

F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	645	1
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (2425 & 2626) R-2			CONTRACT NO. 62111	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

**TRAFFIC DATA**

ADT :  
 I-80/94 = 168,000 (2020)  
 POSTED SPEED :  
 90 Km/hr (55 mph) I-80/94  
 DESIGN DESIGNATION :  
 16,800 (20) Interstate 97.4 (CRC-30) I-80/94

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS

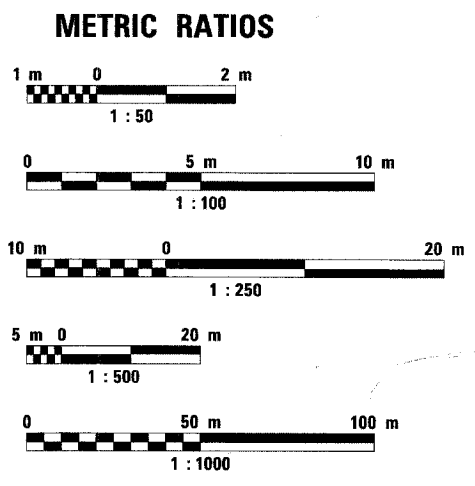
**PROPOSED  
 HIGHWAY PLANS**

F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY) (I-80/94)  
 EASTBOUND & WESTBOUND INSIDE LANES (MAINLINE) CONSTRUCTION  
 FROM WEST OF IL ROUTE 83 (TORRENCE) TO EAST OF BURNHAM ROAD

SECTION: (2425 & 2626) R-2  
 PROJECT NO.: ACNHI-080-5(067)160

COOK COUNTY  
 C-91-017-01

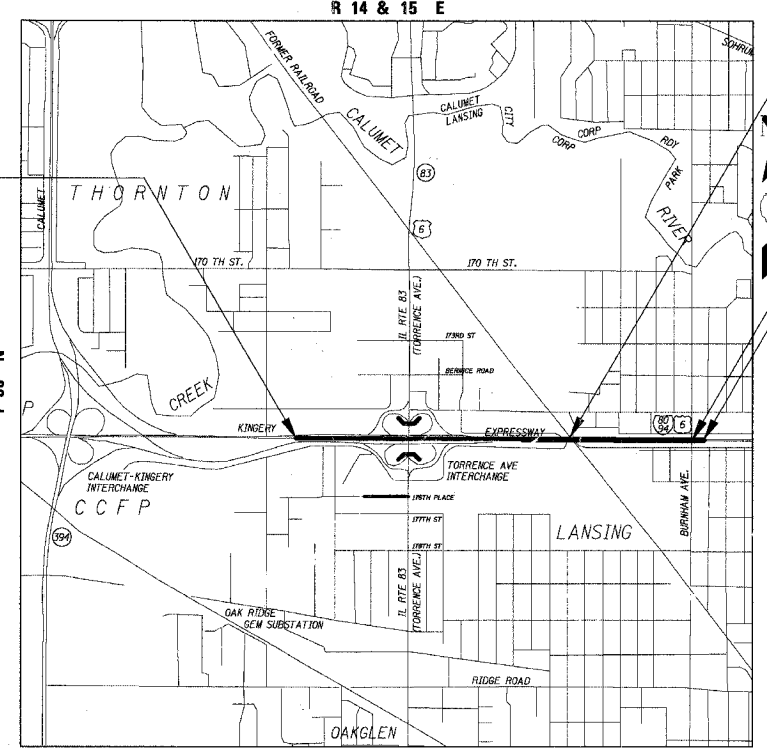
MICROFILMED \_\_\_\_\_  
 REEL NUMBER \_\_\_\_\_  
 AWARDED \_\_\_\_\_  
 RESIDENT ENGINEER \_\_\_\_\_  
 AS BUILT CHANGES WERE MADE  
 ON THE FOLLOWING SHEETS \_\_\_\_\_



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

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

CONTRACT NO. 62111

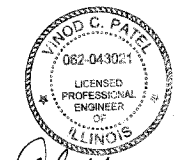


I-80/94  
 STA 4+500.000  
 PROJECT BEGINS

I-80/94 OVER  
 RAILROAD AVENUE  
 STRUCTURE NO. 016-2792 (PROP.)  
 (EXIST.) SN 016-0080

I-80/94 OVER  
 BURNHAM AVENUE  
 STRUCTURE NO. 016-2791 (PROP.)  
 (EXIST.) SN 016-0082

I-80/94 WB  
 STA 6+814.721  
 PROJECT ENDS



VINOD C. PATEL, P.E.  
 IL. REG. NO. 062-043021  
 EXPIRES: 11/30/2005  
 DATE: 7-7-2005

**TENG**  
 TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 205 N. MICHIGAN AVE. CHICAGO, IL 60601



STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS

SUBMITTED July 8, 20 05  
 Dina O'Keefe  
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

October 14, 20 05  
 Mike Hine  
 ENGINEER OF DESIGN AND ENVIRONMENT

October 14, 20 05  
 Eric E. Hamm  
 DEPUTY DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY  
 OF THE STATE OF ILLINOIS

DISTRICT 1 - DESIGN /CONSULTANT SERVICES  
 PROJECT MANAGER: CATHERINE KIBBLE 847-705-4269

SEE SHEET 2 FOR RETAINING WALL STRUCTURE NUMBERS AND LOCATIONS  
 I-80/94 GROSS LENGTH OF PROJECT = 2314.721 m (2.315 km)  
 I-80/94 NET LENGTH OF PROJECT = 2314.721 m (2.315 km)

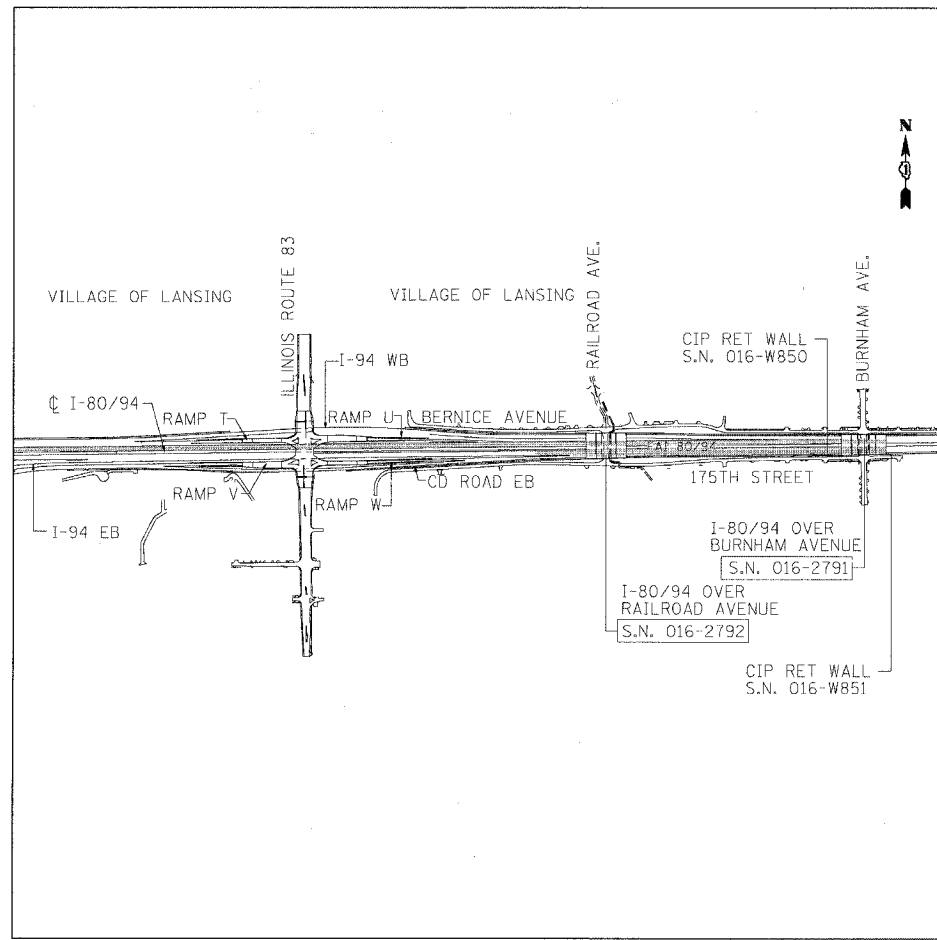
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	2
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS, STATE STANDARDS & KEY MAP
3 - 4	GENERAL NOTES
5 - 11	SUMMARY OF QUANTITIES
12	SUGGESTED CONSTRUCTION PROGRESS SCHEDULE
13 - 21	TYPICAL SECTIONS
22 - 33	SCHEDULE OF QUANTITIES
34 - 39	HORIZONTAL ALIGNMENTS, TIES AND BENCHMARKS
40 - 48	ROADWAY PLANS
49 - 71	ROADWAY PROFILES
72 - 105	ROADWAY DETAILS
106 - 126	SOIL BORING LOCATION PLANS AND SOIL PROFILES
127 - 140A	PAVEMENT ELEVATIONS & JOINTING PLANS
141 - 183	MAINTENANCE OF TRAFFIC PLANS
184 - 198	EROSION AND SEDIMENT CONTROL PLANS
199 - 209	DRAINAGE AND UTILITY PLANS
210 - 211	DRAINAGE SCHEDULES
212 - 220	DRAINAGE PROFILES
221 - 224	DRAINAGE & UTILITY DETAILS
225 - 234	SUB-SURFACE UTILITY ENGINEERING PLANS
235 - 276	PLATS OF HIGHWAY
277 - 285	PAVEMENT MARKING AND LANDSCAPING PLANS
286 - 287	TEMPORARY TRAFFIC SIGNAL PLANS
288 - 299	ELECTRICAL RACEWAY PLANS
300 - 315	SIGNING PLANS
316 - 339	SIGN STRUCTURE PLANS
340 - 358	CIP RETAINING WALL S.N. 016-W850
359 - 372	CIP RETAINING WALL S.N. 016-W851
373 - 442	I-80/94 OVER RAILROAD AVENUE BRIDGE S.N. 016-2792
443 - 502	I-80/94 OVER BURNHAM AVENUE BRIDGE S.N. 016-2791
*503 - 521	DISTRICT ONE DETAILS
522 - 631	CROSS SECTIONS

STD. NO.	DESCRIPTION
000001-04	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
280001-02	TEMPORARY EROSION CONTROL SYSTEMS
420001-06	PAVEMENT JOINTS
420401-05	BRIDGE APPROACH PAVEMENT
421001-01	BAR REINFORCEMENT FOR CRC PAVEMENT
421201-04	7.2M (24') CRC PAVEMENT WITH LUG SYSTEM
421206-04	10.8M (36') CRC PAVEMENT WITH LUG SYSTEM
424001-04	CURB RAMPS FOR SIDEWALKS
515001-02	NAME PLATE FOR BRIDGES
542601	REINFORCED CONCRETE PIPE ELBOW
542606	REINFORCED CONCRETE PIPE TEE
602001	CATCH BASIN, TYPE A
602301	INLET, TYPE A
602401	MANHOLE, TYPE A
602601	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701	CAST IRON STEPS
604001-02	FRAME AND GRATE, TYPE 1
604071-02	FRAME AND GRATE, TYPE 20
604081-02	FRAME AND GRATES, TYPE 22
604091-01	FRAME AND GRATES, TYPE 24
606001-02	CONCRETE CURB AND COMBINATION CONCRETE CURB AND GUTTER
630001-05	STEEL PLATE BEAM GUARDRAIL
630301-03	SHOULDER WIDENING FOR TYPE I GUARDRAIL TERMINALS
631031-05	TRAFFIC BARRIER TERMINAL, TYPE 6
635006-02	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-01	REFLECTOR MARKER AND MOUNTING DETAILS
637001-02	CONCRETE BARRIER, DOUBLE FACE, 815mm HEIGHT
637006	CONCRETE BARRIER, DOUBLE FACE, 1065mm HEIGHT
638001-01	GLARE SCREEN BLADES
642001	SHOULDER RUMBLE STRIPS
701001-01	OFF-ROAD OPERATIONS, 2L 2W, 4.5m (15') MIN. AWAY FOR SPEEDS > OR = 45 MPH
701006-02	OFF-ROAD OPERATIONS, 2L 2W, 4.5m (15') TO PAVEMENT EDGE, FOR SPEEDS > OR = 45 MPH
701101-01	OFF-ROAD OPERATIONS, MULTILANE LESS THAN 4.5M AWAY FOR SPEEDS > OR = 45 MPH
701400-02	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-03	LANE CLOSURE, FREEWAY/EXPRESSWAY
701402-05	LANE CLOSURE, FREEWAY/EXPRESSWAY, WITH BARRIER
701411-03	LANE CLOSURE, MULTILANE AT ENTRANCE OR EXIT RAMP FOR SPEEDS > OR = 45 MPH
701426-02	LANE CLOSURE, MULTIL., INTERMITTENT OR MOVING OPER., FOR SPEEDS > 45 MPH
701431-03	LANE CLOSURE, MULTIL., UNDIV. W/CROSSOVER, FOR SPEEDS 45 MPH TO 55 MPH
701446	TWO LANE CLOSURE, FREEWAY/EXPRESSWAY
701606-04	LANE CLOSURE, MULTILANE, 2W, WITH MOUNTABLE MEDIAN, FOR SPEEDS < 45 MPH
701701-04	LANE CLOSURE, MULTILANE, INTERSECTION, FOR SPEEDS < 45 MPH
701801-03	LANE CLOSURE, MULTILANE, 1W OR 2W, CROSSWALK OR SIDEWALK CLOSURE, FOR SPEEDS < 45 MPH
702001-06	TRAFFIC CONTROL DEVICES
704001-02	TEMPORARY CONCRETE BARRIER
720001	SIGN PANEL MOUNTING DETAILS
720006	SIGN PANEL ERECTION DETAILS
720011	METAL POSTS (SIGNS, MARKERS AND DELINEATORS)
720021-01	SIGN PANELS, EXTRUDED ALUMINUM TYPE
729001	APPLICATION OF TYPE A AND B METAL POSTS
880001	SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION
886001	DETECTOR LOOP INSTALLATIONS
857001	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES

\* included as plan sheets 503-521  
**INSERTED DISTRICT 1 DETAILS**

BD01	DRIVEWAY DETAILS - DISTANCE BETWEEN ROW AND FACE OF CURB / EDGE >= 4.5 m (15')
BD07	STORM SEWER CONNECTION TO EXISTING SEWER
BD37	MANHOLE TYPE A 7 FT. DIAMETER
BD48	PCC PAVEMENT ROUNDOUTS AT CURB & GUTTER
CS07 (m)	CATCH BASIN AND INLET 1.2 x 0.9 AND 1.2 x 1.5 FOR H LESS THAN OR EQUAL TO 2.4
CS08 (m)	CATCH BASIN AND INLET 1.2 x 0.9 AND 1.2 x 1.5 FOR H > 2.4
CS09 (m)	CATCH BASIN TYPES 2.4mx0.9m & 2.4mx1.5m FOR H LESS THAN OR EQUAL TO 2.4
CS10A (m)	DRAINAGE STRUCTURES CATCH BASINS 2.4mx0.9m & 2.4mx1.5m FOR DEPTHS WHERE H >2.4m SHEET 1 OF 2
CS10B (m)	DRAINAGE STRUCTURES CATCH BASINS 2.4mx0.9m & 2.4mx1.5m FOR DEPTHS WHERE H >2.4m SHEET 2 OF 2
TC08	ENTRANCE AND EXIT RAMP CLOSURE DETAILS
TC09	TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE & MULTI-LANE WEAVE
TC10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC11	RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT)
TC12	MULTI-LANE FREEWAY PAVEMENT MARKING
TC13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC16	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
TC17	TRAFFIC CONTROL FOR SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES
TC18	SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS



PROJECT KEYMAP

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 8-18-2005, 10:06:32  
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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY

**INDEX OF SHEETS  
 STATE STANDARDS & KEY MAP**

SCALE: NONE  
 DATE: 8/22/05  
 DRAWN BY: JFS  
 CHECKED BY: MCD

**TENG**  
 TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

Rev.

**GENERAL NOTES**

**PAVEMENT MARKING**

1. TWO WEEKS PRIOR TO PLACING PERMANENT PAVEMENT MARKING, CONTACT PATRICE HARRIS, AREA TRAFFIC FIELD TECHNICIAN AT 708-597-8800.

**ROADWAY AND MISCELLANEOUS**

1. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE OR VILLAGE PROPERTY WITHOUT PRIOR WRITTEN PERMISSION FROM THE DEPARTMENT OR THE VILLAGE OF LANSING.
2. WHEN ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AS WELL AS TO ADJOINING RESIDENTIAL AREAS TO THE SATISFACTION TO THE RESIDENT ENGINEER.
3. 3 METER (10') TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND ITEMS OF WORK TO EXISTING CURBS AND GUTTERS AND MEDIAN IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
4. THE PHASE III CONSULTANT WILL BE RESPONSIBLE FOR THE RE-ESTABLISHMENT OF CONTROL AND TIE POINTS AS SHOWN ON THE ALIGNMENT AND TIES SHEETS. THE CONTRACTOR SHALL COORDINATE THE RE-ESTABLISHMENT OF EXISTING CONTROL AND TIE POINTS DISTURBED BY THE CONSTRUCTION ACTIVITIES WITH THE RESIDENT ENGINEER AND PHASE III CONSULTANT. EXISTING CONTROL AND TIE POINT LOCATIONS THAT ARE CONSIDERED NOT VIABLE UNDER THE FINAL CONDITIONS MAY BE RE-ESTABLISHED AT A MORE FEASIBLE LOCATION, AS APPROVED BY THE RESIDENT ENGINEER. THE PHASE III CONSULTANT SHALL SUBMIT DOCUMENTATION OF ALL RE-ESTABLISHED CONTROL AND TIE POINTS TO THE DEPARTMENT NO LATER THAN ONE (1) MONTH AFTER COMPLETION OF THE CONTRACT.
5. THE DESIGN OR DESIGN INFORMATION SHOWN IN THE PLANS RELATIVE TO THE TEMPORARY STRUCTURES, IS PROVIDED FOR THE EXISTING AND/OR PROPOSED CONDITIONS INCLUDING TRAFFIC PATTERNS AND LOCATIONS SHOWN OR DETAILED IN THE PLANS. IF THE ACTUAL EXISTING AND/OR PROPOSED CONDITIONS INCLUDING TRAFFIC PATTERNS AND LOCATIONS VARY FROM THOSE SHOWN IN THE PLANS, THE CONTRACTOR SHALL VERIFY THE DESIGN PARAMETERS FOR THE TEMPORARY STRUCTURES AND SUBMIT THE DESIGN (OR REDESIGN IF ANY) FOR THE ENGINEER'S APPROVAL. THE DESIGN/REDESIGN INCLUDING CALCULATIONS SHALL BE SEALED AND SIGNED BY A STRUCTURAL ENGINEER LICENSED IN THE STATE OF ILLINOIS.
6. PRIOR TO THE INSTALLATION OF TOPSOIL, REGARDLESS OF SLOPE, THE SUBGRADE SHALL BE SURFACE ROUGHENED BY A TRACKED VEHICLE NO MORE THAN 7 DAYS PRIOR TO PLACEMENT, THIS WORK SHALL BE INCLUDED IN THE COST OF "TOPSOIL, FURNISH AND PLACE".
7. THE CONTRACTOR SHALL SCHEDULE A PERIOD OF TIME (MINIMUM OF 5 WORKING DAYS) BETWEEN THE PLACEMENT OF SUB-BASE GRANULAR MATERIAL AND THE STABILIZED SUB-BASE 150MM TO ALLOW THE HIGHWAY LIGHTING AND SURVEILLANCE CONTRACTOR TIME TO INSTALL THE VEHICLE DETECTION SYSTEM.

**ROADWAY AND MISCELLANEOUS (CONTINUED)**

8. POROUS GRANULAR EMBANKMENT, SUBGRADE (PGES) MAY BE USED AT LOCATIONS WHERE UNSUITABLE OR UNSTABLE MATERIAL IS ENCOUNTERED DURING CONSTRUCTION. SOILS WILL BE TESTED BY THE ENGINEER IN ACCORDANCE WITH ARTICLE 301.03 AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. THE ACTUAL LIMITS AND DEPTHS OF REMOVAL AND REPLACEMENT WILL BE DETERMINED BY THE ENGINEER. THE ENGINEER WILL DETERMINE IF THE REMOVED MATERIAL IS UNSUITABLE OR UNSTABLE BASED ON THE FOLLOWING CRITERIA. UNSTABLE MATERIAL IS THAT WHICH, WITH ADEQUATE PROCESSING, CAN MEET THE REQUIREMENTS OF EMBANKMENT AS OUTLINED IN THIS CONTRACT. UNSUITABLE MATERIAL DOES NOT MEET THE REQUIREMENTS FOR EMBANKMENT MATERIALS. UNSUITABLE SOILS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR IN ACCORDANCE WITH SECTION 202 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. UNSTABLE MATERIALS WILL BE MEASURED FOR PAYMENT AS EARTH EXCAVATION AND MAY BE PROCESSED AND USED IN THE EMBANKMENT OR DISPOSED OF, IN ACCORDANCE WITH ARTICLE 202.03.

**COMMITMENTS**

1. THE PROJECT COMMITMENTS RELATING TO THE INTERSTATE 80/94 PROPOSED IMPROVEMENT INCLUDE THE FOLLOWING:

THE CONSTRUCTION OF ROADSIDE DRAINAGE SWALES MUST NOT INTERCEPT GROUNDWATER LEVELS. ROADSIDE SWALES ARE CONSTRUCTED WITHIN THE INTERCHANGE AREAS TO ACCEPT ROADSIDE DRAINAGE ONLY. TOPSOIL IN THE PERMANENT CONSTRUCTION ZONES WILL BE SEGREGATED FOR POTENTIAL RE-USE WITHIN THE TEMPORARY WORK AREAS AFTER CONSTRUCTION IS COMPLETE.

IN ADDITION TO THE EROSION AND SEDIMENT CONTROL FENCING AROUND THE CONSTRUCTION LIMITS, IDOT WILL PROVIDE CHAIN LINK FENCING AROUND WETLANDS AND WATER BODIES TO PREVENT ACCIDENTAL INTRUSIONS OF THE CONSTRUCTION PERSONNEL AND EQUIPMENT. NON-INTRUSION ZONE SIGNING WILL ALSO BE INSTALLED WITH THE FENCING.

**BITUMINOUS MIX REQUIREMENTS**

MIX TYPE	AC TYPE	VOIDS	RAP%
<b>TEMPORARY PAVEMENT (INTERSTATE) &amp; TEMPORARY PAVEMENT</b>			
POLYMERIZED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "F", N105	SBS 70-22	4% @ 105 GYR	0
POLYMERIZED BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19, N105	PG 64-22	4% @ 105 GYR	0
<b>PROPOSED BITUMINOUS PAVEMENT</b>			
BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70	PG 64-22	4% @ 70 GYR	10
BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N50	PG 64-22	4% @ 50 GYR	15
BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19, N70	PG 64-22	4% @ 70 GYR	15
BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19, N50	PG 58-22	4% @ 50 GYR	25
BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50	PG 64-22	4% @ 50 GYR	15
BITUMINOUS BASE COURSE, SUPERPAVE, 190MM, 250MM	PG 58-22	2% @ 50 GYR	50
BITUMINOUS STABILIZED SUBBASE, 150MM	PG 58-22	3% @ 50 GYR	25

THE UNIT WEIGHT USED TO CALCULATE ALL BITUMINOUS SURFACE MIXTURE IS 59.8 KG/SQ M/25MM THICKNESS.

THE FOLLOWING RATES OF APPLICATIONS HAVE BEEN USED IN CALCULATING PLAN QUANTITIES

ITEM	RATE	UNITS
BITUMINOUS MATERIALS (PRIME COAT)	0.0005	M TONS/SQ M
AGGREGATE (PRIME COAT)	0.0022	M TONS/SQ M

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (2425 & 2626) R-2			CONTRACT NO. 62111	

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY

**GENERAL NOTES I**

SCALE: NONE  
 DATE: 9/13/05

DRAWN BY: JFS  
 CHECKED BY: RUM

**TENG**  
 TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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### GENERAL NOTES

#### UTILITIES

- BEFORE STARTING EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION) AT (800) 892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES (48 HOURS NOTIFICATION IS REQUIRED).
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITY WITH UTILITY COMPANIES AND LOCAL AGENCIES.
- INFORMATION SHOWN ON THE SUE SHEETS IS FOR UTILITY INFORMATION PURPOSES ONLY. ROADWAY ALIGNMENT AND ROADWAY PLAN AND PROFILE SHEETS ARE TO BE FOLLOWED FOR THE APPROPRIATE ROADWAY GEOMETRY.

#### DRAINAGE

- BACK FILLING OF STORM SEWERS SHALL BE PERFORMED IN ACCORDANCE WITH METHOD 1 OF ARTICLE 550.07 OF THE STANDARD SPECIFICATIONS.

2. BEFORE FINAL ACCEPTANCE OF THE PROJECT, ALL PROPOSED STORM SEWER LINES SHALL BE CLEANED AS DIRECTED BY THE ENGINEER. THE COST FOR THIS WORK IS CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE BID FOR STORM SEWERS OF THE TYPE, CLASS AND DIAMETER SPECIFIED.

3. WATER MAIN QUALITY PIPE FOR STORM SEWERS IS TO BE USED AT LOCATIONS WHERE LATERAL SEPARATION BETWEEN THE SEWER AND WATERMAIN IS LESS THAN 3.0 M (OUTSIDE TO OUTSIDE) AND THE BOTTOM OF WATER MAIN IS LESS THAN 0.45 M ABOVE THE STORM SEWER CROWN. WATER MAIN QUALITY PIPE IS TO BE USED AT LOCATIONS WHERE THE WATER MAIN CROSSES BELOW THE SEWER REGARDLESS OF VERTICAL SEPARATION.

4. EXISTING DRAINAGE STRUCTURES USED FOR STAGED CONSTRUCTION OF THE PROPOSED DRAINAGE SYSTEM, OR REMAINING IN PLACE AS PART OF THIS CONTRACT, MAY REQUIRE NEW PIPE CONNECTIONS OR THAT THE OUTLETS TO EXISTING PIPES ARE BULKHEADED WITH CLASS SI CONCRETE. THIS WORK SHALL BE PERFORMED AS INDICATED ON THE PLANS AND DIRECTED BY THE ENGINEER. THE COST OF NEW PIPE CONNECTIONS OR BULKHEADING OF EXISTING PIPE OUTLETS TO AND FROM EXISTING DRAINAGE STRUCTURES SHALL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE UNIT PRICE BID PER METER FOR THE NEW PIPE TO BE CONNECTED, OF THE TYPE, DIAMETER AND CLASS SPECIFIED.

5. REMOVAL OF EXISTING LATERAL STORM SEWERS CONNECTING TO THE 2100MM EXISTING COMBINED SEWER UNDER BURNHAM AVENUE WILL BE DONE TO WITHIN ONE METER OF THE COMBINED SEWER. THE LAST ONE METER OF LATERAL SHALL BE LEFT IN PLACE AND ABANDONED PER 550.05 OF THE STANDARD SPECIFICATIONS.

6. FOR INSTALLATION OF PROPOSED DRAINAGE STRUCTURES IN EXISTING SEWERS A PORTION OF THE EXISTING PIPE SHALL BE CUT AND REMOVED. THE PROPOSED STRUCTURE SHALL BE PROVIDED WITH ADEQUATELY SIZED OPENINGS SUCH THAT THE EXISTING PIPE MAY BE CONNECTED AT ITS EXISTING INVERT ELEVATIONS. THE COST OF THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE CONTRACT UNIT PRICE PER EACH FOR THE TYPE AND KIND OF DRAINAGE STRUCTURE TO BE INSTALLED.

7. WHERE THE ADJACENT SHOULDER OR PAVEMENT THICKNESS EXCEEDS THAT OF THE NEW FRAME, THE CONTRACTOR SHALL INSTALL THE CATCH BASIN OR DRAINAGE STRUCTURE LID FLUSH OR LOWER THAN THE BOTTOM OF THE ADJACENT SHOULDER OR PAVEMENT AND ADJUST THE FRAME AND LID IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF ARTICLE 602 OF THE STANDARD SPECIFICATIONS.

8. IN ADDITION TO THE REQUIREMENTS OF ARTICLE 602.15 OF THE STANDARD SPECIFICATIONS, THE CONTRACT UNIT PRICE FOR THE DRAINAGE STRUCTURE SHALL INCLUDE THE SAND CUSHION, FURNISHING AND INSTALLING STEPS WHEN REQUIRED, ADJUSTING RINGS WHEN REQUIRED AND FURNISHING AND COMPACTING THE SPECIFIED BACKFILL MATERIAL.

9. FOR PROPOSED PIPE CONNECTIONS TO EXISTING PIPES OR STRUCTURES, THE REMOVAL OF TEMPORARY STORM SEWER PLUGS AND CONCRETE OR BRICK MASONRY BULKHEADS FROM THE EXISTING PIPES OR EXISTING STRUCTURES WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER METER FOR THE TYPE, MATERIAL, DIAMETER AND CLASS OF PROPOSED PIPE.

10. REMOVAL OF MANHOLES AND CATCH BASINS, INCLUDING ALL EXISTING DRAINAGE STRUCTURES UNDER THE EXISTING CENTRAL MEDIAN OF I-80 OR ELSEWHERE ON THE I-80/I-94 EXPRESSWAY, SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "REMOVING MANHOLES", REGARDLESS OF SHAPE, DEPTH OR SIZE OF THE STRUCTURE. THIS NOTE SHALL NOT APPLY TO LOCAL ROADS AND BURNHAM AVENUE.

11. ADJUSTMENT OF CATCH BASINS OF CIRCULAR OR RECTANGULAR FOOTPRINT AND OF ALL SIZES, SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "CATCH BASINS TO BE ADJUSTED", EXCEPT DRAINAGE STRUCTURES OF 2.4M x 0.9M AND 2.4M x 1.5M, WHICH WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "DRAINAGE STRUCTURE TO BE ADJUSTED". WHEN A CATCH BASIN OR DRAINAGE STRUCTURE HAS MULTIPLE CASTINGS, THE COST OF ADJUSTING ALL CASTINGS TO FINISHED PAVEMENT ELEVATION SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER EACH FOR THE RESPECTIVE PAY ITEM.

12. TOP OF GRATE ELEVATIONS FOR EXISTING STRUCTURES SHOWN ON THE PLANS WERE DETERMINED BY COMPUTER TERRAIN MODELING. THE RESIDENT ENGINEER MAY REVISE THE TOP OF GRATE ELEVATIONS AT THE TIME OF CONSTRUCTION BASED ON FIELD CONDITIONS.

13. INVERT ELEVATIONS FOR EXISTING PIPES HAVE BEEN SHOWN ON THE PLANS WHEN SURVEY INFORMATION WAS AVAILABLE. INVERT ELEVATIONS FOR EXISTING PIPES SHOULD BE DETERMINED OR VERIFIED IN THE FIELD AT THE TIME OF CONSTRUCTION.

14. DRAINAGE STRUCTURES AND SEWERS REQUIRING CLEANING ARE INDICATED ON THE EROSION CONTROL SHEETS.

15. PROPOSED STRUCTURES WITHIN THE SUB-GRADE AREA MAY TEMPORARILY BE PLATED (WITHOUT THE FRAME AND GRATE OR FRAME AND LID) TO FACILITATE THE CONTRACTOR'S OPERATIONS. PLATES SHALL MEET THE APPROVAL OF THE ENGINEER. THE COST FOR MATERIALS, INSTALLATION, REMOVAL OF THE PLATES, AND SUBSEQUENT CONSTRUCTION OF THE STRUCTURE TO ITS FINISHED HEIGHT SHALL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE CONTRACT UNIT PRICE PER EACH FOR THE DRAINAGE STRUCTURE.

16. STORM SEWER REMOVAL OF ELLIPTICAL SECTION PIPE WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER METER FOR "STORM SEWER REMOVAL", OF THE EQUIVALENT ROUND SIZE DIAMETER FOR THE PIPE.

17. REMOVAL OF COMBINED OR SANITARY SEWERS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER METER FOR "STORM SEWER REMOVAL", OF THE DIAMETER SPECIFIED.

18. REMOVAL, ADJUSTMENT AND RECONSTRUCTION OF COMBINED OR SANITARY MANHOLES WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "REMOVING MANHOLES", "MANHOLES TO BE ADJUSTED" AND "MANHOLES TO BE RECONSTRUCTED", RESPECTIVELY.

19. ABANDONED STORM SEWER PIPES SHALL BE PLUGGED ACCORDING TO ARTICLE 550.05 OF THE STANDARD SPECIFICATION, EXCEPT THAT ONLY CLASS SI CONCRETE SHALL BE USED. NO ADDITIONAL PAYMENT SHALL BE OFFERED FOR THE USE OF STRICTLY CLASS SI CONCRETE.

#### DRAINAGE NOTES FOR MWRD COMBINED SEWER NETWORKS

THE MWRD LOCAL SEWER SYSTEMS SECTION FIELD OFFICE MUST BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK (CALL 708-588-4055).

ALL DOWNSPOUTS AND FOOTING DRAINS SHALL DISCHARGE TO THE STORM SEWER SYSTEM.

ALL SANITARY SEWER PIPE MATERIALS AND JOINTS (AND STORM SEWER PIPE MATERIALS AND JOINTS IN A COMBINED SEWER AREA) SHALL CONFORM TO:

PIPE MATERIAL SPEC.	JOINT SPEC.	ABS COMPOSITE/TRUSS PIPE	
VITRIFIED CLAY PIPE		8"-15" DIA.	
VCP C-700	C-425	ABS D-2680	D-2680
VCP (NO-BEL) C-700			
JOINT	C-425	PVC GRAVITY SEWER PIPE	
COLLAR	D-1784	6"-15" DIA. SDR 26	D-3212 OR D-2855
		D-3034	
CONCRETE PIPE C-14	C-443	18"-27" DIA. F/DY-46	
RCP C-76	C-443	F-679	D-3212 OR D-2855
ACP C-428	D-1869		
ABS SEWER PIPE		CISP A-74	C-564
SOLID WALL 6" DIA. SDR 23.5		DIP A-21.51	A-21.11
ABS D-2751	D-2751		

ALL SANITARY SEWER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS), REQUIRES STONE BEDDING WITH STONE 6 MM TO 25 MM IN SIZE, WITH MINIMUM BEDDING THICKNESS EQUAL TO ONE FOURTH THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NOT LESS THAN 100 MM NOR MORE THAN 200 MM. MATERIAL SHALL BE CA-11 OR CA-13 AND SHALL BE EXTENDED AT LEAST 300 MM ABOVE THE TOP OF THE PIPE WHEN USING PVC.

"BAND SEAL" OR SIMILAR FLEXIBLE-TYPE COUPLINGS SHALL BE USED IN THE CONNECTION OF SEWER PIPES OF DISSIMILAR MATERIALS.

WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE, OR AN EXISTING MANHOLE, ONE OF THE FOLLOWING METHODS SHALL BE USED:

- CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOLS ("SEWER-TAP" MACHINE OR SIMILAR) AND PROPER INSTALLATION OF HUBWYE SADDLE OR HUB-TEE SADDLE.
- REMOVE AN ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH A WYE OR TEE BRANCH SECTION.
- NEATLY CORE A HOLE IN THE WALL OF THE SEWER. WITH PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING, USING "BAND SEAL" OR SIMILAR COUPLINGS TO HOLD IT FIRMLY IN PLACE. SEE DRAINAGE DETAILS.

WHENEVER A SANITARY/COMBINED SEWER CROSSES UNDER A WATERMAIN, THE MINIMUM VERTICAL DISTANCE FROM THE TOP OF THE SEWER TO THE BOTTOM OF THE WATERMAIN SHALL BE 460 MM. FURTHERMORE, A MINIMUM HORIZONTAL DISTANCE OF 3.1 METERS BETWEEN SANITARY/COMBINED SEWERS AND WATERMANS SHALL BE MAINTAINED UNLESS: THE SEWER IS LAID IN A SEPARATE TRENCH, KEEPING A MINIMUM 460 MM VERTICAL SEPARATION; OR THE SEWER IS LAID IN THE SAME TRENCH WITH THE WATERMAIN LOCATED AT THE OPPOSITE SIDE ON A BENCH OF UNDISTURBED EARTH, KEEPING A MINIMUM 460 MM VERTICAL SEPARATION. IF EITHER THE VERTICAL OR HORIZONTAL DISTANCES DESCRIBED ABOVE CANNOT BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATERMAIN, THE SEWER SHALL BE CONSTRUCTED TO WATERMAIN STANDARDS.

ALL EXISTING SEPTIC SYSTEMS SHALL BE ABANDONED. ABANDONED TANKS SHALL BE FILLED WITH GRANULAR MATERIAL OR REMOVED.

ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE A MINIMUM INSIDE DIAMETER OF 1.2 METERS, AND SHALL BE CAST IN PLACE OR PRE-CAST REINFORCED CONCRETE.

THE CONSTRUCTION OF ROADSIDE DRAINAGE SWALES MUST NOT INTERCEPT GROUNDWATER LEVELS. ROADSIDE SWALES ARE CONSTRUCTED WITHIN THE INTERCHANGE AREAS TO ACCEPT ROADWAY DRAINAGE ONLY. THE TOPSOIL IN THE PERMANENT CONSTRUCTION ZONES WILL BE SEGREGATED FOR POTENTIAL RE-USE WITHIN THE TEMPORARY WORK AREAS AFTER CONSTRUCTION IS COMPLETE.

#### EROSION AND SEDIMENT CONTROL

SEE GENERAL NOTES ON SHEETS 184 AND 185.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
COOK COUNTY

#### GENERAL NOTES II

SCALE: NONE  
DATE: 8/22/05

DRAWN BY: JFS  
CHECKED BY: RUM

**TENG**

TENG & ASSOCIATES, INC.  
ENGINEERS/ARCHITECTS/PLANNERS  
CHICAGO, ILLINOIS

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94		COOK	631	5
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (2425 & 2626) R-2			CONTRACT NO. 62111	

**SUMMARY OF QUANTITIES**

CODE NO.	ITEM	UNIT	URBAN TOTAL QUANTITY	1-80	RAILROAD, BURNHAM, 175TH ST., BERNICE	BRIDGE ** 016-2791	BRIDGE ** 016-2792	RETAINING WALLS **	SURVEILLANCE **	LANSING ****	SIGNING **	TRAFFIC SIGNALS **
				J000-2A	I000-2A	X271-2A	X281-2A	Y007	Y032-1F	I000-2A	Y002-1C	Y031-1F
28000510	INLET FILTERS	EACH	104	57	47							
50100300	REMOVAL OF EXISTING STRUCTURES NO. 1	EACH	1				1					
50100400	REMOVAL OF EXISTING STRUCTURES NO. 2	EACH	1			1						
50300310	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	64				64					
50500505	STUD SHEAR CONNECTORS	EACH	15885			15885						
51203200	TEST PILE METAL SHELLS	EACH	2					2				
51500100	NAME PLATES	EACH	2			1	1					
60234200	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	8		8							
60237470	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	EACH	3		3							
60250200	CATCH BASINS TO BE ADJUSTED	EACH	45	41	4							
60253800	CATCH BASINS TO BE RECONSTRUCTED WITH NEW TYPE B GRATE	EACH	2		2							
60255500	MANHOLES TO BE ADJUSTED	EACH	11	3	8							
60257900	MANHOLES TO BE RECONSTRUCTED	EACH	5		5							
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	1		1							
60500040	REMOVING MANHOLES	EACH	40	25	15							
60500050	REMOVING CATCH BASINS	EACH	9	5	4							
60500060	REMOVING INLETS	EACH	18	8	10							
67100100	MOBILIZATION	L SUM	1	1								
70101800	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1		1							
70102550	TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR	EACH	1		1							
73100100	BASE FOR TELESCOPING STEEL SIGN SUPPORT	EACH	4							4		
73700100	REMOVE GROUND-MOUNTED SIGN SUPPORT	EACH	3	3								
73700300	REMOVE CONCRETE FOUNDATION - OVERHEAD	EACH	1	1								
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1856	1856								
78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	112	112								
78200100	MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR	EACH	821	821								
78200530	BARRIER WALL MARKERS, TYPE C	EACH	170	170								
81400100	HANDHOLE	EACH	1									1
88200210	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	8									8
89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1									1
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1									1
89502380	REMOVE EXISTING HANDHOLE	EACH	1									1
M2010110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	80		80							
M2010210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	289		289							
M2020010	EARTH EXCAVATION	CU M	39055	33030	6025							
M2021200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU M	1345		1345							
M2040800	FURNISHED EXCAVATION	CU M	38385	37055	1330							
M2070220	POROUS GRANULAR EMBANKMENT	CU M	2323	1010		720	593					

\*SPECIALTY ITEMS  
 \*\*90% FEDERAL  
 10% STATE  
 \*\*\*50% STATE  
 50% VILLAGE OF LANSING  
 \*\*\*\*100% VILLAGE OF LANSING  
 \*\*\*\*\*100% CITY OF CHICAGO  
 HEIGHTS  
 \*\*90% FEDERAL  
 5% STATE  
 5% VILLAGE OF LANSING

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY

**SUMMARY OF QUANTITIES**  
 I

SCALE: NONE  
 DATE: 9/13/05

DRAWN BY: SNM  
 CHECKED BY: KC

**TENG**  
 TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	6
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (2425 & 2626) R-2			CONTRACT NO. 6211	

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	URBAN TOTAL QUANTITY	I-80 **	RAILROAD, BURNHAM, 175TH ST., BERNICE **	BRIDGE ** 016-2791	BRIDGE ** 016-2792	RETAINING WALLS **	SURVEILLANCE **	LANSING ****	Y060 LANSING ****	SIDEWALK ***
				J000-2A 5591	I000-2A 1183	X271-2A	X281-2A	Y007	Y032-IF	I000-2A		SFTY-1B
M2080150	TRENCH BACKFILL	CU M	6777								3	
M2090410	SAND BACKFILL	CU M	1196	1196								
M2101000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ M	76043	76043								
M2113150	TOPSOIL FURNISH AND PLACE, 150MM	SQ M	3934		3934							
M2113300	TOPSOIL FURNISH AND PLACE, 300MM	SQ M	817		817							
M2114100	COMPOST FURNISH AND PLACE, 100MM	SQ M	817		817							
M2500210	SEEDING, CLASS 2A	HA	0.12	0.06	0.06							
M2500400	NITROGEN FERTILIZER NUTRIENT	KG	70		70							
M2500500	PHOSPHORUS FERTILIZER NUTRIENT	KG	70		70							
M2500600	POTASSIUM FERTILIZER NUTRIENT	KG	70		70							
M2510115	MULCH, METHOD 2	HA	0.12		0.12							
M2510630	EROSION CONTROL BLANKET	SQ M	2552	1025	1527							
M2520110	SODDING, SALT TOLERANT	SQ M	3519		3519							
M2520200	SUPPLEMENTAL WATERING	UNIT	36		36							
M2800200	EARTH EXCAVATION FOR EROSION CONTROL	CU M	2071	2035	36							
M2800250	TEMPORARY EROSION CONTROL SEEDING	KG	47	14	33							
M2810105	STONE RIPRAP, CLASS A3	SQ M	15		15							
M2820100	FILTER FABRIC	SQ M	15		15							
M3111100	SUB-BASE GRANULAR MATERIAL, TYPE B 100MM	SQ M	3076	3076								
M3111300	SUB-BASE GRANULAR MATERIAL, TYPE B 300MM	SQ M	76043	76043								
M3120150	STABILIZED SUB-BASE 150MM	SQ M	77581	77581								
M3511150	AGGREGATE BASE COURSE, TYPE B 150MM	SQ M	11599	10490						1109		
M4060200	BITUMINOUS MATERIALS (PRIME COAT)	M TON	32.2	6.9	25.3							
M4060895	CONSTRUCTING TEST STRIP	EACH	3	1	2							
M4202255	PORTLAND CEMENT CONCRETE PAVEMENT 250MM (JOINTED)	SQ M	2343	2343								
M4205050	BRIDGE APPROACH PAVEMENT (SPECIAL)	SQ M	1694			842	852					
M4205200	PROTECTIVE COAT	SQ M	1079		1079							
M4210360	CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 360MM	SQ M	52576	52576								
M4214360	PAVEMENT REINFORCEMENT 360MM	SQ M	52576	52576								
M4217088	LUG SYSTEM COMPLETE 8.8 METER	EACH	1	1								
M4217108	LUG SYSTEM COMPLETE 10.8 METER	EACH	1	1								
M4217144	LUG SYSTEM COMPLETE 14.4 METER	EACH	5	5								
M4230150	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 150MM	SQ M	547		547							
M4240125	PORTLAND CEMENT CONCRETE SIDEWALK 125MM	SQ M	822		665							157
M4402000	PAVEMENT REMOVAL	SQ M	37587	29380	8207							
M4402010	DRIVEWAY PAVEMENT REMOVAL	SQ M	495		495							
M4402040	COMBINATION CURB AND GUTTER REMOVAL	METER	1056		1056							
M4402050	SIDEWALK REMOVAL	SQ M	757		757							

- \*SPECIALTY ITEMS
- \*\*90% FEDERAL  
10% STATE
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50% VILLAGE OF LANSING
- \*\*\*\*100% VILLAGE OF LANSING
- \*\*\*\*\*100% CITY OF CHICAGO  
HEIGHTS
- \*\*90% FEDERAL  
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Rev.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY  
**SUMMARY OF QUANTITIES**  
 II

SCALE: NONE  
 DATE: 9/13/05

DRAWN BY: SNM  
 CHECKED BY: KC

**TENG**  
 TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS



F.A.I. RTE. 80/94	SECTION •	COUNTY COOK	TOTAL SHEETS 631	SHEET NO. 8
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (2425 & 2626) R-2 CONTRACT NO. 62111

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	URBAN TOTAL QUANTITY	1-80	RAILROAD, BURNHAM, 175TH ST., BERNICE	BRIDGE ** 016-2791	BRIDGE ** 016-2792	RETAINING WALLS **	SURVEILLANCE **	LANSING ****	SIGNING **							
				J000-2A **	I000-2A	X271-2A	X281-2A	Y007	Y032-1F **	I000-2A	Y002-IC **							
M5510060	STORM SEWER REMOVAL 600MM	METER	60	60														
M5510095	STORM SEWER REMOVAL 1200MM	METER	261.5	54.5	207													
M5910100	GEOCOMPOSITE WALL DRAIN	SQ M	547					547										
M6010610	PIPE UNDERDRAINS 150MM	METER	4399	4399														
M6011105	PIPE UNDERDRAINS FOR STRUCTURES 150MM	METER	103					103										
M6020105	CATCH BASINS, TYPE A, 1.2M DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	16	3	8					5								
M6020140	CATCH BASINS, TYPE A, 1.2M DIAMETER, TYPE 8 GRATE	EACH	6		6													
M6020185	CATCH BASINS, TYPE A, 1.2M DIAMETER, TYPE 24 FRAME AND GRATE	EACH	12		12													
M6021410	MANHOLES, TYPE A, 1.2M DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	3		1					2								
M6021810	MANHOLES, TYPE A, 1.8M DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2		2													
M6022010	MANHOLES, TYPE A, 2.1M DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2		2													
M6060070	CONCRETE CURB, TYPE B	METER	14		14													
M6060500	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-15.30	METER	665		401					264								
M6060700	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-15.60	METER	756		756													
M6063630	CONCRETE MEDIAN SURFACE, 150MM (SPECIAL)	SQ M	1132	1132														
M6320030	GUARDRAIL REMOVAL	METER	73	73														
M6370155	CONCRETE BARRIER, SINGLE FACE, 815 MM HEIGHT	METER	742	742														
M6370175	CONCRETE BARRIER, SINGLE FACE, 1065 MM HEIGHT	METER	58	58														
M6370255	CONCRETE BARRIER, DOUBLE FACE, 815MM HEIGHT	METER	435	435														
M6370275	CONCRETE BARRIER, DOUBLE FACE, 1065 MM HEIGHT	METER	2101	2101														
M6370805	CONCRETE BARRIER TRANSITION	METER	39	39														
M6371050	BARRIER BASE	METER	3850	3850														
00 M6380600	MODULAR GLARE SCREEN SYSTEM	METER	364.7	304.7														
M6420015	SHOULDER RUMBLE STRIP	METER	13881	13881														
M7030210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ M	13		13													
M7030220	TEMPORARY PAVEMENT MARKING - LINE 100MM	METER	2401	2401														
M7030240	TEMPORARY PAVEMENT MARKING - LINE 150MM	METER	11426	10678	748													
M7030260	TEMPORARY PAVEMENT MARKING - LINE 300MM	METER	65	65														
M7030280	TEMPORARY PAVEMENT MARKING - LINE 600MM	METER	18	18														
M7030520	PAVEMENT MARKING TAPE, TYPE III 100MM	METER	12915	12915														
M7030530	PAVEMENT MARKING TAPE, TYPE III 125MM	METER	1092	1092														
M7030550	PAVEMENT MARKING TAPE, TYPE III 200MM	METER	1280	1280														
M7030560	PAVEMENT MARKING TAPE, TYPE III 300MM	METER	342	342														
M7031000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ M	1886	1886														
M7040100	TEMPORARY CONCRETE BARRIER	METER	1277	903	374													
M7200100	SIGN PANEL - TYPE 1	SQ M	30								30							
M7200200	SIGN PANEL - TYPE 2	SQ M	13.7								13.7							
M7200300	SIGN PANEL - TYPE 3	SQ M	155.2								155.2							

\*SPECIALTY ITEMS  
 \*\*90% FEDERAL  
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00 SFT4-2A 90% FED./10% STATE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY

**SUMMARY OF QUANTITIES  
 IV**

SCALE: NONE  
 DATE: 9/13/05

DRAWN BY: SNM  
 CHECKED BY: KC

**TENG**  
 TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94		COOK	631	9
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
(2425 & 2626) R-2		CONTRACT NO. 62111		

**SUMMARY OF QUANTITIES**

CODE NO.	ITEM	UNIT	URBAN TOTAL QUANTITY	I-80 **	RAILROAD, BURNHAM, 175TH ST., BERNICE **	BRIDGE ** 016-2791	BRIDGE ** 016-2792	RETAINING WALLS **	SURVEILLANCE **	LANSING ****	LANSING ****	SIGNING **	TRAFFIC SIGNALS **	CHICAGO HEIGHTS *****
				J000-2A	I000-2A	X271-2A	X281-2A	Y007	Y032-1A	I000-2A	Y060	Y002-1C	Y031-1F	Y060
M7240320	REMOVE SIGN PANEL - TYPE 2	SQ M	26.3									26.3		
M7240330	REMOVE SIGN PANEL - TYPE 3	SQ M	57.9									57.9		
M7240720	RELOCATE SIGN PANEL - TYPE 2	SQ M	1.1									1.1		
M7280100	TELESCOPING STEEL SIGN SUPPORT	METER	38									38		
M7330030	OVERHEAD SIGN STRUCTURE - SPAN, TYPE III-A (1.53M X 2.14M)	METER	34.2									34.2		
M7330235	OVERHEAD SIGN STRUCTURE - CANTILEVER, TYPE II-C-A (0.90M X 1.68M)	METER	8.4									8.4		
M7330255	OVERHEAD SIGN STRUCTURE - CANTILEVER, TYPE III-C-A (0.90M X 2.14M)	METER	9.2									9.2		
M7330500	OVERHEAD SIGN STRUCTURE WALKWAY	METER	39.6									39.6		
M7340200	DRILLED SHAFT CONCRETE FOUNDATIONS	CU M	16.4									16.4		
M7800105	THERMOPLASTIC PAVEMENT MARKING - LINE 100MM	METER	1513		1513									
M7800115	THERMOPLASTIC PAVEMENT MARKING - LINE 150MM	METER	99							99				
M7800125	THERMOPLASTIC PAVEMENT MARKING - LINE 300MM	METER	137		137									
M7800140	THERMOPLASTIC PAVEMENT MARKING - LINE 600MM	METER	63		63									
M7800605	EPOXY PAVEMENT MARKING - LINE 100MM	METER	2002	2002										
M7800610	EPOXY PAVEMENT MARKING - LINE 125MM	METER	917	917										
M7800615	EPOXY PAVEMENT MARKING - LINE 150MM	METER	752	752										
M7802010	POLYUREA PAVEMENT MARKING, TYPE I - LINE 100MM	METER	9801	9801										
M7802014	POLYUREA PAVEMENT MARKING, TYPE I - LINE 125MM	METER	4604	4604										
M7802020	POLYUREA PAVEMENT MARKING, TYPE I - LINE 200MM	METER	2916	2916										
M7802030	POLYUREA PAVEMENT MARKING, TYPE I - LINE 300MM	METER	1013	1013										
M7830100	PAVEMENT MARKING REMOVAL	SQ M	2688	2688										
M8120130	CONDUIT EMBEDDED IN STRUCTURE, 65 MM DIA. GALVANIZED STEEL	METER	160						160					
M8120230	CONDUIT EMBEDDED IN STRUCTURE, 50 MM DIA. PVC	METER	305						305					
M8120270	CONDUIT EMBEDDED IN STRUCTURE, 100 MM DIA. PVC	METER	72						72					
M8131400	JUNCTION BOX, NON-METALLIC, EMBEDDED IN STRUCTURE, 525MM X 275MM X 200MM	EACH	2						2					
M8860100	DETECTOR LOOP, TYPE I	METER	71										71	
M8950235	REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	METER	74										74	
MX030063	STORM SEWER (WATER MAIN REQUIREMENTS) 300MM	METER	210.5		193.1						17.1			0.3
MX030067	STORM SEWER (WATER MAIN REQUIREMENTS) 900MM	METER	95.5		49						37.4			9.1
MX030144	CATCH BASINS, 1.2M BY 0.9M SPECIAL, TYPE 20 FRAME AND GRATE	EACH	10	10										
MX030151	STORM SEWER, DUCTILE IRON PIPE, TYPE 1 200MM	METER	2							2				
MX030170	CATCH BASINS, 1.2M BY 1.5M SPECIAL, TYPE 22 FRAME AND GRATE	EACH	1	1										
MX030199	TEMPORARY PAVEMENT	SQ M	295	295										
MX030504	TEMPORARY PAVEMENT (INTERSTATE)	SQ M	2813	2813										
MX030508	REMOVAL OF TEMPORARY SOIL RETENTION SYSTEM	SQ M	345			345								
MX032160	CONDUIT ENCASED, REINFORCED CONCRETE, 100MM DIA. PVC, 2 WIDE X 1 HIGH	METER	300						300					
MX033183	SOIL STABILIZERS	KG	68017	68017										
MX033234	SLOTTED DRAIN REMOVAL	METER	623	623										

\*SPECIALTY ITEMS  
 \*\*90% FEDERAL  
 10% STATE  
 \*\*\*50% STATE  
 50% VILLAGE OF LANSING  
 \*\*\*\*100% VILLAGE OF LANSING  
 \*\*\*\*\*100% CITY OF CHICAGO  
 HEIGHTS  
 ##90% FEDERAL  
 5% STATE  
 5% VILLAGE OF LANSING


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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY  
**SUMMARY OF QUANTITIES**  
 V

SCALE: NONE  
 DATE: 9/13/05

DRAWN BY: SNM  
 CHECKED BY: KC


**TENG**  
 TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	10
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

\* (2425 & 2626) R-2 CONTRACT NO. 62111

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	URBAN TOTAL QUANTITY	1-80	RAILROAD, BURNHAM, 175TH ST., BERNICE	BRIDGE ** 016-2791	BRIDGE ** 016-2792	RETAINING WALLS **	SURVEILLANCE **	LANSING ****	TRAFFIC SIGNALS **
				J000-2A	I000-2A	X271-2A	X281-2A	Y007	Y032-1F	I000-2A	Y031-1F
MX033276	TEMPORARY SOIL RETENTION SYSTEM	SQ M	124				124				
MX033290	SEDIMENT CONTROL, SILT FENCE	METER	612	265	347						
MX033291	SEDIMENT CONTROL, SILT FENCE, MAINTENANCE	METER	612	265	347						
MX033292	SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE	SQ M	1622	811	811						
MX033303	SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE MAINTENANCE	SQ M	406	203	203						
MX355150	BITUMINOUS BASE COURSE SUPERPAVE, 150MM	SQ M	143		143						
MX355200	BITUMINOUS BASE COURSE SUPERPAVE, 200MM	SQ M	76		76						
MX406012	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50	M TON	1589.1	1253.3	26.1					309.7	
MX407380	BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH), SUPERPAVE, 230MM	SQ M	4242		2644					1598	
MX407450	BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH), SUPERPAVE, 300MM	SQ M	5665		5665						
MX482280	BITUMINOUS SHOULDERS SUPERPAVE 150MM	SQ M	250	250							
MX512015	TEMPORARY SHEET PILING REMOVAL	SQ M	3434	3274		160					
MX704200	REMOVE TEMPORARY CONCRETE BARRIER	METER	5339	5339							
MZ001050	AGGREGATE SUBGRADE 300MM	SQ M	10787		9061					1726	
MZ031106	TEMPORARY MECHANICALLY STABILIZED EARTH RETAINING WALL	SQ M	510				510				
MZ047300	PROTECTIVE SHIELD	SQ M	1164			1164					
MZ065755	SLOTTED DRAIN 300MM WITH VARIABLE SLOT HEIGHT	METER	96.9	96.9							
X0322916	PROPOSED STORM SEWER CONNECTION TO EXISTING STORM SEWER	EACH	10		10						
X0322917	PROPOSED STORM SEWER CONNECTION TO EXISTING MANHOLE	EACH	2	1	1						
X0323426	SEDIMENT CONTROL, DRAINAGE STRUCTURE INLET FILTER CLEANING	EACH	145	98	47						
X0324044	EROSION CONTROL, TEMPORARY PIPE SLOPE DRAIN	EACH	12	11	1						
X0324045	SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE REMOVAL	EACH	8	8							
X0324587	NOISE ABATEMENT WALL ANCHOR ROD ASSEMBLY	EACH	45		21			24			
X0324698	APPLYING DUST SUPPRESSION AGENT	UNIT	489	489							
X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	20		20						
X6020166	DRAINAGE STRUCTURES, TYPE 1 SPECIAL WITH TWO TYPE 20 FRAME AND GRATES	EACH	14	14							
X6020167	DRAINAGE STRUCTURES, TYPE 2 SPECIAL WITH TWO TYPE 22 FRAME AND GRATES	EACH	1	1							
X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	1							
X7013820	TRAFFIC CONTROL SURVEILLANCE, EXPRESSWAYS	CAL DA	240	240							
X7015000	CHANGEABLE MESSAGE SIGN	CAL MO	10	10							
X8800020	SIGNAL HEAD ,LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	4								4
X8800037	SIGNAL HEAD ,LED, 1-FACE, 4-SECTION, BRACKET MOUNTED	EACH	2								2
X8800038	SIGNAL HEAD ,LED, 1-FACE, 4-SECTION, MAST ARM MOUNTED	EACH	2								2
X8800040	SIGNAL HEAD ,LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2								2
X8800045	SIGNAL HEAD ,LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	2								2
X8810610	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED	EACH	8								8
XX001452	CONCRETE MASONRY BULKHEAD	EACH	11	5	6						
Z0002600	BAR SPLICERS	EACH	1506			1242	264				

\*SPECIALTY ITEMS  
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 HEIGHTS  
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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY

**SUMMARY OF QUANTITIES VI**

SCALE: NONE  
 DATE: 9/13/05

DRAWN BY: SNM  
 CHECKED BY: KC

**TENG**  
 TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	11
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (2425 & 2626) R-2			CONTRACT NO. 62111	

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	LABOR TOTAL QUANTITY	I-80 **	RAILROAD, BURNHAM, 175TH ST., BERNICE **	BRIDGE ** 016-2791	BRIDGE ** 016-2792	RETAINING WALLS **	SURVEILLANCE **	SIGNING **
				J000-2A	I000-2A	X271-2A	X281-2A	Y007-	Y032-1F	Y002-1C
MX033555	PAINT PAVEMENT MARKING - LINE 125MM (SPECIAL)	METER	61	61						
MA248000	DETECTABLE WARNINGS	SQ M	18		18					
MX033461	WICK DRAINS	METER	25274	25274						
MX033560	CONCRETE BARRIER SINGLE FACE 815MM HEIGHT, REINFORCED	METER	475	475						
X0325130	TUBULAR TRAFFIC SIGN POST	EACH	11							11
X0325174	SIGN STRUCTURE ATTACHED TO PARAPET - ONE POST	EACH	3							3
X0325175	SIGN STRUCTURE ATTACHED TO PARAPET - TWO POSTS	EACH	1							1
OO MX033559	CONCRETE GLARE SCREEN, SPECIAL	METER	45.6	45.6						
MX033566	PORTLAND CEMENT CONCRETE PAVEMENT 250MM (JOINTED) (COLORED)	SQ M	751	751						
M7040210	RELOCATE TEMPORARY CONCRETE BARRIER (SPECIAL)	METER	3162	3162						
M4217150	LUG SYSTEM COMPLETE 15.0 METER	EACH	1	1						
X6040300	FRAMES AND GRATES, TYPE 20 (SPECIAL)	EACH	8	8						
X6040305	FRAMES AND GRATES, TYPE 22 (SPECIAL)	EACH	2	2						
MX033561	DUCTILE IRON PIPE, STORM SEWER, 150MM	METER	86.5	86.5						
MX033562	DUCTILE IRON PIPE, STORM SEWER, 200MM	METER	1.5		1.5					
MX033565	STORM SEWERS TO BE GROUTED	CU M	1415.5	1246.5	169					
MX033556	CONDUIT EMBEDDED IN STRUCTURE, 30 MM DIA. CNC, 4 WIDE X 2 HIGH	METER	2065					2065		
MX033557	CONDUIT IN TRENCH, 3-100MM DIA., RIGID GALV STEEL	METER	100					100		
MX033558	CONDUIT ATTACHED TO STRUCTURE, 3-100MM DIA., RIGID GALV STEEL, PVC COATED	METER	122					122		
MX033565	CONDUIT ENCASED, REINFORCED CONCRETE, 30 MM DIA. CNC, 4 WIDE X 2 HIGH	METER	96					96		
MX033563	COILABLE NONMETALLIC CONDUIT, 25MM DIA. (INNERDUCT)	METER	1098					1098		
Z0002605	BAR SPLICERS, SPECIAL	EACH	84	84						
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	0.9	0.1					
Z0018400	DRAINAGE STRUCTURES TO BE ADJUSTED	EACH	27	27						
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	2		2					
Z0030070	IMPACT ATTENUATORS (SEVERE USE, NARROW), TEST LEVEL 3	EACH	2	2						
Z0030240	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 2	EACH	2	2						
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	7	7						
Z0056220	SAND MODULE IMPACT ATTENUATOR TO BE REMOVED	EACH	4	4						
Z0076600	TRAINEES	HOUR	500	500						

\*SPECIALTY ITEMS  
 \*\*90% FEDERAL  
 10% STATE  
 \*\*\*50% STATE  
 50% VILLAGE OF LANSING  
 \*\*\*\*100% VILLAGE OF LANSING  
 \*\*\*\*\*100% CITY OF CHICAGO  
 HEIGHTS  
 \*\*90% FEDERAL  
 5% STATE  
 5% VILLAGE OF LANSING

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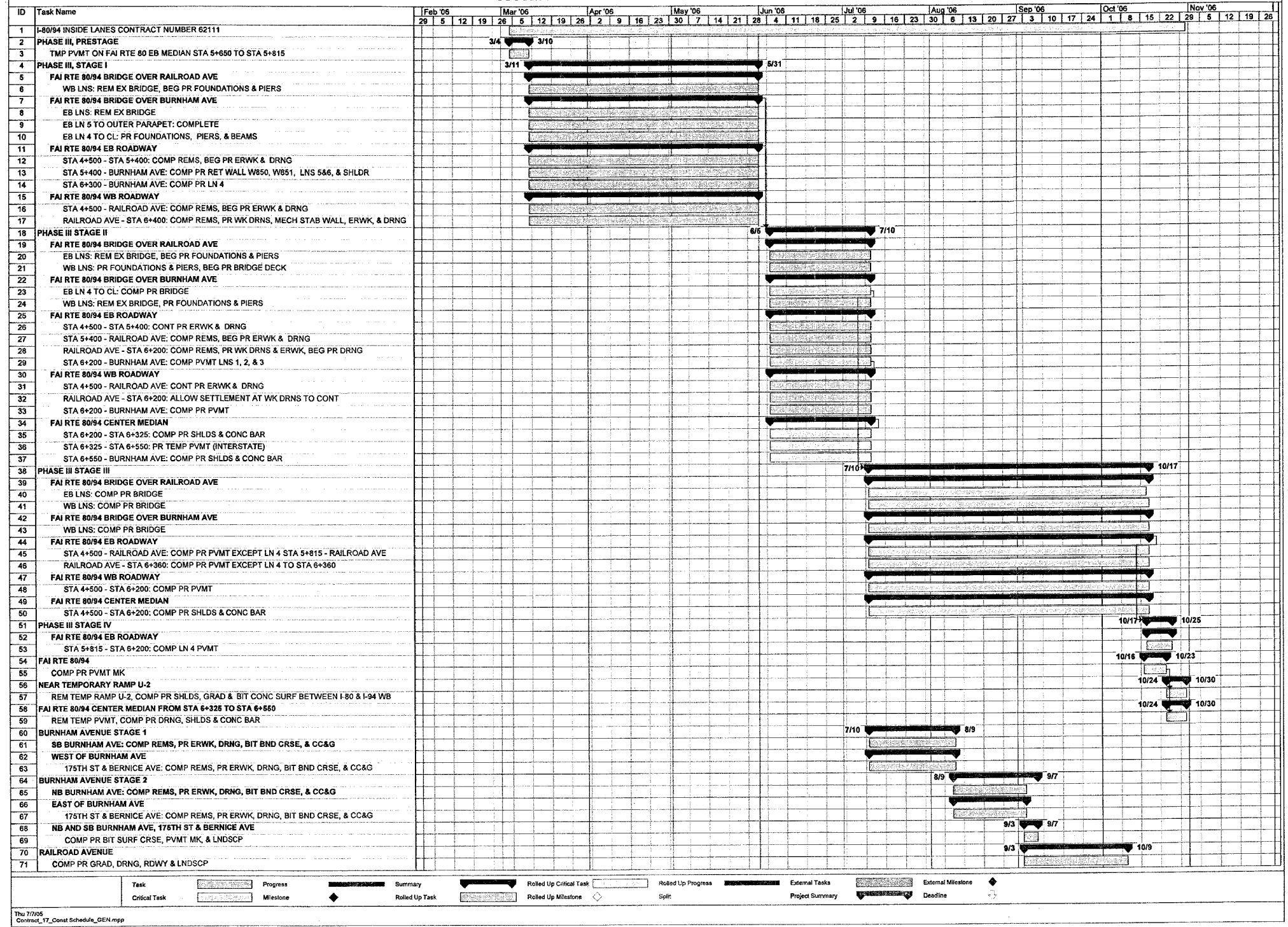
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY  
**SUMMARY OF QUANTITIES**  
 VII  
 SCALE: NONE  
 DATE: 9/13/05  
 DRAWN BY: SNM  
 CHECKED BY: KC  
**TENG**  
 TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

Rev.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	831	12
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (2425 & 2626) R-2		CONTRACT NO. 62111		

**SUGGESTED CONSTRUCTION PROGRESS SCHEDULE**



BEG - BEGIN  
 BIT - BITUMINOUS  
 BND - BINDER  
 BAR - BARRIER  
 COMP - COMPLETE  
 CONC - CONCRETE  
 CONT - CONTINUE  
 CRSE - COURSE  
 CC&G - COMBINED CURB AND GUTTER

DRNG - DRAINAGE  
 ERWK - EARTHWORK  
 EX - EXISTING  
 GRAD - GRADING  
 LNS - LANES  
 LNDSCP - LANDSCAPING  
 MECH - MECHANICALLY  
 MK - MARKING  
 PCG - PORTLAND CEMENT CONCRETE

PR - PROPOSED  
 PVT - PAVEMENT  
 REMS - REMOVALS  
 RET WALL - RETAINING WALL  
 RDWY - ROADWAY  
 SHLDS - SHOULDERS  
 STA - STATION  
 STAB - STABILIZED  
 SURF - SURFACE

TEMP - TEMPORARY

NOTE: THE CONSTRUCTION ACTIVITIES THAT DO NOT AFFECT EXPRESSWAY TRAFFIC IN COMPLIANCE WITH SPECIAL PROVISION "WORK RESTRICTIONS", CAN BE PERFORMED PRIOR TO MARCH 4, 2006

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY

**SUGGESTED CONSTRUCTION PROGRESS SCHEDULE I**

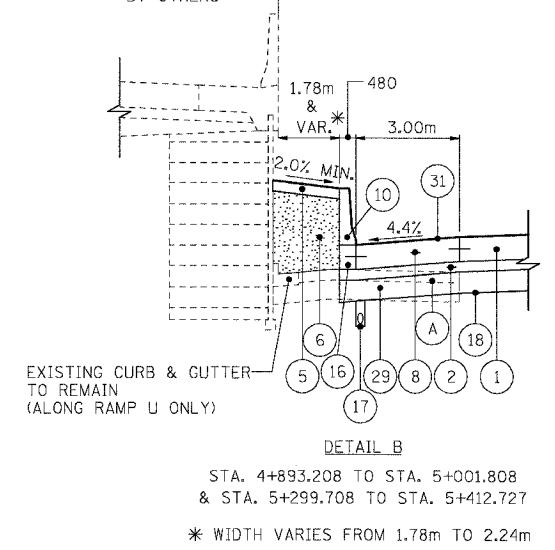
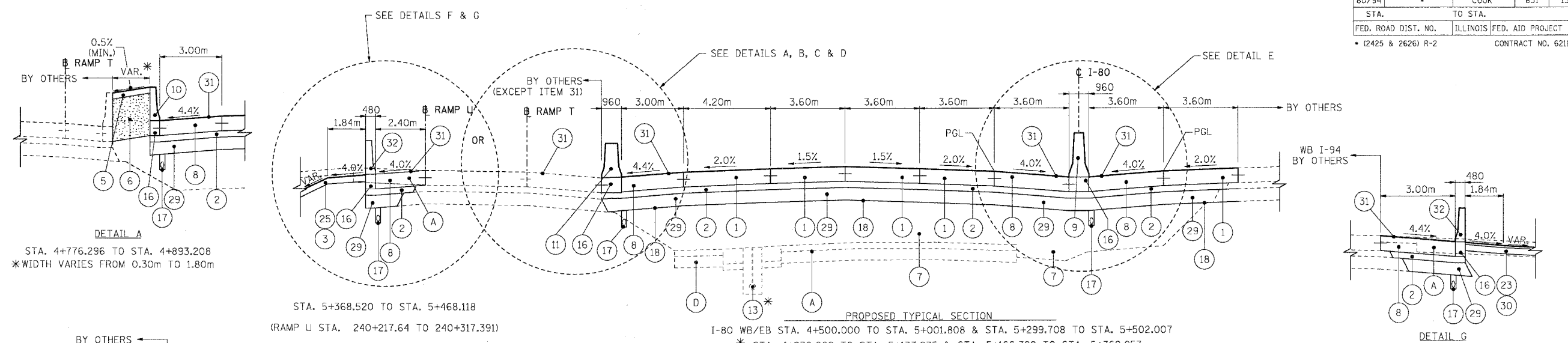
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**TENG**  
 TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

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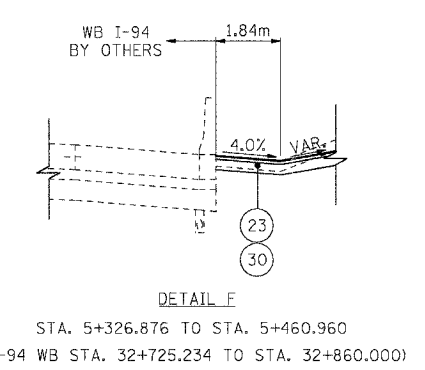
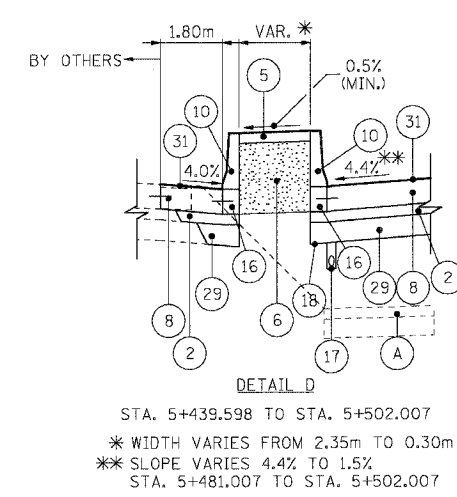
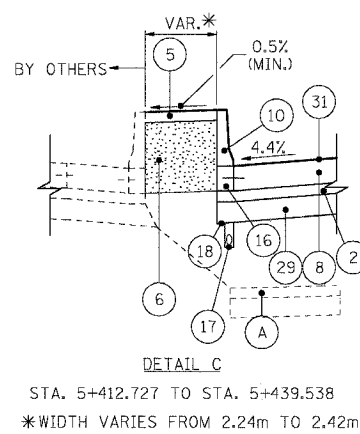
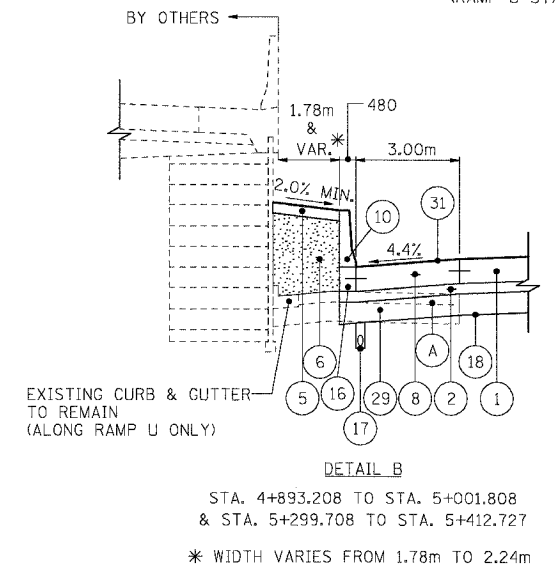
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94		COOK	631	13
STA. TO STA.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 62111		



STA. 5+368.520 TO STA. 5+468.118  
(RAMP U STA. 240+217.64 TO 240+317.391)

I-80 WB/EB STA. 4+500.000 TO STA. 5+001.808 & STA. 5+299.708 TO STA. 5+502.007  
\* STA. 4+970.062 TO STA. 5+137.875 & STA. 5+166.329 TO STA. 5+369.953

DETAIL G  
STA. 5+460.960 TO STA. 5+502.007  
(I-94 WB STA. 32+860.000 TO STA. 32+937.000)



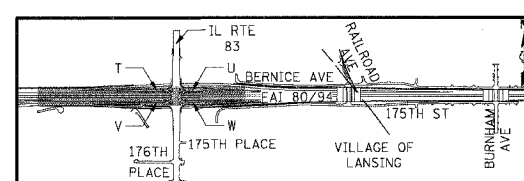
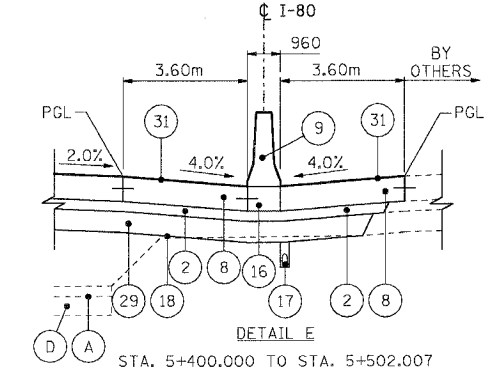
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EXISTING LEGEND		PROPOSED LEGEND	
(A) PAVEMENT REMOVAL/BREAKING	(D) EXISTING PAVEMENT (SEE NOTES FOR THICKNESS)	(C) CONCRETE BARRIER REMOVAL	(F) EXISTING CONCRETE BARRIER
(B) PAVED SHOULDER REMOVAL	(E) EXISTING SHOULDER	(G) EXISTING GUARD RAIL	(I) EXISTING SIDEWALK
(H) CURB AND GUTTER REMOVAL	(K) REM AND DISP UNS MATL 300	(J) SIDEWALK REMOVAL	(L) EXISTING SIDEWALK
(M) CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 360mm	(N) STABILIZED SUB-BASE 150mm	(O) TOPSOIL FURNISH AND PLACE, 150mm	(P) SEEDING, CLASS 2A
(Q) CONCRETE MEDIAN SURFACE, 150mm (SPECIAL)	(R) SAND BACKFILL	(S) EMBANKMENT	(T) PCC SHOULDERS, 360mm
(U) CONCRETE BARRIER, DOUBLE FACE, 1065mm HEIGHT	(V) CONCRETE BARRIER, SINGLE FACE, 815mm HEIGHT	(W) CONCRETE BARRIER, DOUBLE FACE, 815mm HEIGHT	(X) CONCRETE BARRIER, SINGLE FACE, 815mm HEIGHT
(Y) CONCRETE BARRIER, DOUBLE FACE, 815mm HEIGHT	(Z) CONCRETE BARRIER, SINGLE FACE, 815mm HEIGHT	(AA) BIT C PVT FD SUP 300	(AB) BC SC SUPER "C" NS0 50
(AC) AGGREGATE SUBGRADE 300mm	(AD) SODDING, SALT-TOLERANT	(AE) TOPSOIL FURNISH AND PLACE, 300mm	(AF) COMPOST FURNISH AND PLACE, 100mm
(AG) EROSION CONTROL BLANKET	(AH) SUB-BASE GRANULAR MATERIAL, TYPE B, 300mm	(AI) AGGREGATE BASE COURSE, TYPE B, 150mm	(AJ) SHOULDER RUMBLE STRIP
(AK) CONCRETE BARRIER SINGLE FACE 815 MM HEIGHT, REINFORCED	(AL) SUB GRAN MAT B 100	(AM) BIT SHLD SUPER 150	(AN) BIT C PVT FD SUP 230
(AO) BIT C PVT FD SUP 230	(AP) BIT C PVT FD SUP 230	(AQ) BIT C PVT FD SUP 230	(AR) BIT C PVT FD SUP 230

