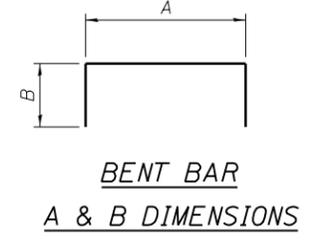
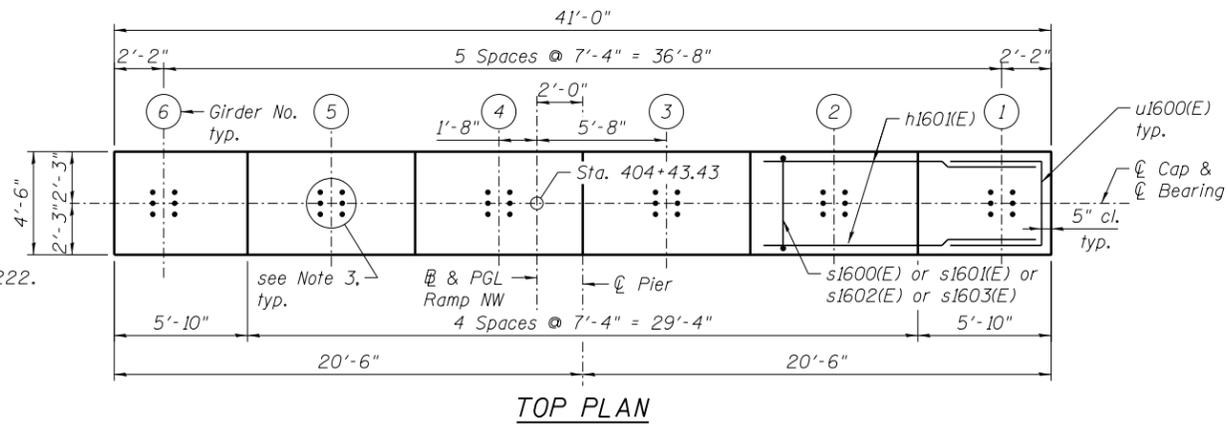


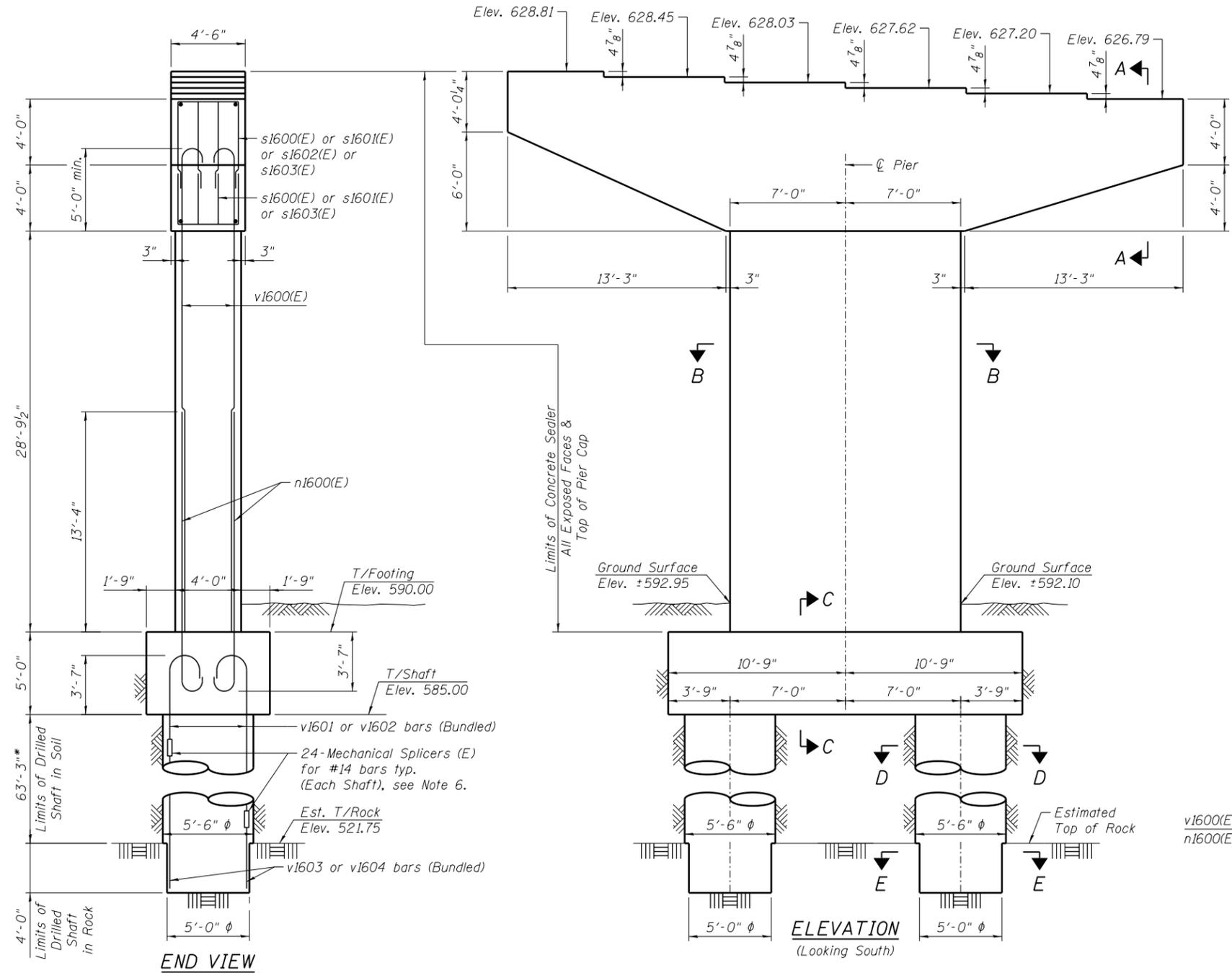
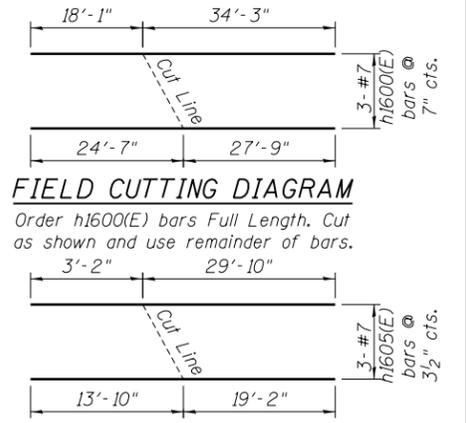
NOTES:

1. Pour steps monolithically with cap.
2. ϕ of Pier is radial to ϕ Ramp NW at Sta. 404+43.43.
3. For Anchor Bolts Details, see Sheet S-168.
4. For Architectural Details, see Sheets S-219 thru S-221.
5. For Sections and Details, see Sheet S-210.
6. For Mechanical Splicer Details and Quantities, see Sheet S-222.

* The quantities and detailing are based on the estimated elevations shown on the plans. The actual elevations may differ at each shaft and corresponding adjustments shall be made to the drilled shaft and reinforcement quantities and payment limits.

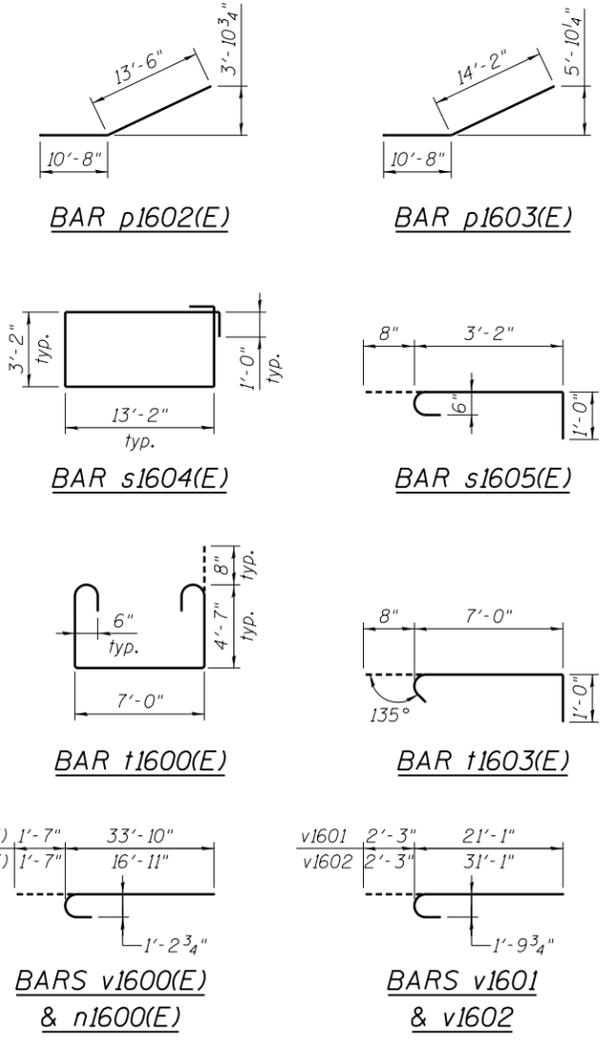


Bar	A	B
p1600(E)	40'-2"	3'-0"
s1600(E)	2'-6"	4'-11"
s1601(E)	2'-6"	6'-1"
s1602(E)	3'-8"	6'-3"
s1603(E)	2'-6"	4'-3"
t1601(E)	21'-0"	3'-0"
t1602(E)	21'-0"	2'-6"
u1600(E)	3'-6"	4'-0"
u1601(E)	7'-0"	4'-0"
u1602(E)	3'-8"	1'-0"



TYP. MIN. LAP LENGTH

- #5 bars: 3'-3"
- #6 bars: 3'-10"
- #8 bars: 6'-9"
- #11 bars: 13'-4"



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h1600(E)	6	#7	52'-4"	—
h1601(E)	12	#7	40'-2"	—
h1602(E)	14	#11	21'-0"	—
h1603(E)	20	#5	6'-6"	—
h1604(E)	10	#5	4'-10"	—
h1605(E)	6	#7	33'-0"	—
n1600(E)	72	#11	18'-6"	U
p1600(E)	7	#11	46'-2"	L
p1601(E)	14	#11	39'-6"	—
p1602(E)	6	#8	24'-2"	—
p1603(E)	6	#8	24'-10"	—
s1600(E)	44	#6	12'-4"	□
s1601(E)	84	#6	14'-8"	□
s1602(E)	28	#6	16'-2"	□
s1603(E)	60	#6	11'-0"	□
s1604(E)	28	#6	34'-8"	□
s1605(E)	168	#6	4'-10"	□
sp1600	2	#6	69'-0"	W
t1600(E)	43	#6	17'-6"	L
t1601(E)	10	#11	27'-0"	—
t1602(E)	10	#11	26'-0"	—
t1603(E)	43	#6	8'-8"	—
u1600(E)	12	#6	11'-6"	—
u1601(E)	14	#6	15'-0"	—
u1602(E)	42	#6	5'-8"	—
v1600(E)	72	#11	35'-5"	—
v1601	24	#14	23'-4"	—
v1602	24	#14	33'-4"	—
v1603	24	#14	40'-0"	—
v1604	24	#14	50'-0"	—
Concrete Structures		Cu. Yd.	140.2	
Reinforcement Bars, Epoxy Coated		Pound	42,250	
Reinforcement Bars		Pound	33,140	
Drilled Shaft in Soil		Cu. Yd.	112.2	
Drilled Shaft in Rock		Cu. Yd.	5.9	
Concrete Sealer		Sq. Ft.	2,004	
Structure Excavation		Cu. Yd.	63	
Crosshole Sonic Logging		Each	1	

** Length is height of spiral.



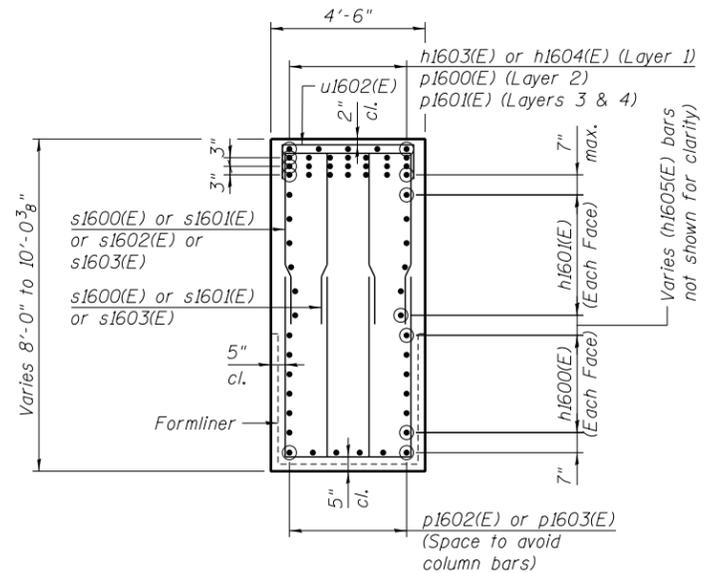
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PLOT SCALE =	CHECKED - ATB	REVISED -
PLOT DATE = 12/05/2014	DRAWN - GF	REVISED -
	CHECKED - AA	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

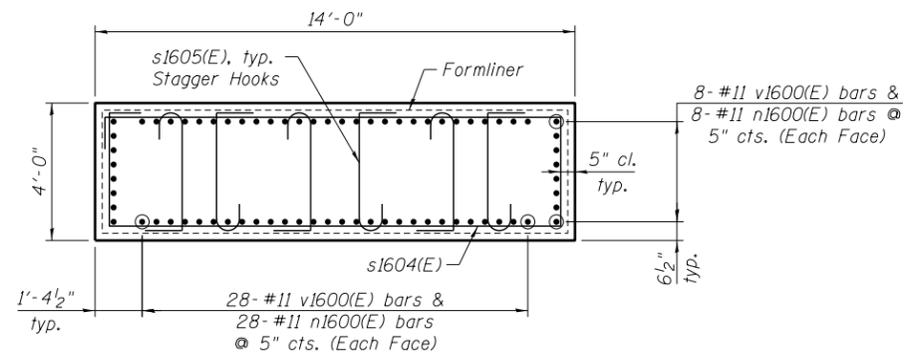
PIER 16W PLAN & ELEVATION - S.N. 016-1505
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

F.A.I. RT. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 701
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	

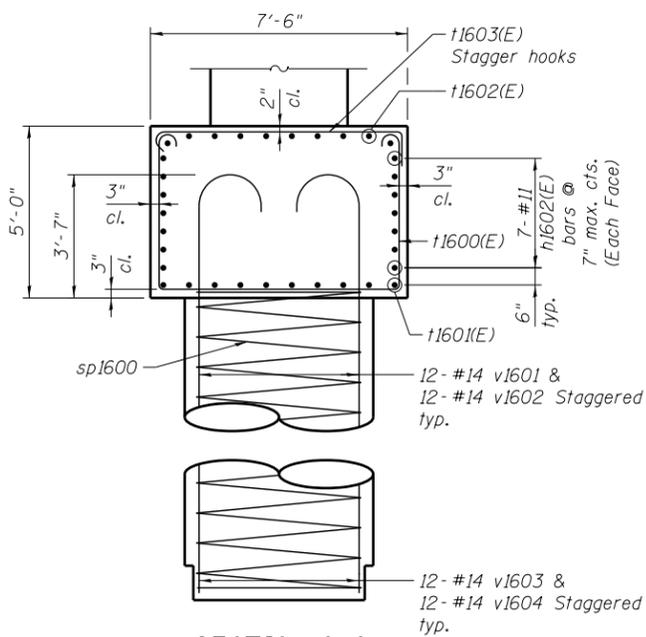
484_0161505_60L70_Pier16-1.dgn



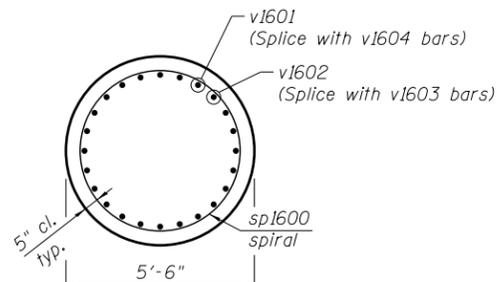
SECTION A-A



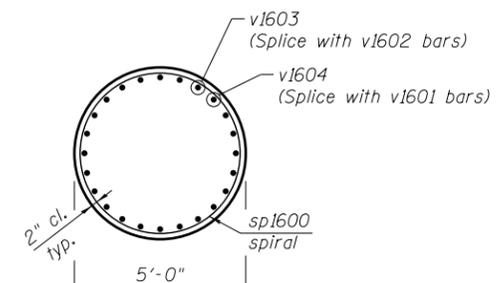
SECTION B-B



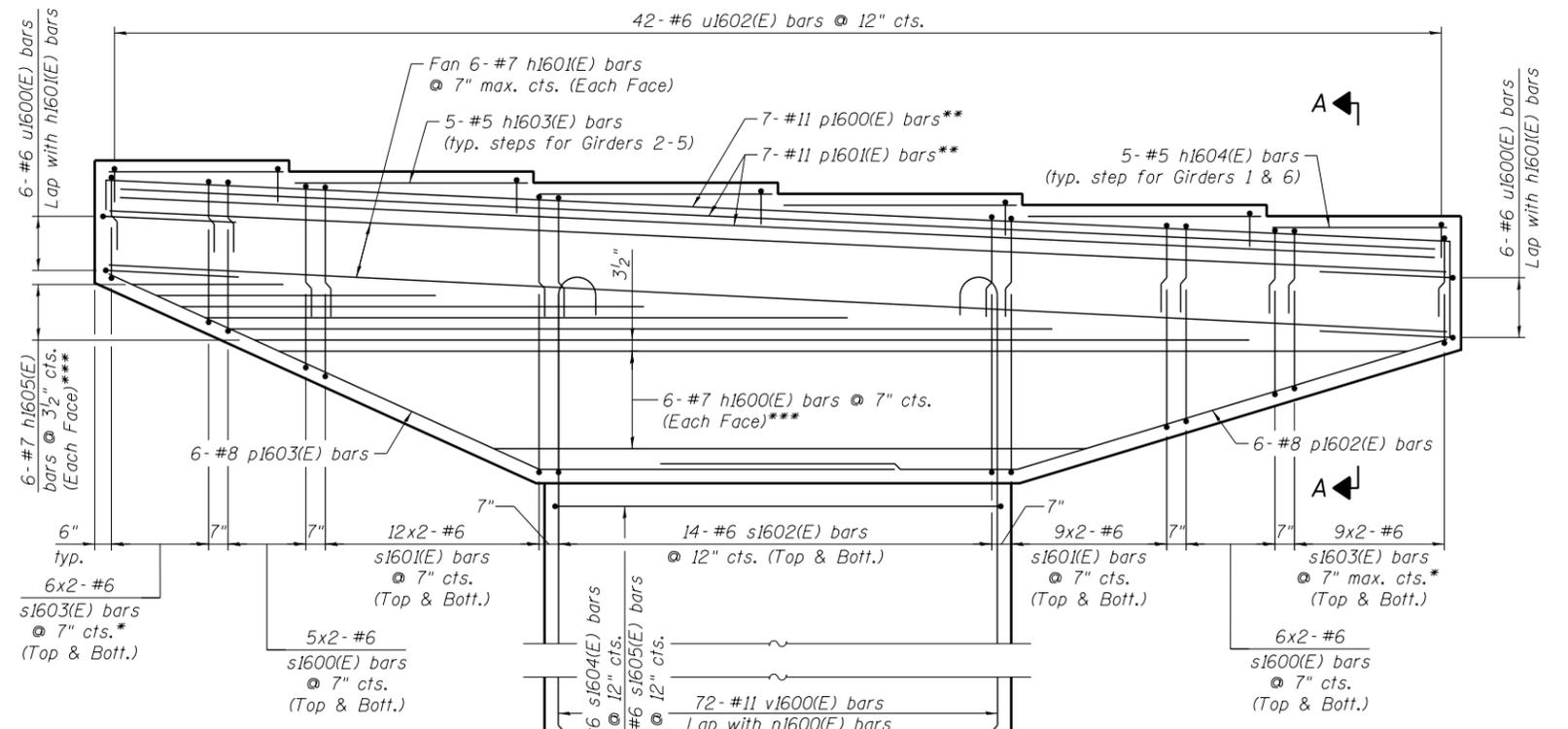
SECTION C-C



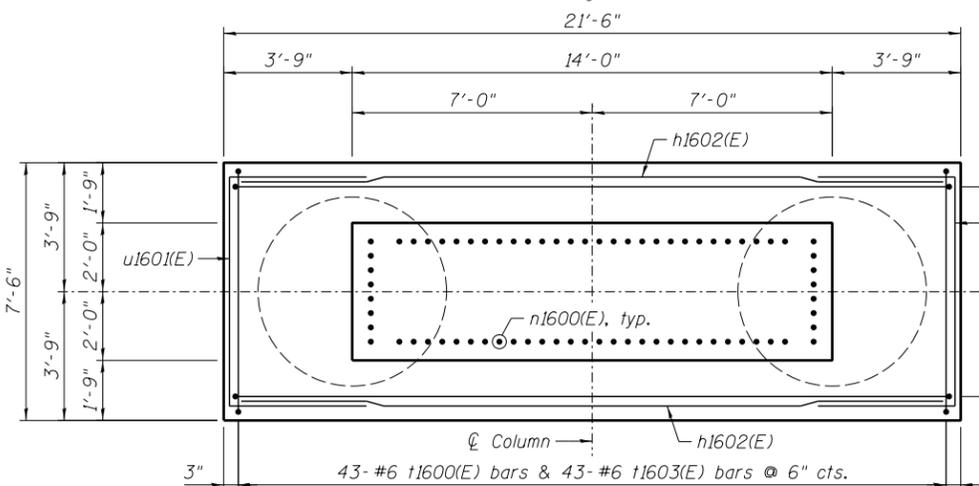
SECTION D-D



SECTION E-E



ELEVATION
(Looking South)



FOOTING PLAN

* Field cut as required and maintain 3'-3" min. lap.
 ** Slope with bearing steps.
 *** see Field Cutting Diagram on sheet S-209.

- NOTES:**
1. Space reinforcement in cap to miss anchor bolts.
 2. sp1600 spiral:
 - 1) Provide 1/2 extra turns top and bottom. Extend spiral 3" into pile cap. Provide 4-#4 spacers or equivalent.
 - 2) When splicing spiral reinforcement is necessary, the spirals shall be provided with 1/2 extra turns at the ends to be spliced. These additional turns shall either be welded together according to AWS D1.4, or shall both terminate with a 135° standard hook.
 3. Contractor shall use Mechanical Splicers in drilled shaft that will fit between spirals. Contractor shall field adjust spiral pitch to 12" maximum at Mechanical Splicer locations.
 4. A Drilled Shaft shall be tested in accordance with Special Provisions for Crosshole Sonic Logging.

485_0161505_60L70_Pier16-2.dgn



USER NAME = kritzm	DESIGNED - AA	REVISED -
PLOT SCALE =	CHECKED - ATB	REVISED -
PLOT DATE = 11/20/2014	DRAWN - GF	REVISED -
	CHECKED - AA	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 16W DETAILS - S.N.016-1505
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

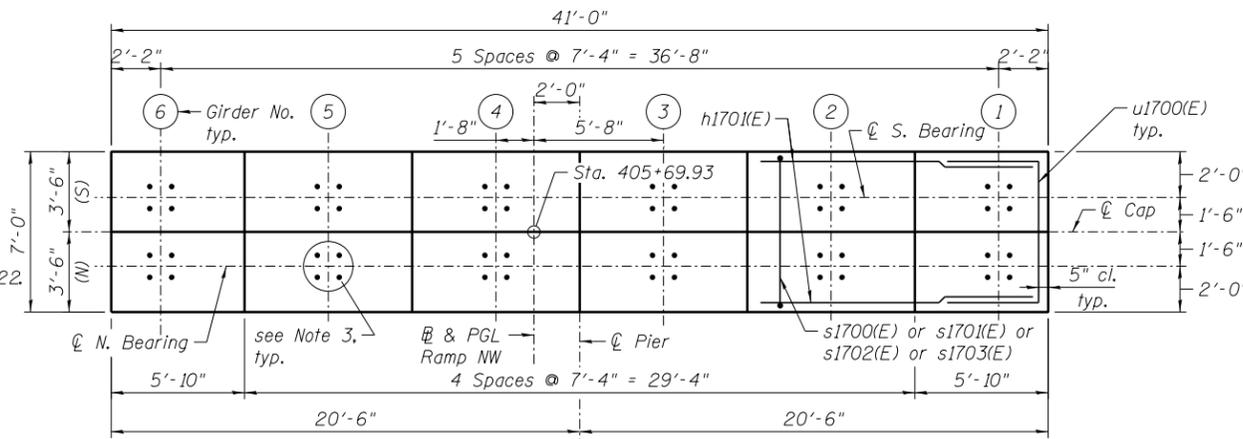
SHEET NO. S-210 OF S-248 SHEETS

F.A.I. R.T.E. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 702
				CONTRACT NO. 60L70
ILLINOIS FED. AID PROJECT				

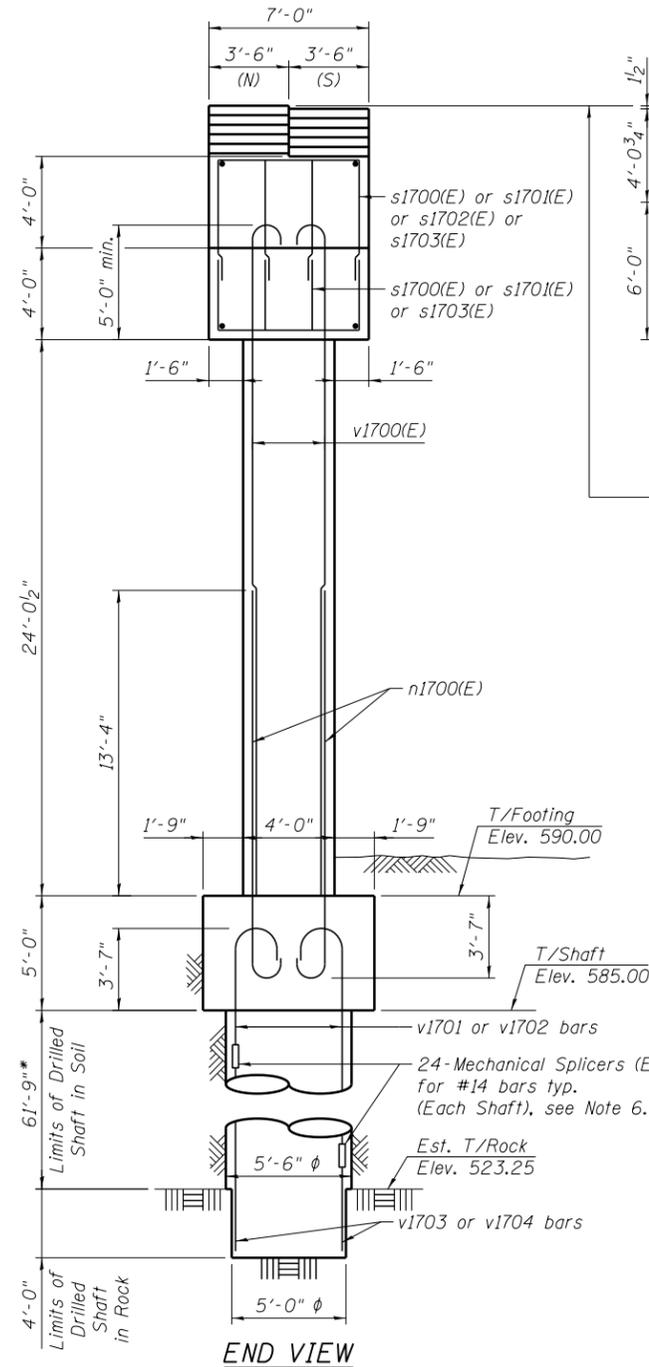
NOTES:

1. Pour steps monolithically with cap.
2. ϕ of Pier is radial to ϕ Ramp NW at Sta. 405+69.93.
3. For Anchor Bolts Details, see Sheet S-165.
4. For Architectural Details, see Sheets S-219 thru S-221.
5. For Sections and Details, see Sheet S-212.
6. For Mechanical Splicer Details and Quantities, see Sheet S-222.

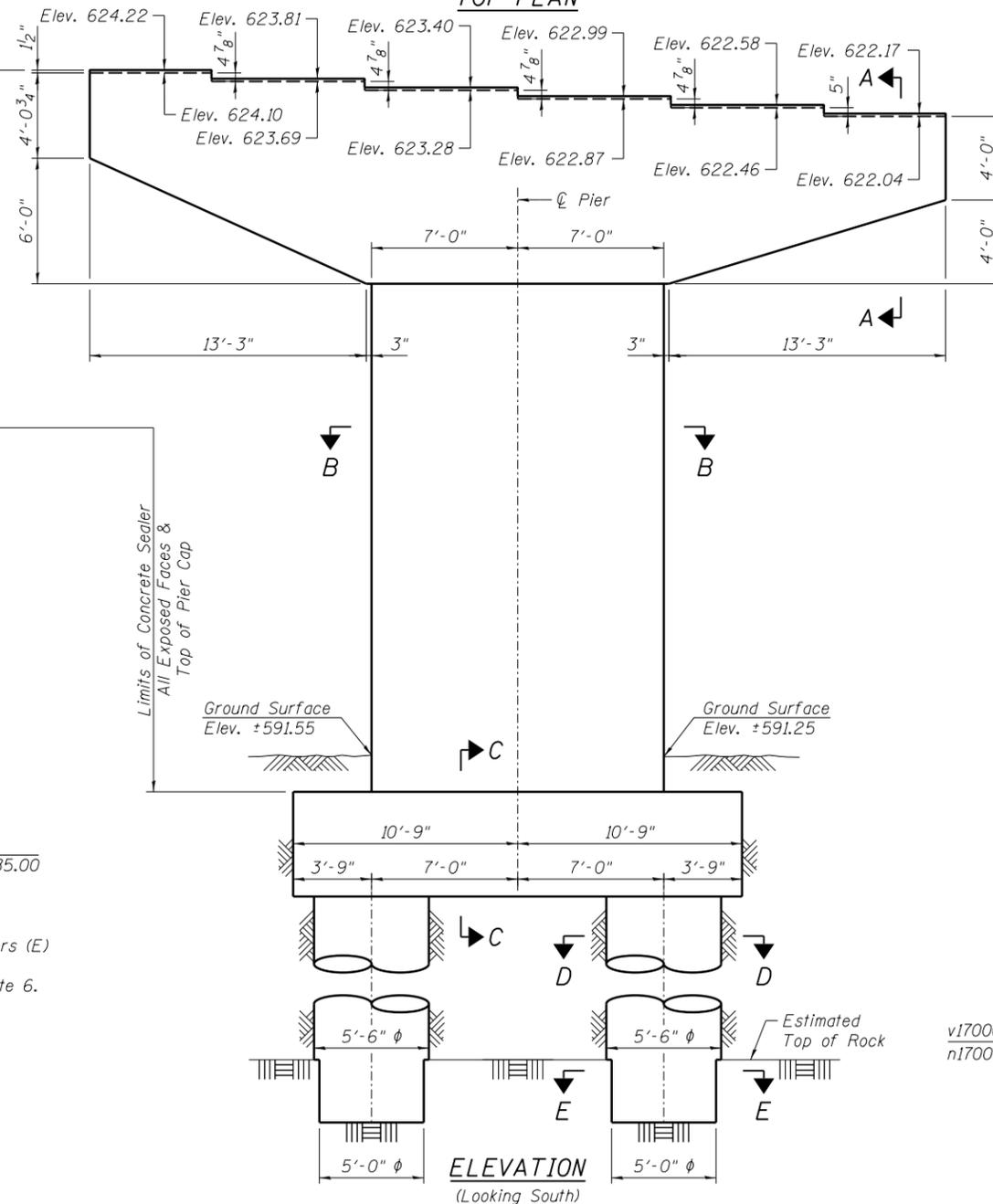
* The quantities and detailing are based on the estimated elevations shown on the plans. The actual elevations may differ at each shaft and corresponding adjustments shall be made to the drilled shaft and reinforcement quantities and payment limits.



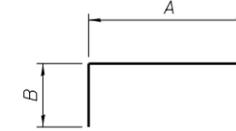
TOP PLAN



END VIEW



**ELEVATION
(Looking South)**

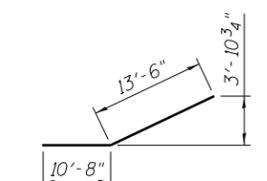


**BENT BAR
A & B DIMENSIONS**

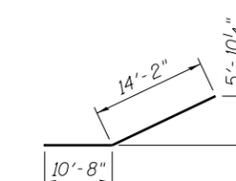
Bar	A	B
p1700(E)	40'-2"	3'-0"
s1700(E)	4'-6"	5'-1"
s1701(E)	4'-6"	6'-3"
s1702(E)	6'-2"	6'-3"
s1703(E)	4'-6"	4'-3"
t1701(E)	21'-0"	3'-0"
t1702(E)	21'-0"	2'-6"
u1700(E)	6'-0"	4'-0"
u1701(E)	7'-0"	4'-0"
u1702(E)	6'-2"	1'-0"

TYP. MIN. LAP LENGTH

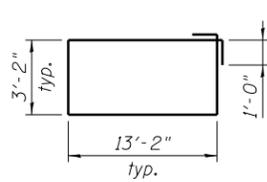
- #5 bars: 3'-3"
- #6 bars: 3'-10"
- #8 bars: 6'-9"
- #11 bars: 13'-4"



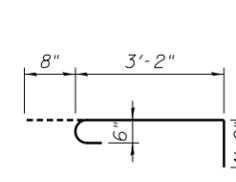
BAR p1702(E)



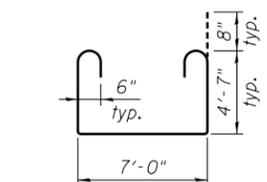
BAR p1703(E)



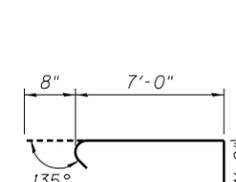
BAR s1704(E)



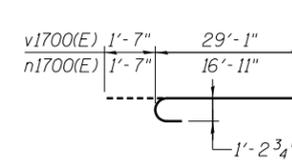
BAR s1705(E)



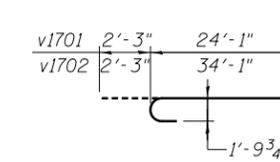
BAR t1700(E)



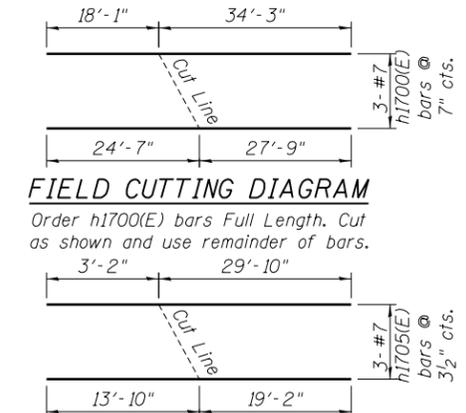
BAR t1703(E)



**BARS v1700(E)
& n1700(E)**

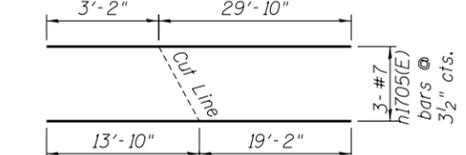


**BARS v1701
& v1702**



FIELD CUTTING DIAGRAM

Order h1700(E) bars Full Length. Cut as shown and use remainder of bars.



FIELD CUTTING DIAGRAM

Order h1705(E) bars Full Length. Cut as shown and use remainder of bars.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h1700(E)	6	#7	52'-4"	—
h1701(E)	12	#7	40'-2"	—
h1702(E)	14	#6	21'-0"	—
h1703(E)	32	#5	6'-6"	—
h1704(E)	16	#5	4'-10"	—
h1705(E)	6	#7	33'-0"	—
n1700(E)	52	#11	18'-6"	U
p1700(E)	9	#11	46'-2"	—
p1701(E)	9	#11	39'-6"	—
p1702(E)	9	#8	24'-2"	—
p1703(E)	9	#8	24'-10"	—
s1700(E)	32	#6	14'-8"	□
s1701(E)	44	#6	17'-0"	□
s1702(E)	26	#6	18'-8"	□
s1703(E)	36	#6	13'-0"	□
s1704(E)	24	#6	34'-8"	□
s1705(E)	144	#6	4'-10"	□
sp1700	2	#6	63'-0"	W
t1700(E)	43	#6	17'-6"	U
t1701(E)	8	#11	27'-0"	—
t1702(E)	8	#11	26'-0"	—
t1703(E)	43	#6	8'-8"	—
u1700(E)	12	#6	14'-0"	—
u1701(E)	14	#6	15'-0"	—
u1702(E)	42	#6	8'-2"	—
v1700(E)	52	#11	30'-8"	U
v1701	24	#14	26'-4"	U
v1702	24	#14	36'-4"	U
v1703	24	#14	35'-0"	—
v1704	24	#14	45'-0"	—
Concrete Structures		Cu. Yd.	159.2	
Reinforcement Bars, Epoxy Coated		Pound	32,210	
Reinforcement Bars		Pound	31,880	
Drilled Shaft in Soil		Cu. Yd.	108.7	
Drilled Shaft in Rock		Cu. Yd.	5.9	
Concrete Sealer		Sq. Ft.	2,044	
Structure Excavation		Cu. Yd.	53	
Crosshole Sonic Logging		Each	1	

** Length is height of spiral.

486_0161505_c01_70_Pier17-1.dgn



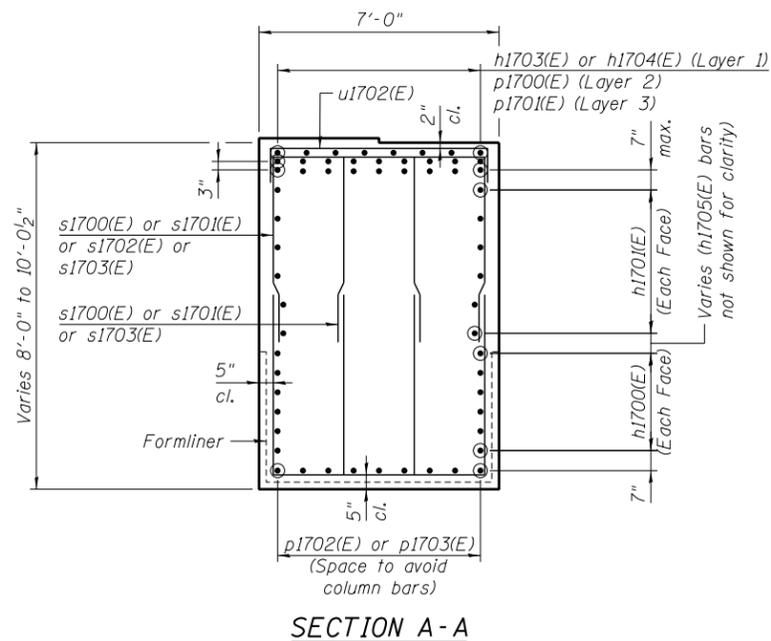
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PLOT SCALE =	CHECKED - ATB	REVISIONS -
PLOT DATE = 12/05/2014	DRAWN - GF	REVISIONS -
	CHECKED - AA	REVISIONS -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

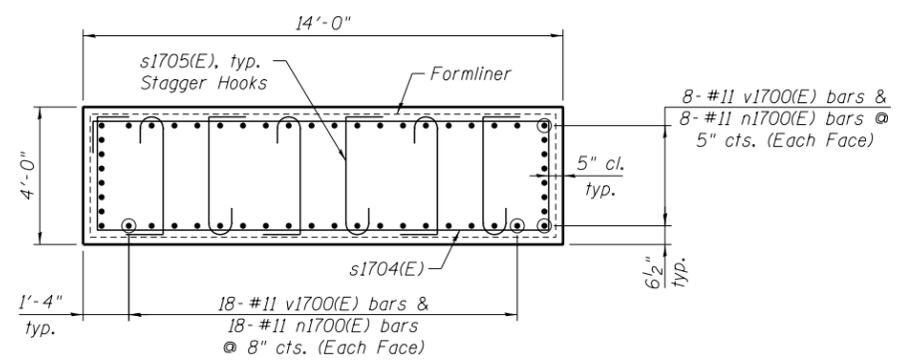
**PIER 17W PLAN & ELEVATION - S.N. 016-1505
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. S-211 OF S-248 SHEETS

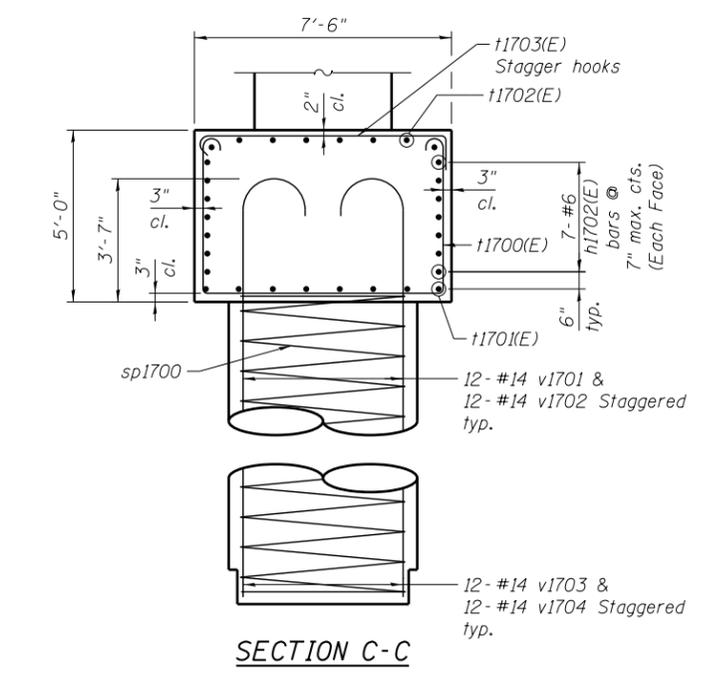
F.A.I. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	703
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	



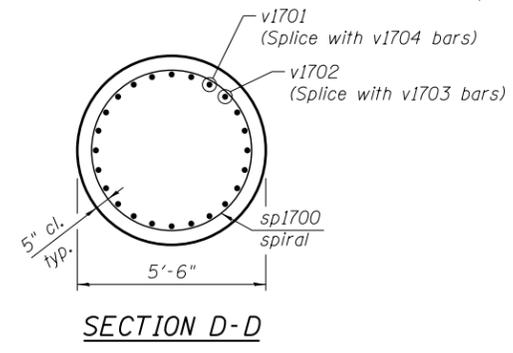
SECTION A-A



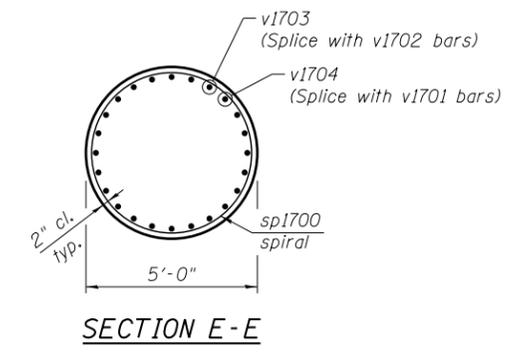
SECTION B-B



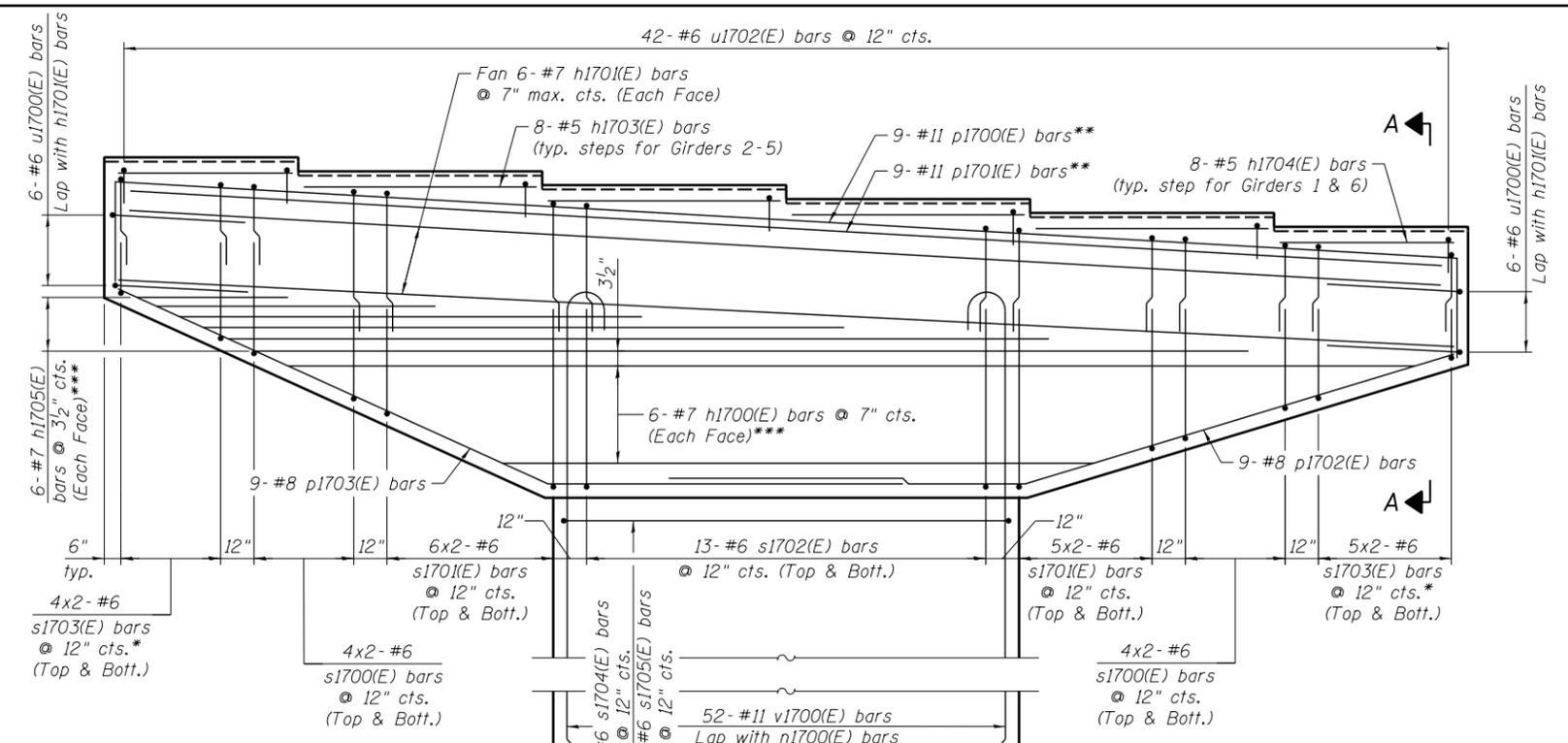
SECTION C-C



SECTION D-D

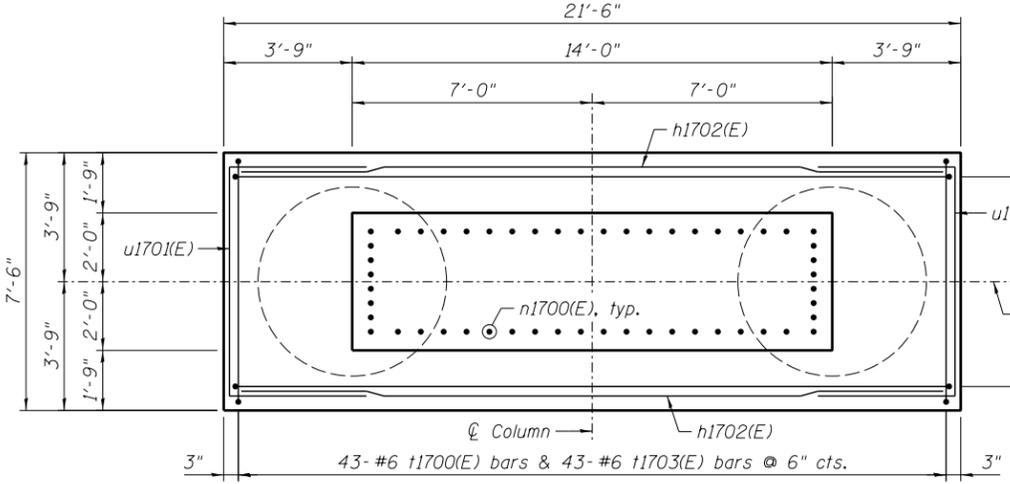


SECTION E-E



ELEVATION

(Looking South)



FOOTING PLAN

* Field cut as required and maintain 3'-3" min. lap.
 ** Slope with bearing steps.
 *** see Field Cutting Diagram on sheet S-211.

NOTES:

1. Space reinforcement in cap to miss anchor bolts.
2. sp1700 spiral:
 - 1) Provide 1 1/2 extra turns top and bottom. Extend spiral 3" into pile cap. Provide 4-#4 spacers or equivalent.
 - 2) When splicing spiral reinforcement is necessary, the spirals shall be provided with 1 1/2 extra turns at the ends to be spliced. These additional turns shall either be welded together according to AWS D1.4, or shall both terminate with a 135° standard hook.
3. Contractor shall use Mechanical Splicers in drilled shaft that will fit between spirals. Contractor shall field adjust spiral pitch to 12" maximum at Mechanical Splicer locations.
4. A Drilled Shaft shall be tested in accordance with Special Provisions for Crosshole Sonic Logging.

487_0161505_60L70_Pier17-2.dgn



USER NAME = kr17zm	DESIGNED - AA	REVISED -
PLOT SCALE =	CHECKED - ATB	REVISED -
PLOT DATE = 11/20/2014	DRAWN - GF	REVISED -
	CHECKED - AA	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PIER 17W DETAILS - S.N.016-1505
 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

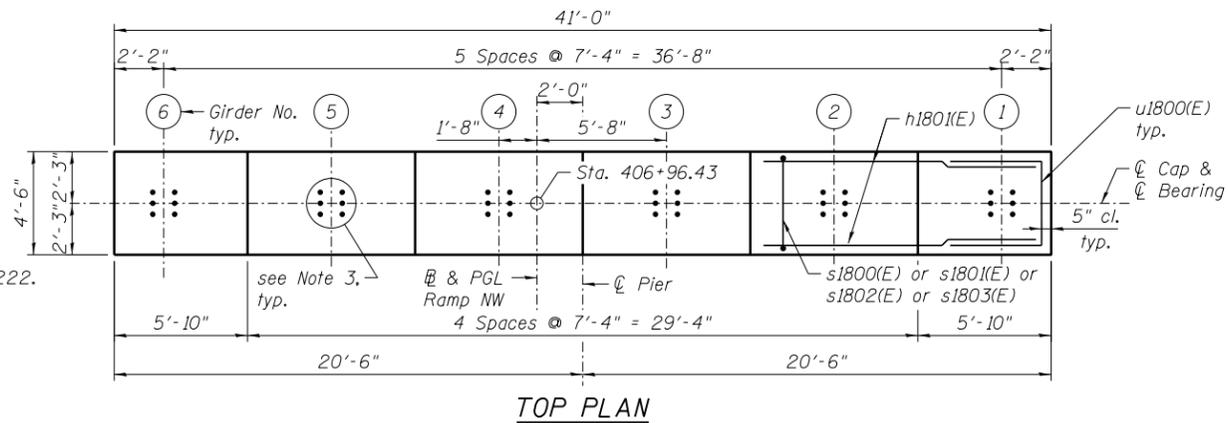
SHEET NO. S-212 OF S-248 SHEETS

F.A.I. R.T.E. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 704
				CONTRACT NO. 60L70
ILLINOIS FED. AID PROJECT				

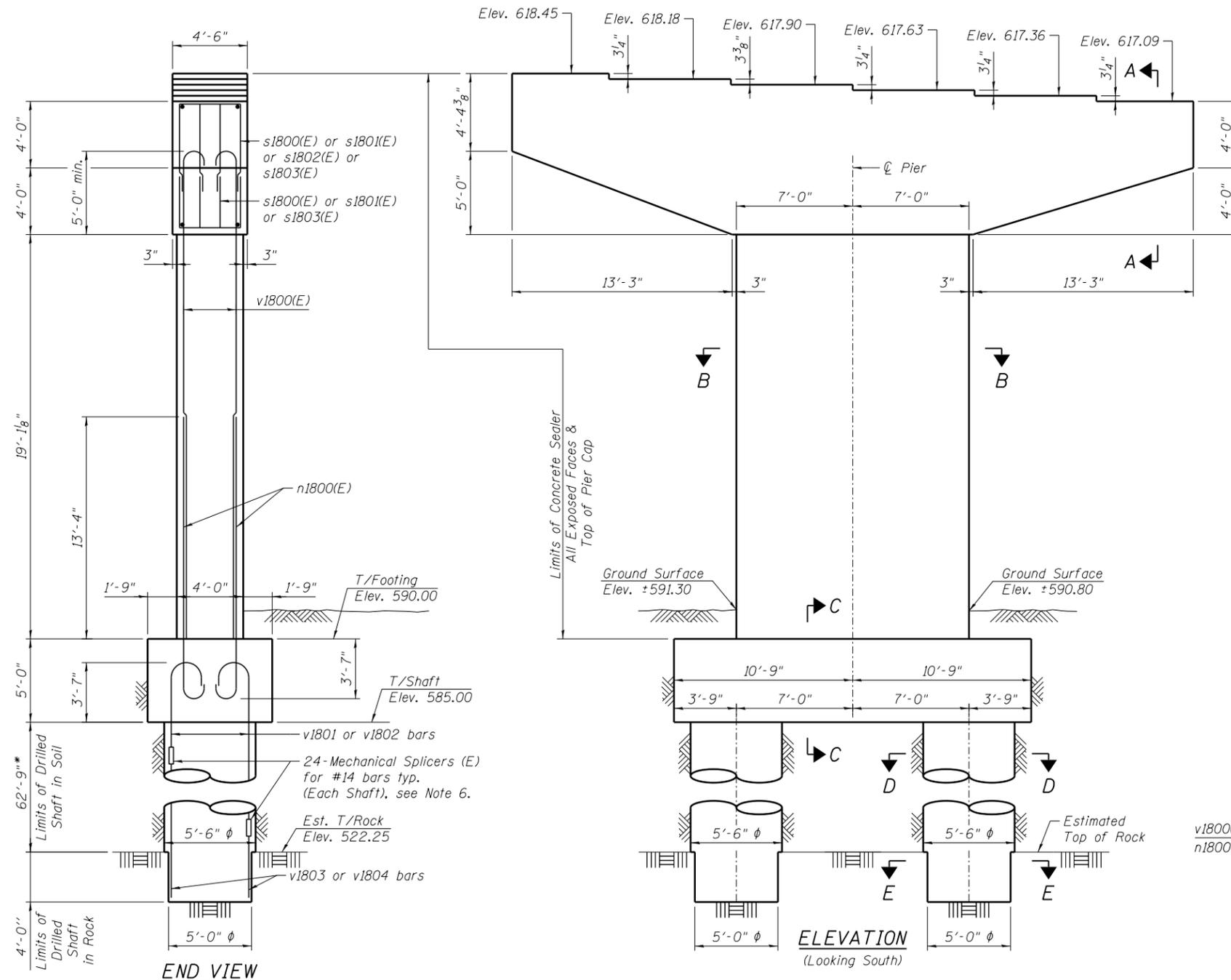
NOTES:

1. Pour steps monolithically with cap.
2. ϕ of Pier is radial to ϕ Ramp NW at Sta. 406+96.43.
3. For Anchor Bolts Details, see Sheet S-168.
4. For Architectural Details, see Sheets S-219 thru S-221.
5. For Sections and Details, see Sheet S-214.
6. For Mechanical Splicer Details and Quantities, see Sheet S-222.

* The quantities and detailing are based on the estimated elevations shown on the plans. The actual elevations may differ at each shaft and corresponding adjustments shall be made to the drilled shaft and reinforcement quantities and payment limits.



TOP PLAN



**ELEVATION
(Looking South)**



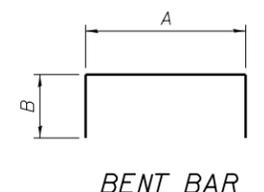
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PLOT SCALE =	CHECKED - ATB	REVISED -
PLOT DATE = 12/05/2014	DRAWN - GF	REVISED -
	CHECKED - AA	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PIER 18W PLAN & ELEVATION - S.N. 016-1505
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. S-213 OF S-248 SHEETS

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 705
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	

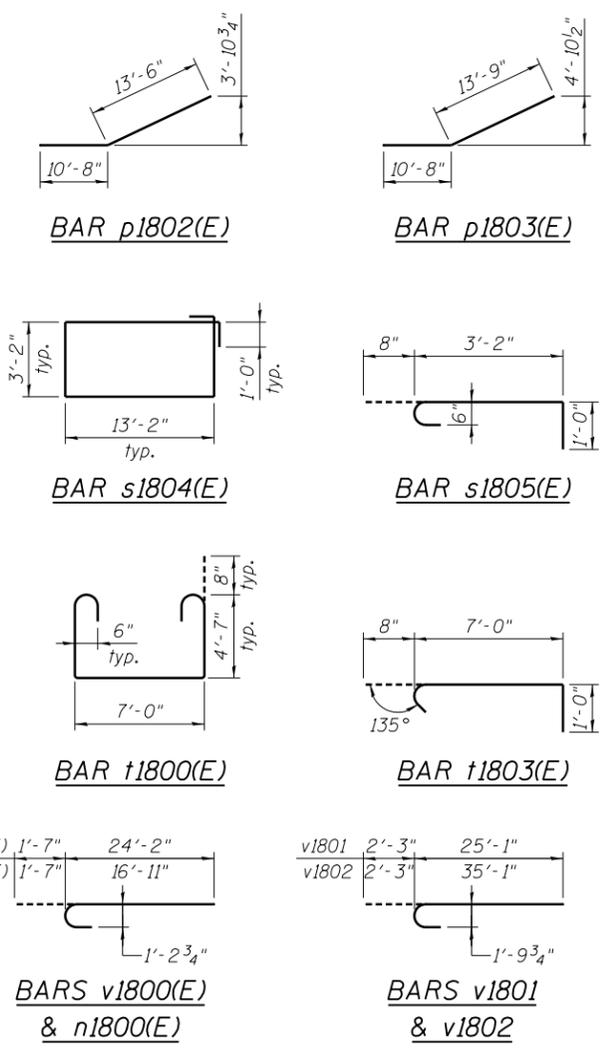


**BENT BAR
A & B DIMENSIONS**

Bar	A	B
p1800(E)	40'-2"	3'-0"
s1800(E)	2'-6"	4'-10"
s1801(E)	2'-6"	6'-0"
s1802(E)	3'-8"	6'-0"
s1803(E)	2'-6"	4'-5"
t1801(E)	21'-0"	3'-0"
t1802(E)	21'-0"	2'-6"
u1800(E)	3'-6"	4'-0"
u1801(E)	7'-0"	4'-0"
u1802(E)	3'-8"	1'-0"

TYP. MIN. LAP LENGTH

- #5 bars: 3'-3"
- #6 bars: 3'-10"
- #8 bars: 6'-9"
- #11 bars: 13'-4"



FIELD CUTTING DIAGRAM

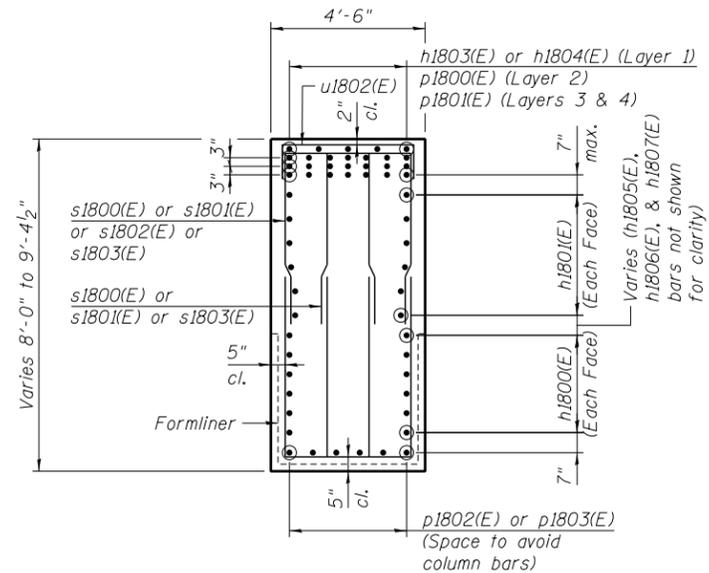
Order h1800(E) bars Full Length. Cut as shown and use remainder of bars.

BILL OF MATERIAL

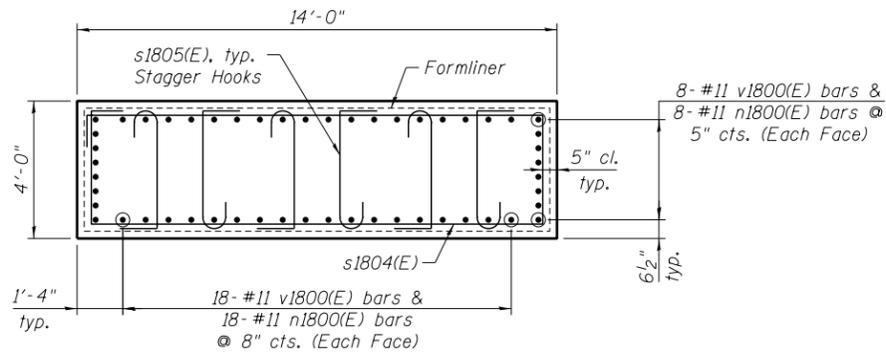
Bar	No.	Size	Length	Shape
h1800(E)	6	#7	54'-3"	—
h1801(E)	12	#7	40'-2"	—
h1802(E)	14	#6	21'-0"	—
h1803(E)	20	#5	6'-6"	—
h1804(E)	10	#5	4'-10"	—
h1805(E)	2	#7	25'-7"	—
h1806(E)	2	#7	14'-0"	—
h1807(E)	2	#7	3'-4"	—
n1800(E)	52	#11	18'-6"	—
p1800(E)	7	#11	46'-2"	—
p1801(E)	14	#11	39'-6"	—
p1802(E)	6	#8	24'-2"	—
p1803(E)	6	#8	24'-5"	—
s1800(E)	44	#6	12'-2"	—
s1801(E)	84	#6	14'-6"	—
s1802(E)	28	#6	15'-8"	—
s1803(E)	56	#6	11'-4"	—
s1804(E)	20	#6	34'-8"	—
s1805(E)	120	#6	4'-10"	—
sp1800	2	#6	68'-0"	—
t1800(E)	43	#6	17'-6"	—
t1801(E)	10	#11	27'-0"	—
t1802(E)	10	#11	26'-0"	—
t1803(E)	43	#6	8'-8"	—
u1800(E)	12	#6	11'-6"	—
u1801(E)	14	#6	15'-0"	—
u1802(E)	42	#6	5'-8"	—
v1800(E)	52	#11	25'-9"	—
v1801	24	#14	27'-4"	—
v1802	24	#14	37'-4"	—
v1803	24	#14	35'-0"	—
v1804	24	#14	45'-0"	—
Concrete Structures		Cu. Yd.	118.9	
Reinforcement Bars, Epoxy Coated		Pound	31,660	
Reinforcement Bars		Pound	32,690	
Drilled Shaft in Soil		Cu. Yd.	110.5	
Drilled Shaft in Rock		Cu. Yd.	5.9	
Concrete Sealer		Sq. Ft.	1,637	
Structure Excavation		Cu. Yd.	51	
Crosshole Sonic Logging		Each	1	

** Length is height of spiral.

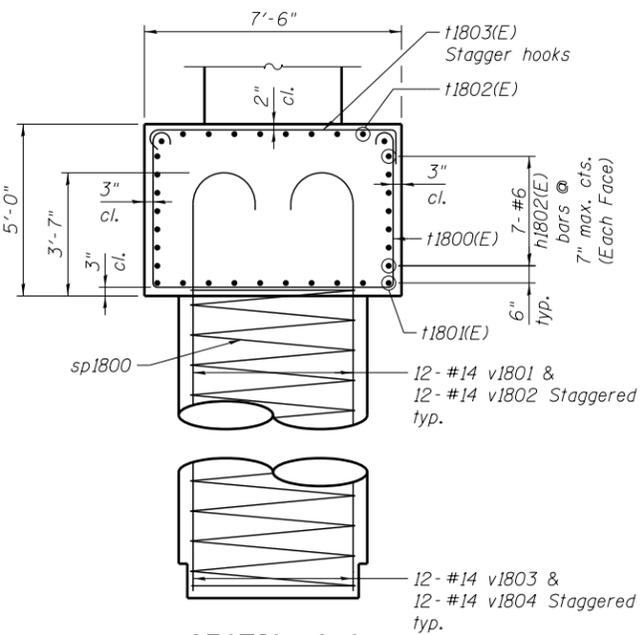
488.0161505_60L70_Pier18-1.dgn



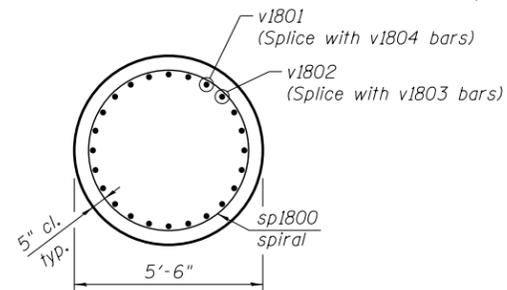
SECTION A-A



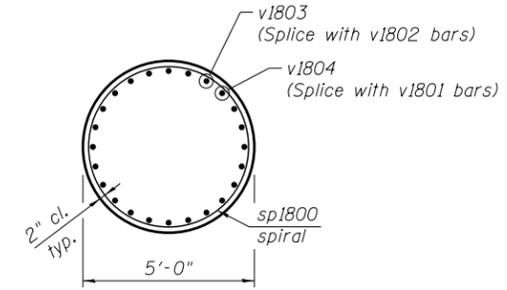
SECTION B-B



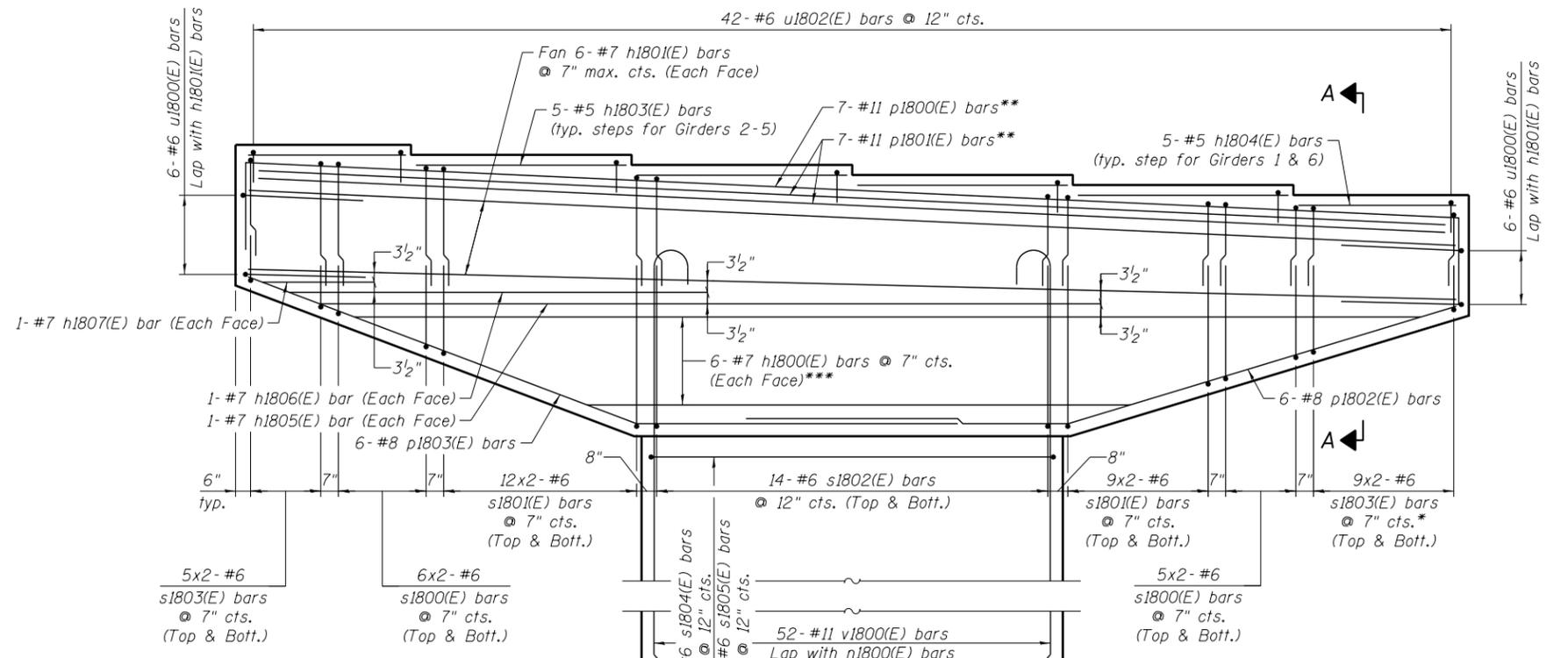
SECTION C-C



SECTION D-D

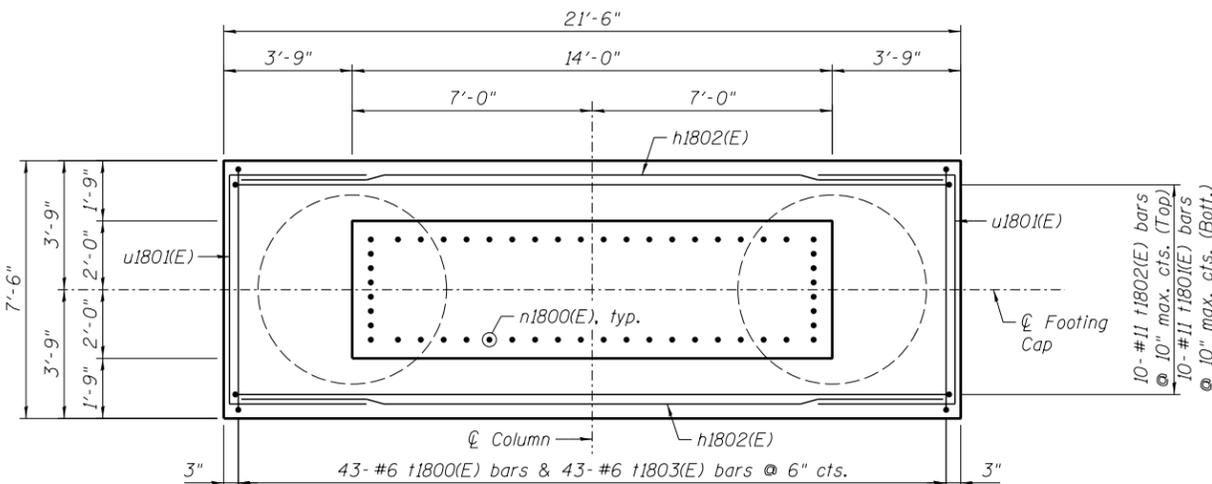


SECTION E-E



ELEVATION

(Looking South)



FOOTING PLAN

* Field cut as required and maintain 3'-3" min. lap.
 ** Slope with bearing steps.
 *** see Field Cutting Diagram on sheet S-213.

NOTES:

1. Space reinforcement in cap to miss anchor bolts.
2. sp1800 spiral:
 - 1) Provide 1 1/2 extra turns top and bottom. Extend spiral 3" into pile cap. Provide 4-#4 spacers or equivalent.
 - 2) When splicing spiral reinforcement is necessary, the spirals shall be provided with 1 1/2 extra turns at the ends to be spliced. These additional turns shall either be welded together according to AWS D1.4, or shall both terminate with a 135° standard hook.
3. Contractor shall use Mechanical Splicers in drilled shaft that will fit between spirals. Contractor shall field adjust spiral pitch to 12" maximum at Mechanical Splicer locations.
4. A Drilled Shaft shall be tested in accordance with Special Provisions for Crosshole Sonic Logging.

489_0161505_60L70_Pier18-2.dgn



USER NAME = krtzm	DESIGNED - AA	REVISED -
PLOT SCALE =	CHECKED - ATB	REVISED -
PLOT DATE = 11/20/2014	DRAWN - GF	REVISED -
	CHECKED - AA	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PIER 18W DETAILS - S.N.016-1505
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

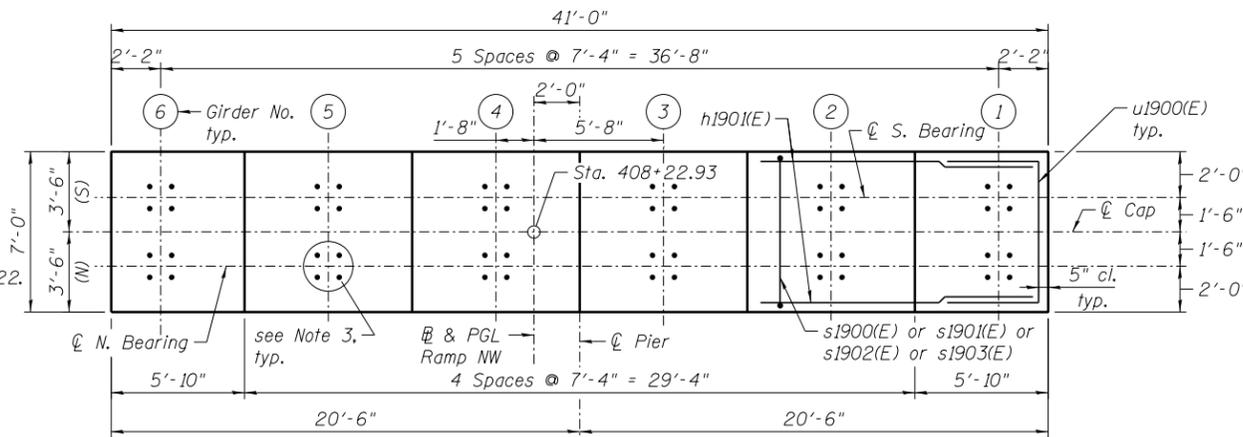
SHEET NO. S-214 OF S-248 SHEETS

F.A.I. R.T.E. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 706
				CONTRACT NO. 60L70
ILLINOIS FED. AID PROJECT				

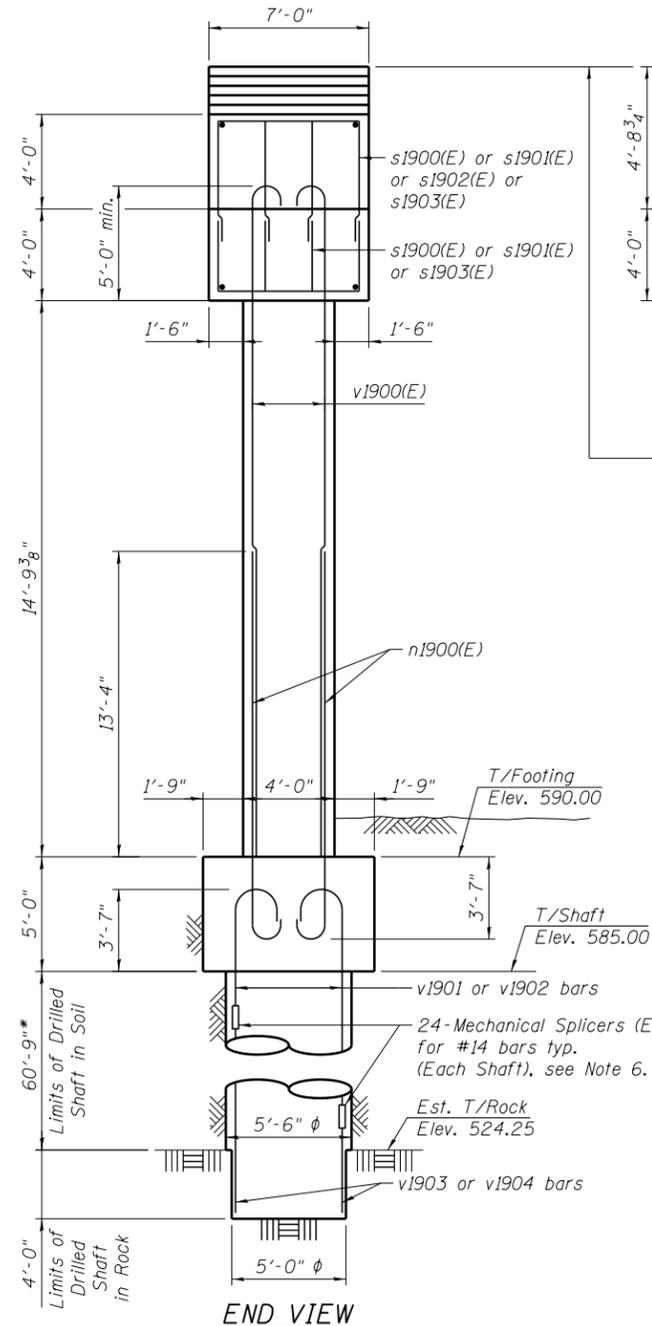
NOTES:

1. Pour steps monolithically with cap.
2. ϕ of Pier is radial to ϕ Ramp NW at Sta. 408+22.93.
3. For Anchor Bolts Details, see Sheets S-163 and S-165.
4. For Architectural Details, see Sheets S-219 thru S-221.
5. For Sections and Details, see Sheet S-216.
6. For Mechanical Splicer Details and Quantities, see Sheets S-222.

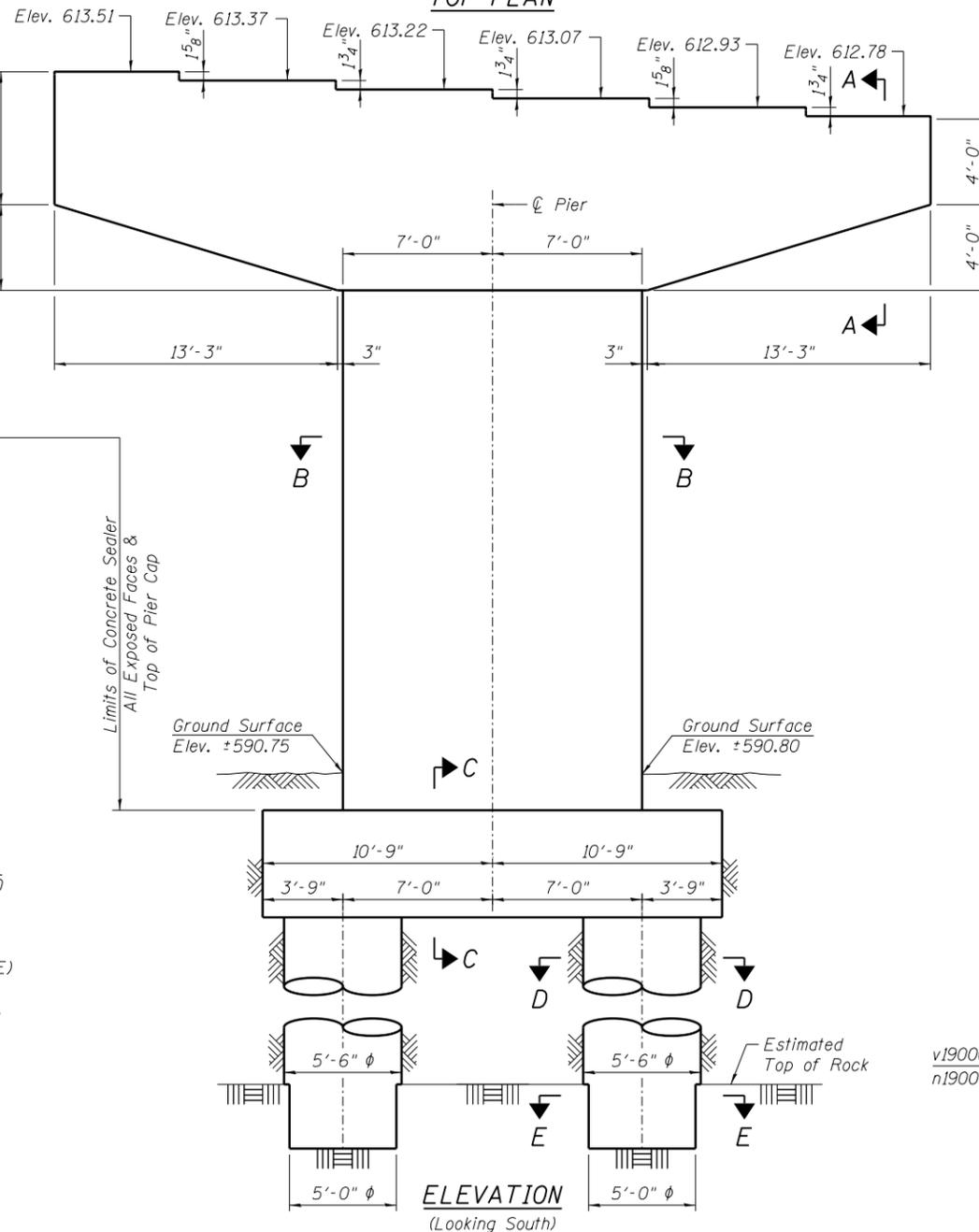
* The quantities and detailing are based on the estimated elevations shown on the plans. The actual elevations may differ at each shaft and corresponding adjustments shall be made to the drilled shaft and reinforcement quantities and payment limits.



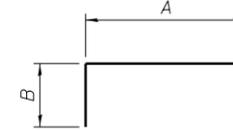
TOP PLAN



END VIEW



**ELEVATION
(Looking South)**



**BENT BAR
A & B DIMENSIONS**

Bar	A	B
p1900(E)	40'-2"	3'-0"
s1900(E)	4'-6"	4'-10"
s1901(E)	4'-6"	5'-10"
s1902(E)	6'-2"	5'-10"
s1903(E)	4'-6"	4'-4"
t1901(E)	21'-0"	3'-0"
t1902(E)	21'-0"	2'-6"
u1900(E)	6'-0"	4'-0"
u1901(E)	7'-0"	4'-0"
u1902(E)	6'-2"	1'-0"

FIELD CUTTING DIAGRAM

Order h1900(E) bars Full Length. Cut as shown and use remainder of bars.

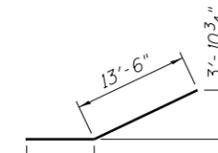
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h1900(E)	6	#7	57'-2"	—
h1901(E)	14	#7	40'-2"	—
h1902(E)	14	#6	21'-0"	—
h1903(E)	32	#5	6'-6"	—
h1904(E)	16	#5	4'-10"	—
n1900(E)	52	#11	18'-6"	U
p1900(E)	9	#11	46'-2"	┌
p1901(E)	9	#11	39'-6"	┌
p1902(E)	18	#8	24'-2"	┌
s1900(E)	24	#6	14'-2"	┌
s1901(E)	52	#6	16'-2"	┌
s1902(E)	26	#6	17'-10"	┌
s1903(E)	32	#6	13'-2"	┌
s1904(E)	16	#6	34'-8"	┌
s1905(E)	96	#6	4'-10"	┌
sp1900	2	#6	64'-0"	W
t1900(E)	43	#6	17'-6"	┌
t1901(E)	8	#11	27'-0"	┌
t1902(E)	8	#11	26'-0"	┌
t1903(E)	43	#6	8'-8"	┌
u1900(E)	14	#6	14'-0"	┌
u1901(E)	14	#6	15'-0"	┌
u1902(E)	42	#6	8'-2"	┌
v1900(E)	52	#11	21'-5"	U
v1901	24	#14	30'-4"	U
v1902	24	#14	40'-4"	U
v1903	24	#14	30'-0"	U
v1904	24	#14	40'-0"	U
Structure Excavation		Cu. Yd.	48	
Concrete Structures		Cu. Yd.	135.6	
Reinforcement Bars, Epoxy Coated		Pound	28,580	
Reinforcement Bars		Pound	31,600	
Drilled Shaft in Soil		Cu. Yd.	107.0	
Drilled Shaft in Rock		Cu. Yd.	5.9	
Concrete Sealer		Sq. Ft.	1,662	
Crosshole Sonic Logging		Each	1	

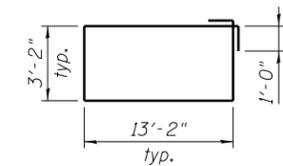
** Length is height of spiral.

TYP. MIN. LAP LENGTH

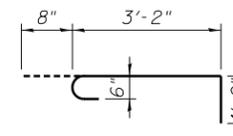
- #5 bars: 3'-3"
- #6 bars: 3'-10"
- #8 bars: 6'-9"
- #11 bars: 13'-4"



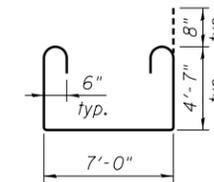
BAR p1902(E)



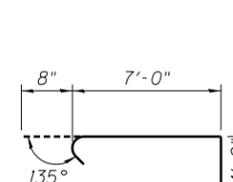
BAR s1904(E)



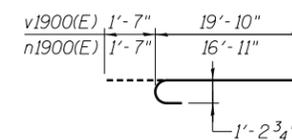
BAR s1905(E)



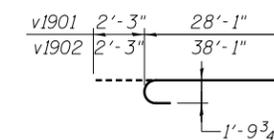
BAR t1900(E)



BAR t1903(E)



**BARS v1900(E)
& n1900(E)**



**BARS v1901
& v1902**

490_0161505_601.70_Pier19-1.dgn



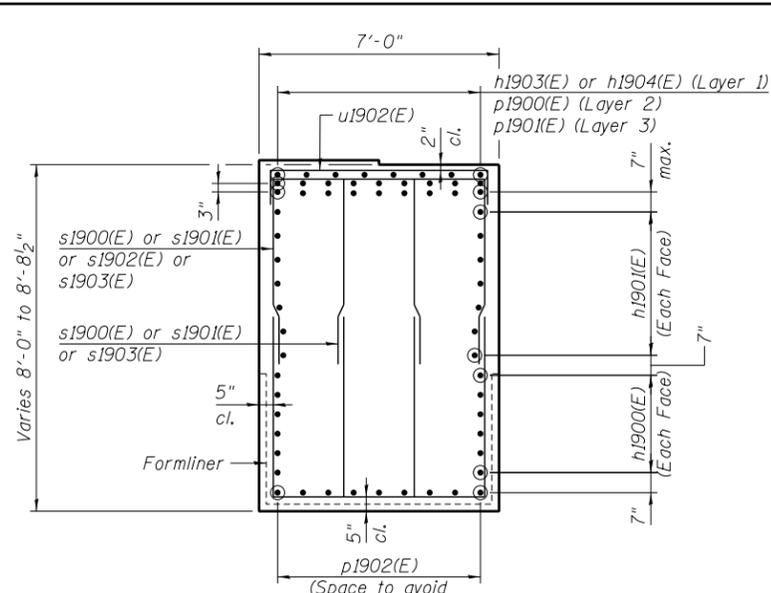
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PLOT SCALE =	CHECKED - ATB	REVISED -
PLOT DATE = 12/05/2014	DRAWN - GF	REVISED -
	CHECKED - AA	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

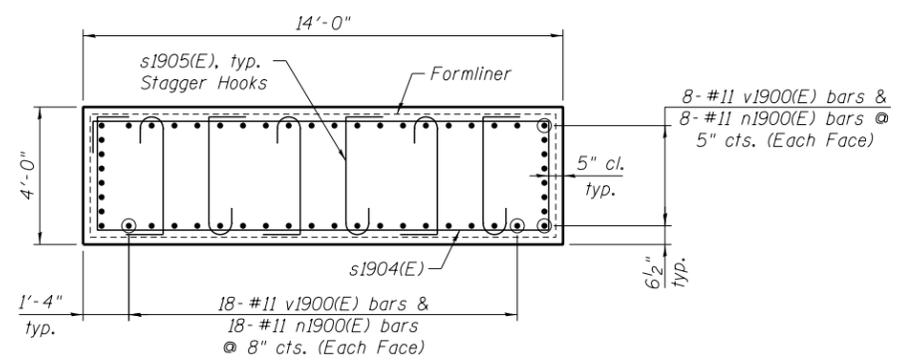
**PIER 19W PLAN & ELEVATION - S.N. 016-1505
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. S-215 OF S-248 SHEETS

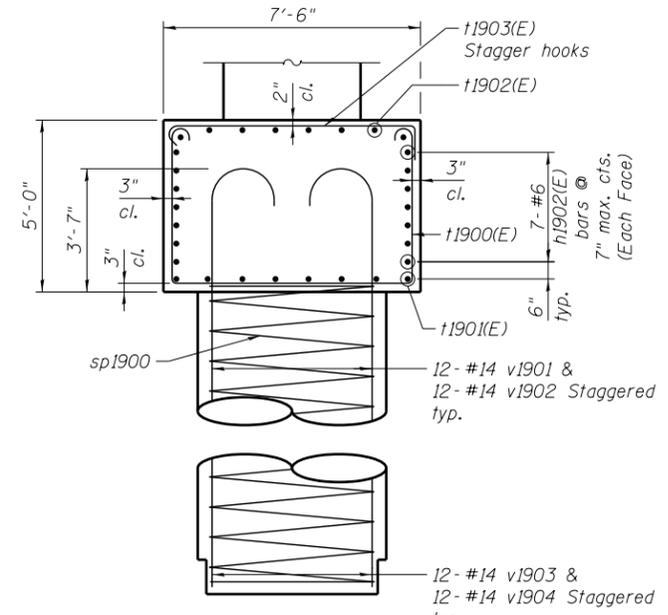
F.A.I. R.T.E. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 707
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	



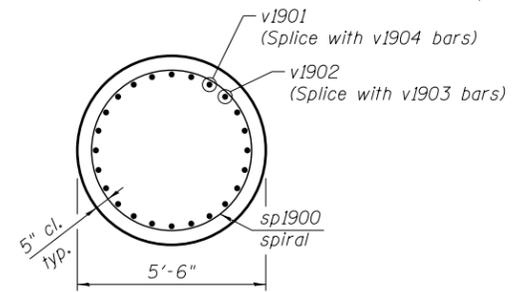
SECTION A-A



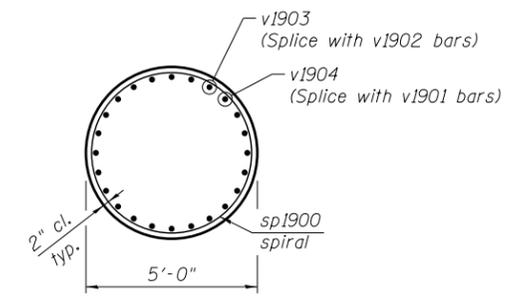
SECTION B-B



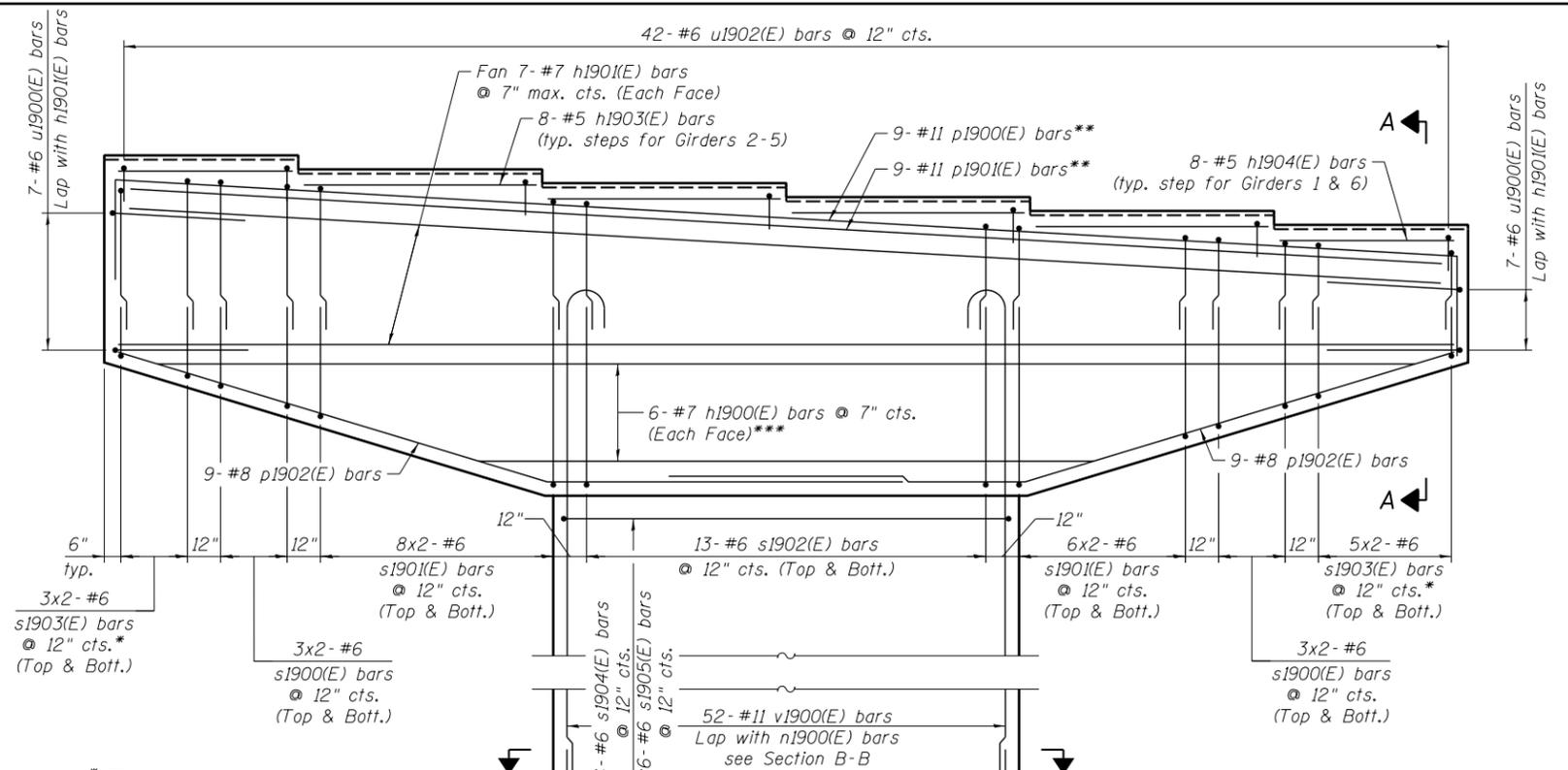
SECTION C-C



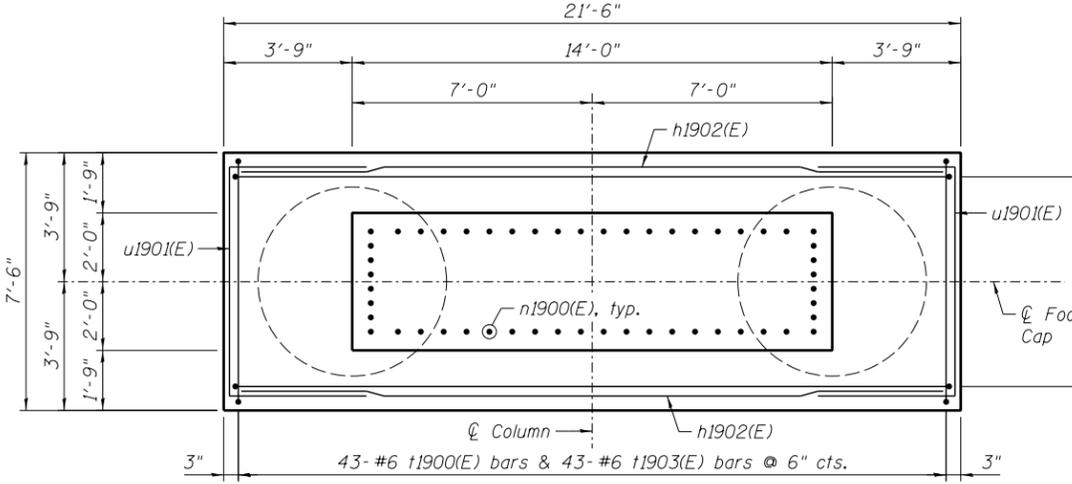
SECTION D-D



SECTION E-E



ELEVATION
(Looking South)



FOOTING PLAN

* Field cut as required and maintain 3'-3" min. lap.
** Slope with bearing steps.
*** see Field Cutting Diagram on sheet S-215.

NOTES:

1. Space reinforcement in cap to miss anchor bolts.
2. sp1900 spiral:
1) Provide 1/2 extra turns top and bottom. Extend spiral 3" into pile cap. Provide 4-#4 spacers or equivalent.
2) When splicing spiral reinforcement is necessary, the spirals shall be provided with 1/2 extra turns at the ends to be spliced. These additional turns shall either be welded together according to AWS D1.4, or shall both terminate with a 135° standard hook.
3. Contractor shall use Mechanical Splicers in drilled shaft that will fit between spirals. Contractor shall field adjust spiral pitch to 12" maximum at Mechanical Splicer locations.
4. A Drilled Shaft shall be tested in accordance with Special Provisions for Crosshole Sonic Logging.

