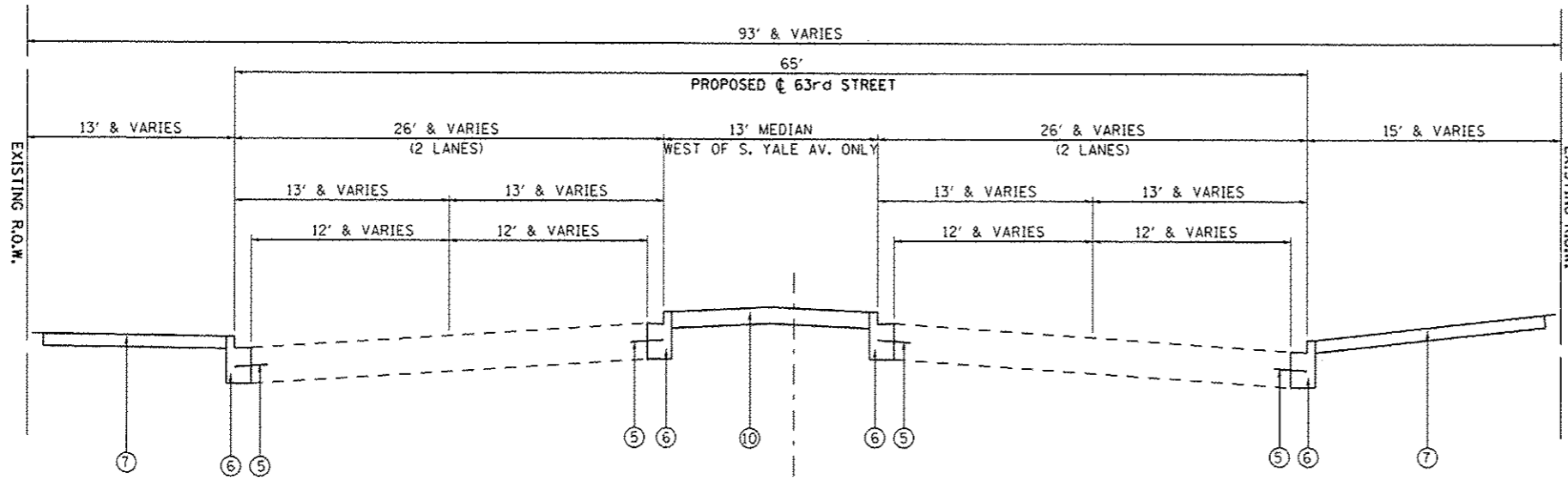
12/21/2013 12:21:23 PM

Rev.





**EXISTING TYPICAL SECTION**  
(LOOKING EAST)  
STA. 19+00 to STA. 19+19 AND  
STA. 23+92 to STA. 24+53



**PROPOSED TYPICAL SECTION**  
(LOOKING EAST)  
STA. 19+00 to STA. 19+19 AND  
STA. 23+92 to STA. 24+53

**EXISTING CONDITIONS:**

- (A) P.C.C. PAVEMENT
  - (B) COMBINATION CONCRETE CURB AND GUTTER
  - (C) P.C.C. SIDEWALK (5" ) & 8" (AT ADA RAMPS)
  - (D) P.C.C. MEDIAN (WEST OF S. YALE AV. ONLY)
- ITEM TO BE REMOVED

**PROPOSED CONDITIONS:**

- ① P.C.C. PAVEMENT 10" (JOINTED)
- ② AGGREGATE SUBGRADE IMPROVEMENT 12"
- ③ LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6x24 EPOXY COATED TIE BARS AT 24" CENTERS
- ④ LONGITUDINAL SAWED JOINT WITH NO. 6x30 EPOXY COATED TIE BARS AT 30" CENTERS
- ⑤ NO. 5x30 EPOXY COATED ROUND TIE BARS AT 30" CENTERS, DRILLED AND GROUTED
- ⑥ COMBINATION CURB & GUTTER TYPE B-V.12
- ⑦ P.C.C. SIDEWALK 5"
- ⑧ PARAPET WALL
- ⑨ BRIDGE FENCE RAILING
- ⑩ CONCRETE MEDIAN SURFACE, 4"

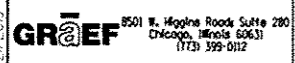
HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS
<b>TEMPORARY PAVEMENT</b>	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5mm) 2"	4% @ 50 GYR
HOT-MIX ASPHALT BINDER IL-19mm 8"	4% @ 50 GYR
<b>HOT-MIX ASPHALT MEDIAN SURFACE, 4 INCH</b>	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5mm) 4"	4% @ 50 GYR
<b>STABILIZED SUBBASE 6"</b>	
STABILIZED SUBBASE HMA (IL-19mm) 6"	3% @ 50 GYR

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE IS 112 LBS/SQ YD/IN.

THE "AC TYPE" FOR NON-POLYMERIZED HMA MIXES SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

TEMPORARY PAVEMENT SHALL BE PLACED ON A 4" AGGREGATE BASE COURSE. THE COST OF THE AGGREGATE BASE COURSE SHALL BE INCLUDED IN THE COST OF THE TEMPORARY PAVEMENT.

FILES 5/21/2013 10:52 AM



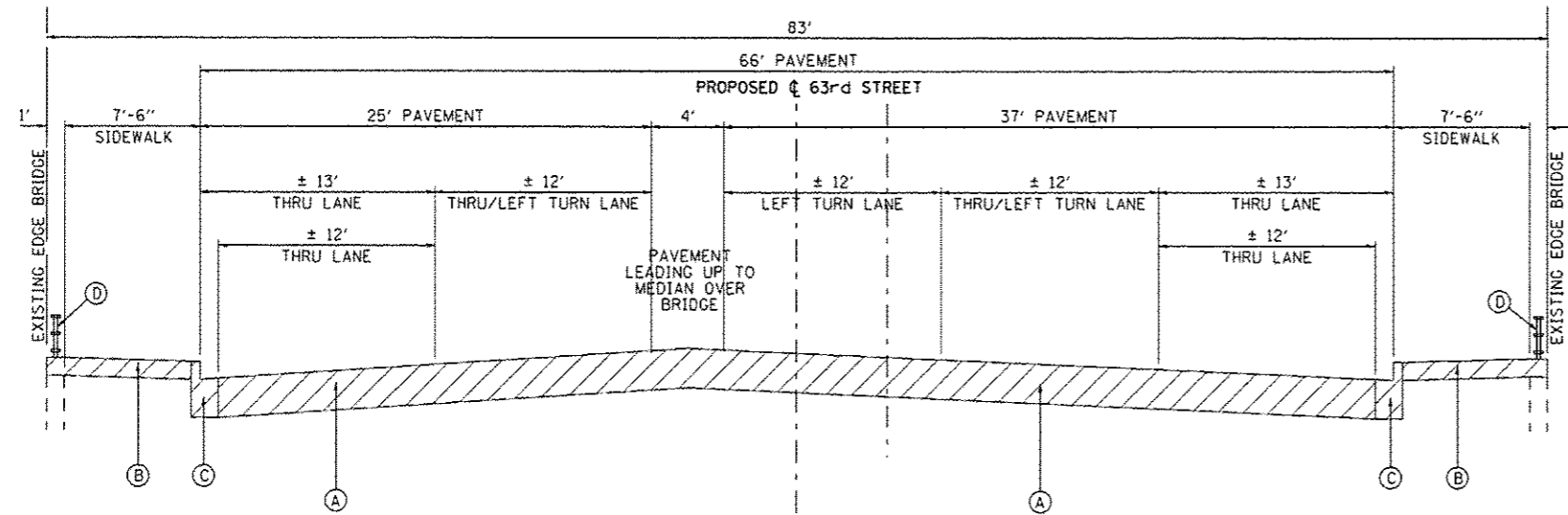
USER NAME - 0766	DESIGNED - JSO	REVISED -
DESIGNED - JSO	DRAWN - HJM	REVISED -
PLLOT SCALE - 100.0000 / IN.	CHECKED - TNS	REVISED -
PLLOT DATE - 5/21/2013	DATE - 03-15-2013	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**63rd STREET BRIDGE REPLACEMENT - COOK COUNTY  
TYPICAL SECTIONS**

SCALE: 1"=50' SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.I. RTE. 94	SECTION 1920-B	COUNTY COOK	TOTAL SHEETS 137	SHEET NO. 8
CONTRACT NO. 60J15			ILLINOIS FED. AID PROJECT	



**EXISTING TYPICAL SECTION**

(LOOKING EAST)  
 STA. 19+19 TO STA. 19+86  
 STA. 23+66 TO STA. 23+92

BRIDGE OMISSION  
 STA. 19+86 TO STA. 23+66

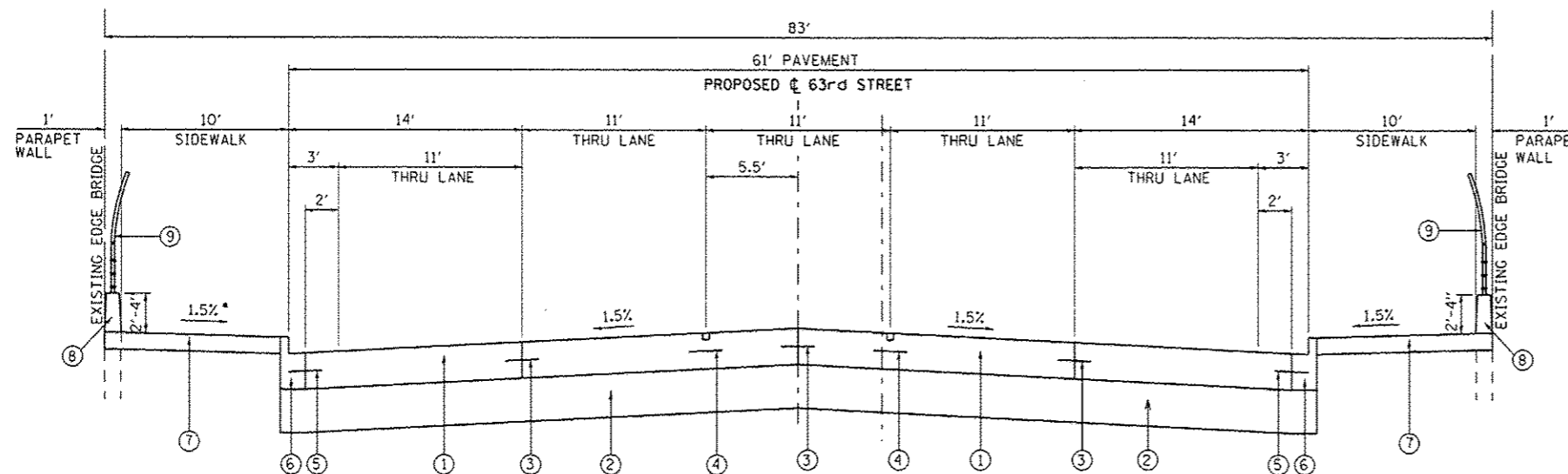
**EXISTING CONDITIONS:**

- (A) P.C.C. PAVEMENT
- (B) P.C.C. SIDEWALK
- (C) P.C.C. CURB & GUTTER
- (D) STEEL HANDRAIL (TO BE REMOVED)



**PROPOSED CONDITIONS:**

- (1) P.C.C. PAVEMENT 10" (JOINTED)
- (2) AGGREGATE SUBGRADE IMPROVEMENT 12"
- (3) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6x24 DEFORMED EPOXY COATED TIE BARS AT 24" CENTERS
- (4) LONGITUDINAL SAWED JOINT WITH NO. 6x30 DEFORMED EPOXY COATED TIE BARS AT 30" CENTERS
- (5) NO. 5x30 EPOXY COATED ROUND TIE BARS AT 30" CENTERS
- (6) COMBINATION CURB & GUTTER TYPE B-V.12
- (7) P.C.C. SIDEWALK 5"
- (8) PARAPET WALL
- (9) BRIDGE FENCE RAILING
- (10) CONCRETE MEDIAN SURFACE, 4"



**PROPOSED TYPICAL SECTION**

(LOOKING EAST)  
 STA. 19+19 TO STA. 19+93.60  
 STA. 23+58.41 TO STA. 23+92

BRIDGE OMISSION  
 STA. 19+93.60 TO STA. 23+58.41

\*SLOPE 1" AT  
 BRIDGE APPROACH  
 PAVEMENT

5/21/2013 5:09 AM

**GRAEF** 2501 W. Higgins Road Suite 200  
 Chicago, Illinois 60631  
 (773) 399-0112

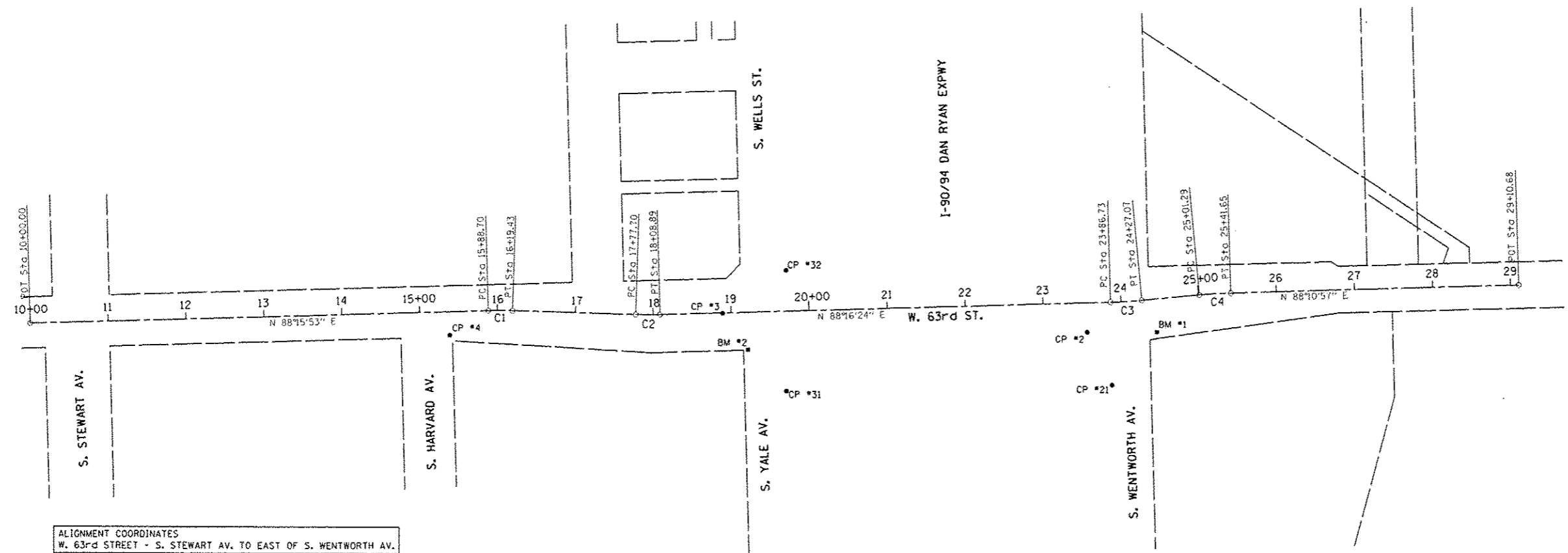
USER NAME - 0766	DESIGNED - JSO	REVISED -
PL01 SCALE - 100.0000 / 1 IN.	DRAWN - HJM	REVISED -
PL01 DATE - 5/21/2013	CHECKED - TNS	REVISED -
	DATE - 03-15-2013	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**63rd STREET BRIDGE REPLACEMENT - COOK COUNTY  
 TYPICAL SECTIONS**

SCALE: 1"=50' SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	9
CONTRACT NO. 60J15			ILLINOIS FED. AID PROJECT	



ALIGNMENT COORDINATES  
W. 63rd STREET - S. STEWART AV. TO EAST OF S. WENTWORTH AV.

63rd STATION	N	E	
POT	10+00.00	1,863,159.83	1,174,638.25
PC	15+88.70	1,863,177.66	1,175,226.68
PI	16+04.07	1,863,178.12	1,175,242.04
PT	16+19.43	1,863,177.68	1,175,257.40
PC	17+77.70	1,863,173.08	1,175,415.61
PI	17+93.30	1,863,172.63	1,175,431.20
PT	18+08.89	1,863,173.10	1,175,446.79
PC	23+86.73	1,863,190.51	1,176,024.37
PI	24+06.91	1,863,191.11	1,176,044.54
PT	24+27.07	1,863,193.05	1,176,064.63
PC	25+01.29	1,863,200.17	1,176,138.51
PI	25+21.48	1,863,202.11	1,176,158.60
PT	25+41.65	1,863,202.75	1,176,178.78
POT	29+10.68	1,863,214.45	1,176,547.62

**CURVE C1**  
PI STA. = 16+04.07  
 $\Delta = 3^\circ 23' 57''$  (RT)  
D = 11° 03' 40"  
R = 517.99'  
T = 15.37'  
L = 30.73'  
E = 0.23'  
P.C. STA. = 15+88.70  
P.T. STA. = 16+19.43

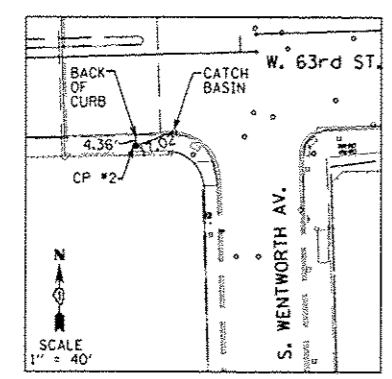
**CURVE C2**  
PI STA. = 17+93.30  
 $\Delta = 3^\circ 23' 26''$  (LT)  
D = 10° 52' 17"  
R = 527.04'  
T = 15.60'  
L = 31.19'  
E = 0.23'  
P.C. STA. = 17+77.70  
P.T. STA. = 18+08.89

**CURVE C3**  
PI STA. = 24+06.91  
 $\Delta = 3^\circ 46' 39''$  (LT)  
D = 9° 21' 49"  
R = 611.89'  
T = 20.18'  
L = 40.34'  
E = 0.33'  
P.C. STA. = 23+86.73  
P.T. STA. = 24+27.07

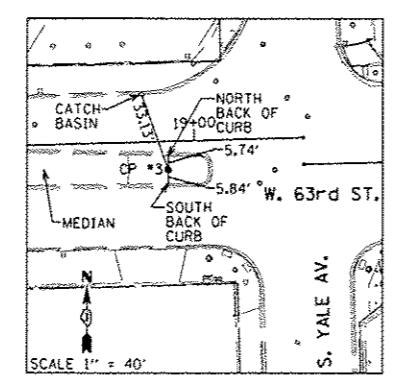
**CURVE C4**  
PI STA. = 25+21.48  
 $\Delta = 3^\circ 41' 13''$  (RT)  
D = 9° 08' 06"  
R = 627.21'  
T = 20.19'  
L = 40.36'  
E = 0.32'  
P.C. STA. = 25+01.29  
P.T. STA. = 25+41.65

**BENCHMARK #1**  
ELEV. 603.071'  
CHISELED SQUARE ON THE  
NORTHEAST CORNER OF CONCRETE  
BASE FOR TRAFFIC CONTROL BOX  
AT THE SOUTHEAST CORNER OF  
W. 63rd STREET & S. WENTWORTH AVENUE  
STATION 24+42.75, 42.63' RT.  
N 1,863,152.12  
E 1,176,084.33

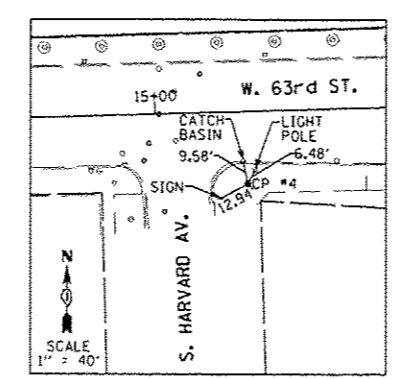
**BENCHMARK #2**  
ELEV. 601.095'  
CHISELED CROSS ON CHAIN BOLT  
OF HYDRANT AT THE SOUTHWEST CORNER  
OF S. YALE AVENUE & W. 63rd STREET  
STATION 19+20.27, 48.49' RT.  
N 1,863,128.00  
E 1,175,559.54



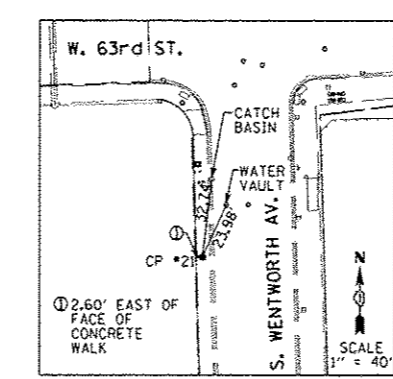
**CONTROL POINT #2**  
CHISELED CROSS IN  
CONCRETE WALK ON THE  
SOUTH SIDE OF W. 63rd STREET  
AT THE EAST END OF BRIDGE,  
WEST OF S. WENTWORTH AVENUE  
ELEV. 600.14'  
STATION 23+55.39, 37.95' RT.  
N 1,863,151.637  
E 1,175,994.484



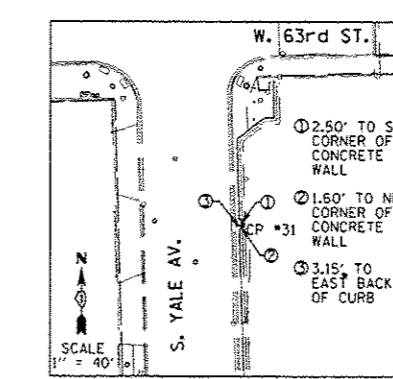
**CONTROL POINT #3**  
CHISELED CROSS IN  
CONCRETE MEDIAN ISLAND  
30' WEST OF MEDIAN NOSE  
WEST OF S. YALE AV.  
IN W. 63rd STREET  
ELEV. 600.25'  
STATION 18+89.02, 11.77' RT.  
N 1,863,174.983  
E 1,175,527.219



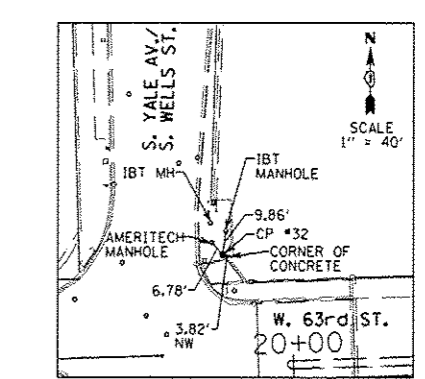
**CONTROL POINT #4**  
CHISELED CROSS IN SIDEWALK  
AT THE NE CORNER OF  
S. HARVARD AVENUE & W. 63rd STREET  
ELEV. 599.01'  
STATION 15+37.90, 30.31' RT.  
N 1,863,145.819  
E 1,175,176.823



**CONTROL POINT #21**  
CHISELED CROSS IN  
CONCRETE WALK ON THE  
WEST SIDE OF S. WENTWORTH AVENUE  
66.20' SOUTH OF THE SOUTH LINE  
OF W. 63rd STREET  
ELEV. 600.92'  
STATION 23+85.55, 106.76' RT.  
N 1,863,083.76  
E 1,176,026.70

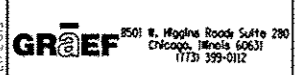


**CONTROL POINT #31**  
CHISELED CROSS IN  
CONCRETE WALK ON THE  
EAST SIDE OF S. YALE AVENUE  
62.00' SOUTH OF THE SOUTH LINE  
OF W. 63rd STREET  
ELEV. 599.65'  
STATION 19+68.01, 102.78' RT.  
N 1,863,075.16  
E 1,175,609.23



**CONTROL POINT #32**  
CHISELED CROSS IN  
CONCRETE WALK AT THE  
NE CORNER OF  
S. YALE AVENUE/S. WELLS STREET  
& W. 63rd STREET  
ELEV. 599.90'  
STATION 19+71.80, 52.56' LT.  
N 1,863,230.55  
E 1,175,608.34

FILES 5/21/2013 10:154 AM



USER NAME - #766  
DESIGNED - JSO  
DRAWN - HJM  
CHECKED - TNS  
DATE - 03-15-2013  
PLOT SCALE = 1/80,000 / IN.  
PLOT DATE = 5/21/2013

REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

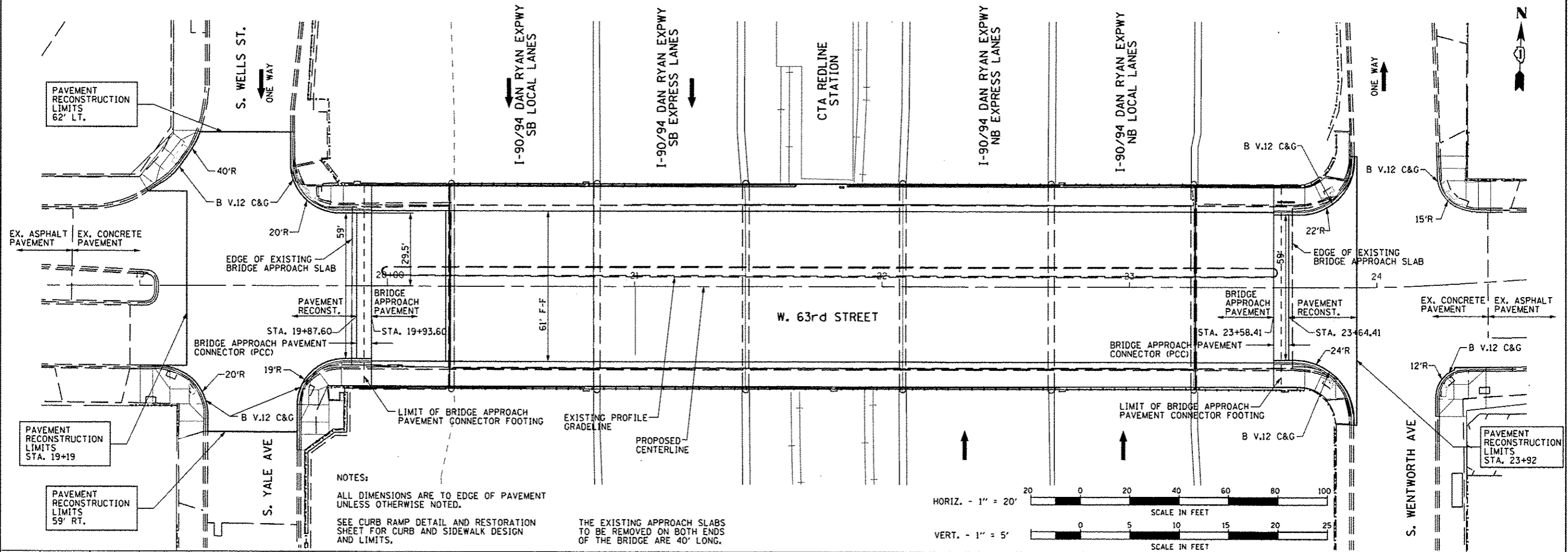
63rd STREET BRIDGE REPLACEMENT - COOK COUNTY  
ALIGNMENT, TIES AND BENCHMARKS

SCALE: 1"=50' SHEET 1 OF 1 SHEETS STA. TO STA.

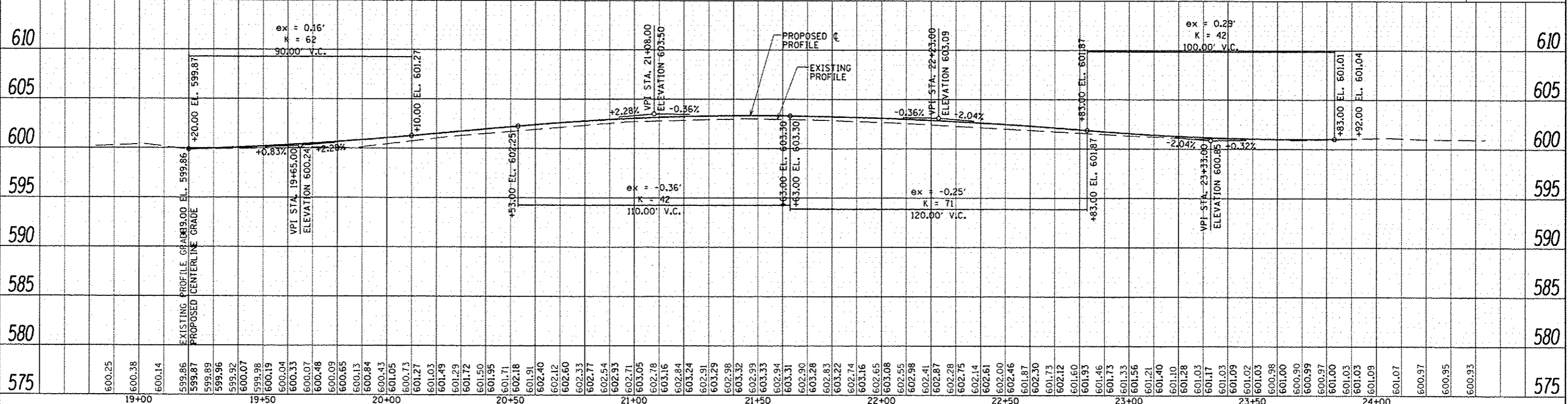
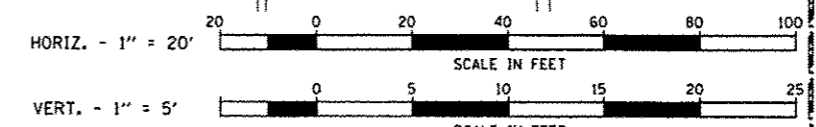
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	10
CONTRACT NO. 60J15				
ILLINOIS FED. AID PROJECT				

DATE	
BY	
REVISION	
NO.	
DATE	
BY	
REVISION	
NO.	
DATE	
BY	
REVISION	
NO.	

DATE	
BY	
REVISION	
NO.	
DATE	
BY	
REVISION	
NO.	
DATE	
BY	
REVISION	
NO.	



NOTES:  
 ALL DIMENSIONS ARE TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.  
 SEE CURB RAMP DETAIL AND RESTORATION SHEET FOR CURB AND SIDEWALK DESIGN AND LIMITS.  
 THE EXISTING APPROACH SLABS TO BE REMOVED ON BOTH ENDS OF THE BRIDGE ARE 40' LONG.



FILE NAME	USER NAME = 0756	DESIGNED - JSO	REVISED -
PLT SCALE = 48,0000 / IN.	DATE	DRAWN - HJM	REVISED -
PLT DATE = 5/21/2013	DATE	CHECKED - TNS	REVISED -
			REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**63rd STREET BRIDGE REPLACEMENT  
PLAN & PROFILE**

SCALE: 1"=20' SHEET NO. OF SHEETS STA. TO STA.

F.A. R.T.E. 94	SECTION 1920-B	COUNTY COOK	TOTAL SHEETS 117	SHEET NO. 11
CONTRACT NO. 60J15			ILLINOIS FED. AID PROJECT	

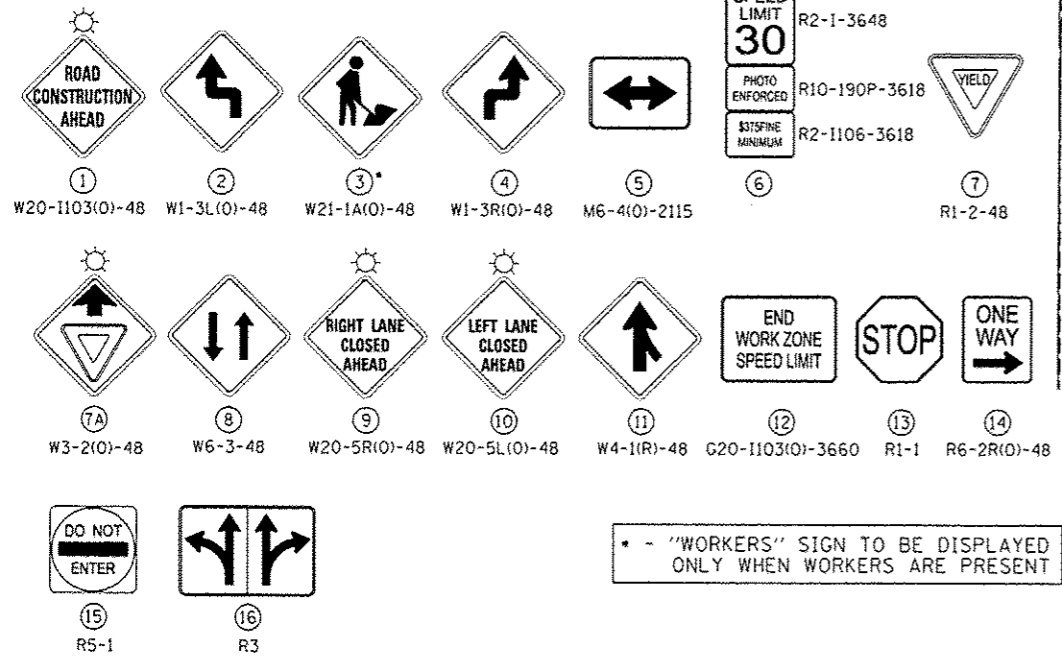
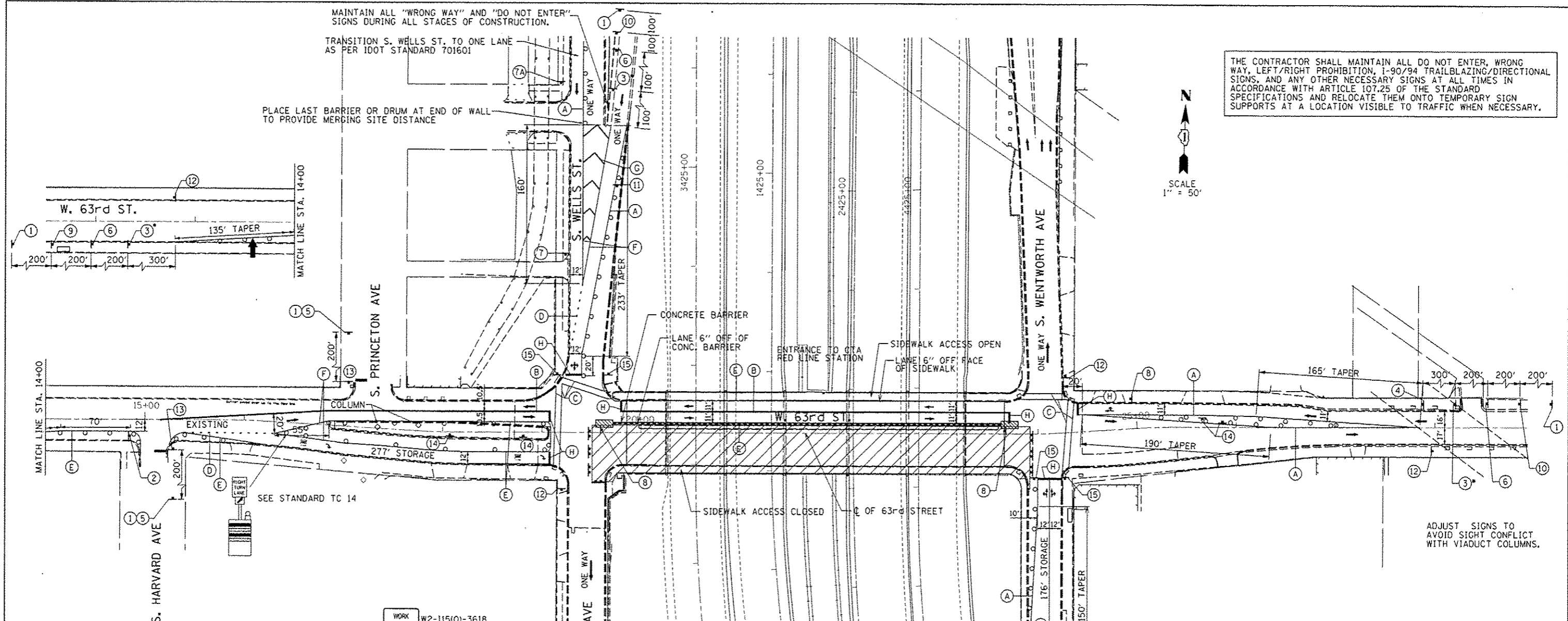
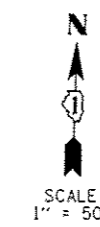


MAINTAIN ALL "WRONG WAY" AND "DO NOT ENTER" SIGNS DURING ALL STAGES OF CONSTRUCTION.

TRANSITION S. WELLS ST. TO ONE LANE AS PER IDOT STANDARD 701601

PLACE LAST BARRIER OR DRUM AT END OF WALL TO PROVIDE MERGING SITE DISTANCE

THE CONTRACTOR SHALL MAINTAIN ALL DO NOT ENTER, WRONG WAY, LEFT/RIGHT PROHIBITION, 1-90/94 TRAILBLAZING/DIRECTIONAL SIGNS, AND ANY OTHER NECESSARY SIGNS AT ALL TIMES IN ACCORDANCE WITH ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS AND RELOCATE THEM ONTO TEMPORARY SIGN SUPPORTS AT A LOCATION VISIBLE TO TRAFFIC WHEN NECESSARY.



- STAGE I:**
- 63RD STREET:**
- INSTALL ALL TRAFFIC CONTROL, PAVEMENT MARKING, TAPERS, DRUMS, BARRICADES, SIGNING AND REMOVE CONFLICTING PAVEMENT MARKING. INSTALL CONCRETE BARRIERS AND IMPACT ATTENUATORS. PLACE TEMPORARY TRAFFIC SIGNALS TO STAGE IA CONFIGURATION.
  - REMOVE AND RECONSTRUCT SOUTH (EASTBOUND) PORTION OF BRIDGE, ABUTMENTS, PIERS, APPROACH PANELS, SIDEWALKS AND RECONSTRUCTED PAVEMENTS. CONSTRUCT PORTIONS OF PERMANENT TRAFFIC SIGNALS AND LIGHTING. RECONSTRUCT SOUTH (EASTBOUND) PAVEMENT INCLUDING 63RD STREET/ WENTWORTH AVE. INTERSECTION AND THE EAST PORTION OF THE 63RD STREET/ YALE AVE. INTERSECTION. COORDINATE SHIFTING OF ELECTRICAL CONDUITS.
  - TAPE TEMPORARY PAVEMENT MARKINGS SHALL BE USED ON EXISTING/NEWLY CONSTRUCTED SURFACES. TEMPORARY PAINT SHALL BE USED ON TEMPORARY PAVEMENT OR PAVEMENT TO BE REMOVED.
  - TEMPORARY PAVEMENT MARKING (PAINT) SHALL BE REQUIRED ON ALL TEMPORARY PAVEMENT SURFACES OVER THE WINTER MONTHS. PAINT USED OVER THE WINTER MONTHS IN THE TRANSITION AREAS ON EXISTING SURFACES SHALL BE REMOVED BY GRINDING WHEN THE FINAL PAVEMENT MARKINGS ARE INSTALLED. ON EXPRESSWAYS, EPOXY MARKINGS SHALL BE REQUIRED ON ALL TEMPORARY PAVEMENT SURFACES OVER THE WINTER MONTHS. EPOXY USED OVER THE WINTER IN TRANSITION AREAS AT THE LIMITS OF CONSTRUCTION ON EXISTING SURFACES SHALL BE REMOVED BY GRINDING WHEN FINAL PAVEMENT MARKINGS ARE INSTALLED.

- LEGEND:**
- [Hatched Box] - STAGE I WORK AREA
  - [Solid Line] - CONCRETE BARRIER
  - [Dashed Line] - EXISTING PAVEMENT MARKINGS
  - [Solid Line] - PROPOSED PAVEMENT MARKINGS
  - (A) - 4" YELLOW LINE
  - (B) - 4" DOUBLE YELLOW LINE
  - (C) - 6" WHITE LINE
  - (D) - 6" WHITE DOTTED LINE (2' DASH 6' SKIP)
  - (E) - 4" WHITE LINE
  - (F) - 8" WHITE LINE
  - (G) - 12" WHITE DIAGONAL LINE
  - (H) - 24" WHITE LINE
  - [Arrow] - ARROW BOARD
  - (O) - DRUMS OR TYPE II BARRICADES WITH MONO-DIRECTIONAL STEADY BURN LIGHTS IN MULTI-LANE OR ONE WAY SECTIONS AND BI-DIRECTIONAL STEADY BURN LIGHTS IN TWO LANE TWO WAY SECTIONS, SPACED AT 50' C-C IN TANGENT SECTIONS AND 20' C-C IN TAPER SECTIONS AND CORNER RADII PER THE HIGHWAY STANDARDS.
  - [Arrow] - TRAFFIC DIRECTION
  - [Impact Attenuator] - IMPACT ATTENUATOR, TEMP. (FULLY REDIRECTIVE, NARROW) TEST LEVEL 2
  - [Barricade] - TYPE III BARRICADE
  - [Hatched Box] - REMOVE EXISTING CURB AND GUTTER AND MEDIAN SURFACE. PAVE WITH TEMPORARY PAVEMENT (10" HMA) ON A 4" AGGREGATE BASE COURSE.

\* - "WORKERS" SIGN TO BE DISPLAYED ONLY WHEN WORKERS ARE PRESENT

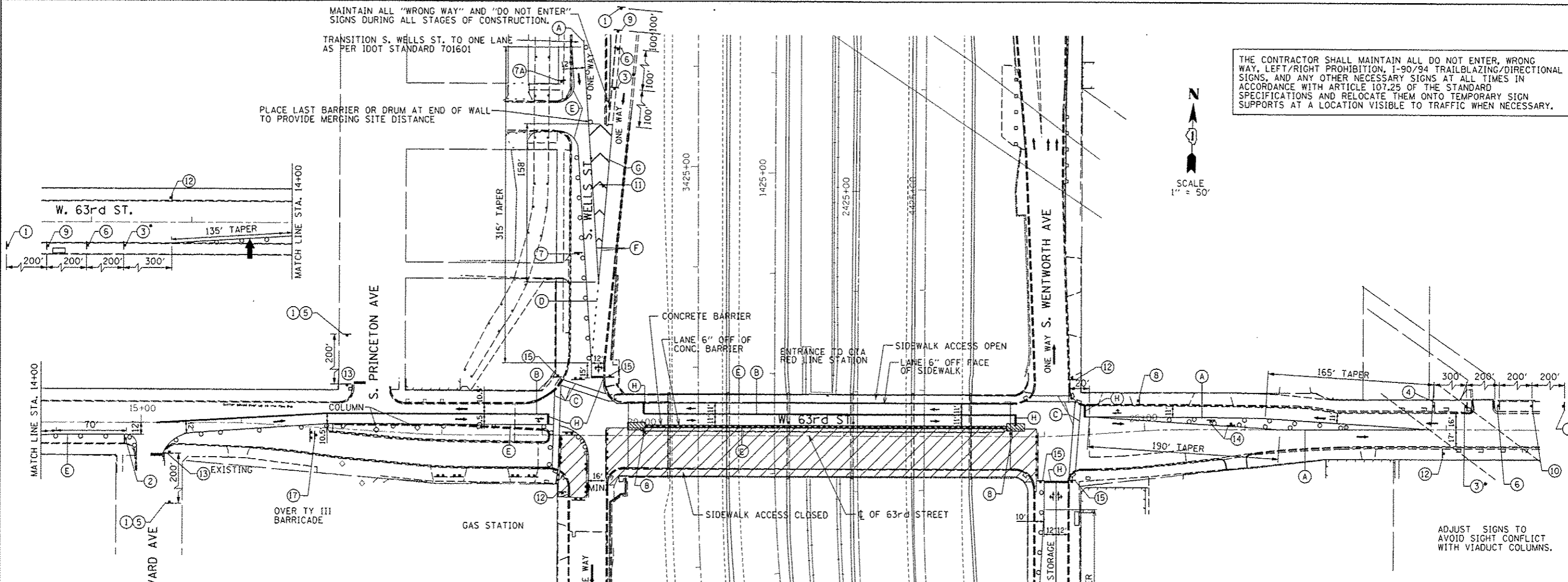
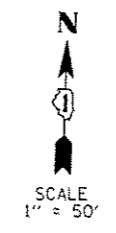
<b>GR&amp;E</b> 2501 N. Higgins Road Suite 280 Chicago, Illinois 60631 (773) 399-0112	USER NAME = 0766 PLOT SCALE = 100:8001 / INL PLOT DATE = 5/21/2013	DESIGNED - JSO DRAWN - HUM CHECKED - TNS DATE - 03-15-2013	REVISED - REVISED - REVISED - REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>		<b>63rd STREET BRIDGE REPLACEMENT - COOK COUNTY SUGGESTED MAINTENANCE OF TRAFFIC - 63rd STREET - STAGE I</b>		F.A.I. RTE. = 94 SECTION = 1920-B COUNTY = COOK TOTAL SHEETS = 137 SHEET NO. = 12 CONTRACT NO. = 60J15
	SCALE: 1"=50' SHEET OF SHEETS STA. TO STA.				ILLINOIS FED. AID PROJECT			

MAINTAIN ALL "WRONG WAY" AND "DO NOT ENTER" SIGNS DURING ALL STAGES OF CONSTRUCTION.

TRANSITION S. WELLS ST. TO ONE LANE AS PER 100' STANDARD 701601

PLACE LAST BARRIER OR DRUM AT END OF WALL TO PROVIDE MERGING SITE DISTANCE

THE CONTRACTOR SHALL MAINTAIN ALL DO NOT ENTER, WRONG WAY, LEFT/RIGHT PROHIBITION, I-90/94 TRAILBLAZING/DIRECTIONAL SIGNS, AND ANY OTHER NECESSARY SIGNS AT ALL TIMES IN ACCORDANCE WITH ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS AND RELOCATE THEM ONTO TEMPORARY SIGN SUPPORTS AT A LOCATION VISIBLE TO TRAFFIC WHEN NECESSARY.



**WORK ZONE** W2-115(O)-3618

**SPEED LIMIT 30** R2-1-3648

**PHOTO ENFORCED** R10-190P-3618

**SUPERFINE MINIMUM** R2-1106-3618

**YIELD** R1-2-48

**ROAD CONSTRUCTION AHEAD** W20-1103(O)-48

**RIGHT TURN AHEAD** W1-3L(O)-48

**PEDESTRIAN CROSSING AHEAD** W21-1A(O)-48

**LEFT TURN AHEAD** W1-3R(O)-48

**TRUCKS AHEAD** M6-4(O)-2115

**CONSTRUCTION WORKER** W3-2(O)-48

**LANE CLOSED AHEAD** W6-3-48

**RIGHT LANE CLOSED AHEAD** W20-5R(O)-48

**LEFT LANE CLOSED AHEAD** W20-5L(O)-48

**END WORK ZONE SPEED LIMIT** W4-1(R)-48

**STOP** G20-1103(O)-3660

**ONE WAY** R1-1 R6-2R(O)-48

**DO NOT ENTER** R5-1

**LEFT TURN** R3

**RIGHT TURN** W1-6L

• - "WORKERS" SIGN TO BE DISPLAYED ONLY WHEN WORKERS ARE PRESENT

**STAGE IA:**

63RD STREET:

- IN STAGE IA RECONSTRUCT WEST PORTION OF THE 63RD STREET/YALE AVE. INTERSECTION TO THE LIMITS SHOWN. CONSTRUCT PORTIONS OF PERMANENT TRAFFIC SIGNALS. ADJUST TEMPORARY PAVEMENT MARKINGS, BARRIERS AND SIGNING FOR YALE AVE., 63RD ST. WEST OF YALE, AND WESTBOUND 63RD ST. APPROACHING YALE ST. INTERSECTION. CONTINUE BRIDGE AND OTHER ROADWAY WORK FROM STAGE I.
- STAGE IA PRIMARILY DIFFERS FROM STAGE I IN THAT THE CONTRACTOR CONSTRUCTS THE SOUTHWEST PORTION OF THE 63RD/YALE INTERSECTION IN STAGE IA WHILE THE SOUTHEAST PORTION IS CONSTRUCTED IN STAGE I. IF THE STAGE I & IA BRIDGE WORK ISN'T FINISHED WHEN THE STAGE IA PAVEMENT AND RELATED APPURTANANCES ARE FINALIZED IN STAGE IA, THE STRIPING, SIGNING AND BARRIERS SHALL BE RETURNED TO THE STAGE I LAYOUT. MOST ESPECIALLY REINSTATING THE 63RD ST. EASTBOUND RIGHT TURN LANE TO SOUTHBOUND YALE. THE CONTRACTOR SHALL MINIMIZE THE AMOUNT OF TIME THE EASTBOUND 63RD ST. RIGHT TURN LANE IS NOT IN USE AND ADJACENT GAS STATION IS AFFECTED.
- TAPE TEMPORARY PAVEMENT MARKINGS SHALL BE USED ON EXISTING/NEWLY CONSTRUCTED SURFACES. TEMPORARY PAINT SHALL BE USED ON TEMPORARY PAVEMENT OR PAVEMENT TO BE REMOVED.
- TEMPORARY PAVEMENT MARKING (PAINT) SHALL BE REQUIRED ON ALL TEMPORARY PAVEMENT SURFACES OVER THE WINTER MONTHS. PAINT USED OVER THE WINTER MONTHS IN THE TRANSITION AREAS ON EXISTING SURFACES SHALL BE REMOVED BY GRINDING WHEN THE FINAL PAVEMENT MARKINGS ARE INSTALLED. ON EXPRESSWAYS, EPOXY MARKINGS SHALL BE REQUIRED ON ALL TEMPORARY PAVEMENT SURFACES OVER THE WINTER MONTHS. EPOXY USED OVER THE WINTER IN TRANSITION AREAS AT THE LIMITS OF CONSTRUCTION ON EXISTING SURFACES SHALL BE REMOVED BY GRINDING WHEN FINAL PAVEMENT MARKINGS ARE INSTALLED.

**LEGEND:**

- STAGE IA WORK AREA
- CONCRETE BARRIER
- EXISTING PAVEMENT MARKINGS
- PROPOSED PAVEMENT MARKINGS
- (A) - 4" YELLOW LINE
- (B) - 4" DOUBLE YELLOW LINE
- (C) - 6" WHITE LINE
- (D) - 6" WHITE DOTTED LINE (2' DASH 6' SKIP)
- (E) - 4" WHITE LINE
- (F) - 8" WHITE LINE
- (G) - 12" WHITE DIAGONAL LINE
- (H) - 24" WHITE LINE
- ARROW BOARD
- - DRUMS OR TYPE II BARRICADES WITH MONO-DIRECTIONAL STEADY BURN LIGHTS IN MULTI-LANE OR ONE WAY SECTIONS AND BI-DIRECTIONAL STEADY BURN LIGHTS IN TWO LANE TWO WAY SECTIONS, SPACED AT 50' C-C IN TANGENT SECTIONS AND 20' C-C IN TAPER SECTIONS AND CORNER RADII PER THE HIGHWAY STANDARDS.
- TRAFFIC DIRECTION
- IMPACT ATTENUATOR, TEMP. (FULLY REDIRECTIVE, NARROW) TEST LEVEL 2
- TYPE III BARRICADE
- REMOVE EXISTING CURB AND GUTTER AND MEDIAN SURFACE. PAVE WITH TEMPORARY PAVEMENT (10" HMA) ON A 4" AGGREGATE BASE COURSE.

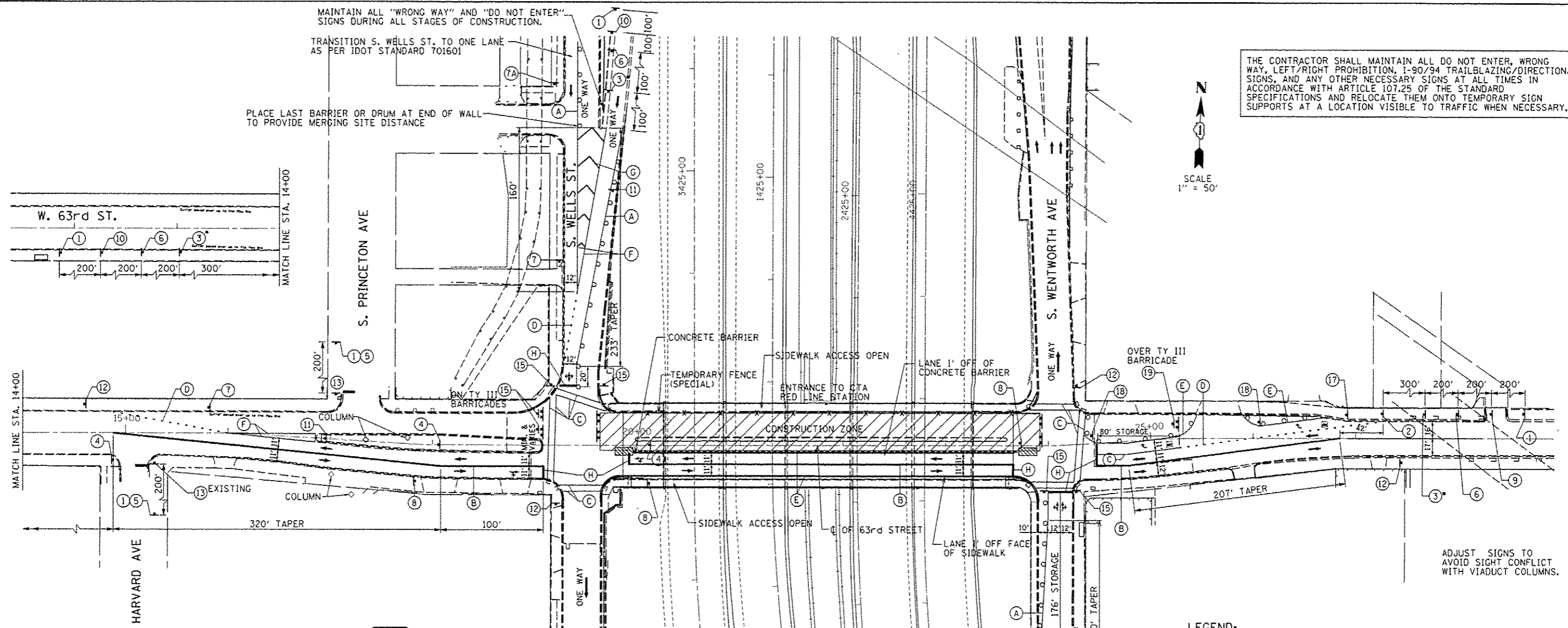
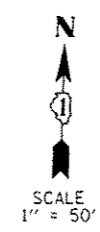
5/21/2013 2:50:38 AM

MAINTAIN ALL "WRONG WAY" AND "DO NOT ENTER" SIGNS DURING ALL STAGES OF CONSTRUCTION.

TRANSITION S. WELLS ST. TO ONE LANE AS PER IDOT STANDARD 701601

PLACE LAST BARRIER OR DRUM AT END OF WALL TO PROVIDE MERGING SITE DISTANCE

THE CONTRACTOR SHALL MAINTAIN ALL DO NOT ENTER, WRONG WAY, LEFT/RIGHT PROHIBITION, I-90/94 TRAILBLAZING/DIRECTIONAL SIGNS, AND ANY OTHER NECESSARY SIGNS AT ALL TIMES IN ACCORDANCE WITH ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS AND RELOCATE THEM ONTO TEMPORARY SIGN SUPPORTS AT A LOCATION VISIBLE TO TRAFFIC WHEN NECESSARY.



ADJUST SIGNS TO AVOID SIGHT CONFLICT WITH VIADUCT COLUMNS.

**WORK ZONE** W2-115(O)-3618

**SPEED LIMIT 30** R2-I-3648

**PHOTO ENFORCED** R10-190P-3618

**SUPPLEMENTAL** R2-1106-3618

**YIELD** R1-2-48

**STAGE II:**

**63RD STREET:**

- INSTALL ALL TRAFFIC CONTROL, PAVEMENT MARKING, TAPERS, DRUMS, BARRICADES, SIGNING AND REMOVE CONFLICTING PAVEMENT MARKING. INSTALL CONCRETE BARRIERS AND IMPACT ATTENUATORS. PLACE TEMPORARY TRAFFIC SIGNALS TO STAGE II CONFIGURATION.
- REMOVE AND RECONSTRUCT NORTH (WESTBOUND) PORTION OF BRIDGE, ABUTMENTS, PIERS, APPROACH PANELS AND RECONSTRUCTED PAVEMENTS. NORTH SIDEWALK TO REMAIN OPEN TO PROVIDE ACCESS TO CTA STATION. RECONSTRUCT NORTH (WESTBOUND) PAVEMENT INCLUDING 63RD STREET/WENTWORTH AVE. INTERSECTION AND THE EAST PORTION OF THE 63RD STREET/YALE AVE. INTERSECTION. COORDINATE SHIFTING OF ELECTRICAL CONDUITS.
- TAPE TEMPORARY PAVEMENT MARKINGS SHALL BE USED ON EXISTING/NEWLY CONSTRUCTED SURFACES. TEMPORARY PAINT SHALL BE USED ON TEMPORARY PAVEMENT OR PAVEMENT TO BE REMOVED.
- TEMPORARY PAVEMENT MARKING (PAINT) SHALL BE REQUIRED ON ALL TEMPORARY PAVEMENT SURFACES OVER THE WINTER MONTHS. PAINT USED OVER THE WINTER MONTHS IN THE TRANSITION AREAS ON EXISTING SURFACES SHALL BE REMOVED BY GRINDING WHEN THE FINAL PAVEMENT MARKINGS ARE INSTALLED. ON EXPRESSWAYS, EPOXY MARKINGS SHALL BE REQUIRED ON ALL TEMPORARY PAVEMENT SURFACES OVER THE WINTER MONTHS. EPOXY USED OVER THE WINTER IN TRANSITION AREAS AT THE LIMITS OF CONSTRUCTION ON EXISTING SURFACES SHALL BE REMOVED BY GRINDING WHEN FINAL PAVEMENT MARKINGS ARE INSTALLED.

① ROAD CONSTRUCTION AHEAD W20-1103(O)-48

② RIGHT TURN AHEAD W1-3L(O)-48

③ WORKER AHEAD W21-1A(O)-48

④ LEFT TURN AHEAD W1-3R(O)-48

⑤ AHEAD WORK ZONE M6-4(O)-2115

⑥ END WORK ZONE SPEED LIMIT G20-1103(O)-3660

⑦ YIELD R1-2-48

⑧ STOP R1-1

⑨ RIGHT LANE CLOSED AHEAD W20-5R(O)-48

⑩ LEFT LANE CLOSED AHEAD W20-5L(O)-48

⑪ ONE WAY W4-1(R)-48

⑫ ONE WAY R6-2R(O)-48

⑬ DO NOT ENTER R5-1

⑭ RIGHT LANE MUST TURN RIGHT R3-7R-30

⑮ ONLY R3-5R-30

⑯ "WORKERS" SIGN TO BE DISPLAYED ONLY WHEN WORKERS ARE PRESENT W1-6L

SEE BRIDGE TS&L FOR STAGING TYPICAL SECTION

**LEGEND:**

- STAGE II WORK AREA
- CONCRETE BARRIER
- TEMPORARY FENCE (SPECIAL)
- EXISTING PAVEMENT MARKINGS
- PROPOSED PAVEMENT MARKINGS
- 4" YELLOW LINE
- 4" DOUBLE YELLOW LINE
- 6" WHITE LINE
- 6" WHITE DOTTED LINE (2' DASH 6" SKIP)
- 4" WHITE LINE
- 8" WHITE LINE
- 12" WHITE DIAGONAL LINE
- 24" WHITE LINE
- ARROW BOARD
- DRUMS OR TYPE II BARRICADES WITH MONO-DIRECTIONAL STEADY BURN LIGHTS IN MULTI-LANE OR ONE WAY SECTIONS AND BI-DIRECTIONAL STEADY BURN LIGHTS IN TWO LANE TWO WAY SECTIONS, SPACED AT 50' C-C IN TANGENT SECTIONS AND 20' C-C IN TAPER SECTIONS AND CORNER RADIUS PER THE HIGHWAY STANDARDS.
- TRAFFIC DIRECTION
- IMPACT ATTENUATOR, TEMP. (FULLY REDIRECTIVE, NARROW) TEST LEVEL 2
- TYPE III BARRICADE
- REMOVE EXISTING CURB AND GUTTER AND MEDIAN SURFACE. PAVE WITH TEMPORARY PAVEMENT (10" HMA) ON A 4" AGGREGATE BASE COURSE.

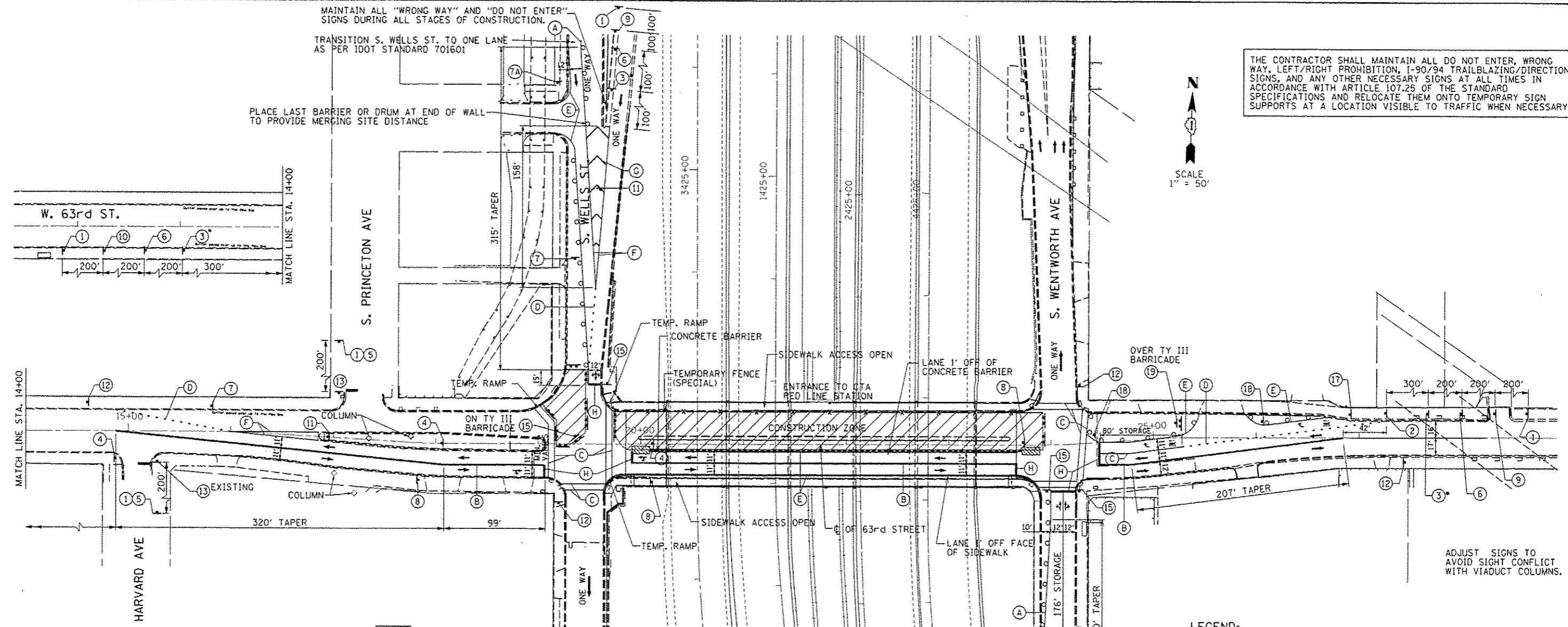
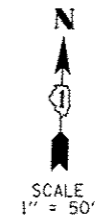
8/2/2013 2:51:00 AM

MAINTAIN ALL "WRONG WAY" AND "DO NOT ENTER" SIGNS DURING ALL STAGES OF CONSTRUCTION.

TRANSITION S. WELLS ST. TO ONE LANE AS PER IDOT STANDARD 701601

PLACE LAST BARRIER OR DRUM AT END OF WALL TO PROVIDE MERGING SITE DISTANCE

THE CONTRACTOR SHALL MAINTAIN ALL DO NOT ENTER, WRONG WAY, LEFT/RIGHT PROHIBITION, I-90/94 TRAILBLAZING/DIRECTIONAL SIGNS, AND ANY OTHER NECESSARY SIGNS AT ALL TIMES IN ACCORDANCE WITH ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS AND RELOCATE THEM ONTO TEMPORARY SIGN SUPPORTS AT A LOCATION VISIBLE TO TRAFFIC WHEN NECESSARY.



**WORK ZONE** W2-115(O)-3618  
**SPEED LIMIT** R2-1-3648  
**PHOTO ENFORCED** R10-190P-3618  
**SITE/SURVEY MINIMUM** R2-1106-3618

**STAGE IIA:**  
 63RD STREET:  
 1. IN STAGE IIA RECONSTRUCT WEST PORTION OF THE 63RD STREET/YALE AVE. INTERSECTION TO THE LIMITS SHOWN. CONSTRUCT PORTIONS OF PERMANENT TRAFFIC SIGNALS. ADJUST TEMPORARY PAVEMENT MARKINGS, BARRIERS AND SIGNING FOR YALE AVE., 63RD ST. WEST OF YALE, AND WESTBOUND 63RD ST. APPROACHING YALE ST. INTERSECTION. CONTINUE BRIDGE AND OTHER ROADWAY WORK FROM STAGE II.  
 2. TAPE TEMPORARY PAVEMENT MARKINGS SHALL BE USED ON EXISTING/NEWLY CONSTRUCTED SURFACES. TEMPORARY PAINT SHALL BE USED ON TEMPORARY PAVEMENT OR PAVEMENT TO BE REMOVED.  
 3. TEMPORARY PAVEMENT MARKING (PAINT) SHALL BE REQUIRED ON ALL TEMPORARY PAVEMENT SURFACES OVER THE WINTER MONTHS. PAINT USED OVER THE WINTER MONTHS IN THE TRANSITION AREAS ON EXISTING SURFACES SHALL BE REMOVED BY GRINDING WHEN THE FINAL PAVEMENT MARKINGS ARE INSTALLED. ON EXPRESSWAYS, EPOXY MARKINGS SHALL BE REQUIRED ON ALL TEMPORARY PAVEMENT SURFACES OVER THE WINTER MONTHS. EPOXY USED OVER THE WINTER IN TRANSITION AREAS AT THE LIMITS OF CONSTRUCTION ON EXISTING SURFACES SHALL BE REMOVED BY GRINDING WHEN FINAL PAVEMENT MARKINGS ARE INSTALLED.

**LEGEND:**  
 [Hatched Box] - STAGE II WORK AREA  
 [Solid Line] - CONCRETE BARRIER  
 [Dashed Line] - TEMPORARY FENCE (SPECIAL)  
 [Dotted Line] - EXISTING PAVEMENT MARKINGS  
 [Solid Line] - PROPOSED PAVEMENT MARKINGS  
 (A) - 4" YELLOW LINE  
 (B) - 4" DOUBLE YELLOW LINE  
 (C) - 6" WHITE LINE  
 (D) - 6" WHITE DOTTED LINE (2' DASH 6' SKIP)  
 (E) - 4" WHITE LINE  
 (F) - 8" WHITE LINE  
 (G) - 12" WHITE DIAGONAL LINE  
 (H) - 24" WHITE LINE  
 [Arrow] - ARROW BOARD  
 (O) - DRUMS OR TYPE II BARRICADES WITH MONO-DIRECTIONAL STEADY BURN LIGHTS IN MULTI-LANE OR ONE WAY SECTIONS AND BI-DIRECTIONAL STEADY BURN LIGHTS IN TWO LANE TWO WAY SECTIONS, SPACED AT 50' C-C IN TANGENT SECTIONS AND 20' C-C IN TAPER SECTIONS AND CORNER RADII PER THE HIGHWAY STANDARDS.  
 [Arrow] - TRAFFIC DIRECTION  
 [Hatched Box] - IMPACT ATTENUATOR, TEMP. (FULLY REDIRECTIVE, NARROW) TEST LEVEL 2  
 [Dashed Line] - TYPE III BARRICADE  
 [Hatched Box] - REMOVE EXISTING CURB AND GUTTER AND MEDIAN SURFACE, PAVE WITH TEMPORARY PAVEMENT (10" HMA) ON A 4" AGGREGATE BASE COURSE.

**WORKERS SIGN TO BE DISPLAYED ONLY WHEN WORKERS ARE PRESENT**

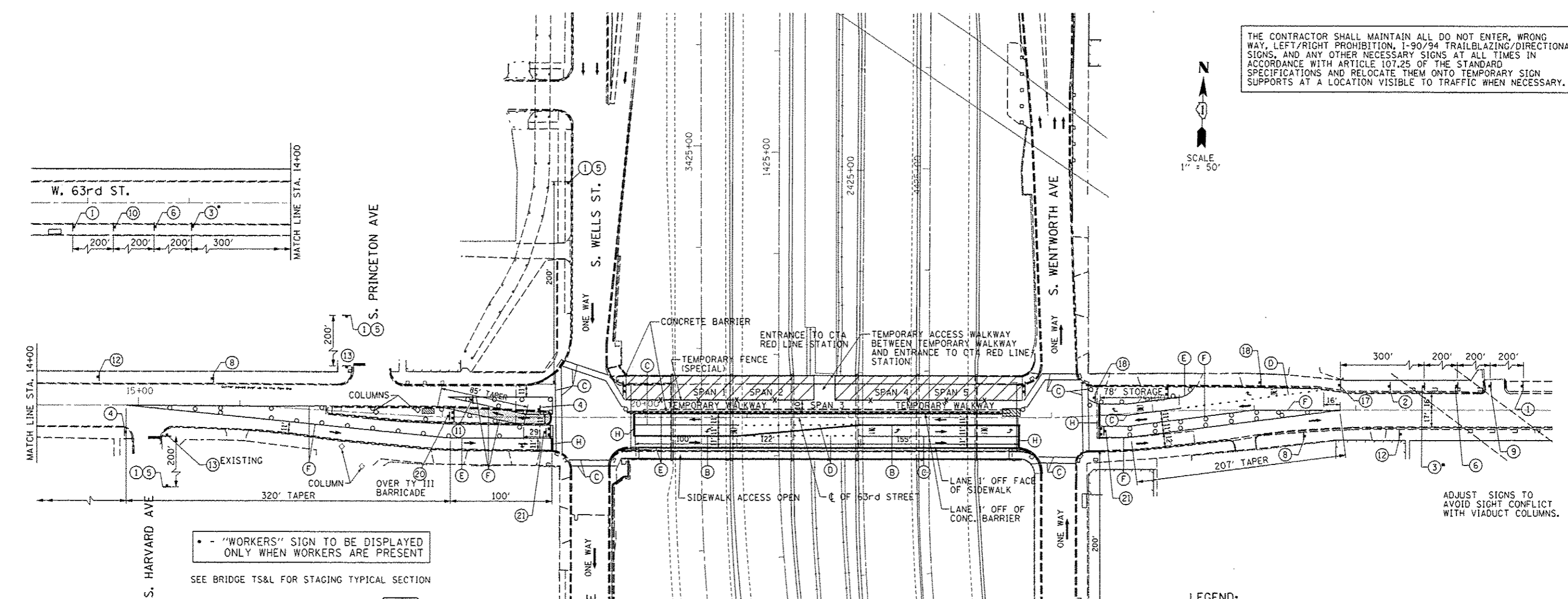
SEE BRIDGE TS&L FOR STAGING TYPICAL SECTION

25/2013 AN  
9/21/2013

<b>GR2EF</b> 8501 W. Higgins Road, Suite 280 Chicago, Illinois 60631 (773) 399-0112	USER NAME - D766	DESIGNED - JSO	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>63rd STREET BRIDGE REPLACEMENT - COOK COUNTY</b> <b>SUGGESTED MAINTENANCE OF TRAFFIC - 63rd STREET - STAGE IIA</b>		F.A.I. RTE. 94	SECTION 1920-B	COUNTY COOK	TOTAL SHEETS 137	SHEET NO. 15
	PLOT SCALE - 1/8"=50' / 1" PLOT DATE - 9/21/2013	CHECKED - TNS	DATE - 03-15-2013		REVISED -	SCALE: 1"=50'	SHEET OF SHEETS	STA. TO STA.	CONTRACT NO. 60J15		ILLINOIS FED. AID PROJECT



THE CONTRACTOR SHALL MAINTAIN ALL DO NOT ENTER, WRONG WAY, LEFT/RIGHT PROHIBITION, 1-90/94 TRAILBLAZING/DIRECTIONAL SIGNS, AND ANY OTHER NECESSARY SIGNS AT ALL TIMES IN ACCORDANCE WITH ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS AND RELOCATE THEM ONTO TEMPORARY SIGN SUPPORTS AT A LOCATION VISIBLE TO TRAFFIC WHEN NECESSARY.



• - "WORKERS" SIGN TO BE DISPLAYED ONLY WHEN WORKERS ARE PRESENT  
SEE BRIDGE TS&L FOR STAGING TYPICAL SECTION

W20-1103(O)-48	W1-3L(O)-48	W21-1A(O)-48	W1-3R(O)-48	M6-4(O)-2115	R2-1-3648	R1-2-48	
W3-2(O)-48	W6-3-48	W20-5R(O)-48	W20-5L(O)-48	W4-1(R)-48	G20-1103(O)-3660	R1-1	R6-2R(O)-48
R5-1	R3	R3-7R-30	R3-5R-30		W1-6R	R4-7A	

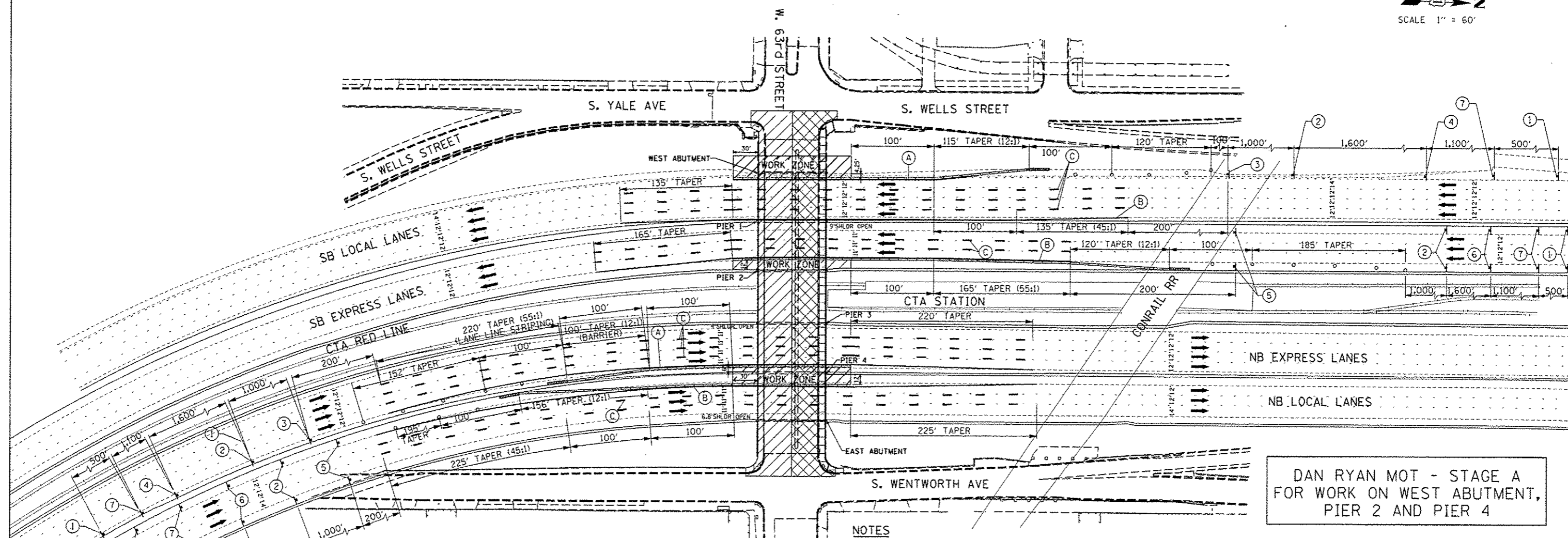
**STAGE III:**

- 63RD STREET:**  
1. INSTALL ALL TRAFFIC CONTROL, PAVEMENT MARKING, TAPERS, DRUMS, BARRICADES, SIGNING AND REMOVE CONFLICTING PAVEMENT MARKING. INSTALL TEMPORARY PAVEMENT WEST OF YALE AVENUE. INSTALL CONCRETE BARRIERS AND IMPACT ATTENUATORS. PLACE TEMPORARY TRAFFIC SIGNALS TO STAGE III CONFIGURATION.
- REMOVE AND RECONSTRUCT NORTH PORTION OF BRIDGE, ABUTMENTS, PIERS, APPROACH PANELS AND RECONSTRUCTED PAVEMENTS. PROVIDE TEMPORARY ACCESS WALKWAY TO MAINTAIN ACCESS TO CTA STATION. CONTRACTOR MUST MINIMIZE SPAN 3 BEAM REMOVAL AND REPLACEMENT DURATION IN ORDER TO REDUCE THE TIME OF NO ACCESS TO CTA STATION. RECONSTRUCT PAVEMENTS AND SIDEWALK AS REQUIRED. COORDINATE SHIFTING OF ELECTRICAL CONDUITS.
- COMPLETE PERMANENT SIGNALS, LIGHTING, MISCELLANEOUS PAVING, STABILIZED MEDIAN WEST OF YALE AVE., SIGNAGE AND PAVEMENT MARKING.
- TAPE TEMPORARY PAVEMENT MARKINGS SHALL BE USED ON EXISTING/NEWLY CONSTRUCTED SURFACES. TEMPORARY PAINT SHALL BE USED ON TEMPORARY PAVEMENT OR PAVEMENT TO BE REMOVED.
- TEMPORARY PAVEMENT MARKING (PAINT) SHALL BE REQUIRED ON ALL TEMPORARY PAVEMENT SURFACES OVER THE WINTER MONTHS. PAINT USED OVER THE WINTER MONTHS IN THE TRANSITION AREAS ON EXISTING SURFACES SHALL BE REMOVED BY GRINDING WHEN THE FINAL PAVEMENT MARKINGS ARE INSTALLED. ON EXPRESSWAYS, EPOXY MARKINGS SHALL BE REQUIRED ON ALL TEMPORARY PAVEMENT SURFACES OVER THE WINTER MONTHS. EPOXY USED OVER THE WINTER IN TRANSITION AREAS AT THE LIMITS OF CONSTRUCTION ON EXISTING SURFACES SHALL BE REMOVED BY GRINDING WHEN FINAL PAVEMENT MARKINGS ARE INSTALLED.

**LEGEND:**

- STAGE III WORK AREA
- CONCRETE BARRIER
- TEMPORARY FENCE (SPECIAL)
- EXISTING PAVEMENT MARKINGS
- PROPOSED PAVEMENT MARKINGS
- 4" YELLOW LINE
- 4" DOUBLE YELLOW LINE
- 6" WHITE LINE
- 6" WHITE DOTTED LINE (2' DASH 6' SKIP)
- 4" WHITE LINE
- 8" WHITE LINE
- 12" WHITE DIAGONAL LINE
- 24" WHITE LINE
- ARROW BOARD
- DRUMS OR TYPE II BARRICADES WITH MONO-DIRECTIONAL STEADY BURN LIGHTS IN MULTI-LANE OR ONE WAY SECTIONS AND BI-DIRECTIONAL STEADY BURN LIGHTS IN TWO LANE TWO WAY SECTIONS, SPACED AT 50' C-C IN TANGENT SECTIONS AND 20' C-C IN TAPER SECTIONS AND CORNER RADII PER THE HIGHWAY STANDARDS.
- TRAFFIC DIRECTION
- IMPACT ATTENUATOR, TEMP. (FULLY REDIRECTIVE, NARROW) TEST LEVEL 2
- TYPE III BARRICADE
- REMOVE EXISTING CURB AND GUTTER AND MEDIAN SURFACE. PAVE WITH TEMPORARY PAVEMENT (10" HMA) ON A 4" AGGREGATE BASE COURSE.

FILES 6/27/2013 2:54:44 AM



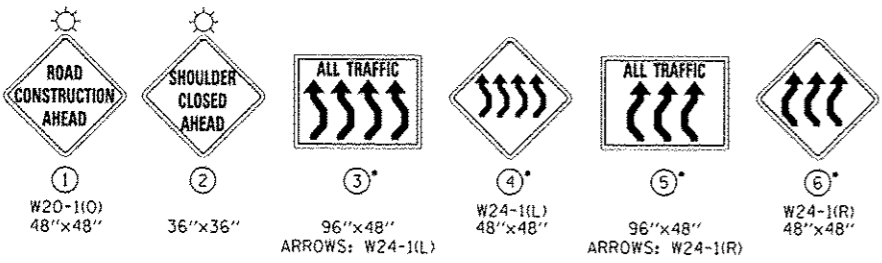
DAN RYAN MOT - STAGE A  
FOR WORK ON WEST ABUTMENT,  
PIER 2 AND PIER 4

**LEGEND:**

- 63rd STREET - STAGE I CONSTRUCTION (SOUTH HALF SUPERSTRUCTURE)
- 63rd STREET - STAGE II CONSTRUCTION (NORTH HALF SUPERSTRUCTURE TO SIDEWALK)
- 63rd STREET - STAGE III CONSTRUCTION (NORTH HALF SUPERSTRUCTURE FROM SIDEWALK TO NORTH END OF BRIDGE)
- TEMPORARY CONCRETE BARRIER
- EXISTING PAVEMENT MARKINGS
- TEMPORARY PAVEMENT MARKINGS
- (A) - 4" WHITE EDGE LINE (RIGHT)
- (B) - 4" YELLOW EDGE LINE (LEFT)
- (C) - 5" WHITE SKIP DASH LANE LINES (10' DASH, 30' SKIP)
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' C-C IN TAPERS AND 100' C-C IN TANGENTS OR TYPE II BARRICADE
- IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3 (20030260)
- TRAFFIC DIRECTION
- TYPE III BARRICADE

**NOTES**

1. TEMPORARY CONCRETE BARRIERS SHALL HAVE IMPACT ATTENUATOR AT END OF BARRIER AS PER DISTRICT ONE STANDARD.
2. FOR ALL STAGES OF CONSTRUCTION ON 63rd STREET THERE WILL BE 2 STAGES ON THE EXPRESSWAY IN ORDER TO SHIFT WORK AREAS SO THAT ADJACENT PIERS/ABUTMENTS ARE NOT BEING WORKED ON AT THE SAME TIME. DURING DAN RYAN STAGE A THE CONTRACTOR SHALL CONFINE WORK TO THE FOLLOWING PIERS/ABUTMENTS:  
- WEST ABUTMENT, PIER 2, PIER 4  
SEE FOLLOWING SHEET FOR DAN RYAN STAGE B.
3. DURING EACH STAGE OF 63rd STREET BRIDGE SUPERSTRUCTURE CONSTRUCTION, SWITCH DAN RYAN MOT BETWEEN DAN RYAN STAGE A AND STAGE B AS NEEDED DEPENDING ON PIER REMOVAL AND CONSTRUCTION.
4. THE DAN RYAN SHOULDERS HAVE RECESSED RUMBLE STRIPS. PRIOR TO SHIFTING TRAFFIC ONTO SHOULDERS, THE RUMBLE STRIPS WILL BE TEMPORARILY FILLED IN WITH A TEMPORARY COLD MIX PATCH UNDER THE ITEM PARTIAL DEPTH PATCHING, WHICH SHALL BE MAINTAINED UNTIL TRAFFIC IS SHIFTED OFF THE SHOULDER. THE TEMPORARY PATCHING SHALL THEN BE REMOVED, AND THE RUMBLE STRIPS REESTABLISHED.
5. USE APPLICABLE PORTIONS OF IDOT DISTRICT ONE STANDARDS: "TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE & MULTI-LANE WEAVE" (TC-09) AND "TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES" (TC-17). ALSO USE IDOT STANDARD "APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY" (701400) FOR SIGNING IN ADVANCE OF WHAT IS SHOWN ON THESE PLANS.
6. ALL EXISTING PAVEMENT MARKINGS REMOVED DUE TO TRAFFIC CONTROL SHALL BE REPLACED IN KIND AS DIRECTED BY THE ENGINEER.
7. FOR THE REMOVAL OF EXISTING PAVEMENT MARKING AND PLACEMENT OF TEMPORARY AND PERMANENT PAVEMENT MARKING, USE IDOT DISTRICT ONE STANDARD: "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" (TC-12), MODIFIED AS DIRECTED BY THE ENGINEER.
8. FOR NIGHTTIME LANE CLOSURES, USE APPLICABLE PORTIONS OF IDOT STANDARD 701401 AND DISTRICT ONE STANDARDS TC-9 AND TC-17. ALSO ADHERE TO THE SPECIFICATIONS OF DISTRICT ONE SPECIAL PROVISION "KEEPING THE EXPRESSWAY OPEN TO TRAFFIC" (9010001), LATEST EDITION.
9. WORK IN ACCORDANCE WITH TRAFFIC CONTROL AND PROTECTION STANDARDS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE PAID FOR AS "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAY)", LUMP SUM.
10. TAPE TEMPORARY PAVEMENT MARKINGS SHALL BE USED ON EXISTING/NEWLY CONSTRUCTED SURFACES. TEMPORARY PAINT SHALL BE USED ON TEMPORARY PAVEMENT OR PAVEMENT TO BE REMOVED.
11. TEMPORARY PAVEMENT MARKING (PAINT) SHALL BE REQUIRED ON ALL TEMPORARY PAVEMENT SURFACES OVER THE WINTER MONTHS. PAINT USED OVER THE WINTER MONTHS IN THE TRANSITION AREAS ON EXISTING SURFACES SHALL BE REMOVED BY GRINDING WHEN THE FINAL PAVEMENT MARKINGS ARE INSTALLED. ON EXPRESSWAYS, EPOXY MARKINGS SHALL BE REQUIRED ON ALL TEMPORARY PAVEMENT SURFACES OVER THE WINTER MONTHS. EPOXY USED OVER THE WINTER IN TRANSITION AREAS AT THE LIMITS OF CONSTRUCTION ON EXISTING SURFACES SHALL BE REMOVED BY GRINDING WHEN FINAL PAVEMENT MARKINGS ARE INSTALLED.