- NOTES**
- ALL UNITS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
  - SUB-BASE GRANULAR MATERIAL, TYPE B, 300mm SHALL CONSIST OF 225mm OF GRANULAR SUB-BASE WITH A 75mm GRANULAR SUB-BASE CAP.
  - CRC REINFORCEMENT CHART ON STANDARD 421001 SHALL BE MODIFIED AS FOLLOWS:
 

PAVEMENT WIDTH	A	B	C	D
3.6M	26 SPACES (27 BARS) AT 132mm	90mm	75mm	660mm
4.2M	31 SPACES (32 BARS) AT 130mm	90mm	75mm	660mm
4.9M	35 SPACES (36 BARS) AT 135mm	95mm	85mm	660mm

 THE REINFORCEMENT SHALL BE 115mm FROM THE TOP OF PAVEMENT
  - TIE BARS IN PAVEMENT OR BETWEEN PAVEMENT AND OTHER NEW/OR EXISTING PCC APPURTENANCES WILL NOT BE PAID FOR IN ACCORDANCE WITH ARTICLE 508.07 OF THE STANDARD SPECIFICATIONS.
  - FOR LONGITUDINAL JOINT DETAILS SEE PAVEMENT ELEVATION AND JOINTING PLANS AND CONCRETE BARRIER DETAILS SHEET.
  - EARTHWORK CALCULATED USING EXISTING I-80/94 PAVEMENT SECTION OF 150mm BITUMINOUS OVERLAY AND 275mm PCC BASE COURSE



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
COOK COUNTY

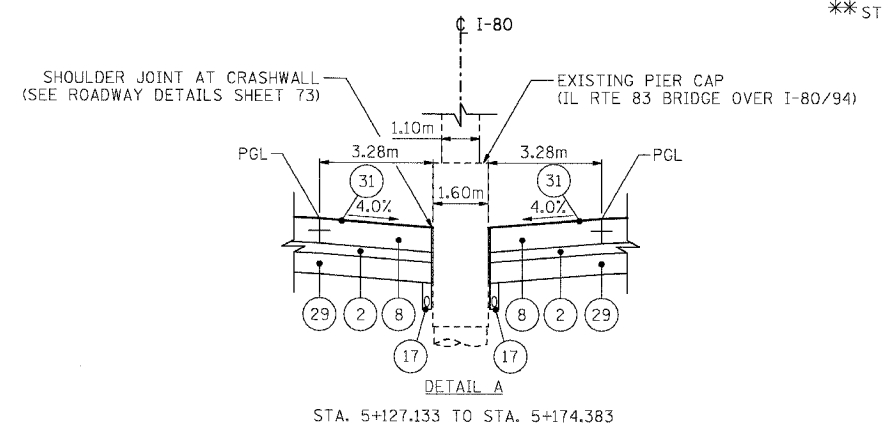
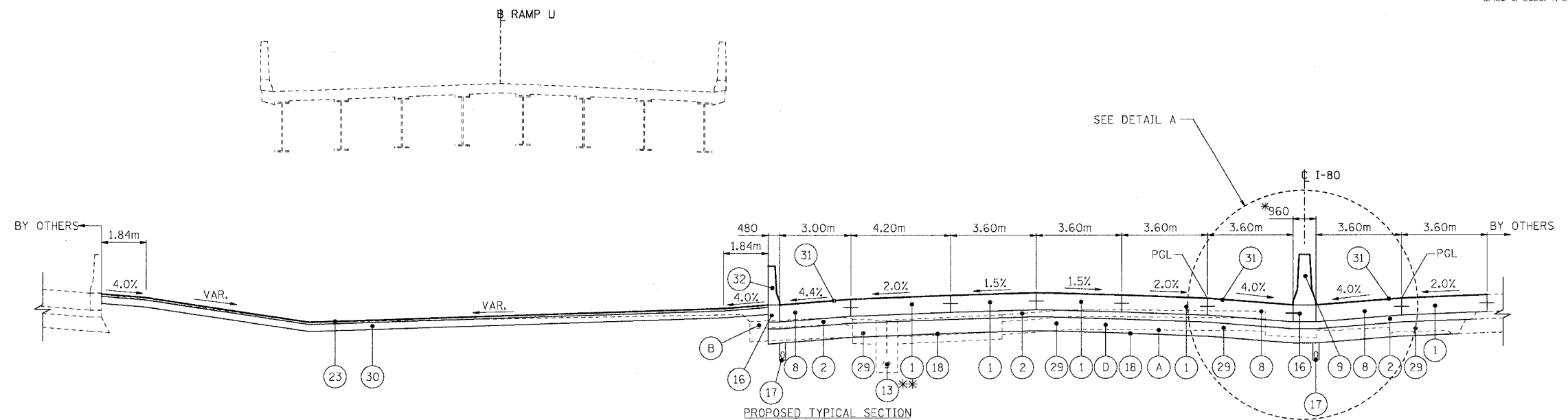
**TYPICAL SECTIONS**  
**FAI 80/94**  
**STA. 4+500 TO STA. 5+502**

SCALE: NONE  
DATE: 8/22/05

DRAWN BY: RJS  
CHECKED BY: DH

**TENG**  
TENG & ASSOCIATES, INC.  
ENGINEERS/ARCHITECTS/PLANNERS  
CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	14
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (2425 & 2626) R-2		CONTRACT NO. 62111		



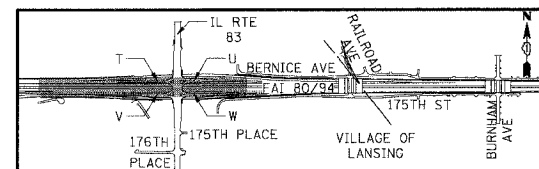
I-80 WB/EB STA. 5+001.808 TO STA. 5+299.708  
 \*\* STA. 4+970.062 TO STA. 5+137.875 & STA. 5+166.329 TO STA. 5+369.953

\* WIDTH VARIES 960mm TO 1.60 m  
 STA. 5+111.330 TO STA. 5+127.133  
 WIDTH VARIES 1.60m TO 960mm  
 STA. 5+174.383 TO STA. 5+180.783  
 SEE SHEETS 41 AND 42  
 FOR DETAILS

**NOTES**

- ALL UNITS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
  - SUB-BASE GRANULAR MATERIAL, TYPE B, 300mm SHALL CONSIST OF 225mm OF GRANULAR SUB-BASE WITH A 75mm GRANULAR SUB-BASE CAP.
  - CRC REINFORCEMENT CHART ON STANDARD 421001 SHALL BE MODIFIED AS FOLLOWS:
- | PAVEMENT WIDTH | A                            | B    | C    | D     |
|----------------|------------------------------|------|------|-------|
| 3.6M           | 26 SPACES (27 BARS) AT 132mm | 90mm | 75mm | 660mm |
| 4.2M           | 31 SPACES (32 BARS) AT 130mm | 90mm | 75mm | 660mm |
| 4.9M           | 35 SPACES (36 BARS) AT 135mm | 95mm | 85mm | 660mm |
- THE REINFORCEMENT SHALL BE 115mm FROM THE TOP OF PAVEMENT
- TIE BARS IN PAVEMENT OR BETWEEN PAVEMENT AND OTHER NEW/OR EXISTING PCC APPURTENANCES WILL NOT BE PAID FOR IN ACCORDANCE WITH ARTICLE 508.07 OF THE STANDARD SPECIFICATIONS.
  - FOR LONGITUDINAL JOINT DETAILS SEE PAVEMENT ELEVATION AND JOINTING PLANS AND CONCRETE BARRIER DETAILS SHEET.
  - EARTHWORK CALCULATED USING EXISTING I-80/94 PAVEMENT SECTION OF 150mm BITUMINOUS OVERLAY AND 275mm PCC BASE COURSE

EXISTING LEGEND		PROPOSED LEGEND	
(A) PAVEMENT REMOVAL/BREAKING	(C) CONCRETE BARRIER REMOVAL	(1) CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 360mm	(11) CONCRETE BARRIER, DOUBLE FACE 815mm HEIGHT
(B) PAVED SHOULDER REMOVAL	(D) EXISTING PAVEMENT (SEE NOTES FOR THICKNESS)	(2) STABILIZED SUB-BASE 150mm	(12) PCC SIDEWALK, 125mm
(E) EXISTING SHOULDER	(F) EXISTING CONCRETE BARRIER	(3) TOPSOIL FURNISH AND PLACE, 150mm	(13) SLOTTED DRAIN REMOVAL
	(G) EXISTING GUARD RAIL	(4) SEEDING, CLASS 2A	(14) COMB CC&G TB 15.60
	(H) CURB AND GUTTER REMOVAL	(5) CONCRETE MEDIAN SURFACE, 150mm (SPECIAL)	(15) COMB CC&G TB 15.30
	(I) EXISTING SIDEWALK	(6) SAND BACKFILL	(16) CONCRETE BARRIER BASE
	(J) SIDEWALK REMOVAL	(7) EMBANKMENT	(17) PIPE UNDERDRAINS 150mm
	(K) REM AND DISP UNS MATL 300	(8) PCC SHOULDERS, 360mm	(18) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
		(9) CONCRETE BARRIER, DOUBLE FACE, 1065mm HEIGHT	(19) TEMPORARY SHEET PILING REMOVAL
		(10) CONCRETE BARRIER, SINGLE FACE, 815mm HEIGHT	(20) PCC PVT 250 JOINTED
			(21) BIT C PVT FD SUP 230
			(22) BIT C PVT FD SUP 300
			(23) BC SC SUPER "C" N50 50
			(24) AGGREGATE SUBGRADE 300mm
			(25) SODDING, SALT TOLERANT
			(26) TOPSOIL FURNISH AND PLACE, 300mm
			(27) COMPOST FURNISH AND PLACE, 100mm
			(28) EROSION CONTROL BLANKET
			(29) SUB-BASE GRANULAR MATERIAL, TYPE B, 300mm
			(30) AGGREGATE BASE COURSE, TYPE B, 150mm
			(31) SHOULDER RUMBLE STRIP
			(32) CONCRETE BARRIER SINGLE FACE 815 MM HEIGHT, REINFORCED
			(33) SUB GRAN MAT B 100
			(34) BIT SHLD SUPER 150



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY

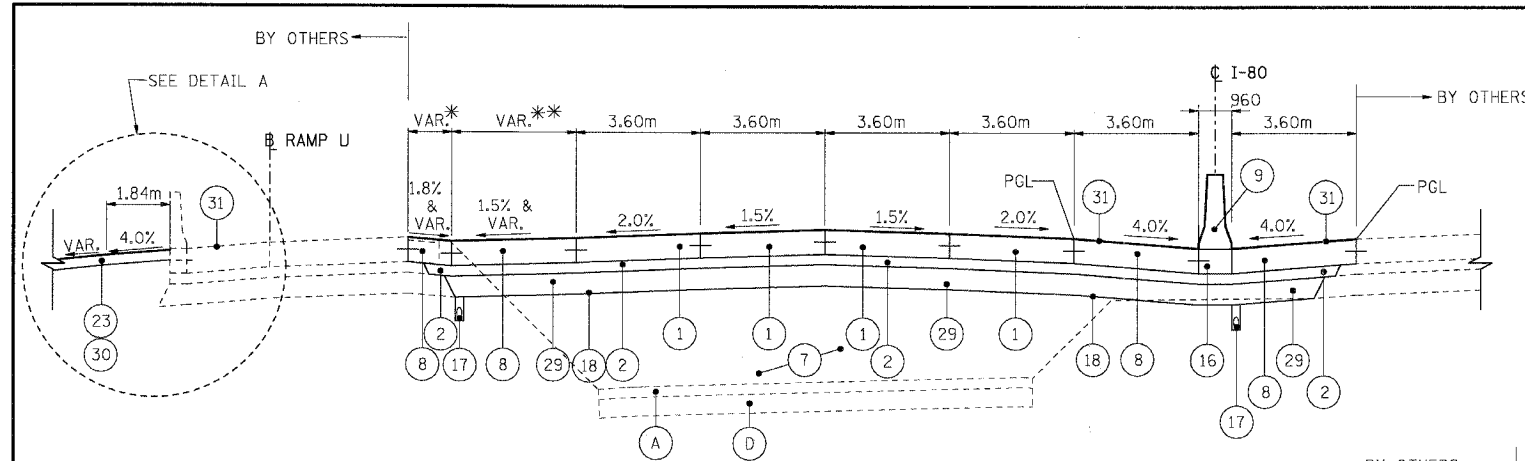
**TYPICAL SECTIONS**  
**FAI 80/94**  
**STA. 5+002 TO STA. 5+300**

SCALE: NONE  
 DATE: 8/22/05  
 DRAWN BY: RJS  
 CHECKED BY: DH

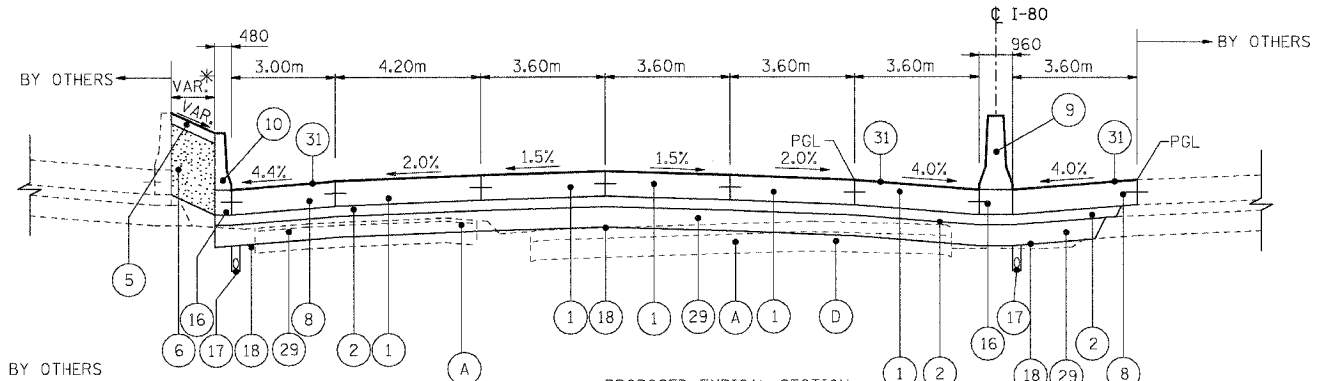
**TENG** TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

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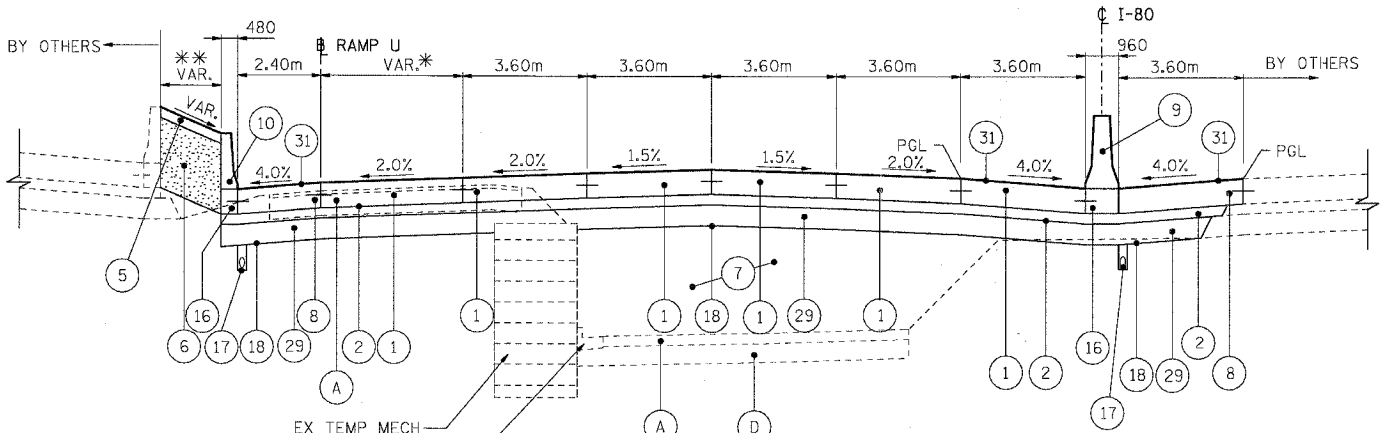
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	-	COOK	631	15
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
* (2425 & 2626) R-2			CONTRACT NO. 62111	



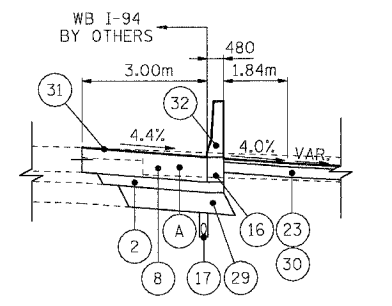
**PROPOSED TYPICAL SECTION**  
 I-80 WB/EB STA. 5+502.007 TO STA. 5+624.413  
 \* WIDTH VARIES FROM 3.00m TO 0.00m  
 \*\* WIDTH VARIES FROM 3.60m TO 1.94m



**PROPOSED TYPICAL SECTION**  
 I-80 WB/EB STA. 5+738.995 TO STA. 5+815.000  
 \* WIDTH VARIES FROM 2.10m TO 0.56m



**PROPOSED TYPICAL SECTION**  
 I-80 WB/EB STA. 5+624.413 TO STA. 5+738.995  
 \* WIDTH VARIES FROM 6.88m TO 0.60m  
 \*\* WIDTH VARIES FROM 1.74m TO 2.44m



**DETAIL A**  
 STA. 5+502+007 TO STA. 5+537.532  
 (I-94 WB STA. 32+860.000 TO STA. 32+937.000)

- NOTES**
1. ALL UNITS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
  2. SUB-BASE GRANULAR MATERIAL, TYPE B, 300mm SHALL CONSIST OF 225mm OF GRANULAR SUB-BASE WITH A 75mm GRANULAR SUB-BASE CAP.
  3. CRC REINFORCEMENT CHART ON STANDARD 421001 SHALL BE MODIFIED AS FOLLOWS:

PAVEMENT WIDTH	A	B	C	D
3.6M	26 SPACES (27 BARS) AT 132mm	90mm	75mm	660mm
4.2M	31 SPACES (32 BARS) AT 130mm	90mm	75mm	660mm
4.9M	35 SPACES (36 BARS) AT 135mm	95mm	85mm	660mm

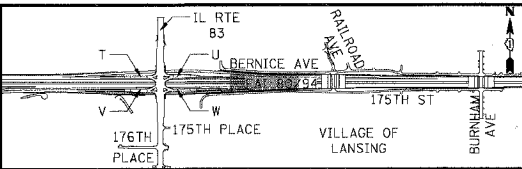
- THE REINFORCEMENT SHALL BE 115mm FROM THE TOP OF PAVEMENT
4. TIE BARS IN PAVEMENT OR BETWEEN PAVEMENT AND OTHER NEW/OR EXISTING PCC APPURTENANCES WILL NOT BE PAID FOR IN ACCORDANCE WITH ARTICLE 508.07 OF THE STANDARD SPECIFICATIONS.
  5. FOR LONGITUDINAL JOINT DETAILS SEE PAVEMENT ELEVATION AND JOINTING PLANS AND CONCRETE BARRIER DETAILS SHEET.
  6. EARTHWORK CALCULATED USING EXISTING I-80/94 PAVEMENT SECTION OF 150mm BITUMINOUS OVERLAY AND 275mm PCC BASE COURSE

**EXISTING LEGEND**

(A) PAVEMENT REMOVAL/BREAKING	(D) EXISTING PAVEMENT (SEE NOTES FOR THICKNESS)	(G) EXISTING GUARD RAIL	(J) SIDEWALK REMOVAL
(B) PAVED SHOULDER REMOVAL	(E) EXISTING SHOULDER	(H) CURB AND GUTTER REMOVAL	(K) REM AND DISP UNS MATL 300
(C) CONCRETE BARRIER REMOVAL	(F) EXISTING CONCRETE BARRIER	(I) EXISTING SIDEWALK	

**PROPOSED LEGEND**

(1) CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 360mm	(11) CONCRETE BARRIER, DOUBLE FACE 815mm HEIGHT	(22) BIT C PVT FD SUP 300
(2) STABILIZED SUB-BASE 150mm	(12) PCC SIDEWALK, 125mm	(23) BC SC SUPER "C" N50 50
(3) TOPSOIL FURNISH AND PLACE, 150mm	(13) SLOTTED DRAIN REMOVAL	(24) AGGREGATE SUBGRADE 300mm
(4) SEEDING, CLASS 2A	(14) COMB CC&G TB 15.60	(25) SODDING, SALT TOLERANT
(5) CONCRETE MEDIAN SURFACE, 150mm (SPECIAL)	(15) COMB CC&G TB 15.30	(26) TOPSOIL FURNISH AND PLACE, 300mm
(6) SAND BACKFILL	(16) CONCRETE BARRIER BASE	(27) COMPOST FURNISH AND PLACE, 100mm
(7) EMBANKMENT	(17) PIPE UNDERDRAINS 150mm	(28) EROSION CONTROL BLANKET
(8) PCC SHOULDERS, 360mm	(18) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	(29) SUB-BASE GRANULAR MATERIAL, TYPE B, 300mm
(9) CONCRETE BARRIER, DOUBLE FACE, 1065mm HEIGHT	(19) TEMPORARY SHEET PILING REMOVAL	(30) AGGREGATE BASE COURSE, TYPE B, 150mm
(10) CONCRETE BARRIER, SINGLE FACE, 815mm HEIGHT	(20) PCC PVT 250 JOINTED	(31) SHOULDER RUMBLE STRIP
	(21) BIT C PVT FD SUP 230	(32) CONCRETE BARRIER SINGLE FACE 815 MM HEIGHT, REINFORCED
		(33) SUB GRAN MAT B 100
		(34) BIT SHLD SUPER 150



**REVISIONS**

NAME	DATE

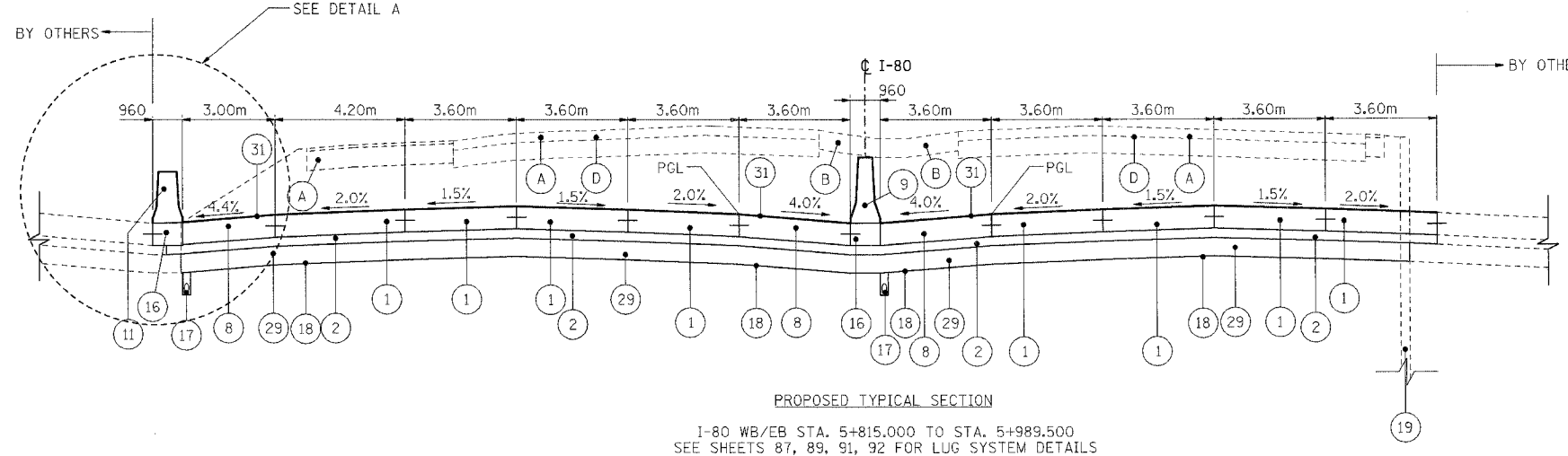
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY

**TYPICAL SECTIONS**  
**FAI 80/94**  
**STA. 5+502 TO STA. 5+815**

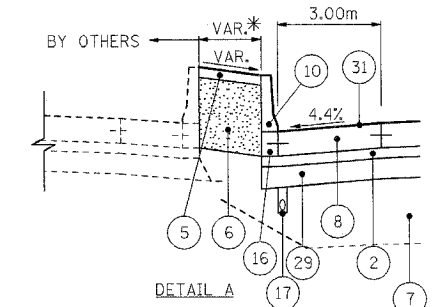
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 DATE: 8/22/05  
 DRAWN BY: RJS  
 CHECKED BY: DH

**TENG**  
 TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

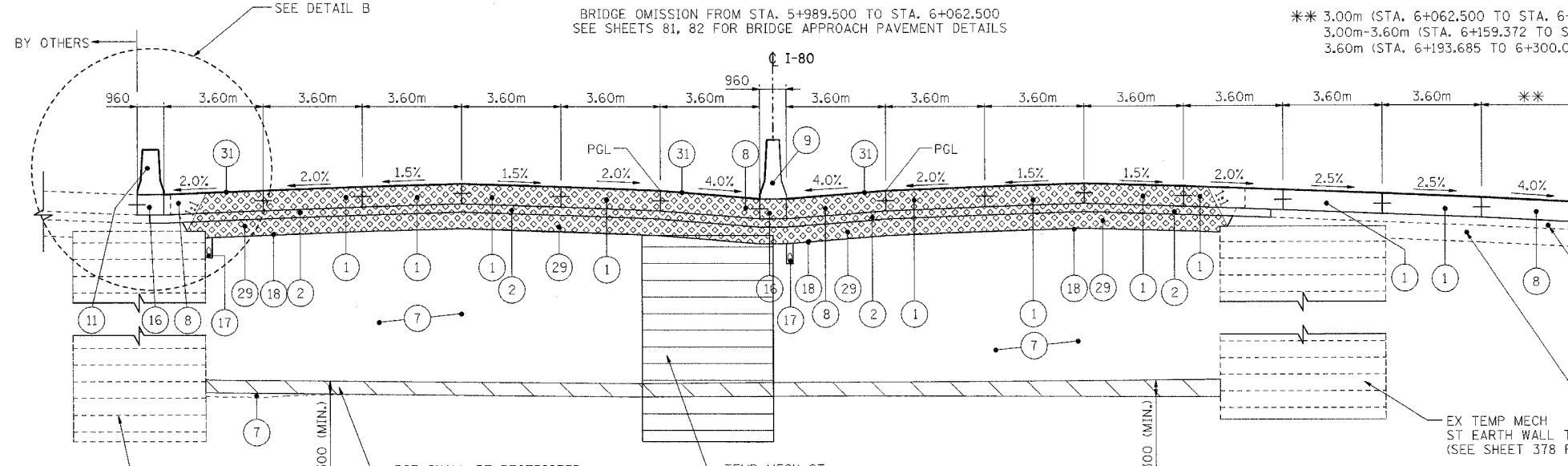
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94		COOK	631	16
STA. TO STA.				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
(2425 & 2626) R-2		CONTRACT NO. 62111		



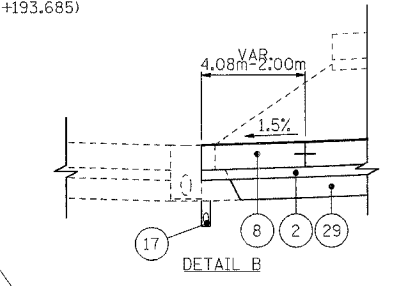
**PROPOSED TYPICAL SECTION**  
I-80 WB/EB STA. 5+815.000 TO STA. 5+989.500  
SEE SHEETS 87, 89, 91, 92 FOR LUG SYSTEM DETAILS



DETAIL A  
STA. 5+815.000 TO STA. 5+829.938  
\*WIDTH VARIES FROM 0.56m TO 0.30m



**PROPOSED TYPICAL SECTION**  
I-80 WB/EB STA. 6+062.500 TO STA. 6+300.000

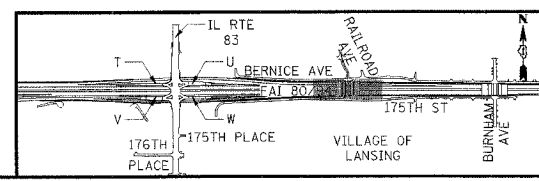


DETAIL B  
STA. 6+114.275 TO STA. 6+300.000

- | EXISTING LEGEND   |   | PROPOSED LEGEND   |  |
|---|---|---|--|
| (A) PAVEMENT REMOVAL/BREAKING                                       | (D) EXISTING PAVEMENT (SEE NOTES FOR THICKNESS)   | (C) CONCRETE BARRIER REMOVAL                                | (F) EXISTING CONCRETE BARRIER                  |
| (B) PAVED SHOULDER REMOVAL  | (E) EXISTING SHOULDER                             | (G) EXISTING GUARD RAIL                                     | (H) CURB AND GUTTER REMOVAL                    |
|   |   | (I) EXISTING SIDEWALK                                       | (J) SIDEWALK REMOVAL                           |
|   |   | (K) REM AND DISP UNS MATL 300                               |  |
| (1) CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 360mm | (11) CONCRETE BARRIER, DOUBLE FACE 815mm HEIGHT   | (22) BIT C PVT FD SUP 300                                   | (23) BC SC SUPER "C" NSO 50                    |
| (2) STABILIZED SUB-BASE 150mm                                       | (12) PCC SIDEWALK, 125mm                          | (24) AGGREGATE SUBGRADE 300mm                               | (25) SODDING, SALT TOLERANT                    |
| (3) TOPSOIL FURNISH AND PLACE, 150mm                                | (13) SLOTTED DRAIN REMOVAL                        | (26) TOPSOIL FURNISH AND PLACE, 300mm                       | (27) COMPOST FURNISH AND PLACE, 100mm          |
| (4) SEEDING, CLASS 2A   | (14) COMB CC&G TB 15.60                           | (28) EROSION CONTROL BLANKET                                | (29) SUB-BASE GRANULAR MATERIAL, TYPE B, 300mm |
| (5) CONCRETE MEDIAN SURFACE, 150mm (SPECIAL)                        | (15) COMB CC&G TB 15.30                           | (30) AGGREGATE BASE COURSE, TYPE B, 150mm                   | (31) SHOULDER RUMBLE STRIP                     |
| (6) SAND BACKFILL   | (16) CONCRETE BARRIER BASE                        | (32) CONCRETE BARRIER SINGLE FACE 815 MM HEIGHT, REINFORCED | (33) SUB GRAN MAT B 100                        |
| (7) EMBANKMENT  | (17) PIPE UNDERDRAINS 150mm                       | (34) BIT SHLD SUPER 150                                     |  |
| (8) PCC SHOULDERS, 360mm  | (18) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION |   |  |
| (9) CONCRETE BARRIER, DOUBLE FACE, 1065mm HEIGHT                    | (19) TEMPORARY SHEET PILING REMOVAL               |   |  |
| (10) CONCRETE BARRIER, SINGLE FACE, 815mm HEIGHT                    | (20) PCC PVT 250 JOINTED                          |   |  |
|   | (21) BIT C PVT FD SUP 230                         |   |  |

- POROUS GRANULAR EMBANKMENT (PGE)
- SURCHARGE EMBANKMENT

- NOTES**
- ALL UNITS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
  - SUB-BASE GRANULAR MATERIAL, TYPE B, 300mm SHALL CONSIST OF 225mm OF GRANULAR SUB-BASE WITH A 75mm GRANULAR SUB-BASE CAP.
  - CRC REINFORCEMENT CHART ON STANDARD 421001 SHALL BE MODIFIED AS FOLLOWS:
- | PAVEMENT WIDTH | A                            | B    | C    | D     |
|----------------|------------------------------|------|------|-------|
| 3.6M           | 26 SPACES (27 BARS) AT 132mm | 90mm | 75mm | 660mm |
| 4.2M           | 31 SPACES (32 BARS) AT 130mm | 90mm | 75mm | 660mm |
| 4.9M           | 35 SPACES (36 BARS) AT 135mm | 95mm | 85mm | 660mm |
- THE REINFORCEMENT SHALL BE 115mm FROM THE TOP OF PAVEMENT
- TIE BARS IN PAVEMENT OR BETWEEN PAVEMENT AND OTHER NEW/OR EXISTING PCC APPURTENANCES WILL NOT BE PAID FOR IN ACCORDANCE WITH ARTICLE 508.07 OF THE STANDARD SPECIFICATIONS.
  - FOR LONGITUDINAL JOINT DETAILS SEE PAVEMENT ELEVATION AND JOINTING PLANS AND CONCRETE BARRIER DETAILS SHEET.
  - EARTHWORK CALCULATED USING EXISTING I-80/94 PAVEMENT SECTION OF 150mm BITUMINOUS OVERLAY AND 275mm PCC BASE COURSE



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
COOK COUNTY

**TYPICAL SECTIONS  
FAI 80/94  
STA. 5+815 TO STA. 6+300**

SCALE: NONE  
DATE: 9/13/05  
DRAWN BY: RJS  
CHECKED BY: DH

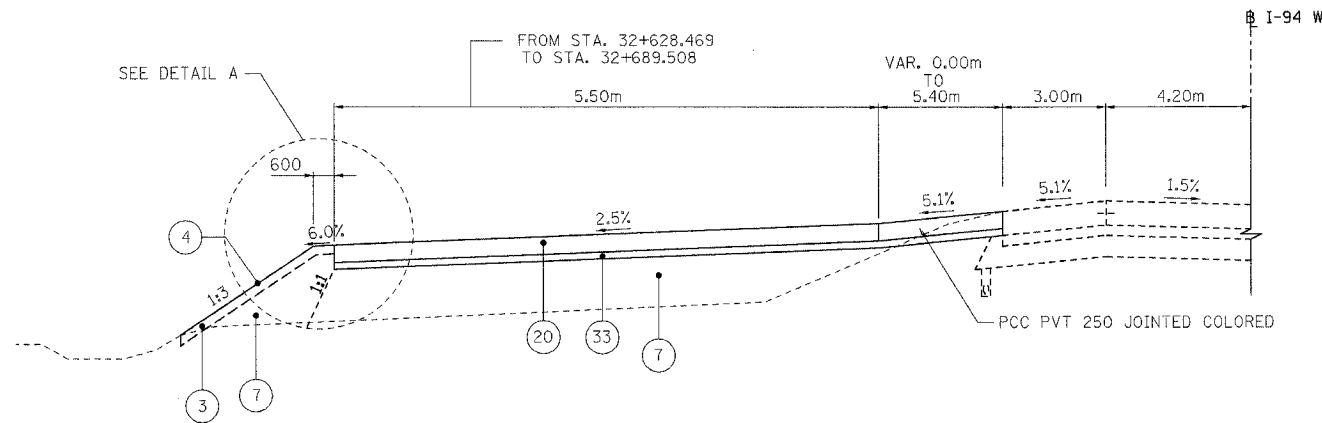
**TENG**  
TENG & ASSOCIATES, INC.  
ENGINEERS/ARCHITECTS/PLANNERS  
CHICAGO, ILLINOIS

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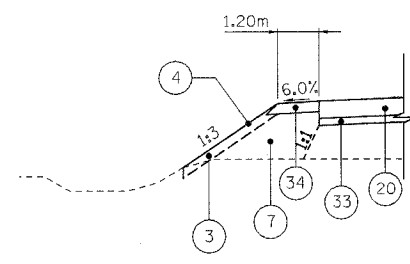




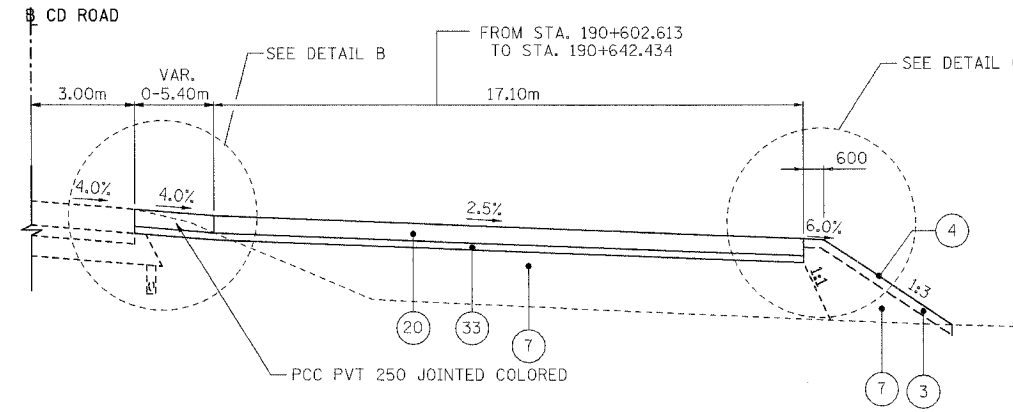
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94		COOK	631	17A
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
			CONTRACT NO. 62111	



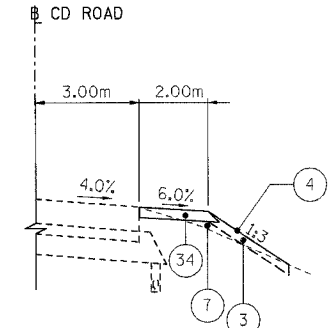
PROPOSED TYPICAL SECTION  
I-94 WB: STA. 32+571.843 TO STA. 32+761.220



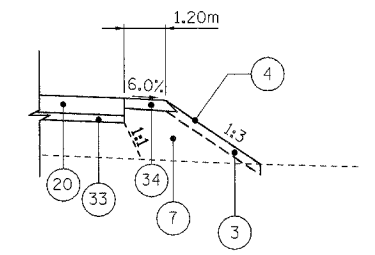
DETAIL A  
STA. 32+583.309 TO STA. 32+628.519  
STA. 32+689.077 TO STA. 32+761.860



PROPOSED TYPICAL SECTION  
CD ROAD: STA. 190+569.571 TO STA. 190+683.143



DETAIL B  
STA. 190+673.143 TO STA. 190+683.143



DETAIL C  
STA. 190+569.571 TO STA. 190+602.613  
STA. 190+642.434 TO STA. 190+665.714

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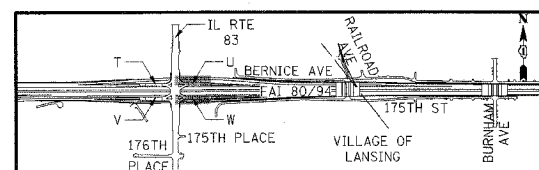
EXISTING LEGEND		PROPOSED LEGEND	
(A) PAVEMENT REMOVAL/BREAKING	(C) CONCRETE BARRIER REMOVAL	(1) CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 360mm	(22) BIT C PVT FD SUP 300
(B) PAVED SHOULDER REMOVAL	(D) EXISTING PAVEMENT (SEE NOTES FOR THICKNESS)	(2) STABILIZED SUB-BASE 150mm	(23) BC SC SUPER "C" N50 50
(E) EXISTING SHOULDER	(F) EXISTING CONCRETE BARRIER	(3) TOPSOIL FURNISH AND PLACE, 150mm	(24) AGGREGATE SUBGRADE 300mm
(G) EXISTING GUARD RAIL	(H) CURB AND GUTTER REMOVAL	(4) SEEDING, CLASS 2A	(25) SODDING, SALT TOLERANT
(I) EXISTING SIDEWALK	(J) SIDEWALK REMOVAL	(5) CONCRETE MEDIAN SURFACE, 150mm (SPECIAL)	(26) TOPSOIL FURNISH AND PLACE, 300mm
(K) REM AND DISP UNS MATL 300		(6) SAND BACKFILL	(27) COMPOST FURNISH AND PLACE, 100mm
		(7) EMBANKMENT	(28) EROSION CONTROL BLANKET
		(8) PCC SHOULDERS, 360mm	(29) SUB-BASE GRANULAR MATERIAL, TYPE B, 300mm
		(9) CONCRETE BARRIER, DOUBLE FACE, 1065mm HEIGHT	(30) AGGREGATE BASE COURSE, TYPE B, 150mm
		(10) CONCRETE BARRIER, SINGLE FACE, 815mm HEIGHT	(31) SHOULDER RUMBLE STRIP
		(11) CONCRETE BARRIER, DOUBLE FACE 815mm HEIGHT	(32) CONCRETE BARRIER SINGLE FACE 815 MM HEIGHT, REINFORCED
		(12) PCC SIDEWALK, 125mm	(33) SUB GRAN MAT B 100
		(13) SLOTTED DRAIN REMOVAL	(34) BIT SHLD SUPER 150
		(14) COMB CC&G TB 15.60	
		(15) COMB CC&G TB 15.30	
		(16) CONCRETE BARRIER BASE	
		(17) PIPE UNDERDRAINS 150mm	
		(18) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	
		(19) TEMPORARY SHEET PILING REMOVAL	
		(20) PCC PVT 250 JOINTED	
		(21) BIT C PVT FD SUP 230	

NOTES

- ALL UNITS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
- SUB-BASE GRANULAR MATERIAL, TYPE B, 300mm SHALL CONSIST OF 225mm OF GRANULAR SUB-BASE WITH A 75mm GRANULAR SUB-BASE CAP.
- CRC REINFORCEMENT CHART ON STANDARD 421001 SHALL BE MODIFIED AS FOLLOWS:
 

PAVEMENT WIDTH	A	B	C	D
3.6M	26 SPACES (27 BARS) AT 132mm	90mm	75mm	660mm
4.2M	31 SPACES (32 BARS) AT 130mm	90mm	75mm	660mm
4.9M	35 SPACES (36 BARS) AT 135mm	95mm	85mm	660mm

 THE REINFORCEMENT SHALL BE 115mm FROM THE TOP OF PAVEMENT
- TIE BARS IN PAVEMENT OR BETWEEN PAVEMENT AND OTHER NEW/OR EXISTING PCC APPURTENANCES WILL NOT BE PAID FOR IN ACCORDANCE WITH ARTICLE 508.07 OF THE STANDARD SPECIFICATIONS.
- FOR LONGITUDINAL JOINT DETAILS SEE PAVEMENT ELEVATION AND JOINTING PLANS AND CONCRETE BARRIER DETAILS SHEET.
- EARTHWORK CALCULATED USING EXISTING I-80/94 PAVEMENT SECTION OF 150mm BITUMINOUS OVERLAY AND 275mm PCC BASE COURSE



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
COOK COUNTY

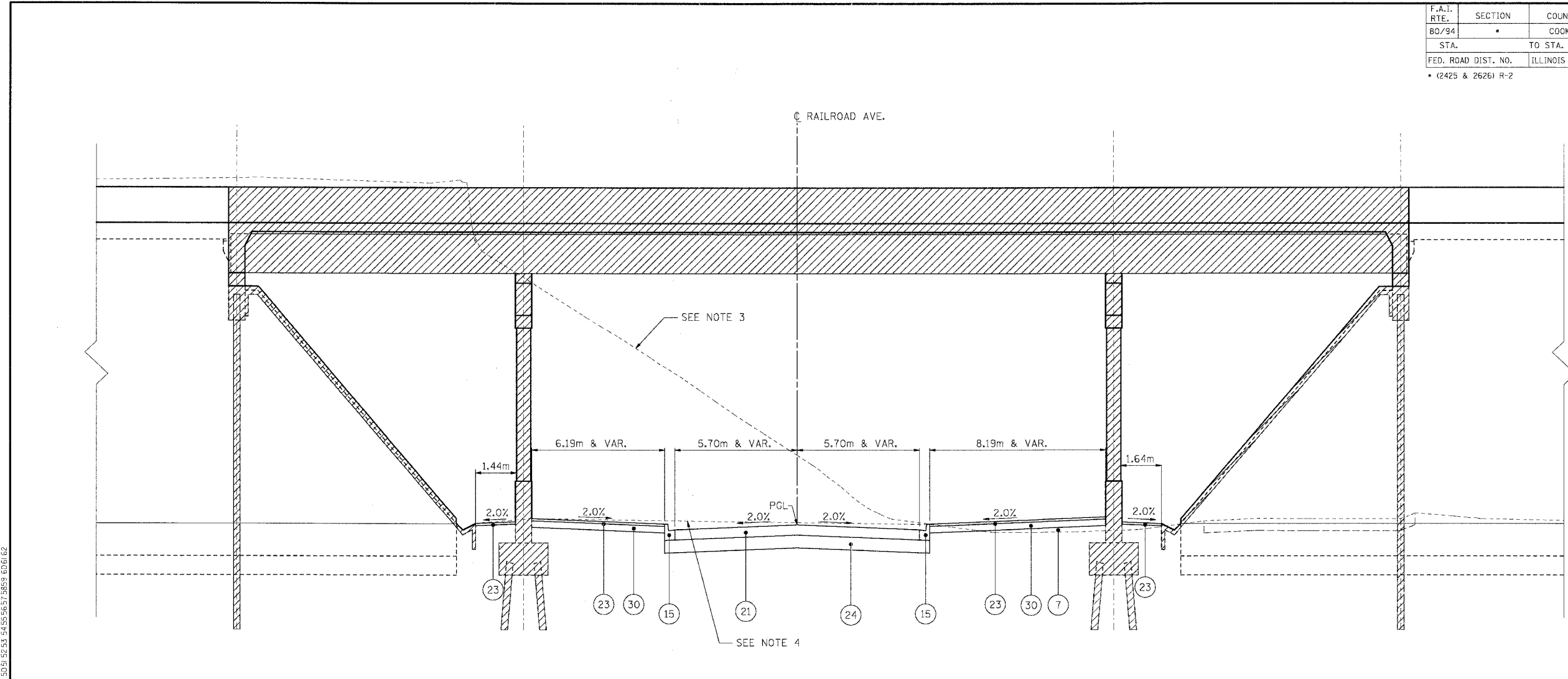
**TYPICAL SECTIONS  
ACCIDENT INVESTIGATION SITES**

SCALE: NONE  
DATE: 9/13/05

DRAWN BY: RJG  
CHECKED BY: DH

**TENG**  
TENG & ASSOCIATES, INC.  
ENGINEERS/ARCHITECTS/PLANNERS  
CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	•	COOK	631	18
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (2425 & 2626) R-2		CONTRACT NO. 62111		

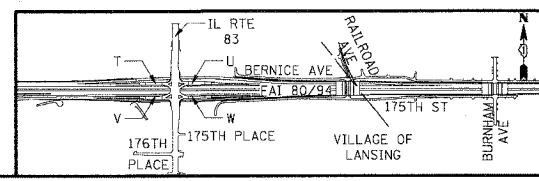


PROPOSED TYPICAL SECTION  
RAILROAD AVENUE  
STA. 300+005.105 TO STA. 300+110.045

- NOTES:
- BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH), SUPERPAVE, 230mm SHALL CONSIST OF:
    - BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX. "D", N50 (40mm)
    - BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19, N50 (190mm)
  - ONLY "CRUSHED STONE" PER AGGREGATE SUBGRADE, 300mm SPECIFICATION WILL BE ALLOWED BETWEEN THE FOLLOWING STATIONS:
    - STA. 300+009.6 TO STA. 300+039.6
    - STA. 300+075.6 TO STA. 300+105.6
  - EXISTING GROUND FROM STA. 300+036.120 TO STA. 300+077.16
  - EXISTING GROUND FROM PREVIOUS CONTRACT FOR STATION RANGE OTHER THAN STATIONING IN NOTE 3

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PROPOSED LEGEND		STRUCTURAL	ITEM TO BE CONSTRUCTED TO EXTENDED LIFE CONCRETE PAVEMENT SPECIFICATIONS
① CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 360mm	□□	⑪ CONCRETE BARRIER, DOUBLE FACE 815mm HEIGHT	⑳ BIT C PVT FD SUP 300
② STABILIZED SUB-BASE 150mm	□□	⑫ PCC SIDEWALK, 125mm	㉑ BC SC SUPER "C" N50 50
③ TOPSOIL FURNISH AND PLACE, 150mm		⑬ SLOTTED DRAIN REMOVAL	㉒ AGGREGATE SUBGRADE 300mm
④ SEEDING, CLASS 2A		⑭ COMB CC&G TB 15.60	㉓ SODDING, SALT TOLERANT
⑤ CONCRETE MEDIAN SURFACE, 150mm (SPECIAL)		⑮ COMB CC&G TB 15.30	㉔ TOPSOIL FURNISH AND PLACE, 300mm
⑥ SAND BACKFILL		⑯ CONCRETE BARRIER BASE	㉕ COMPOST FURNISH AND PLACE, 100mm
⑦ EMBANKMENT □□		⑰ PIPE UNDERDRAINS 150mm	㉖ EROSION CONTROL BLANKET
⑧ PCC SHOULDER, 360mm □□		⑱ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	㉗ SUB-BASE GRANULAR MATERIAL, TYPE B, 300mm
⑨ CONCRETE BARRIER, DOUBLE FACE, 1065mm HEIGHT		㉚ TEMPORARY SHEET PILING REMOVAL	㉘ AGGREGATE BASE COURSE, TYPE B, 150mm
⑩ CONCRETE BARRIER, SINGLE FACE, 815mm HEIGHT		㉛ PCC PVT 250 JOINTED	㉙ SHOULDER RUMBLE STRIP
		㉜ BIT C PVT FD SUP 230	㉚ CONCRETE BARRIER SINGLE FACE 815 MM HEIGHT, REINFORCED
			㉛ SUB GRAN MAT B 100
			㉜ BIT SHLD SUPER 150



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
COOK COUNTY

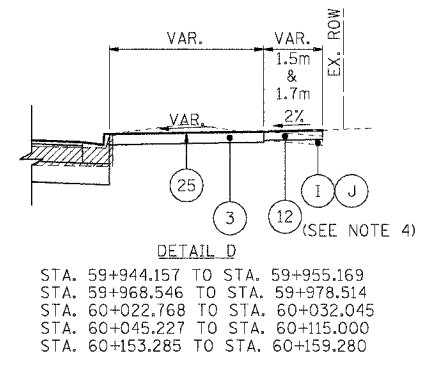
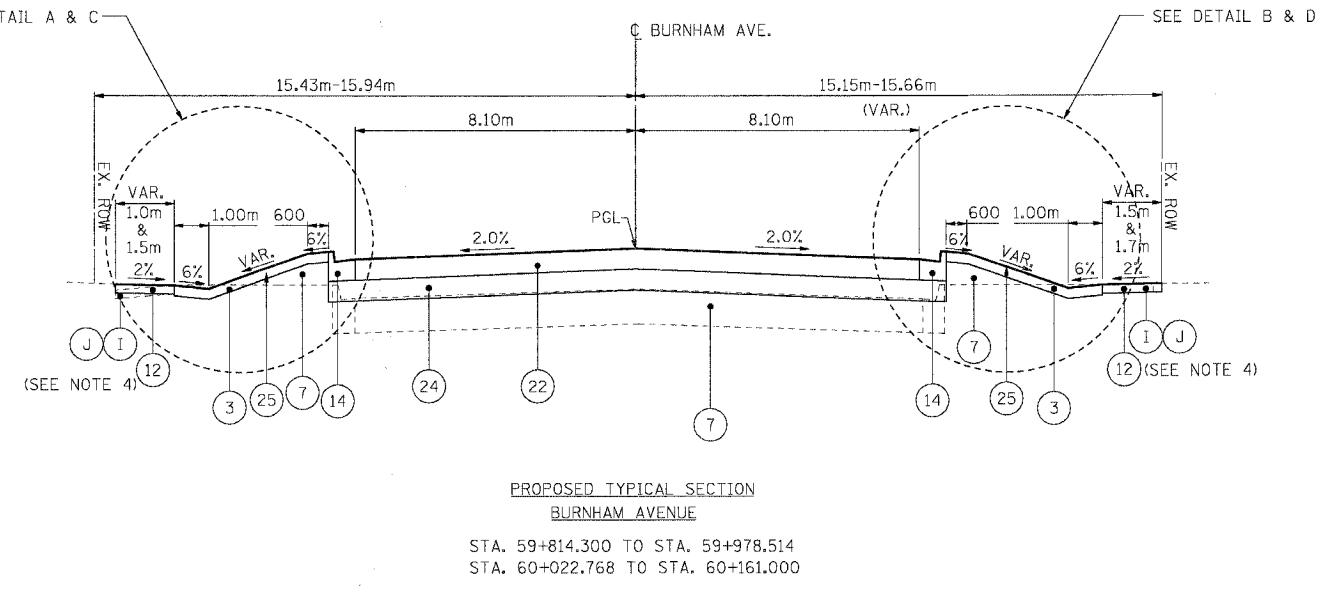
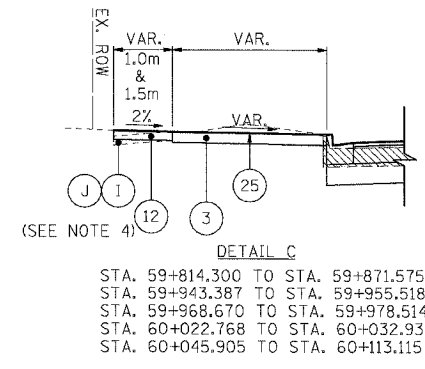
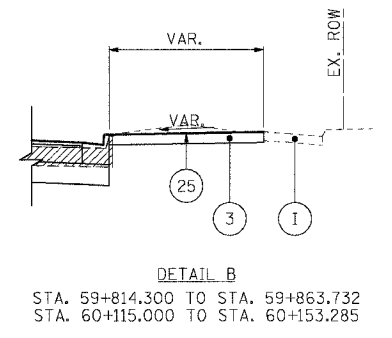
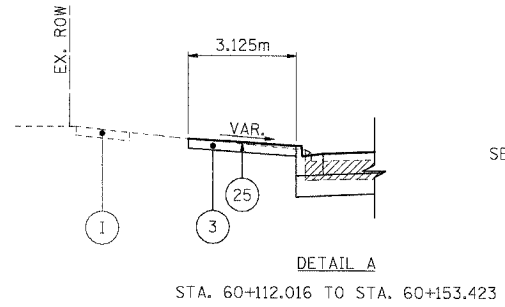
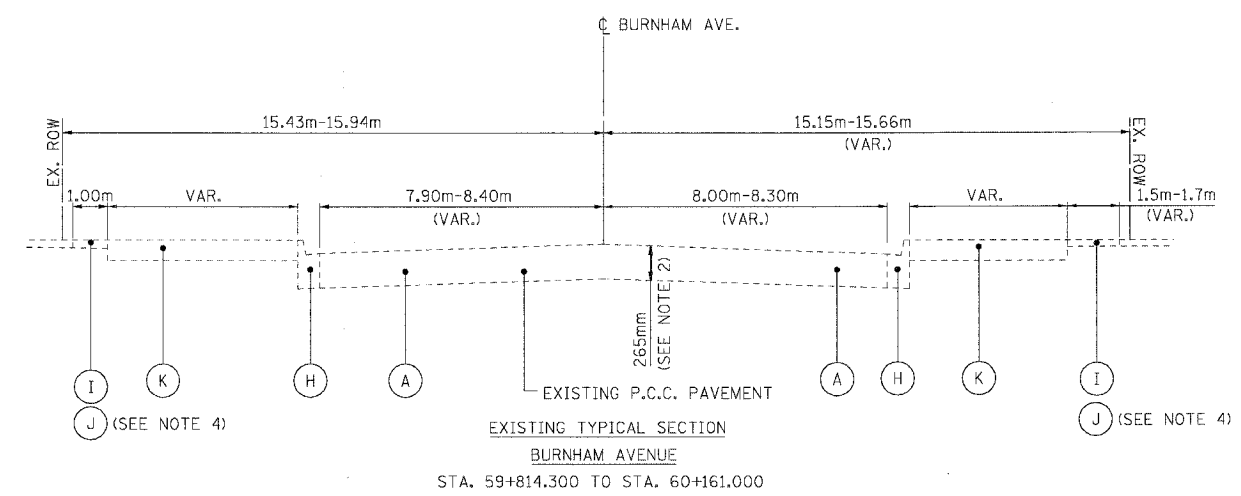
**TYPICAL SECTIONS  
RAILROAD AVENUE**

SCALE: NONE  
DATE: 8/22/05

DRAWN BY: MK  
CHECKED BY: DH

**TENG**  
TENG & ASSOCIATES, INC.  
ENGINEERS/ARCHITECTS/PLANNERS  
CHICAGO, ILLINOIS

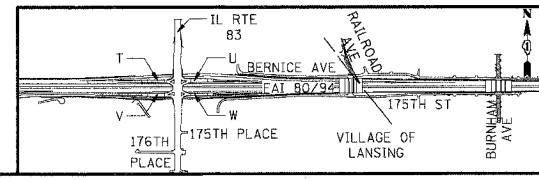
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94		COOK	631	19
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
		• 12425 & 2626) R-2		CONTRACT NO. 62111



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EXISTING LEGEND		PROPOSED LEGEND	
(A) PAVEMENT REMOVAL/BREAKING	(C) CONCRETE BARRIER REMOVAL	(1) CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 360mm	(11) CONCRETE BARRIER, DOUBLE FACE 815mm HEIGHT
(B) PAVED SHOULDER REMOVAL	(D) EXISTING PAVEMENT (SEE NOTES FOR THICKNESS)	(2) STABILIZED SUB-BASE 150mm	(12) PCC SIDEWALK, 125mm
(E) EXISTING SHOULDER	(G) EXISTING GUARD RAIL	(3) TOPSOIL FURNISH AND PLACE, 150mm	(13) SLOTTED DRAIN REMOVAL
(F) EXISTING CONCRETE BARRIER	(H) CURB AND GUTTER REMOVAL	(4) SEEDING, CLASS 2A	(14) COMB CC&G TB 15.60
(I) EXISTING SIDEWALK	(K) REM AND DISP UNS MATL 300	(5) CONCRETE MEDIAN SURFACE, 150mm (SPECIAL)	(15) COMB CC&G TB 15.30
(J) SIDEWALK REMOVAL		(6) SAND BACKFILL	(16) CONCRETE BARRIER BASE
		(7) EMBANKMENT	(17) PIPE UNDERDRAINS 150mm
		(8) PCC SHOULDER, 360mm	(18) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
		(9) CONCRETE BARRIER, DOUBLE FACE, 1065mm HEIGHT	(19) TEMPORARY SHEET PILING REMOVAL
		(10) CONCRETE BARRIER, SINGLE FACE, 815mm HEIGHT	(20) PCC PVT 250 JOINTED
			(21) BIT C PVT FD SUP 230
			(22) BIT C PVT FD SUP 300
			(23) BC SC SUPER "C" NS0 50
			(24) AGGREGATE SUBGRADE 300mm
			(25) SODDING, SALT TOLERANT
			(26) TOPSOIL FURNISH AND PLACE, 300mm
			(27) COMPOST FURNISH AND PLACE, 100mm
			(28) EROSION CONTROL BLANKET
			(29) SUB-BASE GRANULAR MATERIAL, TYPE B, 300mm
			(30) AGGREGATE BASE COURSE, TYPE B, 150mm
			(31) SHOULDER RUMBLE STRIP
			(32) CONCRETE BARRIER SINGLE FACE 815 MM HEIGHT, REINFORCED
			(33) SUB GRAN MAT B 100
			(34) BIT SHLD SUPER 150

- NOTES:
- BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH), SUPERPAVE, 300mm SHALL CONSIST OF:
    - BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX. "D", N70 (50mm)
    - BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19, N70 (250mm)
  - EARTHWORK CALCULATED USING AN EXISTING BURNHAM AVENUE PAVEMENT SECTION OF 265mm PCC PAVEMENT.
  - ONLY "CRUSHED STONE" PER AGGREGATE SUBGRADE, 300mm SPECIFICATION WILL BE ALLOWED BETWEEN THE FOLLOWING STATIONS:
    - STA. 59+814.3 TO STA. 59+844.3
    - STA. 59+940.0 TO STA. 59+970.0
    - STA. 60+030.0 TO STA. 60+060.0
  - SEE PLANS FOR LIMITS OF SIDEWALK REMOVAL AND PROPOSED PCC SIDEWALK



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY

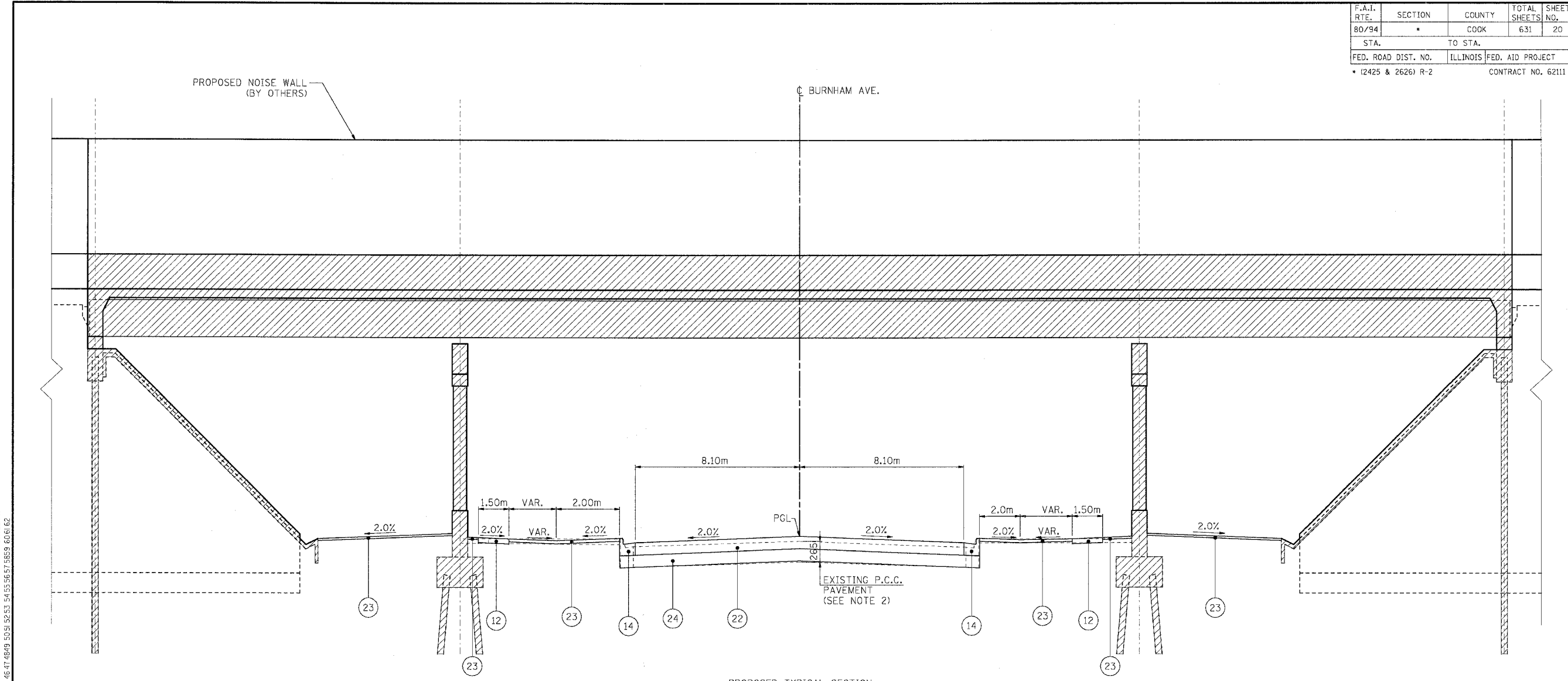
**TYPICAL SECTIONS  
 BURNHAM AVENUE**

SCALE: NONE  
 DATE: 8/22/05

DRAWN BY: MK  
 CHECKED BY: DH

**TENG**  
 TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	20
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* 12425 & 2626) R-2		CONTRACT NO. 62111		

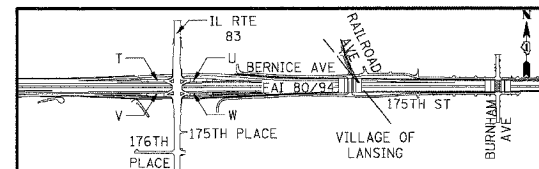


PROPOSED TYPICAL SECTION  
BURNHAM AVENUE  
STA. 59+978.514 TO STA. 60+022.768

EXISTING LEGEND		PROPOSED LEGEND	
(A) PAVEMENT REMOVAL/BREAKING	(C) CONCRETE BARRIER REMOVAL	(1) CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 360mm	(22) BIT C PVT FD SUP 300
(B) PAVED SHOULDER REMOVAL	(D) EXISTING PAVEMENT (SEE NOTES FOR THICKNESS)	(2) STABILIZED SUB-BASE 150mm	(23) BC SC SUPER "C" NS0 50
(E) EXISTING SHOULDER	(F) EXISTING CONCRETE BARRIER	(3) TOPSOIL FURNISH AND PLACE, 150mm	(24) AGGREGATE SUBGRADE 300mm
(G) EXISTING GUARD RAIL	(H) CURB AND GUTTER REMOVAL	(4) SEEDING, CLASS 2A	(25) SODDING, SALT TOLERANT
(I) EXISTING SIDEWALK	(J) SIDEWALK REMOVAL	(5) CONCRETE MEDIAN SURFACE, 150mm (SPECIAL)	(26) TOPSOIL FURNISH AND PLACE, 300mm
(K) REM AND DISP UNS MATL 300		(6) SAND BACKFILL	(27) COMPOST FURNISH AND PLACE, 100mm
		(7) EMBANKMENT	(28) EROSION CONTROL BLANKET
		(8) PCC SHOULDER, 360mm	(29) SUB-BASE GRANULAR MATERIAL, TYPE B, 300mm
		(9) CONCRETE BARRIER, DOUBLE FACE, 1065mm HEIGHT	(30) AGGREGATE BASE COURSE, TYPE B, 150mm
		(10) CONCRETE BARRIER, SINGLE FACE, 815mm HEIGHT	(31) SHOULDER RUMBLE STRIP
		(11) CONCRETE BARRIER, DOUBLE FACE 815mm HEIGHT	(32) CONCRETE BARRIER SINGLE FACE 815 MM HEIGHT, REINFORCED
		(12) PCC SIDEWALK, 125mm	(33) SUB GRAN MAT B 100
		(13) SLOTTED DRAIN REMOVAL	(34) BIT SHLD SUPER 150
		(14) COMB CC&G TB 15.60	
		(15) COMB CC&G TB 15.30	
		(16) CONCRETE BARRIER BASE	
		(17) PIPE UNDERDRAINS 150mm	
		(18) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	
		(19) TEMPORARY SHEET PILING REMOVAL	
		(20) PCC PVT 250 JOINTED	
		(21) BIT C PVT FD SUP 230	

NOTES:

- BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH), SUPERPAVE, 300mm SHALL CONSIST OF:
  - BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX. "D", N70 (50mm)
  - BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19, N70 (250mm)
- EARTHWORK CALCULATED USING AN EXISTING BURNHAM AVENUE PAVEMENT SECTION OF 265mm PCC PAVEMENT.