491_0161505_60L70_Pier19-2.dgn



USER NAME = kritzm	DESIGNED - AA	REVISED -
PLOT SCALE =	CHECKED - ATB	REVISED -
PLOT DATE = 11/20/2014	DRAWN - GF	REVISED -
	CHECKED - AA	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 19W DETAILS - S.N.016-1505
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

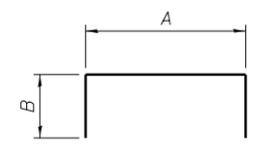
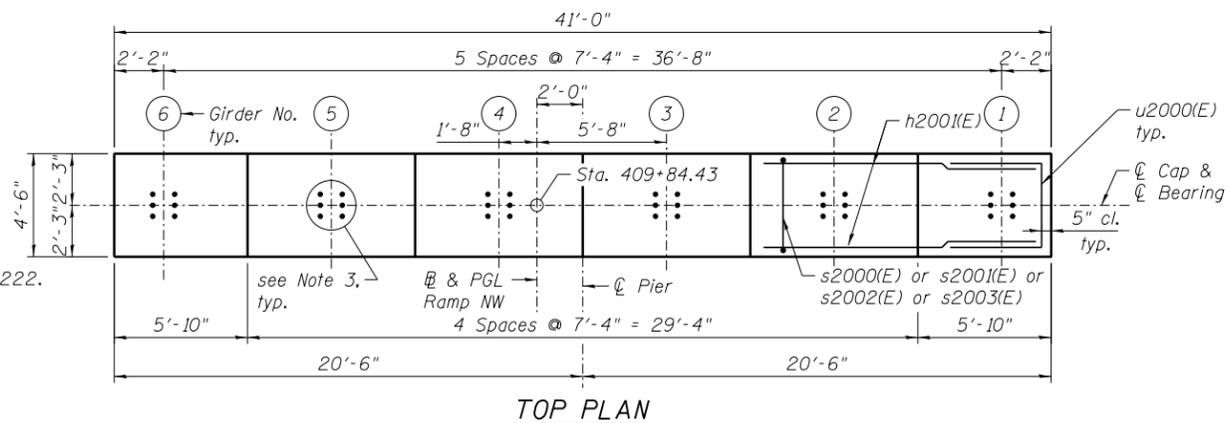
SHEET NO. S-216 OF S-248 SHEETS

F.A.I. R.T.E. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 708
				CONTRACT NO. 60L70
ILLINOIS FED. AID PROJECT				

NOTES:

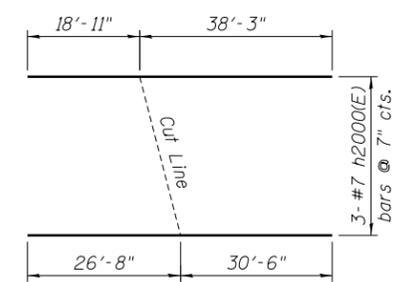
1. Pour steps monolithically with cap.
2. ϕ of Pier is radial to ϕ Ramp NW at Sta. 409+84.43.
3. For Anchor Bolts Details, see Sheet S-163.
4. For Architectural Details, see Sheets S-219 thru S-221.
5. For Sections and Details, see Sheet S-218.
6. For Mechanical Splicer Details and Quantities, see Sheet S-222.

* The quantities and detailing are based on the estimated elevations shown on the plans. The actual elevations may differ at each shaft and corresponding adjustments shall be made to the drilled shaft and reinforcement quantities and payment limits.



BENT BAR
A & B DIMENSIONS

Bar	A	B
p2000(E)	40'-2"	3'-0"
s2000(E)	2'-6"	4'-9"
s2001(E)	2'-6"	5'-10"
s2002(E)	3'-8"	5'-10"
s2003(E)	2'-6"	4'-4"
t2001(E)	21'-0"	3'-0"
t2002(E)	21'-0"	2'-6"
u2000(E)	3'-6"	4'-0"
u2001(E)	7'-0"	4'-0"
u2002(E)	3'-8"	1'-0"

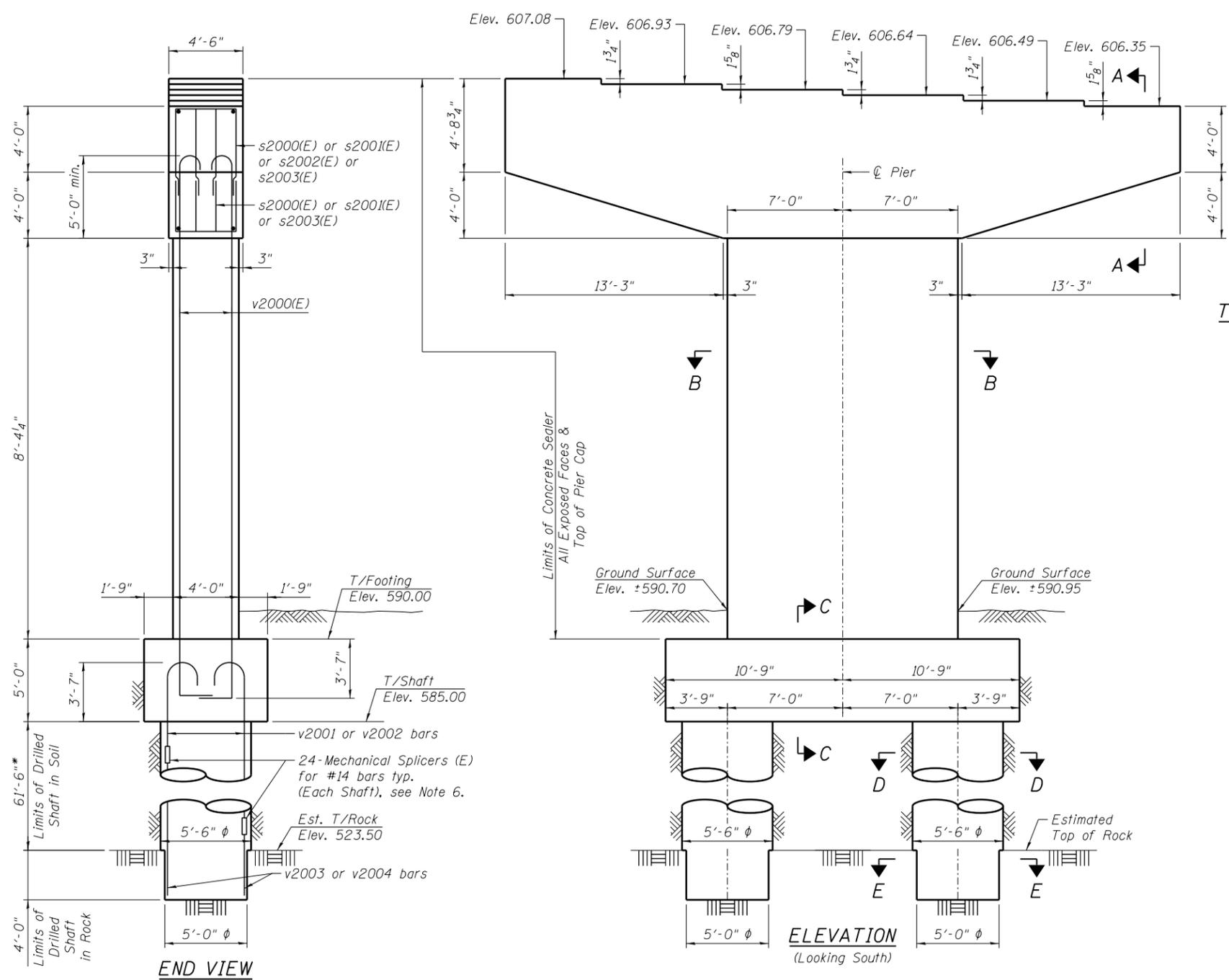


FIELD CUTTING DIAGRAM
Order h2000(E) bars Full Length. Cut as shown and use remainder of bars.

BILL OF MATERIAL

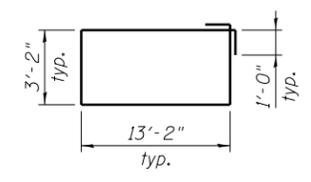
Bar	No.	Size	Length	Shape
h2000(E)	6	#7	57'-2"	—
h2001(E)	14	#7	40'-2"	—
h2002(E)	14	#6	21'-0"	—
h2003(E)	20	#5	6'-6"	—
h2004(E)	10	#5	4'-10"	—
p2000(E)	7	#11	46'-2"	—
p2001(E)	14	#11	39'-6"	—
p2002(E)	6	#8	24'-2"	—
s2000(E)	48	#6	12'-0"	—
s2001(E)	92	#6	14'-2"	—
s2002(E)	28	#6	15'-4"	—
s2003(E)	44	#6	11'-2"	—
s2004(E)	9	#6	34'-8"	—
s2005(E)	54	#6	4'-10"	—
sp2000	2	#6	65'-9"	—
t2000(E)	43	#6	17'-6"	—
t2001(E)	10	#11	27'-0"	—
t2002(E)	10	#11	26'-0"	—
t2003(E)	43	#6	8'-8"	—
u2000(E)	14	#6	11'-6"	—
u2001(E)	14	#6	15'-0"	—
u2002(E)	42	#6	5'-8"	—
v2000(E)	52	#11	21'-6"	—
v2001	24	#14	26'-1"	—
v2002	24	#14	36'-1"	—
v2003	24	#14	35'-0"	—
v2004	24	#14	45'-0"	—
Structure Excavation		Cu. Yd.	49	
Concrete Structures		Cu. Yd.	95.5	
Reinforcement Bars, Epoxy Coated		Pound	23,950	
Reinforcement Bars		Pound	32,030	
Drilled Shaft in Soil		Cu. Yd.	108.3	
Drilled Shaft in Rock		Cu. Yd.	5.9	
Concrete Sealer		Sq. Ft.	1,150	
Crosshole Sonic Logging		Each	1	

** Length is height of spiral.

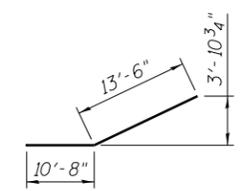


TYP. MIN. LAP LENGTH

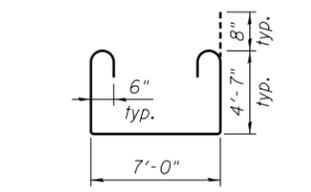
- #5 bars: 3'-3"
- #6 bars: 3'-10"
- #8 bars: 6'-9"
- #11 bars: 13'-4"



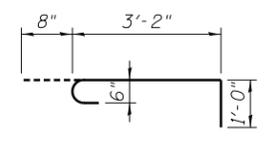
BAR s2004(E)



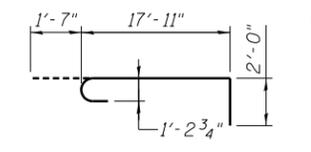
BAR p2002(E)



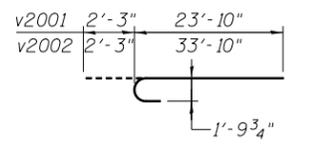
BAR t2000(E)



BAR s2005(E)



BAR v2000(E)



BARS v2001 & v2002



USER NAME = kr1tzm	DESIGNED - AA	REVISED -
PLOT SCALE =	CHECKED - ATB	REVISED -
PLOT DATE = 12/05/2014	DRAWN - GF	REVISED -
	CHECKED - AA	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

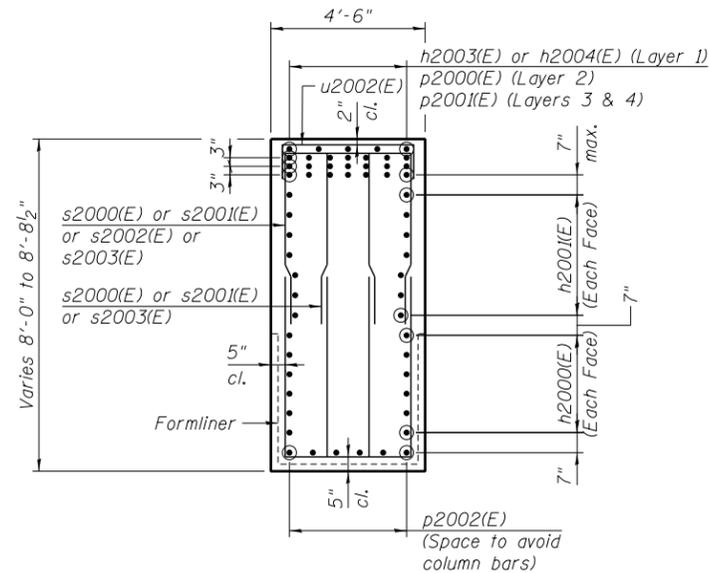
PIER 20W PLAN & ELEVATION - S.N. 016-1505
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-217 OF S-248 SHEETS

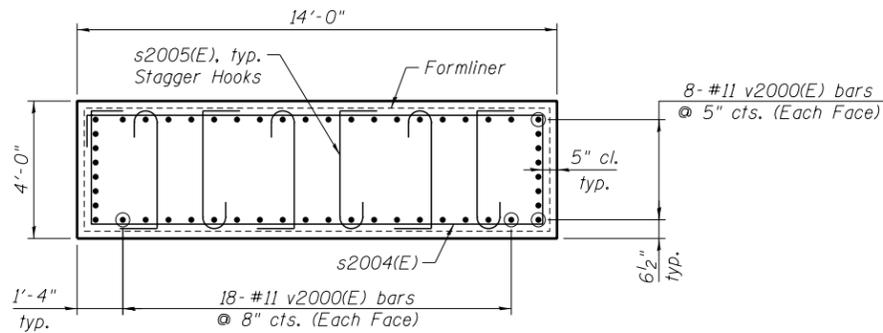
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	709
CONTRACT NO. 60L70				

ILLINOIS FED. AID PROJECT

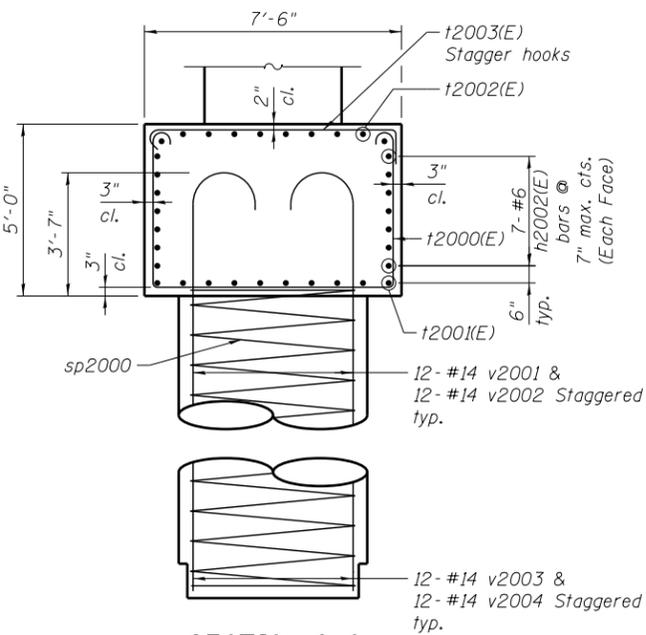
492.0161505_60L70_Pier20-1.dgn



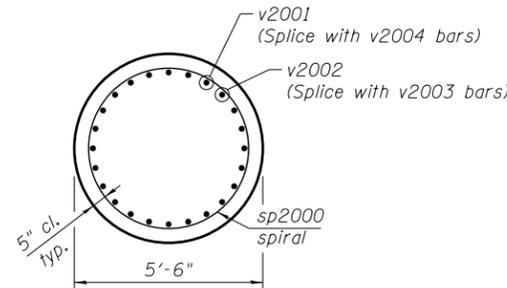
SECTION A-A



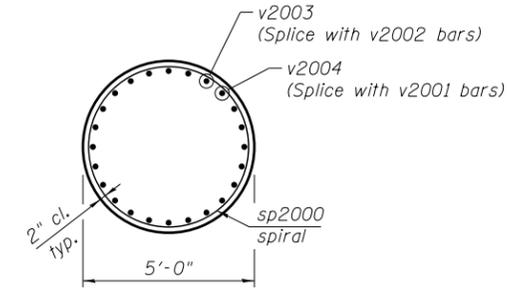
SECTION B-B



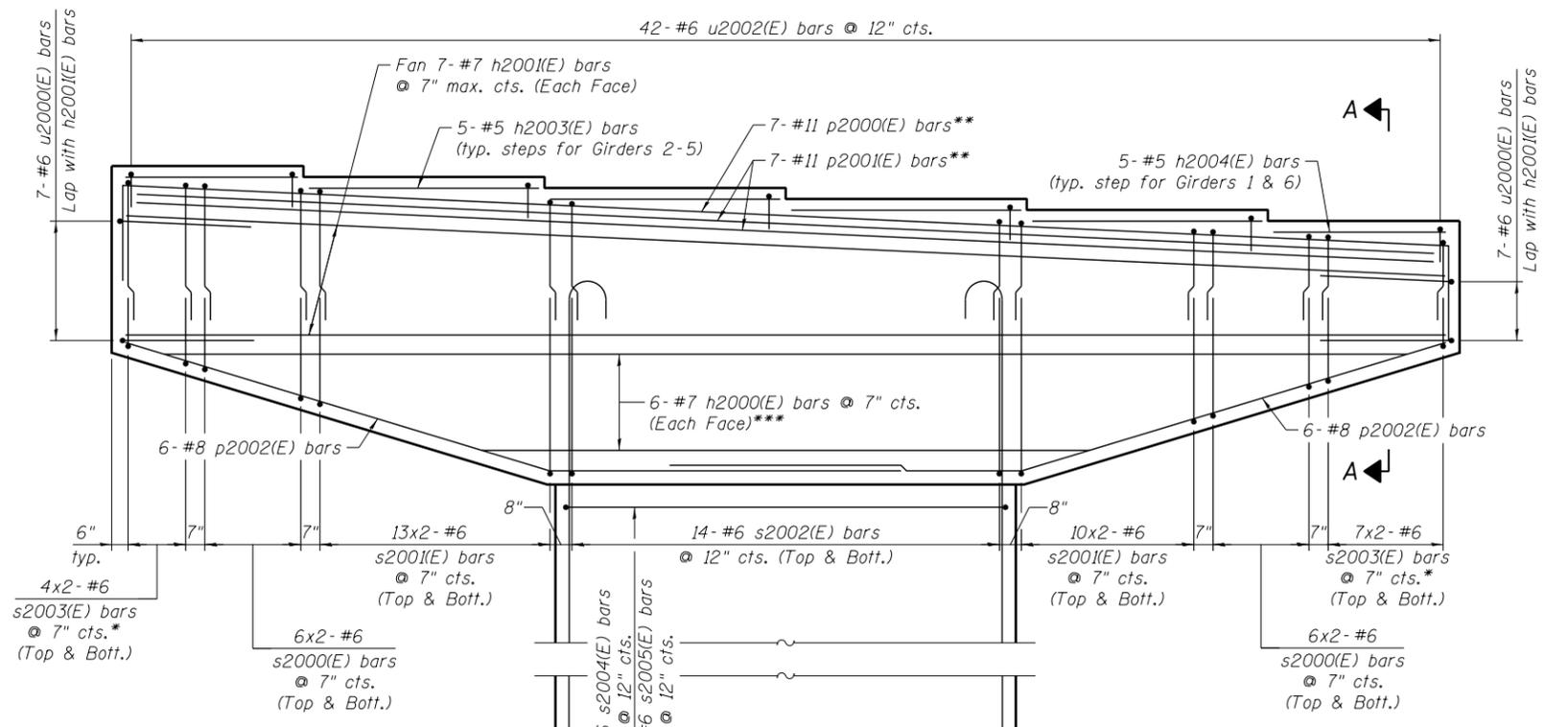
SECTION C-C



SECTION D-D

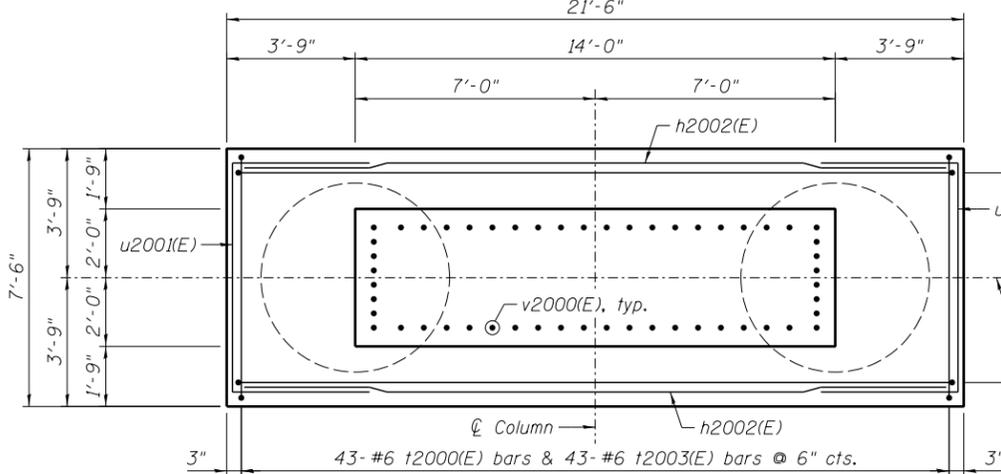


SECTION E-E



ELEVATION

(Looking South)



FOOTING PLAN

* Field cut as required and maintain 3'-3" min. lap.
 ** Slope with bearing steps.
 *** see Field Cutting Diagram on sheet S-217.

7-#6 u2001(E) bars @ 7" max. cts. (Each End)
 Lap with h2002(E) bars
 6" Pitch, typ.
 1-#6 sp2000 bar, typ. see Note 2

NOTES:

1. Space reinforcement in cap to miss anchor bolts.
2. sp2000 spiral:
 - 1) Provide 1 1/2 extra turns top and bottom. Extend spiral 3" into pile cap. Provide 4-#4 spacers or equivalent.
 - 2) When splicing spiral reinforcement is necessary, the spirals shall be provided with 1 1/2 extra turns at the ends to be spliced. These additional turns shall either be welded together according to AWS D1.4, or shall both terminate with a 135° standard hook.
3. Contractor shall use Mechanical Splicers in drilled shaft that will fit between spirals. Contractor shall field adjust spiral pitch to 12" maximum at Mechanical Splicer locations.
4. A Drilled Shaft shall be tested in accordance with Special Provisions for Crosshole Sonic Logging.

493_0161505_c01.70_Pier-20-2.dgn



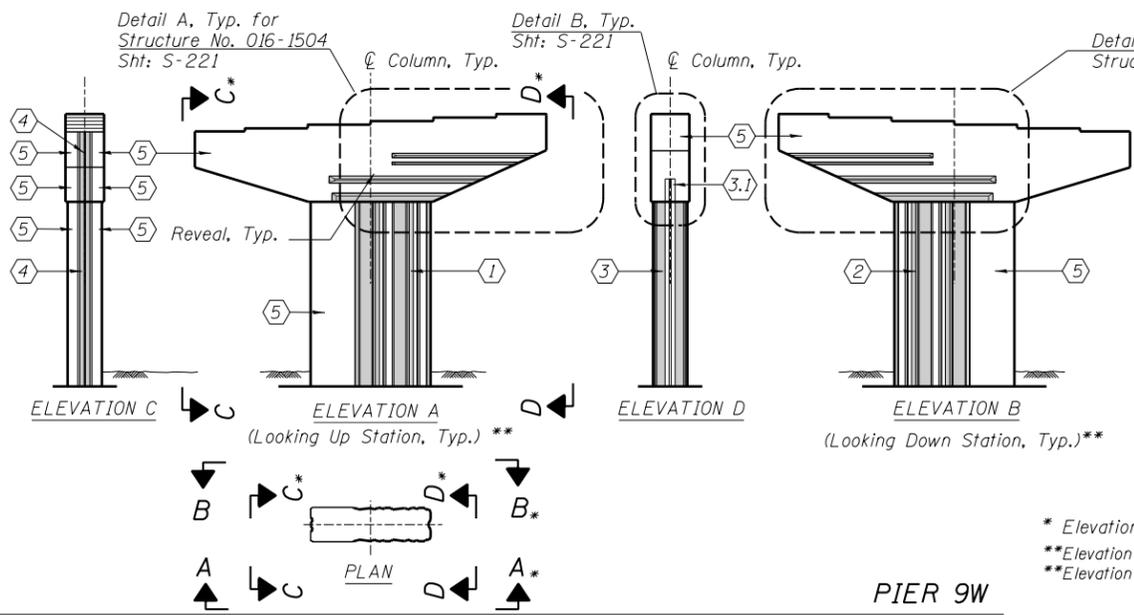
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PLOT SCALE =	CHECKED - ATB	REVISED -
PLOT DATE = 11/20/2014	DRAWN - GF	REVISED -
	CHECKED - AA	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PIER 20W DETAILS - S.N.016-1505
 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

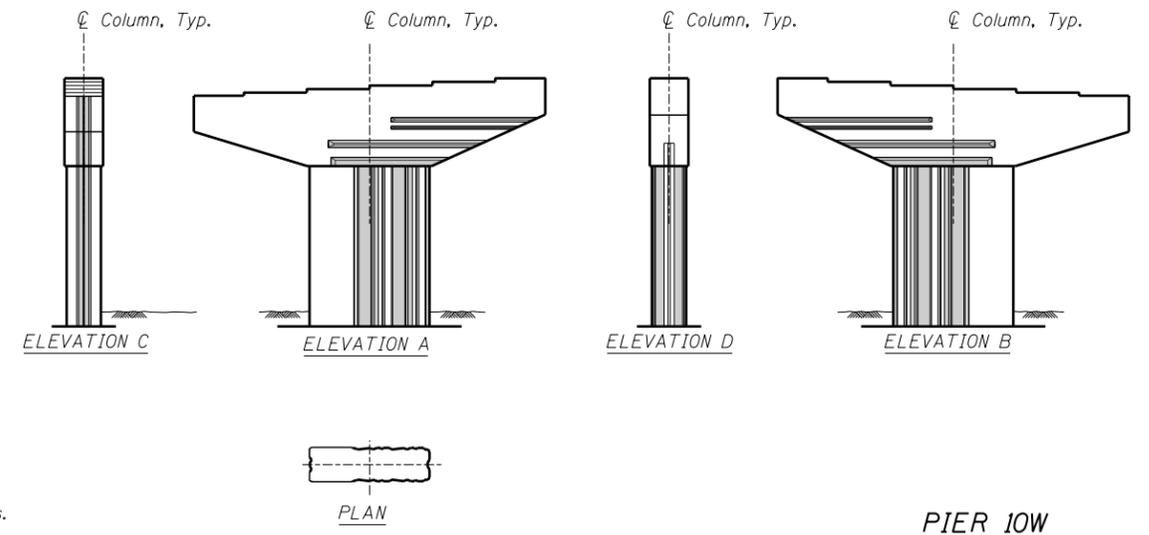
SHEET NO. S-218 OF S-248 SHEETS

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 710
				CONTRACT NO. 60L70
ILLINOIS FED. AID PROJECT				

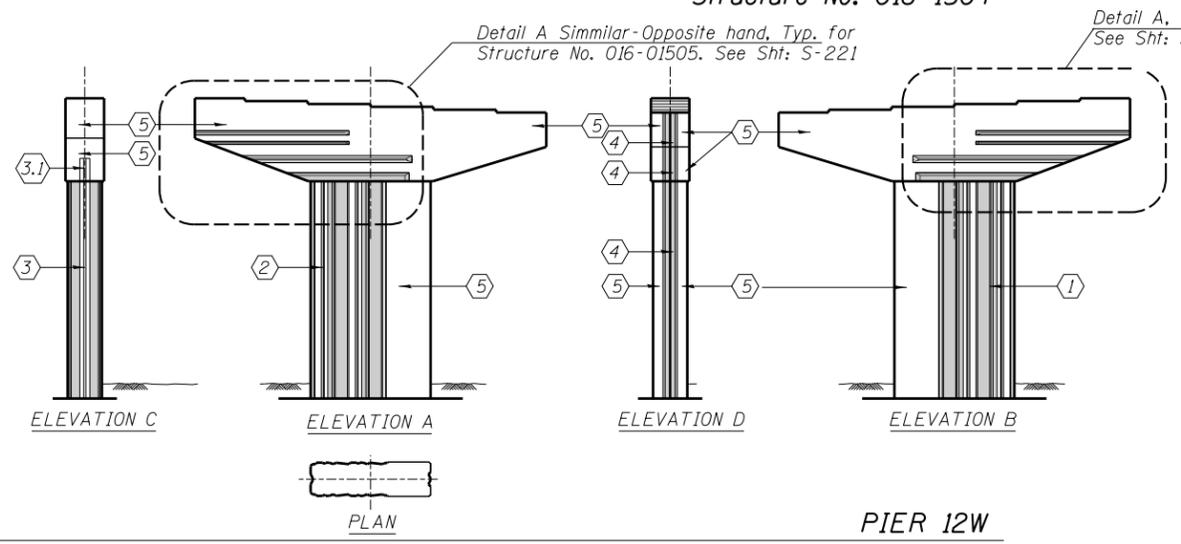


PIER 9W
Structure No. 016-1504

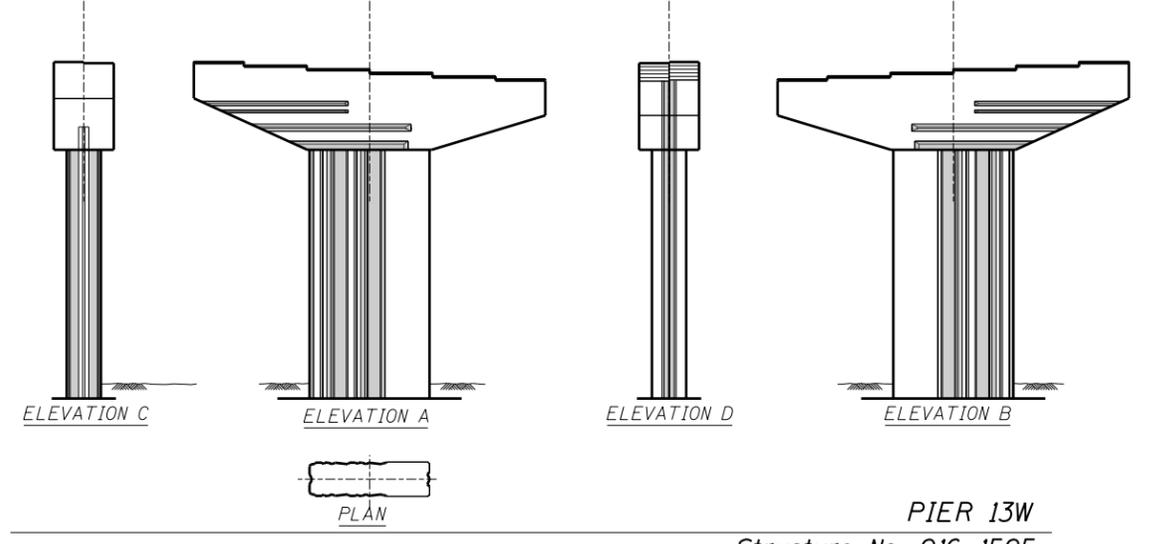
* Elevation designations are typical for all piers.
 **Elevation A - Looking Up Station, typical for all piers.
 **Elevation B - Looking Down Station, typical for all piers.



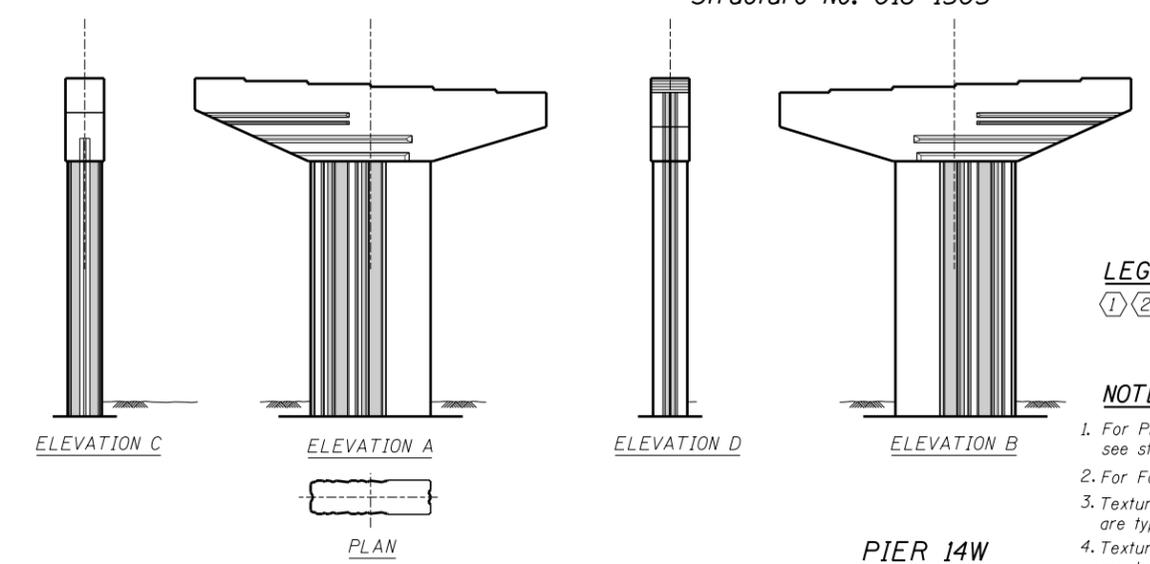
PIER 10W
Structure No. 016-1504



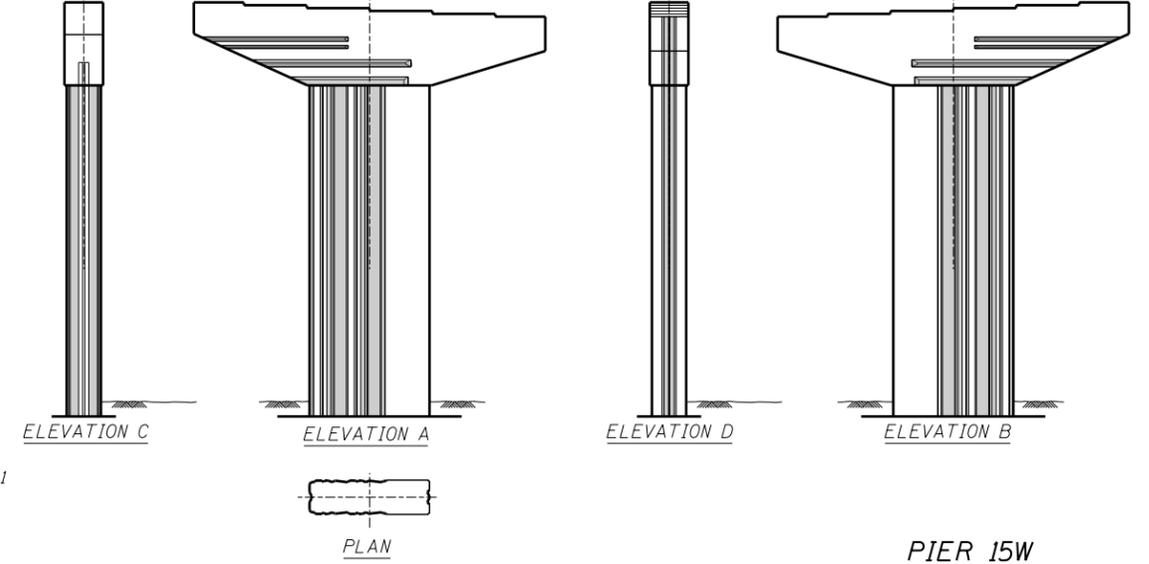
PIER 12W
Structure No. 016-1505



PIER 13W
Structure No. 016-1505



PIER 14W
Structure No. 016-1505



PIER 15W
Structure No. 016-1505

- LEGEND:**
- ①②③④ Textured Formliner Designation
 - ⑤ Rubbed Finish
- NOTES:**
1. For Pier and Pier Cap dimensions see structural Pier drawings.
 2. For Formliner and Reveal details see drawing S-221
 3. Textured Formliner Designation shown at Pier 9W are typical for Pier 9W and 10W
 4. Textured Formliner Designation shown at Pier 12W are typical for Pier 12W, 13W, 14W and 15W

494_0161505_60L70_Piers-ArchElev-1.dgn



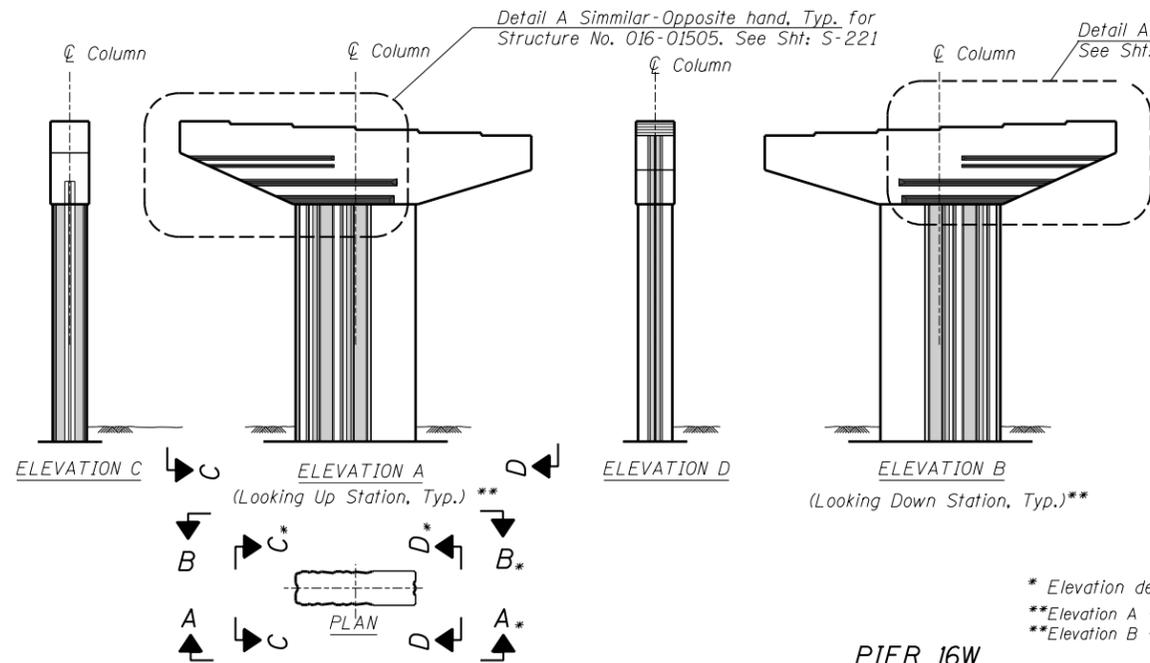
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PLOT SCALE =	CHECKED - DB	REVISED -
PLOT DATE = 11/20/2014	DRAWN - MR	REVISED -
	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

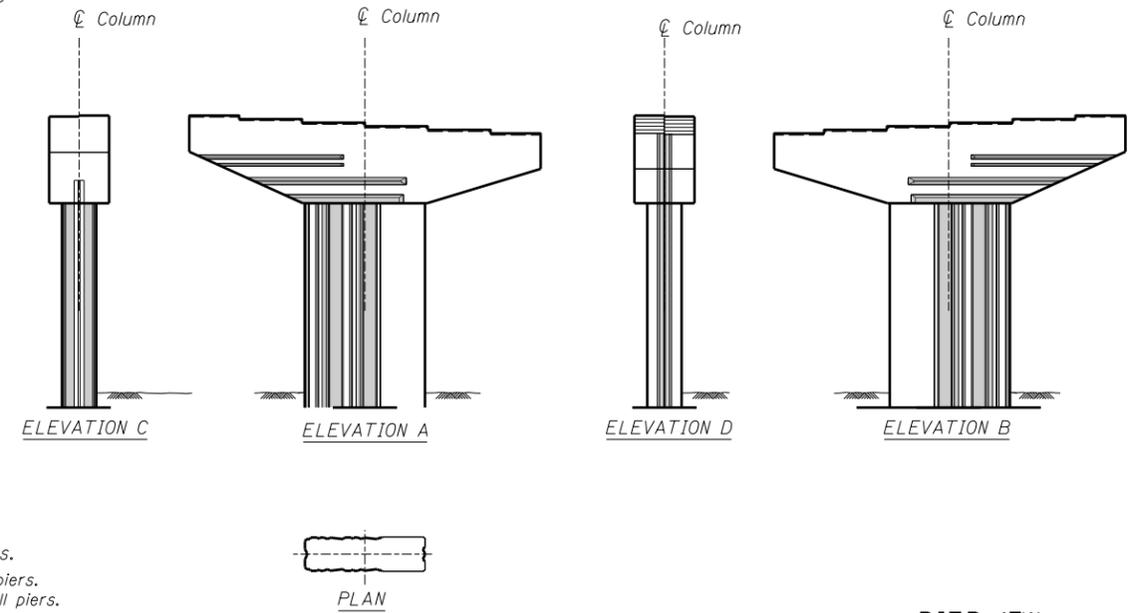
ARCHITECTURAL DETAILS I
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-219 OF S-248 SHEETS

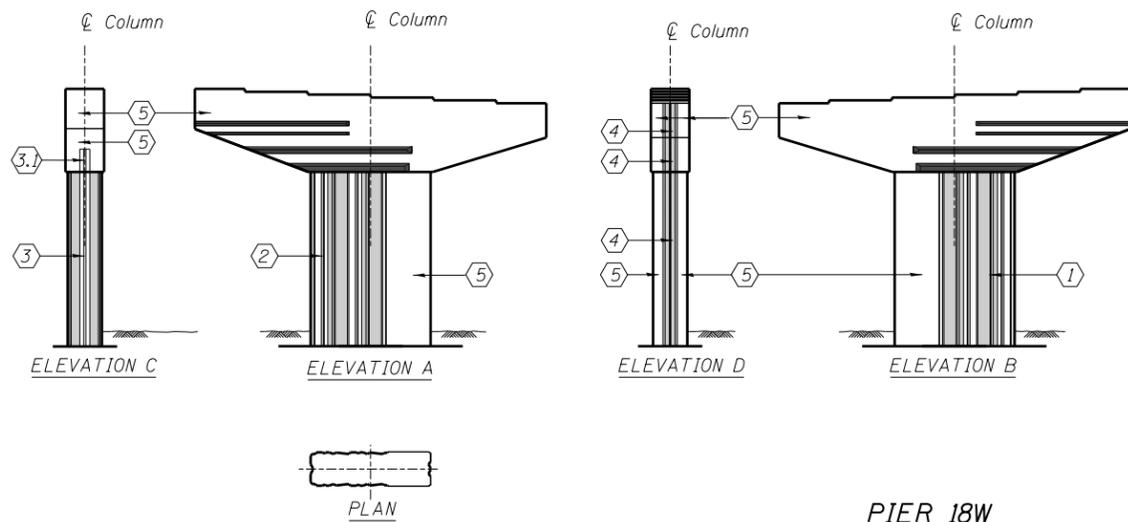
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	711
				CONTRACT NO. 60L70
ILLINOIS FED. AID PROJECT				



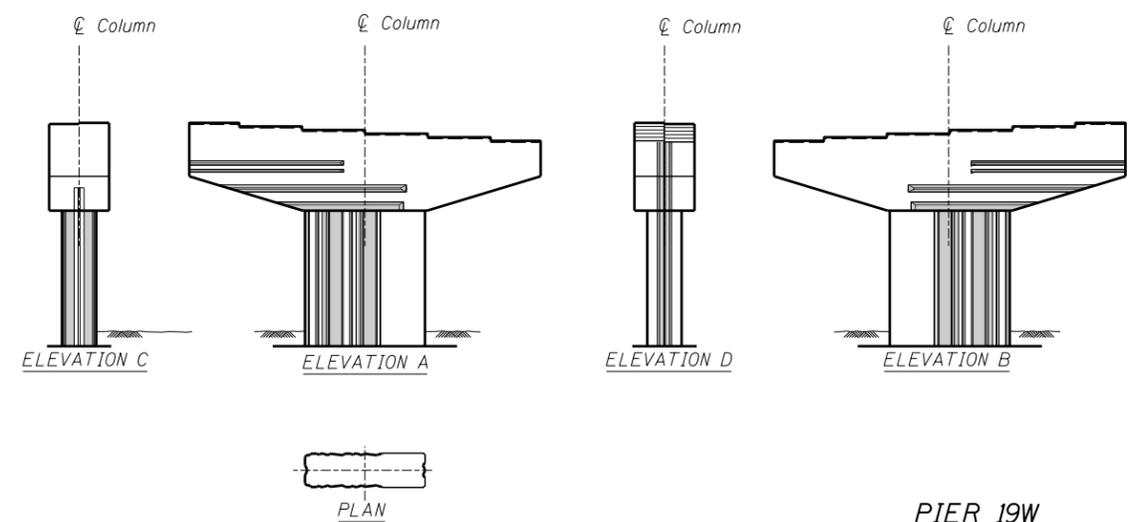
PIER 16W
Structure No. 016-1505



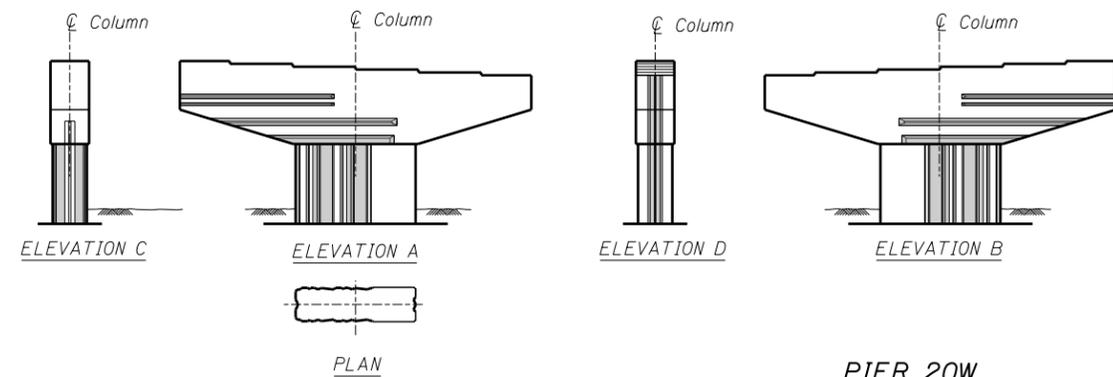
PIER 17W
Structure No. 016-1505



PIER 18W
Structure No. 016-1505



PIER 19W
Structure No. 016-1505



PIER 20W
Structure No. 016-1505

NOTES:

1. For Pier and Pier Cap dimensions see structural Pier drawings.
2. For Formliner and Reveal details see drawing S-221
3. Textured Formliner Designation shown at Pier 18W are typical for Pier 16W, 17W, 18W, 19W and 20W.

LEGEND:

- ① ② ③ ④ Textured Formliner
- ⑤ Rubbed Finish

495_0161505_60L70_Piers-ArchDet-2.dgn



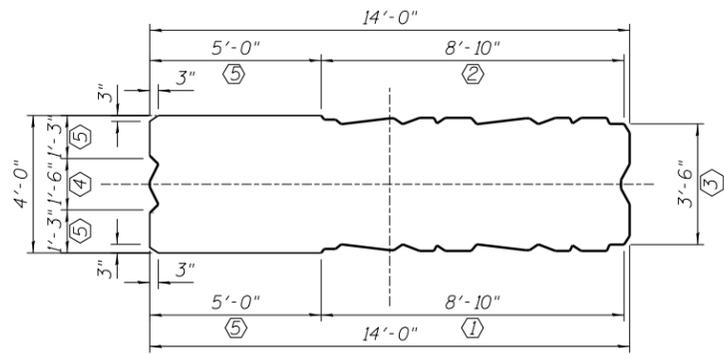
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PLOT DATE = 11/20/2014	DRAWN - MR	REVISED -
	CHECKED - ATB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARCHITECTURAL DETAILS II
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-220 OF S-248 SHEETS

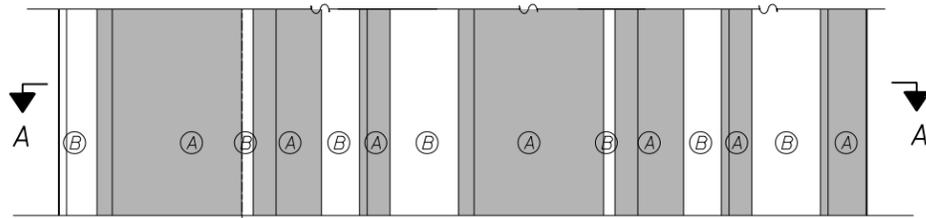
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	712
				CONTRACT NO. 60L70
ILLINOIS FED. AID PROJECT				



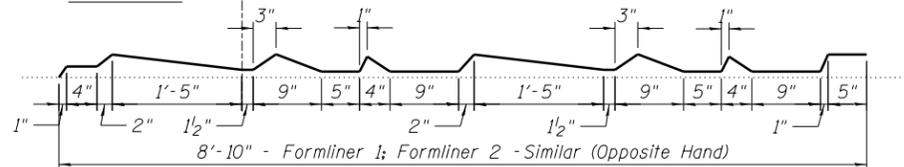
FORMLINER LAYOUT
TYP. FOR HAMMER HEAD PIERS
STRUCTURE NO. 016-1504 & 016-1505

NOTES:

1. Verify / coordinate pier dimensions with Structural Pier drawings: S-195 thru 198 and S201 thru S-218.
2. Maximum depth of formliner texture at columns and maximum depth of reveals at pier caps is 3".
3. Submit samples of formliner for review and approval.

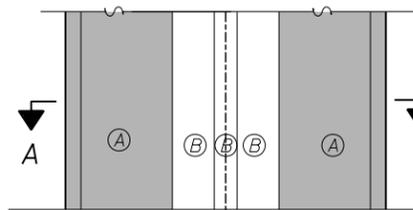


ELEVATION

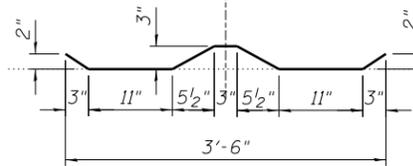


SECTION A-A

FORMLINER ① & ② Sim.

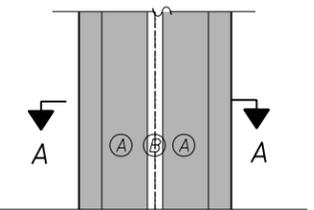


ELEVATION

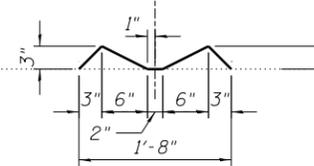


SECTION A-A

FORMLINER ③

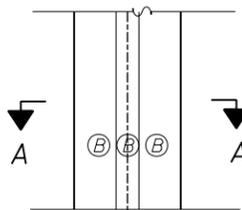


ELEVATION

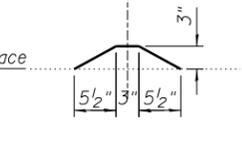


SECTION A-A

FORMLINER ④

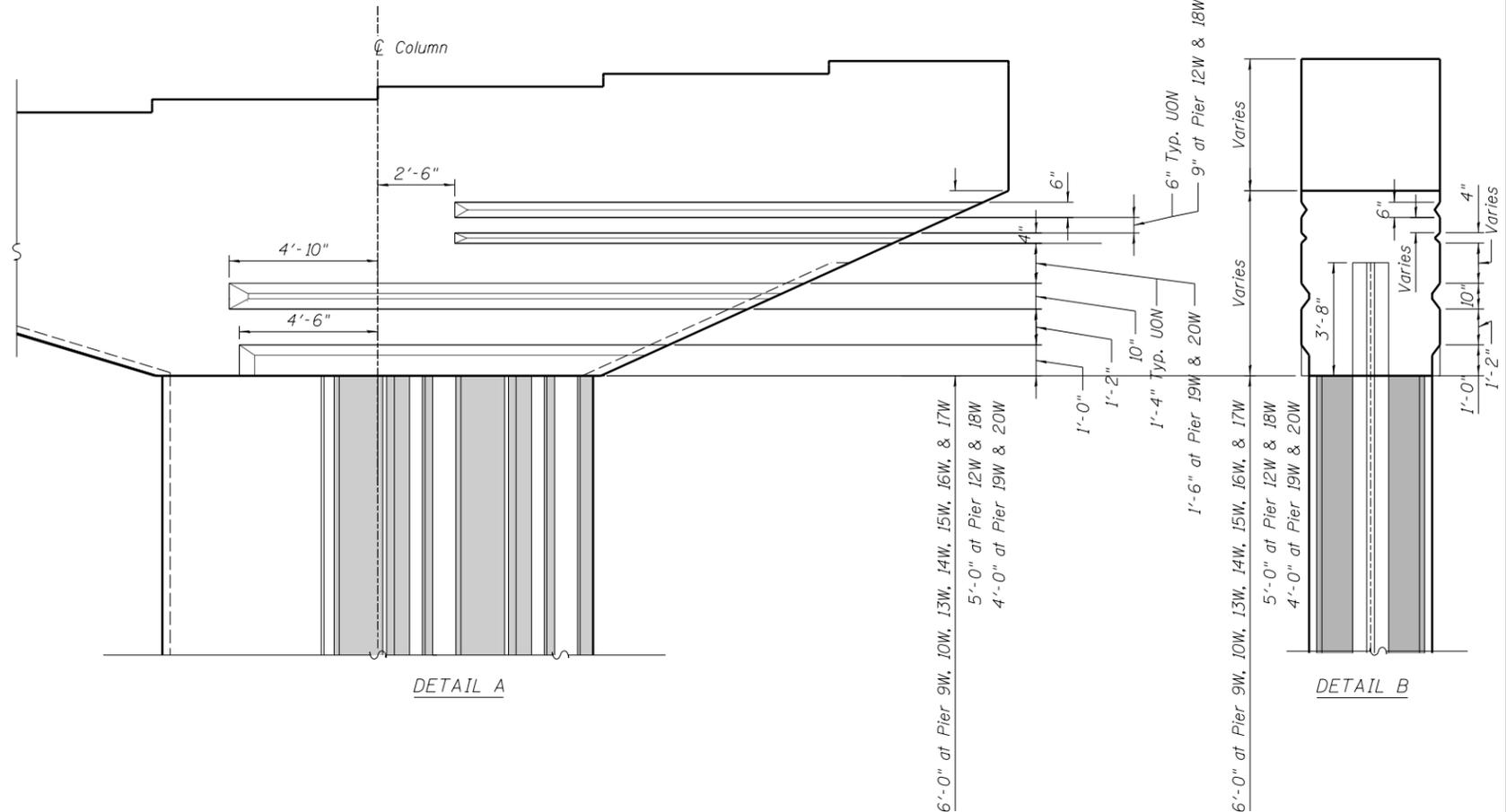


ELEVATION



SECTION A-A

FORMLINER ③.1



DETAIL A

DETAIL B

PIER CAP REVEAL DETAIL

LEGEND:

- ① ② ③ ④ Formliner Panel Designation
- ⑤ Contractor's form: Rubbed Finish at all concrete surface on columns and pier caps, exposed to view and not indicated as textured formliner or textured reveal.
- Ⓐ Texture: Light Sandblast: Max Depth: 0.0625"
- Ⓑ Texture: Smooth

Pier	Formliner Quantity (Sq.Ft.)	Rubbed Finish Quantity (Sq.Ft.)
9W	740	1,230
10W	650	1,040
12W	778	1,096
13W	876	1,345
14W	896	1,140
15W	1,133	1,220
16W	838	1,115
17W	737	1,290
18W	645	1,036
19W	520	1,185
20W	350	835

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Form Liner Textured Surface	Sq. Ft.	8,163
Rubbed Finish	Sq. Ft.	12,532

496_0161505_60L70_Piers-ArchDet-3.dgn



USER NAME = kr1tzm
 DESIGNED - MR
 CHECKED - ATB
 PLOT SCALE =
 DRAWN - MR
 PLOT DATE = 12/05/2014
 CHECKED - ATB

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 CHECKED - ATB
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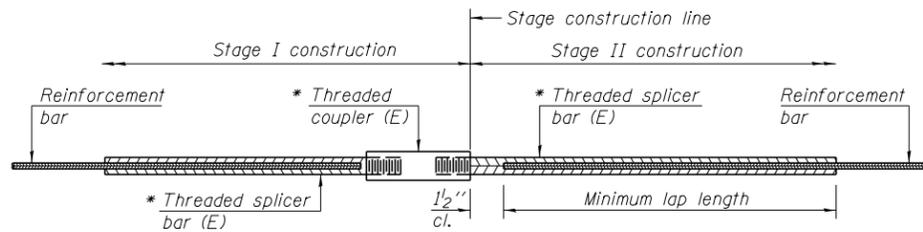
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARCHITECTURAL DETAILS III
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-221 OF S-248 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	713

CONTRACT NO. 60L70
 ILLINOIS FED. AID PROJECT



STANDARD BAR SPLICER ASSEMBLY

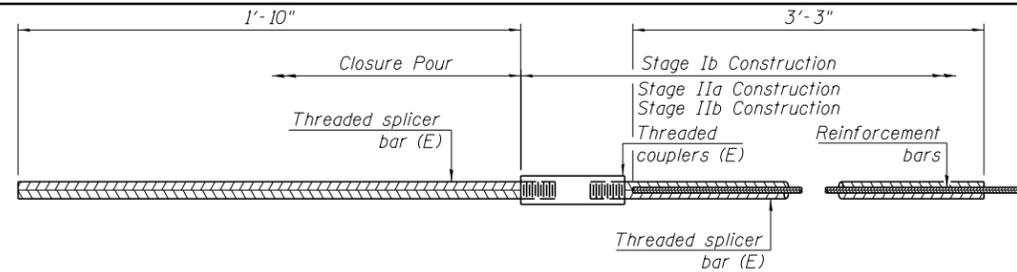
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"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

Table 1: Black bar, 0.8 Class C
 Table 2: Black bar, Top bar lap, 0.8 Class C
 Table 3: Epoxy bar, 0.8 Class C
 Table 4: Epoxy bar, Top bar lap, 0.8 Class C
 Table 5: Epoxy bar, Class C
 Table 6: Epoxy bar, Top bar lap, Class C

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

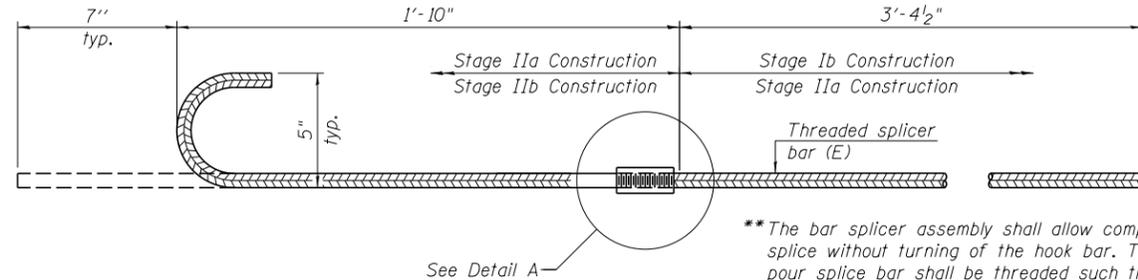
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
West Abut.	#5	22	Table 5
	#6	5	Table 5
	#9	16	Table 5
W. Approach Slab	#4	25	Table 5
	#5	86	Table 5
Deck (1501)	#5	2,738	Table 5
	#6	12	Table 5
N. Approach Slab	#5	40	Table 5
	#5	56	Table 5
Deck (1504 Unit 1)	#6	12	Table 5
	#5	13	Table 5
Deck (1504 Unit 2)	#5	13	Table 5
	#6	4	Table 5
South Abut.	#5	24	Table 5
	#6	5	Table 5
	#9	16	Table 5
S. Approach Slab	#4	25	Table 5
	#5	86	Table 5
Deck (1505 Unit 4)	#5	1,133	Table 5
	#6	8	Table 5



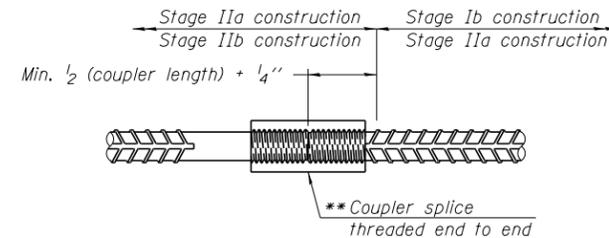
BAR SPLICER ASSEMBLY FOR #5 BAR ON TOP BARS
 @ BRIDGE DECK STAGE CONSTRUCTION JOINT

No. required = 1582 S.N. 016-1504 (Unit 1)

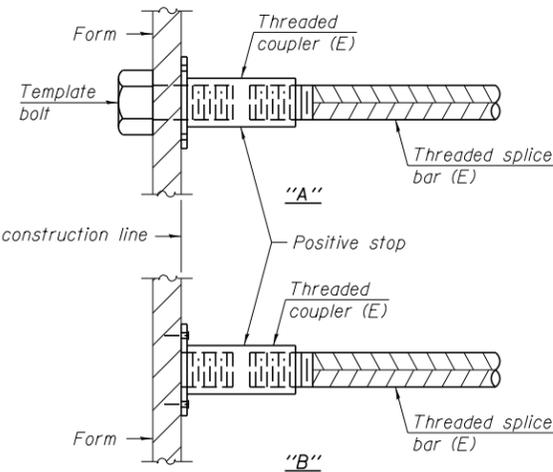


BAR SPLICER ASSEMBLY FOR #5 BAR ON BOTTOM BARS
 @ BRIDGE DECK STAGE CONSTRUCTION JOINT

No. required = 1160 S.N. 016-1504 (Unit 1)

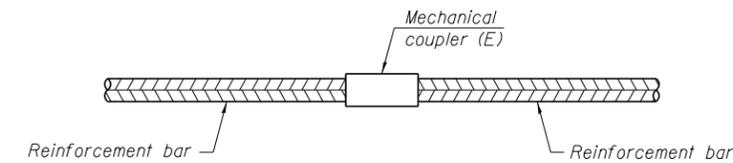


DETAIL A



INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required
Pier 1W	#5	32
	#6	14
	#11	81
Pier 2W	#5	34
	#6	14
	#11	81
Pier 3W	#5	18
	#11	24
	#14	48
Pier 4W	#5	18
	#11	24
	#14	48
Pier 5W	#5	72
	#6	14
	#8	40
W. Abutment	#11	101
	#14	48
	#14	70
Pier 6W	#5	60
	#6	28
	#11	155
Pier 7W	#5	100
	#6	28
	#11	155
Pier 8W	#5	100
	#6	14
	#11	80
Pier 9W	#5	46
	#6	14
	#11	90
Pier 10W	#5	26
	#8	6
	#11	30
Pier 11W	#5	48
	#6	14
	#11	30
Pier 12W	#5	48
	#6	14
	#11	30
Pier 13W	#5	48
	#6	14
	#11	30
Pier 14W	#5	48
	#6	14
	#11	30
Pier 15W	#5	48
	#6	14
	#11	30
Pier 16W	#5	48
	#6	14
	#11	30
Pier 17W	#5	48
	#6	14
	#11	30
Pier 18W	#5	48
	#6	14
	#11	30
Pier 19W	#5	48
	#6	14
	#11	30
Pier 20W	#5	48
	#6	14
	#11	30
S. Abutment	#14	42

NOTES

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

501_0160000_60L70_BAR.dgn



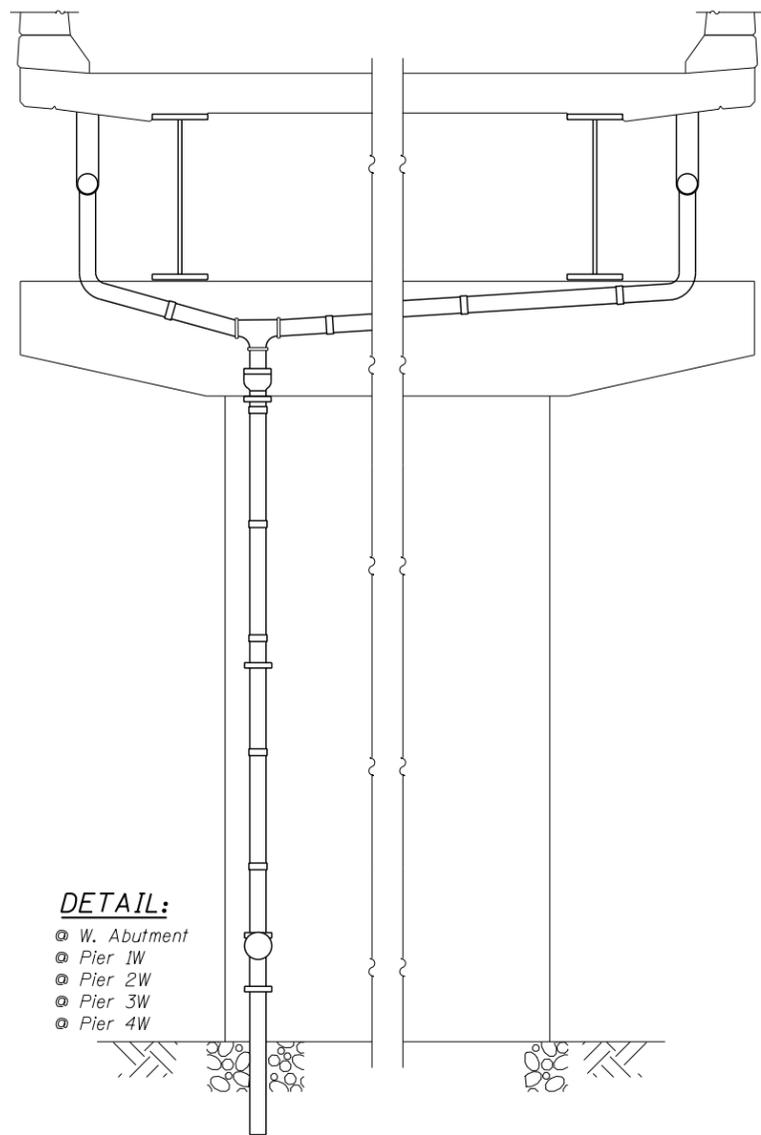
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	CHECKED - ATB	REVISED -
PLOT SCALE =	DRAWN - MRK	REVISED -
PLOT DATE = 12/05/2014	CHECKED - CLS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY DETAILS
I-55 AND LAKE SHORE DRIVE - SN 016-1501, 016-1504 & 016-1505

SHEET NO. S-222 OF S-248 SHEETS

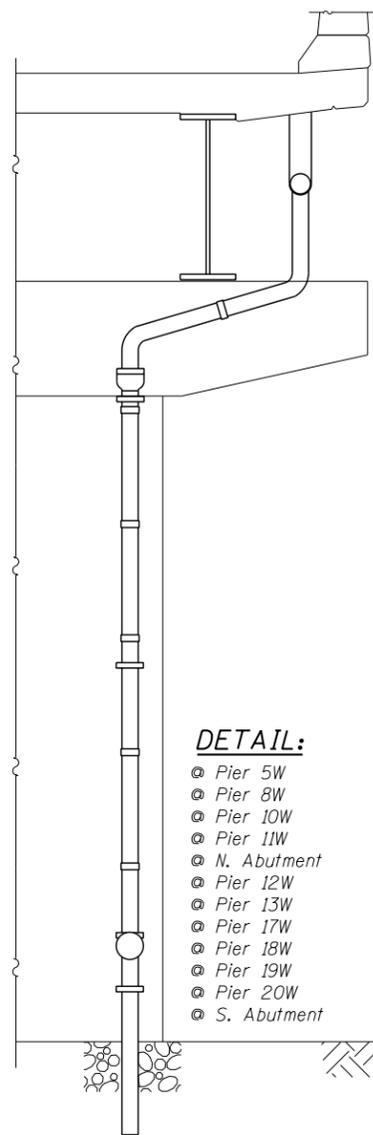
F.A.I. RTE. 55	SECTION 2010-080-B	COUNTY COOK	TOTAL SHEETS 886	SHEET NO. 714
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	



DETAIL:

- ⊙ W. Abutment
- ⊙ Pier 1W
- ⊙ Pier 2W
- ⊙ Pier 3W
- ⊙ Pier 4W

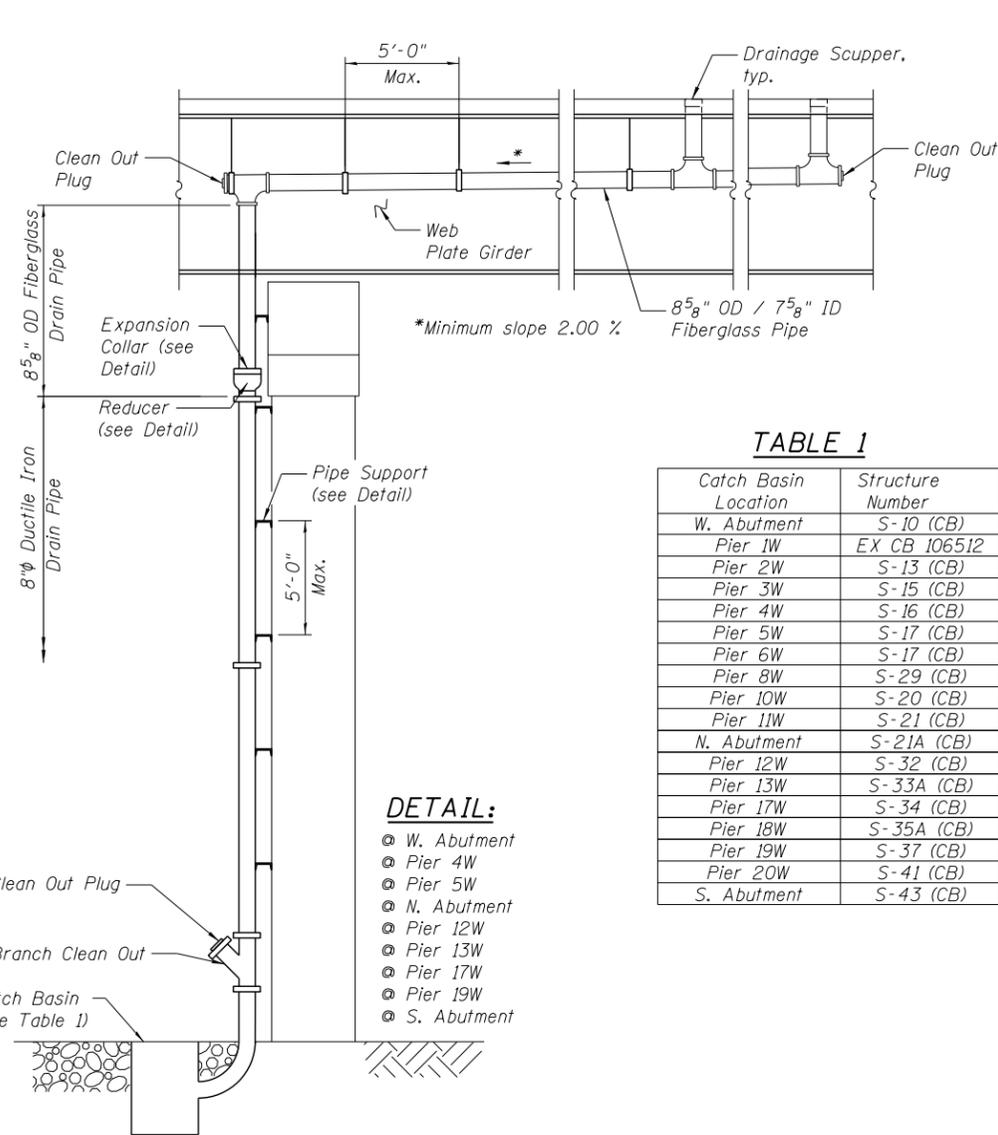
**ELEVATION VIEW
DRAINAGE SYSTEM ACROSS CAP**



DETAIL:

- ⊙ Pier 5W
- ⊙ Pier 8W
- ⊙ Pier 10W
- ⊙ Pier 11W
- ⊙ N. Abutment
- ⊙ Pier 12W
- ⊙ Pier 13W
- ⊙ Pier 17W
- ⊙ Pier 18W
- ⊙ Pier 19W
- ⊙ Pier 20W
- ⊙ S. Abutment

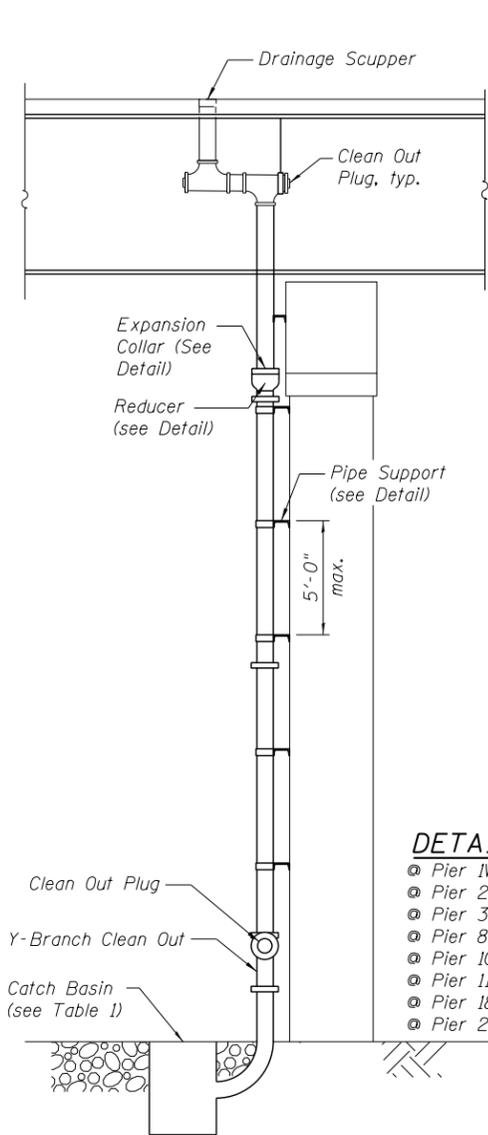
**ELEVATION VIEW
DRAINAGE SYSTEM STRAIGHT DOWN**



DETAIL:

- ⊙ W. Abutment
- ⊙ Pier 4W
- ⊙ Pier 5W
- ⊙ N. Abutment
- ⊙ Pier 12W
- ⊙ Pier 13W
- ⊙ Pier 17W
- ⊙ Pier 19W
- ⊙ S. Abutment

**END VIEW
MULTIPLE SCUPPER RUN**



DETAIL:

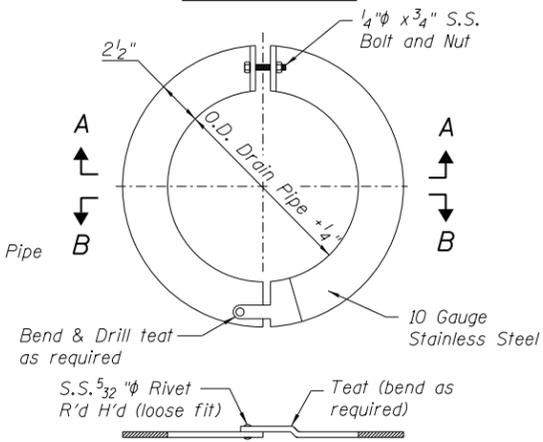
- ⊙ Pier 1W
- ⊙ Pier 2W
- ⊙ Pier 3W
- ⊙ Pier 8W
- ⊙ Pier 10W
- ⊙ Pier 11W
- ⊙ Pier 18W
- ⊙ Pier 20W

**END VIEW
SINGLE SCUPPER RUN**

TABLE 1

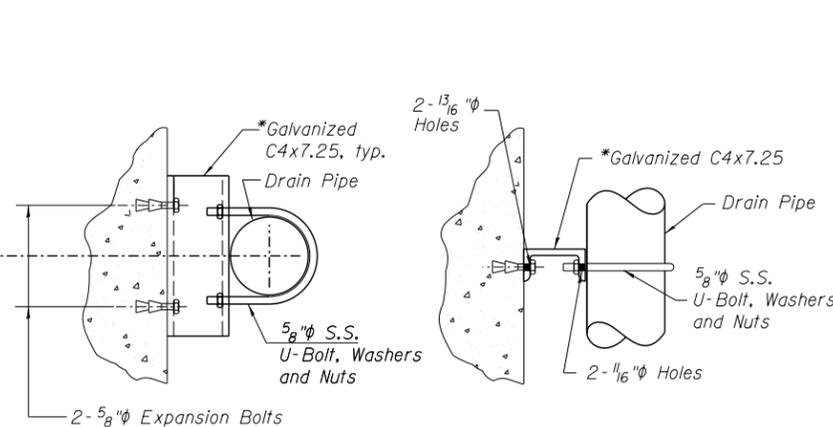
Catch Basin Location	Structure Number
W. Abutment	S-10 (CB)
Pier 1W	EX CB 106512
Pier 2W	S-13 (CB)
Pier 3W	S-15 (CB)
Pier 4W	S-16 (CB)
Pier 5W	S-17 (CB)
Pier 6W	S-17 (CB)
Pier 8W	S-29 (CB)
Pier 10W	S-20 (CB)
Pier 11W	S-21 (CB)
N. Abutment	S-21A (CB)
Pier 12W	S-32 (CB)
Pier 13W	S-33A (CB)
Pier 17W	S-34 (CB)
Pier 18W	S-35A (CB)
Pier 19W	S-37 (CB)
Pier 20W	S-41 (CB)
S. Abutment	S-43 (CB)

SECTION A-A



SECTION B-B

DETAIL OF EXPANSION COLLAR

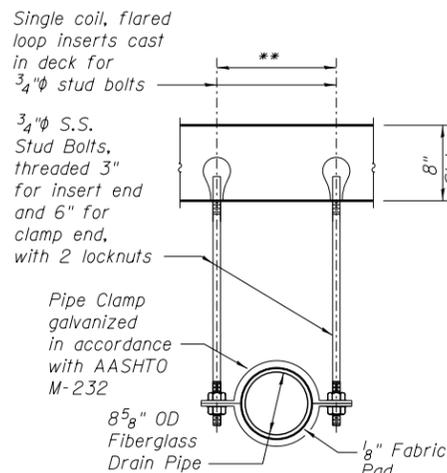


PLAN

ELEVATION

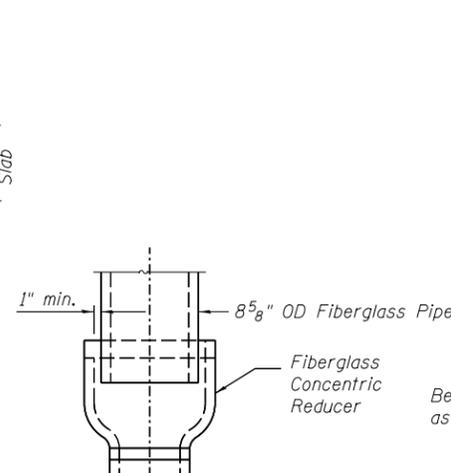
PIPE SUPPORT DETAIL

*Provide curved C6x8.2 to fit Round Pier Columns where needed



PIPE SUPPORT DETAIL

** Dimension as required by Pipe Clamp



REDUCER DETAIL

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage System	L. Sum	1

NOTES:

1. If piping configuration allows, the Contractor shall locate drain pipe for Piers 5, 6 and 8 within the reveals indicated in the Architectural Details. This installation, along with necessary additional pipe bends, supports and related appurtenances are included in the cost of Drainage System.
2. S.S. denotes Stainless Steel.

502_0160000_60L TO_DRAIN.dgn



USER NAME =	krizm	DESIGNED -	CLS	REVISED -	
		CHECKED -	ATB	REVISED -	
PLOT SCALE =		DRAWN -	MRK	REVISED -	
PLOT DATE =	11/20/2014	CHECKED -	CLS	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DRAINAGE SYSTEM DETAILS
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. S-223 OF S-248 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	715
			CONTRACT NO. 60L70	
ILLINOIS FED. AID PROJECT				



STRUCTURE SOIL BORING LOG

Page 1 of 3 Date 3/7/13

AECOM PROJ NO. 60225454

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1501 DRILLED BY STRATA - MALOUF

COUNTY COOK LOCATION CHICAGO, ILLINOIS

Table with columns: Boring No., Station, Offset, Surface Elev., Depth, Blows, Qu, W, Description, Soil Type, Blows, Qu, W. Includes soil descriptions like 'FILL: SAND, GRAVEL and CLAY' and 'Gray, very stiff to hard SILTY CLAY'.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE SOIL BORING LOG

Page 2 of 3 Date 3/7/13

AECOM PROJ NO. 60225454

STRUCTURE NO. 016-1501

ROUTE FAI 55

SECTION 2010-080-B

COUNTY COOK

Table with columns: Boring No., Station, Offset, Elevation, Depth, Blows, Qu, W, Description. Includes 'Gray, stiff SILTY CLAY' and 'Apparent weathered BEDROCK'.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE ROCK CORING LOG

Page 3 of 3 Date 3/7/13

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1501 DRILLED BY STRATA - MALOUF

COUNTY COOK

Boring No. STR-01 Core Type NX
Station 85+73.92 Core Diameter 2.16 in
Offset 28.79ft RT Core Length 14.1 ft

Table with columns: Top Elev. ft, Coring Notes and Rock Description, Core Run (#), Recovery (%), Core Time (Min/ft), Comp. Strength (tsf). Includes 'Gray, hard, horizontally fractured, occasional dipping and vertical fractures...'.

Color pictures of the cores Yes - See Appendix

Cores will be stored for examination until Minimum 60 days

601_0161501_60L70_B0R1.dgn



Table with columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, REVISED, DRAWN, CHECKED.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING LOGS I - S.N. 016-1501 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

Table with columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO.



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1501 DRILLED BY STRATA - ULLRICH

COUNTY COOK LOCATION CHICAGO, ILLINOIS

Table with columns: Boring No., Station, Offset, Surface Elev., Depth, Blows, Qu, W, Description, Groundwater Elev., etc.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

STRUCTURE NO. 016-1501 ROUTE FAI 55 SECTION 2010-080-B COUNTY COOK

Table with columns: Boring No., Station, Offset, Elevation, Depth, Blows, Qu, W, Description

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE ROCK CORING LOG

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1501 DRILLED BY STRATA - ULLRICH

COUNTY COOK

Boring No. STR-03 Core Type NX Station 86+87.94 Core Diameter 2.16 in Offset 31.90ft RT Core Length 15.3 ft

Surface Elev. 594.04 ft

Table with columns: Top Elev. ft, Coring Notes and Rock Description, Core Run (#), Recovery (%), RQD (%), Core Time (Min/ft), Comp. Strength (tsf)

Color pictures of the cores Yes - See Appendix

Cores will be stored for examination until Minimum 60 days

602_0161501_60L70_BOR2.dgn



Table with columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, etc.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING LOGS II - S.N. 016-1501 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-225 OF S-248 SHEETS

Table with columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO.

ILLINOIS FED. AID PROJECT



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1501 DRILLED BY STRATA - BAKER

COUNTY COOK LOCATION CHICAGO, ILLINOIS

Table with columns: Boring No., Station, Offset, Surface Elev., Depth, Blows, Qu, W, Description, Water Elev., etc.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

STRUCTURE NO. 016-1501 ROUTE FAI 55 SECTION 2010-080-B COUNTY COOK

Table with columns: Boring No., Station, Offset, Elevation, Depth, Blows, Qu, W, Description, etc.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE ROCK CORING LOG

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1501 DRILLED BY STRATA - BAKER

COUNTY COOK

Boring No., Station, Offset, Surface Elev., Core Type, Core Diameter, Core Length

Table with columns: Top Elev., Coring Notes and Rock Description, Core Run, Recovery, RQD, Core Time, Comp. Strength

Color pictures of the cores Yes - See Appendix

Cores will be stored for examination until Minimum 60 days

603_0161501_60L70_BOR3.dgn



Table with columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, etc.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING LOGS III - S.N. 016-1501 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-226 OF S-248 SHEETS

Table with columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO.

ILLINOIS FED. AID PROJECT



STRUCTURE SOIL BORING LOG

Page 1 of 3 Date 3/7/13

AECOM PROJ NO. 60225454

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1501 DRILLED BY STRATA - ULLRICH

COUNTY COOK LOCATION CHICAGO, ILLINOIS

Table with columns: Boring No., Station, Offset, Surface Elev., Depth, Blows, Qu, W, Description, Surface Water Elev., Groundwater Elev., Completion Hrs., Not Meas., Depth, Blows, Qu, W.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE SOIL BORING LOG

Page 2 of 3 Date 3/7/13

AECOM PROJ NO. 60225454

STRUCTURE NO. 016-1501 ROUTE FAI 55 SECTION 2010-080-B COUNTY COOK

Table with columns: Boring No., Station, Offset, Elevation, Depth, Blows, Qu, W, Description.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE ROCK CORING LOG

Page 3 of 3 Date 3/7/13

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1501 DRILLED BY STRATA - ULLRICH

COUNTY COOK

Boring No. STR-05 Core Type NX Station 90+61.03 Core Diameter 2.16 in Offset 31.07ft RT Core Length 15.5 ft

Surface Elev. 596.13 ft

Table with columns: Top Elev. ft, Coring Notes and Rock Description, Core Run (#), Recovery (%), R.Q.D. (%), CORE TIME (Min/ft), COMP. STRENGTH (tsf).

Color pictures of the cores Yes - See Appendix

Cores will be stored for examination until Minimum 60 days

604_0161501_60L70_BOR4.dgn



Table with columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, REVISED, DRAWN, CHECKED.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING LOGS IV - S.N. 016-1501 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-227 OF S-248 SHEETS

Table with columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO.

ILLINOIS FED. AID PROJECT



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1501 DRILLED BY STRATA - KOMEN

COUNTY COOK LOCATION CHICAGO, ILLINOIS

Table with columns: Boring No., Station, Offset, Surface Elev., Depth, Blows, Qu, W, Soil Description, Water Elev., Groundwater Elev., etc.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

STRUCTURE NO. 016-1501
ROUTE FAI 55
SECTION 2010-080-B
COUNTY COOK

Table with columns: Boring No., Station, Offset, Elevation, Depth, Blows, Qu, W, Soil Description, Pressuremeter Test results, etc.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE ROCK CORING LOG

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1501 DRILLED BY STRATA - KOMEN

COUNTY COOK

Boring No. STR-07 Core Type NX
Station 92+10.85 Core Diameter 2.16 in
Offset 32.43ft RT Core Length 15 ft

Surface Elev. 596.85 ft

Table with columns: Top Elev., Coring Notes and Rock Description, Core Run (#), Recovery (%), RQD (%), CORE TIME (Min/ft), COMP. STRENGTH (tsf)

Color pictures of the cores Yes - See Appendix

Cores will be stored for examination until Minimum 60 days

605_0161501_60L70_BOR5.dgn



Table with columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, etc.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS V - S.N. 016-1501
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-228 OF S-248 SHEETS

Table with columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO.

ILLINOIS FED. AID PROJECT



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1501 DRILLED BY STRATA - ULLRICH

COUNTY COOK LOCATION CHICAGO, ILLINOIS

Table with columns: Boring No., Station, Offset, Surface Elev., Depth, Blows, Qu, W, Description, Soil Type, Blows, Depth, Blows, Qu, W. Includes soil descriptions like 'CONCRETE', 'CRUSHED STONE, SAND and GRAVEL base course', 'Brown, moist to wet, very loose, fine SAND', etc.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

STRUCTURE NO. 016-1501

ROUTE FAI 55

SECTION 2010-080-B

COUNTY COOK

Table with columns: Boring No., Station, Offset, Elevation, Depth, Blows, Qu, W, Description, Soil Type, Blows, Depth, Blows, Qu, W. Includes soil descriptions like 'Brown and gray, wet, loose SILTY LOAM - trace shells and organics noted', 'Dark gray, stiff SILTY CLAY LOAM', etc.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE ROCK CORING LOG

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1501 DRILLED BY STRATA - ULLRICH

COUNTY COOK

Boring No. STR-09 Core Type NX
Station 93+26.97 Core Diameter 2.16 in
Offset 31.15ft RT Core Length 15.5 ft

Surface Elev. 596.77 ft

Table with columns: Top Elev. ft, Coring Notes and Rock Description, Core Run (#), Recovery (%), RQD (%), CORE TIME (Min/ft), COMP. STRENGTH (tsf). Includes notes like 'Gray, hard, horizontally fractured to completely fractured, slightly vuggy to trace vugs, slightly weathered to moderately weathered, fair to very poor, DOLOMITE'.

Color pictures of the cores Yes - See Appendix

Cores will be stored for examination until Minimum 60 days

606_0161501_60L70_BOR6.dgn



Table with columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, REVISED, DRAWN, CHECKED.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING LOGS VI - S.N. 016-1501 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES) SHEET NO. S-229 OF S-248 SHEETS

Table with columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO.

ILLINOIS FED. AID PROJECT



STRUCTURE SOIL BORING LOG

Page 1 of 3 Date 3/26/13

AECOM PROJ NO. 60225454

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1504 DRILLED BY STRATA - KOMEN

COUNTY COOK LOCATION CHICAGO, ILLINOIS

Table with columns: Boring No., Station, Offset, Surface Elev., Depth, Blows, Qu, W, Description, Water Elev., Completion Hrs., Not Meas., Depth, Blows, Qu, W. Includes soil descriptions like 'CONCRETE', 'SANDY LOAM', 'SILTY CLAY', and 'BEDROCK'.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE SOIL BORING LOG

Page 2 of 3 Date 3/26/13

AECOM PROJ NO. 60225454

STRUCTURE NO. 016-1504 ROUTE FAI 55 SECTION 2010-080-B COUNTY COOK

Table with columns: Boring No., Station, Offset, Elevation, Depth, Blows, Qu, W. Includes soil descriptions like 'SILTY CLAY', 'CLAY LOAM', and 'BEDROCK'.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE ROCK CORING LOG

Page 3 of 3 Date 3/26/13

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1504 DRILLED BY STRATA - KOMEN

COUNTY COOK

Boring No. STR-18 Core Type NX Station 95+88.77 Core Diameter 2.16 in Offset 59.25ft RT Core Length 15 ft

Surface Elev. 590.53 ft

Table with columns: Top Elev. ft, Coring Notes and Rock Description, Core Run (#), Recovery (%), RQD (%), CORE TIME (Min/ft), COMP. STRENGTH (tsf). Includes notes on rock weathering and drilling details.

Color pictures of the cores Yes - See Appendix

Cores will be stored for examination until Minimum 60 days

607_0161504_60L70_BORT.dgn



Table with columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, REVISED, DRAWN, CHECKED.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING LOGS VII - S.N. 016-1504 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-230 OF S-248 SHEETS

Table with columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO.

ILLINOIS FED. AID PROJECT



STRUCTURE SOIL BORING LOG

Page 1 of 3 Date 3/12/13

AECOM PROJ NO. 60225454

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1504 DRILLED BY STRATA - BAKER

COUNTY COOK LOCATION CHICAGO, ILLINOIS

Table with columns: Boring No., Station, Offset, Surface Elev., Depth (ft), Blows (B, L, O, W, S), Qu (tsf), W (%), Soil Description, SPT (N), Blows (B, L, O, W, S), Qu (tsf), W (%). Includes soil descriptions like ASPHALT, SAND, CLAY, and test results.

SPT, (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE SOIL BORING LOG

Page 2 of 3 Date 3/12/13

AECOM PROJ NO. 60225454

STRUCTURE NO. 016-1504 ROUTE FAI 55 SECTION 2010-080-B COUNTY COOK

Table with columns: Boring No., Station, Offset, Elevation, Depth (ft), Blows (B, L, O, W, S), Qu (tsf), W (%), Soil Description, SPT (N), Blows (B, L, O, W, S), Qu (tsf), W (%). Includes soil descriptions like SILTY CLAY, LOAM, and test results.

SPT, (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE ROCK CORING LOG

Page 3 of 3 Date 3/12/13

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1504 DRILLED BY STRATA - BAKER

COUNTY COOK

Boring No. STR-19 Core Type NX Station 96+93.64 Core Diameter 2.16 in Offset 75.33ft RT Core Length 15 ft

Surface Elev. 590.60 ft

Table with columns: Top Elev. (ft), Coring Notes and Rock Description, Core Run (#), Recovery (%), Core Diameter (Min/ft), Core Length (tsf). Includes rock description: Gray, hard, horizontally and vertically fractured, occasional dipping fracture, vuggy to slightly vuggy, moderately weathered, very poor, DOLOMITE.

Color pictures of the cores Yes - See Appendix

Cores will be stored for examination until Minimum 60 days

60B_0161504_60L70_BORR.dgn



Table with columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, REVISED, DRAWN, CHECKED.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING LOGS VIII - S.N. 016-1504 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-231 OF S-248 SHEETS

Table with columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO.

ILLINOIS FED. AID PROJECT



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1504 DRILLED BY STRATA - MALOUF

COUNTY COOK LOCATION CHICAGO, ILLINOIS

Table with columns: Boring No., Station, Offset, Surface Elev., Depth, Blows, Qu, W, Description, SPT, Blows, Qu, W. Includes soil descriptions like ASPHALT, FILL: Gray, crushed gravel, Dark gray to gray, stiff to soft CLAY, etc.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

STRUCTURE NO. 016-1504 ROUTE FAI 55 SECTION 2010-080-B COUNTY COOK

Table with columns: Boring No., Station, Offset, Elevation, Depth, Blows, Qu, W, Description. Includes soil descriptions like Gray and brown, very stiff SILTY CLAY, Gray, medium to very stiff SILTY CLAY, Gray, moist, very dense to extremely dense CLAY LOAM to LOAM - gravel noted.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE ROCK CORING LOG

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1504 DRILLED BY STRATA - MALOUF

COUNTY COOK

Boring No. STR-20 Core Type NX Station 97+93.00 Core Diameter 2.16 in Offset 23.20ft RT Core Length 5.5 ft

Surface Elev. 589.98 ft

Table with columns: Top Elev. ft, Coring Notes and Rock Description, Core Run (#), Recovery (%), RQD (%), CORE TIME (Min/ft), COMP. STRENGTH (tsf). Includes rock description: Gray, hard, completely fractured, trace vugs, highly weathered, very poor, DOLOMITE.

Color pictures of the cores Yes - See Appendix

Cores will be stored for examination until Minimum 60 days

609_0161504_60L70_BOR3.dgn



Table with columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, REVISED, DRAWN, CHECKED.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING LOGS IX - S.N. 016-1504 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-232 OF S-248 SHEETS

Table with columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO.

ILLINOIS FED. AID PROJECT



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1504 DRILLED BY STRATA - BAKER

COUNTY COOK LOCATION CHICAGO, ILLINOIS

Table with columns: Boring No., Station, Offset, Surface Elev., Depth, Blows, Qu, W, Description, Water Elev., etc.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

STRUCTURE NO. 016-1504

ROUTE FAI 55

SECTION 2010-080-B

COUNTY COOK

Table with columns: Boring No., Station, Offset, Elevation, Depth, Blows, Qu, W, Description, etc.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE ROCK CORING LOG

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1504 DRILLED BY STRATA - BAKER

COUNTY COOK

Boring No. STR-21 Core Type NX Station 98+82.76 Core Diameter 2.16 in Offset 41.62ft RT Core Length 15.7 ft

Table with columns: Top Elev., Coring Notes and Rock Description, Core Run (#), Recovery (%), Core Time (Min/ft), Comp. Strength (tsf)

Color pictures of the cores Yes - See Appendix Cores will be stored for examination until Minimum 60 days

610_0161504_60L70_BORING.dgn



Table with columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, etc.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING LOGS X - S.N. 016-1504 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

Table with columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO.



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1504 DRILLED BY STRATA - ULLRICH

COUNTY COOK LOCATION CHICAGO, ILLINOIS

Table with columns: Boring No., Station, Offset, Surface Elev., Depth, Blows, Qu, W, Soil Description, Groundwater Elev., etc.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

STRUCTURE NO. 016-1504

ROUTE FAI 55

SECTION 2010-080-B

COUNTY COOK

Table with columns: Boring No., Station, Offset, Elevation, Depth, Blows, Qu, W, Soil Description, etc.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE ROCK CORING LOG

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1504 DRILLED BY STRATA - ULLRICH

COUNTY COOK

Boring No., Station, Offset, Surface Elev., Core Type, Core Diameter, Core Length

Table with columns: Top Elev., Coring Notes and Rock Description, Core Run (#), Recovery (%), Core Time (Min/ft), Comp. Strength (tsf)

Color pictures of the cores Yes - See Appendix Cores will be stored for examination until Minimum 60 days

611-0161504-60L70-BOR11.dgn



Table with columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, REVISED, etc.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING LOGS XI - S.N. 016-1504 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

Table with columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO.

SHEET NO. S-234 OF S-248 SHEETS

ILLINOIS FED. AID PROJECT



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1504 DRILLED BY STRATA - ULLRICH

COUNTY COOK LOCATION CHICAGO, ILLINOIS

Table with columns: Boring No., Station, Offset, Surface Elev., Depth, Blows, Qu, W, Description, Groundwater Elev., etc.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

STRUCTURE NO. 016-1504 ROUTE FAI 55

SECTION 2010-080-B SECTION 201-080-B

COUNTY COOK COUNTY COOK

Table with columns: Boring No., Station, Offset, Elevation, Depth, Blows, Qu, W, Description, etc.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE ROCK CORING LOG

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1504 DRILLED BY STRATA - ULLRICH

COUNTY COOK

Boring No. STR-23 Core Type NX Station 101+89.61 Core Diameter 2.16 in Offset 47.13ft RT Core Length 13 ft

Table with columns: Top Elev. ft, Coring Notes and Rock Description, Core Run (#), Recovery (%), Core Time (Min/ft), Comp. Strength (tsf)

Color pictures of the cores Yes - See Appendix

Cores will be stored for examination until Minimum 60 days

612_0161504-60L70_BOR12.dgn



Table with columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, etc.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING LOGS XII - S.N. 016-1504 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-235 OF S-248 SHEETS

Table with columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO.

