

**PARSONS
BRINCKERHOFF**

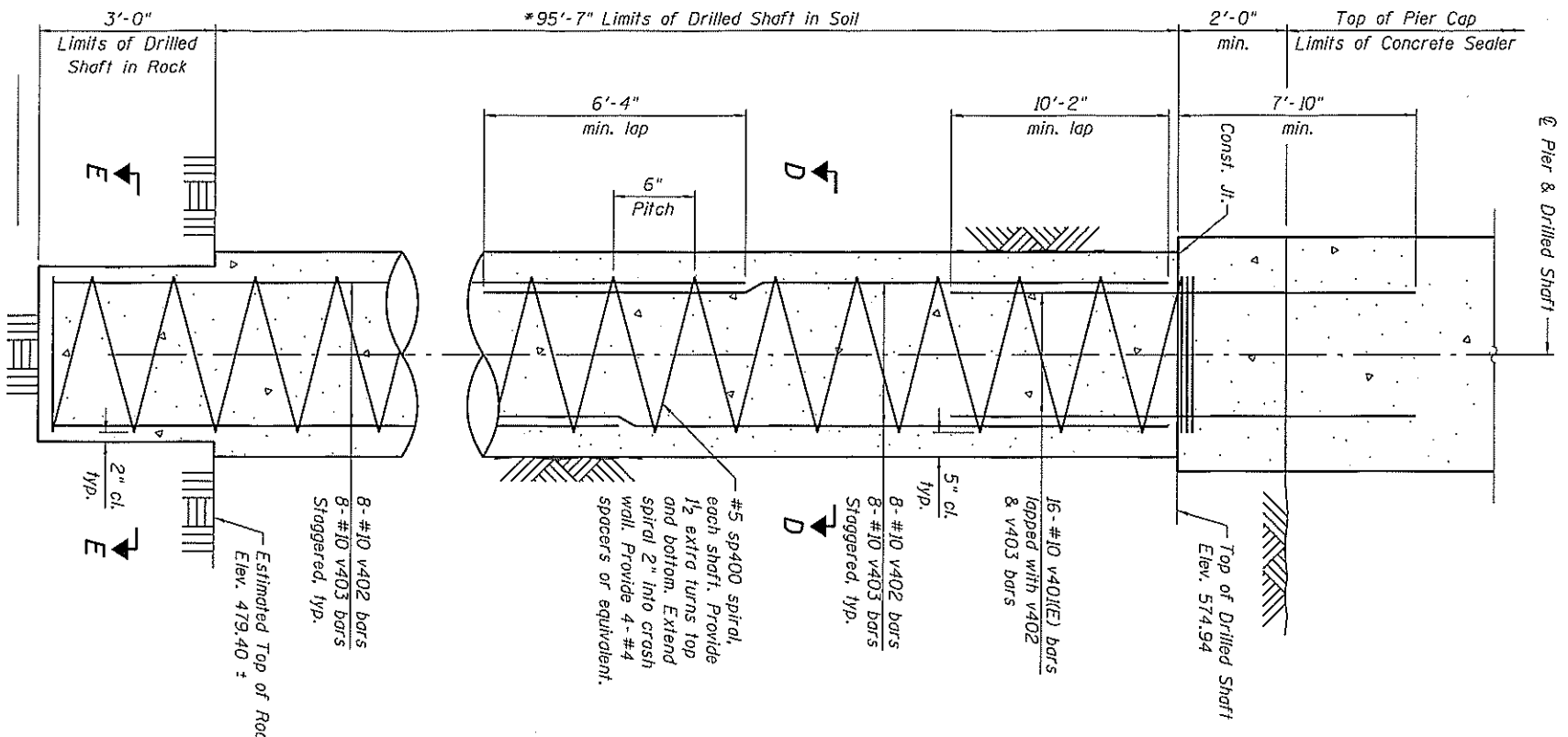
USER NAME *	lopezgonzalez	DESIGNED	MS	REVISION	-
PLANT SCALE *	N.T.S.	CHECKED	CB	REVISION	-
PLANT DATE *	9/1/2017	DRAWN	DGP	REVISION	-
		CHECKED	JIG	REVISION	-

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PIER 3 DETAILS STRUCTURE NO. 016-1700
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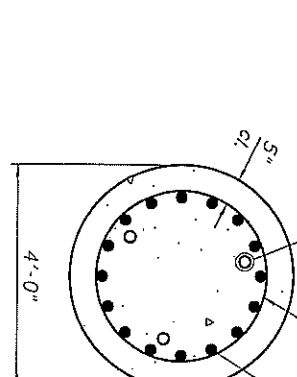
SECTION	COUNTY	TOTAL SHEET NO.
90/94	2014-016R4B	378
	CONTRACT NO.	60X95

ILLINOIS FED. AID PROJECT	SECTION	COUNTY	TOTAL SHEET NO.
	2014-016R4B	COOK	378
			201

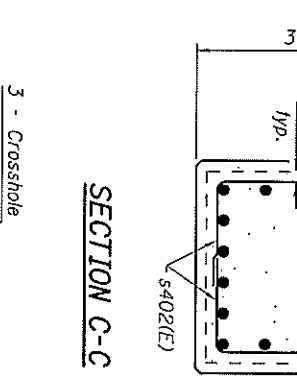
DRILLED SHAFT ELEVATION



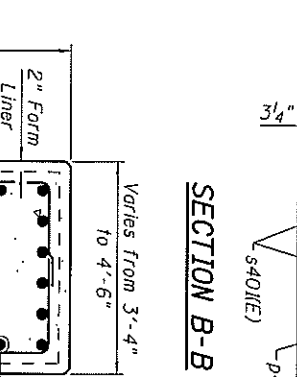
SECTION A-A



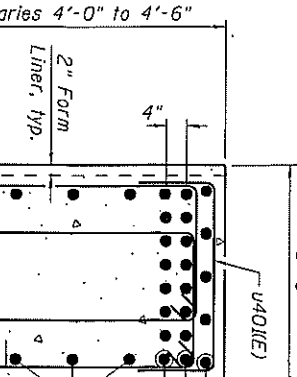
SECTION B-B



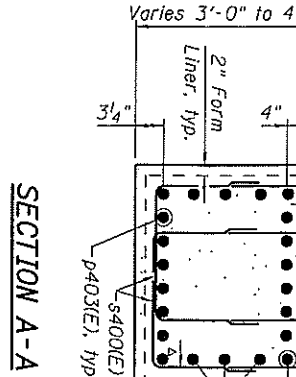
SECTION C-C



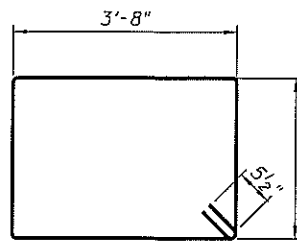
SECTION D-D



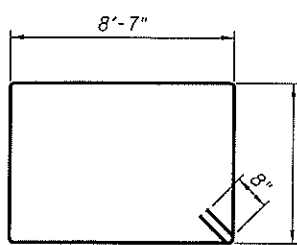
SECTION E-E



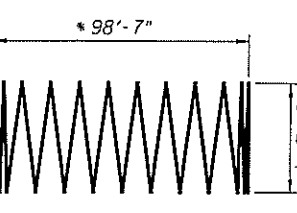
BAR #401(E)



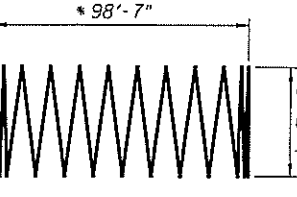
BAR #402(E)



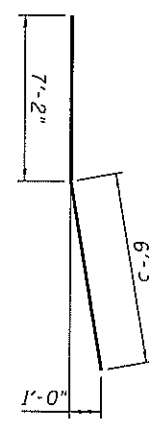
BAR #403(E)



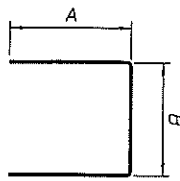
BAR SP400



BAR #402(E)



BARS #400(E), #402(E), #404(E), #406(E), #408(E) & #410(E)



Bar	A	B
#400(E)	3'-3"	2'-1"
#402(E)	2'-8"	2'-10"
#404(E)	3'-2"	2'-10"
#406(E)	3'-9"	2'-8"
#408(E)	1'-6"	2'-10"
#410(E)	4'-2"	4'-0"

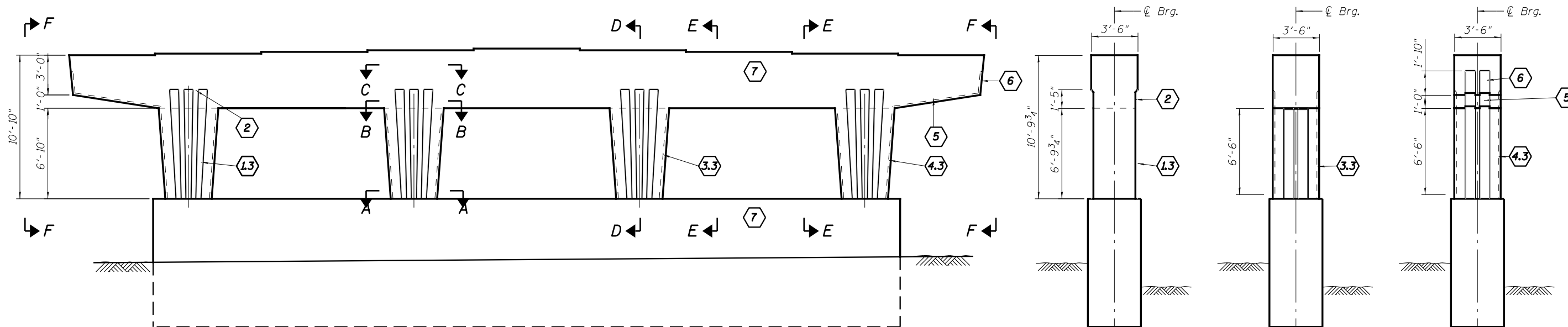
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
#400(E)	12	#5	36'-3"	—
#401(E)	5	#5	23'-8"	—
#402(E)	34	#7	57'-0"	—
#403(E)	16	#10	40'-1"	—
#404(E)	16	#9	39'-6"	—
#405(E)	8	#8	55'-2"	—
#406(E)	16	#8	13'-5"	—
#407(E)	14	#8	57'-0"	—
#408(E)	128	#5	8'-7"	—
#409(E)	116	#5	12'-5"	—
#410(E)	32	#5	8'-2"	—
#411(E)	58	#6	26'-10"	—
#412(E)	32	#5	9'-2"	—
SP400	7	#5	98'-7"	MMW

Item	Unit	Quantity
Structure Excavation	Cu. Yd.	78
Concrete Structures	Cu. Yd.	136
Reinforcement Bars	Pound	65,170
Reinforcement Bars - Epoxy Coated	Pound	32,390
Drilled Shaft in Soil	Cu. Yd.	312
Drilled Shaft in Rock	Cu. Yd.	7.5
Concrete Sealer	Sq. Ft.	2,733
Crosshole Sonic Logging	Foot	691
Access Ducts	Foot	—
Crosshole Sonic Logging Testing	Each	2

Notes:

- Apply concrete sealer to all exposed concrete surfaces of the pier.
- The quantities and reinforcement detailing are based on the top of shaft and the estimated top of rock elevations shown and may change based on the actual top of rock encountered at each shaft and the final top of shaft elevation.
- Length is height of spiral.
- When splicing spiral reinforcement is necessary, the spirals shall be provided with 1/2" extra turns at the ends to be spliced. These additional turns shall either be welded together according to AWS D1.4, or shall both terminate in 130° standard hook.

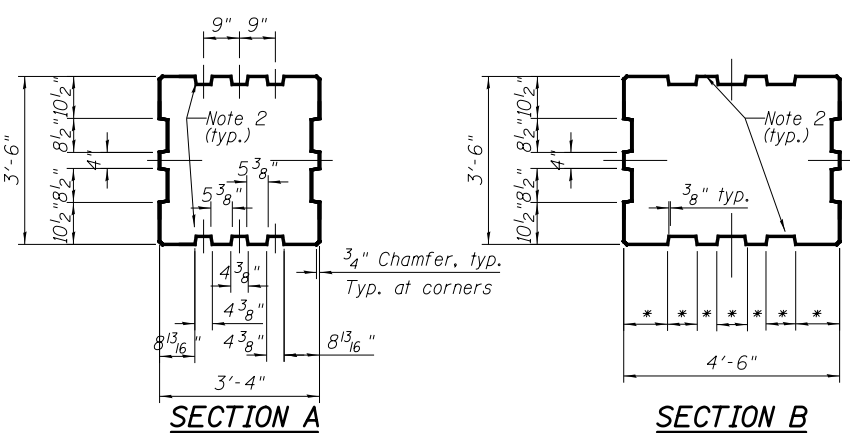


ELEVATION
(Looking East)
(Looking West - Similar)

SECTION D-D

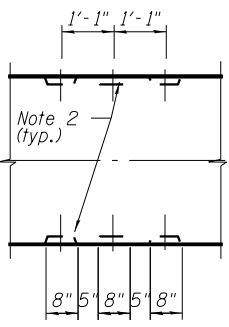
SECTION E-E

PIER END VIEW F
(Looking South)
(Looking North)



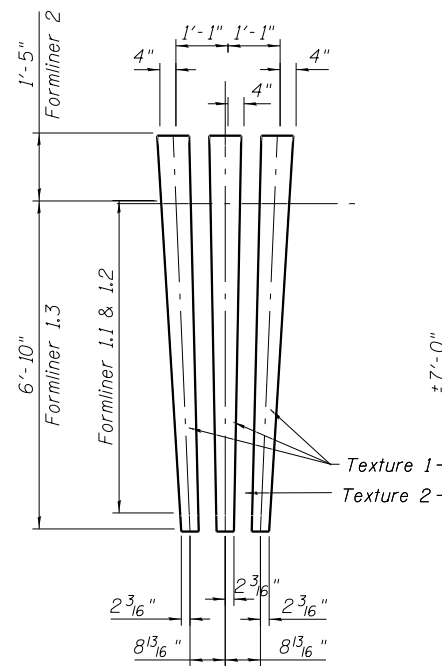
SECTION A

SECTION B
At Top of Column

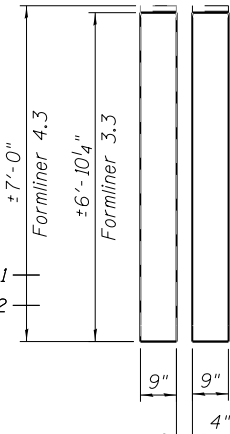


SECTION C
In Cap

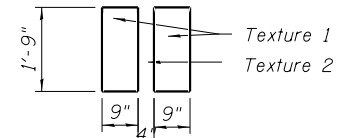
* Dimensions of formliner at top of column (panel 1) to match dimensions of formliner at bottom of pier cap (panel 2).



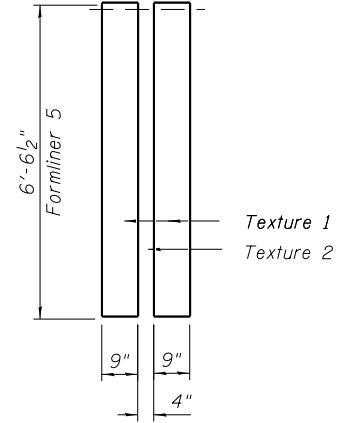
FORM LINER PANEL 1.3



FORM LINER PANEL 3.3 & 4.3



FORM LINER PANEL 6

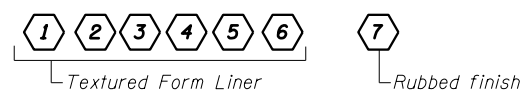


FORM LINER PANEL 5

NOTES:

1. Surface indicated as (7) represents all surface except formliner and shall have smooth rubbed finish. Cost included with pay item Rubbed Finish.
2. Tapered fluting - dimensions vary, see elevation profile.
3. Form liner panel (2) is continuation of panel (1). Keep adjacent form liners aligned.
4. Hand clean and smooth the surface of the construction joint between the pier and cap.
5. Texture 1: Light Sandblast, 1/16" depth, as selected from samples provided by the Contractor.
Texture 2: Smooth
6. Form liner panel (4.3), at Pier 3 is similar to form liner panel (4.1) and (4.2) at Pier 1 & 2, only longer.
7. The three flutes at Form liner panel 1.1, 1.2 and 1.3 have same geometry but are different at the top and bottom.

LEGEND



BILL OF MATERIAL

Item	Unit	Total
Form Liner Textured Surface	Sq. Ft.	290
Rubbed Finish	Sq. Ft.	2064

0161700-60X95-5050-PA3.dgn

PARSONS BRINCKERHOFF

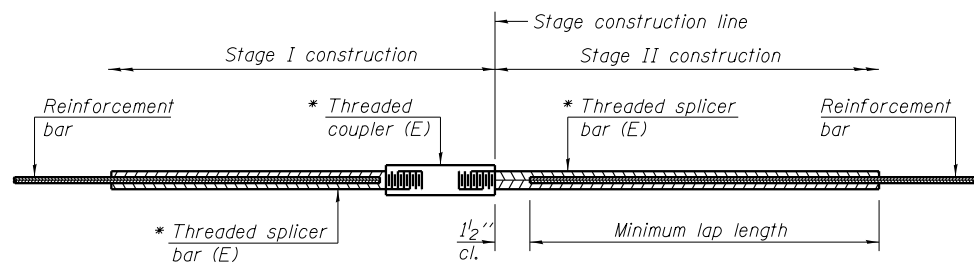
USER NAME = pateld	DESIGNED - MR	REVISED -
PLOT SCALE = N.T.S.	CHECKED - AH	REVISED -
PLOT DATE = 6/29/2017	DRAWN - MR	REVISED -
	CHECKED - JIG	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PIER 3 ARCHITECTURAL DETAILS
STRUCTURE NO. 016-1700**

SHEET NO. S1-50 OF S1-60 SHEETS

F.A.I. RTE. 90/94	SECTION 2014-016R&B	COUNTY COOK	TOTAL SHEETS 378	SHEET NO. 202
				CONTRACT NO. 60X95
ILLINOIS FED. AID PROJECT				

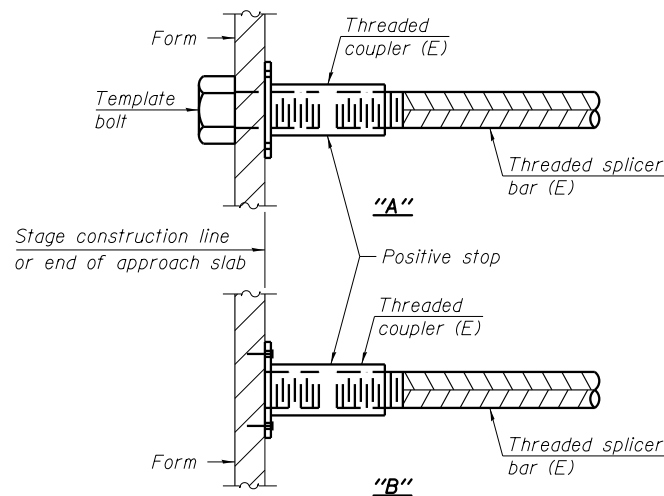


STANDARD BAR SPLICER ASSEMBLY

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

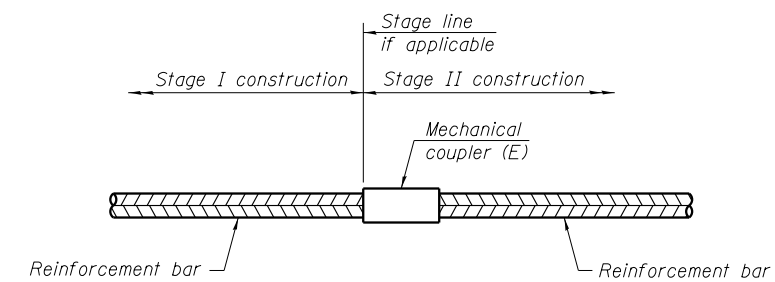
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length



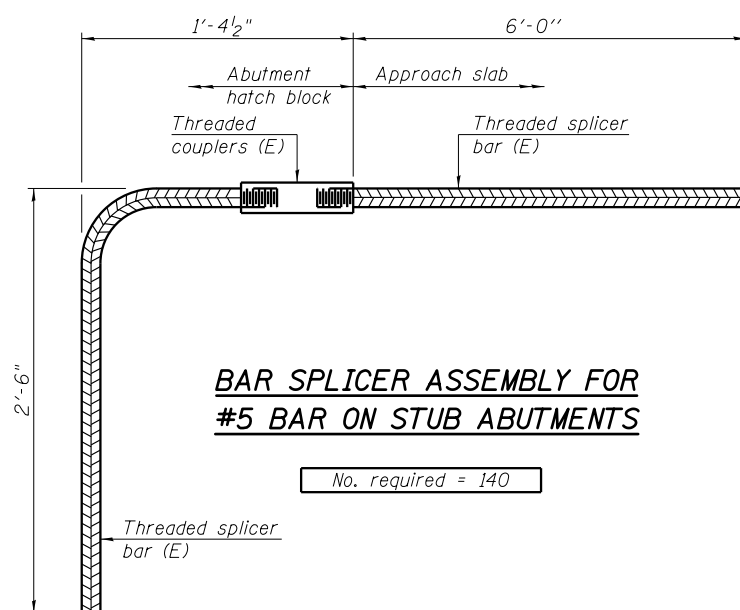
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required = 140

NOTES

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

BSD-1

6-8-15

PARSONS BRINCKERHOFF

USER NAME = pateld	DESIGNED - JZ	REVISED -
PLOT SCALE = N.T.S.	CHECKED - AH	REVISED -
PLOT DATE = 6/29/2017	DRAWN - DCP	REVISED -
	CHECKED - JIG	REVISED -

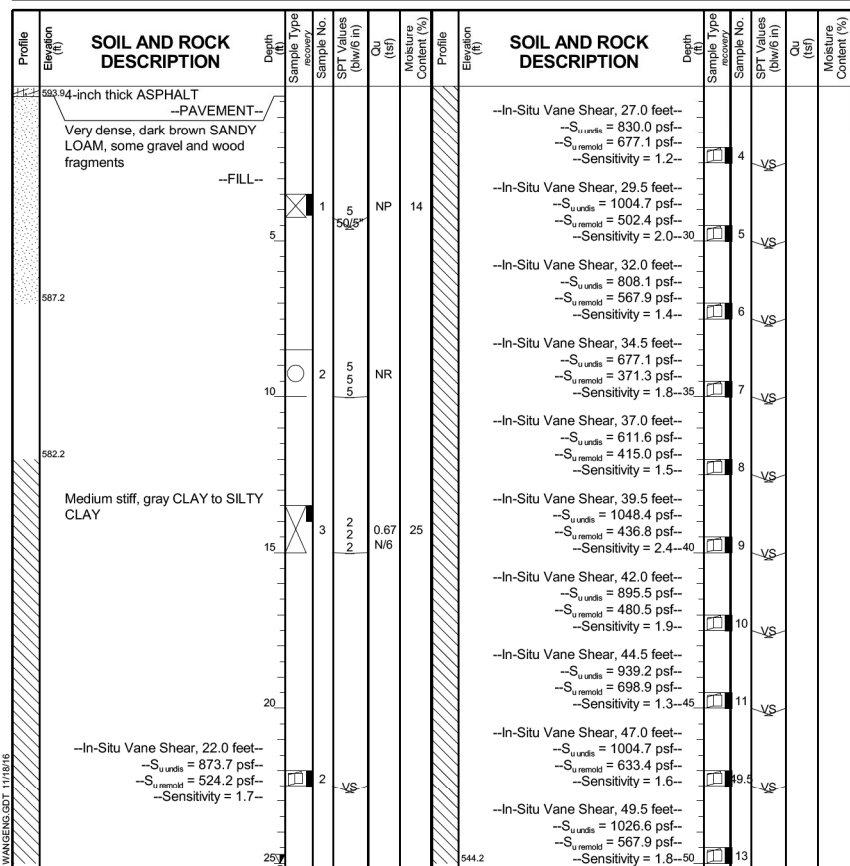
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 016-1700

SHEET NO. S1-51 OF S1-60 SHEETS

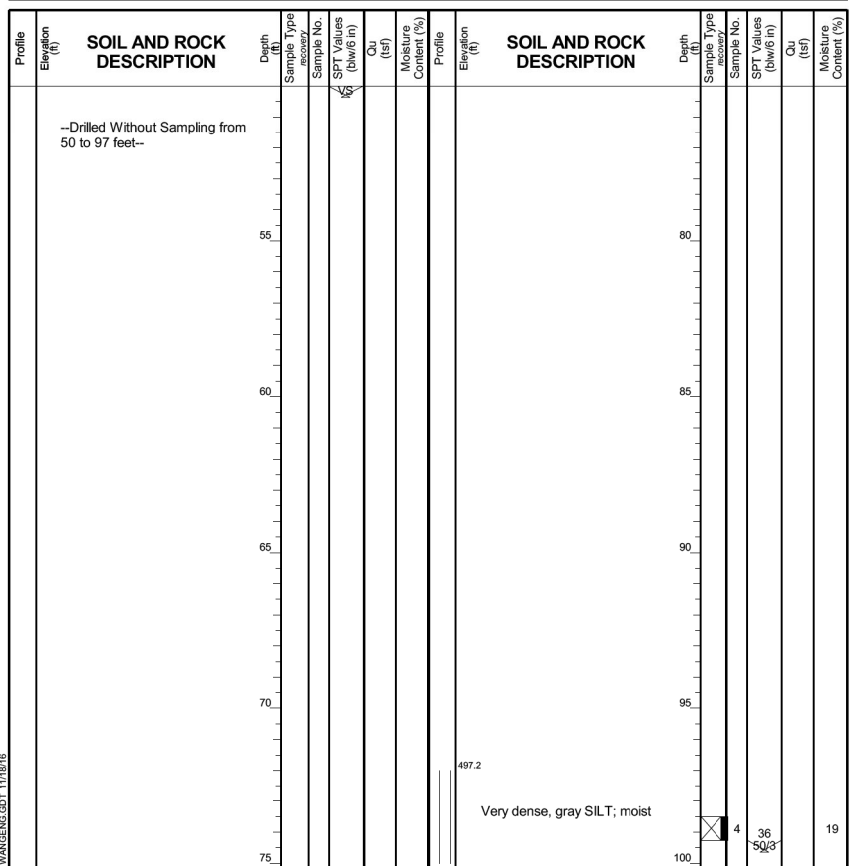
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	203
CONTRACT NO. 60X95				
ILLINOIS FED. AID PROJECT				

0161700-60X95-S051-BAR.dgn



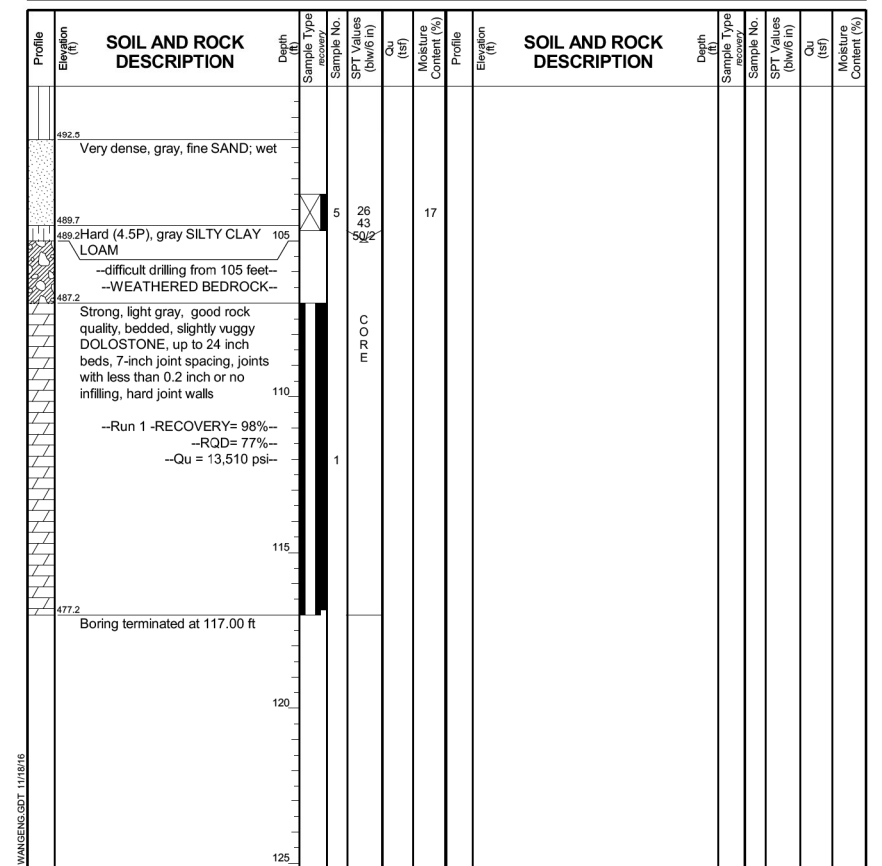
GENERAL NOTES
 Begin Drilling 12-16-2015 Complete Drilling 12-16-2015
 Drilling Contractor Wang Testing Services Drill Rig CME-55 TMR
 Driller R&N Logger F. Bozga Checked by C. Marin
 Drilling Method 2.25" HSA to 10', mud rotary thereafter, boring backfilled upon completion

WATER LEVEL DATA
 While Drilling Rotary wash
 At Completion of Drilling Mud at 7 ft
 Time After Drilling 24 hours
 Depth to Water 25.00 ft
 The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.



GENERAL NOTES
 Begin Drilling 12-16-2015 Complete Drilling 12-16-2015
 Drilling Contractor Wang Testing Services Drill Rig CME-55 TMR
 Driller R&N Logger F. Bozga Checked by C. Marin
 Drilling Method 2.25" HSA to 10', mud rotary thereafter, boring backfilled upon completion

WATER LEVEL DATA
 While Drilling Rotary wash
 At Completion of Drilling Mud at 7 ft
 Time After Drilling 24 hours
 Depth to Water 25.00 ft
 The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.



GENERAL NOTES
 Begin Drilling 12-16-2015 Complete Drilling 12-16-2015
 Drilling Contractor Wang Testing Services Drill Rig CME-55 TMR
 Driller R&N Logger F. Bozga Checked by C. Marin
 Drilling Method 2.25" HSA to 10', mud rotary thereafter, boring backfilled upon completion

WATER LEVEL DATA
 While Drilling Rotary wash
 At Completion of Drilling Mud at 7 ft
 Time After Drilling 24 hours
 Depth to Water 25.00 ft
 The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

0161700-60X95-5052-BOR.dgn



USER NAME = pateld
 PLOT SCALE = N.T.S.
 PLOT DATE = 6/29/2017

DESIGNED - HA
 CHECKED - AH
 DRAWN - DCP
 CHECKED - JTG

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BORING LOGS I
 STRUCTURE NO. 016-1700
 SHEET NO. S1-52 OF S1-60 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	204
CONTRACT NO. 60X95				
ILLINOIS FED. AID PROJECT				

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/ft)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/ft)	Qu (tsf)	Moisture Content (%)
593.73	5.5-inch thick ASPHALT	0					593.73		0				
592.98	5.5-inch thick CONCRETE	0.5					592.98		0.5				
	Loose, gray CRUSHED STONE	0.5	1	0	0.41	25			0.5	11	0	0.41	25
	Loose to medium dense, brown, coarse SAND, trace gravel; moist	1.5	2	4	0.35	27			1.5	12	1	0.35	27
	Soft to medium stiff, gray CLAY to SILTY CLAY, trace gravel	3.5	3	2	0.33	26			3.5	13	0	0.33	26
		5.5	4	2	0.33	26			5.5	14	1	0.49	23
		7.5	5	2	0.89	23			7.5	15	2	0.90	25
		9.5	6	2	0.66	24			9.5	16	1	0.66	28
		11.5	7	4	0.57	25			11.5	17	4	1.97	21
		13.5	8	2	0.66	22			13.5	18	4	1.80	18
		15.5	9	0	0.66	21			15.5	19	4	3.20	20
		17.5	10	1	0.49	24			17.5	20	7	2.13	25
		19.5	11	0	0.66	21			19.5	21	10	NR	
		21.5	12	2	0.90	25			21.5	22	15	24	
		23.5	13	0	0.66	21			23.5	23	15	24	
		25.5	14	1	0.49	24			25.5	24	15	24	

GENERAL NOTES
 Begin Drilling 09-21-2015 Complete Drilling 09-22-2015
 Drilling Contractor Wang Testing Services Drill Rig D-50 TMR
 Driller K&N Logger F. Bozga Checked by C. Marin
 Drilling Method 3.25" HSA to 20', mud rotary thereafter, boring backfilled upon completion

WATER LEVEL DATA
 While Drilling Rotary wash
 At Completion of Drilling Mud at 10 ft
 Time After Drilling 24 hours
 Depth to Water 24.00 ft

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

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/ft)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/ft)	Qu (tsf)	Moisture Content (%)
542.2	Stiff to very stiff, gray SILTY CLAY, trace gravel	55	17	4	1.97	21	512.2	Very dense, gray GRAVELLY SAND; wet to saturated	80	22	15	NP	12
		60	18	4	1.80	18			85	23	26	NP	13
		65	19	4	3.20	20			90	24	50	NP	13
		70	20	7	2.13	25			95	25	70	NP	13
		75	21	10	NR				100	26	60	NP	17

GENERAL NOTES
 Begin Drilling 09-21-2015 Complete Drilling 09-22-2015
 Drilling Contractor Wang Testing Services Drill Rig D-50 TMR
 Driller K&N Logger F. Bozga Checked by C. Marin
 Drilling Method 3.25" HSA to 20', mud rotary thereafter, boring backfilled upon completion

WATER LEVEL DATA
 While Drilling Rotary wash
 At Completion of Drilling Mud at 10 ft
 Time After Drilling 24 hours
 Depth to Water 24.00 ft

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

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/ft)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/ft)	Qu (tsf)	Moisture Content (%)
578.45	10-inch thick ASPHALT	0					542.3	Stiff to hard, gray SILTY CLAY to SILTY CLAY LOAM, trace gravel	30	11	0	0.33	N/6
577.8	10-inch thick CONCRETE	0.5							35	12	4	0.90	25
	Very dense, gray CRUSHED STONE	0.5	1	21	NP	4			40	13	1	0.74	31
	Stiff, gray SILTY CLAY LOAM, trace gravel	1.5	2	6	1.80	20			45	14	3	1.80	22
	Soft to medium stiff, gray CLAY to SILTY CLAY, trace gravel	3.5	3	0	0.33	23			50	15	6	1.89	18
		5.5	4	0	0.57	18			55	16	5	3.61	21
		7.5	5	1	0.82	20			60	17	8	0.57	24
		9.5	6	0	0.82	24			65	18	0	0.41	25
		11.5	7	1	0.82	24			70	19	0	0.41	26
		13.5	8	0	0.57	24			75	20	0	0.41	26
		15.5	9	0	0.41	25			80	21	0	0.41	26
		17.5	10	0	0.41	26			85	22	0	0.41	26

GENERAL NOTES
 Begin Drilling 09-15-2015 Complete Drilling 09-20-2015
 Drilling Contractor Wang Testing Services Drill Rig D-50 TMR
 Driller K&N Logger F. Bozga Checked by C. Marin
 Drilling Method 3.25" HSA to 10', mud rotary thereafter, boring backfilled upon completion

WATER LEVEL DATA
 While Drilling Rotary wash
 At Completion of Drilling Mud at 5 ft
 Time After Drilling 120 hours
 Depth to Water 2.00 ft

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

0161700-60X95-5053-B01.dgn



USER NAME = pateld	DESIGNED - HA	REVISED -
PLOT SCALE = N.T.S.	CHECKED - AH	REVISED -
PLOT DATE = 6/29/2017	DRAWN - DCP	REVISED -
	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BORING LOGS II
 STRUCTURE NO. 016-1700

SHEET NO. S1-53 OF S1-60 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	205
CONTRACT NO. 60X95				
ILLINOIS FED. AID PROJECT				

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blows/in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blows/in)	Qu (tsf)	Moisture Content (%)	
579.01								579.01								
577.9	18-inch thick, ASPHALT --PAVEMENT--							577.9								
575.7	Very dense, white and brown SANDY GRAVEL --BASE COURSE--	11	16	33	18	NP	3	575.7	--hard drilling, 73.5 to 78.5 feet-- possible cobbles	22	50/4	NP	15			
573.9	Very stiff, gray SILTY CLAY LOAM, trace gravel	5	2	10	4	3.49	15	573.9	Very dense, gray, fine SAND, saturated	80						
573.9	Very soft to medium stiff, gray CLAY to SILTY CLAY, trace gravel	3	2	2	2	0.41	19	573.9	Very dense, gray SILT, saturated	85	23	32	47	47	NP	19
517.3	Very stiff, gray SILTY CLAY LOAM, trace gravel	19	5	14	15	2.50	12	517.3	Very dense, gray GRAVELLY SAND, saturated	90	24	18	30	42	NP	24
512.3	Very dense, gray GRAVELLY SAND to SANDY LOAM, wet to saturated	20	50/5	NP	15			512.3	Very dense, gray GRAVELLY SAND, saturated	95	25	38	42	50/4	NP	11
481.0	--hard drilling, 69.5 to 73.5 feet-- possible cobbles	21	34	37	50/5	NP	13	481.0	--very hard, steady drilling-- --WEATHERED BEDROCK--							
479.0								479.0	Strong, light gray, very poor rock quality, bedded, slightly vuggy DOLOSTONE, highly fragmented, 2-inch joint spacing, 100							

GENERAL NOTES
 Begin Drilling 09-15-2015 Complete Drilling 09-20-2015
 Drilling Contractor Wang Testing Services Drill Rig D-50 TMR
 Driller K&N Logger F. Bozga Checked by C. Marin
 Drilling Method 3.25" HSA to 10', mud rotary thereafter, boring backfilled upon completion

WATER LEVEL DATA
 While Drilling Rotary wash
 At Completion of Drilling Mud at 5 ft
 Time After Drilling 120 hours
 Depth to Water 2.00 ft
 The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blows/in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blows/in)	Qu (tsf)	Moisture Content (%)
579.01								579.01							
577.9								577.9							
575.7								575.7							
573.9								573.9							
517.3								517.3							
512.3								512.3							
481.0								481.0							
479.0								479.0							

GENERAL NOTES
 Begin Drilling 09-15-2015 Complete Drilling 09-20-2015
 Drilling Contractor Wang Testing Services Drill Rig D-50 TMR
 Driller K&N Logger F. Bozga Checked by C. Marin
 Drilling Method 3.25" HSA to 10', mud rotary thereafter, boring backfilled upon completion

WATER LEVEL DATA
 While Drilling Rotary wash
 At Completion of Drilling Mud at 5 ft
 Time After Drilling 120 hours
 Depth to Water 2.00 ft
 The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blows/in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blows/in)	Qu (tsf)	Moisture Content (%)
579.44								579.44							
577.9	18-inch thick, ASPHALT --PAVEMENT--							577.9							
575.7	Very dense, white and brown SANDY GRAVEL --BASE COURSE--	11	16	33	18	NP	3	575.7							
573.9	Very stiff, gray SILTY CLAY LOAM, trace gravel	5	2	10	4	3.49	15	573.9							
573.9	Very soft to medium stiff, gray CLAY to SILTY CLAY, trace gravel	3	2	2	2	0.41	19	573.9							
517.3	Very stiff, gray SILTY CLAY LOAM, trace gravel	19	5	14	15	2.50	12	517.3							
512.3	Very dense, gray GRAVELLY SAND to SANDY LOAM, wet to saturated	20	50/5	NP	15			512.3							
481.0	--hard drilling, 69.5 to 73.5 feet-- possible cobbles	21	34	37	50/5	NP	13	481.0							
479.0								479.0							

GENERAL NOTES
 Begin Drilling 09-13-2015 Complete Drilling 09-14-2015
 Drilling Contractor Wang Testing Services Drill Rig D-50 TMR
 Driller R&N Logger A. Tomaras Checked by C. Marin
 Drilling Method 3.25" HSA, boring backfilled upon completion

WATER LEVEL DATA
 While Drilling 66.75 ft
 At Completion of Drilling NA
 Time After Drilling NA
 Depth to Water NA
 The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

0161700-60X95-5054-B01.dgn

PARSONS BRINCKERHOFF

USER NAME = pateld	DESIGNED - HA	REVISED -
PLOT SCALE = N.T.S.	CHECKED - AH	REVISED -
PLOT DATE = 6/29/2017	DRAWN - DCP	REVISED -
	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BORING LOGS III
STRUCTURE NO. 016-1700

SHEET NO. S1-54 OF S1-60 SHEETS

F.A.I. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	206
CONTRACT NO. 60X95				
ILLINOIS FED. AID PROJECT				

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BORING LOG 2054-B-03
 WEI Job No.: 1100-04-01
 Client: **AECOM**
 Project: **Circle Interchange Reconstruction**
 Location: **Section 17, T39N, R14E of 3rd PM**

Datum: NAVD 88
 Elevation: 579.44 ft
 North: 1899739.53 ft
 East: 1171580.53 ft
 Station: 8414+35.27
 Offset: 60.482 RT

Page 2 of 3

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blows/in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blows/in)	Qu (tsf)	Moisture Content (%)
55		55	17	5 8 11	3.85	20				80	22	26 36 44	NP	25	
60		60	18	5 7 8	2.50	N/6				85	23	31 37 36	NP	17	
515.6	Dense, gray SANDY LOAM; wet interbedded SILT --hard drilling--	65	19	6 14 25	NP	13		492.7	Very dense, gray SANDY LOAM; wet	90	24	22 37 40	NP	17	
512.7	Very dense, gray SILT; wet to saturated	70	20	38 50/5	NP	16		487.7	Very dense, gray SILT; wet	95	25	16 29 31	NP	16	
		75	21	30 50/5	NP	18		479.4		100	26	50/5	NP	17	

GENERAL NOTES
 Begin Drilling 09-13-2015 Complete Drilling 09-14-2015
 Drilling Contractor Wang Testing Services Drill Rig D-50 TMR
 Driller R&N Logger A. Tomaras Checked by C. Marin
 Drilling Method 3.25" HSA, boring backfilled upon completion

WATER LEVEL DATA
 While Drilling 66.75 ft
 At Completion of Drilling NA
 Time After Drilling NA
 Depth to Water NA
 The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

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BORING LOG 2054-B-03
 WEI Job No.: 1100-04-01
 Client: **AECOM**
 Project: **Circle Interchange Reconstruction**
 Location: **Section 17, T39N, R14E of 3rd PM**

Datum: NAVD 88
 Elevation: 579.44 ft
 North: 1899739.53 ft
 East: 1171580.53 ft
 Station: 8414+35.27
 Offset: 60.482 RT

Page 3 of 3

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blows/in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blows/in)	Qu (tsf)	Moisture Content (%)
469.4	Strong, light gray, very poor rock quality, bedded, highly fragmented DOLOSTONE. 1-inch joint spacing, joints with more than 0.2 inch or no infilling, vuggy, and with stylolitic surfaces. --Run 1 -RECOVERY= 55%-- --RQD= 0%--	105	1							110					
	Boring terminated at 110.00 ft									125					

GENERAL NOTES
 Begin Drilling 09-13-2015 Complete Drilling 09-14-2015
 Drilling Contractor Wang Testing Services Drill Rig D-50 TMR
 Driller R&N Logger A. Tomaras Checked by C. Marin
 Drilling Method 3.25" HSA, boring backfilled upon completion

WATER LEVEL DATA
 While Drilling 66.75 ft
 At Completion of Drilling NA
 Time After Drilling NA
 Depth to Water NA
 The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

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BORING LOG 2054-B-04
 WEI Job No.: 1100-04-01
 Client: **AECOM**
 Project: **Circle Interchange Reconstruction**
 Location: **Section 17, T39N, R14E of 3rd PM**

Datum: NAVD 88
 Elevation: 593.64 ft
 North: 1899800.05 ft
 East: 1171715.00 ft
 Station: 8415+71.14
 Offset: 3.19 RT

Page 1 of 4

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blows/in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blows/in)	Qu (tsf)	Moisture Content (%)
593.0	7-inch thick CONCRETE --PAVEMENT-- Construction debris --hard drilling, 1 to 12 feet-- --possible cobbles--	5								25					
	Drilled without sampling	10								30					
581.6	Drilled without sampling	15								35					
	Drilled without sampling	20								40					

GENERAL NOTES
 Begin Drilling 08-24-2015 Complete Drilling 08-25-2015
 Drilling Contractor Wang Testing Services Drill Rig CME-55 TMR [85%]
 Driller R&N Logger F. Bozga Checked by C. Marin
 Drilling Method 2.25" IDA HSA to 18', mud rotary thereafter, boring backfilled upon completion

WATER LEVEL DATA
 While Drilling Rotary wash
 At Completion of Drilling Mud at 12 ft
 Time After Drilling NA
 Depth to Water NA
 The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

0161700-60X95-5055-B01.dgn



USER NAME = pateld	DESIGNED - HA	REVISED -
PLOT SCALE = N.T.S.	CHECKED - AH	REVISED -
PLOT DATE = 6/29/2017	DRAWN - DCP	REVISED -
	CHECKED - JIG	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BORING LOGS IV
 STRUCTURE NO. 016-1700**

SHEET NO. S1-55 OF S1-60 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	207
CONTRACT NO. 60X95				
ILLINOIS FED. AID PROJECT				

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blows/in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blows/in)	Qu (tsf)	Moisture Content (%)
593.64								593.64							
	Drilled without sampling	45		1	6 7 11	1.89 B		530.1	Stiff to very stiff, gray SILTY CLAY LOAM, trace gravel	65					
		50		2	12 11 12	3.28 B		524.6 524.1	Gray GRAVELLY SAND; saturated Stiff, gray SILTY CLAY	70					
		55		3	4 4 6	1.31 B				75					
		60		4	16 25 45	NP		516.9	Very dense, gray, fine SAND, interbedded silt; wet	80					

GENERAL NOTES				WATER LEVEL DATA			
Begin Drilling	08-24-2015	Complete Drilling	08-25-2015	While Drilling	Rotary wash		
Drilling Contractor	Wang Testing Services	Drill Rig	CME-55 TMR [85%]	At Completion of Drilling	Mud at 12 ft		
Driller	R&N	Logger	F. Bozga	Checked by	C. Marin		
Drilling Method	2.25" IDA HSA to 18', mud rotary thereafter, boring backfilled upon completion			Depth to Water	NA		

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blows/in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blows/in)	Qu (tsf)	Moisture Content (%)
611.6	Very dense, gray SILT; wet							611.6							
		85		5	28 50/5	NP	20			85					
		90		6	45 50/5	NP	18			90					
		95		7	41 50/5	NP	19			95					
		100		8	41 40 50/5	NP	20			100					
		105		9	28 39 47	NP	22			105					
		110		10	27 50/3	NP	25			110					
		115		11	50/4	NP	17			115					
		120								120					
		125								125					
		130								130					
		135								135					
		140								140					
		145								145					
		150								150					
		155								155					
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		425								425					
		430								430					
		435								435					
		440								440					
		445								445					
		450								450					
		455.6								455.6					
		460								460					
		465								465					
		470								470					
		475								475					
		480								480					
		483.1								483.1					
		488.1								488.1					
		493.1								493.1					
		498.1								498.1					
		503.1								503.1					
		508.1								508.1					
		513.1								513.1					
		518.1								518.1					
		523.1								523.1					
		528.1								528.1					
		533.1								533.1					
		538.1								538.1					
		543.1								543.1					
		548.1								548.1					
		553.1								553.1					
		558.1								558.1					
		563.1								563.1					
		568.1								568.1					
		573.1								573.1					
		578.1								578.1					
		583.1								583.1					
		588.1								588.1					
		593.64								593.64					

GENERAL NOTES				WATER LEVEL DATA			
Begin Drilling	08-24-2015	Complete Drilling	08-25-2015	While Drilling	Rotary wash		
Drilling Contractor	Wang Testing Services	Drill Rig	CME-55 TMR [85%]	At Completion of Drilling	Mud at 12 ft		
Driller	R&N	Logger	F. Bo				

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/in)	Qu (tsf)	Moisture Content (%)
578.1	6-inch thick ASPHALT -PAVEMENT-												
577.1	12-inch thick CONCRETE -PAVEMENT-												
	Dense, gray and white CRUSHED STONE -BASE COURSE-		1	22	NP				9	1	0.16	27	
575.4	Medium stiff, brown and gray SILTY CLAY LOAM, trace gravel		2	2	0.74	22			10	1	0.25	26	
			2	2					11	2	0.16	26	
573.1	Very soft to medium stiff, gray CLAY to SILTY CLAY, trace gravel		3	1	0.33	25			12	1	0.16	26	
			3	2					13	2	0.49	20	
570.3	Possible Wet SAND lens		4	1	0.33	20			14	3	0.57	22	
			4	3					15	4	0.98	41	
			5	2	0.66	15			16	5	3.44	21	
			5	2					17	6	2.38	25	
			6	1	0.41	24			18	3	0.98	41	
			6	2					19	4	6	7	
			7	1	0.41	25			20	5	6		
			7	1					21	6	7		
			8	1	0.25	25			22	7	4	4	
			8	2					23	8	4		

GENERAL NOTES
 Begin Drilling 06-25-2014 Complete Drilling 06-25-2014
 Drilling Contractor Wang Testing Services Drill Rig B-57 TMR [100%]
 Driller N&K Logger A. Happel Checked by C. Marin
 Drilling Method 2.25" SSA to 10', mud rotary thereafter, boring backfilled upon completion

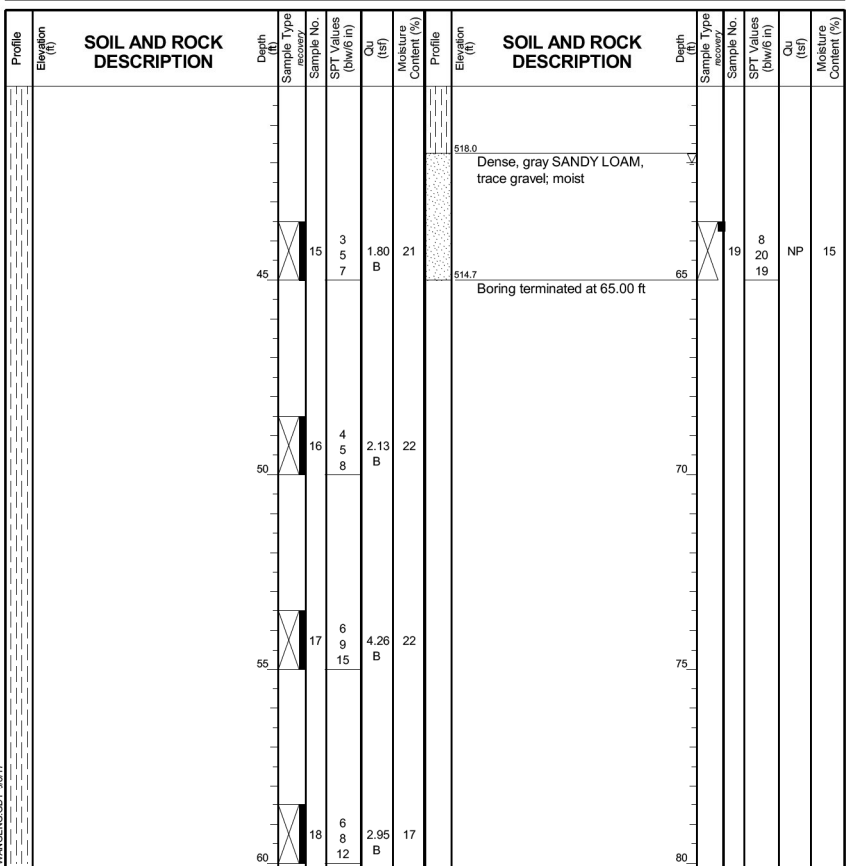
WATER LEVEL DATA
 While Drilling 8.00 ft
 At Completion of Drilling mud in the borehole
 Time After Drilling NA
 Depth to Water NA
 The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/in)	Qu (tsf)	Moisture Content (%)
516.9	Dense, brown and gray SANDY LOAM, trace gravel -Moist-												
513.6	Boring terminated at 65.00 ft												
531.5	Very stiff, gray SILTY CLAY to SILTY CLAY LOAM, trace gravel		15	4	0.33	20			65	19	16	24	25
			15	5					66	20	19	NP	9
			16	8					67	21	16	24	25
			16	12					68	22	25		
			17	4	2.38	25			69	23	25		
			17	6					70	24			
			18	3	0.98	41			71	25			
			18	4					72	26			
			19	4					73	27			
			19	7					74	28			
			20	3	0.98	41			75	29			
			20	4					76	30			
			21	4					77	31			
			22	4					78	32			
			23	0	0.33	23			79	33			
			23	1					80	34			
			24	0	0.41	23			81	35			
			24	1					82	36			
			25	0					83	37			
			25	0					84	38			
			26	0					85	39			
			26	0					86	40			
			27	0					87	41			
			27	0					88	42			
			28	0					89	43			
			28	0					90	44			
			29	0					91	45			
			29	0					92	46			
			30	0					93	47			
			30	0					94	48			
			31	0					95	49			
			31	0					96	50			
			32	0					97	51			
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			34	0					101	55			
			34	0					102	56			
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			36	0					105	59			
			36	0					106	60			
			37	0					107	61			
			37	0					108	62			
			38	0					109	63			
			38	0					110	64			
			39	0					111	65			
			39	0					112	66			
			40	0					113	67			
			40	0					114	68			
			41	0					115	69			
			41	0					116	70			
			42	0					117	71			
			42	0					118	72			
			43	0					119	73			
			43	0					120	74			
			44	0					121	75			
			44	0					122	76			
			45	0					123	77			
			45	0					124	78			
			46	0					125	79			
			46	0					126	80			
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			56	0					145	99			
			56	0					146	100			
			57	0					147	101			
			57	0					148	102			
			58	0					149	103			
			58	0					150	104			
			59	0					151	105			
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			63	0					159	113			
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			64	0					161	115			
			64	0					162	116			
			65	0					163	117			
			65	0					164	118			
			66	0					165	119			
			66	0					166	120			
			67	0									

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 Fax: 630 953-9938

BORING LOG 28-RWB-02
 WEI Job No.: 1100-04-01
 Client: **AECOM**
 Project: **Circle Interchange Reconstruction**
 Location: **Section 17, T39N, R14E of 3rd PM**

Datum: NAVD 88
 Elevation: 579.73 ft
 North: 1899716.72 ft
 East: 1171586.62 ft
 Station: 8414+40.82
 Offset: 83.43 RT



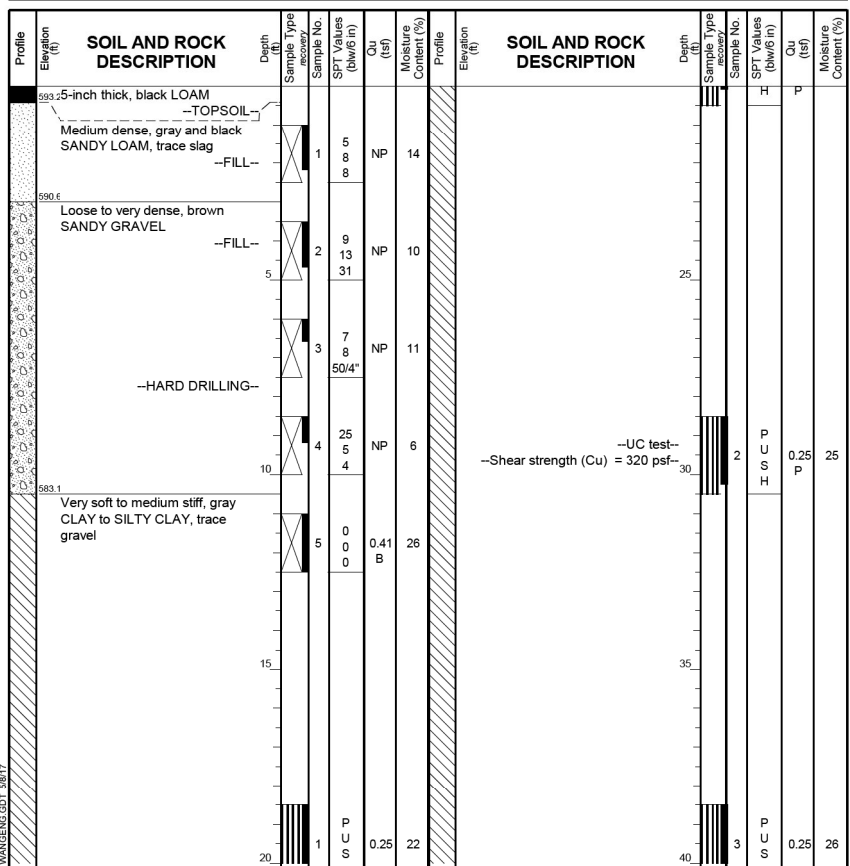
GENERAL NOTES
 Begin Drilling 07-24-2014 Complete Drilling 07-24-2014
 Drilling Contractor Wang Testing Services Drill Rig CME-55 TMR [85%]
 Driller A&K Logger A. Happel Checked by C. Marin
 Drilling Method 2.25" SSA to 10', mud rotary thereafter, boring backfilled upon completion

WATER LEVEL DATA
 While Drilling 62.00 ft
 At Completion of Drilling mud in the borehole
 Time After Drilling NA
 Depth to Water NA

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 Lombard, IL 60148
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 Fax: 630 953-9938

BORING LOG 29-RWB-02
 WEI Job No.: 1100-04-01
 Client: **AECOM**
 Project: **Circle Interchange Reconstruction**
 Location: **Section 17, T39N, R14E of 3rd PM**

Datum: NAVD 88
 Elevation: 593.63 ft
 North: 1899746.45 ft
 East: 1171670.23 ft
 Station: 8415+25.11
 Offset: 55.70 RT



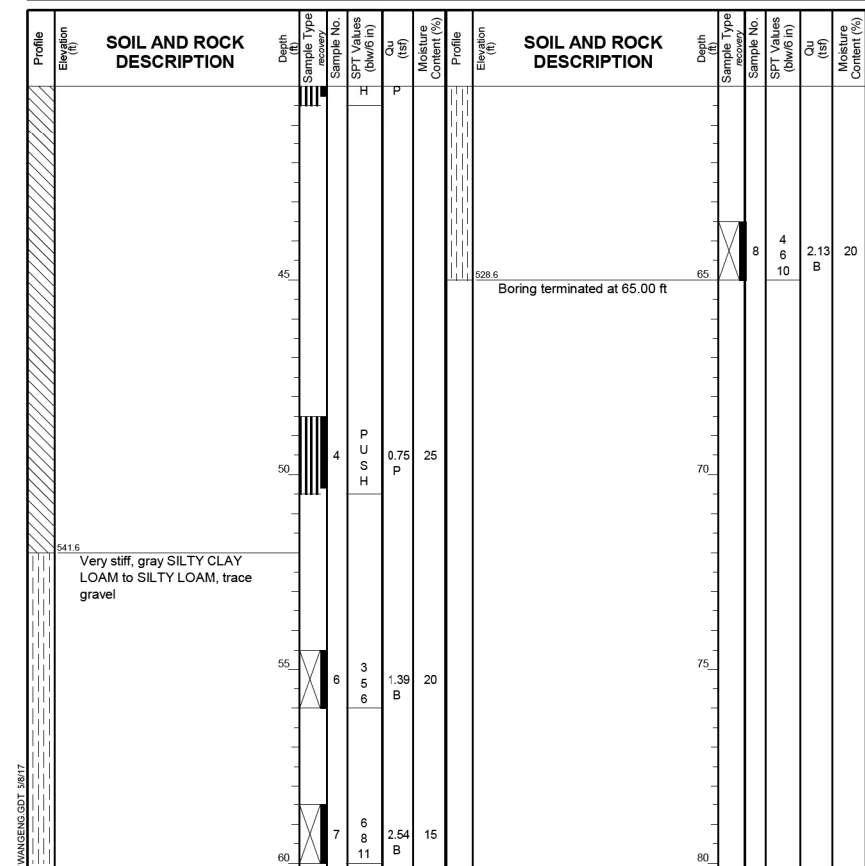
GENERAL NOTES
 Begin Drilling 06-16-2014 Complete Drilling 06-16-2014
 Drilling Contractor Wang Testing Services Drill Rig B-57 TMR [100%]
 Driller N&K Logger A. Happel Checked by C. Marin
 Drilling Method 3.25" HSA to 11', mud rotary thereafter, boring backfilled upon completion

WATER LEVEL DATA
 While Drilling Rotary wash
 At Completion of Drilling mud in the borehole
 Time After Drilling NA
 Depth to Water NA

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BORING LOG 29-RWB-02
 WEI Job No.: 1100-04-01
 Client: **AECOM**
 Project: **Circle Interchange Reconstruction**
 Location: **Section 17, T39N, R14E of 3rd PM**

Datum: NAVD 88
 Elevation: 593.63 ft
 North: 1899746.45 ft
 East: 1171670.23 ft
 Station: 8415+25.11
 Offset: 55.70 RT



GENERAL NOTES
 Begin Drilling 06-16-2014 Complete Drilling 06-16-2014
 Drilling Contractor Wang Testing Services Drill Rig B-57 TMR [100%]
 Driller N&K Logger A. Happel Checked by C. Marin
 Drilling Method 3.25" HSA to 11', mud rotary thereafter, boring backfilled upon completion

WATER LEVEL DATA
 While Drilling Rotary wash
 At Completion of Drilling mud in the borehole
 Time After Drilling NA
 Depth to Water NA

0161700-60X95-5059-Bof.dgn

PARSONS BRINCKERHOFF

USER NAME = pateld
 DESIGNED - HA
 CHECKED - AH
 PLOT SCALE = N.T.S.
 DRAWN - DCP
 PLOT DATE = 6/29/2017
 CHECKED - JIG

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BORING LOGS VIII
 STRUCTURE NO. 016-1700**

SHEET NO. S1-59 OF S1-60 SHEETS

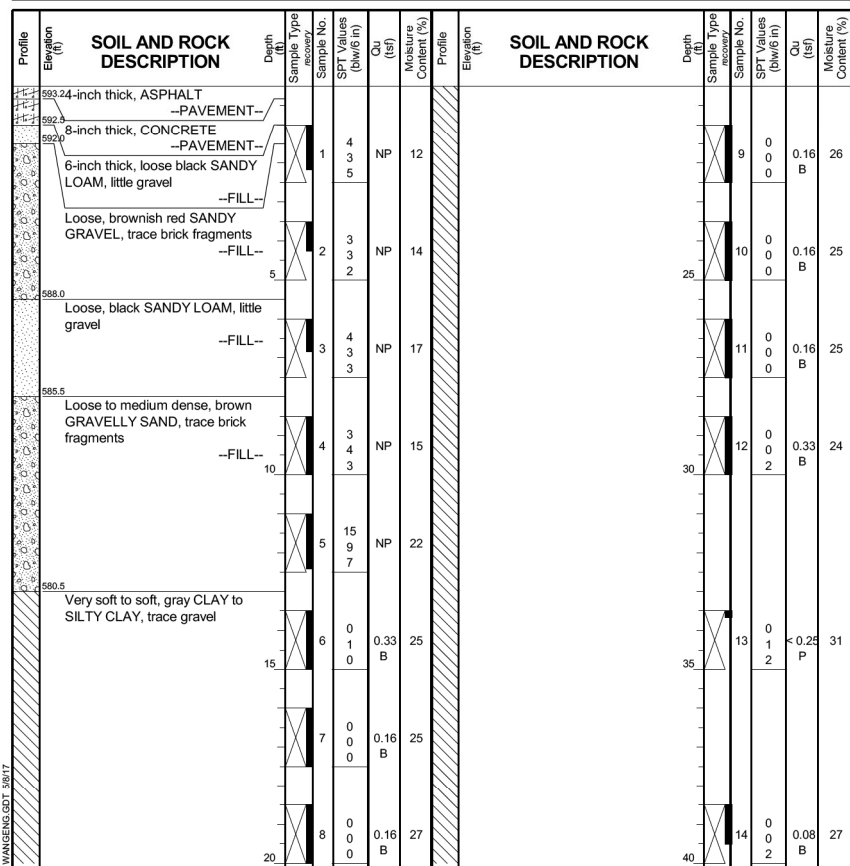
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	211
CONTRACT NO. 60X95				
ILLINOIS FED. AID PROJECT				

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

BORING LOG 30-RWB-01
 WEI Job No.: 1100-04-01
 Client: **AECOM**
 Project: **Circle Interchange Reconstruction**
 Location: **Section 17, T39N, R14E of 3rd PM**

Datum: NAVD 88
 Elevation: 593.54 ft
 North: 1899863.46 ft
 East: 1171695.35 ft
 Station: 8415+53.02
 Offset: 60.68 LT

Page 1 of 3



GENERAL NOTES
 Begin Drilling 07-24-2014 Complete Drilling 07-27-2014
 Drilling Contractor Wang Testing Services Drill Rig D-50 TMR [78%]
 Driller R&J Logger S. Woods Checked by C. Marin
 Drilling Method 2.25" SSA to 10', mud rotary thereafter, boring backfilled upon completion

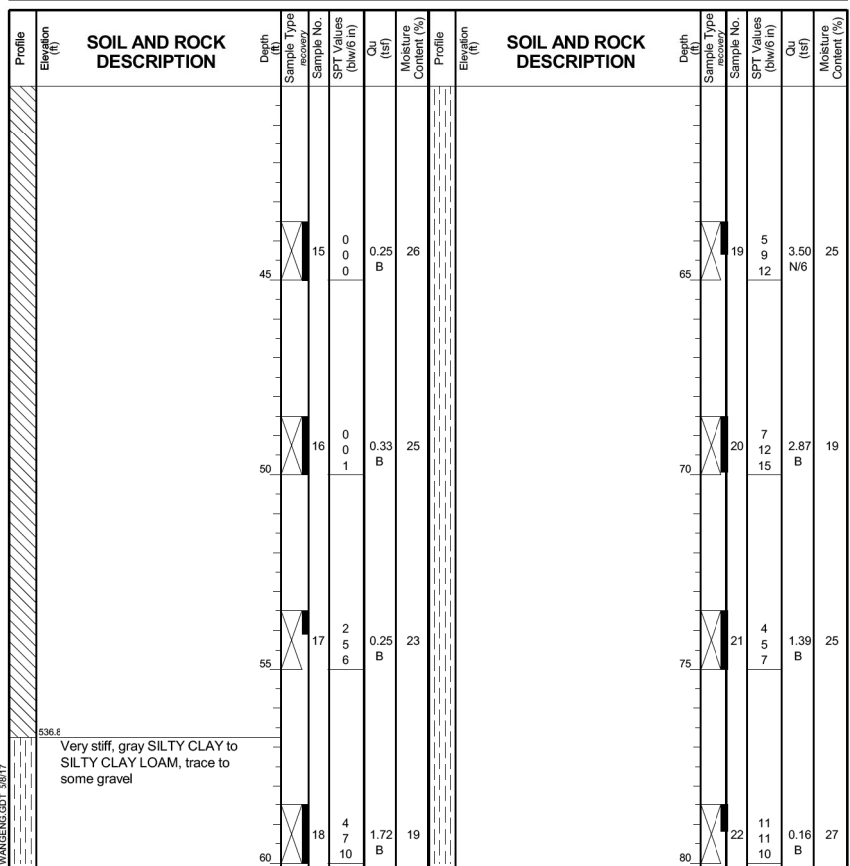
WATER LEVEL DATA
 While Drilling Rotary wash
 At Completion of Drilling mud in the borehole
 Time After Drilling NA
 Depth to Water NA
 The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

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

BORING LOG 30-RWB-01
 WEI Job No.: 1100-04-01
 Client: **AECOM**
 Project: **Circle Interchange Reconstruction**
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Page 2 of 3



GENERAL NOTES
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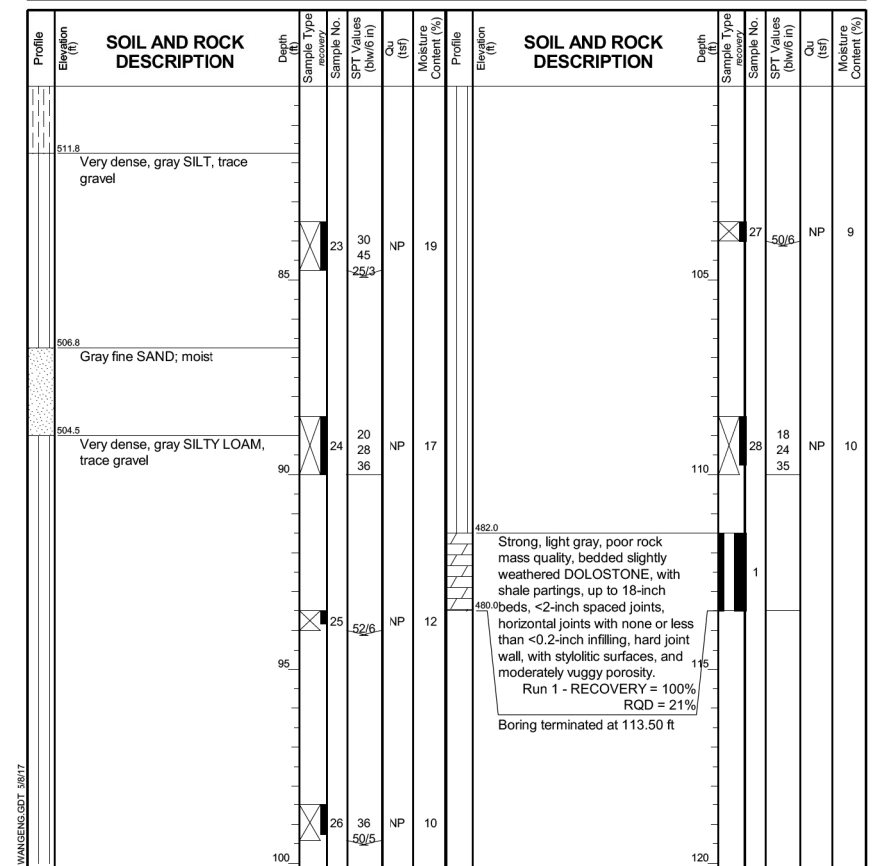
WATER LEVEL DATA
 While Drilling Rotary wash
 At Completion of Drilling mud in the borehole
 Time After Drilling NA
 Depth to Water NA
 The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

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 wangeng@wangeng.com
 1145 N Main Street
 Lombard, IL 60148
 Telephone: 630 953-9928
 Fax: 630 953-9938

BORING LOG 30-RWB-01
 WEI Job No.: 1100-04-01
 Client: **AECOM**
 Project: **Circle Interchange Reconstruction**
 Location: **Section 17, T39N, R14E of 3rd PM**

Datum: NAVD 88
 Elevation: 593.54 ft
 North: 1899863.46 ft
 East: 1171695.35 ft
 Station: 8415+53.02
 Offset: 60.68 LT

Page 3 of 3



GENERAL NOTES
 Begin Drilling 07-24-2014 Complete Drilling 07-27-2014
 Drilling Contractor Wang Testing Services Drill Rig D-50 TMR [78%]
 Driller R&J Logger S. Woods Checked by C. Marin
 Drilling Method 2.25" SSA to 10', mud rotary thereafter, boring backfilled upon completion

WATER LEVEL DATA
 While Drilling Rotary wash
 At Completion of Drilling mud in the borehole
 Time After Drilling NA
 Depth to Water NA
 The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

0161700-60X95-5060-B0F.dgn

PARSONS BRINCKERHOFF

USER NAME = pateld	DESIGNED - HA	REVISED -
PLOT SCALE = N.T.S.	CHECKED - AH	REVISED -
PLOT DATE = 6/29/2017	DRAWN - DCP	REVISED -
	CHECKED - JIG	REVISED -

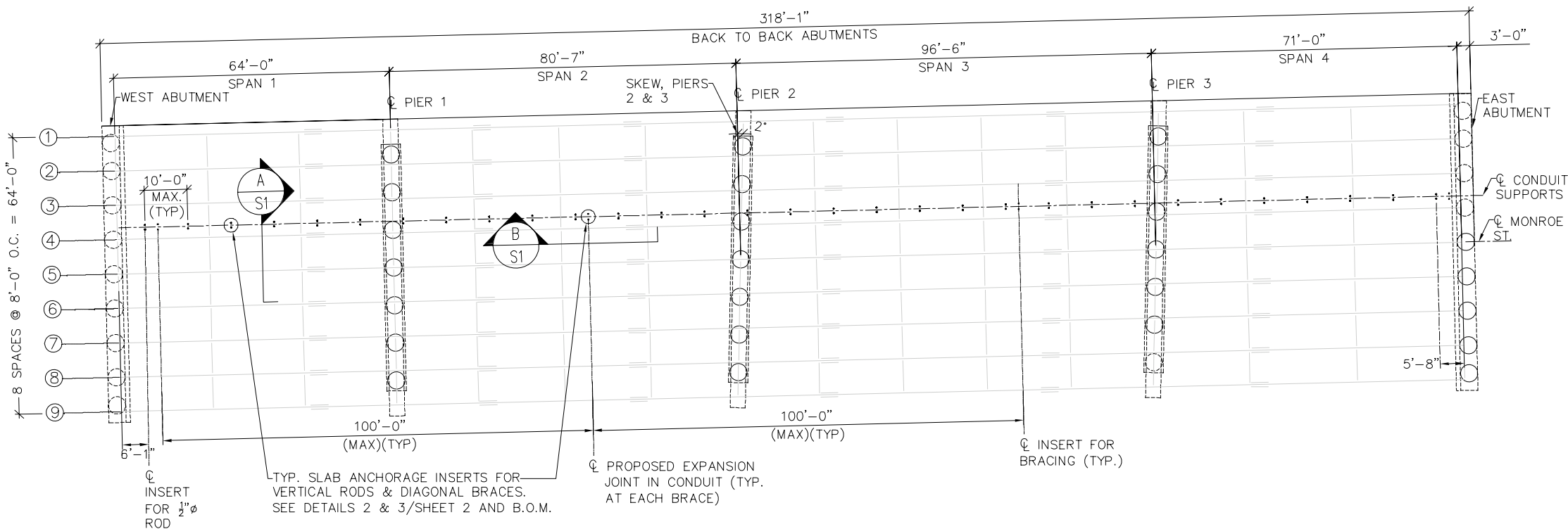
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BORING LOGS IX
 STRUCTURE NO. 016-1700**
 SHEET NO. S1-60 OF S1-60 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	212
CONTRACT NO. 60X95				
ILLINOIS FED. AID PROJECT				

**MONROE OVER I-90/94
CONDUIT SUPPORTS PLAN
CHICAGO, ILLINOIS**

PROJECT MANAGER: JOSHUA A. HOHENEDER, P.E.



GENERAL CONSTRUCTION WORK

- CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES ON SITE. CONTRACTOR SHALL VISIT THE SITE AND BECOME THOROUGHLY FAMILIAR WITH THE EXISTING CONDITIONS.
- CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS, ELEVATIONS, AND AS-BUILT CONDITIONS OF THE EXISTING STRUCTURE AND PROVIDE THE STRUCTURAL ENGINEER DETAILED SKETCHES INDICATING INFORMATION THAT DIFFERS FROM THE DESIGN DRAWINGS (21) DAYS PRIOR TO CONSTRUCTION.
- CONTRACTOR IS RESPONSIBLE FOR LOCATING AND PROTECTING EXISTING PIPING, UTILITIES, EQUIPMENT AND STRUCTURES WHICH COULD BE DAMAGED BY CONSTRUCTION ACTIVITIES. REPAIR OF DAMAGES SHALL BE AT THE CONTRACTOR'S EXPENSE.
- SPACING OF CONDUIT SUPPORTS SHALL NOT EXCEED 10'-0" O.C.
- CONCRETE INSERTS SHALL BE LOCATED AND PLACED IN THE BRIDGE DECK PRIOR TO CONCRETE PLACEMENT (BY OTHERS).
- SPACING OF CONDUIT EXPANSION COUPLINGS SHALL NOT EXCEED 100' AND SHALL BE LOCATED AT EACH SUPPORT BRACE LOCATION. EXPANSION COUPLINGS SHALL ALSO BE LOCATED AT EACH BRIDGE EXPANSION JOINT.
- THE CONTRACTOR SHALL CONNECT PROPOSED CONDUIT TO EXISTING CONDUIT AT ABUTMENT WALLS AS REQUIRED TO MAKE THE SYSTEM COMPLETE.
- INSTALLED CONDUIT SUPPORTS TO BE PARALLEL TO THE BRIDGE GIRDERS.
- BRIDGE SUBSTRUCTURE AND SUPERSTRUCTURE ARE BY OTHERS. ALL DIMENSIONS OF THE SUBSTRUCTURE AND SUPERSTRUCTURE SHOWN ARE PER THE DRAWINGS PROVIDED BY OTHERS.