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
COOK COUNTY

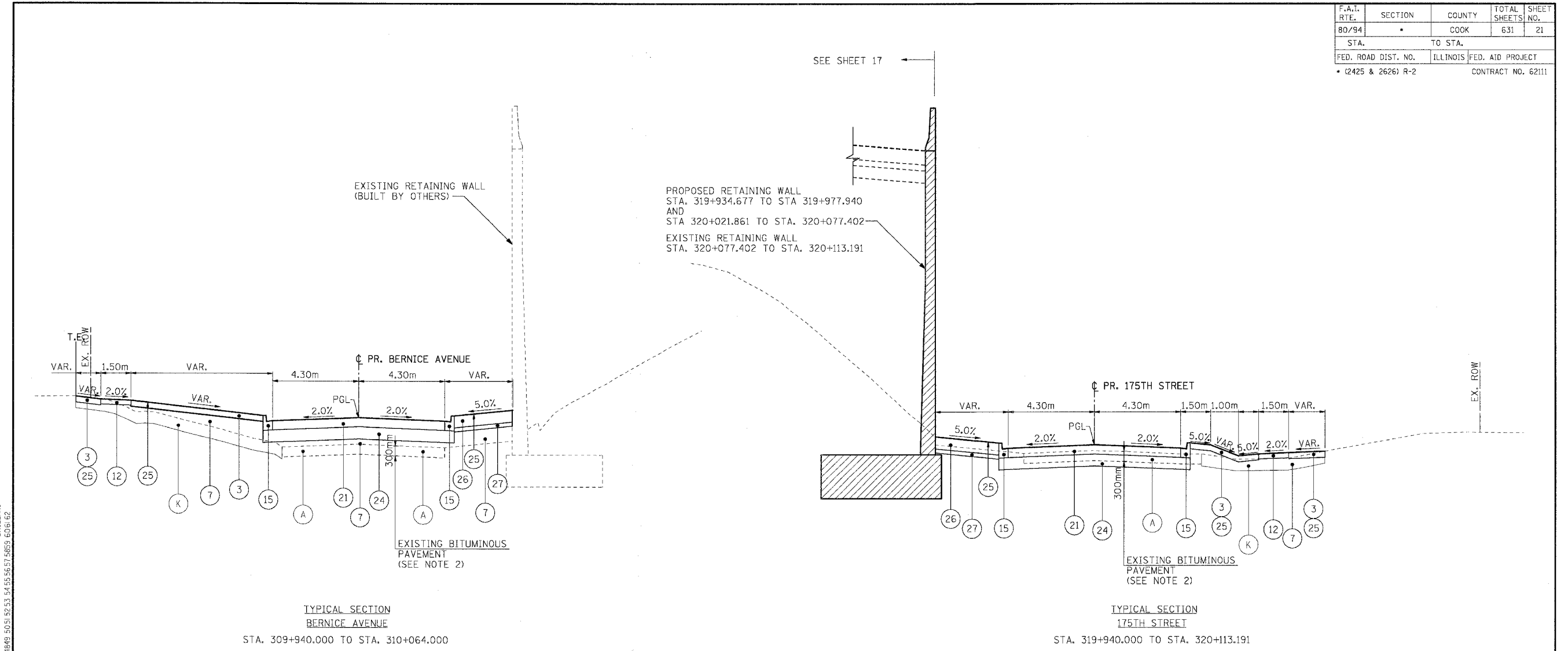
**TYPICAL SECTIONS  
BURNHAM AVENUE**

SCALE: NONE  
DATE: 8/22/05  
DRAWN BY: MK  
CHECKED BY: DH

**TENG** TENG & ASSOCIATES, INC.  
ENGINEERS/ARCHITECTS/PLANNERS  
CHICAGO, ILLINOIS

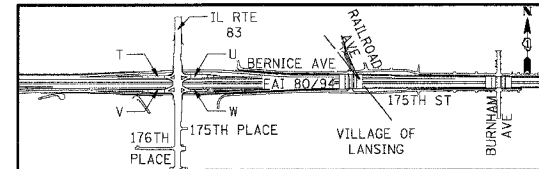
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	21
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (2425 & 2626) R-2		CONTRACT NO. 62111		



EXISTING LEGEND		PROPOSED LEGEND	
(A) PAVEMENT REMOVAL/BREAKING	(C) CONCRETE BARRIER REMOVAL	(1) CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 360mm	(11) CONCRETE BARRIER, DOUBLE FACE 815mm HEIGHT
(B) PAVED SHOULDER REMOVAL	(D) EXISTING PAVEMENT (SEE NOTES FOR THICKNESS)	(2) STABILIZED SUB-BASE 150mm	(12) PCC SIDEWALK, 125mm
(E) EXISTING SHOULDER	(F) EXISTING CONCRETE BARRIER	(3) TOPSOIL FURNISH AND PLACE, 150mm	(13) SLOTTED DRAIN REMOVAL
(G) EXISTING GUARD RAIL	(I) EXISTING SIDEWALK	(4) SEEDING, CLASS 2A	(14) COMB CC&G TB 15.60
(H) CURB AND GUTTER REMOVAL	(J) SIDEWALK REMOVAL	(5) CONCRETE MEDIAN SURFACE, 150mm (SPECIAL)	(15) COMB CC&G TB 15.30
(K) REM AND DISP UNS MATL 300	(L) EXISTING CONCRETE BARRIER	(6) SAND BACKFILL	(16) CONCRETE BARRIER BASE
	(M) EXISTING GUARD RAIL	(7) EMBANKMENT	(17) PIPE UNDERDRAINS 150mm
	(N) EXISTING SHOULDER	(8) PCC SHOULDER, 360mm	(18) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
	(O) EXISTING CURB AND GUTTER	(9) CONCRETE BARRIER, DOUBLE FACE, 1065mm HEIGHT	(19) TEMPORARY SHEET PILING REMOVAL
	(P) EXISTING SIDEWALK	(10) CONCRETE BARRIER, SINGLE FACE, 815mm HEIGHT	(20) PCC PVT 250 JOINTED
	(Q) EXISTING SIDEWALK		(21) BIT C PVT FD SUP 230
	(R) EXISTING SIDEWALK		(22) BIT C PVT FD SUP 300
	(S) EXISTING SIDEWALK		(23) BC SC SUPER "C" N50 50
	(T) EXISTING SIDEWALK		(24) AGGREGATE SUBGRADE 300mm
	(U) EXISTING SIDEWALK		(25) SODDING, SALT TOLERANT
	(V) EXISTING SIDEWALK		(26) TOPSOIL FURNISH AND PLACE, 300mm
	(W) EXISTING SIDEWALK		(27) COMPOST FURNISH AND PLACE, 100mm
	(X) EXISTING SIDEWALK		(28) EROSION CONTROL BLANKET
	(Y) EXISTING SIDEWALK		(29) SUB-BASE GRANULAR MATERIAL, TYPE B, 300mm
	(Z) EXISTING SIDEWALK		(30) AGGREGATE BASE COURSE, TYPE B, 150mm
	(AA) EXISTING SIDEWALK		(31) SHOULDER RUMBLE STRIP
	(AB) EXISTING SIDEWALK		(32) CONCRETE BARRIER SINGLE FACE 815 MM HEIGHT, REINFORCED
	(AC) EXISTING SIDEWALK		(33) SUB GRAN MAT B 100
	(AD) EXISTING SIDEWALK		(34) BIT SHLD SUPER 150

- NOTES:**
- BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH), SUPERPAVE, 230mm SHALL CONSIST OF:
    - BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX. "D", N50 (40mm)
    - BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19, N50 (190mm)
  - EARTHWORK CALCULATED USING AN EXISTING PAVEMENT SECTION OF 300mm PCC PAVEMENT.
  - ONLY "CRUSHED STONE" PER AGGREGATE SUBGRADE, 300mm SPECIFICATION WILL BE ALLOWED BETWEEN THE FOLLOWING STATIONS:
    - 175TH STREET**  
STA. 319+940.0 TO STA. 319+952.9  
STA. 320+050.1 TO STA. 320+080.1
    - BERNICE AVENUE**  
STA. 309+940.0 TO STA. 302+946.4  
STA. 310+040.2 TO STA. 310+072.2



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY

**TYPICAL SECTIONS  
 175TH STREET AND BERNICE AVE**

SCALE: NONE  
 DATE: 8/22/05

DRAWN BY: SKJ  
 CHECKED BY:

**TENG** TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

8-19-2005 14:07:45 T:\DOCUMENTS\13760\AC\WILL.DGN, T:\S\17602A.DGN  
 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62  
 BALZEKJ

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	22
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* (2425 & 2626) R-2		CONTRACT NO. 62111		

SCHEDULE OF QUANTITIES

INLET FILTERS				TOTAL 104	EACH
LOCATION	STATION	OFFSET	LT/RT	1	
	REFER TO DRAINAGE SCHEDULE			30	
	REFER TO DRAINAGE SCHEDULE			14	
	REFER TO DRAINAGE SCHEDULE			42	
BURNHAM AVE	59+957.23	22.52	LT	1	
BURNHAM AVE	60+000.07	8.71	LT	2	
BURNHAM AVE	60+000.08	6.32	RT	2	
I-80	4+501.00	0.00		1	
I-80 EB	6+319.55	26.53	RT	1	
I-80 EB	6+354.22	28.43	RT	1	
I-80 EB	6+422.33	28.57	RT	1	
I-80 EB	6+432.27	28.43	RT	1	
I-80 EB	6+437.22	26.52	RT	1	
I-80 EB	6+443.80	28.43	RT	1	
I-80 EB	6+488.37	28.42	RT	1	
I-80 EB	6+517.30	26.50	RT	1	
I-80 EB	6+557.43	26.34	RT	1	
I-80 EB	6+563.37	28.42	RT	1	
I-80 EB	6+610.35	28.37	RT	1	
I-80 EB	6+653.45	26.65	RT	1	

CATCH BASINS TO BE ADJUSTED				TOTAL 45	EACH
LOCATION	STATION	OFFSET	LT/RT	1	
I-80/94 WB	4+950.00	38.39	LT	1	
I-80/94 WB	4+962.00	44.10	LT	1	
I-80/94 WB	4+999.99	-38.75	LT	1	
I-80/94 WB	5+004.44	-26.02	LT	1	
I-80/94 WB	5+020.99	-26.14	LT	1	
I-80/94 WB	5+048.61	-34.89	LT	1	
I-80/94 WB	5+075.58	-34.55	LT	1	
I-80/94 WB	5+075.04	-41.58	LT	1	
I-80/94 WB	5+097.11	-25.47	LT	1	
I-80/94 WB	5+097.27	-43.15	LT	1	
I-80/94 WB	5+127.36	-45.28	LT	1	
I-80/94 WB	5+170.45	-46.18	LT	1	
I-80/94 WB	5+218.50	-47.46	LT	1	
I-80/94 WB	5+225.52	-40.39	LT	1	
I-80/94 WB	5+205.54	-23.64	LT	1	
I-80/94 WB	5+225.63	-25.81	LT	1	
I-80/94 WB	5+249.17	-25.65	LT	1	
I-80/94 WB	5+276.44	-25.41	LT	1	
I-80/94 WB	5+297.51	-27.39	LT	1	
I-80/94 WB	5+297.53	-37.58	LT	1	
I-80/94 WB	5+299.97	-45.58	LT	1	
I-80/94 WB	5+375.00	-46.83	LT	1	
I-80/94 WB	5+416.517	1.36	RT	1	
I-80/94 WB	5+445.219	-36.56	LT	1	
I-80/94 WB	5+494.4	-34.60	LT	1	
I-80/94 WB	5+686.449	-24.35	LT	1	
I-80/94 WB	5+761.188	-22.08	LT	1	
I-80/94 WB	5+836.588	-21.48	LT	1	
RR	300+017.400	17.48	RT	1	
RR	300+021.564	27.97	RT	1	
RR	300+098.101	-25.19	LT	1	
RR	300+098.946	-16.51	LT	1	
I-80/94 WB	6+125.078	-22.56	LT	1	
I-80/94 WB	6+173.890	-21.96	LT	1	
I-80/94 WB	6+319.906	-19.92	LT	1	
I-80/94 WB	6+354.219	28.43	RT	1	
I-80/94 WB	6+378.903	-19.53	LT	1	
I-80/94 WB	6+422.297	28.43	RT	1	
I-80/94 WB	6+432.272	28.43	RT	1	
I-80/94 WB	6+437.636	19.19	LT	1	
I-80/94 WB	6+443.805	28.43	RT	1	
I-80/94 WB	6+488.375	28.43	RT	1	
I-80/94 WB	6+563.375	28.43	RT	1	
I-80/94 WB	6+610.219	28.43	RT	1	
I-80/94 WB	6+681.218	28.43	RT	1	

HANDHOLE				TOTAL 1	EACH
STATION	60+075.000			1	

MANHOLES TO BE ADJUSTED				TOTAL 11	EACH
LOCATION	STATION	OFFSET	LT/RT	1	
RR	300+010.245	24.74	RT	1	
RR	300+105.759	38.75	LT	1	
I-80/94 EW	6+319.554	26.53	RT	1	
I-80/94 EW	6+437.223	26.53	RT	1	
I-80/94 EW	6+653.452	26.65	RT	1	
175TH ST	320+086.442	4.51	LT	1	
175TH ST	320+049.885	2.57	RT	1	
175TH ST	320+038.999	1.80	RT	1	
175TH ST	320+100.908	0.77	RT	1	
175TH ST	320+101.113	5.70	LT	1	
175TH ST	320+106.487	2.27	RT	1	

MANHOLES TO BE RECONSTRUCTED				TOTAL 5	EACH
Sheet					
175TH ST	319+977.522	4.85	LT	1	
175TH ST	319+989.801	4.85	LT	1	
BERNICE AVE	309+990.261	5.72	RT	1	
BURNHAM	59+952.376	9.94	LT	1	
BURNHAM	59+964.014	6.66	LT	1	

FRAMES AND GRATES TO BE ADJUSTED				TOTAL 1	EACH
LOCATION	STATION	OFFSET	LT/RT	1	
BERNICE AVE	300+107.119	4.36	LT	1	

REMOVING MANHOLES				TOTAL 40	EACH
LOCATION	STATION	OFFSET	LT/RT	1	
I-80/94 WB	4+562.662	19.57	LT	1	
I-80/94 WB	4+596.956	19.67	LT	1	
I-80/94 WB	5+138.908	15.99	LT	1	
I-80/94 WB	5+165.831	16.12	LT	1	
I-80/94 WB	5+178.565	19.23	LT	1	
I-80/94 WB	5+233.484	16.68	LT	1	
I-80/94 WB	5+299.702	16.89	LT	1	
I-80/94 WB	5+435.458	16.89	LT	1	
I-80/94 EB	5+801.834	0.96	RT	1	
I-80/94 EB	5+847.999	0.92	RT	1	
I-80/94 EB	5+894.213	0.88	RT	1	
I-80/94 EB	5+940.103	0.92	RT	1	
I-80/94 EB	6+191.863	0.75	RT	1	
I-80/94 EB	6+237.023	0.64	RT	1	
I-80/94 EB	6+282.389	1.44	RT	1	
I-80/94 EB	6+326.431	1.37	RT	1	
I-80/94 EB	6+373.179	0.48	RT	1	
I-80/94 EB	6+419.651	1.19	RT	1	
I-80/94 EB	6+466.513	0.37	RT	1	
I-80/94 EB	6+511.347	0.49	RT	1	
I-80/94 EB	6+523.853	0.52	RT	1	
I-80/94 EB	6+557.935	0.54	RT	1	
I-80/94 EB	6+602.382	0.42	RT	1	
I-80/94 EB	6+643.320	0.36	RT	1	
I-80/94 EB	6+694.797	0.46	RT	1	
BERNICE AVE	309+873.576	10.04	LT	1	
BERNICE AVE	309+986.704	11.81	LT	1	
BERNICE AVE	310+013.100	10.44	LT	1	
175TH ST	319+947.438	9.21	RT	1	
BURNHAM AVE	60+105.967	14.10	RT	1	
BURNHAM AVE	60+105.702	13.76	RT	1	
BURNHAM AVE	60+041.305	23.14	LT	1	
BURNHAM AVE	60+041.402	22.74	RT	1	
BURNHAM AVE	60+000.001	8.72	LT	1	
BURNHAM AVE	60+000.000	6.30	RT	1	
BURNHAM AVE	59+957.201	22.58	RT	1	
BURNHAM AVE	59+994.720	11.30	RT	1	
BURNHAM AVE	59+923.718	10.66	LT	1	
BURNHAM AVE	59+864.124	11.24	LT	1	
BURNHAM AVE	59+862.571	8.25	RT	1	

DRAINAGE STRUCTURES TO BE ADJUSTED				TOTAL 27	EACH
LOCATION	STATION	OFFSET	LT/RT	1	
I-80/94 WB	4+500.999	0.00		1	
I-80/94 WB	4+553.263	22.61		1	
I-80/94 WB	4+562.800	0.00	LT	1	
I-80/94 WB	4+585.880	0.00		1	
I-80/94 WB	4+627.898	22.55	LT	1	
I-80/94 WB	4+660.880	0.00		1	
I-80/94 WB	4+704.329	22.57	LT	1	
I-80/94 WB	4+735.880	0.00		1	
I-80/94 WB	4+765.198	22.61	LT	1	
I-80/94 EB	4+849.964	0.06	RT	1	
I-80/94	4+886.000	0.00		1	
I-80/94	4+961.000	0.00		1	
I-80/94	5+035.999	0.00		1	
I-80/94	5+110.999	0.00		1	
I-80/94	5+183.008	0.00		1	
I-80/94	5+235.355	0.00		1	
I-80/94	5+310.356	0.00		1	
I-80/94	5+385.356	0.00		1	
I-80/94	5+460.356	0.00		1	
I-80/94	5+535.356	0.00		1	
I-80/94	5+610.356	0.00		1	
I-80/94	5+685.357	0.00		1	
I-80/94	5+760.357	0.00		1	
I-80/94 WB	5+910.381	22.56	LT	1	
I-80/94 WB	5+985.331	22.56	LT	1	
I-80/94 EB	6+517.302	26.50	RT	1	
I-80/94 EB	6+557.359	26.48	RT	1	

TREE REMOVAL (6 TO 15 UNITS DIAMETER)				TOTAL 80	UNIT
LOCATION	STATION	OFFSET	UNIT		
175TH STREET	320+042.800	6.77m	RT	12.00	
175TH STREET	320+085.970	5.78m	RT	15.00	
BURNHAM	59+937.150	11.34m	RT	9.00	
BURNHAM	59+942.521	11.92m	LT	24.00	
BURNHAM	60+078.150	11.02m	RT	12.00	
BURNHAM	60+084.600	10.72m	RT	8.00	

REMOVING INLETS				TOTAL 18	EACH
LOCATION	STATION	OFFSET	LT/RT	1	
I-80/94 WB	4+622.213	17.33	LT	1	
I-80/94 WB	4+702.001	17.50	LT	1	
I-80/94 WB	4+834.362	19.02	LT	1	
I-80/94 WB	4+829.151	18.81	LT	1	
I-80/94 WB	5+301.50	23.00	LT	1	
I-80/94 WB	5+433.56	24.75	LT	1	
I-80/94 WB	5+760.327	12.42	LT	1	
I-80/94 EB	6+804.820	16.97	RT	1	
BERNICE AVE	309+946.393	9.03	RT	1	
BURNHAM AVE	60+074.938	8.13	RT	1	
BURNHAM AVE	60+075.145	8.08	LT	1	
BURNHAM AVE	59+923.846	8.15	LT	1	
BURNHAM AVE	59+922.817	8.26	RT	1	
BURNHAM AVE	59+863.023	8.49	RT	1	
175th STREET	320+096.195	5.56	RT	1	

### SCHEDULE OF QUANTITIES

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	23
STA. TO STA.				
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
(2425 & 2626) R-2			CONTRACT NO. 62111	

IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3						TOTAL 7	EACH
LOCATION	STAGE	STATION	OFFSET	LT/RT	EACH		
I 80/94 EB	PH III ST I	5+798.920	19.60	RT	1		
I 80/94 EB	PH III ST III	6+200.000	20.92	LT	1		
I 80/94 EB	PH III ST IV	5+814.822	20.88	RT	1		
I 80/94 EB	ST I (CONST ENT)	4+635.700	8.80	LT	1		
I 80/94 EB	ST I (CONST ENT)	6+219.150	2.00	LT	1		
I 80/94 EB	ST I (CONST ENT)	6+639.800	3.60	LT	1		
I 80/94 EB	ST II (CONST ENT)	6+533.100	16.00	RT	1		

POROUS GRANULAR EMBANKMENT						TOTAL 2323	CU M
LOCATION	FROM STATION	TO STATION	STAGE	AVG END AREA	Volume	CU M	
I-80 MAINLINE (WICK DRAINS)	6+042.371	6+050.000	1	6.03	46.00	46.0	
	6+050.000	6+075.000	1	5.44	136.05	136.1	
	6+075.000	6+100.000	1	5.15	128.74	128.7	
	6+100.000	6+120.713	1	2.48	51.39	51.4	
	Up 1:1 slope				306.53	91.96	
I-80 MAINLINE (WICK DRAINS)	6+042.371	6+050.000	2	4.69	35.76	35.8	
	6+050.000	6+075.000	2	5.68	142.06	142.1	
	6+075.000	6+100.000	2	5.38	134.38	134.4	
	6+100.000	6+125.000	2	5.15	128.86	128.9	
	6+125.000	6+134.335	2	2.40	22.45	22.4	
	Up 1:1 slope				306.53	91.96	
BURNHAM BRIDGE						92.0	
RAILROAD BRIDGE						720.0	
						593.0	

EROSION CONTROL BLANKET						TOTAL 2552	SQ M
LOCATION	FROM STATION	TO STATION	OFFSET	AREA	SQ M		
RAILROAD AVE LANDSCAPE	310+018.000	310+018.000	LT	281.60	281.60		
RAILROAD AVE	310+018.000	310+018.000	RT	78.10	78.10		
RAILROAD AVE	310+100.000	310+100.000	LT	59.08	59.08		
RAILROAD AVE	310+100.000	310+100.000	RT	224.00	224.00		
I-94 WB	32+583.456	32+761.222	LT	410.66	410.66		
CD ROAD EB	190+569.562	190+683.143	RT	179.23	179.23		
EROSION CONTROL							
I-80	6+040.57	50.07	LT	6+012.72	43.10	43.1	65.5
I-80	6+040.57	47.05	LT	6+052.81	52.34	52.3	78.40
I-80 EB	6+550.00	15.35	RT	6+730.43	15.55	15.5	1025.00
I-80	6+039.99	35.15	RT	6+056.94	45.86	45.9	150.00

SAND MODULE IMPACT ATTENUATOR TO BE REMOVED						TOTAL 4	EACH
LOCATION	FROM STATION	TO STATION	48	LT	1		
RAMP U	5+320.000	5+334.000					
RAMP U	5+369.000	5+376.000	35	LT	1		
I 80/94 EB	5+817.000	5+830.000	19	RT	1		
I 80/94 EB	6+481.000	6+493.000	20	RT	1		

SAND BACKFILL									TOTAL 1195	CU M
LOCATION	FROM STATION	TO STATION	OFFSET	WIDTH 1	WIDTH 2	AVG WIDTH	DEPTH	CU M		
I80	4+776.311	4+822.121	LT	0.30	1.80	1.05	1.03	49.57		
I80	4+822.121	5+001.808	LT	1.80	1.78	1.79	1.08	347.56		
I80	5+299.708	5+437.072	LT	1.78	2.42	2.10	1.08	311.47		
I80	5+437.072	5+439.598	LT	2.42	2.35	2.39	1.03	6.21		
I80	5+439.598	5+500.346	LT	2.35	0.30	1.33	1.03	82.91		
I94 WB	33+023.378	33+127.443	RT	2.00	2.44	2.22	1.03	236.75		
I94 WB	33+127.443	33+228.895	RT	2.44	0.30	1.37	1.03	142.41		
I94 WB	33+228.895	33+241.791	RT	0.30	0.08	0.19	1.03	2.48		
RAMP T	209+512.691	209+514.691	RT	0.08	0.23	0.15	1.03	0.31		
RAMP T	209+517.791	209+519.791	RT	0.23	0.08	0.15	1.03	0.31		

SODDING, SALT TOLERANT							TOTAL 3519	SQ M
LOCATION	FROM STATION	TO STATION	OFFSET	AREA	SQ M			
BERNICE	309+940.000	309+988.500	LT	217.10	217.10			
BERNICE	310+015.000	310+064.000	LT	214.15	214.15			
BERNICE	309+940.000	309+987.500	RT	131.70	131.70			
BERNICE	310+015.000	310+064.000	RT	127.90	127.90			
175TH ST	319+940.000	309+985.000	RT	184.94	184.94			
175TH ST	320+015.000	320+013.000	RT	300.26	300.26			
175TH ST	319+926.300	309+985.000	LT	188.50	188.50			
175TH ST	320+015.000	320+013.000	LT	369.18	369.18			

BAR SPLICERS, SPECIAL						TOTAL 84	EACH
LOCATION	FROM STATION	OFFSET	EACH				
EB I 80/94	4+500	RT	9				
EB I 80/94	5+400	RT	9				
RAMP U	240+474	RT	12				
EB I 80/94	5+815	RT	27				
EB I 80/94	5+815	RT	9				
EB I 80/94	6+300	RT	18				

TOPSOIL FURNISH AND PLACE, 300MM									TOTAL 817	SQ M
LOCATION	FROM STATION	TO STATION	OFFSET	AREA	SQ M					
BERNICE	309+940.000	309+987.500	RT	131.70	131.70					
BERNICE	310+015.000	310+064.000	RT	127.90	127.90					
175TH ST	319+926.300	309+985.000	LT	188.50	188.50					
175TH ST	320+015.000	320+013.000	LT	369.18	369.18					

TEMPORARY EROSION CONTROL SEEDING							TOTAL 47	KG
Location	FROM STATION	TO STATION	OFFSET	AREA	OFFSET	KG		
I-80 WB	5+999.72	50.07	LT	6+012.72	43.10	0.92		
I-80 WB	6+040.57	47.05	LT	6+052.81	52.34	1.10		
I-80 EB	6+550.00	15.35	RT	6+730.43	15.55	14.35		
I-80 EB	6+039.99	35.15	RT	6+056.94	45.86	2.10		
BURNHAM AVE	59+821.06	14.15	LT	59+953.66	14.20	8.26		
BURNHAM AVE	59+814.41	13.62	RT	59+947.34	13.38	7.45		
BURNHAM AVE	60+045.32	14.33	LT	60+108.53	14.31	4.20		
BURNHAM AVE	60+047.02	13.31	RT	60+159.46	13.31	6.05		
BURNHAM AVE	60+113.00	8.5	RT	60+159.47	13.31	2.86		

CONCRETE MASONRY BULKHEAD						TOTAL 11	EACH
LOCATION	STATION	OFFSET	LT/RT	EACH			
I-80/94	5+225.628	25.81	LT	1			
I-80/94	5+449.219	36.56	LT	1			
I-80/94	5+436.152	0.00	LT	1			
I-80/94	5+761.189	22.08	LT	1			
I-80/94	5+760.358	0.00	LT	1			
BERNICE AVE	309+839.167	4.47	RT	1			
BERNICE AVE	309+990.260	5.72	RT	2			
175TH STREET	319+977.522	4.85	LT	1			
175TH STREET	319+989.802	4.85	LT	2			

COMPOST FURNISH AND PLACE, 100MM									TOTAL 817	SQ M
LOCATION	FROM STATION	TO STATION	OFFSET	AREA	SQ M					
BERNICE	309+940.000	309+987.500	RT	131.70	131.70					
BERNICE	310+015.000	310+064.000	RT	127.90	127.90					
175TH ST	319+926.300	309+985.000	LT	188.50	188.50					
175TH ST	320+015.000	320+013.000	LT	369.18	369.18					

LUG SYSTEM COMPLETE 14.4 METER						TOTAL 5	EACH
ROADWAY	FROM STATION	TO STATION	LT/RT	EACH			
EB I 80/94	5+943.30	5+959.50	RT	1			
EB I 80/94	6+092.50	6+108.70	RT	1			
EB I 80/94	6+684.26	6+700.46	RT	1			
WB I 80/94	6+092.50	6+108.70	LT	1			
WB I 80/94	6+684.26	6+700.46	LT	1			

TOPSOIL FURNISH AND PLACE, 150MM							TOTAL 3934	SQ M
LOCATION	FROM STATION	TO STATION	AREA	SQ M				
BURNHAM	59+814.300	59+954.000	522.35	522.35				
BURNHAM	59+814.300	59+954.000	494.40	494.40				
BURNHAM	60+052.000	60+108.500	234.92	234.92				
BURNHAM	60+052.000	60+158.500	381.10	381.10				
BURNHAM	60+112.652	60+159.572	152.13	152.13				
BERNICE	309+940.000	309+988.500	217.10	217.10				
BERNICE	310+015.000	310+064.000	214.15	214.15				
175TH ST	319+940.000	309+985.000	184.94	184.94				
175TH ST	320+015.000	320+013.000	300.26	300.26				
RAILROAD AVE	310+018.000	310+016.000	281.60	281.60				
RAILROAD AVE	310+016.000	310+016.000	78.10	78.10				
RAILROAD AVE	310+100.000	310+100.000	59.08	59.08				
RAILROAD AVE	310+100.000	310+100.000	224.00	224.00				
I-94 WB	32+583.456	32+761.222	410.66	410.66				
CD ROAD EB	190+569.562	190+683.143	179.23	179.23				

SEEDING, CLASS 2A									TOTAL 0.12	HA
LOCATION	STATION	OFFSET	AREA	HA						
RAILROAD AVE	310+018.000	LT	281.60	0.03						



**SCHEDULE OF QUANTITIES**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	24
STA.			TO STA.	
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
* (2425 & 2626) R-2			CONTRACT NO. 62111	

**SUB-BASE GRANULAR MATERIAL, TYPE B 100MM TOTAL 3076 SQ M**

LOCATION	FROM STATION	TO STATION	OFFSET	SQ M
I-94 WB	32+583.456	32+761.222	LT	1881.5
CD ROAD	190+569.562	190+683.143	RT	1194.5

**SUB-BASE GRANULAR MATERIAL, TYPE B 300MM TOTAL 76044 SQ M**

LOCATION	FROM STATION	TO STATION	OFFSET	WIDTH 1 (M)	WIDTH 2 (M)	AVG WIDTH (M)	SQ M
I80	4+500.000	5+400.000	RT	6.93	6.93	6.93	6237.0
I80	5+400.000	5+815.000	RT	3.33	3.33	3.33	1382.0
I80	5+815.000	5+998.500	RT	14.88	14.88	14.88	2730.5
I80	5+998.500	5+989.500	RT	3.60	2.30	2.95	514.8
I80	5+989.500	5+998.500	RT	2.30	3.00	2.65	23.9
I80	6+053.500	6+739.461	RT	14.88	14.88	14.88	10207.1
I80	6+053.500	6+148.500	RT	1.78	1.78	1.78	169.1
I80	6+148.500	6+300.000	RT	2.22	2.22	2.22	336.3
I80	6+300.000	6+739.461	RT	14.40	14.40	14.40	6328.2
I80	6+805.721	6+814.721	RT	14.88	14.88	14.88	133.9
I80	6+805.721	6+814.721	RT	12.95	12.82	12.89	116.0
I80	4+500.000	5+998.500	LT	14.88	14.88	14.88	22297.7
I80	4+500.000	6+739.461	LT	14.88	14.88	14.88	10207.1
I80	4+500.000	4+776.296	LT	8.16	8.16	8.16	2254.6
I80	4+776.296	5+502.007	LT	7.68	7.68	7.68	5573.5
I80	5+439.598	5+502.007	LT	1.55	1.83	1.69	105.5
I80	5+502.007	5+624.413	LT	9.45	4.79	7.12	871.5
I80	5+624.413	5+738.995	LT	10.43	4.20	7.32	838.3
RAMP U	240+217.764	240+317.391	LT	2.88	2.88	2.88	286.9
RAMP U	240+462.167	240+588.551	LT	2.88	2.88	2.88	364.0
I94 WB	32+860.000	32+937.000	RT	3.63	3.63	3.63	279.5
I80	5+738.995	5+998.500	LT	7.68	7.68	7.68	1993.0
I80	6+053.500	6+124.435	LT	7.68	7.68	7.68	544.8
I80	6+124.435	6+392.403	LT	7.23	4.12	5.68	1521.7
I80	6+392.403	6+730.461	LT	1.52	1.52	1.52	534.1
I80	6+730.461	6+739.461	LT	2.28	3.60	2.94	26.5
I80	6+805.721	6+814.721	LT	14.88	14.88	14.88	133.9
I80	6+805.721	6+814.721	LT	3.60	3.60	3.60	32.4

**STABILIZED SUB-BASE 150MM TOTAL 77581 SQ M**

LOCATION	FROM STATION	TO STATION	OFFSET	WIDTH 1 (M)	WIDTH 2 (M)	AVG WIDTH (M)	SQ M
I80	4+500.000	5+400.000	RT	7.23	7.23	7.23	6607.0
I80	5+400.000	5+815.000	RT	3.63	3.63	3.63	1501.5
I80	5+815.000	5+998.500	RT	14.88	14.88	14.88	2730.5
I80	5+998.500	5+998.500	RT	3.60	3.60	3.60	660.6
I80	6+053.500	6+739.461	RT	14.88	14.88	14.88	10207.1
I80	6+053.500	6+300.000	RT	3.60	3.60	3.60	887.4
I80	6+300.000	6+739.461	RT	14.40	14.40	14.40	6328.2
I80	6+805.721	6+814.721	RT	14.88	14.88	14.88	133.9
I80	6+805.721	6+814.721	RT	12.95	12.82	12.89	116.0
I80	4+500.000	5+998.500	LT	14.88	14.88	14.88	22297.7
I80	6+053.500	6+739.461	LT	14.88	14.88	14.88	10207.1
I80	4+500.000	4+776.296	LT	8.16	8.16	8.16	2254.6
I80	4+776.296	5+502.007	LT	7.68	7.68	7.68	5573.5
I80	5+439.598	5+502.007	LT	1.83	1.83	1.83	114.2
I80	5+502.007	5+624.413	LT	9.75	5.09	7.42	908.3
I80	5+624.413	5+738.995	LT	10.43	4.20	7.32	838.3
RAMP U	240+217.764	240+317.391	LT	2.88	2.88	2.88	286.9
RAMP U	240+462.167	240+588.551	LT	2.88	2.88	2.88	364.0
I-94 WB	32+860.000	32+937.000	RT	3.48	3.48	3.48	268.0
I80	5+738.995	5+998.500	LT	7.68	7.68	7.68	1993.0
I80	6+053.500	6+114.275	LT	7.68	7.68	7.68	466.8
I80	6+114.275	6+392.403	LT	7.68	4.12	5.90	1641.4
I80	6+392.403	6+427.298	LT	4.12	4.02	4.07	140.3
I80	6+427.298	6+739.461	LT	3.15	3.15	3.15	983.3
I80	6+805.721	6+814.721	LT	14.88	14.88	14.88	133.9
I80	6+805.721	6+814.721	LT	3.60	3.60	3.60	32.4

**AGGREGATE BASE COURSE, TYPE B 150MM TOTAL 11600 SQ M**

LOCATION	FROM STATION	TO STATION	WIDTH 1	WIDTH 2	AVG WIDTH	FACTOR	SQ M
RAMP I	209+850.450	210+000.000	20.487	27.40	23.94	1.04	3705.69
RAMP U	240+000.000	240+086.203	27.395	28.89	28.14	1.02	2474.49
RAMP U	240+086.203	240+149.550	28.89	24.71	26.80	1.00	1697.70
WB I-94	32+698.754	33+023.404	MEASURED	2612.29	1.00	2612.29	
RAILROAD AVE	300+016.411	300+098.421	MEASURED	452.28	1.00	452.28	
RAILROAD AVE	300+012.843	300+011.010	MEASURED	657.15	1.00	657.15	

\*\* Measured using Microstation Area tool

**BRIDGE APPROACH PAVEMENT (SPECIAL) TOTAL 1694 SQ M**

LOCATION	FROM STATION	TO STATION	OFFSET	SQ M
I-80/94 @ Railroad	5+989.50	5+998.50	LT	203.00
I-80/94 @ Railroad	5+998.50	5+998.50	RT	166.30
I-80/94 @ Railroad	6+053.50	6+062.50	LT	203.00
I-80/94 @ Railroad	6+053.50	6+062.50	RT	166.30
I-80/94 @ Burnham	6+730.461	6+739.461	LT	166.30
I-80/94 @ Burnham	6+730.461	6+739.461	RT	125.80
I-80/94 @ Burnham	6+805.721	6+814.721	RT	116.00
I-80/94 @ Burnham	6+730.461	6+739.461	RT	133.90
I-80/94 @ Burnham	6+805.721	6+814.721	RT	133.90
I-80/94 @ Railroad	6+053.50	6+062.50	RT	113.12

**CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 360MM TOTAL 52576 SQ M**

LOCATION	FROM STATION	TO STATION	OFFSET	WIDTH 1 (M)	WIDTH 2 (M)	AVG WIDTH (M)	SQ M
I-80/94	4+500.000	5+400.000	RT	3.60	3.60	3.60	3240.0
I-80/94	5+815.000	5+989.500	RT	10.80	10.80	10.80	1884.6
I-80/94	5+815.000	5+989.500	RT	3.60	3.60	3.60	628.2
I-80/94	6+062.500	6+493.461	RT	10.80	10.80	10.80	7214.0
I-80/94	6+062.500	6+193.722	RT	13.09	10.80	11.95	1567.4
I-80/94	6+193.722	6+730.461	RT	10.80	10.80	10.80	5796.8
I-80/94	4+500.000	5+989.500	LT	10.80	10.80	10.80	16096.6
I-80/94	4+500.000	5+502.007	LT	4.20	4.20	4.20	4208.4
I-80/94	5+502.007	5+624.413	LT	3.60	3.60	3.60	440.7
I-80/94	5+624.413	5+738.995	LT	10.44	4.20	7.32	838.7
I-80/94	5+738.995	5+989.500	LT	4.20	4.20	4.20	1052.1
I-80/94	6+062.500	6+730.461	LT	10.80	10.80	10.80	7214.0
I-80/94	6+062.500	6+730.461	LT	3.60	3.60	3.60	2404.7

**PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 150MM TOTAL 547 SQ M**

LOCATION	STA	OFFSET	AREA	SQ M
175TH ST	320+061.211	RT	80.60	80.60
BURNHAM	59+819.291	LT	29.59	29.59
BURNHAM	59+834.967	LT	30.84	30.84
BURNHAM	59+849.427	LT	30.68	30.68
BURNHAM	59+869.067	LT	38.58	38.58
BURNHAM	59+887.868	LT	30.80	30.80
BURNHAM	59+903.536	LT	32.47	32.47
BURNHAM	60+080.375	LT	31.59	31.59
BURNHAM	60+095.169	LT	31.05	31.05
BURNHAM	60+110.216	LT	31.00	31.00
BURNHAM	59+834.833	RT	25.84	25.84
BURNHAM	59+865.529	RT	25.20	25.20
BURNHAM	59+896.253	RT	26.18	26.18
BURNHAM	59+922.249	RT	25.53	25.53
BURNHAM	60+066.857	RT	25.26	25.26
BURNHAM	60+094.478	RT	25.75	25.75
BURNHAM	60+132.291	RT	25.80	25.80

**PORTLAND CEMENT CONCRETE PAVEMENT 250MM (JOINTED) TOTAL 2343 SQ M**

LOCATION	FROM STATION	TO STATION	OFFSET	SQ M
I-94 WB	32+583.456	32+761.222	LT	1412.3
CD ROAD	190+569.562	190+683.143	RT	930.5

**PORTLAND CEMENT CONCRETE SIDEWALK 125MM TOTAL 822 SQ M**

LOCATION	FROM STATION	TO STATION	OFFSET	AVG.W	SQ M
BERNICE	309+940.338	309+941.392	LT	1.50	1.58
BERNICE	309+944.583	309+984.328	LT	1.50	59.62
BERNICE	309+985.828	309+989.495	LT	1.50	5.50
BERNICE	310+016.435	310+047.846	LT	1.50	47.12
BERNICE	310+051.127	310+079.949	LT	1.50	43.23
175TH ST	319+940.000	319+941.431	RT	1.50	2.15
175TH ST	319+945.692	319+984.801	RT	1.50	58.66
175TH ST	319+986.320	319+990.716	RT	1.50	6.59
176TH ST	320+009.438	320+013.509	RT	1.50	6.11
175TH ST	320+014.952	320+048.724	RT	1.50	50.66
175TH ST	320+052.487	320+096.366	RT	1.50	65.82
175TH ST	320+091.090	320+092.620	RT	3.02	4.61
175TH ST	320+105.265	320+115.000	RT	1.50	14.60
175TH ST	320+109.030	320+110.531	RT	3.83	5.74

BURNHAM	59+943.385	59+947.417	LT	1.25	5.04
BURNHAM	59+947.417	59+954.376	RT	1.50	10.44
BURNHAM	59+944.157	59+955.169	LT	1.50	16.52
BURNHAM	59+959.598	60+032.931	LT	1.50	95.00
BURNHAM	59+969.479	60+031.112	RT	1.50	92.45
BURNHAM	60+045.905	60+051.687	LT	1.50	8.67
BURNHAM	60+051.687	60+055.682	LT	1.25	4.99
BURNHAM	60+055.682	60+113.115	RT	1.00	57.43
BURNHAM	60+045.227	60+049.828	RT Microstation measured	11.00	11.00
BURNHAM	60+049.828	60+070.151	RT	1.74	35.39
BURNHAM	60+070.151	60+115.000	RT	1.70	76.24
BURNHAM	60+115.000	60+158.608	RT Microstation measured	16.41	16.41

BURNHAM	58+855.527	58+856.507	RT	0.98	4.41
BURNHAM	59+886.442	59+886.839	RT	0.40	2.08
BURNHAM	59+901.618	59+902.104	RT	0.49	2.04
BURNHAM	59+917.316	59+917.921	LT	0.61	2.93
BURNHAM	59+940.096	59+940.907	LT	0.81	4.37
BURNHAM	60+063.507	60+064.408	LT	0.80	4.87

SCHEDULE OF QUANTITIES

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	25
STA.		TO STA.		
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
* (2425 & 2626) R-2			CONTRACT NO. 62111	

SIDEWALK REMOVAL TOTAL 757 SQ M

LOCATION	FROM STATION	TO STATION	OFFSET	AVG WIDTH	SQ M
175TH ST	319+945.721	319+984.883	RT	1.50	58.74
175TH ST	319+985.877	319+989.808	RT	1.50	5.91
175TH ST	320+010.840	320+013.470	RT	1.73	4.54
175TH ST	320+014.927	320+048.958	RT	1.51	51.22
175TH ST	320+053.240	320+096.924	RT	1.50	65.53
175TH ST	320+091.227	320+092.729	RT	4.52	6.79
175TH ST	320+108.996	320+110.498	RT	4.67	7.01
175TH ST	320+105.087	320+115.000	RT	1.50	14.87
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BURNHAM	59+943.385	59+953.815	LT	1.00	10.43
BURNHAM	59+944.157	59+953.449	RT	1.46	13.52
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BURNHAM	59+967.441	60+029.588	LT	1.41	87.32
BURNHAM	59+967.685	60+031.151	RT	1.22	77.43
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BURNHAM	60+044.615	60+049.857	LT	1.03	5.37
BURNHAM	60+049.857	60+051.653	LT	2.73	4.90
BURNHAM	60+051.653	60+055.686	LT	1.00	4.03
BURNHAM	60+055.686	60+113.114	LT	1.00	57.43
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BURNHAM	60+045.460	60+048.077	RT	1.86	4.85
BURNHAM	60+048.077	60+050.160	RT	2.05	4.27
BURNHAM	60+050.160	60+070.155	RT	1.74	34.79
BURNHAM	60+070.155	60+155.000	RT	1.70	144.24
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BURNHAM	60+111.423	60+159.601	LT		54.58
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BURNHAM	60+153.256	60+154.986	RT	6.03	10.43
BURNHAM	60+154.986	60+159.497	RT	1.70	7.67
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BURNHAM	58+855.527	58+856.507	RT	0.98	4.41
BURNHAM	59+886.442	59+886.839	RT	0.40	2.08
BURNHAM	59+901.618	59+902.104	RT	0.49	2.04
BURNHAM	59+917.316	59+917.921	LT	0.61	2.93
BURNHAM	59+940.096	59+940.907	LT	0.81	4.37
BURNHAM	60+063.507	60+064.408	LT	0.90	4.87

CONCRETE BARRIER REMOVAL TOTAL 712 METER

LOCATION	FROM STATION	TO STATION	OFFSET	METER
180	5+370.000	5+517.200	LT	147.2
180	5+815.000	6+006.800	RT	191.8
180	6+143.276	6+350.000	RT	206.7
180	6+406.743	6+409.743	RT	3.0
180	6+472.182	6+475.182	RT	3.0
180	6+537.764	6+540.764	RT	3.0
180	6+604.005	6+744.729	RT	140.7
180	6+798.651	6+814.721	RT	16.1

PAVED SHOULDER REMOVAL TOTAL 6297 SQ M

LOCATION	FROM STATION	TO STATION	OFFSET	AVG WIDTH	SQ M
180	4+950.000	5+405.000	LT	1.80	818.8
180	4+950.000	5+405.000	LT	4.31	1960.6
180	5+815.000	5+987.441	RT	1.94	334.4
180	5+815.000	5+987.441	LT	1.77	305.1
180	6+161.260	6+425.000	LT	1.62	428.1
180	6+161.260	6+170.000	LT	2.02	17.6
180	6+161.260	6+290.730	LT	2.77	359.1
180	6+290.730	6+425.000	LT	1.81	243.4
180	6+161.260	6+425.000	LT	2.13	561.2
180	6+161.260	6+350.000	RT	1.80	339.4
180	6+350.000	6+425.000	RT	2.82	211.2
180	6+161.260	6+372.964	RT	2.58	545.2
180	6+372.964	6+400.000	RT	2.21	59.7
180	6+400.000	6+425.000	RT	4.52	113.1

PAVEMENT BREAKING TOTAL 20734 SQ M

LOCATION	FROM STATION	TO STATION	OFFSET	AVG WIDTH	SQ M
180	4+500.000	4+572.805	LT	11.31	823.61
180	4+500.000	4+572.805	LT	3.95	287.83
180	4+572.805	4+800.758	LT	11.47	2613.94
180	4+800.758	4+950.000	LT	12.81	1911.64
180	4+800.758	4+950.000	LT	4.33	645.84
180	5+405.000	5+625.000	LT	6.07	1334.52
180	5+625.000	5+725.000	LT	5.37	537.05
180	5+405.000	5+602.524	LT	4.45	878.98
180	5+602.524	5+625.000	LT	4.38	98.46
180	5+625.000	5+625.135	LT	0.37	11.23
180	5+725.000	5+750.000	LT	12.01	300.30
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180	6+425.000	6+738.635	LT	14.88	4666.89
180	6+425.000	6+730.461	LT	1.54	469.34
180	6+730.461	6+738.635	LT	2.33	19.02
180	6+425.000	6+604.000	RT	14.88	2663.52
180	6+604.000	6+738.635	RT	13.88	1868.73
180	6+425.000	6+738.635	RT	4.00	1252.97
180	6+804.746	6+814.721	LT	14.88	148.43
180	6+804.746	6+814.721	LT	2.36	23.58
180	6+804.746	6+814.721	RT	14.88	148.43
180	6+804.746	6+814.721	RT	2.97	29.63

PORTLAND CEMENT CONCRETE SHOULDERS - 360MM TOTAL 23803 SQ M

LOCATION	FROM STATION	TO STATION	OFFSET	WIDTH (MM)	SQ M
1-80/94 MED	4+500.000	5+989.500	RT	3.60	5362.2
1-80/94 MED	6+062.500	6+730.461	RT	3.60	2404.7
1-80/94 MED	4+500.000	5+989.500	LT	3.60	5362.2
1-80/94 MED	6+062.500	6+730.461	LT	3.60	2404.7
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1-80/94 EB OUT	6+062.500	6+159.374	RT	3.00	290.6
1-80/94 EB OUT	6+159.374	6+193.722	RT	3.00	113.3
1-80/94 EB OUT	6+193.722	6+705.151	RT	3.60	1841.1
1-80/94 EB OUT	6+705.151	6+730.461	RT	3.60	86.5
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1-80/94 WB OUT	4+500.000	5+502.007	LT	3.00	3006.0
RAMP U	240+217.764	240+317.391	LT	2.40	239.1
RAMP U	240+289.050	240+351.546	RT	1.80	112.5
RAMP U	240+351.546	240+474.066	RT	MEASURED AREA	534.7
RAMP U	240+474.066	240+577.465	LT	2.40	246.2
RAMP U	240+577.465	240+588.551	LT	2.70	29.9
1-80/94 WB OUT	5+738.995	5+989.500	LT	3.00	751.5
1-80/94 WB OUT	6+062.500	6+114.275	LT	3.60	186.4
1-80/94 WB OUT	6+114.275	6+427.298	LT	MEASURED AREA	598.2
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1-94 WB	32+860.000	32+937.000	RT	3.00	231.0

STORM SEWER REMOVAL 300MM TOTAL 608.5 METER

LOCATION	STATION	OFFSET	STATION	OFFSET	METER
1-80/94 WB	4+622.213	-17.33	4+622.239	-19.62	2.3
1-80/94 WB	4+605.507	-5.60	4+605.590	-14.80	9.2
1-80/94 WB	4+605.990	-14.80	4+605.628	-19.60	4.8
1-80/94 WB	4+657.025	-5.37	4+657.010	-14.80	9.4
1-80/94 WB	4+657.010	-14.80	4+657.016	-19.64	4.8
1-80/94 WB	4+698.873	-5.18	4+697.600	-14.80	9.7
1-80/94 WB	4+697.600	-14.80	4+696.957	-19.67	4.9
1-80/94 WB	4+702.001	-17.50	4+696.957	-19.67	5.5
1-80/94 WB	4+718.197	-5.09	4+718.577	-14.8	9.7
1-80/94 WB	4+718.577	-14.8	4+718.695	-19.49	4.7
1-80/94 WB	4+743.440	-4.98	4+742.664	-14.8	9.9
1-80/94 WB	4+742.664	-14.8	4+742.435	-19.28	4.5
1-80/94 WB	4+790.387	-4.76	4+791.245	-14.80	10.1
1-80/94 WB	4+791.245	-14.80	4+791.523	-18.86	4.1
1-80/94 WB	4+835.285	-4.94	4+830.922	-14.80	10.8
1-80/94 WB	4+830.922	-14.80	4+829.151	-18.80	4.4
1-80/94 WB	4+896.445	-4.87	4+896.971	-14.80	9.9
1-80/94 WB	4+896.971	-14.80	4+897.098	-18.70	3.3
1-80/94 WB	4+990.304	-4.96	4+990.114	-14.80	9.8
1-80/94 WB	4+990.114	-14.80	4+990.049	-18.13	3.3
1-80/94 WB	5+041.073	-5.01	5+045.238	-14.80	10.6
1-80/94 WB	5+045.238	-14.80	5+045.703	-15.86	1.2
1-80/94 WB	5+135.802	-5.10	5+138.361	-14.80	10.0
1-80/94 WB	5+165.736	-3.95	5+165.748	-14.80	10.9
1-80/94 WB	5+165.748	-14.80	5+165.751	-17.04	2.2
1-80/94 WB	5+233.563	-17.52	5+226.043	-25.81	11.2
1-80/94 WB	5+301.404	-22.72	5+299.699	-17.68	5.3
1-80/94 WB	5+433.557	-24.42	5+433.410	-17.71	6.7
1-80/94 WB	5+433.410	-17.71	5+433.584	-16.03	1.7
1-80/94 WB	5+433.584	-16.03	5+433.789	-14.80	1.2
1-80/94 WB	5+433.789	-14.80	5+436.267	0.00	16.0
1-80/94 WB	5+449.819	-36.53	5+494.388	-34.28	44.6
1-80/94 WB	5+760.327	-12.42	5+760.539	-14.80	2.4
1-80/94 WB	5+760.539	-14.80	5+761.135	-21.48	6.7
1-80/94 WB	5+963.605	-3.23	5+963.809	-14.80	11.6
1-80/94 WB	5+963.809	-14.80	5+963.851	-17.20	2.4
1-80/94 EB	6+162.390	16.41	6+165.622	14.80	3.6
1-80/94 EB	6+165.622	14.80	6+191.698	1.83	29.1
1-80/94 EB	6+191.698	1.83	6+191.758	-0.12	1.9
1-80/94 EB	6+364.835	-11.27	6+373.583	-0.19	14.1
1-80/94 WB	6+558.695	-14.80	6+599.415	-14.60	40.7
BURNHAM AVE	309+958.427	4.33	309+976.593	-2.33	19.3
175th WB	319+944.667	-3.97	319+947.358	9.11	13.4
175th WB	319+947.358	9.11	319+977.452	5.48	30.3
175th WB	319+977.452	4.85	319+988.901	4.85	11.3
175th WB	320+105.125	-4.856	320+106.377	1.832	6.8
BURNHAM AVE	60+074.938	8.13	60+075.145	10.58	2.5
BURNHAM AVE	60+075.145	10.13	60+078.302	-7.79	18.8
BURNHAM AVE	60+075.110	-8.36	60+075.830	-10.93	2.7
BURNHAM AVE	60+050.466	-13.091	60+032.871	-9.836	17.9
BURNHAM AVE	60+041.348	-22.924	60+041.419	-16.048	6.9
BURNHAM AVE	60+041.403	22.75	60+041.324	0.009	22.7
BURNHAM AVE	59+864.689	-8.91	59+864.185	-10.975	2.1
BURNHAM AVE	59+864.061	-10.96	59+862.992	-8.529	2.7
BURNHAM AVE	59+862.589	7.87	59+862.821	-5.983	14.0
BURNHAM AVE	59+922.707	8.492	59+923.488	10.216	1.9
BURNHAM AVE	59+923.917	10.226	59+926.498	-8.177	18.6
BURNHAM AVE	59+926.498	-8.177	59+925.013	-10.968	3.2
BURNHAM AVE	59+923.918	-8.376	59+924.604	-10.992	2.7
BURNHAM AVE	59+957.167	-22.422	59+957.246	-10.691	11.7
BURNHAM AVE	59+956.771	21.64	59+957.096	2.1	19.5
BURNHAM AVE	59+999.679	6.247	59+999.570	-4.401	10.6

STORM SEWER REMOVAL 375MM TOTAL 425.5 METER

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	•	COOK	631	26
STA. TO STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (2425 & 2626) R-2		CONTRACT NO. 6211		

**SCHEDULE OF QUANTITIES**

**PIPE UNDERDRAINS 150MM TOTAL 4399 METER**

LOCATION	FROM STATION	TO STATION	OFFSET	METER
180	4+500.999	4+562.781	CT	60.6
180	4+562.781	4+585.880	CT	21.9
180	4+585.880	4+660.880	CT	73.8
180	4+660.880	4+735.880	CT	73.8
180	4+735.880	4+886.000	CT	148.9
180	4+886.000	4+961.000	CT	73.8
180	4+961.000	5+035.999	CT	73.8
180	5+035.999	5+110.998	CT	73.8
180	5+110.998	5+183.008	CT-RT	70.8
180	5+183.008	5+183.008	CT-LT	70.8
180	5+183.008	5+193.002	CT	8.8
180	5+193.002	5+235.355	CT	41.2
180	5+235.355	5+310.356	CT	73.8
180	5+310.356	5+385.356	CT	73.8
180	5+385.356	5+460.356	CT	73.8
180	5+460.356	5+535.356	CT	73.8
180	5+535.356	5+610.356	CT	73.8
180	5+610.356	5+685.356	CT	73.8
180	5+685.356	5+760.356	CT	73.8
180	5+760.356	5+835.358	CT	73.8
180	5+835.358	5+910.357	CT	73.8
180	5+910.357	5+985.331	CT	73.8
180	5+985.331	5+989.500	CT	3.0
180	6+062.500	6+098.620	CT	34.9
180	6+098.620	6+173.615	CT	73.8
180	6+173.615	6+248.610	CT	73.8
180	6+248.610	6+319.808	CT	70.0
180	6+319.808	6+394.808	CT	73.8
180	6+394.809	6+422.622	CT	26.6
180	6+422.622	6+432.613	CT	8.4
180	6+432.613	6+442.630	CT	8.4
180	6+442.630	6+442.630	CT	59.2
180	6+442.630	6+503.009	CT	59.2
180	6+503.009	6+578.008	CT	73.8
180	6+578.008	6+653.008	CT	73.8
180	6+653.008	6+724.193	CT	70.0
180	6+724.193	6+730.461	CT	5.1
180	6+300.000	6+354.219	RT	53.0
180	6+354.219	6+422.297	RT	66.9
180	6+422.297	6+432.273	RT	8.9
180	6+432.273	6+443.796	RT	10.3
180	6+443.796	6+488.371	RT	43.4
180	6+488.371	6+563.375	RT	73.8
180	6+563.375	6+610.219	RT	45.6
180	6+610.219	6+685.218	RT	73.8
180	6+685.218	6+730.461	RT	44.0
180	4+500.000	4+553.247	LT	51.7
180	4+553.247	4+627.898	LT	73.1
180	4+627.898	4+704.328	LT	76.2
180	4+704.328	4+785.198	LT	79.7
180	4+785.198	4+886.000	LT	119.6
180	4+886.000	4+961.000	LT	73.8
180	4+961.000	5+036.000	LT	73.8
180	5+036.000	5+111.000	LT	73.8
180	5+111.000	5+173.002	LT	60.8
180	5+173.002	5+183.007	LT	8.8
180	5+183.007	5+192.998	LT	8.8
180	5+192.998	5+235.355	LT	41.2
180	5+235.355	5+310.355	LT	73.8
180	5+310.355	5+385.356	LT	73.8
180	5+385.356	5+460.357	LT	73.8
180	5+460.357	5+512.536	LT	51.0
180	5+512.536	5+536.882	LT	23.1
180	5+536.882	5+611.868	LT	73.8
RAMP U	240+217.764	240+223.391	LT	4.4
RAMP U	240+223.391	240+297.999	LT	73.4
RAMP U	240+297.999	240+312.958	LT	13.8
RAMP U	240+312.958	240+317.391	LT	3.2
180	5+624.413	5+686.449	LT	60.8
180	5+686.449	5+761.188	LT	73.5
180	5+761.188	5+836.588	LT	74.2
180	5+836.588	5+910.381	LT	72.6
180	5+910.381	5+985.331	LT	73.7
180	5+985.331	5+989.500	LT	3.0
180	6+062.500	6+125.078	LT	61.4
180	6+125.078	6+173.889	LT	47.6
180	6+173.889	6+246.911	LT	71.8
180	6+246.911	6+319.906	LT	71.8

**CONCRETE CURB, TYPE B TOTAL 14 METER**

LOCATION	STATION	LENGTH	METER
175TH STR (ALLEY)	319+944	9.00	9.0
175TH STR (ALLEY)	320+048	4.55	4.6

**GUARDRAIL REMOVAL TOTAL 73 METER**

LOCATION	FROM STATION	OFFSET	TO STATION	OFFSET	METER
1-80/94	6+130.000	LT	6+179.000	LT	49.0
1-80/94	6+729.339	RT	6+741.164	RT	11.8
1-80/94	6+802.357	RT	6+814.721	RT	12.4

**COMBINATION CONCRETE CURB AND GUTTER, TYPE B-15.30 TOTAL 665 METER**

LOCATION	FROM STATION	TO STATION	OFFSET	LENGTH	METER
175TH ST	319+940.000	319+973.992	RT	33.99	34.0
175TH ST	319+940.000	319+976.816	LT	36.82	36.8
175TH ST	320+025.809	320+090.122	RT	64.31	64.3
175TH ST	320+090.122	320+113.191	RT	26.16	26.2
175TH ST	320+023.348	320+113.191	LT	89.84	89.8
BERNICE	309+940.000	309+977.171	RT	37.17	37.2
BERNICE	309+940.000	309+973.568	LT	33.57	33.6
BERNICE	310+023.377	310+064.000	RT	40.62	40.6
BERNICE	310+025.886	310+064.000	LT	38.11	38.1
RAILROAD	300+010.549	300+027.612	LT	46.63	46.6
RAILROAD	300+027.612	300+095.510	LT	67.90	67.9
RAILROAD	300+095.510	300+104.814	LT	16.98	17.0
RAILROAD	300+008.811	300+022.708	RT	20.92	20.9
RAILROAD	300+022.708	300+088.779	RT	66.07	66.1
RAILROAD	300+088.779	300+107.407	RT	45.59	45.6

\* Measured with Microstation

**COMBINATION CONCRETE CURB AND GUTTER, TYPE B-15.60 TOTAL 756 METER**

LOCATION	FROM STATION	TO STATION	OFFSET	LENGTH	METER
BURNHAM	59+814.300	59+943.655	LT	129.35	129.4
BURNHAM	59+814.300	59+943.655	RT	129.35	129.4
BURNHAM	59+978.640	60+022.768	LT	44.13	44.1
BURNHAM	59+978.514	60+022.077	RT	43.56	43.6
BURNHAM	60+057.825	60+151.231	LT	93.41	93.4
BURNHAM	60+057.011	60+151.273	RT	94.26	94.3
BURNHAM & 175TH ST INTERSECTION			LT	48.43	48.4
BURNHAM & 175TH ST INTERSECTION			RT	48.36	48.4
BURNHAM & BERNICE AVE INTERSECTION			LT	48.49	48.5
BURNHAM & BERNICE AVE INTERSECTION			RT	48.48	48.5
BURNHAM	60+151.231	60+161.000	LT	14.01	14.0
BURNHAM	60+151.273	60+161.000	RT	14.02	14.0

\* Measured with Microstation

**CONCRETE MEDIAN SURFACE, 150MM (SPECIAL) TOTAL 1132 SO M**

LOCATION	FROM STATION	TO STATION	OFFSET	AVG WIDTH	SO M
1-80/94	4+776.311	4+822.121	LT	1.05	48.1
1-80/94	4+822.121	5+001.808	LT	1.79	321.8
1-80/94	5+299.708	5+437.072	LT	2.10	288.4
1-80/94	5+437.072	5+439.058	LT	2.39	4.7
1-80/94	5+439.058	5+500.346	LT	1.33	81.3
RAMP U	240+472.949	240+577.465	LT	2.22	232.0
1-80/94	5+728.056	5+829.938	LT	1.37	139.6
1-80/94	5+829.938	5+842.835	LT	0.19	2.4
RAMP T	209+512.691	209+514.691	RT	0.15	0.3
RAMP T	209+517.791	209+519.791	RT	0.15	0.3
180/94	5+115.383	5+127.633	CL	0.40	4.8
180/94	5+173.883	5+178.783	CL	0.40	1.9
180/94	6+095.475	6+099.375	LT	0.35	1.3
180/94	6+100.625	6+104.525	LT	0.35	1.3
180/94	6+538.517	6+544.367	CL	0.27	1.6
180/94	6+548.031	6+553.881	CL	0.27	1.6

**CONCRETE BARRIER, DOUBLE FACE, 815MM HEIGHT TOTAL 435 METER**

LOCATION	FROM STATION	OFFSET	TO STATION	OFFSET	LT/RT	METER
1-80/94	4+500.000	22.08	4+659.699	22.08	LT	159.7
1-80/94	4+674.299	22.08	4+767.142	22.08	LT	92.8
1-80/94	5+847.131	22.08	5+989.500	22.08	LT	142.4
1-80/94	6+062.500	22.08	6+093.975	22.08	LT	31.5
1-80/94	6+106.025	22.08	6+114.275	22.08	LT	8.3

**CONCRETE BARRIER, DOUBLE FACE, 1065 MM HEIGHT TOTAL 2101 METER**

LOCATION	FROM STATION	TO STATION	OFFSET	METER
180/94	4+500.000	5+111.633	CL	611.63
180/94	5+180.283	5+989.500	CL	809.22
180/94	6+062.500	6+534.767	CL	472.27
180/94	6+557.631	6+730.461	CL	172.83
180/94	6+814.721	6+850.000	CL	35.28

**CONCRETE BARRIER TRANSITION TOTAL 38 METER**

LOCATION	FROM STATION	TO STATION	OFFSET	LT/RT	METER
RAMP T	209+508.941	209+512.691		RT	3.75
RAMP T	209+519.791	209+523.541		RT	3.75
1-80/94	4+767.142	4+776.296		LT	9.15
1-80/94	5+111.633	5+115.383		CL	3.75
1-80/94	5+178.783	5+180.283		CL	1.50
1-80/94	5+500.346	5+502.007		LT	1.66
1-94 WB	33+241.791	33+246.088		RT	4.30
1-80/94	6+093.975	6+095.475		LT	1.50
1-80/94	6+104.525	6+106.025		LT	1.50
1-80/95	6+534.767	6+538.517		CL	3.75
1-80/95	6+553.881	6+557.631		CL	3.75

**CONCRETE BARRIER SINGLE FACE 815MM HEIGHT, REINFORCED TOTAL 475 METER**

LOCATION	FROM STATION	TO STATION	OFFSET	LT/RT	METER
180/94	5+001.808	5+299.708		LT	297.9
RAMP U	240+217.764	240+317.391	LT		99.6
194 WB	32+860.000	32+937.000	RT		77.0

**CONCRETE BARRIER, SINGLE FACE, 815 MM HEIGHT TOTAL 742 METER**

LOCATION	FROM STATION	OFFSET	TO STATION	OFFSET	LT/RT	METER
1-80/94	4+776.296	23.34	5+001.808	29.28	LT	225.5
1-80/94	5+299.708	23.34	5+500.346	29.28	LT	200.6
RAMP U	240+289.050	6.70	240+349.901	7.18	RT	60.9
RAMP U	240+474.066	2.40	240+577.465	2.40	LT	103.4
1-80/94	5+728.056	22.08	5+842.835	22.56	LT	114.8
RAMP T	209+512.691	3.53	209+514.691	3.49	RT	2.0
RAMP T	209+512.691	4.63	209+514.691	4.67	RT	2.0
RAMP T	209+517.791	3.49	209+519.791	3.53	RT	2.0
RAMP T	209+517.791	4.67	209+519.791	4.63	RT	2.0
1-94 WB	33+228.902	11.30	33+241.791	11.50	RT	12.9
1-80/94	6+095.475	22.00	6+099.375	21.81	LT	3.9
1-80/94	6+095.475	2				

SCHEDULE OF QUANTITIES

Table with columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., STA., TO STA., FED. ROAD DIST. NO., ILLINOIS, FED. AID PROJECT, CONTRACT NO. 62111

SIGN PANEL - TYPE 1 TOTAL 30 SQ M

Table with columns: LOCATION, STATION, DESC, WIDTH, HEIGHT, SQ M. Lists various sign panel locations and quantities.

SIGN PANEL - TYPE 2 TOTAL 13.7 SQ M

Table with columns: LOCATION, STATION, DESC, WIDTH, HEIGHT, SQ M. Lists various sign panel locations and quantities.

TEMPORARY CONCRETE BARRIER TOTAL 1276 METER

Table with columns: LOCATION, FROM STATION, TO STATION, OFFSET, METER. Lists barrier locations and lengths.

BURNHAM - ST 2 59+782.620 60+156.380 RT 373.8

SIGN PANEL - TYPE 3 TOTAL 155.2 SQ M

Table with columns: LOCATION, STATION, DESC, WIDTH, HEIGHT, SQ M. Lists various sign panel locations and quantities.

SLOTTED DRAIN REMOVAL TOTAL 623 METER

Table with columns: LOCATION, FROM STATION, TO STATION, OFFSET, METER. Lists drain removal locations and lengths.

BITUMINOUS BASE COURSE SUPERPAVE, 150MM TOTAL 143 SQ M

Table with columns: LOCATION, STATION, OFFSET, METHOD, AREA, SQ M. Lists base course locations and areas.

BITUMINOUS BASE COURSE SUPERPAVE, 200MM TOTAL 76 SQ M

Table with columns: LOCATION, STATION, OFFSET, METHOD, AREA, SQ M. Lists base course locations and areas.

BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50 TOTAL 1589.1 M TON

Table with columns: LOCATION, FROM STATION, TO STATION, AVG WIDTH, FACTOR, THICKNESS, M TON. Lists concrete surface locations and quantities.

BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH), SUPERPAVE, 230MM TOTAL 4242 SQ M

Table with columns: LOCATION, FROM STATION, TO STATION, AVG WIDTH, AREA, SQ M. Lists pavement locations and areas.

BITUMINOUS SHOULDERS SUPERPAVE 150MM TOTAL 250 SQ M

Table with columns: LOCATION, FROM STATION, TO STATION, SQ M. Lists shoulder locations and quantities.

SHOULDER RUMBLE STRIP TOTAL 13881 METER

Table with columns: LOCATION, FROM STA, TO STA, OFFSET, LENGTH, METER. Lists rumble strip locations and lengths.

RAMP V 219+349.080 219+685.619 LT 336.54 336.54

RAMP W 230+342.619 230+430.671 LT 88.05 88.05

CD RD EB 190+169.101 190+827.353 LT 658.25 658.25

CD RD EB 190+000.000 191+323.485 RT 1323.48 1323.48

I-80 6+062.500 6+730.461 RT 667.96 667.96

RAMP T 209+403.890 209+671.368 RT 267.48 267.48

I-94 WB 31+897.493 31+952.141 RT 54.65 54.65

I-94 WB 32+219.235 33+388.451 RT 1169.22 1169.22

I-94 WB 33+461.467 33+513.328 RT 51.86 51.86

I-94 WB 31+897.493 33+388.435 LT 1490.94 1490.94

I-94 WB 33+461.425 34+129.463 LT 668.04 668.04

RAMP U 240+351.545 240+588.551 LT 237.01 237.01

TELESCOPING STEEL SIGN SUPPORT TOTAL 38 METER

Table with columns: LOCATION, STATION, DESC, SPEED LIMIT, METER. Lists sign support locations and lengths.

CD ROAD EB 190+455.000 TORRENCE 11.70 11.70

I-94 WB 32+575.000 TORRENCE 11.70 11.70

RAMP U GORE 240+340.000 EXIT 161 9.65 9.65

BASE FOR TELESCOPING STEEL SIGN SUPPORT TOTAL 4 EACH

Table with columns: LOCATION, STATION, EACH. Lists base locations and quantities.

BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH), SUPERPAVE, 300MM TOTAL 5665 SQ M

Table with columns: LOCATION, FROM STATION, TO STATION, SQ M. Lists pavement locations and areas.

BURNHAM 59+814.300 60+151.231 5458.28

BURNHAM 60+151.231 60+161.000 MEASURED 206.30

WICK DRAINS TOTAL 25274 METER

Table with columns: LOCATION, WIDTH, LENGTH, METER. Lists wick drain locations and lengths.

TEMPORARY PAVEMENT (INTERSTATE) TOTAL 2813 SQ M

Table with columns: LOCATION, STAGE, FROM STATION, TO STATION, LT/RT, AVG WIDTH, SQ M. Lists temporary pavement locations and areas.

TEMPORARY PAVEMENT TOTAL 295 SQ M

Table with columns: LOCATION, FROM STATION TO STATION, SQ M. Lists temporary pavement locations and areas.

PHASE II - CONSTRUCTION ENTRANCES 6+486.731 6+513.269 33.06

Table with columns: REVISIONS, NAME, DATE. Empty table for revisions.

ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY) EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION COOK COUNTY SCHEDULE OF QUANTITIES VI SCALE: NONE DATE: 9/13/05 DRAWN BY: RJS CHECKED BY: DDH TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS

Vertical text on the left margin: STAMBUJI, 3233 34 35 36 37 3839 40 41 4243 44 45 46 47 4849 50 51 52 53 54 55 56 57 5859 60 61 62 63



### SCHEDULE OF QUANTITIES

#### CONCRETE BARRIER, SINGLE FACE, 1065 MM HEIGHT

LOCATION	FROM STATION	TO STATION	OFFSET	58	METER
I-80/94	5+115.383	5+127.633	RT	12.3	
I-80/94	5+115.383	5+127.633	RT	12.3	
I-80/94	5+173.883	5+178.783	LT	4.9	
I-80/94	5+173.883	5+178.783	RT	4.9	
I-80/94	6+538.517	6+544.367	LT	5.9	
I-80/94	6+538.517	6+544.367	RT	5.9	
I-80/94	6+548.031	6+553.881	LT	5.9	
I-80/94	6+548.031	6+553.881	RT	5.9	

#### REMOVE TEMPORARY CONCRETE BARRIER

LOCATION	FROM STATION	TO STATION	OFFSET	5339	METER
I80/94	4+500.000	4+776.296	LT	276.3	
I80/94	4+500.000	5+825.000	RT	1325.0	
I80/94	4+848.000	5+370.000	LT	522.0	
RAMP U	240+236.108	240+386.543		151.3	
I80/94	5+581.201	6+350.000	RT	769.0	
I80/94	5+830.109	6+350.000	RT	519.8	
I80/94	5+829.935	5+989.500	LT	159.6	
I80/94	6+062.500	6+099.370	LT	36.9	
I80/94	6+100.597	6+814.721	LT	716.0	
I80/94	6+450.000	6+831.165	LT	381.2	
I80/94	6+350.000	6+406.743	RT	56.8	
I80/94	6+409.742	6+472.178	RT	62.4	
I80/94	6+475.178	6+537.764	RT	62.6	
I80/94	6+540.764	6+604.005	RT	63.2	
I80/94	6+492.768	6+729.339	RT	236.7	

#### TEMPORARY PAVEMENT MARKING - LINE 100MM

LOCATION	FROM STATION	OFFSET	TO STATION	OFFSET	COLOR	2431	METER
BURNHAM STAGE I							
BURNHAM	59+594.780	0.0	59+684.780	4.5	YELLOW	90.1	
BURNHAM	59+684.780	4.5	59+747.960	4.5	YELLOW	63.2	
BURNHAM	59+747.960	4.5	59+749.900	2.1	YELLOW	3.1	
BURNHAM	59+749.900	2.1	59+747.960	0.0	YELLOW	2.9	
BURNHAM	59+747.960	0.0	59+594.780	0.0	YELLOW	153.2	
BURNHAM	59+774.775	4.5	60+155.244	4.5	YELLOW	380.5	
BURNHAM STAGE II							
BURNHAM	60+177.441	2.9	60+237.439	2.5	YELLOW	60.0	
BURNHAM	60+237.439	2.5	60+237.439	0.5	YELLOW	60.0	
BURNHAM	60+237.439	0.5	60+237.439	0.5	YELLOW	60.0	
BURNHAM	60+237.439	0.5	60+177.441	2.9	YELLOW	60.0	
BURNHAM	59+573.613	8.0	59+735.000	0.9	WHITE	161.5	
BURNHAM	59+735.000	0.9	59+747.959	0.9	WHITE	13.0	
BURNHAM	59+774.111	0.9	59+943.655	0.9	WHITE	169.5	
BURNHAM	59+978.607	0.9	60+022.736	0.9	WHITE	44.1	
BURNHAM	60+057.809	0.9	60+158.990	0.9	WHITE	101.2	
176TH ST DBL LINE				2.00		30.0	

#### TEMPORARY PAVEMENT MARKING - LINE 150MM

LOCATION	FROM STATION	TO STATION	OFFSET	11425	METER
REMOVE TEMPORARY CONCRETE BARRIER				10677.6	
BURNHAM-STAGE 2	59+782.620		60+156.380 RT	747.5	

#### TEMPORARY PAVEMENT MARKING - LINE 600MM

LOCATION	FROM STATION	OFFSET	TO STATION	OFFSET	COLOR	18	METER
BURNHAM ST I	60+155.224	8.4	60+155.244	4.5	WHITE	3.9	
BURNHAM ST II	60+158.990	4.5	60+158.990	0.90	WHITE	3.6	
BURNHAM	59+761.300	0.0	59+772.000	0.00		10.7	

#### TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS

LOCATION	STATION	13	SQ M
BURNHAM STAGE I			
Burnham	60+180	1.39	
Burnham	60+180	1.39	
Burnham	60+187	1.97	
Burnham	60+197	1.97	
Burnham	60+214	1.39	
Burnham	60+214	1.39	

#### RELOCATE SIGN PANEL - TYPE 2

LOCATION	STATION	DESC	1.1	SQ M
RAMP U	240+500.000	SPEED LIMIT		1.08

#### REMOVE SIGN PANEL - TYPE 2

LOCATION	STATION	DESC	HEIGHT	NUMBER	26.3	SQ M
I-80/94	4+700.000	SPEED LIMIT	2.10	4.00	7.56	
I-80/94	5+550.000	SPEED LIMIT	2.10	4.00	7.56	
I-80/94	6+400.000	SPEED LIMIT	2.10	4.00	7.56	
I-94 WB	31+900.000	SPEED LIMIT	1.50	2.00	3.60	

#### REMOVE SIGN PANEL - TYPE 3

LOCATION	STATION	DESC	IA-WI	WIDTH	HEIGHT	57.9	SQ M
I-94 WB	32+060.000			6.55	2.90		18.99
I-94 WB	32+805.000	IA-WI		6.55	2.90		18.99
I-94 WB	32+860.000	RTE 6 IL-83		1.22	3.51		4.27
I-94 WB	33+305.000	TORRENCE		3.20	2.29		7.32
I-80/94	6+400.000	TORRENCE		3.20	2.59		8.29

#### THERMOPLASTIC PAVEMENT MARKING - LINE 100MM

LOCATION	FROM STA	TO STA	OFFSET	LENGTH	1513	METER
BURNHAM	59+574.000	59+748.000	RT	174.00		174.00
BURNHAM	59+574.000	59+748.000	LT	174.00		174.00
BURNHAM	59+774.600	59+943.755	RT	169.15		169.15
BURNHAM	59+774.600	59+943.755	LT	169.15		169.15
BURNHAM	59+978.514	60+022.768	RT	44.25		44.25
BURNHAM	59+978.514	60+022.768	LT	44.25		44.25
BURNHAM	60+054.326	60+152.378	RT	98.05		98.05
BURNHAM	60+054.326	60+152.378	LT	98.05		98.05
BURNHAM	60+177.439	60+297.000	RT	119.56		119.56
BURNHAM	60+177.439	60+297.000	LT	119.56		119.56
BURNHAM	59+574.000	59+748.000	RT	174.00		174.00
BURNHAM	59+574.000	59+748.000	LT	174.00		174.00
BURNHAM	59+774.600	59+943.755	RT	169.15		169.15
BURNHAM	59+774.600	59+943.755	LT	169.15		169.15
BURNHAM	59+978.514	60+022.768	RT	44.25		44.25
BURNHAM	59+978.514	60+022.768	LT	44.25		44.25
BURNHAM	60+054.326	60+152.378	RT	98.05		98.05
BURNHAM	60+054.326	60+152.378	LT	98.05		98.05
BURNHAM	60+177.439	60+297.000	RT	119.56		119.56
BURNHAM	60+177.439	60+297.000	LT	119.56		119.56

#### THERMOPLASTIC PAVEMENT MARKING - LINE 300MM

LOCATION	FROM STA	NO.	LENGTH	137	METER
BURNHAM	"FROM STA"	20	1.80		36.00
BURNHAM	59+948.000	22	1.80		39.60
BURNHAM	60+050.000	18	1.80		32.40
BURNHAM	60+154.000	16	1.80		28.80

#### POLYUREA PAVEMENT MARKING, TYPE I - LINE 100MM

LOCATION	FROM STATION	TO STATION	OFFSET	LENGTH (M)	COLOR	STRIPS	9801	METER
I-80	4+500.000	6+814.721	RT	2314.72	YELLOW	1.00	2314.7	
I-80	4+500.000	6+814.721	LT	2314.72	YELLOW	1.00	2314.7	
I-80	4+500.000	5+581.201	RT	1081.20	WHITE	1.00	1081.2	
RAMP W	230+342.619	230+430.671	LT	88.05	YELLOW	1.00	88.1	
CD RD EB	190+827.400	191+527.738	LT	700.34	WHITE	1.00	700.3	
I-80	6+193.722	6+814.721	RT	621.00	WHITE	1.00	621.0	
I-80	4+500.000	5+502.007	LT	1002.01	WHITE	1.00	1002.0	
I-80	5+660.000	5+750.000	LT	90.00	WHITE	1.00	22.5	
I-80	5+750.000	6+114.419	LT	364.42	WHITE	1.00	364.4	
RAMP U	240+200.000	240+351.546	BL	151.55	WHITE	1.00	151.5	
RAMP U	240+200.000	240+351.546	RT	151.55	YELLOW	1.00	151.5	
I-94 WB	33+870.000	33+054.516	RT	184.52	YELLOW	1.00	184.5	
I-94 WB	33+461.427	34+213.729	LT	752.30	WHITE	1.00	752.3	
I-94 WB	33+461.427	33+513.528	LT	52.10	YELLOW	1.00	52.1	

#### POLYUREA PAVEMENT MARKING, TYPE I - LINE 125MM

LOCATION	FROM STATION	TO STATION	OFFSET	STRIPS	LENGTH (M)	COLOR	4605	METER
I-80	4+500.000	6+814.721	7.2 RT	0.25	2314.72	WHITE	578.7	
I-80	4+500.000	6+814.721	10.8 RT	0.25	2314.72	WHITE	578.7	
I-80	4+500.000	6+814.721	14.4 RT	0.25	2314.72	WHITE	578.7	
I-80	4+500.000	6+814.721	RT	0.25	2314.72	WHITE	578.7	
I-80	5+997.120	6+707.461	RT	0.25	710.34	WHITE	177.6	
I-80	4+500.000	6+814.721	7.2 LT	0.25	2314.72	WHITE	578.7	
I-80	4+500.000	6+814.721	10.8 LT	0.25	2314.72	WHITE	578.7	
I-80	4+500.000	6+814.721	14.4 LT	0.25	2314.72	WHITE	578.7	
I-94WB	33+461.427	34+213.772	B/L	0.25	752.34	WHITE	188.1	
I-94WB	33+461.427	34+213.772	RT	0.25	752.34	WHITE	188.1	

#### POLYUREA PAVEMENT MARKING, TYPE I - LINE 200MM

LOCATION	FROM STATION	TO STATION	OFFSET	STRIPS	LENGTH (M)	COLOR	2916	METER
I-80	5+581.201	5+997.120	RT	2.00	415.92	WHITE	831.8	
CD EB	190+827.400	190+983.910	LT	2	156.51	WHITE	313.0	
I-80	5+502.007	5+660.000	LT	1.00	157.99	WHITE	158.0	
RAMP U	240+351.546	240+509.701	RT	1.00	158.15	WHITE	158.2	
RAMP U	240+351.546	240+599.572	B/L	1.00	248.03	WHITE	248.0	
I-80	6+114.419	6+553.466	LT	1.00	439.05	WHITE	439.0	
I-94	33+513.528	33+952.584	RT	1.00	439.06	WHITE	439.1	
I-94 WB	32+614.155	32+716.675	LT	1.00	206.19	WHITE	206.2	
CD ROAD EB	190+592.919	190+652.995	RT	1.00	122.61	WHITE	122.6	

#### POLYUREA PAVEMENT MARKING, TYPE I - LINE 300MM

LOCATION	FROM STATION	TO STATION	OFFSET	LENGTH (M)	COLOR	1013	METER
I-80	4+500.000	6+814.721	RT	82.40	YELLOW	82.40	
I-80	4+500.000	6+814.721	LT	82.40	YELLOW	82.40	
I-80	4+500.000	5+581.201	RT	42.69	WHITE	42.69	
I-80	5+581.201	5+997.120	RT	201.36	WHITE	201.36	
CD RD EB	190+827.400	190+983.910	LT	64.11	WHITE	64.11	
I-80	5+493.396	6+814.721	RT	64.29	WHITE	64.29	
I-80	4+500.000	5+502.007	LT	35.21	WHITE	35.21	
I-80	5+502.007	5+660.000	LT	84.49	WHITE	84.49	
I-80	5+150.000	6+114.419	LT	15.15	WHITE	15.15	
I-94 WB	33+000.000	33+000.000	RT	4.72	YELLOW	4.72	
I-94 WB	33+461.427						

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	30
STA. TO STA.				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (2425 & 2626) R-2			CONTRACT NO. 62111	

### SCHEDULE OF QUANTITIES

PAVEMENT MARKING TAPE, TYPE III 100MM							TOTAL	12915	METER
LOCATION	FROM STATION	OFFSET	TO STATION	OFFSET	LENGTH (M)	COLOR			
PHASE III, STAGE I									
I-80/94 EB	4+500.000	11.28	5+400.000	11.28	900.00	YELLOW	900.0		
	5+400.000	11.3	5+815.000	2.2	415.10	YELLOW	415.1		
I-80/94 EB									
	4+500.000	26.75	5+400.000	22.08	900.01	YELLOW	900.0		
	5+400.000	22.1	5+613.397	20.1	213.41	WHITE	213.4		
	5+613.397	37.6	5+815.000	16.3	202.73	WHITE	202.7		
I-94WB									
	33+461.427	3.6	34+213.689	6.9	752.27	YELLOW	752.3		
	33+461.427	7.2	34+213.689	3.0	752.27	YELLOW	752.3		