ILLINOIS FED. AID PROJECT



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1504 DRILLED BY STRATA - McCARTHY

COUNTY COOK LOCATION CHICAGO, ILLINOIS

Table with columns for Depth (ft), Blow Count (Blows/30s), Penetration Test (Qu, W), and Soil Description. Includes data for various soil layers and elevations.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

STRUCTURE NO. 016-1504 ROUTE FAI 55 SECTION 2010-080-B COUNTY COOK

Table with columns for Depth (ft), Blow Count (Blows/30s), Penetration Test (Qu, W), and Soil Description. Includes data for various soil layers and elevations.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE ROCK CORING LOG

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1504 DRILLED BY STRATA - McCARTHY

COUNTY COOK

Boring No. STR-24 Core Type NX Station 103+11.84 Core Diameter 2.16 in Offset 39.02ft RT Core Length 15 ft

Surface Elev. 601.19 ft

Table with columns for Top Elev. (ft), Core Run (#), Recovery (%), Core Time (Min/ft), and Core Length (ft). Includes coring notes and rock descriptions.

Color pictures of the cores Yes - See Appendix

Cores will be stored for examination until Minimum 60 days

613_0161504-60L70_BOR13.dgn



Table with columns for USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, REVISED, and DRAWN.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING LOGS XIII - S.N. 016-1504 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-236 OF S-248 SHEETS

Table with columns for F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., and CONTRACT NO.

ILLINOIS FED. AID PROJECT



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1505 DRILLED BY STRATA - KOMEN

COUNTY COOK LOCATION CHICAGO, ILLINOIS

Table with columns: Boring No., Station, Offset, Surface Elev., Depth, Blows, Qu, W, Description, Water Elev., etc.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

STRUCTURE NO. 016-1505 ROUTE FAI 55 SECTION 2010-080-B COUNTY COOK

Table with columns: Boring No., Station, Offset, Elevation, Depth, Blows, Qu, W, Description

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE ROCK CORING LOG

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1505 DRILLED BY STRATA - KOMEN

COUNTY COOK

Boring No. STR-27 Core Type NX Station 100+90.61 Core Diameter 2.16 in Offset 44.98ft RT Core Length 15 ft

Surface Elev. 593.84 ft

Table with columns: Top Elev. ft, Coring Notes and Rock Description, Core Run (#), Recovery (%), RQD (%), CORE TIME (Min/ft), COMP. STRNGTH (tsf)

Color pictures of the cores Yes - See Appendix

Cores will be stored for examination until Minimum 60 days

6/14_0161505_60L70_B0R1.dgn



Table with columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, REVISED, etc.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING LOGS XIV - S.N. 016-1505 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-237 OF S-248 SHEETS

Table with columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO.

ILLINOIS FED. AID PROJECT



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1505 DRILLED BY STRATA - BAKER

COUNTY COOK LOCATION CHICAGO, ILLINOIS

Table with columns: Boring No., Station, Offset, Surface Elev., Depth, Borehole, Soil Description, SPT, W, Qu, etc. Includes soil layers like ASPHALT, SILTY LOAM, and SANDY LOAM.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

STRUCTURE NO. 016-1505 STRUCTURE NO. 016-1048

ROUTE FAI 55 ROUTE FAI 55

SECTION 2010-080-B SECTION 201-080-B

COUNTY COOK COUNTY COOK

Table with columns: Boring No., Station, Offset, Elevation, Depth, Borehole, Soil Description, SPT, W, Qu, etc. Includes soil layers like SILTY CLAY and CLAY LOAM.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE ROCK CORING LOG

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1505 DRILLED BY STRATA - BAKER

COUNTY COOK

Boring No. STR-31 Core Type NX Station 98+05.05 Core Diameter 2.16 in Offset 6.76ft RT Core Length 15.75 ft

Surface Elev. 590.89 ft

Table with columns: Top Elev. ft, Coring Notes and Rock Description, Core Run (#), Recovery (%), Core Time (Min/ft), Core Length (tsf). Includes notes on drilling equipment and borehole grouting.

Color pictures of the cores Yes - See Appendix

Cores will be stored for examination until Minimum 60 days

615_0161505_60L70_BOR15.dgn



Table with columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, etc.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING LOGS XV - S.N. 016-1505 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-238 OF S-248 SHEETS

Table with columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO.

ILLINOIS FED. AID PROJECT



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1505 DRILLED BY STRATA - ULLRICH

COUNTY COOK LOCATION CHICAGO, ILLINOIS

Table with columns: Boring No., Station, Offset, Surface Elev., Depth, Blows, Qu, W, Description, Groundwater Elev., etc.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

STRUCTURE NO. 016-1505 ROUTE FAI 55 SECTION 2010-080-B COUNTY COOK

Table with columns: Boring No., Station, Offset, Elevation, Depth, Blows, Qu, W, Description, etc.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE ROCK CORING LOG

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1505 DRILLED BY STRATA - ULLRICH

COUNTY COOK

Boring No. STR-33 Core Type NX Station 99+47.67 Core Diameter 2.16 in Offset 30.76ft RT Core Length 15 ft

Surface Elev. 590.41 ft

Table with columns: Top Elev. ft, Coring Notes and Rock Description, Core Run (#), Recovery (%), RQD (%), CORE TIME (Min/ft), COMP. STRENGTH (tsf)

Color pictures of the cores Yes - See Appendix

Cores will be stored for examination until Minimum 60 days

616_0161505_60L70_BOR16.dgn



Table with columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, etc.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING LOGS XVI - S.N. 016-1505 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-239 OF S-248 SHEETS

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



STRUCTURE SOIL BORING LOG

Page 1 of 3 Date 4/22/13

AECOM PROJ NO. 60225454

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1505 DRILLED BY STRATA - ULLRICH

COUNTY COOK LOCATION CHICAGO, ILLINOIS

Table with columns for Depth (ft), Blows (B), Penetration (P), Shear (S), and Soil Description. Includes data for TOPSOIL, silty clay, and loam layers with elevations and test results.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE SOIL BORING LOG

Page 2 of 3 Date 4/22/13

AECOM PROJ NO. 60225454

STRUCTURE NO. 016-1505

ROUTE FAI 55

SECTION 2010-080-B

COUNTY COOK

Table with columns for Depth (ft), Blows (B), Penetration (P), Shear (S), and Soil Description. Includes data for silty clay, stiff silty clay loam, and bedrock layers.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE ROCK CORING LOG

Page 3 of 3 Date 4/22/13

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1505 DRILLED BY STRATA - ULLRICH

COUNTY COOK

Boring No. STR-34 Core Type NX Station 102+29.72 Core Diameter 2.16 in Offset 0.63ft RT Core Length 15 ft

Surface Elev. 588.72 ft

Table with columns for Top Elev. (ft), Coring Notes and Rock Description, Core Run (#), Recovery (%), RQD (%), Core Time (Min/ft), and Comp. Strength (tsf). Includes data for DOLOMITE and bedrock.

Color pictures of the cores Yes - See Appendix

Cores will be stored for examination until Minimum 60 days

617_0161505_60L70_BOR17.dgn



Table with columns for USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, and their respective values.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING LOGS XVII - S.N. 016-1505 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

Table with columns for F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., and CONTRACT NO.

SHEET NO. S-240 OF S-248 SHEETS

ILLINOIS FED. AID PROJECT



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1505 DRILLED BY STRATA - ULLRICH

COUNTY COOK LOCATION CHICAGO, ILLINOIS

Table with columns: Boring No., Station, Offset, Surface Elev., Depth, Blows, Qu, W, Description, Water Elev., Completion Hrs., Not Meas., Depth, Blows, Qu, W. Includes soil descriptions like 'TOPSOIL', 'FILL: Crushed BRICK and GRAVEL', 'FILL: Brown, black and gray, dry, very dense to loose SAND and GRAVEL', 'FILL: Black, wet, very loose SAND, BRICK, GRAVEL, WOOD and SILT', 'FILL: Black, saturated, loose SAND, BRICK, GRAVEL, WOOD and SILT', 'FILL: Gray, soft to medium SILTY CLAY'.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

STRUCTURE NO. 016-1505 ROUTE FAI 55 SECTION 2010-080-B COUNTY COOK

Table with columns: Boring No., Station, Offset, Elevation, Depth, Blows, Qu, W. Includes description 'Gray, stiff to medium SILTY CLAY' and 'Apparant solid BEDROCK'. Includes a Pressuremeter Test box: 'Pressuremeter Test performed at 61.75 ft po = 6.0 tsf / pf = > 64 tsf / pl = tsf Ed = 9690 tsf / E+ = 34166 tsf Pressurized test area to 64 tsf and did not reach Pf'.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE ROCK CORING LOG

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1505 DRILLED BY STRATA - ULLRICH

COUNTY COOK

Boring No. STR-35 Core Type NX Station 103+63.26 Core Diameter 2.16 in Offset 14.05ft LT Core Length 15 ft

Surface Elev. 588.52 ft

Table with columns: Top Elev. ft, Coring Notes and Rock Description, Core Run (#), Recovery (%), Core Time (Min/ft), Comp. Strngth (tsf). Includes entry: '525.52 Gray, hard, horizontally fractured, slightly yuggy to trace vuggs, slightly weathered to fresh, excellent, DOLOMITE'.

Color pictures of the cores Yes - See Appendix

Cores will be stored for examination until Minimum 60 days

618_0161505_60L70_BOR18.dgn



Table with columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, REVISED, CHECKED.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING LOGS XVIII - S.N. 016-1505 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-241 OF S-248 SHEETS

Table with columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO.

ILLINOIS FED. AID PROJECT



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1505 DRILLED BY STRATA - ULLRICH

COUNTY COOK LOCATION CHICAGO, ILLINOIS

Table with columns: Boring No., Station, Offset, Surface Elev., Depth, Blow Count (B, L, O, W, S), Qu, W, Description, Groundwater Elev., and SPT results.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

STRUCTURE NO. 016-1505

ROUTE FAI 55

SECTION 2010-080-B

COUNTY COOK

Table with columns: Boring No., Station, Offset, Elevation, Depth, Blow Count (B, L, O, W, S), Qu, W, Description, and SPT results.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE ROCK CORING LOG

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1505 DRILLED BY STRATA - ULLRICH

COUNTY COOK

Boring No. STR-36 Core Type NX
Station 104+74.20 Core Diameter 2.16 in
Offset 4.01ft LT Core Length 15 ft

Surface Elev. 592.29 ft

Table with columns: Top Elev. ft, Coring Notes and Rock Description, Core Run (#), Recovery (%), Core Time (Min/ft), and Comp. Strength (tsf).

Color pictures of the cores Yes - See Appendix

Cores will be stored for examination until Minimum 60 days

619_0161505_60L70_BOR19.dgn



Table with columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, REVISED, and DRAWN.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING LOGS XIX - S.N. 016-1505 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-242 OF S-248 SHEETS

Table with columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO.

ILLINOIS FED. AID PROJECT



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1505 DRILLED BY STRATA - BAKER

COUNTY COOK LOCATION CHICAGO, ILLINOIS

Table with columns: Boring No., Station, Offset, Surface Elev., Depth, Blows, Qu, W, Description, Groundwater Elev., WOH, etc.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

STRUCTURE NO. 016-1505

ROUTE FAI 55

SECTION 2010-080-B

COUNTY COOK

Table with columns: Boring No., Station, Offset, Elevation, Depth, Blows, Qu, W, Description, WOH, etc.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE ROCK CORING LOG

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1505 DRILLED BY STRATA - BAKER

COUNTY COOK

Boring No. STR-37 Core Type NX
Station 106+01.17 Core Diameter 2.16 in
Offset 16.42ft RT Core Length 15 ft

Surface Elev. 591.29 ft

Table with columns: Top Elev. ft, Coring Notes and Rock Description, Core Run (#), Recovery (%), Core Time (Min/ft), Comp. Strength (tsf)

Color pictures of the cores Yes - See Appendix

Cores will be stored for examination until Minimum 60 days

620_0161505_60L70_BOR20.dgn



Table with columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, REVISED, etc.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING LOGS XX - S.N. 016-1505 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-243 OF S-248 SHEETS

Table with columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO.

ILLINOIS FED. AID PROJECT



STRUCTURE SOIL BORING LOG

Page 1 of 3 Date 4/12/13

AECOM PROJ NO. 60225454

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1505 DRILLED BY STRATA - MALOUF

COUNTY COOK LOCATION CHICAGO, ILLINOIS

Table with columns for Depth (ft), Blows (15, 30, 45, 60, 75), Soil Description, and SPT values (WOH, Qu, W%). Includes notes on soil types like 'Brown and gray, stiff SILTY CLAY' and 'No recovery at 30.0 ft.'.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE SOIL BORING LOG

Page 2 of 3 Date 4/12/13

AECOM PROJ NO. 60225454

STRUCTURE NO. 016-1505 ROUTE FAI 55 SECTION 2010-080-B COUNTY COOK

Table with columns for Depth (ft), Blows (15, 30, 45, 60, 75), Soil Description, and SPT values (WOH, Qu, W%). Includes notes on soil types like 'Gray, stiff to medium SILTY CLAY' and 'Apparent solid BEDROCK'.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE ROCK CORING LOG

Page 3 of 3 Date 4/12/13

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1505 DRILLED BY STRATA - MALOUF

COUNTY COOK

Boring No. STR-39 Core Type NX Station 108+54.97 Core Diameter 2.16 in Offset 34.48ft RT Core Length 15 ft

Surface Elev. 590.77 ft

Table with columns for Top Elev. (ft), Coring Notes and Rock Description, Core Run (#), Recovery (%), Core Time (Min/ft), and Comp. Strength (tsf). Includes notes on 'Gray, hard, horizontally fractured, vuggy, slightly weathered, fair DOLOMITE' and 'End of Boring'.

Color pictures of the cores Yes - See Appendix

Cores will be stored for examination until Minimum 60 days

622_0161505_c01_70 BOR22.dgn



Table with columns for USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, and their respective values.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING LOGS XXII - S.N. 016-1505 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-245 OF S-248 SHEETS

Table with columns for F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., and CONTRACT NO.

ILLINOIS FED. AID PROJECT



STRUCTURE SOIL BORING LOG

Page 1 of 3 Date 4/10/13

AECOM PROJ NO. 60225454

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1505 DRILLED BY STRATA - BAKER

COUNTY COOK LOCATION CHICAGO, ILLINOIS

Table with columns: Boring No., Station, Offset, Surface Elev., Depth, Blow Count (B, L, O, W, S), Qu, W, Description, Elevation. Includes soil descriptions like 'TOPSOIL', 'Brown and gray, very stiff to hard SILTY CLAY', and 'Gray, medium CLAY - gravel noted'.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE SOIL BORING LOG

Page 2 of 3 Date 4/10/13

AECOM PROJ NO. 60225454

STRUCTURE NO. 016-1505 ROUTE FAI 55 SECTION 2010-080-B COUNTY COOK

Table with columns: Boring No., Station, Offset, Elevation, Depth, Blow Count (B, L, O, W, S), Qu, W, Description. Includes 'Gray, stiff to medium SILTY CLAY' and 'Pressuremeter Test performed at 66.08 ft'.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE ROCK CORING LOG

Page 3 of 3 Date 4/10/13

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1505 DRILLED BY STRATA - BAKER

COUNTY COOK

Boring No. STR-40 Core Type NX Station 109+90.60 Core Diameter 2.16 in Offset 27.59ft RT Core Length 14 ft Surface Elev. 590.71 ft

Table with columns: Top Elev. ft, Coring Notes and Rock Description, Core Run (#), Recovery (%), Core Time (Min/ft), Comp. Strength (tsf). Includes 'Gray, hard, horizontally fractured, vuggy to slightly vuggy, slightly weathered to moderately weathered, good to poor DOLOMITE'.

Color pictures of the cores Yes - See Appendix Cores will be stored for examination until Minimum 60 days

623_0161505_60L70_BOR23.dgn



Table with columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, REVISED, DRAWN, CHECKED.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING LOGS XXIII - S.N. 016-1505 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-246 OF S-248 SHEETS

Table with columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO.

ILLINOIS FED. AID PROJECT



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1505 DRILLED BY STRATA - KOMEN

COUNTY COOK LOCATION CHICAGO, ILLINOIS

Table with columns: Boring No., Station, Offset, Surface Elev., Depth, Blows, Qu, W, Description, Groundwater Elev., etc.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

STRUCTURE NO. 016-1505 ROUTE FAI 55 SECTION 2010-080-B COUNTY COOK

Table with columns: Boring No., Station, Offset, Elevation, Depth, Blows, Qu, W, Description, etc.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE ROCK CORING LOG

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1505 DRILLED BY STRATA - KOMEN

COUNTY COOK

Boring No. STR-41 Core Type NX Station 111+61.59 Core Diameter 2.16 in Offset 39.99ft LT Core Length 15 ft

Surface Elev. 591.47 ft

Table with columns: Top Elev. ft, Coring Notes and Rock Description, Core Run (#), Recovery (%), RQD (%), Core Time (Min/ft), Comp. Strength (tsf)

Color pictures of the cores Yes - See Appendix

Cores will be stored for examination until Minimum 60 days

624_0161505_60L70_BOR24.dgn



Table with columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, etc.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING LOGS XXIV - S.N. 016-1505 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-247 OF S-248 SHEETS

Table with columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO.

ILLINOIS FED. AID PROJECT



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1505 DRILLED BY STRATA - FRANKS

COUNTY COOK LOCATION CHICAGO, ILLINOIS

Table with columns: Boring No., Station, Offset, Surface Elev., Depth, Blows, Qu, W, Description, Groundwater Elev., etc.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

STRUCTURE NO. 016-1505 ROUTE FAI 55 SECTION 2010-080-B COUNTY COOK

Table with columns: Boring No., Station, Offset, Elevation, Depth, Blows, Qu, W, Description, etc.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE ROCK CORING LOG

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-1505 DRILLED BY STRATA - FRANKS

COUNTY COOK

Boring No. STR-42 Core Type NX Station 112+91.33 Core Diameter 2.16 in Offset 16.27ft RT Core Length 15 ft

Surface Elev. 590.58 ft

Table with columns: Top Elev. ft, Coring Notes and Rock Description, Core Run (#), Recovery (%), RQD (%), CORE TIME (min/ft), COMP. STRNGTH (tsf)

Color pictures of the cores Yes - See Appendix

Cores will be stored for examination until Minimum 60 days

625_0161505_c01.70 BOR25.dgn



Table with columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, etc.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING LOGS XXV - S.N. 016-1505 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. S-248 OF S-248 SHEETS

Table with columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO.

ILLINOIS FED. AID PROJECT

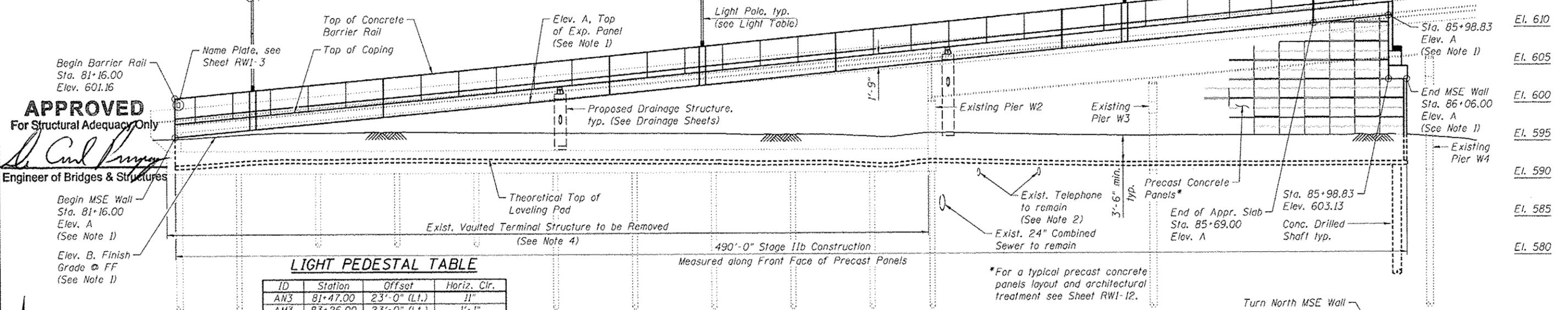
Bench Mark: BM-4, chiseled square on NE corner of crashwall @ existing Pier E20, just East of Moe Drive, on existing S.N. 016-1075 carrying NB I-55 to NB L.S.D., Elev. 594.65 (NAVD 88).

Exist. Structure: The North & South walls were built in 1965 & carry SB I-55 traffic from existing S.N. 016-1055. The walls, 298'-2" in length, are part of a concrete vaulted terminal structure with a (No salvage) 3 span, monolithically built, concrete deck measuring 12 1/2" thick, supported on each side wall of the vault & two longitudinal concrete support girders running parallel to the deck's center line.

Traffic Control: For Stage Ia, maintain 3-lanes of WB traffic on existing S.N. 016-1055. For Stage Ib, reduce to 2-lanes of WB traffic on north half of existing S.N. 016-1055 during construction of south half of proposed S.N. 016-1501 & proposed S.N. 016-0741. For Stage IIa, maintain 1-lane of WB traffic on north half of existing S.N. 016-1055 as well as 1-lane of WB traffic on south half of proposed S.N. 016-1501 & proposed S.N. 016-0741 during placement of lightweight concrete fill strip @ proposed SB I-55. For Stage IIb, shift WB traffic to 3-lanes on south half of proposed S.N. 016-1501 & proposed S.N. 016-0741 during construction of north half of Spans 1W-5W of proposed S.N. 016-1501 & north half of proposed S.N. 016-0741. Temporary lane closures may be required for the I-55 NB/SB Turnaround, Martin Luther King Jr. Drive, McCormick Place Bus Staging Area, Donnelly Drive, & East 25th Street.



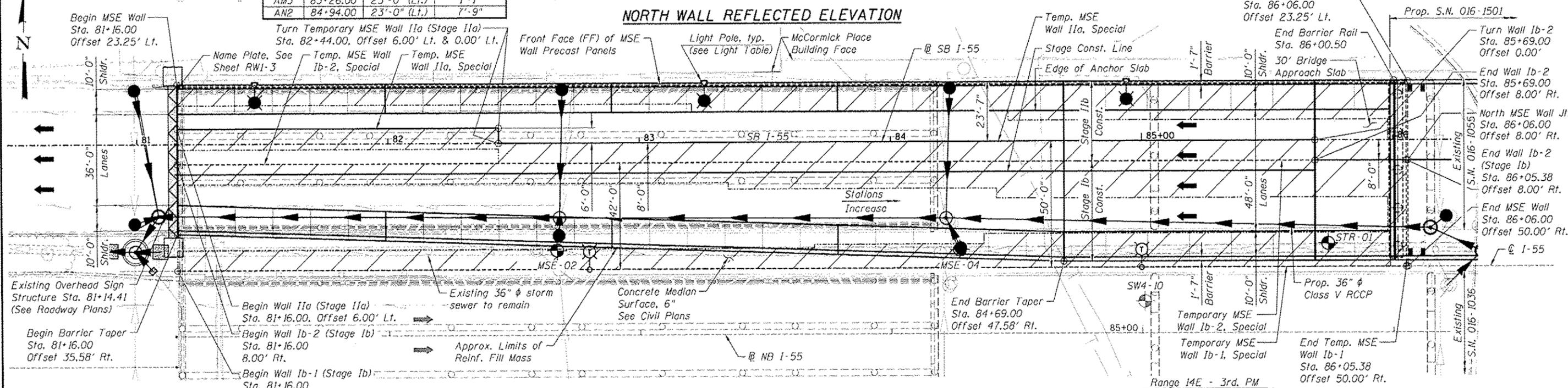
Mohsen M. Farahany
Mohsen M. Farahany
12/05/2014
11/30/2015
Submittal Date
Expiration Date



LIGHT PEDESTAL TABLE

ID	Station	Offset	Horiz. Clr.
AN3	81+47.00	23'-0" (L.T.)	11"
AM3	83+26.00	23'-0" (L.T.)	1'-1"
AN2	84+94.00	23'-0" (L.T.)	7'-9"

APPROVED
For Structural Adequacy Only
[Signature]
Engineer of Bridges & Structures



- LEGEND:**
- [Symbol] Limits of Reinforced Fill Mass
 - [Symbol] Prop. Storm Sewer
 - [Symbol] Exist. Underground Telephone
 - [Symbol] Prop. Light Pole
 - [Symbol] Exist. Underground Electrical
 - [Symbol] Prop. Temp. Light Pole
 - [Symbol] Exist. Fence
 - [Symbol] Prop. Catch Basin
 - [Symbol] Exist. Water Line
 - [Symbol] Prop. Manhole
 - [Symbol] Exist. Storm Sewer
 - [Symbol] MSE-01 Soil Boring Location
 - [Symbol] Exist. Guardrail
 - [Symbol] SW4-10 Exist. Soil Boring Location

- NOTES:**
- For Stations & Elevations of Elev. A & B, see Sheet RWI-6, Table 1.
 - Contractor shall field verify location and elevation of existing utilities. If utilities pass through prop. MSE and temp. MSE panels or leveling pad, wall supplier shall design break in wall and/or leveling pad to accommodate.
 - Stations & Offsets are given to front face of precast panels relative to @ I-55 SB.
 - For removal limits of existing Vaulted Terminal Structure, see Sheet RWI-7.
 - For Soil Boring Logs, see Sheets RWI-13 thru RWI-16.

DESIGN SPECIFICATIONS
2012 AASHTO LRFD Bridge Design Specifications, 6th Edition with 2013 Interim Revisions

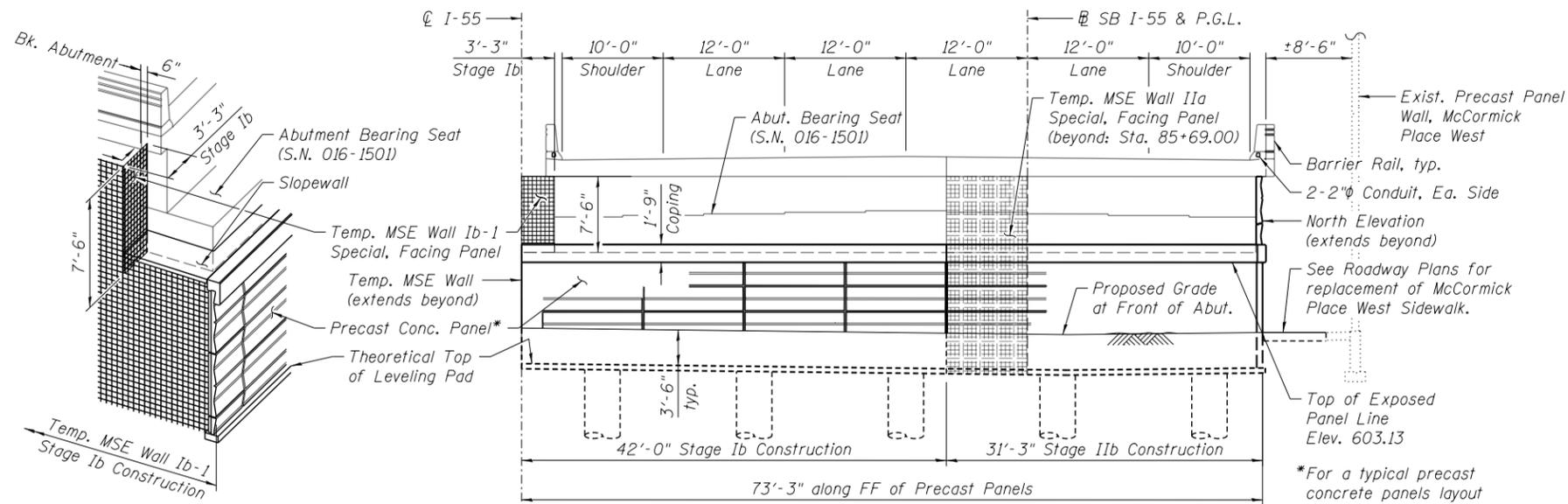
DESIGN STRESSES

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

PRECAST UNITS
f'c = 4,500 psi (Precast Panels)



GENERAL PLAN & ELEVATION
SB I-55 WEST APPROACH
NORTH MSE WALL
F.A.I. RTE. 55 - SEC. 2010-080-B
COOK COUNTY
STA. 81+16.00 TO STA. 86+06.00
STRUCTURE NO. 016-0741



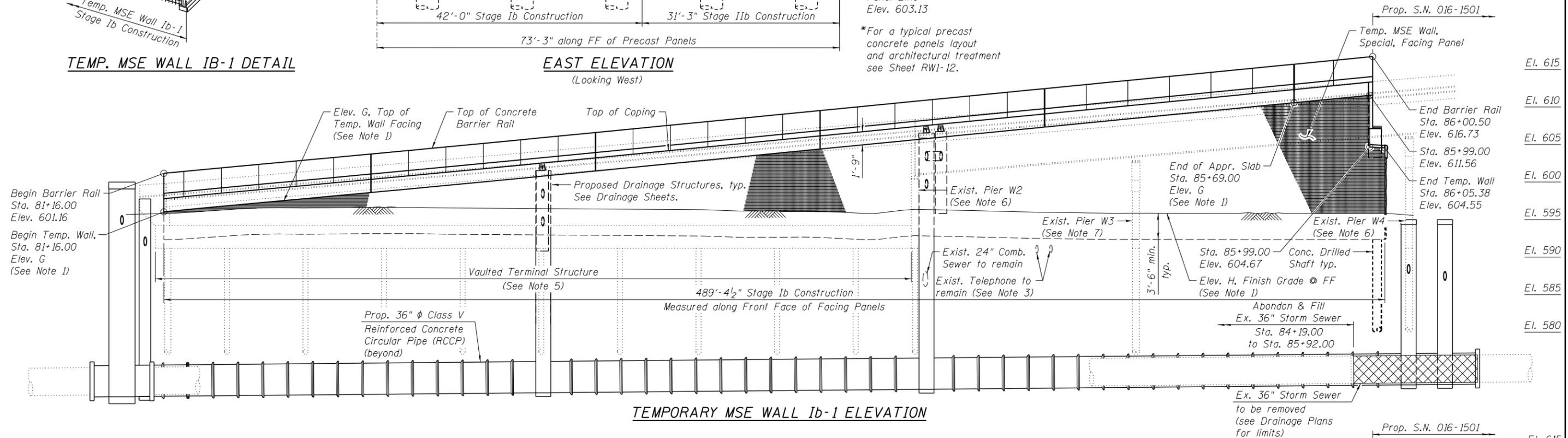
TEMP. MSE WALL IB-1 DETAIL

EAST ELEVATION
(Looking West)

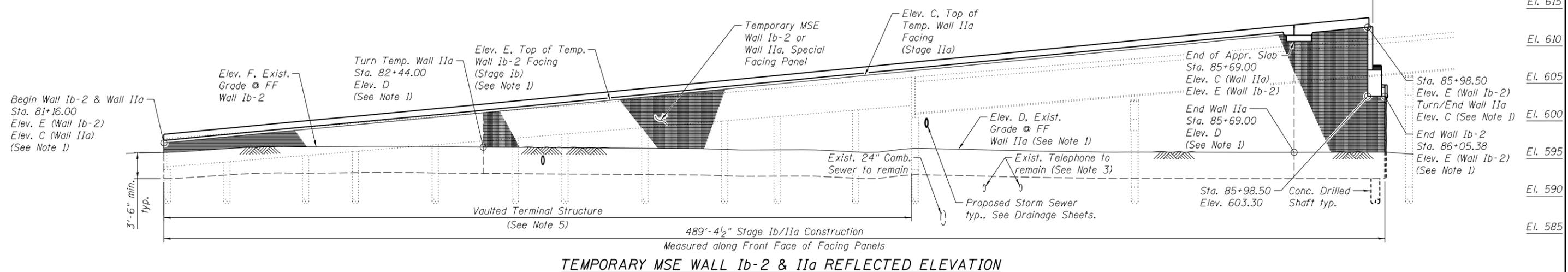
NOTES

1. For Stations & Elevations of Elev. C, D, E, F, G, & H, see Sheet RW1-6, Table 1.
2. Stations are given relative to I-55 SB .
3. Contractor shall field verify location and elevation of existing utilities. If utilities pass through proposed MSE panels or leveling pad or temporary MSE facing panels, wall supplier shall design break in wall and/or leveling pad to accommodate.
4. Anchorage Slabs on north & south of SB I-55 end at Sta. 85+69.00 where they overlap the abutment backwall by 6". 30' Bridge Approach Slab located between the anchorage slabs.
5. For Existing Structural Removal limits, see Sheet RW1-7.
6. For Pier W2 (Exist. W. Abut.), Pier W3, & Pier W4 removal details, see Sheet S-20.

*For a typical precast concrete panels layout and architectural treatment see Sheet RW1-12.



TEMPORARY MSE WALL Ib-1 ELEVATION



TEMPORARY MSE WALL Ib-2 & IIa REFLECTED ELEVATION

2_0160741.60L70_MSE_EastWall_Elev.dgn



USER NAME = PHodina	DESIGNED - PAH	REVISED -
	CHECKED - BG	REVISED -
PLOT SCALE =	DRAWN - AMV	REVISED -
PLOT DATE = 11/20/2014	CHECKED - BG	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EAST WALL & TEMPORARY WALL ELEVATIONS - S.N. 016-0741
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. RW1-2 OF RW1-16 SHEETS

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 742
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	

GENERAL NOTES:

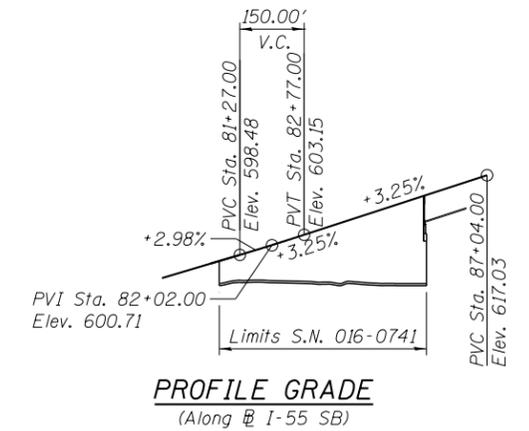
1. Reinforcement bars designated (E) shall be epoxy coated.
2. Slip forming of the barrier rails is not allowed.
3. Protective Coat shall be applied to the designated areas of Anchor Slabs & Barrier Rails & MSE Wrap Around Coping.
4. Stations & Offsets are measured from the Baseline of SB I-55 to the Front Face of MSE wall panels.
5. MSE Supplier to design load transfer systems within reinforced fill mass to accommodate drainage structures & abutment drilled shafts.
6. MSE wall supplier shall design MSE Wall, Special & Temporary MSE Wall, Special using granular reinforced mass with minimum effective internal friction angle of 34 degrees & unit weight of 120 lbs/cu. ft. For embankment behind granular reinforced mass; an embankment unit weight of 120 lbs/cu. ft & an effective friction angle of 30 degrees shall be used in the wall system design.
7. MSE Wall lengths measured along front face of precast panels unless noted otherwise.
8. Contractor shall field verify location of existing footings & underground utilities & shall take all precautions to protect them during construction of the wall & final condition of the ramp. Any damages to the existing structures and/or utilities shall be the responsibility of the Contractor.
9. Quantity for Lightweight Cellular Concrete Fill includes reinforced fill mass & fill area beneath roadway. Lightweight Cellular Concrete Fill shall meet Class II requirements (see Special Provisions).
10. See Special Provision for Mechanically Stabilized Earth Retaining Wall, Special & Temporary Mechanically Stabilized Earth Retaining Wall, Special for design & construction requirements.
11. For drainage structure location, type, & size, see Drainage Sheets.

INDEX OF SHEETS:

- RW1-1 General Plan & Elevation
- RW1-2 East Wall & Temporary Wall Elevations
- RW1-3 Total Bill of Material, Index of Sheets & General Notes
- RW1-4 Stage Construction I
- RW1-5 Stage Construction II
- RW1-6 Typical Section
- RW1-7 Existing Structural Removal
- RW1-8 North Barrier Rail & Anchorage Slab
- RW1-9 South Barrier Rail & Anchorage Slab
- RW1-10 Details
- RW1-11 MSE Wrap Around Details
- RW1-12 Architectural Details
- RW1-13 Boring Logs I
- RW1-14 Boring Logs II
- RW1-15 Boring Logs III
- RW1-16 Boring Logs IV

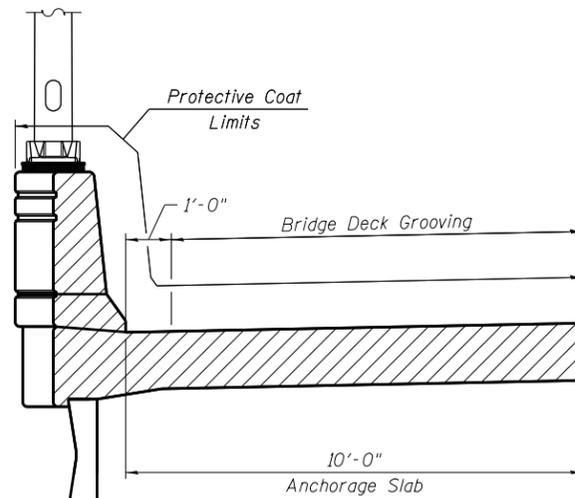
TOTAL BILL OF MATERIAL

Item	Unit	Total
Temporary Shoring for Existing SB I-55 Vaulted Terminal Structure	L. Sum	1
Protective Coat	Sq. Yd.	1,590
Structure Excavation	Cu. Yd.	3,554
Concrete Superstructure	Cu. Yd.	675.5
Reinforcement Bars, Epoxy Coated	Pound	94,720
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	967
Name Plates	Each	1
Lightweight Cellular Concrete Fill	Cu. Yd.	13,569
Mechanically Stabilized Earth Retaining Wall, Special	Sq. Ft.	6,195
Temporary Mechanically Stabilized Earth Retaining Wall, Special	Sq. Ft.	16,725



SUGGESTED SEQUENCE OF CONSTRUCTION:

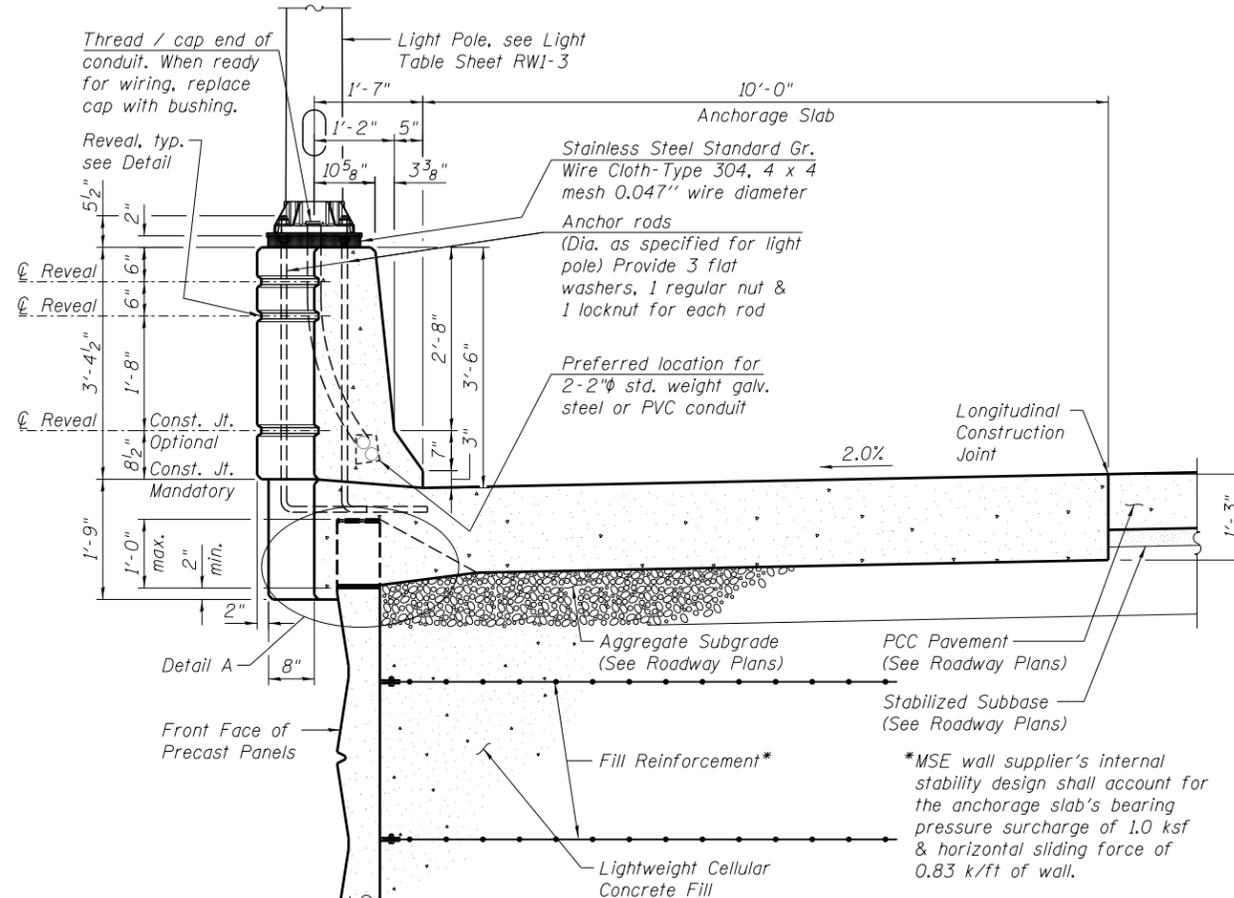
1. Remove portions of existing structure as directed (Stage Ib).
2. Install drilled shafts (Stage Ib) for West Abutment of Tangent Structure (S.N. 016-1501).
3. Construct south portion of West Abutment (Stage Ib) of Tangent Structure (S.N. 016-1501).
4. Construct Temp. MSE Wall Ib-1 & Ib-2 elevations (S.N. 016-0741) simultaneously. Fill between wall faces. Construct South Anchorage Slab & Barrier Rail & south portion of West Approach slab.
5. Construct Temp. MSE Wall IIa elevation. Fill between Wall IIa & Wall Ib-2.
6. Remove remaining portions of existing structure as directed (Stage IIB).
7. Install remaining drilled shafts (Stage IIB) for West Abutment of Tangent Structure (S.N. 016-1501).
8. Construct remaining portion of West Abutment (Stage IIB) of Tangent Structure (S.N. 016-1501).
9. Construct North MSE Wall Elevation (S.N. 016-0741). Fill between North Wall & Wall IIa. Construct North Anchorage Slab & Barrier Rail & remaining portion of West Approach Slab.



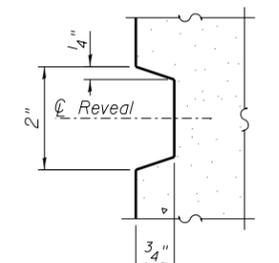
PROTECTIVE COAT & BRIDGE DECK GROOVING LIMITS

ANCHORAGE SLAB PAY ITEM LEGEND

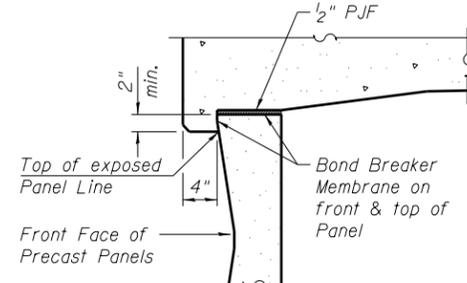
Paid as Concrete Superstructure



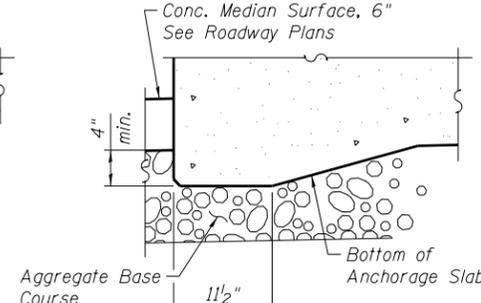
TYPICAL MSE BARRIER RAIL SECTION (Looking Upstation)



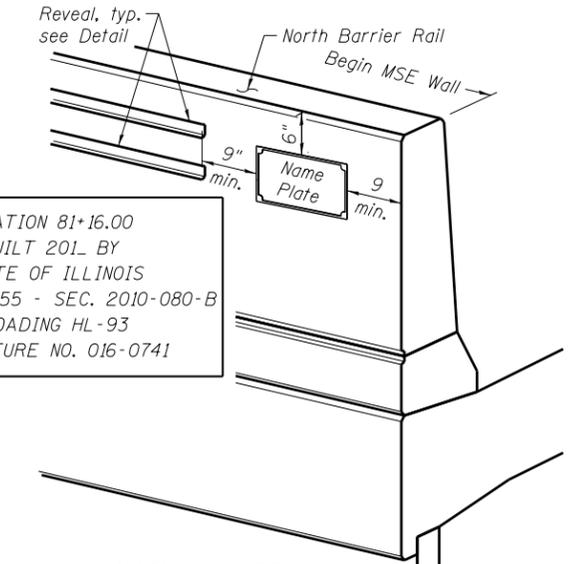
REVEAL DETAIL



NORTH MSE WALL



SOUTH TEMP. MSE WALL



NAME PLATE See Std. 515001

STATION 81+16.00
BUILT 201_ BY
STATE OF ILLINOIS
F.A.I. RTE. 55 - SEC. 2010-080-B
LOADING HL-93
STRUCTURE NO. 016-0741

3_0160741_60L70_MSE_BOM_Notes.dgn



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PLOT DATE = 11/20/2014	DRAWN - AMV	REVISED -
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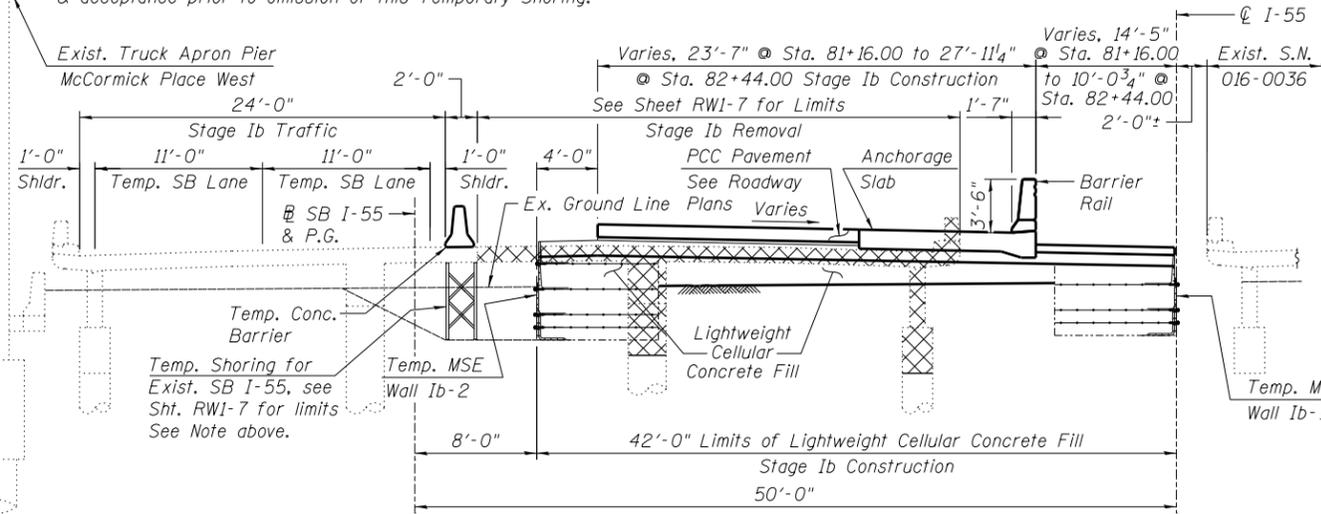
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TOTAL BILL OF MAT'L, INDEX OF SHEETS & GEN. NOTES - S.N. 016-0741 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. RW1-3 OF RW1-16 SHEETS

F.A.I. RTE. 55	SECTION 2010-080-B	COUNTY COOK	TOTAL SHEETS 886	SHEET NO. 743
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	

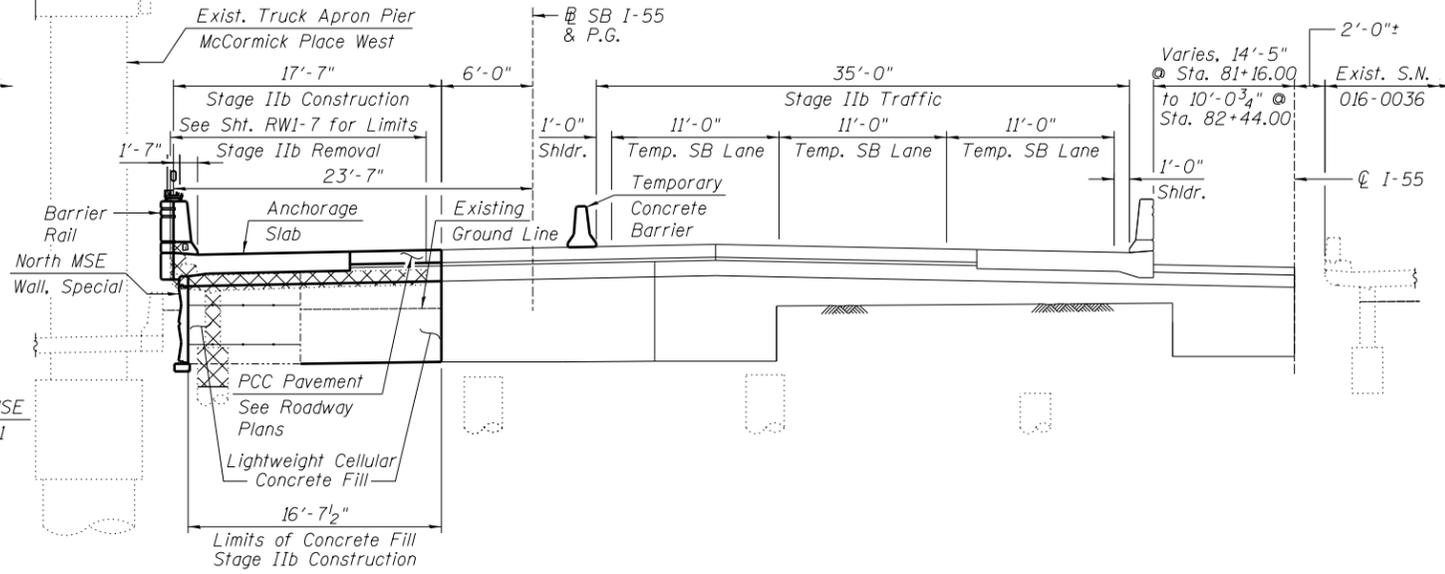
Note:
The Contractor may omit this Temporary Shoring if an Illinois Licensed Structural Engineer deems the existing SB I-55 Vault Slab Overhang structurally adequate. Calculations showing structural adequacy shall be submitted to the Engineer for review & acceptance prior to omission of this Temporary Shoring.



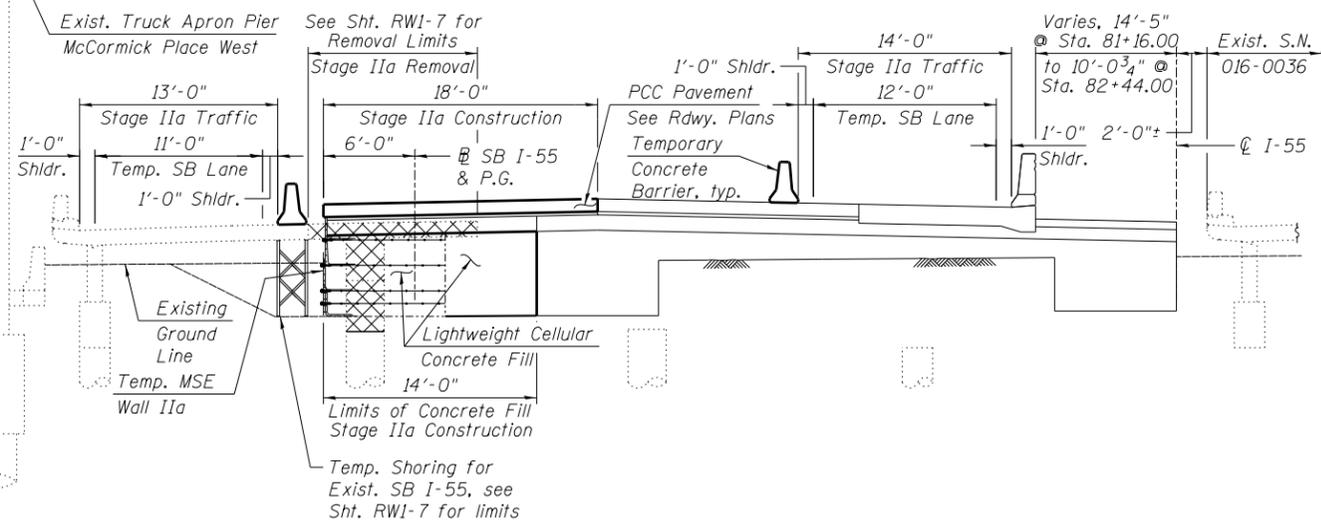
STAGE Ib - TYPICAL SECTION
(Sta. 81+16.00 to Sta. 82+44.00 Looking East)

Class V RCCP, install prior to placement of Lightweight Cellular Concrete Fill (Stage Ib)

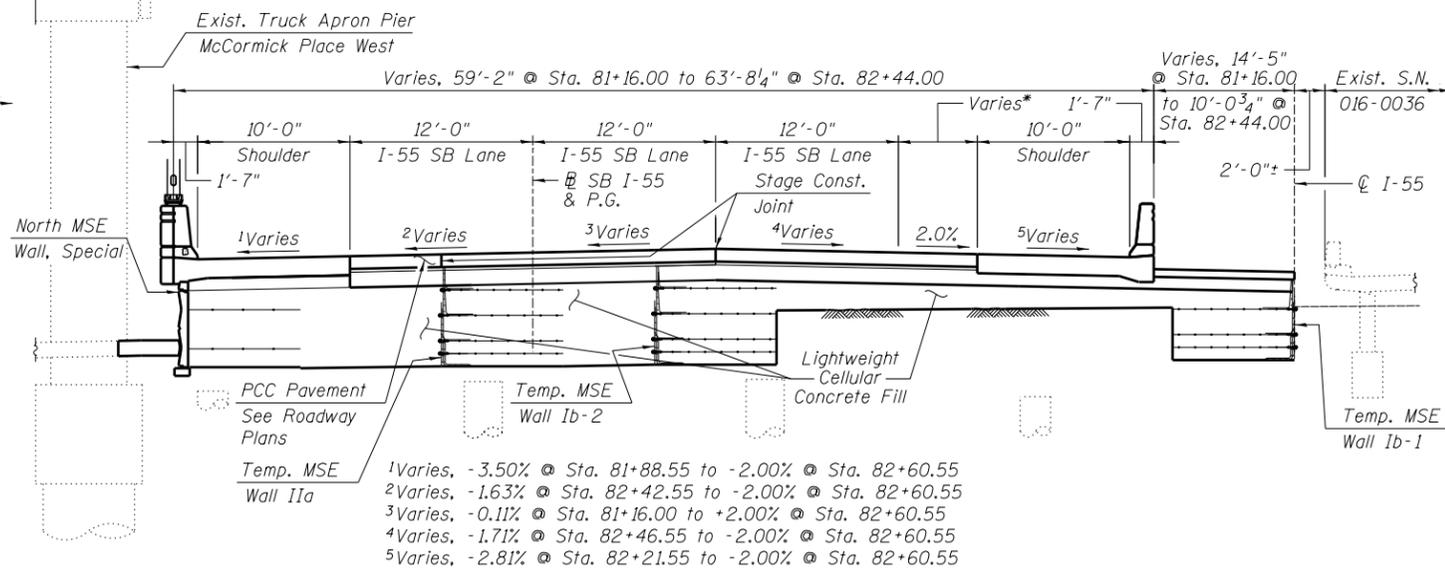
Exist. 36" Storm Sewer (to remain)



STAGE IIb - TYPICAL SECTION
(Sta. 81+16.00 to Sta. 82+44.00 Looking East)



STAGE IIa - TYPICAL SECTION
(Sta. 81+16.00 to Sta. 82+44.00 Looking East)



FINAL CROSS SECTION
(Sta. 81+16.00 to Sta. 82+44.00 Looking East)

1Varies, -3.50% @ Sta. 81+88.55 to -2.00% @ Sta. 82+60.55
 2Varies, -1.63% @ Sta. 82+42.55 to -2.00% @ Sta. 82+60.55
 3Varies, -0.11% @ Sta. 81+16.00 to +2.00% @ Sta. 82+60.55
 4Varies, -1.71% @ Sta. 82+46.55 to -2.00% @ Sta. 82+60.55
 5Varies, -2.81% @ Sta. 82+21.55 to -2.00% @ Sta. 82+60.55

Storm Sewer

Exist. 36" Storm Sewer (to remain)

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RME Rubinos & Mesia Engineers, Inc.
200 S. Michigan Avenue, Suite 1500, Chicago, IL 60604-2482

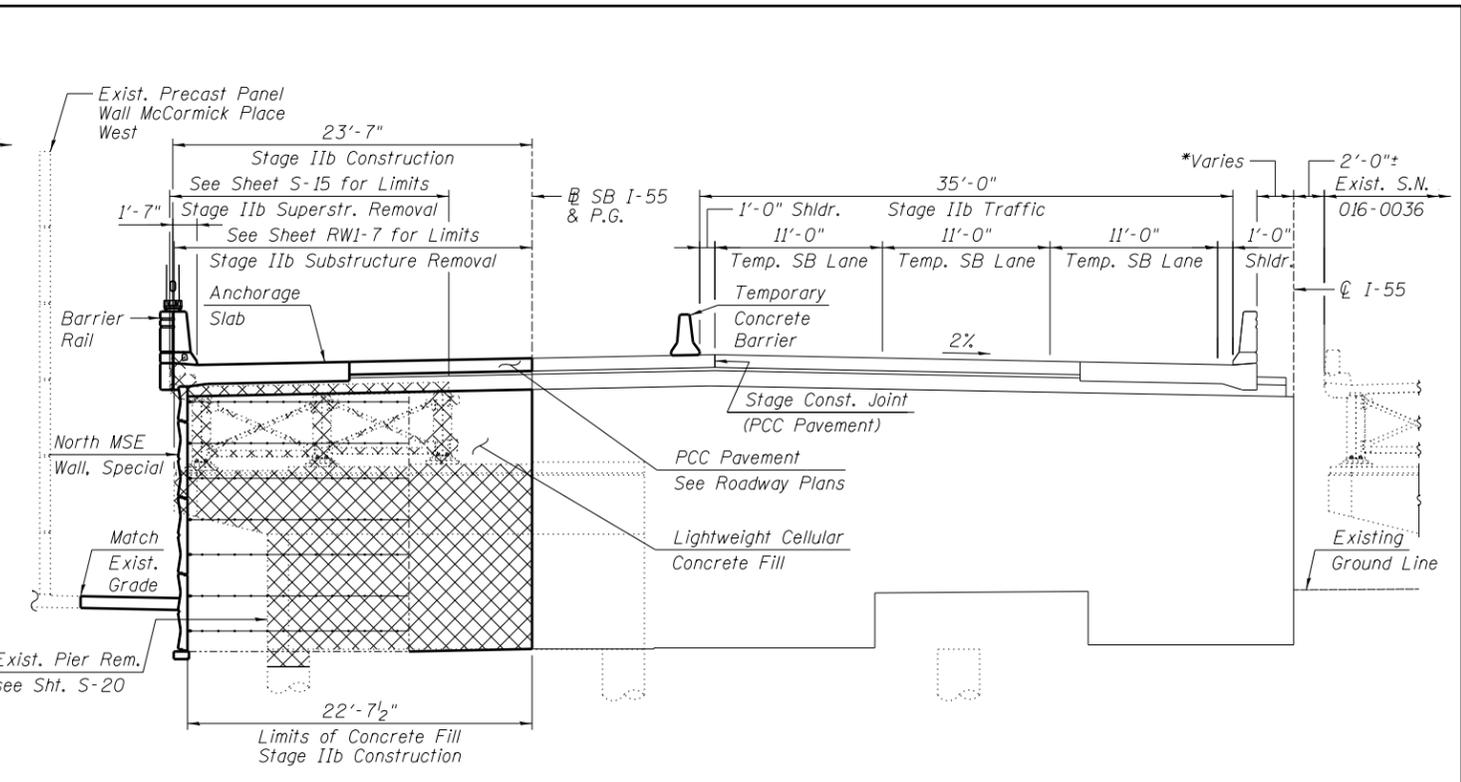
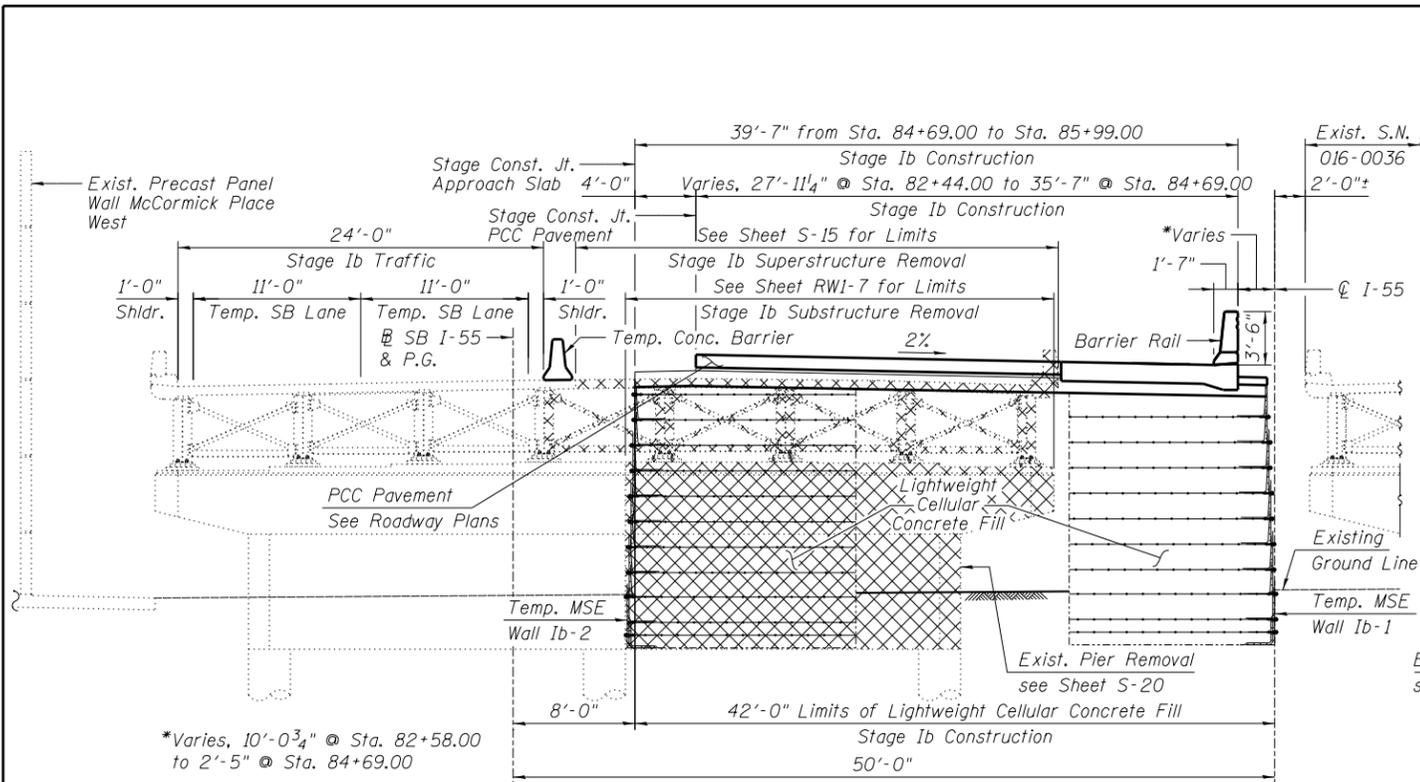
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PLOT DATE = 11/20/2014	DRAWN - PH	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION I - S.N. 016-0741
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. RW1-4 OF RW1-16 SHEETS

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 744
CONTRACT NO. 60L70				ILLINOIS FED. AID PROJECT



NOTES:

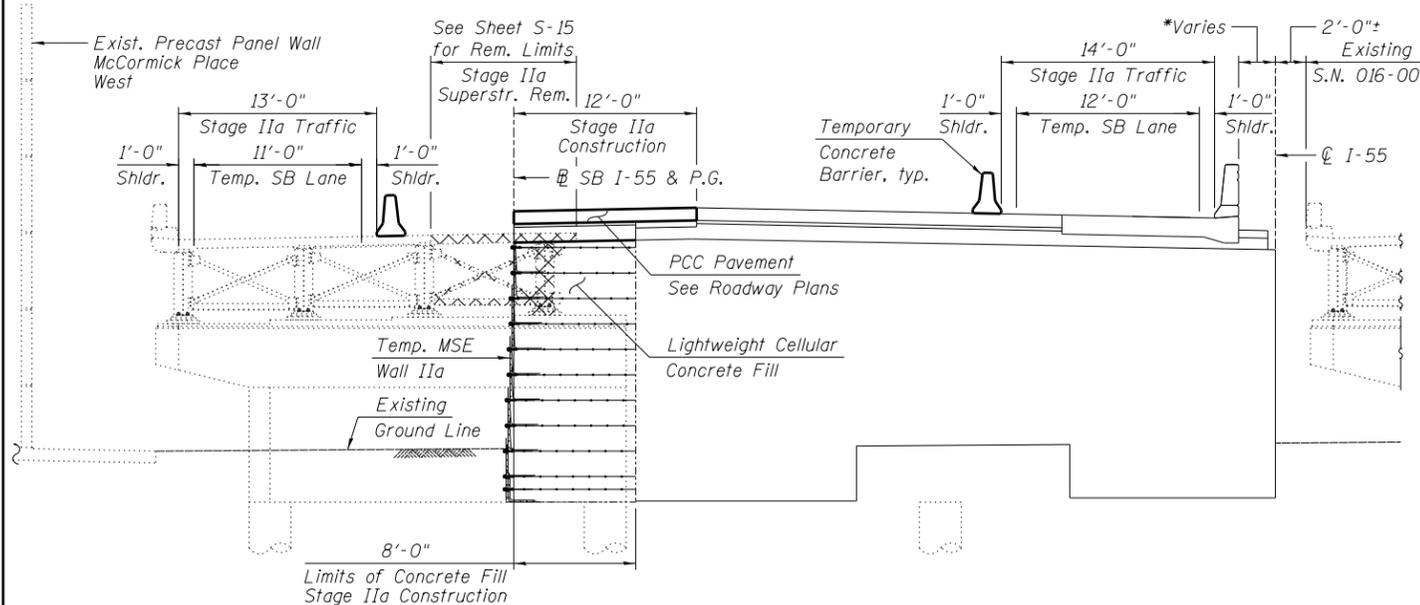
- Existing Vaulted Terminal Structure from Sta. 81+16.00 to Sta. 84+18.60 not shown for clarity.
- Bridge Approach Slab limits from Sta. 85+69.00 to Sta. 85+99.00.

STAGE Ib - TYPICAL SECTION

(Sta. 82+44.00 to Sta. 85+99.00 Looking East)

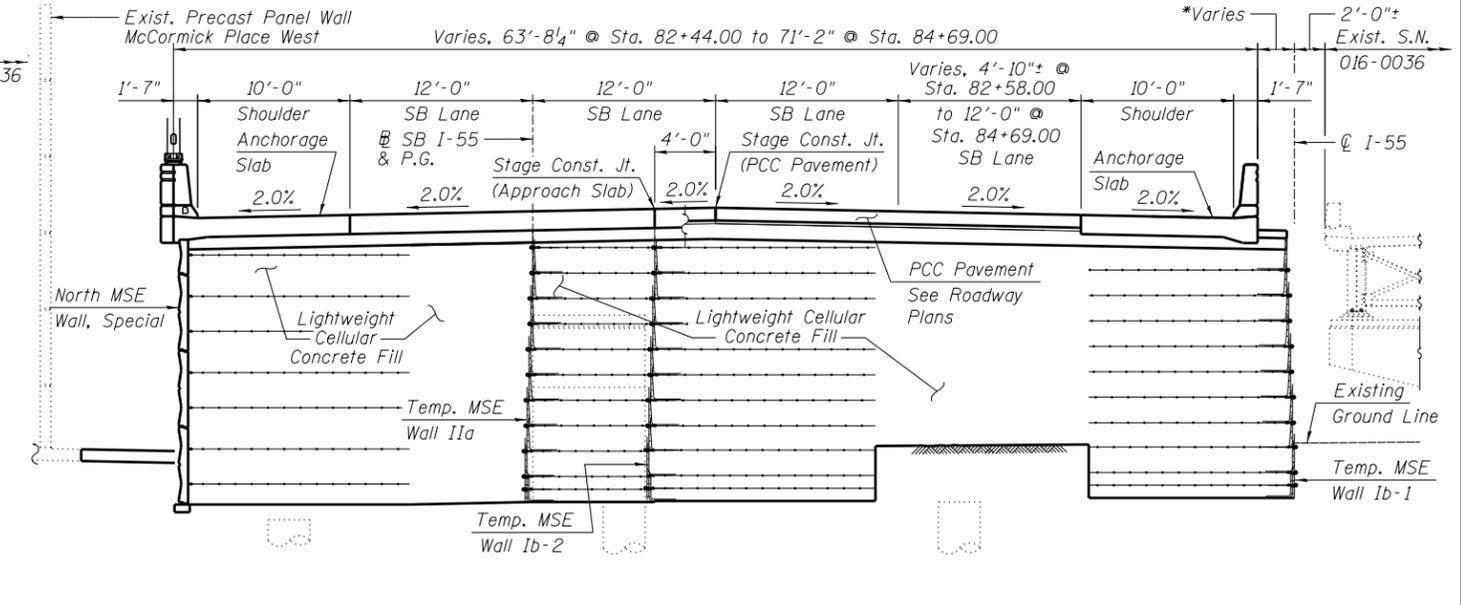
STAGE IIb - TYPICAL SECTION

(Sta. 82+44.00 to Sta. 85+99.00 Looking East)



STAGE IIa - TYPICAL SECTION

(Sta. 82+44.00 to Sta. 85+99.00 Looking East)



FINAL CROSS SECTION

(Sta. 82+44.00 to Sta. 85+99.00 Looking East)

5_0160741.60L70.MSE.Staging.2.dgn



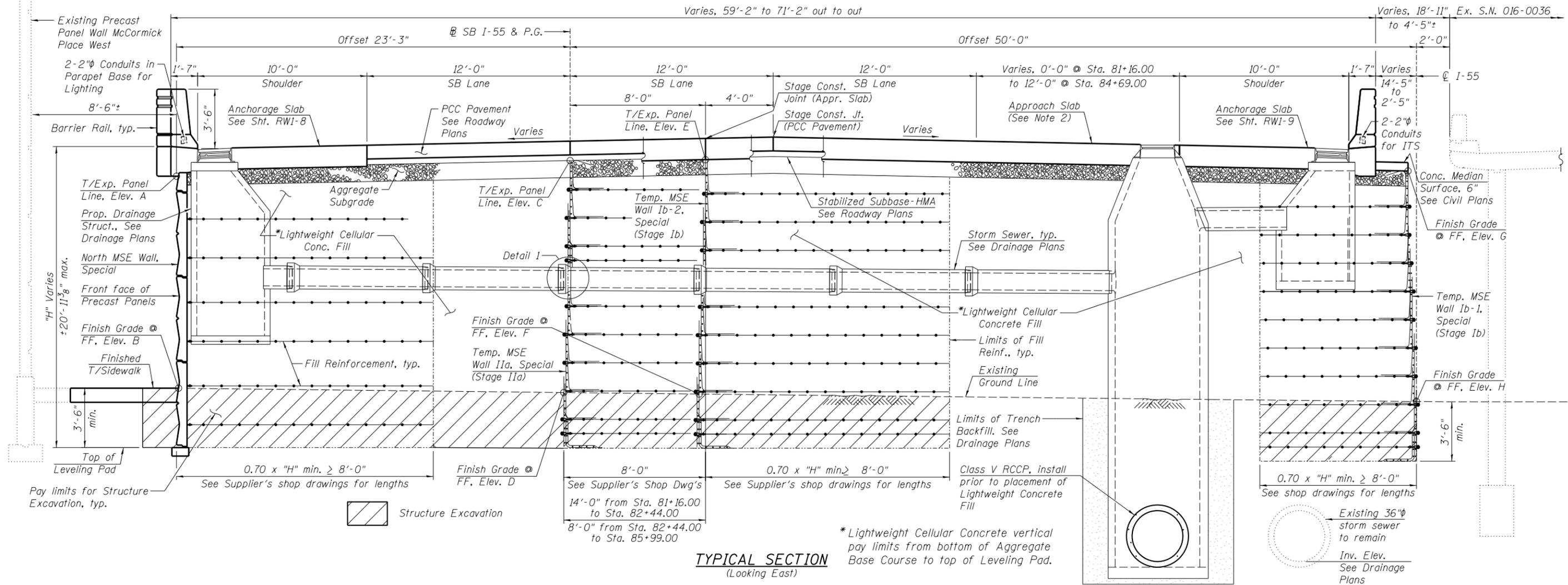
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PLOT DATE = 11/20/2014	DRAWN - PH	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION II - S.N. 016-0741
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 745
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	

SHEET NO. RW1-5 OF RW1-16 SHEETS



NOTES

- Overexcavation beyond limits of Structure Excavation shall not be measured for payment. Additional Lightweight Fill in overexcavation area also shall not be measured for payment.
- Approach Slab for SB I-55 (S.N. 016-1501) is between anchorage Slabs from Sta. 85+69.00 to Sta. 85+99.00. See bridge plans.
- Temporary light pole locations shall be located outside limits of reinforced fill mass where possible. Step Temporary MSE Wall, Special where required.
- See Sheet RW1-10 for Anchorage Slab details.

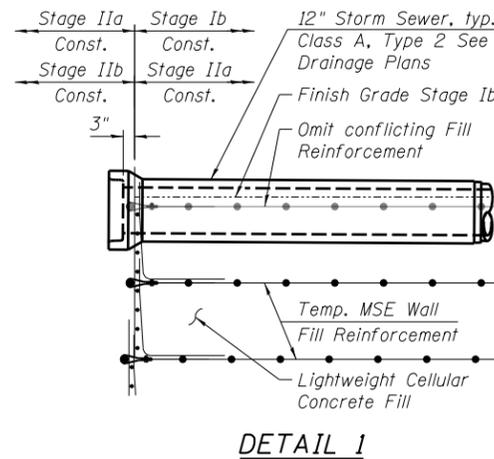
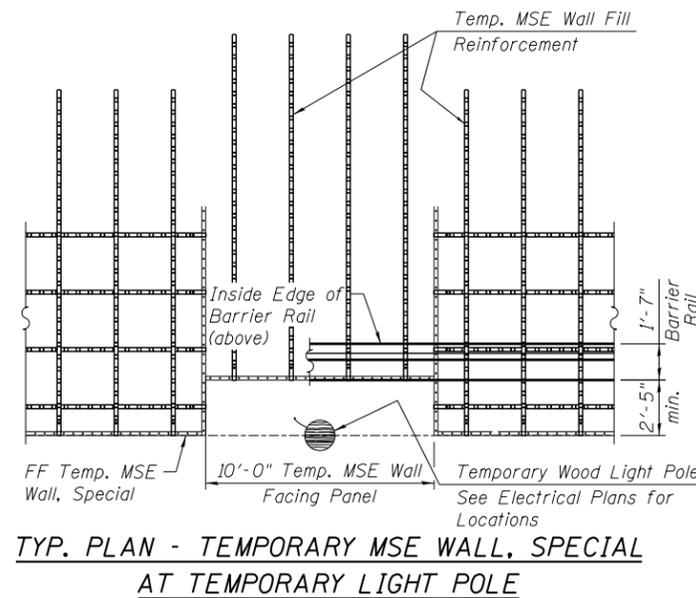
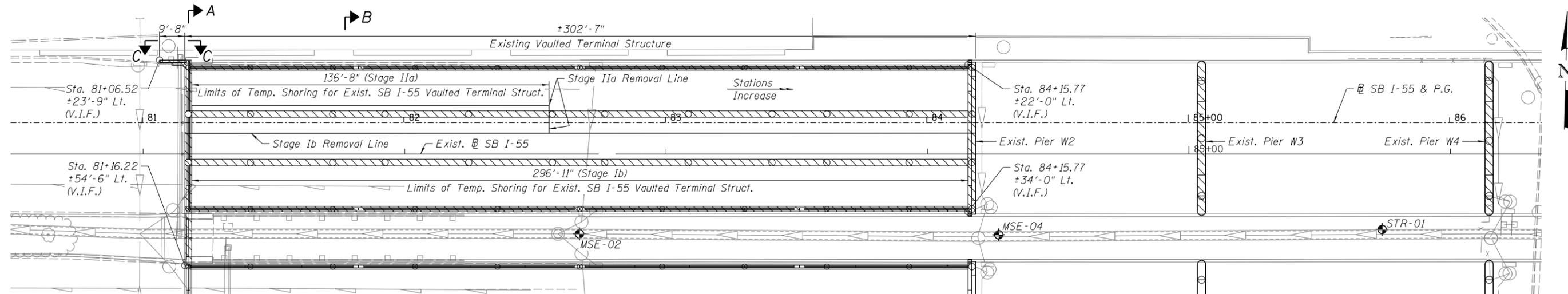


TABLE 1

Station	Elev. A	Elev. B	Elev. C	Elev. D	Elev. E	Elev. F	Elev. G	Elev. H
81+16.00	596.10	596.11	596.90	596.15	597.19	595.72	596.34	594.97
81+52.00	597.17	596.16	597.97	596.40	598.31	595.85	598.00	595.18
81+62.00	597.47	596.16	598.27	596.44	598.63	595.89	598.31	595.23
81+84.50	598.16	596.19	598.94	596.51	599.31	595.99	599.01	595.37
81+97.00	598.55	596.22	599.38	596.35	599.70	595.89	599.40	595.36
82+17.00	599.17	596.35	599.97	596.47	600.33	595.97	600.03	595.41
82+30.00	599.58	596.47	600.37	596.50	600.73	596.01	600.44	595.44
82+81.00	601.21	596.52	602.14	596.38	602.38	596.06	602.08	595.53
83+32.00	602.87	596.00	603.79	596.46	604.03	596.19	603.73	595.54
83+54.50	603.60	596.03	604.53	596.42	604.76	596.19	604.46	595.54
83+77.00	604.34	596.04	605.26	596.23	605.50	595.98	605.19	595.43
83+97.00	604.98	596.01	605.91	595.68	606.14	595.34	605.84	595.70
84+02.00	605.15	596.00	606.07	595.51	606.31	595.17	606.01	595.63
84+17.00	605.64	595.98	606.56	594.99	606.80	594.69	606.49	595.29
84+47.00	606.61	596.03	607.53	594.81	607.77	594.89	607.47	595.22
84+77.00	607.59	596.02	608.50	594.77	608.75	594.74	608.44	595.13
84+94.50	608.15	596.01	609.07	594.83	609.31	594.78	609.01	595.12
85+04.50	608.48	596.00	609.40	594.87	609.64	594.77	609.34	595.13
85+24.50	609.13	596.00	610.04	594.77	610.29	594.77	609.99	595.16
85+69.00	610.57	596.01	611.39	595.15	611.73	595.12	611.43	595.22
85+77.00	610.84	596.01	N/A	595.16	611.89	595.12	611.69	595.29
85+99.00	611.55	595.81	N/A	595.26	612.60	595.21	612.40	595.49
86+06.00	603.13	595.75	N/A	595.28	603.30	595.28	612.64	595.45

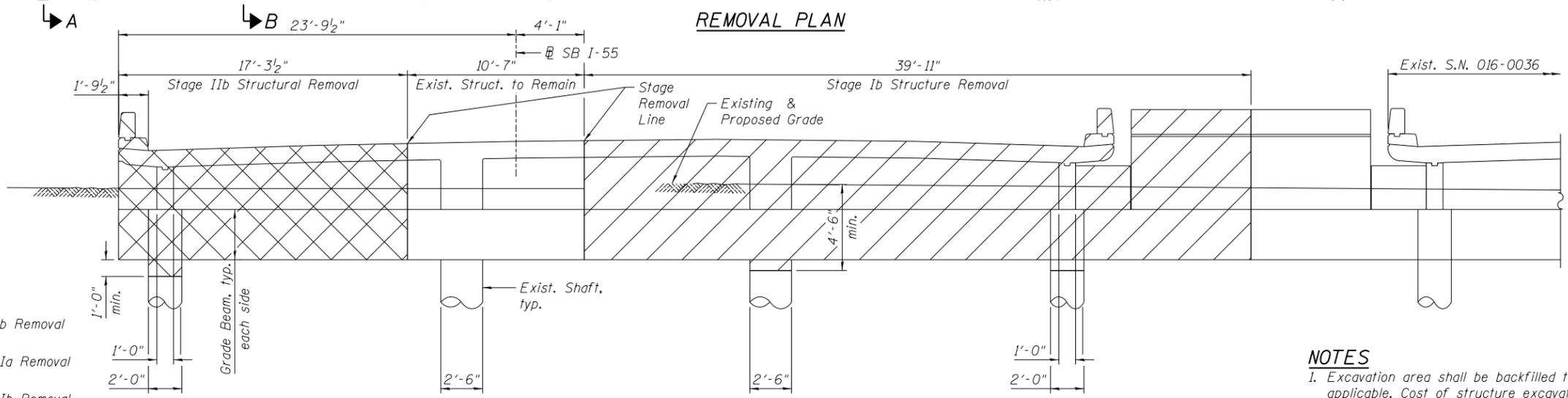
6_0160741.60L70_MSE_TypSections.dgn



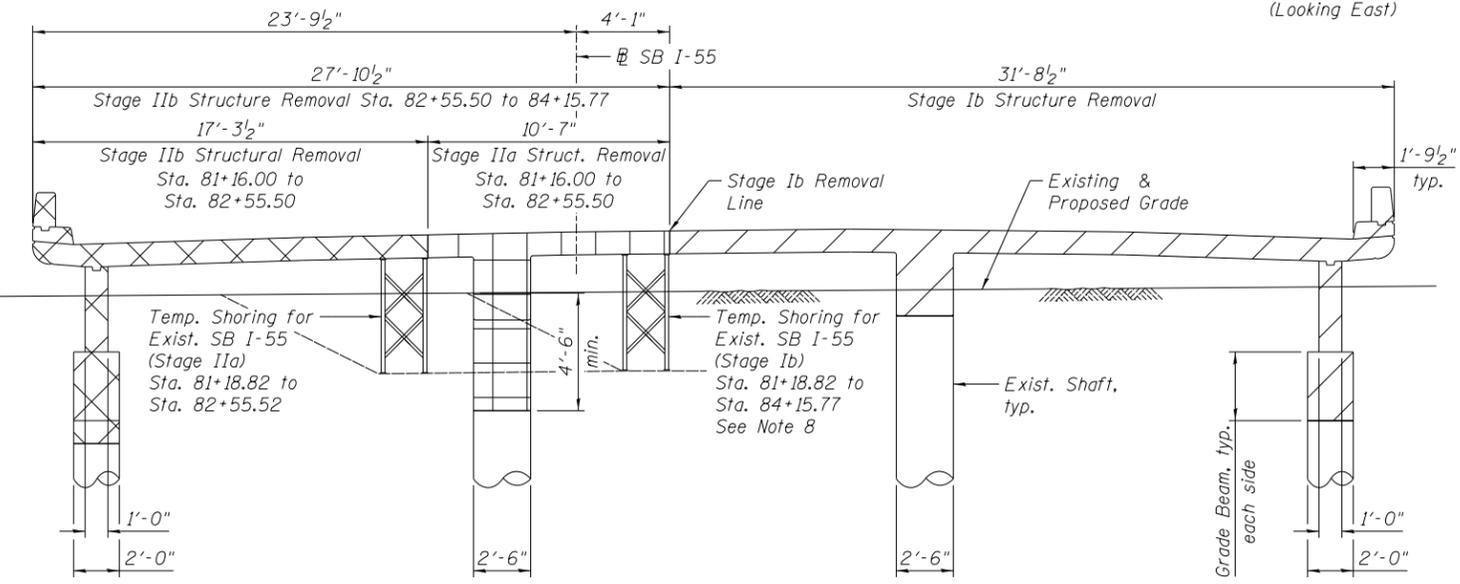
REMOVAL PLAN

LEGEND

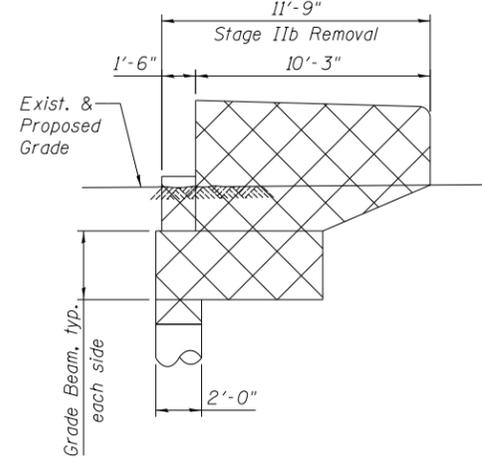
	Stage Ib Removal
	Stage IIa Removal
	Stage IIb Removal



SECTION A-A
(Looking East)



SECTION B-B
(Sta. 81+16.00 to Sta. 84+15.77
Looking East)



VIEW C-C
(Looking South)

NOTES

- Excavation area shall be backfilled to pre-excitation elevation where applicable. Cost of structure excavation & backfill is included in cost of "Removal of Existing Structures No. 1".
- See Roadway Plans for replacement of McCormick Place West Sidewalk.
- See Sheet S-20 for Pier 2W (Exist. W. Abut.), Pier 3W, & Pier 4W removal details.
- Station and offsets are given with respect to Baseline of SB I-55.
- V.I.F. = "Verify in Field"
- Cost of Vaulted Terminal Structure removal shall be included with cost of "Removal of Existing Structures No. 1".
- Temporary shoring of the existing vaulted terminal structure shall be paid for as "Temporary Shoring for Existing SB I-55 Vaulted Terminal Structure"; see Special Provisions.
- The Contractor may omit Stage Ib temporary shoring if an Illinois Licensed Structural Engineer deems the existing SB I-55 vault slab overhang structurally adequate. Calculations showing structural adequacy shall be submitted to the Engineer for review & acceptance prior to omission of this Temporary Shoring.
- Plan dimensions & details relative to existing plans subject to construction variations. The Contractor shall field verify existing dimensions & details & modify suggested Stage Removal Lines as necessary to provide the minimum traffic width shown in the plans.
- For Pier W2 (Exist. W. Abut.), Pier W3, & Pier W4 removal details, see Sheet S-20.

7_0160741.60L70_MSE_Removal.dgn



USER NAME = PHodina	DESIGNED - PH	REVISED -
PLOT SCALE =	CHECKED - BG	REVISED -
PLOT DATE = 11/20/2014	DRAWN - PH	REVISED -
	CHECKED - BG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

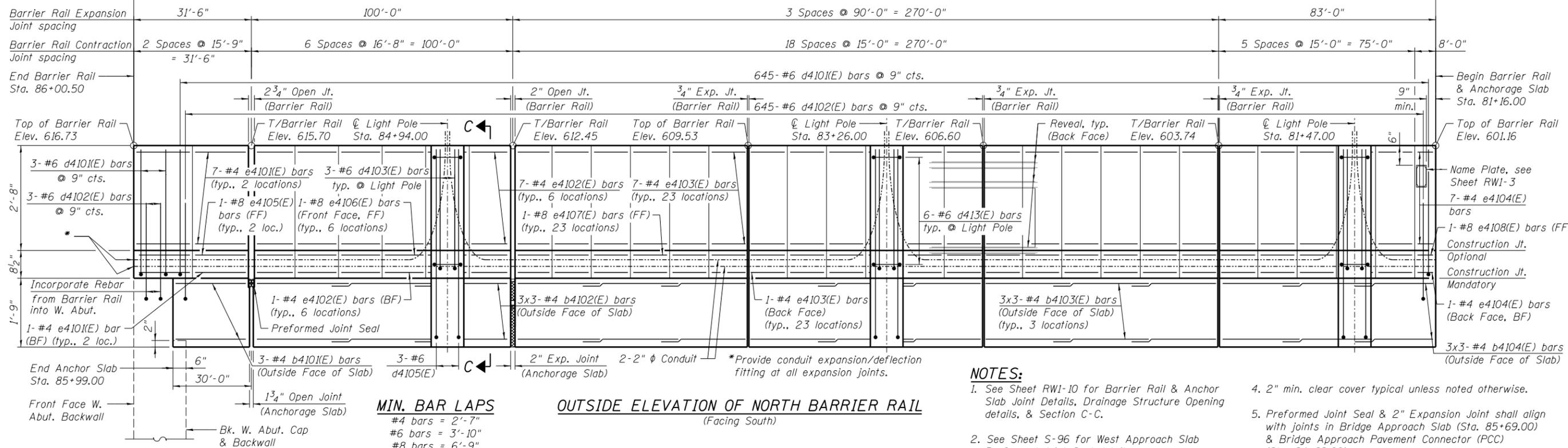
EXISTING STRUCTURAL REMOVAL - S.N. 016-0741
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 747
CONTRACT NO. 60L70				

SHEET NO. RW1-7 OF RW1-16 SHEETS

ILLINOIS FED. AID PROJECT

484'-6" Measured along Front Face of Barrier Rail



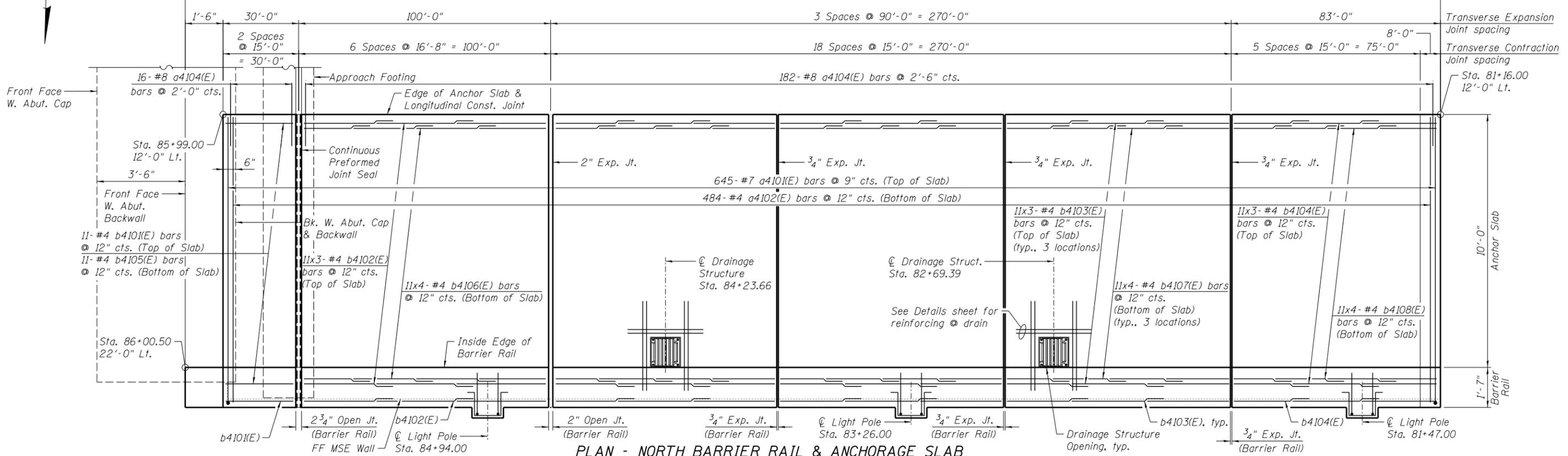
MIN. BAR LAPS
 #4 bars = 2'-7"
 #6 bars = 3'-10"
 #8 bars = 6'-9"

OUTSIDE ELEVATION OF NORTH BARRIER RAIL
 (Facing South)

NOTES:

1. See Sheet RW1-10 for Barrier Rail & Anchor Slab Joint Details, Drainage Structure Opening details, & Section C-C.
2. See Sheet S-96 for West Approach Slab Preformed Joint Seal details.
3. Bars noted thus, 3X3-#4 indicates 3 lines of #4 bars with 3 lengths per line.
4. 2" min. clear cover typical unless noted otherwise.
5. Preformed Joint Seal & 2" Expansion Joint shall align with joints in Bridge Approach Slab (Sta. 85+69.00) & Bridge Approach Pavement Connector (PCC) (Sta. 84+69.00).
6. See Sheets S-170 & S-171 for West Abutment Plans.

484'-6" Measured along Front Face of Barrier Rail



PLAN - NORTH BARRIER RAIL & ANCHORAGE SLAB



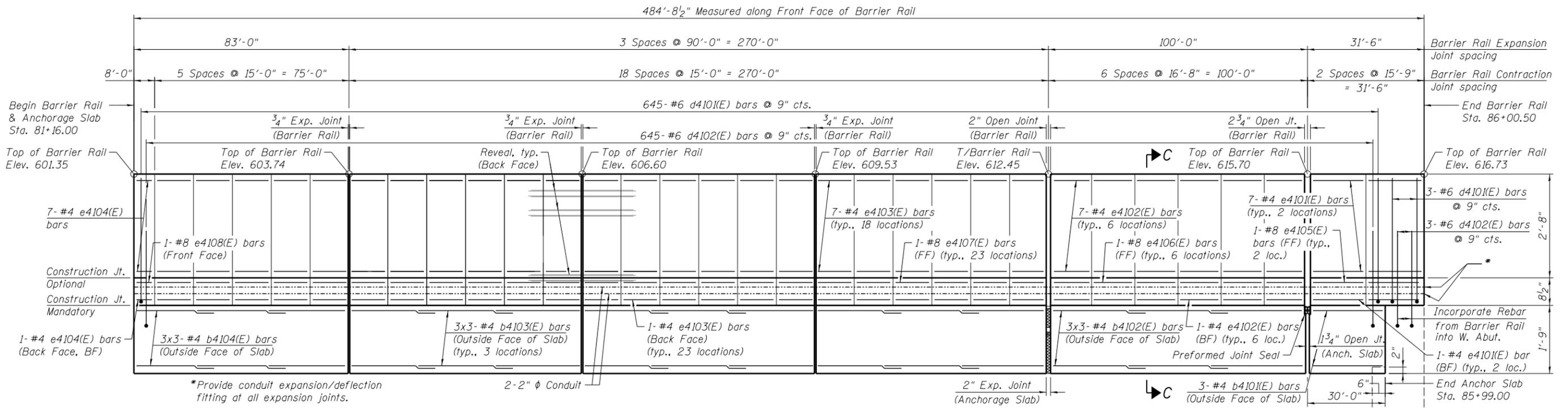
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PLOT SCALE =	CHECKED - BG	REVISED -
PLOT DATE = 11/20/2014	DRAWN - AMV	REVISED -
	CHECKED - BG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH BARRIER RAIL & ANCHORAGE SLAB - S.N.016-0741
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 748
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	

SHEET NO. RW1-8 OF RW1-16 SHEETS

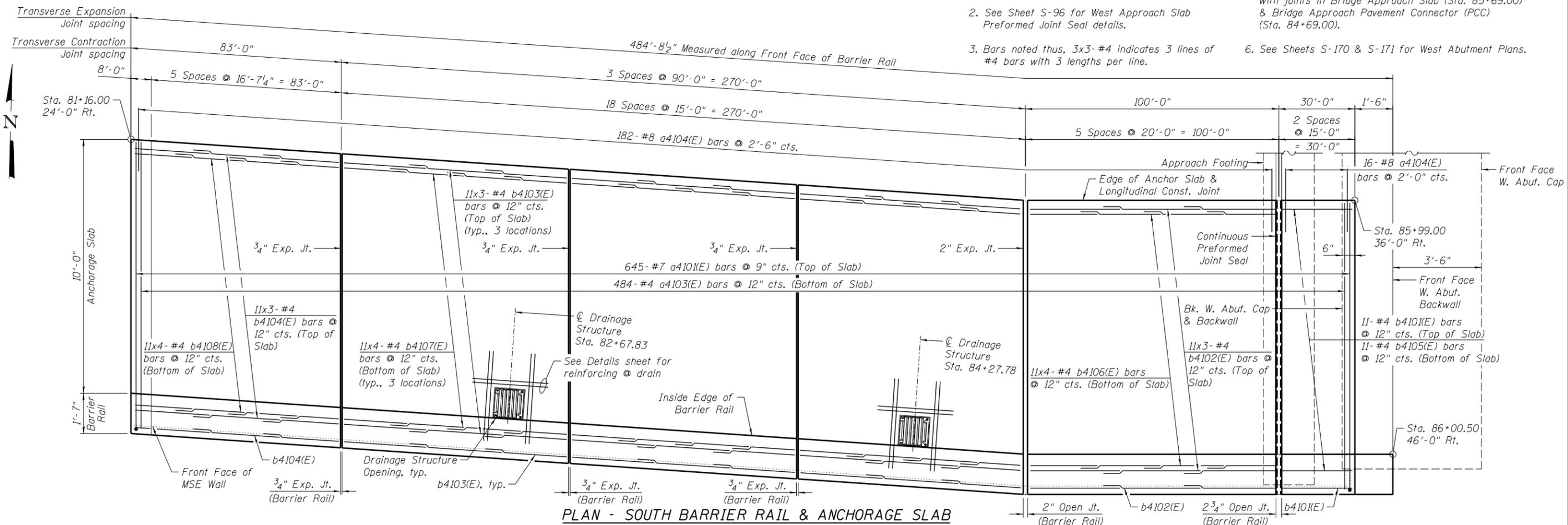


*Provide conduit expansion/deflection fitting at all expansion joints.