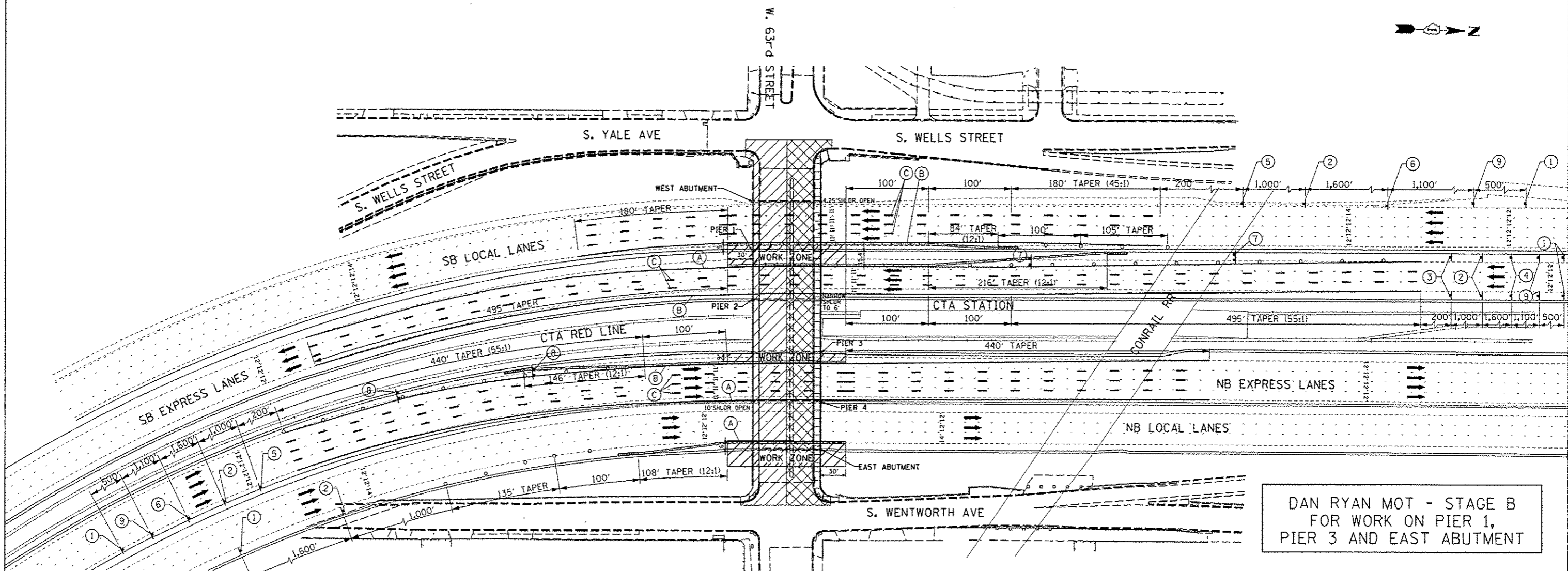


\*NUMBER OF ARROWS SHALL MATCH  
NUMBER OF LANES OPEN TO TRAFFIC

5/12/2013 14:46:07 AM

USER NAME = 0766	DESIGNED - JSO	REVISED -
DRAWN - HJM	REVISED -	
CHECKED - TNS	REVISED -	
DATE - 03-15-2013	REVISED -	

F.A.I. RTE. 94	SECTION 1920-B	COUNTY COOK	TOTAL SHEETS 137	SHEET NO. 17
CONTRACT NO. 60J15			ILLINOIS REG. AID PROJECT	



DAN RYAN MOT - STAGE B  
FOR WORK ON PIER 1,  
PIER 3 AND EAST ABUTMENT

**LEGEND:**

- 63rd STREET - STAGE I CONSTRUCTION (SOUTH HALF SUPERSTRUCTURE)
- 63rd STREET - STAGE II CONSTRUCTION (NORTH HALF SUPERSTRUCTURE TO SIDEWALK)
- 63rd STREET - STAGE III CONSTRUCTION (NORTH HALF SUPERSTRUCTURE FROM SIDEWALK TO NORTH END OF BRIDGE)
- TEMPORARY CONCRETE BARRIER
- EXISTING PAVEMENT MARKINGS
- TEMPORARY PAVEMENT MARKINGS
- 4" WHITE EDGE LINE (RIGHT)
- 4" YELLOW EDGE LINE (LEFT)
- 5" WHITE SKIP DASH LANE LINES (10' DASH, 30' SKIP)
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' C-C IN TAPERS AND 100' C-C IN TANGENTS OR TYPE II BARRICADE
- IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3 (Z0030260)
- TRAFFIC DIRECTION
- TYPE III BARRICADE

**NOTES**

1. TEMPORARY CONCRETE BARRIERS SHALL HAVE IMPACT ATTENUATOR AT END OF BARRIER AS PER DISTRICT ONE STANDARD.
2. FOR ALL STAGES OF CONSTRUCTION ON 63rd STREET THERE WILL BE 2 STAGES ON THE EXPRESSWAY IN ORDER TO SHIFT WORK AREAS SO THAT ADJACENT PIERS/ABUTMENTS ARE NOT BEING WORKED ON AT THE SAME TIME.  
DURING DAN RYAN STAGE B THE CONTRACTOR SHALL CONFINE WORK TO THE FOLLOWING PIERS/ABUTMENTS:  
- PIER 1, PIER 3, EAST ABUTMENT  
SEE PREVIOUS SHEET FOR DAN RYAN STAGE A.
3. DURING EACH STAGE OF 63rd STREET BRIDGE SUPERSTRUCTURE CONSTRUCTION, SWITCH DAN RYAN MOT BETWEEN DAN RYAN STAGE A AND STAGE B AS NEEDED DEPENDING ON PIER REMOVAL AND CONSTRUCTION.
4. USE APPLICABLE PORTIONS OF IDOT DISTRICT ONE STANDARDS: "TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE & MULTI-LANE WEAVE" (TC-09) AND "TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES" (TC-17).  
ALSO USE IDOT STANDARD "APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY" (701400) FOR SIGNING IN ADVANCE OF WHAT IS SHOWN ON THESE PLANS.
5. ALL EXISTING PAVEMENT MARKINGS REMOVED DUE TO TRAFFIC CONTROL SHALL BE REPLACED IN KIND AS DIRECTED BY THE ENGINEER.
6. FOR THE REMOVAL OF EXISTING PAVEMENT MARKING AND PLACEMENT OF TEMPORARY AND PERMANENT PAVEMENT MARKING, USE IDOT DISTRICT ONE STANDARD: "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" (TC-12), MODIFIED AS DIRECTED BY THE ENGINEER.
7. FOR NIGHTTIME LANE CLOSURES, USE APPLICABLE PORTIONS OF IDOT STANDARD 701401 AND DISTRICT ONE STANDARDS TC-09 AND TC-12. ALSO ADHERE TO THE SPECIFICATIONS OF DISTRICT ONE SPECIAL PROVISION "KEEPING THE EXPRESSWAY OPEN TO TRAFFIC" (9010001) LATEST EDITION.
8. WORK IN ACCORDANCE WITH TRAFFIC CONTROL AND PROTECTION STANDARDS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE PAID FOR AS "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAY)", LUMP SUM.
9. TAPE TEMPORARY PAVEMENT MARKINGS SHALL BE USED ON EXISTING/NEWLY CONSTRUCTED SURFACES. TEMPORARY PAINT SHALL BE USED ON TEMPORARY PAVEMENT OR PAVEMENT TO BE REMOVED.
10. TEMPORARY PAVEMENT MARKING (PAINT) SHALL BE REQUIRED ON ALL TEMPORARY PAVEMENT SURFACES OVER THE WINTER MONTHS. PAINT USED OVER THE WINTER MONTHS IN THE TRANSITION AREAS ON EXISTING SURFACES SHALL BE REMOVED BY GRINDING WHEN THE FINAL PAVEMENT MARKINGS ARE INSTALLED. ON EXPRESSWAYS, EPOXY MARKINGS SHALL BE REQUIRED ON ALL TEMPORARY PAVEMENT SURFACES OVER THE WINTER MONTHS. EPOXY USED OVER THE WINTER IN TRANSITION AREAS AT THE LIMITS OF CONSTRUCTION ON EXISTING SURFACES SHALL BE REMOVED BY GRINDING WHEN FINAL PAVEMENT MARKINGS ARE INSTALLED.

①  
 W20-1(O)  
 48"x48"

②  
 36"x36"

③  
 96"x48"  
 ARROWS: W24-1(L)

④  
 W24-1(L)  
 48"x48"

⑤  
 96"x48"  
 ARROWS: W24-1(R)

⑥  
 W24-1(R)  
 48"x48"

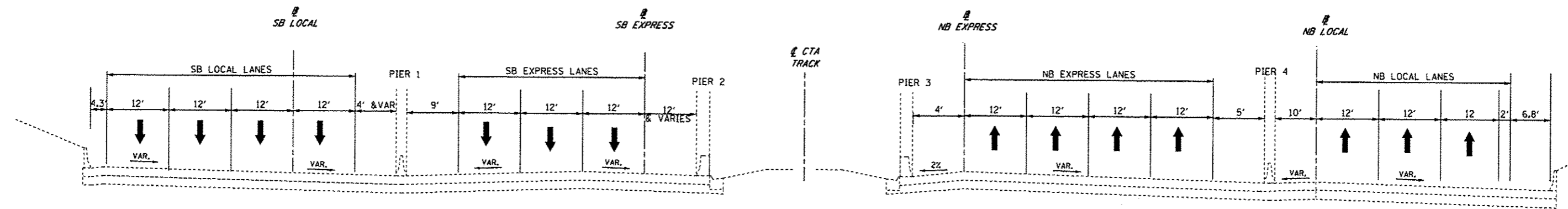
⑦  
 W1-6L  
 60"x30"

⑧  
 W1-6R  
 60"x30"

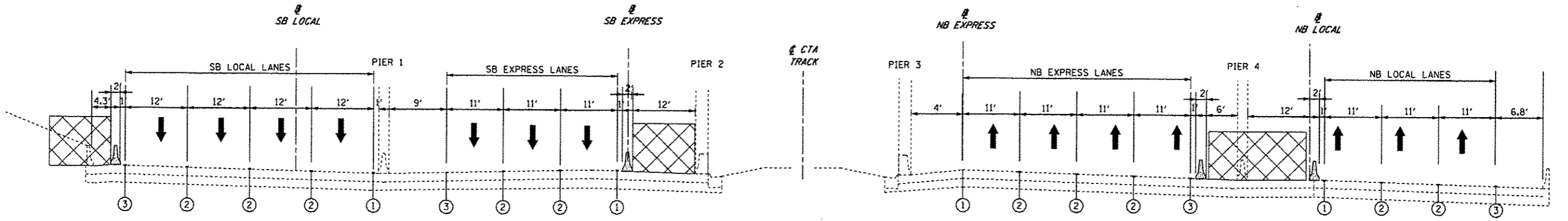
⑨  
 R2-1-3648  
 PHOTO ENFORCED  
 R10-190P-3618  
 3/5" MINIMUM  
 R2-1106-3618

\*NUMBER OF ARROWS SHALL MATCH NUMBER OF LANES OPEN TO TRAFFIC

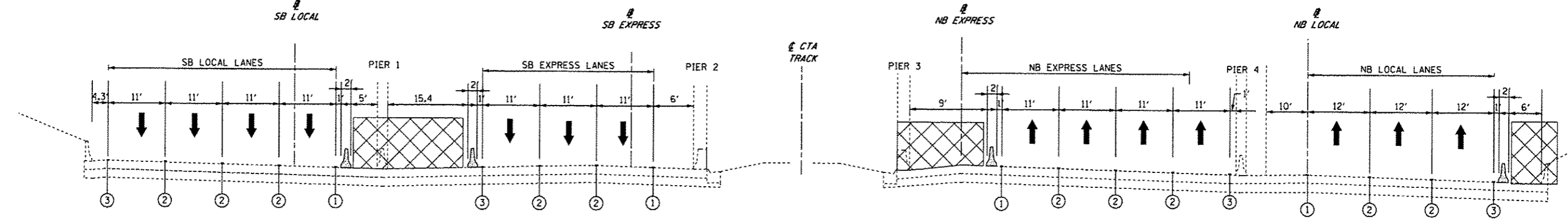
8/16/2013 5:21:23 AM



**EXISTING TYPICAL SECTION  
 I 90/94 DAN RYAN EXPRESSWAY  
 AT 63rd ST BRIDGE**



**SUGGESTED MAINTENANCE OF TRAFFIC - STAGE A  
 I 90/94 DAN RYAN EXPRESSWAY  
 AT 63rd ST BRIDGE**



**SUGGESTED MAINTENANCE OF TRAFFIC - STAGE B  
 I 90/94 DAN RYAN EXPRESSWAY  
 AT 63rd ST BRIDGE**

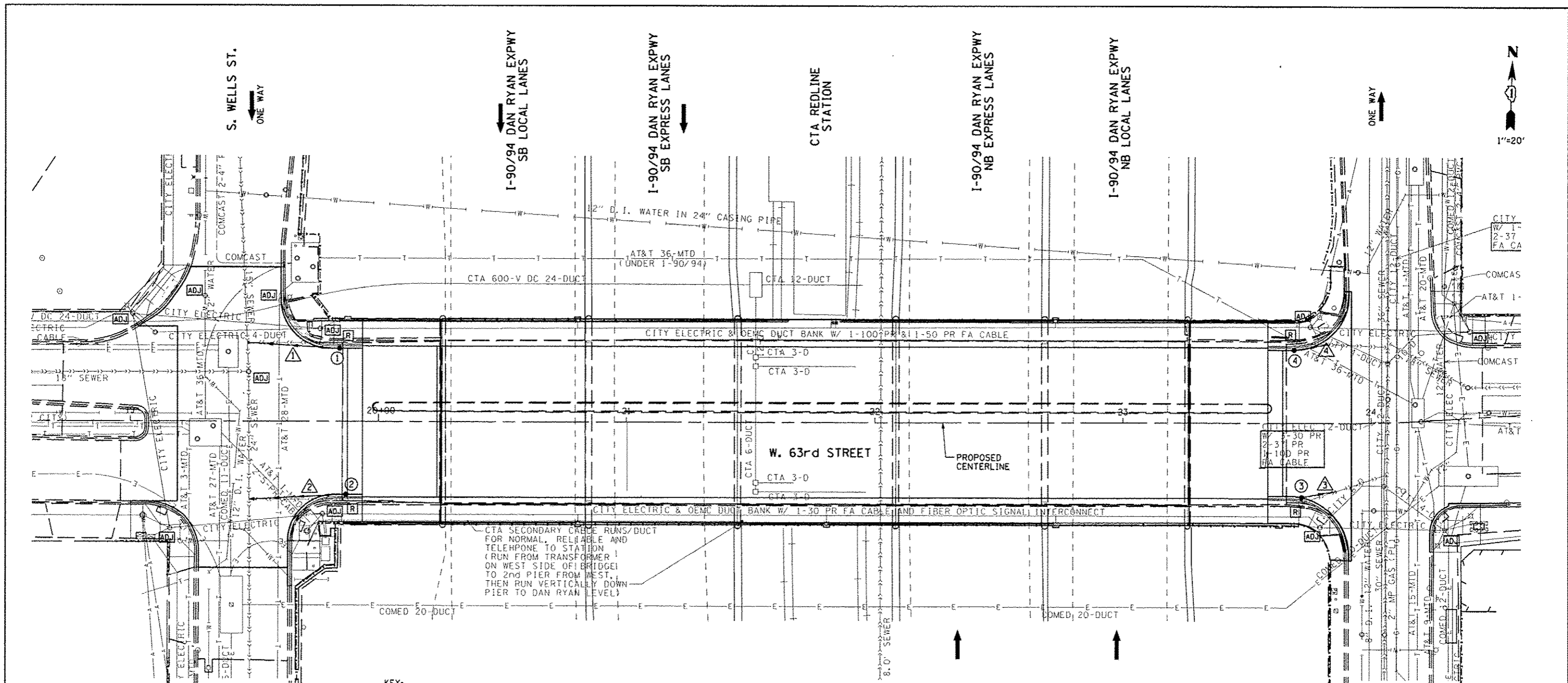
NOTE:  
 SEE SHEETS 17 AND 18 FOR PAVEMENT MARKING TYPES.

**LEGEND**

- WORK ZONE
- TEMPORARY CONCRETE BARRIER
- ① TEMPORARY PAVEMENT MARKING LINE (4" YELLOW EDGE LINE- LEFT)
- ② TEMPORARY PAVEMENT MARKING LINE (30"-10" SKIP DASH, 5" WHITE)
- ③ TEMPORARY PAVEMENT MARKING LINE (4" WHITE EDGE LINE- RIGHT)

FILE NAME *	USER NAME * *USER*	DESIGNED - KMM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>63rd STREET BRIDGE REPLACEMENT SUGGESTED MAINTENANCE OF TRAFFIC DAN RYAN EXPWY</b>				F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*FILE#		DRAWN - LV	REVISED -		94	1920-B	COOK	137	19				
PLOT SCALE * *SCALE*		CHECKED - JDH	REVISED -		SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.				CONTRACT NO. 60J15				
PLOT DATE * *DATE*		DATE - 02-22-2012	REVISED -		ILLINOIS FED. AID PROJECT								





- KEY:**
- ADJ STRUCTURE TO BE ADJUSTED
  - R STRUCTURE TO BE REMOVED
  - 1 PROPOSED STRUCTURE
  - 1 PROPOSED SEWER

STRUCTURE NO.	LOCATION		STRUCTURE TYPE	ELEVATION	
	STATION	OFFSET		RIM	INV
①	19+84.5	29.5' LT	CB, TY A, 4' DIA., TYPE 1 FRAME, OPEN LID (CITY OF CHICAGO)	599.92	594.75
②	19+87	29.5' RT	CB, TY A, 4' DIA., TYPE 1 FRAME, OPEN LID (CITY OF CHICAGO)	600.22	595.05
③	23+72	30' RT	CB, TY A, 4' DIA., TYPE 1 FRAME, OPEN LID (CITY OF CHICAGO)	600.41	595.24
④	23+69	29.5' LT	CB, TY A, 4' DIA., TYPE 1 FRAME, OPEN LID (CITY OF CHICAGO)	600.43	595.26

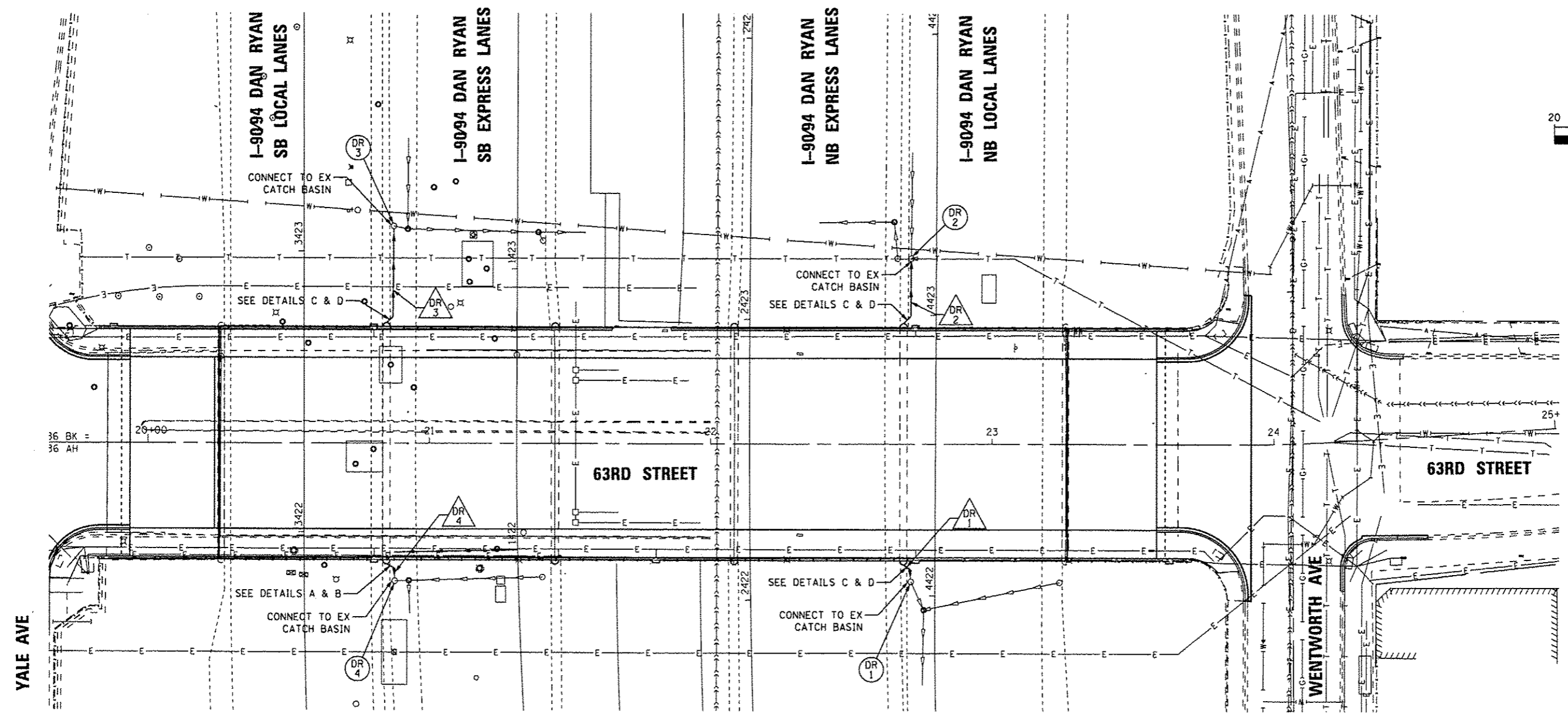
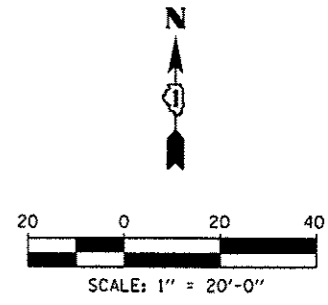
**NOTES:**

SEWER STRUCTURE RIMS ARE GIVEN AT THE FLOWLINE ELEVATIONS.

DRAINAGE STRUCTURES AND SEWER TO BE REMOVED WITHIN THE PROPOSED SEWER TRENCH ARE INCLUDED IN THE COST OF THE NEW SEWER, AND ARE NOT PAID FOR SEPARATELY.

PIPE NO.	LOCATION FROM STRUCTURE	SIZE & MATERIAL	LENGTH	SLOPE
①	① TO MAINLINE SEWER	STORM SEWER, TYPE 2, 8" ESVCP	36'	1%
②	② TO MAINLINE SEWER	STORM SEWER, TYPE 2, 8" ESVCP	38'	1%
③	③ TO MAINLINE SEWER	STORM SEWER, TYPE 2, 8" ESVCP	12'	1%
④	④ TO MAINLINE SEWER	STORM SEWER, TYPE 2, 8" ESVCP	12'	1%

9 FILES 5/21/2013 10:01:27 AM



**NOTES:**

1. CONTRACTOR TO VERIFY RIM AND INVERT ELEVATIONS OF EXISTING SEWERS AND CATCH BASINS ALONG DAN RYAN.
2. FOR PARTIAL PIER ELEVATION PLAN, REFER TO STRUCTURAL PLANS
3. FOR RESTORATION PLAN, SEE SHEET 118.
4. FOR DETAILS A THROUGH D, SEE SHEET 21.

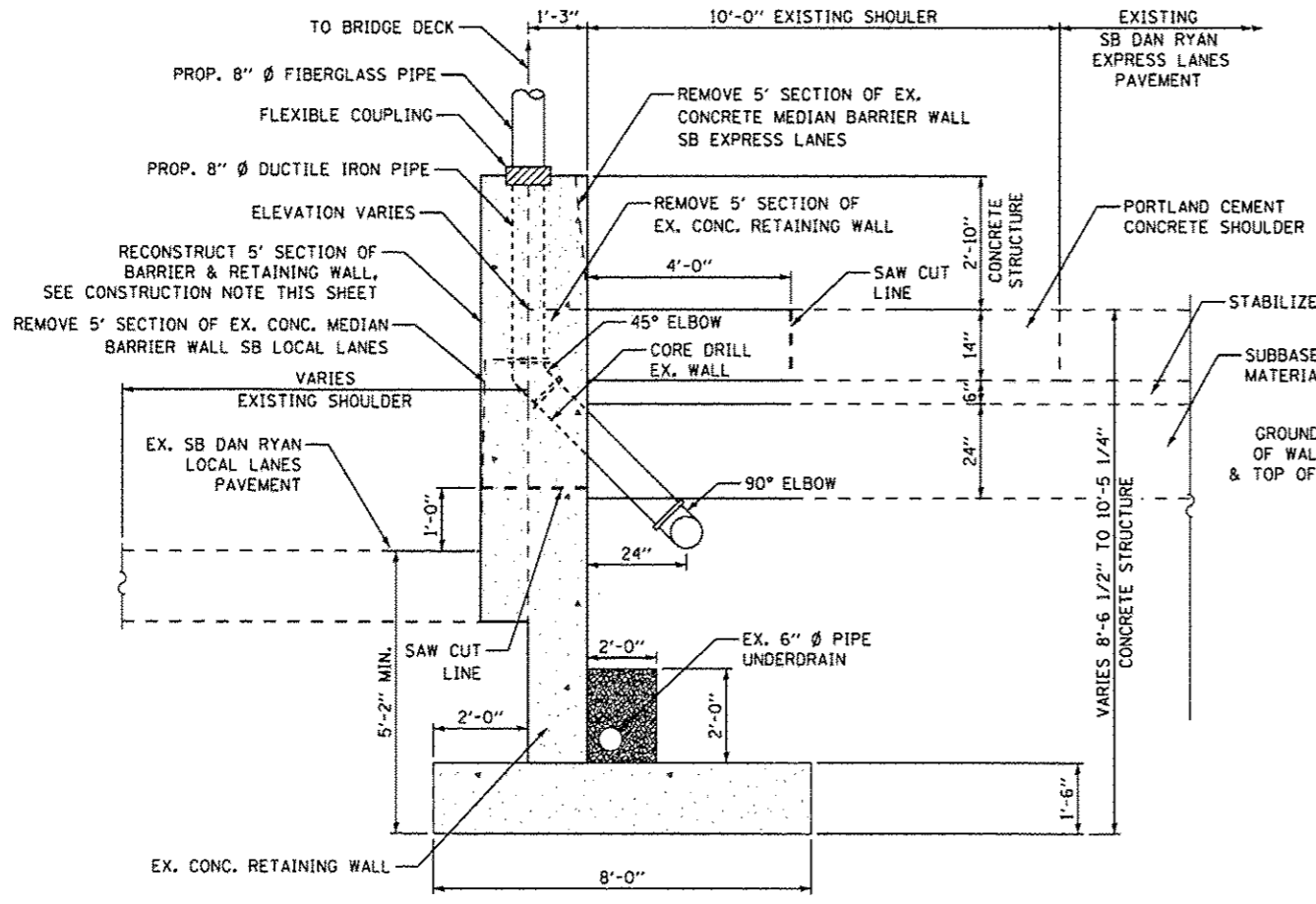
PIPE NO.	LOCATION	SIZE & MATERIAL	VERTICAL LENGTH TO TOP OF BARRIER WALL	HORIZONTAL LENGTH	SLOPE
DR1	VERTICAL 8" DOWNSPOUT @ PIER TO EX CATCH BASIN	STORM SEWER, 8" DIP	9'	8'	1% +/-
DR2	VERTICAL 8" DOWNSPOUT @ PIER TO EX CATCH BASIN	STORM SEWER, 8" DIP	9'	24'	1% +/-
DR3	VERTICAL 8" DOWNSPOUT @ PIER TO EX CATCH BASIN	STORM SEWER, 8" DIP	10'	36'	2% +/-
DR4	VERTICAL 8" DOWNSPOUT @ PIER TO EX CATCH BASIN	STORM SEWER, 8" DIP	9'	8'	2% +/-

STRUCTURE NO.	LOCATION		STRUCTURE TYPE	ELEVATION	
	STATION	OFFSET		RIM	INVERT
DR1	4422+05	9' L	EX CB, EA, 4' DIA T20 F & G	580.83	576.29 N PR, 574.80 S EX
DR2	4423+20	9' L	EX CB, EA, 4' DIA T20 F & G	581.37	576.39 S PR, 571.43 N EX, 571.43 W EX
DR3	1423+10	44' L	EX CB, EA, 4' DIA T20 F & G	582.77	577.19 S PR, 576.95 SE EX
DR4	1421+90	44' L	EX CB, EA, 4' DIA T20 F & G	583.19	578.69 N PR, 577.37 E EX

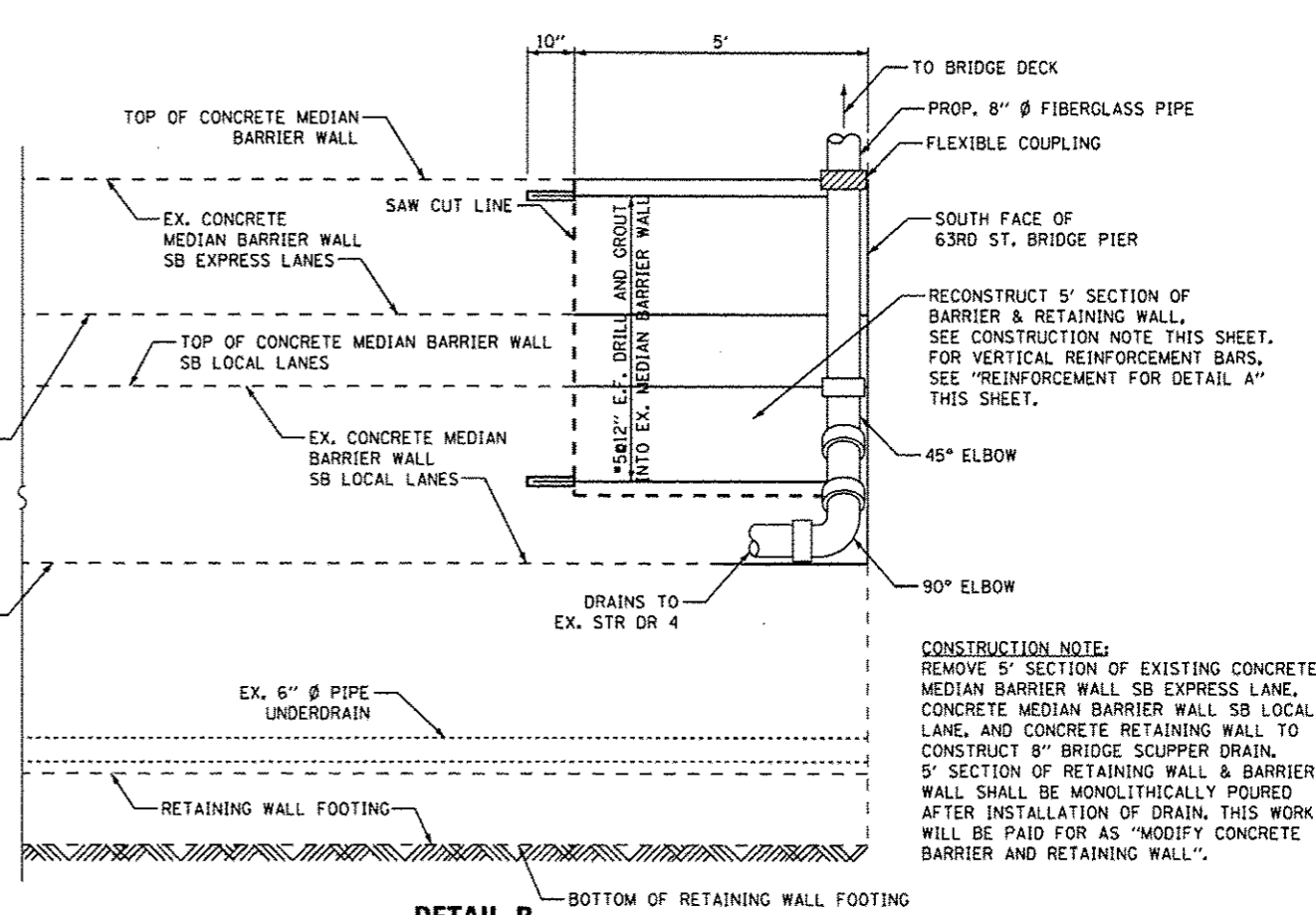
**LEGEND**

- PROPOSED STORM SEWER
- EXISTING MANHOLE
- EXISTING TRAFFIC SIGNAL
- EXISTING LIGHT POLE
- EXISTING CATCH BASIN
- EXISTING COMBINED SEWER
- EXISTING STORM SEWER
- EXISTING WATER DISTRIBUTION
- EXISTING TELEPHONE SERVICE
- EXISTING ELECTRIC SERVICE
- EXISTING AERIAL LINE



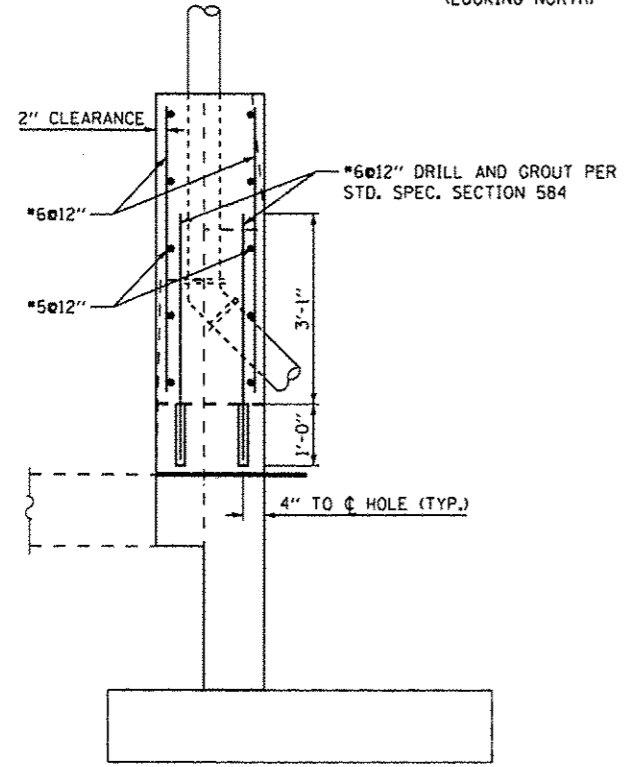


**DETAIL A**  
 (LOOKING NORTH)

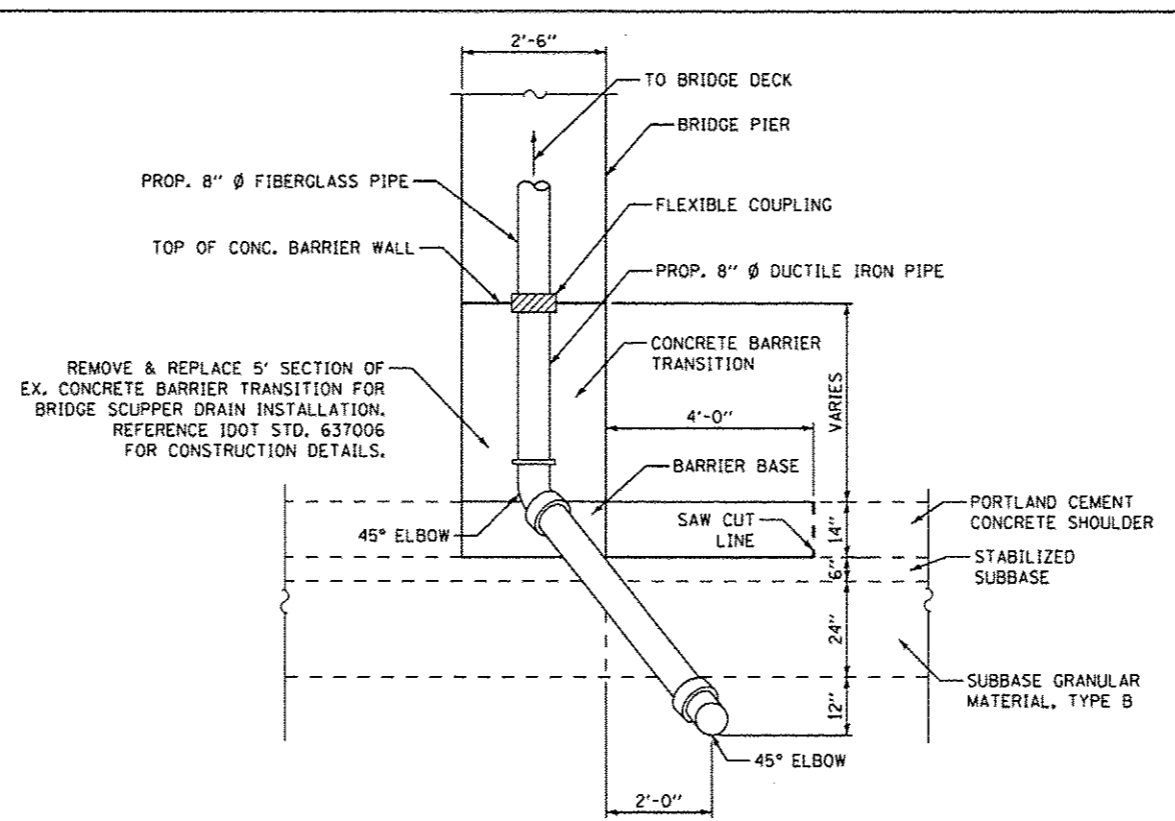


**DETAIL B**  
 (LOOKING WEST)

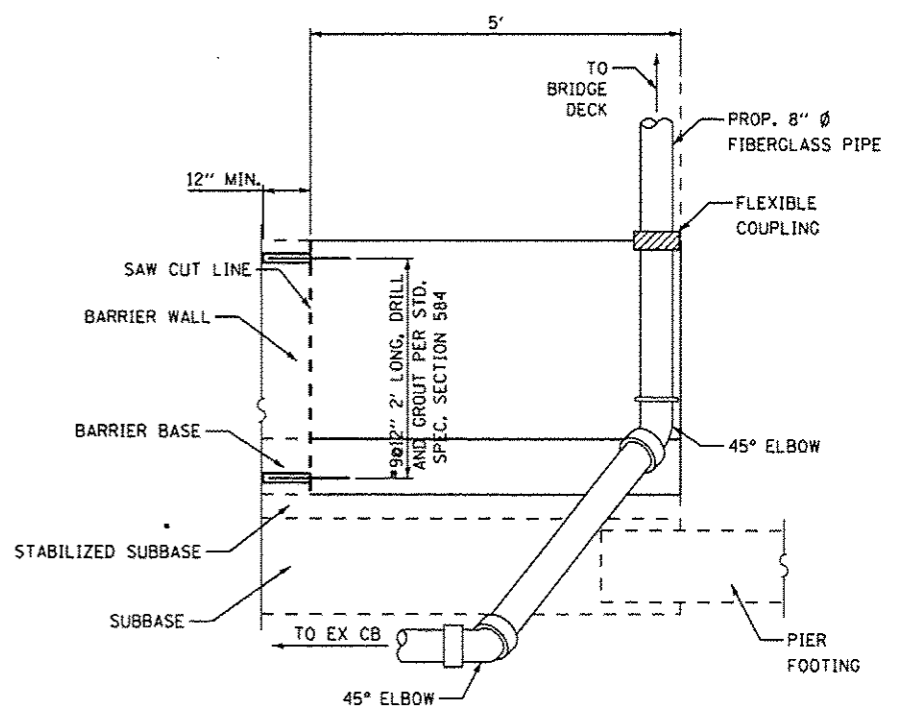
**CONSTRUCTION NOTE:**  
 REMOVE 5' SECTION OF EXISTING CONCRETE MEDIAN BARRIER WALL SB EXPRESS LANE, CONCRETE MEDIAN BARRIER WALL SB LOCAL LANE, AND CONCRETE RETAINING WALL TO CONSTRUCT 8" BRIDGE SCUPPER DRAIN. 5' SECTION OF RETAINING WALL & BARRIER WALL SHALL BE MONOLITHICALLY POURED AFTER INSTALLATION OF DRAIN. THIS WORK WILL BE PAID FOR AS "MODIFY CONCRETE BARRIER AND RETAINING WALL".



**REINFORCEMENT FOR DETAIL A**  
 (LOOKING NORTH)



**DETAIL C**  
 (LOOKING NORTH)



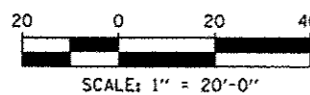
**DETAIL D**  
 (LOOKING WEST - DR1; LOOKING EAST - DR2 & DR3)

FILE NAME * #FILE#	USER NAME *#USER*	DESIGNED - KMM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAINAGE AND BARRIER WALL DETAILS DAN RYAN EXPRESSWAY AT 63RD STREET BRIDGE			F.A.I. R.T.E. 94	SECTION 1920-B	COUNTY COOK	TOTAL SHEETS 137	SHEET NO. 22
		DRAWN - LV	REVISED -		SCALE: N.T.S.	SHEET NO.	OF SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		
		CHECKED - JDH	REVISED -							CONTRACT NO. 60J15		
		DATE - 02-22-2012	REVISED -									

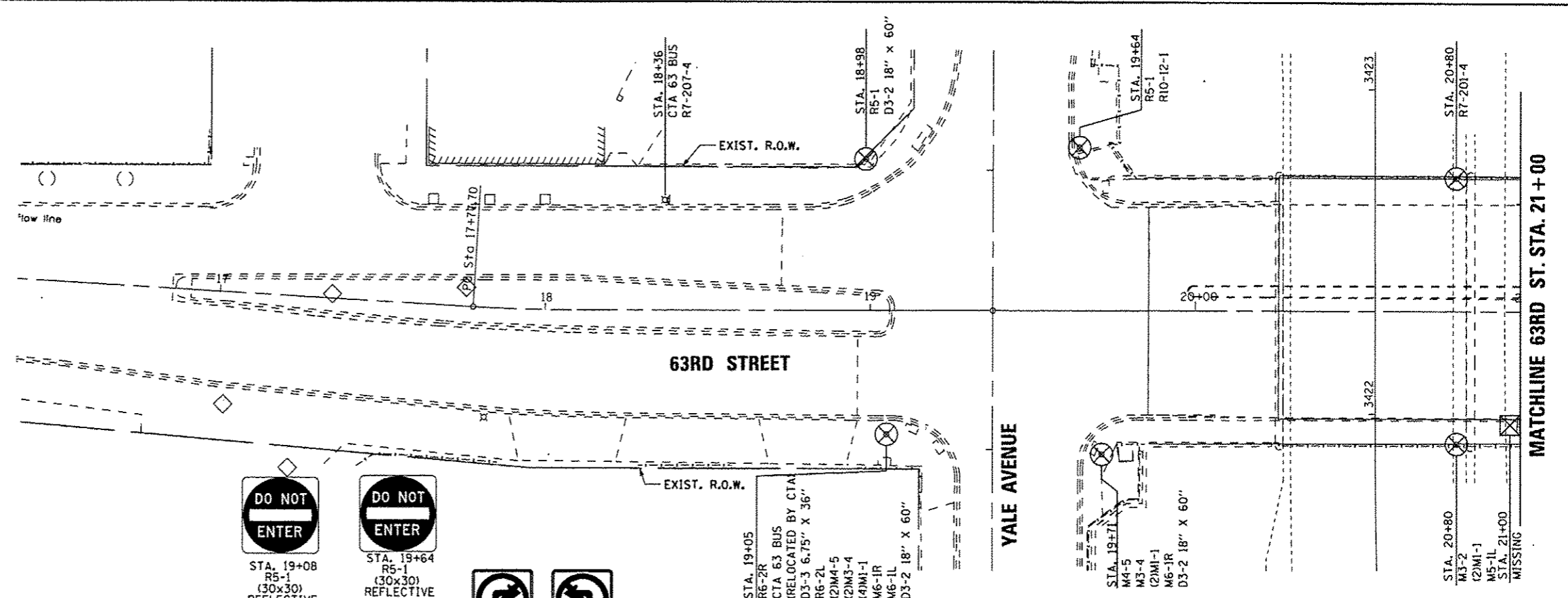


**LEGEND**

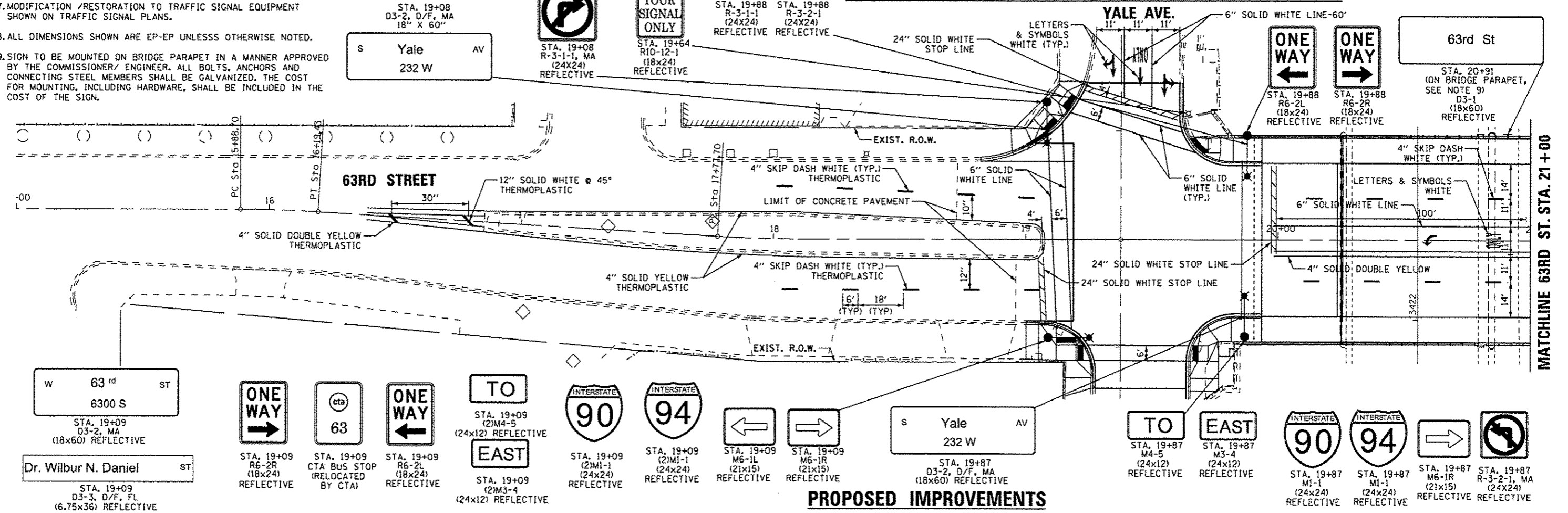
- ⊗ REMOVE SIGN PANEL AND SALVAGE
- ⊠ REMOVE SIGN ASSEMBLY AND SALVAGE
- ⊕ FURNISH AND INSTALL POLE AND BASE
- ⊔ MAINTAIN IN PLACE
- D/F DOUBLE FACED
- MA MAST ARM MOUNT
- FL FLAG MOUNT



- NOTES:**
- ALL EXISTING SIGN PANELS AND SIGN ASSEMBLIES IMPACTED BY THE PROJECT ARE TO BE REMOVED AND SALVAGED, UNLESS DIRECTED BY THE COMMISSIONER.
  - ONLY SIGNS IMPACTED BY THE PROJECT OR NEW SIGNS ARE SHOWN ON THE PLANS. ALL OTHER SIGNS SHALL REMAIN IN PLACE, UNLESS DIRECTED BY THE COMMISSIONER.
  - ALL SIGNS SHALL BE CENTER MOUNTED UNLESS OTHERWISE NOTED.
  - ARROWS FOR DOUBLE-SIDED SIGNS R7 SERIES SIGNS WILL BE ORIENTED TO IDENTIFY THE NO PARKING/LOADING ZONE. CONTRACTOR MUST NOTE THE LOCATION OF NO PARKING AREAS, LOADING ZONES, AND ONE-WAY STREETS PRIOR TO REMOVAL OF EXISTING SIGNS. PROPOSED SIGNING OF EXISTING NO PARKING/LOADING ZONES MUST MATCH EXISTING SIGNING UNLESS DIRECTED BY THE COMMISSIONER.
  - ALL PROPOSED SIGNING MUST CONFORM TO THE CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION FIELD MANUAL FOR SIGN INSTALLATION AND/OR THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
  - UNLESS OTHERWISE INDICATED ALL PAVEMENT MARKINGS TO BE POLYUREA.
  - MODIFICATION /RESTORATION TO TRAFFIC SIGNAL EQUIPMENT SHOWN ON TRAFFIC SIGNAL PLANS.
  - ALL DIMENSIONS SHOWN ARE EP-EP UNLESS OTHERWISE NOTED.
  - SIGN TO BE MOUNTED ON BRIDGE PARAPET IN A MANNER APPROVED BY THE COMMISSIONER/ ENGINEER. ALL BOLTS, ANCHORS AND CONNECTING STEEL MEMBERS SHALL BE GALVANIZED. THE COST FOR MOUNTING, INCLUDING HARDWARE, SHALL BE INCLUDED IN THE COST OF THE SIGN.

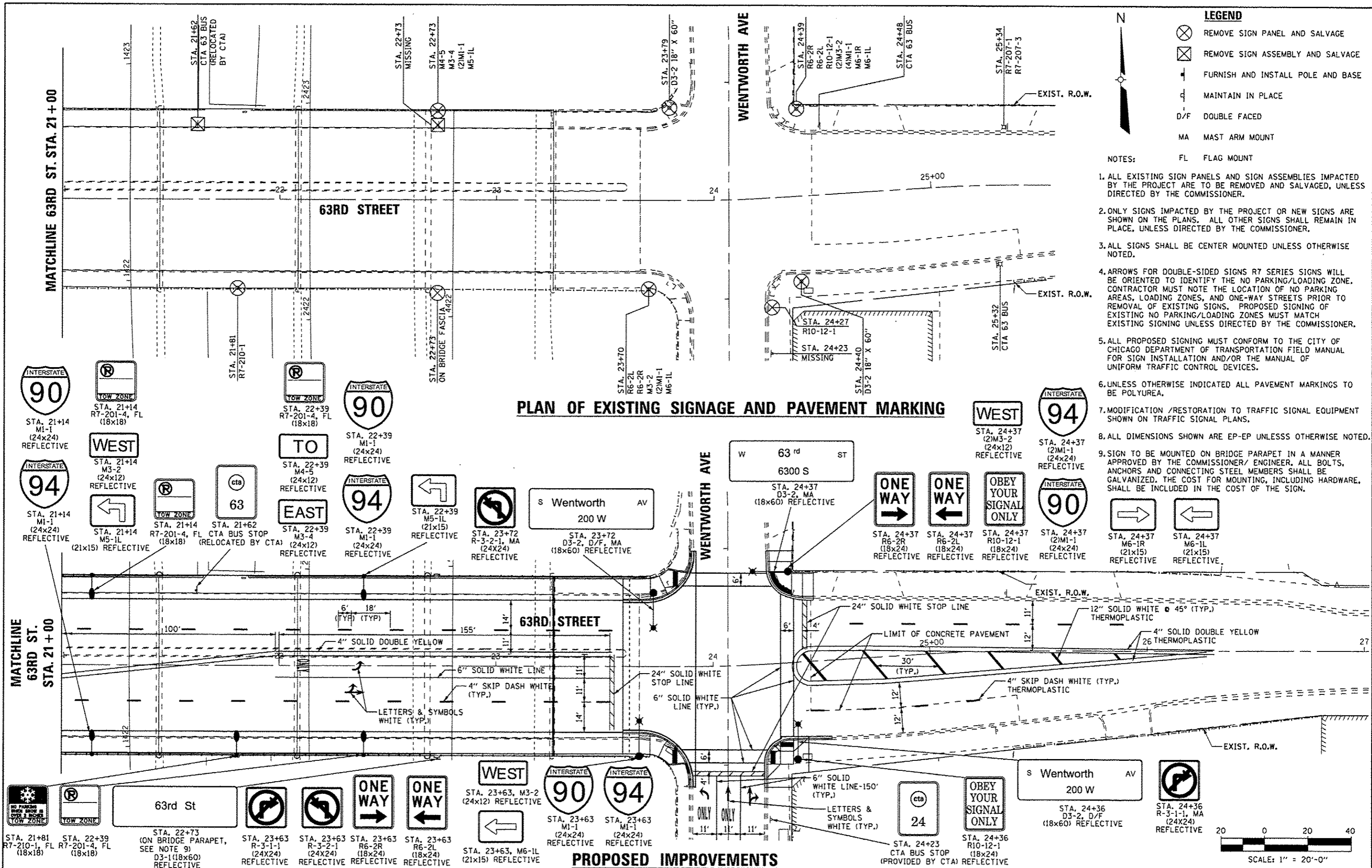


**PLAN OF EXISTING SIGNAGE AND PAVEMENT MARKING**

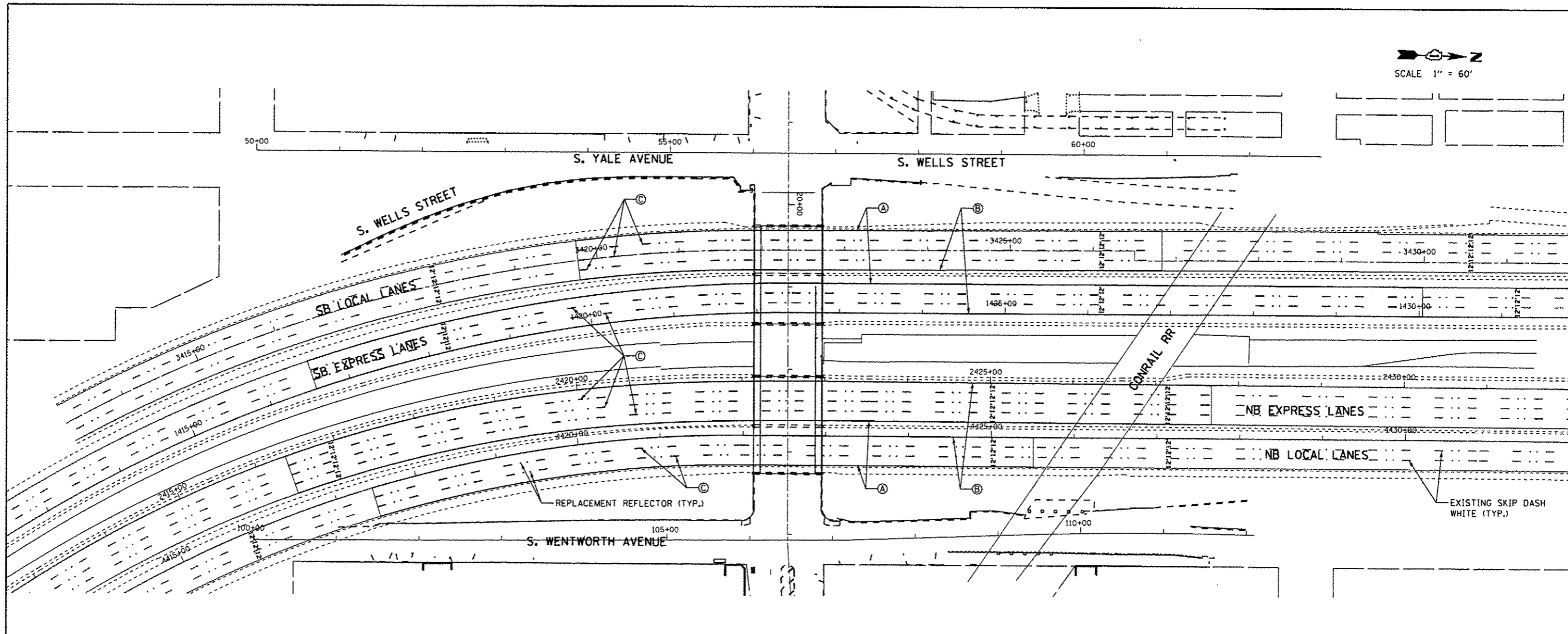


**PROPOSED IMPROVEMENTS**

FILE NAME = K:\Projects\11847\Design\CAD\Sheet Files\350MI.dgn	USER NAME = USER*	DESIGNED - KMM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SIGNAGE AND PAVEMENT MARKING PLAN 63RD STREET AT S. YALE AVENUE</b>	F.A.I. RTE. = 94	SECTION = 1920-B	COUNTY = COOK	TOTAL SHEETS = 137	SHEET NO. = 23	
PLOT SCALE = #SCALE*	CHECKED - JDH	DATE = 02-22-2012	REVISED -			SCALE: 1"=20'	SHEET NO. OF SHEETS = STA. TO STA.	CONTRACT NO. 60J15			
PLOT DATE = 5/15/2013	DATE = 02-22-2012	REVISED -	REVISED -			ILLINOIS FED. AID PROJECT					



FILE NAME =	USER NAME = USER*	DESIGNED - KMM	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>SIGNAGE AND PAVEMENT MARKING PLAN</b> <b>63RD STREET AT WENTWORTH AVENUE</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
K:\Projects\11847\Design\CAD\Sheet Files\35GN2.dgn		DRAWN - LV	REVISED -			94	1920-B	COOK	137	24	
PLOT SCALE = #SCALE#		CHECKED - JDH	REVISED -			CONTRACT NO. 60J15					
PLOT DATE = 5/15/2013		DATE - 02-22-2012	REVISED -			ILLINOIS/FED. AID PROJECT					



**LEGEND:**

- (A) - 4" WHITE EDGE LINE (RIGHT)
- (B) - 4" YELLOW EDGE LINE (LEFT)
- (C) - 5" WHITE SKIP DASH LANE LINES (10' DASH, 30' SKIP)
- ◁ - REPLACEMENT REFLECTOR

**NOTES**

1. ALL PAVEMENT MARKINGS TO BE POLYUREA, UNLESS OTHERWISE NOTED.
2. REPLACEMENT OF THE REFLECTIVE ELEMENT IN THE EXISTING RAISED REFLECTIVE PAVEMENT MARKER CASTINGS SHALL BE PAID FOR AS REPLACEMENT REFLECTOR.

FILE NAME =	USER NAME = #USER#	DESIGNED - KMM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>63rd STREET BRIDGE REPLACEMENT - COOK COUNTY DAN RYAN PAVEMENT MARKING PLAN</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
K:\Projects\11047\Design\CAO\Sheet Files\3DRPMK.dgn	DRAWN - LV	CHECKED - JDH	REVISED -			94	1920-B	COOK	137	25
PLOT SCALE = #SCALE#	DATE - 02-22-2012	REVISOR -	REVISOR -			CONTRACT NO. 60J15				
PLOT DATE = 5/15/2013	DATE - 02-22-2012	REVISOR -	REVISOR -			ILLINOIS FED. AID PROJECT				
				SCALE: 1"=60'		SHEET NO. OF SHEETS STA. TO STA.				

### REGULATORY SIGN LEGEND

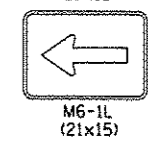
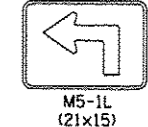
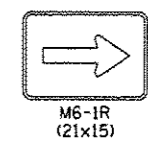
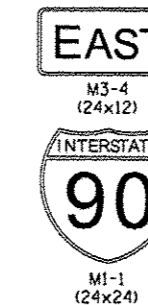
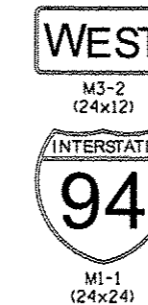
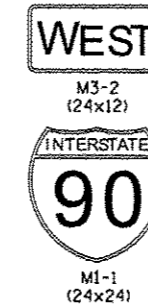
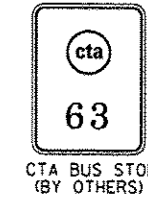
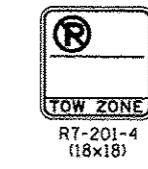
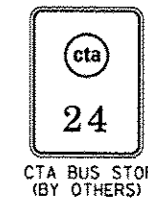
D3-1  
18" X 60"  
63rd St

D3-2  
18" X 60"  
W 63rd ST  
6300 S

D3-2 D/F  
18" X 60"  
S Yale AV  
232 W

D3-2  
18" X 60"  
S Wentworth AV  
200 W

D3-3 D/F  
6.75" X 36"  
Dr. Wilbur N. Daniel ST



FILE NAME *	USER NAME = #USER#	DESIGNED - KMM	REVISED -
K:\Projects\11847\Design\CAD\Sheet Files\3SignDetails\trWA.dgn		DRAWN - LV	REVISED -
	PLOT SCALE = #SCALE#	CHECKED - JDH	REVISED -
	PLOT DATE = 5/15/2013	DATE - 02-22-2012	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SIGN DETAIL SHEET

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	26
CONTRACT NO. 60J15				
ILLINOIS FED. AID PROJECT				

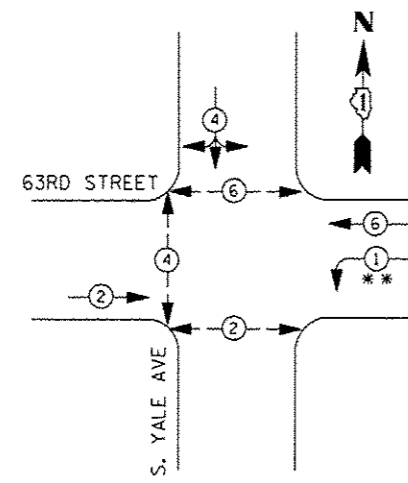




**NOTES FOR TEMPORARY TRAFFIC SIGNALS**

- 1) ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
- 2) ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE LED AND 12" (300mm) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT RAILROAD INTERSECTIONS. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
- 3) ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SIGNAL SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
- 4) THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.

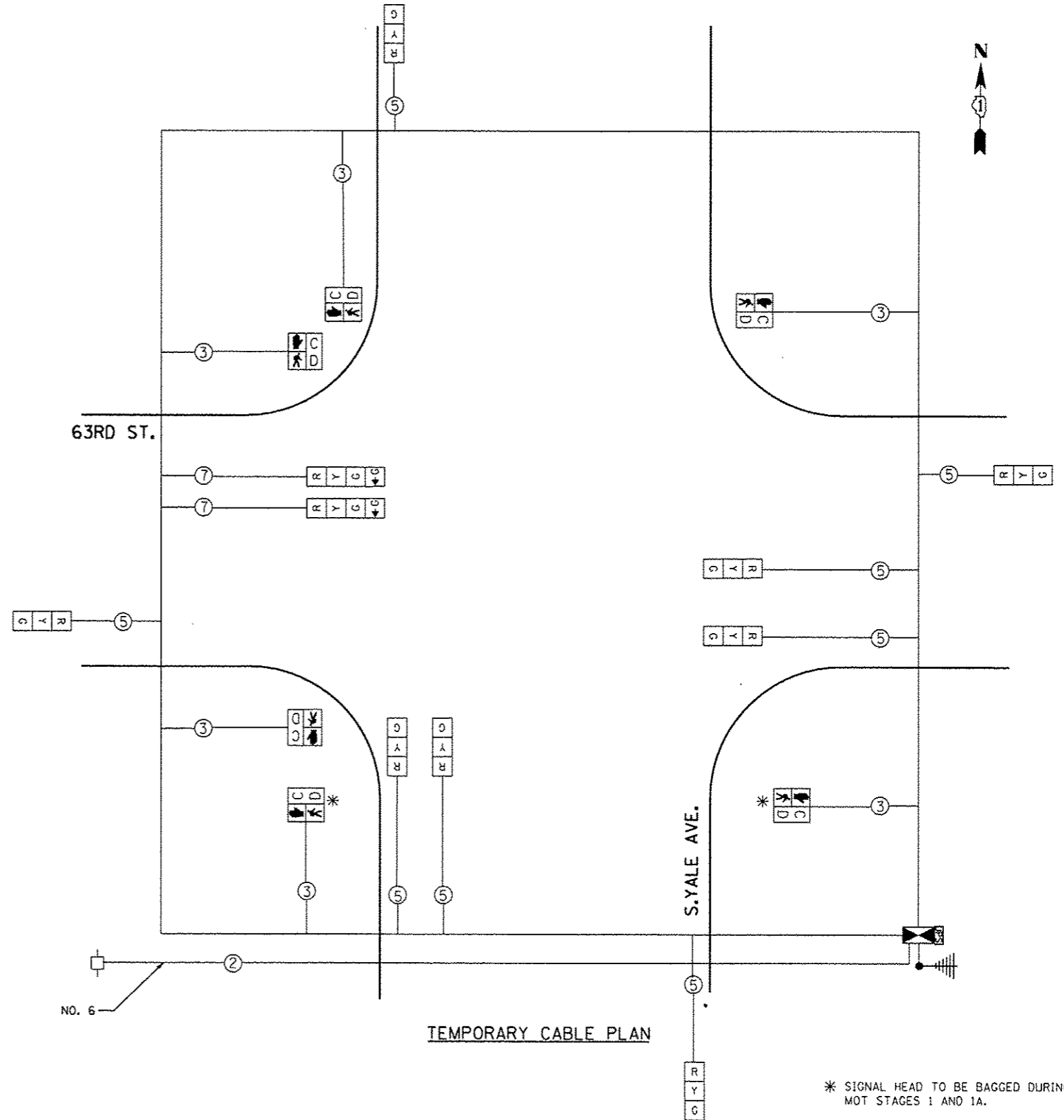
**TEMPORARY SEQUENCE OF OPERATIONS**



\*\* LAGGING LEFT TURN ARROW

**LEGEND**

- DUAL ENTRY PHASE
- PEDESTRIAN PHASE
- SINGLE ENTRY PHASE
- OVERLAP
- \* NUMBER REFERS TO ASSOCIATED PHASE

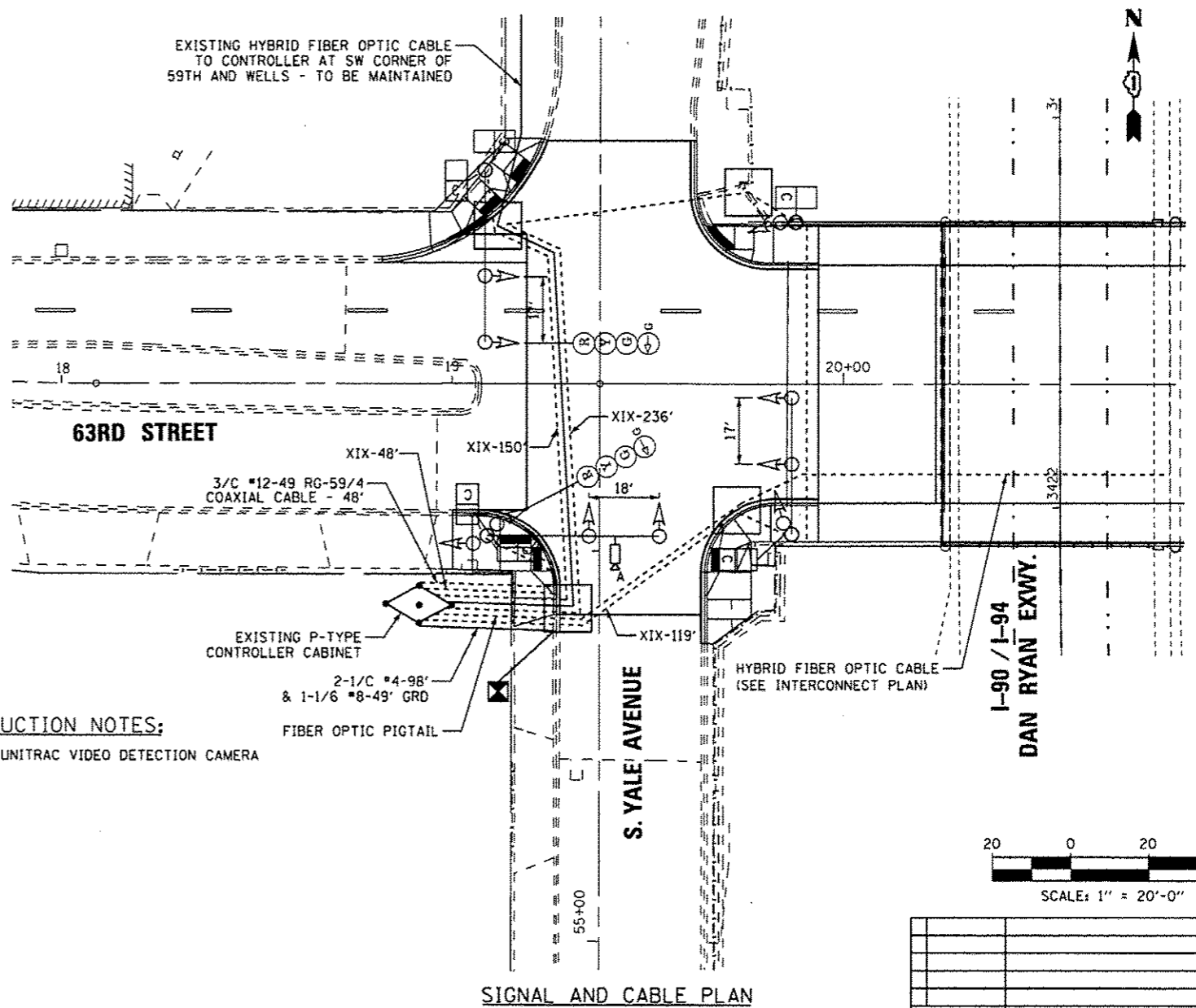
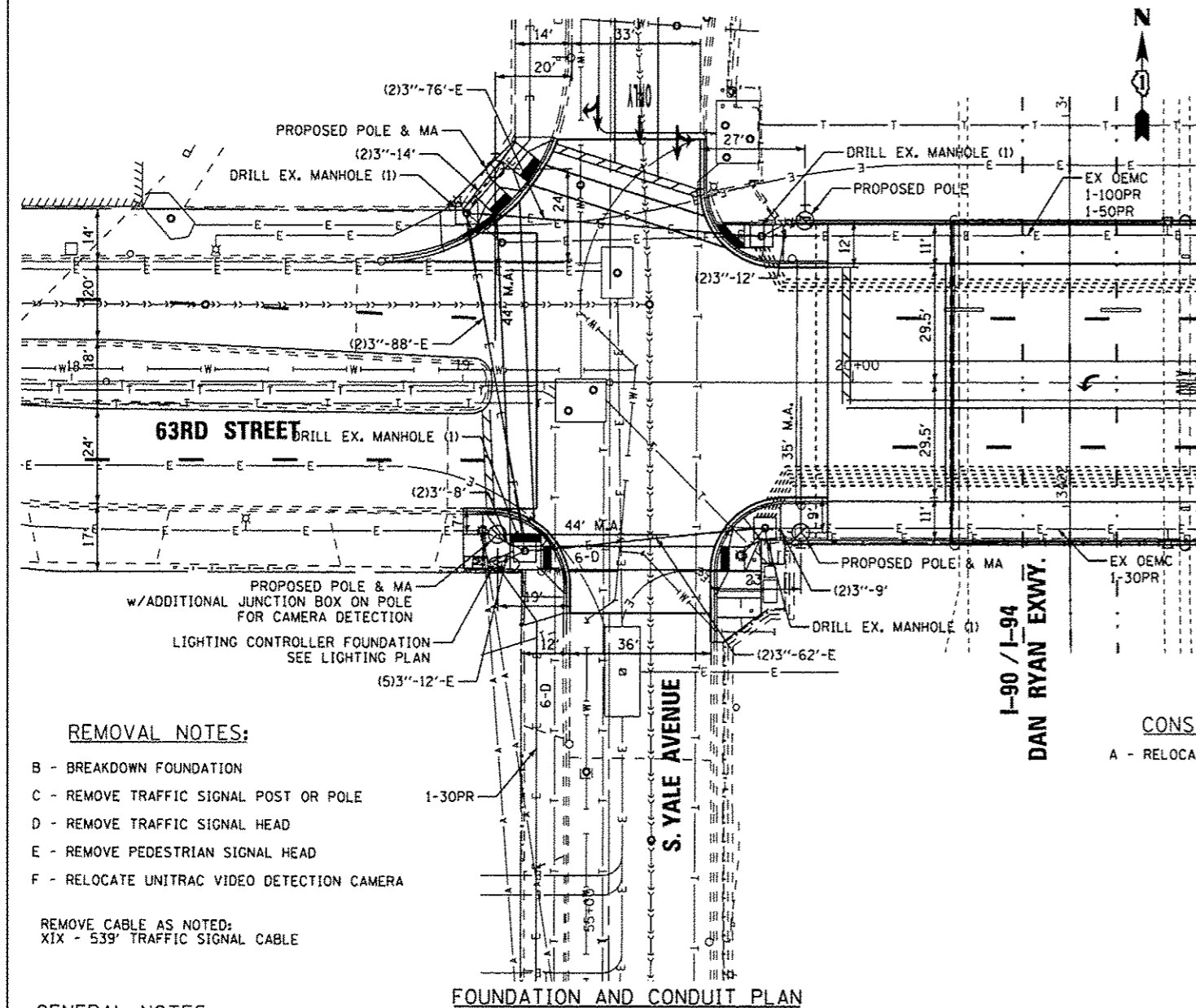


FILE NAME = K:\Projects\11847\DesignCAD\Sheet Files\3\tempcobYale.dgn	USER NAME = #USER#	DESIGNED - KMM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TEMPORARY CABLE PLAN 63RD STREET &amp; YALE AVENUE</b>			F.A.I. RTE. 94	SECTION 1920-B	COUNTY COOK	TOTAL SHEETS 137	SHEET NO. 28
PLOT SCALE = #SCALE#	CHECKED - JDH	REVISOR - LV	REVISIONS -		SCALE: NTS	SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 60J15				
PLOT DATE = 5/15/2013	DATE - 02-22-2012	REVISOR - JDH	REVISIONS -		ILLINOIS FED. AID PROJECT							





K:\Projects\1047\Design\CAD\Sheet Files\63ST\63st.dgn 5/15/2013 3:43:09 PM



**REMOVAL NOTES:**

- B - BREAKDOWN FOUNDATION
- C - REMOVE TRAFFIC SIGNAL POST OR POLE
- D - REMOVE TRAFFIC SIGNAL HEAD
- E - REMOVE PEDESTRIAN SIGNAL HEAD
- F - RELOCATE UNITRAC VIDEO DETECTION CAMERA

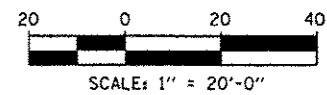
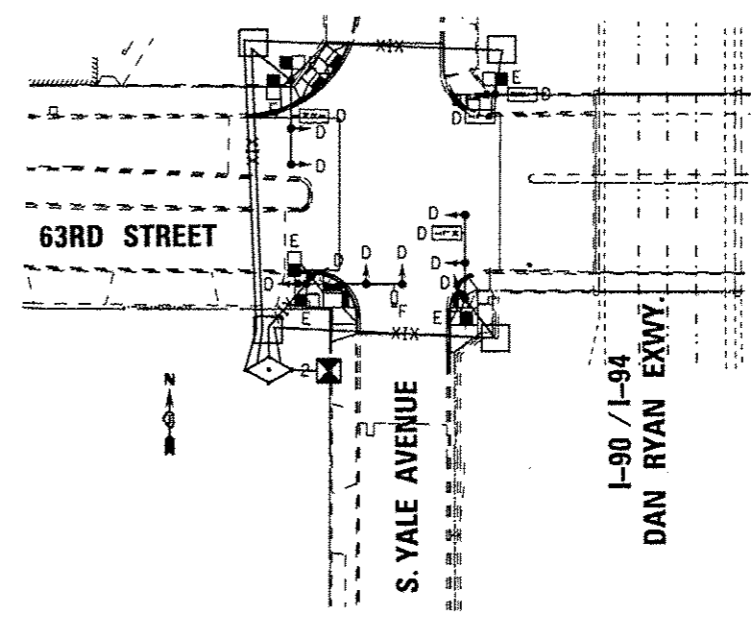
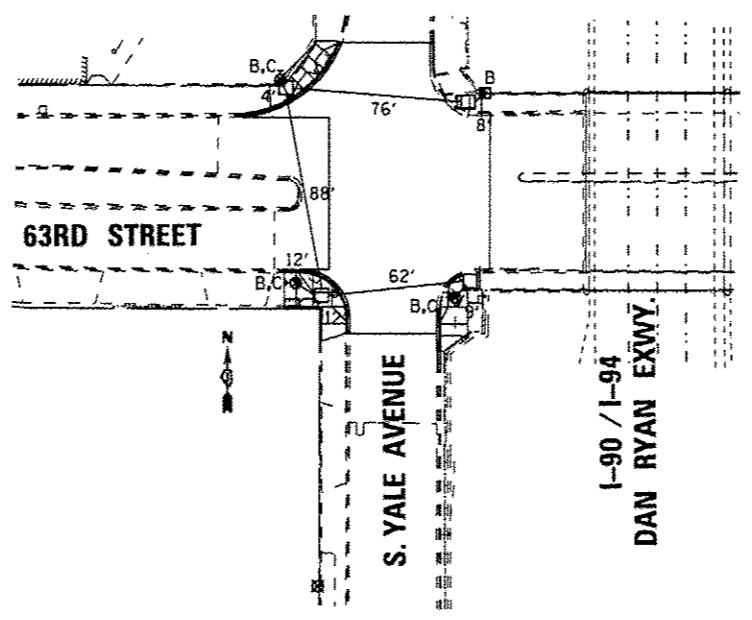
REMOVE CABLE AS NOTED:  
XIX - 539' TRAFFIC SIGNAL CABLE

**GENERAL NOTES:**

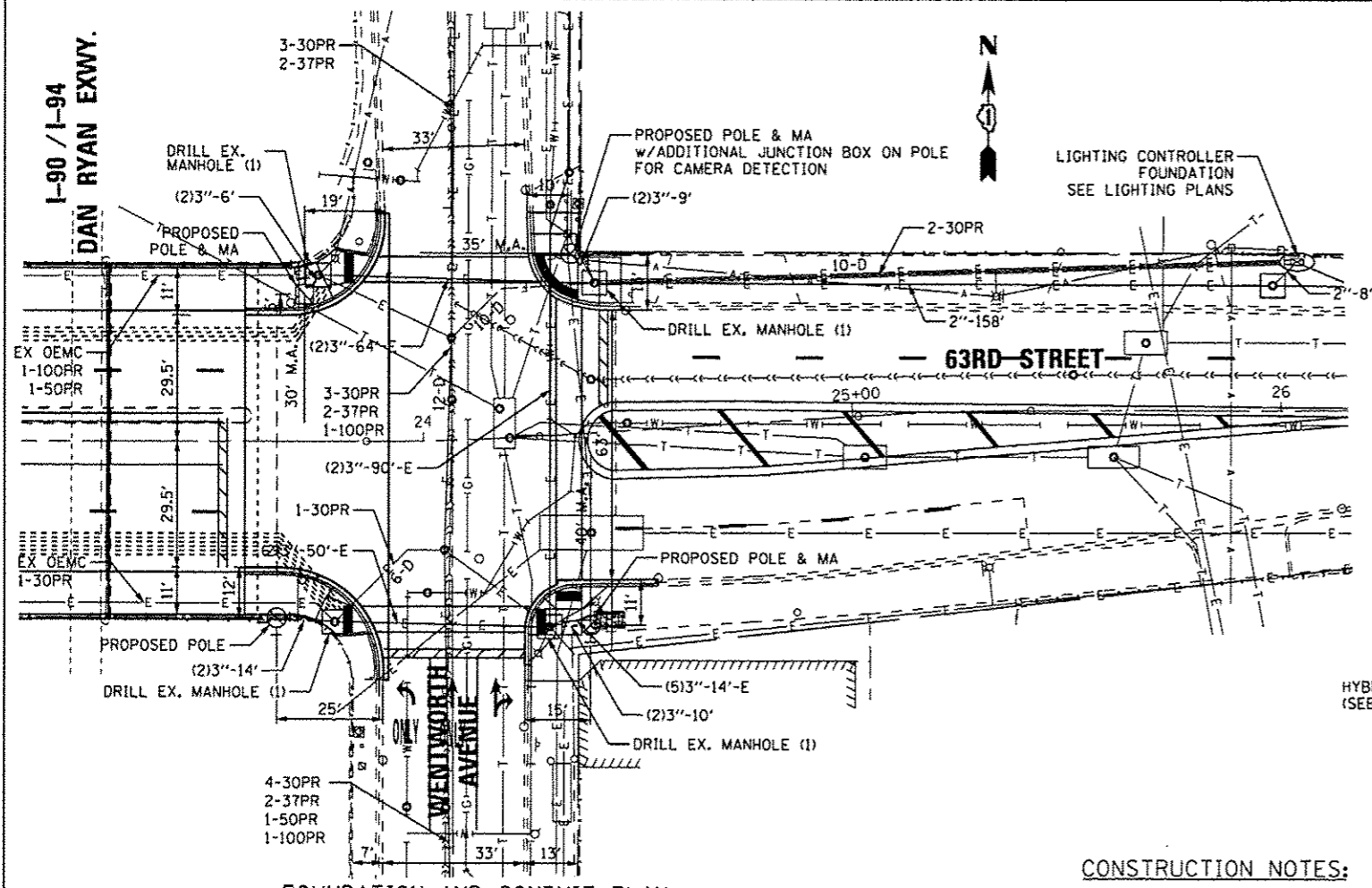
1. TRAFFIC SIGNAL CONTRACTOR SHALL CONTACT BOE INSPECTION SERVICES AT 312-746-5048 FOR A WALK THROUGH PRIOR TO STARTING ANY ELECTRICAL CONSTRUCTION
2. THIS INTERSECTION CONTAINS EXISTING FIRE ALARM AND POLICE COMMUNICATION SYSTEM WHICH WILL REMAIN IN SERVICE DURING THE DURATION OF CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR NOTIFYING THE CITY OF CHICAGO OFFICE OF EMERGENCY MANAGEMENT AND COMMUNICATIONS (OEMC), MR. JEFF CAIRNS: 312-746-4414, PRIOR TO COMMENCEMENT OF ALL WORK. REQUIRED COORDINATION OF WORK WITH THE OEMC MUST BE INCLUDED IN THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE GRANTED. WHILE WORKING NEAR THE OEMC FACILITIES, THE CONTRACTOR SHALL TAKE EXTREME CARE NOT TO IMPACT OR DAMAGE THESE FACILITIES. ANY DAMAGE TO THESE FACILITIES SHALL BE PAID FOR BY THE CONTRACTOR AT HIS/HER EXPENSE.
3. CONTRACTOR SHALL CONTACT UTILITIES FOR LOCATE PRIOR TO WORK.
4. ALL FOUNDATIONS IN CONCRETE SIDEWALK TO BE INSTALLED PER B.O.E. DRAWING #828.
5. SEE B.O.E. DRAWING #826 FOR CODE.
6. SEE STANDARD DRAWINGS FOR MOUNTING DETAILS.
7. ALL SIGNAL SECTIONS TO BE STANDARD 12" SIZE L.E.D. TYPE.
8. ALL VEHICULAR SIGNALS TO BE 3 SECTION, UNLESS OTHERWISE NOTED.
9. PEDESTRIAN SIGNALS TO BE 2 SECTION WITH I.T.E. SYMBOLIC LENSES L.E.O. TYPE, AND COUNT DOWN DISPLAY
10. PEDESTRIAN SIGNALS TO BE MOUNTED BELOW VEHICULAR SIGNALS.
11. ALL MAST ARMS TO BE STEEL MONOTUBE TYPE, SIZE AS NOTED.
12. TRAFFIC SIGNAL EQUIPMENT SHALL BE PAINTED BLACK.
13. ALL DIMENSIONS ARE FROM EP-EP UNLESS OTHERWISE NOTED.
14. SEE STRUCTURAL PLANS FOR EXACT LOCATION OF CONDUITS ATTACHED TO BRIDGE.
15. ALL CONDUIT SHALL BE INSTALLED IN OPEN CUT TRENCHES, A MINIMUM OF 30 INCHES BELOW GRADE, UNLESS OTHERWISE NOTED.

**CONSTRUCTION NOTES:**

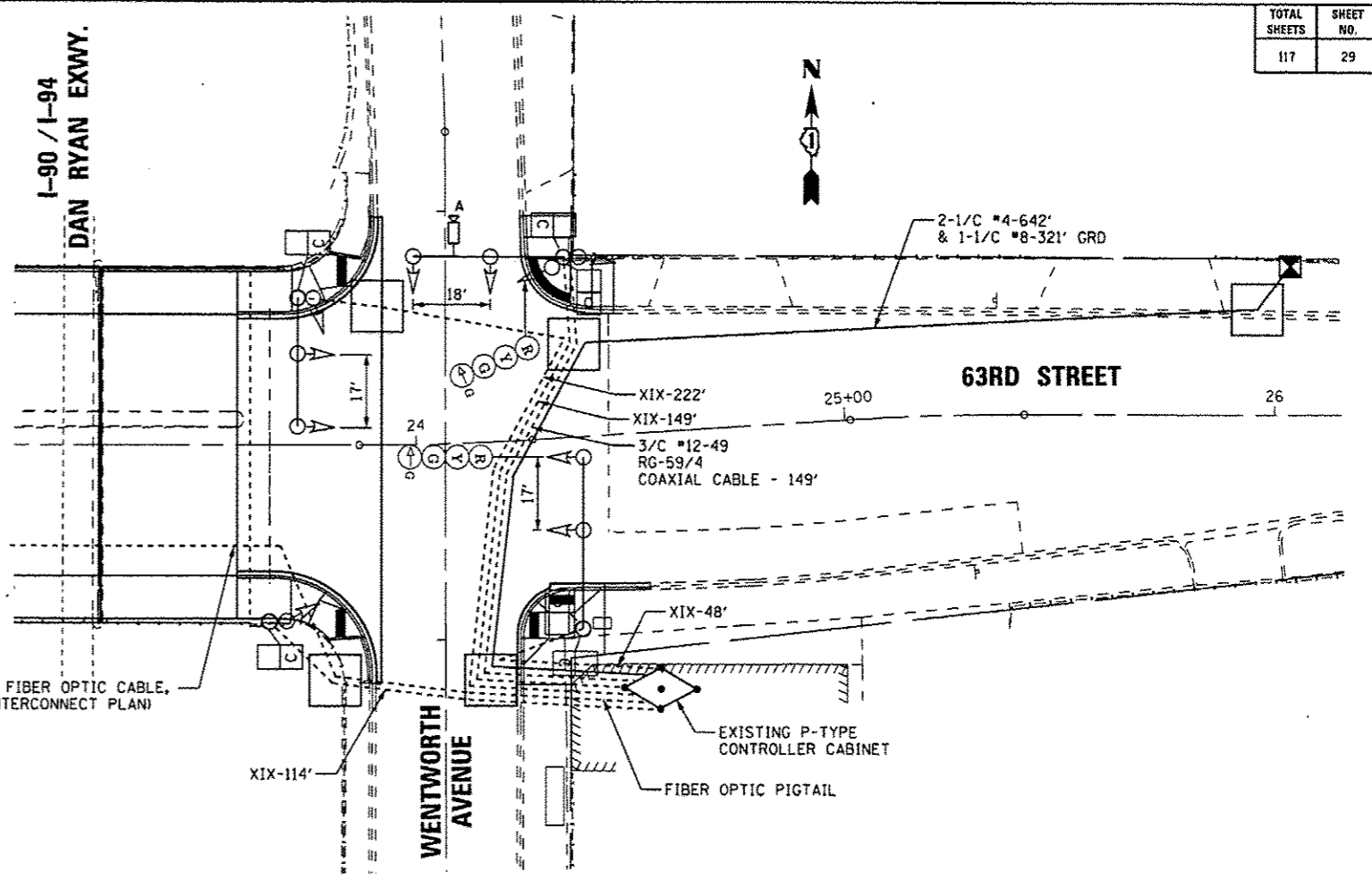
- A - RELOCATE UNITRAC VIDEO DETECTION CAMERA



DATE	REVISION
<b>CITY OF CHICAGO</b>	
DEPARTMENT OF TRANSPORTATION DIVISION OF ENGINEERING	
<b>RWA</b> <small>Regina White &amp; Associates, Inc.</small>	
WORK ORDER NO. _____	DATE _____
COST ALLOCATION ACCOUNT _____	
APPROPRIATION ACCOUNT (MATERIAL _____ LABOR _____)	
<b>TRAFFIC CONTROL SIGNALS</b>	
<b>63RD STREET &amp; YALE AVENUE</b>	
CITY OF CHICAGO DEPT. OF STREETS AND SANITATION BUREAU OF ELECTRICITY DIVISION OF ELECTRICAL ENGINEERING	
DRAFTSMAN: _____	ENGINEER: _____
SUPERVISING ENGINEER: _____	ELEC. DESIGN ENGR. _____
ENGINEER OF ELECTRICITY: _____	
GEN'L SUPT. OF ELECTRICITY: _____	
DEPUTY COMMISSIONER: _____	
SIZE: 22"   34"	SCALE: AS NOTED
DATE: _____	DATE: 02-22-2012
DWG. NO. <b>TS-31</b>	
I.D.O.T. CONTRACT NO. 60J15	

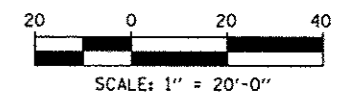


**FOUNDATION AND CONDUIT PLAN**  
SCALE: 1"=20'



**SIGNAL AND CABLE PLAN**  
SCALE: 1"=20'

**CONSTRUCTION NOTES:**  
A - RELOCATE UNITRAC VIDEO DETECTION CAMERA

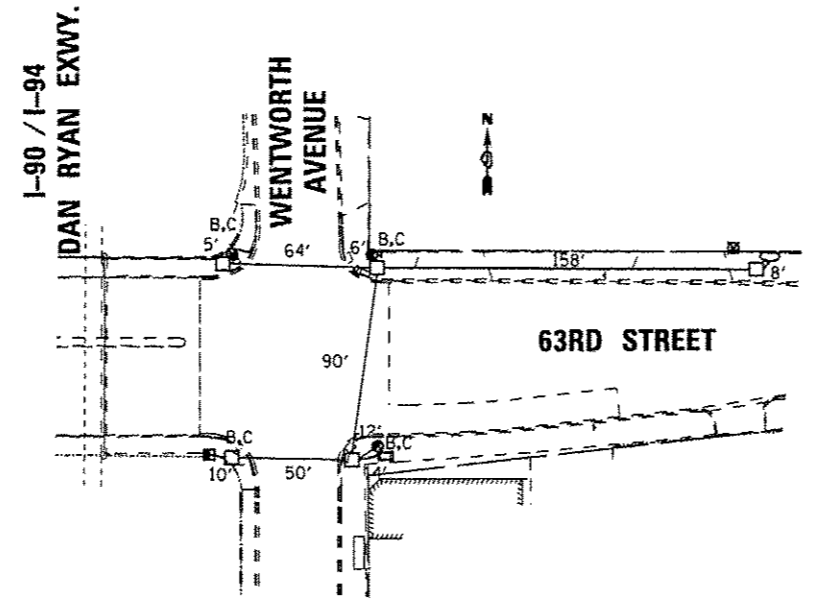


**GENERAL NOTES:**

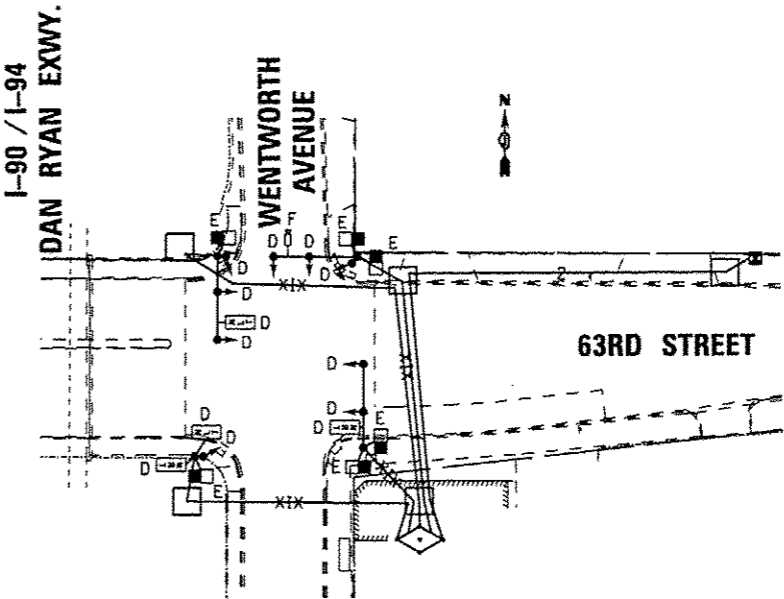
1. TRAFFIC SIGNAL CONTRACTOR SHALL CONTACT BOE INSPECTION SERVICES AT 312-746-5048 FOR A WALK THROUGH PRIOR TO STARTING ANY ELECTRICAL CONSTRUCTION
2. THIS INTERSECTION CONTAINS EXISTING FIRE ALARM AND POLICE COMMUNICATION SYSTEM WHICH WILL REMAIN IN SERVICE DURING THE DURATION OF CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR NOTIFYING THE CITY OF CHICAGO OFFICE OF EMERGENCY MANAGEMENT AND COMMUNICATIONS (OEMC), MR. JEFF CAIRNS: 312-746-4414, PRIOR TO COMMENCEMENT OF ALL WORK. REQUIRED COORDINATION OF WORK WITH THE OEMC MUST BE INCLUDED IN THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE GRANTED. WHILE WORKING NEAR THE OEMC FACILITIES, THE CONTRACTOR SHALL TAKE EXTREME CARE NOT TO IMPACT OR DAMAGE THESE FACILITIES. ANY DAMAGE TO THESE FACILITIES SHALL BE PAID FOR BY THE CONTRACTOR AT HIS/HER EXPENSE.
3. CONTRACTOR SHALL CONTACT UTILITIES FOR LOCATE PRIOR TO WORK.
4. ALL FOUNDATIONS IN CONCRETE SIDEWALK TO BE INSTALLED PER B.O.E. DRAWING #828.
5. SEE B.O.E. DRAWING #826 FOR CODE.
6. SEE STANDARD DRAWINGS FOR MOUNTING DETAILS.
7. ALL SIGNAL SECTIONS TO BE STANDARD 12" SIZE L.E.D. TYPE.
8. ALL VEHICULAR SIGNALS TO BE 3 SECTION, UNLESS OTHERWISE NOTED.
9. PEDESTRIAN SIGNALS TO BE 2 SECTION WITH I.T.E. SYMBOLIC LENSES L.E.D. TYPE. AND COUNT DOWN DISPLAY
10. PEDESTRIAN SIGNALS TO BE MOUNTED BELOW VEHICULAR SIGNALS.
11. ALL MAST ARMS TO BE STEEL MONOTUBE TYPE, SIZE AS NOTED.
12. TRAFFIC SIGNAL EQUIPMENT SHALL BE PAINTED BLACK.
13. ALL DIMENSIONS ARE FROM EP-EP UNLESS OTHERWISE NOTED.
14. SEE STRUCTURAL PLANS FOR EXACT LOCATION OF CONDUITS ATTACHED TO BRIDGE.
15. ALL CONDUIT SHALL BE INSTALLED IN OPEN CUT TRENCHES, A MINIMUM OF 30 INCHES BELOW GRADE, UNLESS OTHERWISE NOTED.