**1 BRIDGE DECK
PLAN VIEW**
SCALE: 1/16" = 1'-0"

**FOR INFORMATION ONLY
WORK TO BE PERFORMED BY OTHERS
WITH THE EXCEPTION OF PLACEMENT
OF INSERTS INTO THE SUPERSTRUCTURE**

STRUCTURAL STEEL

- ALL STRUCTURAL THREADED RODS SHALL CONFORM TO ASTM A36, (fy =36 ksi).
- ALL PLATES SHALL CONFORM TO ASTM A36.
- ALL BOLTS SHALL CONFORM TO ASTM A325.
- ALL DETAILING, FABRICATION AND ERECTION SHALL CONFORM TO MANUFACTURERS' SPECIFICATIONS.
- ALL STRUT SYSTEM COMPONENTS SUPPORTING PROPOSED CONDUIT SHALL BE BY THE SPECIFIED MANUFACTURER OR APPROVED EQUAL. ALL CHANNELS AND BRACES SHALL BE UNISTRUT P1000, 12 GA STEEL CHANNELS FABRICATED FROM ASTM A653 GR. 33 STRUCTURAL GRADE STEEL HAVING AN "HS" SERIES HOLE PATTERN. CHANNELS SHALL BE HOT-DIPPED GALVANIZED AFTER FABRICATION AS INDICATED IN NOTE 8.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONTROL OF ALL ERECTION PROCEDURES AND SEQUENCES.
- THERE SHALL BE NO FIELD CUTTING OR WELDING OF EXISTING STRUCTURAL STEEL MEMBERS.
- UNLESS NOTED OTHERWISE, ALL STEEL PIECES SHOWN HEREIN SHALL BE HOT-DIPPED GALVANIZED AFTER FABRICATION. GALVANIZING SHALL CONFORM TO ASTM A123.
- MANUFACTURED COMPLETE ASSEMBLY BRIDGE CONDUIT GRID SUPPORT SYSTEMS SIMILAR IN TYPE TO WHAT IS SHOWN WITH FIBERGLASS TUBE AND FIBERGLASS SHEETS INSTEAD OF STEEL STRUCTURE CAN BE SUBMITTED VIA A SHOP DRAWING SUBMITTAL FOR ENGINEER'S REVIEW. EXAMPLE APPLICABLE MANUFACTURERS THAT MAKE SIMILAR COMPLETE CONDUIT SUPPORT SYSTEMS ARE OSBURN ASSOCIATES, INC. AND CONDUX. IF MANUFACTURER DESIRES TO SUBMIT FIBERGLASS SYSTEM IN LIEU OF SYSTEM SHOWN ON THESE DRAWINGS, MANUFACTURER MUST SUBMIT DESIGN CALCULATIONS SHOWING THAT FIBERGLASS SYSTEM IS ABLE TO RESIST APPLIED LOADS WITH PROPOSED HANGER SPACING SHOWN, OR PROVIDE ADDITIONAL SUPPORTS AS REQUIRED BY DESIGN CALCULATIONS.

REFERENCE DRAWINGS

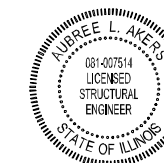
- STRUCTURAL INFORMATION FROM REFERENCE STRUCTURAL DRAWINGS:

TITLE: MONROE ST. OVER I-90/94
(KENNEDY EXPRESSWAY)
F.A.U. ROUTE 1420
SECTION 2014-016R&B
COOK COUNTY
STATION 8413+45.88
STRUCTURE NO. 016-1700

BY: PARSONS BRINKERHOFF
30 NORTH LASALLE ST. #4200
CHICAGO, IL 60602

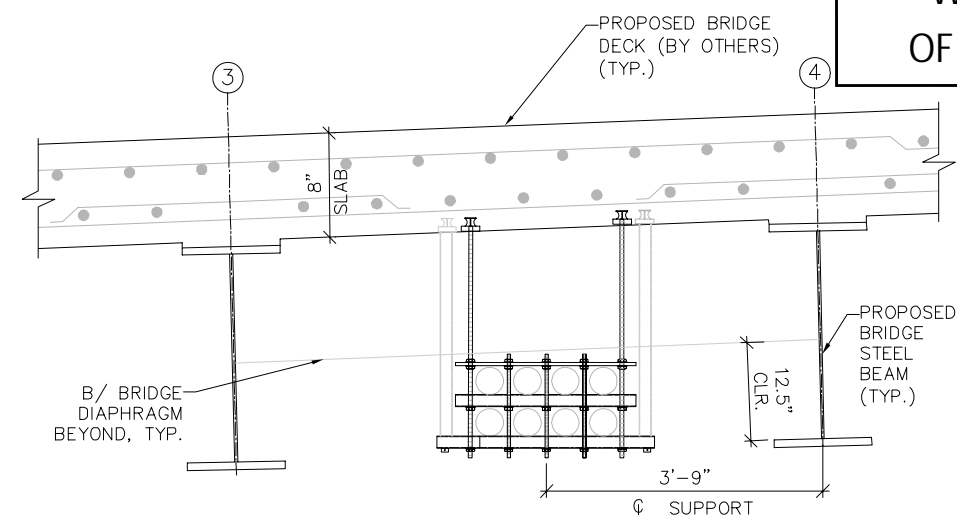
DATED: FEBRUARY 2, 2017

SHEET #: 151



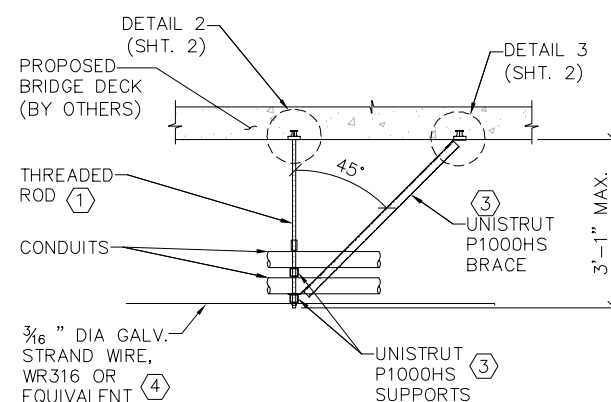
STRUCTURAL ENGINEER
EXPIRES 11-30-2018

Aubree L. Akers
SIGNATURE
08-24-2017
DATE



**A HANGER DETAIL
LOOKING EAST**
SCALE: 3/4" = 1'-0"

- NOTES:
1. FOR HANGER AND INSERT DETAILS, SEE DETAIL 1, SHEET S2.



**B HANGER SECTION
LOOKING NORTH**
SCALE: 1/2" = 1'-0"

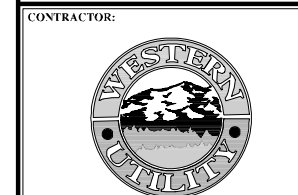
- NOTES:
1. HANGERS CONTAINING BRACES SHALL BE PLACED ADJACENT TO EACH ABUTMENT AT THE SPACING SHOWN. SEE GENERAL CONSTRUCTION NOTES FOR ADDITIONAL DETAILS.

SEGMENT:
CC-ST-350(351)

NOTES:
I-DOT: 60X95

ENGINEER:
hbk
ENGINEERING
921 WEST VAN BUREN STREET, SUITE 100
CHICAGO, ILLINOIS 60607
STATE OF ILLINOIS DEPARTMENT
OF PROFESSIONAL REGULATION.
LICENSE NO. 184-002308

OWNER/DEVELOPER:
COMCAST



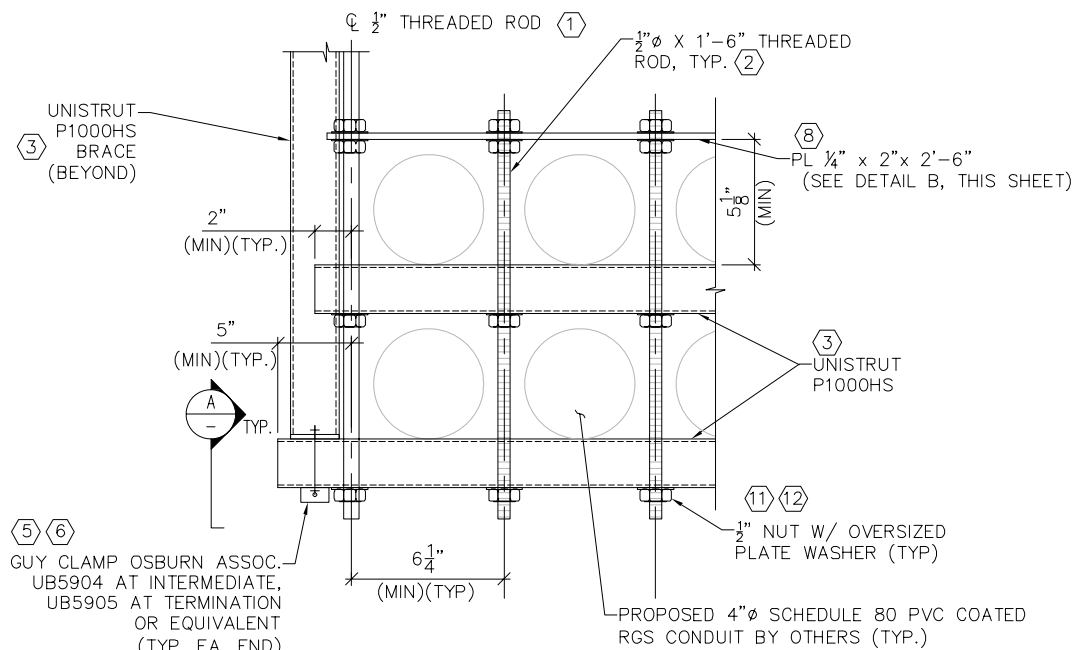
TITLE:
**EAST(WEST) RELOCATION
FOR I-DOT AT MONROE & I-90/94
CONDUIT SUPPORTS
PLAN, SECTION AND DETAILS
CHICAGO, ILLINOIS**

REVISIONS			
REV	DATE	DESCRIPTION	BY
01	08/24/17	ISSUED FOR COMMENTS	ECS
02			
03			
04			
05			
06			
07			
08			
09			
10			
11			
12			

DRAWN BY: **IP** CHECKED BY: **PAI** APPROVED BY: **AJS**

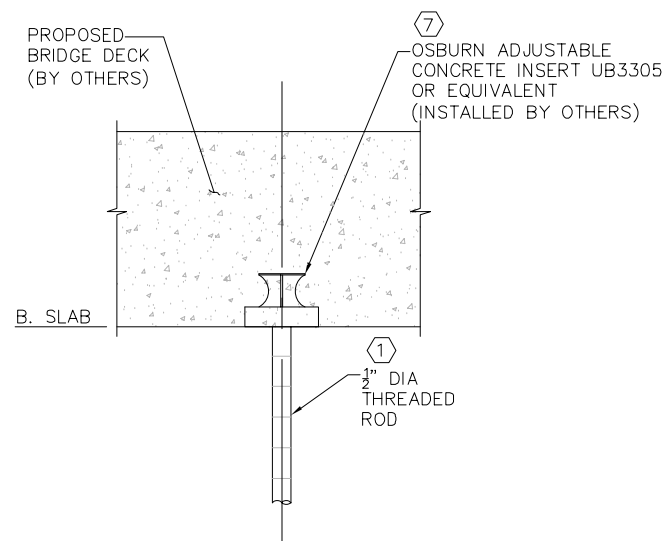
PROJECT NUMBER: **161167**
FILE NAME: **16-1167**
O/C NUMBER: **N/A**
DATE DRAWN: **06/29/2017**
SCALE: **AS SHOWN**

SHEET: **212A of 378**
PLOT DATE: **09/01/2017**

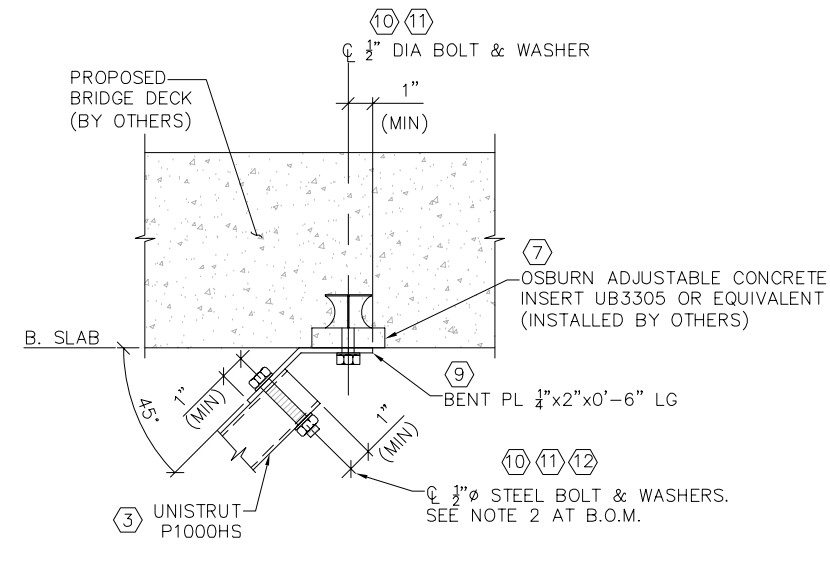


1 HANGER DETAIL (SHOWN WITH BRACE)
SCALE: 3" = 1'-0"

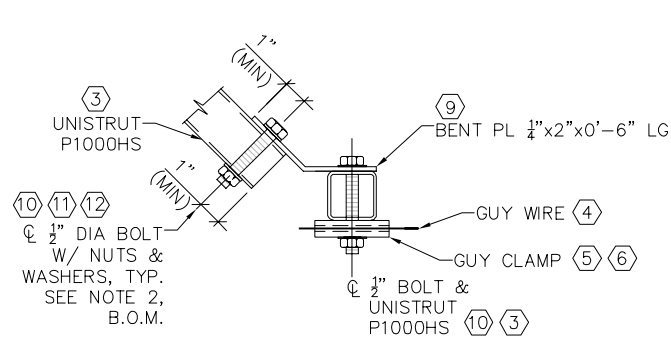
NOTE:
MINIMUM CLEARANCE OF CONDUIT & COMPONENTS SHALL BE
0.25" ON ALL SIDES



2 TYPICAL ANCHORAGE DETAIL
SCALE: 3" = 1'-0"

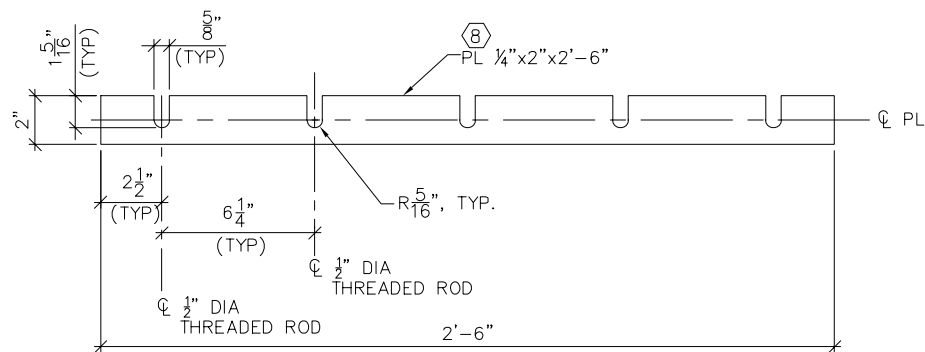


3 ANCHORAGE AT BRACE DETAIL
SCALE: 3" = 1'-0"



A SECTION
SCALE: 3" = 1'-0"

NOTE: CONDUIT NOT SHOWN FOR CLARITY

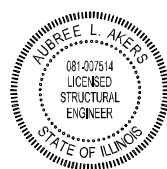


B PLATE DETAIL
TYPICAL HOLE DETAILS
SCALE: 3" = 1'-0"

BILL OF MATERIALS				
ITEM NO	DESCRIPTION	QTY	UNIT	MATERIAL
1	1/2" Ø X 3'-3" LONG THREADED ROD (CUT TO SUIT)	202	LINEAR FEET	ASTM A36
2	1/2" Ø X 1'-6" THREADED ROD	139.5	LINEAR FEET	ASTM A36
3	UNISTRUT P1000HS	170.5	LINEAR FEET	ASTM A653 GR. 33
4	3/16" DIA. STRAND OSBURN WR 316 WIRE	640	LINEAR FEET	SEE CATALOG
5	INTERMITTENT GUY CLAMPS, OSBURN (PART UB5904)	62	EACH	SEE CATALOG
6	END GUY CLAMPS, OSBURN (PART UB5905)	4	EACH	SEE CATALOG
7	ADJUSTABLE CONCRET INSERTS OSBURN UB3305 (FOR 1/2" ROD/BOLT)	70	EACH	SEE CATALOG
8	PLATE 1/4"X2"X2'-6"	31	EACH	ASTM A36
9	BENT PLATE 1/2"X2"X0'-6"	16	EACH	ASTM A36
10	1/2" BOLTS X 4.5"	32	EACH	ASTM A325
11	1/2" PLATE WASHERS	676	EACH	ASTM F436
12	1/2" NUTS	644	EACH	ASTM A563

- NOTES:
- QUANTITIES PROVIDED REPRESENT AN ESTIMATE OF THE EXACT QUANTITIES REQUIRED IN THE FIELD. ENGINEER IS NOT RESPONSIBLE FOR QUANTITY TO BE ORDERED FOR CONSTRUCTION. CONTRACTOR SHALL VERIFY QUANTITIES AND ALLOW FOR REASONABLE SURPLUS AS REQUIRED TO COMPLETE THE SYSTEM INSTALLATION PRIOR TO FINAL PURCHASE.
 - STANDARD STEEL BOLTED CONNECTIONS ARE SHOWN. HOWEVER, STRUT MANUFACTURER MAY REQUIRE THAT NUTS AND HARDWARE ARE ALL PRODUCTS OF THE SAME MANUFACTURER. CONTRACTOR TO VERIFY THAT FASTENING SYSTEM SHOWN CONFORMS TO STRUT MANUFACTURER'S SPECIFICATIONS OR PROVIDE ASSEMBLY DRAWING FOR REVIEW BY ENGINEER OF RECORD.

FOR INFORMATION ONLY
WORK TO BE PERFORMED BY OTHERS
WITH THE EXCEPTION OF PLACEMENT
OF INSERTS INTO THE SUPERSTRUCTURE



STRUCTURAL ENGINEER
EXPIRES 11-30-2018
Auree L. Aries
SIGNATURE
08-24-2017
DATE

SEGMENT:
CC-ST-350(351)

NOTES:

ENGINEER:
hbk
ENGINEERING
921 WEST VAN BUREN STREET, SUITE 100
CHICAGO, ILLINOIS 60607
STATE OF ILLINOIS DEPARTMENT
OF PROFESSIONAL REGULATION.
LICENSE NO. 184-002308

OWNER/DEVELOPER:

COMCAST



TITLE:
**EAST (WEST) RELOCATION
FOR I-DOT AT MONROE & I-90/94
CONDUIT SUPPORTS
DETAILS
CHICAGO, ILLINOIS**

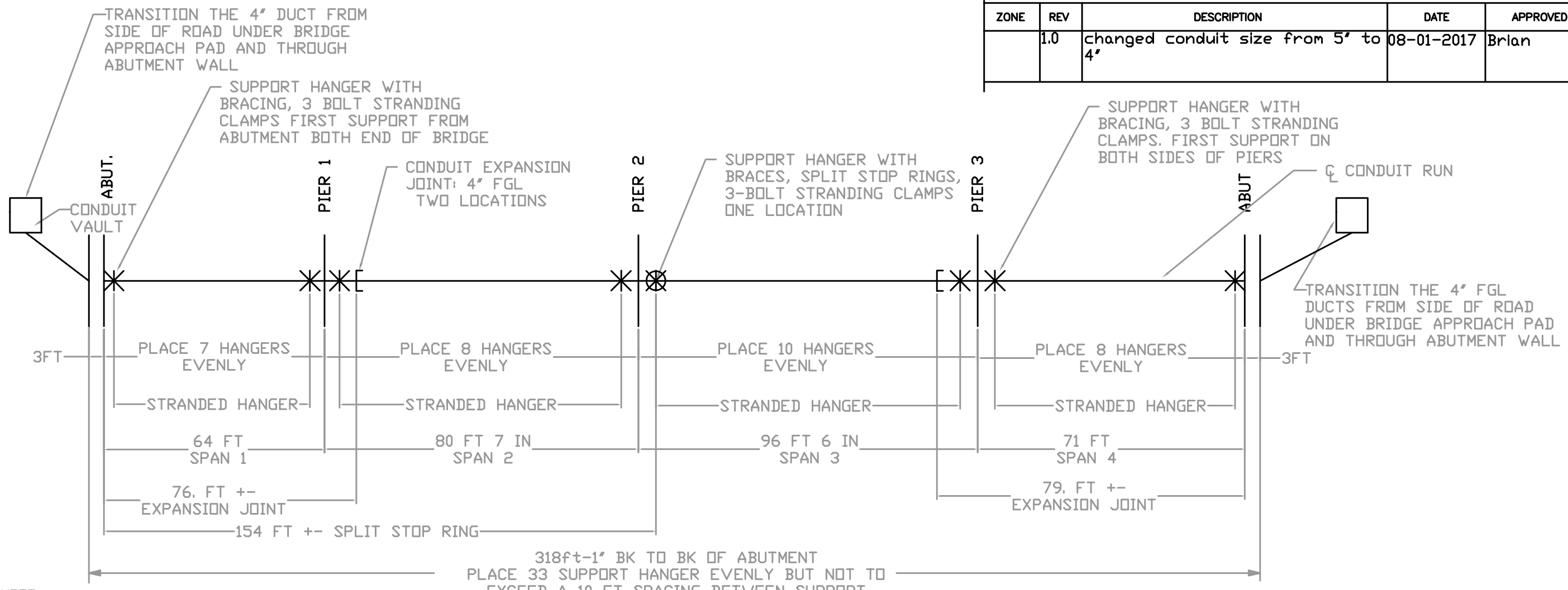
REVISIONS			
REV	DATE	DESCRIPTION	BY
01	08/24/17	ISSUED FOR COMMENTS	ECS
02			
03			
04			
05			
06			
07			
08			
09			
10			
11			
12			

DRAWN BY: IP
CHECKED BY: PAI
APPROVED BY: AJS

PROJECT NUMBER: 161167
FILE NAME: 16-1167
O/C NUMBER: N/A
DATE DRAWN: 06/29/2017
SCALE: AS SHOWN

SHEET: 212B of 378
PLOT DATE: 09/01/2017

REVISIONS				
ZONE	REV	DESCRIPTION	DATE	APPROVED
	1.0	changed conduit size from 5" to 4"	08-01-2017	Brian



NOTE
 PLACE COM ED CONDUIT RUN BETWEEN BRIDGE GIRDERS 6 AND 7. RUN CONDUITS THROUGH BRIDGE ABUTMENT BACK WALLS IN A 2 HIGH X 6 WIDE CONFIGURATION. RUN GUY STRANDING IN EACH SPAN OF THE BRIDGE NOT CROSSING ANY BRIDGE DECK EXPANSION JOINTS. CENTER MOST SUPPORT HANGER WILL HAVE BRACING AND FGL SPLIT STOP RINGS TO PREVENT CONDUIT FROM MOVING THROUGH THAT SUPPORT. EXPANSION JOINTS ARE REQUIRED IN TWO LOCATIONS 1/4 AND 3/4 THE WAY ACROSS THE BRIDGE.

- NOTES:**
1. ALL MATERIALS REQUIRED FOR THE PLACEMENT OF THIS UNDER BRIDGE CONDUIT SYSTEM WILL BE PROVIDED BY COM ED.
 2. FIBERGLASS CONDUIT 4" IPS (4.51 O.D. X .096 WALL) MEETING NEMA TC-14A.
 3. ALL FIBERGLASS CONDUIT JOINTS ARE TO BE EPOXIED.
 4. SPLIT STOP RINGS ARE TO BE EPOXIED TO EACH DUCT AT SPECIFIED SUPPORT HANGER LOCATIONS.
 5. CONDUIT EXPANSION JOINTS ARE PLACED BETWEEN TWO SPECIFIED INTERMEDIATE HANGERS.
 6. SUPPORT HANGERS AND INSERTS MANUFACTURED FROM CONDUX INTERNATIONAL, INC. OF MANKATO MN, PHONE: 1-800-533-2077 QUOTE NO. 3985260717
 6. CONDUIT SUPPORT HANGER WEIGHT: 41.60 LBS EA
 FGL CONDUIT AND FITTINGS WEIGHT: 1.0 LBS PER FT
 CABLE 650 CU EXFSJ COMED ESP 5.3.8.2 WEIGHT: 8.4 LBS PER FT.
 TOTAL WEIGHT 37,469 LBS

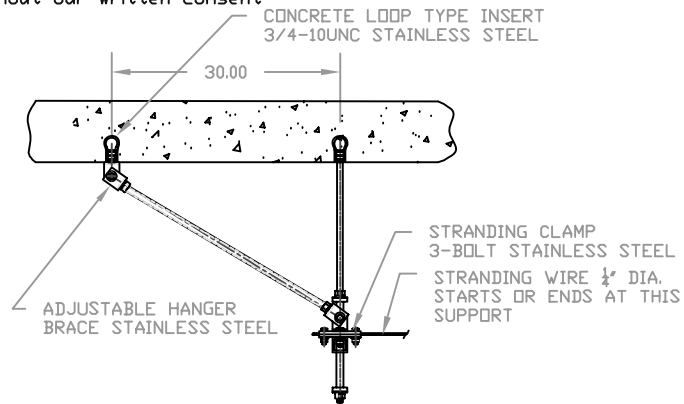
Note:
 ALL MEASUREMENTS ARE IN INCHES UNLESS NOTED OTHERWISE

DRAWING APPROVAL
 I APPROVE THIS DRAWING FOR MANUFACTURING
 DATE: _____

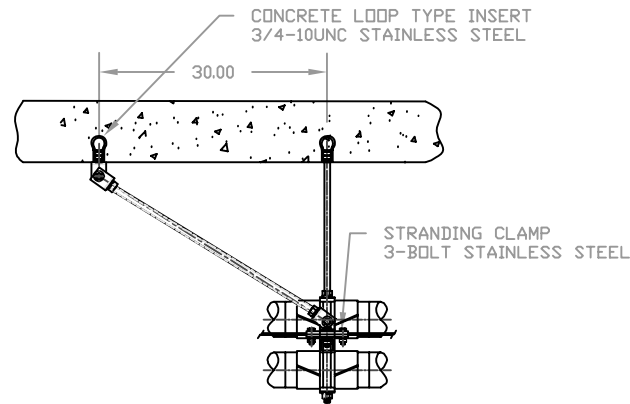
FOR INFORMATION ONLY
 WORK TO BE PERFORMED BY OTHERS
 WITH THE EXCEPTION OF PLACEMENT
 OF INSERTS INTO THE SUPERSTRUCTURE

Layout of support hangers and conduit and fittings	CONDUX INTERNATIONAL, INC. MANKATO MN PH. 800-533-2077			
	Project: COM ED MONROE STREET BRIDGE F.A.I. RTE 90/94			
WEIGHT: 0.0 LBS EA	SIZE	FSCM NO.	DWG NO. TBA	REV 1.0
QUOTE NO. 3985260717	SCALE 1/2	DATE: 09-01-2017	SHEET 212C OF 378	

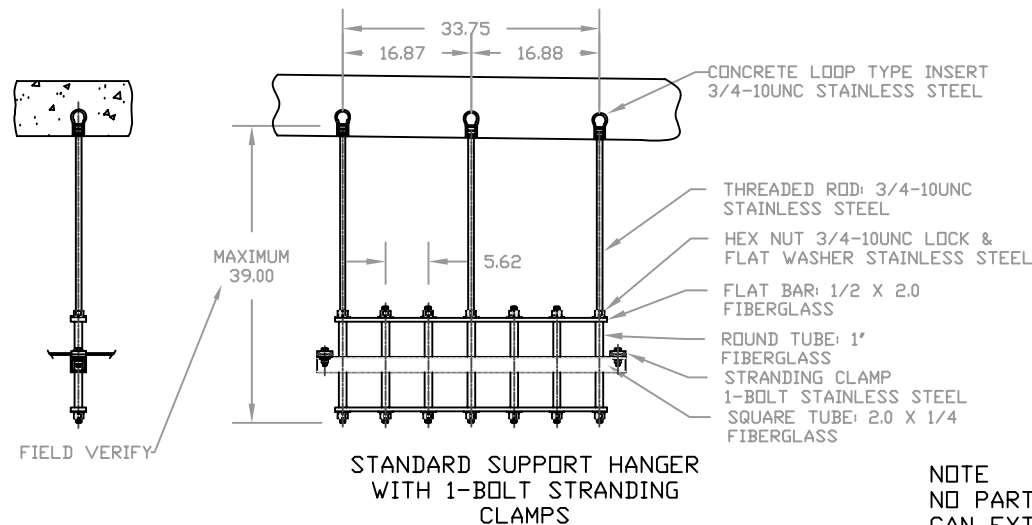
This drawing is the property of Condux International, Inc. and the information thereon is to be treated as confidential. It is not to be used, copied or disclosed to outside parties without our written consent



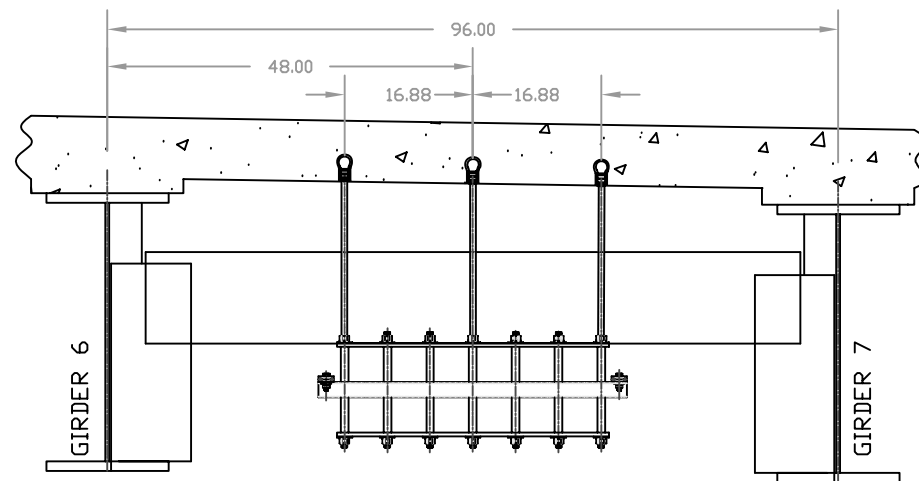
STANDARD SUPPORT HANGER WITH BRACING, 3-BOLT STRANDING CLAMPS. LOCATIONS FIRST HANGER INSIDE EACH ABUTMENT AND FIRST HANGER ON BOTH SIDE OF PIERS



STANDARD SUPPORT HANGER WITH BRACING, FGL SPLIT STOP RINGS AND 3-BOLT CLAMPS 1 LOCATION



STANDARD SUPPORT HANGER WITH 1-BOLT STRANDING CLAMPS



NOTE
NO PART OF THE CONDUIT SUPPORT HANGER CAN EXTEND BELOW THE BRIDGE GIRDER
EXTENDED RODS MAY NEED TO BE ALTERED

Condux International, Inc. Support hanger meet the following specifications
Fiberglass items
Flat Bar: 1/2 x 2.0
Round Tube: 1.0" O.D. .105 wall
Square Tube: 2 x 2 x 1/4
Fiberglass reinforced with polyester resin with surface veil for better weathering, resin shall contain u.v. inhibitor. Fiberglass is made with continuous strand mat and uni-directional roving, gray in color
Tensile Strength (ASTM D 638) 30,000 PSI
Tensile Modulus (ASTM D 638) 2.3E6 PSI
Flexural Strength (ASTM D 790) 30,000 PSI
Flexural Modulus (ASTM D 790) 2.3E6 PSI
Compressive Strength (ASTM D 695) 20,000 PSI
Compressive Modulus 1.4E6 PSI
Yield shear strength 2000 PSI
Barcol hardness 50
Dielectric strength (ASTM D 149) 200 VPM Min.

Stainless steel Hardware Items
Threaded Rod
Threaded rod meets (ASTM/ASME B1.1) (ASTM A307 Grade A) (Tensile Strength 60,000 PSI)
Hexnut
Hexnut meets (ANSI/ASME B18.2.2) Material: 316 Stainless steel (ASTM F594)
Flatwasher
Flatwasher meets (ANSI/ASME B18.22.1) Material: 316 stainless steel (ASTM F436)
Lockwasher
Lockwasher meets (ANSI/ASME B18.21.1) Material: 316 Stainless steel (ASTM F436)
Stranding Items
Stranding Clamps (1-Bolt & 3-Bolt)
Material: 1/4 x 1.5 (316 Stainless Steel)
Stranding Wire
Cable: 1/2 Dia (7 X 19 Steel Aircraft) 304 Stainless Steel
Bracing
Adjustable hanger attachment brackets
Material: angle 2.5 x 2.5 x .25 (316 Stainless steel)

DRAWING APPROVAL
1
APPROVE THIS DRAWING FOR MANUFACTURING
DATE: _____
Note:
ALL MEASUREMENTS ARE IN INCHES UNLESS NOTED OTHERWISE

REVISIONS				
ZONE	REV	DESCRIPTION	DATE	APPROVED
	1.0	CHANGED CONDUIT SIZE FROM 5" TO 4"	08-01-2017	BRIAN

FOR INFORMATION ONLY
WORK TO BE PERFORMED BY OTHERS
WITH THE EXCEPTION OF PLACEMENT
OF INSERTS INTO THE SUPERSTRUCTURE

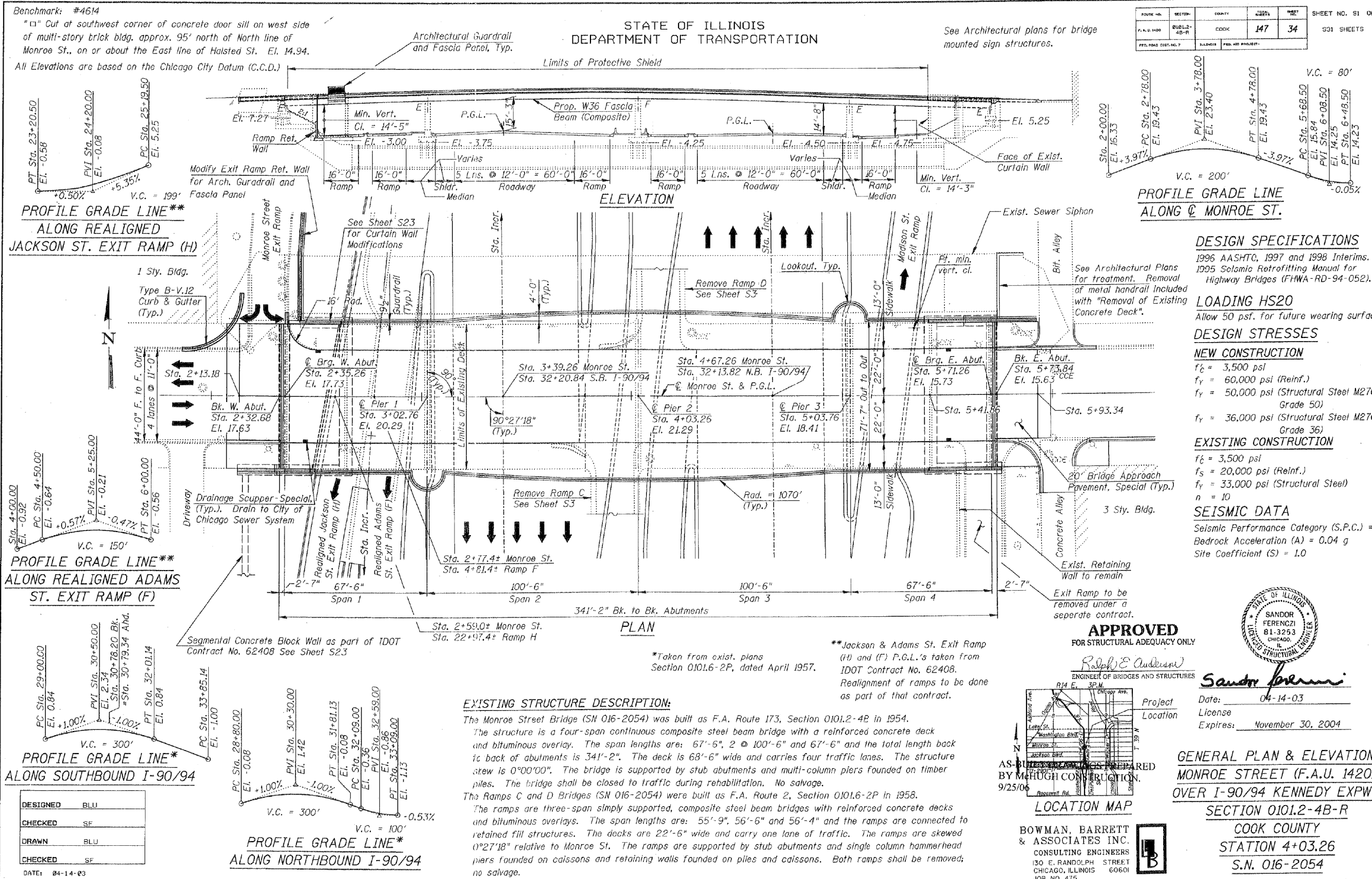
BILL OF MATERIAL

ITEM NO.	PART NO.	DESCRIPTION	QTY	UNIT
1	TBA	STANDARD CONDUIT SUPPORT HANGER: 2 HIGH X 6 WIDE FIBERGLASS AND STAINLESS STEEL, OPENING FOR TWELVE 4" FGL DUCTS THREADED RODS THREE @ 3/4-10UNC X 39.00 LONG	33	EA.
2	08610242	HANGER BRACE ADJUSTABLE: 42 INCH STAINLESS STEEL	16	EA.
3	08409990	CONCRETE INSERT: 3/4-10 LOOP TYPE, STAINLESS STEEL	115	EA.
4	08558300	CONCRETE INSERT SETTING PLUG 3/4-10	115	EA.
5				
6	08408950	STRANDING WIRE: 1/2 X 500 FT., STAINLESS STEEL	2	EA.
7	08409404	GUY STRAND CLAMP: 3-BOLT, STAINLESS STEEL	16	EA.
8	08409504	GUY STRAND CLAMP: 1-BOLT, STAINLESS STEEL	50	EA.
9	08470044	CONDUIT FIBERGLASS: 4" IPS, MW (4.51 O.D. X .096 WALL) MEETING NEMA TC-14A	4800	FT.
10	08470144	CONDUIT STOP COUPLING: 4" IPS MW	24	EA.
11	08470443	CONDUIT EXPANSION JOINT D-RING TYPE: 4" IPS MW	24	EA.
12	08470944	CONDUIT SPLIT STOP RING: 4" IPS MW	24	EA.
13	08471544	CONDUIT ADAPTER: 4" IPS MW TO 4" GRC	24	EA.
14	08463402	CONDUIT EPOXY ADHESIVE CARTRIDGE:	30	EA.
15	02288990	CONDUIT EPOXY ADHESIVE GUN	1	EA.

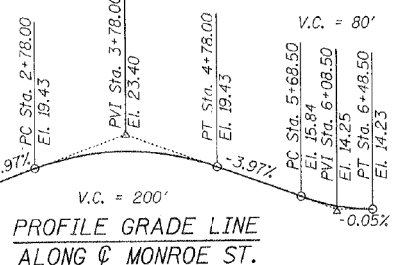
General Construction, Hanger and Conduit Notes
1.0 Recommended spacing between Support is 10 foot.
2.0 Support Hanger Material shall be manufactured using 316 stainless steel and fiberglass components.
3.0 Conduit is 4 inch Fiberglass with minimum wall thickness of .096 inch meeting NEMA TC-14A Specs.
4.0 Conduit joints shall be positive locking adhesive bonded bell and spigot.
5.0 Conduit expansion joints shall be sliding sleeve with provision for 8 inch of travel.
6.0 Bridge abutments must have a block out or be sleeved to allow the fiberglass conduit to pass through. After conduit is placed through abutment seal up opening with state approved sealant.

CONDUIT SUPPORT HANGER DETAIL AND BILL OF MATERIALS		CONDUX INTERNATIONAL, INC. MANKATO MN PH. 800-533-2077		
Project: Com Ed MONROE STREET BRIDGE F.A.I. RTE 90/94		SIZE	FSCM NO.	REV 1.0
WEIGHT: 0.0 LBS EA	QUOTE NO. 3985260717	DWG NO. TBA	DATE: 09-01-2017	SHEET 212D OF 378

FOR INFORMATION ONLY



ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET NO. OF
A.A. 1420	D16L2-4B-F	COOK	147 34	331 SHEETS
FED. ROAD DIST. NO. 7	BRIDGE	FED. AID PROJECT		



DESIGN SPECIFICATIONS
 1996 AASHTO, 1997 and 1998 Interims.
 1995 Seismic Retrofitting Manual for Highway Bridges (FHWA-RD-94-052).

LOADING HS20
 Allow 50 psf. for future wearing surface

DESIGN STRESSES

NEW CONSTRUCTION
 $f_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinf.)
 $f_y = 50,000$ psi (Structural Steel M270 Grade 50)
 $f_y = 36,000$ psi (Structural Steel M270 Grade 36)

EXISTING CONSTRUCTION
 $f_c = 3,500$ psi
 $f_s = 20,000$ psi (Reinf.)
 $f_y = 33,000$ psi (Structural Steel)
 $n = 10$

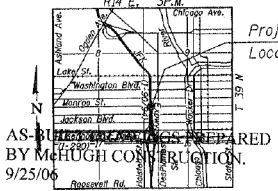
SEISMIC DATA
 Seismic Performance Category (S.P.C.) = I
 Bedrock Acceleration (A) = 0.04 g
 Site Coefficient (S) = 1.0

APPROVED
 FOR STRUCTURAL ADEQUACY ONLY

Ralph E. Anderson
 ENGINEER OF BRIDGES AND STRUCTURES



Sandor Ferenczi
 Date: 04-14-03
 License
 Expires: November 30, 2004



LOCATION MAP

BOWMAN, BARRETT & ASSOCIATES INC.
 CONSULTING ENGINEERS
 130 E. RANDOLPH STREET
 CHICAGO, ILLINOIS 60601
 JOB NO. 415

EXISTING STRUCTURE DESCRIPTION:

The Monroe Street Bridge (SN 016-2054) was built as F.A. Route 173, Section 0101.2-4B in 1954. The structure is a four-span continuous composite steel beam bridge with a reinforced concrete deck and bituminous overlay. The span lengths are: 67'-6", 2 @ 100'-6" and 67'-6" and the total length back to back of abutments is 341'-2". The deck is 68'-6" wide and carries four traffic lanes. The structure skew is 0°00'00". The bridge is supported by stub abutments and multi-column piers founded on timber piles. The bridge shall be closed to traffic during rehabilitation. No salvage.

The Ramps C and D Bridges (SN 016-2054) were built as F.A. Route 2, Section 0101.6-2P in 1958. The ramps are three-span simply supported, composite steel beam bridges with reinforced concrete decks and bituminous overlays. The span lengths are: 55'-9", 56'-6" and 56'-4" and the ramps are connected to retained fill structures. The decks are 22'-6" wide and carry one lane of traffic. The ramps are skewed 1°27'18" relative to Monroe St. The ramps are supported by stub abutments and single column hammerhead piers founded on caissons and retaining walls founded on piles and caissons. Both ramps shall be removed; no salvage.

DESIGNED	BLU
CHECKED	SF
DRAWN	BLU
CHECKED	SF

DATE: 04-14-03

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
 STRUCTURE NO. 016-2054

SHEET NO. 1 OF 87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	213
CONTRACT NO. 60X95				
ILLINOIS FED. AID PROJECT				

0161700-60X95-5061-EXT.dgn

PARSONS BRINCKERHOFF

USER NAME = pateld	DESIGNED -	REVISED -
PLOT SCALE = N.T.S.	CHECKED -	REVISED -
PLOT DATE = 5/15/2017	DRAWN - DCP	REVISED -
	CHECKED - JIG	REVISED -

FOR INFORMATION ONLY

GENERAL NOTES

Fasteners shall be high strength bolts. Bolts $\frac{7}{8}$ " ϕ , open holes $\frac{15}{16}$ " ϕ , unless otherwise noted.

Calculated weight of Structural Steel:
 M270 Grade 50 = 252,570 lbs.
 M270 Grade 36 = 7660 lbs.

Field welding of construction accessories will not be permitted to beams or girders.

Anchor bolts shall be set before bolting diaphragms over supports.

The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Notch Toughness Zone 2. These components are the wide flange beams and all splice plate material except fill plates.

Reinforcement bars shall conform to the requirements of AASHTO M31, M42 or M53 Grade 60.

Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Bridge Seat Sealer shall be applied to the seat area of the abutments.

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

Cleaning and painting of the existing structural steel shall be as specified in the Special Provision for "Cleaning and Painting Existing Steel Structures". All beams, bearings and other structural steel within 5 feet (measured along the beams) of either side of deck joints shall be cleaned per Near White Blast Cleaning -- SSPC-SP10. All remaining structural steel shall be cleaned per Power Tool Cleaning -- Modified SSPC-SP3.

The designated areas cleaned per Near White Blast Cleaning -- SSPC-SP10 shall be painted according to the requirements of Paint System 1 - OZ/E/U. The designated areas cleaned per Power Tool Cleaning -- Modified SSPC-SP3 shall be painted according to the requirements of Paint System 2 - PS/EM/U. The color of the final finish coat for all steel surfaces shall be Gray, Munsell No 5B 7/L.

The Inorganic zinc rich primer/Acrylic/Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all steel surfaces shall be Gray Munsell No. 5B 7/L. See Special Provision for "Cleaning and Painting New Metal Structures".

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two $\frac{1}{2}$ " adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims. For Type I Elastomeric Bearings, two $\frac{1}{2}$ " adjusting shims shall be provided for each bearing and placed as detailed.

Slope wall shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.

All construction joints shall be bonded.

DESIGNED	LT
CHECKED	BLU
DRAWN	LT
CHECKED	BLU

DATE: 04-14-03

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

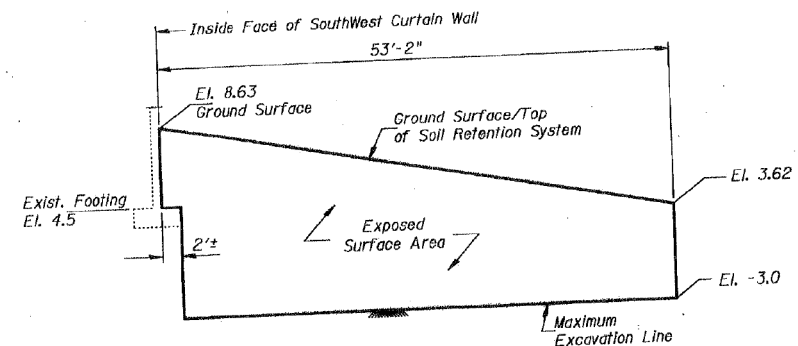
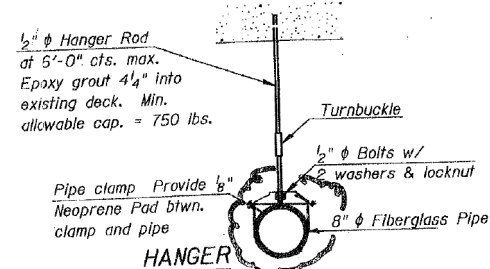
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Structure Excavation	Cu. Yd.	-	188	188
Removal of Existing Structures	Each	2	-	2
Removal of Existing Concrete Deck	Each	1	-	1
Structural Steel Removal	Pound	201,230	-	201,230
Protective Shield	Sq. Yd.	2,950	-	2,950
Jack and Remove Existing Bearings	Each	-	40	40
Concrete Removal	Cu. Yd.	-	170.1	170.1
Cleaning and Painting Steel Bridge No. 1	L. Sum	1	-	1
Containment and Disposal of Lead Paint Cleaning Residues No. 1	L. Sum	1	-	1
Furnishing and Erecting Structural Steel	L. Sum	0.5	-	0.5
Stud Shear Connectors	Each	9,080	-	9,080
Elastomeric Bearing Assembly Type I	Each	-	24	24
Elastomeric Bearing Assembly Type II	Each	-	24	24
Neoprene Expansion Joint 2 1/2"	Foot	140	-	140
Concrete Superstructure	Cu. Yd.	-	122.5	122.5
Concrete Structures	Cu. Yd.	174,130	15,240	189,370
Reinforcement Bars, Epoxy Coated	Pound	-	277	277
Bridge Seat Sealer	Sq. Ft.	-	2,872	2,872
Protective Coat	Sq. Yd.	-	1,583	1,583
Bridge Deck Grooving/Drainage System	L. Sum	-	0.5	0.5
Drainage System	Each	4	-	4
Drainage Scuppers (Special)	Sq. Ft.	-	373	373
High Performance-Enhanced Shotcrete	Sq. Ft.	-	15	15
Epoxy Crack Sealing	L. Sum	-	0.5	0.5
Temporary Shoring and Cribbing	Sq. Yd.	-	161	161
Slope Wall 4 Inch	Cu. Yd.	-	97	97
Earth Excavation	Each	-	99	99
Bar Splitters	Sq. Ft.	-	470	470
Temporary Soil Retention System	Sq. Ft.	-	470	470

Prior to pouring the new concrete deck, all loose rust, loose mill scale, and other loose potentially detrimental foreign material shall be removed from the surfaces of the beams or girders in contact with concrete. The cost of this work will be included in the pay item covering removal of the existing concrete. All heavy rust and other tightly adhered potentially detrimental foreign matter shall also be removed from the surfaces of the beams or girders in contact with concrete. Tightly adhered paint may remain unless otherwise noted. This removal shall be accomplished by methods that will not damage the steel. The cost of this work will be paid for according to Article 109.04.

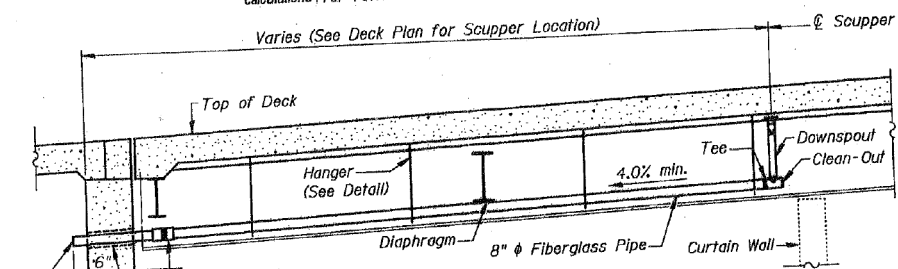
All existing construction accessories welded to the top flange over the pier between the quarter points of the beams or girders shall be removed. The remaining weld shall be ground smooth and inspected for cracks using magnetic particle testing. Any cracks that can not be removed by grinding approximately $\frac{1}{8}$ inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of this work will be paid for according to Article 109.04.

A minimum of 2 air monitors will be required to monitor abrasive blasting operations at this site, see special provision for "Containment and Disposal of Lead Paint Cleaning Residues".



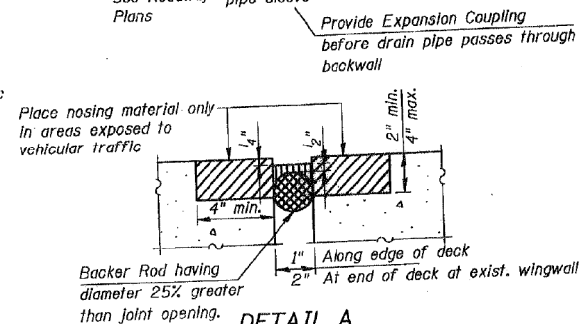
TEMPORARY SOIL RETENTION SYSTEM

See Sheet S-25
 A cantilevered sheet piling design does not appear feasible and additional member or other retention systems may be necessary. The Contractor should submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.



DRAINAGE DETAILS

Longitudinal Section thru Deck at Scupper



DETAIL A

"XJS" Type Expansion Joint - AS-BUILT DRAWINGS PREPARED BY BOWMAN, BARRETT & ASSOCIATES INC. FOR RUGH CONSTRUCTION.
 Install X.J.S. joint system by DOW Corning 9/25/06 approved equal according to manufacturer's instructions in areas where deck is notched around wingwall. Cost included with "Concrete Superstructure".

BOWMAN, BARRETT & ASSOCIATES INC.
 CONSULTING ENGINEERS
 130 E. RANDOLPH STREET
 CHICAGO, ILLINOIS 60601

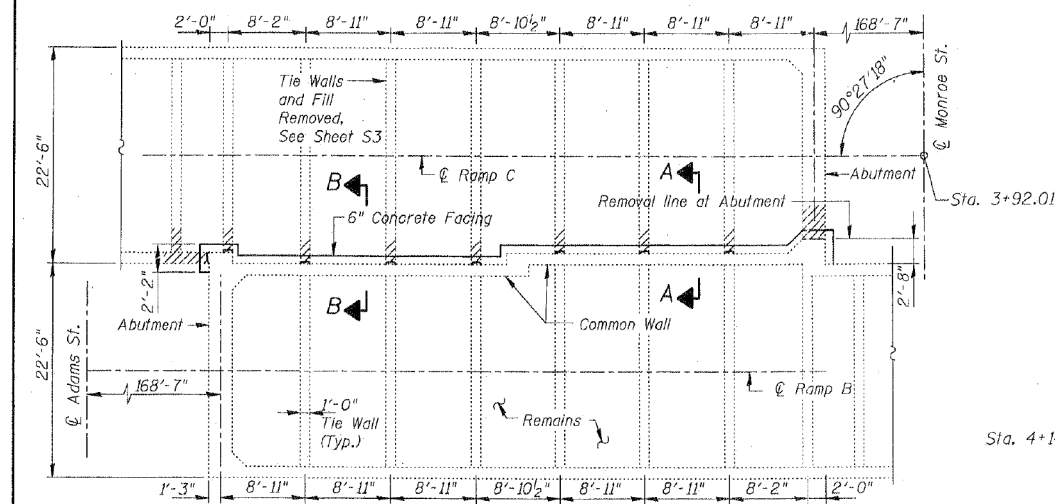
DATE: 01-12-04 JOB NO. 475

GENERAL NOTES AND
TOTAL BILL OF MATERIAL
 MONROE STREET (F.A.U. 1420)
 OVER I-90/94 KENNEDY EXPWY.
 SECTION 0101.2-4B-R
 COOK COUNTY
 STATION 4+03.26
 S.N. 016-2054

FOR INFORMATION ONLY

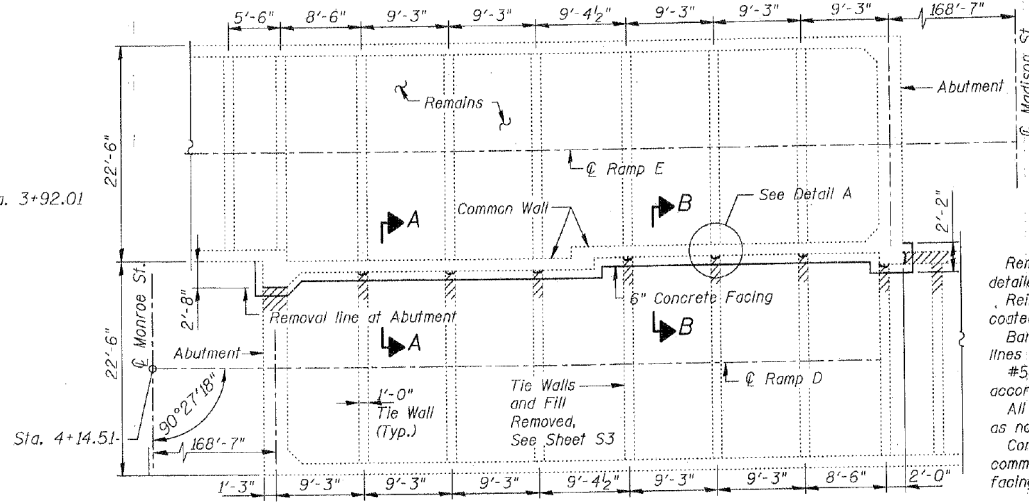
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO. OF
F.A.U. 1420	0101.2-4B-R	COOK	47	37
FED. AID PROJ. NO.		ILLINOIS	FED. AID PROJECT	



PARTIAL PLAN RAMPS B & C

Pavement Removed for clarity.
Ramp C to be removed

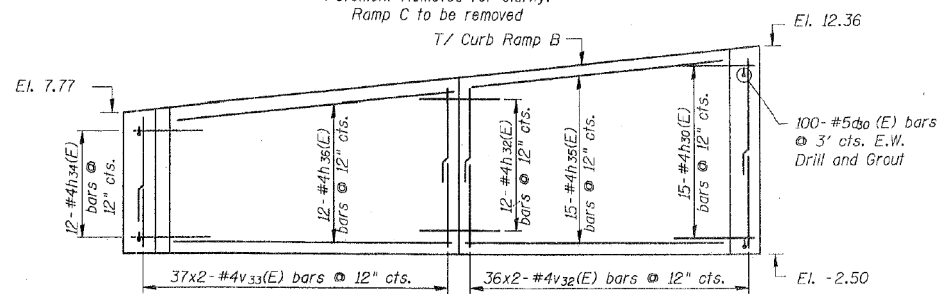


PARTIAL PLAN RAMPS E & D

Pavement Removed for clarity.
Ramp D to be removed

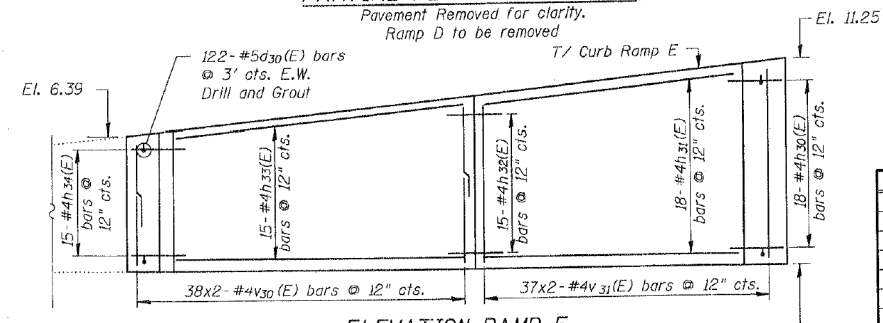
LEGEND
 - Concrete Removal
 E.W. - Each Way
MIN. BAR LAP
 #4 - 1'-8"

NOTES
 Removal of the remainder of Ramps C and D is detailed on Sheet S3.
 Reinforcement bars designated (E) are Epoxy coated.
 Bars indicated thus 37x2 #4 etc. indicate 37 lines of bars with 2 bars per line.
 #5d30(E) bars epoxy grouted in 6" holes according to Art. 584 of the Std. Specs.
 All edges shall have 3/4" chamfers except as noted.
 Contractor must clean outside face of the common wall of dirt before placing 6" concrete facing. Cost included with "Concrete Structures."



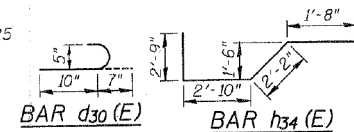
ELEVATION RAMP B

(Looking East)



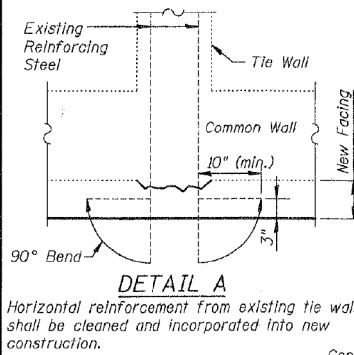
ELEVATION RAMP E

(Looking West)



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d30(E)	222	#5	1'-5"	—
h30(E)	33	#4	7'-11"	—
h31(E)	18	#4	29'-6"	—
h32(E)	27	#4	4'-6"	—
h33(E)	15	#4	30'-10"	—
h34(E)	27	#4	9'-5"	—
h35(E)	15	#4	28'-3"	—
h36(E)	12	#4	28'-9"	—
v30(E)	76	#4	7'-11"	—
v31(E)	74	#4	9'-4"	—
v32(E)	72	#4	8'-2"	—
v33(E)	74	#4	6'-9"	—
Reinforcement Bars, Epoxy Coated		Lbs.	3,530	
Concrete Structures		Cu. Yd.	37.4	
Concrete Removal		Cu. Yd.	392	
Earth Excavation		Cu. Yd.	1,247	

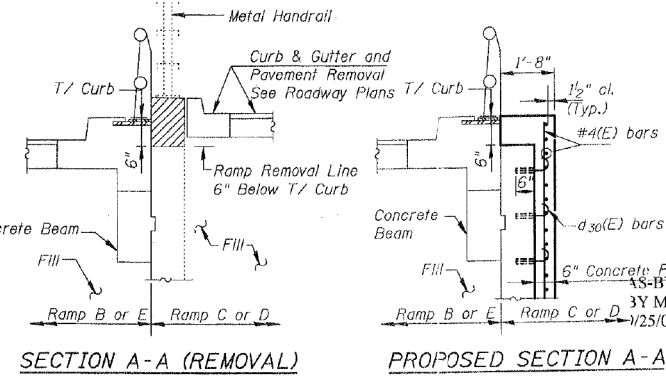


DETAIL A

Horizontal reinforcement from existing tie wall shall be cleaned and incorporated into new construction.

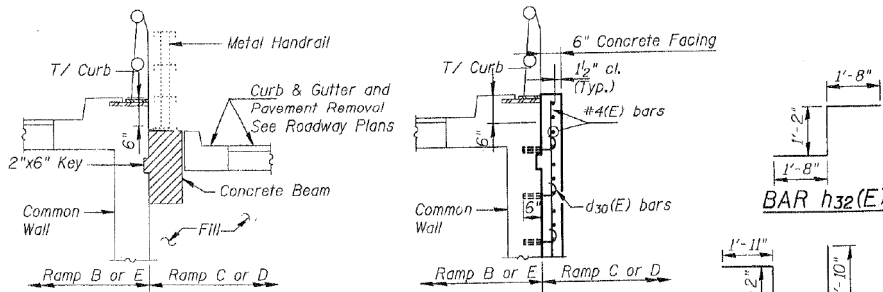
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DRAWN	EPC
CHECKED	SF

DATE: 04-14-03



SECTION A-A (REMOVAL)

PROPOSED SECTION A-A



SECTION B-B (REMOVAL)

PROPOSED SECTION B-B

THIS SHEET PROVIDED FOR INFORMATION ONLY WORK BY OTHERS

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 475

REMOVAL DETAILS 2
MONROE STREET (F.A.U. 1420)
OVER I-90/94 KENNEDY EXPWY.
SECTION 0101.2-4B-R
COOK COUNTY
STATION 4+03.26
S.N. 016-2054

0161700-60X95-5064-EXT.dgn

PARSONS BRINCKERHOFF

USER NAME =	pateld	DESIGNED -	EPC	REVISED -	
		CHECKED -	SF	REVISED -	
PLOT SCALE =	N.T.S.	DRAWN -	DCP	REVISED -	
PLOT DATE =	5/15/2017	CHECKED -	JIG	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054

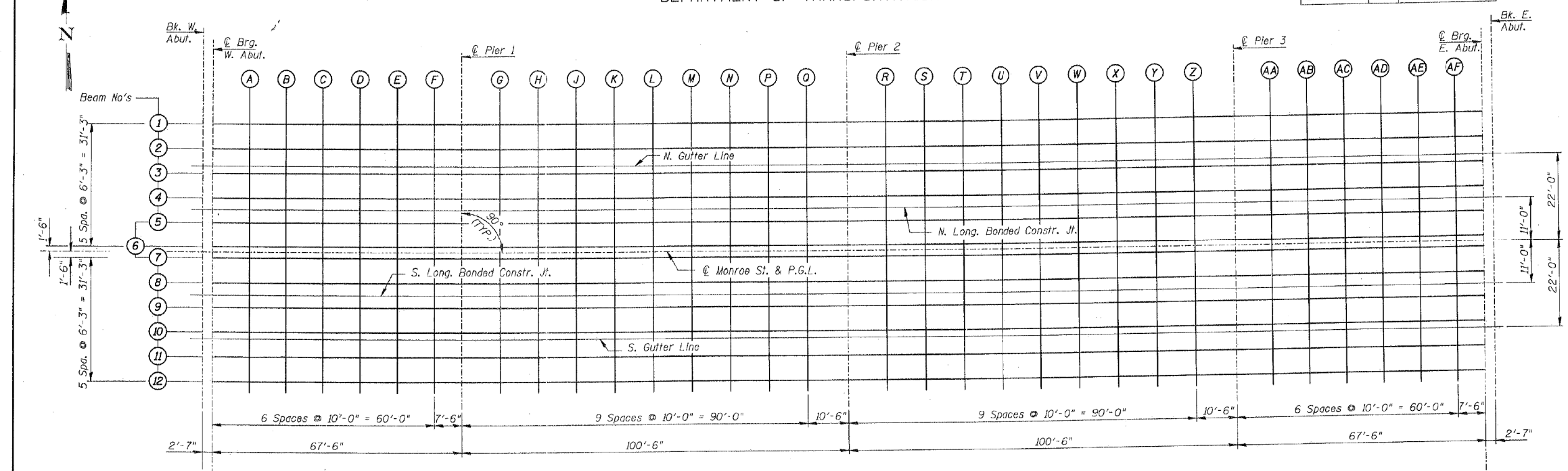
SHEET NO. 4 OF 87 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	216
CONTRACT NO. 60X95			ILLINOIS FED. AID PROJECT	

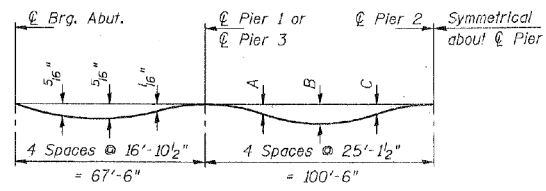
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	SECTION	DATE	SCALE	SHEET NO. 55 OF 531 SHEETS
F.A.U. 1420	0101.2-4B-R	4/7	3/8"	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



PLAN



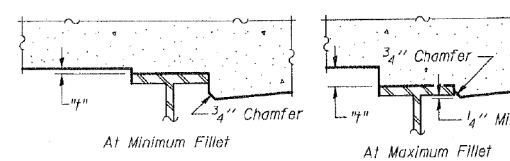
DEAD LOAD DEFLECTION DIAGRAM

(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 S6-S10.

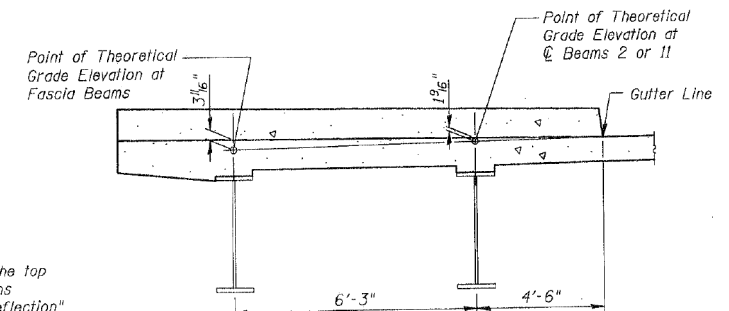
DEAD LOAD DEFLECTION DIAGRAM

BEAM	A	B	C
1 & 12	1 3/16"	2 3/16"	1 3/16"
2 & 11	5/16"	1 1/2"	3/4"
3-5, 8-10	1/8"	1 3/8"	1/8"
6 & 7	3/4"	1 1/8"	3/8"



FILLET HEIGHTS

To determine "f": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets S6-S10, minus slab thickness, equals the fillet heights "f" above top flange of beams.