MIN. BAR LAPS
 #4 bars = 2'-7"
 #6 bars = 3'-10"

OUTSIDE ELEVATION OF SOUTH BARRIER RAIL
 (Facing North)

- NOTES:**
- See Sheet RW1-10 for Barrier Rail & Anchor Slab Joint Details, Drainage Structure Opening details, & Section C-C.
 - See Sheet S-96 for West Approach Slab Preformed Joint Seal details.
 - Bars noted thus, 3x3-#4 indicates 3 lines of #4 bars with 3 lengths per line.
 - 2" min. clear cover typical unless noted otherwise.
 - Preformed Joint Seal & 2" Expansion Joint shall align with joints in Bridge Approach Slab (Sta. 85+69.00) & Bridge Approach Pavement Connector (PCC) (Sta. 84+69.00).
 - See Sheets S-170 & S-171 for West Abutment Plans.



PLAN - SOUTH BARRIER RAIL & ANCHORAGE SLAB

9_0160741.60L70_MSE_SBARRIERRAIL.dgn



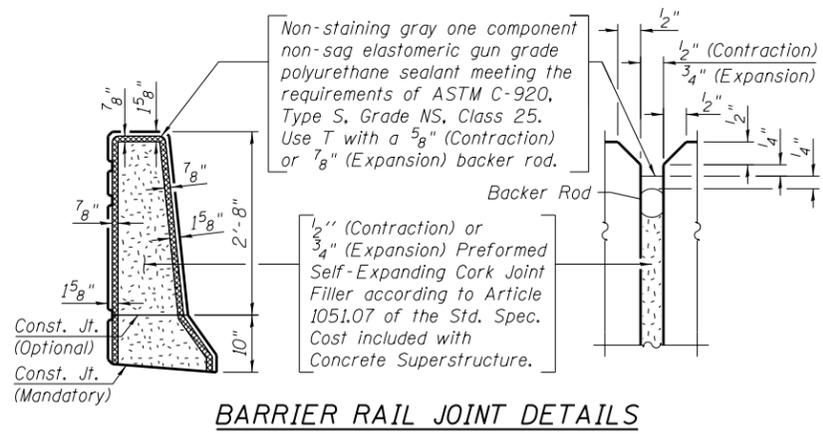
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PLOT SCALE =	CHECKED - BG	REVISED -
PLOT DATE = 11/20/2014	DRAWN - PH	REVISED -
	CHECKED - BG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

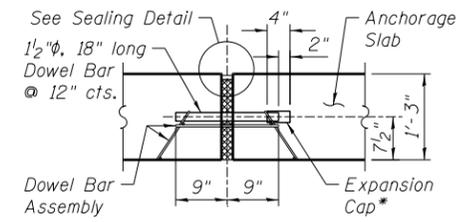
SOUTH BARRIER RAIL & ANCHORAGE SLAB - S.N.016-0741
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 749
				CONTRACT NO. 60L70
ILLINOIS FED. AID PROJECT				

SHEET NO. RW1-9 OF RW1-16 SHEETS



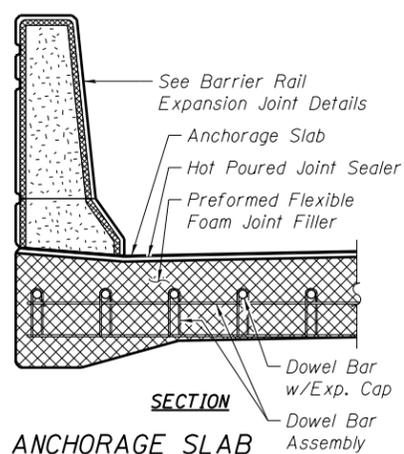
BARRIER RAIL JOINT DETAILS



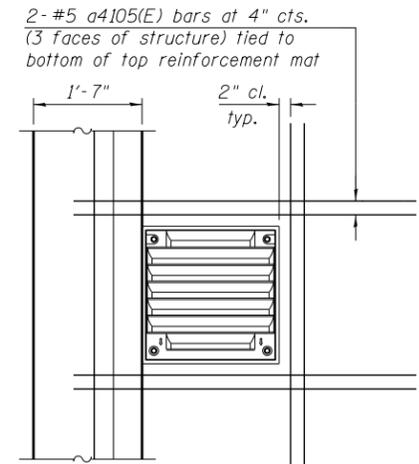
ANCHORAGE SLAB TO ANCHORAGE SLAB TRANSVERSE EXPANSION JOINT

Expansion Joint Filler, Sealer, Dowel Bars, Dowel Bar Assembly, and Expansion Caps included in cost of Concrete Structures

*Expansion caps shall be installed on the exposed end of each dowel bar once header has been removed and the joint filler material has been installed.

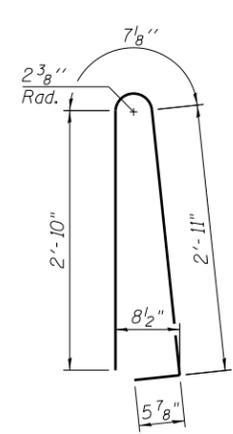


SECTION

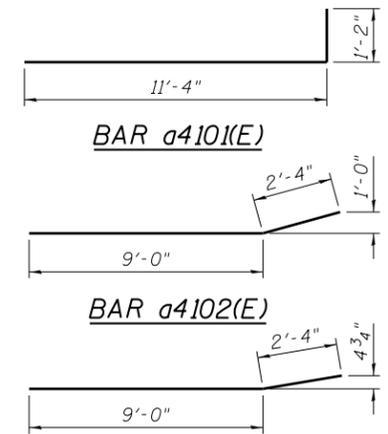


PLAN @ DRAINAGE STRUCTURE

Note: Cut longitudinal reinforcement to clear catch basins and inlets.



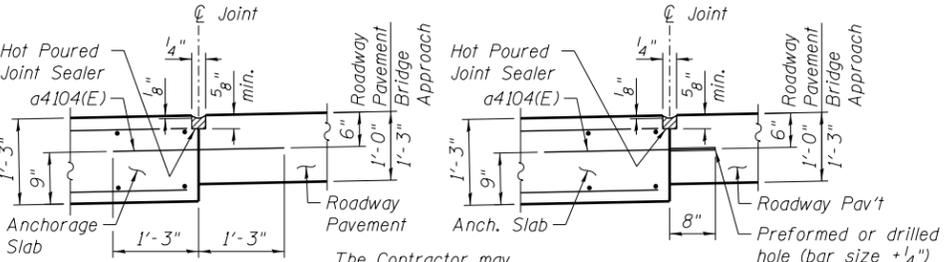
BAR d4101(E)



BAR a4101(E)

BAR a4102(E)

BAR a4103(E)



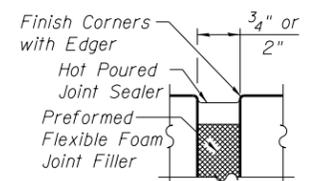
FORMED IN PLACE TIE BAR

The Contractor may substitute grout in place tie bars. The bar length can be reduced by 6".

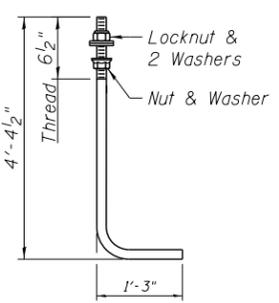
GROUT IN PLACE TIE BAR

LONGITUDINAL CONSTRUCTION JOINT

See Article 420.05 & 420.12 of the Standard Specifications.

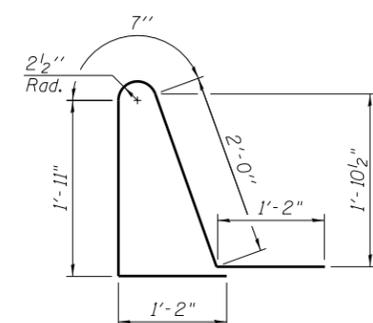


SEALING DETAIL

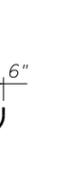


ANCHOR ROD

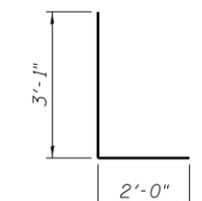
Diameter as specified for light poles. (ASTM F 1554 Grade 105)



BAR d4102(E)



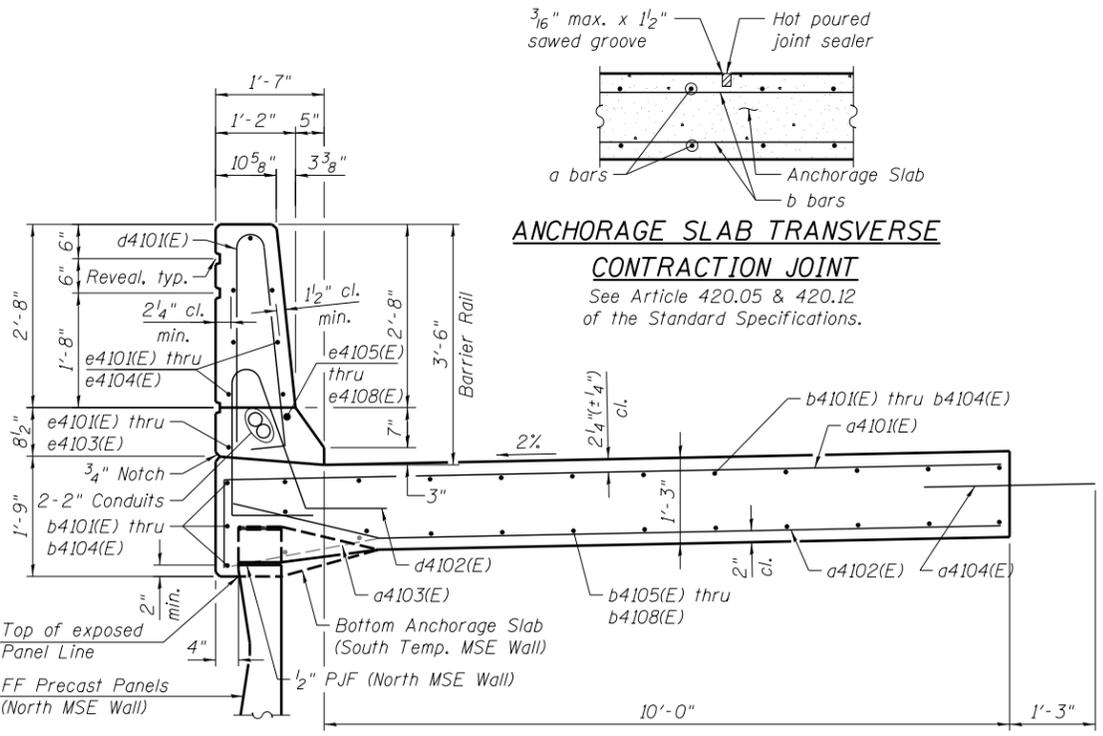
BAR d4105(E)



BAR d4103(E)

BILL OF MATERIAL

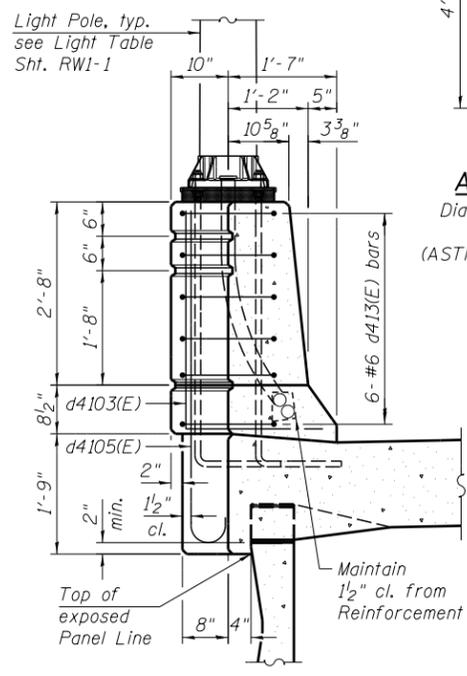
Bar	No.	Size	Length	Shape
a4101(E)	1290	#7	12'-6"	U
a4102(E)	484	#4	11'-4"	U
a4103(E)	484	#4	11'-4"	U
a4104(E)	396	#8	2'-6"	U
a4105(E)	24	#5	4'-0"	U
b4101(E)	28	#4	29'-8"	U
b4102(E)	84	#4	34'-11"	U
b4103(E)	252	#4	31'-5"	U
b4104(E)	84	#4	29'-4"	U
b4105(E)	22	#4	29'-8"	U
b4106(E)	88	#4	26'-10"	U
b4107(E)	264	#4	24'-5"	U
b4108(E)	88	#4	22'-8"	U
d4101(E)	1296	#6	6'-10"	U
d4102(E)	1296	#6	6'-10"	U
d4103(E)	9	#6	5'-1"	U
d4104(E)	18	#6	8'-11"	U
d4105(E)	9	#6	5'-6"	U
e4101(E)	32	#4	15'-5"	U
e4102(E)	96	#4	16'-4"	U
e4103(E)	368	#4	14'-8"	U
e4104(E)	16	#4	7'-8"	U
e4105(E)	4	#8	15'-5"	U
e4106(E)	12	#8	16'-4"	U
e4107(E)	46	#8	14'-8"	U
e4108(E)	2	#8	7'-8"	U
Bridge Deck Grooving (Longitudinal)	Sq. Yd.		967	
Protective Coat	Sq. Yd.		1,590	
Reinforcement Bars, Epoxy Coated	Pound		94,720	
Concrete Superstructure	Cu. Yd.		675.5	



ANCHORAGE SLAB TRANSVERSE CONTRACTION JOINT

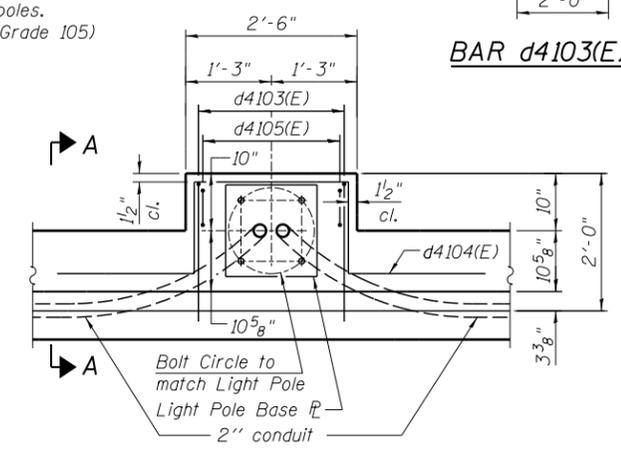
See Article 420.05 & 420.12 of the Standard Specifications.

SECTION C-C
(Sheets RW1-8 & RW1-9)



SECTION A-A

Barrier Rail/Anchorage Slab reinforcing not shown for clarity.



PLAN AT LIGHT POLE

Cost of Anchor Rods and Conduit is included with Concrete Superstructure.

10-0160741-60L TO MSE_Details.dgn



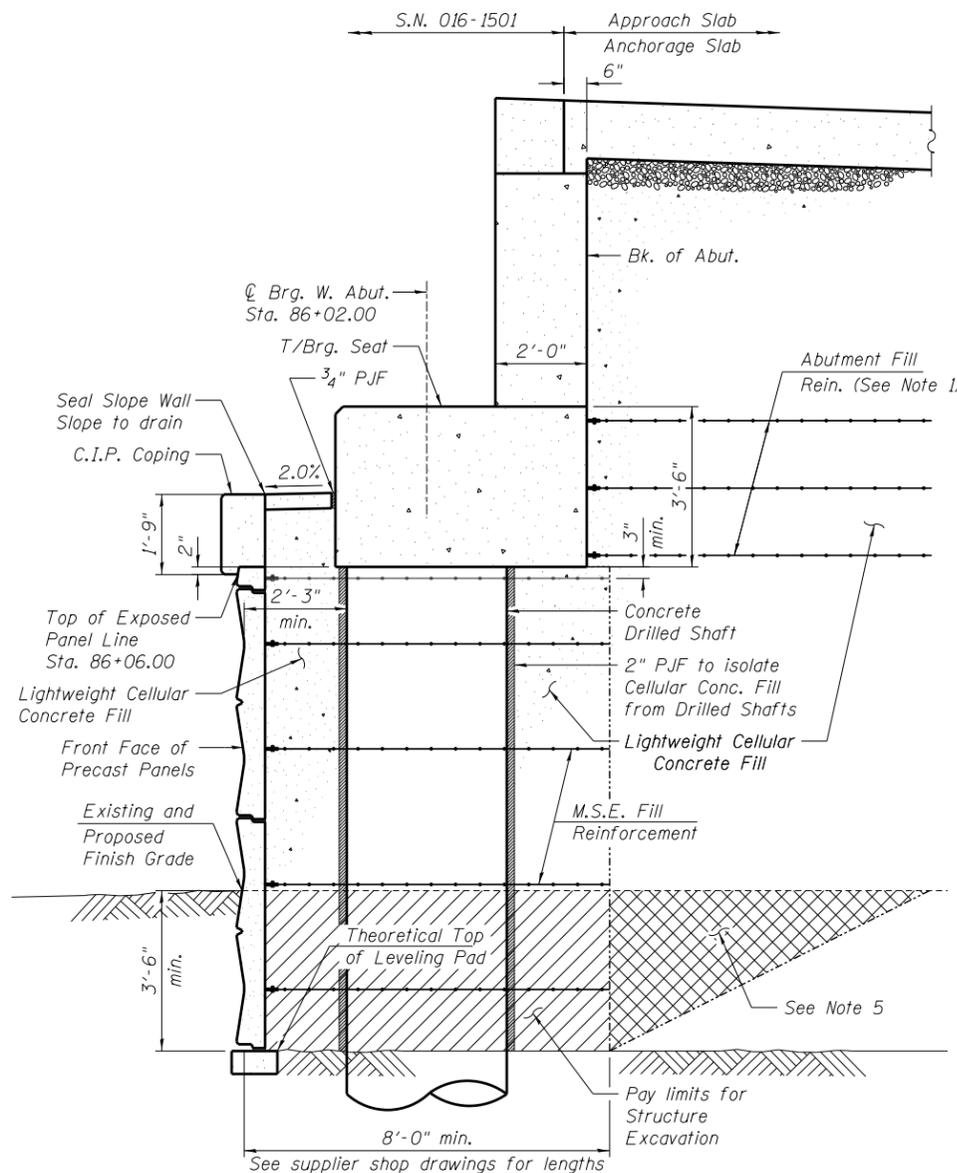
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PLOT SCALE =	CHECKED - BG	REVISED -
PLOT DATE = 11/20/2014	DRAWN - AMV	REVISED -
	CHECKED - BG	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

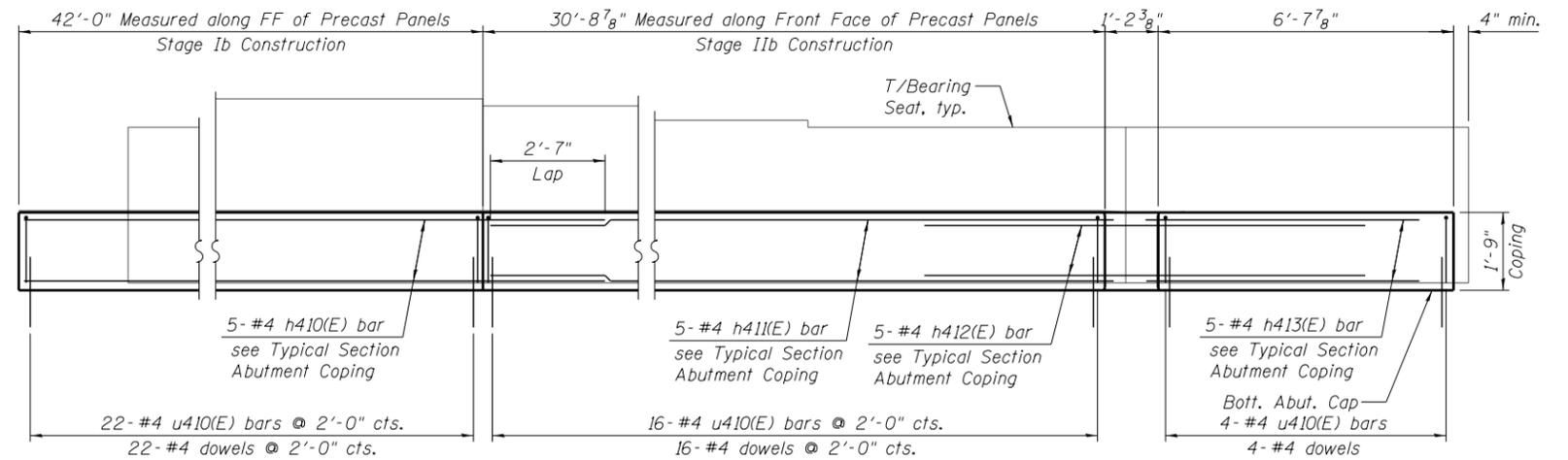
DETAILS - S.N. 016-0741
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 750
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	

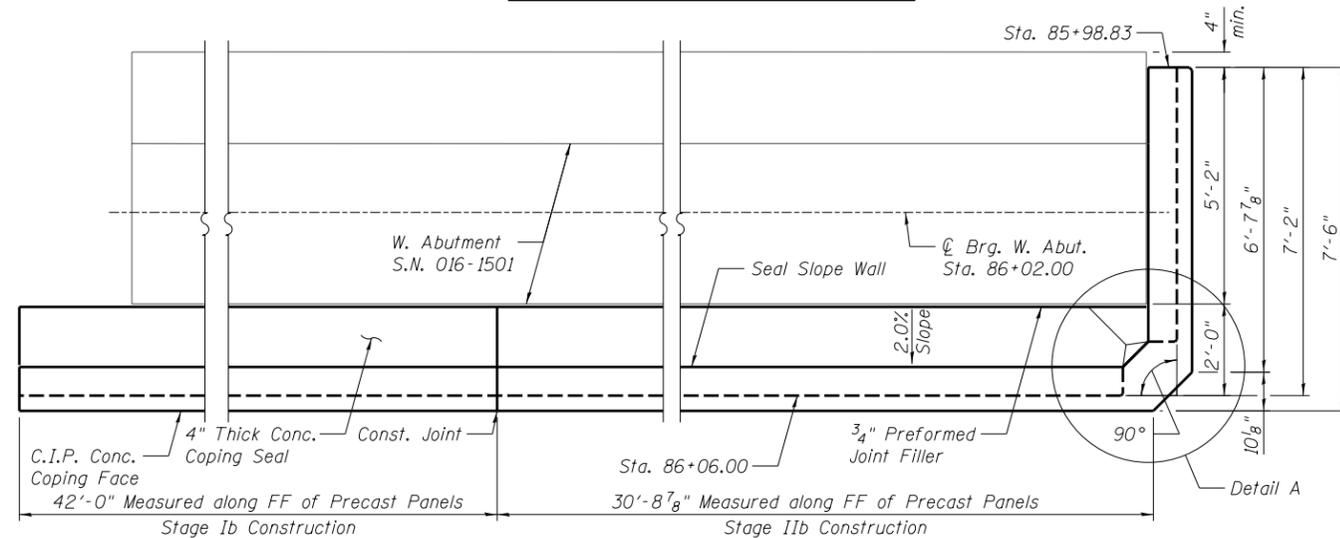
SHEET NO. RW1-10 OF RW1-16 SHEETS



TYPICAL SECTION THRU ABUTMENT



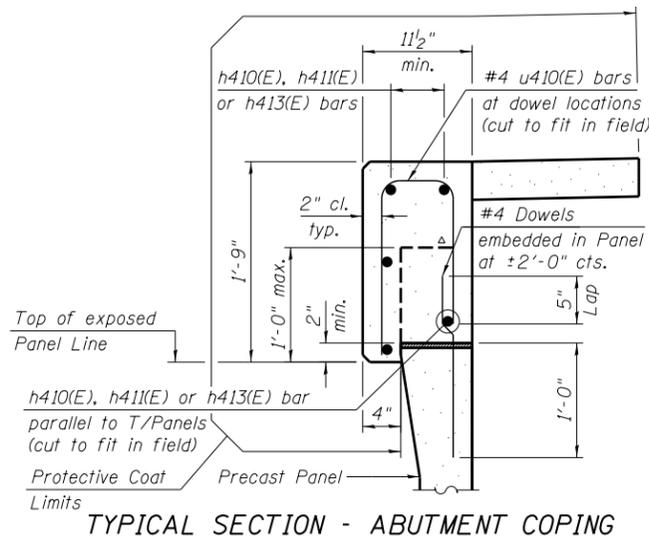
MSE WALL COPING ELEVATION



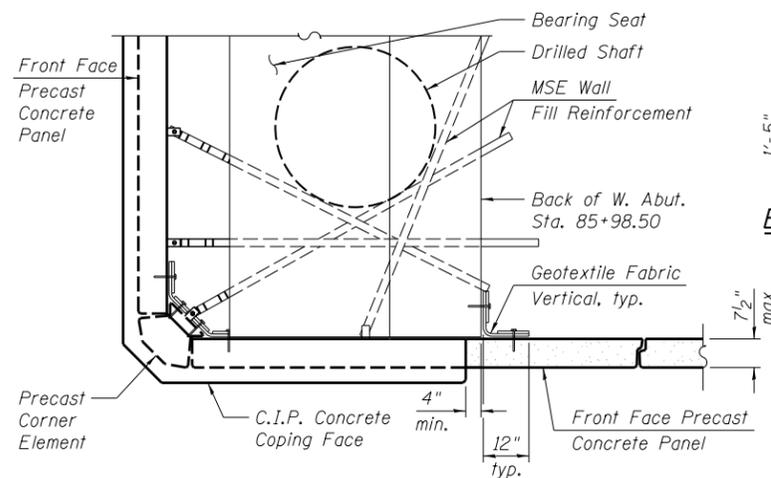
MSE WALL COPING PLAN

NOTES

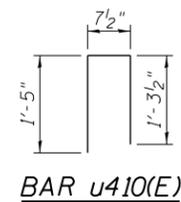
1. The MSE wall supplier shall design the abutment fill reinforcement to resist a horizontal force of 3.98 k/ft of abutment. Cost included in cost of Mechanically Stabilized Earth Retaining Wall, Special.
2. The costs of preformed joint filler, coping seal, cast-in-place concrete coping, geotextile fabric, reinforcement bars, & dowel bars are included in cost of "Mechanically Stabilized Earth Retaining Wall, Special".
3. The Contractor may substitute a precast coping at their own expense, the details of which must be included in the shop plans & approved by the Engineer.
4. For W. Abutment, S.N. 016-1501, see Sheet S-170 thru S-171.
5. Overexcavation beyond limits of Structure Excavation shall not be measured for payment. Additional Lightweight Fill in overexcavation area also shall not be measured for payment.



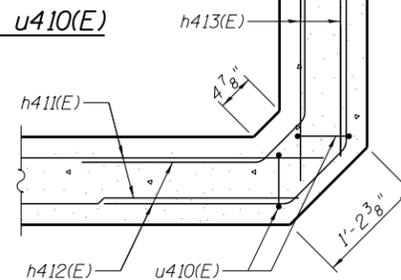
TYPICAL SECTION - ABUTMENT COPING



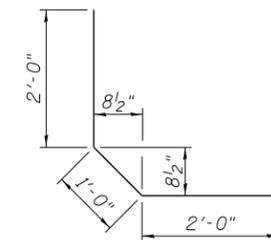
PLAN DETAIL: MSE WRAP AROUND ABUTMENT



BAR u410(E)



DETAIL A



BAR h412(E)

**MSE WALL COPING BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h410(E)	5	#4	44'-9"	—
h411(E)	5	#4	30'-10"	—
h412(E)	5	#4	5'-0"	∇
h413(E)	5	#4	6'-2"	—
u410(E)	42	#4	3'-4"	□

**For information only

MIN. BAR LAP
#4 Bars - 2'-7"

11_0160741_60L70_MSE-WrapAround.dgn



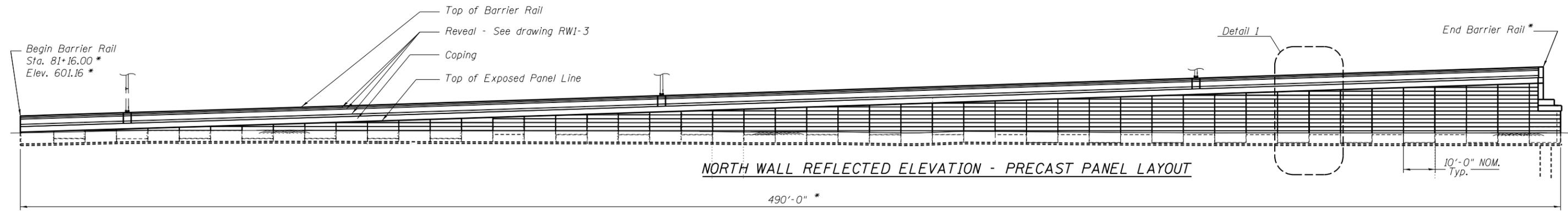
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PLOT SCALE =	CHECKED - BG	REVISED -
PLOT DATE = 11/20/2014	DRAWN - PH	REVISED -
	CHECKED - BG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

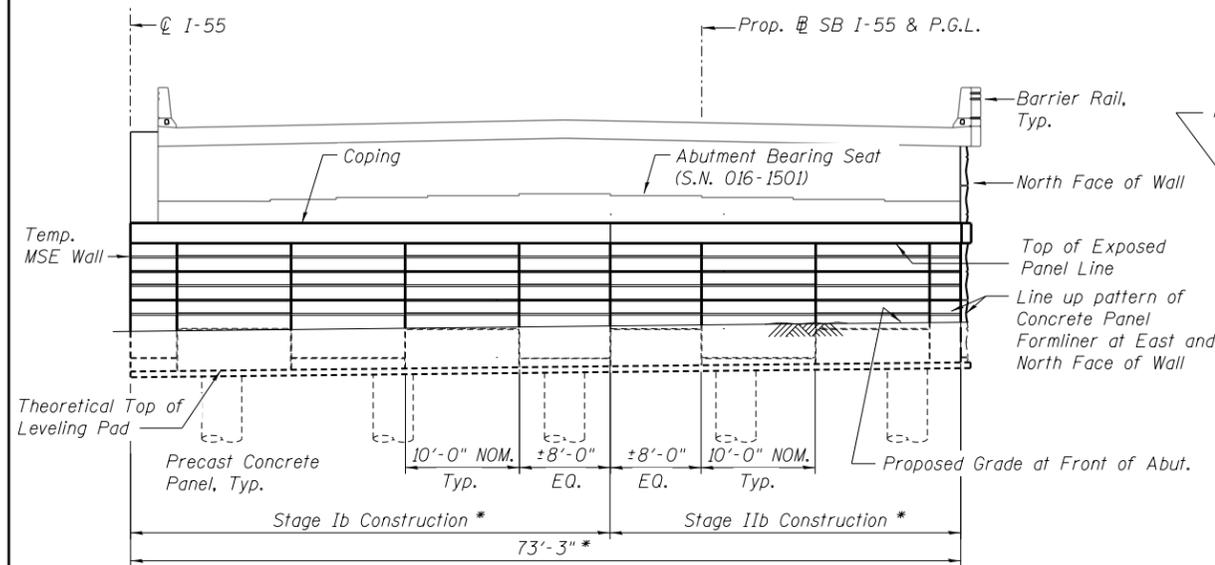
MSE WRAP AROUND DETAILS - S.N.016-0741
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. RW1-11 OF RW1-16 SHEETS

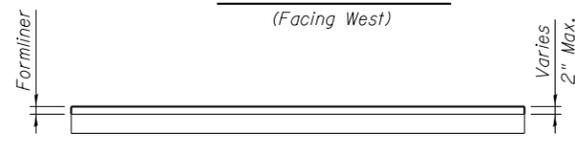
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	751
CONTRACT NO. 60L70				
ILLINOIS FED. AID PROJECT				



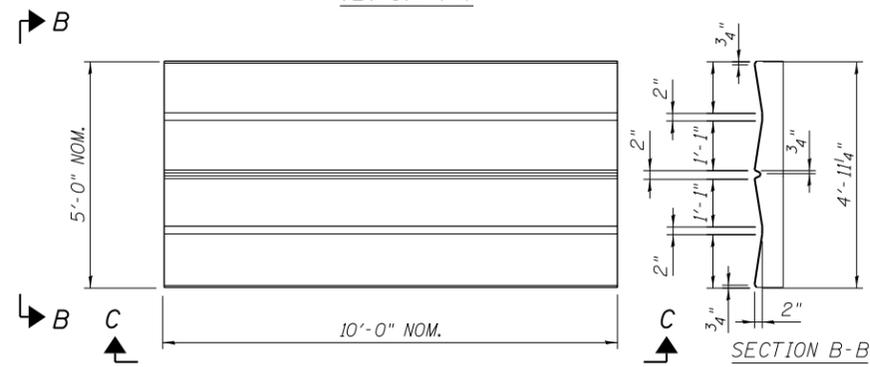
* For dimensions see structural drawings



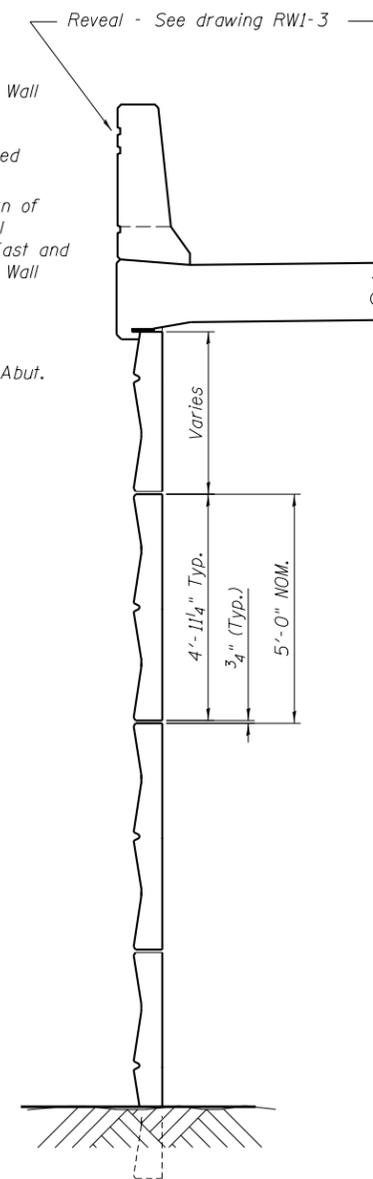
EAST ELEVATION
(Facing West)



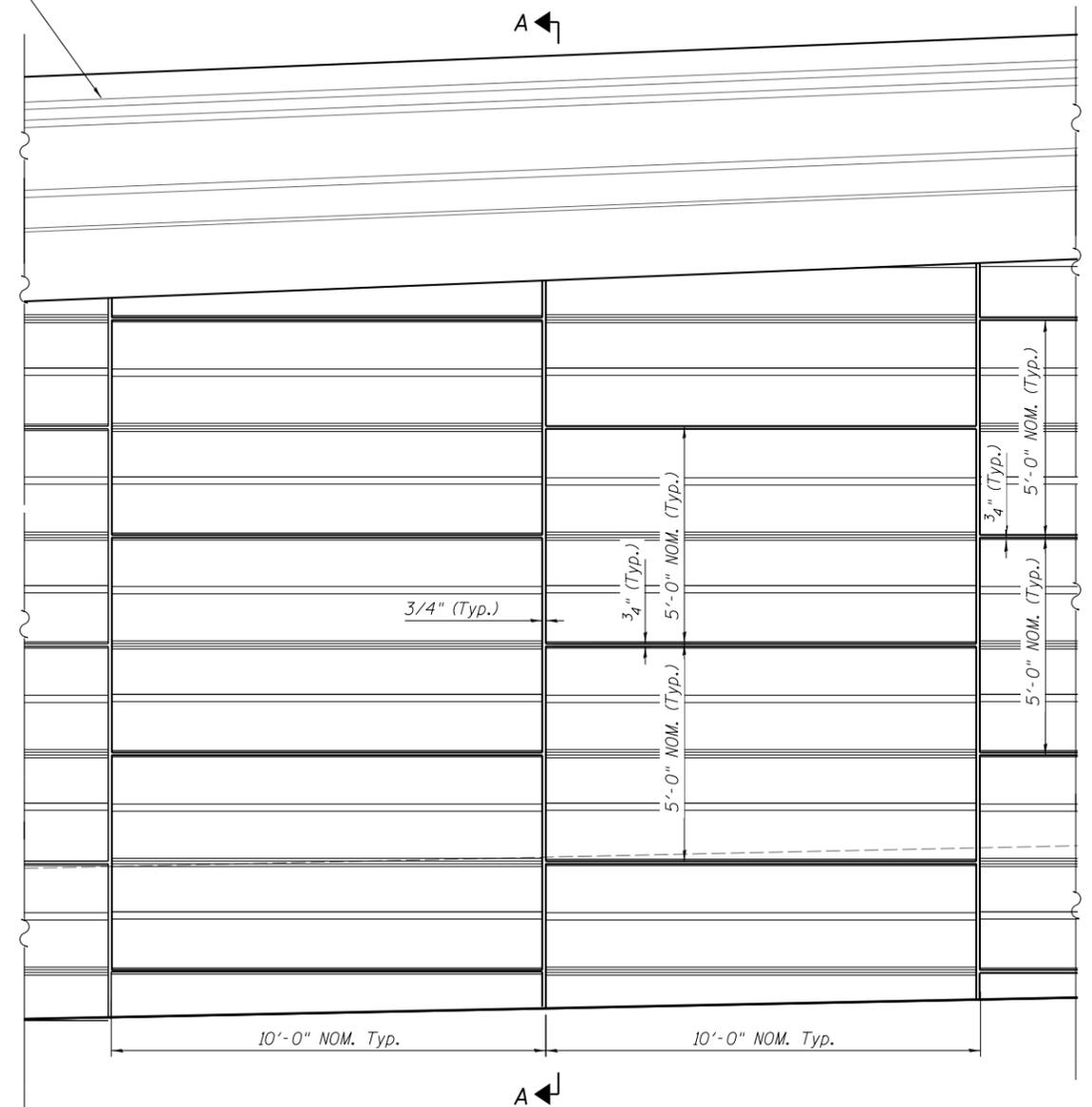
SECTION C-C



CONCRETE PRECAST PANEL
ARCHITECTURAL TREATMENT - FORMLINER



SECTION A-A



DETAIL 1

NOTES:

1. Formliner for precast panels will not be paid separately and will be included in the cost of the pay item "Mechanically Stabilized Earth Retaining Wall, Special".
2. Typical layout of precast panels and formliner details are shown on this drawing. For retaining walls dimensions see structural drawings.

12-0160741_60L70_ArchDetails-1.dgn



USER NAME = PHodina	DESIGNED - MR	REVISED -
	CHECKED - DB	REVISED -
PLOT SCALE =	DRAWN - MR	REVISED -
PLOT DATE = 11/20/2014	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARCHITECTURAL DETAILS - S.N. 016-0741
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. RW1-12 OF RW1-16 SHEETS

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 752
				CONTRACT NO. 60L70
ILLINOIS FED. AID PROJECT				



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

Date 3/4/13

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-0741 DRILLED BY STRATA-KOMEN

COUNTY COOK LOCATION CHICAGO, ILLINOIS

Table with columns: Boring No., Station, Offset, Surface Elev., Depth (ft), Blows (N), Qu (tsf), W (%), Soil Description, Surface Water Elev., Groundwater Elev., Depth (ft), Blows (N), Qu (tsf), W (%). Includes soil descriptions like 'Gray, saturated, very loose SILTY LOAM' and 'Gray, very stiff to hard SILTY CLAY'.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

Date 3/4/13

STRUCTURE NO. 016-0741

ROUTE FAI 55

SECTION 2010-080-B

COUNTY COOK

Table with columns: Boring No., Station, Offset, Elevation, Depth (ft), Blows (N), Qu (tsf), W (%), Soil Description. Includes notes like 'End of Boring Mobile B-61 drill rig used for drilling'.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet

14_0160741_60L70_BOR2.dgn



Table with columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, REVISED, CHECKED.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING LOGS II - S.N. 016-0741 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. RW1-14 OF RW1-16 SHEETS

Table with columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO.

ILLINOIS FED. AID PROJECT



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

Date 3/7/13

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-0741 DRILLED BY STRATA - MALOUF

COUNTY COOK LOCATION CHICAGO, ILLINOIS

Table with columns for Boring No., Station, Offset, Surface Elev., Depth (DPTH), Blow Count (BLOW S), Unit Weight (Qu), Water Content (W%), and Soil Description. Includes data for various soil layers like SAND, GRAVEL and CLAY, and SILTY CLAY.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

Date 3/7/13

STRUCTURE NO. 016-0741

ROUTE FAI 55

SECTION 2010-080-B

COUNTY COOK

Table with columns for Boring No., Station, Offset, Elevation, Depth (DPTH), Blow Count (BLOW S), Unit Weight (Qu), Water Content (W%), and Soil Description. Includes data for SILTY CLAY and BEDROCK.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE ROCK CORING LOG

Date 3/7/13

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-0741 DRILLED BY STRATA - MALOUF

COUNTY COOK

Boring No. STR-01 Core Type NX
Station 85+74.19 Core Diameter 2.16 in
Offset 28.79ft RT Core Length 14.1 ft

Surface Elev. 594.97 ft

Table with columns for Top Elev. ft, Coring Notes and Rock Description, Core Run (#), Recovery (%), RQD (%), CORE TIME (Min/ft), and COMP. S T R N G T H (tsf). Includes data for DOLOMITE and notes on the boring process.

Color pictures of the cores Yes - See Appendix

Cores will be stored for examination until Minimum 60 days

15_0160741_60L TO BOR3.cgn



Table with columns for USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, and their corresponding values.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

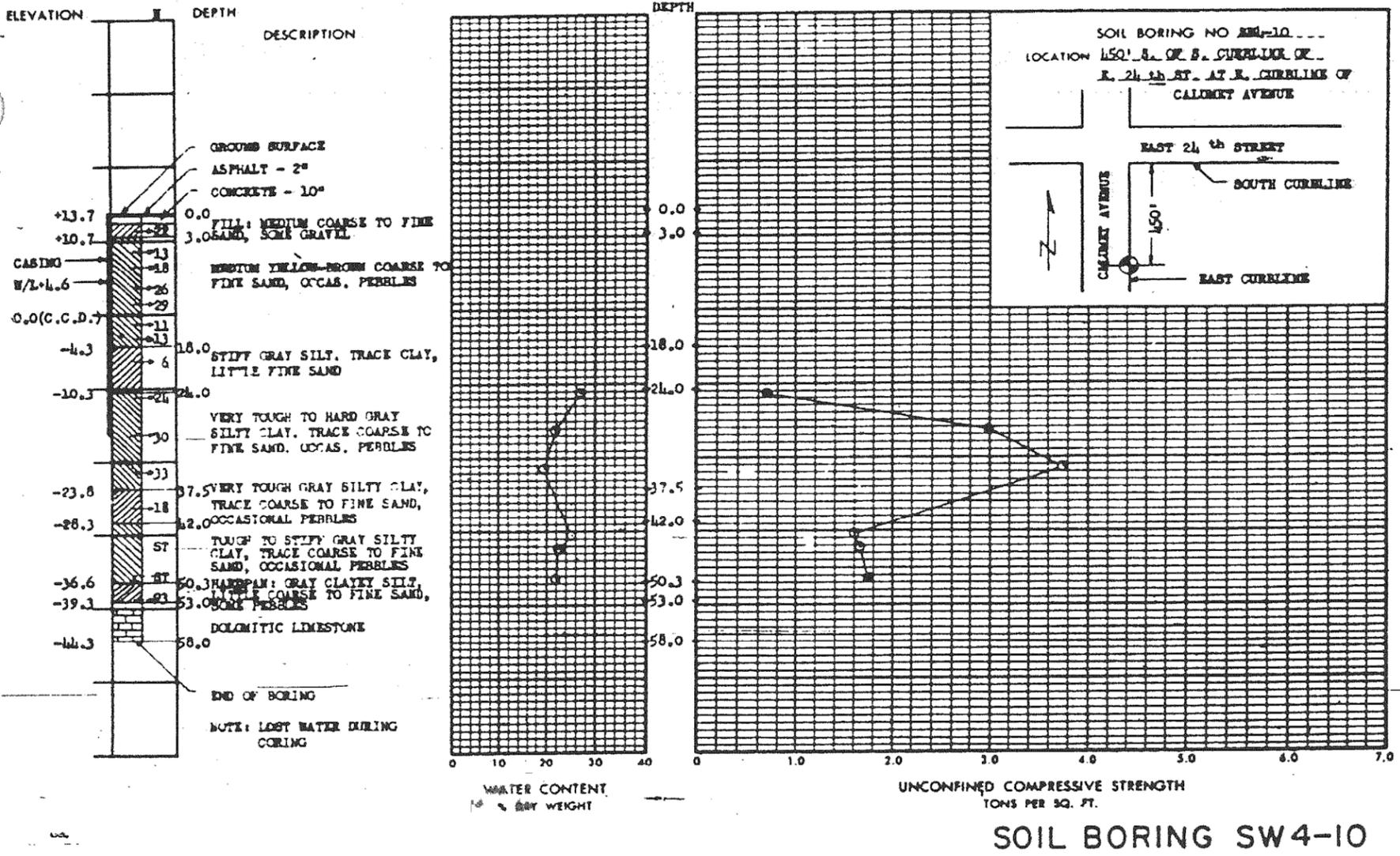
BORING LOGS III - S.N. 016-0741 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. RW1-15 OF RW1-16 SHEETS

Table with columns for F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., and CONTRACT NO.

ILLINOIS FED. AID PROJECT

FOR INFORMATION ONLY



16_0160741_60L70_BOR4.dgn



USER NAME = Phodina	DESIGNED - PAH	REVISED -
	CHECKED - BG	REVISED -
PLOT SCALE =	DRAWN - PAH	REVISED -
PLOT DATE = 11/20/2014	CHECKED - BG	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BORING LOGS IV - S.N. 016-0741
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. RW1-16 OF RW1-16 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	756
CONTRACT NO. 60L70				

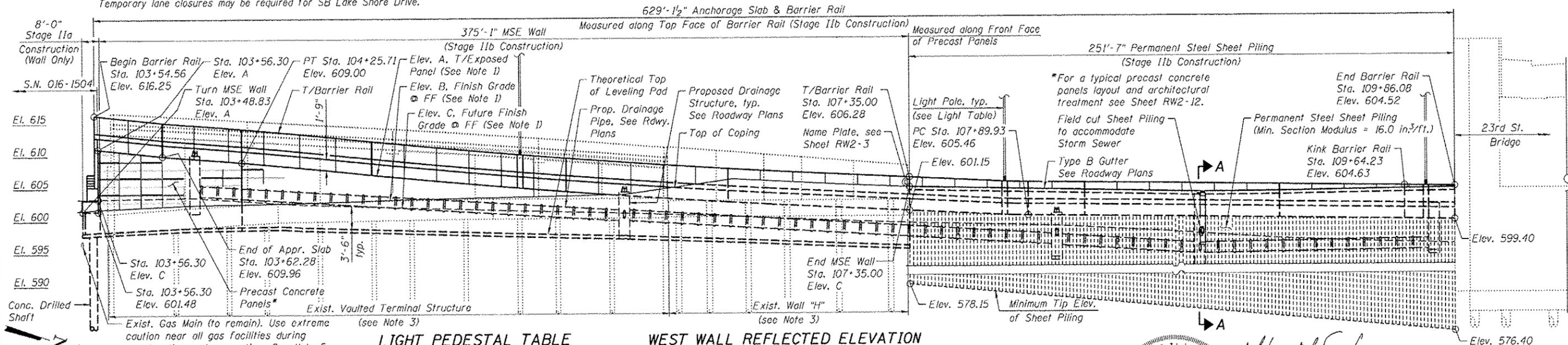
ILLINOIS FED. AID PROJECT

Bench Mark: BM-4, chiseled square on NE corner of crashwall @ existing Pier E20, just East of Moe Drive, on existing S.N. 016-1075 carrying NB I-55 to NB L.S.D., Elev. 594.65 (NAVD 88).

Exist. Structure: The East & West Wall & Wall "H" & "I" were built in 1965 & carry SB Lake Shore Drive traffic to S.N. 016-1052 which continues over Moe Drive, Mines Drive, ICRR, Metra Electric RR & McCormick Place Busway. The East & West Walls are a concrete vaulted terminal structure 249'-10" in length with a 2 span, monolithically built, concrete deck measuring 12 1/2" thick, supported on each side wall of the vault & one longitudinal support girder @ the deck's center line. Wall "H" & "I" are cast in place "T" type wall supported on concrete drilled shafts.

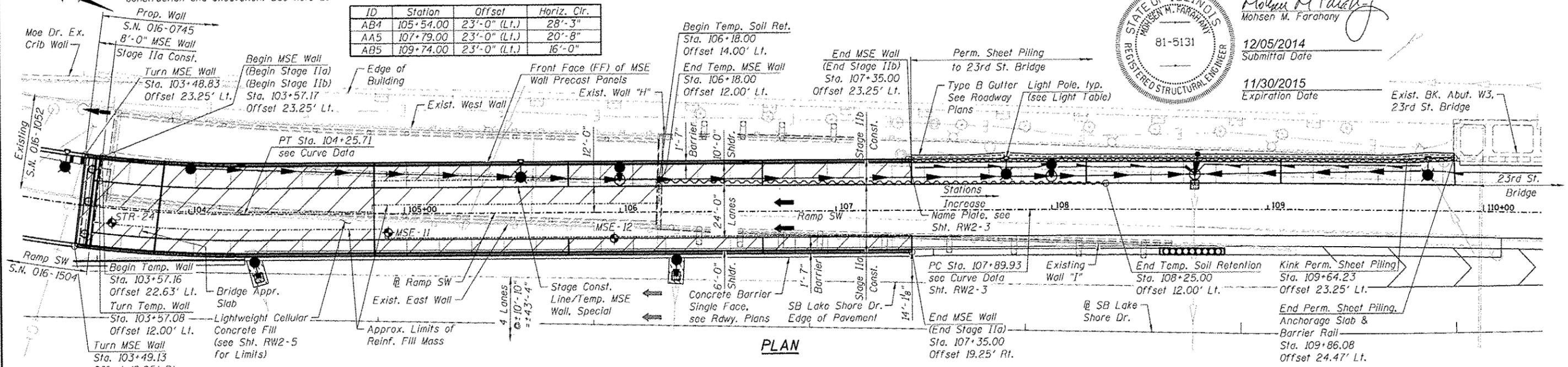
Traffic Control: For Stage 1b, maintain 2-lanes of SW traffic on existing S.N. 016-1052 during construction of North Abutment of proposed S.N. 016-1504. For Stage 11a, reduce to 1-lane of SW traffic on northwest half of existing S.N. 016-1052 during construction of East, South, & 8'-0" portion of West MSE Wall of proposed S.N. 016-0745. For Stage 11b, shift SW traffic & increase to 2-lanes on east half of proposed S.N. 016-0745 during construction of remaining West MSE Wall of proposed S.N. 016-0745. Temporary lane closures may be required for SB Lake Shore Drive.

APPROVED
For Structural Adequacy Only
Mohsen M. Farahany
Engineer of Bridges & Structures



LIGHT PEDESTAL TABLE

ID	Station	Offset	Horiz. Cir.
AB4	105+54.00	23'-0" (L.)	28'-3"
AA5	107+79.00	23'-0" (L.)	20'-8"
AB5	109+74.00	23'-0" (L.)	16'-0"



Mohsen M. Farahany
Mohsen M. Farahany
12/05/2014
Submittal Date
11/30/2015
Expiration Date

LEGEND:

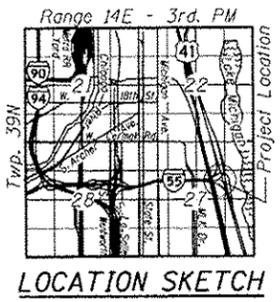
- Limits of Rein. Fill Mass
- Exist. Aerial Line
- Exist. Electrical Line
- Exist. Fence
- Exist. Gas Line
- Exist. Guardrail
- Exist. Storm Sewer
- Exist. Water Line
- Prop. Storm Sewer
- Prop. Light Pole
- Prop. Catch Basin
- Prop. Manhole
- Exist. Manhole
- MSE-II Soil Boring Location

NOTES:

- For Section A-A & Table 1: Stations & Elevations of Elev. A, B, & C, see Sheet RW2-5.
- Stations & offsets are given to front face of precast panels relative to proposed @ Ramp SW.
- For existing structural removal limits, see Sheet RW2-6.
- For typical section & miscellaneous details, see Sheet RW2-3.
- Contractor shall field verify location and elevation of existing utilities. If utilities pass through prop. MSE and temp. MSE panels or leveling pad, wall supplier shall design break in wall and/or leveling pad to accommodate.

DESIGN SPECIFICATIONS
2012 AASHTO LRFD
Bridge Design Specifications,
6th Edition with 2013 Interim Revisions

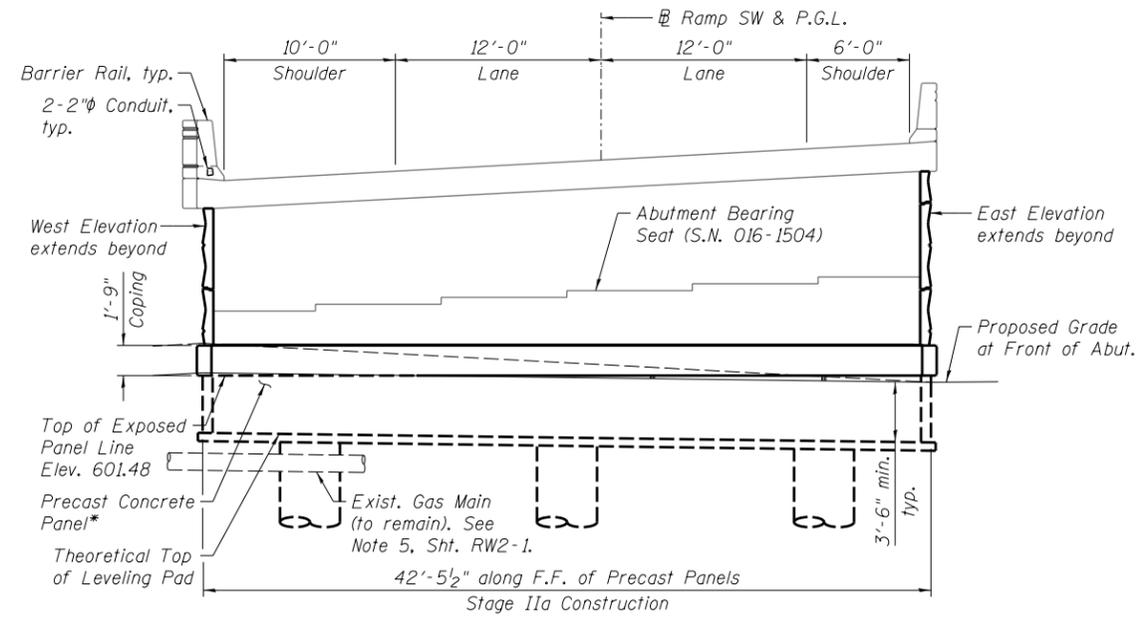
DESIGN STRESSES
FIELD UNITS
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
PRECAST UNITS
f'c = 4,500 psi (Precast Panels)



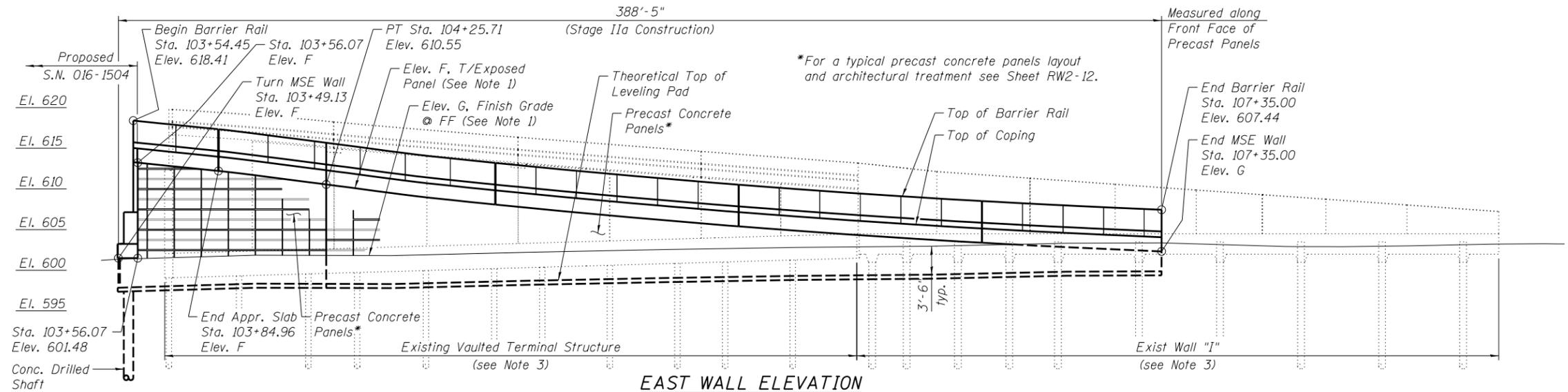
GENERAL PLAN & ELEVATION
SB LAKE SHORE DRIVE TO SB I-55
F.A.I. RTE. 55 - SEC. 2010-080-B
COOK COUNTY
STA. 103+48.83 TO STA. 107+35.00
STRUCTURE NO. 016-0745

NOTES:

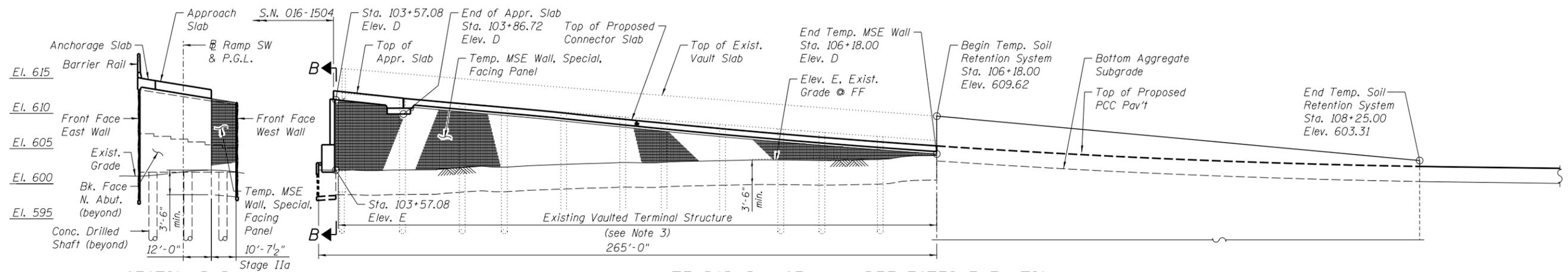
1. For Stations & Elevations of Elev. D, E, F, & G, see Sheet RW2-5, Table 2.
2. Anchorage Slabs on west & east side of Ramp SW end at Sta. 103+56.00 where they overlap the abutment backwall by 6". 30' Bridge Approach Slab located between the anchorage slabs.
3. For existing structural removal limits, see Sheet RW2-6.



SOUTH FACE ELEVATION
(Looking North)



EAST WALL ELEVATION



TEMPORARY MSE WALL REFLECTED ELEVATION

SECTION B-B
(Looking South)

2_0160745_60L70_South East Temp Elev.dgn



USER NAME = PHodina	DESIGNED - PH	REVISED -
PLOT SCALE =	CHECKED - BG	REVISED -
PLOT DATE = 11/20/2014	DRAWN - PH	REVISED -
	CHECKED - BG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH WALL, EAST WALL & TEMPORARY WALL ELEVATION - S.N. 016-0745
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. RW2-2 OF RW2-15 SHEETS

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 758
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	

GENERAL NOTES:

1. Reinforcement bars designated (E) shall be epoxy coated.
2. Slip forming of the barrier rails is not allowed.
3. The Contractor shall exercise extreme caution during construction to make certain that construction activities, live load surcharge & other loads applied to the structures will not have detrimental effects on the adjacent building & crib wall.
4. Protective Coat shall be applied to the designated areas of Anchorage Slabs & Barrier Rails & MSE Wrap Around Coping.
5. Stations & Offsets are measured from the Baseline of Ramp SW to the Front Face of MSE wall panels.
6. MSE wall supplier shall design MSE Wall, Special & Temporary MSE Wall, Special using granular reinforced mass with minimum effective internal friction angle of 34 degrees & unit weight of 120 lbs/cu. ft. For embankment behind granular reinforced mass; an embankment unit weight of 120 lbs/cu. ft & an effective friction angle of 30 degrees shall be used in the wall system design.
7. MSE Supplier to design load transfer systems within reinforced fill mass to accommodate drainage structures & abutment drilled shafts.
8. MSE Wall lengths measured along front face of precast panels unless noted otherwise.
9. Contractor shall field verify location of existing footings & underground utilities & shall take all precautions to protect them during construction of the wall & final condition of the ramp. Any damages to the existing structures shall be the responsibility of the Contractor.
10. Quantity for Lightweight Cellular Concrete Fill includes reinforced fill mass & fill area beneath roadway. Type is specified as Class II Lightweight Fill.
11. See Special Provision for Mechanically Stabilized Earth Retaining Wall, Special & Temporary Mechanically Stabilized Earth Retaining Wall, Special for design & construction requirements.
12. Anchorage Slabs & Barrier Rails shall be paid for as Concrete Superstructure.
13. For drainage structure location, type, & size, see Drainage Sheets.

INDEX OF SHEETS:

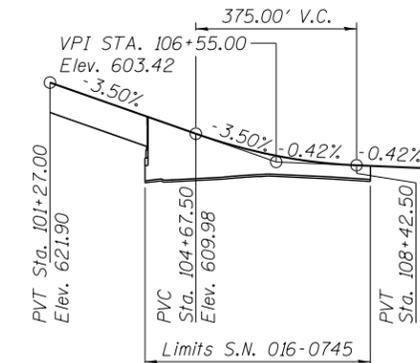
- RW2-1 General Plan & Elevation
- RW2-2 South Wall, East Wall & Temporary Wall Elevation
- RW2-3 Total Bill of Material, Index of Sheets and General Notes
- RW2-4 Stage Construction
- RW2-5 Typical Sections
- RW2-6 Existing Structural Removal
- RW2-7 West Barrier Rail & Anchorage Slab I
- RW2-8 West Barrier Rail & Anchorage Slab II
- RW2-9 East Barrier Rail & Anchorage Slab
- RW2-10 Details
- RW2-11 MSE Wrap Around Details
- RW2-12 Architectural Details
- RW2-13 Boring Logs I
- RW2-14 Boring Logs II
- RW2-15 Boring Logs III

TOTAL BILL OF MATERIAL

Item	Unit	Total
Protective Coat	Sq. Yd.	1,465
Structure Excavation	Cu. Yd.	3,517
Concrete Superstructure	Cu. Yd.	6,328
Reinforcement Bars, Epoxy Coated	Pound	92,200
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	842
Name Plates	Each	1
Temporary Soil Retention System	Sq. Ft.	1,032
Permanent Steel Sheet Piling	Sq. Ft.	6,171
Lightweight Cellular Concrete Fill	Cu. Yd.	4,173
Mechanically Stabilized Earth Retaining Wall, Special	Sq. Ft.	6,211
Temporary Mechanically Stabilized Earth Retaining Wall, Special	Sq. Ft.	2,334

CURVE DATA

SW RAMP
 (Ramp SW)
 P.I. Sta. = 101+28.09
 $\Delta = 107^\circ 24' 05''$ (Lt.)
 $D = 9^\circ 52' 43''$
 $R = 580.00'$
 $T = 789.59'$
 $L = 1,087.21'$
 $E = 399.72'$
 $e. = 5.40\%$
 $T.R. = 78.00'$
 $S.E. Run = 210.00'$
 $P.C. Sta. = 93+38.50$
 $P.T. Sta. = 104+25.71$

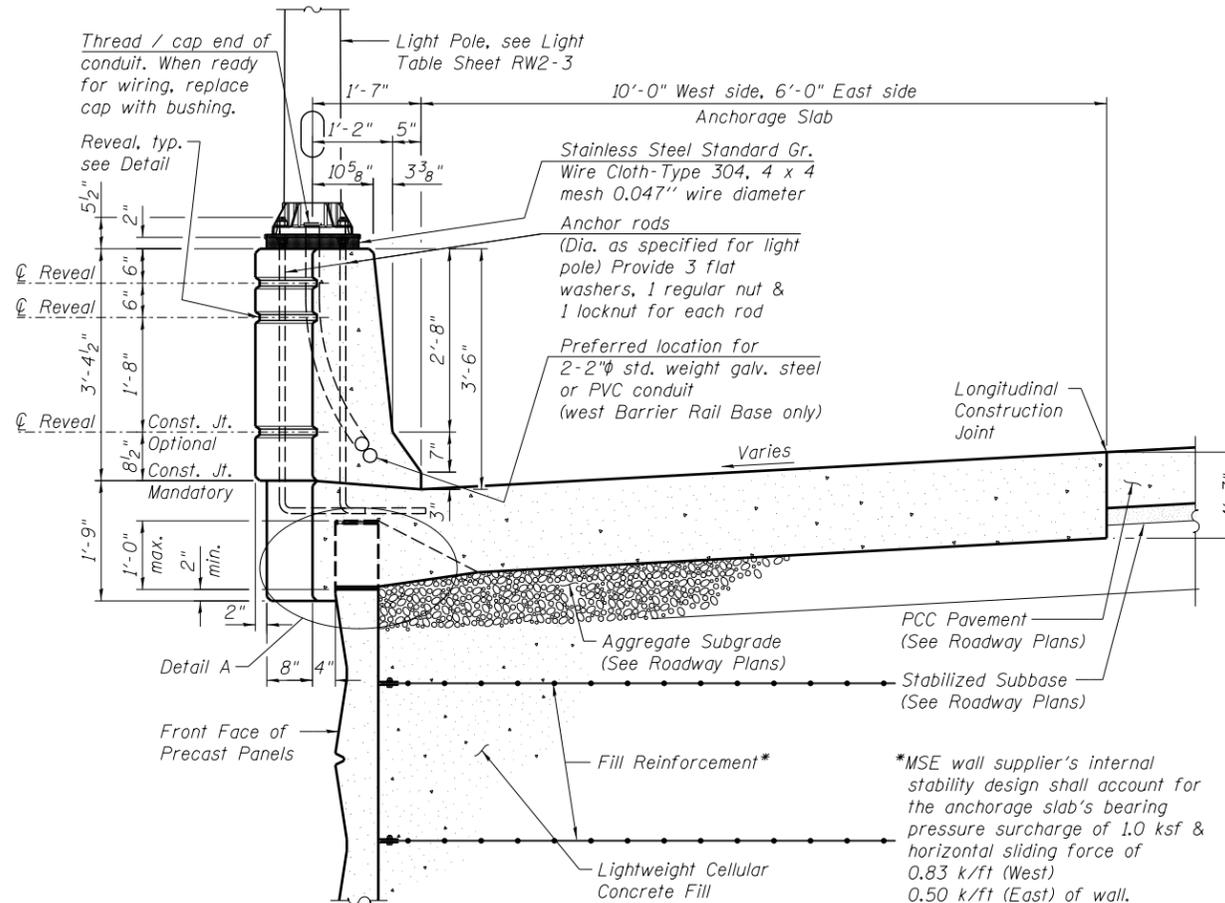


PROFILE GRADE

(Along Ramp SW)

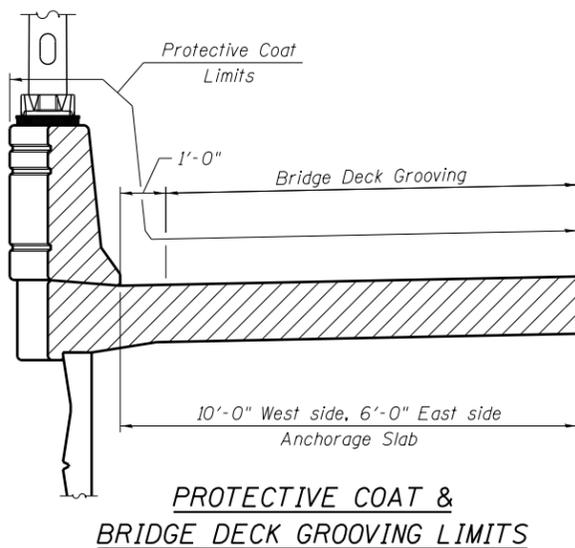
SUGGESTED SEQUENCE OF CONSTRUCTION:

1. Remove portions (Stage Ib) of existing structure (S.N. 016-1052) as directed.
2. Install all drilled shafts (Stage Ib) for North Abutment of Ramp SW Structure (S.N. 016-1504) & construct North Abutment (Stage Ib) of Ramp SW Structure (S.N. 016-1504).
3. Remove portion of existing structure (S.N. 016-1052) as directed (Stage IIa).
4. Construct East, South, south-west portion of West MSE Wall & Temp. MSE Wall elevations (S.N. 016-0745) & install Temp. Soil Retention System simultaneously (Stage IIa). Fill between South, East & Temp. MSE Wall faces. Construct East Anchorage Slab & Barrier Rail (S.N. 016-0745) & North Approach Slab (S.N. 016-1504).
5. Remove remaining portion of existing structure (S.N. 016-1052) as directed (Stage IIb).
6. Construct remainder of West MSE Wall & Permanent Steel Sheet Pile Wall (S.N. 016-0745) (Stage IIb). Fill between West MSE Wall & Stage IIa Temp. MSE Wall face. Construct West Anchorage Slab & Barrier Rail (S.N. 016-0745).



TYPICAL MSE BARRIER RAIL SECTION

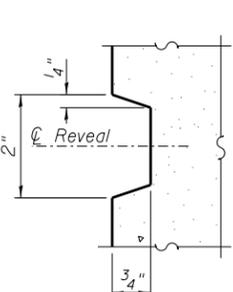
(Looking North)



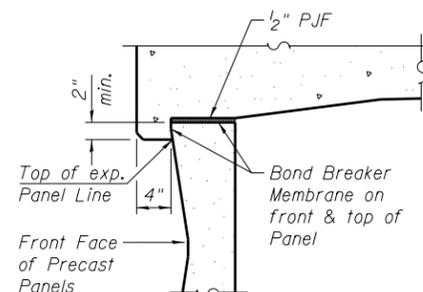
PROTECTIVE COAT & BRIDGE DECK GROOVING LIMITS

ANCHORAGE SLAB PAY ITEM LEGEND

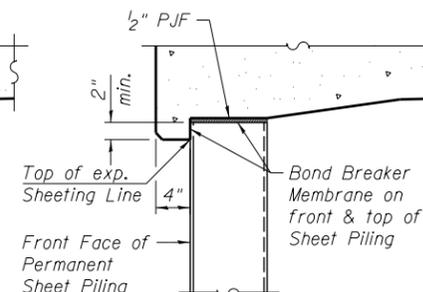
Paid as Concrete Superstructure



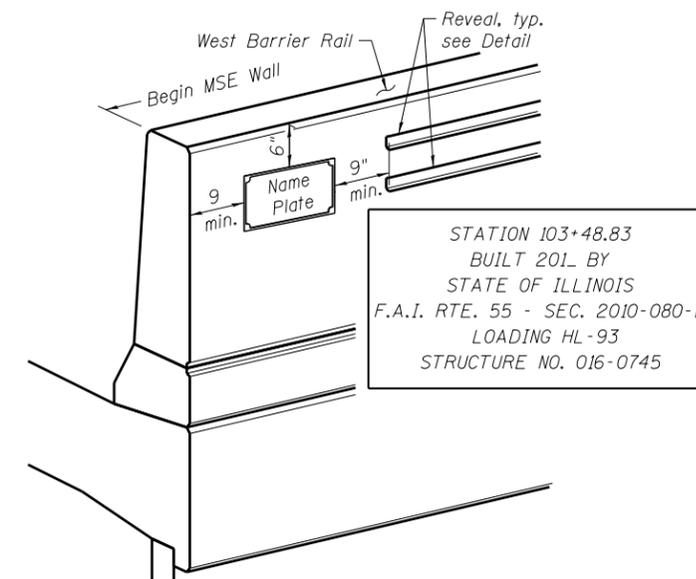
REVEAL DETAIL



MSE WALL



DETAIL A



NAME PLATE

See Std. 515001

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOTAL BILL OF MAT'L, INDEX OF SHEETS & GEN. NOTES - S.N. 016-0745
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	759
				CONTRACT NO. 60L70

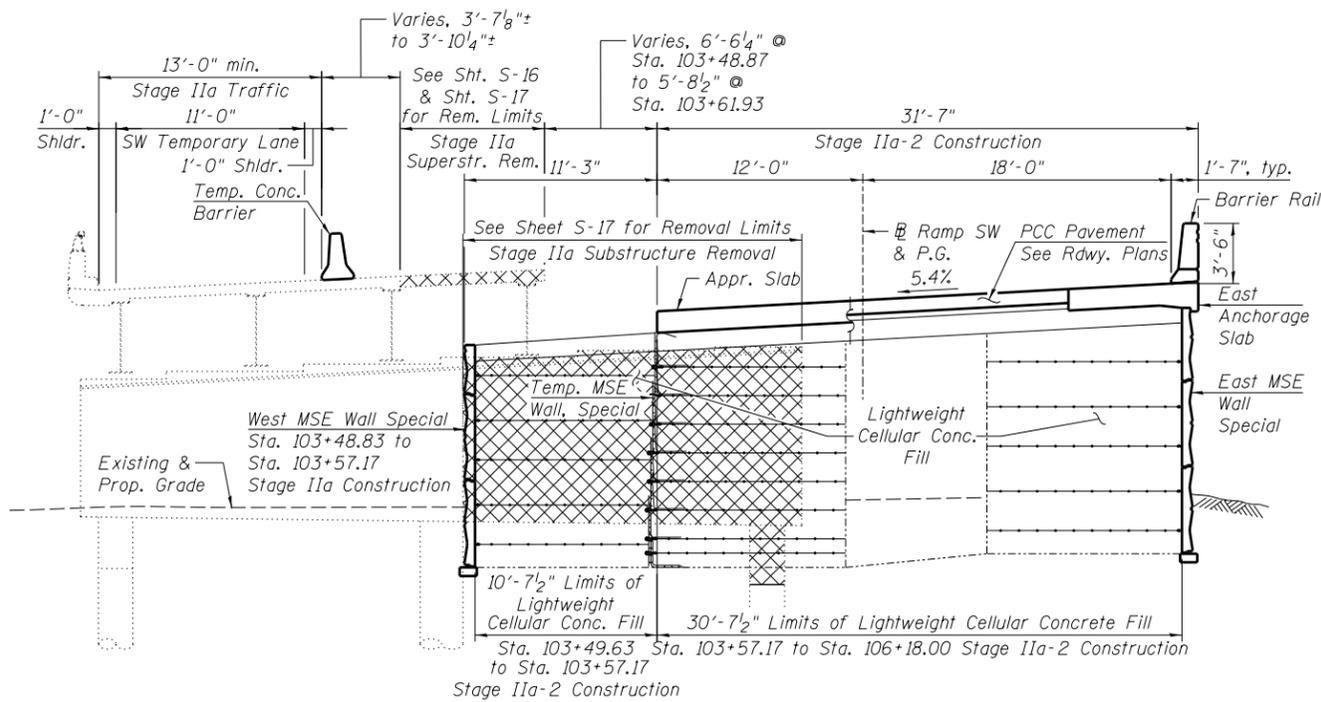
SHEET NO. RW2-3 OF RW2-15 SHEETS

ILLINOIS FED. AID PROJECT

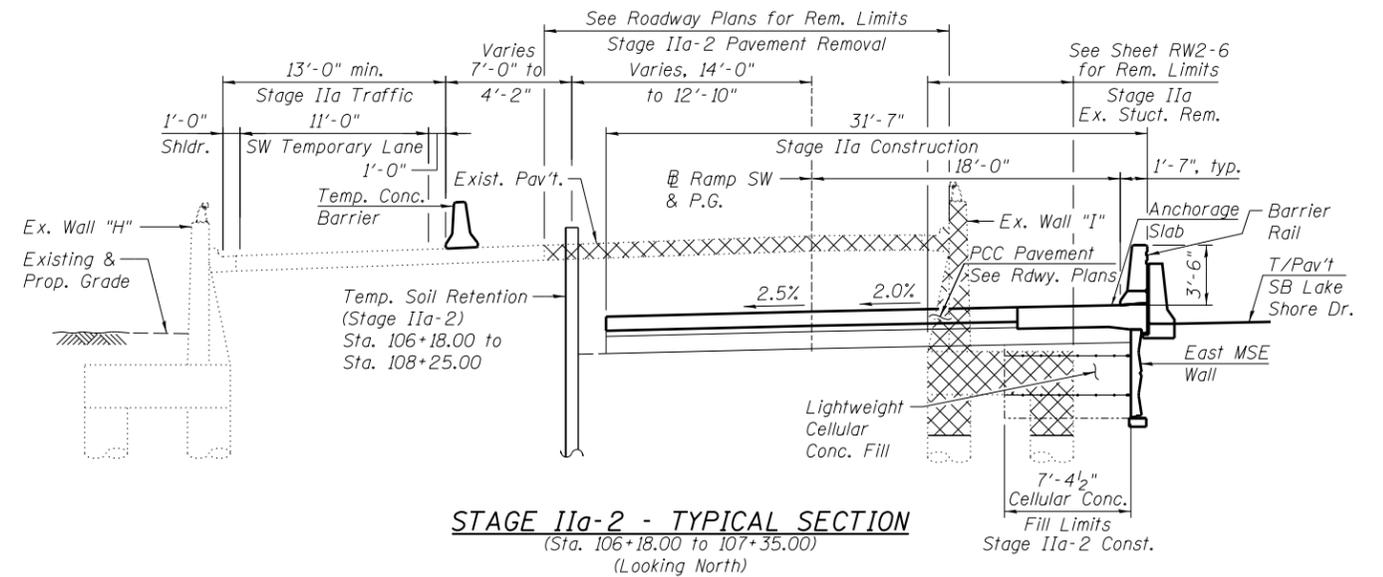
3_0160745_60L70_BOM_Notes.dgn

RME Rubinos & Menia Engineers, Inc.
200 S. Michigan Avenue, Suite 1500, Chicago, IL 60604-2482

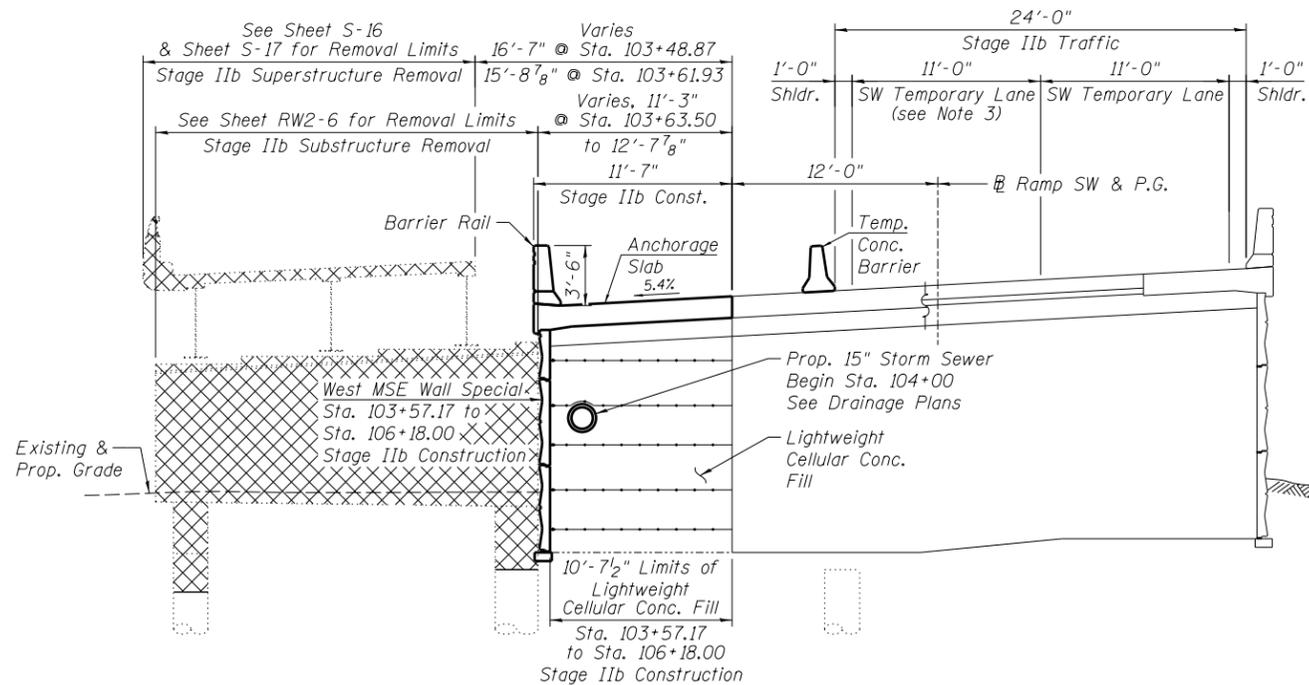
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PLOT SCALE =	CHECKED - BG	REVISED -
PLOT DATE = 11/20/2014	DRAWN - PH	REVISED -
	CHECKED - BG	REVISED -



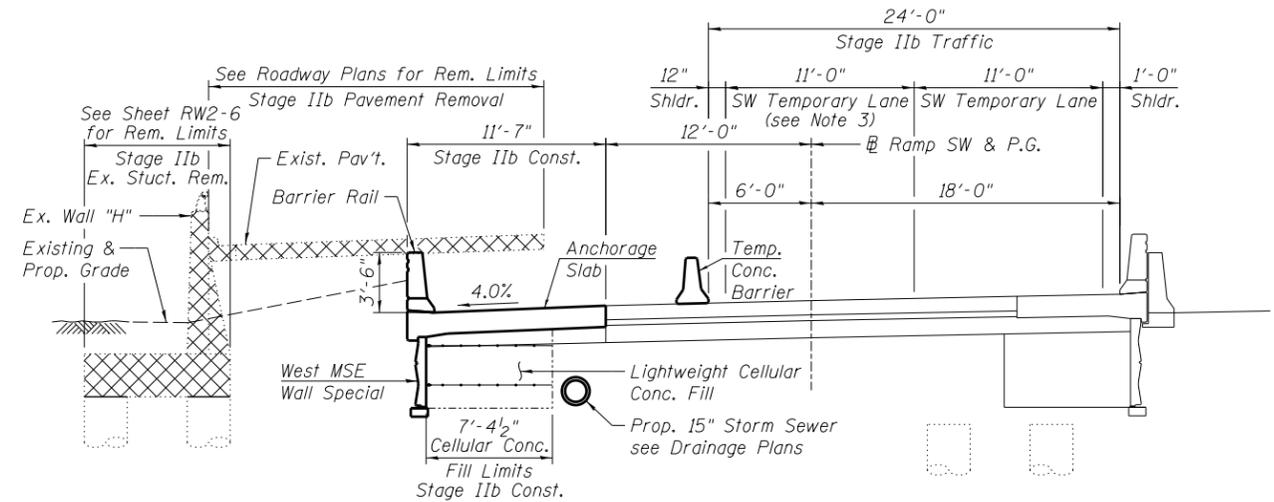
STAGE IIa-2 - TYPICAL SECTION
(Sta. 103+49.00 to 106+18.00)
(Looking North)



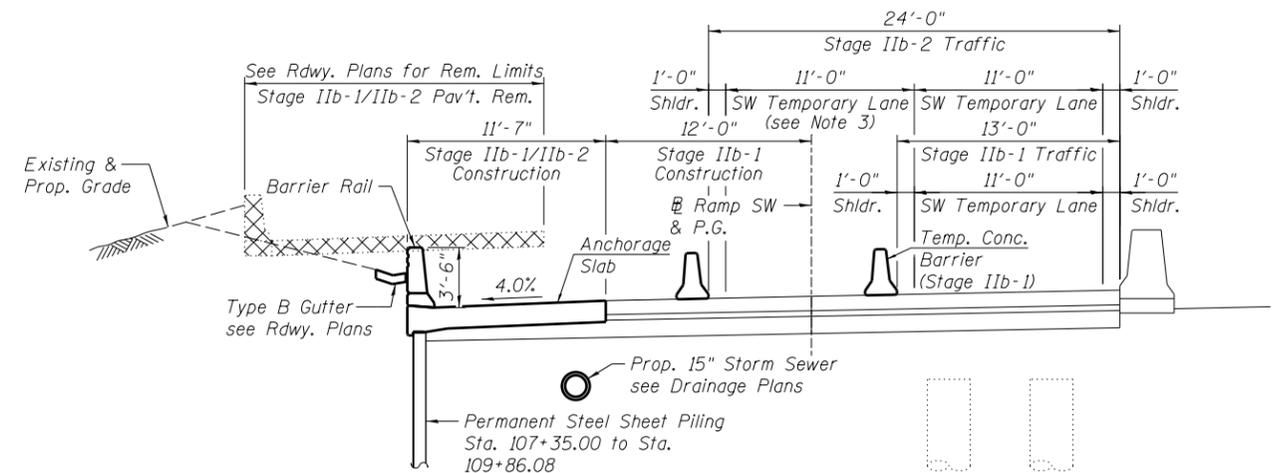
STAGE IIa-2 - TYPICAL SECTION
(Sta. 106+18.00 to 107+35.00)
(Looking North)



STAGE IIb - TYPICAL SECTION
(Sta. 103+49.00 to 106+18.00)
(Looking North)



STAGE IIb - TYPICAL SECTION
(Sta. 106+18.00 to 107+35.00)
(Looking North)



STAGE IIb-1/IIb-2 - TYPICAL SECTION
(Sta. 107+35.00 to 109+86.08)
(Looking North)

NOTES:

1. For quantity of Temporary Concrete Barrier, see Roadway Plans.
2. Hatched area indicates Removal of Existing Structures.
3. See Maintenance of Traffic Plan for configuration of traffic lanes.

4_0160745_60L70_MSE_Staging.dgn



USER NAME = PHodina	DESIGNED - PH	REVISED -
PLOT SCALE =	CHECKED - BG	REVISED -
PLOT DATE = 11/20/2014	DRAWN - PH	REVISED -
	CHECKED - BG	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION - S.N. 016-0745
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. RW2-4 OF RW2-15 SHEETS

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 760
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	

NOTES

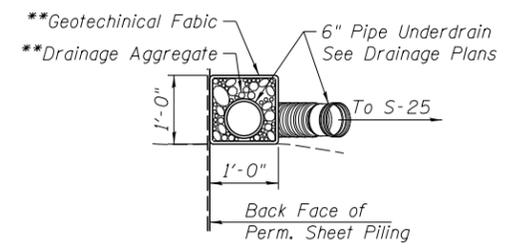
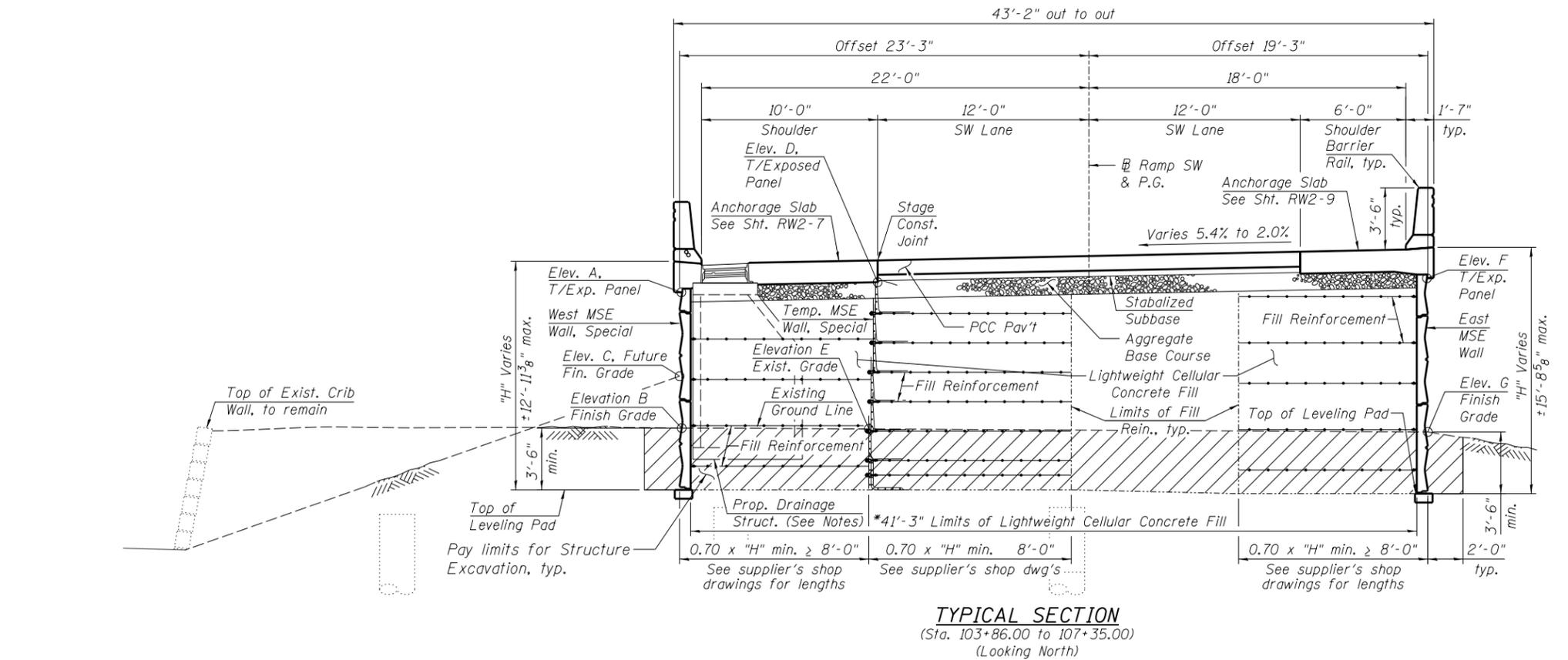
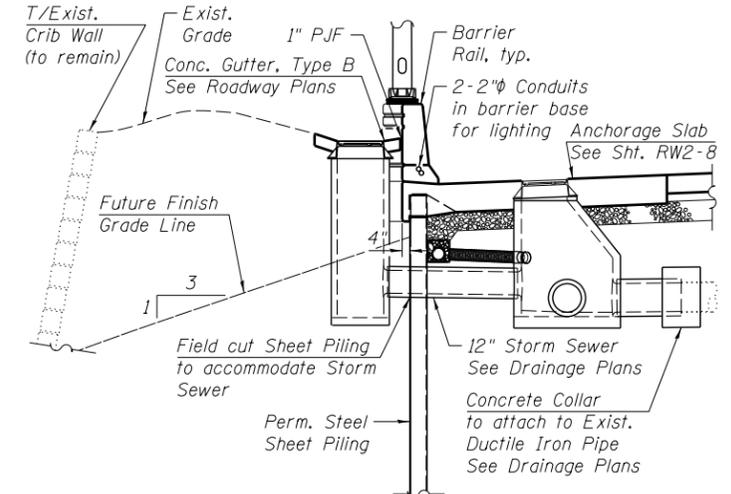
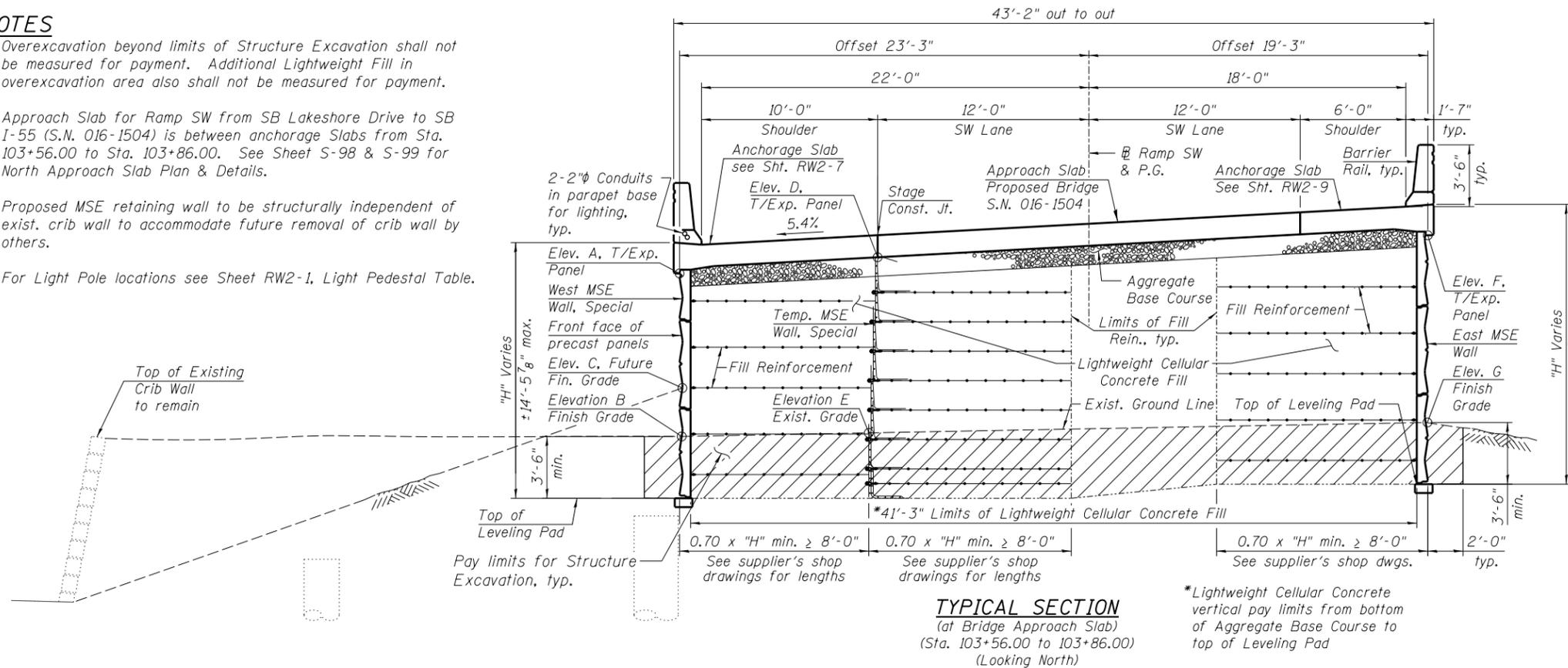
- Overexcavation beyond limits of Structure Excavation shall not be measured for payment. Additional Lightweight Fill in overexcavation area also shall not be measured for payment.
- Approach Slab for Ramp SW from SB Lakeshore Drive to SB I-55 (S.N. 016-1504) is between anchorage slabs from Sta. 103+56.00 to Sta. 103+86.00. See Sheet S-98 & S-99 for North Approach Slab Plan & Details.
- Proposed MSE retaining wall to be structurally independent of exist. crib wall to accommodate future removal of crib wall by others.
- For Light Pole locations see Sheet RW2-1, Light Pedestal Table.