PHASE III, STAGE II									
LOCATION	FROM STATION	OFFSET	TO STATION	OFFSET	LENGTH (M)	COLOR			
I-80/94 EB									
	5+400.000	11.3	5+500.000	11.3	100.00	YELLOW	100.0		
	5+500.000	11.3	5+828.000	20.0	328.12	YELLOW	328.1		
	5+828.000	20.0	6+064.130	20.0	236.13	YELLOW	236.1		
	6+064.130	20.0	6+159.370	18.5	95.25	YELLOW	95.3		
	6+159.370	18.5	6+707.461	18.5	548.09	YELLOW	548.1		
	6+707.461	18.5	6+814.721	16.9	107.27	YELLOW	107.3		
I-80/94 EB									
	5+400.000	22.2	5+500.000	22.1	100.00	WHITE	100.0		
	5+500.000	22.1	5+585.687	24.2	85.71	WHITE	85.7		
RAMP W									
	5+331.708	33.0	5+585.687	31.4	253.98	YELLOW	254.0		
	5+427.025	36.4	5+500.000	35.9	72.98	WHITE	73.0		
I-80/94 WB									
	5+613.610	37.6	5+738.000	31.3	124.55	WHITE	124.5		
	5+738.000	31.3	5+828.000	33.5	90.03	WHITE	90.0		
	5+828.000	33.5	5+928.000	30.2	100.05	WHITE	100.1		
	5+928.000	30.2	6+159.370	28.7	231.37	WHITE	231.4		
	6+159.370	28.7	6+707.461	28.7	548.09	WHITE	548.1		
	6+707.461	28.7	6+814.721	27.1	107.27	WHITE	107.3		

PHASE III, STAGE III									
LOCATION	FROM STATION	OFFSET	TO STATION	OFFSET	LENGTH (M)	COLOR			
I-80/94 WB									
	6+148.466	26.0	6+550.000	13.7	401.72	YELLOW	401.7		
	6+550.000	13.7	6+814.721	13.7	264.72	YELLOW	264.7		

PHASE III, STAGE IV									
LOCATION	FROM STATION	OFFSET	TO STATION	OFFSET	LENGTH (M)	COLOR			
I-80/94 EB									
	5+600.000	11.3	5+827.929	4.1	328.01	YELLOW	328.0		
	5+827.929	4.1	6+272.550	4.1	444.62	YELLOW	444.6		
	6+272.550	4.1	6+520.812	18.2	248.66	YELLOW	248.7		
	6+520.812	18.2	6+600.000	18.5	79.19	YELLOW	79.2		
	5+650.000	11.6	5+828.000	7.7	178.04	WHITE	178.0		
	5+828.000	7.7	6+272.550	7.7	444.55	WHITE	444.6		
	6+272.550	7.7	6+428.000	17.7	155.77	WHITE	155.8		
	5+650.000	18.6	5+827.845	23.0	177.90	YELLOW	177.9		
	5+827.845	23.0	6+062.444	23.0	234.60	YELLOW	234.6		
	6+062.444	23.0	6+159.247	21.5	96.81	YELLOW	96.8		
	6+159.247	21.5	6+360.000	21.5	200.75	YELLOW	200.8		
	6+360.000	21.5	6+428.000	21.6	68.00	YELLOW	68.0		
	5+738.030	31.6	5+827.845	30.2	89.83	WHITE	89.8		
	5+827.845	30.2	5+928.000	30.2	100.16	WHITE	100.2		
	5+928.000	30.2	6+272.550	7.7	345.28	WHITE	345.3		
	6+272.550	7.7	6+428.000	17.7	155.77	WHITE	155.8		
	5+650.000	18.6	5+827.845	23.0	177.90	YELLOW	177.9		
	5+827.845	23.0	6+062.444	23.0	234.60	YELLOW	234.6		
	6+062.444	23.0	6+159.247	21.5	96.81	YELLOW	96.8		
	6+159.247	21.5	6+360.000	21.5	200.75	YELLOW	200.8		
	6+360.000	21.5	6+428.000	21.6	68.00	YELLOW	68.0		
	5+738.030	31.6	5+827.845	30.2	89.83	WHITE	89.8		
	5+827.845	30.2	5+928.000	30.2	100.16	WHITE	100.2		

DRAINAGE STRUCTURES TO BE CLEANED					TOTAL	2	EACH
LOCATION	STATION	OFFSET	LT/RT	EACH			
BURNHAM AVE	60+000.002	8.72	LT	1			
BURNHAM AVE	59+999.976	6.30	RT	1			

IMPACT ATTENUATORS (SEVERE USE, NARROW), TEST LEVEL 3					TOTAL	2	EACH
LOCATION	STATION	OFFSET	LT/RT	EACH			
I-80/94	6+114.275	22.08	LT	1			
RAMP U	240+351.547	2.40	RT	1			

IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 2					TOTAL	2	EACH
LOCATION	STATION	OFFSET	LT/RT	EACH			
BURNHAM-STAGE 2	59+782.620	RT		1			
BURNHAM-STAGE 2	60+156.380	RT		1			

TEMPORARY SHEET PILING REMOVAL										TOTAL	3434	SQ M
LOCATION	FROM STATION	OFFSET	TO STATION	OFFSET	AREA							
I-80												
	5+830.275	18.4RT	5+988.500	17.9 RT	692.65						692.65	
	6+148.500	17.1 RT	6+350.000	17.1 RT	852.47						852.47	
	6+392.376	16.52 LT	6+739.461	16.1 LT	1728.97						1728.97	
FROM STRUCTURAL (BURNHAM AVE)												
											160.00	

AGGREGATE SUBGRADE 300MM										TOTAL	10787	SQ M
LOCATION	FROM STATION	TO STATION	WIDTH 1	WIDTH 2	AVG WIDTH	AREA	SQ M					
BERNICE												
	309+940.000	310+064.000	9.55	9.55	9.55	320.57	320.57				320.57	
175TH ST												
	319+940.000	319+973.993	9.55	9.55	9.55	324.63	324.63				324.63	
	320+090.122	320+113.191	9.55	9.55	9.55	614.19	614.19				614.19	
RAILROAD												
	300+005.105	300+027.612			MEASURED	471.10	471.10				471.10	
	300+027.612	300+046.836	14.446	12.35	13.40	257.56	257.56				257.56	
	300+046.836	300+066.793	12.35	12.35	12.35	246.47	246.47				246.47	
	300+066.793	300+088.779	12.35	15.10	13.73	301.76	301.76				301.76	
	300+088.779	300+105.741			MEASURED	449.25	449.25				449.25	
BURNHAM												
	59+814.300	59+943.655	17.75	17.75	17.75	2296.05	2296.05				2296.05	
	59+943.655	59+978.640	INTERSECTION		MEASURED	1086.53	1086.53				1086.53	
	59+978.640	60+022.077	17.75	17.75	17.75	771.01	771.01				771.01	
	60+022.077	60+057.825	INTERSECTION		MEASURED	1105.65	1105.65				1105.65	
	60+057.825	60+151.231	17.75	17.75	17.75	1657.96	1657.96				1657.96	
	60+151.231	60+161.000			MEASURED	223.48	223.48				223.48	

RELOCATE TEMPORARY CONCRETE BARRIER (SPECIAL)										3162	METER	
LOCATION	FROM STATION	OFFSET	TO STATION	OFFSET	LT/RT							
PH III ST I												
I-80 EB	5+633.320	5.30	5+815.000	1.90	RT/RT						181.71	
I-80 EB												
	5+798.920	19.60	5+815.000	16.90	RT/RT						16.31	
	5+815.000	16.90	5+900.000	16.90	RT/RT						85.00	
	5+900.000	16.90	5+945.558	15.38	RT/RT						45.58	
	5+945.558	15.38	6+250.000	15.38	RT/RT						304.44	
	6+250.000	15.38	6+328.554	12.80	RT/RT						78.60	
	6+328.554	12.80	6+510.560	0.16	RT/LT						182.44	
	6+510.560	0.16	6+586.000	0.16	RT/LT						75.44	
	6+586.000	0.16	6+814.721	2.20	LT/LT						140.04	
	6+814.721	2.20	6+825.000	1.06	LT/RT						105.85	
	6+825.000	1.06	6+825.000									
I-80 WB												
	5+829.967	24.54	5+847.150	24.24	LT/LT						17.19	
	5+847.150	24.24	5+989.500	24.24	LT/LT						142.35	
	5+989.500	24.24	6+100.002	24.51	LT/LT						37.50	
	6+100.002	24.51	6+400.863	20.17	LT/LT						300.89	
	6+400.863	20.17	6+400.863	20.17	LT/LT						327.79	
PH III ST II												
I-80 EB	5+400.000	8.88	5+779.276	16.28	RT/RT						379.35	
	5+779.276	16.28	5+815.144	19.03	RT/RT						35.97	
	5+815.144	19.03	5+830.000	19.38	RT/RT						14.86	
PH III ST III												
I-80 EB	6+325.000	0.30	6+347.000	0.48	LT/LT						22.00	
	6+347.000	0.48	6+445.000									





F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	32
STA.	TO STA.			
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* (2425 & 2626) R-2		CONTRACT NO. 62111		

**SCHEDULE OF QUANTITIES  
BURNHAM AVENUE EARTHWORK**

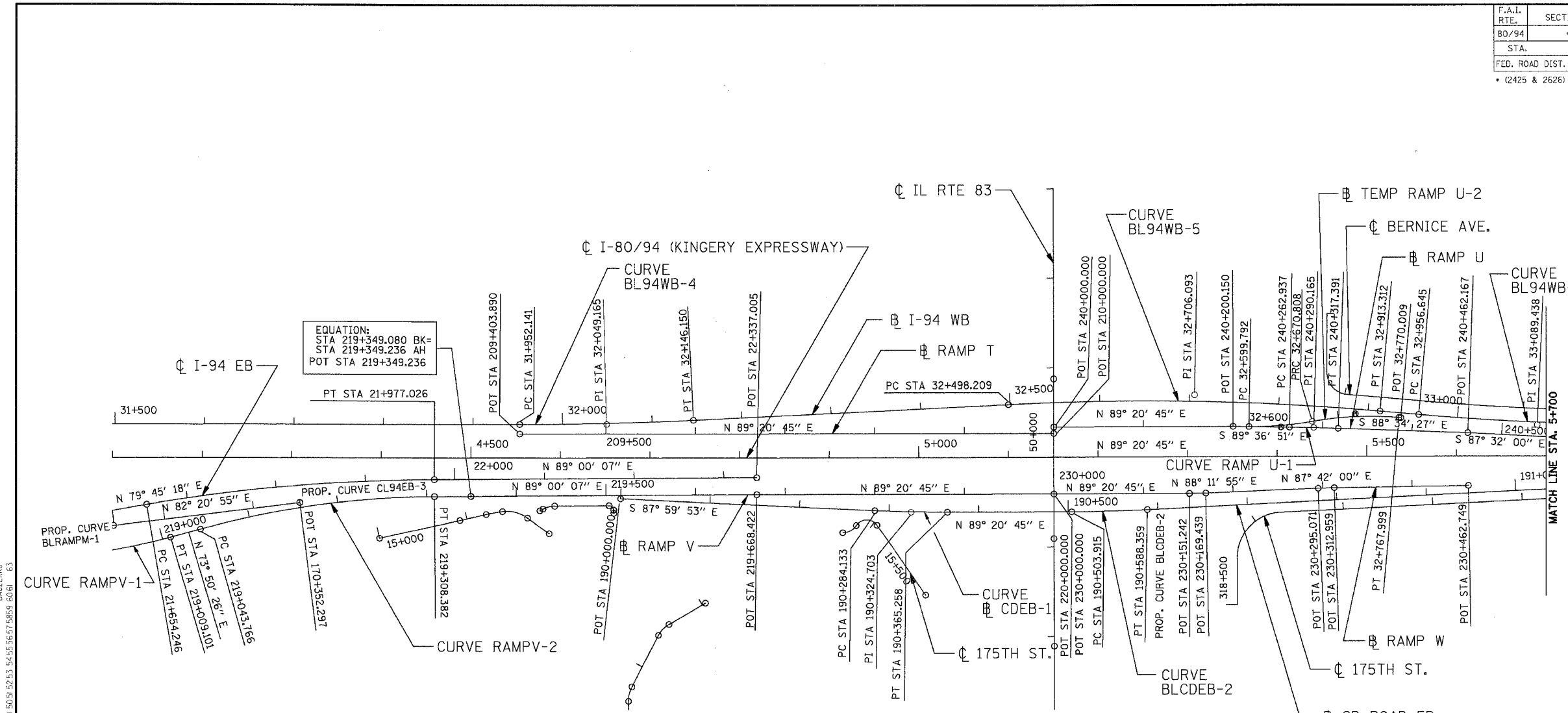
STATION	TO STATION	EARTH EXCAVATION				REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL				STRUCTURE EXCAVATION				SPOIL FROM STRUCTURE EXCAVATION				TOTAL SUITABLE EXCAVATION				EXCAVATION TO BE USED IN EMBANKMENT (15% SHRINKAGE)				EMBANKMENT				EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)			
		PH3 CUM	ST1 CUM	PH3 CUM	ST2 CUM	PH3 CUM	ST3 CUM	PH3 CUM	ST4 CUM	PH3 CUM	ST1 CUM	PH3 CUM	ST2 CUM	PH3 CUM	ST3 CUM	PH3 CUM	ST4 CUM	PH3 CUM	ST1 CUM	PH3 CUM	ST2 CUM	PH3 CUM	ST3 CUM	PH3 CUM	ST4 CUM	PH3 CUM	ST1 CUM	PH3 CUM	ST2 CUM	PH3 CUM	ST3 CUM	PH3 CUM	ST4 CUM
BURNHAM AVE.																																	
59+814.300	59+819.291	22.8	15.0	0.0	0.0	3.9	6.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.8	15.0	0.0	0.0	19.4	12.7	0.0	0.0	0.8	2.8	0.0	0.0	18.6	9.9	0.0	0.0
59+819.291	59+825.000	24.7	16.0	0.0	0.0	4.5	7.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.7	16.0	0.0	0.0	21.0	13.6	0.0	0.0	1.3	3.8	0.0	0.0	19.7	9.8	0.0	0.0
59+825.000	59+834.967	42.5	31.9	0.0	0.0	7.9	6.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.5	31.9	0.0	0.0	36.1	27.1	0.0	0.0	2.3	4.6	0.0	0.0	33.8	22.5	0.0	0.0
59+834.967	59+849.427	60.4	41.2	0.0	0.0	10.4	9.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	60.4	41.2	0.0	0.0	51.4	35.0	0.0	0.0	1.7	7.4	0.0	0.0	51.4	27.7	0.0	0.0
59+849.427	59+850.000	2.0	1.1	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.1	0.0	0.0	1.7	0.9	0.0	0.0	0.0	0.5	0.0	0.0	1.7	0.4	0.0	0.0
59+850.000	59+865.529	36.8	23.4	0.0	0.0	12.5	10.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	36.8	23.4	0.0	0.0	31.3	19.9	0.0	0.0	8.5	8.1	0.0	0.0	22.7	11.9	0.0	0.0
59+865.529	59+869.067	4.8	5.1	0.0	0.0	2.8	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.8	5.1	0.0	0.0	4.1	4.3	0.0	0.0	1.9	0.7	0.0	0.0	2.1	3.7	0.0	0.0
59+869.067	59+875.000	5.4	7.0	0.0	0.0	4.8	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.4	7.0	0.0	0.0	4.6	6.0	0.0	0.0	0.9	2.2	0.0	0.0	4.6	3.8	0.0	0.0
59+875.000	59+887.868	4.2	6.7	0.0	0.0	10.4	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.2	6.7	0.0	0.0	3.6	5.7	0.0	0.0	13.5	15.7	0.0	0.0	-10.0	-10.0	0.0	0.0
59+887.868	59+896.253	1.7	2.3	0.0	0.0	6.9	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7	2.3	0.0	0.0	1.5	1.9	0.0	0.0	19.7	13.8	0.0	0.0	-18.2	-11.8	0.0	0.0
59+896.253	59+900.000	0.0	0.4	0.0	0.0	6.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.4	0.0	0.0	15.2	7.8	0.0	0.0	-15.2	-7.4	0.0	0.0
59+900.000	59+903.536	0.3	0.1	0.0	0.0	2.9	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.1	0.0	0.0	0.3	0.1	0.0	0.0	13.7	8.7	0.0	0.0	-13.4	-8.6	0.0	0.0
59+903.536	59+922.249	1.8	0.4	0.0	0.0	15.2	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.4	0.0	0.0	1.5	0.3	0.0	0.0	93.5	62.2	0.0	0.0	-92.0	-61.9	0.0	0.0
59+922.249	59+925.000	0.0	0.2	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.2	0.0	0.0	18.6	10.8	0.0	0.0	-18.6	-10.8	0.0	0.0
59+925.000	59+950.000	1.3	2.1	0.0	0.0	36.1	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	2.1	0.0	0.0	1.1	1.9	0.0	0.0	243.5	164.0	0.0	0.0	-242.4	-162.2	0.0	0.0
59+950.000	59+975.000	23.5	32.6	0.0	0.0	32.4	34.4	0.0	0.0	25.7	47.2	0.0	0.0	16.1	24.8	0.0	0.0	39.6	57.4	0.0	0.0	33.7	48.8	0.0	0.0	532.4	434.3	0.0	0.0	-498.7	-385.5	0.0	0.0
59+975.000	60+000.000	204.1	289.4	0.0	0.0	34.1	28.4	0.0	0.0	82.3	118.0	0.0	0.0	43.1	55.1	0.0	0.0	247.3	344.5	0.0	0.0	210.2	292.8	0.0	0.0	637.6	476.4	0.0	0.0	-427.5	-183.6	0.0	0.0
60+000.000	60+025.000	181.9	257.5	0.0	0.0	36.3	17.8	0.0	0.0	56.6	70.8	0.0	0.0	27.0	30.4	0.0	0.0	208.9	287.9	0.0	0.0	177.6	244.7	0.0	0.0	515.5	323.9	0.0	0.0	-337.9	-79.2	0.0	0.0
60+025.000	60+050.000	0.6	0.4	0.0	0.0	27.8	19.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.4	0.0	0.0	0.5	0.5	0.0	0.0	382.4	257.4	0.0	0.0	-381.8	-257.1	0.0	0.0
60+050.000	60+066.857	0.4	2.3	0.0	0.0	20.6	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	2.3	0.0	0.0	1.1	1.9	0.0	0.0	149.2	93.1	0.0	0.0	-148.8	-91.1	0.0	0.0
60+066.857	60+075.000	0.0	1.0	0.0	0.0	14.0	5.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.8	0.0	0.0	58.7	34.4	0.0	0.0	-58.7	-33.6	0.0	0.0
60+075.000	60+080.375	0.3	0.0	0.0	0.0	4.6	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.2	0.0	0.0	0.0	30.7	22.0	0.0	0.0	-30.5	-22.0	0.0	0.0
60+080.375	60+094.478	2.1	0.7	0.0	0.0	0.0	9.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.7	0.0	0.0	1.8	0.6	0.0	0.0	51.8	39.0	0.0	0.0	-50.0	-38.4	0.0	0.0
60+094.478	60+095.169	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.1	0.0	0.0	2.0	1.4	0.0	0.0	-1.9	-1.3	0.0	0.0
60+095.169	60+100.000	0.5	0.3	0.0	0.0	4.2	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.3	0.0	0.0	0.4	0.2	0.0	0.0	15.8	11.9	0.0	0.0	-15.4	-11.6	0.0	0.0
60+100.000	60+110.216	2.2	0.0	0.0	0.0	8.8	13.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	0.0	1.9	0.0	0.0	0.0	23.2	24.1	0.0	0.0	-21.3	-24.1	0.0	0.0
60+110.216	60+125.000	9.2	3.5	0.0	0.0	0.0	19.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.2	3.5	0.0	0.0	7.8	3.0	0.0	0.0	6.0	22.0	0.0	0.0	1.8	-19.0	0.0	0.0
60+125.000	60+132.291	9.9	6.7	0.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.9	6.7	0.0	0.0	8.4	5.7	0.0	0.0	0.0	5.1	0.0	0.0	8.4	0.5	0.0	0.0
60+132.291	60+150.000	17.5	26.0	0.0	0.0	0.0	11.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.5	26.0	0.0	0.0	31.8	22.1	0.0	0.0	0.0	7.8	0.0	0.0	31.8	14.3	0.0	0.0
60+150.000	60+161.000	43.3	40.6	0.0	0.0	0.0	7.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	43.3	40.6	0.0	0.0	36.8	34.5	0.0	0.0	0.0	3.7	0.0	0.0	36.8	30.9	0.0	0.0
60+161.000		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**BERNICE AVENUE AND 175TH STREET EARTHWORK**

STATION	TO STATION	EARTH EXCAVATION				REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL				STRUCTURE EXCAVATION				SPOIL FROM STRUCTURE EXCAVATION				TOTAL SUITABLE EXCAVATION				EXCAVATION TO BE USED IN EMBANKMENT (15% SHRINKAGE)				EMBANKMENT				EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)			
		PH3 CUM	ST1 CUM	PH3 CUM	ST2 CUM	PH3 CUM	ST3 CUM	PH3 CUM	ST4 CUM	PH3 CUM	ST1 CUM	PH3 CUM	ST2 CUM	PH3 CUM	ST3 CUM	PH3 CUM	ST4 CUM	PH3 CUM	ST1 CUM	PH3 CUM	ST2 CUM	PH3 CUM	ST3 CUM	PH3 CUM	ST4 CUM	PH3 CUM	ST1 CUM	PH3 CUM	ST2 CUM	PH3 CUM	ST3 CUM	PH3 CUM	ST4 CUM
BERNICE AVE.																																	
309+925.000	309+940.000	33.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.5	0.0	0.0	0.0	28.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.4	0.0	0.0	0.0
309+940.000	309+942.988	12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.9	0.0	0.0	0.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	0.0	0.0	0.0
309+942.988	309+950.000	20.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.5	0.0	0.0	0.0	17.4	0.0	0.0	0.0	1.5	0.0	0.0	0.0	15.9	0.0	0.0	0.0
309+950.000	309+975.000	24.1	0.																														



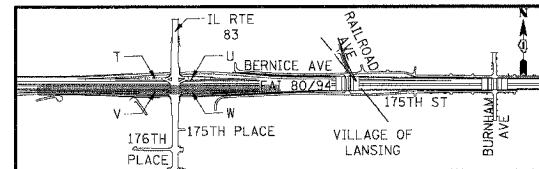
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	34
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* (2425 & 2626) R-2		CONTRACT NO. 62111		



EQUATION:  
 STA 219+349.080 BK=  
 STA 219+349.236 AH=  
 POT STA 219+349.236

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I-94WB		I-94EB		RAMP M	
CURVE BL94WB-4	CURVE BL94WB-5	CURVE BL94WB-6	CURVE CL94EB-3	CURVE BLRAMP-1	
PI STA = 32+049.165 N = 545527.369 E = 364087.694 Δ = 2° 46' 44" (LT) R = 4,000.000 m T = 97.024 m L = 194.009 m E = 1.177 m	PI STA = 32+706.093 N = 545566.714 E = 364743.480 Δ = 7° 55' 40" (RT) R = 3,000.000 m T = 207.884 m L = 415.103 m E = 7.194 m	PI STA = 33+089.438 N = 545536.622 E = 365126.308 Δ = 5° 04' 08" (LT) R = 3,000.000 m T = 132.792 m L = 265.412 m E = 2.938 m	PI STA = 21+815.988 N = 545460.6774 E = 363734.212 Δ = 9° 14' 49.08" (RT) R = 2,000.000 m T = 161.741 m L = 322.780 m E = 6.529 m	PI STA = 170+071.763 N = 545398.612 E = 363467.306 Δ = 141° 22' 18.712" (LT) R = 569.190 m T = 71.763 m L = 142.774 m E = 4.506 m	
RAMP U		RAMP V		CD ROAD EB	
CURVE BLRAMPU-1	CURVE BLRAMPV-1	CURVE BLRAMPV-2	CURVE BLCDEB-1	CURVE BLCDEB-2	
PI STA = 240+290.165 N = 545531.145 E = 364876.938 Δ = 1° 02' 24" (RT) R = 3,000.000 m T = 27.228 m L = 54.454 m E = 0.124 m	PI STA = 218+857.928 N = 545351.814 E = 363451.193 Δ = 27° 10' 18.879" (LT) R = 650.000 m T = 157.083 m L = 308.255 m E = 18.711 m	PI STA = 219+176.852 N = 545442.219 E = 363763.193 Δ = 15° 09' 1.080" (RT) R = 1000.000 m T = 133.086 m L = 264.616 m E = 8.817 m	PI STA = 190+546.145 N = 545433.214 E = 364428.514 Δ = 2° 45' 53" (LT) R = 1,750.000 m T = 42.230 m L = 84.444 m E = 0.509 m	PI STA = 190+324.703 N = 545435.743 E = 364649.956 Δ = 2° 39' 22" (LT) R = 1,750.000 m T = 40.570 m L = 81.125 m E = 0.470 m	
				CURVE BLMU24-1	CURVE BLMU24-2
				PI STA = 32+635.41 N = 545531.392 E = 364840.159 Δ = 11° 08' 52" (LT) R = 365.000 m T = 35.621 m L = 71.016 m E = 1.734 m	PI STA = 32+719.690 N = 545547.172 E = 364923.178 Δ = 15° 15' 23" (RT) R = 365.000 m T = 48.885 m L = 97.191 m E = 3.259 m



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY

**HORIZONTAL ALIGNMENT,  
 TIES & BENCHMARKS**

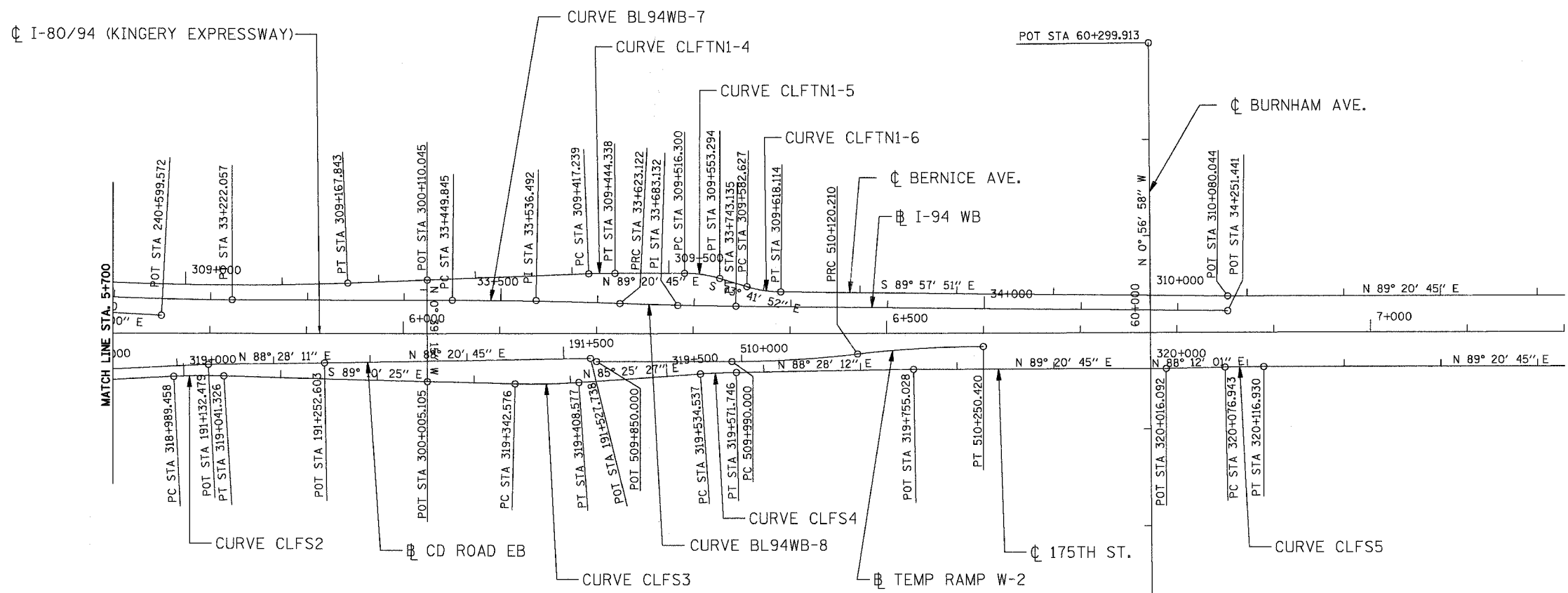
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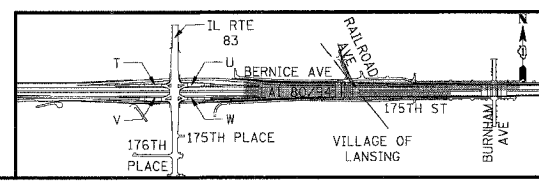
**TENG**  
 TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94		COOK	631	35
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• (2425 & 2626) R-2		CONTRACT NO. 62111		

\\V:\PROJECTS\8094\DRAWING\175TH\175TH TIES & BENCHMARKS.DWG  
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 175TH TIES & BENCHMARKS.DWG  
 8/22/05 10:58:58 AM



I-94WB		BERNICE AVENUE			
CURVE BL94WB-7	CURVE BL94WB-8	CURVE CLFTN1-4	CURVE CLFTN1-5	CURVE CLFTN1-6	
PI STA = 33+536.492 N = 545541.106 E = 365573.513 Δ = 1° 59' 08" (RT) R = 5,000.000 m T = 86.648 m L = 173.278 m E = 0.751 m	PI STA = 33+683.132 N = 545537.494 E = 365720.126 Δ = 1° 22' 31" (LT) R = 4,999.982 m T = 60.009 m L = 120.013 m E = 0.360 m	PI STA = 309+430.790 N = 545570.108 E = 365641.193 Δ = 2° 13' 05" (RT) R = 700.000 m T = 13.551 m L = 27.100 m E = 0.131 m	PI STA = 309+534.933 N = 545571.298 E = 365745.332 Δ = 16° 57' 23" (RT) R = 125.000 m T = 18.633 m L = 36.993 m E = 1.381 m	PI STA = 309+600.491 N = 545552.819 E = 365808.516 Δ = 16° 15' 59" (LT) R = 125.000 m T = 17.864 m L = 35.488 m E = 1.270 m	
175TH STREET			TEMP RAMP W-2		
CURVE CLFS2	CURVE CLFS3	CURVE CLFS4	CURVE CLFS5	CURVE BLMW21-1	CURVE BLMW21-2
PI STA = 319+015.404 N = 545459.531 E = 365225.537 Δ = 4° 14' 43" (RT) R = 700.000 m T = 25.946 m L = 51.867 m E = 0.481 m	PI STA = 319+375.601 N = 545454.335 E = 365585.720 Δ = 5° 24' 08" (LT) R = 700.000 m T = 33.025 m L = 66.001 m E = 0.779 m	PI STA = 319+553.146 N = 545468.503 E = 365762.748 Δ = 3° 02' 44" (RT) R = 700.000 m T = 18.609 m L = 37.210 m E = 0.247 m	PI STA = 320+096.937 N = 545479.414 E = 366306.419 Δ = 1° 08' 44" (RT) R = 2,000.000 m T = 19.994 m L = 39.987 m E = 0.100 m	PI STA = 510+055.179 N = 545480.976 E = 365841.845 Δ = 6° 39' 40" (LT) R = 1,120.000 m T = 65.179 m L = 130.210 m E = 1.895 m	PI STA = 510+185.389 N = 545497.575 E = 365971.141 Δ = 6° 39' 40" (RT) R = 1,120.000 m T = 65.178 m L = 130.210 m E = 1.895 m



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY

**HORIZONTAL ALIGNMENT,  
 TIES & BENCHMARKS**

SCALE: 1:2500  
 DATE: 8/22/05

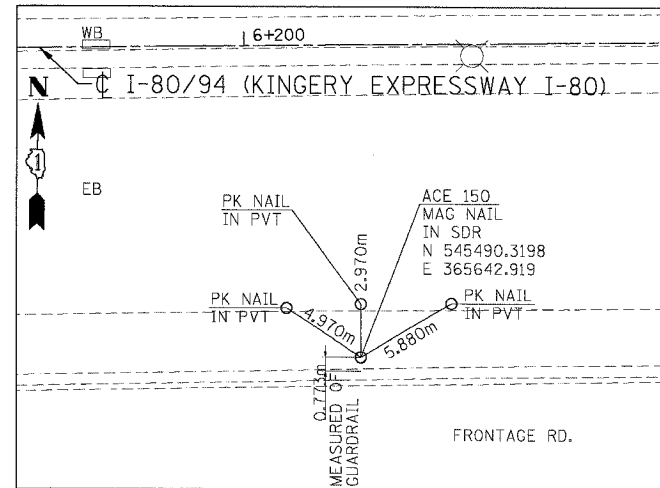
DRAWN BY: JFS  
 CHECKED BY: MCD

**TENG**  
 TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

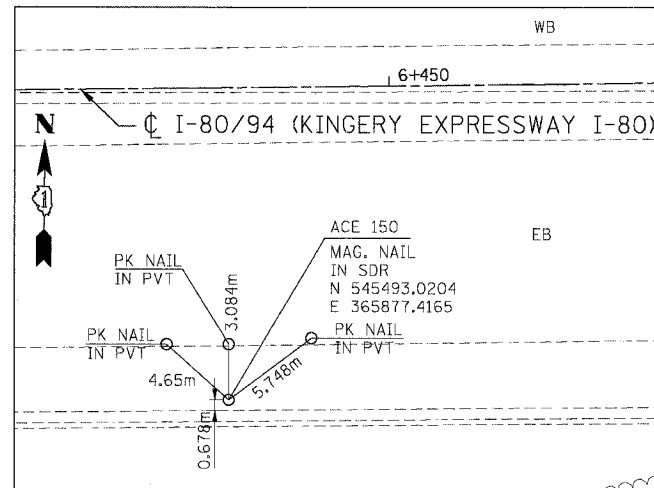


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	•	COOK	631	37
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
• (2425 & 2626) R-2		CONTRACT NO. 62111		

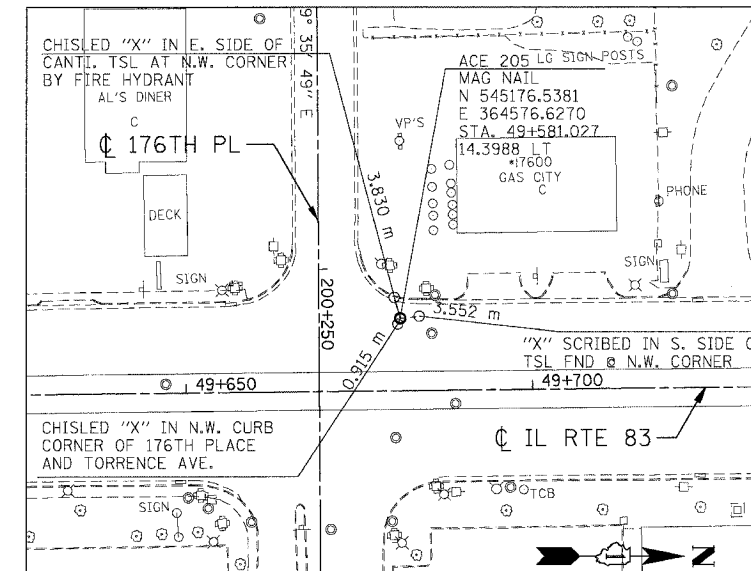
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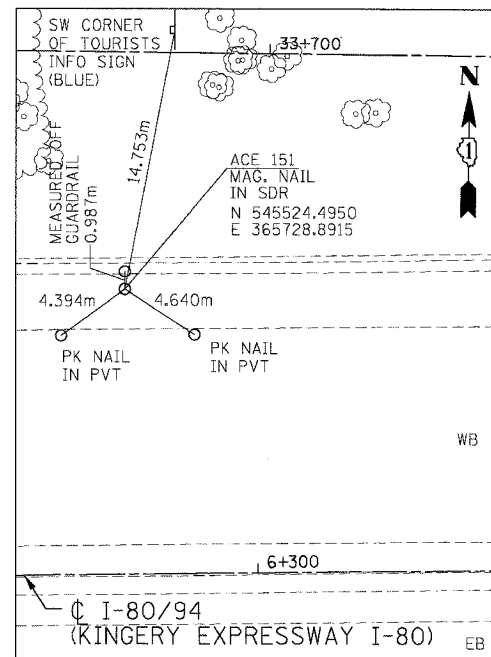
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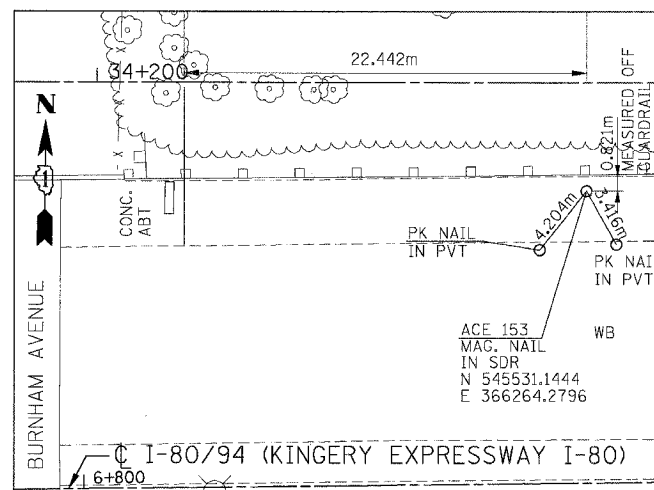
REFERENCE TIES TO ACE 205



REFERENCE TIES TO ACE 151



REFERENCE TIES TO ACE 153



NOTE:  
ACE = AMERICAN CONSULTING ENGINEERS, L.L.C.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
COOK COUNTY

**ALIGNMENT TIES**

SCALE: DATE: 8/22/05  
DRAWN BY: CHECKED BY:

**TENG** TENG & ASSOCIATES, INC.  
ENGINEERS/ARCHITECTS/PLANNERS  
CHICAGO, ILLINOIS

\P199002A.DGN, \M999002A.DGN, \M999003A.DGN, \M999004A.DGN, \M999005A.DGN, \M999006A.DGN, \M999007A.DGN, \M999008A.DGN, \M999009A.DGN, \M999010A.DGN, \M999011A.DGN, \M999012A.DGN, \M999013A.DGN, \M999014A.DGN, \M999015A.DGN, \M999016A.DGN, \M999017A.DGN, \M999018A.DGN, \M999019A.DGN, \M999020A.DGN, \M999021A.DGN, \M999022A.DGN, \M999023A.DGN, \M999024A.DGN, \M999025A.DGN, \M999026A.DGN, \M999027A.DGN, \M999028A.DGN, \M999029A.DGN, \M999030A.DGN, \M999031A.DGN, \M999032A.DGN, \M999033A.DGN, \M999034A.DGN, \M999035A.DGN, \M999036A.DGN, \M999037A.DGN, \M999038A.DGN, \M999039A.DGN, \M999040A.DGN, \M999041A.DGN, \M999042A.DGN, \M999043A.DGN, \M999044A.DGN, \M999045A.DGN, \M999046A.DGN, \M999047A.DGN, \M999048A.DGN, \M999049A.DGN, \M999050A.DGN, \M999051A.DGN, \M999052A.DGN, \M999053A.DGN, \M999054A.DGN, \M999055A.DGN, \M999056A.DGN, \M999057A.DGN, \M999058A.DGN, \M999059A.DGN, \M999060A.DGN



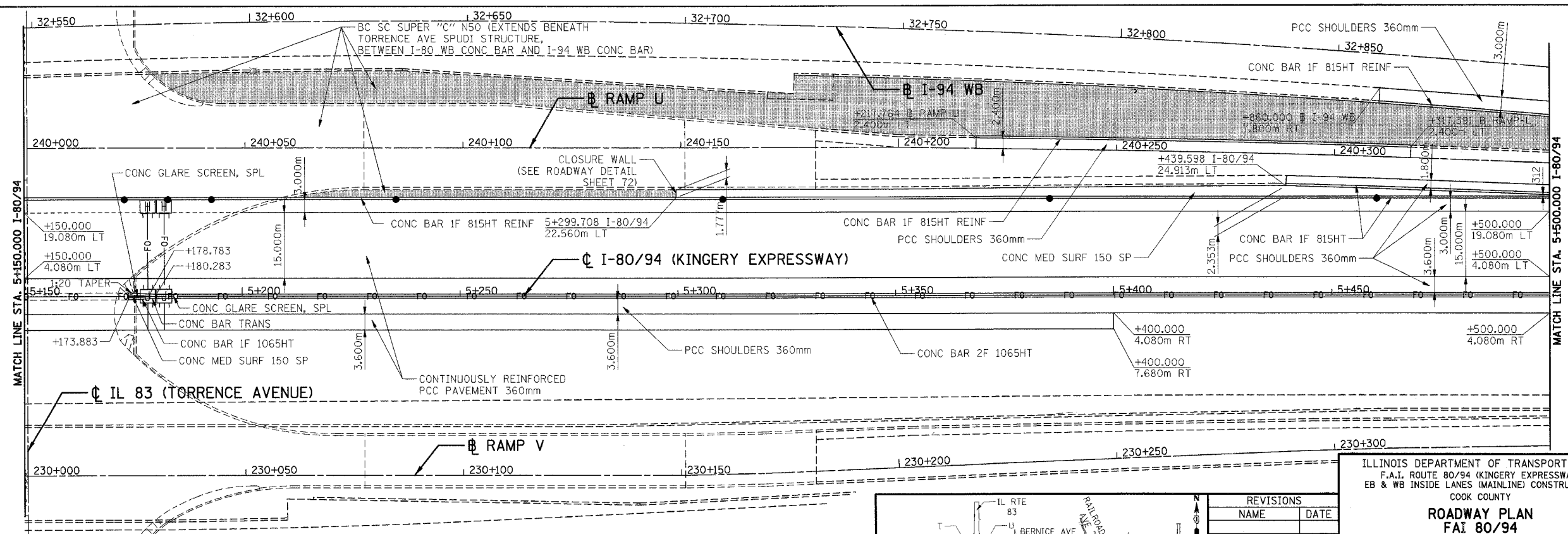
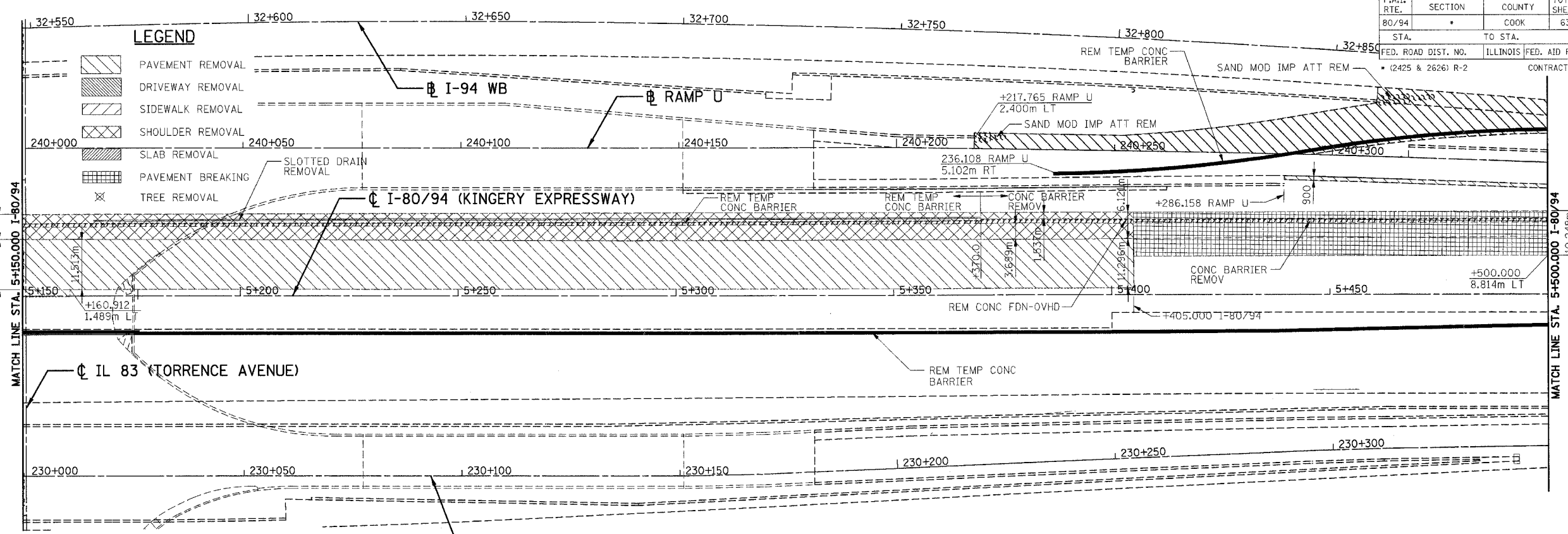








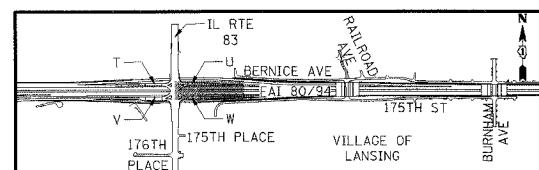
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	42
STA.	TO STA.		FED. AID PROJECT	
		ILLINOIS	CONTRACT NO. 62111	
		* (2425 & 2626) R-2		



LEGEND	
	BC SC SUPER "C" N50

**NOTE**  
SEE SHEET NO. 40 FOR LEGEND AND NOTE FOR ELECTRICAL ITEMS BY CONTRACT NO. 62664

**PROPOSED PLAN**



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
COOK COUNTY

**ROADWAY PLAN  
FAI 80/94  
STA. 5+150 TO STA. 5+500**

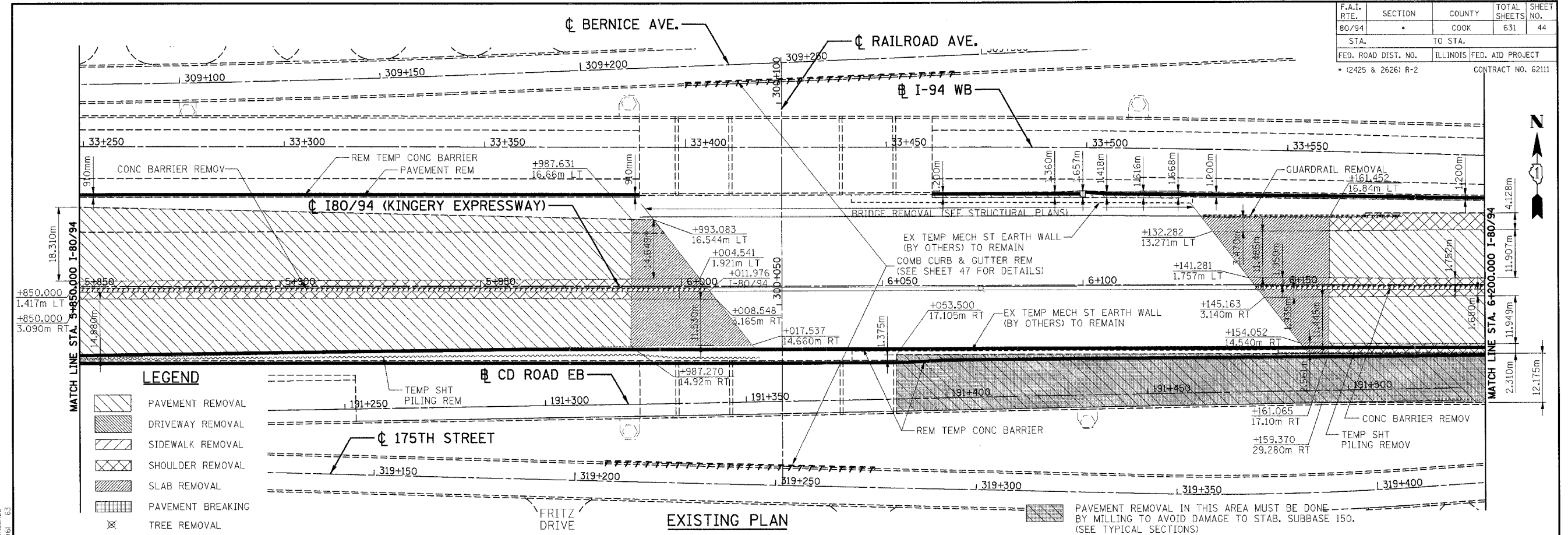
SCALE: 1:500  
DATE: 9/13/05  
DRAWN BY: JFS  
CHECKED BY: GJF

**TENG**  
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ENGINEERS/ARCHITECTS/PLANNERS  
CHICAGO, ILLINOIS

\\VRIT002A.DGN, \\VRIT002A.DGN, \\VRIT002A.DGN, \\VRIT002A.DGN, \\VRIT002A.DGN, \\VRIT002A.DGN, \\VRIT002A.DGN, \\VRIT002A.DGN, \\VRIT002A.DGN, \\VRIT002A.DGN  
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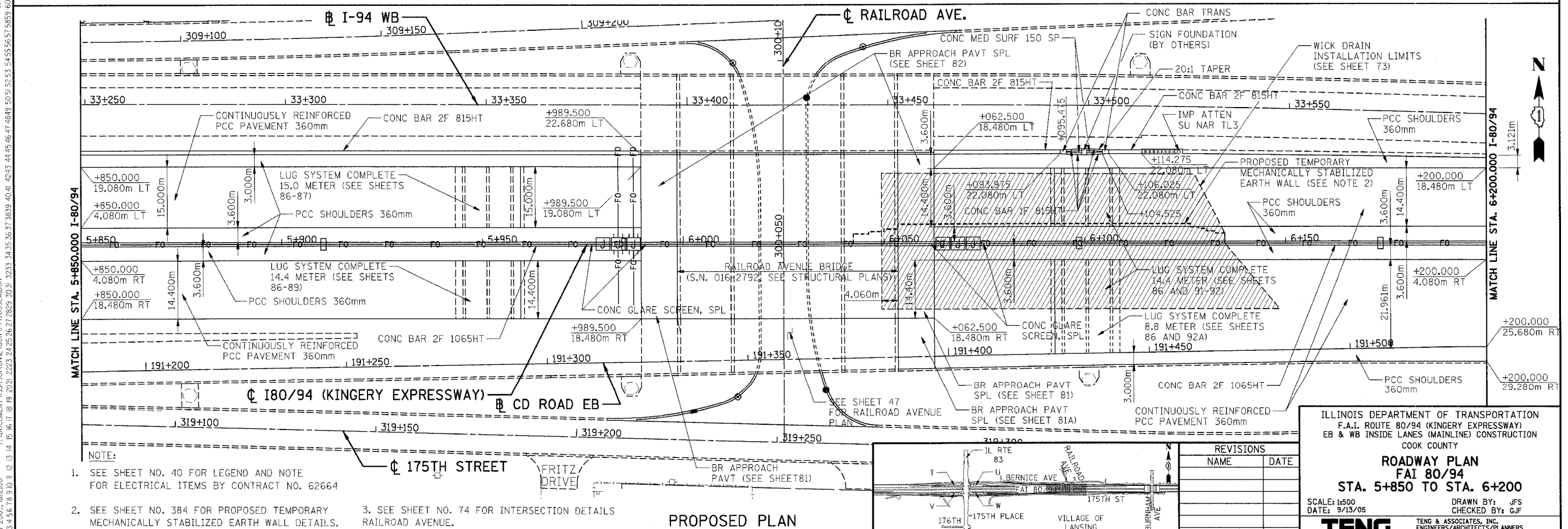


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	44
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (2425 & 2626) R-2		CONTRACT NO. 62111		

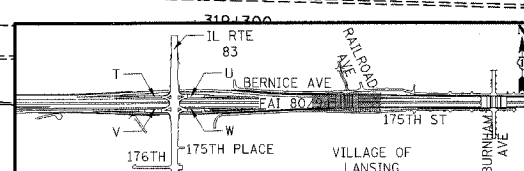


LEGEND	
[Pattern]	PAVEMENT REMOVAL
[Pattern]	DRIVEWAY REMOVAL
[Pattern]	SIDEWALK REMOVAL
[Pattern]	SHOULDER REMOVAL
[Pattern]	SLAB REMOVAL
[Pattern]	PAVEMENT BREAKING
[Pattern]	TREE REMOVAL

PAVEMENT REMOVAL IN THIS AREA MUST BE DONE BY MILLING TO AVOID DAMAGE TO STAB. SUBBASE 150. (SEE TYPICAL SECTIONS)



- NOTE:
- SEE SHEET NO. 40 FOR LEGEND AND NOTE FOR ELECTRICAL ITEMS BY CONTRACT NO. 62664
  - SEE SHEET NO. 384 FOR PROPOSED TEMPORARY MECHANICALLY STABILIZED EARTH WALL DETAILS.
  - SEE SHEET NO. 74 FOR INTERSECTION DETAILS RAILROAD AVENUE.



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY

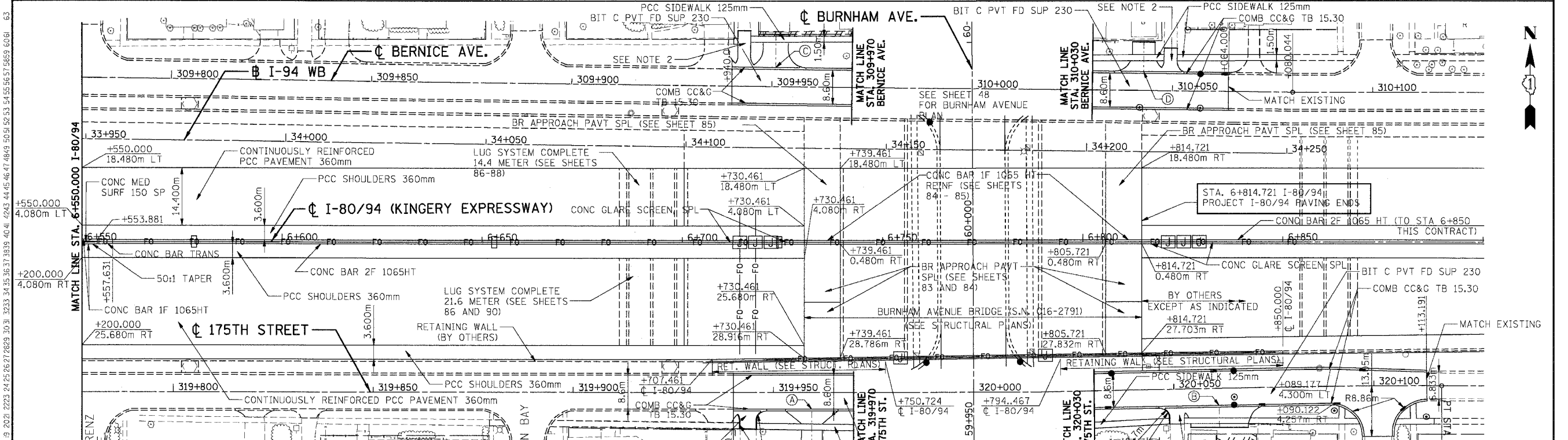
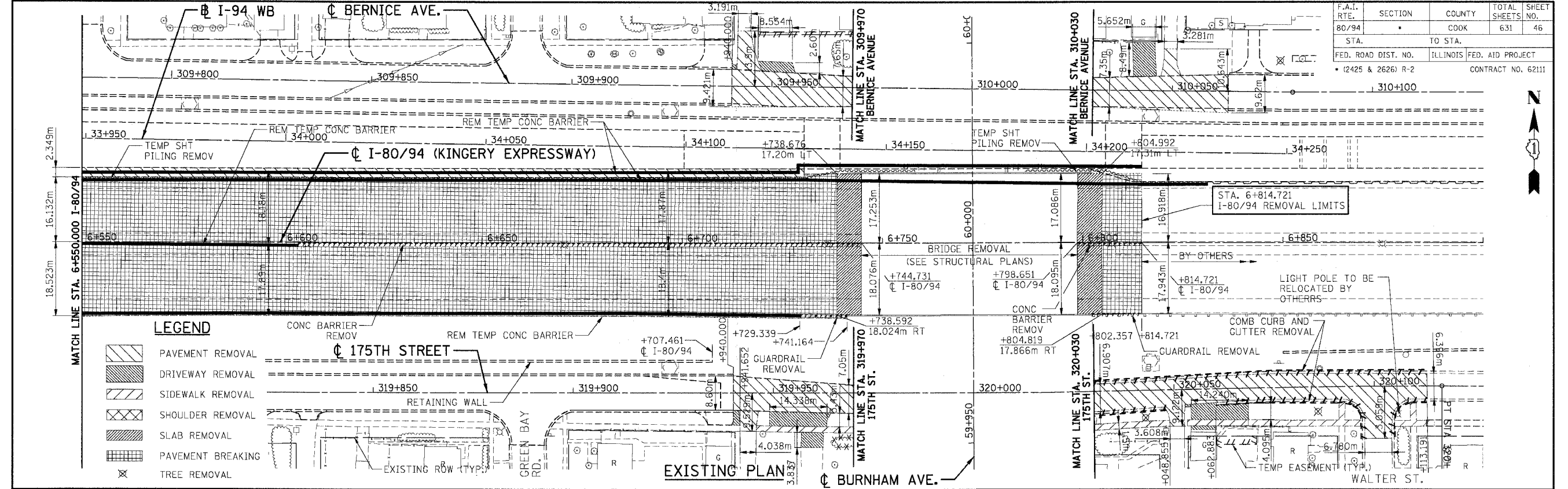
**ROADWAY PLAN  
 FAI 80/94  
 STA. 5+850 TO STA. 6+200**

SCALE: 1:500  
 DATE: 9/13/05  
 DRAWN BY: JFS  
 CHECKED BY: GJF

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 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94		COOK	631	46
STA.	TO STA.		FED. ROAD DIST. NO.	
			ILLINOIS	
			FED. AID PROJECT	CONTRACT NO. 62111
• (2425 & 2626) R-2				

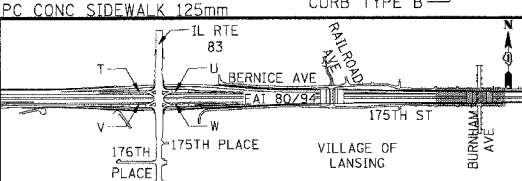


- NOTES**
- SEE SHEET NO. 40 FOR LEGEND AND NOTE FOR ELECTRICAL ITEMS BY CONTRACT NO. 62664
  - SEE SHEET 76 FOR ALLEY DETAILS.
  - SEE SHEET 75 FOR INTERSECTION DETAILS, BURNHAM AVENUE.
  - SEE SHEET DISTRICT 1 DETAIL BD-01 FOR PAVEMENT MATERIALS AND THICKNESSES FOR BITUMINOUS DRIVEWAYS.

DRIVEWAY SCHEDULE					
ITEM	STATION	OFFSET	TYPE	MATERIAL	RADIUS (m)
A	319+959.559	RT	RE	BIT	5.260
B	320+061.211	RT	RE	PCC	14.337
C	309+950.877	LT	RE	BIT	4.5/4.5
D	310+042.748	LT	RE	BIT	4.5/4.5

RE = RESIDENTIAL ENTRANCE

**PROPOSED PLAN**



ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY

**ROADWAY PLAN  
 FAI 80/94  
 STA. 6+550 TO STA. 6+814.721**

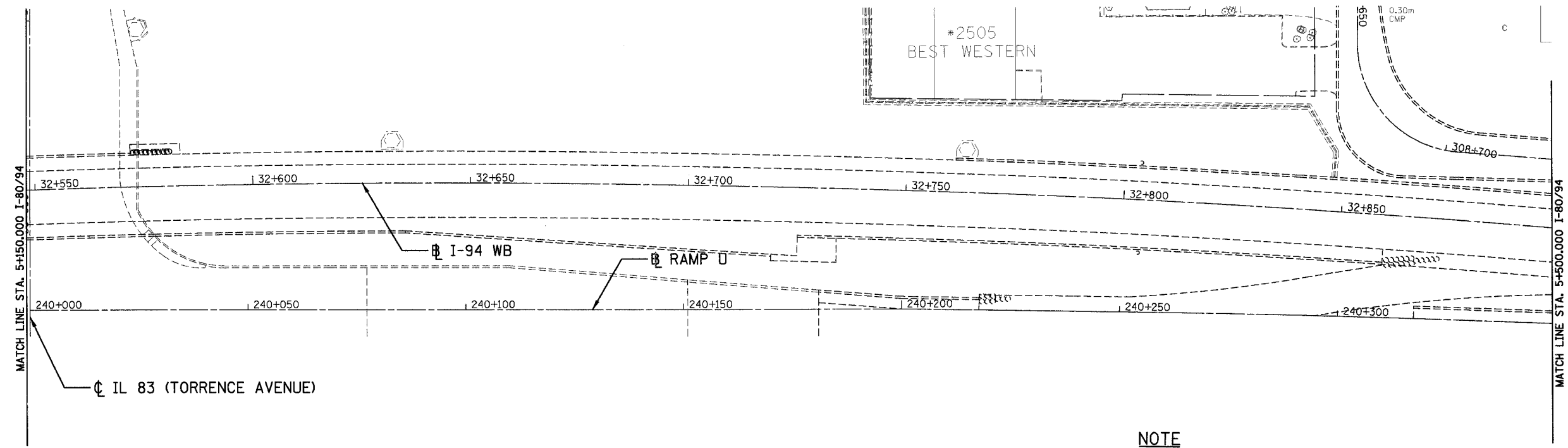
SCALE: 1:500  
 DATE: 8/22/05  
 DRAWN BY: JFS  
 CHECKED BY: GJF

**TENG**  
 TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS



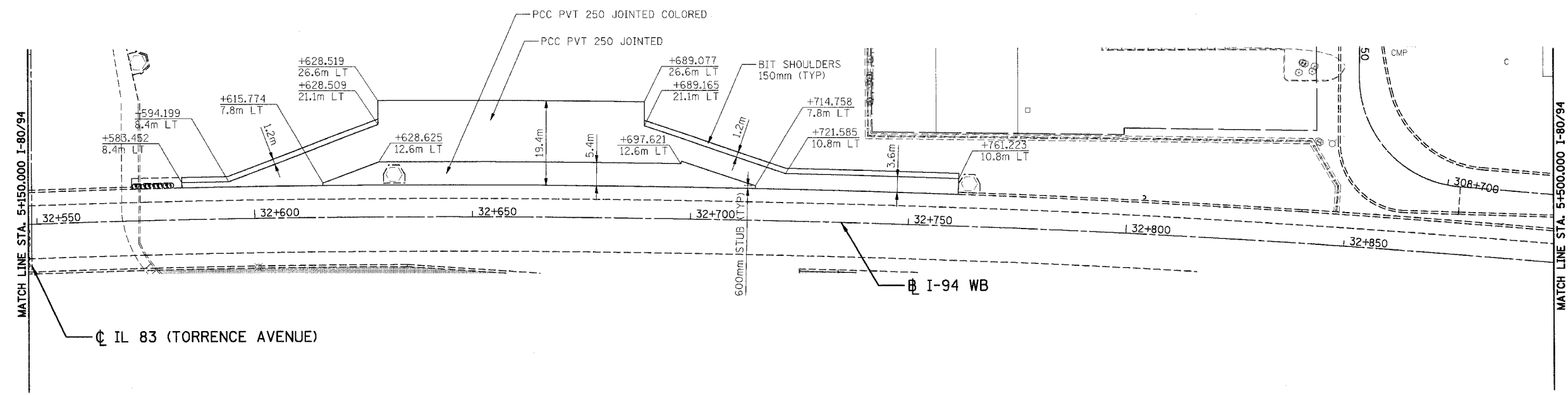


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	46B
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (2425 & 2626) R-2			CONTRACT NO. 62111	



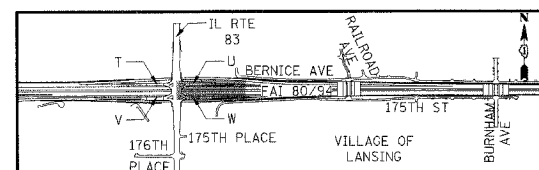
**NOTE**  
SEE SHEET NO. 42 FOR ADDITIONAL ROADWAY DETAILS

**EXISTING PLAN**



**NOTE**  
SEE SHEET NO. 42 FOR ADDITIONAL ROADWAY DETAILS

**PROPOSED PLAN**



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY

**ROADWAY PLAN  
 ACCIDENT INVESTIGATION SITE  
 I-94 WB**

SCALE: SCALE1  
 DATE: 9/13/05

DRAWN BY: DRAWN  
 CHECKED BY: CHE

**TENG**  
 TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

\\VRIT0022A.DGN ... VRIT0022A.DGN ... VRIT0022A.DGN ... VRIT0022A.DGN ... VRIT0022A.DGN ... VRIT0022A.DGN ... VRIT0022A.DGN ... VRIT0022A.DGN ... VRIT0022A.DGN ... VRIT0022A.DGN ...  
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**LEGEND**

PAVEMENT REMOVAL

DRIVEWAY REMOVAL

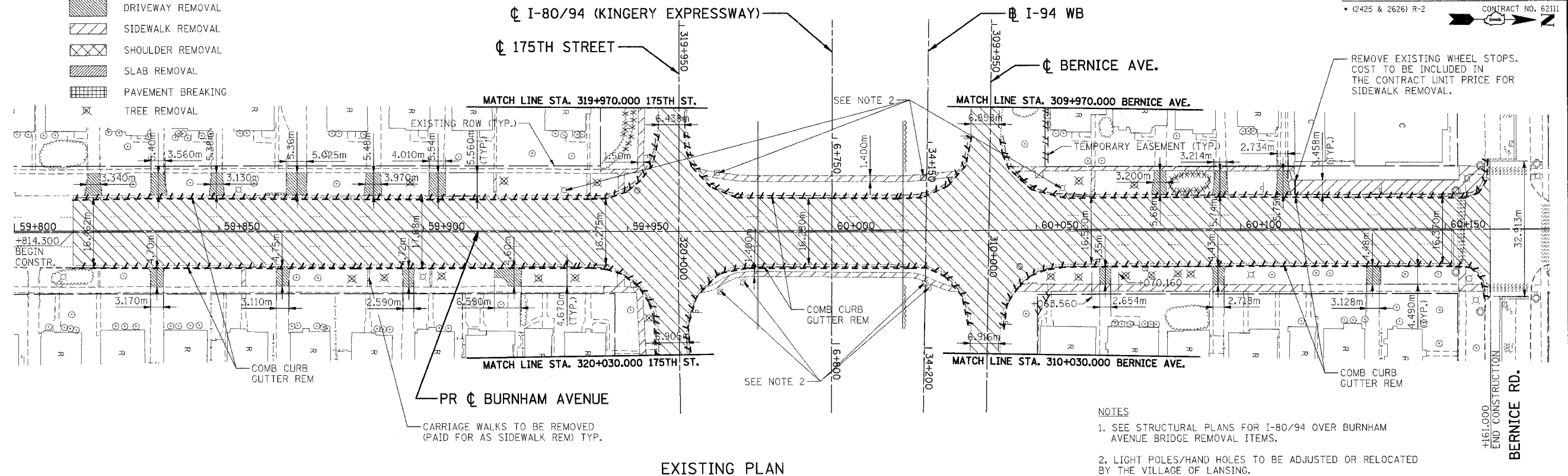
SIDEWALK REMOVAL

SHOULDER REMOVAL

SLAB REMOVAL

PAVEMENT BREAKING

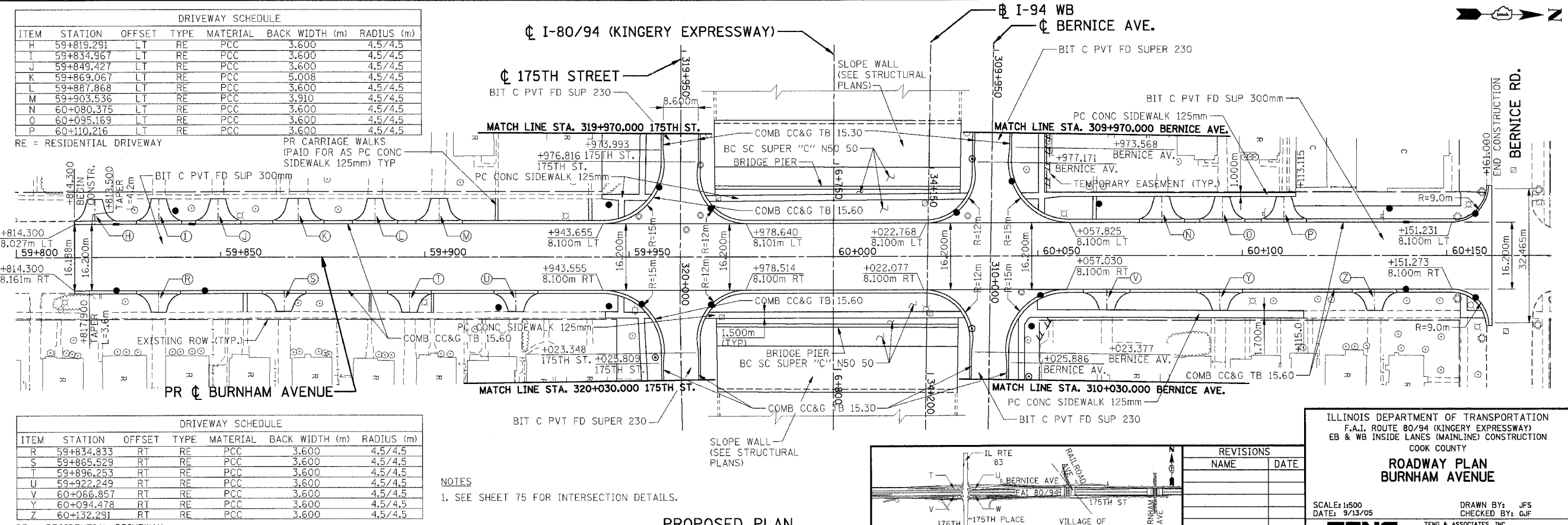
TREE REMOVAL



**DRIVEWAY SCHEDULE**

ITEM	STATION	OFFSET	TYPE	MATERIAL	BACK WIDTH (m)	RADIUS (m)
H	59+819.291	LT	RE	PCC	3.600	4.5/4.5
I	59+834.967	LT	RE	PCC	3.600	4.5/4.5
J	59+849.427	LT	RE	PCC	3.600	4.5/4.5
K	59+869.067	LT	RE	PCC	5.008	4.5/4.5
L	59+887.868	LT	RE	PCC	3.600	4.5/4.5
M	59+903.536	LT	RE	PCC	3.910	4.5/4.5
N	60+080.375	LT	RE	PCC	3.600	4.5/4.5
O	60+095.169	LT	RE	PCC	3.600	4.5/4.5
P	60+110.216	LT	RE	PCC	3.600	4.5/4.5

RE = RESIDENTIAL DRIVEWAY  
PR CARRIAGE WALKS (PAID FOR AS CONC SIDEWALK 125mm) TYP

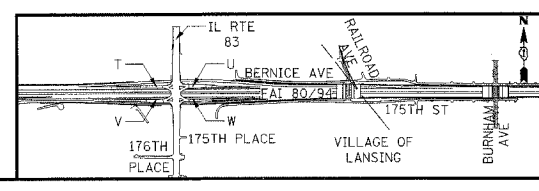


**DRIVEWAY SCHEDULE**

ITEM	STATION	OFFSET	TYPE	MATERIAL	BACK WIDTH (m)	RADIUS (m)
R	59+834.833	RT	RE	PCC	3.600	4.5/4.5
S	59+865.529	RT	RE	PCC	3.600	4.5/4.5
T	59+896.253	RT	RE	PCC	3.600	4.5/4.5
U	59+922.249	RT	RE	PCC	3.600	4.5/4.5
V	60+066.857	RT	RE	PCC	3.600	4.5/4.5
Y	60+094.478	RT	RE	PCC	3.600	4.5/4.5
Z	60+132.291	RT	RE	PCC	3.600	4.5/4.5

RE = RESIDENTIAL DRIVEWAY

**NOTES**  
1. SEE SHEET 75 FOR INTERSECTION DETAILS.



ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
COOK COUNTY

**ROADWAY PLAN  
BURNHAM AVENUE**

SCALE: 1"=50'  
DATE: 9/13/05

DRAWN BY: JFS  
CHECKED BY: GJF

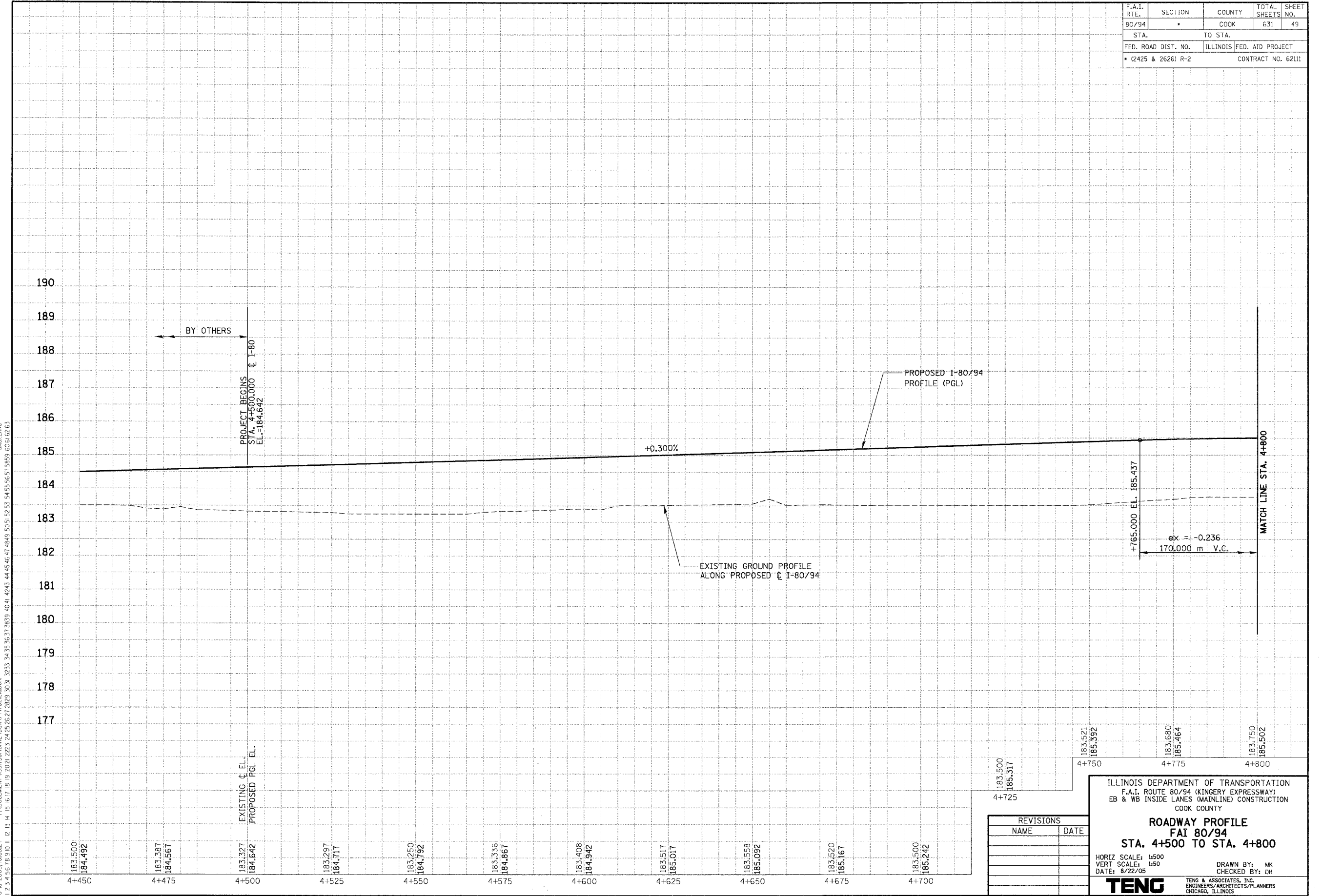
**TENG**  
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ENGINEERS/ARCHITECTS/PLANNERS  
CHICAGO, ILLINOIS

F.A.I. RTE. 80/94	SECTION •	COUNTY COOK	TOTAL SHEETS 631	SHEET NO. 49
STA.		TO STA.		
FED. ROAD DIST. NO. • (2425 & 2626) R-2		ILLINOIS FED. AID PROJECT CONTRACT NO. 62111		

PRELIMINARY SURVEY	BY	DATE
SURVEY PLOTTED		
NOTE BOOK TEMPLATE		
AREAS CHECKED		
NO.		

ORIGINAL SURVEY	BY	DATE
SURVEY PLOTTED		
NOTE BOOK TEMPLATE		
AREAS CHECKED		
NO.		