SECTION THRU SIDEWALK

AS-BUILT DRAWINGS PREPARED BY McHUGH CONSTRUCTION. 1/25/06

TOP OF SLAB ELEVATION LAYOUT
MONROE STREET (F.A.U. 1420)
OVER I-90/94 KENNEDY EXPWY.
SECTION 0101.2-4B-R

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 475



COOK COUNTY
STATION 4+03.26
S.N. 016-2054

DESIGNED	LT
CHECKED	EPC
DRAWN	LT
CHECKED	BLJ

DATE: 04-14-03

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PARSONS BRINCKERHOFF

USER NAME = pateld	DESIGNED -	REVISD -
PLOT SCALE = N.T.S.	CHECKED -	REVISD -
PLOT DATE = 5/15/2017	DRAWN - DCP	REVISD -
	CHECKED - JIG	REVISD -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054

SHEET NO. 5 OF 87 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	217
				CONTRACT NO. 60X95

ILLINOIS FED. AID PROJECT

FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.U. 1420	0101.2-4B-R	COOK	147	39
SHEET NO. 36 OF 631 SHEETS				

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. West Abut.	2+32.68	-32.750	17.006	17.006
☉ Brg. West Abut.	2+35.26	-32.750	17.108	17.108
A	2+45.26	-32.750	17.505	17.529
B	2+55.26	-32.750	17.902	17.940
C	2+65.26	-32.750	18.289	18.337
D	2+75.26	-32.750	18.696	18.720
E	2+85.26	-32.750	19.083	19.087
F	2+95.26	-32.750	19.431	19.424
☉ Pier 1	3+02.76	-32.750	19.666	19.666
G	3+12.76	-32.750	19.945	19.984
H	3+22.76	-32.750	20.184	20.278
J	3+32.76	-32.750	20.364	20.527
K	3+42.76	-32.750	20.543	20.720
L	3+52.76	-32.750	20.664	20.848
M	3+62.76	-32.750	20.744	20.911
N	3+72.76	-32.750	20.785	20.911
P	3+82.76	-32.750	20.786	20.860
Q	3+92.76	-32.750	20.747	20.772
☉ Pier 2	4+03.26	-32.750	20.663	20.663
R	4+13.26	-32.750	20.543	20.566
S	4+23.26	-32.750	20.383	20.455
T	4+33.26	-32.750	20.184	20.308
U	4+43.26	-32.750	19.945	20.110
V	4+53.26	-32.750	19.666	19.851
W	4+63.26	-32.750	19.347	19.525
X	4+73.26	-32.750	18.989	19.135
Y	4+83.26	-32.750	18.596	18.693
Z	4+93.26	-32.750	18.199	18.241
☉ Pier 3	5+03.76	-32.750	17.782	17.782
AA	5+13.76	-32.750	17.385	17.379
AB	5+23.76	-32.750	16.988	16.997
AC	5+33.76	-32.750	16.591	16.619
AD	5+43.76	-32.750	16.194	16.233
AE	5+53.76	-32.750	15.797	15.833
AF	5+63.76	-32.750	15.400	15.419
☉ Brg. East Abut.	5+71.26	-32.750	15.107	15.107
Bk. East Abut.	5+73.84	-32.750	15.010	15.010

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. West Abut.	2+32.68	-26.500	17.136	17.136
☉ Brg. West Abut.	2+35.26	-26.500	17.238	17.238
A	2+45.26	-26.500	17.635	17.656
B	2+55.26	-26.500	18.032	18.065
C	2+65.26	-26.500	18.429	18.462
D	2+75.26	-26.500	18.826	18.849
E	2+85.26	-26.500	19.213	19.220
F	2+95.26	-26.500	19.561	19.558
☉ Pier 1	3+02.76	-26.500	19.796	19.796
G	3+12.76	-26.500	20.075	20.098
H	3+22.76	-26.500	20.314	20.374
J	3+32.76	-26.500	20.514	20.608
K	3+42.76	-26.500	20.674	20.792
L	3+52.76	-26.500	20.794	20.917
M	3+62.76	-26.500	20.874	20.984
N	3+72.76	-26.500	20.915	20.995
P	3+82.76	-26.500	20.916	20.959
Q	3+92.76	-26.500	20.877	20.890
☉ Pier 2	4+03.26	-26.500	20.794	20.794
R	4+13.26	-26.500	20.673	20.685
S	4+23.26	-26.500	20.514	20.555
T	4+33.26	-26.500	20.314	20.393
U	4+43.26	-26.500	20.075	20.183
V	4+53.26	-26.500	19.796	19.919
W	4+63.26	-26.500	19.477	19.596
X	4+73.26	-26.500	19.119	19.215
Y	4+83.26	-26.500	18.726	18.788
Z	4+93.26	-26.500	18.329	18.354
☉ Pier 3	5+03.76	-26.500	17.913	17.913
AA	5+13.76	-26.500	17.516	17.513
AB	5+23.76	-26.500	17.119	17.129
AC	5+33.76	-26.500	16.722	16.748
AD	5+43.76	-26.500	16.325	16.359
AE	5+53.76	-26.500	15.928	15.958
AF	5+63.76	-26.500	15.531	15.546
☉ Brg. East Abut.	5+71.26	-26.500	15.238	15.238
Bk. East Abut.	5+73.84	-26.500	15.140	15.140

NORTH GUTTER LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. West Abut.	2+32.68	-22.000	17.230	17.230
☉ Brg. West Abut.	2+35.26	-22.000	17.332	17.332
A	2+45.26	-22.000	17.729	17.748
B	2+55.26	-22.000	18.126	18.156
C	2+65.26	-22.000	18.523	18.553
D	2+75.26	-22.000	18.920	18.941
E	2+85.26	-22.000	19.307	19.313
F	2+95.26	-22.000	19.655	19.652
☉ Pier 1	3+02.76	-22.000	19.890	19.890
G	3+12.76	-22.000	20.169	20.190
H	3+22.76	-22.000	20.408	20.463
J	3+32.76	-22.000	20.608	20.694
K	3+42.76	-22.000	20.767	20.875
L	3+52.76	-22.000	20.888	21.000
M	3+62.76	-22.000	20.968	21.068
N	3+72.76	-22.000	21.009	21.082
P	3+82.76	-22.000	21.009	21.049
Q	3+92.76	-22.000	20.971	20.983
☉ Pier 2	4+03.26	-22.000	20.887	20.887
R	4+13.26	-22.000	20.767	20.778
S	4+23.26	-22.000	20.607	20.645
T	4+33.26	-22.000	20.408	20.480
U	4+43.26	-22.000	20.169	20.268
V	4+53.26	-22.000	19.890	20.002
W	4+63.26	-22.000	19.571	19.679
X	4+73.26	-22.000	19.213	19.301
Y	4+83.26	-22.000	18.820	18.876
Z	4+93.26	-22.000	18.423	18.446
☉ Pier 3	5+03.76	-22.000	18.006	18.006
AA	5+13.76	-22.000	17.609	17.607
AB	5+23.76	-22.000	17.212	17.222
AC	5+33.76	-22.000	16.815	16.839
AD	5+43.76	-22.000	16.418	16.449
AE	5+53.76	-22.000	16.021	16.049
AF	5+63.76	-22.000	15.624	15.639
☉ Brg. East Abut.	5+71.26	-22.000	15.331	15.331
Bk. East Abut.	5+73.84	-22.000	15.234	15.234

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. West Abut.	2+32.68	-20.250	17.266	17.266
☉ Brg. West Abut.	2+35.26	-20.250	17.369	17.369
A	2+45.26	-20.250	17.766	17.784
B	2+55.26	-20.250	18.163	18.192
C	2+65.26	-20.250	18.560	18.590
D	2+75.26	-20.250	18.957	18.977
E	2+85.26	-20.250	19.343	19.349
F	2+95.26	-20.250	19.692	19.689
☉ Pier 1	3+02.76	-20.250	19.927	19.927
G	3+12.76	-20.250	20.206	20.227
H	3+22.76	-20.250	20.445	20.499
J	3+32.76	-20.250	20.644	20.731
K	3+42.76	-20.250	20.804	20.912
L	3+52.76	-20.250	20.924	21.037
M	3+62.76	-20.250	21.004	21.104
N	3+72.76	-20.250	21.045	21.118
P	3+82.76	-20.250	21.046	21.086
Q	3+92.76	-20.250	21.007	21.019
☉ Pier 2	4+03.26	-20.250	20.924	20.924
R	4+13.26	-20.250	20.804	20.814
S	4+23.26	-20.250	20.644	20.682
T	4+33.26	-20.250	20.444	20.516
U	4+43.26	-20.250	20.205	20.304
V	4+53.26	-20.250	19.926	20.039
W	4+63.26	-20.250	19.607	19.716
X	4+73.26	-20.250	19.249	19.337
Y	4+83.26	-20.250	18.857	18.913
Z	4+93.26	-20.250	18.460	18.482
☉ Pier 3	5+03.76	-20.250	18.043	18.043
AA	5+13.76	-20.250	17.646	17.644
AB	5+23.76	-20.250	17.249	17.259
AC	5+33.76	-20.250	16.852	16.875
AD	5+43.76	-20.250	16.455	16.486
AE	5+53.76	-20.250	16.058	16.086
AF	5+63.76	-20.250	15.661	15.675
☉ Brg. East Abut.	5+71.26	-20.250	15.368	15.368
Bk. East Abut.	5+73.84	-20.250	15.270	15.270

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DESIGNED	LT
CHECKED	EPC
DRAWN	LT
CHECKED	SF
DATE:	04-14-03

AS-BUILT DRAWINGS PREPARED BY McHUGH CONSTRUCTION. 9/25/06
 TOP OF SLAB ELEVATIONS 1
 MONROE STREET (F.A.U. 1420)
 OVER I-90/94 KENNEDY EXPWY.
 SECTION 0101.2-4B-R
 COOK COUNTY
 STATION 4+03.26
 S.N. 016-2054
 BOWMAN, BARRETT & ASSOCIATES INC.
 CONSULTING ENGINEERS
 130 E. RANDOLPH STREET
 CHICAGO, ILLINOIS 60601
 JOB NO. 475

0161700-60X95-5066-EXT.dgn

FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	SECTION	COUNTY	SHEET	NO.
F.A.U. 1420	0101.2-4B-R	COOK	47	40
SHEET NO. 57 OF 831 SHEETS				

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. West Abut.	2+32.68	-14.000	17.397	17.397
Brig. West Abut.	2+35.26	-14.000	17.499	17.499
A	2+45.26	-14.000	17.896	17.914
B	2+55.26	-14.000	18.293	18.323
C	2+65.26	-14.000	18.690	18.720
D	2+75.26	-14.000	19.087	19.107
E	2+85.26	-14.000	19.473	19.480
F	2+95.26	-14.000	19.822	19.819
Center Pier 1	3+02.76	-14.000	20.057	20.057
G	3+12.76	-14.000	20.336	20.357
H	3+22.76	-14.000	20.575	20.629
J	3+32.76	-14.000	20.774	20.861
K	3+42.76	-14.000	20.934	21.042
L	3+52.76	-14.000	21.054	21.187
M	3+62.76	-14.000	21.135	21.235
N	3+72.76	-14.000	21.175	21.249
P	3+82.76	-14.000	21.176	21.216
Q	3+92.76	-14.000	21.137	21.149
Center Pier 2	4+03.26	-14.000	21.054	21.054
R	4+13.26	-14.000	20.934	20.945
S	4+23.26	-14.000	20.774	20.812
T	4+33.26	-14.000	20.574	20.646
U	4+43.26	-14.000	20.335	20.434
V	4+53.26	-14.000	20.056	20.169
W	4+63.26	-14.000	19.738	19.846
X	4+73.26	-14.000	19.379	19.467
Y	4+83.26	-14.000	18.987	19.043
Z	4+93.26	-14.000	18.590	18.613
Center Pier 3	5+03.76	-14.000	18.173	18.173
AA	5+13.76	-14.000	17.776	17.774
AB	5+23.76	-14.000	17.379	17.389
AC	5+33.76	-14.000	16.982	17.006
AD	5+43.76	-14.000	16.585	16.616
AE	5+53.76	-14.000	16.188	16.216
AF	5+63.76	-14.000	15.791	15.805
Brig. East Abut.	5+71.26	-14.000	15.498	15.498
Bk. East Abut.	5+73.84	-14.000	15.401	15.401

N. LONGITUDINAL BONDED CONSTR. JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. West Abut.	2+32.68	-11.000	17.459	17.459
Brig. West Abut.	2+35.26	-11.000	17.561	17.561
A	2+45.26	-11.000	17.958	17.977
B	2+55.26	-11.000	18.355	18.385
C	2+65.26	-11.000	18.752	18.782
D	2+75.26	-11.000	19.149	19.170
E	2+85.26	-11.000	19.536	19.542
F	2+95.26	-11.000	19.884	19.881
Center Pier 1	3+02.76	-11.000	20.119	20.119
G	3+12.76	-11.000	20.398	20.419
H	3+22.76	-11.000	20.637	20.692
J	3+32.76	-11.000	20.837	20.923
K	3+42.76	-11.000	20.997	21.104
L	3+52.76	-11.000	21.117	21.229
M	3+62.76	-11.000	21.197	21.297
N	3+72.76	-11.000	21.238	21.311
P	3+82.76	-11.000	21.239	21.278
Q	3+92.76	-11.000	21.200	21.212
Center Pier 2	4+03.26	-11.000	21.116	21.116
R	4+13.26	-11.000	20.996	21.007
S	4+23.26	-11.000	20.837	20.875
T	4+33.26	-11.000	20.637	20.705
U	4+43.26	-11.000	20.398	20.497
V	4+53.26	-11.000	20.119	20.231
W	4+63.26	-11.000	19.800	19.909
X	4+73.26	-11.000	19.442	19.530
Y	4+83.26	-11.000	19.049	19.105
Z	4+93.26	-11.000	18.652	18.675
Center Pier 3	5+03.76	-11.000	18.235	18.235
AA	5+13.76	-11.000	17.838	17.837
AB	5+23.76	-11.000	17.441	17.451
AC	5+33.76	-11.000	17.044	17.068
AD	5+43.76	-11.000	16.647	16.678
AE	5+53.76	-11.000	16.250	16.278
AF	5+63.76	-11.000	15.853	15.868
Brig. East Abut.	5+71.26	-11.000	15.560	15.560
Bk. East Abut.	5+73.84	-11.000	15.463	15.463

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. West Abut.	2+32.68	-7.750	17.510	17.510
Brig. West Abut.	2+35.26	-7.750	17.612	17.612
A	2+45.26	-7.750	18.009	18.028
B	2+55.26	-7.750	18.406	18.436
C	2+65.26	-7.750	18.803	18.833
D	2+75.26	-7.750	19.200	19.221
E	2+85.26	-7.750	19.587	19.593
F	2+95.26	-7.750	19.935	19.932
Center Pier 1	3+02.76	-7.750	20.170	20.170
G	3+12.76	-7.750	20.449	20.470
H	3+22.76	-7.750	20.688	20.743
J	3+32.76	-7.750	20.888	20.974
K	3+42.76	-7.750	21.047	21.155
L	3+52.76	-7.750	21.167	21.280
M	3+62.76	-7.750	21.248	21.348
N	3+72.76	-7.750	21.289	21.362
P	3+82.76	-7.750	21.289	21.329
Q	3+92.76	-7.750	21.251	21.262
Center Pier 2	4+03.26	-7.750	21.167	21.167
R	4+13.26	-7.750	21.047	21.058
S	4+23.26	-7.750	20.887	20.925
T	4+33.26	-7.750	20.688	20.760
U	4+43.26	-7.750	20.449	20.548
V	4+53.26	-7.750	20.170	20.282
W	4+63.26	-7.750	19.851	19.959
X	4+73.26	-7.750	19.493	19.580
Y	4+83.26	-7.750	19.100	19.156
Z	4+93.26	-7.750	18.703	18.726
Center Pier 3	5+03.76	-7.750	18.286	18.286
AA	5+13.76	-7.750	17.889	17.887
AB	5+23.76	-7.750	17.492	17.502
AC	5+33.76	-7.750	17.095	17.119
AD	5+43.76	-7.750	16.698	16.729
AE	5+53.76	-7.750	16.301	16.329
AF	5+63.76	-7.750	15.904	15.919
Brig. East Abut.	5+71.26	-7.750	15.611	15.611
Bk. East Abut.	5+73.84	-7.750	15.514	15.514

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. West Abut.	2+32.68	-1.500	17.608	17.608
Brig. West Abut.	2+35.26	-1.500	17.710	17.710
A	2+45.26	-1.500	18.107	18.123
B	2+55.26	-1.500	18.504	18.527
C	2+65.26	-1.500	18.901	18.931
D	2+75.26	-1.500	19.298	19.315
E	2+85.26	-1.500	19.684	19.690
F	2+95.26	-1.500	20.033	20.030
Center Pier 1	3+02.76	-1.500	20.268	20.268
G	3+12.76	-1.500	20.547	20.565
H	3+22.76	-1.500	20.786	20.833
J	3+32.76	-1.500	20.985	21.060
K	3+42.76	-1.500	21.145	21.238
L	3+52.76	-1.500	21.265	21.363
M	3+62.76	-1.500	21.345	21.432
N	3+72.76	-1.500	21.386	21.450
P	3+82.76	-1.500	21.387	21.422
Q	3+92.76	-1.500	21.348	21.359
Center Pier 2	4+03.26	-1.500	21.265	21.265
R	4+13.26	-1.500	21.145	21.154
S	4+23.26	-1.500	20.985	21.018
T	4+33.26	-1.500	20.785	20.848
U	4+43.26	-1.500	20.546	20.632
V	4+53.26	-1.500	20.267	20.365
W	4+63.26	-1.500	19.949	20.042
X	4+73.26	-1.500	19.590	19.666
Y	4+83.26	-1.500	19.198	19.246
Z	4+93.26	-1.500	18.801	18.821
Center Pier 3	5+03.76	-1.500	18.384	18.384
AA	5+13.76	-1.500	17.987	17.985
AB	5+23.76	-1.500	17.590	17.598
AC	5+33.76	-1.500	17.193	17.213
AD	5+43.76	-1.500	16.796	16.822
AE	5+53.76	-1.500	16.399	16.423
AF	5+63.76	-1.500	16.002	16.014
Brig. East Abut.	5+71.26	-1.500	15.709	15.709
Bk. East Abut.	5+73.84	-1.500	15.612	15.612

DESIGNED	LT
CHECKED	EPC
DRAWN	LT
CHECKED	BLJ
DATE:	04-14-03

AS-BUILT DRAWINGS PREPARED
BY McHUGH CONSTRUCTION.
9/25/06

TOP OF SLAB ELEVATIONS 2
MONROE ST. (F.A.U. 1420)
OVER I-90/94 KENNEDY EXPWY.
SECTION 0101.2-4B-R
COOK COUNTY
STATION 4+03.26
S.N. 016-2054

BOWMAN, BARRETT
& ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 475

0161700-60X95-5067-EXT.dgn

**PARSONS
BRINCKERHOFF**

USER NAME = pateld	DESIGNED -	REVISED -
PLOT SCALE = N.T.S.	CHECKED -	REVISED -
PLOT DATE = 5/15/2017	DRAWN - DCP	REVISED -
	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054

SHEET NO. 7 OF 87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	219
CONTRACT NO. 60X95				
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 1420	0101.2-4B-R	COOK	47	41
PROJ. DIST. NO. 7	BLDG. NO.	FED. AID PROJECT		

MONROE STREET & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. West Abut.	2+32.68	0.000	17.631	17.631
Brig. West Abut.	2+35.26	0.000	17.733	17.733
A	2+45.26	0.000	18.130	18.146
B	2+55.26	0.000	18.527	18.553
C	2+65.26	0.000	18.924	18.950
D	2+75.26	0.000	19.321	19.334
E	2+85.26	0.000	19.708	19.713
F	2+95.26	0.000	20.056	20.054
Center Pler 1	3+02.76	0.000	20.291	20.291
G	3+12.76	0.000	20.570	20.589
H	3+22.76	0.000	20.809	20.856
J	3+32.76	0.000	21.009	21.084
K	3+42.76	0.000	21.168	21.262
L	3+52.76	0.000	21.289	21.386
M	3+62.76	0.000	21.369	21.456
N	3+72.76	0.000	21.410	21.473
P	3+82.76	0.000	21.411	21.445
Q	3+92.76	0.000	21.372	21.382
Center Pler 2	4+03.26	0.000	21.288	21.288
R	4+13.26	0.000	21.158	21.177
S	4+23.26	0.000	21.008	21.041
T	4+33.26	0.000	20.809	20.871
U	4+43.26	0.000	20.555	20.570
V	4+53.26	0.000	20.291	20.388
W	4+63.26	0.000	19.972	20.066
X	4+73.26	0.000	19.614	19.690
Y	4+83.26	0.000	19.221	19.270
Z	4+93.26	0.000	18.824	18.844
Center Pler 3	5+03.76	0.000	18.407	18.407
AA	5+13.76	0.000	18.010	18.009
AB	5+23.76	0.000	17.613	17.622
AC	5+33.76	0.000	17.216	17.237
AD	5+43.76	0.000	16.819	16.846
AE	5+53.76	0.000	16.422	16.446
AF	5+63.76	0.000	16.025	16.038
Brig. East Abut.	5+71.26	0.000	15.732	15.732
Bk. East Abut.	5+73.84	0.000	15.635	15.635

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. West Abut.	2+32.68	1.500	17.608	17.608
Brig. West Abut.	2+35.26	1.500	17.710	17.710
A	2+45.26	1.500	18.107	18.123
B	2+55.26	1.500	18.504	18.529
C	2+65.26	1.500	18.901	18.927
D	2+75.26	1.500	19.298	19.315
E	2+85.26	1.500	19.684	19.690
F	2+95.26	1.500	20.033	20.030
Center Pler 1	3+02.76	1.500	20.268	20.268
G	3+12.76	1.500	20.547	20.565
H	3+22.76	1.500	20.786	20.833
J	3+32.76	1.500	20.985	21.060
K	3+42.76	1.500	21.145	21.238
L	3+52.76	1.500	21.265	21.363
M	3+62.76	1.500	21.345	21.432
N	3+72.76	1.500	21.386	21.450
P	3+82.76	1.500	21.387	21.422
Q	3+92.76	1.500	21.348	21.359
Center Pler 2	4+03.26	1.500	21.265	21.265
R	4+13.26	1.500	21.145	21.154
S	4+23.26	1.500	20.985	21.018
T	4+33.26	1.500	20.785	20.848
U	4+43.26	1.500	20.546	20.632
V	4+53.26	1.500	20.267	20.365
W	4+63.26	1.500	19.949	20.042
X	4+73.26	1.500	19.590	19.666
Y	4+83.26	1.500	19.198	19.246
Z	4+93.26	1.500	18.801	18.821
Center Pler 3	5+03.76	1.500	18.384	18.384
AA	5+13.76	1.500	17.987	17.985
AB	5+23.76	1.500	17.590	17.588
AC	5+33.76	1.500	17.193	17.213
AD	5+43.76	1.500	16.796	16.822
AE	5+53.76	1.500	16.399	16.423
AF	5+63.76	1.500	16.002	16.014
Brig. East Abut.	5+71.26	1.500	15.709	15.709
Bk. East Abut.	5+73.84	1.500	15.612	15.612

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. West Abut.	2+32.68	7.750	17.510	17.510
Brig. West Abut.	2+35.26	7.750	17.612	17.612
A	2+45.26	7.750	18.009	18.028
B	2+55.26	7.750	18.406	18.436
C	2+65.26	7.750	18.803	18.833
D	2+75.26	7.750	19.200	19.221
E	2+85.26	7.750	19.587	19.593
F	2+95.26	7.750	19.935	19.932
Center Pler 1	3+02.76	7.750	20.170	20.170
G	3+12.76	7.750	20.449	20.470
H	3+22.76	7.750	20.688	20.743
J	3+32.76	7.750	20.888	20.974
K	3+42.76	7.750	21.047	21.155
L	3+52.76	7.750	21.167	21.280
M	3+62.76	7.750	21.248	21.348
N	3+72.76	7.750	21.288	21.362
P	3+82.76	7.750	21.289	21.329
Q	3+92.76	7.750	21.251	21.262
Center Pler 2	4+03.26	7.750	21.167	21.167
R	4+13.26	7.750	21.047	21.058
S	4+23.26	7.750	20.887	20.925
T	4+33.26	7.750	20.688	20.760
U	4+43.26	7.750	20.449	20.548
V	4+53.26	7.750	20.170	20.282
W	4+63.26	7.750	19.851	19.959
X	4+73.26	7.750	19.493	19.580
Y	4+83.26	7.750	19.100	19.156
Z	4+93.26	7.750	18.703	18.726
Center Pler 3	5+03.76	7.750	18.286	18.286
AA	5+13.76	7.750	17.889	17.887
AB	5+23.76	7.750	17.492	17.502
AC	5+33.76	7.750	17.095	17.119
AD	5+43.76	7.750	16.698	16.729
AE	5+53.76	7.750	16.301	16.329
AF	5+63.76	7.750	15.904	15.919
Brig. East Abut.	5+71.26	7.750	15.611	15.611
Bk. East Abut.	5+73.84	7.750	15.514	15.514

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Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. West Abut.	2+32.68	11.000	17.459	17.459
Brig. West Abut.	2+35.26	11.000	17.561	17.561
A	2+45.26	11.000	17.958	17.977
B	2+55.26	11.000	18.355	18.385
C	2+65.26	11.000	18.752	18.782
D	2+75.26	11.000	19.149	19.170
E	2+85.26	11.000	19.536	19.542
F	2+95.26	11.000	19.884	19.881
Center Pler 1	3+02.76	11.000	20.119	20.119
G	3+12.76	11.000	20.398	20.419
H	3+22.76	11.000	20.637	20.692
J	3+32.76	11.000	20.837	20.923
K	3+42.76	11.000	20.997	21.104
L	3+52.76	11.000	21.157	21.229
M	3+62.76	11.000	21.197	21.297
N	3+72.76	11.000	21.238	21.311
P	3+82.76	11.000	21.239	21.278
Q	3+92.76	11.000	21.200	21.212
Center Pler 2	4+03.26	11.000	21.116	21.116
R	4+13.26	11.000	20.996	21.007
S	4+23.26	11.000	20.837	20.875
T	4+33.26	11.000	20.637	20.709
U	4+43.26	11.000	20.398	20.497
V	4+53.26	11.000	20.119	20.231
W	4+63.26	11.000	19.800	19.909
X	4+73.26	11.000	19.442	19.530
Y	4+83.26	11.000	19.049	19.105
Z	4+93.26	11.000	18.652	18.675
Center Pler 3	5+03.76	11.000	18.235	18.235
AA	5+13.76	11.000	17.838	17.837
AB	5+23.76	11.000	17.441	17.451
AC	5+33.76	11.000	17.044	17.068
AD	5+43.76	11.000	16.647	16.678
AE	5+53.76	11.000	16.250	16.278
AF	5+63.76	11.000	15.853	15.868
Brig. East Abut.	5+71.26	11.000	15.560	15.560
Bk. East Abut.	5+73.84	11.000	15.463	15.463

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CHECKED	BLU
DATE:	04-14-03

AS-BUILT DRAWINGS PREPARED BY McHUGH CONSTRUCTION. 9/25/06

TOP OF SLAB ELEVATIONS 3
MONROE ST. (F.A.U. 1420)
OVER I-90/94 KENNEDY EXPWY.
SECTION 0101.2-4B-R
COOK COUNTY
STATION 4+03.26
S.N. 016-2054

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 475



FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
147	42	COOK	147	42
SHEET NO. 9 OF 87 SHEETS				

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. West Abut.	2+32.68	14.000	17.397	17.397
Br. West Abut.	2+35.26	14.000	17.499	17.499
A	2+45.26	14.000	17.896	17.914
B	2+55.26	14.000	18.293	18.323
C	2+65.26	14.000	18.690	18.720
D	2+75.26	14.000	19.087	19.107
E	2+85.26	14.000	19.473	19.490
F	2+95.26	14.000	19.822	19.819
Center Pier 1	3+02.76	14.000	20.057	20.057
G	3+12.76	14.000	20.336	20.357
H	3+22.76	14.000	20.575	20.629
J	3+32.76	14.000	20.774	20.861
K	3+42.76	14.000	20.934	21.042
L	3+52.76	14.000	21.054	21.167
M	3+62.76	14.000	21.135	21.235
N	3+72.76	14.000	21.175	21.249
P	3+82.76	14.000	21.176	21.216
Q	3+92.76	14.000	21.137	21.149
Center Pier 2	4+03.26	14.000	21.054	21.054
R	4+13.26	14.000	20.934	20.945
S	4+23.26	14.000	20.774	20.812
T	4+33.26	14.000	20.574	20.646
U	4+43.26	14.000	20.335	20.434
V	4+53.26	14.000	20.056	20.169
W	4+63.26	14.000	19.738	19.846
X	4+73.26	14.000	19.379	19.467
Y	4+83.26	14.000	18.987	19.043
Z	4+93.26	14.000	18.590	18.613
Center Pier 3	5+03.76	14.000	18.173	18.173
AA	5+13.76	14.000	17.776	17.774
AB	5+23.76	14.000	17.379	17.389
AC	5+33.76	14.000	16.982	17.006
AD	5+43.76	14.000	16.585	16.616
AE	5+53.76	14.000	16.188	16.216
AF	5+63.76	14.000	15.791	15.805
Br. East Abut.	5+71.26	14.000	15.498	15.498
Bk. East Abut.	5+73.84	14.000	15.401	15.401

BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. West Abut.	2+32.68	20.250	17.266	17.266
Br. West Abut.	2+35.26	20.250	17.369	17.369
A	2+45.26	20.250	17.766	17.784
B	2+55.26	20.250	18.163	18.192
C	2+65.26	20.250	18.560	18.590
D	2+75.26	20.250	18.957	18.977
E	2+85.26	20.250	19.343	19.349
F	2+95.26	20.250	19.692	19.689
Center Pier 1	3+02.76	20.250	19.927	19.927
G	3+12.76	20.250	20.206	20.227
H	3+22.76	20.250	20.445	20.499
J	3+32.76	20.250	20.644	20.731
K	3+42.76	20.250	20.804	20.924
L	3+52.76	20.250	20.924	21.037
M	3+62.76	20.250	21.004	21.104
N	3+72.76	20.250	21.045	21.118
P	3+82.76	20.250	21.046	21.086
Q	3+92.76	20.250	21.007	21.019
Center Pier 2	4+03.26	20.250	20.924	20.924
R	4+13.26	20.250	20.804	20.814
S	4+23.26	20.250	20.644	20.682
T	4+33.26	20.250	20.444	20.516
U	4+43.26	20.250	20.205	20.304
V	4+53.26	20.250	19.926	20.039
W	4+63.26	20.250	19.607	19.716
X	4+73.26	20.250	19.249	19.337
Y	4+83.26	20.250	18.857	18.913
Z	4+93.26	20.250	18.460	18.482
Center Pier 3	5+03.76	20.250	18.043	18.043
AA	5+13.76	20.250	17.646	17.644
AB	5+23.76	20.250	17.249	17.259
AC	5+33.76	20.250	16.852	16.875
AD	5+43.76	20.250	16.455	16.486
AE	5+53.76	20.250	16.058	16.086
AF	5+63.76	20.250	15.661	15.675
Br. East Abut.	5+71.26	20.250	15.368	15.368
Bk. East Abut.	5+73.84	20.250	15.270	15.270

SOUTH GUTTER LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. West Abut.	2+32.68	22.000	17.230	17.230
Br. West Abut.	2+35.26	22.000	17.332	17.332
A	2+45.26	22.000	17.729	17.748
B	2+55.26	22.000	18.126	18.156
C	2+65.26	22.000	18.523	18.553
D	2+75.26	22.000	18.920	18.941
E	2+85.26	22.000	19.307	19.313
F	2+95.26	22.000	19.655	19.652
Center Pier 1	3+02.76	22.000	19.890	19.890
G	3+12.76	22.000	20.169	20.190
H	3+22.76	22.000	20.408	20.463
J	3+32.76	22.000	20.608	20.694
K	3+42.76	22.000	20.767	20.875
L	3+52.76	22.000	20.888	21.000
M	3+62.76	22.000	20.968	21.068
N	3+72.76	22.000	21.009	21.082
P	3+82.76	22.000	21.009	21.049
Q	3+92.76	22.000	20.971	20.983
Center Pier 2	4+03.26	22.000	20.867	20.887
R	4+13.26	22.000	20.767	20.778
S	4+23.26	22.000	20.607	20.645
T	4+33.26	22.000	20.408	20.480
U	4+43.26	22.000	20.169	20.268
V	4+53.26	22.000	19.890	20.002
W	4+63.26	22.000	19.571	19.679
X	4+73.26	22.000	19.213	19.301
Y	4+83.26	22.000	18.820	18.876
Z	4+93.26	22.000	18.423	18.446
Center Pier 3	5+03.76	22.000	18.006	18.006
AA	5+13.76	22.000	17.609	17.607
AB	5+23.76	22.000	17.212	17.222
AC	5+33.76	22.000	16.815	16.839
AD	5+43.76	22.000	16.418	16.449
AE	5+53.76	22.000	16.021	16.049
AF	5+63.76	22.000	15.624	15.639
Br. East Abut.	5+71.26	22.000	15.331	15.331
Bk. East Abut.	5+73.84	22.000	15.234	15.234

BEAM 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. West Abut.	2+32.68	26.500	17.136	17.136
Br. West Abut.	2+35.26	26.500	17.238	17.238
A	2+45.26	26.500	17.635	17.656
B	2+55.26	26.500	18.032	18.065
C	2+65.26	26.500	18.429	18.462
D	2+75.26	26.500	18.826	18.849
E	2+85.26	26.500	19.213	19.220
F	2+95.26	26.500	19.561	19.558
Center Pier 1	3+02.76	26.500	19.796	19.796
G	3+12.76	26.500	20.075	20.098
H	3+22.76	26.500	20.314	20.374
J	3+32.76	26.500	20.514	20.608
K	3+42.76	26.500	20.674	20.792
L	3+52.76	26.500	20.794	20.917
M	3+62.76	26.500	20.874	20.984
N	3+72.76	26.500	20.915	20.995
P	3+82.76	26.500	20.916	20.959
Q	3+92.76	26.500	20.877	20.890
Center Pier 2	4+03.26	26.500	20.794	20.794
R	4+13.26	26.500	20.673	20.685
S	4+23.26	26.500	20.514	20.555
T	4+33.26	26.500	20.314	20.393
U	4+43.26	26.500	20.075	20.183
V	4+53.26	26.500	19.796	19.919
W	4+63.26	26.500	19.477	19.596
X	4+73.26	26.500	19.119	19.215
Y	4+83.26	26.500	18.726	18.788
Z	4+93.26	26.500	18.329	18.354
Center Pier 3	5+03.76	26.500	17.913	17.913
AA	5+13.76	26.500	17.516	17.513
AB	5+23.76	26.500	17.119	17.129
AC	5+33.76	26.500	16.722	16.748
AD	5+43.76	26.500	16.325	16.359
AE	5+53.76	26.500	15.928	15.958
AF	5+63.76	26.500	15.531	15.546
Br. East Abut.	5+71.26	26.500	15.238	15.238
Bk. East Abut.	5+73.84	26.500	15.140	15.140

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AS-BUILT DRAWINGS PREPARED BY MGHUGH CONSTRUCTION. 9/25/06

TOP OF SLAB ELEVATIONS 4
MONROE ST. (F.A.U. 1420)
OVER I-90/94 KENNEDY EXPWY.
SECTION 0101.2-4B-R
COOK COUNTY
STATION 4+03.26
S.N. 016-2054

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 475

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PARSONS BRINCKERHOFF	USER NAME = pateld	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING PLANS STRUCTURE NO. 016-2054	SHEET NO. 9 OF 87 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = N.T.S.	DRAWN - DCP	REVISED -				90/94	2014-016R&B	COOK	378	221
	PLOT DATE = 5/15/2017	CHECKED - JIG	REVISED -				CONTRACT NO. 60X95				
ILLINOIS FED. AID PROJECT											

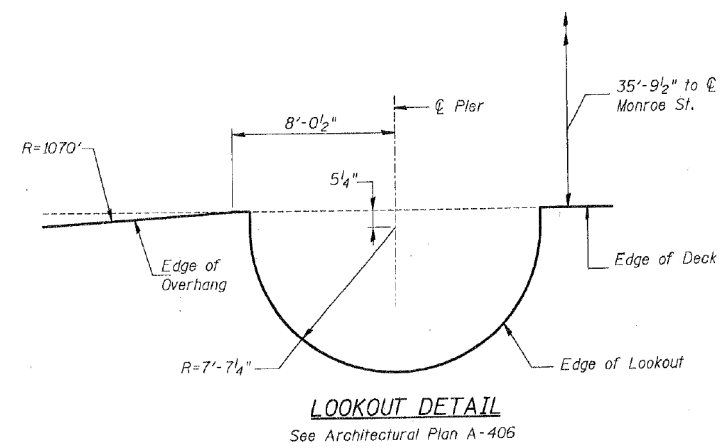
FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET	SHEET NO. 518 OF
F.A.U. 1420	0101.2-4B-R	COOK	147	43	531 SHEETS
FED. AID DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

BEAM 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. West Abut.	2+32.68	32.750	17.006	17.006
☉ Brq. West Abut.	2+35.26	32.750	17.108	17.108
A	2+45.26	32.750	17.505	17.529
B	2+55.26	32.750	17.902	17.940
C	2+65.26	32.750	18.299	18.337
D	2+75.26	32.750	18.696	18.720
E	2+85.26	32.750	19.083	19.087
F	2+95.26	32.750	19.431	19.424
☉ Pier 1	3+02.76	32.750	19.666	19.666
G	3+12.76	32.750	19.945	19.984
H	3+22.76	32.750	20.184	20.278
J	3+32.76	32.750	20.384	20.527
K	3+42.76	32.750	20.543	20.720
L	3+52.76	32.750	20.664	20.848
M	3+62.76	32.750	20.744	20.911
N	3+72.76	32.750	20.785	20.911
P	3+82.76	32.750	20.786	20.860
Q	3+92.76	32.750	20.747	20.772
☉ Pier 2	4+03.26	32.750	20.663	20.663
R	4+13.26	32.750	20.543	20.566
S	4+23.26	32.750	20.383	20.455
T	4+33.26	32.750	20.184	20.308
U	4+43.26	32.750	19.945	20.110
V	4+53.26	32.750	19.666	19.851
W	4+63.26	32.750	19.347	19.525
X	4+73.26	32.750	18.989	19.135
Y	4+83.26	32.750	18.596	18.693
Z	4+93.26	32.750	18.199	18.241
☉ Pier 3	5+03.76	32.750	17.782	17.782
AA	5+13.76	32.750	17.385	17.379
AB	5+23.76	32.750	16.988	16.997
AC	5+33.76	32.750	16.591	16.619
AD	5+43.76	32.750	16.194	16.233
AE	5+53.76	32.750	15.797	15.833
AF	5+63.76	32.750	15.400	15.419
☉ Brq. East Abut.	5+71.26	32.750	15.107	15.107
Bk. East Abut.	5+73.84	32.750	15.010	15.010



AS-BUILT DRAWINGS PREPARED
BY McHUGH CONSTRUCTION.
9/25/06

**TOP OF SLAB ELEVATIONS 5
MONROE ST. (F.A.U. 1420)
OVER I-90/94 KENNEDY EXPWY.
SECTION 0101.2-4B-R**

BOWMAN, BARRETT
& ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 475



**COOK COUNTY
STATION 4+03.26
S.N. 016-2054**

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CHECKED	BLU
DATE	04-14-03

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**PARSONS
BRINCKERHOFF**

USER NAME = pateld	DESIGNED -	REVISED -
PLOT SCALE = N.T.S.	CHECKED -	REVISED -
PLOT DATE = 5/15/2017	DRAWN - DCP	REVISED -
	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054

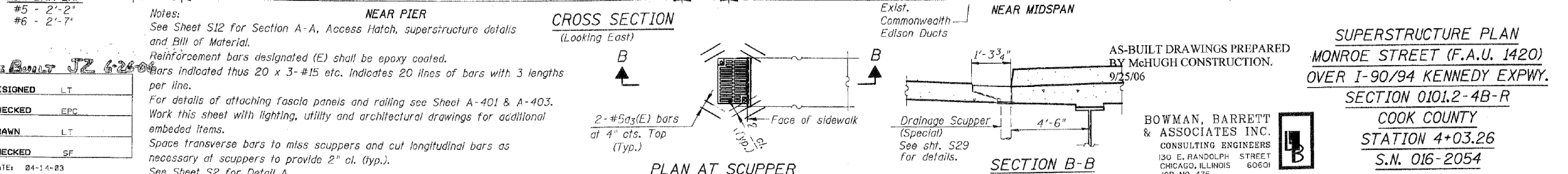
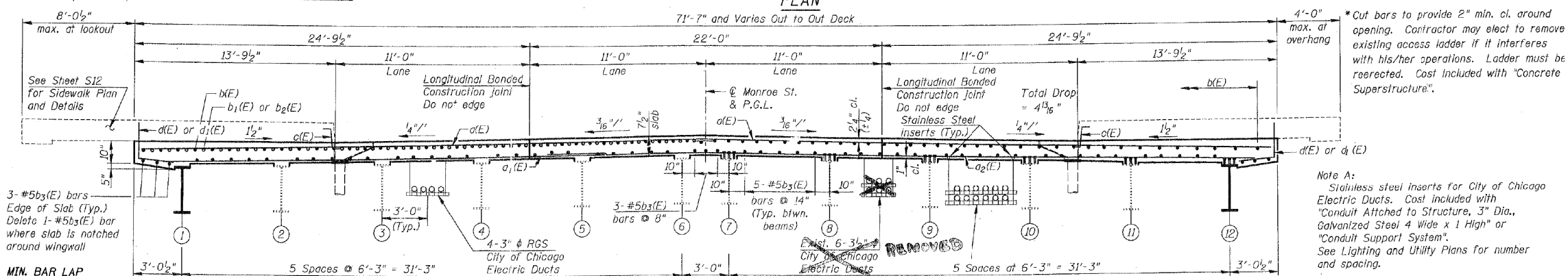
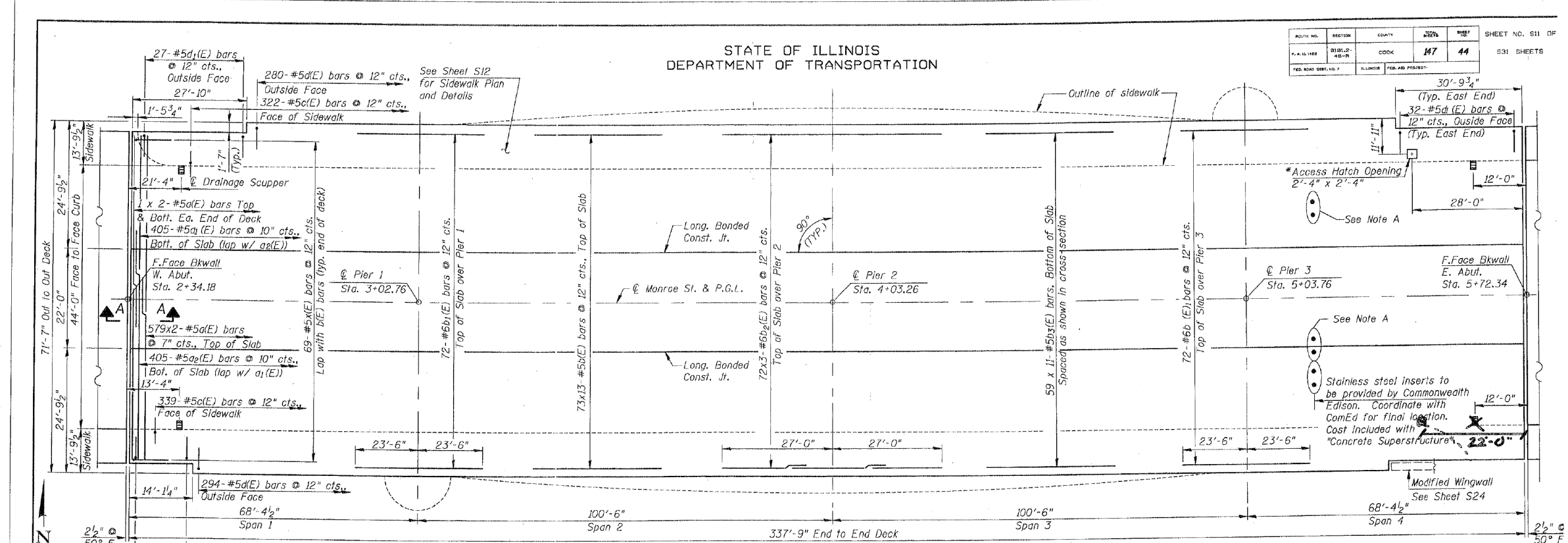
SHEET NO. 10 OF 87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	222
				CONTRACT NO. 60X95
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	DATE	SHEET NO.	OF
F.A.U. 1420	0101.2-4B-R	COOK	11/15/15	11	87
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			



11/15/15 AM
 04/15/2018
 N:\4735\CD\2018\BRIDGE\MONROE_4735\sb.dgn

DESIGNED	LT
CHECKED	EPC
DRAWN	LT
CHECKED	SF

DATE: 04-14-03

Notes:
 See Sheet S12 For Section A-A, Access Hatch, superstructure details and Bill of Material.
 Reinforcement bars designated (E) shall be epoxy coated.
 Bars indicated thus 20 x 3-#15 etc. indicates 20 lines of bars with 3 lengths per line.
 For details of attaching fascia panels and railing see Sheet A-401 & A-403.
 Work this sheet with lighting, utility and architectural drawings for additional embedded items.
 Space transverse bars to miss scuppers and cut longitudinal bars as necessary at scuppers to provide 2" cl. (typ.).
 See Sheet S2 for Detail A

*Cut bars to provide 2" min. cl. around opening. Contractor may elect to remove existing access ladder if it interferes with his/her operations. Ladder must be reerected. Cost included with "Concrete Superstructure".

Note A:
 Stainless steel inserts for City of Chicago Electric Ducts. Cost included with "Conduit Attached to Structure, 3" Dia., Galvanized Steel 4 Wide x 1 High" or "Conduit Support System".
 See Lighting and Utility Plans for number and spacing.

**SUPERSTRUCTURE PLAN
 MONROE STREET (F.A.U. 1420)
 OVER I-90/94 KENNEDY EXPWY.
 SECTION 0101.2-4B-R
 COOK COUNTY
 STATION 4+03.26
 S.N. 016-2054**

AS-BUILT DRAWINGS PREPARED BY McHUGH CONSTRUCTION.

BOWMAN, BARRETT & ASSOCIATES INC.
 CONSULTING ENGINEERS
 130 E. RANDOLPH STREET
 CHICAGO, ILLINOIS 60601
 JOB NO. 475

0161700-60X95-S071-EXT.dgn

**PARSONS
BRINCKERHOFF**

USER NAME = pateld	DESIGNED -	REVISED -
PLOT SCALE = N.T.S.	CHECKED -	REVISED -
PLOT DATE = 5/15/2017	DRAWN - DCP	REVISED -
	CHECKED - JIG	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

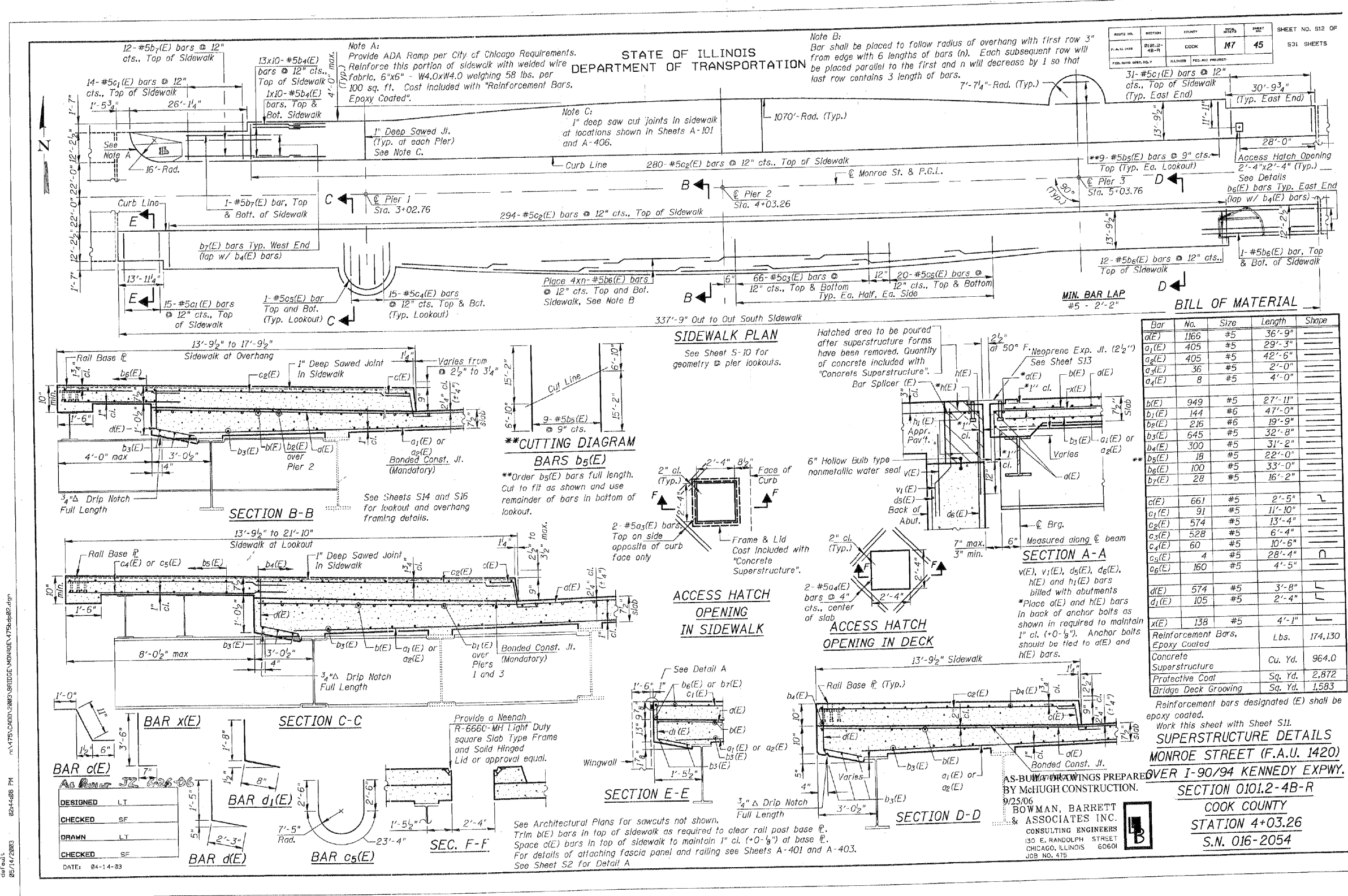
**EXISTING PLANS
STRUCTURE NO. 016-2054**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	223
				CONTRACT NO. 60X95

SHEET NO. 11 OF 87 SHEETS

ILLINOIS FED. AID PROJECT

FOR INFORMATION ONLY



ROUTE NO.	SECTION	COUNTY	JOB NO.	SHEET NO.
147	147	COOK	47	45

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1(E)	1166	#5	36'-9"	
a2(E)	405	#5	29'-3"	
a3(E)	405	#5	42'-6"	
a4(E)	36	#5	2'-0"	
a5(E)	8	#5	4'-0"	
b(E)	949	#5	27'-11"	
b1(E)	144	#6	47'-0"	
b2(E)	216	#6	19'-9"	
b3(E)	645	#5	32'-8"	
b4(E)	300	#5	31'-2"	
b5(E)	18	#5	22'-0"	
b6(E)	100	#5	33'-0"	
b7(E)	28	#5	16'-2"	
c(E)	661	#5	2'-5"	
c1(E)	91	#5	17'-10"	
c2(E)	574	#5	13'-4"	
c3(E)	528	#5	6'-4"	
c4(E)	60	#5	10'-6"	
c5(E)	4	#5	28'-4"	
c6(E)	160	#5	4'-5"	
d(E)	574	#5	3'-8"	
d1(E)	105	#5	2'-4"	
e(E)	138	#5	4'-1"	
Reinforcement Bars, Epoxy Coated		Lbs.	174,130	
Concrete Superstructure		Cu. Yd.	964.0	
Protective Coat		Sq. Yd.	2,872	
Bridge Deck Grooving		Sq. Yd.	1,583	

02/14/2003 02:44:08 PM 15753.0001\2003\STRUCTURE\MONROE\754648P.dwg
 DATE: 04-14-03

DESIGNED	LT
CHECKED	SF
DRAWN	LT
CHECKED	SF

0161700-60X95-5072-EXT.dgn

PARSONS BRINCKERHOFF

USER NAME = pateld	DESIGNED -	REVISED -
PLOT SCALE = N.T.S.	CHECKED -	REVISED -
PLOT DATE = 5/15/2017	DRAWN - DCP	REVISED -
	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054

SHEET NO. 12 OF 87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	224
CONTRACT NO. 60X95			ILLINOIS FED. AID PROJECT	

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	DATE	SHEET
147	46	COOK	147	46
SHEET NO. 513 OF 631 SHEETS				

Joint Size	"C" at 50°F	"D" at 50°F
2"	2"	1 1/2" Min.
2 1/2"	2 1/2"	1 3/4" Min.
4"	3"	2 1/2" Min.

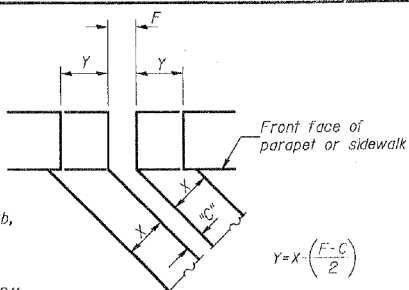
INSTALLATION NOTES

- Install continuous seal in roadway, parapet, curb, and sidewalk.
- Install anchor blocks as indicated.

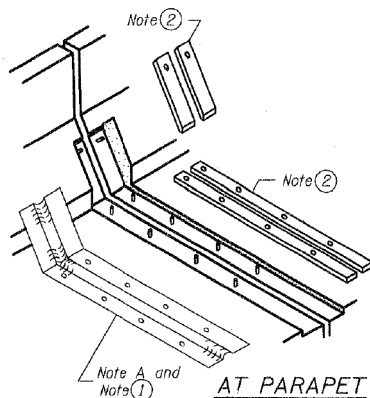
NOTE A: Maximum spacing of anchor bolts shall be 12" centers.

SKREW LIMITATIONS

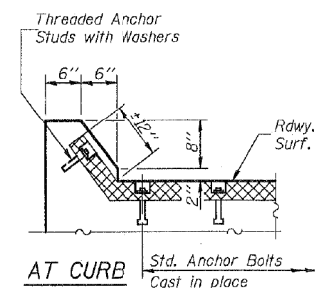
The details of the anchor blocks and the elastomeric membrane in the parapet, as shown, are for up to 50° skews. For skews greater than 50°, the anchor blocks and the elastomeric membrane, installed according to dimension "D", might require modifications to insure a minimum clearance of 1/2" from centerline of anchor studs to edge of parapet opening. The anchor blocks and the elastomeric membrane shall also be installed to the top of the parapet with the anchor studs spaced at ±12" cts.



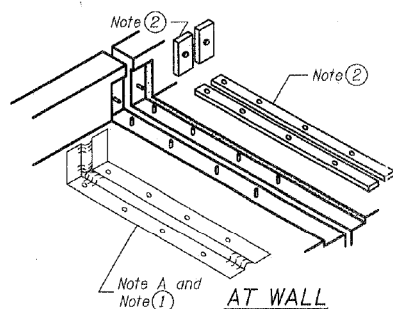
FORMING BLOCKOUT SKETCH
For dimension "F" see sheet S11



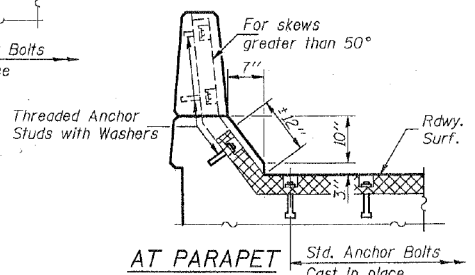
AT PARAPET



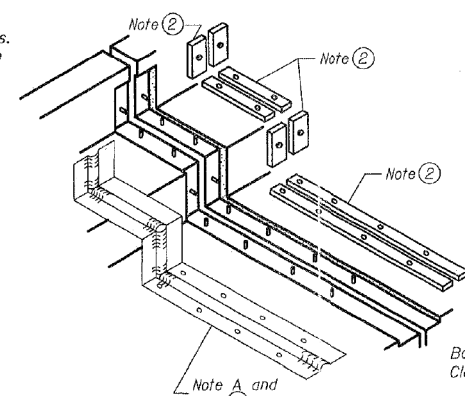
AT CURB



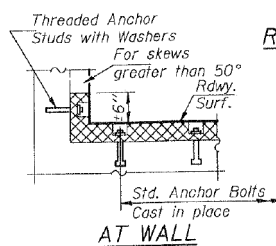
AT WALL



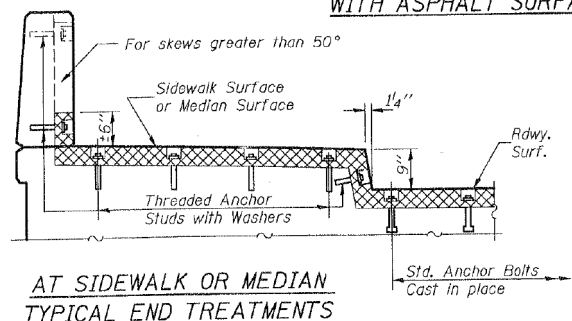
AT PARAPET



AT SIDEWALK OR MEDIAN

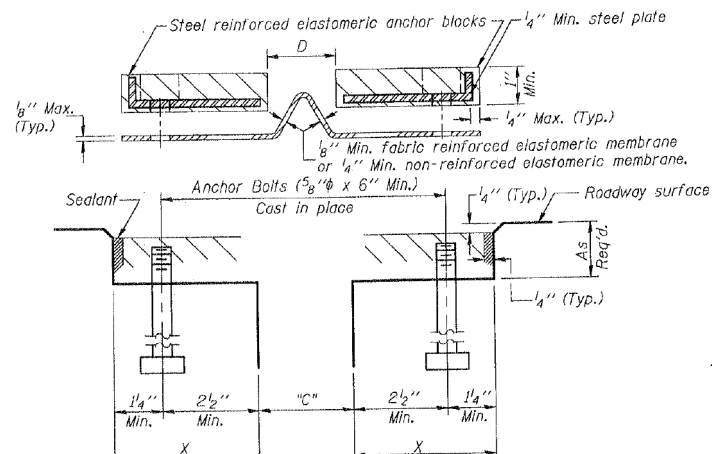


AT WALL

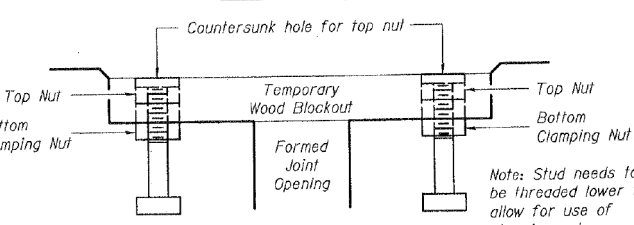


AT SIDEWALK OR MEDIAN TYPICAL END TREATMENTS

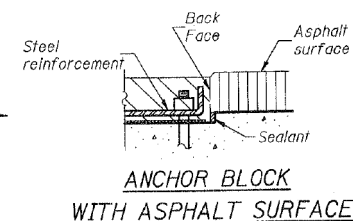
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION



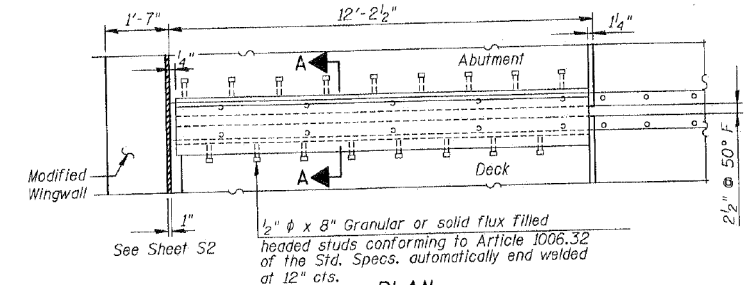
CROSS SECTION



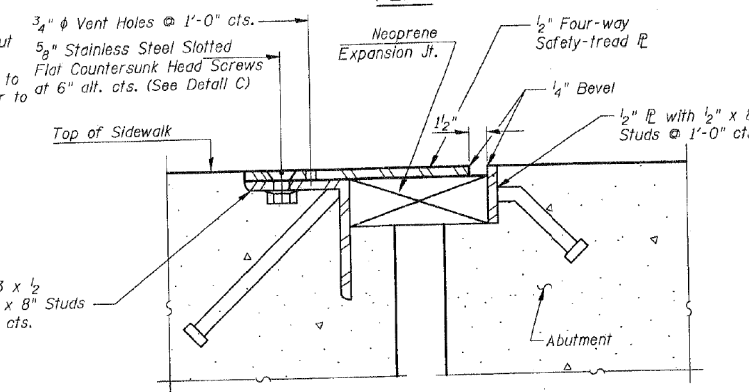
RECOMMENDED BLOCKOUT DETAIL



ANCHOR BLOCK WITH ASPHALT SURFACE



PLAN



SECTION A-A

Cost of plates, angles, studs and hardware shall be included with "Neoprene Expansion Joint, 2 1/2".

CONTINUOUS SEAL TYPE NEOPRENE EXPANSION JOINTS
MONROE STREET (F.A.U. 1420) OVER I-90/94 KENNEDY EXPWY.
SECTION 0101.2-4B-R
COOK COUNTY
STATION 4+03.26
S.N. 016-2054

DETAIL A
DRAWINGS PREPARED BY MCGOUGH CONSTRUCTION.
9/25/06
BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 475

DESIGNED	LT
CHECKED	EPC
DRAWN	LT
CHECKED	SF

DATE: 04-14-03

0161700-60X95-5073-EXT.dgn

PARSONS BRINCKERHOFF

USER NAME = pateld	DESIGNED -	REVISED -
PLOT SCALE = N.T.S.	CHECKED -	REVISED -
PLOT DATE = 5/15/2017	DRAWN - DCP	REVISED -
	CHECKED - JIG	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054

SHEET NO. 13 OF 87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	225
CONTRACT NO. 60X95				
ILLINOIS FED. AID PROJECT				

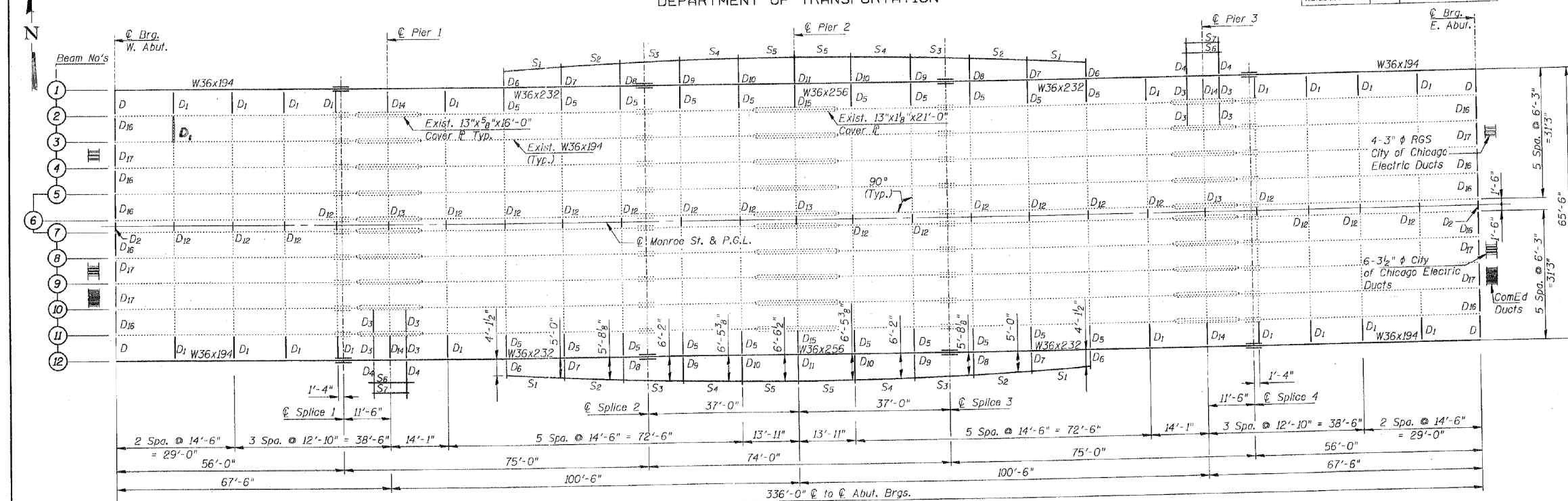
FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

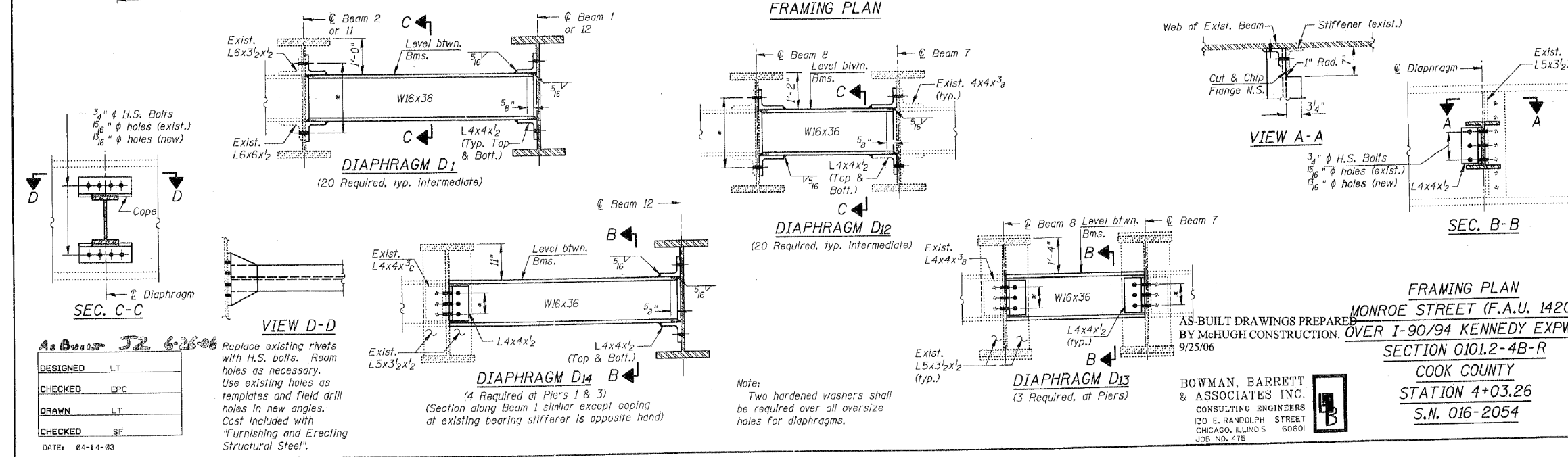
See Sheet S16 for outlook and
overhang framing details.

ROUTE NO.	SECTION	COUNTY	DATE	SHEET
F.A.U. 1420	0101.2-4B-R	COOK	1/7	47
F.I.S. ROAD DIST. NO. 7	STATION	FEET AND INCHES		

SHEET NO. S14 OF
531 SHEETS



FRAMING PLAN



DESIGNED	LT
CHECKED	EPG
DRAWN	LT
CHECKED	SF

Replace existing rivets with H.S. bolts. Ream holes as necessary. Use existing holes as templates and field drill holes in new angles. Cost included with "Furnishing and Erecting Structural Steel".

Note:
Two hardened washers shall be required over all oversize holes for diaphragms.

AS-BUILT DRAWINGS PREPARED BY McHUGH CONSTRUCTION, 9/25/06

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 475

FRAMING PLAN
MONROE STREET (F.A.U. 1420)
OVER I-90/94 KENNEDY EXPWY.
SECTION 0101.2-4B-R
COOK COUNTY
STATION 4+03.26
S.N. 016-2054

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PARSONS BRINCKERHOFF

USER NAME = pateld	DESIGNED -	REVISED -
PLOT SCALE = N.T.S.	CHECKED -	REVISED -
PLOT DATE = 5/15/2017	DRAWN - DCP	REVISED -
	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054
SHEET NO. 14 OF 87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	226
			CONTRACT NO. 60X95	
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

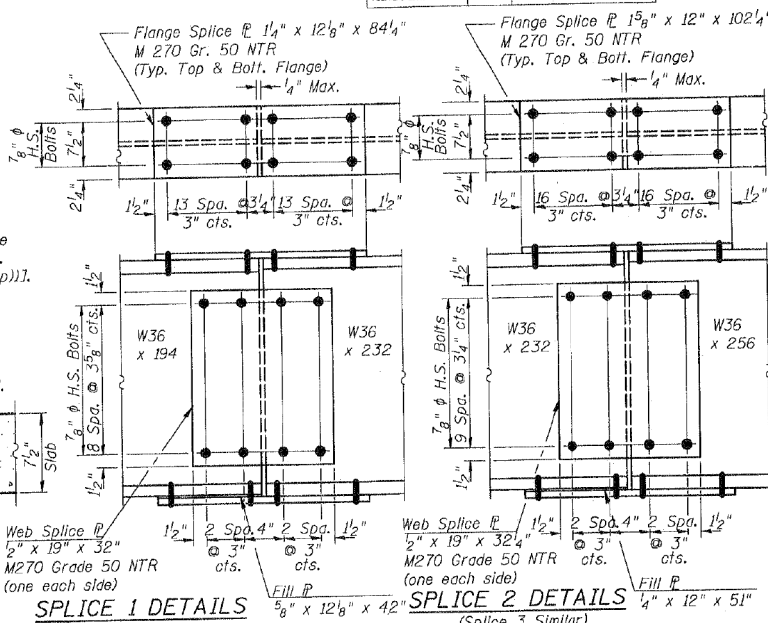
ROUTE NO.	SECTION	COUNTY	SHEET	SHEET NO. 515 OF 531 SHEETS
F.A.I. 1420	0101.2-4B-R	COOK	147	48
FED. AID DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

	0.4 Sp. 1 or 0.6 Sp. 4	Pier 1 or 3	0.5 Sp. 2 or Sp. 3	Pier 2
Is (in ⁴)	12,100	17,701	12,100	22,454
Ic (in ⁴)	27,848	-	27,848	-
Ic (3n) (in ⁴)	20,135	-	20,135	-
Ss (in ³)	663	938	663	1,159
Sc (in ³)	922	-	922	-
Sc (3n) (in ³)	826	-	826	-
Z (in ³)	-	-	-	-
D (k/ft.)	0.836	1.186	0.845	1.195
M _ℓ (k)	255	985	407	1,345
sℓ (k/ft.)	0.350	-	0.350	-
M _{sℓ} (k)	99	-	166	-
M _ℓ (k)	450	396	595	507
M (Imp) (k)	117	96	132	112
M ₃ (M _ℓ +M(Imp)) (k)	945	820	1,212	1,032
M _a (k)	1,689	2,347	2,321	3,090
M _u (k)	3,448	-	3,448	-
f _{sℓ} non-comp (k.s.i.)	4.6	12.6	7.4	13.9
f _{sℓ} (comp) (k.s.i.)	1.4	-	2.4	-
f _s (ℓ+Imp) (k.s.i.)	12.3	10.5	15.8	10.7
f _s (Overload) (k.s.i.)	18.3	23.1	25.6	24.6
f _s (Total) (k.s.i.)	-	30.0	-	32.0
VR (k)	54	-	56	-

	0.4 Sp. 1 or 0.6 Sp. 4	Pier 1 or 3	0.5 Sp. 2 or Sp. 3	Pier 2
Is (in ⁴)	12,100	15,000	15,000	16,800
Ic (in ⁴)	29,548	-	34,043	-
Ic (3n) (in ⁴)	21,031	-	24,319	-
Ss (in ³)	653	808	808	898
Sc (in ³)	958	-	1,132	-
Sc (3n) (in ³)	850	-	1,004	-
Z (in ³)	-	-	-	-
D (k/ft.)	1.144	1.898	1.190	1.944
M _ℓ (k)	291	1,289	528	1,881
sℓ (k/ft.)	0.754	-	0.754	-
M _{sℓ} (k)	122	-	458	-
M _ℓ (k)	181	249	314	324
M (Imp) (k)	0	0	0	0
M ₃ (M _ℓ +M(Imp)) (k)	302	415	523	540
M _a (k)	930	2,215	1,962	3,147
M _u (k)	5,073	-	5,931	-
f _{sℓ} non-comp (k.s.i.)	5.3	19.1	7.8	25.1
f _{sℓ} (comp) (k.s.i.)	1.7	-	5.5	-
f _s (ℓ+Imp) (k.s.i.)	3.8	6.2	5.5	7.2
f _s (Overload) (k.s.i.)	10.8	25.3	18.8	32.3
f _s (Total) (k.s.i.)	-	32.9	-	42.0
VR (k)	35	-	47	-

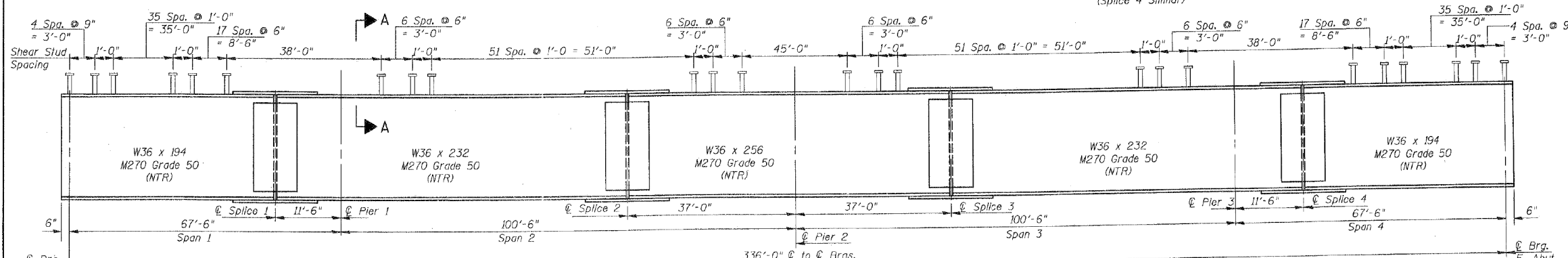
Is and Ss are the moment of inertia and section modulus of the steel section used in computing Is (Total & Overload).
Ic and Sc are the moment of inertia and section modulus of the composite section used in computing stresses due to Live Load.
Ic(3n) and Sc(3n) are the moment of inertia and section modulus of the composite section used in computing stresses due to superimposed dead loads. (see AASHTO 10.38)
VR is the maximum Live Load + Impact shear range in span.
Z is the plastic section modulus used to determine the fully plastic moments in the non-composite areas.
M_a (Applied Moment) = 1.3(M_ℓ + M_{sℓ} + M₃(M_ℓ + M(Imp))).
The Plastic Moment capacity (M_u) is computed according to AASHTO 10.48.1 and 10.50.1.1.
f_s (Overload) is the sum of the stresses due to M_ℓ + M_{sℓ} + M₃(M_ℓ + M(Imp)).
f_s (Total) (Non-compaction section) is the sum of the stresses due to 1.3(M_ℓ + M_{sℓ} + M₃(M_ℓ + M(Imp))).

Contractor has the option of removing existing channels. If channels are not removed and stud spacing interferes with channel, Contractor shall adjust stud to be clear of channel by 3" min.



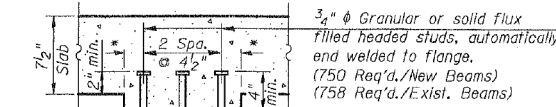
	Abuts.	Pier 1 or 3	Pier 2
R _ℓ (k)	31.6	126.4	145.5
R _r (k)	38.5	50.5	55.6
Imp. (k)	10.0	12.2	12.3
R (Total) (k)	80.1	189.1	213.4

	Abuts.	Pier 1 or 3	Pier 2
R _ℓ (k)	38.0	180.9	225.1
R _r (k)	11.7	19.3	19.3
Imp. (k)	0	0	0
R (Total) (k)	49.7	200.2	244.4

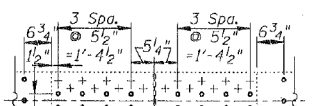


ELEVATION BEAMS 1 & 12

"NTR" denotes notch toughness requirements.
Stud Spacing for existing beams similar except at Splice 2 & 3

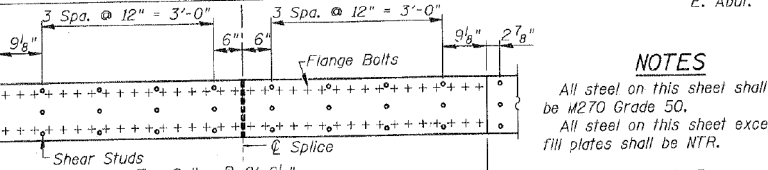


DESIGNED LT
CHECKED EPC
DRAWN LT
CHECKED SF



Beam Number	ℓ Brg. H. Abut.	ℓ Splice 1	ℓ Pier 1	ℓ Splice 2	ℓ Pier 2	ℓ Splice 3	ℓ Pier 3	ℓ Splice 4	ℓ Brg. E. Abut.
1 & 12	16.457	18.793	19.042	20.414	20.043	19.672	17.142	16.684	14.437
2 & 11	16.457	-	19.042	-	20.043	-	17.142	-	14.437
3 & 10	16.587	-	19.162	-	20.163	-	17.262	-	14.567
4 & 9	16.707	-	19.292	-	20.293	-	17.392	-	14.687
5 & 8	16.817	-	19.402	-	20.403	-	17.502	-	14.797
6 & 7	16.867	-	19.452	-	20.453	-	17.552	-	14.847

*For Fabrication use only.



PLAN - TOP SPLICE PLATE
Splices 2 and 3, Beams 1 & 12
Place Shear Studs between splice bolts

NOTES
All steel on this sheet shall be M270 Grade 50.
All steel on this sheet except fill plates shall be NTR.

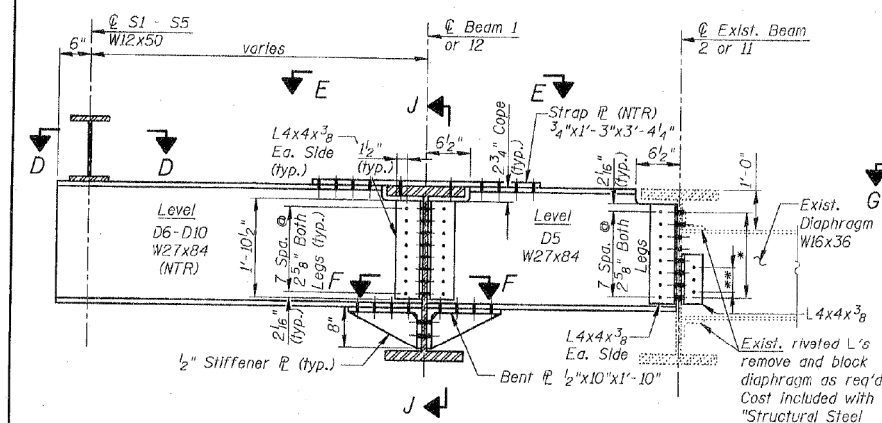
AS-BUILT DRAWINGS PREPARED BY MCGOUGH CONSTRUCTION 9/25/06
HOWMAN, BARRETT & ASSOCIATES INC. CONSULTING ENGINEERS
130 E. RANDOLPH STREET CHICAGO, ILLINOIS 60601 JOB NO. 475

MONROE STREET (F.A.U. 1420) OVER I-90/94 KENNEDY EXPWY.
SECTION 0101.2-4B-R
COOK COUNTY
STATION 4+03.26
S.N. 016-2054

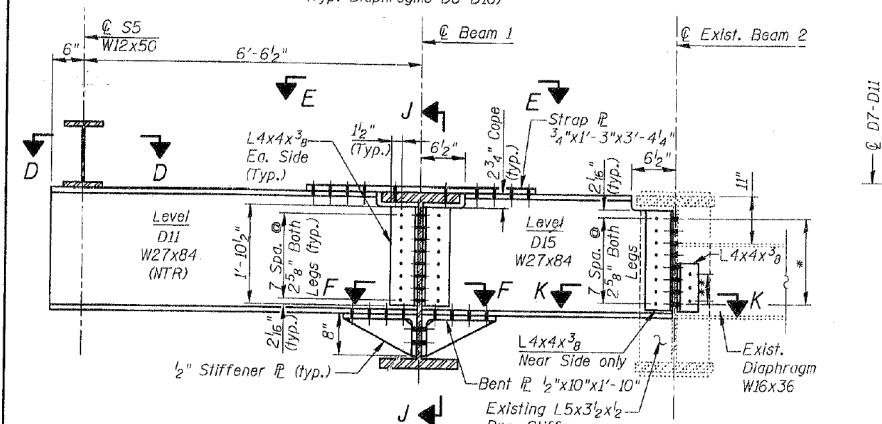
FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

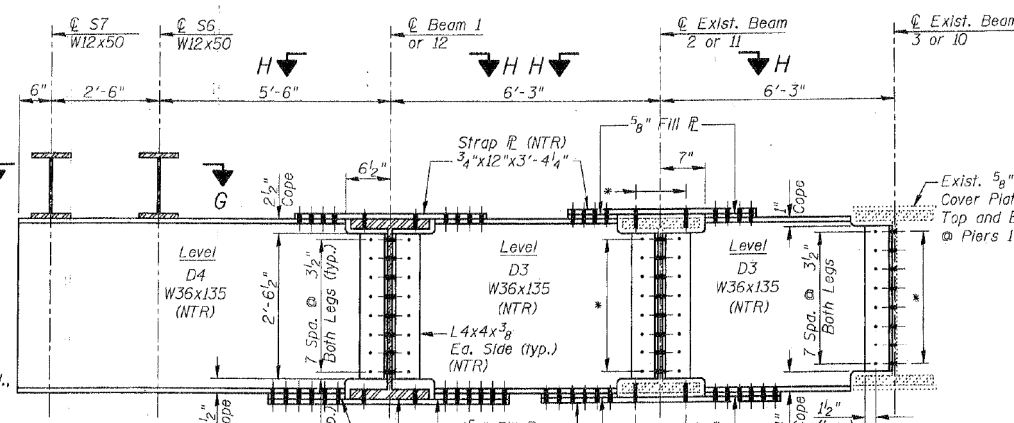
PROJECT NO.	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 1420	0101.2-4B-R	COOK	17	49
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	



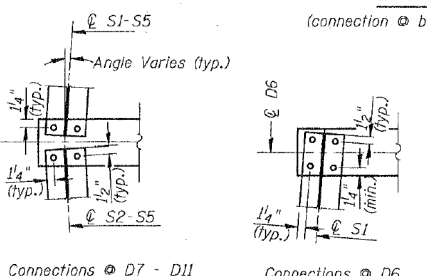
OVERHANG SECTION
(Typ. Diaphragms D6-D10)
** Reuse existing holes in diaphragms



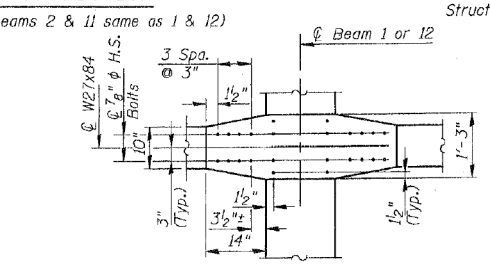
OVERHANG SECTION AT PIER 2
(Details similar for Beams 11 and 12 except coping in Section K-K is reversed)



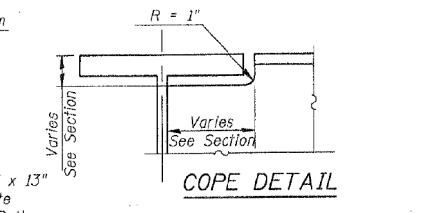
LOOKOUT SECTION



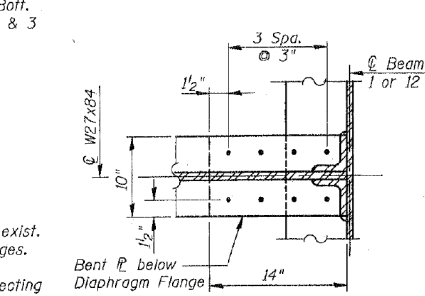
SEC. D-D



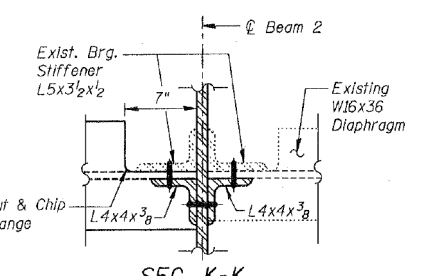
VIEW E-E
(Symmetrical about Beam 12)



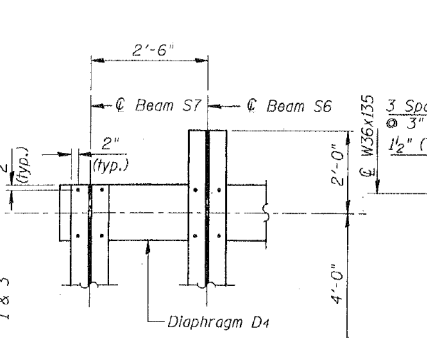
COPE DETAIL



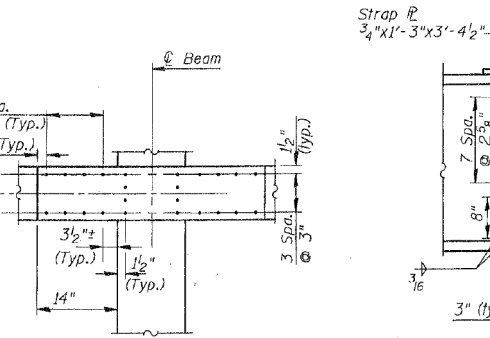
SEC. F-F
(Symmetrical about Beam 1 & 12)



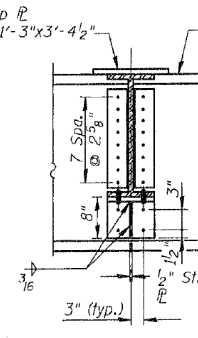
SEC. K-K



SEC. G-G
(Symmetrical about Pier 1 & 3)



VIEW H-H
(Symmetrical about Beam)



SEC. J-J

NOTES:
All steel on this sheet shall be M270 Grade 50.
All bolts 7/8" φ H.S. in 1 1/8" φ holes U.N.O.
Remove existing shear channels at locations where new strap plate over flange interferes. Cost included with "Furnishing and Erecting Structural Steel."
Diaphragms D4, D6-D10 and D11 and their including strap P's shall be NTR.