TABLE 1

Station	Elev. A	Elev. B	Elev. C
103+48.83	601.33	601.64	603.35
103+56.30	611.06	601.81	603.58
104+25.12	609.00	602.37	603.13
104+62.62	607.83	602.82	602.33
104+75.12	607.39	602.96	602.20
105+00.12	606.56	603.23	601.91
105+25.12	605.78	603.50	601.69
105+50.12	605.04	603.53	601.44
105+87.62	604.04	603.51	601.11
106+00.12	603.74	603.88	601.00
107+35.00	601.11	604.75	599.25

TABLE 2

Station	Elev. D	Elev. E	Elev. F	Elev. G
103+49.13	N/A	601.95	601.48	601.35
103+56.07	611.98	601.95	613.23	601.42
103+57.08	611.95	601.94	613.20	601.43
103+59.50	611.86	601.94	613.12	601.46
104+17.00	610.08	602.44	610.94	601.85
104+97.00	607.49	603.04	607.80	602.18
105+94.50	604.71	603.55	604.99	602.79
106+54.50	N/A	N/A	603.65	602.99
106+92.00	N/A	N/A	602.97	603.27
107+35.00	N/A	N/A	602.29	603.37



5_0160745_60L70_MSE_TypSections.dgn

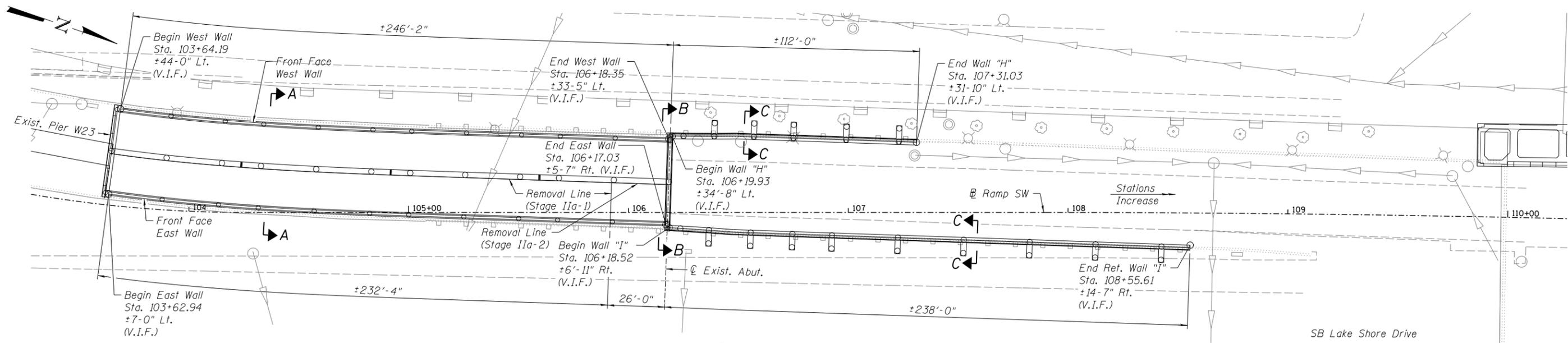


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PLOT DATE = 11/20/2014	CHECKED - BG	REVISED -

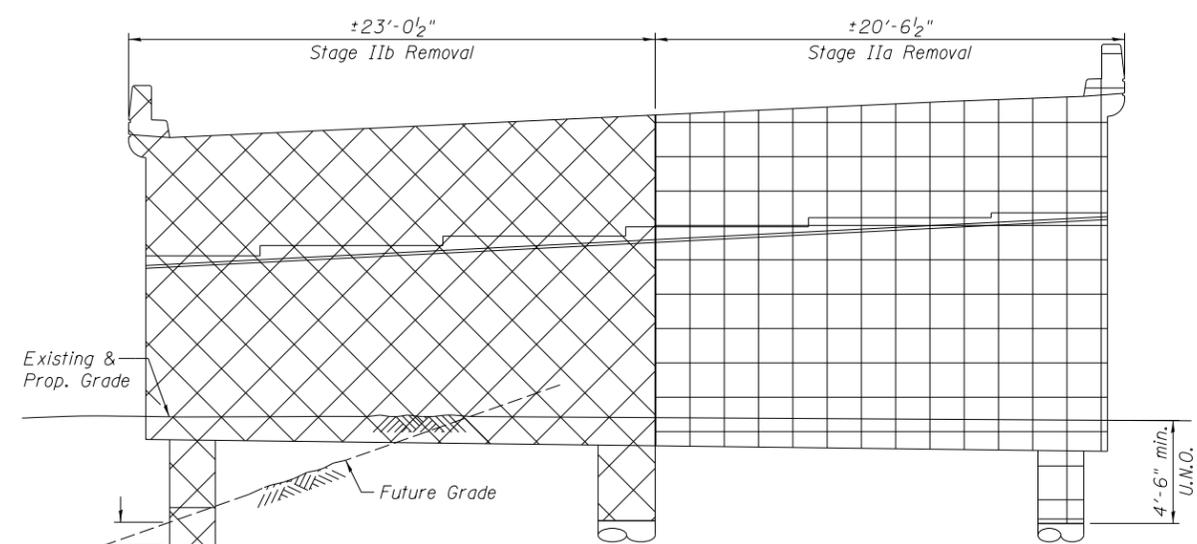
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS - S.N. 016-0745
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)
SHEET NO. RW2-5 OF RW2-15 SHEETS

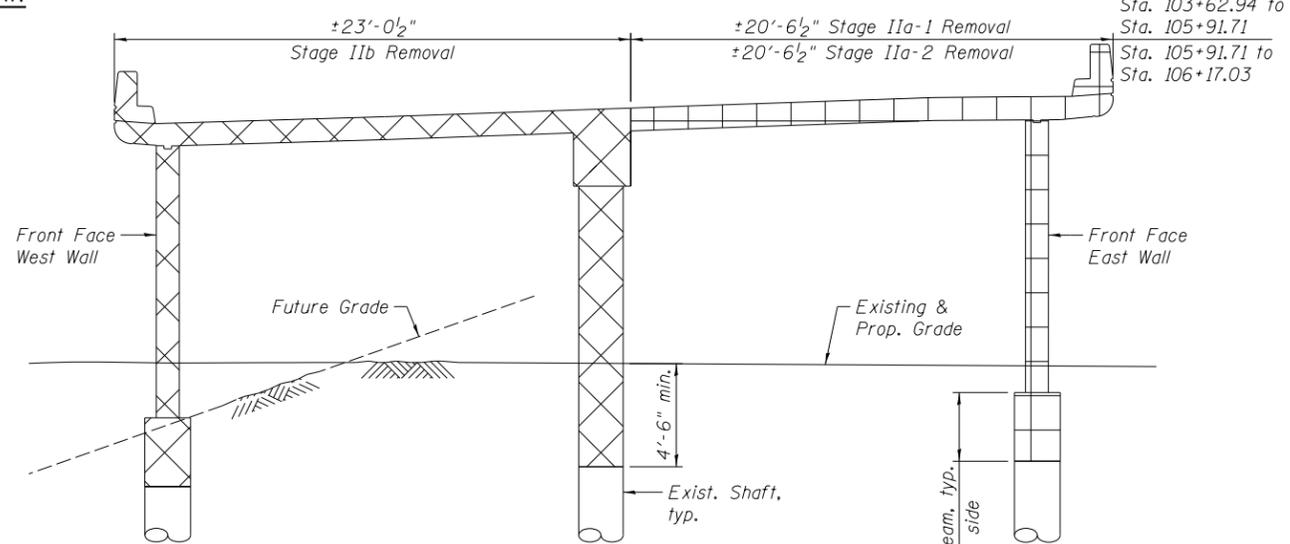
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CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	



PLAN



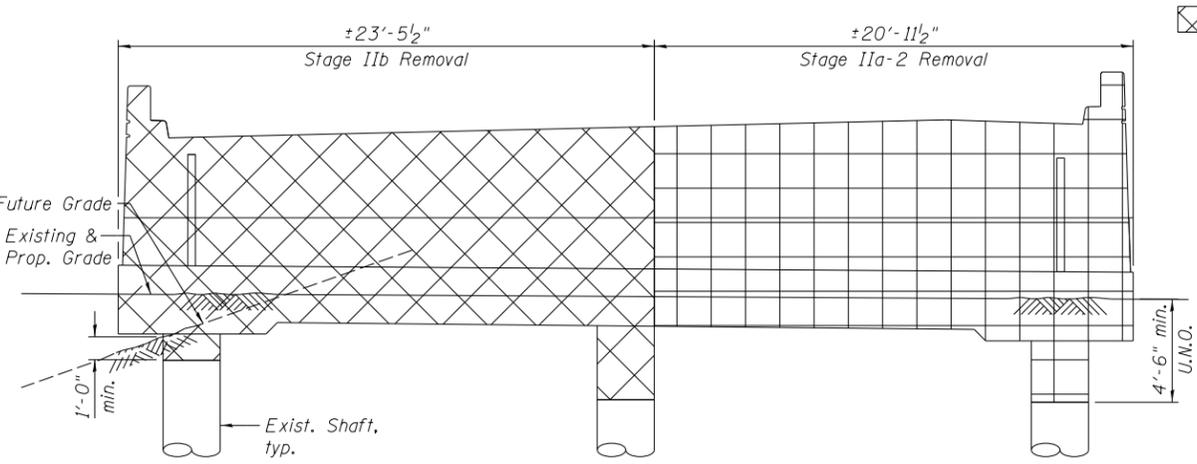
EXISTING PIER W23
(Looking North)



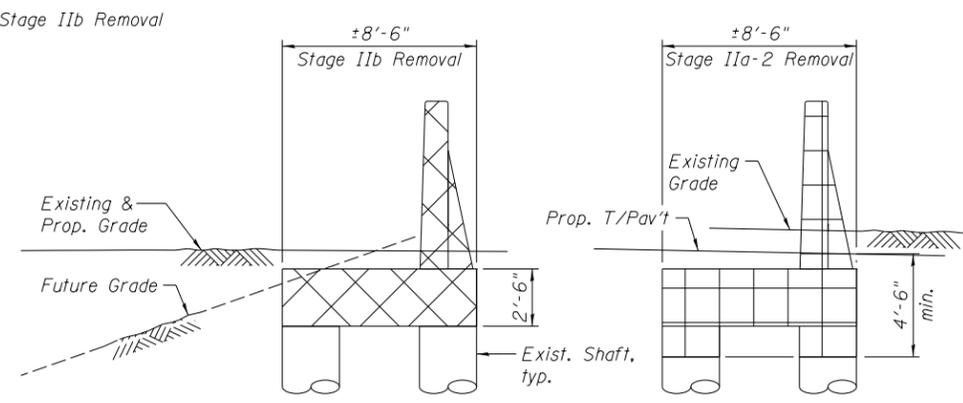
SECTION A-A

LEGEND

- Stage IIa-1/IIa-2 Removal
- Stage IIb Removal



SECTION B-B



WALL "H"
Sta. 106+19.93 to 107+31.03
(Looking North)

WALL "I"
Sta. 106+18.52 to 108+55.61
(Looking South)

SECTION C-C

NOTES

1. Excavation required to remove existing structures shall be backfilled to pre-excavation elevation where applicable. Cost of backfill is included in cost of Structure Excavation.
2. See Civil Plans for Concrete Barrier Transition & Roadway Details.
3. Station & offsets are given with respect to baseline of Ramp SW.
4. V.I.F. = "Verify in Field"
5. U.N.O. = "Unless Noted Otherwise"
6. Cost of Vaulted Terminal Structure, Retaining Wall "H", & Retaining Wall "I" removal included with cost of "Removal of Existing Structures No. 2". See Special Provisions.

6_0160745_60L70_Removal.dgn



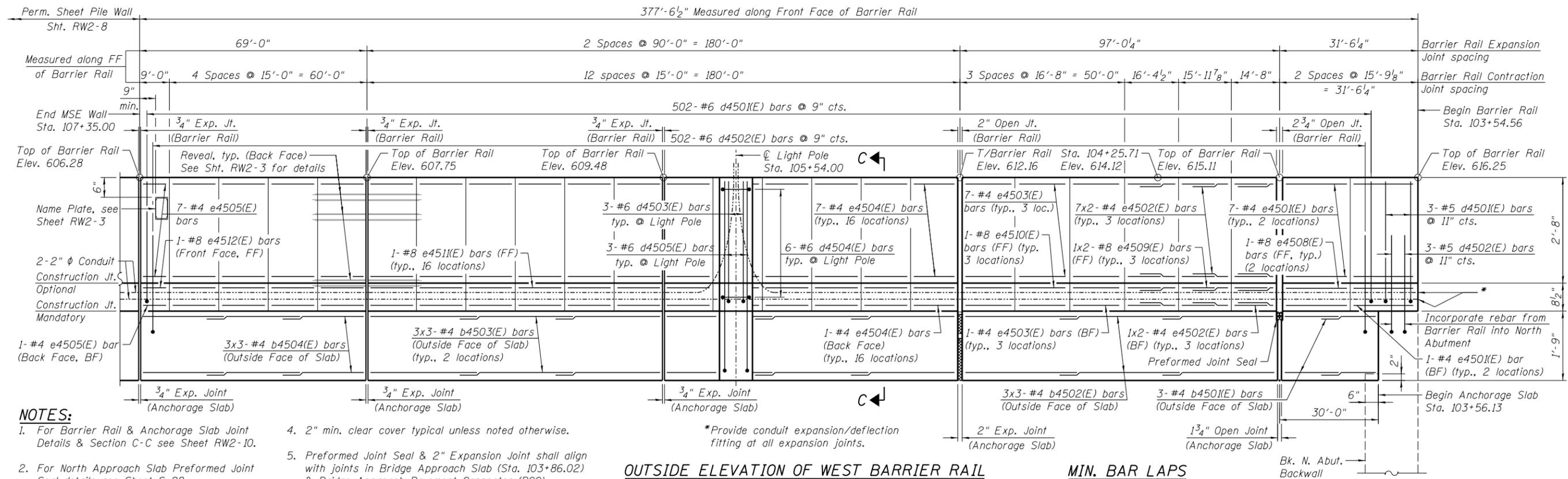
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PLOT DATE = 11/20/2014	DRAWN - PH	REVISED -
	CHECKED - BG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURAL REMOVAL - S.N. 016-0745
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. RW2-6 OF RW2-15 SHEETS

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 762
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	



NOTES:

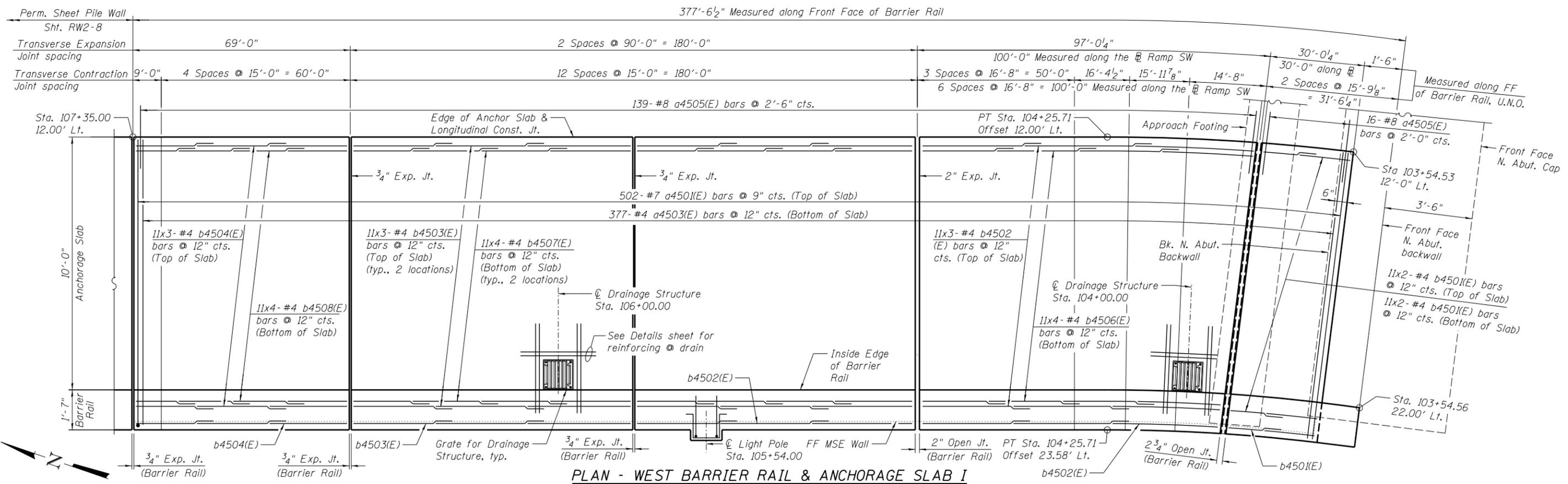
1. For Barrier Rail & Anchorage Slab Joint Details & Section C-C see Sheet RW2-10.
2. For North Approach Slab Preformed Joint Seal details see Sheet S-98.
3. Bars noted thus, 3x3-#4 indicates 3 lines of #4 bars with 3 lengths per line.
4. 2" min. clear cover typical unless noted otherwise.
5. Preformed Joint Seal & 2" Expansion Joint shall align with joints in Bridge Approach Slab (Sta. 103+86.02) & Bridge Approach Pavement Connector (PCC) (Sta. 104+86.02).
6. For North Abutment Plans see Sheets S-172 & S-173.

*Provide conduit expansion/deflection fitting at all expansion joints.

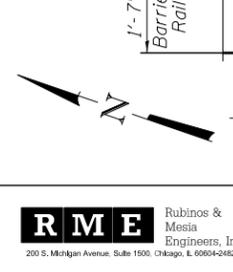
OUTSIDE ELEVATION OF WEST BARRIER RAIL

MIN. BAR LAPS

- #4 bars = 2'-7"
- #6 bars = 3'-10"
- #8 bars = 6'-9"



PLAN - WEST BARRIER RAIL & ANCHORAGE SLAB I



7_0160745_60L70_WBarrierRail_I.dgn



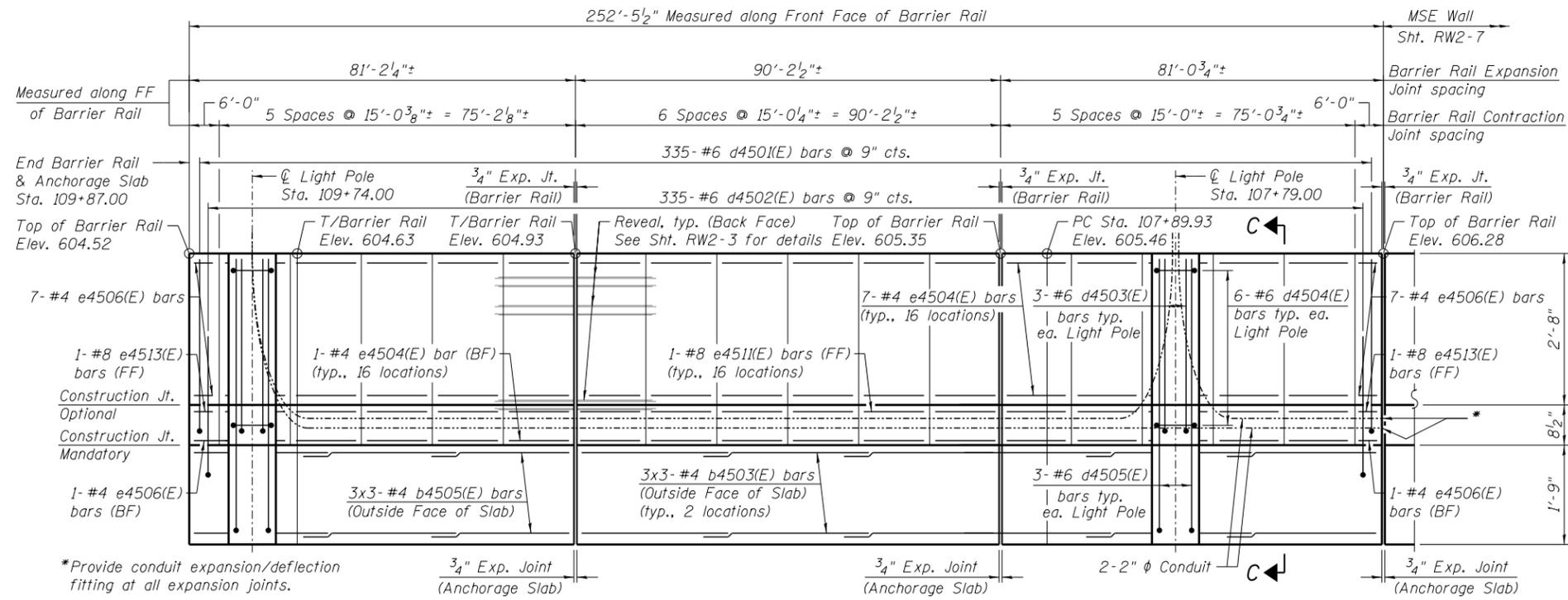
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	CHECKED - BG	REVISED -
PLOT SCALE =	DRAWN - AMV	REVISED -
PLOT DATE = 11/20/2014	CHECKED - BG	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

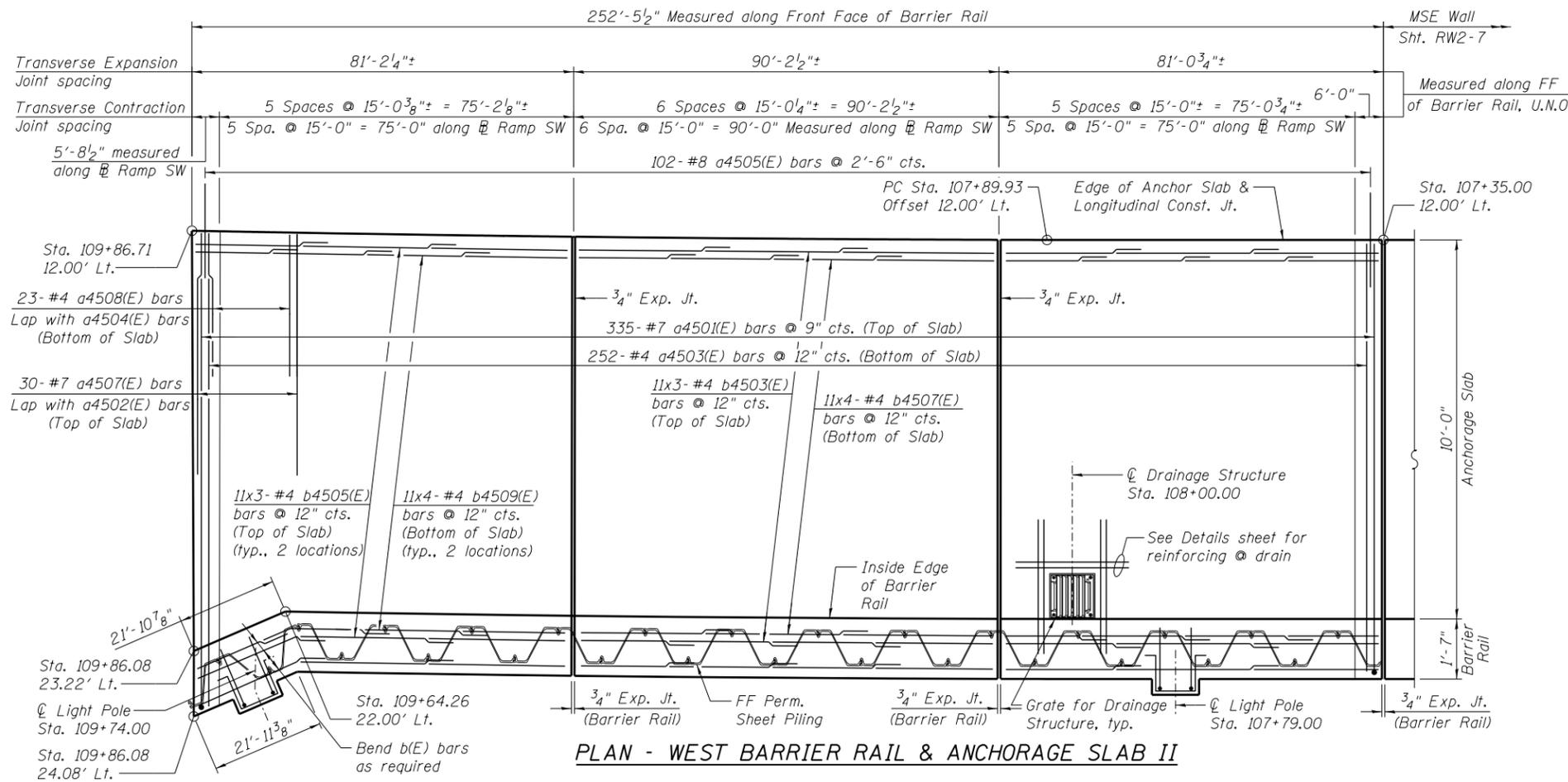
**WEST BARRIER RAIL & ANCHORAGE SLAB I - S.N.016-0745
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. RW2-7 OF RW2-15 SHEETS

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 763
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	



OUTSIDE ELEVATION OF WEST BARRIER RAIL



PLAN - WEST BARRIER RAIL & ANCHORAGE SLAB II

NOTES:

1. For Barrier Rail & Anchorage Slab Joint Details & Section C-C see Sheet RW2-10.
2. Bars noted thus, 3x3-#4 indicates 3 line of #4 bars with 3 lengths per line.
3. 2" min. clear cover typical unless noted otherwise.

MIN. BAR LAPS

- #4 bars = 2'-7"
- #6 bars = 3'-10"
- #7 bars = 5'-2"
- #8 bars = 6'-9"

8_0160745_60L70_WBarrierRail_11.dgn



USER NAME = PHodina	DESIGNED - PH	REVISED -
	CHECKED - BG	REVISED -
PLOT SCALE =	DRAWN - PH	REVISED -
PLOT DATE = 11/20/2014	CHECKED - BG	REVISED -

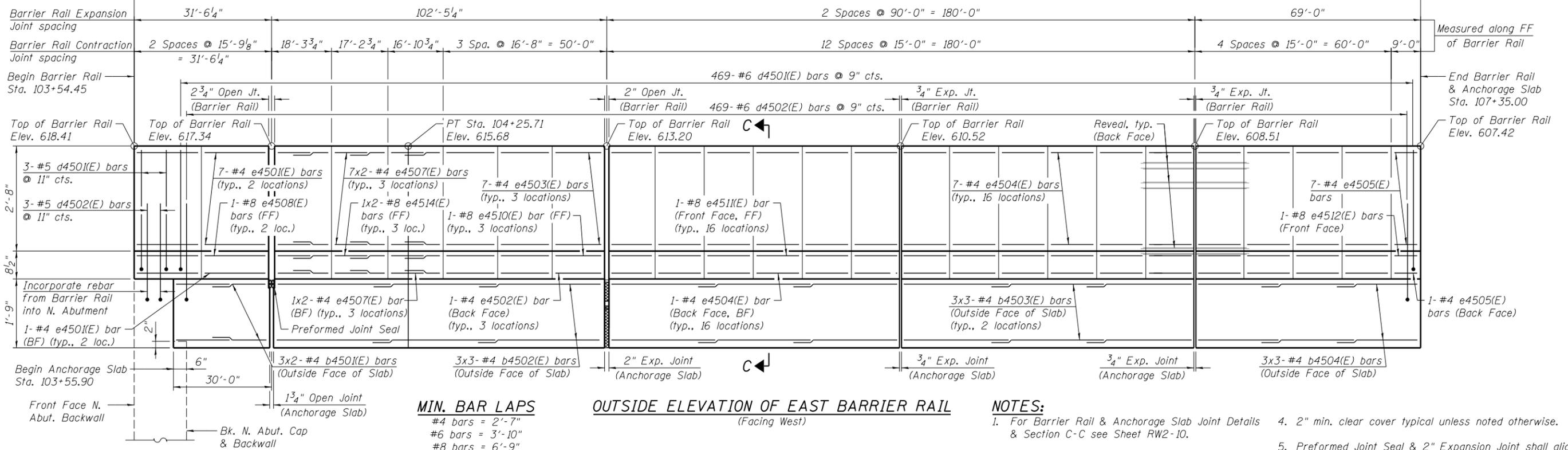
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WEST BARRIER RAIL & ANCHORAGE SLAB II - S.N.016-0745
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

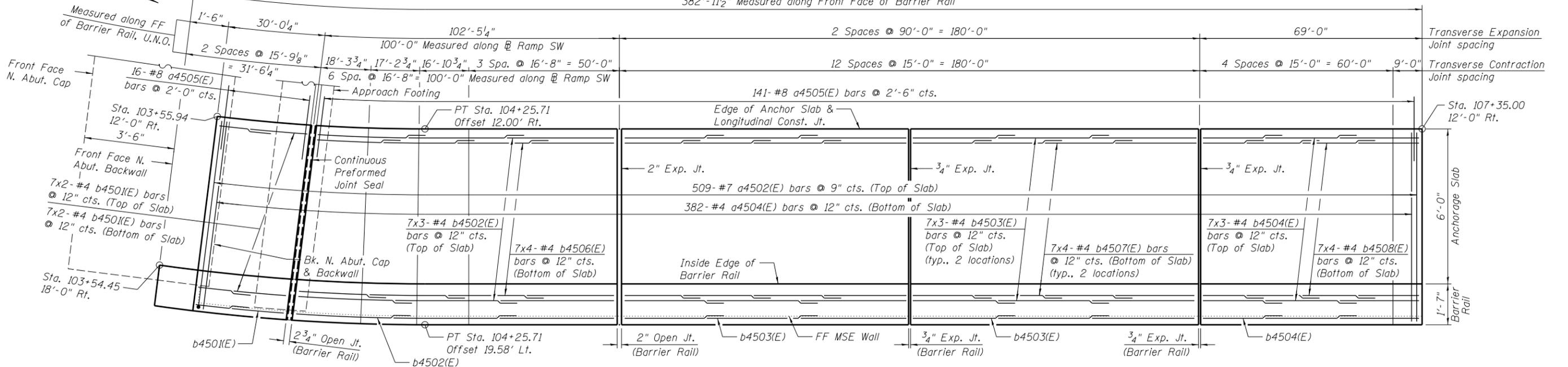
SHEET NO. RW2-8 OF RW2-15 SHEETS

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 764
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	

382'-11 1/2" Measured along Front Face of Barrier Rail



382'-11 1/2" Measured along Front Face of Barrier Rail



PLAN - EAST BARRIER RAIL & ANCHORAGE SLAB

9_0160745_60L70_EBarrierRail.dgn



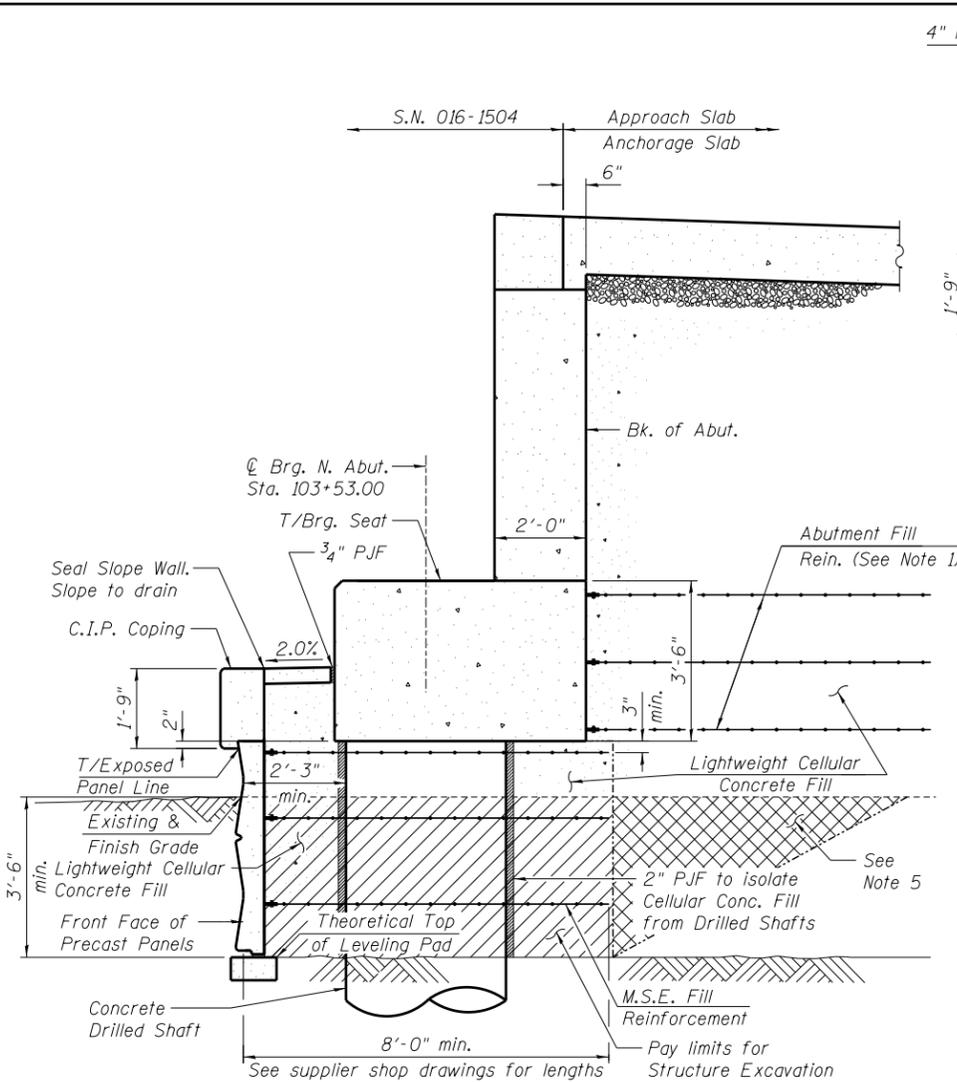
USER NAME = PHodina	DESIGNED - PH	REVISED -
PLOT SCALE =	CHECKED - BG	REVISED -
PLOT DATE = 11/20/2014	DRAWN - AMV	REVISED -
	CHECKED - BG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

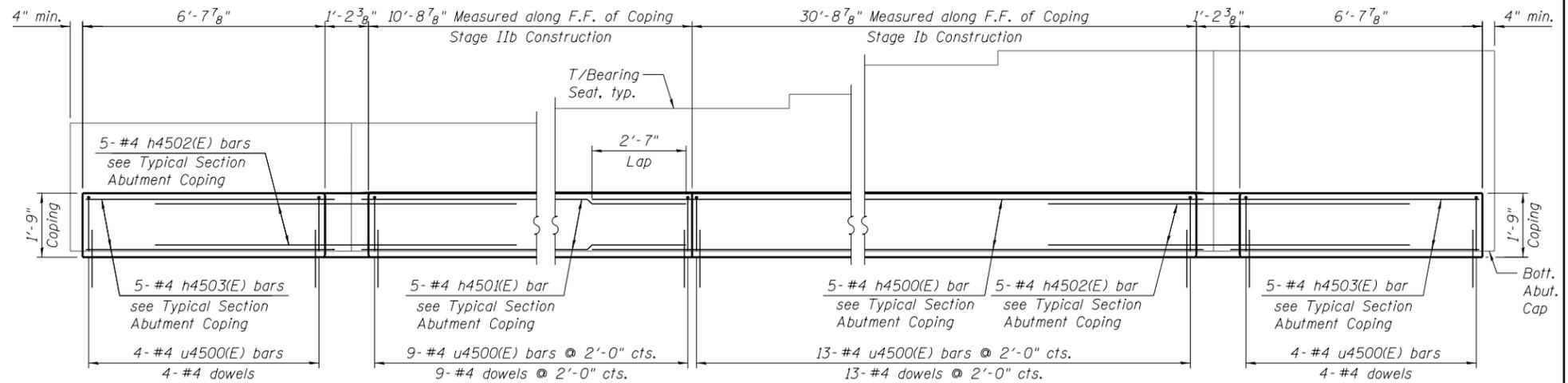
EAST BARRIER RAIL & ANCHORAGE SLAB - S.N. 016-0745
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 765
CONTRACT NO. 60L70				ILLINOIS FED. AID PROJECT

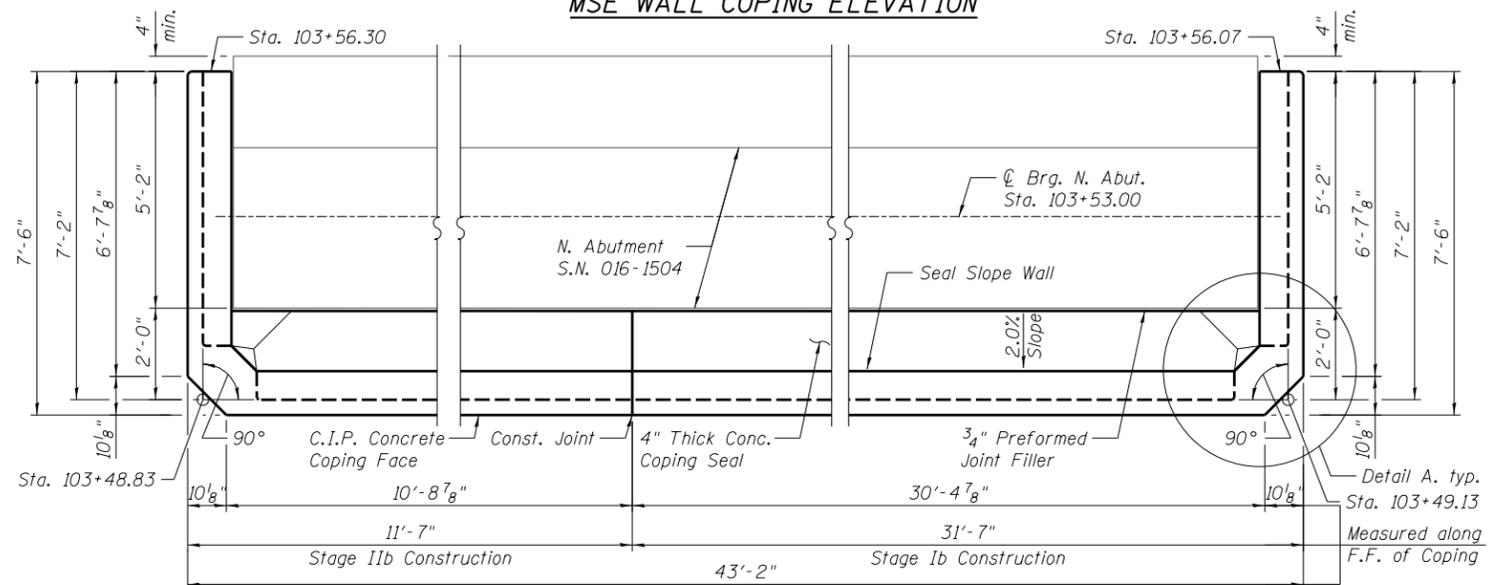
SHEET NO. RW2-9 OF RW2-15 SHEETS



TYPICAL SECTION THRU ABUTMENT



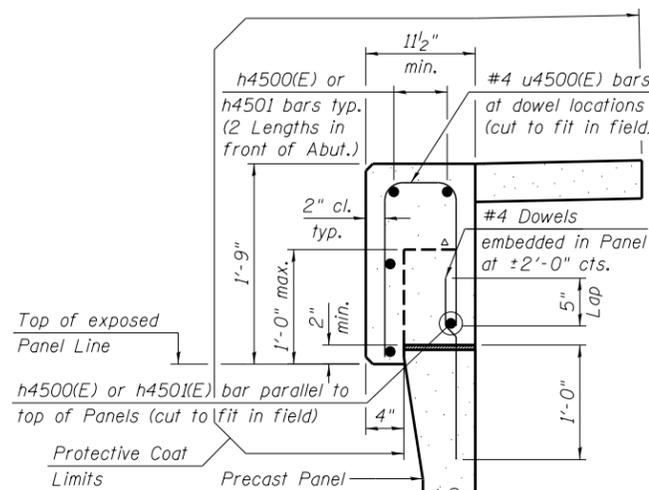
MSE WALL COPING ELEVATION



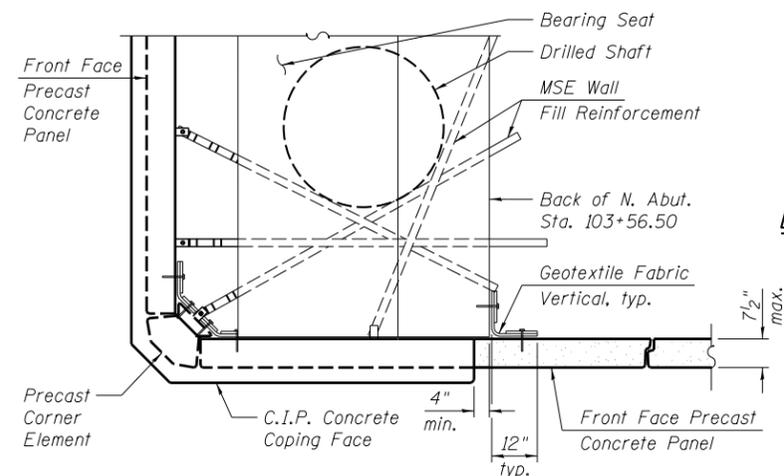
MSE WALL COPING PLAN

NOTES:

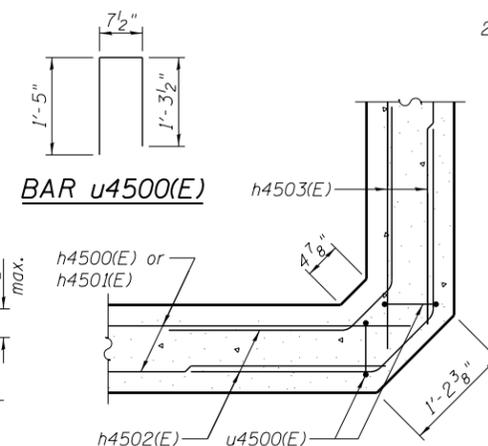
- The MSE wall supplier shall design the abutment fill reinforcement to resist a horizontal force of 5.0 k/ft of abutment. Cost included in cost of Mechanically Stabilized Earth Retaining Wall, Special.
- The costs of preformed joint filler, coping seal, cast-in-place concrete coping, geotextile fabric, reinforcement bars, & dowel bars are included in cost of "Mechanically Stabilized Earth Retaining Wall, Special".
- The Contractor may substitute a precast coping at their own expense, the details of which must be included in the shop plans & approved by the Engineer.
- For N. Abutment, S.N. 016-1504, see Sheet S-172 thru S-173.
- Overexcavation beyond limits of Structure Excavation shall not be measured for payment. Additional Lightweight Fill in overexcavation area also shall not be measured for payment.



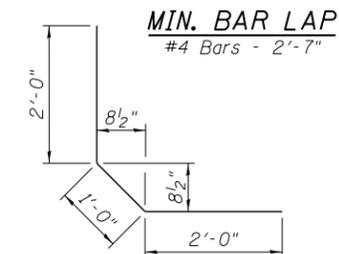
TYPICAL SECTION - ABUTMENT COPING



PLAN DETAIL: MSE WRAP AROUND ABUTMENT



DETAIL A



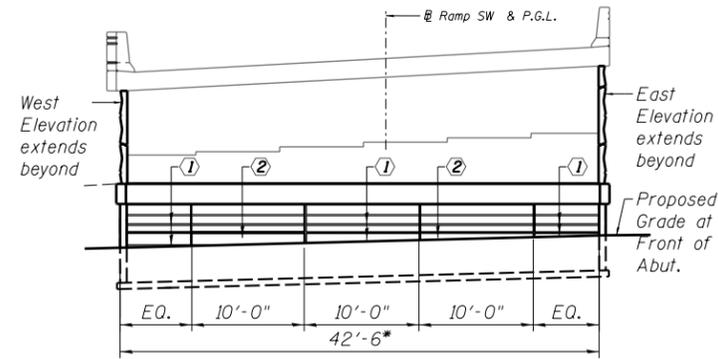
BAR h4502(E)

**MSE WALL COPING BILL OF MATERIAL

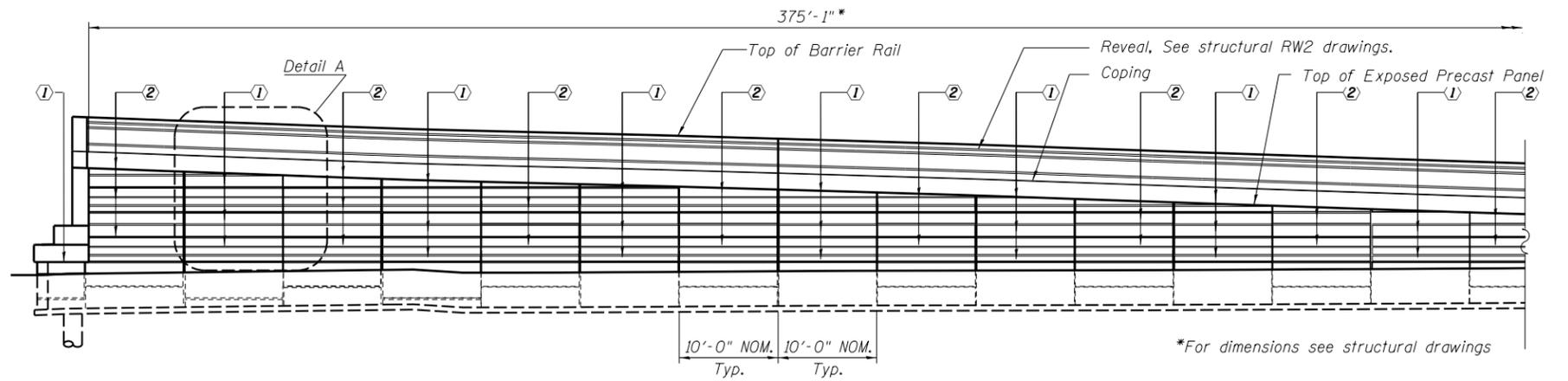
Bar	No.	Size	Length	Shape
h4500(E)	5	#4	34'-0"	—
h4501(E)	5	#4	11'-0"	—
h4502(E)	10	#4	5'-0"	∨
h4503(E)	10	#4	6'-2"	—
u4500(E)	30	#4	3'-4"	□

** For information only

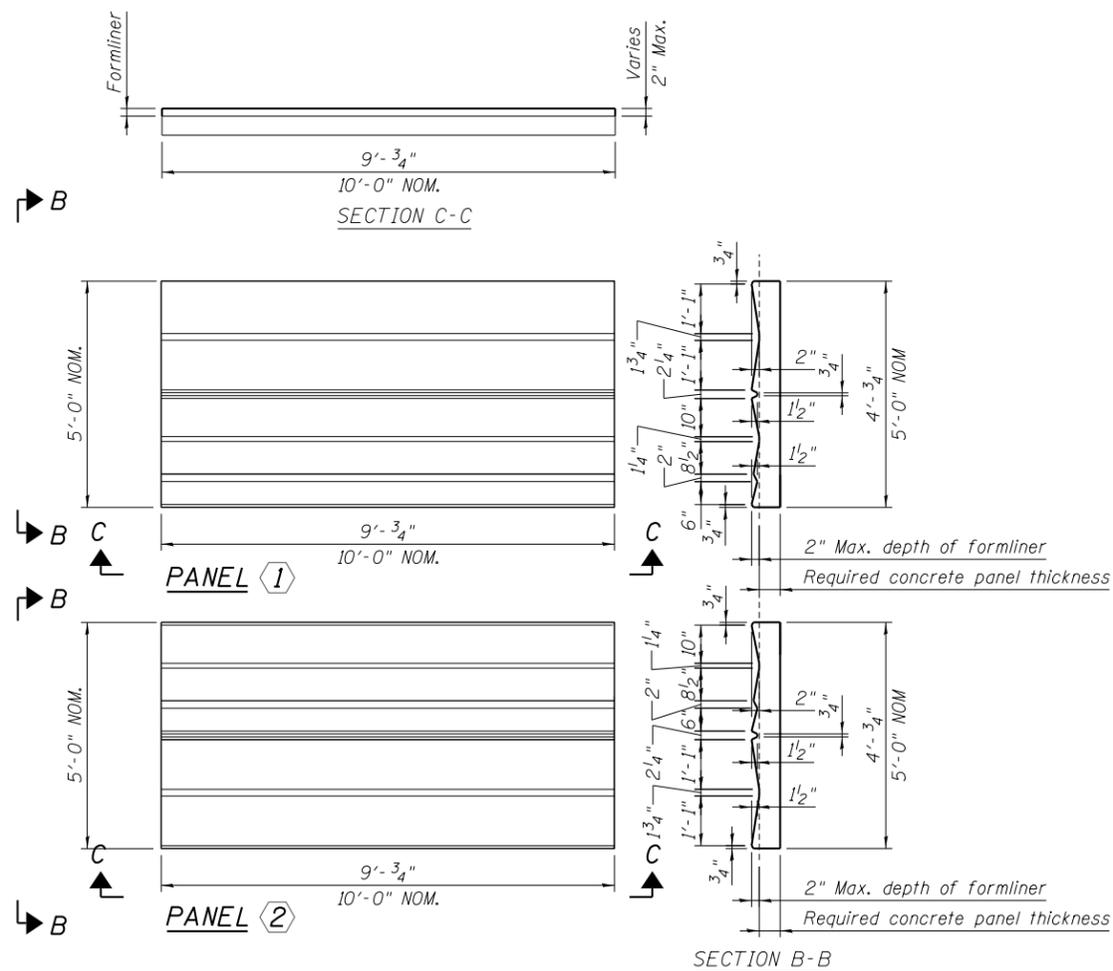
11.0160745_60L70_WrapAround.dgn



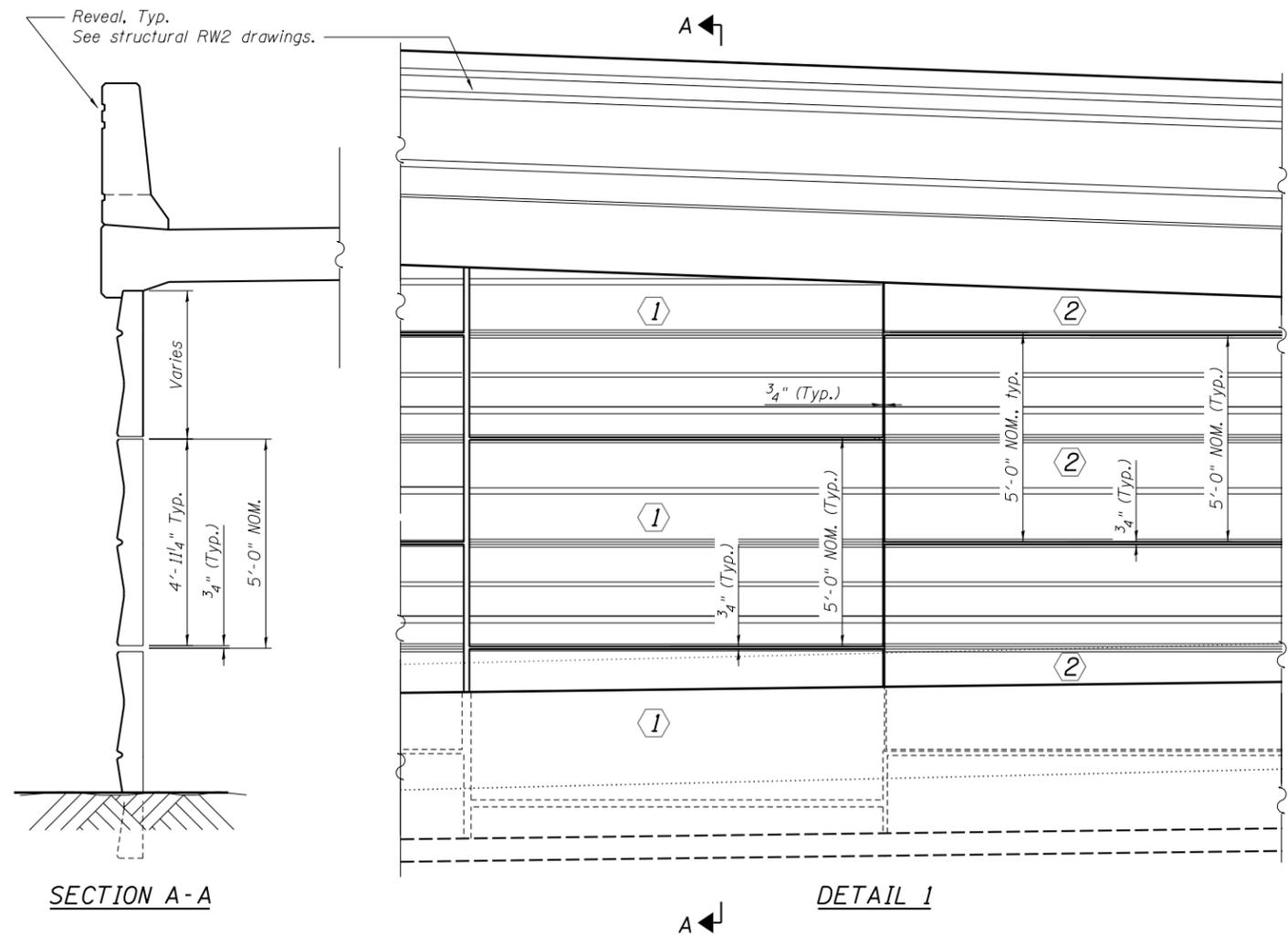
SOUTH ELEVATION - PRECAST PANEL LAYOUT



PARTIAL WEST WALL REFLECTED ELEVATION - TYP. PRECAST PANEL LAYOUT
PARTIAL EAST WALL ELEVATION - TYP. PRECAST PANEL LAYOUT



CONCRETE PRECAST PANEL ARCHITECTURAL TREATMENT - FORMLINER



SECTION A-A

DETAIL 1

NOTES:

1. Formliner for precast panels will not be paid separately and will be included in the cost of the pay item "Mechanically Stabilized Earth RetainingWall, Special".
2. Typical layout of precast panels and formliner details are shown on this drawing. For retaining walls dimensions see structural drawings.

12-0160745_60L70_ArchDetails-1.dgn



USER NAME = PHodina	DESIGNED - MR	REVISED -
	CHECKED - ME	REVISED -
PLOT SCALE =	DRAWN - MR	REVISED -
PLOT DATE = 11/20/2014	CHECKED - ME	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARCHITECTURAL DETAILS - S.N. 016-0745
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. RW2-12 OF RW2-15 SHEETS

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 768
				CONTRACT NO. 60L70
ILLINOIS FED. AID PROJECT				



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

Date 4/11/13

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-0743 & 016-0745 DRILLED BY STRATA - McCARTHY

COUNTY COOK LOCATION CHICAGO, ILLINOIS

Table with columns for Boring No., Station, Offset, Surface Elev., Depth (ft), Blow Count (Blows/ft), Penetration Test (SPT, WOH), and Soil Description. Includes fill descriptions and groundwater elevations.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

Date 4/11/13

STRUCTURE NO. 016-0743 & 016-0745 STRUCTURE NO. 016-0743 & 016-0745

ROUTE FAI 55 ROUTE FAI 55

SECTION 2010-080-B SECTION 2010-080-B

COUNTY COOK COUNTY COOK

Table with columns for Boring No., Station, Offset, Elevation, Depth (ft), Blow Count (Blows/ft), Penetration Test (SPT), and Soil Description. Includes soil types like SILTY CLAY and BEDROCK.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE ROCK CORING LOG

Date 4/11/13

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-0743 & 016-0745 DRILLED BY STRATA - McCARTHY

COUNTY COOK

Boring No. STR-24 Core Type NX Station 303+64.88 Core Diameter 2.16 in Offset 6.58ft RT Core Length 15 ft

Surface Elev. 601.19 ft

Table with columns for Top Elev. (ft), Coring Notes and Rock Description, Core Run (#), Recovery (%), RQD (%), CORE TIME (Min/ft), and COMP. STRNGTH (tsf). Includes detailed rock descriptions like DOLOMITE and BEDROCK.

Color pictures of the cores Yes - See Appendix

Cores will be stored for examination until Minimum 60 days

13_0160745_60L70_BOR1.dgn



Table with columns for USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, REVISED, and DRAWN.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING LOGS I - S.N. 016-0745 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. RW2-13 OF RW2-15 SHEETS

Table with columns for F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., and CONTRACT NO.



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

Date 4/17/13

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)
SECT. 2010-080-B STRUCT. NO. 016-0743 & 016-0745 DRILLED BY STRATA - McCARTHY
COUNTY COOK LOCATION CHICAGO, ILLINOIS

Table with columns for Depth (ft), Blows (B), Penetration (P), Shear (S), and Soil Description. Includes data for TOPSOIL, FILL, and various soil layers with blow counts and penetration values.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

Date 4/17/13

STRUCTURE NO. 016-0743 & 016-0745 STRUCTURE NO. 016-0743 & 016-0745
ROUTE FAI 55 ROUTE FAI 55
SECTION 2010-080-B SECTION 2010-080-B
COUNTY COOK COUNTY COOK

Table with columns for Depth (ft), Blows (B), Penetration (P), Shear (S), and Soil Description. Includes data for Gray, medium to stiff SILTY CLAY and Gray, hard SILTY CLAY.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet

14_0160745_60L70_BOR2.dgn



Table with columns for USER NAME, DESIGNED, CHECKED, DRAWN, PLOT DATE, REVISED, and REVISIONS.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING LOGS II - S.N. 016-0745 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. RW2-14 OF RW2-15 SHEETS

Table with columns for F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., and CONTRACT NO.

ILLINOIS FED. AID PROJECT

Bench Mark: BM-4, chiseled square on NE corner of crashwall @ existing Pier E20, just East of Moe Drive, on existing S.N. 016-1075 carrying NB I-55 to NB L.S.D., Elev. 594.65 (NAVD 88).

Exist. Structure: The West & East Walls were built in 1965 & carry NB Lake Shore Drive traffic to S.N. 016-1048 which continues over Moe Drive, Mines Drive, ICRR, Metra Electric RR & McCormick Place Busway. Both walls, 147'-0" in length, are part of a concrete vaulted terminal structure with a single span, monolithically built, concrete deck measuring 12 1/2" thick, supported on each side wall of the vault & running parallel to the deck's center line.

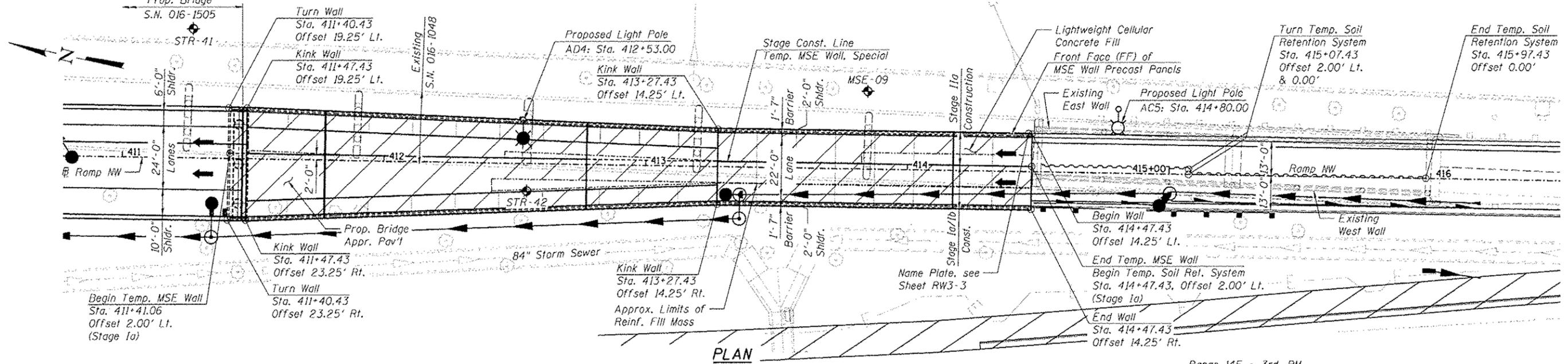
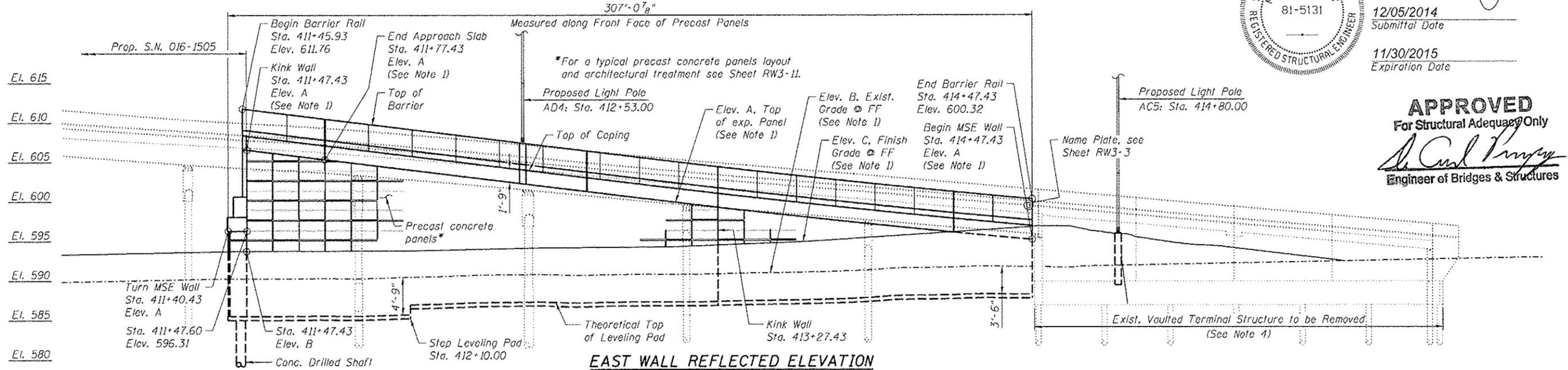
Traffic Control: For Stage Ia, maintain 1-lane of NW traffic on northeast half of existing S.N. 016-1048 during construction of west half proposed S.N. 016-0746 & west half Spans 21W-22W (Unit 4) of proposed S.N. 016-1505. For Stage Ib, continue to maintain 1-lane of NW traffic on northeast half of existing S.N. 016-1048. For Stage IIa, shift NW traffic to 1-lane on southwest half of proposed S.N. 016-0746 & proposed S.N. 016-1505 during construction of east half of S.N. 016-0746 & east half Spans 21W-22W of proposed S.N. 016-1505 (Unit 4). For Stage IIb, continue to maintain 2-lane of NW traffic on proposed S.N. 016-0746 & S.N. 016-1505 & merge them before proposed S.N. 016-1504. Temporary lane closures may be required for Lake Shore Drive, Fort Dearborn Drive, & existing S.N. 016-1075.



Mohsen M. Farahany
 12/05/2014
 Submittal Date

11/30/2015
 Expiration Date

APPROVED
 For Structural Adequacy Only
 Engineer of Bridges & Structures



LEGEND:

- Limits of Reinforced Fill Mass
- Prop. Storm Sewer
- Exist. Underground Electrical
- Prop. Light Pole
- Exist. Fence
- Prop. Catch Basin
- Exist. Water Line
- Prop. Manhole
- Exist. Storm Sewer
- MSE-09 Soil Boring Location
- Exist. Guardrail

NOTES:

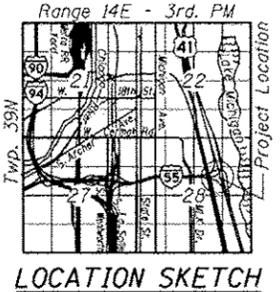
1. For Stations & Elevations of Elev. A, B, & C see Sheet RW3-5, Table 1.
2. Horizontal dimensions measured along front face of precast panels.
3. Stations & Offsets are given to front face of precast panels relative to Ramp NW.
4. For existing Vaulted Terminal Structure removal limits, see Sheet RW3-6.
5. For Soil Boring Logs, see Sheets RW3-12 thru RW3-14.

DESIGN SPECIFICATIONS

2012 AASHTO LRFD
 Bridge Design Specifications,
 6th Edition with 2013 Interim Revisions

DESIGN STRESSES

FIELD UNITS
 f'c = 3,500 psi
 fy = 60,000 psi (Reinforcement)
PRECAST UNITS
 f'c = 4,500 psi (Precast Panels)



GENERAL PLAN & ELEVATION
 NB LAKE SHORE DRIVE TO SB I-55
 F.A.I. RTE. 55 - SEC. 2010-080-B
 COOK COUNTY
 STA. 411+40.43 TO STA. 414+47.43
 STRUCTURE NO. 016-0746



USER NAME	Pitadino	DESIGNED	PH	REVISED	-
		CHECKED	BG	REVISED	-
PLOT SCALE		DRAWN	PH	REVISED	-
PLOT DATE	12/05/2014	CHECKED	BG	REVISED	-

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

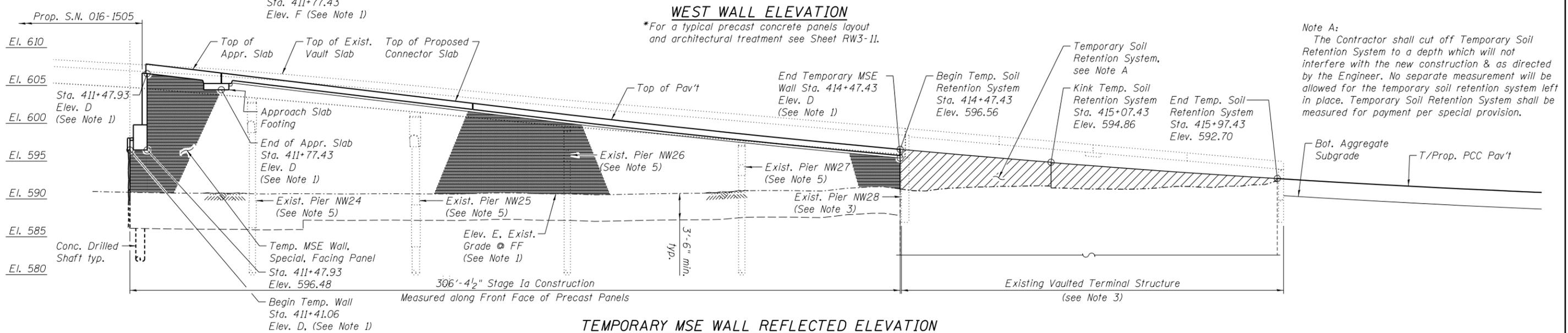
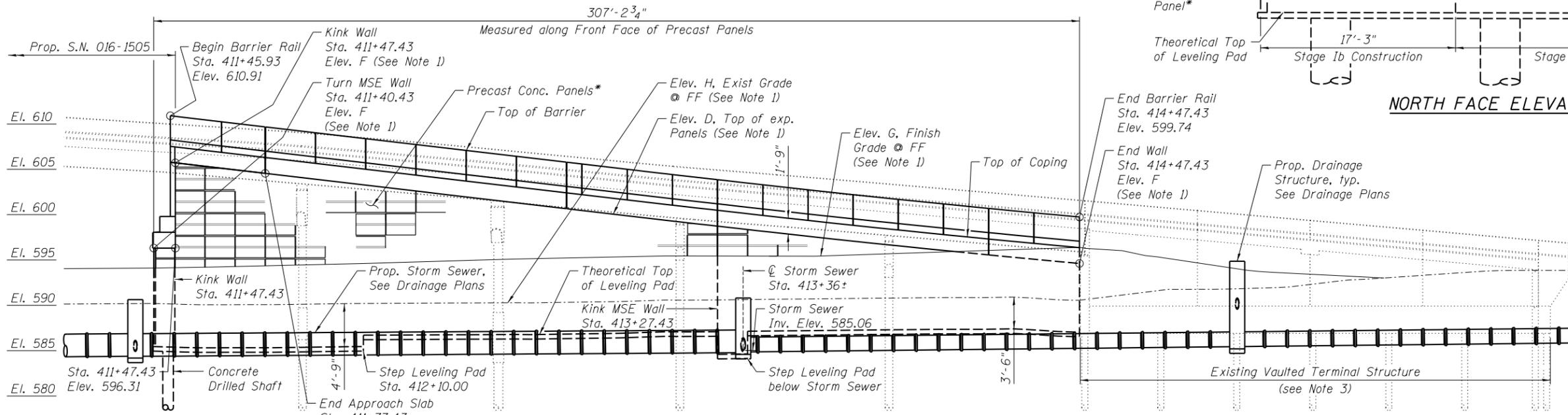
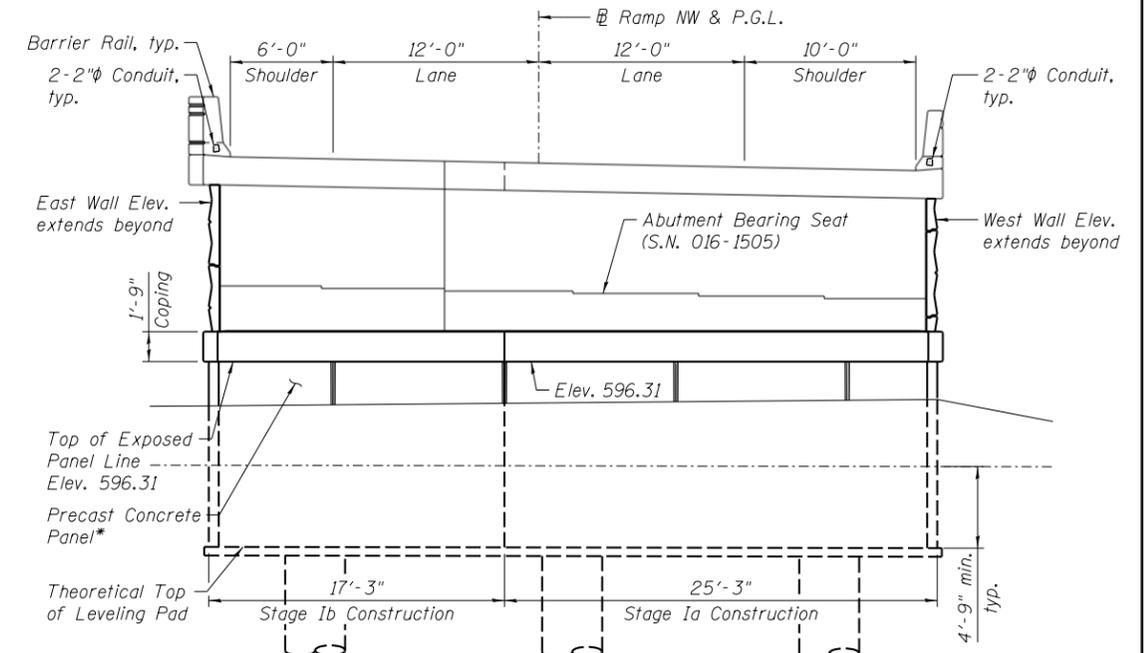
SHEET NO. RW3-1 OF RW3-14 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	772
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	

1_0160746_60L70_GPE.dgn

NOTES:

1. For Stations and Elevations of Elev. D, E, F, G, & H, see Sheet RW3-5.
2. Anchorage Slabs on West and East sides of Ramp NW end at Sta. 411+47.43 where they overlap the abutment backwall by 6". 30' Bridge Approach Slab located between the anchor slabs.
3. For limits of existing Vaulted Terminal Structure & Pier NW28 removal, see Sheet RW3-6.
4. For Pipe Pass Through MSE Wall Detail @ Sta. 413+36±, see Sheet RW3-9.
5. For removal of Piers NW24 thru NW27, see Sheet S-24.



Note A:
The Contractor shall cut off Temporary Soil Retention System to a depth which will not interfere with the new construction & as directed by the Engineer. No separate measurement will be allowed for the temporary soil retention system left in place. Temporary Soil Retention System shall be measured for payment per special provision.

2_0160746_60L70_North West Temp Elev.dgn



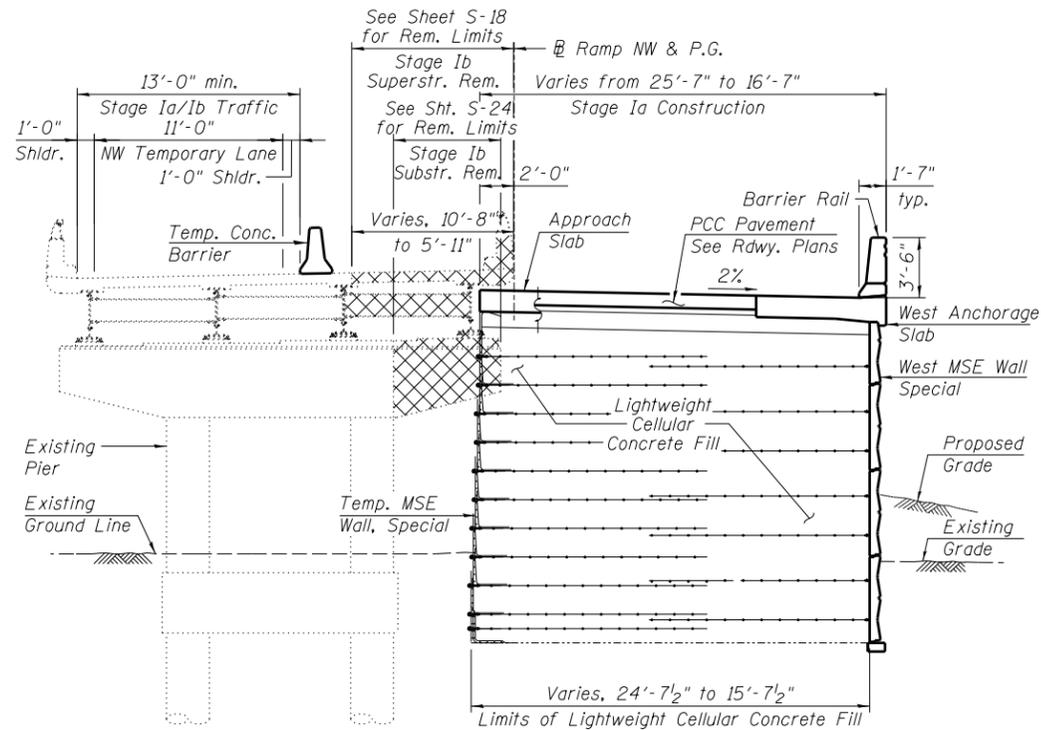
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	CHECKED - PK	REVISED -
PLOT SCALE =	DRAWN - AMV	REVISED -
PLOT DATE = 11/20/2014	CHECKED - PH	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

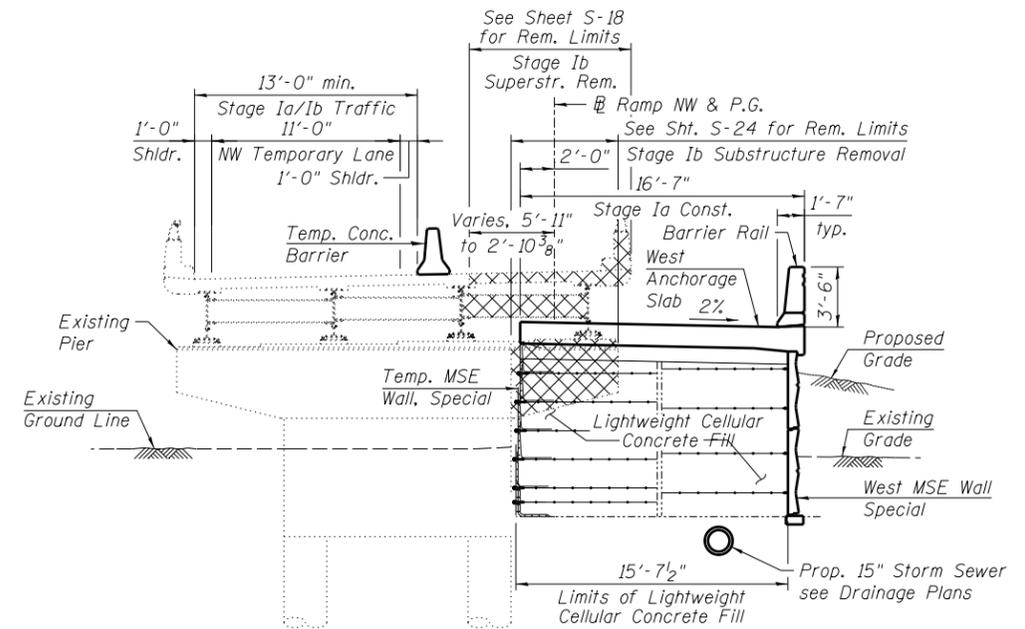
**NORTH WALL, WEST WALL & TEMPORARY WALL ELEVATION - S.N.016-0746
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

F.A.I. RTE. 55	SECTION 2010-080-B	COUNTY COOK	TOTAL SHEETS 886	SHEET NO. 773
CONTRACT NO. 60L70				ILLINOIS FED. AID PROJECT

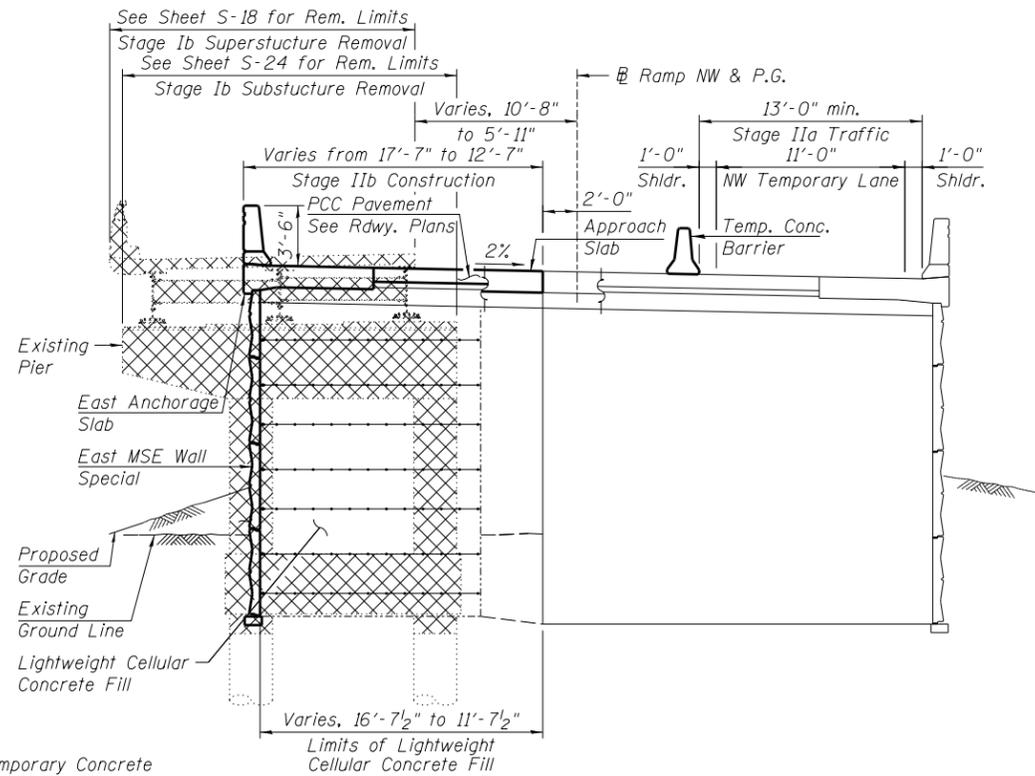
SHEET NO. RW3-2 OF RW3-14 SHEETS



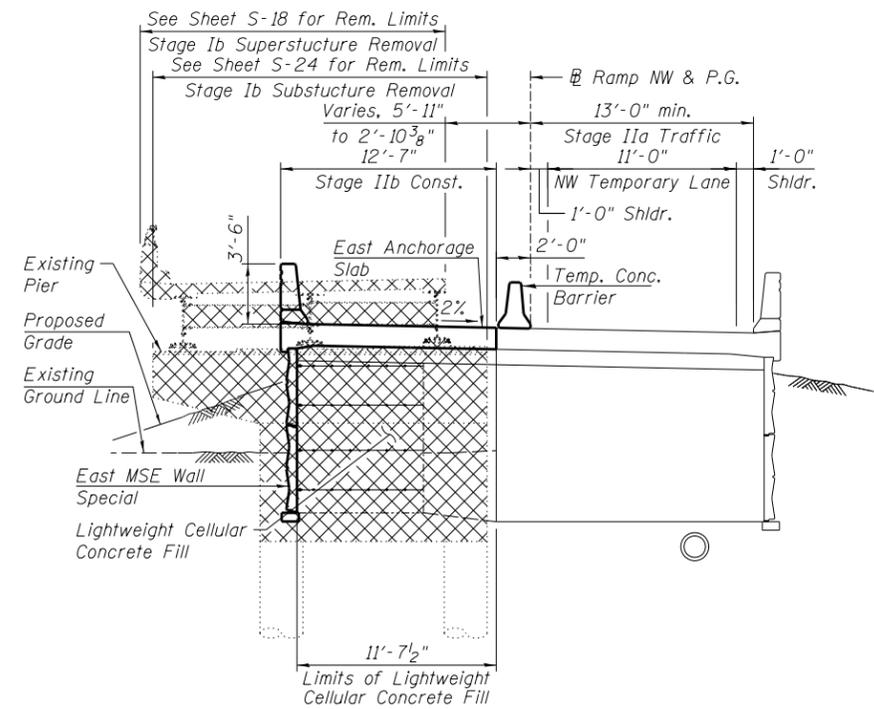
STAGE Ia/Ib - TYPICAL SECTION
 (Sta. 411+40.43 to Sta. 413+27.43)
 (Looking South)



STAGE Ia/Ib - TYPICAL SECTION
 (Sta. 413+27.43 to Sta. 414+47.43)
 (Looking South)



STAGE IIa - TYPICAL SECTION
 (Sta. 411+40.43 to Sta. 413+27.43)
 (Looking South)



STAGE IIa - TYPICAL SECTION
 (Sta. 413+27.43 to Sta. 414+47.43)
 (Looking South)

NOTES:

1. For quantity of Temporary Concrete Barrier see Roadway Plans.
2. Hatched area indicates removal of Existing Structures.

4_0160746_60L70_Stage.dgn



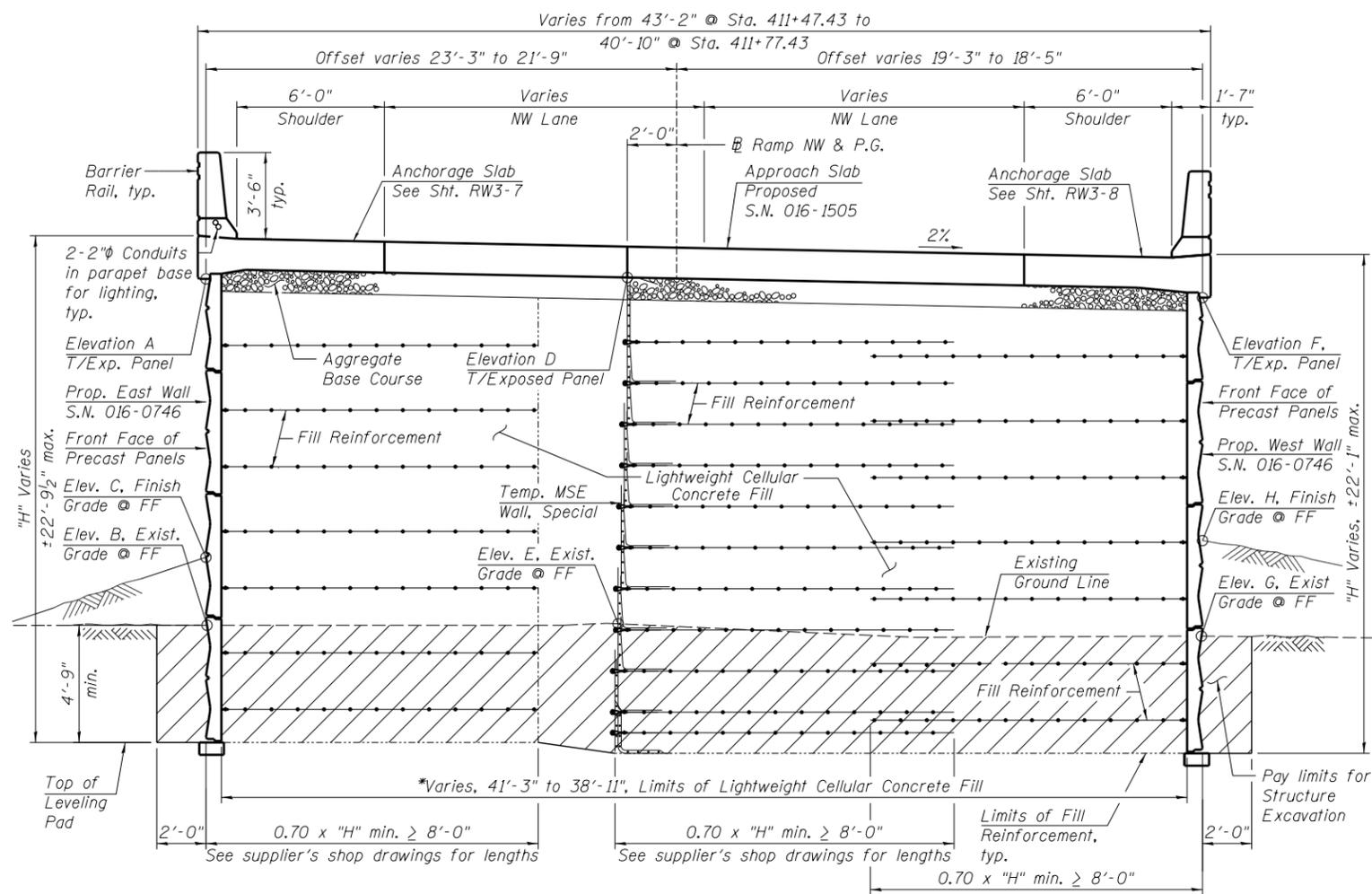
USER NAME = PHodina	DESIGNED - PH	REVISED -
PLOT SCALE =	CHECKED - BG	REVISED -
PLOT DATE = 11/20/2014	DRAWN - PH	REVISED -
	CHECKED - BG	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION - S.N. 016-0746
 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. RW3-4 OF RW3-14 SHEETS

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 775
				CONTRACT NO. 60L70
ILLINOIS FED. AID PROJECT				



TYPICAL SECTION
(at Bridge Approach Slab)
(Sta. 411+47.43 to Sta. 411+77.43)
(Looking South)

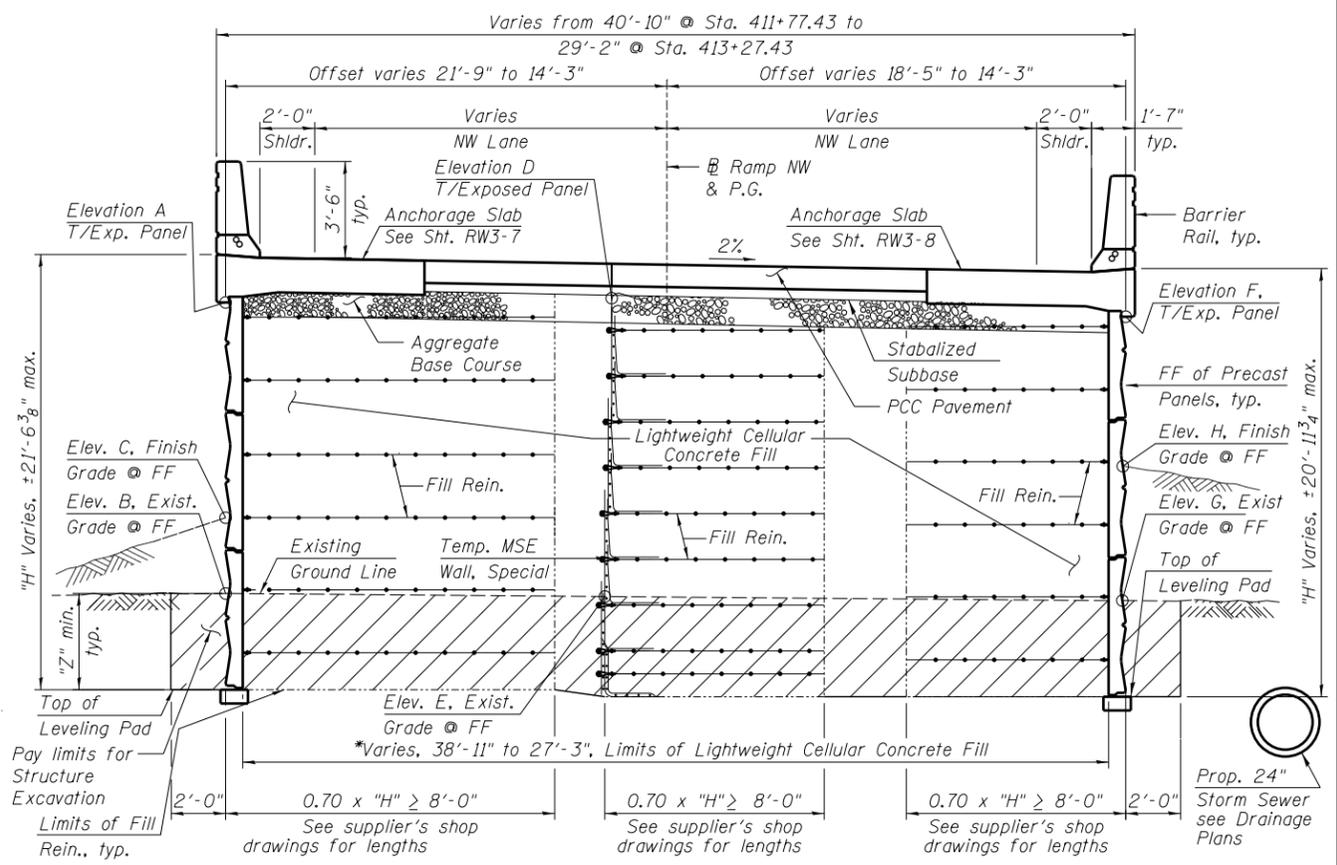
- NOTES**
- Overexcavation beyond limits of Structure Excavation shall not be measured for payment. Additional Lightweight Fill in overexcavation area also shall not be measured for payment.
 - Approach Slab for Ramp NW from NB Lakeshore Drive to SB I-55 (SN 016-1505) is between anchor Slabs from Sta. 411+47.23 to Sta. 411+77.23. See bridge plans.

TABLE 1

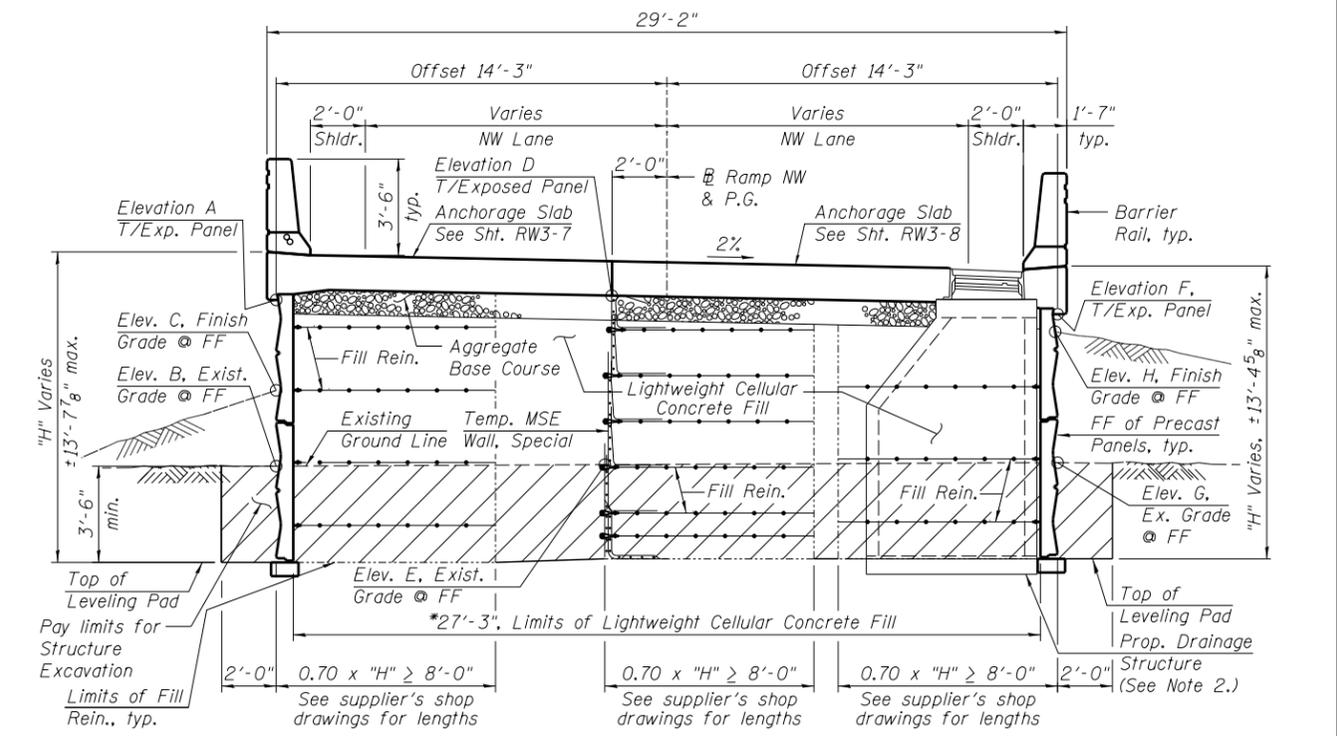
Station	Elev. A	Elev. B	Elev. C
411+40.43	596.31	591.16	591.12
411+47.43	606.57	591.16	591.33
411+50.00	606.47	591.16	591.41
412+00.00	604.44	590.88	592.60
412+50.00	602.42	591.01	592.95
413+00.00	600.39	591.12	593.31
413+27.43	599.30	591.13	593.39
413+50.00	598.46	591.14	593.47
414+00.00	596.70	591.62	593.49
414+47.43	595.18	592.39	593.90

TABLE 2

Station	Elev. D	Elev. E	Elev. F	Elev. G	Elev. H
411+40.43	N/A	590.89	596.33	590.90	592.64
411+41.06	596.48	590.89	605.98	590.90	592.66
411+47.43	606.60	590.84	605.72	590.90	592.90
411+50.00	606.50	590.83	605.62	590.89	592.99
412+00.00	604.60	590.69	603.68	590.82	593.85
412+50.00	602.60	590.69	601.73	590.82	594.22
413+00.00	600.60	590.74	599.78	590.72	594.58
413+27.43	599.53	590.55	598.74	590.84	594.68
413+50.00	598.58	590.70	597.89	590.93	594.76
414+00.00	596.83	591.11	596.14	591.04	594.73
414+47.43	595.31	591.31	594.61	590.92	594.65



TYPICAL SECTION
(Sta. 411+77.43 to Sta. 413+27.43)
(Looking South)
Z = 4'-9" from Sta. 411+77.43 to Sta. 412+10.00
Z = 3'-6" from Sta. 412+10.00 to Sta. 413+27.43



TYPICAL SECTION
(Sta. 413+27.43 to Sta. 414+47.43)
(Looking South)

5_0160746_60L70_TypSections.dgn



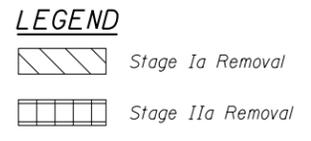
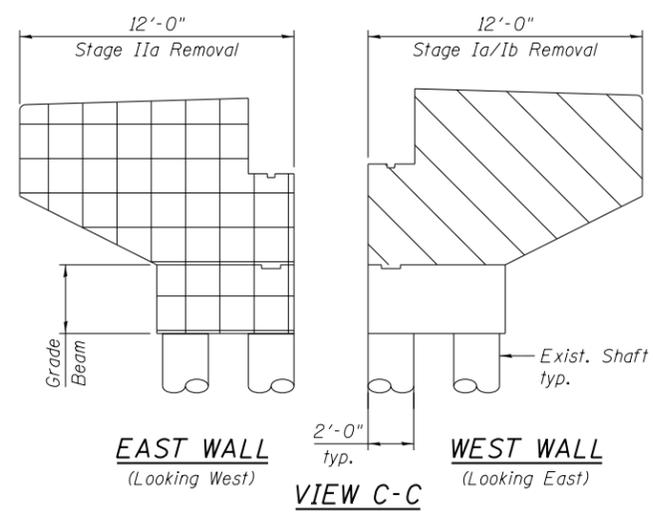
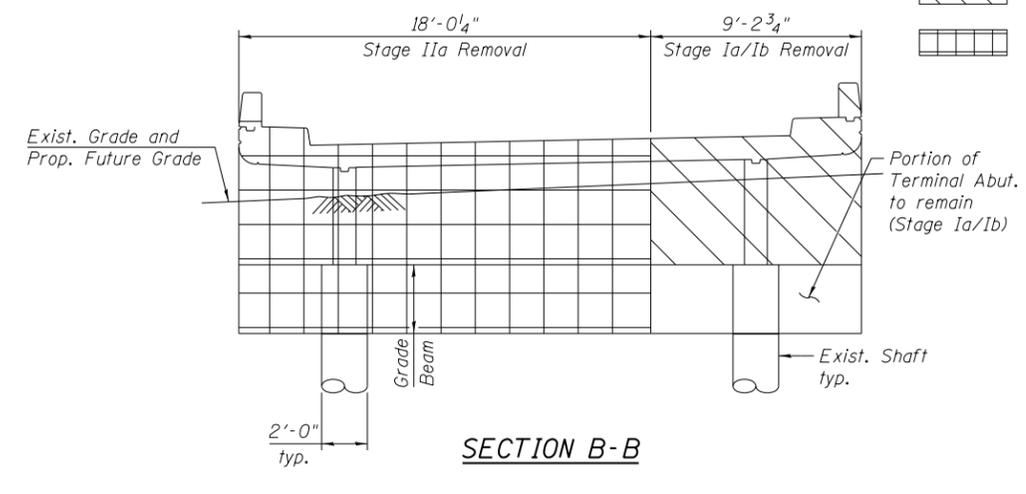
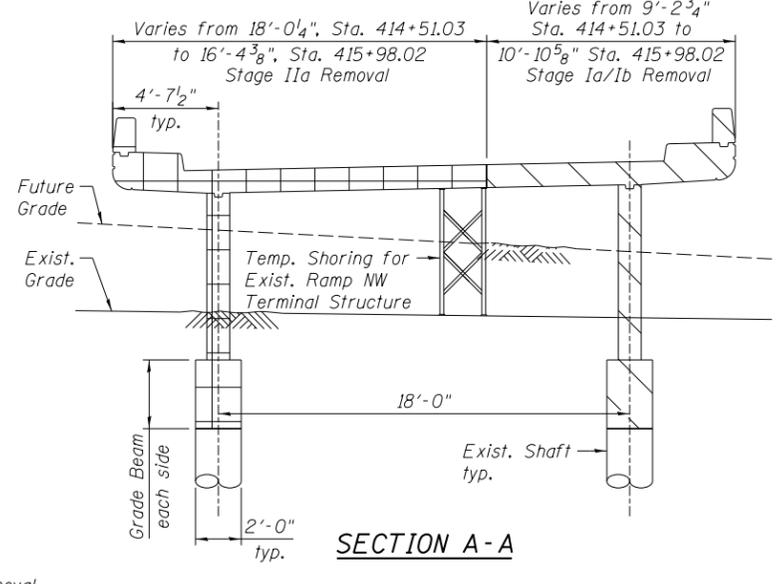
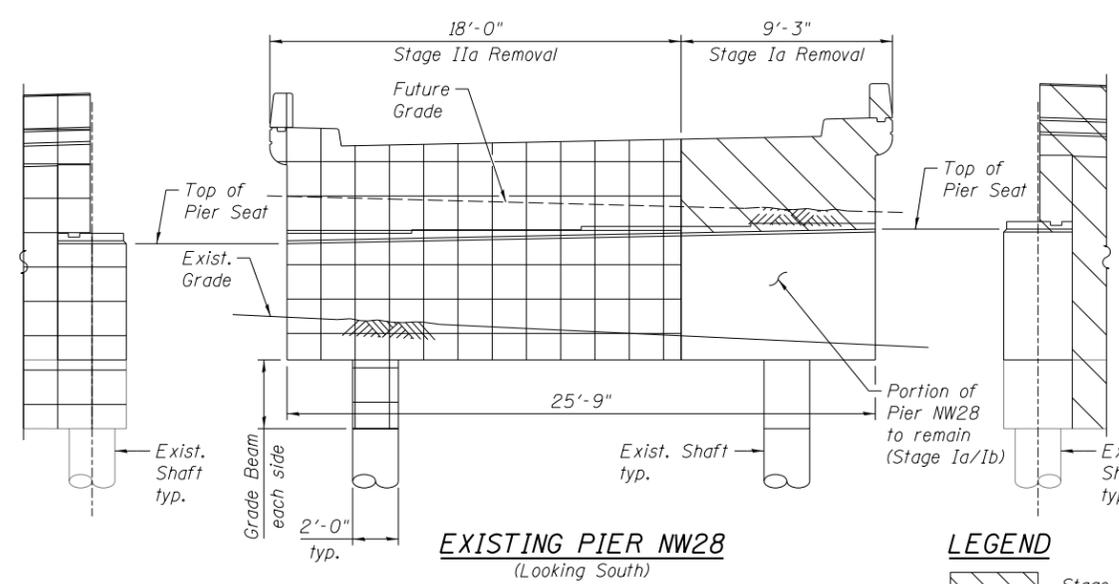
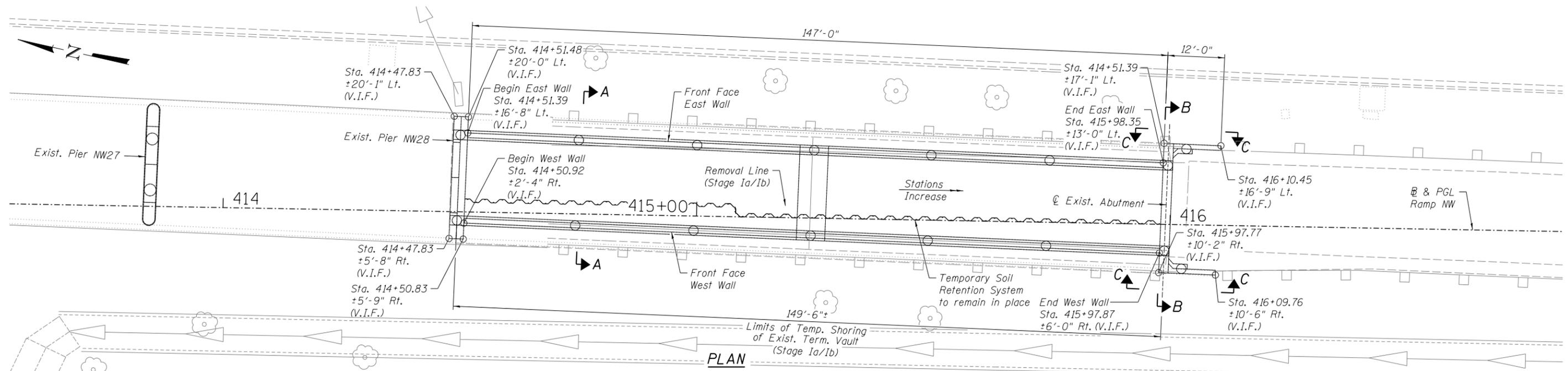
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PLOT SCALE =	CHECKED - PK	REVISED -
PLOT DATE = 11/20/2014	DRAWN - AMV	REVISED -
	CHECKED - PK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS - S.N. 016-0746
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)
SHEET NO. RW3-5 OF RW3-14 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	776

CONTRACT NO. 60L70
ILLINOIS FED. AID PROJECT



- NOTES**
- Excavation required to remove existing structures shall be backfilled to pre-excavation elevation where applicable. Cost of excavation & backfill is included in cost of Structure Excavation.
 - Station & offsets are given with respect to baseline of Ramp NW.
 - V.I.F. = "Verify in Field"
 - Cost of Vaulted Terminal Structure removal shall be included with cost of "Removal of Existing Structures No. 3", see Special Provisions.
 - For removal of Pier NW1 thru Pier NW27 see Sheets S-23 & S-24.