**REMOVAL NOTES:**

- B - BREAKDOWN FOUNDATION REMOVE CABLE AS NOTED: XIX - 527' TRAFFIC SIGNAL CABLE
- C - REMOVE TRAFFIC SIGNAL POST OR POLE
- D - REMOVE TRAFFIC SIGNAL HEAD
- E - REMOVE PEDESTRIAN SIGNAL HEAD
- F - RELOCATE UNITRAC VIDEO DETECTION CAMERA



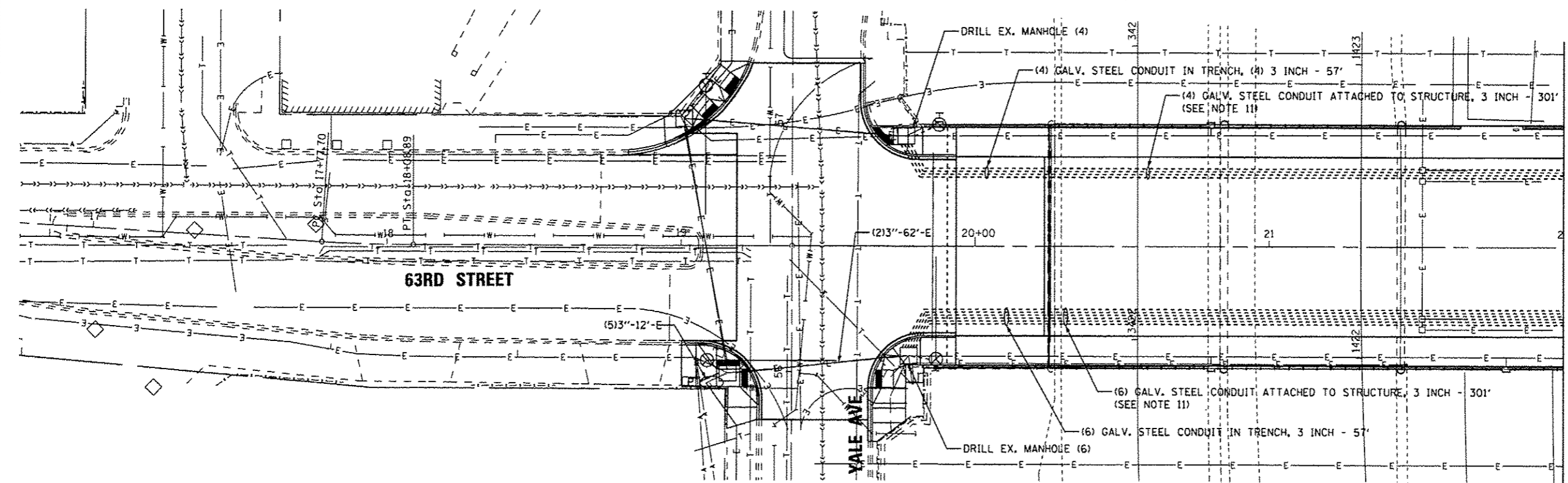
**FOUNDATION REMOVAL PLAN**  
SCALE: NTS



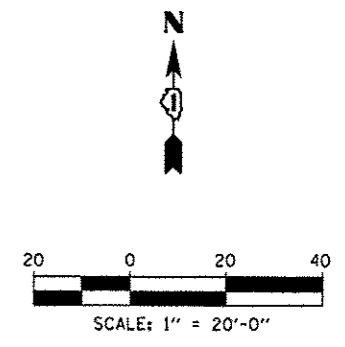
**SIGNAL AND CABLE REMOVAL PLAN**  
SCALE: NTS

DATE	REVISION
<b>CITY OF CHICAGO</b>	
DEPARTMENT OF TRANSPORTATION DIVISION OF ENGINEERING	
<b>RWA</b> Regis Rider & Associates, Inc.	
WORK ORDER NO. _____	DATE _____
COST ALLOCATION ACCOUNT _____	
APPROPRIATION ACCOUNT (MATERIAL _____ LABOR _____)	
<b>TRAFFIC CONTROL SIGNALS</b>	
<b>63RD STREET &amp; WENTWORTH AVENUE</b>	
CITY OF CHICAGO DEPT. OF STREETS AND SANITATION BUREAU OF ELECTRICITY DIVISION OF ELECTRICAL ENGINEERING	
DRAFTSMAN _____	DATE: DRAFTSMAN _____ ENGINEER _____
SUPERVISING ENGINEER _____	ELEC. DESIGN ENGR. _____
ENGINEER OF ELECTRICITY: _____	
GEN'L SUPY. OF ELECTRICITY: _____	
DEPUTY COMMISSIONER: _____	
SIZES: 22"   34"	SCALE: AS NOTED DATE: 02-22-2012
DATE: _____	DWG. NO. _____
I.D.O.T. CONTRACT NO.: 60J15	
<b>TS-32</b>	

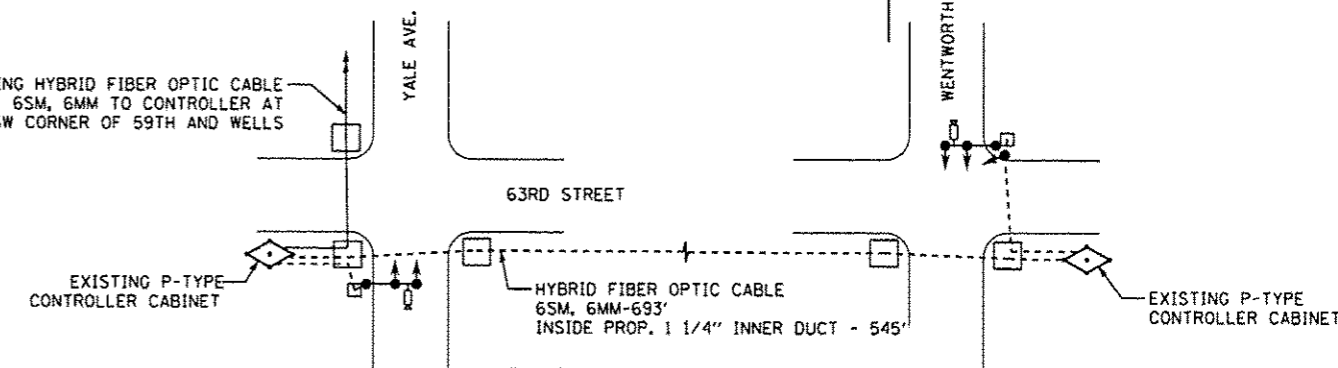
K:\Projects\11047\Design\CAD\Sheet Files\63TSWent.dgn 3:43:10 PM 5/5/2013



**INTERCONNECT CONDUIT PLAN**  
 SCALE: 1"=20'



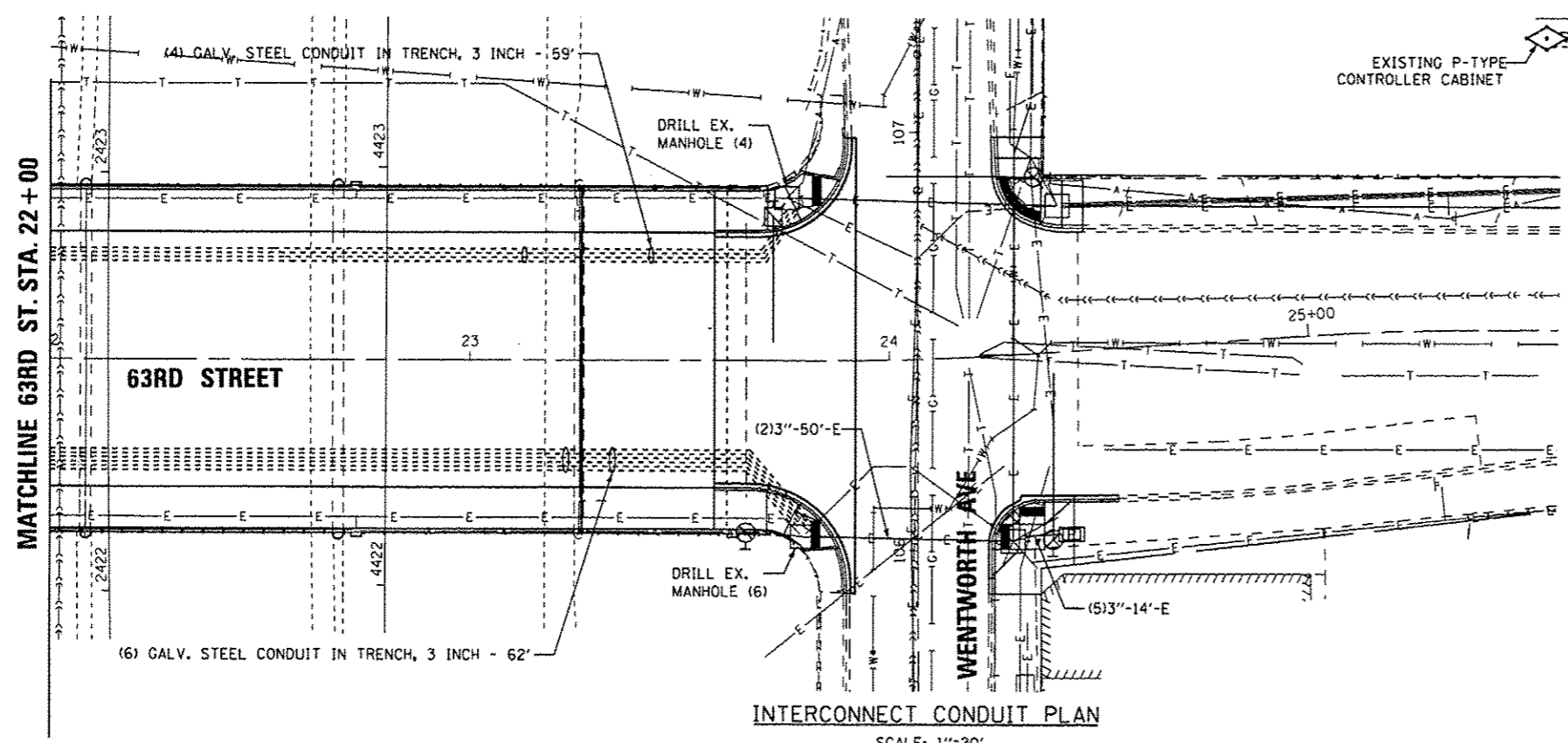
EXISTING HYBRID FIBER OPTIC CABLE  
 6SM, 6MM TO CONTROLLER AT  
 SW CORNER OF 59TH AND WELLS



**INTERCONNECT CABLE PLAN**

**NOTES:**

1. OPTICAL SPLICES, OPTICAL TERMINATIONS, PIGTAILS, PATCHCORDS, MULTIMODE TO SINGLE MODE CONVERTERS, AND HARDWARE AND SOFTWARE REQUIRED, BUT NOT LIMITED TO A FULLY OPERATIONAL SYSTEM AS WELL AS A FUTURE CONNECTION TO A CLOSED LOOP SYSTEM, SHALL BE PAID FOR AS PART OF "CABINET WORK, SPLICING, TESTING AND MISC." ITEM.
2. ALL FIBER OPTIC CABLE RUNS SHALL BE CONTINUOUS FOR THE ENTIRE CORRIDOR WITH NO SPLICES EXCEPT AS APPROVED BY THE BUREAU OF ELECTRICITY.
3. AT NO TIME SHALL BEND RADII OR CABLE TENSION EXCEED THE CABLE MANUFACTURER'S SPECIFICATIONS UNDER LOAD AND NO LOAD CONDITIONS.
4. WITHIN MANHOLES, FIBER OPTIC CABLE SHALL BE WITHIN SPLIT FLEXIBLE INNER DUCT THAT IS NEATLY RACKED ON THE MANHOLE WALL.
5. AT THE MANHOLE ADJACENT TO EACH SIGNAL CONTROLLER, A MINIMUM 4-PAIRS OF THE MULTIMODE PIGTAIL SHALL BE SELECTIVELY FUSION SPLICED TO THE CORRESPONDING ACTIVE FIBERS OF THE CABLE RUN. THE PIGTAIL PAIRS MUST CONNECT TO THE FIBER PATCH PANEL IN THE CONTROLLER CABINET THROUGH SINGLE-MODE AND MULTI-MODE FIBERS, IF ANY, MUST NOT BE CUT.
6. ALL BARE FIBERS AND SPLICES MUST BE PROTECTED AND CONTAINED IN OPTICAL SPLICE TRAYS WITHIN THE ENVIRONMENTAL SPLICE ENCLOSURE, AS SPECIFIED.
7. A CABLE LOG MUST BE DEVELOPED BY THE CONTRACTOR AND INCLUDED IN CONTROLLER CABINET.
8. A TRACER WIRE (TRACER COPPER #10) MUST BE PLACED IN CONDUIT WITH FIBER OPTIC FOR UTILITY LOCATION PURPOSES.
9. ALL EXISTING 7-CONDUCTOR INTERCONNECT CABLE MUST BE REMOVED PRIOR TO INSTALLATION OF INNERDUCT.
10. SEE STRUCTURAL PLANS FOR EXACT LOCATION OF CONDUITS ATTACHED TO BRIDGE.
11. ALL CONDUIT SUPPORT SYSTEMS INCLUDING HARDWARE, MATERIALS AND INSTALLATION COST FOR THE COOT 3" AND 2" GALVANIZED STEEL CONDUITS SHALL BE INCLUDED IN THE COST OF THE PAY ITEM "CONDUIT ATTACHED TO STRUCTURE,, 3" DIA. GALVANIZED STEEL". SEE SHEET E-5 FOR INSTALLATION DETAILS.



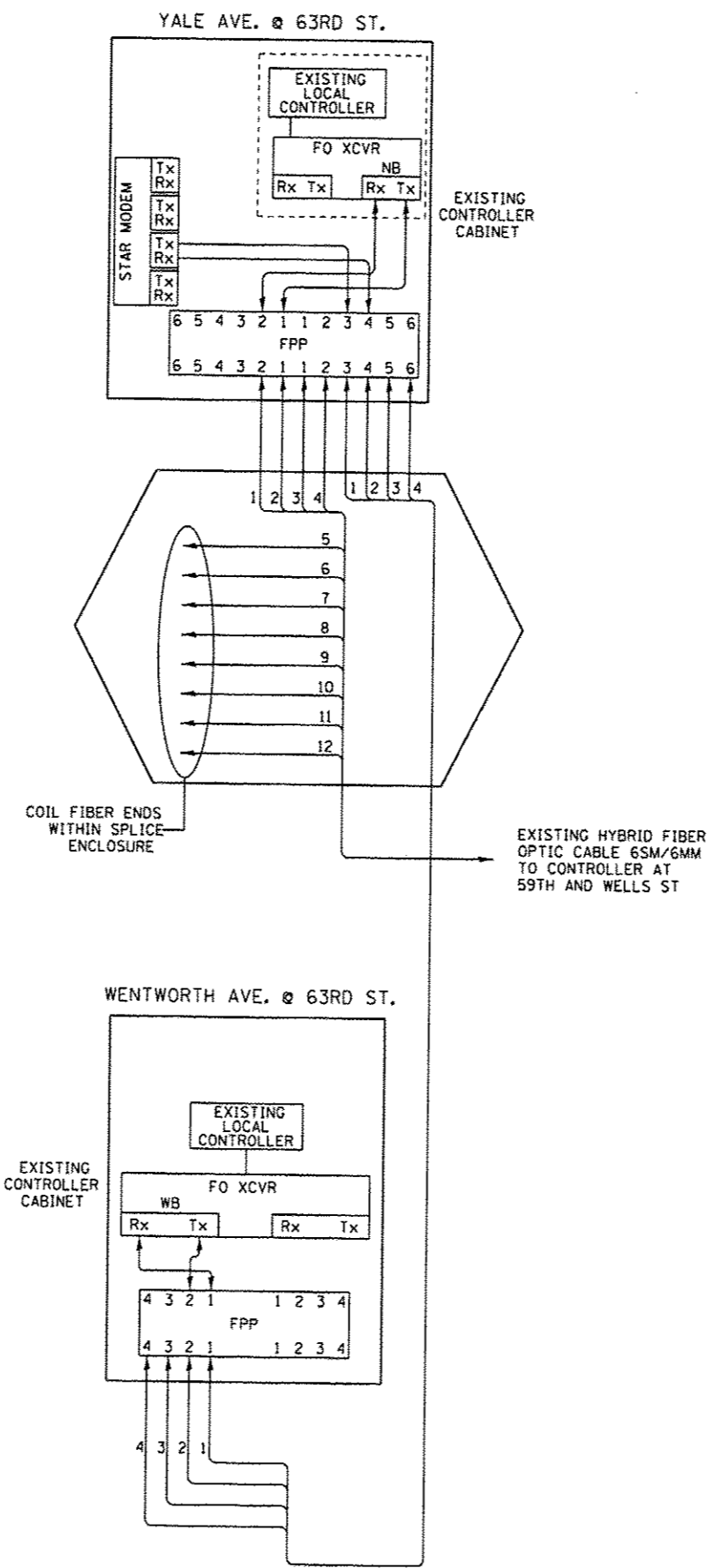
**INTERCONNECT CONDUIT PLAN**  
 SCALE: 1"=20'

FILE NAME : K:\Projects\11847\Design\CAD\Sheet Files\11847.dgn	USER NAME : *USER*	DESIGNED - KMM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>63RD STREET INTERCONNECT PLAN YALE AVENUE TO WENTWORTH AVENUE</b>	F.A.T. RFE. 94	SECTION 1920-B	COUNTY COOK	TOTAL SHEETS 137	SHEET NO. 33
PLOT SCALE : *SCALE*	CHECKED - JDH	REVISOR -	REVISOR -			CONTRACT NO. 60J15				
PLOT DATE : 5/15/2013	DATE - 02-22-2012	REVISOR -	REVISOR -			ILLINOIS/FED. AID PROJECT				
SCALE: 1"=20'						SHEET NO. OF SHEETS STA. TO STA.				


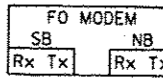


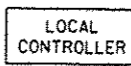
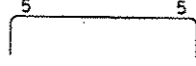
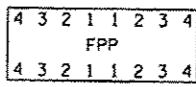

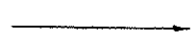


**NOTE:**

THIS CONTRACTOR SHALL INSTALL OPTICAL SPLICES IN THE EXISTING ENCLOSURE, OPTICAL TERMINATIONS, PIGTAILS, PATCHCORDS, MULTIMODE TO SINGLE MODE CONVERTERS, AND HARDWARE AND SOFTWARE REQUIRED FOR A FULLY OPERATIONAL SYSTEM AND FUTURE CONNECTION TO A CLOSED LOOP SYSTEM. THE COST OF THIS WORK SHALL BE INCLUDED IN "CABINET WORK SPLICING, TESTING AND MISC." ITEM AND SEPARATE PAYMENT WILL NOT BE MADE.

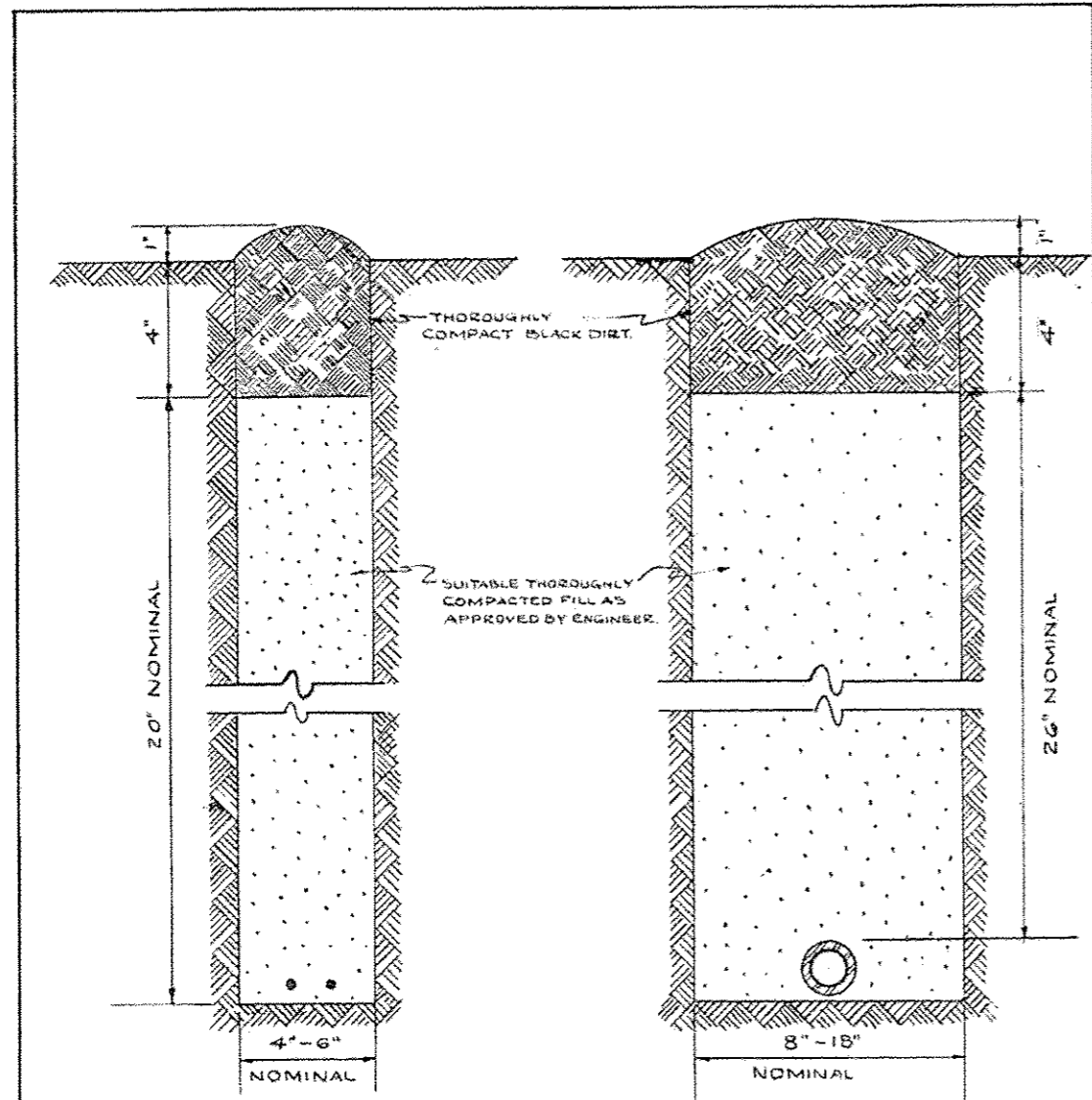


**LEGEND**

-  FIBER OPTIC CABLE
-  ADD/DROP FIBER OPTIC MODEM
-  MANHOLE
-  MASTER TRAFFIC CONTROLLER
-  LOCAL TRAFFIC CONTROLLER
-  FIBER OPTIC SPLICE, OUTSIDE PLANT CABLE NUMBER INDICATES FIBER STRAND IDENTIFIER
-  FIBER PATCH PANEL
-  FIBER OPTIC CONNECTORIZED PATCH CORD
-  FIBER OPTIC CONNECTORIZED PIGTAIL, SPLICED TO OUTSIDE PLANT CABLE

**FIBER SCHEDULE**

FIBER	FUNCTION	FIBER TYPE	FIBER COLOR	BUFFER TUBE
1	CONTROLLER MODEM	MULTIMODE	BLUE	BLUE
2	CONTROLLER MODEM	MULTIMODE	ORANGE	BLUE
3	CABINET SPARE	MULTIMODE	GREEN	BLUE
4	CABINET SPARE	MULTIMODE	BROWN	BLUE
5	UNUSED	MULTIMODE	SLATE	BLUE
6	UNUSED	MULTIMODE	WHITE	BLUE
7	UNUSED	SINGLE MODE	BLUE	ORANGE
8	UNUSED	SINGLE MODE	ORANGE	ORANGE
9	UNUSED	SINGLE MODE	GREEN	ORANGE
10	UNUSED	SINGLE MODE	BROWN	ORANGE
11	UNUSED	SINGLE MODE	SLATE	ORANGE
12	UNUSED	SINGLE MODE	WHITE	ORANGE



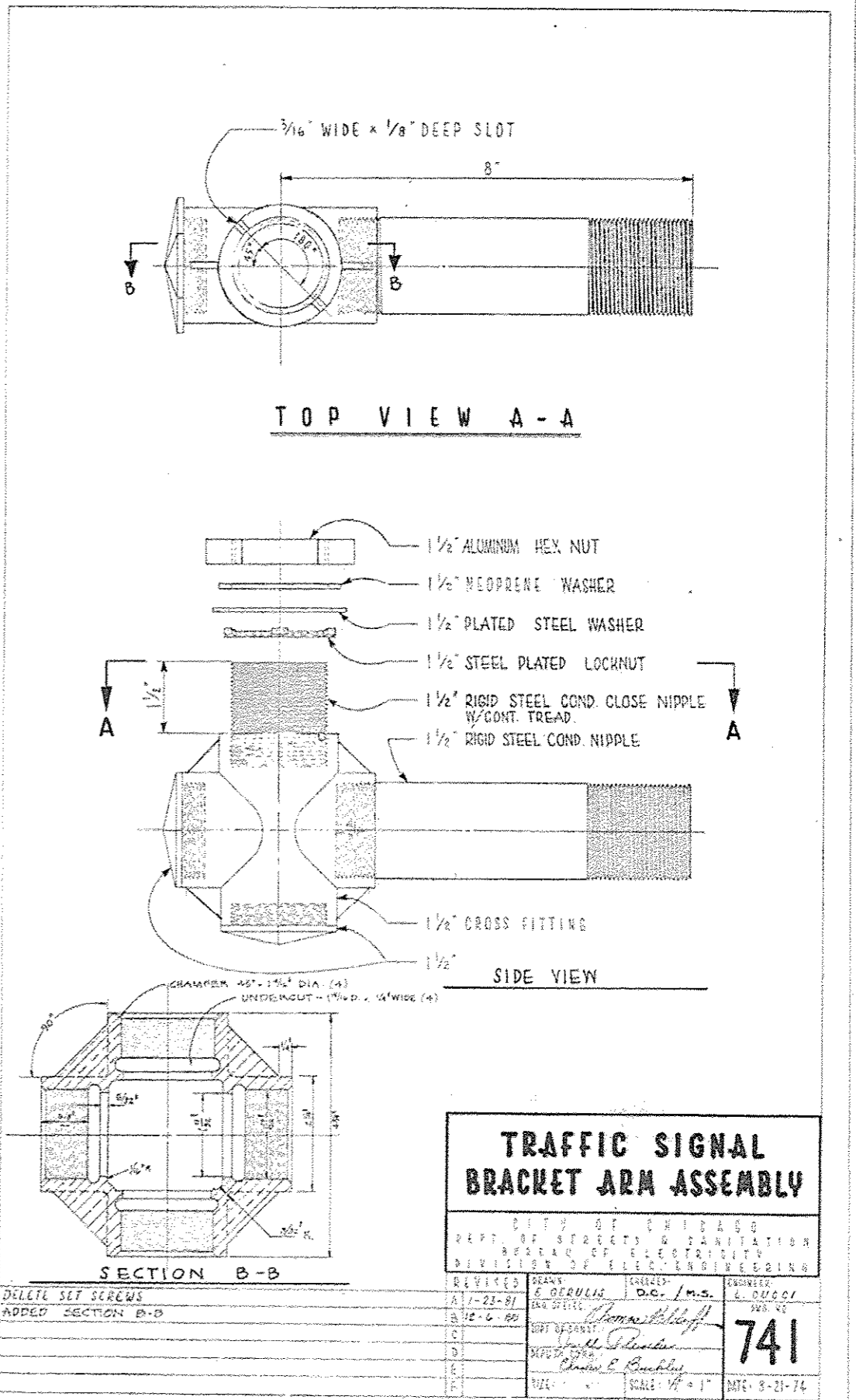
CABLE TRENCH

CONDUIT TRENCH

**NOTE**  
 EXCESS SOIL FROM TRENCH TO BE COMPLETELY REMOVED FROM SITE AS SOON AS PRACTICABLE.  
 BLACK DIRT TO BE TAMPED & THOROUGHLY COMPACTED AS SHOWN.

STANDARD METHOD FOR BACKFILLING CABLE & CONDUIT TRENCHES IN SODDED PARKWAY & LAWNS

CITY OF CHICAGO			
DEPT. OF STREETS & SANITATION			
DIVISION OF ELECTRICAL ENGINEERING			
REVISION	DRAWN	CHECKED	ENGINEER
A	W. E. HAEP	M. J. LANE	J. O'CONNOR
B			
C	ENGR. IN CHARGE		DKG. NO.
D	SUPT. OF CONET.		579
E	DEPUTY COMM.		
F			
G			
H	SIZE 8 1/2 x 11"	SCALE 1/4" = 1'	DATE: 7-14-01



**TRAFFIC SIGNAL BRACKET ARM ASSEMBLY**

CITY OF CHICAGO  
 DEPT. OF STREETS & SANITATION  
 BUREAU OF ELECTRICITY  
 DIVISION OF ELECT. ENGINEERING

REVISED	BY	DATE	REASON
A	E. GERULIS	1-23-01	DELETE SET SCREWS
B	E. GERULIS	12-6-00	ADDED SECTION B-B
C			
D			
E			
F			

SCALE: 1/4" = 1"

DATE: 8-21-74

741

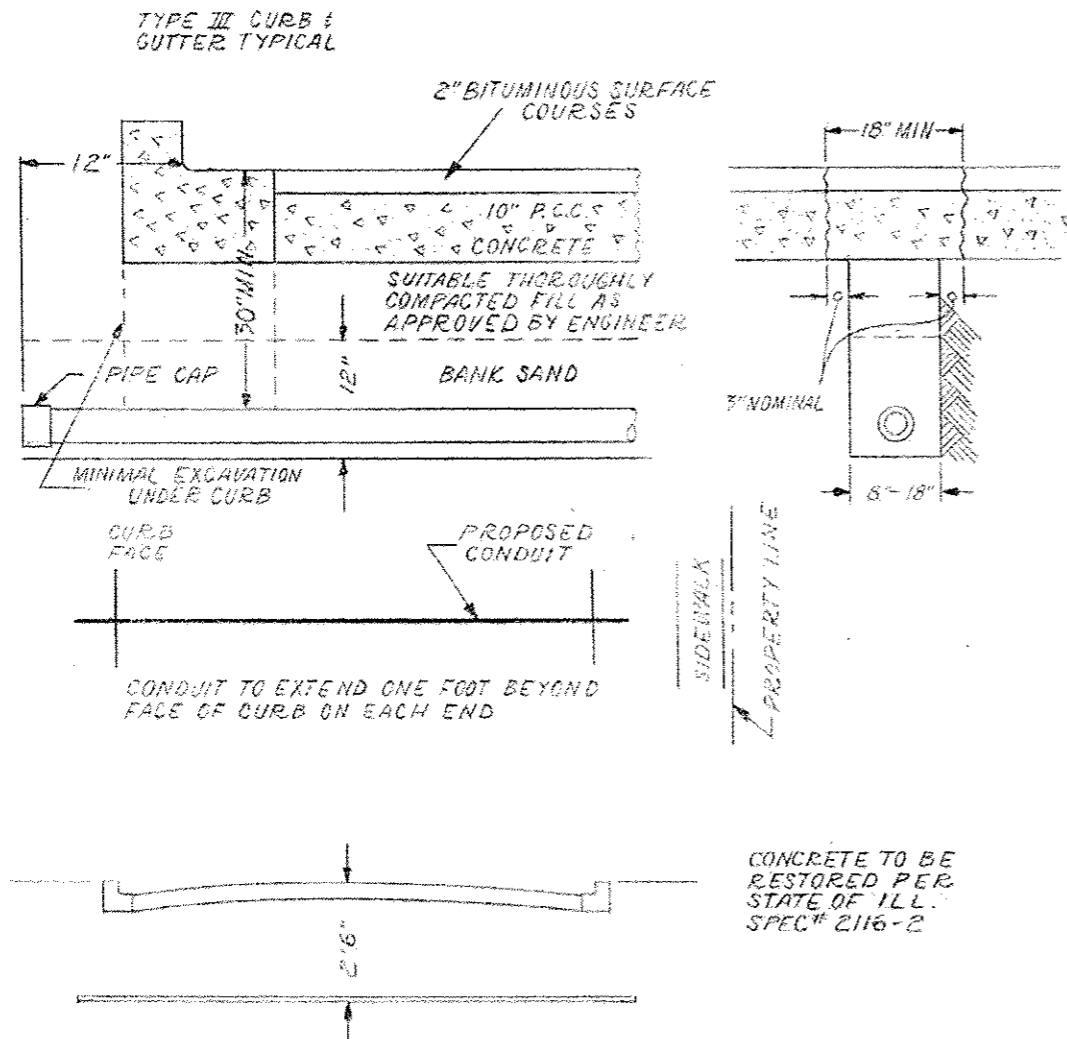
FILE NAME	USER NAME	DESIGNED	REVISION
K:\Projects\11847\Design\CAD\Sheet Files\30DETAIL1.dgn	#USER#	KMM	-
		LV	REVISION
		JDH	REVISION
			REVISION
			REVISION

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

63RD STREET OVER DAN RYAN EXPRESSWAY  
 CDOT STANDARD DETAILS

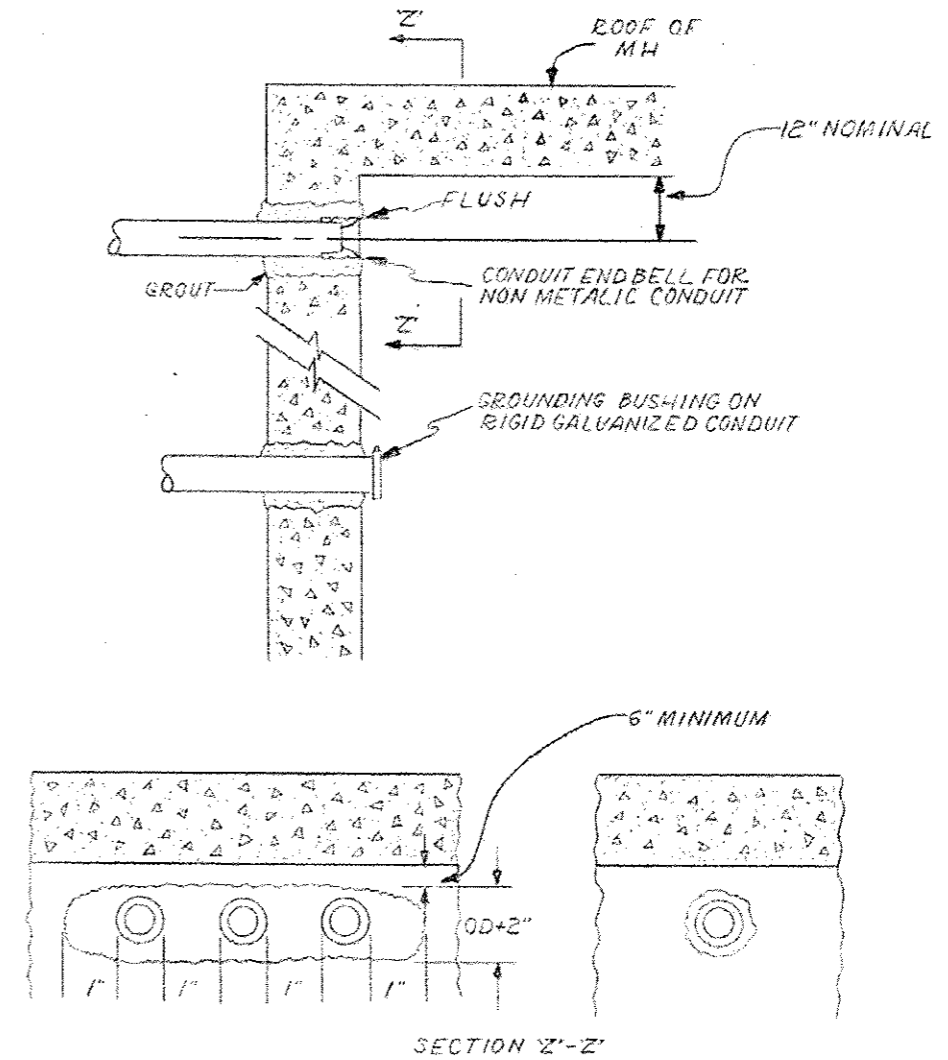
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	35
				CONTRACT NO. 60J15
ILLINOIS FED. AID PROJECT				

CONDUIT INSTALLATION UNDER PAVED STREET



INSTALLATION METHOD OF INSTALLING CONDUIT UNDER PAVED ROADWAY		
CITY OF CHICAGO DEPT. OF STREETS AND SANITATION BUREAU OF ELECTRICITY DIVISION OF ELECTRICAL ENGINEERING		
DRAWN A.M. JOHNSON	CHECKED R. SYCKOWSKI	ENGINEER E.L. MARTIN
 ENGINEER OF ELECTRICITY		DRG. NO. <b>813</b>
 DEPUTY CHIEF		DATE 3-13-81
SIZE 8 1/2" X 14"	SCALE N.T.S.	

CONDUIT INSTALLATION THROUGH EXISTING  
MANHOLE OR HANDHOLE WALL



INSTALLATION METHOD OF INSTALLING CONDUIT THRU MANHOLE WALL		
CITY OF CHICAGO DEPT. OF STREETS AND SANITATION BUREAU OF ELECTRICITY DIVISION OF ELECTRICAL ENGINEERING		
DRAWN A.M. JOHNSON	CHECKED R. SYCKOWSKI	ENGINEER E.L. MARTIN
 ENGINEER OF ELECTRICITY		DRG. NO. <b>814</b>
 DEPUTY CHIEF		DATE 3-13-81
SIZE 8 1/2" X 14"	SCALE N.T.S.	

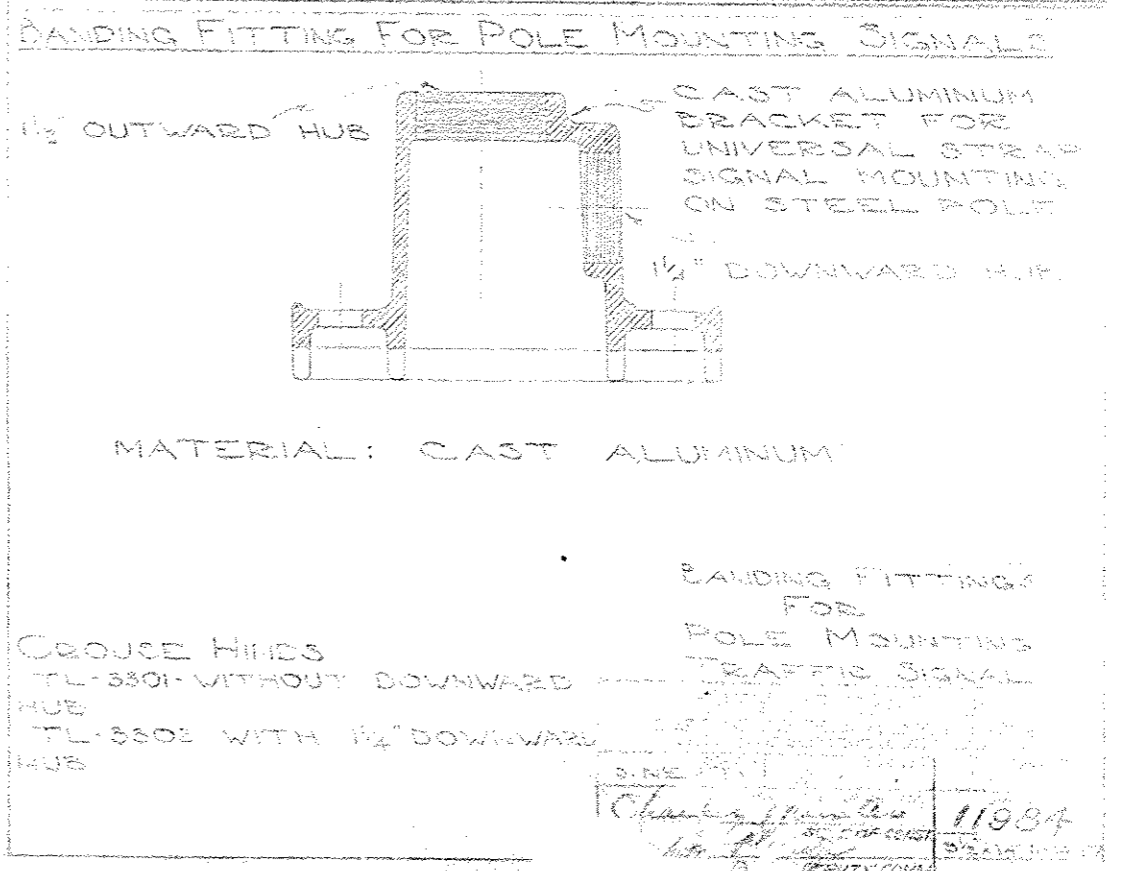
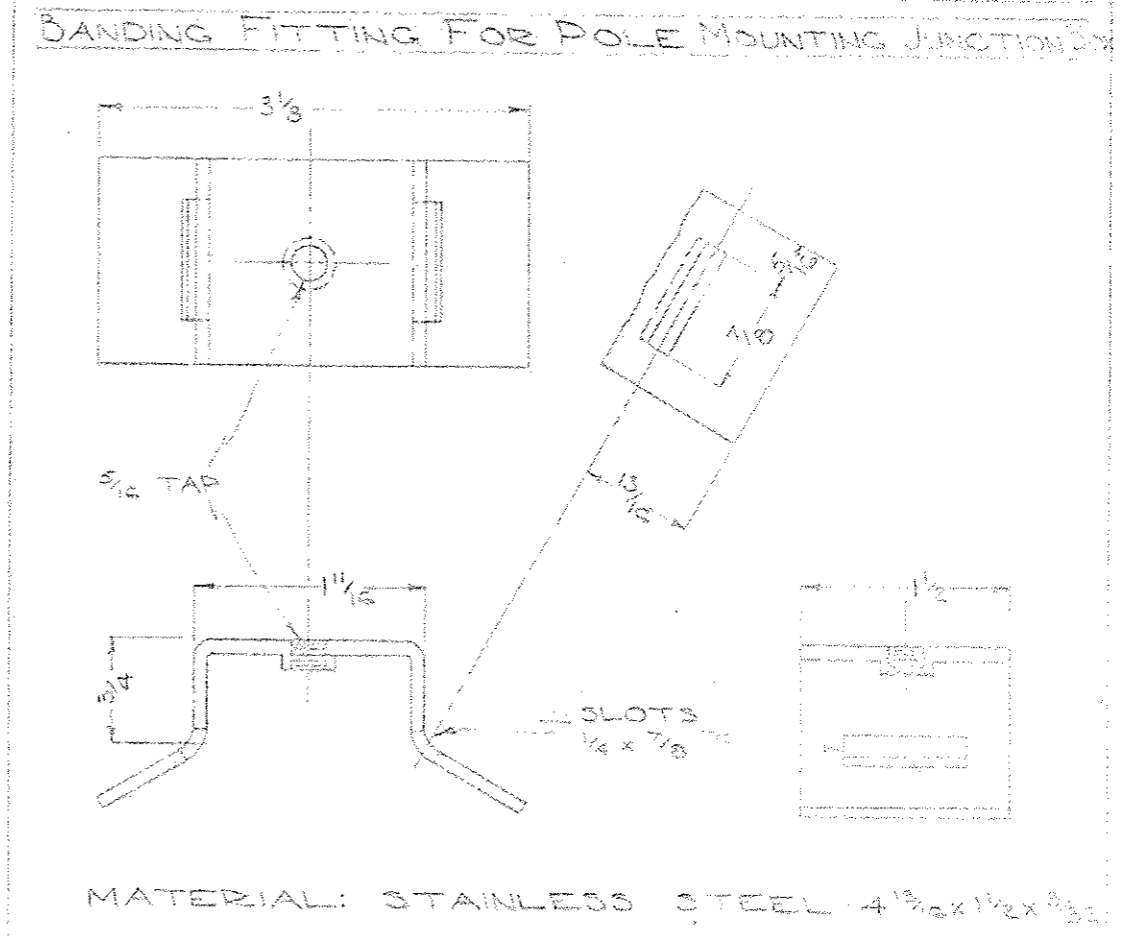
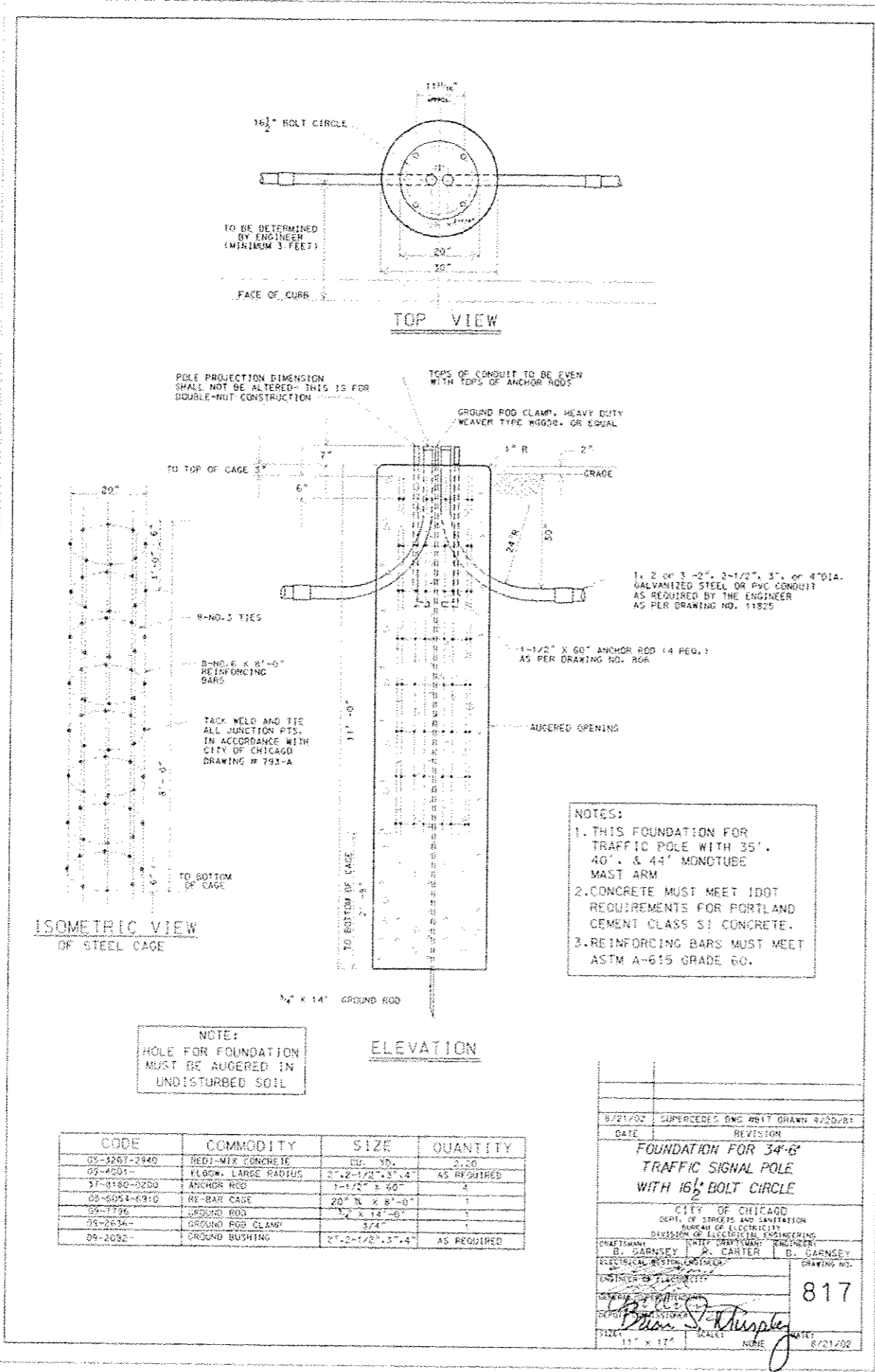
FILE NAME :	USER NAME : *USER*	DESIGNED -	KMM	REVISED -	
		DRAWN -	LV	REVISED -	
	PLOT SCALE : *SCALE*	CHECKED -	JDH	REVISED -	
	PLOT DATE : 5/15/2013	DATE -	02-22-2012	REVISED -	

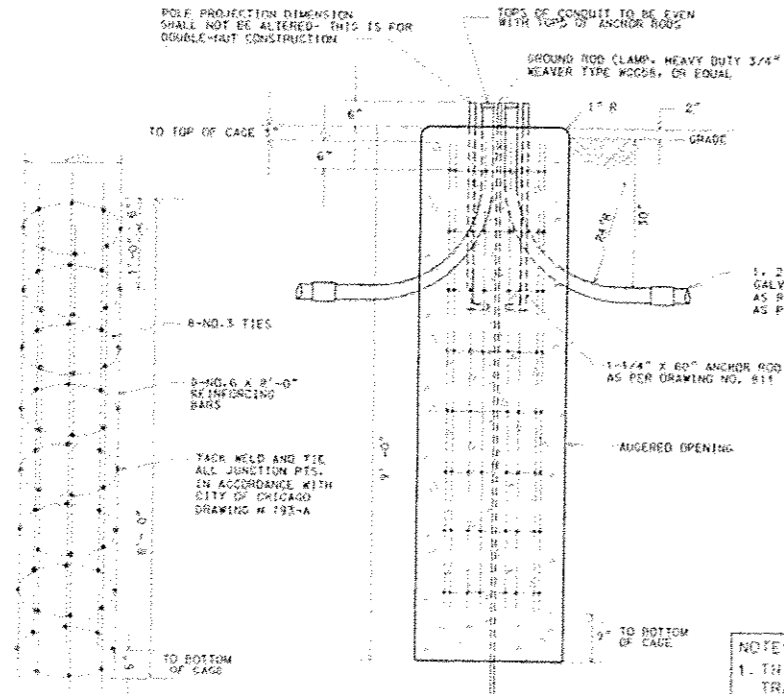
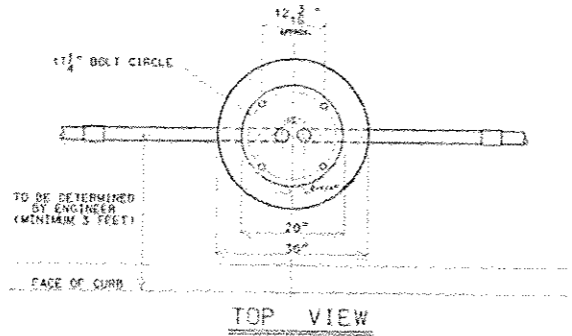
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

63RD STREET OVER DAN RYAN EXPRESSWAY  
CDOT STANDARD DETAILS

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

F.A.I. RTE. 94	SECTION 1920-B	COUNTY COOK	TOTAL SHEETS 137	SHEET NO. 36
CONTRACT NO. 60J15				ILLINOIS FED. AID PROJECT





- NOTES:
1. THIS FOUNDATION FOR TRAFFIC POLE WITH 30' MONOTUBE MAST ARM
  2. CONCRETE MUST MEET IDOT REQUIREMENTS FOR PORTLAND CEMENT CLASS S1 CONCRETE.
  3. REINFORCING BARS MUST MEET ASTM A-615 GRADE 60.

CODE	COMMODITY	SIZE	QUANTITY
05-3263-2940	BEST-MIX CONCRETE	CU. YD.	1.60
09-4001	LEADM. LARGE RADIUS	2" x 2-1/2" x 3" x 3"	AS REQUIRED
37-8180-9200	ANCHOR ROD	1-1/4" x 60"	4
05-2084-6910	RE-BAR CAGE	70" X X 8'-0"	1
07-1198-3200	GROUND ROD	3/4" x 12'	1
09-2636-3240	GROUND ROD CLAMP	3/4"	1
03-2052	GROUND BUSHING	2" x 2-1/2" x 3" x 4"	AS REQUIRED

8/21/02 SUPERCEDES DES HSE DRAWN 9/22/01  
 DATE REVISION  
**FOUNDATION FOR 34'-6" TRAFFIC SIGNAL POLE WITH 17 1/2" BOLT CIRCLE**  
 CITY OF CHICAGO  
 DEPT. OF STREETS AND SANITATION  
 BUREAU OF ELECTRICITY  
 DIVISION OF ELECTRICAL ENGINEERING  
 CHIEF ENGINEER: S. GARNSEY  
 ELECTRICAL ENGINEER: S. CARTER  
 ELECTRICAL ENGINEER: S. GARNSEY  
 DRAWING NO. **816**  
 PROJECT: 11' x 11' HOLE  
 DATE: 8/21/02

FILE NAME = K:\Projects\11847\Design\CAD\Sheet Files\3DETAIL4.dgn	USER NAME = #USER#	DESIGNED - KMM	REVISED -
PLOT SCALE = #SCALE#		DRAWN - LV	REVISED -
PLOT DATE = 5/15/2013		CHECKED - JDH	REVISED -
		DATE - 02-22-2012	REVISED -

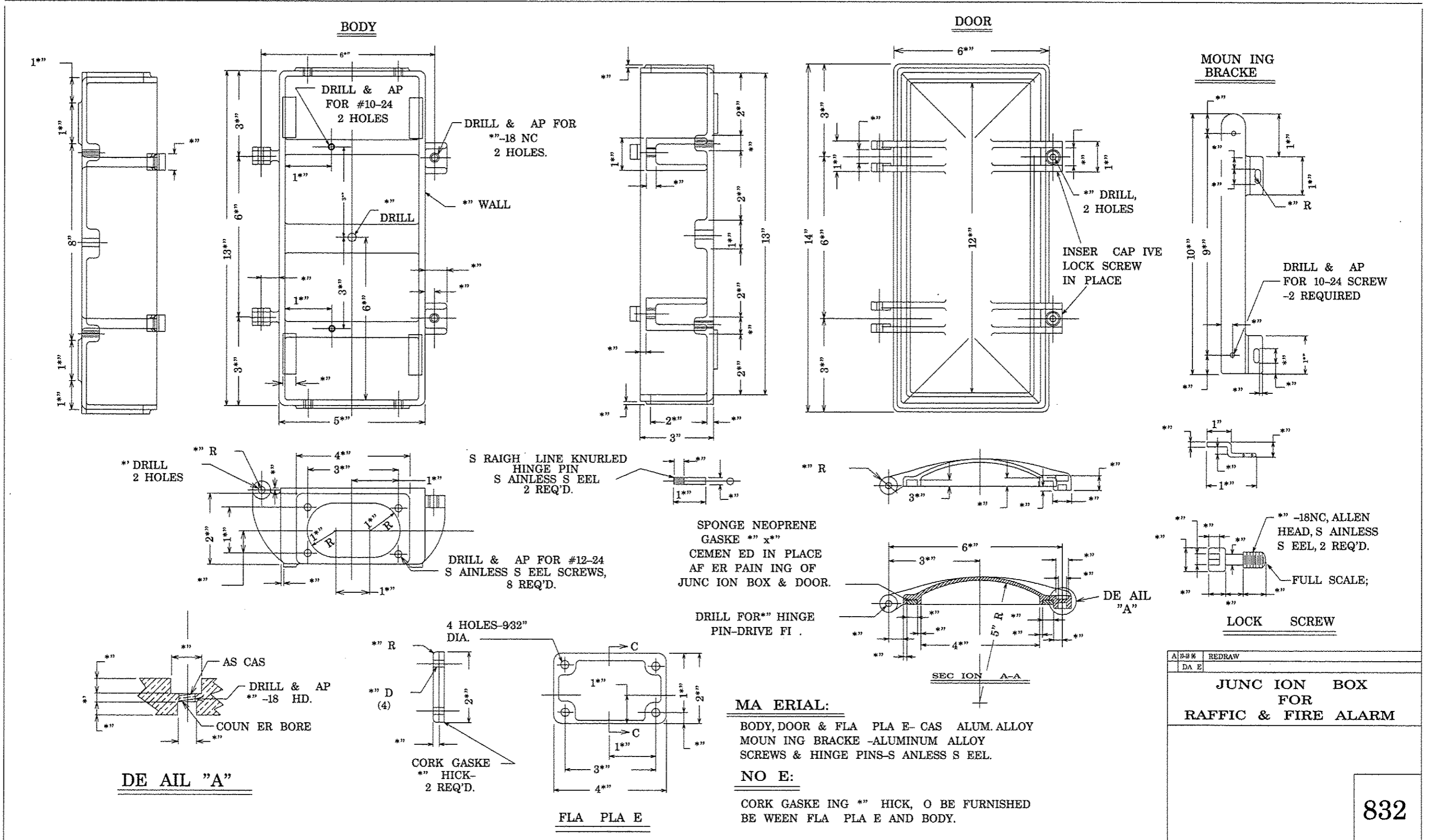
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**63RD STREET OVER DAN RYAN EXPRESSWAY  
 CDOT STANDARD DETAILS**

F.A.I. RTE. 94	SECTION 1920-B	COUNTY COOK	TOTAL SHEETS 137	SHEET NO. 38
CONTRACT NO. 60J15				
ILLINOIS FED. AID PROJECT				

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



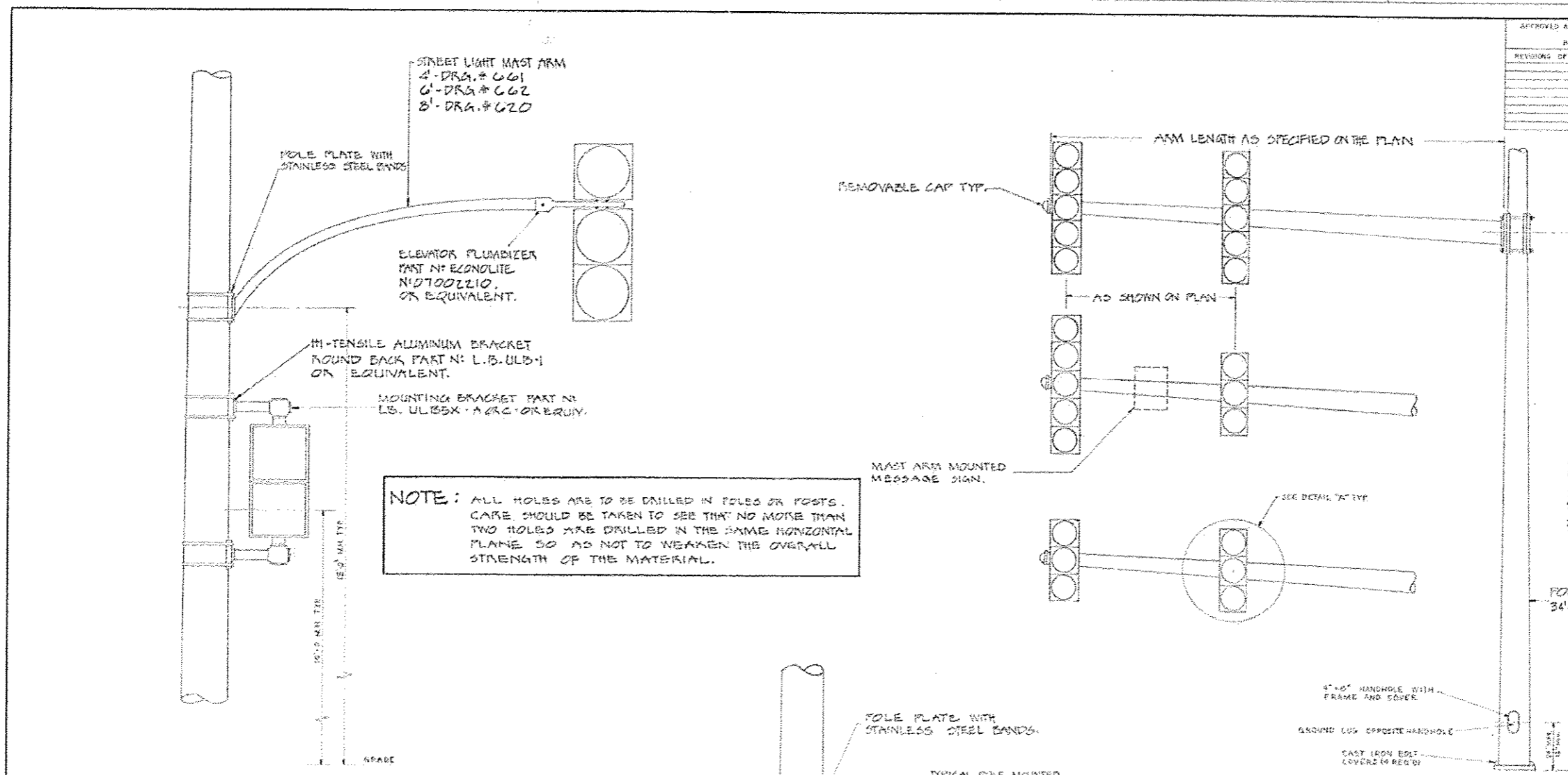


REVISION	REVISION	REVISION	REVISION
DATE	DATE	DATE	DATE
<b>JUNC ION BOX FOR TRAFFIC &amp; FIRE ALARM</b>			

832

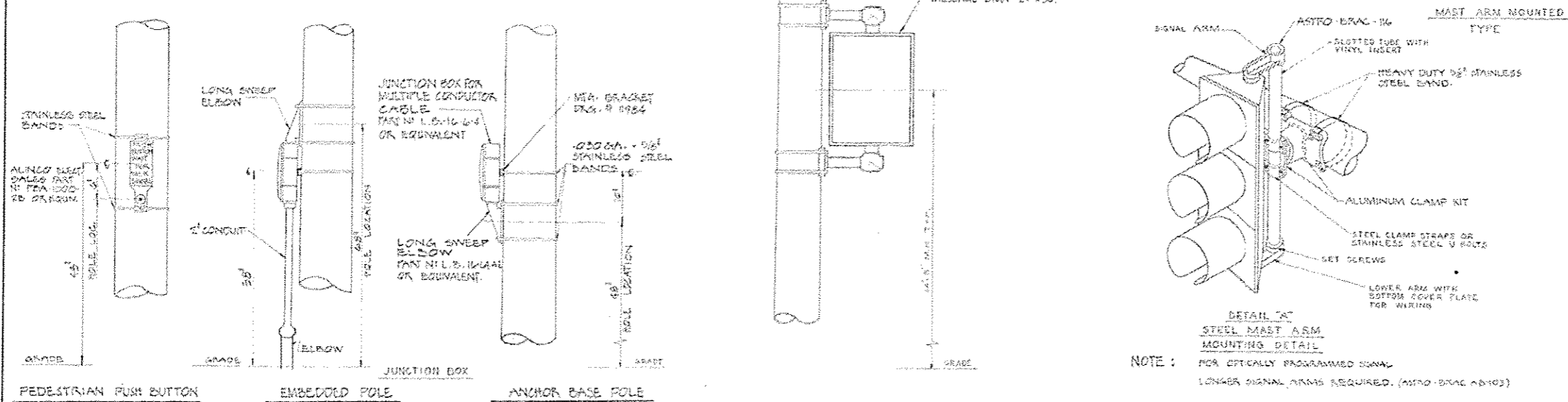
APPROVED AS WORKING PLAN	BY	REVISIONS OF WORKING PLAN

SECTION	SHEETS	TOTAL SHEETS	SHEET NO.



**NOTE:**  
 OVERHEAD SIGNALS SHALL HAVE A MINIMUM CLEARANCE OF 15'-0" ABOVE PAVEMENT GRADE.

**NOTE:** ALL HOLES ARE TO BE DRILLED IN POLES OR POSTS. CARE SHOULD BE TAKEN TO SEE THAT NO MORE THAN TWO HOLES ARE DRILLED IN THE SAME HORIZONTAL PLANE SO AS NOT TO WEAKEN THE OVERALL STRENGTH OF THE MATERIAL.



DATE	REVISION

WORK ORDER NO. \_\_\_\_\_ DATE \_\_\_\_\_  
 COST ALLOCATION ACCOUNT \_\_\_\_\_  
 APPROPRIATION ACCOUNT MATERIAL \_\_\_\_\_ LABOR \_\_\_\_\_

**TYPICAL TRAFFIC SIGNAL MOUNTING DETAILS**

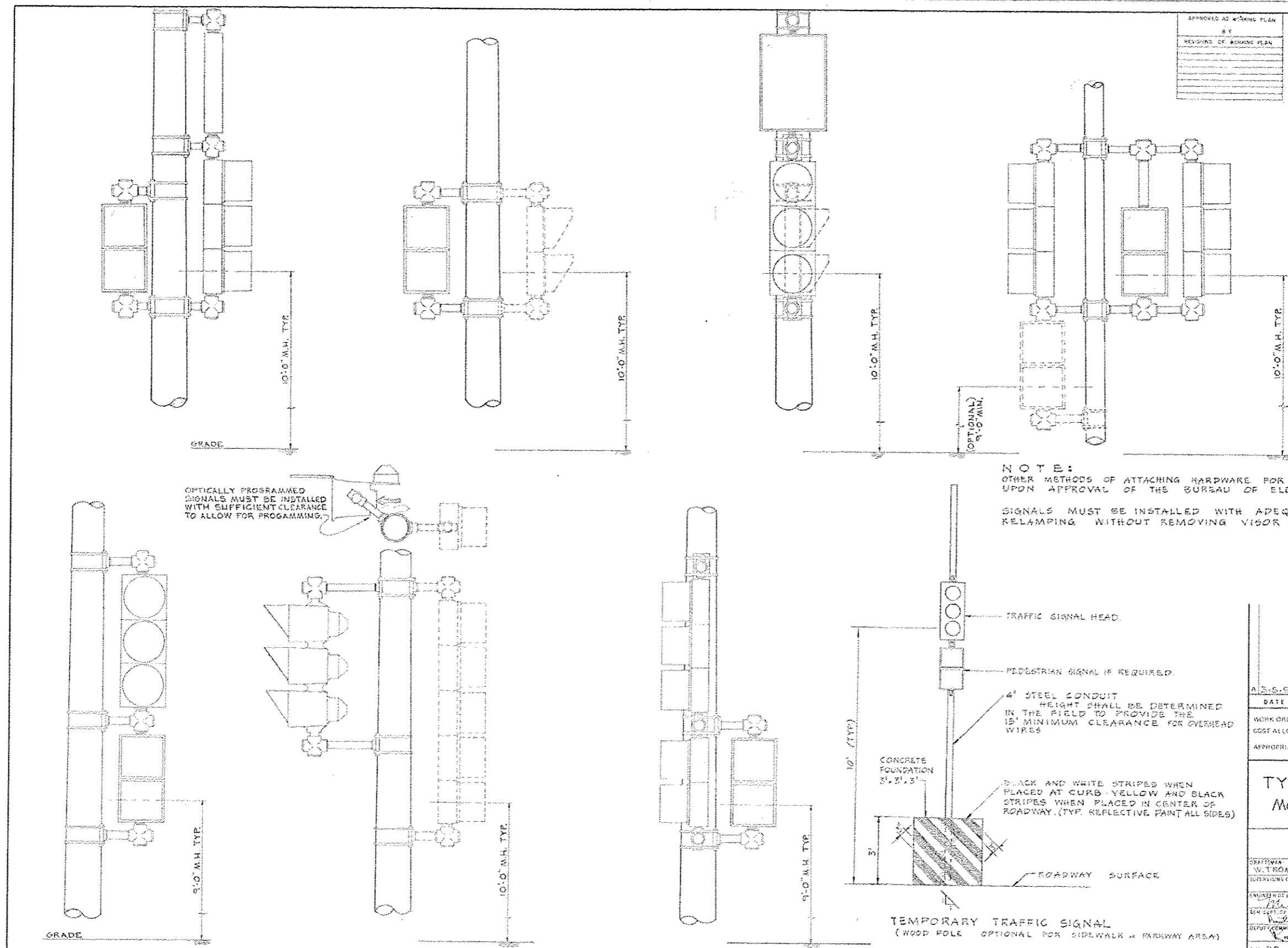
**CITY OF CHICAGO**  
 DEPT. OF ALTERNATE TRANSPORTATION  
 BOARD OF ELECTRICITY  
 DIVISION OF ELECTRICAL ENGINEERING

DESIGNER <i>K. J. S.</i>	DRAWN <i>K. J. S.</i>	ENGINEER <i>M. DePaolo</i>
SUPERVISING ENGINEER <i>R. J. S.</i>	PROJECT ENGINEER <i>R. J. S.</i>	DATE 12-10-09

ENGINEER OF ELECTRICAL  
 DATE: \_\_\_\_\_  
 CITY COMMISSIONER  
 DATE: \_\_\_\_\_

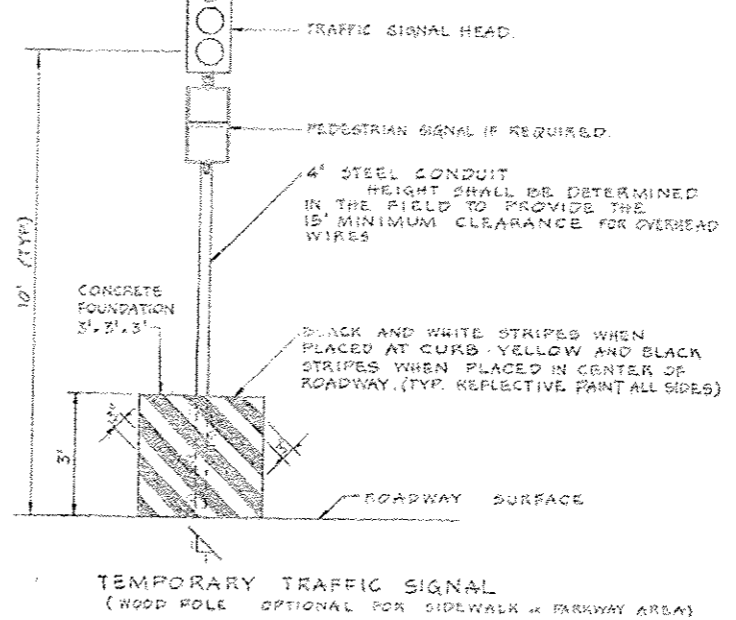
**834**

SCALE: N.T.S. DATE: 12-10-09



OPTICALLY PROGRAMMED SIGNALS MUST BE INSTALLED WITH SUFFICIENT CLEARANCE TO ALLOW FOR PROGRAMMING.

**NOTE:**  
OTHER METHODS OF ATTACHING HARDWARE FOR SIGNAL HEADS MAY BE USED UPON APPROVAL OF THE BUREAU OF ELECTRICITY.  
SIGNALS MUST BE INSTALLED WITH ADEQUATE CLEARANCE FOR RELAMPING WITHOUT REMOVING VISOR OR ROTATING SIGNAL.



TEMPORARY TRAFFIC SIGNAL  
(WOOD POLE OPTIONAL FOR SIDEWALK & PARKWAY AREA)

APPROVED AS WORKING PLAN	BY
REVISIONS OF WORKING PLAN	

FORMAL NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FORM NO.	PROJECT			

DATE	REVISION
WORK ORDER NO.	DATE
COST ALLOCATION ACCOUNT	
APPROPRIATION ACCOUNT	MATERIAL
	LABOR

**TYPICAL TRAFFIC SIGNAL MOUNTING DETAILS**

CITY OF CHICAGO DEPT. OF STREETS AND SANITATION BUREAU OF ELECTRICITY DIVISION OF ELECTRICAL ENGINEERING			
DRAFTSMAN W. TROMPKA	CHIEF DRAFTSMAN K. J. B.	ENGINEER M. De BARTOLO	DWG. NO. 835
APPROVED BY <i>[Signature]</i>	DATE 5/15/2013	SCALE NONE	DATE 12/10/24

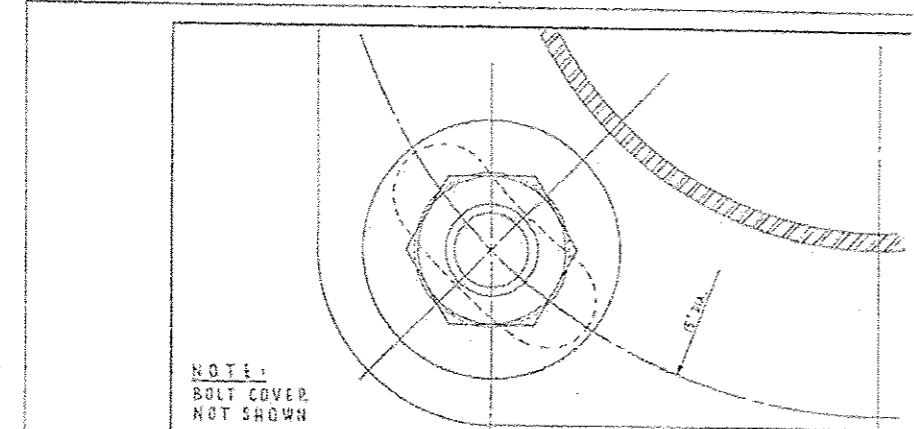
FILE NAME =	USER NAME = #USER#	DESIGNED - KMM	REVISED -
K:\Projects\11847\Design\CAD\Sheet Files\30DETAIL7.dgn		DRAWN - LV	REVISED -
		CHECKED - JQH	REVISED -
		DATE - 02-22-2012	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**63RD STREET OVER DAN RYAN EXPRESSWAY  
CDOT STANDARD DETAILS**

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

F.A.I. RTE. 94	SECTION 1920-B	COUNTY COOK	TOTAL SHEETS 137	SHEET NO. 41
CONTRACT NO. 60J15				ILLINOIS FED. AID PROJECT



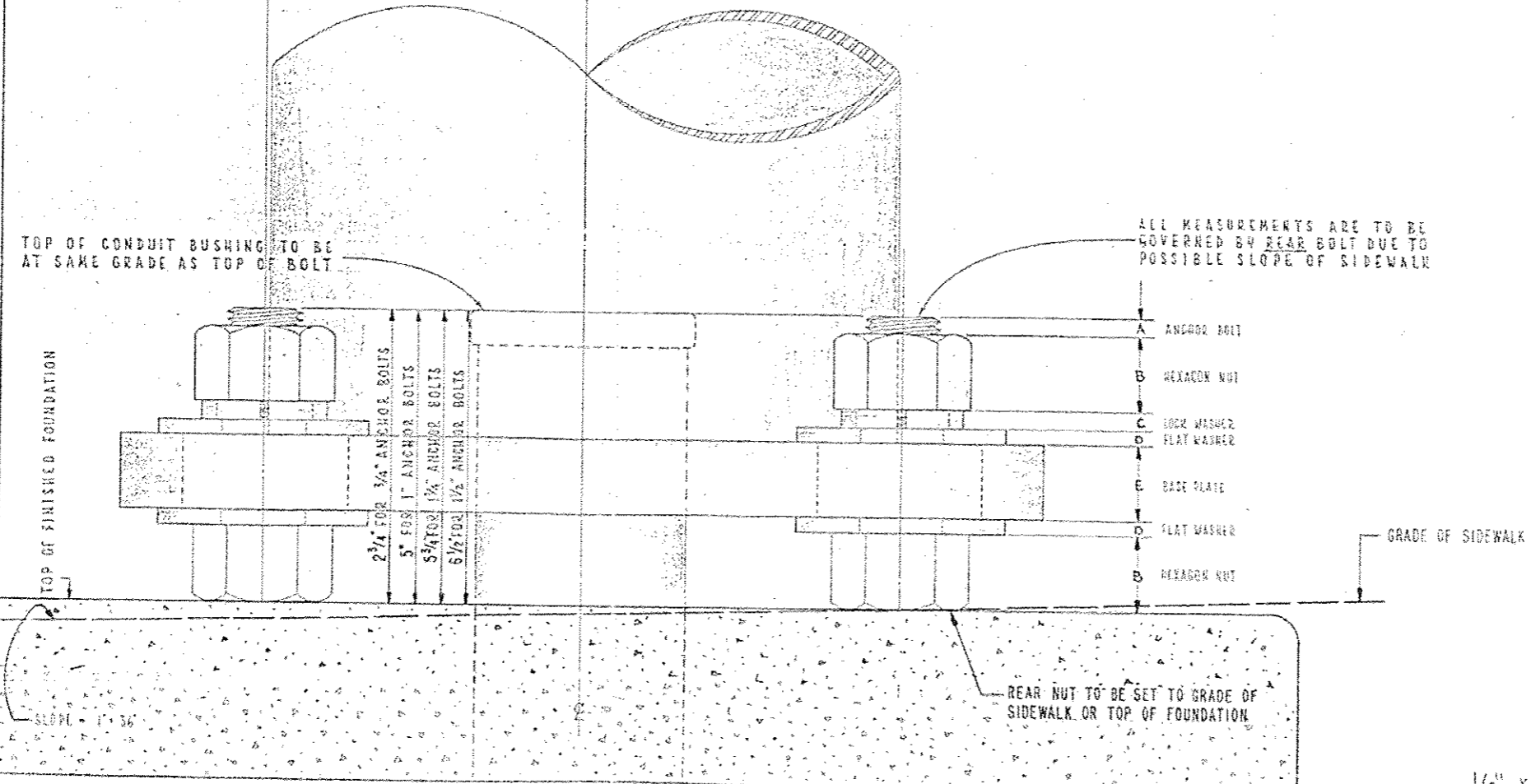
NOTE:  
 BOLT COVER  
 NOT SHOWN

- INSTALLATION NOTES**
- STEP 1 COAT EXPOSED PORTION OF ANCHOR BOLTS WITH APPROVED ANTI RUSTING GREASE ("NO-OX" OR EQUAL).
  - STEP 2 INSTALL LOWER LEVELLING NUTS & WASHERS, SET AT PROPER GRADE WITH HAND LEVEL. USE TABLE FOR APPROPRIATE DIMENSIONS.
  - STEP 3 MOUNT POLE OR PEDESTAL, ATTACH TOP WASHERS & NUTS HAND TIGHT.
  - STEP 4 PLUMB POLE OR PEDESTAL AFTER ALL MASTARMS, STREET LIGHTS, TRAFFIC SIGNALS & OTHER APPURTENANCES ARE ATTACHED TO POLE & TIGHTEN ALL NUTS.
  - STEP 5 ATTACH NUT COVERS WHERE REQUIRED.
  - STEP 6 DO NOT GROUT IN SPACE BETWEEN BOTTOM OF POLE & TOP OF FOUNDATION. TOP OF FOUNDATION OR SURFACE OF SIDEWALK MUST BE LEFT CLEAN AND SMOOTH.
  - STEP 7 POLE OR PEDESTAL IS TO BE PERFECTLY PLUMB, NO "RAKE" IS TO BE LEFT.

IF NECESSARY:  
 ANCHOR BOLT TO BE TRIMMED WITH SAW,  
 DO NOT BURN, AS THIS PRACTICALLY REDUCES  
 THE TENSILE STRENGTH OF ANCHOR BOLT

COAT ANCHOR BOLT WITH RUST-OLEUM HARD HAT ZINC RICH  
 COMPOUND.

T A B L E						
T I N I N G	ANCHOR BOLT SIZE					
	1"	1 1/4"	1 1/2"	1 3/4"	2"	2 1/2"
	POLE GAUGES					
	7 GA.	3 GA.	7 GA.	3 GA.	7 GA.	3 GA.
	ALUM. PEL.					
A	7/16"	7/16"	1/8"	1/16"	1/8"	3/4"
B	1"	1"	1/4"	1/4"	1/2"	3/4"
C	1/4"	1/4"	5/16"	5/16"	3/8"	3/16"
D	5/32"	5/32"	1/4"	1/4"	1/4"	5/32"
E	1"	1"	1/4"	1/2"	1/2"	5/8"



**CONSTRUCTION METHOD  
 FOR "DOUBLE-NUT"  
 INSTALLATION OF  
 POLES AND PEDESTALS**

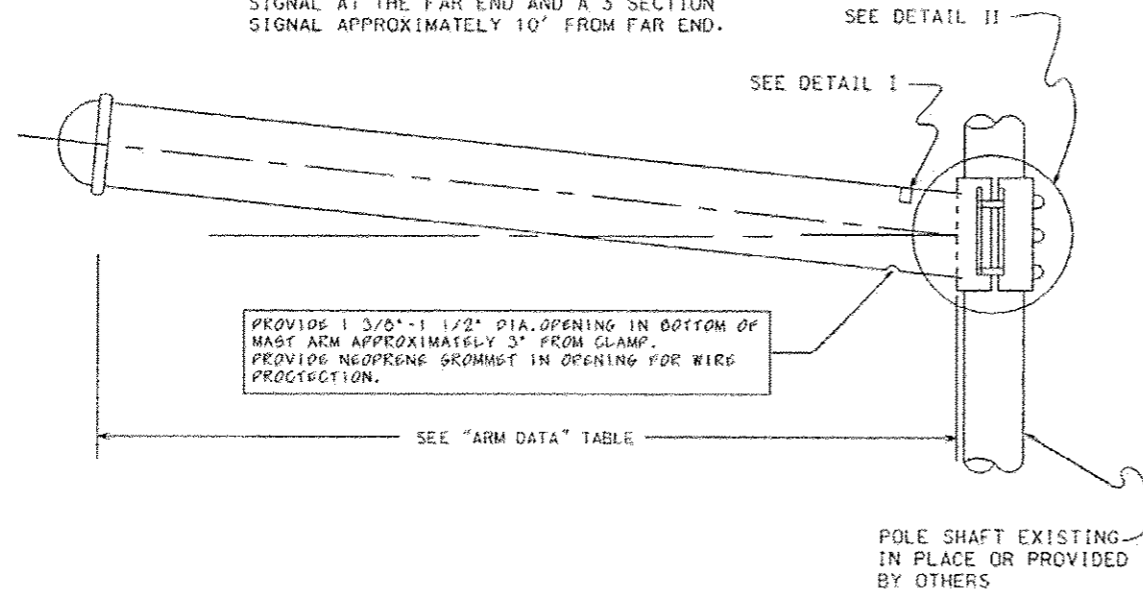
CITY OF CHICAGO  
 DEPT. OF PUBLIC WORKS  
 DIVISION OF ELECTRICAL ENGINEERING

DESIGNED BY: ERIC GERULIS  
 CHECKED BY: [Signature]  
 DATE: 02-22-2012

PROJECT NO. 837

DATE: 02-22-2012

PROVIDE SUFFICIENT MAST ARM RISE (3° MIN.) SO THAT MAST ARM REMAINS SLIGHTLY ABOVE HORIZONTAL WHEN LOADED WITH A 5 SECTION SIGNAL AT THE FAR END AND A 3 SECTION SIGNAL APPROXIMATELY 10' FROM FAR END.



PROVIDE 1 3/8" - 1 1/2" DIA. OPENING IN BOTTOM OF MAST ARM APPROXIMATELY 3" FROM CLAMP. PROVIDE NEOPRENE GROMMET IN OPENING FOR WIRE PROTECTION.