\A\FR\0202A.DGN, \FR\0202A.DGN, \FR\0202A.DGN, \A\FR\0202A.DGN  
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183.500	4+450
184.492	
183.387	4+475
184.567	
183.327	4+500
184.642	
183.297	4+525
184.717	
183.250	4+550
184.792	
183.336	4+575
184.867	
183.408	4+600
184.942	
183.517	4+625
185.017	
183.558	4+650
185.092	
183.520	4+675
185.167	
183.500	4+700
185.242	

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY

**ROADWAY PROFILE**  
**FAI 80/94**  
**STA. 4+500 TO STA. 4+800**

HORIZ SCALE: 1:500  
 VERT SCALE: 1:50  
 DATE: 8/22/05

DRAWN BY: MK  
 CHECKED BY: DH

**TENG**  
 TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

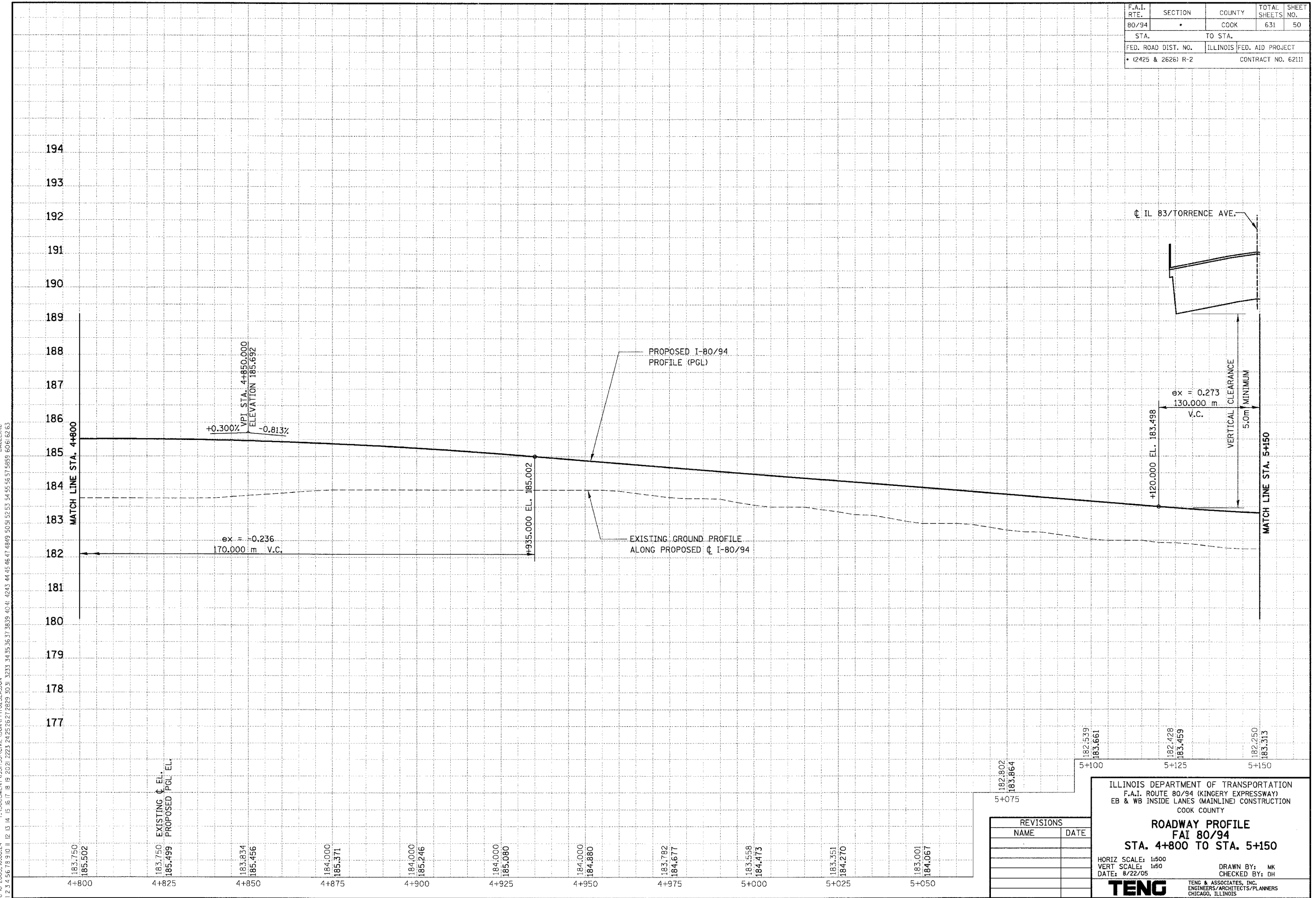
183.500	4+725
185.317	
183.521	4+750
185.392	
183.680	4+775
185.464	
183.750	4+800
185.502	

F.A.I. RTE. 80/94	SECTION •	COUNTY COOK	TOTAL SHEETS 631	SHEET NO. 50
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
• (2425 & 2626) R-2		CONTRACT NO. 62111		

PRELIMINARY SURVEY	BY	DATE
SURVEY PLOTTED		
NOTE BOOK TEMPLATE		
AREAS CHECKED		
NO.		

ORIGINAL SURVEY	BY	DATE
SURVEY PLOTTED		
NOTE BOOK TEMPLATE		
AREAS CHECKED		
NO.		

BAUZEK4  
 182.539 183.661 182.428 183.459 182.250 183.313  
 5+075 5+100 5+125 5+150  
 182.802 183.864 183.834 185.456 184.000 185.371 184.000 185.246 184.000 185.080 184.000 184.880 183.782 184.677 183.558 184.473 183.351 184.270 183.001 184.067



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY

**ROADWAY PROFILE**  
**F.A.I. 80/94**  
**STA. 4+800 TO STA. 5+150**

HORIZ SCALE: 1"=50'  
 VERT SCALE: 1"=5'  
 DATE: 8/22/05

DRAWN BY: MK  
 CHECKED BY: DH

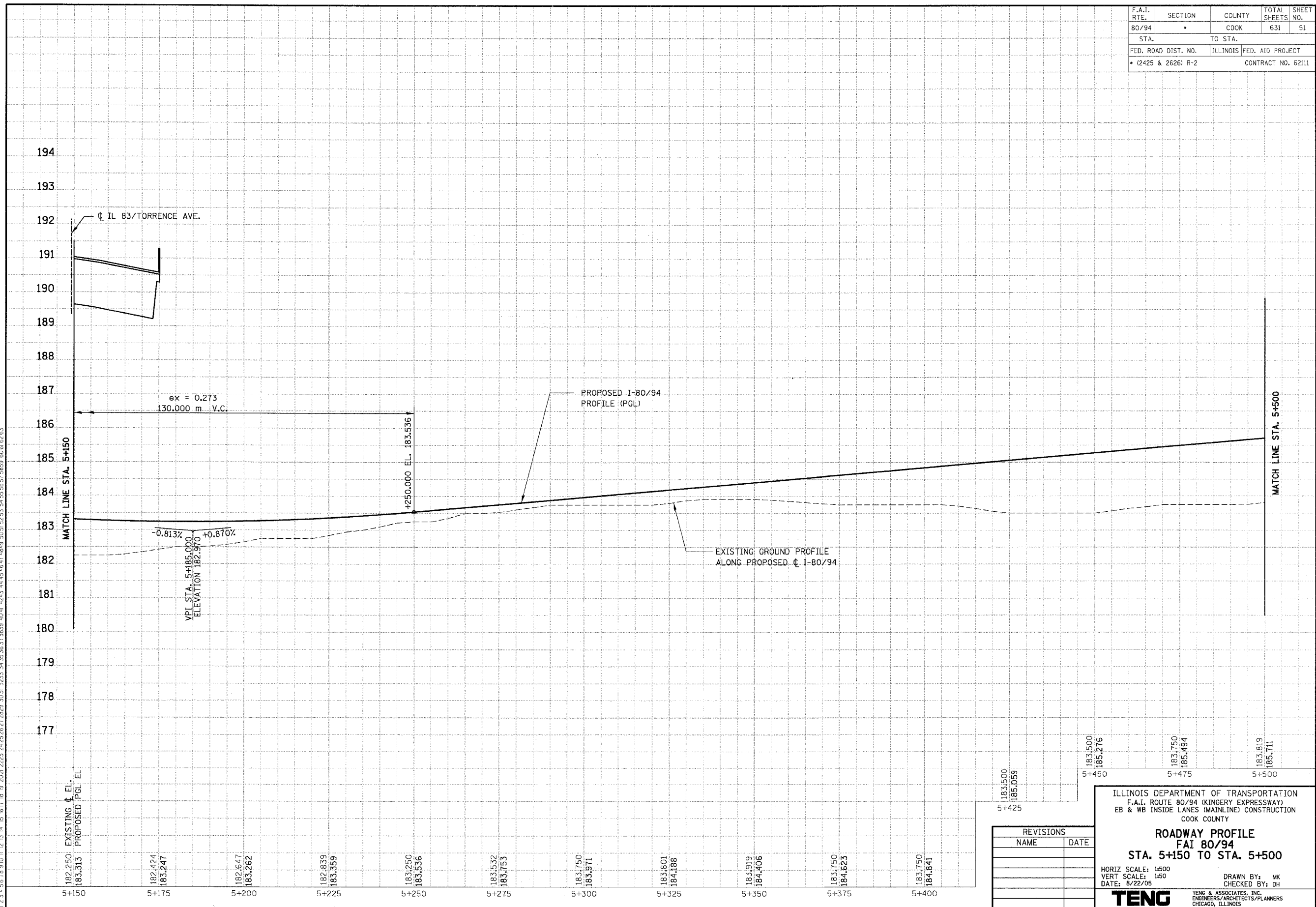
**TENG** TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94		COOK	631	51
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• 12425 & 26261 R-2		CONTRACT NO. 62111		

PRELIMINARY SURVEY	BY	DATE
SURVEY PLOTTED		
NOTE BOOK TEMPLATE		
AREAS CHECKED		
NO.		

ORIGINAL SURVEYED	BY	DATE
SURVEY PLOTTED		
NOTE BOOK TEMPLATE		
AREAS CHECKED		
NO.		

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 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63



182.250	5+150	EXISTING C. EL.
183.313	5+150	PROPOSED PGL EL.
182.424	5+175	
183.247	5+175	
182.647	5+200	
183.262	5+200	
182.839	5+225	
183.359	5+225	
183.250	5+250	
183.536	5+250	
183.532	5+275	
183.753	5+275	
183.750	5+300	
183.971	5+300	
183.801	5+325	
184.188	5+325	
183.919	5+350	
184.406	5+350	
183.750	5+375	
184.623	5+375	
183.750	5+400	
184.841	5+400	
183.500	5+425	
185.059	5+425	
183.500	5+450	
185.276	5+450	
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185.494	5+475	
183.819	5+500	
185.711	5+500	

REVISIONS	
NAME	DATE

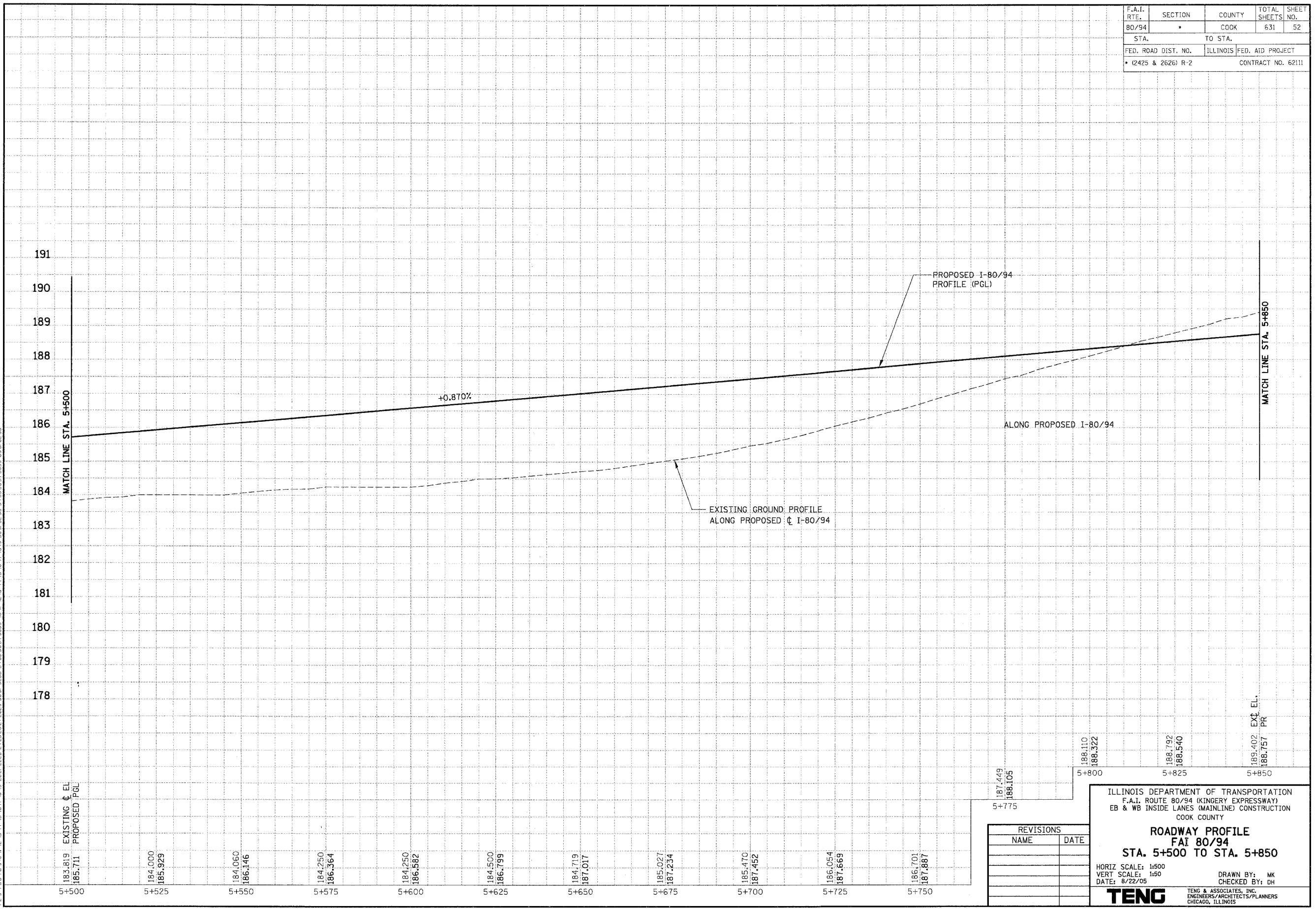
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY  
**ROADWAY PROFILE**  
**FAI 80/94**  
**STA. 5+150 TO STA. 5+500**  
 HORIZ SCALE: 1:500  
 VERT SCALE: 1:50  
 DATE: 8/22/05  
 DRAWN BY: MK  
 CHECKED BY: DH  
**TENG** TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

F.A.I. RTE. 80/94	SECTION •	COUNTY COOK	TOTAL SHEETS 631	SHEET NO. 52
STA.		TO STA.		
FED. ROAD DIST. NO. • (2425 & 2626) R-2		ILLINOIS FED. AID PROJECT CONTRACT NO. 62111		

PRELIMINARY SURVEYED	BY	DATE
SURVEY PLOTTED		
NOTE BOOK TEMPLATE		
NO.	AREAS CHECKED	

ORIGINAL SURVEYED	BY	DATE
SURVEY PLOTTED		
NOTE BOOK TEMPLATE		
NO.	AREAS CHECKED	

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 BALZFKJ



REVISIONS	
NAME	DATE

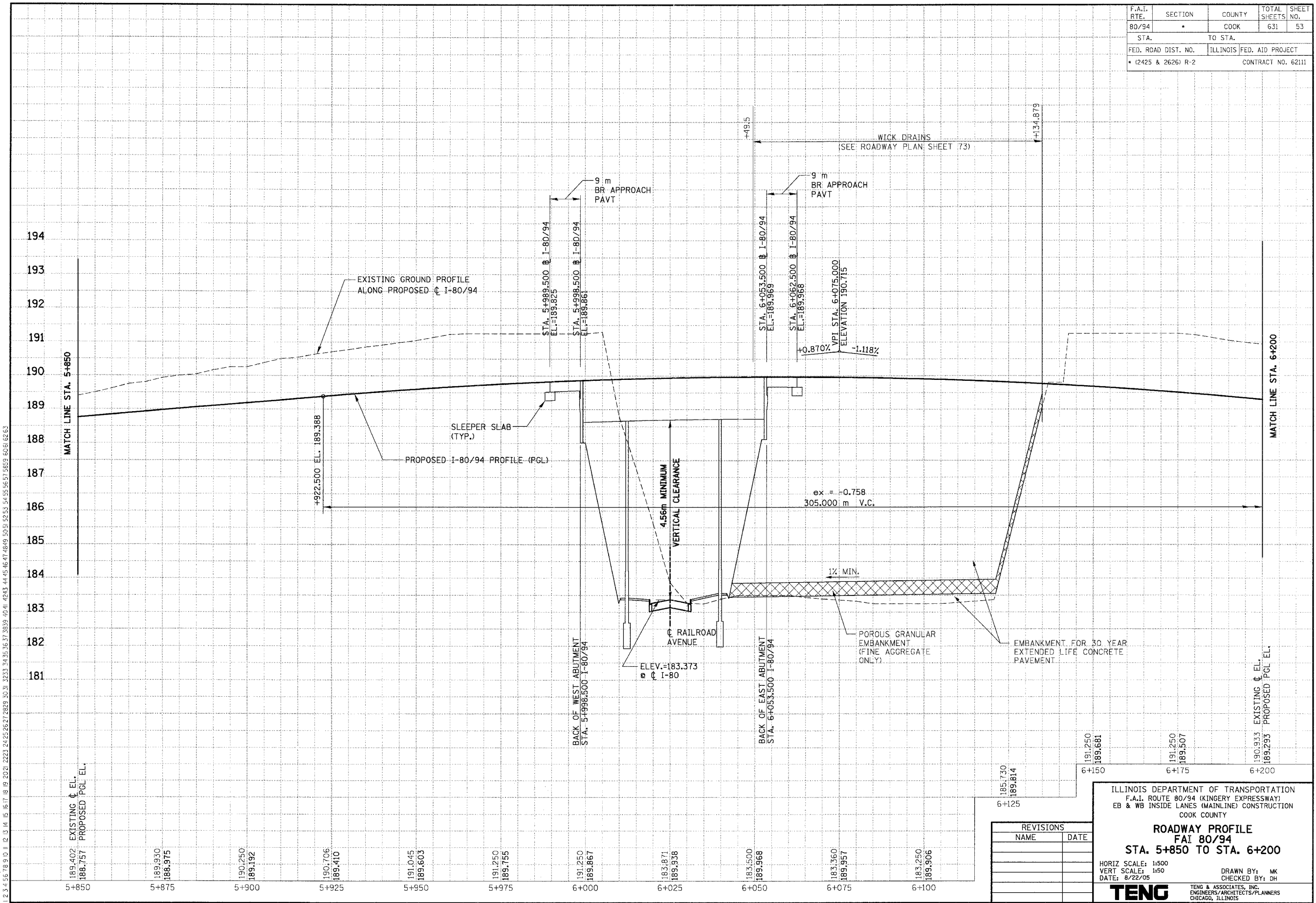
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY  
**ROADWAY PROFILE**  
**FAI 80/94**  
**STA. 5+500 TO STA. 5+850**  
 HORIZ SCALE: 1:500  
 VERT SCALE: 1:50  
 DATE: 8/22/05  
 DRAWN BY: MK  
 CHECKED BY: DH  
**TENG**  
 TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

F.A.I. RTE. 80/94	SECTION *	COUNTY COOK	TOTAL SHEETS 631	SHEET NO. 53
STA. FED. ROAD DIST. NO.		TO STA. ILLINOIS FED. AID PROJECT		
* (2425 & 2626) R-2		CONTRACT NO. 62111		

PRELIMINARY SURVEY	BY	DATE
SURVEY PLOTTED		
NOTE BOOK TEMPLATE		
AREAS CHECKED		
NO.		

ORIGINAL SURVEY	BY	DATE
SURVEY PLOTTED		
NOTE BOOK TEMPLATE		
AREAS CHECKED		
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 BAIZEKJ



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY  
**ROADWAY PROFILE**  
**FAI 80/94**  
**STA. 5+850 TO STA. 6+200**  
 HORIZ SCALE: 1:500  
 VERT SCALE: 1:50  
 DATE: 8/22/05  
 DRAWN BY: MK  
 CHECKED BY: DH  
**TENG** TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

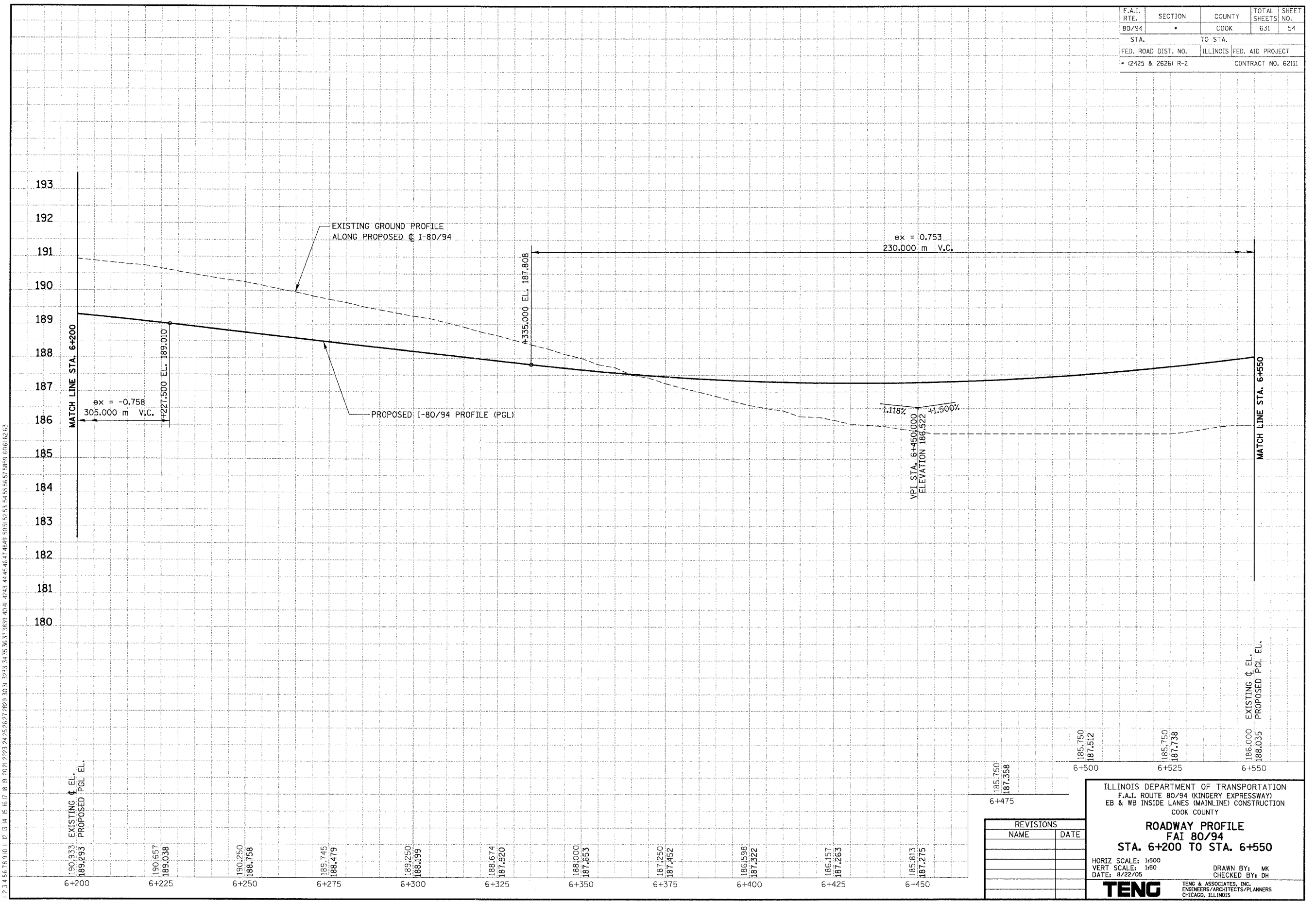


F.A.I. RTE. 80/94	SECTION •	COUNTY COOK	TOTAL SHEETS 631	SHEET NO. 54
STA.		TO STA.		
FED. ROAD DIST. NO. • (2425 & 2626) R-2		ILLINOIS FED. AID PROJECT CONTRACT NO. 62111		

PRELIMINARY SURVEYED SURVEY PLOTTED AREAS CHECKED	BY	DATE
NO.		

ORIGINAL SURVEYED SURVEY PLOTTED AREAS CHECKED	BY	DATE
NO.		

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REVISIONS	
NAME	DATE

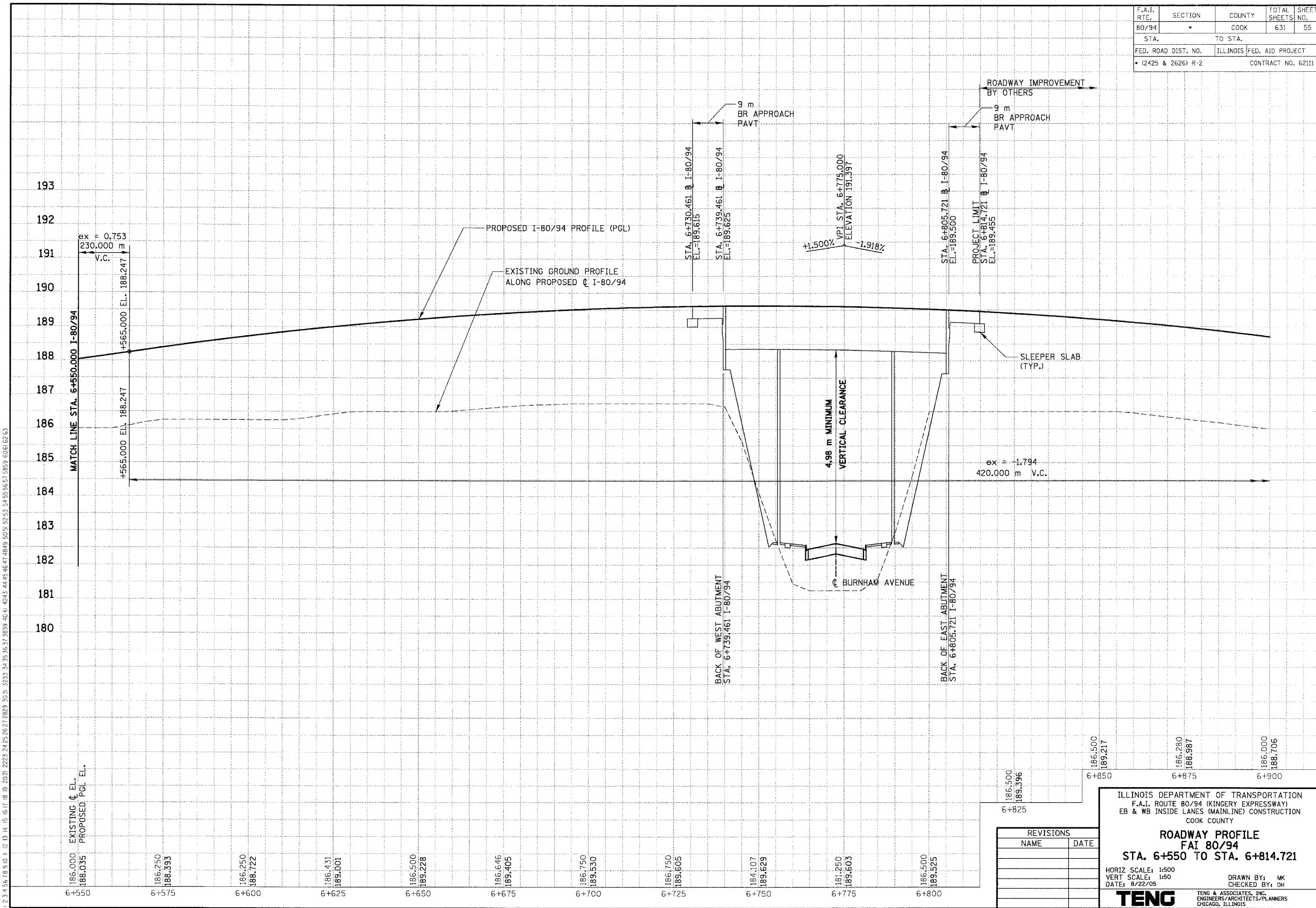
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY  
**ROADWAY PROFILE**  
**FAI 80/94**  
**STA. 6+200 TO STA. 6+550**  
 HORIZ SCALE: 1:500  
 VERT SCALE: 1:50  
 DATE: 8/22/05  
 DRAWN BY: MK  
 CHECKED BY: DH  
**TENG** TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94		COOK	631	55
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• (2425 & 2626) R-2		CONTRACT NO. 62111		

PRELIMINARY SURVEY	BY	DATE
SURVEY PLOTTED		
NOTE BOOK TEMPLATE		
AREAS CHECKED		
NO.		

ORIGINAL SURVEY	BY	DATE
SURVEY PLOTTED		
NOTE BOOK TEMPLATE		
AREAS CHECKED		
NO.		

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REVISIONS	
NAME	DATE

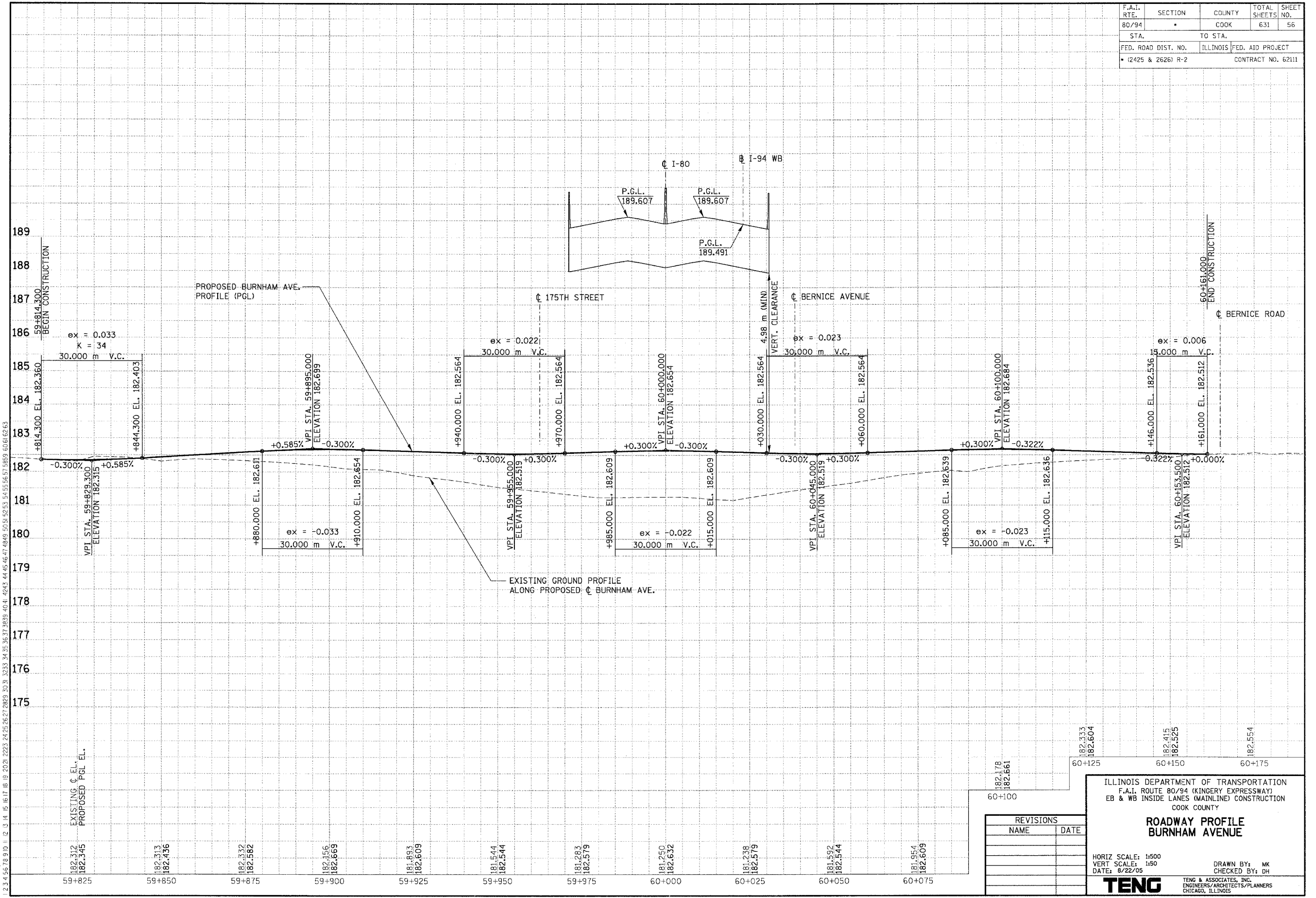
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY  
**ROADWAY PROFILE**  
**FAI 80/94**  
**STA. 6+550 TO STA. 6+814.721**  
 HORIZ SCALE: 1:500  
 VERT SCALE: 1:50  
 DATE: 8/22/05  
 DRAWN BY: MK  
 CHECKED BY: DH  
**TENG** TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	56
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
* (2425 & 2626) R-2		CONTRACT NO. 62111		

PRELIMINARY SURVEY	BY	DATE
PLOTTED		
NOTE BOOK TEMPLATE		
AREAS CHECKED		
NO.		

ORIGINAL SURVEY	BY	DATE
PLOTTED		
NOTE BOOK TEMPLATE		
AREAS CHECKED		
NO.		

BAI/ZEK/J  
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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY

**ROADWAY PROFILE  
 BURNHAM AVENUE**

HORIZ SCALE: 1:500  
 VERT SCALE: 1:50  
 DATE: 6/22/05

DRAWN BY: MK  
 CHECKED BY: DH

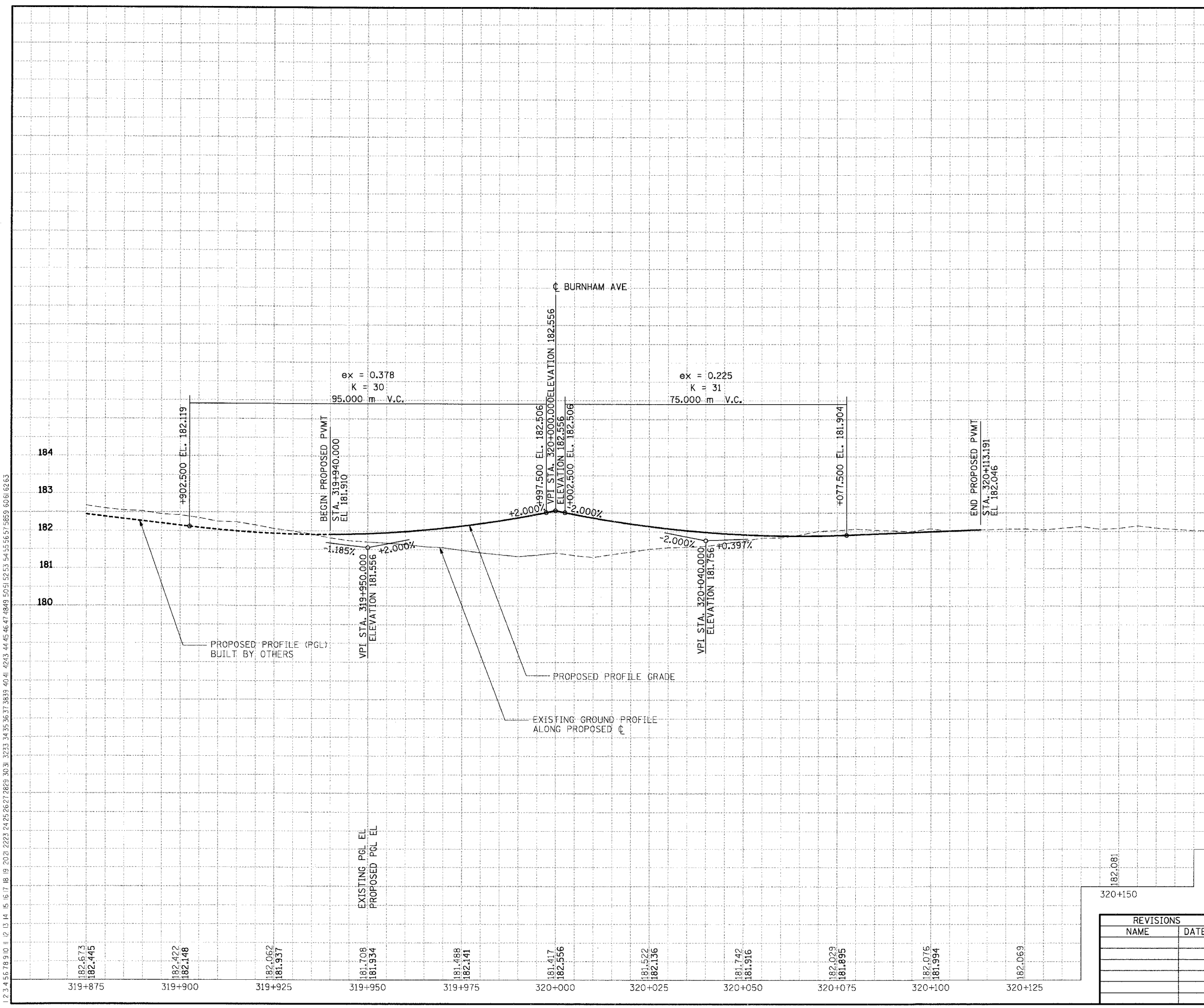
**TENG** TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	57
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
* (2425 & 2626) R-2		CONTRACT NO. 62111		

PRELIMINARY SURVEYED SURVEY PLOTTED	BY	DATE
NOTE BOOK TEMPLATE AREAS CHECKED		
NO.		

ORIGINAL SURVEYED SURVEY PLOTTED	BY	DATE
NOTE BOOK TEMPLATE AREAS CHECKED		
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182.673  
 182.445  
 182.422  
 182.148  
 182.062  
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 181.468  
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 181.417  
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 182.136  
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 181.916  
 182.029  
 181.895  
 182.076  
 181.994  
 182.069

319+875    319+900    319+925    319+950    319+975    320+000    320+025    320+050    320+075    320+100    320+125

182.081  
 320+150

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY

**ROADWAY PROFILE**  
**175TH STREET**

HORIZ SCALE: 1"=50'  
 VERT SCALE: 1"=5'  
 DATE: 6/22/05

DRAWN BY: MK  
 CHECKED BY: DH

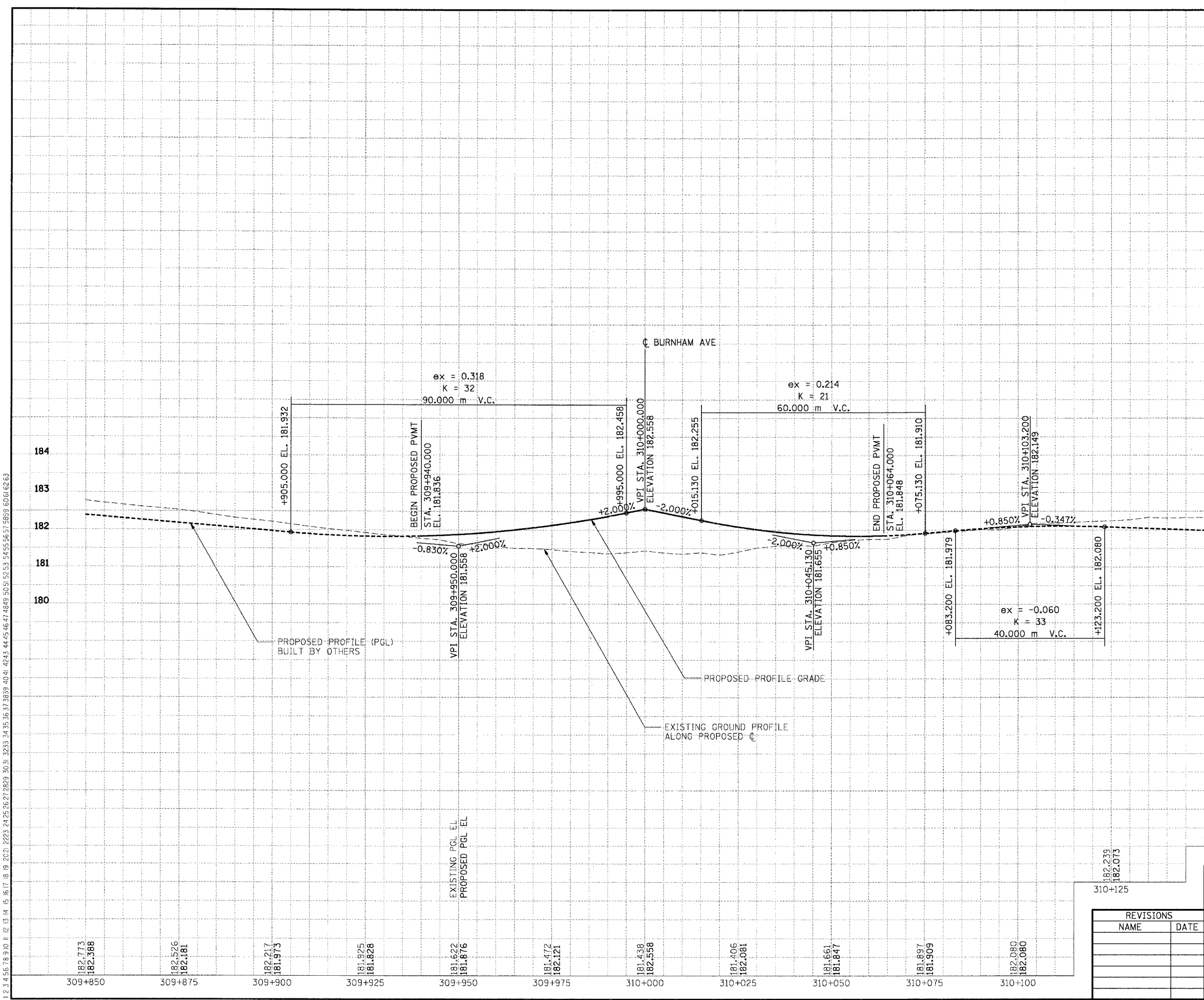
**TENG**  
 TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	58
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
• (2425 & 2626) R-2		CONTRACT NO. 62111		

PRELIMINARY SURVEY PLOTTED	BY	DATE
NOTE BOOK TEMPLATE AREAS CHECKED		
NO.		

ORIGINAL SURVEY PLOTTED	BY	DATE
NOTE BOOK TEMPLATE AREAS CHECKED		
NO.		

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182.773	309+850
182.588	
182.526	309+875
182.181	
182.217	309+900
181.973	
181.925	309+925
181.828	
181.622	309+950
181.876	
181.472	309+975
182.121	
181.438	310+000
182.558	
181.406	310+025
182.081	
181.661	310+050
181.847	
181.897	310+075
181.909	
182.080	310+100
182.080	

182.239	310+125
182.073	

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY

**ROADWAY PROFILE  
 BERNICE AVENUE**

HORIZ SCALE: 1:500  
 VERT SCALE: 1:50  
 DATE: 8/22/05

DRAWN BY: MK  
 CHECKED BY: DH

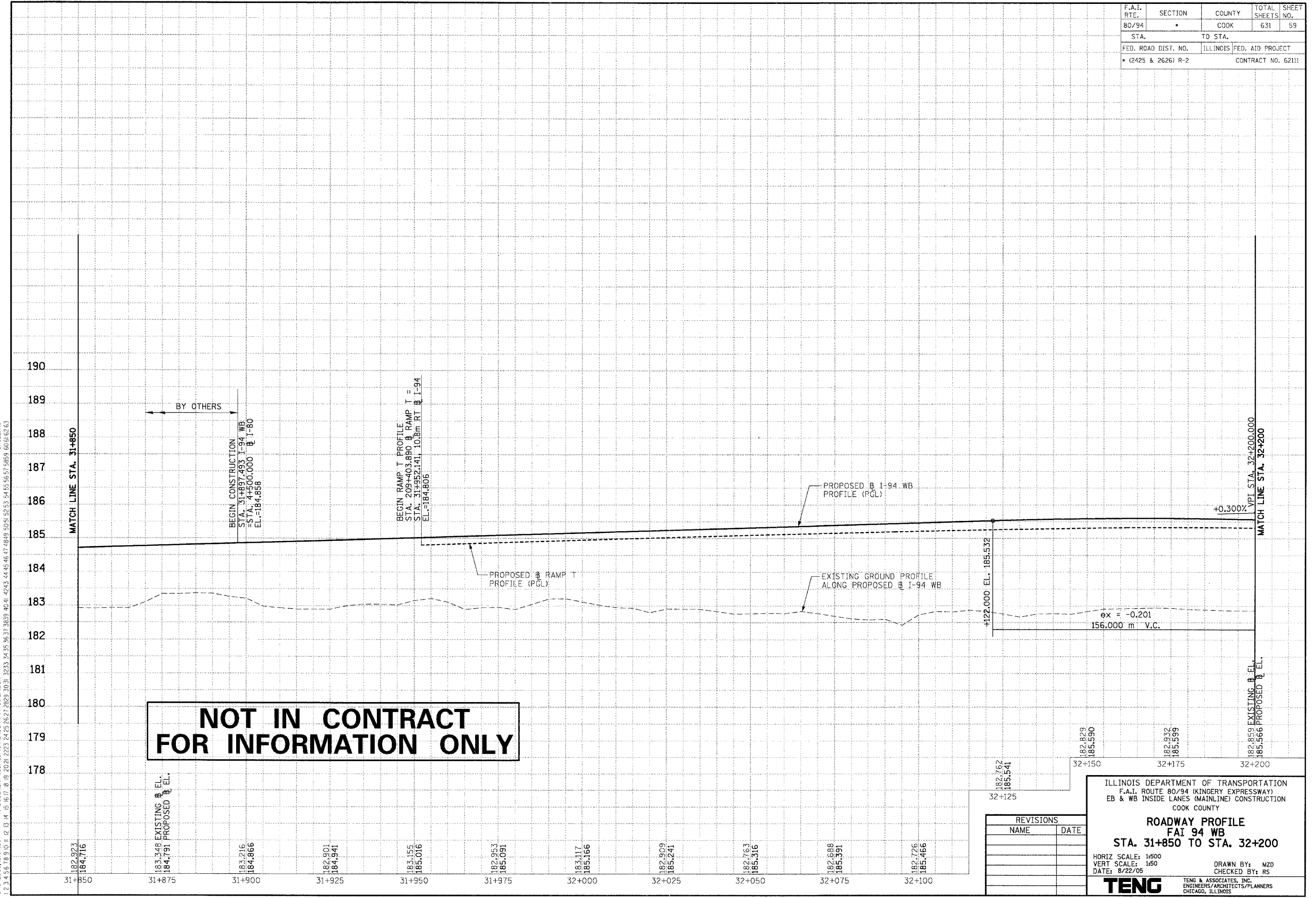
**TENG** ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	59
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• (2425 & 2626) R-2		CONTRACT NO. 62111		

PRELIMINARY SURVEY	BY	DATE
NO. _____		
PLANNED SURVEY	BY	DATE
NO. _____		
NOTE BOOK TEMPLATE		
AREAS CHECKED		
AREAS CHECKED		

ORIGINAL SURVEY	BY	DATE
NO. _____		
PLANNED SURVEY	BY	DATE
NO. _____		
NOTE BOOK TEMPLATE		
AREAS CHECKED		
AREAS CHECKED		

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**NOT IN CONTRACT  
FOR INFORMATION ONLY**

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY

**ROADWAY PROFILE**  
**FAI 94 WB**  
**STA. 31+850 TO STA. 32+200**

HORIZ SCALE: 1:500  
 VERT SCALE: 1:50  
 DATE: 8/22/05

DRAWN BY: MZO  
 CHECKED BY: RS

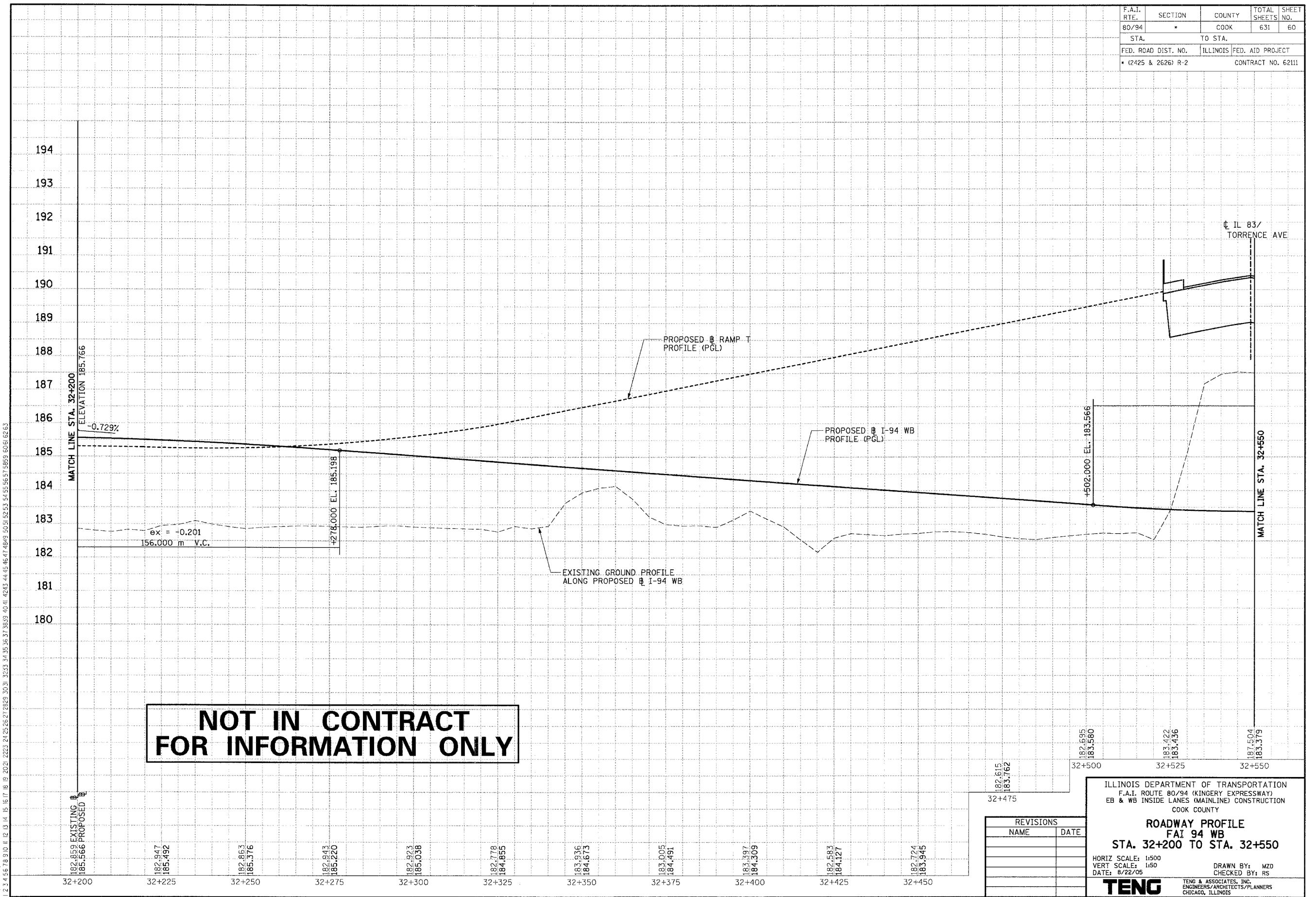
TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

F.A.I. RTE. 80/94	SECTION *	COUNTY COOK	TOTAL SHEETS 631	SHEET NO. 60
STA.		TO STA.		
FED. ROAD DIST. NO. • (2425 & 2626) R-2		ILLINOIS FED. AID PROJECT CONTRACT NO. 62111		

PRELIMINARY SURVEYED SURVEY PLOTTED	BY	DATE
NOTE BOOK TEMPLATE AREAS CHECKED		
NO.		

ORIGINAL SURVEYED SURVEY PLOTTED	BY	DATE
NOTE BOOK TEMPLATE AREAS CHECKED		
NO.		

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**NOT IN CONTRACT  
FOR INFORMATION ONLY**

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY

**ROADWAY PROFILE  
 FAI 94 WB  
 STA. 32+200 TO STA. 32+550**

HORIZ SCALE: 1:500  
 VERT SCALE: 1:50  
 DATE: 8/22/05

DRAWN BY: MZD  
 CHECKED BY: RS

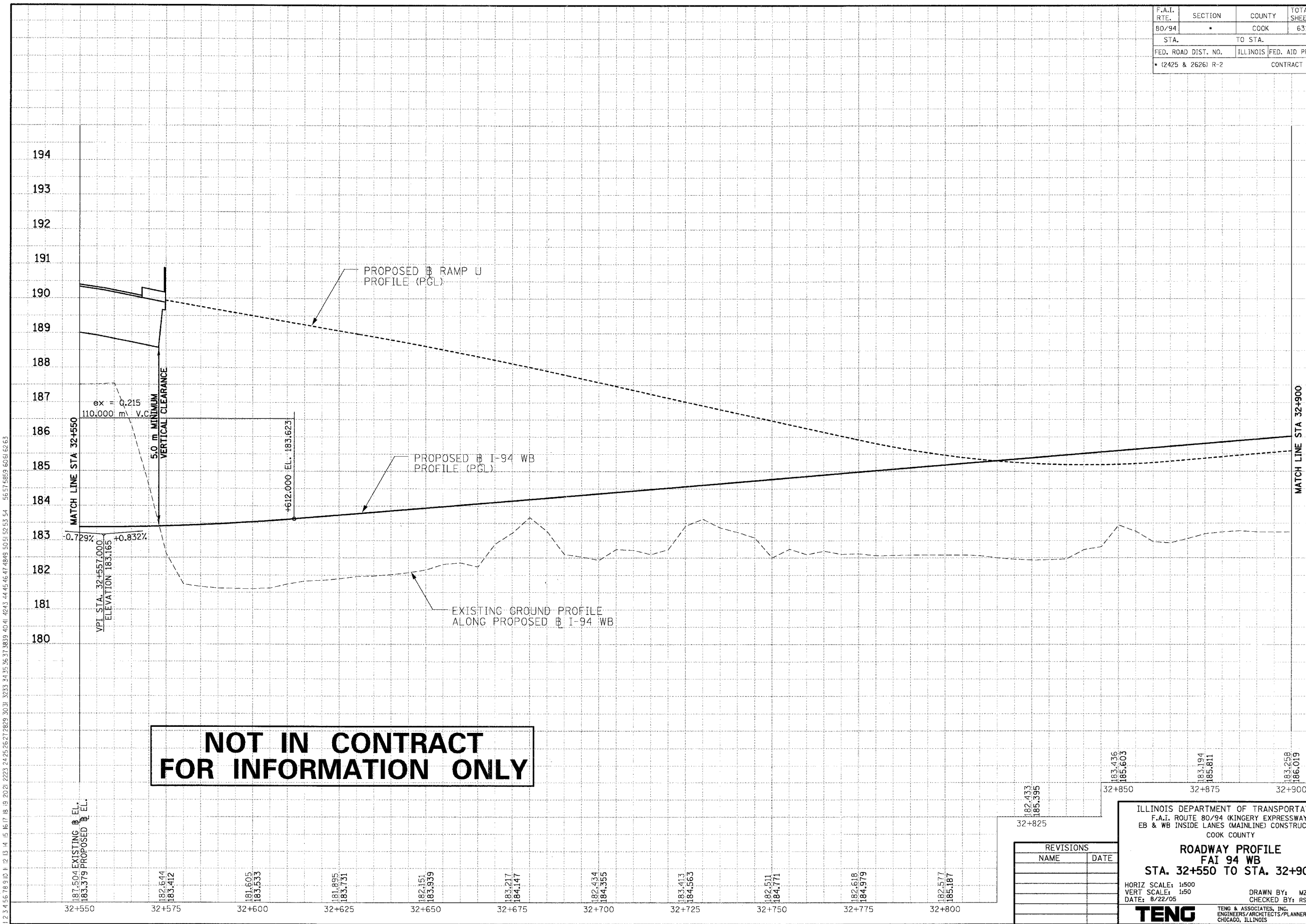
**TENG** TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94		COOK	631	61
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
• (2425 & 2626) R-2		CONTRACT NO. 62111		

PRELIMINARY SURVEY PLOTTED	BY	DATE
NOTE BOOK TEMPLATE AREAS CHECKED		
NO.		

ORIGINAL SURVEYED	BY	DATE
NOTE BOOK TEMPLATE AREAS CHECKED		
NO.		

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**NOT IN CONTRACT  
FOR INFORMATION ONLY**

187.504 EXISTING & EL.  
 183.379 PROPOSED & EL.

32+550 32+575 32+600 32+625 32+650 32+675 32+700 32+725 32+750 32+775 32+800  
 182.644 183.412 181.605 183.533 181.895 183.731 182.151 183.939 183.217 184.147 182.434 184.355 183.413 184.563 182.511 184.771 182.618 184.979 182.577 185.187

182.433  
 185.395

32+850 183.436 185.603  
 32+875 183.194 185.811  
 32+900 183.258 186.019

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY  
**ROADWAY PROFILE**  
**FAI 94 WB**  
**STA. 32+550 TO STA. 32+900**  
 HORIZ SCALE: 1:500  
 VERT SCALE: 1:50  
 DATE: 8/22/05  
 DRAWN BY: MZ  
 CHECKED BY: RSD  
**TENG** TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

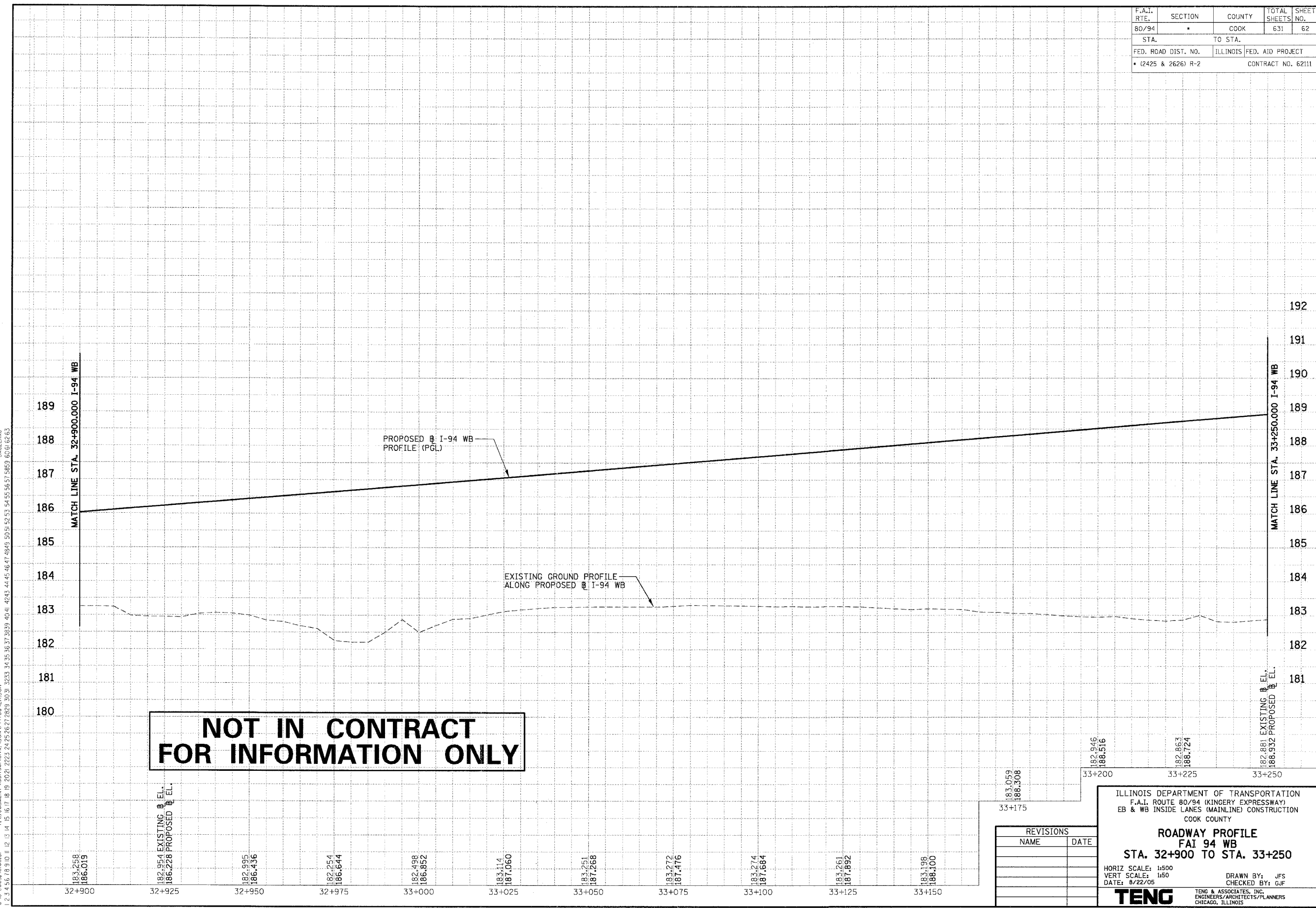


F.A.I. RTE. 80/94	SECTION •	COUNTY COOK	TOTAL SHEETS 631	SHEET NO. 62
STA. • (2425 & 2626) R-2		TO STA. ILLINOIS FED. AID PROJECT CONTRACT NO. 62111		

PRELIMINARY	SURVEYED	BY	DATE
SURVEY	PLOTTED		
NOTE: BOOK HEREIN IS PRELIMINARY. ALL AREAS CHECKED.			
NO.			

ORIGINAL	SURVEYED	BY	DATE
SURVEY	PLOTTED		
NOTE: BOOK HEREIN IS ORIGINAL. ALL AREAS CHECKED.			
NO.			

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**NOT IN CONTRACT  
FOR INFORMATION ONLY**

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY

**ROADWAY PROFILE  
 FAI 94 WB  
 STA. 32+900 TO STA. 33+250**

HORIZ SCALE: 1"=500  
 VERT SCALE: 1"=50  
 DATE: 8/22/05

DRAWN BY: JFS  
 CHECKED BY: GJF

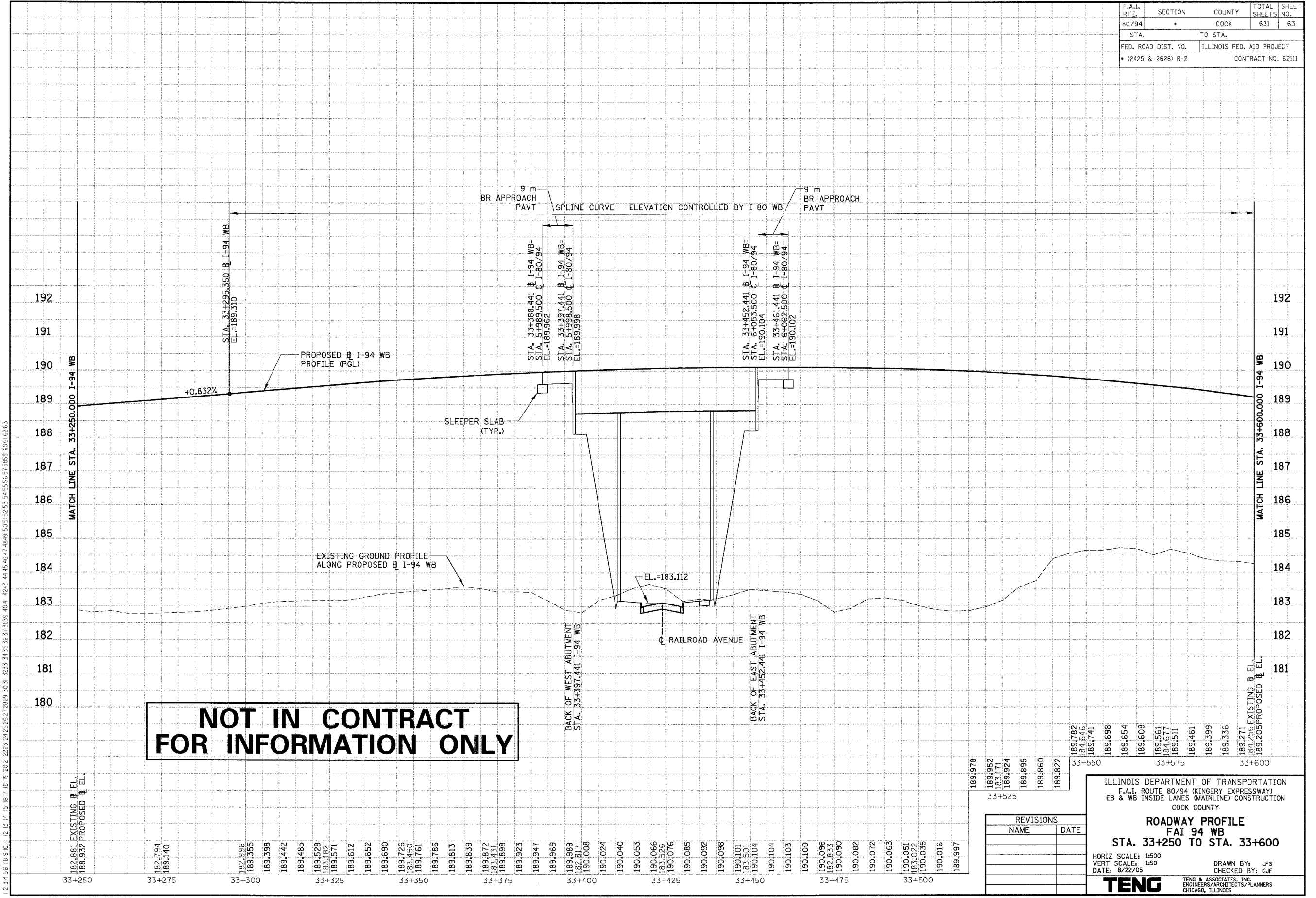
**TENG**  
 TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94		COOK	631	63
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• (2425 & 2626) R-2		CONTRACT NO. 62111		

PRELIMINARY SURVEY	BY	DATE
SURVEY PLOTTED		
NOTE BOOK TEMPLATE		
AREAS CHECKED		
NO.		

ORIGINAL SURVEY	BY	DATE
SURVEY PLOTTED		
NOTE BOOK TEMPLATE		
AREAS CHECKED		
NO.		

\FR3002A.DGN, \FR3002A.DGN, \FR3002A.DGN, \FR3002A.DGN, \FR3002A.DGN, \FR3002A.DGN, \FR3002A.DGN, \FR3002A.DGN, \FR3002A.DGN, \FR3002A.DGN  
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 BAIZEKJ



**NOT IN CONTRACT FOR INFORMATION ONLY**

189.978	33+525
189.952	
183.171	
189.924	
189.895	
189.860	
189.822	
189.782	33+550
184.646	
189.741	
189.698	
189.654	
189.608	
189.561	33+575
184.677	
189.511	
189.461	
189.399	
189.336	
189.271	33+600
184.256	
189.205	

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY

**ROADWAY PROFILE  
 FAI 94 WB  
 STA. 33+250 TO STA. 33+600**

HORIZ SCALE: 1:500  
 VERT SCALE: 1:50  
 DATE: 8/22/05

DRAWN BY: JFS  
 CHECKED BY: JFS

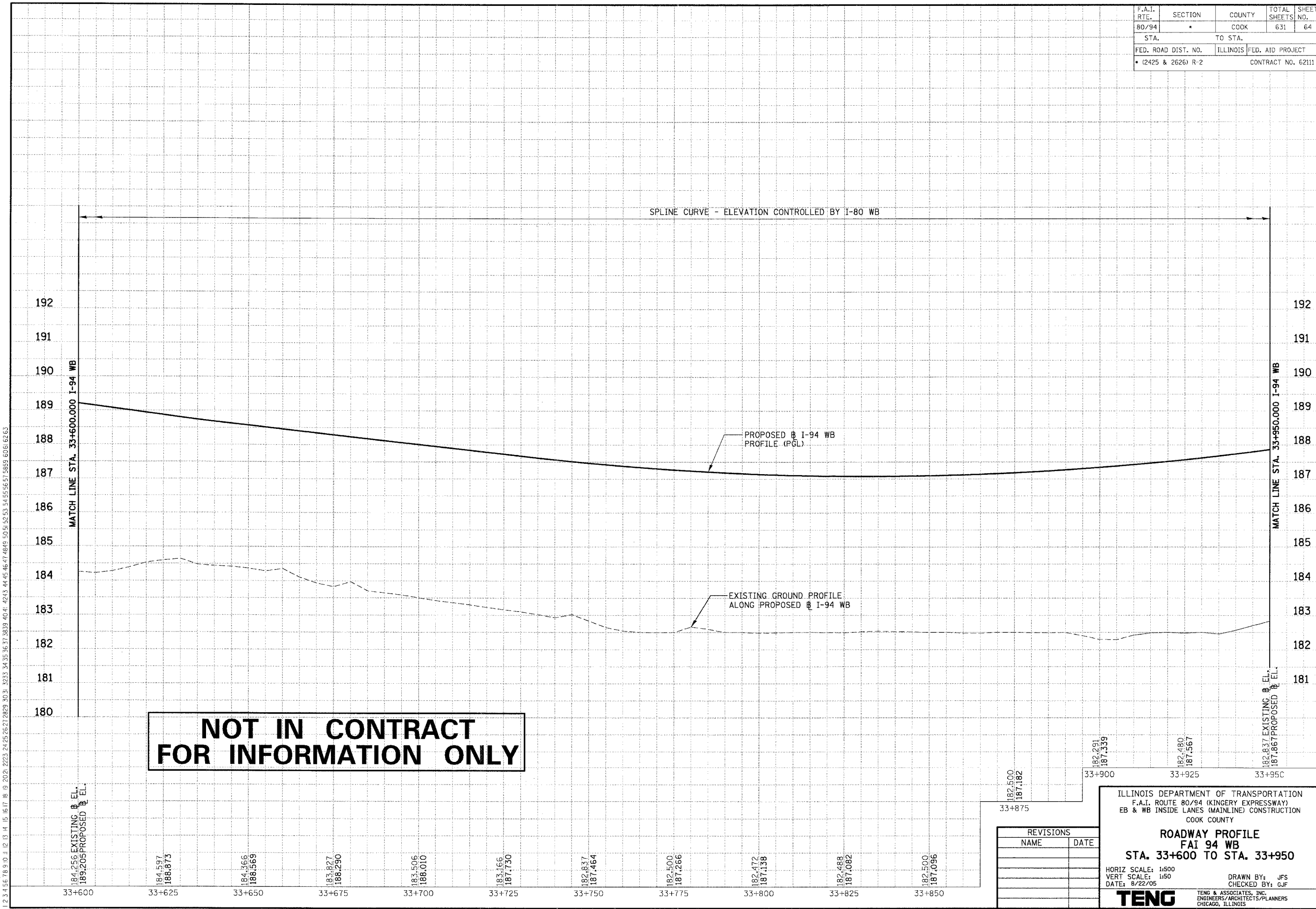
**TENG** TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	64
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
* (2425 & 2626) R-2		CONTRACT NO. 62111		

PRELIMINARY SURVEY PLOTTED	BY	DATE
NOTE BOOK TEMPLATE AREAS CHECKED		
NO.		

ORIGINAL SURVEY PLOTTED	BY	DATE
NOTE BOOK TEMPLATE AREAS CHECKED		
NO.		

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**NOT IN CONTRACT FOR INFORMATION ONLY**

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY

**ROADWAY PROFILE  
 FAI 94 WB  
 STA. 33+600 TO STA. 33+950**

HORIZ SCALE: 1"=50'  
 VERT SCALE: 1"=5'  
 DATE: 8/22/05

DRAWN BY: JFS  
 CHECKED BY: GJF

**TENG**  
 TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

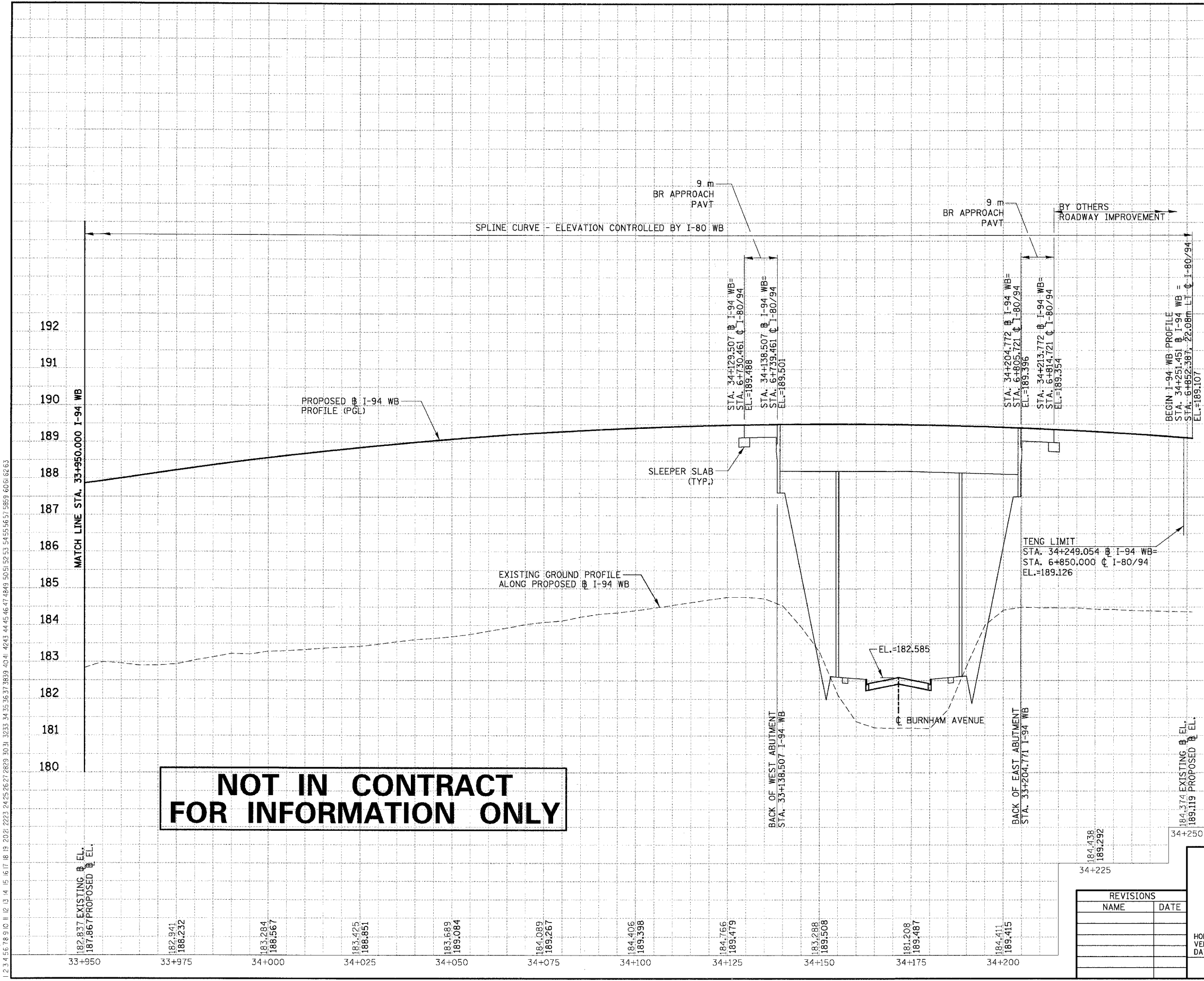
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	65
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• (2425 & 2626) R-2		CONTRACT NO. 62111		

PRELIMINARY SURVEYED	BY	DATE
SURVEY PLOTTED		
NOTE BOOK TEMPLATE		
AREAS CHECKED		
NO.		

ORIGINAL SURVEYED	BY	DATE
SURVEY PLOTTED		
NOTE BOOK TEMPLATE		
AREAS CHECKED		
NO.		

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 BAUTERKJ



MATCH LINE STA. 33+950.000 I-94 WB  
 182.837 EXISTING @ EL.  
 187.867 PROPOSED @ EL.

**NOT IN CONTRACT FOR INFORMATION ONLY**

SPLINE CURVE - ELEVATION CONTROLLED BY I-80 WB

9 m BR APPROACH PAVT

9 m BR APPROACH PAVT

BY OTHERS ROADWAY IMPROVEMENT

PROPOSED @ I-94 WB PROFILE (PGL)

SLEEPER SLAB (TYP.)