6_0160746_60L70_Removal.dgn



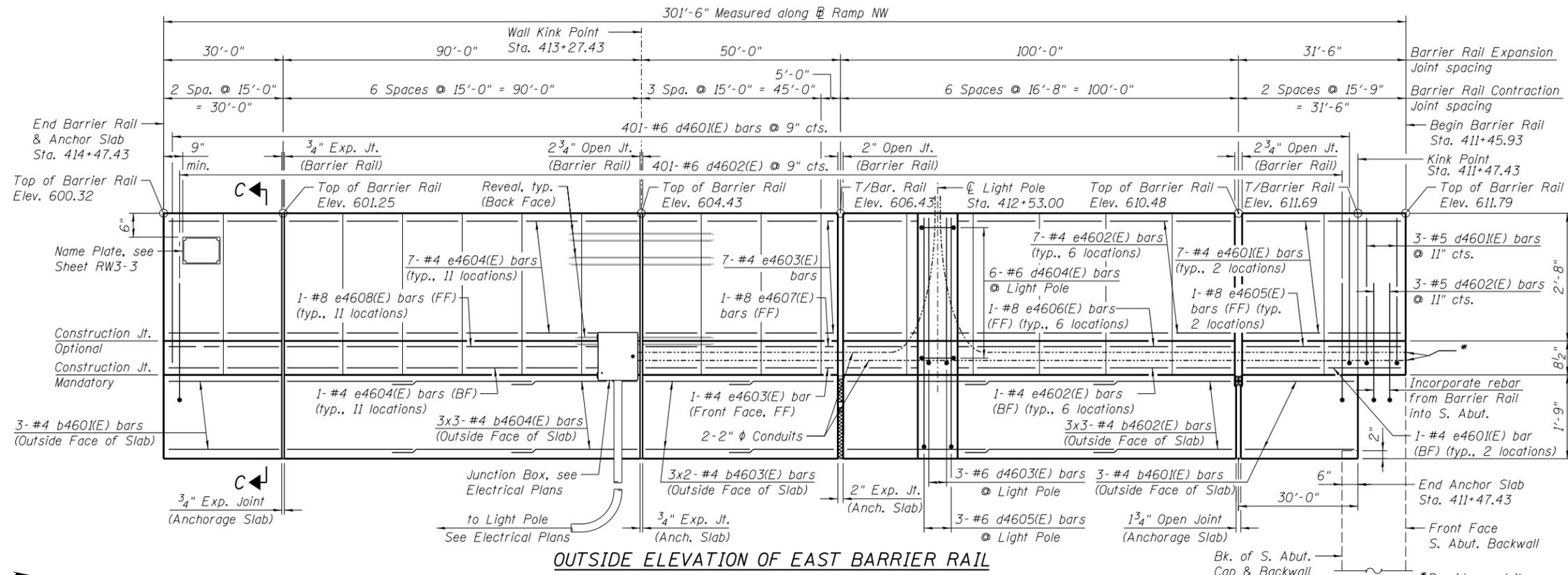
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PLOT SCALE =	DRAWN - PH	REVISED -
PLOT DATE = 11/20/2014	CHECKED - PK	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING STRUCTURAL REMOVAL - S.N. 016-0746
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 777
				CONTRACT NO. 60L70
ILLINOIS FED. AID PROJECT				

SHEET NO. RW3-6 OF RW3-14 SHEETS



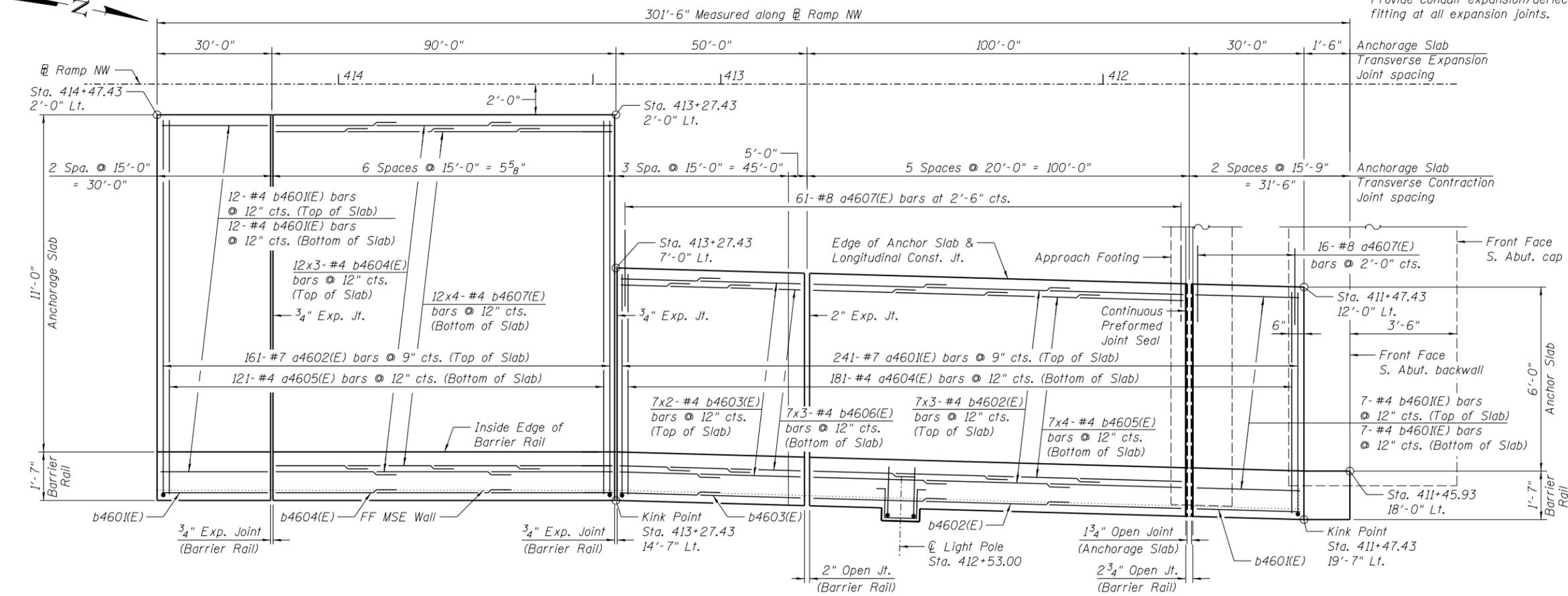
OUTSIDE ELEVATION OF EAST BARRIER RAIL

NOTES:

1. For Barrier Rail and Anchorage Slab Joint Details, Drainage Structure Opening details, & Section C-C see Sheet RW3-9.
2. For South Approach Slab Preformed Joint Seal details see Sheet S-100
3. Bars noted thus, 3x3-#4 indicates 3 lines of #4 bars with 3 lengths per line.
4. 2" min. clear cover typical unless noted otherwise.
5. Preformed Joint Seal and 2" Expansion Joint shall align with joints in Bridge Approach Slab (Sta. 411+77.43) and Bridge Approach Pavement Connector (PCC) (Sta. 412+77.43).
6. For South Abutment Plans see Sheets S-174 & S-175.
7. For lighting details see Electrical Plans.

MIN. BAR LAPS

- #4 bars = 2'-7"
- #6 bars = 3'-10"
- #8 bars = 6'-9"



PLAN - EAST BARRIER RAIL & ANCHORAGE SLAB

7_0160746_60L70_EBarrierRail.dgn



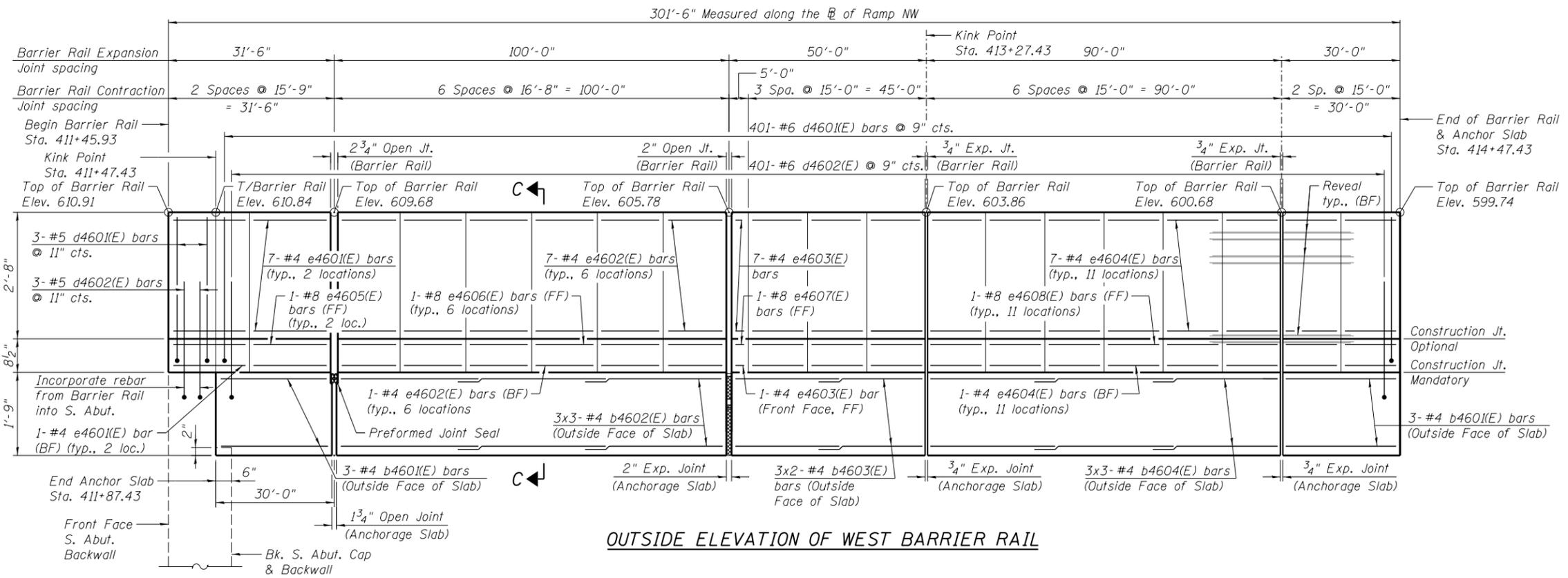
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PLOT SCALE =	CHECKED - ---	REVISED -
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	CHECKED - ---	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

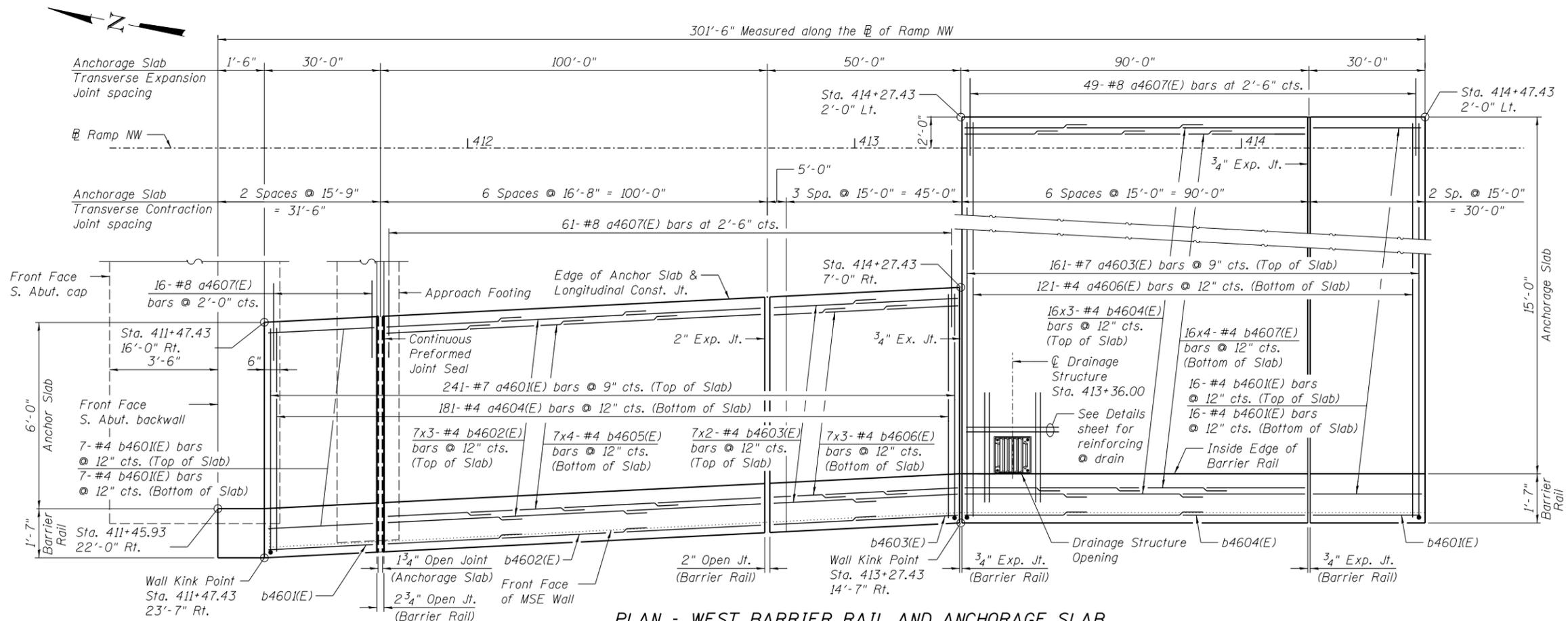
EAST BARRIER RAIL & ANCHORAGE SLAB - S.N. 016-0746
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. RW3-7 OF RW3-14 SHEETS

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 778
				CONTRACT NO. 60L70
ILLINOIS FED. AID PROJECT				



OUTSIDE ELEVATION OF WEST BARRIER RAIL



PLAN - WEST BARRIER RAIL AND ANCHORAGE SLAB

NOTES:

1. For Barrier Rail and Anchorage Slab Joint Details, Drainage Structure Opening details, & Section C-C see Sheet RW3-9.
2. For South Approach Slab Preformed Joint Seal details see Sheet S-100
3. Bars noted thus, 3x3-#4 indicates 3 lines of #4 bars with 3 lengths per line.
4. 2" min. clear cover typical unless noted otherwise.
5. Preformed Joint Seal and 2" Expansion Joint shall align with joints in Bridge Approach Slab (Sta. 411+77.43) and Bridge Approach Pavement Connector (PCC) (Sta. 412+77.43).
6. For South Abutment Plans see Sheets S-174 & S-175.
7. For catch basin size & type see Drainage Plans.

MIN. BAR LAPS
 #4 bars = 2'-7"
 #6 bars = 3'-10"
 #8 bars = 6'-9"

8_0160746_60L70_WBarrierRail.dgn



USER NAME = PHodina	DESIGNED - PH	REVISED -
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PLOT DATE = 11/20/2014	DRAWN - AMV	REVISED -
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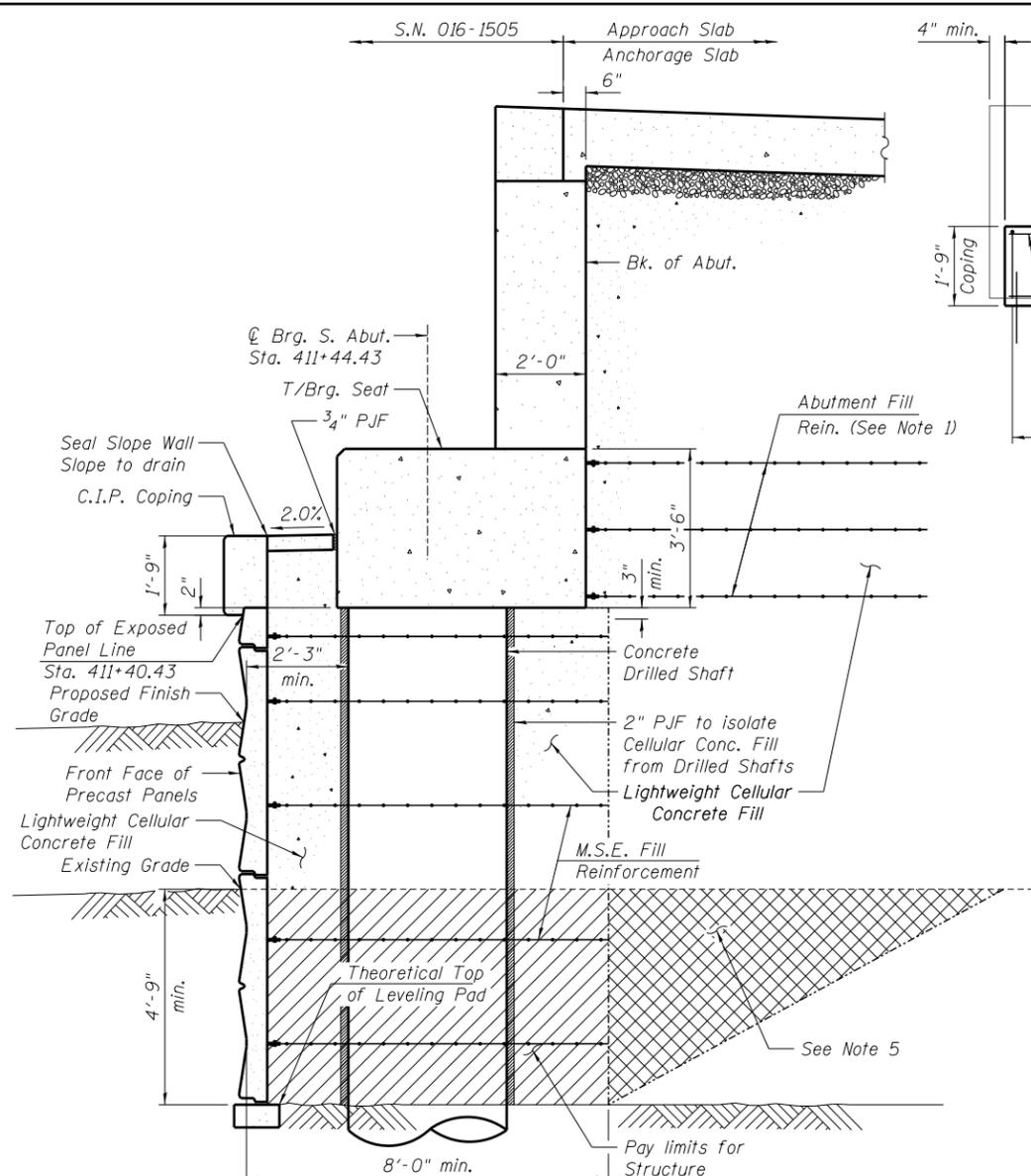
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WEST BARRIER RAIL & ANCHORAGE SLAB - S.N. 016-0746
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

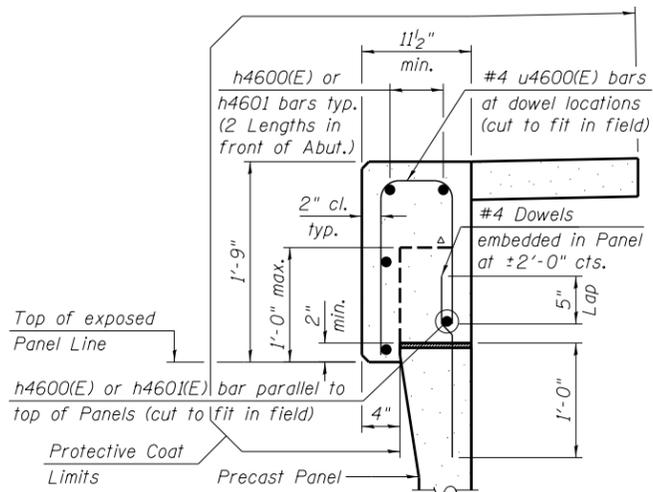
F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 779
				CONTRACT NO. 60L70

SHEET NO. RW3-8 OF RW3-14 SHEETS

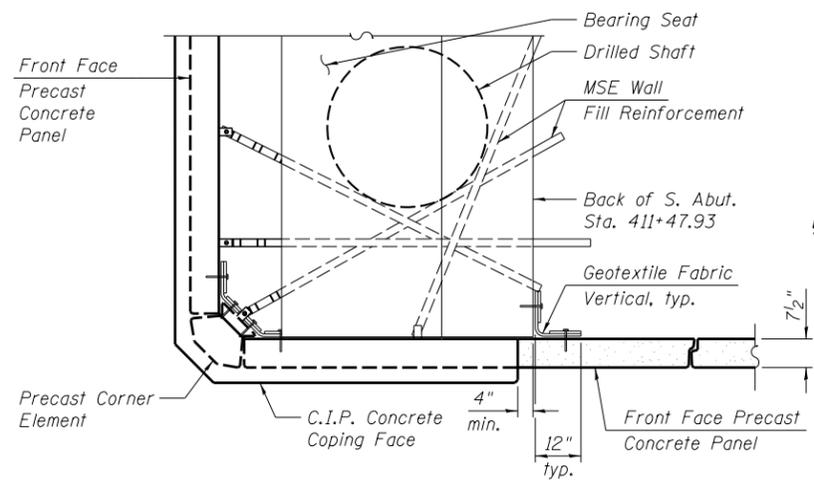
ILLINOIS FED. AID PROJECT



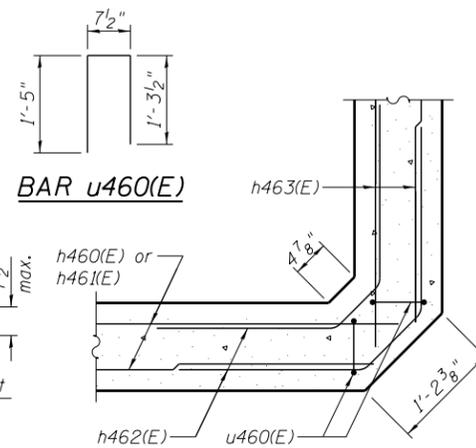
TYPICAL SECTION THRU ABUTMENT



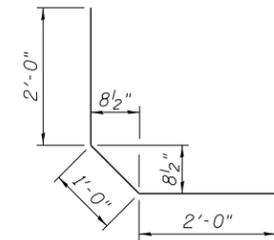
TYPICAL SECTION - ABUTMENT COPING



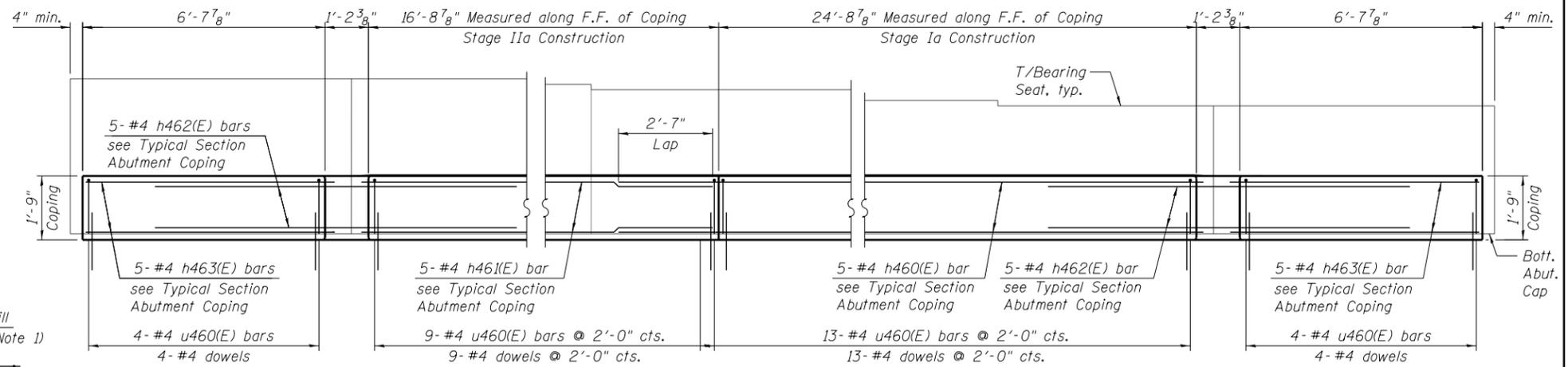
PLAN DETAIL: MSE WRAP AROUND ABUTMENT



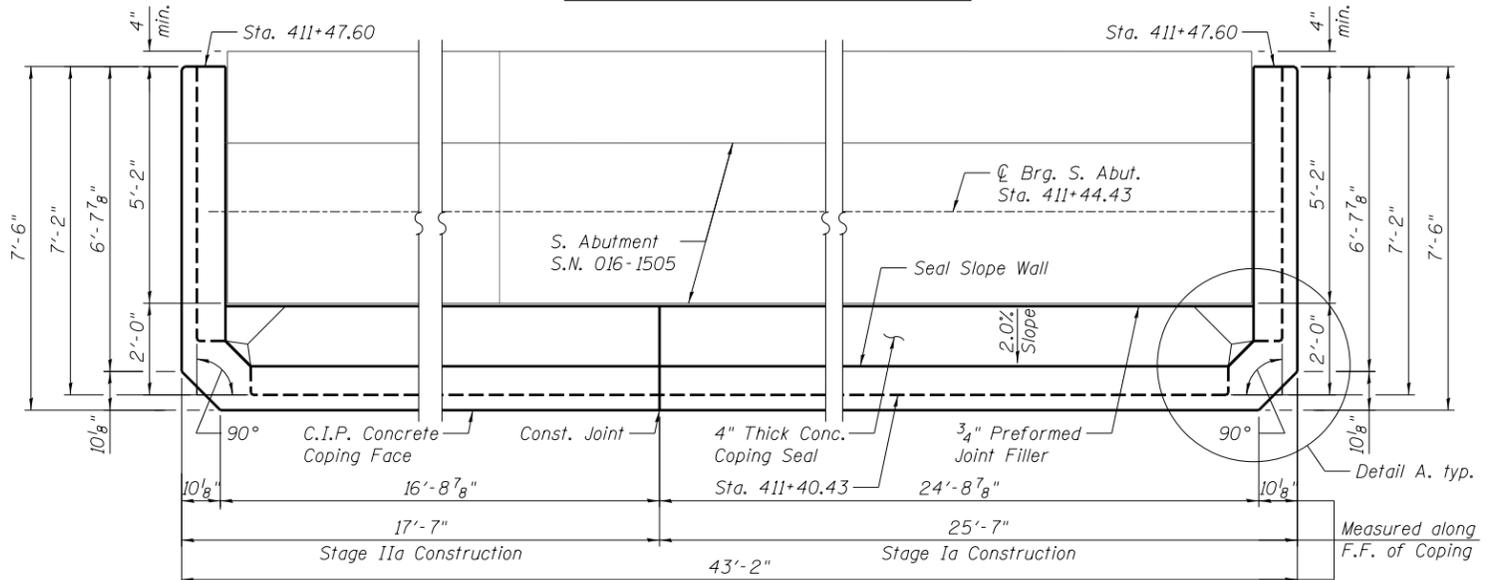
DETAIL A



BAR h462(E)



MSE WALL COPING ELEVATION



MSE WALL COPING PLAN

NOTES:

- The MSE wall supplier shall design the abutment fill reinforcement to resist a horizontal force of 3.98 k/ft of abutment. Cost included in cost of Mechanically Stabilized Earth Retaining Wall, Special.
- The costs of preformed joint filler, coping seal, cast-in-place concrete coping, geotextile fabric, reinforcement bars, and dowel bars are included in cost of "Mechanically Stabilized Earth Retaining Wall, Special".
- For S. Abutment, S.N. 016-1505, see Sheet S-174 thru S-175.
- The Contractor may substitute a precast coping at their own expense, the details of which must be included in the shop plans and approved by the Engineer.
- Overexcavation beyond limits of Structure Excavation shall not be measured for payment. Additional Lightweight Fill in overexcavation area also shall not be measured for payment.

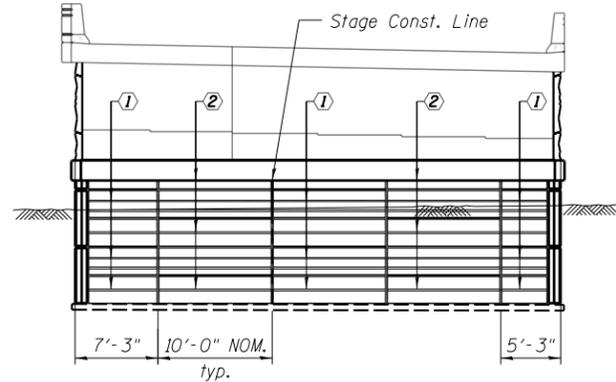
**MSE WALL COPING BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h460(E)	5	#4	28'-0"	—
h461(E)	5	#4	17'-0"	—
h462(E)	10	#4	5'-0"	✓
h463(E)	10	#4	6'-2"	—
u460(E)	30	#4	3'-4"	□

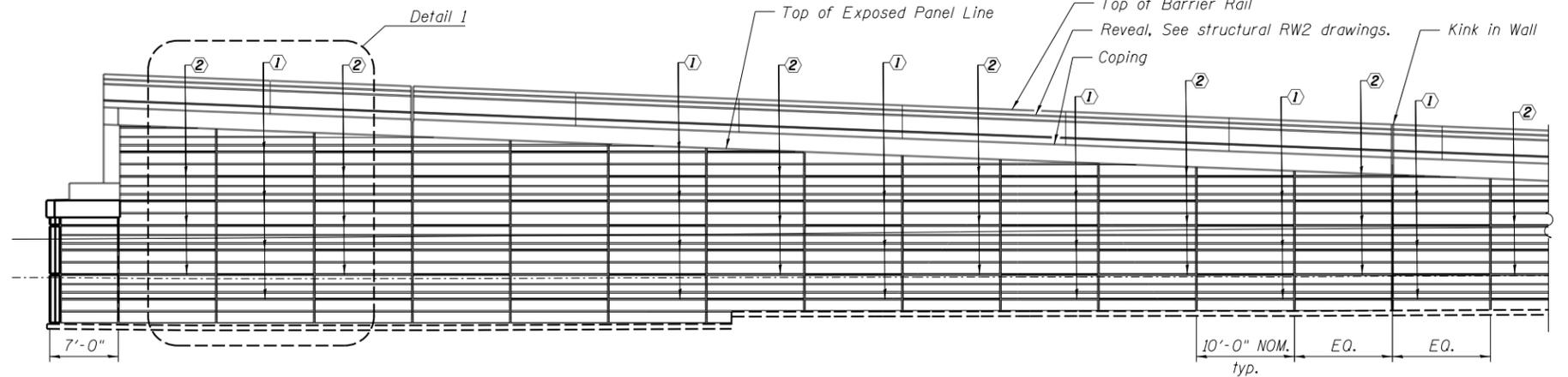
** For information only

MIN. BAR LAP #4 Bars - 2'-7"

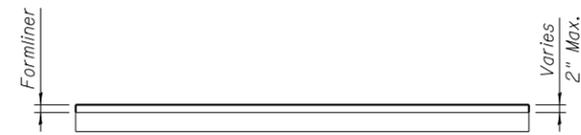
10-0160746-60L70-WrapAround.dgn



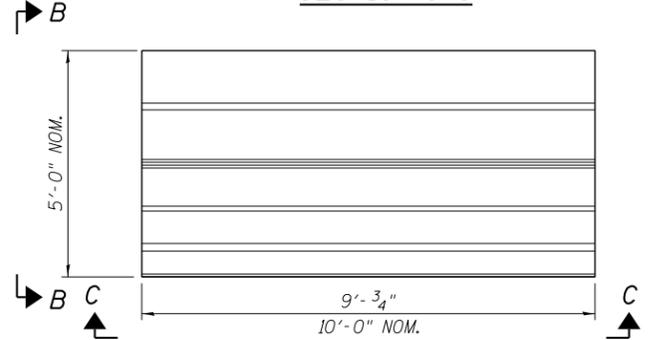
**NORTH FACE ELEVATION
PRECAST PANEL LAYOUT**



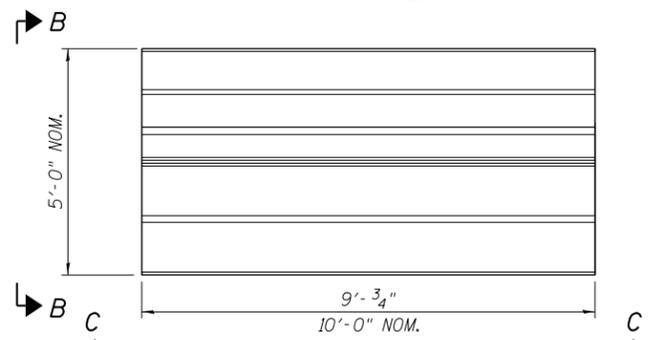
**PARTIAL EAST WALL REFLECTED ELEVATION - PRECAST PANEL LAYOUT
PARTIAL WEST WALL ELEVATION - TYP. PRECAST PANEL LAYOUT**



SECTION C-C

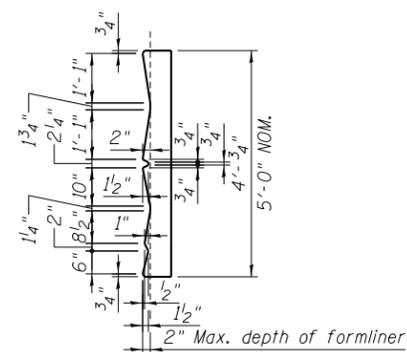


PANEL ①

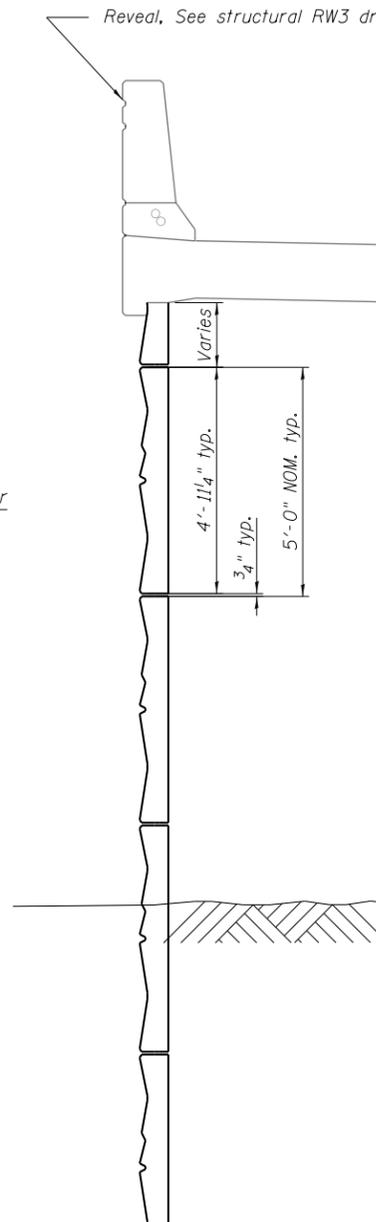
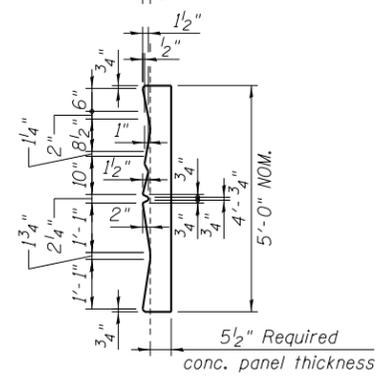


PANEL ②

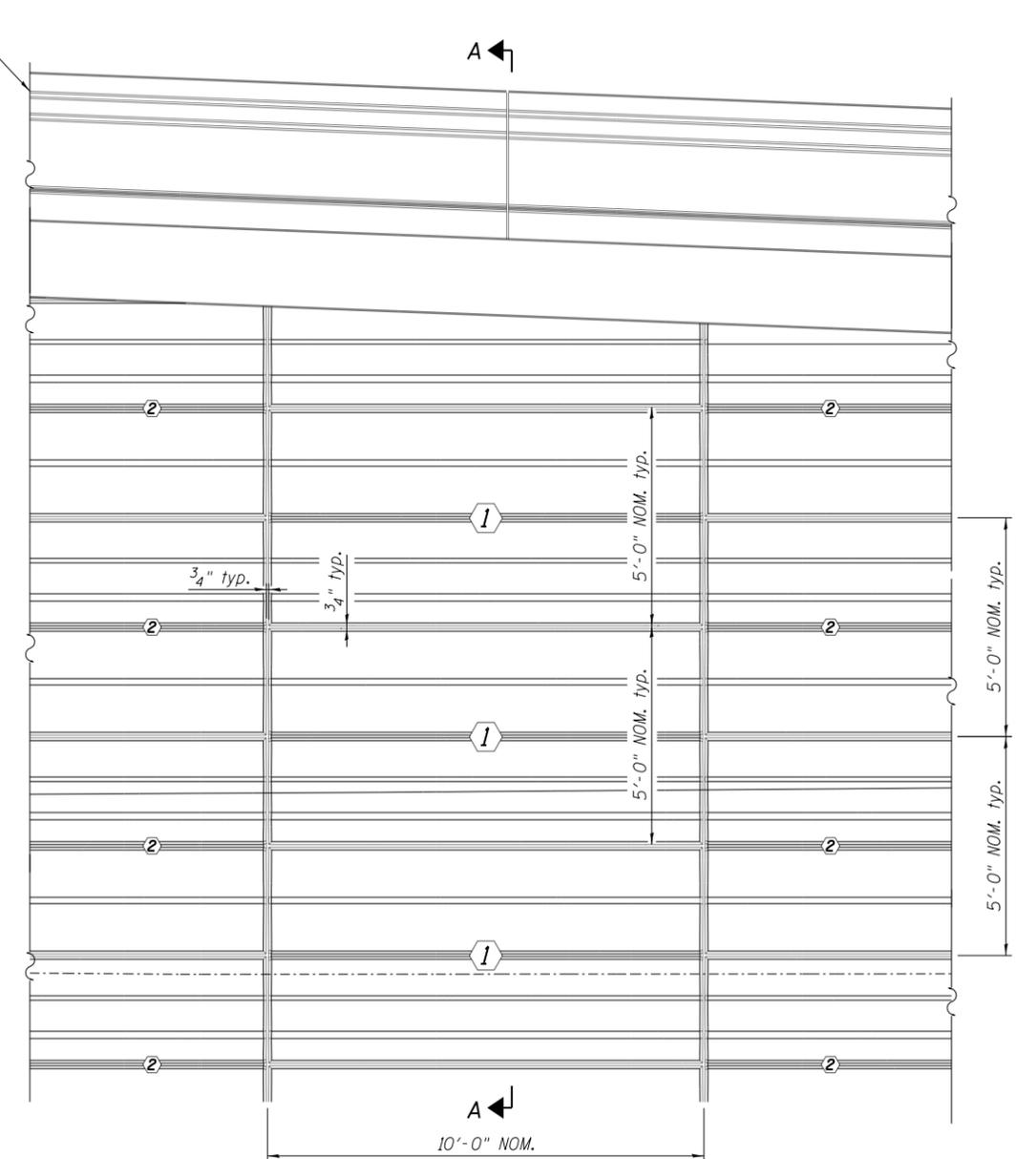
**CONCRETE PRECAST PANEL
ARCHITECTURAL TREATMENT - FORMLINER**



SECTION B-B



SECTION A-A



DETAIL 1

NOTES:

1. Formliner for precast panels will not be paid separately and will be included in the cost of the pay item "Mechanically Stabilized Earth Retaining Wall, Special".
2. Typical layout of precast panels and formliner details are shown on this drawing. For retaining walls dimensions see structural drawings.

11.0160746_60L TO_ArcnDetails-1.dgn



USER NAME = PHodina	DESIGNED - MR	REVISED -
PLOT SCALE =	CHECKED - PH	REVISED -
PLOT DATE = 11/20/2014	DRAWN - MR	REVISED -
	CHECKED - ME	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARCHITECTURAL DETAILS - S.N. 016-0746
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. RW3-11 OF RW3-14 SHEETS

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 782
				CONTRACT NO. 60L70
ILLINOIS FED. AID PROJECT				



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

Date 4/8/13

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-0746 & 016-0749 DRILLED BY STRATA - KOMEN

COUNTY COOK LOCATION CHICAGO, ILLINOIS

Table with columns for Boring No., Station, Offset, Surface Elev., Depth (DPTH), Blow Count (BLOW), Penetration Test (Qu), Water Content (W%), and Soil Description. Includes notes on fill materials and groundwater levels.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

Date 4/8/13

STRUCTURE NO. 016-0746 & 016-0749

ROUTE FAI 55

SECTION 2010-080-B

COUNTY COOK

Table with columns for Boring No., Station, Offset, Elevation, Depth (DPTH), Blow Count (BLOW), Penetration Test (Qu), Water Content (W%), and Soil Description. Includes notes on soil types like SILTY LOAM and CLAY.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE ROCK CORING LOG

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-0746 & 016-0749 DRILLED BY STRATA - KOMEN

COUNTY COOK

Boring No. STR-41 Core Type NX
Station 411+09.98 Core Diameter 2.16 in
Offset 53.78ft LT Core Length 15 ft

Surface Elev. 591.47 ft

Table with columns for Top Elev. (ft), Coring Notes and Rock Description, Core Run (#), Recovery (%), RQD (%), Core Interval (Min/ft), and Core Length (tsf). Includes a detailed log of rock coring from 516.97 ft to 501.97 ft.

Color pictures of the cores Yes - See Appendix

Cores will be stored for examination until Minimum 60 days

12-0160746_60L70_BOR1.dgn



Table with columns for USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, REVISED, and CHECKED.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING LOGS I - S.N. 016-0746 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. RW3-12 OF RW3-14 SHEETS

Table with columns for F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., and CONTRACT NO.

ILLINOIS FED. AID PROJECT



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

Date 4/3/13

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-0746 & 016-0749 DRILLED BY STRATA - FRANKS

COUNTY COOK LOCATION CHICAGO, ILLINOIS

Table with columns for Depth (ft), Blows (B), Penetration (P), Shear (S), and Soil Description. Includes data for TOPSOIL, various soil layers (e.g., Gray, saturated, very loose to medium dense SAND, SILT and CLAY), and SPT results.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

Date 4/3/13

STRUCTURE NO. 016-0746 & 016-0749

ROUTE FAI 55

SECTION 2010-080-B

COUNTY COOK

Table with columns for Depth (ft), Blows (B), Penetration (P), Shear (S), and Soil Description. Includes data for Gray, soft to medium SILTY CLAY, Gray, hard SILTY CLAY - gravel noted, and Apparent weathered BEDROCK.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE ROCK CORING LOG

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)

SECT. 2010-080-B STRUCT. NO. 016-0746 & 016-0749 DRILLED BY STRATA - FRANKS

COUNTY COOK

Boring No. STR-42 Core Type NX Station 412+37.23 Core Diameter 2.16 in Offset 7.91ft RT Core Length 15 ft

Surface Elev. 590.58 ft

Table with columns for Top Elev. (ft), Core Run (#), Recovery (%), RQD (%), CORE TIME (Min/ft), and COMP. STRNGTH (tsf). Includes a detailed description of the rock core: Gray, hard, horizontally fractured, occasional dipping fracture, vuggy, slightly weathered, poor, DOLOMITE.

Color pictures of the cores Yes - See Appendix

Cores will be stored for examination until Minimum 60 days

13_0160746_60L70_BOR2.dgn



Table with columns for USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, REVISED, and DRAWN.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING LOGS II - S.N. 016-0746 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. RW3-13 OF RW3-14 SHEETS

Table with columns for F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., and CONTRACT NO.

ILLINOIS FED. AID PROJECT



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

Date 4/19/13

ROUTE FAI 55 DESCRIPTION I-94 (DAN RYAN EXPRESSWAY) TO US 41 (LAKE SHORE DRIVE)
SECT. 2010-080-B STRUCT. NO. 016-0746 & 016-0749 DRILLED BY STRATA - ULLRICH
COUNTY COOK LOCATION CHICAGO, ILLINOIS

Table with columns: Boring No., Station, Offset, Surface Elev., Depth (DPTH), Blow Count (BLOW), Penetration Test (Qu), Shear (S), Penetration (P), Water Content (W), Soil Description, and Elevation. Includes soil descriptions like 'Black, brown and gray, moist to wet, medium dense to very loose BRICK, SAND, GRAVEL and CINDERS' and 'Gray, soft CLAY, SAND and SILT'.

SPT, (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet



STRUCTURE SOIL BORING LOG

AECOM PROJ NO. 60225454

Date 4/19/13

STRUCTURE NO. 016-0746 & 016-0749 STRUCTURE NO. 016-0746 & 016-0749
ROUTE FAI 55 ROUTE FAI 55
SECTION 2010-080-B SECTION 2010-080-B
COUNTY COOK COUNTY COOK

Table with columns: Boring No., Station, Offset, Surface Elev., Depth (DPTH), Blow Count (BLOW), Penetration Test (Qu), Shear (S), Penetration (P), Water Content (W), Soil Description, and Elevation. Includes soil descriptions like 'Dark gray, wet CLAY LOAM - trace shells' and 'Brown and gray, very stiff SILTY CLAY'.

SPT, (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet

14_0160746_60L70_BOR3.dgn



Table with columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, REVISED, and CHECKED.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING LOGS III - S.N. 016-0746 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. RW3-14 OF RW3-14 SHEETS

Table with columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., and CONTRACT NO.

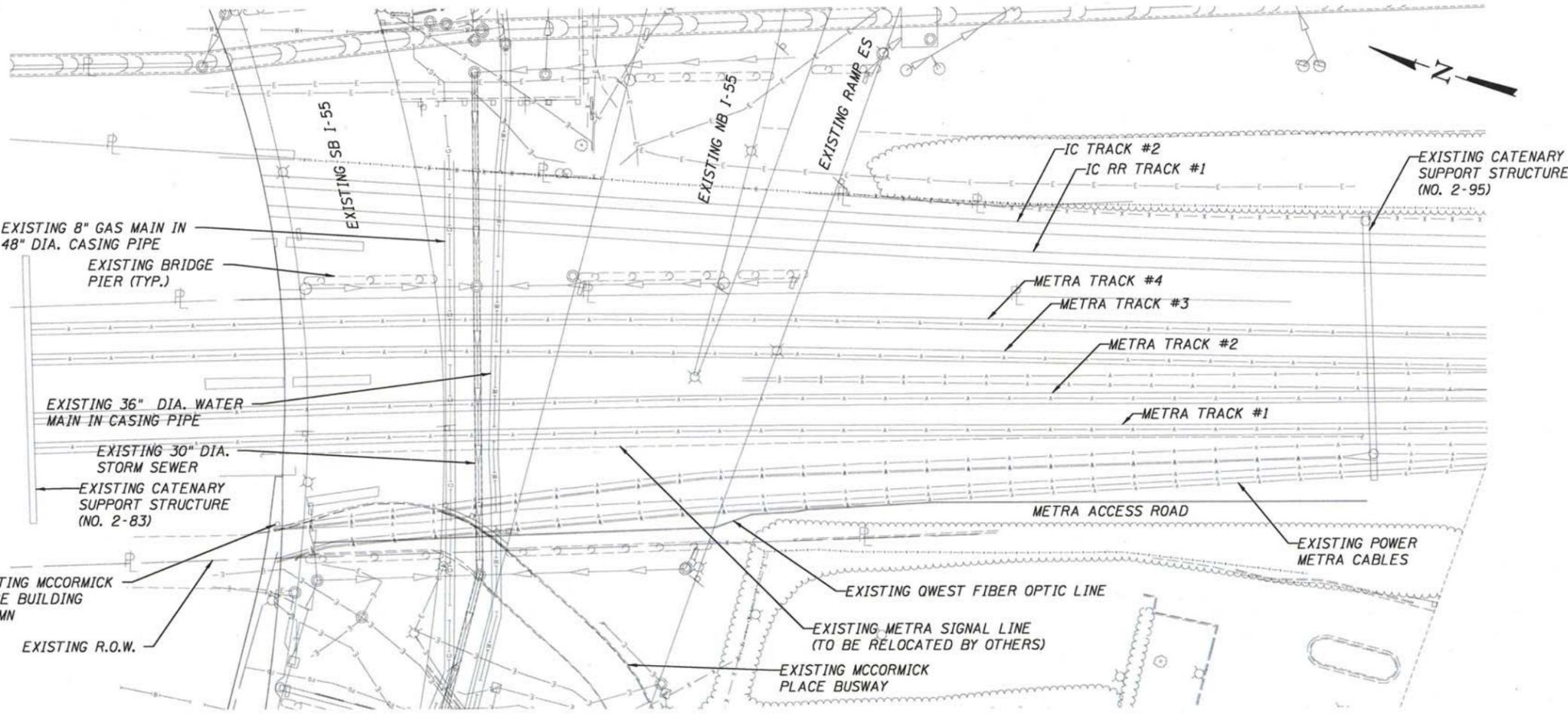
ILLINOIS FED. AID PROJECT

INDEX OF SHEETS

- ET-1 METRA CATENARY - EXISTING PLAN
- ET-2 METRA CATENARY - PROPOSED PLAN
- ET-3 EXISTING CATENARY WIRE PROFILE - METRA TRACK #1
- ET-4 PROPOSED CATENARY WIRE PROFILE - METRA TRACK #1
- ET-5 EXISTING CATENARY WIRE PROFILE - METRA TRACK #2
- ET-6 PROPOSED CATENARY WIRE PROFILE - METRA TRACK #2
- ET-7 EXISTING CATENARY WIRE PROFILE - METRA TRACK #3
- ET-8 PROPOSED CATENARY WIRE PROFILE - METRA TRACK #3
- ET-9 EXISTING CATENARY WIRE PROFILE - METRA TRACK #4
- ET-10 PROPOSED CATENARY WIRE PROFILE - METRA TRACK #4
- ET-11 CATENARY STRUCTURE P-1 ERECTION DIAGRAM
- ET-12 CATENARY STRUCTURE P-2 ERECTION DIAGRAM
- ET-13 CATENARY STRUCTURE P-3 ERECTION DIAGRAM
- ET-14 TYPICAL CATENARY SPAN & HANGER ARRANGEMENT
- ET-15 CATENARY HANGER DETAILS
- ET-16 CATENARY SUPPORT ASSEMBLIES - SHEET 1 OF 2
- ET-17 CATENARY SUPPORT ASSEMBLIES - SHEET 2 OF 2
- ET-18 AERIAL FEEDER TERMINATION ASSEMBLIES - SHEET 1 OF 1
- ET-19 AERIAL FEEDER CONDUIT DETAILS
- ET-20 CATENARY FOUNDATION DETAILS
- ET-21 CATENARY DOWN GUY DETAILS
- ET-22 CATENARY COLUMN DETAILS - P-1, P-2, P-3
- ET-23 CATENARY PORTAL BEAM DETAILS
- ET-24 CATENARY SAG BRACE DETAILS
- ET-25 METRA DUCTBANK LAYOUT PLAN
- ET-26 MANHOLE & DUCTBANK DETAILS

STRUCTURAL STEEL NOTES

1. STRUCTURAL STEEL SHALL CONFORM TO ASTM STANDARDS, DESIGNATION A992 GRADE 50 FOR ROLLED SHAPES, A36 FOR ALL OTHER SHAPES.
2. ALL NEW STEEL SHALL BE GALVANIZED, IN ACCORDANCE WITH ASTM A123 AND A153.
3. BOLTS SHALL BE 7/8" DIAMETER WITH 15/16" DIAMETER HOLES UNLESS OTHERWISE SPECIFIED ON THE PLANS.
4. ALL BEAM SPLICES TO BE SHOP BOLTED, WITH ONE SPLICE ONLY.
5. ALL BOLTS TO HAVE HEXAGONAL HEAD, NUT AND WASHER.
6. ALL CONNECTION BOLTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM STANDARDS, DESIGNATION A325 AND SHALL BE HOT DIPPED GALVANIZED.
7. STRUCTURAL MEMBERS AND CATENARY SUPPORT CLAMPS SHALL BE SHIPPED WITH ALL PARTS COMPLETELY ASSEMBLED.
8. ALL DIMENSIONS TO BE VERIFIED IN FIELD.
9. ALL GALVANIZED STEEL ITEMS CUT OR MODIFIED IN FIELD SHALL BE CLEANED WITH A WIRE BRUSH AND PAINTED WITH ONE BRUSH COAT OR TWO SPRAY COATS OF ZINC REPAIR MATERIAL IN THE AFFECTED AREAS.
10. STEEL DETAILING, FABRICATION AND ERECTION SHALL COMPLY WITH THE CURRENT AISC MANUAL.
11. ALL WELDS AND WELDING TO CONFORM WITH THE APPLICABLE REQUIREMENTS OF AWS D1.1 OF THE AMERICAN WELDING SOCIETY.
12. STEEL FABRICATION SHOULD NOT BEGIN BEFORE FIELD VERIFICATION OF ALL FOUNDATION LOCATIONS.
13. ALL FIELD WORK TO BE BOLTED, UNLESS OTHERWISE NOTED.



DRILLED SHAFT NOTES

1. CASINGS SHALL BE MARKED WITH THEIR IDENTIFYING STRUCTURE NUMBERS.
2. REBAR CAGES SHALL BE FULLY ASSEMBLED AND SHIPPED WITHIN THEIR RESPECTIVE CASING.
3. REBAR CAGE ASSEMBLY SHALL CONSIST OF TACK WELDING #4 CIRCULAR TIES TO #8 VERTICAL BARS AT THE FOUR QUADRANTS SHOWN PER THE CONTRACT DRAWINGS. THE REMAINDER OF THE ASSEMBLY SHALL BE TIE WIRED AT A MINIMUM OF TWO STRAPS PER CONNECTION.
4. FOUNDATION ANCHOR RODS SHALL BE SHIPPED ON A SEPARATE SKID FOR EACH FOUNDATION LOCATION.
5. FOUNDATION ANCHOR RODS SHALL BE SHIPPED WITH THREAD PROTECTORS.
6. FOUNDATION ANCHOR RODS SHALL BE FULLY HOT DIPPED GALVANIZED ALONG WITH ALL ASSOCIATED NUTS, WASHERS AND EMBEDMENT ASSEMBLIES.

CONCRETE NOTES

1. CONCRETE COMPRESSIVE STRENGTH SHALL BE 4000 PSI AT 28 DAYS.
2. ALL CONCRETE WORK SHALL CONFORM TO THE LATEST EDITION OF ACI 301 AND ACI 318.
3. REINFORCING STEEL WILL BE ASTM A-615, GRADE 60.
4. CHAMFER ALL EXPOSED EDGES 1 INCH UNLESS OTHERWISE NOTED.
5. CONTRACTOR TO DRILL ALL HOLES IN CONCRETE AS REQUIRED.



GENERAL NOTES

1. WORKMANSHIP WILL CONFORM TO CURRENT APPLICABLE METRA AND AREMA SPECIFICATIONS.
2. WHEREVER A MANUFACTURED ITEM IS LISTED ON THE DRAWINGS, AN APPROVED EQUAL IS ACCEPTABLE.
3. PRIOR TO CONSTRUCTION/FABRICATION, METRA TO REVIEW ALL WORK SCHEDULES, WORK PLANS, SHOP DRAWINGS, MATERIAL SUBMITTALS AND ALL DOCUMENTS RELATED TO WORK OVER/ON METRA PROPERTY.
4. PROTECTIVE RUBBER HOSES TO BE PROVIDED AND INSTALLED BY METRA ON ALL CATENARY WIRES SPANNING UNDER EXISTING I-55 STRUCTURES. CONTRACTOR TO COORDINATE WITH METRA ON LIMITS. NO BRIDGE DEMOLITION WORK TO BE COMPLETED UNTIL PROTECTIVE HOSES ARE INSTALLED.



Dipal P. Vmawala 12/19/14
DIPAL P. VMAWALA, S.E. DATE
 LICENSE EXPIRES 11/30/2016
 SHEET RANGE 785A, 785B, 785C-785M, 785Q, 785T-785X



William D. Stermer 12/19/2014
WILLIAM D. STERMER, P.E. DATE
 LICENSE EXPIRES 11/30/2015
 SHEET RANGE 785A, 785B, 785C-785J, 785N-785P, 785R, 785S, 785Y, 785Z

ET-1.dgn

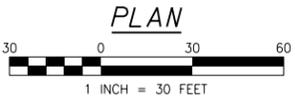
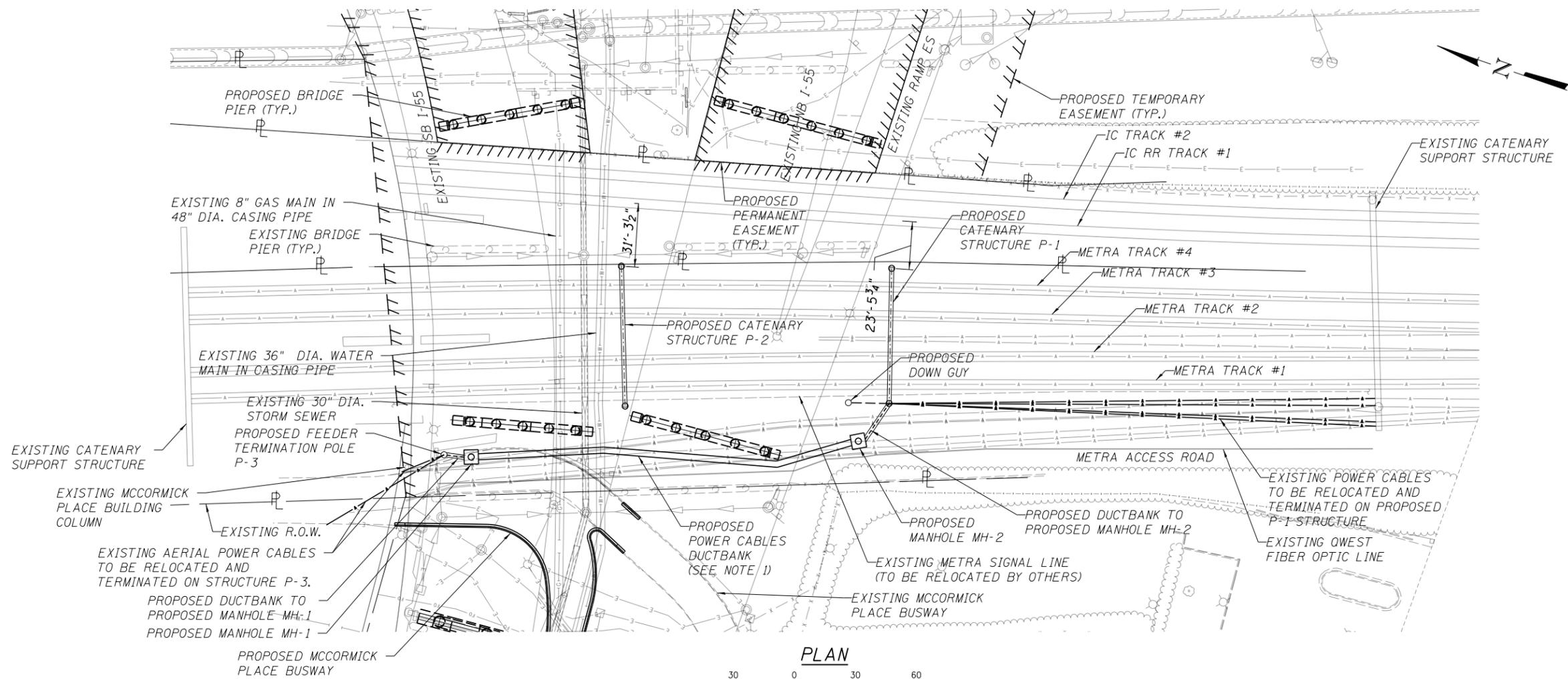


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	CHECKED - RG	REVISED -
PLOT SCALE =	DRAWN - JE	REVISED -
PLOT DATE = 12/19/14	CHECKED - RG	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**METRA CATENARY - EXISTING PLAN
 I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**
 SHEET NO. ET-1 OF ET-26 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	785A
				CONTRACT NO. 60L70
ILLINOIS FED. AID PROJECT				

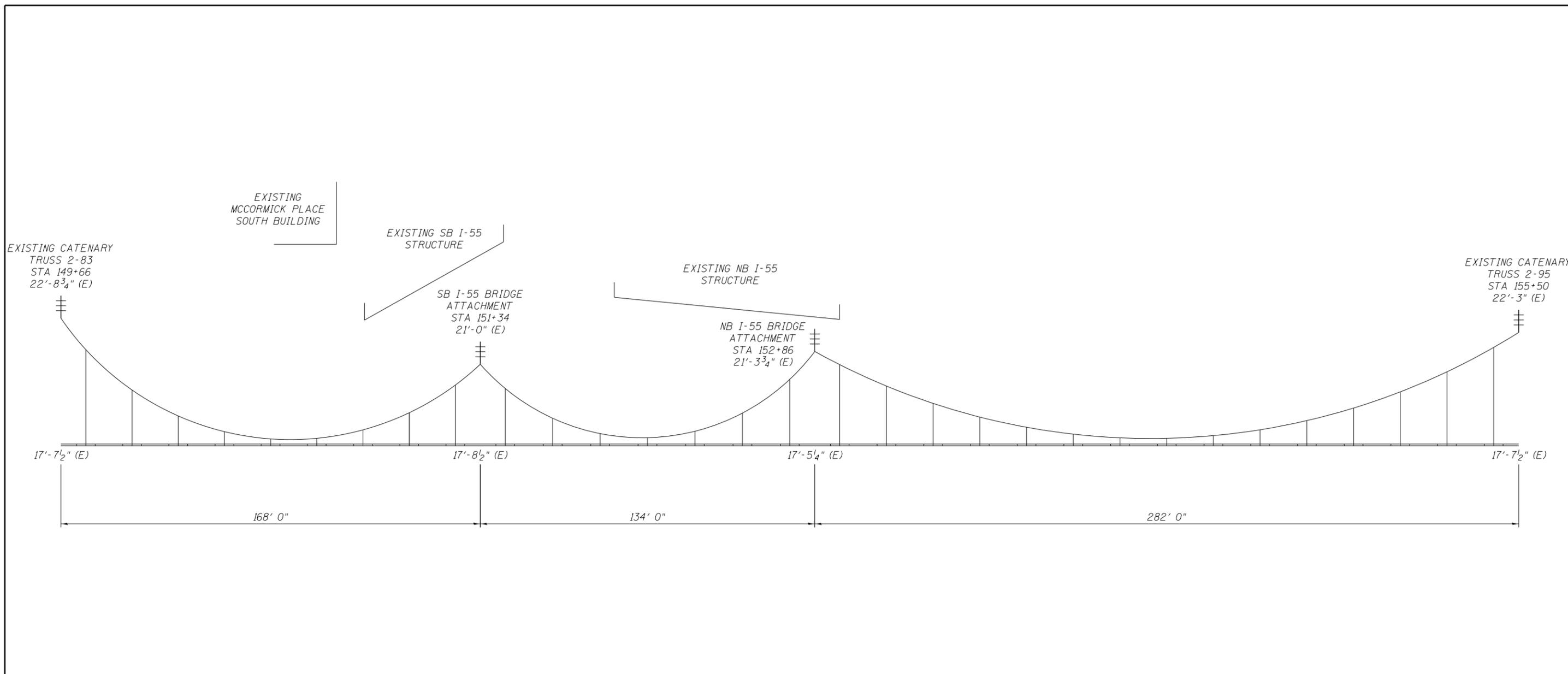


SUMMARY OF QUANTITIES FOR CATENARY STRUCTURES		
PAY ITEM	UNIT	QTY.
CONDUIT ATTACHED TO STRUCTURE, 6" DIA., PVC COATED GALVANIZED STEEL	FOOT	270
ELECTRIC CABLE IN CONDUIT, COMMUNICATION	FOOT	325
ELECTRIC CABLE IN CONDUIT, 15KV (EPR TYPE MV-105), 1/C 500 MCM	FOOT	1300
ELECTRIC CABLE IN CONDUIT, 15KV (EPR TYPE MV-105), 1/C 1000 MCM	FOOT	2600
REMOVE EXISTING CATENARY SUPPORT SYSTEM COMPLETE	EACH	1
CONDUIT ENCASED, REINFORCED CONCRETE, 6" DIA., PVC 4 WIDE X 2 HIGH	FOOT	220
REMOVE EXISTING CABLE	FOOT	2400
MANHOLE, METRA SPECIAL	EACH	2
DRILLED SHAFT IN SOIL	CU YD	43
REINFORCEMENT BARS	POUND	6000
PERMANENT CASING	FOOT	104
CATENARY SUPPORT STRUCTURE, P-1	EACH	1
CATENARY SUPPORT STRUCTURE, P-2	EACH	1
CATENARY SUPPORT STRUCTURE, P-3	EACH	1

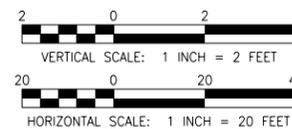
DIVISION OF WORK				
RELATED DRAWINGS (ET-)	DESCRIPTION	MATERIAL	FABRICATE	INSTALL
ET-11 TO ET-13 ET-20 TO ET-24	INSTALL FOUNDATIONS, STRUCTURAL STEEL AND SMALL STEEL PARTS	C	C	C
ET-20	GROUND AND BOND CATENARY STRUCTURES	R	R	R
ET-16	INSTALL CATENARY HARDWARE	R	R	R
ET-17	INSTALL CATENARY BRACKETS	C	C	C
ET-3 TO ET-10 ET-14, ET-15	TRANSFER CATENARY AND UTILITY WIRES FROM EXISTING I-55 BRIDGES TO NEW CATENARY STRUCTURES AND REPROFILE CATENARY	R	R	R
ET-25, ET-26	CONSTRUCT SIGNAL WIRE DUCTBANK AND MANHOLES AND INSTALL NEW POWER CABLES IN DUCTBANK	C	C	C
ET-18, ET-19	CONNECT AERIAL POWER CABLES TO DUCTBANK POWER CABLES	C	C	R

C- CONTRACTOR R- RAILROAD

NOTE:
1. METRA TO COMPLETE ALL CONNECTIONS TO EXISTING SYSTEM.



EXISTING CATENARY WIRE PROFILE - METRA TRACK #1



NOTES:

1. ATTACHMENTS AND WIRE HEIGHTS SHOWN ARE MEASURED FROM TOP OF RAIL.
2. METRA TO PERFORM WORK SHOWN ON THIS SHEET REGARDING THE REPROFILING OF CATENARY WIRES.

ET-3.dgn



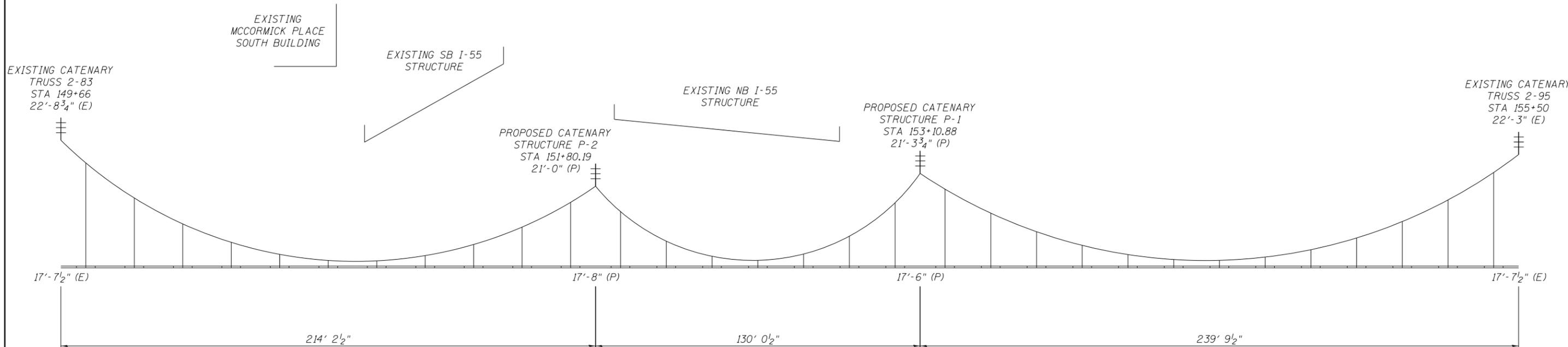
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PLOT SCALE =	DRAWN - JE	REVISED -
PLOT DATE = 11/20/2014	CHECKED - RG	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

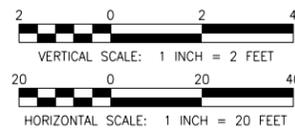
**METRA CATENARY PROFILE WIRE #1 - EXISTING
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. ET-3 OF ET-26 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	785C
			CONTRACT NO. 60L70	
ILLINOIS FED. AID PROJECT				



PROPOSED CATENARY WIRE PROFILE - METRA TRACK #1



STR 1	STR 2	HANGER SPACING ALONG SPAN (FT) AND LENGTHS (FT-IN)												
		H1	H2	H3	H4	H5	H6	H7	H8	H9	H10	H11	H12	
TRUSS 2-95	P-1	DISTANCE	9.99	29.97	49.96	69.94	89.92	109.90	129.89	149.87	169.85	189.84	209.82	229.80
		TYPE												
		LENGTH	4'-1 1/4"	3'-2 1/2"	2'-5 1/2"	1'-10 3/4"	1'-5 3/4"	1'-3"	1'-2 1/4"	1'-3 1/2"	1'-6 1/2"	1'-11 3/4"	2'-7"	3'-4 1/4"

STR 1	STR 2	HANGER SPACING ALONG SPAN (FT) AND LENGTHS (FT-IN)												
		H1	H2	H3	H4	H5	H6	H7	H8	H9	H10	H11	H12	
P-1	P-2	DISTANCE	9.29	27.87	46.44	65.02	83.60	102.18	120.75					
		TYPE												
		LENGTH	3'-6 1/2"	3'-1 1/4"	2'-9 3/4"	2'-8"	2'-8"	2'-9 3/4"	3'-1 1/4"					

STR 1	STR 2	HANGER SPACING ALONG SPAN (FT) AND LENGTHS (FT-IN)												
		H1	H2	H3	H4	H5	H6	H7	H8	H9	H10	H11	H12	
P-2	TRUSS 2-83	DISTANCE	9.74	29.21	48.68	68.15	87.63	107.10	126.58	146.05	165.52	185.00	204.47	
		TYPE												
		LENGTH	2'-11 1/2"	2'-5"	2'-0 1/4"	1'-9 1/4"	1'-8 1/2"	1'-9 1/2"	2'-0 1/4"	2'-5 1/4"	3'-0"	3'-8 1/2"	4'-7"	

NOTES:

- ATTACHMENTS AND WIRE HEIGHTS SHOWN ARE MEASURED FROM TOP OF RAIL.
- METRA TO PERFORM WORK SHOWN ON THIS SHEET REGARDING THE REPROFILING OF CATENARY WIRES.

ET-4.dgn



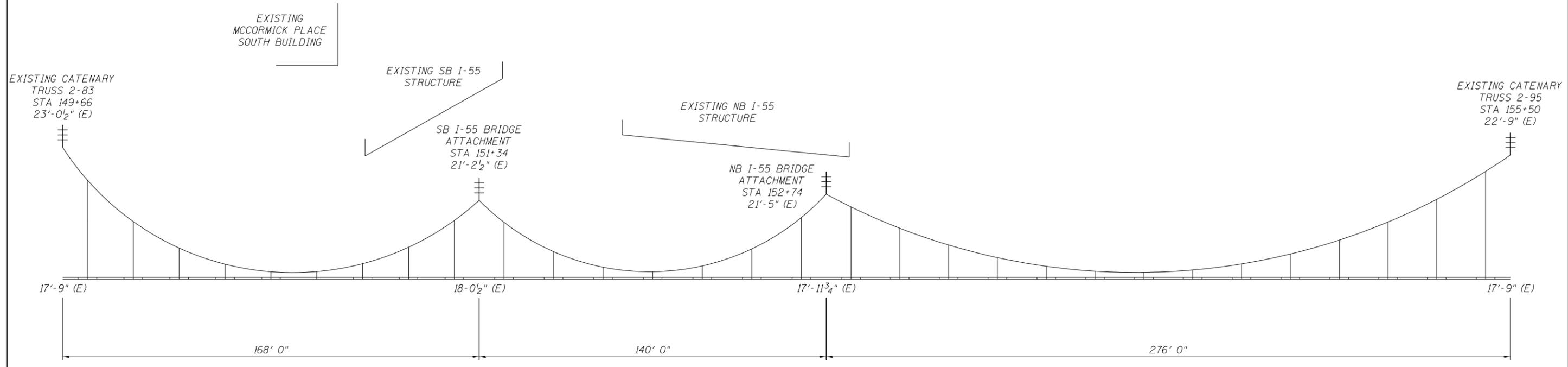
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	CHECKED - RG	REVISED -
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PLOT DATE = 12/5/14	CHECKED - RG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

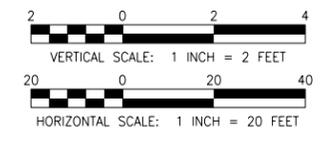
METRA CATENARY PROFILE WIRE #1 - PROPOSED
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. ET-4 OF ET-26 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	785D
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	



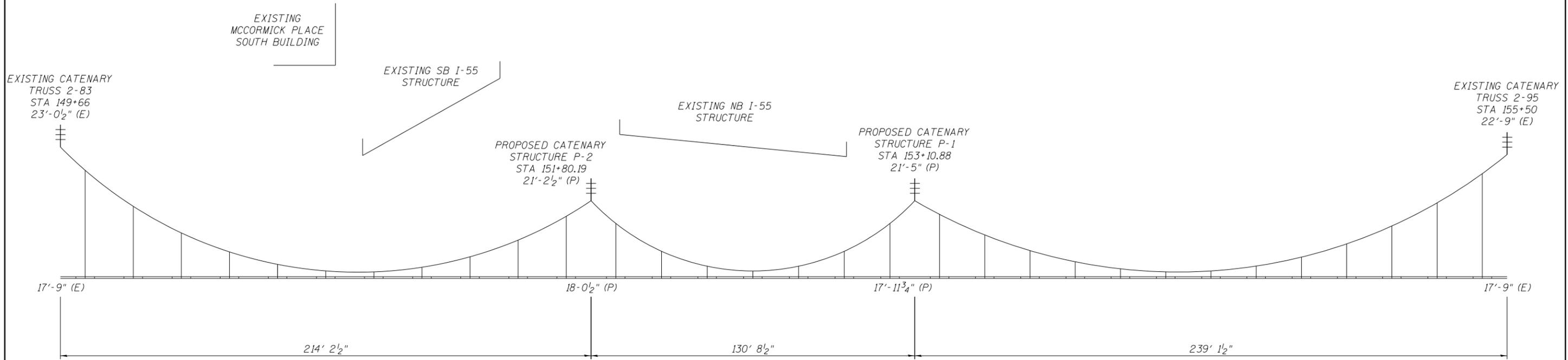
EXISTING CATENARY WIRE PROFILE - METRA TRACK #2



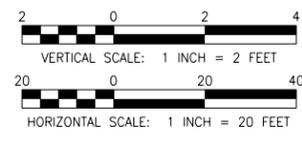
- NOTES:**
- ATTACHMENTS AND WIRE HEIGHTS SHOWN ARE MEASURED FROM TOP OF RAIL.
 - METRA TO PERFORM WORK SHOWN ON THIS SHEET REGARDING THE REPROFILING OF CATENARY WIRES.

	USER NAME = edwardsjo	DESIGNED - MM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	METRA CATENARY PROFILE WIRE #2 - EXISTING I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)	F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 785E	
	PLOT SCALE =	DRAWN - JE	REVISED -			CONTRACT NO. 60L70					
	PLOT DATE = 11/20/2014	CHECKED - RG	REVISED -			SHEET NO. ET-5 OF ET-26 SHEETS					
							ILLINOIS FED. AID PROJECT				

ET-5.dgn



PROPOSED CATENARY WIRE PROFILE - METRA TRACK #2

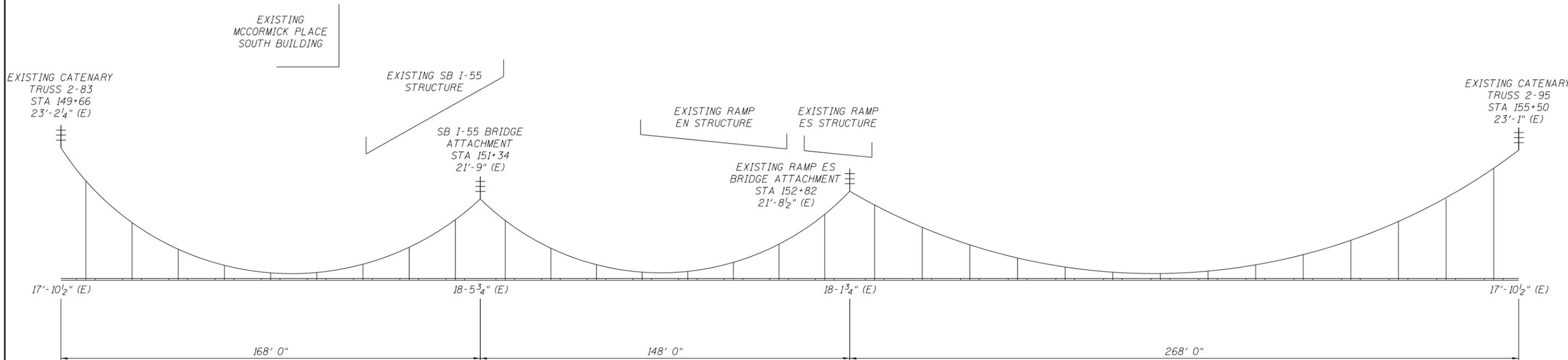


STR 1	STR 2	HANGER SPACING ALONG SPAN (FT) AND LENGTHS (FT-IN)												
		H1	H2	H3	H4	H5	H6	H7	H8	H9	H10	H11	H12	
TRUSS 2-95	P-1	DISTANCE	9.96	29.89	49.82	69.74	89.67	109.60	129.53	149.45	169.38	189.31	209.23	229.16
		TYPE												
		LENGTH	4'-5 1/4"	3'-5 3/4"	2'-8 1/4"	2'-0 1/2"	1'-7"	1'-3 1/2"	1'-2"	1'-2 1/4"	1'-4 3/4"	1'-9 1/4"	2'-3 3/4"	3'-0 1/4"

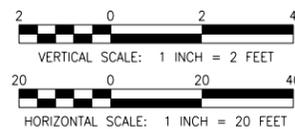
STR 1	STR 2	HANGER SPACING ALONG SPAN (FT) AND LENGTHS (FT-IN)											
		H1	H2	H3	H4	H5	H6	H7	H8	H9	H10	H11	H12
P-1	P-2	DISTANCE	9.34	28.01	46.68	65.35	84.03	102.70	121.37				
		TYPE											
		LENGTH	3'-2"	2'-9 1/4"	2'-6"	2'-4 3/4"	2'-5 1/4"	2'-7 1/4"	2'-11 1/4"				

STR 1	STR 2	HANGER SPACING ALONG SPAN (FT) AND LENGTHS (FT-IN)											
		H1	H2	H3	H4	H5	H6	H7	H8	H9	H10	H11	H12
P-2	TRUSS 2-83	DISTANCE	9.74	29.21	48.68	68.16	87.63	107.10	126.58	146.05	165.52	185.00	204.47
		TYPE											
		LENGTH	2'-10"	2'-3 3/4"	1'-11 1/2"	1'-9"	1'-8 1/2"	1'-9 3/4"	2'-1"	2'-6 1/4"	3'-1 1/2"	3'-10 1/2"	4'-9 1/2"

- NOTES:**
- ATTACHMENTS AND WIRE HEIGHTS SHOWN ARE MEASURED FROM TOP OF RAIL.
 - METRA TO PERFORM WORK SHOWN ON THIS SHEET REGARDING THE REPROFILING OF CATENARY WIRES.



EXISTING CATENARY WIRE PROFILE - METRA TRACK #3



NOTES:

1. ATTACHMENTS AND WIRE HEIGHTS SHOWN ARE MEASURED FROM TOP OF RAIL.
2. METRA TO PERFORM WORK SHOWN ON THIS SHEET REGARDING THE REPROFILING OF CATENARY WIRES.

ET-7.dgn



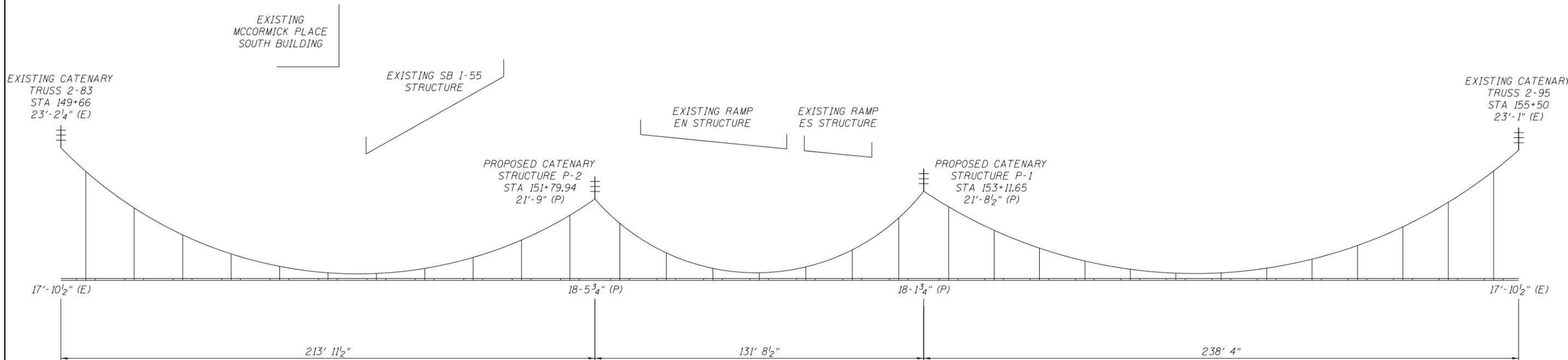
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PLOT DATE = 11/20/2014	CHECKED - RG	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

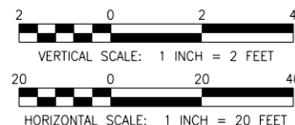
**METRA CATENARY PROFILE WIRE #3 - EXISTING
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. ET-7 OF ET-26 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	785G
CONTRACT NO. 60L70				
ILLINOIS FED. AID PROJECT				



PROPOSED CATENARY WIRE PROFILE - METRA TRACK #3



STR 1	STR 2	HANGER SPACING ALONG SPAN (FT) AND LENGTHS (FT-IN)												
		H1	H2	H3	H4	H5	H6	H7	H8	H9	H10	H11	H12	
TRUSS 2-95	P-1	DISTANCE	9.93	29.79	49.65	69.51	89.37	109.24	129.10	148.96	168.82	188.68	208.54	228.40
		TYPE												
		LENGTH	4'-7 3/4"	3'-8 1/4"	2'-10 1/2"	2'-3"	1'-9 1/4"	1'-5 3/4"	1'-4"	1'-4 1/4"	1'-6 3/4"	1'-11"	2'-5 1/4"	3'-1 1/2"

STR 1	STR 2	HANGER SPACING ALONG SPAN (FT) AND LENGTHS (FT-IN)												
		H1	H2	H3	H4	H5	H6	H7	H8	H9	H10	H11	H12	
P-1	P-2	DISTANCE	9.41	28.22	47.04	65.85	84.67	103.48	122.30					
		TYPE												
		LENGTH	3'-3 1/4"	2'-10 1/2"	2'-7 1/4"	2'-5 3/4"	2'-6 1/4"	2'-8 1/2"	3'-0 1/4"					

STR 1	STR 2	HANGER SPACING ALONG SPAN (FT) AND LENGTHS (FT-IN)												
		H1	H2	H3	H4	H5	H6	H7	H8	H9	H10	H11	H12	
P-2	TRUSS 2-83	DISTANCE	9.73	29.18	48.63	68.08	87.53	106.98	126.43	145.88	165.33	184.78	204.23	
		TYPE												
		LENGTH	2'-11"	2'-4 3/4"	2'-0 1/4"	1'-9 3/4"	1'-9"	1'-10 1/4"	2'-1 1/2"	2'-6 3/4"	3'-1 3/4"	3'-10 1/2"	4'-9 1/4"	

NOTES:

- ATTACHMENTS AND WIRE HEIGHTS SHOWN ARE MEASURED FROM TOP OF RAIL.
- METRA TO PERFORM WORK SHOWN ON THIS SHEET REGARDING THE REPROFILING OF CATENARY WIRES.

ET-8.dgn



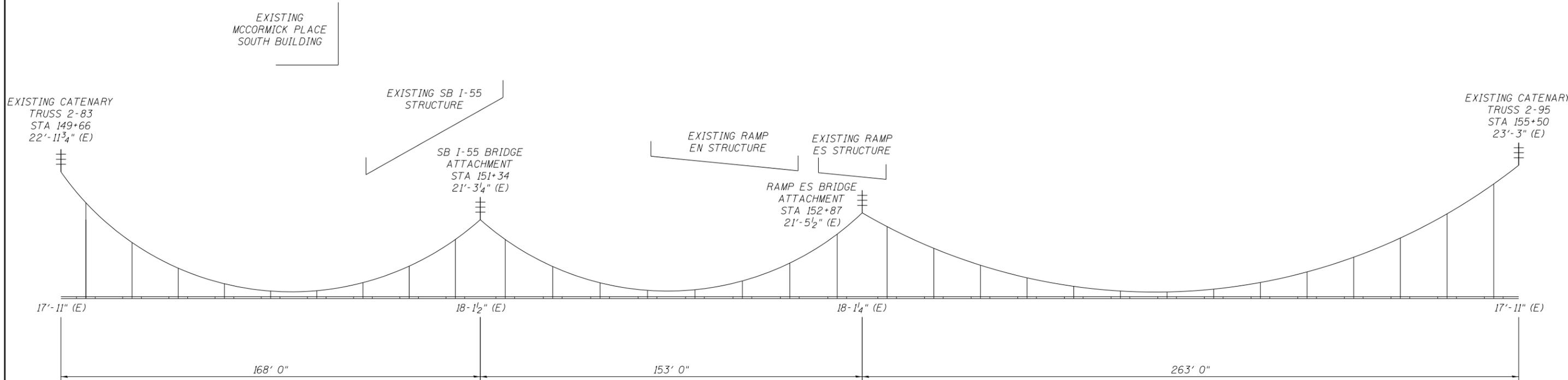
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

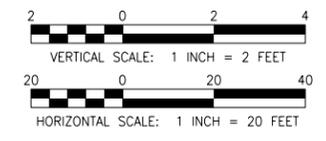
METRA CATENARY PROFILE WIRE #3 - PROPOSED
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. ET-8 OF ET-26 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	785H
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	



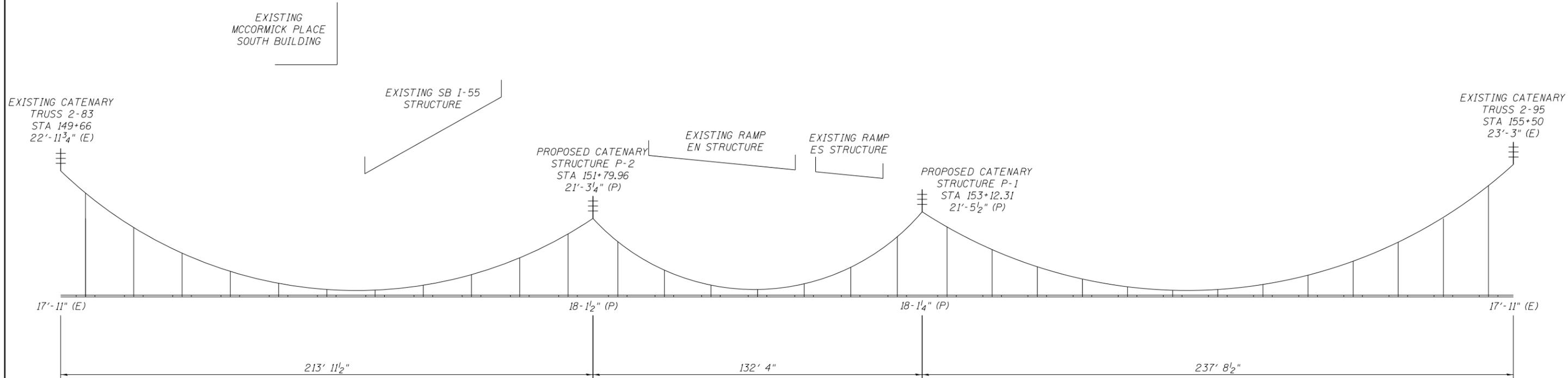
EXISTING CATENARY WIRE PROFILE - METRA TRACK #4



- NOTES:**
- ATTACHMENTS AND WIRE HEIGHTS SHOWN ARE MEASURED FROM TOP OF RAIL.
 - METRA TO PERFORM WORK SHOWN ON THIS SHEET REGARDING THE REPROFILING OF CATENARY WIRES.

	USER NAME = edwardsjo	DESIGNED - MM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	METRA CATENARY PROFILE WIRE #4 - EXISTING I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)	F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 7851	
	PLOT SCALE =	DRAWN - JE	REVISED -			CONTRACT NO. 60L70					
	PLOT DATE = 11/20/2014	CHECKED - RG	REVISED -			SHEET NO. ET-9 OF ET-26 SHEETS					
ILLINOIS FED. AID PROJECT											

ET-9.dgn



PROPOSED CATENARY WIRE PROFILE - METRA TRACK #4



STR 1	STR 2	HANGER SPACING ALONG SPAN (FT) AND LENGTHS (FT-IN)												
		H1	H2	H3	H4	H5	H6	H7	H8	H9	H10	H11	H12	
TRUSS 2-95	P-1	DISTANCE	9.90	29.71	49.52	69.33	89.14	108.95	128.76	148.57	168.38	188.19	207.99	227.80
		TYPE												
		LENGTH	4'-9 1/4"	3'-9 1/4"	2'-11 1/2"	2'-3 1/2"	1'-9 1/2"	1'-5 1/2"	1'-3 1/2"	1'-3 1/2"	1'-5 1/2"	1'-9 1/2"	2'-3 1/2"	2'-11 1/2"

STR 1	STR 2	HANGER SPACING ALONG SPAN (FT) AND LENGTHS (FT-IN)												
		H1	H2	H3	H4	H5	H6	H7	H8	H9	H10	H11	H12	
P-1	P-2	DISTANCE	9.45	28.36	47.26	66.17	85.07	103.98	122.88					
		TYPE												
		LENGTH	3'-1"	2'-8 1/4"	2'-5"	2'-3 3/4"	2'-4 1/4"	2'-6 3/4"	2'-10 3/4"					

STR 1	STR 2	HANGER SPACING ALONG SPAN (FT) AND LENGTHS (FT-IN)												
		H1	H2	H3	H4	H5	H6	H7	H8	H9	H10	H11	H12	
P-2	TRUSS 2-83	DISTANCE	9.73	29.18	48.63	68.08	87.53	106.98	126.43	145.88	165.33	184.78	204.23	
		TYPE												
		LENGTH	2'-9 3/4"	2'-3 1/4"	1'-10 1/2"	1'-8"	1'-7 1/4"	1'-8 1/4"	1'-11 1/4"	2'-4 1/4"	2'-11 1/4"	3'-8"	4'-6 3/4"	

NOTES:

- ATTACHMENTS AND WIRE HEIGHTS SHOWN ARE MEASURED FROM TOP OF RAIL.
- METRA TO PERFORM WORK SHOWN ON THIS SHEET REGARDING THE REPROFILING OF CATENARY WIRES.