SEE "ARM DATA" TABLE

POLE SHAFT EXISTING IN PLACE OR PROVIDED BY OTHERS

ARM DATA

CLAMP RANGE (INCHES)	POLE END (INCHES)	SIGNAL END (INCHES)	LENGTH (FEET)	GAUGE	WEIGHT (POUNDS)	TEST LOAD (POUNDS)	MAX. DEFLECTION (INCHES)
7.45-7.95	7.0	4.76	16	7	241	1700	6.5
7.45-7.95	7.0	4.20	20	7	274	1300	12.0
7.45-7.95	7.0	3.36	26	7	315	1000	24.0
8.45-8.95	8.0	3.80	30	7	409	1100	29.0
9.95-10.45	9.0	4.10	35	7	529	1200	36.0
9.95-10.45	9.0	3.40	40	7	559	1000	52.0
9.95-10.45	10.0	3.84	44	7		1200	57.0

NOTES:

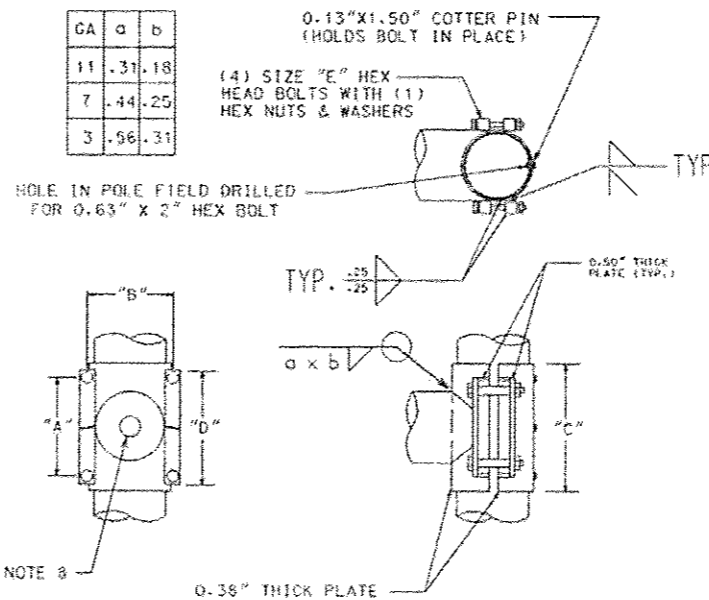
- TRAFFIC SIGNAL ARM SHAFT ASTM DESIGNATION: A595 GRADE C, 60,000 PSI MINIMUM YIELD STRENGTH WITH A LINEAR TAPER -0.14"/FT.
- TRAFFIC SIGNAL ARM END CAP SECURED IN PLACE WITH 3 SET SCREWS AND 1 THRU ARM END BOLT. (PLATED HARDWARE)
- ALL THREADED FASTENERS TO BE GALVANIZED TO ASTM DESIGNATION: A153
- ALL VEHICULAR AND/OR PEDESTRIAN SIGNAL LIGHTS AND NECESSARY HARDWARE FOR ATTACHMENT TO BE FIELD LOCATED AND FURNISHED BY OTHERS.
- ALL ARM END CAPS AND ARM CLAMPS TO BE FULLY ASSEMBLED AND ATTACHED TO THE ARM PRIOR TO SHIPPING.
- ARM ASSEMBLY TO BE DEGREASED; CLEANED; CHEMICALLY PRETREATED; GIVEN AN EXTERIOR THERMOSETTING POLYESTER POWDER COAT; AND AN INTERIOR THERMOPLASTIC HYDROCARBON RESIN POWDER COAT. ALL PAINTING TO BE IN ACCORDANCE WITH SPECIFICATION 1454, SECTION 8. "PAINTING".
- MAST ARM SHALL BE TESTED IN ACCORDANCE WITH SPECIFICATION 1454, SECTION 9 WITH TEST VALUES AS SHOWN ON THE "ARM DATA" TABLE.
- HOLE IN CLAMP TO BE 4.0" (MIN.). HOLE TO BE GROUND SMOOTH AND DEBURRED TO PROVIDE A SMOOTH WIRE ENTRY FROM POLE TO MAST ARM.



I. D. TAG TO BE MOUNTED ON THE TOP OF THE POLE AS INDICATED, USING 2 "GRIP-NAIL" FASTENERS.

DETAIL I  
 I. D. TAG

SIGNAL ARM ATTACHMENT DATA					
CLAMP RANGE	"A"	"B"	"C"	"D"	"E"
7.45" - 7.95"	7.25"	9.92"	10.80"	10.32"	1.00" X 7.50"
8.45" - 8.95"	9.00"	10.66"	13.06"	12.50"	1.00" X 8.00"
9.95" - 10.45"	10.25"	12.66"	15.30"	13.50"	1.25" X 8.50"



DETAIL II  
 ARM ATTACHMENT

10-25-07 REFERENCES SPEC. 1454  
 8-0-03 WIRE OPENING ON MAST ARM  
 DATE REVISION  
 SUPERSEDES DET. DATA, P.C., 1991

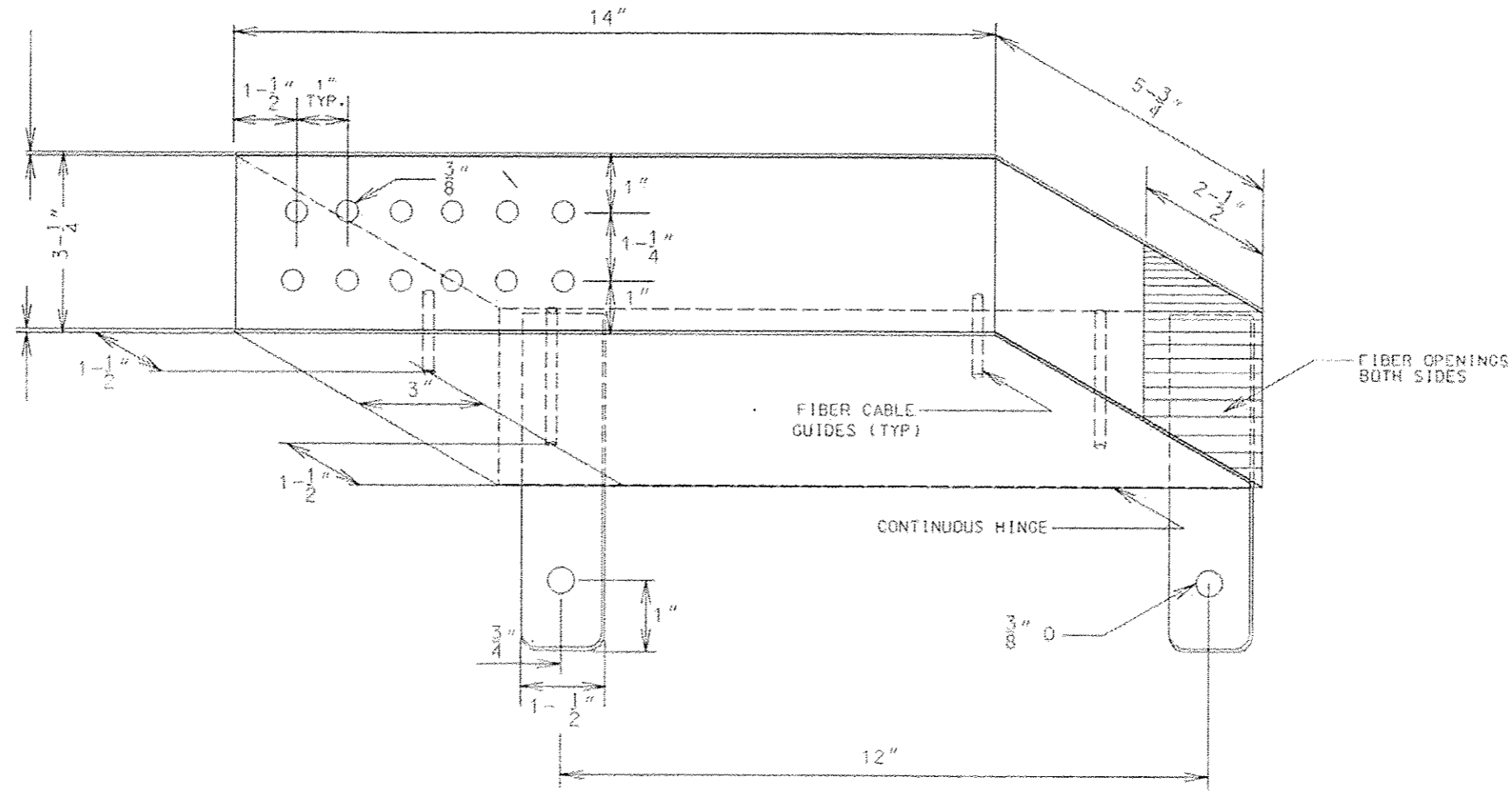
**STEEL TRAFFIC SIGNAL  
 MAST ARM-MONOTUBE**

CITY OF CHICAGO  
 DEPT. OF STREET AND SANITATION  
 BUREAU OF ELECTRICITY  
 DIVISION OF ELECTRICAL ENGINEERING

DESIGNED BY: R. IVY  
 CHECKED BY: ROBERT CARTER  
 DRAWN BY: RON POOL

870





FIBER OPTIC PATCH PANEL  
 FOR CITY OF CHICAGO  
 TRAFFIC SIGNAL CONTROLLER

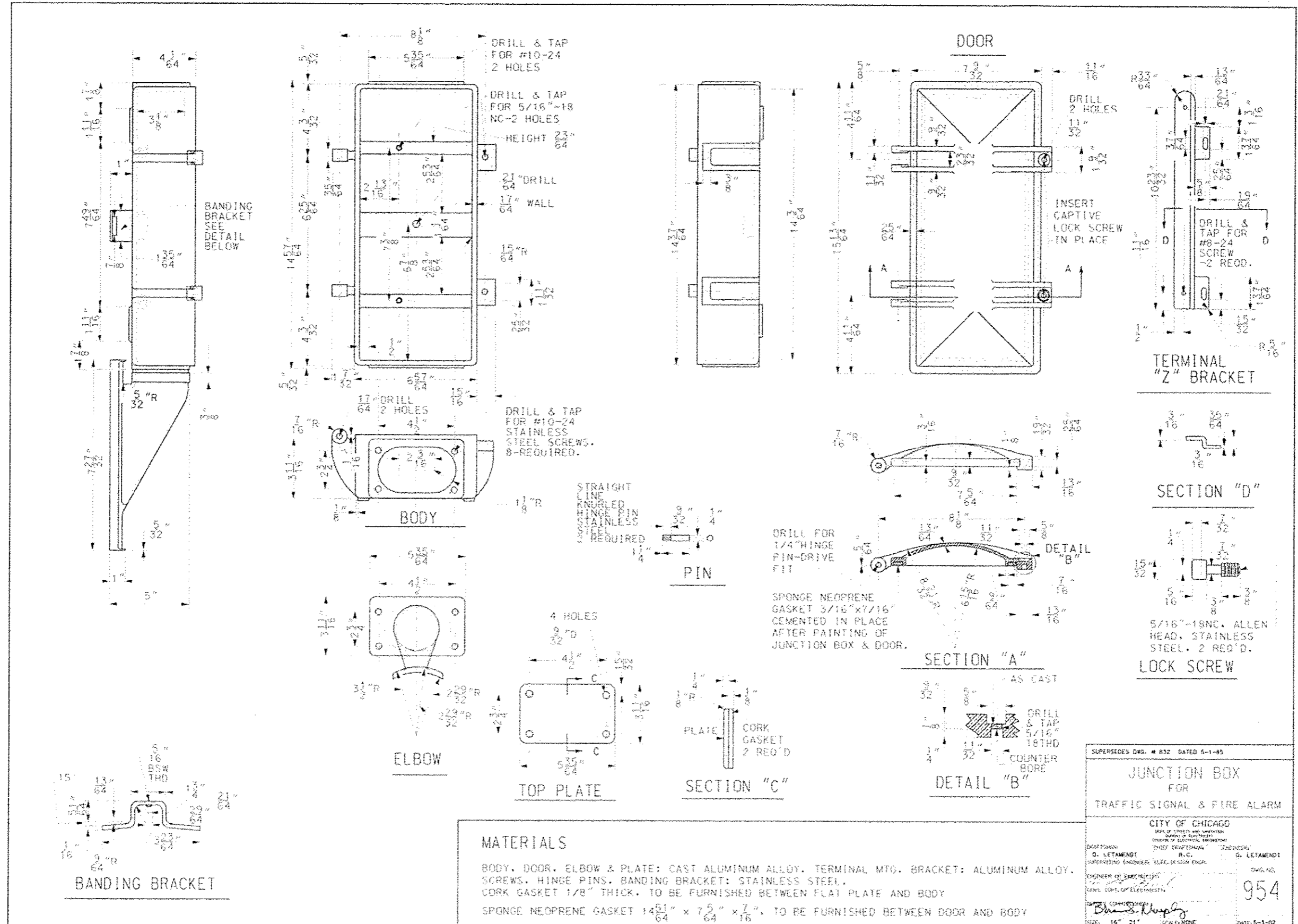
THIS PANEL WAS SUPPLIED FOR C.B.D. INTERCONNECT  
 AND IS TO BE THE STANDARD FOR ALL CITY INSTALLATIONS

**FIBER OPTIC  
 PATCH PANEL**  
 CITY OF CHICAGO  
OFFICE OF THE CITY ENGINEER  
 DEPARTMENT OF PUBLIC WORKS

DRAFTSMAN <b>ROBERT IVY</b>	CHIEF DRAFTSMAN <b>ROBERT CARTER</b>	ENGINEER <b>WALTER TROMPKA</b>
SUPERVISING ENGINEER	ELEC. DESIGN ENGR.	
ENGINEER OF ELECTRICITY		
DEPT. Supt. OF ELECTRICITY		
DEPUTY COMMISSIONER		

DWG. NO.  
**909**  
 DATE: 11-01-02

FILE NAME *	USER NAME * #USER#	DESIGNED - KMM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>63RD STREET OVER DAN RYAN EXPRESSWAY CDOT STANDARD DETAILS</b>	P.A.I RTE. 94	SECTION 1920-B	COUNTY COOK	TOTAL SHEETS 137	SHEET NO. 44
K:\Projects\11847\Design\CAD\Sheet Files\30DETAIL10.dgn		DRAWN - LV	REVISED -							
		CHECKED - JDH	REVISED -							
		DATE - 02-22-2012	REVISED -							
					SCALE: N.T.S.	SHEET NO.	OF SHEETS	STA.	TO STA.	CONTRACT NO. 60J15
										ILLINOIS FED. AID PROJECT



**MATERIALS**

BODY, DOOR, ELBOW & PLATE: CAST ALUMINUM ALLOY. TERMINAL MTO. BRACKET: ALUMINUM ALLOY. SCREWS, HINGE PINS, BANDING BRACKET: STAINLESS STEEL. CORK GASKET 1/8" THICK, TO BE FURNISHED BETWEEN FLAT PLATE AND BODY. SPONGE NEOPRENE GASKET 1 1/4" x 7 5/64" x 7/16", TO BE FURNISHED BETWEEN DOOR AND BODY

SUPERSEDES DWG. # B32 DATED 5-1-85

**JUNCTION BOX FOR TRAFFIC SIGNAL & FIRE ALARM**

CITY OF CHICAGO  
 DEPT. OF STREETS AND SANITATION  
 DIVISION OF ELECTRICITY  
 DIVISION OF ELECTRICAL ENGINEERING

DESIGNED BY: **D. LETAMENDI**  
 SUPERVISOR (ENGINEER) ELEC. DESIGN ENGR.  
 IN CHARGE

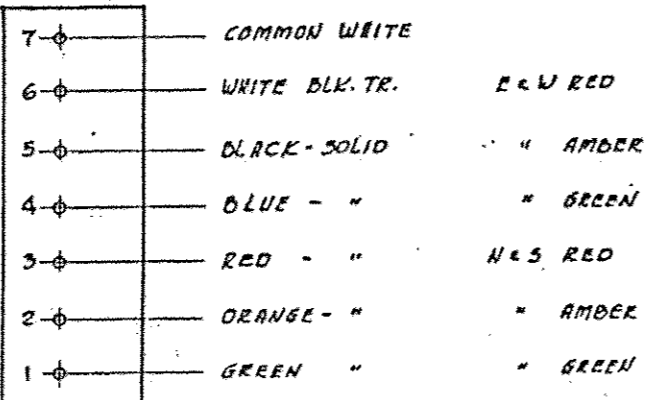
ENGINEER OF ELECTRICAL ENGINEERING  
 STATE OF ILLINOIS

DWG. NO. **954**

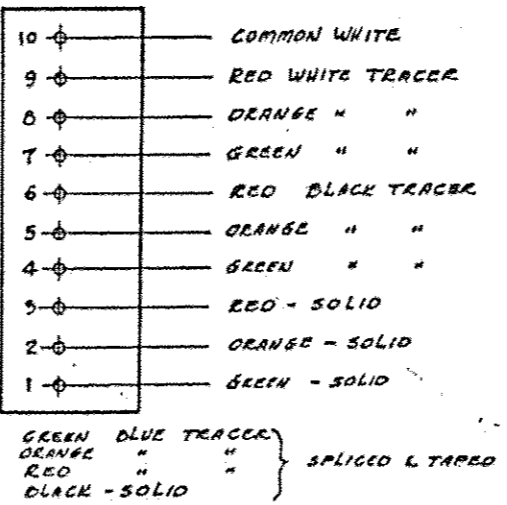
DATE: 5-3-82

FILE NAME =	USER NAME = #USER#	DESIGNED - KMM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>63RD STREET OVER DAN RYAN EXPRESSWAY CDOT STANDARD DETAILS</b>	F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
K:\Projects\11847\Design\Sheet Files\30ETAIL11.dgn		DRAWN - LV	REVISED -			94	1920-B	COOK	137	45	
PLOT SCALE = #SCALE#		CHECKED - JDH	REVISED -			CONTRACT NO. 60J15					
PLOT DATE = 5/15/2013		DATE - 02-22-2012	REVISED -			ILLINOIS/FED. AID PROJECT					
SCALE: N.T.S.						SHEET NO. OF SHEETS		STA. TO STA.			

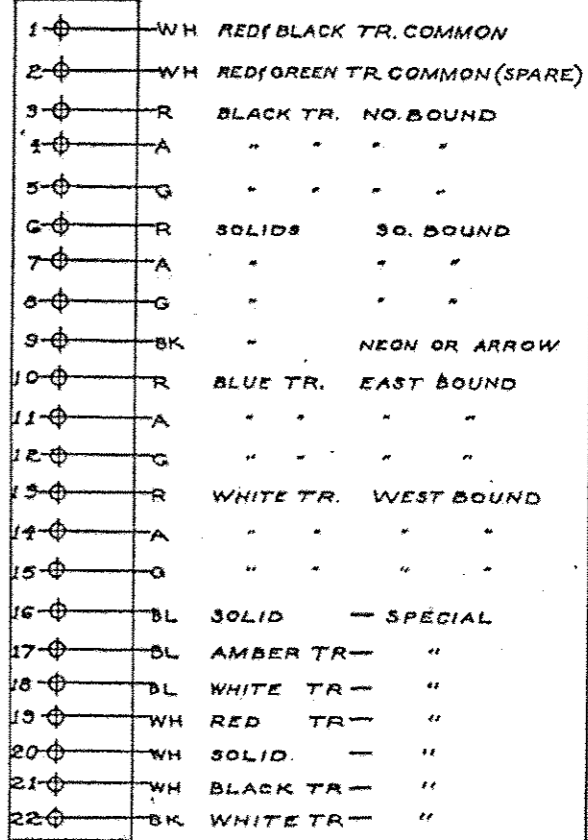
**• 7 CONDUCTOR - TPOINT STRIP •**



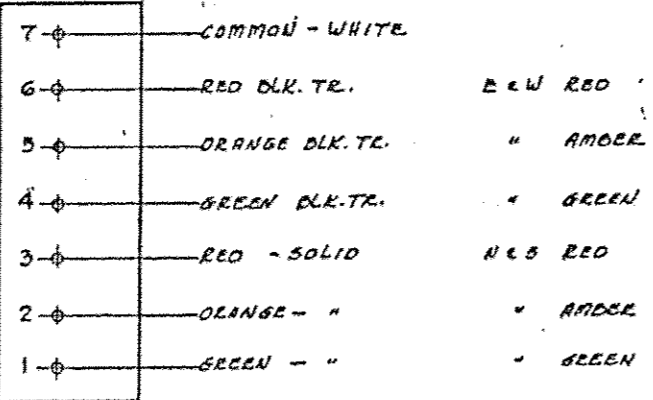
**• 14 CONDUCTOR - 10 POINT STRIP •**



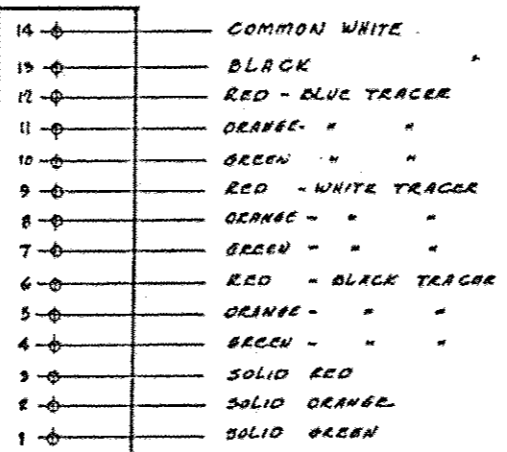
**• 22 CONDUCTOR - CODE •**  
**• 19 1/2 CODE - OMIT "19" "21" "22" •**



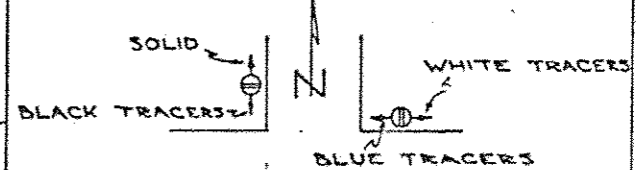
**• 10 CONDUCTOR - 7 POINT STRIP •**



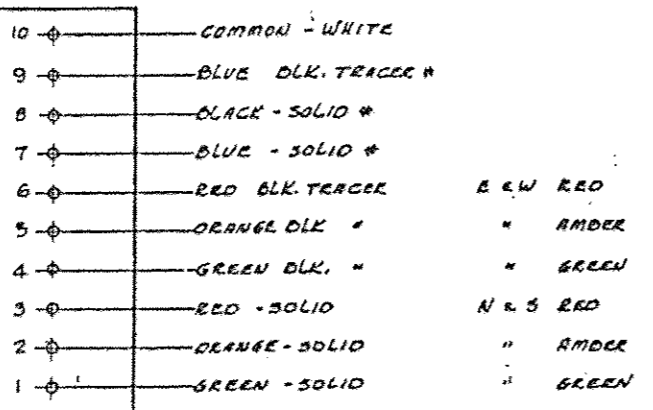
**• 14 CONDUCTOR - 14 POINT STRIP •**



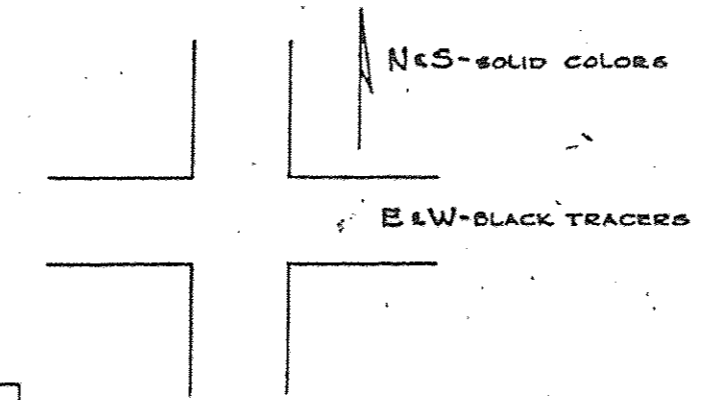
**• SPLIT CORNER •**



**• 10 CONDUCTOR - 10 POINT STRIP •**



**• STRAIGHT CORNER •**



NOTE:  
 CONDUCTORS FOR  
 WALK SIGNALS &  
 VARIOUS MESSAGE  
 SIGNS AT DISCRETION  
 OF INSTALLER

**TRAFFIC CONTROL SIGNALS  
 STRIP WIRING LAYOUT**

REVISED	CITY OF CHICAGO		
	DEPT. OF STREETS AND SANITATION		
	DIVISION OF ELECTRICAL OPERATION		
A	5-4-61	DRAWN K.E.B.	CHECKED [Signature]
B	11-10-64		ENGINEER [Signature]
C			DESIGNER
D			
E			
F			
G	SIZE 16"x21"	SUPERINTENDENT	COMMISSIONER
			DATE 11-8-56

12268-A

**BILL OF MATERIALS**

ITEM	UNIT	TOTAL QUANTITY	IDOT	CDOT
			UNDERPASS QUANTITY	OVERPASS QUANTITY
<b>IDOT</b>				
CONDUIT ATTACHED TO STRUCTURE, 1" DIA., PVC COATED GALVANIZED STEEL	FOOT	518	518	
CONDUIT ATTACHED TO STRUCTURE, 2" DIA., PVC COATED GALVANIZED STEEL	FOOT	140	140	
CONDUIT ATTACHED TO STRUCTURE, 3" DIA., PVC COATED GALVANIZED STEEL	FOOT	952	952	
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6" X 6" X 4"	EACH	12	12	
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6"	EACH	6	6	
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 24" X 24" X 10"	EACH	2	2	
UNIT DUCT, 600V, 3-1C NO.2, 1/C NO.4 (GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	102	102	
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	2786	2786	
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 4	FOOT	932	932	
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 2	FOOT	2500	2500	
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	5982	5982	
* MAINTENANCE OF LIGHTING SYSTEM	CAL.MO	6	6	
* REMOVE CONDUIT ATTACHED TO STRUCTURE	FOOT	2083	2083	
* REMOVE EXISTING JUNCTION BOX	EACH	30	30	
* PROTECTION AND MAINTENANCE OF EXISTING UNDERPASS LIGHTING	L.SUM	1	1	
<b>CDOT</b>				
UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	237		237
CONDUIT ATTACHED TO STRUCTURE, 2" DIA., GALVANIZED STEEL	FOOT	634		634
CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	221		221
* REMOVE EXISTING STREET LIGHTING EQUIPMENT	L.SUM	1		1
* MAINTENANCE OF STREET LIGHTING SYSTEM (CITY OF CHICAGO)	L.SUM	1		1
* PAINT EXISTING STREET LIGHT/TRAFFIC EQUIPMENT COMPLETE	EACH	1		1
* CABLE IN CONDUIT, TRIPLEX, 2-1/C NO. 6 AND 1-1/C NO. 8 GROUND	FOOT	2692		2692
* RACK, SECONDARY-AERIAL, 2-WIRE	EACH	1		1
* POLE, STEEL, 326", ANCHOR BASE, 11 1/2" B.C., 7 GAUGE (INSTALL ONLY)	EACH	4		4
* MAST ARM, STEEL, STREET LIGHTING, 8 FOOT (INSTALL ONLY)	EACH	9		9
* MAST ARM, STEEL, STREET LIGHTING, 15 FOOT (INSTALL ONLY)	EACH	4		4
* LUMINAIRE, STREET LIGHT, CERAMIC METAL HALIDE, 210 WATT, 240 VOLT, ARTERIAL, SEMI-CUTOFF (INSTALL ONLY)	EACH	15		15
* WIRE, AERIAL, 1/C NO. 6	FOOT	260		260
* INDICATE SPECIAL PROVISION				

**ABBREVIATIONS**

ABBREVIATION	DESCRIPTION
AC	ALTERNATING CURRENT
A/C	AERIAL CABLE
AFG	ABOVE FINISHED GRADE
CB	CIRCUIT BREAKER
CKT	CIRCUIT
CM	CENTIMETER
CP	CONTROL PANEL
CT	CURRENT TRANSFORMER
DA	DAVIT ARM
DC	DIRECT CURRENT
DIA	DIAMETER
DP	DISTRIBUTION PANEL
E	EXISTING UNIT TO REMAIN
ECA	ELECTRIC CABLE ASSEMBLY
FT	FEET OR FOOT
FU	FUSE
GND	GROUND
HID	HIGH INTENSITY DISCHARGE
JB	JUNCTION BOX
KVA	KILOVOLT-AMPERE
KW	KILOWATTS
M	METER
MA	MAST ARM
MM	MILLIMETER
M.H.	MOUNTING HEIGHT
MW	MESSANGER WIRE
NO. #	NUMBER
P	PROPOSED
PB	PUSH BUTTON
PNL	PANEL
PVC	POLYVINYL CHLORIDE
PVCC	PVC COATED RIGID GALVANIZED CONDUIT
PT	POTENTIAL TRANSFORMER
R	EXISTING UNIT TO BE REMOVED (OWNER SALVAGED U.N.O.)
RR	EXISTING UNIT TO BE REMOVED AND REINSTALLED
RECP	RECEPTACLE
RGC	RIGID GALVANIZED CONDUIT
SEL SW	SELECTOR SWITCH
SPARE	SPARE
SPACE	SPACE
SS	STAINLESS STEEL
STA	STATION
UD	UNIT DUCT
U.N.O.	UNLESS NOTED OTHERWISE
WP	WOOD POLE
XFMR	TRANSFORMER
HPS	HIGH PRESSURE SODIUM
LPS	LOW PRESSURE SODIUM
LTFM	LIQUID TIGHT FLEXIBLE METALLIC

**GENERAL NOTES**

- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THIS PROJECT, SPECIFICALLY AS THEY RELATE TO LUMP SUM ITEMS AND UNIT PRICE ITEMS.
- ALL NEW CONDUITS, JUNCTION BOXES AND APPURTENANCES ARE INDICATED DIAGRAMMATICALLY ON THE DRAWINGS. THE ACTUAL LOCATIONS IN THE FIELD SHALL MEET WITH APPROVAL OF THE ENGINEER.
- THE ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST CODES, STANDARDS AND THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JANUARY 1, 2012, AND SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS.
- THE SCALE SHOWN ON PLAN DRAWINGS APPLIES ONLY TO THE FULL SIZE PLANS AND NOT TO REDUCED SIZE PLANS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ESTABLISHMENT OF THE FINISHED GRADE. THE ENGINEER MAY ASSIST THE CONTRACTOR, AS APPLICABLE, BUT THE RESPONSIBILITY FOR COORDINATION OF THE FINISHED GRADE WITH THE TOP OF THE FOUNDATION HEIGHTS AND THE LIKE SHALL REMAIN WITH THE CONTRACTOR.
- THE CONTRACTOR SHALL FURNISH AND INSTALL LUMINAIRE LAMPS IN ACCORDANCE WITH THE SUPPLIER'S RECOMMENDATIONS AND IN ACCORDANCE WITH THE SPECIFICATIONS. THE COST OF THIS WORK AND MATERIAL SHALL BE INCLUDED IN THE APPLICABLE LUMINAIRE PAY ITEM.
- SEPARATE PAYMENT WILL NOT BE MADE.
- ALL LUMINAIRES SHALL BE ORIENTED WITH THE OPTICS PERPENDICULAR TO THE ROADWAY UNLESS NOTED OTHERWISE OR DIRECTED BY THE ENGINEER. THE LUMINAIRES MAY REQUIRE NIGHT-TIME OPTICAL ADJUSTMENT UPON INSPECTION BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE APPLICABLE LUMINAIRE PAY ITEMS. SEPARATE PAYMENT WILL NOT BE MADE.
- CONDUITS AND UNIT DUCTS SHALL BE INSTALLED AT A MINIMUM 30 INCH DEPTH BELOW GRADE AND POSITIONED IN THE FIELD TO AVOID CONFLICT WITH ROADWAY UNDERDRAINS AND OTHER EXISTING AND PROPOSED UTILITIES. THE CONTRACTOR SHALL INCREASE DEPTH OF UNIT DUCT AND CONDUIT AS REQUIRED AT NO ADDITIONAL COST OF THE STATE. THE CONTRACTOR SHALL COORDINATE RACEWAY DEPTH WITH THE ELECTRICAL DETAILS AND THE ENGINEER.
- THE CONTRACTOR SHALL MAKE SPECIAL NOTE OF THE SPECIFIED REQUIREMENTS FOR BURIED WARNING TAPE, AS PART OF THE UNDERGROUND CONDUIT OR UNIT DUCT. THE INSTALLATION OF THE TAPE SHALL BE INSPECTED BY THE ENGINEER PRIOR TO BACKFILLING OR DURING PLOWING OPERATIONS, AS APPLICABLE.
- WHERE THE CONTRACTOR'S EXCAVATION MEETS AN OBSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER FOR DIRECTION IN WRITING PRIOR TO FURTHER EXCAVATION. THE CONTRACTOR SHALL RESTORE ANY DAMAGE TO EXISTING SYSTEMS OR UTILITIES AND REMOVE EXISTING OBSTRUCTIONS AND FOUNDATIONS TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE APPROPRIATE PAY ITEM.

**INDEX OF DRAWINGS:**

DRAWING NO.	STANDARD NO.	TITLE
E-1	-	GENERAL NOTES, ABBREVIATIONS, INDEX OF DRAWINGS AND SCHEDULE OF QUANTITIES
E-2	-	PROPOSED UNDERPASS LIGHTING PLAN
E-3	-	EXISTING UNDERPASS LIGHTING REMOVAL AND TEMPORARY LIGHTING PLAN
E-4	-	CONDUIT TRANSITION DETAILS
E-5	-	CONDUIT MOUNTING DETAILS ALONG BRIDGE
E-6	BE-902	IDOT DISTRICT 1 STANDARD DETAIL
E-7	-	ELECTRICAL GENERAL NOTES
E-8	826	CDOT STANDARD DETAILS
E-9	-	UNDERGROUND CONDUIT FACILITIES
E-10	-	STREET LIGHTING REMOVAL AND INSTALLATION PLAN
E-11	753, 620	CDOT STANDARD DETAILS
E-12	762	CDOT STANDARD DETAILS
E-13	840	CDOT STANDARD DETAILS

J:\258\Draw\CADD\_Sheets\IDOT\Di60J15-sh1-11.g01.dgn



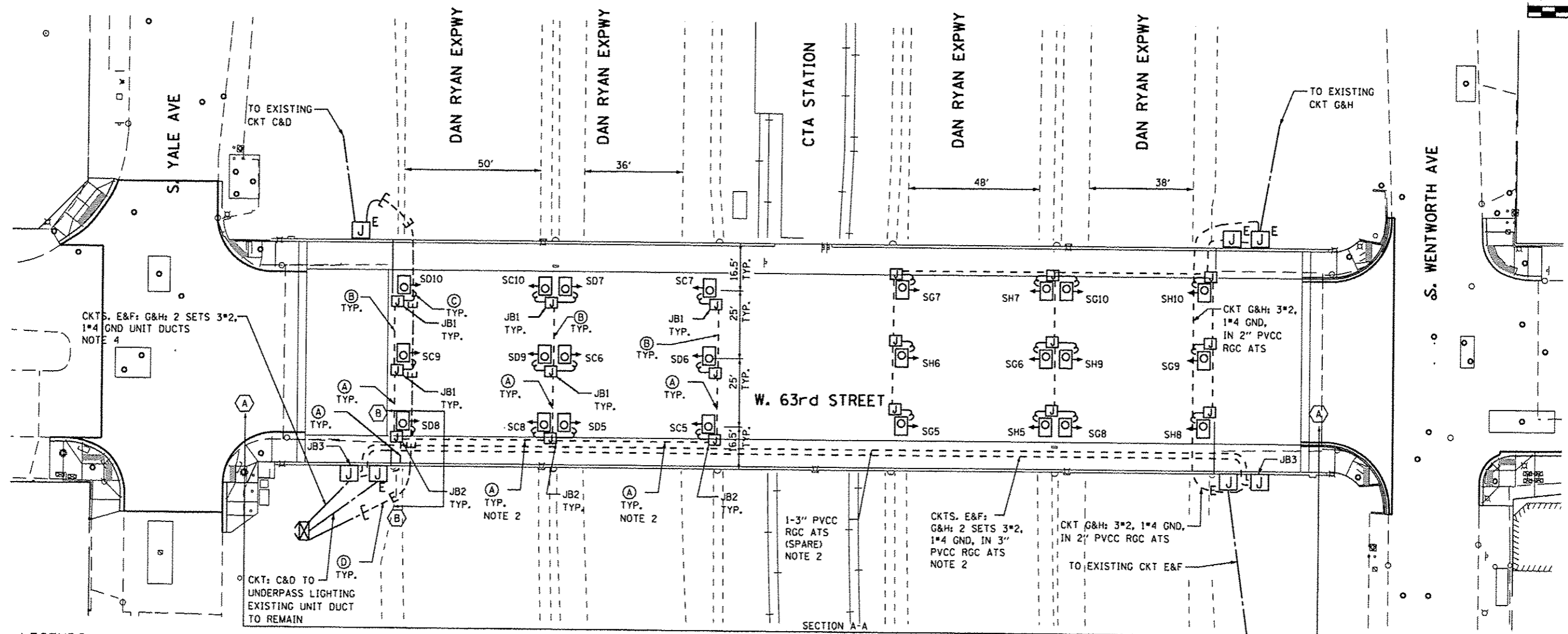
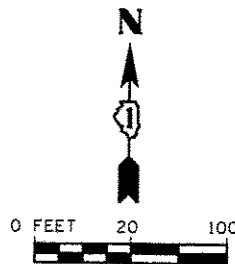
USER NAME : kprajapati	DESIGNED - BN	REVISED -
PLOT SCALE : 2.000000:1.000000	DRAWN - AM	REVISED -
PLOT DATE : 15-MAY-2013 17:33	CHECKED - KGP	REVISED -
	DATE - 5/15/2013	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**63rd STREET OVER DAN RYAN EXPRESSWAY (I-90 /94)  
GENERAL NOTES, ABBREVIATIONS, INDEX OF DRAWINGS AND  
SCHEDULE OF QUANTITIES**

SCALE: N.T.S.	SHEET NO. 1 OF 13 SHEETS	STA. TO STA.	F.A.I. RTE. 94	SECTION 1920-B	COUNTY COOK	TOTAL SHEETS 137	SHEET NO. 47	CONTRACT NO. 60J15
---------------	--------------------------	--------------	----------------	----------------	-------------	------------------	--------------	--------------------

FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT



**LEGENDS**

- EXISTING LIGHTING CONTROLLER, 480/240 VAC, 1PH, 3W 2-175A MAIN BREAKERS
- EXISTING UNDERPASS LUMINAIRE TO BE REINSTALLED, 70W HPS, ATTACHED TO STRUCTURE
- PROPOSED JUNCTION BOX, SIZE AND TYPE AS NOTED
- EXISTING JUNCTION BOX TO REMAIN IN PLACE
- PROPOSED CABLE OR UNIT DUCT IN CONDUIT, SIZE AND TYPE AS NOTED
- EXISTING CABLE OR UNIT DUCT IN CONDUIT
- UNIT DUCT IN TRENCH, SIZE AND TYPE AS NOTED
- 3-1/2 NO. 10 AND 1/2 NO. 10 GND. IN 1" DIA PVCC RGC ATTACHED TO STRUCTURE
- 2-1/2 NO. 10 AND 1/2 NO. 10 GND. IN 1" DIA PVCC RGC ATTACHED TO STRUCTURE
- 2-1/2 NO. 10 AND 1/2 NO. 10 GND. IN 3/4" DIA LIQUID TIGHT FLEXIBLE CONDUIT
- 3-1/2 NO. 4 AND 1/2 NO. 6 GND. UNIT DUCT IN 3" DIA CNC, EXISTING TO REMAIN
- JUNCTION BOX, STAINLESS STEEL, 6"x6"x4", ATTACHED ON TOP OF THE PIER
- JUNCTION BOX, STAINLESS STEEL, 12"x10"x6", MOUNTED ON TOP OF THE PIER CAP
- JUNCTION BOX, STAINLESS STEEL, 24"x24"x10", ATTACHED TO SIDE OF ABUTMENT WALL

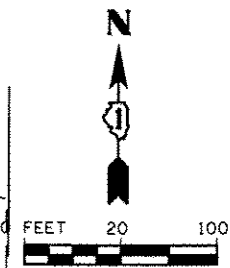
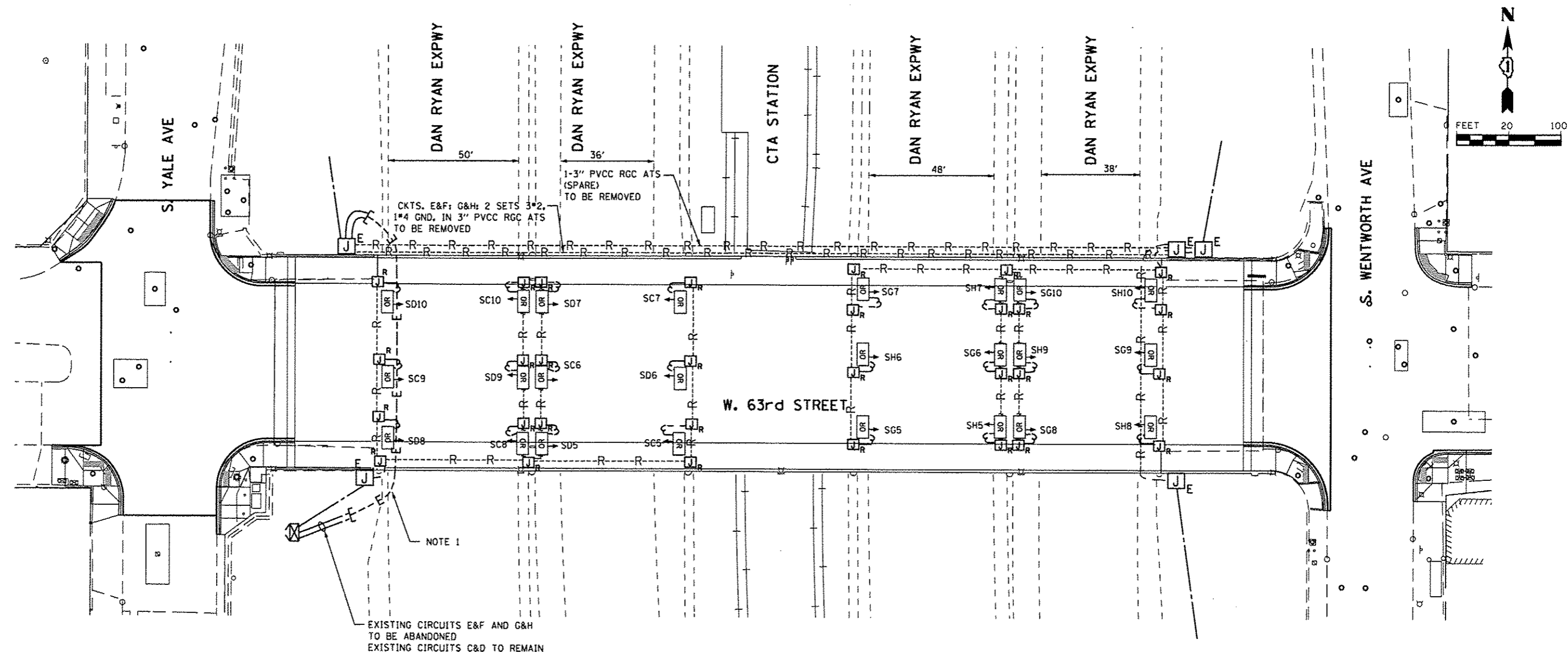
**NOTES:**

1. ALL PROPOSED LOCATIONS OF UNDERPASS LUMINAIRES SHOWN ON THIS DRAWING SHALL BE PIER OR ABUTMENT WALL MOUNTED. SEE DRAWING BE-902 FOR PIER/ABUTMENT WALL MOUNTED UNDERPASS LIGHTING DETAILS.
2. THE CONDUIT SHALL BE ROUTED BETWEEN GIRDERS AS SHOWN ON DETAIL SHEET E-4 AND E-5.

J:\238\Draw\CADD\_Sheets\B01\B60J15-sht-r002.dgn

<b>SINGH</b> SINGH & ASSOCIATES, INC. CONSULTING ENGINEERS	USER NAME • kprajapati	DESIGNED - BN	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>63rd STREET OVER DAN RYAN EXPRESSWAY (I-90 /94)</b> <b>PROPOSED UNDERPASS LIGHTING PLAN</b>		F.A.I. RTE. 94	SECTION 1920-B	COUNTY COOK	TOTAL SHEETS 137	SHEET NO. 48
	PLOT SCALE • 48.00003% (1:208.800)	CHECKED - KGP	REVISED -		SCALE: 1" = 20'	SHEET NO. 2	OF 13 SHEETS	STA. TO STA.	CONTRACT NO. 60J15		
	PLOT DATE • 15-MAY-2013 17:25	DATE - 5/15/2013	REVISED -				ILLINOIS FED. AID PROJECT				





**LEGENDS**

- EXISTING LIGHTING CONTROLLER, 480/240 VAC, 1PH, 3W 2-175A MAIN BREAKERS REMAIN IN PLACE
- EXISTING UNDERPASS LUMINAIRE TO BE REMOVED AND REINSTALLED
- EXISTING JUNCTION BOX TO BE REMOVED
- EXISTING JUNCTION BOX TO REMAIN IN PLACE
- EXISTING UNIT DUCT IN CONDUIT TO REMAIN
- EXISTING CABLE AND CONDUIT TO BE REMOVED
- EXISTING UNIT DUCT IN TRENCH, SIZE AND TYPE AS NOTED

**LIST OF UNDERPASS LIGHTING ITEMS TO BE REMOVED:**

- 24-TOW HPS UNDERPASS LUMINAIRES
- 24-JUNCTION BOX, STAINLESS STEEL, 6"X6"X4", ATTACHED TO THE SIDE OF PIER
- 6-JUNCTION BOX, STAINLESS STEEL, 12"X10"X6", MOUNTED ON TOP OF THE PIER CAP
- 110FT-1" DIA LIQUID TIGHT FLEXIBLE CONDUIT, INCLUDING WIRES
- 1973FT-1" DIA PVCC RGC ATTACHED TO STRUCTURE, INCLUDING WIRES

**NOTES:**

1. THE EXISTING UNDERGROUND UNIT DUCTS IN CONDUIT CROSSING THE ROADWAY SHALL NOT BE DISRUPTED DURING EXISTING PAVEMENT REMOVAL AND INSTALLATION. CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE WITH THE ROADWAY CONSTRUCTION STAGES. ANY DAMAGE TO EXISTING UNIT DUCTS IN CONDUIT CROSSING THE ROADWAY SHALL BE REPLACED IN KIND THE SAME DAY SUCH THAT LIGHTING SYSTEM IS FULLY OPERATIONAL BEFORE NIGHT. THIS WORK SHALL BE APPROVED BY THE ENGINEER AND AT NO ADDITIONAL COST TO THE STATE.
2. THE EXISTING UNDERPASS LIGHTING SYSTEM REMOVAL SHALL BE COORDINATED WITH THE BRIDGE STRUCTURE REMOVAL. DURING CONSTRUCTION OF THE EASTBOUND 63RD STREET BRIDGE DECK, CONTRACTOR SHALL BE RESPONSIBLE TO MAINTAIN THE EXISTING UNDERPASS LIGHTING UNDER THE WESTBOUND 63RD STREET BRIDGE DECK, AND KEEP IT OPERATIONAL. CONTRACTOR IS RESPONSIBLE TO MAKE THE PROPOSED UNDERPASS LIGHTING UNDER THE EASTBOUND 63RD STREET BRIDGE DECK OPERATIONAL BEFORE REMOVING THE EXISTING UNDERPASS LIGHTING UNDER THE WESTBOUND 63RD STREET BRIDGE DECK. THIS WORK SHALL BE INCIDENTAL TO THE MAINTENANCE OF LIGHTING SYSTEM PAY ITEM.
3. THE EXISTING UNDERGROUND UNIT DUCTS GOING TO THE JUNCTION BOX ATTACHED TO THE BRIDGE STRUCTURE AND FROM THE JUNCTION BOX TO THE EXISTING HIGH-MAST LIGHTING TOWER SHALL BE ADJUSTED OR RE-ROUTED TO MAINTAIN EXISTING LIGHTING SYSTEM OPERATIONAL DURING CONSTRUCTION. THIS WORK SHALL BE INCIDENTAL TO THE MAINTENANCE OF LIGHTING SYSTEM PAY ITEM.
4. CONTRACTOR IS RESPONSIBLE TO COORDINATE REMOVAL OF EXISTING LIGHTING SYSTEM WITH INSTALLATION OF PROPOSED LIGHTING SYSTEM. EXISTING CIRCUITS FOR HIGH MAST LIGHTING SHALL NOT BE REMOVED UNTIL PROPOSED CIRCUITS FOR HIGH MAST LIGHTING IS INSTALLED AND FULLY OPERATIONAL.

J:\238\Drawn\CADD\_Sheet\DOT\0160J15-shr-17g03.dgn



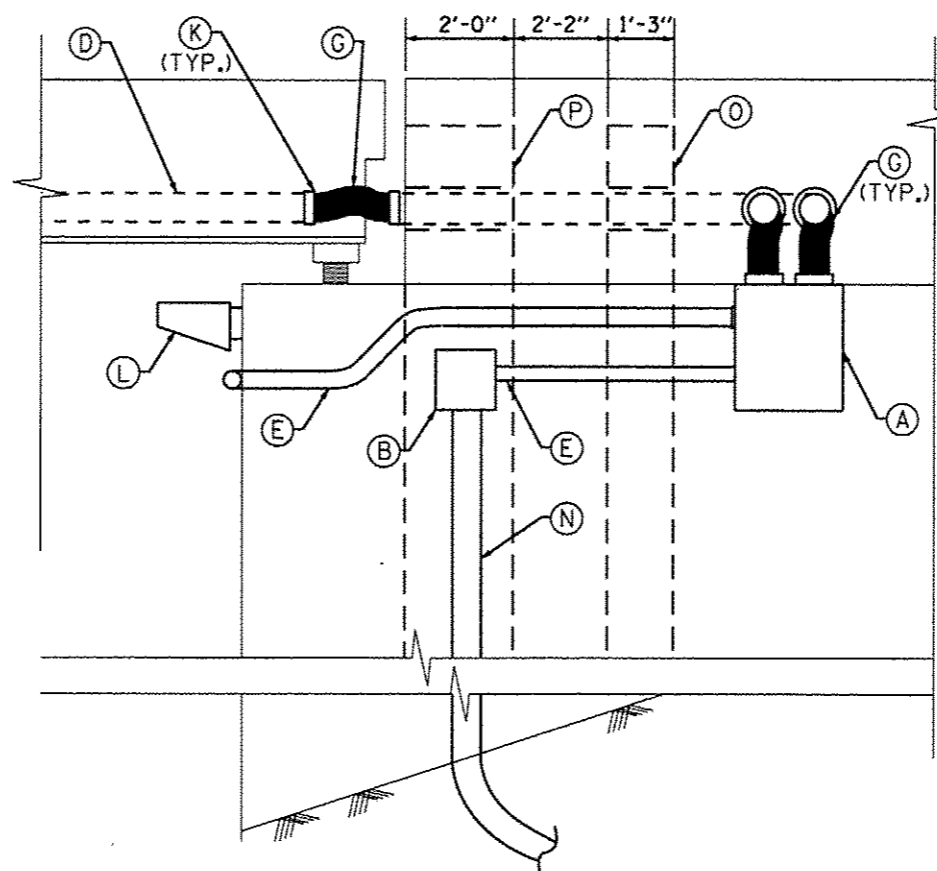
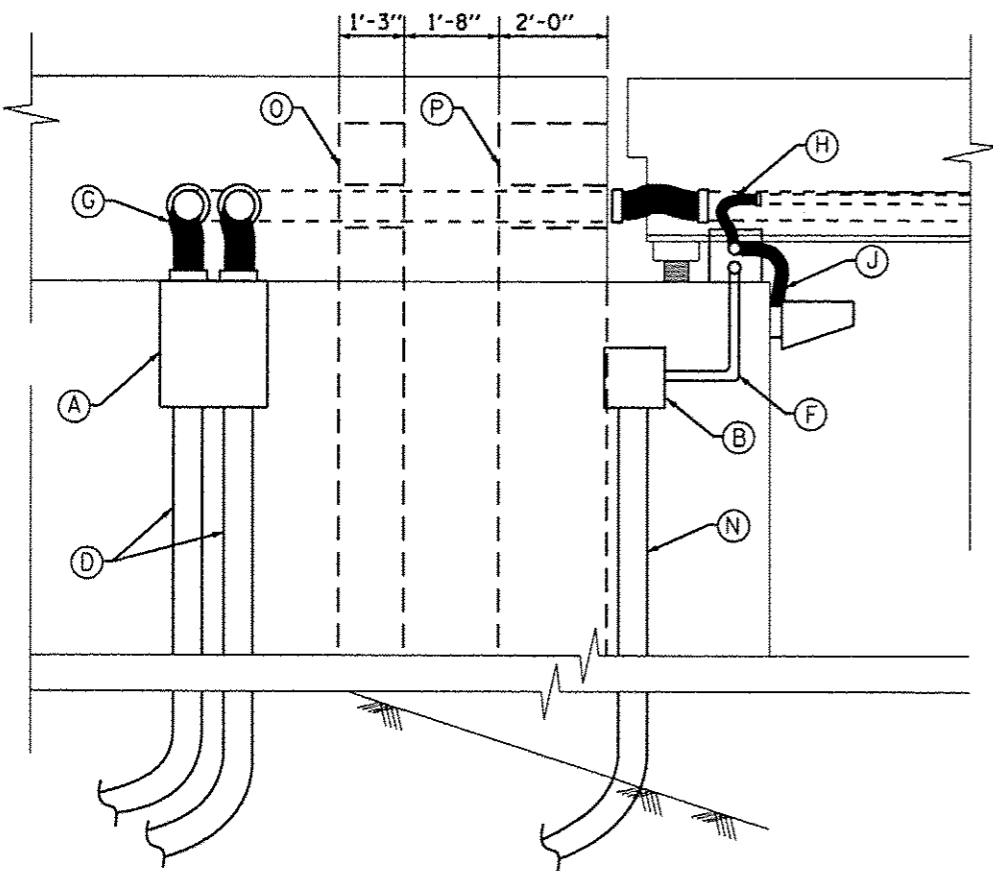
USER NAME	kprajapati		
DESIGNED	BN	REVISED	
DRAWN	AM	REVISED	
CHECKED	KGP	REVISED	
PLOT DATE	15-MAY-2013 17:25		
DATE	5/15/2013	REVISED	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**63rd STREET OVER DAN RYAN EXPRESSWAY (I-90 /94)  
EXISTING UNDERPASS LIGHTING REMOVAL  
AND TEMPORARY LIGHTING PLAN**

SCALE: 1" = 20' SHEET NO. 3 OF 13 SHEETS STA. TO STA.

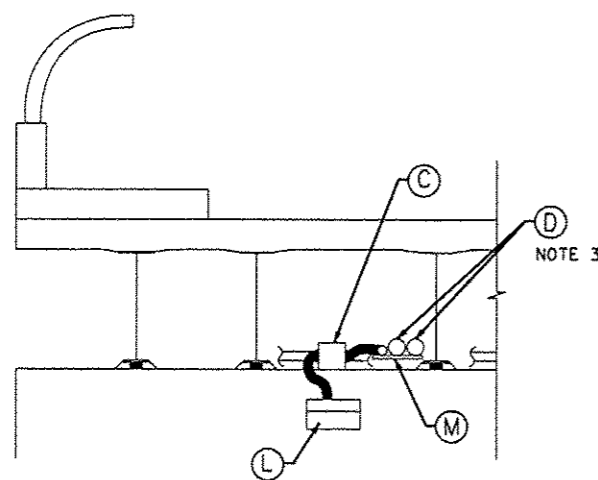
F.A.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	49
CONTRACT NO. 60J15				
FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT				



**LEGEND**

- (A) PROPOSED JUNCTION BOX, STAINLESS STEEL, 24"X24"X10" ATTACHED TO STRUCTURE
- (B) EXISTING JUNCTION BOX ATTACHED TO STRUCTURE
- (C) PROPOSED JUNCTION BOX, STAINLESS STEEL, 12"X10"X6" ATTACHED TO TOP OF THE PIER CAP
- (D) 3" PVCC RGC ATTACHED TO STRUCTURE
- (E) 2" PVCC RGC ATTACHED TO STRUCTURE,
- (F) 1" PVCC RGC ATTACHED TO STRUCTURE,
- (G) 3" LIQUIDTIGHT FLEXIBLE CONDUIT, 3FT
- (H) 1" LIQUIDTIGHT FLEXIBLE CONDUIT, 2FT
- (J) 3/4" LIQUIDTIGHT FLEXIBLE CONDUIT, 5FT
- (K) PVCC RGS TO LIQUIDTIGHT FLEXIBLE CONDUIT COUPLING SIZE PER CONDUIT
- (L) UNDERPASS LUMINAIRE
- (M) HARDWARE FOR CONDUIT SUPPORT
- (N) EXISTING CONDUIT
- (O) EXISTING COUNTERFORT WALL
- (P) NEW ABUTMENT BACKWALL

**SECTION A-A**  
**ELEVATION VIEW LOOKING NORTH AT SOUTH WING WALLS**  
**ATTACHED CONDUIT TRANSITION DETAILS**



**SECTION B-B**  
**ELEVATION VIEW LOOKING WEST AT WEST ABUTMENT WALL**

**NOTES:**

1. SEE STANDARD DETAIL DRAWING BE-902 FOR MORE DETAILS.
2. SEE PROPOSED UNDERPASS LIGHTING PLANS FOR WIRING.
3. SEE CONDUIT MOUNTING DETAILS SHEET E-5 FOR MORE INFORMATION.
4. CORE DRILL HOLES THROUGH EXISTING WING WALLS AND EXISTING COUNTERFORT WALL FOR 3" PVCC RGC CONDUIT PENETRATION. CORE DRILLING SHALL BE INCLUDED IN THE COST OF 3" PVCC RGC CONDUIT INSTALLATION.
5. PROVIDE GALVANIZED STEEL SLEEVE FOR EACH CONDUIT PENETRATION IN NEW ABUTMENT BACKWALL. SLEEVE DIAMETER SHALL BE 1" LARGER THAN CONDUIT OUTSIDE DIAMETER. GALVANIZED STEEL SLEEVE SHALL BE INCLUDED IN THE COST OF 3" PVCC RGC CONDUIT.

J:\298\Draw\CADD\_Sheets\DOT\160J15-sh11-11-904.dgn



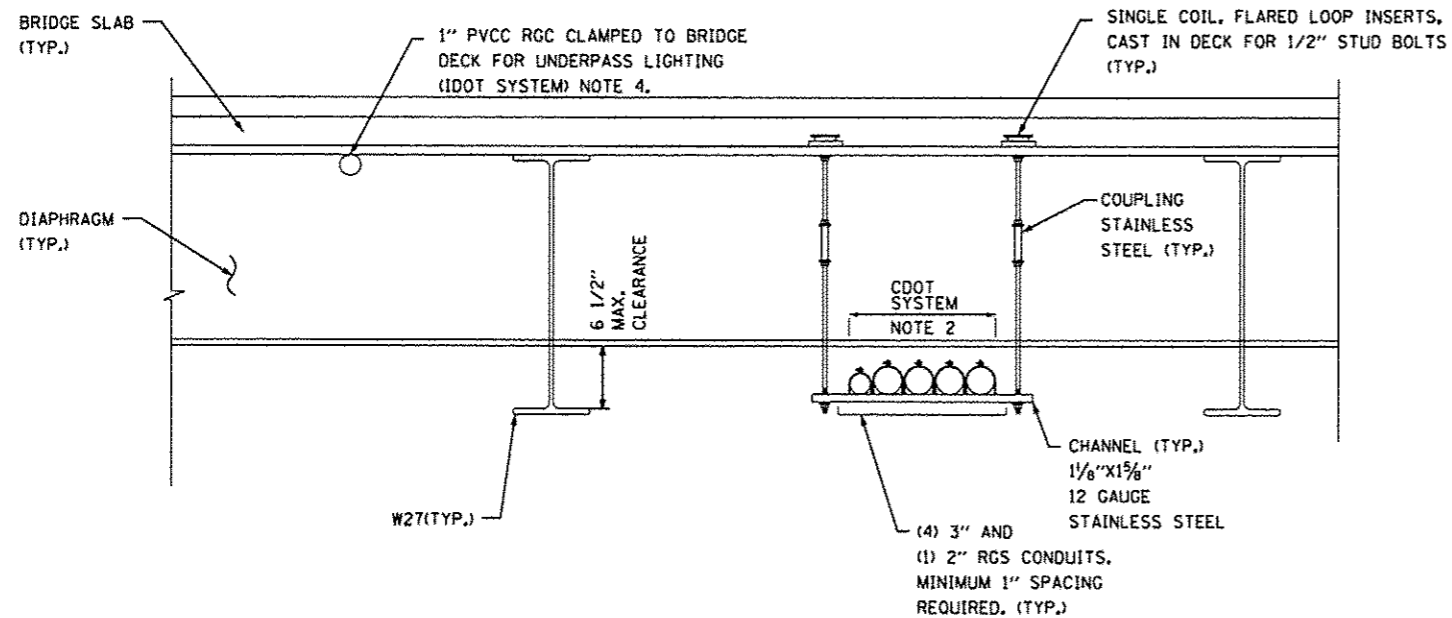
USER NAME * kpro_japati	DESIGNED - BN	REVISED -
PLOT SCALE * 00.00000001.000000	DRAWN - AM	REVISED -
PLOT DATE * 15-MAY-2013 17:25	CHECKED - KGP	REVISED -
	DATE - 5/15/2013	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

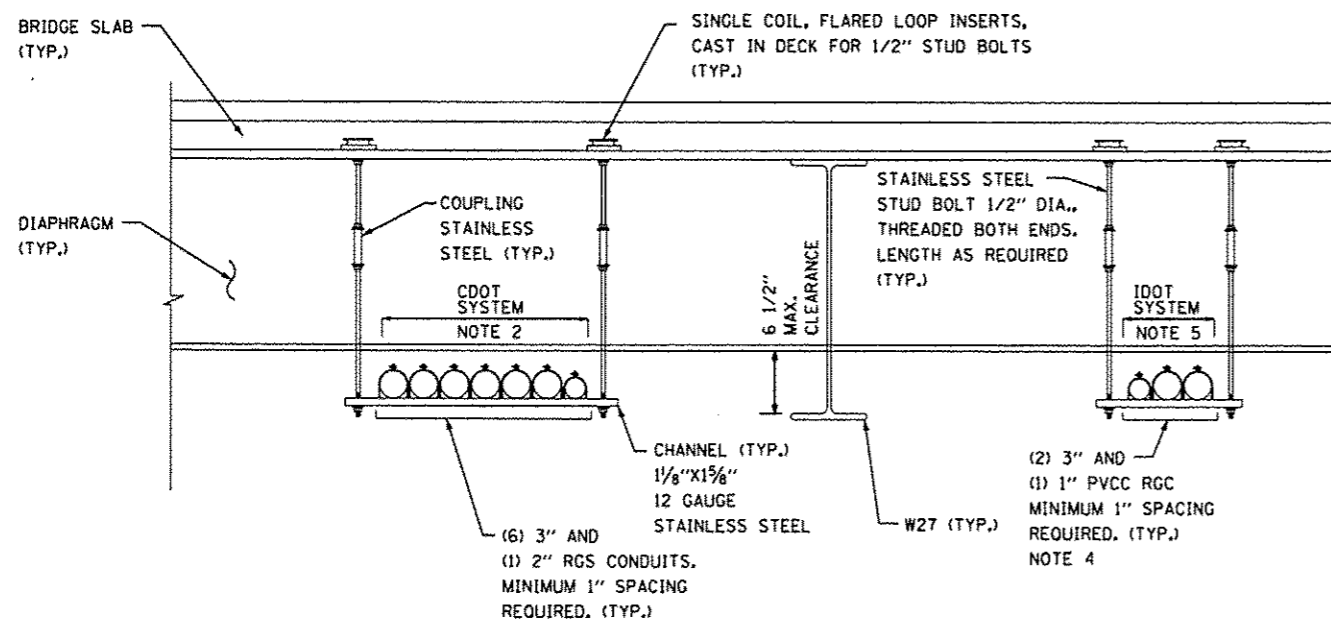
**63rd STREET OVER DAN RYAN EXPRESSWAY (I-90 /94)**  
**CONDUIT TRANSITION DETAILS**

SCALE: N.T.S. SHEET NO. 4 OF 13 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	50
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60J15	



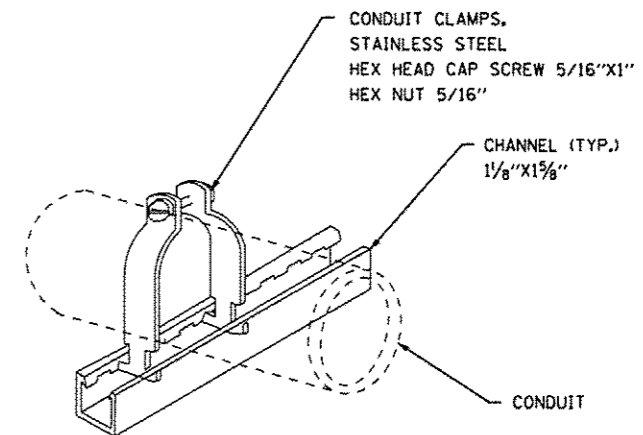
CONDUIT SUPPORT DETAIL UNDER WB 63RD ST. LANES  
LOOKING EAST



CONDUIT SUPPORT DETAIL UNDER EB 63RD ST. LANES  
LOOKING EAST

NOTES:

1. CONDUIT SUPPORT SHALL BE INSTALLED EVERY 10FT. COORDINATE WITH STRUCTURAL ENGINEER FOR SUPPORT INSTALLATION.
2. CONDUIT SUPPORT SYSTEM INCLUDING ALL ASSOCIATED HARDWARE SHALL BE INCLUDED IN THE COST OF 3-INCH RGS CONDUIT PAY ITEM INCLUDED IN TRAFFIC SIGNAL PLANS. SEE TRAFFIC SIGNAL PLANS FOR CONDUIT ROUTING.
3. SEE STRUCTURE PLANS FOR LOCATION OF CONDUIT MOUNTING ASSEMBLIES.
4. SEE PROPOSED UNDERPASS LIGHTING PLANS SHEET E-2 FOR CONDUIT ROUTING.
5. CONDUIT SUPPORT SYSTEM INCLUDING ALL HARDWARE SHALL BE INCLUDED IN THE COST OF 3-INCH PVC RGC FOR HIGHMAST LIGHTING.



CONDUIT CLAMP  
DETAIL

CONDUIT MOUNTING DETAILS ALONG BRIDGE  
N.T.S.

J:\288\001\CADD\_Sheets\DOT\60J15-sh1-tr05.dgn

**SINGH**  
SINGH & ASSOCIATES INC.  
CONSULTING ENGINEERS

USER NAME : kprajapati  
PLOT SCALE : 00.00000001.000000  
PLOT DATE : 15-MAY-2013 17:25

DESIGNED - BN  
DRAWN - AM  
CHECKED - KGP  
DATE - 5/15/2013

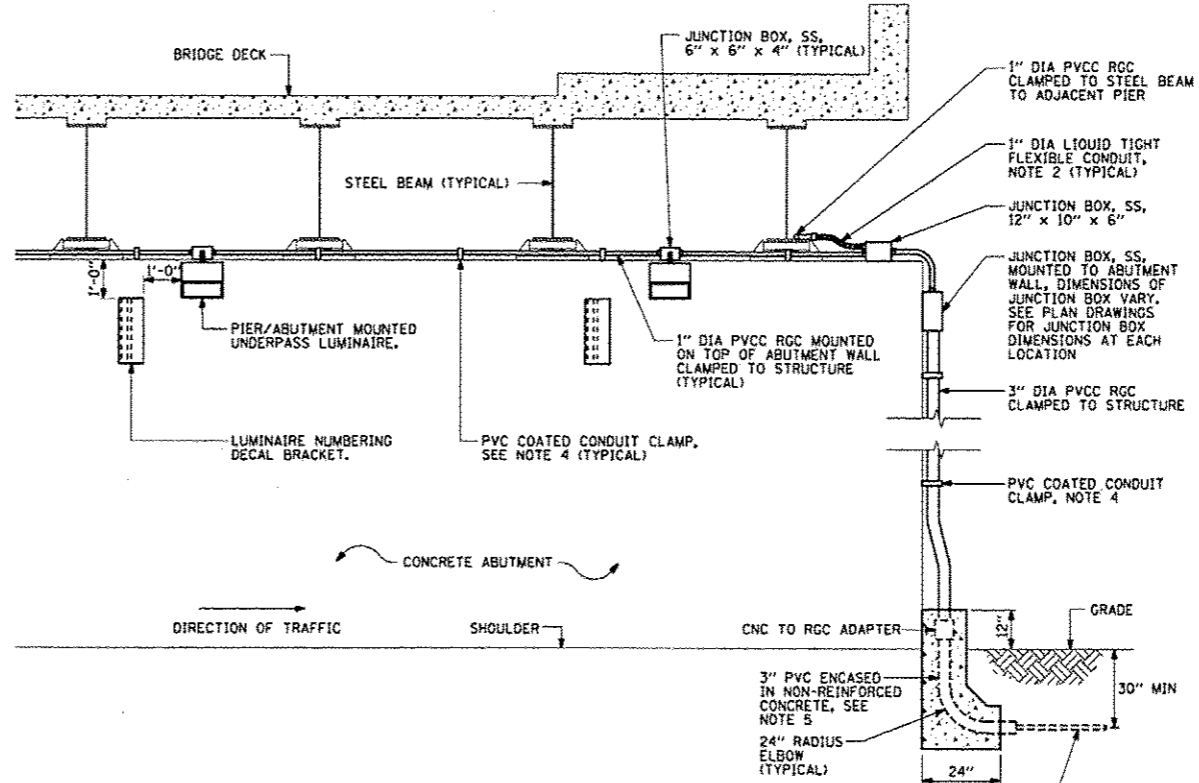
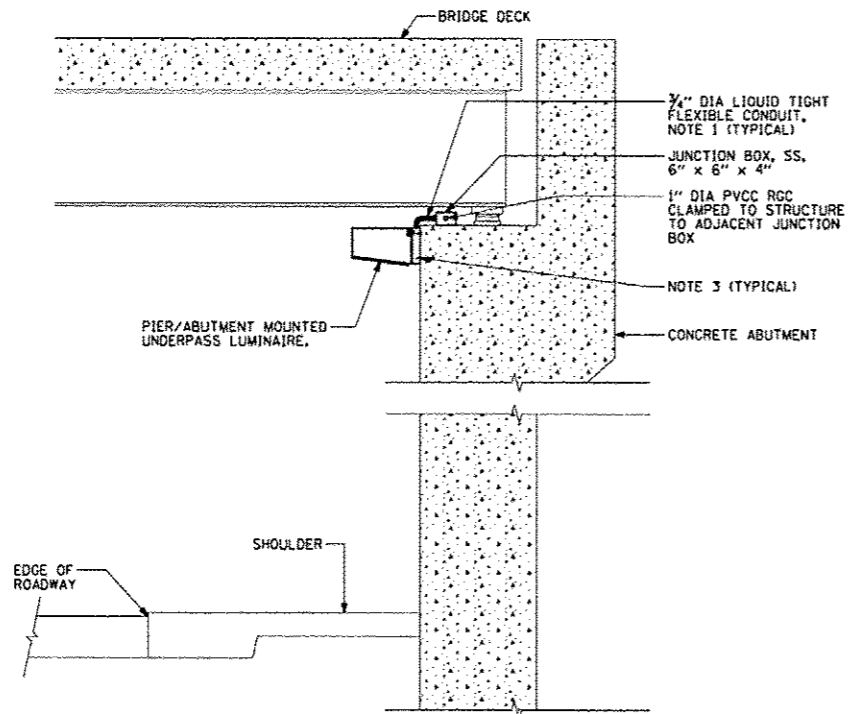
REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

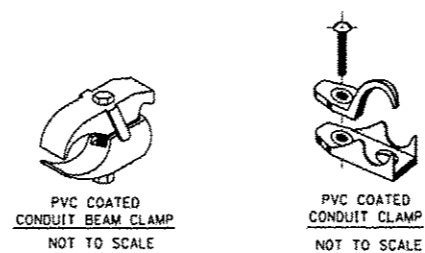
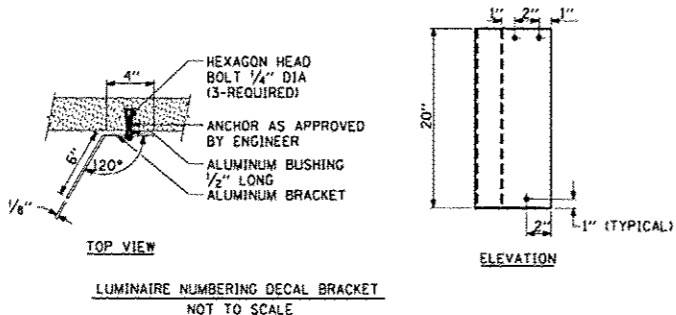
63rd STREET OVER DAN RYAN EXPRESSWAY (1-90 /94)  
CONDUIT MOUNTING DETAILS ALONG BRIDGE

SCALE: N.T.S. SHEET NO. 5 OF 13 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	51
CONTRACT NO. 60J15				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



TYPICAL PIER / ABUTMENT MOUNTED UNDERPASS LIGHTING INSTALLATION DETAILS



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

FILE NAME * W:\dot\std\22v34\ba182.dgn	USER NAME * qng11@dot	DESIGNED - -	REVISED - 01-25-05
		DRAWN - -	REVISED - -
		CHECKED - -	REVISED - -
		DATE - -	REVISED - -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PIER / ABUTMENT MOUNTED UNDERPASS  
LUMINAIRE INSTALLATION DETAILS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BE-902			
CONTRACT NO.				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

J:\299\Drawn\CADD\_Sheet's\DOT\B50J05-sht-11.g06.dgn

**SINGH**  
SINGH & ASSOCIATES, INC.  
CONSULTING ENGINEERS

USER NAME * kproje@dot	DESIGNED - BN	REVISED - -
	DRAWN - AM	REVISED - -
	CHECKED - KGP	REVISED - -
	DATE - 5/15/2013	REVISED - -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

63rd STREET OVER DAN RYAN EXPRESSWAY (I-90 / 94)  
IDOT DISTRICT 1 STANDARD DETAIL

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	52
CONTRACT NO. 60J15				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

ELECTRICAL GENERAL NOTES

1. ALL WORK FOR THIS CONTRACT SHALL BE IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE (NEC), CITY OF CHICAGO DIVISION OF ELECTRICAL OPERATIONS (DEO), CHICAGO ELECTRICAL CODE, IDOT STANDARD SPECIFICATIONS ADOPTED JANUARY 1, 2012, AND NEMA.
2. THE CONTRACTOR SHALL COORDINATE ALL PROPOSED ELECTRICAL CONNECTIONS, LIGHTING UNITS, CONTROL EQUIPMENT, AND/OR ANY OTHER WORK DEEMED NECESSARY BY THE COMMISSIONER TO ASSURE THAT ANY FUTURE OR CONCURRENT CONTRACT WORK PROCEEDS AS SCHEDULED AND WITHOUT DELAY. THIS COORDINATION WILL BE INCLUDED IN THE COST OF THE CONTRACT.
3. THE CONTRACTOR SHALL COORDINATE ALL WORK AND MATERIALS WITH SPECIAL ATTENTION TO ALL OTHER CONSTRUCTION CONTRACTS. THIS WORK WILL BE INCLUDED IN THE COST OF THE CONTRACT AND SEPARATE PAYMENT WILL NOT BE MADE.
4. THE CONTRACTOR SHALL REFER TO THE CIVIL DRAWINGS FOR LOCATIONS OF EXISTING EQUIPMENT AND UTILITIES NOT SPECIFICALLY SHOWN ON ELECTRICAL DRAWINGS.
5. THE CONTRACTOR SHALL REFER TO THE TRAFFIC CONTROL DRAWINGS AND STATE STANDARDS FOR TRAFFIC CONTROL RELATED TO STREET LIGHTING AND TRAFFIC SIGNAL WORK.
6. THE CONTRACTOR SHALL COORDINATE ALL WORK WITH THE GENERAL CIVIL, SEWER AND GENERAL TRAFFIC CONTROL NOTES ON DRAWINGS AND AND/OR SPECIFICATIONS.
7. THE CONTRACTOR SHALL COORDINATE WITH ROADWAY, BRIDGE, SEWER, PIPING, AND TRAFFIC CONTROL CONTRACTORS FOR STAGING AND SEQUENCE OF INSTALLATIONS, BACKFILL, AND/OR CONSTRUCTION SCHEDULING.
8. ALL CITY OF CHICAGO LIGHTING EQUIPMENT REMOVED AS PART OF THIS CONTRACT WILL REMAIN THE PROPERTY OF THE CITY AND SHALL BE DELIVERED TO CITY'S STORAGE FACILITY LOCATED WITHIN THE CITY LIMITS IN ACCORDANCE WITH THE CONTRACT SPECIFICATION, UNLESS NOTED OTHERWISE.
9. RECORD DRAWINGS SHOWING EXISTING STREET LIGHTING INSTALLATIONS AND CABINET LOCATIONS, ARE AVAILABLE FOR THE CONTRACTOR'S INFORMATION AT THE OFFICES OF CITY OF CHICAGO DEPARTMENT OF STREETS AND SANITATION, DIVISION OF ELECTRICAL OPERATIONS, AND ELECTRICAL DIVISION OFFICES.
10. ALL EXISTING AREAS THAT ARE DAMAGED AS A PART OF THIS WORK, INCLUDING BUT NOT LIMITED TO FENCING, CURBS AND GUTTERS, AND SIDEWALKS, WHERE RESTORATION IS NOT COVERED BY THE APPLICABLE CONTRACT PAY ITEMS, SHALL BE RESTORED TO THE SATISFACTION OF THE COMMISSIONER. THIS WORK WILL BE INCLUDED IN THE COST OF THIS CONTRACT AND SEPARATE PAYMENT WILL NOT BE MADE.
11. ALL NEW ELECTRICAL EQUIPMENT INSTALLED UNDER THIS CONTRACT SHALL BE DONE IN SUCH A MANNER AS NOT TO DAMAGE THE EXISTING LANDSCAPE (TREES, BUSHES, ETC.) DURING THE PROGRESSION OF WORK. IF THE CONTRACTOR HAS A CONFLICT WITH THE EXISTING LANDSCAPE HE SHALL STOP THE WORK, IMMEDIATELY NOTIFY THE RESIDENT ENGINEER AND THE COMMISSIONER, AND WAIT FOR RESOLUTION.
12. WORK FOR ELECTRICAL SYSTEMS SHALL BE COMPLETE, APPROVED, AND FULLY OPERATIONAL BEFORE A FINAL ACCEPTANCE INSPECTION FOR THE WHOLE PROJECT CAN BE SCHEDULED. LIGHTING CONTROLLERS MAY NOT BE TRANSFERRED IN GROUPS OR INDIVIDUALLY TO THE CITY FOR MAINTENANCE PURPOSES PRIOR TO CONTRACT COMPLETION UNLESS OTHERWISE DIRECTED BY THE COMMISSIONER.
13. AT THE COMMENCEMENT OF CONTRACTOR ACTIVITIES, ELECTRICAL OR OTHERWISE, THE CONTRACTOR WILL BE RESPONSIBLE FOR THE PROPER OPERATION AND MAINTENANCE OF ALL EXISTING LIGHTING AND POWER SYSTEMS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
14. ALL PROPOSED DUCT BANKS, CONDUITS, JUNCTION BOXES, AND APPURTENANCES ARE ILLUSTRATED DIAGRAMMATICALLY. THE ACTUAL LOCATIONS IN THE FIELD SHALL BE APPROVED BY THE COMMISSIONER.
15. WHERE THE CONTRACTOR'S EXCAVATION MEETS AN OBSTRUCTION OR EXISTING FOUNDATION, THE CONTRACTOR MUST NOTIFY THE COMMISSIONER FOR DIRECTION IN WRITING PRIOR TO FURTHER EXCAVATION, THE CONTRACTOR SHALL RESTORE ANY DAMAGE TO EXISTING SYSTEMS OR UTILITIES AND REMOVE EXISTING OBSTRUCTIONS AND FOUNDATIONS TO THE SATISFACTION OF THE COMMISSIONER. THIS WORK WILL BE INCLUDED IN THE APPROPRIATE EXCAVATION PAY ITEM.
17. THE CONTRACTOR SHALL REFER TO ALL CITY OF CHICAGO EDISON SERVICE ATLAS DRAWINGS, COMED DRAWINGS, AND AT&T DRAWINGS FOR POSSIBLE UNDERGROUND WIRES, CABLES, CONDUITS, DUCT RUNS, EQUIPMENT, OR DEVICES.
18. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MARKING THE PROPOSED LOCATION OF ALL CITY LIGHT POLES, LUMINARIES, CABINETS, JUNCTION BOXES CONDUIT ROUTES, AND OTHER EQUIPMENT AND ITEMS FOR A CONTRACTOR REQUESTED PRE CONSTRUCTION INSPECTION BY THE COMMISSIONER, THE CITY OF CHICAGO DIVISION OF ELECTRICAL OPERATIONS, THE EXACT LOCATIONS OF ALL ITEMS SHALL BE APPROVED BY THE CITY OF CHICAGO DIVISION OF ELECTRICAL OPERATIONS PRIOR TO STARTING WORK. ANY WORK INSTALLED WITHOUT LOCATION APPROVAL FROM THE CITY OF CHICAGO DIVISION OF ELECTRICAL OPERATIONS WILL BE SUBJECT TO CORRECTIVE ACTION AT THE CONTRACTOR'S EXPENSE.
19. ALL EMPTY CONDUIT FOR FUTURE USE SHALL HAVE A PULL STRING OR CABLE INSTALLED TO ASSIST IN FUTURE CABLING. THE COST OF THE CABLE OR STRING WILL BE CONSIDERED INCLUDED IN THE COST OF THE CONDUIT.