EXISTING GROUND PROFILE ALONG PROPOSED @ I-94 WB

TENG LIMIT  
 STA. 34+249.054 @ I-94 WB=  
 STA. 6+850.000 @ I-80/94  
 EL.=189.126

EL.=182.585  
 @ BURNHAM AVENUE

BACK OF WEST ABUTMENT  
 STA. 33+138.507 I-94 WB

BACK OF EAST ABUTMENT  
 STA. 33+200.771 I-94 WB

184.374 EXISTING @ EL.  
 189.119 PROPOSED @ EL.  
 34+250

184.438  
 189.292  
 34+225

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY

**ROADWAY PROFILE  
 FAI 94 WB  
 STA. 33+950 TO STA. 34+251.451**

HORIZ SCALE: 1:500  
 VERT SCALE: 1:50  
 DATE: 8/22/05

DRAWN BY: JFS  
 CHECKED BY: GUF

**TENG** TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	•	COOK	631	66
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• (2425 & 2626) R-2		CONTRACT NO. 62111		

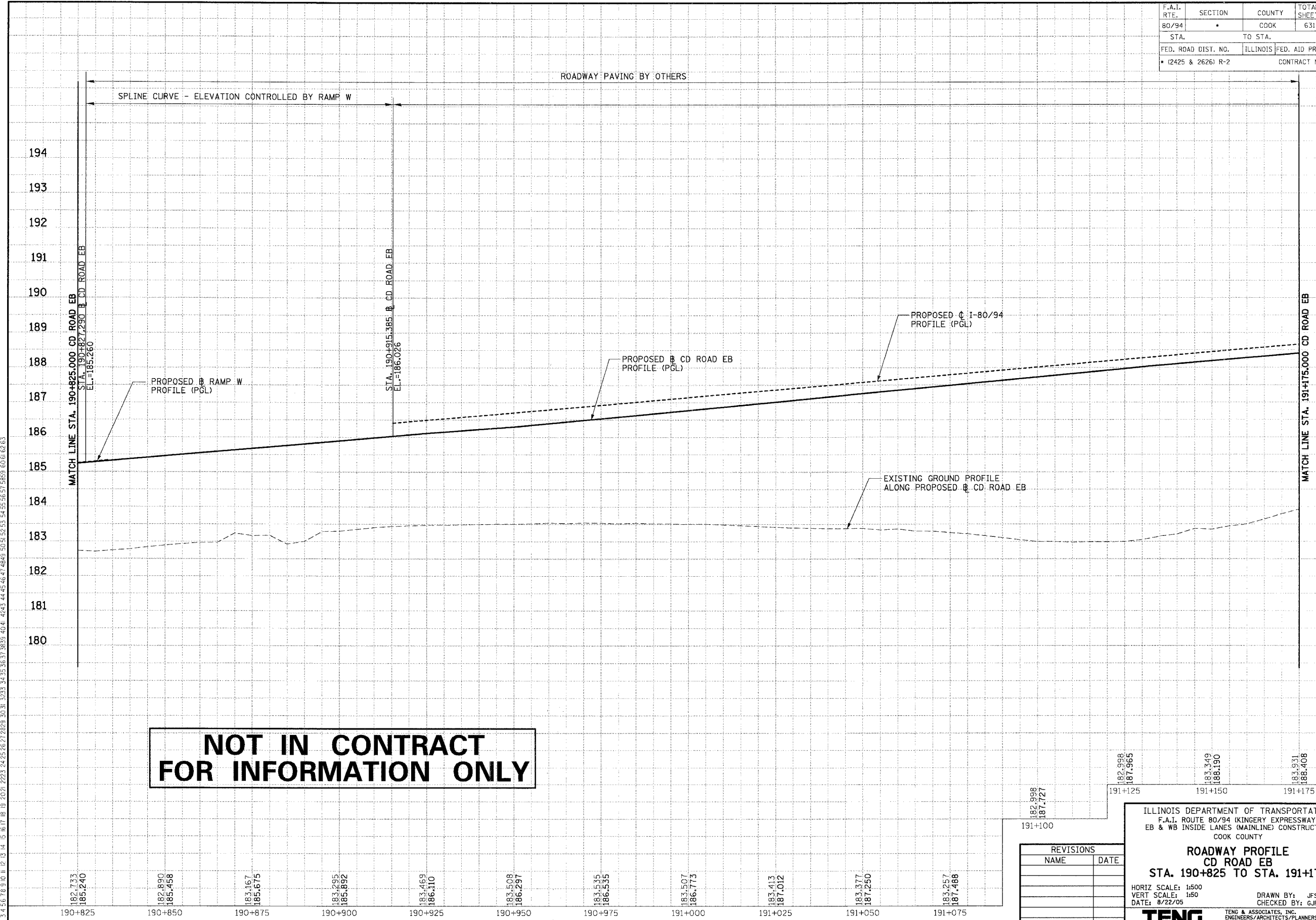
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BY	BY	
DATE	DATE	
SURVEY PLOTTED		
NOTE BOOK		
AREA CHECKED		
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BAJZEKJ

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ORIGINAL	SURVEYED	DATE
BY	BY	
DATE	DATE	
SURVEY PLOTTED		
NOTE BOOK		
AREA CHECKED		
NO.		



**NOT IN CONTRACT FOR INFORMATION ONLY**

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY

**ROADWAY PROFILE  
 CD ROAD EB  
 STA. 190+825 TO STA. 191+175**

HORIZ SCALE: 1:500  
 VERT SCALE: 1:50  
 DATE: 8/22/05

DRAWN BY: JFS  
 CHECKED BY: GJF

**TENG**  
 TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

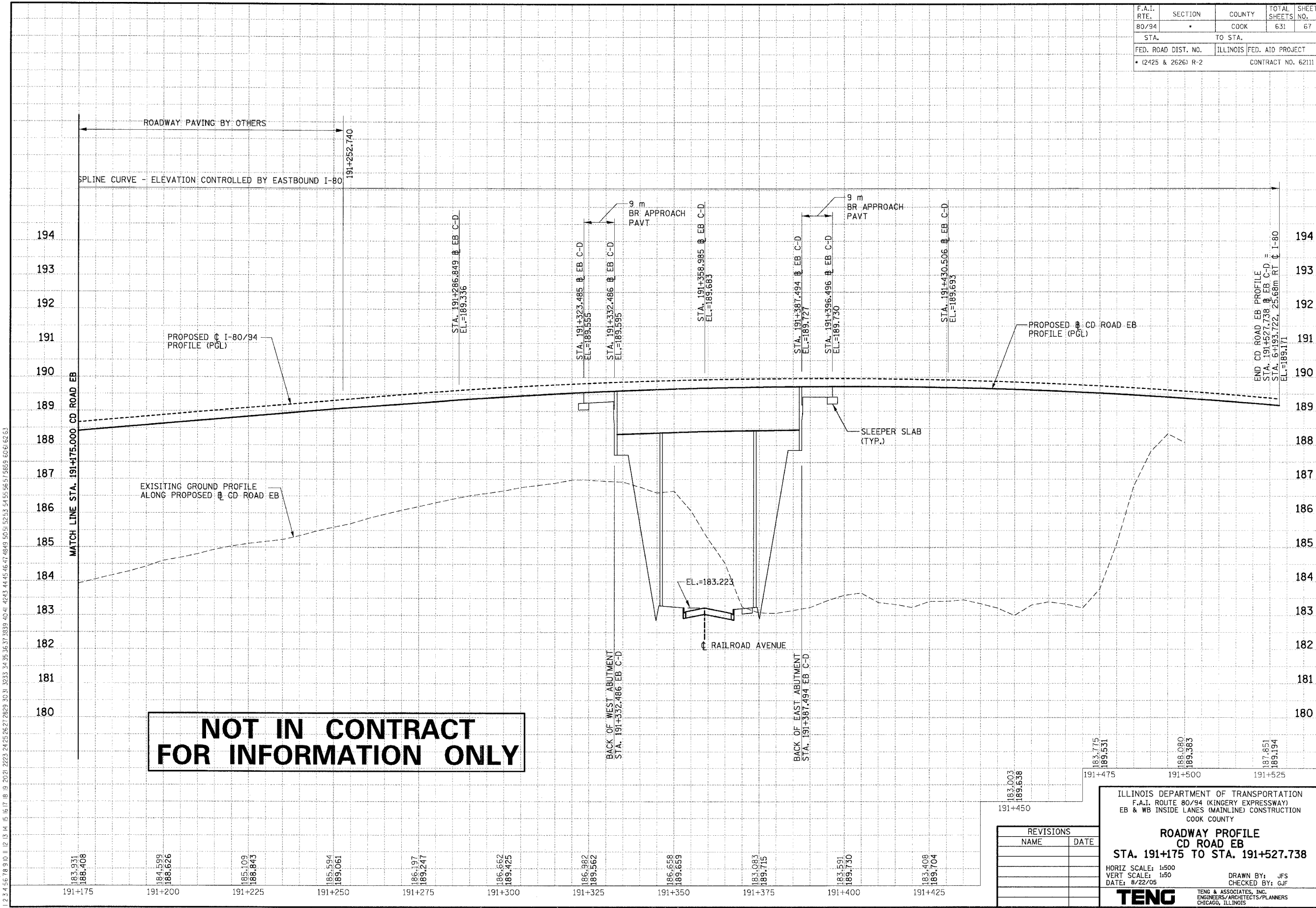
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- 185.240
- 190+825
- 182.890
- 185.458
- 190+850
- 183.167
- 185.675
- 190+875
- 183.295
- 185.892
- 190+900
- 183.469
- 186.110
- 190+925
- 183.508
- 186.297
- 190+950
- 183.535
- 186.535
- 190+975
- 183.507
- 186.775
- 191+000
- 183.413
- 187.012
- 191+025
- 183.377
- 187.250
- 191+050
- 183.257
- 187.488
- 191+075
- 182.998
- 187.727
- 191+100
- 182.998
- 187.965
- 191+125
- 183.349
- 188.190
- 191+150
- 183.931
- 188.408
- 191+175

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	67
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
• (2425 & 2626) R-2		CONTRACT NO. 62111		

PRELIMINARY SURVEY	BY	DATE
REVIEWED		
SURVEY PLOTTED		
NOTE BOOK TEMPLATE		
AREAS CHECKED		
NO.		

ORIGINAL SURVEY	BY	DATE
REVIEWED		
SURVEY PLOTTED		
NOTE BOOK TEMPLATE		
AREAS CHECKED		
NO.		

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**NOT IN CONTRACT  
 FOR INFORMATION ONLY**

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY

**ROADWAY PROFILE  
 CD ROAD EB  
 STA. 191+175 TO STA. 191+527.738**

HORIZ SCALE: 1:500  
 VERT SCALE: 1:50  
 DATE: 8/22/05

DRAWN BY: JFS  
 CHECKED BY: GJF

**TENG**  
 TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	•	COOK	631	68
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• 12425 & 2626) R-2		CONTRACT NO. 62111		

PRELIMINARY SURVEY	BY	DATE
REVIEWED		
SURVEY PLOTTED		
NOTE BOOK TEMPLATE		
AREAS CHECKED		
NO.		

ORIGINAL SURVEY	BY	DATE
SURVEY PLOTTED		
NOTE BOOK TEMPLATE		
AREAS CHECKED		
NO.		

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 BALZEKJ



**NOT IN CONTRACT  
FOR INFORMATION ONLY**

REVISIONS	
NAME	DATE

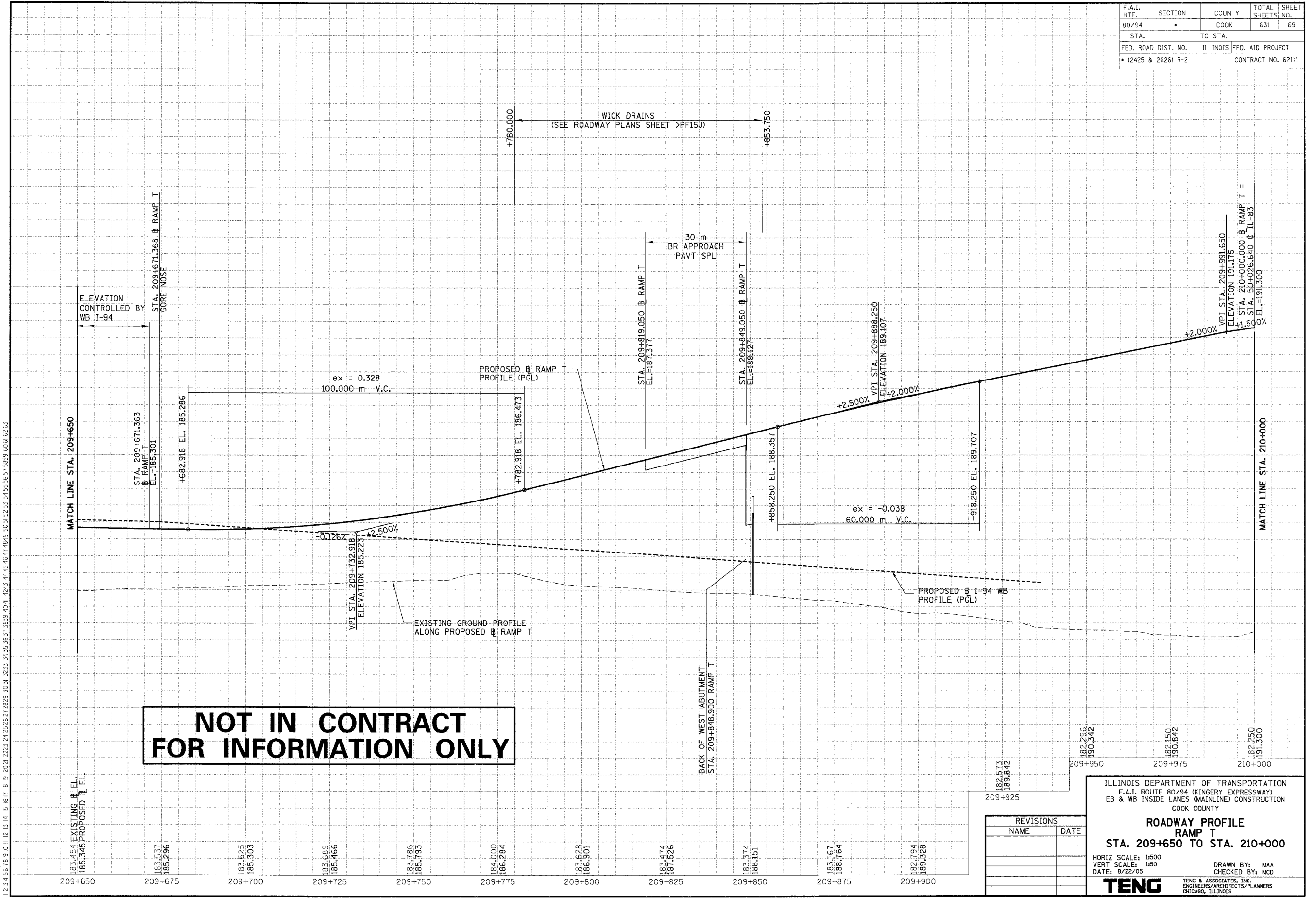
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY  
**ROADWAY PROFILE**  
**RAMP T**  
**STA. 209+428 TO STA. 209+650**  
 HORIZ SCALE: 1"=50'  
 VERT SCALE: 1"=5'  
 DATE: 8/22/05  
 DRAWN BY: MAA  
 CHECKED BY: MCD  
**TENG**  
 TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94		COOK	631	69
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• 12425 & 26261 R-2		CONTRACT NO. 62111		

PRELIMINARY SURVEY PLOTTED	BY	DATE
NOTE BOOK TEMPLATE AREAS CHECKED		
NO.		

ORIGINAL SURVEY PLOTTED	BY	DATE
NOTE BOOK TEMPLATE AREAS CHECKED		
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**NOT IN CONTRACT  
FOR INFORMATION ONLY**

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY

**ROADWAY PROFILE**  
**RAMP T**  
**STA. 209+650 TO STA. 210+000**

HORIZ SCALE: 1:500  
 VERT SCALE: 1:50  
 DATE: 8/22/05

DRAWN BY: MAA  
 CHECKED BY: MCD

**TENG** ENGINEERS & ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

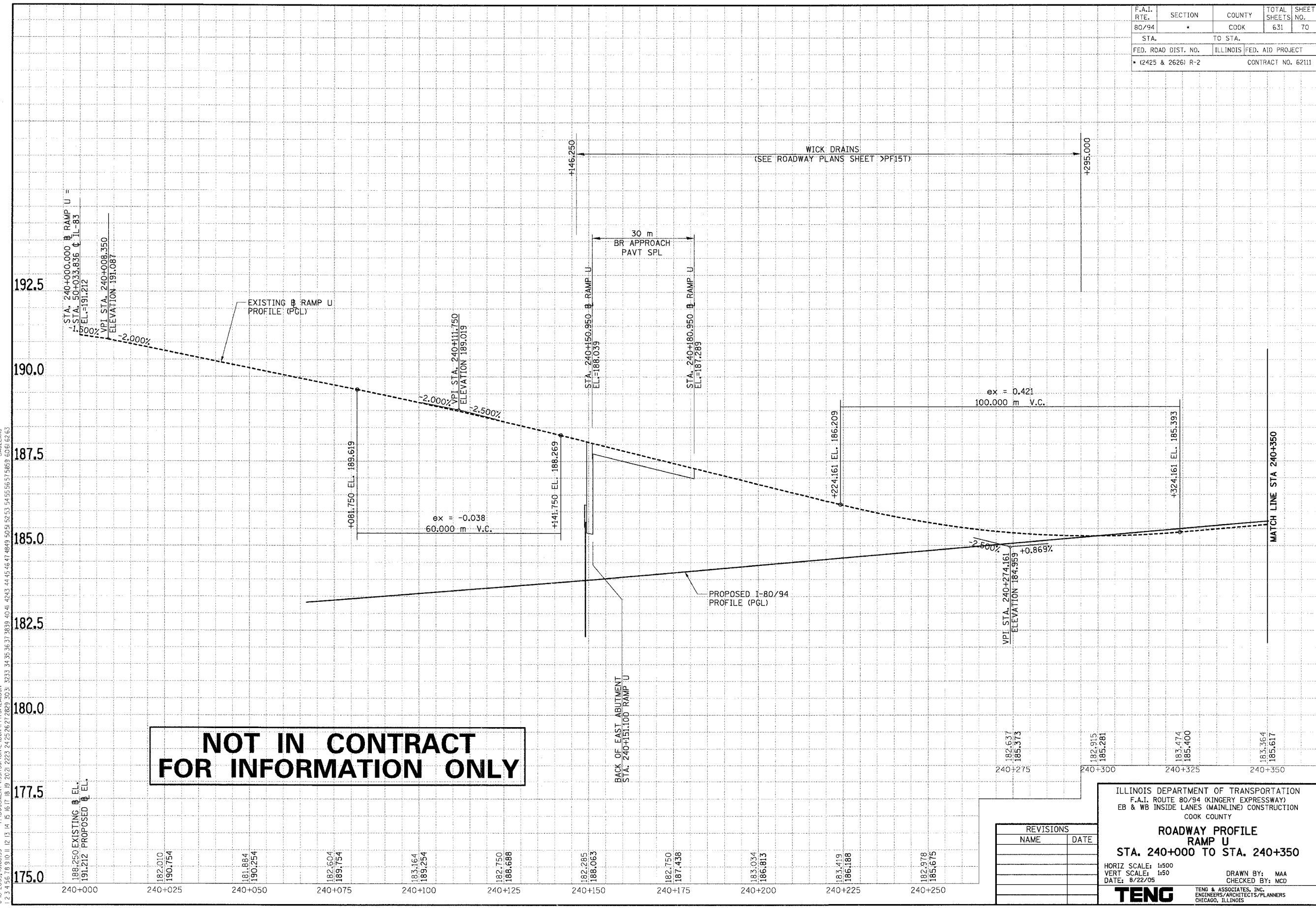


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94		COOK	631	70
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
(2425 & 2626) R-2	CONTRACT NO. 62111			

PRELIMINARY SURVEYED	BY	DATE
SURVEY PLOTTED		
NOTE BOOK		
TEMPLATE		
AREAS CHECKED		
NO.		

ORIGINAL SURVEYED	BY	DATE
SURVEY PLOTTED		
NOTE BOOK		
TEMPLATE		
AREAS CHECKED		
NO.		

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**NOT IN CONTRACT FOR INFORMATION ONLY**

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY

**ROADWAY PROFILE**  
**RAMP U**  
**STA. 240+000 TO STA. 240+350**

HORIZ SCALE: 1:500  
 VERT SCALE: 1:50  
 DATE: 8/22/05

DRAWN BY: MAA  
 CHECKED BY: MCD

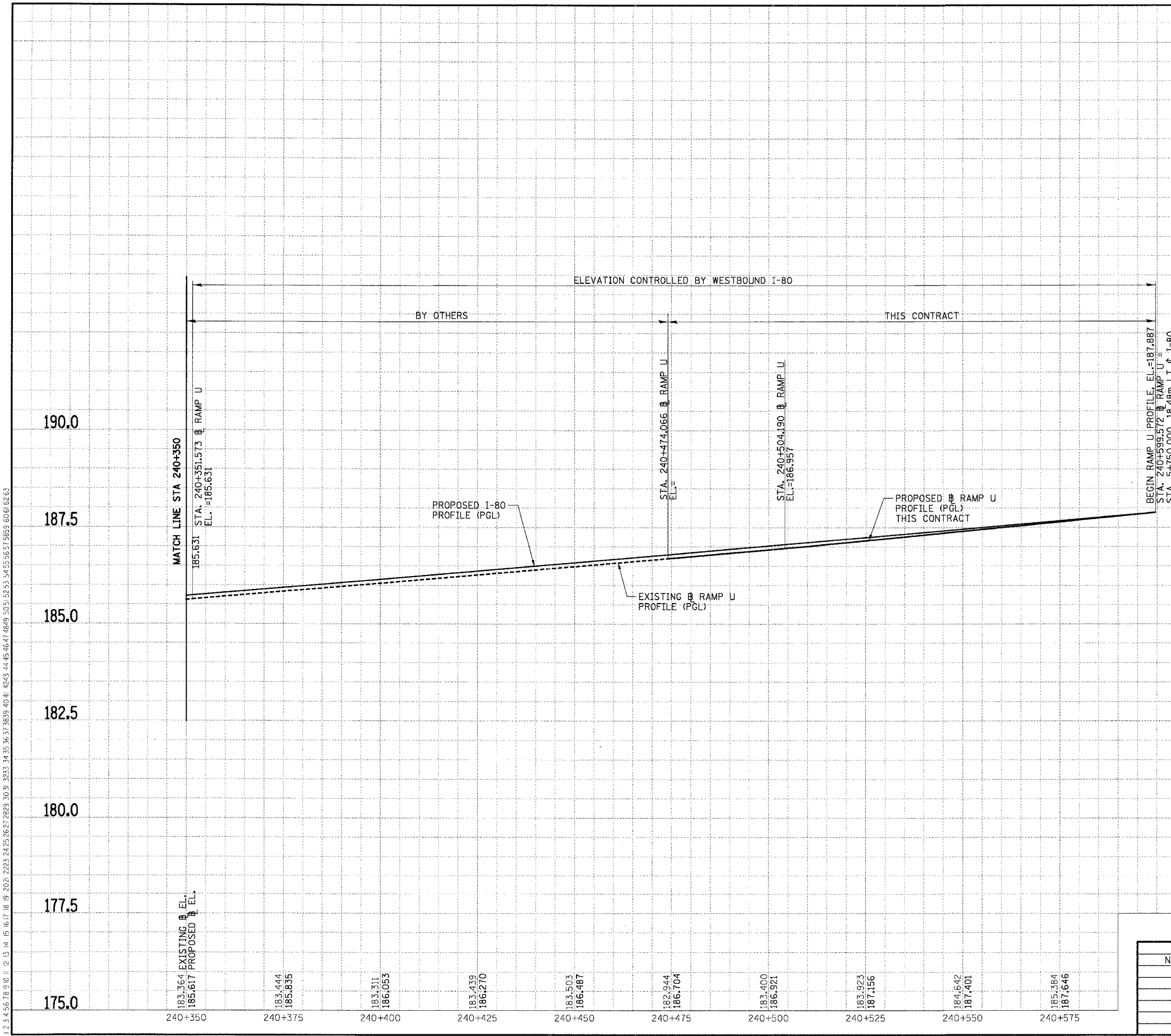
**TENG**  
TENG & ASSOCIATES, INC.  
ENGINEERS/ARCHITECTS/PLANNERS  
CHICAGO, ILLINOIS

F.A.I. RTE. 80/94	SECTION •	COUNTY COOK	TOTAL SHEETS 631	SHEET NO. 71
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
• (2425 & 2626) R-2		CONTRACT NO. 62111		

PRELIMINARY SURVEYED SURVEY PLOTTED	BY	DATE
NOTE BOOK TEMPLATE AREAS CHECKED		
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ORIGINAL SURVEYED SURVEY PLOTTED	BY	DATE
NOTE BOOK TEMPLATE AREAS CHECKED		
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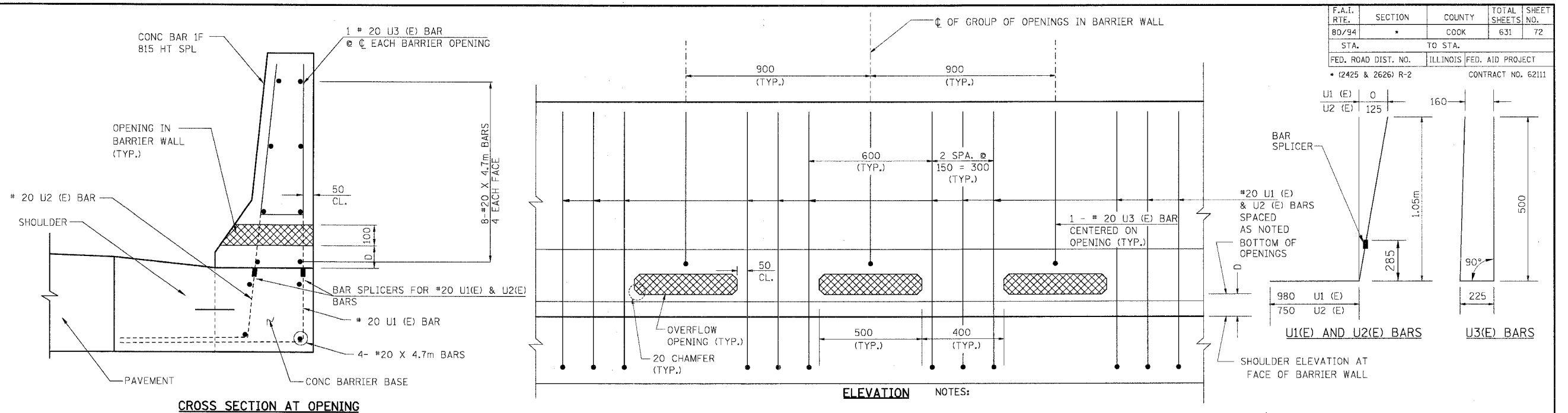
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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY  
**ROADWAY PROFILE**  
**RAMP U**  
**STA. 240+350 TO STA. 240+599.572**  
 HORIZ SCALE: 1:500  
 VERT SCALE: 1:50  
 DATE: 8/22/05  
 DRAWN BY: MAA  
 CHECKED BY: MCD  
**TENG**  
 TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94		COOK	631	72
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
	* (2425 & 2626) R-2		CONTRACT NO. 62111	

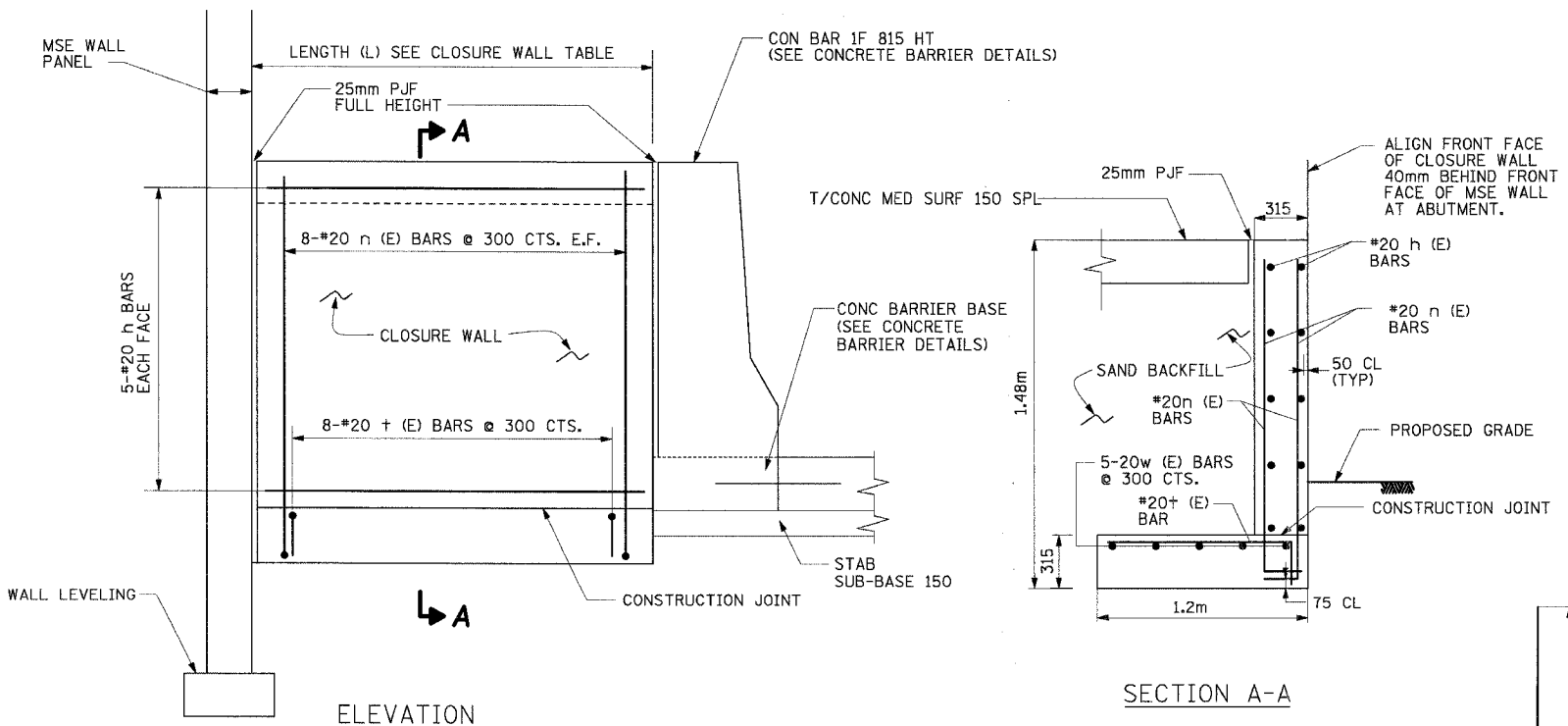


CL OF GROUP OF OPENINGS - STATION	N	D
I-80/94 STA. 5+183.005 (RT)	3	145mm

**OVERFLOW OPENINGS IN CONCRETE BARRIER**  
N.T.S.

- NOTES:
- N = TOTAL NUMBER OF OPENINGS SPACED EQUALLY ABOUT CL.
  - MODIFICATIONS TO CONCRETE BARRIER AS NOTED. SEE CONCRETE BARRIER DETAILS FOR TYPICAL DETAILS.
  - BARS DESIGNATED (E) SHALL BE EPOXY COATED.
  - SEE CONCRETE BARRIER DETAILS FOR DETAILS AND REQUIREMENTS OF BAR SPLICERS.
  - CONSTRUCTION OF OVERFLOW OPENINGS INCLUDING REINFORCEMENT BARS SHALL BE INCLUDED IN THE COST OF CONCRETE BARRIER OF THE SIZE AND TYPE SPECIFIED.

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 BAL/ZEK/J



**CLOSURE WALL BETWEEN MSE WALL & CONCRETE BARRIER**  
N.T.S.

**CLOSURE WALL TABLE**

	LOCATION	STATION	OFFSET m	LENGTH (L)	CONCRETE STRUCTURES CU. M.	h (E) & w (E) BAR LENGTH (M)
1	I-80/94 / RAMP T	5+001.808	22.560 (LT)	1.781	1.4	1.85
2	I-80/94 / RAMP U	5+299.708	22.560 (LT)	1.777	1.4	1.85
3	RAMP U / I-94 WB	240+472.949	2.880 (RT)	2.00	1.6	2.06

- NOTES:
- CLOSURE WALL SHALL BE PAID FOR AS CONCRETE STRUCTURES.
  - COST OF EXCAVATION, EPOXY COATED REINFORCEMENT BARS, AND P.J.F. AT CLOSURE WALLS SHALL BE INCLUDED IN COST OF CONCRETE STRUCTURES.
  - BARS DESIGNATED (E) SHALL BE EPOXY COATED.

NOTE:  
ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.

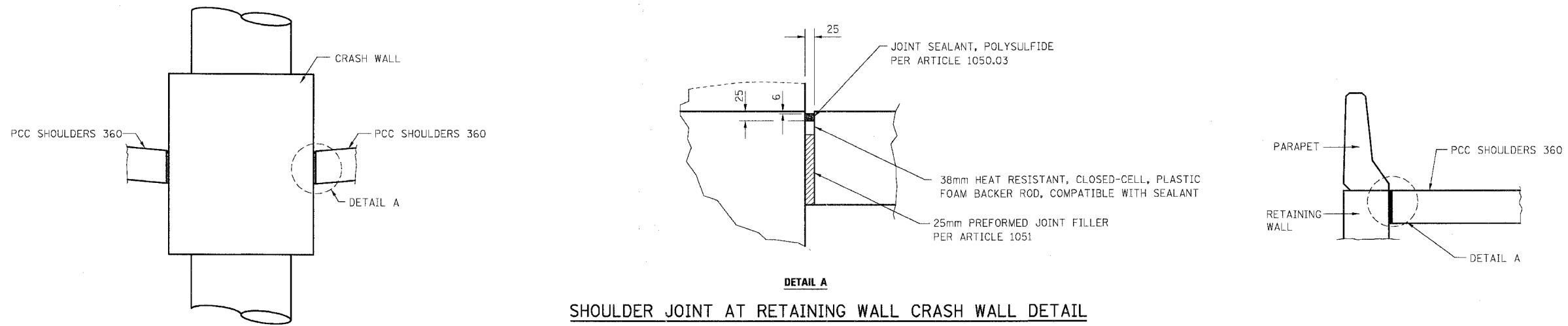
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY  
**ROADWAY DETAILS**  
**MISCELLANEOUS DETAILS I**

SCALE: NONE  
 DATE: 8/22/05  
 DRAWN BY: JFS  
 CHECKED BY: MCD

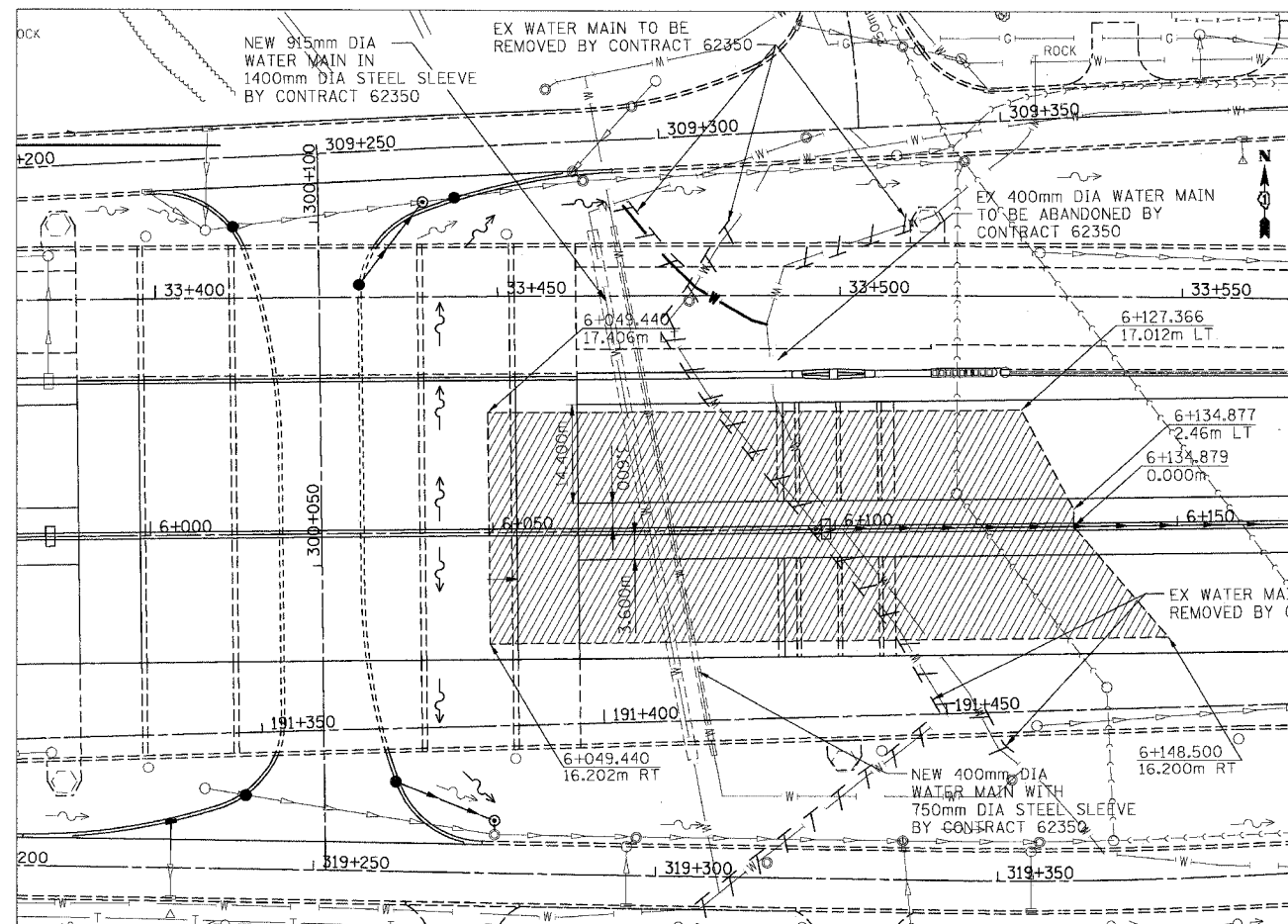
TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94		COOK	631	73
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (2425 & 2626) R-2			CONTRACT NO. 62111	



**SHOULDER JOINT AT RETAINING WALL CRASH WALL DETAIL**

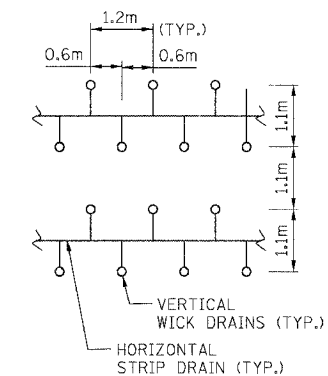
NOTE: THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF PCC SHOULDERS OF THE DEPTH SPECIFIED



**WICK DRAIN INSTALLATION DETAIL**

**NOTES**

1. VERTICAL WICK DRAINS SHALL BE INSTALLED AT SPACING SHOWN ON THIS SHEET WITHIN THE WICK DRAIN LIMITS SHOWN ON THE ROADWAY PLANS.
2. A HORIZONTAL STRIP DRAIN SHALL BE INSTALLED PARALLEL TO THE ROADWAY CENTERLINE BETWEEN EVERY PAIR OF VERTICAL DRAIN ROWS TO CONVEY DISCHARGE TO A TEMPORARY SWALE OUTSIDE THE EMBANKMENT AREA. THE COST OF PROVIDING DRAINAGE AWAY FROM THE WICK DRAIN INSTALLATION INCLUDING ANY TEMPORARY SWALES SHALL BE INCLUDED IN THE COST OF WICK DRAINS. THE TAILS OF VERTICAL WICKS SHALL BE CONNECTED TO THE NEAREST HORIZONTAL STRIP DRAIN. SEE ROADWAY PLAN AND PROFILE SHEET 53 AND TYPICAL SECTION SHEET 16 FOR ADDITIONAL DETAILS REGARDING THE DRAINAGE OF THE WICK DRAINS.
3. EMBANKMENT SURCHARGE SHALL BE CONSTRUCTED AS SHOWN ON TYPICAL SECTION SHEET 16 TO ACCELERATE THE SETTLEMENT.



**WICK DRAIN LAYOUT**

**LEGEND**

- WICK DRAIN INSTALLATION LIMITS
- TEMPORARY SWALE (SEE NOTE 2)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY

**ROADWAY DETAILS  
 MISCELLANEOUS DETAILS II**

SCALE: NONE  
 DATE: 8/22/05

DRAWN BY: MZD  
 CHECKED BY: DH

**TENG** TENG & ASSOCIATES, INC.  
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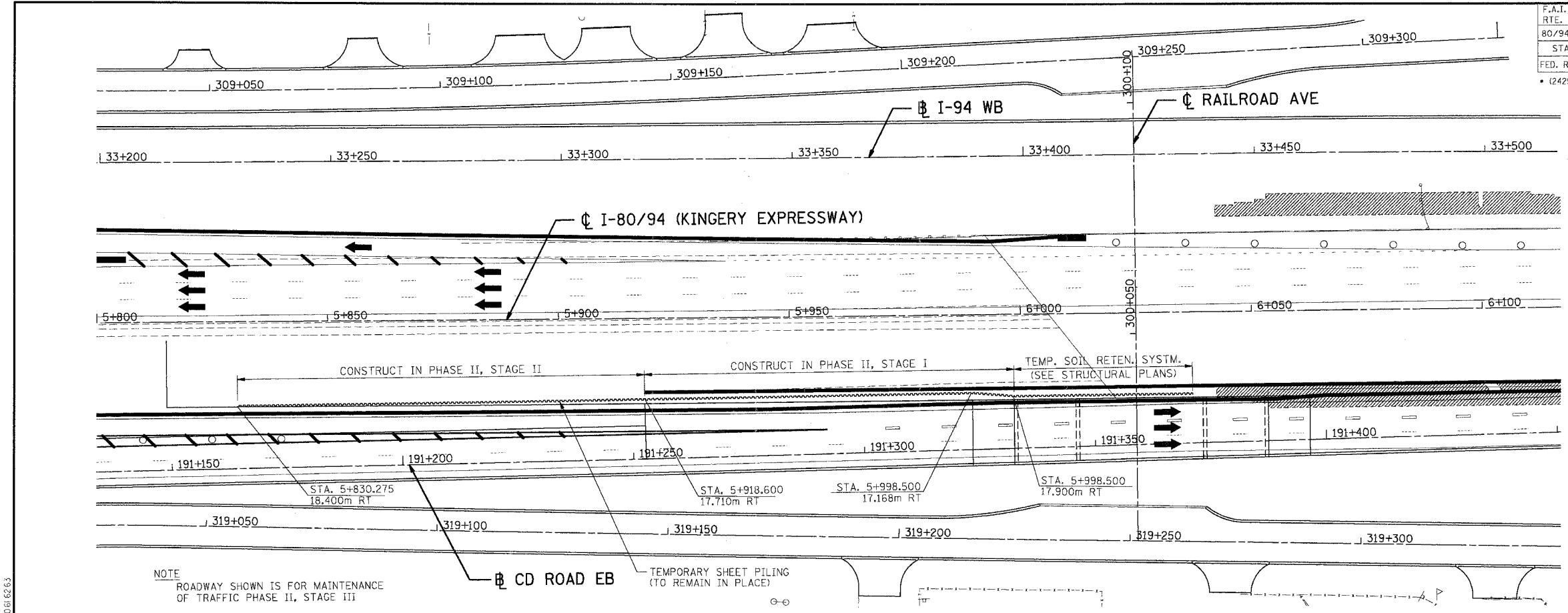






F.A.I. RTE. 80/94	SECTION *	COUNTY COOK	TOTAL SHEETS 631	SHEET NO. 77
STA. TO STA.		FED. AID PROJECT		
FED. ROAD DIST. NO.		ILLINOIS		
• (2425 & 2626) R-2		CONTRACT NO. 62111		

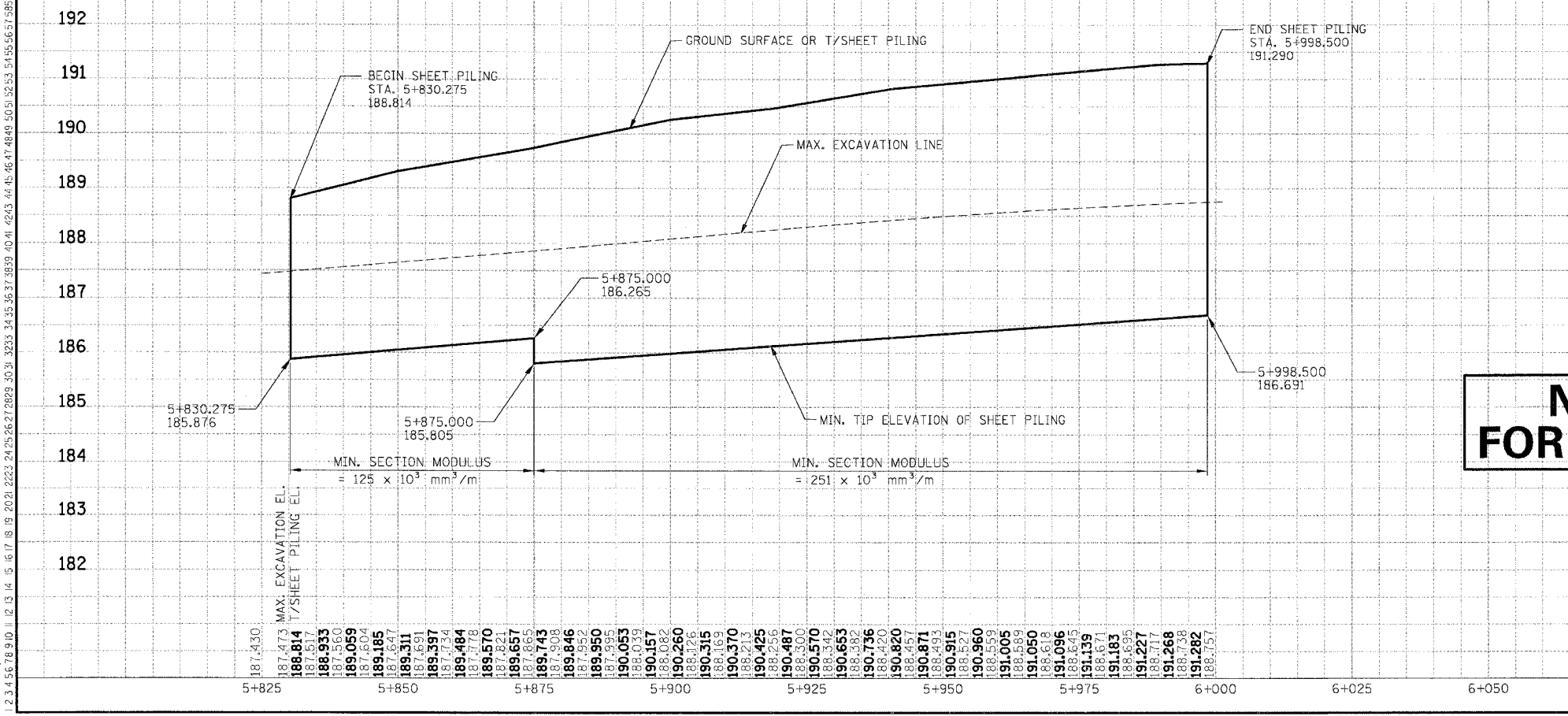
PRELIMINARY SURVEY	BY	DATE
SURVEY PLOTTED		
NOTE BOOK TEMPLATE		
AREAS CHECKED		
NO.		



NOTE  
ROADWAY SHOWN IS FOR MAINTENANCE OF TRAFFIC PHASE II, STAGE III

ORIGINAL SURVEYED	BY	DATE
SURVEY PLOTTED		
NOTE BOOK TEMPLATE		
AREAS CHECKED		
NO.		

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6869  
7071  
7273  
7475  
7677  
7879  
8081  
8283  
8485  
8687  
8889  
9091  
9293  
9495  
9697  
9899  
10000



**NOT IN CONTRACT FOR INFORMATION ONLY**

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
COOK COUNTY

**ROADWAY DETAILS  
I-80/94 EB SHEET PILING  
STA. 5+830 TO STA. 5+998**

HORIZ SCALE: 500  
VERT SCALE: 50  
DATE: 8/22/05

DRAWN BY: RJS  
CHECKED BY: OH

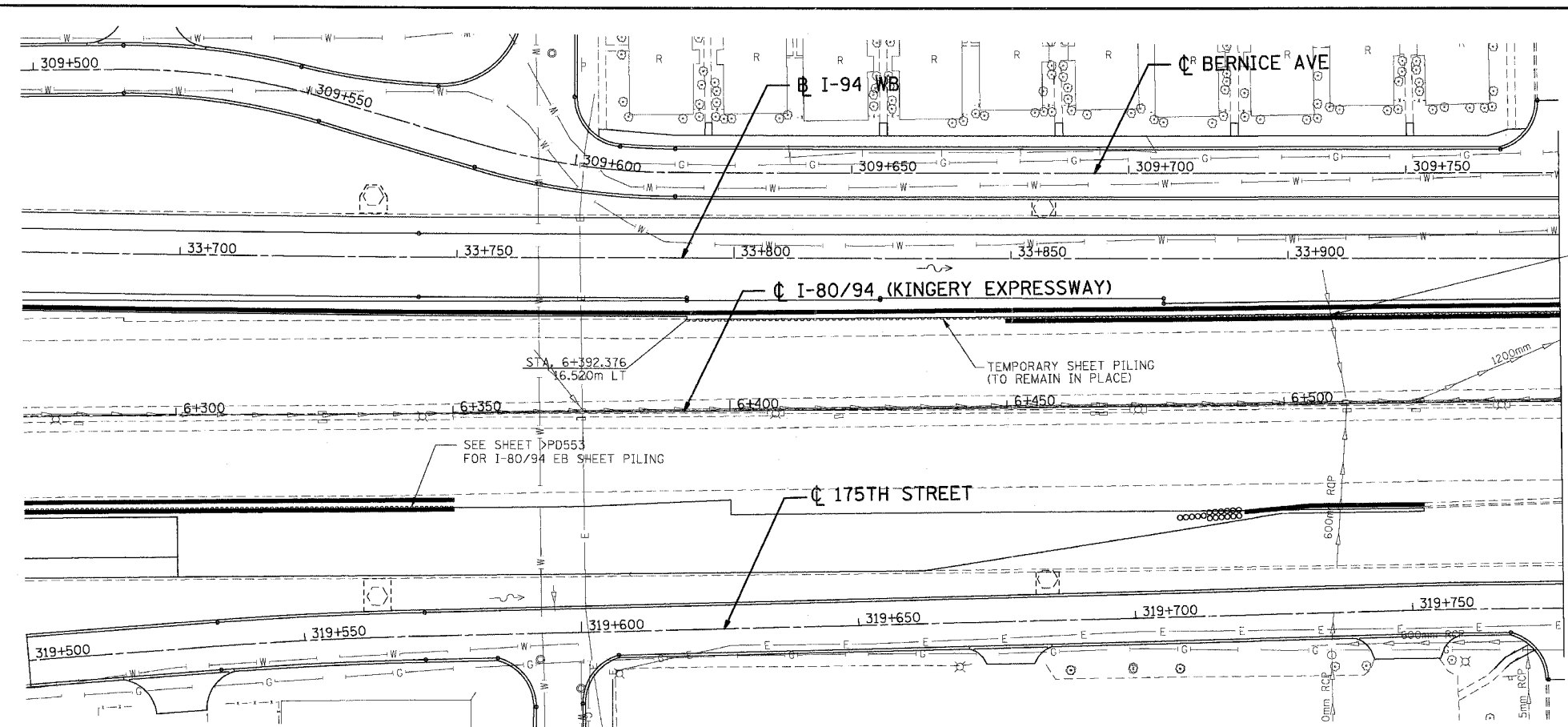
**TENG** TENG & ASSOCIATES, INC.  
ENGINEERS/ARCHITECTS/PLANNERS  
CHICAGO, ILLINOIS





F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	79
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS		FED. AID PROJECT	
* (2425 & 2626) R-2		CONTRACT NO. 62111		

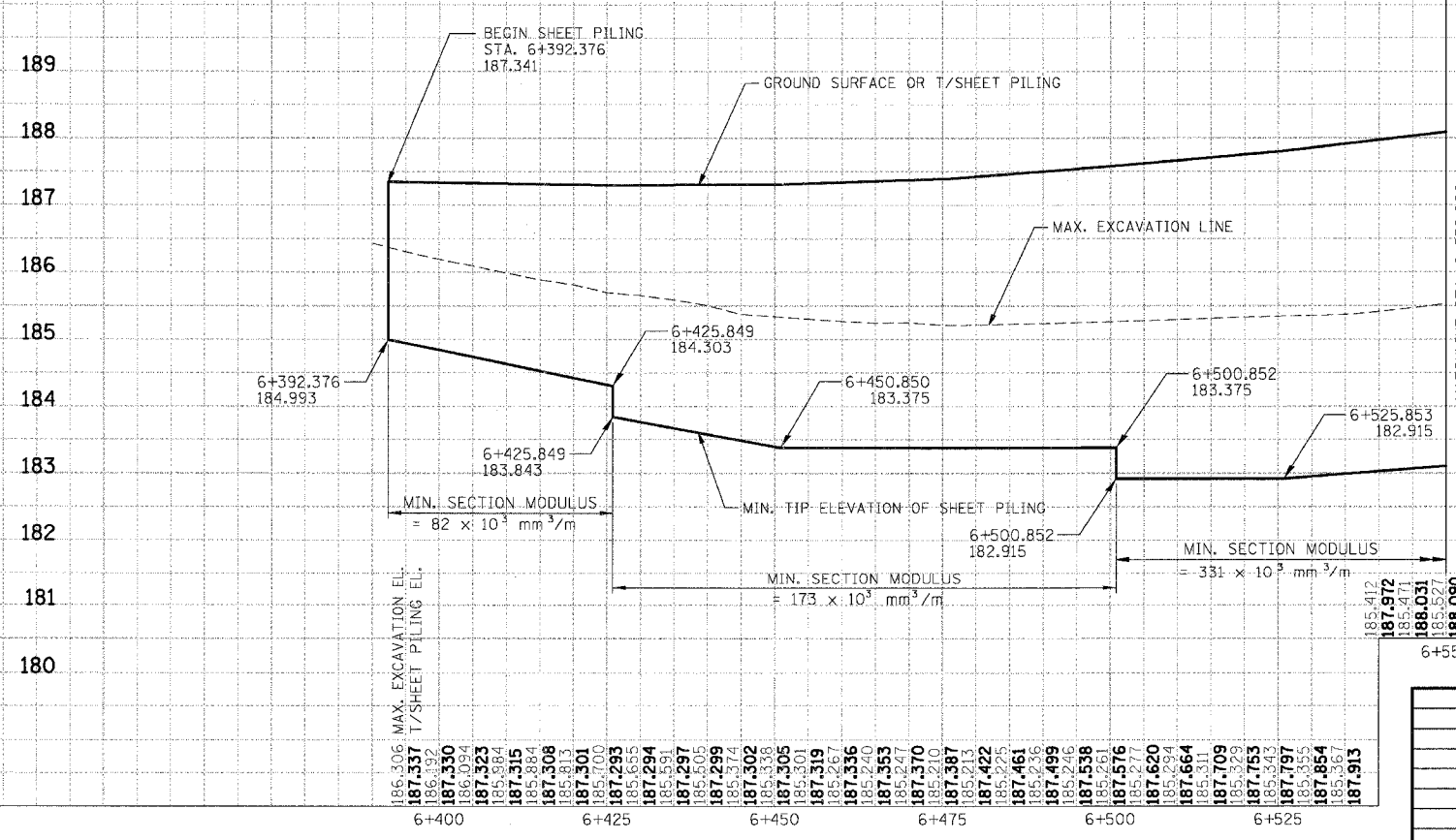
PRELIMINARY SURVEY PLOTTED	DATE
NO. _____	_____
NOTE BOOK TEMPLATE AREAS CHECKED	
NO. _____	_____



REMOVE EXISTING 600mm SEWER TO FACILITATE THE INSTALLATION OF THE TEMPORARY SHEET PILING SEE SHEET 6+550 FOR DETAILS.

ORIGINAL SURVEY PLOTTED	DATE
NO. _____	_____
NOTE BOOK TEMPLATE AREAS CHECKED	
NO. _____	_____

\F:\PROJECTS\2005\1009\13\14\15\16\17\18\_19\_20\21\22\23\24\25\26\27\28\29\30\31\32\33\34\35\36\37\38\39\_40\41\42\43\44\45\46\47\48\49\50\51\52\53\54\55\56\57\58\59\60\61\62\63\64\65\66\67\68\69\70\71\72\73\74\75\76\77\78\79\80\81\82\83\84\85\86\87\88\89\90\91\92\93\94\95\96\97\98\99\100\101\102\103\104\105\106\107\108\109\110\111\112\113\114\115\116\117\118\119\120\121\122\123\124\125\126\127\128\129\130\131\132\133\134\135\136\137\138\139\140\141\142\143\144\145\146\147\148\149\150\151\152\153\154\155\156\157\158\159\160\161\162\163\164\165\166\167\168\169\170\171\172\173\174\175\176\177\178\179\180\181\182\183\184\185\186\187\188\189\190\191\192\193\194\195\196\197\198\199\200\201\202\203\204\205\206\207\208\209\210\211\212\213\214\215\216\217\218\219\220\221\222\223\224\225\226\227\228\229\230\231\232\233\234\235\236\237\238\239\240\241\242\243\244\245\246\247\248\249\250\251\252\253\254\255\256\257\258\259\260\261\262\263\264\265\266\267\268\269\270\271\272\273\274\275\276\277\278\279\280\281\282\283\284\285\286\287\288\289\290\291\292\293\294\295\296\297\298\299\300\301\302\303\304\305\306\307\308\309\310\311\312\313\314\315\316\317\318\319\320\321\322\323\324\325\326\327\328\329\330\331\332\333\334\335\336\337\338\339\340\341\342\343\344\345\346\347\348\349\350\351\352\353\354\355\356\357\358\359\360\361\362\363\364\365\366\367\368\369\370\371\372\373\374\375\376\377\378\379\380\381\382\383\384\385\386\387\388\389\390\391\392\393\394\395\396\397\398\399\400\401\402\403\404\405\406\407\408\409\410\411\412\413\414\415\416\417\418\419\420\421\422\423\424\425\426\427\428\429\430\431\432\433\434\435\436\437\438\439\440\441\442\443\444\445\446\447\448\449\450\451\452\453\454\455\456\457\458\459\460\461\462\463\464\465\466\467\468\469\470\471\472\473\474\475\476\477\478\479\480\481\482\483\484\485\486\487\488\489\490\491\492\493\494\495\496\497\498\499\500\501\502\503\504\505\506\507\508\509\510\511\512\513\514\515\516\517\518\519\520\521\522\523\524\525\526\527\528\529\530\531\532\533\534\535\536\537\538\539\540\541\542\543\544\545\546\547\548\549\550\551\552\553\554\555\556\557\558\559\560\561\562\563\564\565\566\567\568\569\570\571\572\573\574\575\576\577\578\579\580\581\582\583\584\585\586\587\588\589\590\591\592\593\594\595\596\597\598\599\600\601\602\603\604\605\606\607\608\609\610\611\612\613\614\615\616\617\618\619\620\621\622\623\624\625\626\627\628\629\630\631\632\633\634\635\636\637\638\639\640\641\642\643\644\645\646\647\648\649\650\651\652\653\654\655\656\657\658\659\660\661\662\663\664\665\666\667\668\669\670\671\672\673\674\675\676\677\678\679\680\681\682\683\684\685\686\687\688\689\690\691\692\693\694\695\696\697\698\699\700\701\702\703\704\705\706\707\708\709\710\711\712\713\714\715\716\717\718\719\720\721\722\723\724\725\726\727\728\729\730\731\732\733\734\735\736\737\738\739\740\741\742\743\744\745\746\747\748\749\750\751\752\753\754\755\756\757\758\759\760\761\762\763\764\765\766\767\768\769\770\771\772\773\774\775\776\777\778\779\780\781\782\783\784\785\786\787\788\789\790\791\792\793\794\795\796\797\798\799\800\801\802\803\804\805\806\807\808\809\810\811\812\813\814\815\816\817\818\819\820\821\822\823\824\825\826\827\828\829\830\831\832\833\834\835\836\837\838\839\840\841\842\843\844\845\846\847\848\849\850\851\852\853\854\855\856\857\858\859\860\861\862\863\864\865\866\867\868\869\870\871\872\873\874\875\876\877\878\879\880\881\882\883\884\885\886\887\888\889\890\891\892\893\894\895\896\897\898\899\900\901\902\903\904\905\906\907\908\909\910\911\912\913\914\915\916\917\918\919\920\921\922\923\924\925\926\927\928\929\930\931\932\933\934\935\936\937\938\939\940\941\942\943\944\945\946\947\948\949\950\951\952\953\954\955\956\957\958\959\960\961\962\963\964\965\966\967\968\969\970\971\972\973\974\975\976\977\978\979\980\981\982\983\984\985\986\987\988\989\990\991\992\993\994\995\996\997\998\999\1000



**NOT IN CONTRACT FOR INFORMATION ONLY**

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY

**ROADWAY DETAILS**  
**I-80/94 WB SHEET PILING**  
**STA. 6+392 TO STA. 6+550**

HORIZ SCALE: 500  
 VERT SCALE: 50  
 DATE: 8/22/05

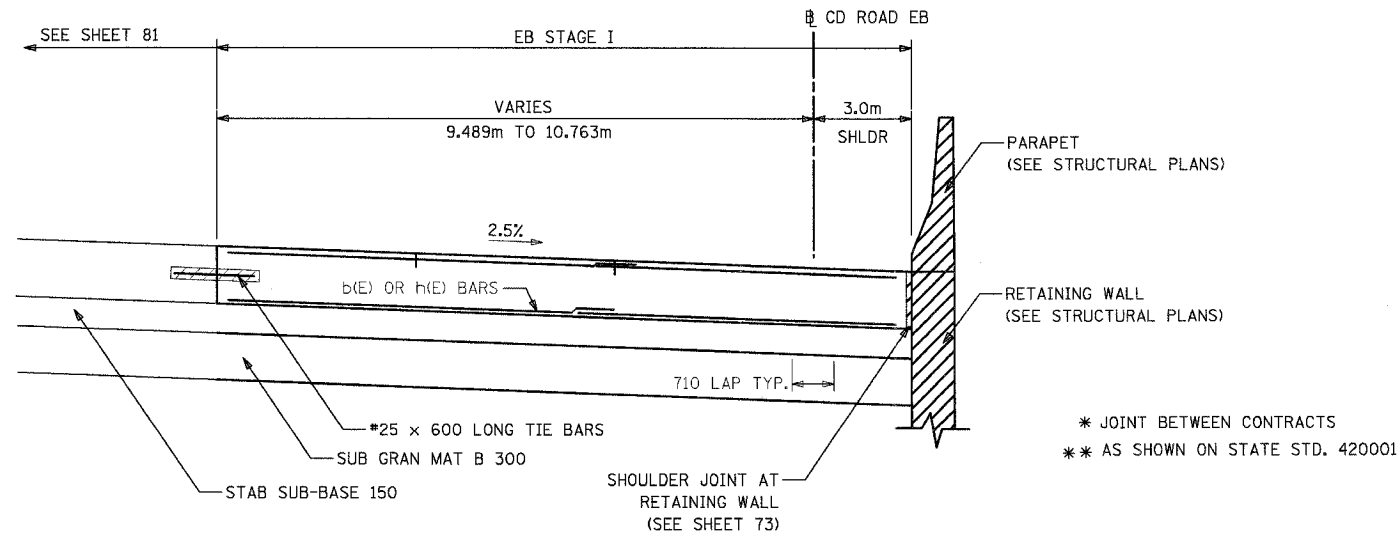
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 CHECKED BY: DJM

**TENG** TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

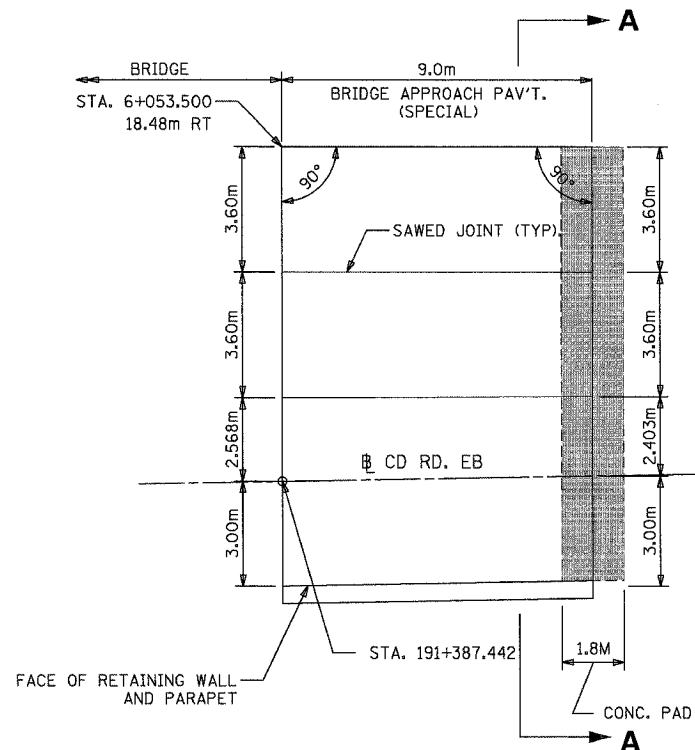




F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	81A
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (2425 & 2626) R-2		CONTRACT NO. 62111		



SECTION A-A: FAI-80/94 EB @ RR AVE.



PLAN: FAI-80/94 EB @ RR AVE.

**NOTES:**

1. ALL DIMENSIONS ARE IN MILLIMETERS (MM) UNLESS OTHERWISE NOTED.
2. ALL REINFORCING BARS SHALL BE EPOXY COATED.
3. REINFORCEMENT BARS SHOWN IN THE BILL OF MATERIALS ARE FOR THE LARGEST DIMENSION OF THE APPROACH SLAB. THESE BARS SHALL BE CUT TO LENGTH IN THE FIELD AS REQUIRED.
4. DETAILING NOT SHOWN ON THIS SHEET SHALL CONFORM TO STATE STANDARD 420401 (BRIDGE APPROACH PAVEMENT).
5. REINFORCING BARS WERE PURCHASED IN CONTRACT 62110 AND ARE STORED ON SITE NEAR THE INTERSECTION OF 175TH STREET AND RAILROAD AVENUE. THE COST TO MOVE AND INSTALL THE REINFORCING BARS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR BRIDGE APPROACH PAVEMENT (SPECIAL).

6. THE UNIT PRICE BID FOR BRIDGE APPROACH PAVEMENT (SPECIAL) SHALL INCLUDE TIE BARS, PREFORMED JOINT SEAL, POLYETHYLENE BOND BREAKER, REINFORCEMENT BARS, THE CONCRETE PAD (INCLUDING REINFORCEMENT AND EXCAVATION), CONCRETE BARRIERS (INCLUDING ALL CONCRETE AND REINFORCEMENT), AND ALL OTHER ITEMS NECESSARY TO COMPLETE THIS ITEM OF WORK.

**BILL OF MATERIALS**  
Sta. 191+332.434 (AT RAILROAD AVE.)

Bar	No.	Size #	Length (m)	Shape
a (E)	92	29	8.93	⌢
a <sub>1</sub> (E)	46	16	8.85	—
a <sub>2</sub> (E)	46	13	2.06	⌢
a <sub>3</sub> (E)	46	13	1.70	—
b (E)	30	16	13.66	—
b <sub>1</sub> (E)	8	13	13.66	—
h (E)	24	16	13.66	—

Item	Unit	Total
* Concrete Structures	Cu M	47.4
* Reinforcement Bars, Epoxy Coated	Kg	5872.0
* Preformed Joint Seal	Meter	13.8
* Polyethylene Bond Breaker	Sq M	24.8
* Concrete Pad	Sq M	24.8
Bridge Approach Pavement (Special)	Sq M	123.0

**BILL OF MATERIALS**  
Sta. 191+387.442 (AT RAILROAD AVE.)

Bar	No.	Size #	Length (m)	Shape
a (E)	84	29	8.93	⌢
a <sub>1</sub> (E)	42	16	8.85	—
a <sub>2</sub> (E)	42	13	2.06	⌢
a <sub>3</sub> (E)	42	13	1.70	—
b (E)	30	16	12.54 **	—
b <sub>1</sub> (E)	8	13	12.39	—
h (E)	24	16	12.39	—

Item	Unit	Total
* Concrete Structures	Cu M	43.5
* Reinforcement Bars, Epoxy Coated	Kg	5363.0
* Preformed Joint Seal	Meter	12.5
* Polyethylene Bond Breaker	Sq M	22.5
* Concrete Pad	Sq M	22.5
Bridge Approach Pavement (Special)	Sq M	113.0

\* ITEM INCLUDED IN THE COST OF BRIDGE APPROACH PAVEMENT (SPECIAL).

\*\* BARS CUT IN THE FIELD TO FIT.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
COOK COUNTY

**ROADWAY DETAILS**  
**BRIDGE APPROACH PAV'T (SPECIAL)**  
**I-80/94 EB STAGE I @ RAILROAD AVE.**

SCALE: NONE  
DATE: 9/13/05

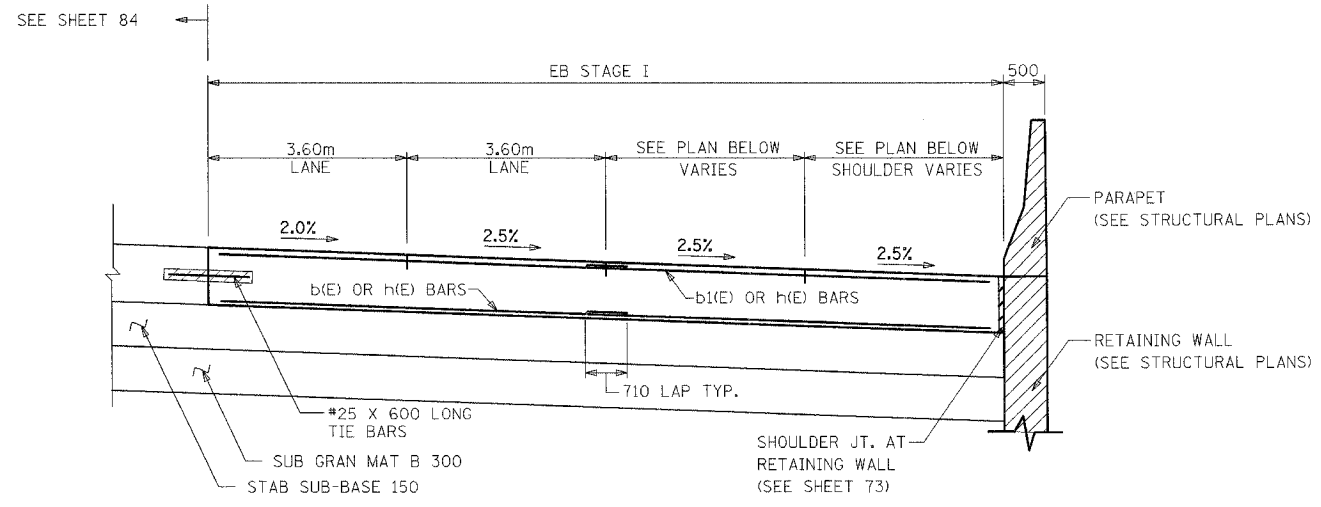
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**TENG**  
TENG & ASSOCIATES, INC.  
ENGINEERS/ARCHITECTS/PLANNERS  
CHICAGO, ILLINOIS

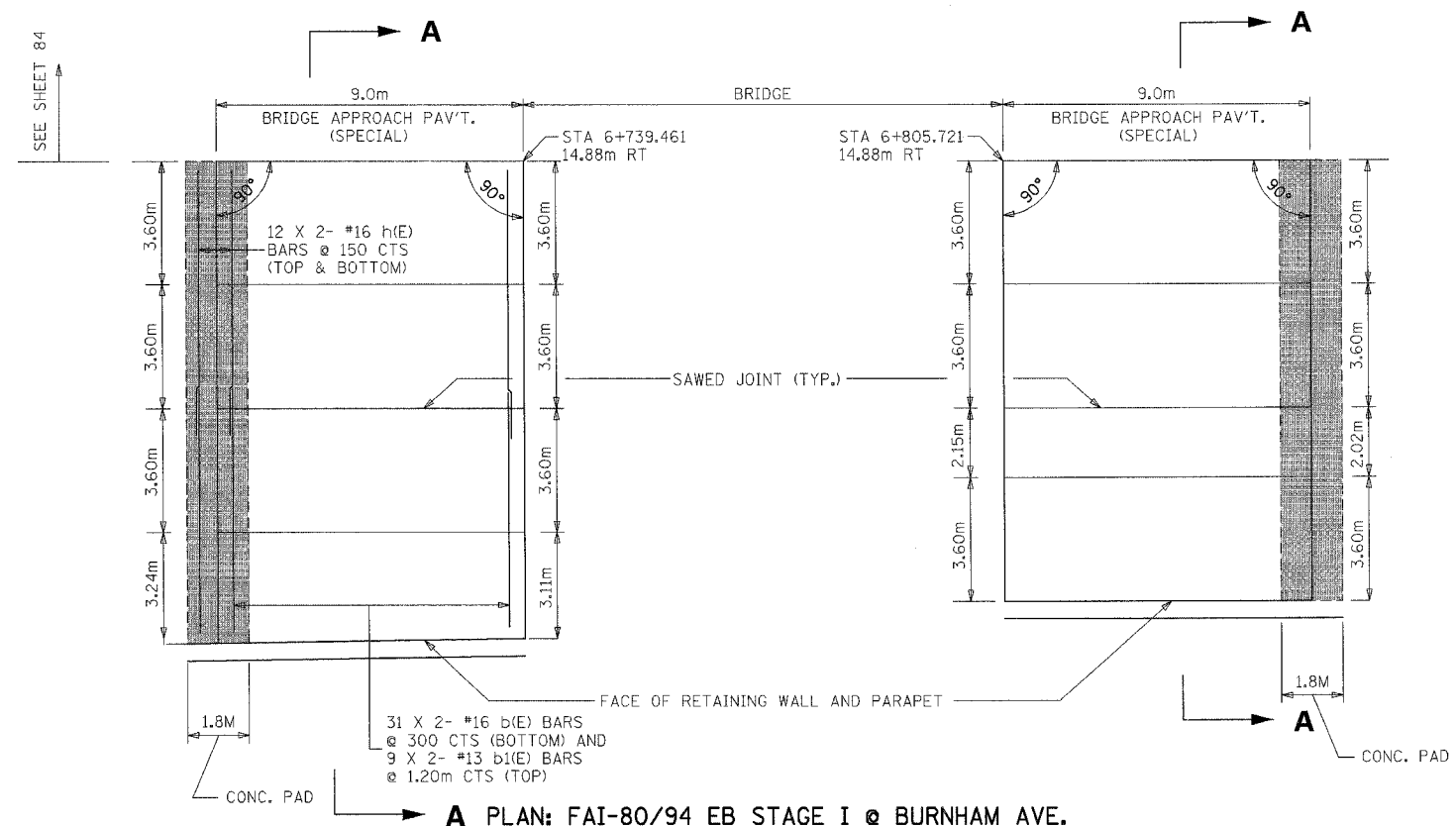
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 HANSENDD



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	83
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (2425 & 2626) R-2			CONTRACT NO. 6211	



**SECTION A-A: FAI-80/94 EB STAGE I @ BURNHAM AVE.**



**A PLAN: FAI-80/94 EB STAGE I @ BURNHAM AVE.**

- NOTES:**
1. ALL DIMENSIONS ARE IN MILLIMETERS (MM) UNLESS OTHERWISE NOTED.
  2. ALL REINFORCING BARS SHALL BE EPOXY COATED.
  3. BARS INDICATED THUS: 12 X 2 - #16 INDICATES 12 LINES OF #16 BARS WITH 2 LENGTHS PER LINE.
  4. DETAILING NOT SHOWN ON THIS SHEET SHALL CONFORM TO STATE STANDARD 420401 (BRIDGE APPROACH PAVEMENT).