ET-10.dgn



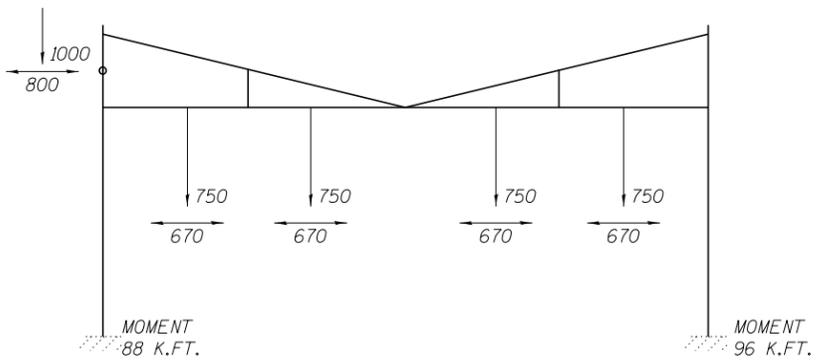
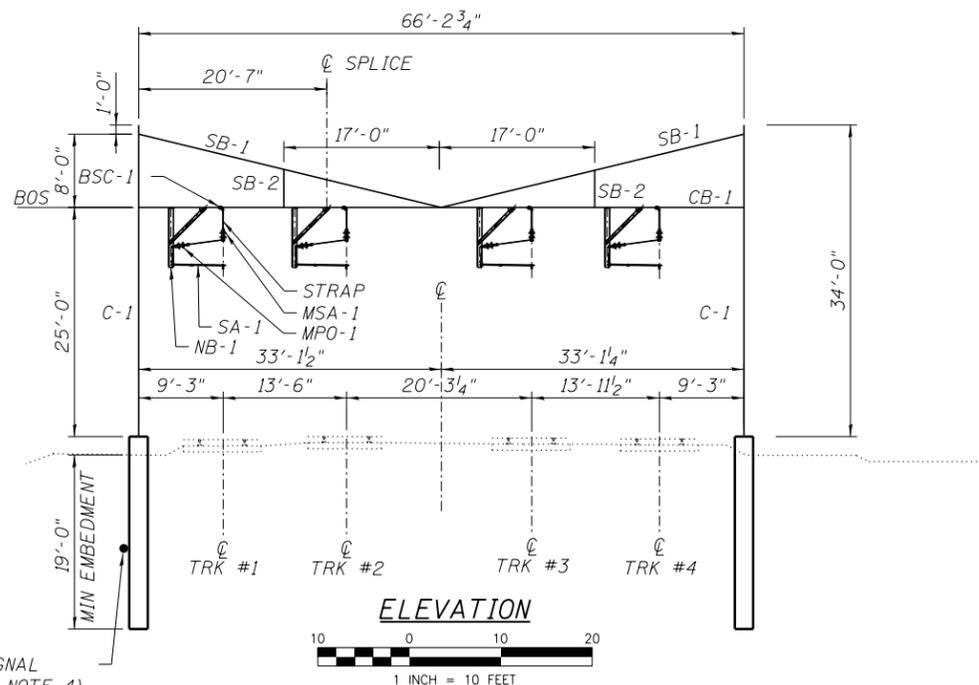
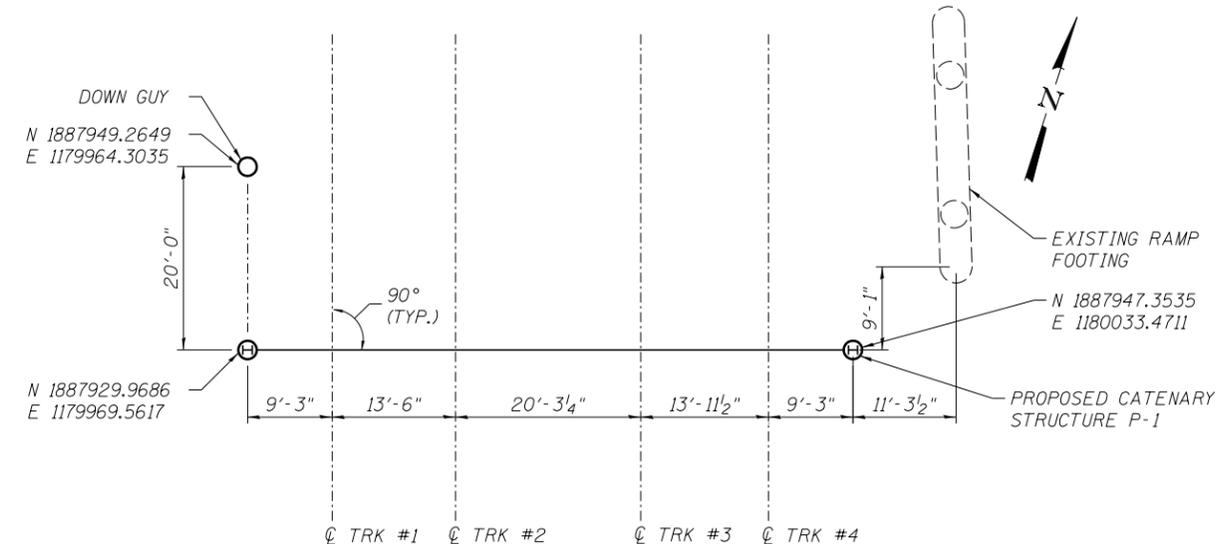
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PLOT SCALE =	DRAWN - JE	REVISED -
PLOT DATE = 12/5/14	CHECKED - RG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

METRA CATENARY PROFILE WIRE #4 - PROPOSED
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. ET-10 OF ET-26 SHEETS

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 785J
CONTRACT NO. 60L70			ILLINOIS FED. AID PROJECT	



CATENARY SUPPORT STRUCTURE, P-1				
REF. DWG.	DESCRIPTION	QTY.	UNIT	MARK
ET-22	PORTAL COLUMNS - W14X90	2	EA.	C-1
ET-23	PORTAL BEAM - W14X74	1	EA.	CB-1
ET-24	PORTAL SAG BRACE	2	EA.	SB-1
ET-24	PORTAL SAG BRACE VERTICAL	2	EA.	SB-2
ET-20	ANCHOR BOLT ASSEMBLY	2	EA.	-
ET-21	DOWN GUY ASSEMBLY	1	EA.	DG-1
ET-17	NOSE BRACKET	4	EA.	NB-1
ET-16	STEADY ARM ASSEMBLY (BY METRA)	4	EA.	SA-1
ET-16	MESSENGER PULL-OFF ASSEMBLY (BY METRA)	4	EA.	MPO-1
ET-16	MESSENGER SUPPORT ASSEMBLY (BY METRA)	4	EA.	MSA-2
ET-17	BEAM SLIDING CONNECTION	4	EA.	BSC-1
ET-18	FEEDER TERMINATION ASSEMBLY	10	EA.	NA75
ET-18	CONDUIT MOUNTING BRACKET DETAIL	4	EA.	CMB1
ET-18	COLUMN DEAD END ASSEMBLY DETAIL	1	EA.	CDE1
ET-19	CONDUIT RISER ASSEMBLY	1	EA.	CR1
DRILLED SHAFT IN SOIL				
REF. DWG.	DESCRIPTION	QTY.	UNIT	MARK
ET-20	PORTAL FOUNDATIONS - 42" DRILLED CAISSONS	16	CU YD	FND-1
ET-21	DOWNGUY FOUNDATION - 42" DRILLED CAISSON	5	CU YD	FND-2
PERMANENT CASING				
REF. DWG.	DESCRIPTION	QTY.	UNIT	MARK
ET-20	PERMANENT CASING	52	FOOT	-
REINFORCEMENT BARS				
REF. DWG.	DESCRIPTION	QTY.	UNIT	MARK
ET-20	PORTAL FOUNDATIONS - 42" DRILLED CAISSONS	2228	POUND	-
ET-21	DOWNGUY FOUNDATION - 42" DRILLED CAISSON	594	POUND	-
CONDUIT ATTACHED TO STRUCTURE				
REF. DWG.	DESCRIPTION	QTY.	UNIT	MARK
ET-18	6" DIA., PVC COATED GALVANIZED STEEL	150	FOOT	-

WORK STATEMENT (FINAL)

- INSTALL FOUNDATIONS AND STEEL FOR NEW PORTAL STRUCTURE AS SHOWN.
- INSTALL SLIDING CONNECTIONS, DROP BRACKETS AND CATENARY ASSEMBLIES AS SHOWN.

- NOTES:
- FOR GENERAL NOTES, SEE DRAWING ET-1.
 - FOR WIRING PLANS AND PROFILES SEE DRAWINGS ET-3 THRU ET-10.
 - FOR STRUCTURAL DETAILS SEE DRAWINGS ET-20 THRU ET-24.
 - METRA TO RELOCATE EXISTING LINE PRIOR TO FOUNDATION CONSTRUCTION.
 - ALL COORDINATES CORRESPOND TO THE CENTER OF EACH FOUNDATION.
 - CONTRACTOR TO RECONFIGURE AC POWER CABLES AND TERMINATE TO P-1 STRUCTURE.



USER NAME = edwardsjo	DESIGNED - MM	REVISED -
PLOT SCALE =	CHECKED - RG	REVISED -
PLOT DATE = 12/19/14	DRAWN - JE	REVISED -
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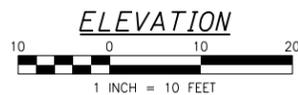
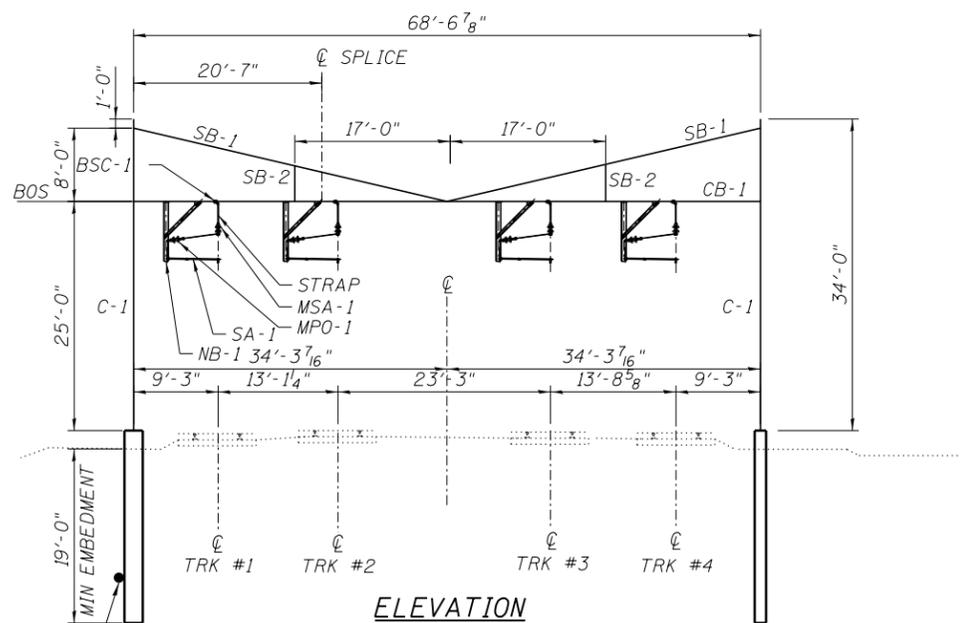
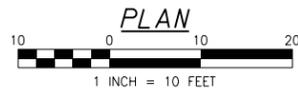
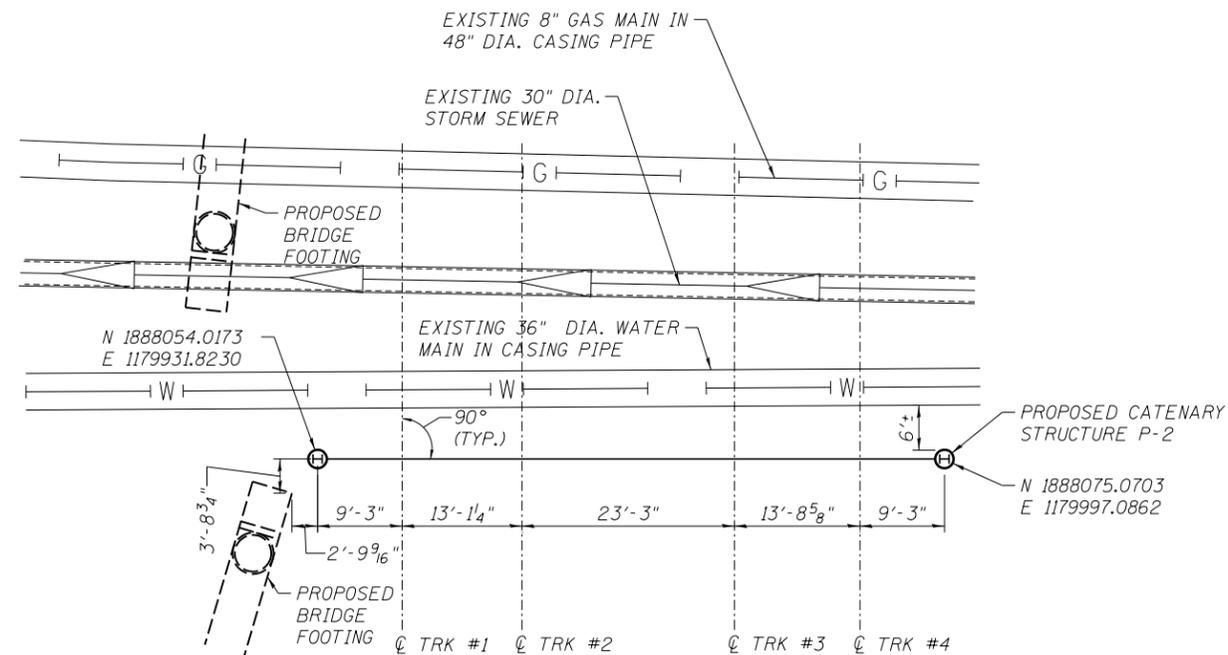
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CATENARY STRUCTURE P-1 ERECTION DIAGRAM
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 785K
CONTRACT NO. 60L70				

SHEET NO. ET-11 OF ET-26 SHEETS

ILLINOIS FED. AID PROJECT



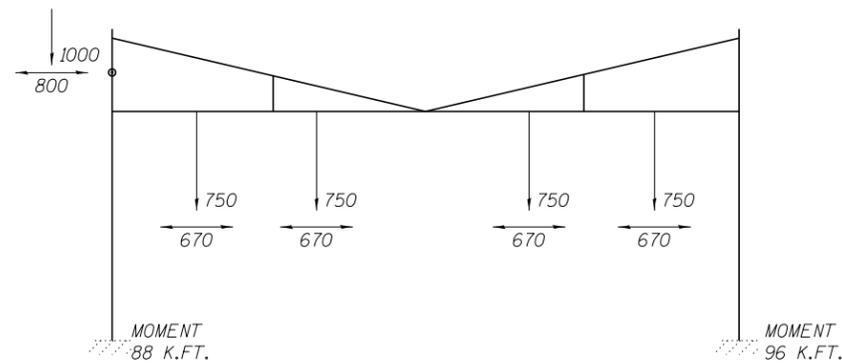
CATENARY STRUCTURE P-2
TRACK 1 STA. 151+80
(LOOKING NORTH)

METRA SIGNAL LINE (SEE NOTE 4)

CATENARY SUPPORT STRUCTURE, P-2				
REF. DWG.	DESCRIPTION	QTY.	UNIT	MARK
ET-22	PORTAL COLUMNS - W14X90	2	EA.	C-1
ET-23	PORTAL BEAM - W14X74	1	EA.	CB-1
ET-24	PORTAL SAG BRACE	2	EA.	SB-1
ET-24	PORTAL SAG BRACE VERTICAL	2	EA.	SB-2
ET-20	ANCHOR BOLT ASSEMBLY	2	EA.	-
ET-17	NOSE BRACKET	4	EA.	NB-1
ET-16	STEADY ARM ASSEMBLY (BY METRA)	4	EA.	SA-1
ET-16	MESSENGER PULL-OFF ASSEMBLY (BY METRA)	4	EA.	MPO-1
ET-16	MESSENGER SUPPORT ASSEMBLY (BY METRA)	4	EA.	MSA-2
ET-17	BEAM SLIDING CONNECTION	4	EA.	BSC-1
DRILLED SHAFT IN SOIL				
REF. DWG.	DESCRIPTION	QTY.	UNIT	MARK
ET-20	PORTAL FOUNDATIONS - 42" DRILLED CAISSONS	16	CU YD	FND-1
PERMANENT CASING				
REF. DWG.	DESCRIPTION	QTY.	UNIT	MARK
ET-20	PERMANENT CASING	38	FOOT	-
REINFORCEMENT BARS				
REF. DWG.	DESCRIPTION	QTY.	UNIT	MARK
ET-20	PORTAL FOUNDATIONS - 42" DRILLED CAISSONS	2228	POUND	-

WORK STATEMENT (FINAL)

- INSTALL FOUNDATIONS AND STEEL FOR NEW PORTAL STRUCTURE AS SHOWN.
- INSTALL SLIDING CONNECTIONS, DROP BRACKETS, AND CATENARY ASSEMBLIES AS SHOWN.



LOADING DIAGRAM
 (UNITS: LB, U.N.O.)

NOTES:

- FORCES SHOWN ARE IN DIRECTION PARALLEL OR PERPENDICULAR TO TRACK.
- WIRE TENSION AND WIRE BREAK LOAD NOT SHOWN.

NOTES:

- FOR GENERAL NOTES, SEE DRAWING ET-1.
- FOR WIRING PLANS AND PROFILES SEE DRAWINGS ET-3 THRU ET-10.
- FOR STRUCTURAL DETAILS SEE DRAWINGS ET-20 THRU ET-24.
- METRA TO RELOCATE EXISTING LINE PRIOR TO FOUNDATION CONSTRUCTION.
- ALL COORDINATES CORRESPOND TO THE CENTER OF EACH FOUNDATION.

ET-12.dgn



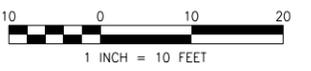
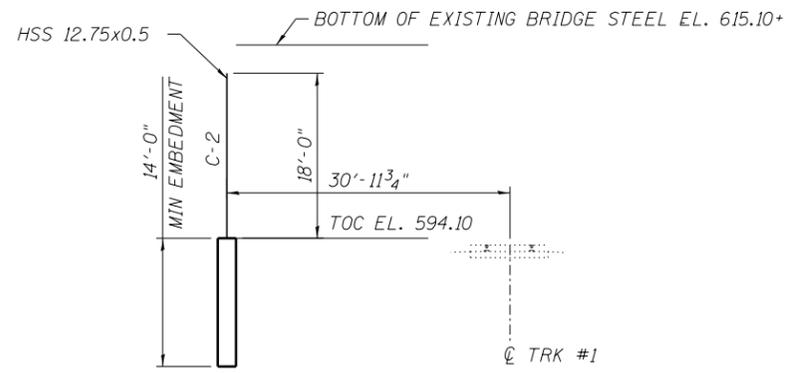
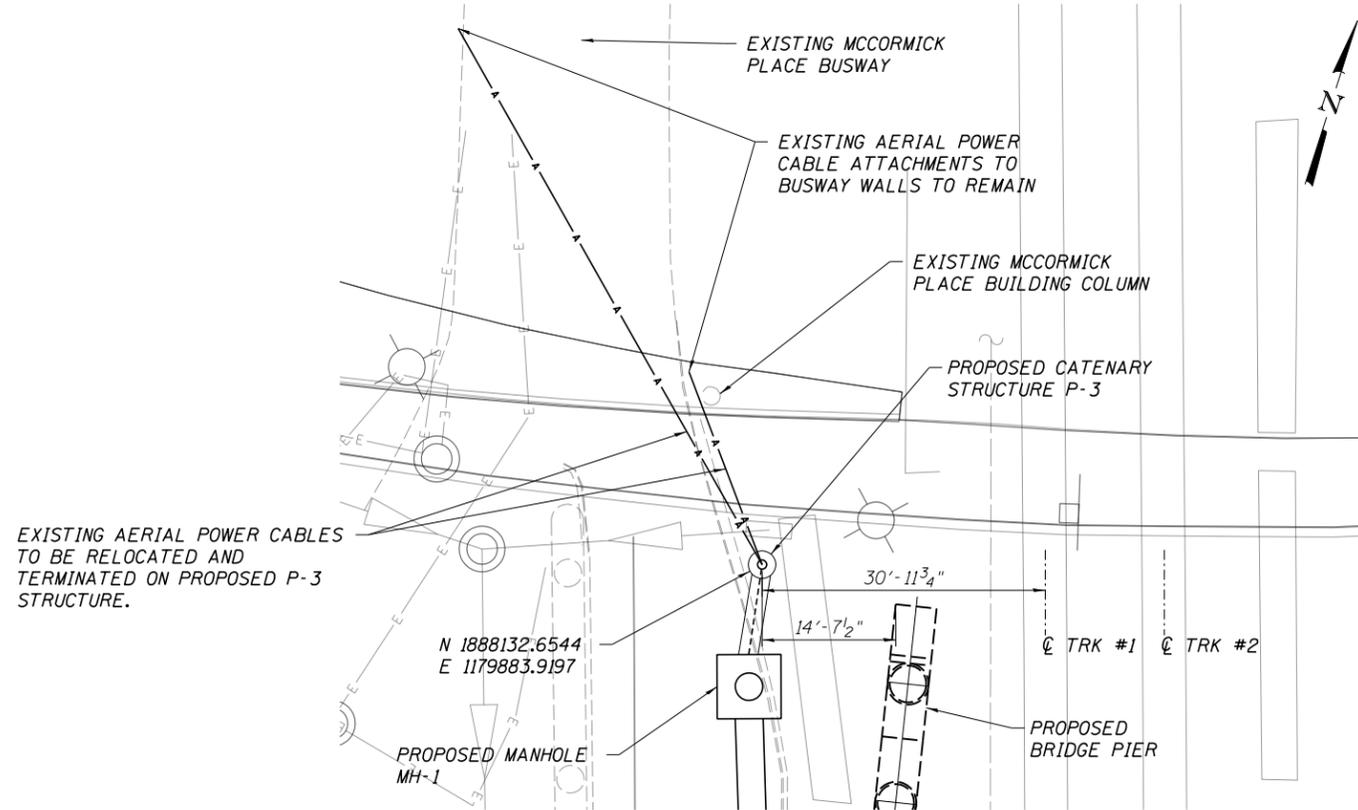
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PLOT SCALE =	CHECKED - RG	REVISED -
PLOT DATE = 12/19/14	DRAWN - JE	REVISED -
	CHECKED - RG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

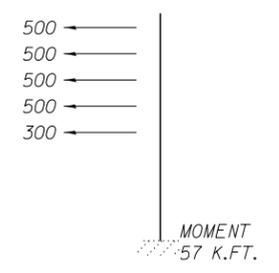
CATENARY STRUCTURE P-2 ERECTION DIAGRAM
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. ET-12 OF ET-26 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	785L
				CONTRACT NO. 60L70
ILLINOIS FED. AID PROJECT				



CATENARY STRUCTURE P-3
TRACK 1 STA. 150+90
(LOOKING NORTH)



LOADING DIAGRAM
(UNITS: LB, U.N.O.)

- NOTES:**
- FORCES SHOWN ARE WIRE TENSIONS ASSUMING WORST CASE ORIENTATION.
 - WIND LOAD NOT SHOWN.

CATENARY SUPPORT STRUCTURE, P-3				
REF. DWG.	DESCRIPTION	QTY.	UNIT	MARK
ET-22	COLUMNS - HSS12.75X0.5"	1	EA.	C-2
ET-20	ANCHOR BOLT ASSEMBLY	2	EA.	-
ET-18	FEEDER TERMINATION ASSEMBLY	10	EA.	NA76
ET-18	CONDUIT MOUNTING BRACKET DETAIL	4	EA.	CMB1
ET-18	COLUMN DEAD END ASSEMBLY DETAIL	1	EA.	CDE1
ET-19	CONDUIT RISER ASSEMBLY	1	EA.	CR1
DRILLED SHAFT IN SOIL				
REF. DWG.	DESCRIPTION	QTY.	UNIT	MARK
ET-20	PORTAL FOUNDATIONS - 42" DRILLED CAISSONS	6	CU YD	FND-1
PERMANENT CASING				
REF. DWG.	DESCRIPTION	QTY.	UNIT	MARK
ET-20	PERMANENT CASING	14	FOOT	-
REINFORCEMENT BARS				
REF. DWG.	DESCRIPTION	QTY.	UNIT	MARK
ET-20	PORTAL FOUNDATIONS - 42" DRILLED CAISSONS	875	POUND	-
CONDUIT ATTACHED TO STRUCTURE				
REF. DWG.	DESCRIPTION	QTY.	UNIT	MARK
ET-18	6" DIA., PVC COATED GALVANIZED STEEL	120	FOOT	-

- WORK STATEMENT (FINAL)**
- INSTALL FOUNDATIONS AND STEEL POLE AS SHOWN.
 - INSTALL TERMINATION CONNECTIONS AND ASSEMBLIES AS SHOWN.

- NOTES:**
- FOR GENERAL NOTES, SEE DRAWING ET-1.
 - FOR WIRING PLANS AND PROFILES SEE DRAWINGS ET-3 THRU ET-10.
 - FOR STRUCTURAL DETAILS SEE DRAWINGS ET-20 THRU ET-24.
 - ALL COORDINATES CORRESPOND TO THE CENTER OF EACH FOUNDATION.
 - CONTRACTOR TO RECONFIGURE AC POWER CABLES AND TERMINATE TO P-3 STRUCTURE.
 - UPON INSTALLATION OF CATENARY STRUCTURE P-3, THE CONTRACTOR SHALL INSTALL TEMPORARY BARRIER WALL ALONG MCCORMICK PLACE BUSWAY FOR PROTECTION MAINTAINING A 15'-3" F-F CLEAR ROADWAY WIDTH.
 - CONTRACTOR TO VERIFY TOP OF FOUNDATION AND BOTTOM OF BRIDGE STEEL PRIOR TO P-3 FABRICATION TO ENSURE PROPER FIT UP.

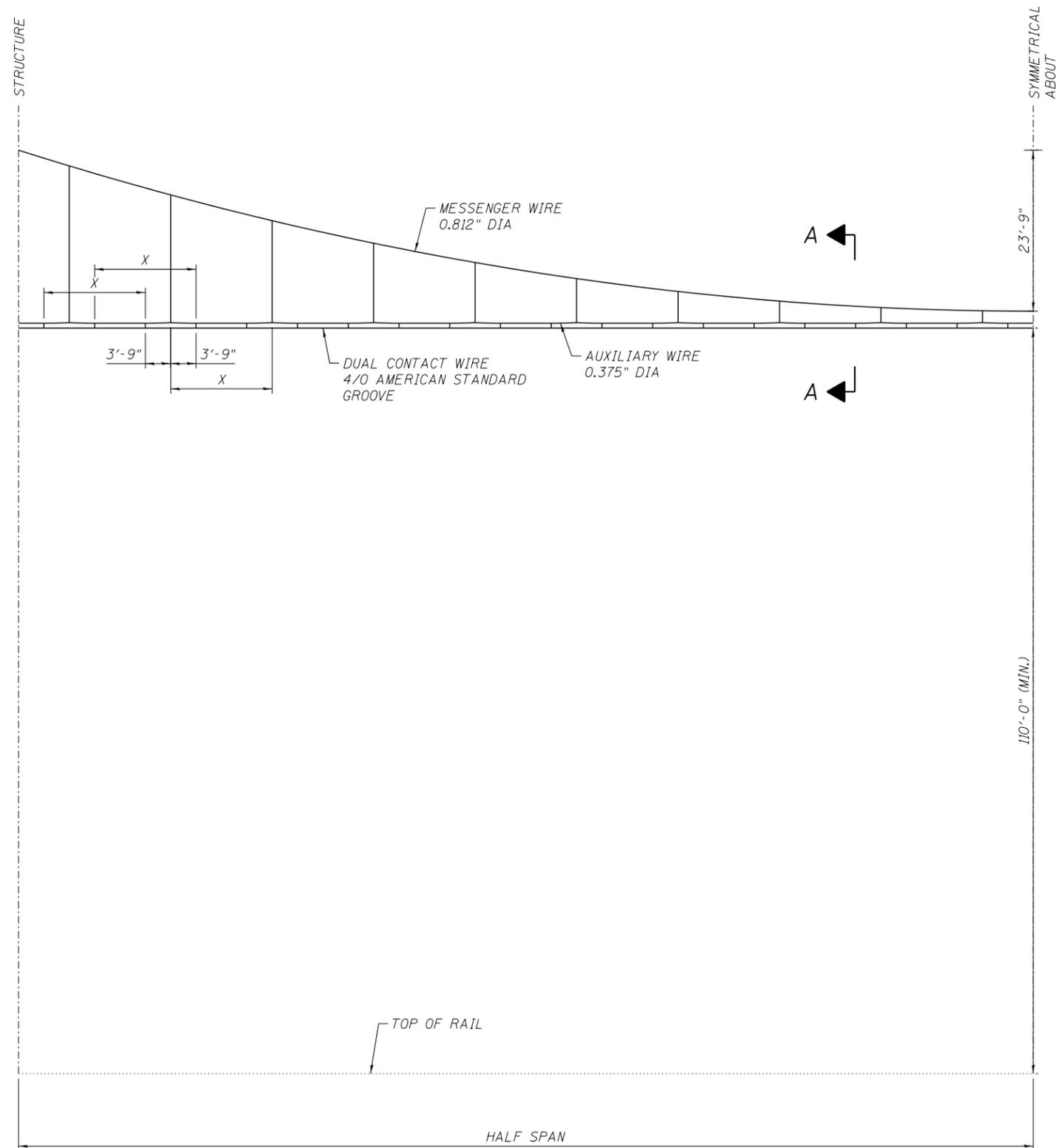


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PLOT DATE = 12/19/14	CHECKED - RG	REVISED -

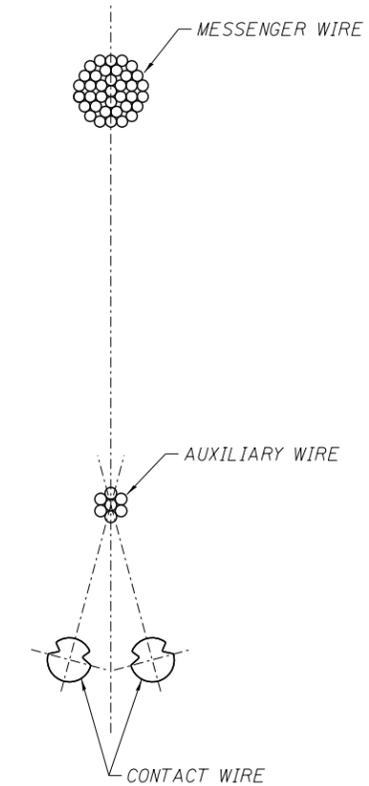
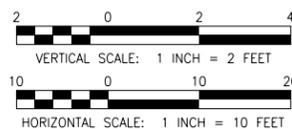
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CATENARY STRUCTURE P-3 ERECTION DIAGRAM
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

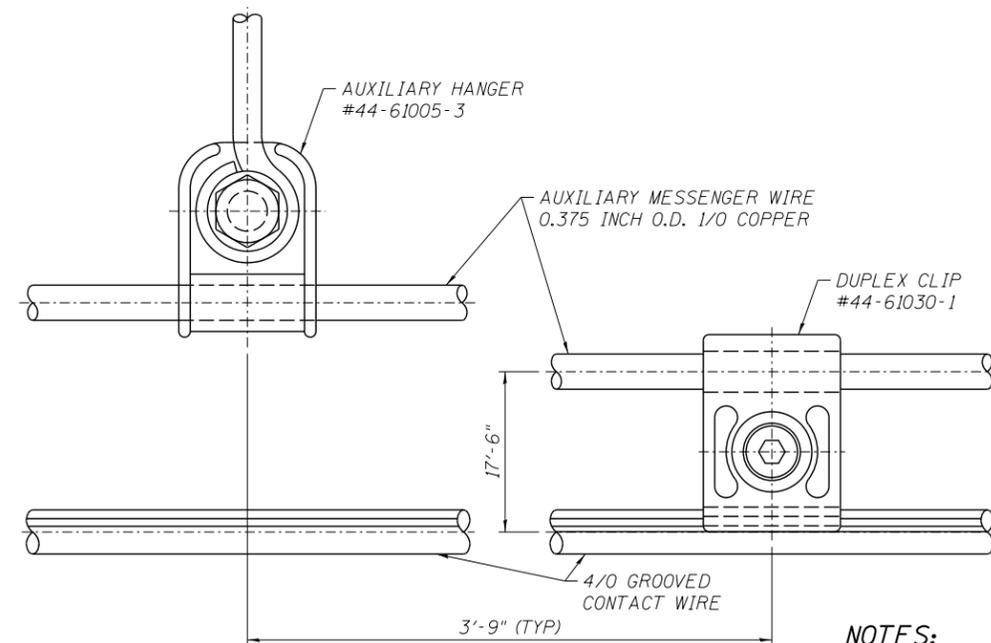
F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 785M
CONTRACT NO. 60L70				
ILLINOIS FED. AID PROJECT				



**TYPICAL CATENARY SPAN
HEAVY CONSTRUCTION
300 FOOT SPAN WITH 15 FOOT HANGER SPACING**



SECTION A-A
SCALE: FULL SIZE



TYPICAL HANGER ARRANGEMENT
SCALE: FULL SIZE

NOTES:

1. FOR GENERAL NOTES, SEE DRAWING ET-1.
2. FOR WIRING PLANS AND PROFILES SEE DRAWINGS ET-3 THRU ET-10.
3. FOR ERECTION DIAGRAMS, SEE DRAWINGS ET-11 THRU ET-13.
4. METRA TO PERFORM WORK SHOWN ON THIS SHEET REGARDING THE REPROFILING OF CATENARY WIRES.

ET-14.dgn



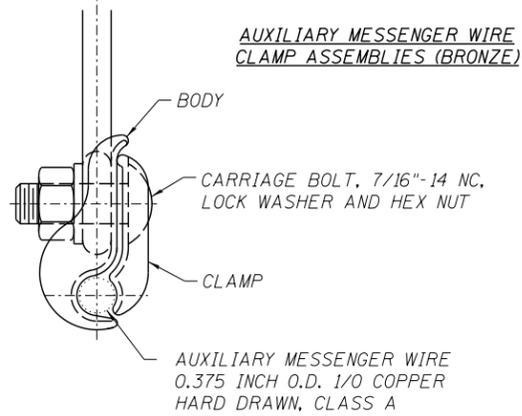
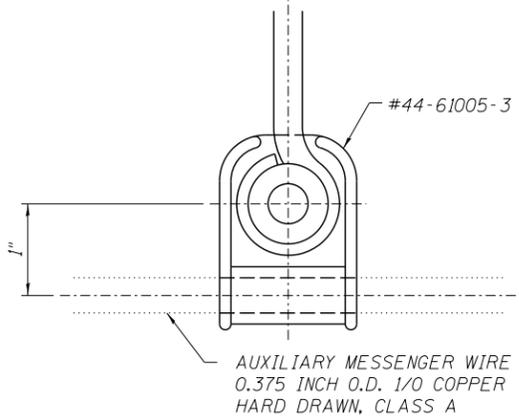
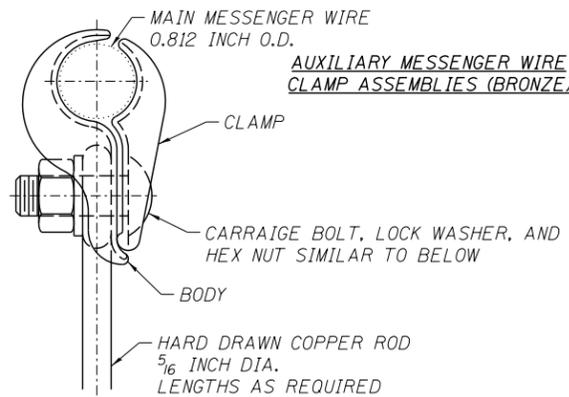
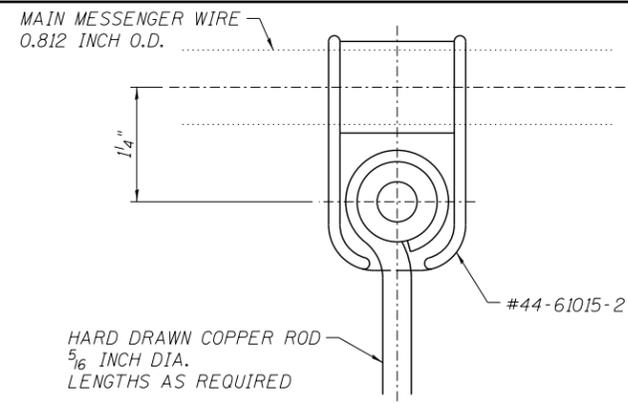
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

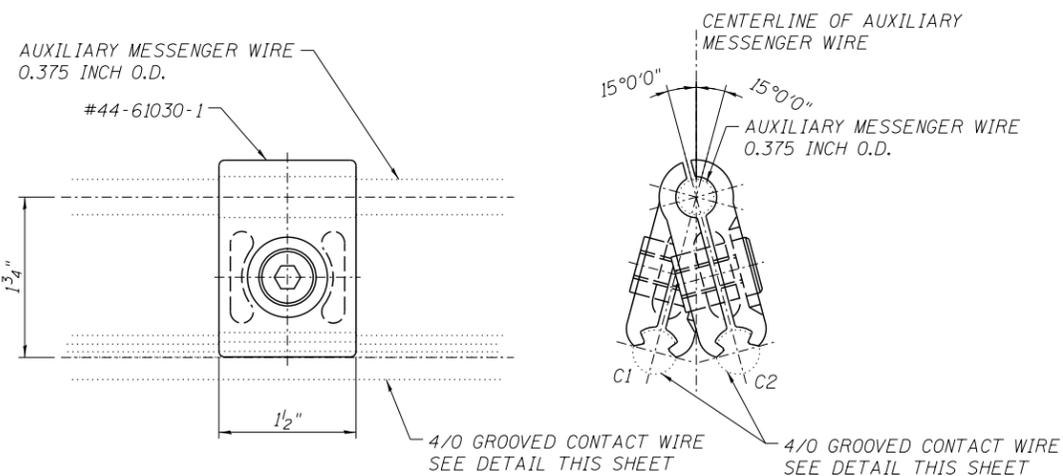
**TYPICAL CATENARY SPAN & HANGER ARRANGEMENT
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

SHEET NO. ET-14 OF ET-26 SHEETS

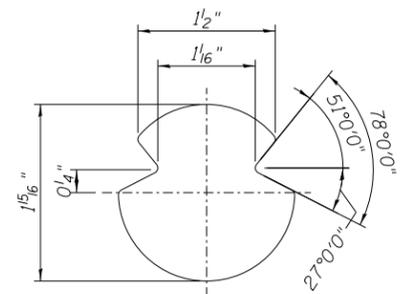
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	785N
				CONTRACT NO. 60L70
ILLINOIS FED. AID PROJECT				



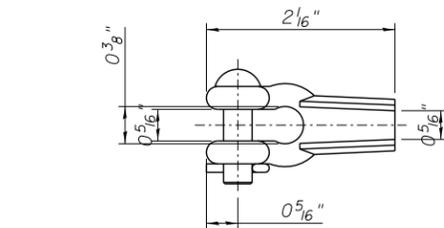
HEAVY CATENARY HANGER DETAIL
SCALE: FULL SIZE



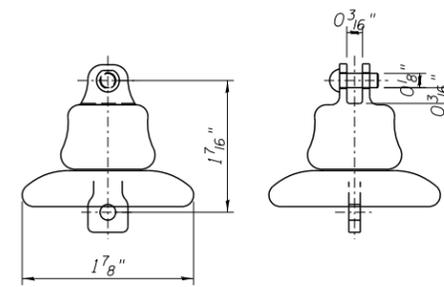
DUPLEX CLIP DETAIL
SCALE: FULL SIZE



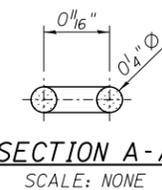
4/0 GROOVED CONTACT WIRE DETAIL
SCALE: 4"=1"



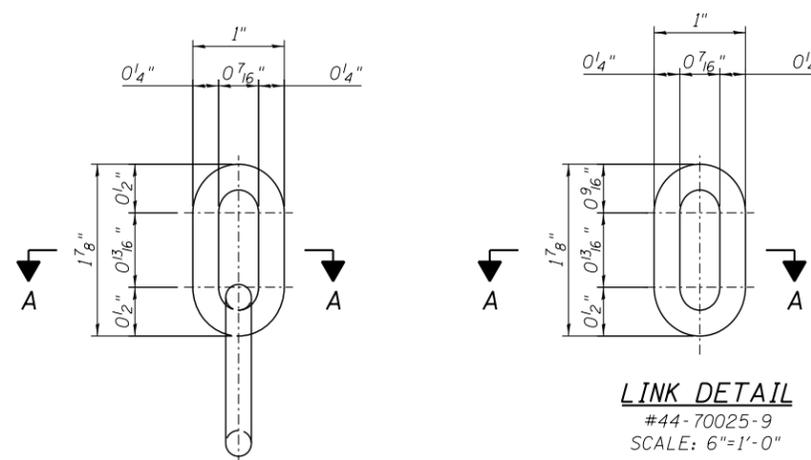
THIMBLE CLEVIS DETAIL
JOSLYN J0554 DETAIL
#44-84550-1
SCALE: NONE



JOSLYN INSULATOR L600 DETAIL
L1570 SIMILAR EXCEPT WITH 10" DIAMETER
#44-68005-6
SCALE: NONE



SECTION A-A
SCALE: NONE



CHAIN LINK DETAIL
#44-70030-0
SCALE: 6"=1'-0"

LINK DETAIL
#44-70025-9
SCALE: 6"=1'-0"

NOTES:

1. FOR GENERAL NOTES, SEE DRAWING ET-1.
2. FOR WIRING PLANS AND PROFILES SEE DRAWINGS ET-3 THRU ET-10.
3. FOR ERECTION DIAGRAMS, SEE DRAWINGS ET-11 THRU ET-13.
4. METRA TO PERFORM WORK SHOWN ON THIS SHEET REGARDING THE REPROFILING OF CATENARY WIRES.

ET-15.dgn



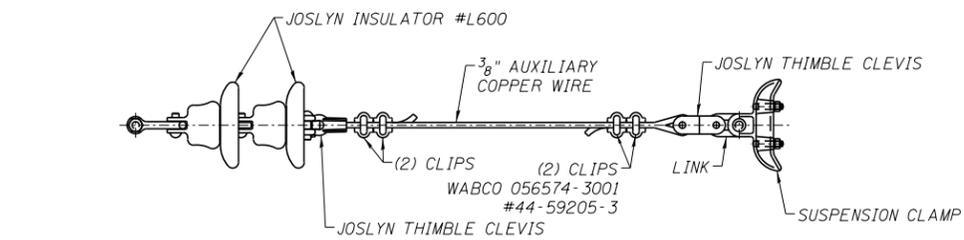
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

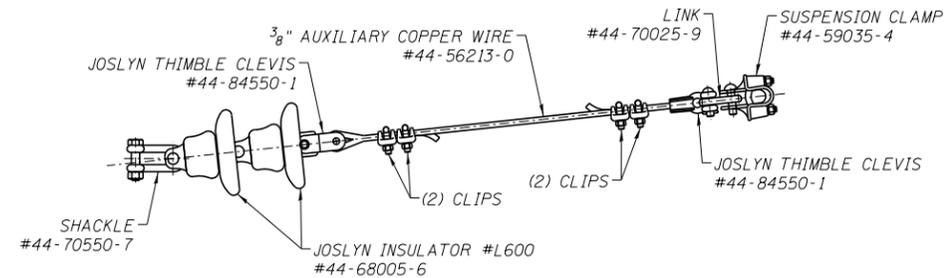
CATENARY HANGER DETAILS
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. ET-15 OF ET-26 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	7850
				CONTRACT NO. 60L70
ILLINOIS FED. AID PROJECT				



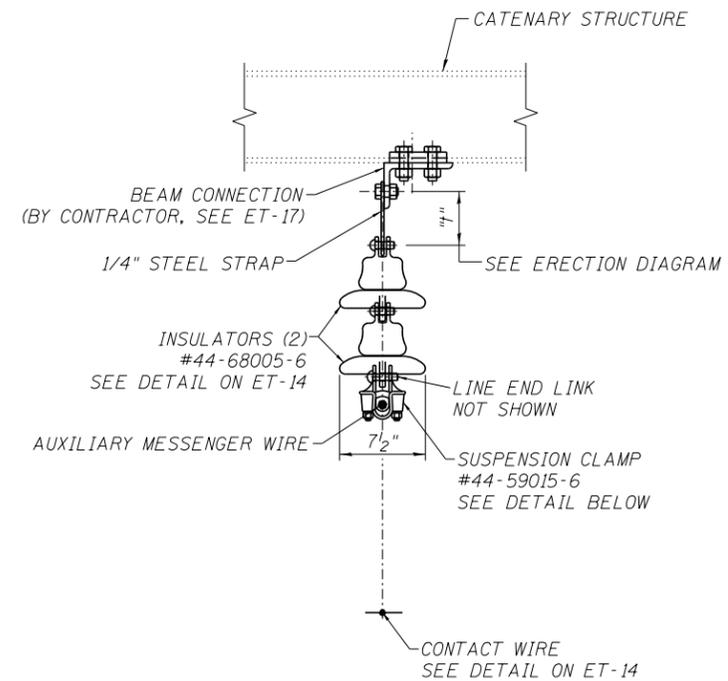
PLAN



ELEVATION

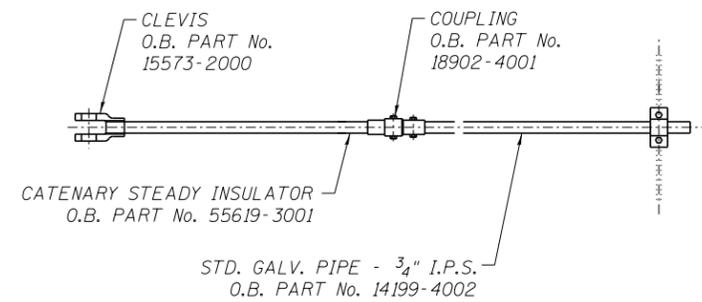
MESSENGER PULL-OFF ASSEMBLY MPO-1

SCALE: NONE

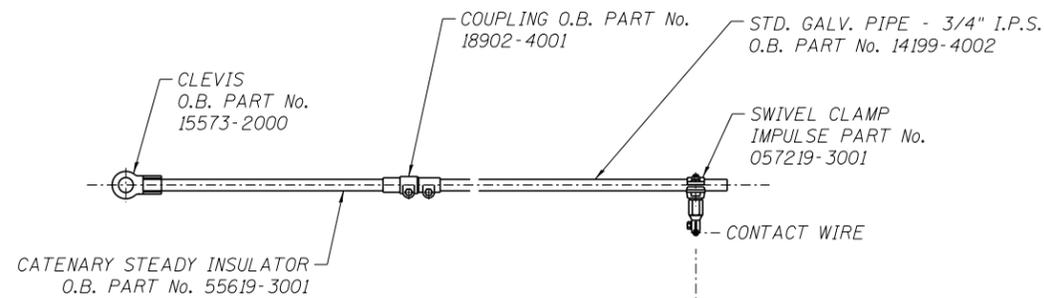


MESSENGER SUPPORT ASSEMBLY MSA-1

SCALE: NONE



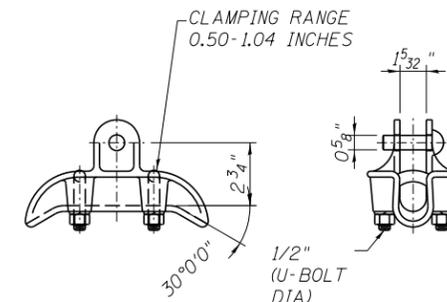
PLAN



ELEVATION

STEADY ARM ASSEMBLY SA-1

SCALE: NONE



HEAVY CATENARY SUSPENSION CLAMP DETAIL

SCALE: NONE
#44-59035-4

NOTES:

1. FOR GENERAL NOTES, SEE DRAWING ET-1.
2. FOR WIRING PLANS AND PROFILES SEE DRAWINGS ET-3 THRU ET-10.
3. FOR ERECTION DIAGRAMS, SEE DRAWINGS ET-11 THRU ET-13.
4. METRA TO PERFORM WORK SHOWN ON THIS SHEET REGARDING THE REPROFILING OF CATENARY WIRES, UNLESS NOTED OTHERWISE.

ET-16.dgn



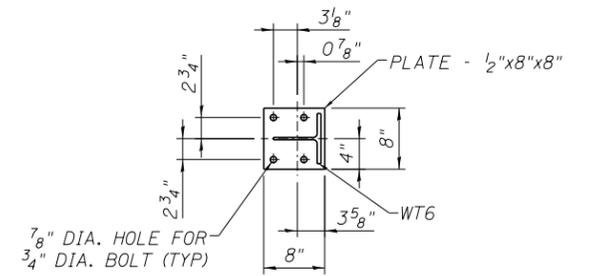
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

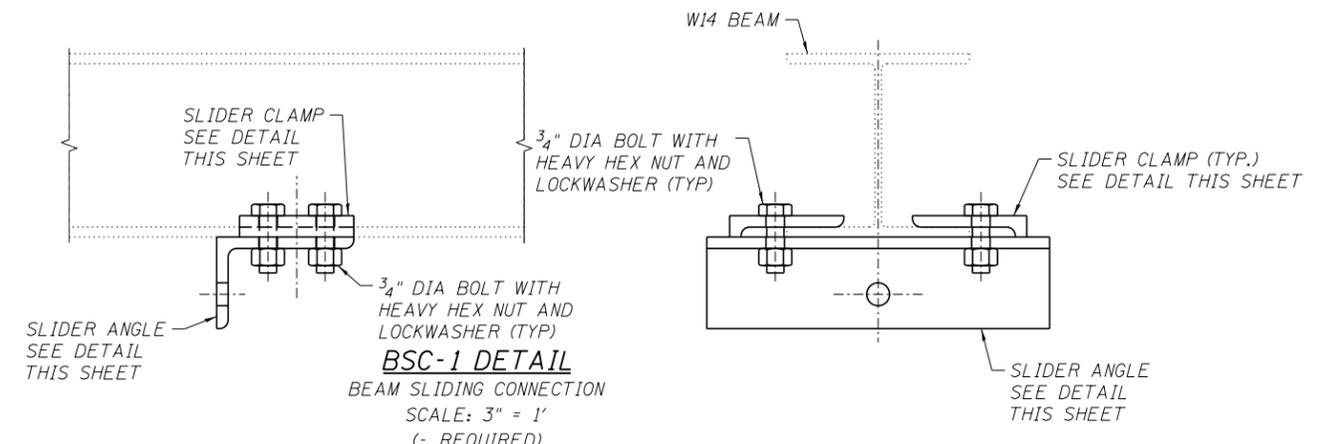
CATENARY SUPPORT ASSEMBLIES - SHEET 1 OF 2
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. ET-16 OF ET-26 SHEETS

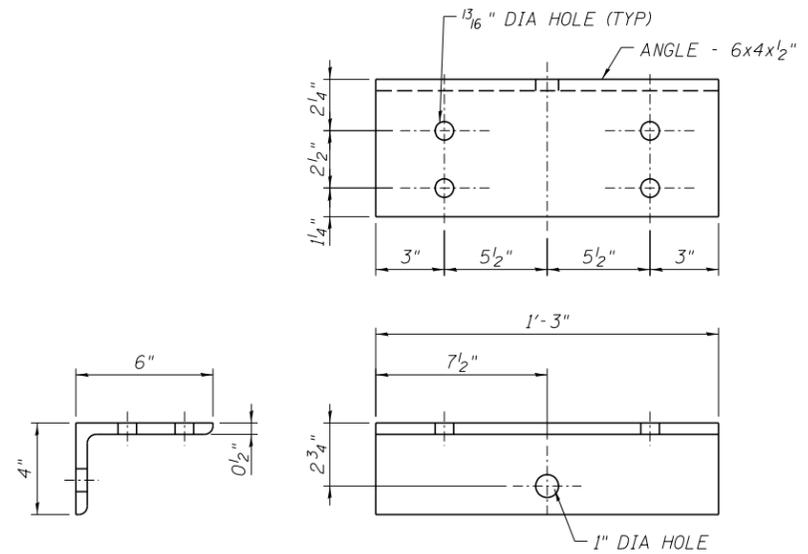
F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 785P
				CONTRACT NO. 60L70
ILLINOIS FED. AID PROJECT				



SECTION A-A
SCALE 1"=1'

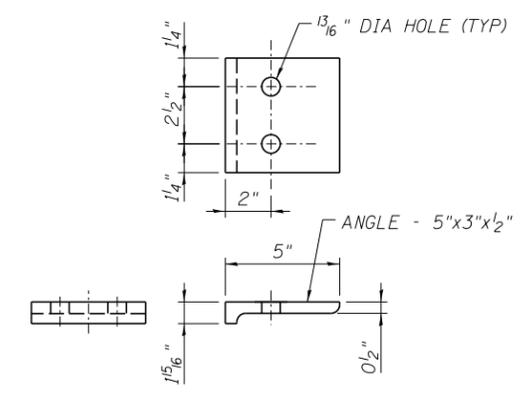


BSC-1 DETAIL
BEAM SLIDING CONNECTION
SCALE: 3" = 1'
(- REQUIRED)



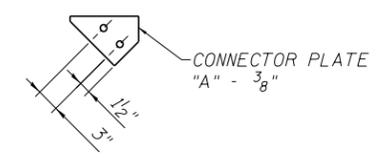
BSC-1 SLIDER ANGLE DETAIL
SCALE: 3" = 1'
(1 REQUIRED PER ASSEMBLY)

NOTE:
ALL DIMENSIONS ARE FOR W14 BEAM



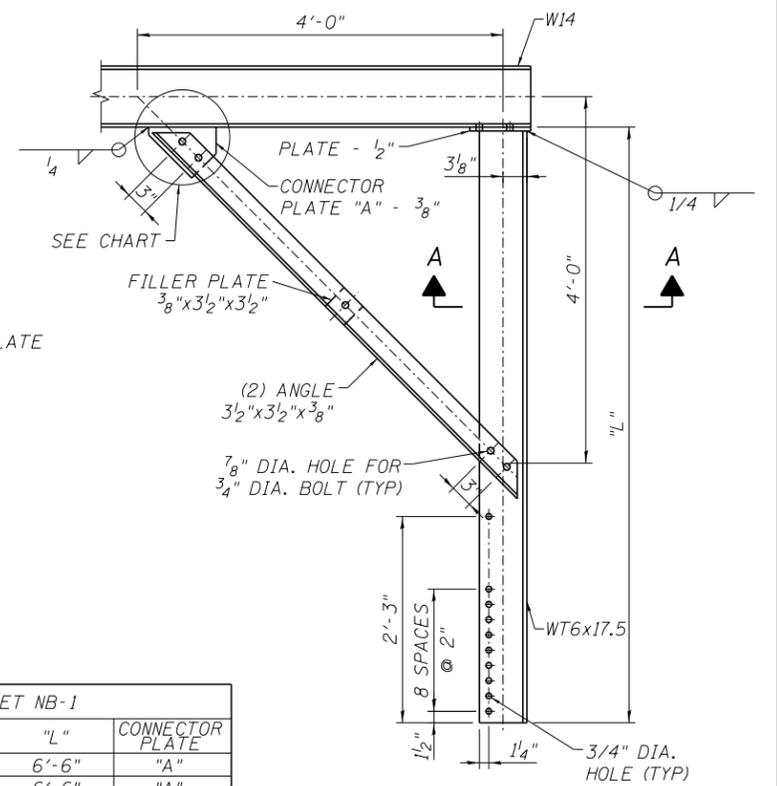
BSC-1 SLIDER CLAMP DETAIL
SCALE: 3" = 1'
(2 REQUIRED PER ASSEMBLY)

NOTE:
ALL DIMENSIONS ARE FOR W14 BEAM



CONNECTOR PLATE A
SCALE 1"=1'

NOSE BRACKET NB-1			
STRUCTURE	TRACK	"L"	CONNECTOR PLATE
P-1	METRA 1,2,3,4	6'-6"	"A"
P-2	METRA 1,2,3,4	6'-6"	"A"



NB-1
SCALE: 1" = 1'

- NOTES:**
- FOR GENERAL NOTES, SEE DRAWING ET-1.
 - FOR WIRING PLANS AND PROFILES SEE DRAWINGS ET-3 THRU ET-10.
 - FOR ERECTION DIAGRAMS, SEE DRAWINGS ET-11 THRU ET-13.



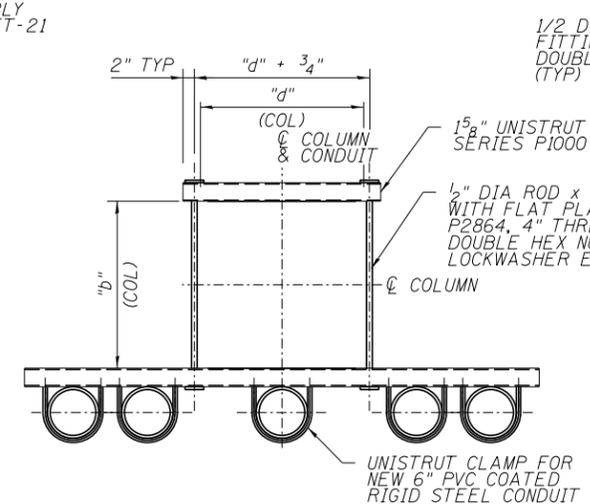
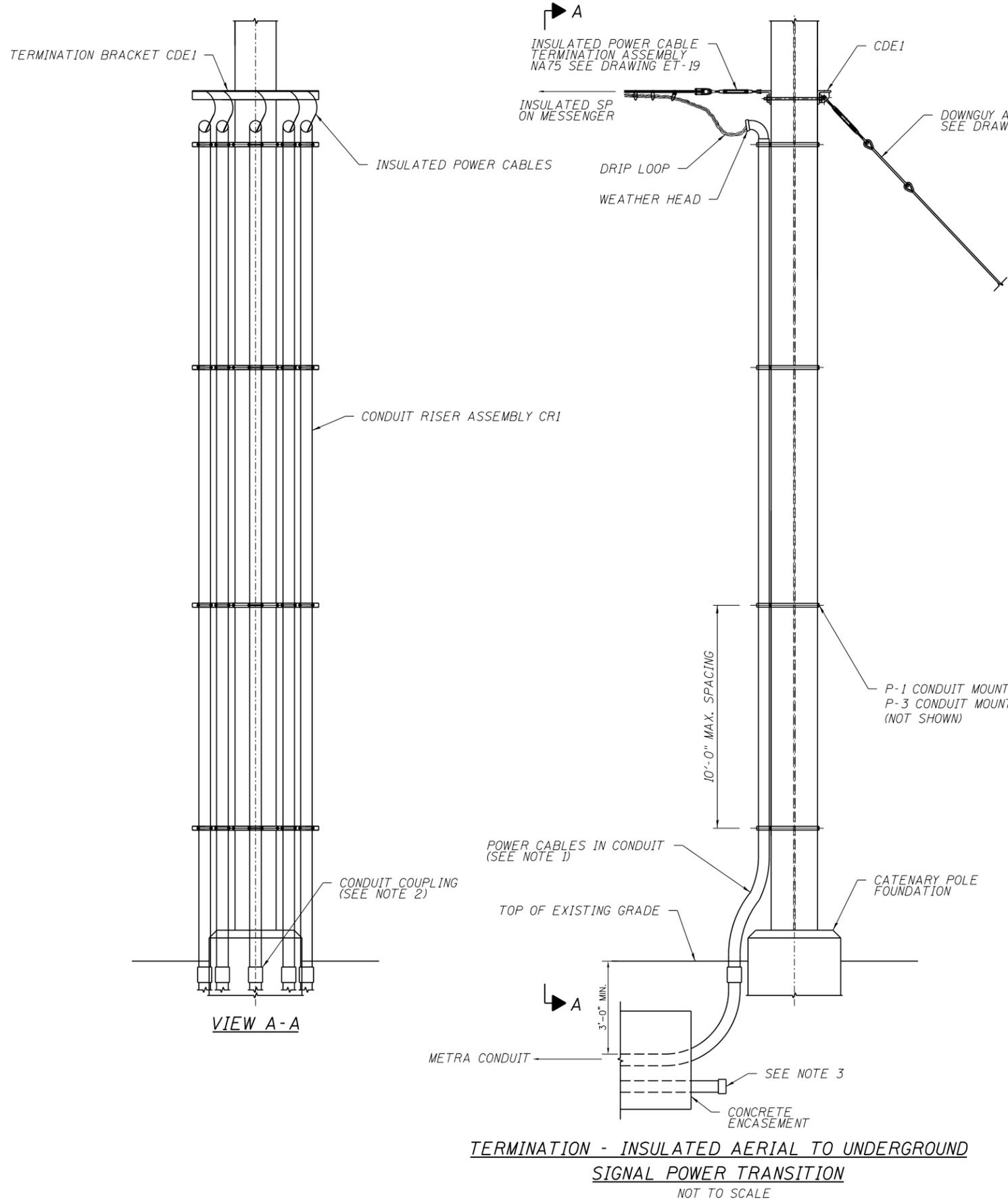
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	CHECKED - RG	REVISED -
PLOT SCALE =	DRAWN - JE	REVISED -
PLOT DATE = 12/19/14	CHECKED - RG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

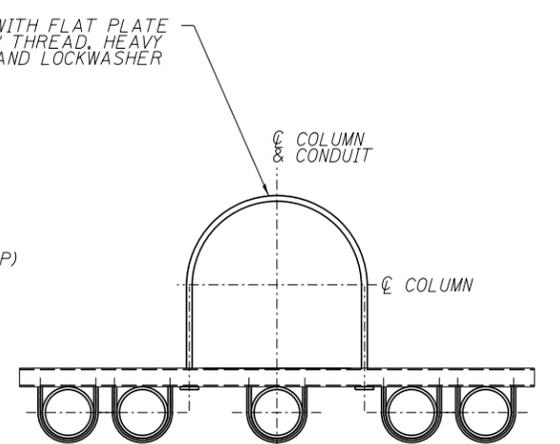
CATENARY SUPPORT ASSEMBLIES - SHEET 2 OF 2
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 7850
				CONTRACT NO. 60L70
ILLINOIS FED. AID PROJECT				

SHEET NO. ET-17 OF ET-26 SHEETS

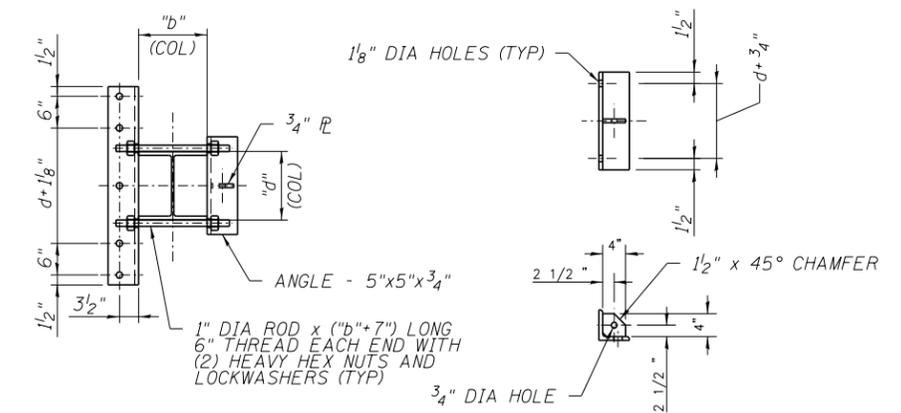


CONDUIT MOUNTING BRACKET DETAIL - CMB1
NOT TO SCALE



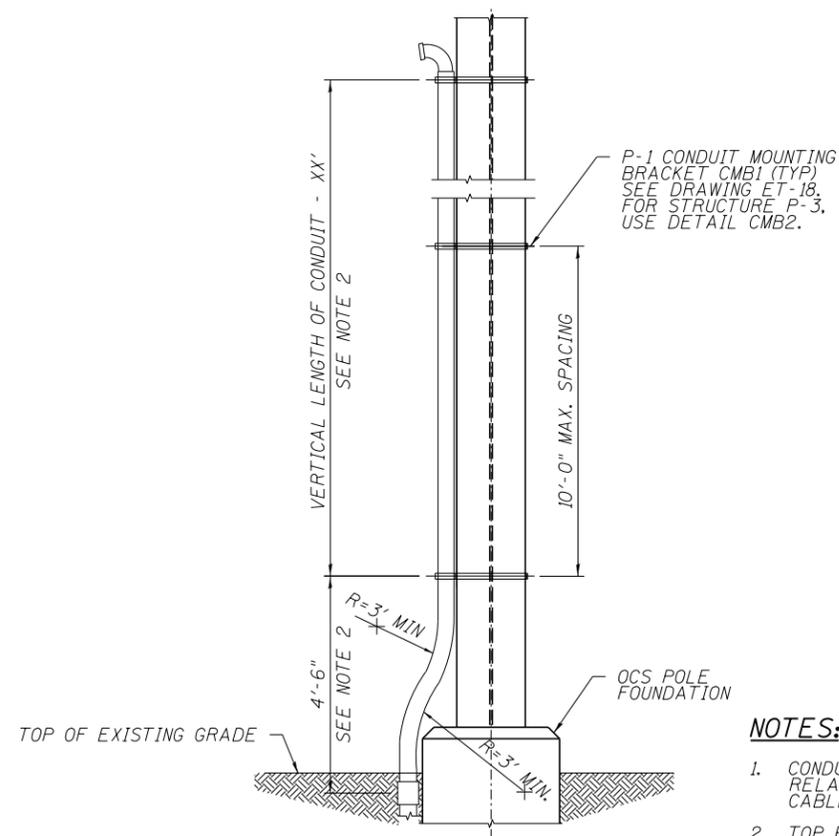
CONDUIT MOUNTING BRACKET DETAIL - CMB2
NOT TO SCALE

DIMENSION SCHEDULE			
MARK	COLUMN SIZE	"d"	"b"
CMB1	W14x90	14"	14 1/2"
CDE1	W14x90	14"	14 1/2"



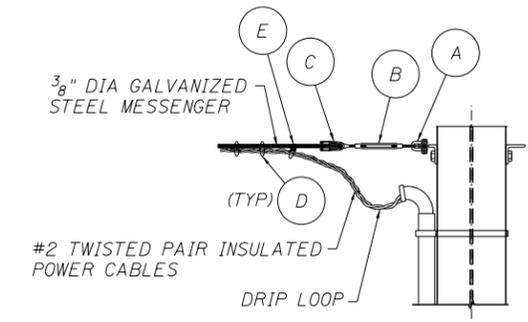
COLUMN DEAD END ASSEMBLY DETAIL - CDE1
COLUMN DEAD END CONNECTION
NOT TO SCALE

- NOTES:**
- CONDUIT, CONDUIT ATTACHMENTS, POWER CABLES, AND RELATED ITEMS INSTALLED BY CONTRACTOR. POWER CABLE CONNECTIONS BY METRA FORCES.
 - TOP ELEVATION OF UNDERGROUND CONDUIT STUB UP FOR COUPLING ATTACHMENT TO BE DETERMINED IN FIELD.
 - STUB OUT SPARE CONDUITS A MINIMUM OF 6 INCHES BEYOND THE REINFORCED CONCRETE ENCASEMENT AND CAP FOR FUTURE USE.



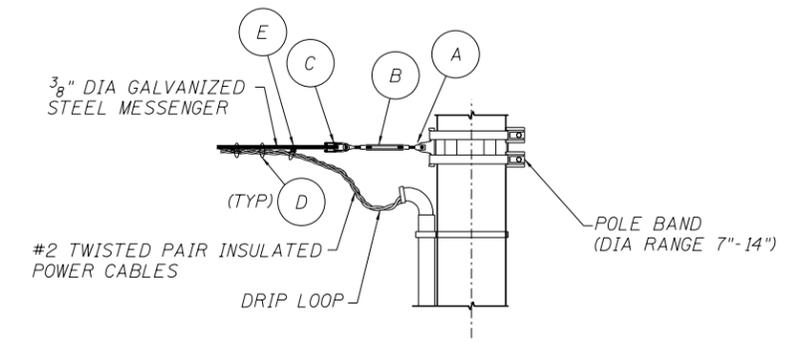
CONDUIT RISER ASSEMBLY- CRI
NOT TO SCALE

- NOTES:**
1. CONDUIT, CONDUIT ATTACHMENTS, POWER CABLES, AND RELATED ITEMS INSTALLED BY CONTRACTOR. POWER CABLE CONNECTIONS BY METRA FORCES.
 2. TOP ELEVATION OF UNDERGROUND CONDUIT STUB UP FOR COUPLING ATTACHMENT TO BE DETERMINED IN FIELD.

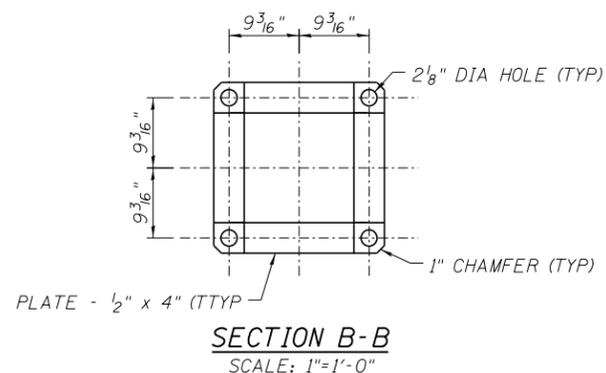
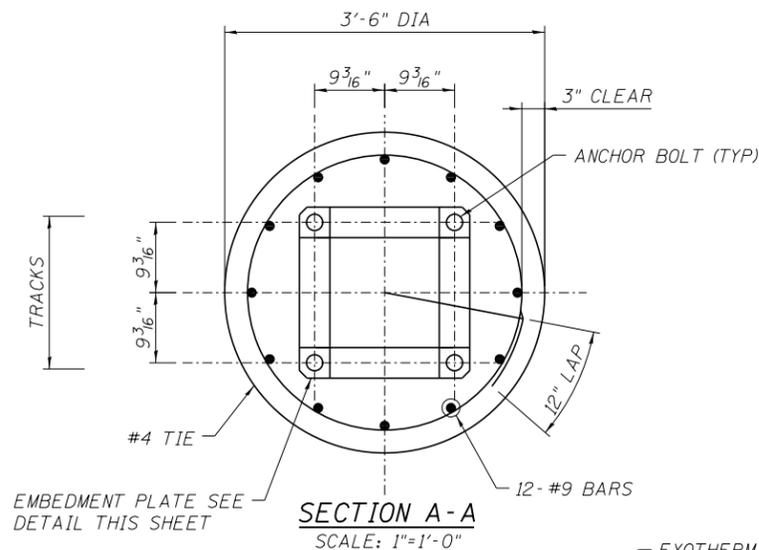


POWER CABLE MESSENGER DEAD END ASSEMBLY - NA75
NOT TO SCALE

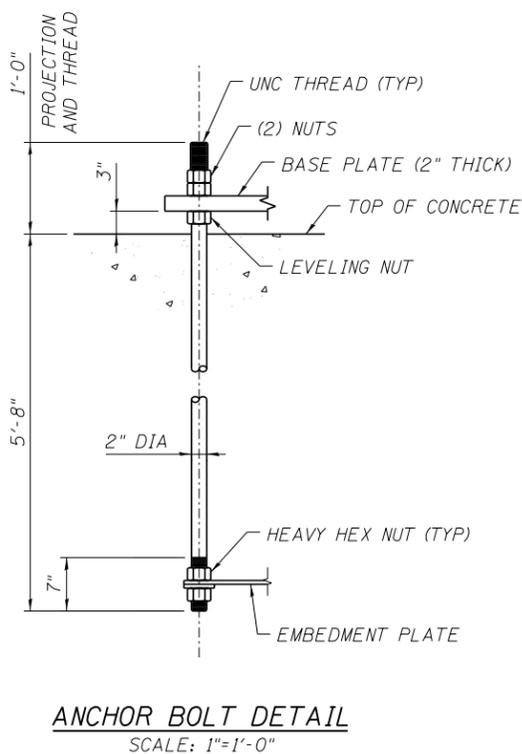
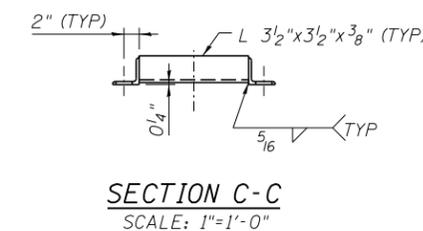
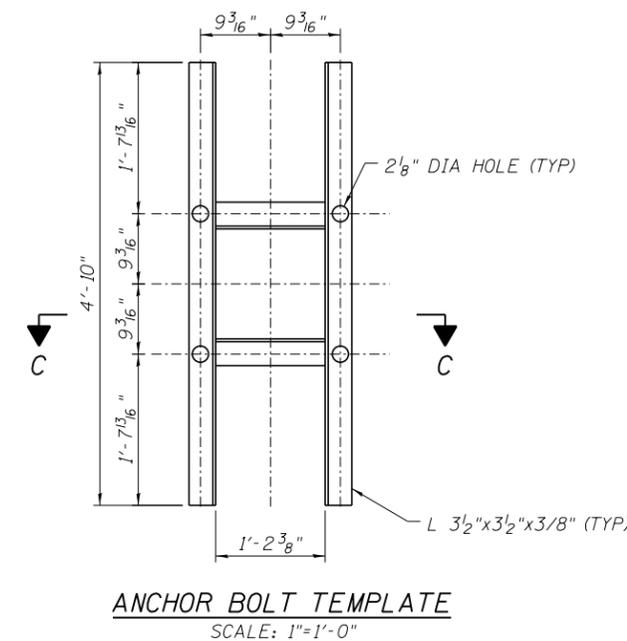
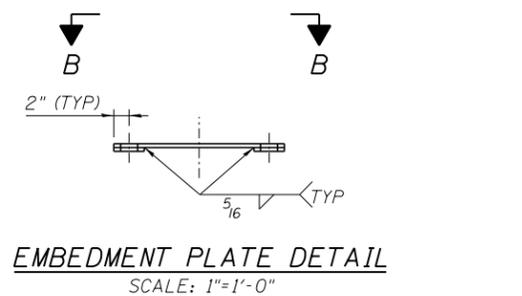
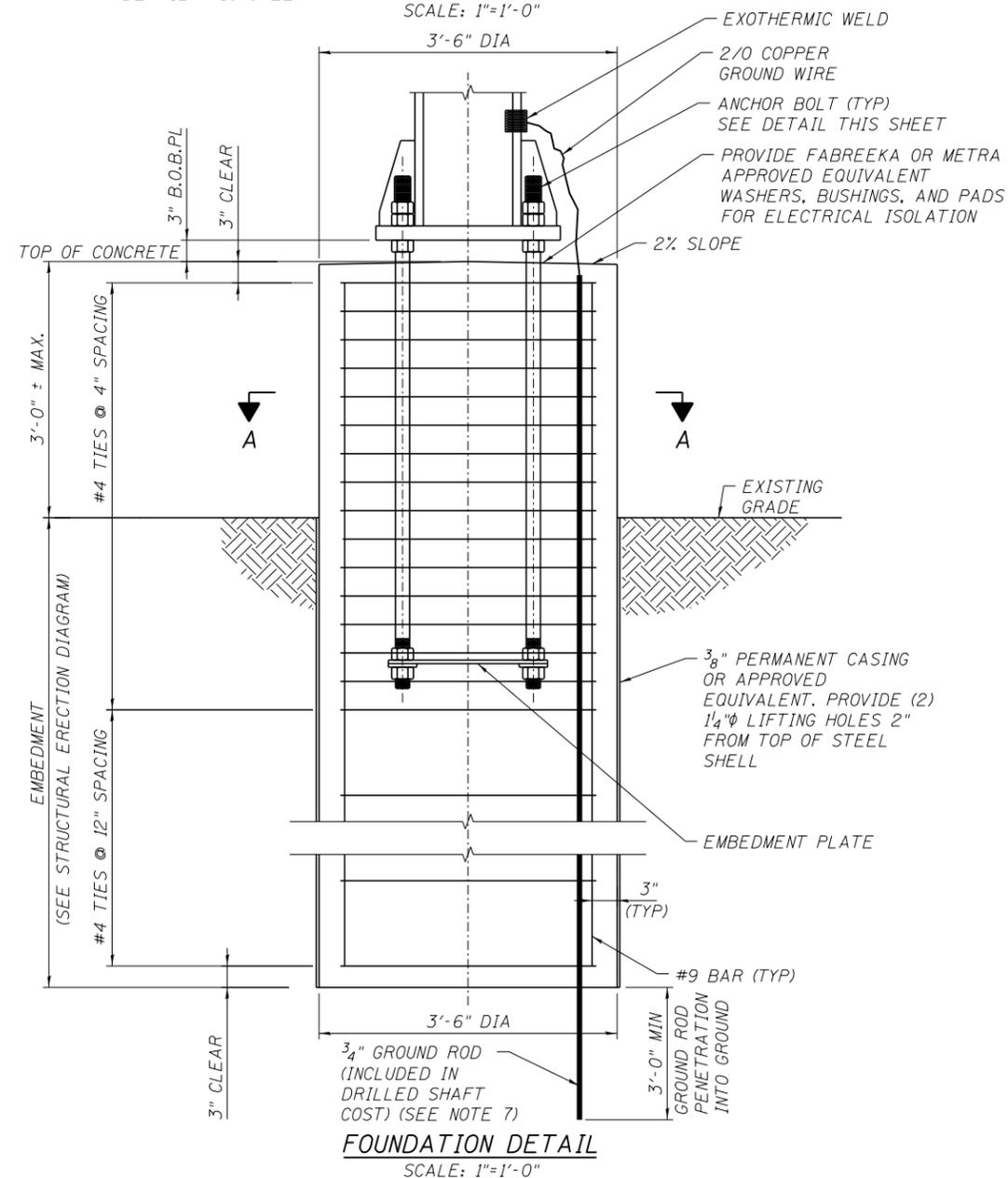
LIST OF EQUIPMENT			
ITEM	MARK	DESCRIPTION	REFERENCE DRAWING
A	S-20	SHACKLE, CHAIN, GALV. W/7/8" DIA BOLT, NUT & 3/16" BRONZE COTTER PIN	-
B	TB18A	TURNBUCKLE W/1" CLEVIS AND 1" EYE, 1" X 12", CROSBY CAT. NO. HG-227	-
C	-	AUTOMATIC DEAD END FOR 3/8" DIA STEEL MESSENGER, FARGO CAT. NO. GDE-702	-
D	-	LASHING WIRE	-
E	-	LASHING WIRE CLAMP FOR 3/8" DIA STEEL MESSENGER	-



POWER CABLE MESSENGER DEAD END ASSEMBLY - NA76
NOT TO SCALE



FOUNDATION SCHEDULE				
STRUCTURE	STATION AT TRACK #1	OFFSET FROM TRACK #1	OFFSET FROM TRACK #4	TOP OF RAIL AT TRACK #1
P-1	153+10.88	9'-3"	9'-3"	592.62
P-2	151+80.19	9'-3"	9'-3"	592.38
P-3	150+90.61	28'-6"	N/A	N/A



NOTES:

- FOR GENERAL NOTES, SEE DRAWING ET-1.
- FOR LOCATIONS OF STRUCTURES, SEE DRAWING ET-2.
- CAISSONS AND REBAR CAGES SHALL BE MARKED WITH THEIR IDENTIFYING STRUCTURE NUMBERS.
- FOUNDATION ANCHOR RODS SHALL BE SHIPPED WITH THREAD PROTECTORS AND ON SEPARATE SKIDS FOR EACH FOUNDATION LOCATION.
- FOUNDATION ANCHOR RODS, EMBEDMENT PLATE AND ATTACHED HARDWARE SHALL BE COMPLETELY GALVANIZED.
- TACK WELD TOP AND BOTTOM #4 TIES TO MAIN REINFORCING AND 2 ADDITIONAL #4 TIES, EVENLY SPACED, IN THE MIDDLE OF THE REBAR CAGE, TO ENSURE THE REBAR CAGE REMAINS CIRCULAR. THE REMAINDER OF THE ASSEMBLY SHALL BE TIE WIRED AT A MINIMUM OF TWO WRAPS PER CONNECTION BY MECHANIZED TIE WIRE DEVICE.
- GROUND ROD TO BE INSTALLED ON STRUCTURE P-3 ONLY.

ET-20.dgn



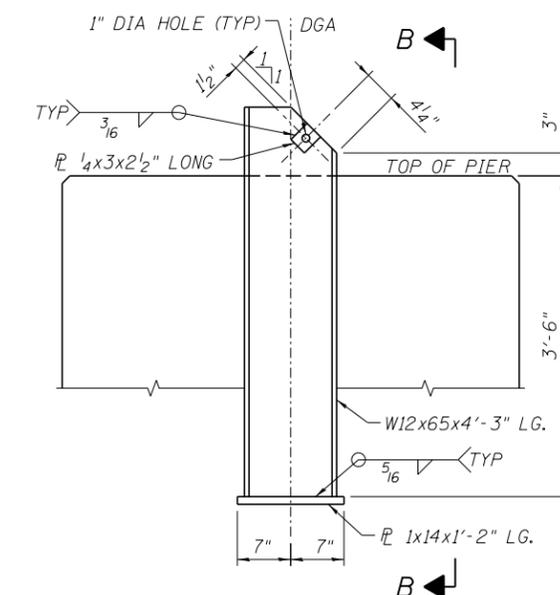
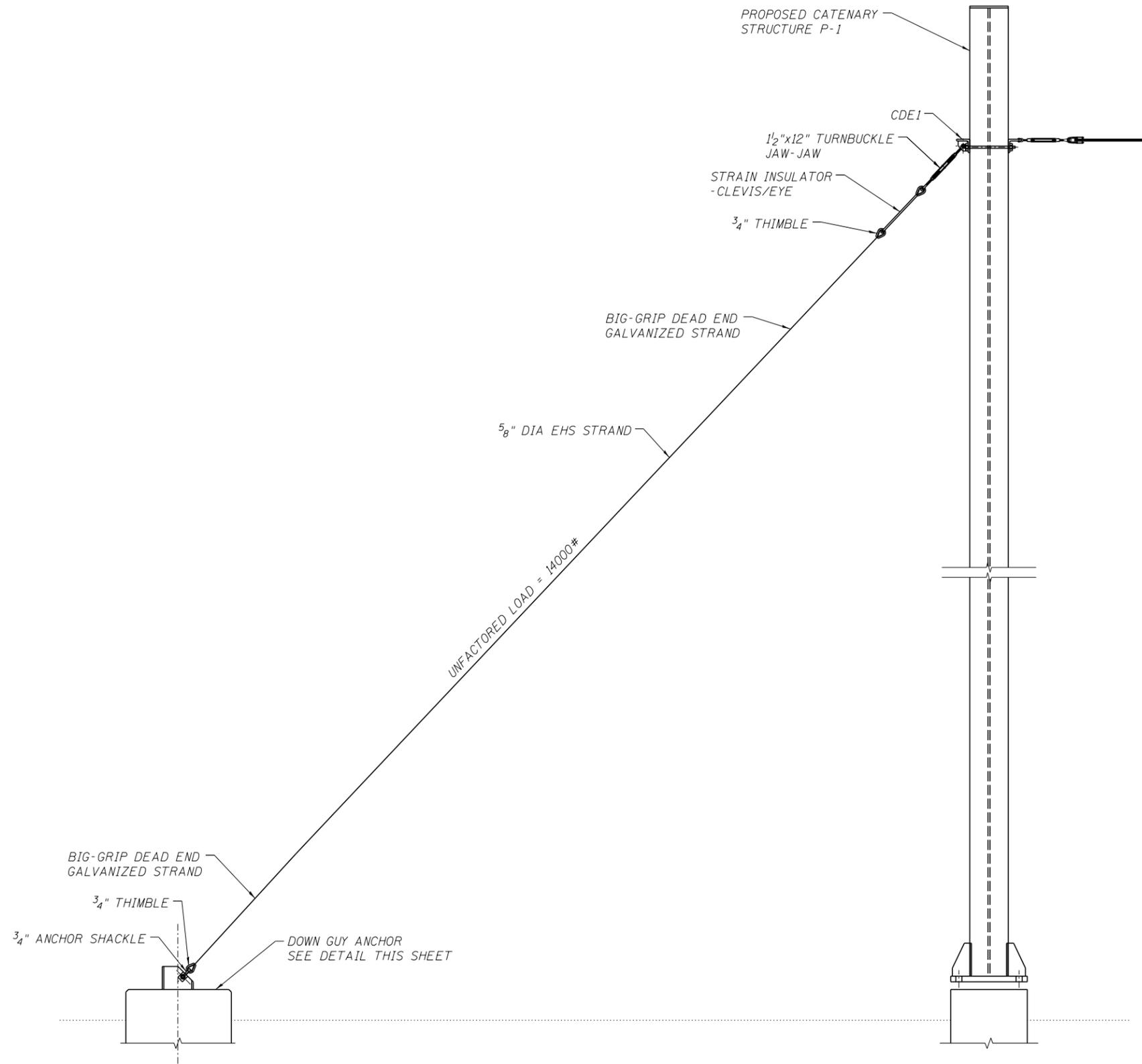
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	CHECKED - RG	REVISIONS -
PLOT SCALE =	DRAWN - JE	REVISIONS -
PLOT DATE = 12/19/14	CHECKED - RG	REVISIONS -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

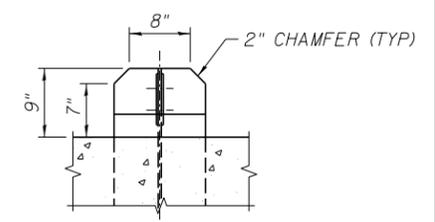
CATENARY FOUNDATION DETAILS
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

F.A.I. RE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	785T
CONTRACT NO. 60L70				
ILLINOIS FED. AID PROJECT				

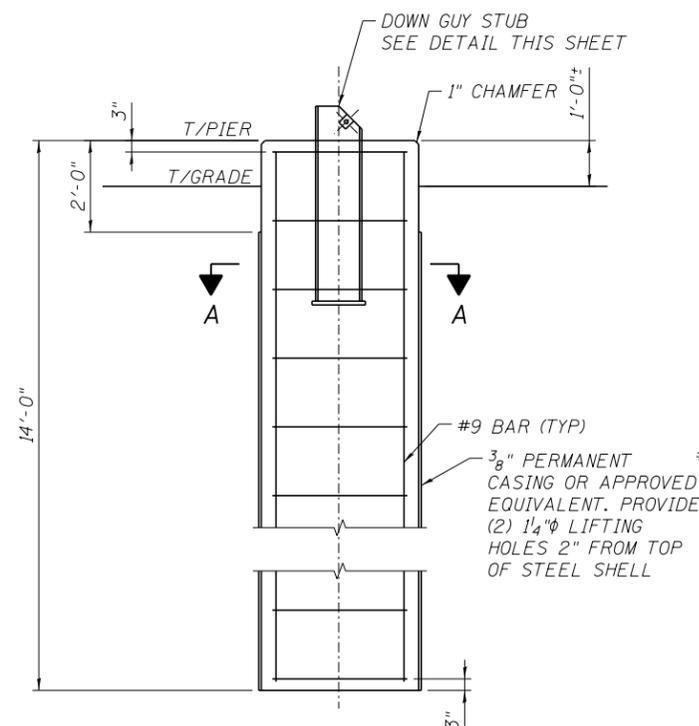
SHEET NO. ET-20 OF ET-26 SHEETS



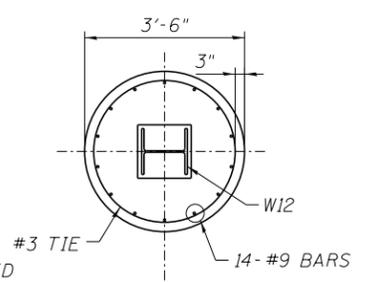
DOWN GUY STUB DETAIL
SCALE: 1"=1'



SECTION B-B
SCALE: 1"=1'



DOWN GUY ANCHOR DETAIL
SCALE: 1/2"=1'



SECTION A-A
SCALE: 1/2"=1'

NOTES:

1. FOR GENERAL NOTES, SEE DRAWING ET-1.
2. FOR WIRING PLANS AND PROFILES SEE DRAWINGS ET-3 THRU ET-10.
3. FOR ERECTION DIAGRAMS, SEE DRAWINGS ET-11 THRU ET-13.

DOWN GUY ASSEMBLY DETAIL
SCALE: 1/2"=1'



USER NAME = edwardsjo	DESIGNED - MM	REVISED -
	CHECKED - RG	REVISED -
PLOT SCALE =	DRAWN - JE	REVISED -
PLOT DATE = 12/19/14	CHECKED - RG	REVISED -

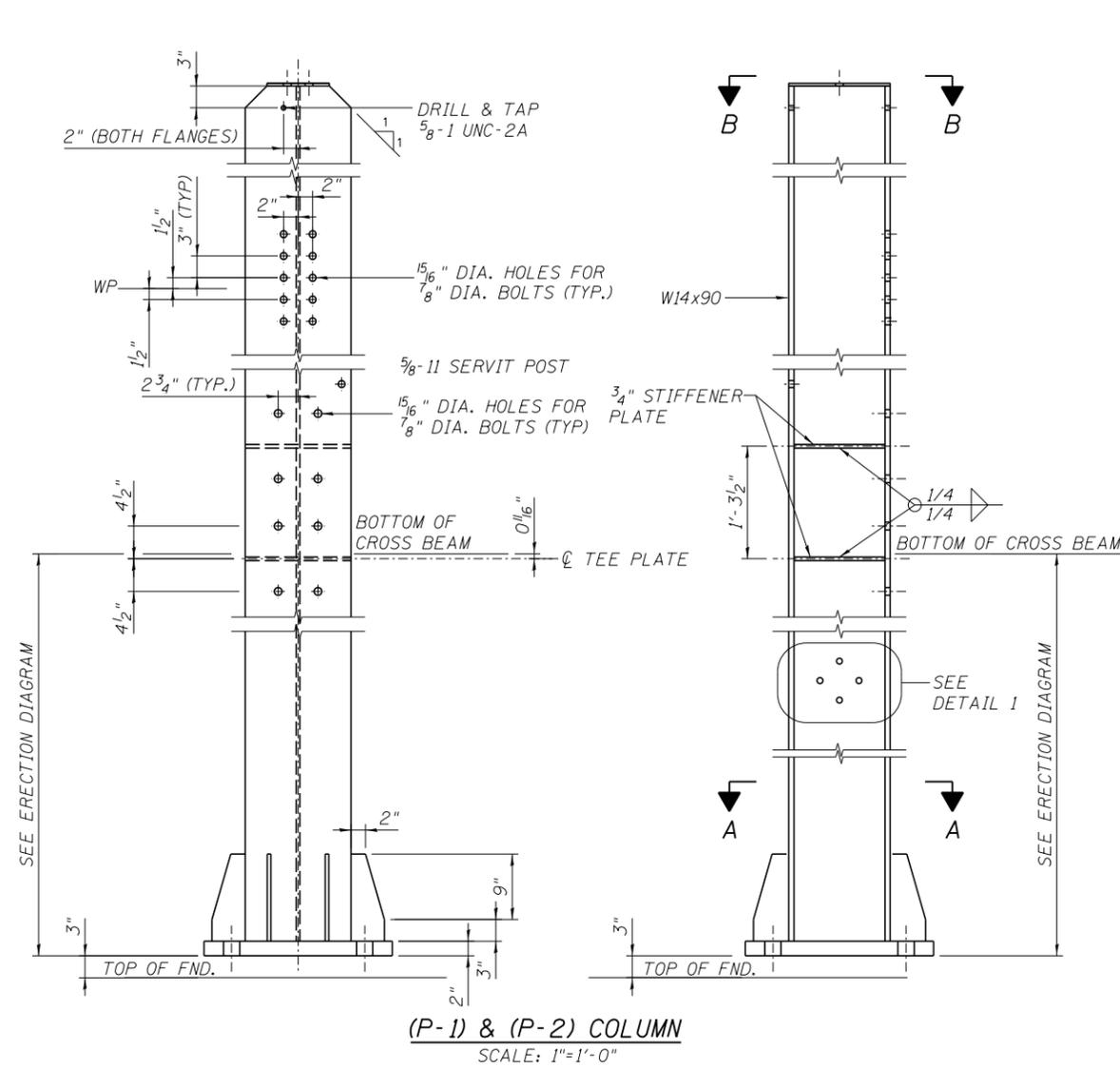
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CATENARY DOWN GUY DETAILS
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

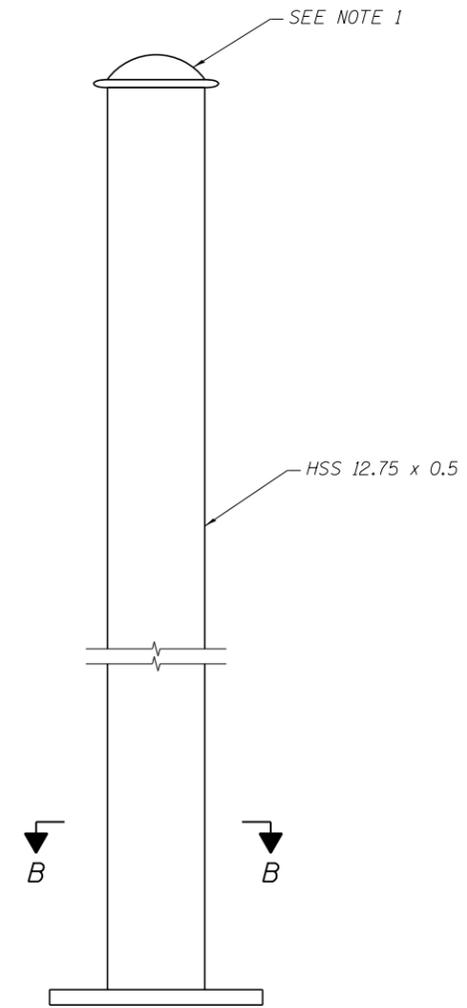
F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 785U
				CONTRACT NO. 60L70
ILLINOIS FED. AID PROJECT				

SHEET NO. ET-21 OF ET-26 SHEETS

ET-21.dgn

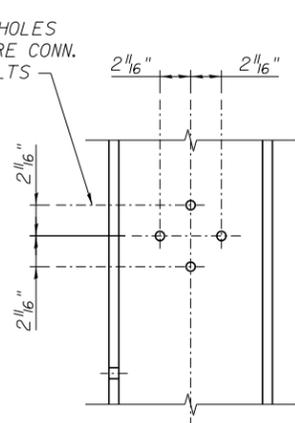


(P-1) & (P-2) COLUMN
SCALE: 1"=1'-0"

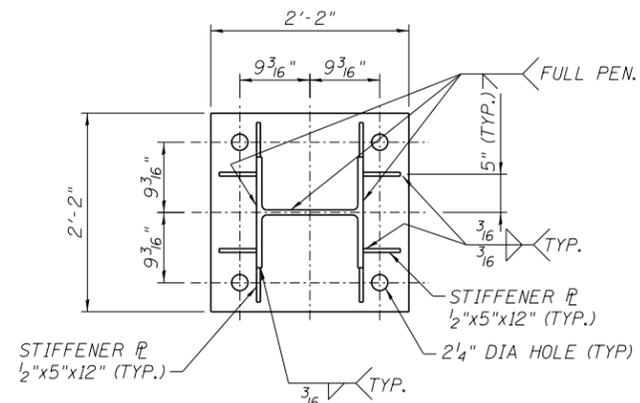


(P-3) COLUMN
SCALE: 1"=1'-0"

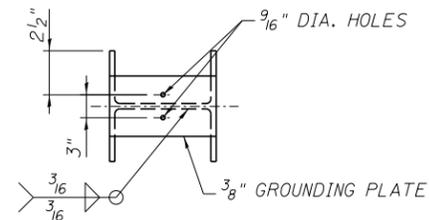
(4) 13#16" DIA. HOLES FOR GROUND WIRE CONN. USING UB-61 BOLTS



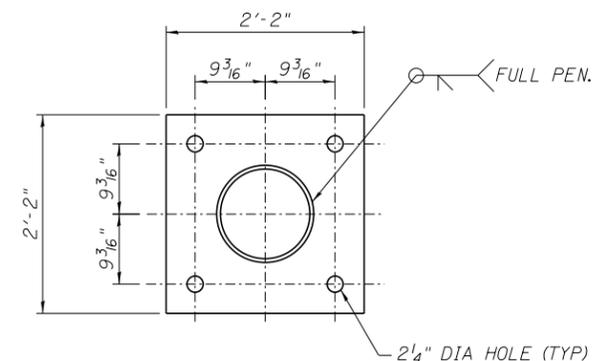
DETAIL 1
SCALE: NONE



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



SECTION B-B
SCALE: 1"=1'-0"



SECTION B-B
SCALE: 1"=1'-0"

NOTES:

1. PROVIDE DOMED GALVANIZED STEEL CAP OR SIMILAR. CAP IS FASTENED TO POLE USING STAINLESS STEEL SET SCREWS (3 MIN).

ET-22.dgn



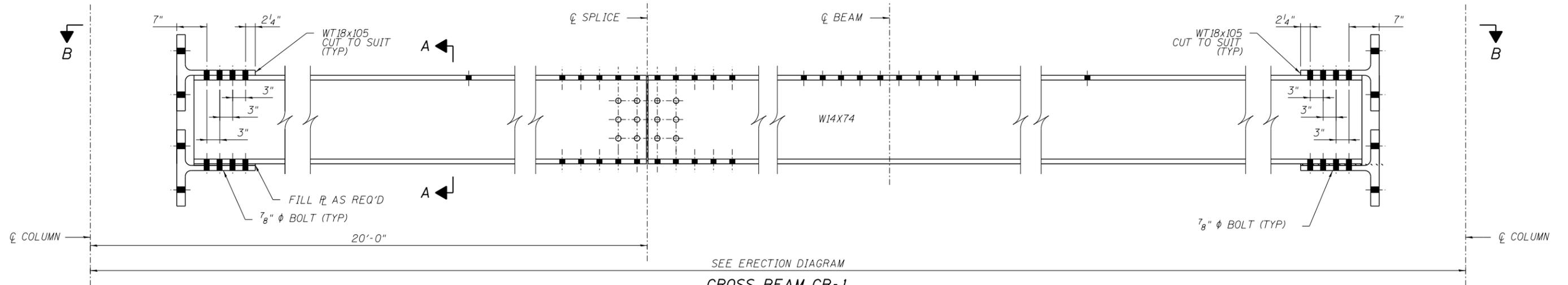
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PLOT SCALE =	CHECKED - RG	REVISED -
PLOT DATE = 12/19/14	DRAWN - JE	REVISED -
	CHECKED - RG	REVISED -

STATE OF ILLINOIS
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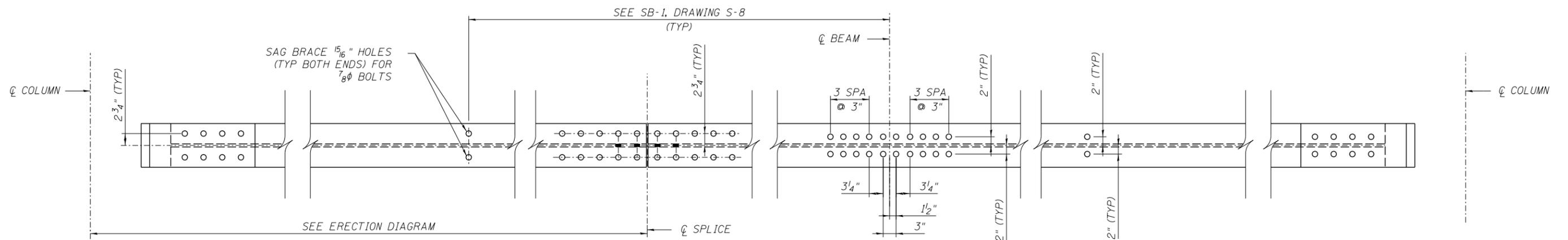
CATENARY COLUMN DETAILS - P-1, P-2, P-3
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

SHEET NO. ET-22 OF ET-26 SHEETS

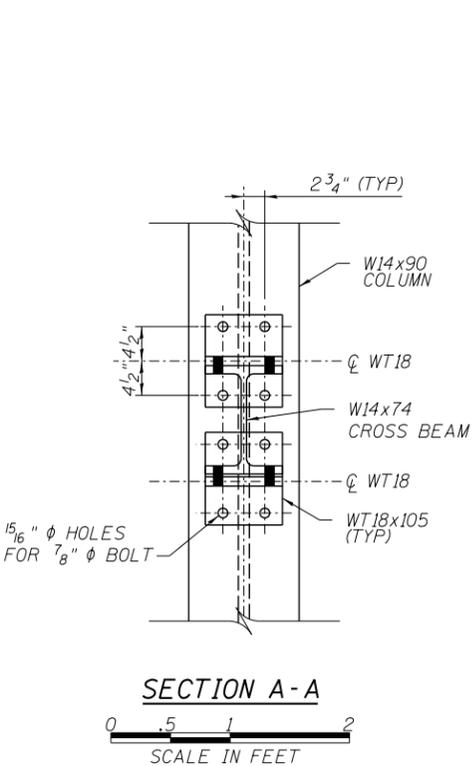
F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 785V
				CONTRACT NO. 60L70
ILLINOIS FED. AID PROJECT				



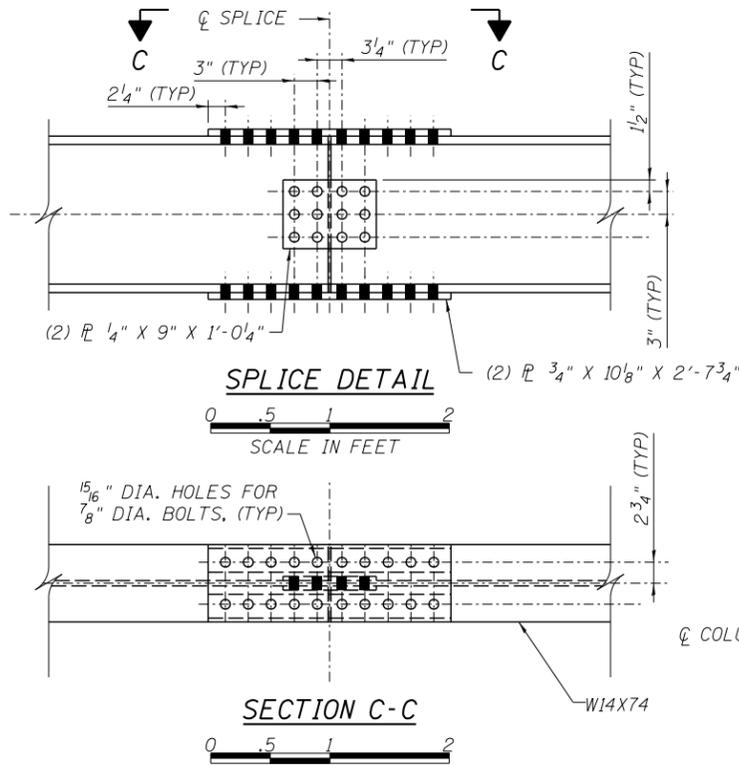
CROSS BEAM CB-1
SCALE: NONE



SECTION B-B
SCALE: NONE

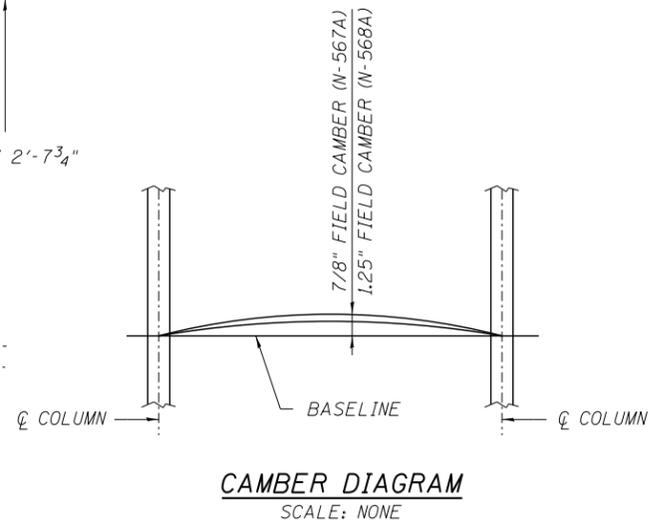


SECTION A-A
SCALE IN FEET



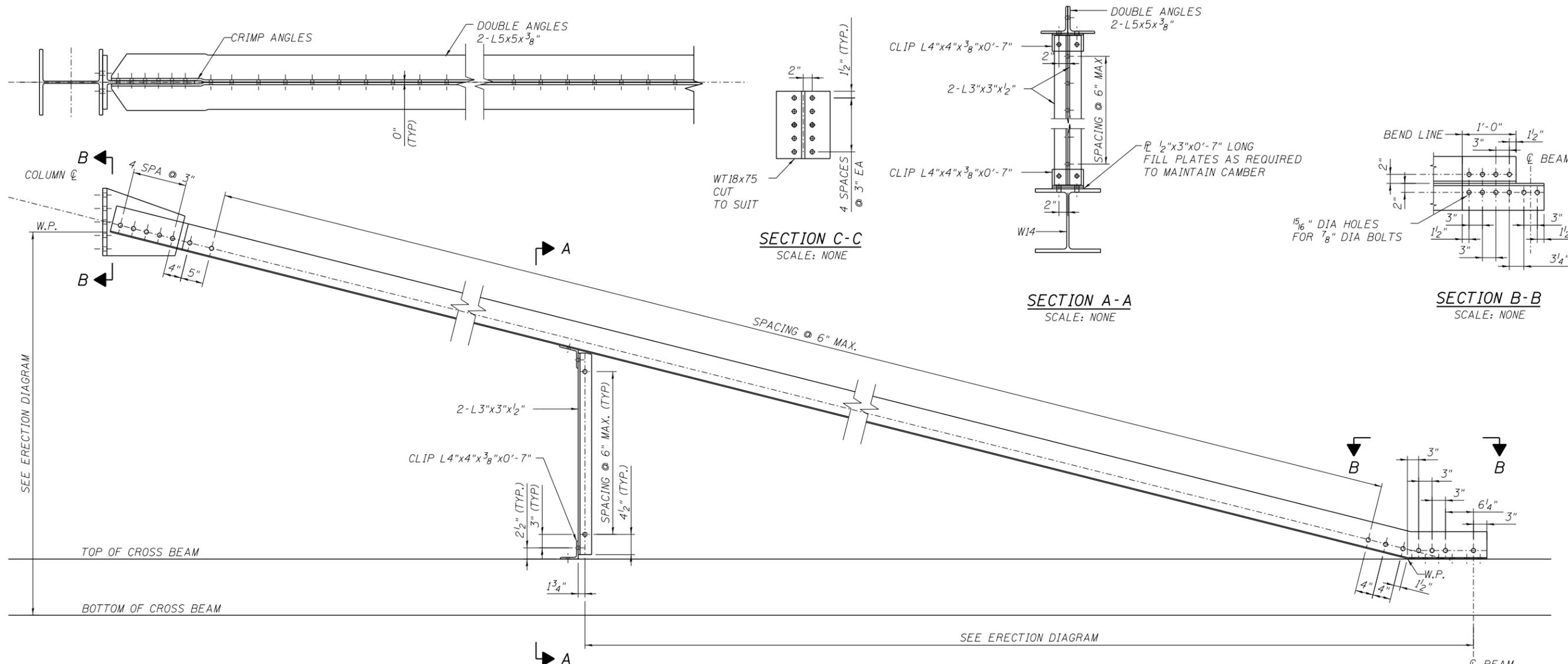
SPLICE DETAIL
SCALE IN FEET

SECTION C-C
SCALE IN FEET



CAMBER DIAGRAM
SCALE: NONE

- NOTES:**
- SPLICE SHOWN FOR FABRICATION ONLY. CONTINUOUS BEAM ACCEPTABLE IF FABRICATOR CAN PROVIDE AT THE REQUIRED LENGTH.