J:\298\Drawn\CADD\_Sheets\CDOT\060J15-sh1-CD01g107.dgn



USER NAME * kprojapati	DESIGNED - BN	REVISED -
PLOT SCALE * 2.000000:1.000000	DRAWN - AM	REVISED -
PLOT DATE * 15-MAY-2013 17:26	CHECKED - KGP	REVISED -
	DATE - 5/15/2013	REVISED -

**CITY OF CHICAGO  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF ENGINEERING**

**63rd STREET OVER DAN RYAN EXPRESSWAY (I-90 /94)  
ELECTRICAL GENERAL NOTES**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	53
CONTRACT NO. 60J15				
SCALE: N.T.S. SHEET NO. 7 OF 13 SHEETS STA. TO STA. FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



PROPOSED PRESENT

		SIGNAL, TRAFFIC 3 SECTION 1-WAY ADJUSTABLE, 12" OR AS NOTED
		SIGNAL, TRAFFIC 3 SECTION 2-WAY ADJUSTABLE, 12" OR AS NOTED
		SIGNAL OPTICALLY PROGRAMMED
		SIGNAL, PEDESTRIAN, DON'T WALK/WALK
		SIGNAL FACE ARROW, 12" COLOR AS NOTED
		SIGNAL FACE, 1 SECTION YELLOW/GREEN ARROW DUAL INDICATION
		PUSH BUTTON, PEDESTRIAN
		SIGN, ILLUMINATED, WITH MESSAGE OR SYMBOL AS INDICATED
		MAST ARM, MONOTUBE, STEEL, SIZE AS INDICATED (SEE DWG. #870)
		MAST ARM, TRUSS, ALUMINUM, SIZE AS INDICATED
		CONTROLLER, TRAFFIC SIGNAL, PEDESTAL OR BASE MOUNTED AS INDICATED
		CONTROLLER, STREET LIGHTING, PEDESTAL OR BASE MOUNTED. (DWG. 876 or 880)
		CONTROLLER, STREET LIGHTING, POLE MOUNTED (DWG. #11940)
		POLE, WOOD, COMMONWEALTH EDISON COMPANY, SERVICE
		POLE, CITY STEEL, ANCHOR BASE, 34'-6", 7 GA. 10" DI A. AND 15" B.C. 24"X7" FND. W/1 1/4" ANCHOR RODS DRG. #818.
		POLE, CITY STEEL, ANCHOR BASE, 34'-6", 3 GA. 10" DIA. AND 15" B.C. 24"X9" FND. W/1 1/4" ANCHOR RODS DRG. #818 (16", 20" or 26" M.A.)
		POLE, CITY STEEL, ANCHOR BASE, 34'-6", 3 GA., 11" DIA. AND 17 1/4" B.C. 30"X9" FND. W/1 1/4" ANCHOR RODS DRG. #816. (30" M.A.)
		POLE, CITY STEEL, ANCHOR BASE 34'-6", 3 GA. 12 1/2" DIA. AND 16 1/2" B.C. 30"X11" FND. W/1 1/2" ANCHOR RODS DRG. #817. (35", 40" or 44" M.A.)
		POLE, CITY STEEL, ANCHOR BASE, 32'-6", 3 GA. 10" DIA., WITH 3 GA. BAL. HSG. BASE AND 17 1/4" B. C. ON 30"X9" FND. W/ 11/4" ANCHOR RODS DRG. #816.
		POLE, CITY STEEL, ANCHOR BASE, 20', 27'-6", 29'-6", 7 GA. WITH STEEL BAL. HSG. BASE AND FND. W/10" D. B.C. AND 1" ANCHOR RODS DRG. #716.
		POLE, CITY STEEL, ANCHOR BASE, 20', 27'-6", 29'-6", 3 GA., WITH STEEL BAL. HSG. BASE AND FND. W/10" D. B.C. AND 1" ANCHOR RODS DRG. #719.
		POLE, CITY STEEL, ANCHOR BASE, 20', 27'-6", 29'-6" 7 GA., AND FND. WITH 10" B.C. AND 1" ANCHOR RODS DRG. #11408B.
		POLE, CITY STEEL, ANCHOR BASE, 20', 27'-6", 29'-6" 3 GA., AND FND. WITH 10" B.C. AND 1" ANCHOR RODS DRG. #11408B.
		POLE, CITY STEEL, ANCHOR BASE, 32'-6", 7 GA., AND FND. WITH 11 1/2" B.C. AND 1" ANCHOR RODS DRG. #753.
		POLE, CITY STEEL, ANCHOR BASE, 32'-6", 3 GA., AND FND. WITH 11 1/2" B.C. AND 1" ANCHOR RODS DRG. #753.
		POLE, CITY STEEL, ANCHOR BASE, 32'-6" 7 GA., ALUM. BHB AND FND. WITH 15" B.C. 24"X7" WITH 1" ANCHOR RODS DRG. #691.
		POLE, CITY STEEL, ANCHOR BASE, 32'-6", 3 GA., ALUM. BHB AND FND. WITH 15" B.C. 24"X7" WITH 1" ANCHOR RODS DRG. #691.
		POLE, CITY ALUMINUM, WITH ROUND BAL. HSG. BASE, 25', 28', or 30' ON FND. WITH 14" B.C., ACQUIRED FROM CHICAGO PARK DISTRICT.
		POLE, CITY STEEL, EMBEDDED, 4"X 9"X 35' 7 GA., TAPERED TUBULAR. (DWG. #658)
		POLE, CITY STEEL, EMBEDDED, 4"X 9"X 35' 3 GA., TAPERED TUBULAR. (DWG. #658)
		POLE, CITY STEEL, EMBEDDED. (ACQUIRED FROM CTA)
		COLUMN, ELEVATED STRUCTURE
		POLE, WOOD. (SIZE AS NOTED)
		POLE, FOUNDATION WITH ELBOWS AS INDICATED. (SIZE AS NOTED)
		POLE, ORNAMENTAL OR OTHER, AS INDICATED ON THE PLANS

PROPOSED PRESENT

		HANDHOLE, HEAVY DUTY, 36" I.D. (DWG.#866)
		HANDHOLE, CIRCULAR WITH 24" FRAME & COVER, 30" I.D. (#867)
		MANHOLE, CITY 3'X4'X4' DWG. #729 or 730; 4'X6'X6' DWG. #732 or 733.
		FOUNDATION, CONTROLLER OR PEDESTAL, 13" B.C., 20"X5' (DWG. #709)
		FOUNDATION, TRAFFIC CONTROLLER DWG. #854, F.A. TERMINAL FND. DWG. #11972
		FOUNDATION, TRAFFIC TYPE "P", BASE MOUNT. (DWG. #888)
		FOUNDATION, CONTROLLER STREET LIGHT, SPECIAL, 100A & 200A. (DWG.#876 & # 880)
		FOUNDATION, TRANSCLOSURE; TRANSCLOSURE HOUSING. (DWG.# 583 & #891)
		CONTROLLER, UNDERPASS LIGHTING 120V. & 240V. (DWG. #860 & #861)
		MANHOLE, UTILITY, E=COMMONWEALTH EDISON; T=ILL. BELL TEL.; G=PEOPLES GAS; W=CITY WATER; P=CHGO PARK DISTRICT; CTA=C.T.A.; S=SEWER
		JUNCTION BOX, IN PAVEMENT (DWG. #815)
		DETECTOR LOOP IN PAVEMENT
		CONDUIT or P.V.C., NUMBER, SIZE & TYPE. (AS NOTED)
		CONDUIT or P.V.C. ENCASED IN CONCRETE. (SECTION or NUMBER OF CONDUIT INDICATED)
		LUMINAIRE, H.P.S.V. 400W LAMP, 240V, SEMI-CUTOFF
		LUMINAIRE, H.P.S.V. 400W LAMP, 240V, CUTOFF
		LUMINAIRE, H.P.S.V. 310W LAMP, 240V
		LUMINAIRE, H.P.S.V. 310W LAMP 240V, CUTOFF
		LUMINAIRE, H.P.S.V. 150W LAMP, 240V
		LUMINAIRE, H.P.S.V. 150W LAMP, 120V
		LUMINAIRE, H.P.S.V. 250W LAMP, 120V. (ALLEY LIGHT)
		LUMINAIRE, H.P.S.V. 250W LAMP, 120V
		TERMINAL, CABINET F.A. & P.C.
		FIRE ALARM BOX, MOUNTED
		FIRE ALARM BOX, POLE MOUNTED
		CABLE, TRAFFIC SIGNAL, COMMUNICATION, 1-PAIR #14 SHIELDED, IN CONDUIT
		CABLE, TRAFFIC SIGNAL POWER SUPPLY, 2/C- #4, 600 V. EPR. IN CONDUIT
		CABLE, TRAFFIC SIGNAL POWER SUPPLY, 2 1/C-#2 or #1/0 600V. EPR IN CONDUIT
		CABLE, TRAFFIC SIGNAL POWER SUPPLY, 2/C-#10 or #6, 600V NSRI, IN CONDUIT
		CABLE, TRAFFIC SIGNAL, 7/C-#12 or #14, 600V, EPR IN CONDUIT
		CABLE, TRAFFIC SIGNAL, 10/C-#12 or #14, 600V, EPR IN CONDUIT
		CABLE, TRAFFIC SIGNAL, 14/C-#12 600V. EPR IN CONDUIT
		CABLE, TRAFFIC SIGNAL, 19/C-#12 or #14, 600V, EPR IN CONDUIT
		CABLE, STREET LIGHT, 2 1/C-#6, 600V. RINS IN PARKWAY
		CABLE, STREET LIGHT, 2 1/C-#6, 600V. RINS IN CONDUIT
		CABLE, STREET LIGHT, 2 1/C-#6 EPRN 600V. & 1 1/C-#8 GREEN, TRIPLEXED, IN CONDUIT
		CABLE, STREET LIGHT, 3 1/C-#1/0, or #2/0, or #4, 600V. EPR IN CONDUIT
		WIRE, STREET LIGHT, 2 1/C-#6, HDNS. AERIAL
		WIRE, STREET LIGHT, 2 1/C-#6 & 1 1/C #8, HDNS. AERIAL
		CABLE, STREET LIGHT AERIAL, 3 1/C-#4 or #2 SELF SUPPORTING, 600V EPR
		WIRE, F.A. & P.C. AERIAL, 1/C-#10, NUMERAL DENOTES QUANTITY
		CABLE, F.A. & P.C. AERIAL, W/ MESSENGER #19-(NUMBER OF PAIRS AS INDICATED)
		CABLE, F.A. & P.C. AERIAL, SELF SUPPORTING, #19-(NUMBER OF PAIRS AS INDICATED)
		CABLE, F.A. & P.C., IN CONDUIT, #19-(NUMBER OF PAIRS AS INDICATED)
		DOWNLIGHT ASSEMBLY. (DWG. #850)
		LIGHT, TRAFFIC SAFETY ISLAND
		FLASHING BEACON & DOWNLIGHT

ORNAMENTAL LUMINAIRES

PROPOSED	EXISTING	
		310W PENDANT (240V)
		400W PENDANT (240V)
		250W PENDANT (240V)
		150W ACORN (120V)
		150W ACORN (240V)
		50W ACORN (240V)
		100W ACORN (240V)
		150W GLOBE (240V)
		100W GLOBE (240V)
		50W GLOBE (240V)

C 04-01-02	REVISED/REDRAW	R. POOL/B.I.
B 12-4-01	ADDED ORNAMENTAL SYMBOLS	
A 8-6-96	REDRAWN	
DATE	REVISION	
<b>STANDARD CODE FOR TRAFFIC SIGNALS/ STREET LIGHTING</b>		
CITY OF CHICAGO DEPT. OF STREETS AND SANITATION BUREAU OF ELECTRICITY DIVISION OF ELECTRICAL ENGINEERING		
DRAFTSMAN R. IVY	CHIEF DRAFTSMAN R. CARTER	ENGINEER B. POOL/R.C.W.T.
SUPERVISING ENGINEER	ELEC. DESIGN ENGR.	DWG. NO.
ENGINEER OF ELECTRICITY		826
DEPT. SUPV. OF CONSTRUCTION		
DEPT. OF CONSTRUCTION		
SIZE: 22"   36"   SCALE:   DATE:		

J:\288\Draw\CADD\_Sheets\CDOT\_0160\05-shr-CDOT\ig108.dgn

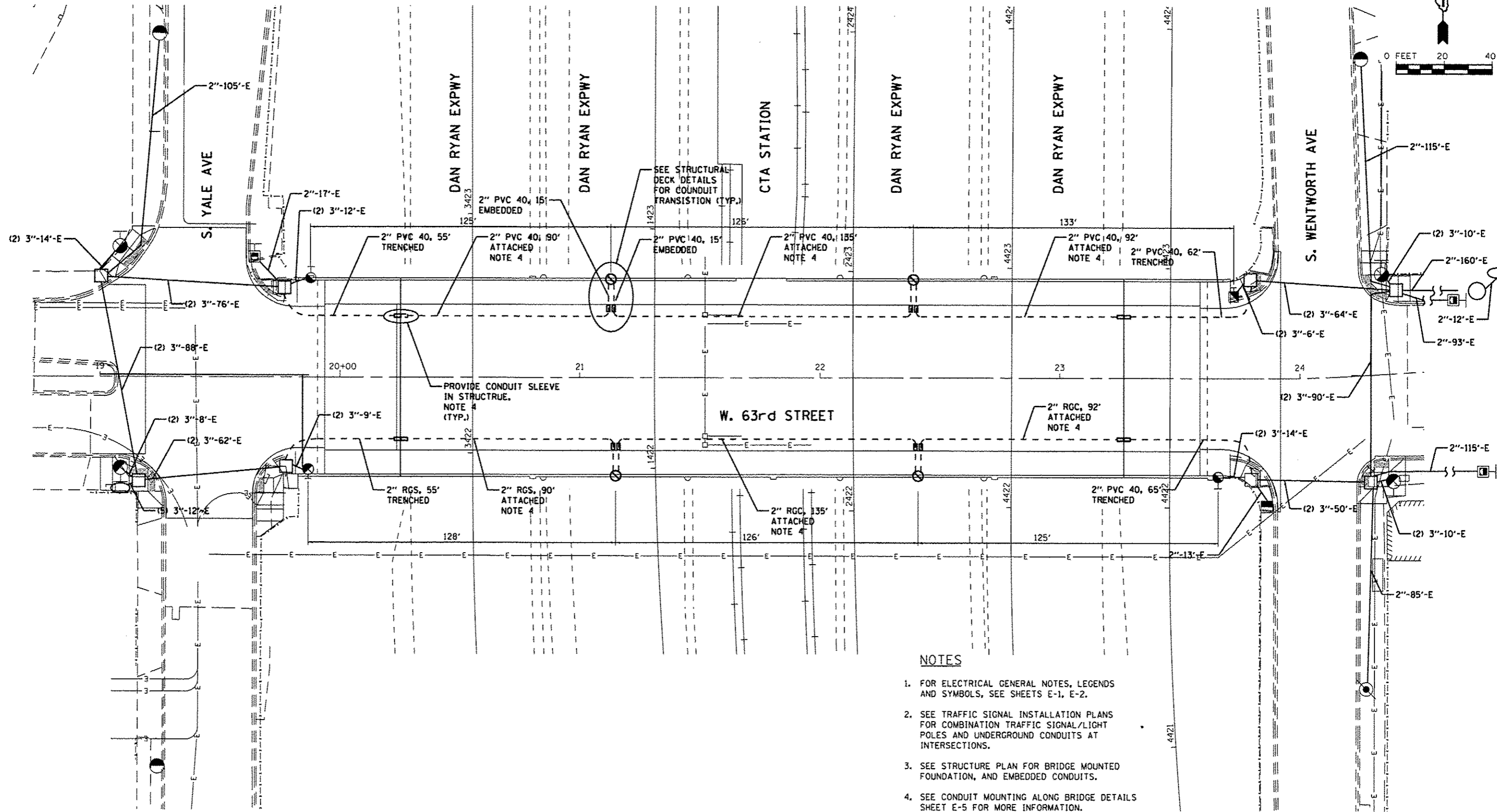
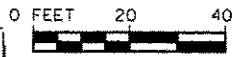


USER NAME: kprajapati	DESIGNED - BN	REVISED -
PLLOT SCALE: 2.0000001.000000	DRAWN - AM	REVISED -
PLLOT DATE: 15-MAY-2013 17:26	CHECKED - KGP	REVISED -
	DATE - 5/15/2013	REVISED -

**CITY OF CHICAGO  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF ENGINEERING**

**63rd STREET OVER DAN RYAN EXPRESSWAY (I-90 /94)  
CDOT STANDARD DETAIL DWG. 826**

F.A.I. RTE. 94	SECTION 1920-B	COUNTY COOK	TOTAL SHEETS 137	SHEET NO. 54
SCALE: N.T.S. SHEET NO. 8 OF 13 SHEETS STA. TO STA.			CONTRACT NO. 60J15	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**NOTES**

1. FOR ELECTRICAL GENERAL NOTES, LEGENDS AND SYMBOLS, SEE SHEETS E-1, E-2.
2. SEE TRAFFIC SIGNAL INSTALLATION PLANS FOR COMBINATION TRAFFIC SIGNAL/LIGHT POLES AND UNDERGROUND CONDUITS AT INTERSECTIONS.
3. SEE STRUCTURE PLAN FOR BRIDGE MOUNTED FOUNDATION, AND EMBEDDED CONDUITS.
4. SEE CONDUIT MOUNTING ALONG BRIDGE DETAILS SHEET E-5 FOR MORE INFORMATION.

E-9

DEO SHEET NO.

J:\298\Draw\CADD\_Sheets\0007\0160.J15-sh1-C007109.dgn



USER NAME	* kpro_japatti	DESIGNED	- BN	REVISED	-
DRAWN	- AM	CHECKED	- KGP	REVISED	-
DATE	5/15/2013	REVISIONS			

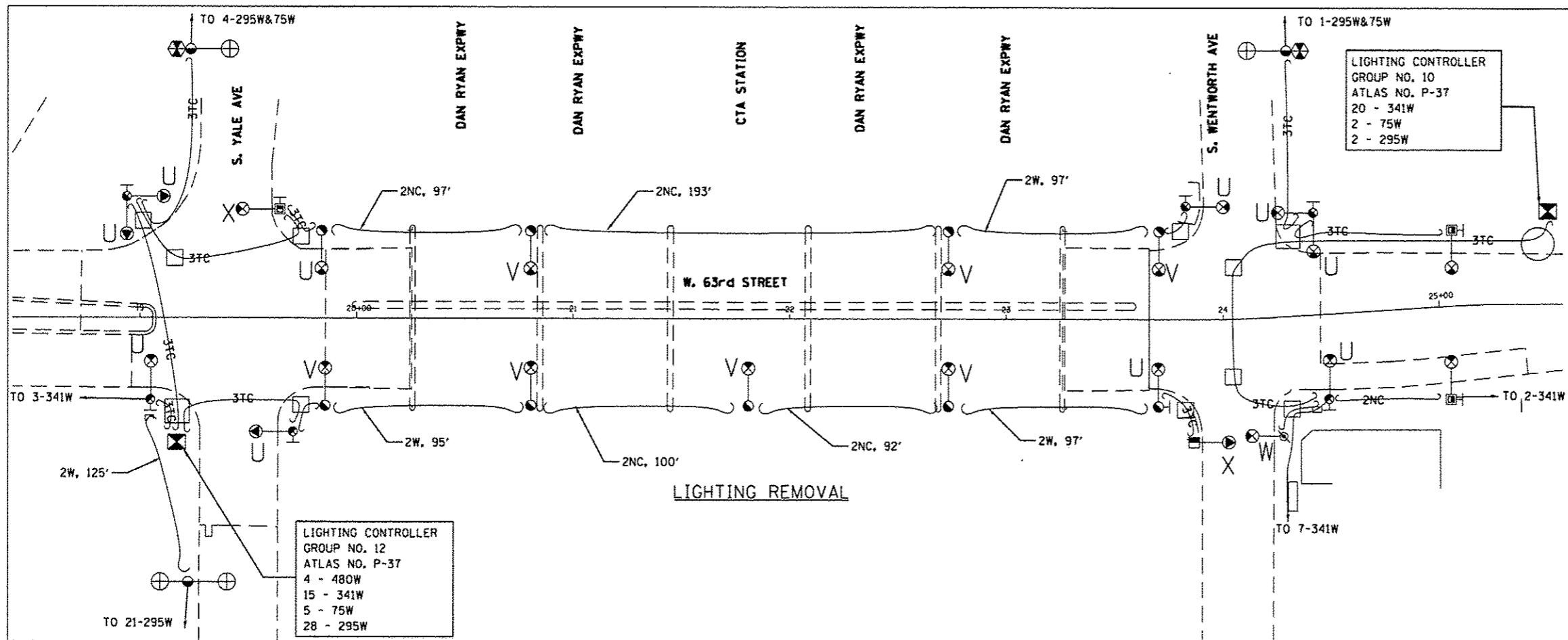
**CITY OF CHICAGO  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF ENGINEERING**

**63rd STREET OVER DAN RYAN EXPRESSWAY (I-90 /94)  
UNDERGROUND CONDUIT FACILITIES**

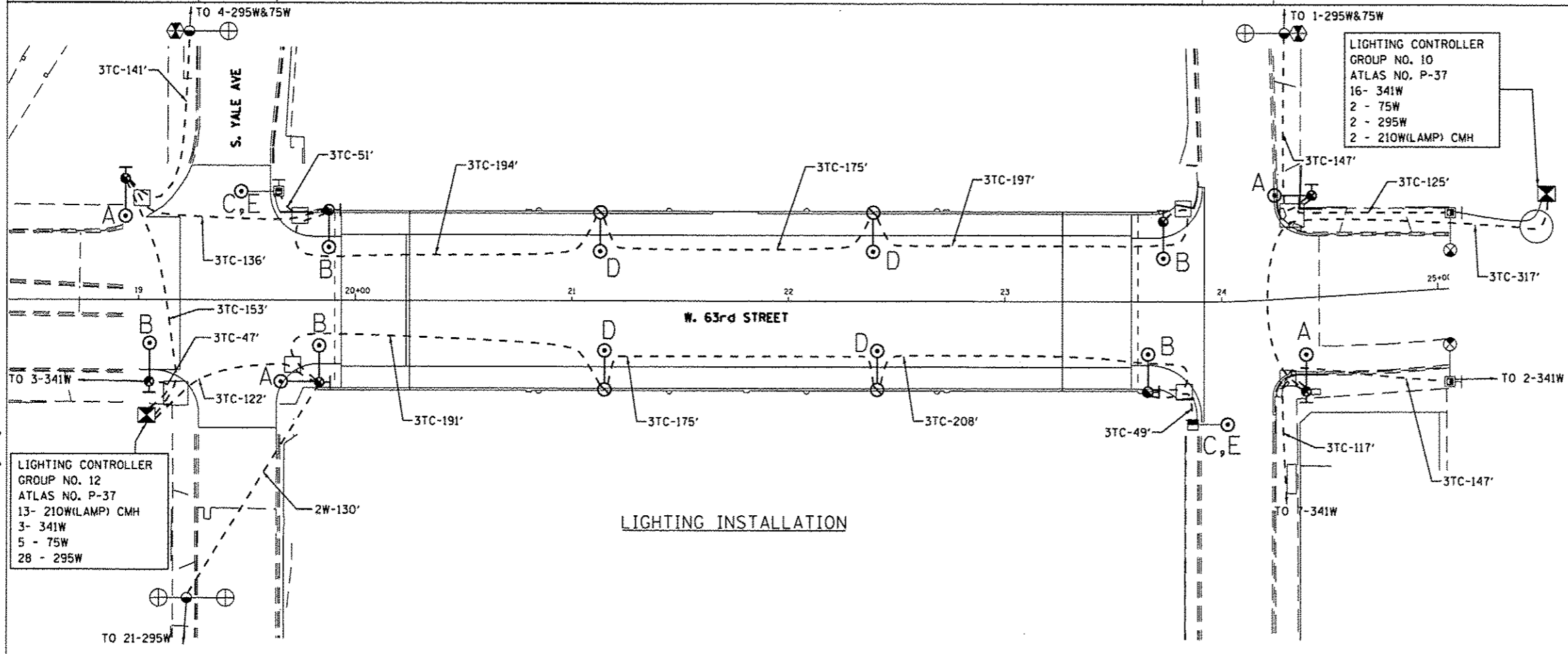
SCALE: 1" = 20'    SHEET NO. 9 OF 13 SHEETS    STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	55
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

CONTRACT NO. 60J15



- REMOVAL LEGENDS:**
- "U" -- REMOVE LIGHTING MAST ARM AND LUMINAIRE  
SEE TRAFFIC SIGNAL PLANS FOR POLE AND FOUNDATION REMOVAL
  - "V" -- REMOVE LIGHT POLE, MAST ARM AND LUMINAIRE MOUNTED ON BRIDGE STRUCTURE
  - "W" -- REMOVE EMBEDDED LIGHT POLE, MAST ARM AND LUMINAIRE
  - "X" -- REMOVE LUMINAIRE ONLY

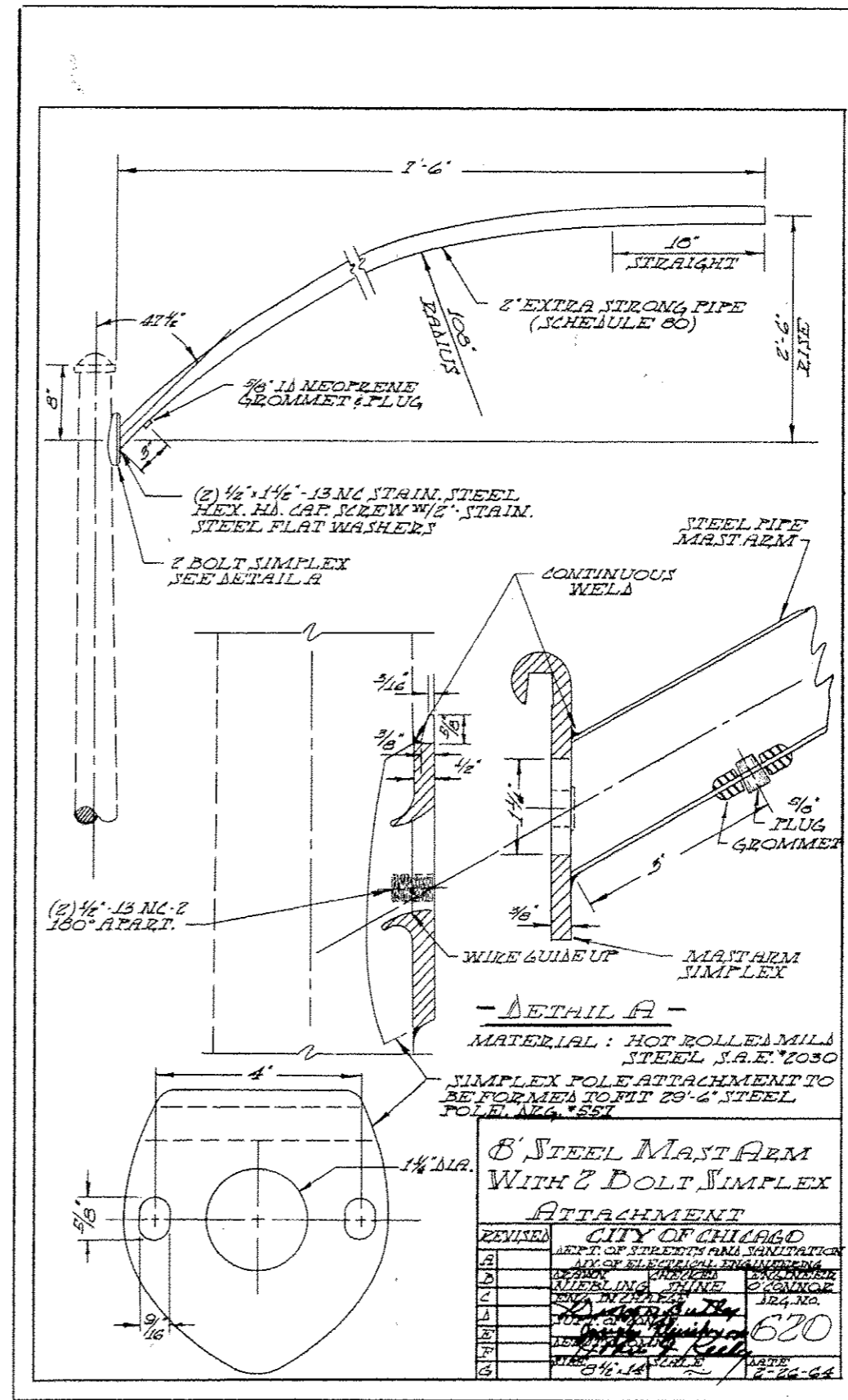
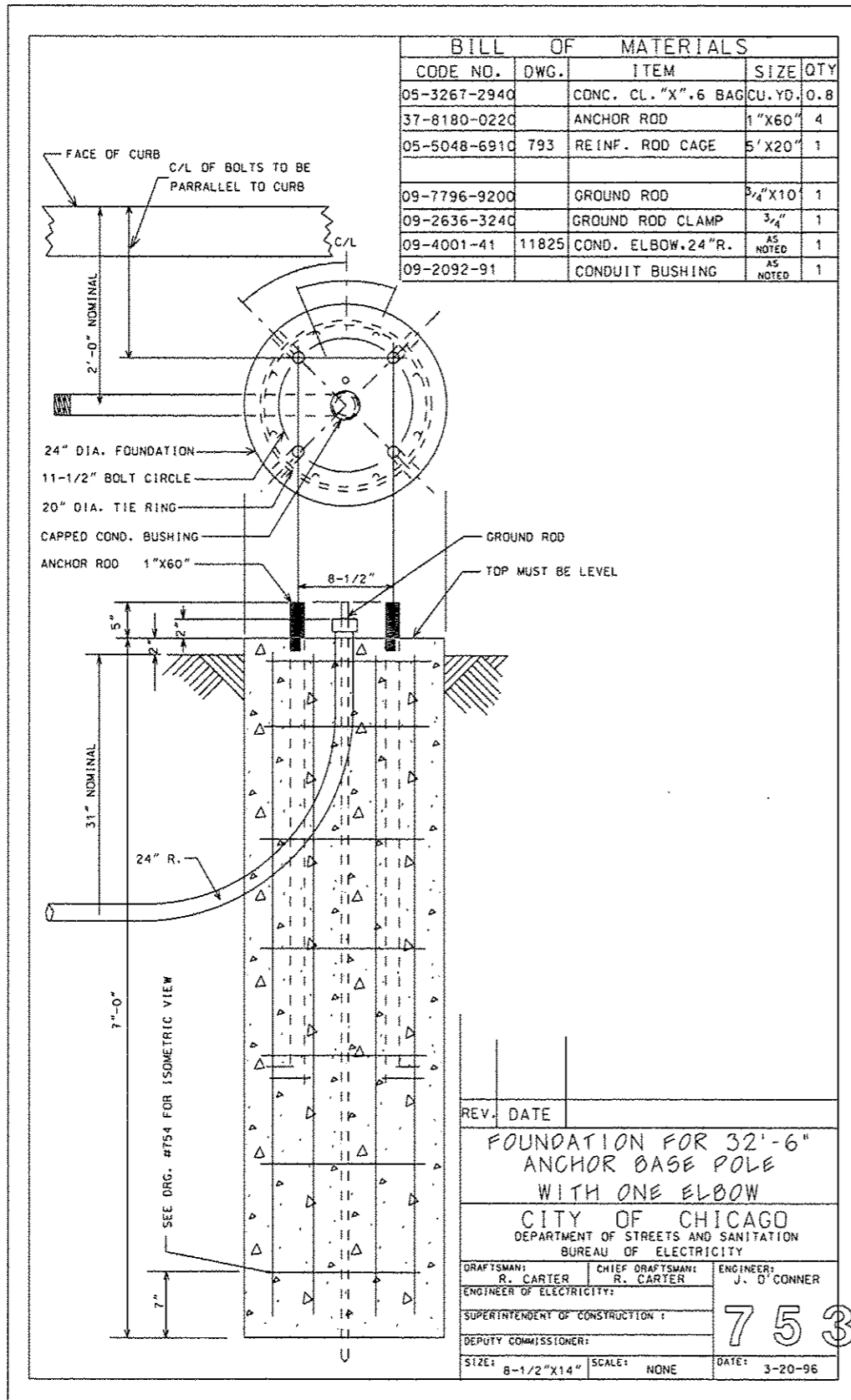


- INSTALLATION LEGENDS:**
- "A" -- INSTALL 15FT STEEL MAST ARM AND 210W CMH SEMI-CUTOFF COBRAHEAD LUMINAIRE ON TRAFFIC SIGNAL POLE  
SEE TRAFFIC SIGNAL PLANS FOR POLE AND FOUNDATION
  - "B" -- INSTALL 8FT STEEL MAST ARM AND 210W CMH SEMI-CUTOFF COBRAHEAD LUMINAIRE ON TRAFFIC SIGNAL POLE  
SEE TRAFFIC SIGNAL PLANS FOR POLE AND FOUNDATION
  - "C" -- INSTALL 210W CMH SEMI-CUTOFF COBRAHEAD LUMINAIRE ON EXISTING LIGHT POLE
  - "D" -- INSTALL 8FT STEEL MAST ARM, 210W CMH SEMI-CUTOFF COBRAHEAD LUMINAIRE AND STEEL LIGHT POLE, BLACK PAINT, 32'-6", 11 1/2" B.C. ANCHOR BASE.,
  - "E" -- PAINT LIGHT POLE BLACK PER STANDARDS
  - "3TC" -- INSTALL TRIPLEX CABLE, 600V, 2-1/C\*6, 1/C\*8 (GREEN) GND IN CONDUIT
  - "2W" -- INSTALL 2-1/C\*6 HDNS. AERIAL CABLE

d:\298\060\CAD\_Sheets\CDDT\060J15-sh1-cddt1g10.dgn

	USER NAME: kprajapati	DESIGNED: BN	REVISED: -	<b>CITY OF CHICAGO</b> <b>DEPARTMENT OF TRANSPORTATION</b> <b>DIVISION OF ENGINEERING</b>	<b>63rd STREET OVER DAN RYAN EXPRESSWAY (1-90 /94)</b> <b>STREET LIGHTING REMOVAL AND INSTALLATION PLAN</b>	F.A.I. RTE. 94	SECTION 1920-B	COUNTY COOK	TOTAL SHEETS 137	SHEET NO. 56		
	PLOT SCALE: 68.8888888888888888	CHECKED: KCP	REVISED: -			SCALE: N.T.S.	SHEET NO. 10 OF 13 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT	CONTRACT NO. 60J15		
	PLOT DATE: 15-MAY-2013 17:26	DATE: 5/15/2013	REVISED: -									

E-10  
DEO SHEET NO.



J:\238\Drawn\CADD\_Sheets\060J15-shf-CD010101.dgn

**SINGH**  
SINGH & ASSOCIATES INC.  
CONSULTING ENGINEERS

USER NAME: kprajapati  
DESIGNED: BN  
DRAWN: AM  
PLOT SCALE: 2.0000001.000000  
CHECKED: KGP  
PLOT DATE: 15-MAY-2013 17:26  
DATE: 5/15/2013

REVISOR: NONE  
REVISIONS: NONE

REVISOR: NONE  
REVISIONS: NONE

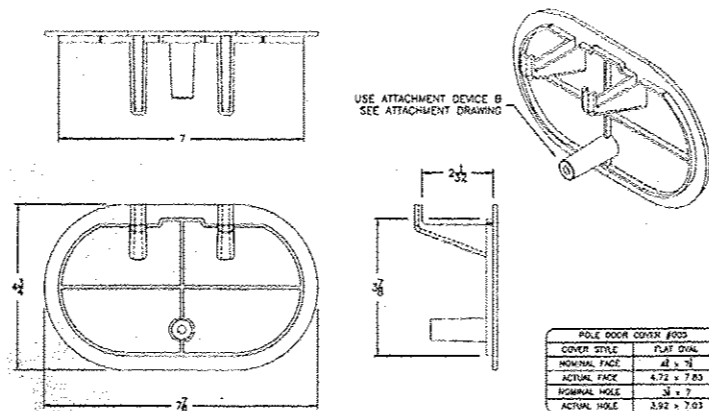
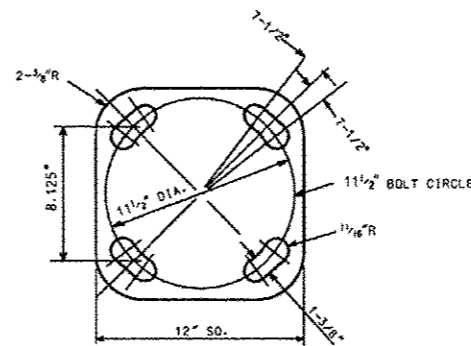
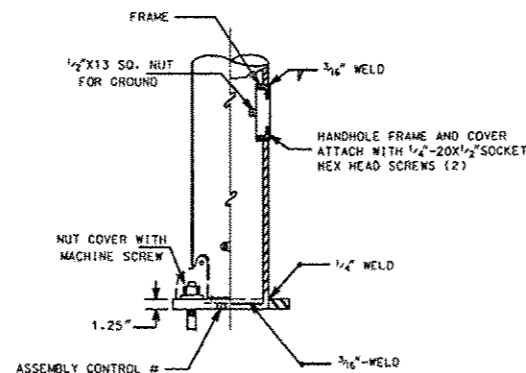
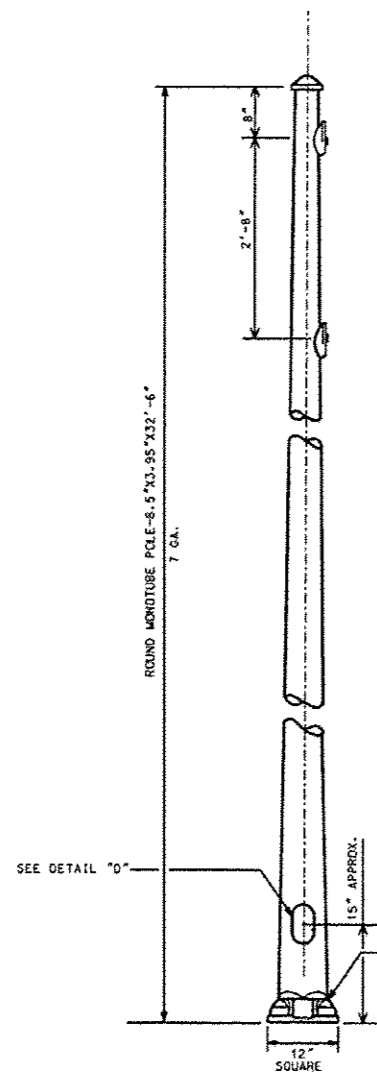
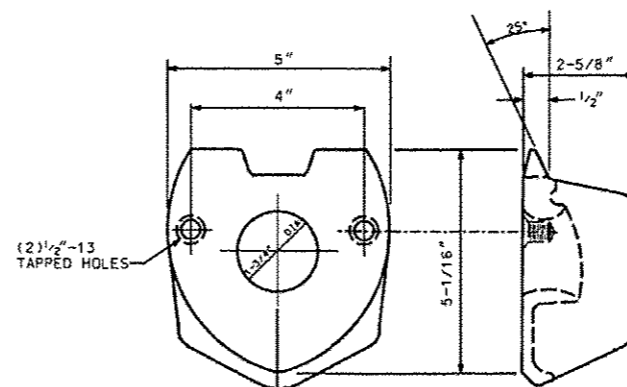
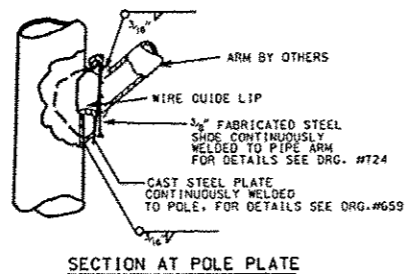
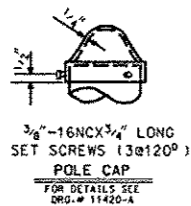
CITY OF CHICAGO  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF ENGINEERING

63rd STREET OVER DAN RYAN EXPRESSWAY (I-90 / 94)  
CDOT STANDARD DETAILS

SCALE: N.T.S. SHEET NO. 11 OF 13 SHEETS STA. TO STA.

F.A.T. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	57

CONTRACT NO. 60J15  
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT



3.95" x 8.5" STEEL / 32' - 6" POLE  
7 GAUGE

CITY OF CHICAGO  
DEPT. OF STREETS AND SANITATION  
BUREAU OF ELECTRICITY  
DIVISION OF ELECTRICAL ENGINEERING

DRAFTSMAN ROBERT IVY	CHIEF DRAFTSMAN ROBERT CARTER	ENGINEER RON POOL
SUPERVISING ENGINEER	ELEC. DESIGN ENGR.	DWG. NO.
ENGINEER-OP. ELECTRICITY		762
DEPT. SUPV. OF ELECTRICITY		
DEPUTY COMMISSIONER		10-03-01

J:\238\Drawn\CADD\_Sheets\CDDT\DRG0J5-shr-CDDT1g12.dgn



USER NAME + kprojapati	DESIGNED - BN	REVISED -
PLOT SCALE + 2.0000001.000000	DRAWN - AM	REVISED -
PLOT DATE + 15-MAY-2013 17:26	CHECKED - KGP	REVISED -
	DATE - 5/15/2013	REVISED -

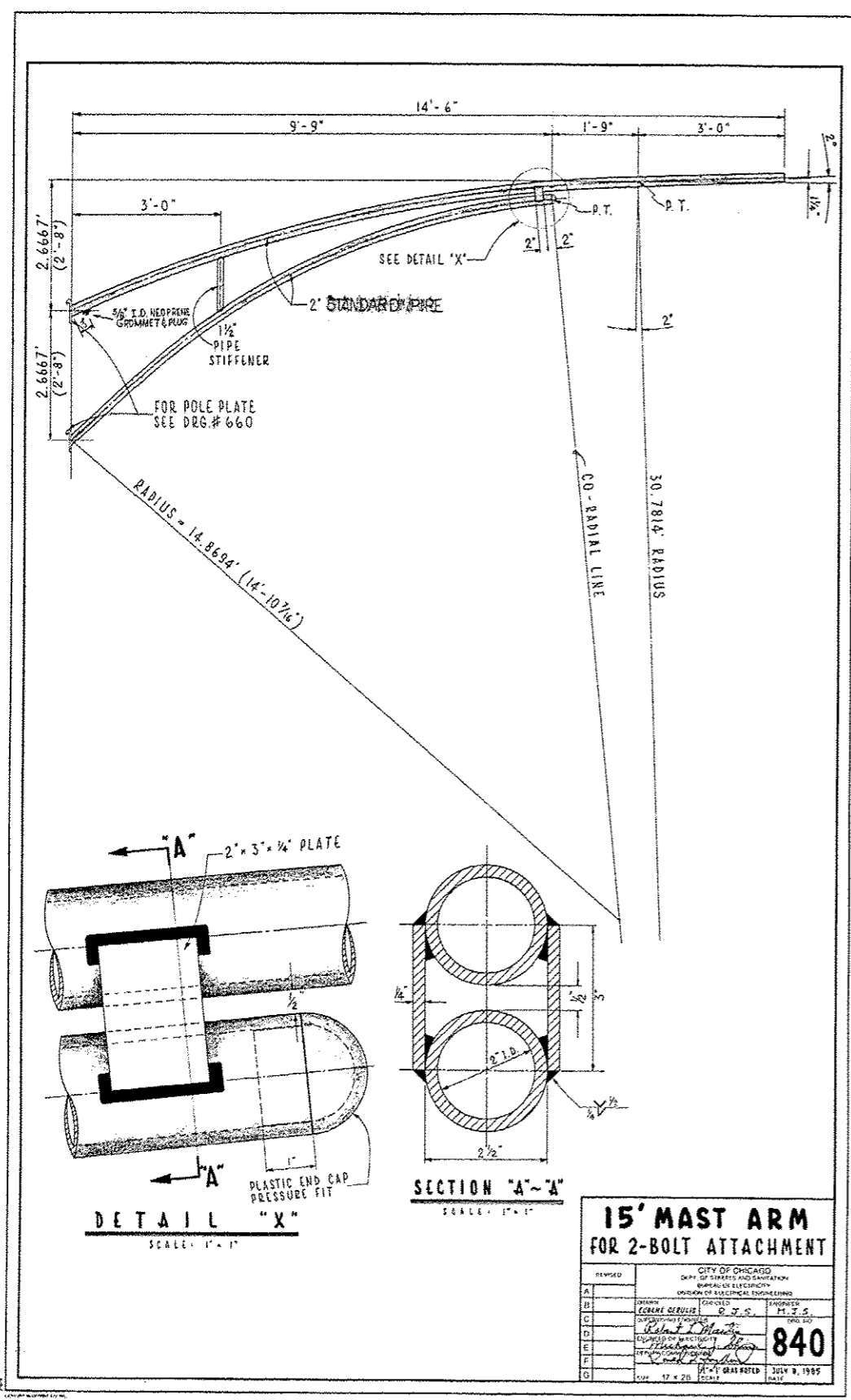
CITY OF CHICAGO  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF ENGINEERING

63rd STREET OVER DAN RYAN EXPRESSWAY (I-90 / 94)  
CDOT STANDARD DETAILS

SCALE: N.T.S. SHEET NO. 12 OF 13 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	58
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				





**15' MAST ARM  
FOR 2-BOLT ATTACHMENT**

DESIGNED	BN	REVISIONS	
DRAWN	AM	REVISIONS	
CHECKED	KGP	REVISIONS	
DATE	5/15/2013	REVISIONS	

CITY OF CHICAGO  
DEPT. OF STREETS AND SANITATION  
DIVISION OF ELECTRICAL ENGINEERING  
DIVISION OF ELECTRICAL ENGINEERING  
840  
JULY 9, 1985

J:\298\Drawn\CADD\_Sheets\CDOT\060J15-shr-CDOT1g113.dgn

**SINGH**  
ENGINEERING ASSOCIATES INC.  
CONSULTING ENGINEERS

USER NAME	* kprejapati	DESIGNED	- BN	REVISIONS	-
PLOT SCALE	* 2.00000001.000000	DRAWN	- AM	REVISIONS	-
PLOT DATE	* 15-MAY-2013 17:28	CHECKED	- KGP	REVISIONS	-
		DATE	- 5/15/2013	REVISIONS	-

**CITY OF CHICAGO  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF ENGINEERING**

**63rd STREET OVER DAN RYAN EXPRESSWAY (I-90 /94)**  
**CDOT STANDARD DETAILS**

SCALE: N.T.S. SHEET NO. 13 OF 13 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	59
CONTRACT NO. 60J15				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

Benchmark #1: Cut square on Northeast corner of concrete base of traffic control box at Southeast corner of 63rd Street & Wentworth Ave., Elevation 603.07.

Existing Structure: S.N. 016-1149, originally built as F.A.I. Route 94, Section 066-1920-C.F., 63rd Street Grade Separation over South Route (present Dan Ryan) Expressway, project BUI-94-3(55)56 in 1960. The existing five span structure consists of simple span 33" deep PPC deck beams. A 5" thick reinforced concrete deck was added in 1994. The substructure consists of closed abutments and reinforced concrete piers consisting of a cap beam and multiple rectangular columns on a crashwall. The back to back abutment measures 302'-5 5/8" and the out to out of deck is 83'-0". The existing superstructure is to be removed and replaced. The substructure will remain, except that the piers will be rebuilt above the existing crashwalls and the abutment seats will be rebuilt. One lane of traffic in each direction shall be maintained at all times using staged construction.

No Salvage.

- Notes:  
 1. Min. vertical clearance points occur at north fascia beam typ.  
 2. @ 63rd Street is approximately at CTA Sta. 249+50.

**LEGEND**

- E—E— Existing Electric
- E—E— Proposed Electric
- T—T— Telephone Cable
- W—W— Water Pipe

**DESIGN STRESSES**

- FIELD UNITS (New Const.)**  
 f'c = 3,500 psi  
 fy = 60,000 psi (reinforcement)  
 fy = 50,000 psi (M270 Grade 50)
- FIELD UNITS (Existing Const.)**  
 f'c = 3,500 psi  
 fy = 40,000 psi (reinforcement)

**SEISMIC DATA**

Seismic Performance Zone (SPZ) = 1  
 Design Spectral Acceleration at 1.0 sec. (S<sub>01</sub>) = 0.07g  
 Design Spectral Acceleration at 0.2 sec. (S<sub>05</sub>) = 0.11g  
 Soil Site Class = C

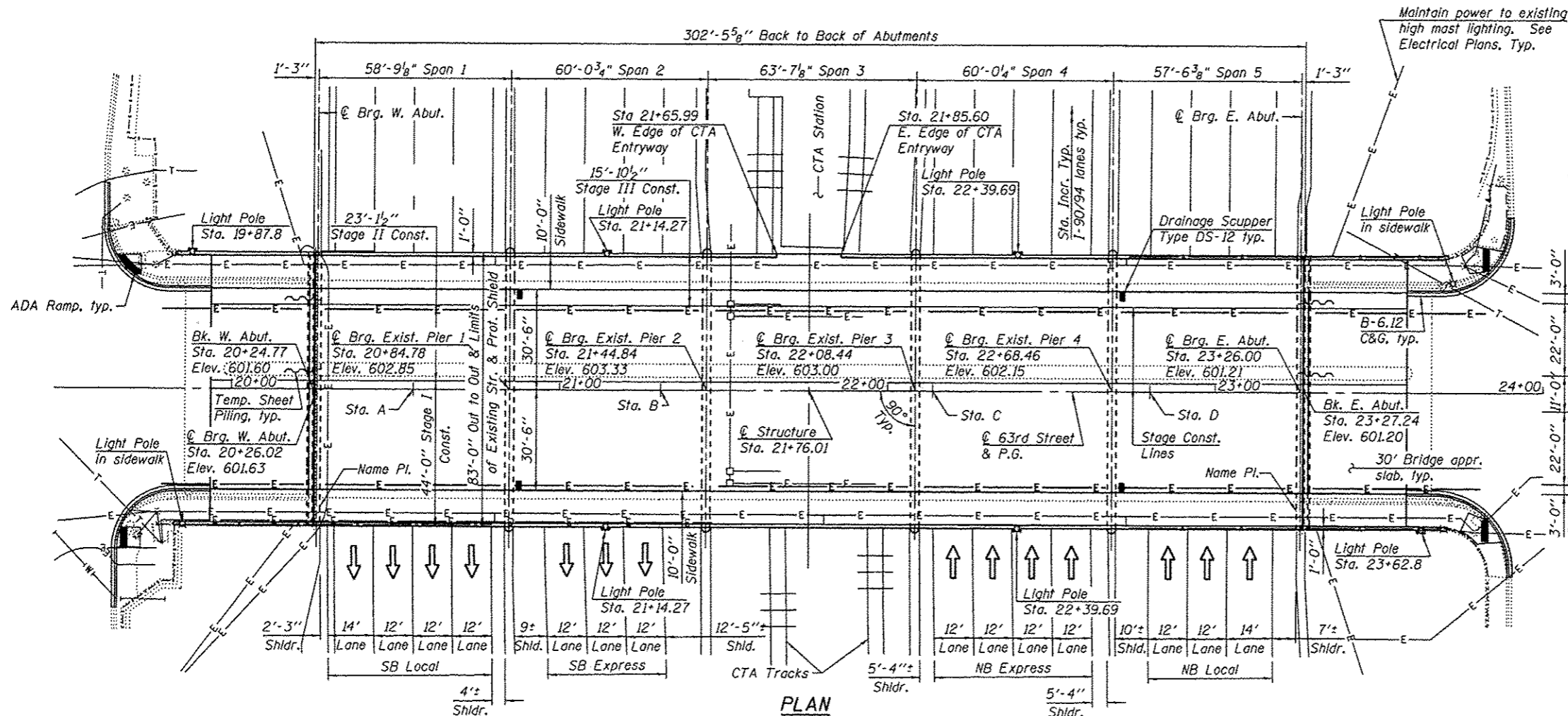
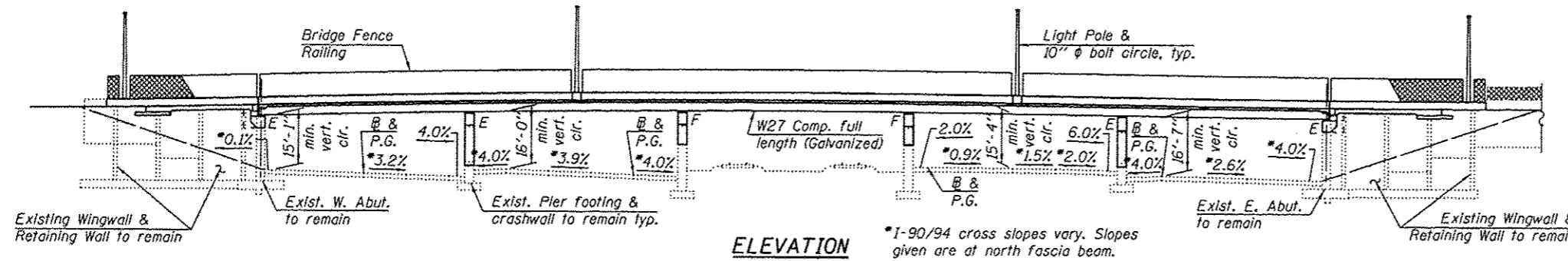
**DESIGN SPECIFICATIONS (New Const.)**

AASHTO LRFD Bridge Design Specifications  
 5th Edition with 2010 Interims

**LOADING HL-93 (New Const.)**

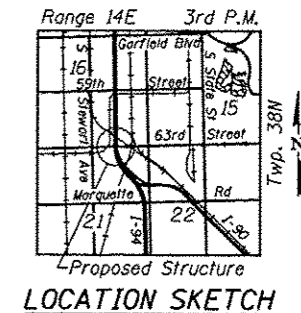
Allow 50#/sq. ft. for future wearing surface

- Sta. A = Sta. 20+55.35 @ 63rd Street
- Sta. 3422+31.65 @ SB Local Lanes
- Sta. B = Sta. 21+31.12 @ 63rd Street
- Sta. 1422+37.79 @ SB Express Lanes
- Sta. C = Sta. 22+13.83 @ 63rd Street
- Sta. 2422+55.54 @ NB Express Lanes
- Sta. D = Sta. 22+79.96 @ 63rd Street
- Sta. 4422+54.06 @ NB Local Lanes



**APPROVED**  
 For Structural Adequacy Only  
*Dr. Carl Ruyter*  
 Engineer of Bridges & Structures

STATE OF ILLINOIS  
 SEAL OF PROFESSIONAL ENGINEER  
 081-000708  
 CHICAGO, ILL.  
 EXPIRES: 11/30/2014



**GENERAL PLAN & ELEVATION**  
**63RD STREET OVER I-90/94**  
**F.A.U. ROUTE 1519 - SEC. 1920-B**  
**COOK COUNTY**  
**STATION 21+76.01**  
**STRUCTURE NO. 016-1149**

H:\Jobs\2010\2022\CAD\3\Fructural\dwg\016-1149\_Final\001\016-1149-501-gpa.dgn  
 1/28/2013 10:02:28 AM

**GR&E**  
 8501 W. Higgins Road Suite 280  
 Chicago, Illinois 60631 (773) 399-0112

USER NAME *	DESIGNED - J.Z.	REVISED -
PLOT SCALE *	CHECKED - J.A.Z.	REVISED -
PLOT DATE *	DRAWN - E.E.L.	REVISED -
	DATE - 5/17/2013	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**GENERAL PLAN & ELEVATION**  
**STRUCTURE NO. 016-1149**  
 SHEET NO. 51 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	60
CONTRACT NO. 60J15				
ILLINOIS FED. AID PROJECT				

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Superstructures	Each	1		1
Concrete Removal	Cu. Yd.		309	309
Protective Shield	Sq. Yd.	2,652		2,652
Structure Excavation	Cu. Yd.		217	217
Concrete Structures	Cu. Yd.		385.7	385.7
Concrete Superstructure	Cu. Yd.	1,144.2		1,144.2
Bridge Deck Grooving	Sq. Yd.	2,390		2,390
Protective Coat	Sq. Yd.	3,607		3,607
Furnishing & Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	16,830		16,830
Reinforcement Bars, Epoxy Coated	Pound	253,290	75,180	328,470
Bar Splicers	Each	2,596	314	2,910
Bridge Fence Railing	Foot	755		755
Temporary Bridge Complete	Each	1		1
Name Plates	Each	2		2
Preformed Joint Strip Seal	Foot	167		167
Elastomeric Bearing Assembly, Type I	Each		22	22
Elastomeric Bearing Assembly, Type II	Each		22	22
Anchor Bolts, 3/4"	Each		44	44
Anchor Bolts, 1"	Each		88	88
Concrete Sealer	Sq. Ft.		8,540	8,540
Epoxy Crack Injection	Foot		19	19
Temporary Fence (Special)	Foot	453		453
Granular Backfill for Structures	Cu. Yd.		92	92
Temporary Shoring	Each	4		4
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.		685	685
Drainage Scuppers, DS-12	Each	4		4
Drainage System	L. Sum	1		1
Temporary Sheet Piling	Sq. Ft.		662	662

**BRIDGE GENERAL NOTES**

- Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts 7/8" diameter, holes 1 1/8" diameter, unless otherwise noted.
- Calculated weight of Structural Steel: AASHTO M270 Grade 36 = 36,630 lbs.  
AASHTO M270 Grade 50 = 462,190 lbs.
- All new structural steel shall be galvanized. See the Special Provision "Hot Dip Galvanizing for Structural Steel".
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.
- Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- Bearing seat surfaces shall be constructed or adjusted to the designed elevations within a tolerance of 1/8 in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- Concrete Sealer shall be applied to all exposed surfaces of the new concrete at both abutments and at all four piers.
- Slipforming of the parapets is not allowed.
- Protective Shield shall be provided at all spans, face-to-face of piers or abutments and out-to-out of existing superstructure.

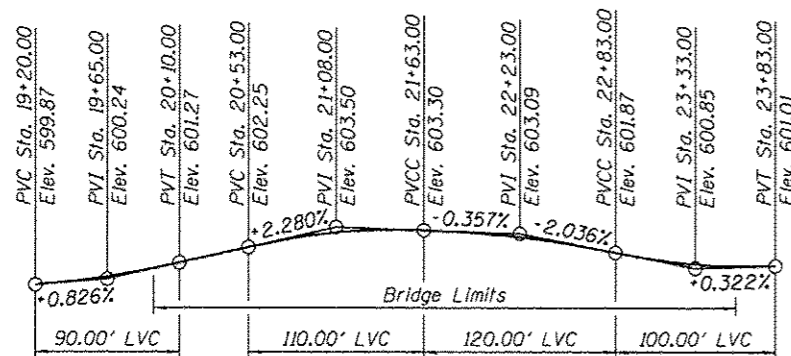
**INDEX OF SHEETS**

- S1 GENERAL PLAN & ELEVATION
- S2 GENERAL NOTES & TOTAL BILL OF MATERIAL
- S3 CONSTRUCTION STAGING I
- S4 CONSTRUCTION STAGING II
- S5 TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
- S6 TEMPORARY SHEET PILING
- S7 TOP OF DECK SLAB ELEVATIONS LAYOUT
- S8 TOP OF DECK SLAB ELEVATIONS I
- S9 TOP OF DECK SLAB ELEVATIONS II
- S10 TOP OF DECK SLAB ELEVATIONS III
- S11 TOP OF DECK SLAB ELEVATIONS IV
- S12 TOP OF DECK SLAB ELEVATIONS V
- S13 TOP OF WEST APPROACH SLAB ELEVATIONS
- S14 TOP OF EAST APPROACH SLAB ELEVATIONS
- S15 DECK PLAN I
- S16 DECK PLAN II
- S17 DECK SECTIONS
- S18 DECK DETAILS I
- S19 DECK DETAILS II
- S20 BRIDGE APPROACH SLAB
- S21 BRIDGE APPROACH SLAB DETAILS
- S22 BRIDGE FENCE RAILING, PARAPET MOUNTED
- S23 BRIDGE FENCE RAILING DETAILS
- S24 PREFORMED JOINT STRIP SEAL
- S25 DRAINAGE SCUPPER, DS-12
- S26 FRAMING PLAN
- S27 BEAM DETAILS
- S28 FIELD SPLICE DETAILS
- S29 EXPANSION BEARINGS DETAILS
- S30 FIXED BEARINGS DETAILS
- S31 ABUTMENT REMOVAL & REPAIRS
- S32 WEST ABUTMENT
- S33 EAST ABUTMENT
- S34 ABUTMENT DETAILS
- S35 WINGWALL REMOVAL & REPAIRS I
- S36 WINGWALL REMOVAL & REPAIRS II
- S37 WINGWALL DETAILS
- S38 PIER 1 REMOVAL & REPAIR
- S39 PIER 1 PLAN & ELEVATION
- S40 PIER 2 REMOVAL & REPAIR
- S41 PIER 2 PLAN & ELEVATION
- S42 PIER 3 REMOVAL & REPAIR
- S43 PIER 3 PLAN & ELEVATION
- S44 PIER 4 REMOVAL & REPAIR
- S45 PIER 4 PLAN & ELEVATION
- S46 PIER DETAILS
- S47 PIER BILLS OF MATERIAL
- S48 BRIDGE DRAINAGE SYSTEM
- S49 BAR SPLICER ASSEMBLY DETAILS
- S50 CANTILEVER FORMING BRACKETS FOR SUPERSTRUCTURE

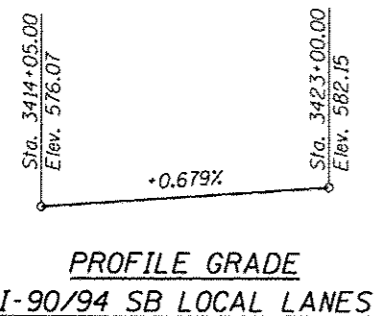
STATION 21+76.01  
RE-BUILT 2011 BY  
STATE OF ILLINOIS  
F.A.U. RTE. 1519 SEC. 1920-B  
LOADING HL-93  
STRUCTURE NO. 016-1149

**NAME PLATE**

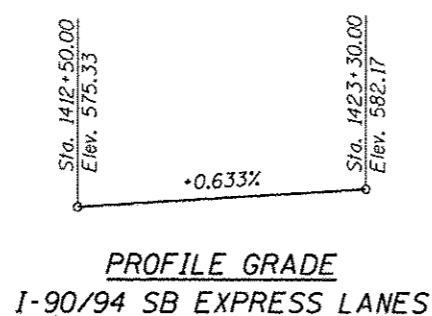
See Std. 515001. Two required.  
Place new name plates next to  
existing name plates at each  
abutment.



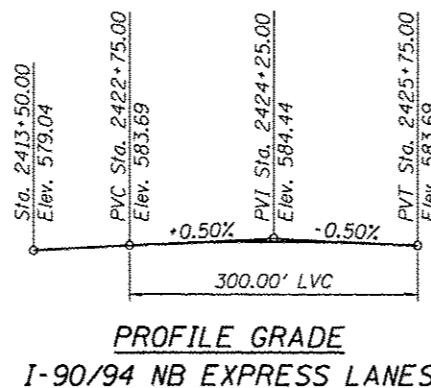
**PROFILE GRADE, 63RD STREET**



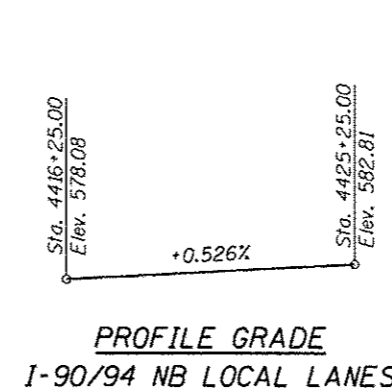
**PROFILE GRADE  
I-90/94 SB LOCAL LANES**



**PROFILE GRADE  
I-90/94 SB EXPRESS LANES**

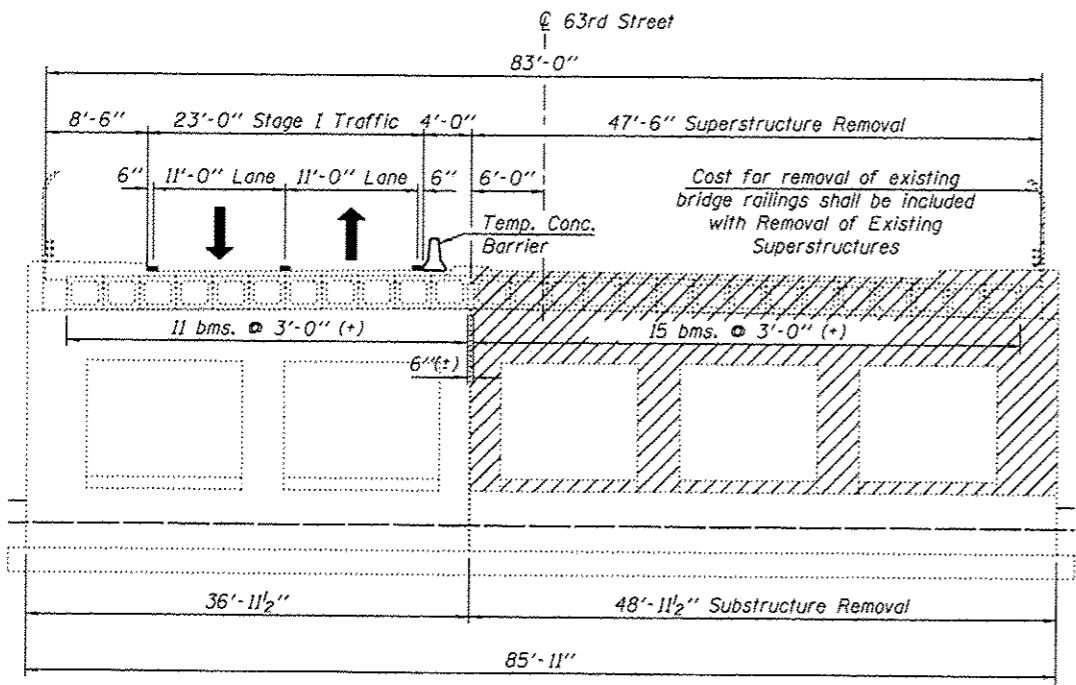


**PROFILE GRADE  
I-90/94 NB EXPRESS LANES**

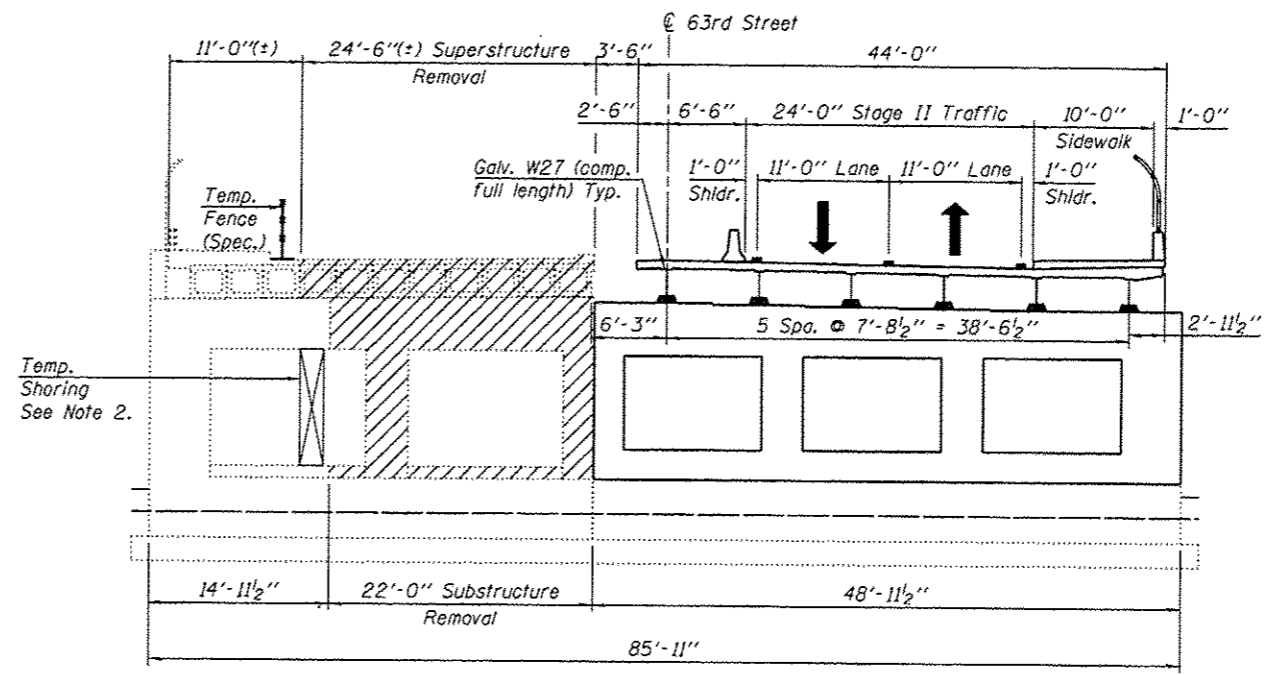


**PROFILE GRADE  
I-90/94 NB LOCAL LANES**

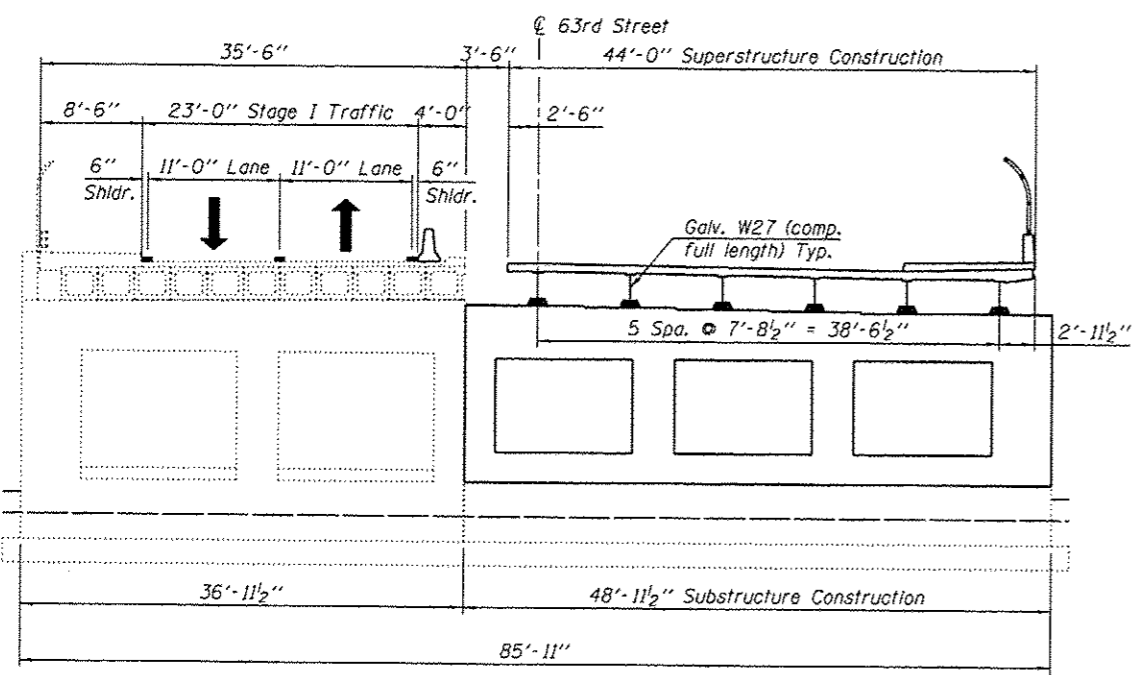
H:\pds\2011\20110223\CAD\Structural\06-1149.Final\00\016015-602-bom.dgn  
 5/20/2013 10:25:57 AM



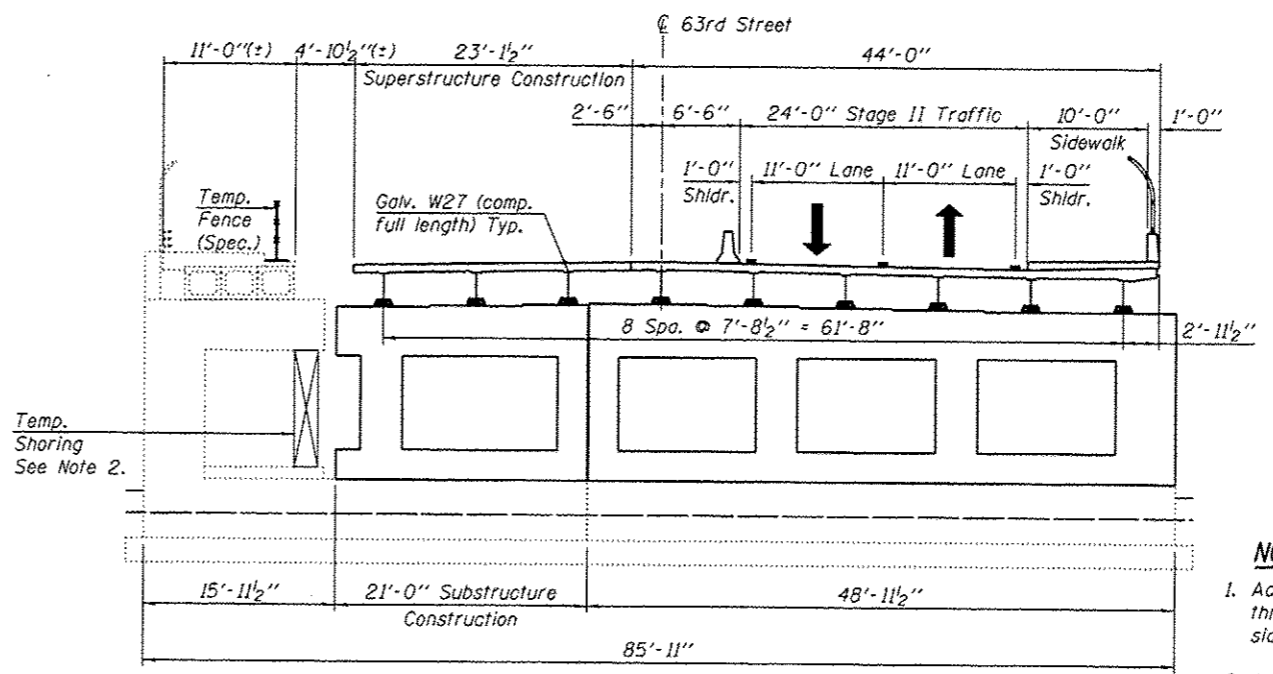
**STAGE I REMOVAL**  
(Pier 1 shown, looking East)



**STAGE II REMOVAL**  
(Pier 1 shown, looking East)



**STAGE I CONSTRUCTION**  
(Pier 1 shown, looking East)



**STAGE II CONSTRUCTION**  
(Pier 1 shown, looking East)

**NOTES**

- Access to the CTA Red Line station shall be maintained throughout construction. During Stages I & II the North sidewalk shall remain open.
- At each Pier, provide Temporary Shoring at the start of Stage II Removal. The Temporary Shoring shall be designed for the following unfactored loads:  
Dead Load=212 kips  
Live Load= 27 kips
- The existing sidewalks may contain asbestos cement ducts. Ducts attached to the bridge fascias may also contain asbestos. The Contractor is responsible for removal and proper disposal of all existing ducts/conduit. This cost shall be included in Removal of Existing Superstructures (unless paid elsewhere).
- Removal and disposal of the existing metal railings, fence and light poles shall be included in Removal of Existing Superstructures.

H:\Jobs\20130225\CAD\Structural\dm\016-1149-Final\0160J15-s03-staging.dgn 5/20/2013 8:29:58 AM

**GRAEF**  
8501 W. Higgins Road, Suite 280  
Chicago, Illinois 60631 (773) 399-0112

USER NAME :	DESIGNED - J.Z.	REVISED -
PLOT SCALE :	CHECKED - J.A.Z.	REVISED -
PLOT DATE :	DRAWN - E.E.J.	REVISED -
	DATE - 5/17/2013	REVISED -

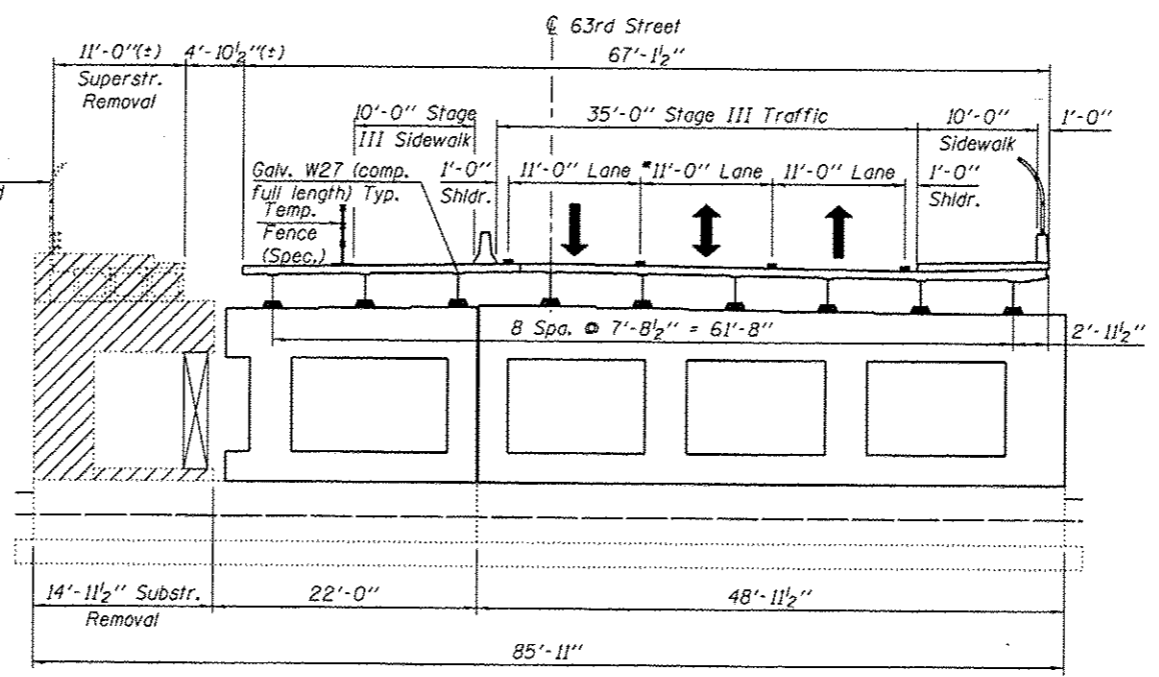
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CONSTRUCTION STAGING I  
STRUCTURE NO. 016-1149**

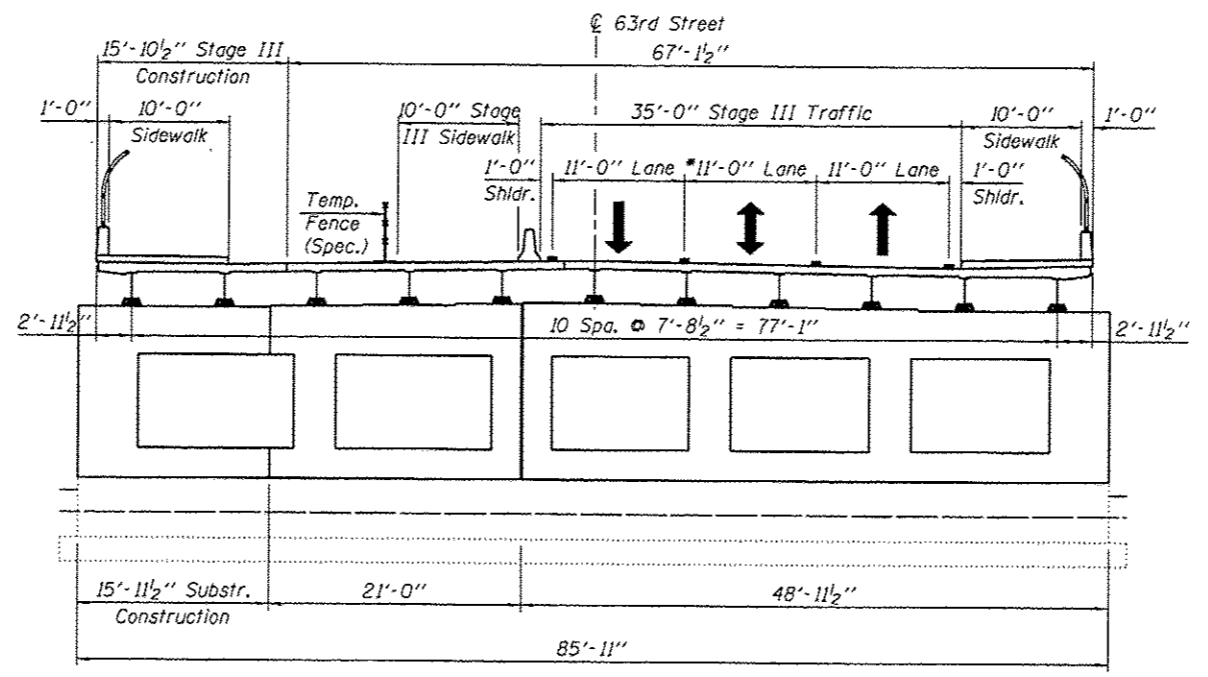
SHEET NO. 53 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	62
			CONTRACT NO. 60J15	
ILLINOIS FED. AID PROJECT				

Cost for removal of existing bridge railings shall be included with Removal of Existing Superstructures



**STAGE III REMOVAL**  
(Pier 1 shown, looking East)



**STAGE III CONSTRUCTION**  
(Pier 1 shown, looking East)

**NOTES**

1. The Contractor shall design and furnish one "Temporary Bridge Complete" for Stage III Removal and Construction. The bridge is required to provide access to the CTA Station from the Stage III sidewalk. The bridge shall meet the requirements of Section 513 of the Standard Specifications, and shall be suitable for pedestrian traffic and shall meet all A.D.A. requirements. The clear span of the bridge shall be 15'-10 1/2" (the Stage III construction width) and the clear width shall be 8 feet. The design live load shall be 85 psf.  
  
The CTA Station has two sets of double doors. Access to at least one pair of doors must be maintained throughout Stage III. The Contractor may choose to design a temporary bridge that could be moved with a crane to allow removal of existing deck beams, placement of new steel beams, placement of deck concrete, and placement of the concrete sidewalk. The new sidewalk can be placed using two separate concrete pours (one transverse construction joint in the sidewalk is acceptable). For existing beam removal, new beam placement and concrete deck placement, Station access may be closed between midnight and 5 AM, Monday thru Thursday, only. Access to the Station must be maintained at all other times. The Contractor must coordinate the station closures with the CTA. Regardless of the staging method selected by the Contractor, payment will be made for only one Temporary Bridge Complete.
2. \*Center lane will be for left turns in opposite directions at each end of bridge.
3. The existing sidewalks may contain asbestos cement ducts. Ducts attached to the bridge fascias may also contain asbestos. The Contractor is responsible for removal and proper disposal of all existing ducts/conduit. This cost shall be included in Removal of Existing Superstructures (unless paid elsewhere).
4. Removal and disposal of the existing metal railings, fence and light poles shall be included in Removal of Existing Superstructures.

H:\Jobs\2011\20110222\CAD\5\Structural\dgn\016-1149\_Final\00\_0160J15-s04-staging2.dgn 5/20/2013 11:23:58 AM



USER NAME :	DESIGNED - J.Z.	REVISED -
PLOT SCALE :	CHECKED - J.A.Z.	REVISED -
PLOT DATE :	DRAWN - E.E.J.	REVISED -
	DATE - 5/17/2013	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

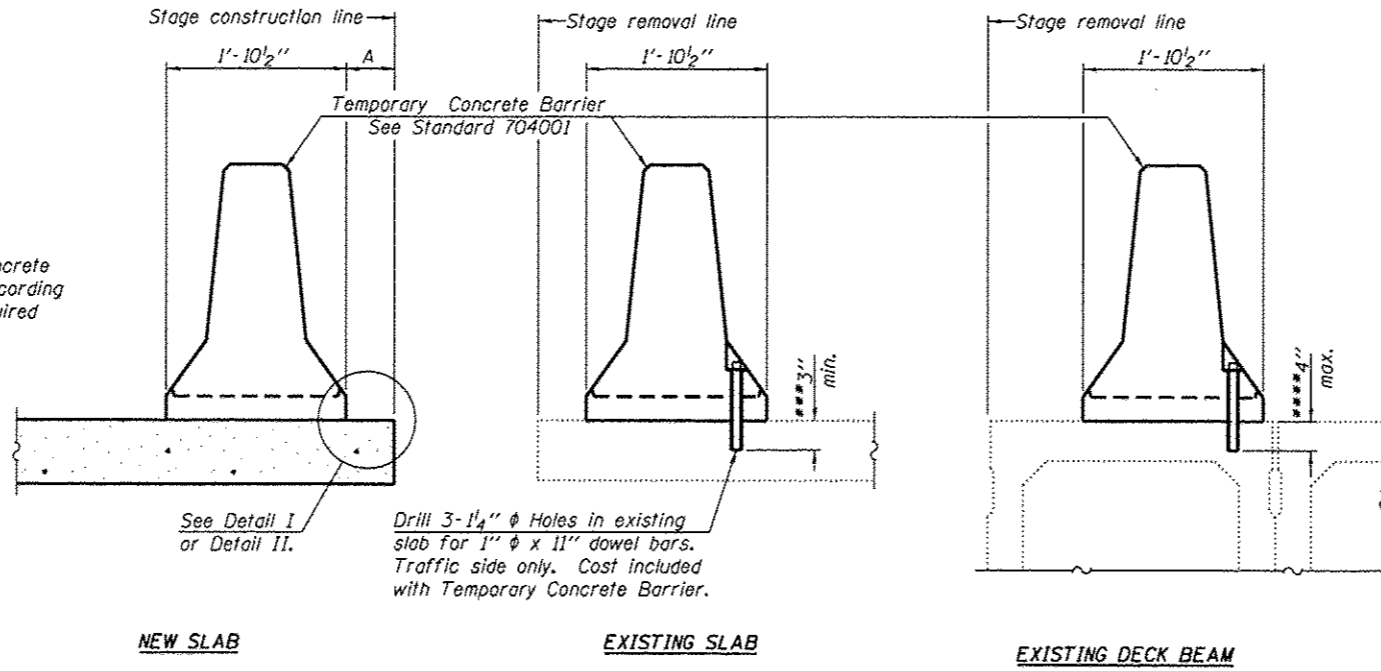
CONSTRUCTION STAGING II  
STRUCTURE NO. 016-1149

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	63
				CONTRACT NO. 60J15

SHEET NO. 54 OF 50 SHEETS

ILLINOIS FED. AID PROJECT

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**

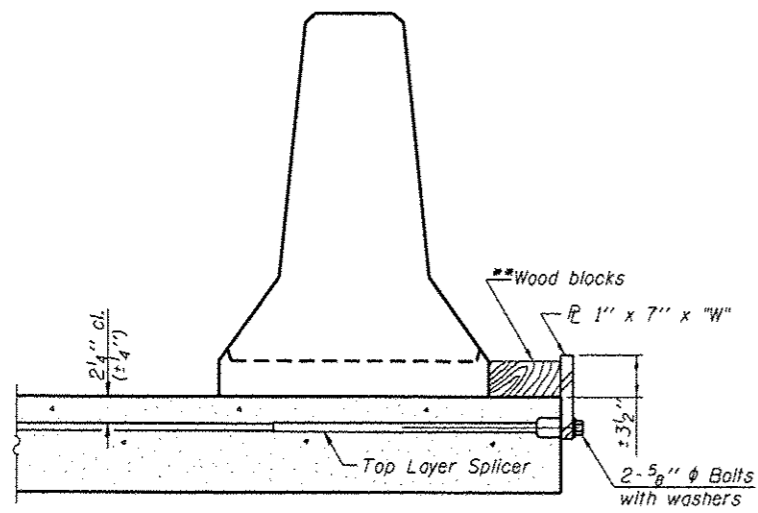
Detail I - With Bar Splicer or Couplers:  
Connect one (1) 1" x 7" x "W" steel  $\bar{L}$  to the top layer of couplers with 2-5/8"  $\phi$  bolts screwed to coupler at approximate  $\bar{C}$  of each barrier panel.

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

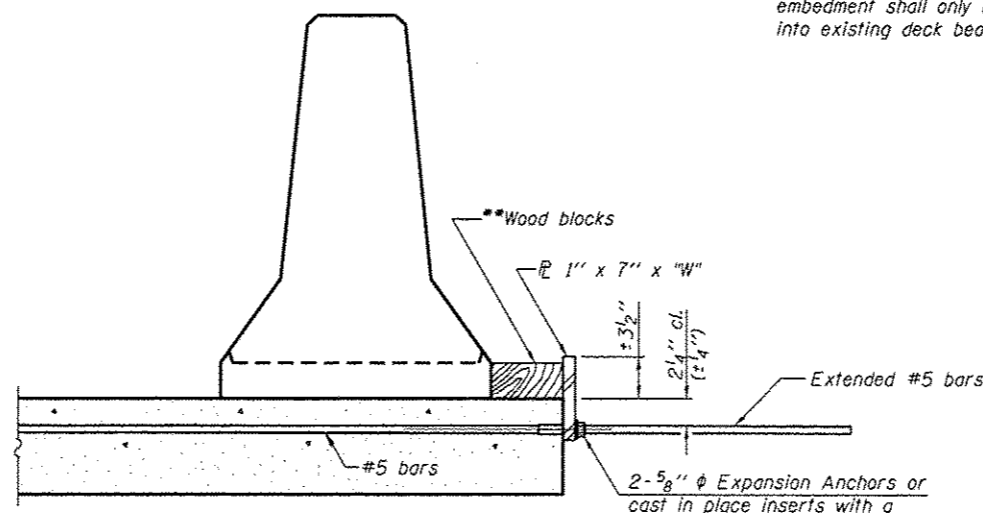
Cast of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

\*\*\* 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.



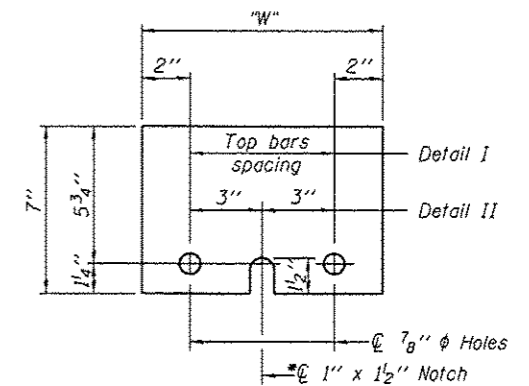
**DETAIL I**



**DETAIL II**

\*\* 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"



**STEEL RETAINER 1" x 7" x "W"**

\* Required only with Detail II

H:\p\p2011\20110221\CAD\AS\Structural\dgm\016-1149-Final\00\016015-S05-temp-barrier.dgn 5/20/2011 11:23:59 AM

R-27 7-1-10

**GRÄEF**  
8501 W. Higgins Road Suite 280  
Chicago, Illinois 60631 (773) 399-0112

USER NAME =	DESIGNED - J.Z.	REVISED -
PLOT SCALE =	CHECKED - J.A.Z.	REVISED -
PLOT DATE =	DRAWN - E.E.J.	REVISED -
	DATE - 5/17/2013	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

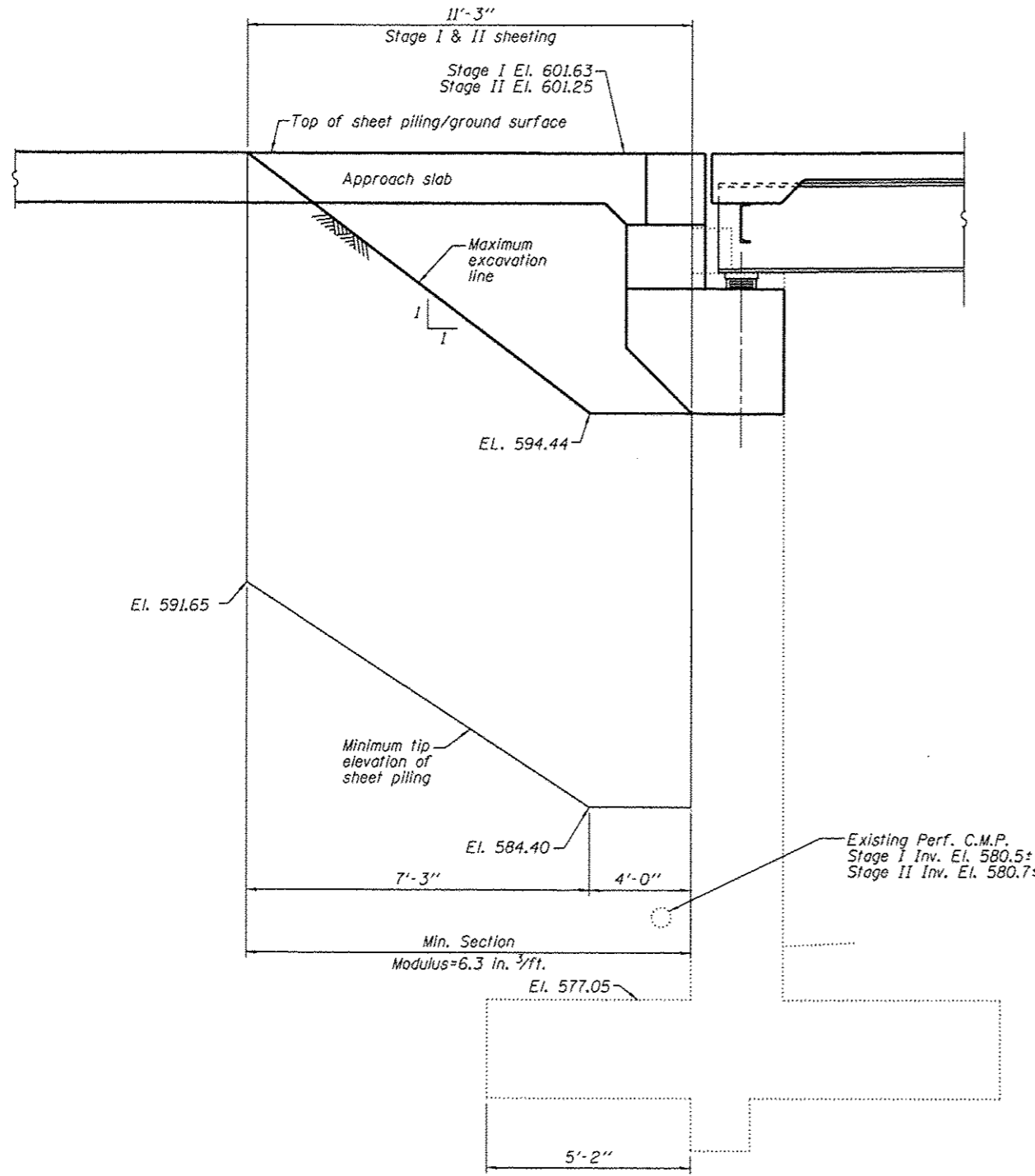
TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION  
STRUCTURE NO. 016-1149

SHEET NO. 55 OF 50 SHEETS

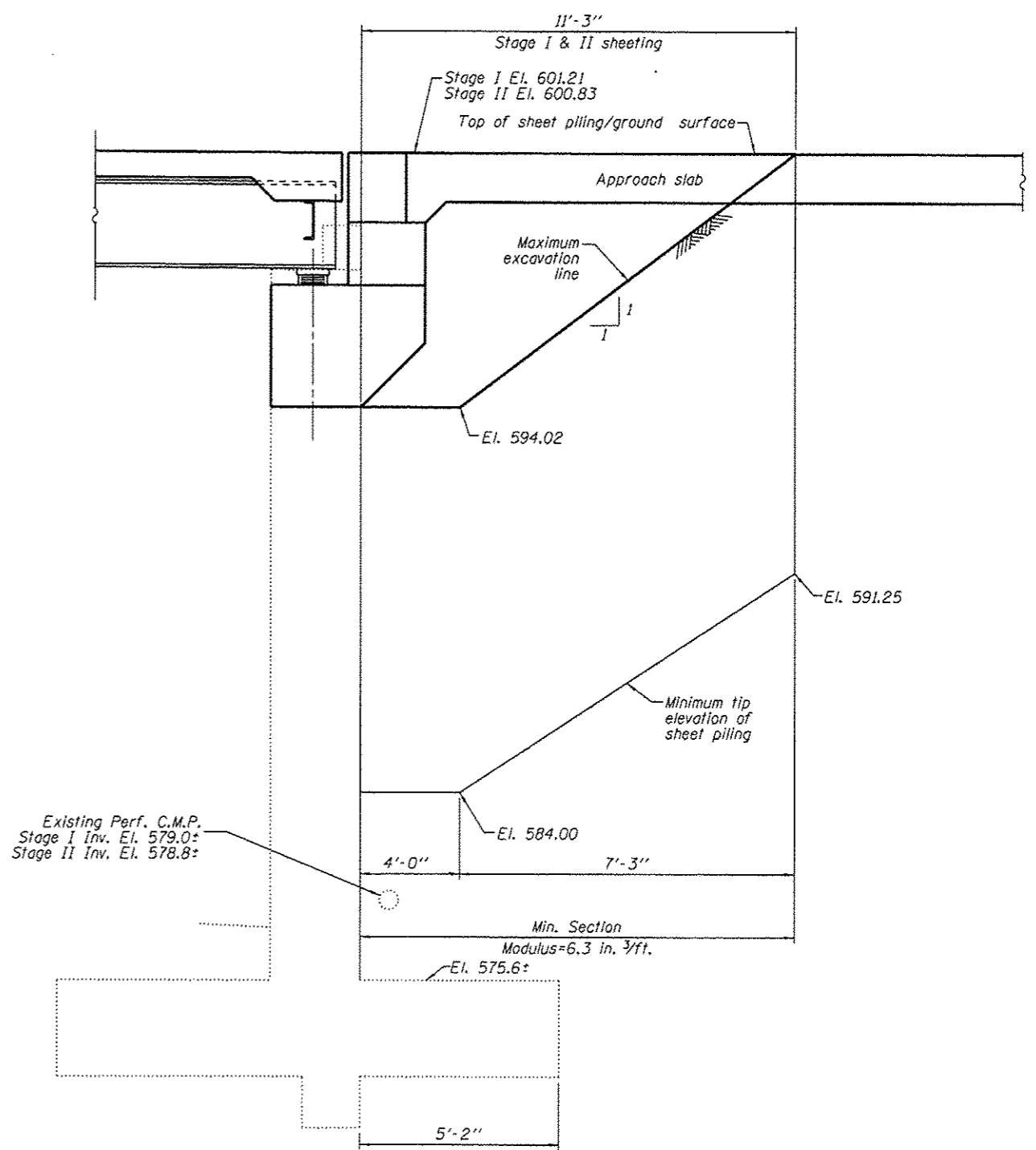
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	64
				CONTRACT NO. 60J15
ILLINOIS FED. AID PROJECT				



H:\Jobs\2013\20130224\CAD\Structural\dgn\016-1149\_Final\00\016015-s06-temp-sht-piling.dgn  
 5/20/2013 11:23:59 AM



**ELEVATION VIEW OF TEMPORARY SHEET PILING  
LOOKING NORTH AT WEST ABUTMENT**



**ELEVATION VIEW OF TEMPORARY SHEET PILING  
LOOKING NORTH AT EAST ABUTMENT**

**BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Temporary Sheet Piling	Sq. Ft.	662

**NOTES**

1. If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.
2. The temporary sheet piling shall be installed prior to excavation in Stage I and Stage II. Remove temporary sheet piling after backfilling in Stage II and Stage III.