BEAM DETAILS II
MONROE STREET (F.A.U. 1420)
OVER I-90/94 KENNEDY EXPWY.
SECTION 0101.2-4B-R
COOK COUNTY
STATION 4+03.26
S.N. 016-2054

AS-BUILT DRAWINGS PREPARED BY McHUGH CONSTRUCTION. 3/25/06
BOWMAN, BARRETT & ASSOCIATES INC. CONSULTING ENGINEERS
130 E. RANDOLPH STREET CHICAGO, ILLINOIS 60601
JOB NO. 475

DESIGNED	LT
CHECKED	EPC
DRAWN	LT
CHECKED	SF
DATE:	04-14-03

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PARSONS BRINCKERHOFF

USER NAME =	pateld	DESIGNED -	LT	REVISED -	
PLOT SCALE =	N.T.S.	CHECKED -	EPC	REVISED -	
PLOT DATE =	5/15/2017	DRAWN -	DCP	REVISED -	
		CHECKED -	JIG	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054

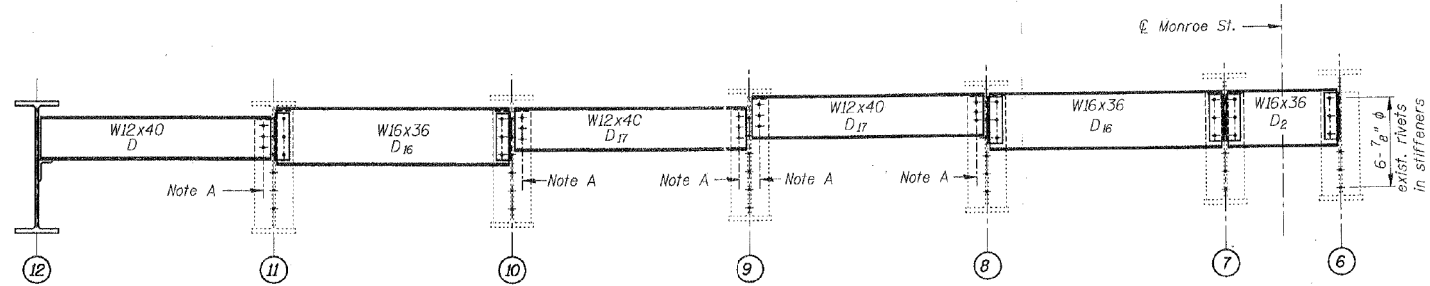
SHEET NO. 16 OF 87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	228
CONTRACT NO. 60X95				
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY

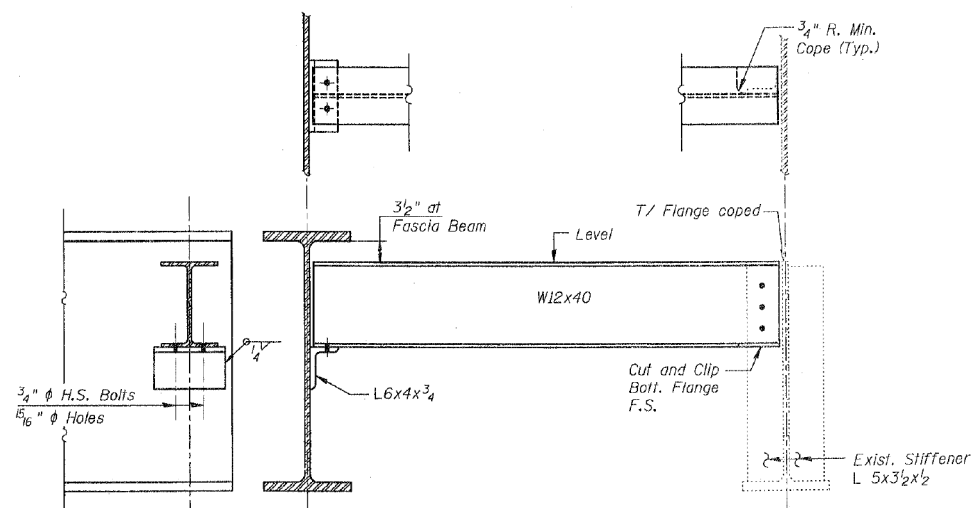
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	SECTION	COUNTY	DATE	SHEET NO.	SHEET NO. 517 OF 531 SHEETS
PLAN NO. 1008	016-02-43-01	COOK	11/7	50	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT			



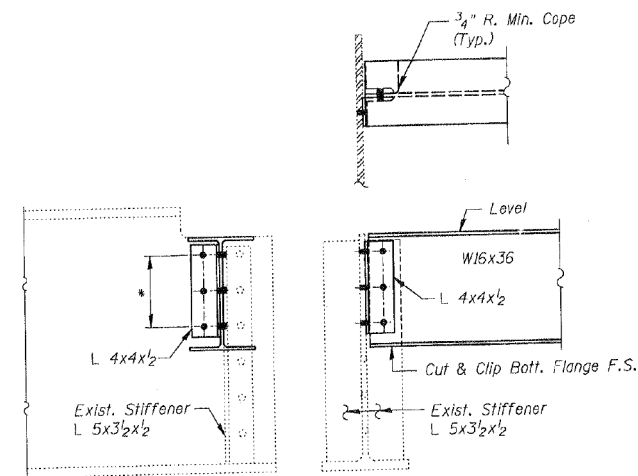
HALF ELEVATION
Remaining half similar, except only one D₁₇.
Top flange on existing beams shown for clarity.

Note A
Field drill 3-¹⁵/₁₆" ϕ holes in 5" leg of exist. brg. stiffener. Provide 3-³/₈" ϕ bolts. Cost included with "Furnishing and Erecting Structural Steel."

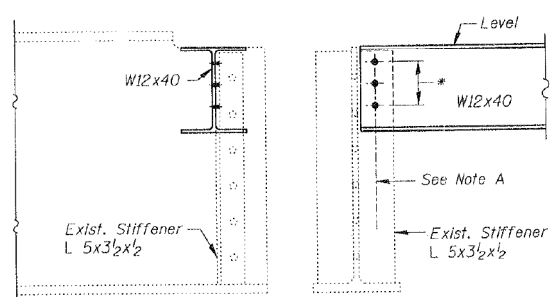


DIAPHRAGM D
(4 Required)

*Field drill holes in new diaphragms or angles using existing holes in beam and stiffener as template.



DIAPHRAGM D₂ and D₁₆
(2 D₂ and 10 D₁₆ Required)



DIAPHRAGM D₁₇
(6 D₁₇ Required)

NOTES:

All steel on this sheet shall be M270 Grade 36.
All bolts are 7/8" ϕ H.S. in 1/16" ϕ holes U.M.O.
Two hardened washers shall be required over all oversized holes.
Contractor shall remove existing rivets where necessary to replace end diaphragms and connection angles. Ream holes as necessary. Cost included with "Furnishing and Erecting Structural Steel."
Contractor shall determine locations of existing rivets prior to ordering structural steel.

END DIAPHRAGM DETAILS
MONROE STREET (F.A.U. 1420)
OVER I-90/94 KENNEDY EXPWY.
SECTION 0101.2-4B-R
COOK COUNTY
STATION 4+03.26
S.N. 016-2054

AS-BUILT DRAWINGS PREPARED BY McHUGH CONSTRUCTION. 9/25/06

BOWMAN, BARRETT & ASSOCIATES INC. CONSULTING ENGINEERS
130 E. RANDOLPH STREET CHICAGO, ILLINOIS 60601 JOB NO. 475



DESIGNED	EPC
CHECKED	BLU
DRAWN	LT
CHECKED	BLU
DATE:	04-14-03

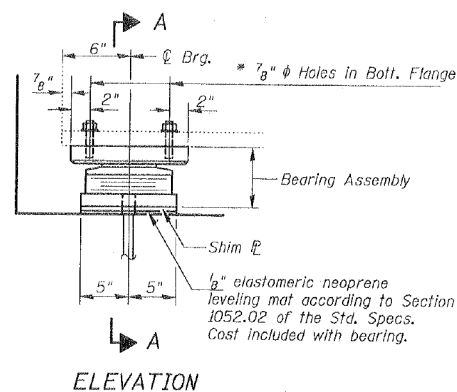
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0161700-60X95-5077-EXT.dgn

FOR INFORMATION ONLY

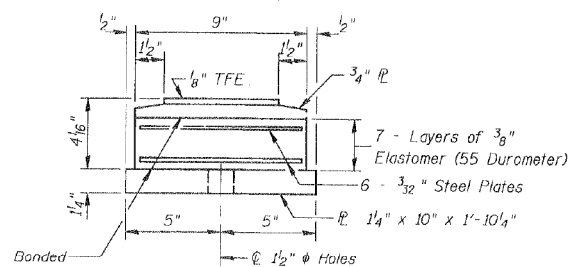
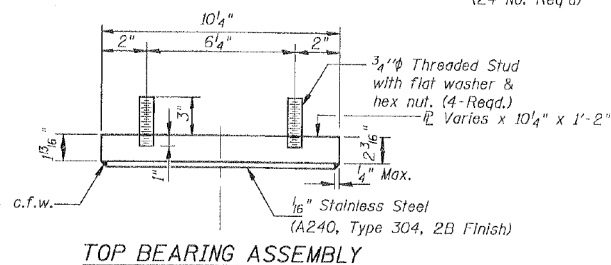
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET NO. 516 OF 531 SHEETS
PLA. 11.188R	0101.2-4B-R	COOK	147	51
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



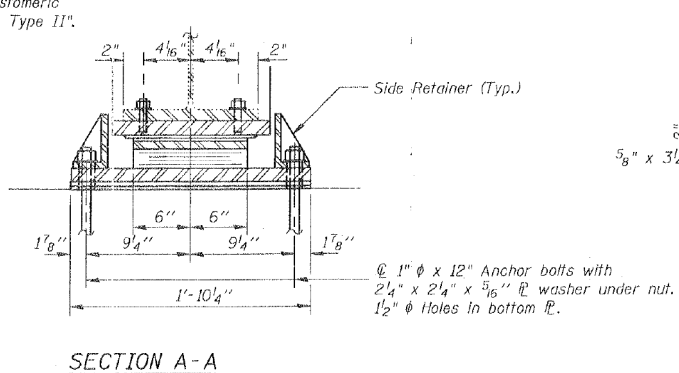
TYPE II ELASTOMERIC EXP. BRG.

ABUTMENTS
(24 No. Req'd)



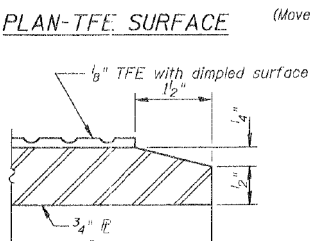
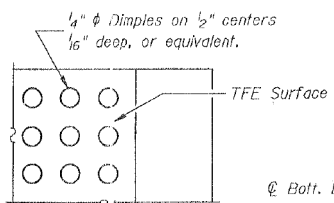
Note: Prior to ordering any material the Contractor shall verify in the field all bearing height and shim thickness dimensions.
Contractor shall provide 3/32" shim plates for bearings @ beam lines 7 and 8.

DESIGNED	LT
CHECKED	EPC
DRAWN	LT
CHECKED	SF
DATE:	04-14-03



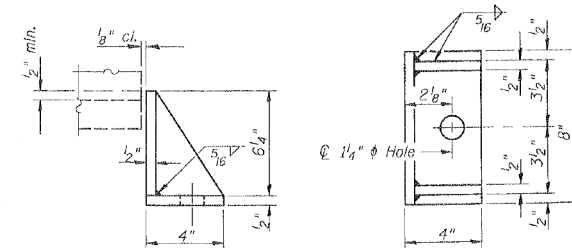
SECTION A-A

See Sheet S20 for Anchor Bolt installation.

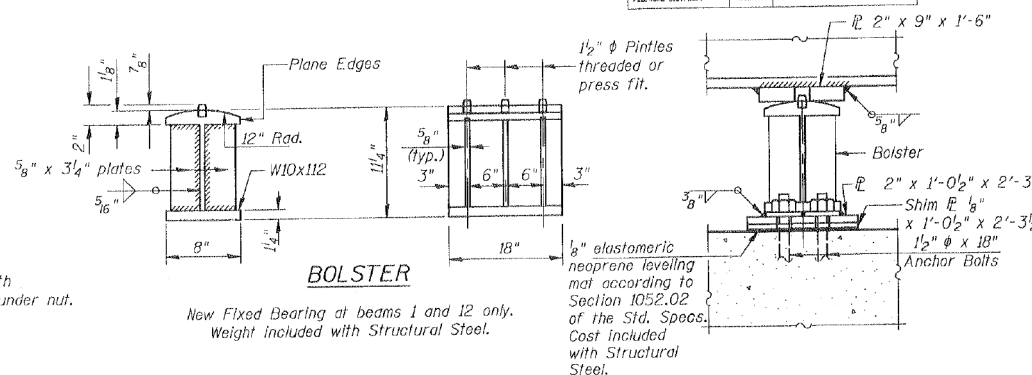


SETTING ANCHOR BOLTS AT EXP. BRG.
 $D = \frac{1}{8}''$ per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

Note: The 1/8" TFE 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" TFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.



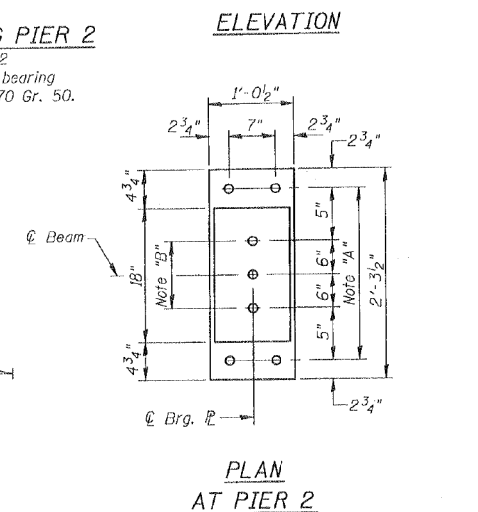
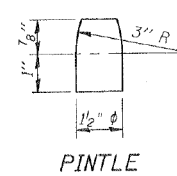
SIDE RETAINER
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates. Weight included with Structural Steel.



FIXED BEARING PIER 2

Beams 1 & 12
All steel for fixed bearing assembly shall be M270 Gr. 50.

Note "A"
2" Holes for 1/2" Anchor Bolts - 3 x 3 x 5/16" washer under nut.
Note "B"
1 1/2" Holes - 1" deep in top flange for 1/2" pintles.



BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type II	Each	24

BEARING DETAILS I
MONROE STREET (F.A.U. 1420)
OVER I-90/94 KENNEDY EXPWY.
SECTION 0101.2-4B-R
COOK COUNTY
STATION 4+03.26
S.N. 016-2054

AS-BUILT DRAWINGS PREPARED BY McHUGH CONSTRUCTION. 9/25/06

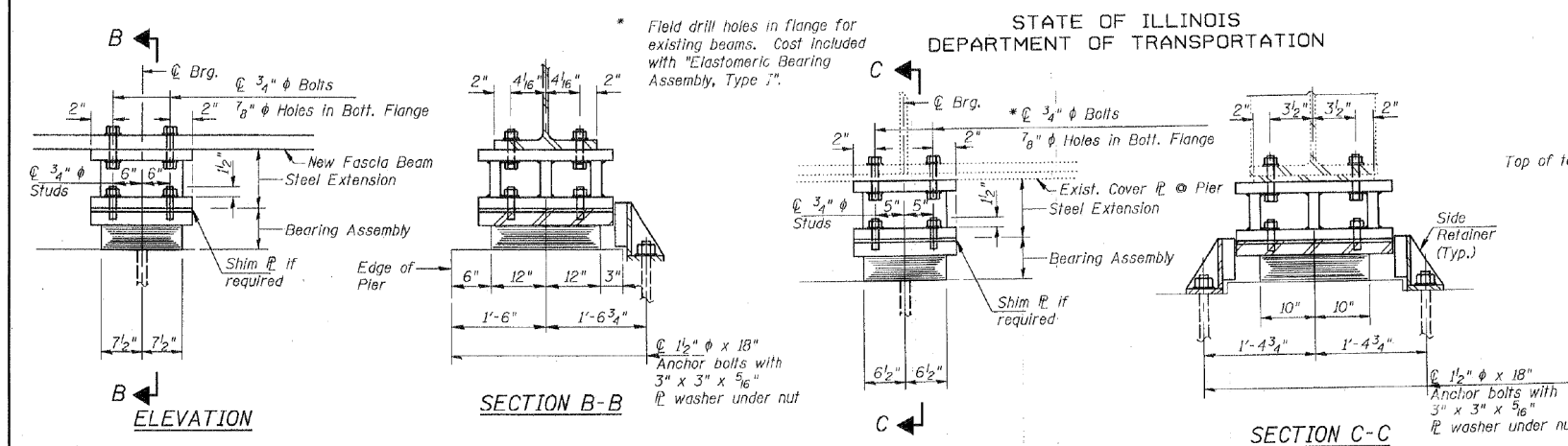
BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 475

USER NAME = pateld	DESIGNED -	REVISD -
PLOT SCALE = N.T.S.	CHECKED -	REVISD -
PLOT DATE = 5/15/2017	DRAWN - DCP	REVISD -
	CHECKED - JIG	REVISD -

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	230
				CONTRACT NO. 60X95
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY

STATE NO.	SECTION	COUNTY	SHEET	NO.
0101.2-4B-11	COOK	147	52	
SHEET NO. 519 OF 531 SHEETS				

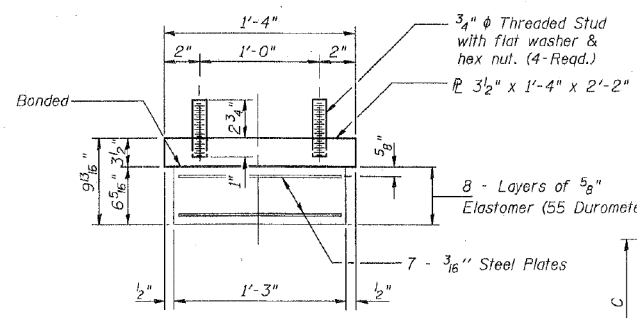


TYPE I ELASTOMERIC EXP. BRG.
PIERS 1 & 3 - BEAMS 1 & 12
(4 No. Req'd)

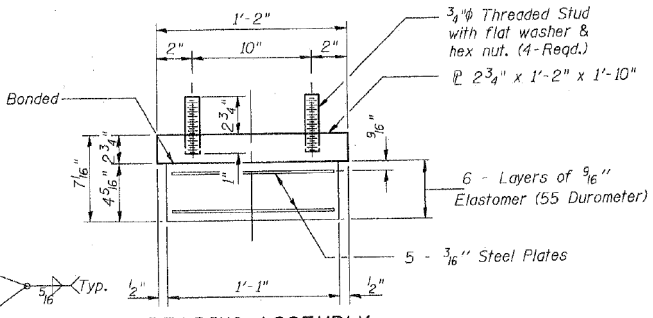
TYPE I ELASTOMERIC EXP. BRG.
PIERS 1 & 3 - BEAMS 2-11
(20 No. Req'd)

PROCEDURE TO JACK AND REMOVE EXISTING BEARINGS

1. The Contractor shall submit for approval to the Engineer plans for jacking prior to commencing any work at the bearings. Dead Load = 6.1 kips at each beam at abutments and 24.3 kips at each beam at Piers 1 and 3. Minimum jack capacity at each beam shall be 6 tons at abutments and 25 tons at piers.
2. Jacking and removing existing bearings shall be done after deck removal is completed and before new deck is poured.
3. All beams at one abutment or at one pier shall be lifted simultaneously.
4. Jacking shall be limited to a maximum of 1/4".
5. Remove existing bearing and bottom plates and cut off existing anchor bolts flush with top of existing bearing seat. Sole plates welded to the bottom flange of beams shall be removed using the air-arc method. Grind smooth all weld material remaining on the bottom flange.
6. Install elastomeric bearings and steel extensions and lower jacks before pouring new deck.



BEARING ASSEMBLY
PIERS 1 & 3 - BEAMS 1 & 12



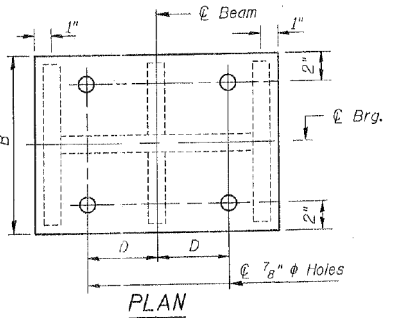
BEARING ASSEMBLY
PIERS 1 & 3 - BEAMS 2-11

TABLE OF DIMENSIONS

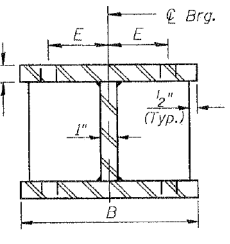
Location	A	B	C	D	E
Beams 1 & 12	2'-2"	1'-4"	5 3/8"	4 1/8"	6"
Beams 2-11	1'-10"	1'-2"	7 9/16"	3 1/2"	5"

Note: Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.

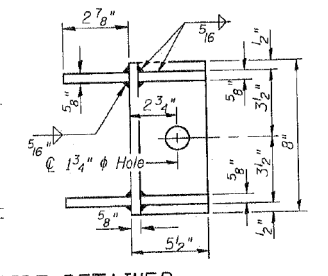
DESIGNED	LT
CHECKED	EPC
DRAWN	LT
CHECKED	SF
DATE:	04-14-03



STEEL EXTENSION
(No. Req'd 24)
Weight included with Structural Steel.



SECTION A-A



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates. Weight included with Structural Steel.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	24
Jack and Remove Existing Bearings	Each	40

No side retainer shall be placed on the fascia side of Beams 1 & 12 and toward E of Monroe St. of Beams 6 & 7.

BEARING DETAILS II
MONROE STREET (F.A.U. 1420)
OVER I-90/94 KENNEDY EXPWY
SECTION 0101.2-4B-R
COOK COUNTY
STATION 4+03.26
S.N. 016-2054

AS-BUILT DRAWINGS PREPARED BY McHUGH CONSTRUCTION. 9/25/06

BOWMAN, BARRETT & ASSOCIATES INC. CONSULTING ENGINEERS
30 E. RANDOLPH STREET CHICAGO, ILLINOIS 60601
JOB NO. 475



USER NAME = pateld	DESIGNED -	REVISED -
PLOT SCALE = N.T.S.	CHECKED -	REVISED -
PLOT DATE = 5/15/2017	DRAWN - DCP	REVISED -
	CHECKED - JIG	REVISED -

F.A.I. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	231
CONTRACT NO. 60X95				
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY

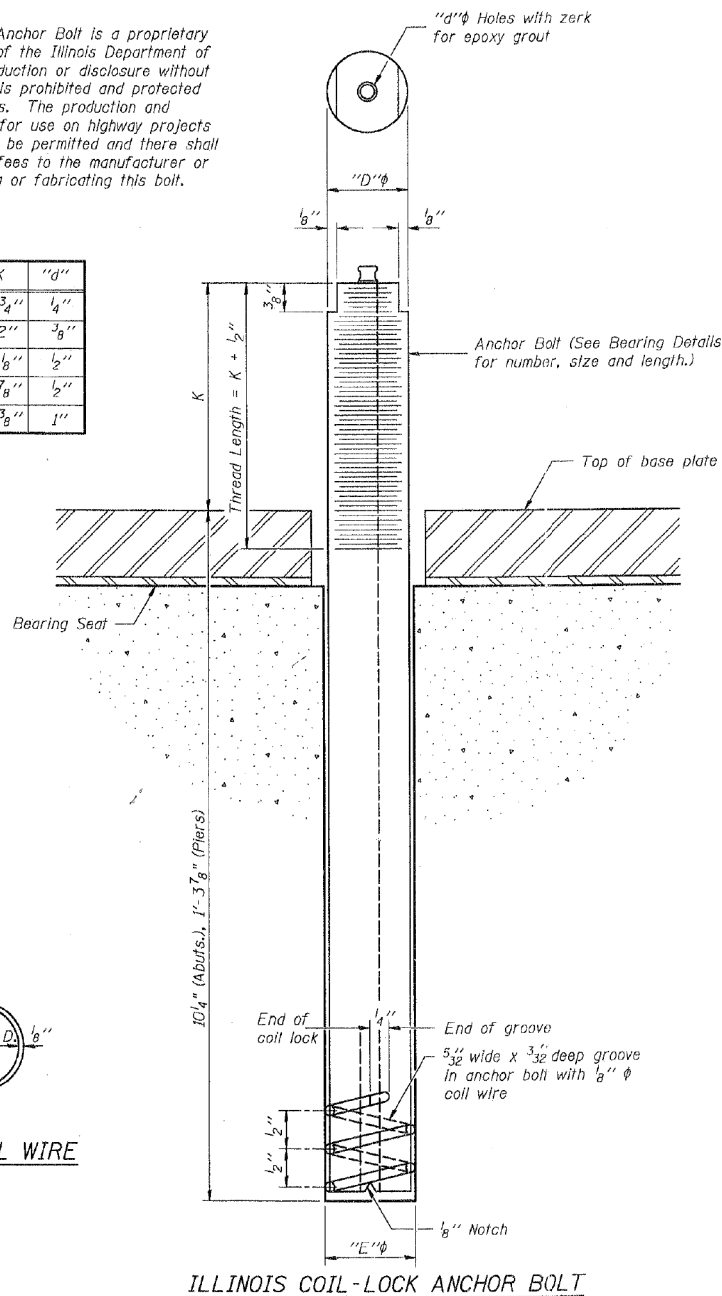
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	OF
F.A.U. 1420	0101.2-4B-R	COOK	147	53
FURNISHING DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

SHEET NO. 620 OF 631 SHEETS

The Illinois Coil-Lock Anchor Bolt is a proprietary item which is the property of the Illinois Department of Transportation. Use, reproduction or disclosure without express written permission is prohibited and protected under Federal copyright laws. The production and the fabrication of this bolt for use on highway projects in the State of Illinois shall be permitted and there shall be no incurred charges or fees to the manufacturer or the fabricator for producing or fabricating this bolt.

D	E	H	K	"d"
1"	1 1/8"	1 3/16"	1 3/4"	1/4"
1 1/4"	1 3/8"	1 1/8"	2"	3/8"
1 1/2"	1 5/8"	1 5/16"	2 1/8"	1/2"
2"	2 1/8"	1 3/4"	2 7/8"	1/2"
2 1/2"	2 5/8"	2 5/16"	3 3/8"	1"



MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A 519, Grade 1026, CW and supplied with hexagonal nuts and cut washers.
The coil wire shall be made of any suitable soft steel wire.
The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.
The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C 881, Type I, Grade 1 and of a Class suitable for the temperature at installation.

INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

- With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.
- Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

ALTERNATE ANCHOR BOLTS

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures.

- The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:
- A threaded rod stud with nut and washer of the type specified.
 - A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

Location	Type
W. Abut.	A 307
Pier 1	A 325
Pier 2	A 325
Pier 3	A 325
E. Abut.	A 307

ASTM F 1554 Grade 105, ASTM A 449 and AASHTO M 314 Grade 105 anchor bolts may be substituted for the anchor bolts shown above.

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to the manufacturer's recommendation after beams or girders have been erected and adjusted.
Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.
The anchor bolts, furnished and installed including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for "Furnishing and Erecting Structural Steel".

ANCHOR BOLT DETAILS FOR BEARINGS

MONROE STREET (F.A.U. 1420)
OVER I-90/94 KENNEDY EXPWY.
SECTION 0101.2-4B-R
COOK COUNTY
STATION 4+03.26
S.N. 016-2054

AS-BUILT DRAWINGS PREPARED BY McHUGH CONSTRUCTION. 9/25/06

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 475



DESIGNED	LT
CHECKED	BLU
DRAWN	LT
CHECKED	BLU

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PARSONS BRINCKERHOFF

USER NAME = pateld
PLOT SCALE = N.T.S.
PLOT DATE = 5/15/2017

DESIGNED -
CHECKED -
DRAWN - DCP
CHECKED - JIG

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054

SHEET NO. 20 OF 87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	232
CONTRACT NO. 60X95				

ILLINOIS FED. AID PROJECT

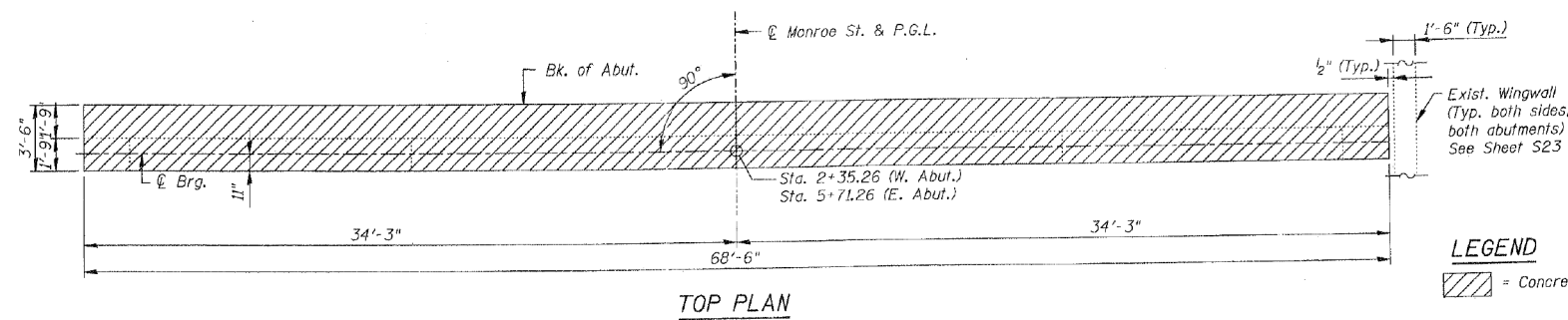
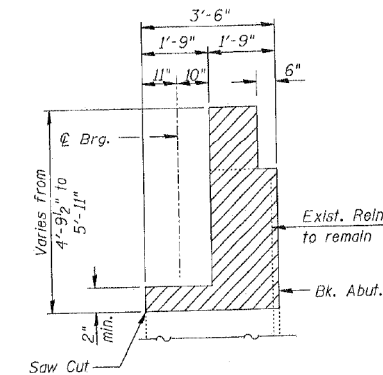
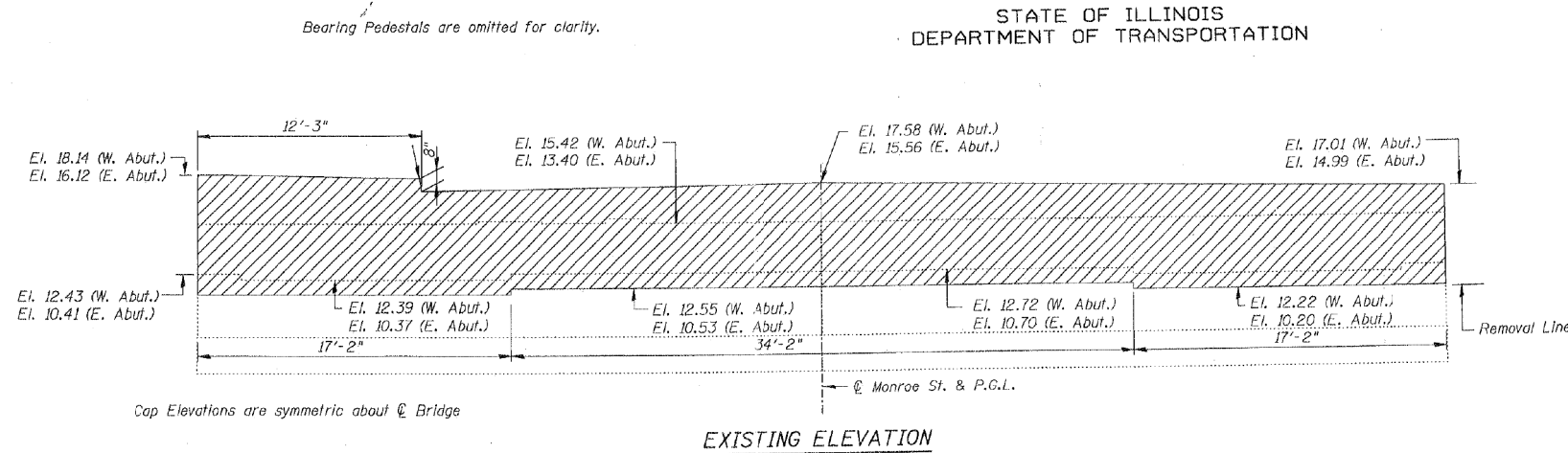
FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO. 521 OF 531 SHEETS
0101.2-4B-R	11	COOK	147	54
FED. AID PROJ. NO.	ALLIANCE	FED. AID PROJ. NO.		

BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	41.5
Structure Excavation	Cu. Yd.	36



LEGEND
 = Concrete Removal

Notes:
 Existing Reinforcement Bars extending into removed areas shall be cleaned, straightened, and incorporated into new construction. Cost included with "Concrete Removal."
 Saw Cut approx. 3/8" along removal line for entire length of removal area.

DESIGNED	EPC
CHECKED	BLU
DRAWN	EPC
CHECKED	BLU
DATE:	04-14-03

AS-BUILT DRAWINGS PREPARED BY McHUGH CONSTRUCTION. 9/25/06

ABUTMENT REMOVAL DETAILS
 MONROE STREET (F.A.U. 1420)
 OVER I-90/94 KENNEDY EXPWY.
 SECTION 0101.2-4B-R
 COOK COUNTY
 STATION 4+03.26
 S.N. 016-2054

BOWMAN, BARRETT & ASSOCIATES INC.
 CONSULTING ENGINEERS
 130 E. RANDOLPH STREET
 CHICAGO, ILLINOIS 60601
 JOB NO. 475



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PARSONS BRINCKERHOFF

USER NAME = pateld	DESIGNED -	REVISED -
PLOT SCALE = N.T.S.	CHECKED -	REVISED -
PLOT DATE = 5/15/2017	DRAWN - DCP	REVISED -
	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054

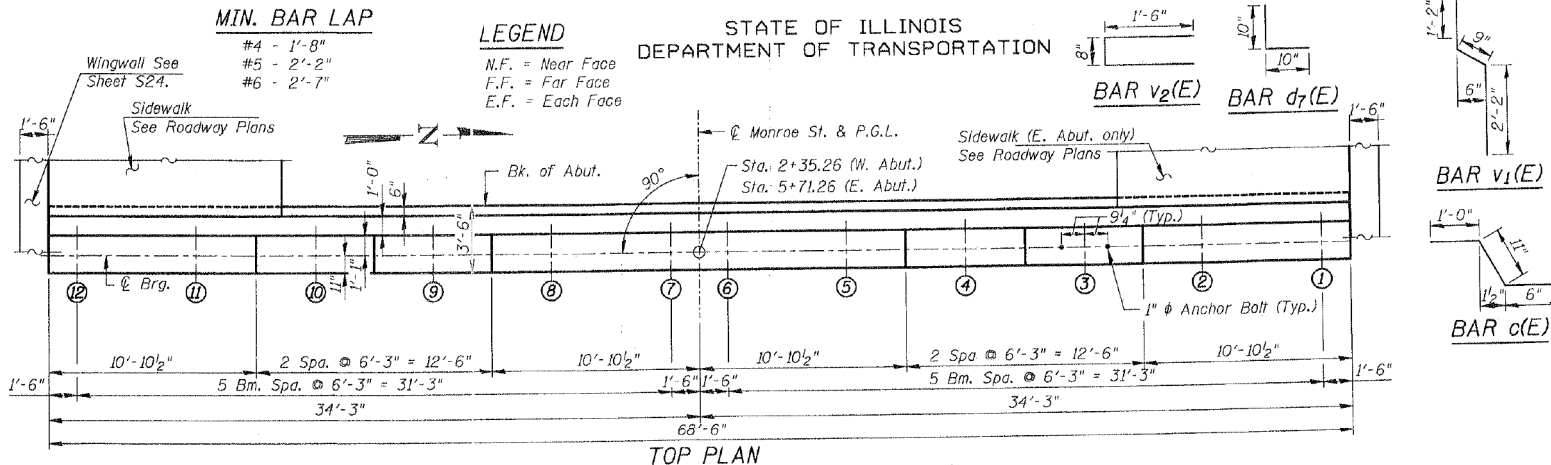
SHEET NO. 21 OF 87 SHEETS

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	233
CONTRACT NO. 60X95				

ILLINOIS FED. AID PROJECT

FOR INFORMATION ONLY

SHEET NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0161700-60X95-5082-EXT.dgn	0101.2-4B-R	COOK	147	55
S31 SHEETS				



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
c(E)	6	#5	2'-5"	
cb(E)	6	#5	11'-9"	
d5(E)	92	#6	4'-0"	
d6(E)	92	#6	5'-2"	
d7(E)	92	#5	1'-8"	
h(E)	36	#5	35'-2"	
h1(E)	16	#6	35'-5"	
h4(E)	16	#4	34'-11"	
s1(E)	138	#5	4'-4"	
v(E)	99	#5	1'-6"	
v1(E)	138	#5	4'-1"	
v2(E)	36	#5	3'-8"	

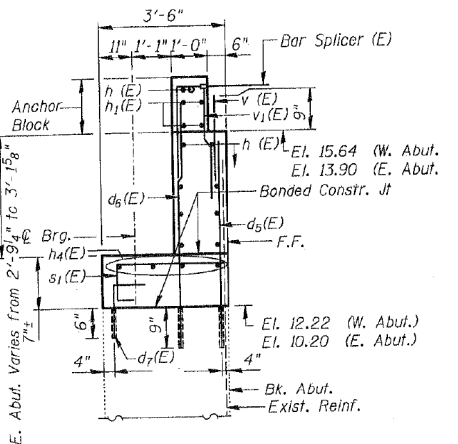
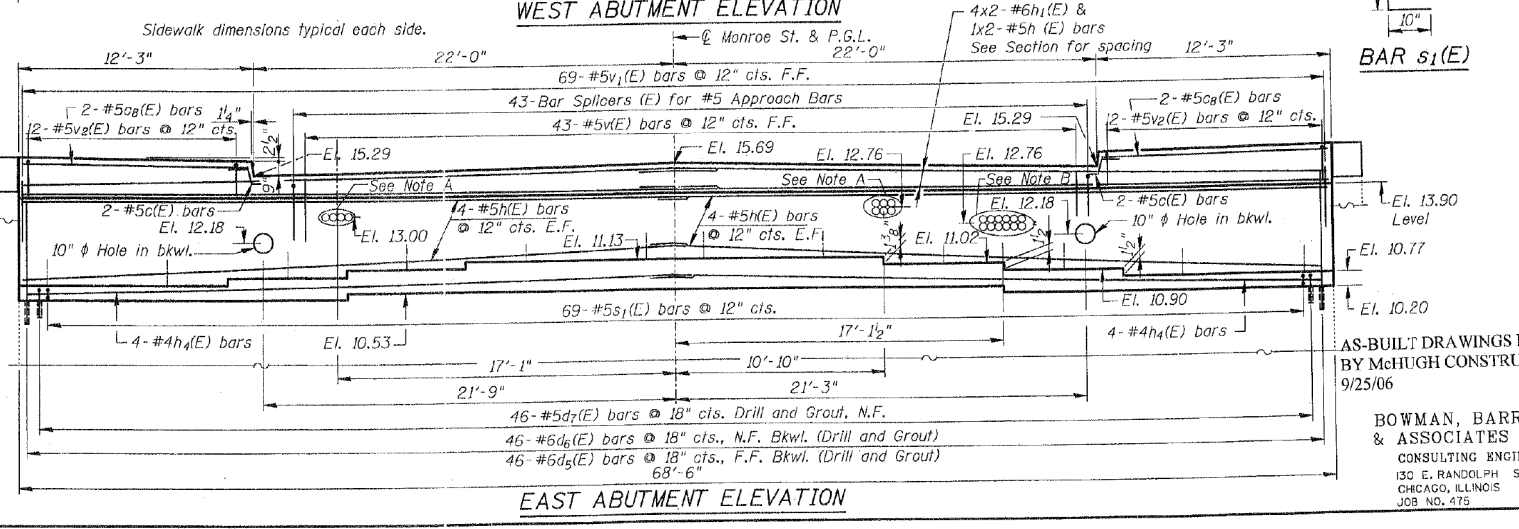
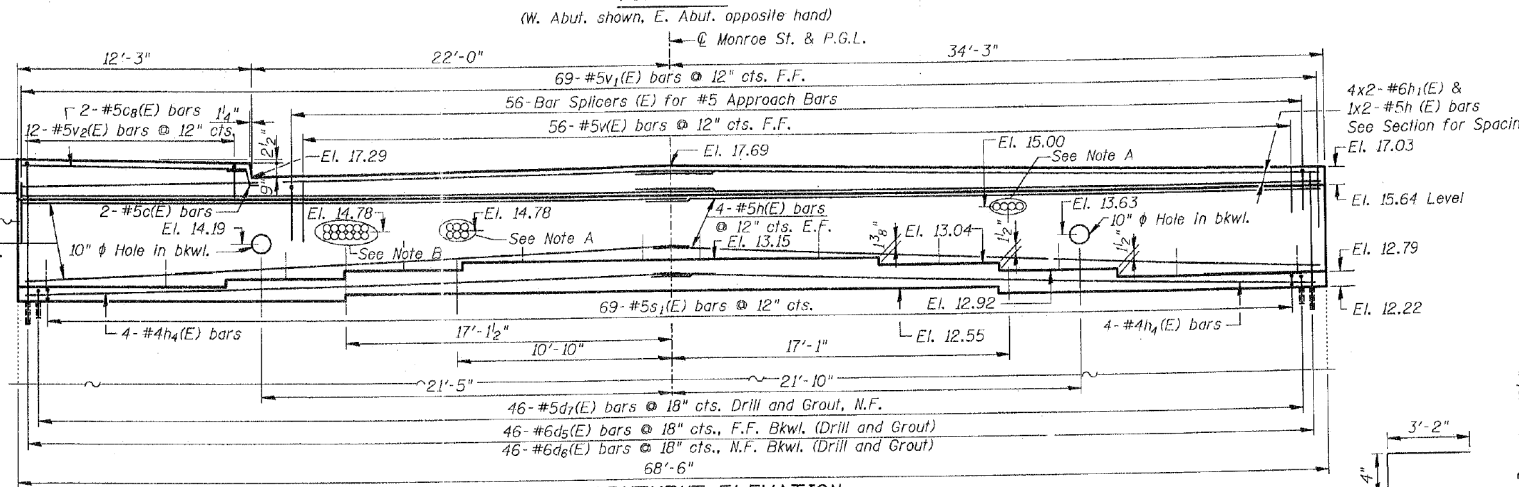
Reinforcement Bars, Epoxy Coated	Lbs.	5,570
Concrete Structures	Cu. Yd.	31.9
Concrete Superstructure	Cu. Yd.	9.4
Bridge Seat Sealer	Sq. Ft.	277

Quantities are shown for both abutments.

Notes:
 Note A: PVC Pipe Sleeves for conduits. Space reinforcement to miss sleeves. See Lighting and Utility Plans for details.
 Note B: PVC Pipe sleeves for conduit space reinforcement to miss sleeves. Coordinate with Commonwealth Edison. Cost of pipe sleeves included with "Concrete Structures".

Notes:
 Elevations for anchor block are given at the front face of block. Reinforcement bars designated (E) are Epoxy coated. Bars indicated thus 1x2-#5 etc. indicate 1 line of bars with 2 bars per line. Anchor Block to be poured after Superstructure formwork has been removed. Quantity of concrete included with "Concrete Superstructure." Epoxy grout #6d5(E) and d6(E) bars in drilled holes with a min. depth of 9" in accordance to Art. 584 of the Std. Specs. Epoxy grout #5d7(E) bars in drilled holes with a min. depth of 6" in accordance to Art. 584 of the Std. Specs. All edges shall have 3/4" chamfers except as noted. Gap between 10" hole and drainage pipe shall be pressure grouted. Cost included with "Concrete Structures". Space bars in seat to miss anchor bolts.

DESIGNED	EPC
CHECKED	BLU
DRAWN	EPC
CHECKED	BLU
DATE:	04-14-03



ABUTMENT DETAILS
 MONROE STREET (F.A.U. 1420)
 SECTION 0101.2-4B-R
 COOK COUNTY
 STATION 4+03.26
 S.N. 016-2054

AS-BUILT DRAWINGS PREPARED OVER I-90/94 KENNEDY EXPWY. BY McHUGH CONSTRUCTION. 9/25/06
 BOWMAN, BARRETT & ASSOCIATES INC. CONSULTING ENGINEERS
 130 E. RANDOLPH STREET CHICAGO, ILLINOIS 60601
 JOB NO. 475

11/26/16 AM 1475 CHOD\2003\BRIDGE\MONROE.V75\0101.dgn
 04/16/2003

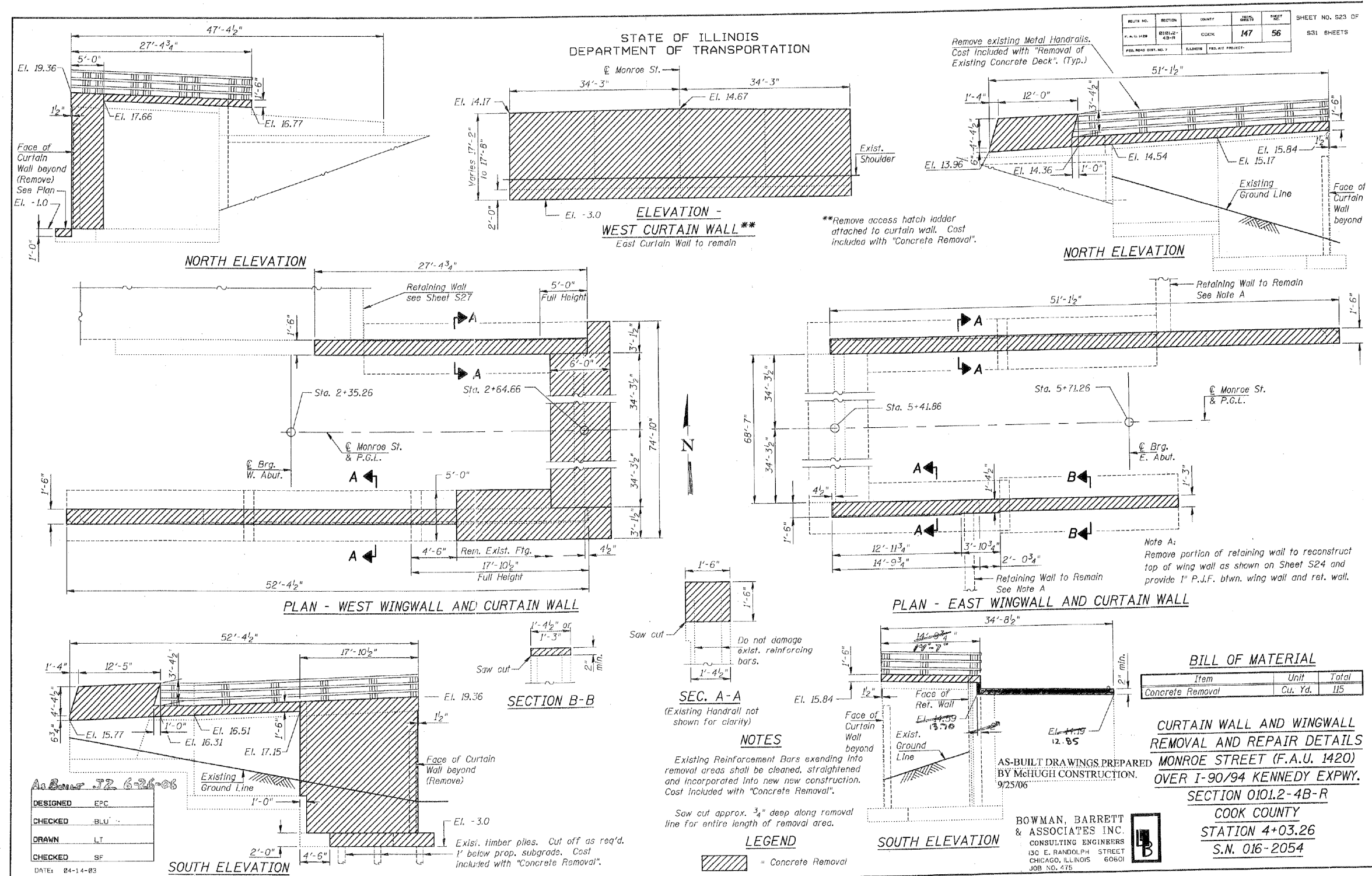
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PLOT DATE =	5/15/2017	DRAWN -	DCP	REVISED -	
		CHECKED -	JIG	REVISED -	

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	234
CONTRACT NO. 60X95				
ILLINOIS FED. AID PROJECT				

0161700-60X95-5082-EXT.dgn

FOR INFORMATION ONLY

JOB NO. 475



DESIGNED EPC
CHECKED BLU
DRAWN LT
CHECKED SF

DATE: 04-14-03

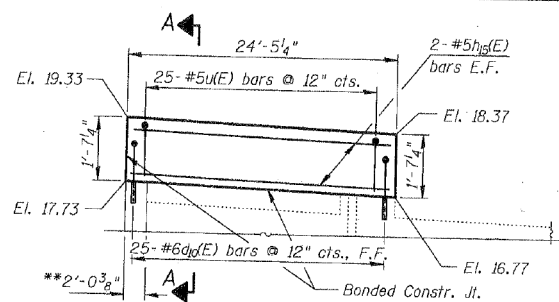
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FOR INFORMATION ONLY

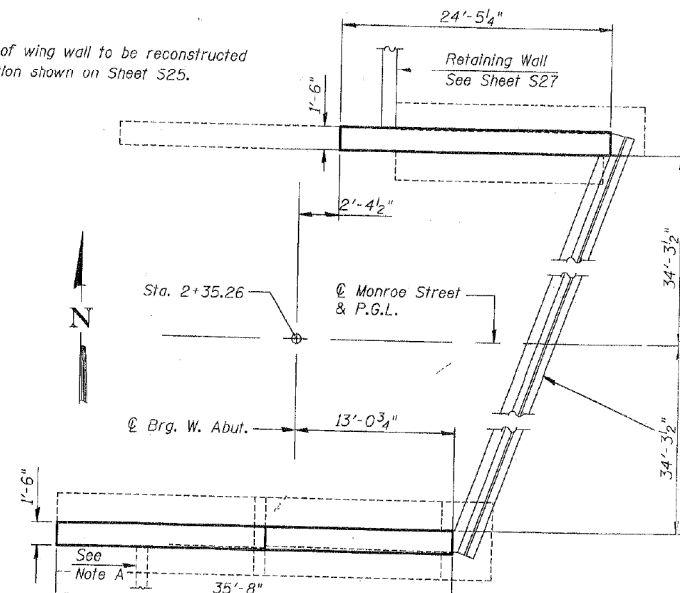
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 1420	0101.2-4B-R	COOK	147	57
FED. ROAD DIST. NO. 7	STATION	FED. AID PROJECT		
				SHEET NO. S24 OF 531 SHEETS

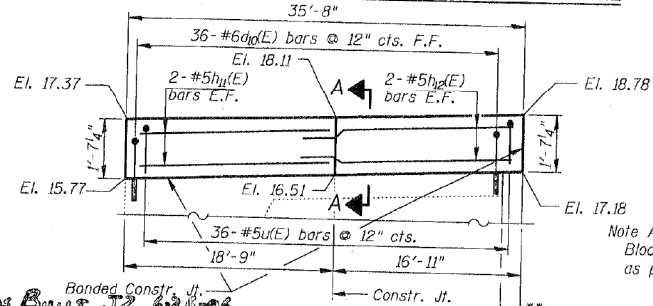


NORTH ELEVATION

**Face of wing wall to be reconstructed to elevation shown on Sheet S25.



PLAN - WEST WINGWALL AND CURTAIN WALL



SOUTH ELEVATION

DESIGNED	EPC
CHECKED	BLU
DRAWN	LT
CHECKED	SF

N.F. = Near Face
F.F. = Far Face
E.F. = Each Face

MIN. BAR LAP
#5 - 2'-2"

BARS u₁(E) & u₂(E)

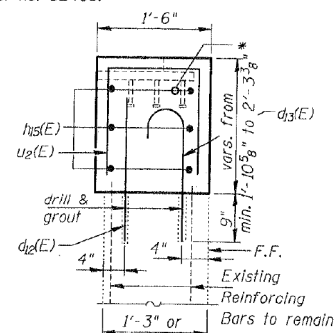
BARS d₁₀(E) & d₁₃(E)

BILL OF MATERIAL

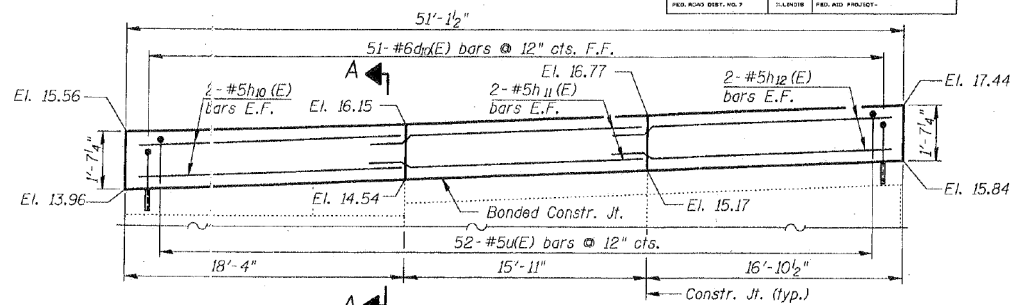
Bar	No.	Size	Length	Shape
d ₁₀ (E)	128	#6	2'-3"	
d ₁₂ (E)	21	#6	2'-4"	
d ₁₃ (E)	21	#6	2'-11"	
h ₁₀ (E)	4	#5	18'-0"	
h ₁₁ (E)	8	#5	18'-5"	
h ₁₂ (E)	8	#5	19'-1"	
h ₁₃ (E)	4	#5	16'-6"	
h ₁₄ (E)	6	#5	19'-8"	
h ₁₅ (E)	4	#5	23'-11"	
u ₁ (E)	129	#5	3'-6"	
u ₂ (E)	21	#5	4'-2"	
Reinforcement Bars, Epoxy Coated		Lbs.	1,840	
Concrete Structures		Cu. Yd.	13.5	
Protective Coat		Sq. Yd.	25	

Reinforcement bars designated (E) shall be epoxy coated.
Work this sheet with Sheet S25.
Epoxy grout #6d₃(E) thru d₃(E) bars in drilled holes with min. depth of 9" in accordance to Art. 584 of the Std. Specs.
For railing details and base ℓ location see Sheets A100 - A407.
Apply protective coat to top surface of walls.
Cost of P.J.F. is included with "Concrete Structures".

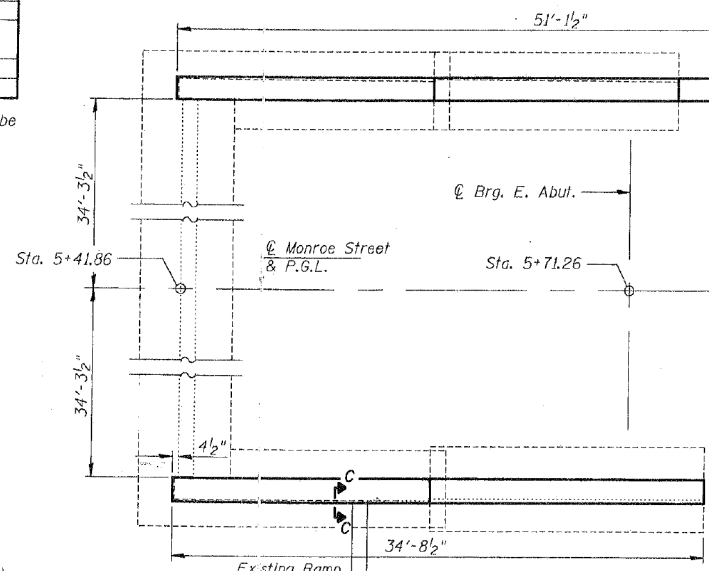
Jackson/Adams St. Exit Ramp Wall see Sheet S25. For continuation of wall outside limits of wingwalls refer to IDOT Contract No. 62408.



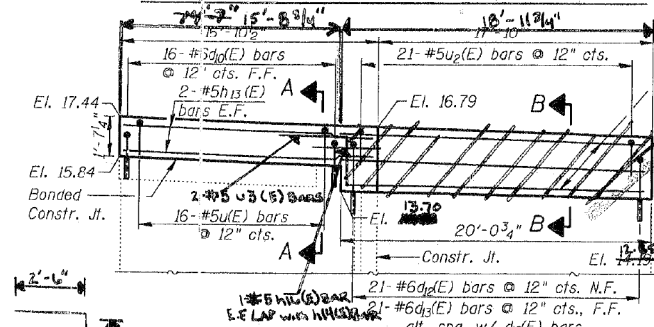
SECTION B-B



NORTH ELEVATION

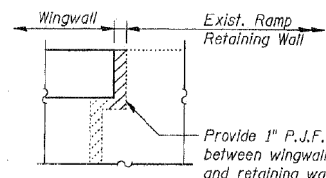


PLAN - EAST WINGWALL AND CURTAIN WALL

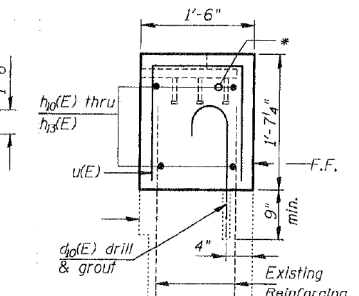


SOUTH ELEVATION

AS-BUILT DRAWINGS PREPARED BY McHUGH CONSTRUCTION. 9/25/06



VIEW C-C



SECTION A-A

CURTAIN WALL AND WINGWALL MONROE STREET (F.A.U. 1420) OVER I-90/94 KENNEDY EXPWY. SECTION 0101.2-4B-R COOK COUNTY STATION 4+03.26 S.N. 016-2054

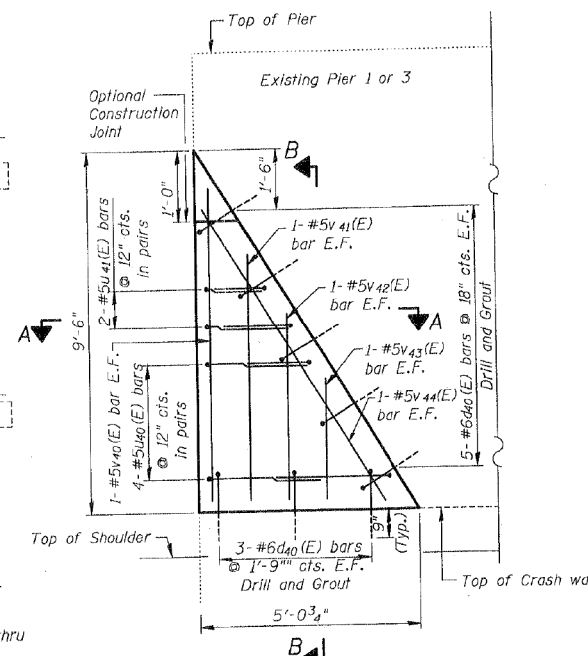
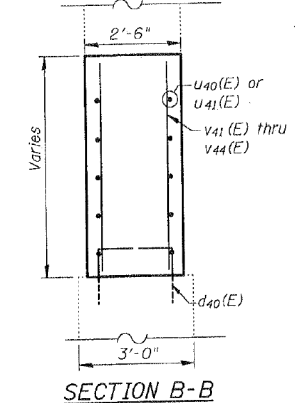
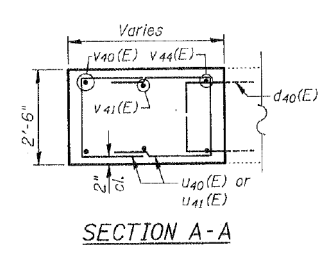
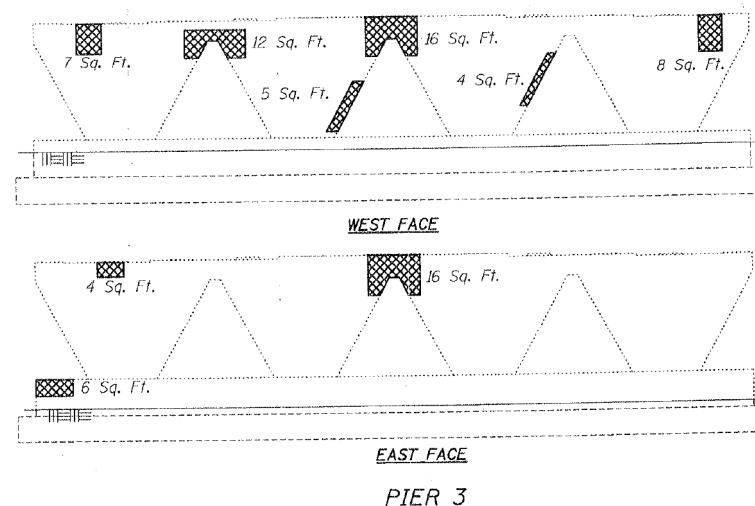
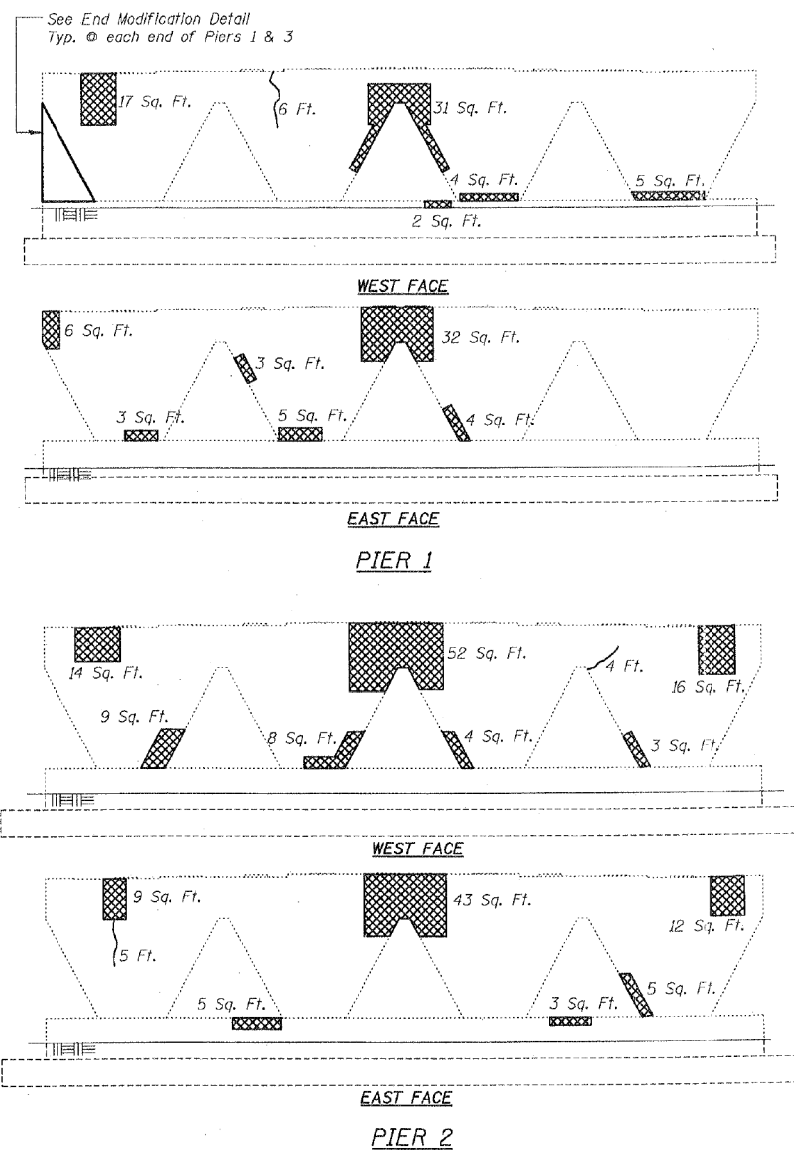
BOWMAN, BARRETT & ASSOCIATES INC. CONSULTING ENGINEERS 130 E. RANDOLPH STREET CHICAGO, ILLINOIS 60601 JOB NO. 475

0161700-60X95-S084-EXT.dgn

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET
F.A.U. 1420	0101.2-4B-R	COOK	147	59
SHEET NO. 526 OF 531 SHEETS				

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d40(E)	64	#6	2'-2"	L
v40(E)	8	#5	8'-8"	—
v41(E)	8	#5	6'-9"	—
v42(E)	8	#5	5'-0"	—
v43(E)	8	#5	3'-0"	—
v44(E)	8	#5	9'-3"	—
h40(E)	32	#5	7'-6"	—
h41(E)	16	#5	5'-4"	—
Reinforcement Bars, Epoxy Coated		Lbs.		830
Concrete Structures		Cu. Yd.		8.9
Epoxy Crack Sealing		Foot		15
High Performance-Enhanced Shotcrete		Sq. Ft.		373

**PIER REPAIR DETAILS
MONROE STREET (F.A.U. 1420)
OVER I-90/94 KENNEDY EXPWY.
SECTION 0101.2-4B-R
COOK COUNTY
STATION 4+03.26
S.N. 016-2054**

BARS U40(E) & U41(E)

BAR d40(E)

Note:
This drawing shows areas where concrete deterioration and cracking have been observed. Actual locations and limits of pier rehabilitation will be determined in the field by the Contractor and approved by the Engineer.
Reinforcement bars designated (E) are Epoxy coated.
Epoxy grout #6d40(E) bars in drilled holes with a min. depth of 9" in accordance to Art. 5B4 of the Sid. Specs. 9/25/06
All edges shall have 3/4" chamfers except as noted.

AS-BUILT DRAWINGS PREPARED BY MCHUGH CONSTRUCTION
BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
330 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 475

DESIGNED	LT
CHECKED	EPC
DRAWN	LT
CHECKED	SF

DATE: 04-14-03

LEGEND
 = High Performance-Enhanced Shotcrete
 = Epoxy Crack Sealing
 E.F. = Each Face

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 04/16/2003

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PLOT DATE = 5/15/2017	DRAWN - DCP	REVISD -
	CHECKED - JIG	REVISD -

F.A.U. R/E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	238
CONTRACT NO. 60X95				

ILLINOIS FED. AID PROJECT

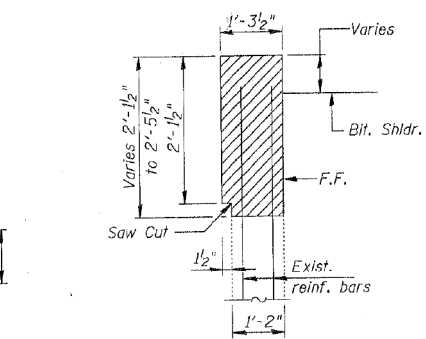
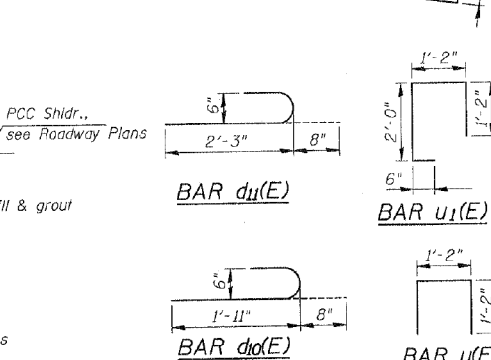
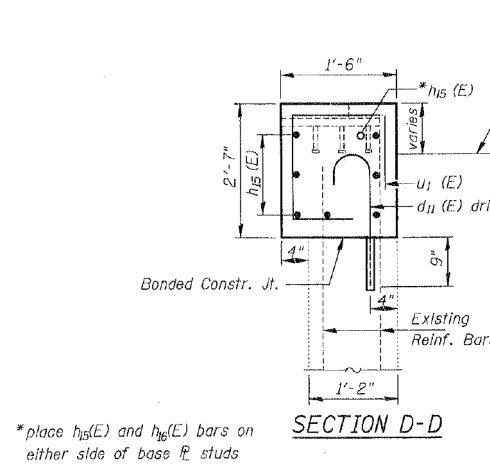
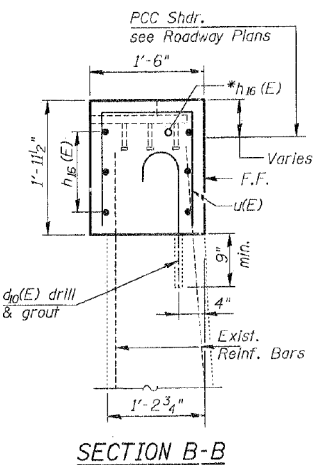
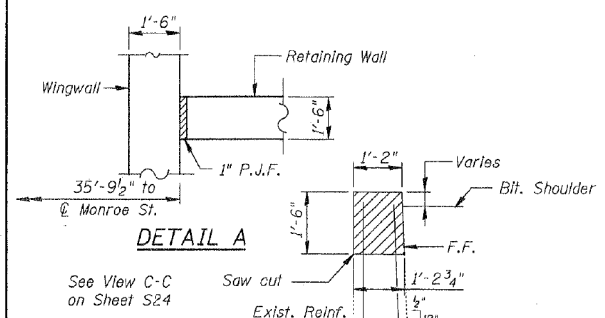
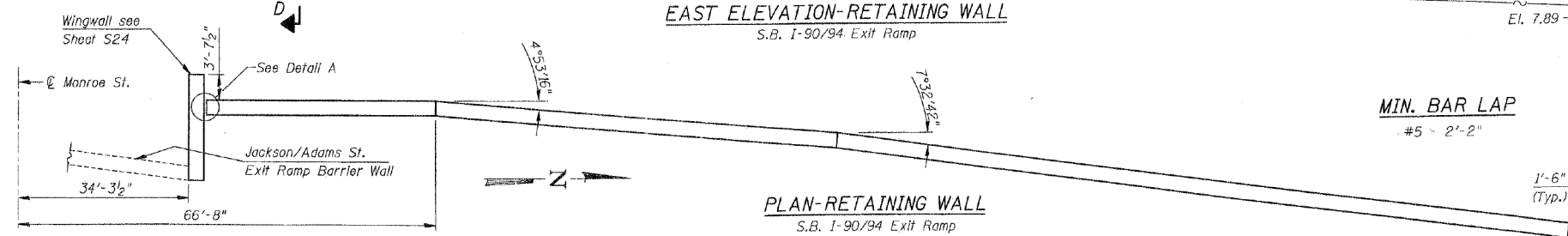
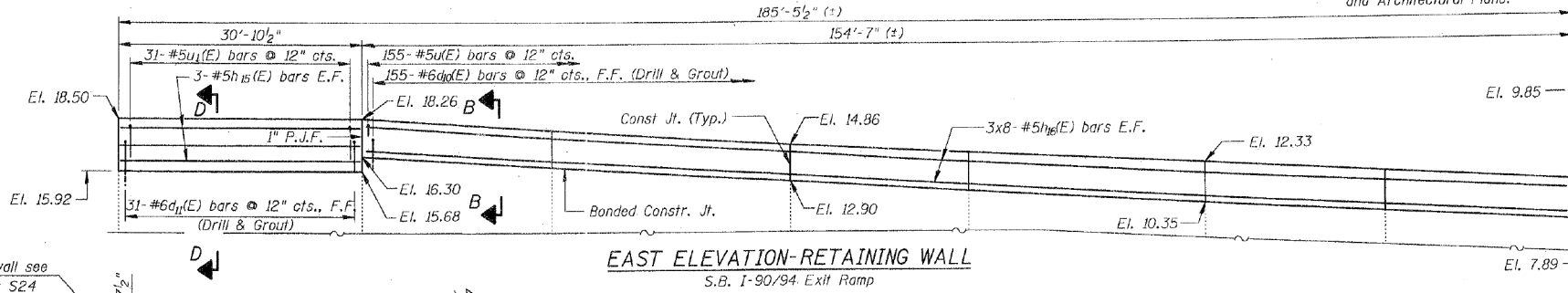
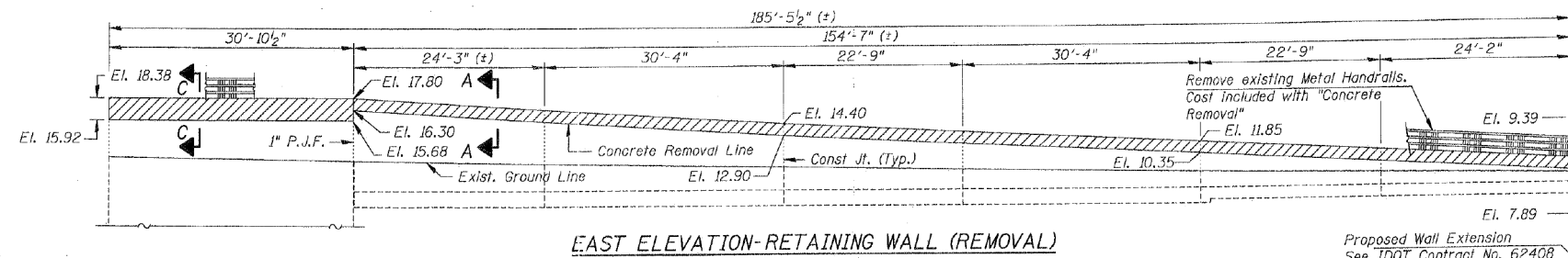
FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET NO. 527 OF
P.A.U. 1420	0101.2-4B-R	COOK	147	60
FED. AID DIST. NO. 7		ILLINOIS	FED. AID PROJECT	331 SHEETS

BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
$d_d(E)$	155	#6	2'-7"	U	
$d_u(E)$	31	#6	2'-11"	U	
$h_g(E)$	6	#5	30'-6"	—	
$h_{hg}(E)$	48	#5	21'-2"	—	
$u(E)$	155	#5	3'-6"	U	
$u_1(E)$	31	#5	4'-10"	U	
Reinforcement Bars, Epoxy Coated				Lbs.	2,710
Concrete Structures				Cu. Yd.	21.3
Concrete Removal				Cu. Yd.	13.6
Structure Excavation				Cu. Yd.	26



SECTION C-C
RETAINING WALL
REMOVAL AND REPAIR DETAILS
MONROE STREET (F.A.U. 1420)
OVER I-90/94 KENNEDY EXPWY.
SECTION 0101.2-4B-R
COOK COUNTY
STATION 4+03.26
S.N. 016-2054

DESIGNED	EPC
CHECKED	BLU
DRAWN	EPC
CHECKED	SF

LEGEND
 = Concrete Removal
 F.F. = Far Face
 E.F. = Each Face

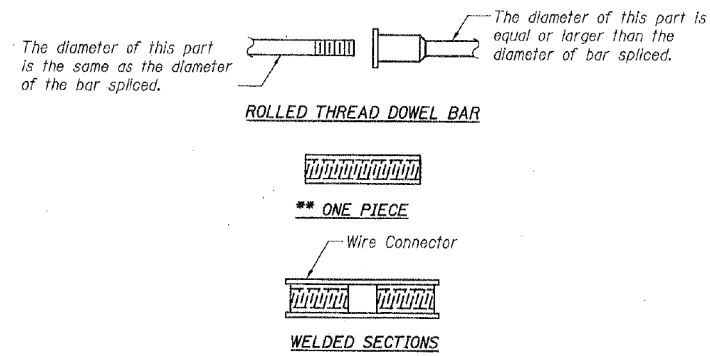
*place $h_{hg}(E)$ and $h_{hg}(E)$ bars on either side of base R studs to maintain 1" (*0'-8") cl.

AS-BUILT DRAWINGS PREPARED BY BOWMAN, BARRETT & ASSOCIATES INC. CONSULTING ENGINEERS
 130 E. RANDOLPH STREET CHICAGO, ILLINOIS 60601 JOB NO. 475
 9/25/06
 Cost of P.J.F. included with "Concrete Structures".