**BILL OF MATERIALS  
EB STAGE I Sta. 6+739.461 AT BURNHAM AVE.**

Bar	No.	Size #	Length (m)	Shape
a (E)	93	29	8.93	
a <sub>1</sub> (E)	48	16	8.85	
a <sub>2</sub> (E)	48	13	2.06	
a <sub>3</sub> (E)	48	13	1.70	
b (E)	62	16	14.30	
b <sub>1</sub> (E)	18	13	14.30	
h (E)	48	16	14.30	

Item	Unit	Total
* Concrete Structures	Cu M	48.4
* Reinforcement Bars, Epoxy Coated	Kg	7740
* Preformed Joint Seal	Meter	14.0
* Polyethylene Bond Breaker	Sq M	25.8
* Concrete Pad	Sq M	25.8
* Bridge Approach Pavement (Special)	Sq M	125.8
* Tie Bars	Each	16

**BILL OF MATERIALS  
EB STAGE I Sta. 6+805.721 AT BURNHAM AVE.**

Bar	No.	Size #	Length (m)	Shape
a (E)	93	29	8.93	
a <sub>1</sub> (E)	48	16	8.85	
a <sub>2</sub> (E)	48	13	2.06	
a <sub>3</sub> (E)	48	13	1.70	
b (E)	62	16	14.30	
b <sub>1</sub> (E)	18	13	14.30	
h (E)	48	16	14.30	

Item	Unit	Total
* Concrete Structures	Cu M	43.5
* Reinforcement Bars, Epoxy Coated	Kg	7740
* Preformed Joint Seal	Meter	12.8
* Polyethylene Bond Breaker	Sq M	23.1
* Concrete Pad	Sq M	23.1
* Bridge Approach Pavement (Special)	Sq M	116.0
* Tie Bars	Each	16

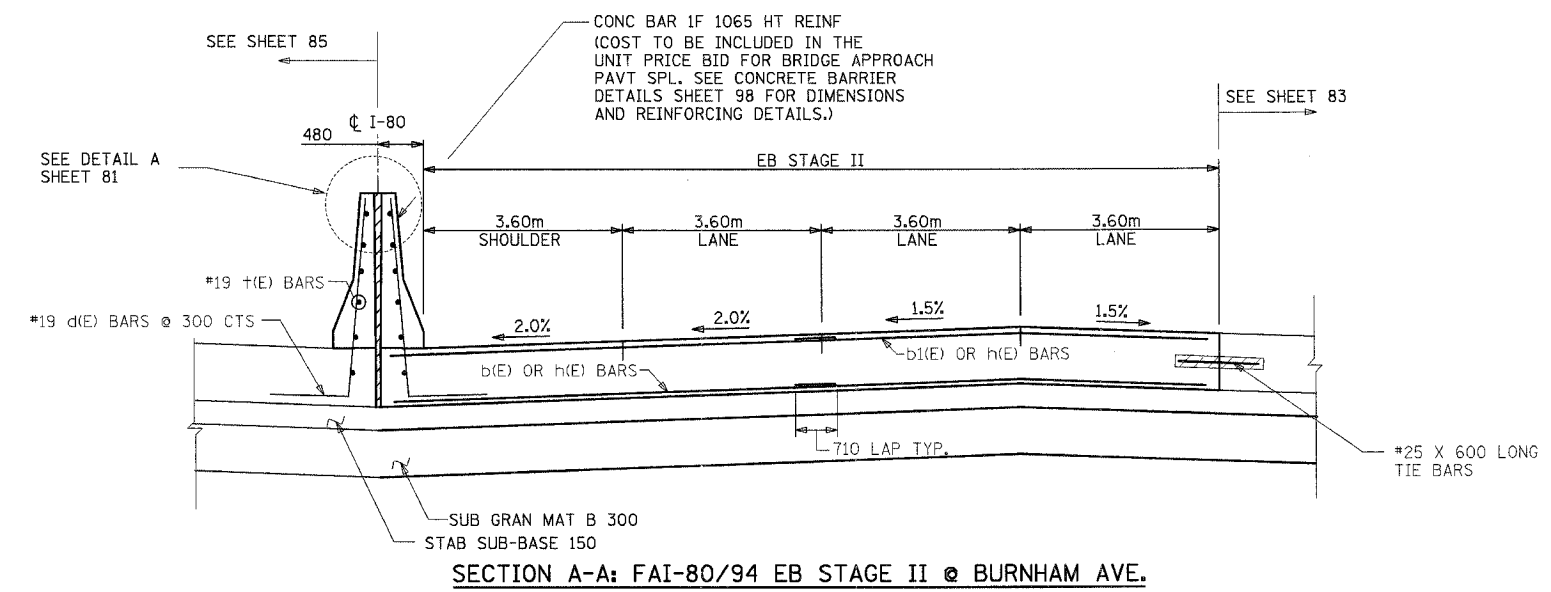
\* ITEM INCLUDED IN THE COST OF BRIDGE APPROACH PAVEMENT (SPECIAL).

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY  
**ROADWAY DETAILS**  
**BRIDGE APPROACH PAV'T (SPECIAL)**  
**I-80/94 EB STAGE I @ BURNHAM AVE.**  
 SCALE: NONE  
 DATE: 9/13/05  
 DRAWN BY: ANR  
 CHECKED BY: RM  
**TENG**  
 TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

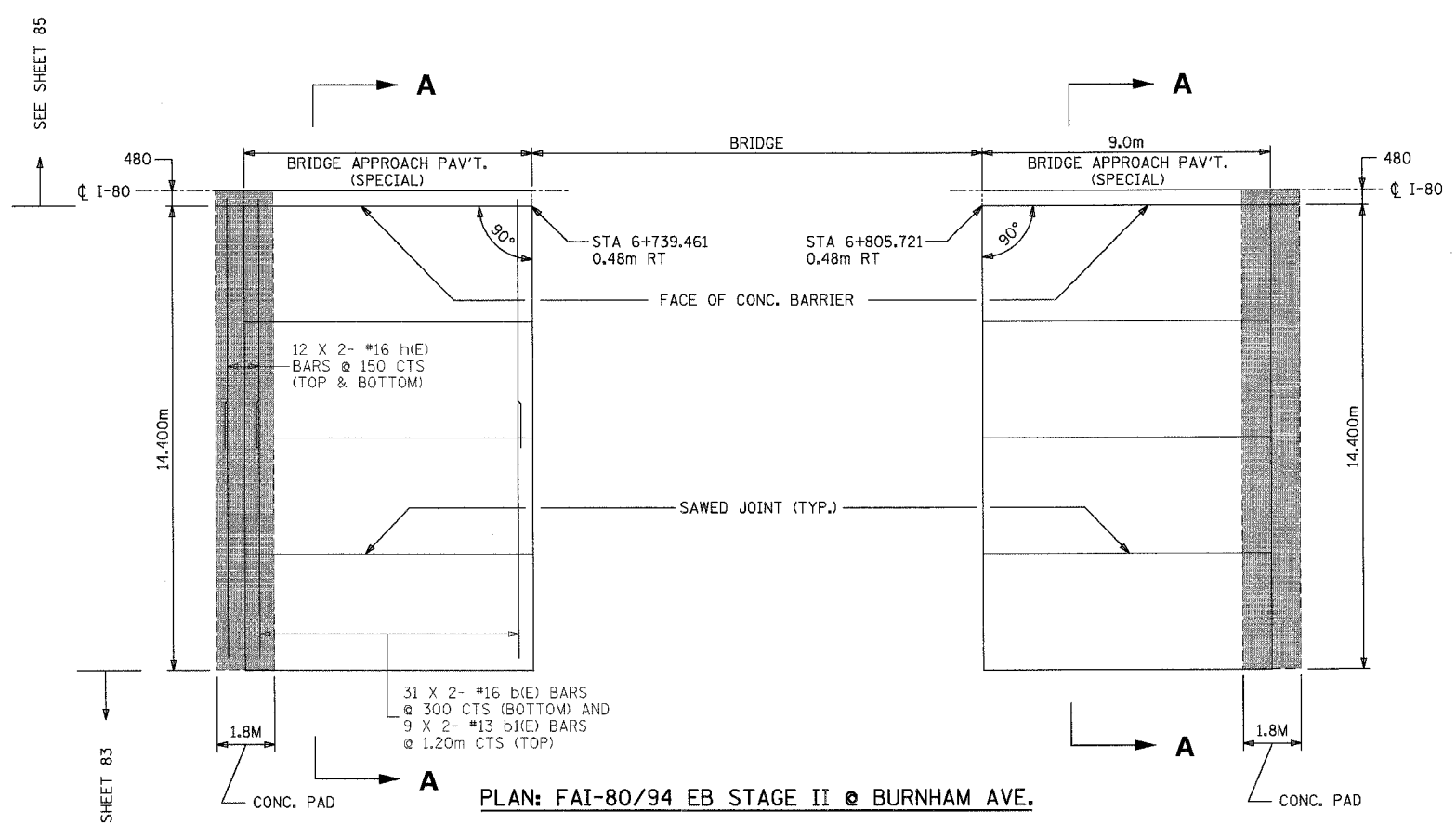
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	84
STA. TO STA.				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
			* (2425 & 2626) R-2	
			CONTRACT NO. 6211	



**BILL OF MATERIALS**  
EB STAGE I Sta. 6+739.461 AT BURNHAM AVE.

Bar	No.	Size #	Length (m)	Shape
a (E)	100	29	8.93	⊔
a <sub>1</sub> (E)	50	16	8.85	—
a <sub>2</sub> (E)	50	13	2.06	—
a <sub>3</sub> (E)	50	13	1.70	—
b (E)	62	16	14.30	—
b <sub>1</sub> (E)	18	13	14.30	—
h (E)	48	16	14.30	—
d (E)	31	19	1.81	⊔
t (E)	6	19	8.90	—

Item	Unit	Total
* Concrete Structures	Cu M	50.1
* Reinforcement Bars, Epoxy Coated	Kg	8340
* Preformed Joint Seal	Meter	14.8
* Polyethylene Bond Breaker	Sq M	26.7
* Concrete Pad	Sq M	26.7
* Bridge Approach Pavement (Special)	Sq M	133.9



**BILL OF MATERIALS**  
EB STAGE I Sta. 6+805.721 AT BURNHAM AVE.

Bar	No.	Size #	Length (m)	Shape
a (E)	100	29	8.93	⊔
a <sub>1</sub> (E)	50	16	8.85	—
a <sub>2</sub> (E)	50	13	2.06	—
a <sub>3</sub> (E)	50	13	1.70	—
b (E)	62	16	14.30	—
b <sub>1</sub> (E)	18	13	14.30	—
h (E)	48	16	14.30	—
d (E)	31	19	1.81	⊔
t (E)	6	19	8.90	—

Item	Unit	Total
* Concrete Structures	Cu M	50.1
* Reinforcement Bars, Epoxy Coated	Kg	8340
* Preformed Joint Seal	Meter	14.8
* Polyethylene Bond Breaker	Sq M	26.7
* Concrete Pad	Sq M	26.7
* Bridge Approach Pavement (Special)	Sq M	133.9

\* ITEM INCLUDED IN THE COST OF BRIDGE APPROACH PAVEMENT (SPECIAL).

- NOTES:**
- ALL DIMENSIONS ARE IN MILLIMETERS (MM) UNLESS OTHERWISE NOTED.
  - ALL REINFORCING BARS SHALL BE EPOXY COATED.
  - BARS INDICATED THUS: 12 X 2- #16 ETC. INDICATES 12 LINES #16 OF BARS WITH 2 LENGTHS PER LINE.
  - DETAILING NOT SHOWN ON THIS SHEET SHALL CONFORM TO STATE STANDARD 420401 (BRIDGE APPROACH PAVEMENT).
  - THE UNIT PRICE BID FOR BRIDGE APPROACH PAVEMENT (SPECIAL) SHALL INCLUDE TIE BARS, PREFORMED JOINT SEAL, POLYETHYLENE BOND BREAKER, REINFORCEMENT BARS, THE CONCRETE PAD (INCLUDING REINFORCEMENT AND EXCAVATION), CONCRETE BARRIERS (INCLUDING ALL CONCRETE AND REINFORCEMENT), AND ALL OTHER ITEMS NECESSARY TO COMPLETE THIS ITEM OF WORK.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
COOK COUNTY

**ROADWAY DETAILS**  
**BRIDGE APPROACH PAV'T (SPECIAL)**  
**I-80/94 EB STAGE II @ BURNHAM AVE.**

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DATE: 9/13/05

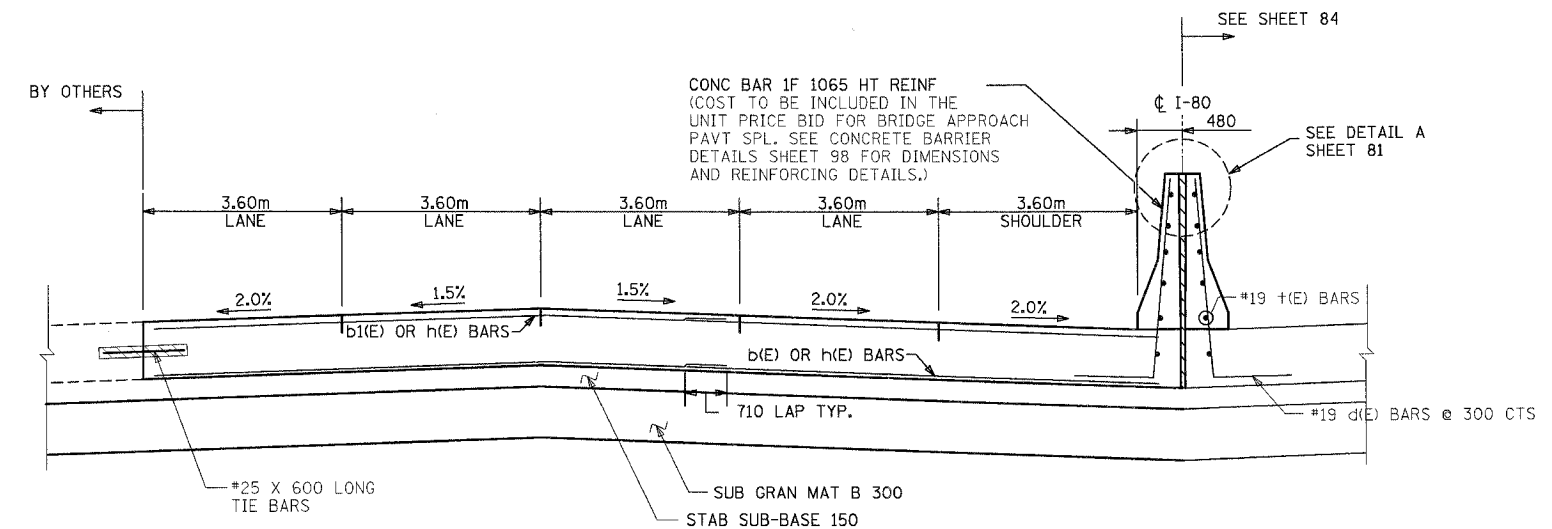
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**TENG**  
TENGG & ASSOCIATES, INC.  
ENGINEERS/ARCHITECTS/PLANNERS  
CHICAGO, ILLINOIS

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94		COOK	631	85
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
(2425 & 2626) R-2		CONTRACT NO. 62111		



**BILL OF MATERIALS**  
EB STAGE I Sta. 6+739.461 AT BURNHAM AVE.

Bar	No.	Size #	Length (m)	Shape
a (E)	124	29	8.93	○
a <sub>1</sub> (E)	62	16	8.85	—
a <sub>2</sub> (E)	62	13	2.06	—
a <sub>3</sub> (E)	62	13	1.70	—
b (E)	62	16	14.30	—
b <sub>1</sub> (E)	18	13	14.30	—
h (E)	48	16	14.30	—
d (E)	31	19	1.81	—
+ (E)	6	19	8.90	—

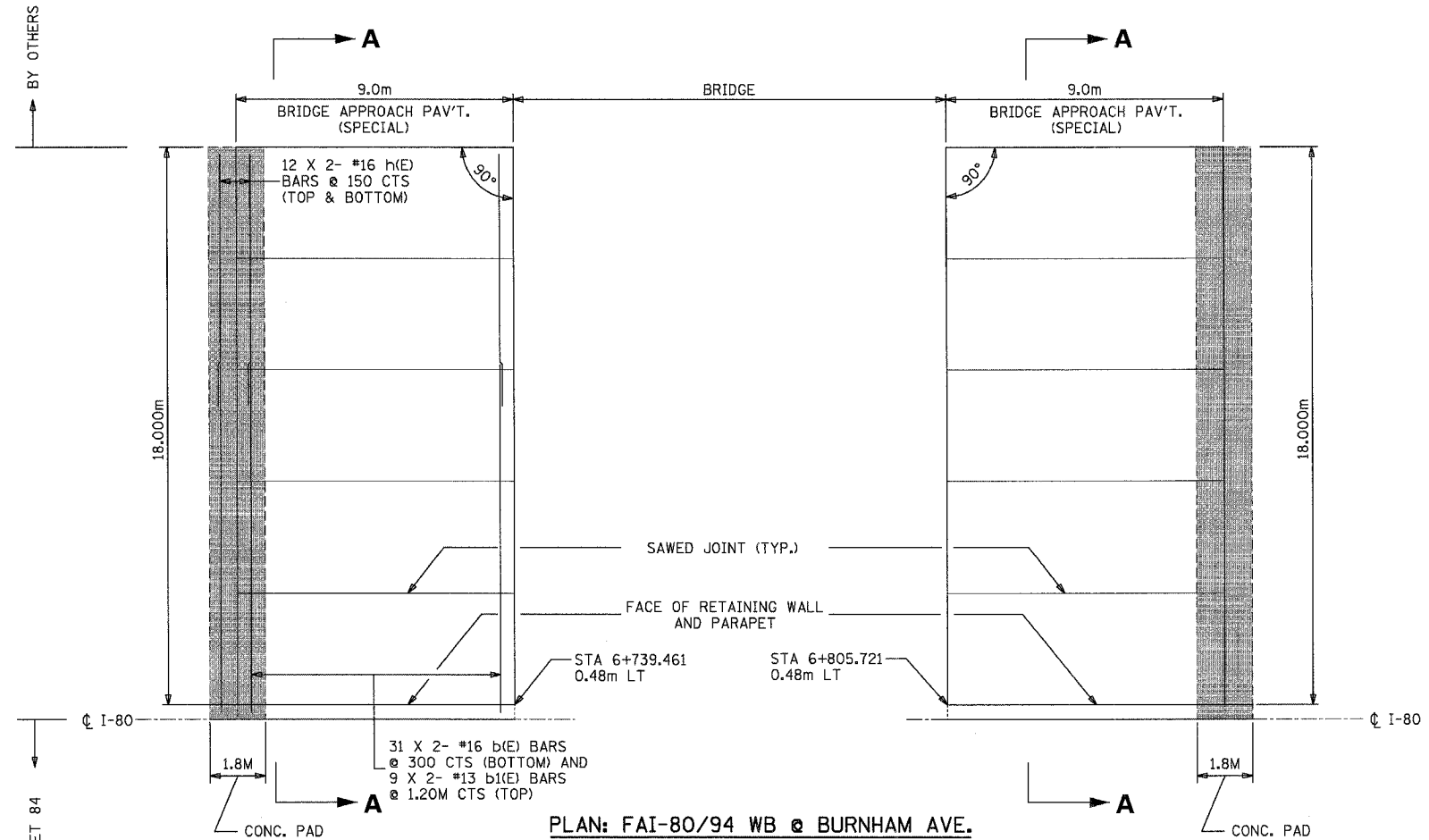
Item	Unit	Total
* Concrete Structures	Cu M	64.0
* Reinforcement Bars, Epoxy Coated	Kg	8770
* Preformed Joint Seal	Meter	18.5
* Polyethylene Bond Breaker	Sq M	33.2
* Concrete Pad	Sq M	33.2
* Bridge Approach Pavement (Special)	Sq M	166.3
* Tie Bars	Each	16

**BILL OF MATERIALS**  
EB STAGE I Sta. 6+805.721 AT BURNHAM AVE.

Bar	No.	Size #	Length (m)	Shape
a (E)	124	29	8.93	○
a <sub>1</sub> (E)	62	16	8.85	—
a <sub>2</sub> (E)	62	13	2.06	—
a <sub>3</sub> (E)	62	13	1.70	—
b (E)	62	16	14.30	—
b <sub>1</sub> (E)	18	13	14.30	—
h (E)	48	16	14.30	—
d (E)	31	19	1.81	—
+ (E)	6	19	8.90	—

Item	Unit	Total
* Concrete Structures	Cu M	64.0
* Reinforcement Bars, Epoxy Coated	Kg	8770
* Preformed Joint Seal	Meter	18.5
* Polyethylene Bond Breaker	Sq M	33.2
* Concrete Pad	Sq M	33.2
* Bridge Approach Pavement (Special)	Sq M	166.3
* Tie Bars	Each	16

\* ITEM INCLUDED IN THE COST OF BRIDGE APPROACH PAVEMENT (SPECIAL).



- NOTES:**
- ALL DIMENSIONS ARE IN MILLIMETERS (MM) UNLESS OTHERWISE NOTED.
  - ALL REINFORCING BARS SHALL BE EPOXY COATED.
  - BARS INDICATED THUS: 12 X 2- #16 ETC. INDICATES 12 LINES #16 OF BARS WITH 2 LENGTHS PER LINE.
  - DETAILING NOT SHOWN ON THIS SHEET SHALL CONFORM TO STATE STANDARD 420401 (BRIDGE APPROACH PAVEMENT).
  - THE UNIT PRICE BID FOR BRIDGE APPROACH PAVEMENT (SPECIAL) SHALL INCLUDE TIE BARS, PREFORMED JOINT SEAL, POLYETHYLENE BOND BREAKER, REINFORCEMENT BARS, THE CONCRETE PAD (INCLUDING REINFORCEMENT AND EXCAVATION), CONCRETE BARRIERS (INCLUDING ALL CONCRETE AND REINFORCEMENT), AND ALL OTHER ITEMS NECESSARY TO COMPLETE THIS ITEM OF WORK.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
COOK COUNTY

**ROADWAY DETAILS**  
**BRIDGE APPROACH PAV'T (SPECIAL)**  
**I-80/94 WB @ BURNHAM AVE.**

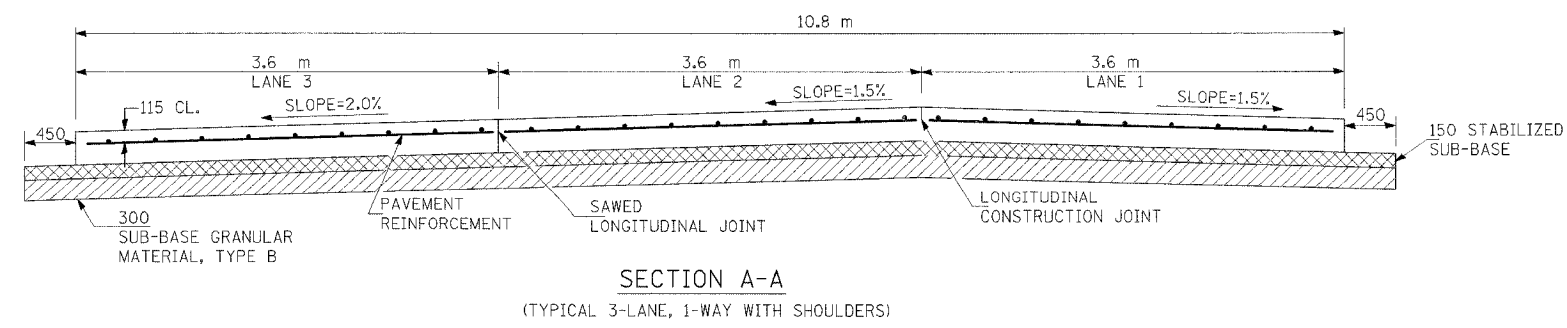
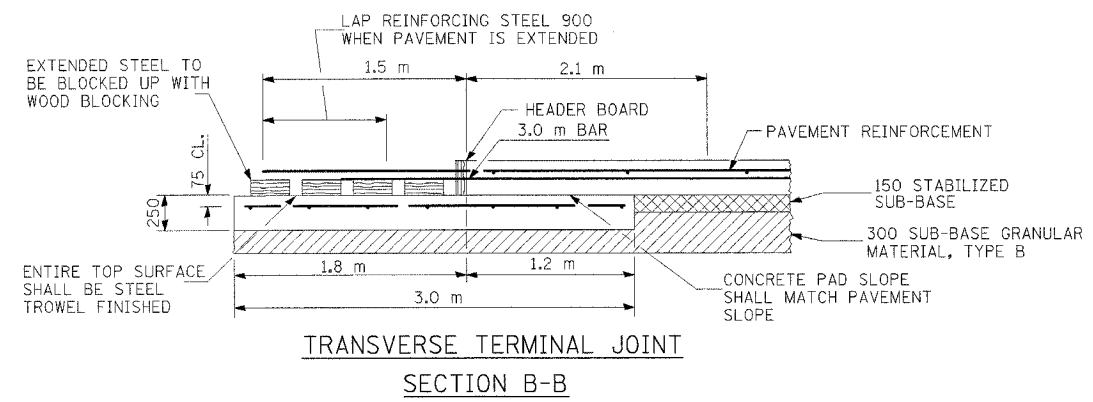
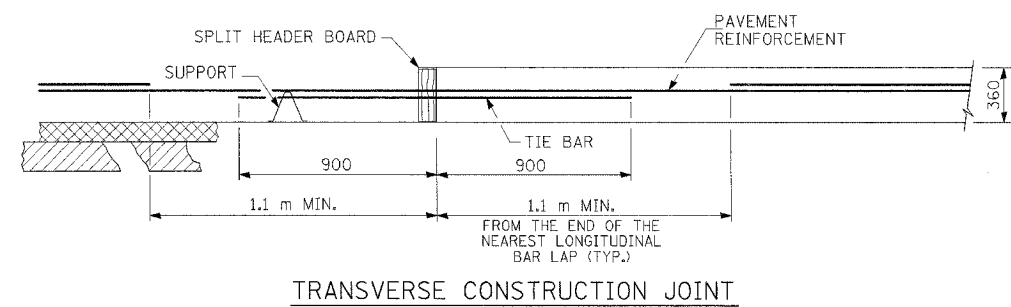
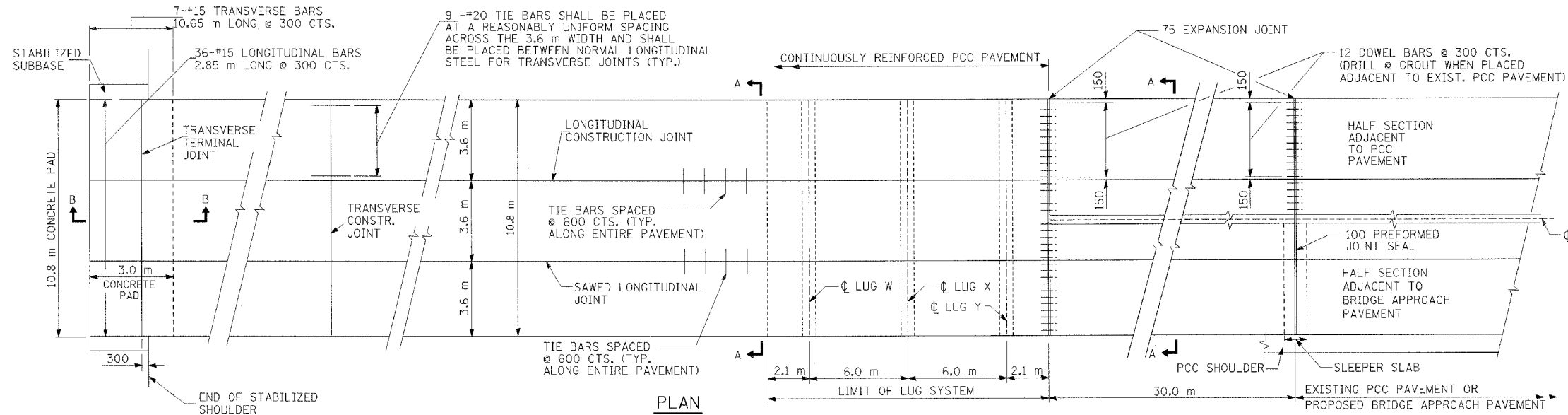
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**TENG**  
TENG & ASSOCIATES, INC.  
ENGINEERS/ARCHITECTS/PLANNERS  
CHICAGO, ILLINOIS

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	86
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (2425 & 2626) R-2			CONTRACT NO. 62111	



- NOTES:**
- ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
  - THIS SHEET SHALL BE FOLLOWED FOR GENERAL DETAILS ONLY. FOR DIMENSIONS OF LUG SYSTEM COMPLETE - 14.4 METER SEE SHEETS NO. 3 OF 7, 4 OF 7, 6 OF 7 AND 7 OF 7, AND FOR DIMENSIONS OF LUG SYSTEM COMPLETE - 15.0 METER SEE SHEET 2 OF 7, AND FOR DIMENSIONS OF LUG SYSTEM COMPLETE - 21.6 METER SEE SHEET 5 OF 7.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY

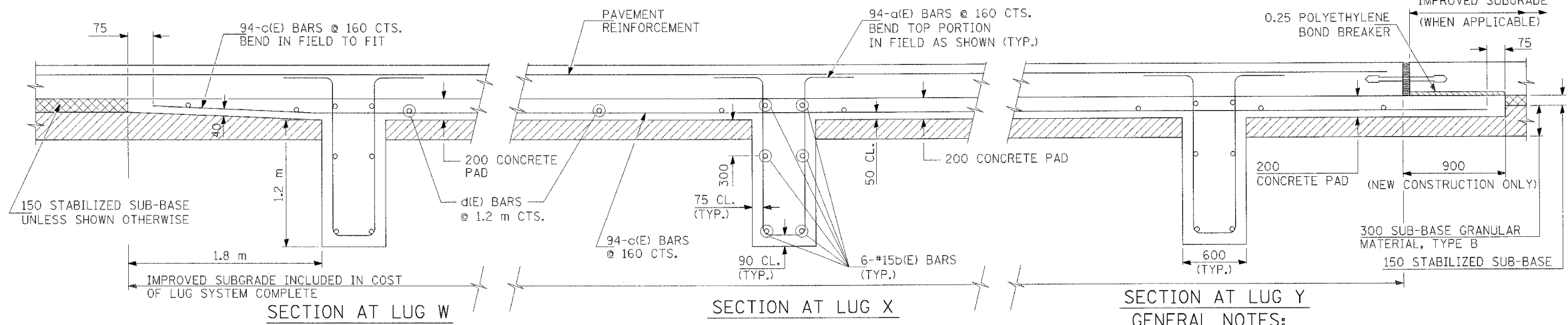
**ROADWAY DETAILS  
 CRC PAVEMENT W/LUG SYSTEM  
 (SHEET 1 OF 9)**

SCALE: DATE: 9/13/05  
 DRAWN BY: JFS  
 CHECKED BY: GJF

**TENG**  
 TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	87
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (2425 & 2626) R-2		CONTRACT NO. 62111		

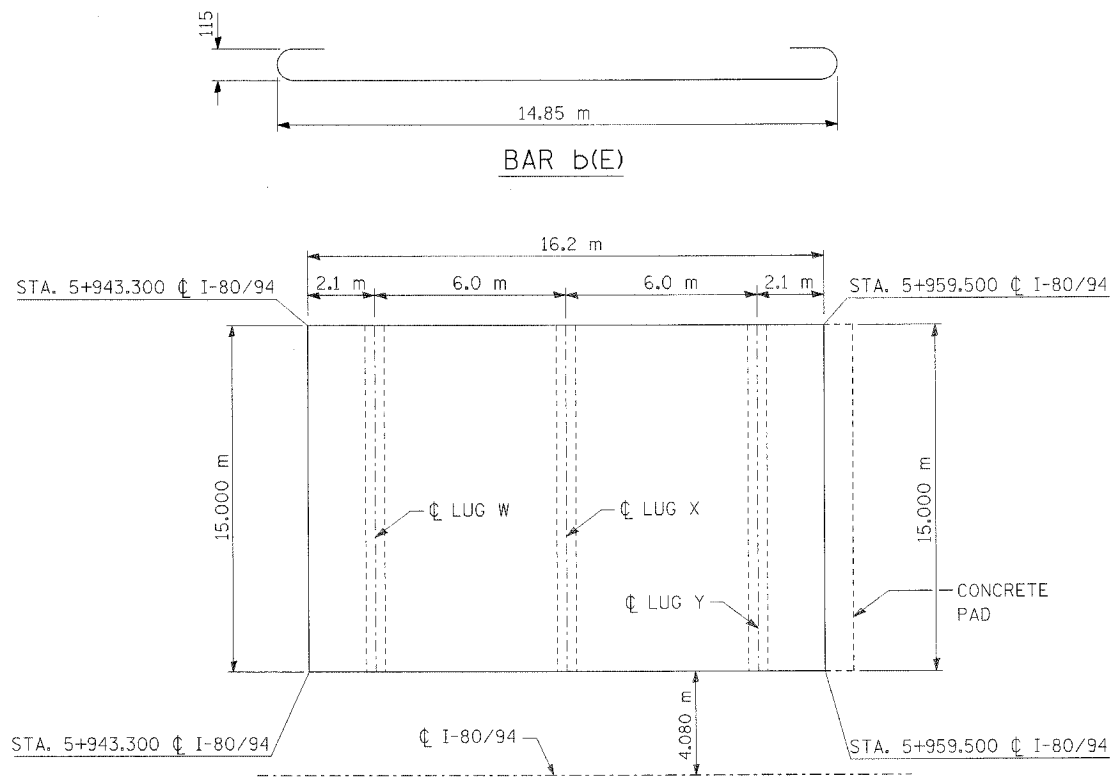
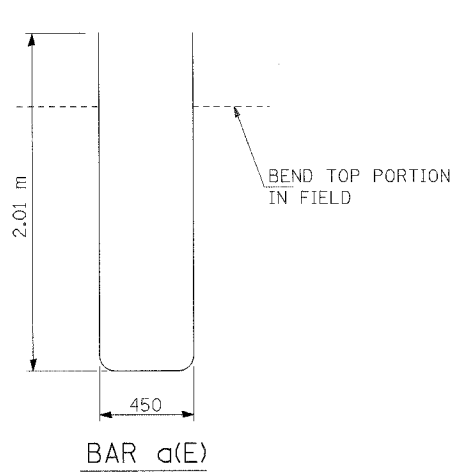


**SECTION AT LUG W**  
**SECTION AT LUG X**  
**SECTION AT LUG Y**  
**GENERAL NOTES:**

1. DETAILS SHOWN IN SECTION B-B SHALL APPLY AT THE END OF THE CONSTRUCTION SECTION. THE 250mm REINFORCED CONCRETE PAD, HEADER BOARD, WOOD BLOCKING AND THE 1.5m OF EXTENDED PAVEMENT REINFORCEMENT SHALL BE INCLUDED IN THE UNIT PRICE BID EACH FOR THE "TRANSVERSE TERMINAL JOINT COMPLETE" OF THE PAVEMENT WIDTH AS SHOWN ON THE PLANS.
2. EXPANSION JOINTS AND EXTRA REINFORCEMENT IN THE PAVEMENT OVER CONCRETE PADS AND AT TRANSVERSE CONSTRUCTION JOINTS SHALL BE INCLUDED IN THE PRICE BID FOR "C.R.P.C.C. PAVEMENT".
3. WHEN THE CONTRACTOR PLACES THE REINFORCEMENT USING A METHOD WHICH REQUIRES THE TIE BARS FOR THE LONGITUDINAL JOINT TO BE PLACED ABOVE THE LONGITUDINAL REINFORCEMENT BARS, THE FIRST THREE LONGITUDINAL BARS ON EITHER SIDE OF THE JOINT SHALL BE PLACED SUCH THAT THE TIE BARS WILL BE AT THE NEUTRAL AXIS.
4. CONCRETE FOR THE LUGS SHALL BE EITHER CLASS SI OR PORTLAND CEMENT PAVEMENT, IT SHALL BE PLACED IN TRENCH TO THE NEAT LINES AS SHOWN. FORMS WILL NOT BE PERMITTED. THE CONCRETE IN THE LUGS/ CONCRETE PADS SHALL BE CURED IN ACCORDANCE WITH THE METHODS SPECIFIED FOR FOOTINGS IN ARTICLE 1020.13 OF THE STANDARD SPECIFICATIONS EXCEPT THAT MEMBRANE CURING WILL NOT BE PERMITTED FOR THE LUGS.
5. SEE STANDARD 420001 FOR DETAILS OF SAWED LONGITUDINAL JOINTS AND TIE BARS NOT SHOWN.
6. ALL REINFORCEMENT SHALL BE EPOXY COATED.
7. JOINT MAY BE TOOLED OR SAWCUT.
8. SAWED JOINTS SHALL BE CUT WITHIN 12 HOURS AFTER PLACING THE CONCRETE.
9. SAWED JOINTS IN THE PAVEMENT SHALL BE SEALED IMMEDIATELY AFTER SAW CUTTING WITH A HOT POURED PLASTIC MATERIAL MEETING THE REQUIREMENTS OF ARTICLE 1050.02 OF THE STANDARD SPECIFICATIONS.
10. THE COST OF PROVIDING LONGITUDINAL CONSTRUCTION JOINTS, AS SHOWN, SHALL BE INCLUDED IN THE COST OF CRC PAVEMENT.
11. SEE STANDARD 421001 FOR DETAILS OF PAVEMENT REINFORCEMENT.
12. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.
13. "CRC REINFORCEMENT CHART ON STANDARD 421001 SHALL BE MODIFIED AS FOLLOWS:

PAVEMENT WIDTH	A	B	C	D
3.6M	26 SPACES (27 BARS) AT 132mm	90mm	75mm	660mm
4.2M	31 SPACES (32 BARS) AT 130mm	90mm	75mm	660mm
4.9M	35 SPACES (36 BARS) AT 135mm	95mm	85mm	660mm

THE REINFORCEMENT SHALL BE 115mm FROM THE TOP OF PAVEMENT.



**PLAN OF LUG SYSTEM COMPLETE 15.0 METER**

AS SHOWN AT STATION 5+943.3± I-80 WESTBOUND

MATERIALS REQUIRED FOR EACH LUG SYSTEM COMPLETE 15.0 METER (EXCLUDING PAVEMENT CONCRETE AND PAVEMENT REINFORCEMENT)				
Bar	No.	Size	Length	Shape
a(E)	282	No. 25	4.47 m	
b(E)	18	No. 16	15.50 m	
c(E)	282	No. 16	6.10 m	
d(E)	14	No. 13	14.85 m	
CONCRETE			32.4 m <sup>3</sup>	
REINFORCING BARS			8,320 kg	
CONCRETE PAD			216.0 m <sup>2</sup>	
IMPROVED SUBGRADE			234.0 m <sup>2</sup>	

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REVISIONS	
NAME	DATE

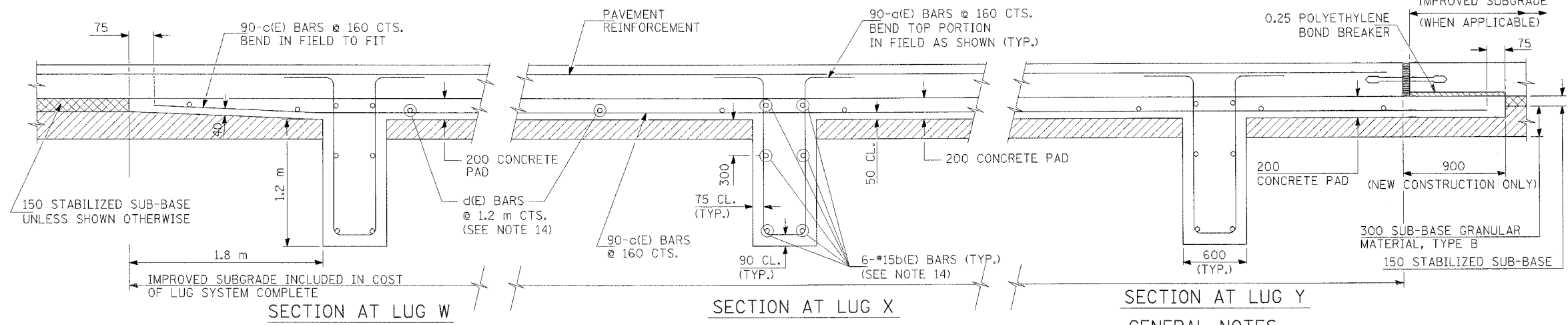
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
 COOK COUNTY

**ROADWAY DETAILS  
 CRC PAVEMENT W/LUG SYSTEM  
 (SHEET 2 OF 9)**

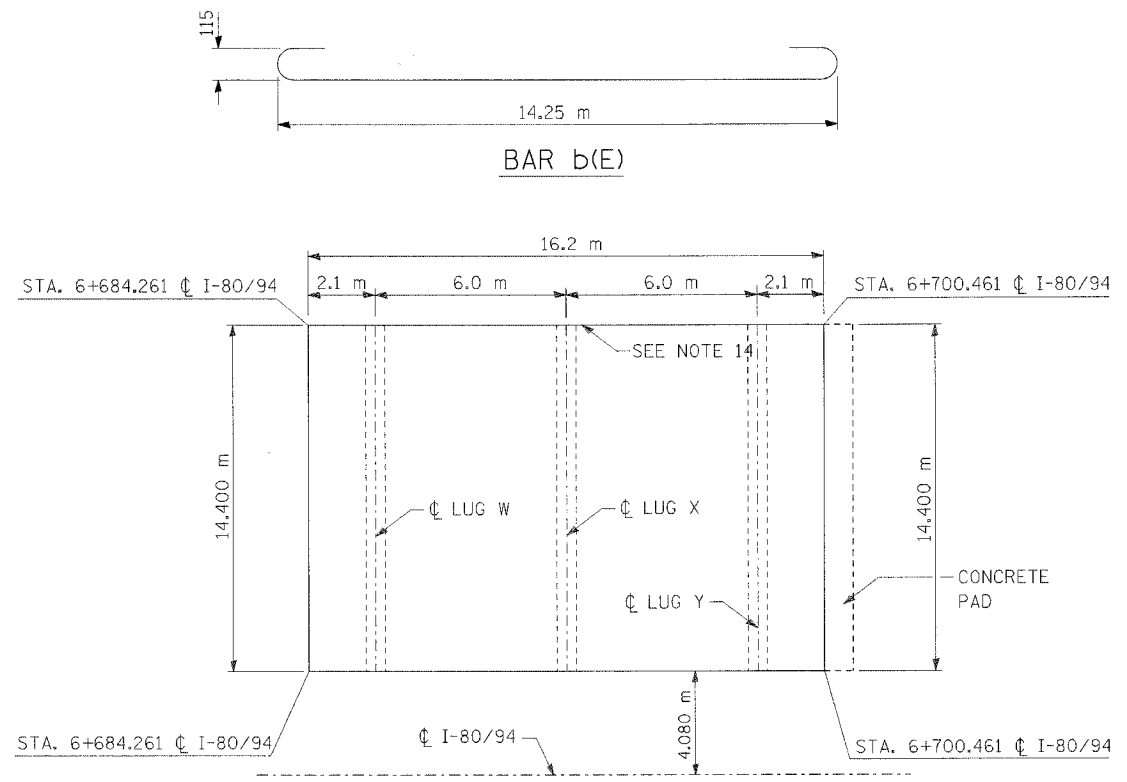
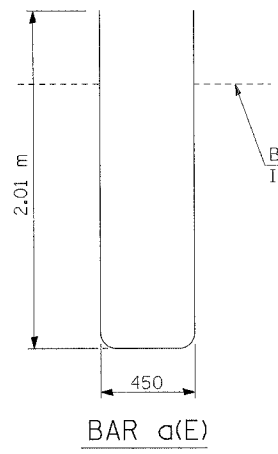
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 CHECKED BY: GJF

**TENG**  
 TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	88
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (2425 & 2626) R-2			CONTRACT NO. 62111	



- GENERAL NOTES:**
- DETAILS SHOWN IN SECTION B-B SHALL APPLY AT THE END OF THE CONSTRUCTION SECTION. THE 250mm REINFORCED CONCRETE PAD, HEADER BOARD, WOOD BLOCKING AND THE 1.5m OF EXTENDED PAVEMENT REINFORCEMENT SHALL BE INCLUDED IN THE UNIT PRICE BID EACH FOR THE "TRANSVERSE TERMINAL JOINT COMPLETE" OF THE PAVEMENT WIDTH AS SHOWN ON THE PLANS.
  - EXPANSION JOINTS AND EXTRA REINFORCEMENT IN THE PAVEMENT OVER CONCRETE PADS AND AT TRANSVERSE CONSTRUCTION JOINTS SHALL BE INCLUDED IN THE PRICE BID FOR "C.R.P.C.C. PAVEMENT".
  - WHEN THE CONTRACTOR PLACES THE REINFORCEMENT USING A METHOD WHICH REQUIRES THE TIE BARS FOR THE LONGITUDINAL JOINT TO BE PLACED ABOVE THE LONGITUDINAL REINFORCEMENT BARS, THE FIRST THREE LONGITUDINAL BARS ON EITHER SIDE OF THE JOINT SHALL BE PLACED SUCH THAT THE TIE BARS WILL BE AT THE NEUTRAL AXIS.
  - CONCRETE FOR THE LUGS SHALL BE EITHER CLASS SI OR PORTLAND CEMENT PAVEMENT. IT SHALL BE PLACED IN TRENCH TO THE NEAT LINES AS SHOWN. FORMS WILL NOT BE PERMITTED. THE CONCRETE IN THE LUGS' CONCRETE PADS SHALL BE CURED IN ACCORDANCE WITH THE METHODS SPECIFIED FOR FOOTINGS IN ARTICLE 1020.13 OF THE STANDARD SPECIFICATIONS EXCEPT THAT MEMBRANE CURING WILL NOT BE PERMITTED FOR THE LUGS.
  - SEE STANDARD 420001 FOR DETAILS OF SAWED LONGITUDINAL JOINTS AND TIE BARS NOT SHOWN.
  - ALL REINFORCEMENT SHALL BE EPOXY COATED.
  - JOINT MAY BE TOOLED OR SAWCUT.
  - SAWED JOINTS SHALL BE CUT WITHIN 12 HOURS AFTER PLACING THE CONCRETE.
  - SAWED JOINTS IN THE PAVEMENT SHALL BE SEALED IMMEDIATELY AFTER SAW CUTTING WITH A HOT Poured PLASTIC MATERIAL MEETING THE REQUIREMENTS OF ARTICLE 1050.02 OF THE STANDARD SPECIFICATIONS.
  - THE COST OF PROVIDING LONGITUDINAL CONSTRUCTION JOINTS, AS SHOWN, SHALL BE INCLUDED IN THE COST OF CRC PAVEMENT.
  - SEE STANDARD 421001 FOR DETAILS OF PAVEMENT REINFORCEMENT.
  - ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.
  - "CRC REINFORCEMENT CHART ON STANDARD 421001 SHALL BE MODIFIED AS FOLLOWS:



- SEE STANDARD 421001 FOR DETAILS OF PAVEMENT REINFORCEMENT.
  - ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.
  - "CRC REINFORCEMENT CHART ON STANDARD 421001 SHALL BE MODIFIED AS FOLLOWS:
- | PAVEMENT WIDTH | A                            | B    | C    | D     |
|----------------|------------------------------|------|------|-------|
| 3.6M           | 26 SPACES (27 BARS) AT 132mm | 90mm | 75mm | 660mm |
| 4.2M           | 31 SPACES (32 BARS) AT 130mm | 90mm | 75mm | 660mm |
| 4.9M           | 35 SPACES (36 BARS) AT 135mm | 95mm | 85mm | 660mm |
- THE REINFORCEMENT SHALL BE 115mm FROM THE TOP OF PAVEMENT

**MATERIALS REQUIRED FOR EACH LUG SYSTEM COMPLETE 14.4 METER**  
(EXCLUDING PAVEMENT CONCRETE AND PAVEMENT REINFORCEMENT)

Bar	No.	Size	Length	Shape
a(E)	270	No. 25	4.47 m	[Symbol]
b(E)	18	No. 16	14.58 m	[Symbol]
c(E)	270	No. 16	6.10 m	[Symbol]
d(E)	14	No. 13	14.25 m	[Symbol]
TIE	33	No. 15	0.90 m	[Symbol]

CONCRETE	31.1 m <sup>3</sup>
REINFORCING BARS	8,010 kg
CONCRETE PAD	207.4 m <sup>2</sup>
IMPROVED SUBGRADE	224.7 m <sup>2</sup>

**PLAN OF LUG SYSTEM COMPLETE 14.4 METER**  
AS SHOWN AT STATION 6+684.3± I-80 WESTBOUND

- GENERAL NOTES (CONTINUED):**
- BARS "b(E)" AND "d(E)" SHALL BE TIED TO 900mm LONG NO.15 TIE BARS DRILLED AND GROUTED INTO LUG SYSTEM CONSTRUCTED BY OTHERS IN CONTRACT 62110.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
COOK COUNTY

**ROADWAY DETAILS**  
**CRC PAVEMENT W/LUG SYSTEM**  
(SHEET 3 OF 9)

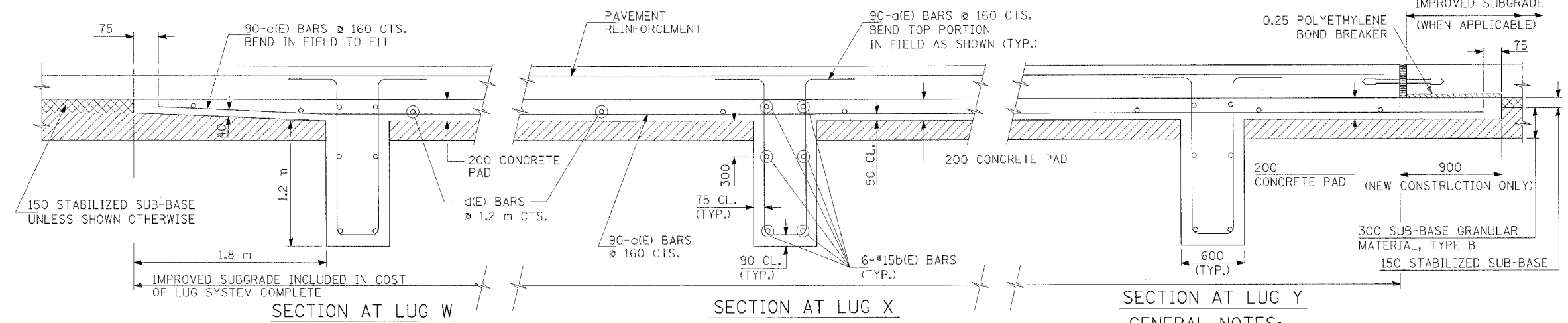
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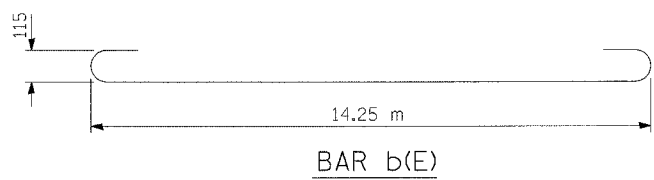
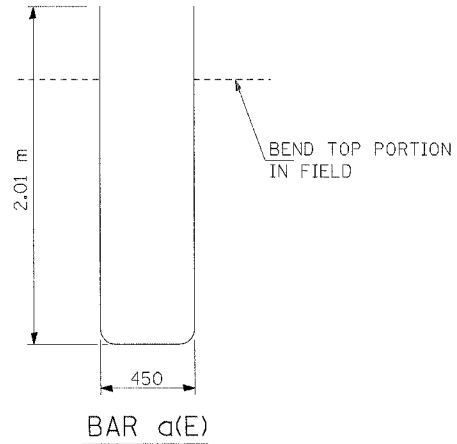
**TENG**  
TENG & ASSOCIATES, INC.  
ENGINEERS/ARCHITECTS/PLANNERS  
CHICAGO, ILLINOIS

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94		COOK	631	89
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
	(2425 & 2626) R-2	CONTRACT NO. 62111		



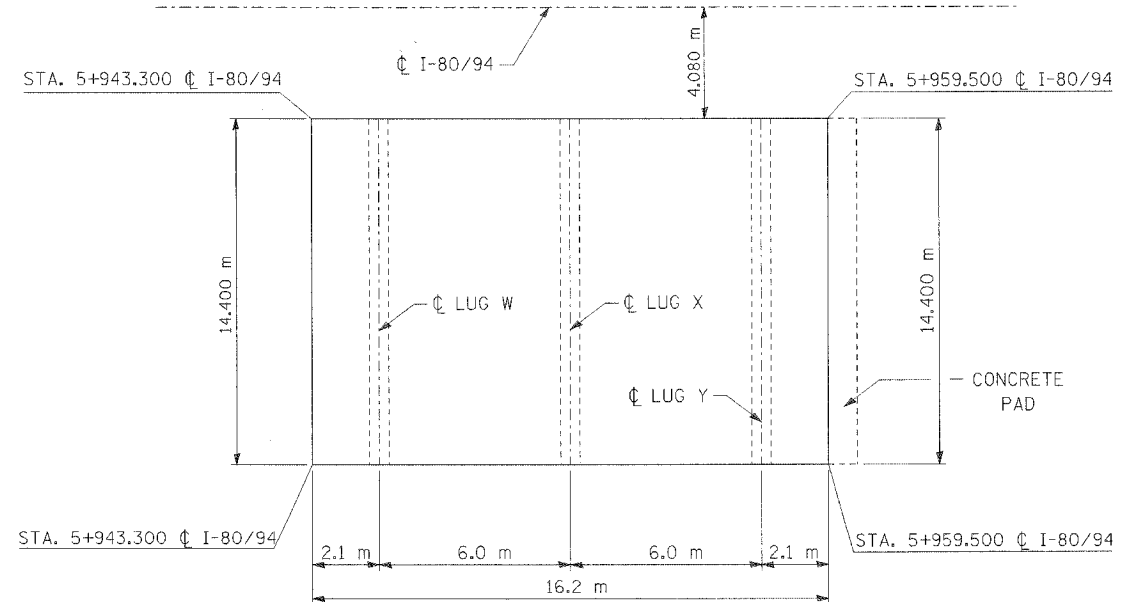
- GENERAL NOTES:**
- DETAILS SHOWN IN SECTION B-B SHALL APPLY AT THE END OF THE CONSTRUCTION SECTION. THE 250mm REINFORCED CONCRETE PAD, HEADER BOARD, WOOD BLOCKING AND THE 1.5m OF EXTENDED PAVEMENT REINFORCEMENT SHALL BE INCLUDED IN THE UNIT PRICE BID EACH FOR THE "TRANSVERSE TERMINAL JOINT COMPLETE" OF THE PAVEMENT WIDTH AS SHOWN ON THE PLANS.
  - EXPANSION JOINTS AND EXTRA REINFORCEMENT IN THE PAVEMENT OVER CONCRETE PADS AND AT TRANSVERSE CONSTRUCTION JOINTS SHALL BE INCLUDED IN THE PRICE BID FOR "C.R.P.C.C. PAVEMENT".
  - WHEN THE CONTRACTOR PLACES THE REINFORCEMENT USING A METHOD WHICH REQUIRES THE TIE BARS FOR THE LONGITUDINAL JOINT TO BE PLACED ABOVE THE LONGITUDINAL REINFORCEMENT BARS, THE FIRST THREE LONGITUDINAL BARS ON EITHER SIDE OF THE JOINT SHALL BE PLACED SUCH THAT THE TIE BARS WILL BE AT THE NEUTRAL AXIS.
  - CONCRETE FOR THE LUGS SHALL BE EITHER CLASS SI OR PORTLAND CEMENT PAVEMENT. IT SHALL BE PLACED IN TRENCH TO THE NEAT LINES AS SHOWN. FORMS WILL NOT BE PERMITTED. THE CONCRETE IN THE LUGS' CONCRETE PADS SHALL BE CURED IN ACCORDANCE WITH THE METHODS SPECIFIED FOR FOOTINGS IN ARTICLE 1020.13 OF THE STANDARD SPECIFICATIONS EXCEPT THAT MEMBRANE CURING WILL NOT BE PERMITTED FOR THE LUGS.
  - SEE STANDARD 420001 FOR DETAILS OF SAWED LONGITUDINAL JOINTS AND TIE BARS NOT SHOWN.
  - ALL REINFORCEMENT SHALL BE EPOXY COATED.
  - JOINT MAY BE TOOLED OR SAWCUT.
  - SAWED JOINTS SHALL BE CUT WITHIN 12 HOURS AFTER PLACING THE CONCRETE.
  - SAWED JOINTS IN THE PAVEMENT SHALL BE SEALED IMMEDIATELY AFTER SAW CUTTING WITH A HOT POURED PLASTIC MATERIAL MEETING THE REQUIREMENTS OF ARTICLE 1050.02 OF THE STANDARD SPECIFICATIONS.
  - THE COST OF PROVIDING LONGITUDINAL CONSTRUCTION JOINTS, AS SHOWN, SHALL BE INCLUDED IN THE COST OF CRC PAVEMENT.
  - SEE STANDARD 421001 FOR DETAILS OF PAVEMENT REINFORCEMENT.
  - ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.
  - "CRC REINFORCEMENT CHART ON STANDARD 421001 SHALL BE MODIFIED AS FOLLOWS:



**MATERIALS REQUIRED FOR EACH LUG SYSTEM COMPLETE 14.4 METER**  
(EXCLUDING PAVEMENT CONCRETE AND PAVEMENT REINFORCEMENT)

Bar	No.	Size	Length	Shape
a(E)	270	No. 25	4.47 m	
b(E)	18	No. 16	14.90 m	
c(E)	270	No. 16	6.10 m	
d(E)	14	No. 13	14.25 m	

CONCRETE	31.1 m <sup>3</sup>
REINFORCING BARS	7,970 kg
CONCRETE PAD	207.4 m <sup>2</sup>
IMPROVED SUBGRADE	224.7 m <sup>2</sup>



- THE COST OF PROVIDING LONGITUDINAL CONSTRUCTION JOINTS, AS SHOWN, SHALL BE INCLUDED IN THE COST OF CRC PAVEMENT.
- SEE STANDARD 421001 FOR DETAILS OF PAVEMENT REINFORCEMENT.
- ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.
- "CRC REINFORCEMENT CHART ON STANDARD 421001 SHALL BE MODIFIED AS FOLLOWS:

PAVEMENT WIDTH	A	B	C	D
3.6M	26 SPACES (27 BARS) AT 132mm	90mm	75mm	660mm
4.2M	31 SPACES (32 BARS) AT 130mm	90mm	75mm	660mm
4.9M	35 SPACES (36 BARS) AT 135mm	95mm	85mm	660mm

THE REINFORCEMENT SHALL BE 115mm FROM THE TOP OF PAVEMENT

**PLAN OF LUG SYSTEM COMPLETE 14.4 METER**

AS SHOWN AT STATION 5+943.3± I-80 EASTBOUND

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
COOK COUNTY

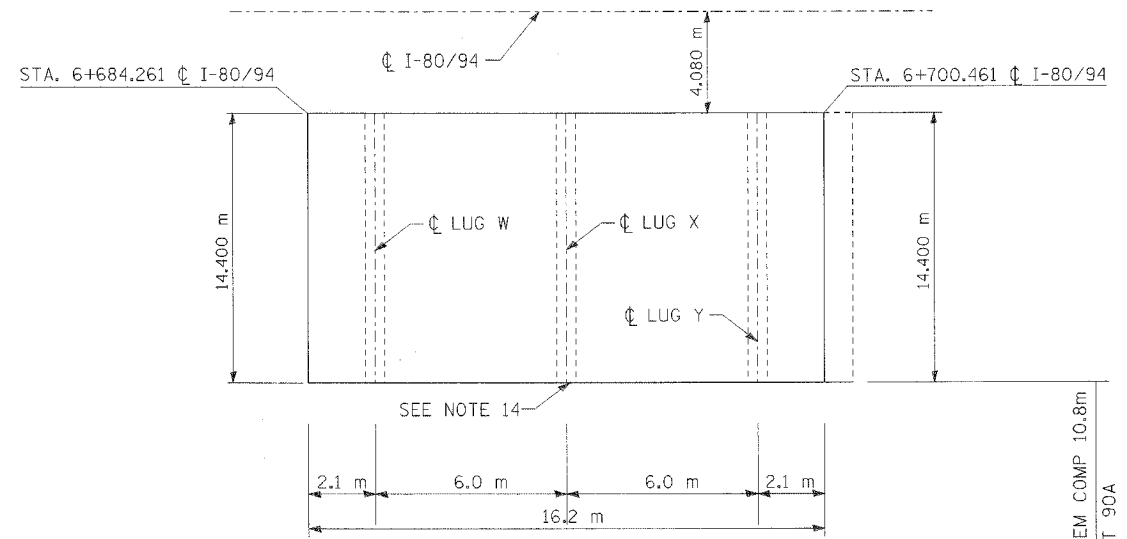
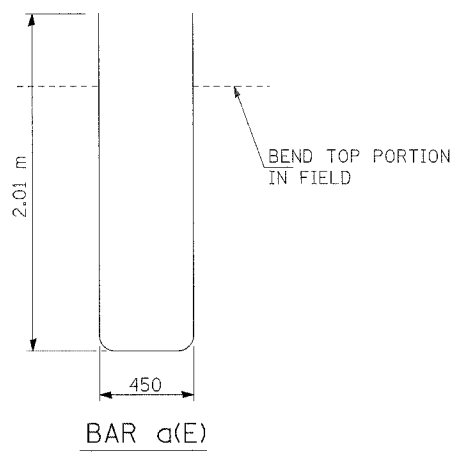
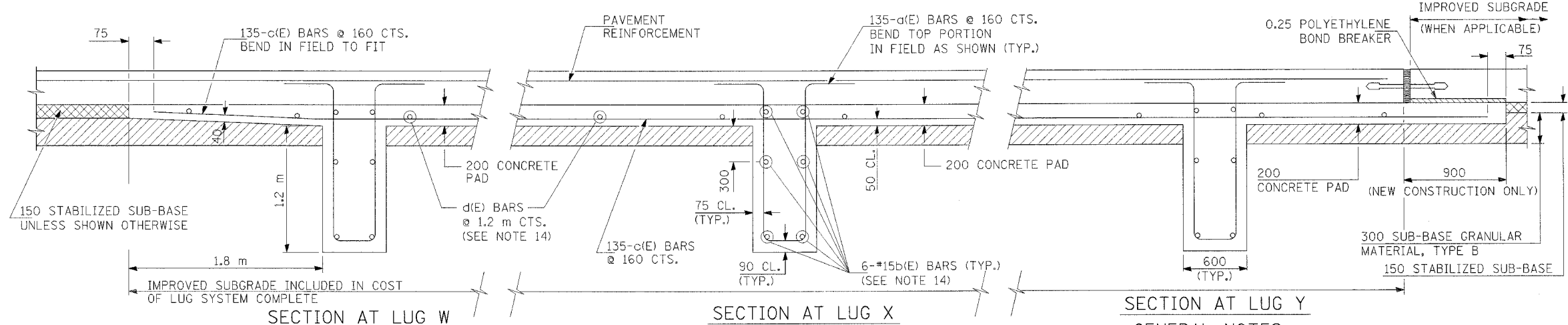
**ROADWAY DETAILS  
CRC PAVEMENT W/LUG SYSTEM  
(SHEET 4 OF 9)**

SCALE: DATE: 9/13/05  
DRAWN BY: JFS  
CHECKED BY: GJF

**TENG**  
TENG & ASSOCIATES, INC.  
ENGINEERS/ARCHITECTS/PLANNERS  
CHICAGO, ILLINOIS

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	90
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
* (2425 & 2626) R-2		CONTRACT NO. 62111		



**MATERIALS REQUIRED FOR EACH LUG SYSTEM COMPLETE 14.4 METER**  
(EXCLUDING PAVEMENT CONCRETE AND PAVEMENT REINFORCEMENT)

Bar	No.	Size	Length	Shape
a(E)	270	No. 25	4.47 m	
b(E)	18	No. 16	14.58 m	
c(E)	270	No. 16	6.10 m	
d(E)	14	No. 13	14.25 m	

CONCRETE	31.1 m <sup>3</sup>
REINFORCING BARS (SEE NOTE 14)	7,960 kg
CONCRETE PAD	207.4 m <sup>2</sup>
IMPROVED SUBGRADE	224.7 m <sup>2</sup>

- GENERAL NOTES:**
- DETAILS SHOWN IN SECTION B-B SHALL APPLY AT THE END OF THE CONSTRUCTION SECTION. THE 250mm REINFORCED CONCRETE PAD, HEADER BOARD, WOOD BLOCKING AND THE 1.5m OF EXTENDED PAVEMENT REINFORCEMENT SHALL BE INCLUDED IN THE UNIT PRICE BID EACH FOR THE "TRANSVERSE TERMINAL JOINT COMPLETE" OF THE PAVEMENT WIDTH AS SHOWN ON THE PLANS.
  - EXPANSION JOINTS AND EXTRA REINFORCEMENT IN THE PAVEMENT OVER CONCRETE PADS AND AT TRANSVERSE CONSTRUCTION JOINTS SHALL BE INCLUDED IN THE PRICE BID FOR "C.R.P.C.C. PAVEMENT".
  - WHEN THE CONTRACTOR PLACES THE REINFORCEMENT USING A METHOD WHICH REQUIRES THE TIE BARS FOR THE LONGITUDINAL JOINT TO BE PLACED ABOVE THE LONGITUDINAL REINFORCEMENT BARS, THE FIRST THREE LONGITUDINAL BARS ON EITHER SIDE OF THE JOINT SHALL BE PLACED SUCH THAT THE TIE BARS WILL BE AT THE NEUTRAL AXIS.
  - CONCRETE FOR THE LUGS SHALL BE EITHER CLASS SI OR PORTLAND CEMENT PAVEMENT, IT SHALL BE PLACED IN TRENCH TO THE NEAT LINES AS SHOWN. FORMS WILL NOT BE PERMITTED. THE CONCRETE IN THE LUGS' CONCRETE PADS SHALL BE CURED IN ACCORDANCE WITH THE METHODS SPECIFIED FOR FOOTINGS IN ARTICLE 1020.13 OF THE STANDARD SPECIFICATIONS EXCEPT THAT MEMBRANE CURING WILL NOT BE PERMITTED FOR THE LUGS.
  - SEE STANDARD 420001 FOR DETAILS OF SAWED LONGITUDINAL JOINTS AND TIE BARS NOT SHOWN.
  - ALL REINFORCEMENT SHALL BE EPOXY COATED.
  - JOINT MAY BE TOOLED OR SAWCUT.
  - SAWED JOINTS SHALL BE CUT WITHIN 12 HOURS AFTER PLACING THE CONCRETE.
  - SAWED JOINTS IN THE PAVEMENT SHALL BE SEALED IMMEDIATELY AFTER SAW CUTTING WITH A HOT POURED PLASTIC MATERIAL MEETING THE REQUIREMENTS OF ARTICLE 1050.02 OF THE STANDARD SPECIFICATIONS.
  - THE COST OF PROVIDING LONGITUDINAL CONSTRUCTION JOINTS, AS SHOWN, SHALL BE INCLUDED IN THE COST OF CRC PAVEMENT.
  - SEE STANDARD 421001 FOR DETAILS OF PAVEMENT REINFORCEMENT.
  - ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.
  - "CRC REINFORCEMENT CHART ON STANDARD 421001 SHALL BE MODIFIED AS FOLLOWS:

PAVEMENT WIDTH	A	B	C	D
3.6M	26 SPACES (27 BARS) AT 132mm	90mm	75mm	660mm
4.2M	31 SPACES (32 BARS) AT 130mm	90mm	75mm	660mm
4.9M	35 SPACES (36 BARS) AT 135mm	95mm	85mm	660mm

THE REINFORCEMENT SHALL BE 115mm FROM THE TOP OF PAVEMENT

- GENERAL NOTES (CONTINUED):**
- TRANSVERSE BARS "b(E)" AND "d(E)" SHALL BE TIED TO EXISTING TRANSVERSE BARS CONSTRUCTED IN STAGE I AS A PART OF LUG SYSTEM COMPLETE 10.8 (SEE SHEET 90A)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
COOK COUNTY

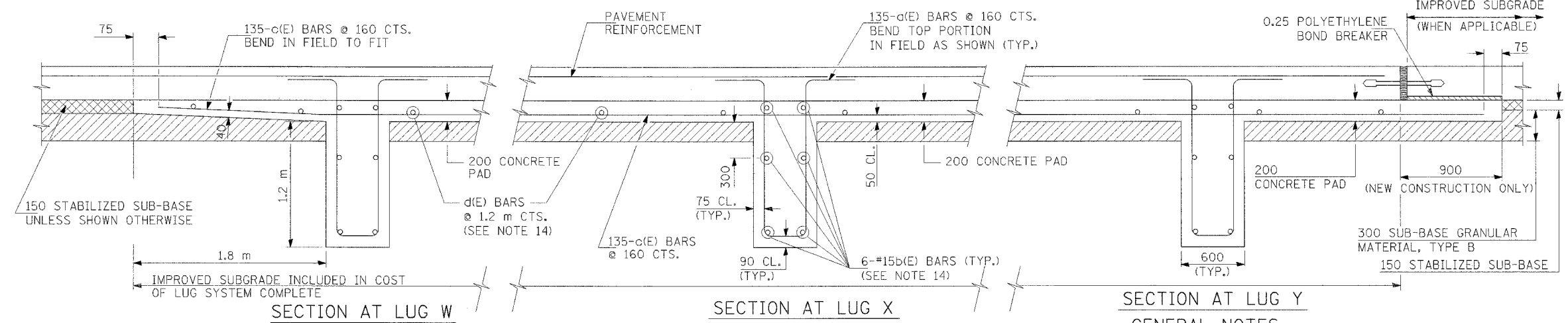
**ROADWAY DETAILS  
CRC PAVEMENT W/LUG SYSTEM  
(SHEET 5 OF 9)**

SCALE: DATE: 9/13/05  
DRAWN BY: JFS  
CHECKED BY: GJF

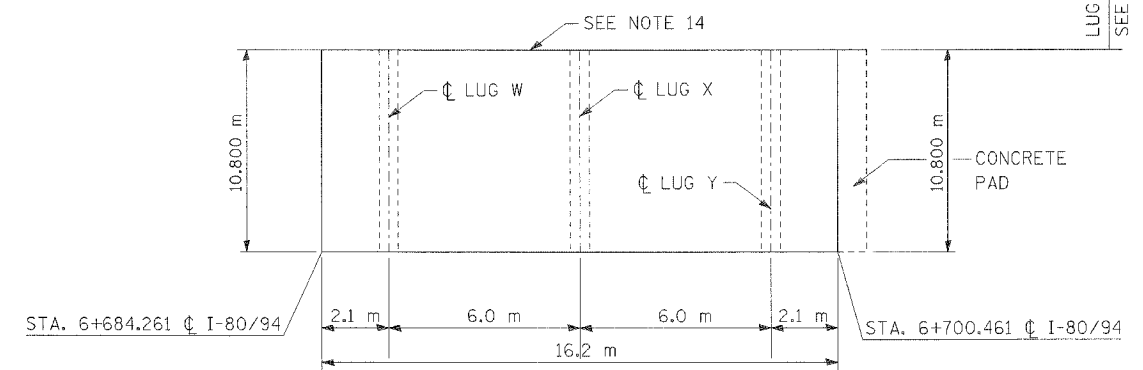
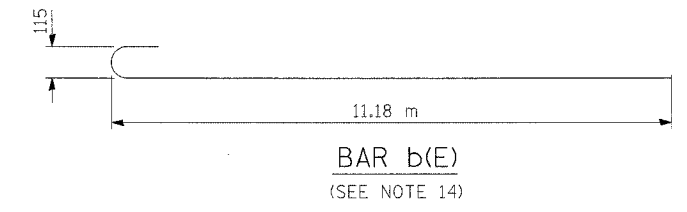
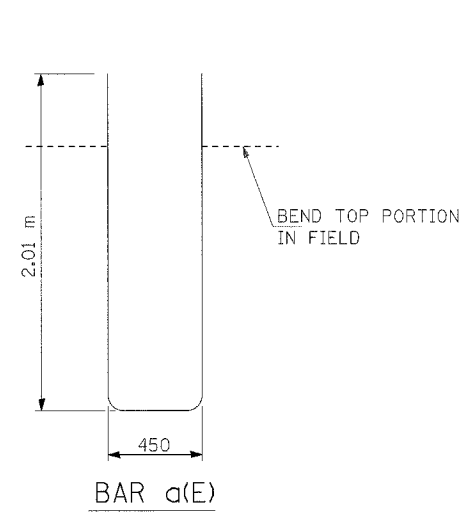
**TENG**  
TENG & ASSOCIATES, INC.  
ENGINEERS/ARCHITECTS/PLANNERS  
CHICAGO, ILLINOIS

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 135-d(E) BARS @ 160 CTS. BEND TOP PORTION IN FIELD AS SHOWN (TYP.)  
 0.25 POLYETHYLENE BOND BREAKER (WHEN APPLICABLE)  
 150 STABILIZED SUB-BASE UNLESS SHOWN OTHERWISE  
 200 CONCRETE PAD  
 d(E) BARS @ 1.2 m CTS. (SEE NOTE 14)  
 135-c(E) BARS @ 160 CTS.  
 75 CL. (TYP.)  
 90 CL. (TYP.)  
 6-#15b(E) BARS (TYP.) (SEE NOTE 14)  
 200 CONCRETE PAD  
 0.25 POLYETHYLENE BOND BREAKER (WHEN APPLICABLE)  
 200 CONCRETE PAD (NEW CONSTRUCTION ONLY)  
 300 SUB-BASE GRANULAR MATERIAL, TYPE B  
 150 STABILIZED SUB-BASE  
 1.8 m  
 1.2 m  
 75  
 300  
 50 CL.  
 600 (TYP.)  
 900  
 75  
 SECTION AT LUG W SECTION AT LUG X SECTION AT LUG Y  
 IMPROVED SUBGRADE INCLUDED IN COST OF LUG SYSTEM COMPLETE  
 IMPROVED SUBGRADE (WHEN APPLICABLE)  
 2.01 m  
 450  
 BEND TOP PORTION IN FIELD  
 BAR a(E)  
 115  
 14.25 m  
 BAR b(E) (SEE NOTE 14)  
 STA. 6+684.261 I-80/94  
 I-80/94  
 4,080 m  
 STA. 6+700.461 I-80/94  
 14,400 m  
 LUG W  
 LUG X  
 LUG Y  
 SEE NOTE 14  
 2.1 m 6.0 m 6.0 m 2.1 m  
 16.2 m  
 PLAN OF LUG SYSTEM COMPLETE 14.4 METER  
 AS SHOWN AT STATION 6+684.3± I-80 EASTBOUND  
 LUG SYSTEM COMP 10.8m  
 SEE SHEET 90A  
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 135-c(E) BARS @ 160 CTS. BEND IN FIELD TO FIT  
 135-d(E) BARS @ 160 CTS. BEND TOP PORTION IN FIELD AS SHOWN (TYP.)  
 0.25 POLYETHYLENE BOND BREAKER (WHEN APPLICABLE)  
 150 STABILIZED SUB-BASE UNLESS SHOWN OTHERWISE  
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 200 CONCRETE PAD  
 0.25 POLYETHYLENE BOND BREAKER (WHEN APPLICABLE)  
 200 CONCRETE PAD (NEW CONSTRUCTION ONLY)  
 300 SUB-BASE GRANULAR MATERIAL, TYPE B  
 150 STABILIZED SUB-BASE  
 1.8 m  
 1.2 m  
 75  
 300  
 50 CL.  
 600 (TYP.)  
 900  
 75  
 SECTION AT LUG W SECTION AT LUG X SECTION AT LUG Y  
 IMPROVED SUBGRADE INCLUDED IN COST OF LUG SYSTEM COMPLETE  
 IMPROVED SUBGRADE (WHEN APPLICABLE)  
 2.01 m  
 450  
 BEND TOP PORTION IN FIELD  
 BAR a(E)  
 115  
 14.25 m  
 BAR b(E) (SEE NOTE 14)  
 STA. 6+684.261 I-80/94  
 I-80/94  
 4,080 m  
 STA. 6+700.461 I-80/94  
 14,400 m  
 LUG W  
 LUG X  
 LUG Y  
 SEE NOTE 14  
 2.1 m 6.0 m 6.0 m 2.1 m  
 16.2 m  
 PLAN OF LUG SYSTEM COMPLETE 14.4 METER  
 AS SHOWN AT STATION 6+684.3± I-80 EASTBOUND  
 LUG SYSTEM COMP 10.8m  
 SEE SHEET 90A

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94		COOK	631	90A
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (2425 & 2626) R-2		CONTRACT NO. 62111		



- GENERAL NOTES:**
1. DETAILS SHOWN IN SECTION B-B SHALL APPLY AT THE END OF THE CONSTRUCTION SECTION. THE 250mm REINFORCED CONCRETE PAD, HEADER BOARD, WOOD BLOCKING AND THE 1.5m OF EXTENDED PAVEMENT REINFORCEMENT SHALL BE INCLUDED IN THE UNIT PRICE BID EACH FOR THE "TRANSVERSE TERMINAL JOINT COMPLETE" OF THE PAVEMENT WIDTH AS SHOWN ON THE PLANS.
  2. EXPANSION JOINTS AND EXTRA REINFORCEMENT IN THE PAVEMENT OVER CONCRETE PADS AND AT TRANSVERSE CONSTRUCTION JOINTS SHALL BE INCLUDED IN THE PRICE BID FOR "C.R.P.C.C. PAVEMENT".
  3. WHEN THE CONTRACTOR PLACES THE REINFORCEMENT USING A METHOD WHICH REQUIRES THE TIE BARS FOR THE LONGITUDINAL JOINT TO BE PLACED ABOVE THE LONGITUDINAL REINFORCEMENT BARS, THE FIRST THREE LONGITUDINAL BARS ON EITHER SIDE OF THE JOINT SHALL BE PLACED SUCH THAT THE TIE BARS WILL BE AT THE NEUTRAL AXIS.
  4. CONCRETE FOR THE LUGS SHALL BE EITHER CLASS SI OR PORTLAND CEMENT PAVEMENT, IT SHALL BE PLACED IN TRENCH TO THE NEAT LINES AS SHOWN. FORMS WILL NOT BE PERMITTED, THE CONCRETE IN THE LUGS' CONCRETE PADS SHALL BE CURED IN ACCORDANCE WITH THE METHODS SPECIFIED FOR FOOTINGS IN ARTICLE 1020.13 OF THE STANDARD SPECIFICATIONS EXCEPT THAT MEMBRANE CURING WILL NOT BE PERMITTED FOR THE LUGS.
  5. SEE STANDARD 420001 FOR DETAILS OF SAWED LONGITUDINAL JOINTS AND TIE BARS NOT SHOWN.
  6. ALL REINFORCEMENT SHALL BE EPOXY COATED.
  7. JOINT MAY BE TOOLED OR SAWCUT.
  8. SAWED JOINTS SHALL BE CUT WITHIN 12 HOURS AFTER PLACING THE CONCRETE.
  9. SAWED JOINTS IN THE PAVEMENT SHALL BE SEALED IMMEDIATELY AFTER SAW CUTTING WITH A HOT POURED PLASTIC MATERIAL MEETING THE REQUIREMENTS OF ARTICLE 1050.02 OF THE STANDARD SPECIFICATIONS.