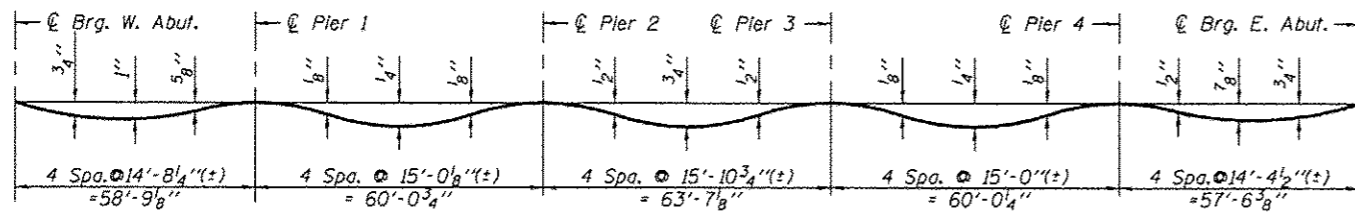
USER NAME =	DESIGNED - J.Z.	REVISED -
PLOT SCALE =	CHECKED - J.A.Z.	REVISED -
PLOT DATE =	DRAWN - E.E.J.	REVISED -
	DATE - 5/17/2013	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY SHEET PILING  
STRUCTURE NO. 016-1149**

SHEET NO. 56 OF 50 SHEETS

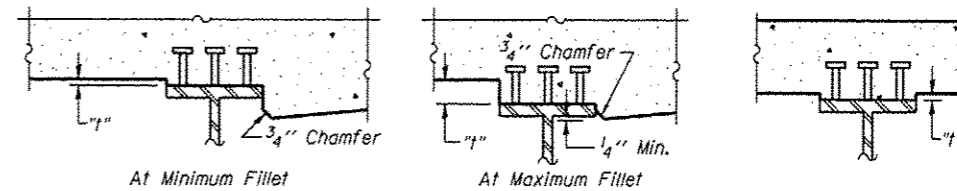
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	65
CONTRACT NO. 60J15				
ILLINOIS FED. AID PROJECT				



**DEAD LOAD DEFLECTION DIAGRAM**

(Includes weight of concrete only.)

Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets S8 thru S12.

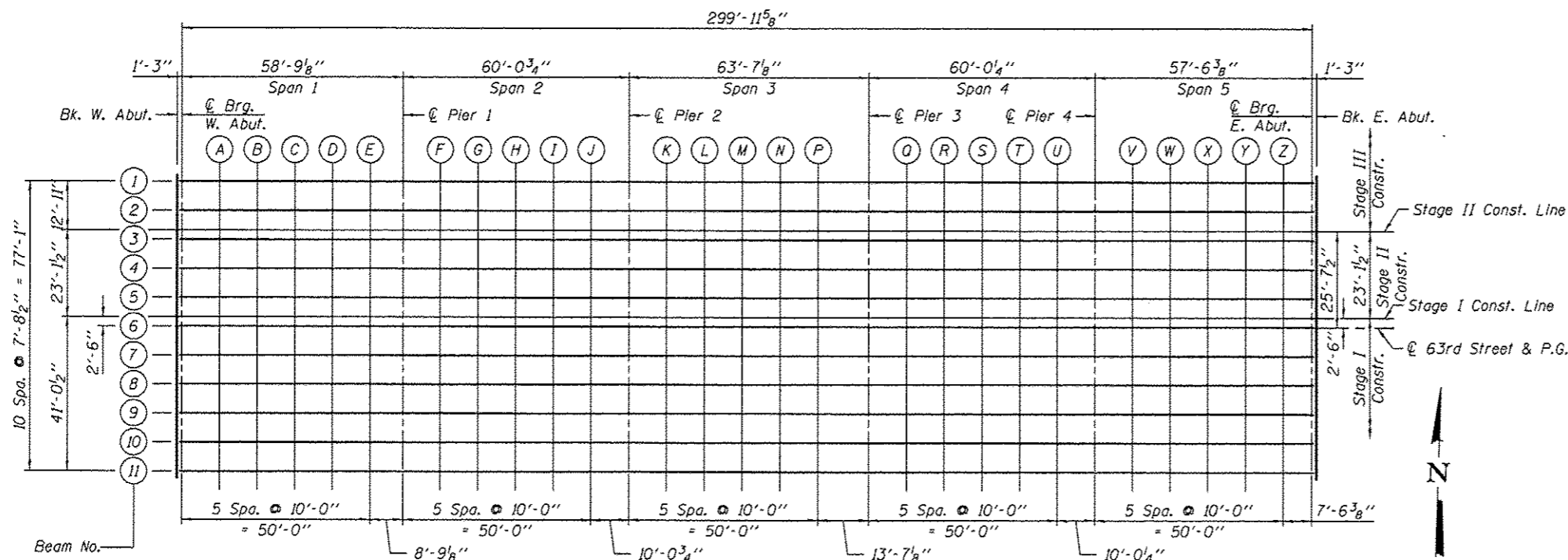


**EXTERIOR BEAMS**

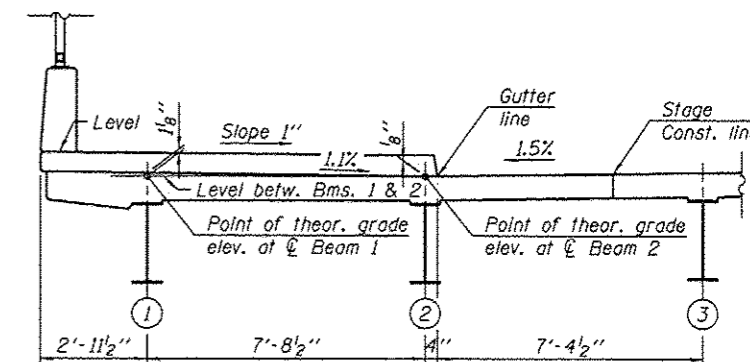
**INTERIOR BEAMS**

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets S8 thru S12, minus slab thickness, equals the fillet heights "t" above top flange of beams.

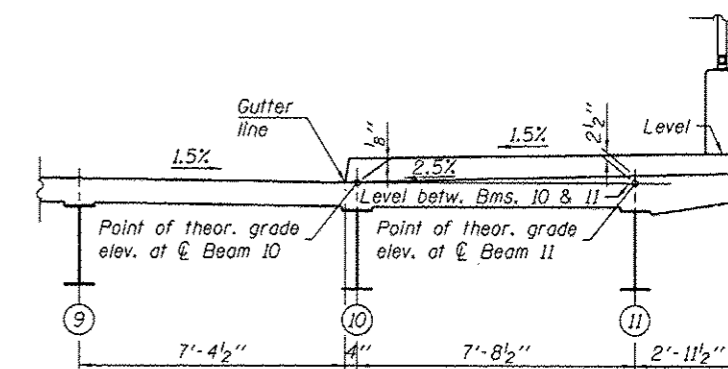
**FILLET HEIGHTS**



**PLAN**



**SECTION THRU NORTH SIDEWALK**  
(Looking East)



**SECTION THRU SOUTH SIDEWALK**  
(Looking East)

H:\Jobs\2011\20110302\CAD\Structural\016-1149\_Final\00\1016015-s07-10d-10yout.dgn 5/20/2013 10:24:00 AM



USER NAME =	DESIGNED - J.Z.	REVISED -
PLLOT SCALE =	CHECKED - J.A.Z.	REVISED -
PLLOT DATE =	DRAWN - E.E.J.	REVISED -
	DATE - 5/17/2013	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**TOP OF DECK SLAB ELEVATIONS LAYOUT**  
**STRUCTURE NO. 016-1149**

F.A.I. RTE. 94	SECTION 1920-B	COUNTY COOK	TOTAL SHEETS 137	SHEET NO. 66
CONTRACT NO. 60J15				
ILLINOIS FED. AID PROJECT				

**BEAM 1**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Deflection
BK. W. ABUT.	20+24.77	-38.54	601.14	601.14
CL. Brg. W. Abut.	20+26.02	-38.54	601.17	601.17
A	20+36.02	-38.54	601.40	601.44
B	20+46.02	-38.54	601.62	601.70
C	20+56.02	-38.54	601.85	601.93
D	20+66.02	-38.54	602.06	602.12
E	20+76.02	-38.54	602.24	602.27
CL. Brg. Pier 1	20+84.78	-38.54	602.39	602.39
F	20+94.78	-38.54	602.53	602.53
G	21+04.78	-38.54	602.64	602.65
H	21+14.78	-38.54	602.73	602.75
I	21+24.78	-38.54	602.80	602.82
J	21+34.78	-38.54	602.85	602.85
CL. Brg. Pier 2	21+44.84	-38.54	602.87	602.87
K	21+54.84	-38.54	602.86	602.88
L	21+64.84	-38.54	602.83	602.88
M	21+74.84	-38.54	602.79	602.85
N	21+84.84	-38.54	602.73	602.78
P	21+94.84	-38.54	602.66	602.69
CL. Brg. Pier 3	22+08.44	-38.54	602.53	602.53
Q	22+18.44	-38.54	602.43	602.43
R	22+28.44	-38.54	602.31	602.32
S	22+38.44	-38.54	602.17	602.19
T	22+48.44	-38.54	602.03	602.04
U	22+58.44	-38.54	601.86	601.87
CL. Brg. Pier 4	22+68.46	-38.54	601.69	601.69
V	22+78.46	-38.54	601.50	601.52
W	22+88.46	-38.54	601.30	601.35
X	22+98.46	-38.54	601.12	601.19
Y	23+08.46	-38.54	600.96	601.03
Z	23+18.46	-38.54	600.83	600.87
CL. Brg. E. Abut.	23+26.00	-38.54	600.75	600.75
BK. E. ABUT.	23+27.24	-38.54	600.74	600.74

**BEAM 2**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Deflection
BK. W. ABUT.	20+24.77	-30.83	601.14	601.14
CL. Brg. W. Abut.	20+26.02	-30.83	601.17	601.17
A	20+36.02	-30.83	601.40	601.44
B	20+46.02	-30.83	601.62	601.70
C	20+56.02	-30.83	601.85	601.93
D	20+66.02	-30.83	602.06	602.12
E	20+76.02	-30.83	602.24	602.27
CL. Brg. Pier 1	20+84.78	-30.83	602.39	602.39
F	20+94.78	-30.83	602.53	602.53
G	21+04.78	-30.83	602.64	602.65
H	21+14.78	-30.83	602.73	602.75
I	21+24.78	-30.83	602.80	602.82
J	21+34.78	-30.83	602.85	602.85
CL. Brg. Pier 2	21+44.84	-30.83	602.87	602.87
K	21+54.84	-30.83	602.86	602.88
L	21+64.84	-30.83	602.83	602.88
M	21+74.84	-30.83	602.79	602.85
N	21+84.84	-30.83	602.73	602.78
P	21+94.84	-30.83	602.66	602.69
CL. Brg. Pier 3	22+08.44	-30.83	602.53	602.53
Q	22+18.44	-30.83	602.43	602.43
R	22+28.44	-30.83	602.31	602.32
S	22+38.44	-30.83	602.17	602.19
T	22+48.44	-30.83	602.03	602.04
U	22+58.44	-30.83	601.86	601.87
CL. Brg. Pier 4	22+68.46	-30.83	601.69	601.69
V	22+78.46	-30.83	601.50	601.52
W	22+88.46	-30.83	601.30	601.35
X	22+98.46	-30.83	601.12	601.19
Y	23+08.46	-30.83	600.96	601.03
Z	23+18.46	-30.83	600.83	600.87
CL. Brg. E. Abut.	23+26.00	-30.83	600.75	600.75
BK. E. ABUT.	23+27.24	-30.83	600.74	600.74

**STAGE II CONST. LINE**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Deflection
BK. W. ABUT.	20+24.77	-25.63	601.22	601.22
CL. Brg. W. Abut.	20+26.02	-25.63	601.25	601.25
A	20+36.02	-25.63	601.47	601.52
B	20+46.02	-25.63	601.70	601.78
C	20+56.02	-25.63	601.93	602.01
D	20+66.02	-25.63	602.14	602.20
E	20+76.02	-25.63	602.32	602.35
CL. Brg. Pier 1	20+84.78	-25.63	602.47	602.47
F	20+94.78	-25.63	602.61	602.60
G	21+04.78	-25.63	602.72	602.73
H	21+14.78	-25.63	602.81	602.83
I	21+24.78	-25.63	602.88	602.90
J	21+34.78	-25.63	602.92	602.93
CL. Brg. Pier 2	21+44.84	-25.63	602.94	602.94
K	21+54.84	-25.63	602.94	602.96
L	21+64.84	-25.63	602.91	602.96
M	21+74.84	-25.63	602.87	602.93
N	21+84.84	-25.63	602.81	602.86
P	21+94.84	-25.63	602.74	602.77
CL. Brg. Pier 3	22+08.44	-25.63	602.61	602.61
Q	22+18.44	-25.63	602.51	602.51
R	22+28.44	-25.63	602.39	602.40
S	22+38.44	-25.63	602.25	602.27
T	22+48.44	-25.63	602.10	602.12
U	22+58.44	-25.63	601.94	601.94
CL. Brg. Pier 4	22+68.46	-25.63	601.77	601.77
V	22+78.46	-25.63	601.57	601.60
W	22+88.46	-25.63	601.38	601.43
X	22+98.46	-25.63	601.20	601.27
Y	23+08.46	-25.63	601.04	601.11
Z	23+18.46	-25.63	600.91	600.95
CL. Brg. E. Abut.	23+26.00	-25.63	600.83	600.83
BK. E. ABUT.	23+27.24	-25.63	600.81	600.81

I:\Jobs\2013\2013022\CAD\Structural\016-1149.Final\00\016015-508-1-rod.dgn  
 5/17/2013 10:29:03 AM

**BEAM 3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Deflection
BK. W. ABUT.	20+24.77	-23.13	601.26	601.26
CL. Brg. W. Abut.	20+26.02	-23.13	601.28	601.28
A	20+36.02	-23.13	601.51	601.56
B	20+46.02	-23.13	601.74	601.82
C	20+56.02	-23.13	601.97	602.05
D	20+66.02	-23.13	602.18	602.23
E	20+76.02	-23.13	602.36	602.38
CL. Brg. Pier 1	20+84.78	-23.13	602.50	602.50
F	20+94.78	-23.13	602.64	602.64
G	21+04.78	-23.13	602.76	602.77
H	21+14.78	-23.13	602.85	602.87
I	21+24.78	-23.13	602.92	602.93
J	21+34.78	-23.13	602.96	602.97
CL. Brg. Pier 2	21+44.84	-23.13	602.98	602.98
K	21+54.84	-23.13	602.98	603.00
L	21+64.84	-23.13	602.95	602.99
M	21+74.84	-23.13	602.91	602.96
N	21+84.84	-23.13	602.85	602.90
P	21+94.84	-23.13	602.77	602.80
CL. Brg. Pier 3	22+08.44	-23.13	602.65	602.65
Q	22+18.44	-23.13	602.54	602.55
R	22+28.44	-23.13	602.42	602.44
S	22+38.44	-23.13	602.29	602.31
T	22+48.44	-23.13	602.14	602.16
U	22+58.44	-23.13	601.98	601.98
CL. Brg. Pier 4	22+68.46	-23.13	601.80	601.80
V	22+78.46	-23.13	601.61	601.64
W	22+88.46	-23.13	601.41	601.47
X	22+98.46	-23.13	601.23	601.31
Y	23+08.46	-23.13	601.08	601.15
Z	23+18.46	-23.13	600.95	600.98
CL. Brg. E. Abut.	23+26.00	-23.13	600.86	600.86
BK. E. ABUT.	23+27.24	-23.13	600.85	600.85

**BEAM 4**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Deflection
BK. W. ABUT.	20+24.77	-15.42	601.37	601.37
CL. Brg. W. Abut.	20+26.02	-15.42	601.40	601.40
A	20+36.02	-15.42	601.63	601.68
B	20+46.02	-15.42	601.86	601.93
C	20+56.02	-15.42	602.08	602.16
D	20+66.02	-15.42	602.29	602.35
E	20+76.02	-15.42	602.48	602.50
CL. Brg. Pier 1	20+84.78	-15.42	602.62	602.62
F	20+94.78	-15.42	602.76	602.76
G	21+04.78	-15.42	602.87	602.89
H	21+14.78	-15.42	602.97	602.98
I	21+24.78	-15.42	603.03	603.05
J	21+34.78	-15.42	603.08	603.08
CL. Brg. Pier 2	21+44.84	-15.42	603.10	603.10
K	21+54.84	-15.42	603.09	603.11
L	21+64.84	-15.42	603.07	603.11
M	21+74.84	-15.42	603.02	603.08
N	21+84.84	-15.42	602.96	603.01
P	21+94.84	-15.42	602.89	602.92
CL. Brg. Pier 3	22+08.44	-15.42	602.77	602.77
Q	22+18.44	-15.42	602.66	602.66
R	22+28.44	-15.42	602.54	602.55
S	22+38.44	-15.42	602.41	602.43
T	22+48.44	-15.42	602.26	602.27
U	22+58.44	-15.42	602.09	602.10
CL. Brg. Pier 4	22+68.46	-15.42	601.92	601.92
V	22+78.46	-15.42	601.73	601.75
W	22+88.46	-15.42	601.53	601.59
X	22+98.46	-15.42	601.35	601.42
Y	23+08.46	-15.42	601.19	601.26
Z	23+18.46	-15.42	601.06	601.10
CL. Brg. E. Abut.	23+26.00	-15.42	600.98	600.98
BK. E. ABUT.	23+27.24	-15.42	600.97	600.97

**BEAM 5**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Deflection
BK. W. ABUT.	20+24.77	-7.71	601.49	601.49
CL. Brg. W. Abut.	20+26.02	-7.71	601.52	601.52
A	20+36.02	-7.71	601.74	601.79
B	20+46.02	-7.71	601.97	602.05
C	20+56.02	-7.71	602.20	602.28
D	20+66.02	-7.71	602.41	602.47
E	20+76.02	-7.71	602.59	602.61
CL. Brg. Pier 1	20+84.78	-7.71	602.73	602.73
F	20+94.78	-7.71	602.87	602.87
G	21+04.78	-7.71	602.99	603.00
H	21+14.78	-7.71	603.08	603.10
I	21+24.78	-7.71	603.15	603.16
J	21+34.78	-7.71	603.19	603.20
CL. Brg. Pier 2	21+44.84	-7.71	603.21	603.21
K	21+54.84	-7.71	603.21	603.23
L	21+64.84	-7.71	603.18	603.23
M	21+74.84	-7.71	603.14	603.19
N	21+84.84	-7.71	603.08	603.13
P	21+94.84	-7.71	603.00	603.03
CL. Brg. Pier 3	22+08.44	-7.71	602.88	602.88
Q	22+18.44	-7.71	602.78	602.78
R	22+28.44	-7.71	602.66	602.67
S	22+38.44	-7.71	602.52	602.54
T	22+48.44	-7.71	602.37	602.39
U	22+58.44	-7.71	602.21	602.21
CL. Brg. Pier 4	22+68.46	-7.71	602.03	602.03
V	22+78.46	-7.71	601.84	601.87
W	22+88.46	-7.71	601.64	601.70
X	22+98.46	-7.71	601.47	601.54
Y	23+08.46	-7.71	601.31	601.38
Z	23+18.46	-7.71	601.18	601.22
CL. Brg. E. Abut.	23+26.00	-7.71	601.09	601.09
BK. E. ABUT.	23+27.24	-7.71	601.08	601.08

H:\p2013\20130223\CAD\Structural\dgm\016-1149\_Final\00\016015-s09-10d2.dgn  
 5/20/2013 10:25:01 AM



8501 W. Higgins Road, Suite 280  
Chicago, Illinois 60631 | (773) 399-0112

USER NAME :	DESIGNED - J.Z.	REVISED -
	CHECKED - J.A.Z.	REVISED -
PLOT SCALE :	DRAWN - E.E.J.	REVISED -
PLOT DATE :	DATE - 5/17/2013	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF DECK SLAB ELEVATIONS II  
STRUCTURE NO. 016-1149

SHEET NO. 59 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	68
CONTRACT NO. 60J15			ILLINOIS FED. AID PROJECT	

STAGE I CONST. LINE

BEAM 6, P.G. & C 63RD STREET

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Deflection
BK. W. ABUT.	20+24.77	-2.50	601.57	601.57
CL. Brg. W. Abut.	20+26.02	-2.50	601.59	601.59
A	20+36.02	-2.50	601.82	601.87
B	20+46.02	-2.50	602.05	602.13
C	20+56.02	-2.50	602.28	602.36
D	20+66.02	-2.50	602.49	602.54
E	20+76.02	-2.50	602.67	602.69
CL. Brg. Pier 1	20+84.78	-2.50	602.81	602.81
F	20+94.78	-2.50	602.95	602.95
G	21+04.78	-2.50	603.07	603.08
H	21+14.78	-2.50	603.16	603.18
I	21+24.78	-2.50	603.23	603.24
J	21+34.78	-2.50	603.27	603.28
CL. Brg. Pier 2	21+44.84	-2.50	603.29	603.29
K	21+54.84	-2.50	603.29	603.31
L	21+64.84	-2.50	603.26	603.30
M	21+74.84	-2.50	603.21	603.27
N	21+84.84	-2.50	603.16	603.21
P	21+94.84	-2.50	603.08	603.11
CL. Brg. Pier 3	22+08.44	-2.50	602.96	602.96
Q	22+18.44	-2.50	602.85	602.86
R	22+28.44	-2.50	602.73	602.75
S	22+38.44	-2.50	602.60	602.62
T	22+48.44	-2.50	602.45	602.46
U	22+58.44	-2.50	602.29	602.29
CL. Brg. Pier 4	22+68.46	-2.50	602.11	602.11
V	22+78.46	-2.50	601.92	601.95
W	22+88.46	-2.50	601.72	601.78
X	22+98.46	-2.50	601.54	601.62
Y	23+08.46	-2.50	601.39	601.46
Z	23+18.46	-2.50	601.26	601.29
CL. Brg. E. Abut.	23+26.00	-2.50	601.17	601.17
BK. E. ABUT.	23+27.24	-2.50	601.16	601.16

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Deflection
BK. W. ABUT.	20+24.77	0.00	601.60	601.60
CL. Brg. W. Abut.	20+26.02	0.00	601.63	601.63
A	20+36.02	0.00	601.86	601.91
B	20+46.02	0.00	602.09	602.17
C	20+56.02	0.00	602.31	602.39
D	20+66.02	0.00	602.52	602.58
E	20+76.02	0.00	602.71	602.73
CL. Brg. Pier 1	20+84.78	0.00	602.85	602.85
F	20+94.78	0.00	602.99	602.99
G	21+04.78	0.00	603.11	603.12
H	21+14.78	0.00	603.20	603.22
I	21+24.78	0.00	603.27	603.28
J	21+34.78	0.00	603.31	603.31
CL. Brg. Pier 2	21+44.84	0.00	603.33	603.33
K	21+54.84	0.00	603.33	603.34
L	21+64.84	0.00	603.30	603.34
M	21+74.84	0.00	603.25	603.31
N	21+84.84	0.00	603.19	603.25
P	21+94.84	0.00	603.12	603.15
CL. Brg. Pier 3	22+08.44	0.00	603.00	603.00
Q	22+18.44	0.00	602.89	602.89
R	22+28.44	0.00	602.77	602.79
S	22+38.44	0.00	602.64	602.66
T	22+48.44	0.00	602.49	602.50
U	22+58.44	0.00	602.33	602.33
CL. Brg. Pier 4	22+68.46	0.00	602.15	602.15
V	22+78.46	0.00	601.96	601.98
W	22+88.46	0.00	601.76	601.82
X	22+98.46	0.00	601.58	601.66
Y	23+08.46	0.00	601.43	601.49
Z	23+18.46	0.00	601.29	601.33
CL. Brg. E. Abut.	23+26.00	0.00	601.21	601.21
BK. E. ABUT.	23+27.24	0.00	601.20	601.20

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Deflection
BK. W. ABUT.	20+24.77	7.71	601.49	601.49
CL. Brg. W. Abut.	20+26.02	7.71	601.52	601.52
A	20+36.02	7.71	601.74	601.79
B	20+46.02	7.71	601.97	602.05
C	20+56.02	7.71	602.20	602.28
D	20+66.02	7.71	602.41	602.47
E	20+76.02	7.71	602.59	602.61
CL. Brg. Pier 1	20+84.78	7.71	602.73	602.73
F	20+94.78	7.71	602.87	602.87
G	21+04.78	7.71	602.99	603.00
H	21+14.78	7.71	603.08	603.10
I	21+24.78	7.71	603.15	603.16
J	21+34.78	7.71	603.19	603.20
CL. Brg. Pier 2	21+44.84	7.71	603.21	603.21
K	21+54.84	7.71	603.21	603.23
L	21+64.84	7.71	603.18	603.23
M	21+74.84	7.71	603.14	603.19
N	21+84.84	7.71	603.08	603.13
P	21+94.84	7.71	603.00	603.03
CL. Brg. Pier 3	22+08.44	7.71	602.88	602.88
Q	22+18.44	7.71	602.78	602.78
R	22+28.44	7.71	602.66	602.67
S	22+38.44	7.71	602.52	602.54
T	22+48.44	7.71	602.37	602.39
U	22+58.44	7.71	602.21	602.21
CL. Brg. Pier 4	22+68.46	7.71	602.03	602.03
V	22+78.46	7.71	601.84	601.87
W	22+88.46	7.71	601.64	601.70
X	22+98.46	7.71	601.47	601.54
Y	23+08.46	7.71	601.31	601.38
Z	23+18.46	7.71	601.18	601.22
CL. Brg. E. Abut.	23+26.00	7.71	601.09	601.09
BK. E. ABUT.	23+27.24	7.71	601.08	601.08

H:\Jobs\2013\20130222\CAD\Structural\dgn\016-1149\_Final\00\0160J15-s0-tod3.dgn  
 5/20/2013 10:24:01AM



8501 W. Higgins Road, Suite 280  
Chicago, Illinois 60631 (773) 399-0112

USER NAME	DESIGNED - J.Z.	REVISED -
PLOT SCALE	CHECKED - J.A.Z.	REVISED -
PLOT DATE	DRAWN - E.E.J.	REVISED -
	DATE - 5/17/2013	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF DECK SLAB ELEVATIONS III  
STRUCTURE NO. 016-1149

SHEET NO. 510 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	69
CONTRACT NO. 60J15				
ILLINOIS FED. AID PROJECT				

**BEAM 8**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Deflection
BK. W. ABUT.	20+24.77	15.42	601.37	601.37
CL. Brg. W. Abut.	20+26.02	15.42	601.40	601.40
A	20+36.02	15.42	601.63	601.68
B	20+46.02	15.42	601.86	601.93
C	20+56.02	15.42	602.08	602.16
D	20+66.02	15.42	602.29	602.35
E	20+76.02	15.42	602.48	602.50
CL. Brg. Pier 1	20+84.78	15.42	602.62	602.62
F	20+94.78	15.42	602.76	602.76
G	21+04.78	15.42	602.87	602.89
H	21+14.78	15.42	602.97	602.98
I	21+24.78	15.42	603.03	603.05
J	21+34.78	15.42	603.08	603.08
CL. Brg. Pier 2	21+44.84	15.42	603.10	603.10
K	21+54.84	15.42	603.09	603.11
L	21+64.84	15.42	603.07	603.11
M	21+74.84	15.42	603.02	603.08
N	21+84.84	15.42	602.96	603.01
P	21+94.84	15.42	602.89	602.92
CL. Brg. Pier 3	22+08.44	15.42	602.77	602.77
Q	22+18.44	15.42	602.66	602.66
R	22+28.44	15.42	602.54	602.55
S	22+38.44	15.42	602.41	602.43
T	22+48.44	15.42	602.26	602.27
U	22+58.44	15.42	602.09	602.10
CL. Brg. Pier 4	22+68.46	15.42	601.92	601.92
V	22+78.46	15.42	601.73	601.75
W	22+88.46	15.42	601.53	601.59
X	22+98.46	15.42	601.35	601.42
Y	23+08.46	15.42	601.19	601.26
Z	23+18.46	15.42	601.06	601.10
CL. Brg. E. Abut.	23+26.00	15.42	600.98	600.98
BK. E. ABUT.	23+27.24	15.42	600.97	600.97

**BEAM 9**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Deflection
BK. W. ABUT.	20+24.77	23.13	601.26	601.26
CL. Brg. W. Abut.	20+26.02	23.13	601.28	601.28
A	20+36.02	23.13	601.51	601.56
B	20+46.02	23.13	601.74	601.82
C	20+56.02	23.13	601.97	602.05
D	20+66.02	23.13	602.18	602.23
E	20+76.02	23.13	602.36	602.38
CL. Brg. Pier 1	20+84.78	23.13	602.50	602.50
F	20+94.78	23.13	602.64	602.64
G	21+04.78	23.13	602.76	602.77
H	21+14.78	23.13	602.85	602.87
I	21+24.78	23.13	602.92	602.93
J	21+34.78	23.13	602.96	602.97
CL. Brg. Pier 2	21+44.84	23.13	602.98	602.98
K	21+54.84	23.13	602.98	603.00
L	21+64.84	23.13	602.95	602.99
M	21+74.84	23.13	602.91	602.96
N	21+84.84	23.13	602.85	602.90
P	21+94.84	23.13	602.77	602.80
CL. Brg. Pier 3	22+08.44	23.13	602.65	602.65
Q	22+18.44	23.13	602.54	602.55
R	22+28.44	23.13	602.42	602.44
S	22+38.44	23.13	602.29	602.31
T	22+48.44	23.13	602.14	602.16
U	22+58.44	23.13	601.98	601.98
CL. Brg. Pier 4	22+68.46	23.13	601.80	601.80
V	22+78.46	23.13	601.61	601.64
W	22+88.46	23.13	601.41	601.47
X	22+98.46	23.13	601.23	601.31
Y	23+08.46	23.13	601.08	601.15
Z	23+18.46	23.13	600.95	600.98
CL. Brg. E. Abut.	23+26.00	23.13	600.86	600.86
BK. E. ABUT.	23+27.24	23.13	600.85	600.85

**BEAM 10**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Deflection
BK. W. ABUT.	20+24.77	30.83	601.14	601.14
CL. Brg. W. Abut.	20+26.02	30.83	601.17	601.17
A	20+36.02	30.83	601.40	601.44
B	20+46.02	30.83	601.62	601.70
C	20+56.02	30.83	601.85	601.93
D	20+66.02	30.83	602.06	602.12
E	20+76.02	30.83	602.24	602.27
CL. Brg. Pier 1	20+84.78	30.83	602.39	602.39
F	20+94.78	30.83	602.53	602.53
G	21+04.78	30.83	602.64	602.65
H	21+14.78	30.83	602.73	602.75
I	21+24.78	30.83	602.80	602.82
J	21+34.78	30.83	602.85	602.85
CL. Brg. Pier 2	21+44.84	30.83	602.87	602.87
K	21+54.84	30.83	602.86	602.88
L	21+64.84	30.83	602.83	602.88
M	21+74.84	30.83	602.79	602.85
N	21+84.84	30.83	602.73	602.78
P	21+94.84	30.83	602.66	602.69
CL. Brg. Pier 3	22+08.44	30.83	602.53	602.53
Q	22+18.44	30.83	602.43	602.43
R	22+28.44	30.83	602.31	602.32
S	22+38.44	30.83	602.17	602.19
T	22+48.44	30.83	602.03	602.04
U	22+58.44	30.83	601.86	601.87
CL. Brg. Pier 4	22+68.46	30.83	601.69	601.69
V	22+78.46	30.83	601.50	601.52
W	22+88.46	30.83	601.30	601.35
X	22+98.46	30.83	601.12	601.19
Y	23+08.46	30.83	600.96	601.03
Z	23+18.46	30.83	600.83	600.87
CL. Brg. E. Abut.	23+26.00	30.83	600.75	600.75
BK. E. ABUT.	23+27.24	30.83	600.74	600.74

H:\Jobs\2013\2013022\CAD\Structural\dgm\016-1149\_Final\00\0160105\_sit-104.dgn  
 5/7/2013 11:24:01 AM



8501 W. Higgins Road Suite 280  
Chicago, Illinois 60631 (773) 399-0112

USER NAME *	DESIGNED - J.Z.	REVISED -
PLOT SCALE *	CHECKED - J.A.Z.	REVISED -
PLOT DATE *	DRAWN - E.E.J.	REVISED -
	DATE - 5/17/2013	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF DECK SLAB ELEVATIONS IV  
STRUCTURE NO. 016-1149

SHEET NO. 511 OF 50 SHEETS


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	70
CONTRACT NO. 60J15				
ILLINOIS FED. AID PROJECT				



**BEAM 11**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Deflection
BK. W. ABUT.	20+24.77	38.54	601.14	601.14
CL. Brg. W. Abut.	20+26.02	38.54	601.17	601.17
A	20+36.02	38.54	601.40	601.44
B	20+46.02	38.54	601.62	601.70
C	20+56.02	38.54	601.85	601.93
D	20+66.02	38.54	602.06	602.12
E	20+76.02	38.54	602.24	602.27
CL. Brg. Pier 1	20+84.78	38.54	602.39	602.39
F	20+94.78	38.54	602.53	602.53
G	21+04.78	38.54	602.64	602.65
H	21+14.78	38.54	602.73	602.75
I	21+24.78	38.54	602.80	602.82
J	21+34.78	38.54	602.85	602.85
CL. Brg. Pier 2	21+44.84	38.54	602.87	602.87
K	21+54.84	38.54	602.86	602.88
L	21+64.84	38.54	602.83	602.88
M	21+74.84	38.54	602.79	602.85
N	21+84.84	38.54	602.73	602.78
P	21+94.84	38.54	602.66	602.69
CL. Brg. Pier 3	22+08.44	38.54	602.53	602.53
Q	22+18.44	38.54	602.43	602.43
R	22+28.44	38.54	602.31	602.32
S	22+38.44	38.54	602.17	602.19
T	22+48.44	38.54	602.03	602.04
U	22+58.44	38.54	601.86	601.87
CL. Brg. Pier 4	22+68.46	38.54	601.69	601.69
V	22+78.46	38.54	601.50	601.52
W	22+88.46	38.54	601.30	601.35
X	22+98.46	38.54	601.12	601.19
Y	23+08.46	38.54	600.96	601.03
Z	23+18.46	38.54	600.83	600.87
CL. Brg. E. Abut.	23+26.00	38.54	600.75	600.75
BK. E. ABUT.	23+27.24	38.54	600.74	600.74

H:\Jobs\2011\201103022\CAD\Structural\dgn\06-149\_Final\00\060.dwg - s12 - top5.dgn 5/20/2013 11:24:02 AM

 8501 W. Higgins Road, Suite 280 Chicago, Illinois 60631 (773) 399-0112	USER NAME :	DESIGNED - J.Z.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF DECK SLAB ELEVATIONS V STRUCTURE NO. 016-1149	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	CHECKED - J.A.Z.	REVISED -	94			1920-B	COOK	137	71	
	PLOT SCALE :	DRAWN - E.E.J.	REVISED -			CONTRACT NO. 60J15				
	PLOT DATE :	DATE - 5/17/2013	REVISED -			SHEET NO. 512 OF 50 SHEETS				
						[ILLINOIS] FED. AID PROJECT				

**NORTH EDGE OF APPROACH**

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr. Slab	19+93.60	-40.50	600.57
A1	20+03.60	-40.50	600.78
A2	20+13.60	-40.50	601.00
E. End W. Appr. Slab	20+23.60	-40.50	601.23

**NORTH GUTTER LINE**

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr. Slab	19+93.60	-30.50	600.46
A1	20+03.60	-30.50	600.67
A2	20+13.60	-30.50	600.89
E. End W. Appr. Slab	20+23.60	-30.50	601.12

**STAGE II CONST. LINE**

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr. Slab	19+93.60	-25.63	600.53
A1	20+03.60	-25.63	600.74
A2	20+13.60	-25.63	600.96
E. End W. Appr. Slab	20+23.60	-25.63	601.19

**STAGE I CONST. LINE**

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr. Slab	19+93.60	-2.50	600.88
A1	20+03.60	-2.50	601.09
A2	20+13.60	-2.50	601.31
E. End W. Appr. Slab	20+23.60	-2.50	601.54

**@ 63RD STREET & P.G.**

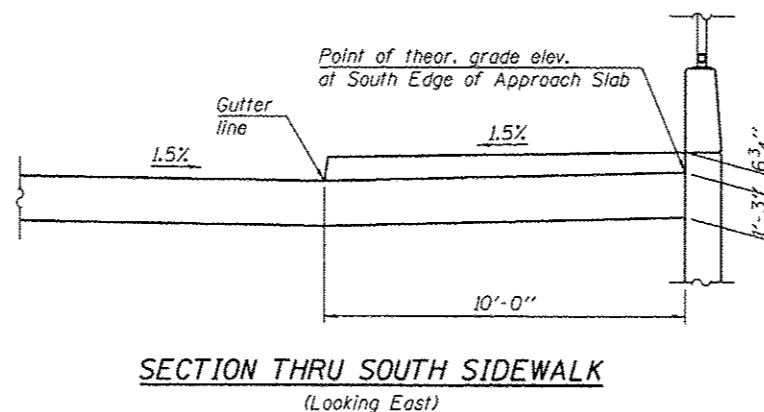
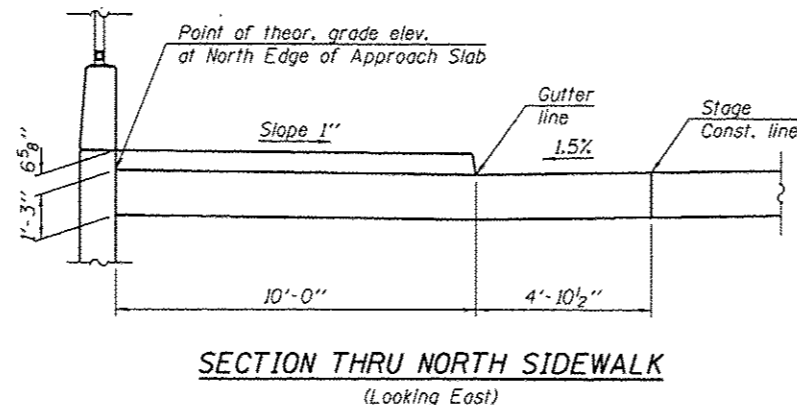
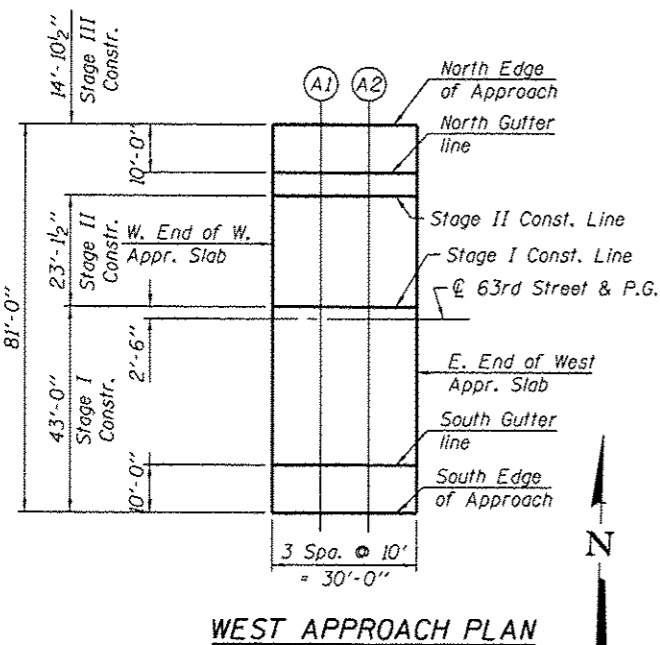
Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr. Slab	19+93.60	0.00	600.91
A1	20+03.60	0.00	601.12
A2	20+13.60	0.00	601.35
E. End W. Appr. Slab	20+23.60	0.00	601.58

**SOUTH GUTTER LINE**

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr. Slab	19+93.60	30.50	600.46
A1	20+03.60	30.50	600.67
A2	20+13.60	30.50	600.89
E. End W. Appr. Slab	20+23.60	30.50	601.12

**SOUTH EDGE OF APPROACH**

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr. Slab	19+93.60	40.50	600.71
A1	20+03.60	40.50	600.92
A2	20+13.60	40.50	601.14
E. End W. Appr. Slab	20+23.60	40.50	601.37



H:\Jobs\2011\20110222\CAD\Structural\Drawings\149.Final\00\060.J05-s13-tow.dgn  
 5/20/2013 10:24:02 AM



USER NAME	DESIGNED - J.Z.	REVISED -
PLOT SCALE	CHECKED - J.A.Z.	REVISED -
PLOT DATE	DRAWN - E.E.J.	REVISED -
	DATE - 5/17/2013	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF WEST APPROACH SLAB ELEVATIONS  
STRUCTURE NO. 016-1149

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	72
CONTRACT NO. 60J15				

SHEET NO. 513 OF 50 SHEETS

ILLINOIS FED. AID PROJECT

**NORTH EDGE OF APPROACH**

Location	Station	Offset	Theoretical Grade Elevations
W. End E. Appr. Slab	23+28.41	-40.50	600.84
A3	23+38.41	-40.50	600.75
A4	23+48.41	-40.50	600.69
E. End E. Appr. Slab	23+58.41	-40.50	600.66

**NORTH GUTTER LINE**

Location	Station	Offset	Theoretical Grade Elevations
W. End E. Appr. Slab	23+28.41	-30.50	600.73
A3	23+38.41	-30.50	600.64
A4	23+48.41	-30.50	600.58
E. End E. Appr. Slab	23+58.41	-30.50	600.55

**STAGE II CONST. LINE**

Location	Station	Offset	Theoretical Grade Elevations
W. End E. Appr. Slab	23+28.41	-25.63	600.80
A3	23+38.41	-25.63	600.72
A4	23+48.41	-25.63	600.66
E. End E. Appr. Slab	23+58.41	-25.63	600.62

**STAGE I CONST. LINE**

Location	Station	Offset	Theoretical Grade Elevations
W. End E. Appr. Slab	23+28.41	-2.50	601.15
A3	23+38.41	-2.50	601.06
A4	23+48.41	-2.50	601.00
E. End E. Appr. Slab	23+58.41	-2.50	600.97

**© 63RD STREET & P.G.**

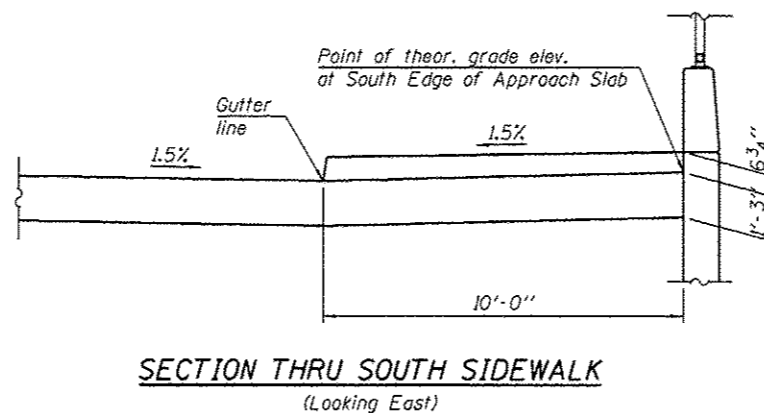
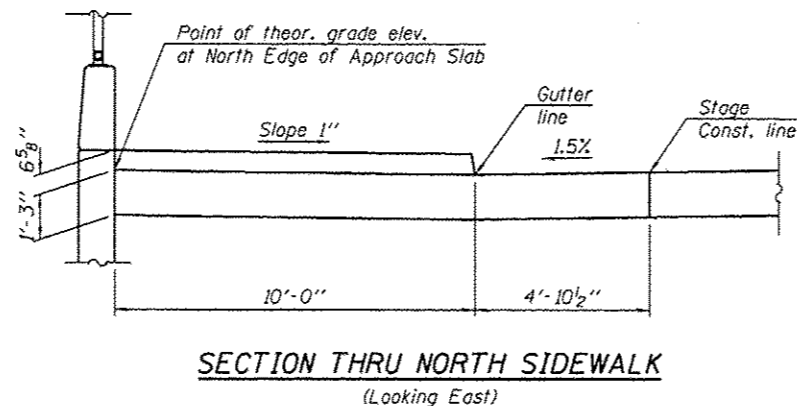
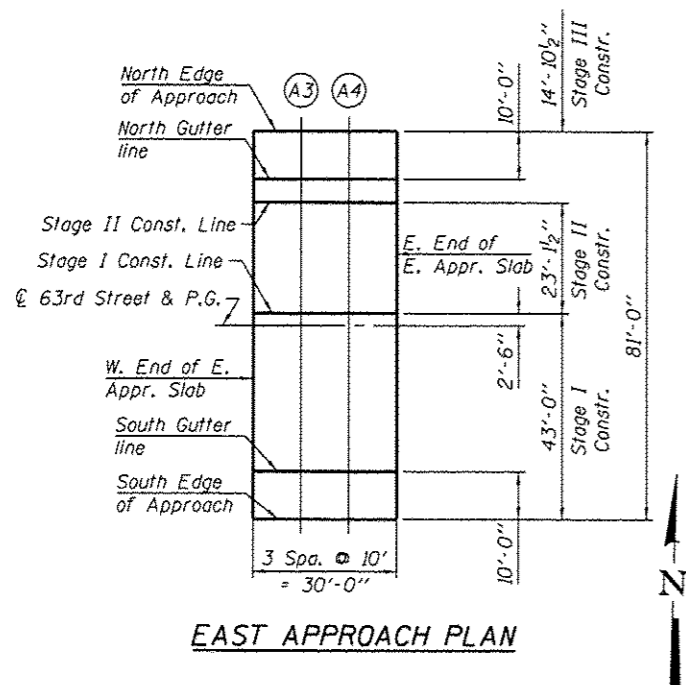
Location	Station	Offset	Theoretical Grade Elevations
W. End E. Appr. Slab	23+28.41	0.00	601.19
A3	23+38.41	0.00	601.10
A4	23+48.41	0.00	601.04
E. End E. Appr. Slab	23+58.41	0.00	601.00

**SOUTH GUTTER LINE**

Location	Station	Offset	Theoretical Grade Elevations
W. End E. Appr. Slab	23+28.41	30.50	600.73
A3	23+38.41	30.50	600.64
A4	23+48.41	30.50	600.58
E. End E. Appr. Slab	23+58.41	30.50	600.55

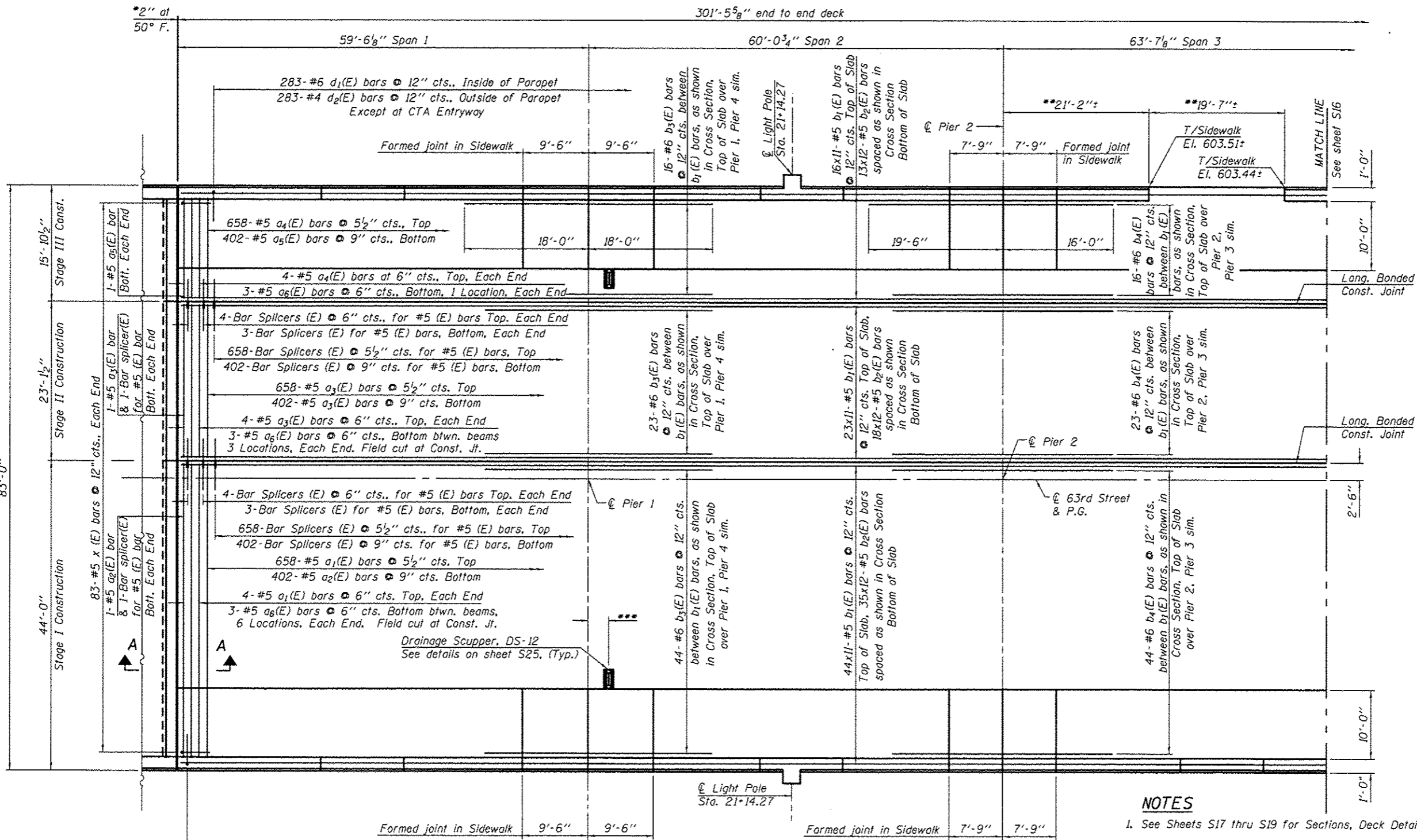
**SOUTH EDGE OF APPROACH**

Location	Station	Offset	Theoretical Grade Elevations
W. End E. Appr. Slab	23+28.41	40.50	600.98
A3	23+38.41	40.50	600.89
A4	23+48.41	40.50	600.83
E. End E. Appr. Slab	23+58.41	40.50	600.80



H:\Jobs\2011\201103022\CAD\Structural\dgn\016-149\_Final\00\016015-s14-toec.dgn  
 5/20/2013 11:24:03 AM

H:\p2012\20120221\CAD\Structural\06-149.Final\00\060.JIS-s15-deck-pl.dgn  
 5/20/2013 10:24:03 AM



**PARTIAL PLAN**



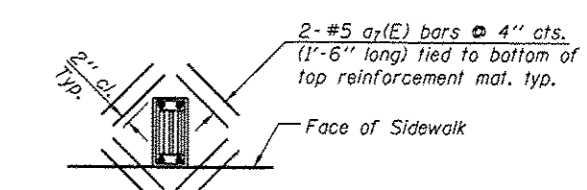
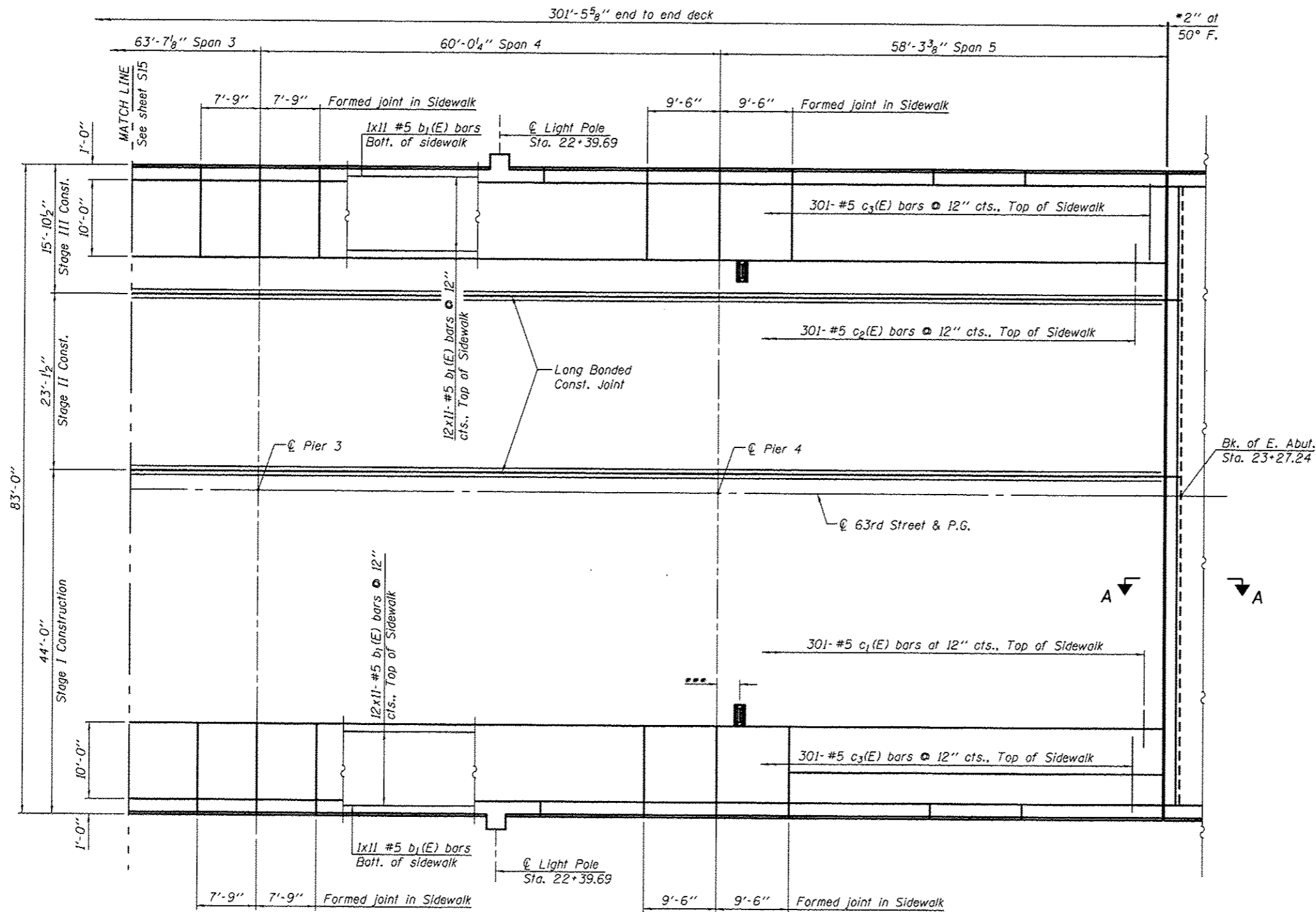
**MINIMUM BAR LAP**  
#5 bar = 3'-3"

**NOTES**

1. See Sheets S17 thru S19 for Sections, Deck Details, Parapet Reinforcement and Bill of Material.
2. Cut Longitudinal Reinforcement to clear Drainage Scuppers.
3. \*Expansion Joint dimensions are based on Rolled Rail Joint. If the Contractor elects to use the Welded Rail Joint, deck dimensions may require adjustments to satisfy the details on Sheet S24.
4. \*\*Parapet cut-out to match CTA Entryway. Back of sidewalk elevations to match existing edge of CTA entryway platform elevations. The Contractor shall remove and reinstall the expansion joint and cover plate at the CTA Station (including any embedded frames and seals if applicable). If the existing expansion joint material cannot be removed without being damaged, the expansion joint shall be replaced with a similar expansion joint approved by the Engineer. This cost shall be included in Concrete Superstructure.
5. \*\*\*Scupper locations shall be determined by the Drainage System pipe supports at the piers. See Sheet S-48.
6. Bar indicated thus 44x11-#5 etc. indicates 44 lines of bars with 11 lengths per line.

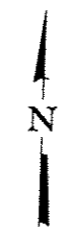
USER NAME :	DESIGNED - J.Z.	REVISED -
CHECKED - J.A.Z.	REVISED -	
DRAWN - E.E.J.	REVISED -	
DATE - 5/17/2013	REVISED -	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	74
				CONTRACT NO. 60J15



DETAIL AT SCUPPER

PARTIAL PLAN



MINIMUM BAR LAP  
#5 bar = 3'-3"

NOTES

- See Sheets S17 thru S19 for Sections, Deck Details, Parapet Reinforcement and Bill of Material.
- Cut Longitudinal Reinforcement to clear Drainage Scuppers.
- \*Expansion Joint dimensions are based on Rolled Rail Joint. If the Contractor elects to use the Welded Rail Joint, deck dimensions may require adjustments to satisfy the details on Sheet S24.
- \*\*\*Scupper locations shall be determined by the Drainage System pipe supports at the piers. See Sheet S-4B.
- Bars indicated thus 12x11-#5 etc. indicates 12 lines of bars with 11 lengths per line.

I:\Jobs\2011\20110322\CAD\3\Fructural\adn\016-1143.Final\00\160\15-s16-deck-pl2.dgn  
 5/20/2013 10:24:04 AM

**GRÖEF**  
 8501 W. Higgins Road, Suite 280  
 Chicago, Illinois 60631 (773) 399-0112

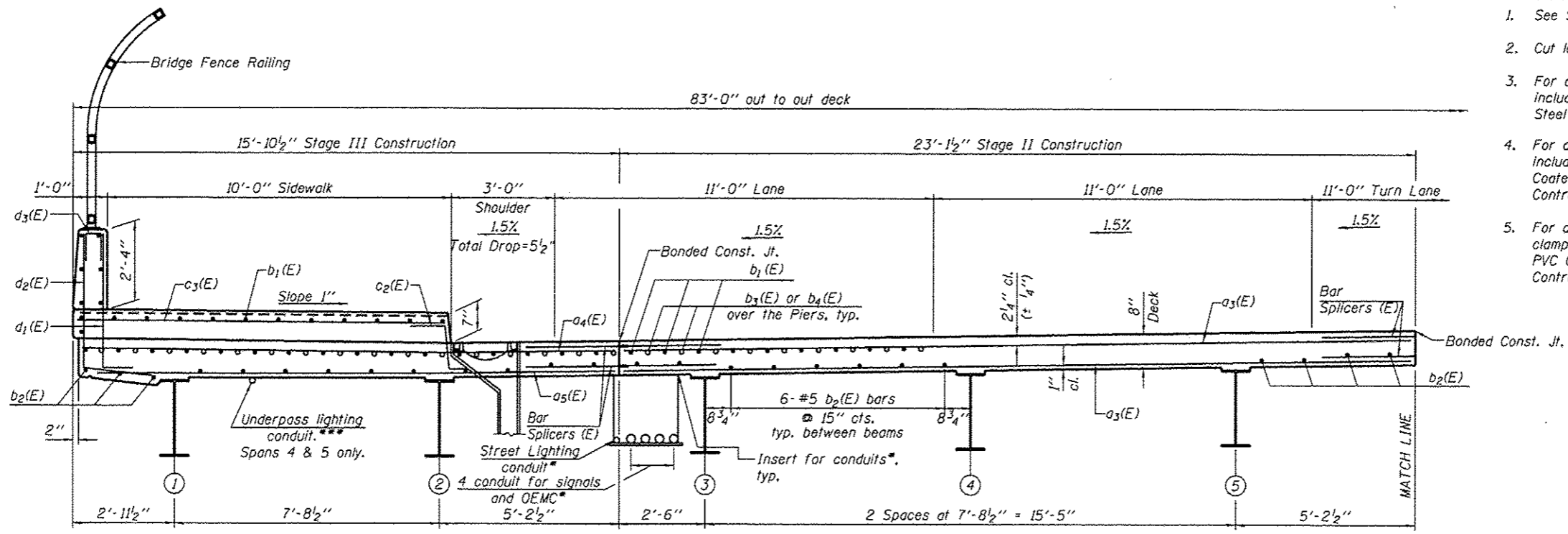
USER NAME :	DESIGNED - J.Z.	REVISED -
PLOT SCALE :	CHECKED - J.A.Z.	REVISED -
PLOT DATE :	DRAWN - E.E.J.	REVISED -
	DATE - 5/17/2013	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

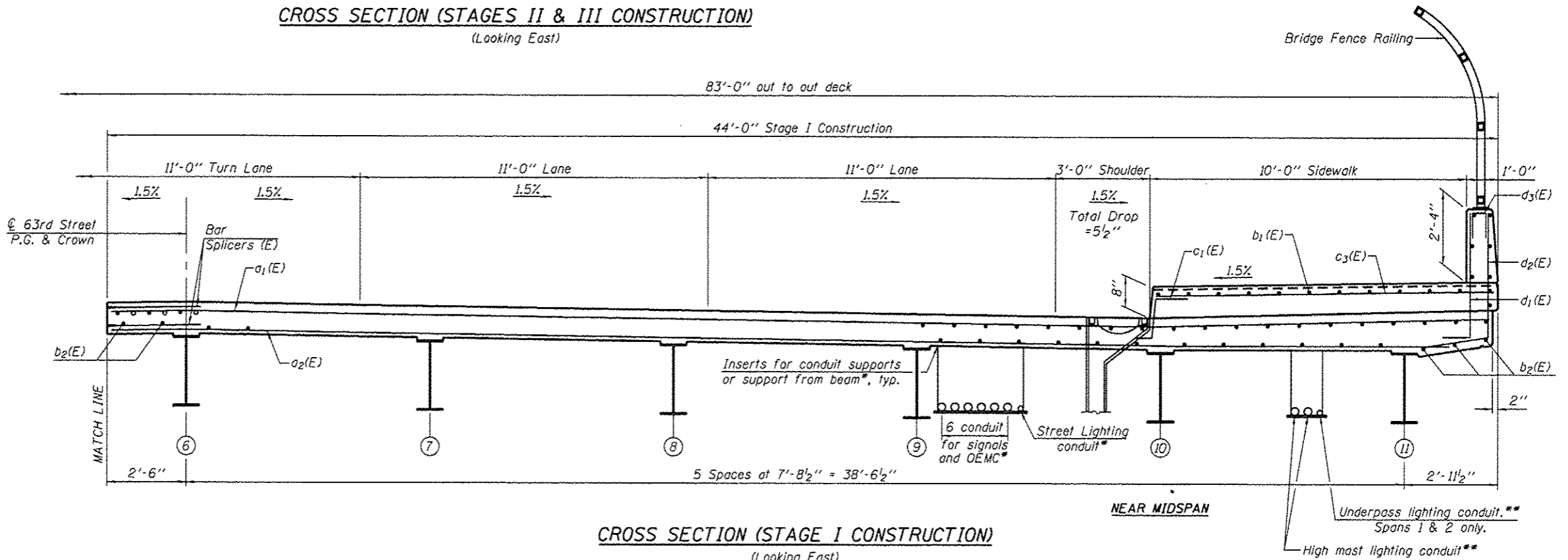
DECK PLAN II  
 STRUCTURE NO. 016-1149  
 SHEET NO. S16 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	75
				CONTRACT NO. 60J15

ILLINOIS FED. AID PROJECT



**CROSS SECTION (STAGES II & III CONSTRUCTION)**  
(Looking East)



**CROSS SECTION (STAGE I CONSTRUCTION)**  
(Looking East)

**NOTES**

1. See Sheet S19 for Bill of Material.
2. Cut longitudinal reinforcement to clear drainage scuppers.
3. For conduit noted thus \*, cost of inserts and hangers are included with "Conduit Attached to Structure, 3" Dia., Galvanized Steel". Coordinate with the Electrical Contractor.
4. For conduit noted thus \*\*, cost of inserts and hangers are included with "Conduit Attached to Structure, 3" Dia., PVC Coated Galvanized Steel". Coordinate with the Electrical Contractor.
5. For conduit noted thus \*\*\*, cost of inserts and hangers or clamps are included with "Conduit Attached to Structure, 1" Dia., PVC Coated Galvanized Steel". Coordinate with the Electrical Contractor.

H:\Jobs\2011\20110223\CAD\Structural\Deck\016-1149-Final\00\060J15-s17-deck-sc.dgn  
 5/20/2013 10:24:04 AM

**GRÄEF**  
8501 W. Higgins Road Suite 280  
Chicago, Illinois 60631 (773) 399-0112

USER NAME :	DESIGNED - J.Z.	REVISED -
PLOT SCALE :	CHECKED - J.A.Z.	REVISED -
PLOT DATE :	DRAWN - E.E.J.	REVISED -
	DATE - 5/17/2013	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

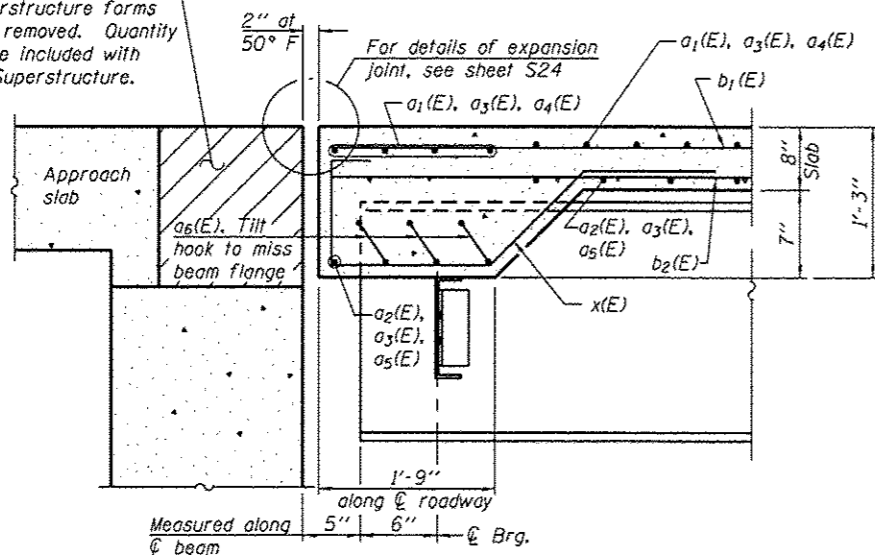
**DECK SECTIONS  
STRUCTURE NO. 016-1149**  
SHEET NO. S17 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	76
CONTRACT NO. 60J15				
ILLINOIS FED. AID PROJECT				

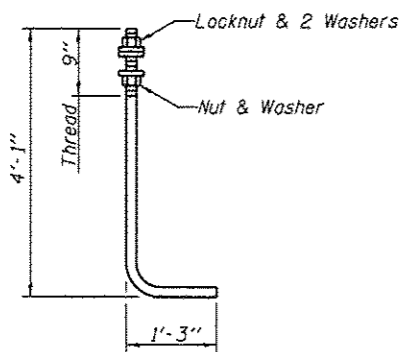




Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure.

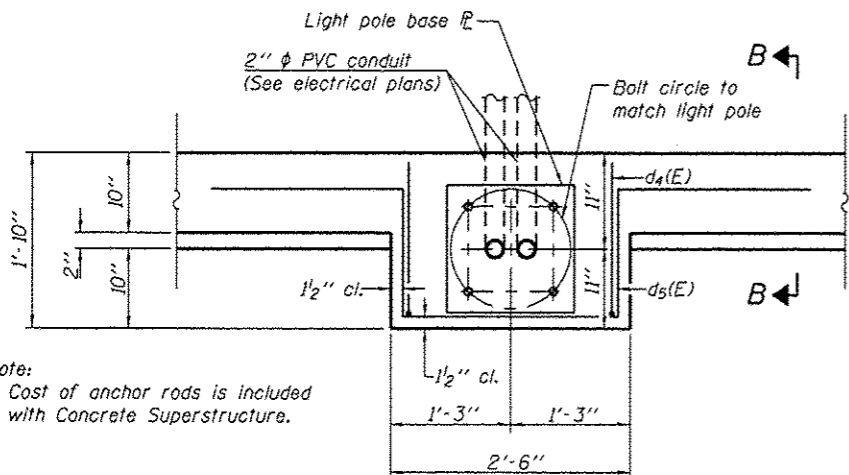


SECTION A-A



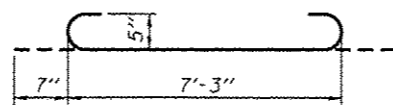
ANCHOR ROD

Diameter as specified for light poles. (ASTM F 1554 Grade 105)

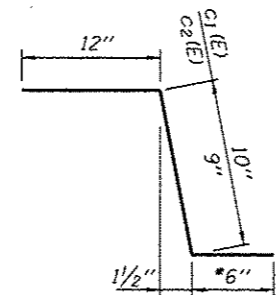


PLAN-LIGHT POLE BASE

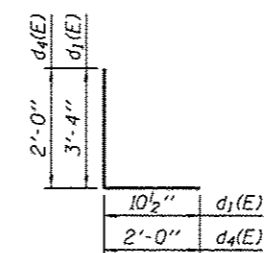
Note: Cost of anchor rods is included with Concrete Superstructure.



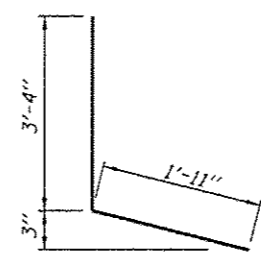
a6(E) BAR



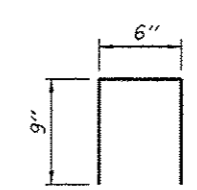
BARS c1(E) & c2(E)



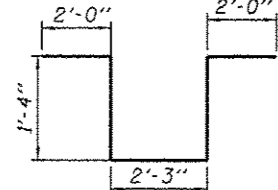
BARS d1(E) & d4(E)



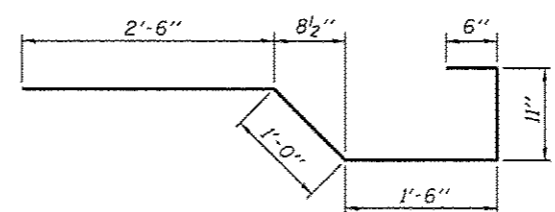
BAR d2(E)



BAR d3(E)



BAR d5(E)

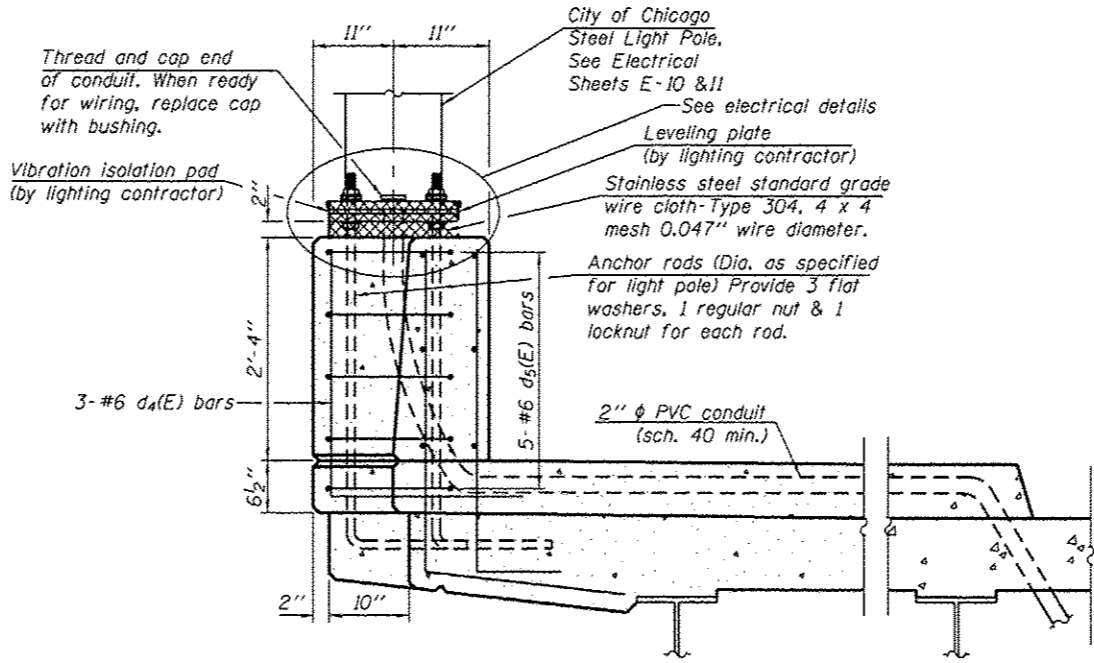


BAR x(E)

\*In lieu of bottom leg, the deck may be drilled and the c1(E) and c2(E) bars may be set according to Article 509.06 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 6". Contractor shall take all necessary precautions to prevent drilled hole interference with deck reinforcement bars. Locate longitudinal bars to miss drilled locations. Locate drilled holes to miss transverse bars in deck.

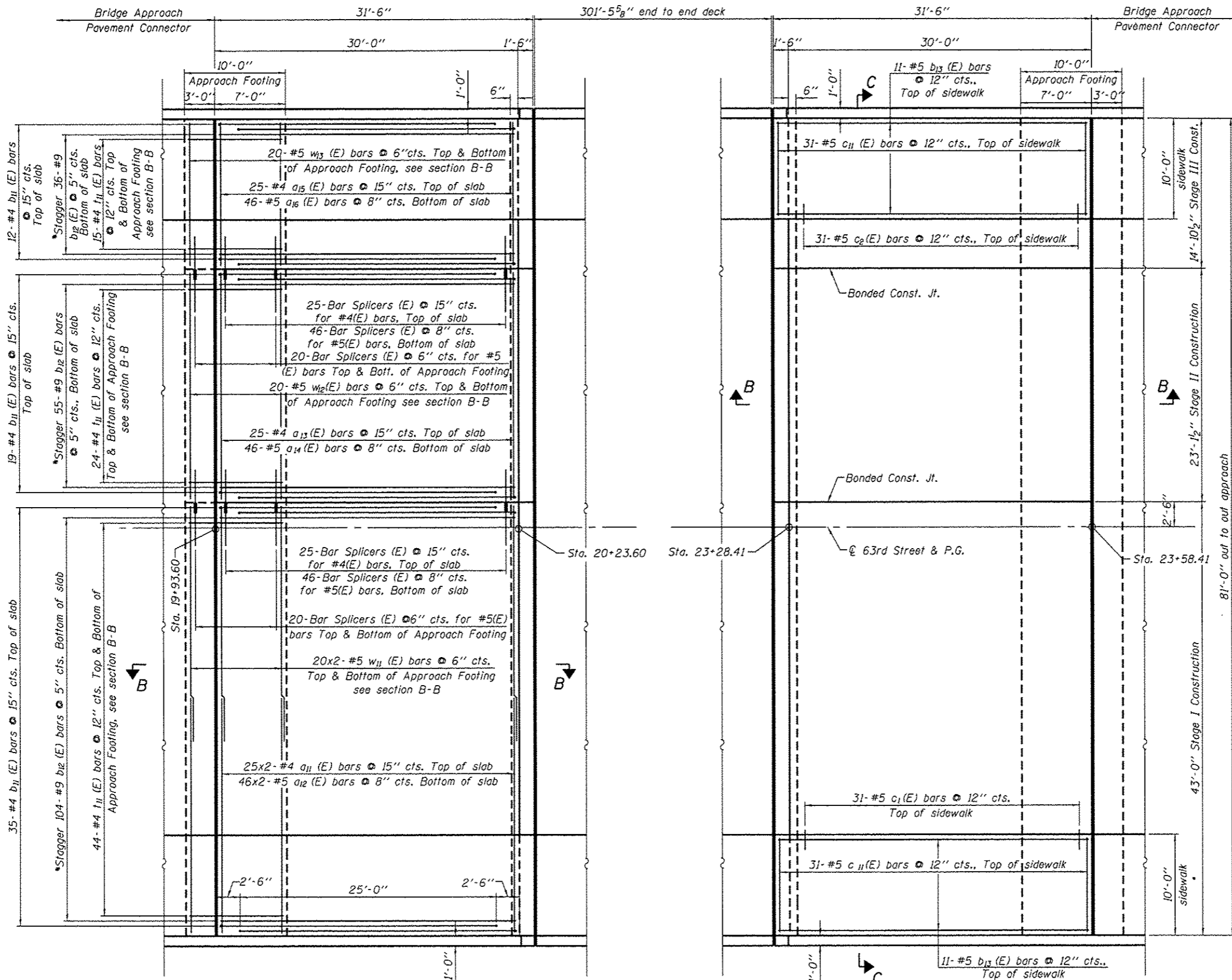
SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1(E)	666	#5	43'-6"	—
a2(E)	404	#5	42'-0"	—
a3(E)	1070	#5	22'-9"	—
a4(E)	666	#5	15'-4"	—
a5(E)	404	#5	14'-4"	—
a6(E)	60	#5	8'-5"	—
a7(E)	32	#5	1'-6"	—
b1(E)	1199	#5	30'-6"	—
b2(E)	792	#5	28'-4"	—
b3(E)	166	#6	36'-0"	—
b4(E)	166	#6	35'-6"	—
c1(E)	301	#5	2'-4"	—
c2(E)	301	#5	2'-3"	—
c3(E)	602	#5	10'-6"	—
d1(E)	584	#6	4'-3"	L
d2(E)	584	#4	5'-3"	L
d3(E)	140	#4	2'-0"	L
d4(E)	12	#6	4'-0"	L
d5(E)	20	#6	8'-11"	L
e1(E)	48	#4	16'-4"	—
e2(E)	64	#4	9'-2"	—
e3(E)	96	#4	13'-11"	—
e4(E)	64	#4	7'-5"	—
e5(E)	8	#4	13'-1"	—
e6(E)	8	#4	14'-9"	—
e7(E)	48	#4	15'-11"	—
e8(E)	24	#4	15'-8"	—
x(E)	166	#5	6'-5"	—
Reinforcement Bars, Epoxy Coated			Pound	188,430
Concrete Superstructure			Cu. Yds.	867.0



SECTION B-B (Typical, 4 Locations)

H:\Jobs\2011\0222\CA\3\Fructural\dgm\016-1149-Final\00\060\05-s9-deck-d12.dgn 3/20/2013 10:24:05 AM



**WEST APPROACH SLAB**

\* Tilt #9 b<sub>12</sub> (E) bars as required to maintain clearance.

**EAST APPROACH SLAB**

**MINIMUM BAR LAP**

- #4 bar = 2'-11"
- #5 bar = 3'-3"

**NOTES**

1. See Sheet S21 for Sections, Details and Bill of Material.
2. See Sheet S3 and S4 for Construction Staging.

H:\Jobs\2013\2013022\CAD\AS\Structural\dgm\016-1149\_Final\00\0160J15-s20-oppr-pl.dgn  
 5/20/2013 11:24:05 AM



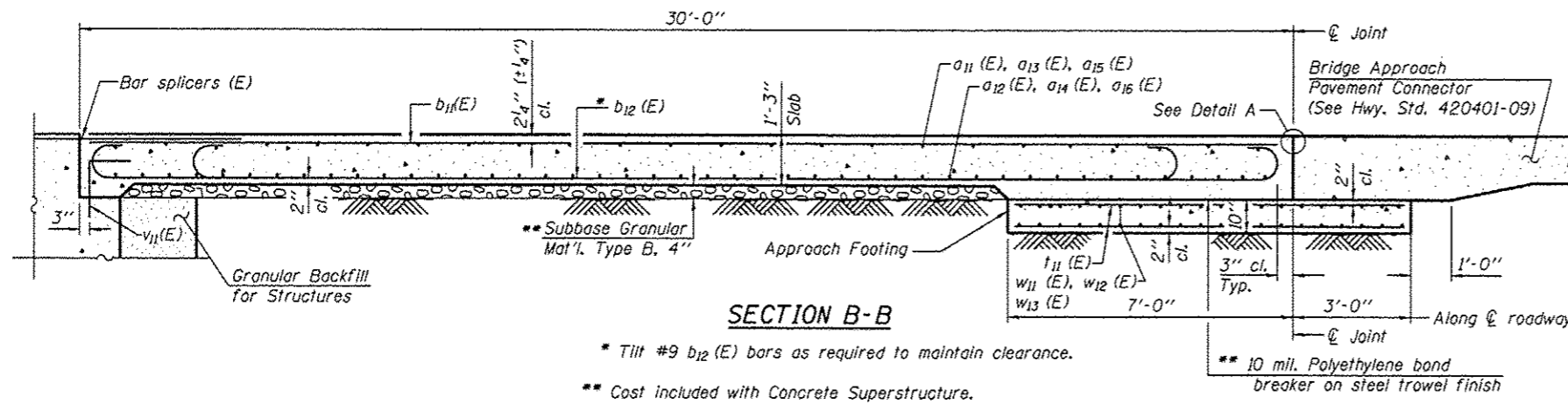
USER NAME :	DESIGNED - J.Z.	REVISED -
PLLOT SCALE :	CHECKED - J.A.Z.	REVISED -
PLLOT DATE :	DRAWN - E.E.J.	REVISED -
	DATE - 5/17/2013	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

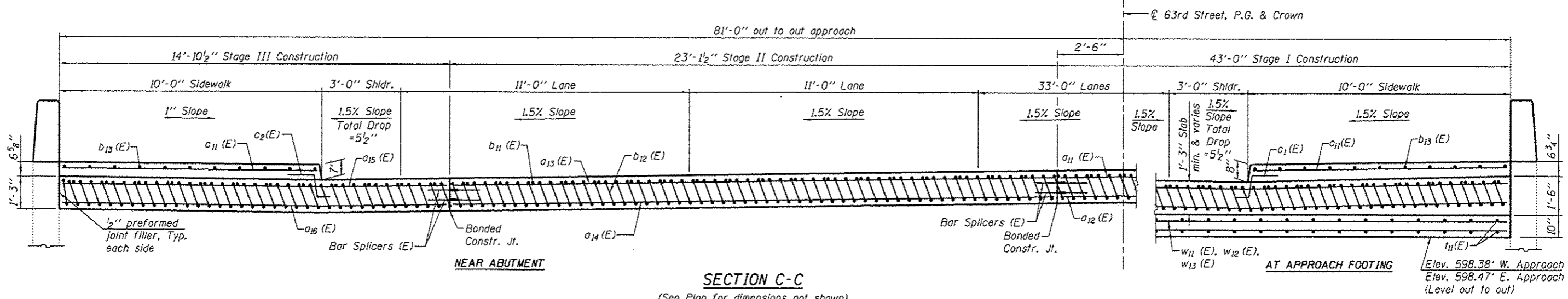
**BRIDGE APPROACH SLAB  
STRUCTURE NO. 016-1149**

SHEET NO. S20 OF 50 SHEETS

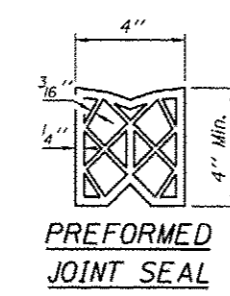
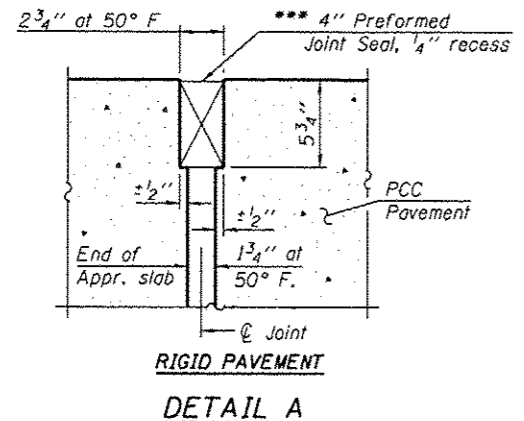
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	79
CONTRACT NO. 60J15				
ILLINOIS FED. AID PROJECT				



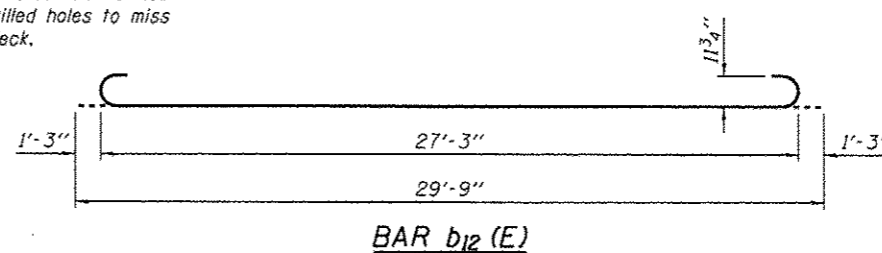
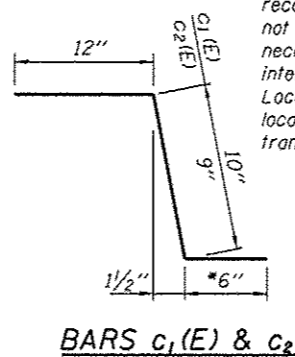
\* Tilt #9 b<sub>12</sub>(E) bars as required to maintain clearance.  
 \*\* Cost included with Concrete Superstructure.  
 \*\* 10 mil. Polyethylene bond breaker on steel trowel finish



\*\*\* Cost included with Concrete Superstructure.