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FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET
F.A.U. 1420	0101.2-4B-R	COOK	147	61
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	SHEET NO. 528 OF 531 SHEETS	

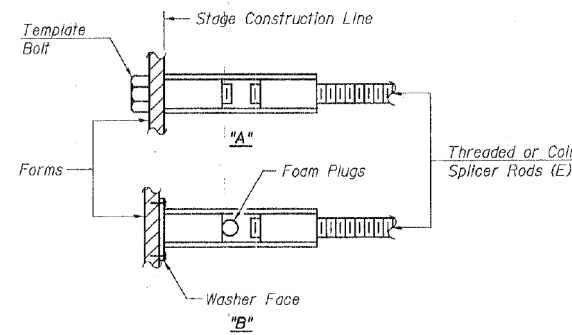


BAR SPLICER ASSEMBLY ALTERNATIVES

** Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.

Bar Size	No. Assemblies Required	Location

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION



INSTALLATION AND SETTING METHODS

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

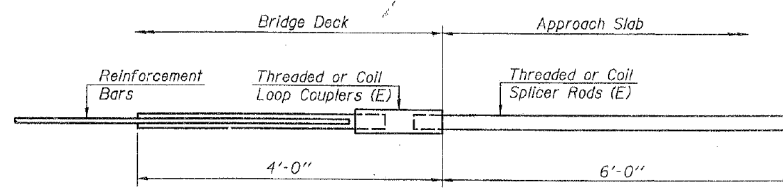
NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars. Splicer rods shall be of minimum 60 ksi yield strength, threaded or rolled full length. All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars. Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

- Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_t$
 - Minimum *Pull-out Strength (Tension in kips) = $1.25 \times f_{s,allow} \times A_t$
- Where f_y = Yield strength of lapped reinforcement bars in ksi.
 $f_{s,allow}$ = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)
 A_t = Tensile stress area of lapped reinforcement bars.
 * = 28 day concrete

Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	5.9
#5	2'-0"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6
#9	5'-9"	75.0	30.0
#10	7'-3"	95.0	38.0
#11	9'-0"	117.4	46.8

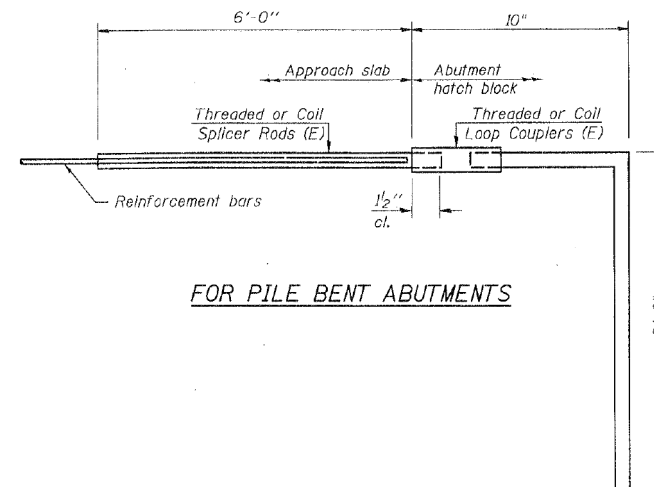
Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."



FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

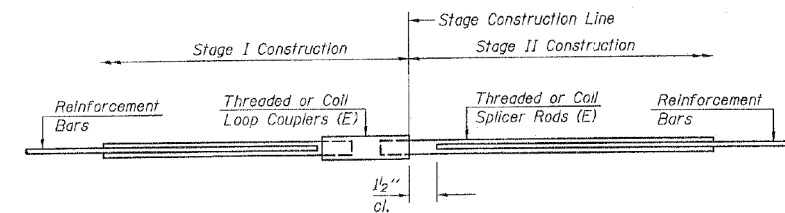
Bar Splicer for #5 bar	
Min. Capacity = 23.0 kips - tension	
Min. Pull-out Strength = 9.2 kips - tension	
No. Required =	

DESIGNED	EPC
CHECKED	BLU
DRAWN	EPC
CHECKED	BLU
BSD-1 10-31-02	



FOR PILE BENT ABUTMENTS

Bar Splicer for #5 bar	
Min. Capacity = 23.0 kips - tension	
Min. Pull-out Strength = 9.2 kips - tension	
No. Required = 99	



STANDARD

BAR SPLICER ASSEMBLY DETAILS

AS-BUILT DRAWINGS PREPARED BY McHUGH CONSTRUCTION. 9/25/06

MONROE STREET (F.A.U. 1420) OVER I-90/94 KENNEDY EXPWY.

SECTION 0101.2-4B-R

COOK COUNTY

STATION 4+03.26

S.N. 016-2054

BOWMAN, BARRETT & ASSOCIATES INC. CONSULTING ENGINEERS
 130 E. RANDOLPH STREET CHICAGO, ILLINOIS 60601
 JOB NO. 475



0161700-60X95-5088-EXT.dgn

PARSONS BRINCKERHOFF

USER NAME = pateld	DESIGNED -	REVISED -
PLOT SCALE = N.T.S.	CHECKED -	REVISED -
PLOT DATE = 5/15/2017	DRAWN - DCP	REVISED -
	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054

SHEET NO. 28 OF 87 SHEETS

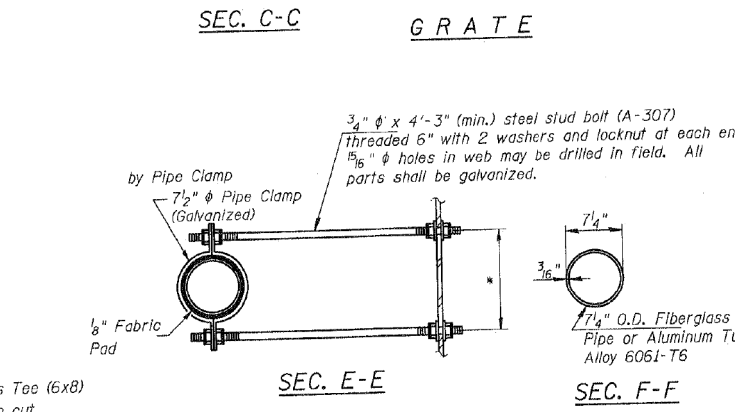
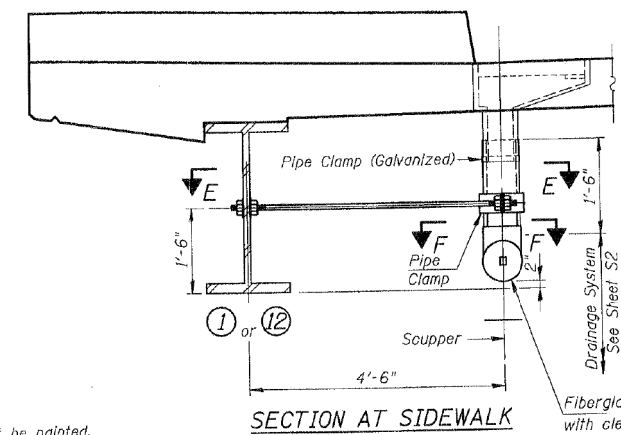
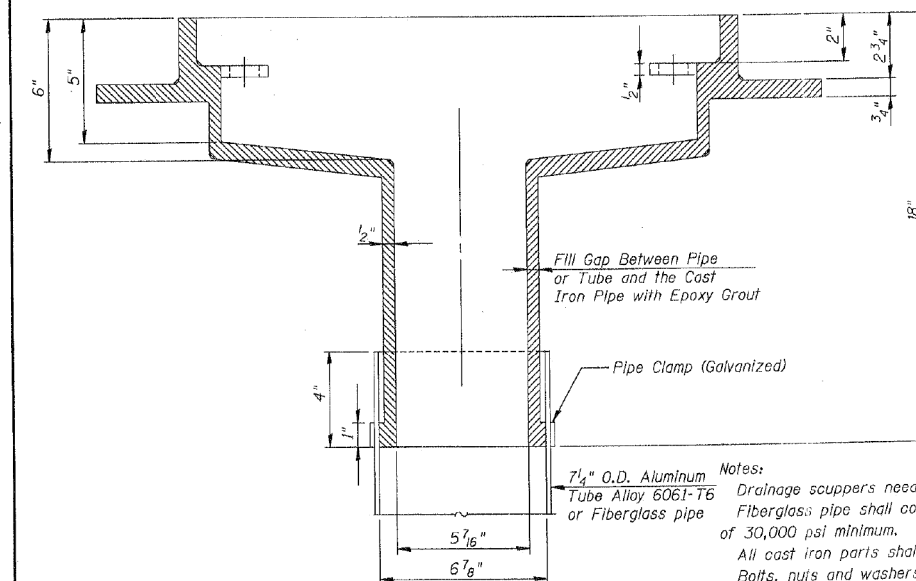
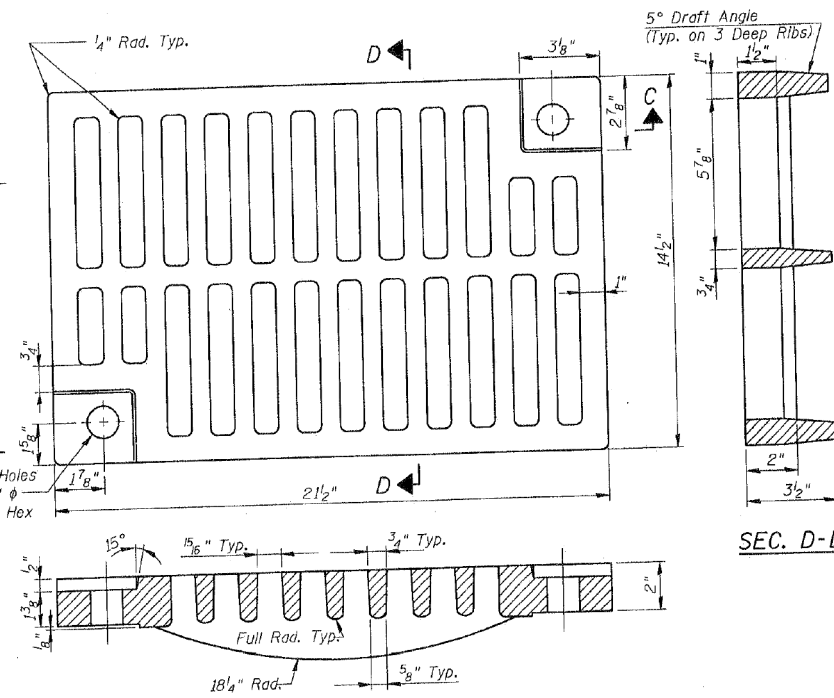
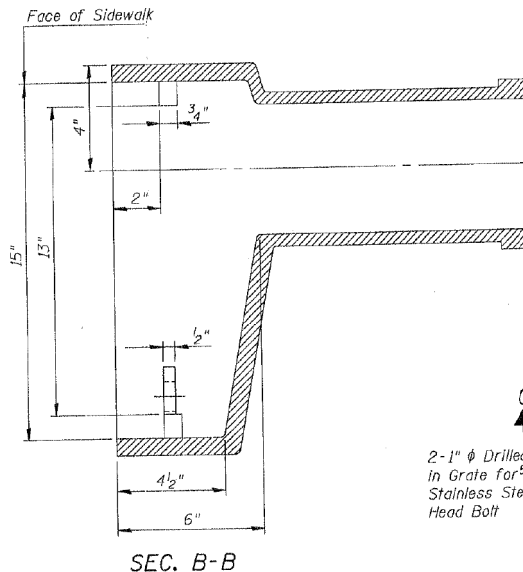
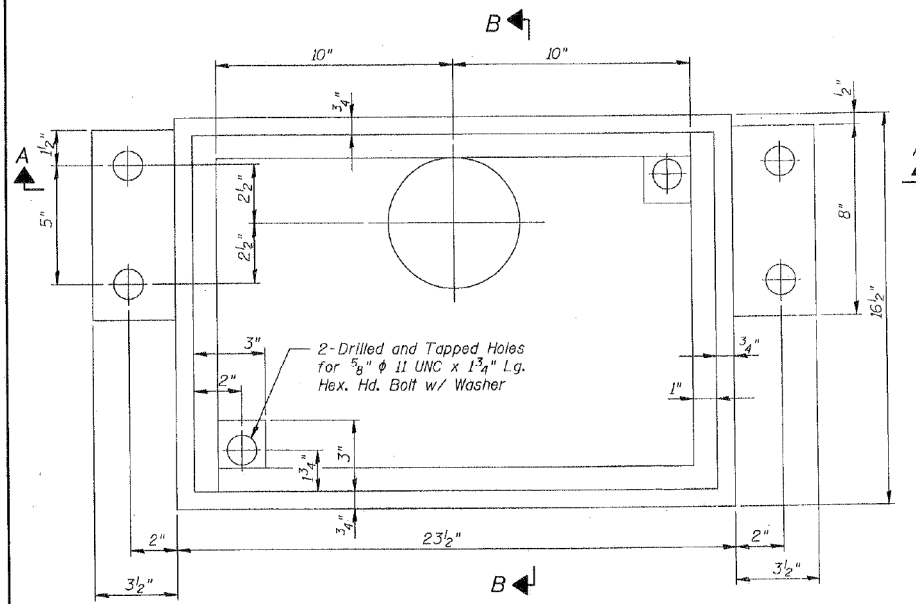
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	240
CONTRACT NO. 60X95			ILLINOIS FED. AID PROJECT	

FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	SECTION	COUNTY	SHEET NO.	SHEET
F.A.U. 1420	0101.2-4B-R	COOK	147	62
FED. AID DIST. NO. 1	ALL HOES	FED. AID PROJECT		

SHEET NO. 629 OF 531 SHEETS



Notes:
 Drainage scuppers need not be painted.
 Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 psi minimum.
 All cast iron parts shall be grey iron conforming to the requirements of AASHTO M 105, Class 35B.
 Bolts, nuts and washers shall conform to the requirements of ASTM A 307.
 As an alternate, bolts and washers may be stainless steel conforming to the requirements of Article 1006.29(d) of the Standard Specifications.
 Cost of the Grate, Frame, Downspout, bolts and washers including complete installation of the scupper will be paid for at the unit bid price each for DRAINAGE SCUPPERS (SPECIAL). Cost of Fiberglass pipe will be included in the cost of "Drainage System" see Sheet S2.
 Structural steel weldments of equal sections may be substituted for cast iron. Details shall be submitted to the Engineer for approval.
 Grate shall be bicycle safe.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scuppers (Special)	Each	4

**DRAINAGE SCUPPER (SPECIAL)
 MONROE STREET (F.A.U. 1420)
 OVER I-90/94 KENNEDY EXPWY.
 SECTION 0101.2-4B-R**

BOWMAN, BARRETT & ASSOCIATES INC.
 CONSULTING ENGINEERS
 130 E. RANDOLPH STREET
 CHICAGO, ILLINOIS 60601
 JOB NO. 475

**COOK COUNTY
 STATION 4+03.26
 S.N. 016-2054**

DESIGNED	LT
CHECKED	EPC
DRAWN	LT
CHECKED	SF

DATE: 04-14-03

0161700-60X95-5089-EXT.dgn

**PARSONS
 BRINCKERHOFF**

USER NAME = pateld	DESIGNED -	REVISED -
PLOT SCALE = N.T.S.	CHECKED -	REVISED -
PLOT DATE = 5/15/2017	DRAWN - DCP	REVISED -
	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

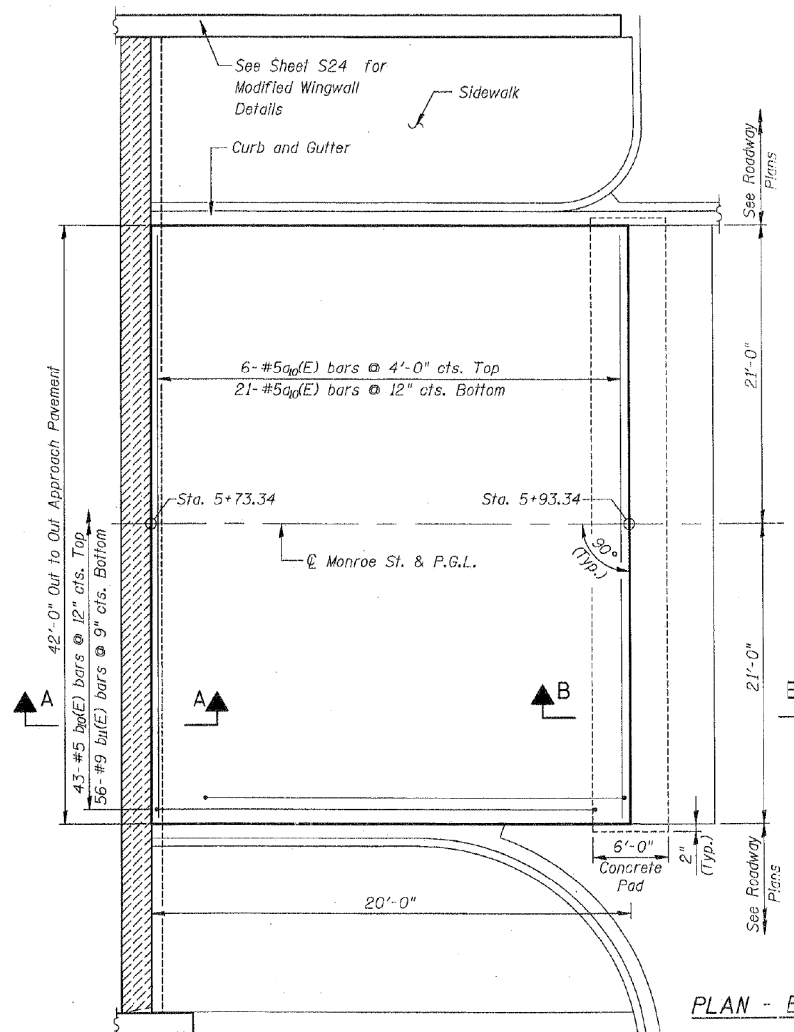
EXISTING PLANS
STRUCTURE NO. 016-2054
SHEET NO. 29 OF 87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	241
				CONTRACT NO. 60X95
ILLINOIS FED. AID PROJECT				

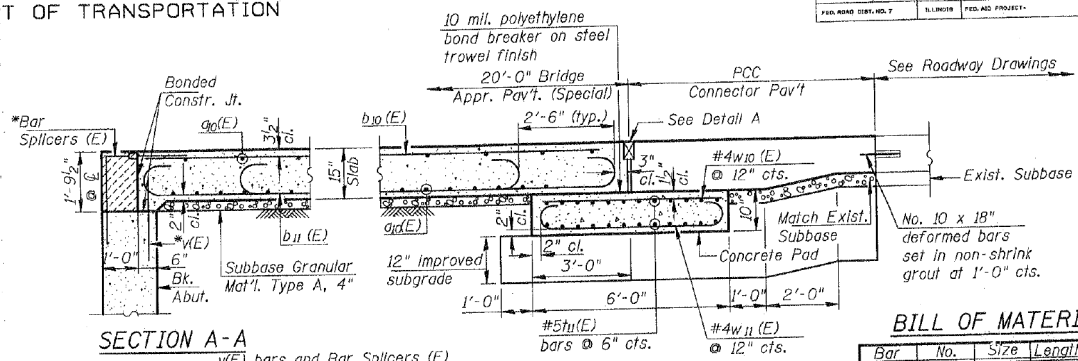
FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET NO. 931 OF
F.A.U. 1420	0101.2-4B-R	COOK	147	64
PER ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		531 SHEETS

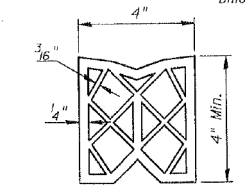


PLAN - EAST APPROACH PAVEMENT

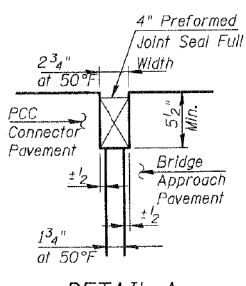


SECTION A-A

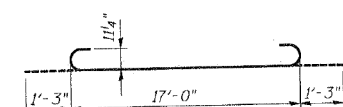
SECTION B-B



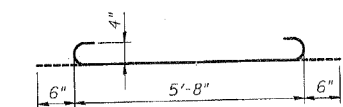
PREFORMED JOINT SEAL



DETAIL A



BAR b11(E)

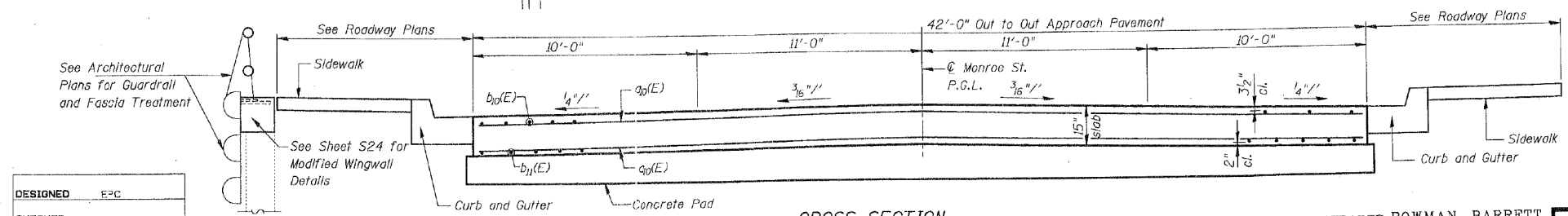


BAR w11(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
q0(E)	27	#5	41'-8"	—
b0(E)	43	#5	19'-8"	—
b11(E)	56	#9	19'-6"	—
t0(E)	24	#5	42'-0"	—
w0(E)	43	#4	5'-8"	—
w11(E)	43	#4	6'-8"	—

Reinforcement bars designated (E) shall be epoxy coated.
Reinforcement bars, tie bars, Improved subgrade, sub-base, bond breaker, P.J.F. and concrete pad (including reinforcement) will be included in the cost of "Bridge Approach Pavement (Special)".
For pay items and quantities see Roadway Plans.
See Standard 420401 for details not shown.



CROSS-SECTION
(Looking East)

BRIDGE APPROACH PAVEMENT (SPECIAL) II
MONROE STREET (F.A.U. 1420)
OVER I-90/94 KENNEDY EXPWY.
SECTION 0101.2-4B-R
COOK COUNTY
STATION 4+03.26
S.N. 016-2054

AS-BUILT DRAWINGS PREPARED BY McHUGH CONSTRUCTION. 9/25/06
BOWMAN, BARRETT & ASSOCIATES INC. CONSULTING ENGINEERS
130 E. RANDOLPH STREET CHICAGO, ILLINOIS 60601
JOB NO. 475

DESIGNED	EPC
CHECKED	B.L.U.
DRAWN	EPC
CHECKED	SIF
DATE:	84-14-03

12:05:16 PM
 8/17/2003
 N:\475\CONTR\2003\BRIDGE\MONROE\175beam2.dgn

0161700-60X95-5091-EXT.dgn

PARSONS BRINCKERHOFF

USER NAME =	pateld	DESIGNED -	EPC	REVISED -	
		CHECKED -	B.L.U.	REVISED -	
PLOT SCALE =	N.T.S.	DRAWN -	EPC	REVISED -	
PLOT DATE =	5/15/2017	CHECKED -	SIF	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054

SHEET NO. 31 OF 87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	243
			CONTRACT NO. 60X95	
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET #
1420	0101.2-4B-R	COOK		94A	
FED. ROAD DIST.		ILLINOIS	FED. AID PROJECT		

REHABILITATION OF THE MONROE STREET BRIDGE OVER INTERSTATE 90-94

MONROE STREET DRAWINGS

A100 - PLANS

- A101 - BRIDGE PLAN
- A102 - BRIDGE EXIT RAMP PLAN
- A103 - MADISON/ADAMS STREET ENTRY RAMP REPAIRS
- A104 - ADAMS STREET EXIT RAMP REPAIRS

A200 - PLAN DETAILS

- A201 - PLAN DETAILS

A300 - ELEVATIONS

- A301 - BRIDGE AND EXIT RAMP ELEVATIONS

A400 - DETAILS

- A401 - BRIDGE GUARDRAIL - SHEET 1
- A402 - BRIDGE GUARDRAIL - SHEET 2
- A403 - BRIDGE GUARDRAIL - SHEET 3
- A404 - BRIDGE GUARDRAIL/FASCIA SPECIAL CONDITIONS
- A405 - RAMP GUARDRAIL
- A406 - LOOKOUT PLAN/DETAILS
- A407 - BRIDGE PLAQUE

A700 - SPECIAL STRUCTURES

- A701 - BRIDGE MOUNTED SIGNS - SHEET 1
- A701A - BRIDGE MOUNTED SIGNS - SHEET 1A (ADAMS ST. BRIDGE)
- A702 - BRIDGE MOUNTED SIGNS - SHEET 2
- A703 - BRIDGE MOUNTED SIGNS - SHEET 3
- A704 - BRIDGE MOUNTED SIGNS - SHEET 4
- A705 - BRIDGE MOUNT SIGN STRUCTURES GENERAL PLAN AND ELEVATION
- A706 - BRIDGE MOUNT SIGN STRUCTURES WALKWAY AND CONNECTION DETAILS
- A707 - BRIDGE MOUNT SIGN STRUCTURES CONNECTION DETAILS
- A708 - BRIDGE MOUNT SIGN STRUCTURES WALKWAY DETAILS

IDOT STANDARD SHEETS



BILL OF MATERIALS--ARCHITECTURAL ENHANCEMENTS			
CODE NUMBER	DESCRIPTION	UNIT	TOTAL QUANTITY
	FABRICATE DECORATIVE STEEL FASCIA, BRIDGE	FEET	700
	FABRICATE DECORATIVE STEEL GUARDRAIL, BRIDGE	FEET	750
	FABRICATE DECORATIVE STEEL FASCIA, EXIT RAMP	FEET	294
	FABRICATE STEEL GUARDRAIL, EXIT RAMP	FEET	294
	INSTALL DECORATIVE STEEL FASCIA, BRIDGE	FEET	700
	INSTALL DECORATIVE STEEL GUARDRAIL, BRIDGE	FEET	750
	INSTALL DECORATIVE STEEL FASCIA, EXIT RAMP	FEET	294
	INSTALL STEEL GUARDRAIL, EXIT RAMP	FEET	185
	ADAMS STREET ENTRY RAMP GUARDRAIL/FASCIA REMOVAL	FEET	34
	FABRICATE DECORATIVE STEEL FASCIA, ENTRY RAMP (ADAMS)	FEET	182
	FABRICATE STEEL GUARDRAIL, ENTRY RAMP (ADAMS)	FEET	34
	INSTALL DECORATIVE STEEL FASCIA, ENTRY RAMP (ADAMS)	FEET	182
	INSTALL STEEL GUARDRAIL, ENTRY RAMP (ADAMS)	FEET	34
	MADISON STREET ENTRY RAMP GUARDRAIL/FASCIA REMOVAL	FEET	34
	FABRICATE DECORATIVE STEEL FASCIA, ENTRY RAMP (MADISON)	FEET	170
	FABRICATE STEEL GUARDRAIL, ENTRY RAMP (MADISON)	FEET	34
	INSTALL DECORATIVE STEEL FASCIA, ENTRY RAMP (MADISON)	FEET	170
	INSTALL STEEL GUARDRAIL, ENTRY RAMP (MADISON)	FEET	34
	FABRICATE DECORATIVE STEEL FASCIA, ADAMS ST. EXIT RAMP	FEET	245
	FABRICATE STEEL GUARDRAIL, ADAMS ST. EXIT RAMP	FEET	245
	REPAIR OF FASCIA PANELS, ADAMS ST. BRIDGE	EACH	3
	FURNISH/INSTALL COMMEMORATIVE PLAQUE	EACH	2

AS-BUILT DRAWINGS AS
PREPARED BY McHUGH
CONSTRUCTION, 9/25/06

MONROE STREET OVER I-90
KENNEDY EXPRESSWAY
F.A.U. RTE. 1420, SEC. 0101.2
COOK COUNTY
STA. 4+03.26
STR. NUM. 016-2054

0161700-60X95-5092-EXT.dgn

**PARSONS
BRINCKERHOFF**

USER NAME = pateld	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE = N.T.S.	DRAWN - DCP	REVISED -
PLOT DATE = 5/15/2017	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054

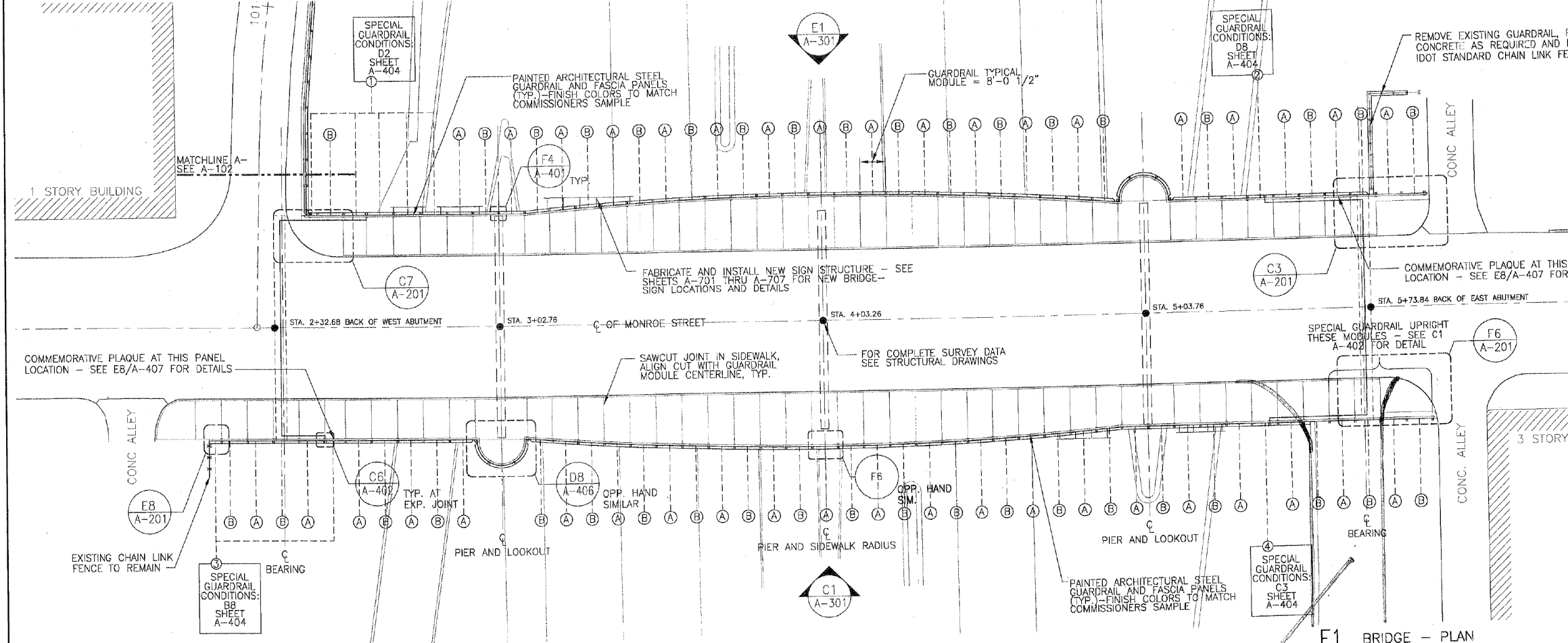
SHEET NO. 32 OF 87 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	244
CONTRACT NO. 60X95				
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY

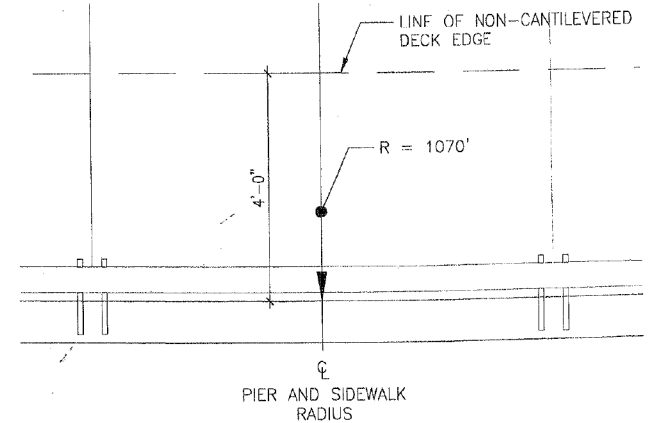
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
1420	0101.2-4B-R	COOK	147	95	SHEET
FED. ROAD DIST.		ILLINOIS FED. AID PROJECT			

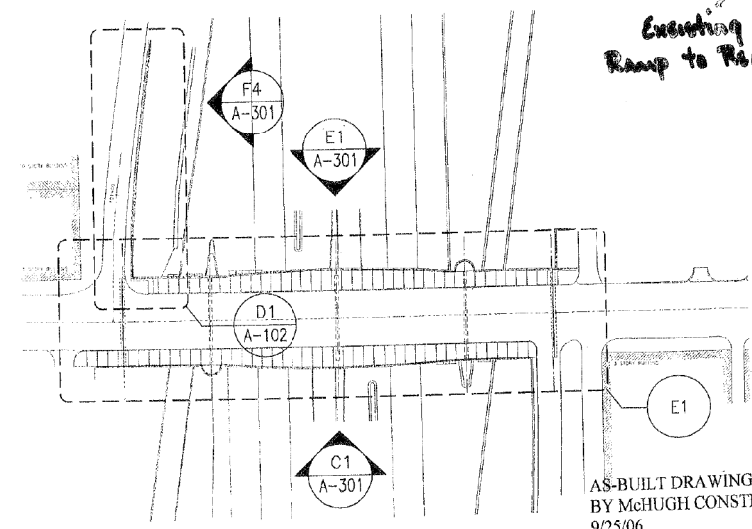


1 STORY BUILDING

3 STORY



F6 SIDEWALK CANTILEVER - PLAN DETAIL
SCALE: 1/4"=1'-0"



F3 BRIDGE - KEY PLAN
SCALE: NTS

E1 BRIDGE - PLAN
SCALE: 1/16"=1'-0"

DESTEFANO KEATING
ARCHITECTS INCORPORATED
Architecture
448 East Illinois Street
Chicago, Illinois

BRIDGE PLAN
MONROE STREET OVER I-90
KENNEDY EXPRESSWAY
F.A.U. RTE. 1420, SEC. 0101.2
COOK COUNTY
STA. 4+03.26
STR. NUM. 016-2054
Scale: AS NOTED

0161700-60X95-5093-EXT.dgn

PARSONS BRINCKERHOFF

USER NAME = pateld	DESIGNED -	REVISED -
PLOT SCALE = N.T.S.	CHECKED -	REVISED -
PLOT DATE = 5/15/2017	DRAWN - DCP	REVISED -
	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

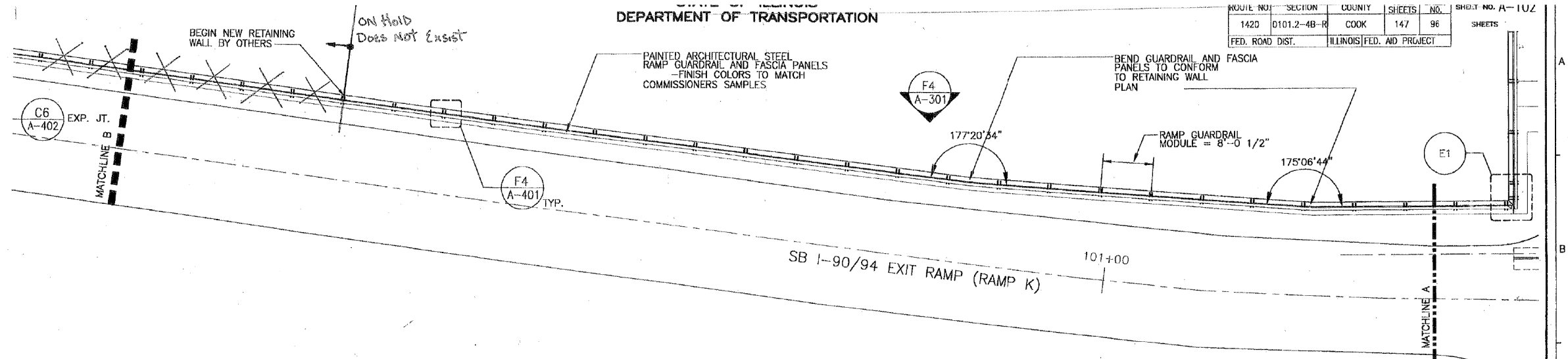
EXISTING PLANS
STRUCTURE NO. 016-2054
SHEET NO. 33 OF 87 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 60X95				
ILLINOIS FED. AID PROJECT				

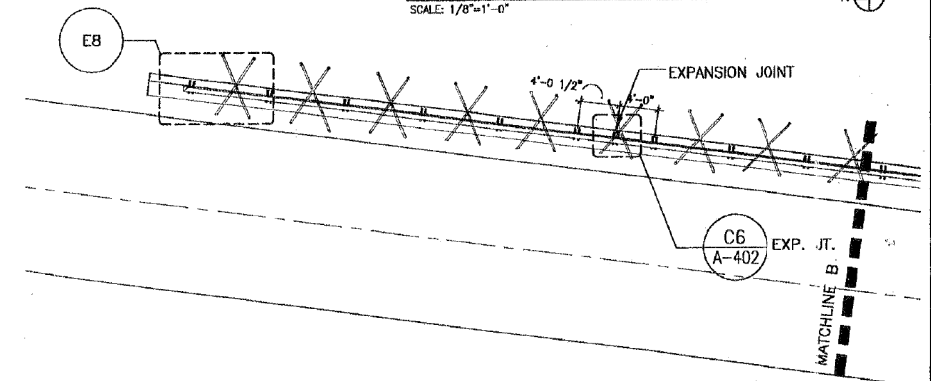
FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

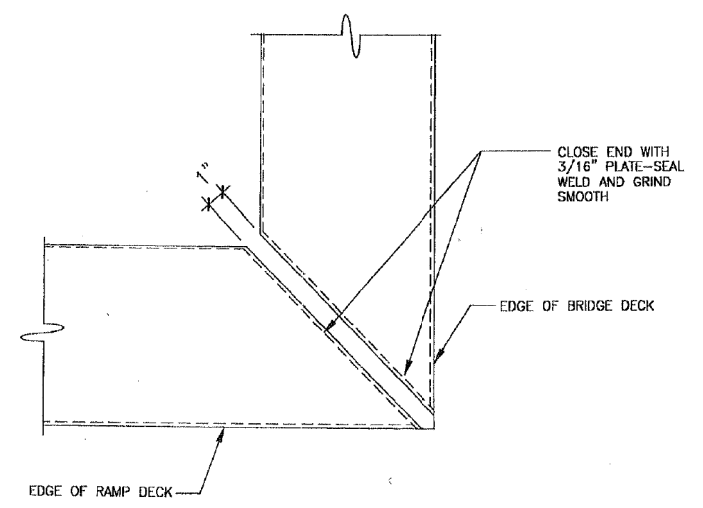
ROUTE NO.	SECTION	COUNTY	SHEETS	NO.	SHEET NO.
1420	0101.2-4B-R	COOK	147	96	A-102
FED. ROAD DIST.			ILLINOIS FED. AID PROJECT		



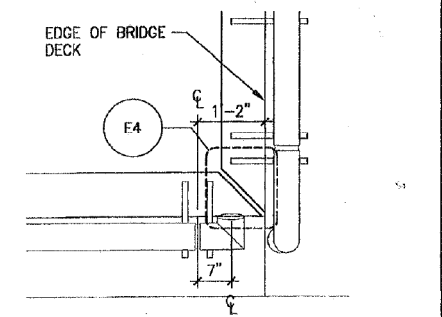
D1 SOUTHBOUND EXIT RAMP - PLAN
SCALE: 1/8"=1'-0"



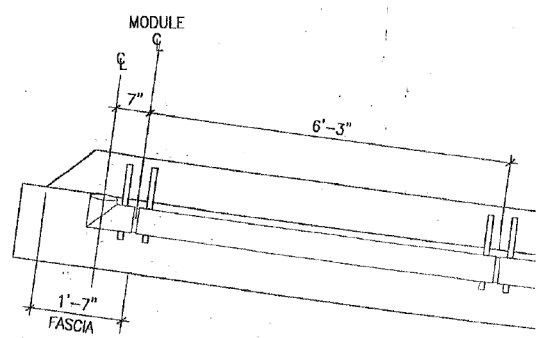
D2 SOUTHBOUND EXIT RAMP - PLAN
SCALE: 1/8"=1'-0"



E4 FASCIA MITER - DETAIL
SCALE: 3"=1'-0"



E1 EXIT RAMP - PLAN DETAIL
SCALE: 3/4"=1'-0"



E8 EXIT RAMP - PLAN DETAIL
SCALE: 3/4"=1'-0"

DE STEFANO + PARTNERS
ARCHITECTURE
440 EAST BELLEVILLE STREET
CHICAGO, ILLINOIS 60601

AS-BUILT DRAWINGS AS
PREPARED BY McHUGH
CONSTRUCTION, 9/25/06

**BRIDGE EXIT
RAMP PLAN**
MONROE STREET OVER I-90/94
KENNEDY EXPRESSWAY
F.A.U. RTE. 1420, SEC. 0101.2-4B-R
COOK COUNTY
STA. 4+03.26
STR. NUM. 016-2054

DATE: 01-12-04

Scale: AS NOTED

0161700-60X95-5094-EXT.dgn

**PARSONS
BRINCKERHOFF**

USER NAME = pateld	DESIGNED -	REVISED -
PLOT SCALE = N.T.S.	CHECKED -	REVISED -
PLOT DATE = 5/15/2017	DRAWN - DCP	REVISED -
	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054

SHEET NO. 34 OF 87 SHEETS

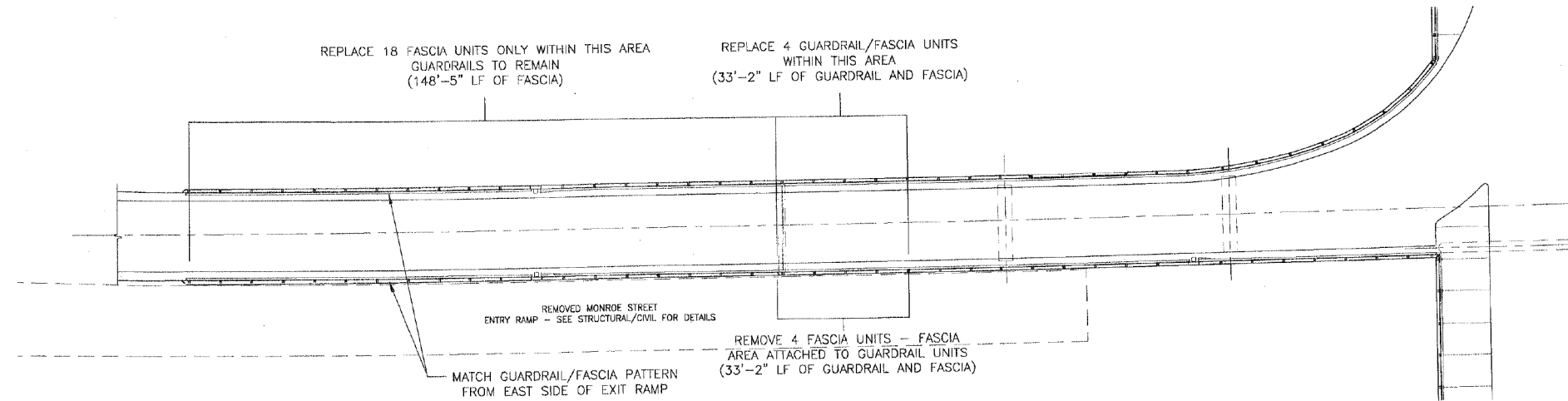
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	246
CONTRACT NO. 60X95				

ILLINOIS FED. AID PROJECT

FOR INFORMATION ONLY

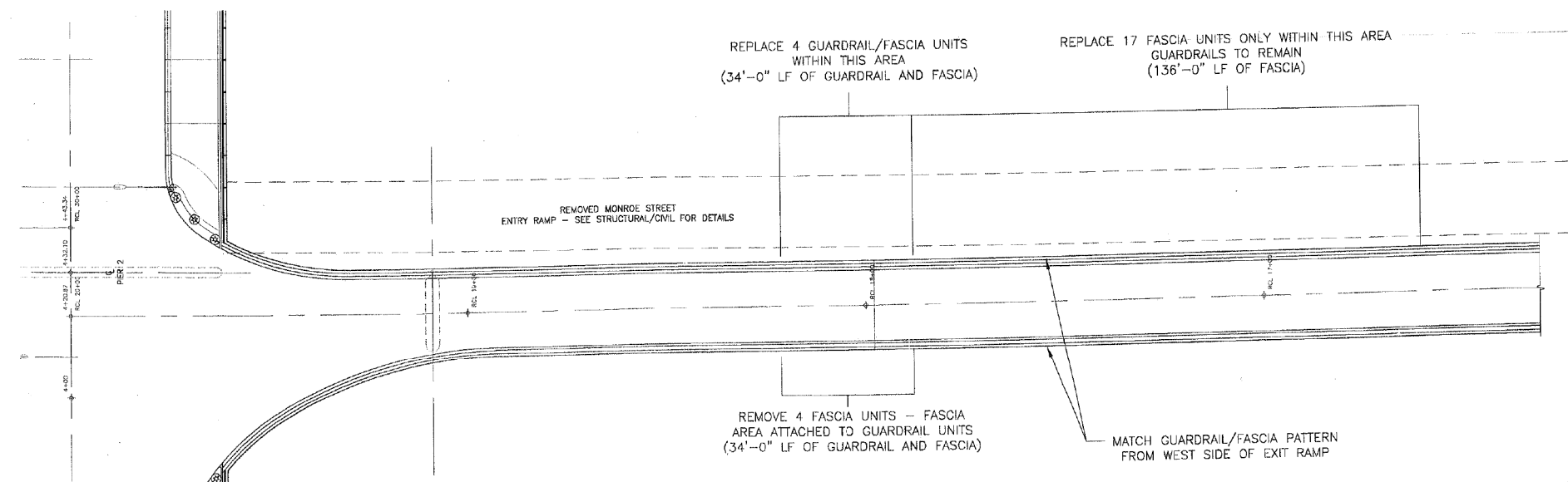
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET N
1420	0101.2-4B-R	COOK	147	97	SHEI
FED. ROAD DIST.		ILLINOIS FED. AID PROJECT			



NOTE: CONTRACTOR TO COORDINATE ENTRY RAMP WORK WITH IDOT CONTRACT 62408

C1 ADAMS STREET BRIDGE ENTRY RAMP REPAIR - PLAN
SCALE 1/16"=1'-0" N



NOTE: CONTRACTOR TO COORDINATE ENTRY RAMP WORK WITH IDOT CONTRACT 62408

F1 MADISON STREET BRIDGE ENTRY RAMP REPAIR - PLAN
SCALE 1/16"=1'-0" N

DESTEFANO | KEATING
ARCHITECTS LIMITED
Architecture
448 East Illinois Street
Chicago, Illinois

MADISON/ADAMS STR ENTRY RAMP REPA
MONROE STREET OVER I-90
KENNEDY EXPRESSWAY
F.A.U. RTE. 1420, SEC. 0101.2
COOK COUNTY
STA. 4+03.26
STR. NUM. 016-2054
Scale: AS NOTED

AS-BUILT DRAWINGS AS PREPARED BY McHUGH CONSTRUCTION. 9/25/06

0161700-60X95-5095-EXT.dgn

PARSONS BRINCKERHOFF

USER NAME = pateld	DESIGNED -	REVISED -
PLOT SCALE = N.T.S.	CHECKED -	REVISED -
PLOT DATE = 5/15/2017	DRAWN - DCP	REVISED -
	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054

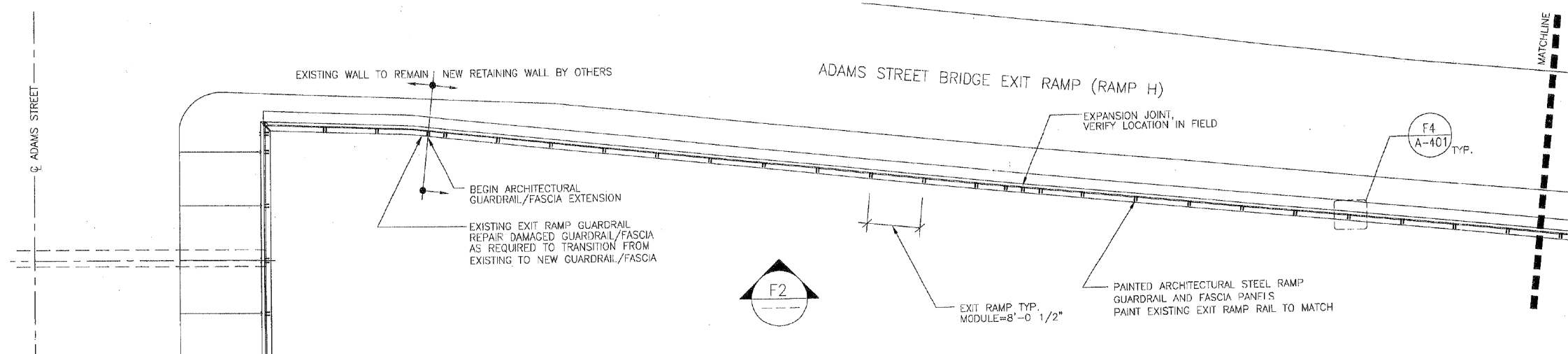
SHEET NO. 35 OF 87 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	247
CONTRACT NO. 60X95				
ILLINOIS FED. AID PROJECT				

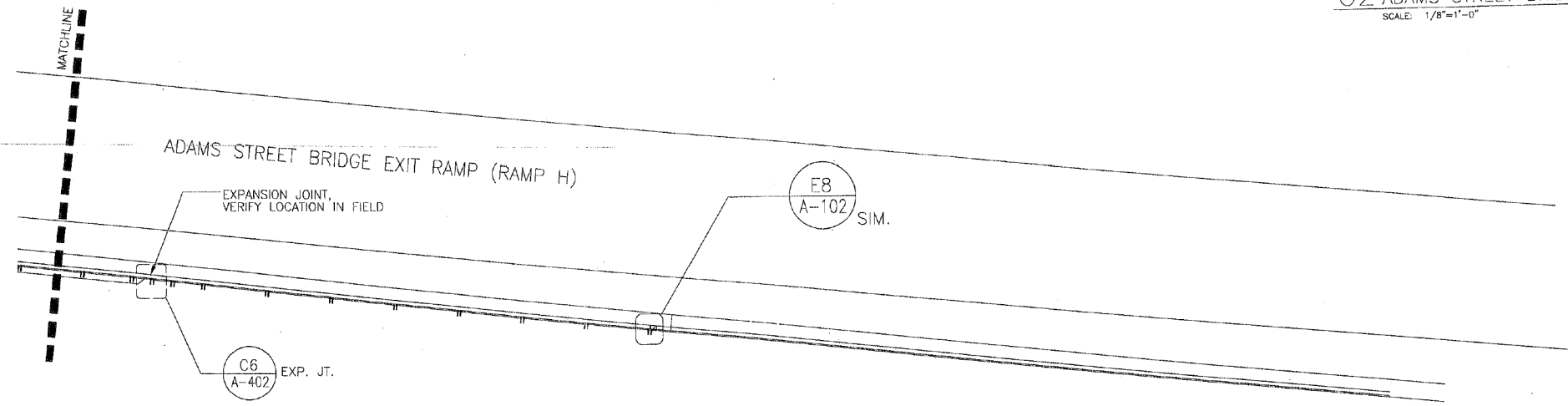
FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

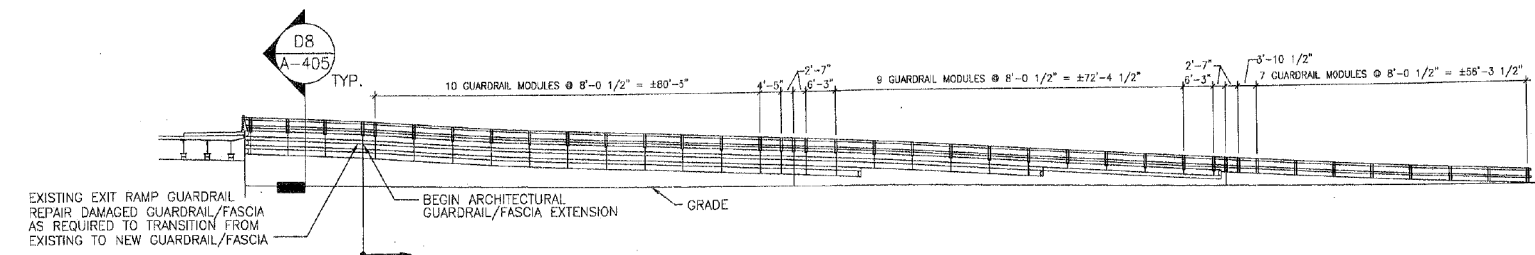
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
1420	0101.2-4B-R	COOK	147	98	
FED. ROAD DIST.		ILLINOIS FED. AID PROJECT			



C2 ADAMS STREET BRIDGE EXIT RAMP-PLAN
SCALE: 1/8"=1'-0"



E2 ADAMS STREET BRIDGE EXIT RAMP-PLAN
SCALE: 1/8"=1'-0"



F2 ADAMS STREET BRIDGE EXIT RAMP-ELEVATION
SCALE: 1/16"=1'-0"

DESTILIANO KLAINING
ARCHITECTS LLP
Architecture
445 East Huron Street
Chicago, Illinois

ADAMS STREET BRIDGE
RAMP GUARDRAIL MODIFIC
MONROE STREET OVER I-9C
KENNEDY EXPRESSWAY
F.A.U. RTE. 1420, SEC. 0101.2
COOK COUNTY
STA. 4+03.26
STR. NUM. 016-2054
Scale: AS NOTED

AS-BUILT DRAWINGS AS
PREPARED BY McHUGH
CONSTRUCTION. 9/25/06

0161700-60X95-5096-EXT.dgn

**PARSONS
BRINCKERHOFF**

USER NAME = pateld	DESIGNED -	REVISED -
PLOT SCALE = N.T.S.	CHECKED -	REVISED -
PLOT DATE = 5/15/2017	DRAWN - DCP	REVISED -
	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054

SHEET NO. 36 OF 87 SHEETS

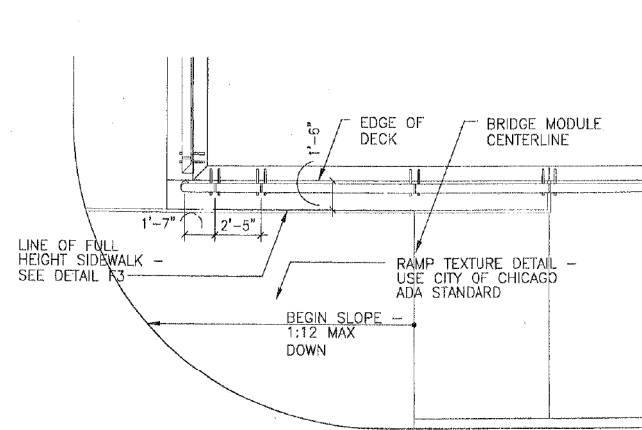
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	248
CONTRACT NO. 60X95				

ILLINOIS FED. AID PROJECT

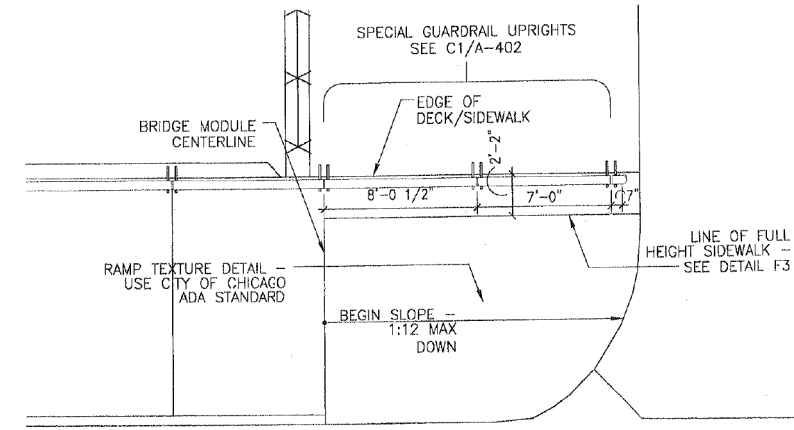
FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

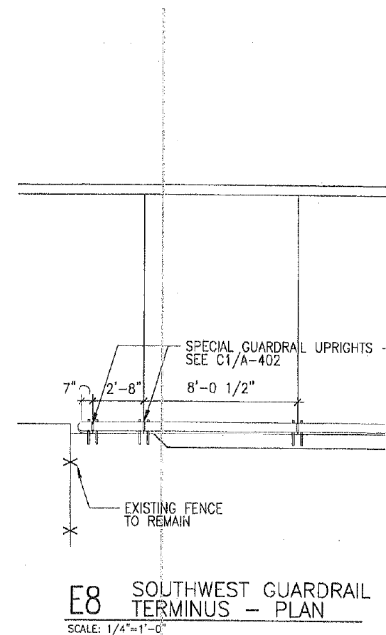
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1420	0101.2-4B-R	COOK	147	99	SHE
FED. ROAD DIST.		ILLINOIS FED. AID PROJECT			



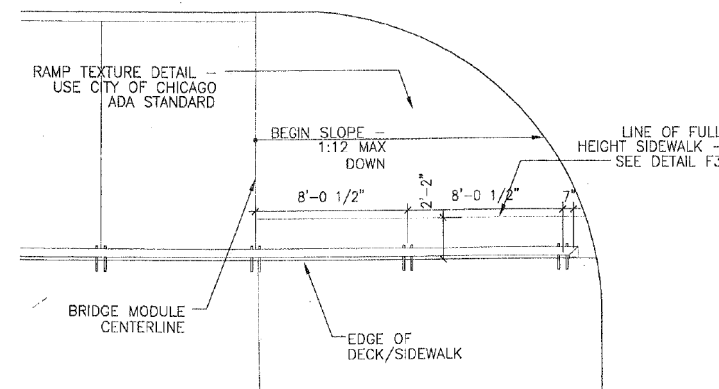
C7 NORTHWEST GUARDRAIL TERMINUS - PLAN
SCALE: 1/4"=1'-0"



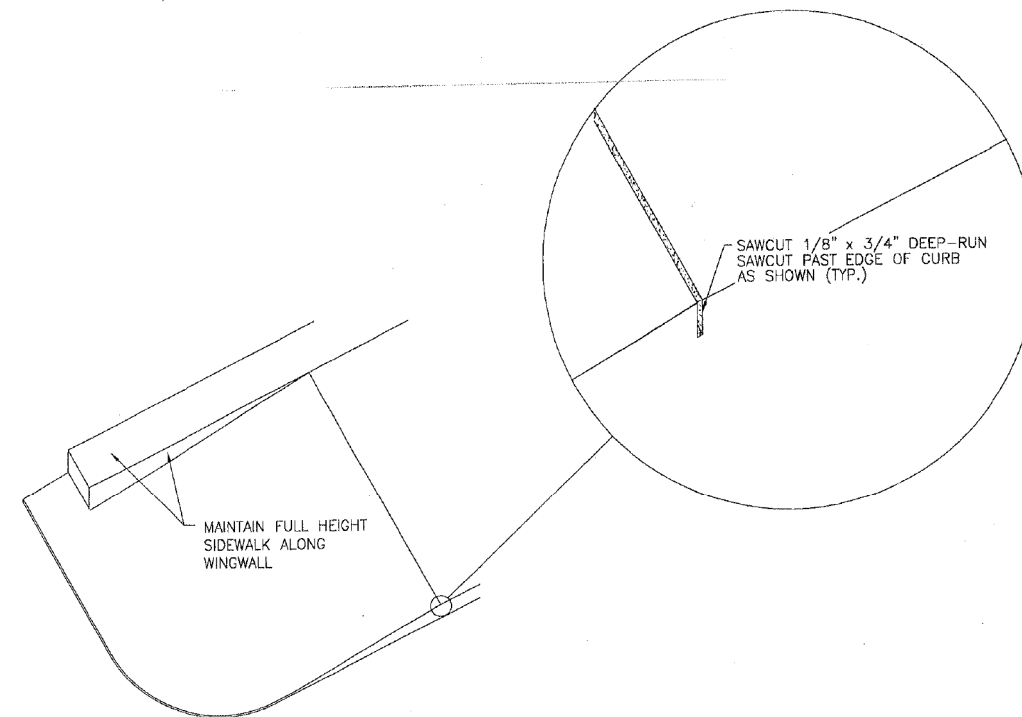
C3 NORTHEAST GUARDRAIL TERMINUS - PLAN
SCALE: 1/4"=1'-0"



E8 SOUTHWEST GUARDRAIL TERMINUS - PLAN
SCALE: 1/4"=1'-0"



F6 SOUTHEAST GUARDRAIL TERMINUS - PLAN
SCALE: 1/4"=1'-0"



F3 HANDICAPPED SIDEWALK RAMP - SCHEMATIC VIEW
SCALE: NTS



AS-BUILT DRAWINGS AS PREPARED BY McHUGH CONSTRUCTION. 9/25/06

PLAN DETAILS	
MONROE STREET OVER I-90, KENNEDY EXPRESSWAY	
F.A.U. RTE. 1420, SEC. 0101.2- COOK COUNTY	
STA. 4+03.26	
STR. NUM. 016-2054	
Scale:	AS NOTED

0161700-60X95-5097-EXT.dgn

PARSONS BRINCKERHOFF

USER NAME =	pateld	DESIGNED -	REVISD -
PLOT SCALE =	N.T.S.	CHECKED -	REVISD -
PLOT DATE =	5/15/2017	DRAWN -	REVISD -
		CHECKED -	REVISD -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054

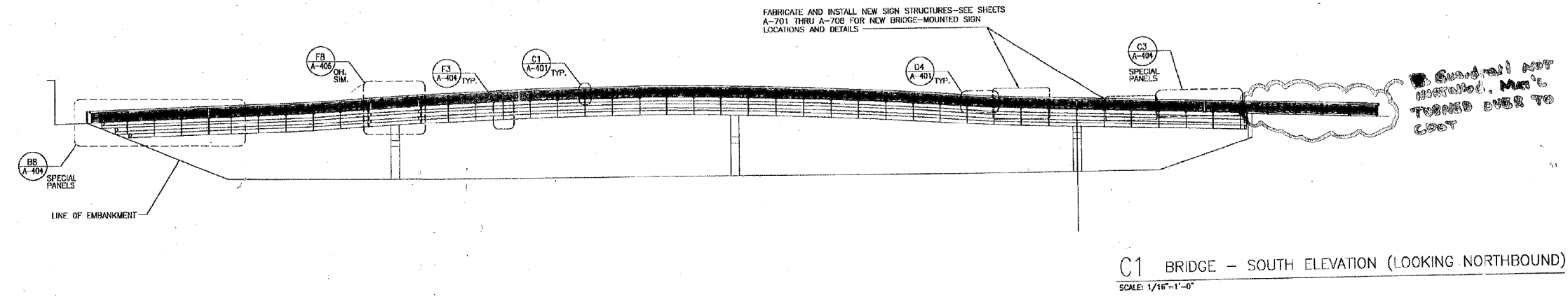
SHEET NO. 37 OF 87 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	249
CONTRACT NO. 60X95				
ILLINOIS FED. AID PROJECT				

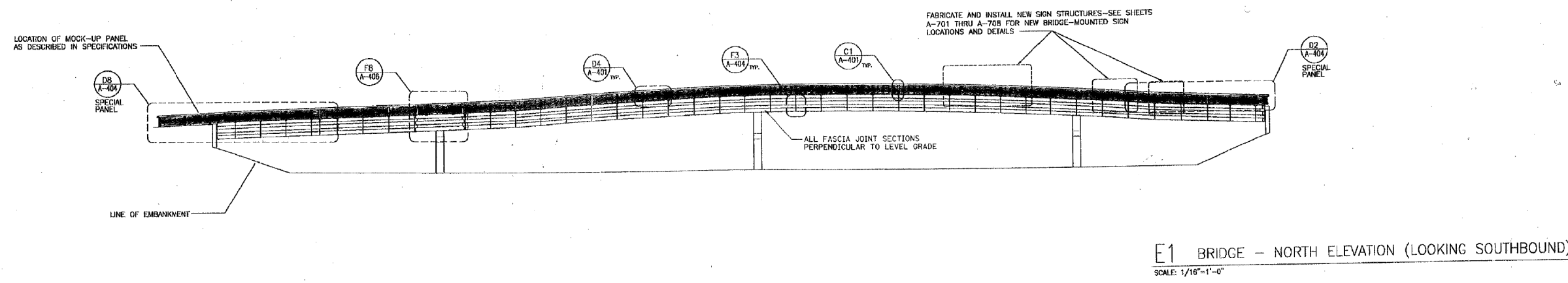
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

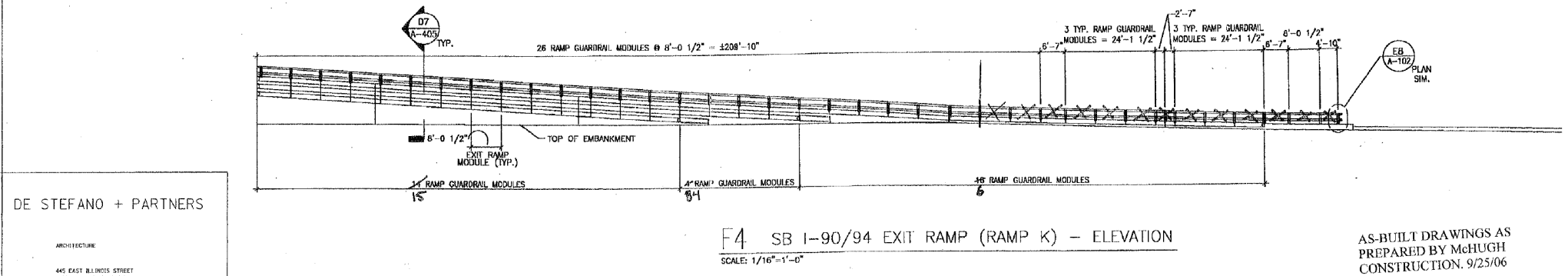
ROUTE NO.	SECTION	COUNTY	SHEETS	NO.	SHEETS
1420	0101.2-4B-R	COOK	147	100	
FED. ROAD DIST.		ILLINOIS FED. AID PROJECT			



C1 BRIDGE - SOUTH ELEVATION (LOOKING NORTHBOUND)
SCALE: 1/16"=1'-0"



E1 BRIDGE - NORTH ELEVATION (LOOKING SOUTHBOUND)
SCALE: 1/16"=1'-0"



F4 SB I-90/94 EXIT RAMP (RAMP K) - ELEVATION
SCALE: 1/16"=1'-0"

DE STEFANO + PARTNERS
ARCHITECTURE
445 EAST BLOOMING STREET
CHICAGO, ILLINOIS 60611

AS-BUILT DRAWINGS AS
PREPARED BY McHUGH
CONSTRUCTION. 9/25/06

BRIDGE AND EXIT
RAMP ELEVATIONS
MONROE STREET OVER I-90/94
KENNEDY EXPRESSWAY
F.A.U. RTE. 1420, SEC. 0101.2-4B-R
COOK COUNTY
STA. 4+03.26
STR. NUM. 016-2054

0161700-60X95-5098-EXT.dgn

**PARSONS
BRINCKERHOFF**

USER NAME = pateld	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE = N.T.S.	DRAWN - DCP	REVISED -
PLOT DATE = 5/15/2017	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054

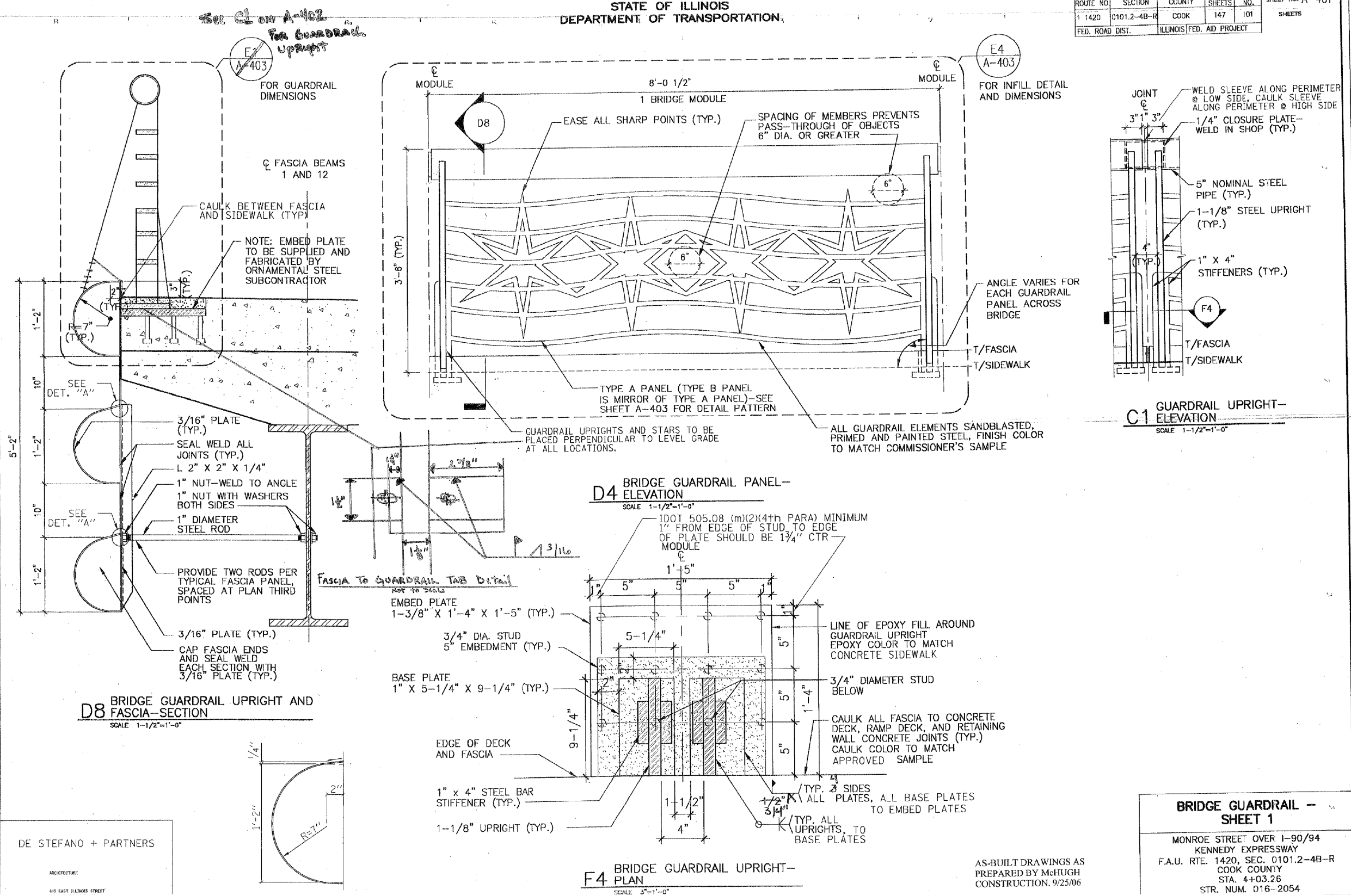
SHEET NO. 38 OF 87 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	250
CONTRACT NO. 60X95				
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEETS	NO.	TOTAL SHEETS
1420	0101.2-4B-R	COOK	147	101	
FED. ROAD DIST.		ILLINOIS FED. AID PROJECT			



DE STEFANO + PARTNERS
ARCHITECTURE
449 EAST ILLINOIS STREET

AS-BUILT DRAWINGS AS
PREPARED BY MGHUGH
CONSTRUCTION, 9/25/06

0161700-60X95-5099-EXT.dgn

**PARSONS
BRINCKERHOFF**

USER NAME = pateld	DESIGNED -	REVISED -
PLOT SCALE = N.T.S.	CHECKED -	REVISED -
PLOT DATE = 5/15/2017	DRAWN - DCP	REVISED -
	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

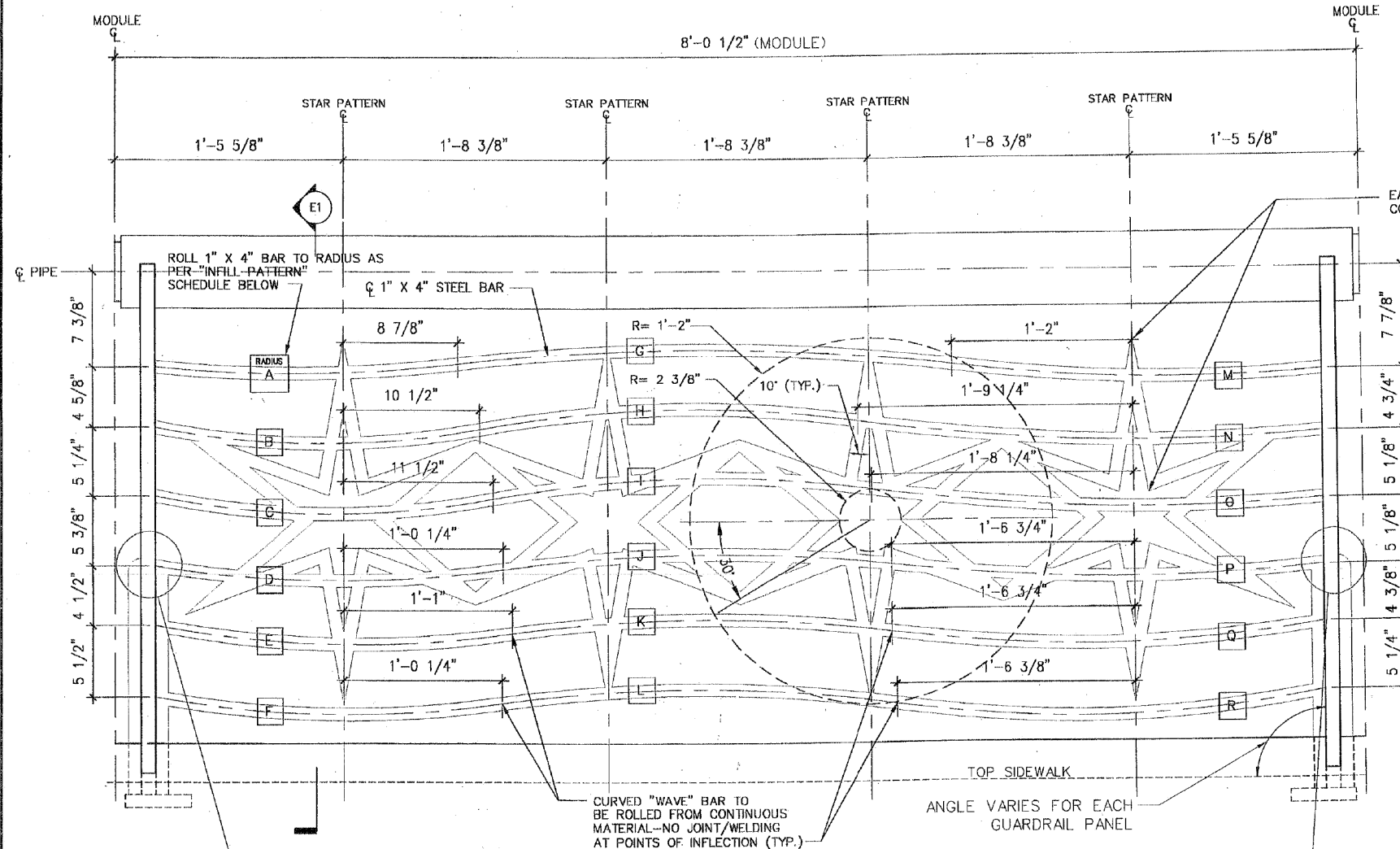
EXISTING PLANS
STRUCTURE NO. 016-2054
SHEET NO. 39 OF 87 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	251
CONTRACT NO. 60X95				
ILLINOIS FED. AID PROJECT				