SAG BRACE - SB-1
SCALE: NONE



USER NAME = edwardsjo	DESIGNED - MM	REVISED -
	CHECKED - RG	REVISED -
PLOT SCALE =	DRAWN - JE	REVISED -
PLOT DATE = 11/20/2014	CHECKED - RG	REVISED -

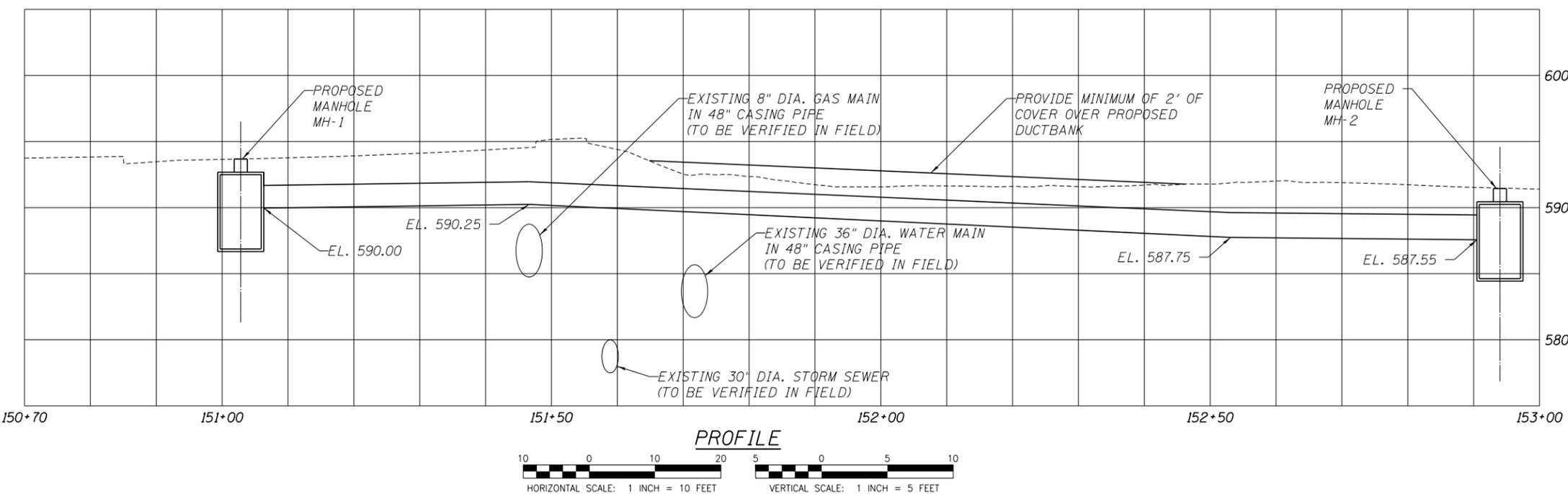
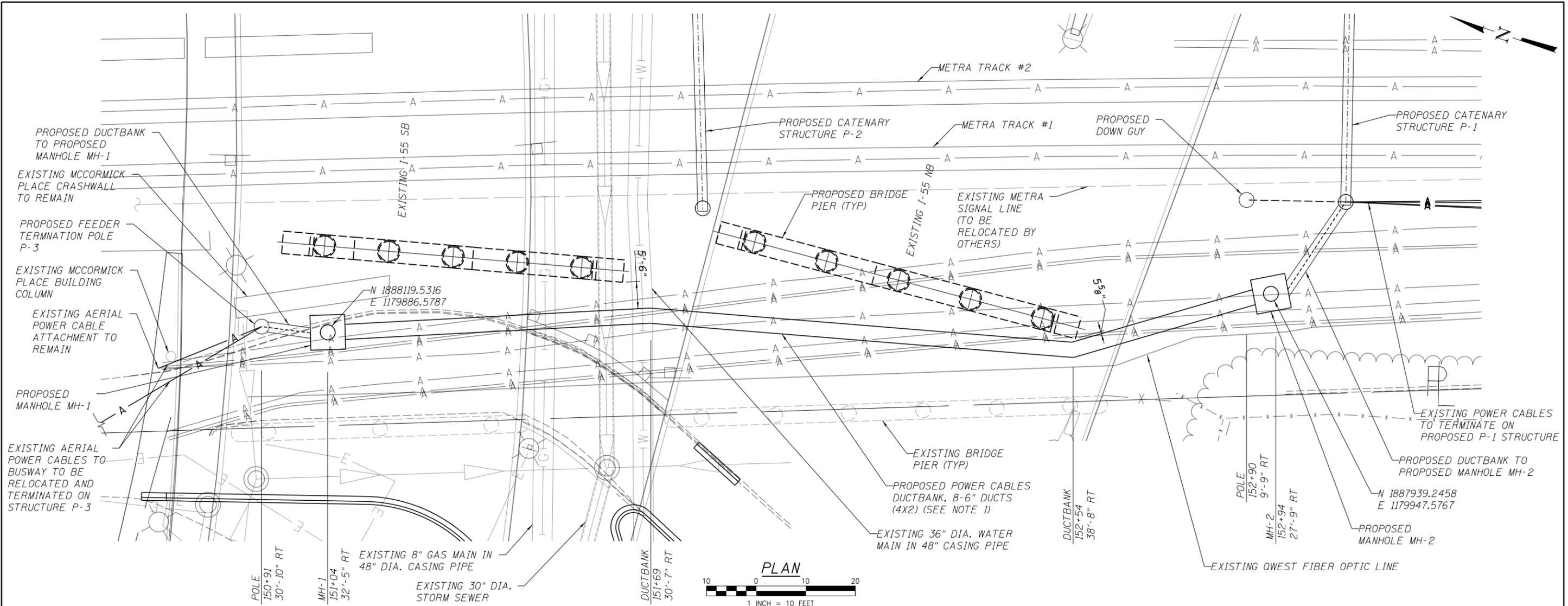
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CATENARY SAG BRACE DETAILS
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

F.A.I. RE.:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	785X
CONTRACT NO. 60L70				
ILLINOIS FED. AID PROJECT				

SHEET NO. ET-24 OF ET-26 SHEETS

ET-24.dgn



NOTE:

- PER THE SPECIFICATIONS, CONTRACTOR TO PROVIDE AND INSTALL:
 - TWO SETS EACH OF 2 - 15KV, 1/C 500 MCM CABLES IN A 6" RACEWAY
 - TWO SETS EACH OF 4 - 15KV, 1/C 1000 MCM CABLES
 - 1 - FIBER OPTIC CABLE IN A 6" RACEWAY

METRA TO COMPLETE ALL CONNECTIONS TO EXISTING SYSTEM. SEE SHEET 785Z FOR ADDITIONAL DUCT BANK DETAILS.



USER NAME = edwardsjo	DESIGNED - MM	REVISED -
	CHECKED - RG	REVISED -
PLOT SCALE =	DRAWN - JE	REVISED -
PLOT DATE = 12/19/14	CHECKED - RG	REVISED -

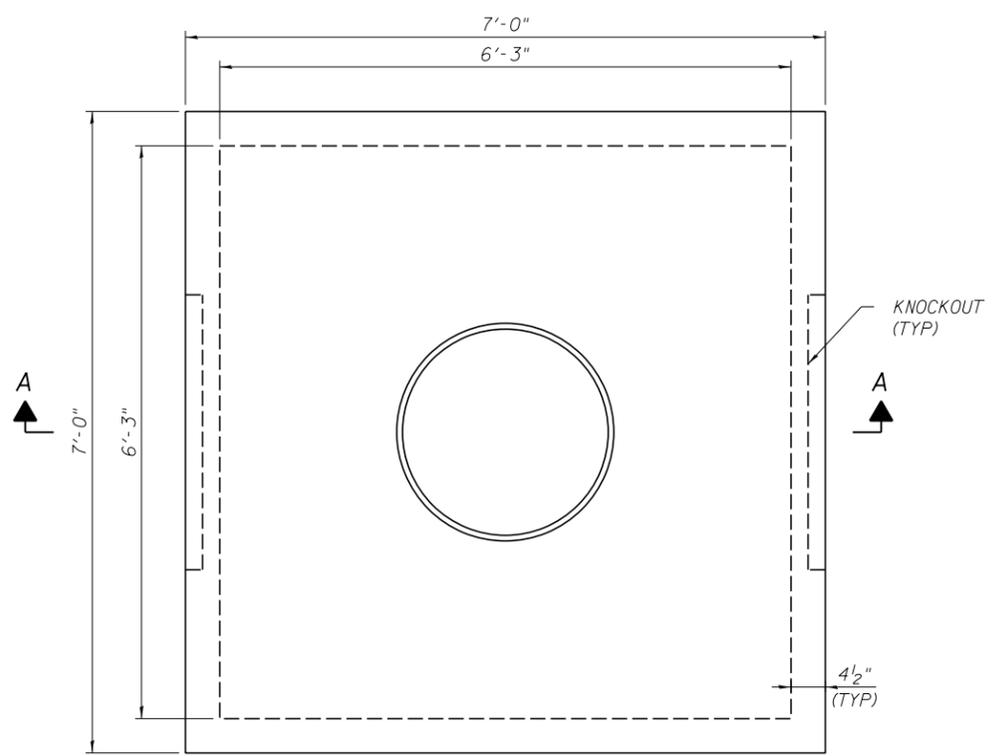
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**METRA DUCTBANK LAYOUT PLAN
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)**

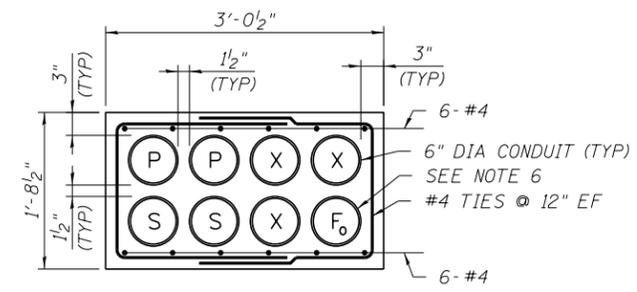
SHEET NO. ET-25 OF ET-26 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2010-080-B	COOK	886	785Y
CONTRACT NO. 60L70				
ILLINOIS FED. AID PROJECT				

CONDUIT ENCASED, REINFORCED CONCRETE, 6" DIA., PVC 4 WIDE X 2 HIGH				
REF. DWG.	DESCRIPTION	QTY.	UNIT	MARK
ET-26	4X2 DUCT BANK	210	FOOT	-
MANHOLE, METRA SPECIAL				
REF. DWG.	DESCRIPTION	QTY.	UNIT	MARK
ET-26	MANHOLE, METRAL SPECIAL	2	EA.	-

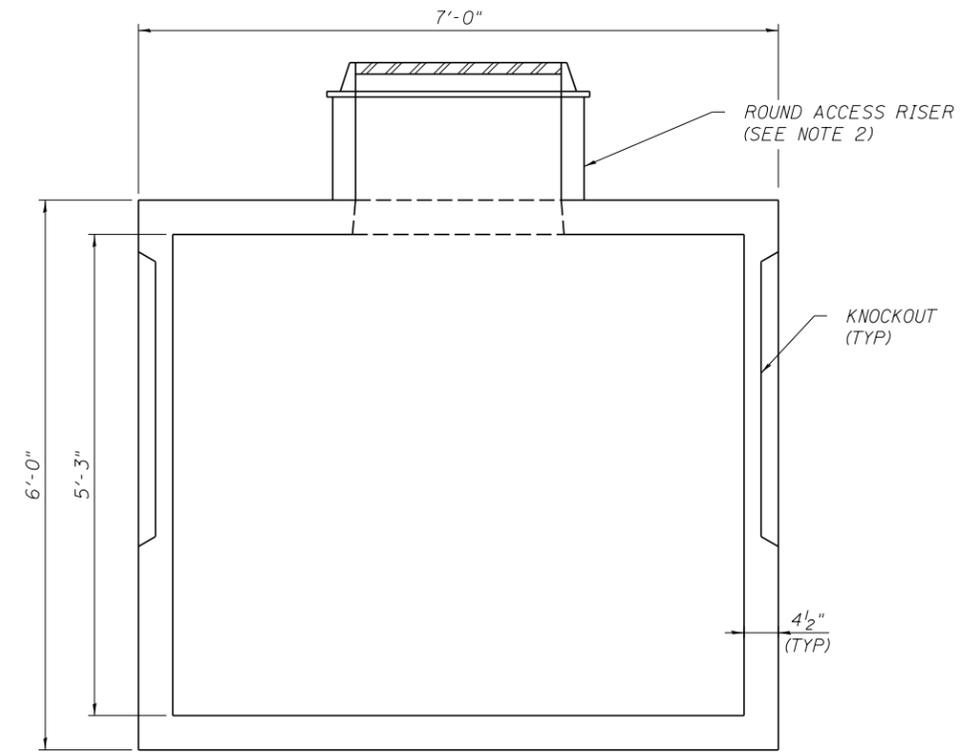


MANHOLE TYPE "A" PLAN
SCALE: NONE



6" DIA, PVC 4 WIDE x 2 HIGH DUCTBANK
SCALE: NONE

- LEGEND:**
- P - LIGHT AND POWER CABLES
 - S - SIGNAL CABLES
 - F₀ - FIBER OPTIC CABLES
 - X - SPARE CONDUITS



SECTION A-A
SCALE: NONE

- NOTES:**
1. TOP OF MANHOLE BOX SHALL BE INSTALLED 40" MINIMUM BELOW TOP OF RAIL UNLESS OTHERWISE NOTED.
 2. PROVIDE EXTENSIONS TO BRING COVER TO 1" ABOVE FINISHED GRADE IN BALLASTED AREAS. FLUSH WITH FINISHED GRADE IN STREETS, WALKWAYS AND BICYCLE PATHS.
 3. MANHOLE COVERS SHALL BE IMPRINTED FOR METRA REQUIREMENTS.
 4. LONGITUDINAL SEPARATION OF PLASTIC CONDUIT SPACERS NOT TO EXCEED 10 FEET.
 5. CONDUIT SPACING AS SHOWN UNLESS DUCTBANK PLANS INDICATE OTHERWISE.
 6. POWER CABLES TO BE INSTALLED AND ARRANGED BY THE CONTRACTOR IN THE DUCTBANK PER METRA'S DESIGN.

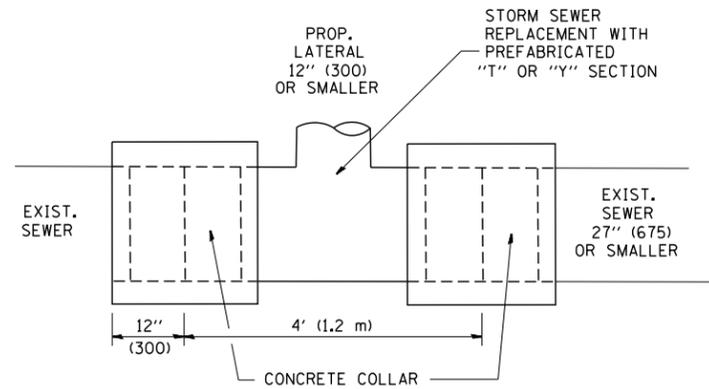


USER NAME = edwardsjo	DESIGNED - MM	REVISED -
	CHECKED - RG	REVISED -
PLOT SCALE =	DRAWN - JE	REVISED -
PLOT DATE = 12/19/14	CHECKED - RG	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

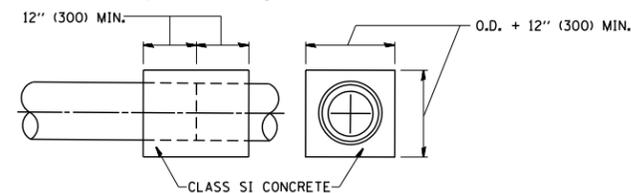
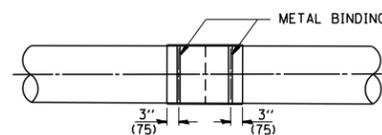
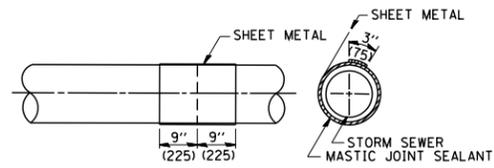
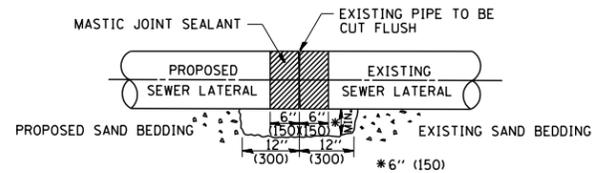
MANHOLE & DUCTBANK DETAILS
I-55 & LAKE SHORE DRIVE INTERCHANGE (OUTBOUND STRUCTURES)

F.A.I. RTE. = 55	SECTION = 2010-080-B	COUNTY = COOK	TOTAL SHEETS = 886	SHEET NO. = 785Z
SHEET NO. ET-26 OF ET-26 SHEETS			CONTRACT NO. 60L70	
ILLINOIS FED. AID PROJECT				



DETAIL "A"

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

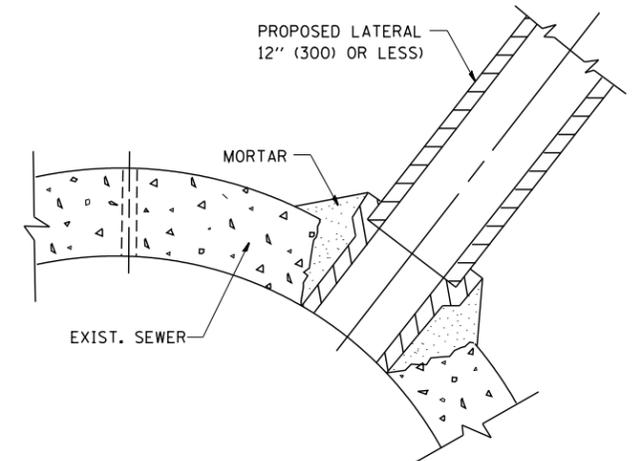


DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

1. CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
2. APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12" x 6" (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
4. CUT A PIECE OF SHEET METAL GAGE NO. 19 1.1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERENCE OF THE PIPE PLUS 3" (75) LONG.
5. WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
6. LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
7. PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
8. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OOOZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.



DETAIL "C"

PROPOSED LATERAL CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER

NOTES

MATERIAL

MATERIAL USED FOR THE TEE OR WYE SECTION SHALL BE COMPATIBLE WITH THE EXISTING STORM SEWER OR THE PROPOSED STORM SEWER.

CONSTRUCTION METHODS

- I. THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.
- II. CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
 - A) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".
 - B) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

GENERAL

CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.

CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS, THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.

REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.

CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

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

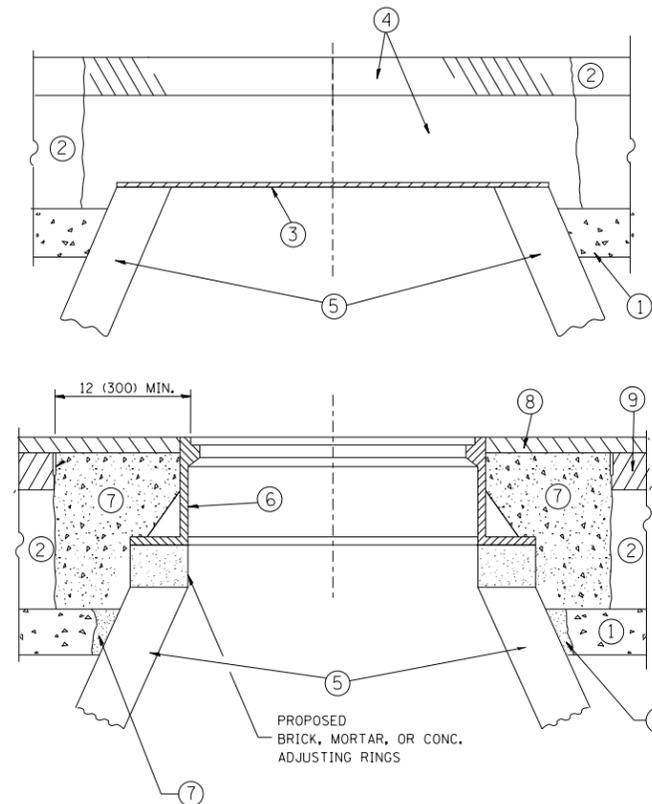
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	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - R. SHAH 10-25-94
	PLOT DATE = 1/4/2008	DATE - 07-25-90	REVISED - R. SHAH 06-12-96

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAIL OF STORM SEWER
CONNECTION TO EXISTING SEWER

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			886	786
BD500-01 (BD-7)		CONTRACT NO. 60L70		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

LEGEND

- ① SUB-BASE GRANULAR MATERIAL
- ② EXISTING PAVEMENT
- ③ 36 (900) DIAMETER METAL PLATE
- ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX
- ⑤ EXISTING STRUCTURE
- ⑥ FRAME AND LID (SEE NOTES)
- ⑦ CLASS PP-1* CONCRETE
- ⑧ PROPOSED HMA SURFACE COURSE
- ⑨ PROPOSED HMA BINDER COURSE

LOCATION OF STRUCTURES:

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT:

REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."

THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.

NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

NOTES:

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

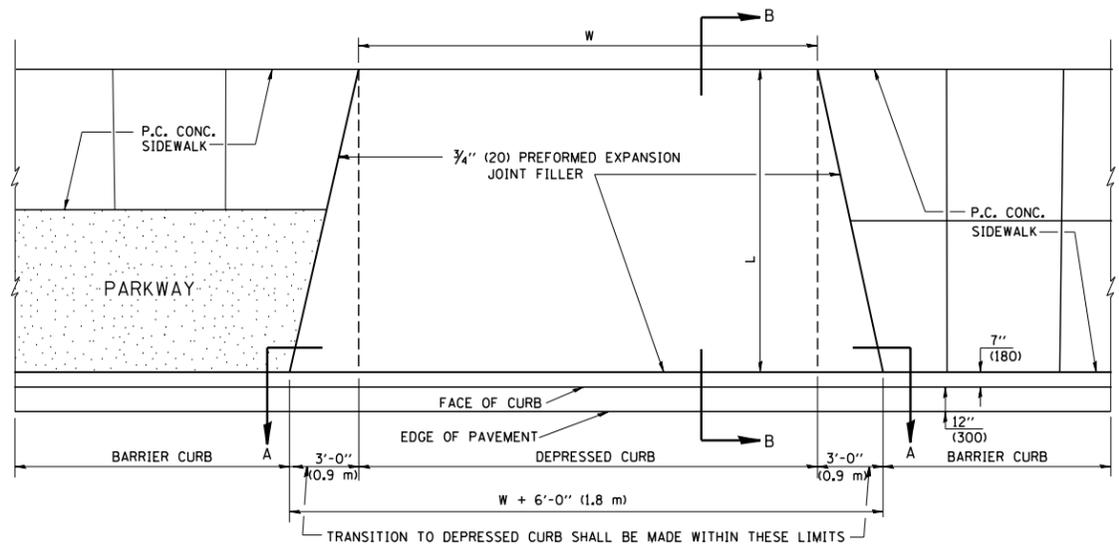
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
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	PLOT SCALE = 1/968.5000 "/ m	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 12/6/2011	DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

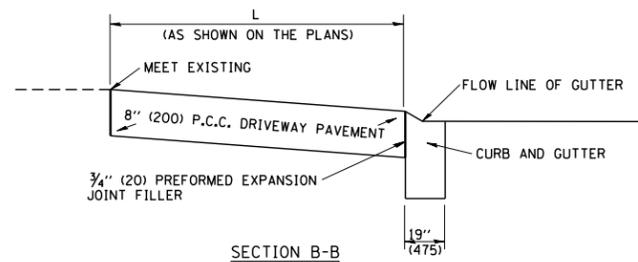
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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BD600-03 (BD-8)		CONTRACT NO. 60L70		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



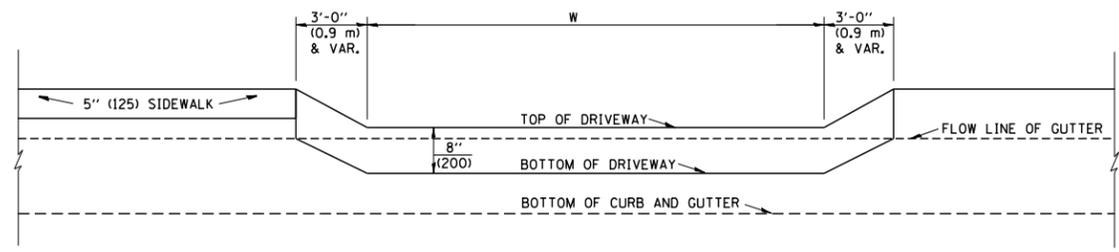
PLAN VIEW

NOTES:

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

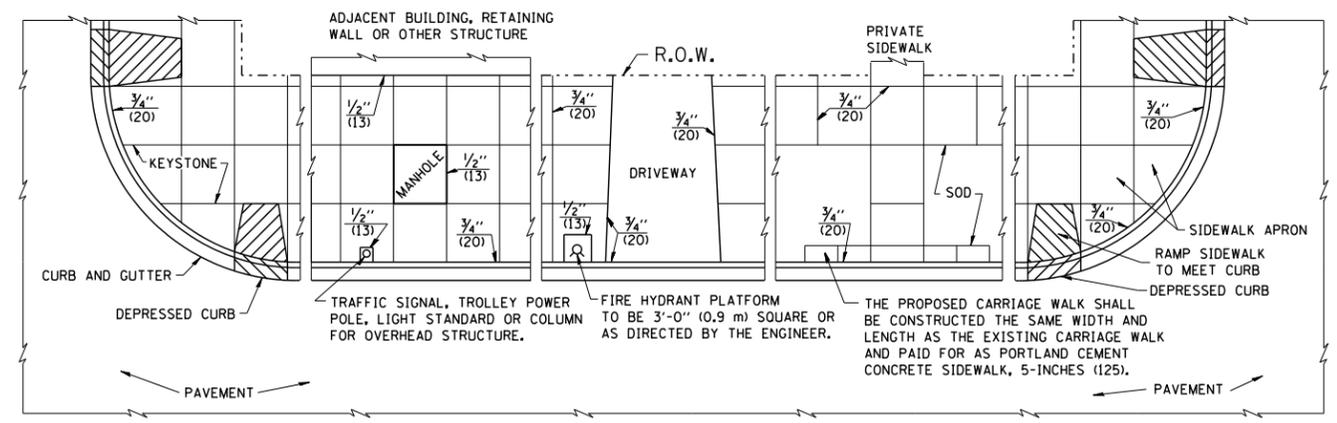


SECTION B-B



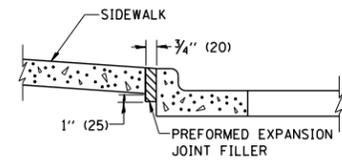
SECTION A-A

P.C.C. DRIVEWAY PAVEMENT DETAIL



NOTES:

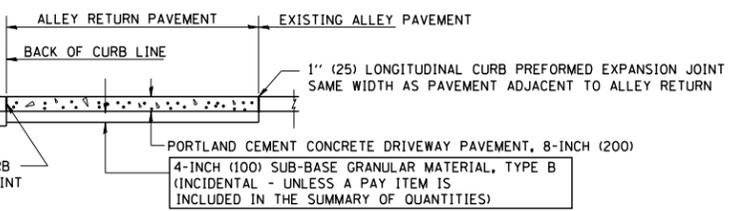
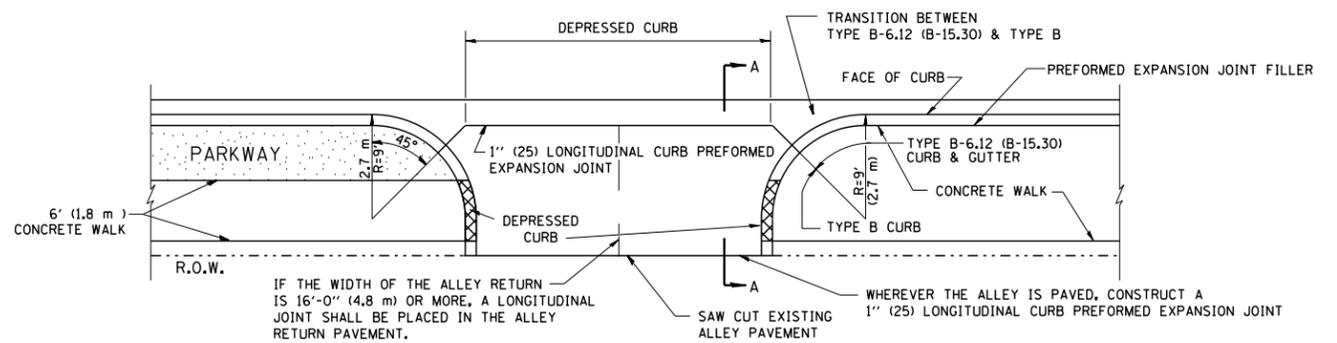
1. ONE-HALF INCH THICK EXPANSION JOINTS SHALL BE PLACED BETWEEN THE SIDEWALK AND ALL STRUCTURES SUCH AS LIGHT STANDARDS, TRAFFIC LIGHT STANDARDS, MANHOLES, WHICH EXTEND THROUGH THE SIDEWALK.
2. 3/4" (20) THICK EXPANSION JOINTS SHALL BE PLACED AT INTERVALS OF NOT MORE THAN 100 FEET (30 METERS) IN THE SIDEWALK, WHERE THE SIDEWALK IS CONSTRUCTED ADJACENT TO PAVEMENT OR CURB HAVING EXPANSION JOINTS, THE EXPANSION JOINTS IN THE SIDEWALK SHALL BE PLACED OPPOSITE THE EXISTING EXPANSION JOINTS AS NEARLY AS PRACTICABLE. EXPANSION JOINTS SHALL ALSO BE PLACED WHERE THE SIDEWALK ABUTS EXISTING SIDEWALKS, BETWEEN DRIVEWAY PAVEMENT AND SIDEWALK, AND BETWEEN SIDEWALK AND CURBS WHERE THE SIDEWALK ABUTS A CURB.



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

PORTLAND CEMENT CONCRETE SIDEWALK DETAILS

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



SECTION A-A

ALLEY RETURN DETAIL

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME = W:\diststd\22x34\bd17.dgn

USER NAME = gaglionobt
PLOT SCALE = 50.0000' / IN.
PLOT DATE = 1/4/2008

DESIGNED - M. DE YONG
DRAWN -
CHECKED -
DATE - 06-13-90

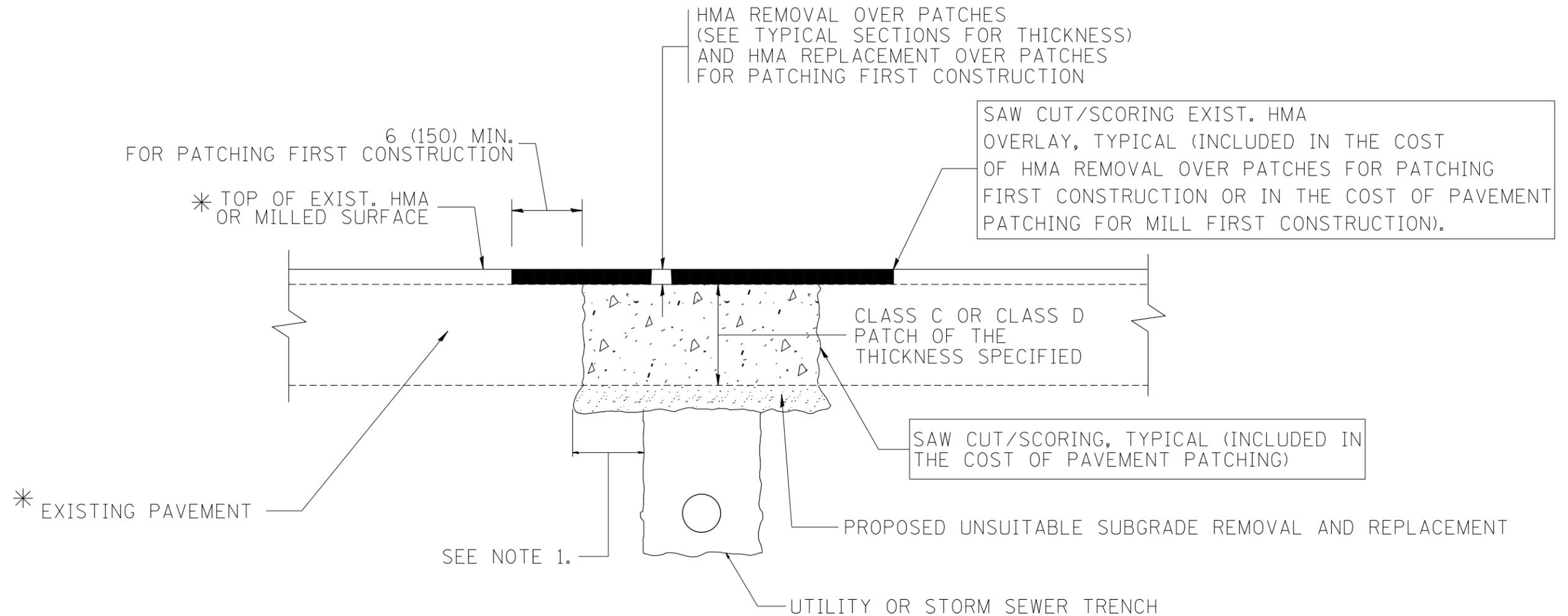
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REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BD400-03 (BD-17)		886	789
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60L70	



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

FILE NAME = c:\projects\diststd22x34\bd22.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1	OF 1	SHEETS	STA.	TO STA.	886	790
		PLOT SCALE = 50.000' / IN.	REVISOR - R. BORO 09-04-07		BD400-04 (BD-22)			CONTRACT NO. 60L70				
		PLOT DATE = 10/27/2008	DATE - 10-25-94		REVISED - K. ENG 10-27-08	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						

VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.

SEE STATE STANDARD 606001
EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

18" (450) MAX.

1/4" (5) **

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE, SOD OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SODDING SALT TOLERANT WITH TOP SOIL, 4" (100) SOD RESTORATION (SEE NOTE ①).

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)

PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

- * 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- ** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.

SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY.

- ② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED
- ③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
- ④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
- ⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

BASIS OF PAYMENT:
THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

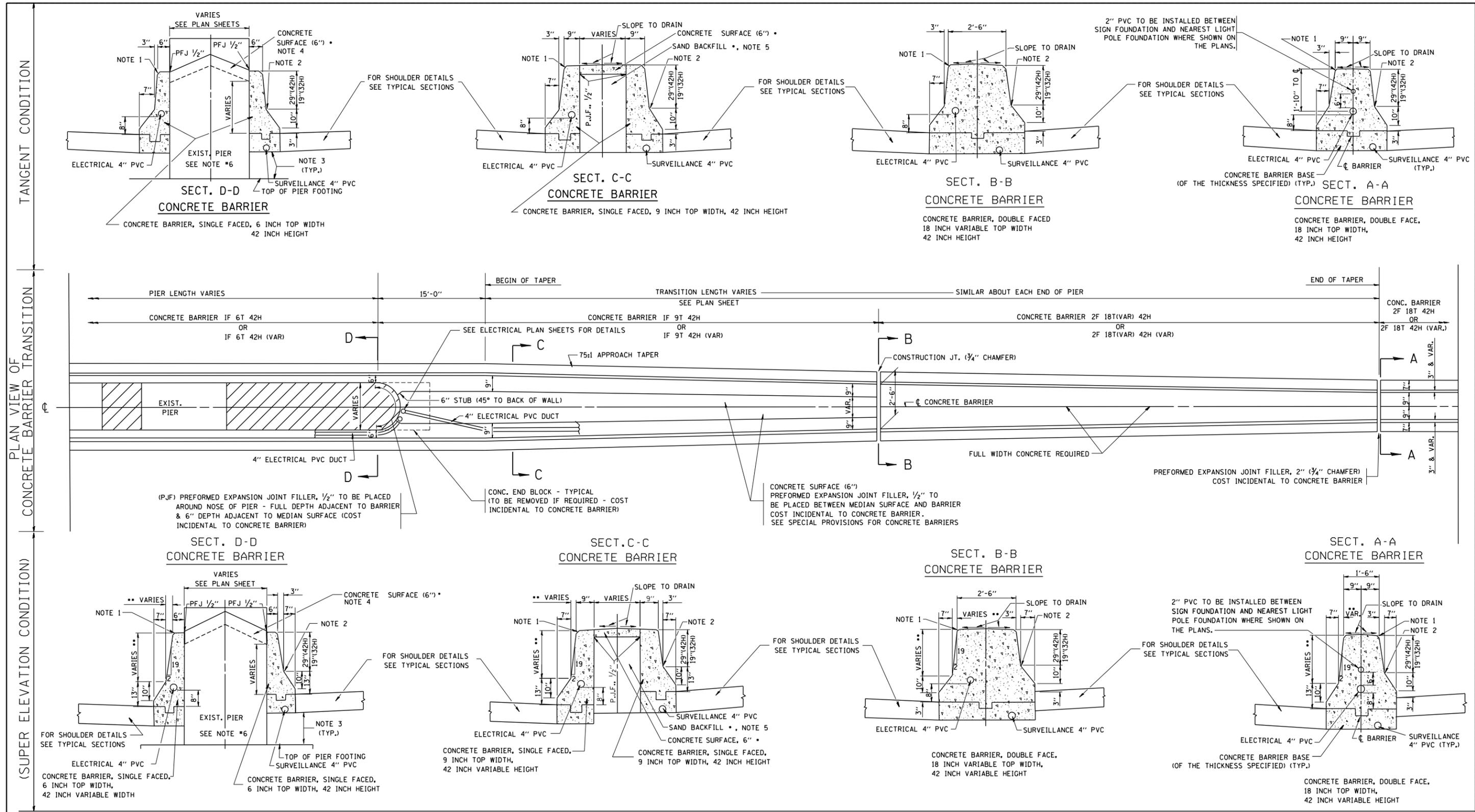
⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = drivakosgn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\p1dot\drivakosgn\0108315\bd24.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97								886	791
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		BD600-06 (BD-24) CONTRACT NO. 60L70		
	PLOT DATE = 12/15/2009	DATE - 03-11-94	REVISED - R. BORO 12-15-09		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							

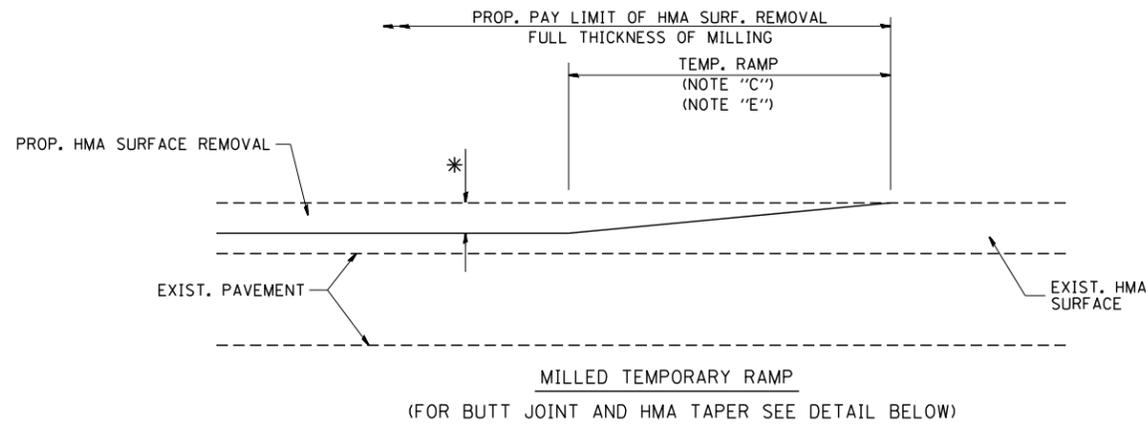


FILE NAME =	USER NAME = gaglianobt	DESIGNED - FORD	REVISED - FORD 12-06-88
W:\diststd\22x34\bd27.dgn		DRAWN -	REVISED -
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/4/2008	DATE - 09-09-88	REVISED -

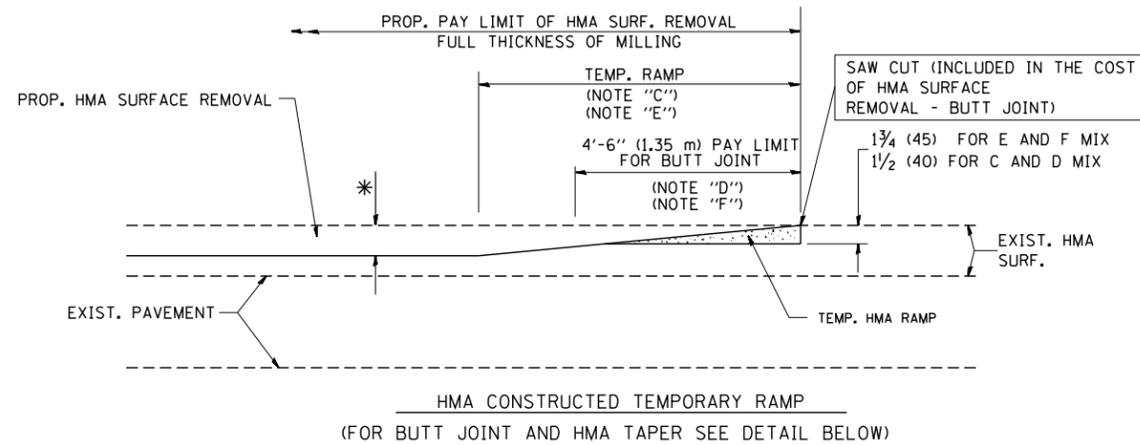
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CONCRETE BARRIER TRANSITION & GENERAL DETAILS, CONCRETE BARRIER BASE			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BD-27		886	792
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60L70	

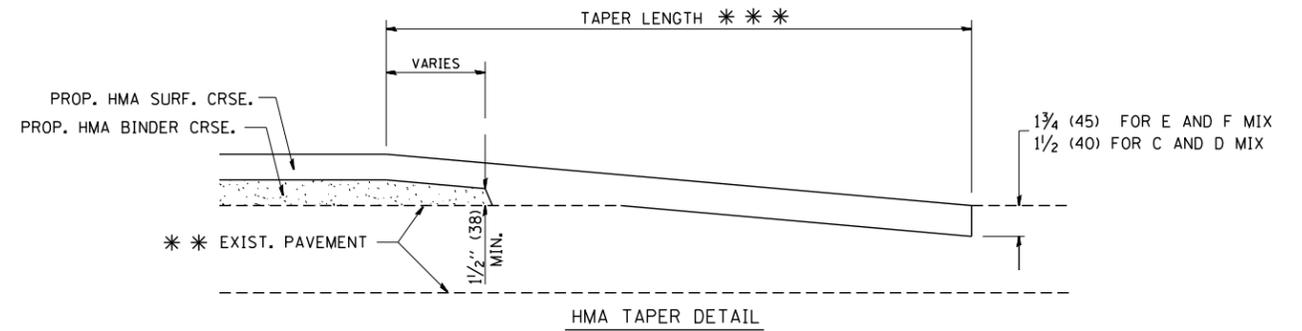
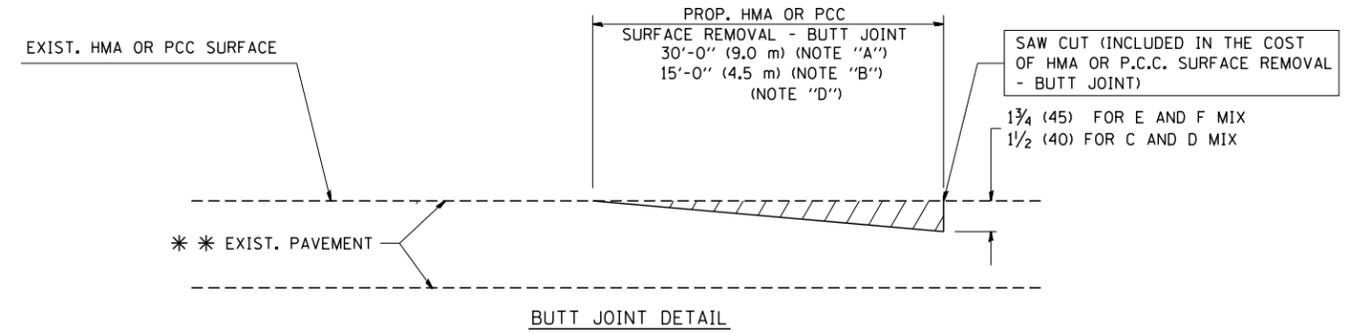


OPTION 1



OPTION 2

TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

*** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

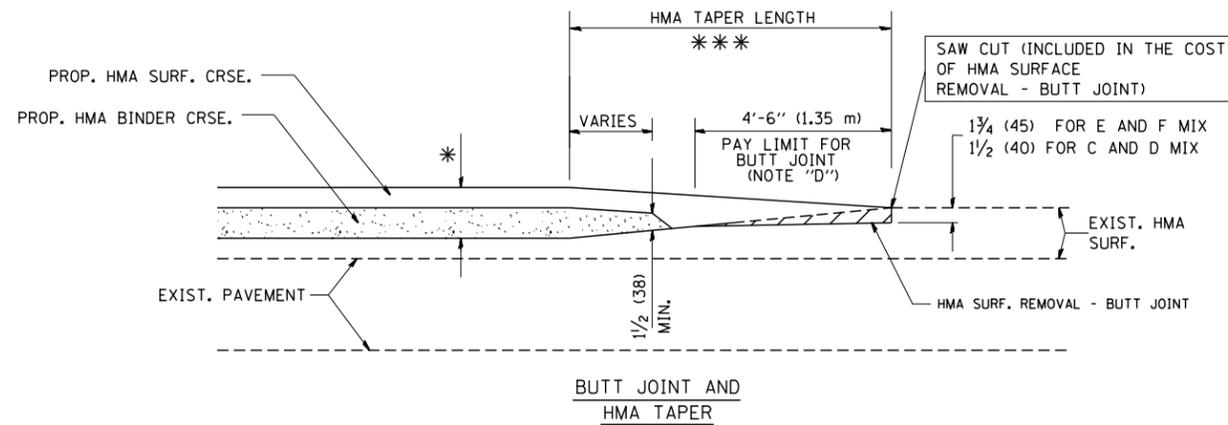
NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
 - B: MINOR SIDE ROADS.
 - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
 - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
 - E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
 - F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
 - G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

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



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

FILE NAME = W:\diststd\22x34\bd32.dgn	USER NAME = gaglianobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND
HMA TAPER DETAILS**

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

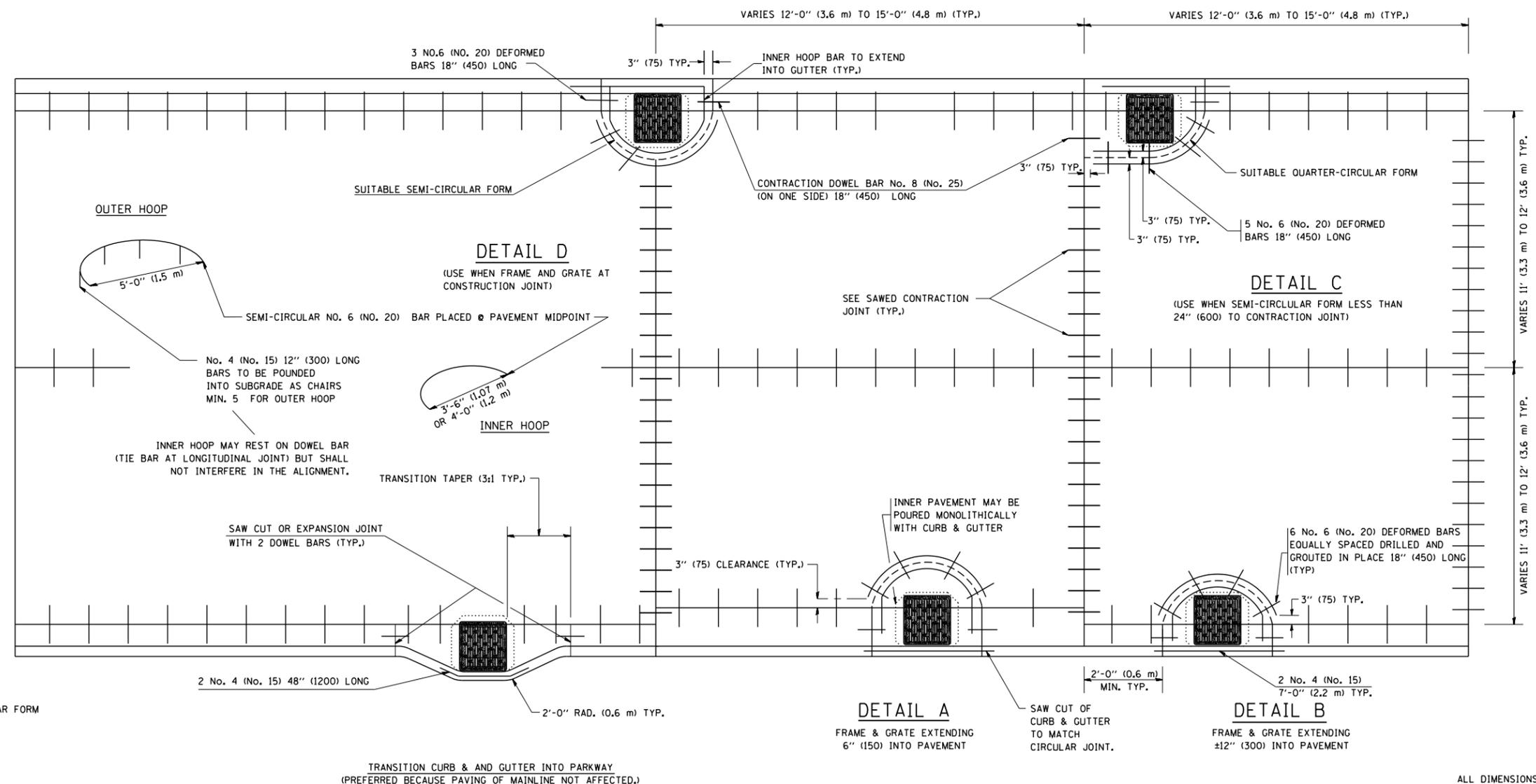
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			886	794
BD400-05 BD32		CONTRACT NO. 60L70		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

FRAME EXTENSION INTO PAVEMENT	INNER HOOP REINFORCEMENT DIAMETER	SEMI CIRCULAR FORM DIAMETER	OUTER HOOP REINFORCEMENT DIAMETER
UP TO 8" (200)	3'-6" (1.1 m)	4'-0" (1.2 m)	5'-0" (1.5 m)
> 8" (200) TO 14" (360)	4'-0" (1.2 m)	4'-6" (1.4 m)	5'-0" (1.5 m)

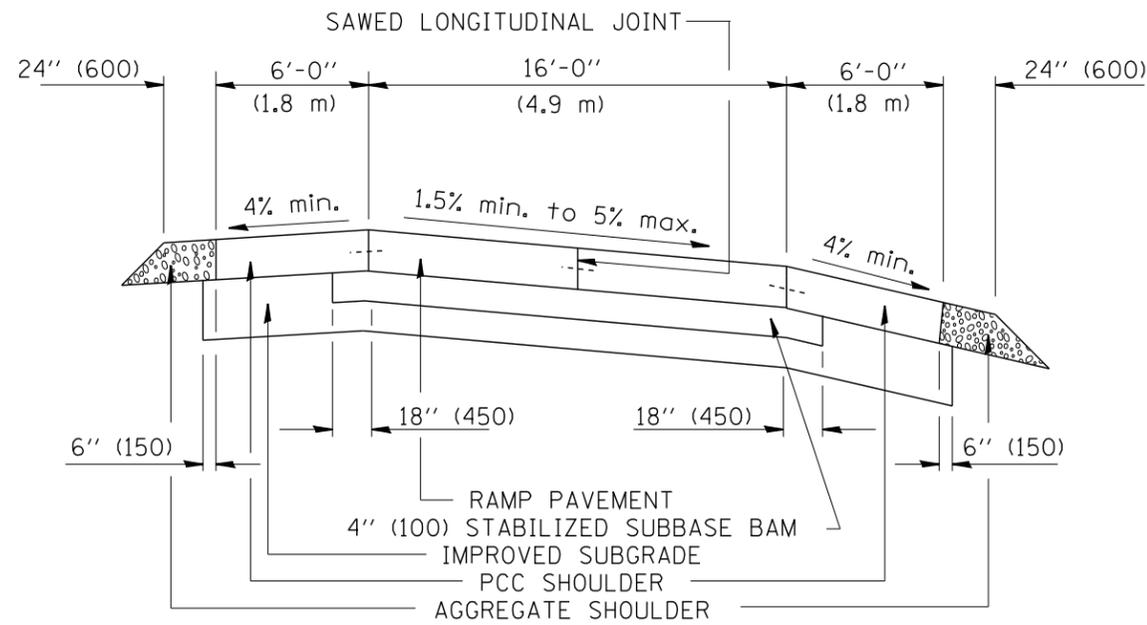
DESIGNER NOTE:
THIS DETAIL IS TO BE USED
WHEN THE GUTTER FLAG IS
LESS THAN 24"

NOTES :

1. THE ROUNDOUT AND ADDED REINFORCEMENT WILL NOT BE PAID SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE PAVEMENT.
2. TRANSVERSE JOINTS MAY BE MOVED TO ACCOMMODATE ROUNDOUT. EDGE OF CIRCULAR JOINT SHALL BE MINIMUM 12" (300) FROM TRANSVERSE JOINT. RELOCATED TRANSVERSE JOINT SHALL BE CONTINUOUS FROM EDGE OF PAVEMENT TO EDGE OF PAVEMENT.
3. SEMI-CIRCULAR FORM SHALL BE REMOVED PRIOR TO DRILL AND GROUT OF TIE BARS.
4. ALL REINFORCED BARS SHALL BE EPOXY COATED.
5. DRILL AND GROUT IS PREFERRED, HOWEVER TIE BARS CAN BE POURED IN PLACE IF CLEARANCE IS PROVIDED TO OUTER EDGE OF FRAME. MINIMUM 2" (50) CLEARANCE.
6. WOOD SHIMS SHALL BE USED TO ADJUST ALL FRAMES. AFTER ADJUSTING MORTAR HAS CURED, THE WOOD SHIMS SHALL BE REMOVED AND THE VOIDS UNDER THE FRAMES FILLED WITH NON SHRINK GROUT.
7. HOOP REINFORCEMENT SHALL BE ONE PIECE CONSTRUCTION.
8. CIRCULAR FRAMES AND GRATES MAY BE SUBSTITUTED.
9. CURB DOWELS MUST BE PLACED LEVEL & TRUE TO ALLOW CONTRACTION MOVEMENT.



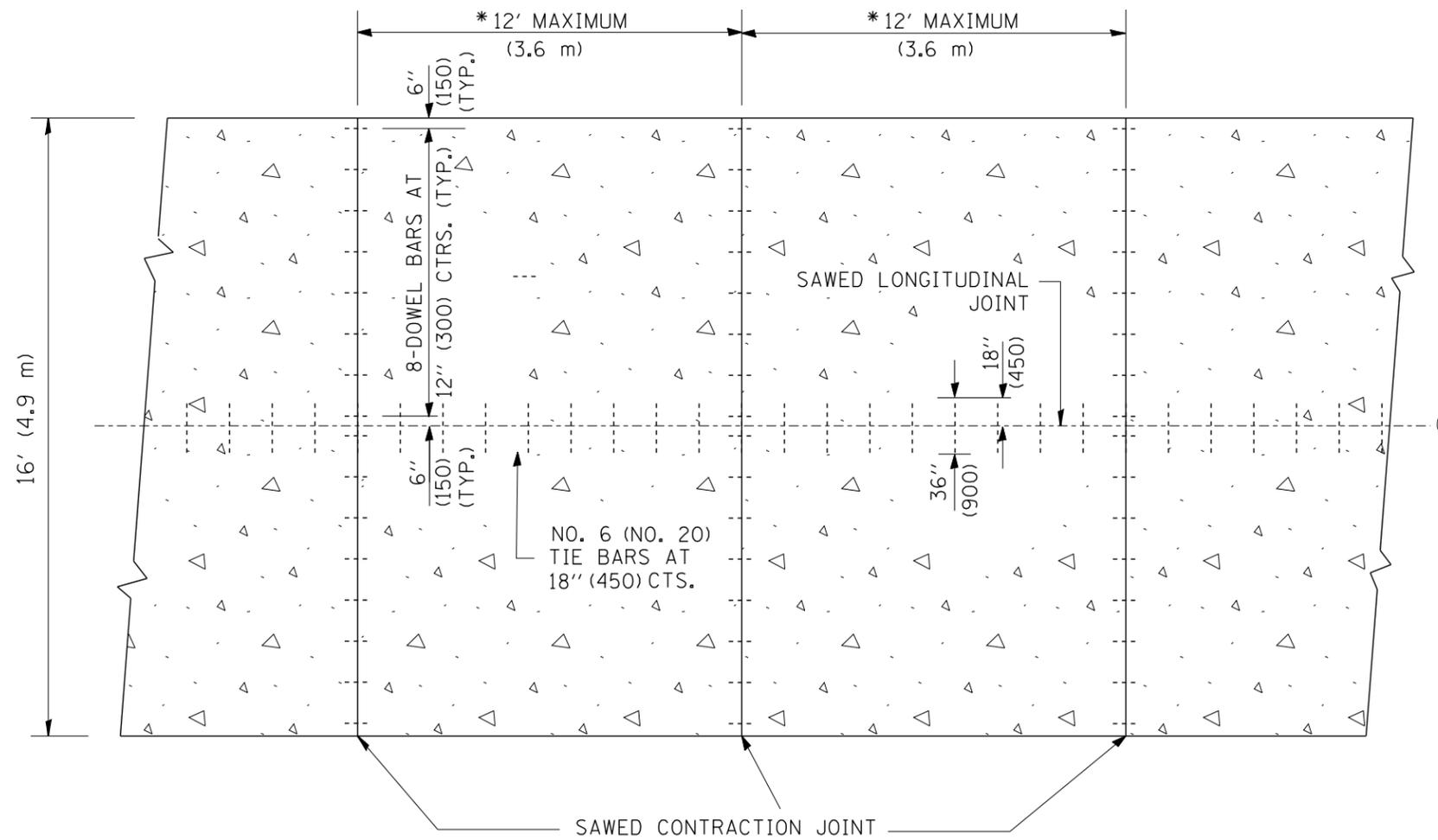
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED



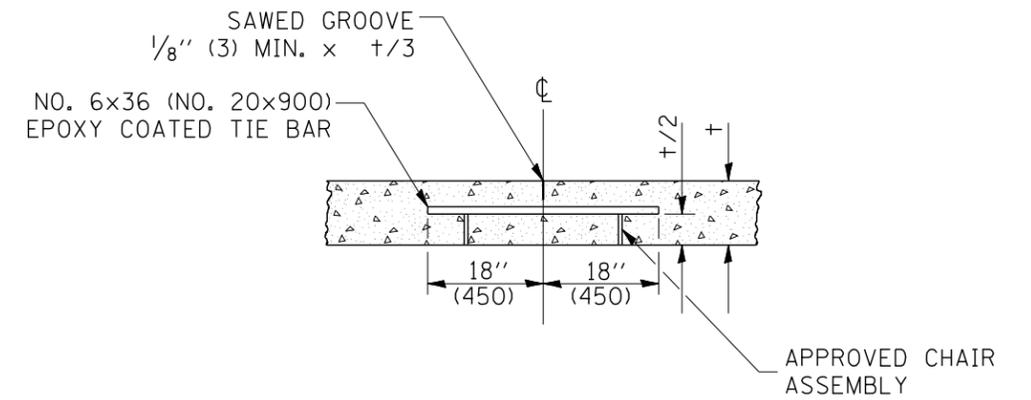
SECTION

NOTES:

1. CENTERLINE JOINT REMAINS IN THE CENTER WHEN RAMP TRANSITIONS TO TWO (2) RAMPS AT 12' (3.6 m).
2. ALL BARS TO BE EPOXY COATED.



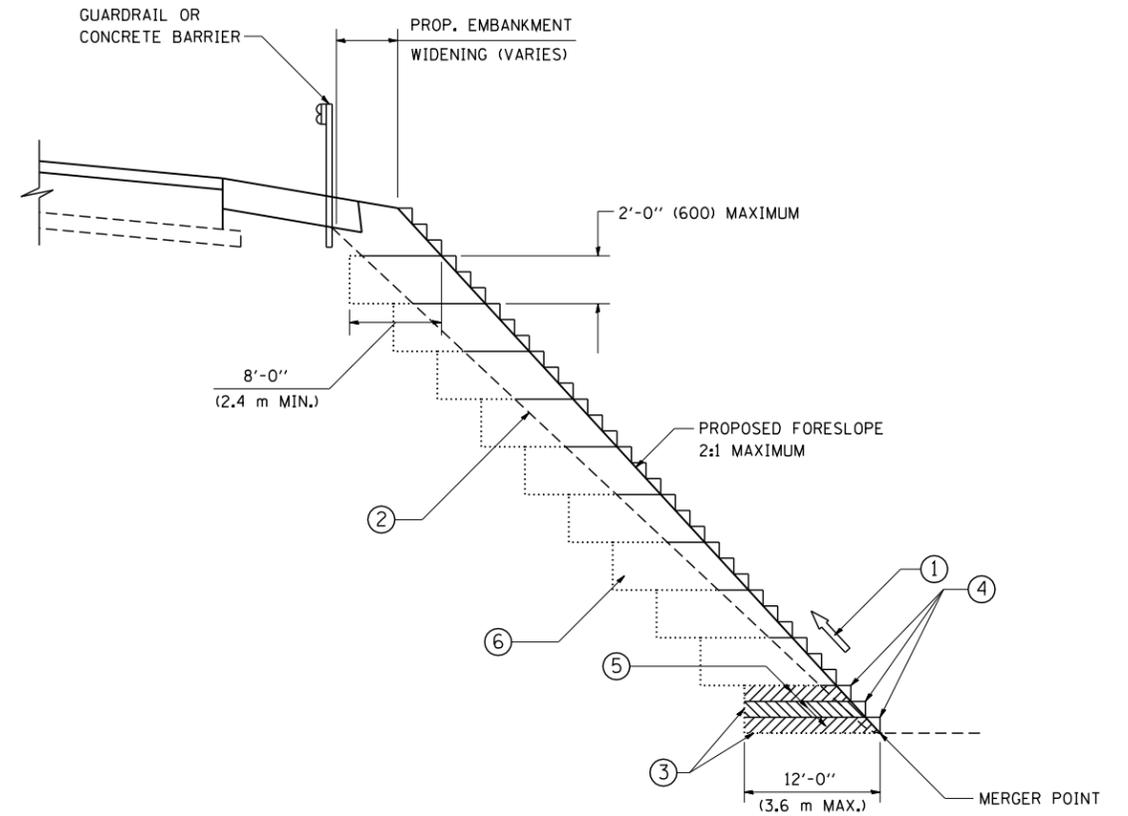
PLAN



SAWED LONGITUDINAL JOINT

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED

FILE NAME = W:\diststd\22x34\bd49.dgn	USER NAME = geglionobt	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAIL FOR CENTERLINE SAW CUT 16' (4.9 m) AND VARIABLE JOINTED PCC PAVEMENT FOR RAMPS		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.0000' / IN.	DRAWN - TOM MATOUSEK	REVISED -				BD49		886	796	
PLOT DATE = 1/4/2008	CHECKED - A. ABBAS	DATE - 10-18-02	REVISED -	SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CONTRACT NO. 60L70				



TYPICAL BENCHING DETAIL
FOR EMBANKMENT

NOTES:

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

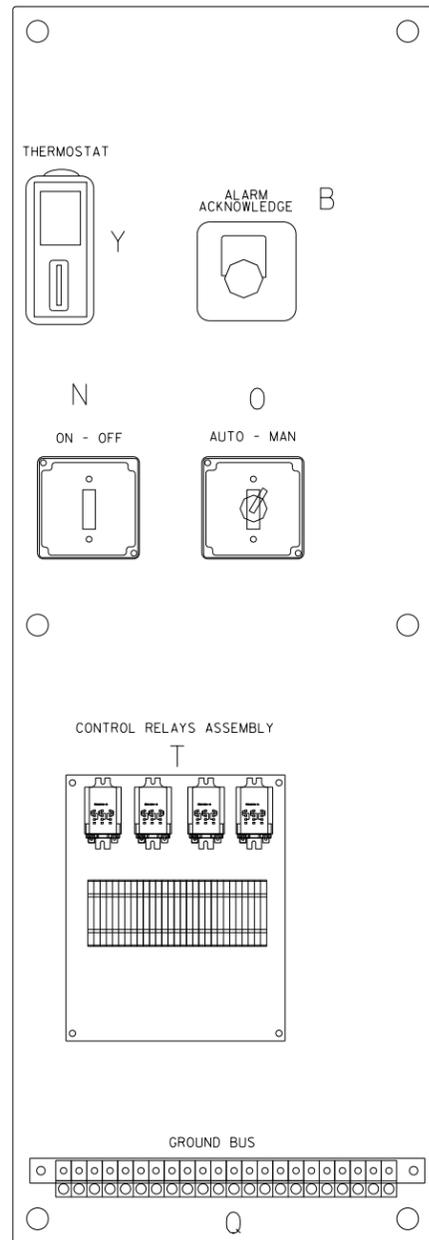
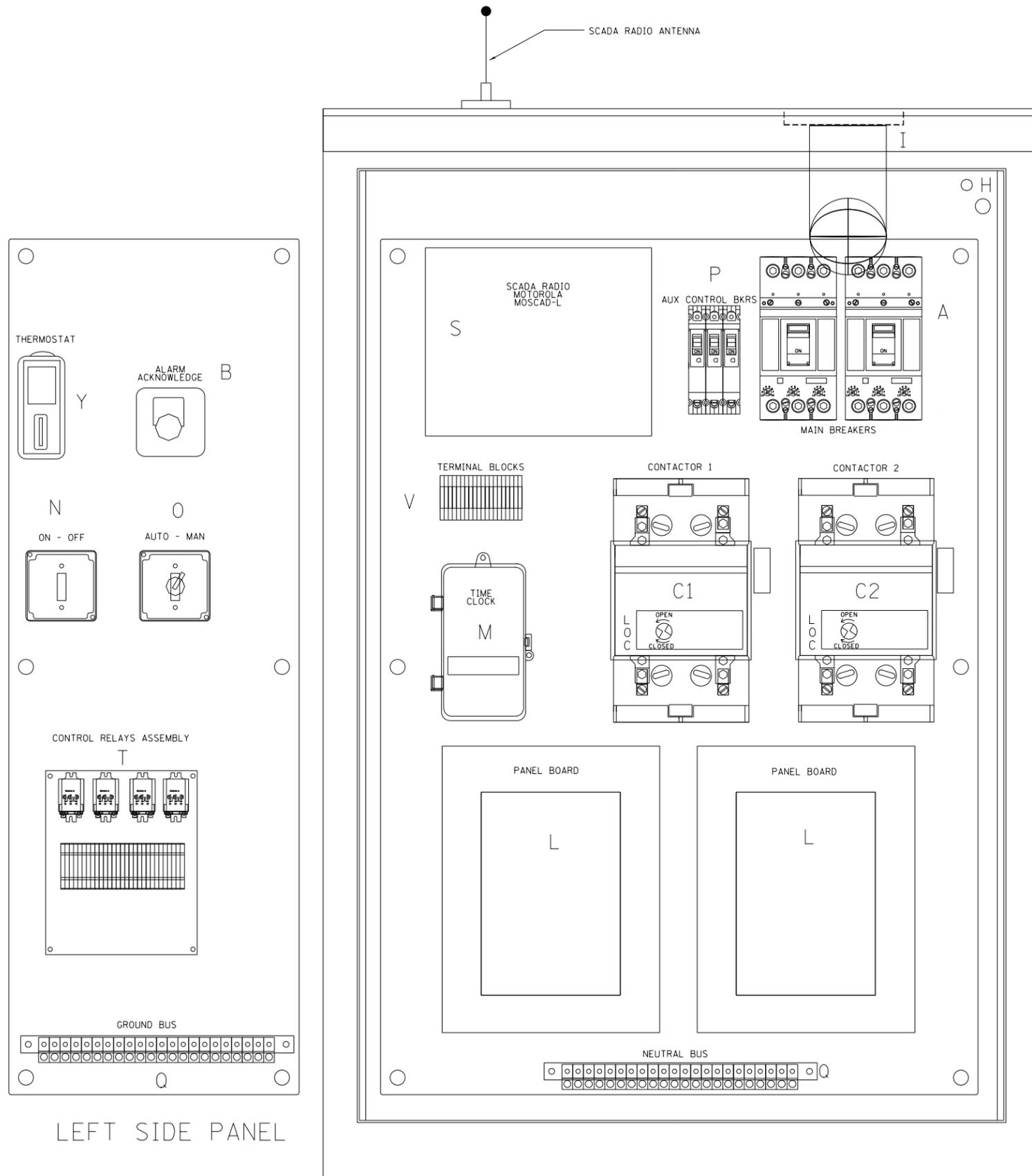
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

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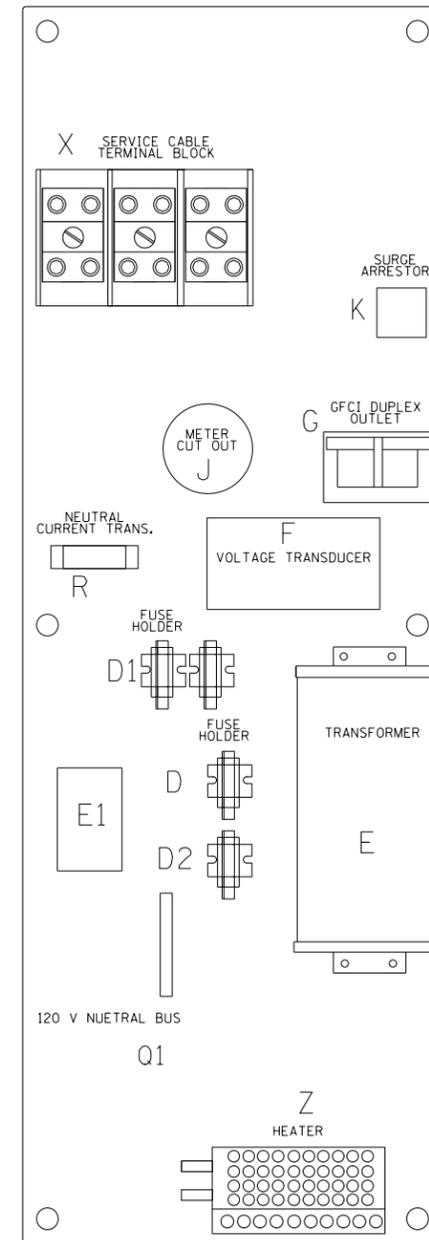
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BENCHING DETAIL			
FOR EMBANKMENT WIDENING			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			886	797
BD-51		CONTRACT NO. 60L70		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



LEFT SIDE PANEL



RIGHT SIDE PANEL

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

* TERMINALS SHALL BE COVERED WITH CLEAR PLEXIGLASS SHEET

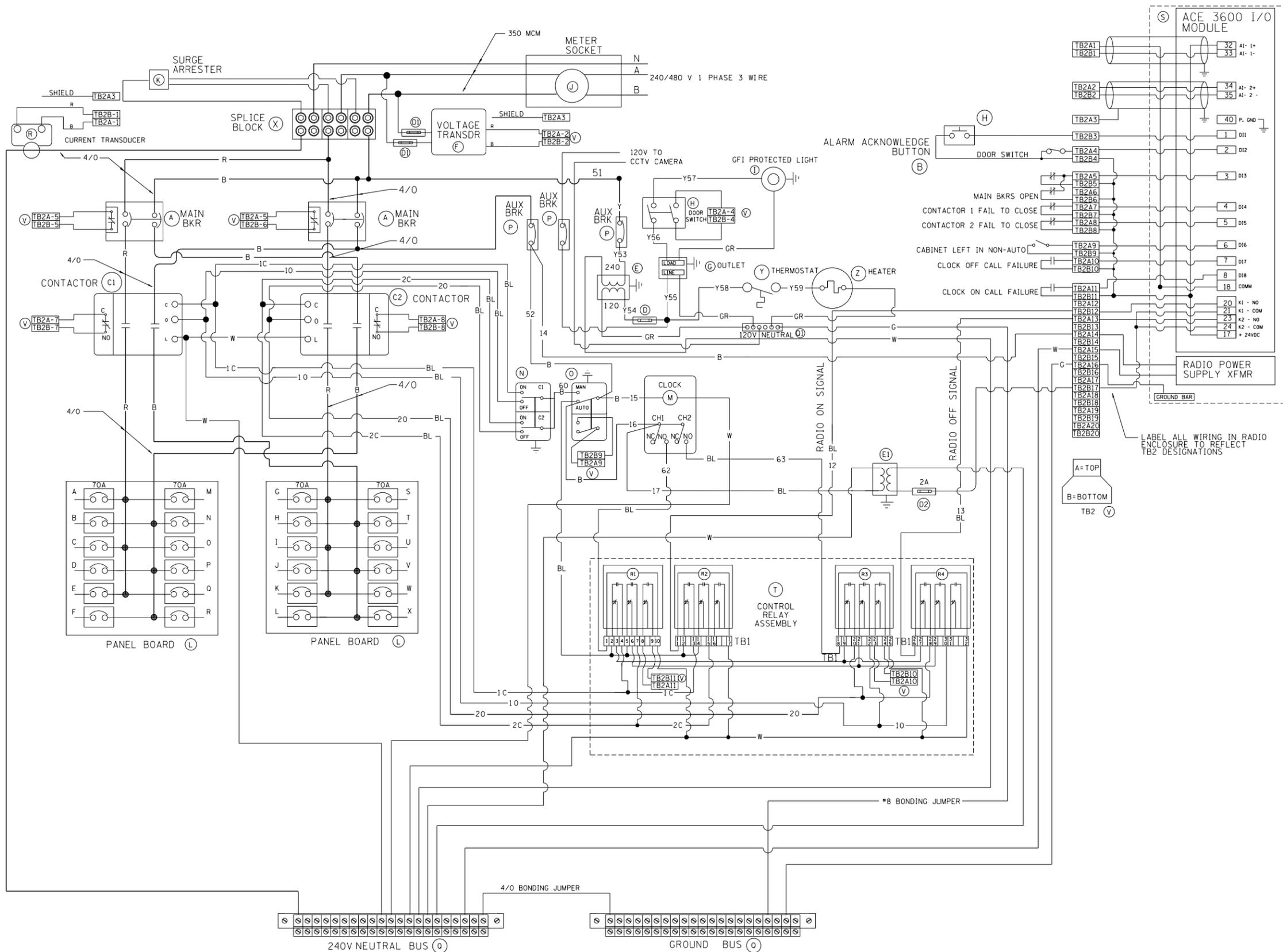
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		CHECKED -	REVISED - R. TOMSONS 03-10-10
		DATE -	REVISED - R. TOMSONS 03-29-12

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BE-205		886	798
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60L70	



BILL OF MATERIALS		
ITEM #	QTY	DESCRIPTION
A	2	MAIN CIRCUIT BREAKERS 2 POLE 200 AMP WITH AUX CONTACT
B	1	ACKNOWLEDGE SWITCH, PUSH BUTTON WITH YELLOW INSERT
C1, C2	2	CONTACTOR 2 POLE 200 AMP 240V COIL WITH AUX CONTACTS
D1	2	FINGERSAFE FUSE HOLDER WITH KTK-20A FUSE
D2	1	FINGERSAFE FUSE HOLDER WITH KTK- 2A FUSE
E	1	2.0 KVA 277V-240/120 TRANSFORMER
E1	1	0.25 KVA 240/120-24 VAC TRANSFORMER
F	1	VOLTAGE TRANSDUCER
G	1	15 AMP GFCI DUPLEX OUTLET W/COVER
H	2	DOOR SWITCH A-20G0-B7-K
I	1	LIGHT FIXTURE
J	1	METER FITTING 1 PHASE 3 WIRE 200 AMP
K	1	SURGE ARRESTER
L	2	PANEL BOARD 480/240V 1 PHASE, 250 AMP COPPER BUS
M	1	2 CHANNEL DIGITAL TIME CLOCK
N	1	MOMENTARY SWITCH ON - OFF
O	1	SQUARE D, 900IKS1BH13, 2 POSITION SWITCH IN 900IKY1 ENCLOSURE
P	2	BREAKER 1P 15A
Q	2	COPPER GROUND AND NEUTRAL BUS 1 x 16 x 1/4
Q1	1	COPPER NEUTRAL BUS WITH 1 1/0 AND #6 CONDUCTOR POINTS
R	1	CURRENT TRANSDUCER
S	1	MOTOROLA ACE 3600
T	1	CONTROL RELAY ASSEMBLY 240V COILS WITH 4 3 PDT 25A RELAYS (W389ACX-15) (R1, R2, R3, R4) . QTY 32 TERMINAL BLOCKS
V	20	TERMINAL BLOCKS
X	1	620 AMP SPLICE BLOCK
Y	1	40-80 DEG THERMOSTAT
Z	1	375 WATT HEATER

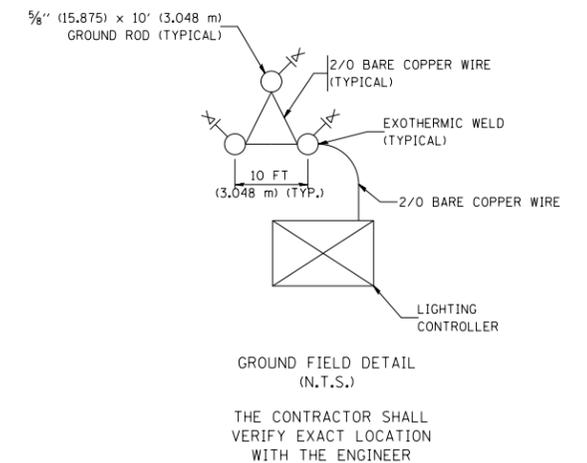
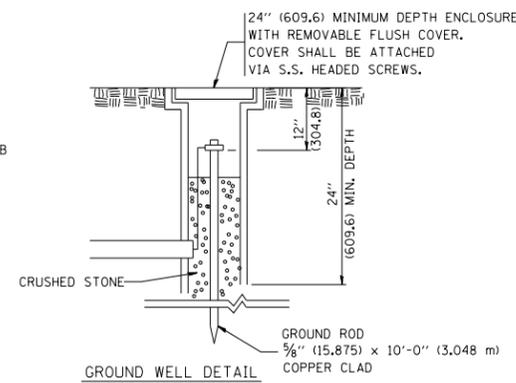
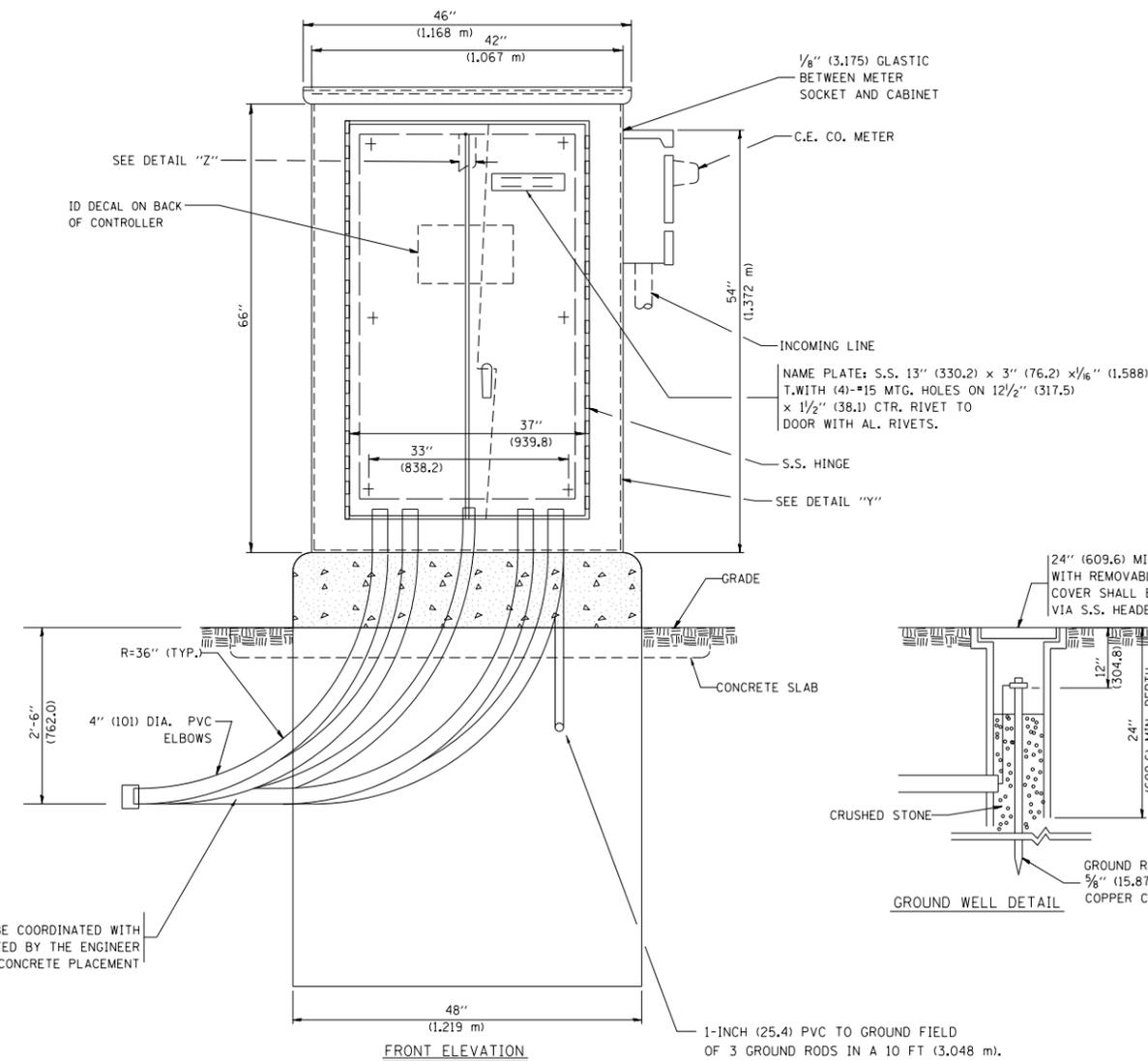
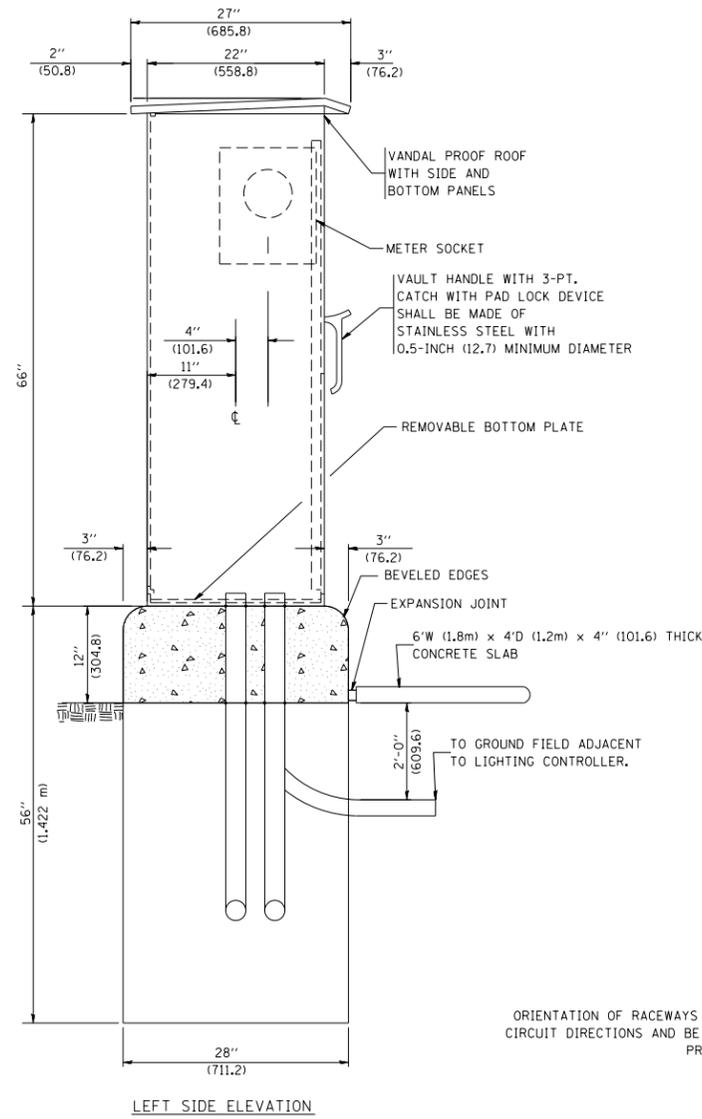
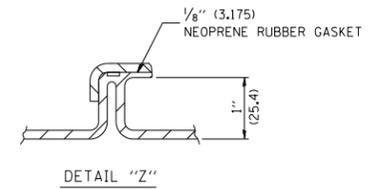
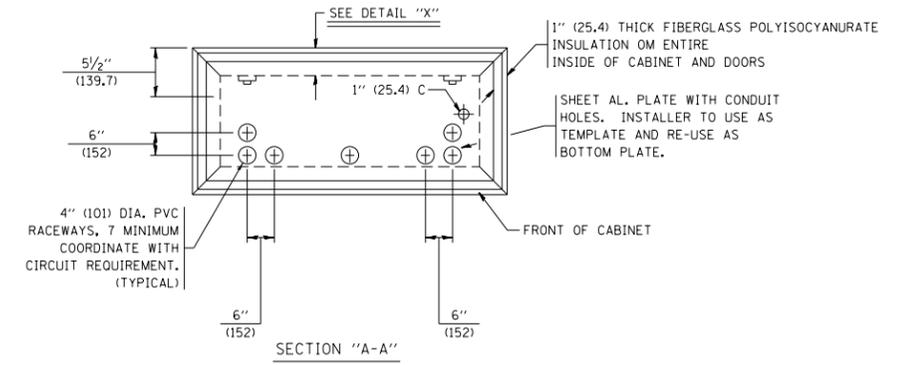
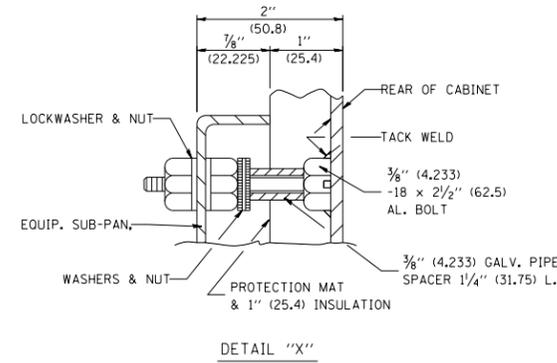
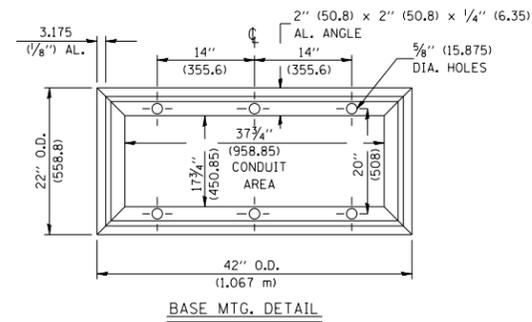
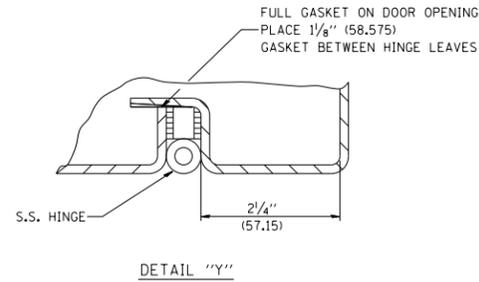
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		CHECKED -	REVISED - R. TOMSONS 03-10-10
		DATE -	REVISED - R. TOMSONS 03-29-12

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

SCALE: NONE SHEET NO. 2 OF 4 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BE-205		886	799
FED. ROAD DIST. NO. 1 ILLINOIS		FED. AID PROJECT	CONTRACT NO. 60L70	



ORIENTATION OF RACEWAYS SHALL BE COORDINATED WITH CIRCUIT DIRECTIONS AND BE INSPECTED BY THE ENGINEER PRIOR TO CONCRETE PLACEMENT

1-INCH (25.4) PVC TO GROUND FIELD OF 3 GROUND RODS IN A 10 FT (3.048 m). TRIANGLE CONNECTED VIA BARE COPPER WIRE. VERIFY EXACT LOCATION OF GROUND FIELD WITH THE ENGINEER. NO GROUND WELL SHALL BE PLACED IN CONCRETE PAD IN FRONT OF CONTROLLER.

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ct:\pwwork\pwwork\drivakosgn\d0108315\be205.dgn		DRAWN -	REVISED - R. TOMSONS 05-11-09
		CHECKED -	REVISED - R. TOMSONS 03-10-10
		DATE -	REVISED - R. TOMSONS 03-29-12

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SCALE: NONE SHEET NO. 3 OF 4 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BE-205		886	800
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 60L70		