\*In lieu of bottom leg, the deck may be drilled and the c<sub>1</sub>(E) and c<sub>2</sub>(E) bars may be set according to Article 509.06 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 6". Contractor shall take all necessary precautions to prevent drilled hole interference with deck reinforcement bars. Locate longitudinal bars to miss drilled locations. Locate drilled holes to miss transverse bars in deck.



**TWO APPROACHES  
BILL OF MATERIAL**

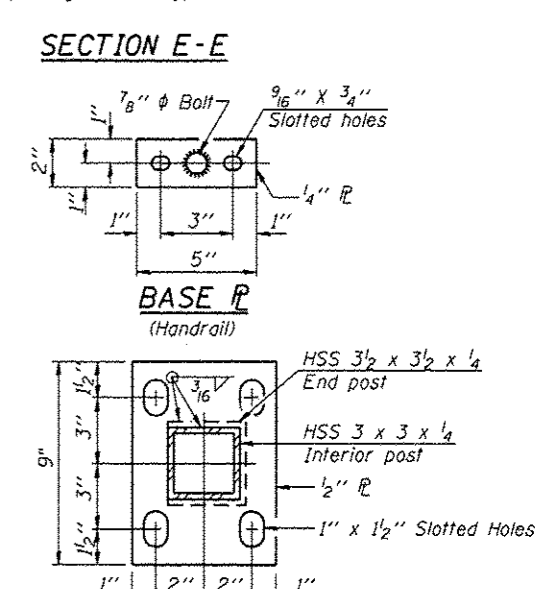
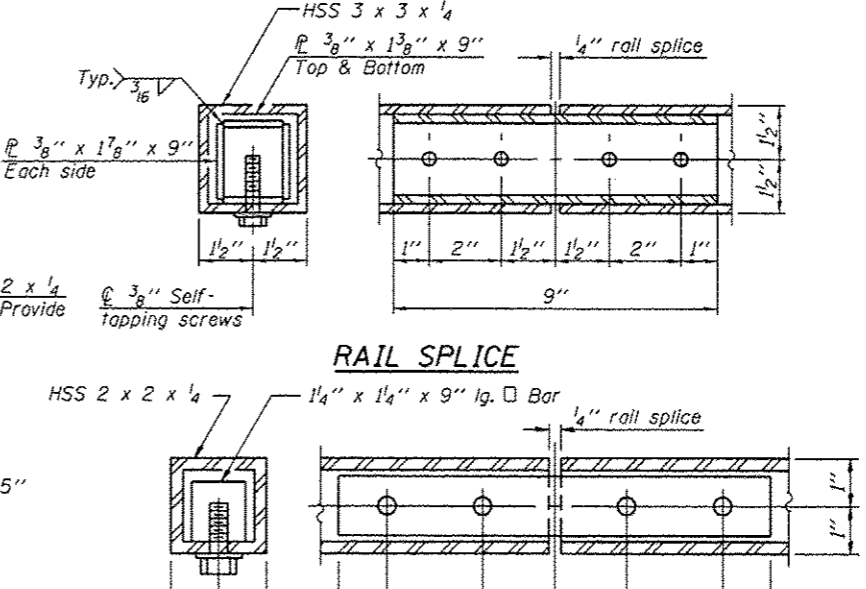
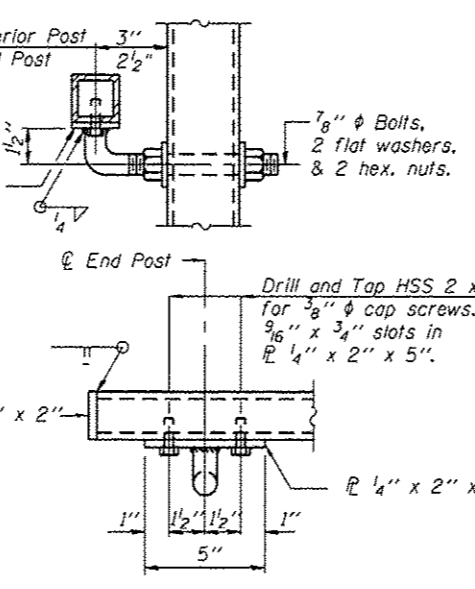
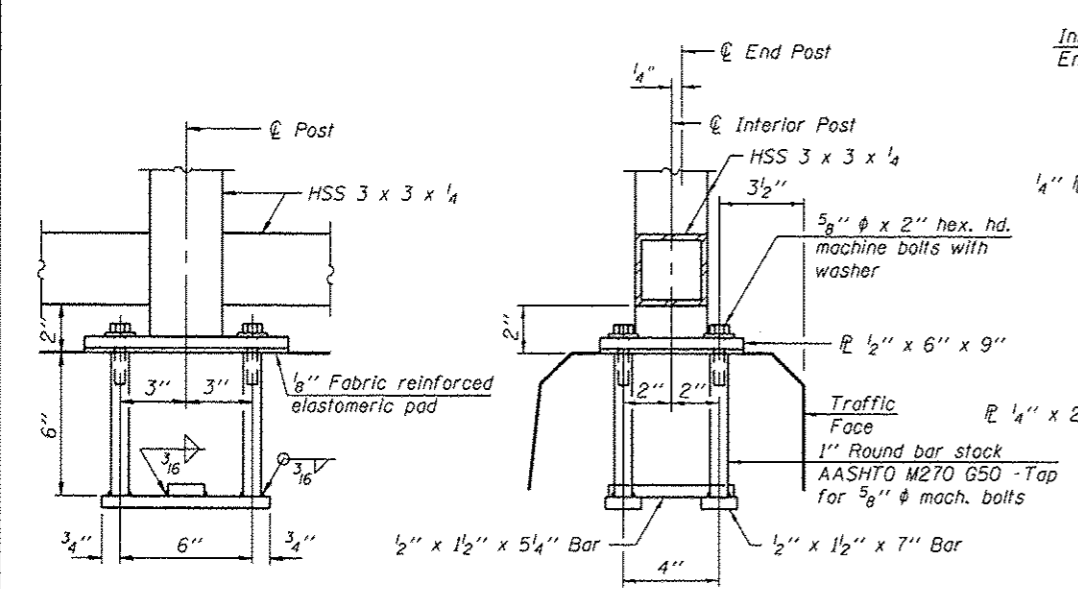
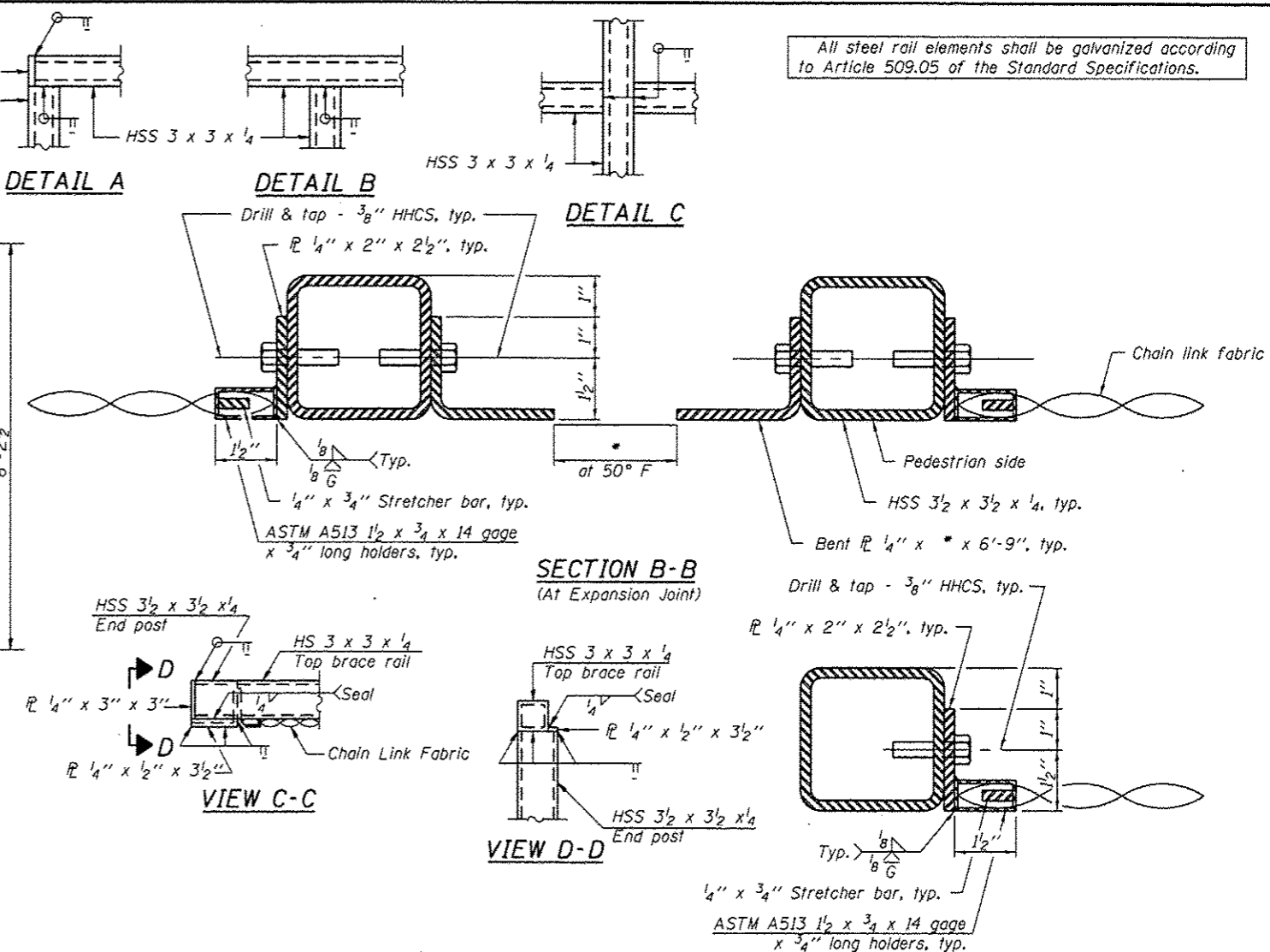
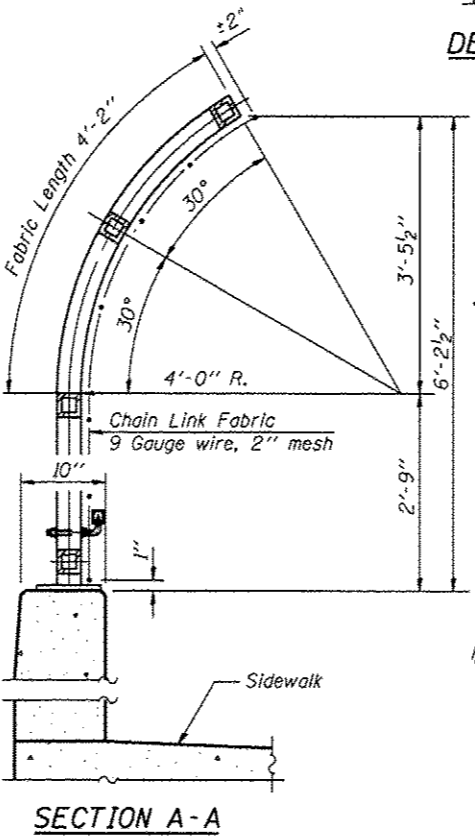
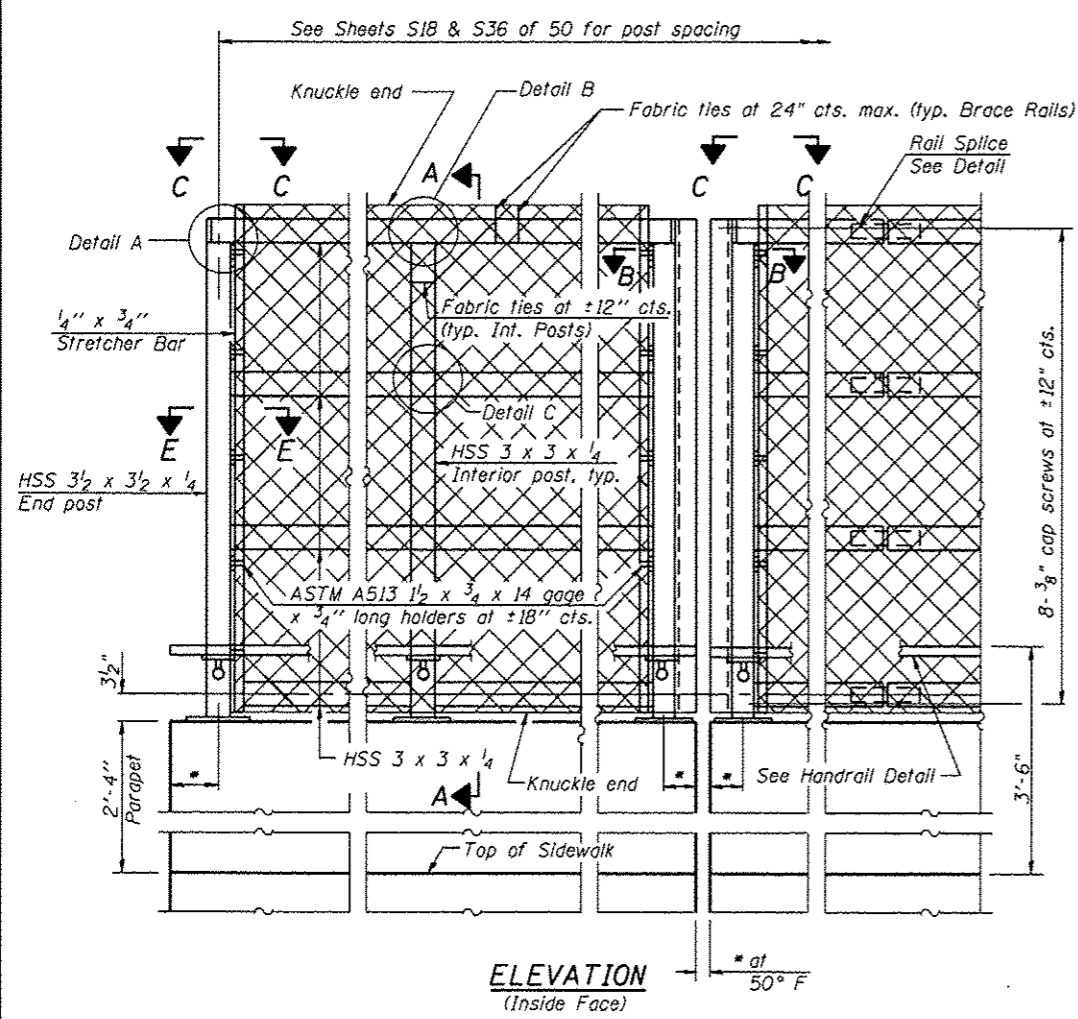
Bar	No.	Size	Length	Shape
a <sub>11</sub> (E)	100	#4	22'-8"	—
a <sub>12</sub> (E)	184	#5	23'-0"	—
a <sub>13</sub> (E)	50	#4	22'-9"	—
a <sub>14</sub> (E)	92	#5	22'-9"	—
a <sub>15</sub> (E)	50	#4	14'-6"	—
a <sub>16</sub> (E)	92	#5	14'-6"	—
b <sub>11</sub> (E)	132	#4	29'-8"	—
b <sub>12</sub> (E)	390	#9	29'-9"	—
b <sub>13</sub> (E)	44	#5	31'-2"	—
c <sub>1</sub> (E)	62	#5	2'-4"	—
c <sub>2</sub> (E)	62	#5	2'-3"	—
c <sub>11</sub> (E)	124	#5	9'-6"	—
l <sub>11</sub> (E)	332	#4	9'-8"	—
w <sub>11</sub> (E)	160	#5	23'-0"	—
w <sub>12</sub> (E)	80	#5	22'-9"	—
w <sub>13</sub> (E)	80	#5	14'-6"	—
Concrete Structures		Cu. Yd.	50.0	
Concrete Superstructure		Cu. Yd.	263.5	
Reinforcement Bars, Epoxy Coated		Pound	64,860	

**NOTES**

1. Approach slab and sidewalk 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. The approach footing maximum applied service bearing pressure (O<sub>max</sub>) = 2.0 ksf.
5. For bar splicer details, see sheet S49.
6. Cost of excavation for approach footing included with Concrete Structures.
7. For Granular Backfill for Structures and drainage treatment details, see sheet S34.

H:\projects\2013\20130223\CAD\Structural\dem\016-1149\_Final\00-DWG\05-S21-appro-sc.dgn  
 5/20/2013 10:24:06 AM

All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.



**ANCHOR BOLT DETAILS**  
 In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

R-32

7-1-10  
 \*Variable - See Plans (10'-0" Maximum Post Spacing)

**GRÖEF**  
 8501 W. Higgins Road, Suite 280  
 Chicago, Illinois 60631 (773) 399-0112

USER NAME	DESIGNED - J.Z.	REVISED -
PLLOT SCALE	CHECKED - J.A.Z.	REVISED -
PLLOT DATE	DRAWN - E.E.J.	REVISED -
	DATE - 5/17/2013	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

BRIDGE FENCE RAILING, PARAPET MOUNTED  
 STRUCTURE NO. 016-1149

SHEET NO. S22 OF 50 SHEETS

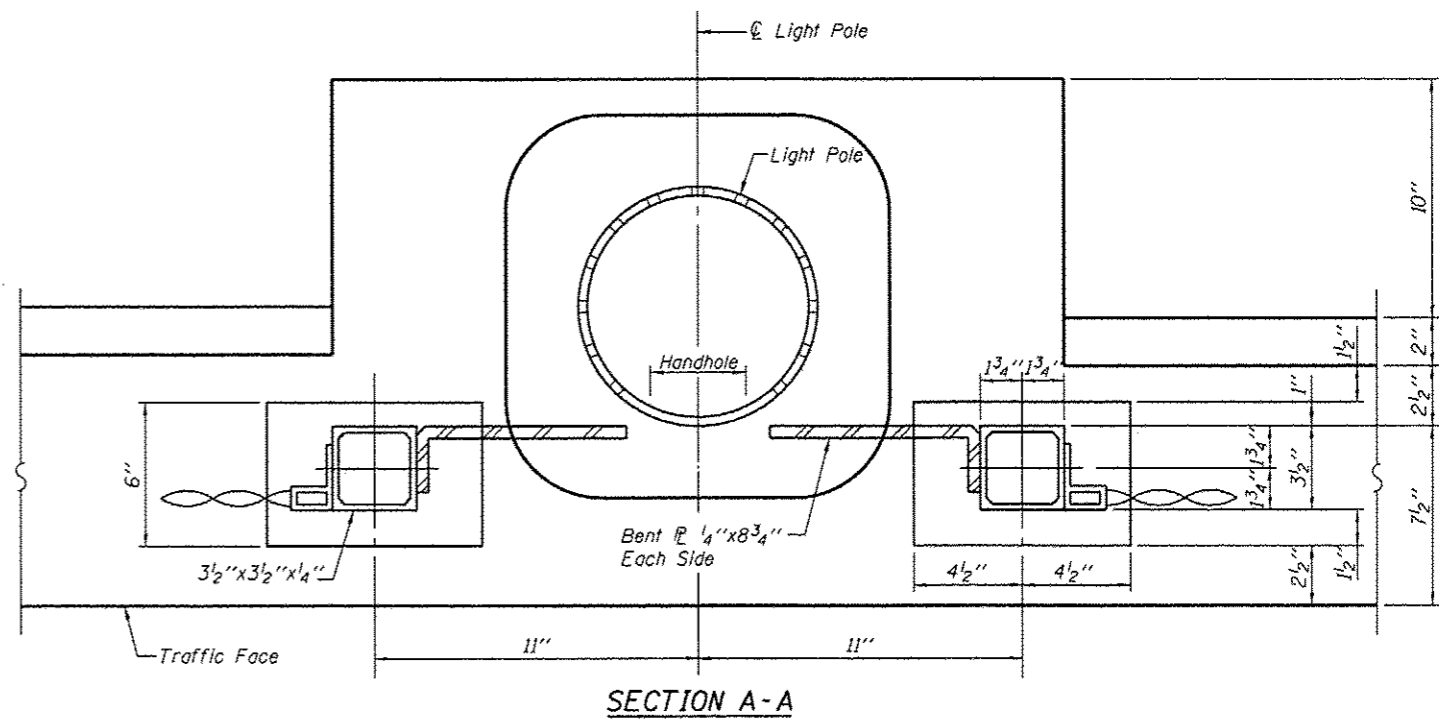
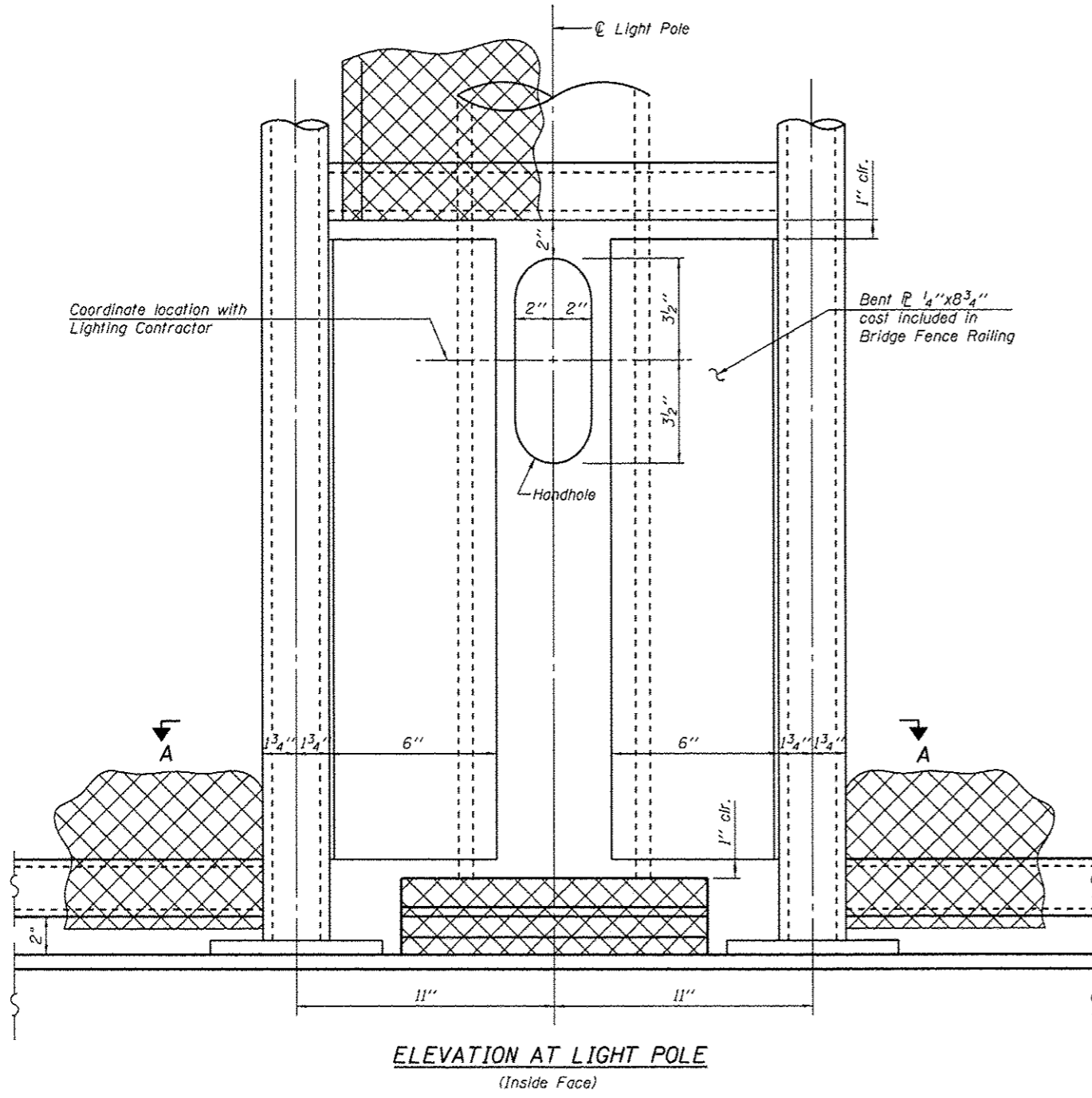
**BILL OF MATERIAL**

Item	Unit	Quantity
Bridge Fence Railing	Foot	755

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
94	1920-B	COOK	137 81
			CONTRACT NO. 60J15
ILLINOIS FED. AID PROJECT			

H:\p\2011\20110221\CAD\Structural\016-1149\_Final\001060.JIS-s22-railing.dgn  
 5/20/2013 10:22:06 AM

H:\Jobs\2013\2013022\CAD\Structural\016-1149\_Final\00\016015-s23-railing-dt.dgn  
 5/20/2013 11:24:07 AM



**NOTES**  
 1. Work this sheet with sheets S18, S22 and S36.

**GRUEF**  
 8501 W. Higgins Road Suite 280  
 Chicago, Illinois 60631 (773) 399-0112

USER NAME	DESIGNED - J.Z.	REVISED -
PLOT SCALE	CHECKED - J.A.Z.	REVISED -
PLOT DATE	DRAWN - E.E.J.	REVISED -
	DATE - 5/17/2013	REVISED -

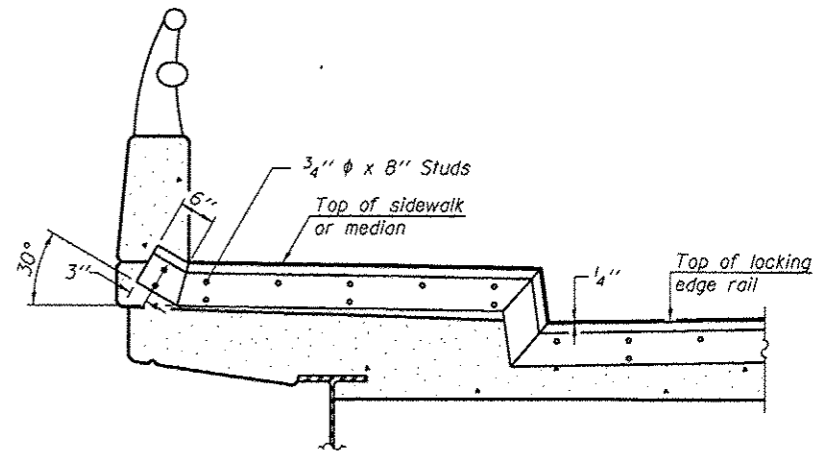
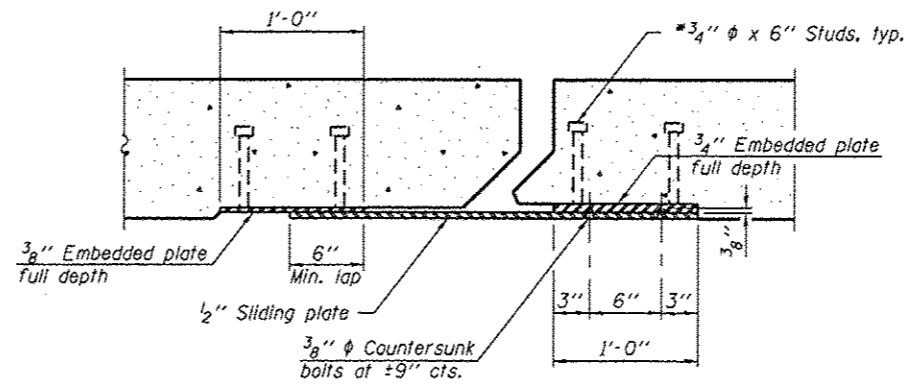
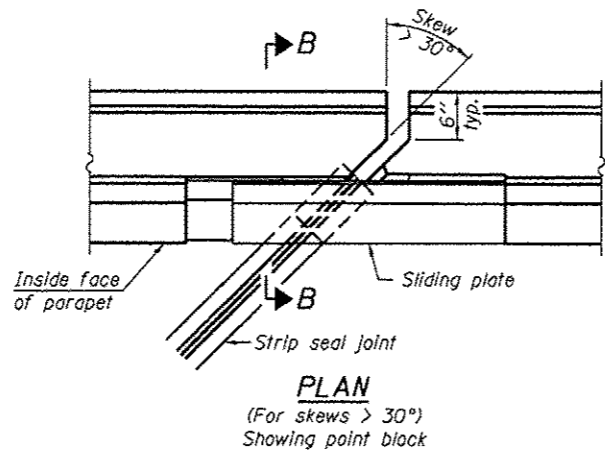
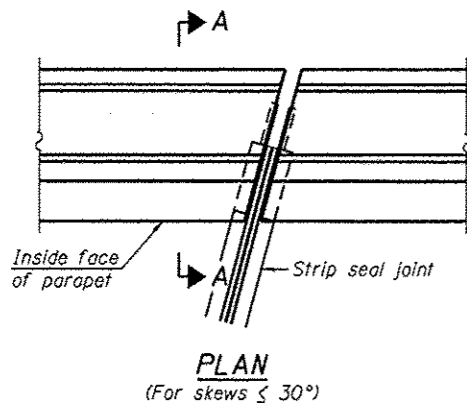
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

BRIDGE FENCE RAILING DETAILS  
 STRUCTURE NO. 016-1149

SHEET NO. S23 OF 50 SHEETS

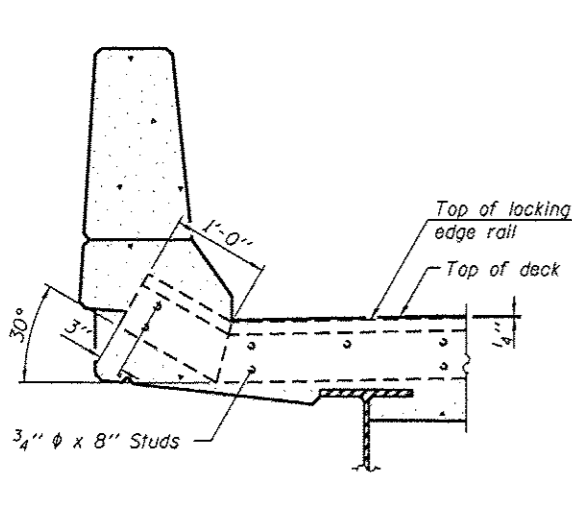
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	82
CONTRACT NO. 60J15				
ILLINOIS FED. AID PROJECT				



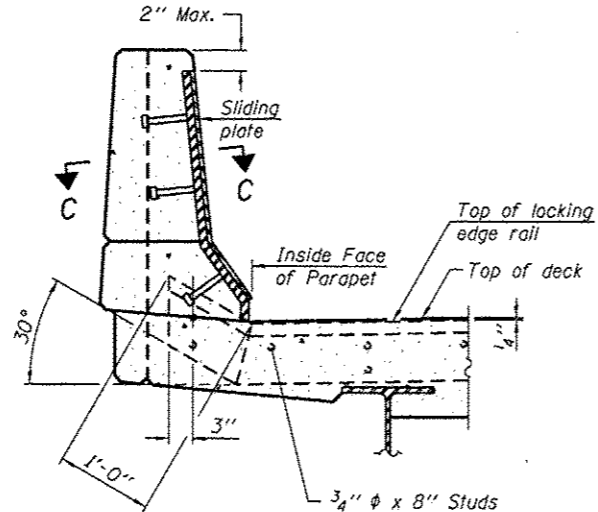


**TYPICAL END TREATMENT AT SIDEWALK OR MEDIAN**

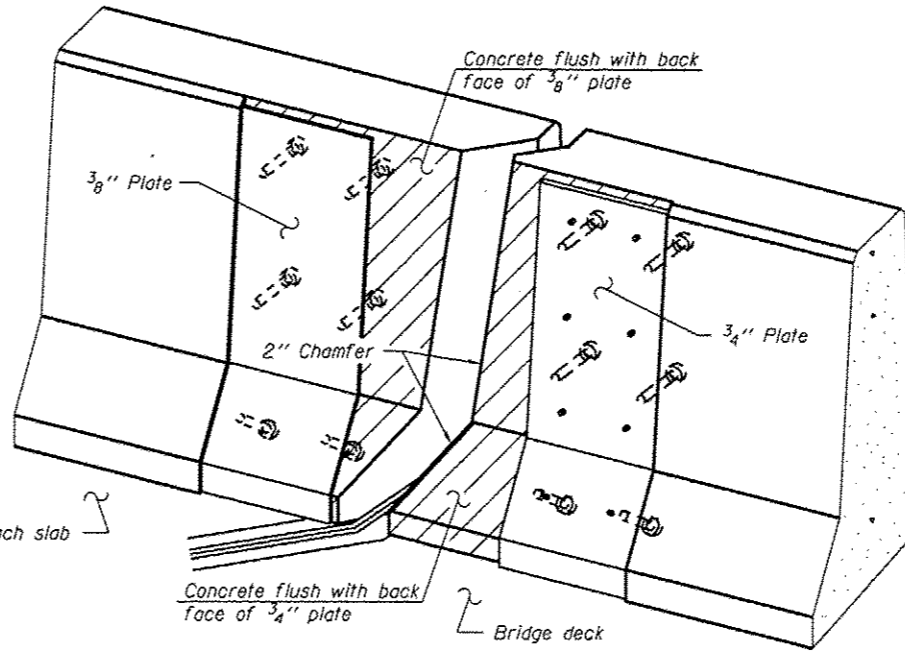
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.



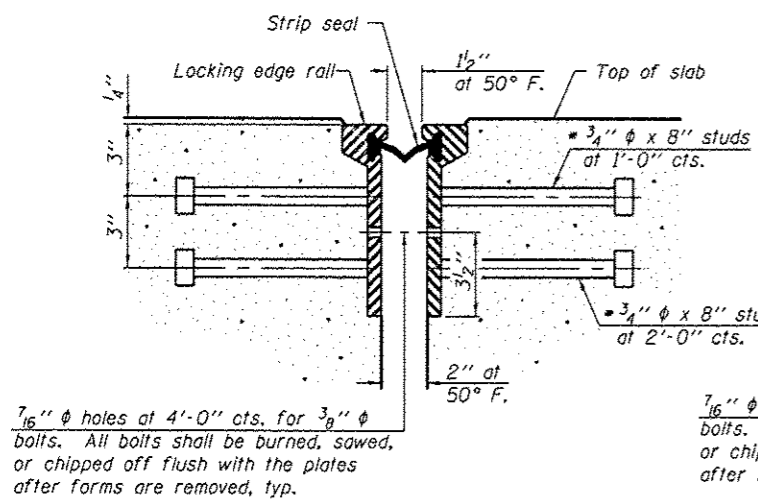
SECTION A-A



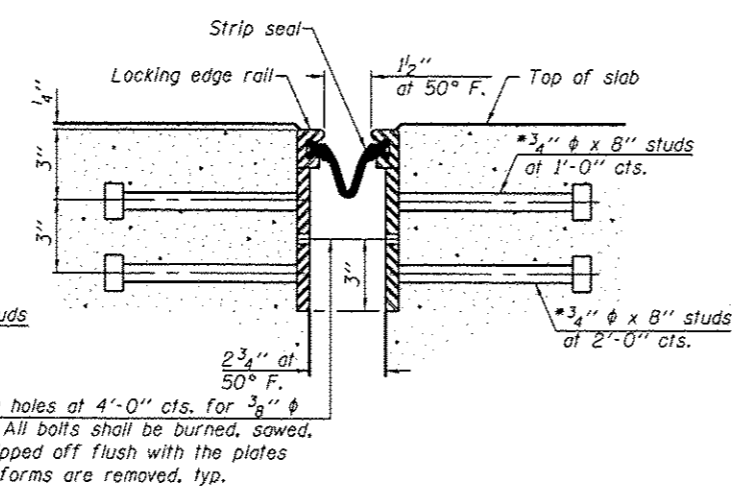
SECTION B-B



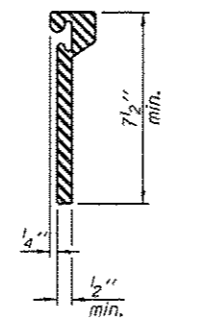
TRIMETRIC VIEW (Showing back plates only)



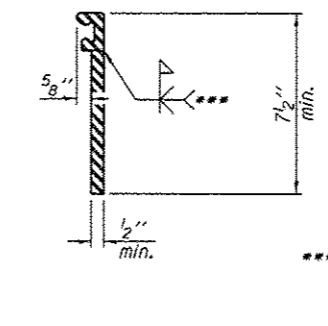
SECTION THRU ROLLED RAIL JOINT



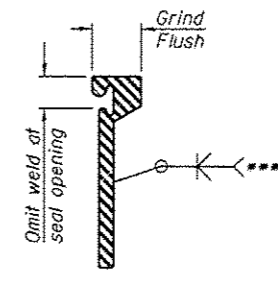
SECTION THRU WELDED RAIL JOINT



ROLLED EXTRUDED RAIL



WELDED RAIL



LOCKING EDGE RAIL SPLICE

\*\*\* Back gouge not required if complete joint penetration is verified by mock-up.

The inside of the locking edge rail groove shall be free of weld residue.  
Rolled rail shown, welded rail similar.

**LOCKING EDGE RAILS**

Notes:  
The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.  
The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.  
The manufacturer's recommended installation methods shall be followed.  
The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.  
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.  
Maximum space between rail segments shall be 3/16", sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.  
Parapet plates and anchorage studs for skews > 30° included in the cost of Preformed Joint Strip Seal.

**BILL OF MATERIAL**

Item	Unit	Total
Preformed Joint Strip Seal	Foot	167

Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.

EJ-SSJ 1-27-12

**GR&EF**  
8501 N. Higgins Road Suite 280  
Chicago, Illinois 60631 (773) 399-0112

USER NAME	DESIGNED - J.Z.	REVISED -
PLOT SCALE	CHECKED - J.A.Z.	REVISED -
PLOT DATE	DRAWN - E.E.J.	REVISED -
	DATE - 5/17/2013	REVISED -

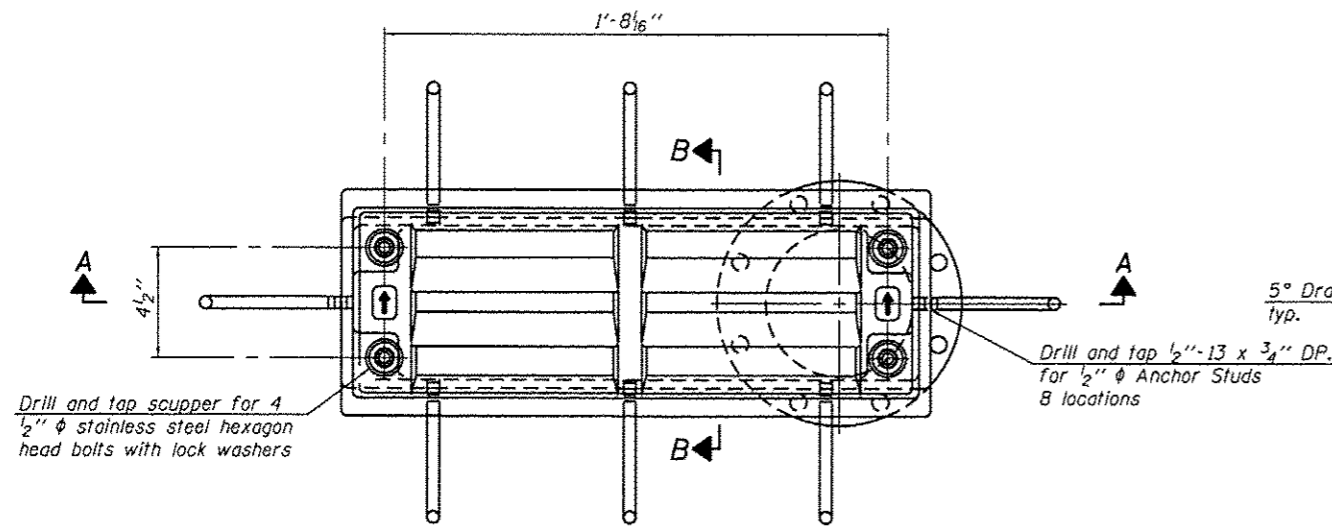
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL  
STRUCTURE NO. 016-1149

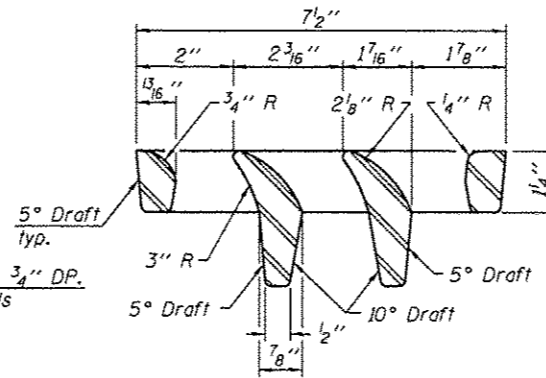
SHEET NO. S24 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	83
				CONTRACT NO. 60J15
ILLINOIS FED. AID PROJECT				

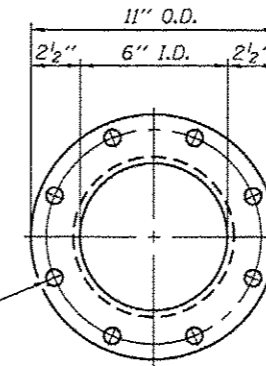
H:\Jobs\2011\20110221\CAD\Structural\ah\dgn\06-1149\_Final\001060.JIS-s24-strip-seal.dgn  
 5/20/2013 10:24:07 AM



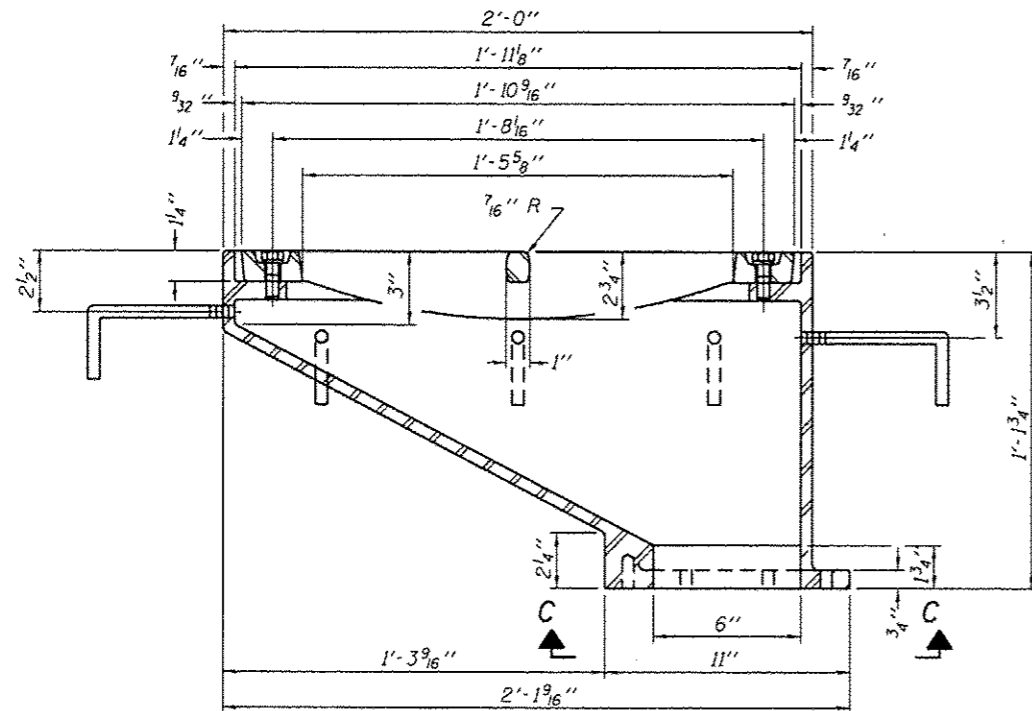
PLAN



VANE GRATE DETAIL

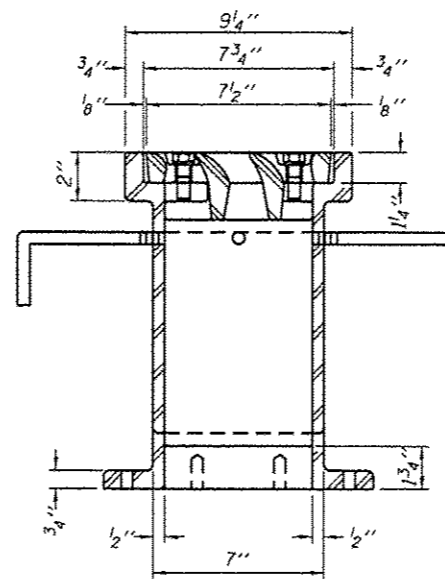


VIEW C-C

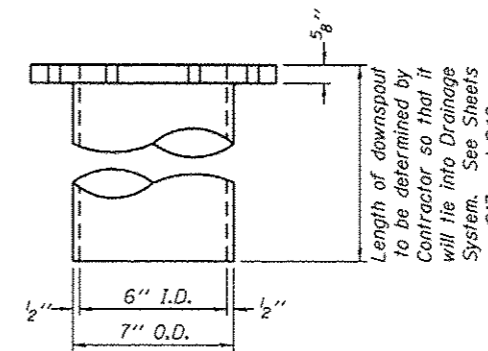


SECTION A-A

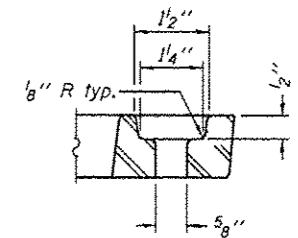
See sheet S15 & S16 of 50 for scupper location relative to parapet.



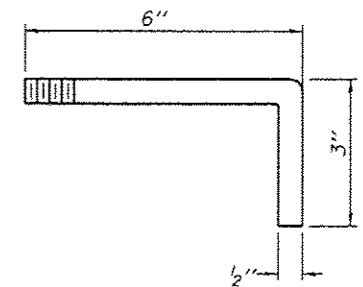
SECTION B-B



DOWNSPOUT



BOLT HOLE DETAIL



ANCHOR STUD DETAIL

Drill and tap 8 holes for 1/2"-13 bolts on a 9 1/2"  $\phi$  bolt circle. (2 blind holes are 1/4" deep, 6 thru holes)

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scuppers, DS-12	Each	4

DS-12

7-1-10

**GR&E**  
8501 W. Higgins Road, Suite 280  
Chicago, Illinois 60631 (773) 399-0112

USER NAME	DESIGNED	REVISIONS
J.Z.	J.Z.	
J.A.Z.	J.A.Z.	
E.E.J.	E.E.J.	
DATE	5/17/2013	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

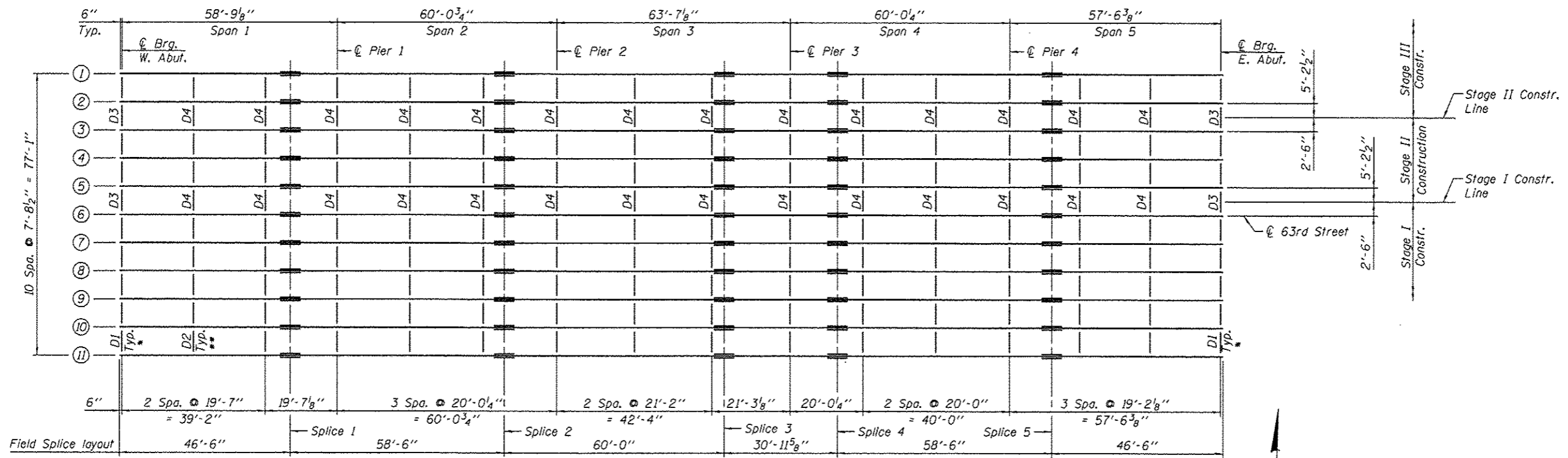
DRAINAGE SCUPPER, DS-12  
STRUCTURE NO. 016-1149

SHEET NO. S25 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	84

CONTRACT NO. 60J15  
ILLINOIS FED. AID PROJECT

H:\Jobs\2011\013022\CAD\AS\Structural\dgn\016-1149\_Final\00\016015-s25-scupper.dgn 5/20/2013 11:24:08 AM



**FRAMING PLAN**

\* Typical all end diaphragms except as noted.  
 \*\* Typical all interior diaphragms except as noted.

Top of Beam Elevations  
(For Fabrication only)

	BEAM 1	BEAM 2	BEAM 3	BEAM 4	BEAM 5	BEAM 6	BEAM 7	BEAM 8	BEAM 9	BEAM 10	BEAM 11
CL. Brg. W. Abut.	600.44	600.44	600.56	600.67	600.79	600.91	600.79	600.67	600.56	600.44	600.44
Splice #1	601.39	601.39	601.51	601.62	601.74	601.85	601.74	601.62	601.51	601.39	601.39
CL. Brg. Pier 1	601.53	601.53	601.64	601.76	601.87	601.99	601.87	601.76	601.64	601.53	601.53
Splice #2	602.02	602.02	602.13	602.25	602.37	602.48	602.37	602.25	602.13	602.02	602.02
CL. Brg. Pier 2	601.99	601.99	602.11	602.22	602.34	602.46	602.34	602.22	602.11	601.99	601.99
Splice #3	601.91	601.91	602.03	602.14	602.26	602.37	602.26	602.14	602.03	601.91	601.91
CL. Brg. Pier 3	601.72	601.72	601.84	601.95	602.07	602.18	602.07	601.95	601.84	601.72	601.72
Splice #4	601.58	601.58	601.70	601.81	601.93	602.04	601.93	601.81	601.70	601.58	601.58
CL. Brg. Pier 4	600.85	600.85	600.97	601.09	601.20	601.32	601.20	601.09	600.97	600.85	600.85
Splice #5	600.68	600.68	600.79	600.91	601.02	601.14	601.02	600.91	600.79	600.68	600.68
CL. Brg. E. Abut.	600.02	600.02	600.14	600.25	600.37	600.49	600.37	600.25	600.14	600.02	600.02

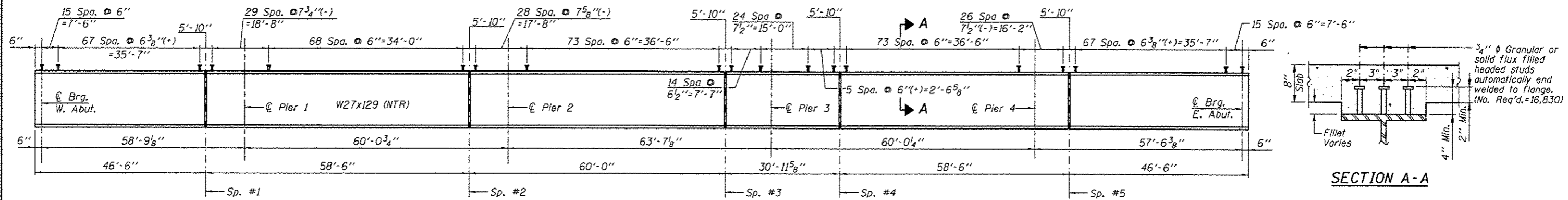
**NOTES**

1. Work this sheet with Sheets S27 and S28.
2. All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

H:\Jobs\2013\20130222\CAD\AS\Structure\Drawings\016-1149-Final\00\016015-s26-fp.dgn  
 5/20/2013 10:24:08 AM

USER NAME *	DESIGNED - J.Z.	REVISED -
PLOT SCALE *	CHECKED - J.A.Z.	REVISED -
PLOT DATE *	DRAWN - E.E.J.	REVISED -
	DATE - 5/17/2013	REVISED -

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	85
CONTRACT NO. 60J15				
ILLINOIS FED. AID PROJECT				



**BEAM ELEVATION**

	0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.5 Sp. 3	Pier 3	0.5 Sp. 4	Pier 4	0.6 Sp. 5
$I_s$	4,760	4,760	4,760	4,760	4,760	4,760	4,760	4,760	4,760
$I_c(n)$	13,629	-	13,629	-	13,629	-	13,629	-	13,629
$I_c(3n)$	10,212	-	10,212	-	10,212	-	10,212	-	10,212
$I_c(cr)$	-	6,886	-	6,886	-	6,886	-	6,886	-
$S_s$	345	345	345	345	345	345	345	345	345
$S_c(n)$	517.60	-	517.60	-	517.60	-	517.60	-	517.60
$S_c(3n)$	470.40	-	470.40	-	470.40	-	470.40	-	470.40
$S_c(cr)$	-	406.60	-	406.60	-	406.60	-	406.60	-
DC1	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945
MDC1	255	338	110	289	186	2.92	114	328	243
DC2	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52
MDC2	140	189	59	161	101	163	61	183	133
DW	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28
M <sub>DW</sub>	75	102	32	87	54	88	33	99	72
M <sub>κ + μ</sub>	635	517	521	505	551	505	520	510	621
M <sub>u</sub> (Strength I)	1,719	1,715	1,172	1,577	1,403	1,584	1,177	1,680	1,600
φ <sub>r</sub> M <sub>n</sub>	2,559	1,988	2,674	2,020	2,626	2,015	2,674	1,998	2,588
f <sub>s</sub> DC1	8.87	11.77	1.51	10.06	6.46	10.17	3.95	11.43	8.44
f <sub>s</sub> DC2	3.57	3.59	2.00	3.07	2.57	3.11	1.55	3.49	3.39
f <sub>s</sub> DW	1.92	1.94	0.81	1.66	1.40	1.67	0.84	1.88	1.83
f <sub>s</sub> (κ + μ)	14.40	14.93	11.81	14.60	12.47	14.59	11.78	14.74	14.07
f <sub>s</sub> (Service II)	33.52	40.21	21.86	36.80	27.01	36.98	22.01	39.35	32.37
0.95R <sub>n</sub> F <sub>y</sub>	47.50	47.50	47.50	47.50	47.50	47.50	47.50	47.50	47.50
f <sub>s</sub> (Total)(Strength I)	44.20	43.20	29.50	48.50	35.70	48.70	29.70	42.10	42.70
φ <sub>r</sub> F <sub>n</sub>	50	50	50	50	50	50	50	50	50
V <sub>r</sub>	21.37	33.63	21.45	35.83	21.55	34.85	21.45	35.47	21.46

	W. Abut.	Pier 1	Pier 2	Pier 3	Pier 4	E. Abut.
R <sub>DC1</sub>	24.21	62.54	57.37	57.69	61.68	23.66
R <sub>DC2</sub>	12.07	34.54	31.65	31.83	34.07	11.77
R <sub>DW</sub>	6.50	18.60	17.04	17.14	18.34	6.34
R <sub>κ + μ</sub>	74.61	109.80	108.95	108.97	109.19	74.08
R <sub>Total</sub>	117.39	225.47	215.02	215.64	223.28	114.46

**NOTES**

- The W27 beams and the splice plates for the W27 beams shall be AASHTO M270 Grade 50.
- Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.

**BILL OF MATERIAL**

Item	Unit	Total
Stud Shear Connectors	Each	16,830

$I_s, S_s$ : 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<sup>4</sup> and in<sup>3</sup>).

$I_c(n), S_c(n)$ : 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) in uncracked sections due to short-term composite live loads (in<sup>4</sup> and in<sup>3</sup>).

$I_c(3n), S_c(3n)$ : 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) in uncracked sections, due to long-term composite (superimposed) dead loads (in<sup>4</sup> and in<sup>3</sup>).

$I_c(cr), S_c(cr)$ : Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing  $f_s$  (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in<sup>4</sup> and in<sup>3</sup>).

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.).

M<sub>DW</sub>: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

M<sub>κ + μ</sub>: Un-factored live load moment plus dynamic load allowance (Impact) (kip-ft.).

M<sub>u</sub> (Strength I): Factored design moment (kip-ft.).  
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{κ + μ}$

φ<sub>r</sub>M<sub>n</sub>: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).

f<sub>s</sub> DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).  
 $M_{DC1} / S_{nc}$

f<sub>s</sub> DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).  
 $M_{DC2} / S_c(3n)$  or  $M_{DC2} / S_c(cr)$  as applicable.

f<sub>s</sub> DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).  
 $M_{DW} / S_c(3n)$  or  $M_{DW} / S_c(cr)$  as applicable.

f<sub>s</sub> (κ + μ): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).  
 $M_{κ + μ} / S_c(n)$  or  $M_{DW} / S_c(cr)$  as applicable.

f<sub>s</sub> (Service II): Sum of stresses as computed below (ksi).  
 $f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3 f_s (κ + μ)$

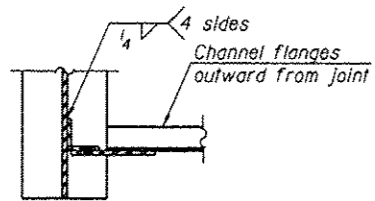
0.95R<sub>n</sub>F<sub>y</sub>: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

f<sub>s</sub> (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).  
 $1.25 (f_{sDC1} + f_{sDC2}) + 1.5 f_{sDW} + 1.75 f_s (κ + μ)$

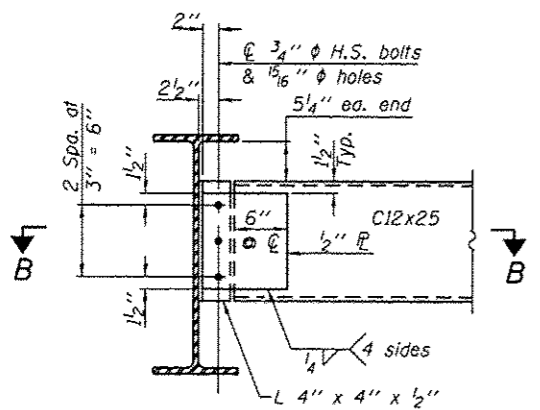
φ<sub>r</sub>F<sub>n</sub>: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).

V<sub>r</sub>: Maximum factored shear range in span computed according to Article 6.10.10.

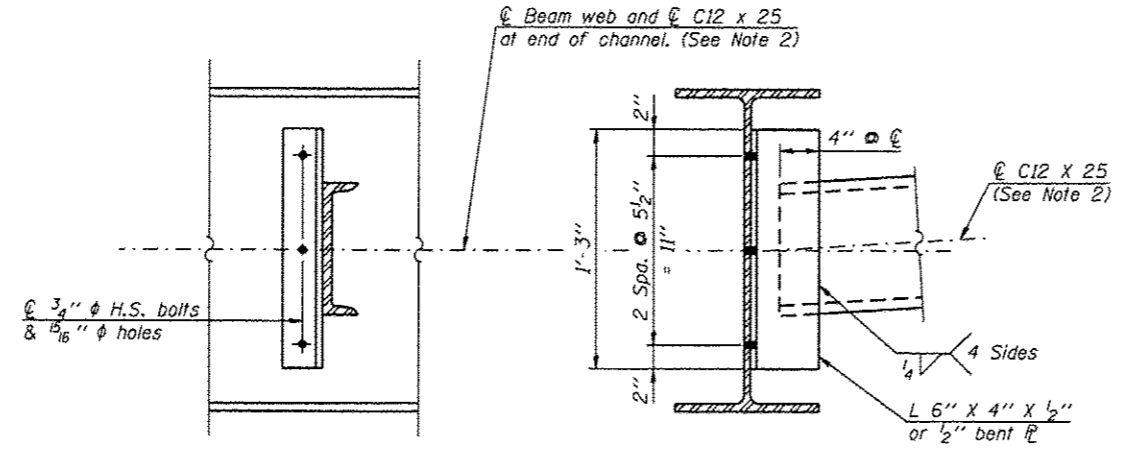
H:\Jobs\2011\20110222\CAD\3Struct\beam-01.dgn 10/16/11 10:00 AM 5/20/2013



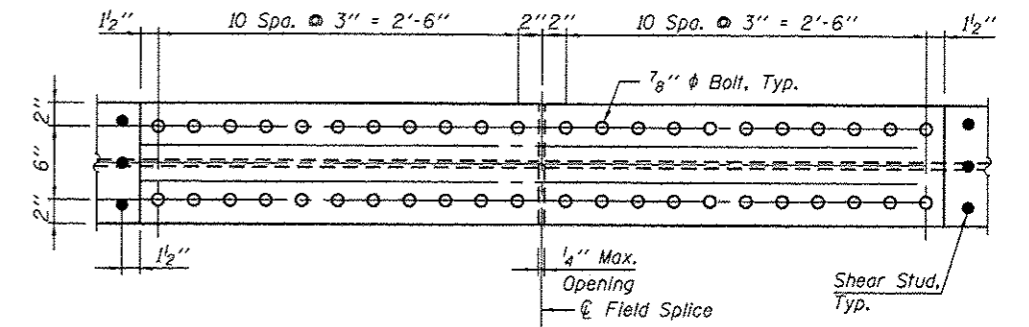
**SECTION B-B**



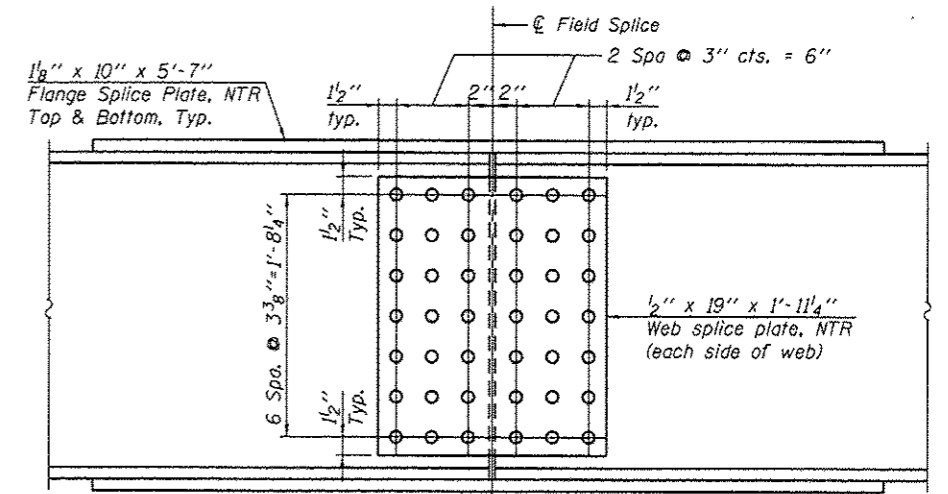
**END DIAPHRAGM-D1**  
(16 Required)



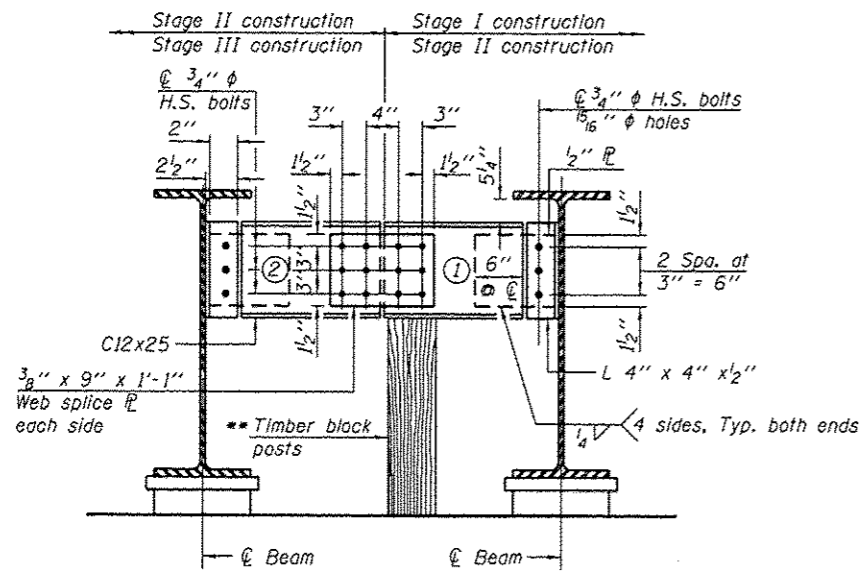
**INTERIOR DIAPHRAGM - D2**  
(112 Required)



**FLANGE SPLICE PLATE**



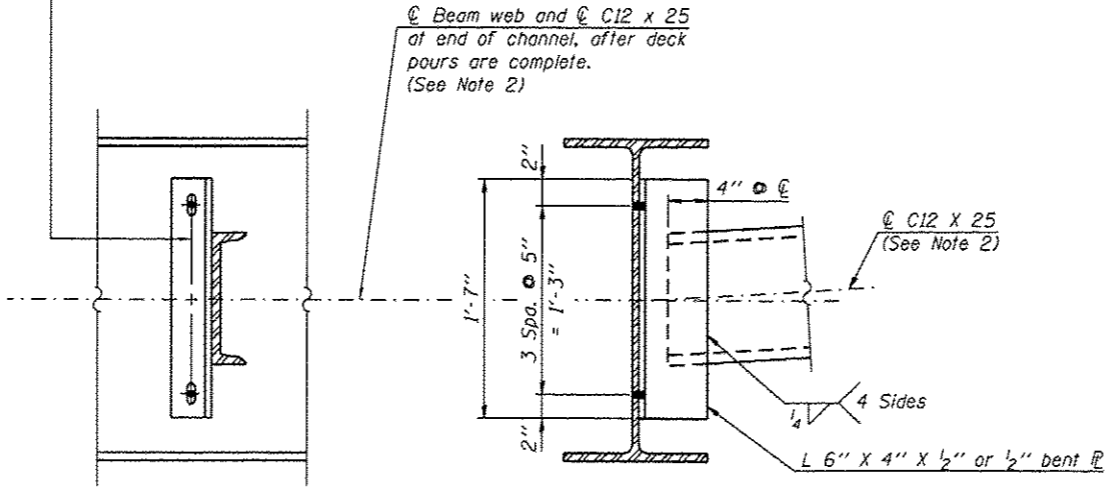
**WEB SPLICE PLATE**  
**SPLICE DETAILS**



**END DIAPHRAGM-D3**  
(4 Required)

☉ of 3/4" φ H.S. bolts, 1 5/16" φ holes at Beam 6 end of bracing and 1 3/8" x 1 7/8" standard long-slotted vertical holes at Beam 5 member connection plate. At Beam 5, locate slotted holes such that at final condition, bolts are at bottom of slots. The bolts for the slotted holes shall only be finger tightened prior to the deck pouring and to be fully tightened after completion of the pouring for Stage II Construction.

☉ of 3/4" φ H.S. bolts, 1 5/16" φ holes at Beam 3 end of bracing and 1 3/8" x 1 7/8" standard long-slotted vertical holes at Beam 2 member connection plate. At Beam 2, locate slotted holes such that at final condition, bolts are at bottom of slots. The bolts for the slotted holes shall only be finger tightened prior to the deck pouring and to be fully tightened after completion of the pouring for Stage III Construction.



**INTERIOR DIAPHRAGM - D4**  
(28 Required)

**END DIAPHRAGM STAGE CONSTRUCTION SEQUENCE**

- 1.) Order diaphragm in two sections.
- 2.) Attach section ① of diaphragm to beam
- 3.) Place timber block posts between section ① of diaphragm and abutment bearing section.
- 4.) Attach section ② of diaphragm to both beam and section ① of diaphragm during stage II or stage III construction with splice plates.
- 5.) Remove timber block posts.

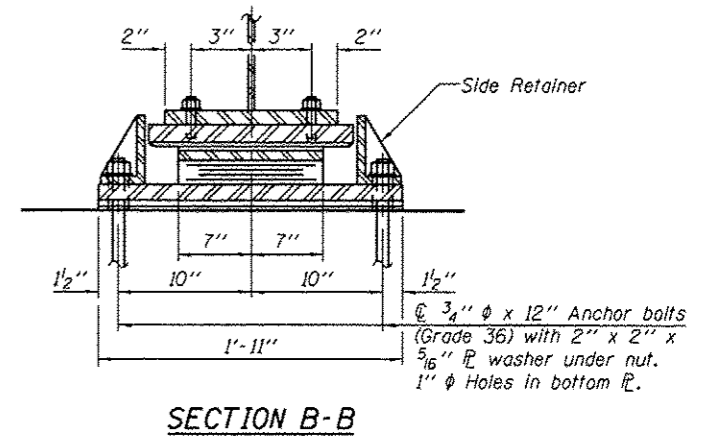
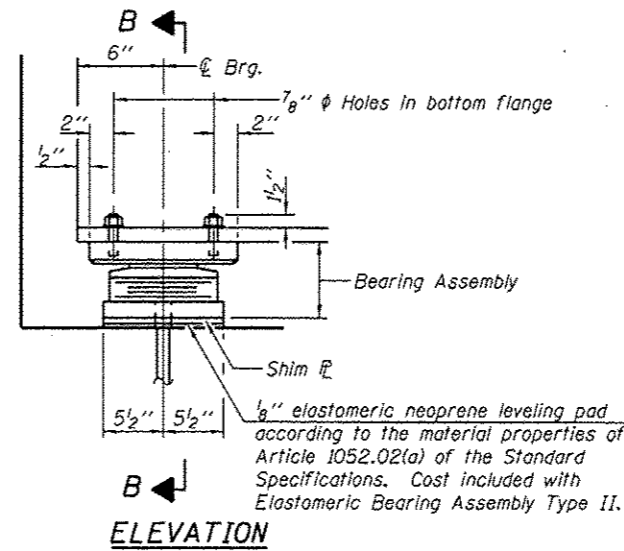
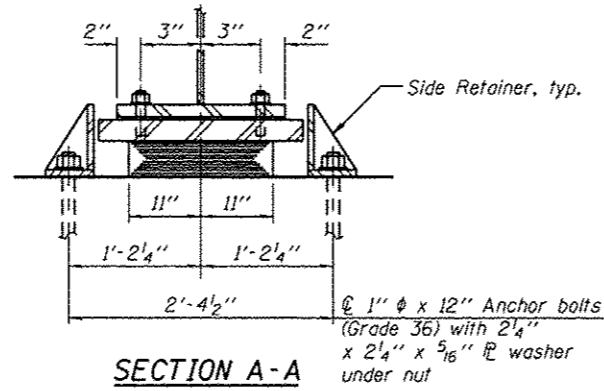
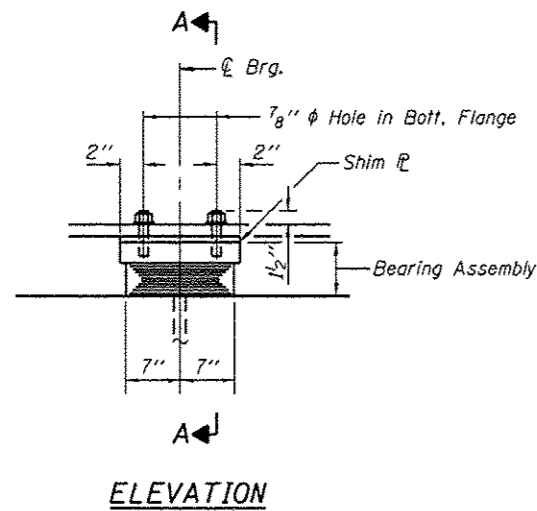
**NOTES**

1. Two hardened washers are required for each set of oversized holes.
2. Alternate C12x30 diaphragm channels are permitted for D2 and D4 diaphragms to facilitate material acquisition. Calculated weight of structural steel is based on C12x25. The alternate, if utilized, shall be provided at no extra cost to the Department.
3. The W27 beams and the splice plates for the W27 beams shall be AASHTO M270 Grade 50.

I:\Jobs\2011\20110222\CAD\3\Structural\sgm\06-149-Final\00-0160-05-s28-splice-dt.dgn  
 2/20/2013 12:29:09 AM

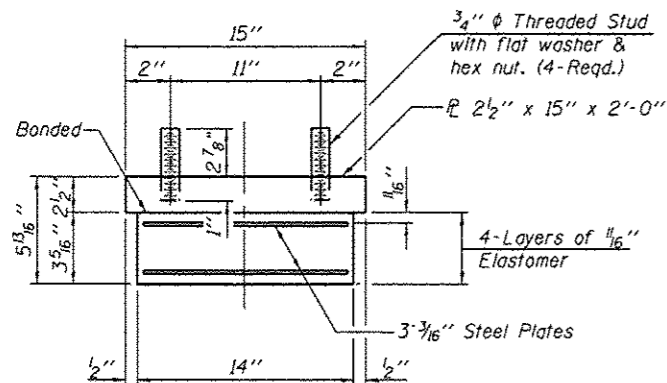
USER NAME =	DESIGNED - J.Z.	REVISED -
PLOT SCALE =	CHECKED - J.A.Z.	REVISED -
PLOT DATE =	DRAWN - E.E.J.	REVISED -
	DATE - 5/17/2013	REVISED -

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	87
CONTRACT NO. 60J15				
ILLINOIS FED. AID PROJECT				



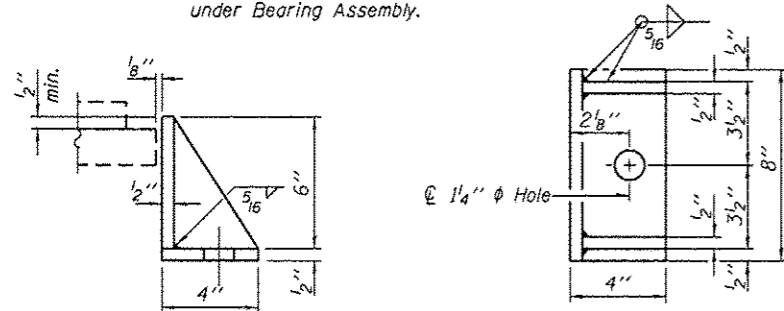
**TYPE I ELASTOMERIC EXP. BRG. AT PIERS 1 & 4**  
(22 Required)

**TYPE II ELASTOMERIC EXP. BRG. AT ABUT.**  
(22 Required)



**BEARING ASSEMBLY**

Note:  
Shim plates shall not be placed under Bearing Assembly.



**SIDE RETAINER**

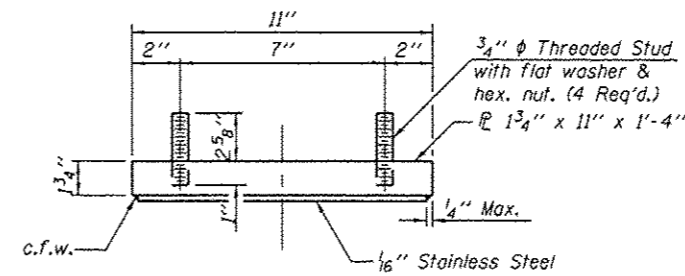
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

**BILL OF MATERIAL**

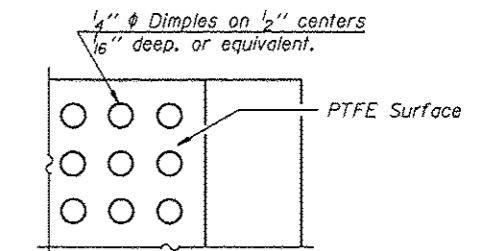
Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	22
Elastomeric Bearing Assembly, Type II	Each	22
Anchor Bolts, 3/4"	Each	44
Anchor Bolts, 1"	Each	44

**NOTES**

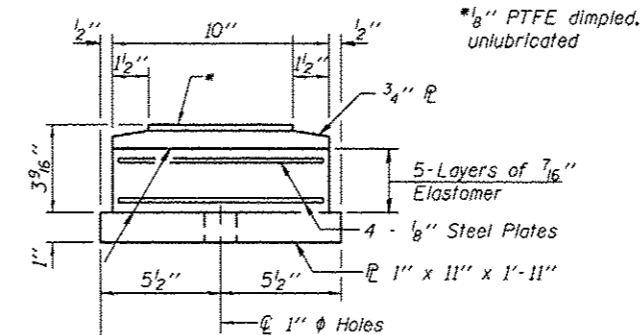
- Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
- Anchor bolts for side retainers for Type I bearings may be cast in place or installed in holes drilled before or after members are in place.
- Anchor bolts for Type II bearings shall be placed in holes drilled in the concrete through holes in the bottom bearing plate after members are in place. Side retainers shall be placed after bolts are installed.
- Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
- Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I or Type II.
- The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.
- The 1/8" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.
- Bonding of 1/8" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.
- 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.
- All bearings plates, side retainers, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 as applicable.



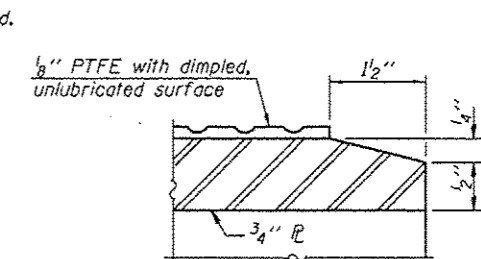
**TOP BEARING ASSEMBLY**



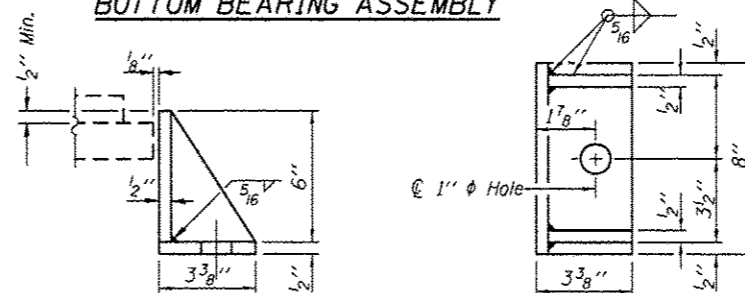
**PLAN-PTFE SURFACE**



**BOTTOM BEARING ASSEMBLY**

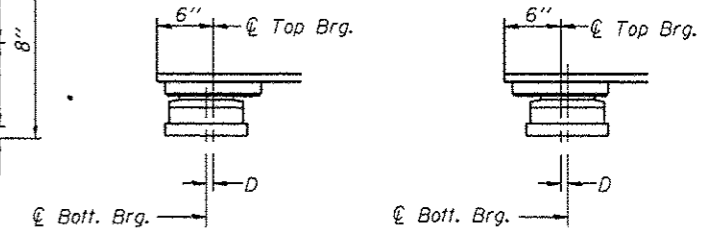


**SECTION THRU PTFE**



**SIDE RETAINER**

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



**BELOW 50°F.** (Move bott. brg. away from fixed brg.)  
**ABOVE 50°F.** (Move bott. brg. toward fixed brg.)

**SETTING ANCHOR BOLTS AT EXP. BRG.**

D = 1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

H:\jobs\2011\201103022\CAD\Structural\dgm\016-1149\_Final\00\060J15-s29-exp-brg-dt.dgn 5/20/2013 10:24:09 AM

**GR&E**

8501 W. Higgins Road Suite 280  
Chicago, Illinois 60631 (773) 399-0112

USER NAME :	DESIGNED - J.Z.	REVISED -
PLOT SCALE :	CHECKED - J.A.Z.	REVISED -
PLOT DATE :	DRAWN - E.E.J.	REVISED -
	DATE - 5/17/2013	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

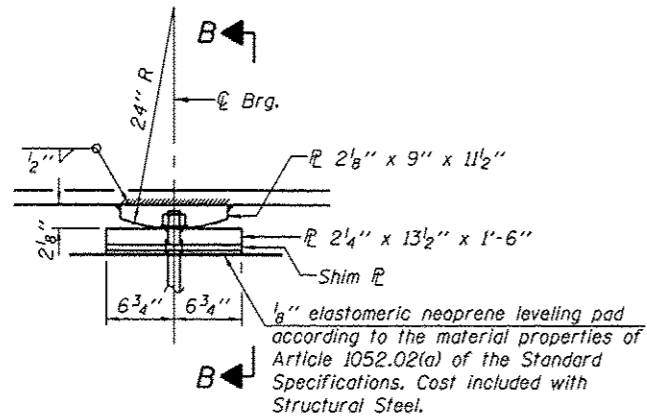
**EXPANSION BEARINGS DETAILS  
STRUCTURE NO. 016-1149**

SHEET NO. S29 OF 50 SHEETS

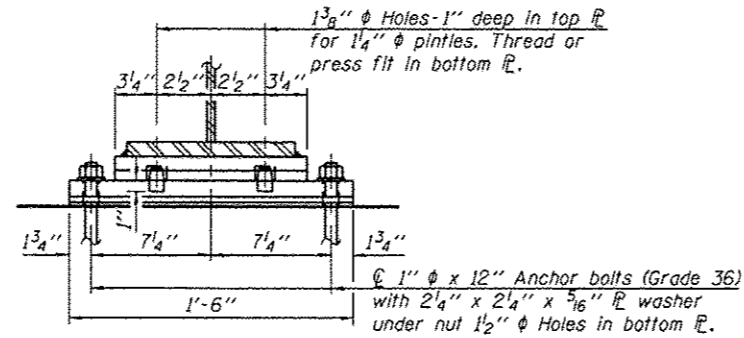
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	88

CONTRACT NO. 60J15  
ILLINOIS FED. AID PROJECT





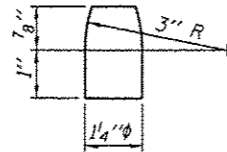
ELEVATION AT PIER



SECTION B-B

**FIXED BEARING AT PIERS 2 & 3**

(22 Required)



PINTLE

**BILL OF MATERIAL**

Item	Unit	Total
Anchor Bolts, 1"	Each	44

**NOTES**

- Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. 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.
- The structural steel plates and pintles of the fixed bearings 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.
- All bearing plates, side retainers, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 as applicable.