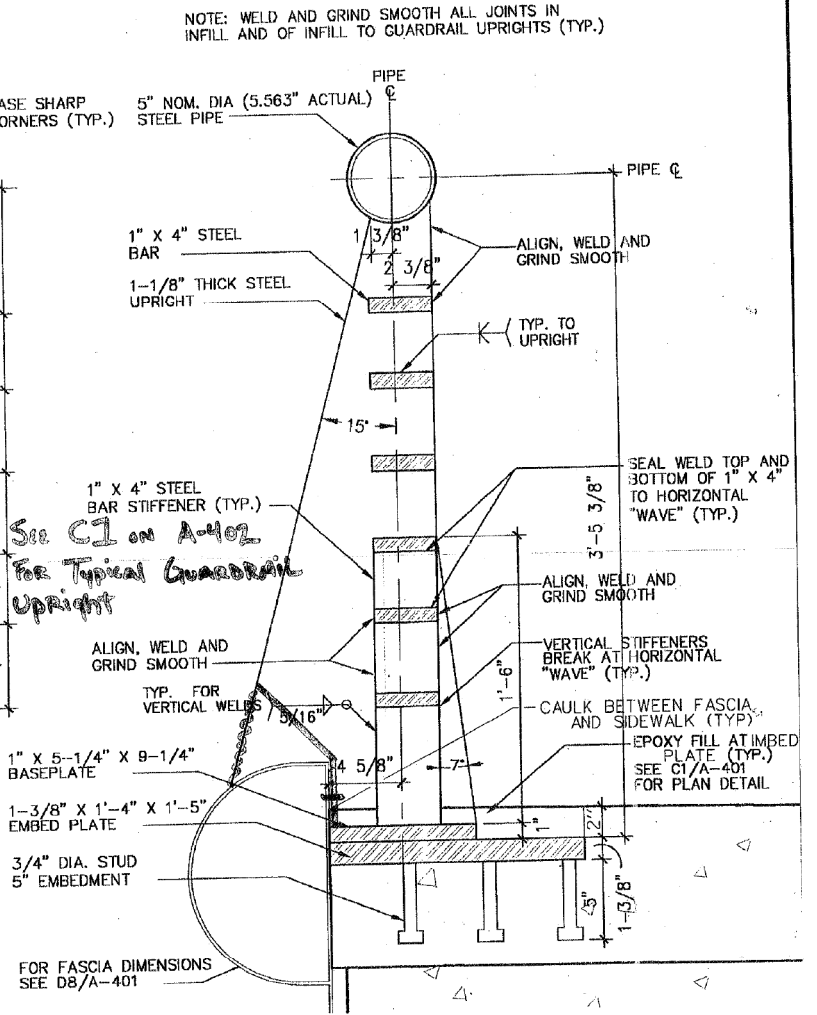
FOR INFORMATION ONLY

DEPARTMENT OF TRANSPORTATION

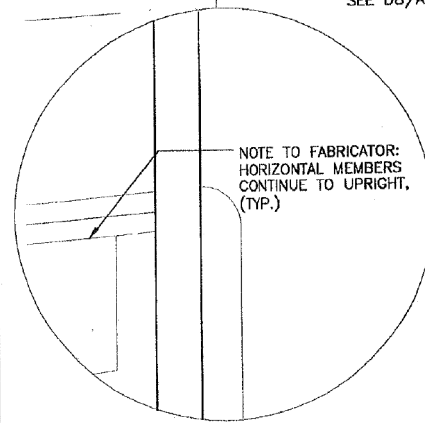
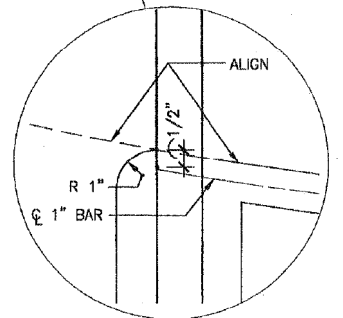
1420 0101.2-4B-R COOK 147 ILL. SHEET 15
 FED. ROAD DIST. ILLINOIS FED. AID PROJECT



E4 BRIDGE GUARDRAIL PANEL TYPE A -- DETAIL ELEVATION
 (MIRROR INFILL PATTERN FOR TYPE B PANEL)
 DO NOT SCALE



E1 BRIDGE GUARDRAIL--
 SECTION
 DO NOT SCALE



INFILL PATTERN -- ROLLING SCHEDULE		(RADIUS GIVEN TO BAR CENTERLINE)									
BAR UNIT		A	B	C	D	E	F	G	H	I	
RADIUS		8'-11 1/16"	5'-6 1/4"	5'-6 1/4"	7'-5 1/16"	6'-11 1/2"	5'-11 1/2"	12'-10 5/16"	7'-5 5/16"	7'-5 5/16"	
BAR UNIT		J	K	L	M	N	O	P	Q	R	
RADIUS		9'-8"	8'-9 7/8"	8'-9 7/8"	11'-0 13/16"	12'-9 3/8"	12'-9 3/8"	11'-11 9/16"	9'-2 5/8"	8'-0 9/16"	

DE STEFANO + PARTNERS

ARCHITECTURE

AS-BUILT DRAWINGS AS PREPARED BY McHUGH CONSTRUCTION, 9/25/06

BRIDGE GUARDRAIL -- SHEET 3

MONROE STREET OVER I-90/94
 KENNEDY EXPRESSWAY
 F.A.U. RTE. 1420, SEC. 0101.2-4B-R
 COOK COUNTY
 STA. 4+03.26
 STD. NUM. 016-2054

0161700-60X95-S101-EXT.dgn

PARSONS BRINCKERHOFF

USER NAME = pateld	DESIGNED -	REVISED -
PLOT SCALE = N.T.S.	CHECKED -	REVISED -
PLOT DATE = 5/15/2017	DRAWN - DCP	REVISED -
	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
 STRUCTURE NO. 016-2054

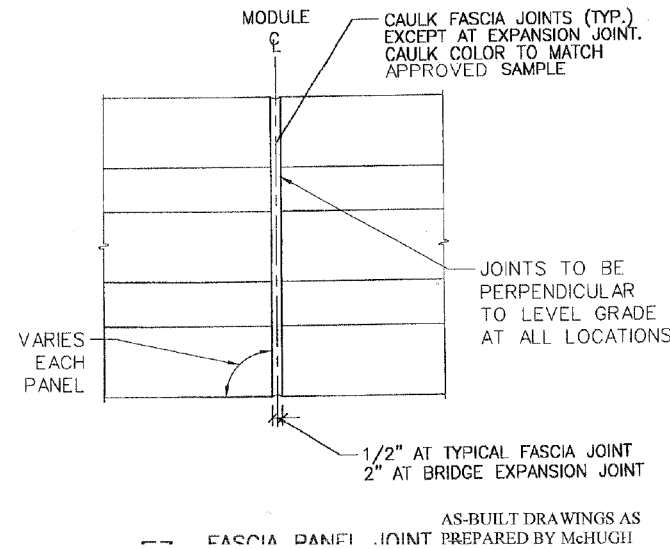
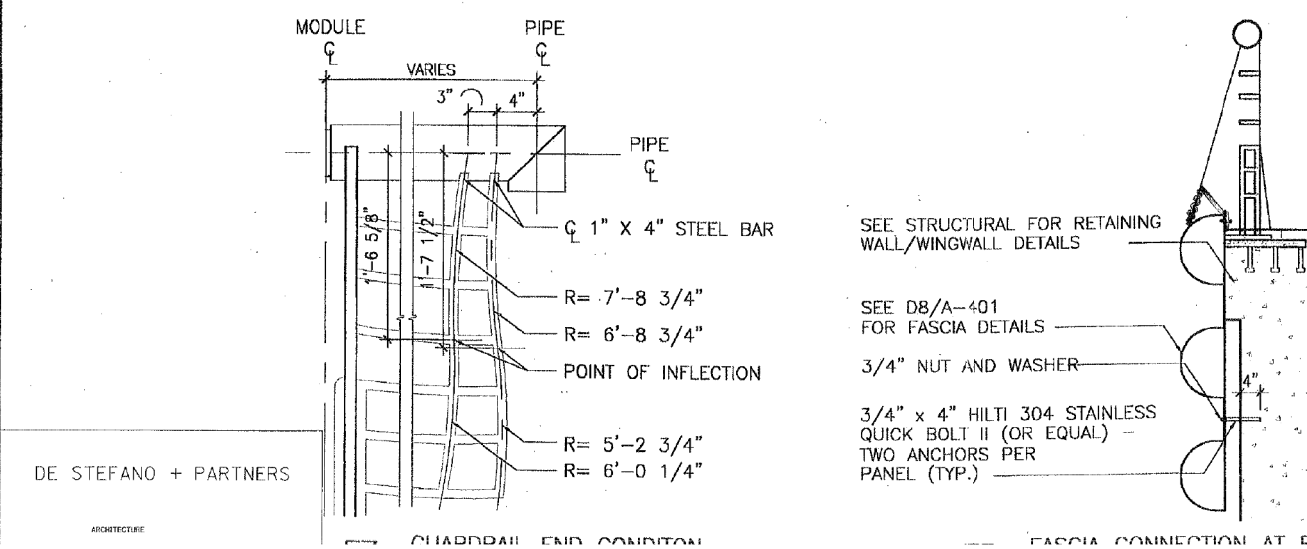
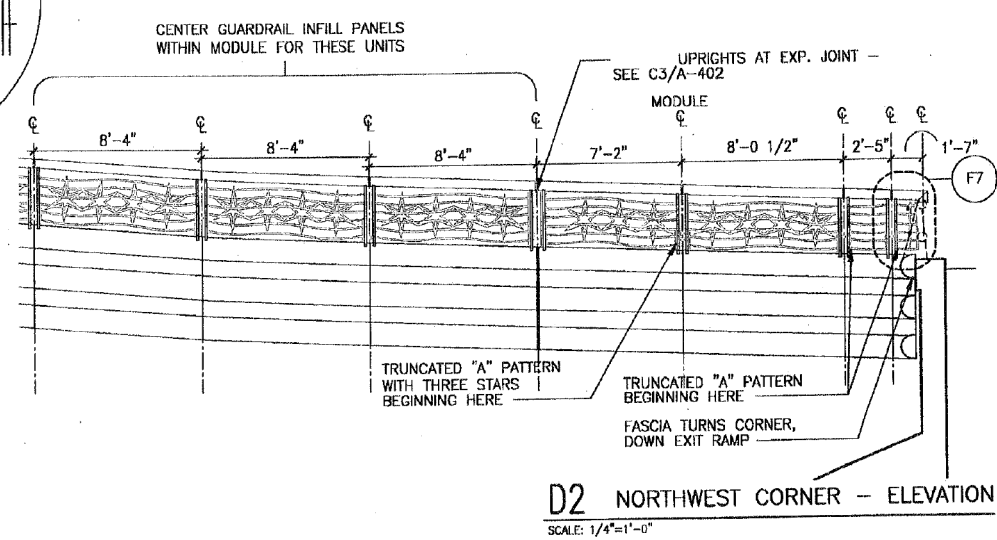
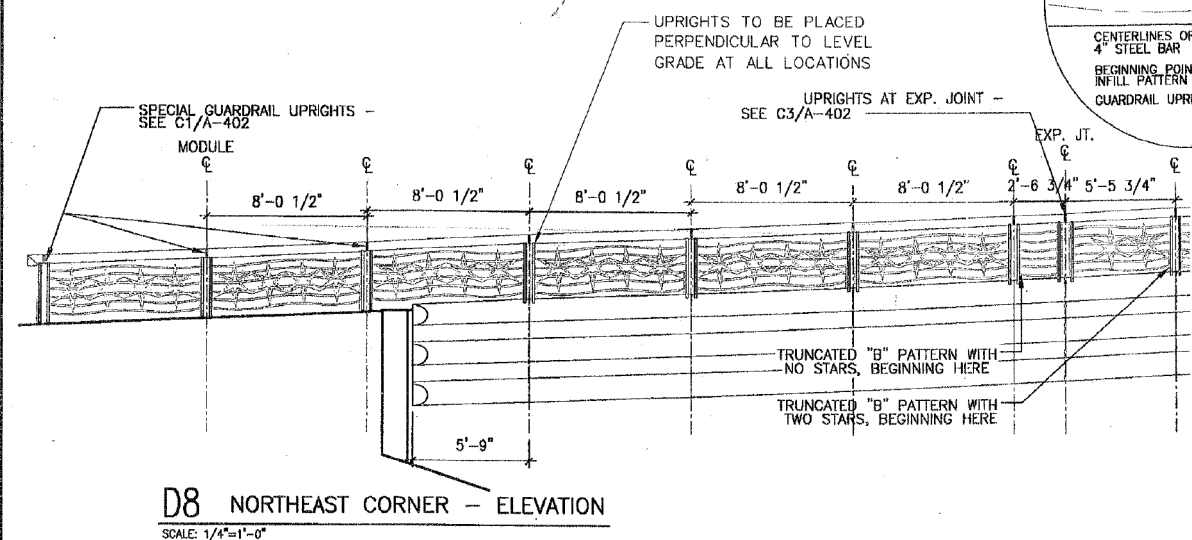
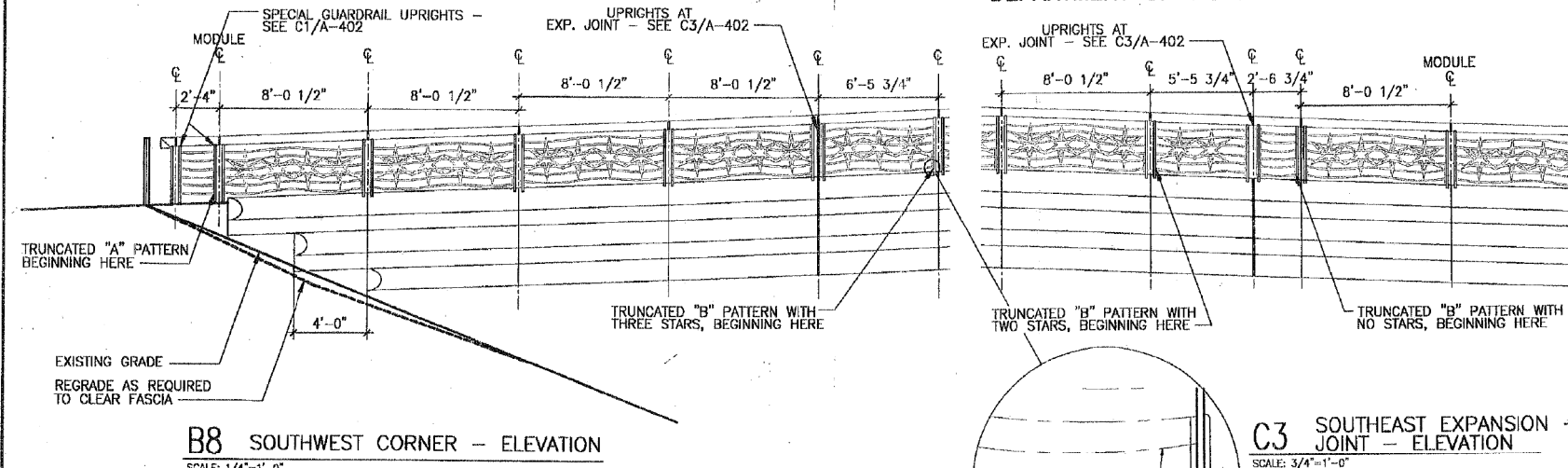
SHEET NO. 41 OF 87 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	253
CONTRACT NO. 60X95				
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY

DEPARTMENT OF TRANSPORTATION

1420	0101.2-4B-R	COOK	147	104	SHEETS
FED. ROAD DIST.		ILLINOIS FED. AID PROJECT			



BRIDGE GUARDRAIL/FASCIA SPECIAL CONDITIONS

MONROE STREET OVER I-90/94
KENNEDY EXPRESSWAY
F.A.U. RTE. 1420, SEC. 0101.2-4B-
COOK COUNTY

DE STEFANO + PARTNERS
ARCHITECTURE

0161700-60X95-S102-EXT.dgn

PARSONS BRINCKERHOFF

USER NAME = pateld	DESIGNED -	REVISED -
PLOT SCALE = N.T.S.	CHECKED -	REVISED -
PLOT DATE = 5/15/2017	DRAWN - DCP	REVISED -
	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054

SHEET NO. 42 OF 87 SHEETS

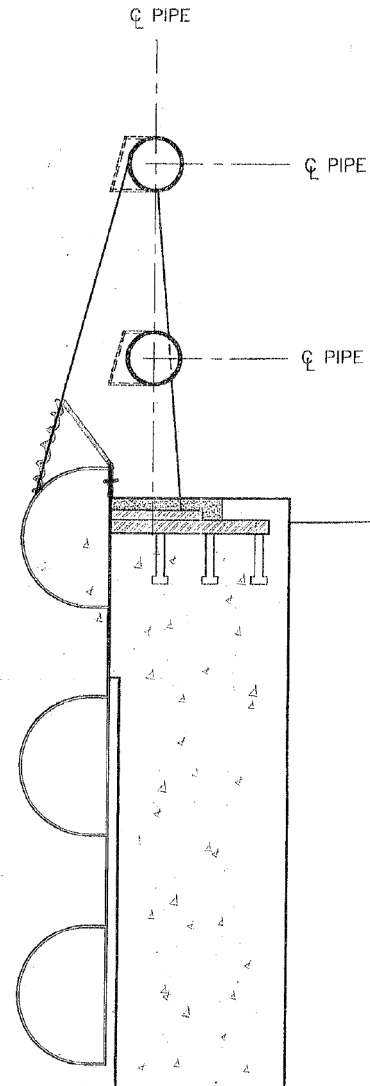
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	254
CONTRACT NO. 60X95				
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY

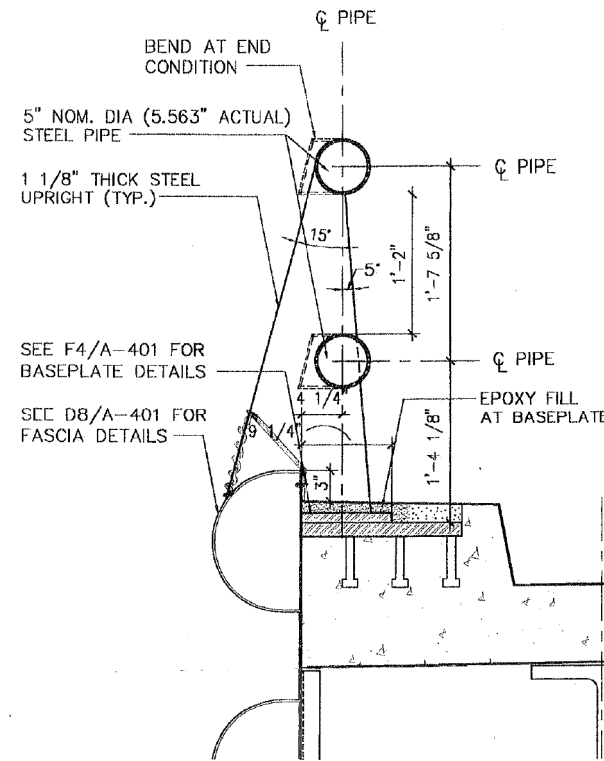
DEPARTMENT OF TRANSPORTATION

1420	0101.2-4B-R	COOK	147	105	SHEETS
FED. ROAD DIST.		ILLINOIS FED. AID PROJECT			

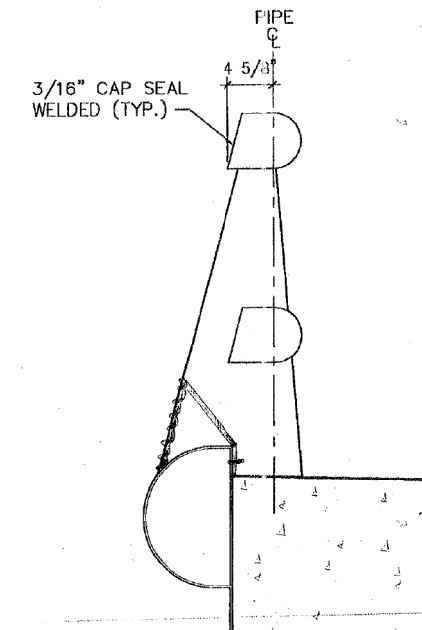
SEE D8 FOR TYPICAL NOTES AND DIMENSIONS



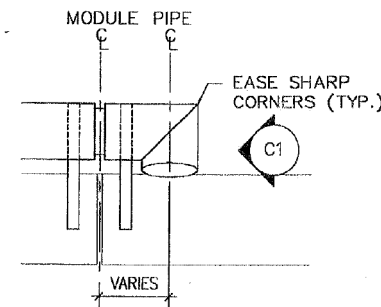
D7 RAMP GUARDRAIL/FASCIA AT EXIT RAMP RETAINING WALL - SECTION
SCALE: 1-1/2"=1'-0"



D8 RAMP GUARDRAIL/FASCIA SECTION
SCALE: 1-1/2"=1'-0"



C1 RAMP GUARDRAIL END CONDITION - ELEVATION
SCALE: 1-1/2"=1'-0"



E8 RAMP GUARDRAIL END CONDITION - PLAN
SCALE: 1-1/2"=1'-0"

DE STEFANO + PARTNERS

ARCHITECTURE
445 EAST ILLINOIS STREET
CHICAGO, ILLINOIS 60611

AS-BUILT DRAWINGS AS PREPARED BY
McHUGH CONSTRUCTION 9/25/06

RAMP GUARDRAIL

MONROE STREET OVER I-90/94
KENNEDY EXPRESSWAY
F.A.U. RTE. 1420, SEC. 0101.2-4B-R
COOK COUNTY
STA. 4+03.28

**PARSONS
BRINCKERHOFF**

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	CHECKED -	REVISED -
PLOT SCALE = N.T.S.	DRAWN - DCP	REVISED -
PLOT DATE = 5/15/2017	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054

SHEET NO. 43 OF 87 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	255
CONTRACT NO. 60X95				

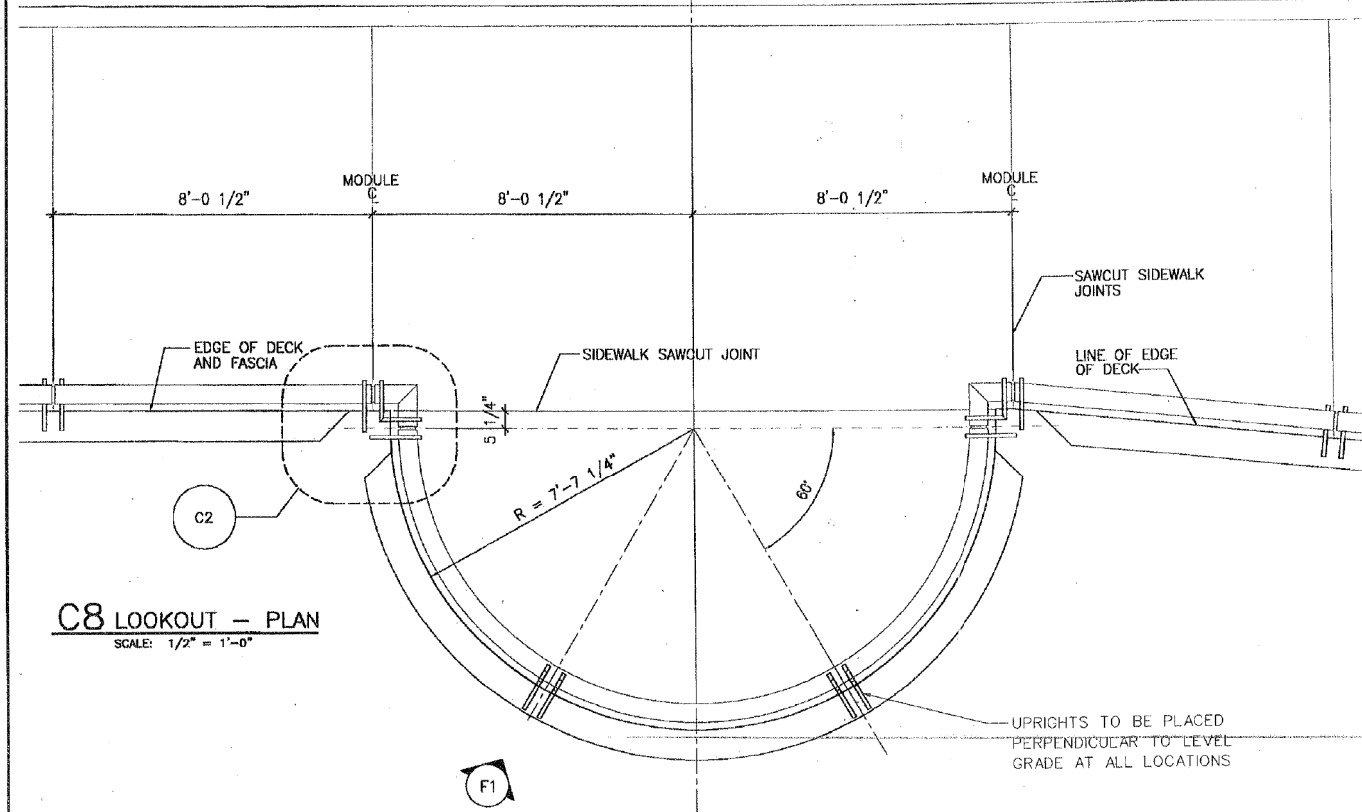
ILLINOIS FED. AID PROJECT

0161700-60X95-S103-EXT.dgn

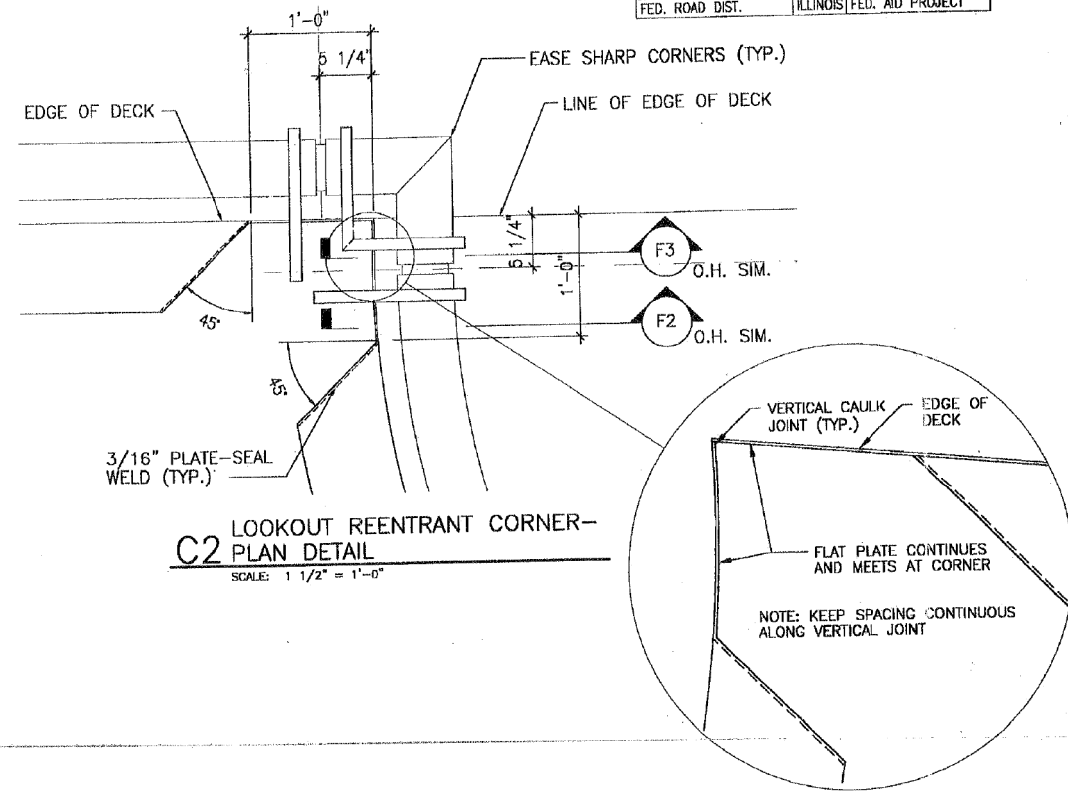
FOR INFORMATION ONLY

DEPARTMENT OF TRANSPORTATION

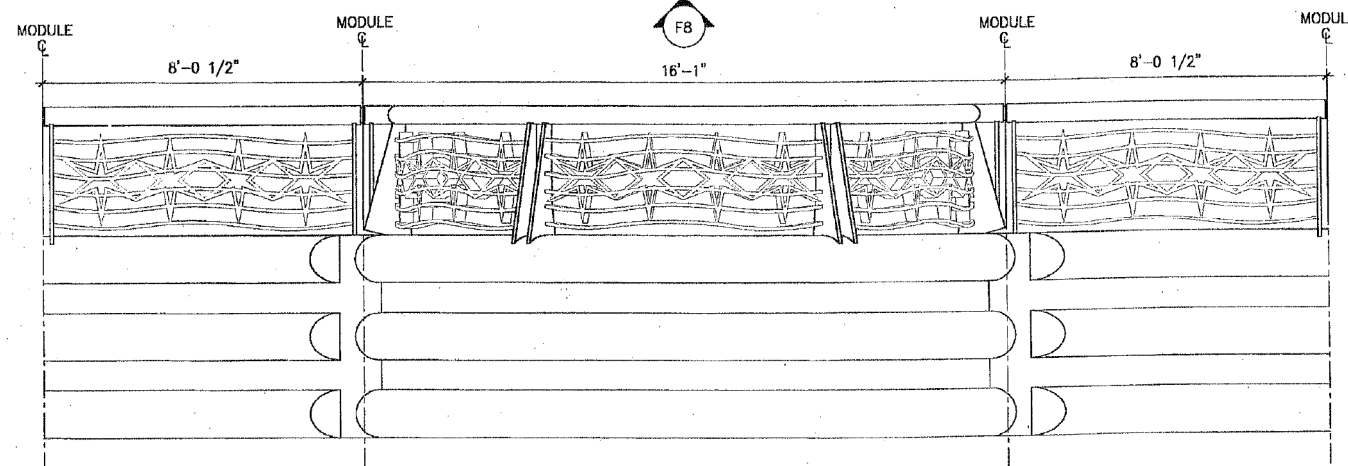
1420-0101.2-4B-R1 COOK 14/ IUD SHEET 12
 FED. ROAD DIST. ILLINOIS FED. AID PROJECT



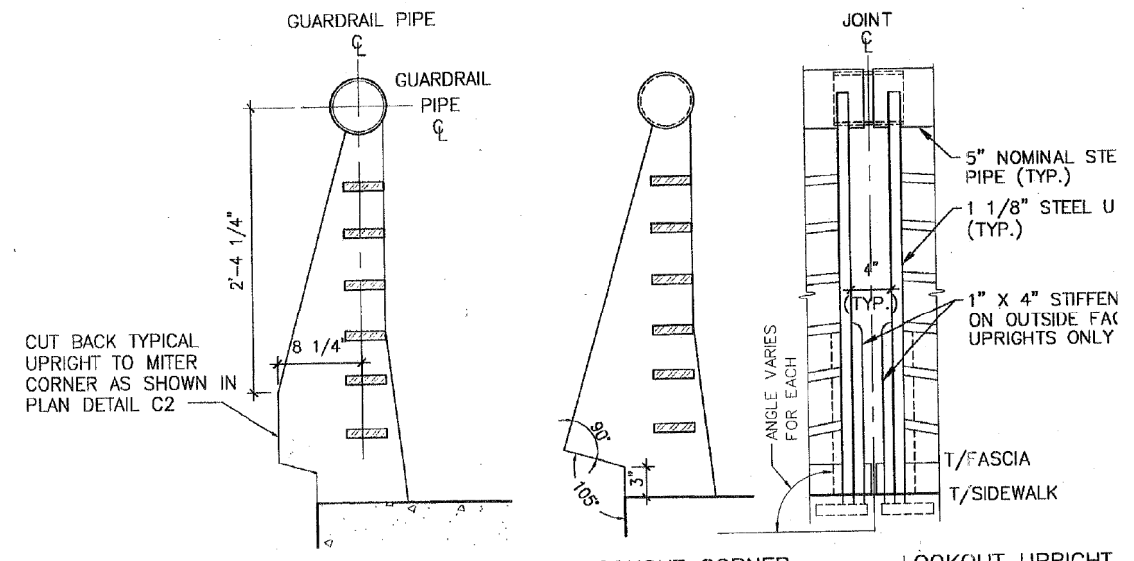
C8 LOOKOUT - PLAN
 SCALE: 1/2" = 1'-0"



C2 LOOKOUT REENTRANT CORNER-PLAN DETAIL
 SCALE: 1 1/2" = 1'-0"



F8 LOOKOUT-ELEVATION
 SCALE: 1/2" = 1'-0"



F3 LOOKOUT CORNER UPRIGHT-ELEVATION
 SCALE: 1 1/2" = 1'-0"

F2 LOOKOUT CORNER UPRIGHT-ELEVATION
 SCALE: 1 1/2" = 1'-0"

F1 LOOKOUT UPRIGHT ELEVATION (TYP.)
 SCALE: 1 1/2" = 1'-0"

DE STEFANO + PARTNERS
 ARCHITECTURE

AS-BUILT DRAWINGS AS PREPARED BY
 McHUGH CONSTRUCTION. 9/25/06

LOOKOUT PLAN/DETAILS
 MONROE STREET OVER I-90/9
 KENNEDY EXPRESSWAY
 F.A.U. RTE. 1420, SEC. 0101.2-4
 COOK COUNTY
 STA. 4+03.26

0161700-60X95-S104-EXT.dgn

PARSONS BRINCKERHOFF

USER NAME = pateld	DESIGNED -	REVISED -
PLOT SCALE = N.T.S.	CHECKED -	REVISED -
PLOT DATE = 5/15/2017	DRAWN - DCP	REVISED -
	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
 STRUCTURE NO. 016-2054

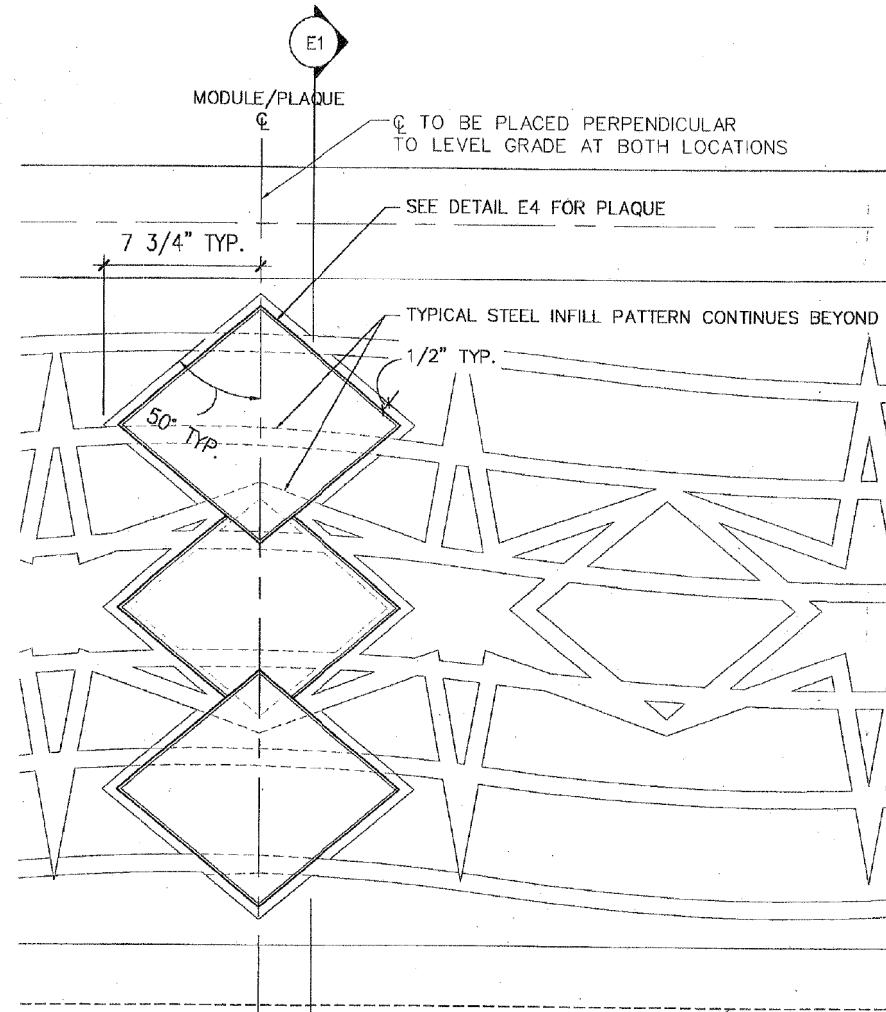
SHEET NO. 44 OF 87 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	256
CONTRACT NO. 60X95				
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEETS	NO.	SHEET NO. A-407
1420	0101.2-4B-R	COOK	147	107	SHEETS
FED. ROAD DIST.		ILLINOIS FED. AID PROJECT			

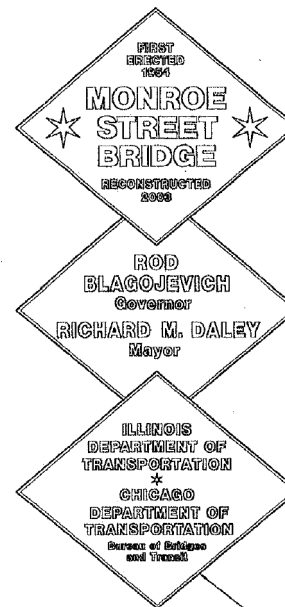


FOR PLAQUE LOCATIONS ON BRIDGE SEE E1/A-101.

E8 SPECIAL BRIDGE GUARDRAIL PANEL - ELEVATION
SCALE 3"=1'-0"

DE STEFANO + PARTNERS

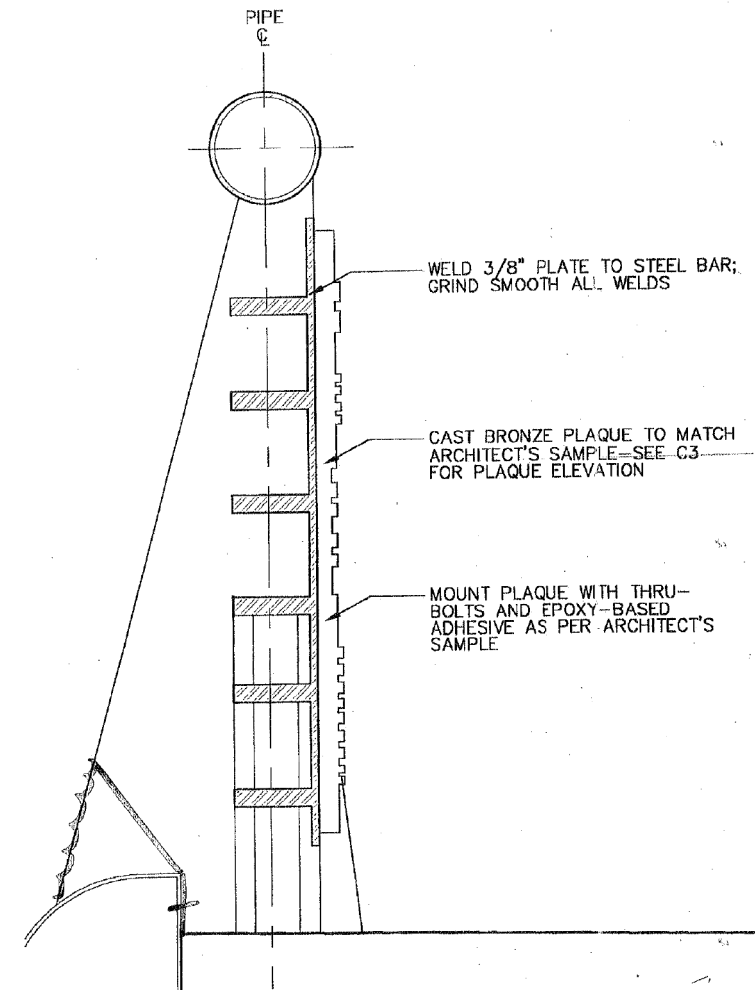
ARCHITECTURE



FINAL COPY OF PLAQUE SUBJECT TO CDOT COMMISSIONER'S APPROVAL

E4 BRIDGE PLAQUE--DETAIL
SCALE 3"=1'-0"

NOTE: ARCHITECT WILL PROVIDE ELECTRONIC FILE OF PLAQUE COPY FOR FABRICATOR'S USE/CONFIRMATION.



E1 SPECIAL BRIDGE GUARDRAIL-SECTION THRU BRIDGE PLAQUE
SCALE 3"=1'-0"

AS-BUILT DRAWINGS AS PREPARED BY

BRIDGE PLAQUE

MONROE STREET OVER I-90/94
KENNEDY EXPRESSWAY
F.A.U. RTE. 1420, SEC. 0101.2-4B-R
COOK COUNTY

0161700-60X95-S105-EXT.dgn

PARSONS BRINCKERHOFF

USER NAME = pateld	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE = N.T.S.	DRAWN - DCP	REVISED -
PLOT DATE = 5/15/2017	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054

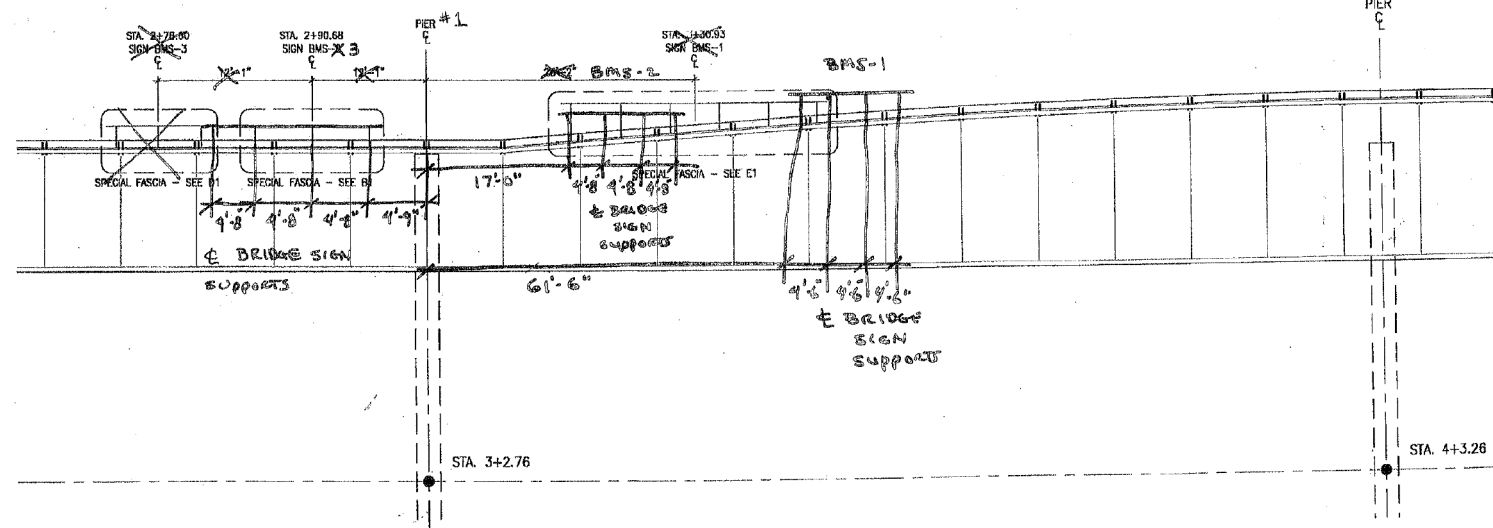
SHEET NO. 45 OF 87 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	257
CONTRACT NO. 60X95			ILLINOIS FED. AID PROJECT	

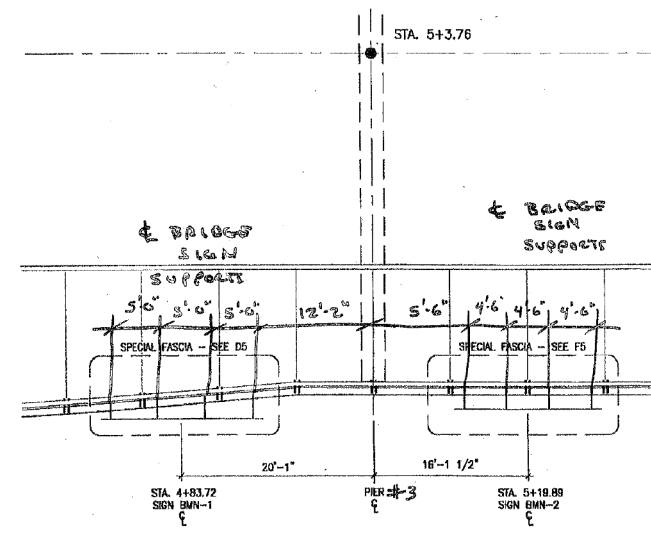
FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. A-7/
1420	0101.2-4B-R	COOK	147	10B	SHEETS
FED. ROAD DIST.		ILLINOIS FED. AID PROJECT			



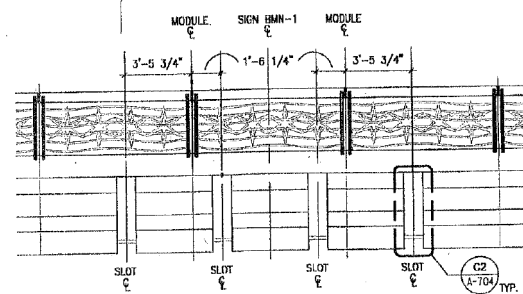
C8 SOUTHBOUND SIGNAGE - PLAN
SCALE: 1/8"=1'-0"



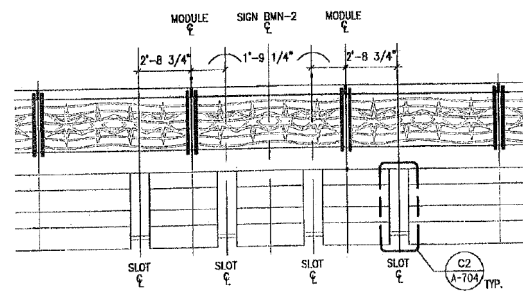
E8 NORTHBOUND SIGNAGE - PLAN
SCALE: 1/8"=1'-0"

DE STEFANO + PARTNERS

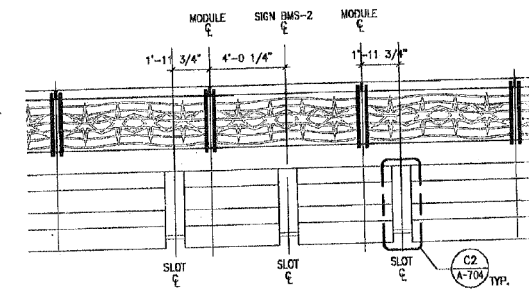
ARCHITECTURE
440 EAST ILLINOIS STREET
CHICAGO, ILLINOIS 60611



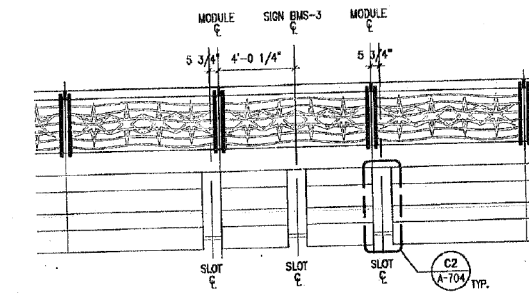
D5 SPECIAL FASCIA PANEL - ELEVATION
SCALE: 1/4"=1'-0"



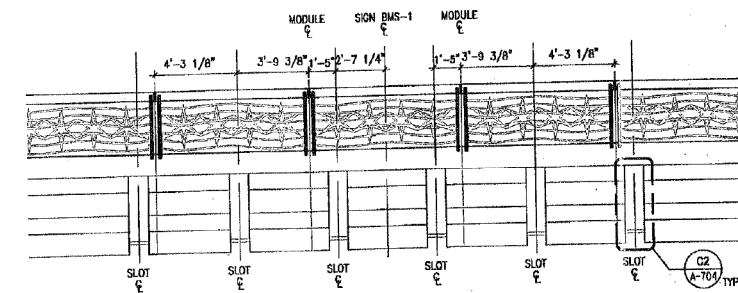
F5 SPECIAL FASCIA PANEL - ELEVATION
SCALE: 1/4"=1'-0"



B1 SPECIAL FASCIA PANEL - ELEVATION
SCALE: 1/4"=1'-0"



D1 SPECIAL FASCIA PANEL - ELEVATION
SCALE: 1/4"=1'-0"



E1 SPECIAL FASCIA PANEL - ELEVATION
SCALE: 1/4"=1'-0"

BRIDGE MOUNTED SIGNS - SHEET 1

MONROE STREET OVER I-90/94
KENNEDY EXPRESSWAY
F.A.U. RTE. 1420, SEC. 0101.2-4B-
COOK COUNTY
STA. 4+03.26
STR. NUM. 016-2054

AS-BUILT DRAWINGS AS PREPARED BY
McHUGH CONSTRUCTION, 9/25/06

DATE: 01-12-04 Scale: AS NOTED

0161700-60X95-S106-EXT.dgn

**PARSONS
BRINCKERHOFF**

USER NAME = pateld
DESIGNED -
CHECKED -
PLOT SCALE = N.T.S.
DRAWN - DCP
PLOT DATE = 5/15/2017
CHECKED - JIG

DESIGNED -
CHECKED -
DRAWN - DCP
CHECKED - JIG

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054

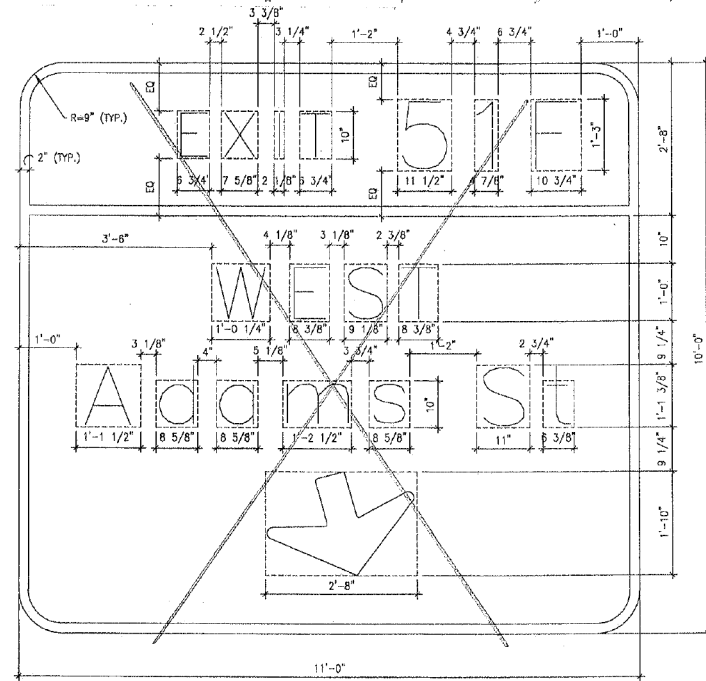
SHEET NO. 46 OF 87 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	258
CONTRACT NO. 60X95				ILLINOIS FED. AID PROJECT

FOR INFORMATION ONLY

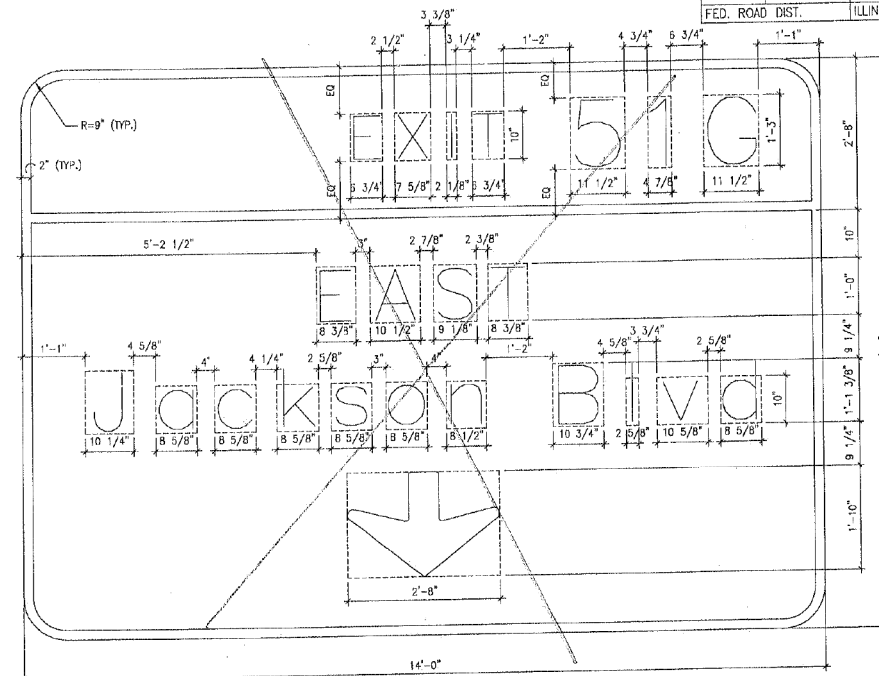
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEETS	NO.	SHEET
1420	0101.2-4B-R	COOK	147	109	5
FED. ROAD DIST.		ILLINOIS FED. AID PROJECT			

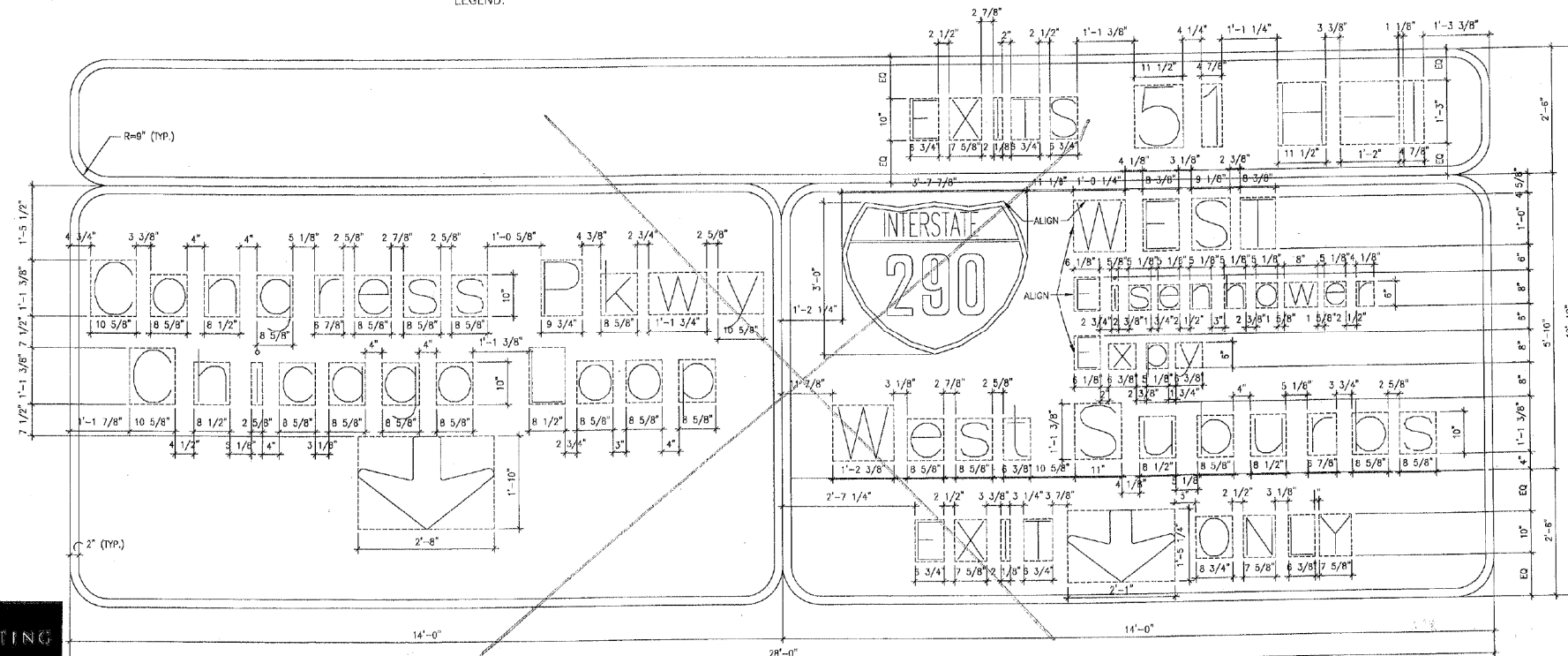


C7 SOUTHBOUND SIGNAGE: BMS-3
SCALE: 3/4"=1'-0"

NOTE: SIGNS ARE WHITE LEGEND ON GREEN BACKGROUND, EXCEPT FOR "EXIT ONLY" PORTION OF BMS-1, WHICH IS BLACK LEGEND ON YELLOW BACKGROUND. SIGN FACE AND LEGEND TO BE REFLECTORIZED, EXCEPT FOR THE BLACK LEGEND.



D3 SOUTHBOUND SIGNAGE: BMS-2
SCALE: 3/4"=1'-0"



C7 SOUTHBOUND SIGNAGE: BMS-1
SCALE: 3/4"=1'-0"

DESTEFANO KEATING
P.L.L.C.

Architects
345 East Huron Street
Chicago, Illinois

AS-BUILT DRAWINGS AS PREPARED BY
MEGHEU CONSTRUCTION, 9/25/06

BRIDGE MOUNTED S
SHEET 2

MONROE STREET OVER I-55
KENNEDY EXPRESSWAY
F.A.U. RTE. 1420, SEC. 0101
COOK COUNTY
STA. 4+03.26
STR. NUM. 016-205

Scale & S NOTED

0161700-60X95-S107-EXT.dgn

**PARSONS
BRINCKERHOFF**

USER NAME = pateld	DESIGNED -	REVISED -
PLOT SCALE = N.T.S.	CHECKED -	REVISED -
PLOT DATE = 5/15/2017	DRAWN - DCP	REVISED -
	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054

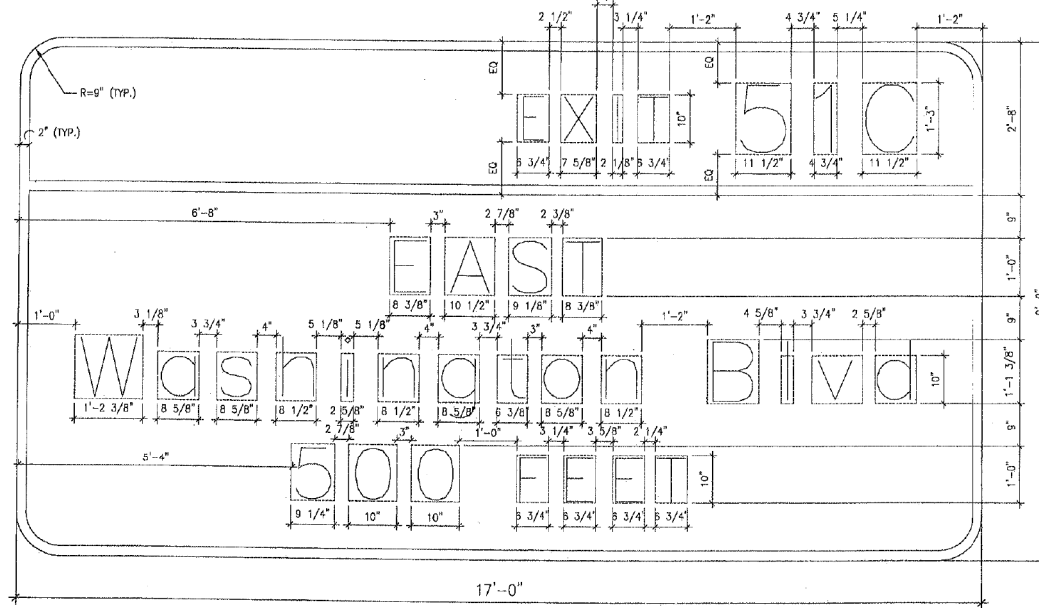
SHEET NO. 47 OF 87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	259
CONTRACT NO. 60X95				
ILLINOIS FED. AID PROJECT				

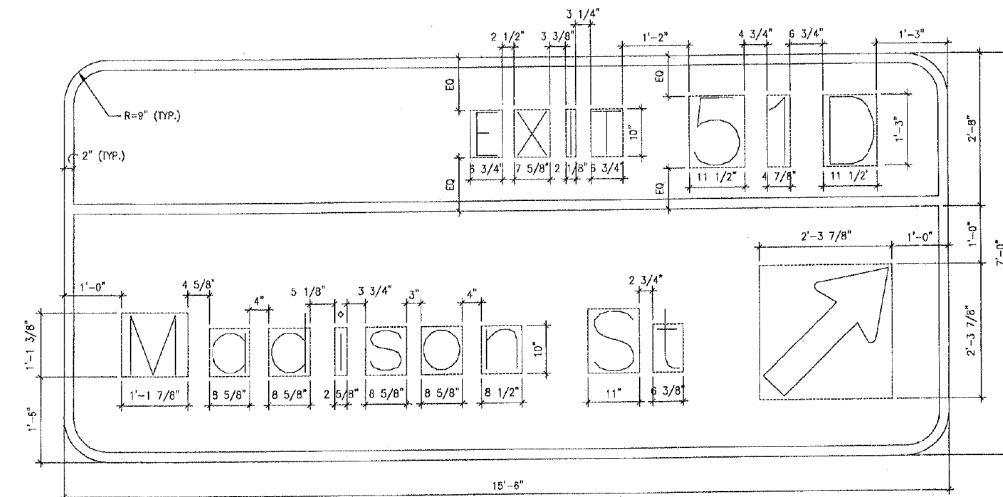
FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEETS	NO.
1420	0101.2-4B-R	COOK	147	110
FED. ROAD DIST.		ILLINOIS FED. AID PROJECT		

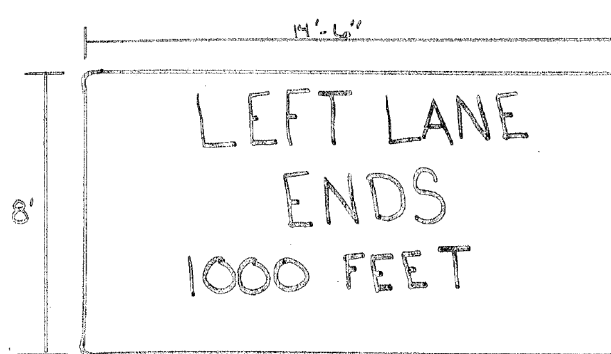
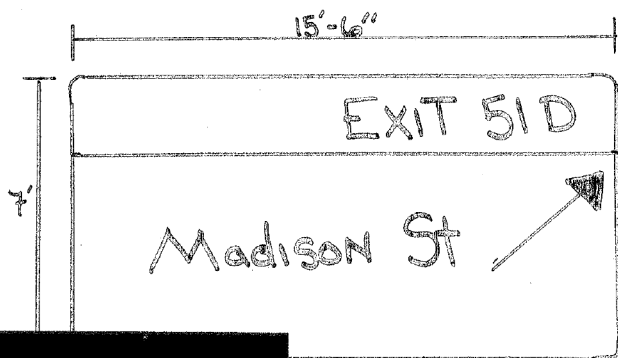
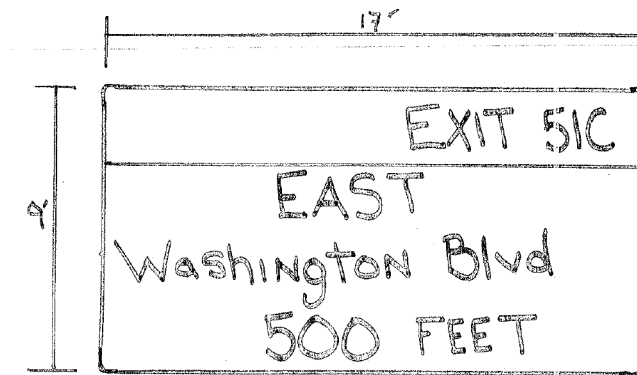
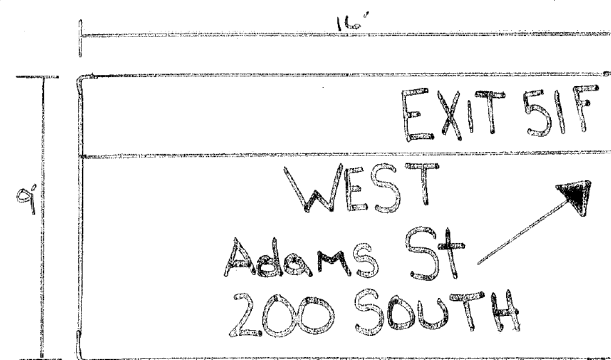
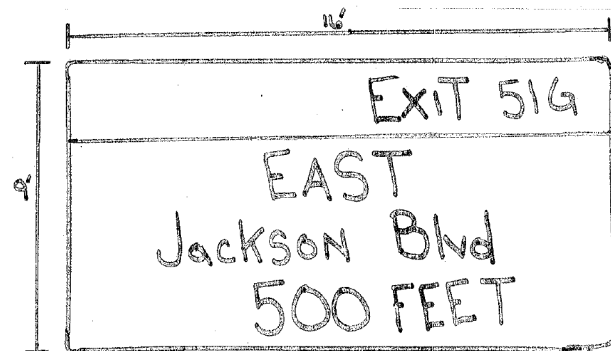


D7 NORTHBOUND SIGNAGE: BMN-1
SCALE: 3/4"=1'-0"



D2 NORTHBOUND SIGNAGE: BMN-2
SCALE: 3/4"=1'-0"

NOTE: SIGNS ARE WHITE LEGEND ON GREEN BACKGROUND.
SIGN FACE AND LEGEND TO BE REFLECTORIZED.



DESTEFANO KEATING
ARCHITECTS INCORPORATED
ARCHITECTURE
445 East Illinois Street
Chicago, Illinois

AS-BUILT DRAWINGS AS PREPARED BY
McHUGH CONSTRUCTION 9/25/06

BRIDGE MOUNTED S SHEET 3
MONROE STREET OVER I-9 KENNEDY EXPRESSWAY F.A.U. RTE. 1420, SEC. 0101, COOK COUNTY STA. 44+03.26 STR. NUM. 016-205.
Scale AS NOTED

0161700-60X95-S108-EXT.dgn

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EXISTING PLANS
STRUCTURE NO. 016-2054

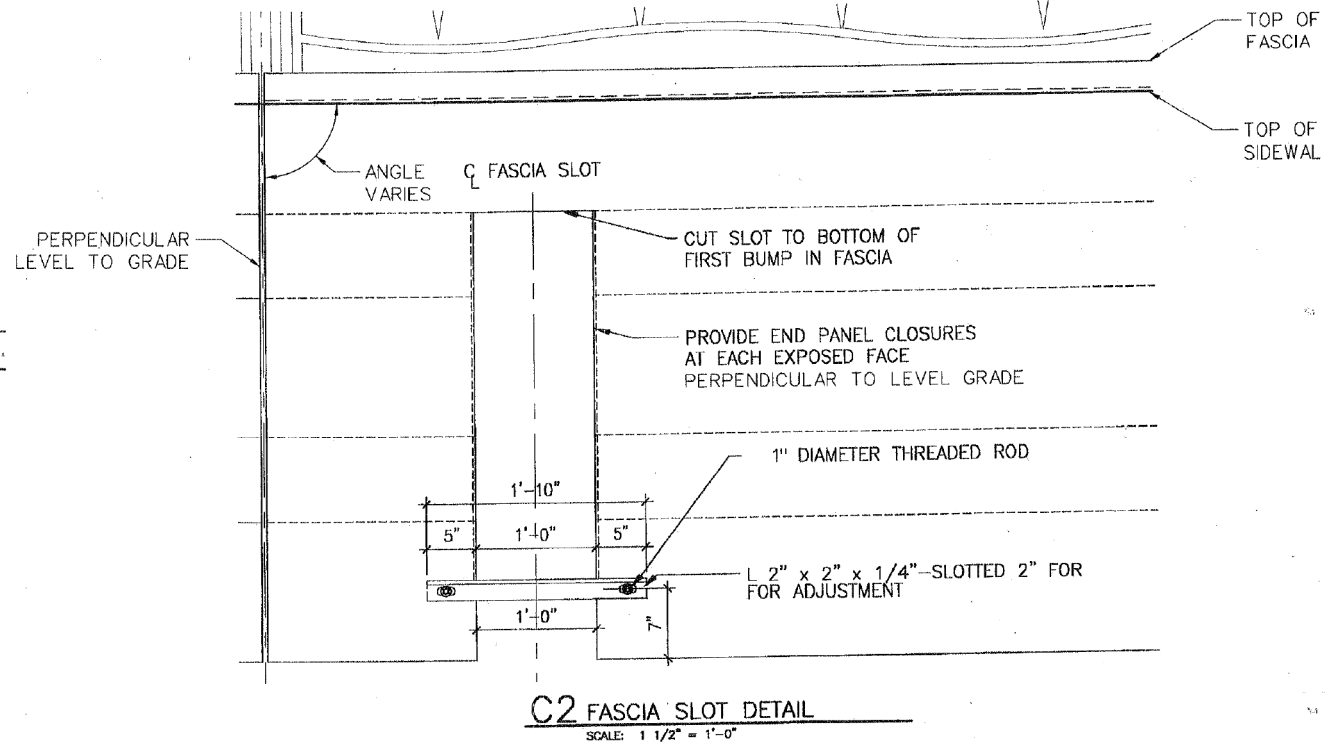
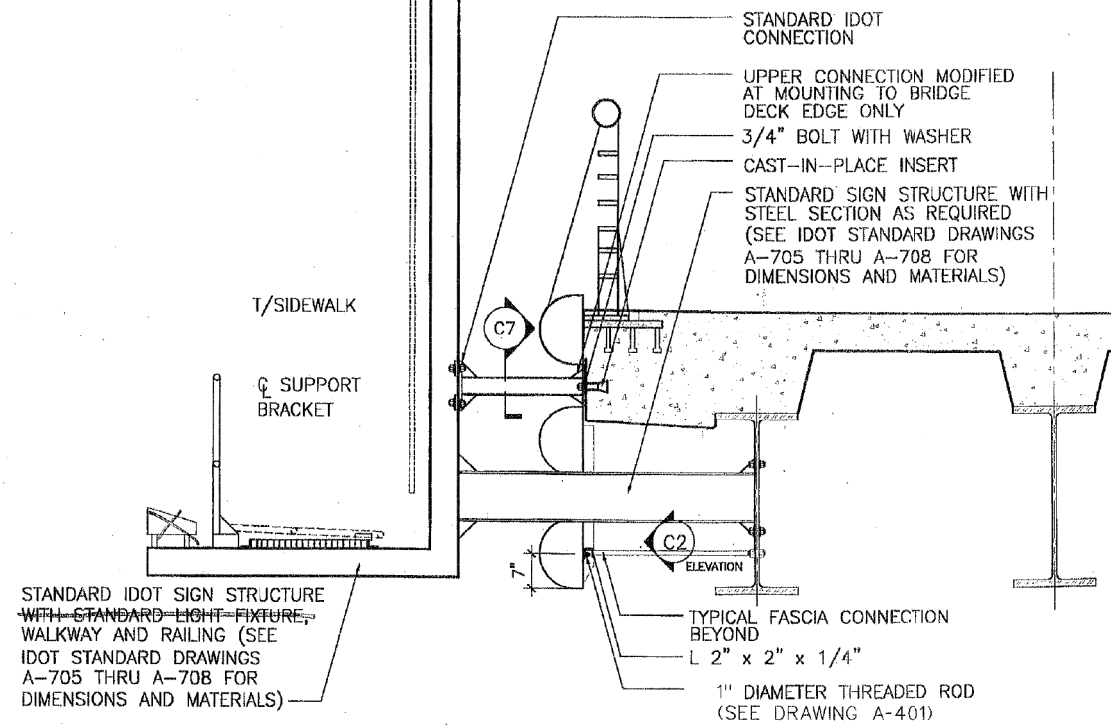
SHEET NO. 48 OF 87 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	260
CONTRACT NO. 60X95				
ILLINOIS FED. AID PROJECT				

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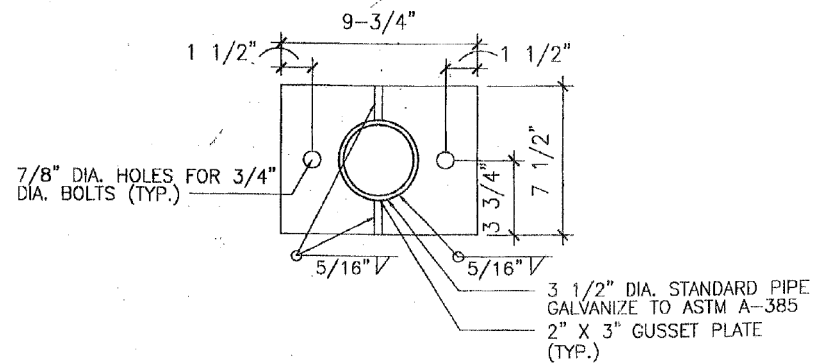
DEPARTMENT OF TRANSPORTATION

1420	0101.2-4B-R	COOK	147	111	SHEETS
FED. ROAD DIST.		ILLINOIS FED. AID PROJECT			

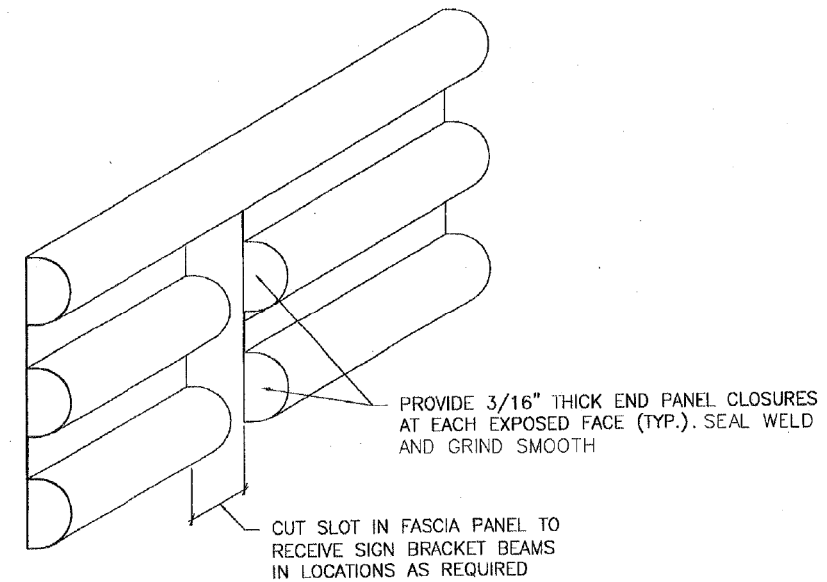


NOTE: ALL THREADED ROD CONFORMING TO ASTM A307, 3/4" X 12" LONG EACH WITH ONE PLATE WASHER AND LOCKNUT AND BE HOT DIP GALVANIZED PER ASHTO M232. THEY SHALL BE EITHER CAST INTO THE CONCRETE OR EPOXY GROUTED IN ACCORDANCE WITH SECTION 584 OF THE STANDARD SPECIFICATIONS. MINIMUM EMBEDMENT IN CONCRETE SHALL BE 9".