**MATERIALS REQUIRED FOR EACH LUG SYSTEM COMPLETE 10.8 METER**  
(EXCLUDING PAVEMENT CONCRETE AND PAVEMENT REINFORCEMENT)

Bar	No.	Size	Length	Shape
a(E)	198	No. 25	4.25 m	
b(E)	18	No. 16	11.50 m	
c(E)	198	No. 16	6.10 m	
d(E)	14	No. 13	11.25 m	

CONCRETE	23.3 m <sup>3</sup>
REINFORCING BARS (SEE NOTE 14)	5,880 kg
CONCRETE PAD	155.5 m <sup>2</sup>
IMPROVED SUBGRADE	168.5 m <sup>2</sup>

**PLAN OF LUG SYSTEM COMPLETE 10.8 METER**  
AS SHOWN AT STATION 6+684.3± I-80 EASTBOUND

- GENERAL NOTES (CONTINUED):**
14. TRANSVERSE BARS "b(E)" AND "d(E)" SHALL OVERLAP THE NORTH EDGE OF THE LUG. TRANSVERSE BARS IN LUG SYSTEM COMPLETE 14.4 SHALL BE TIED TO THE OVERLAPPING BARS (SEE SHEET 90).

10. THE COST OF PROVIDING LONGITUDINAL CONSTRUCTION JOINTS, AS SHOWN, SHALL BE INCLUDED IN THE COST OF CRC PAVEMENT.
11. SEE STANDARD 421001 FOR DETAILS OF PAVEMENT REINFORCEMENT.
12. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.
13. "CRC REINFORCEMENT CHART ON STANDARD 421001 SHALL BE MODIFIED AS FOLLOWS:

PAVEMENT WIDTH	A	B	C	D
3.6M	26 SPACES (27 BARS) AT 132mm	90mm	75mm	660mm
4.2M	31 SPACES (32 BARS) AT 130mm	90mm	75mm	660mm
4.9M	35 SPACES (36 BARS) AT 135mm	95mm	85mm	660mm

THE REINFORCEMENT SHALL BE 115mm FROM THE TOP OF PAVEMENT

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
COOK COUNTY

**ROADWAY DETAILS  
CRC PAVEMENT W/LUG SYSTEM  
(SHEET 6 OF 9)**

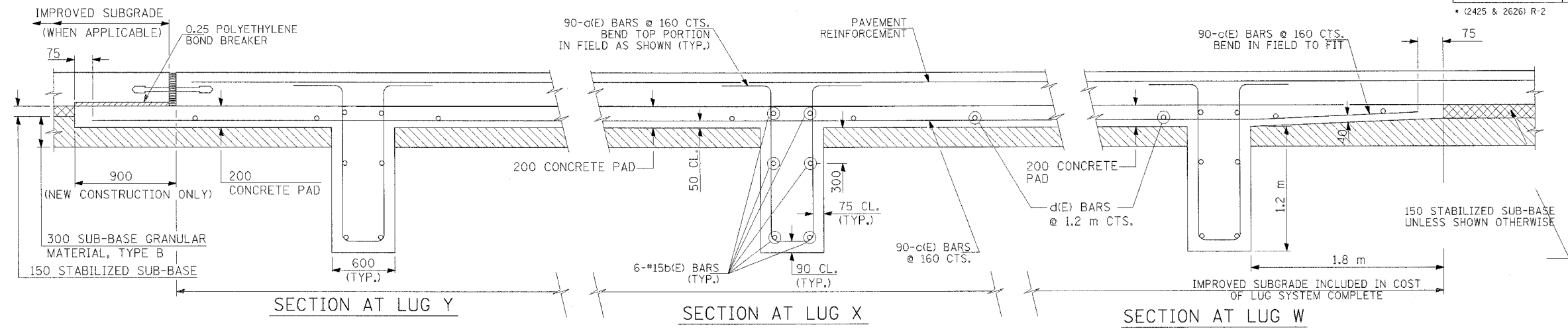
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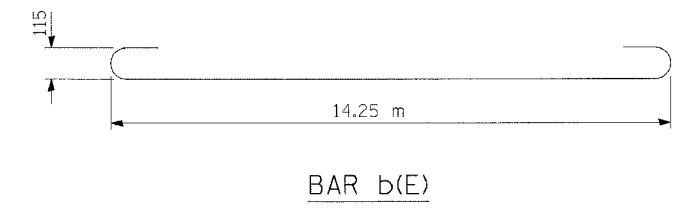
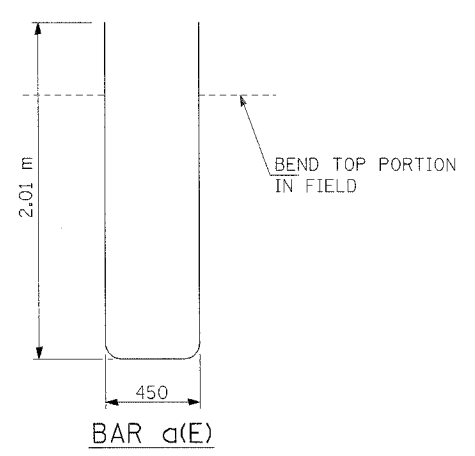
**TENG**  
TENGG & ASSOCIATES, INC.  
ENGINEERS/ARCHITECTS/PLANNERS  
CHICAGO, ILLINOIS

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	91
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (2425 & 2626) R-2		CONTRACT NO. 62111		



- GENERAL NOTES:**
1. DETAILS SHOWN IN SECTION B-B SHALL APPLY AT THE END OF THE CONSTRUCTION SECTION. THE 250mm REINFORCED CONCRETE PAD, HEADER BOARD, WOOD BLOCKING AND THE 1.5m OF EXTENDED PAVEMENT REINFORCEMENT SHALL BE INCLUDED IN THE UNIT PRICE BID EACH FOR THE "TRANSVERSE TERMINAL JOINT COMPLETE" OF THE PAVEMENT WIDTH AS SHOWN ON THE PLANS.
  2. EXPANSION JOINTS AND EXTRA REINFORCEMENT IN THE PAVEMENT OVER CONCRETE PADS AND AT TRANSVERSE CONSTRUCTION JOINTS SHALL BE INCLUDED IN THE PRICE BID FOR "C.R.P.C.C. PAVEMENT".
  3. WHEN THE CONTRACTOR PLACES THE REINFORCEMENT USING A METHOD WHICH REQUIRES THE TIE BARS FOR THE LONGITUDINAL JOINT TO BE PLACED ABOVE THE LONGITUDINAL REINFORCEMENT BARS, THE FIRST THREE LONGITUDINAL BARS ON EITHER SIDE OF THE JOINT SHALL BE PLACED SUCH THAT THE TIE BARS WILL BE AT THE NEUTRAL AXIS.
  4. CONCRETE FOR THE LUGS SHALL BE EITHER CLASS S1 OR PORTLAND CEMENT PAVEMENT, IT SHALL BE PLACED IN TRENCH TO THE NEAT LINES AS SHOWN. FORMS WILL NOT BE PERMITTED. THE CONCRETE IN THE LUGS' CONCRETE PADS SHALL BE CURED IN ACCORDANCE WITH THE METHODS SPECIFIED FOR FOOTINGS IN ARTICLE 1020.13 OF THE STANDARD SPECIFICATIONS EXCEPT THAT MEMBRANE CURING WILL NOT BE PERMITTED FOR THE LUGS.
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  9. SAWED JOINTS IN THE PAVEMENT SHALL BE SEALED IMMEDIATELY AFTER SAW CUTTING WITH A HOT POURED PLASTIC MATERIAL MEETING THE REQUIREMENTS OF ARTICLE 1050.02 OF THE STANDARD SPECIFICATIONS.
  10. THE COST OF PROVIDING LONGITUDINAL CONSTRUCTION JOINTS, AS SHOWN, SHALL BE INCLUDED IN THE COST OF CRC PAVEMENT.
  11. SEE STANDARD 421001 FOR DETAILS OF PAVEMENT REINFORCEMENT.
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  13. "CRC REINFORCEMENT CHART ON STANDARD 421001 SHALL BE MODIFIED AS FOLLOWS:

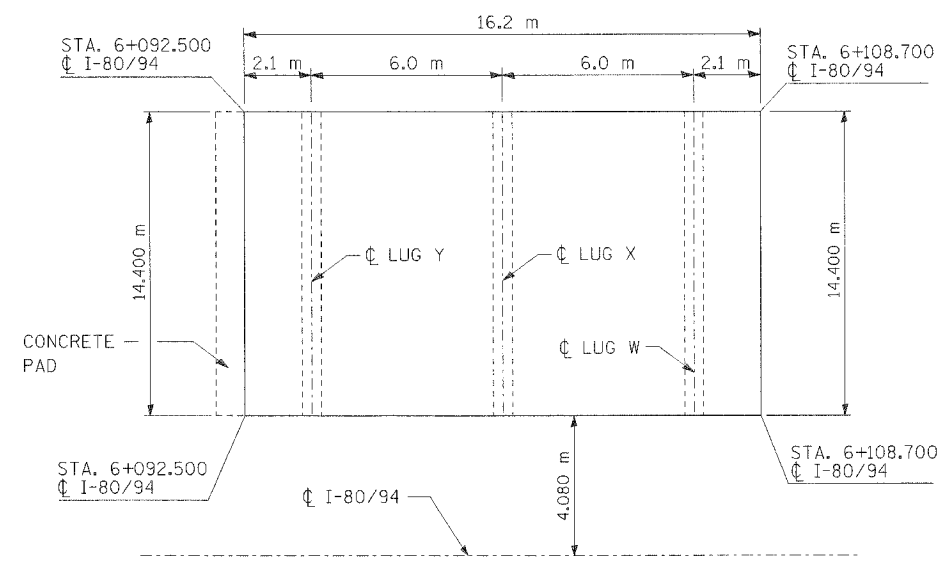


**MATERIALS REQUIRED FOR EACH LUG SYSTEM COMPLETE 14.4 METER**  
(EXCLUDING PAVEMENT CONCRETE AND PAVEMENT REINFORCEMENT)

Bar	No.	Size	Length	Shape
a(E)	270	No. 25	4.47 m	
b(E)	18	No. 16	14.90 m	
c(E)	270	No. 16	6.10 m	
d(E)	14	No. 13	14.25 m	

CONCRETE	31.1 m <sup>3</sup>
REINFORCING BARS	7,970 kg
CONCRETE PAD	207.4 m <sup>2</sup>
IMPROVED SUBGRADE	224.7 m <sup>2</sup>



THE REINFORCEMENT SHALL BE 115mm FROM THE TOP OF PAVEMENT

PAVEMENT WIDTH	A	B	C	D
3.6M	26 SPACES (27 BARS) AT 132mm	90mm	75mm	660mm
4.2M	31 SPACES (32 BARS) AT 130mm	90mm	75mm	660mm
4.9M	35 SPACES (36 BARS) AT 135mm	95mm	85mm	660mm

**PLAN OF LUG SYSTEM COMPLETE 14.4 METER**  
AS SHOWN AT STATION 6+092.5± I-80 WESTBOUND

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
COOK COUNTY

**ROADWAY DETAILS  
CRC PAVEMENT W/LUG SYSTEM  
(SHEET 7 OF 9)**

SCALE: 9/13/05  
DATE: 9/13/05

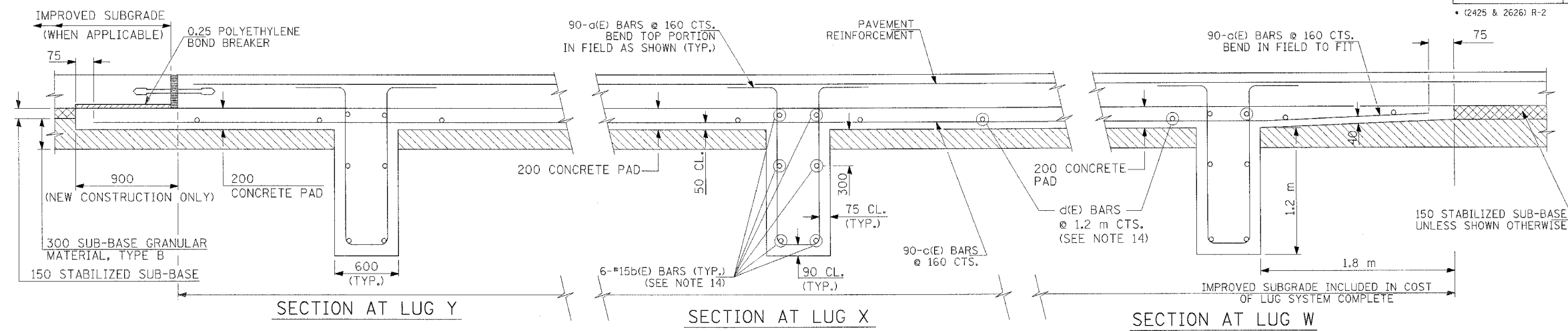
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**TENG**  
TENGG & ASSOCIATES, INC.  
ENGINEERS/ARCHITECTS/PLANNERS  
CHICAGO, ILLINOIS

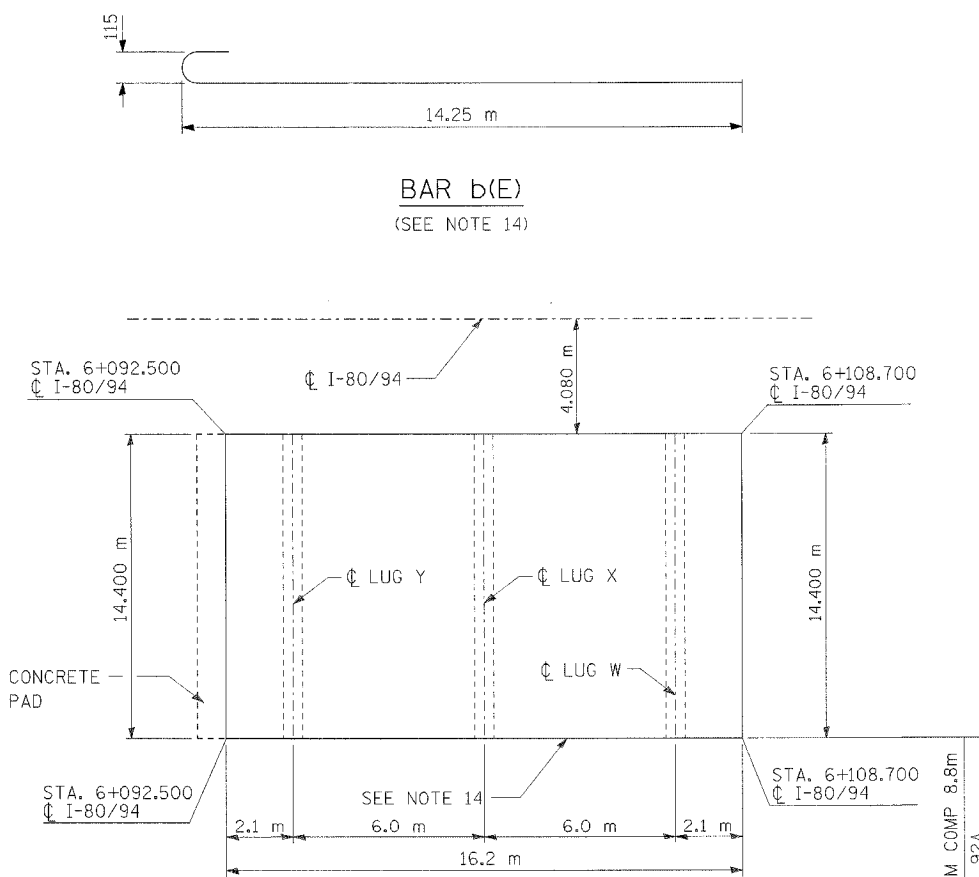
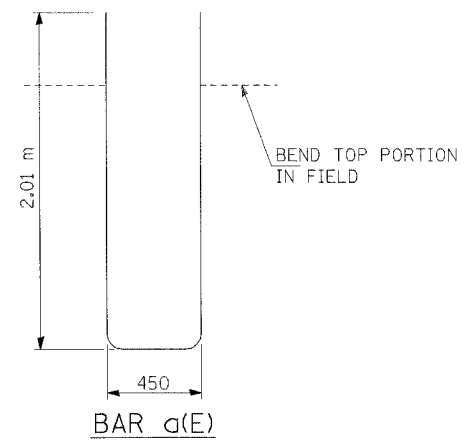
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	•	COOK	631	92
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (2425 & 2626) R-2	CONTRACT NO. 62111			



- GENERAL NOTES:**
- DETAILS SHOWN IN SECTION B-B SHALL APPLY AT THE END OF THE CONSTRUCTION SECTION. THE 250mm REINFORCED CONCRETE PAD, HEADER BOARD, WOOD BLOCKING AND THE 1.5m OF EXTENDED PAVEMENT REINFORCEMENT SHALL BE INCLUDED IN THE UNIT PRICE BID EACH FOR THE "TRANSVERSE TERMINAL JOINT COMPLETE" OF THE PAVEMENT WIDTH AS SHOWN ON THE PLANS.
  - EXPANSION JOINTS AND EXTRA REINFORCEMENT IN THE PAVEMENT OVER CONCRETE PADS AND AT TRANSVERSE CONSTRUCTION JOINTS SHALL BE INCLUDED IN THE PRICE BID FOR "C.R.P.C.C. PAVEMENT".
  - WHEN THE CONTRACTOR PLACES THE REINFORCEMENT USING A METHOD WHICH REQUIRES THE TIE BARS FOR THE LONGITUDINAL JOINT TO BE PLACED ABOVE THE LONGITUDINAL REINFORCEMENT BARS, THE FIRST THREE LONGITUDINAL BARS ON EITHER SIDE OF THE JOINT SHALL BE PLACED SUCH THAT THE TIE BARS WILL BE AT THE NEUTRAL AXIS.
  - CONCRETE FOR THE LUGS SHALL BE EITHER CLASS SI OR PORTLAND CEMENT PAVEMENT, IT SHALL BE PLACED IN TRENCH TO THE NEAT LINES AS SHOWN. FORMS WILL NOT BE PERMITTED. THE CONCRETE IN THE LUGS' CONCRETE PADS SHALL BE CURED IN ACCORDANCE WITH THE METHODS SPECIFIED FOR FOOTINGS IN ARTICLE 1020.13 OF THE STANDARD SPECIFICATIONS EXCEPT THAT MEMBRANE CURING WILL NOT BE PERMITTED FOR THE LUGS.
  - SEE STANDARD 420001 FOR DETAILS OF SAWED LONGITUDINAL JOINTS AND TIE BARS NOT SHOWN.
  - ALL REINFORCEMENT SHALL BE EPOXY COATED.
  - JOINT MAY BE TOOLED OR SAWCUT.
  - SAWED JOINTS SHALL BE CUT WITHIN 12 HOURS AFTER PLACING THE CONCRETE.
  - SAWED JOINTS IN THE PAVEMENT SHALL BE SEALED IMMEDIATELY AFTER SAW CUTTING WITH A HOT POURED PLASTIC MATERIAL MEETING THE REQUIREMENTS OF ARTICLE 1050.02 OF THE STANDARD SPECIFICATIONS.
  - THE COST OF PROVIDING LONGITUDINAL CONSTRUCTION JOINTS, AS SHOWN, SHALL BE INCLUDED IN THE COST OF CRC PAVEMENT.
  - SEE STANDARD 421001 FOR DETAILS OF PAVEMENT REINFORCEMENT.
  - ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.
  - "CRC REINFORCEMENT CHART ON STANDARD 421001 SHALL BE MODIFIED AS FOLLOWS:



**MATERIALS REQUIRED FOR EACH LUG SYSTEM COMPLETE 14.4 METER (EXCLUDING PAVEMENT CONCRETE AND PAVEMENT REINFORCEMENT)**

Bar	No.	Size	Length	Shape
a(E)	270	No. 25	4.47 m	U
b(E)	18	No. 16	14.58 m	—
c(E)	270	No. 16	6.10 m	—
d(E)	15	No. 13	14.25 m	—

CONCRETE	33.1 m <sup>3</sup>
REINFORCING BARS (SEE NOTE 14)	7,960 kg
CONCRETE PAD	207.4 m <sup>2</sup>
IMPROVED SUBGRADE	224.7 m <sup>2</sup>

PAVEMENT WIDTH	A	B	C	D
3.6M	26 SPACES (27 BARS) AT 132mm	90mm	75mm	660mm
4.2M	31 SPACES (32 BARS) AT 130mm	90mm	75mm	660mm
4.9M	35 SPACES (36 BARS) AT 135mm	95mm	85mm	660mm

THE REINFORCEMENT SHALL BE 115mm FROM THE TOP OF PAVEMENT

- GENERAL NOTES (CONTINUED):**
- TRANSVERSE BARS "b(E)" AND "d(E)" SHALL BE TIED TO EXISTING TRANSVERSE BARS CONSTRUCTED IN STAGE I AS A PART OF LUG SYSTEM COMPLETE 8.8 (SEE SHEET 92A)

**PLAN OF LUG SYSTEM COMPLETE 14.4 METER**  
AS SHOWN AT STATION 6+092.5± I-80/94 EASTBOUND

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION  
COOK COUNTY

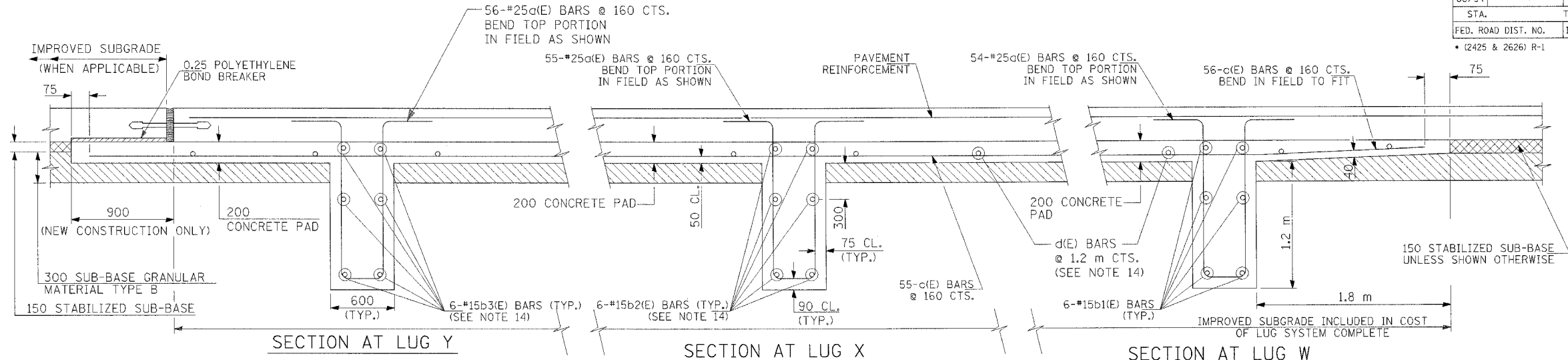
**ROADWAY DETAILS  
CRC PAVEMENT W/LUG SYSTEM  
(SHEET 8 OF 9)**

SCALE: DATE: 9/13/05  
DRAWN BY: JFS  
CHECKED BY: GJF

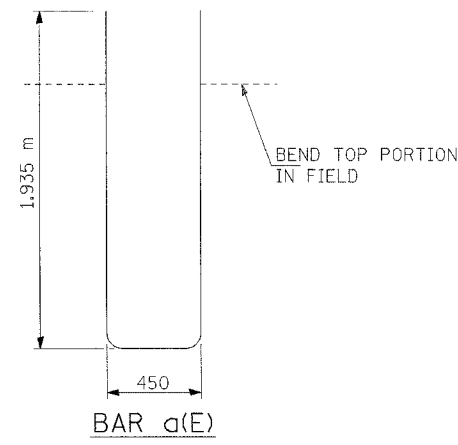
**TENG**  
TENG & ASSOCIATES, INC.  
ENGINEERS/ARCHITECTS/PLANNERS  
CHICAGO, ILLINOIS

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F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94		COOK	631	92A
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (2425 & 2626) R-1		CONTRACT NO. 62110		



- GENERAL NOTES:**
- DETAILS SHOWN IN SECTION B-B SHALL APPLY AT THE END OF THE CONSTRUCTION SECTION. THE 250mm REINFORCED CONCRETE PAD, HEADER BOARD, WOOD BLOCKING AND THE 1.5m OF EXTENDED PAVEMENT REINFORCEMENT SHALL BE INCLUDED IN THE UNIT PRICE BID EACH FOR THE "TRANSVERSE TERMINAL JOINT COMPLETE" OF THE PAVEMENT WIDTH AS SHOWN ON THE PLANS.
  - EXPANSION JOINTS AND EXTRA REINFORCEMENT IN THE PAVEMENT OVER CONCRETE PADS AND AT TRANSVERSE CONSTRUCTION JOINTS SHALL BE INCLUDED IN THE PRICE BID FOR "C.R.P.C.C. PAVEMENT".
  - WHEN THE CONTRACTOR PLACES THE REINFORCEMENT USING A METHOD WHICH REQUIRES THE TIE BARS FOR THE LONGITUDINAL JOINT TO BE PLACED ABOVE THE LONGITUDINAL REINFORCEMENT BARS, THE FIRST THREE LONGITUDINAL BARS ON EITHER SIDE OF THE JOINT SHALL BE PLACED SUCH THAT THE TIE BARS WILL BE AT THE NEUTRAL AXIS.
  - CONCRETE FOR THE LUGS SHALL BE EITHER CLASS SI OR PORTLAND CEMENT PAVEMENT, IT SHALL BE PLACED IN TRENCH TO THE NEAT LINES AS SHOWN. FORMS WILL NOT BE PERMITTED. THE CONCRETE IN THE LUGS' CONCRETE PADS SHALL BE CURED IN ACCORDANCE WITH THE METHODS SPECIFIED FOR FOOTINGS IN ARTICLE 1020.13 OF THE STANDARD SPECIFICATIONS EXCEPT THAT MEMBRANE CURING WILL NOT BE PERMITTED FOR THE LUGS.
  - SEE STANDARD 420001 FOR DETAILS OF SAWED LONGITUDINAL JOINTS AND TIE BARS NOT SHOWN.
  - ALL REINFORCEMENT SHALL BE EPOXY COATED.
  - JOINT MAY BE TOOLED OR SAWCUT.
  - SAWED JOINTS SHALL BE CUT WITHIN 12 HOURS AFTER PLACING THE CONCRETE.
  - SAWED JOINTS IN THE PAVEMENT SHALL BE SEALED IMMEDIATELY AFTER SAW CUTTING WITH A HOT POURED PLASTIC MATERIAL MEETING THE REQUIREMENTS OF ARTICLE 1050.02 OF THE STANDARD SPECIFICATIONS.
  - THE COST OF PROVIDING LONGITUDINAL CONSTRUCTION JOINTS, AS SHOWN, SHALL BE INCLUDED IN THE COST OF CRC PAVEMENT.
  - SEE STANDARD 421001 FOR DETAILS OF PAVEMENT REINFORCEMENT.
  - ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.
  - "CRC REINFORCEMENT CHART ON STANDARD 421001 SHALL BE MODIFIED AS FOLLOWS:



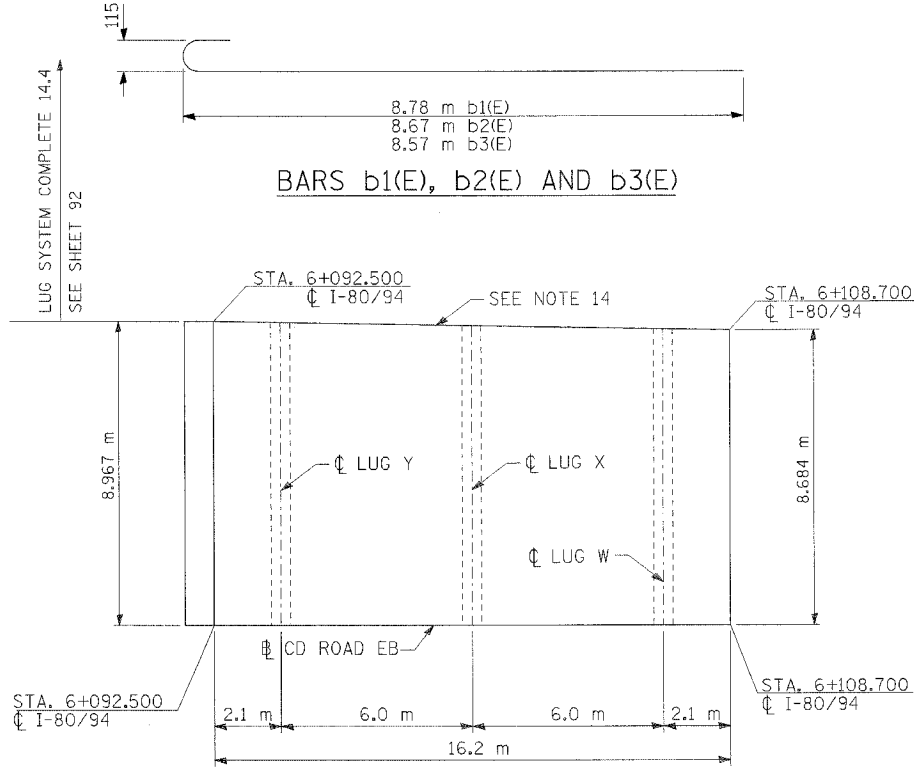
**MATERIALS REQUIRED FOR EACH LUG SYSTEM COMPLETE 8.8 METER**  
(EXCLUDING PAVEMENT CONCRETE AND PAVEMENT REINFORCEMENT)

Bar	No.	Size	Length	Shape
a(E)	168	No. 25	4.32 m	
b1(E)	6	No. 15	9.50 m	
b2(E)	6	No. 15	9.60 m	
b3(E)	6	No. 15	9.71 m	
c(E)	168	No. 15	6.10 m	
d(E)	15	No. 15	9.03 m (**)	

CONCRETE	48.9 m <sup>3</sup>
REINFORCING BARS (SEE NOTE 14)	5,420 kg
IMPROVED SUBGRADE	143.0 m <sup>2</sup>

(\*\*) LENGTH OF d(E) BARS VARIES FROM 8.78 TO 9.03. CUT BARS TO FIT IN FIELD.



**PLAN OF LUG SYSTEM COMPLETE 8.8 METER**  
AS SHOWN AT STATION 6+092.500 I-80/94 EB

- GENERAL NOTES (CONTINUED):**
- TRANSVERSE BARS "b(E)" AND "d(E)" SHALL OVERLAP THE NORTH EDGE OF THE LUG. TRANSVERSE BARS IN LUG SYSTEM COMPLETE 14.4 SHALL BE TIED TO THE OVERLAPPING BARS (SEE SHEET 92).
  - REINFORCING BARS WERE PURCHASED IN CONTRACT 62110 AND ARE STORED ON SITE NEAR THE INTERSECTION OF 175TH STREET AND RAILROAD AVENUE. THE COST TO MOVE AND INSTALL THE REINFORCING BARS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR LUG SYSTEM COMPLETE 8.8 METER.

PAVEMENT WIDTH	A	B	C	D
3.6M	26 SPACES (27 BARS) AT 132mm	90mm	75mm	660mm
4.2M	31 SPACES (32 BARS) AT 130mm	90mm	75mm	660mm
4.9M	35 SPACES (36 BARS) AT 135mm	95mm	85mm	660mm

THE REINFORCEMENT SHALL BE 115mm FROM THE TOP OF PAVEMENT

REVISIONS	
NAME	DATE

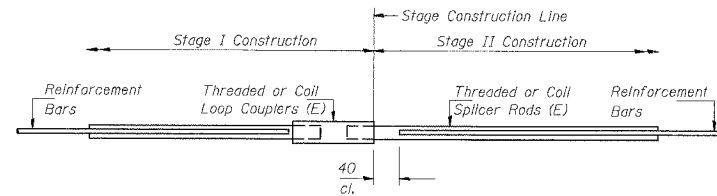
ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
EB & WB OUTSIDE LANES (MAINLINE) CONSTRUCTION  
COOK COUNTY

**ROADWAY DETAILS**  
**CRC PAVEMENT W/LUG SYSTEM**  
**(SHEET 9 OF 9)**

SCALE: DATE: 9/13/05  
DRAWN BY: JFS  
CHECKED BY: GJF

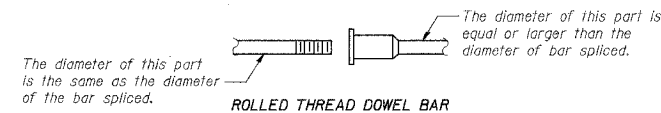
**TENG**  
TENG & ASSOCIATES, INC.  
ENGINEERS/ARCHITECTS/PLANNERS  
CHICAGO, ILLINOIS

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**BAR SPLICER ASSEMBLY DETAIL FOR STAGED LUG SYSTEM Bars "b"**

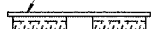
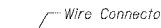
Bar Size	No. Assemblies Required	Location
#15	18	



**ROLLED THREAD DOWEL BAR**



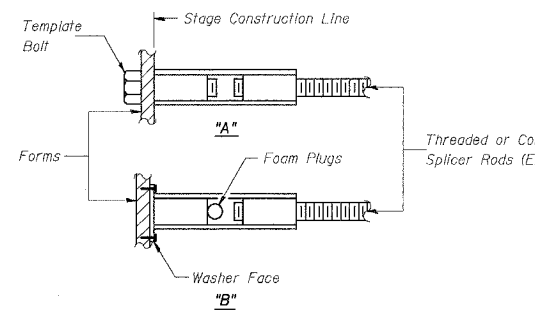
**\*\* ONE PIECE**



**WELDED SECTIONS**

**BAR SPLICER ASSEMBLY ALTERNATIVES**

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



**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 400 MPa yield strength, threaded or coiled 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:

① Minimum Capacity =  $1.25 \times 10^{-3} \times f_y \times A_s$   
 (Tension in kN)

② Minimum \*Pull-out Strength =  $1.25 \times 10^{-3} \times f_{s,allow} \times A_s$   
 (Tension in kN)

Where  $f_y$  = Yield strength of lapped reinforcement bars in MPa.

$f_{s,allow}$  = Allowable tensile stress in lapped reinforcement bars in MPa (Service Load)

$A_s$  = Tensile stress area of lapped reinforcement bars (mm<sup>2</sup>).

\* = 28 day concrete

BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kN - tension	Min. Pull-Out Strength kN - tension
#15	610 mm	100	40

Bar splicer assemblies shall be installed at the lug locations as shown on the plan details for the staged lug systems.

When the second stage of the lug system is to be completed in a separate contract, the Contractor shall deliver the remainder of the bar splicer to the IDOT Bishop Ford Maintenance Yard (708) 331-4339 for storage.

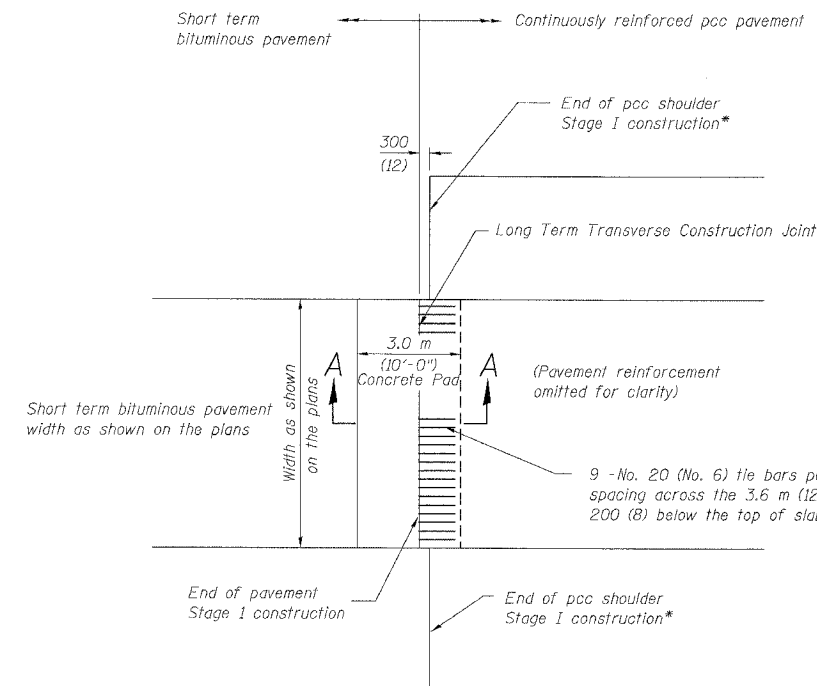
The bars shall be enclosed in a water resistant wooden container of sufficient strength to withstand the anticipated handling of the bar splicers prior to reuse at a later date. The container shall be clearly stamped for the designated location of the bar splicer use.

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, SPECIAL."

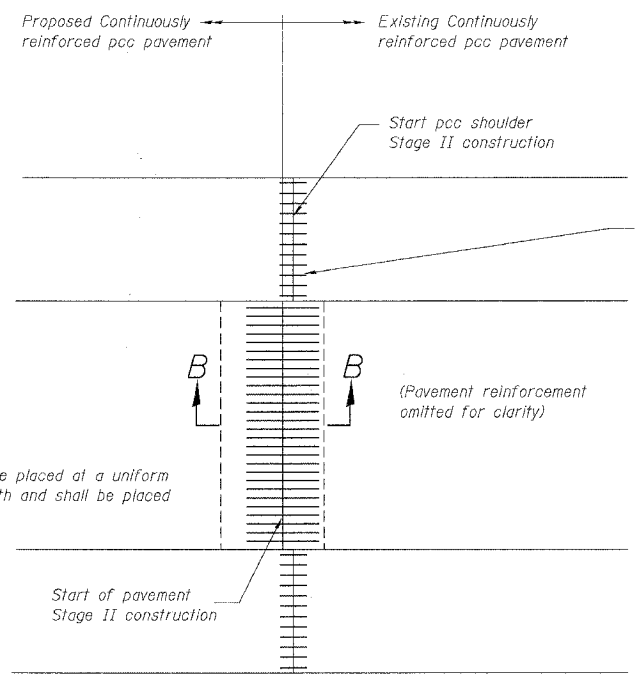
All dimensions are in millimeters (mm) except as noted.

**BAR SPLICER ASSEMBLY DETAILS**

REVISIONS	ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
	<b>BAR SPLICER ASSEMBLY DETAIL FOR LUG SYSTEM Bars b</b>
	SCALE NONE DRAWN BY ACE/CAD
	DATE 02/04 CHECKED BY
	<b>AMERICAN</b> CONSULTING ENGINEERS



**PLAN**  
(STAGE I CONSTRUCTION)



**PLAN**  
(STAGE II CONSTRUCTION)

**NOTES**

Bar splicer assemblies shall be of an IDOT approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.

Bar splicers shall be of the "coupler" type, and shall not have flanges.

Splicer rods shall be of minimum 400 MPa yield strength, threaded or coiled 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 =  $1.25 \times 10^{-3} \times f_y \times A_t$  (Tension in kN)
- Minimum \*Pull-out Strength =  $1.25 \times 10^{-3} \times f_s \text{ allow} \times A_t$  (Tension in kN)

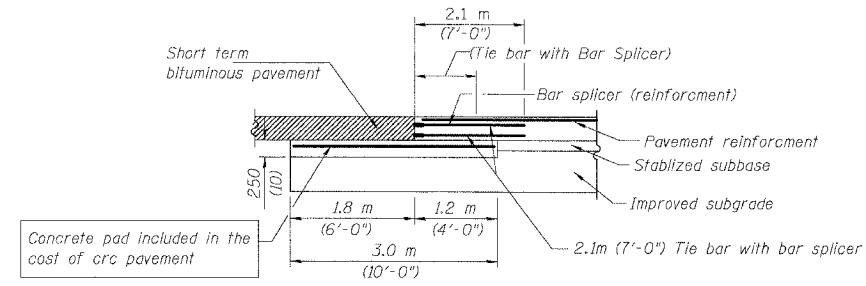
Where  $f_y$  = Yield strength of lapped reinforcement bars in MPa.  
 $f_s \text{ allow}$  = Allowable tensile stress in lapped reinforcement bars in MPa (Service Load)  
 $A_t$  = Tensile stress area of lapped reinforcement bars (mm<sup>2</sup>).  
 \* = 28 day concrete

BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kN (kips) - tension	Min. Pull-Out Strength kN (kips) - tension
#15	610 mm	100	40
#20	790 mm	150	60
#22	1.04 m	200	80
#25	1.37 m	250	100
#30	1.75 m	350	140

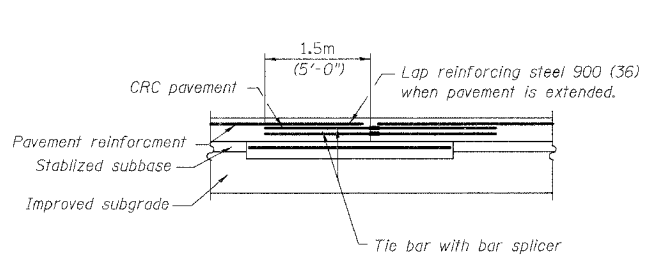
Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies for Stage I construction will be measured and paid for at the contract unit price each for "BAR SPLICERS, SPECIAL."

Stage I work will be paid for as BAR SPLICERS, SPECIAL. The concrete pad and reinforcement shall not be paid for separately but included in the cost of CONTINUOUSLY REINFORCED PORTLAND CEMENT PAVEMENT, of the thickness specified.

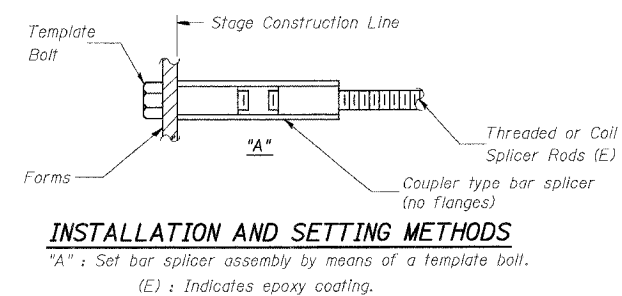
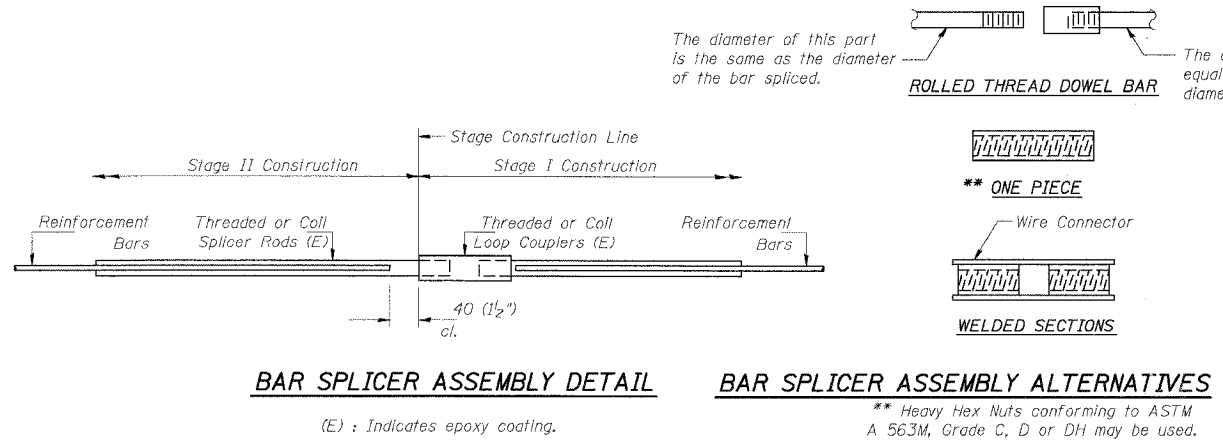
Stage II work includes obtaining, transporting the bar splicers for the second portion of the assembly from the IDOT Bishop Ford Maintenance facility (708) 331-4339, and the installation of the bar splicers, payment for this work will be included in the cost of CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT of the thickness specified. Tie bars to be drilled and grouted shall not be paid for separately but included in the cost of PORTLAND CEMENT CONCRETE SHOULDERS, of the thickness specified.



**LONG TERM TRANSVERSE CONSTRUCTION JOINT SECTION A-A**  
(STAGE I CONSTRUCTION)



**LONG TERM TRANSVERSE CONSTRUCTION JOINT SECTION B-B**  
(STAGE II CONSTRUCTION)



**GENERAL NOTES**

See Standard 421001 for details of CRC pavement reinforcement.

See Standards 420001 and 420401 for details of joints and tie bars not shown.

See Standards 421201 and 421206 for details of concrete pad and transverse terminal joint.

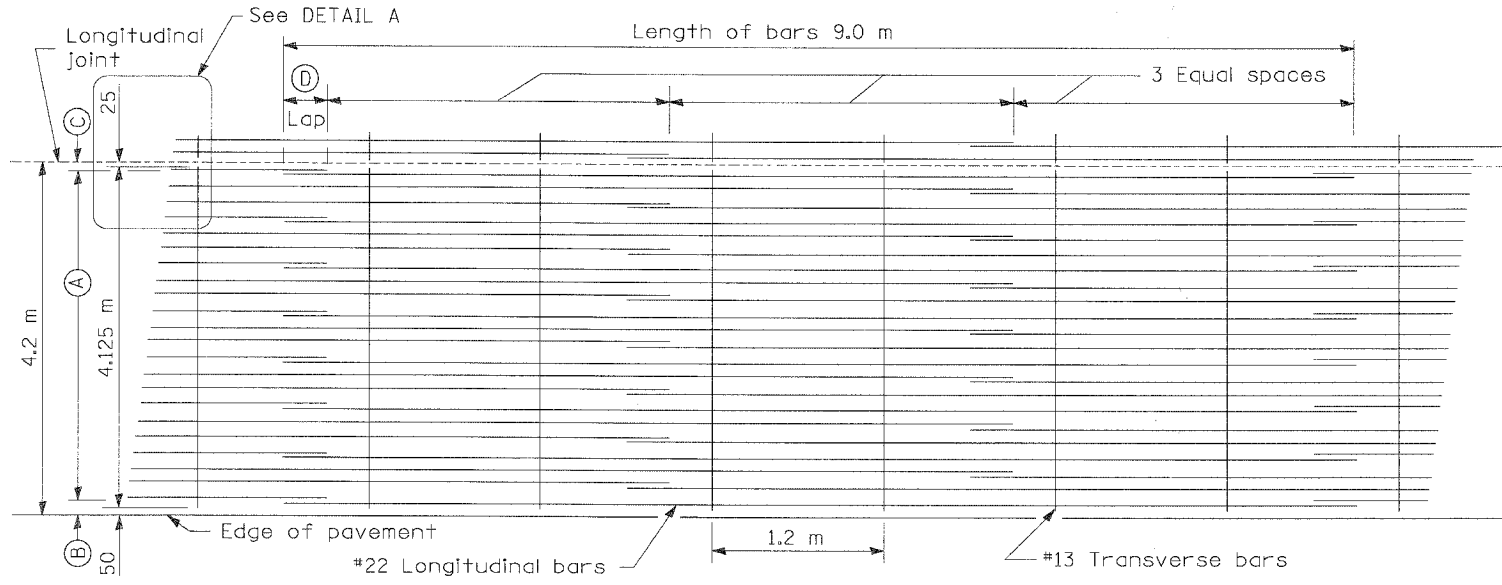
See Standard 483001 for pcc shoulder details.

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

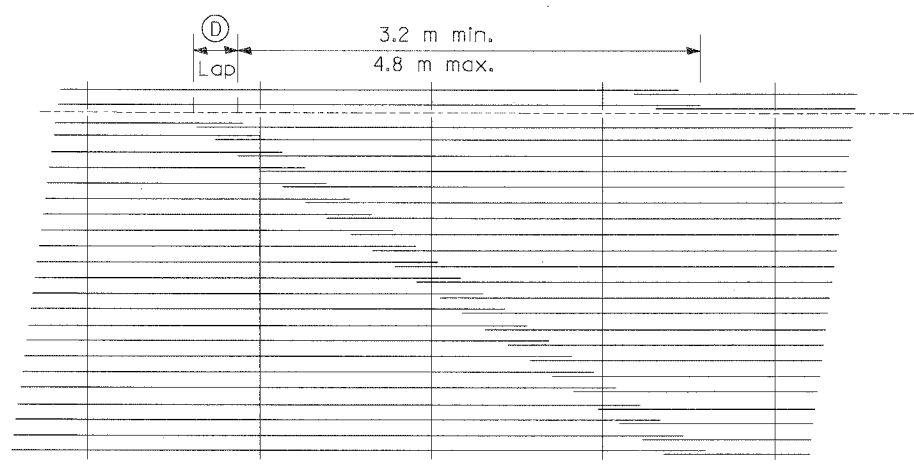
<b>REVISIONS</b> KFA 12/18/03 MDV 1/5/04		<b>ILLINOIS DEPARTMENT OF TRANSPORTATION</b> <b>F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)</b>  <b>LONG TERM TRANSVERSE CONSTRUCTION JOINT DETAILS</b>
SCALE NONE	DRAWN BY ACE/CAD	
DATE 06/03	CHECKED BY	

11/06/03/ADEN  
 9-18-2001, 10/03/27  
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 BAUTSKU  
 11/06/03/ADEN

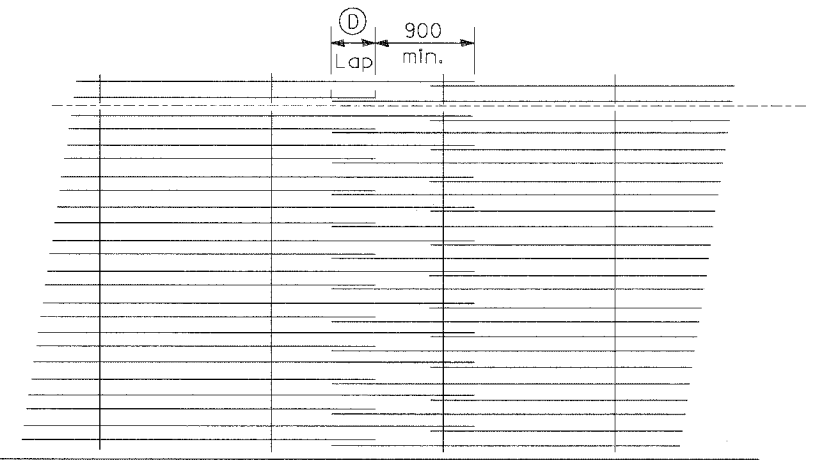
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*			631	95
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (2425 & 2626) R-2		CONTRACT NO. 62111		



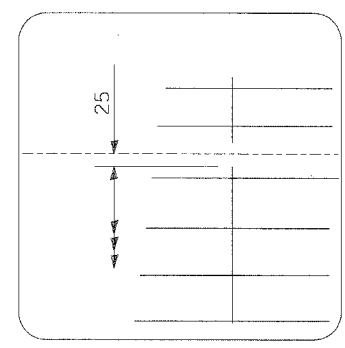
LAP DETAIL I



LAP DETAIL II



LAP DETAIL III



DETAIL A

METRIC (mm)					
Bar Size	Pavement Thickness	(A) (Approx. Spacing)	(B)	(C)	(D)
#22	360	31 spaces (32 bars) @ 130	90	75	660

**GENERAL NOTES**

Except as noted or shown, the dimensions and notes specified for LAP DETAIL I are typical for LAP DETAIL II and III.

The (B) dimension and the distance from the end of the transverse bar to the edge of pavement may be increased by 25 mm for slip form paving.

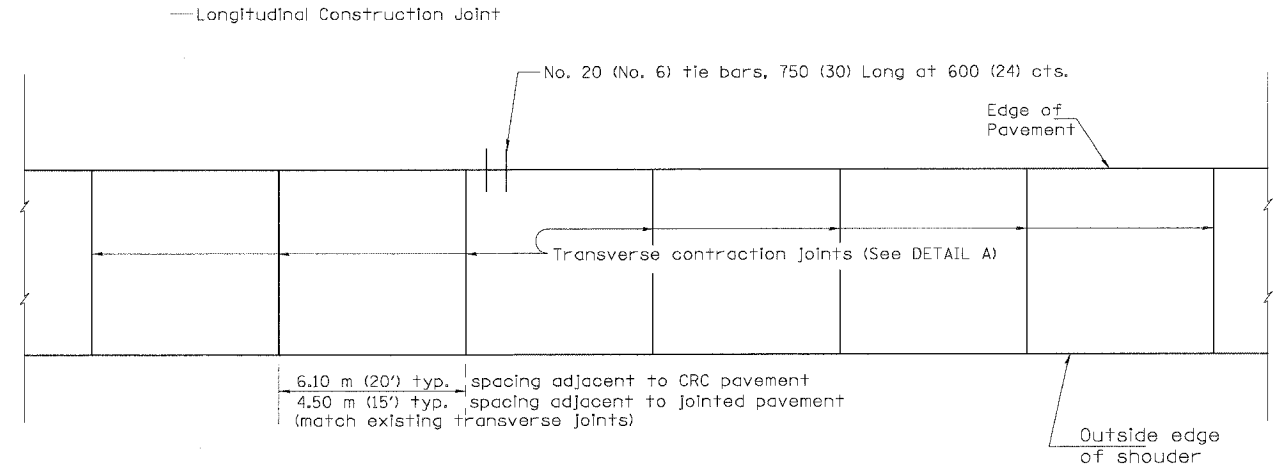
See Standard 421001 for details of pavement reinforcement for 3.6 m lane.

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

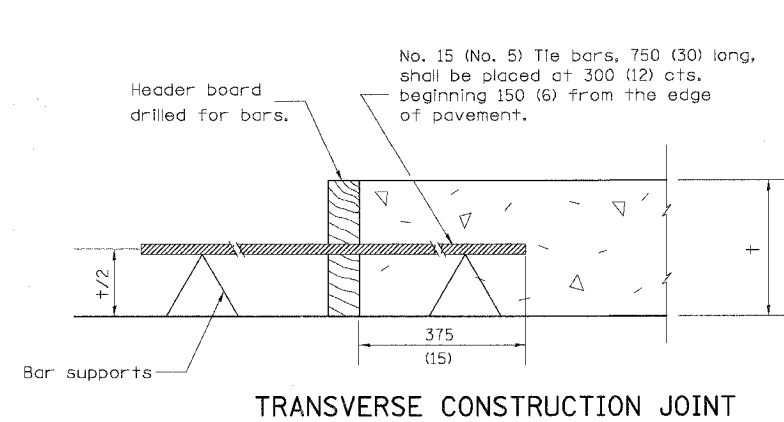
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REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY) BAR REINFORCEMENT FOR 7.8 m CRC PAVEMENT (4.2 m Lane)
NAME	DATE	
		SCALE
		DATE 01/04
		DRAWN BY ACE/CAD
		CHECKED BY
		<b>AMERICAN</b> CONSULTING ENGINEERS

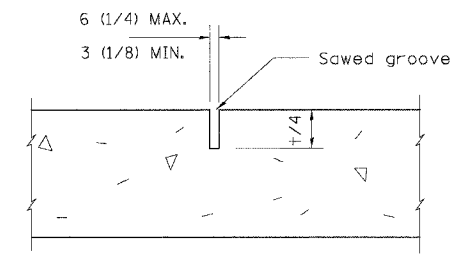
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94		COOK	631	96
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (2425 & 2626) R-2		CONTRACT NO. 62111		



**PLAN**



**TRANSVERSE CONSTRUCTION JOINT**



**DETAIL A  
TRANSVERSE CONTRACTION JOINT**

**NOTES**

1. Transverse expansion joints shall be as detailed on Standard 420001 except that dowel bars will not be required.
2. See Standard 420001 for details not shown.

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

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
NAME	DATE	
Added bar supports.	4/05	<b>PCC SHOULDER DETAILS</b>
		SCALE
		DATE 07/04
		DRAWN BY ACE/CAD
		CHECKED BY
		<b>AMERICAN</b> CONSULTING ENGINEERS

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 BALZENKJ







F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	99
STA.		TO STA.		

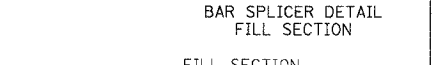
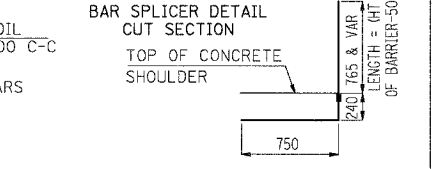
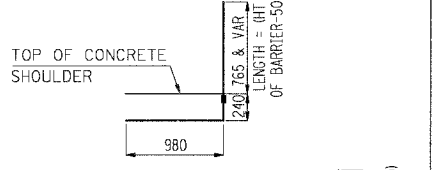
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT  
 (2425 & 2626) R-2 CONTRACT NO. 62111

• THE BAR SPLICER SHALL BE CAPABLE OF DEVELOPING A MINIMUM OF 125% OF THE YIELD STRENGTH OF A #19 BAR

CUT SECTION

REINFORCING BARS 6.1 m SECTION			
BAR NO.	SIZE	LENGTH	SHAPE
BE)	#19	6.00 m	---
TE)	#19	6.00 m	---
REINFORCING BARS (EPOXY COATED)		Kg	121
BAR SPLICER		EACH	21

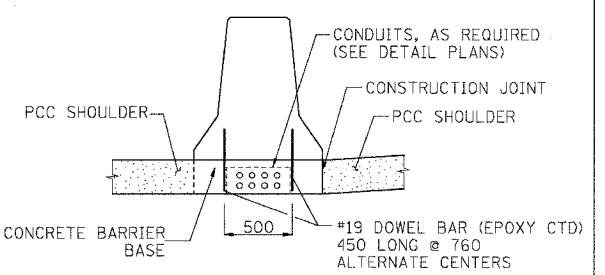
•• LONGITUDINAL BARS SHOULD NOT EXTEND THROUGH JOINTS.



FILL SECTION

REINFORCING BARS 6.1 m SECTION			
BAR NO.	SIZE	LENGTH	SHAPE
BE)	#19	6.00 m	---
TE)	#19	6.00 m	---
REINFORCING BARS (EPOXY COATED)		Kg	108
BAR SPLICER		EACH	21

•• LONGITUDINAL BARS SHOULD NOT EXTEND THROUGH JOINTS.



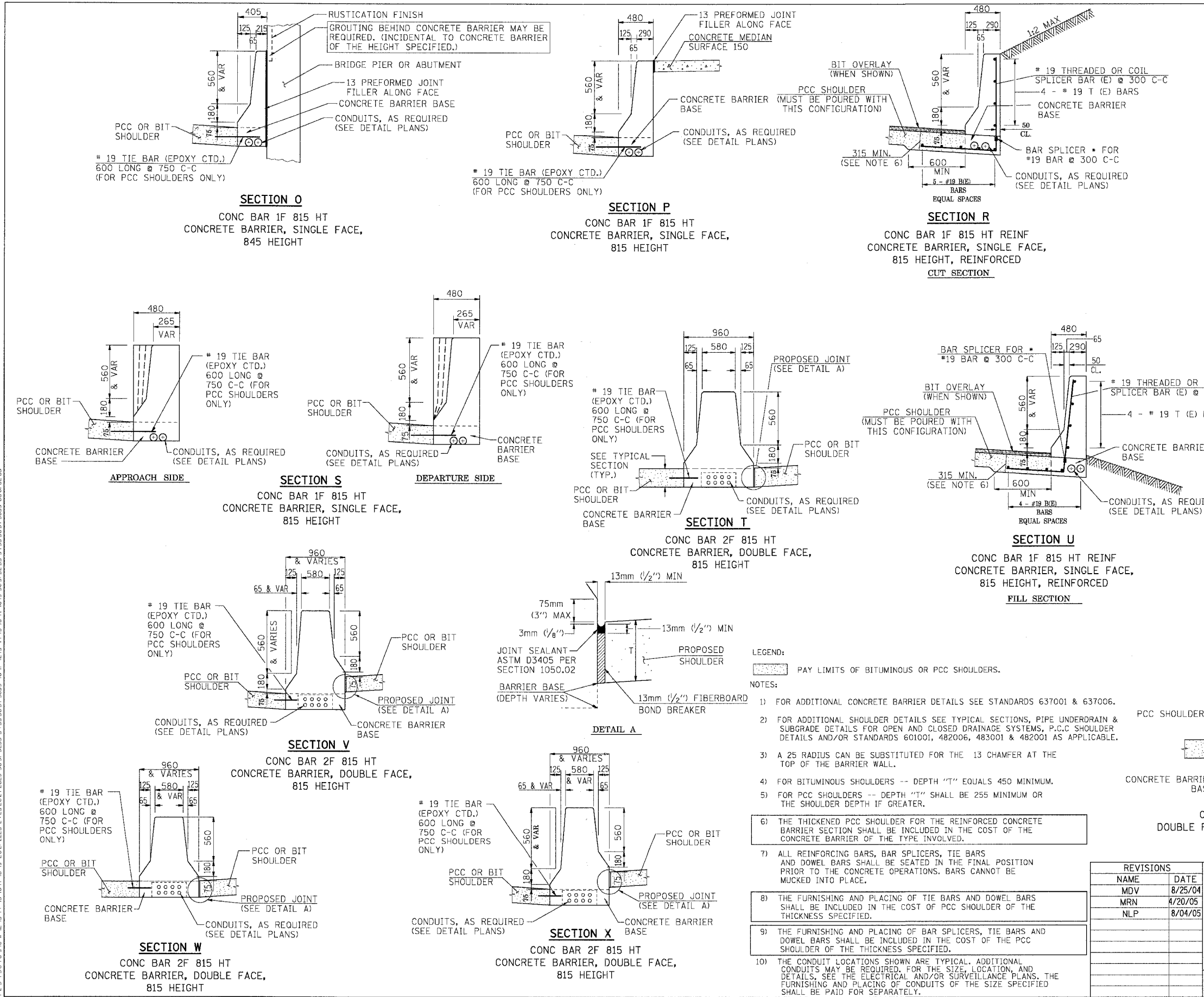
OPTIONAL CONFIGURATION  
DOUBLE FACE BARRIER ON PCC SHOULDER  
ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE SHOWN.

REVISIONS	
NAME	DATE
MDV	8/25/04
MRN	4/20/05
NLP	8/04/05

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)

CONCRETE BARRIER DETAILS  
815 MM WALL

SCALE NONE DATE 03/04 DRAWN BY ACE/CAD CHECKED BY

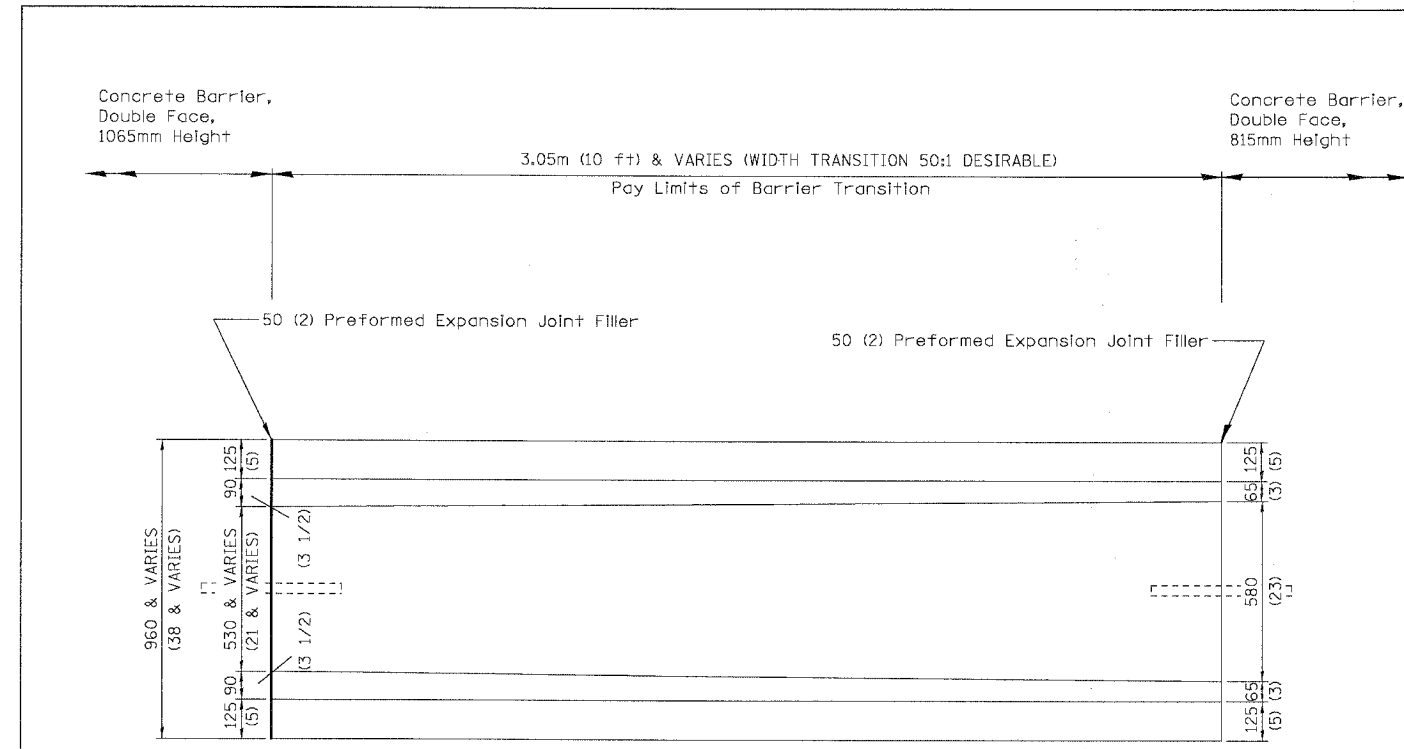


- LEGEND:
- PAY LIMITS OF BITUMINOUS OR PCC SHOULDERS.
- NOTES:
- FOR ADDITIONAL CONCRETE BARRIER DETAILS SEE STANDARDS 637001 & 637006.
  - FOR ADDITIONAL SHOULDER DETAILS SEE TYPICAL SECTIONS, PIPE UNDERDRAIN & SUBGRADE DETAILS FOR OPEN AND CLOSED DRAINAGE SYSTEMS, P.C.C SHOULDER DETAILS AND/OR STANDARDS 601001, 482006, 483001 & 482001 AS APPLICABLE.
  - A 25 RADIUS CAN BE SUBSTITUTED FOR THE 13 CHAMFER AT THE TOP OF THE BARRIER WALL.
  - FOR BITUMINOUS SHOULDERS -- DEPTH "T" EQUALS 450 MINIMUM.
  - FOR PCC SHOULDERS -- DEPTH "T" SHALL BE 255 MINIMUM OR THE SHOULDER DEPTH IF GREATER.
  - THE THICKENED PCC SHOULDER FOR THE REINFORCED CONCRETE BARRIER SECTION SHALL BE INCLUDED IN THE COST OF THE CONCRETE BARRIER OF THE TYPE INVOLVED.
  - ALL REINFORCING BARS, BAR SPLICERS, TIE BARS AND DOWEL BARS SHALL BE SEATED IN THE FINAL POSITION PRIOR TO THE CONCRETE OPERATIONS. BARS CANNOT BE MUCKED INTO PLACE.
  - THE FURNISHING AND PLACING OF TIE BARS AND DOWEL BARS SHALL BE INCLUDED IN THE COST OF PCC SHOULDER OF THE THICKNESS SPECIFIED.
  - THE FURNISHING AND PLACING OF BAR SPLICERS, TIE BARS AND DOWEL BARS SHALL BE INCLUDED IN THE COST OF THE PCC SHOULDER OF THE THICKNESS SPECIFIED.
  - THE CONDUIT LOCATIONS SHOWN ARE TYPICAL. ADDITIONAL CONDUITS MAY BE REQUIRED. FOR THE SIZE, LOCATION, AND DETAIL, SEE THE ELECTRICAL AND/OR SURVEILLANCE PLANS. THE FURNISHING AND PLACING OF CONDUITS OF THE SIZE SPECIFIED SHALL BE PAID FOR SEPARATELY.

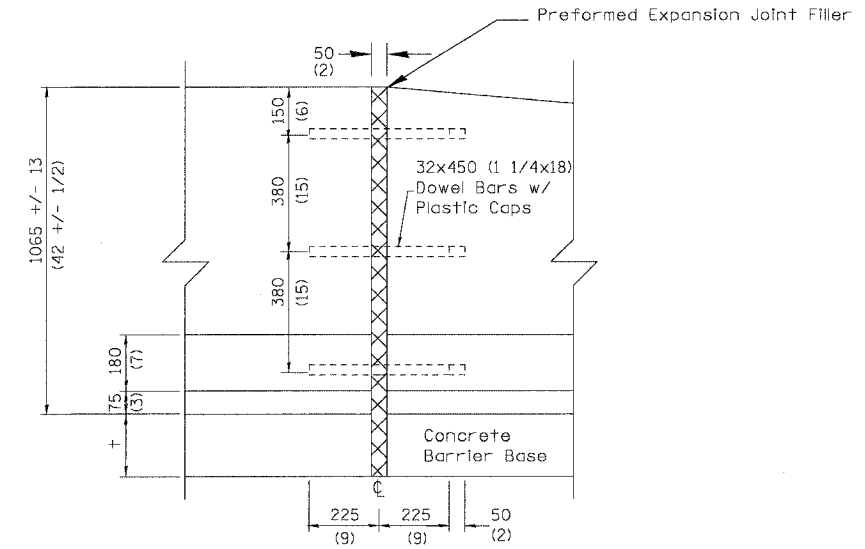
CONCRETE BARRIER WALL DETAIL  
 8-18-2005 (R09) 11  
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			631	100
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (2425 & 2626) R-2		CONTRACT NO. 62111		

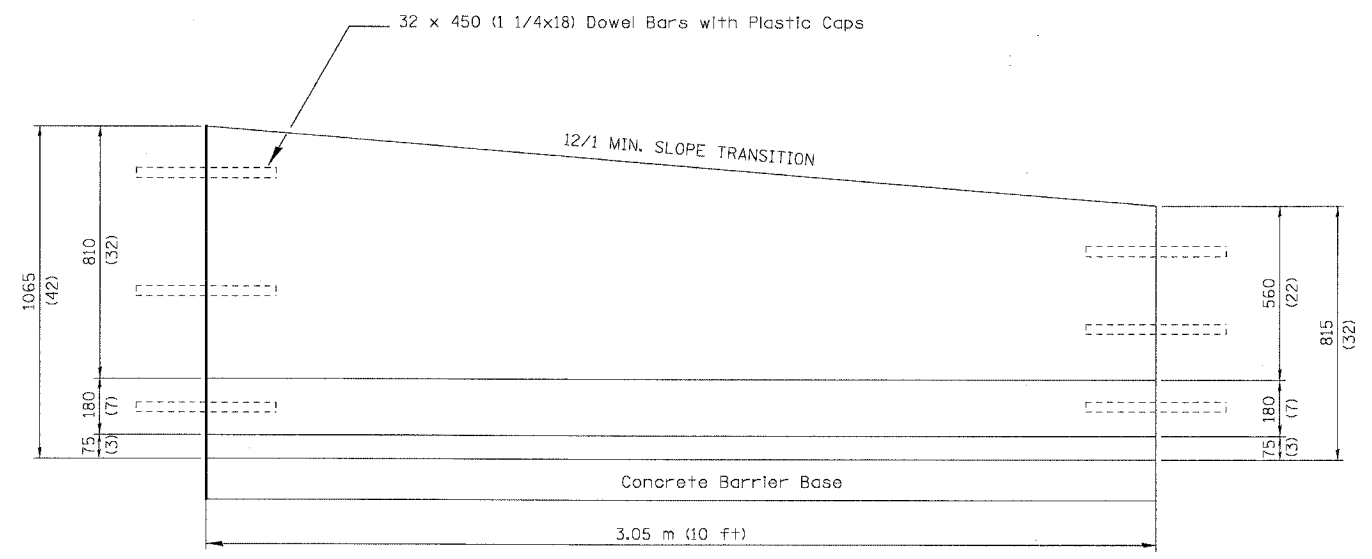
ALL DIMENSIONS IN MILLIMETERS (INCHES)  
UNLESS OTHERWISE SHOWN.



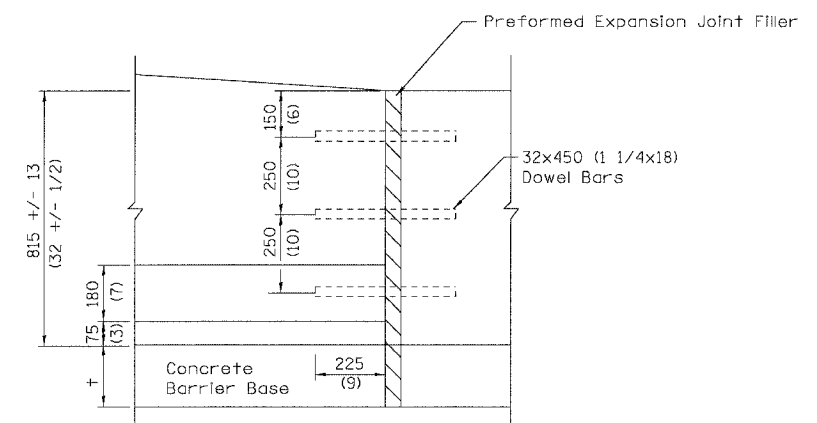
PLAN



EXPANSION JOINT (TALL WALL)



ELEVATION



CONSTRUCTION JOINT (SHORT WALL)

NOTES:

- 1) FOR ADDITIONAL CONCRETE BARRIER DETAILS, INCLUDING TIE BAR PLACEMENT, SEE CONCRETE BARRIER DETAILS, OF THE HEIGHT SPECIFIED.
- 2) A 25 RADIUS CAN BE SUBSTITUTED FOR THE 13 CHAMFER AT THE TOP OF THE BARRIER WALL.
- 3) FOR BITUMINOUS SHOULDERS -- DEPTH "+" EQUALS 450 MINIMUM.
- 4) FOR PCC SHOULDERS -- DEPTH "+" SHALL BE 255 MINIMUM OR THE SHOULDER DEPTH IF GREATER.
- 5) SEE "CONCRETE BARRIER DETAILS" FOR ADDITIONAL NOTES AND DETAILS.
- 6) ALL REINFORCING BARS, BAR SPLICERS, TIE BARS AND DOWEL BARS SHALL BE SEATED IN THE FINAL POSITION PRIOR TO THE CONCRETE OPERATIONS. BARS CANNOT BE MUCKED INTO PLACE.
- 7) THE FURNISHING AND PLACING OF TIE BARS AND DOWEL BARS SHALL BE INCLUDED IN THE COST OF THE CONCRETE BARRIER TRANSITION.
- 8) FOR CONDUIT LOCATIONS, SIZE, AND DETAILS, SEE THE ELECTRICAL AND/OR SURVEILLANCE PLANS. THE FURNISHING AND PLACING OF CONDUITS OF THE SIZE SPECIFIED SHALL BE PAID FOR SEPARATELY. EXPANSION/DEFLECTION COUPLES SHALL BE INCLUDED IN THE COST OF THE CONDUITS, OF THE SIZE SPECIFIED.
- 9) LENGTH OF BARRIER TRANSITION SHALL BE EQUAL TO LONGEST TRANSITION REQUIRED.

REVISIONS	
NAME	DATE
MRN/MDV	06/04
MRN	4/20/05
MRN	8/04/05

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)

**CONCRETE BARRIER TRANSITION  
DETAILS**

SCALE NONE  
DATE 6/04

DRAWN BY ACE/CAD  
CHECKED BY

**AMERICAN**  
CONSULTING ENGINEERS

CONCRETE BARRIER TRANSITION.DGN  
 8-16-2005, 10:09:32  
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