H:\Jobs2013\20130224\CAD\Structural\016-1149\_Final\00\060J15-s30-fixed-brg-dt.dgn  
 5/20/2013 11:24:50 AM

**GRAEF**  
 8501 W. Higgins Road, Suite 280  
 Chicago, Illinois 60631 (773) 399-0112

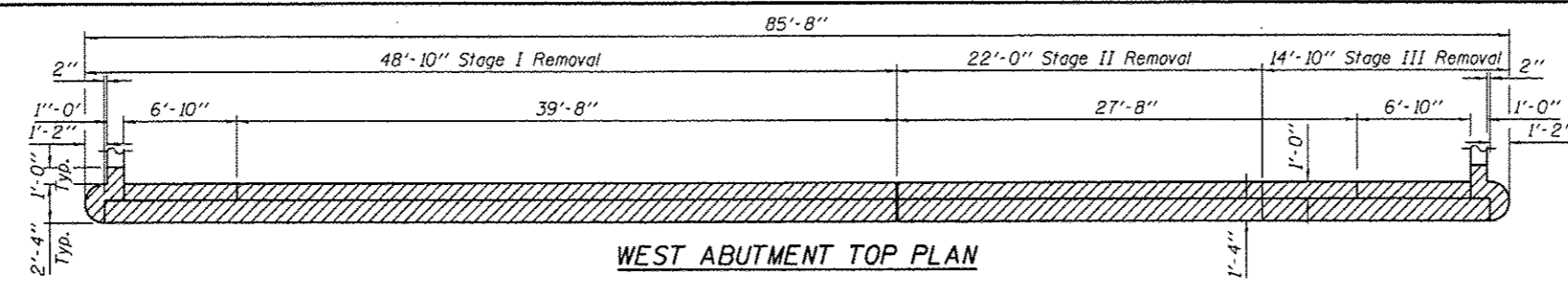
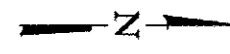
USER NAME :	DESIGNED - J.Z.	REVISED -
	CHECKED - J.A.Z.	REVISED -
PLOT SCALE :	DRAWN - E.E.J.	REVISED -
PLOT DATE :	DATE - 5/17/2013	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

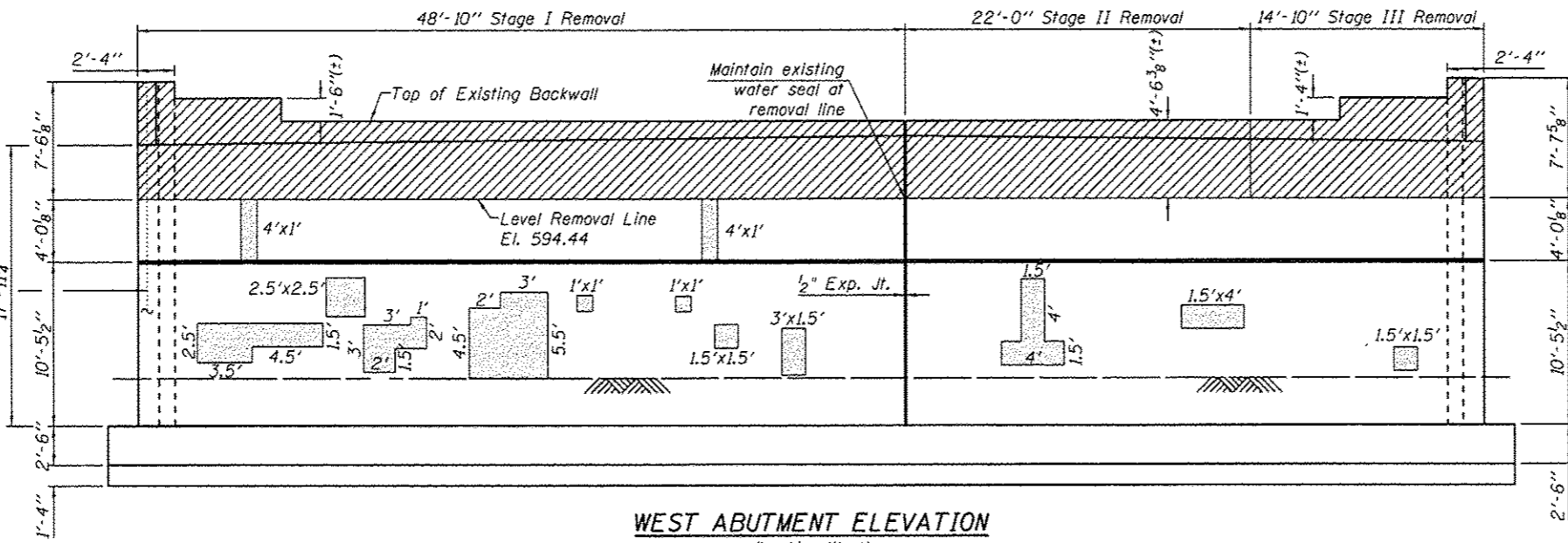
FIXED BEARINGS DETAILS  
 STRUCTURE NO. 016-1149

SHEET NO. S30 OF 50 SHEETS

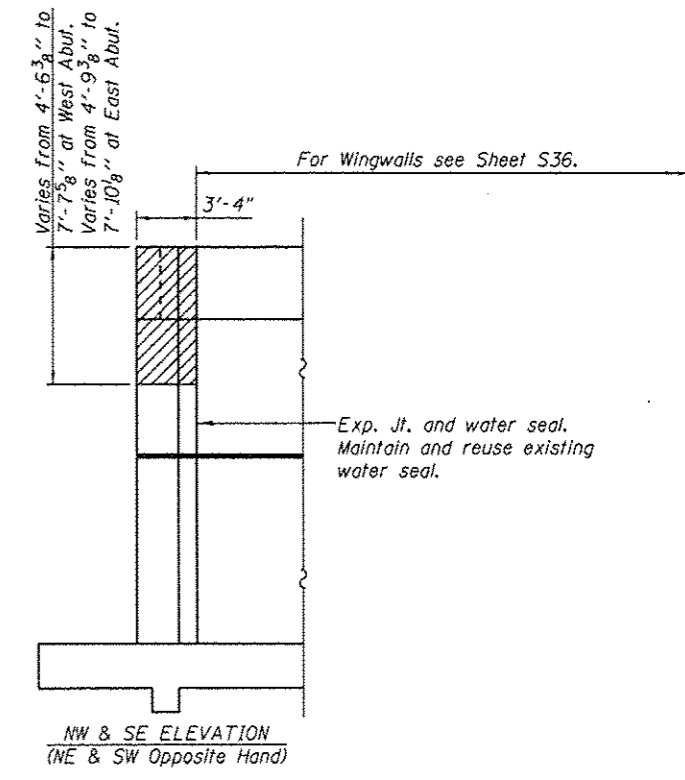
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	89
CONTRACT NO. 60J15				
ILLINOIS FED. AID PROJECT				



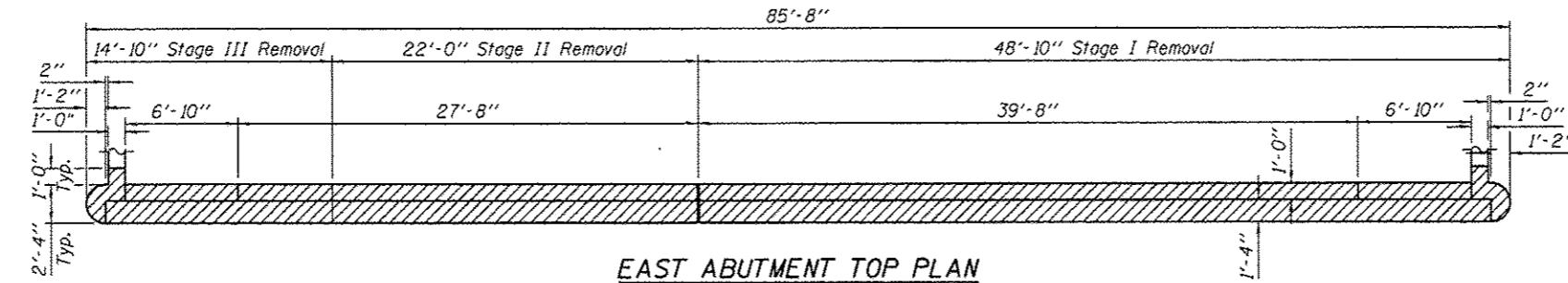
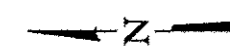
WEST ABUTMENT TOP PLAN



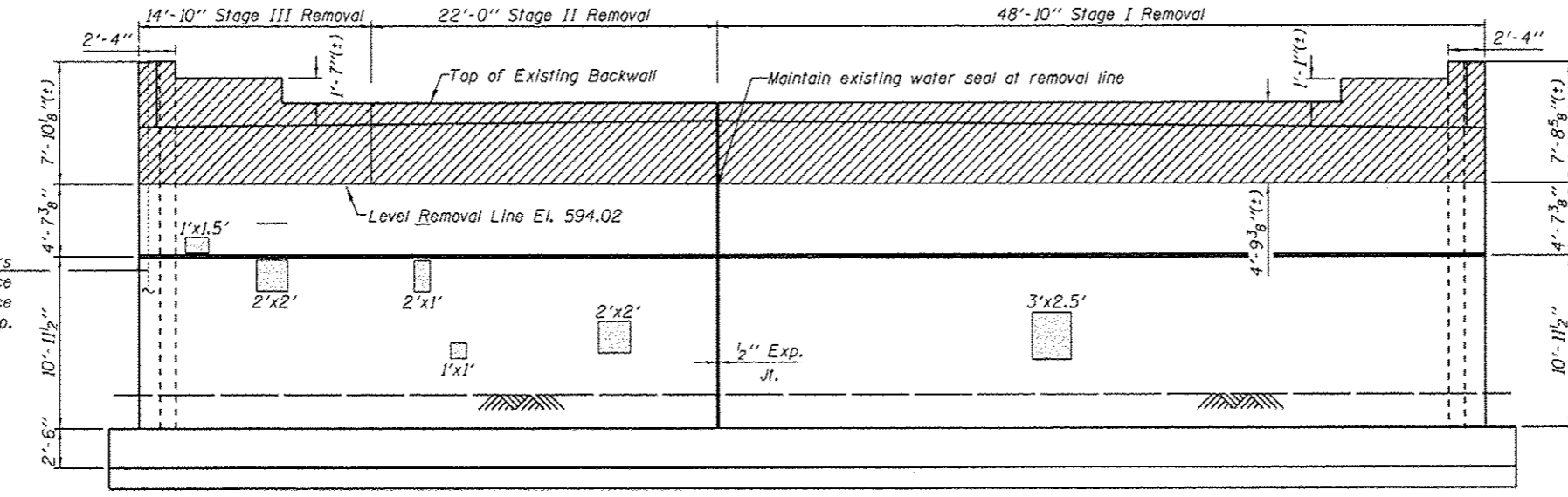
WEST ABUTMENT ELEVATION  
(Looking West)



NW & SE ELEVATION  
(NE & SW Opposite Hand)



EAST ABUTMENT TOP PLAN



EAST ABUTMENT ELEVATION  
(Looking East)

**BILL OF MATERIAL**

Item	Unit	Quantity
Concrete Removal	cu. yd.	70
Structural Repair of Concrete (Depth equal to or less than 5")	sq. ft.	114

**LEGEND**

- Concrete Removal
- Structural Repair of Concrete (Depth Equal to or Less than 5')

**NOTES**

1. Existing reinforcement shall be cleaned and incorporated into the new construction as appropriate. Cost included with Concrete Removal.

H:\jbs201\201302\CADAS\structure\016-1149\_Final\00\106045-s31-abut-r.ep.dgn  
 5/20/2013 10:24:00 AM



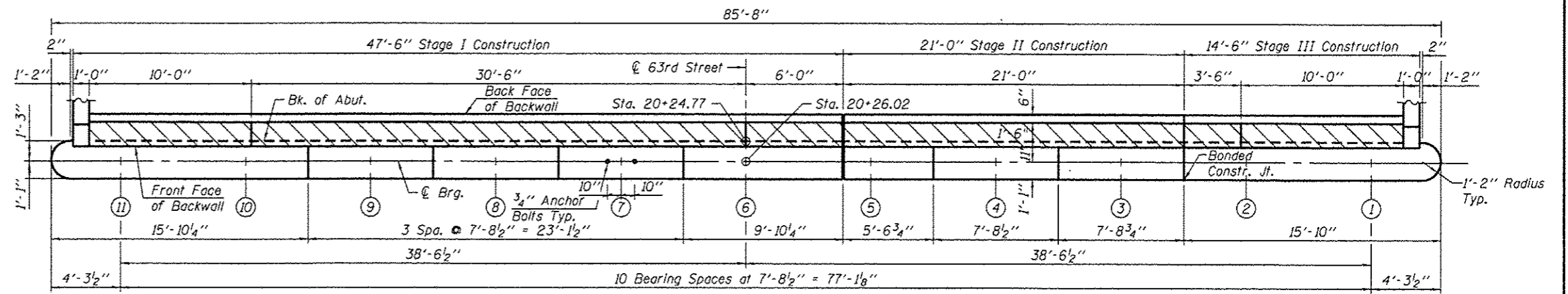
USER NAME :	DESIGNED - J.Z.	REVISED -
PLOT SCALE :	CHECKED - J.A.Z.	REVISED -
PLOT DATE :	DRAWN - E.E.J.	REVISED -
	DATE - 5/17/2013	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

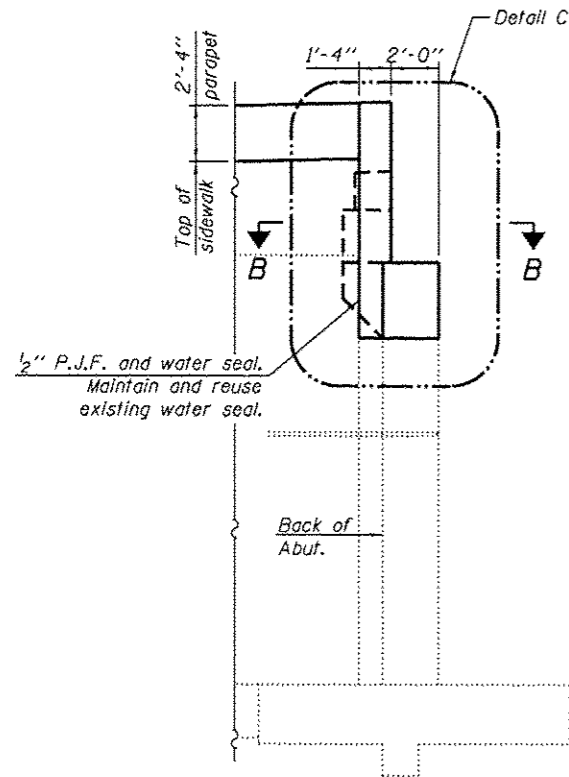
ABUTMENT REMOVAL & REPAIRS  
STRUCTURE NO. 016-1149

SHEET NO. S31 OF 50 SHEETS

F.A.I. RTE. 94	SECTION 1920-B	COUNTY COOK	TOTAL SHEETS 137	SHEET NO. 90
CONTRACT NO. 60J15			ILLINOIS FED. AID PROJECT	

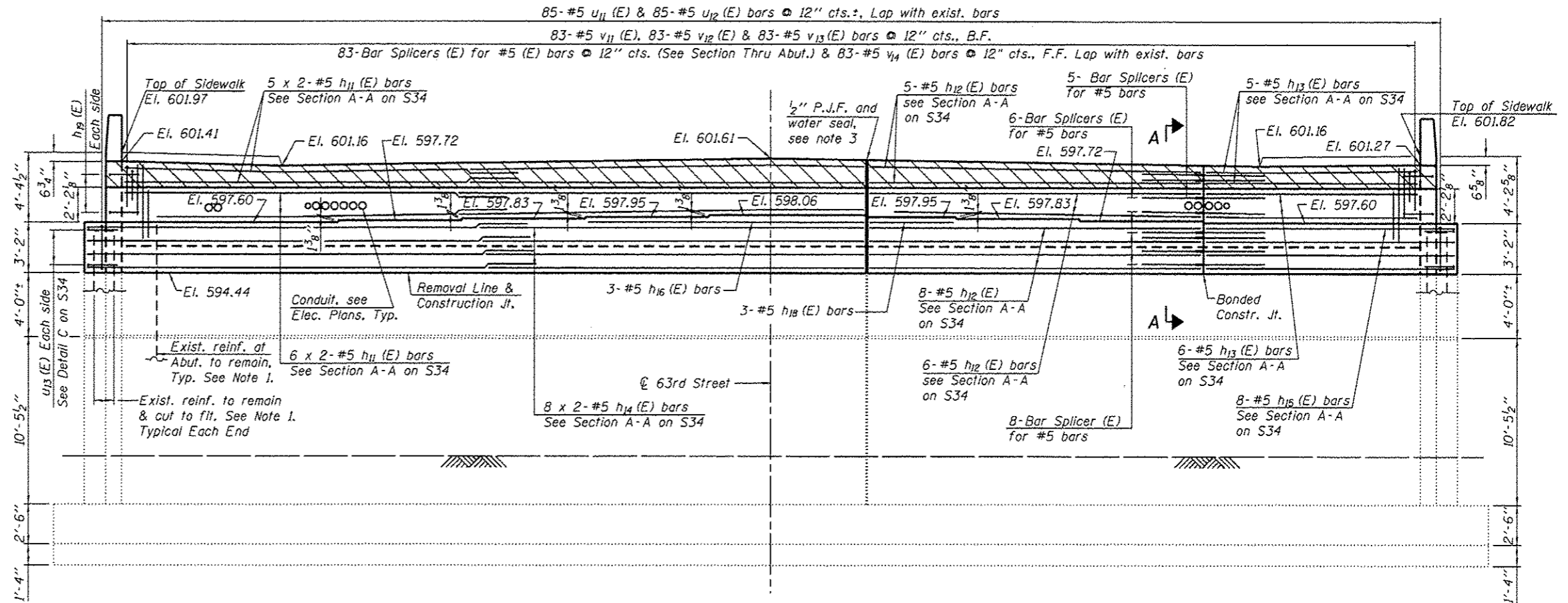


**WEST ABUTMENT TOP PLAN**



**END VIEW**

(South side shown, North side opposite hand)



**WEST ABUTMENT ELEVATION**

(Looking West)

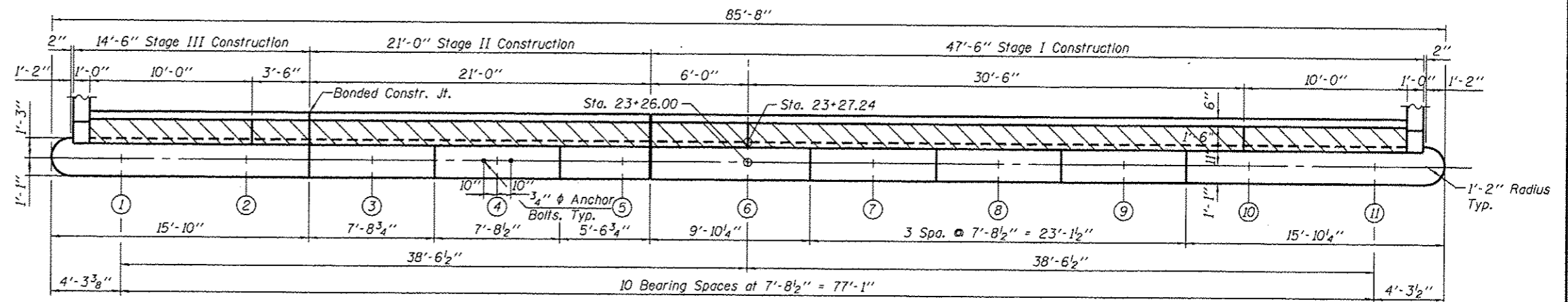
**NOTES**

- Existing reinforcement shall be cleaned and incorporated into the new construction as appropriate. Cost included with Concrete Removal.
- For Sections and Detail C, see Sheet S34.
- A rubber water seal with dimensions similar to the existing seal shall be provided at the 1/2" expansion joint 6 feet North of the centerline. The water seal shall be bonded to the top of the existing seal per the manufacturer's recommendations and shall extend up to meet the 6" horizontal water seal in the abutment backwall. This cost shall be included in Concrete Superstructure.

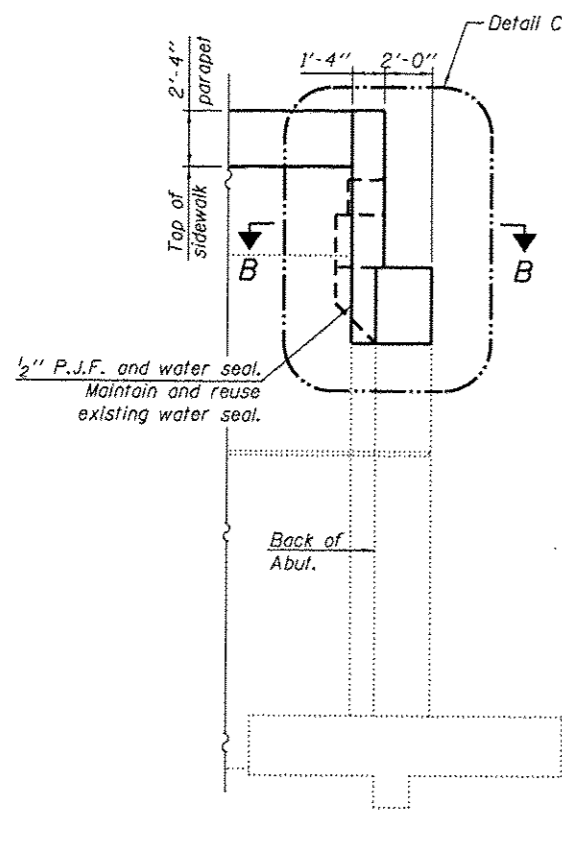
RE:\Jobs\2011\2011022\ACAD\Structural\dwg\016-1149\_Final\00\016015-s32-w-abut.dgn  
 5/20/2013 10:24:11 AM

USER NAME #	DESIGNED - J.Z.	REVISOR -
PLOT SCALE #	CHECKED - J.A.Z.	REVISIONS -
PLOT DATE #	DRAWN - E.E.J.	REVISIONS -
	DATE - 5/17/2013	REVISIONS -

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	91
CONTRACT NO. 60J15				

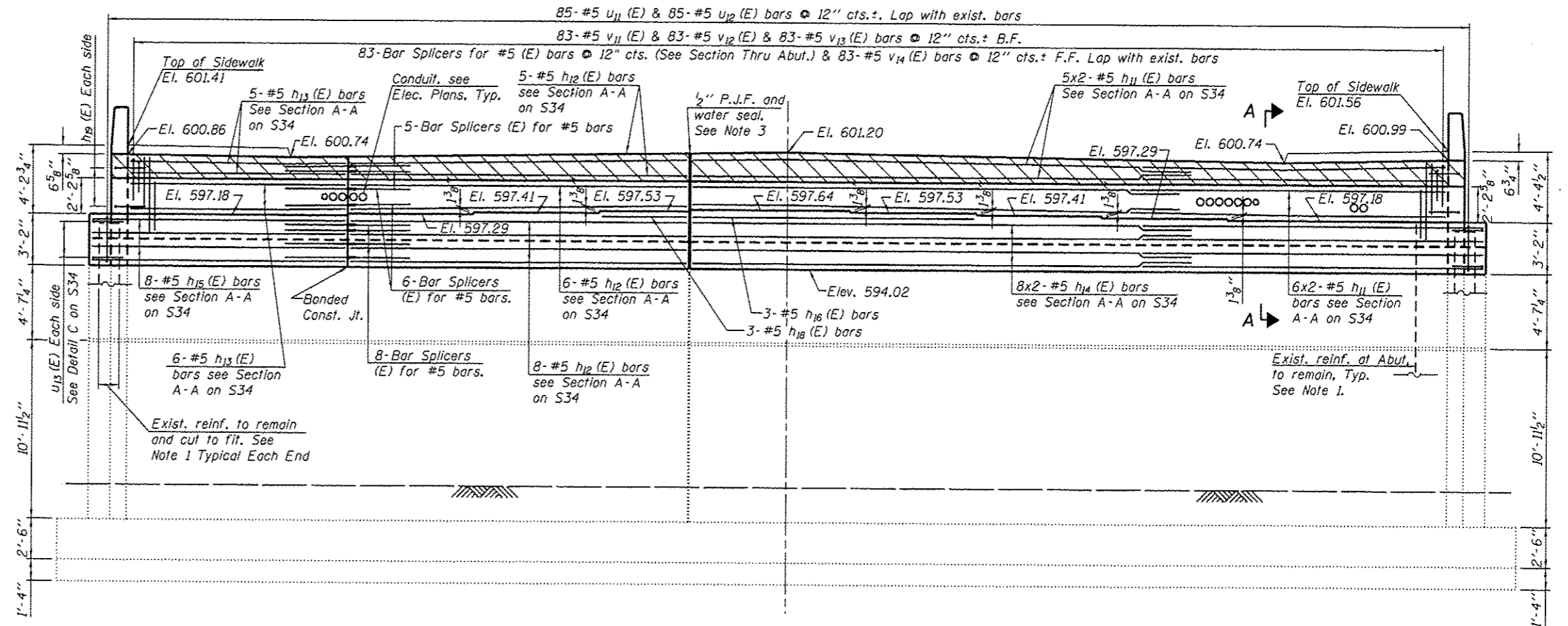


**EAST ABUTMENT TOP PLAN**



**END VIEW**

(North side shown, South side opposite hand)



**EAST ABUTMENT ELEVATION**

(Looking East)

**NOTES**

- Existing reinforcement shall be cleaned and incorporated into the new construction as appropriate. Cost included with Concrete Removal.
- For Sections and Detail C, see Sheet S34.
- A rubber water seal with dimensions similar to the existing seal shall be provided at the 1/2" expansion joint 6 feet North of the centerline. The water seal shall be bonded to the top of the existing seal per the manufacturer's recommendations and shall extend up to meet the 6" horizontal water seal in the abutment backwall. This cost shall be included in Concrete Superstructure.

H:\Jobs\2011\20110222\CAD\AS\Structure\Drawings\1149\_Final\100\160J15-s33-9-abut1.dgn  
 5/20/2013 11:22:41 AM



8501 W. Higgins Road, Suite 280  
Chicago, Illinois 60631 (773) 399-0112

USER NAME :	DESIGNED - J.Z.	REVISED -
PLGT SCALE :	CHECKED - J.A.Z.	REVISED -
PLGT DATE :	DRAWN - E.E.J.	REVISED -
	DATE - 5/17/2013	REVISED -

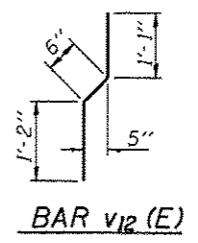
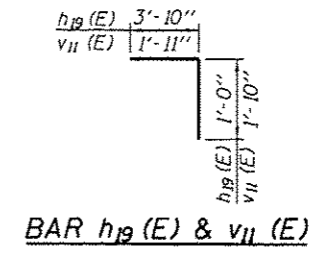
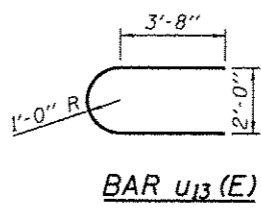
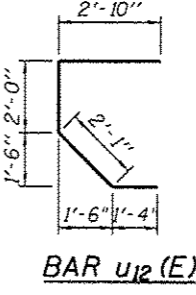
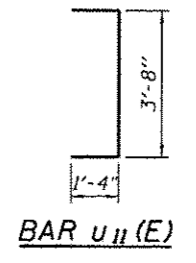
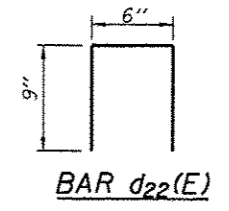
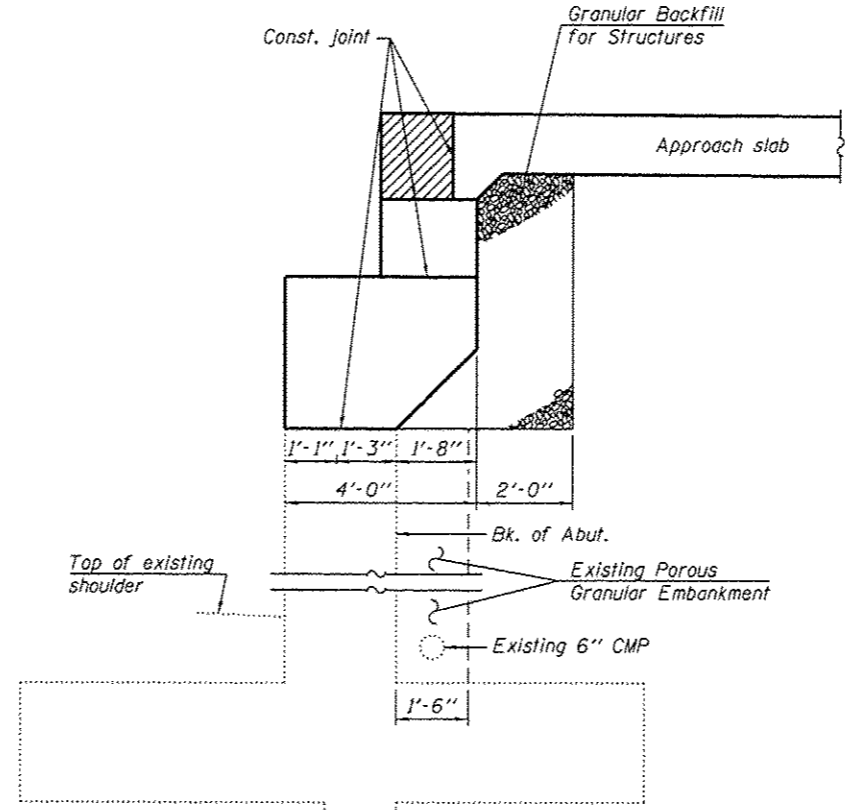
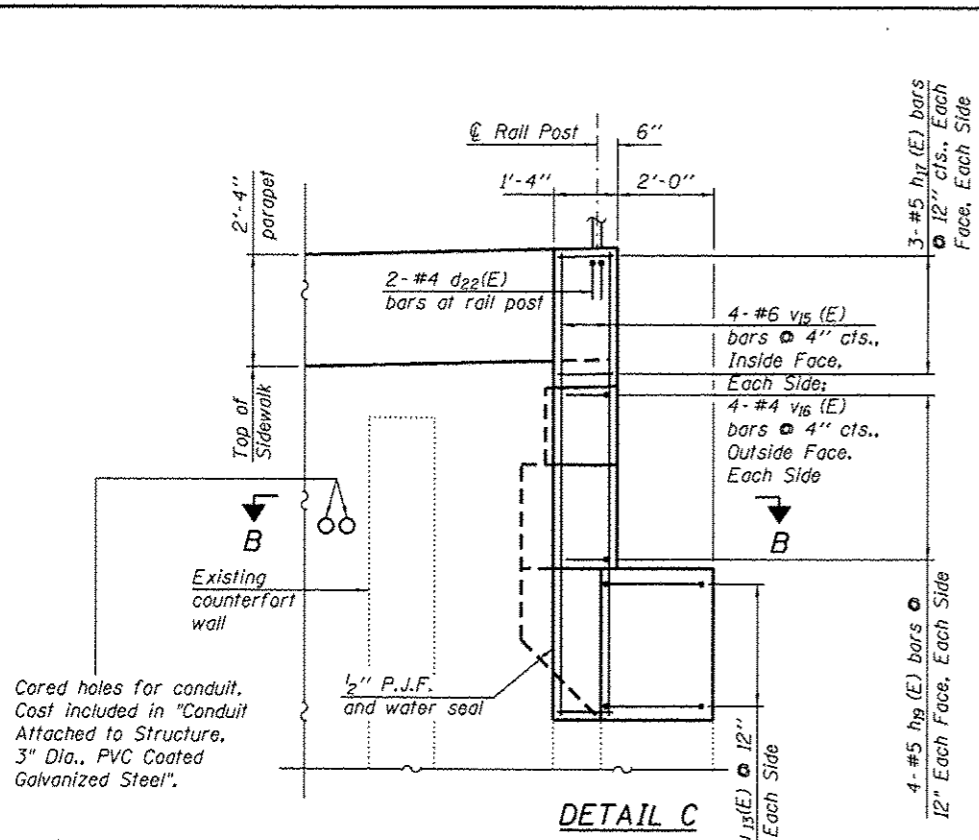
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT  
STRUCTURE NO. 016-1149

SHEET NO. S33 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	92
				CONTRACT NO. 60J15

ILLINOIS FED. AID PROJECT



**WEST ABUTMENT  
 BILL OF MATERIAL**

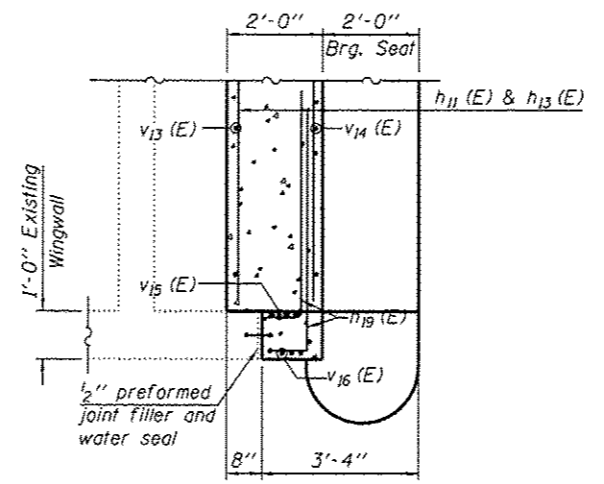
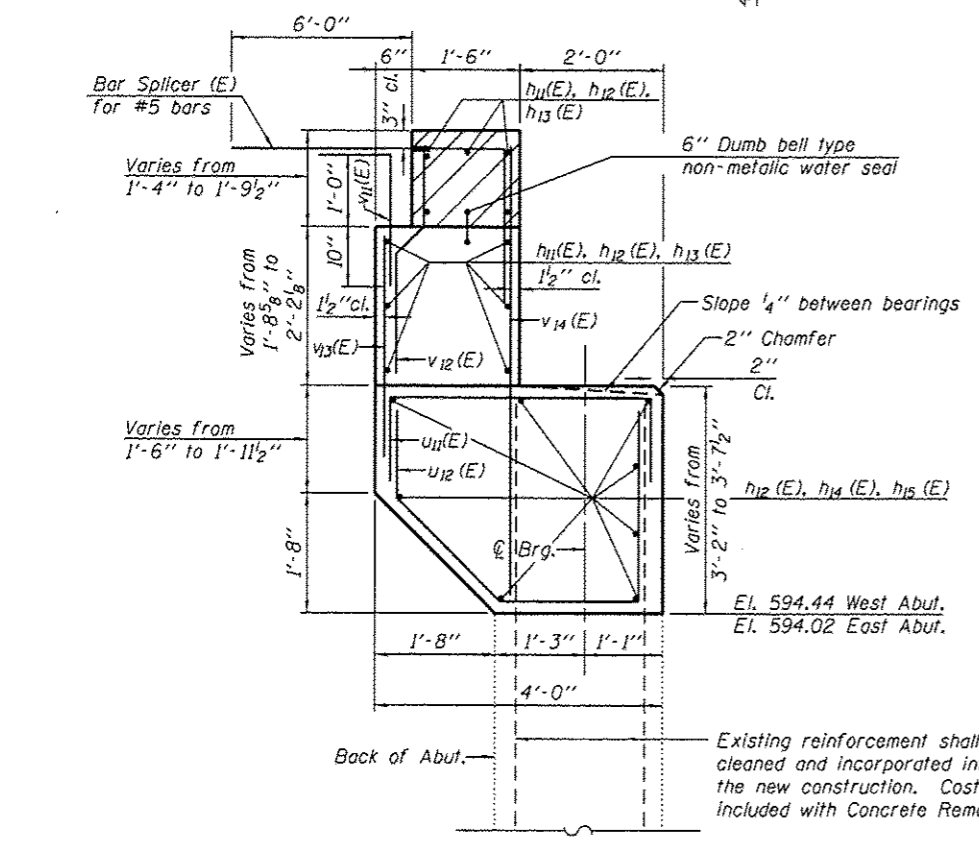
Bar	No.	Size	Length	Shape
d22(E)	4	#4	2'-0"	□
h11(E)	22	#5	25'-1"	—
h12(E)	19	#5	20'-8"	—
h13(E)	11	#5	13'-2"	—
h14(E)	16	#5	25'-6"	—
h15(E)	8	#5	14'-6"	—
h16(E)	3	#5	17'-3"	—
h17(E)	12	#5	1'-0"	—
h18(E)	3	#5	5'-3"	—
h19(E)	16	#5	4'-10"	—
u11(E)	85	#5	6'-4"	U
u12(E)	85	#5	8'-3"	U
u13(E)	8	#5	10'-6"	U
v11(E)	83	#5	3'-9"	—
v12(E)	83	#5	2'-9"	—
v13(E)	83	#5	3'-4"	—
v14(E)	83	#5	6'-0"	—
v15(E)	8	#6	9'-6"	—
v16(E)	8	#4	9'-6"	—
Structure Excavation		Cu. yd	117	
Concrete Structures		Cu. yd	51.1	
Reinforcement Bars, Epoxy Coated		Pound	4,770	
Concrete Sealer		Sq. Ft.	771	
Granular Backfill for Structures		Cu. yd	46	

**EAST ABUTMENT  
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
d22(E)	4	#4	2'-0"	□
h11(E)	22	#5	25'-1"	—
h12(E)	19	#5	20'-8"	—
h13(E)	11	#5	13'-2"	—
h14(E)	16	#5	25'-6"	—
h15(E)	8	#5	14'-6"	—
h16(E)	3	#5	17'-3"	—
h17(E)	12	#5	1'-0"	—
h18(E)	3	#5	5'-3"	—
h19(E)	16	#5	4'-10"	—
u11(E)	85	#5	6'-4"	U
u12(E)	85	#5	8'-3"	U
u13(E)	8	#5	10'-6"	U
v11(E)	83	#5	3'-9"	—
v12(E)	83	#5	2'-9"	—
v13(E)	83	#5	3'-4"	—
v14(E)	83	#5	6'-0"	—
v15(E)	8	#6	9'-6"	—
v16(E)	8	#4	9'-6"	—
Structure Excavation		Cu. yd	100	
Concrete Structures		Cu. yd	51.4	
Reinforcement Bars, Epoxy Coated		Pound	4,770	
Concrete Sealer		Sq. Ft.	772	
Granular Backfill for Structures		Cu. yd	46	

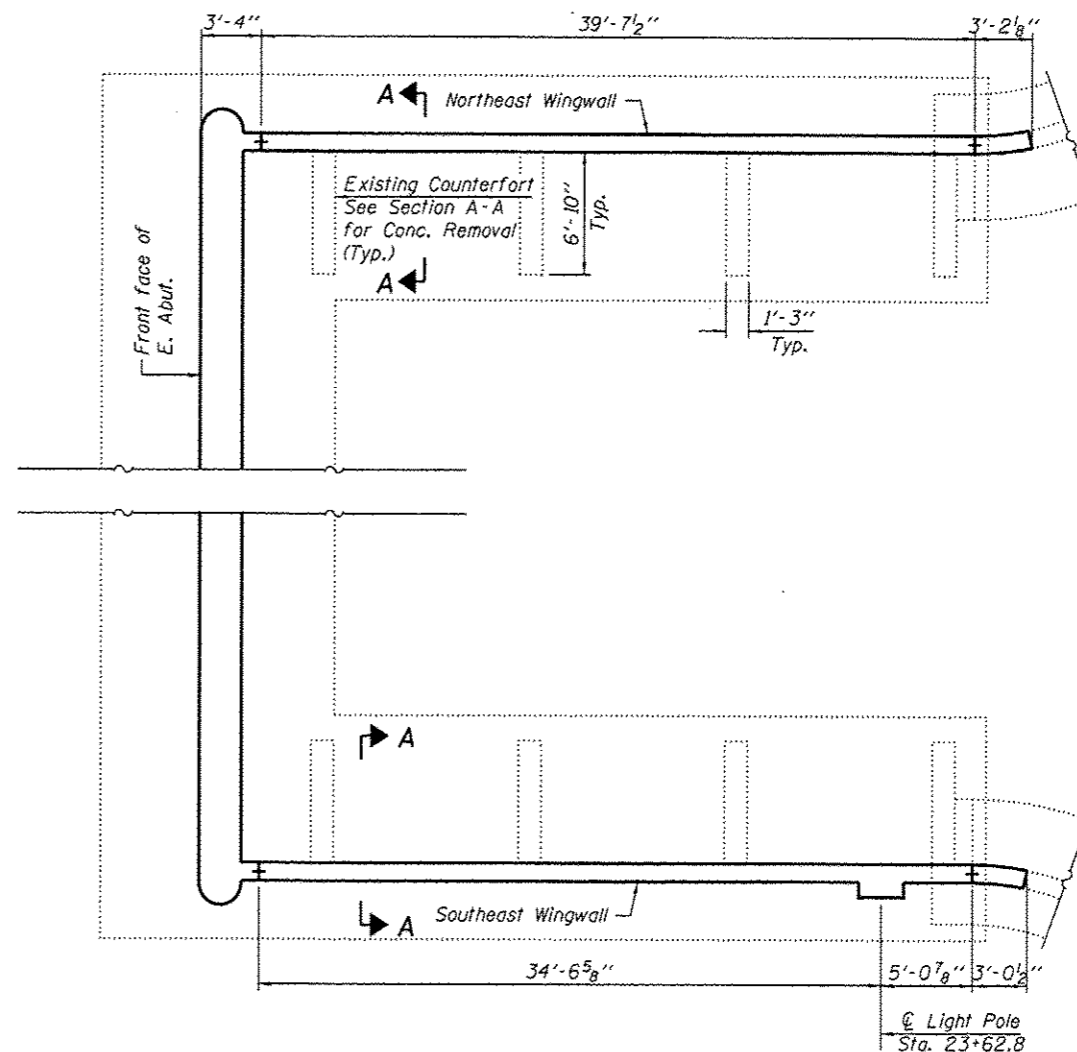
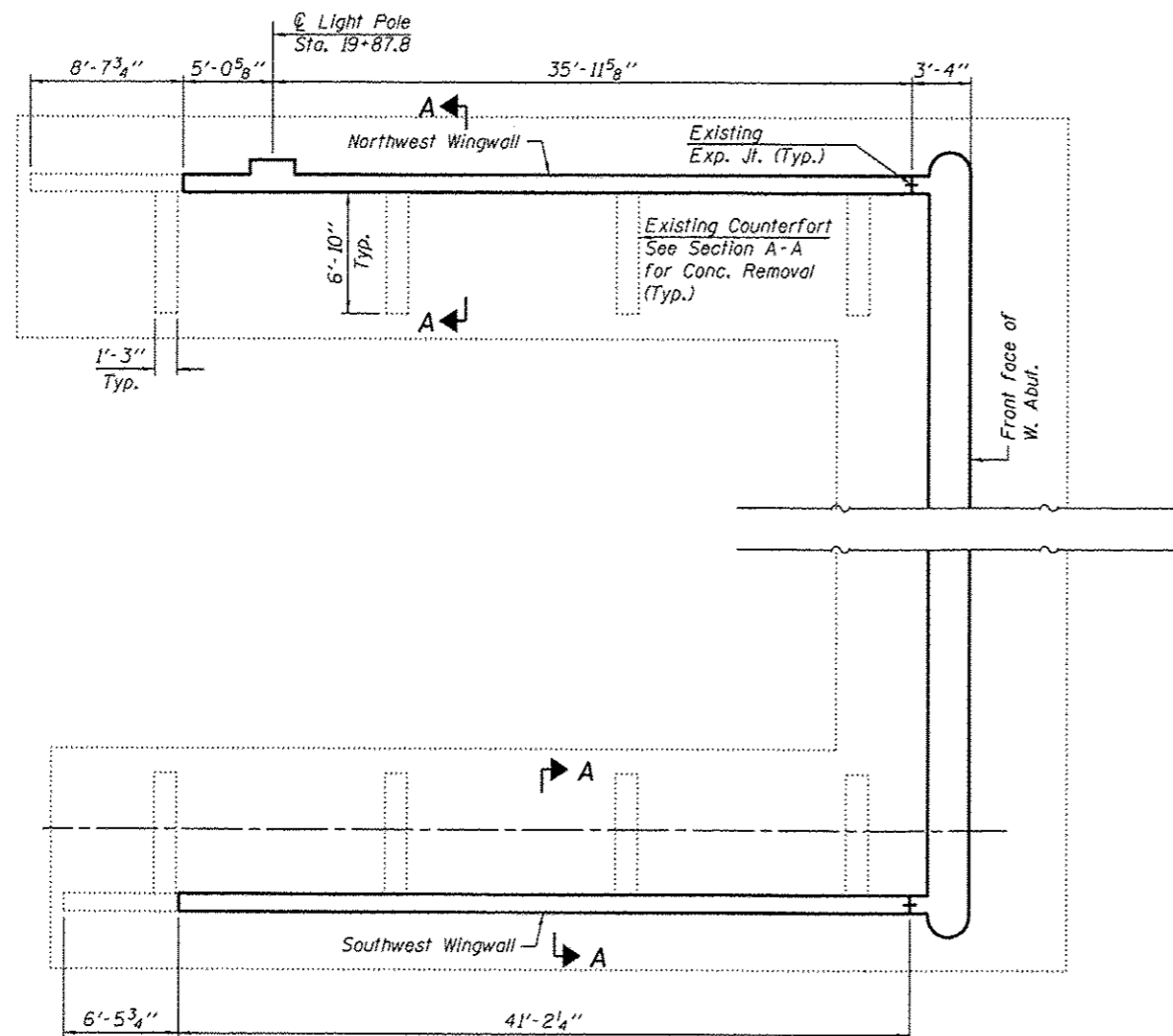
**NOTES**

- For details of Bar Splicers, see sheet S49.
- Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.

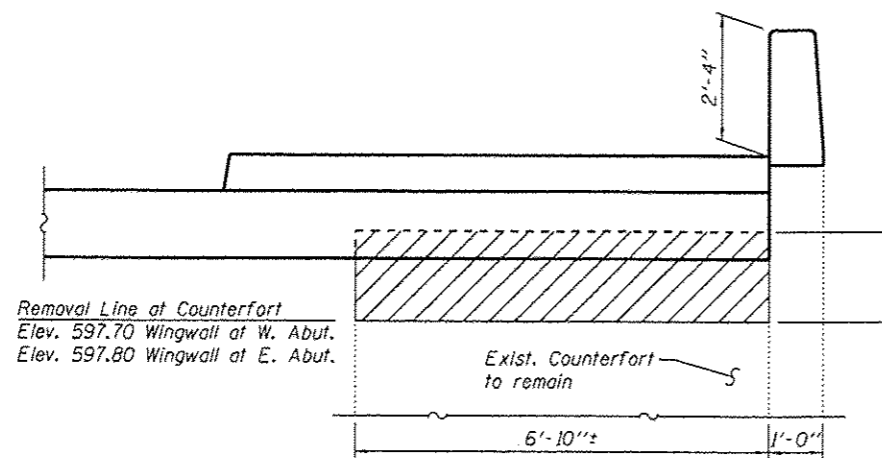


Conduit penetrations not shown

H:\Jobs\2013\20130221\CAD\Structure\dwg\016-1149\_Final\001\0160105-s34-abut-dt.dgn  
 5/20/2013 10:24:42 AM



WINGWALL PLAN



SECTION A-A

Varies from 1'-3''(±) to 2'-4''(±) at S.W. wingwall  
 Varies from 1'-4''(±) to 2'-11''(±) at N.W. wingwall  
 Varies from 1'-4''(±) to 2'-4''(±) at S.E. wingwall  
 Varies from 1'-10''(±) to 2'-5''(±) at N.E. wingwall

LEGEND

Concrete Removal

NOTES

1. Work this sheet with sheets S36 and S37.

H:\Jobs\2011\201103022\CAD\Structural\dgn\016-1149\_1.Final\00\0160105-535-ww-repl.dgn  
 5/20/2013 10:24:12 AM

**GRÄEF**  
 8501 W. Higgins Road, Suite 280  
 Chicago, Illinois 60631 (773) 399-0112

USER NAME	DESIGNED - J.Z.	REVISED -
PLOT SCALE	CHECKED - J.A.Z.	REVISED -
PLOT DATE	DRAWN - E.E.J.	REVISED -
	DATE - 5/17/2013	REVISED -

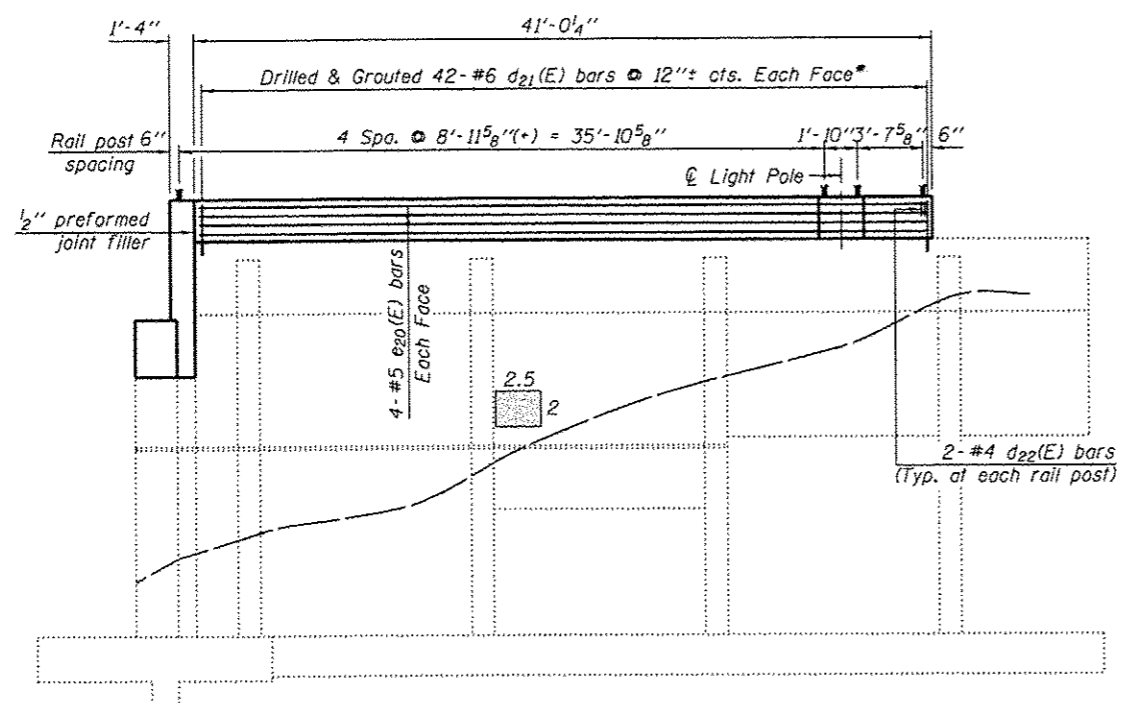
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

WINGWALL REMOVAL & REPAIRS I  
 STRUCTURE NO. 016-1149

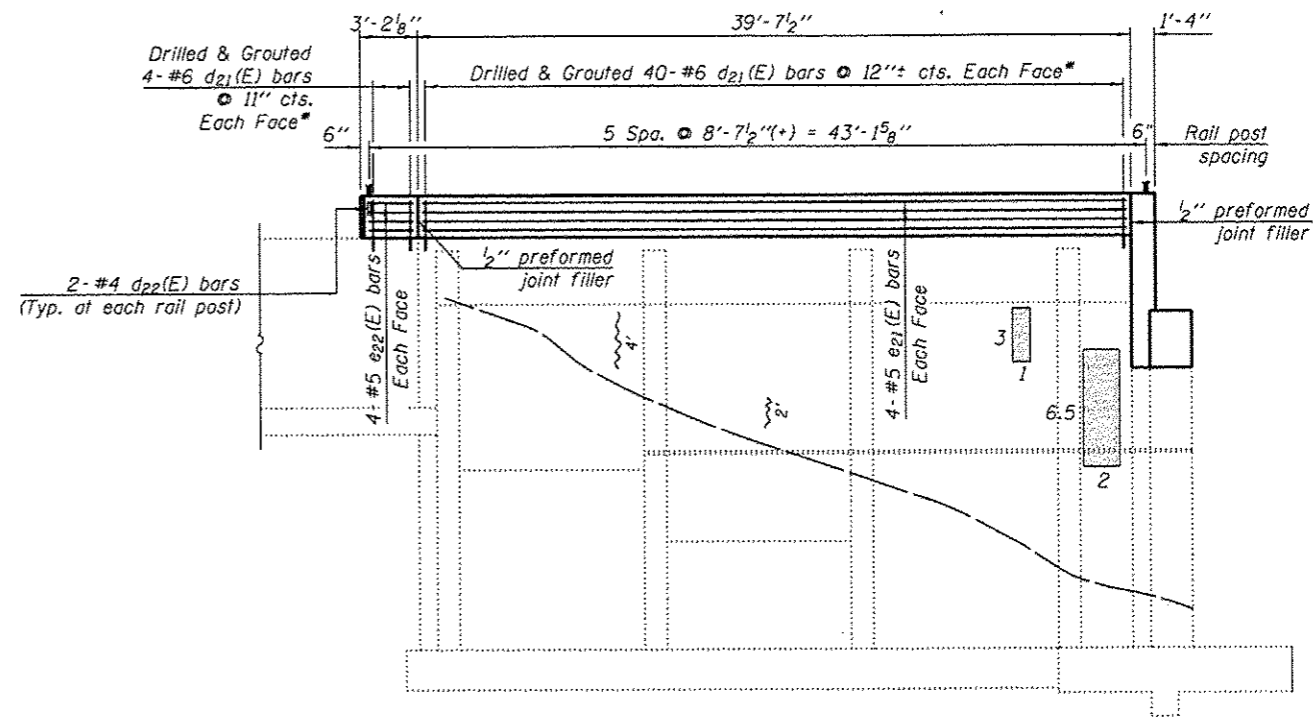
SHEET NO. S35 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	94
			CONTRACT NO. 60J15	
ILLINOIS FED. AID PROJECT				

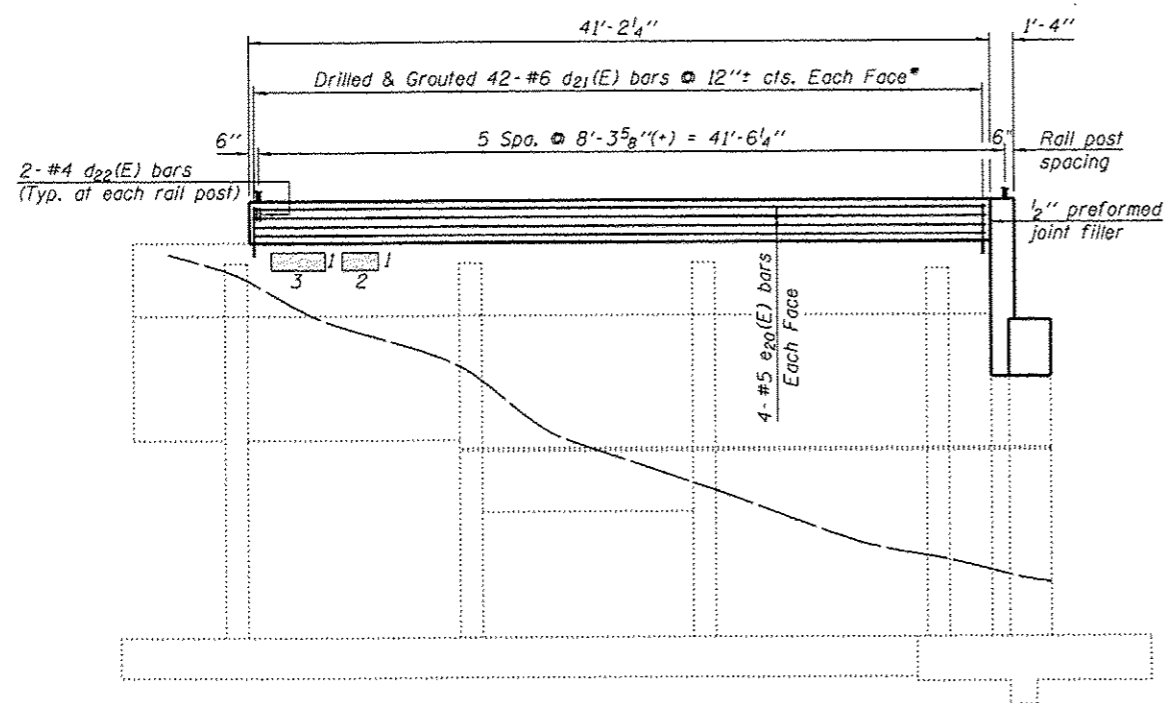




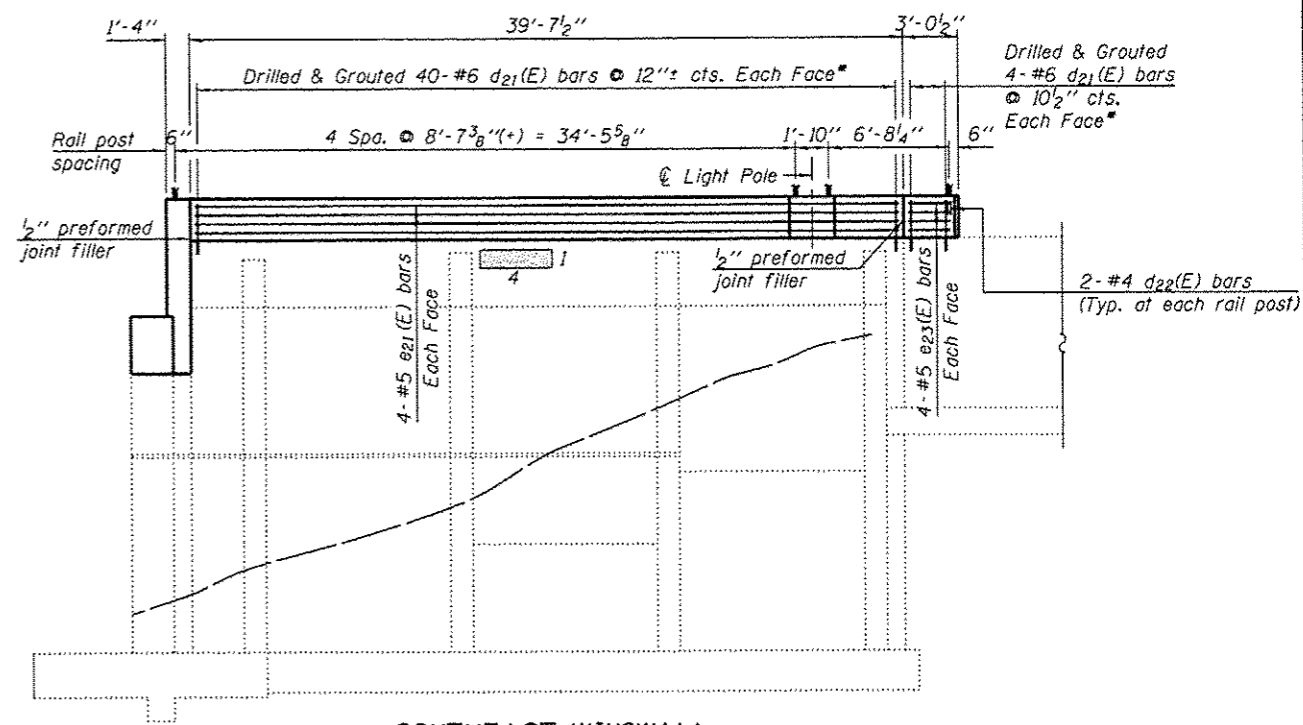
NORTHWEST WINGWALL ELEVATION



NORTHEAST WINGWALL ELEVATION



SOUTHWEST WINGWALL ELEVATION



SOUTHEAST WINGWALL ELEVATION

LEGEND

- Structural Repair of Concrete (Depth Equal to or Less than 5")
- Epoxy Crack Injection

NOTE

\*Epoxy grout d<sub>21</sub>(E) bars in 12" (min.) drilled holes according to Article 584 of the Standard Specifications.

H:\Jobs\2011\20110322\_CAD\Structural\dwg\016-1149\_Final\00\016015-s36-ww-rap2.dgn  
 5/20/2013 10:24:33 AM

**GRÖEF**  
 8501 W. Higgins Road Suite 280  
 Chicago, Illinois 60631 (773) 399-0112

USER NAME :	DESIGNED - J.Z.	REVISED -
PLOT SCALE :	CHECKED - J.A.Z.	REVISED -
PLOT DATE :	DRAWN - E.E.J.	REVISED -
	DATE - 5/17/2013	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

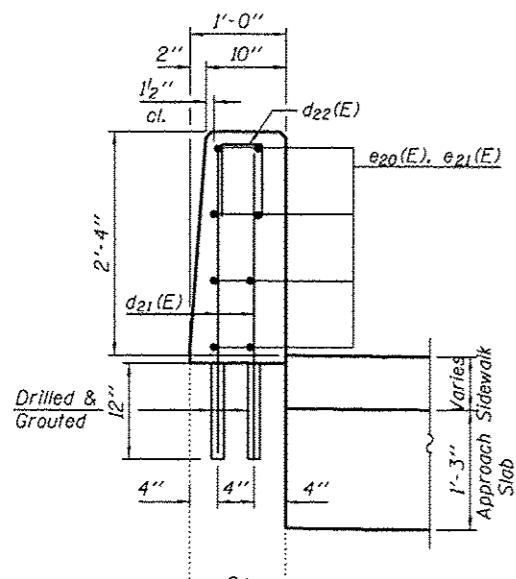
WINGWALL REMOVAL & REPAIRS II  
 STRUCTURE NO. 016-1149

SHEET NO. S36 OF 50 SHEETS

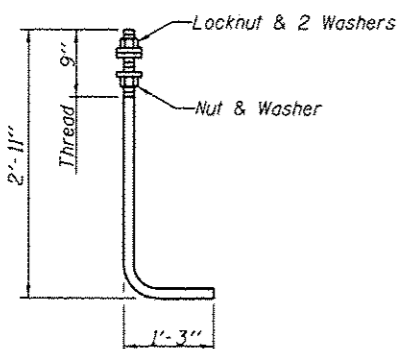
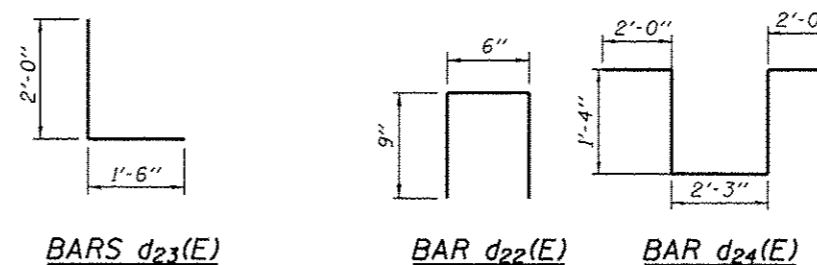
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	95
CONTRACT NO. 60J15			ILLINOIS FED. AID PROJECT	

**FOUR WINGWALLS  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
d <sub>21</sub> (E)	344	#6	3'-2"	—
d <sub>22</sub> (E)	44	#4	2'-0"	□
d <sub>23</sub> (E)	6	#6	3'-6"	L
d <sub>24</sub> (E)	10	#6	8'-11"	⌋
e <sub>20</sub> (E)	16	#5	40'-8"	—
e <sub>21</sub> (E)	16	#5	39'-3"	—
e <sub>22</sub> (E)	8	#5	2'-10"	—
e <sub>23</sub> (E)	8	#5	2'-8"	—
Concrete Removal		Cu. Yds.	15	
Reinforcement Bars, Epoxy Coated		Pound	3,240	
Concrete Superstructure		Cu. Yds.	13.7	
Structural Repair of Concrete (Depth equal to or less than to 5")		Sq. Ft.	30	
Epoxy Crack Injection		Ft.	6	

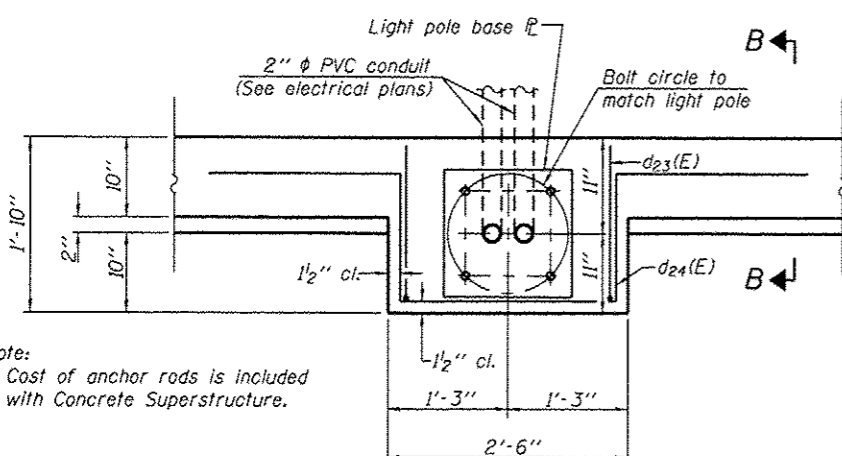


**SECTION THRU PARAPET**



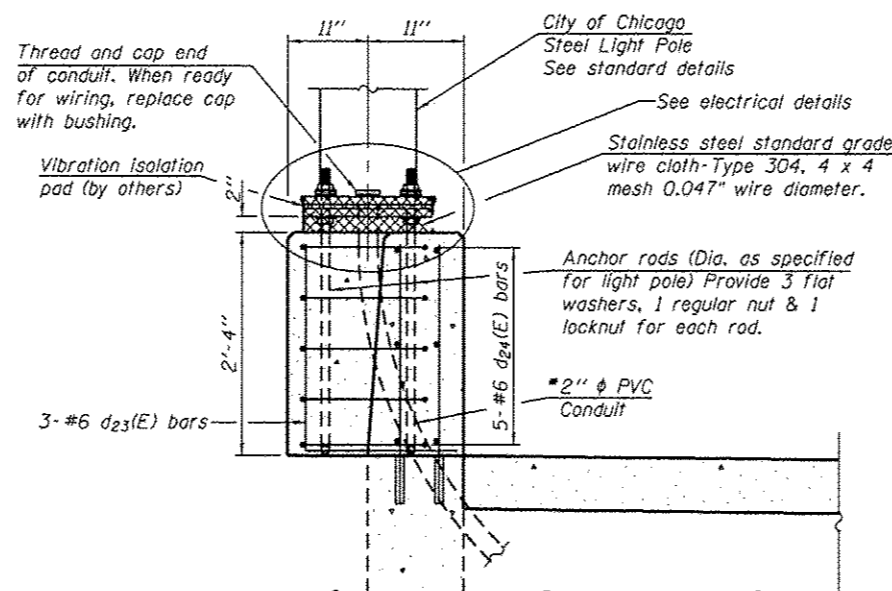
**ANCHOR ROD**

Diameter as specified for light poles.  
(ASTM F 1554 Grade 105)



Note:  
Cost of anchor rods is included  
with Concrete Superstructure.

**PLAN-LIGHT POLE BASE**



\*Chip concrete at top of existing  
wingwall to fit the conduit.

**SECTION B-B**

H:\p\p2011\20110222\CAD\Structural\016-1149-Final\00\0160105-537-wr-dt.dgn  
 5/20/2013 11:24:33 AM

**GRÄEF**

8501 N. Higgins Road, Suite 280  
Chicago, Illinois 60631 (773) 399-0112

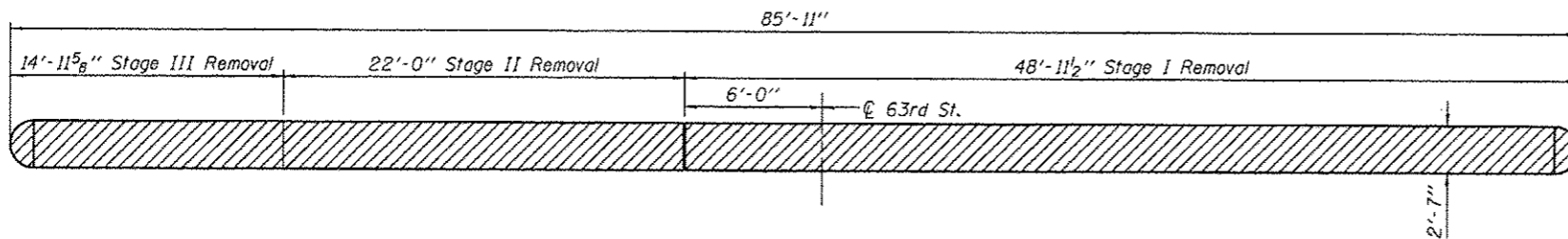
USER NAME *	DESIGNED - J.Z.	REVISED -
PLOT SCALE *	CHECKED - J.A.Z.	REVISED -
PLOT DATE *	DRAWN - E.E.J.	REVISED -
	DATE - 5/17/2013	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

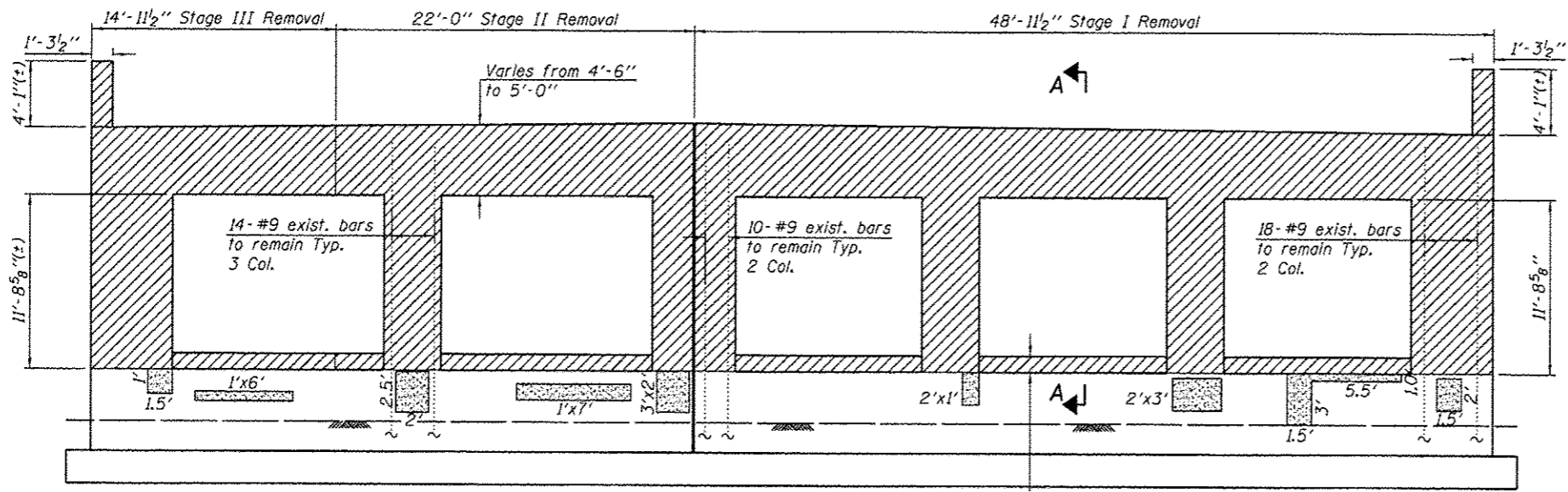
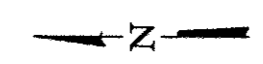
**WINGWALL DETAILS  
STRUCTURE NO. 016-1149**

SHEET NO. 537 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	96
				CONTRACT NO. 60J15
ILLINOIS FED. AID PROJECT				

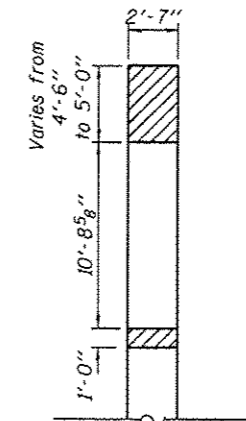


PIER 1 TOP PLAN

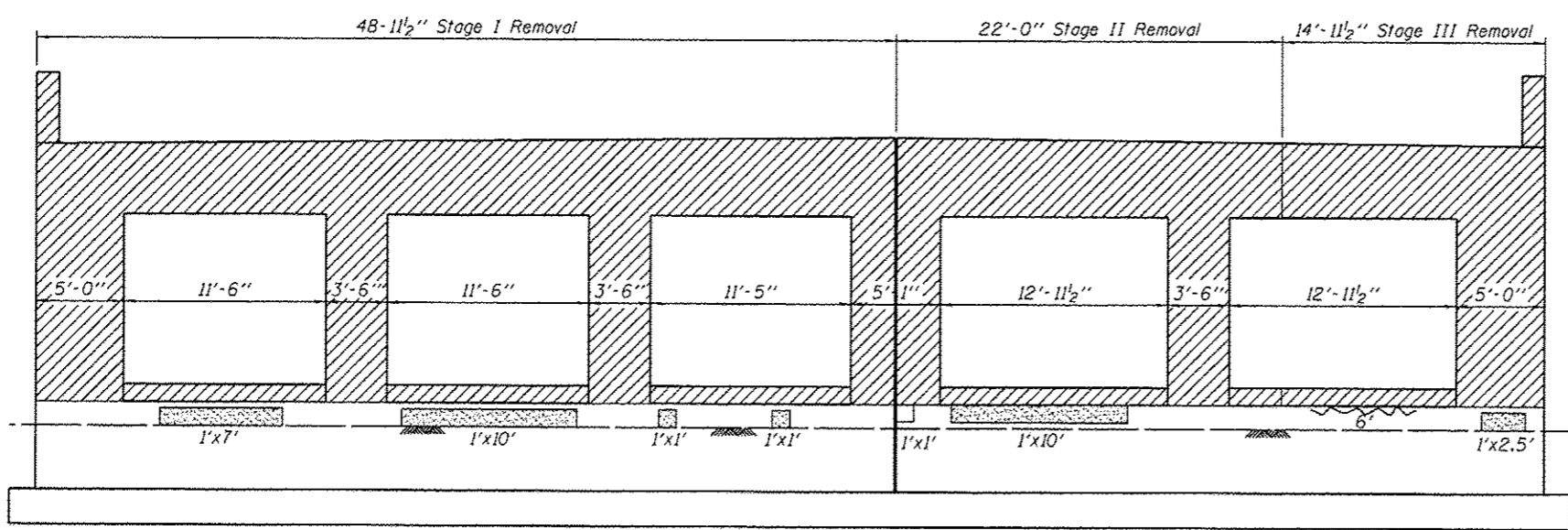


PIER 1 ELEVATION

(Looking East)



SECTION A-A



PIER 1 ELEVATION

(Looking West)

BILL OF MATERIAL

Item	Unit	Quantity
Concrete Removal	cu. yd.	66
Epoxy Crack Injection	ft.	6
Structural Repair of Concrete (Depth equal to or Less than 5")	sq. ft.	79

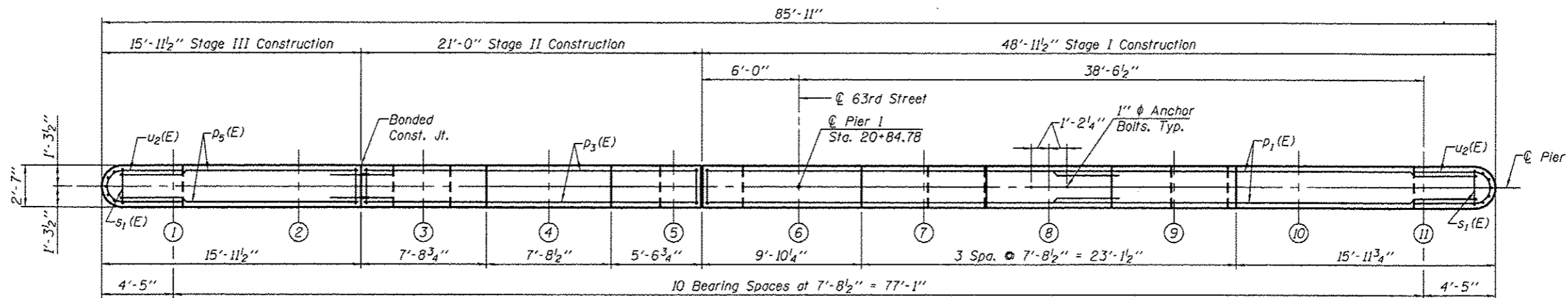
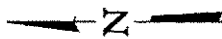
LEGEND

- Concrete Removal
- Structural Repair of Concrete (Depth Equal to or Less than 5")
- Epoxy Crack Injection

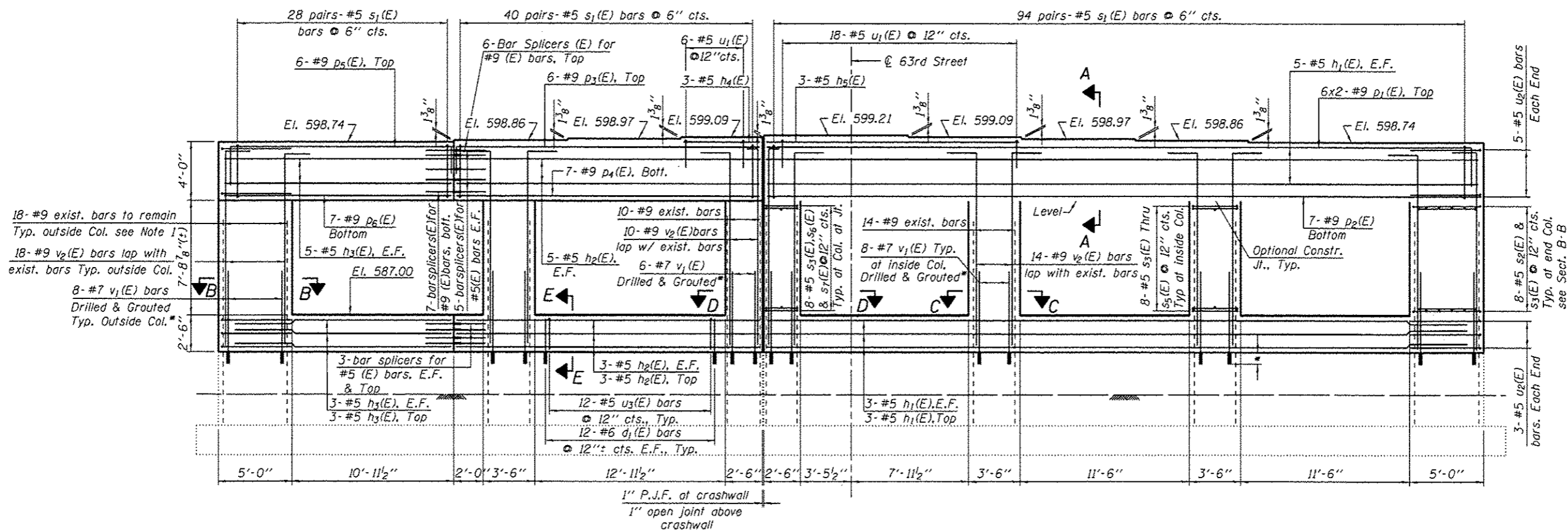
NOTES

- Clean and reuse 8'-7" length of existing #9 vertical column bars at all columns. Cost included with Concrete Removal.

H:\Jobs\2011\20110222\CAD\Structural\Drawings\016-015-s38-pier1-rep.dgn 5/20/2013 10:24:54 AM



**TOP PLAN**



**PIER 1 ELEVATION**

(Looking East)

**NOTES**

1. Clean and reuse 8'-7" length of existing #9 vertical column bars at all columns. Cost included with Concrete Removal.
2. \*Epoxy grout v<sub>1</sub>(E) bars in 13" (min.) drilled holes according to Article 584 of the Standard Specifications.
3. See Sheets S46 and S47 for sections and Bill of Material.
4. Space reinforcement in cap to miss anchor bolts.
5. Pour steps monolithically with cap.

H:\Jobs\2013\20130222\CAD\5\Structure\al.dgn 10/6/14 9:53:39 AM  
 5/20/2013 10:24:54 AM

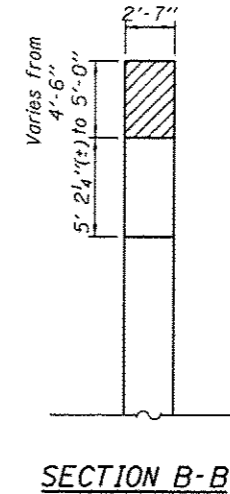
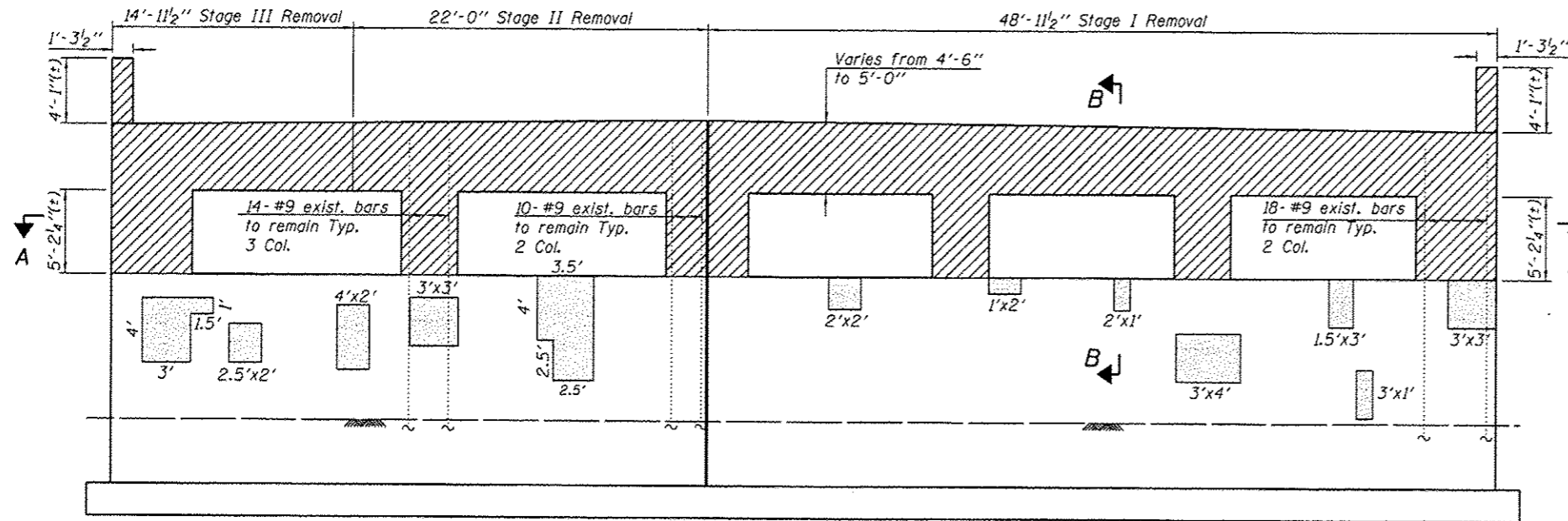
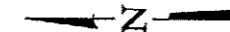
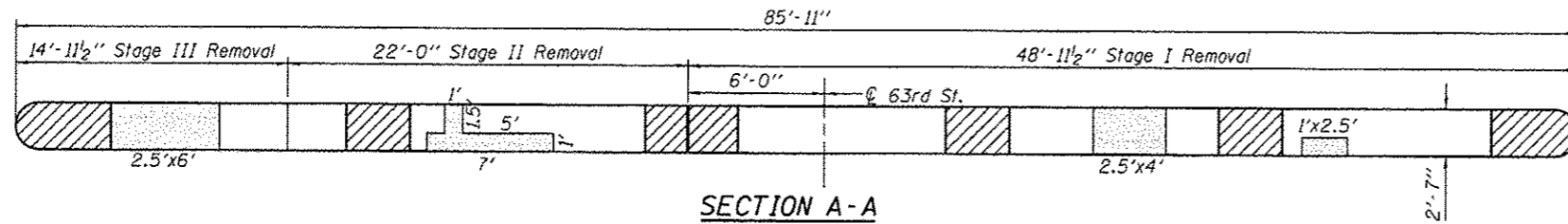
**GRÄEF**  
 8501 W. Higgins Road Suite 280  
 Chicago, Illinois 60631 (773) 399-0112

USER NAME *	DESIGNED - J.Z.	REVISED -
PLOT SCALE *	CHECKED - J.A.Z.	REVISED -
PLOT DATE *	DRAWN - E.E.J.	REVISED -
	DATE - 5/17/2013	REVISED -

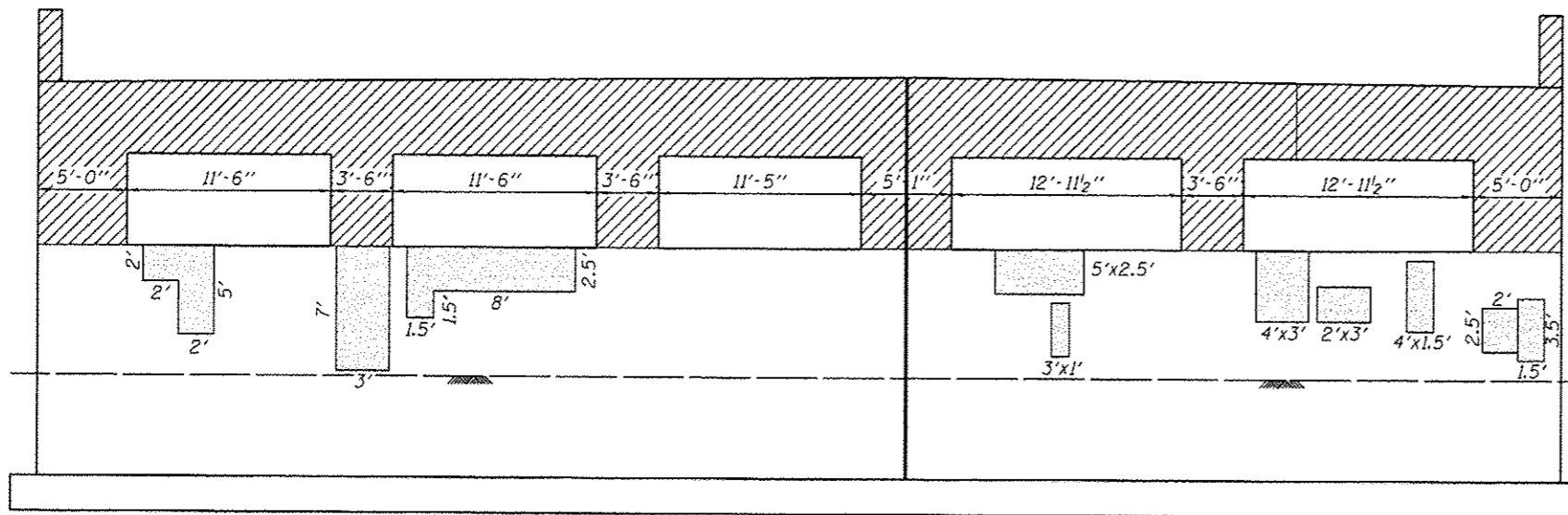
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

**PIER 1 PLAN & ELEVATION**  
**STRUCTURE NO. 016-1149**  
 SHEET NO. S39 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	98
CONTRACT NO. 60J15				
ILLINOIS FED. AID PROJECT				



**PIER 2 ELEVATION**  
(Looking East)



**PIER 2 ELEVATION**  
(Looking West)

**BILL OF MATERIAL**

Item	Unit	Quantity
Concrete Removal	cu. yd.	48
Structural Repair of Concrete (Depth equal to or Less than 5")	sq. ft.	239

**LEGEND**

- Concrete Removal
- Structural Repair of Concrete (Depth Equal to or Less than 5")

**NOTES**

1. Clean and reuse 8'-7" length of existing #9 vertical column bars at all columns. Cost included with Concrete Removal.

H:\Jobs\2013\2013022\CAD\51\Structure\016-1149-Final\00\060\05-s40-pier2-r-rep.dgn 5/20/2013 11:24:04 AM



8501 W. Higgins Road, Suite 280  
Chicago, Illinois 60631 | (773) 399-0112

USER NAME :	DESIGNED - J.Z.	REVISED -
PLOT SCALE :	CHECKED - J.A.Z.	REVISED -
PLOT DATE :	DRAWN - E.E.J.	REVISED -
	DATE - 5/17/2013	REVISED -

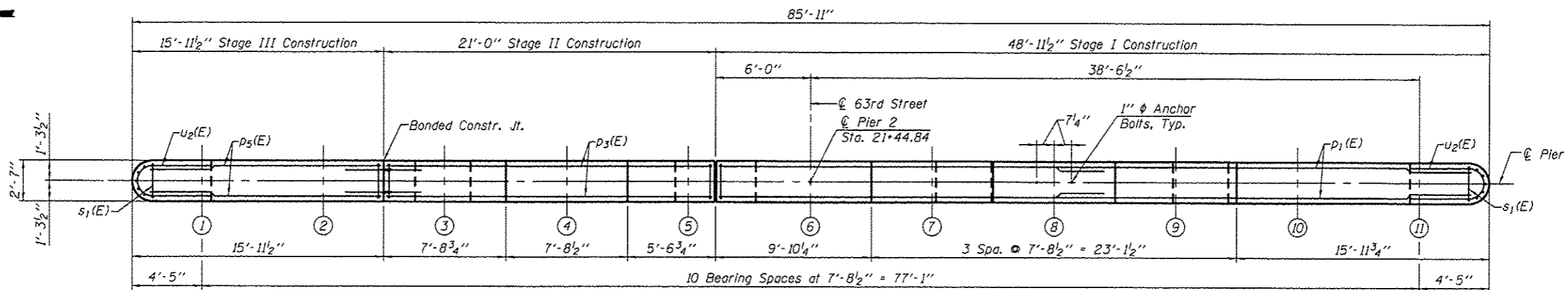
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PIER 2 REMOVAL & REPAIR  
STRUCTURE NO. 016-1149

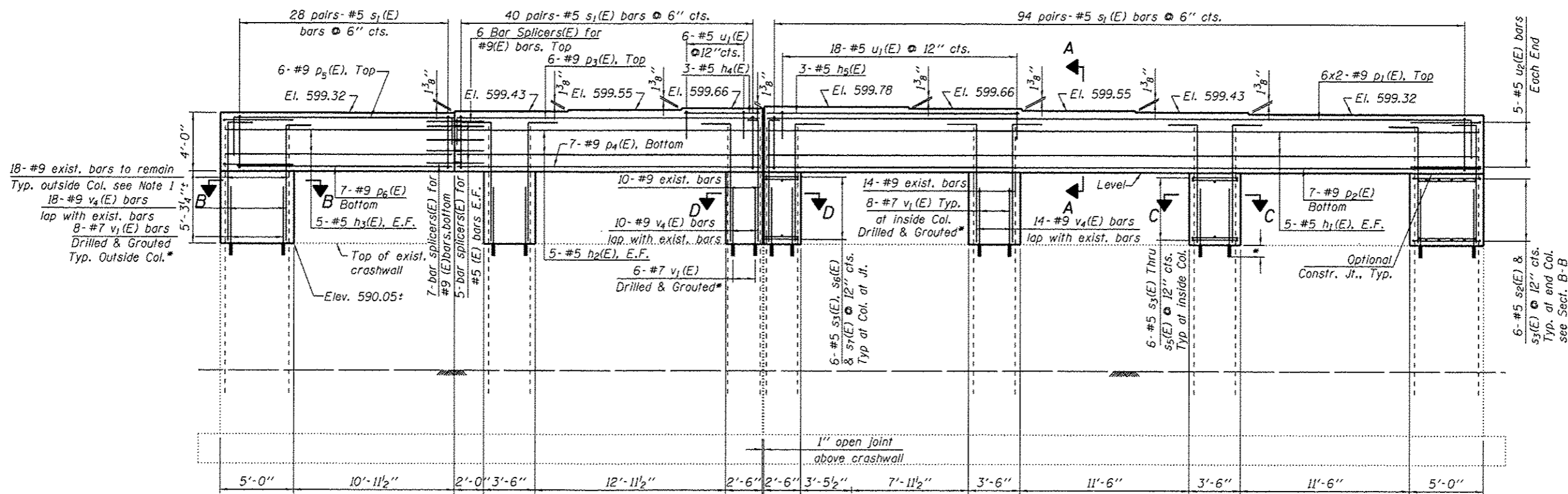
SHEET NO. S40 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	99

CONTRACT NO. 60J15  
ILLINOIS FED. AID PROJECT



TOP PLAN



PIER 2 ELEVATION  
(Looking East)

NOTES

- Clean and reuse 8'-7" length of existing #9 vertical column bars at all columns. Cost included with Concrete Removal.
- \*Epoxy grout v<sub>1</sub>(E) bars in 13" (min.) drilled holes according to Article 584 of the Standard Specifications.
- See Sheets S46 and S47 for sections and Bill of Material.
- Space reinforcement in cap to miss anchor bolts.
- Pour steps monolithically with cap.

H:\Jobs\2013\2013022\CAD\Structure\pier2.dwg, 5/20/2013 11:24:05 AM

USER NAME	DESIGNED - J.Z.	REVISED -
PLOT SCALE	CHECKED - J.A.Z.	REVISED -
PLOT DATE	DRAWN - E.E.J.	REVISED -
	DATE - 5/17/2013	REVISED -

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1920-B	COOK	137	100
CONTRACT NO. 60J15				
ILLINOIS FED. AID PROJECT				