D6 BRIDGE MOUNTED SIGN-SECTION (TYP.)
SCALE: 3/4"=1'-0"



C7 SUPPORT BRACKET DETAIL



F3 FASCIA PANEL AT SIGN BRACKET- SCHEMATIC VIEW (TYP.)
SCALE: NONE

DE STEFANO + PARTNERS

ARCHITECTURE
AND ENGINEERING

AS-BUILT DRAWINGS AS PREPARED BY
McHUGH CONSTRUCTION, 9/25/06

BRIDGE MOUNTED SIGNS - SHEET 4

MONROE STREET OVER I-90/94
KENNEDY EXPRESSWAY
F.A.U. RTE. 1420, SEC. 0101.2-4B-R
COOK COUNTY
STA. 44-03.26

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054

SHEET NO. 49 OF 87 SHEETS

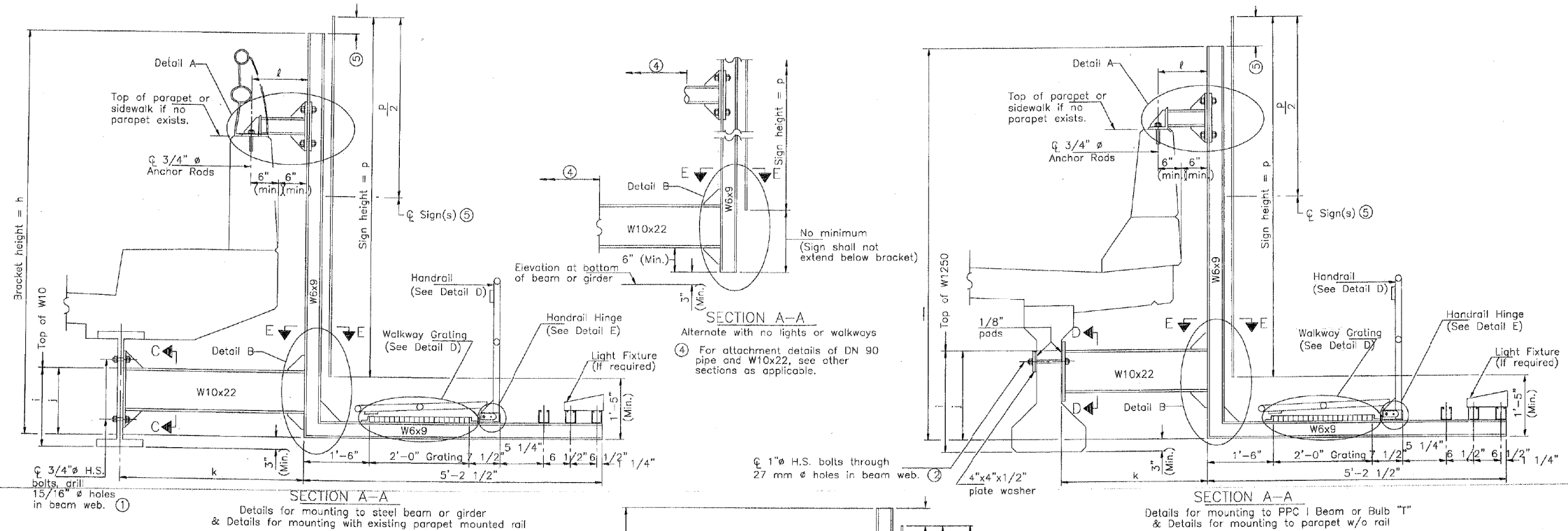
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	261
CONTRACT NO. 60X95				

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ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHE
1420	0101.2-4B-R	COOK	147	113	
FED. ROAD DIST.		ILLINOIS	FED. AID PROJECT		



Structure Number	Station	h (12'-0" max.)	i	j	k max. (10'-0" max.)	ϕ max. (8'-0" max.)	p (10'-10" max.)
BMS-1 (1B01B094R051.3-003)	3 + 30.93	12'-11"	2'-2"	1'-11"	8'-0"	VARIES**	12'-0"
BMS-2 (1B01B094R051.3-002)	2 + 90.68	10'-11"	2'-2"	1'-11"	6'-0"	2'-11 1/2"	10'-0"
BMS-3 (1B01B094R051.3-004)	2 + 78.60	10'-11"	2'-2"	1'-11"	6'-0"	2'-11 1/2"	10'-0"
BMN-1 (1B01B094L051.3)	4 + 83.72	9'-11"	2'-2"	1'-11"	6'-0"	VARIES**	9'-0"
BMN-2 (1B01B094L051.3-002)	5 + 19.89	7'-11"	2'-2"	1'-11"	6'-0"	2'-11 1/2"	7'-0"

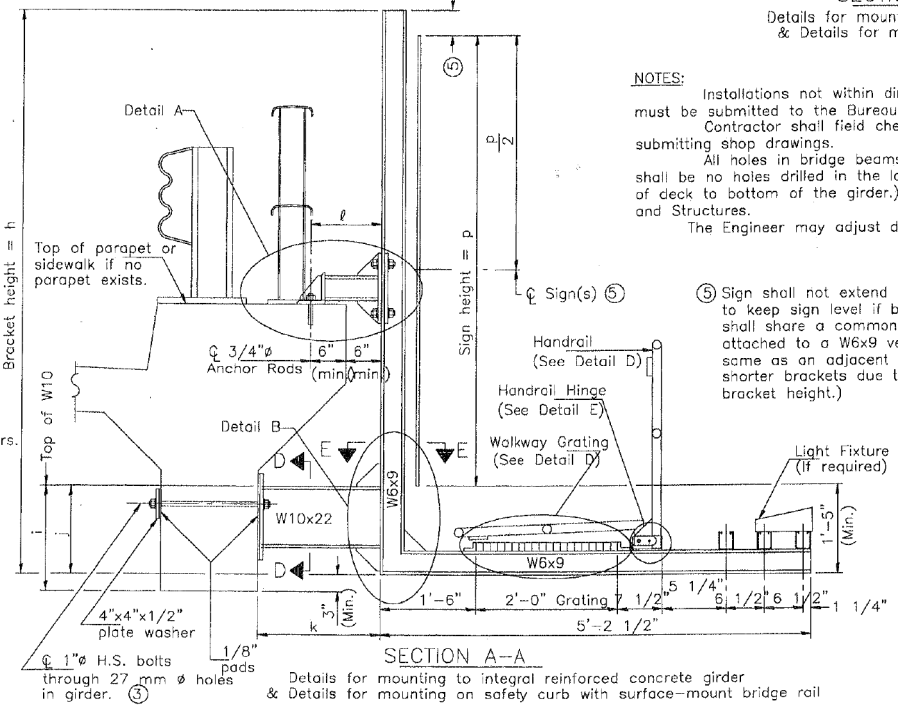
- For Details A & B, Sections C-C, D-D and E-E, see Base Sheet A-707.
For Details D & E, see Base Sheet A-708.
- * NOTE: DISTANCE h IS MEASURED FROM THE EDGE OF DECK TO BACK OF W6x9. THIS IS DUE TO THE MODIFIED SUPPORT DETAIL D6/A-704.
- ** NOTE: DISTANCE p VARIES WITH THE PLAN CURVATURE OF THE DECK CANTILEVER. CONTRACTOR SHALL VERIFY THESE LENGTHS BASED ON FIELD MEASUREMENTS.
- Holes in new steel members may be drilled in the fabrication shop or in the field. Field drill existing members.
 - For new PPC I beams, holes shall be formed during casting. For existing PPC I beams, prestressing strand locations shall be determined and spaced to miss strands by 6" min. Minimize spalling during field drilling of existing beams.
 - For new construction, form holes. For existing RC beams, locate primary reinforcement and space holes to miss by 6" minimum. Minimize spalling and concrete fracturing/damage during field drilling of existing concrete. Spalls over 1/4" deep or beyond the coverage of the 4x4 plate washer shall be repaired with epoxy mortar before installing washer.

NUMBER	REVISION	DATE

DESTEFANO KEATING
partners limited
Architects
469 West Monroe Street
Chicago, Illinois

NOTES:
Installations not within dimensional limits shown require special analysis for all compone must be submitted to the Bureau of Bridges and Structures for approval.
Contractor shall field check all pertinent existing bridge dimensions shown on plans bef submitting shop drawings.
All notes in bridge beams or girders should be located in the middle half of the memt shall be no holes drilled in the lower quarter of the member's depth. (For R.C. girder, depth of deck to bottom of the girder.) Proposed exceptions must be approved by the Bureau of Br and Structures.
The Engineer may adjust dimension "i" to meet the above condition and to keep the sig

⑤ Sign shall not extend more than 6" above top of bracket, and this dimension may v to keep sign level if bridge is on grade or vertical curve. Multiple signs of various small share a common horizontal centerline and use equal bracket heights. If no sig attached to a W6x9 vertical (bracket only supporting walkway), dimension h shall be same as an adjacent bracket with a sign attached, unless Engineer specifically direct shorter brackets due to locational restraints on future uses. (See Detail A for mini bracket height.)



BRIDGE MOUNT SIGN STR
WALKWAY AND CONNECTION
WONROE STREET OVER I-9
KENNEDY EXPRESSWAY
F.A.U. RTE. 1420, SEC. 0101.
COOK COUNTY
STA. 4+03.26
STR. NUM. 016-2054
Scale: AS NOTED

AS-BUILT DRAWINGS PREPARED
BY McHUGH CONSTRUCTION.
9/25/06

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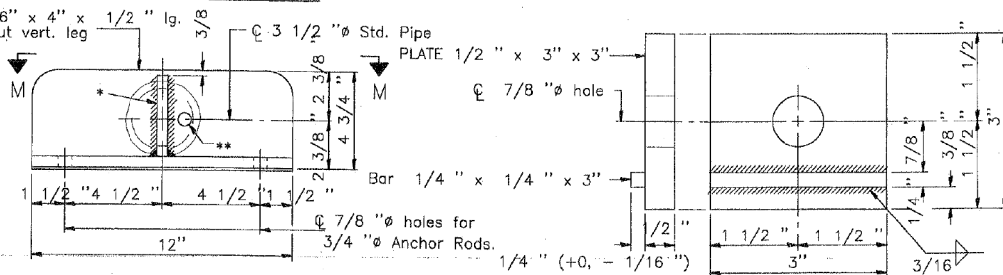
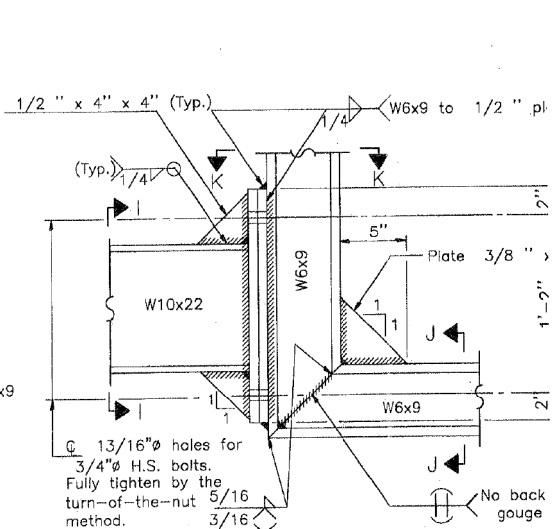
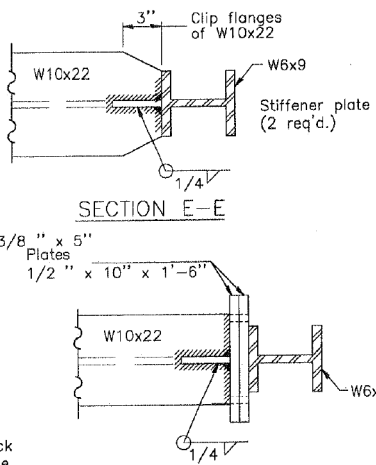
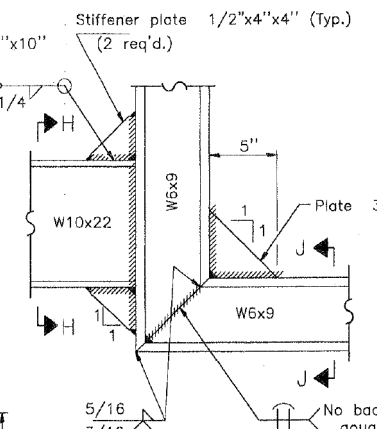
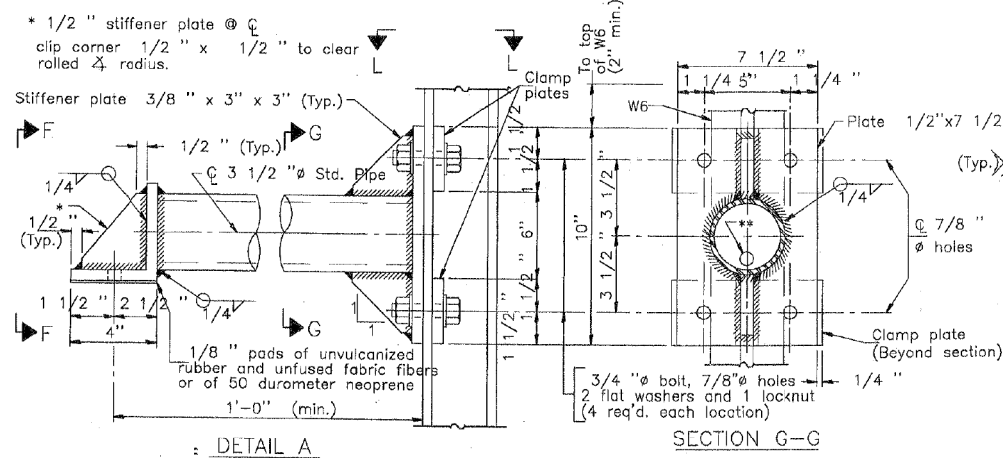
EXISTING PLANS
STRUCTURE NO. 016-2054
SHEET NO. 51 OF 87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	263
CONTRACT NO. 60X95				
ILLINOIS FED. AID PROJECT				

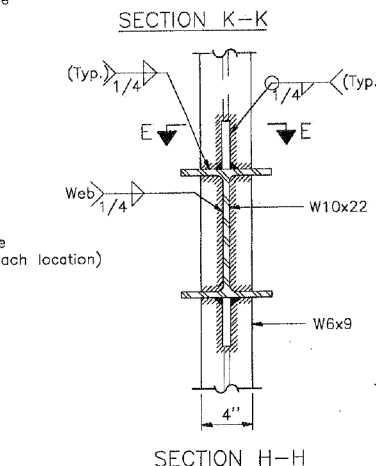
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

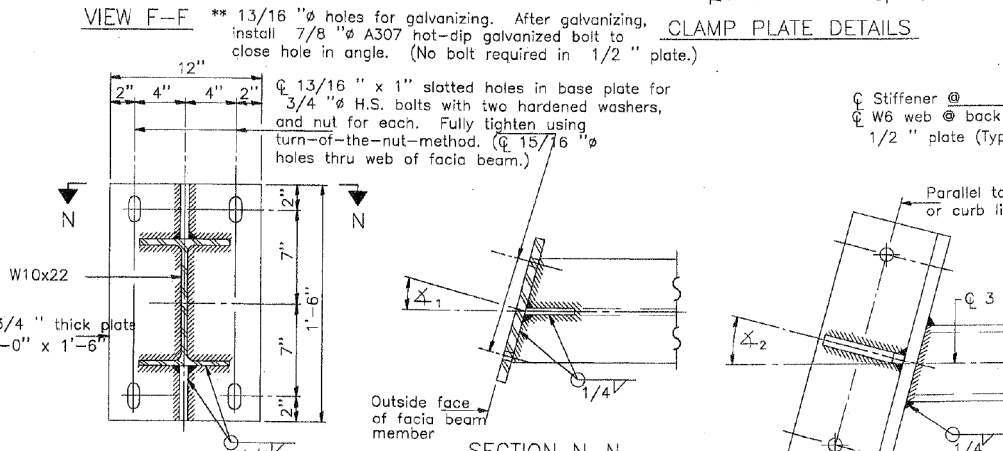
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
1420	0101.2-4B-R	COOK	147	114	SHEET
FED. ROAD DIST.		ILLINOIS FED. AID PROJECT			



DETAIL B - WELDED
W10x22 TO W6x9 CONNECTION



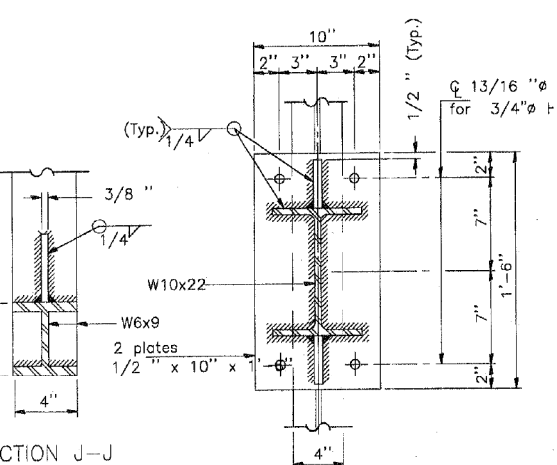
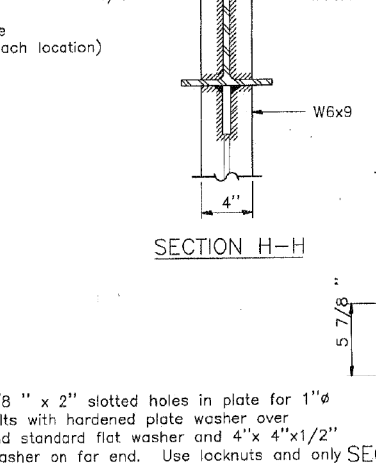
DETAIL B - ALTERNATE BOLTED
W10x22 TO W6x9 CONNECTION
Alternate may be substituted by contractor to facilitate construction or galvanizing, especially on long struts for skewed bridges.



SECTION C-C
Steel beam or girder connection plate details

SECTION N-N
Skewed connection detail for W10x22 to fascia beam.

SECTION M-M
Skewed connection detail for 3 1/2\"/>

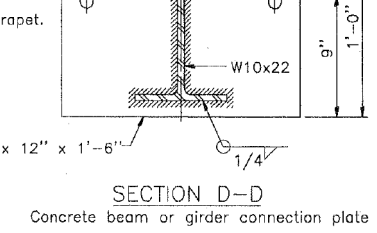


SECTION I-I
Cross-section showing W10x22 beam, W6x9 stiffener, and 1 1/2\"/>

Note: For constant slab overhang at fascia beam, $\Delta_1 = \Delta_2 =$ sign angle. For flared beams or other special cases where $\Delta_1 = \Delta_2$, $\Delta_1 =$ sign angle.

NUMBER	REVISION	DATE

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partners limited
ARCHITECTS
408 South LaSalle Street
Chicago, Illinois



SECTION D-D
Concrete beam or girder connection plate details.

BRIDGE MOUNT SIGN STRUCT
CONNECTION DETAILS
MONROE STREET OVER I-90/
KENNEDY EXPRESSWAY
F.A.U. RTE. 1420, SEC. 0101.2--
COOK COUNTY
STA. 4+03.26
STR. NUM. 016-2054
Scale: AS NOTED

AS-BUILT DRAWINGS PREPARED
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9/25/06

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DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054
SHEET NO. 52 OF 87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	264
CONTRACT NO. 60X95				
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY

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- 3 LOCATION PLAN AND SECTION
- 4 GENERAL PLAN
- 5 PAVED PLAN
- 6 BORING DATA
- 7 STREET FINISHING PLAN
- 8 DIMENSIONS AND STEEL DETAILS
- 9 STRUCTURE DETAILS
- 10 STRUCTURE DETAILS
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- 50 SYPHON INLET CHAMBER - STRUCTURAL DETAILS
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- 59 CLOSURE COLLAR ASSEMBLY AND REINFORCEMENT DETAILS

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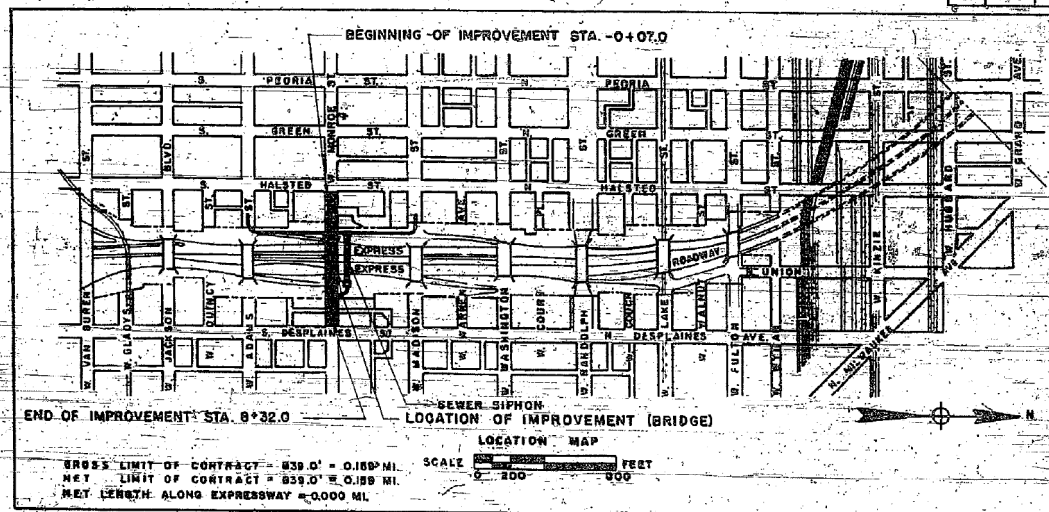
NORTHWEST ROUTE SUPERHIGHWAY

PLANS FOR
MONROE ST. BRIDGE
SECTION 0101.2 - 4B

F.A. ROUTE NO. 173 PROJECT UI-265(6)

SUMMARY OF QUANTITIES SECTION 0101.2 - 4B

ITEM NO.	UNIT	QUANTITIES	DESCRIPTION	ITEM NO.	UNIT	QUANTITIES	DESCRIPTION
1	CU. YD.	28,200	SPECIAL EXCAVATION	30	TON	180	BITUMINOUS SAND GRADE
2	CU. YD.	800	CLASS 2 EXCAVATION FOR STRUCTURES	31	TON	280	BITUMINOUS SAND GRADE
3	CU. YD.	8,000	BACKFILL	32	L. FT.	808	METAL WEARERS
4	CU. YD.	1,800	CLASS 2 CONCRETE	33	L. FT.	1,178	CONCRETE CURB
5	LB.	310,000	REINFORCEMENT BARS	34	L. FT.	1,000	CONCRETE CURB
6	LB.	1,000,000	STRUCTURAL STEEL	35	L. FT.	4,800	MISCELLANEOUS IRON STRUCTURE
7	EACH	4	TEST PILES	36	L. FT.	50	8" INCH CAST IRON PIPE AND FITTINGS
8	L. FT.	18,700	FURNISHING CRESTED PILES OVER 30 FEET	37	50 YD.	340	PAVEMENT REMOVAL
9	L. FT.	4,800	FURNISHING CRESTED PILES, 30 TO 39 FEET	38	L. FT.	800	CURB REMOVAL
10	L. FT.	61,700	DRIVING THICKER PILES	39	50 FT.	6,300	SIDEWALK REMOVAL
11	50 YD.	5,000	PORTLAND CEMENT CONCRETE PAVEMENT, 8" THICK	40	LUMBER	180	CONCRETE SEWER, 18" DIA.
12	30 YD.	280	PORTLAND CEMENT CONCRETE BASE COURSE, 8" THICK	41	LUMBER	180	CONNECTION AT W. MADISON ST.
13	50 YD.	588	PORTLAND CEMENT CONCRETE BASE COURSE, 8" THICK	42	L. FT.	288	18" INCH REINFORCED CONCRETE PIPE SYPHON TYPE
14	50 FT.	10,000	PORTLAND CEMENT CONCRETE SIDEWALK	43	L. FT.	288	84" HIGH REINFORCED CONCRETE PIPE SYPHON TYPE
15	10 FT.	478	LONGITUDINAL CURB EXHAUSTION JOINTS	44	L. FT.	288	54" HIGH REINFORCED CONCRETE PIPE SYPHON TYPE
16	L. FT.	985	CONCRETE CURB AND GUTTER, TYPE 1	45	L. FT.	560	PIPE UNDERDRAIN, 8" DIA.
17	L. FT.	1,080	CONCRETE CURB, TYPE 4	46	L. FT.	560	80" HIGH REINFORCED CONCRETE PIPE SEWER
18	GAL.	328	BITUMINOUS MATERIALS (PRIME COAT)	47	L. FT.	180	CONCRETE SEWER, 18" DIA.
19	TON	28	LEVELLING SURFACE (SPECIAL METHOD)	48	LUMBER	180	CONNECTION AT W. MADISON ST.
				49	MONTH	12	PUMPING



PREPARED FOR
THE CITY OF CHICAGO
BY
H. W. LOCHNER AND CO.
CONSULTING ENGINEERS
PLANS APPROVED

BY THE STATE DIVISION OF HIGHWAYS

SEWER PLANS
BY
BUREAU OF ENGINEERING
SEWER PLANNING DIVISION

APPROVED AS TO SEWER ALTERATIONS AND ADDITIONS

[Signature]
DIRECTOR OF SEWERS
MARCH 1954

[Signature]
MARCH 1954

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
DATE MARCH 23 1954

APPROVED *[Signature]*
APPROVED *[Signature]*
APPROVED *[Signature]*
APPROVED *[Signature]*

THE DEPARTMENT OF
PUBLIC WORKS AND HIGHWAYS
DIVISION OF HIGHWAYS

APPROVED *[Signature]*
APPROVED *[Signature]*
DIRECTOR

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED *[Signature]*
DISTRICT ENGINEER DATE

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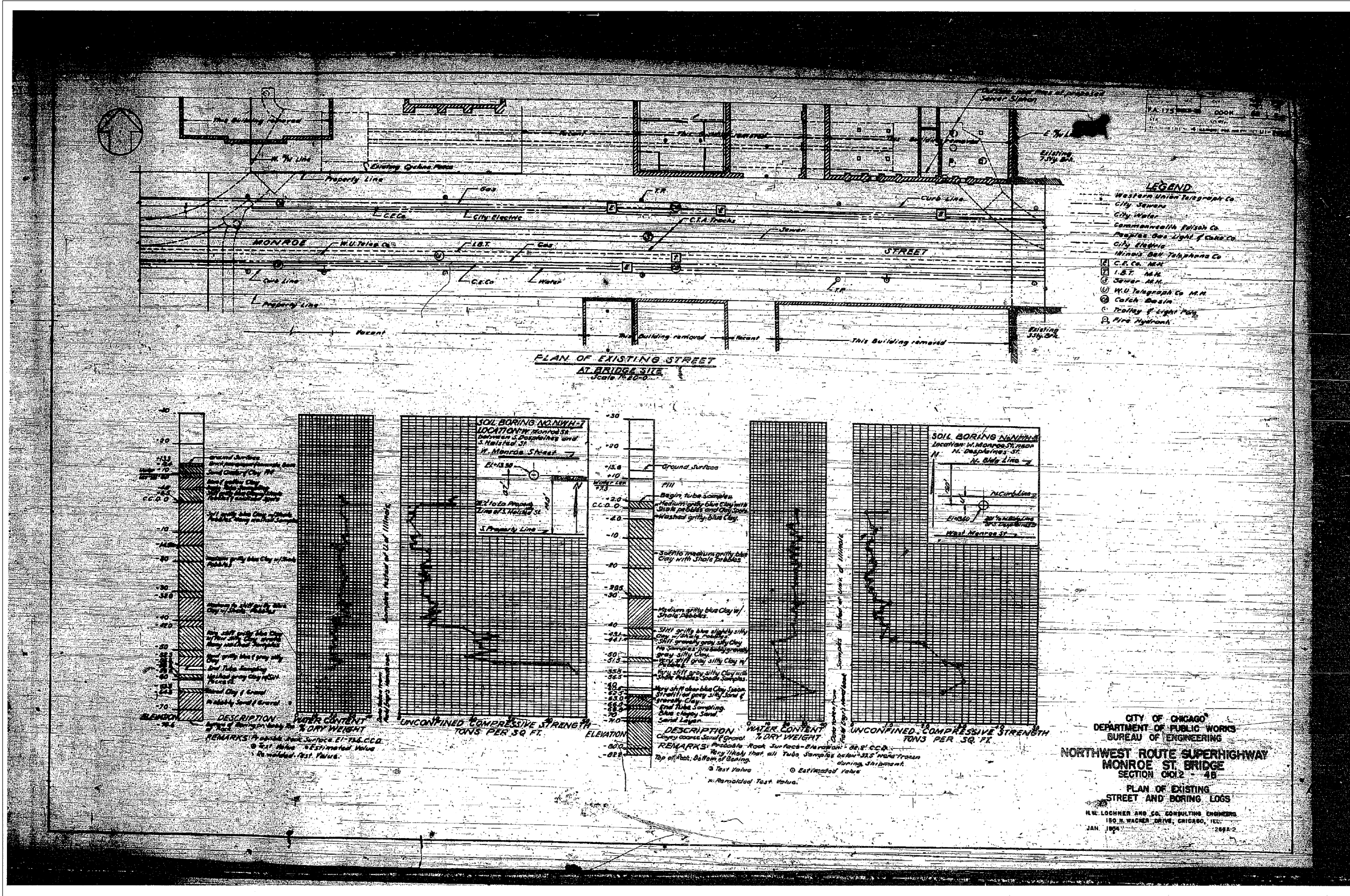
EXISTING PLANS
STRUCTURE NO. 016-2054

SHEET NO. 54 OF 87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	266
CONTRACT NO. 60X95				

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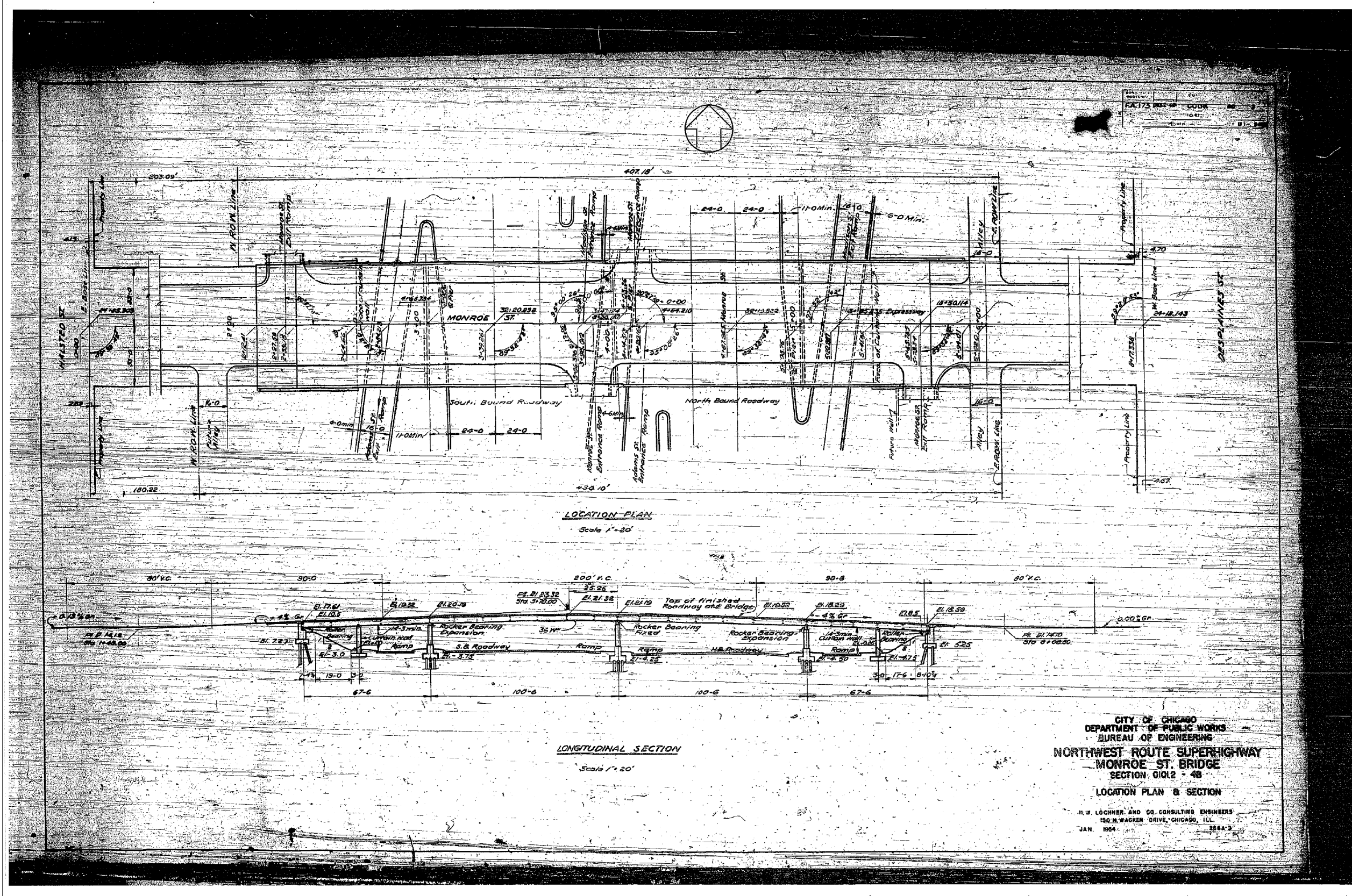
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EXISTING PLANS
STRUCTURE NO. 016-2054
SHEET NO. 55 OF 87 SHEETS

F.A.I. RT. 90/94	SECTION 2014-016R&B	COUNTY COOK	TOTAL SHEETS 378	SHEET NO. 267
CONTRACT NO. 60X95				
ILLINOIS FED. AID PROJECT				

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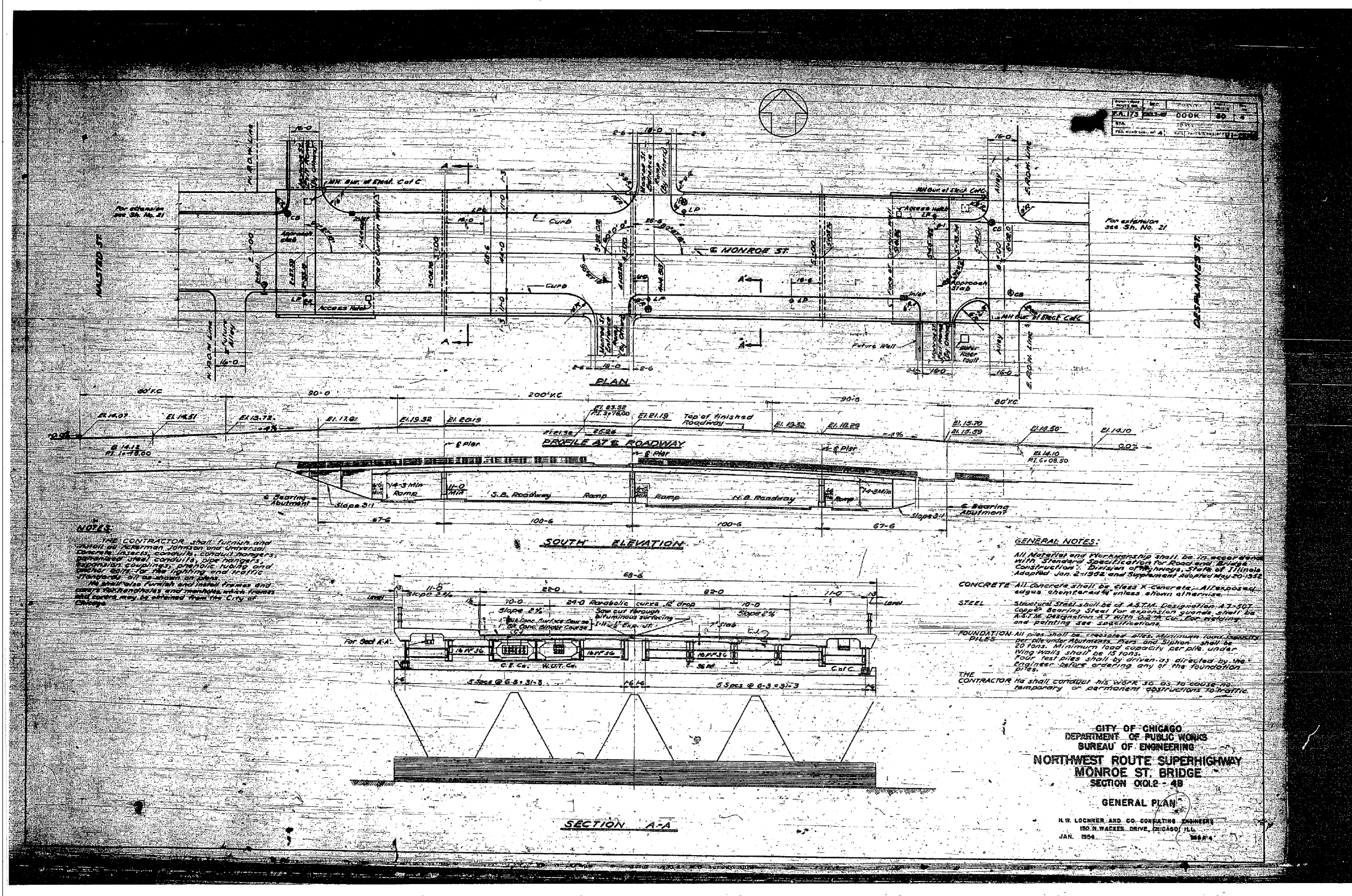
EXISTING PLANS
 STRUCTURE NO. 016-2054

SHEET NO. 56 OF 87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	268
				CONTRACT NO. 60X95

ILLINOIS FED. AID PROJECT

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NOTES:
 THE CONTRACTOR shall furnish and install all cast iron, galvanized and universal concrete inserts, conduits, conduit hangers, expansion joints, conduits, pipe hangers, expansion couplings, phenolic tubes and conduits for the lighting and traffic signals. All cast iron and steel frames and covers for manholes and manholes which frames and covers may be obtained from the City of Chicago.

GENERAL NOTES:
 All Materials and Workmanship shall be in accordance with Standard Specification for Road and Bridge Construction, Division of Highways, State of Illinois, Adopted Jan. 2, 1952 and Supplement Adopted May 20, 1952.
CONCRETE - All concrete shall be Class X Concrete. All exposed edges chamfered unless shown otherwise.
STEEL - Structural steel shall be of A.S.T.M. Designation A7-507. Copper Bearing Steel for expansion joints shall be A.S.T.M. Designation A7 with 0.2% Cu. For painting and painting see specifications.
FOUNDATION - All piles shall be treated piles. Minimum load capacity per pile under business bars and spikes shall be 20 tons. Minimum load capacity per pile under wing walls shall be 15 tons. Four test piles shall be driven as directed by the engineer before ordering any of the foundation piles.
 THE CONTRACTOR shall conduct his work so as to cause no temporary or permanent obstructions to traffic.

CITY OF CHICAGO
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF ENGINEERING
**NORTHWEST ROUTE SUPERHIGHWAY
 MONROE ST. BRIDGE
 SECTION 0102-4B**
GENERAL PLAN
 H. G. LOCHNER AND CO. CONSULTING ENGINEERS
 150 N. WACKER DRIVE, CHICAGO, ILL.
 JAN. 1954

0161700-60X95-5117-EXT.dgn

**PARSONS
 BRINCKERHOFF**

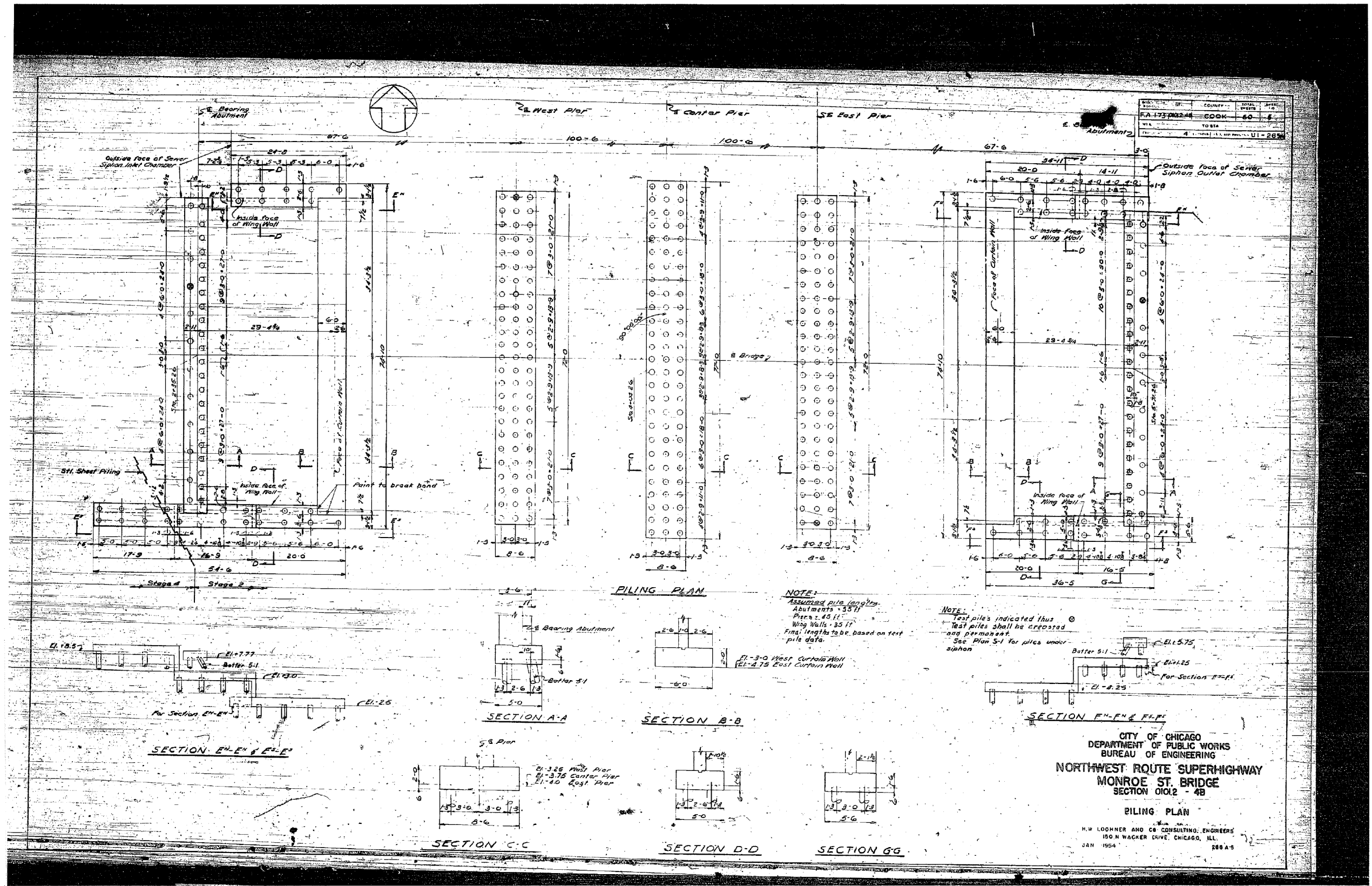
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PLOT DATE = 5/15/2017	DRAWN - DCP	REVISED -
	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
 STRUCTURE NO. 016-2054
 SHEET NO. 57 OF 87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	269
CONTRACT NO. 60X95				
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY



0161700-60X95-5118-EXT.dgn

**PARSONS
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	CHECKED - JIG	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**EXISTING PLANS
 STRUCTURE NO. 016-2054**

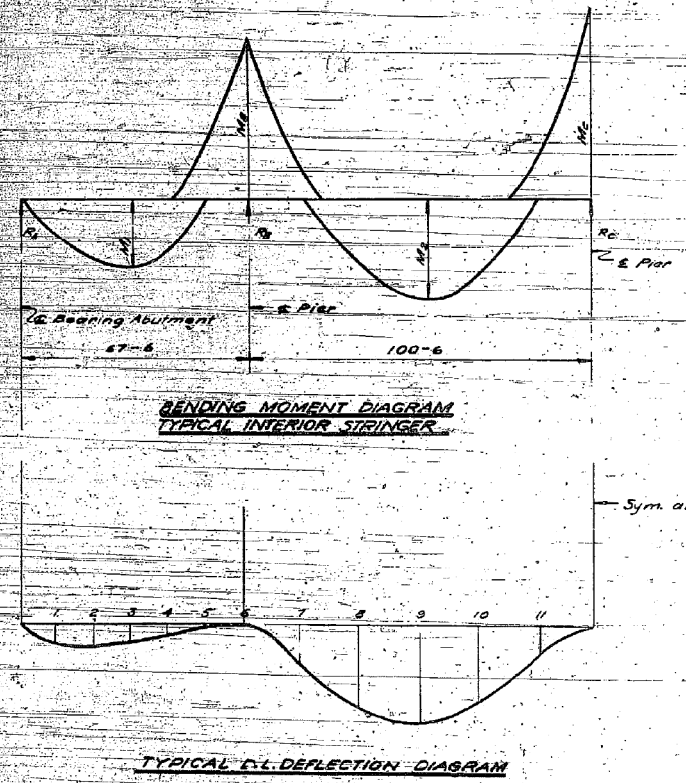
SHEET NO. 58 OF 87 SHEETS

F.A.I. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	270
			CONTRACT NO. 60X95	

ILLINOIS FED. AID PROJECT

FOR INFORMATION ONLY

FA173 0112-4B	COOK	80	3
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STRINGER	LOADING	MOMENTS IN K-FT				REACTIONS IN K			SECTION	SECTION DATA
		M ₁	M ₂	M ₃	M ₄	R ₁	R ₂	R ₃		
A	DL	-775	-1020	+286	+240	+253	102.5	116.9		
	RAMP DL	-197	-406	-67	+350	-30	8.9	96.5	36 WF 245	
	LL	-169	-203	+104	+135	+6.5	20.2	22.5	2C12 @ 17'-7 1/2"	S = 895.5 S = 130.2 WITH C23 S _{max} = 17450 p.s.i.
	RAMP LL	-34	-78	-14	+24	-0.4	1.5	13.2		
	TOTAL	-1290	-1974	+390	+145	+31.8	133.2	229.46		
B, C, D, E, F Max. Concl.	DL	-747	-958	+91	+349	244	99.0	112.4	36 WF 39	Comp. sect. S = 959 S _{max} 18850 p.s.i.
	LL	-502	-585	-552	+755	321	56.2	60.7		Comp. sect. S = 1000 S _{max} 1825 p.s.i.
	I	-131	-130	-123	-130	37	13.5	13.4	2C12 @ 13'-1 1/2"	Non comp. sect. S = 340 S _{max} 12700 p.s.i.
TOTAL	-1382	-1573	-966	-1225	71.2	168.7	186.5	2C12 @ 13'-1 1/2"	Non comp. sect. S = 1160 S _{max} 13500 p.s.i.	

NOTE:
LL figures for M₁ & M₂ include 2" bituminous concrete wearing surface & conduits. Comp. for section for M₃ & M₄ not applicable.

Deflection at	1	2	3	4	5	6	7	8	9	10	11
Stringers A	1/2	3/8	1/4	1/8	0	0	3/8	1/2	3/4	1	1/2
Stringers B	1/2	3/8	1/4	1/8	0	0	3/8	1/2	3/4	1	1/2
Stringers C	1/2	3/8	1/4	1/8	0	0	3/8	1/2	3/4	1	1/2
Stringers D	1/2	3/8	1/4	1/8	0	0	3/8	1/2	3/4	1	1/2
Stringers E	1/2	3/8	1/4	1/8	0	0	3/8	1/2	3/4	1	1/2
Stringers F	1/2	3/8	1/4	1/8	0	0	3/8	1/2	3/4	1	1/2

NOTES:
Loading: AASHTO H 20-516-44
Working stresses: Structural steel 18000 p.s.i.
Reinforcement 20000
Concrete 3300
Concrete without earth pres. 1400
Concrete with earth pres. 800
Bearing pres. on soil 1500 p.s.f. (Curlin Wall)
Design: AASHTO Standard Spec's for Highway Bridges 1958.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
NORTHWEST ROUTE SUPERHIGHWAY
MONROE ST. BRIDGE
SECTION 0112 - 4B
DESIGN DATA
H.W. LOCKNER AND CO. CONSULTING ENGINEERS
150 N. WACKER DRIVE, CHICAGO, ILL.
JAN 1964

0161700-60X95-5119-EXT.dgn

PARSONS BRINCKERHOFF

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	CHECKED - JIG	REVISED -

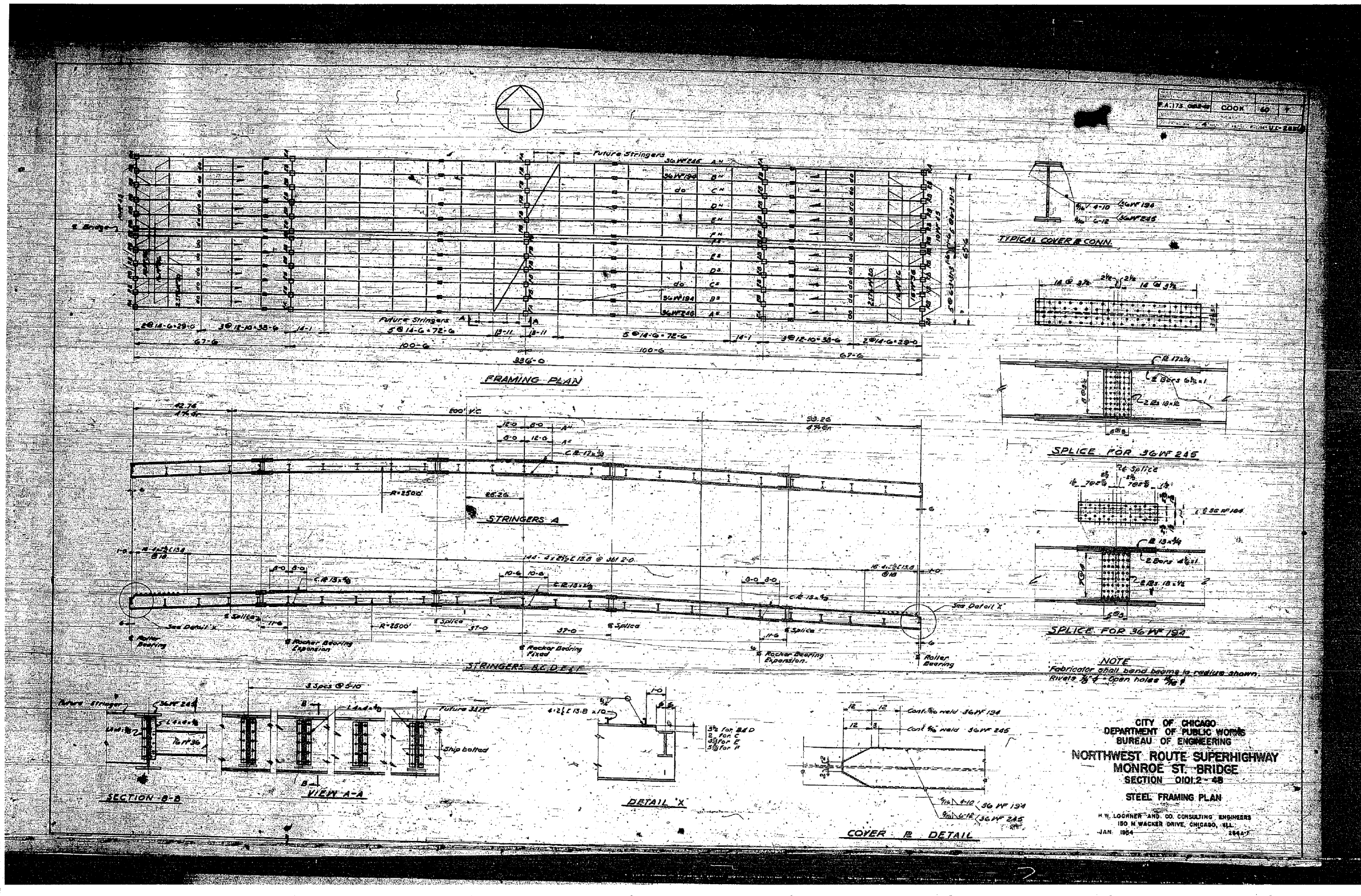
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054
SHEET NO. 59 OF 87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	271
CONTRACT NO. 60X95				

ILLINOIS FED. AID PROJECT

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0161700-60X95-S120-EXT.dgn

**PARSONS
BRINCKERHOFF**

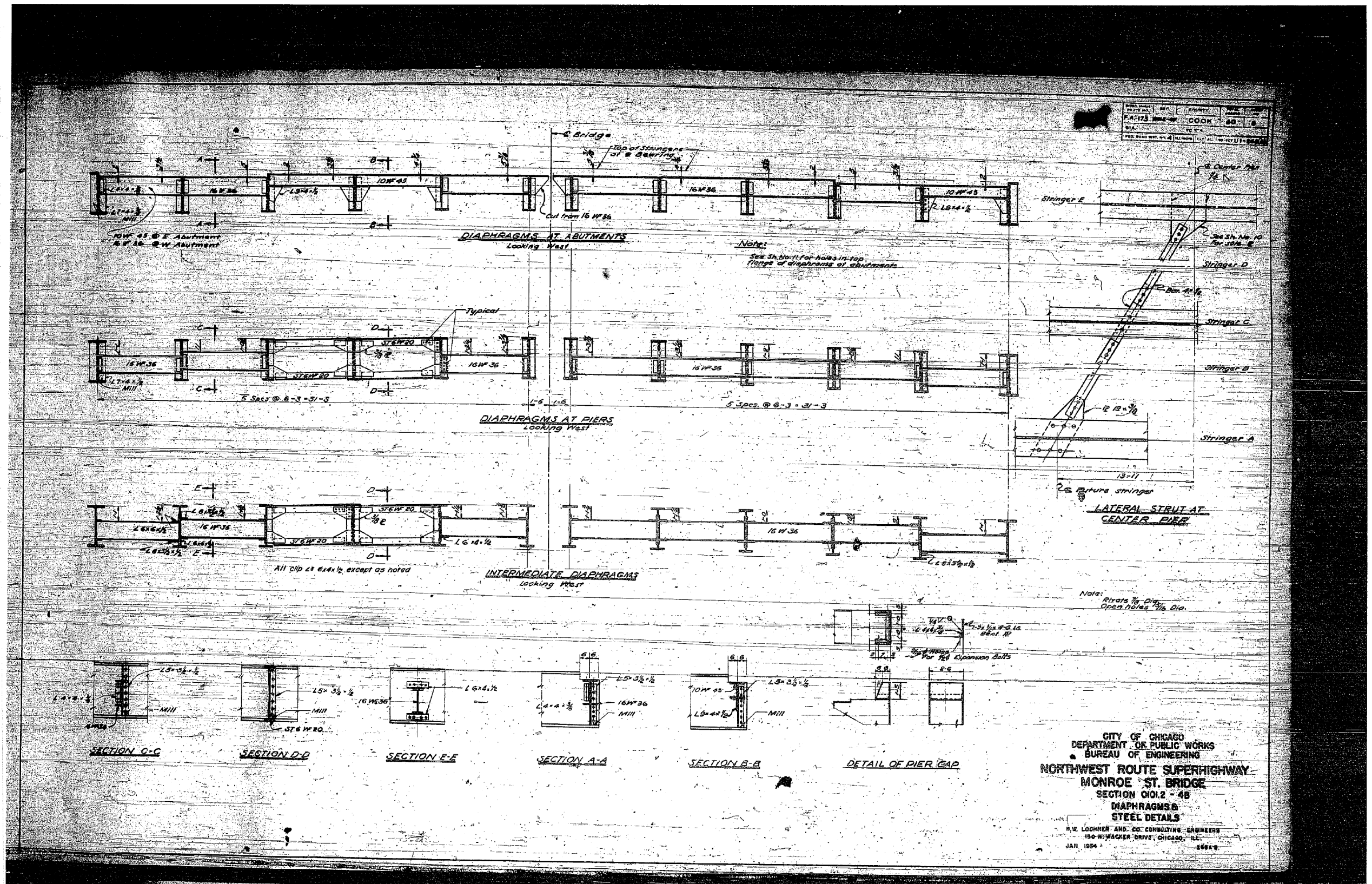
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PLOT DATE = 5/15/2017	DRAWN - DCP	REVISED -
	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054
SHEET NO. 60 OF 87 SHEETS

F.A.I. RT. = 90/94	SECTION = 2014-016R&B	COUNTY = COOK	TOTAL SHEETS = 378	SHEET NO. = 272
				CONTRACT NO. 60X95
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY



0161700-60X95-S121-EXT.dgn

PARSONS BRINCKERHOFF

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PLOT SCALE = N.T.S.	CHECKED -	REVISED -
PLOT DATE = 5/15/2017	DRAWN - DCP	REVISED -
	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

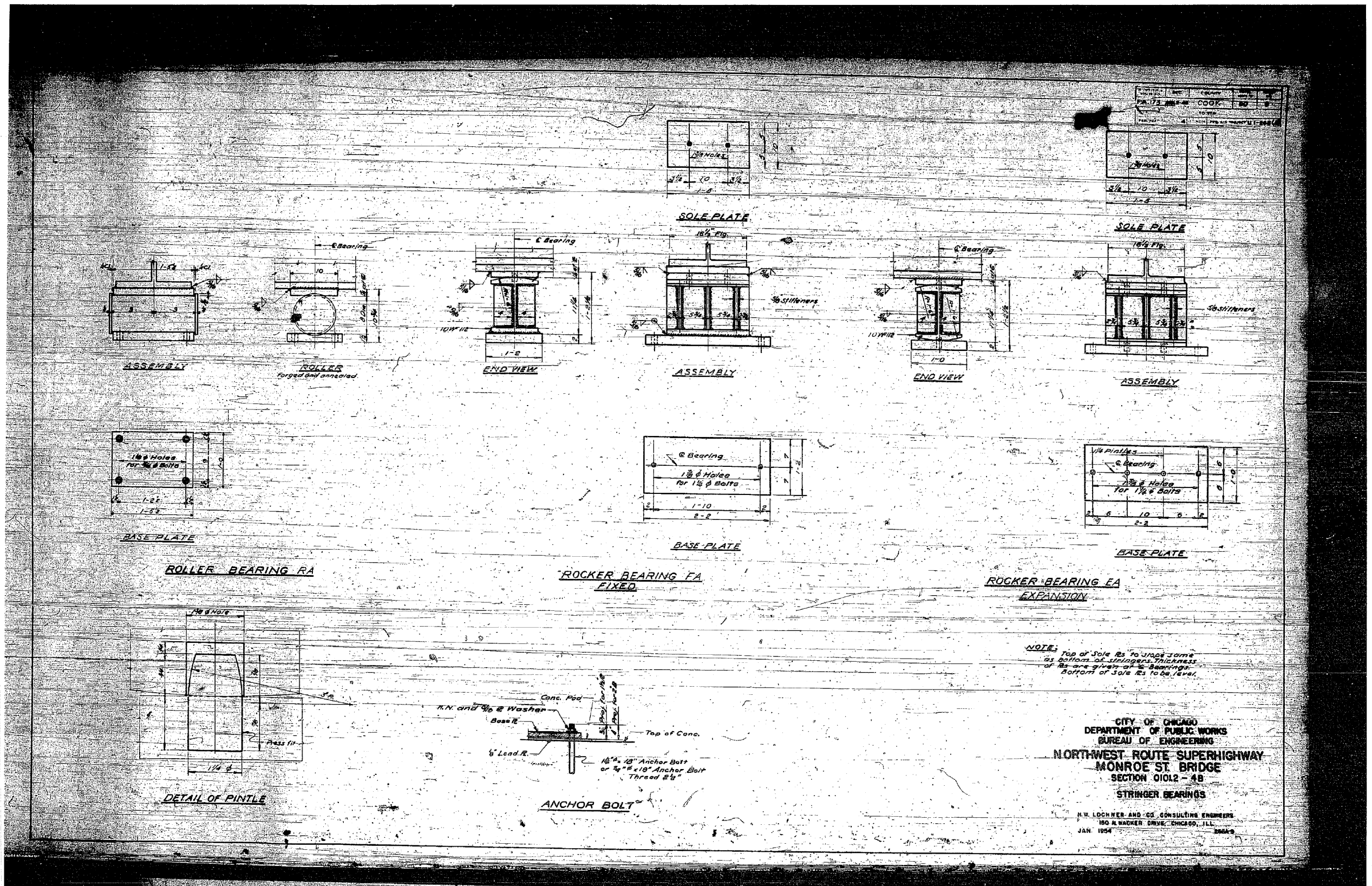
EXISTING PLANS
STRUCTURE NO. 016-2054

SHEET NO. 61 OF 87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	273
				CONTRACT NO. 60X95

ILLINOIS FED. AID PROJECT

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0161700-60X95-S122-EXT.dgn

**PARSONS
BRINCKERHOFF**

USER NAME = pateld	DESIGNED -	REVISED -
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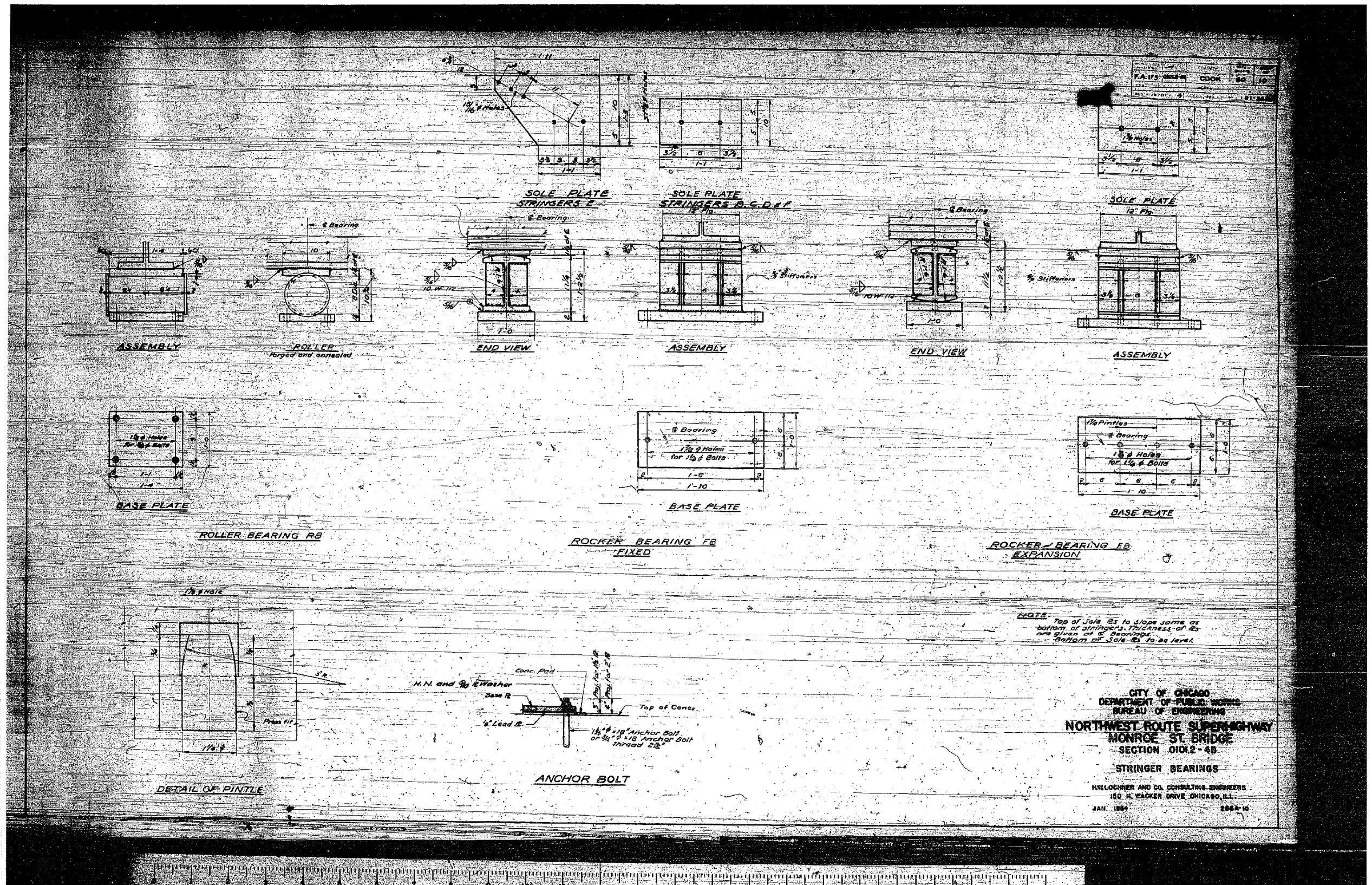
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054
SHEET NO. 62 OF 87 SHEETS

F.A.I. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	274
CONTRACT NO. 60X95				

ILLINOIS FED. AID PROJECT

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0161700-60X95-S123-EXT.dgn

PARSONS BRINCKERHOFF

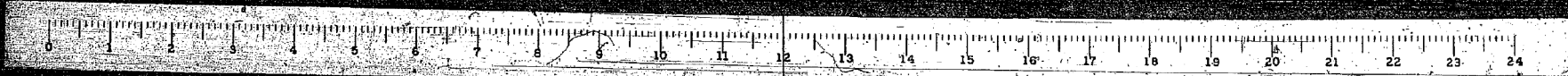
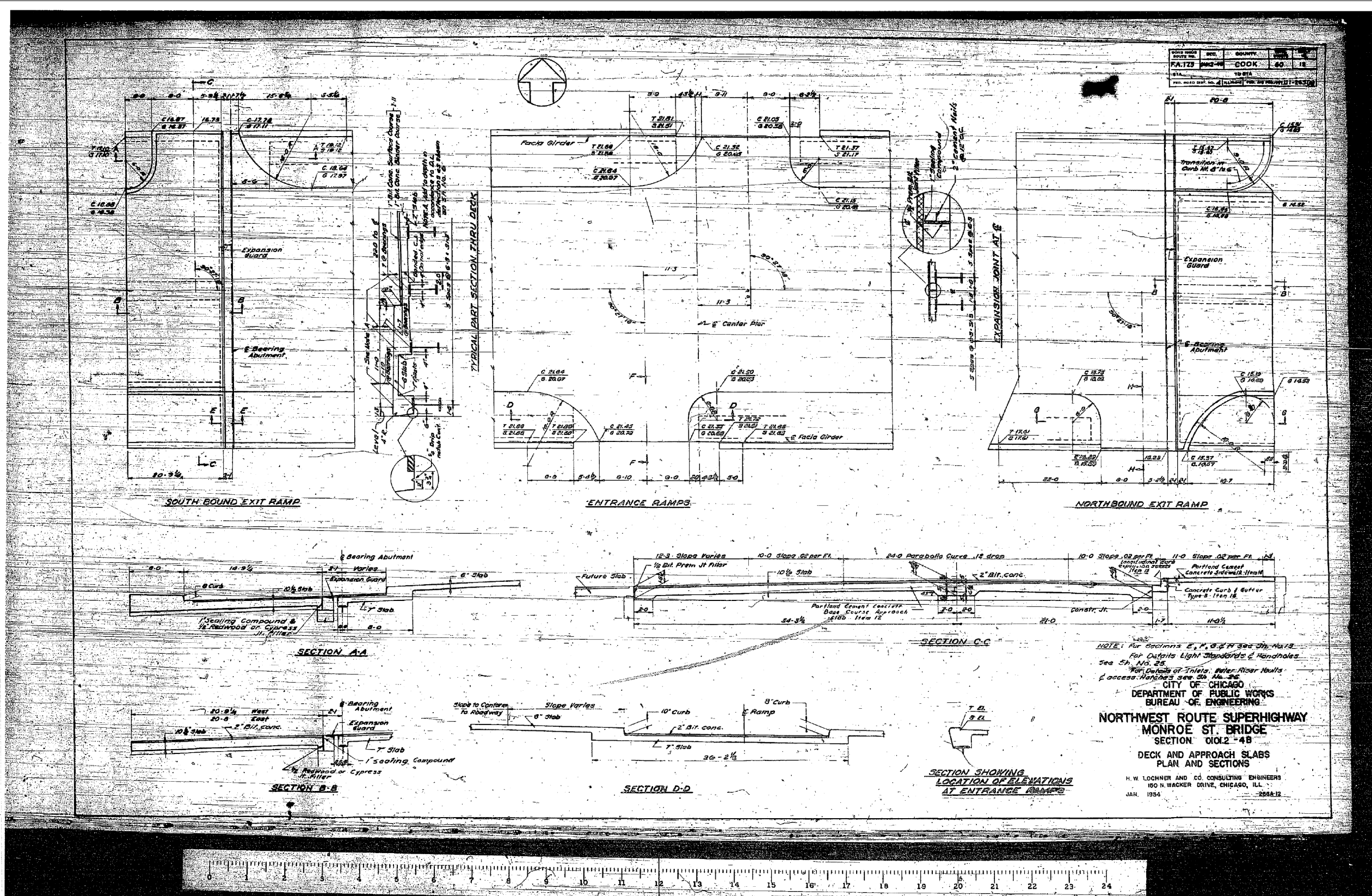
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	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054
 SHEET NO. 63 OF 87 SHEETS

F.A.I. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	275
			CONTRACT NO. 60X95	
ILLINOIS FED. AID PROJECT				

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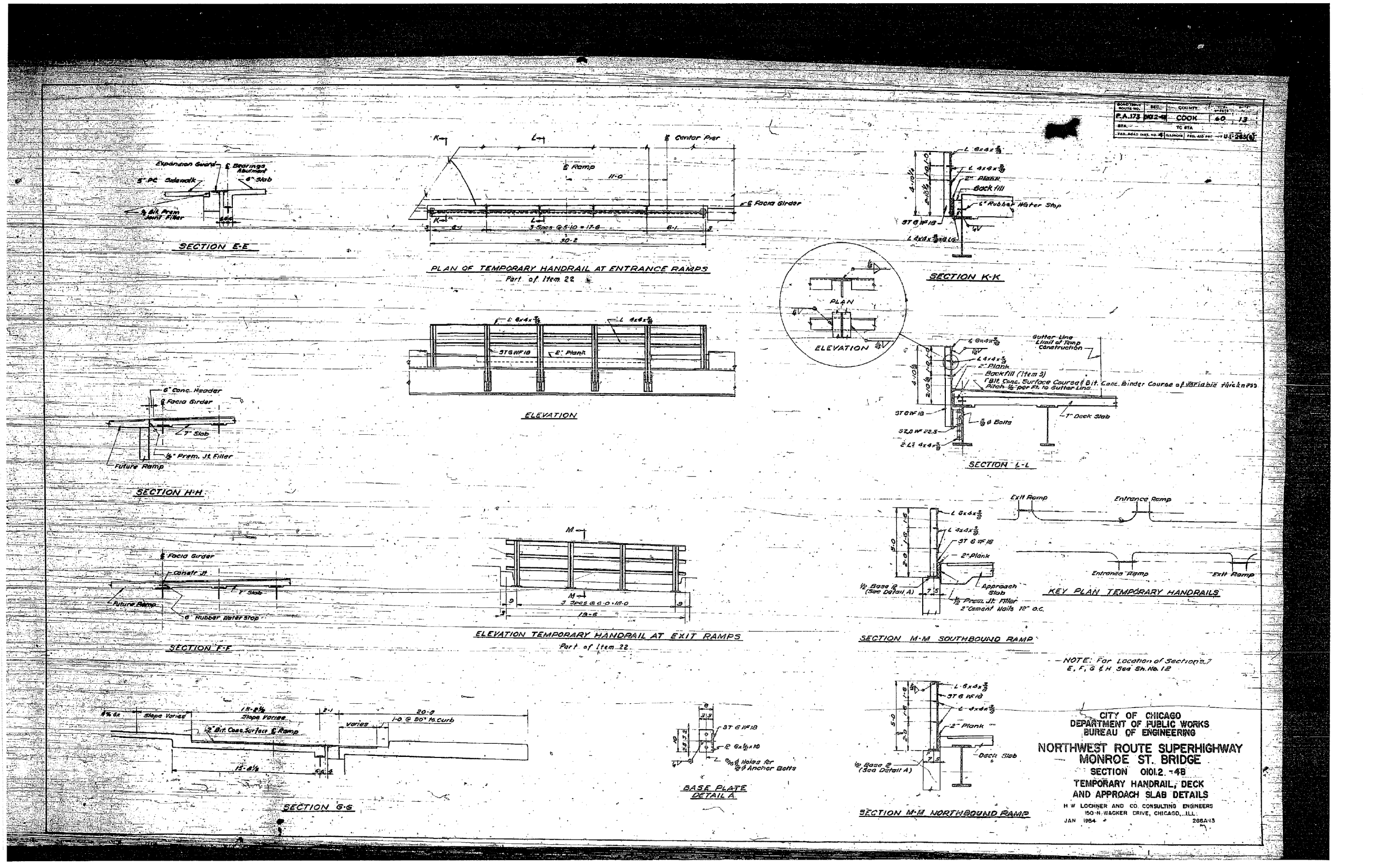
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054
 SHEET NO. 65 OF 87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	277
CONTRACT NO. 60X95				

ILLINOIS FED. AID PROJECT

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0161700-60X95-S126-EXT.dgn

**PARSONS
BRINCKERHOFF**

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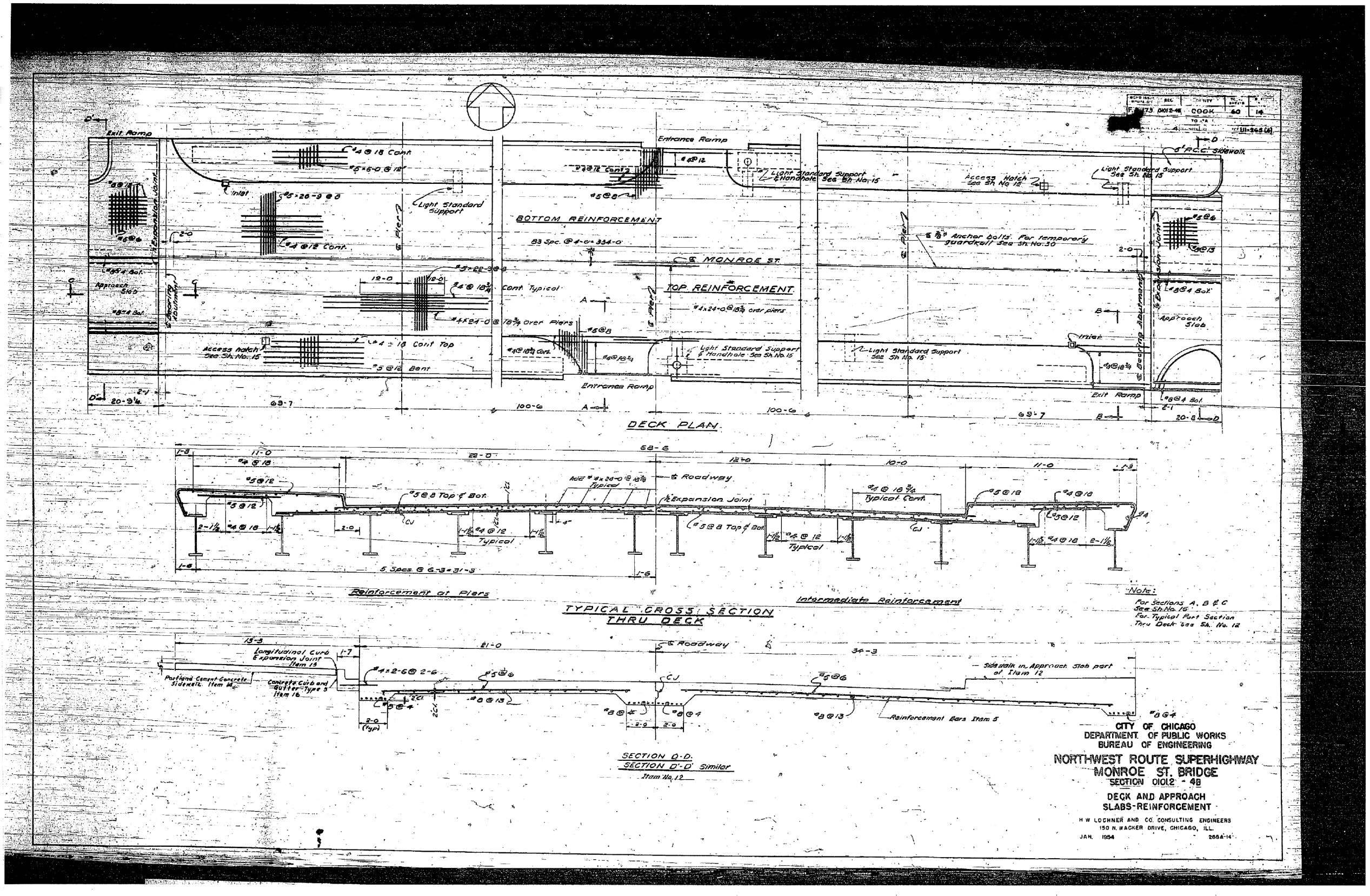
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054
SHEET NO. 66 OF 87 SHEETS

F.A.I. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	278
CONTRACT NO. 60X95				

ILLINOIS FED. AID PROJECT

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0161700-60X95-5127-EXT.dgn

**PARSONS
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USER NAME = pateld	DESIGNED -	REVISED -
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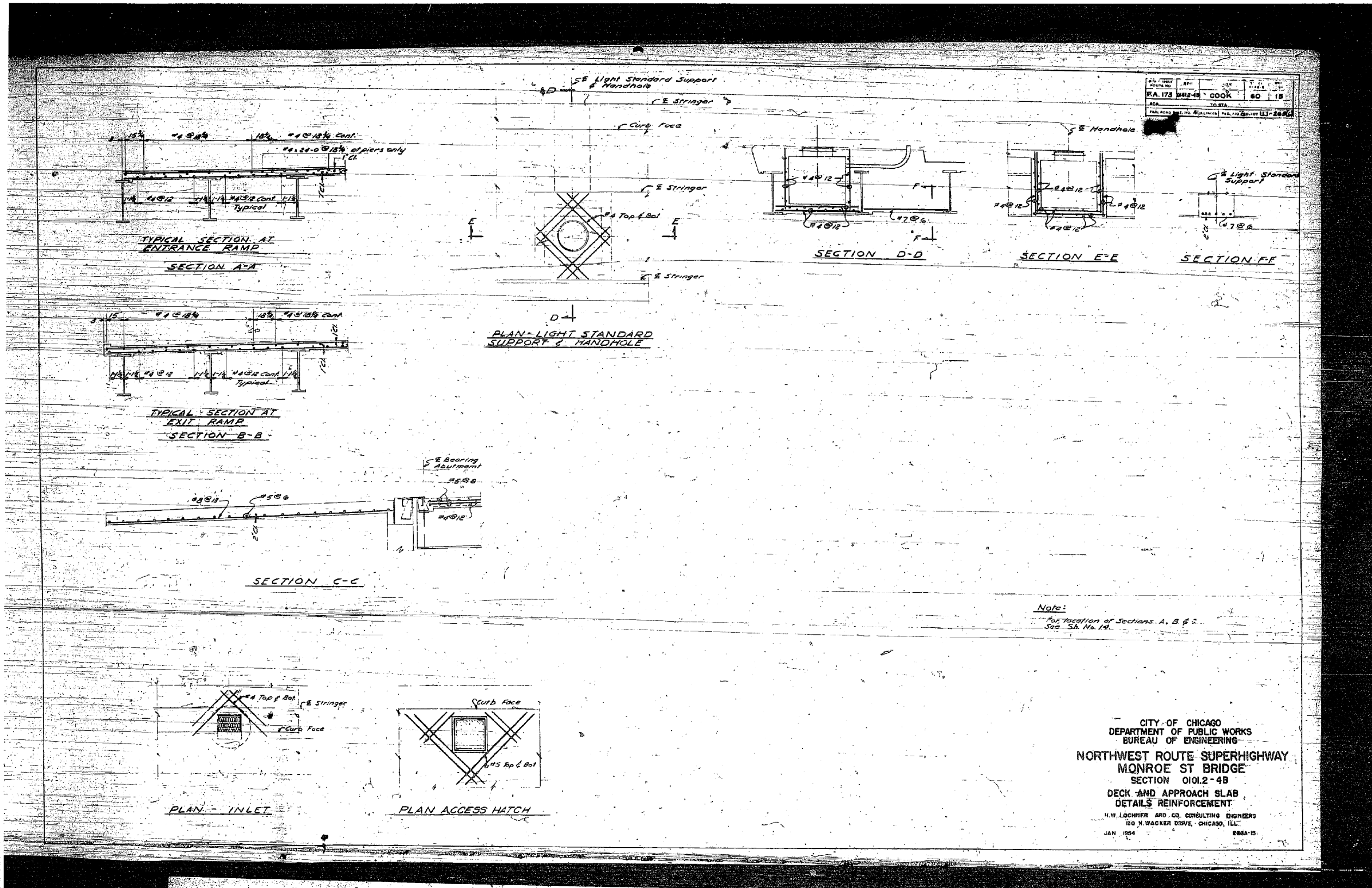
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054
SHEET NO. 67 OF 87 SHEETS

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	279
CONTRACT NO. 60X95				

ILLINOIS FED. AID PROJECT

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0161700-60X95-S128-EXT.dgn

**PARSONS
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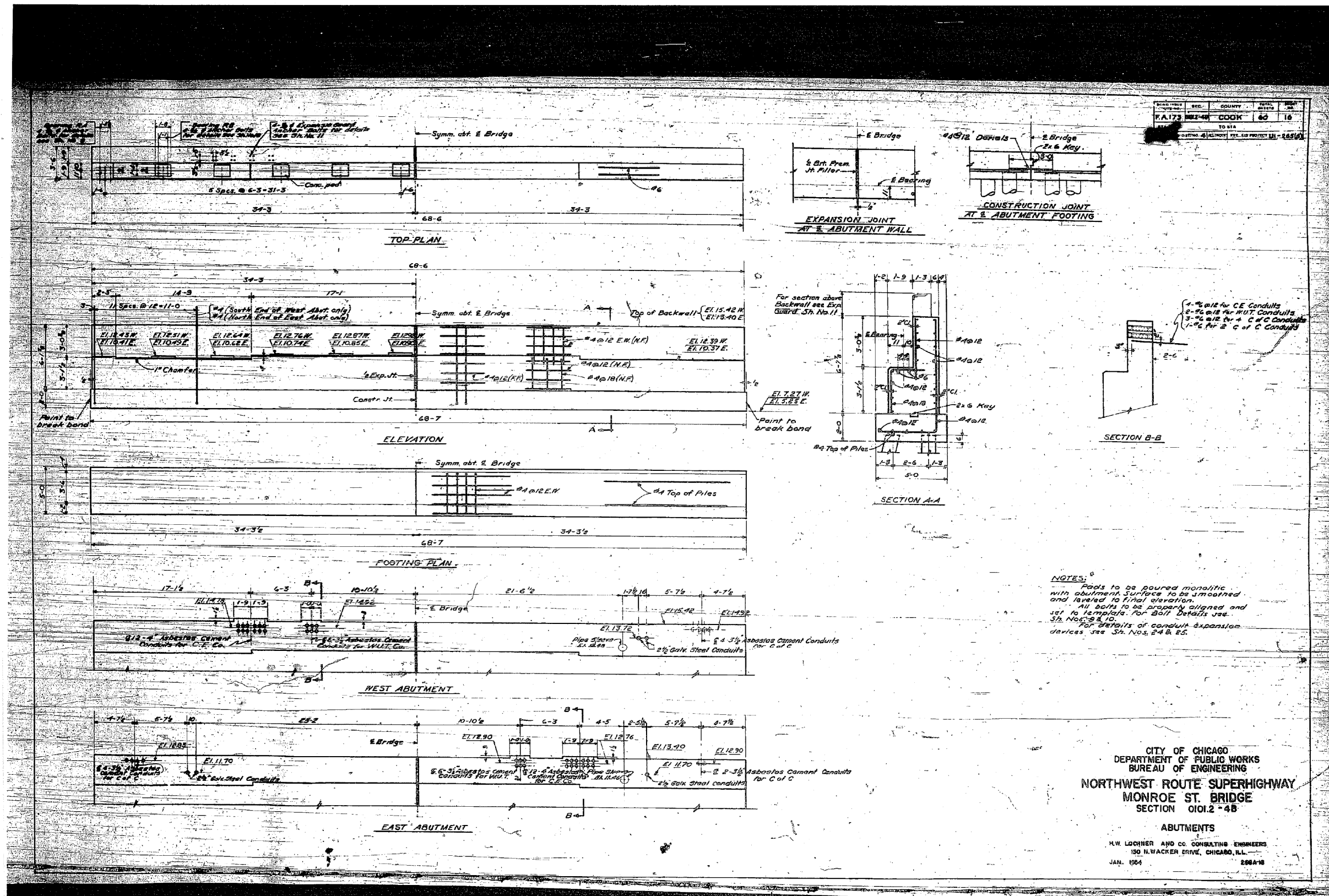
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054
SHEET NO. 68 OF 87 SHEETS

F.A.I. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	280
CONTRACT NO. 60X95				

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0161700-60X95-5129-EXT.dgn

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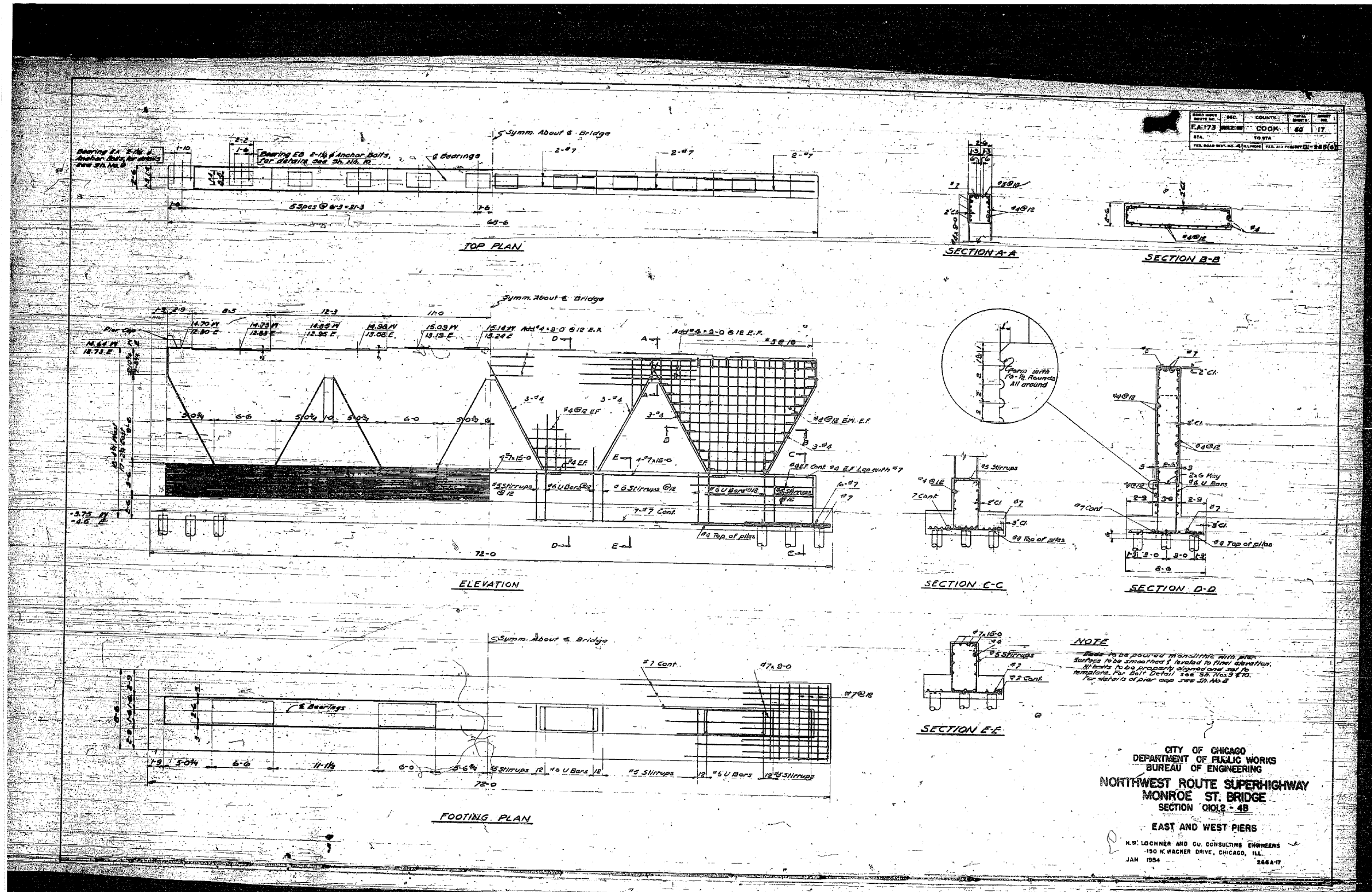
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING PLANS
STRUCTURE NO. 016-2054
SHEET NO. 69 OF 87 SHEETS**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	281
CONTRACT NO. 60X95				
ILLINOIS FED. AID PROJECT				

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CITY OF CHICAGO
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF ENGINEERING
**NORTHWEST ROUTE SUPERHIGHWAY
 MONROE ST. BRIDGE**
 SECTION 0102 - 4B
 EAST AND WEST PIERS
 H. W. LOCHNER AND CO. CONSULTING ENGINEERS
 150 N. WACKER DRIVE, CHICAGO, ILL.
 JAN 1954 246A-17

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**PARSONS
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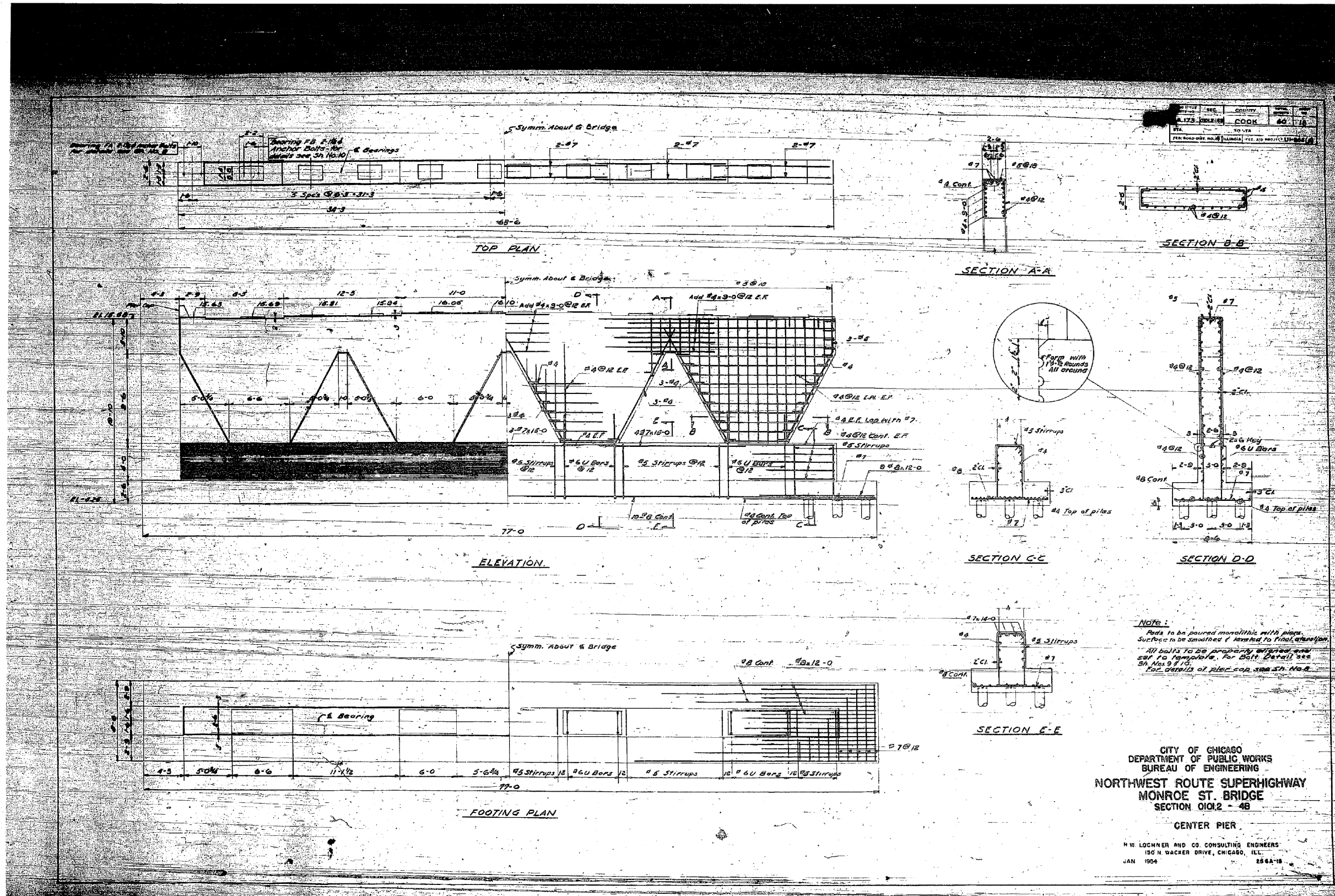
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PLOT DATE = 5/15/2017	DRAWN - DCP	REVISED -
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
 STRUCTURE NO. 016-2054
 SHEET NO. 70 OF 87 SHEETS

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	282
CONTRACT NO. 60X95				
ILLINOIS FED. AID PROJECT				

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CITY OF CHICAGO
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF ENGINEERING
 NORTHWEST ROUTE SUPERHIGHWAY
 MONROE ST. BRIDGE
 SECTION 0102 - 4B
 CENTER PIER
 H. W. LOCHNER AND CO. CONSULTING ENGINEERS
 150 N. WACKER DRIVE, CHICAGO, ILL.
 JAN 1964

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**PARSONS
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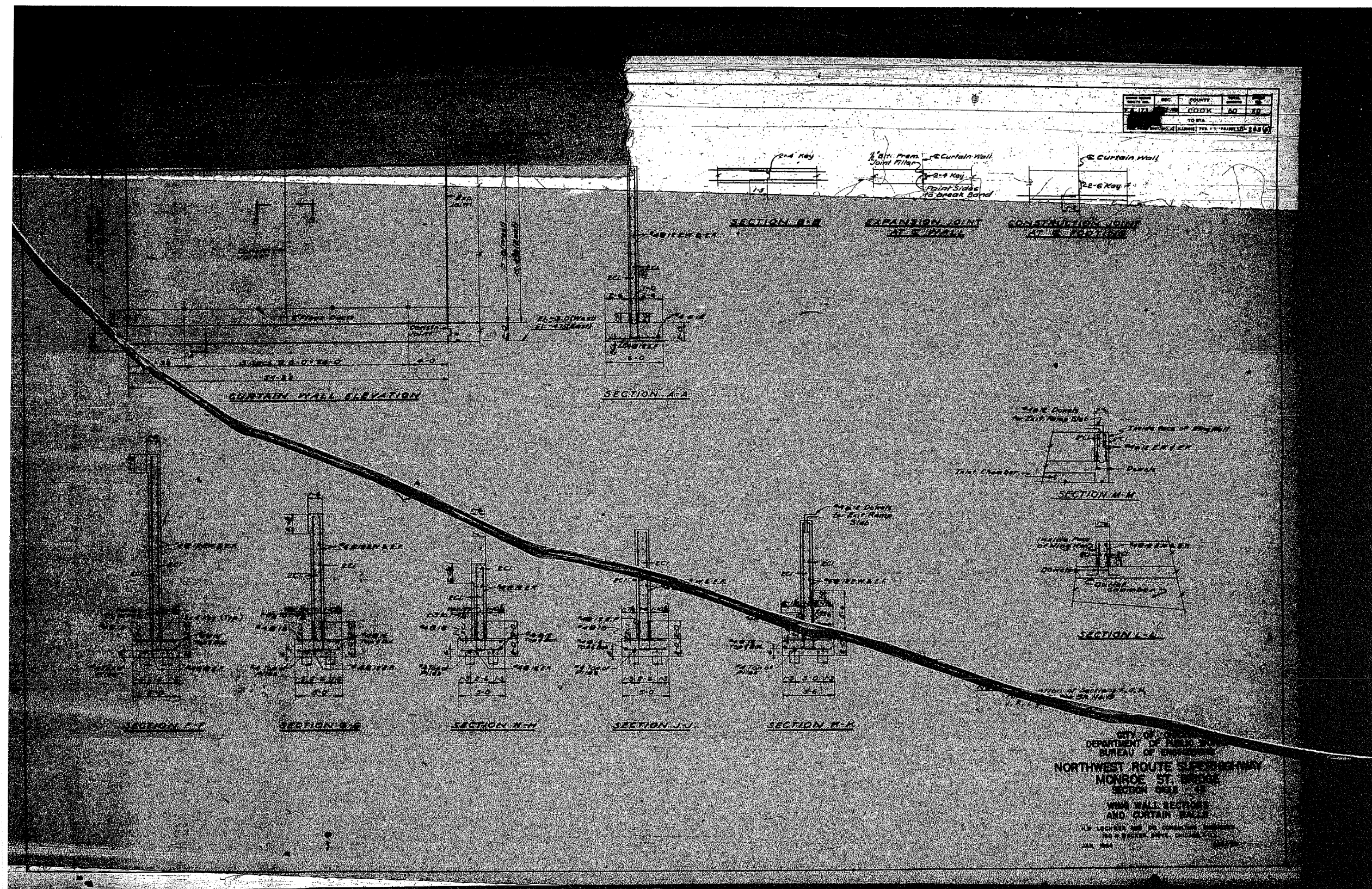
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PLOT DATE = 5/15/2017	DRAWN - DCP	REVISED -
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
 STRUCTURE NO. 016-2054
 SHEET NO. 71 OF 87 SHEETS

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	283
CONTRACT NO. 60X95				
ILLINOIS FED. AID PROJECT				

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0161700-60X95-5133-EXT.dgn

**PARSONS
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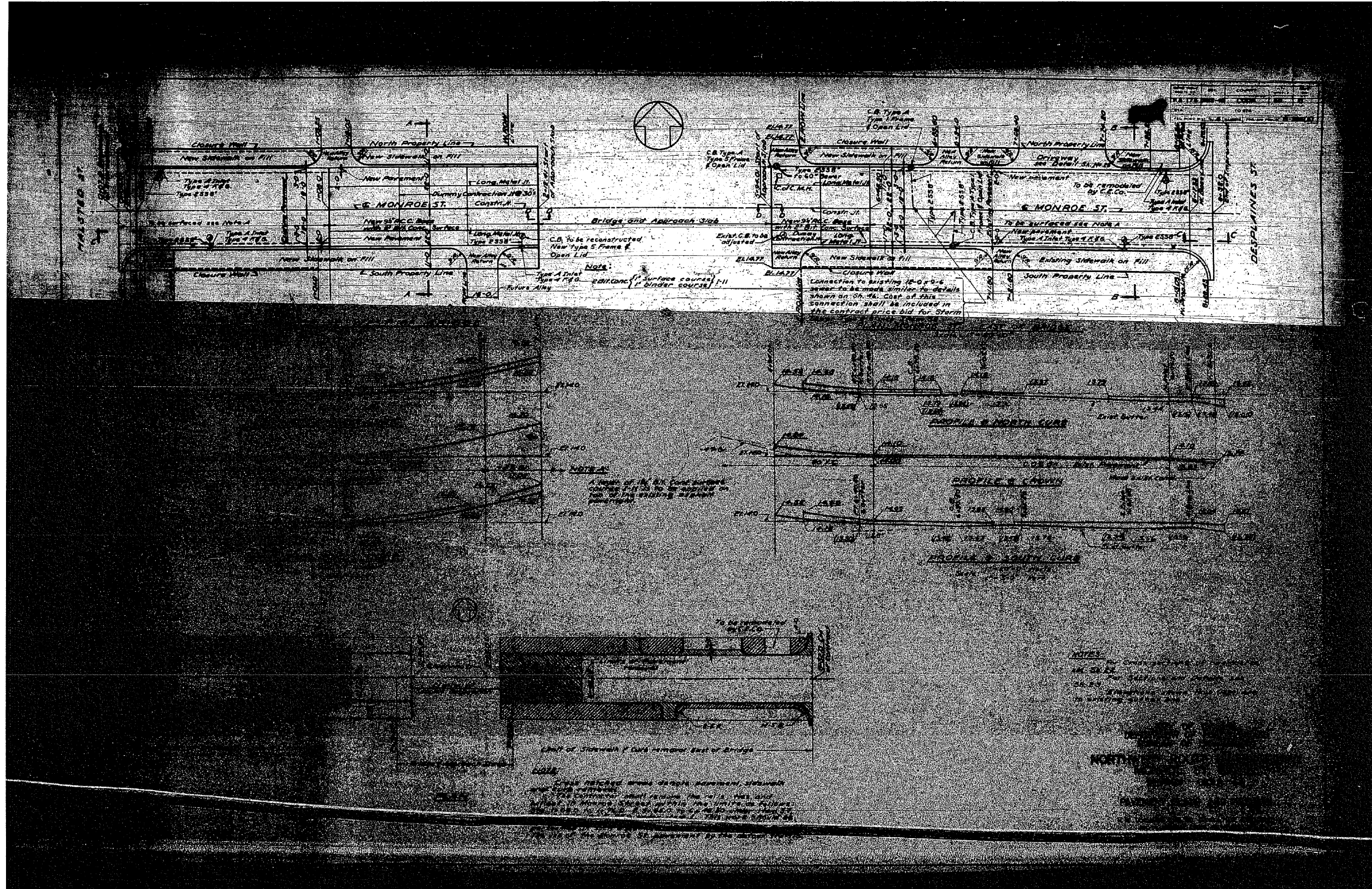
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054
SHEET NO. 73 OF 87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	285
				CONTRACT NO. 60X95

ILLINOIS FED. AID PROJECT

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0161700-60X95-5134-EXT.dgn

**PARSONS
BRINCKERHOFF**

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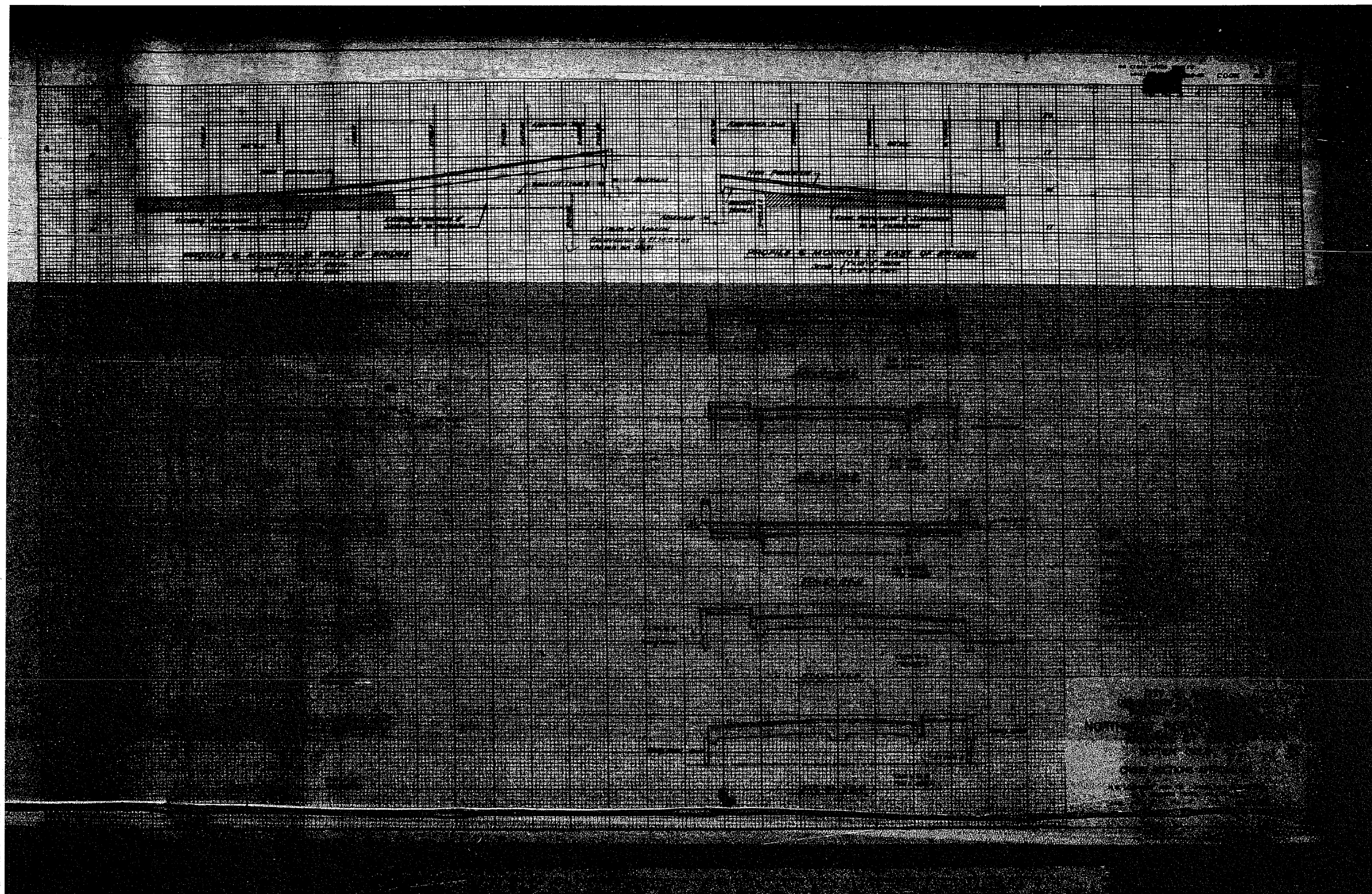
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054

SHEET NO. 74 OF 87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	286
CONTRACT NO. 60X95				
ILLINOIS FED. AID PROJECT				

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0161700-60X95-5135-EXT.dgn

**PARSONS
BRINCKERHOFF**

USER NAME = pateld	DESIGNED -	REVISED -
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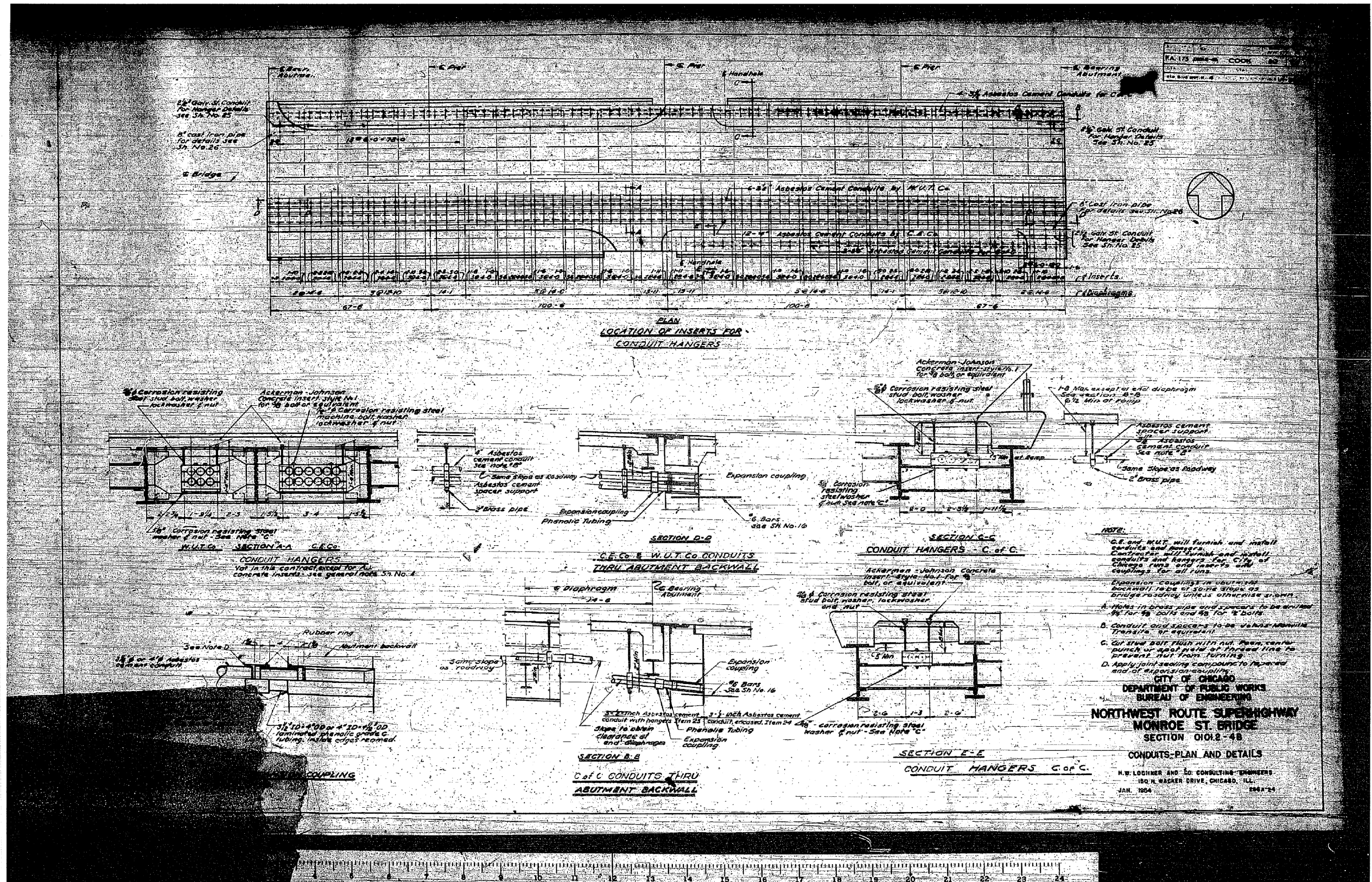
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING PLANS
STRUCTURE NO. 016-2054**

SHEET NO. 75 OF 87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	287
				CONTRACT NO. 60X95
ILLINOIS FED. AID PROJECT				

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0161700-60X95-5137-EXT.dgn

**PARSONS
BRINCKERHOFF**

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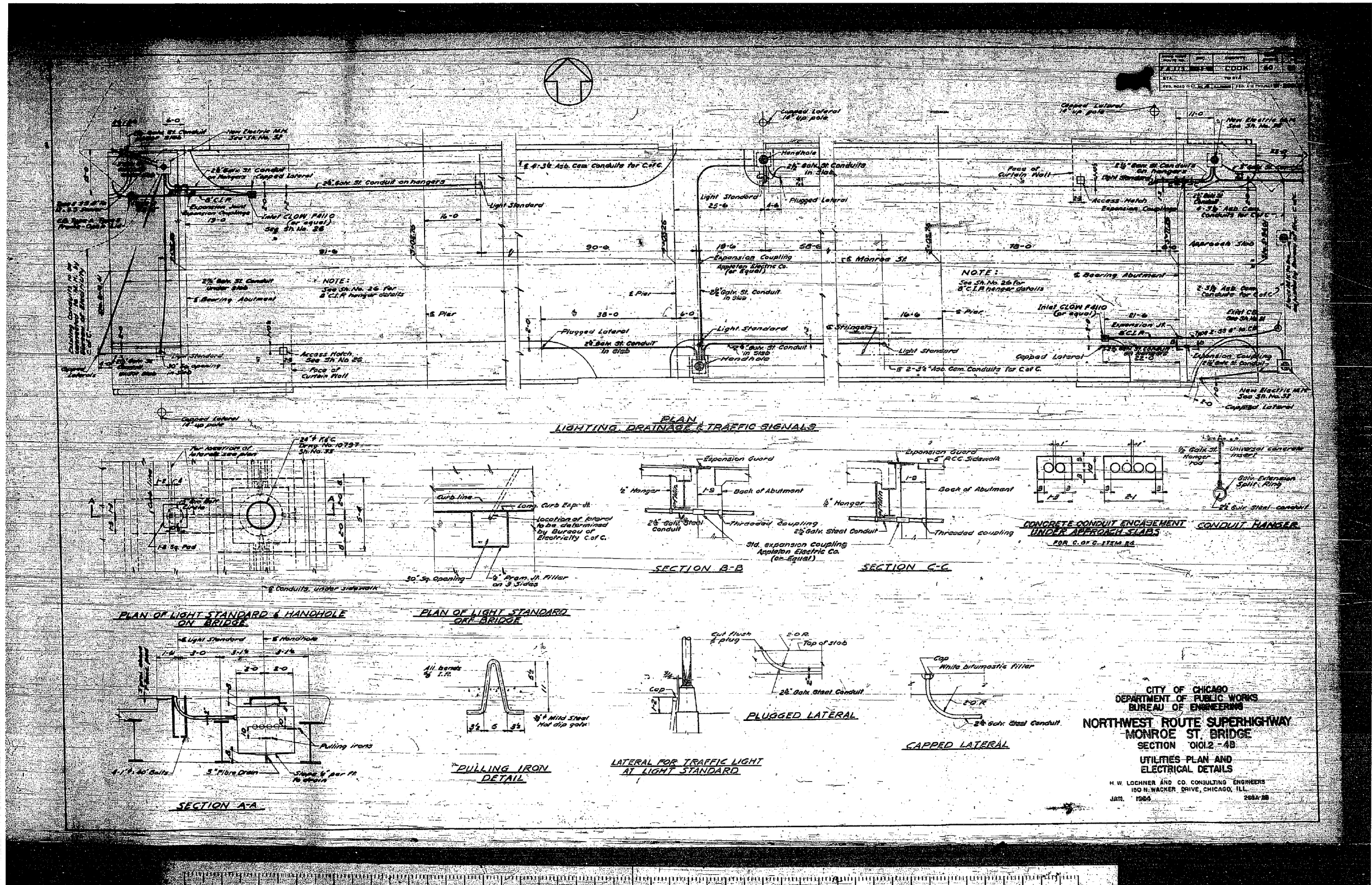
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054
SHEET NO. 77 OF 87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	289
CONTRACT NO. 60X95				

ILLINOIS FED. AID PROJECT

FOR INFORMATION ONLY



CITY OF CHICAGO
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF ENGINEERING
**NORTHWEST ROUTE SUPERHIGHWAY
 MONROE ST. BRIDGE**
 SECTION 01012-4B
 UTILITIES PLAN AND
 ELECTRICAL DETAILS
 H. W. LOCHNER AND CO. CONSULTING ENGINEERS
 150 N. WACKER DRIVE, CHICAGO, ILL.
 JAN. 1984 2884-BB

0161700-60X95-5138-EXT.dgn

**PARSONS
 BRINCKERHOFF**

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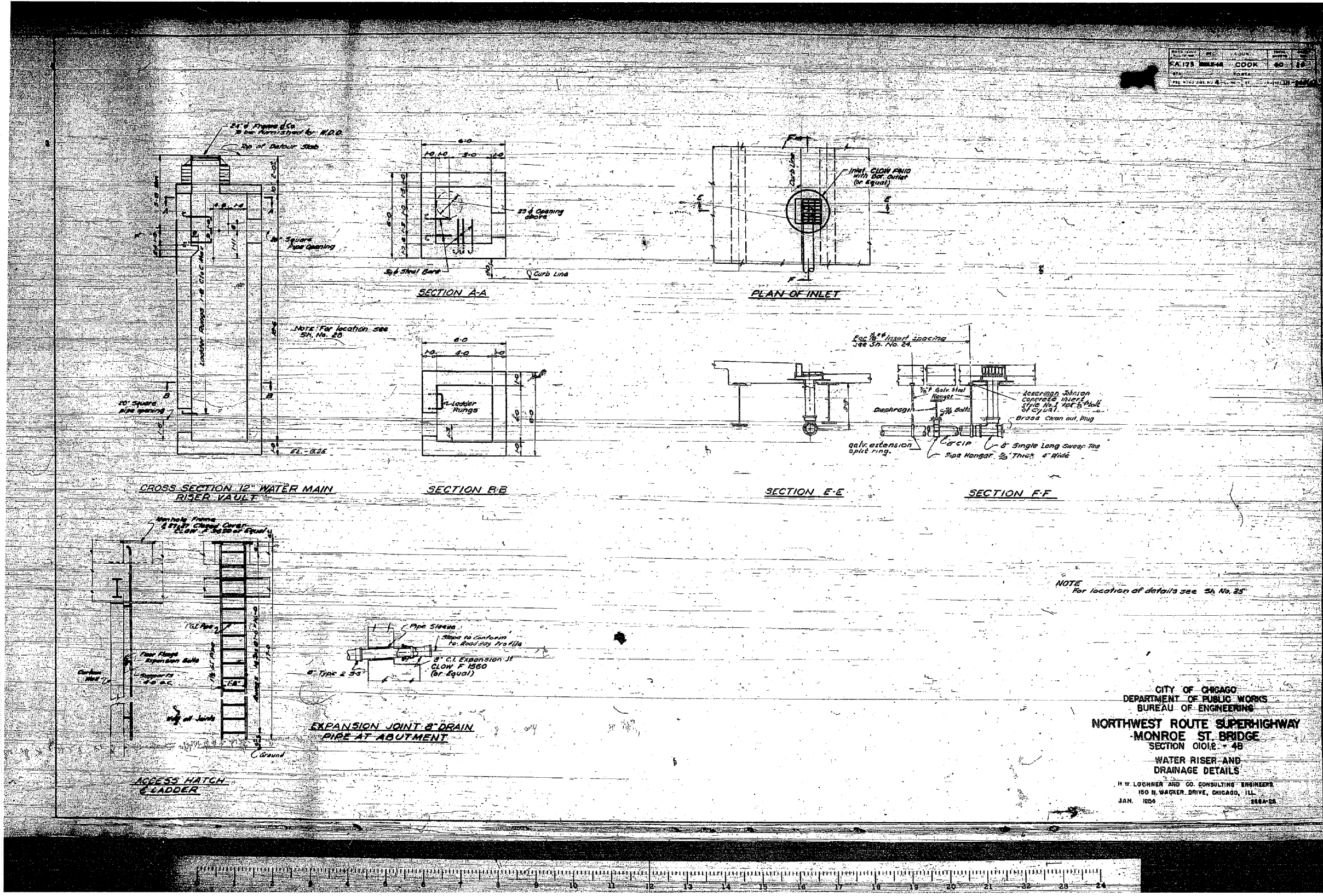
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
 STRUCTURE NO. 016-2054
 SHEET NO. 78 OF 87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	290
CONTRACT NO. 60X95				
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CA 178	016R&B	COOK	378	291
CONTRACT NO. 60X95				



NOTE
For location of details see Sh. No. 25

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
NORTHWEST ROUTE SUPERHIGHWAY
MONROE ST. BRIDGE
SECTION 016R & B
WATER RISER AND
DRAINAGE DETAILS
H. W. LOCHNER AND CO. CONSULTING ENGINEERS
180 N. WACKER DRIVE, CHICAGO, ILL.
JAN. 1959



0161700-60X95-5139-EXT.dgn

**PARSONS
BRINCKERHOFF**

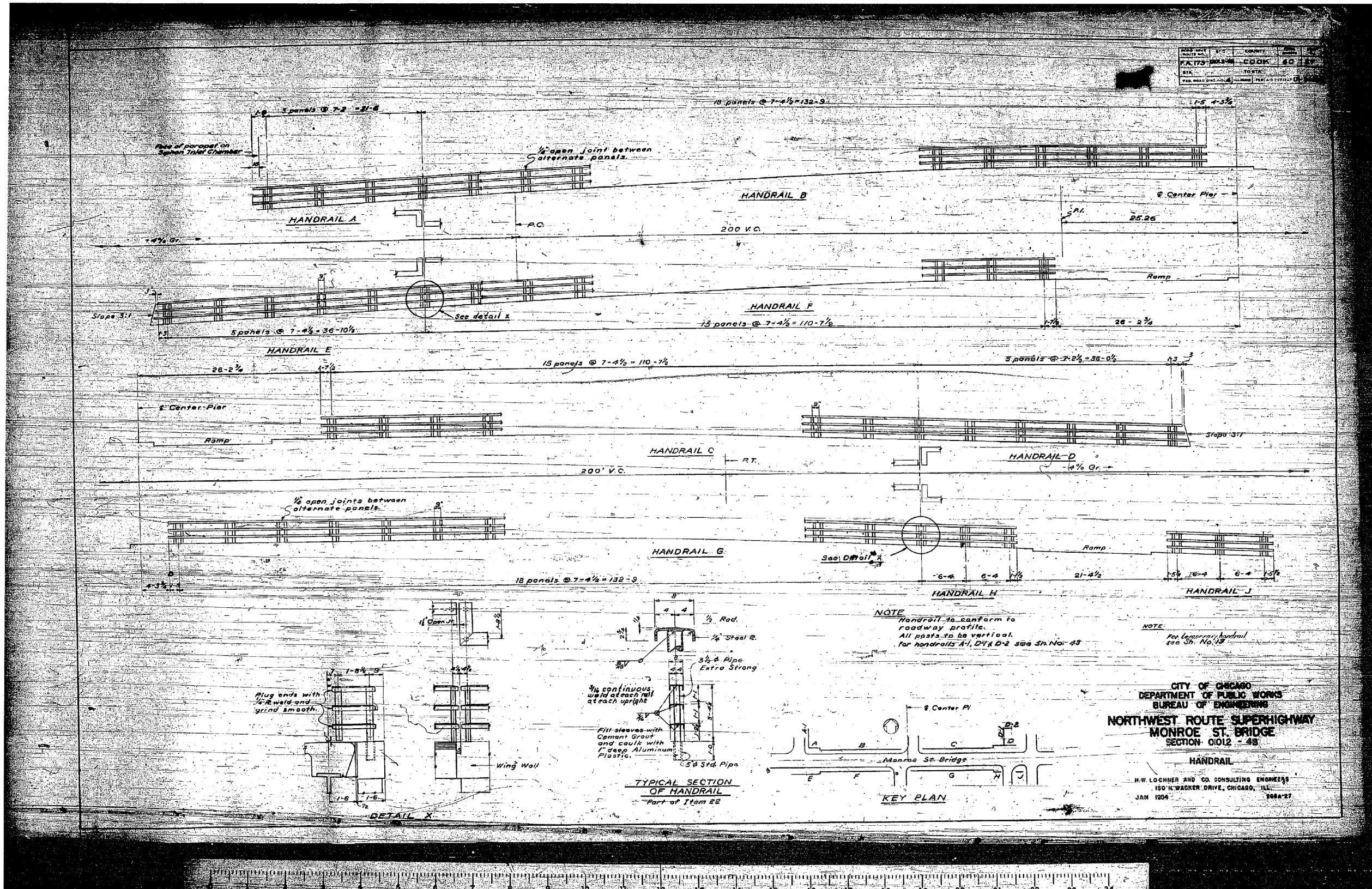
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	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054
SHEET NO. 79 OF 87 SHEETS

F.A.I. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	291
CONTRACT NO. 60X95				
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY



PROJECT NO.	DATE	COUNTY
FA 173-2013-06	COOK	60
STA.	TO STA.	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT NO.

CITY OF CHICAGO
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF ENGINEERING
**NORTHWEST ROUTE SUPERHIGHWAY
 MONROE ST. BRIDGE**
 SECTION 0012 - 48

HANDRAIL
 H.W. LOCHNER AND CO. CONSULTING ENGINEERS
 150 N. WACKER DRIVE, CHICAGO, ILL.
 JAN 1964 1488-27

0161700-60X95-S140-EXT.dgn

**PARSONS
 BRINCKERHOFF**

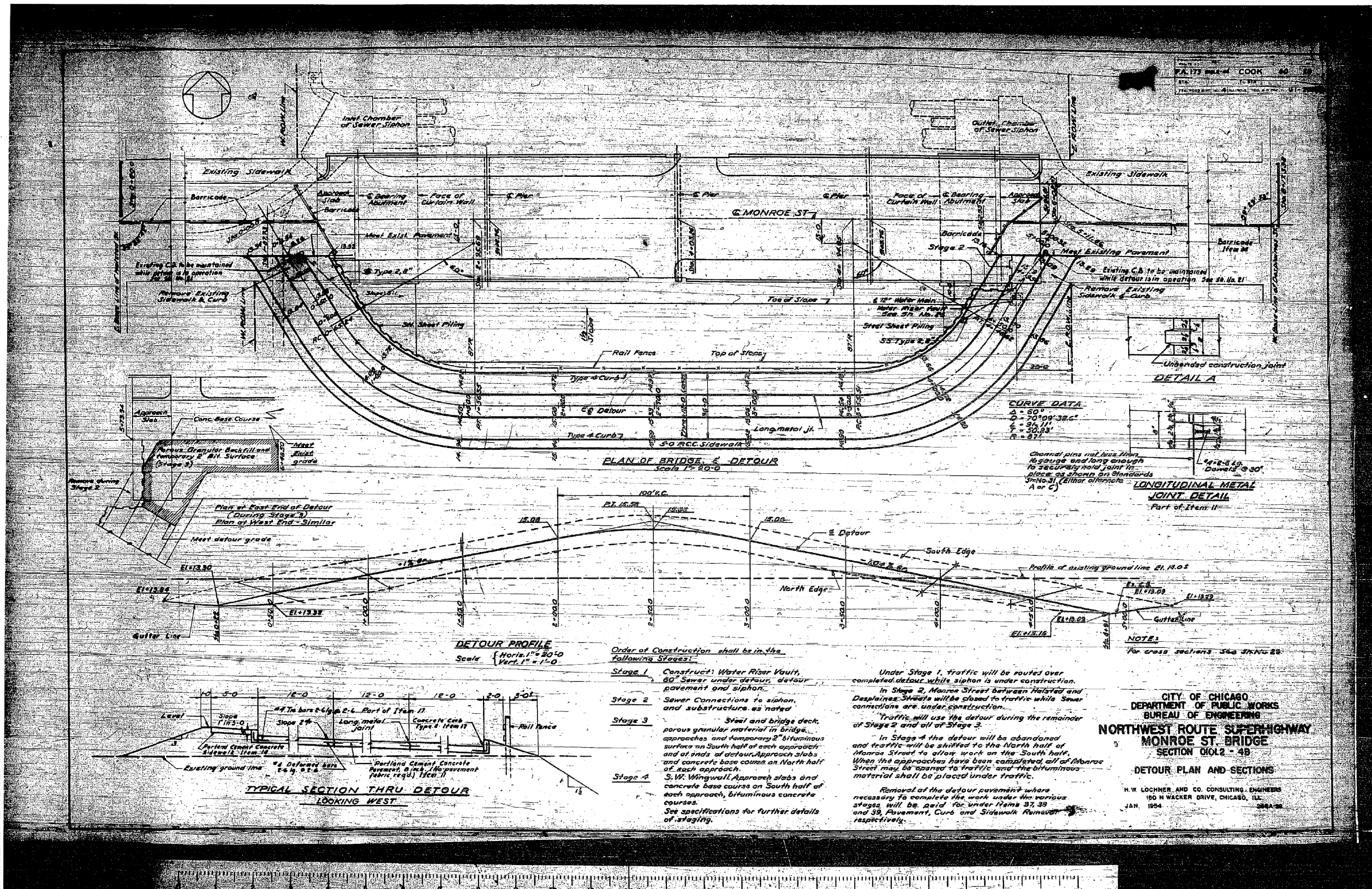
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	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
 STRUCTURE NO. 016-2054
 SHEET NO. 80 OF 87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	292
CONTRACT NO. 60X95				
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY



CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
NORTHWEST ROUTE SUPERHIGHWAY
MONROE ST. BRIDGE
SECTION 01012 - 4B
DETOUR PLAN AND SECTIONS

H. W. LÖCHNER AND CO. CONSULTING ENGINEERS
150 N. WACKER DRIVE, CHICAGO, ILL.
JAN. 1954

0161700-60X95-S141-EXT.dgn

PARSONS BRINCKERHOFF

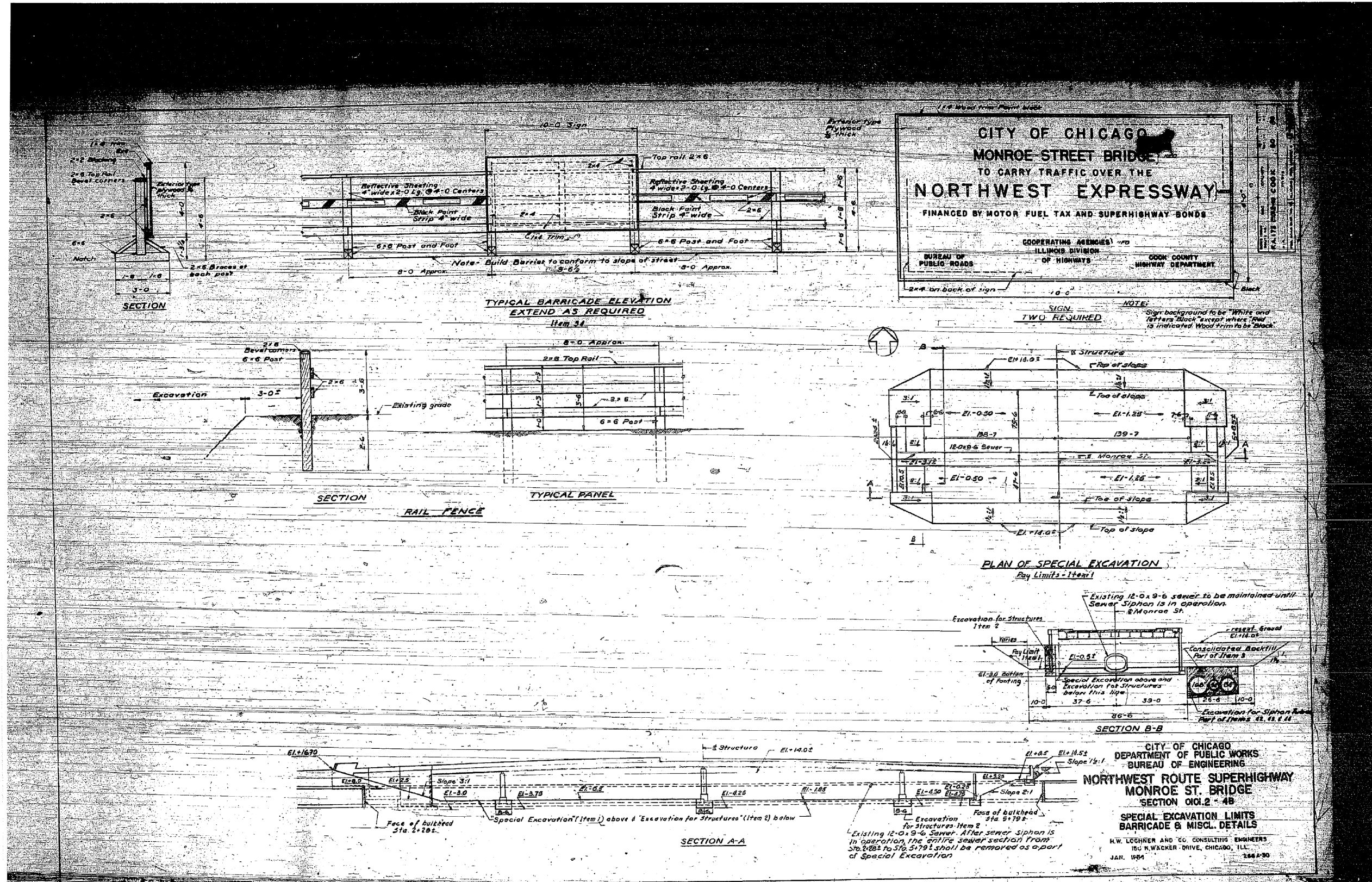
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054
SHEET NO. 81 OF 87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	293
CONTRACT NO. 60X95				
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY



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PARSONS
BRINCKERHOFF

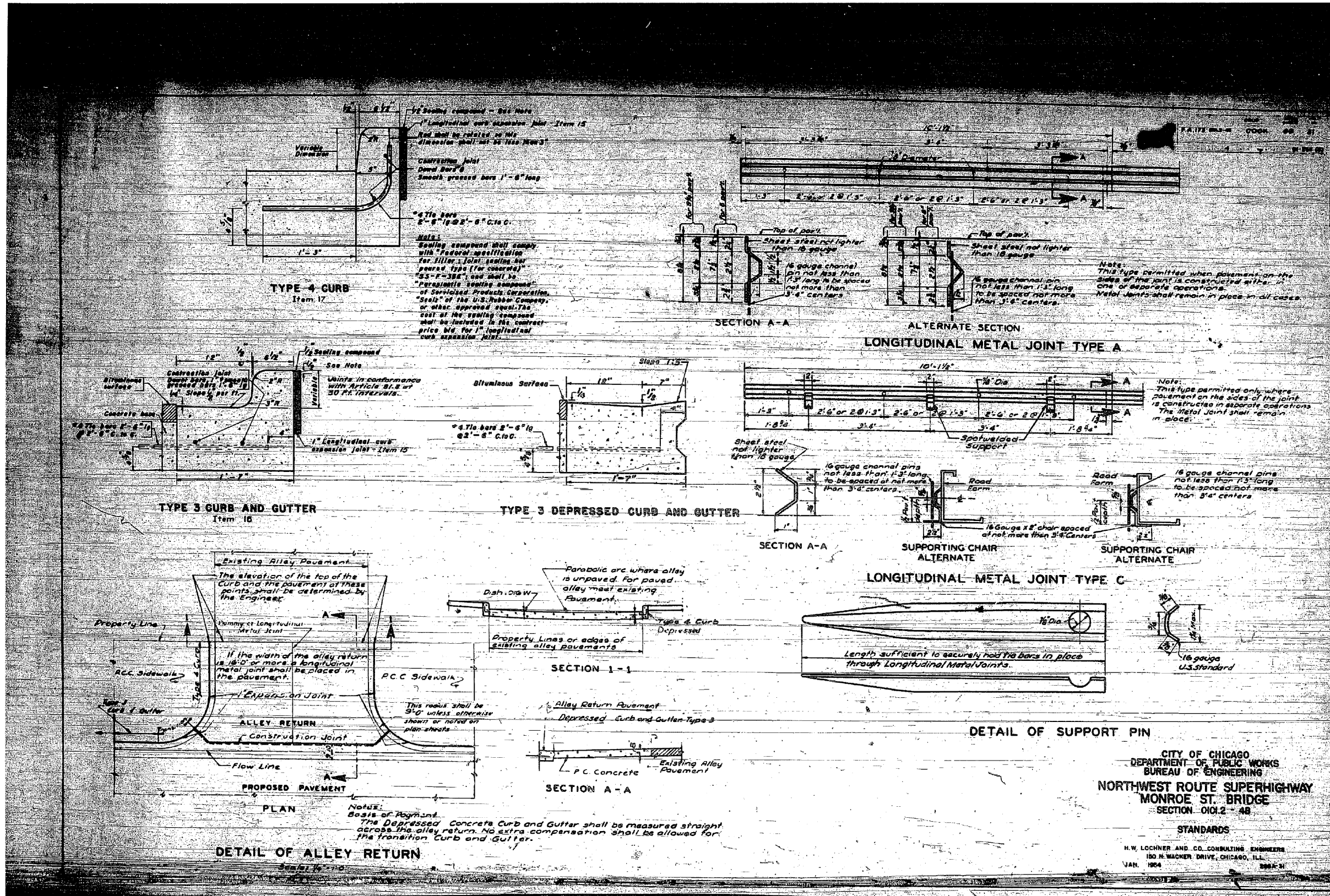
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	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054
SHEET NO. 83 OF 87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	295
CONTRACT NO. 60X95				
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY



CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
NORTHWEST ROUTE SUPERHIGHWAY
MONROE ST. BRIDGE
SECTION 010.2 - 4B
STANDARDS
H.W. LOCHNER AND CO. CONSULTING ENGINEERS
180 N. WACKER DRIVE, CHICAGO, ILL.
JAN. 1964

0161700-60X95-S144-EXT.dgn

**PARSONS
BRINCKERHOFF**

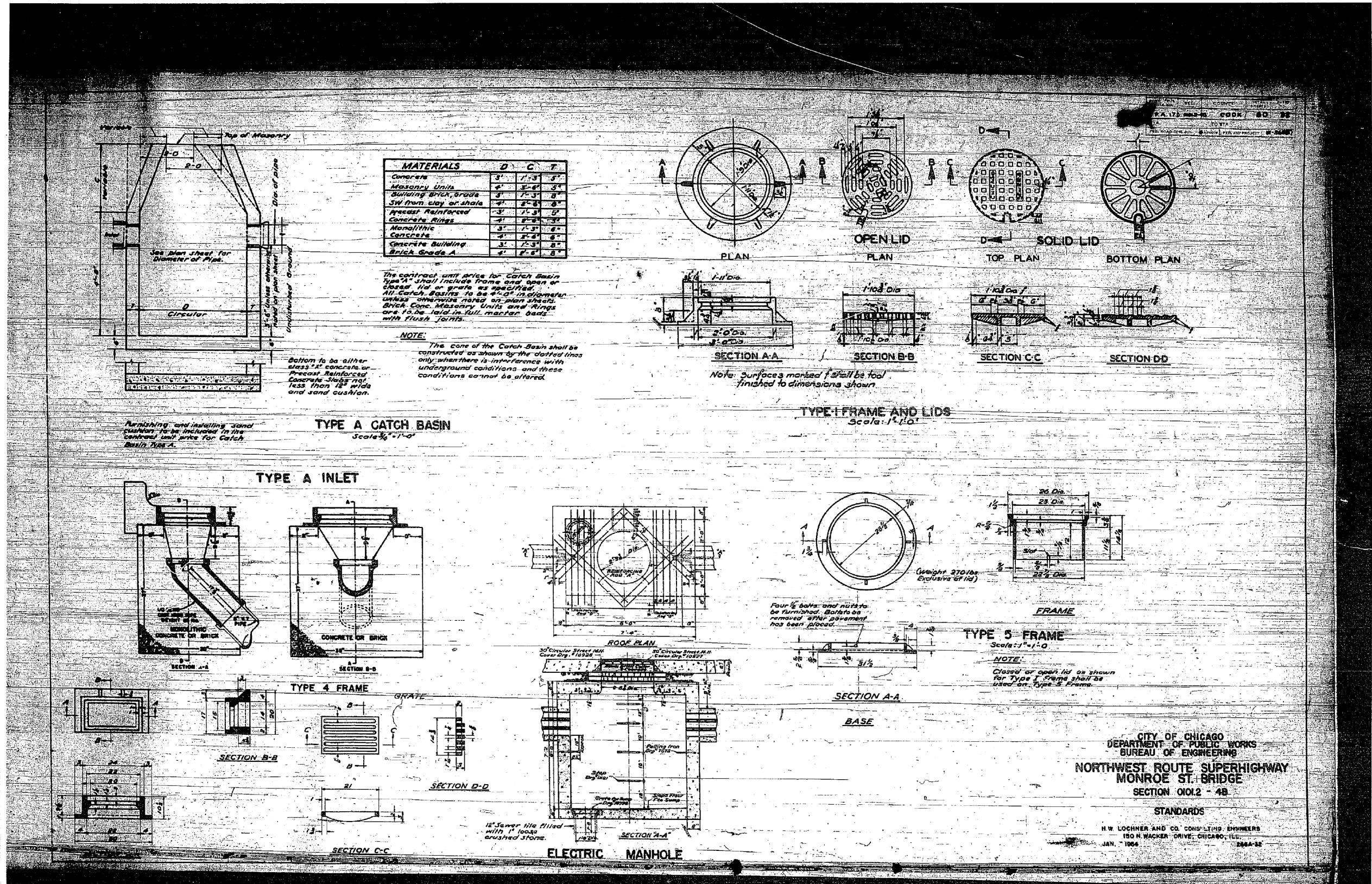
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054
SHEET NO. 84 OF 87 SHEETS

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	296
CONTRACT NO. 60X95				
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY



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PARSONS BRINCKERHOFF

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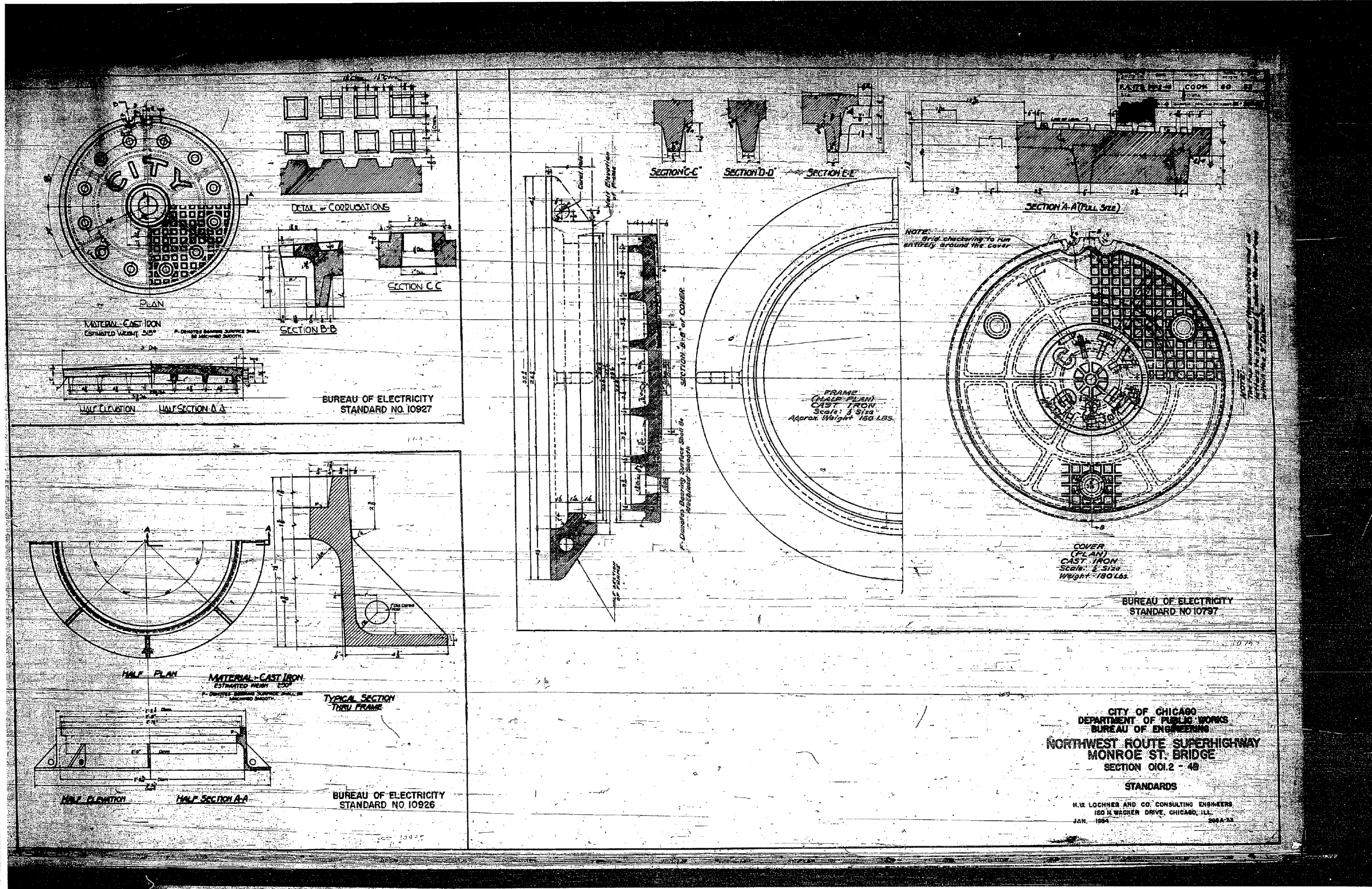
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054
SHEET NO. 85 OF 87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	297
CONTRACT NO. 60X95				

ILLINOIS FED. AID PROJECT

FOR INFORMATION ONLY



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PARSONS BRINCKERHOFF

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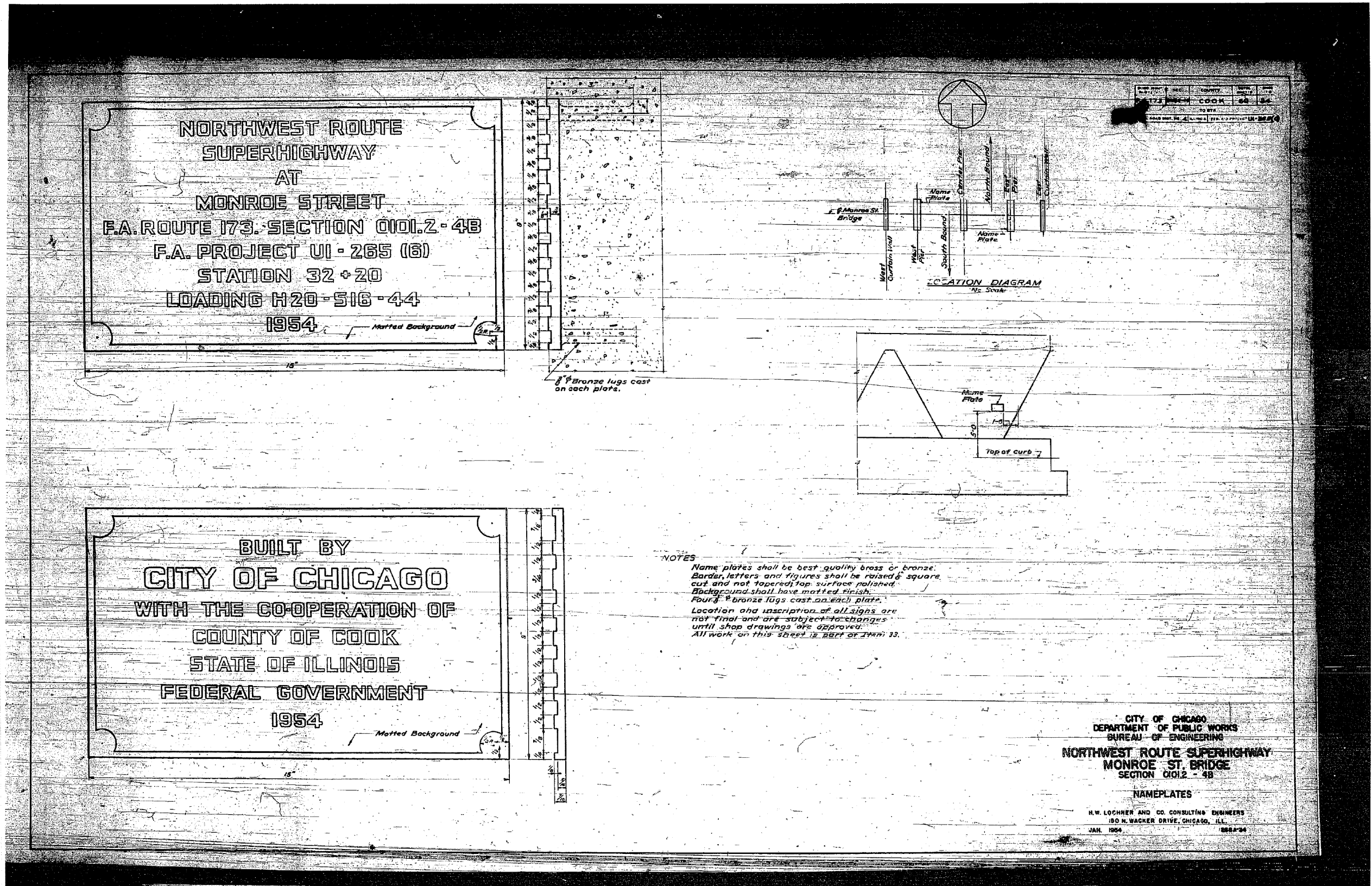
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054
SHEET NO. 86 OF 87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	298
CONTRACT NO. 60X95				

ILLINOIS FED. AID PROJECT

FOR INFORMATION ONLY



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**PARSONS
BRINCKERHOFF**

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	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-2054

SHEET NO. 87 OF 87 SHEETS

F.A.I. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	299
CONTRACT NO. 60X95				

ILLINOIS FED. AID PROJECT

Bench Mark: BM 1400 - Chisel "X" on chain bolt of fire hydrant, south side of Monroe, first fire hydrant west of Des Plaines Street. Elevation 594.76'.

Existing Structure: Existing Cast-in-Place Cantilever Retaining Wall was originally built as F.A.I. Route No. 2, Section 01016-2P in 1957. The existing wall is approximately 130'-0" long. South portion of the wall, 51'-6" (±) long, is supported on spread footing while rest of the wall is supported by timber piles. Total height of the wall varies from 10'-4" (±) to 13'-7" (±).

Traffic Control: Traffic will be maintained along NB I-90/94 lanes during construction

No Salvage

DESIGN STRESSES

FIELD UNITS
 f'c = 3,500 psi
 f'c = 7,000 psi (Concrete Encasement for Drilled Soldier Piles)
 fy = 60,000 psi (Reinforcement)
 fy = 50,000 psi (M270 Grade 50)
 f'c = 200 psi (Min.) for Secondary CLSM Shafts
 (See Sheet S2-07 for additional notes)

DESIGN SPECIFICATIONS

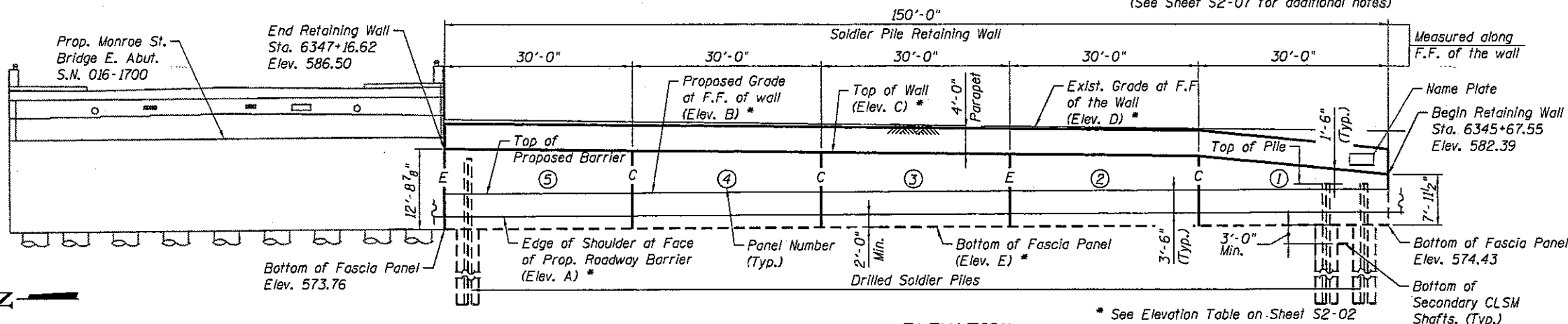
2014 AASHTO LRFD Bridge Design Specifications, 7th Edition with 2015 & 2016 Interims

DESIGN LOADING

Building Surcharge Load = 2400 psf, applied to all wall panels.

LEGEND:

- Combined Sewer ←←←←←
- Existing Storm Sewer →→→→→
- Electric — E —
- Soil Boring Location ◆
- Existing Fence - - - - -
- Fiber Optic — FO —
- Existing Catch Basin ○
- Limit of Removal of existing Retaining Wall [Hatched Box]
- C = Construction Joint
- E = Expansion Joint
- F.F. - denotes Front Face
- B.F. - denotes Back Face



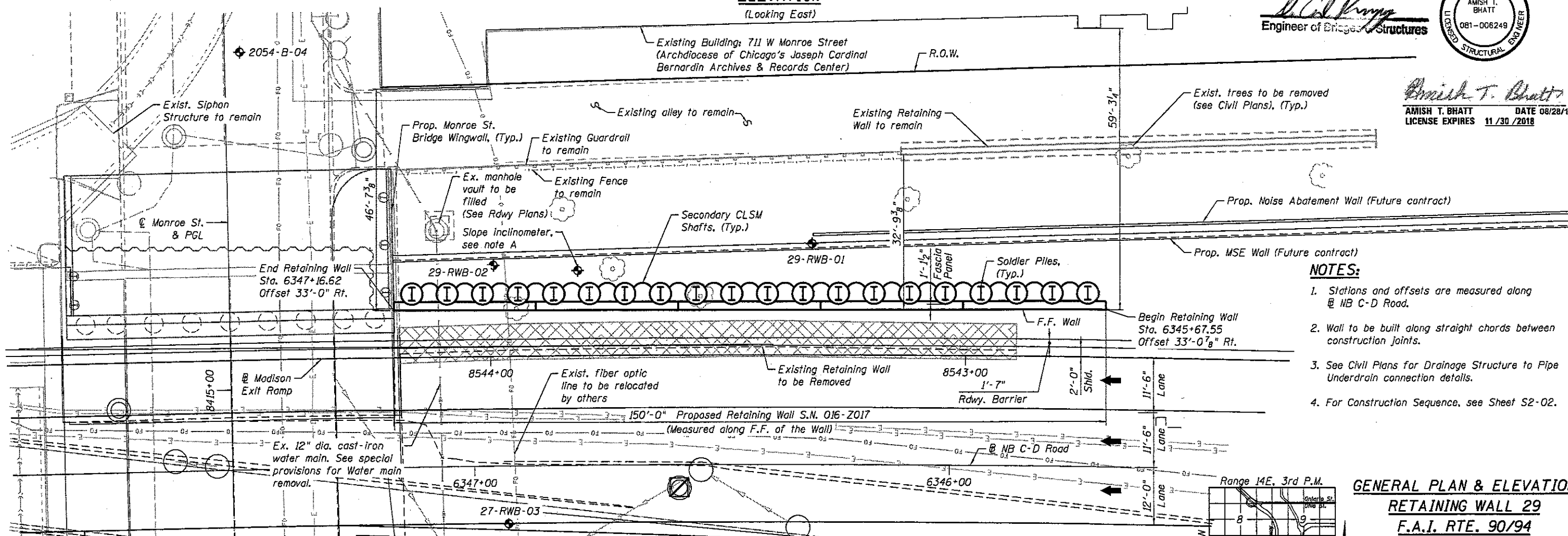
ELEVATION
(Looking East)

APPROVED
For Structural Adequacy Only

Amish T. Bhatt
Engineer of Bridges & Structures



Amish T. Bhatt
AMISH T. BHATT
LICENSE EXPIRES 11/30/2018
DATE 08/28/17



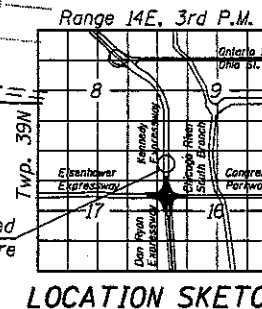
PLAN

NOTES:

1. Stations and offsets are measured along @ NB C-D Road.
2. Wall to be built along straight chords between construction joints.
3. See Civil Plans for Drainage Structure to Pipe Underdrain connection details.
4. For Construction Sequence, see Sheet S2-02.

NOTE A:

In addition to vibration and displacement monitoring, the contractor shall monitor ground movements with slope inclinometer. Install Slope Inclinometer at Station 6346+78.03, offset 40'-10". All Inclinometers shall be installed prior to drilling for soldier piles. See special provision for slope inclinometers.



GENERAL PLAN & ELEVATION
RETAINING WALL 29
F.A.I. RTE. 90/94
SECTION 2014-016R&B
COOK COUNTY
STA. 6345+67.55
TO STA. 6347+16.62
STRUCTURE NO. 016-2017

GENERAL PLAN AND ELEVATION
RETAINING WALL 29 (STRUCTURE NO. 016-2017)

SHEET NO. S2-01 OF 14 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2014-016R&B	COOK	378	300
CONTRACT NO. 60X95			ILLINOIS FED. AID PROJECT	



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

016-2017-W60X95-SHT-01-CPE.dgn